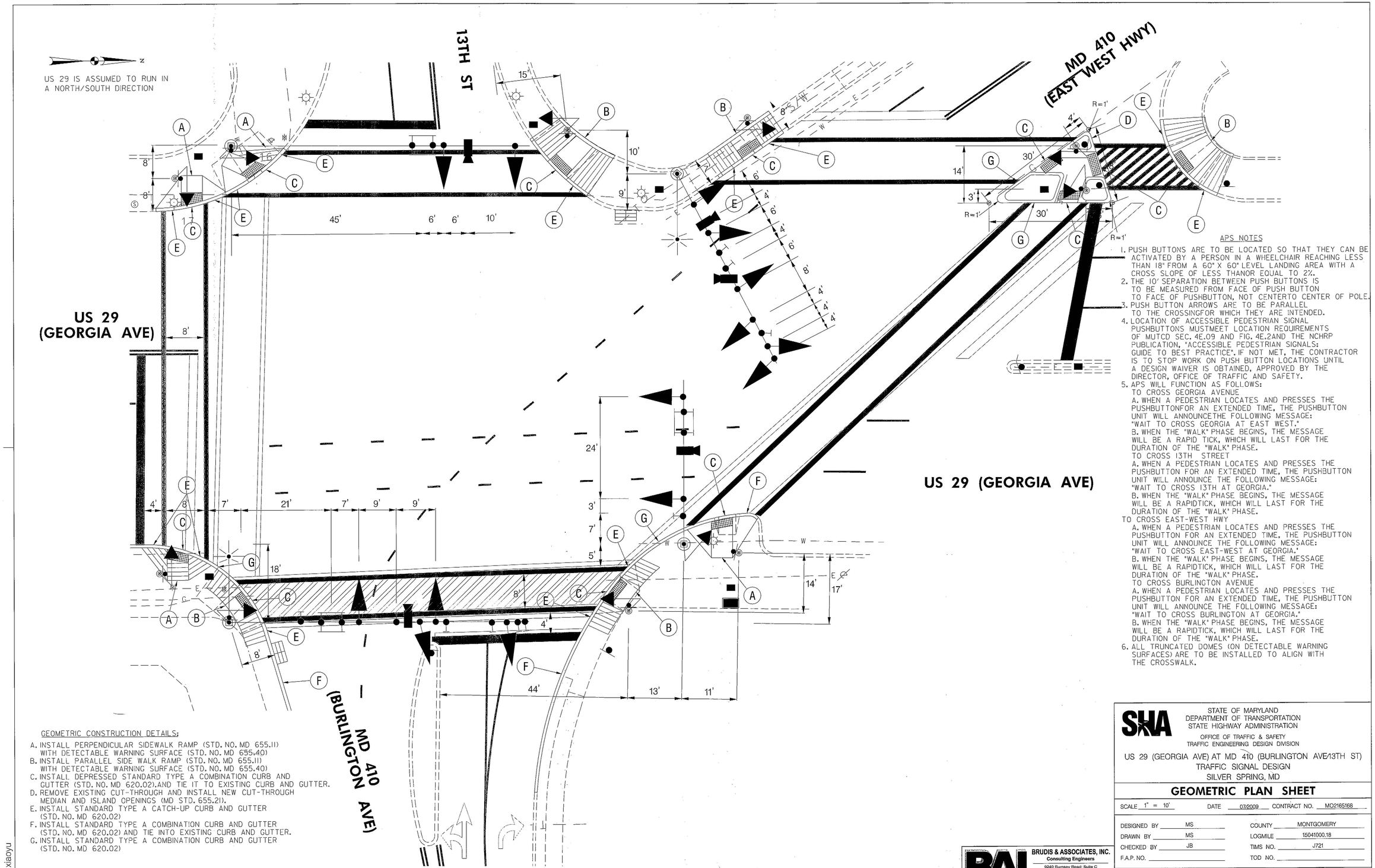

APS NOTES

1. PUSH BUTTONS 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 THANOR EQUAL TO 2%.
2. THE 10' SEPARATION BETWEEN PUSH BUTTONS IS TO BE MEASURED FROM FACE OF PUSH BUTTON TO FACE OF PUSHBUTTON, NOT CENTERTO CENTER OF POLE.
3. PUSH BUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSINGFOR WHICH THEY ARE INTENDED.
4. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUSTMEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSH BUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
5. APS WILL FUNCTION AS FOLLOWS:
   TO CROSS GEORGIA AVENUE
   A. WHEN A PEDESTRIAN LOCATES AND PRESSES THE PUSHBUTTONFOR AN EXTENDED TIME, THE PUSHBUTTON UNIT WILL ANNOUNCETHE FOLLOWING MESSAGE: "WAIT TO CROSS GEORGIA AT EAST WEST."
   B. WHEN THE "WALK" PHASE BEGINS, THE MESSAGE WILL BE A RAPID TICK, WHICH WILL LAST FOR THE DURATION OF THE "WALK" PHASE.
   TO CROSS 13TH STREET
   A. WHEN A PEDESTRIAN LOCATES AND PRESSES THE PUSHBUTTON FOR AN EXTENDED TIME, THE PUSHBUTTON UNIT WILL ANNOUNCE THE FOLLOWING MESSAGE: "WAIT TO CROSS 13TH AT GEORGIA."
   B. WHEN THE "WALK" PHASE BEGINS, THE MESSAGE WILL BE A RAPIDTICK, WHICH WILL LAST FOR THE DURATION OF THE "WALK" PHASE.
   TO CROSS EAST-WEST HWY
   A. WHEN A PEDESTRIAN LOCATES AND PRESSES THE PUSHBUTTON FOR AN EXTENDED TIME, THE PUSHBUTTON UNIT WILL ANNOUNCE THE FOLLOWING MESSAGE: "WAIT TO CROSS EAST-WEST AT GEORGIA."
   B. WHEN THE "WALK" PHASE BEGINS, THE MESSAGE WILL BE A RAPIDTICK, WHICH WILL LAST FOR THE DURATION OF THE "WALK" PHASE.
   TO CROSS BURLINGTON AVENUE
   A. WHEN A PEDESTRIAN LOCATES AND PRESSES THE PUSHBUTTON FOR AN EXTENDED TIME, THE PUSHBUTTON UNIT WILL ANNOUNCE THE FOLLOWING MESSAGE: "WAIT TO CROSS BURLINGTON AT GEORGIA."
   B. WHEN THE "WALK" PHASE BEGINS, THE MESSAGE WILL BE A RAPIDTICK, WHICH WILL LAST FOR THE DURATION OF THE "WALK" PHASE.
6. ALL TRUNCATED DOMES (ON DETECTABLE WARNING SURFACES) ARE TO BE INSTALLED TO ALIGN WITH THE CROSSWALK.

GEOMETRIC CONSTRUCTION DETAILS:

A. INSTALL PERPENDICULAR SIDEWALK RAMP (STD. NO. MD 655.11) WITH DETECTABLE WARNING SURFACE (STD. NO. MD 655.40)
B. INSTALL PARALLEL SIDE WALK RAMP (STD. NO. MD 655.11) WITH DETECTABLE WARNING SURFACE (STD. NO. MD 655.40)
C. INSTALL DEPRESSED STANDARD TYPE A COMBINATION CURB AND GUTTER (STD. NO. MD 620.02).AND TIE IT TO EXISTING CURB AND GUTTER.
D. REMOVE EXISTING CUT-THROUGH AND INSTALL NEW CUT-THROUGH MEDIAN AND ISLAND OPENINGS (MD STD. 655.21).
E. INSTALL STANDARD TYPE A CATCH-UP CURB AND GUTTER (STD. NO. MD 620.02)
F. INSTALL STANDARD TYPE A COMBINATION CURB AND GUTTER (STD. NO. MD 620.02) AND TIE INTO EXISTING CURB AND GUTTER.
G. INSTALL STANDARD TYPE A COMBINATION CURB AND GUTTER (STD. NO. MD 620.02)

BY: xiaoyu

SHA

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

US 29 (GEORGIA AVE) AT MD 410 (BURLINGTON AVE/13TH ST)
TRAFFIC SIGNAL DESIGN
SILVER SPRING, MD

GEOMETRIC PLAN SHEET

SCALE 1" = 10'	DATE 07/2009	CONTRACT NO. MO2165168	
DESIGNED BY MS		COUNTY MONTGOMERY	
DRAWN BY MS		LOGMILE 15041000.18	
CHECKED BY JB		TIMS NO. J721	
F.A.P. NO.		TOD NO.	
TS NO. 1713B	DRAWING – 2 OF 3	SHEET NO. 18 OF 26	

BAI
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