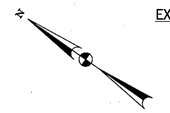
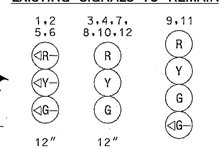


MD 2 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

## EXISTING SIGNALS TO REMAIN



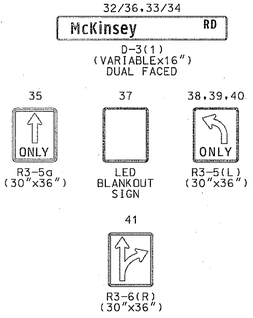

## EXISTING SIGNALS TO BE REMOVED

## EXISTING OPTICOM TO REMAIN

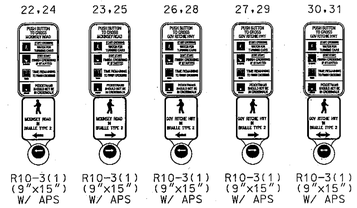
## PROPOSED SIGNALS

16" COUNTDOWN PEDESTRIAN SIGNAL

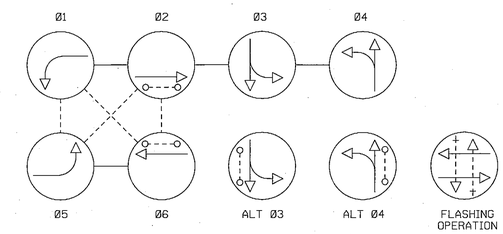
## EXISTING SIGNS TO REMAIN




## PROPOSED SIGNS

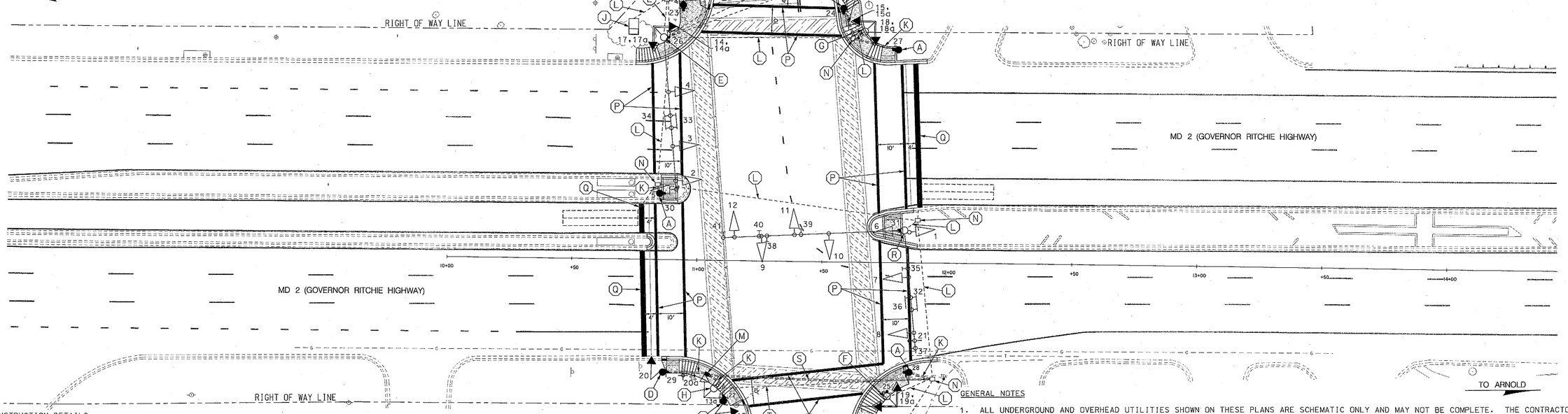



## NEMA PHASING




### PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.




## CONSTRUCTION DETAILS

A. INSTALL CONCRETE FOUNDATION WITH 5 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE (STANDARD NO. MD 801.01-01), AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS GOV RITCHIE HWY") (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE). (STA 10+85, 26' LT.; STA 11+79, 85' LT.; STA 11+85, 44' RT.)

B. INSTALL CONCRETE FOUNDATION WITH 5 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE (STANDARD NO. MD 801.01-01), AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS MCKINSEY ROAD") (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE). (STA 10+93, 102' LT.; STA 11+57, 102' LT.)

C. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE (STANDARD NO. MD 801.01-01), LED COUNTDOWN PEDESTRIAN SIGNAL HEAD (POLE-MOUNTED), AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS MCKINSEY ROAD") (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE). (STA 11+11, 56' RT.)

D. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE (STANDARD NO. MD 801.01-01), LED COUNTDOWN PEDESTRIAN SIGNAL HEAD (POLE-MOUNTED), AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS GOV RITCHIE HWY") (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE). (STA 10+87, 45' RT.)

E. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, AND SIGN. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEADS (POLE-MOUNTED), AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS GOV RITCHIE HWY").

F. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, AND SIGN. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEADS (POLE-MOUNTED), AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS MCKINSEY ROAD").

G. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, AND SIGN. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEADS (POLE-MOUNTED).

H. REMOVE EXISTING SIGNAL POLE AND ALL ASSOCIATED EQUIPMENT. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.

J. USE EXISTING BASE MOUNTED CABINET/CONTROLLER. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON BASE UNIT.

K. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.

L. USE EXISTING CONDUIT.

M. INSTALL HANDHOLE.

N. USE EXISTING HANDHOLE.

P. REMOVE EXISTING PAVEMENT MARKINGS. INSTALL 12 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.

Q. REMOVE EXISTING PAVEMENT MARKINGS. INSTALL 24 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR STOPLINE.

R. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS GOV RITCHIE HWY") ON EXISTING SIGNAL POLE.

S. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.

T. CAP AND ABANDON EXISTING CONDUIT.

## 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 THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
2. 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%.
3. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
4. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
5. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION 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 THE PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED AND APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
6. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO ANY SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
7. ALL EXISTING TRAFFIC EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
9. REMOVE AND DISPOSE OF ALL UNUSED CABLE.
10. ALL CROSSWALKS SHALL BE CENTERED TO THE PROPOSED SIDEWALK RAMPS.
11. REFER TO DETAIL SHEET (SHEET NO. 3) FOR CURB RAMP DETAILS.
12. REFER TO THE ROADWAY PLAN SHEET (SHEET NO. 4) FOR ALL SIGN RELOCATIONS RESULTING FROM SIDEWALK CONSTRUCTION.


McCormick Taylor
Engineers & Planners Since 1946
509 South Exeter Street
4th Floor
Baltimore, Maryland 21202
(410) 662-7400


BY: clyates

0 10 20 40
SCALE: 1" = 20'

**GEOMETRIC LEGEND**

EXISTING
PROPOSED

**UTILITY LEGEND**

STORM DRAIN
G GAS MAIN
W WATER MAIN
SAN SEWER MAIN
E ELECTRIC CABLES
A AERIAL CABLES
T TELEPHONE CABLES
FO FIBER-OPTIC

| APPROVALS | |
|---|---|
| TEAM LEADER | ORIGINAL ON FILE |
| ASST. DIV. CHIEF | |
| DIVISION CHIEF | |
| OFFICE DIRECTOR | |

| REVISIONS | | |
|---|---|---|
| H | UPGRADE SIGNAL WITH APS AND CPS | 052912 SHA NO. AN0445376 TMS NO. LN43 |
| BSH | | |
| G | INSTALL INTERSECTION LIGHTING INSTALL L.E.D. SIGNAL HEADS 09-20-06 A7762586 | |
| LHG | | |
| F | REDESIGN FROM SPAN WIRE TO MAST ARM CONFIGURATION 12-93 | |
| DBD | ETP DAZ TH | |

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

# MD 2 (GOVERNOR RITCHIE HIGHWAY) AT MCKINSEY ROAD

## SEVERNA PARK, MARYLAND

## TRAFFIC SIGNALIZATION PLAN

| | | | |
|---|---|---|---|
| SCALE | 1" = 20' | DATE | 04/2/13 |
| CONTRACT NO. | BW996M82 | | |
| DESIGNED BY | W. RICHARDSON | COUNTY | ANNE ARUNDEL |
| DRAWN BY | F. DEBELIUS | LOGMILE | 02000229.13 |
| CHECKED BY | W. FITCH | T.I.M.S. NO. | |
| F.A.P. NO. | | T.O.D. NO. | |
| T.S. NO. | 303H | SG-01 OF SG-02 | SHEET NO. 6 OF 7 |

PLOTTED: Tuesday, May 29, 2012 AT 08:12 AM
FILE: I:\5212 - tedd\28 - ada topa\design\engineering\planset\submittal 6\MD 2 at McKinsey\pSG-P001_TS303G.dgn