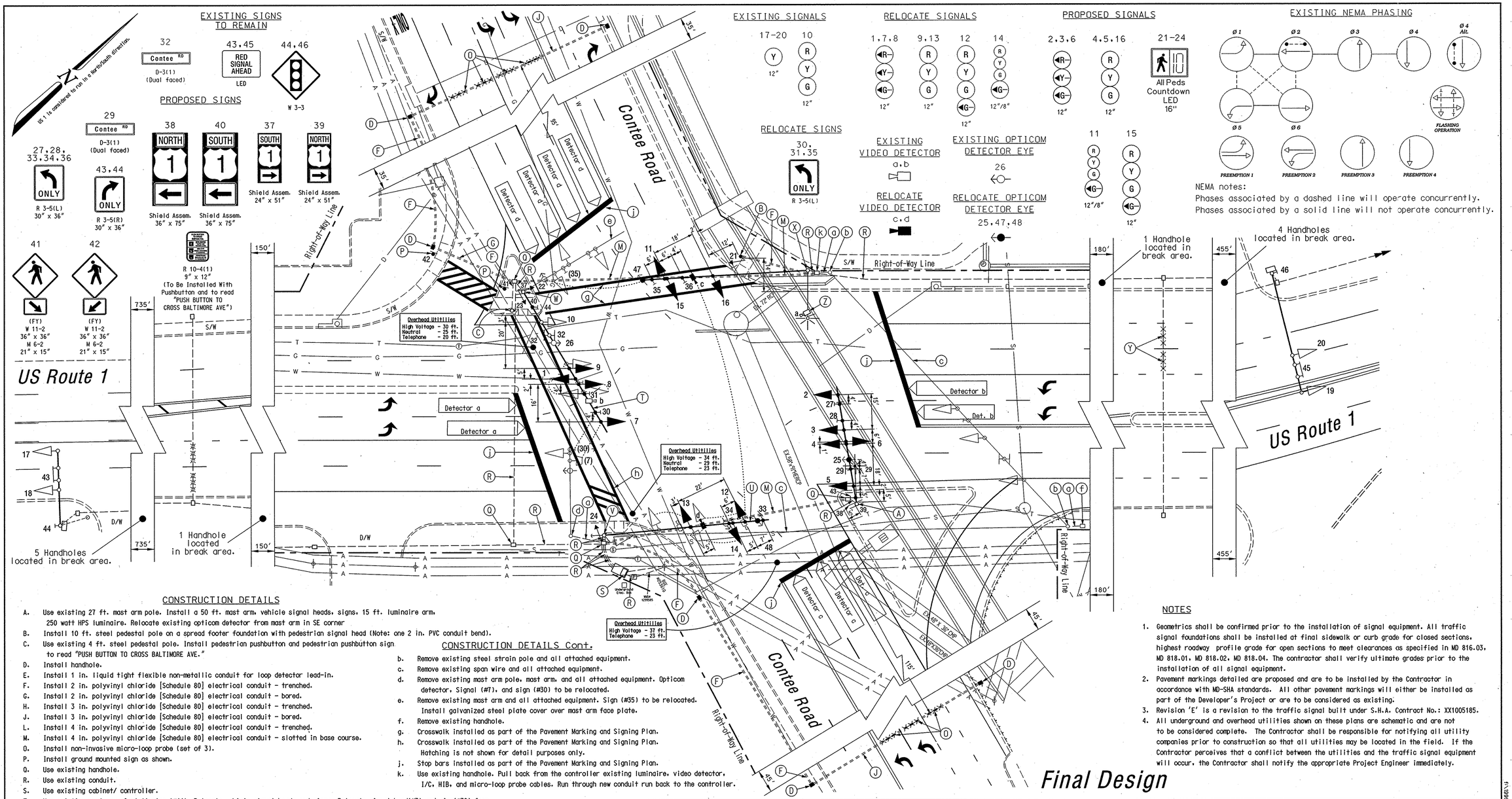

CONSTRUCTION DETAILS

A. Use existing 27 ft. mast arm pole. Install a 50 ft. mast arm, vehicle signal heads, signs, 15 ft. luminaire arm, 250 watt HPS luminaire. Relocate existing opticom detector from mast arm in SE corner

B. Install 10 ft. steel pedestal pole on a spread footer foundation with pedestrian signal head (Note: one 2 in. PVC conduit bend).

C. Use existing 4 ft. steel pedestal pole. Install pedestrian pushbutton and pedestrian pushbutton sign to read "PUSH BUTTON TO CROSS BALTIMORE AVE."

D. Install handhole.

E. Install 1 in. liquid tight flexible non-metallic conduit for loop detector lead-in.

F. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.

G. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.

H. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.

J. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.

L. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.

M. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - slotted in base course.

O. Install non-invasive micro-loop probe (set of 3).

P. Install ground mounted sign as shown.

Q. Use existing handhole.

R. Use existing conduit.

S. Use existing cabinet/ controller.

T. Use existing mast arm. Install sign (#44). Relocate vehicle signal heads and signs. Relocate signal head(#7) and sign(#30) from mast arm in south east corner. Existing opticom detector, video detector, and road name sign shall remain as shown.

U. Use existing mast arm. Install new signs. Relocate existing signal heads, video detectors, and opticom detector.

V. Use existing mast arm pole. Remove temporary back guy and pole mounted signal head. Install pedestrian signal head, pushbutton, and pushbutton sign to read "PUSH BUTTON TO CROSS BALTIMORE AVE"

W. Use existing mast arm pole. Install signs and pedestrian signal heads.

X. Use existing mast arm pole. Install 70 ft. mast arm with vehicle signal heads and sign. Relocate sign and opticom detector from mast arm in southwest corner and video detector (#C) from mast arm in southeast corner.

Y. Relocate existing non-invasive micro-loop probe to align with final pavement markings.

Z. Realign video detector camera as necessary to align with final pavement markings.

a. Cap and abandon existing conduit.

CONSTRUCTION DETAILS Cont.

b. Remove existing steel strain pole and all attached equipment.

c. Remove existing span wire and all attached equipment.

d. Remove existing mast arm pole, mast arm, and all attached equipment. Opticom detector, Signal (#7), and sign (#30) to be relocated.

e. Remove existing mast arm and all attached equipment. Sign (#35) to be relocated. Install galvanized steel plate cover over mast arm face plate.

f. Remove existing handhole.

g. Crosswalk installed as part of the Pavement Marking and Signing Plan.

h. Crosswalk installed as part of the Pavement Marking and Signing Plan. Hatching is not shown for detail purposes only.

j. Stop bars installed as part of the Pavement Marking and Signing Plan.

k. Use existing handhole. Pull back from the controller existing luminaire, video detector, I/C, HIB, and micro-loop probe cables. Run through new conduit run back to the controller.

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 Developer's Project 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 — G	GAS MAIN
W — W	WATER MAIN
S — S	SEWER MAIN
E — E	ELECTRIC CABLES
D — D	STORM DRAIN
A — A	AERIAL CABLES
T — T	TELEPHONE CABLES

Revision "G"

The Traffic Group

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

REVISIONS

B	Replace WB Contee Rd.	9/8/95
WKL		
E	Install Opticom Detector Eye NB and SB US 1.	2/00
MR		
F	Install Opticom Detector Eye EB and WB Contee Road.	11/15/04
DJD		
G	Reconstruct Traffic Signal due to Geometric Widening. BW996M82	5/20/05

JES 6/7/05 6/7/05 JR 4/12

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	SHEET NO.
CHECKED BY:		S.H.A. NO.	XX1005185		
SCALE:	1" = 20'	COUNTY:	Prince George's	T.I.M.S. NO. F-750	9 OF 10
DATE:		LOG MILE:	16000111.49		

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