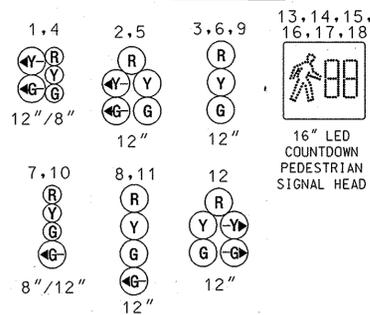
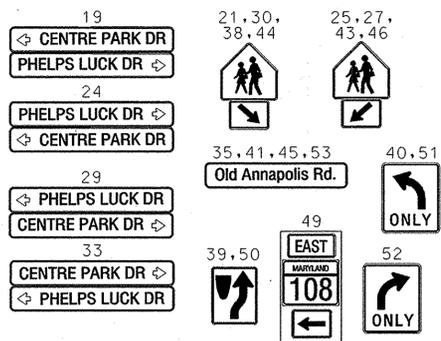


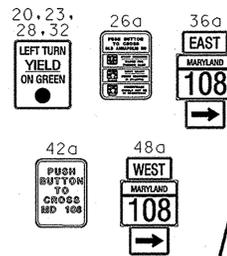
PROPOSED LED SIGNALS



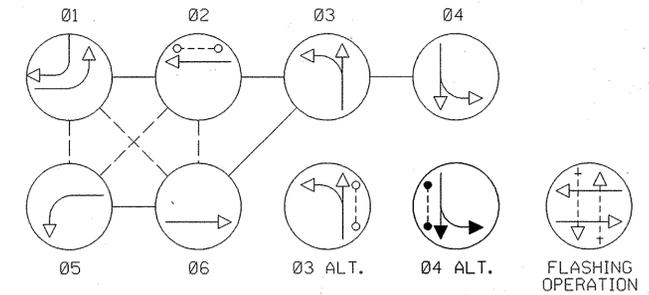
EXISTING SIGNS TO REMAIN



EXISTING SIGNS TO BE REMOVED

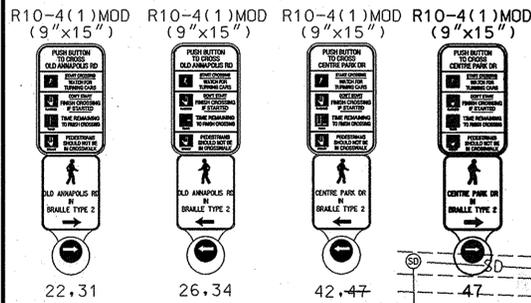


NEMA PHASING

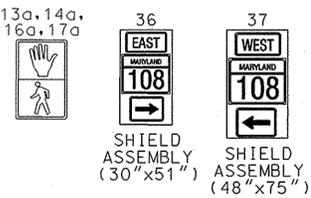


NOTE: PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

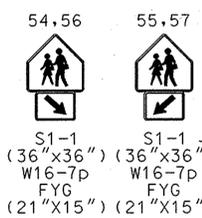
PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN



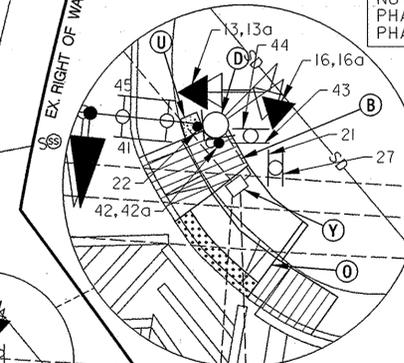
EXISTING SIGNALS TO BE REMOVED



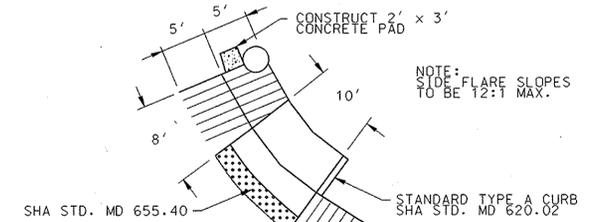
PROPOSED SIGNS



DETAIL SECTION (SCALE: 1"=10')



NEW SIDEWALK RAMP DETAIL (NOT TO SCALE)



NOTE: PREVIOUS PROPOSED PEDESTAL POLES AND CONDUIT NOT SHOWN.

CONSTRUCTION DETAILS

- USE EXISTING BASE MOUNTED CABINET
- USE EXISTING CONDUIT
- USE EXISTING HANDHOLE
- REMOVE EXISTING PUSHBUTTON, PEDESTRIAN SIGNAL HEADS AND SIGN. INSTALL 2 NEW LED COUNTDOWN PEDESTRIAN SIGNAL HEADS, ACCESSIBLE PUSHBUTTONS, AND SIGNS R10-4(1)MOD "PUSH BUTTON TO CROSS OLD ANNAPOLIS RD OR CENTRE PARK DR" (SEE NOTE 17)
- REMOVE EXISTING PUSHBUTTON, PEDESTRIAN SIGNAL HEAD, AND SIGN AND INSTALL NEW LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON, AND SIGN R10-4(1)MOD "PUSH BUTTON TO CROSS OLD ANNAPOLIS RD"
- INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON AND SIGN R10-4(1)MOD "PUSH BUTTON TO CROSS OLD ANNAPOLIS RD OR CENTRE PARK DR" (NOTE: 1-3 IN. PVC 90 DEGREE BEND)(SEE NOTE 10) PAINT PROPOSED SIGNAL POLES FEDERAL BROWN. [I]
- INSTALL 3 INCH SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED
- INSTALL 24 INCH DETECTABLE WARNING SURFACE SHA STD. MD 655.40 (SURFACE APPLIED) (SEE NOTE 9)
- REMOVE OVERHEAD SIGN(S)
- REMOVE PEDESTRIAN SIGNAL HEAD
- INSTALL OVERHEAD SIGN
- REMOVE EXISTING SIGNAL HEAD AND INSTALL NEW BLACK FACED LED TRAFFIC SIGNAL HEAD IN EXISTING LOCATION
- REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT SHA STD. 655.11 SIDEWALK RAMP (5 FT. x 5 FT. LANDING/ 8 FT. SIDE FLARES) WITH DETECTABLE WARNING SURFACE SHA STD. MD 655.40, AS NOT TO DISTURB EXISTING ELECTRICAL CONDUIT.
- REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT MODIFIED SHA STD. 655.12 SIDEWALK RAMP (SEE DETAIL THIS SHEET)
- CONSTRUCT SHA STD. MD 655.11 SIDEWALK RAMP (5 FT. x 5 FT. LANDING/ 8 FT. SIDE FLARES) WITH DETECTABLE WARNING SURFACE SHA STD. MD 655.40 AS NOT TO DISTURB EXISTING ELECTRICAL CONDUIT
- INSTALL 12 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK
- INSTALL 24 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR STOPLINE
- REMOVE EXISTING PAVEMENT MARKINGS (NOTE: REMOVE LANE MARKINGS TO PROPOSED STOPLINE)
- REMOVE EXISTING SIDEWALK RAMP
- INSTALL 5 IN. X 5 FT. WIDE CONCRETE SIDEWALK (SEE NOTE 15)
- INSTALL 6 FT. X 30 FT. LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING QUADRUPLE TYPE (3-6-3 TURNS). SPLICE LOOP WIRE TO EXISTING ELECTRICAL CABLE - 2 CONDUCTOR (ALUMINUM SHIELDED) WIRE IN HANDHOLE.
- ABANDON EXISTING LOOP WIRE
- INSTALL 1 IN. ELECTRICAL CONDUIT GALVANIZED SLEEVE FOR LOOP DETECTOR. REMOVE EXISTING LEAD IN FROM HANDHOLE.
- ADJUST HANDHOLE TO GRADE
- INSTALL GROUND MOUNTED SIGNS ON ONE 4 IN. X 4 IN. WOOD SUPPORT
- REMOVE EXISTING SIDEWALK
- REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT STD. MD 655.13 SIDEWALK RAMP (3.5 FT. SIDE FLARES) WITH DETECTABLE WARNING SURFACE STD. MD 655.40
- CONSTRUCT STD. MD 655.13 SIDEWALK RAMP (2 FT. SIDE FLARES) WITH DETECTABLE WARNING SURFACE STD. MD 655.40

GENERAL NOTES

- MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MOSHA STANDARD PLATES FOR TRAFFIC CONTROL.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60 IN. X 60 IN. LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- THE CONTRACTOR SHALL REFER TO FIG. 3B-17a OF THE 2006 MARYLAND M.U.T.C.D. FOR CROSSWALK PAVEMENT MARKING DETAIL.
- ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MOSHA STANDARDS.
- THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALK ON THE NEWLY CONSTRUCTED RAMPS.

GENERAL NOTES (CONTINUED)

- PLACE THE 24 IN. DETECTABLE WARNING SURFACE ALONG THE FULLY DEPRESSED PORTION OF THE EXISTING RAMP. THE MAT SHALL NOT EXTEND ONTO THE SIDE FLARES.
- THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER. IF ANY CONFLICTS SHOULD ARISE WITH THE PETROLEUM GAS LINES, CONTACT THE COLONIAL PIPELINE COMPANY AT 1-800-926-2728.
- WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
- SEE GENERAL INFORMATION SHEET FOR PROPOSED PEDESTAL POLE LOCATIONS AND ACCESSIBLE PUSHBUTTON LAYOUT.
- ALL ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER AT 410-787-7652 TO COORDINATE.
- 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. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- THE CONTRACTOR SHALL INSTALL ALL PROPOSED CONDUIT PRIOR TO NEW SIDEWALK AND RAMP CONSTRUCTION.
- THE CONTRACTOR SHALL INSTALL SIDEWALK WITH A DEPTH OF 5 INCHES. THE 4 INCH CONCRETE SIDEWALK QUANTITY HAS BEEN INCREASED BY A FACTOR OF 1.25 TO ACCOUNT FOR THE ADDED DEPTH.
- 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, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- A DESIGN WAIVER HAS BEEN ISSUED BY THE OFFICE OF TRAFFIC AND SAFETY FOR THE ACCESSIBLE PUSHBUTTON LOCATIONS IN THE NORTHEAST CORNER.

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 108 (OLD ANNAPOLIS ROAD) AND
PHELPS LUCK DRIVE/ CENTRE PARK DRIVE

TRAFFIC SIGNALIZATION PLAN

SCALE 1"=20' DATE 12/19/80 CONTRACT NO. 23855T2307708
DESIGNED BY G.F.P. COUNTY HOWARD
DRAWN BY LOGMILE 13010811.79
CHECKED BY T.I.M.S. NO. 9-978A 1454 [I]
F.A.P. NO. TOD NO.
DRAWING NO. TS-1795J OF SHEET NO. 1 OF 2

APPROVALS	REVISIONS
TEAM LEADER	ADD APS AND UPGRADE SIGNAL HEADS TO LED CONTRACT# AT9255185 02/2007
ASST. DIV. CHIEF	REPLACE DETECTION ON W/B MD 108 CONTRACT# H03215176 5/2006
DTV/STATION CHIEF	UPGRADE E/B AND W/B MD 108 TO BLACKFACED SIGNAL HEADS 6/04
OFFICE DIRECTOR	MSC MAR DAZ BAK

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