BORDER REV: DATE: Mar4n12720b807
DRILL HOLES
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BY: Aaron Hottenstein Division: P068 Highway Traff GMA Emp

EXISTING SIGNS

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

19 — R3-4(MOD.) (30"x39")
20,23 — R3-5(L) (30"x36")
21 — SHIELD ASSEMBLY (36"x75")
22 — SHIELD ASSEMBLY (24"x51")
26 — SHIELD ASSEMBLY (36"x75")
27 — SHIELD ASSEMBLY (24"x51")
28,29,30 — R4-7 (24"X30")
31,39 — R6-1R (36"X12")
32 — R5-1 (30"X30")
33 — ALL TURNS FROM RIGHT LANE SPECIAL
34 — D11-1 (MOD.) (24"X30")
35 — R4-4 (36"X30")
36 — OM1-3 (18"X18")
37 — R2-1 (24"X30")
38 — R1-1 (30"X30")
40 — MD RTE 2 D-3 (DUAL FACED)
41 — WAREHOUSE CREEK LN D-3 (DUAL FACED)

EXISTING DETECTION EQUIPMENT

a — OPTICOM PRE-EMPTION EYE
b,c,d,e — PROPOSED VIDEO DETECTION

EXISTING SIGNALS

1,2,5,6, 9,10,11 — 12"
3,4,7,8, 12,13,15,16 — 12"
14 — 8"

EXISTING SIGNALS TO BE REMOVED

17A,18A — 12"

PROPOSED SIGNS

31 — R10-3(1) 9" x 15"
32 — R10-3(1) 9" x 15"

PROPOSED SIGNALS

17,18 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL

APS PUSHBUTTON NOTES:

1. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"X60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
2. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
3. PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG 4E.2 AND NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNAL: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS NTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
4. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
5. SIGNAL POLES WITH PUSHBUTTONS MAY HAVE THE FOUNDATION INSTALLED AS PART OF THE CURB OR SIDEWALK AS DIRECTED BY THE ENGINEER.

NEMA PHASING

Ø1 Ø2 Ø4 Ø5 Ø6 Ø7 Ø8

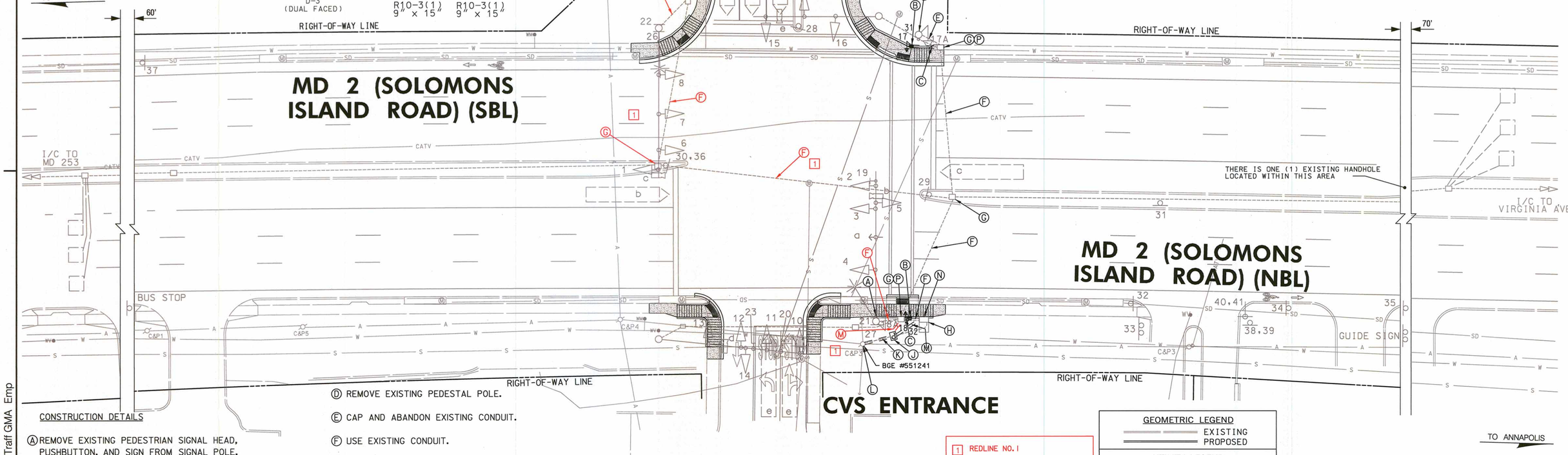
FLASHING OPERATION

Ø4+Ø8 ALT.

FIRE HOUSE PREEMPTION

Ø1 AND Ø6

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



CONSTRUCTION DETAILS

Ⓐ REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSHBUTTON, AND SIGN FROM SIGNAL POLE.

Ⓑ INSTALL AN 18" BY 36" CONCRETE FOUNDATION WITH A 10 FOOT PEDESTAL POLE WITH PEDESTRIAN SIGNAL HEAD, APS PUSHBUTTON, AND SIGN (1- 3" CONDUIT BEND) (STANDARD NO. 801.01-01).

Ⓒ INSTALL 3 INCH RIGID PVC CONDUIT - TRENCHED.

Ⓓ REMOVE EXISTING PEDESTAL POLE.

Ⓔ CAP AND ABANDON EXISTING CONDUIT.

Ⓕ USE EXISTING CONDUIT.

Ⓖ USE EXISTING HANDHOLE.

Ⓗ USE EXISTING CONTROLLER.

Ⓙ INSTALL EMBEDDED METER SERVICE PEDESTAL.

Ⓚ INSTALL 4 INCH RIGID PVC CONDUIT - TRENCHED.

Ⓛ STUB OUT CONDUIT 1 FOOT ABOVE GROUND AT BASE OF POLE AND FURNISH PVC RISER FOR BGE USE.

Ⓜ INSTALL 2 INCH RIGID PVC CONDUIT - TRENCHED.

Ⓝ REMOVE EXISTING METER AND DISCONNECT SWITCH. CAP AND ABANDON EXISTING CONDUIT. COORDINATE WITH BGE.

Ⓟ ADJUST HANDHOLE TO GRADE.

GENERAL NOTES:

1. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
2. REMOVE ALL POLE FOUNDATIONS 12 INCHES BELOW GRADE.
3. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL PROJECT.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
5. ALL UNUSED SIGNAL CABLES SHALL BE REMOVED FROM TRAFFIC SIGNAL CONDUITS.
6. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITIY CONFLICTS CONTACT THE PROJECT ENGINEER.
7. 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.
8. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
9. CONTRACTOR TO REMOVE EXISTING LANDSCAPE AS NECESSARY TO INSTALL TRAFFIC SIGNAL EQUIPMENT.
10. RIGHT-OF-WAY INFORMATION AS SHOWN ON SIGNAL PLAN OF RECORD.

1 REDLINE NO. 1
NAME DATE 6-13-13

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

KCI TECHNOLOGIES
ENGINEERS
PLANNERS
SCIENTISTS
CONSTRUCTION MANAGERS
936 RIDGEBROOK ROAD
SPARKS, MARYLAND 21152
TELEPHONE: (410) 316-7800
FAX: (410) 316-7818

APPROVALS
TEAM LEADER
ASSISTANT DIVISION CHIEF
DIVISION CHIEF
OFFICE DIRECTOR
ORIGINAL ON FILE

REVISIONS
1 UPGRADE WITH APS, CPS AND ADA RAMPS 01-2013
TIMS# L652 SHA. NO. XY1395185
KCI/MM DJJ
D AS-BUILT 12-2010
SHA. NO. BW996M82
LTC/MML
C ADDED EASTBOUND DOUBLE LEFT, ADJUSTED SIDE STREET LANE USE 11-2009
SHA. NO. BW996M82
LTC/MML

PLOTTED: "10:54 AM on Thursday, May 30, 2013"
FILE: M:\2009\01090619.81\drawings\pSG-P004_MD2.dgn

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

MD 2 (SOLOMONS ISLAND ROAD) AT
LEE AIRPARK DRIVE (SERVICE ROAD) /CVS ENTRANCE
EDGEWATER, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' ADVERTISED DATE OCTOBER 1999 CONTRACT NO. AA5305170R

DESIGNED BY MML
DRAWN BY MML
CHECKED BY MML
F.A.P. NO.
COUNTY ANNE ARUNDEL
LOGMILE 02000217.50
TIMS NO.
TOD NO.

TS NO. 3891-E | DRAWING SG-1 OF 3 | SHEET NO. 10 OF 21