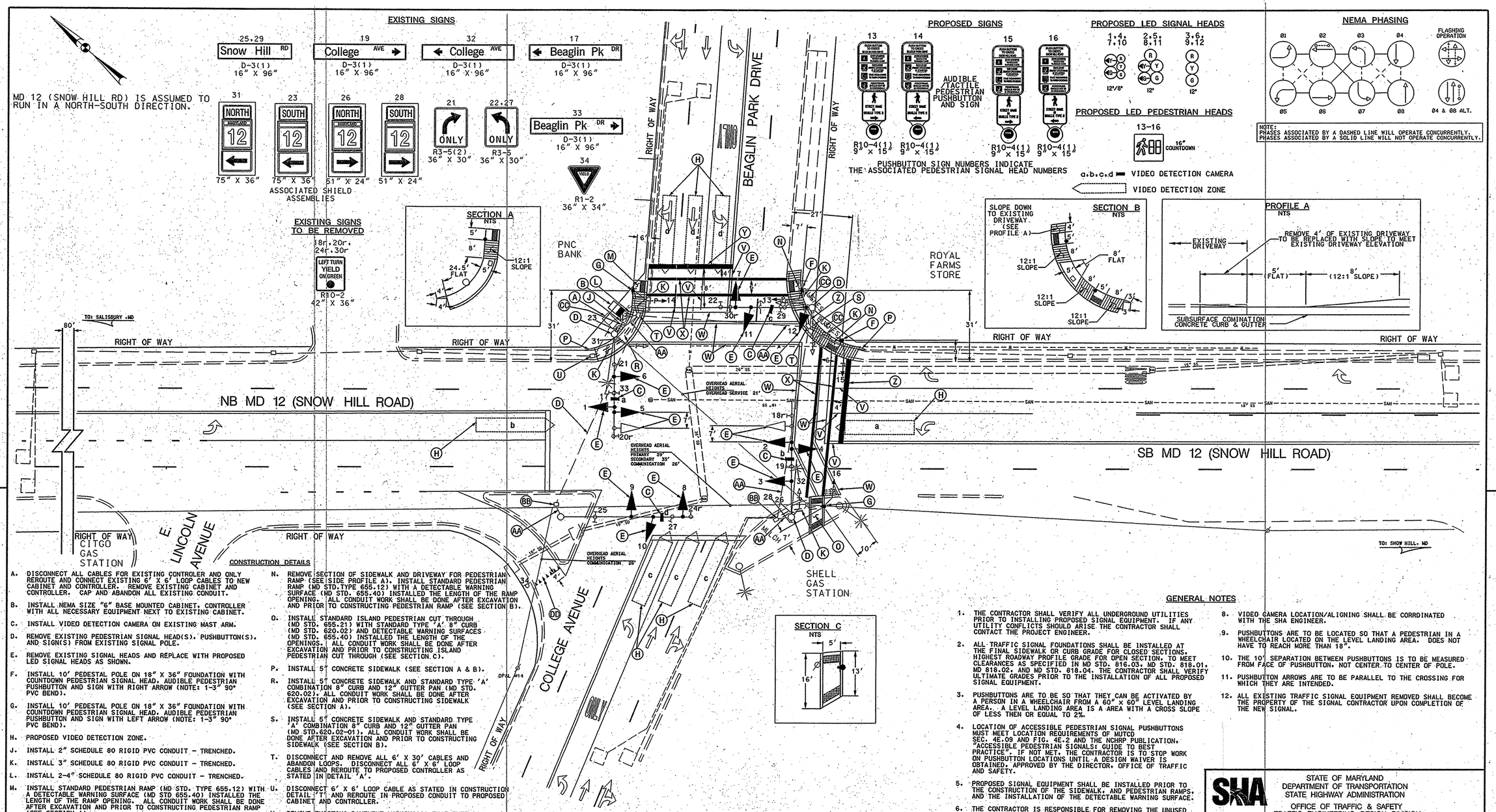

CONSTRUCTION DETAILS

A. DISCONNECT ALL CABLES FOR EXISTING CONTROLER AND ONLY REROUTE AND CONNECT EXISTING 6' X 6' LOOP CABLES TO NEW CABINET AND CONTROLLER. REMOVE EXISTING CABINET AND CONTROLLER. CAP AND ABANDON ALL EXISTING CONDUIT.

B. INSTALL NEMA SIZE "6" BASE MOUNTED CABINET, CONTROLLER WITH ALL NECESSARY EQUIPMENT NEXT TO EXISTING CABINET.

C. INSTALL VIDEO DETECTION CAMERA ON EXISTING MAST ARM.

D. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD(S), PUSHBUTTON(S), AND SIGN(S) FROM EXISTING SIGNAL POLE.

E. REMOVE EXISTING SIGNAL HEADS AND REPLACE WITH PROPOSED LED SIGNAL HEADS AS SHOWN.

F. INSTALL 10' PEDESTAL POLE ON 18" X 36" FOUNDATION WITH COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PEDESTRIAN PUSHBUTTON AND SIGN WITH RIGHT ARROW (NOTE: 1-3" 90° PVC BEND).

G. INSTALL 10' PEDESTAL POLE ON 18" X 36" FOUNDATION WITH COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PEDESTRIAN PUSHBUTTON AND SIGN WITH LEFT ARROW (NOTE: 1-3" 90° PVC BEND).

H. PROPOSED VIDEO DETECTION ZONE.

J. INSTALL 2" SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.

K. INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.

L. INSTALL 2-4" SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.

M. INSTALL STANDARD PEDESTRIAN RAMP (MD STD. TYPE 655.12) WITH A DETECTABLE WARNING SURFACE (MD STD 655.40) INSTALLED THE LENGTH OF THE RAMP OPENING. ALL CONDUIT WORK SHALL BE DONE AFTER EXCAVATION AND PRIOR TO CONSTRUCTING PEDESTRIAN RAMP (SEE SECTION A).

N. REMOVE SECTION OF SIDEWALK AND DRIVEWAY FOR PEDESTRIAN RAMP (SEE SIDE PROFILE A). INSTALL STANDARD PEDESTRIAN RAMP (MD STD.TYPE 655.12) WITH A DETECTABLE WARNING SURFACE (MD STD. 655.40) INSTALLED THE LENGTH OF THE RAMP OPENING. ALL CONDUIT WORK SHALL BE DONE AFTER EXCAVATION AND PRIOR TO CONSTRUCTING PEDESTRIAN RAMP (SEE SECTION B).

O. INSTALL STANDARD ISLAND PEDESTRIAN CUT THROUGH (MD STD. 655.21) WITH STANDARD TYPE 'A' 8" CURB (MD STD. 620.02) AND DETECTABLE WARNING SURFACES (MD STD. 655.40) INSTALLED THE LENGTH OF THE OPENINGS. ALL CONDUIT WORK SHALL BE DONE AFTER EXCAVATION AND PRIOR TO CONSTRUCTING ISLAND PEDESTRIAN CUT THROUGH (SEE SECTION C).

P. INSTALL 5" CONCRETE SIDEWALK (SEE SECTION A & B).

R. INSTALL 5" CONCRETE SIDEWALK AND STANDARD TYPE 'A' COMBINATION 8" CURB AND 12" GUTTER PAN (MD STD. 620.02). ALL CONDUIT WORK SHALL BE DONE AFTER EXCAVATION AND PRIOR TO CONSTRUCTING SIDEWALK (SEE SECTION A).

S. INSTALL 5" CONCRETE SIDEWALK AND STANDARD TYPE 'A' COMBINATION 8" CURB AND 12" GUTTER PAN (MD STD.620.02-01). ALL CONDUIT WORK SHALL BE DONE AFTER EXCAVATION AND PRIOR TO CONSTRUCTING SIDEWALK (SEE SECTION B).

T. DISCONNECT AND REMOVE ALL 6' X 30' CABLES AND ABANDON LOOPS. DISCONNECT ALL 6' X 6' LOOP CABLES AND REROUTE TO PROPOSED CONTROLLER AS STATED IN DETAIL 'A'.

U. DISCONNECT 6' X 6' LOOP CABLE AS STATED IN CONSTRUCTION DETAIL 'T' AND REROUTE IN PROPOSED CONDUIT TO PROPOSED CABINET AND CONTROLLER.

V. REMOVE EXISTING PAVEMENT MARKING(S) THAT EXTENDS PASS PROPOSED STOPLINE.

W. REMOVE EXISTING PAVEMENT MARKING.

X. INSTALL 12" HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS (CROSSWALK).

Y. INSTALL 24" HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS (STOPLINE) 18' FROM EXISTING (STOPLINE).

Z. INSTALL 24" HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS (STOPLINE) 4' FROM EXISTING STOPLINE.

AA. USE EXISTING CONDUIT.

BB. USE EXISTING HANDHOLE.

CC. BUSHES ARE TO BE CUT BACK BY OTHERS.

DD. INSTALL YIELD PAVEMENT MARKINGS.

GENERAL NOTES

1. 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.
2. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTION. TO MEET CLEARANCES AS SPECIFIED IN MD STD. 816.03, MD STD. 818.01, MD 818.02, AND MD STD. 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL PROPOSED SIGNAL EQUIPMENT.
3. PUSHBUTTONS ARE TO BE SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60" x 60" LEVEL LANDING AREA. A LEVEL LANDING AREA IS A AREA WITH A CROSS SLOPE OF LESS THEN OR EQUAL TO 2%.
4. 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.
5. PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE SIDEWALK, AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACE.
6. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING THE UNUSED CABLES FROM THE EXISTING HANDHOLES AND CONDUIT UTILIZED FOR REVISION 'E'.
7. THE CONTACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
8. VIDEO CAMERA LOCATION/ALIGNING SHALL BE CORRDINATED WITH THE SHA ENGINEER.
9. PUSHBUTTONS ARE TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA. DOES NOT HAVE TO REACH MORE THAN 18".
10. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
11. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
12. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.

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

BY: BOSTIC

CENTURY ENGINEERING
CONSULTING ENGINEERS - PLANNERS
10710 GILROY ROAD
HUNT VALLEY, MD 21031
REVISION 'E' 25003.93

APPROVALS
TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR
ORIGINAL PLAN ON FILE

REVISIONS
(E) CONVERT EXISTING PED SIGNAL 6/2008 TO APS/CPS
SHA NO.: XX3405185 TIMS#: J036
ENB
(D) REPLACE EXISTING HEADS WITH BLACK FACEHEADS FOR MD 12 TIMS# E767 6/2001
CJS MAR DM BRK TH
(C) RECONSTRUCT DUE TO GEOMETRIC CHANGES 12/1989

PLOTTED:
FILE:

WEDNESDAY, JUNE 11, 2008 AT 10:32 AM

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

MD 12 (SNOW HILL ROAD) AT COLLEGE AVENUE/ BEAGLIN PARK DRIVE IN SALISBURY, MD

TRAFFIC SIGNAL PLAN

SCALE 1"=20' DATE 6/1975 CONTRACT NO. W0758A5A/B5A

DESIGNED BY DJD COUNTY WICOMICO
DRAWN BY DJD LOGMILE 22001205.88
CHECKED BY A. BUDNICHUK T.I.M.S. NO. J036
F.A.P. NO. TOD NO.

DRAWING NO. TS-1324-D SG-1 OF 2 SHEET NO. 1 OF 2