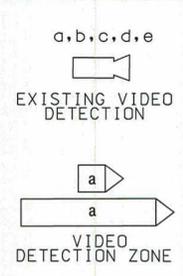
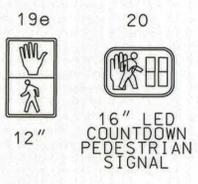
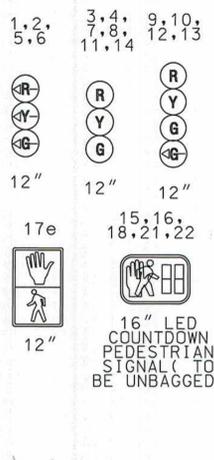


MD 175 (ANNAPOLIS ROAD) IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION.

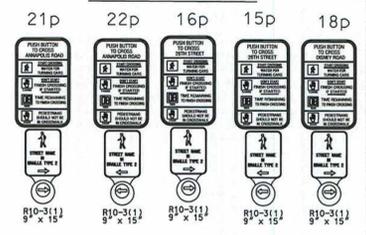
EXISTING SIGNALS TO BE BAGGED



EXISTING SIGNALS



EXISTING SIGNS TO BE UNBAGGED

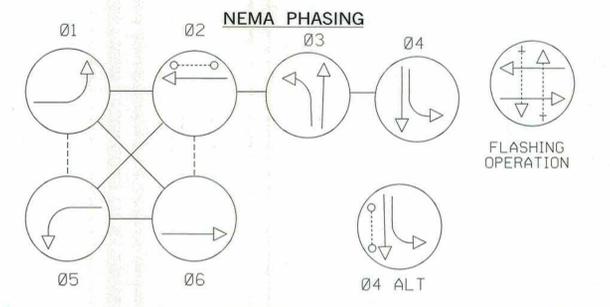
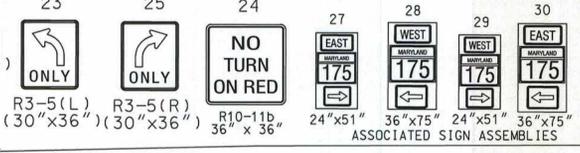


EXISTING SIGNS TO REMAIN BAGGED

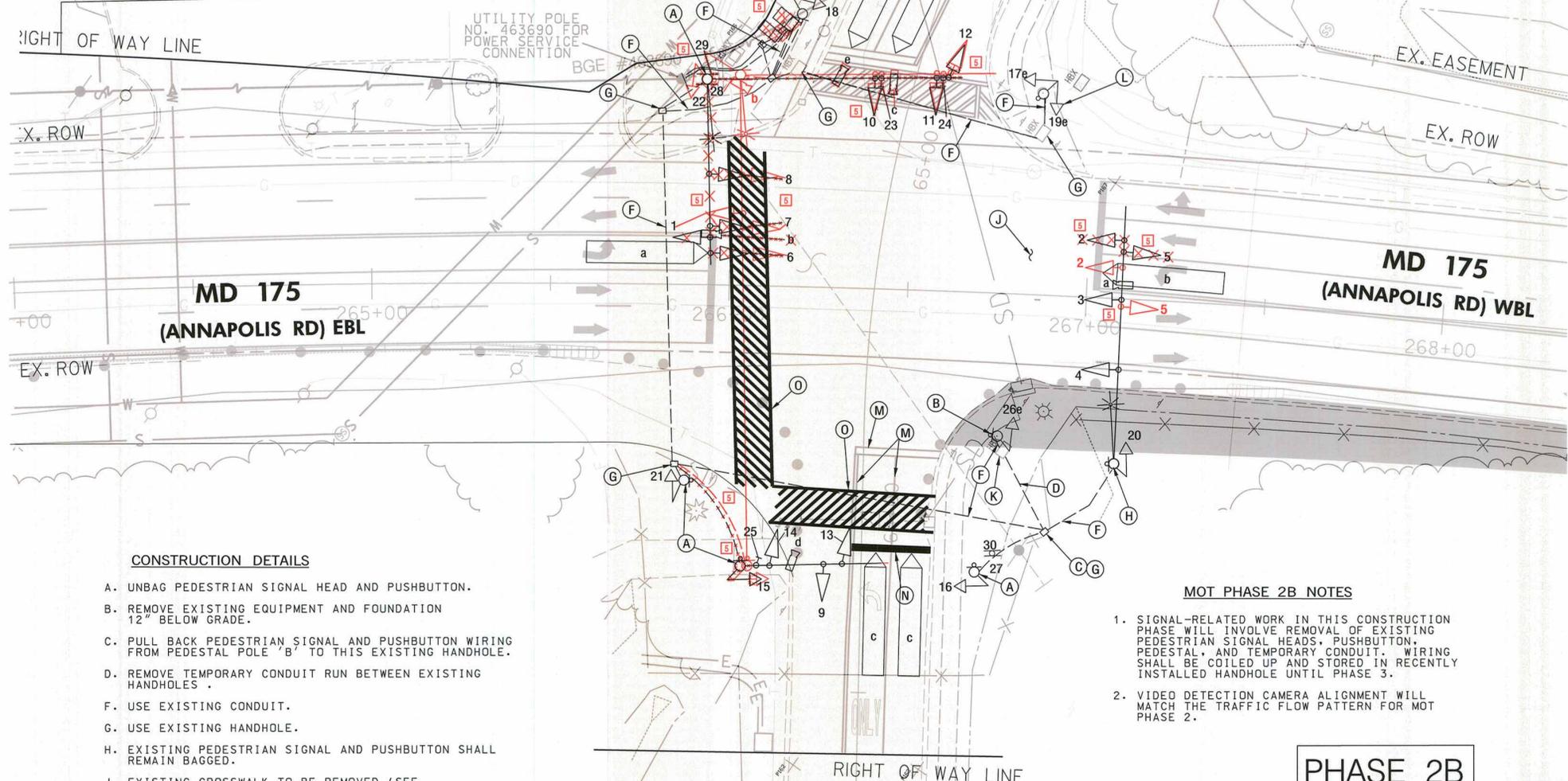


PUSHBUTTON SIGN NUMBERS INDICATE THE ASSOCIATED PEDESTRIAN SIGNAL HEAD NUMBERS

EXISTING SIGNS



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



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, 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 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 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.

CONSTRUCTION DETAILS

- A. UNBAG PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON.
- B. REMOVE EXISTING EQUIPMENT AND FOUNDATION 12" BELOW GRADE.
- C. PULL BACK PEDESTRIAN SIGNAL AND PUSHBUTTON WIRING FROM PEDESTAL POLE 'B' TO THIS EXISTING HANDHOLE.
- D. REMOVE TEMPORARY CONDUIT RUN BETWEEN EXISTING HANDHOLES.
- F. USE EXISTING CONDUIT.
- G. USE EXISTING HANDHOLE.
- H. EXISTING PEDESTRIAN SIGNAL AND PUSHBUTTON SHALL REMAIN BAGGED.
- J. EXISTING CROSSWALK TO BE REMOVED (SEE TRAFFIC CONTROL PLANS).
- K. REMOVE EXISTING HANDHOLE. CAP AND ABANDON EXISTING CONDUIT.
- L. BAG EXISTING PEDESTRIAN SIGNAL AND PUSHBUTTON.
- M. REMOVE EXISTING PAVEMENT MARKING BEYOND TEMPORARY STOP LINE.
- N. TEMPORARY STOPLINE (SEE TRAFFIC CONTROL PLANS).
- O. TEMPORARY CROSSWALK (SEE TRAFFIC CONTROL PLANS).

MOT PHASE 2B NOTES

1. SIGNAL-RELATED WORK IN THIS CONSTRUCTION PHASE WILL INVOLVE REMOVAL OF EXISTING PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, PEDESTAL, AND TEMPORARY CONDUIT. WIRING SHALL BE COILED UP AND STORED IN RECENTLY INSTALLED HANDHOLE UNTIL PHASE 3.
2. VIDEO DETECTION CAMERA ALIGNMENT WILL MATCH THE TRAFFIC FLOW PATTERN FOR MOT PHASE 2.

PHASE 2B

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

GEOMETRIC LEGEND



UTILITY LEGEND

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

BY: mrobinson

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

APPROVALS	REVISIONS
TEAM LEADER	Ø1 Ø2 Ø3 Ø4 Ø5 Ø6
ASST. DIV. CHIEF	Ø1 Ø2 Ø3 Ø4 Ø5 Ø6
DIVISION CHIEF	Ø1 Ø2 Ø3 Ø4 Ø5 Ø6
OFFICE DIRECTOR	Ø1 Ø2 Ø3 Ø4 Ø5 Ø6

REVISIONS	DATE
Ø1 Ø2 Ø3 Ø4 Ø5 Ø6	1/24/2013
Ø1 Ø2 Ø3 Ø4 Ø5 Ø6	1/24/2013
Ø1 Ø2 Ø3 Ø4 Ø5 Ø6	1/24/2013
Ø1 Ø2 Ø3 Ø4 Ø5 Ø6	1/24/2013

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 2B - TRAFFIC SIGNAL PLAN	
SCALE: 1" = 20'	ADVERTISED DATE: 4/26/984 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. 1959D2B	DRAWING SG - 09.2 OF 26
SHEET NO. 129 OF 195	