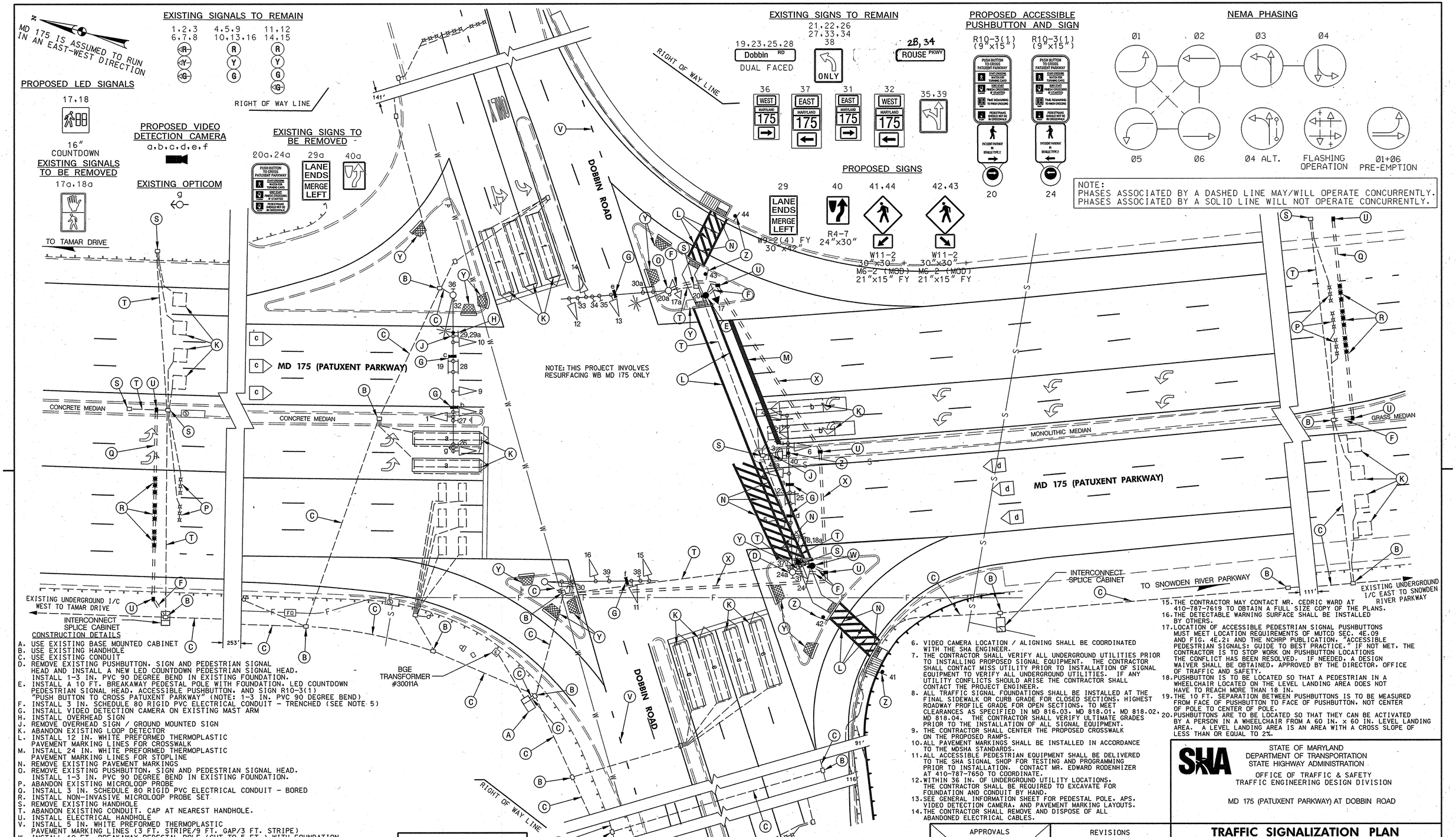

CONSTRUCTION DETAILS

A. USE EXISTING BASE MOUNTED CABINET
B. USE EXISTING HANDHOLE
C. USE EXISTING CONDUIT
D. REMOVE EXISTING PUSHBUTTON, SIGN AND PEDESTRIAN SIGNAL HEAD AND INSTALL A NEW LED COUNTDOWN PEDESTRIAN SIGNAL HEAD. INSTALL 1-3 IN. PVC 90 DEGREE BEND IN EXISTING FOUNDATION.
E. INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON, AND SIGN R10-3(1) "PUSH BUTTON TO CROSS PATUXENT PARKWAY" (NOTE: 1-3 IN. PVC 90 DEGREE BEND)
F. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED (SEE NOTE 5)
G. INSTALL VIDEO DETECTION CAMERA ON EXISTING MAST ARM
H. INSTALL OVERHEAD SIGN
J. REMOVE OVERHEAD SIGN / GROUND MOUNTED SIGN
K. ABANDON EXISTING LOOP DETECTOR
L. INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES FOR CROSSWALK
M. INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES FOR STOPLINE
N. REMOVE EXISTING PAVEMENT MARKINGS
O. REMOVE EXISTING PUSHBUTTON, SIGN AND PEDESTRIAN SIGNAL HEAD. INSTALL 1-3 IN. PVC 90 DEGREE BEND IN EXISTING FOUNDATION.
P. ABANDON EXISTING MICROLOOP PROBE
Q. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - BORED
R. INSTALL NON-INVASIVE MICROLOOP PROBE SET
S. REMOVE EXISTING HANDHOLE
T. ABANDON EXISTING CONDUIT. CAP AT NEAREST HANDHOLE.
U. INSTALL ELECTRICAL HANDHOLE
V. INSTALL 5 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES (3 FT. STRIPE/9 FT. GAP/3 FT. STRIPE)
W. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE (CUT TO 5 FT.) WITH FOUNDATION, ACCESSIBLE PEDESTRIAN PUSHBUTTON, AND SIGN R10-3(1) "PUSH BUTTON TO CROSS PATUXENT PARKWAY". (NOTE: 1-3 IN. PVC 90 DEGREE BEND)
X. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - BORED
Y. EXISTING SIDEWALK RAMP TO BE REMOVED BY OTHERS.
Z. INSTALL GROUND MOUNTED SIGN ON ONE 4 IN. x 6 IN. WOOD POST

GENERAL NOTES

1. MAINTENANCE OF TRAFFIC SHALL BE HANDLED BY THE CONTRACTOR UTILIZING THE MDSHA STANDARD PLATES FOR TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE, RAMP, AND PUSHBUTTON LOCATIONS PRIOR TO INSTALLATION.
3. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING.
5. THE CONTRACTOR SHALL REMOVE AND REPLACE CONCRETE SIDEWALK AT THE NEAREST JOINT.
6. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
7. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. THE CONTRACTOR SHALL CONTACT MISS UTILITY PRIOR TO INSTALLATION OF SIGNAL EQUIPMENT TO VERIFY ALL UNDERGROUND UTILITIES. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
8. 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.
9. THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALK ON THE PROPOSED RAMPS.
10. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE TO THE MDSHA STANDARDS.
11. ALL ACCESSIBLE PEDESTRIAN EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER AT 410-787-7650 TO COORDINATE.
12. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
13. SEE GENERAL INFORMATION SHEET FOR PEDESTAL POLE, APS, VIDEO DETECTION CAMERA, AND PAVEMENT MARKING LAYOUTS.
14. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
15. THE CONTRACTOR MAY CONTACT MR. CEDRIC WARD AT 410-787-7619 TO OBTAIN A FULL SIZE COPY OF THE PLANS.
16. THE DETECTABLE WARNING SURFACE SHALL BE INSTALLED BY OTHERS.
17. 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 THE CONFLICT HAS BEEN RESOLVED. IF NEEDED, A DESIGN WAIVER SHALL BE OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
18. PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 IN.
19. THE 10 FT. SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER OF POLE TO CENTER OF POLE.
20. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60 IN. x 60 IN. LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.

GEOMETRIC LEGEND

———	PROPOSED LINE
— —	EXISTING LINE

UTILITY LEGEND

—E—E—	ELECTRIC CABLES	—SD—SD—	STORM DRAIN
—A—A—	AERIAL CABLES	—G—G—	GAS MAIN
—T—T—	TELEPHONE CABLES	—W—W—	WATER MAIN
—F—F—	FIBER-OPTIC	—S—S—	SEWER MAIN

STV Incorporated

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BY: THOMPSMA

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 175 (PATUXENT PARKWAY) AT DOBBIN ROAD

APPROVALS

TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

ORIGINAL ON FILE

REVISIONS

1	ADD APS, COUNTDOWN PED. SIGNALS, AND VIDEO DETECTION TO ALL APPROACHES. A SHA/H037151177	10/2007	
H	MODIFY LANE USE TO INCORPORATE THRU/LEFT ON EASTBOUND DOBBIN ROAD	5/2007	
G	12-16-02 ASBUILT FOR RED LIGHT CAMERA INSTALLATION SHA No.:		

STV SBS CSW

JP

RRZ

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' DATE 3-16-76 CONTRACT NO. HO-400-501-785

DESIGNED BY
DRAWN BY J.G./D.ZAFIRIS
CHECKED BY
F.A.P. NO.

COUNTY HOWARD
LOGMILE 13017504.18
T.I.M.S. NO. H951
TOD NO.

TS NO. 1396 I-GI | DRAWING SG - 5 OF 6 | SHEET NO. OF

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