N

MD 450 IS ASSUMED TO RUN IN AN EAST/ WEST DIRECTION

EXISTING SIGNS

13 — Good Hope / Priest Bridge — D3-2 32"X96"

16 — RIGHT LANE MUST TURN RIGHT — R3-7R 30"X30"

17 — ONLY — R3-5R 30"X36"

15 — Priest Bridge / Good Hope — D3-2 32"X96"

EXISTING SIGNS TO BE REMOVED

14 — LEFT TURN YIELD ON GREEN — R10-12 36"X42"

18,19 — PUSH BUTTON TO CROSS DEFENSE HWY — R10-4(1) 9"X12"

EXISTING SIGNALS

1 — 12"

2-4 — 12"

5-8 — 8"

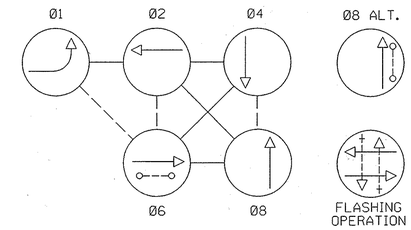
EXISTING SIGNALS TO BE REMOVED

9-12 — 12"

PROPOSED SIGNALS

9-12 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD

NEMA PHASING



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

PROPOSED PEDESTRIAN PUSHBUTTON SYSTEM

20,21 P.B. LOCATION — PUSH BUTTON TO CROSS PRIEST BRIDGE ROAD — R10-3(1) 9"X15"

22 P.B. LOCATION — PUSH BUTTON TO CROSS DEFENCE HIGHWAY — R10-3(1) 9"X15"

23 P.B. LOCATION — PUSH BUTTON TO CROSS DEFENSE HIGHWAY — R10-3(1) 9"X15"

CONSTRUCTION NOTES

(A) INSTALL 10 FOOT BREAKAWAY PEDESTAL POLE WITH BREAKAWAY COUPLING AND MODIFIED SHALLOW PEDESTAL FOUNDATION (MD STD 801.01) WITH 16 INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, NEW AUDIBLE TACTILE PUSH BUTTON SYSTEM WITH VIBRATING RIGHT ARROW, AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS DEFENSE HIGHWAY ". (NOTE: ONE 3 INCH SCHEDULE 80 PVC 90 DEGREE ELBOW IN BASE).

(B) REMOVE EXISTING PEDESTRIAN SIGNAL HEAD(S) AND PUSBUTTON. REPLACE WITH 16 INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEADS.

(C) INSTALL 12 INCH WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS, FOR CROSSWALK.

(D) INSTALL 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR STOP LINE.

(E) INSTALL 3 INCH SCHEDULE 80 PVC CONDUIT – TRENCHED PRIOR TO SIDEWALK CONSTRUCTION. EXTEND CONDUIT TO EXISTING HANDBOX.

(F) SEE SITE PLAN FOR NEW SIDEWALK AND RAMP CONSTRUCTION. SIDEWALK RAMPS SHALL BE INSTALLED ACCORDING TO SHA STANDARD NO. MD 655.11, 655.12 & 655.13.

(G) EXISTING EQUIPMENT TO REMAIN.

(H) REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON. INSTALL NEW 16 INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD. INSTALL APS/CPS CONTROL EQUIPMENT IN EXISTING POLE MOUNTED CONTROLLER CABINET.

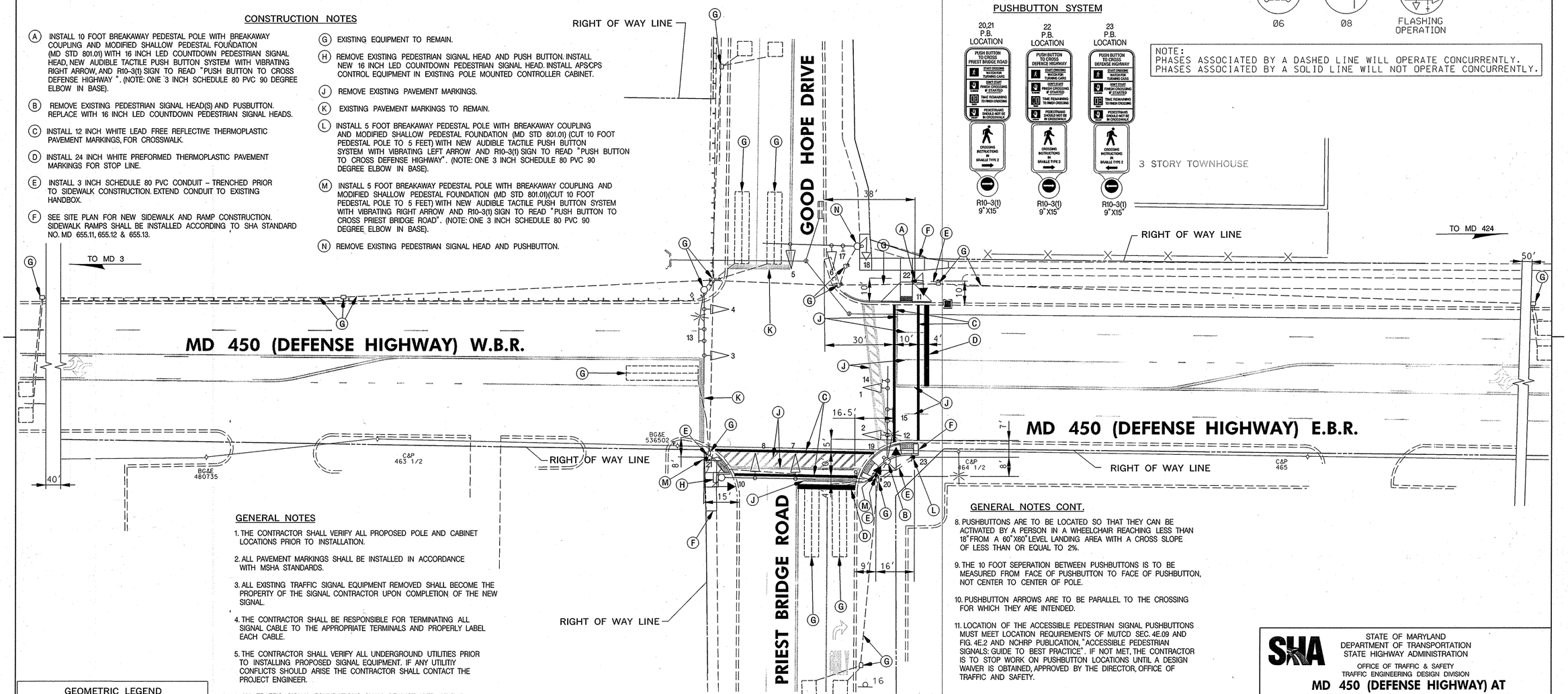
(J) REMOVE EXISTING PAVEMENT MARKINGS.

(K) EXISTING PAVEMENT MARKINGS TO REMAIN.

(L) INSTALL 5 FOOT BREAKAWAY PEDESTAL POLE WITH BREAKAWAY COUPLING AND MODIFIED SHALLOW PEDESTAL FOUNDATION (MD STD 801.01) (CUT 10 FOOT PEDESTAL POLE TO 5 FEET) WITH NEW AUDIBLE TACTILE PUSH BUTTON SYSTEM WITH VIBRATING LEFT ARROW AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS DEFENSE HIGHWAY". (NOTE: ONE 3 INCH SCHEDULE 80 PVC 90 DEGREE ELBOW IN BASE).

(M) INSTALL 5 FOOT BREAKAWAY PEDESTAL POLE WITH BREAKAWAY COUPLING AND MODIFIED SHALLOW PEDESTAL FOUNDATION (MD STD 801.01)(CUT 10 FOOT PEDESTAL POLE TO 5 FEET) WITH NEW AUDIBLE TACTILE PUSH BUTTON SYSTEM WITH VIBRATING RIGHT ARROW AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS PRIEST BRIDGE ROAD". (NOTE: ONE 3 INCH SCHEDULE 80 PVC 90 DEGREE ELBOW IN BASE).

(N) REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON.



GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
2. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
3. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
5. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITIY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
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 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.
7. THE CONTRACTOR SHALL CONTACT ED RODENHIZER AT THE SIGNAL SHOP (410)787-7650 TO DELIVER APS EQUIPMENT FOR TESTING.

GENERAL NOTES CONT.

8. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"X60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
9. THE 10 FOOT SEPERATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO 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. LOCATION OF THE ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND 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.

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

REVISION A CONSULTANT

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

REVISIONS

(A) SHA NO. AA275A5F — INSTALL APS/CPS — 02/2008

MJA

PLOTTED: Friday, February 08, 2008 AT 08:52 AM
FILE: $FILEL$

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

MD 450 (DEFENSE HIGHWAY) AT GOOD HOPE DR /PRIEST BRIDGE RD
CROFTON, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 5/27/08 CONTRACT NO. AA-452-501-756

DESIGNED BY GENE SIMMERS — COUNTY ANNE ARUNDEL
DRAWN BY GENE SIMMERS — LOGMILE 02045000.52
CHECKED BY — T.I.M.S. NO. 1806
F.A.P. NO. SEE TITLE SHEET — T.S. NO. 2448 A

DRAWING NO. – OF — SHEET NO. 1 OF 2