PROJECT DESCRIPTION

I. GENERAL

This portion of the project involves the modification to the existing traffic control signal at the intersection of US Route 1 and Contee Road in Prince George's County, Maryland. US Route 1 is considered to run in a north/south direction.

The modification will coincide with Phase III of the maintenance of traffic plans to install a box culvert under the north leg of US Route 1.

Phase III involves the installation of new signal heads and the relocation of existing signs and detection zones to coincide with the temporary lane placement.

II. INTERSECTION OPERATION

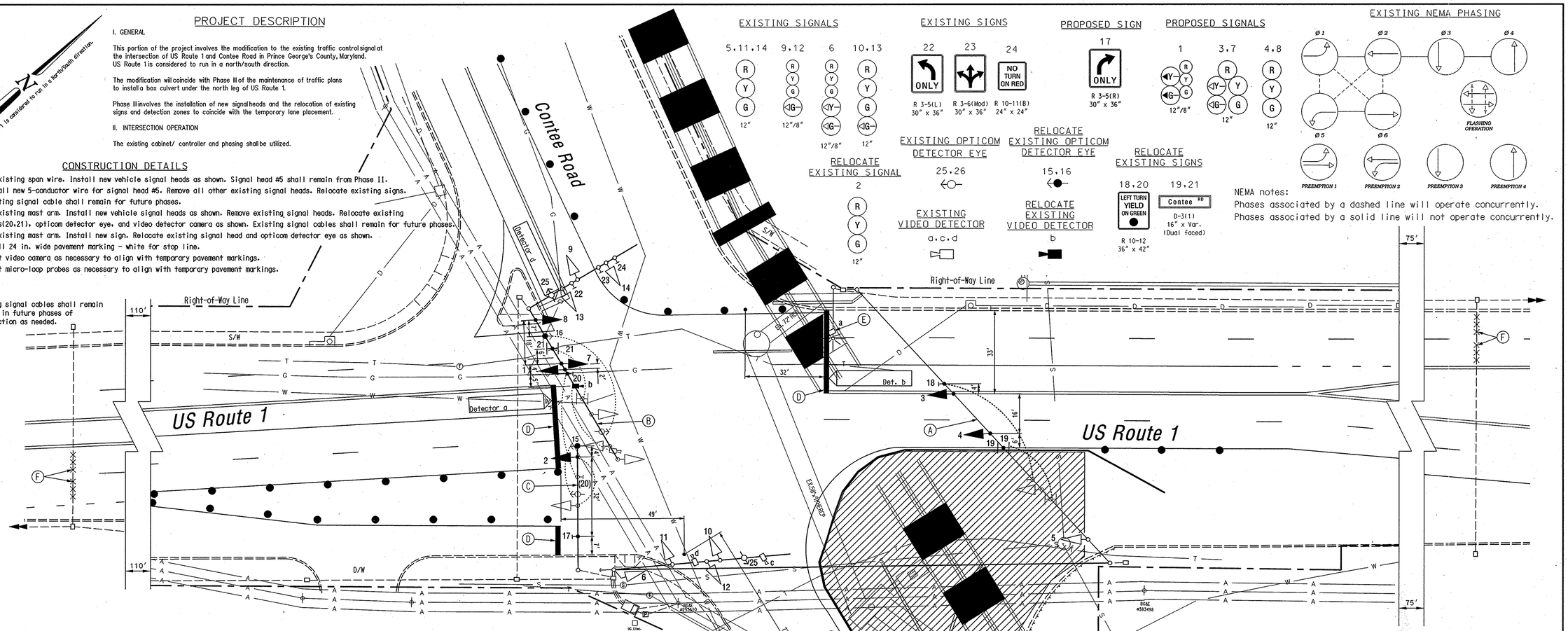
The existing cabinet/ controller and phasing shall be utilized.

US 1 is considered to run in a North/South direction.

CONSTRUCTION DETAILS

A. Use existing span wire. Install new vehicle signal heads as shown. Signal head #5 shall remain from Phase II. Install new 5-conductor wire for signal head #5. Remove all other existing signal heads. Relocate existing signs. Existing signal cable shall remain for future phases.
B. Use existing mast arm. Install new vehicle signal heads as shown. Remove existing signal heads. Relocate existing signs(20,21), opticom detector eye, and video detector camera as shown. Existing signal cables shall remain for future phases.
C. Use existing mast arm. Install new sign. Relocate existing signal head and opticom detector eye as shown.
D. Install 24 in. wide pavement marking - white for stop line.
E. Adjust video camera as necessary to align with temporary pavement markings.
F. Adjust micro-loop probes as necessary to align with temporary pavement markings.

NOTE:
Existing signal cables shall remain for use in future phases of construction as needed.

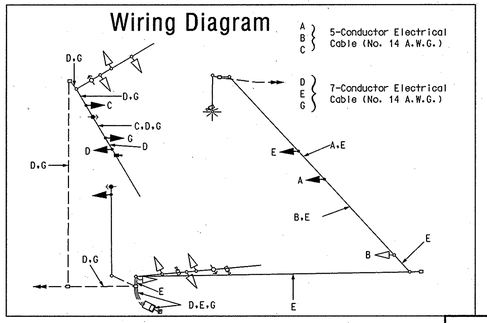


EQUIPMENT LIST

B. Equipment to be furnished and installed by the Contractor.
All equipment in this list shall have catalog cuts submitted for approval prior to installation.

Quantity	Units	Specification Section	Description
Lump Sum	LS	108	Mobilization.
Lump Sum	LS	104	Maintenance of traffic.
1	EA	814	12 in., one-way, three section (R,Y,G) adjustable black faced traffic signal head with mast arm mounting hardware and tunnel visors.
1	EA	814	12 in., one-way, three section (R,Y,G) adjustable black faced traffic signal head with span wire mounting hardware and tunnel visors.
1	EA	814	12 in., one-way, five section (R,Y,YA,G,GA) adjustable black faced traffic signal head with mast arm mounting hardware and tunnel visors.
1	EA	814	12 in., one-way, five section (R,Y,YA,G,GA) adjustable black faced traffic signal head with span wire mounting hardware and tunnel visors.
1	EA	814	12 in./8 in., one-way, five section (12 in. YA, GA/ 8 in. R,Y,G) adjustable black faced traffic signal head with mast arm mounting hardware and tunnel visors.
1	EA	813	30 in. x 36 in. R 3-5(R) sign with mast arm mounting hardware.
310	LF	810	5-conductor electrical cable (No. 14 A.W.G.).
485	LF	810	7-conductor electrical cable (No. 14 A.W.G.).
105	LF	549	24 in. wide HAPPTPM - white for stop line.

Wiring Diagram



EQUIPMENT LIST Cont.

Quantity	Units	Specification Section	Description
1	EA	---	Adjust video detector camera.
4	EA	---	Adjust micro-loop probe detector.
4	EA	---	Relocate existing sign.
Lump Sum	LS	---	Remove and dispose of existing signal equipment.
Lump Sum	LS	---	Relocate existing signal equipment.

NOTES

1. Geometrics shall be confirmed prior to the installation of signal equipment. All traffic signal foundations shall be installed at 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.
2. Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with MD-SHA standards. All other pavement markings will either be installed as part of the Maintenance of Traffic Phase or are to be considered as existing.
3. Revision 'E' is a revision to the traffic signal built under S.H.A. Contract No.: XX1005185.
4. All underground and overhead 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 located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.

MOT PHASE III

GEOMETRIC LEGEND
EXISTING GEOMETRICS
PROPOSED GEOMETRICS

UTILITY LEGEND
G — GAS MAIN
W — WATER MAIN
S — SEWER MAIN
E — ELECTRIC CABLES
D — STORM DRAIN
A — AERIAL CABLES
T — TELEPHONE CABLES

Revision "G"

The Traffic Group
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REVISIONS
G 5/20/05 Reconstruct Traffic Signal due to Geometric Widening. BW996482
FDB/JES CTS DWB

APPROVALS
TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, TRAFFIC & SAFETY
ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
(Traffic Signal Plan)

US Route 1 at Contee Road

DRAWN BY:	F.A.P. NO. N/A	TS NO. 1536G-X3	SHEET NO. 4 OF 10
CHECKED BY:	S.H.A. NO. XX1005185		
SCALE: 1" = 20'	COUNTY: Prince George's	T.I.M.S. NO. F-750	
DATE:	LOG MILE: 16000111.49		

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