MD 173 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

EXISTING SIGNS TO REMAIN

16A Valley RD — 17A Duvall HWY — 19,19A — 20,20A

16B Valley RD — 17B Duvall HWY

EXISTING SIGNS TO BE REMOVED

15 LEFT TURN SIGNAL — 16A SOUTH 173 — 18B NORTH 173 — 23 NORTH 173 SOUTH

EXISTING VIDEO DETECTION

a,b

PROPOSED VIDEO DETECTION

c

PROPOSED SIGNS

21 — PUSH BUTTON TO CROSS FORT SMALLWOOD; STOP ON RED WHEN FLASHING; DON'T START ON RED; DON'T ENTER ON RED; PEDESTRIANS WOULD NOT BE IN CROSSWALK — FORT SMALLWOOD SMALLE TYPE 2 — R10-3(1) 9" x 15"

22 — PUSH BUTTON TO CROSS FORT SMALLWOOD; STOP ON RED WHEN FLASHING; DON'T START ON RED; DON'T ENTER ON RED; PEDESTRIANS WOULD NOT BE IN CROSSWALK — FORT SMALLWOOD SMALLE TYPE 2 — R10-3(1) 9" x 15"

PROPOSED SIGNS

24 NORTH MARYLAND 173 — M1-5(6) (48"x72")

25 NORTH MARYLAND 173 — M1-5(6) (30"x48")

26 SOUTH MARYLAND 173 — M1-5(6) (48"x72")

27 SOUTH MARYLAND 173 — M1-5(6) (30"x48")

PROPOSED SIGNALS

13,14 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL

EXISTING SIGNALS

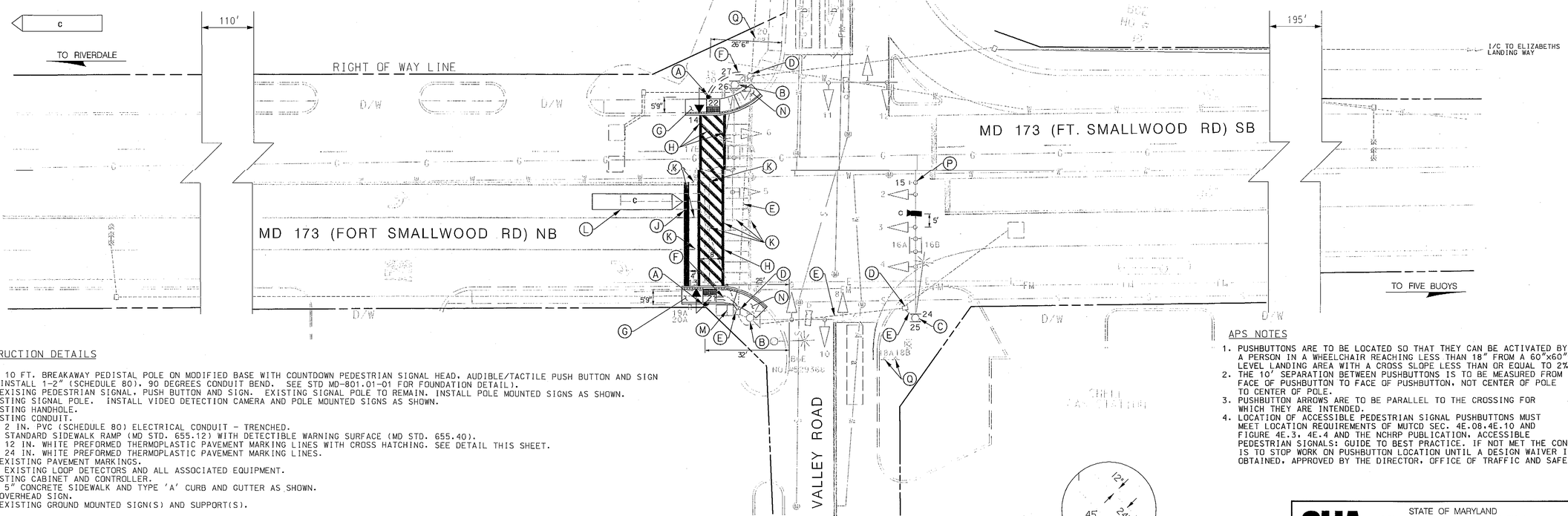
1,2 — 3,4,5,6,12 — 7,10 — 8,11

EXISTING SIGNALS TO BE REMOVED

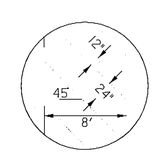
NEMA PHASING

01 — 02 — 03 — 04 — PEDESTRIAN OPERATION — 06 — 04 AIR

NOTE:
PHASES ASSOCIATED WITH 02 AND 06 WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED WITH 04 AND 08 WILL NOT OPERATE CONCURRENTLY.



CROSSWALK DETAIL



CONSTRUCTION DETAILS

A. INSTALL 10 FT. BREAKAWAY PEDISTAL POLE ON MODIFIED BASE WITH COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PUSH BUTTON AND SIGN (NOTE: INSTALL 1-2" (SCHEDULE 80), 90 DEGREES CONDUIT BEND. SEE STD MD-801.01-01 FOR FOUNDATION DETAIL).
B. REMOVE EXISING PEDESTRIAN SIGNAL, PUSH BUTTON AND SIGN. EXISTING SIGNAL POLE TO REMAIN. INSTALL POLE MOUNTED SIGNS AS SHOWN.
C. USE EXISTING SIGNAL POLE. INSTALL VIDEO DETECTION CAMERA AND POLE MOUNTED SIGNS AS SHOWN.
D. USE EXISTING HANDHOLE.
E. USE EXISTING CONDUIT.
F. INSTALL 2 IN. PVC (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED.
G. INSTALL STANDARD SIDEWALK RAMP (MD STD. 655.12) WITH DETECTIBLE WARNING SURFACE (MD STD. 655.40).
H. INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES WITH CROSS HATCHING. SEE DETAIL THIS SHEET.
J. INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES.
K. REMOVE EXISTING PAVEMENT MARKINGS.
L. ABANDON EXISTING LOOP DETECTORS AND ALL ASSOCIATED EQUIPMENT.
M. USE EXISTING CABINET AND CONTROLLER.
N. INSTALL 5" CONCRETE SIDEWALK AND TYPE 'A' CURB AND GUTTER AS SHOWN.
P. REMOVE OVERHEAD SIGN.
Q. REMOVE EXISTING GROUND MOUNTED SIGN(S) AND SUPPORT(S).

APS 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 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 OF POLE TO CENTER OF POLE.
3. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
4. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.08.4E.10 AND FIGURE 4E.3, 4E.4 AND THE NCHRP PUBLICATION, ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE. IF NOT MET THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATION UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.

GENERAL NOTES

1. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
3. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE. ALL INTERNAL CABINET WIRING SHALL BE PERFORMED BY SHA FORCES.
6. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND AND OVERHEAD UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL 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 THE APPROPRIATE 800 SERIES STANDARD PLATES. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
8. THE CONTRACTOR SHALL MAINTAIN THE CONTINUOUS OPERATION OF ALL INTERCONNECT, VEHICULAR, PEDESTRIAN DETECTORS, AND LIGHTING DEVICES. IF ANY DEVICE IS DAMAGED BY THE CONTRACTOR, IT SHALL BE REPAIRED WITHIN 72 HOURS BY THE CONTRACTOR AT NO COST TO THE ADMINISTRATION AFTER NOTIFICATION BY THE ENGINEER.
9. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALK RAMPS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.

GEOMETRIC LEGEND
EXISTING
PROPOSED

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

TOD NO: XY139-10
SHA NO: AA189B58
MD 173 @ Appian Way/MD 173 @ Duvall Hwy/Valley Rd/MD 177 @ Lake Shore Drive

PARSONS BRINCKERHOFF
100 S. Charles Street
Tower 1, 10th Floor
Baltimore, MD 21201
(Ph) 410-787-5050
(Fax) 410-727-4608
http://www.pbworld.com

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

REVISIONS
4 APS/CPS UPGRADE
SHA NO. XY139B185 TIMS NO. L658 05/01/2013
H INSTALL EXCLUSIVE LEFT TURN FOR NB MD 173 — TIMS NO. G054 10/2004
G RECONSTRUCTED FOR NEW GEOMETRICS — TIMS NO. D091

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

MD 173 (FORT SMALLWOOD RD) at DUVALL HWY/VALLEY RD

ASHBURN, MD

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE AUGUST 1999 CONTRACT NO.

DESIGNED BY — COUNTY ANNE ARUNDEL
DRAWN BY AMF — LOGMILE 02017304.17
CHECKED BY AAL — TIMS NO.
F.A.P. NO. — TOD NO.

TS NO. 21J | DRAWING SG-01 OF 02 | SHEET NO. 03 OF 06

PLOTTED: Monday, April 29, 2013 AT 05:14 PM
FILE: T:\173124A-TrafficDesignServices\TRF\04\plans\pSG-P001_M173&Duvall.dgn

BY: kurgansky