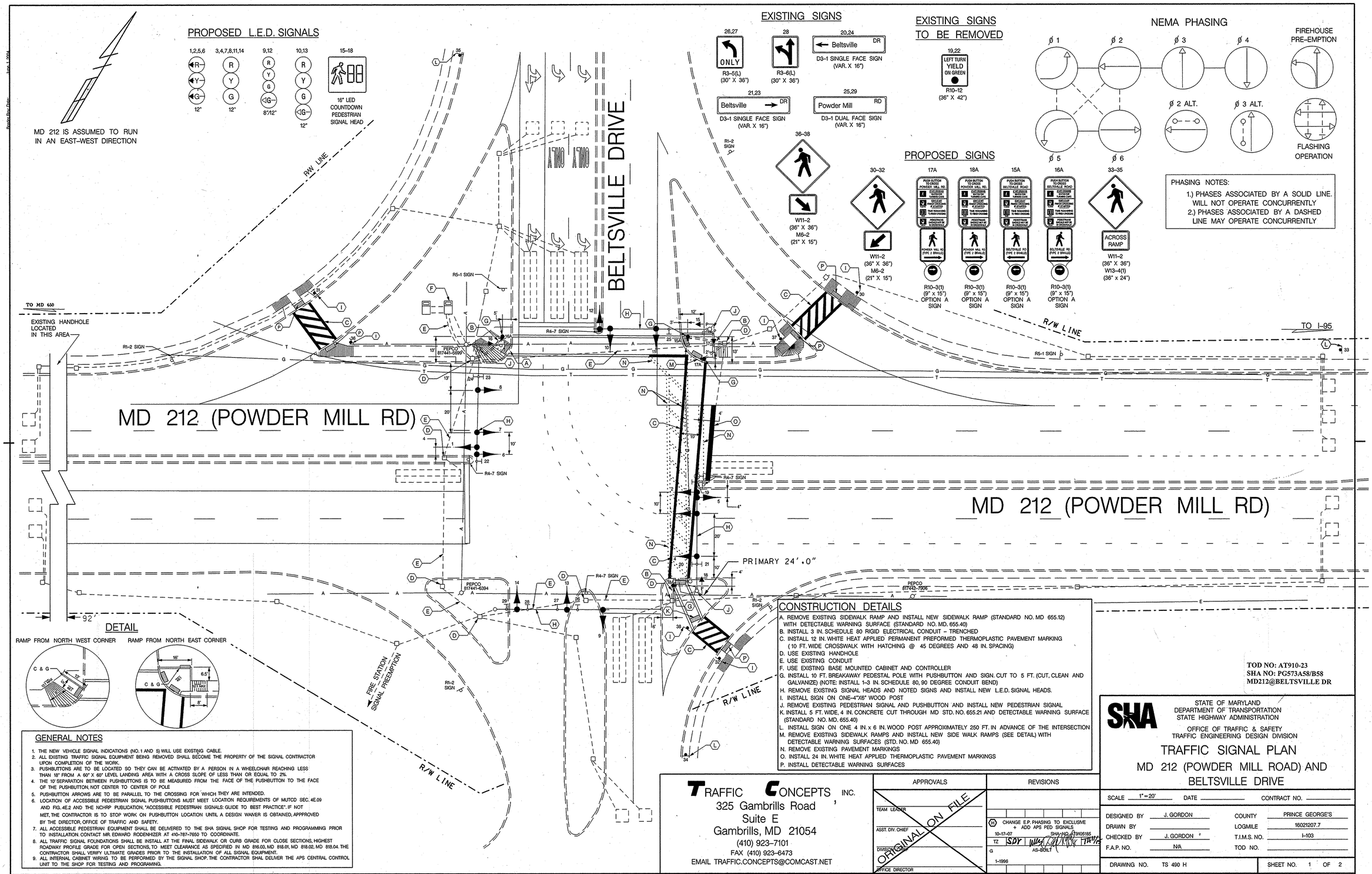


## GENERAL NOTES

1. THE NEW VEHICLE SIGNAL INDICATIONS (NO. 1 AND 5) WILL USE EXISTING CABLE.
2. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT BEING REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE WORK.
3. 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 WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
4. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM THE FACE OF THE PUSHBUTTON TO THE FACE OF THE PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
5. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
6. 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, APPPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
7. ALL ACCESSIBLE PEDESTRIAN EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER AT 410-787-7650 TO COORDINATE.
8. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALL AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSE SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCE AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
9. ALL INTERNAL CABINET WIRING TO BE PERFORMED BY THE SIGNAL SHOP. THE CONTRACTOR SHAL DELIVER THE APS CENTRAL CONTROL UNIT TO THE SHOP FOR TESTING AND PROGRAMING.

## CONSTRUCTION DETAILS

A. REMOVE EXISTING SIDEWALK RAMP AND INSTALL NEW SIDEWALK RAMP (STANDARD NO. MD 655.12) WITH DETECTABLE WARNING SURFACE (STANDARD NO. MD. 655.40)
B. INSTALL 3 IN. SCHEDULE 80 RIGID ELECTRICAL CONDUIT – TRENCHED
C. INSTALL 12 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (10 FT. WIDE CROSSWALK WITH HATCHING @ 45 DEGREES AND 48 IN. SPACING)
D. USE EXISTING HANDHOLE
E. USE EXISTING CONDUIT
F. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER
G. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH PUSHBUTTON AND SIGN. CUT TO 5 FT. (CUT, CLEAN AND GALVANIZE) (NOTE: INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BEND)
H. REMOVE EXISTING SIGNAL HEADS AND NOTED SIGNS AND INSTALL NEW L.E.D. SIGNAL HEADS.
I. INSTALL SIGN ON ONE-4"X6" WOOD POST
J. REMOVE EXISTING PEDESTRIAN SIGNAL AND PUSHBUTTON AND INSTALL NEW PEDESTRIAN SIGNAL
K. INSTALL 5 FT. WIDE, 4 IN. CONCRETE CUT THROUGH MD STD. NO. 655.21 AND DETECTABLE WARNING SURFACE (STANDARD NO. MD. 655.40)
L. INSTALL SIGN ON ONE 4 IN. x 6 IN. WOOD POST APPROXIMATELY 250 FT. IN ADVANCE OF THE INTERSECTION
M. REMOVE EXISTING SIDEWALK RAMPS AND INSTALL NEW SIDE WALK RAMPS (SEE DETAIL) WITH DETECTABLE WARNING SURFACES (STD. NO. MD 655.40)
N. REMOVE EXISTING PAVEMENT MARKINGS
O. INSTALL 24 IN. WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKINGS
P. INSTALL DETECTABLE WARNING SURFACES

TOD NO: AT910-23
SHA NO: PG573A58/B58
MD212@BELTSVILLE DR


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

REVISIONS: (H) CHANGE E.P. PHASING TO EXCLUSIVE + ADD APS PED SIGNALS — 10-17-07 — SHA NO. AT9105185 — TZ SDY — G — AS-BUILT — 1-1996

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

# TRAFFIC SIGNAL PLAN
## MD 212 (POWDER MILL ROAD) AND BELTSVILLE DRIVE

| | | | |
|---|---|---|---|
| SCALE | 1" = 20' | DATE | CONTRACT NO. |
| DESIGNED BY | J. GORDON | COUNTY | PRINCE GEORGE'S |
| DRAWN BY | | LOGMILE | 16021207.7 |
| CHECKED BY | J. GORDON | T.I.M.S. NO. | I-103 |
| F.A.P. NO. | N/A | TOD NO. | |
| DRAWING NO. | TS 490 H | SHEET NO. | 1 OF 2 |

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