MD 924 IS ASSUMED TO RUN IN A EAST/WEST DIRECTION

PROPOSED SIGNS

19,20,21 — PUSH BUTTON TO CROSS MAIN STREET — START CROSSING WATCH FOR TURNING CARS — DON'T START FINISH CROSSING IF STARTED — PEDESTRIANS SHOULD NOT BE IN CROSSWALK — R10-4(1) 9" x 12"

22 — PUSH BUTTON TO CROSS MAIN STREET — START CROSSING WATCH FOR TURNING CARS — DON'T START FINISH CROSSING IF STARTED — PEDESTRIANS SHOULD NOT BE IN CROSSWALK — R10-4(1) 9" x 12"

23 — PUSH BUTTON TO CROSS COURTLAND PL — START CROSSING WATCH FOR TURNING CARS — DON'T START FINISH CROSSING IF STARTED — PEDESTRIANS SHOULD NOT BE IN CROSSWALK — R10-4(1) 9" x 12"

24,25,26 — PUSH BUTTON TO CROSS COURTLAND PL — START CROSSING WATCH FOR TURNING CARS — DON'T START FINISH CROSSING IF STARTED — PEDESTRIANS SHOULD NOT BE IN CROSSWALK — R10-4(1) 9" x 12"

STREET NAME IN BRAILLE TYPE 2

MAIN STREET — COURTLAND PL

14 — Courtland PL <0000 — D-3(1) (VAR.x16") DUAL FACE

15 — Main ST <0000 — D-3(1) (VAR.x16")

16 — R3-1 (30"x30")

13 — R3-2 (30"x30")

17,18 — DO NOT ENTER — R5-1 (30"x30")

PROPOSED SIGNALS

1,2,3,4 — R Y G — 12"

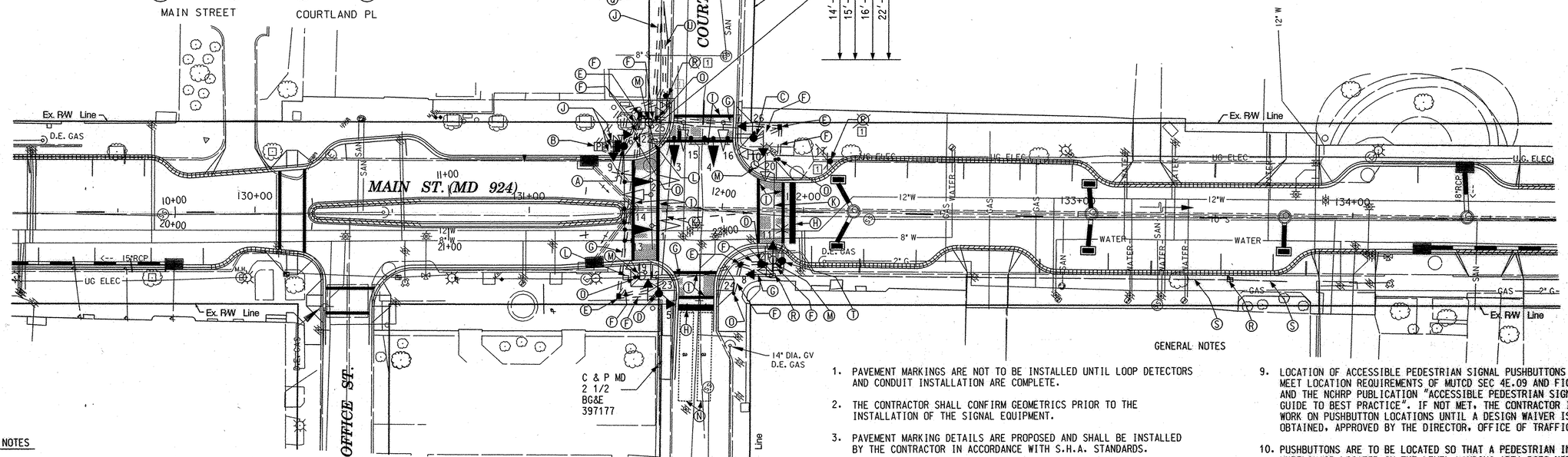
5-12 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD

a — PROPOSED VIDEO DETECTION

NEMA PHASING — Ø2, Ø4

FLASHING OPERATION — Ø4 ALT.

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



CONSTRUCTION NOTES

Ⓐ INSTALL 27 FOOT STEEL POLE (PAINTED BLACK) WITH 38 FOOT MAST ARM (PAINTED BLACK), LED BLACK FACED SIGNAL HEADS, 16" LED BLACK FACED COUNTDOWN PEDESTRIAN SIGNAL HEADS, 10 FOOT LIGHTING ARM (PAINTED BLACK) WITH 250 WATT HPS LAMP AND LUMINAIRE AND NEMA PHASE 5 STRETCH POLE MOUNTED CABINET AND CONTROLLER (NOTE: TWO 3 INCH PVC 90 DEGREE CONDUIT BEND AND ONE 2 INCH 90 DEGREE CONDUIT BEND).

Ⓑ INSTALL SERVICE PEDESTAL.

Ⓒ INSTALL 27 FOOT STEEL POLE (PAINTED BLACK) WITH 38 FOOT MAST ARMS (PAINTED BLACK), LED BLACK FACED SIGNAL HEADS, VIDEO DETECTION CAMERA 16" LED BLACK FACED COUNTDOWN PEDESTRIAN SIGNAL HEADS. (NOTE: ONE 3 INCH PVC 90 DEGREE CONDUIT BEND AND ONE 2 INCH 90 DEGREE CONDUIT BEND).

Ⓓ INSTALL 10 FOOT BREAKAWAY PEDESTAL POLE (PAINTED BLACK) WITH 16" LED BLACK FACED COUNTDOWN PEDESTRIAN SIGNAL HEADS, PUSH BUTTONS AND R10-4(1) SIGNS. (NOTE: ONE 3 INCH PVC 90 DEGREE CONDUIT BEND AND ONE 2 INCH 90 DEGREE CONDUIT BEND).

Ⓔ INSTALL ELECTRICAL HAND HOLE.

Ⓕ INSTALL 3 INCH SCHEDULE 80 PVC CONDUIT - TRENCHED.

Ⓖ INSTALL 4 INCH SCHEDULE 80 PVC CONDUIT - SLOTTED.

Ⓗ INSTALL 24 INCH WHITE PREFORMED PAVEMENT MARKING (STOP LINE).

Ⓘ INSTALL 12 INCH WHITE PREFORMED PAVEMENT MARKING (CROSS WALK).

Ⓙ INSTALL 4 INCH SCHEDULE 80 PVC CONDUIT - TRENCHED.

Ⓚ ABANDON EXISTING CONDUIT.

Ⓛ REMOVE EXISTING ELECTRICAL HAND HOLE.

Ⓜ REMOVE EXISTING SIGNAL POLE, SIGNAL HEADS AND EQUIPMENT REMOVE EXISTING FOUNDATION TO A MINIMUM OF TWO FEET BELOW FINISHED GRADE.

Ⓝ VIDEO DETECTION ZONE.

Ⓞ INSTALL 10 FT PEDESTAL POLE (PAINTED BLACK) CUT AND CAPPED TO AT LEAST 5 FT WITH PUSH BUTTON AND R10-4(1) SIGN. (NOTE: ONE 3 INCH PVC 90 DEGREE CONDUIT BEND).

Ⓟ INSTALL GROUND MOUNT SIGN.

Ⓠ INSTALL 2" STUB, 1 FOOT OUT FROM BASE OF POWER POLE FOR POWER FEED.

Ⓡ EXISTING HAND HOLE TO REMAIN.

Ⓢ EXISTING CONDUIT TO REMAIN.

Ⓣ INSTALL 250W HPS FULL CUTOFF FLAT GLASS COBRA HEAD LUMINAIRE WITH IES TYPE III DISTRIBUTION ON SHA APPROVED ROUND STEEL POLE (PAINTED BLACK) WITHOUT TRANSFORMER BASE. LUMINAIRE SHALL BE MOUNTED ON A 10 FT. BRACKET ARM (PAINTED BLACK) WITH A MOUNTING HEIGHT OF 30 FT.

Ⓤ INSTALL 2 INCH SCHEDULE 80 PVC CONDUIT - TRENCHED CAP AND MARK CONDUIT 2 FEET ABOVE GRADE AT UTILITY POLE FOR USE BY VERIZON FORCES..

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"x 60" LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
9. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC 4E.09 AND FIG. 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 FACE OF PUSHBUTTON TO 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 — STORM DRAIN
G — GAS MAIN
W — WATER MAIN
S — SEWER MAIN
E — ELECTRIC CABLES
A — AERIAL CABLES
T — TELEPHONE CABLES
F — FIBER-OPTIC

BY: LLEWELLYN

1 GREENLINE 1 02-15-08 HA1865184 RECONSTRUCT SIGNAL DUE TO GEOM CHANGES

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

APPROVALS
TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR
ORIGINAL ON FILE

REVISIONS
(N) 9-1-2007 HA1865184 RECONSTRUCT SIGNAL DUE TO GEOM CHANGES — CGM
(M) 12-1997 REPLACE INTERCONNECT CABLE — DMP MMN DD BK
(L) 4-1-1982 LEAVE EXISTING STL POLE REMOVE CABINET — HAK

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) @ COURTLAND ST.

SCALE 1"= 20' DATE 10-11-78 CONTRACT NO. H-757-501-485

DESIGNED BY H. KILAN
DRAWN BY H. KILAN
CHECKED BY H. KILAN
F.A.P. NO. M-005 (17)
COUNTY HARFORD
LOGMILE 121492405.59
T.I.M.S. NO. G-985
TOD NO. TS-1475N

DRAWING NO. TS - 06 OF 14 SHEET NO. 07 OF 15

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