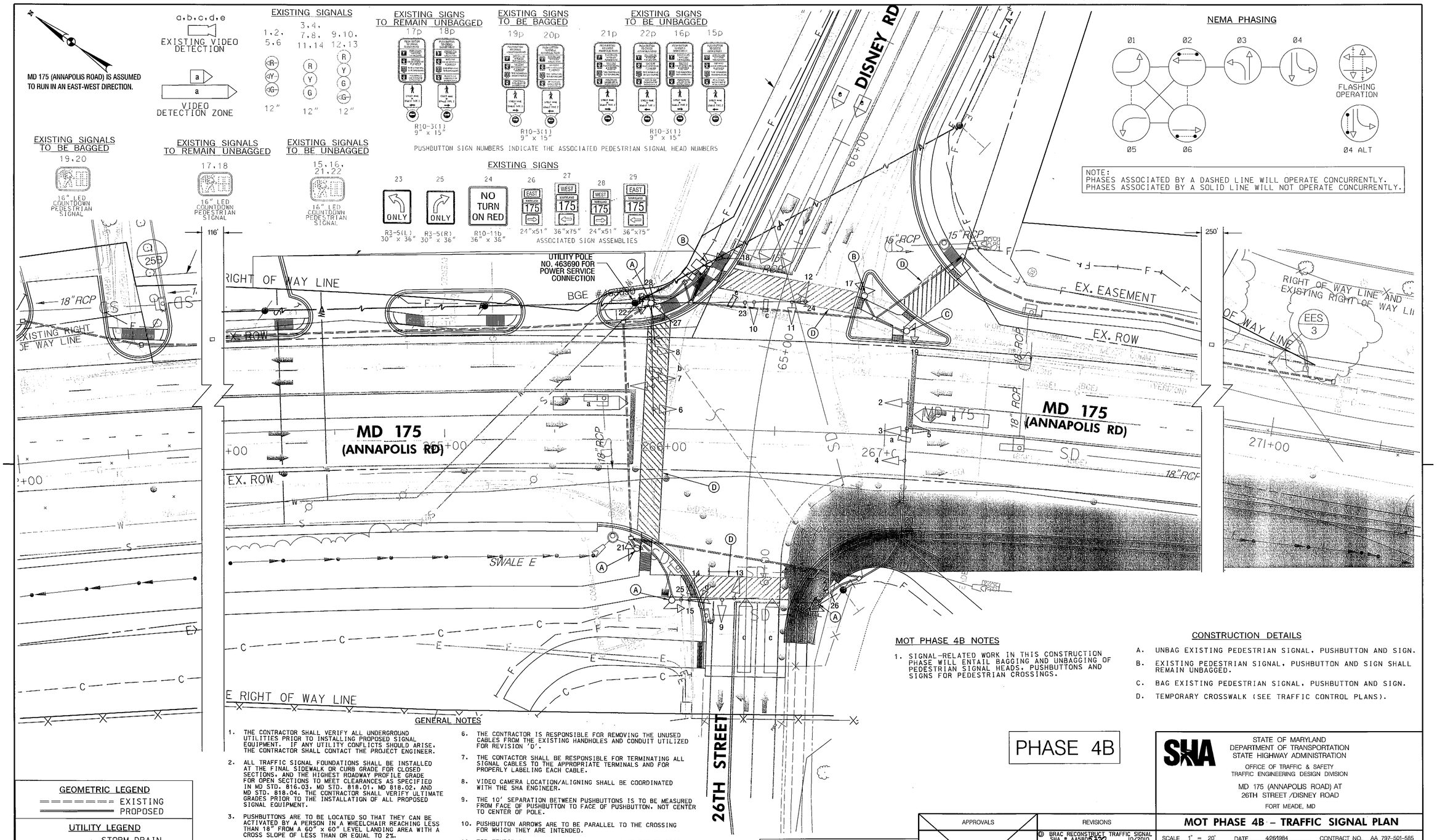

MOT PHASE 4B NOTES

1. SIGNAL-RELATED WORK IN THIS CONSTRUCTION PHASE WILL ENTAIL BAGGING AND UNBAGGING OF PEDESTRIAN SIGNAL HEADS, PUSHBUTTONS AND SIGNS FOR PEDESTRIAN CROSSINGS.

CONSTRUCTION DETAILS

A. UNBAG EXISTING PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN.

B. EXISTING PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN SHALL REMAIN UNBAGGED.

C. BAG EXISTING PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN.

D. TEMPORARY CROSSWALK (SEE TRAFFIC CONTROL PLANS).

GENERAL NOTES

1. 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.

2. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, AND THE HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS TO MEET CLEARANCES AS SPECIFIED IN MD STD. 816.03, MD STD. 818.01, MD 818.02, AND MD STD. 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL PROPOSED SIGNAL EQUIPMENT.

3. 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%.

4. 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 AND APPROVED BY THE DIRECTOR OF THE OFFICE OF TRAFFIC AND SAFETY.

5. PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF SIDEWALKS AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF DETECTABLE WARNING SURFACES.

6. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING THE UNUSED CABLES FROM THE EXISTING HANDHOLES AND CONDUIT UTILIZED FOR REVISION 'D'.

7. THE CONTACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND FOR PROPERLY LABELING EACH CABLE.

8. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.

9. THE 10' SEPARATION 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. FOR TEMPORARY PAVEMENT MARKINGS, REFER TO THE TRAFFIC CONTROL PLANS. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MD SHA STANDARDS.

12. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

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

PHASE 4B

CENTURY ENGINEERING
CONSULTING ENGINEERS – PLANNERS
10710 GILROY ROAD
HUNT VALLEY, MD 21031

REVISION 'D' 23299.36

APPROVALS

TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

ORIGINAL ON FILE

REVISIONS

D	BRAC RECONSTRUCT TRAFFIC SIGNAL SHA #: AA5805370 TMS NO. J-963	10/2010	
ENB	LS	HUS	RDB
C	1/24/97 ASBUILT SHA#: BW8608025I2		
RRZ			
B	2/9/96 REDESIGN SIGNAL DUE TO GEOMETIC CHANGES SHA#: BW8608025I2	10/21/96	
RRZ			

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

MD 175 (ANNAPOLIS ROAD) AT
26TH STREET /DISNEY ROAD
FORT MEADE, MD

MOT PHASE 4B – TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 4/29/1984 CONTRACT NO. AA 797-501-585

DESIGNED BY MICKEY CORNELIUS
DRAWN BY MICKEY CORNELIUS
CHECKED BY
F.A.P. NO.
COUNTY ANNE ARUNDEL
LOGMILE 02017507.10
TIMS NO.
TOD NO.

TS NO. 1959D4B | DRAWING SG-21.4 OF 26 | SHEET NO. 141 OF 195

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BY: bostic –