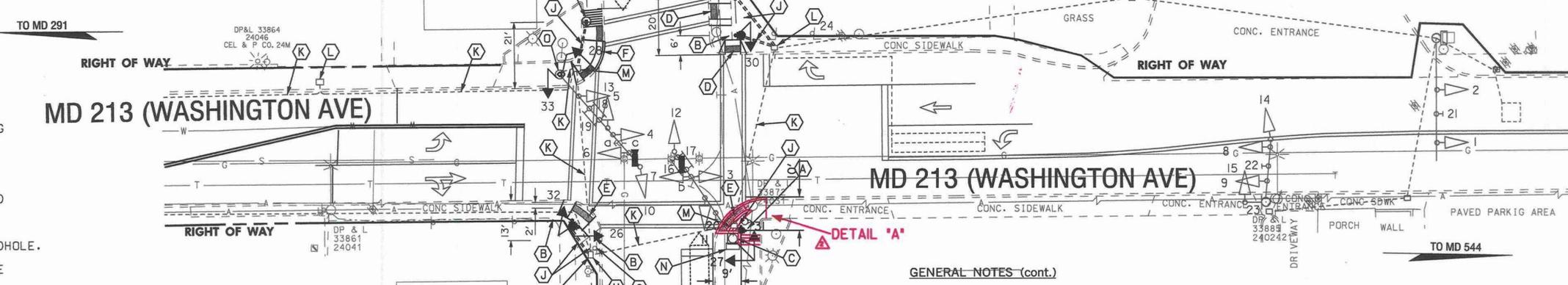


- CONSTRUCTION DETAILS**
- INSTALL MODIFIED PEDESTAL BASE PER STANDARD NO. MD 801.01-01 WITH 5 FT. BREAKAWAY PEDESTAL POLE WITH APS STATION AND PEDESTRIAN EDUCATION SIGN. (NOTE: 1-3 IN. PVC SCHEDULE 80 CONDUIT BEND).
 - INSTALL CONCRETE FOUNDATION WITH 10 FT. BREAKAWAY PEDESTAL POLE WITH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, APS STATION, AND PEDESTRIAN EDUCATION SIGN. (NOTE: 1-3 IN. PVC SCHEDULE 80 CONDUIT BEND).
 - INSTALL TWO 16 IN. LED COUNTDOWN PEDESTRIAN SIGNAL HEADS ON EXISTING SIGNAL POLE.
 - INSTALL ADA CURB RAMP IN ACCORDANCE WITH SHA STANDARD NO. MD 655.12, WITH 5 FT. WIDE LANDING AND DETECTABLE WARNING SURFACE IN ACCORDANCE WITH SHA STANDARD NO. MD 655.40.
 - INSTALL ADA CURB RAMP IN ACCORDANCE WITH SHA STANDARD NO. MD 655.12 AND DETECTABLE WARNING SURFACE IN ACCORDANCE WITH SHA STANDARD NO. MD 655.40.
 - INSTALL 2-4 FT. ADA CURB RAMPS IN ACCORDANCE WITH SHA STANDARD NO. MD 655.12 AND DETECTABLE WARNING SURFACE IN ACCORDANCE WITH SHA STANDARD NO. MD 655.40, WITH SIDEWALK BETWEEN RAMPS AT GRADE WITH ROADWAY.
 - RELOCATE STREET NAME SIGN NEXT TO EXISTING HANDHOLE.
 - FILL DEPRESSION NEXT TO HANDHOLE TO MATCH GRADE LEVEL WITH TOP OF CURB.
 - INSTALL 3 IN. PVC SCHEDULE 80 CONDUIT - TRENCHED.
 - USE EXISTING CONDUIT.
 - USE EXISTING HANDHOLE.
 - MODIFY EXISTING HANDHOLE TO MATCH GRADE OF PROPOSED RAMP.
 - USE EXISTING POLE MOUNTED CONTROLLER CABINET. INSTALL WIRE INTO BASE OF POLE, UP TO TOP OF POLE, THEN OUT A 3 IN. WEATHERHEAD AND DOWN A 3 IN. RISER INTO THE BOTTOM OF THE CABINET.
 - INSTALL TWO 16 IN. LED COUNTDOWN PEDESTRIAN SIGNAL HEADS, APS STATION, AND PEDESTRIAN EDUCATION SIGN ON EXISTING SIGNAL POLE.
 - REMOVE EXISTING SIGNAL HEADS, INSTALL LED SIGNAL HEADS.
 - INSTALL ADA CURB RAMP IN ACCORDANCE WITH SHA STD NO. 655.13 AND DETECTABLE WARNING SURFACE NO. STD 655.40.
 - RELOCATE EXISTING PED POLE AND EQUIPMENT.

PUSHBUTTON NUMBERS INDICATE THE ASSOCIATED PEDESTRIAN SIGNAL HEAD NUMBERS.



- GENERAL NOTES**
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
 - ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTION, TO MEET CLEARANCES AS SPECIFIED IN MD STD. 816.03, MD STD. 818.01, MD 818.02, AND MD STD. 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL PROPOSED SIGNAL EQUIPMENT.
 - PUSHBUTTONS ARE TO BE 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 A AREA WITH A CROSS SLOPE OF LESS THEN OR EQUAL TO 2%.
 - 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.
 - PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE SIDEWALK, AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACE.
 - THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING SIGNAL OPERATION DURING THE COMPLETE CONSTRUCTION PERIOD.

- GENERAL NOTES (cont.)**
- CONTRACTOR IS RESPONSIBLE FOR THE PURCHASE AND DELIVERY OF THE CENTRAL CONTROL NAVIGATOR UNIT FOR THE CONTROLLER TO THE SHA SIGNAL SHOP AT 7491 CONNELLEY DRIVE, HANOVER, MD 21076. MR EDWARD RODENHIZER AT (410) 787-7652 SHALL BE CONTACTED SEVENTY-TWO (72) HOURS PRIOR TO DELIVERY.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
 - VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
 - 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".
 - THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
 - PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
 - ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.

MM CENTURY ENGINEERING
CONSULTING ENGINEERS - PLANNERS
10710 GILROY ROAD
HUNT VALLEY, MD 21031

T3 design
T3 DESIGN, P.C.
3927 OLD LEE HWY
SUITE 101-C
FAIRFAX, VA 22030
PHONE: 703-359-5881
www.t3design.us

GEOMETRIC LEGEND --- EXISTING --- EDGE OF PAVEMENT	UTILITY LEGEND --- E --- ELECTRIC CABLES --- A --- AERIAL CABLES --- T --- TELEPHONE CABLES --- FO --- FIBER-OPTIC	APPROVALS TEAM LEADER, TRAFFIC ENGINEERING DIVISION ASST. CHIEF TRAFFIC ENGINEERING DIVISION CHIEF TRAFFIC ENGINEERING DIVISION DIRECTOR, OFFICE OF TRAFFIC & SAFETY	REVISIONS 8-9-08 SHA NO. X0340185 INSTALLATION OF APS/CS TO EXISTING TRAFFIC SIGNAL TMS H863 ATA AJM 9-20-06 SHA NO. AT3358185 INSTALLATION OF FIRE-PREEMPTION TO EXISTING TRAFFIC SIGNAL SWA/CF CJW JAH DAZ WH 03-02 SHA NO. KE184511851 INSTALLATION OF INTERCONNECT SWA	SIGNAL PLAN SCALE 1" = 20' DATE 9/2/1979 CONTRACT NO. 23855125062030 DESIGNED BY _____ COUNTY KENT DRAWN BY _____ LOGMILE 14021300.37 CHECKED BY L. PARKER T.I.M.S. NO. H863 F.A.P. NO. K. KEITT TOD NO. _____ DRAWING NO. TS 1679 F SHEET NO. 1 OF 3
---	---	---	--	--

REPLACE EXISTING STD. 655.12 ADA RAMP WITH STD 655.13 ADA RAMP

TEDD APPROVAL *Frank...* DATE: 5/7/10

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 213 (WASHINGTON AVE) AT
MD 289 (CROSS ST)/PHILOSOPHERS TERR
CHESTERTOWN, MARYLAND