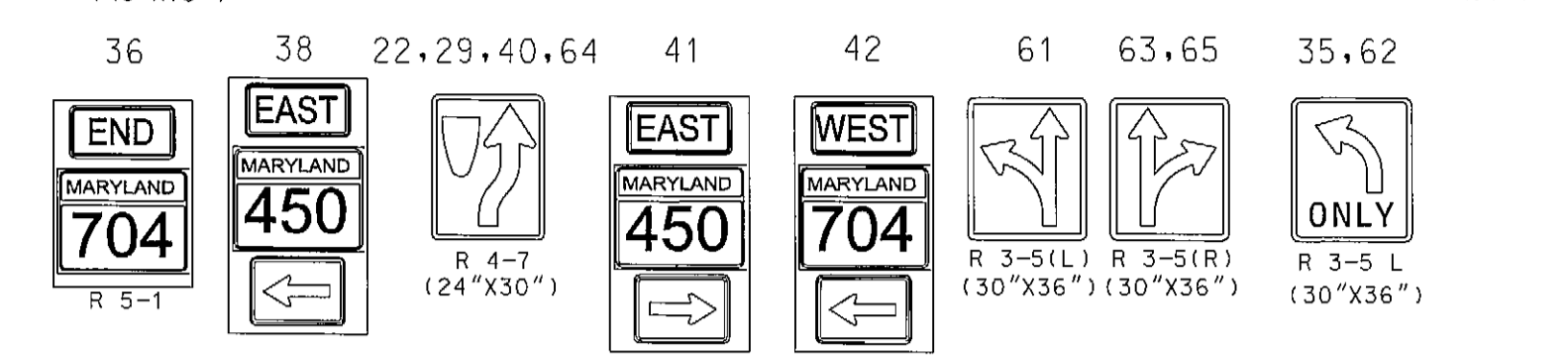
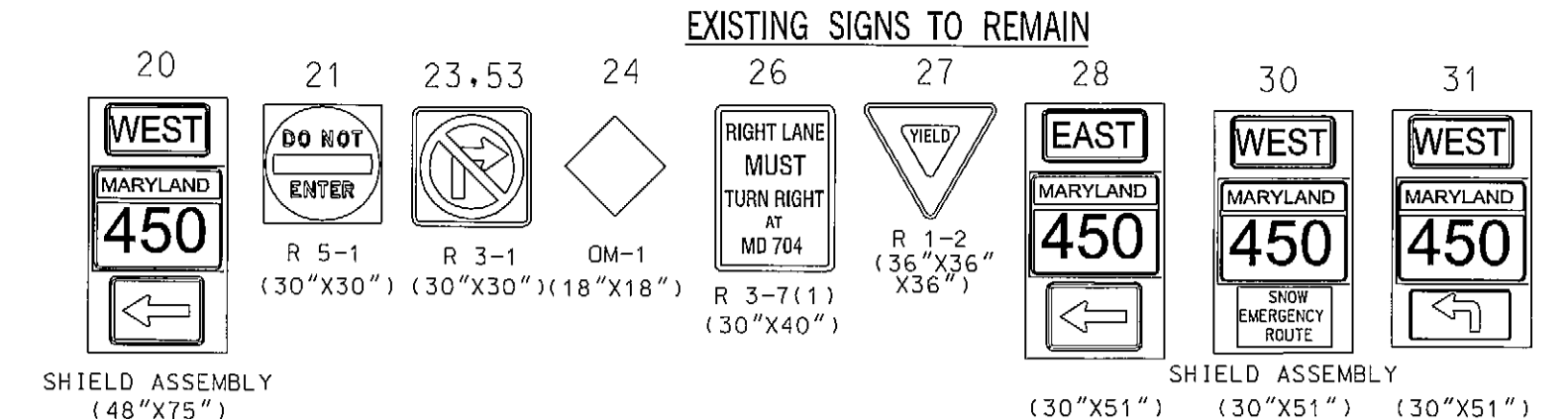
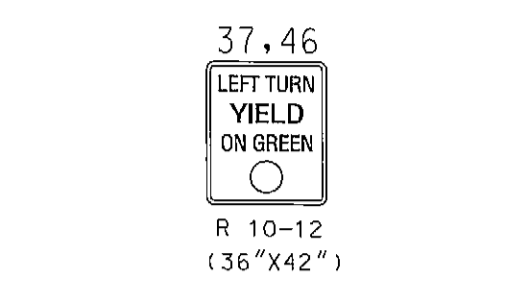
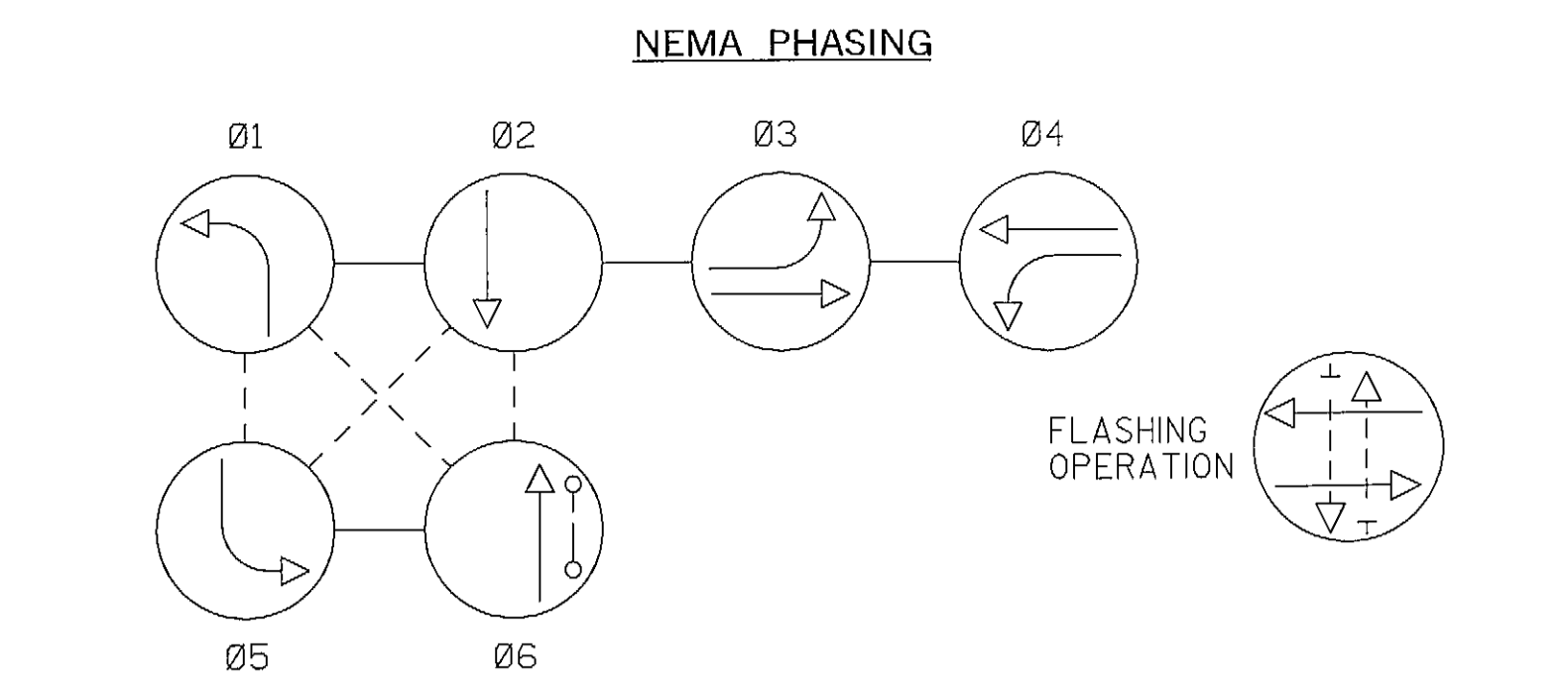
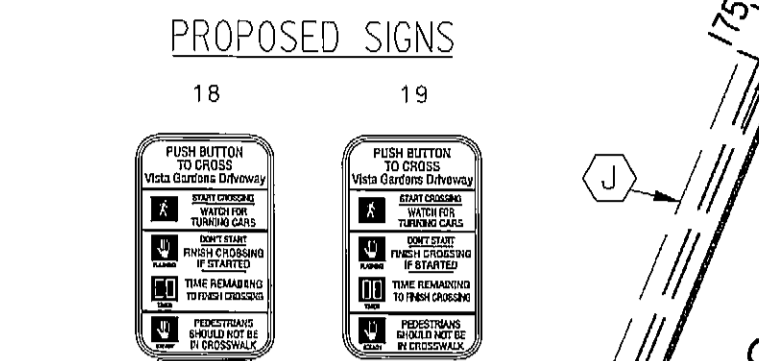
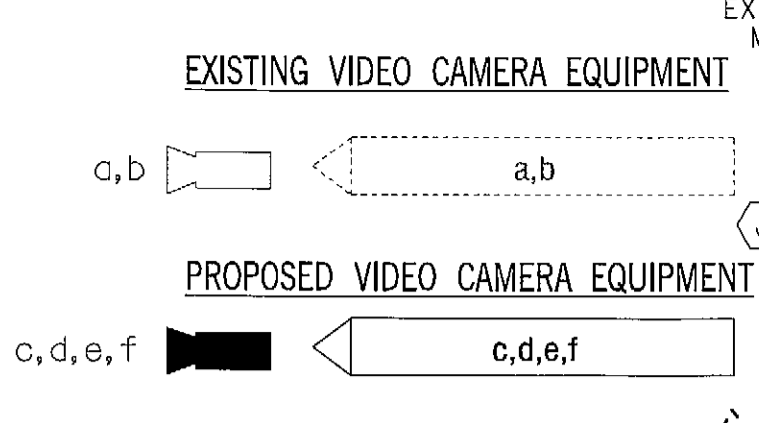


MD 450 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

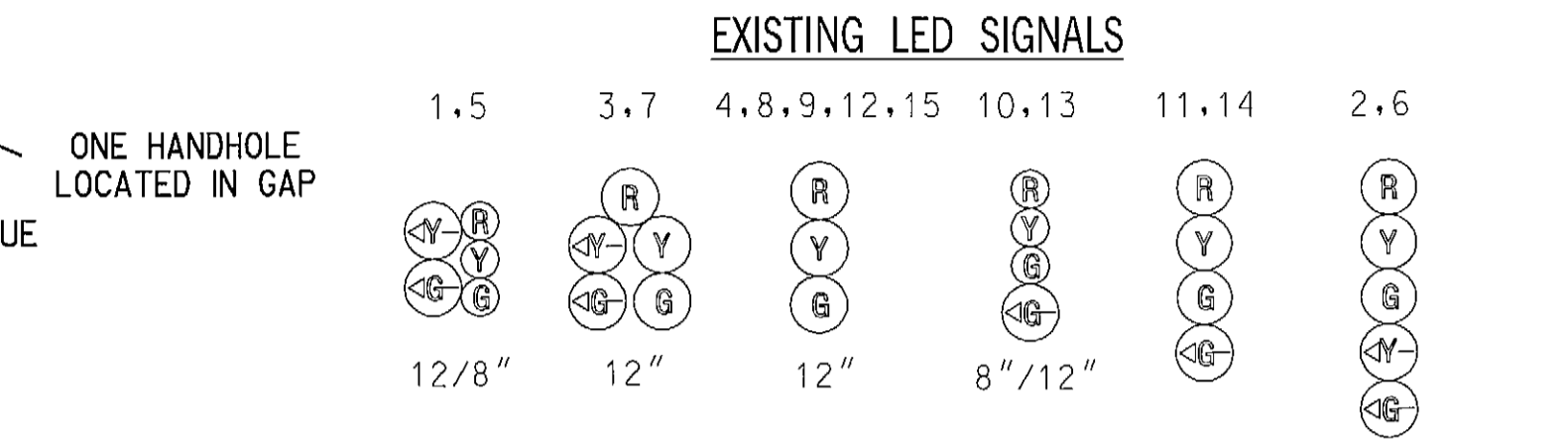
EXISTING SIGNS TO BE REMOVED



EXISTING SIGNS TO REMAIN
SEE SIGNING AND MARKING SHEET SN-11



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



GENERAL NOTES

- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE MODIFICATION PROJECT.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE. ALL INTERNAL CABINET WIRING SHALL BE PERFORMED BY SHA FORCES.
- ALL UNUSED SIGNAL CABLES SHALL BE REMOVED AND DISPOSED.
- 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%.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND 4E.10 AND FIG. 4E-3 AND 4E-4 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, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE SIDEWALK AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACE.
- ALL PAVEMENT MARKINGS ARE TO BE INSTALLED AS PER THE SIGNING AND MARKING PLANS, UNLESS NOTED ON THIS PLAN.
- ALL ADA FACILITIES ARE REFERENCED ON THE ROADWAY PLANS.

CONSTRUCTION DETAILS

- USE EXISTING SIZE "6" BASE MOUNTED CABINET AND REUSE EXISTING POWER SOURCE.
- INSTALL 10 FT. PEDESTAL POLE WITH MODIFIED BASE STANDARD NO. MD 801.01-01, APS PUSHBUTTON, AND PEDESTRIAN EDUCATION SIGN. INSTALL RELOCATED LED COUNTDOWN PEDESTRIAN SIGNAL HEAD FROM EXISTING LOCATION. (NOTE: 1-2 IN. PVC SCHEDULE 80 CONDUIT BEND).
- REMOVE EXISTING LED COUNTDOWN PEDESTRIAN SIGNAL HEAD FROM STEEL POLE. RELOCATE PEDESTRIAN SIGNAL HEAD TO PROPOSED LOCATION.
- REMOVE EXISTING PEDESTAL POLE. RELOCATE EXISTING LED COUNTDOWN PEDESTRIAN SIGNAL HEAD TO PROPOSED LOCATION.
- REMOVE EXISTING HANDHOLE.
- REMOVE EXISTING CABLE AND CAP AND ABANDON EXISTING CONDUIT.
- INSTALL 2" PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- USE EXISTING HANDHOLE.
- USE EXISTING CONDUIT.
- USE EXISTING STRAIN POLE. INSTALL VIDEO DETECTION CAMERA(S) ON EXISTING LUMINAIRE ARM.
- USE EXISTING STRAIN POLE.
- USE EXISTING STRAIN WIRE.
- ABANDON EXISTING LOOP DETECTOR AND ALL ASSOCIATED WIRING.
- INSTALL 12" WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES. (CROSSWALK)
- INSTALL 24" WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES. (STOPBAR)
- REMOVE EXISTING SIGN FROM SPAN WIRE.
- INSTALL HANDHOLE. INTERCEPT EXISTING CONDUIT. ALIGN HANDHOLE SO THAT LONG EDGE IS PERPENDICULAR TO ROADWAY.
- INSTALL 3" PVC SCHEDULE 80 ELECTRICAL CONDUIT - SLOTTED.
- INSTALL NON-INVASIVE MICROLOOP PROBE SET WITH 1,000 FT. LEAD-IN CABLE.
- INSTALL HANDHOLE. ALIGN HANDHOLE SO THAT LONG EDGE IS PERPENDICULAR TO ROADWAY.
- USE EXISTING LIGHTING ARM. INSTALL VIDEO DETECTION CAMERA.

CONSTRUCTION DETAILS (cont.)

- DISCONNECT EXISTING INTERCONNECT CABLE(S) FROM EXISTING CABINET. PULL BACK EXISTING INTERCONNECT CABLE TO EXISTING HANDHOLE (EXACT LOCATION IS OFF THE LIMITS OF THIS SHEET) PRIOR TO INTERCEPTING THE EXISTING CONDUIT. AFTER INSTALLATION OF PROPOSED HANDHOLE, RE-ROUTE INTERCONNECT CABLE THROUGH PROPOSED HANDHOLE AND EXISTING CONDUIT AND SPAN WIRE BACK TO THE EXISTING CABINET. SHA FORCES WILL RECONNECT INTERCONNECT CABLE(S).
- ABANDON EXISTING PROBE AND ALL ASSOCIATED WIRING.

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SUITE 101-C
FAIRFAX, VA 22030
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GEOMETRIC LEGEND	
---	EXISTING
---	PROPOSED

UTILITY LEGEND	
SD	STORM DRAIN
G	GAS MAIN
W	WATER MAIN
S	SEWER MAIN
E	ELECTRIC CABLES
A	AERIAL CABLES
T	TELEPHONE CABLES
F	FIBER-OPTIC

APPROVALS	
TEAM LEADER	
ASSY. DIR. / CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS	
NO	DESCRIPTION
1	INSTALL VIDEO DETECTION, GPS, APS, AND CROSSWALK SIGNING ON S LEG
2	MODIFIED LANE CONFIGURATION ON NB APPROACH, B9996M2 TMS #1576

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

**ANNAPOLIS ROAD (MD 450) AT
M.L. KING JR HWY (MD 704)**
MITCHELLVILLE, MD

TRAFFIC SIGNALIZATION PLAN			
SCALE	DATE	CONTRACT NO.	
1" = 20'	02/06/01	P981-451-385	
DESIGNED BY	COUNTY	LOGMILE	
DA NIES	PRINCE GEORGE'S	16045007.35	
CHECKED BY	T.J.M.S. NO.	TOD NO.	
D DODA	K587		
F.A.P. NO.	TOD NO.		
TS NO. 3167D	DRAWING NO. SG-09	OF 10	SHEET NO. OF