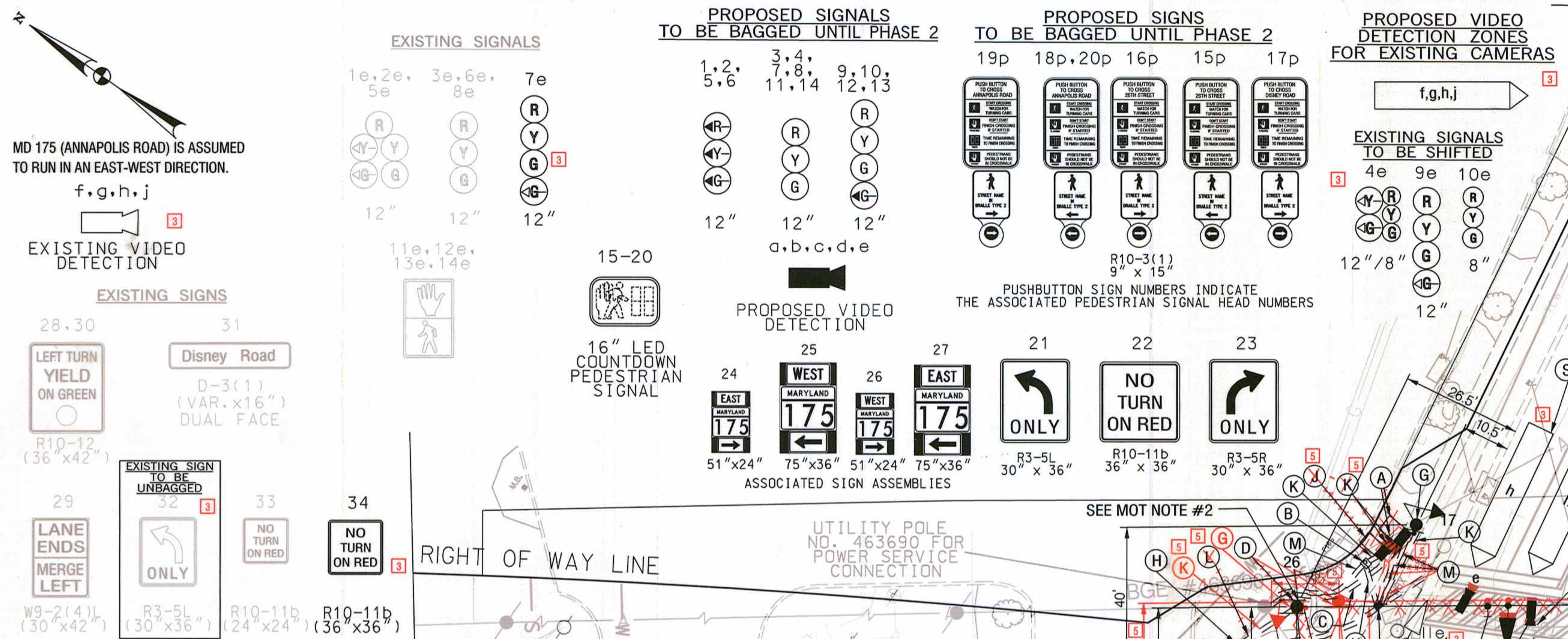

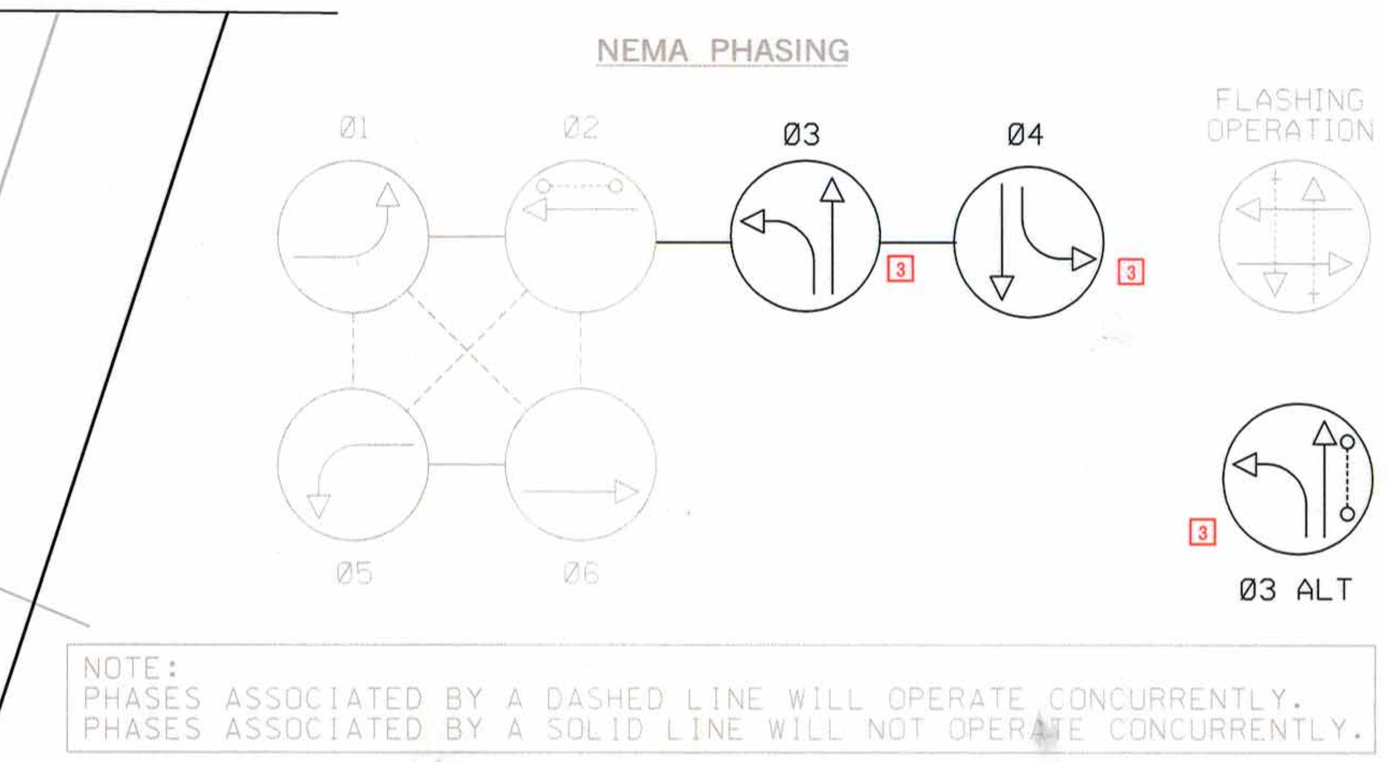

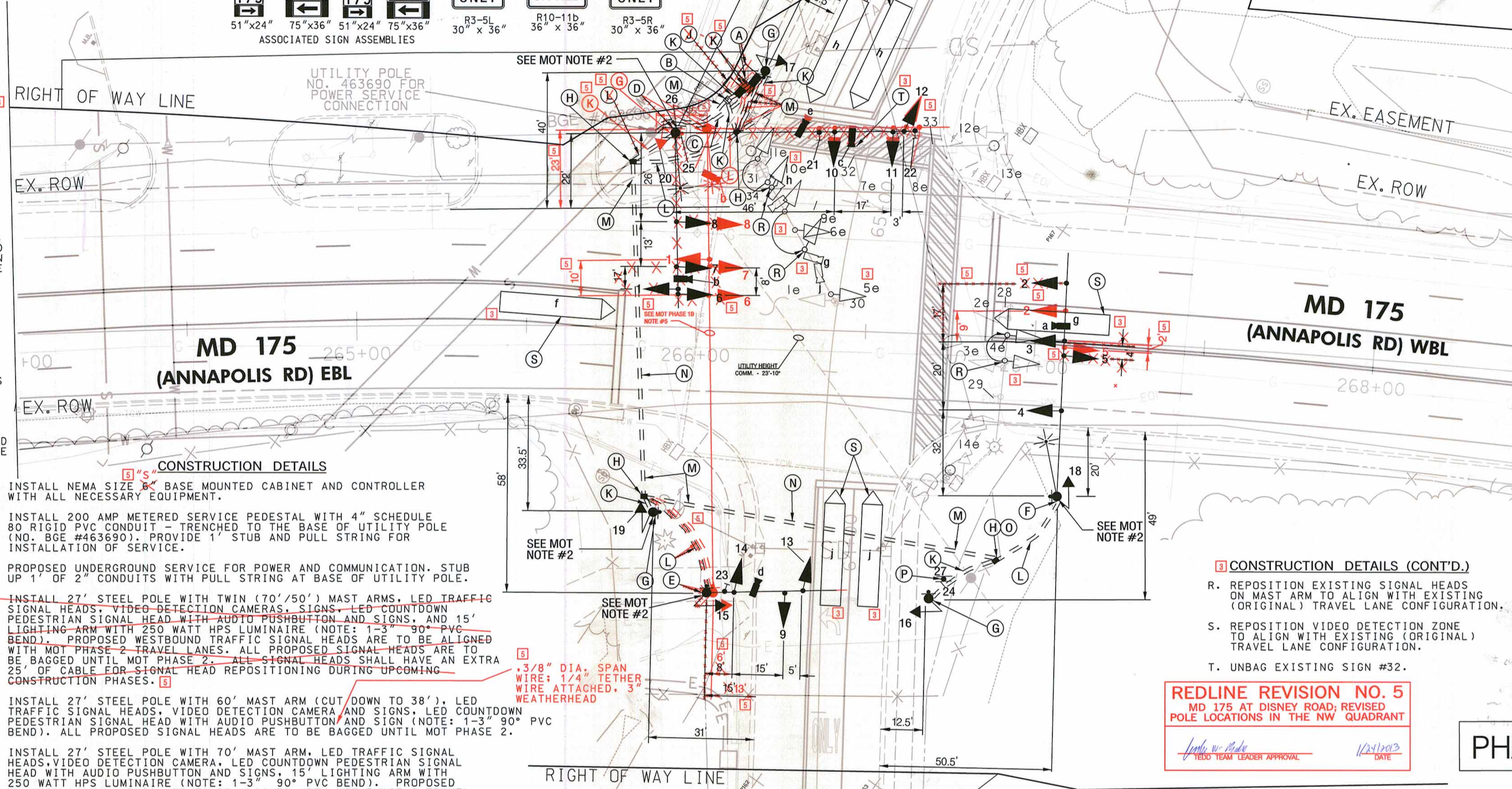

MOT PHASE 1B NOTES

1. PHASE 1 CONSTRUCTION WILL ENTAIL THE INSTALLATION OF SIGNAL POLES AND MAST ARMS, SIGNAL HEADS, VIDEO DETECTION CAMERAS AND APS PUSHBUTTONS AND SIGNS. ALL INSTALLED EQUIPMENT SHALL BE WIRED TO THE NEW CONTROLLER FOR OPERATION IN MOT PHASE 2. SIGNAL AND SIGNS SHALL BE BAGGED UNTIL THE START OF MOT PHASE 2 CONSTRUCTION.
2. POLE PLACEMENT AND FOUNDATION HEIGHT ARE CRITICAL FOR LOCATIONS IDENTIFIED ON THIS PLAN. THE CONTRACTOR SHALL CONFIRM THE FINAL GRADE PRIOR TO POLE INSTALLATION. APS PUSHBUTTONS WILL BE INSTALLED IN MOT PHASE 5.
3. INSTALL WESTBOUND TRAFFIC SIGNAL HEADS BASED ON MOT PHASE 2 TRAFFIC FLOW PATTERN.
4. THIS PLAN SHOWS VIDEO DETECTION ZONES FOR THE EXISTING CAMERAS. VIDEO DETECTION ZONES FOR THE NEWLY-INSTALLED (BAGGED) CAMERAS ARE SHOWN IN MOT PHASE 2 WHEN THEY BECOME ACTIVE. 3
5. TEMPORARY SPAN WIRE SHALL BE MOUNTED AT 26′ ON THE MAST ARM UPRIGHT STRUCTURE AND HAVE A 5% SAG TO AVOID EXCESSIVE TENSIONING OF THE SPAN WIRE. MAINTAIN 17′ MINIMUM SIGNAL HEAD ROADWAY CLEARANCE. 5

5

D. INSTALL 27′ STEEL POLE WITH TWIN (70′/50′) MAST ARMS AT STA. 266+2.2, 58.3′ LT (50′ MAST ARM SHALL BE STORED FOR INSTALLATION DURING MOT PHASE 4); 3/8″ DIA. SPAN WIRE; 1/4″ TETHER WIRE ATTACHED; LED TRAFFIC SIGNAL HEADS; VIDEO DETECTION CAMERAS; SIGNS; 3″ WEATHERHEAD AND 15′ LIGHTING ARM WITH 250 WATT HPS LUMINAIRE (NOTE: 1-3″ 90° PVC BEND). PROPOSED WEST-BOUND TRAFFIC SIGNAL HEADS AND VIDEO DETECTION CAMERA SHALL BE ALIGNED WITH MOT PHASE 2 TRAVEL LANES. ALL PROPOSED SIGNAL HEADS SHALL BE BAGGED UNTIL MOT PHASE 2. ALL SIGNAL HEADS SHALL HAVE AN EXTRA 25′ OF CABLE FOR SIGNAL HEAD REPOSITIONING DURING UPCOMING CONSTRUCTION PHASES.

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

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

BY: nrobinson

CONSTRUCTION DETAILS

A. INSTALL NEMA SIZE ~~6″~~ 5 "S" BASE MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT.

B. INSTALL 200 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 POWER AND COMMUNICATION. STUB UP 1′ OF 2″ CONDUITS WITH PULL STRING AT BASE OF UTILITY POLE.

~~D. INSTALL 27′ STEEL POLE WITH TWIN (70′/50′) MAST ARMS, LED TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERAS, SIGNS, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH AUDIO PUSHBUTTON AND SIGNS, AND 15′ LIGHTING ARM WITH 250 WATT HPS LUMINAIRE (NOTE: 1-3″ 90° PVC BEND). PROPOSED WESTBOUND TRAFFIC SIGNAL HEADS ARE TO BE ALIGNED WITH MOT PHASE 2 TRAVEL LANES. ALL PROPOSED SIGNAL HEADS ARE TO BE BAGGED UNTIL MOT PHASE 2. ALL SIGNAL HEADS SHALL HAVE AN EXTRA 25′ OF CABLE FOR SIGNAL HEAD REPOSITIONING DURING UPCOMING CONSTRUCTION PHASES.~~ 5

E. INSTALL 27′ STEEL POLE WITH 60′ MAST ARM (CUT DOWN TO 38′), LED TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERA AND SIGNS, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH AUDIO PUSHBUTTON AND SIGN (NOTE: 1-3″ 90° PVC BEND). ALL PROPOSED SIGNAL HEADS ARE TO BE BAGGED UNTIL MOT PHASE 2.

F. INSTALL 27′ STEEL POLE WITH 70′ MAST ARM, LED TRAFFIC SIGNAL HEADS,VIDEO DETECTION CAMERA, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH AUDIO PUSHBUTTON AND SIGNS, 15′ LIGHTING ARM WITH 250 WATT HPS LUMINAIRE (NOTE: 1-3″ 90° PVC BEND). PROPOSED TRAFFIC SIGNAL HEADS ARE TO BE ALIGNED WITH MOT PHASE 2 TRAVEL LANES. ALL SIGNAL HEADS SHALL HAVE AN EXTRA 25′ OF CABLE FOR SIGNAL HEAD REPOSITIONING DURING UPCOMING CONSTRUCTION PHASES.

G. INSTALL 10′ PEDESTAL POLE ON 18″ x 36″ BASE IN ACCORDANCE WITH MD STD. 801.01-01, WITH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON AND SIGNS (NOTE: 1-2″ 90° PVC BEND). ALL PROPOSED SIGNAL HEADS ARE TO BE BAGGED UNTIL MOT PHASE 2.

H. INSTALL ELECTRICAL HANDHOLE.

~~J. INSTALL NEMA SIZE 5″ BASE MOUNTED CABINET FOR BATTERY BACKUP WITH ALL NECESSARY EQUIPMENT.~~ 5

K. INSTALL 2″ SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.

L. INSTALL 3″ SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.

M. INSTALL 4″ SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.

N. INSTALL 4″ SCHEDULE 80 RIGID PVC CONDUIT- BORED.

O. RUN WIRING FOR THE PROPOSED PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON (EAST LEG CROSSING) FROM THE PROPOSED CONTROLLER TO THIS HANDHOLE. DO NOT CONNECT THE PROPOSED WIRING TO THE CONTROLLER OR TO THE PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON; LEAVE EXCESS WIRING IN THE HANDHOLE. WIRING SHALL BE USED IN MOT PHASE 2 TO OPERATE THE EXISTING PEDESTRIAN SIGNAL FOR THE MD 175 EAST LEG CROSSING FROM THE NEW CONTROLLER.

CONSTRUCTION DETAILS (CONT'D.)

P. INSTALL ASSOCIATED SIGN ASSEMBLIES BACK TO BACK ON 2 - 4″ x 6″ WOOD SUPPORT TEMPORARY.

3 CONSTRUCTION DETAILS (CONT'D.)

R. REPOSITION EXISTING SIGNAL HEADS ON MAST ARM TO ALIGN WITH EXISTING (ORIGINAL) TRAVEL LANE CONFIGURATION.

S. REPOSITION VIDEO DETECTION ZONE TO ALIGN WITH EXISTING (ORIGINAL) TRAVEL LANE CONFIGURATION.

T. UNBAG EXISTING SIGN #32.

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 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 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.

REDLINE REVISION NO. 5
MD 175 AT DISNEY ROAD; REVISED POLE LOCATIONS IN THE NW QUADRANT
[signature] TEDD TEAM LEADER APPROVAL — 1/24/2013 DATE

PHASE 1B

CENTURY ENGINEERING
CONSULTING ENGINEERS - PLANNERS
10710 GILROY ROAD
HUNT VALLEY, MD 21031
REVISION 'D' 23299.36; 27257.35

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 1B - TRAFFIC SIGNAL PLAN

APPROVALS	REVISIONS
TEAM LEADER	Ⓓ 5 REDLINE NO. 5 1/ /2013 INSTALL NEW PEDESTAL POLE IN THE NW QUADRANT, RELOCATE SIGNAL POLE — ENB
ASST. DIV. CHIEF	Ⓓ 3 REDLINE NO. 3 5/22/2012 SHOWING SIGNAL HEADS/PHASING FOR ORIGINAL LANE CONFIGURATION. — ENB
DIVISION CHIEF	Ⓓ BRAC RECONSTRUCT TRAFFIC SIGNAL SHA #. AA5805370 10/2010 TIMS NO. J-969 — ENB
OFFICE DIRECTOR (ORIGINAL ON FILE)	

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. 1959D1	DRAWING SG-03.1 OF 26	SHEET NO. 123 OF 195	

PLOTTED: Tuesday, January 22, 2013 AT 02:02 PM
FILE: S:\2009\Transportation\23299.36 BRAC-MD175 @ MD 713 & Disney\CADD\ACAD SheetSets\REDLINE REVISION 5 (DISNEY ROAD) DGN\pSG-MOT1_MD175Disney.dgn