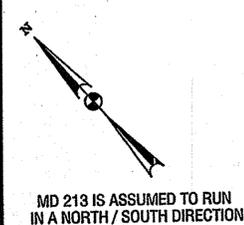
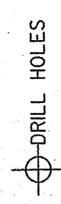
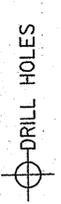
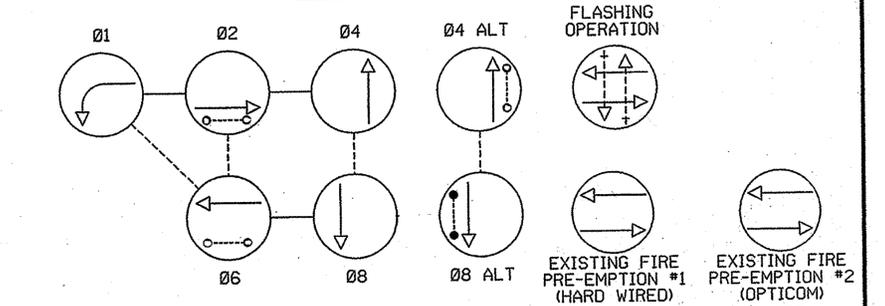
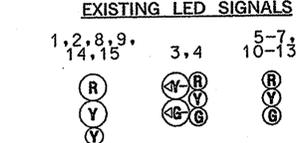
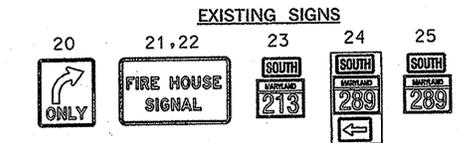
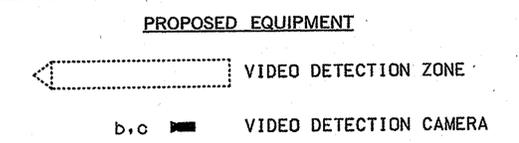
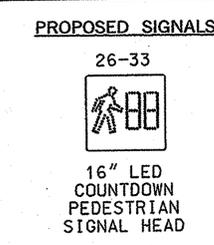


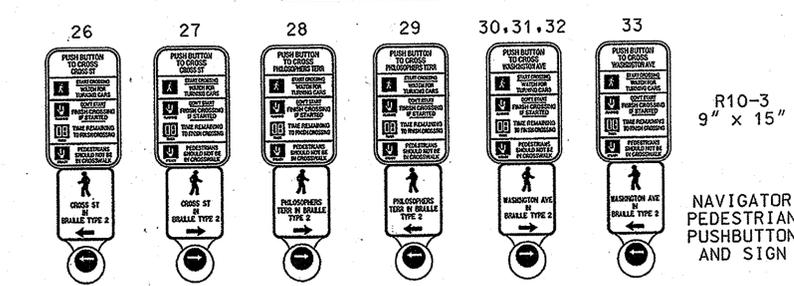
BORDER REV. DATE: June 11, 2004



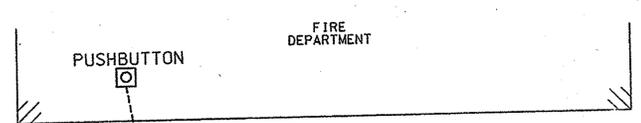
MD 213 IS ASSUMED TO RUN IN A NORTH/SOUTH DIRECTION



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

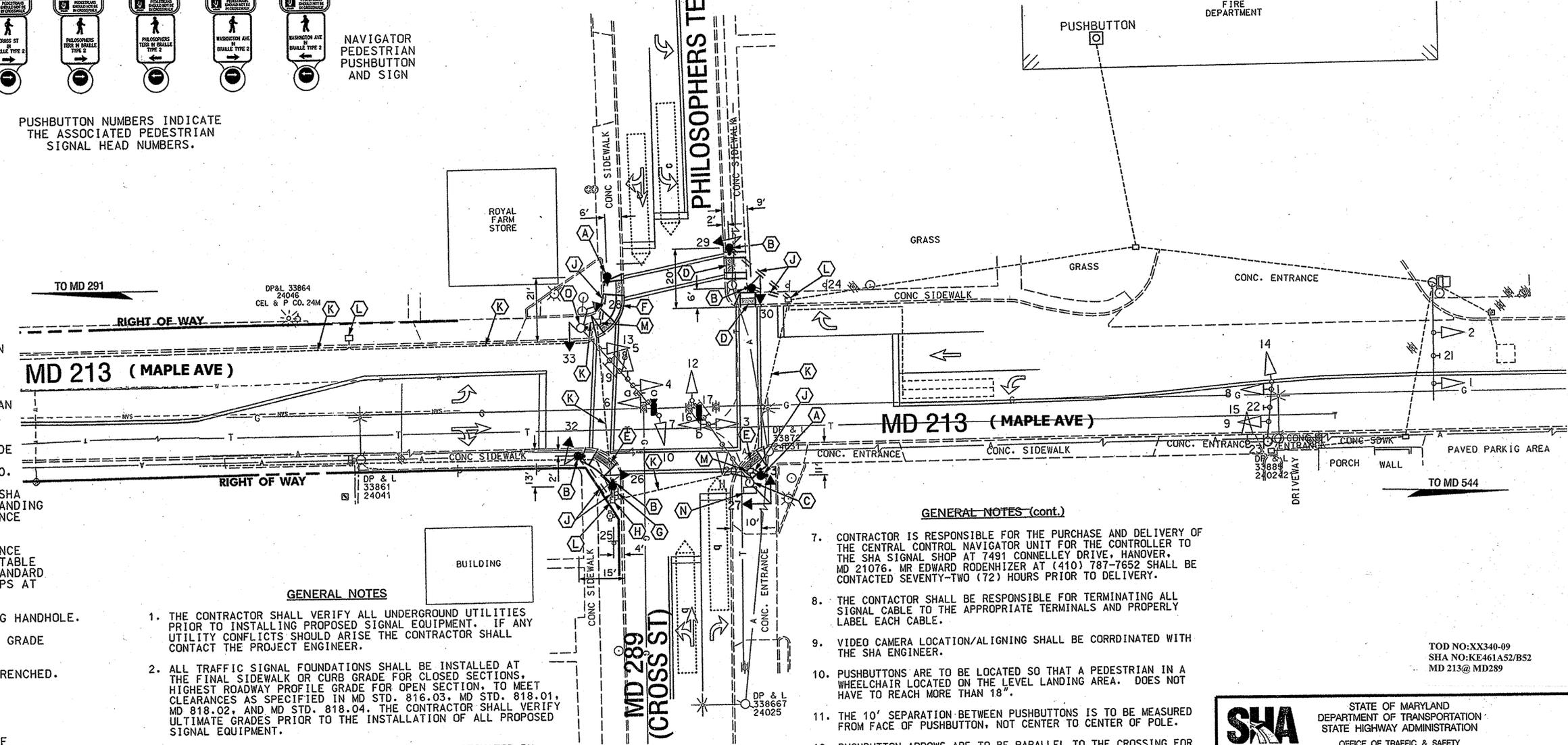


PUSHBUTTON NUMBERS INDICATE THE ASSOCIATED PEDESTRIAN SIGNAL HEAD NUMBERS.



CONSTRUCTION DETAILS

- A. 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).
- B. 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).
- C. INSTALL TWO 16 IN. LED COUNTDOWN PEDESTRIAN SIGNAL HEADS ON EXISTING SIGNAL POLE.
- D. 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.
- E. INSTALL ADA CURB RAMP IN ACCORDANCE WITH SHA STANDARD NO. MD 655.12, WITH 8 FT. WIDE LANDING AND DETECTABLE WARNING SURFACE IN ACCORDANCE WITH SHA STANDARD NO. MD 655.40.
- F. 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.
- G. RELOCATE STREET NAME SIGN NEXT TO EXISTING HANDHOLE.
- H. FILL DEPRESSION NEXT TO HANDHOLE TO MATCH GRADE LEVEL WITH TOP OF CURB.
- J. INSTALL 3 IN. PVC SCHEDULE 80 CONDUIT - TRENCHED.
- K. USE EXISTING CONDUIT.
- L. USE EXISTING HANDHOLE.
- M. MODIFY EXISTING HANDHOLE TO MATCH GRADE OF PROPOSED RAMP.
- N. 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.
- O. INSTALL TWO 16 IN. LED COUNTDOWN PEDESTRIAN SIGNAL HEADS, APS STATION, AND PEDESTRIAN EDUCATION SIGN ON EXISTING SIGNAL POLE.



GENERAL NOTES

- 1. 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.
- 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 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.
- 3. 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%.
- 4. 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.
- 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 MAINTAINING SIGNAL OPERATION DURING THE COMPLETE CONSTRUCTION PERIOD.

GENERAL NOTES (cont.)

- 7. 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.
- 8. THE CONTACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- 9. VIDEO CAMERA LOCATION/ALIGNING SHALL BE CORRGINATED WITH THE SHA ENGINEER.
- 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".
- 11. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- 12. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- 13. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.

TOD NO:XX340-09
SHA NO:KE461A52/B52
MD 213@MD289

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: 703-359-5861
www.t3design.us

GEOMETRIC LEGEND	
---	EXISTING EDGE OF PAVEMENT
UTILITY LEGEND	
---	ELECTRIC CABLES
---	AERIAL CABLES
---	TELEPHONE CABLES
---	FIBER-OPTIC

APPROVALS	REVISIONS
<p>TEAM LEADER, TRAFFIC ENGINEERING DIVISION</p> <p>ASST. CHIEF TRAFFIC ENGINEERING DIVISION</p> <p>CHIEF TRAFFIC ENGINEERING DIVISION</p> <p>DIRECTOR, OFFICE OF TRAFFIC & SAFETY</p>	<p>8-8-08</p> <p>INSTALLATION OF APS OPS TO EXISTING TRAFFIC SIGNAL</p> <p>6-20-05</p> <p>INSTALLATION OF FIRE-PREEMPTION TO EXISTING TRAFFIC SIGNAL</p> <p>08-02</p> <p>INSTALLATION OF INTERCONNECT</p>

DESIGNED BY	COUNTY
ATA	KENT
DRAWN BY	LOGMILE
L. PARKER	14021300.37
CHECKED BY	T.I.M.S. NO.
K. KEITT	HB83
F.A.P. NO.	TOD NO.
TS 1679 F	

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

MD 213 (MAPLE AVE) AT MD 289 (CROSS ST)/PHILOSOPHERS TERR
CHESTERTOWN, MARYLAND

SIGNAL PLAN

SCALE 1"=20'	DATE 9/12/09	CONTRACT NO. 23855T25082030
DESIGNED BY	COUNTY	KENT
DRAWN BY	LOGMILE	14021300.37
CHECKED BY	T.I.M.S. NO.	HB83
F.A.P. NO.	TOD NO.	
DRAWING NO. TS 1679 F	SHEET NO. 1 OF 3	

PLOTTED: 04/21/2010
FILE: SFILES