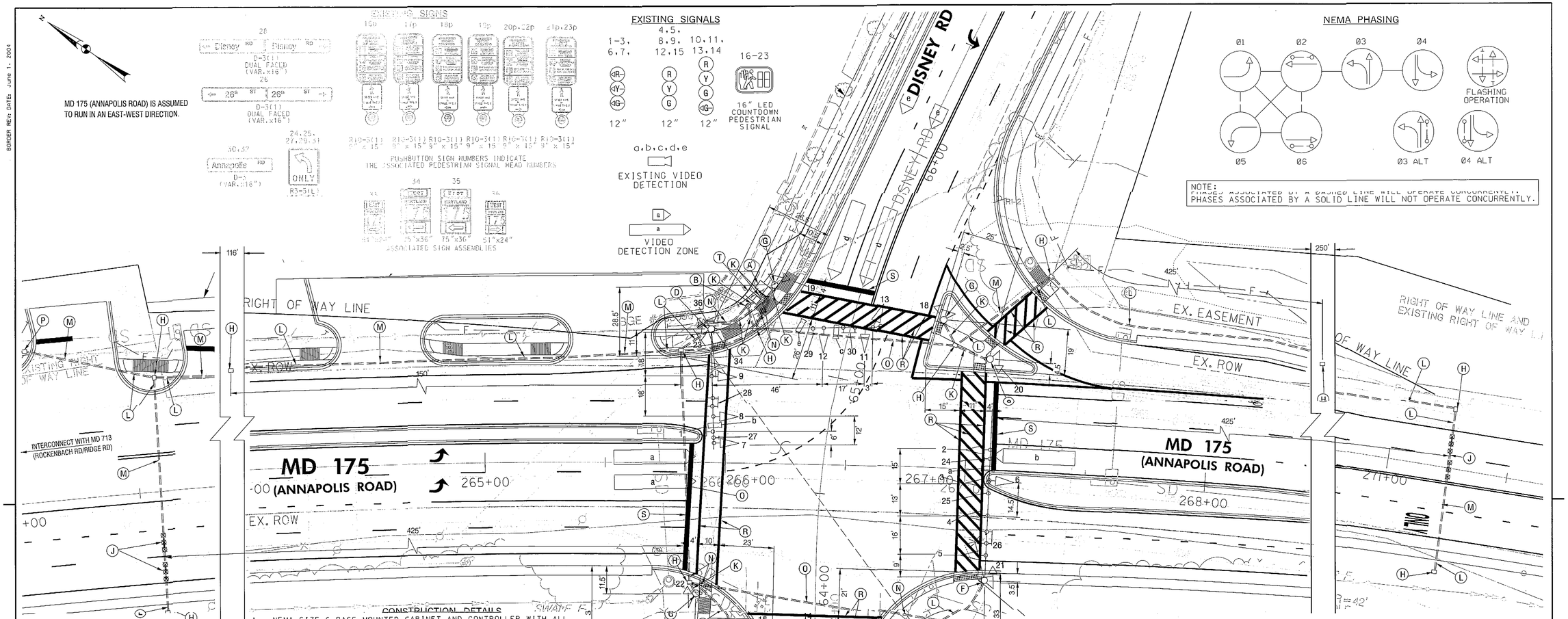

CONSTRUCTION DETAILS

A. NEMA SIZE 6 BASE MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT.

B. 100 AMP METERED SERVICE PEDESTAL WITH 4" SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED TO THE BASE OF UTILITY POLE NO. BGE #463690. PROVIDE 1' STUB AND PULL STRING FOR INSTALLATION OF SERVICE.

C. PROPOSED UNDERGROUND SERVICE FOR UTILITY POLE.

D. 27' STEEL POLE WITH TWIN (70'/50') MAST ARM. LED TRAFFIC SIGNAL HEADS. VIDEO DETECTION CAMERA. SIGNS. LED COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH AUDIO PUSHBUTTON AND SIGNS. 15' LIGHTING ARM WITH 250 WATT HPS LUMINAIRE (NOTE: 1-3" 90° PVC BEND).

E. 27' STEEL POLE WITH 60' MAST ARM CUT TO 38'. LED TRAFFIC SIGNAL HEADS. VIDEO DETECTION CAMERA. SIGNS. LED COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH AUDIO PUSHBUTTON AND SIGNS (NOTE: 1-3" 90° PVC BEND).

F. 27' STEEL POLE WITH 70' MAST ARM. LED TRAFFIC SIGNAL HEADS. VIDEO DETECTION CAMERA. SIGNS. LED COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH AUDIO PUSHBUTTON AND SIGNS. 15' LIGHTING ARM WITH 250 WATT HPS LUMINAIRE (NOTE: 1-3" 90° PVC BEND).

G. 10' PEDESTRIAN POLE ON 3' x 18" BASE (MD STD. 801.01-01) WITH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH AUDIO PUSHBUTTON AND SIGNS (NOTE: 1-2" 90° PVC BEND).

H. PEDESTRIAN HANDHOLE.

J. NON-INVASIVE PROBES WITHIN 3" SCHEDULE 80 RIGID PVC CONDUIT - SLOTTED PRIOR TO FINAL ROAD SURFACE.

K. 2" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.

L. 3" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.

M. 3" SCHEDULE 80 RIGID PVC CONDUIT- SLOTTED.

N. 4" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.

O. 4" SCHEDULE 80 RIGID PVC CONDUIT- SLOTTED.

P. SEE INTERCONNECT PLAN.

R. INSTALL 12" WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS (CROSSWALKS ARE TO BE INSTALLED AFTER FINAL RESURFACING DURING PHASE 5).

S. INSTALL 24" WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOPLINES (STOPLINES ARE TO BE INSTALLED AFTER FINAL RESURFACING DURING PHASE 5).

T. NEMA SIZE 5 BASE MOUNTED CABINET FOR BATTERY BACKUP WITH ALL NECESSARY EQUIPMENT.

U. ASSOCIATED SIGN ASSEMBLIES (BACK TO BACK) ON 2- 4" x 6" WOOD SIGN SUPPORTS IN ACCORDANCE WITH MD STD. 812.05-01 AND MD STD. 812.05-02.

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 THE SIDEWALK AND PEDESTRIAN RAMPS. AND THE INSTALLATION OF DETECTABLE WARNING SURFACES.
6. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING UNUSED CABLES FROM EXISTING HANDHOLES AND CONDUITS UTILIZED FOR REVISION 'D'.
7. THE CONTACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLEWS 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 FINAL PAVEMENT MARKINGS REFER TO THE PAVEMENT MARKING PLAN. OTHER THAN THOSE DETAILED ON THIS PLAN. 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

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 SMA #: AA5805370 10/2010 TIMS NO. J-969
ENB
(C) 1/24/97 ASBUILT SHA#: BW860802512
RRZ
(B) 2/9/96 10/21/96 REDESIGN SIGNAL DUE TO GEOMETRIC CHANGES SHA#: BW860802512
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

ULTIMATE TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 4/26/1984 CONTRACT NO. AA 797-501-585

DESIGNED BY MICKEY CORNELIUS
DRAWN BY MICKEY CORNELIUS
CHECKED BY
F.A.P. NO. SEE TITLE SHEET

COUNTY ANNE ARUNDEL
LOGMILE 02017507.10
TIMS NO.
TOD NO.

TS NO. 1959D DRAWING SG - 03 OF 5 SHEET NO. 149 OF 195

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BY: bostic

DRILL HOLES
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BORDER REV: DATE: June 1, 2004