ST PATRICKS DRIVE IS ASSUMED TO RUN IN A NORTH - SOUTH DIRECTION

PROPOSED SIGNS

23 — Highgate Pl →
23a — ← Highgate Pl
D-3(1) (VAR. x 16") DUAL-FACED

24 — St Phillips Dr →
24a — ← St Phillips Dr
D-3(1) (VAR. x 16") DUAL-FACED

25 — St Patricks Dr
D-3(1) (VAR. x 16") DUAL-FACED

26,27,29,30 — NEW
W3-3 (36" x 36") WITH "NEW" PANEL D95-25 (24" x 24") AND FLAGS

17, 20, 19, 18, 21, 22
R10-3(1) (9" x 15") TO BE INSTALLED WITH APS PUSH BUTTON AND SIGN (5" x 7")

28,31
R4-7(R) (30" x 36")

EXISTING SIGNS

38,39 — STOP — R-1 (30" x 30") TO BE REMOVED

32,33,36 — DO NOT ENTER — R5-1 (30" x 30")

34,35,37 — WRONG WAY — R5-1A (30" x 18")

PROPOSED SIGNALS

1,4 — 12"/8"
2,5 — 12"
7,9 — 12"
3,6,8,10 — 12"

11,12,13 14,15,16
16" LED COUNTDOWN PEDESTRIAN SIGNAL

A - D
PROPOSED VIDEO DETECTION CAMERA

1A,1B,1C,1D
PROPOSED VIDEO DETECTION ZONE

NEMA PHASING

ø1 ø2 ø3 ø4 ø3 ALT
ø5 ø6
FLASHING OPERATION

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

CONSTRUCTION NOTES

A. INSTALL A NEMA SIZE "6" BASE MOUNTED CONTROLLER CABINET WITH ALL NECESSARY EQUIPMENT. (NOTE: 2 – 4 INCH AND 2 – 2 INCH 90 DEGREE PVC SCHEDULE 80 CONDUIT BENDS)

B. INSTALL 27' STEEL POLE WITH TWIN 70 FT/50 FT MAST ARMS, TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERAS, SIGNS, 20 FT LUMINAIRE ARM, AND 250W HPS LUMINAIRE. (NOTE: INSTALL 1 – 4 INCH SCHEDULE 80, 90 DEGREE, PVC ELECTRICAL CONDUIT BEND IN POLE BASE)

C. INSTALL 27' STEEL POLE WITH 50 FT MAST ARM, TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERA, SIGNS, 20 FT LUMINAIRE ARM, AND 250W HPS LUMINAIRE. (NOTE: INSTALL 1 – 3 INCH SCHEDULE 80, 90 DEGREE, PVC ELECTRICAL CONDUIT BEND IN POLE BASE)

D. INSTALL 10' STEEL PEDESTAL POLE WITH COUNTDOWN PEDESTRIAN SIGNAL HEAD, APS PUSH BUTTON AND R10–3(1) SIGN. (NOTE: INSTALL 1 – 3 INCH SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE)

E. INSTALL 3", SCHEDULE 80, PVC CONDUIT (BORED).

F. INSTALL 4", SCHEDULE 80, PVC CONDUIT (BORED).

G. INSTALL 2", SCHEDULE 80, PVC CONDUIT FOR PROPOSED UNDERGROUND ELECTRICAL SERVICE (TRENCHED).

H. INSTALL 2 – 4" SCHEDULE 80, PVC CONDUIT (TRENCHED).

I. INSTALL 3", SCHEDULE 80, PVC CONDUIT (TRENCHED).

J. INSTALL GROUND MOUNTED SIGN ON SQUARE PERFORATED STEEL POST.

K. INSTALL 24" WHITE HEAT–APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE) AS SHOWN.

L. INSTALL 12" WHITE HEAT–APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (CROSSWALK) AS SHOWN.

M. INSTALL 200 AMP METERED SERVICE PEDESTAL.

N. INSTALL ELECTRICAL HANDHOLE.

O. EXISTING TRANSFORMER AND ELECTRIC UTILITY LINES TO BE RELOCATED PER DRY UTILITIES PLAN. LOCATION TO BE DETERMINED.

P. INSTALL NON–INVASIVE MICROLOOP PROBE (SET OF 3) WITH 1000' LEAD–IN.

R. INSTALL 2' DETECTABLE WARNING SURFACE IN ACCORDANCE WITH MD STANDARD #655.40.

S. INSTALL SIDEWALK RAMPS PERPENDICULAR IN ACCORDANCE WITH MD STANDARD #655.11, MODIFIED AS NECESSARY TO CONFORM WITH COUNTY STD. DETAIL R/2.29.

T. REMOVE STOP SIGN AND POLE UPON SIGNAL ACTIVATION.

U. INSTALL 2", SCHEDULE 80, PVC CONDUIT (TRENCHED).

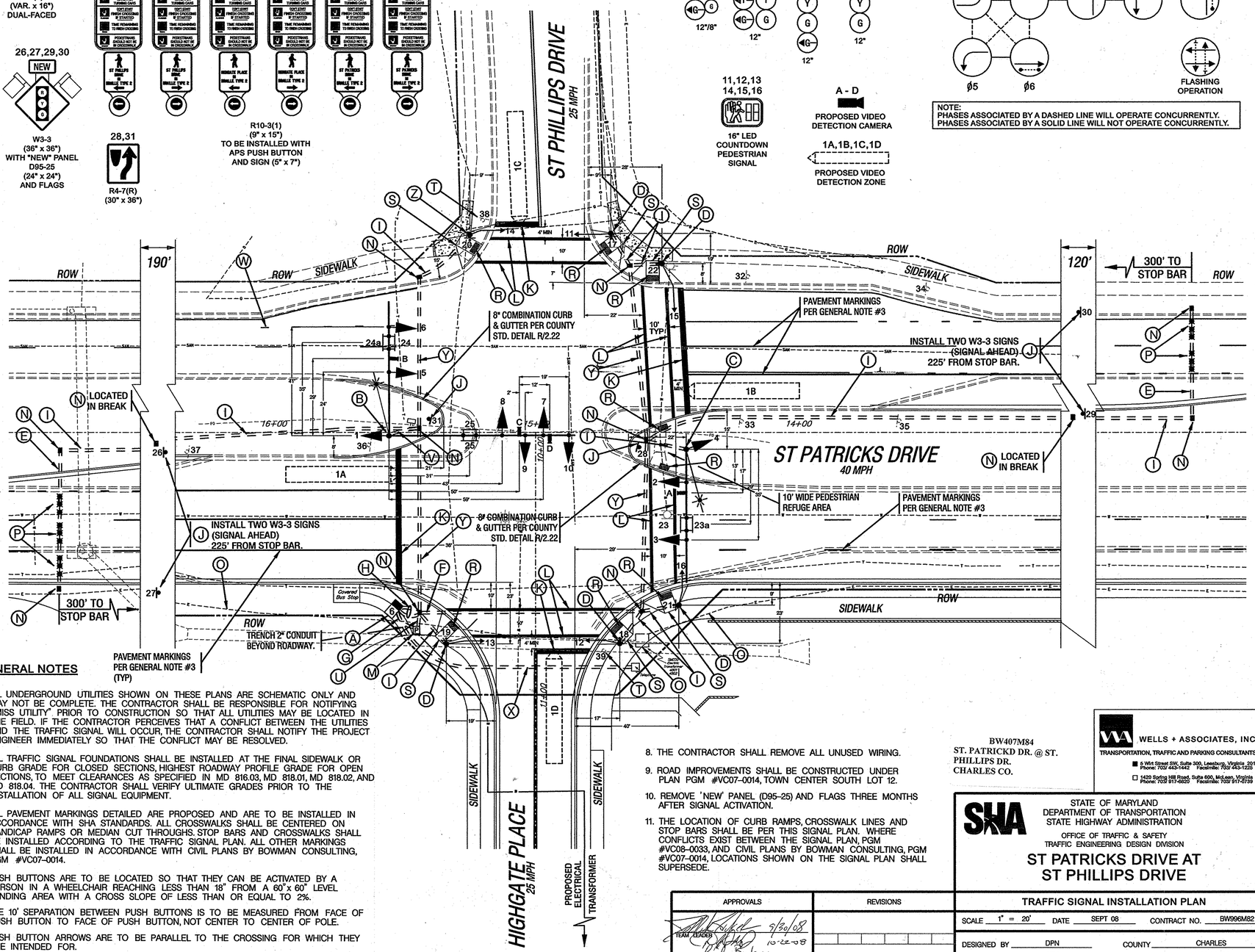
V. INSTALL 4", SCHEDULE 80, PVC CONDUIT (TRENCHED).

W. REMOVE PAVEMENT MARKING.

X. INSTALL 2", SCHEDULE 80, PVC CONDUIT FOR PROPOSED UNDERGROUND TELEPHONE (BORED).

Y. INSTALL 4", SCHEDULE 80, PVC CONDUIT (SLOTTED).

Z. INSTALL 10' STEEL PEDESTAL POLE WITH COUNTDOWN PEDESTRIAN SIGNAL HEAD, APS PUSH BUTTON AND R10–3(1) SIGN. (NOTE: MODIFIED BASE PER MD STD. #801.01–01 SHALL BE PROVIDED AS APPROVED BY THE ENGINEER IN THE FIELD. INSTALL 1 – 3 INCH SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE.)



GENERAL NOTES

1. ALL UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING "MISS UTILITY" PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
2. 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, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
3. ALL PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS. ALL CROSSWALKS SHALL BE CENTERED ON HANDICAP RAMPS OR MEDIAN CUT THROUGHS. STOP BARS AND CROSSWALKS SHALL BE INSTALLED ACCORDING TO THE TRAFFIC SIGNAL PLAN. ALL OTHER MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH CIVIL PLANS BY BOWMAN CONSULTING, PGM #VC07–0014.
4. PUSH BUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"x 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
5. THE 10' SEPARATION BETWEEN PUSH BUTTONS IS TO BE MEASURED FROM FACE OF PUSH BUTTON TO FACE OF PUSH BUTTON, NOT CENTER TO CENTER OF POLE.
6. PUSH BUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED FOR.
7. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSH BUTTONS 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 PUSH BUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
8. THE CONTRACTOR SHALL REMOVE ALL UNUSED WIRING.
9. ROAD IMPROVEMENTS SHALL BE CONSTRUCTED UNDER PLAN PGM #VC07–0014, TOWN CENTER SOUTH LOT 12.
10. REMOVE 'NEW' PANEL (D95–25) AND FLAGS THREE MONTHS AFTER SIGNAL ACTIVATION.
11. THE LOCATION OF CURB RAMPS, CROSSWALK LINES AND STOP BARS SHALL BE PER THIS SIGNAL PLAN. WHERE CONFLICTS EXIST BETWEEN THE SIGNAL PLAN, PGM #VC08–0033, AND CIVIL PLANS BY BOWMAN CONSULTING, PGM #VC07–0014, LOCATIONS SHOWN ON THE SIGNAL PLAN SHALL SUPERSEDE.

GEOMETRIC LEGEND

- EXISTING
- PROPOSED

ULTILITY 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

BW407M84
ST. PATRICKD DR. @ ST. PHILLIPS DR.
CHARLES CO.

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

ST PATRICKS DRIVE AT ST PHILLIPS DRIVE

APPROVALS	
TEAM LEADER	9/30/08
ASST. DIV. CHIEF	10-22-08
DIVISION CHIEF	10-22-08
OFFICE DIRECTOR	10/22/08

REVISIONS

TRAFFIC SIGNAL INSTALLATION PLAN

SCALE 1" = 20' DATE SEPT 08 CONTRACT NO. BW996M82

DESIGNED BY DPN COUNTY CHARLES
DRAWN BY APV LOGMILE 08081001.26
CHECKED BY CT MF T.I.M.S. NO. I– 749
F.A.P. NO. TOD NO.

DRAWING NO. TS – 4629 SHEET NO. 1 OF 2

PLOTTED:
FILE: L:\Projects\3501 – 4000\3581 – St. Patrick Dr. & St. Phillips Dr. Signal\–0918 Electronic Submittal to SHA\ST PATRICK_ST PHILLIPS_TSD.dgn

DRILL HOLES
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BY: WELLS+ASSOCIATES, INC.