

MD 175 IS ASSUMED TO RUN IN AN EAST/WEST DIRECTION

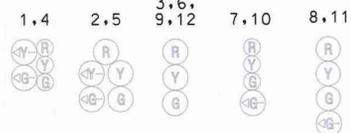
EXISTING SIGNS TO REMAIN



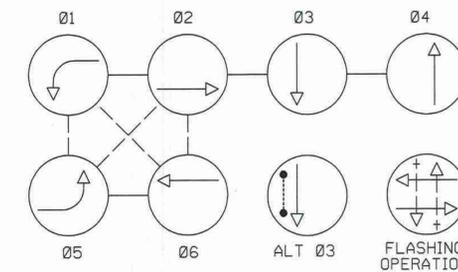
EXISTING SIGN TO BE REMOVED



EXISTING LED SIGNALS TO REMAIN



NEMA PHASING



EXISTING VIDEO DETECTION CAMERAS

a, b, c, d

PROPOSED SIGNALS

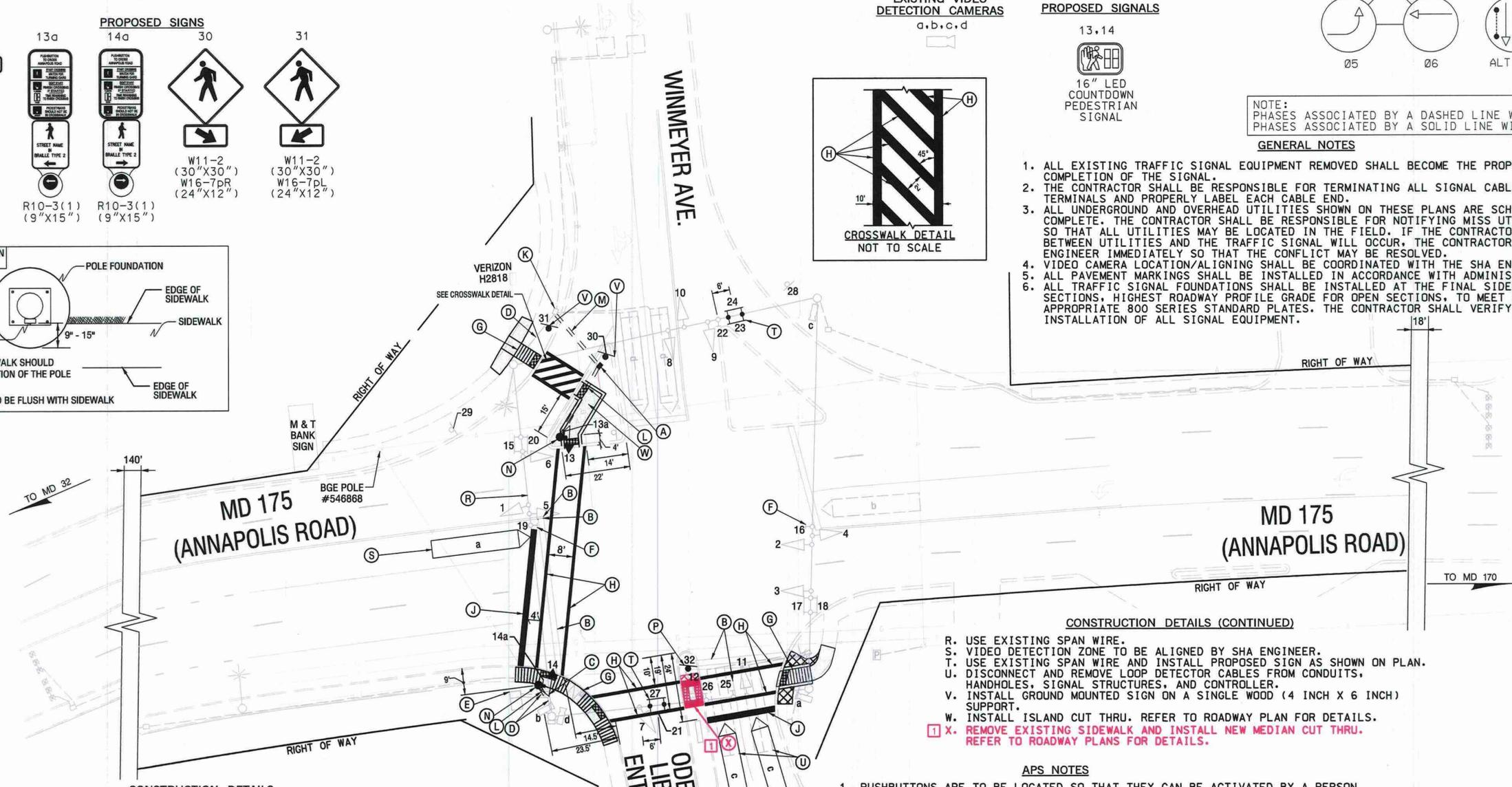
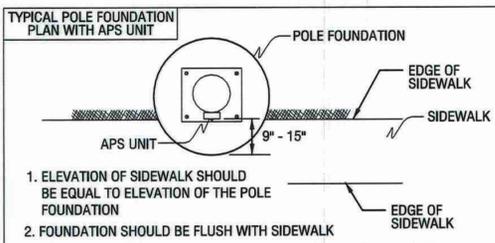
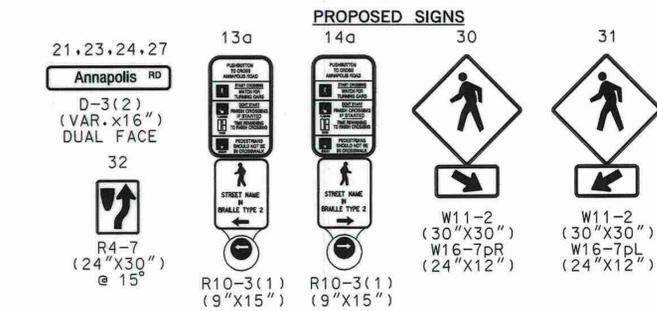
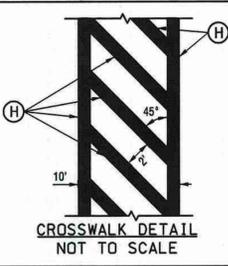
13, 14

16" LED COUNTDOWN PEDESTRIAN SIGNAL

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

GENERAL NOTES

1. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR UPON COMPLETION OF THE SIGNAL.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE END.
3. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATICS 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 UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
4. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
5. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH ADMINISTRATION STANDARDS.
6. 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 CLEARANCE AS SPECIFIED IN THE APPROPRIATE 800 SERIES STANDARD PLATES. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.



CONSTRUCTION DETAILS

1. INSTALL HANDHOLE.
2. REMOVE EXISTING PAVEMENT MARKING LINES.
3. USE EXISTING HANDHOLE. INSTALL GROUND ROD IN HANDHOLE.
4. USE EXISTING CONDUIT.
5. USE EXISTING BASE MOUNTED CABINET AND INSTALL NEW SIGNAL CABLES WITH LABELS AND TAGS AT CABLE ENDS AND TERMINATE. INSTALL AUDIBLE TACTILE PEDESTRIAN PUSH BUTTON BASE UNIT.
6. REMOVE EXISTING R10-12 SIGN FROM SPAN WIRE.
7. REMOVE EXISTING SIDEWALK AND INSTALL NEW PEDESTRIAN RAMP. REFER TO ROADWAY PLAN FOR DETAILS.
8. INSTALL 12 INCH HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS.
9. INSTALL 24 INCH HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS.
10. USE EXISTING HANDHOLE.
11. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
12. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.
13. INSTALL SHALLOW PEDESTAL POLE CONCRETE FOUNDATION WITH A 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY COUPLINGS, 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS ANAPOLIS ROAD"), AND AUDIBLE TACTILE PEDESTRIAN PUSH BUTTON STATION WITH INTERNATIONAL TYPE II BRAILLE ON FACE PLATE. (NOTE: ONE-3 IN. PVC SCHEDULE 80, 90-DEGREE CONDUIT BEND).
14. INSTALL GROUND MOUNTED SIGN ON A SINGLE WOOD (4 INCH X 4 INCH) SUPPORT. SIGN TO BE INSTALLED 6 FT. FROM MEDIAN NOSE AT 15° ANGLE.

CONSTRUCTION DETAILS (CONTINUED)

1. USE EXISTING SPAN WIRE.
 2. VIDEO DETECTION ZONE TO BE ALIGNED BY SHA ENGINEER.
 3. USE EXISTING SPAN WIRE AND INSTALL PROPOSED SIGN AS SHOWN ON PLAN.
 4. DISCONNECT AND REMOVE LOOP DETECTOR CABLES FROM CONDUITS, HANDHOLES, SIGNAL STRUCTURES, AND CONTROLLER.
 5. INSTALL GROUND MOUNTED SIGN ON A SINGLE WOOD (4 INCH X 6 INCH) SUPPORT.
 6. INSTALL ISLAND CUT THRU. REFER TO ROADWAY PLAN FOR DETAILS.
- X. REMOVE EXISTING SIDEWALK AND INSTALL NEW MEDIAN CUT THRU. REFER TO ROADWAY PLANS FOR DETAILS.**

APS NOTES

1. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60" x 60" LEVEL LANDING AREA WITH AN 18" REACH. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
2. 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.
3. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.

GEOMETRIC LEGEND

PROPOSED
EXISTING

UTILITY LEGEND

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

| APPROVALS | REVISIONS | |
|---|---|--|
| TEAM LEADER, TRAFFIC ENGINEERING DIVISION ASST. CHIEF TRAFFIC ENGINEERING DIVISION CHIEF TRAFFIC ENGINEERING DIVISION DIRECTOR, OFFICE OF TRAFFIC & SAFETY | © TRAFFIC SIGNAL MODIFICATION ADDED APS, GPS SIGNAL AND NEW GEOMETRICS SHA NO. 204475785 TMS NO. H-355 072010 SWA B INSTALL VIDEO DETECTION CAMERAS CONT. NO. AA3635177 NML WM JAH DAZ A SIGNAL MODIFICATION DUE TO ADDITION OF FORTH LEG CONT. NO. BW 990482 4502 MH TZ | |
| | ORIGINAL ON FILE | |
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SHA STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 OFFICE OF TRAFFIC & SAFETY
 TRAFFIC ENGINEERING DESIGN DIVISION

MD 175 AT WINNEMEYER AVENUE
 ODENTON, MD.

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 9/18/20 CONTRACT NO. BW-362-802-572

DESIGNED BY _____ COUNTY ANNE ARUNDEL
 DRAWN BY FAL LOGMILE 02017503.44
 CHECKED BY D.L.S. TMS NO. H355
 FAP NO. _____ TOD NO. _____

TS NO. 1639 C DRAWING OF SHEET NO. 1 OF 3