EXISTING SIGNALS TO BE REMOVED

12"

R Y G

1a,2a,3a,4a
5a,6a,7a

PROPOSED SIGNALS

12" 12"

R Y G

1,2,3,4,5,6,7 8-13

EXISTING SIGNS TO REMAIN

ALL PEDESTRIAN SIGNAL HEADS BE COUNTDOWN TYPE

SOUTH MARYLAND 210 — 15

NORTH MARYLAND 210 — 14

VIDEO TRAFFIC DETECTION CAMERA

A,B,C

NEMA PHASING

Ø2 Ø4

ALT. Ø4

FLASHING OPERATION

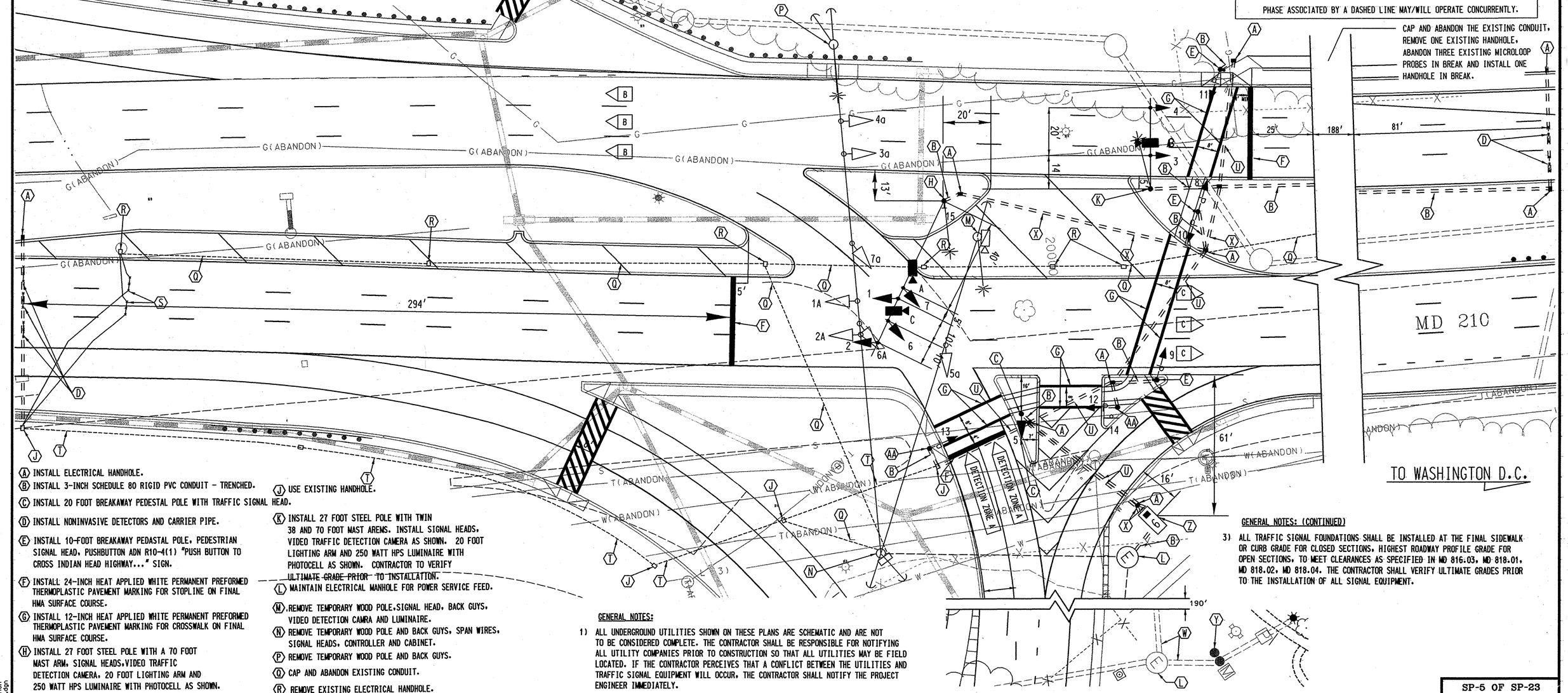
MD 210 INDIAN HEAD HIGHWAY IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

PHASING NOTES:

PHASE ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

PHASE ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.

CAP AND ABANDON THE EXISTING CONDUIT, REMOVE ONE EXISTING HANDHOLE, ABANDON THREE EXISTING MICROLOOP PROBES IN BREAK AND INSTALL ONE HANDHOLE IN BREAK.



(A) INSTALL ELECTRICAL HANDHOLE.

(B) INSTALL 3-INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.

(C) INSTALL 20 FOOT BREAKAWAY PEDESTAL POLE WITH TRAFFIC SIGNAL HEAD.

(D) INSTALL NONINVASIVE DETECTORS AND CARRIER PIPE.

(E) INSTALL 10-FOOT BREAKAWAY PEDASTAL POLE, PEDESTRIAN SIGNAL HEAD, PUSHBUTTON ADN R10-4(1) "PUSH BUTTON TO CROSS INDIAN HEAD HIGHWAY..." SIGN.

(F) INSTALL 24-INCH HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOPLINE ON FINAL HMA SURFACE COURSE.

(G) INSTALL 12-INCH HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALK ON FINAL HMA SURFACE COURSE.

(H) INSTALL 27 FOOT STEEL POLE WITH A 70 FOOT MAST ARM, SIGNAL HEADS, VIDEO TRAFFIC DETECTION CAMERA, 20 FOOT LIGHTING ARM AND 250 WATT HPS LUMINAIRE WITH PHOTOCELL AS SHOWN. CONTRACTOR TO VERIFY ULTIMATE GRADE PRIOR TO INSTALLATION.

(J) USE EXISTING HANDHOLE.

(K) INSTALL 27 FOOT STEEL POLE WITH TWIN 38 AND 70 FOOT MAST ARENS. INSTALL SIGNAL HEADS, VIDEO TRAFFIC DETECTION CAMERA AS SHOWN. 20 FOOT LIGHTING ARM AND 250 WATT HPS LUMINAIRE WITH PHOTOCELL AS SHOWN. CONTRACTOR TO VERIFY ULTIMATE GRADE PRIOR TO INSTALLATION.

(L) MAINTAIN ELECTRICAL MANHOLE FOR POWER SERVICE FEED.

(M) REMOVE TEMPORARY WOOD POLE, SIGNAL HEAD, BACK GUYS, VIDEO DETECTION CAMRA AND LUMINAIRE.

(N) REMOVE TEMPORARY WOOD POLE AND BACK GUYS, SPAN WIRES, SIGNAL HEADS, CONTROLLER AND CABINET.

(P) REMOVE TEMPORARY WOOD POLE AND BACK GUYS.

(Q) CAP AND ABANDON EXISTING CONDUIT.

(R) REMOVE EXISTING ELECTRICAL HANDHOLE.

(S) ABANDON EXISTING MICRO-LOOP PROBE SET.

(T) USE EXISTING CONDUIT.

(U) INSTALL 4-INCH SCHEDULE 80 RIGID PVC CONDUIT- BORED.

(X) INSTALL 4-INCH SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.

(Y) USING EXISTING METERED SERVICE PEDESTAL

(Z) INSTALL EIGHT PHASE (FULLY ACTUATED) CONTROLLER AND CABINET - BASE MOUNT WITH NON - FUSED DISCONNECT SWITCH (NOTE: TWO (2) 4 - INCH, ONE (1) 3 - INCH, AND (1) 2 - INCH SCHEDULE 80, 90 DEGREE (CONDUIT BENDS).

(AA) INSTALL 10-FOOT BREAKAWAY PEDASTAL POLE, PEDESTRIAN SIGNAL HEAD, AND R10-2a "CROSS ONLY ON WALK SIGNAL" SIGN.

GENERAL NOTES: (CONTINUED)

3) ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, 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 THE INSTALLATION OF ALL SIGNAL EQUIPMENT.

GENERAL NOTES:

1) ALL UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE FIELD LOCATED. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY.

2) PAVEMENT MARKINGS DETAILED ARE TO BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH MDSHA STANDARDS. ALL OTHER PAVEMENT MARKINGS NOT DETAILED ARE FOUND ON SIGNING AND MARKING PLANS.

UTILITY LEGEND

—G—G—	GAS MAIN
—W—W—	WATER MAIN
—S—S—	SEWER MAIN
—E—E—	ELECTRIC CABLES
—A—A—	AERIAL CABLES
—T—T—	TELEPHONE CABLES
—L(3)—L(3)—	LEVEL 3 FO CABLES
—FO—FO—	FIBER OPTIC CABLES

REVISIONS

4	ADDENDUM NO. 4 MARCH 10, 2005 SHEET REPLACED	MP
III	REDLINE NO. II APRIL 9, 2007	AMH
	GREEN LINE NO. I JUNE 29, 2007	KCI

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, OFFICE OF TRAFFIC & SAFETY

ORIGINAL ON FILE

KCI TECHNOLOGIES

ENGINEERS PLANNERS SCIENTISTS CONSTRUCTION MANAGERS

10 NORTH PARK DRIVE
HUNT VALLEY, MARYLAND
21030-1888
(410) 316-7800

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety

TRAFFIC ENGINEERING DESIGN DIVISION

ULTIMATE TRAFFIC SIGNAL PLAN

MD 210 INDIAN HEAD HIGHWAY AT SB I-95/I-495 OFF RAMP (RAMP C)

DRAWN BY:	M. PIERRE	F.A.P. NO.	SEE TITLE SHEET	TS NO.	SHEET NO.
CHECKED BY:	J. LAWRENCE	S.H.A. NO.	PG5075173	4373	285 OF 402
SCALE:	1"=20'	COUNTY:	PRINCE GEORGE'S	T.I.M.S. NO.	
DATE:	12-7-04	LOG MILE:	16021013.33	E149	

SP-5 OF SP-23

PLOTTED: 11:19 AM on Wednesday, June 27, 2007
BY: Aaron Rothenstein Divisions Transportation
FILE: m:\esb\esb10\acad\projects\ultimate\ramp.dgn