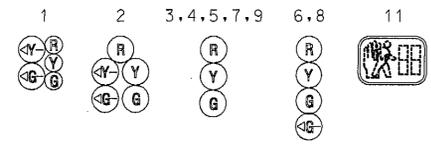
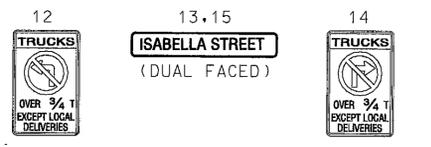


US 13 BUSINESS IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

EXISTING SIGNALS TO REMAIN



EXISTING SIGNS TO REMAIN



EXISTING SIGNALS TO BE RELOCATED



EXISTING VIDEO DETECTION TO REMAIN



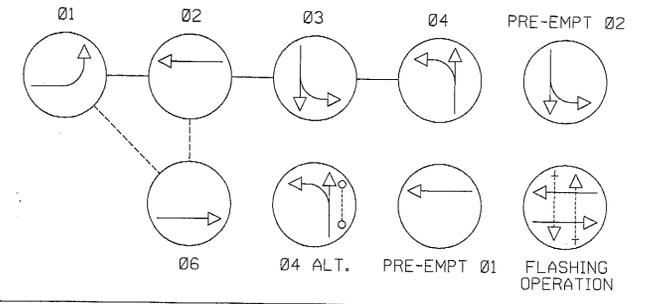
EXISTING OPTICOM DETECTOR



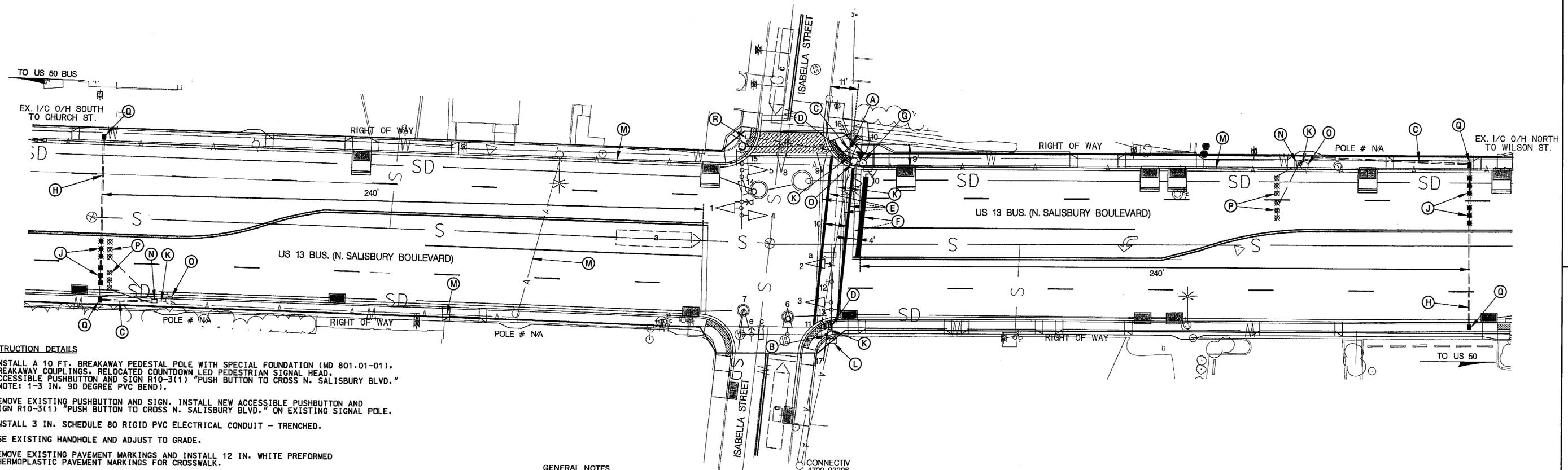
PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN



NEMA PHASING



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



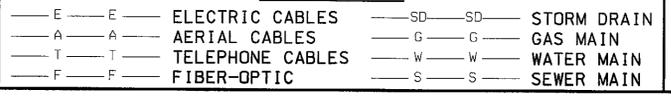
CONSTRUCTION DETAILS

- A. INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE WITH SPECIAL FOUNDATION (MD 801.01-01), BREAKAWAY COUPLINGS, RELOCATED COUNTDOWN LED PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON AND SIGN R10-3(1) "PUSH BUTTON TO CROSS N. SALISBURY BLVD." (NOTE: 1-3 IN. 90 DEGREE PVC BEND).
- B. REMOVE EXISTING PUSHBUTTON AND SIGN. INSTALL NEW ACCESSIBLE PUSHBUTTON AND SIGN R10-3(1) "PUSH BUTTON TO CROSS N. SALISBURY BLVD." ON EXISTING SIGNAL POLE.
- C. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED.
- D. USE EXISTING HANDHOLE AND ADJUST TO GRADE.
- E. REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.
- F. REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR STOPLINE.
- G. RELOCATE EXISTING COUNTDOWN LED PEDESTRIAN SIGNAL HEAD TO PROPOSED PEDESTAL POLE. REMOVE EXISTING PEDESTAL POLE. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL. ABANDON EXISTING CONDUIT.
- H. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - SLOTTED.
- J. INSTALL NONINVASIVE MICROLOOP PROBE SET.
- K. USE EXISTING CONDUIT.
- L. USE EXISTING POLE MOUNTED CABINET.
- M. USE EXISTING SPAN WIRE.
- N. USE EXISTING HANDHOLE.
- O. USE EXISTING UTILITY POLE AND RISER.
- P. ABANDON EXISTING MICROLOOP PROBE SET.
- Q. INSTALL ELECTRICAL HANDHOLE.
- R. ADJUST EXISTING HANDHOLE TO GRADE.

GENERAL NOTES

1. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
3. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
4. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE 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. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES.
6. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
7. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.21 AND THE NCHRP PUBLICATION "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL THE CONFLICT HAS BEEN RESOLVED. IF NEEDED, A DESIGN WAIVER SHALL BE OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
8. PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 IN.
9. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60 IN. x 60 IN. LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
10. THE 10 FT. MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER OF POLE TO CENTER OF POLE.
11. PUSHBUTTON ARROWS SHOULD BE TURNED PARALLEL TO THE CROSSWALK FOR WHICH THEY ARE INTENDED.
12. ALL ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER AT 410-787-7650 TO COORDINATE.
13. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MDSHA STANDARDS.
14. THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALKS ON NEWLY CONSTRUCTED RAMPS.
15. THE CONTRACTOR SHALL INTEGRATE PROPOSED/EXISTING FOUNDATION WITH THE NEWLY CONSTRUCTED RAMPS.
16. ALL TRAFFIC SIGNAL MODIFICATIONS SHALL BE CONSTRUCTED PRIOR TO SIDEWALK INSTALLATION.

UTILITY LEGEND



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BY: syoung2

APPROVALS	REVISIONS
TEAM LEADER	① INSTALL APS AND REPLACE MAINLINE SETBACK DETECTION SHA# W16386274 08/20/10
ASST. DIV. CHIEF	② CHANGE US 13 BUS. SIGNAL HEADS TO BLACKFACE AND REPLACE PED EQUIP. 42004 SHA NO. XX1063195
DIVISION CHIEF	③ REMOVE PRESENCE DETECTION AND INSTALL VIDEO DETECTION 03-03-04 SHA# W1618421
OFFICE DIRECTOR	

DESIGNED BY	COUNTY
DRAWN BY	LOGMILE
CHECKED BY	TIMS NO.
F.A.P. NO.	TOD NO.

**SHA** STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
US 13 BUS. (N. SALISBURY BOULEVARD)  
AT ISABELLA STREET  
SALISBURY, MARYLAND

**SIGNALIZATION PLAN SHEET**

SCALE 1" = 20'. ADVERTISED DATE 2/8/14 CONTRACT NO. WI-633-602-185

TS NO. 1943-E DRAWING **SG-01** OF 02 SHEET NO. OF