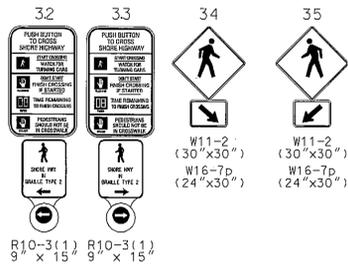


MD 404 IS ASSUMED TO RUN IN A EAST-WEST DIRECTION

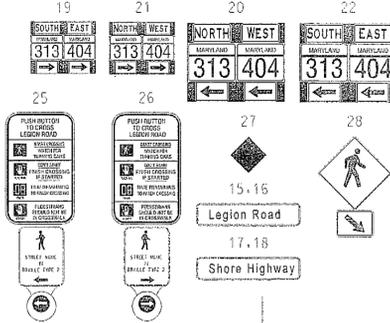
PROPOSED SIGNS



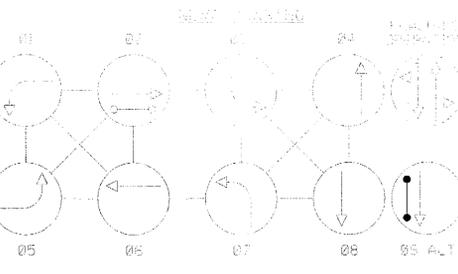
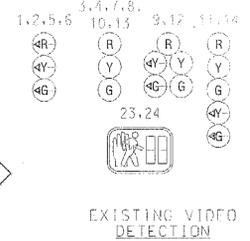
PROPOSED SIGNALS



EXISTING SIGNS TO REMAIN



EXISTING I.F.D. SIGNALS



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

TO BRIDGEVILLE

MD 404 (SHORE HWY)

MD 404 (SHORE HWY)

TO HILLSBORO

CONSTRUCTION DETAILS

- INSTALL 10' BREAKAWAY PEDESTAL POLE WITH COUNTDOWN PEDESTRIAN SIGNAL, AND AUDIBLE/TACTILE PUSH BUTTON AND SIGN (INSTALL 1-2" SCHEDULE 80, 90 DEGREE CONDUIT BEND)
- USE EXISTING POLE. INSTALL COUNTDOWN PEDESTRIAN SIGNAL, AUDIBLE/TACTILE PUSH BUTTON AND SIGN
- USE EXISTING HANDHOLE
- USE EXISTING CONDUIT
- INSTALL 2 IN. PVC (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED
- INSTALL STANDARD SIDEWALK RAMP (MD STD 655.40) WITH DETECTABLE WARNING SURFACE (MD STD 655.40) AND 8" TYPE 'A' BACKING CURB.
- INSTALL GROUND MOUNTED SIGN ON 4"x6" WOOD SUPPORT
- INSTALL 12" WHITE THERMOPLASTIC PAVEMENT MARKINGS FOR CROSS WALK
- USE EXISTING CABINET
- REMOVE EXISTING WHITE PAVEMENT MARKINGS

APS NOTES

- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"x60" LEVEL LANDING AREA WITH A CROSS SLOPE 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 OF POLE 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 FIGURE 4E.2 AND THE NCHRP PUBLICATION, ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE. IF NOT MET THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATION UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.

GENERAL NOTES

- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
- ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE. ALL INTERNAL CABINET WIRING SHALL BE PERFORMED BY SHA FORCES.
- 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.
- 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 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 WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.

TOD NO: XX661-33
SHA NO: CO287B56
MD 404 @ Legion Road

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 404 (SHORE HIGHWAY) @ LEGION ROAD
DENTON, MD

APPROVALS		REVISIONS		SIGNALIZATION PLAN SHEET	
TEAM LEADER		ADD PED CROSSING TO WEST LEG OF MD 404	SHA No. XX661385 TMS L776 10-15-2012	SCALE 1"=20'	DATE SEPT. 23, 1987
ASST. DIV. CHIEF		REDESIGN SIGNAL DUE TO WIDENING ON LEGION ROAD	SHA No. BW996M82 SEPT 9, 2011	DESIGNED BY R.B.Z.	COUNTY CAROLINE
DIVISION CHIEF		INSTALL VIDEO DETECTION	APRIL 20, 2010	DRAWN BY W. Nicks	LOGMILE 05040409.30
OFFICE DIRECTOR				CHECKED BY E.M.M.	TMS NO.
				F.A.P. NO. SEE TITLE SHEET	TOD NO.
				TS NO. 2400D	DRAWING SG-01 OF 02
					SHEET NO. 1 OF 2

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PLOTTED: Tuesday, October 16, 2012 AT 07:40 AM
FILE: T:\17324A-TrafficDesignServices\TRP\17324a\PSG-F01_MD_404.dgn