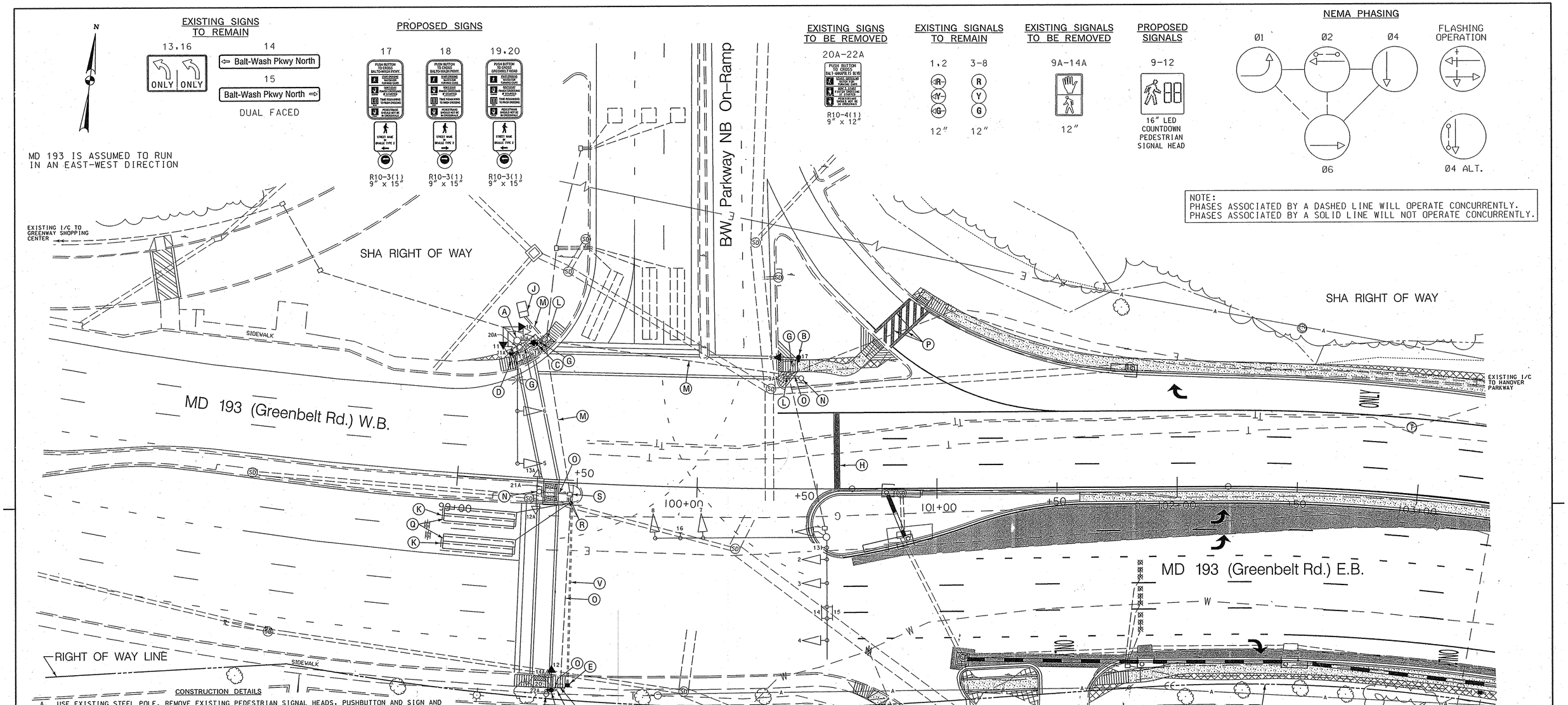

CONSTRUCTION DETAILS

A. USE EXISTING STEEL POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSHBUTTON AND SIGN AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEADS. CLEAN EXISTING DRILLED HOLE WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREA.
B. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT, R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS BALTO.-WASH. PKWY"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
C. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE (CUT ABOVE R10-3(1) SIGN) WITH BREAKAWAY BASE, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS BALTO.-WASH. PKWY."). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).
D. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE (CUT ABOVE R10-3(1) SIGN) WITH BREAKAWAY BASE, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS GREENBELT RD."). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).
E. INSTALL HANDHOLE.
F. USE EXISTING PEDESTAL POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSHBUTTON AND SIGN. INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD. DISCONNECT EXISTING PEDESTRIAN SIGNAL HEAD 5-CONDUCTOR ELECTRICAL CABLE AND CONNECT ELECTRICAL CABLE TO NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD. CLEAN EXISTING DRILLED HOLE WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREA.
G. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
H. INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
J. USE EXISTING CABINET AND CONTROLLER. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON BASE UNIT. (NOTE: SHA FORCES SHALL RETROFIT DETECTOR RACK).
K. ABANDON EXISTING LOOP DETECTOR.
L. USE EXISTING HANDHOLE AND ADJUST TO GRADE.
M. USE EXISTING CONDUIT.
N. REMOVE EXISTING PEDESTAL POLE. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.
O. CAP AND ABANDON EXISTING CONDUIT.
P. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALK.
Q. INSTALL 6 FT. x 30 FT. (3-6-3 WINDING) QUADRUPOLE TYPE LOOP DETECTOR ENCASSED IN 1/4 IN. FLEXIBLE TUBING.
R. INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT. (FOR DETECTOR WIRE SLEEVE)
S. USE EXISTING HANDHOLE. SPLICE NEW LOOP WIRES TO EXISTING 2-CONDUCTOR ELECTRICAL CABLES (ALUMINUM SHIELDED) NO. 14 A.W.G.
T. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT, R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS GREENBELT RD."). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
U. REMOVE EXISTING HANDHOLE.
V. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - SLOTTED.

GENERAL NOTES

1. 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 MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
2. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITIY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
3. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
6. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
7. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60"X60" LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
8. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E-02 AND THE LATEST EDITION OF THE NCHRP PUBLICATION, 'ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE.' IF NOT MET, THE CONTRACTOR IS TO STOP WORK UNTIL THE CONFLICT IS RESOLVED. IF NECESSARY, A WAIVER SHALL BE BE OBTAINED, SIGNED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFEY.
9. THE CONTRACTOR SHALL DELIVER APS CONTROL UNIT TO SHOP FOR TESTING AND PROGRAMMING.
10. FOR FINAL PAVEMENT MARKINGS REFER TO THE PAVEMENT MARKING PLANS. OTHER THAN THOSE DETAILED ON THE PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
11. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
12. THE SIGNAL CONTRACTOR SHALL DETERMINE IF ANY WORK BY OTHER CONTRACTORS CAN NOT BE COMPLETED UNTIL INSTALLATION OF SIGNAL EQUIPMENT IS COMPLETE. THE SIGNAL CONTRACTOR SHALL NOTIFY OTHER CONTRACTORS OF THIS WORK.
13. REFER TO SHEET 2 FOR DIMENSIONS OF SIGNAL EQUIPMENT AND PAVEMENT MARKINGS WITHIN INTERSECTION.
14. PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEEL CHAIR LOCATED ON THE LEVEL LANDING AREA, DOES NOT HAVE TO REACH MORE THAT 18 IN.
15. THE 10 FT. SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON, NOT CENTER OF POLE.

SPECIAL NOTE:

THE TACTILE ARROWS FOR THE AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTONS SHALL BE LOCATED PARALLEL TO THE CROSSWALK FOR WHICH THEY APPLY.

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

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APPROVALS
ORIGINAL ON FILE
TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

REVISIONS
(C) INSTALL AUDIBLE PEDESTRIAN SIGNALS SHA. NO. PG679821 5/09/2007
SRB NML CJS
(B) INSTALL PEDESTRIAN PUSHBUTTONS AND INDICATIONS 6717 9/2001
CJS
(A) REDLINE REVISION TO RELOCATE MAST ARM POLES (TRAFFIC GROUP) 4/1992
DJD

PLOTTED: 05-11-2007
FILE: n:\31556-092\cadd\pSG-P003_M193.dgn

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

MD 193 (Greenbelt Road) and B/W Parkway Ramps

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' DATE 5/18/1988 CONTRACT NO. 2385472502879

DESIGNED BY J. Boling
DRAWN BY J. Boling
CHECKED BY D. Doda
FAP NO.
COUNTY Prince George's
LOGMILE 16019306.97
TIMS NO.
TOD NO.

TS NO. 2486 C DRAWING TSP-3 - 3 OF 6 SHEET NO. OF

BY: sbloss