

DRILL HOLES

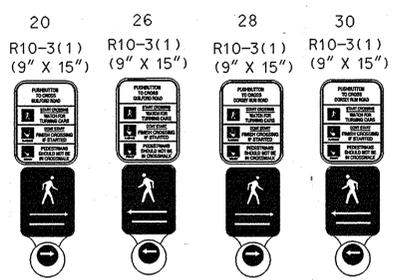
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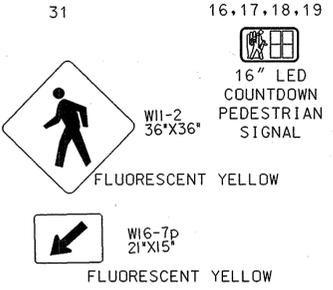
BORDER REV. DATE: June 1, 2004

DORSEY RUN IS CONSIDERED TO RUN IN A NORTH/SOUTH DIRECTION

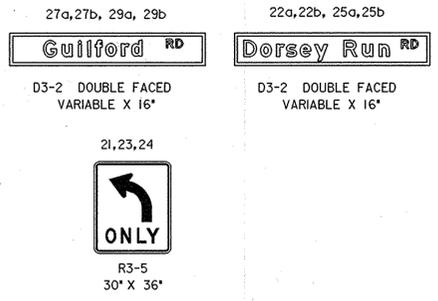
PROPOSED SIGNS



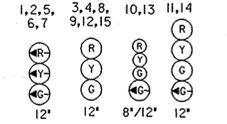
PROPOSED SIGNALS



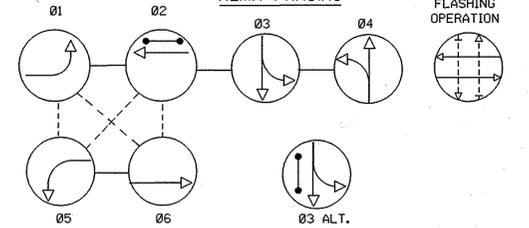
EXISTING SIGNS



EXISTING SIGNALS

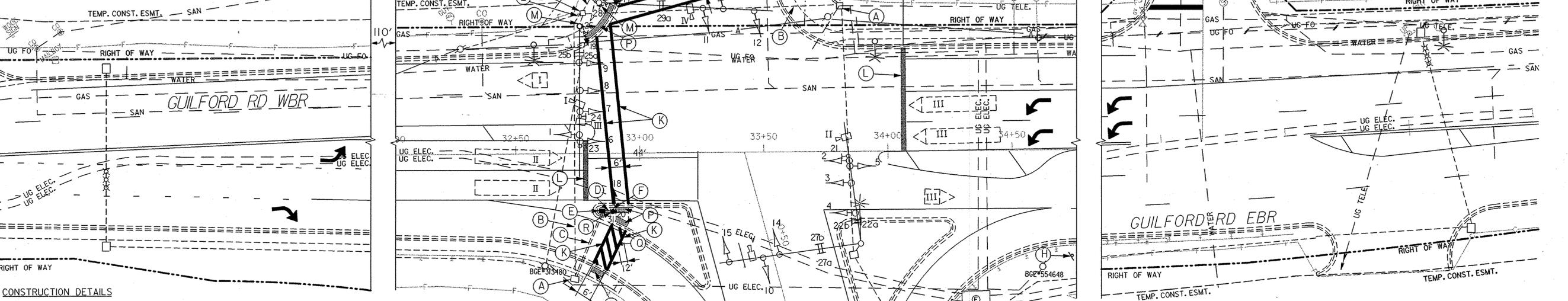


NEMA PHASING



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

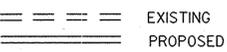
SPECIAL NOTE:
1. TEMPORARY SIGNS WILL BE REMOVED AS PART OF MAINTENANCE OF TRAFFIC OPERATION.



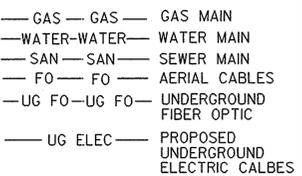
CONSTRUCTION DETAILS

- A. USE EXISTING HANDHOLE.
- B. USE EXISTING CONDUIT.
- C. INSTALL 3 INCH PVC SCHEDULE 80 ELECTRICAL CONDUIT (BORED)
- D. INSTALL 3 INCH PVC SCHEDULE 80 ELECTRICAL CONDUIT (TRENCHED).
- E. INSTALL HANDHOLE.
- F. INSTALL CONCRETE FOUNDATION WITH A 10 FT. STEEL PEDESTAL POLE (GUILFORD RD STA. 32+90 RT.) WITH COUNTDOWN PEDESTRIAN SIGNAL HEAD SECTION, APS PUSHBUTTON AND SIGN R10-3(1) AS SHOWN ON PLAN. (NOTE: ONE - 3 INCH PVC SCHEDULE 80 CONDUIT BEND).
- H. EXISTING TEMPORARY YIELD SIGN TO BE REMOVED BY OTHERS (R1-2).
- J. CUT ARM TO 52' LENGTH.
- K. 12 INCH SOLID WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK TO BE INSTALLED BY OTHERS.
- L. 24 INCH SOLID WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR STOP LINE TO BE INSTALLED BY OTHERS.
- M. INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD SECTION, APS PUSHBUTTON AND R10-3(1) SIGN ON EXISTING SIGNAL UPRIGHT.
- P. DETECTABLE WARNING SURFACE TO BE INSTALLED BY OTHERS. (MD STANDARD NO. MD 655.40).
- Q. INSTALL 12 INCH SOLID WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK HATCHING (45 DEGREE ANGLE WITH 24 INCH SPACING).
- R. INSTALL PEDESTRIAN CROSSING SIGN (W11-2:30X30) & DISTANCE PLAQUES (W16-7p: 24X12) TO PEDESTRIAN POLE.

GEOMETRIC LEGEND



UTILITY LEGEND



GENERAL 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 FINAL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO SIGNING AND MARKING PLANS SPO3 & SPO4. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MD SHA STANDARDS.
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 CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
6. 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.
7. 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.
8. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SECTION 4E-09 AND FIGURE 4E-2 AND THE NCHRP PUBLICATION "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF THE LOCATION CANNOT BE CORRECTED, 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. PUSHBUTTONS ARE TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE 60" X 60" LEVEL LANDING AREA, DOES NOT HAVE TO REACH MORE THAN 18". A LEVEL AREA BEING DEFINED AS ONE WITH A CROSS SLOPE OF LESS THAN 2%.
10. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM THE FACES OF THE PUSHBUTTONS, NOT FROM THE CENTERS OF THE POLES.

SHA NO: BW389M84
DORSEY RUN ROAD
AND GUILFORD DRIVE

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION PLAN - FINAL
GUILFORD ROAD AT DORSEY RUN ROAD
ROADWAY IMPROVEMENTS

APPROVALS		REVISIONS		TRAFFIC SIGNALIZATION PLAN	
TEAM LEADER		① MODIFY SIGNAL DUE TO COUNTY WIDENING		SCALE 1"=20'	DATE SEPT. 2007 CONTRACT NO.
ASST. DIV. CHIEF		0467 SEPTEMBER 07		DESIGNED BY ENR	COUNTY HOWARD
DIVISION CHIEF		DKS		DRAWN BY ENR	LOGMILE 13732R00.56
OFFICE DIRECTOR		A. SIGNAL UPGRADE WITH NEW LEGS, VIDEO DETECTION & INTERCONNECTION TO MD 32 RAMP		CHECKED BY ENR	T.I.M.S. NO. G467
				F.A.P. NO.	TOD NO.
				DRAWING NO. TS 4253B -	OF SHEET NO. 86 OF 156

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