MD 246 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

EXISTING OPTICOM DETECTOR TO REMAIN

aa,bb

PROPOSED LED MODULES

1,2,3,6,7 — 12"
4,5,8,9,12 — 12"
15 — 12"
16 — 12"

PROPOSED LED SIGNALS

10,11,14 — 12"
13 — 12"
17,18,19,20,21,22 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL

EXISTING SIGNALS TO BE REMOVED

17a,18a,19a
20a,21a,22a

NEMA PHASING

Ø1 Ø2 Ø3 Ø4 FLASHING OPERATION
Ø3 ALT.
Ø5 Ø6 PRE-EMPTION Ø1 PRE-EMPTION Ø2

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

PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN

38 — R10-3(1) 9"x15"
39 — R10-3(1) 9"x15"
40 — R10-3(1) 9"x15"
41 — R10-3(1) 9"x15"
42 — R10-3(1) 9"x15"
43 — R10-3(1) 9"x15"

EXISTING SIGNS TO REMAIN

23,23a,27,27a — Chancellor's Run RD
24 — MARYLAND 237
25,26,34 — ONLY
28 — NORTH MARYLAND 237
29 — WEST MARYLAND 246
30 — EAST MARYLAND 246
31 — WEST MARYLAND 246
32 — WEST MARYLAND 246
35 — EAST MARYLAND 246
36,36a — Great Mills RD
37 — ONLY

EXISTING SIGN TO BE REMOVED

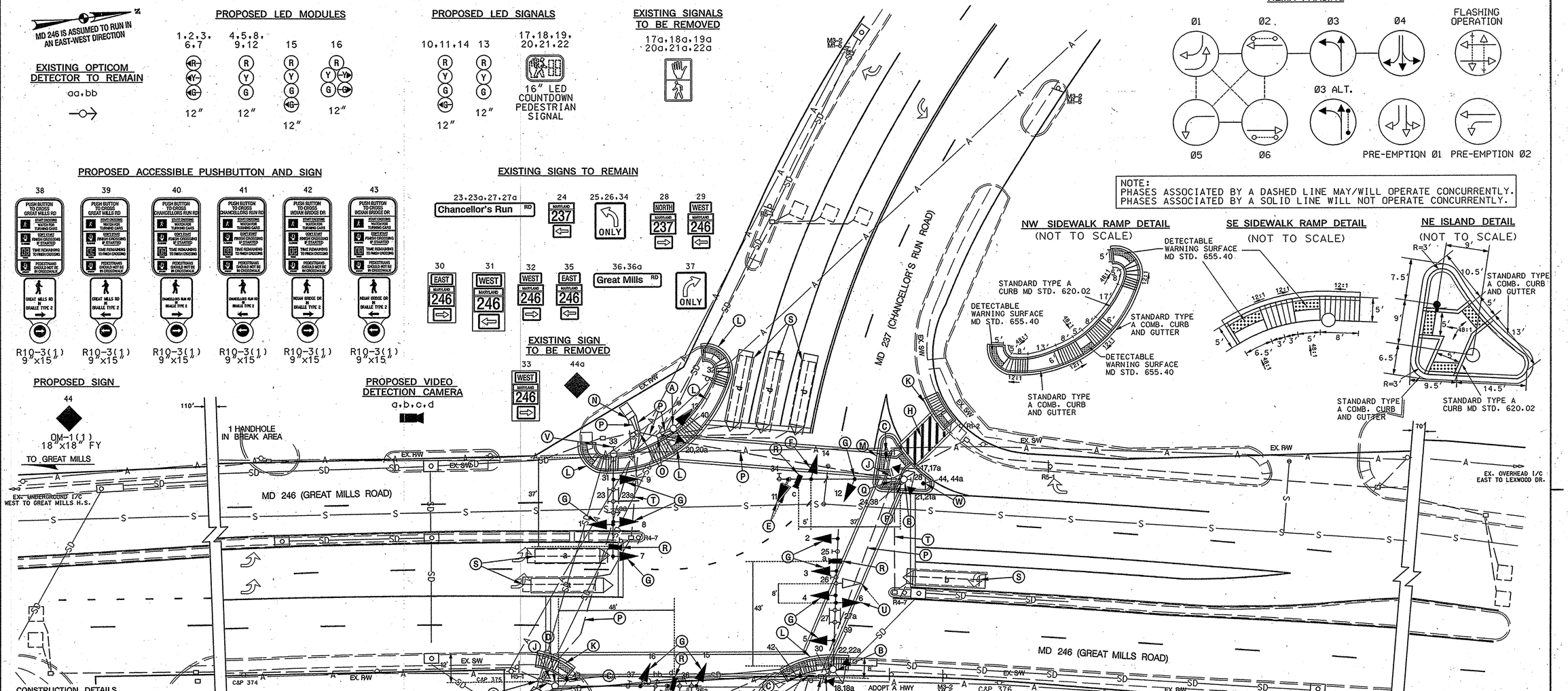
33 — WEST MARYLAND 246
44a

PROPOSED SIGN

44 — DM-1(1) 18"x18" FY — TO GREAT MILLS

PROPOSED VIDEO DETECTION CAMERA

a,b,c,d



NW SIDEWALK RAMP DETAIL (NOT TO SCALE)

SE SIDEWALK RAMP DETAIL (NOT TO SCALE)

NE ISLAND DETAIL (NOT TO SCALE)

CONSTRUCTION DETAILS

A. REMOVE EXISTING SIGNAL HEAD AND PEDESTRIAN SIGNAL HEAD. INSTALL NEW LED TRAFFIC SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AND SIGN R10-3(1) "PUSH BUTTON TO CROSS CHANCELLORS RUN RD".
B. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND PUSHBUTTON. INSTALL NEW LED COUNTDOWN PEDESTRIAN SIGNAL HEADS, ACCESSIBLE PEDESTRIAN PUSHBUTTON AND SIGN R10-3(1) "PUSH BUTTON TO CROSS GREAT MILLS RD".
C. INSTALL 5 FT. PEDESTAL POLE WITH SHA STD. MD 801.01-01 18 IN. DIAMETER FOUNDATION, ACCESSIBLE PEDESTRIAN PUSHBUTTON AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS CHANCELLORS RUN RD OR INDIAN BRIDGE DR" (NOTE: 1-3 INCH PVC 90 DEGREE BEND).
D. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND INSTALL NEW LED COUNTDOWN PEDESTRIAN SIGNAL HEAD.
E. REMOVE EXISTING SIGNAL HEAD AND INSTALL NEW LED TRAFFIC SIGNAL HEAD IN SAME LOCATION.
F. INSTALL NEW LED TRAFFIC SIGNAL HEAD.
G. INSTALL NEW LED TRAFFIC SIGNAL HEAD MODULES IN EXISTING SIGNAL HEADS.
H. INSTALL 12 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK (SEE NOTE 17).
J. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED.
K. REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT SHA STD. 655.12 SIDEWALK RAMP WITH DETECTABLE WARNING SURFACE SHA STD. 655.40. CONSTRUCT STANDARD TYPE A CURB ONLY SHA STD. 620.02 IN LIEU OF OTHER FLARE.
L. REMOVE EXISTING SIDEWALK AND RAMP(S) AND CONSTRUCT NEW 5 INCH SIDEWALK AND RAMP WITH DETECTABLE WARNING SURFACE(S) SHA STD 655.40. SEE DETAIL THIS SHEET.
M. REMOVE EXISTING ISLAND AND CONSTRUCT NEW ISLAND WITH CUT-THROUGH OPENING. SEE DETAIL THIS SHEET.
N. USE EXISTING BASE MOUNTED CABINET.
O. USE EXISTING HANDHOLE.
P. USE EXISTING CONDUIT.
Q. USE EXISTING HANDHOLE AND ADJUST TO GRADE.
R. INSTALL NEW VIDEO DETECTION CAMERA ON EXISTING MAST ARM.
S. ABANDON EXISTING LOOP DETECTOR.
T. ABANDON EXISTING CONDUIT: CAP AT NEAREST HANDHOLE(S).
U. RELOCATE EXISTING SIGNAL HEAD AND INSTALL NEW LED TRAFFIC SIGNAL HEAD MODULES.
V. REMOVE EXISTING OVERHEAD SIGN.
W. REMOVE EXISTING GROUND MOUNTED SIGN AND INSTALL NEW GROUND MOUNTED SIGN.

GENERAL NOTES

1. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
3. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
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 CONTRACTOR SHALL INTEGRATE PROPOSED/EXISTING CONCRETE FOUNDATIONS WITH NEW CURB/SIDEWALK RAMP WHERE NECESSARY.
6. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES.
7. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
8. THE CONTRACTOR SHALL VERIFY THE PROPOSED POLE LOCATION(S) PRIOR TO INSTALLATION.
9. THE CONTRACTOR SHALL CENTER THE PROPOSED RAMPS WITH THE EXISTING CROSSWALKS.
10. THE CONTRACTOR SHALL REMOVE AND REPLACE CONCRETE SIDEWALK AT THE NEAREST JOINT.
11. 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.

GENERAL NOTES CONT:

12. 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 THE CONFLICT HAS BEEN RESOLVED. IF NEEDED, A DESIGN WAIVER SHALL BE OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
13. 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%.
14. ALL ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER TO COORDINATE AT 410-787-7650.
15. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSWALK FOR WHICH THEY ARE INTENDED.
16. THE 10 FT. MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER OF POLE TO CENTER OF POLE.
17. THE CONTRACTOR SHALL REFER TO FIGURE 3B-17a OF THE 2006 MARYLAND M.U.T.C.D. FOR CROSSWALK PAVEMENT MARKING DETAIL.

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

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

STV Incorporated
engineers/architects/planners/construction managers
7125 Ambassador Road Baltimore, MD 21244-2722 (410) 944-9112

BY: thompsma

APPROVALS

ORIGINAL ON FILE

TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

REVISIONS

C	INSTALL SIDE STREET SPLIT PHASING, APS/CPS, LED SIGNALS & VIDEO DETECTION. 6/2008 SHA NO. XX4485SS		
B	REPLACE ALL SIGNAL HEADS WITH BLACK FACED HEADS	501	TIMS # 558
A	REDESIGN AND REDRAW FOR GEOMETRICS	691	

PLOTTED: Thursday, June 12, 2008 AT 08:14 AM
FILE: I:\PROJECTS\0812510\0812513_0090\Drawings\TRA\pSG-P000_md246.dgn

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

MD 246 (GREAT MILLS ROAD) AT
MD 237 (CHANCELLOR'S RUN ROAD)/INDIAN BRIDGE DRIVE

SIGNALIZATION PLAN SHEET

SCALE 1" = 20' ADVERTISED DATE 1-15-87 CONTRACT NO. SM799ASA/BSA

DESIGNED BY
DRAWN BY D. DISTANCE
CHECKED BY S. RENZI
F.A.P. NO.
COUNTY ST. MARY'S
LOGMILE 18024600.97
TIMS NO. I-259
TOD NO.

TS NO. 2247-C DRAWING SG-01 OF 2 SHEET NO. 1 OF 2