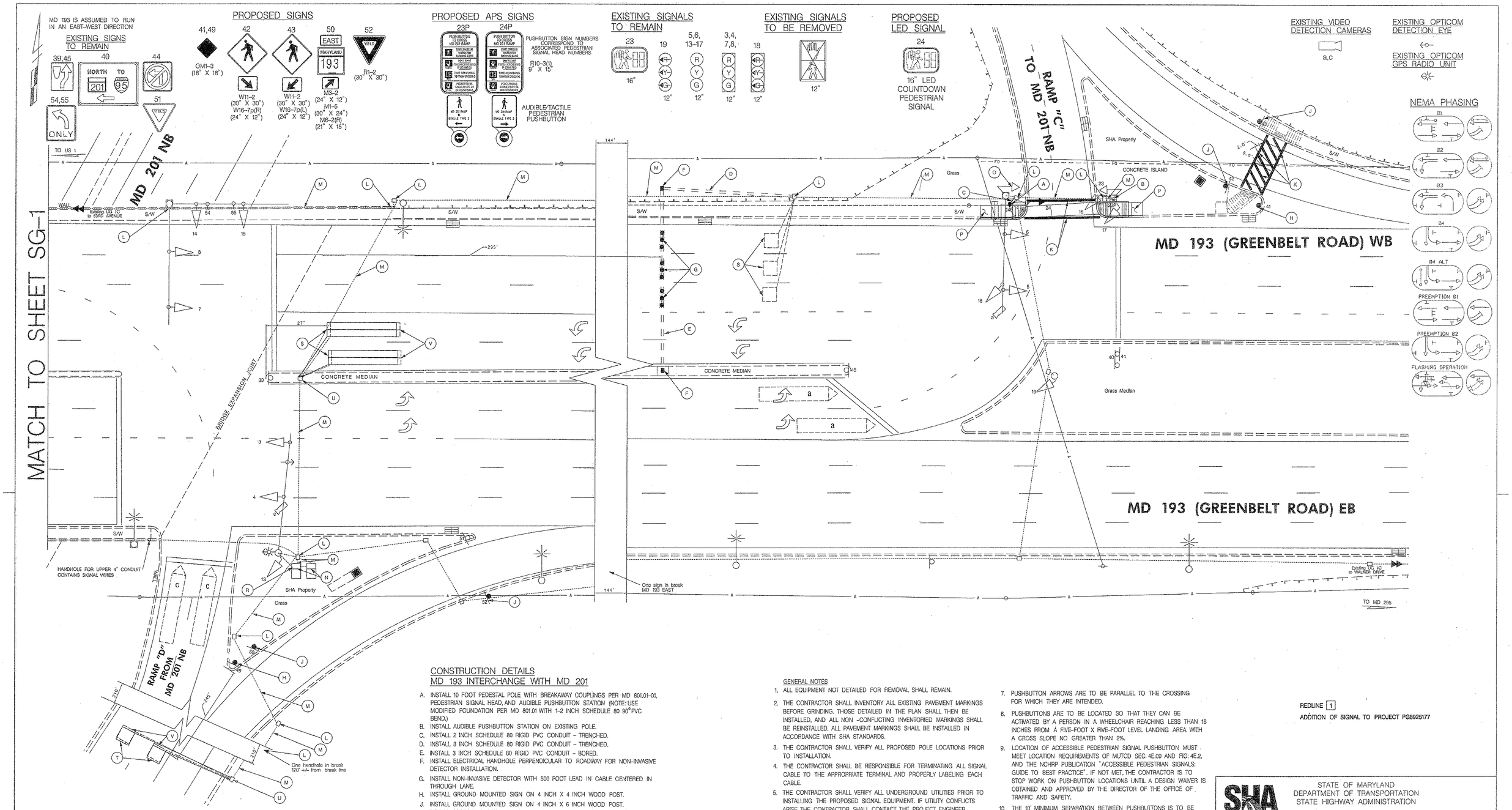

CONSTRUCTION DETAILS
MD 193 INTERCHANGE WITH MD 201

A. 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 INCH SCHEDULE 80 90° PVC BEND.)
B. INSTALL AUDIBLE PUSHBUTTON STATION ON EXISTING POLE.
C. INSTALL 2 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
D. INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
E. INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT - BORED.
F. INSTALL ELECTRICAL HANDHOLE PERPENDICULAR TO ROADWAY FOR NON-INVASIVE DETECTOR INSTALLATION.
G. INSTALL NON-INVASIVE DETECTOR WITH 500 FOOT LEAD IN CABLE CENTERED IN THROUGH LANE.
H. INSTALL GROUND MOUNTED SIGN ON 4 INCH X 4 INCH WOOD POST.
J. INSTALL GROUND MOUNTED SIGN ON 4 INCH X 6 INCH WOOD POST.
K. INSTALL CROSSWALK WITH 12 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.
L. USE EXISTING HANDHOLE, REMOVE ALL UNUSED WIRES.
M. USE EXISTING CONDUIT, REMOVE ALL UNUSED WIRES.
N. USE EXISTING CABINETS.
O. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD FROM POLE.
P. SEE SHEET SG-3 FOR PEDESTRIAN FACILITIES.
R. INSTALL 2-WIRE CENTRAL CONTROL UNIT IN EXISTING CABINET.
S. SAW CUT AND INSTALL 6' X 20' LOOP DETECTOR (3-6-3 TURNS) AND CONNECT TO EXISTING HANDHOLE.
T. SAW CUT AND INSTALL 6' X 6' LOOP DETECTOR (4 TURNS) AND CONNECT TO EXISTING HANDHOLE.
U. INSTALL TWO 1 INCH LIQUID TIGHT FLEXIBLE NON METALIC CONDUIT FOR DETECTOR SLEEVES IN EXISTING HANDHOLE.
V. ABANDON EXISTING VEHICLE DETECTORS.

GENERAL NOTES

1. ALL EQUIPMENT NOT DETAILED FOR REMOVAL SHALL REMAIN.
2. THE CONTRACTOR SHALL INVENTORY ALL EXISTING PAVEMENT MARKINGS BEFORE GRINDING. THOSE DETAILED IN THE PLAN SHALL THEN BE INSTALLED, AND ALL NON -CONFLICTING INVENTORIED MARKINGS SHALL BE REINSTALLED. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS.
3. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINAL AND PROPERLY LABELING EACH CABLE.
5. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING THE PROPOSED SIGNAL EQUIPMENT. IF UTILITY CONFLICTS ARISE, THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
6. 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.
7. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
8. 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%.
9. 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.
10. THE 10' MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.

REDLINE 1
ADDITION OF SIGNAL TO PROJECT PG8925177

GEOMETRIC LEGEND
EXISTING
PROPOSED

UTILITY LEGEND
A — AERIAL CABLES
E — ELECTRICAL CABLES
FO — FIBER OPTIC
G — GAS MAIN
S — SEWER MAIN
SD — STORM DRAIN
T — TELEPHONE CABLES
W — WATER MAIN

Williams Associates-Engineers, P.A.
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Facsimile: 410-729-1009

APPROVALS	
TEAM LEADER	ORIGINAL ON FILE
ASST. DIV. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS	
E. UPGRADE EXISTING PEDESTRIAN SIGNALS TO APS/CPS, ADA RAMPS, PG8925177 NOVEMBER 2012	2014/1274
WAE	
D. INSTALL OPTICOM DETECTOR EYE EB MD 193 AND SB RAMP FROM MD 201 200	
CEI	

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

MD 193 (GREENBELT ROAD)
INTERCHANGE WITH MD 201 (KENILWORTH AVENUE)
GREENBELT, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' ADVERTISED DATE 1/30/1984 CONTRACT NO. P474-501-371

DESIGNED BY
DRAWN BY DLA
CHECKED BY
F.A.P. NO.
COUNTY PRINCE GEORGE'S
LOGMILE 18019305.83
TIMS NO.
TOD NO.

TS NO. 1931E | DRAWING SG-2 OF 3 | SHEET NO. 13 OF 26

PLOTTED: Monday, November 12, 2012 AT 10:36 AM
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BY: mhusselbee