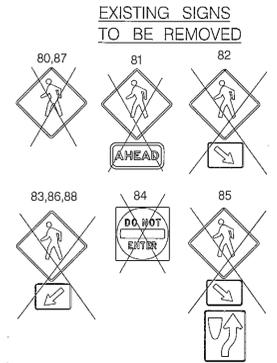
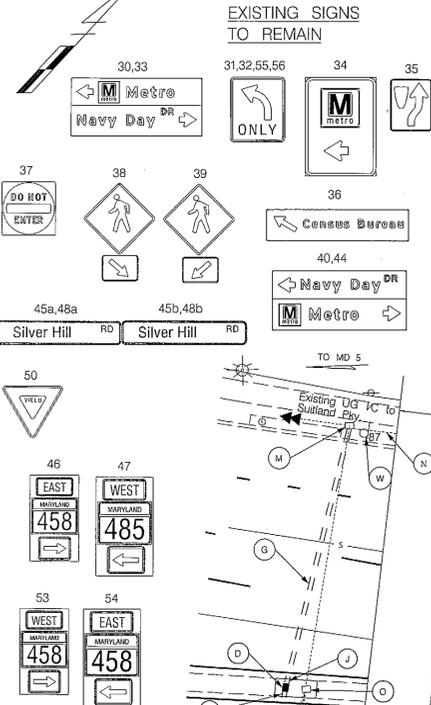
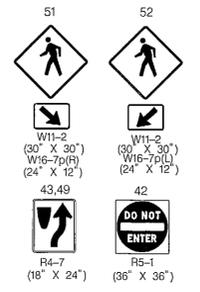


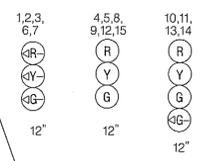
MD 458 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION



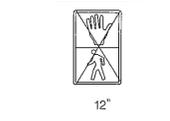
PROPOSED SIGNS



EXISTING SIGNALS TO REMAIN



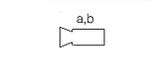
EXISTING SIGNALS TO BE REMOVED



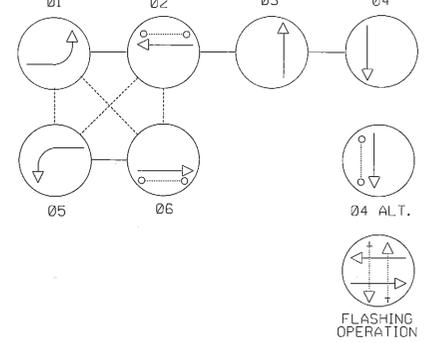
PROPOSED LED SIGNALS



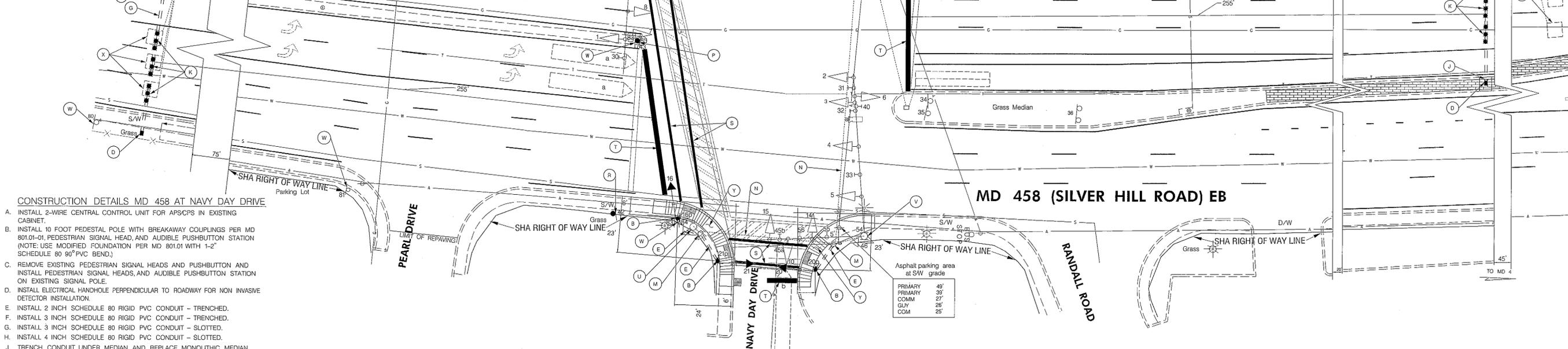
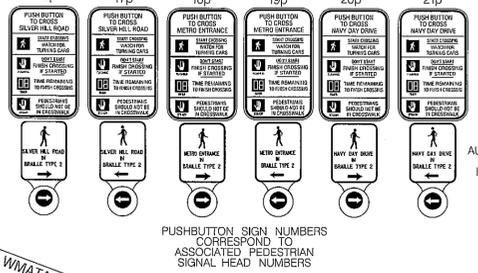
EXISTING VIDEO DETECTION CAMERA



NEMA PHASING

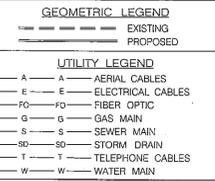


PROPOSED APS SIGNS



CONSTRUCTION DETAILS MD 458 AT NAVY DAY DRIVE

- A. INSTALL 2-WIRE CENTRAL CONTROL UNIT FOR APS/CS IN EXISTING CABINET.
- B. INSTALL 10 FOOT PEDESTAL POLE WITH BREAKAWAY COUPLINGS PER MD 801.01-01, PEDESTRIAN SIGNAL HEAD, AND AUDIBLE PUSHBUTTON STATION (NOTE: USE MODIFIED FOUNDATION PER MD 801.01 WITH 1-2" SCHEDULE 80 90° PVC BEND).
- C. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND PUSHBUTTON AND INSTALL PEDESTRIAN SIGNAL HEADS, AND AUDIBLE PUSHBUTTON STATION ON EXISTING SIGNAL POLE.
- D. INSTALL ELECTRICAL HANDHOLE PERPENDICULAR TO ROADWAY FOR NON INVASIVE DETECTOR INSTALLATION.
- E. INSTALL 2 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- F. INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- G. INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT - SLOTTED.
- H. INSTALL 4 INCH SCHEDULE 80 RIGID PVC CONDUIT - SLOTTED.
- J. TRENCH CONDUIT UNDER MEDIAN AND REPLACE MONOLITHIC MEDIAN.
- K. INSTALL NON INVASIVE DETECTOR WITH 500 FOOT LEAD IN CABLE, CENTERED IN THROUGH LANE.
- L. ADJUST EXISTING HANDHOLE TO GRADE.
- M. USE EXISTING HANDHOLE.
- N. USE EXISTING CONDUIT, REMOVE UNUSED WIRES.
- O. REMOVE ELECTRICAL HANDHOLE, CAP AND ABANDON CONDUIT.
- P. INSTALL GROUND MOUNTED SIGN ON 4" X 4" WOOD POST.
- R. INSTALL GROUND MOUNTED SIGN ON 4" X 6" WOOD POST.
- S. INSTALL CROSSWALK WITH 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.
- T. INSTALL STOP LINE WITH 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.



- U. REMOVE EXISTING PEDESTAL POLE, ALL ATTACHED EQUIPMENT, WIRES, AND FOUNDATION 12" BELOW GRADE, BACKFILL, CAP AND ABANDON CONDUIT.
- V. REMOVE ALL EXISTING PEDESTRIAN SIGNAL HEADS AND PUSHBUTTONS FROM SIGNAL POLE.
- W. REMOVE GROUND MOUNTED SIGN AND SUPPORT.
- X. ABANDON EXISTING VEHICLE DETECTORS.
- Y. SEE DRAWING SG-09 FOR PEDESTRIAN FACILITIES.
- Z. PULL BACK INTERCONNECT CABLE FROM CONTROLLER AND REROUTE TO CONTROLLER THROUGH NEW CONDUIT RUN.

GENERAL NOTES

1. ALL EQUIPMENT NOT DETAILED FOR REMOVAL SHALL REMAIN.
2. THE CONTRACTOR SHALL INVENTORY ALL EXISTING PAVEMENT MARKINGS BEFORE GRINDING. FINAL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE ROADWAY PLANS, OTHER THAN THOSE DETAILED ON THE PLAN, AND ALL PAVEMENT MARKING CONFLICTS SHALL BE RESOLVED BY THE SHA ENGINEER. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS.
3. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE 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 TERMINAL AND PROPERLY LABELING EACH CABLE.
6. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING THE PROPOSED SIGNAL EQUIPMENT. IF UTILITY CONFLICTS ARISE, THE CONTRACTOR SHALL CONTACT THE SHA ENGINEER.

7. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, AND THE 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 INSTALLATION OF ALL SIGNAL EQUIPMENT.
8. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
9. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 INCHES FROM A FIVE FOOT X FIVE FOOT LEVEL LANDING AREA WITH A CROSS SLOPE NO GREATER THAN 2%.
10. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTON 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 LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED AND APPROVED BY THE DIRECTOR OF THE OFFICE OF TRAFFIC AND SAFETY.
11. THE 10' MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.

WAE Williams Associates-Engineers, P.A.
777 State Route 3 N, Suite D
Gambills, Maryland 21054
Phone: 410-728-1004
Facsimile: 410-728-1000

APPROVALS	REVISIONS
<p>TEAM LEADER</p> <p>ASST. DIV. CHIEF</p> <p>DIVISION CHIEF</p> <p>OFFICE DIRECTOR</p>	<p>① UPGRADE PEDESTRIAN SIGNALS TO APS/CS, ADD RAMPS, PASSAGE DETECTION.</p> <p>01-2013 SHA NO. PG7885777 K099</p> <p>WAE [Signature]</p> <p>A. INSTALLATION OF VIDEO DETECTION 092005</p> <p>LM JMcC</p>

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 458 (SILVER HILL ROAD)
AT NAVY DAY DRIVE/METRO ENTRANCE
SUITLAND, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' ADVERTISED DATE September 1995 CONTRACT NO. WMATA 1F0091

DESIGNED BY ZAJ COUNTY PRINCE GEORGE'S
DRAWN BY ZAJ LOGMILE 16045801.05
CHECKED BY S.RENZI TMS NO. 1
F.A.P. NO. TOD NO.

TS NO. 3514-B DRAWING SG-08 OF 23 SHEET NO. OF