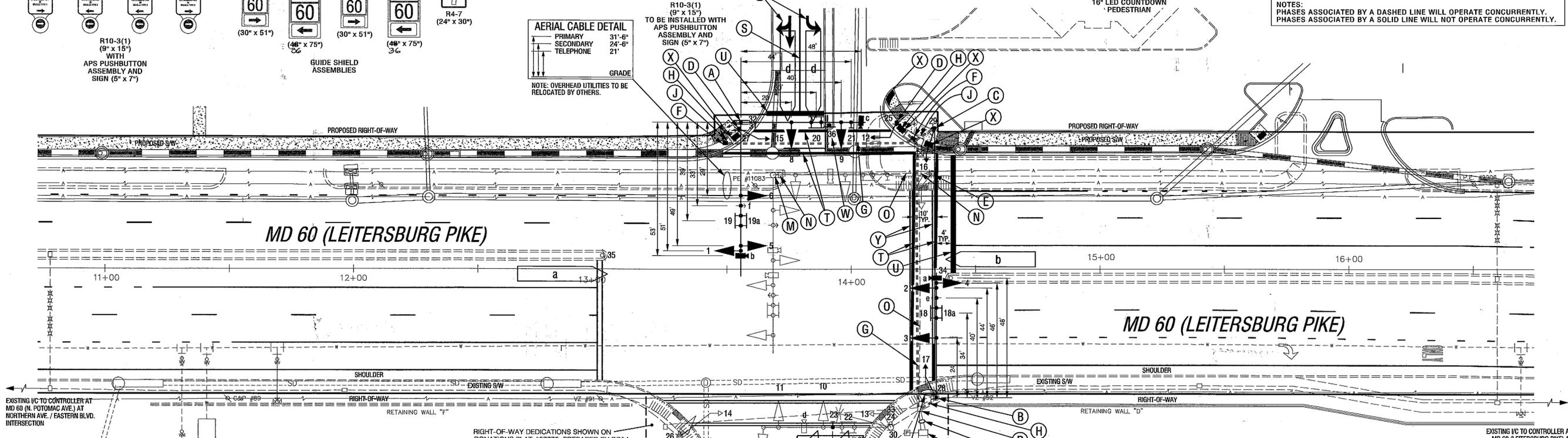


NOTES:  
 PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.  
 PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



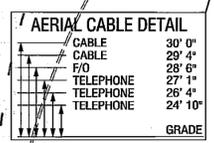
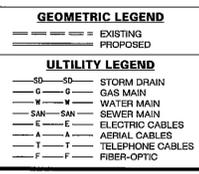
- ### CONSTRUCTION DETAILS
- A. INSTALL CONCRETE FOUNDATION WITH 18\"/>

- J. INSTALL 2\"/>

- K. INTERCEPT EXISTING CONDUIT WITH 4\"/>

- ### GENERAL NOTES
1. ALL UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC 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 ENGINEER IN THE FIELD IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
  2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE SO THAT SHA PERSONS CAN MAKE THE FINAL CONNECTIONS. ALL UNUSED SIGNAL CABLES SHALL BE REMOVED AND DISPOSED. CONTACT THE TRAFFIC SIGNAL OPERATIONS SUPERVISOR AT LEAST 72 HOURS PRIOR TO INSTALLATION.
  3. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD STD. 818.01, 818.02, AND 818.03. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO INSTALLATION OF SIGNAL EQUIPMENT.
  4. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
  5. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
  6. ALL EXISTING TRAFFIC EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
  7. ALL PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS. ALL CROSSWALKS SHALL BE CENTERED ON HANDICAP RAMPS OR MEDIUM CUT-THROUGHS. SEE PAVEMENT MARKING PLANS BY FOX & ASSOCIATES FOR MD 60 PAVEMENT MARKING DETAILS.
  8. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN WHEELCHAIR REACHING LESS THAN 18\"/>

9. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING IN WHICH THEY ARE INTENDED FOR.
10. THE 10\"/>



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

REVISIONS	
① GEOMETRIC CHANGES AND ADDED APS TO WEST LEG	11 JUNE 2008
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STATE OF MARYLAND  
 DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY  
 TRAFFIC ENGINEERING DESIGN DIVISION

**MD 60 (LEITERSBURG PIKE) at  
 STONE HOUSE WAY / LONG MEADOW DRIVE**

HAGERSTOWN, MARYLAND

**TRAFFIC SIGNAL MODIFICATION PLAN**

SCALE 1" = 20' DATE 29 MAY 2007 CONTRACT NO. N/A

DESIGNED BY F. BROWNLEY COUNTY WASHINGTON  
 DRAWN BY F. BROWNLEY LOGMILE 21006000.75  
 CHECKED BY T.I.M.S. NO. J687  
 F.A.P. NO. TOD NO.

DRAWING NO. TS-4579B SHEET NO. 1 OF 2

**W** WELLS + ASSOCIATES, INC.  
 TRANSPORTATION, TRAFFIC AND PARKING CONSULTANTS

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 Phone: 703-443-1442 Facsimile: 703-443-1225

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BY: WELLS + ASSOCIATES, INC.