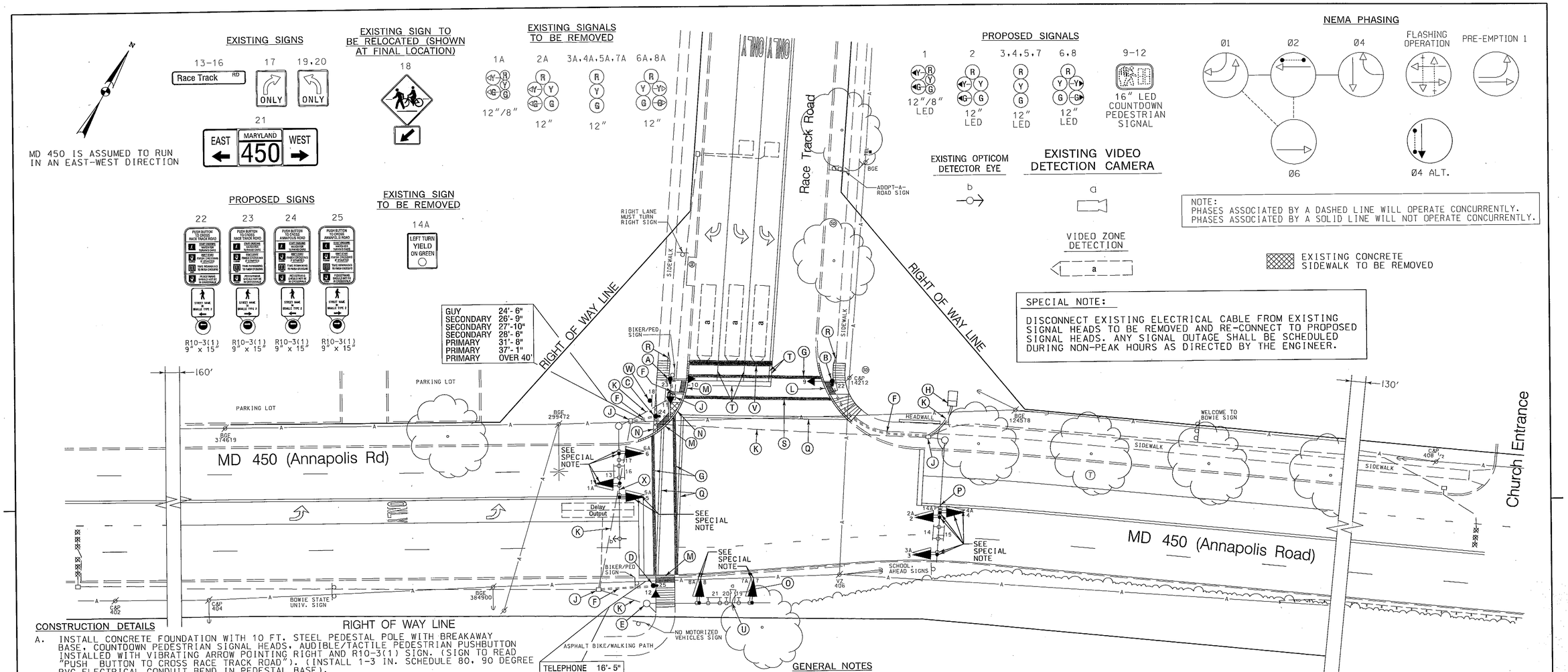

CONSTRUCTION DETAILS

A. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEADS, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS RACE TRACK ROAD"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).

B. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS RACE TRACK ROAD"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).

C. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE (CUT TO 5 FT.) WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS ANNAPOLIS ROAD"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).

D. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE (CUT TO 5 FT.) WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN. SIGN TO READ "PUSH BUTTON TO CROSS ANNAPOLIS ROAD"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).

E. USE EXISTING STEEL POLE AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD.

F. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.

G. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.

H. USE EXISTING BASE MOUNTED CONTROLLER AND CABINET. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON BASE UNIT.

J. USE EXISTING HANDHOLE.

K. USE EXISTING CONDUIT.

L. INSTALL SIDEWALK RAMP (STANDARD NO. MD 655.12) AND DETECTABLE WARNING SURFACE (STANDARD NO. MD 655.40).

M. INSTALL SIDEWALK RAMP (STANDARD NO. MD 655.11) AND DETECTABLE WARNING SURFACE (STANDARD NO. MD 655.40).

N. REMOVE EXISTING SIDEWALK RAMP. BACKFILL, SEED AND MULCH. INSTALL COMBINATION CONCRETE CURB AND GUTTER (STANDARD NO. MD 620.02 TYPE 'A').

O. TRIM TREE TO UNBLOCK SIGNAL HEAD (TO BE DONE BY DISTRICT FORCES).

P. USE EXISTING MAST ARM POLE AND REMOVE EXISTING SIGNAL HEADS AND SIGN AND INSTALL NEW LED SIGNAL HEADS.

Q. REMOVE EXISTING PAVEMENT MARKINGS.

R. INSTALL 5 IN. CONCRETE SIDEWALK.

S. REMOVE EXISTING AND INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.

T. REMOVE EXISTING PAVEMENT MARKING BEYOND PROPOSED STOPLINE.

U. USE EXISTING MAST ARM POLE AND REMOVE EXISTING SIGNAL HEADS AND INSTALL NEW LED SIGNAL HEADS. ADJUST VIDEO DETECTION CAMERA TO ENSURE PROPER DETECTION DUE TO THE NEW LOCATION OF PROPOSED STOPLINE.

V. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.

W. RELOCATE EXISTING W11-1(1) SIGN AND STEEL SUPPORT.

X. USE EXISTING MAST ARM POLE AND REMOVE EXISTING SIGNAL HEADS AND INSTALL NEW LED SIGNAL HEADS.

GENERAL NOTES

1. 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, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
2. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
3. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
6. PUSHBUTTONS ARE TO BE LOCATED SO THAT 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%.
7. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
8. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
9. 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.
10. ALL SIDEWALK RAMPS SHALL BE INSTALLED AS PER STANDARDS MD 655.11 AND MD 655.12.
11. REFER TO SHEET 2 FOR DIMENSIONS OF SIGNAL EQUIPMENT AND PAVEMENT MARKINGS WITHIN INTERSECTION.

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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

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

REVISIONS
H ADD APS AND COUNTDOWN PED. SIGNALS SHA NO. XX4495185 7/17/2008
G RECONSTRUCT SIGNAL/ MAST ARM DESIGN SHA NO. XX10D5185 4/2001
JWA | SWA

PLOTTED: 07-20-2009
FILE: n:\31659-038\CADD\pSG-P001_J375.dgn

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

MD 450 and Race Track Road
Bowie, Maryland

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' ADVERTISED DATE 1/21/1974 CONTRACT NO. PG309A5G/65G

DESIGNED BY Les Townsend
DRAWN BY Les Townsend
CHECKED BY
F.A.P. NO.

COUNTY Prince George's
LOGMILE 16D45013.01
TIMS NO. J375
TOD NO.

TS NO. 139 H | DRAWING TSP-1 OF 3 | SHEET NO. 1 OF 3

BY: Sbloss