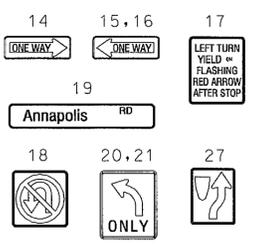
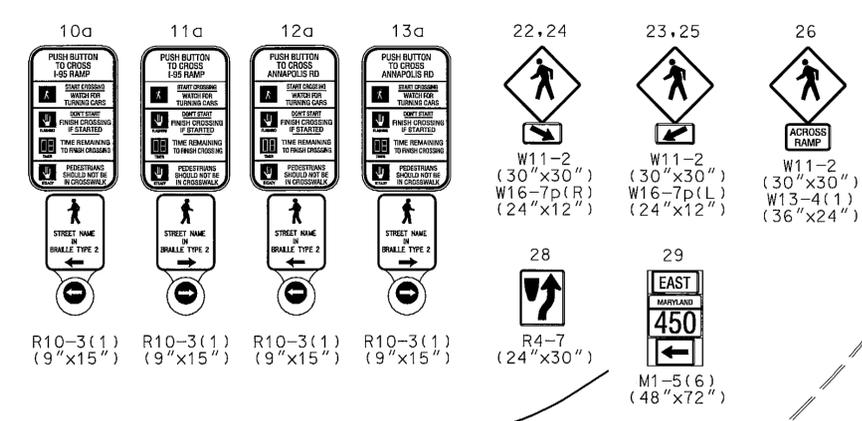


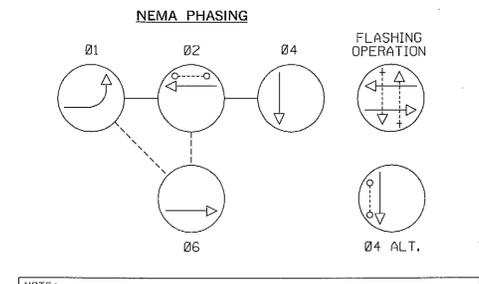
**EXISTING SIGNS**



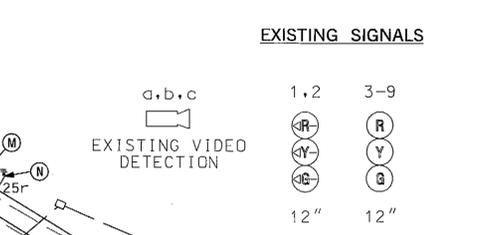
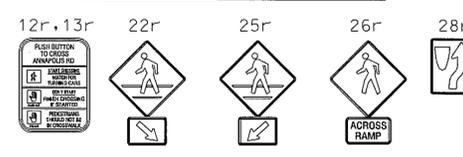
**PROPOSED SIGNS**



**PROPOSED SIGNALS**



**EXISTING SIGNALS TO BE REMOVED**



**CONSTRUCTION DETAILS**

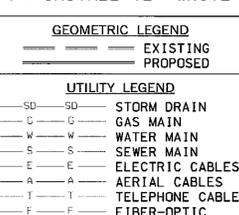
- A. INSTALL 10' PEDESTAL POLE ON MODIFIED BASE WITH BREAKAWAY COUPLINGS (MD 801.01-01), COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE / TACTILE PUSHBUTTON AND SIGN (NOTE: INSTALL 1-3" 90° SCHEDULE 80 PVC CONDUIT BEND).
- B. INSTALL 10' PEDESTAL POLE (CUT TO 5') ON MODIFIED BASE WITH BREAKAWAY COUPLINGS (MD 801.01-01), AUDIBLE / TACTILE PUSHBUTTON AND SIGN (NOTE: INSTALL 1-3" 90° SCHEDULE 80 PVC CONDUIT BEND).
- C. INSTALL 3" SCHEDULE 80 PVC CONDUIT (TRENCHED).
- D. USE EXISTING CABINET AND CONTROLLER.
- E. USE EXISTING HANDHOLE.
- F. USE EXISTING CONDUIT.
- G. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PEDESTRIAN PUSHBUTTON AND PEDESTRIAN EDUCATION SIGN FROM EXISTING SIGNAL POLE AND INSTALL PROPOSED COUNTDOWN PEDESTRIAN SIGNAL HEADS.
- H. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PEDESTRIAN PUSHBUTTON AND SIGN FROM EXISTING PEDESTAL POLE AND INSTALL PROPOSED COUNTDOWN PEDESTRIAN SIGNAL HEAD AND AUDIBLE / TACTILE PUSHBUTTON AND SIGN.
- J. REMOVE EXISTING PEDESTAL POLE AND ALL ASSOCIATED EQUIPMENT. REMOVE FOUNDATION 12IN. BELOW GRADE AND BACKFILL.
- K. CAP AND ABANDON EXISTING CONDUIT.
- L. USE EXISTING HANDHOLE. ADJUST HANDHOLE TO SIDEWALK GRADE.
- M. INSTALL PROPOSED GROUND MOUNTED SIGN ON 4"x6" WOOD POST.
- N. REMOVE EXISTING GROUND MOUNTED SIGN.
- P. INSTALL 12" WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING.
- Q. INSTALL 24" WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING.
- R. RAMPS, CUT THRU AND DETECTABLE WARNING SURFACES TO BE INSTALLED PER THE SIDEWALK PLANS.
- S. REMOVE EXISTING PAVEMENT MARKING.
- T. REMOVE EXISTING STAMPED CONCRETE BRICK PATTERN CROSSWALK.
- U. INSTALL/REPLACE SIDEWALK PER SIDEWALK PLANS.
- V. INSTALL PROPOSED GROUND MOUNTED SIGN ON 4"x4" WOOD POST.
- W. PULL BACK MEDIAN NOSE PER SIDEWALK PLANS.
- X. INSTALL PROPOSED SIGN ON EXISTING SIGNAL POLE.

**GENERAL NOTES**

- 1. FOR FINAL PAVEMENT MARKINGS, REFER TO THE SIDEWALK PLANS, AS APPLICABLE; OTHER THAN THOSE DETAILED ON THE PLAN, ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
- 2. FOR FINAL SIDEWALK RAMP DETAILS, REFER TO THE SIDEWALK PLANS. ALL SIDEWALK RAMPS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
- 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- 4. 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.
- 5. 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.
- 6. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
- 7. 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.
- 8. THE QUANTITY FOR CONCRETE SIDEWALK REPLACED AS A RESULT OF THE INSTALLATION OF SIGNAL EQUIPMENT SHALL BE ACCOUNTED FOR WITH THE QUANTITY OF CONCRETE SIDEWALK SHOWN IN THE SIDEWALK PLANS.

**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 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. 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.09 AND FIG. 4E.2 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.



 100 South Charles Street Baltimore, MD 21201-2727 Phone: 410-727-5900 Fax: 410-727-4608	APPROVALS TEAM LEADER ASST. DIV. CHIEF DIVISION CHIEF OFFICE DIRECTOR	REVISIONS F UPGRADE EXISTING PED SIGNALS TO APSPCS TMS#K179 CONTRACT #AX7035168 KMP OSWJUB RAE EOR TCH E MODIFY EB SIGNAL HEADS FROM EP TO FL LT RED ARROW TMS#F704 CONTRACT # SF-SIGNAL 022003 WM MAR DAZ BRK D ADD PED SIGNALS WEST LEG BLACK FACE SIGNALS, RECURT LOOPS. TMS#E107 CONTRACT # FG3265184 102201 DLA WM MAR DAZ BAK TH	<b>TRAFFIC SIGNAL PLAN</b> SCALE 1" = 20' DATE JUNE 15, 1973 CONTRACT NO. 420-000-385 DESIGNED BY COUNTY PRINCE GEORGE'S DRAWN BY LOGMILE 16045004.57 CHECKED BY TMS NO. K179 FAP NO. U-931-(2) TOD NO. TS NO. 953F DRAWING <b>SG-01</b> OF 02 SHEET NO. 12 OF 15
	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION OFFICE OF TRAFFIC & SAFETY TRAFFIC ENGINEERING DESIGN DIVISION <b>MD 450 AND I-95 SB RAMP</b> SIGNAL MODIFICATION NEW CARROLLTON, MD		