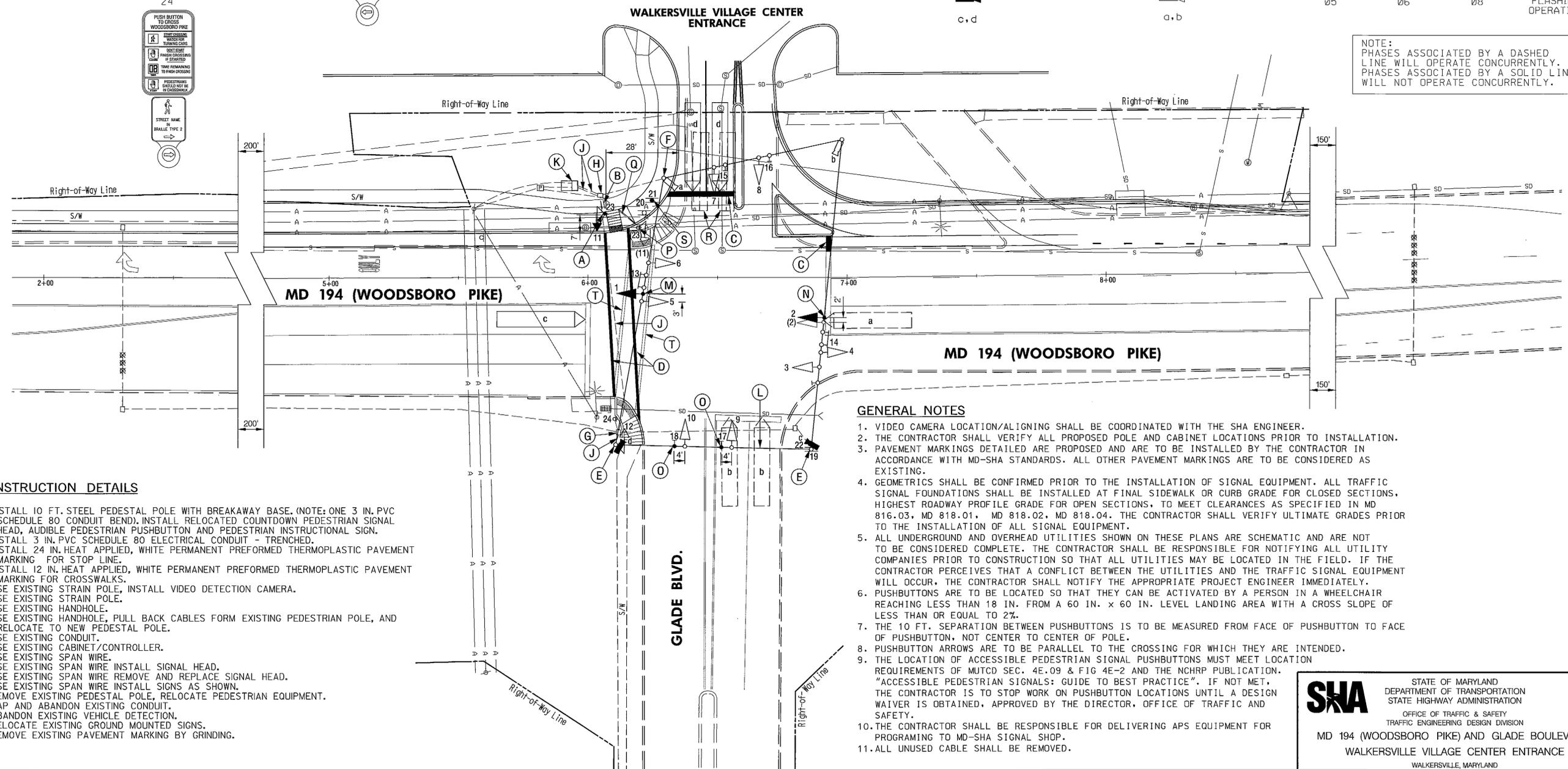


NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



**CONSTRUCTION DETAILS**

- A. INSTALL 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE. (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND). INSTALL RELOCATED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PEDESTRIAN PUSHBUTTON AND PEDESTRIAN INSTRUCTIONAL SIGN.
- B. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- C. INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
- D. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.
- E. USE EXISTING STRAIN POLE, INSTALL VIDEO DETECTION CAMERA.
- F. USE EXISTING STRAIN POLE.
- G. USE EXISTING HANDHOLE.
- H. USE EXISTING HANDHOLE, PULL BACK CABLES FROM EXISTING PEDESTRIAN POLE, AND RELOCATE TO NEW PEDESTAL POLE.
- J. USE EXISTING CONDUIT.
- K. USE EXISTING CABINET/CONTROLLER.
- L. USE EXISTING SPAN WIRE.
- M. USE EXISTING SPAN WIRE INSTALL SIGNAL HEAD.
- N. USE EXISTING SPAN WIRE REMOVE AND REPLACE SIGNAL HEAD.
- O. USE EXISTING SPAN WIRE INSTALL SIGNS AS SHOWN.
- P. REMOVE EXISTING PEDESTAL POLE, RELOCATE PEDESTRIAN EQUIPMENT.
- Q. CAP AND ABANDON EXISTING CONDUIT.
- R. ABANDON EXISTING VEHICLE DETECTION.
- S. RELOCATE EXISTING GROUND MOUNTED SIGNS.
- T. REMOVE EXISTING PAVEMENT MARKING BY GRINDING.

**GENERAL NOTES**

- 1. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
- 2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
- 3. PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH MD-SHA STANDARDS. ALL OTHER PAVEMENT MARKINGS ARE TO BE CONSIDERED AS EXISTING.
- 4. GEOMETRICS SHALL BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT 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 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- 5. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES 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 TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE PROJECT ENGINEER IMMEDIATELY.
- 6. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 IN. FROM A 60 IN. x 60 IN. LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- 7. THE 10 FT. SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- 8. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- 9. THE LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 & 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. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DELIVERING APS EQUIPMENT FOR PROGRAMING TO MD-SHA SIGNAL SHOP.
- 11. ALL UNUSED CABLE SHALL BE REMOVED.

**The Traffic Group, Inc.**  
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 "Merging Innovation and Excellence"

GEOMETRIC LEGEND	
---	EXISTING
---	PROPOSED

UTILITY LEGEND	
---	STORM DRAIN
---	GAS MAIN
---	WATER MAIN
---	SEWER MAIN
---	ELECTRIC CABLES
---	AERIAL CABLES
---	TELEPHONE CABLES
---	FIBER-OPTIC

*These plans are approved for construction for a period of 1 year from date of approval. Should construction not begin within the time frame, these plans shall be void and void without a review from the Traffic Engineering Design Division.*

**POLE FOUNDATION FOR PEDESTRIAN PUSHBUTTONS**  
 ALL POLE FOUNDATIONS WHERE PEDESTRIAN PUSHBUTTONS ARE TO BE LOCATED SHALL BE INSTALLED TO INCORPORATE PART OF THE FOUNDATION INTO EITHER THE CURB, RAMP, OR SIDEWALK, SO AS TO PROVIDE THE MAXIMUM ALLOWABLE ADA ACCESSIBILITY TO THE PUSHBUTTON.

APPROVALS	REVISIONS
TEAM LEADER	ADD MD 818 LEFT TURN PHASE
ASST. DIV. CHIEF	RELOCATE EXISTING PED. EQUIPMENT
DIVISION CHIEF	INSTALL NEW CABINET & SERVICE PEDESTAL UPGRADE
OFFICE DIRECTOR	INSTALL HEADS TO 4th & ADD 1st LEFT TURN ON WEST

TRAFFIC SIGNAL PLAN	
SCALE: 1" = 20'	DATE: FEBRUARY 26, 1985
DESIGNED BY: D. MILLER	COUNTY: FREDERICK
DRAWN BY: D. MILLER	LOGMILE: 10019402.83
CHECKED BY: G. COOK	TMS NO.: K421
F.A.P. NO.: N/A	TOD NO.: N/A
TS NO.: 2064F	DRAWING: SG-01 OF 02
	SHEET NO.: 01 OF 03

**SHA** STATE OF MARYLAND  
 DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION  
 OFFICE OF TRAFFIC & SAFETY  
 TRAFFIC ENGINEERING DESIGN DIVISION  
 MD 194 (WOODSBORO PIKE) AND GLADE BOULEVARD/  
 WALKERSVILLE VILLAGE CENTER ENTRANCE  
 WALKERSVILLE, MARYLAND