PRIMARY 39'
PRIMARY 33'
GUY 30'
COMM 20'
COMM 19'

MD 414 (ST BARNABAS ROAD) WB

PEPCO 816366–3378

PEPCO 816366–3871

PEPCO 816366–5689

Gas Station

TO MD 4

PRIMARY 39'
PRIMARY 33'
COMM 20'
COMM 19'

CONSTRUCTION DETAILS MD 458 AT MD 414

A. INSTALL NEMA SIZE "S" BASE MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT (NOTE: 2–2" AND 2–4" SCHEDULE 80 90° PVC BENDS.)
B. INSTALL 27' STEEL POLE WITH 70' MAST ARM, TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERA, SIGNS, 20' LIGHTING ARM AND LED LUMINAIRE (NOTE: 1–3" AND 1–2" SCHEDULE 80 90° PVC BEND.)
C. INSTALL 27' STEEL POLE WITH TWIN 50'/70' MAST ARMS, TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERAS, AUDIBLE PUSHBUTTON STATION, SIGNS, 20' LIGHTING ARM AND LED LUMINAIRE (NOTE: 1–3" AND 1–2" SCHEDULE 80 90° PVC BEND.)
D. INSTALL 27' STEEL POLE WITH 50' MAST ARM, TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERAS, 15' LIGHTING ARM AND LED LUMINAIRE, AND SIGNS, (NOTE: 1–3" AND 1–2" SCHEDULE 80 90° PVC BEND.)
E. INSTALL 10' 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.)
F. INSTALL ELECTRICAL HANDHOLE.
G. INSTALL ELECTRICAL HANDHOLE PERPENDICULAR TO ROADWAY FOR NON INVASIVE DETECTOR INSTALLATION.
H. USE EXISTING HANDHOLE.
J. INSTALL 2 INCH SCHEDULE 80 RIGID PVC CONDUIT – TRENCHED.
K. INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT – TRENCHED.
L. INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT – BORED.
M. INSTALL 4 INCH SCHEDULE 80 RIGID PVC CONDUIT – TRENCHED.
N. INSTALL 4 INCH SCHEDULE 80 RIGID PVC CONDUIT – SLOTTED.
O. INSTALL 4 INCH SCHEDULE 80 RIGID PVC CONDUIT – BORED.
P. INSTALL EMBEDDED METERED SERVICE PEDESTAL (100 AMP). (NOTE: 1–4" AND 2–2" SCHEDULE 80 90° PVC BENDS)
R. INSTALL 4 INCH SCHEDULE 80 RIGID PVC CONDUIT BORED TO BASE OF UTILITY POLE #817367–2994 STUB OUT 1' AND INSTALL PULL STRING. SEE WIRING DIAGRAM ON DRAWING SG–04 FOR ADDITIONAL NOTE.
S. INSTALL NON INVASIVE DETECTOR WITH 500 FOOT LEAD IN CABLE, CENTERED IN THROUGH LANE.
T. TRENCH CONDUIT UNDER MEDIAN AND REPLACE MONOLITHIC MEDIAN.
U. USE EXISTING CONDUIT, REMOVE UNUSED WIRES.
V. SEE DRAWING SG–03 FOR PEDESTRIAN FACILITIES.
W. INSTALL CROSSWALK WITH 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.
X. INSTALL STOP LINE WITH 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.
Y. INSTALL EDGE LINE WITH 10 INCH WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING MATERIAL, AS SHOWN.
Z. INSTALL GROUND MOUNTED SIGN ON 4" X 4" WOOD POST.
AA. INSTALL GROUND MOUNTED SIGN ON 4" X 6" WOOD POST.
BB. 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.
CC. REMOVE EXISTING STRAIN POLE, ALL ATTACHED EQUIPMENT, WIRES, AND FOUNDATION 12" BELOW GRADE, BACKFILL, CAP AND ABANDON CONDUIT. POWER SERVICE TO BE REMOVED BY OTHERS.
DD. REMOVE EXISTING PEDESTAL 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 SUPPORT.
HH. ABANDON EXISTING VEHICLE DETECTORS.
JJ. REPLACE SIDEWALK BEHIND CURB AFTER HANDHOLE IS REMOVED.
KK. SEE ROADWAY PLAN FOR MEDIAN RECONSTRUCTION.

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

BY: mhusselbee –

GENERAL NOTES

1. VIDEO CAMERA LOCATION/ALIGNING 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 CONTACT SILVER HILL VOLUNTEER FIREHOUSE COMPANY 29, A MINIMUM OF 24 HOURS PRIOR TO BEGINNING ANY WORK ON THE SIGNAL PREEMPTION SYSTEM. SEE DRAWING SG–04 FOR CONTACT INFORMATION.
4. 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.
5. SHA FORCES SHALL REMOVE THE CONTROLLERS AND ALL AUXILIARY EQUIPMENT FROM THE CONTROLLER CABINETS. ALL OTHER EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
6. ALL NEW LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCELL.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINAL AND PROPERLY LABELING EACH CABLE.
8. 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.
9. 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.
10. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
11. 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%.
12. 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.
13. THE 10' MINIMIUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.

GREENLINE REVISION 1
APPROVED BY: [signature]
DATE: 9/3/13

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Gambrills, Maryland 21054
Phone: 410-729-1004
Facsimile: 410-729-1009

APPROVALS	REVISIONS
TEAM LEADER	1 GREENLINE REVISION 1. RELOCATE TWO PEDESTRIAN SIGNAL POLES DUE TO PROPOSED WATER MAIN CONSTRUCTION 9–3–13
ASST. DIV. CHIEF	WAE
DIVISION CHIEF	C RECONSTRUCT FROM STRAIN POLES TO MAST ARMS, APS/CPS, ADA RAMPS. 01–2013 SHA NO. PG7865777
OFFICE DIRECTOR	WAE
	B. INSTALL VIDEO DETECTION 04/2008 OT 2007
	LW JMcC

ORIGINAL ON FILE

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

MD 458 (SILVER HILL ROAD)
AT MD 414 (OLD SILVER HILL ROAD/ST. BARNABAS ROAD)
SUITLAND, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' ADVERTISED DATE ______ CONTRACT NO. P332–001–385

DESIGNED BY ______	COUNTY PRINCE GEORGE'S
DRAWN BY ______	LOGMILE 16041405.15
CHECKED BY ______	TIMS NO. ______
F.A.P. NO. US–9692(1)	TOD NO. ______
TS NO. 264–C	DRAWING SG–01 OF 23 / SHEET NO. OF

PLOTTED: Tuesday, September 03, 2013 AT 12:57 PM
FILE: \\Server02\wae files\01_Project\061_TEDD-BA\01_Task Work\061_0106_Task06 – MD458-MD 414\061_010602_Analysis\CADD\pSG-P001_MD458_MD414.dgn