PROPOSED LED SIGNALS

1,2,5,8,9, 12,13,15, 16,17,20 — R Y G — 12"

3,10 — 12"/8"

4,11 — 12"

6,7 — 12"

14,19 — 12"

18 — 12"

21,22,23,24, 25,26,27,28 — 16"

EXISTING SIGNALS TO BE REMOVED

13a — R Y G — 12"

NEMA PHASING

Ø1 (OL B 1+2+4+8), Ø2 (OL D 2+3), Ø3, Ø4, Ø8

Ø5 (OL C 4+5+8), Ø6 (OL A 2+3+6), Ø4 ALT

FLASHING OPERATION

NOTE:
PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

US 1 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

EXISTING SIGNS TO REMAIN

30

31,34 — ONLY

33 — ONCOMING TRAFFIC HAS EXTRA GREEN TURN WITH CARE

PROPOSED VIDEO DETECTION

a,b,c,d,e,f

44 — Rhode Island Ave / Ewing Rd — D-3(1) 16'xVAR.

45 — Rhode Island Ave / Ewing Rd — D-3(1) 16'xVAR.

46 — Rhode Island Ave — D-3(1) 16'xVAR.

47,48,49 — Baltimore Ave — D-3(1) 16'xVAR.

EXISTING SIGNS TO BE REMOVED

29,32 — LEFT TURN YIELD ON GREEN

33 — ONCOMING TRAFFIC HAS EXTRA GREEN TURN WITH CARE [1]

PROPOSED SIGNS

35 — ONLY — R3-5(MOD) (30"X36")

EXISTING OPTICOM TO REMAIN

9

PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN

36,37,43 — R10-4(1) (9"X12")

38 — R10-4(1) (9"X12")

39 — R10-4(1) (9"X12")

40 — R10-4(1) (9"X12")

41 — R10-4(1) (9"X12")

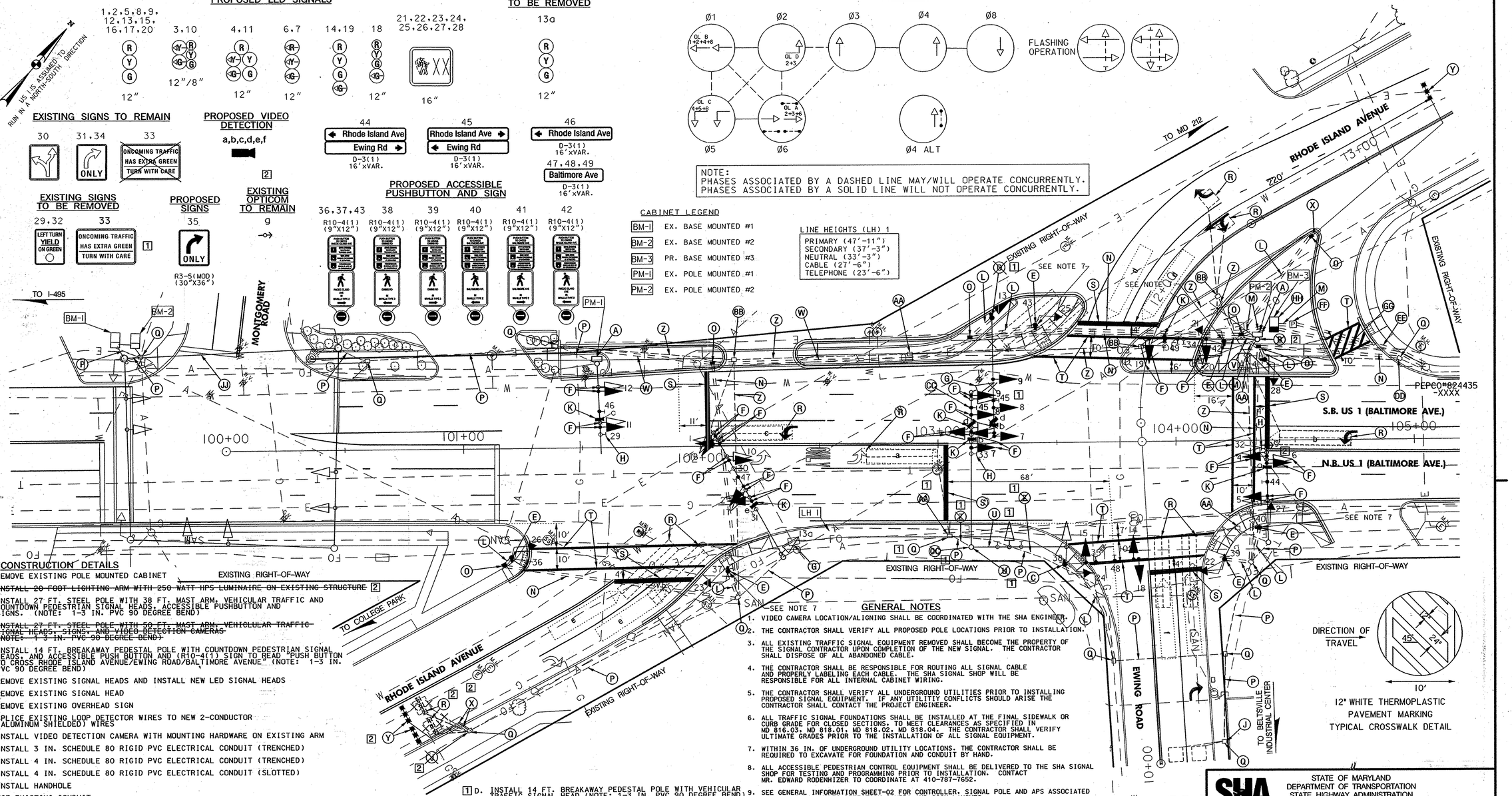
42 — R10-4(1) (9"X12")

CABINET LEGEND

BM-1	EX. BASE MOUNTED #1
BM-2	EX. BASE MOUNTED #2
BM-3	PR. BASE MOUNTED #3
PM-1	EX. POLE MOUNTED #1
PM-2	EX. POLE MOUNTED #2

LINE HEIGHTS (LH) 1

PRIMARY (47'-11")
SECONDARY (37'-3")
NEUTRAL (33'-3")
CABLE (27'-6")
TELEPHONE (23'-6")



CONSTRUCTION DETAILS

A. REMOVE EXISTING POLE MOUNTED CABINET

~~B. INSTALL 20 FOOT LIGHTING ARM WITH 250 WATT HPS LUMINAIRE ON EXISTING STRUCTURE~~ [2]

C. INSTALL 27 FT. STEEL POLE WITH 38 FT. MAST ARM, VEHICULAR TRAFFIC AND COUNTDOWN PEDESTRIAN SIGNAL HEADS, ACCESSIBLE PUSHBUTTON AND SIGNS. (NOTE: 1-3 IN. PVC 90 DEGREE BEND)

~~D. INSTALL 27 FT. STEEL POLE WITH 50 FT. MAST ARM, VEHICULAR TRAFFIC SIGNAL HEADS, SIGNS, AND VIDEO DETECTION CAMERAS (NOTE: 1-3 IN. PVC 90 DEGREE BEND)~~ [1]

E. INSTALL 14 FT. BREAKAWAY PEDESTAL POLE WITH COUNTDOWN PEDESTRIAN SIGNAL HEADS, AND ACCESSIBLE PUSH BUTTON AND (R10-4(1) SIGN TO READ "PUSH BUTTON TO CROSS RHODE ISLAND AVENUE/EWING ROAD/BALTIMORE AVENUE" (NOTE: 1-3 IN. PVC 90 DEGREE BEND)

F. REMOVE EXISTING SIGNAL HEADS AND INSTALL NEW LED SIGNAL HEADS

G. REMOVE EXISTING SIGNAL HEAD

H. REMOVE EXISTING OVERHEAD SIGN

J. SPLICE EXISTING LOOP DETECTOR WIRES TO NEW 2-CONDUCTOR (ALUMINUM SHIELDED) WIRES

K. INSTALL VIDEO DETECTION CAMERA WITH MOUNTING HARDWARE ON EXISTING ARM

L. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED)

M. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED)

N. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (SLOTTED)

O. INSTALL HANDHOLE

P. USE EXISTING CONDUIT

Q. USE EXISTING HANDHOLE

R. ABANDON EXISTING LOOP DETECTOR/MICROLOOP PROBE SET [2]

S. INSTALL 24 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING FOR STOP LINES

T. INSTALL 12 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALK LINES (SEE DETAIL FOR HATCHING) [1]

~~U. REMOVE AND DISPOSE OF EXISTING TRAFFIC SIGNAL EQUIPMENT~~

V. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) WITH NEW 3 IN. CONDUIT BEND INTO EXISTING FOUNDATION

W. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED PRIOR TO NEW SIDEWALK CONSTRUCTION)

X. INSTALL 1 IN. LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR SLEEVE

Y. INSTALL MICROLOOP PROBE SET

Z. CAP AND ABANDON EXISTING CONDUIT AT NEAREST HANDHOLE

AA. REMOVE EXISTING HANDHOLE

BB. EXISTING HANDHOLE TO BE REMOVED UNDER CLASS 2 EXCAVATION

~~CC. REMOVE FOUNDATION 12 IN. BELOW GRADE~~ [1]

[1] D. INSTALL 14 FT. BREAKAWAY PEDESTAL POLE WITH VEHICULAR TRAFFIC SIGNAL HEAD (NOTE: 1-3 IN. PVC 90 DEGREE BEND)

[1] U. REMOVE AND DISPOSE OF EXISTING TRAFFIC SIGNAL MAST ARM AND EQUIPMENT (CAP AT SIGNAL POLE)

[1] CC. INSTALL OVERHEAD SIGN

DD. PULL AND RE-ROUTE EXISTING INTERCONNECT CABLE PER WIRING DIAGRAM

EE. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (SLOTTED) FOR UNDERGROUND POWER SERVICE. THE CONTRACTOR SHALL CAP, MARK AND LEAVE A ONE FOOT STUB WITH PULL STRING AT BASE OF UTILITY POLE FOR USE BY OTHERS

FF. INSTALL METERED SERVICE PEDESTAL (NOTE 2-4 IN. 90 DEGREE PVC BENDS)

GG. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (SLOTTED) FOR PROPOSED UNDERGROUND TELEPHONE SERVICE. THE CONTRACTOR SHALL CAP, MARK AND LEAVE A ONE FOOT STUB WITH PULL STRING AT BASE OF UTILITY POLE FOR USE BY OTHERS.

HH. INSTALL NEMA SIZE '6' BASE MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT

JJ. USE EXISTING STRAIN WIRE

GENERAL NOTES

1. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
3. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL. THE CONTRACTOR SHALL DISPOSE OF ALL ABANDONED CABLE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING ALL SIGNAL CABLE AND PROPERLY LABELING EACH CABLE. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING.
5. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITIY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
6. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED 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.
7. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
8. ALL ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER TO COORDINATE AT 410-787-7652.
9. SEE GENERAL INFORMATION SHEET-02 FOR CONTROLLER, SIGNAL POLE AND APS ASSOCIATED SIGNAL HEADS, VIDEO DETECTION CAMERA AND SIGN LAYOUTS.
10. THE SIGNAL CONTRACTOR SHALL ENSURE THE EXISTING TRAFFIC SIGNAL REMAINS OPERATIONAL UNTIL RECONSTRUCTED TRAFFIC SIGNALS ARE OPERATIONAL. SEE SHEET GN-1 (2 OF 14) FOR MAINTENANCE OF TRAFFIC SEQUENCE.
11. CONTRACTOR TO REMOVE SELF-SUPPORTING CABLE FOR PORTIONS ON INTERCONNECT THAT ARE UNDERGROUND.
12. DETECTABLE WARNING SURFACES ARE ITEMIZED UNDER THE HIGHWAY PLANS.

12" WHITE THERMOPLASTIC PAVEMENT MARKING TYPICAL CROSSWALK DETAIL

UTILITY LEGEND

SD	STORM DRAIN
G	GAS MAIN
W	WATER MAIN
S	SEWER MAIN
E	ELECTRIC CABLES
A	AERIAL CABLES
T	TELEPHONE CABLES
F	FIBER-OPTIC

[2] RED LINE REVISION 11/17/2006

[1] RED LINE REVISION 9/20/2006

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
US 1 (BALTIMORE AVENUE) AT RHODE ISLAND AVENUE

TRAFFIC SIGNALIZATION PLAN

SCALE 1"=20' DATE 10/21/73 CONTRACT NO. P-323-003-385

DESIGNED BY R. RILEY
DRAWN BY R. RILEY
CHECKED BY
F.A.P. NO. U-902-1(22)

COUNTY PRINCE GEORGE'S
LOGMILE 16000107.42
T.I.M.S. NO. H460
TOD NO.

DRAWING NO. TS-1057B OF SHEET NO. 9 OF 13

APPROVALS: TEAM LEADER, ASST. DIV. CHIEF, DIVISION CHIEF, OFFICE DIRECTOR — ORIGINAL ON FILE

REVISIONS
(B) NEW RHODE ISLAND AVENUE GEOMETRICS SHA NO. PG2555187 — 2/2006
A INTERSECTION IMPROVEMENTS SHA. NO. P-961-501-385 — 12/1990

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BY: THOMPSMA

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