



GENERAL NOTES

- 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.
- 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.
- VIDEO CAMERA/LOCATION ALIGNMENT SHALL BE COORDINATED WITH THE SHA ENGINEER.
- PAVEMENT MARKINGS SHOWN ARE ILLUSTRATIVE ONLY. PAVEMENT MARKINGS ARE TO BE PROVIDED BY OTHERS UNDER SEPARATE APPROVAL AND PERMIT PER SHA.
- 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%.
- 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.
- FIBER OPTIC LINE TO BE RELOCATED PRIOR TO TRAFFIC SIGNAL INSTALLATION. CONTRACTOR TO VERIFY VIA TEST PIT.

- 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.
- THE 10" SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- 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).
- 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.
- 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.

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
- FO - FIBER-OPTIC

- 1. REV 04/07/2009
- 2. REV 06/24/2009
- 3. REV 04/05/2010

REDLINE REVISION 04/07/09
TEDD APPROVAL: _____

GREENLINE REVISION 06/24/2009
TEDD APPROVAL: _____

REDLINE REVISION 04/05/2010
TEDD APPROVAL: *Kevin W. McCall* 4/10/10

O. R. GEORGE & ASSOCIATES, INC.
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APPROVALS	
TEAM LEADER	ON FILE
ASST. DIV. CHIEF	ON FILE
DIVISION CHIEF	ON FILE
OFFICE DIRECTOR	ON FILE

REVISIONS	
D PEDESTRIAN FACILITIES ADDED. 05/21/2008	SHA No.:
C RECONSTRUCT EXISTING TRAFFIC SIGNAL	CONTRACT #
B MODIFY LOOPS DUE TO GEO. CHANGES	01/20/2009
A MODIFY LOOPS DUE TO GEO. CHANGES	SHA No.: BWS96M82

SHA 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 _____ TMS NO. 1501
F.A.P. NO. _____ TOD NO. _____

TS NO. 278-D DRAWING NO. 1 OF 2 SHEET NO. OF _____