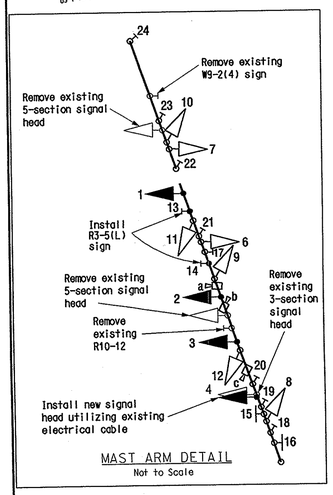
US 1 is considered to run in a North/South direction.



MAST ARM DETAIL
Not to Scale

EXISTING SIGNS

15 — D-3(1) 16" x Var. (Cherry Hill RD)
16 — D-3(1) 16" x Var. (Cherry Hill RD)
17 — R 3-2 24" x 24"
18 — R 3-5(L) 30" x 36" (ONLY)
19 — R 10-12(2) 30" x 36" (YIELD TO OPPOSING TRAFFIC WHEN TURNING LEFT)
20 — R 3-6(L) 30" x 36"
21 — R 3-5(R) 30" x 36" (ONLY)
22 — R 10-11(A) 24" x 30" (NO TURN ON RED)
23 — R 3-5(R) 30" x 36" (ONLY)
24 — Shield Assem. 24" x 51" (SOUTH 1)

EXISTING SIGNALS

6,7,8,9 — 12"
10 — 12"
11,12 — 8"

1 EXISTING VIDEO DETECTION CAMERA TO BE REPLACED
a,b,c
Video Detector Camera

EXISTING SIGN TO BE REMOVED

W9-2(4) 42" x 30" (LANE ENDS MERGE LEFT)
R 10-12 30" x 36" (LEFT TURN YIELD ON GREEN)

EXISTING SIGNALS TO BE REMOVED

12"/8"
12"

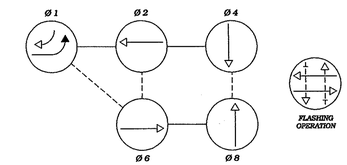
PROPOSED SIGNALS

1,2,5 — 12" L.E.D.
3,4 — 12" L.E.D.

PROPOSED SIGNS

13,14 — R 3-5(L) 30" x 36" (ONLY)

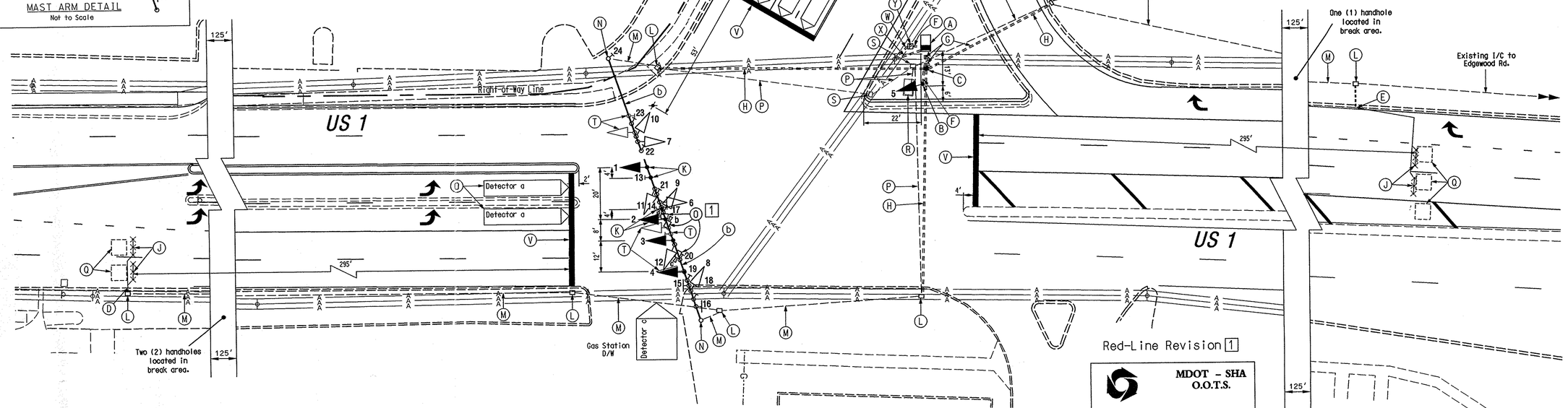
EXISTING NEMA PHASING



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

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.
3. 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.
4. Revision '1' is a revision to the traffic signal built in (Month, Year) under S.H.A. Contract No.: W-401-503-372.
5. 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.
6. All unused electrical cables shall be removed and disposed of by the Contractor.



Red-Line Revision 1

MDOT - SHA
O.O.T.S.
S.H.A. Approval — Date 10/17/2006
T.S.- 564I Log Mile-1600106.15
T.I.M.S. No.- H248

CONSTRUCTION DETAILS

1

A. Install base mounted NEMA 6 cabinet. Relocate existing controller and detection equipment to new cabinet.
B. Install 14 ft. steel pedestal pole on break away base with signal head (Note: one 2 in. PVC conduit bend).
C. Install handhole.
D. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
E. Install 1 in. galvanized steel conduit for loop detector lead-in.
F. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
G. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
H. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
J. Install mirco-loop probe (set of 3).
K. Use existing mast arm. Install signal heads and signs as shown.
L. Use existing handhole.
M. Use existing conduit.
N. Use existing steel pole.
O. Replace existing camera. Realim for proposed detector zone.
P. Cap and abandon existing conduit.
Q. Abandon existing loop detector.
R. Remove existing cabinet.
S. Remove existing handhole.
T. Remove existing signal heads and signs (See "Mast Arm Detail" this sheet).
U. Use existing handhole. Pull back existing I/C and rerun in new conduit to new cabinet.
V. Proposed pavement markings to be installed by others.
W. Install 4 in. conduit for an underground electrical service by PEPCO.
X. Install 2 in. conduit for phone service by Verizon.
Y. Install electrical service pedestal (200 amp), and necessary equipment for an underground electrical MD-SHA Type 807.05-01 service.
Z. Install non-invasive micro-loop probe (set of 3).
a. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
b. Use existing mast arm. Rewire signal heads as shown on wiring diagram.

GEOMETRIC LEGEND

EXISTING GEOMETRICS
PROPOSED GEOMETRICS

UTILITY LEGEND

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

Red-Line Revision 1
10-16-06

Revision "I"

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

REVISIONS

3	Modifications to signal for NB Dbl left S.H.A. No.:BW996M82				04/14/06
FDB/JES					
H	Install additional signal pole and mast arm for intersection reconstruction				03/98
MAR				TH	
G	Provide EB right overlap with NB left turn				05/98
JC				TH	
F	Reconstruction of existing signal				09/01/84
DCD		DAZ	ETP	TH	

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 1 (Baltimore Ave) at Cherry Hill Road

DRAWN BY:	Keith Rinker	F.A.P. NO.	N/A	TS NO. 564I	SHEET NO.
CHECKED BY:	John Christman	S.H.A. NO.	BW996M82		
SCALE:	1" = 20'	COUNTY:	Prince George's	T.I.M.S. NO. H248	1 OF 2
DATE:	8/26/98	LOG MILE:	1600106.15		

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