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

EXISTING LED SIGNALS

1,2,5,6 — R, Y, G — 12"

3,4,7,8, 9,10,11, 12,13,14 — R, Y, G — 12"

PROPOSED LED SIGNALS

15,16 — 16" COUNTDOWN PEDESTRIAN SIGNAL

EXISTING VIDEO DETECTION CAMERAS

a,b,c,d

PROPOSED SIGNING

17 — R10-3(1) 9"x15" W/ APS

18 — R10-3(1) 9"x15" W/ APS

EXISTING SIGNING TO REMAIN

19/22 — Sycamore DR / Sycamore DR — D-3(1) (VARIABLEx16") DUAL FACED

20/21 — Arundel Corp. RD / Arundel Corp. RD — D-3(1) (VARIABLEx16") DUAL FACED

23 — SOUTH MARYLAND 2 — M3-3 (24"x12"), M1-5 (24"x24"), M6-1(1)(R) (21"x15")

24/31,27/29 — Gov. Ritchie Hwy. — D-3(1) (VARIABLEx16") DUAL FACED

25 — NORTH MARYLAND 2 — M1-5(6) (48"x72")

26 — ONLY — R3-5L (30"x36")

28 — M3-3 (24"x12"), M1-5 (24"x24"), M5-1(1)(L) (21"x15") SOUTH MARYLAND 2; M3-3 (24"x12"), M1-5 (24"x24"), M6-1(1)(R) (21"x15") NORTH MARYLAND 2; To Ordnance Rd — D-3(2) (72"x16")

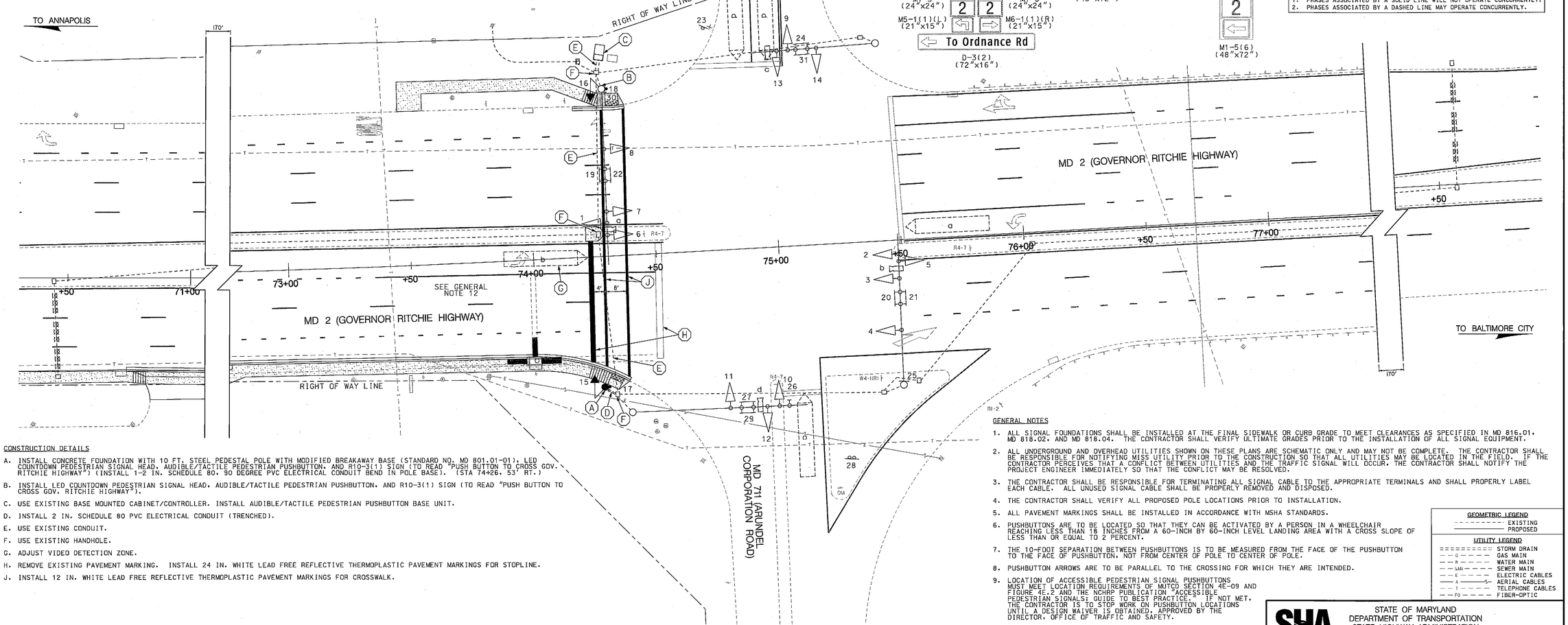
30 — SOUTH MARYLAND 2 — M1-5(6) (48"x72")

NEMA PHASING

Ø1, Ø2, Ø4, ALT Ø4, Ø5, Ø6, Ø8, FLASHING OPERATION

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 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE (STANDARD NO. MD 801.01-01). LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS GOV. RITCHIE HIGHWAY") (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE). (STA 74+26, 53' RT.)

B. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS GOV. RITCHIE HIGHWAY").

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

D. INSTALL 2 IN. SCHEDULE 80 PVC ELECTRICAL CONDUIT (TRENCHED).

E. USE EXISTING CONDUIT.

F. USE EXISTING HANDHOLE.

G. ADJUST VIDEO DETECTION ZONE.

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

J. INSTALL 12 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.

GENERAL NOTES

1. ALL SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE TO MEET CLEARANCES AS SPECIFIED IN MD 816.01, MD 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
2. 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.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND SHALL PROPERLY LABEL EACH CABLE. ALL UNUSED SIGNAL CABLE SHALL BE PROPERLY REMOVED AND DISPOSED.
4. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
5. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
6. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 INCHES FROM A 60-INCH BY 60-INCH LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2 PERCENT.
7. THE 10-FOOT SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM THE FACE OF THE PUSHBUTTON TO THE FACE OF PUSHBUTTON, NOT FROM CENTER OF POLE TO CENTER OF POLE.
8. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
9. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SECTION 4E-09 AND FIGURE 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, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
10. ALL CROSSWALKS SHALL BE CENTERED TO THE PROPOSED SIDEWALK RAMPS.
11. REFER TO DETAIL SHEET (SHEET 3) FOR CURB RAMP AND SIDEWALK DETAILS.
12. REFER TO ROADWAY PLAN SHEET (SHEET 4) FOR ADDITIONAL PAVEMENT MARKING DETAILS AND FOR ALL SIGN RELOCATIONS RESULTING FROM SIDEWALK CONSTRUCTION.

GEOMETRIC LEGEND

- EXISTING
- PROPOSED

UTILITY LEGEND

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

0 10 20 40

SCALE: 1" = 20'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Engineers & Planners Since 1946
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BY: PNKenney

APPROVALS

TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

ORIGINAL ON FILE

REVISIONS

C — UPGRADE SIGNAL WITH APS AND CPS — 03/05/12 — SHA NO. AA645/076 — TMS NO. L153 — BSH

B — RECONSTRUCT TRAFFIC SIGNAL FROM STRAIN POLES TO MAST ARMS — MAY 2009 — SHA NO. AA285/998 — WAE, MAR

A — REPLACE FAILED LOOP DETECTORS — SHA NO. AW 577-501-085 494 — RCS, TH

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

# MD 2 (GOVERNOR RITCHIE HIGHWAY) AT MD 711 (ARUNDEL CORPORATION ROAD)/SYCAMORE DRIVE

GLEN BURNIE, MARYLAND

## TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' | DATE 11/12 | CONTRACT NO. AA 875-576

DESIGNED BY G. COOK | COUNTY ANNE ARUNDEL
DRAWN BY G. COOK | LOGMILE 02000239.34
CHECKED BY | T.I.M.S. NO.
F.A.P. NO. | T.O.D. NO.

T.S. NO. 797C | SG-01 OF SG-02 | SHEET NO. 5 OF 6

PLOTTED: Wednesday, March 28, 2012 AT 10:50 AM
FILE: I:\5212 - tedd\28 - ada topa\design\engineering\planset\MD 2 at Arundel Corp - Sycamore\pSG-P001_TS797C.dgn