MD RTE 175 IS ASSUMED TO RUN IN A EAST-WEST DIRECTION

EXISTING SIGNS

17a, 17b, 18a, 18b — DORSEY RUN RD

19 — ONLY

21a, 22a — WATERLOO ROAD; WEST 175 EAST

21b, 22b — WATERLOO ROAD; EAST 175 WEST

23, 24, 25

PROPOSED SIGNS

29 — PUSH BUTTON TO CROSS WATERLOO ROAD; STREET CROSSING TRUCK AND TURNING CARS; WAIT UNTIL FINISH CROSSING IS STARTED; TIME REMAINING TO FINISH CROSSING; PEDESTRIANS SHOULD NOT BE IN CROSSWALK; STREET NAME IN SCHOOL TYPE 2

R10-3(1) 9" x 15"

23a, 24a — DOWN TOWN; TRAVEL; R5-1 36" x 36"

EXISTING SIGN TO BE REMOVED

20

28 — PUSH BUTTON TO CROSS WATERLOO ROAD; STREET CROSSING TRUCK AND TURNING CARS; WAIT UNTIL FINISH CROSSING IS STARTED; TIME REMAINING TO FINISH CROSSING; PEDESTRIANS SHOULD NOT BE IN CROSSWALK; STREET SIGN IN SCHOOL TYPE 2

26 — PUSH BUTTON TO CROSS DORSEY RUN RD; STREET CROSSING TRUCK AND TURNING CARS; WAIT UNTIL FINISH CROSSING IS STARTED; TIME REMAINING TO FINISH CROSSING; PEDESTRIANS SHOULD NOT BE IN CROSSWALK; STREET NAME IN SCHOOL TYPE 2

27 — PUSH BUTTON TO CROSS DORSEY RUN RD; STREET CROSSING TRUCK AND TURNING CARS; WAIT UNTIL FINISH CROSSING IS STARTED; TIME REMAINING TO FINISH CROSSING; PEDESTRIANS SHOULD NOT BE IN CROSSWALK; STREET NAME IN SCHOOL TYPE 2

PROPOSED SIGNALS

7a, 9a, 10a, 12a — R Y G — 12" LED

16 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL

EXISTING SIGNALS TO BE REMOVED

7, 9, 10, 12

EXISTING SIGNALS

1, 4 — R Y G

2, 5 — R Y G

3, 6, 8, 9, 11, 12 — R Y G

13, 14, 15

NEMA PHASING

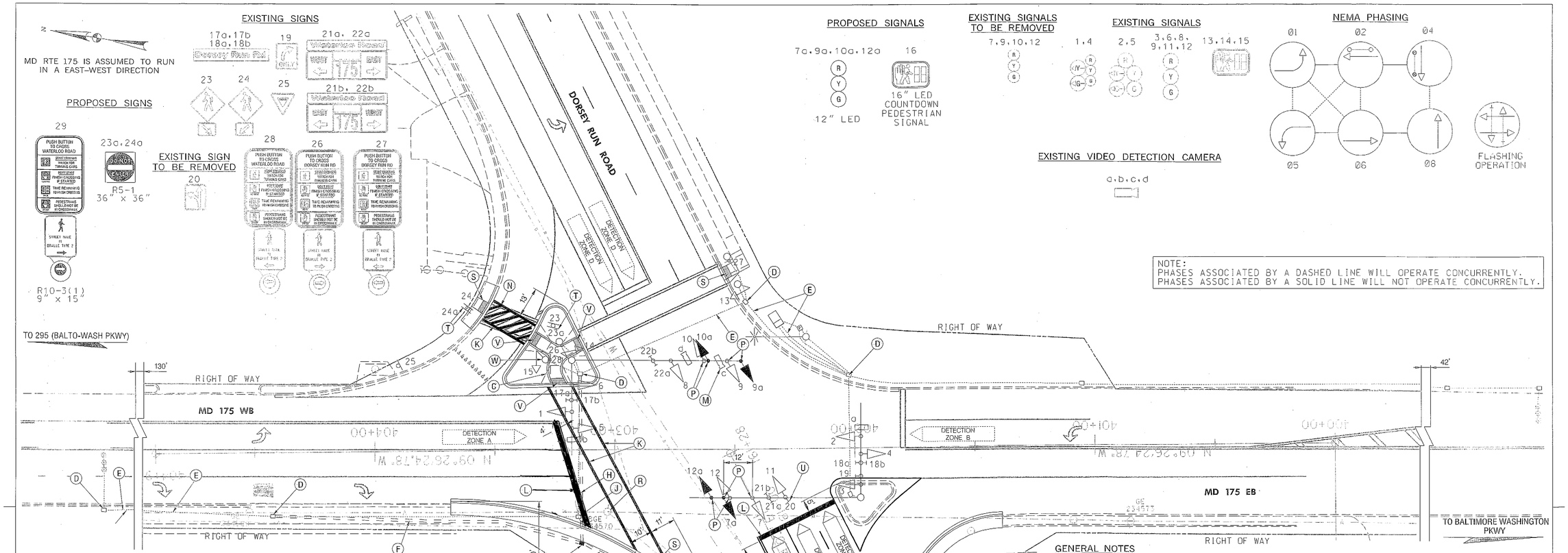
01 02 04 05 06 08

FLASHING OPERATION

EXISTING VIDEO DETECTION CAMERA

a, b, c, d

NOTE:
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 10 FT. STEEL PEDESTRIAN POLE WITH MODIFIED BREAKAWAY BASE STAND NO. MD 801.01-01, COUNTDOWN PEDESTRIAN SIGNAL HEAD AND AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH R10-3(1) SIGN (NOTE: 1-2 IN. SCHEDULE 80, 90-DEGREE POLYVINYL CHLORIDE CONDUIT BEND.)

B. INSTALL ELECTRICAL HANDHOLE.

C. REMOVE EXISTING CONCRETE SIDEWALK. INSTALL 2 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - TRENCHED, THEN REPLACE 5 INCH CONCRETE SIDEWALK.

D. USE EXISTING HANDHOLE. CAP AND ABANDON EXISTING CONDUIT, UNLESS IT IS TO BE USED.

E. USE EXISTING CONDUIT.

F. INSTALL 3 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - TRENCHED.

G. INSTALL 2 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - TRENCHED.

H. INSTALL 4 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT - BORED.

J. REMOVE EXISTING HANDHOLE FRAME AND COVER 12 INCHES BELOW GRADE. BACKFILL, CAP AND ABANDON EXISTING CONDUIT.

K. INSTALL 12 IN. WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING (CROSSWALK LINE).

L. INSTALL 24 IN. WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING (STOP LINE).

M. ADJUST VIDEO DETECTION CAMERA ZONE.

N. REMOVE EXISTING PAVEMENT MARKINGS.

P. DISCONNECT EXISTING ELECTRICAL CABLE FROM EXISTING SIGNAL HEADS TO BE REMOVED AND RECONNECT TO PROPOSED SIGNAL HEADS. ANY SIGNAL OUTAGE SHOULD BE SCHEDULED DURING NON- PEAK HOURS AS DIRECTED BY THE ENGINEER.

R. EXISTING BGE POLE TO BE RELOCATED BY OTHERS.

S. REMOVE EXISTING SIDEWALD & RAMP. CONSTRUCT NEW SIDEWALK & ADA RAMP WITH DETECTABLE WARNING SURFACE (SHA STD MD 655.40 & 655.12).

T. INSTALL PROPOSED SIGN ON EXISTING SIGN SUPPORT.

U. REMOVE EXISTING SIGN.

V. CONSTRUCT NEW SIDEWALK & ADA RAMP WITH DETECTABLE WARNING SURFACE SEE DWG. NO SG-02 FOR DIVIDER ISLAND SIDEWALK DETAIL.

W. UNCOVER EXISTING PEDESTRIAN SIGNAL AND AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON.

X. INSTALL WHITE PREFORMED THEROMPLASTIC PAVEMENT MARKING. (ARROW)

BW097M82
MD 175 @ Dorsey Run Road

GENERAL NOTES

1. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC 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.
2. THE CONTRACTOR SHALL CONFIRM THE LOCATION OF PROPOSED GEOMETRICS PRIOR TO THE INSTALLATION OF THE SIGNAL EQUIPMENT.
3. ALL PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH SHA STANDARDS. THE CONTRACTOR SHALL CONTACT THE ASSISTANT DISTRICT ENGINEER - TRAFFIC, 48 HOURS PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS TO CONFIRM LOCATION. ALL OTHER PAVEMENT MARKINGS WILL EITHER BE INSTALLED AS PART OF THE COUNTY'S PROJECT OR ARE CONSIDERED TO BE EXISTING.
4. 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.
5. THE VIDEO DETECTION CAMERAS ARE SHOWN IN APPROXIMATE LOCATIONS AND ARE FOR INFORMATION PURPOSES ONLY. EXACT LOCATIONS AND AIMING DIRECTIONS OF THE VIDEO DETECTION CAMERAS SHALL BE DETERMINED AND /OR APPROVED BY THE ENGINEER.
6. ALL EXISTING UNUSED ELECTRICAL CABLES SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.
7. ALL PROPOSED CONDUITS & HANDHOLES LOCATED IN SIDEWALKS SHALL BE INSTALLED PRIOR TO POURING SIDEWALK. HANDHOLE COVERS SHALL BE FLUSH WITH SIDEWALK.
8. ALL AUDIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER TO COORDINATE AT (410) 787-7652.
9. 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, AND APPROVED BY THE DIRECTOR OF THE OFFICE OF TRAFFIC AND SAFETY.
10. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
11. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
12. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"x60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

STORM DRAIN
GAS MAIN
WATER MAIN
SEWER MAIN
ELECTRIC CABLES
AERIAL CABLES
TELEPHONE CABLES
FIBER-OPTIC

BY: ken_swann

APPROVALS	REVISIONS
TEAM LEADER	C MODIFY SIGNAL DUE TO NEW GEOMETRICS HO. CO. CAPITAL PROJECT J-4182 TIM# K864 — KJS — 3/12
ASST. DIV. CHIEF	B RECONSTRUCT SIGNAL DUE TO NEW GEOMETRICS HO. CO. CAPITAL PROJECT J-4148 — KJS — 04/08
DIVISION CHIEF	A 5189 ASBUILT INSTALL EP LEFT TRUN PHASE FOR WB MD 175 — OCD
OFFICE DIRECTOR	

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

MD 175 (WATERLOO ROAD) AND
DORSEY RUN ROAD

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 9-14-79 CONTRACT NO. HO559501785

DESIGNED BY M.G. COUNTY HOWARD
DRAWN BY M.G.D. LOGMILE 13017500.24
CHECKED BY H.J.A. T.I.M.S. NO. H362
F.A.P. NO. N/A TOD NO.

DRAWING NO. TS-1731C | SG - 01 OF 02 | SHEET NO. ### OF ###

PLOTTED: Mar 12, 2012
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