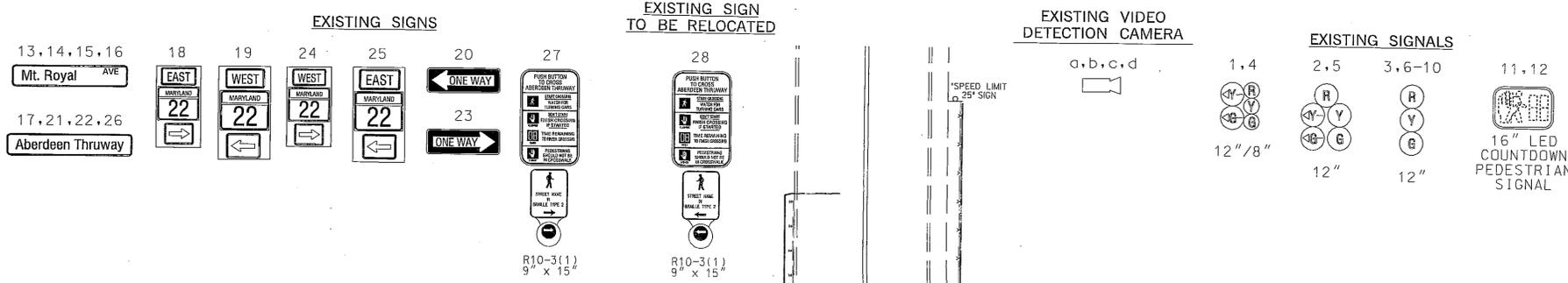
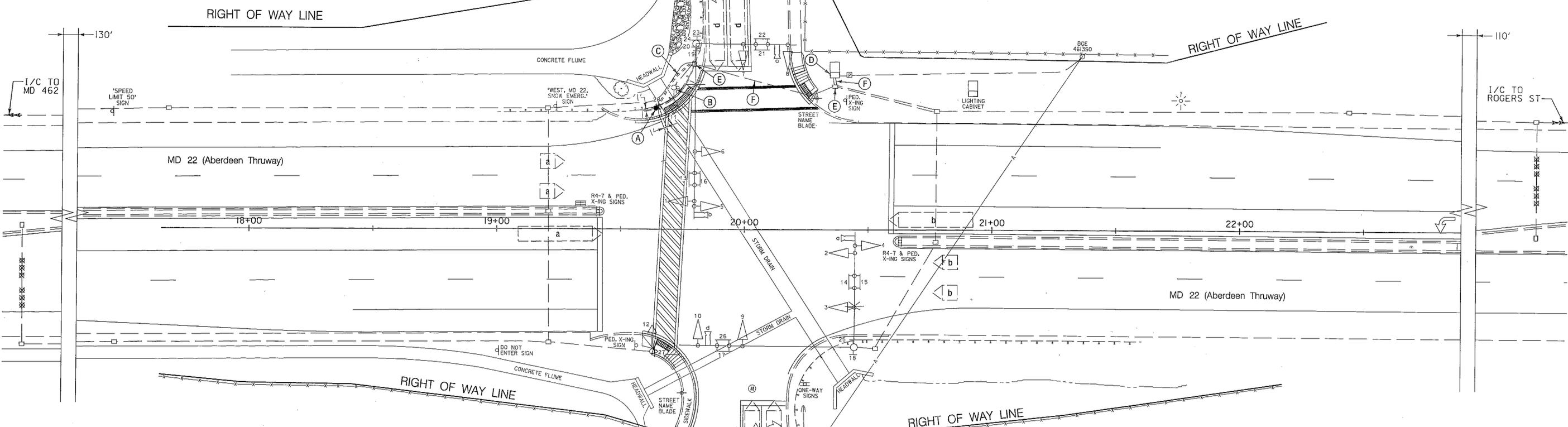


MD 22 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION



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



**GENERAL NOTES**

- 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.
- 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.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- 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.
- THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.

**CONSTRUCTION DETAILS**

- INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE (CUT TO 5 FT.) WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01 AND RELOCATED AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND RELOCATED R10-3(1) SIGN. (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).
- RELOCATE EXISTING R10-3(1) SIGN AND PUSHBUTTON TO NEW PEDESTAL POLE. CLEAN EXISTING DRILLED HOLE WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREA.
- INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- USE EXISTING BASE MOUNTED CONTROLLER AND CABINET.
- USE EXISTING HANDHOLE.
- USE EXISTING CONDUIT.

GEOMETRIC LEGEND	
---	EXISTING
- - -	PROPOSED

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

**SHA** STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
MD 22 (Aberdeen Thruway) and Mt. Royal Avenue

TRAFFIC SIGNALIZATION PLAN			
SCALE 1" = 20' ADVERTISED DATE 4/25/1977 CONTRACT NO. _____			
DESIGNED BY	B. K. Killian	COUNTY	Harford
DRAWN BY	B. K. Killian	LOGMILE	12002211.43
CHECKED BY	H. Killian, Jr.	TMS NO.	J827
F.A.P. NO.	SEE TITLE SHEET	TOD NO.	
TS NO. 1438 D	DRAWING TSP-1	OF 2	SHEET NO. 1 OF 2

**WR&A**  
WHITMAN, REQUARDT & ASSOCIATES, LLP  
801 South Caroline Street, Baltimore, Maryland 21231

APPROVALS	REVISIONS
<p>TEAM LEADER</p> <p>ASST. DIV. CHIEF</p> <p>DIVISION CHIEF</p> <p>OFFICE DIRECTOR</p>	<p>① RELOCATE PUSHBUTTON AND SIGN</p> <p>SHA NO. AX7045168 2/08/2010</p> <p>SRB NML <b>WIA</b> 2/08/2010</p> <p>② REBUILD TRAFFIC SIGNAL</p> <p>CONTRACT NO. AT7025185</p> <p>SRB NML 2/06/2006</p> <p>③ ADD E/P LEFT FOR MD 22</p> <p>6/1990</p>

PLOTTED: 01-11-2010  
FILE: n:\31089-019\CADD\p53-P001\_MtRoyal.dgn

BY: sbloss