EXISTING SIGNS TO REMAIN

26,28,29 — R3-5 (30"X36")

27,30 — D3-2 (VAR.X16") DUAL FACED

32,34

35 — SHIELD ASSEMBLY (48"X75")

36 — SHIELD ASSEMBLY (30"X51")

58,60 61,62 — R4-7 (30"X36")

37 — SHIELD ASSEMBLY (48"X75")

38 — SHIELD ASSEMBLY (30"X51")

39 — SHIELD ASSEMBLY (30"X51")

40 — SHIELD ASSEMBLY (48"X75")

41 — SHIELD ASSEMBLY (30"X51")

41 — SHIELD ASSEMBLY (48"X75")

PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN

43,44,48 — R10-3(1) (9"X15")

46,50 — R10-3(1) (9"X15")

47 — R10-3(1) (9"X15")

45,49 — R10-3(1) (9"X15")

EXISTING SIGNS TO BE REMOVED

31,33 — R10-12 (36"X42")

MD 212 IS ASSUMED TO RUN IN A NORTH / SOUTH DIRECTION

EXISTING SIGNALS TO REMAIN

1,2,5, 3,4,8, 6,7 — 12"

9,12a,16a — 12"

10a,14a — 12"/8"

11a,15a — 12"

EXISTING HEADS 10a,11a,12a14a,15a,16a TO BE REMOVED

PROPOSED LED SIGNALS

10,11 14,15 — 12"

12,13 16,17 — 12"

18,19,20,21 22,23,24,25 — 16" COUNTDOWN

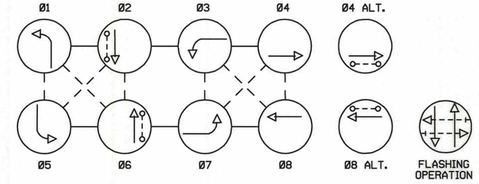
EXISTING VIDEO DETECTION TO REMAIN

a,b,c,d

EXISTING SIGNALS TO BE REMOVED

18a,19a,20a,21a 22a,23a,24a,25a

NEMA PHASING



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

GENERAL NOTES:

1. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL VERIFY ALL RAMP AND PUSHBUTTON LOCATIONS PRIOR TO INSTALLATION.
3. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING.
5. THE CONTRACTOR IS TO REMOVE AND REPLACE THE CONCRETE SIDEWALK AT THE NEAREST JOINT.
6. THE CONTRACTOR SHALL CONTACT WISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY CONFLICTS ARISE. THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.

GENERAL NOTES CONTINUED:

7. ALL SIGNAL POLE FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE TO MEET CLEARANCES AS SPECIFIED IN MD 816.03. MD 818.01. MD 818.02 AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
8. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS. THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
9. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
10. THE CONTRACTOR SHALL INSTALL ALL CONDUIT PRIOR TO NEW SIDEWALK AND RAMP CONSTRUCTION.
11. THE CONTRACTOR SHALL INTEGRATE PROPOSED/EXISTING CONCRETE FOUNDATIONS WITH NEW CURB/SIDEWALK RAMPS WHERE NECESSARY.
12. THE 10 FT. SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON. NOT CENTER TO CENTER OF POLE.
13. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
14. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 IN. FROM A 60 IN. X 60 IN. LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
15. 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 LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED. APPROVED BY THE DIRECTOR. OFFICE OF TRAFFIC AND SAFETY.
16. THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALK WITH THE PROPOSED RAMP.
17. GEOMETRIC IMPROVEMENTS TO BE CONSTRUCTED BY OTHERS. THE SIGNAL CONTRACTOR SHALL COORDINATE WITH THE SIDEWALK AND ROADWAY CONTRACTOR.
18. ALL STUB POLES WILL BE INSTALLED ON THE BREAKAWAY COUPLING FOUNDATION AS SPECIFIED IN MD 818.16-01 (PED POLE) AND MD 801.01-01 (FOUNDATION).
19. SEE IFB AND ROADWAY PLANS FOR DETAILS ON RAMP CONSTRUCTION AND PLACEMENT.

CONSTRUCTION NOTES

1. ALL PEDESTAL POLES SHALL BE PLACED ON BREAKAWAY COUPLING FOUNDATIONS AS SHOWN IN MD STANDARDS 801.01-01 AND 818.16-01.
2. THIS POLE MAY BE INSTALLED ON A 15'X15'X18' DEEP FOUNDATION AS SHOWN IN THE DETAIL PROVIDED BY THE TRAFFIC ENGINEERING DESIGN DIVISION TO AVOID THE UNDERGROUND CONDUIT.
3. FOR CLARITY THE POLE IN THE SE CORNER IS ONLY BEING SHOWN IN ITS ACTUAL LOCATION. THE ORIGINAL PLAN LOCATION HAS BEEN DELETED.

CONSTRUCTION DETAILS:

A. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE (CUT TO 5 FT.). FOUNDATION. ACCESSIBLE PEDESTRIAN PUSHBUTTON. AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS EAST-WEST HWY." CUT. CLEAN. CAP. AND GALVANIZE PEDESTAL POLE. (NOTE: 1-2 IN. PVC 90 DEGREE BEND)
B. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND PUSHBUTTONS. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEADS.
C. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE (CUT TO 5 FT.). FOUNDATION. ACCESSIBLE PEDESTRIAN PUSHBUTTON. AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS RIGGS RD." CUT. CLEAN. CAP. AND GALVANIZE PEDESTAL POLE. (NOTE: 1-2 IN. PVC 90 DEGREE BEND)
D. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS. PUSHBUTTON. AND SIGN. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEADS. PUSHBUTTON AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS RIGGS RD."
E. RELOCATE EXISTING SIGNAL HEAD.
F. INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALK. (MUTCD SEC. 7C.03)
G. INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
H. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED). CONTRACTOR SHALL REPLACE CONCRETE WHERE REMOVED.
J. INSTALL NON-INVASIVE MICROLOOP DETECTOR PROBES. 1000 LEAD IN CABLE.
K. USE EXISTING CONDUIT.
L. USE EXISTING HANDHOLE.
M. USE EXISTING BASE MOUNTED CABINET
N. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE FOUNDATION. LED COUNTDOWN PEDESTRIAN SIGNAL HEADS. ACCESSIBLE PEDESTRIAN PUSHBUTTON. AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS EAST-WEST HWY." (NOTE: 1-2 IN. PVC 90 DEGREE BEND)
P. REMOVE EXISTING OVERHEAD SIGN.
Q. INSTALL HANDHOLE.
R. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (SLOTTED).
S. ABANDON EXISTING MICROLOOP PROBES.
T. REMOVE EXISTING SIGNAL HEAD
U. INSTALL PROPOSED 3-SECTION RYG ARROW SIGNAL HEAD AS SHOWN
V. INSTALL PROPOSED 3-SECTION RYG BALL SIGNAL HEAD AS SHOWN
W. INSTALL 2" SCH 80 RIGID PVC CONDUIT-TRENCHED

ONE HANDHOLE IN BREAK FOR EXISTING PROBES APPROXIMATELY 150' FROM STOP LINE

INSTALL 70' 3" SLOTTED CONDUIT BETWEEN EXISTING HANDHOLE AND PROPOSED HANDHOLE "Q"

REDLINE APPROVED: 5/9/2012
JENNIFER BIDDLE, TEAM LEADER, TEDD

UTILITY LEGEND

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

RJM ENGINEERING, INC.
CONSULTING ENGINEERS
COLUMBIA, MARYLAND

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

MD 212 (RIGGS ROAD) AT MD 410 (EAST-WEST HIGHWAY)

TRAFFIC SIGNALIZATION PLAN

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

REVISIONS
D UPGRADE PED SIGNAL HEADS TO APS/ CPS. INSTALL EXC LT TURN FOR MD 410 3/2011 SHA NO PG1405177 RJM/ CJS
C 04/18/02 RECONSTRUCT SIGNAL AND MODIFY LT. TURN PHASING. SHA NO. PG3735176 SWA
B 03/00 ADJUST SIGNAL HEADS. ADD LUMINAIRE. SHA NO. OT 1999-1 CJ

PLOTTED: $DATETIME$
FILE: $FILE$

SCALE 1" = 20' DATE 53080 CONTRACT NO. P 800-501-385
DESIGNED BY N/A COUNTY PRINCE GEORGES
DRAWN BY R.E. WATSON LOGMILE 16021201.26
CHECKED BY H.J.K. TIMS NO. 1601
FAP NO. TOD NO.
TS NO. 1778D DRAWING SG-01 OF 01 SHEET NO. OF

BY: $USERNAME$