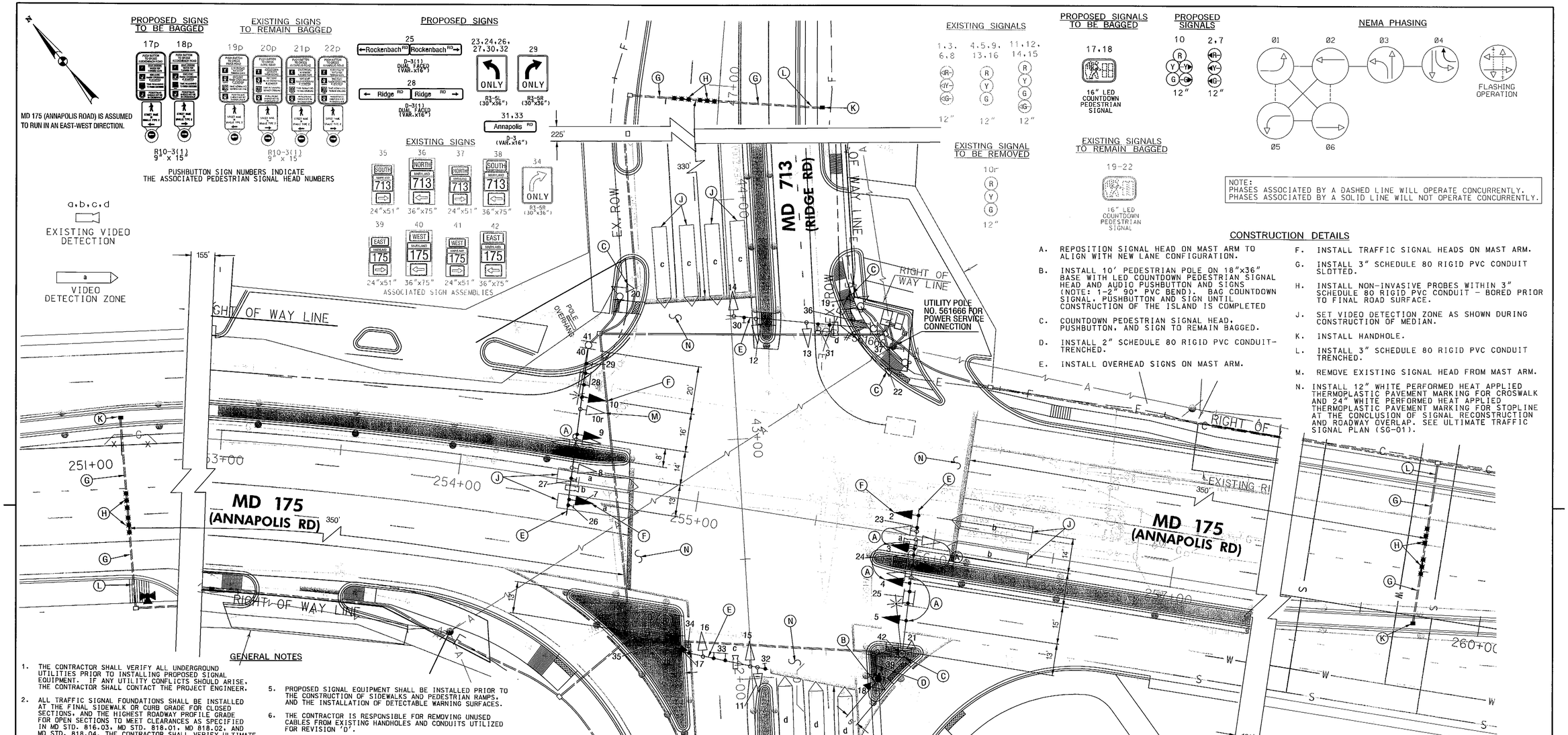

CONSTRUCTION DETAILS

A. REPOSITION SIGNAL HEAD ON MAST ARM TO ALIGN WITH NEW LANE CONFIGURATION.

B. INSTALL 10' PEDESTRIAN POLE ON 18"x36" BASE WITH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD AND AUDIO PUSHBUTTON AND SIGNS (NOTE: 1-2" 90° PVC BEND). BAG COUNTDOWN SIGNAL, PUSHBUTTON AND SIGN UNTIL CONSTRUCTION OF THE ISLAND IS COMPLETED

C. COUNTDOWN PEDESTRIAN SIGNAL HEAD, PUSHBUTTON, AND SIGN TO REMAIN BAGGED.

D. INSTALL 2" SCHEDULE 80 RIGID PVC CONDUIT-TRENCHED.

E. INSTALL OVERHEAD SIGNS ON MAST ARM.

F. INSTALL TRAFFIC SIGNAL HEADS ON MAST ARM.

G. INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT SLOTTED.

H. INSTALL NON-INVASIVE PROBES WITHIN 3" SCHEDULE 80 RIGID PVC CONDUIT - BORED PRIOR TO FINAL ROAD SURFACE.

J. SET VIDEO DETECTION ZONE AS SHOWN DURING CONSTRUCTION OF MEDIAN.

K. INSTALL HANDHOLE.

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

M. REMOVE EXISTING SIGNAL HEAD FROM MAST ARM.

N. INSTALL 12" WHITE PERFORMED HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING FOR CROSWALK AND 24" WHITE PERFORMED HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING FOR STOPLINE AT THE CONCLUSION OF SIGNAL RECONSTRUCTION AND ROADWAY OVERLAP. SEE ULTIMATE TRAFFIC SIGNAL PLAN (SG-01).

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 UNUSED CABLES FROM EXISTING HANDHOLES AND CONDUITS 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 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.

MOT PHASE 5 NOTES

1. SIGNAL-RELATED CONSTRUCTION IN THIS PHASE WILL ENTAIL TRENCHING FOR THE INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PUSHBUTTON ON PEDESTAL POLES, AND FOR NON-INVASIVE PROBES. INSTALLED PEDESTRIAN EQUIPMENT WILL BE BAGGED UNTIL THE SIGNAL CONSTRUCTION IS COMPLETE.
2. INSTALLATION OF SIGNAL HEADS AND SIGNS ON EXISTING MAST ARMS WILL OCCUR IN THIS PHASE.
3. SIGNAL HEADS, SIGNS, AND VIDEO DETECTION ALIGNMENT WILL MATCH THE TRAFFIC FLOW PATTERN FOR THIS PHASE OF CONSTRUCTION.
4. INSTALLATION OF HANDHOLES AND SLOTTED CONDUIT IN THE ROADWAY FOR NON-INVASIVE PROBES WILL OCCUR IN THIS CONSTRUCTION PHASE.

PHASE 5

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

SD SD	STORM DRAIN
G G	GAS MAIN
W W	WATER MAIN
S S	SEWER MAIN
E E	ELECTRIC CABLES
A A	AERIAL CABLES
T T	TELEPHONE CABLES
F F	FIBER-OPTIC

CENTURY ENGINEERING
CONSULTING ENGINEERS - PLANNERS
10710 GILROY ROAD
HUNT VALLEY, MD 21031
REVISION 'D' 23299.36

BY: bostic

APPROVALS

TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

ORIGINAL ON FILE

REVISIONS

D) BRAC RECONSTRUCT TRAFFIC SIGNAL SHA#: AAS805370 10/2010 TMS # J-96.
ENB
C 8/2004 - REPLACE ALL SIGNAL HEADS W/ BLACK FACED; ADD NEARSIDE SIGNAL HEADS SHA#: AT5825185
WM DAZ MAR BRK
B 9/1989 - REPLACE DETECTION ON S/B MD 713 DUE TO WIDENING
WM MAR DAZ BRK JH

PLOTTED: Wednesday, October 20, 2010 AT 05:40 PM
FILE: S:\2009\Transportation\23299.36 BRAC-MD175 @ MD 713 & Disney\CADD\ACAD SheetSets\pSG-MOT5_MD175MD713.dgn

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

MD 175 (ANNAPOLIS ROAD) AT
MD 713 (ROCKENBACH RD /RIDGE RD)
HANOVER, MD

MOT PHASE 5 - TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 3/17/1975 CONTRACT NO. AA 175-501-585

DESIGNED BY D. ZAFIRIS
DRAWN BY A. BUDNICHUH
CHECKED BY
F.A.P. NO.
COUNTY ANNE ARUNDEL
LOGMILE 02017507.31
TIMS NO. G533
TOD NO.

TS NO. 1295D5 | DRAWING SG-23.5 OF 26 | SHEET NO. 143 OF 195