MD 355 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

EXISTING SIGNS TO REMAIN

28 Monocacy BLVD →

29 ← Monocacy BLVD

D-3(1) (DUAL FACED) (VARIABLE x 16")

33,43 MARKET ST

D-3(1) (DUAL FACED) (VARIABLE x 16")

36,40 ONLY

R3-5L (30" X 36")

EX. SIGNS TO REMAIN COVERED

27 ONLY

R3-5L (30" X 36")

42 LEFT TURN YIELD ON GREEN

R10-12 (36" x 42")

PROPOSED SIGNS

24 ← New Design RD

32 New Design RD →

D-3(1) (DUAL FACED) (VARIABLE x 16")

30,31 ONLY

R3-5L (30" X 36")

34 SOUTH MARYLAND 355 →

35 NORTH MARYLAND 355 ←

39 NORTH MARYLAND 355 →

41 SOUTH MARYLAND 355 ←

ASSOCIATED SHIELD ASSEMBLY (30" X 51")

ASSOCIATED SHIELD ASSEMBLY (48" X 75")

EX. OPTICOM DETECTOR TO BE RELOCATED

23

EX. SIGNAL HEADS TO BE REMOVED

10a,11a 12a,13a

17a

12"

VIDEO DETECTION ZONE

EX. SIGNAL HEADS TO REMAIN BAGGED

6 7,8,22 14 21

12"/8"

EXISTING SIGNALS TO BE RELOCATED (SHOWN AT FINAL LOCATION)

2,3 4,5,17 16

EXISTING SIGNAL HEADS TO REMAIN

15,18 19 20

8"/12"

PROPOSED SIGNAL HEADS

1,10,11 12,13

NEMA PHASING

Ø1 Ø2 Ø3 Ø4 Ø5 Ø6

EMERGENCY PRE-EMPTION

FLASHING OPERATION

PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

EXISTING VIDEO DETECTION CAMERA

a,c,d

EX. VIDEO DETECTION CAMERA TO BE RELOCATED (SHOWN AT FINAL LOCATION)

b

EX. SIGNAL HEAD TO BE UNBAGGED

9

12"

EXISTING SIGNS TO BE RELOCATED

37,38 MARKET ST

D-3(1) (DUAL FACED) (VARIABLE x 16")

25,26 ONLY

R3-5L (30" X 36")

EXISTING SIGNS TO BE REMOVED

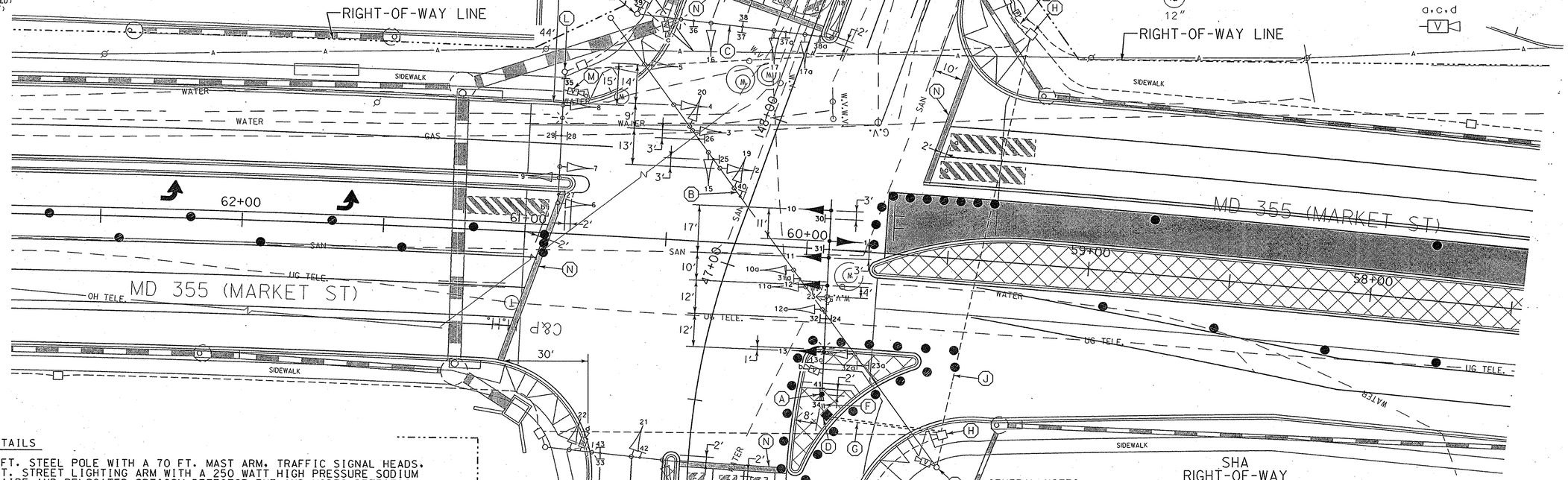
23a ← New Design RD

32a New Design RD →

D-3(1) (DUAL FACED) (VARIABLE x 16")

31a ONLY R3-5L (30" X 36")

37a,38a ONLY R3-5R (30" X 36")



CONSTRUCTION DETAILS

A. INSTALL 27 FT. STEEL POLE WITH A 70 FT. MAST ARM, TRAFFIC SIGNAL HEADS, SIGNS, 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE AND RELOCATED OPTICOM DETECTOR EYE AND VIDEO DETECTION CAMERA MOUNTED ON STREET LIGHTING ARM. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE).
B. RELOCATE EXISTING SIGNAL HEADS AND SIGNS AND REMOVE EXISTING SIGNAL HEADS AND SIGNS ON SPAN WIRE AS NOTED.
C. RELOCATE EXISTING SIGNAL HEADS AND SIGNS AND REMOVE EXISTING SIGNAL HEAD AND SIGNS ON MAST ARM AS NOTED.
D. INSTALL HANDHOLE.
E. RELOCATE VIDEO DETECTION CAMERA TO PROPOSED STREET LIGHTING ARM AS NOTED. RELOCATING VIDEO DETECTION CAMERA WILL NOT BE MEASURED AND PAID BUT WILL BE INCIDENTAL TO THE VIDEO TRAFFIC DETECTION CAMERA UNIT COST.
F. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
G. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (BORED).
H. USE EXISTING HANDHOLE.
J. USE EXISTING CONDUIT.
K. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
L. USE EXISTING STEEL POLE AND INSTALL SHIELD ASSEMBLY SIGN.
M. ADJUST VIDEO DETECTION CAMERA(S) TO ENSURE PROPER DETECTION DUE TO SHIFTING OF TRAVEL LANES. ADJUSTING OF VIDEO DETECTION CAMERA WILL NOT BE MEASURED AND PAID BUT WILL BE INCIDENTAL TO THE VIDEO TRAFFIC DETECTION CAMERA UNIT COST.
N. INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).

GENERAL NOTES

1. 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 CLEARANCE 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.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING 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.
3. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
4. ALL HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.
5. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
6. THE SIGNAL CONTRACTOR SHALL DETERMINE IF ANY WORK BY OTHER CONTRACTORS CAN NOT BE COMPLETED UNTIL INSTALLATION OF SIGNAL EQUIPMENT IS COMPLETE. THE SIGNAL CONTRACTOR SHALL NOTIFY OTHER CONTRACTORS OF THIS WORK.
7. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.

STAGE 5b - TSP-8

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	SS
STORM DRAIN	SD
WATER	W
CABLE TV	TV

WR&A
Whitman, Requardt and Associates, LLP
801 South Caroline Street
Baltimore, Maryland 21231
(410) 235-3450

WORK AREA
PAVEMENT TO BE REMOVED
TEMPORARY PAVEMENT
PLASTIC DRUM
CONCRETE BARRIER

REVISIONS	APPROVALS
(C) REBUILD TRAFFIC SIGNAL DUE TO GEOMETRIC IMPROVEMENTS CONTRACT NO. FR4265172 2/23/2005	TEAM LEADER - TRAFFIC ENGINEERING DESIGN DIVISION
SRB NML (D) PHASING CHANGE TO SPLIT SIDE STREET SHA NO. BW9961482 3/2004	ASST. TRAFFIC ENGINEERING DESIGN DIVISION
(C) REDLINE REVISION NO. 3 NEW SHEET 2/15/2000	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
JPL (B) REDESIGN SIGNAL FOR REALIGNING OF WB I-70 RAMPS	DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION PLAN
MD 355 AND MD 914 (NEW DESIGN RD.)/MONOCACY BLVD.

DRAWN BY: S. BLOSS	F.A.P. NO.	TS NO. 3929G	SHEET NO.
CHECKED BY: N. LEARY	S.H.A. NO.		
SCALE: 1" = 20'	COUNTY: FREDERICK	T.I.M.S. NO. 6813	OF
DATE: 8-12-99	LOG MILE:		

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