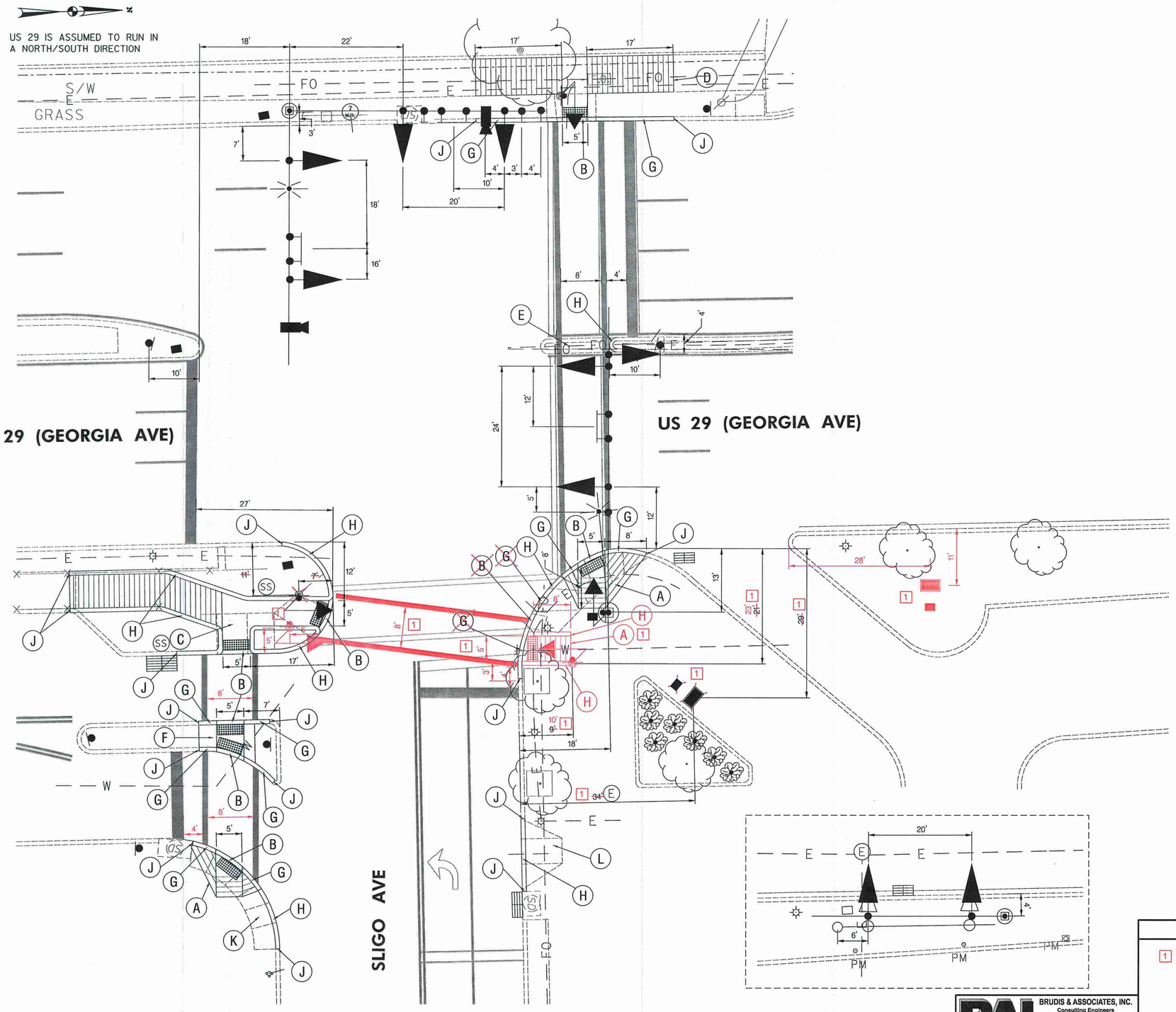

APS NOTES

1. PUSH BUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
2. THE 10' SEPARATION BETWEEN PUSH BUTTONS IS TO BE MEASURED FROM FACE OF PUSH BUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
3. PUSH BUTTON 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 PUSH BUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
5. APS WILL FUNCTION AS FOLLOWS:

   TO CROSS GEORGIA AVENUE
   A. WHEN A PEDESTRIAN LOCATES AND PRESSES THE PUSHBUTTON FOR AN EXTENDED TIME, THE PUSHBUTTON UNIT WILL ANNOUNCE THE FOLLOWING MESSAGE:
   "WAIT TO CROSS GEORGIA AT SLIGO."
   B. WHEN THE "WALK" PHASE BEGINS, THE MESSAGE WILL BE A RAPID TICK, WHICH WILL LAST FOR THE DURATION OF THE "WALK" PHASE.

   TO CROSS SLIGO AVENUE
   A. WHEN A PEDESTRIAN LOCATES AND PRESSES THE PUSHBUTTON FOR AN EXTENDED TIME, THE PUSHBUTTON UNIT WILL ANNOUNCE THE FOLLOWING MESSAGE:
   "WAIT TO CROSS SLIGO AT GEORGIA."
   B. WHEN THE "WALK" PHASE BEGINS, THE MESSAGE WILL BE A RAPID TICK, WHICH WILL LAST FOR THE DURATION OF THE "WALK" PHASE.
6. ALL TRUNCATED DOMES (ON DETECTABLE WARNING SURFACES) ARE TO BE INSTALLED TO ALIGN WITH THE CROSSWALK.

GEOMETRIC CONSTRUCTION DETAILS:

A. INSTALL PERPENDICULAR SIDEWALK RAMP (STANDARD NO. MD 655.11) WITH DETECTABLE WARNING SURFACE (STANDARD NO. MD 655.40)
B. INSTALL DEPRESSED STANDARD TYPE A COMBINATION CURB AND GUTTER (STANDARD NO. MD 620.02).AND TIE IT TO EXISTING CURB AND GUTTER.
C. INSTALL NEW CUT-THROUGH MEDIAN AND ISLAND OPENINGS (MD STD. 655.21).
D. INSTALL COMBINATION SIDEWALK RAMP (STANDARD NO. 655.13) WITH DETECTABLE WARNING SURFACE (STANDARD NO. MD 655.40)
E. PATCH WITH HMA SUPPAV 19.0mm FDP PG 64-22 LEV 4 (STD. SPECS. FOR CONSTRUCTION AND MATERIALS 505)
F. REMOVE EXISITNG CUT-THROUGH AND INSTALL NEW CUT-THROUGH MEDIAN AND ISLAND OPENINGS (MD STD. 655.21).
G. INSTALL STANDARD TYPE A CATCH-UP COMBINATION CURB AND GUTTER (STANDARD NO. MD 620.02).
H. INSTALL STANDARD TYPE A COMBINATION CURB AND GUTTER (STANDARD NO. MD 620.02)
J. TIE INTO EXISTING CURB AND GUTTER.
K. REMOVE EXISTING SIDEWALK RAMP AND REPLACE WITH 5 IN. CONCRETE SIDEWALK.
L. REMOVE EXISTING SIDEWALK RAMP AND REPLACE WITH DECORATIVE BRICKS.

1 RK&K
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SHA
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

US 29 (GEORGIA AVE) AT SLIGO AVE
TRAFFIC SIGNAL DESIGN
SILVER SPRING, MD

REVISIONS	SIGNALIZATION PLAN SHEET
1 REDLINE NO. 1 07/20/2010 UPDATE CABINET LOCATION & RAMP	SCALE 1" = 10' DATE 07/2009 CONTRACT NO. MO2165168
	DESIGNED BY MS COUNTY MONTGOMERY
	DRAWN BY MS LOGMILE 15002900.39
	CHECKED BY JB TIMS NO. J721
	F.A.P. NO. TOD NO.
	TS NO. 4285B DRAWING 2 OF 3 SHEET NO. 15 OF 26

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