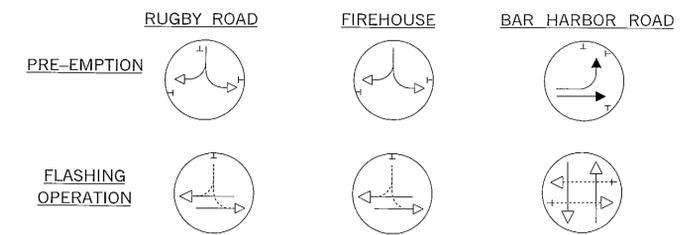
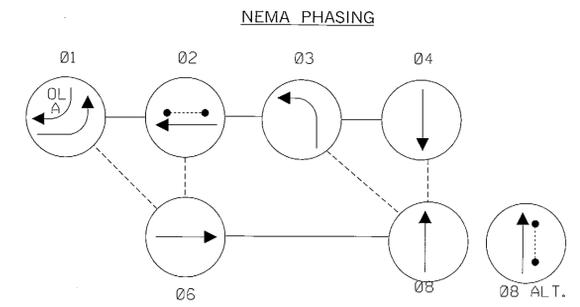
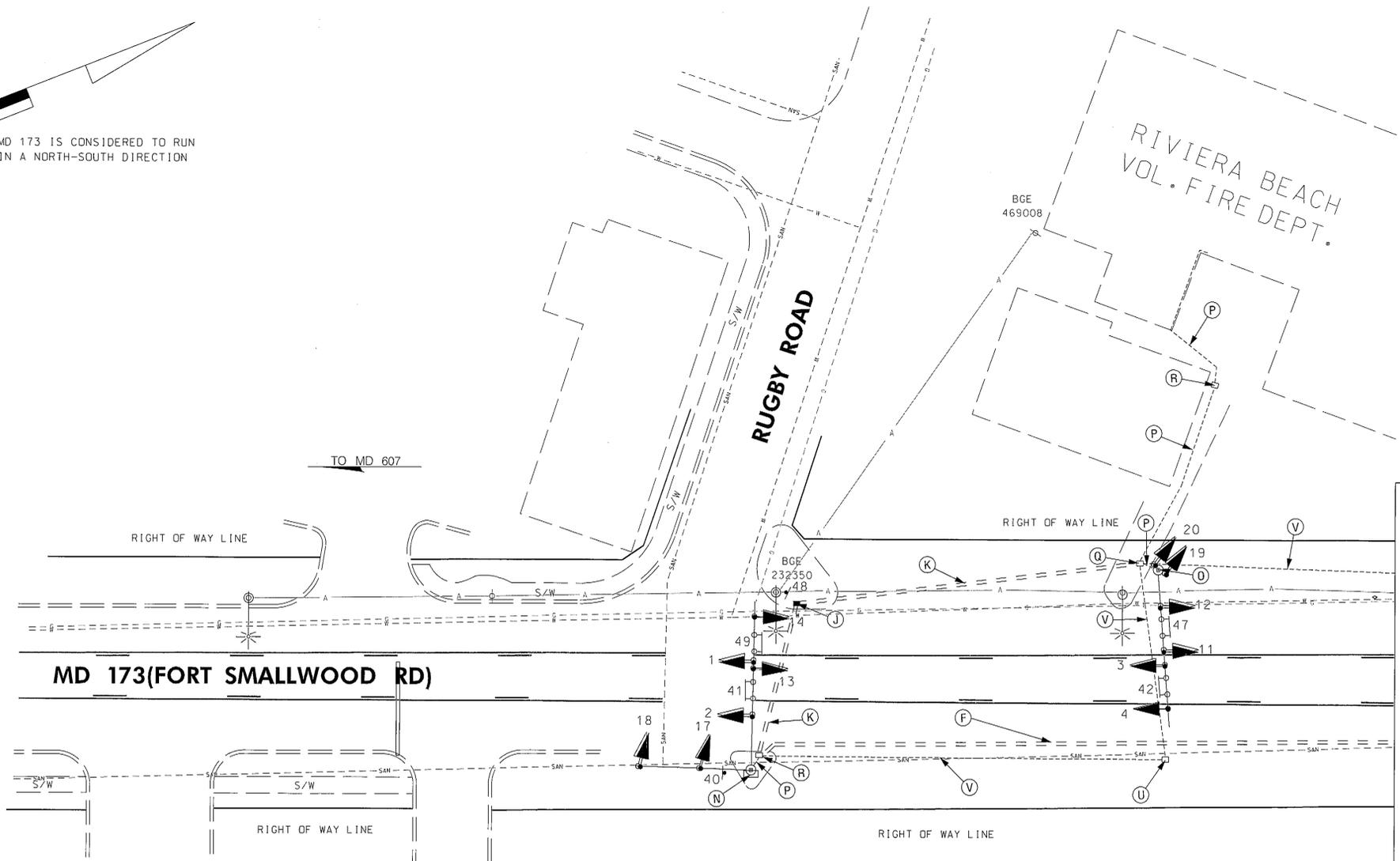


MD 173 IS CONSIDERED TO RUN IN A NORTH-SOUTH DIRECTION



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

**MD 173(FORT SMALLWOOD RD)**

**CONSTRUCTION DETAILS**

- A. INSTALL NEMA 6 BASE MOUNTED CABINET AND CONTROLLER AND ALL NECESSARY EQUIPMENT. (NOTE: 2-4" AND 2-2" PVC SCHEDULE 80 CONDUIT BENDS)
- B. INSTALL POWER METER SERVICE PEDESTAL EMBEDDED.
- C. INSTALL CONCRETE FOUNDATION FOR 10' PEDESTAL POLE WITH BREAKAWAY COUPLINGS (MD 818.16-01), COUNTDOWN PEDESTRIAN SIGNAL HEAD AND AUDIBLE TACTILE PUSH BUTTON STATION AND SIGN (NOTE: ONE 2" PVC SCHEDULE 80 CONDUIT BEND).
- D. INSTALL 2" PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- E. INSTALL 3" PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.
- F. INSTALL 3" PVC SCHEDULE 80 ELECTRICAL CONDUIT - SLOTTED.
- G. INSTALL 4" PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- H. INSTALL 4" PVC SCHEDULE 80 ELECTRICAL CONDUIT, PROVIDE CONDUIT BEND AT THE BASE OF THE UTILITY POLE WITH PULL STRING - TRENCHED.
- J. INSTALL HANDHOLE.
- K. INSTALL 4" PVC SCHEDULE 80 CONDUIT - BORED.
- L. INSTALL 12" WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS, FOR CROSSWALK.
- M. USE EXISTING STEEL MAST ARM POLE, UPGRADE ALL SIGNAL HEADS TO L.E.D SIGNAL HEAD, UPGRADE EXISTING CAMERAS TO SOLO TERRA, USE OR REMOVE SIGNS AS SHOWN, REMOVE PEDESTRIAN SIGNAL HEAD, SIGN AND PUSH BUTTON AND INSTALL 2" PVC SCHEDULE 80 CONDUIT BEND IN EXISTING FOUNDATION.
- N. USE EXISTING STEEL MAST ARM POLE, POLE MOUNTED CABINET, UPGRADE ALL SIGNAL HEADS TO L.E.D SIGNALS.
- O. USE EXISTING STEEL MAST ARM POLE, UPGRADE ALL TRAFFIC SIGNAL HEADS TO L.E.D SIGNALS
- P. USE EXISTING CONDUIT
- Q. USE EXISTING HANDHOLE PULL BACK ALL CABLES ASSOCIATED WITH FIRE HOUSE AND REROUTE TO EXISTING CABINET. (NOTE: ABANDON ALL CABLE TO BAR HARBOR INTERSECTION)
- R. USE EXISTING ELECTRICAL HANDHOLE.
- S. INSTALL 24" WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS, VIDEO DETECTION CAMERA..
- T. REMOVE EXISTING GROUND MOUNTED SIGN.
- U. REMOVE EXISTING HANDHOLE.
- V. CAP AND ABANDON EXISTING CONDUIT.
- W. REMOVE EXISTING BASE CABINET CONTROLLER AND ALL NECESSARY EQUIPMENTS (REMOVE EXISTING FOUNDATION 12 IN. BELOW GRADE).
- X. REMOVE EXISTING PEDESTAL POLE, SIGN, PEDESTRIAN SIGNAL, PEDESTRIAN SIGN AND PUSHBUTTON (REMOVE EXISTING FOUNDATION 12 IN. BELOW GRADE).
- Y. REMOVE EXISTING PAVEMENT MARKINGS.
- Z. ABANDON EXISTING DETECTORS.
- AA. INSTALL 5 INCH WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS (APPROXIMATELY 115 LF).
- BB. INSTALL 5 INCH YELLOW LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS (APPROXIMATELY 75 LF).

**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. FOR FINAL PAVEMENT MARKINGS REFER TO THE PAVEMENT MARKING PLANS, OTHER THAN THOSE DETAILED ON THE PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MDSA 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.
6. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND 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 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.
8. SEE SHEET NO. 2 OF 3 FOR HANDICAP RAMP DETAILS.
9. SEE SHEET 2 OF 3 FOR APS NOTES.

GEOMETRIC LEGEND	
---	= EXISTING
---	= PROPOSED

UTILITY LEGEND	
---	SD --- SD --- STORM DRAIN
---	G --- G --- GAS MAIN
---	W --- W --- WATER MAIN
---	S --- S --- SEWER MAIN
---	E --- E --- ELECTRIC CABLES
---	A --- A --- AERIAL CABLES
---	T --- T --- TELEPHONE CABLES
---	F --- F --- FIBER-OPTIC

**SHA** STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
MD 173 (FT. SMALLWOOD RD.) AND RUGBY ROAD  
TRAFFIC SIGNAL MODIFICATION

APPROVALS	REVISIONS
TEAM LEADER	11/08 TMS NO. J207 SHA NO. 1XX4495185 UPGRADE TO APS, CPS ADA HANDICAP RAMP AND LED SIGNAL HEADS
ASST. DIR. CHIEF	RS 3/98 SHA NO. 1 859-02479 REPLACED DAMAGED PRE-EMPTION & INTERCONNECT CABLE
DIVISION CHIEF	MB 10/91 855-25032139 REPLACED DAMAGED
OFFICE DIRECTOR	RW

SIGNALIZATION PLAN SHEET			
SCALE 1"=20'	ADVERTISED DATE 2/91	CONTRACT NO.	
DESIGNED BY D. DISTANCE	COUNTY ANNE ARUNDEL		
DRAWN BY D. DISTANCE	LOGMILE 02017305.04		
CHECKED BY D. DODA	TMS NO. J207		
F.A.P. NO.	TOD NO.		
TS NO. 3063D	DRAWING - OF	SHEET NO. 2 OF 4	

**BAI** BRUDIS & ASSOCIATES, INC.  
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Columbia, Maryland 21045  
Phone 410-504-9027  
www.brudis.com

PLOTTED: Friday, February 05, 2009 AT 08:25 AM  
FILE: P:\04-005 Signals\MD 173 @ Bar Harbor Rd\Drawings\CADD\Working\PSG-P001\_MD173.dgn