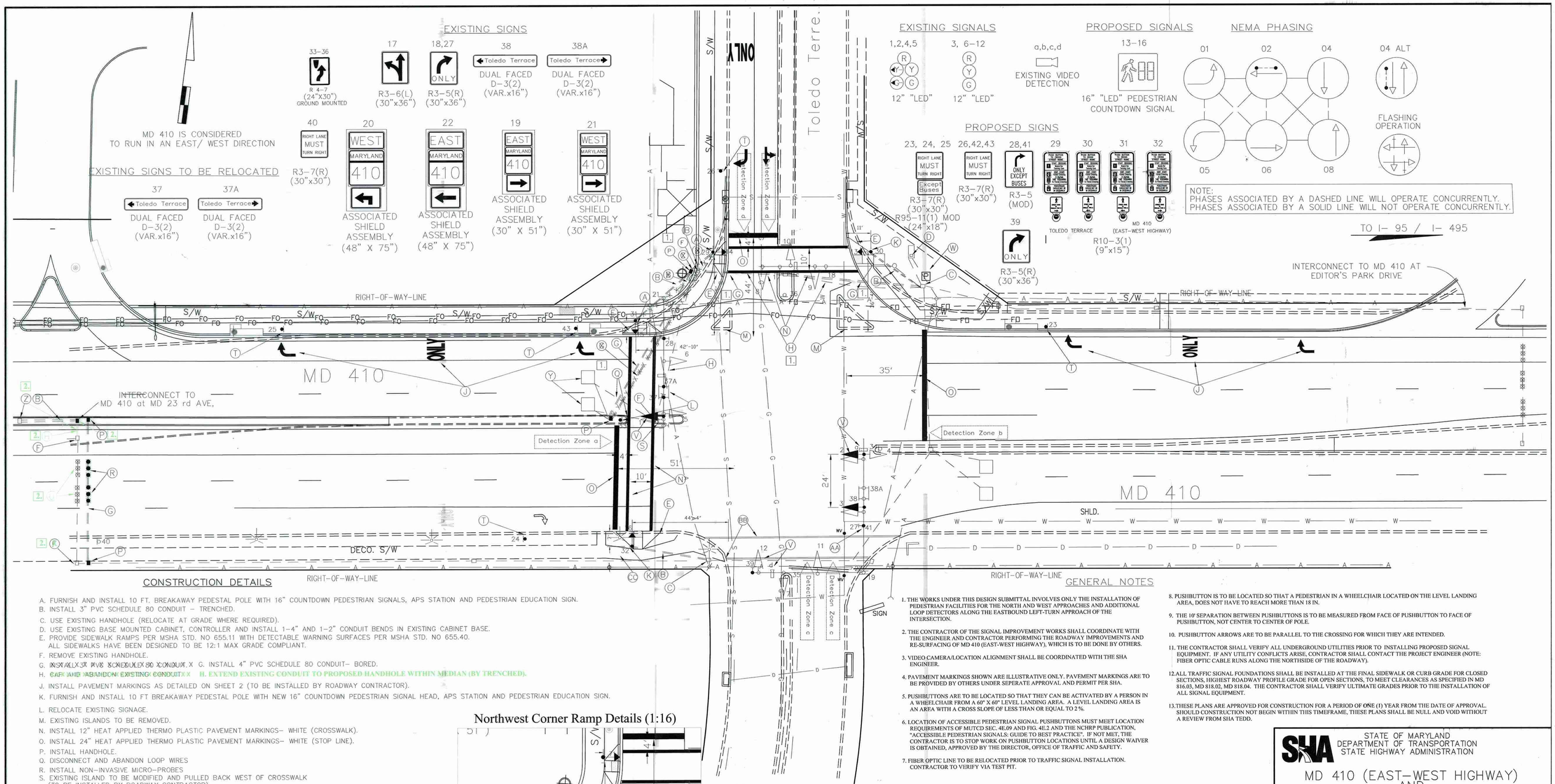


CONSTRUCTION DETAILS

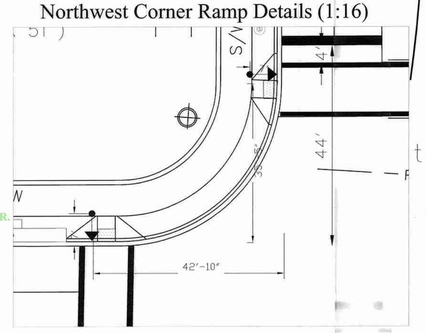
A. FURNISH AND INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH 16" COUNTDOWN PEDESTRIAN SIGNALS, APS STATION AND PEDESTRIAN EDUCATION SIGN.
B. INSTALL 3" PVC SCHEDULE 80 CONDUIT – TRENCHED.
C. USE EXISTING HANDHOLE (RELOCATE AT GRADE WHERE REQUIRED).
D. USE EXISTING BASE MOUNTED CABINET, CONTROLLER AND INSTALL 1–4" AND 1–2" CONDUIT BENDS IN EXISTING CABINET BASE.
E. PROVIDE SIDEWALK RAMPS PER MSHA STD. NO 655.11 WITH DETECTABLE WARNING SURFACES PER MSHA STD. NO 655.40. ALL SIDEWALKS HAVE BEEN DESIGNED TO BE 12:1 MAX GRADE COMPLIANT.
F. REMOVE EXISTING HANDHOLE.
G. INSTALL 3" PVC SCHEDULE 80 CONDUIT– BORED.
H. CAP AND ABANDON EXISTING CONDUIT
H. EXTEND EXISTING CONDUIT TO PROPOSED HANDHOLE WITHIN MEDIAN (BY TRENCHED).
J. INSTALL PAVEMENT MARKINGS AS DETAILED ON SHEET 2 (TO BE INSTALLED BY ROADWAY CONTRACTOR).
K. FURNISH AND INSTALL 10 FT BREAKAWAY PEDESTAL POLE WITH NEW 16" COUNTDOWN PEDESTRIAN SIGNAL HEAD, APS STATION AND PEDESTRIAN EDUCATION SIGN.
L. RELOCATE EXISTING SIGNAGE.
M. EXISTING ISLANDS TO BE REMOVED.
N. INSTALL 12" HEAT APPLIED THERMO PLASTIC PAVEMENT MARKINGS– WHITE (CROSSWALK).
O. INSTALL 24" HEAT APPLIED THERMO PLASTIC PAVEMENT MARKINGS– WHITE (STOP LINE).
P. INSTALL HANDHOLE.
Q. DISCONNECT AND ABANDON LOOP WIRES
R. INSTALL NON–INVASIVE MICRO–PROBES
S. EXISTING ISLAND TO BE MODIFIED AND PULLED BACK WEST OF CROSSWALK (TO BE INSTALLED BY ROADWAY CONTRACTOR).
T. INSTALL GROUND MOUNTED SIGN.
U. REMOVE EXISTING NON–INVASIVE MICRO–PROBES.
V. RELOCATE EXISTING SIGNAL HEAD (REPLACE WITH NEW LED SIGNAL HEAD) AND VIDEO CAMERA.
W. UTILIZE EXISTING METERED SERVICE PEDESTAL.
Y. REMOVE EXISTING LOOPS AND INSTALL NEW LOOPS.
Z. PULL BACK INTER-CONNECT AND RE-ROUTE THROUGH NEW CONDUIT.
Z. PULL BACK INTER-CONNECT CABLE AND RUN THROUGH EXTEDED CONDUIT TO NEW HANDHOLE (SEE NOTE P), AND RE-CONNECT TO SIGNAL CONTROLLER.
AA. REMOVE EXISTING SIGN AND REPLACE WITH NEW SIGN.
BB. REMOVE EXISTING PAVEMENT MARKINGS.
CC. REPLACE DECORATIVE SIDEWALK IN KIND.

1. REV 04/07/2009
2. REV 06/24/2009

GEOMETRIC LEGEND
EXISTING
PROPOSED

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

Northwest Corner Ramp Details (1:16)



GENERAL NOTES

1. THE WORKS UNDER THIS DESIGN SUBMITTAL INVOLVES ONLY THE INSTALLATION OF PEDESTRIAN FACILITIES FOR THE NORTH AND WEST APPROACHES AND ADDITIONAL LOOP DETECTORS ALONG THE EASTBOUND LEFT-TURN APPROACH OF THE INTERSECTION.
2. THE CONTRACTOR OF THE SIGNAL IMPROVEMENT WORKS SHALL COORDINATE WITH THE ENGINEER AND CONTRACTOR PERFORMING THE ROADWAY IMPROVEMENTS AND RE-SURFACING OF MD 410 (EAST-WEST HIGHWAY), WHICH IS TO BE DONE BY OTHERS.
3. VIDEO CAMERA/LOCATION ALIGNMENT SHALL BE COORDINATED WITH THE SHA ENGINEER.
4. PAVEMENT MARKINGS SHOWN ARE ILLUSTRATIVE ONLY. PAVEMENT MARKINGS ARE TO BE PROVIDED BY OTHERS UNDER SEPERATE APPROVAL AND PERMIT PER SHA.
5. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR 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%.
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 LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
7. FIBER OPTIC LINE TO BE RELOCATED PRIOR TO TRAFFIC SIGNAL INSTALLATION. CONTRACTOR TO VERIFY VIA TEST PIT.
8. PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA, DOES NOT HAVE TO REACH MORE THAN 18 IN.
9. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
10. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
11. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE, CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER (NOTE: FIBER OPTIC CABLE RUNS ALONG THE NORTHSIDE OF THE ROADWAY).
12. 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 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
13. THESE PLANS ARE APPROVED FOR CONSTRUCTION FOR A PERIOD OF ONE (1) YEAR FROM THE DATE OF APPROVAL. SHOULD CONSTRUCTION NOT BEGIN WITHIN THIS TIMEFRAME, THESE PLANS SHALL BE NULL AND VOID WITHOUT A REVIEW FROM SHA TEDD.

REDLINE REVISION 04/07/09
TEDD APPROVAL: _____
GREENLINE REVISION 06/24/2009
TEDD APPROVAL: Jeffrey W. Crooks 7/7/09

O. R. GEORGE & ASSOCIATES, INC.
Traffic Engineers - Transportation Planners
10210 Greenbelt Road, Suite 310
Lanham, MD 20706
(301) 794-7700

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

REVISIONS
(1) PEDESTRIAN FACILITIES ADDED. 05/21/2008
SHA No.:
IJB
C RECONSTRUCT EXISTING TRAFFIC SIGNAL TIMS G847 06/2005 CONTRACT # AT7205185
MAM
B MODIFY LOOPS DUE TO GEO. CHANGES 01/20/2000
SHA No.: BW996M82
JR/M/JR | MR | DD | BRK | TH | BRK

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 410 (EAST–WEST HIGHWAY) AND TOLEDO TERRACE/ENT.TO HOME DEPOT

SCALE 1"= 20' DATE 09–09–1976 CONTRACT NO.
DESIGNED BY M.A.MEARS COUNTY PRINCE GEORGE'S
DRAWN BY BOB TYSON LOGMILE 16041002.35
CHECKED BY TIMS NO. 1501
F.A.P. NO. TOD NO.
TS NO. 276D DRAWING NO. 1 OF 2 SHEET NO. OF