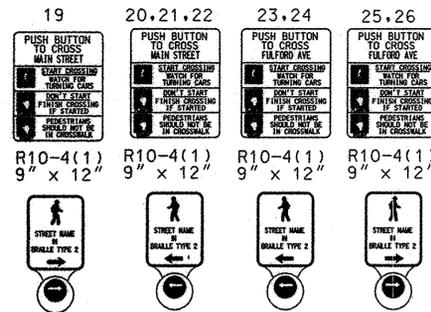
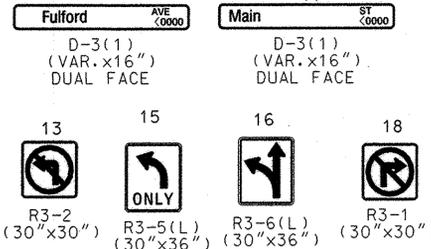


PROPOSED SIGNS



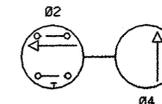
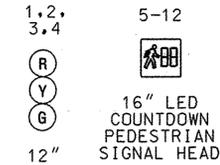
EXISTING SIGNS



EXISTING SIGNS TO BE REMOVED

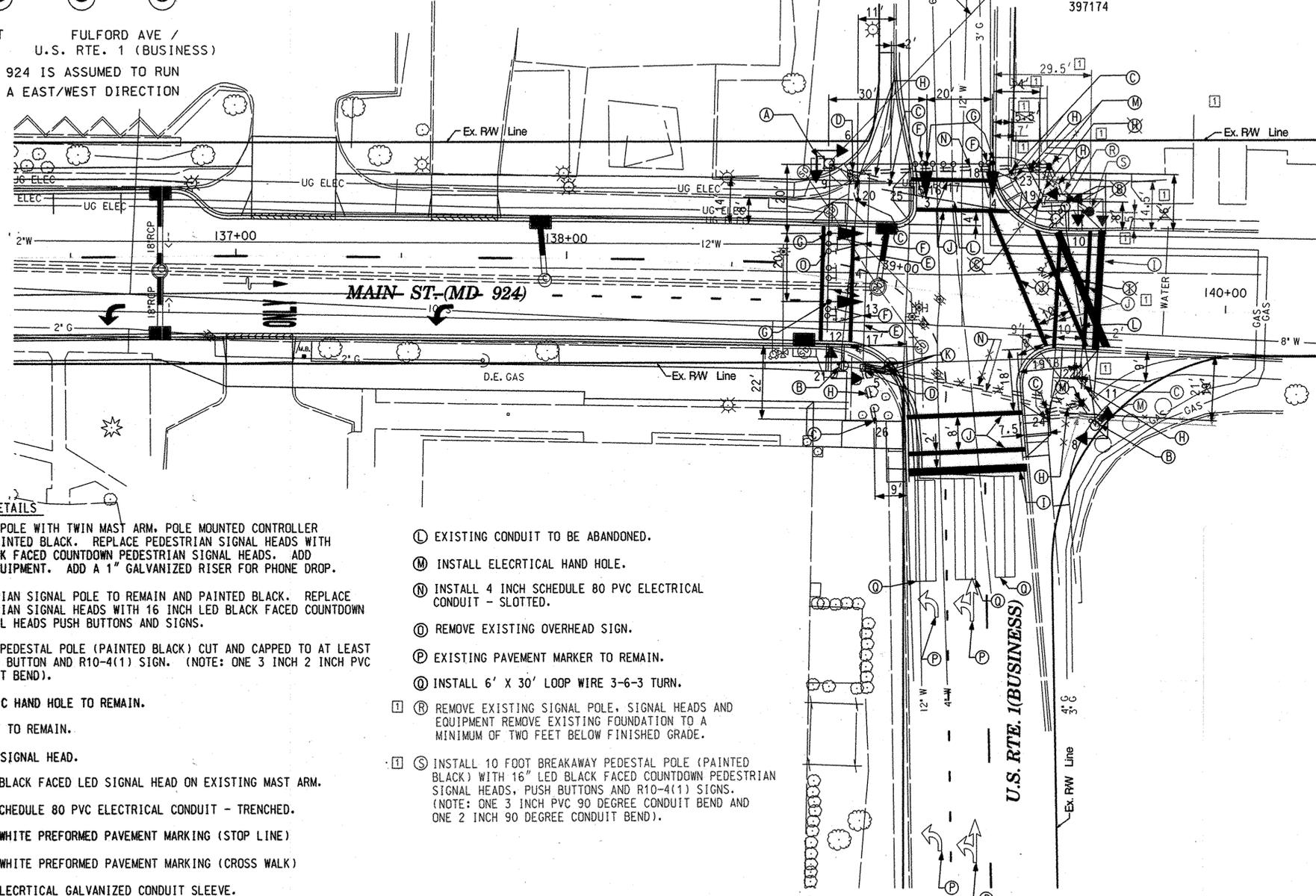


PROPOSED SIGNALS



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

MAIN STREET
FULFORD AVE / U.S. RTE. 1 (BUSINESS)
MD 924 IS ASSUMED TO RUN IN A EAST/WEST DIRECTION



CONSTRUCTION DETAILS

- (A) EXISTING SIGNAL POLE WITH TWIN MAST ARM. POLE MOUNTED CONTROLLER TO REMAIN AND PAINTED BLACK. REPLACE PEDESTRIAN SIGNAL HEADS WITH 16 INCH LED BLACK FACED COUNTDOWN PEDESTRIAN SIGNAL HEADS. ADD APS INTERFACE EQUIPMENT. ADD A 1\"/>
- (B) EXISTING PEDESTRIAN SIGNAL POLE TO REMAIN AND PAINTED BLACK. REPLACE EXISTING PEDESTRIAN SIGNAL HEADS WITH 16 INCH LED BLACK FACED COUNTDOWN PEDESTRIAN SIGNAL HEADS PUSH BUTTONS AND SIGNS.
- (C) INSTALL 10 FOOT PEDESTAL POLE (PAINTED BLACK) CUT AND CAPPED TO AT LEAST 5 FEET WITH PUSH BUTTON AND R10-4(1) SIGN. (NOTE: ONE 3 INCH 2 INCH PVC 90 DEGREE CONDUIT BEND).
- (D) EXISTING ELECTRIC HAND HOLE TO REMAIN.
- (E) EXISTING CONDUIT TO REMAIN.
- (F) REMOVE EXISTING SIGNAL HEAD.
- (G) INSTALL 12 INCH BLACK FACED LED SIGNAL HEAD ON EXISTING MAST ARM.
- (H) INSTALL 3 INCH SCHEDULE 80 PVC ELECTRICAL CONDUIT - TRENCHED.
- (I) INSTALL 24 INCH WHITE PREFORMED PAVEMENT MARKING (STOP LINE)
- (J) INSTALL 12 INCH WHITE PREFORMED PAVEMENT MARKING (CROSS WALK)
- (K) INSTALL 1 INCH ELECTRICAL GALVANIZED CONDUIT SLEEVE.
- (L) EXISTING CONDUIT TO BE ABANDONED.
- (M) INSTALL ELECTRICAL HAND HOLE.
- (N) INSTALL 4 INCH SCHEDULE 80 PVC ELECTRICAL CONDUIT - SLOTTED.
- (O) REMOVE EXISTING OVERHEAD SIGN.
- (P) EXISTING PAVEMENT MARKER TO REMAIN.
- (Q) INSTALL 6' X 30' LOOP WIRE 3-6-3 TURN.
- (R) REMOVE EXISTING SIGNAL POLE, SIGNAL HEADS AND EQUIPMENT REMOVE EXISTING FOUNDATION TO A MINIMUM OF TWO FEET BELOW FINISHED GRADE.
- (S) INSTALL 10 FOOT BREAKAWAY PEDESTAL POLE (PAINTED BLACK) WITH 16\"/>

GENERAL NOTES

1. PAVEMENT MARKINGS ARE NOT TO BE INSTALLED UNTIL LOOP DETECTORS AND CONDUIT INSTALLATION ARE COMPLETE.
2. THE CONTRACTOR SHALL CONFIRM GEOMETRICS PRIOR TO THE INSTALLATION OF THE SIGNAL EQUIPMENT.
3. PAVEMENT MARKING DETAILS ARE PROPOSED AND SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS.
4. SEE PAVEMENT MARKING SHEET FOR ADDITIONAL STRIPING.
5. STREET NAMES AND ROUTE MARKER SIGNS ARE TO BE INSTALLED PARALLEL TO THE ROADWAY FOR WHICH THEY APPLY.
6. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED TO AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
7. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL NOTIFY MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
8. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60\"/>
- 9. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIGURE 4E.2 AND THE NCHRP PUBLICATION, \"ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE\". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- 10. PUSHBUTTONS ARE TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 IN.
- 11. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM THE FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- 12. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.

GEOMETRIC LEGEND

— = EXISTING
= PROPOSED

UTILITY LEGEND

SD	SD	STORM DRAIN
G	G	GAS MAIN
W	W	WATER MAIN
S	S	SEWER MAIN
E	E	ELECTRIC CABLES
A	A	AERIAL CABLES
T	T	TELEPHONE CABLES
F	F	FIBER-OPTIC

BY: MUNZ

JMT
JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future®
72 Loveton Circle Baltimore, Maryland 21152-0949

APPROVALS	REVISIONS
TEAM LEADER	(1) GREENLINE 1 02-15-08 HA1865184 RECONSTRUCT SIGNAL DUE TO GEOM CHANGES
ASSIST. DIR. CHIEF	(2) HA1865184 RECONSTRUCT SIGNAL DUE TO GEOM CHANGES
DIVISION CHIEF	(M) REPLACE INTERCONNECT CABLE
OFFICE DIRECTOR	DMP MMN IDD BK

DESIGNED BY	COUNTY
DRAWN BY H. KILAN	HARFORD
CHECKED BY	LOGMILE
F.A.P. NO.	T.I.M.S. NO. G-985
	TOD NO. TS-1473N

SNA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 924 (MAIN ST.) STREETSCAPE IMPROVEMENTS FROM MD 22 (FULFORD AVE.) TO GORDON ST. (DESIGN BUILD)

MD 924 (MAIN ST) @ US 1/FULFORD AVE.
SCALE 1" = 20' DATE JUNE 1980 CONTRACT NO. AA-537-451-005

DRAWING NO. TS-01 OF 14 SHEET NO. 2 OF 15