US 1 is considered to run in a north/south direction.

## PROJECT DESCRIPTION

I. GENERAL

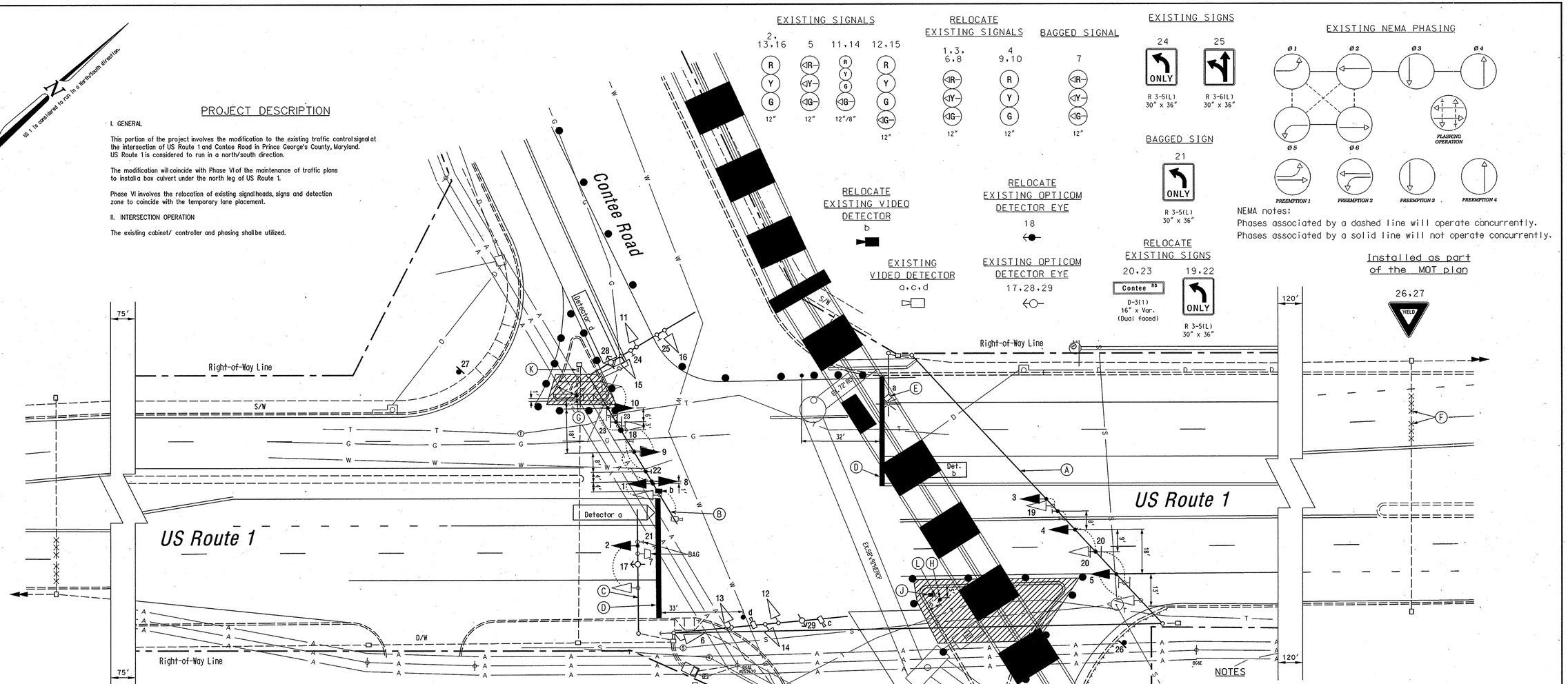
This portion of the project involves the modification to the existing traffic control signal at the intersection of US Route 1 and Contee Road in Prince George's County, Maryland. US Route 1 is considered to run in a north/south direction.

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

Phase VI involves the relocation of existing signal heads, signs and detection zone to coincide with the temporary lane placement.

II. INTERSECTION OPERATION

The existing cabinet/ controller and phasing shall be utilized.




## 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. |
| 2 | CY | 205 | Test pit excavation. |
| 1 | EA | 814 | 27 ft. steel mast arm pole (for a 50 ft. mast arm). |
| 1 | EA | 814 | 4 ft. steel pedestal pole. |
| 1 | EA | 811 | Handhole. |
| 15 | LF | 805 | 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched. |
| 5 | LF | 805 | 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched. |
| 5 | CY | 801 | Concrete for signal foundation. |
| 100 | EA | 549 | 24 in. wide HAPPTPM - white for stop line. |
| 1 | EA | --- | Adjust video detector camera. |
| 2 | EA | --- | Adjust micro-loop probe. |
| 4 | EA | --- | Relocate existing sign. |
| Lump Sum | LS | --- | Relocate existing signal equipment. |

## CONSTRUCTION DETAILS

A. Use existing span wire. Relocate vehicle signal heads and signs as shown.
B. Use existing mast arm. Relocate vehicle signal heads, signs, opticom detector, and video detector camera as shown. Signal head (8) and sign (22) to be unbagged and relocated.
C. Use existing mast arm. Relocate existing signal head (2). Bag signal head (7) and sign (21). (Note: signal 7 and sign 21 to be used in final design).
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 detector probes as necessary to align with temporary pavement markings.
G. Install 4 ft. pedestal pole on breakaway base with pedestrian pushbutton and pedestrian pushbutton sign to read "PUSH BUTTON TO CROSS BALTIMORE AVE" (Note: one 2 in. PVC conduit bend).
H. Install 27 ft. mast arm pole (Note: one 3 in. PVC conduit bend).
J. Install handhole.
K. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched during construction.
L. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched during construction.

## 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.

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
The Traffic Group, Inc.
410-931-6600
Fax 410-931-6601

REVISIONS

| | |
|---|---|
| 5/20/05 | Reconstruct Traffic Signal due to Geometric Widening. |

FDBUES CJS 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-X6 | SHEET NO. |
| CHECKED BY: | S.H.A. NO. XX1005185 | | |
| SCALE: 1" = 20' | COUNTY: Prince George's | T.I.M.S. NO. F-750 | 8 OF 10 |
| DATE: | LOG MILE: 16000111.49 | | |

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