

MD 26 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

GENERAL NOTES

- 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 VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
- THE CONTRACTOR SHALL CONTACT SHA TO SCHEDULE RETROFITTING OF THE CONTROLLER EQUIPMENT IN ORDER TO OPERATE VIDEO DETECTION EQUIPMENT.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
- EXISTING CONTROLLER AND AUXILIARY EQUIPMENT FROM THE CABINET WILL BE REMOVED AND BECOME PROPERTY OF SHA. ANY ADDITIONAL SIGNAL MATERIALS REMOVED SHALL BECOME PROPERTY OF THE CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
- ALL PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCELL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
- THE CONTRACTOR SHALL NOT CUT MAST ARM AS INDICATED ON PLANS UNTIL MAST ARM POLE LOCATION IS FINALIZED.
- THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
- REFER TO TSP-2 DRAWING FOR DIMENSIONS OF SIGNAL EQUIPMENT, SIDEWALKS AND PAVEMENT MARKINGS WITHIN INTERSECTION.
- PUSHBUTTONS 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%.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- 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.

SHA RIGHT OF WAY LINE

SEE SPECIAL NOTE 3

TO UNIONVILLE

125' 170'

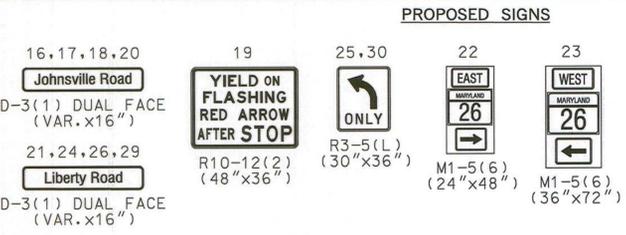
"WEST" MD 26 & "BIKE ROUTE"

MD 26 (LIBERTY RD) EB

330'

SHA RIGHT OF WAY LINE

SEE SPECIAL NOTE 1



16, 17, 18, 20
Johnsville Road
D-3(1) DUAL FACE (VAR. x16")

19
YIELD ON FLASHING RED ARROW AFTER STOP
R10-12(2) (48"x36")

21, 24, 26, 29
Liberty Road
D-3(1) DUAL FACE (VAR. x16")

22
EAST 26
M1-5(6) (24"x48")

23
WEST 26
M1-5(6) (36"x72")

27
WEST 26
M1-5(6) (24"x48")

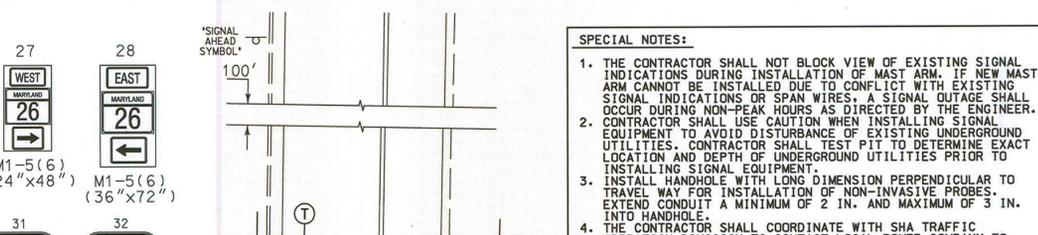
28
EAST 26
M1-5(6) (36"x72")

31
PUSH BUTTON TO CROSS LIBERTY ROAD
R10-3(1) (9"x15")

32
PUSH BUTTON TO CROSS JOHNNSVILLE ROAD
R10-3(1) (9"x15")

SHA RIGHT OF WAY LINE

SEE SPECIAL NOTE 1



PROPOSED SIGNALS

1, 2 4, 5 3, 6-13 14, 15

12" 12" 12" 16" LED COUNTDOWN PEDESTRIAN SIGNAL

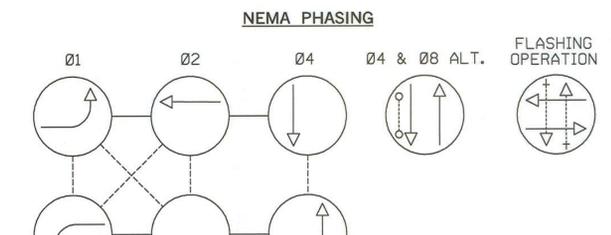
PROPOSED VIDEO DETECTION CAMERA

a, b, c, d

VIDEO ZONE DETECTION

a

SHA RIGHT OF WAY LINE



NEMA PHASING

01 02 04 04 & 08 ALT. 05 06 08

PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

SHA RIGHT OF WAY LINE

SHA RIGHT OF WAY LINE