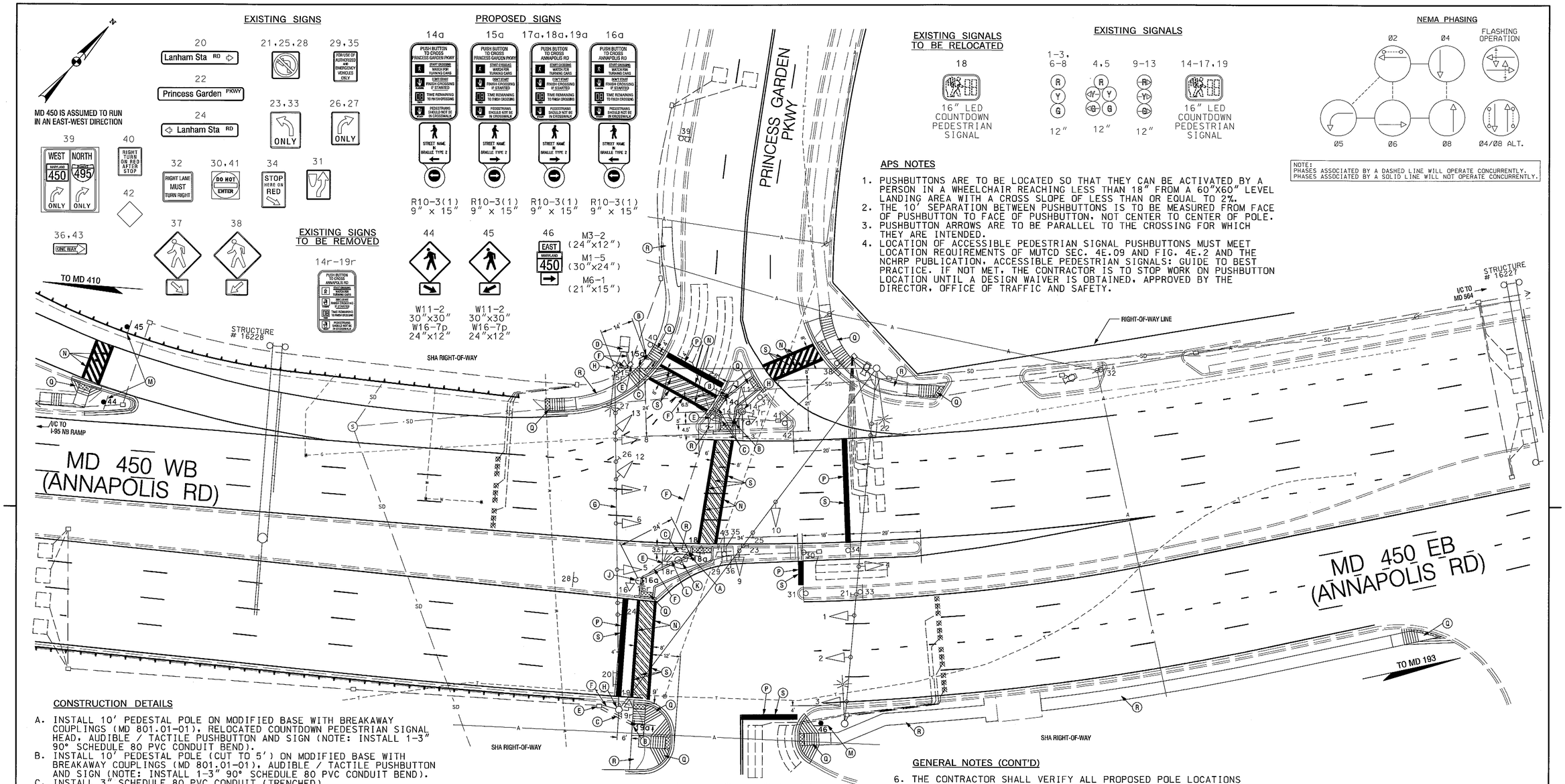

APS NOTES

1. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"X60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
2. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
3. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
4. 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, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.

CONSTRUCTION DETAILS

A. INSTALL 10' PEDESTAL POLE ON MODIFIED BASE WITH BREAKAWAY COUPLINGS (MD 801.01-01), RELOCATED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE / TACTILE PUSHBUTTON AND SIGN (NOTE: INSTALL 1-3" 90° SCHEDULE 80 PVC CONDUIT BEND).
B. INSTALL 10' PEDESTAL POLE (CUT TO 5') ON MODIFIED BASE WITH BREAKAWAY COUPLINGS (MD 801.01-01), AUDIBLE / TACTILE PUSHBUTTON AND SIGN (NOTE: INSTALL 1-3" 90° SCHEDULE 80 PVC CONDUIT BEND).
C. INSTALL 3" SCHEDULE 80 PVC CONDUIT (TRENCHED).
D. USE EXISTING CABINET AND CONTROLLER.
E. USE EXISTING HANDHOLE.
F. USE EXISTING CONDUIT.
G. USE EXISTING SPAN WIRE.
H. REMOVE EXISTING PEDESTRIAN PUSHBUTTON AND PEDESTRIAN EDUCATION SIGN(S).
J. REMOVE EXISTING PEDESTRIAN PUSHBUTTON AND PEDESTRIAN EDUCATION SIGN. INSTALL AUDIBLE / TACTILE PUSHBUTTON AND SIGN.
K. REMOVE EXISTING PEDESTAL POLE AND ALL ASSOCIATED EQUIPMENT. RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD TO PROPOSED PEDESTAL POLE. REMOVE FOUNDATION 12" BELOW GRADE AND BACKFILL.
L. CAP AND ABANDON EXISTING CONDUIT.
M. INSTALL PROPOSED GROUND MOUNTED SIGN ON 4"X6" WOOD POST.
N. INSTALL 12" WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING.
P. INSTALL 24" WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING.
Q. RAMPS, CUT THRUS AND DETECTABLE WARNING SURFACES TO BE INSTALLED PER THE SIDEWALK PLANS.
R. INSTALL/REPLACE SIDEWALK PER SIDEWALK PLANS.
S. REMOVE PAVEMENT MARKINGS.

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

GENERAL NOTES

1. FOR FINAL PAVEMENT MARKINGS, REFER TO THE SIDEWALK PLANS, AS APPLICABLE; OTHER THAN THOSE DETAILED ON THE PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
2. FOR FINAL SIDEWALK RAMP DETAILS, REFER TO THE SIDEWALK PLANS. ALL SIDEWALK RAMPS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
4. 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 THE APPROPRIATE 800 SERIES STANDARD PLATES. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
5. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.

GENERAL NOTES (CONT'D)

6. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
7. THE CONTRACTOR SHALL MAINTAIN THE CONTINUOUS OPERATION OF ALL INTERCONNECT, VEHICULAR, PEDESTRIAN DETECTORS, AND LIGHTING DEVICES. IF ANY DEVICE IS DAMAGED BY THE CONTRACTOR, IT SHALL BE REPAIRED WITHIN 72 HOURS BY THE CONTRACTOR AT NO COST TO THE ADMINISTRATION AFTER NOTIFICATION BY THE ENGINEER.
8. THE QUANTITY FOR CONCRETE SIDEWALK REPLACED AS A RESULT OF THE INSTALLATION OF SIGNAL EQUIPMENT SHALL BE ACCOUNTED FOR WITH THE QUANTITY OF CONCRETE SIDEWALK SHOWN IN THE SIDEWALK PLANS.

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

REVISIONS

D	UPGRADE EXISTING PED PUSHBUTTONS TO APS	TIMS#K179	
	CONTRACT # AX7035168		03/01/2010
	KMF	CSW	WB	RDS	AGS	HF	03/01/10 P.H.
C	UPGRADE SIGNALS TO BLACK FACE /LED	TIMS#I649	
	CONTRACT # AT7825185		10/03/2007
	EJR		
B	AS-BUILT		
	CONTRACT # PG3265184		05/2002
	CW	DP	EV	FM	WC	

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

MD 450 AND PRINCESS GARDEN PKWY
SIGNAL MODIFICATION
NEW CARROLLTON, MD

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE SEPTEMBER 9, 1974 CONTRACT NO. P420-000-385

DESIGNED BY B. TYSON
DRAWN BY B. TYSON
CHECKED BY H. FLOYD
FAP NO.
COUNTY PRINCE GEORGE'S
LOGMILE 16045004.87
TIMS NO. K179
TOD NO.

TS NO. 330D | DRAWING SG-01 OF 02 | SHEET NO. 14 OF 15

PLOTTED: Monday, March 01, 2010 AT 04:26 PM
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