EXISTING SIGNALS TO BE REMOVED

3A,6A,8A, 9A,11A,12A — 12"
2A,5A — 12"
1A,4A — 12"/8"
7A,10A — 8"
13A,14A — 12"

PROPOSED SIGNALS

1,4 — 12"/8" LED
2,5 — 12" LED
3,6,7,8,9,10,11,12 — 12" LED
13,14 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL

MD 214 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

EXISTING SIGNS TO REMAIN

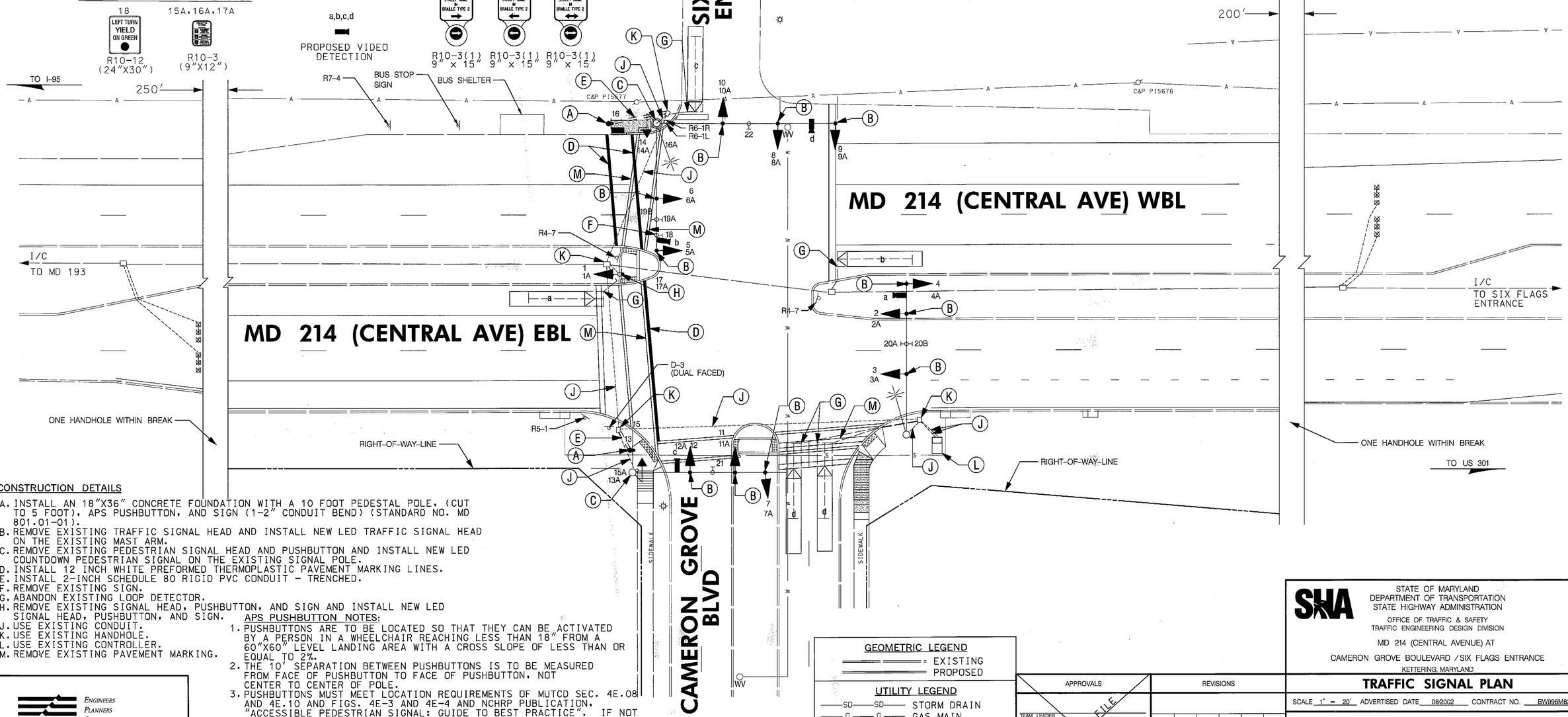
21 — EAST MARYLAND 214 WEST — D-3(2) (VAR.x16") DUAL FACED
22 — WEST MARYLAND 214 EAST — D-3(2) (VAR.x16") DUAL FACED
19A,20B — Cameron Grove Blvd — D-3(2) (VAR.x16") DUAL FACED
19B,20A — Cameron Grove Blvd — D-3(2) (VAR.x16") DUAL FACED

15, 16, 17 — PUSH BUTTON TO CROSS CENTRAL AVENUE; START CROSSING WATCH FOR TURNING CARS; DON'T START FINISH CROSSING IF STARTED; TIME REMAINING TO FINISH CROSSING; PEDESTRIANS SHOULD NOT BE IN CROSSWALK; STREET NAME IN SMALLE TYPE 2 — R10-3(1) 9" x 15"

EXISTING SIGNS TO BE REMOVED

18 — LEFT TURN YIELD ON GREEN — R10-12 (24"X30")
15A,16A,17A — R10-3 (9"X12")

a,b,c,d — PROPOSED VIDEO DETECTION



GENERAL NOTES

1. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
3. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
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. 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.
7. 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.
8. RIGHT-OF-WAY INFORMATION AS SHOWN ON SIGNAL PLAN OF RECORD.

NEMA PHASING

Ø1 Ø2 Ø4 Ø5 Ø6 Ø8 — FLASHING OPERATION — Ø4 ALT.

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

CONSTRUCTION DETAILS

A. INSTALL AN 18"X36" CONCRETE FOUNDATION WITH A 10 FOOT PEDESTAL POLE, (CUT TO 5 FOOT), APS PUSHBUTTON, AND SIGN (1-2" CONDUIT BEND) (STANDARD NO. MD 801.01-01).
B. REMOVE EXISTING TRAFFIC SIGNAL HEAD AND INSTALL NEW LED TRAFFIC SIGNAL HEAD ON THE EXISTING MAST ARM.
C. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON AND INSTALL NEW LED COUNTDOWN PEDESTRIAN SIGNAL ON THE EXISTING SIGNAL POLE.
D. INSTALL 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES.
E. INSTALL 2-INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
F. REMOVE EXISTING SIGN.
G. ABANDON EXISTING LOOP DETECTOR.
H. REMOVE EXISTING SIGNAL HEAD, PUSHBUTTON, AND SIGN AND INSTALL NEW LED SIGNAL HEAD, PUSHBUTTON, AND SIGN.
J. USE EXISTING CONDUIT.
K. USE EXISTING HANDHOLE.
L. USE EXISTING CONTROLLER.
M. REMOVE EXISTING PAVEMENT MARKING.

APS PUSHBUTTON 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 OF LESS THAN OR EQUAL TO 2%.
2. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
3. PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.08 AND 4E.10 AND FIGS. 4E-3 AND 4E-4 AND NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNAL: 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, OFFICE OF TRAFFIC AND SAFETY.
4. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
5. SIGNAL POLES WITH PUSHBUTTONS MAY HAVE THE FOUNDATION INSTALLED AS PART OF THE CURB OR SIDEWALK OR AS DIRECTED BY THE ENGINEER.

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: TEAM LEADER; ASST. DIV. CHIEF; DIVISION CHIEF; OFFICE DIRECTOR — ORIGINAL ON FILE

REVISIONS
ADA/CPS UPGRADES 05/2013
NEW DETECTION/LED SIGNALS
SHA NO. XY1515185 TIMS NO. L811
KCI
A.AS-BUILT

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

MD 214 (CENTRAL AVENUE) AT
CAMERON GROVE BOULEVARD / SIX FLAGS ENTRANCE
KETTERING, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' ADVERTISED DATE 08/2002 CONTRACT NO. BW996M82

DESIGNED BY M. HOWELL — COUNTY PRINCE GEORGE'S
DRAWN BY M. HOWELL — LOGMILE 16021407.673
CHECKED BY T. ZAYDELWAH — TIMS NO.
F.A.P. NO. — TOD NO.

TS NO. 4205B | DRAWING SG-1 OF 3 | SHEET NO. 4 OF 9

PLOTTED: "11:49 AM on Tuesday, June 11, 2013"
FILE: M:\2009\0199919.92\drawings\pSG-P027_MD214.dgn

BY: John Borkowski Division: P068 Highway Traff GMA Emp
BORDER REV: DATE: March12720907
DRILL HOLES