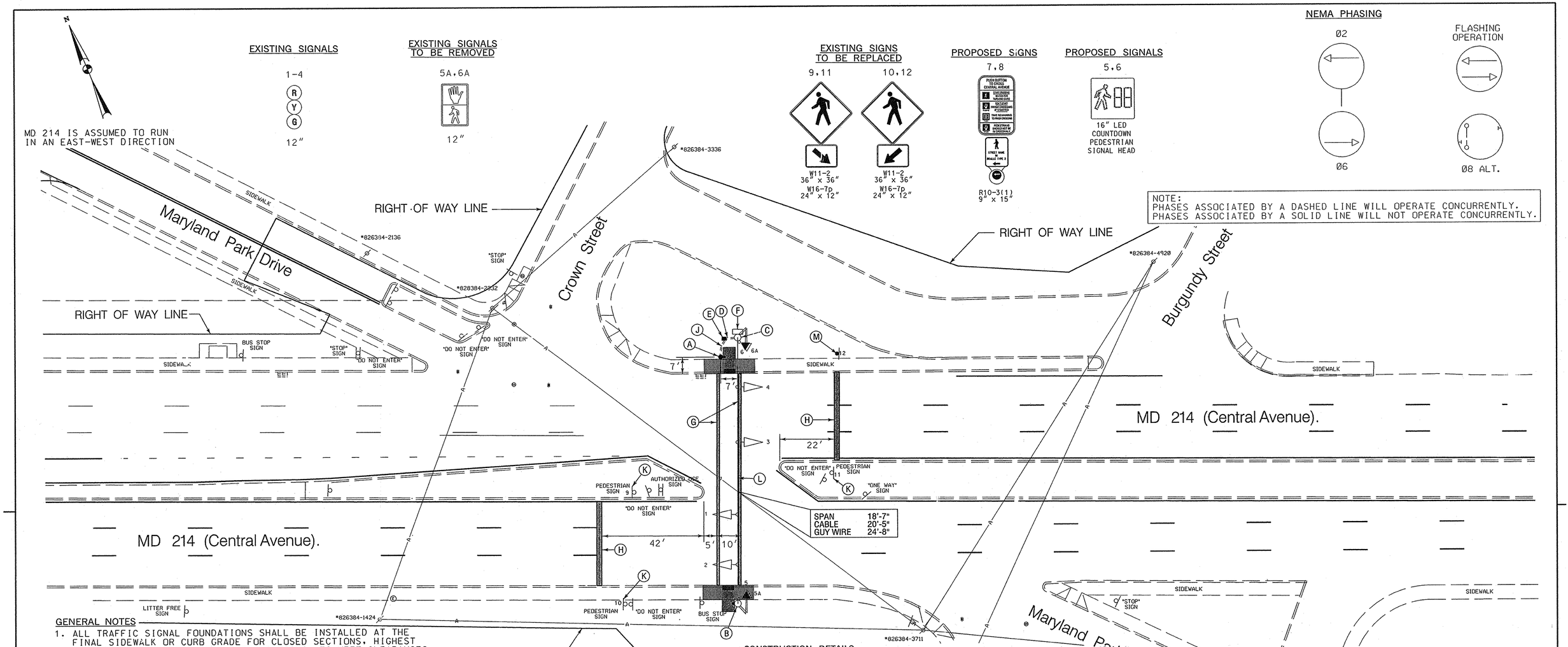

GENERAL NOTES

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 AND CABINET 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. PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA. DOES NOT HAVE TO REACH MORE THAN 18 IN.
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. 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 OBTAINED, SIGNED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
12. THE CONTRACTOR SHALL DELIVER APS CONTROL UNIT TO SHOP FOR TESTING AND PROGRAMMING.
13. INSTALL CONDUIT AND LOOP DETECTORS PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS. REFER TO SIGNING AND PAVEMENT MARKING PLANS FOR ADDITIONAL DETAILS.
14. VERIFY GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
15. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
16. REFER TO IFB FOR ADA RAMP STANDARDS AND DETAILS

CONSTRUCTION DETAILS

A. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE (CUT TO 5 FT.) WITH BREAKAWAY BASE, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSHBUTTON TO CROSS CENTRAL AVENUE"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
B. USE EXISTING STEEL STRAIN POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSHBUTTON AND R10-4(1) SIGN. INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD AND AUDIBLE/ TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSHBUTTON TO CROSS CENTRAL AVENUE").CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREAS.
C. USE EXISTING STEEL STRAIN POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSHBUTTON AND R10-4(1) SIGN. INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEADS. CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREAS. TIE PROPOSED 2 IN. PVC CONDUT INTO EXISTING 2 IN. CONDUIT BEND IN POLE BASE.
D. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED. TIE INTO EXISTING 2 IN. CONDUIT BEND IN POLE BASE.
E. INSTALL ELECTRICAL HANDHOLE.
F. USE EXISTING POLE MOUNTED CABINET AND CONTROLLER. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON BASE UNIT.
G. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.
H. INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOPLINE.
J. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
K. REMOVE EXISTING SIGN. INSTALL NEW W11-2 AND W16-7P SIGNS ON EXISTING WOOD SIGN SUPPORTS.
L. USE EXISTING SPAN WIRE. INSTALL 1/4 IN. TETHER SPAN WIRE. (NOTE: BOTTOM TETHER TRAFFIC SIGNAL HEADS AND SIGNS.)
M. INSTALL W11-2 (36 IN. x 36 IN.) AND W16-7P (24 IN. x 12 IN.) MOUNTED ON ONE 4 IN. x 6 IN. WOOD SIGN SUPPORT.(L=18'-0")

GEOMETRIC LEGEND
EXISTING
PROPOSED

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

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

REVISIONS
(A) INSTALL COUNTDOWN AND AUDIBLE PEDESTRIAN SIGNALS CONTRACT NO. P06695177 8/12/07
BRD NML

TSP-1

SHA
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 214 (Central Avenue) and
Crown Street/Maryland Park Drive

SIGNALIZATION PLAN

SCALE 1" = 20' DATE CONTRACT NO.
DESIGNED BY COUNTY PRINCE GEORGES
DRAWN BY LOGMILE 16021400.33
CHECKED BY TIMS NO. 1528
FAP NO. SEE TITLE SHEET TOD NO.

TS NO. 4664A | DRAWING TSP-1 | OF TSP-5 | SHEET NO. OF

PLOTTED: 10-24-2007
FILE: n:\31558-093\CADD\pSG-P001_md214.dgn

BY: bdonoway