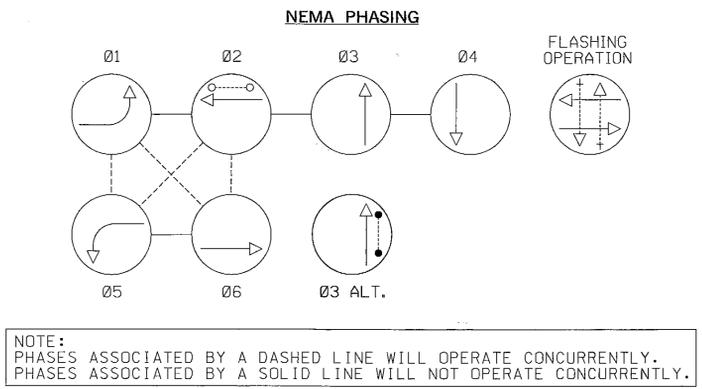


- EXISTING SIGNS**
- 19a, 19b, 22a, 22b: Spectrum Dr
 - 17a, 17b, 18a, 18b: Holiday Dr
 - 20: ONLY
 - 21: [Right Turn Arrow]
 - 23: PUSH BUTTON TO CROSS HOLIDAY DR
 - 24: PUSH BUTTON TO CROSS HOLIDAY DR
- EXISTING SIGNALS**
- 1, 4: 12" / 8"
 - 2, 5: 12"
 - 3, 6, 9, 12: 12"
 - 7, 10: 8"
 - 8, 11: 12"
 - 13: 16" LED COUNTDOWN PEDESTRIAN SIGNAL
- PROPOSED SIGNALS**
- 14, 15, 16: 16" LED COUNTDOWN PEDESTRIAN SIGNAL
 - 27: R3-6(R) 30" x 36"
- PROPOSED SIGNS**
- 25: PUSH BUTTON TO CROSS SPECTRUM DR
 - 26: PUSH BUTTON TO CROSS SPECTRUM DR



EXISTING IC TO MD 85 (BUCKETTOWN PIKE)

EXISTING IC TO LOWES LANE

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
2. 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.
3. 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.
4. 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.
5. 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%.
6. THE 10 FT. SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
7. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
8. 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.
9. ALL UNUSED CABLE SHALL BE REMOVED.

CONSTRUCTION DETAILS

- A. INSTALL 5 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE, AUDIBLE PEDESTRIAN PUSHBUTTON, AND PEDESTRIAN INSTRUCTIONAL SIGN. (NOTE: ONE 2 IN. PVC SCHEDULE 80 CONDUIT BEND).
- B. INSTALL 5 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE. INSTALL RELOCATED AUDIBLE PEDESTRIAN PUSHBUTTON, PEDESTRIAN INSTRUCTIONAL SIGN (#24) AND AUDIBLE PEDESTRIAN PUSHBUTTON MESSAGE CHIP CHANGE OUT. (NOTE: ONE 2 IN. PVC SCHEDULE 80 CONDUIT BEND).
- C. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- D. INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
- E. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALK.
- F. USE EXISTING STEEL POLE, REPLACE EXISTING COUNTDOWN PEDESTRIAN SIGNAL HEAD (#14) WITH NEW 2-WAY COUNTDOWN PEDESTRIAN SIGNAL HEAD. RELOCATE AUDIBLE PEDESTRIAN PUSHBUTTON AND PEDESTRIAN INSTRUCTIONAL SIGN (#24) AS SHOWN.
- G. USE EXISTING POLE, INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PEDESTRIAN PUSHBUTTON, AND PEDESTRIAN INSTRUCTIONAL SIGN.
- H. USE EXISTING HANDHOLE.
- J. USE EXISTING HANDHOLE, LOWER FRAME AND COVER TO GRADE. CONTRACTOR TO MAINTAIN 1 IN. LEAD-INS DURING CONSTRUCTION.
- K. USE EXISTING CONDUIT.
- L. USE EXISTING CABINET/CONTROLLER.
- M. USE EXISTING MAST ARM, INSTALL SIGN AS SHOWN.
- N. USE EXISTING AUDIBLE PEDESTRIAN PUSHBUTTON, INSTALL MESSAGE CHIP CHANGE OUT.

THESE PLANS ARE APPROVED FOR CONSTRUCTION FOR A PERIOD OF 1 YEAR FROM THE DATE OF APPROVAL. SHOULD CONSTRUCTION NOT BEGIN WITHIN THIS TIME FRAME THESE PLANS SHALL BE NULL AND VOID WITHOUT A REVIEW FROM THE TRAFFIC ENGINEERING DESIGN DIVISION.

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 "Merging Innovation and Excellence"®

GEOMETRIC LEGEND

---	EXISTING
- - -	PROPOSED

UTILITY LEGEND

SD	STORM DRAIN
G	GAS MAIN
W	WATER MAIN
S	SEWER MAIN
E	ELECTRIC CABLES
A	AERIAL CABLES
T	TELEPHONE CABLES
F	FIBER-OPTIC

APPROVALS	REVISIONS
TEAM LEADER	
ASST. DIR. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

DATE: NOVEMBER 22, 2010
 TIME: 10:19 AM
 FILE: F:\2000\2009-02290\des\1255-P101_Spectrum-Holiday.dgn

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

SPECTRUM DRIVE @ HOLIDAY DRIVE
 FREDERICK, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE: 1" = 20' DATE: JANUARY 24, 2006 CONTRACT NO. _____

DESIGNED BY BRUDIS & ASSOCIATES, INC. COUNTY: FREDERICK
 DRAWN BY BAI LOGMILE: 10000000.20
 CHECKED BY _____ TMS NO. _____
 F.A.P. NO. N/A TOD NO. N/A

TS NO. 10014-A DRAWING SG-01 OF 01 SHEET NO. 1 OF 2

SHA NO: BW67M82
Spectrum Drive @ Holiday Drive