EXISTING SIGNS

MD 175 (ANNAPOLIS ROAD) IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION.

23 — ← Rockenbach RD | Rockenbach RD →

26 — ← Ridge RD | Ridge RD →

D-3(1) DUAL FACED (VAR.x16")

24,25,28, 29,31,34 — R3-5(L) (36"x30")

27,32 — R3-5(R) (36"x30")

30,33 — Annapolis RD — D-3 (VAR.x16")

17p 18p 19p 20p 21p,22p

R10-3(1) 9" x 15"

PUSHBUTTON SIGN NUMBERS INDICATE THE ASSOCIATED PEDESTRIAN SIGNAL HEAD NUMBERS

35 SOUTH MARYLAND 713 24"x51"
36 NORTH MARYLAND 713 36"x75"
37 NORTH MARYLAND 713 24"x51"
38 SOUTH MARYLAND 713 36"x75"
39 EAST MARYLAND 175 24"x51"
40 WEST MARYLAND 175 36"x75"
41 WEST MARYLAND 175 24"x51"
42 EAST MARYLAND 175 36"x75"

ASSOCIATED SIGN ASSEMBLIES

EXISTING SIGNALS

10 — 12"
1-3, 6-8 — 12"
4,5, 9,13,16 — 12"
11,12, 14,15 — 12"
17-22 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL

a.b.c.d — EXISTING VIDEO DETECTION

VIDEO DETECTION ZONE

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

NEMA PHASING

Ø1 Ø2 Ø3 Ø4 Ø5 Ø6

FLASHING OPERATION

Ø3 ALT

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISES THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
2. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, AND THE HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTION TO MEET CLEARANCES AS SPECIFIED IN MD STD. 816.03, MD STD. 818.01, MD STD. 818.02, AND MD STD. 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL PROPOSED SIGNAL EQUIPMENT.
3. PUSHBUTTONS ARE TO BE SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60" x 60" LEVEL LANDING AREA. A LEVEL LANDING AREA IS A AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
4. 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 A DESIGN WAIVER IS OBTAINED, AND APPROVED BY THE DIRECTOR OF THE OFFICE OF TRAFFIC AND SAFETY.
5. PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE SIDEWALK, AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF DETECTABLE WARNING SURFACES.
6. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING UNUSED CABLES FROM EXISTING HANDHOLES AND CONDUITS UTILIZED FOR REVISION 'D'.
7. THE CONTACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND FOR PROPERLY LABELING EACH CABLE.
8. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
9. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
10. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
11. FOR FINAL PAVEMENT MARKINGS REFER TO THE PAVEMENT MARKING PLAN. OTHER THAN THOSE DETAILED ON THIS PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MD SHA STANDARDS.
12. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.

UTILITY POLE #561666 FOR POWER CONNECTION

MD 713 (RIDGE RD)

MD 175 (ANNAPOLIS RD)

MD 713 (ROCKENBACH RD)

INTERCONNECT WITH DISNEY ROAD/26 STREET

EXISTING RIGHT OF WAY LINE

CONSTRUCTION DETAILS

A. NEMA SIZE X BASE MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT.

~~B. NEMA SIZE 5 BASE MOUNTED CABINET FOR BATTERY BACKUP WITH ALL NECESSARY EQUIPMENT.~~

C. METERED SERVICE PEDESTAL WITH 4" SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED TO THE BASE OF UTILITY POLE (NO. 561666). PROVIDE 1' STUB AND PULL STRING FOR INSTALLATION OF SERVICE AND CONDUIT.

D. 4" SCHEDULE 80 RIGID PVC CONDUIT (TRENCHED) FOR PROPOSED UNDERGROUND SERVICE FOR UTILITY POLE.

E. 27' STEEL POLE WITH 50' MAST ARM, LED TRAFFIC SIGNAL HEADS,VIDEO DETECTION CAMERA, SIGNS, (NOTE: 1-3" 90° PVC BEND).

F. 27' STEEL POLE WITH 70' MAST ARM, LED TRAFFIC SIGNAL HEADS,VIDEO DETECTION CAMERA, SIGNS, 20' LIGHTING ARM WITH 250 WATT HPS LUMINAIRE, (NOTE: 1-3" 90° PVC BEND).

G. 27' STEEL POLE WITH 60' MAST ARM, LED TRAFFIC SIGNAL HEADS,VIDEO DETECTION CAMERA, SIGNS, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH AUDIO PUSHBUTTON AND SIGNS, 20' LIGHTING ARM WITH 250 WATT HPS LUMINAIRE,(NOTE: 1-3" 90° PVC BEND).

H. 27' STEEL POLE WITH 60' MAST ARM, LED TRAFFIC SIGNAL HEADS,VIDEO DETECTION CAMERA, SIGNS (NOTE: 1-3" 90° PVC BEND). MAST ARM IS TO BE CUT DOWN TO 50' AND CAP PED. AT THE COMPLETION OF THIS PROJECT.

J. 10' PEDESTRIAN POLE ON 3' x 18" BASE WITH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH AUDIO PUSHBUTTON AND SIGNS, (NOTE: 1-3" 90° PVC BEND).

K. ELECTRICAL HANDHOLE.

L. NON-INVASIVE PROBES WITHIN 3" SCHEDULE 80 RIGID PVC CONDUIT- BORED PRIOR TO FINAL ROAD SURFACE.

M. 2" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.

N. 3" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.

O. 3" SCHEDULE 80 RIGID PVC CONDUIT- SLOTTED.

P. 4" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.

R. 4" SCHEDULE 80 RIGID PVC CONDUIT- SLOTTED.

S. SEE INTERCONNECT PLAN (SG-05).

CONSTRUCTION DETAILS (CONT'D.)

T. INSTALL 24" WHITE PREFORMED HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING FOR STOPLINES (STOPLINES ARE TO BE INSTALLED AFTER FINAL RESURFACING DURING PHASE 5).

U. INSTALL 12" WHITE PREFORMED HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS (CROSSWALKS ARE TO BE INSTALLED AFTER FINAL RESURFACING DURING PHASE 5).

1 GREENLINE REVISION NO-1
TEDD APPROVAL
MAY 2013

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

CENTURY ENGINEERING
CONSULTING ENGINEERS - PLANNERS
10710 GILROY ROAD
HUNT VALLEY, MD 21031
REVISION 'D' 23299.36

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

REVISIONS
D BRAC RECONSTRUCT TRAFFIC SIGNAL SHA#: A350057D TMS # J-988 10/2010
ENB WM DAZ MAR BRK 04.27.2012
C 8/2004 - REPLACE ALL SIGNAL HEADS W/ BLACK FACED; ADD NEARSIDE SIGNAL HEADS SHA#: ATS825185
WM DAZ MAR BRK
B 9/1989 - REPLACE DETECTION ON S/B MD 713 DUE TO WIDENING
WM MAR DAZ BRK JH

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

MD 175 (ANNAPOLIS ROAD) AT
MD 713 (ROCKENBACH ROAD/RIDGE ROAD)
HANOVER, MD

ULTIMATE TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 3/7/1975 CONTRACT NO. AA 175-501-585

DESIGNED BY D. ZAFIRIS
DRAWN BY A. BUDNICHUH
CHECKED BY
F.A.P. NO.

COUNTY ANNE ARUNDEL
LOGMILE 02017507.31
TIMS NO. G533
TOD NO.

TS NO. 1295D | DRAWING SG - 01 OF 5 | SHEET NO. 147 OF 195

PLOTTED: Wednesday, October 20, 2010 AT 05:42 PM
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BY: bostic