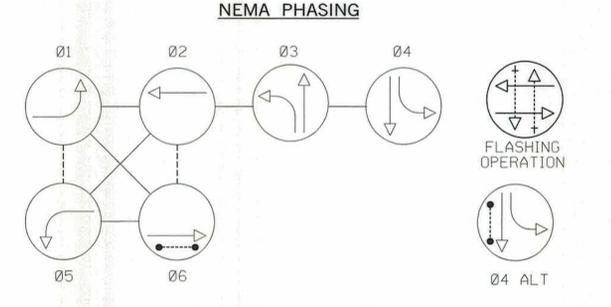
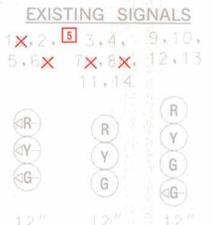
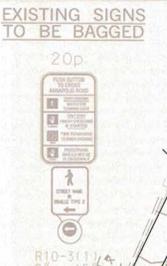
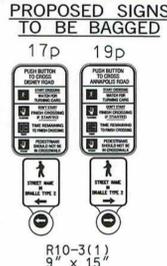
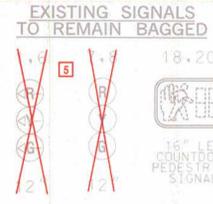
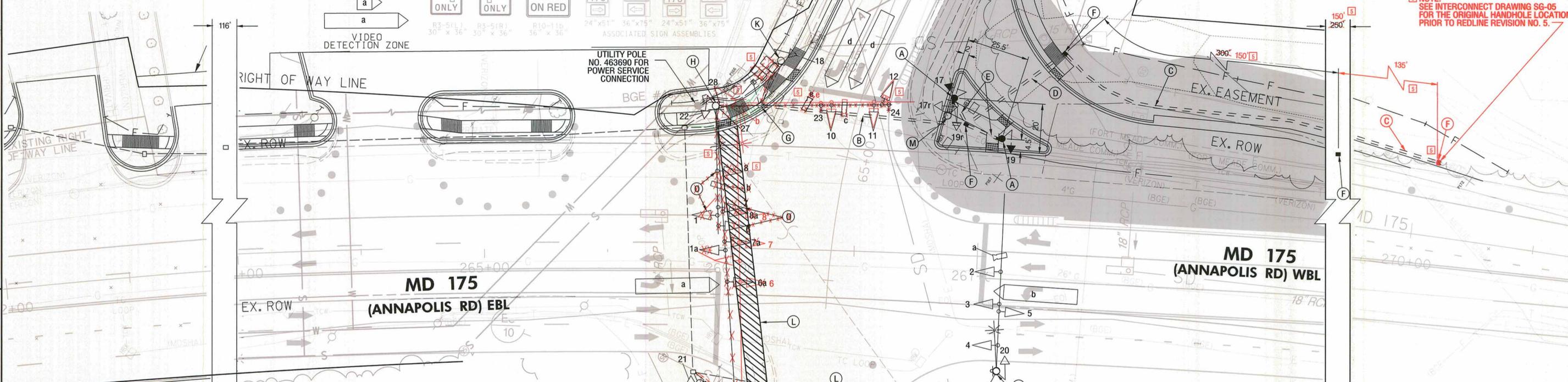
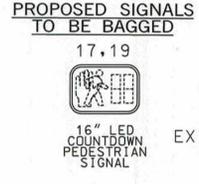
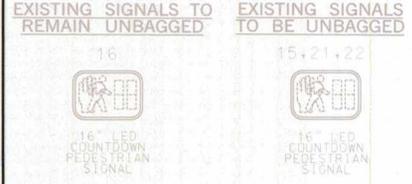


MD 175 (ANNAPOLIS ROAD) IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION.



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

NOTE: SEE INTERCONNECT DRAWING SG-05 FOR THE ORIGINAL HANDHOLE LOCATION PRIOR TO REDLINE REVISION NO. 5.



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 THE DETECTABLE WARNING SURFACES.
6. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING UNUSED CABLES FROM EXISTING HANDHOLES AND CONDUITS UTILIZED FOR REVISION 'D'.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE 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 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.

MOT PHASE 3B NOTES

1. PHASE 3B CONSTRUCTION WILL ENTAIL THE INSTALLATION OF PEDESTAL POLES WITH PEDESTRIAN COUNTDOWN SIGNAL AND APS PUSHBUTTONS AND SIGNS. ALL INSTALLED EQUIPMENT SHALL BE WIRED TO THE NEW CONTROLLER FOR OPERATION IN MOT PHASE 4.
2. INSTALLATION OF HANDHOLE AND CONDUIT FOR INTERCONNECT AND NON INVASIVE PROBES TO THE EAST WILL OCCUR IN THIS PHASE.
3. PEDESTRIAN SIGNAL EQUIPMENT #16 AND #20 SHALL BE RE-WIRED FOR THIS PHASE OF CONSTRUCTION.

REDLINE REVISION NO. 5
MD 175 AT DISNEY ROAD; REVISED POLE LOCATIONS IN THE NW QUADRANT

[Signature]
VIDEO TEAM LEADER APPROVAL

[Signature]
DATE 1/21/2013

- A. INSTALL 10' PEDESTRIAN POLE ON 18" x 36" BASE IN ACCORDANCE WITH MD STD. 801.01-01, WITH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTONS AND SIGNS (NOTE: 1-2" 90° PVC BEND). WIRE BACK TO CONTROLLER AND BAG SIGNAL, PUSHBUTTON AND SIGNS.
- B. INSTALL 4" SCHEDULE 80 RIGID PVC CONDUIT- SLOTTED.
- C. INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
- D. INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT- SLOTTED.
- E. INSTALL 2" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
- F. INSTALL ELECTRICAL HANDHOLE.
- G. USE EXISTING HANDHOLE.
- H. UNBAG EXISTING PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN.
- J. SWITCH THE PUSHBUTTONS AND SIGNS BETWEEN THE PEDESTAL POLE IN THE SOUTHEAST QUADRANT AND THIS POLE; RE-WIRE PUSHBUTTON EQUIPMENT ON THIS POLE USING THE PUSH-BUTTON WIRING FROM THE PEDESTAL POLE IN THE SOUTHEAST QUADRANT. BAG THE EXISTING PEDESTRIAN SIGNAL AND THE RE-INSTALLED PUSHBUTTON AND SIGN ON THIS POLE.
- K. EXISTING PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN SHALL REMAIN BAGGED.
- L. TEMPORARY CROSSWALK (SEE TRAFFIC CONTROL PLANS)
- M. REMOVE EXISTING EQUIPMENT AND FOUNDATION 12" BELOW GRADE.

- N. DISCONNECT WIRING FROM THE EXISTING PEDESTRIAN SIGNAL AND PUSHBUTTON AND ROTATE PEDESTRIAN SIGNAL HEAD TO THE REQUIRED POSITION FOR THE SOUTH LEG CROSSING. SWITCH PUSHBUTTONS AND SIGNS BETWEEN THIS POLE AND THE TRAFFIC SIGNAL POLE IN THE SOUTHEAST QUADRANT. RE-WIRE THE PEDESTRIAN SIGNAL AND RE-INSTALLED PUSHBUTTON EQUIPMENT ON THIS POLE USING THE ORIGINAL WIRING FROM PHASE 2B. UNBAG THE RE-INSTALLED PUSHBUTTON AND SIGN ON THIS POLE.
- [E]-EXISTING TRAFFIC SIGNAL HEAD SHALL REMAIN BAGGED.**

CONSTRUCTION DETAILS

PHASE 3B

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 3B - TRAFFIC SIGNAL PLAN

SCALE 1" = 20'	ADVERTISED DATE 4/26/1984	CONTRACT NO. AA 797-501-585
DESIGNED BY MICKEY CORNELIUS	COUNTY ANNE ARUNDEL	
DRAWN BY MICKEY CORNELIUS	LOGMILE 02017507.10	
CHECKED BY	TIMS NO.	
F.A.P. NO. SEE TITLE SHEET	TOD NO.	
TS NO. 1959D3B	DRAWING SG - 15.3 OF 26	SHEET NO. 135 OF 195

APPROVALS	REVISIONS
YEAR LEADER	① REDLINE NO. 5 1/27/2013 INSTALL NEW PEDESTAL POLE IN THE NW QUADRANT; RELOCATE SIGNAL POLE ENB
ASST. DIV. CHIEF	② BRAC RECONSTRUCT TRAFFIC SIGNAL SHA # AAS805370 10/2010 TIMS NO. J-969 ENB
DIVISION CHIEF	③ 1/24/97 ASSUILT SHA# BW860802512 RRZ
OFFICE DIRECTOR	

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

REVISION 'D' 23299.36, 27257.35

GEOMETRIC LEGEND



UTILITY LEGEND

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

BY: nrobinson