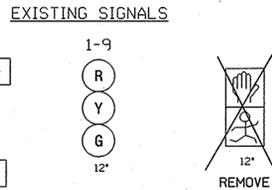
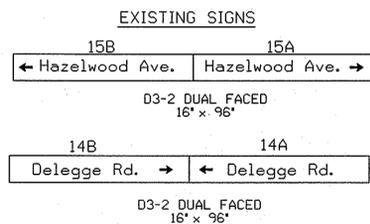
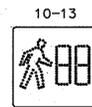




MD 588 (KENWOOD AVE.) IS ASSUMED TO RUN IN A NORTH / SOUTH DIRECTION.

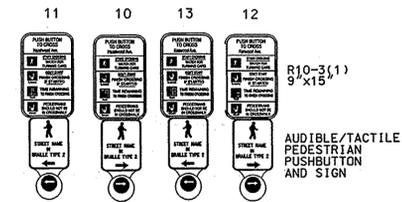


**PROPOSED LED SIGNAL HEADS**

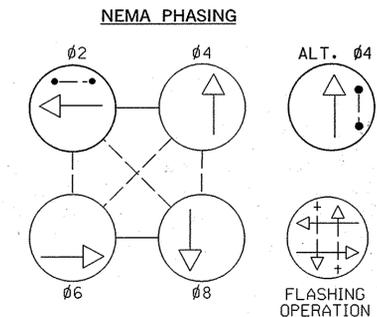


16" COUNTDOWN

**PROPOSED SIGNS**

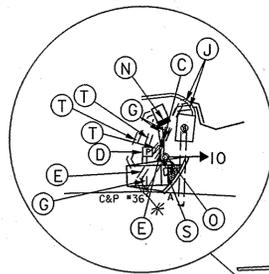


PUSHBUTTON SIGN NUMBERS INDICATE THE ASSOCIATED PEDESTRIAN SIGNAL HEAD NUMBER



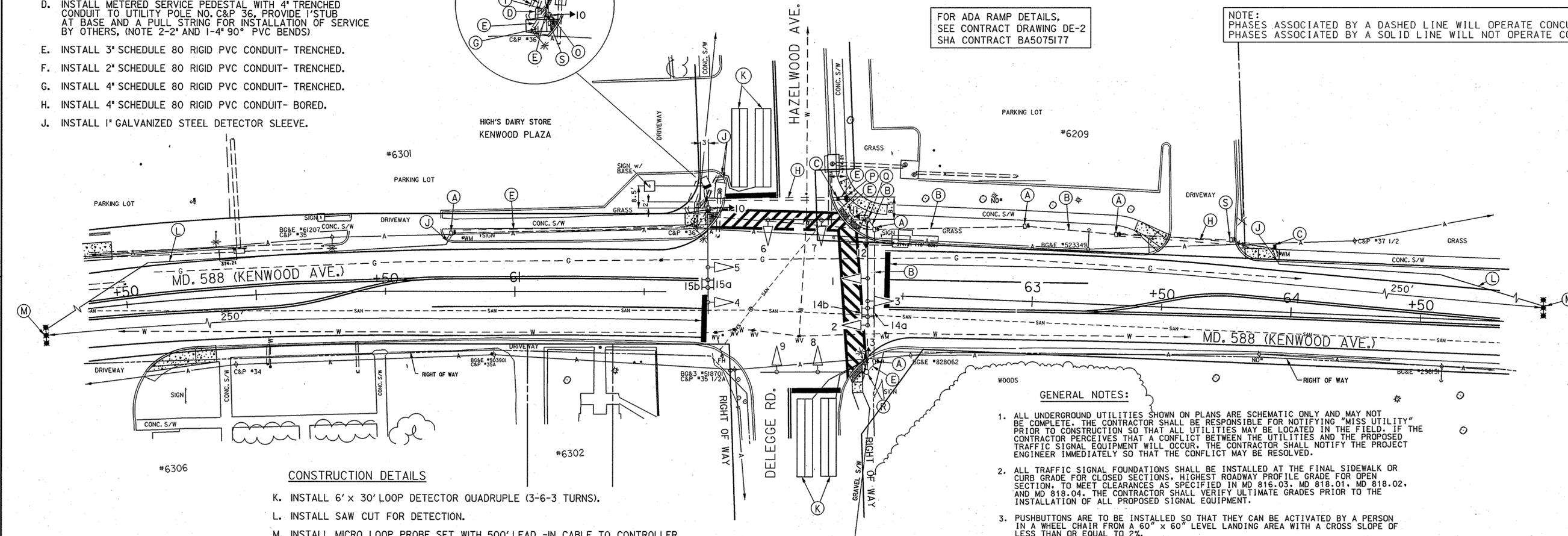
**CONSTRUCTION DETAILS**

- A. USE EXISTING HANDHOLE.
- B. USE EXISTING CONDUIT.
- C. INSTALL ELECTRICAL HANDHOLE.
- D. INSTALL METERED SERVICE PEDESTAL WITH 4' TRENCHED CONDUIT TO UTILITY POLE NO. C&P 36, PROVIDE 1" STUB AT BASE AND A PULL STRING FOR INSTALLATION OF SERVICE BY OTHERS, (NOTE 2-2" AND 1-4" 90° PVC BENDS)
- E. INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
- F. INSTALL 2" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
- G. INSTALL 4" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
- H. INSTALL 4" SCHEDULE 80 RIGID PVC CONDUIT- BORED.
- J. INSTALL 1" GALVANIZED STEEL DETECTOR SLEEVE.



FOR ADA RAMP DETAILS, SEE CONTRACT DRAWING DE-2 SHA CONTRACT BA5075177

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



**CONSTRUCTION DETAILS**

- K. INSTALL 6' x 30' LOOP DETECTOR QUADRUPLE (3-6-3 TURNS).
- L. INSTALL SAW CUT FOR DETECTION.
- M. INSTALL MICRO LOOP PROBE SET WITH 500' LEAD -IN CABLE TO CONTROLLER.
- N. INSTALL BASE MOUNTED CABINET WITH EIGHT PHASE CONTROLLER AND ALL NECESSARY EQUIPMENT, (NOTE: 2-2" AND 2-4" 90° PVC BENDS).
- O. USE EXISTING SIGNAL STRUCTURE AND SIGNAL HEADS. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON AND SIGN. REMOVE EXISTING CONTROLLER CABINET AND SERVICE AND PLUG THE OPENINGS IN THE POLE. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEADS, AUDIBLE PUSHBUTTON WITH SIGNS. INSTALL 1-3" 90° BEND INTO BASE AND GROUT. REWIRE EQUIPMENT.
- P. INSTALL 10' PEDESTAL POLE WITH BREAKAWAY BASE (CUT TO 6') WITH AUDIBLE PEDESTRIAN PUSHBUTTON AND SIGNS, (NOTE: 1-3" 90° PVC BEND).
- Q. USE EXISTING SIGNAL STRUCTURE AND SIGNAL HEADS. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND THE PUSHBUTTON EQUIPMENT. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEADS AND AN AUDIBLE PUSHBUTTON WITH SIGNS. REWIRE EQUIPMENT AND GROUT BASE FOUNDATION.
- R. USE EXISTING SIGNAL STRUCTURE AND SIGNAL HEADS. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON EQUIPMENT. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD AND AUDIBLE PUSHBUTTON WITH SIGNS. REWIRE EQUIPMENT AND GROUT BASE FOUNDATION.
- S. REMOVE EXISTING HANDHOLE, CAP AND ABANDON EXISTING CONDUIT.
- T. INSTALL 2" SCHEDULE 80 RIGID CONDUIT- TRENCHED TO UTILITY POLE NO. C&P 36, PROVIDE 1" STUB AT BASE AND A PULL STRING FOR THE INSTALLATION OF A PHONE DROP

**GENERAL NOTES:**

1. ALL UNDERGROUND UTILITIES SHOWN ON PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING "MISS UTILITY" PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE PROPOSED TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
2. 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 816.03, MD 818.01, MD 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL PROPOSED SIGNAL EQUIPMENT.
3. PUSHBUTTONS ARE TO BE INSTALLED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEEL CHAIR FROM A 60" x 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
4. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTON MUST MEET LOCATION REQUIREMENTS OF "MD-MUTCD" SECTION 4E.09 AND FIG. 4E.2 AND THE "NCHRP PUBLICATION" "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR SHALL STOP WORK ON PUSHBUTTON LOCATION UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
5. PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE SIDEWALK, AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACE.
6. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING THE UNUSED CABLES FROM THE EXISTING HANDHOLES AND CONDUIT UTILIZED FOR REVISION 'B'.

**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

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

REVISION "B" 23144.07

FRIDAY, JUNE 15, 2007 AT 04:42 PM

REVISIONS	APPROVALS
<p>ADD APS AND COUNTDOWN 2/23/07 PEDESTRIAN SIGNALS TMS # H 165 SHA # BA5075177</p> <p>AS BUILT RECONSTRUCTED 11-20-92 7/90 TMS # E 401</p>	<p>ORIGINALS</p> <p>CHIEF, SIGNAL DESIGN SECTION DN</p> <p>ASST. DISTRICT ENGINEER TRAFFIC</p> <p>FILE</p> <p>CHIEF, TRAFFIC ENGINEER DESIGN DIVISION</p> <p>DIRECTOR, OFFICE OF TRAFFIC AND SAFETY</p>

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

MD. 588 (KENWOOD AVE.) &  
HAZELWOOD AVE./DELEGGE RD.

**TRAFFIC SIGNAL PLAN**

SCALE 1" = 20' DATE 07/ 1970 CONTRACT NO. \_\_\_\_\_

DESIGNED BY W. MALCOM COUNTY BALTIMORE  
DRAWN BY W. MALCOM LOGMILE 03058800.78  
CHECKED BY \_\_\_\_\_ T. I. M. S. NO. H 165  
F. A. P. NO. \_\_\_\_\_ TOD NO. \_\_\_\_\_

DRAWING NO. 2660-B **TS- 3 OF 4** SHEET NO. 20 OF 30

BY: EMILESKY