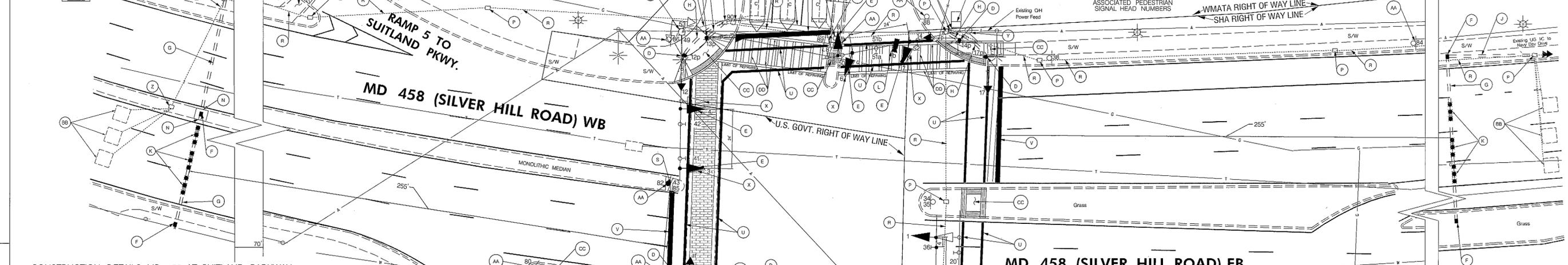
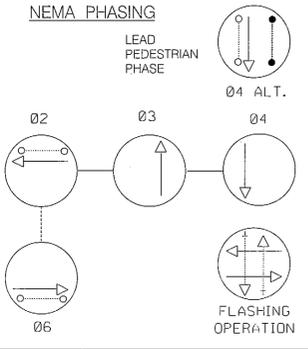
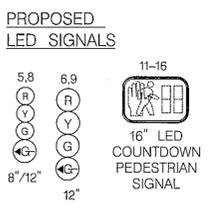
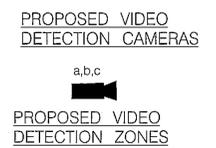
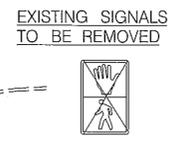
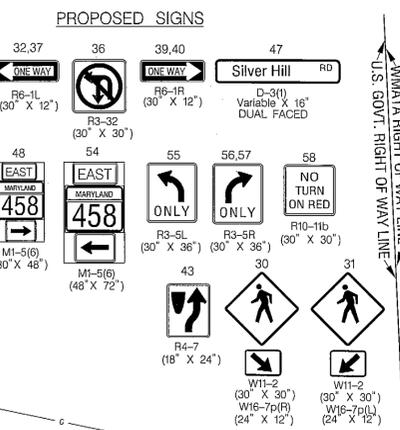
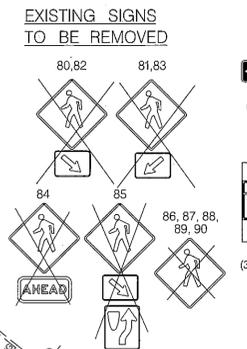
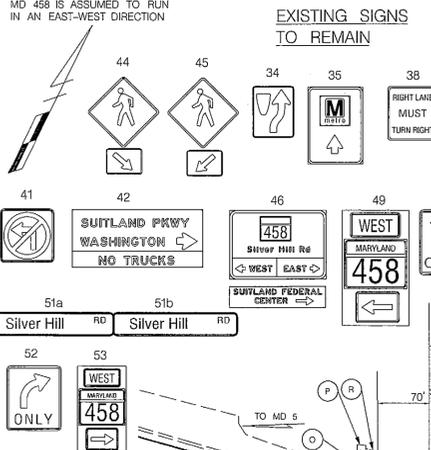
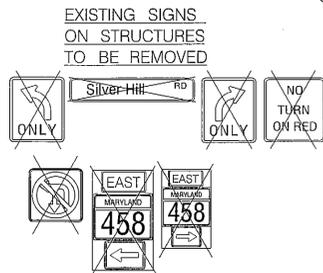


MD 458 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION



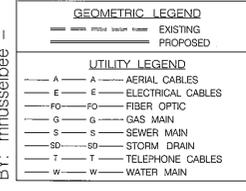
CONSTRUCTION DETAILS MD 458 AT SUITLAND PARKWAY

- A. INSTALL 2-WIRE CENTRAL CONTROL UNIT AND VIDEO INTERFACE EQUIPMENT IN EXISTING CABINET.
- B. INSTALL 27 FOOT STEEL POLE WITH 50 FOOT MAST ARM, TRAFFIC SIGNAL HEADS, AND SIGNS (NOTE: 1-3" AND 1-2" SCHEDULE 80 90° PVC BEND).
- C. INSTALL 27 FOOT STEEL POLE WITH 50 FOOT MAST ARM, TRAFFIC SIGNAL HEADS, VIDEO CAMERAS, SIGNS, 20' LIGHTING ARM AND LED LUMINAIRE (NOTE: 1-3" AND 1-2" SCHEDULE 80 90° PVC BEND).
- D. INSTALL 10 FOOT PEDESTAL POLE WITH BREAKAWAY COUPLINGS PER MD 801.01-01, PEDESTRIAN SIGNAL HEAD, AND AUDIBLE PUSHBUTTON STATION (NOTE: USE MODIFIED FOUNDATION PER MD 801.01 WITH 1-2" SCHEDULE 80 90° PVC BEND).
- E. INSTALL LED TRAFFIC SIGNAL HEAD.
- F. INSTALL ELECTRICAL HANDHOLE PERPENDICULAR TO ROADWAY FOR NON INVASIVE DETECTOR INSTALLATION.
- G. INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT - BORED.
- H. INSTALL 2 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- J. INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.
- K. INSTALL NON INVASIVE DETECTOR WITH 500 FOOT LEAD IN CABLE, CENTERED IN THROUGH LANE.
- L. INSTALL VIDEO DETECTION CAMERA.
- M. PEDESTRIAN FACILITIES TO BE INSTALLED PER ROADWAY PLAN.
- N. TRENCH CONDUIT UNDER MEDIAN AND REPLACE MONOLITHIC MEDIAN.
- O. CAP AND ABANDON EXISTING CONDUIT.
- P. USE EXISTING HANDHOLE.
- R. USE EXISTING CONDUIT, REMOVE UNUSED WIRES.
- S. INSTALL GROUND MOUNTED SIGN ON 4" X 4" WOOD POST.
- T. INSTALL GROUND MOUNTED SIGN ON 4" X 6" WOOD POST.
- U. INSTALL CROSSWALK WITH 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.
- V. INSTALL STOP LINE WITH 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.
- W. REMOVE EXISTING SIGNAL POLE, ALL ATTACHED EQUIPMENT, SIGNS, WIRES, AND FOUNDATION 12" BELOW GRADE, BACKFILL, CAP AND ABANDON CONDUIT.
- X. REMOVE EXISTING TRAFFIC SIGNAL HEAD.
- Y. REMOVE ALL EXISTING PEDESTRIAN SIGNAL HEADS AND PUSHBUTTONS, FROM SIGNAL POLE.
- Z. REMOVE ELECTRICAL HANDHOLE, CAP AND ABANDON EXISTING CONDUIT.
- AA. REMOVE GROUND MOUNTED SIGN AND SUPPORT.
- BB. ABANDON EXISTING VEHICLE DETECTORS.
- CC. SEE DRAWING SG-06 FOR PEDESTRIAN FACILITIES.
- DD. REMOVE EXISTING PAVEMENT MARKING LINES.



GENERAL NOTES

1. ALL EXISTING EQUIPMENT NOT DETAILED FOR REMOVAL SHALL REMAIN.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
3. THE CONTRACTOR SHALL INVENTORY ALL EXISTING PAVEMENT MARKINGS BEFORE GRINDING. FINAL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE ROADWAY PLANS; OTHER THAN THOSE DETAILED ON THE PLAN, AND ALL PAVEMENT MARKING CONFLICTS SHALL BE RESOLVED BY THE SHA ENGINEER. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. ALL NEW LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCCELL.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINAL AND PROPERLY LABELING EACH CABLE.
7. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING THE PROPOSED SIGNAL EQUIPMENT. IF UTILITY CONFLICTS ARISE, THE CONTRACTOR SHALL CONTACT THE SHA ENGINEER.
8. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, AND THE 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 INSTALLATION OF ALL SIGNAL EQUIPMENT.
9. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
10. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 INCHES FROM A FIVE FOOT X FIVE FOOT LEVEL LANDING AREA WITH A CROSS SLOPE NO GREATER THAN 2%.
11. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTON 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 AND APPROVED BY THE DIRECTOR OF THE OFFICE OF TRAFFIC AND SAFETY.
12. THE 10' MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.



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 Phone: 410-728-1004
 Facsimile: 410-728-1009

APPROVALS	REVISIONS
TEAM LEADER ASST. DIV. CHIEF DIVISION CHIEF OFFICE DIRECTOR	© SIGNAL MODIFICATION, REPLACE TWO POLES, LED HEADS, VIDEO, NON INVASIVE PROBES APSCPS ADA SHA PG7865777 01-2013 K999 WAE 7865777 INZ CSW B. CHANGE PHASE 4 PEDESTRIAN PHASE TO AN ADVANCED PED PHASE 82001 A. REVISED FOR METRO STATION CONSTRUCTION 0996: CONTRACT # WMATA 1F0091

SHA STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 OFFICE OF TRAFFIC & SAFETY
 TRAFFIC ENGINEERING DESIGN DIVISION
 MD 458 (SILVER HILL ROAD)
 AT SUITLAND PARKWAY/METRO ENTRANCE
 SUITLAND, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' ADVERTISED DATE SEPT 1985 CONTRACT NO. WMATA 1F0091

DESIGNED BY _____ COUNTY PRINCE GEORGE'S
 DRAWN BY ZAJ LOGMILE 18045800.91
 CHECKED BY _____ TIMS NO. _____
 F.A.P. NO. _____ TOD NO. _____

TS NO. 995-C DRAWING SG-05 OF 23 SHEET NO. OF _____

By: mhulsebee