MD 60 is considered to run in a North/South direction.

EXISTING SIGNS

17 — Meadow View DR / Cortland DR — D-3(1)

20,21 — ONLY — R 3-7

22 — Leitersburg PK — D-3(1)

23 — SOUTH MARYLAND 60

24 — NORTH MARYLAND 60

EXISTING SIGNS TO BE REMOVED

15,18 — LEFT TURN YIELD ON GREEN — R 10-12

EXISTING SIGN TO BE RELOCATED

19 — Cortland DR / Meadow View DR — D-3(1)

16 — LANE ENDS MERGE LEFT — W 9-2(4) 42" x 30" blk/yel(top) blk/wht(bottom)

PROPOSED SIGN

25, 26, 27, 28 — PUSH BUTTON TO CROSS CORTLAND DR / LEITERSBURG PIKE — R 10-3(1) 9" x 15" (To Be Installed With Pushbutton)

CORTLAND DR

LEITERSBURG PIKE

EXISTING SIGNALS

4, 2, 3,7-10, 14

EXISTING SIGNALS TO BE RELOCATED

1, 5, 6, 11,12,13

EXISTING VIDEO DETECTION

b,c,d

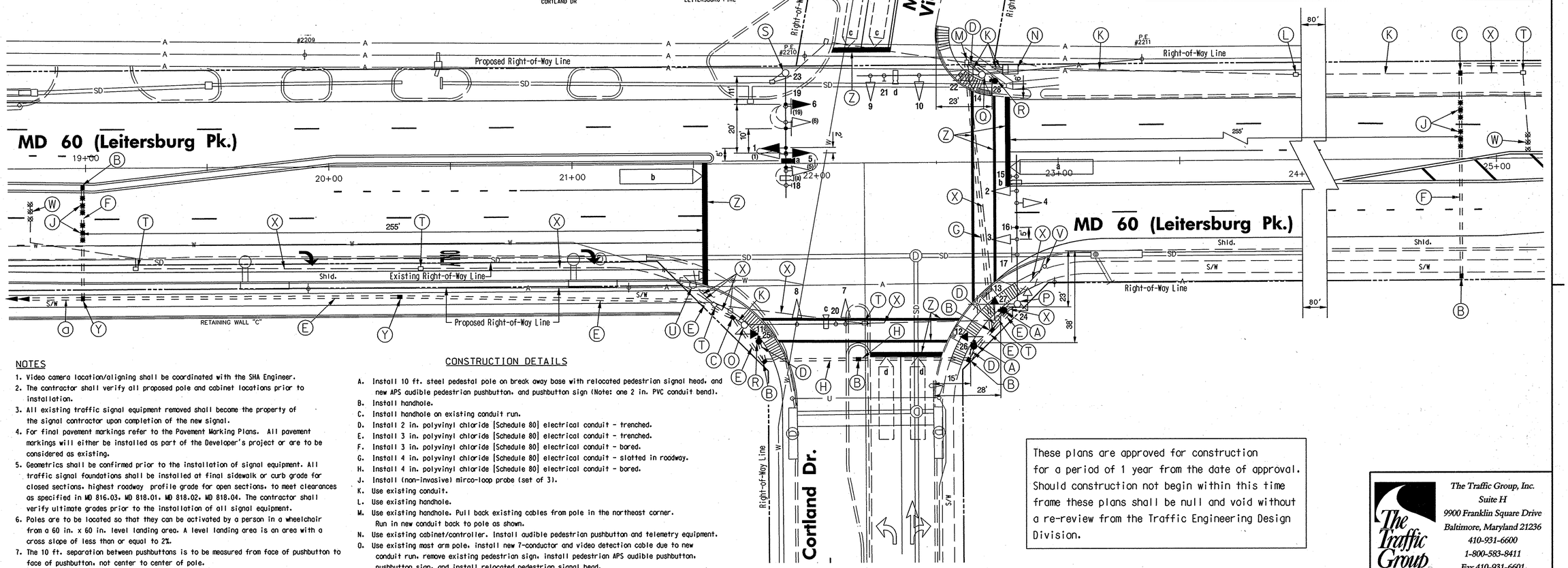
RELOCATE EXISTING VIDEO DETECTION

a

NEMA PHASING

Ø1, Ø2, Ø4, FLASHING OPERATION, Ø5, Ø6, Ø8, Alt. Ø8

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



NOTES

1. Video camera location/aligning shall be coordinated with the SHA Engineer.
2. The contractor shall verify all proposed pole and cabinet locations prior to installation.
3. All existing traffic signal equipment removed shall become the property of the signal contractor upon completion of the new signal.
4. For final pavement markings refer to the Pavement Marking Plans. All pavement markings will either be installed as part of the Developer's project or are to be considered as existing.
5. 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.
6. Poles 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%.
7. The 10 ft. separation between pushbuttons is to be measured from face of pushbutton to face of pushbutton, not center to center of pole.
8. If the location of accessible pedestrian signal pushbutton must be changed. The contractor shall notify the Project Engineer to obtain approval for the new location to ensure 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. The Contractor shall be responsible for delivering APS equipment for programing to MD-SHA Signal Shop.
10. 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.

CONSTRUCTION DETAILS

A. Install 10 ft. steel pedestal pole on break away base with relocated pedestrian signal head, and new APS audible pedestrian pushbutton, and pushbutton sign (Note: one 2 in. PVC conduit bend).
B. Install handhole.
C. Install handhole on existing conduit run.
D. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
E. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
F. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
G. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - slotted in roadway.
H. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
J. Install (non-invasive) mirco-loop probe (set of 3).
K. Use existing conduit.
L. Use existing handhole.
M. Use existing handhole. Pull back existing cables from pole in the northeast corner. Run in new conduit back to pole as shown.
N. Use existing cabinet/controller. Install audible pedestrian pushbutton and telemetry equipment.
O. Use existing mast arm pole, install new 7-conductor and video detection cable due to new conduit run, remove existing pedestrian sign, install pedestrian APS audible pushbutton, pushbutton sign, and install relocated pedestrian signal head.
P. Use existing mast arm pole, install sign as shown, realign existing video camera as necessary, remove pedestrian pushbutton and sign, relocate existing pedestrian signal heads, utilize existing elbow for new conduit connection.
Q. Use existing mast arm pole. Remove existing pedestrian pushbutton and sign, realign existing video camera as necessary.
R. Install 4 ft. steel pedestal pole on break away base with APS audible pedestrian pushbutton, and pushbutton sign (Note: one 2 in. PVC conduit bend).
S. Use existing mast arm pole, relocate existing signal equipment and signs as shown, realign existing video camera as necessary.
T. Remove existing handhole.
U. Remove existing signal pole, relocate existing pedestrian signal head.
V. Remove existing break-away base pole.
W. Abandon existing micro-loop probe.
X. Cap and abandon existing conduit run.
Y. Install handhole. (Handhole and 3-in conduit to be installed prior to the installation of sidewalk).
Z. Proposed pavement markings to be installed by others (See Signing and Pavement Marking Plans for details).
a. Installed as part of the Interconnect Plan (See Sheet No. 5 of 5).

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 re-review from the Traffic Engineering Design Division.

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

STONE HOUSE SQUARE
MD 60 at Cortland Dr/Meadow View Dr.

TRAFFIC SIGNAL PLAN

SCALE 1" = 20'	DATE Sept. 20, 2004	CONTRACT NO. BW996M82	
DESIGNED BY D. Nies		COUNTY Washington	
DRAWN BY D. Nies		LOGMILE 2100600.37	
CHECKED BY R. Zacherl		TIMS NO. 1456	
FAP NO.		TOD NO.	
TS NO. 4345A	DRAWING –	OF	SHEET NO. 1 OF 5

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

REVISIONS
A — Relocate pedestrian equipment, geometric change SHA: BW996M82 — JES — 5/4/07 — 5/5

PLOTTED: Monday, May 07, 2007 AT 09:20 AM
FILE: F:\2005\2005-0418\dies\Signal\PSG-P001-MD60_Cortland.dgn

BY: FBrownley