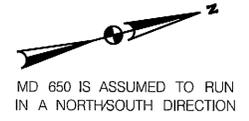


DRILL HOLES

DRILL HOLES

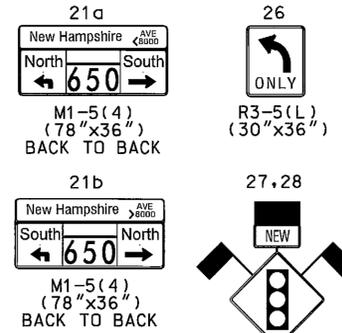
DRILL HOLES

BY: \$USERNAMES

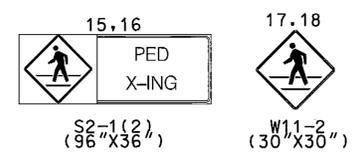


MD 650 IS ASSUMED TO RUN IN A NORTHSOUTH DIRECTION

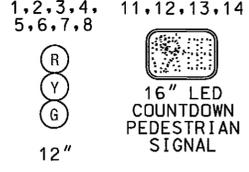
PROPOSED SIGNS



EXISTING SIGNS TO BE REMOVED



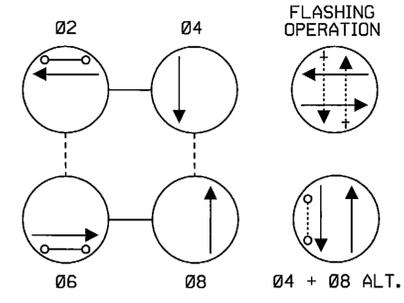
PROPOSED SIGNALS



EXISTING SIGNALS TO REMAIN

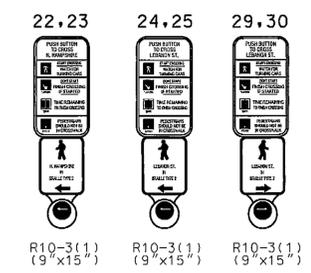


NEMA PHASING

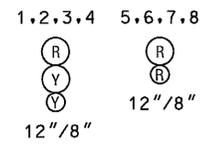


NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN



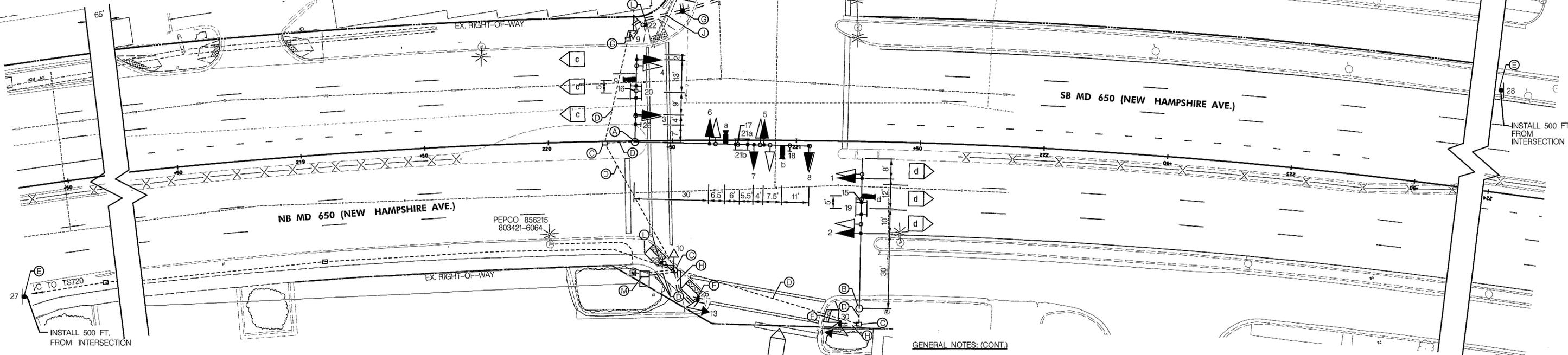
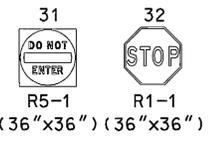
EXISTING SIGNALS TO BE REMOVED



PROPOSED VIDEO DETECTION



EXISTING SIGNS TO REMAIN



CONSTRUCTION NOTES:

- A. REMOVE EXISTING TRAFFIC SIGNAL HEADS AND SIGNS, INSTALL LED TRAFFIC SIGNAL HEADS, SIGNS AND VIDEO DETECTION CAMERAS ON EXISTING MAST ARM.
B. REMOVE EXISTING TRAFFIC SIGNAL HEADS AND SIGNS, INSTALL LED TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERA AND SIGN ON EXISTING MAST ARM.
C. USE EXISTING HANDHOLE.
D. USE EXISTING CONDUIT.
E. INSTALL GROUND MOUNTED SIGN ON A 4" X 6" WOOD POST.
F. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE, FOUNDATION (SHA STD. 801.01-01), LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS LEBANON ST." (NOTE: 1-3 IN. SCHEDULE 80-90 DEGREE PVC BEND.)
G. INSTALL ELECTRICAL HANDHOLE.
H. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED).
I. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED).
K. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (SLOTTED).
L. REPLACE EX. PUSHBUTTON WITH NEW AUDIO/TACTILE PEDESTRIAN PUSHBUTTON AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS N. HAMPSHIRE AVE".
M. USE EXISTING CABINET AND CONTROLLER.
N. SEE ROADWAY PLANS (SHEET CV-32) FOR RAMP CONSTRUCTION DETAILS.

GENERAL NOTES:

- 1. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL VERIFY ALL RAMP AND PUSHBUTTON LOCATIONS PRIOR TO INSTALLATION.
3. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES. SHA FORCES WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING.
5. THE CONTRACTOR IS TO REMOVE AND REPLACE THE CONCRETE SIDEWALK AT THE NEAREST JOINT.
6. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
7. ALL SIGNAL POLE FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.

GENERAL NOTES: (CONT.)

- 8. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
9. IF THE LOCATION OF THE ACCESSIBLE PEDESTRIAN SIGNAL (APS) PUSHBUTTONS MUST BE CHANGED, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER TO OBTAIN APPROVAL FOR THE NEW LOCATION TO ENSURE MUTCD SEC 4E.09, FIG. 4E-2 AND ALL NCHRP REQUIREMENTS ARE MET. ALL WORK MUST BE HALTED UNTIL THE PROJECT ENGINEER HAS OBTAINED AN APPROVED LOCATION OR A DESIGN WAIVER IS OBTAINED.
10. 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%.
11. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
12. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
13. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
14. THE CONTRACTOR SHALL INSTALL ALL CONDUIT PRIOR TO NEW SIDEWALK AND RAMP CONSTRUCTION.
15. THE CONTRACTOR SHALL INTEGRATE PROPOSED/EXISTING CONCRETE FOUNDATIONS WITH NEW CURBSIDEWALK RAMPS WHERE NECESSARY.

GENERAL NOTES: (CONT.)

- 16. THE CONTRACTOR SHALL ENSURE THE EXISTING TRAFFIC SIGNAL EQUIPMENT REMAINS OPERATIONAL UNTIL PROPOSED EQUIPMENT IS OPERATIONAL.
17. PLACE 24 IN. WIDE DETECTABLE WARNING SURFACE ALONG THE FULLY DEPRESSED PORTION OF THE PROPOSED RAMPS. THE MAT SHALL NOT EXTEND ONTO THE SIDE FLARES.
18. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
19. CONTRACTOR IS TO MAINTAIN PEDESTRIAN ACCESS DURING CONSTRUCTION STAGES.
20. THE CONTRACTOR SHALL USE CAUTION WHEN INSTALLING EQUIPMENT IN THE VICINITY OF EXISTING GAS LINES.

SIGNAL EQUIPMENT LAYOUT table with columns: DESCRIPTION, STATION, OFFSET. Rows include Pedestal Pole (SW, SE, NW, NE) with stationing and offsets.

GEOMETRIC LEGEND and UTILITY LEGEND tables. Geometric legend shows existing and proposed lines. Utility legend shows symbols for storm drain, gas main, water main, sewer main, electric cables, aerial cables, telephone cables, and fiber-optic.

RJM ENGINEERING, INC. CONSULTING ENGINEERS ELLICOTT CITY, MARYLAND logo and name.

PROFESSIONAL CERTIFICATION I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland. License No. 11019, Expiration Date 7/19/2012.



APPROVALS table with fields for TEAM LEADER, ASST. DIR. CHIEF, DIVISION CHIEF, OFFICE DIRECTOR.

REVISIONS table with columns for revision number, description, date, and initials. Includes revision A: CONVERT TO FULL SIGNAL.

SHA STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION OFFICE OF TRAFFIC & SAFETY TRAFFIC ENGINEERING DESIGN DIVISION LANGLEY PARK TRANSIT CENTER MD 650 AT LEBANON STREET

TRAFFIC SIGNALIZATION PLAN title block. Includes scale (1" = 20'), contract number (MO335184), designer (S.BLOSS), county (PRINCE GEORGE'S), and sheet number (105 OF).

PLOTTED: SDATIMES FILE: \$FILES