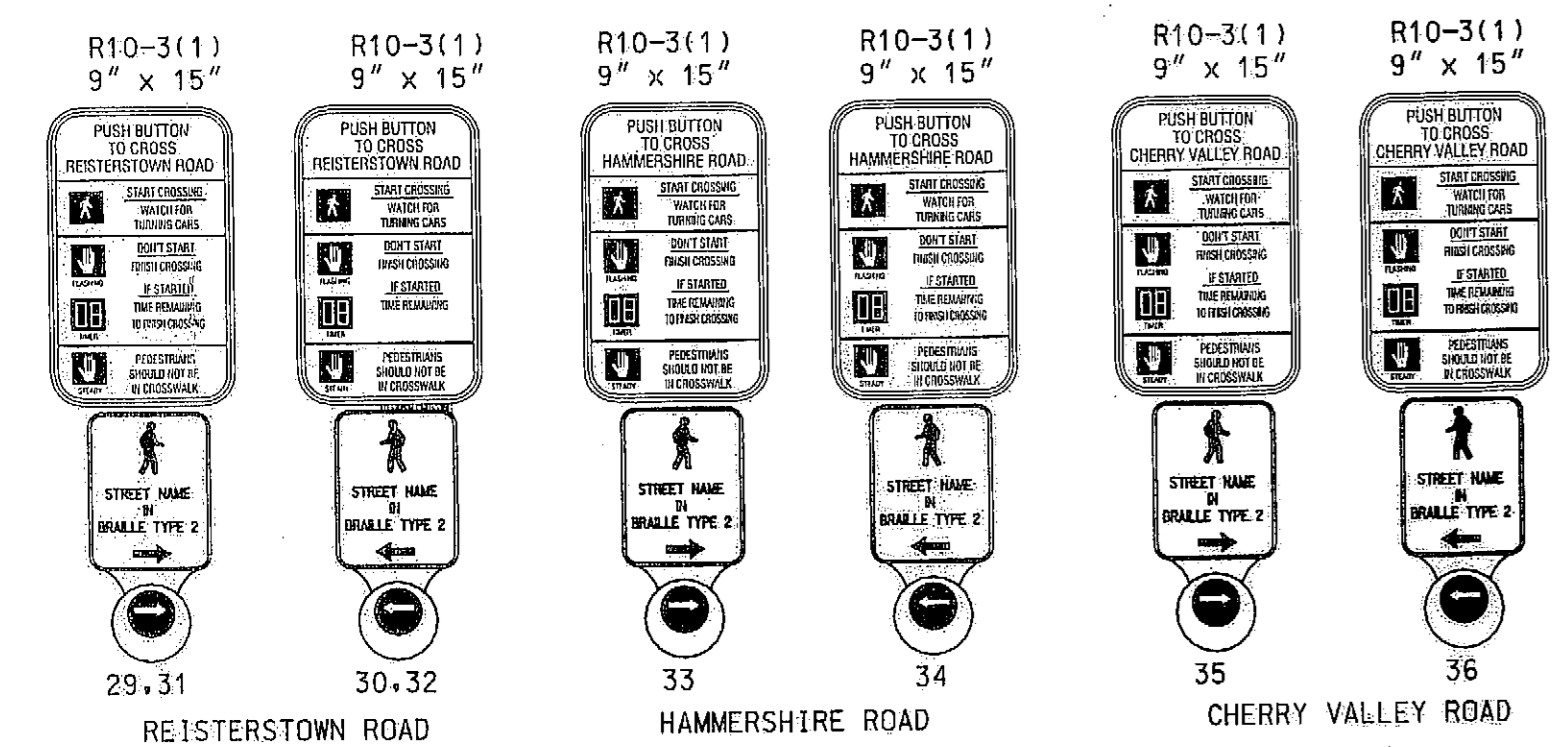
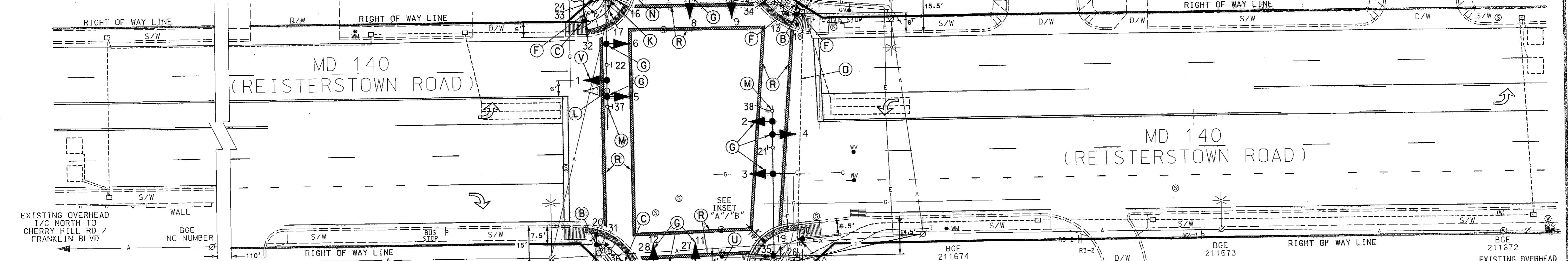
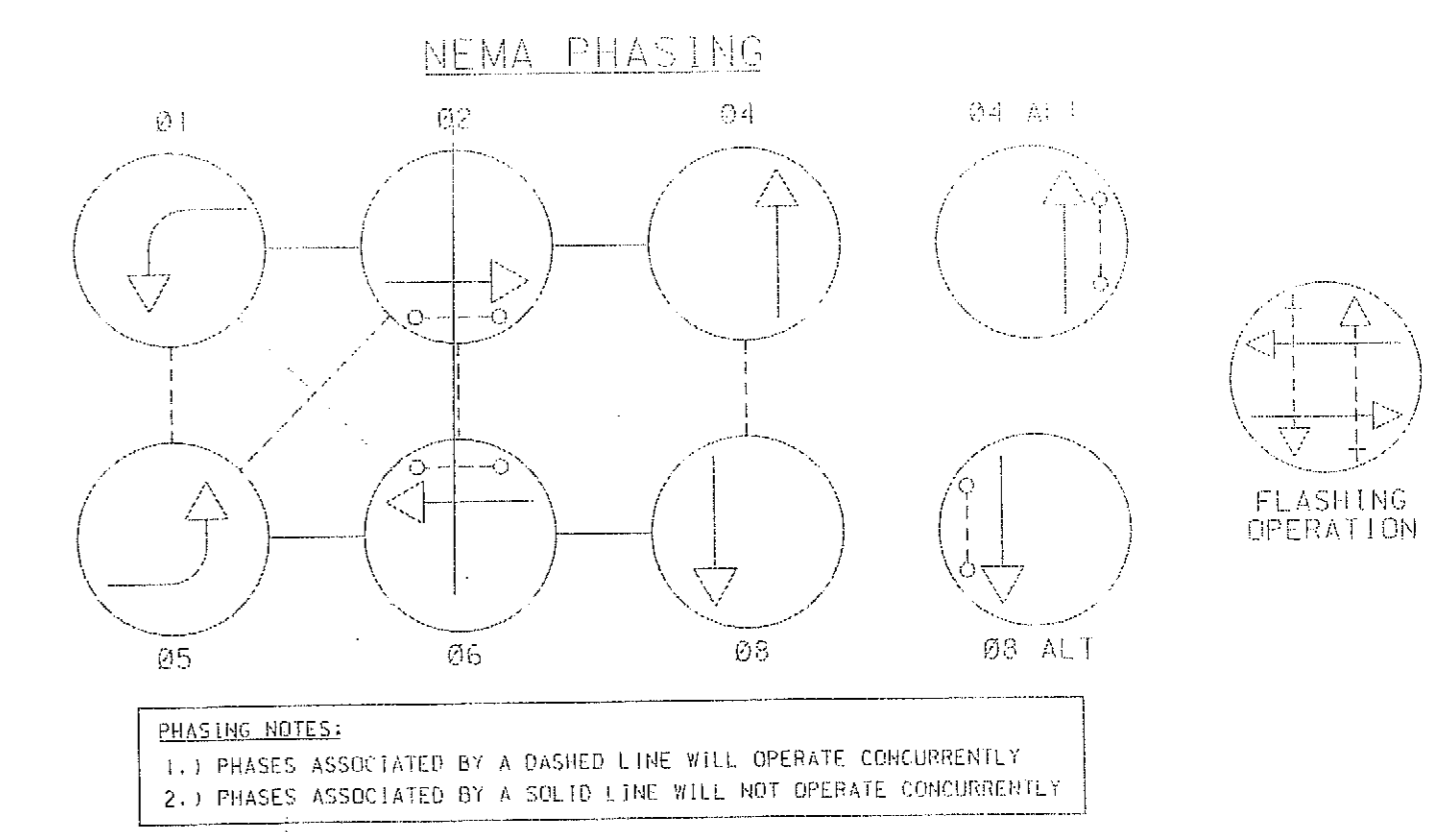
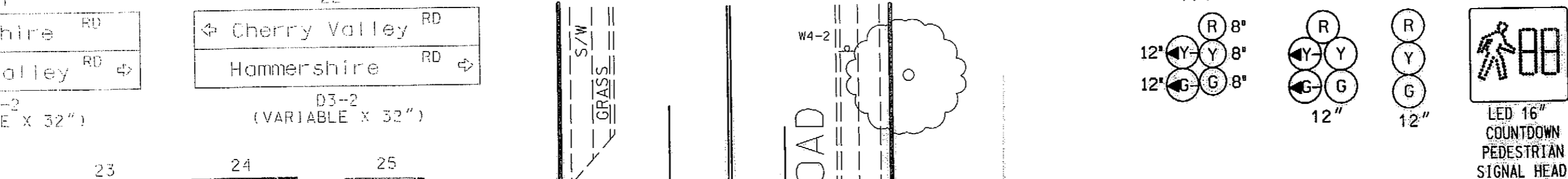


MD 140 IS CONSIDERED TO RUN IN A NORTH-SOUTH DIRECTION



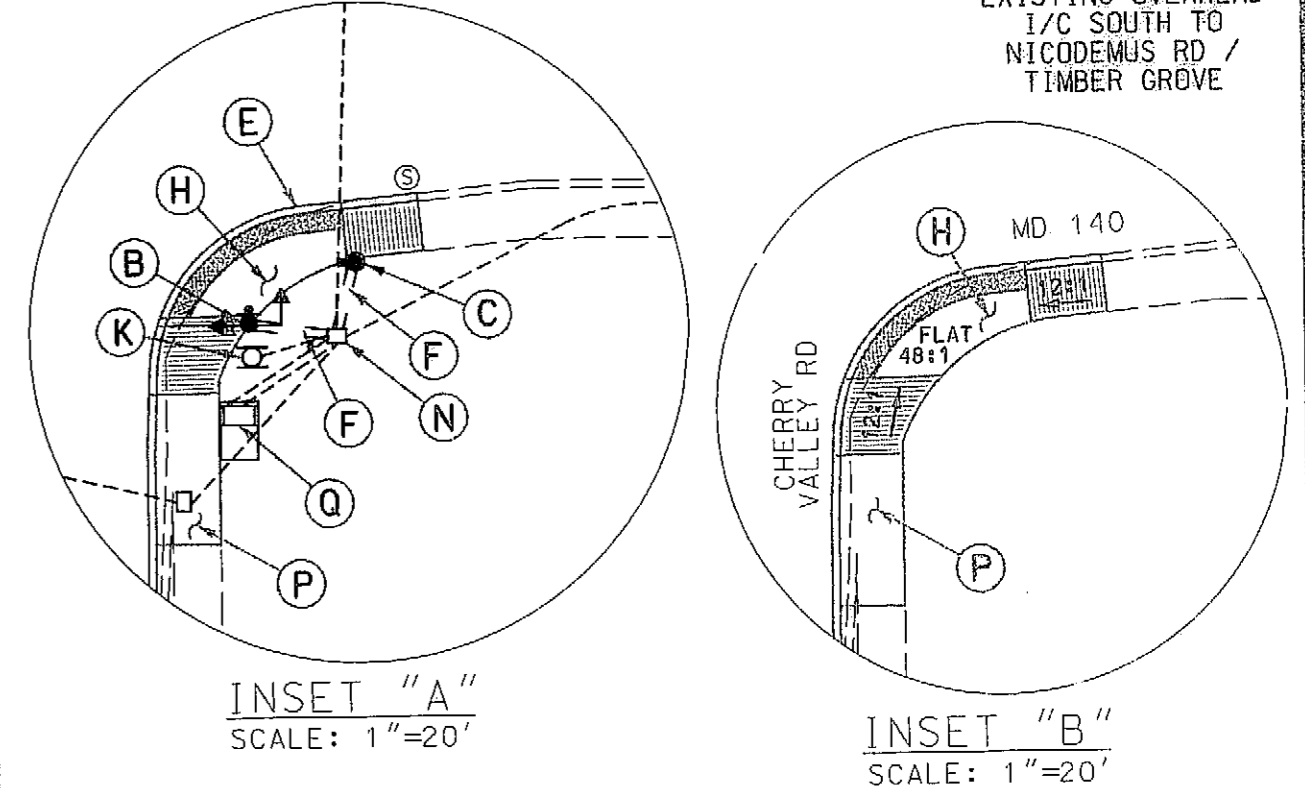
EXISTING SIGNS TO BE REMOVED, EXISTING SIGNS, PROPOSED LED SIGNALS



CONSTRUCTION DETAILS

- Remove existing pedestal pole and all existing equipment. Cap and abandon existing conduit.
- Install 10' (18" breakaway coupling foundation STD No. 801.01-01) pedestal pole with countdown pedestrian signal heads and APS pushbutton with pedestrian education sign. (Note: 1-3" 90° polyvinyl chloride (Schedule 80) bend).
- Install 5' (18" breakaway coupling foundation STD No. 801.01-01) pedestal pole with APS pushbutton with pedestrian education sign. (Note: 1-3" 90° polyvinyl chloride (Schedule 80) bend).
- Install proposed countdown pedestrian signal heads and APS pushbutton with pedestrian education sign on mast arm pole.
- Remove existing curb and gutter beginning at sewer manhole along MD 140 and continue to approximately 56' beyond proposed stopline on Cherry Valley Road as shown. The contractor is to install proposed curb and gutter as shown assuring that there is 60" of clearance from the back of the curb to the existing fire hydrant and the controller cabinet.
- Install 3" polyvinyl chloride electrical conduit (Schedule 80) (trenched).
- Remove existing traffic signal head and install proposed LED traffic signal head as shown.
- Install proposed handicap ramp with detectable warning surface (STD. No. MD 655.40).
- Contractor shall remove existing pedestal pole with all attached signal equipment and foundation 12" below grade and backfill. (Note: Contractor shall abandon conduit runs associated with this pole.)
- Remove existing pedestrian head(s) and pushbutton from mast arm pole as shown.
- Remove existing signal head.
- Remove existing overhead R10-12 sign.
- Use existing handhole.
- Use existing conduit
- Install proposed sidewalk.
- Use existing cabinet and controller.
- Install 12" white heat applied preformed thermoplastic pavement marking. (Crosswalk) (Note: Contractor shall remove existing crosswalk.)
- Install 24" white heat applied preformed thermoplastic pavement marking. (Stopline) (Note: Contractor shall remove existing stopline.)
- Install 5" yellow heat applied permanent preformed thermoplastic pavement marking. (centerline)
- Remove existing 10' white pavement marking and install proposed as dimensioned.
- Install LED traffic signal head on mast arm as dimensioned.

- GENERAL NOTES:
- All underground utilities shown on these plans are scheduled 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.
  - 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, and MD 818.04 the contractor shall verify utilities grades prior to the installation of all signal equipment.
  - All pavement markings detailed are proposed and are to be installed in accordance with SHA standards. All construction shall be suitable for handicap ramps or median cut-throughs.
  - Pushbuttons are to be located so that they can be activated by a person in a wheelchair reaching less than 30" 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 from the Director's Office of Traffic and Safety.
  - The contractor shall remove all unused wiring.
  - The contractor shall install proposed wiring in such a way that the final sidewalk grading can be removed so that the final sidewalk grading can be installed.



GEOMETRIC LEGEND

PROPOSED	---
EXISTING	---

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRIC	E
TELEPHONE	T
GAS	G
SEWER	S
WATER	W
CABLE TV	TV

OVERHEAD HEIGHTS

TELEPHONE	20'-0"
TELEPHONE	22'-0"
CABLE	23'-2"
T/C	24'-2"
GUY	27'-4"
SECONDARY	28'-0"
PRIMARY	40'+/-

REVISION "D"

STREET TRAFFIC STUDIES, LTD.  
400 Crain Hwy., N.W.  
Olan Mills, MD 20851  
Ph (410) 590-5500  
Fax (410) 590-6637

APPROVALS	REVISIONS
TEAM LEADER	8/12/09
ASST. DIV. CHIEF	INSTALL APS, OPS AND LED SIGNAL HEADS
DIVISION CHIEF	INSTALL PEDESTRIAN MOVEMENT ALL AROUND & SIDE ROAD SIGNING
OFFICE DIRECTOR	REBUILD AND INSTALL INTERCONNECT

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

**SHA**

MD 140 (REISTERSTOWN ROAD) AND CHERRY VALLEY ROAD/HAMMERSHIRE ROAD

REISTERSTOWN, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE: 1"=20' DATE: 11/15/94 CONTRACT NO.:

DESIGNED BY: N/A COUNTY: BALTIMORE

DRAWN BY: N/A LOCAL: 03014007.61

CHECKED BY: M RUCKER TMS NO.: J341

F.A.P. NO.: TOD NO.:

TS NO. 664D DRAWING NO. 1 OF 2 SHEET NO. OF

PLOTTED: 4:04 PM 11/15/94