EXISTING SIGNS TO REMAIN

43 NORTH MARYLAND 197 — Shield Assem. 48" x 75"
45 SOUTH MARYLAND 197 — Shield Assem. 48" x 75"
46 SOUTH MARYLAND 197 — Shield Assem. 30" x 51"
44 NORTH MARYLAND 197 — Shield Assem. 30" x 51"
25,26,32,33 Town Center Blvd — D-3(2) VAR. x 16"
23,24,27 30,31,35 ONLY — R 3-5(L) 30" x 36"
28 — R 3-6(L) 30" x 36"
29,36 ONLY — R 3-5(R) 30" x 36"
47-50 — R 4-7 24" x 30"
51 RIGHT LANE MUST TURN RIGHT — R 3-7(R) 30" x 30"

PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN

37, 38 — MD 197 R10-3(1) 9"x15"
39,41, 40,42 — TOWN CENTER BLVD. R10-3(1) 9"x15"

PROPOSED SIGNS

34 ONLY — R 3-5(R) 30" x 36"

PROPOSED PED. SIGNALS

17-22 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD

EXISTING TRAFFIC SIGNALS

1-3,6-8 — 12"
4,5,9,10,16 — 12"
12,15 — 12"
13 — 12"
11,14 — 8"/12"

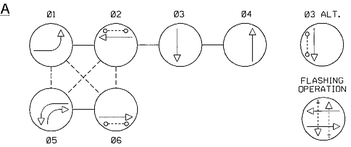
EXISTING SIGNALS TO BE REMOVED

12"

EXISTING VIDEO DETECTION CAMERA

a,b — VIDEO DETECTION CAMERA

PROPOSED NEMA PHASING

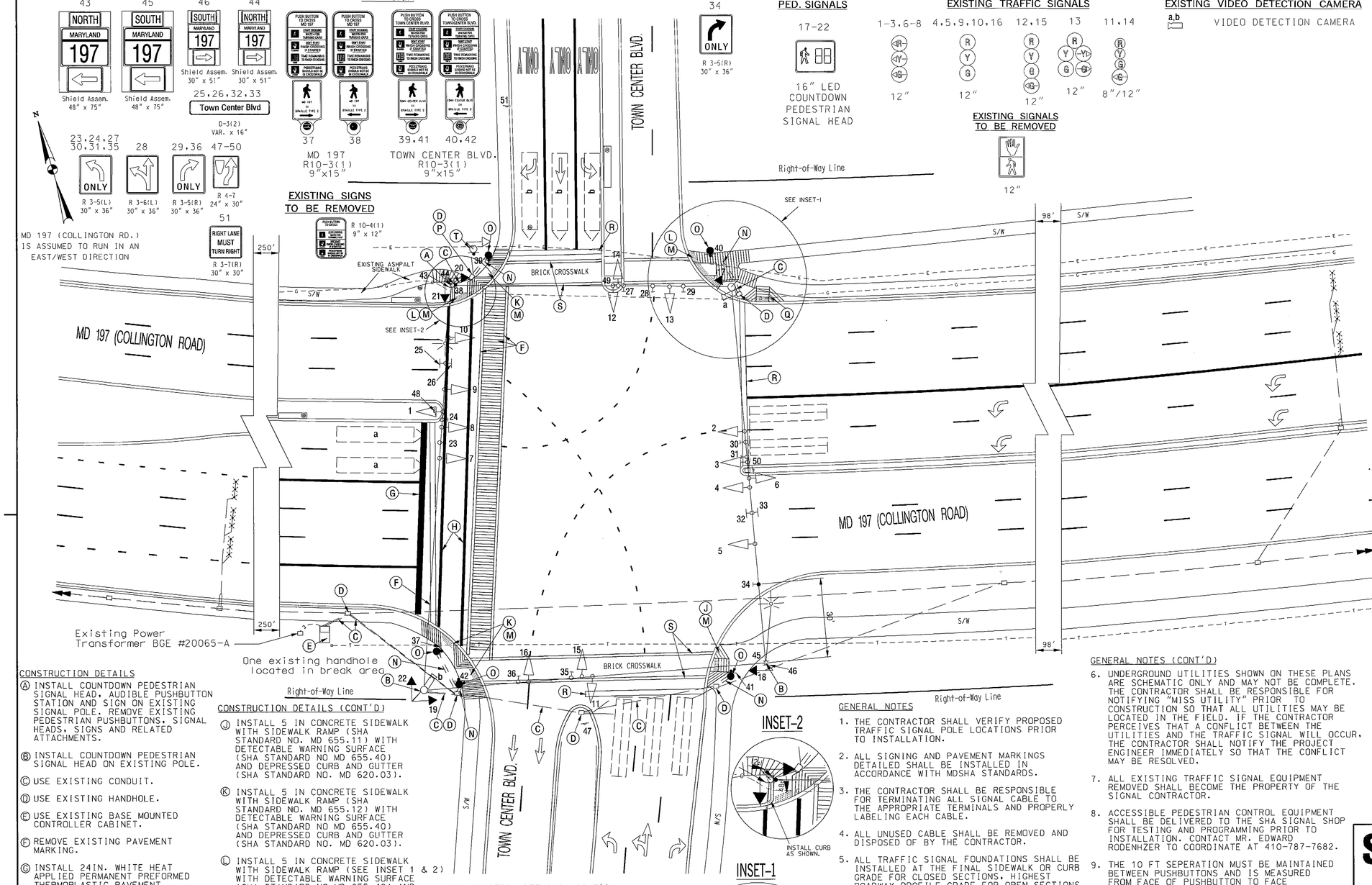


NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

EXISTING SIGNS TO BE REMOVED

R 10-4(1) 9" x 12"

MD 197 (COLLINGTON RD.) IS ASSUMED TO RUN IN AN EAST/WEST DIRECTION



CONSTRUCTION DETAILS

Ⓐ INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PUSHBUTTON STATION AND SIGN ON EXISTING SIGNAL POLE. REMOVE EXISTING PEDESTRIAN PUSHBUTTONS, SIGNAL HEADS, SIGNS AND RELATED ATTACHMENTS.

Ⓑ INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD ON EXISTING POLE.

Ⓒ USE EXISTING CONDUIT.

Ⓓ USE EXISTING HANDHOLE.

Ⓔ USE EXISTING BASE MOUNTED CONTROLLER CABINET.

Ⓕ REMOVE EXISTING PAVEMENT MARKING.

Ⓖ INSTALL 24IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING.

Ⓗ INSTALL 12IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING.

CONSTRUCTION DETAILS (CONT'D)

Ⓙ INSTALL 5 IN CONCRETE SIDEWALK WITH SIDEWALK RAMP (SHA STANDARD NO. MD 655.11) WITH DETECTABLE WARNING SURFACE (SHA STANDARD NO MD 655.40) AND DEPRESSED CURB AND GUTTER (SHA STANDARD NO. MD 620.03).

Ⓚ INSTALL 5 IN CONCRETE SIDEWALK WITH SIDEWALK RAMP (SHA STANDARD NO. MD 655.12) WITH DETECTABLE WARNING SURFACE (SHA STANDARD NO MD 655.40) AND DEPRESSED CURB AND GUTTER (SHA STANDARD NO. MD 620.03).

Ⓛ INSTALL 5 IN CONCRETE SIDEWALK WITH SIDEWALK RAMP (SEE INSET 1 & 2) WITH DETECTABLE WARNING SURFACE (SHA STANDARD NO MD 655.40) AND DEPRESSED CURB AND GUTTER (SHA STANDARD NO. MD 620.03).

Ⓜ REMOVE EXISTING CURB, SIDEWALK AND RAMP.

Ⓝ INSTALL 3" SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED.

Ⓞ INSTALL 5 FT PEDESTAL BREAKAWAY POLE WITH MODIFIED FOUNDATION (STD. NO. MD 801.01-01),BREAKAWAY COUPLINGS (STD. NO. 818.16-01), COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PUSHBUTTON STATION AND PEDESTRIAN EDUCATION SIGN. (NOTE: 1-3 IN PVC CONDUIT BEND)

CONSTRUCTION DETAILS (CONT'D)

Ⓟ ADJUST EXISTING HANDHOLE TO MEET FINAL GRADE.

Ⓠ REMOVE EXISTING RAMP AND CURB. RESTORE CURB AND GROUND TO MATCH ADJACENT LEVEL.

Ⓡ EXISTING STOP BAR TO REMAIN.

Ⓢ EXISTING DECORATIVE CROSSWALK TO REMAIN.

Ⓣ REMOVE EXISTING SIGNAL POLE AND RELATED ATTACHMENTS.

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY PROPOSED TRAFFIC SIGNAL POLE LOCATIONS PRIOR TO INSTALLATION.
2. ALL SIGNING AND PAVEMENT MARKINGS DETAILED SHALL BE INSTALLED IN ACCORDANCE WITH MDSHA STANDARDS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE.
4. ALL UNUSED CABLE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.
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 AND MD 818.04.

GENERAL NOTES (CONT'D)

6. 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.
7. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR.
8. ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHZER TO COORDINATE AT 410-787-7682.
9. THE 10 FT SEPERATION MUST BE MAINTAINED BETWEEN PUSHBUTTONS AND IS MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON.

GENERAL NOTES (CONT'D)

10. PUSHBUTTONS ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
11. PUSHBUTTONS ARE TO BE LOCATED SO THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
12. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIRMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND 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, OFFICE OF TRAFFIC AND SAFETY.
13. APS WILL FUNCTION AS FOLLOWS:

TO CROSS MD 197 AT TOWN CENTER BLVD.
A. WHEN A PEDESTRIAN LOCATES AND PRESSES THE PUSHBUTTON FOR AN EXTENDED TIME, THE PUSHBUTTON UNIT WILL ANNOUNCE THE FOLLOWING MESSAGE: "WAIT TO CROSS COLLINGTON AT TOWN CENTER".
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 TOWN CENTER BLVD AT MD 197.
A. WHEN A PEDESTRIAN LOCATES AND PRESSES THE PUSHBUTTON FOR AN EXTENDED TIME, THE PUSHBUTTON UNIT WILL ANNOUNCE THE FOLLOWING MESSAGE: "WAIT TO CROSS TOWN CENTER AT COLLINGTON".
B. WHEN THE "WALK" PHASE BEGINS, THE MESSAGE WILL BE A RAPID TICK, WHICH WILL LAST FOR THE DURATION OF THE "WALK PHASE".

TOD NO:XX449-39
SHA NO:PG556A5A/B5A
MD 197@TOWN CENTER BLVD.

GEOMETRIC LEGEND
EXISTING
PROPOSED

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

BY: henryad

Edwards AND Kelcey
100 South Charles Street
Tower 2, Suite 1000
Baltimore, Maryland 21201
410-837-5840

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

REVISIONS				
(5) JUNE 2009 INSTALL APS & CPS ON NORTH,SOUTH, AND WEST LEGS. SHA: XX425185				
HD	WNH	KAP		
(4) AUG 30, 2004 INSTALL SIGNAL AT NEW LEG. SHA: BW996M82				
FJH				

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

MD 197 (COLLINGTON ROAD) AT TOWN CENTER BLVD.

BOWIE, MD

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' ADVERTISED DATE April 4, 2001 CONTRACT NO. BW996M82

DESIGNED BY
DRAWN BY FRANK HOECKEL
CHECKED BY
F.A.P. NO. N/A

COUNTY Prince George's
LOGMILE 16019701.00
TIMS NO. I-813
TOD NO.

TS NO. 4079 | DRAWING TS-1 OF 2 | SHEET NO. 1 OF 2

PLOTTED: Saturday, June 27, 2009 AT 02:44 PM
FILE: J:\2005 Projects\050020.018\Cad\Task #90 – MD197 at Bowie Town Center Entrance\pSG-P001_MD197atBowieTownCenterRev062509.dgn