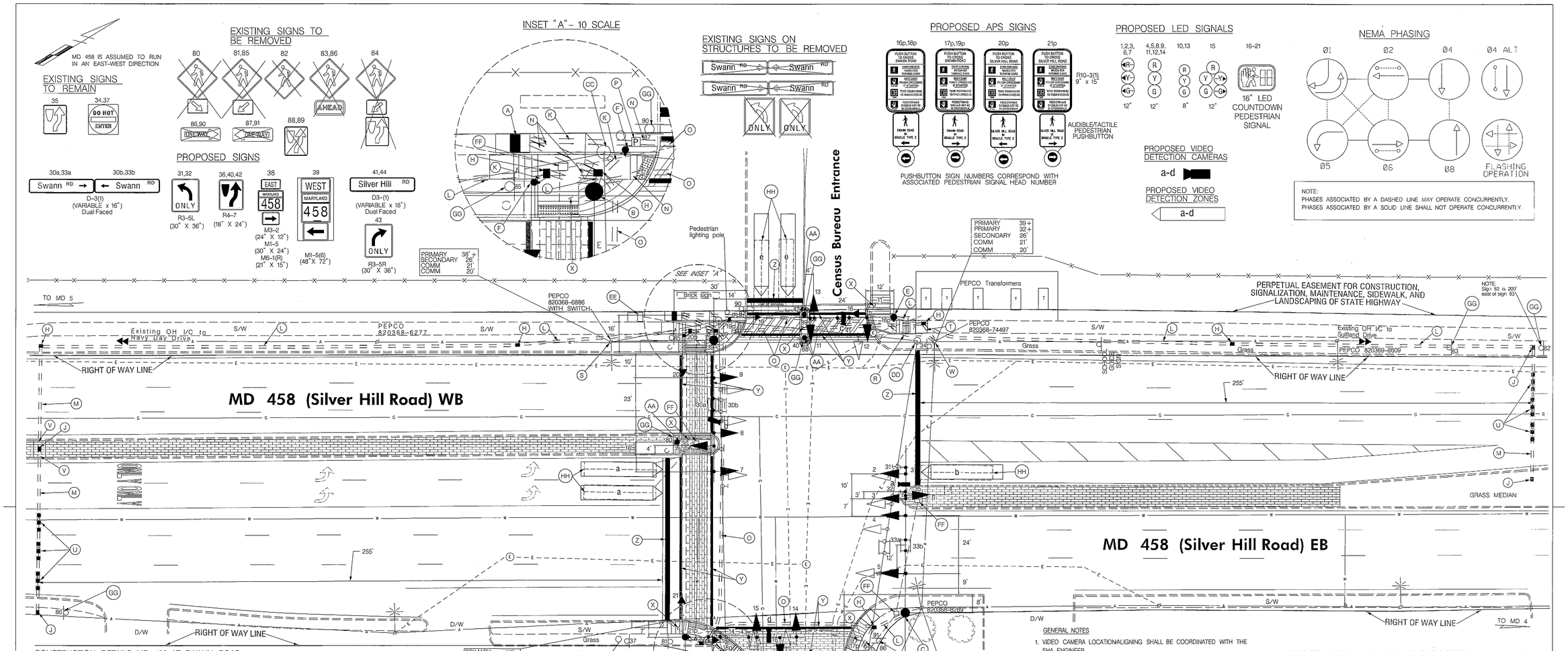

CONSTRUCTION DETAILS MD 458 AT SWANN ROAD

A. INSTALL NEMA SIZE "S" BASE MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT. (NOTE: 2–2" AND 2–4" SCHEDULE 80 PVC 90° BENDS.)

B. INSTALL 16.5 FOOT STEEL POLE WITH 60 FOOT MAST ARM, TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEAD, VIDEO DETECTION CAMERA, WEATHERHEAD, AND SIGNS (NOTE: 1–3" AND 1–2" SCHEDULE 80 PVC 90° BEND.)

C. INSTALL 16.5 FOOT STEEL POLE WITH 70 FOOT MAST ARM, TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERA AND SIGNS (NOTE: 1–3" AND 1–2" SCHEDULE 80 PVC 90° BEND.)

D. INSTALL 16.5 FOOT STEEL POLE WITH 50 FOOT MAST ARM, TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERA, PEDESTRIAN SIGNAL HEADS, PUSHBUTTON STATION AND SIGNS (NOTE: 1–3" AND 1–2" SCHEDULE 80 PVC 90° BEND.)

E. INSTALL 16.5 FOOT STEEL POLE WITH 38 FOOT MAST ARM, TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERA, PEDESTRIAN SIGNAL HEAD, PUSHBUTTON STATION, AND SIGNS (NOTE: 1–3" AND 1–2" SCHEDULE 80 PVC 90° BEND.)

F. 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.)

G. AFTER REMOVAL OF EXISTING STRAIN POLE INSTALL 10 FOOT PEDESTAL POLE CUT TO 5' WITH BREAKAWAY COUPLINGS PER MD 801.01–01, AND AUDIBLE PUSHBUTTON STATION (NOTE: USE MODIFIED FOUNDATION PER MD 801.01 WITH 1–2" SCHEDULE 80 90°PVC BEND.)

H. INSTALL ELECTRICAL HANDHOLE.

J. INSTALL ELECTRICAL HANDHOLE PERPENDICULAR TO ROADWAY FOR NON INVASIVE DETECTOR INSTALLATION.

K. INSTALL 2 INCH SCHEDULE 80 RIGID PVC CONDUIT – TRENCHED.

L. INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT – TRENCHED.

M. INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT – SLOTTED.

N. INSTALL 4 INCH SCHEDULE 80 RIGID PVC CONDUIT – TRENCHED.

O. INSTALL 4 INCH SCHEDULE 80 RIGID PVC CONDUIT – SLOTTED.

P. INSTALL EMBEDDED METERED SERVICE PEDESTAL (100 AMP). (NOTE: 1–4" AND 1–2" SCHEDULE 80 90° PVC BENDS)

R. INSTALL 4 INCH SCHEDULE 80 RIGID PVC CONDUIT TRENCHED TO BASE OF UTILITY POLE #820368–74497. STUB OUT 1' AND INSTALL PULL STRING FOR ELECTRICAL SERVICE. SEE WIRING DIAGRAM ON DRAWING SG–13 FOR ADDITIONAL NOTE.

S. PULL BACK EXISTING INTERCONNECT CABLE AND RE–ROUTE OVERHEAD TO NEW SIGNAL POLE AND THEN UNDERGROUND TO NEW CONTROLLER.

T. INSTALL 3 INCH SCHEDULE 80 PVC CONDUIT TRENCHED TO BASE OF UTILITY POLE #820368–74497 STUB OUT 1' WITH PULL STRING AND INSTALL RISER AND WEATHERHEAD FOR INTERCONNECT TO EAST RE–ROUTING.

U. INSTALL NON INVASIVE DETECTOR WITH 500 FOOT LEAD IN CABLE, CENTERED IN THROUGH LANE.

V. TRENCH CONDUIT UNDER MEDIAN AND REPLACE WITH 5 INCH CONCRETE SIDEWALK.

W. PULL BACK INTERCONNECT CABLE FROM CABINET AND RE–ROUTE TO NEW CONTROLLER CABINET.

X. SEE DRAWING SG–12 FOR PEDESTRIAN FACILITIES.

Y. INSTALL CROSSWALK WITH 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.

Z. INSTALL STOP LINE WITH 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.

AA. INSTALL GROUND MOUNTED SIGN ON 4" X 4" WOOD POST.

BB. INSTALL GROUND MOUNTED SIGN ON 4" X 6" WOOD POST.

CC. REMOVE EXISTING STRAIN POLE, ALL ATTACHED EQUIPMENT, WIRES, AND POWER FEED, AND FOUNDATION 12" BELOW GRADE, BACKFILL, CAP AND ABANDON CONDUIT. POWER SERVICE TO BE REMOVED BY OTHERS.

DD. REMOVE EXISTING STRAIN POLE, ALL ATTACHED EQUIPMENT, WIRES, AND FOUNDATION 12" BELOW GRADE, BACKFILL, CAP AND ABANDON CONDUIT.

EE. REMOVE CONTROLLER/CABINET, EQUIPMENT, AND FOUNDATION 12" BELOW GRADE, BACKFILL, CAP AND ABANDON CONDUITS.

FF. REMOVE EXISTING HANDHOLE, REMOVE UNUSED CABLES FROM CONDUIT, CAP AND ABANDON CONDUIT. BACKFILL WITH SUITABLE MATERIAL.

GG. REMOVE GROUND MOUNTED SIGN AND SUPPORTS.

HH. ABANDON EXISTING VEHICLE DETECTORS.

GENERAL NOTES

1. VIDEO CAMERA LOCATIONALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET 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. SHA FORCES SHALL REMOVE THE CONTROLLER AND ALL AUXILIARY EQUIPMENT FROM THE CONTROLLER CABINET. ALL OTHER EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINAL AND PROPERLY LABELING EACH CABLE.
6. 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.
7. 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.
8. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
9. 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%.
10. 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.
11. THE 10' MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

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

WAE Williams Associates Engineers
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APPROVALS

TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

ORIGINAL ON FILE

REVISIONS

© RECONSTRUCT TO MAST ARMS, APS/CPS, VIDEO DETECTION 01–2013 SHA NO. PG7865777 14099 WAE

D. UPGRADE SIGNAL DUE TO GEOMETRIC IMPROVEMENTS 9/1998 SHA NO. PG2175170

C.MUNZ	CJ	MAR	DAZ		TH

C. REPLACE FAILED LOOP DETECTORS 8/1991 855–25031141

RLS					

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 458 (SILVER HILL ROAD)

AT SWANN ROAD

SUITLAND, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' ADVERTISED DATE MAR 15 1971 CONTRACT NO. P206X–375

DESIGNED BY
DRAWN BY H.J.REINHARDT
CHECKED BY J. SPENCE
F.A.P. NO.
COUNTY PRINCE GEORGE'S
LOGMILE 16.045801.21
TIMS NO.
TOD NO.

TS NO. 247–E DRAWING SG – 11 OF 23 SHEET NO. OF

PLOTTED: Friday, January 18, 2013 AT 11:16 AM
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BY: mhusselbee