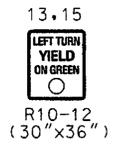
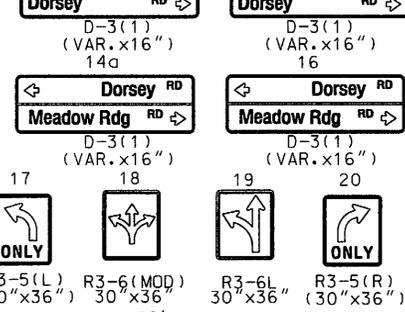


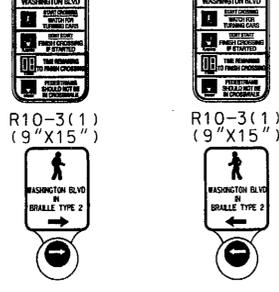
EXISTING SIGNS TO BE REMOVED



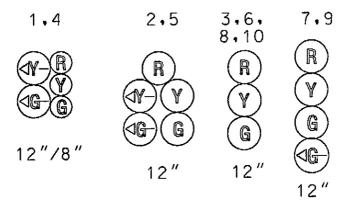
EXISTING SIGNS TO REMAIN



PROPOSED ACCESSIBLE PUSHBUTTON AND SIGNS



EXISTING SIGNALS



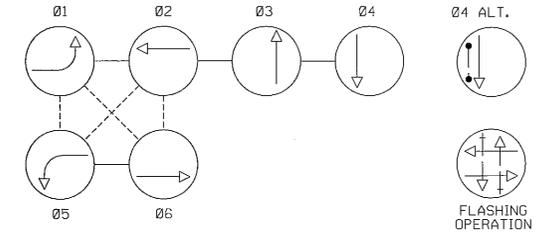
PROPOSED SIGNALS



EXISTING VIDEO DETECTION



NEMA PHASING



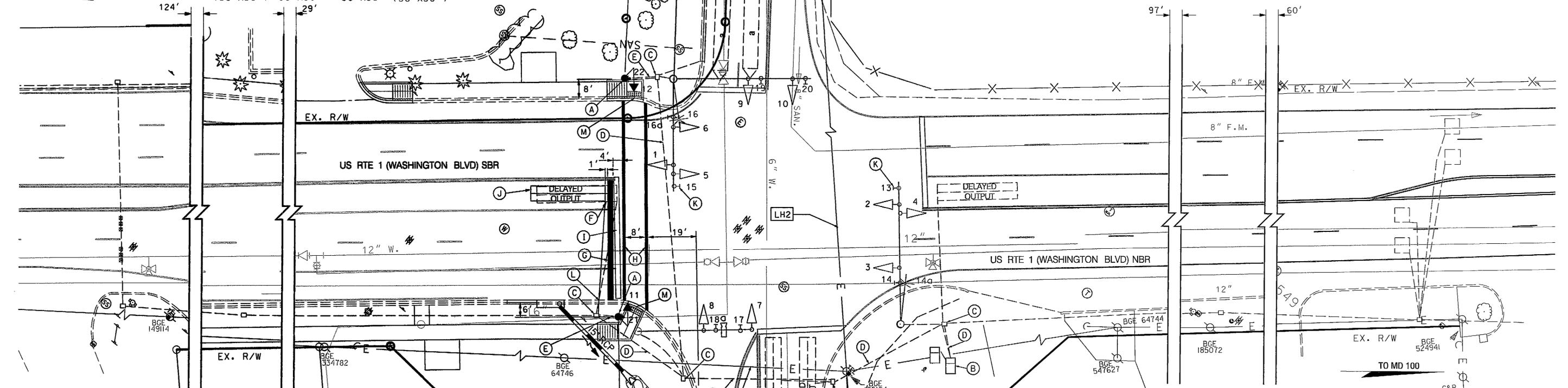
NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

US 1 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

TO MD 175

97'

60'



CONSTRUCTION DETAILS

- A. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE, FOUNDATION (MD SHA STD.801.01-01), 16 INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON AND R10-3(1) SIGN. (NOTE: 1-3 IN. PVC CONDUIT BEND)
- B. USE EXISTING BASE MOUNTED CABINET
- C. USE EXISTING HANDHOLE
- D. USE EXISTING CONDUIT
- E. INSTALL 3 IN. PVC (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED
- F. VEHICLE LOOP DETECTOR WIRE TO BE ABANDONED
- G. INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING - STOP LINE
- H. INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING - CROSSWALK
- I. REMOVE EXISTING STOP LINE
- J. INSTALL 6 FT. X 30 FT. VEHICLE LOOP DETECTOR - ENCASED IN 1/4 IN. FLEXIBLE TUBING (3-6-3 TURN)
- K. REMOVE EXISTING OVERHEAD SIGNS
- L. INSTALL 1 IN. LIQUID TIGHT FLEXIBLE NON-METALIC CONDUIT FOR DETECTOR SLEEVE
- M. SEE SG-04 FOR NEW SIDEWALK AND RAMP DETAILS

LINE HEIGHTS (LH) 1	
CABLE	22'-4"
TELEPHONE	22'-11"
TWISTED PRIMARY	26'-5"
SECONDARY	27'-5"
PRIMARY	34'-10"

LINE HEIGHTS (LH) 2	
CABLE	20'-1"
SECONDARY	20'-9"

GENERAL NOTES

1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING.
3. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING SHA STANDARDS PLATES FOR TRAFFIC CONTROL.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
5. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
6. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
7. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
8. THE CONTRACTOR SHALL ENSURE THE EXISTING TRAFFIC SIGNAL REMAINS OPERATIONAL THROUGHOUT THE CONSTRUCTION PROCESS UNTIL SUCH TIME THAT THE NEW CONSTRUCTION CAN BE UTILIZED.
9. ALL SIGNAL POLE FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE TO MEET CLEARANCES AS SPECIFIED IN MD 818.01, 818.03, 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
10. THE CONTRACTOR SHALL VERIFY ALL RAMP AND PUSHBUTTON LOCATIONS PRIOR TO INSTALLATION.

GENERAL NOTES (CONT.)

11. 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%.
12. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLES.
13. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
14. THE CONTRACTOR SHALL INSTALL ALL CONDUIT PRIOR TO NEW SIDEWALK AND RAMP CONSTRUCTION.
15. LOCATION OF THE ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG 4E.2 AND 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.

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

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
US 1 CORRIDOR REVITALIZATION
US 1 AT MD 103 (MEADOWRIDGE RD /DORSEY RD)

JMT
JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future®
72 Loveton Circle Baltimore, Maryland 21152-0949

APPROVALS	REVISIONS
TEAM LEADER	
ASSIST. DIV. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

TRAFFIC SIGNAL PLAN	
SCALE 1"=20'	ADVERTISED DATE Jan. 14, 1974
DESIGNED BY	COUNTY HOWARD
DRAWN BY D. Doda	LOGMILE 1300107.05
CHECKED BY A. Budnichuk	TIMS NO. H-991
FAP NO. N/A	TOD NO.
TS NO. 962-G	DRAWING SG-03 OF 08
	SHEET NO. 19 OF 24