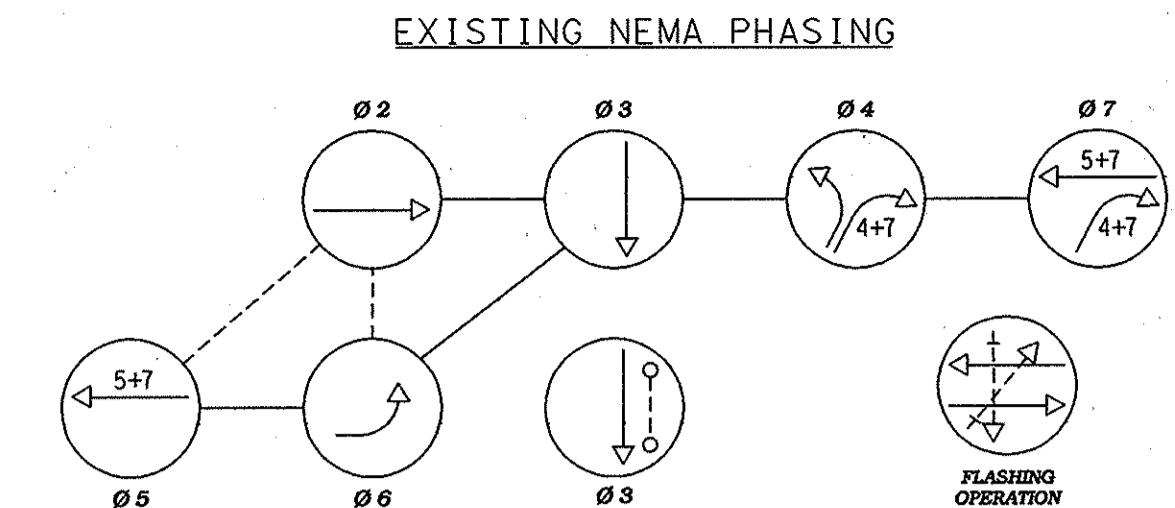
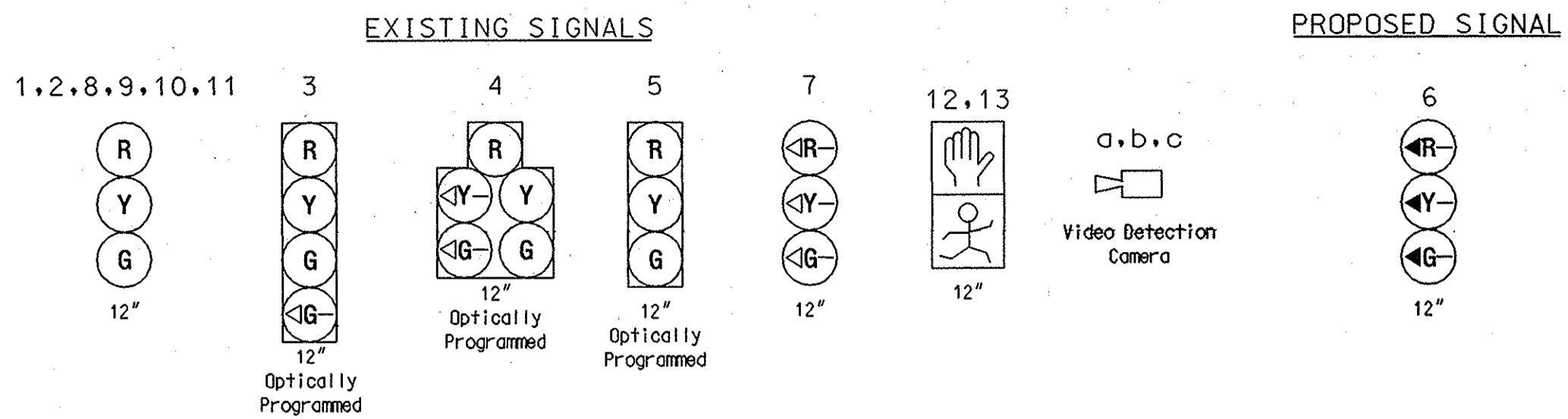
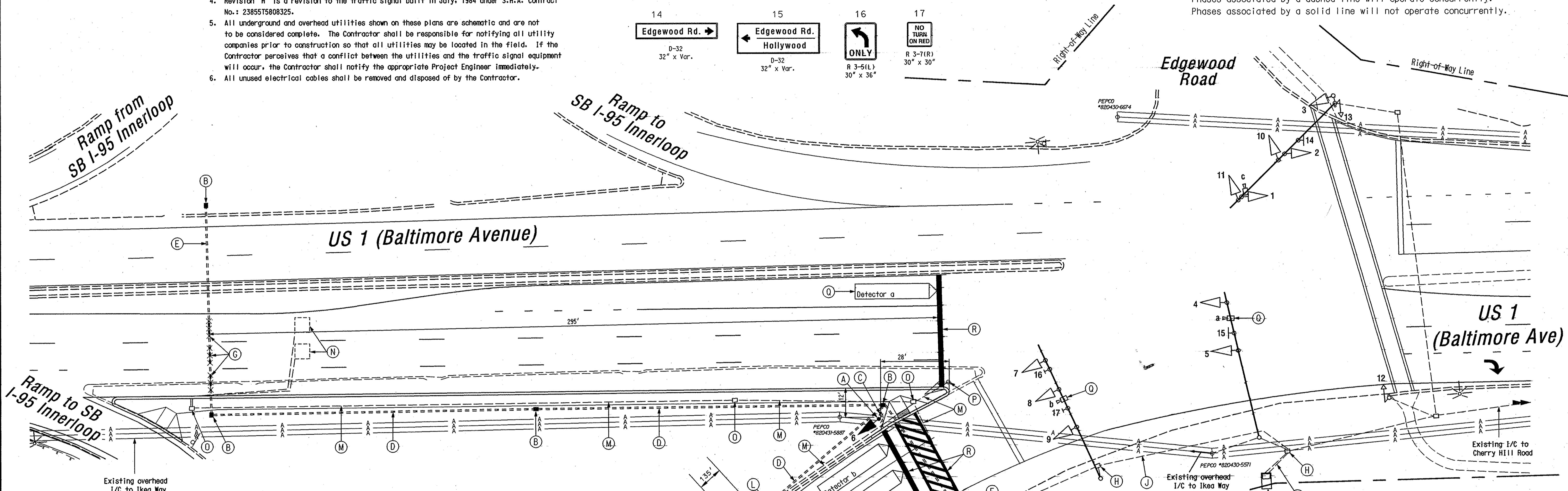
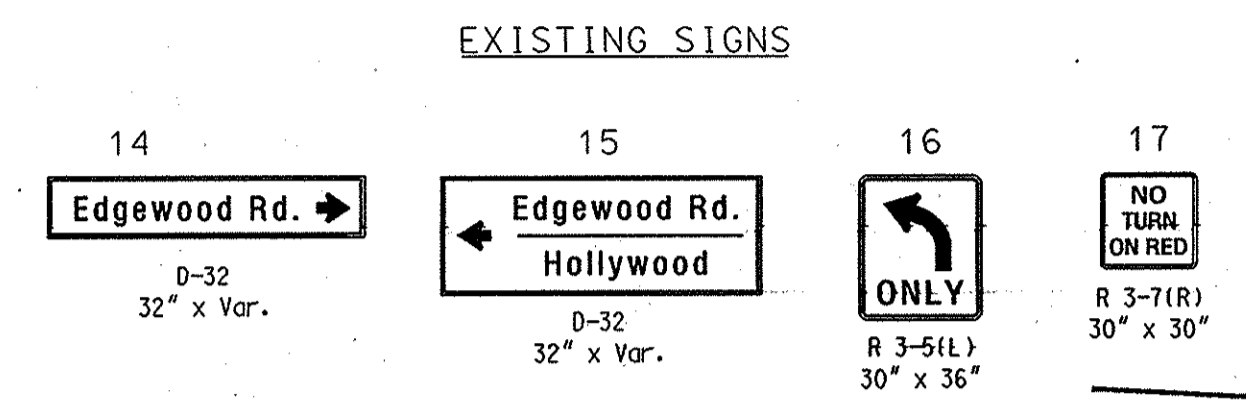


NOTES

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 'H' is a revision to the traffic signal built in July, 1984 under S.H.A. Contract No.: 23855T5808325.
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.
5. All unused electrical cables shall be removed and disposed of by the Contractor.



NEMA notes:
 Phases associated by a dashed line will operate concurrently.
 Phases associated by a solid line will not operate concurrently.



CONSTRUCTION DETAILS

1. Install 14 ft. steel pedestal pole on break away base with signal head (Note: one 2 in. PVC conduit bend).
2. Install handhole.
3. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
4. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
5. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
6. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
7. Install non-invasive micro-loop probe (set of 3).
8. Use existing handhole.
9. Use existing conduit.
10. Use existing cabinet/controller.
11. Use existing handhole, pull back all existing wire, and relocate in new conduit.
12. Cap and abandon existing conduit.
13. Abandon existing loop detector.
14. Remove existing handhole.
15. Remove existing steel pedestal pole and all attached equipment.
16. Use existing camera, reaim for proposed detector zone as necessary.
17. Proposed pavement marking to be installed by others.
18. Use existing micro-loop probes.

GEOMETRIC LEGEND	
	EXISTING GEOMETRICS
	PROPOSED GEOMETRICS

UTILITY LEGEND	
	GAS MAIN
	WATER MAIN
	SEWER MAIN
	ELECTRIC CABLES
	STORM DRAIN
	AERIAL CABLES
	TELEPHONE CABLES

REVISIONS				APPROVALS			
1	Replace pedestal pole, and loops due to geometric change	04/28/06		TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION DIRECTOR, TRAFFIC & SAFETY			
2	Re-phase intersection add L/T signals for ramp from I-95 south TMS D-582	11/93					
3	Reconstruction of existing signal P-676-501-376	9/1/84					
DCD	MS	SR	TH				

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

US 1 (Baltimore Avenue) at Edgewood Road

DRAWN BY: J. Henkel	F.A.P. NO. N/A	TS NO. 533H	SHEET NO.
CHECKED BY: M. Rucker	S.H.A. NO. 23855T2508325	T.I.M.S. NO. H248	1 OF 2
SCALE: 1" = 20'	COUNTY: Prince George's	LOG MILE: 1600106.27	
DATE: 7/84			

Revision 'H'

The Traffic Group, Inc.
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1/1984/1984-108/AN/484/3/2.dwg 4/28/2006