

BORDER REV. DATE: June 1, 2004

DRILL HOLES

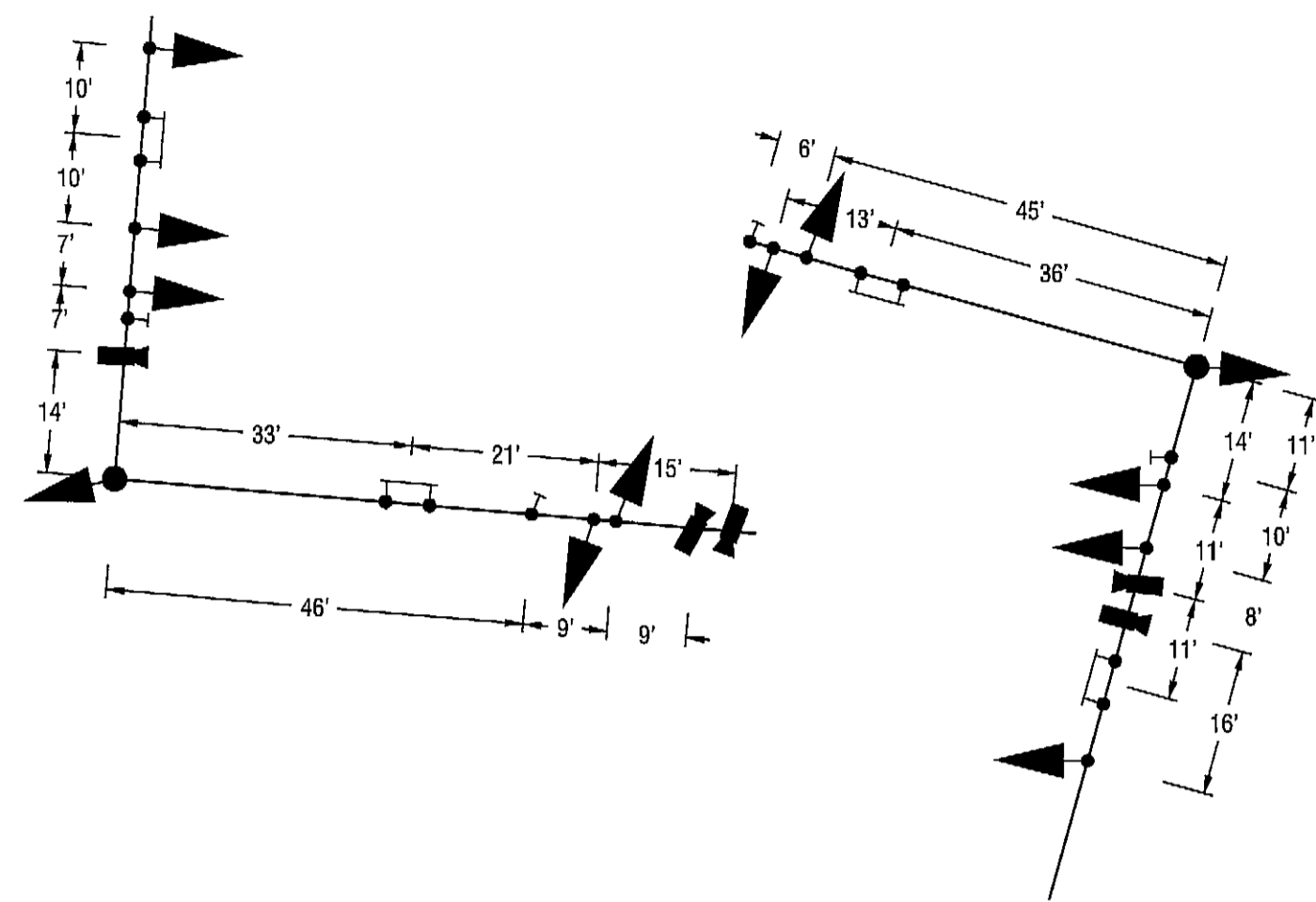
DRILL HOLES

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BY: Kurgansky -

SIGNAL HEAD / SIGN LOCATIONS

N.T.S.



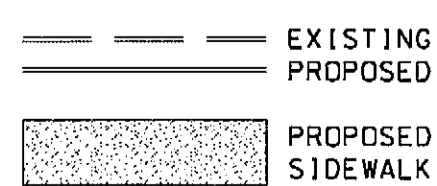
GENERAL NOTES

1. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH ADMINISTRATION STANDARDS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE. ALL INTERNAL CABINET WIRING SHALL BE PERFORMED BY SHA FORCES.
4. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
5. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN THE APPROPRIATE 800 SERIES STANDARD PLATES. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
6. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION. ALL MATERIALS TO BE REMOVED BY THE CONTRACTOR SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATIONS.
7. ALL UNUSED SIGNAL CABLES SHALL BE REMOVED AND DISPOSED.
8. THE CONTRACTOR SHALL MAINTAIN THE CONTINUOUS OPERATION OF ALL INTERCONNECT, VEHICULAR, PEDESTRIAN DETECTORS, AND LIGHTING DEVICES. IF ANY DEVICE IS DAMAGED BY THE CONTRACTOR, IT SHALL BE REPAIRED WITHIN 72 HOURS BY THE CONTRACTOR AT NO COST TO THE ADMINISTRATION AFTER NOTIFICATION BY THE ENGINEER.
9. THE CONTRACTOR SHALL REPLACE ALL CONCRETE SIDEWALK AND CURB IN KIND DUE TO DAMAGE FROM THE INSTALLATION OF CONDUIT, POLE FOUNDATIONS AND/OR HANDHOLES.

APS NOTES:

1. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"x60" LEVEL LANDING AREA WITH A CROSS SLOPE LESS THAN OR EQUAL TO 2%.
2. THE 10' MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER OF POLE TO CENTER OF POLE.
3. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
4. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.08 AND 4E.10 AND FIGURES 4E-3 AND 4E-4 AND THE NCHRP PUBLICATION, ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE. IF NOT MET THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATION UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.

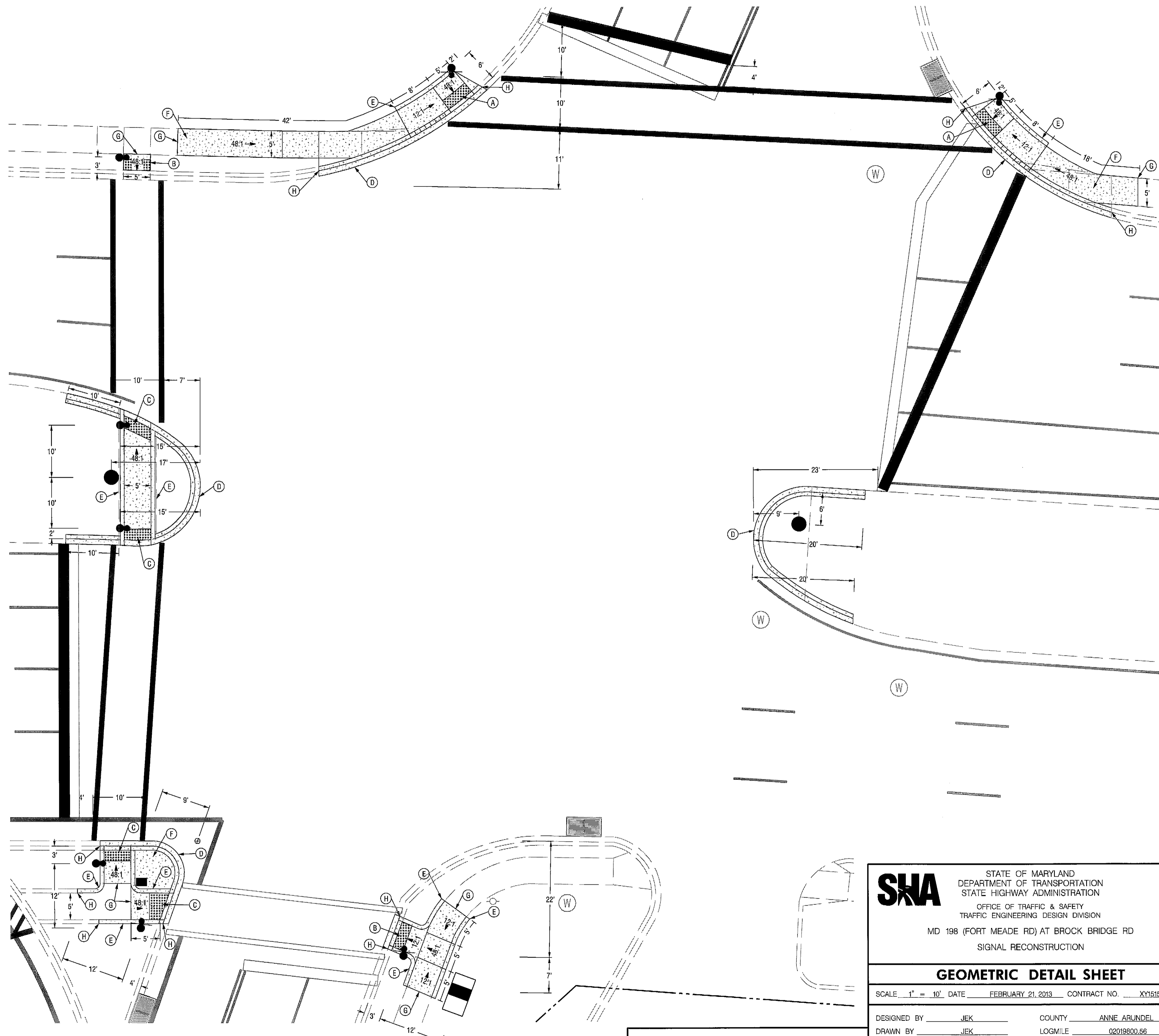
GEOMETRIC LEGEND



NOTE: SIDEWALK JOINTS SHOWN ARE APPROXIMATE.

CONSTRUCTION DETAILS

- A. INSTALL PARALLEL SIDEWALK RAMP (MD 655.12) WITH DETECTABLE WARNING SURFACE (MD 655.40).
- B. INSTALL MODIFIED PARALLEL RAMP (MD 655.12) WITH DETECTABLE WARNING SURFACE (MD 655.40).
- C. INSTALL MEDIAN CUT-THROUGH (MD 655.21) WITH DETECTABLE WARNING SURFACE (MD 655.40).
- D. INSTALL 8 IN TYPE A CURB AND GUTTER.
- E. INSTALL 8 IN CURB.
- F. INSTALL 5 IN. SIDEWALK.
- G. MATCH EXISTING SIDEWALK.
- H. MATCH EXISTING CURB.



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SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 198 (FORT MEADE RD) AT BROCK BRIDGE RD
SIGNAL RECONSTRUCTION

GEOMETRIC DETAIL SHEET

SCALE 1" = 10' DATE FEBRUARY 21, 2013 CONTRACT NO. XY1515185

DESIGNED BY JEK COUNTY ANNE ARUNDEL
DRAWN BY JEK LOG/MILE Q2019800.56
CHECKED BY KMP TMS NO. L826
F.A.P. NO. SEE TITLE SHEET TOD NO.

TS NO. 256E-DE DRAWING SG-02 OF 03 SHEET NO. 02 OF 03