MD 924 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

EXISTING SIGNALS TO REMAIN

1: 12"/8" — 2: 12" — 3,4,5, 8,11: 12" — 7,10: 12" — 6,9: 8"/12" — 12,13: 16" LED COUNTDOWN PEDESTRIAN SIGNAL

EXISTING SIGNS TO REMAIN

14/18,15/16: Ring Factory Rd — D-3(1) (VARx16") (DUAL FACED)

20: R3-5(L) (30"x 36") — 21: R3-6(L) (30"x 36") — 22: R3-5(R) (30"x 36")

EXISTING SIGNS TO BE REMOVED

20A,21A: PUSH BUTTON TO CROSS US 24 — R10-4 (9"x12")

PROPOSED SIGNS

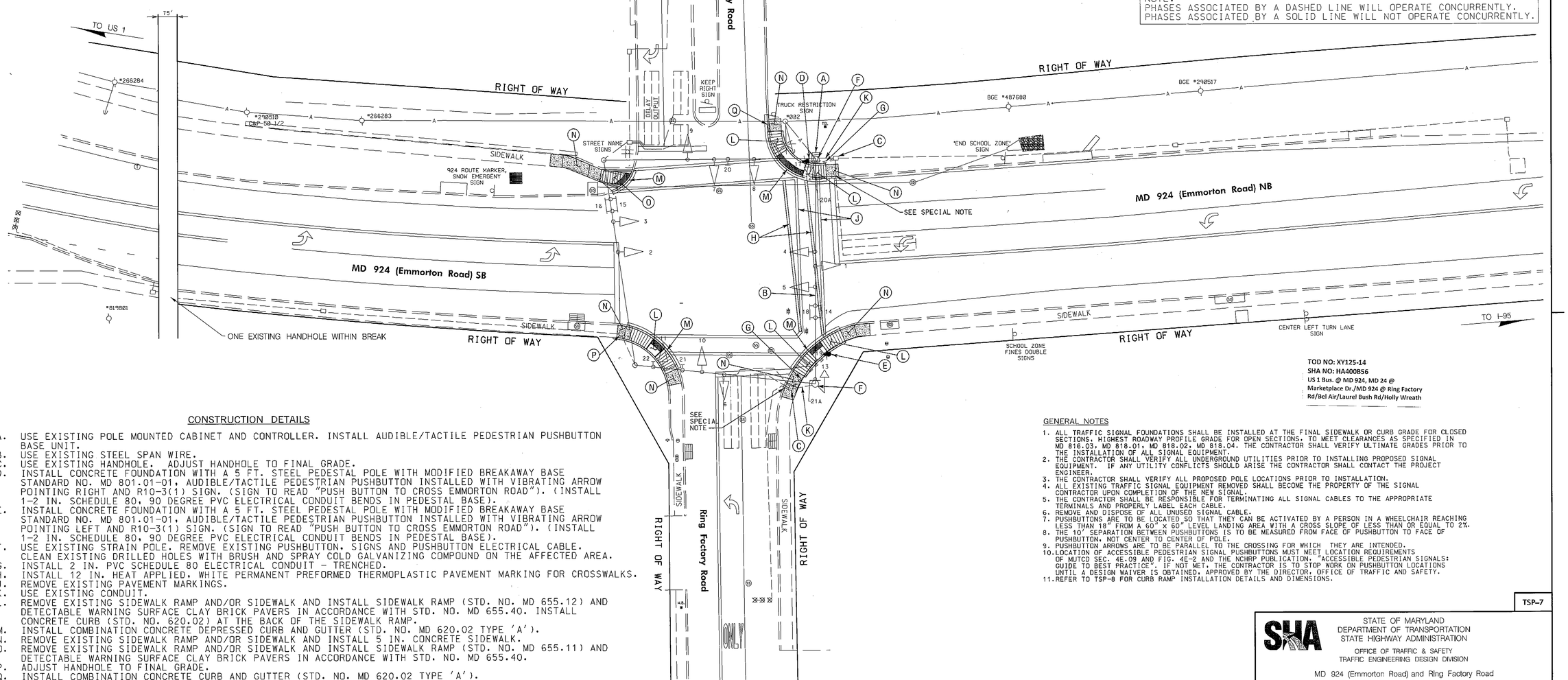
17, 19: PUSH BUTTON TO CROSS EMMORTON ROAD — R10-3(1) 9" x 15"

NEMA PHASING

Ø2, Ø3, Ø4, Ø5, Ø6

FLASHING OPERATION — Ø4 ALT.

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



TOD NO: XY125-14
SHA NO: HA400B56
US 1 Bus. @ MD 924, MD 24 @ Marketplace Dr./MD 924 @ Ring Factory Rd/Bel Air/Laurel Bush Rd/Holly Wreath

CONSTRUCTION DETAILS

A. USE EXISTING POLE MOUNTED CABINET AND CONTROLLER. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON BASE UNIT.
B. USE EXISTING STEEL SPAN WIRE.
C. USE EXISTING HANDHOLE. ADJUST HANDHOLE TO FINAL GRADE.
D. INSTALL CONCRETE FOUNDATION WITH A 5 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS EMMORTON ROAD"). (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).
E. INSTALL CONCRETE FOUNDATION WITH A 5 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS EMMORTON ROAD"). (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).
F. USE EXISTING STRAIN POLE. REMOVE EXISTING PUSHBUTTON, SIGNS AND PUSHBUTTON ELECTRICAL CABLE. CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREA.
G. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
H. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.
J. REMOVE EXISTING PAVEMENT MARKINGS.
K. USE EXISTING CONDUIT.
L. REMOVE EXISTING SIDEWALK RAMP AND/OR SIDEWALK AND INSTALL SIDEWALK RAMP (STD. NO. MD 655.12) AND DETECTABLE WARNING SURFACE CLAY BRICK PAVERS IN ACCORDANCE WITH STD. NO. MD 655.40. INSTALL CONCRETE CURB (STD. NO. 620.02) AT THE BACK OF THE SIDEWALK RAMP.
M. INSTALL COMBINATION CONCRETE DEPRESSED CURB AND GUTTER (STD. NO. MD 620.02 TYPE 'A').
N. REMOVE EXISTING SIDEWALK RAMP AND/OR SIDEWALK AND INSTALL 5 IN. CONCRETE SIDEWALK.
O. REMOVE EXISTING SIDEWALK RAMP AND/OR SIDEWALK AND INSTALL SIDEWALK RAMP (STD. NO. MD 655.11) AND DETECTABLE WARNING SURFACE CLAY BRICK PAVERS IN ACCORDANCE WITH STD. NO. MD 655.40.
P. ADJUST HANDHOLE TO FINAL GRADE.
Q. INSTALL COMBINATION CONCRETE CURB AND GUTTER (STD. NO. MD 620.02 TYPE 'A').

GENERAL NOTES

1. 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.
2. 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.
3. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
6. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
7. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" x 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
8. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
9. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
10. 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.
11. REFER TO TSP-8 FOR CURB RAMP INSTALLATION DETAILS AND DIMENSIONS.

TSP-7

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

MD 924 (Emmorton Road) and Ring Factory Road

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 7-02-82 CONTRACT NO. N/A

DESIGNED BY J. GORDAN — COUNTY HARFORD
DRAWN BY J. GORDAN — LOGMILE 12092404.1:7
CHECKED BY — TIMS NO. 1965
F.A.P. NO. SEE TITLE SHEET — TOD NO.

TS NO. 1868 H — DRAWING TSP-7 OF 15 — SHEET NO. 7 OF 15

APPROVALS: ORIGINAL ON FILE — TEAM LEADER, ASST. DIV. CHIEF, DIVISION CHIEF, OFFICE DIRECTOR

REVISIONS
(H) INSTALL APS, CPS AND ADA COMPLIANT CURB RAMPS TIMS NO. L646 10/02/2012
(G) INSTALL SIDE STREET SPLIT PHASE SHA NO. SF SIGNAL: TIMS NO. 1965 JUNE 26, 2008
(F) REPLACED FAILED LOOP DETECTION SHA NO. 0T2007: TIMS NO. J012

PLOTTED: October 02, 2012
FILE: N:\31669-238\CADD\ussG-P001_MD924_RingFactory.dgn

WR&A
WHITMAN, REQUARDT & ASSOCIATES, LLP
801 South Caroline Street, Baltimore, Maryland 21231

BY: jcheng

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

SPECIAL NOTE:

THE CONTRACTOR SHALL USE CAUTION NOT TO DAMAGE THE EXISTING LOOP DETECTOR LEAD-INS WHEN EXCAVATING FOR NEW SIDEWALK CONSTRUCTION.