

EXISTING SIGNS TO BE REMOVED

16
LEFT TURN YIELD ON GREEN
R10-12 (30"x36")

MD 337 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

PROPOSED SIGNS

21
R4-7(2) (18"x24") @ 15°

22
W11-2(R) FY (36"x36")
M6-2(R) FY (21"x15")

23
W11-2(L) FY (36"x36")
M6-2(L) FY (21"x15")

PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN

17
ALLENTOWN RD
R10-3(1) (9" X 15")

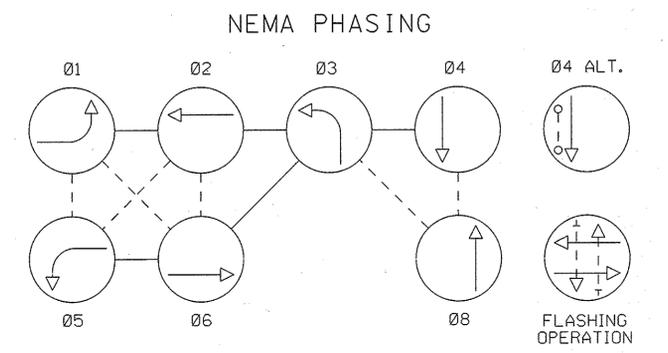
18
ALLENTOWN RD
R10-3(1) (9" X 15")

EXISTING SIGNALS TO REMAIN

1,2,5,6 3,4, 11
7-10,12

12" 12" 12"

EXISTING SIGNALS TO BE REMOVED



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

EXISTING SIGNS TO REMAIN

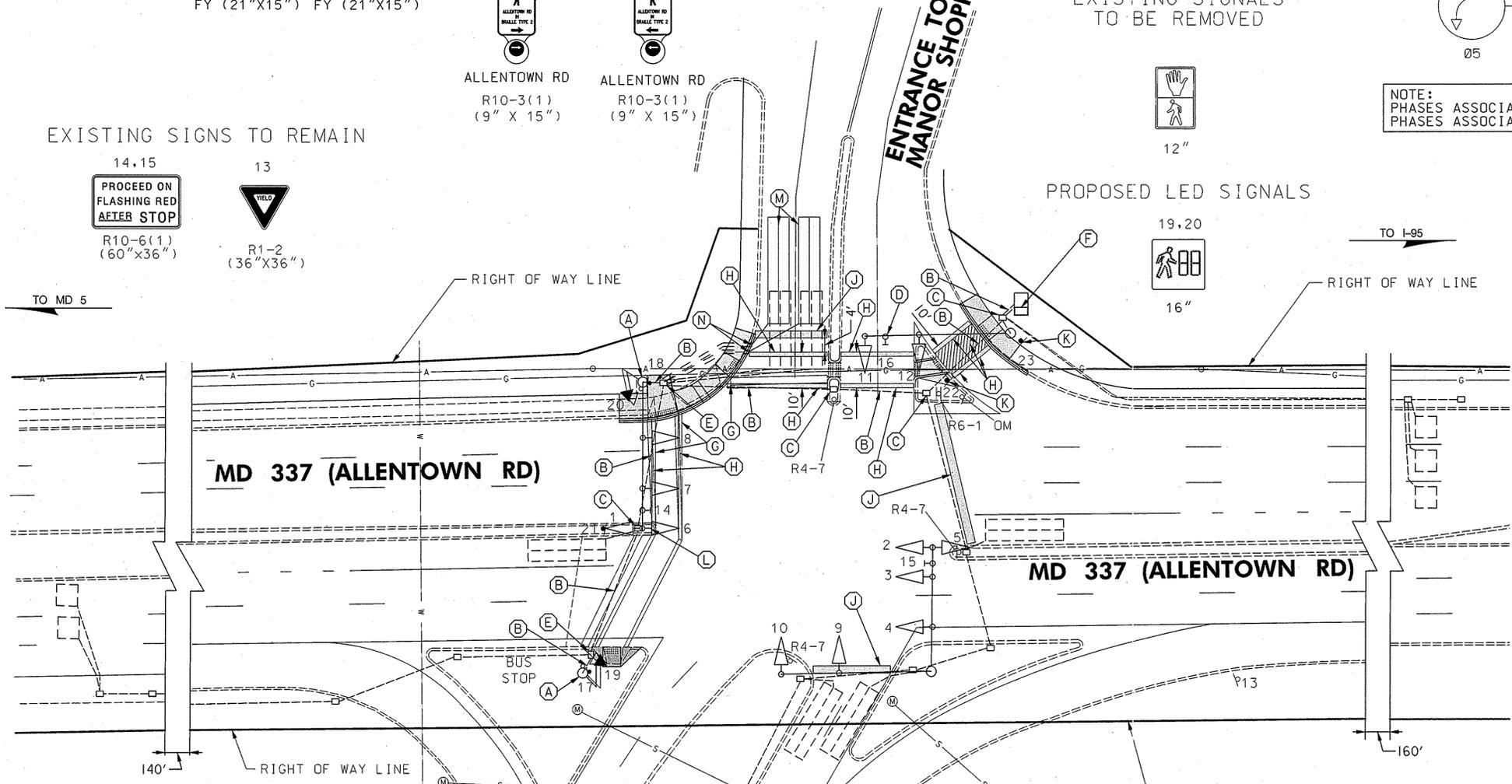
14,15
PROCEED ON FLASHING RED AFTER STOP
R10-6(1) (60"x36")

13
YIELD
R1-2 (36"x36")

PROPOSED LED SIGNALS

19,20
16"

- GENERAL NOTES
1. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE.
 3. ALL UNUSED CABLE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.
 4. UNDERGROUND 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 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.
 6. ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER AT 410-787-7652 TO COORDINATE.
 7. LOCATION OF ACCESSIBLE PEDESTRIAN PUSHBUTTONS MUST MEET THE LOCATION REQUIREMENTS OF THE MUTCD, SECTION 4E-09 AND FIGURE 4E-2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNAL: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL THE CONFLICT HAS BEEN RESOLVED. IF NEEDED, A DESIGN WAIVER SHALL BE OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
 8. INSTALL PVC SLEEVE FOR SIGNS IN SIDEWALK AREAS.
 9. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM 60"x60" LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN 2%.
 10. 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"
 11. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.



CONSTRUCTION DETAILS

- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON FROM EXISTING SIGNAL POLE. INSTALL PROPOSED LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, APS PUSHBUTTON AND SIGN (ORIENTED PARALLEL TO CROSSWALK). PLUG ALL UNUSED HOLES.
- USE EXISTING CONDUIT.
- USE EXISTING HANDHOLE.
- REMOVE EXISTING MAST ARM MOUNTED SIGN.
- ADJUST EXISTING HANDHOLE TO BE FLUSH WITH PROPOSED SIDEWALK HEIGHT.
- USE EXISTING CABINET.
- REMOVE EXISTING PAVEMENT MARKING.
- INSTALL 12 INCH WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING.
- INSTALL 24 INCH (2-12 INCH) WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING.
- INSTALL 4"x4" WOOD SUPPORT WITH W11-2 AND M6-2 SIGNS.
- INSTALL 4"x4" WOOD SUPPORT WITH R4-7 SIGN AT 15 DEGREES.

SPECIAL NOTE:
FOR SIDEWALK AND RAMP DETAILS REFER TO SEPARATE SIDEWALK PLANS.

CONSTRUCTION DETAILS CONTINUED

- INSTALL 6'X30' QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4" FLEXIBLE TUBING (3-6-3 WINDING) AND SPLICE TO EXISTING 2-C ALUMINUM SHIELDED CABLE IN HANDBOX. LOOP SHALL BE PLACED 1' BEHIND STOP LINE. ABANDON EXISTING LOOP.
- INSTALL 1" RIGID GALVANIZED STEEL CONDUIT (FOR DETECTOR SLEEVE).

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

TEAM LEADER
ASSY. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

REVISIONS

E	ADD APS PUSHBUTTONS AND COUNTDOWN PED HEADS AXI 7851/33 04/02/07	
MRB	DAE	ADD APS PUSHBUTTONS AND COUNTDOWN PED HEADS AXI 7851/33 04/02/07
D	CHANGE E/P LEFT TURNS ON MD 337 TO PART TIME EXCLUSIVE TMS D-403 5/99	
JAH		

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 337 (ALLENTOWN ROAD) AT
COMMAND DRIVE
CAMP SPRINGS, MARYLAND
TRAFFIC SIGNAL PLAN

SHA CONSTRUCTION NO. PG586A51

SCALE 1" = 20' DATE 8/22/17 CONTRACT NO. _____

DESIGNED BY _____ COUNTY PRINCE GEORGES
DRAWN BY STEVE RENZI LOGMILE 16033701J2
CHECKED BY _____ TMS NO. I-509
FAP NO. P-407-501-385 TOD NO. _____

TS NO. 598E DRAWING OF SHEET NO. 18 OF 23

PLOTTED: MARCH 2007
FILE: K:\projects\104-1041\Task04.dgn