



- CONSTRUCTION DETAILS**
- A. INSTALL 27' STEEL POLE WITH 50 SERIES MAST ARM CUT TO 45', 15' LIGHTING ARM WITH 250W HPS LUMINAIRE, SIGNAL HEADS, SIGNS, OPTICOM DETECTOR EYE, VIDEO DETECTION CAMERA, 1 4" CONDUIT BEND IN BASE
 - B. INSTALL 27' STEEL POLE WITH 38" MAST ARM, 15' LIGHTING ARM WITH 250W HPS LUMINAIRE, SIGNAL HEADS, RIGHT OF WAY SIGNS, OPTICOM DETECTOR EYE, VIDEO DETECTION CAMERA, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, APS PUSHBUTTON WITH PUSHBUTTON SIGN TO READ "PUSH BUTTON TO CROSS TALBOT AVENUE". 1 4" CONDUIT IN BASE.
 - C. INSTALL 10' BREAKAWAY PEDESTAL POLE WITH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, APS PUSHBUTTON AND PUSHBUTTON SIGN TO READ "PUSH BUTTON TO CROSS TALBOT AVENUE". 1 3" CONDUIT BEND IN BASE.
 - D. INSTALL 10' BREAKAWAY PEDESTAL POLE WITH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, APS PUSHBUTTON AND PUSHBUTTON SIGN TO READ "PUSH BUTTON TO CROSS BALTIMORE AVENUE". 1 3" CONDUIT BEND IN BASE.
 - E. REMOVE EXISTING BREAKAWAY PEDESTAL POLE AND FOUNDATION 12" BELOW GRADE
 - F. REMOVE EXISTING STEEL POLE, MAST ARM, SIGNS, SIGNAL HEADS, POLE MOUNTED CABINET AND FOUNDATION 12" BELOW GRADE
 - G. INSTALL ADA RAMP IN ACCORDANCE WITH MD STANDARD 655.12 WITH DETECTABLE WARNING SURFACE IN ACCORDANCE WITH 655.40
 - H. ~~INSTALL ADA RAMP IN ACCORDANCE WITH MD STANDARD 655.12 WITH DETECTABLE WARNING SURFACE IN ACCORDANCE WITH 655.40~~
 - I. INSTALL ADA RAMP AS SHOWN ON SHEET 2 WITH DETECTABLE WARNING SURFACE IN ACCORDANCE WITH 655.40
 - J. INSTALL 12' WHITE PERMANENT PREFORMED THERMOPLASTIC
 - K. INSTALL 24" WHITE PERMANENT PREFORMED THERMOPLASTIC
 - L. ADJUST EXISTING HANDHOLE TO GRADE
 - M. INSTALL 4" CONDUIT TRENCHED
 - N. INSTALL 3" CONDUIT TRENCHED
 - O. INSTALL 2" CONDUIT TRENCHED
 - P. INSTALL 5" CONCRETE SIDEWALK TO REPLACE WHAT WAS REMOVED FROM INSTALLING CONDUIT
 - Q. INSTALL EMBEDDED METERED SERVICE PEDESTAL
 - R. INSTALL NEMA SIZE 6 BASE MOUNTED CABINET
 - S. REMOVE EXISTING PAVEMENT MARKING
 - T. USE EXISTING HANDBOX
 - U. USE EXISTING CONDUIT
 - V. PULL BACK 2 RUNS OF EXISTING CONDUIT TO THIS HANDBOX AND REROUTE ALL 3 RUNS TO PROPOSED CABINET

- NOTES**
1. All pavement markings shall be installed in accordance with Administration standards.
 2. The contractor shall be responsible for terminating all signal cable to the appropriate terminals and properly label each cable.
 3. All traffic signal foundations shall be installed at the 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 and MD 818.04 Standard Plates. The contractor shall verify ultimate grades prior to the installation of all signal equipment.
 4. All underground and overhead utilities shown on these plans are schematic only and may not be complete. The Contractor shall be responsible for notifying Miss Utility 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 will occur, the Contractor shall notify the Project Engineer immediately so that the conflict may be resolved.
 5. The contractor shall maintain the continuous operation of all interconnect, vehicular, pedestrian detectors, and lighting devices. If any device is damaged by the contractor, it shall be repaired within 72 hours by the contractor at no cost to the Administration after notification by the Engineer.
 6. Pushbuttons are to be located so that they can be activated by a person in a wheelchair from a 60"x 60" level landing area. A level landing area is an area with a cross slope of less than or equal to 2%.
 7. The 10' separation between pushbuttons is to be measured from the face of the pushbutton to the face of the pushbutton, not from the face of the pole to the face of the pole.
 8. The pushbuttons are to be located so that a person in a wheelchair located on the level landing area does not have to reach more than 18".
 9. The location of Accessible Pedestrian Signal Pushbuttons, must meet the location requirements of MUTCD Sec. 4E-09 and Figure 4E-2 and the NCHRP publication, "Accessible Pedestrian Signals: Guide To Best Practice". If not met, the contractor is to stop work on pushbutton locations until the conflict is resolved. If necessary a design waiver shall be obtained signed by the Director, Office of Traffic and Safety.
 10. Pushbuttons shall be installed parallel to the crosswalk for which they are intended.

GEOMETRIC LEGEND

— — — — — EXISTING
 = = = = = PROPOSED

UTILITY LEGEND

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

1 APPROVED *[Signature]* 7/21/09
 TEAM LEADER

APPROVALS	REVISIONS
TEAM LEADER ASST. DIV. CHIEF DIVISION CHIEF OFFICE DIRECTOR	RECONSTRUCT SIGNAL DUE TO ACCIDENT NOVEMBER 2008 XX4455185 CJS

SHA STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 OFFICE OF TRAFFIC & SAFETY
 TRAFFIC ENGINEERING DESIGN DIVISION
 SB US 1 (BALTIMORE AVE) @
 WB MD 198 (TALBOT AVE)

SIGNALIZATION PLAN SHEET

SCALE: 1"=20' ADVERTISED DATE: _____ CONTRACT NO. _____

DESIGNED BY: _____ COUNTY: PRINCE GEORGE'S
 DRAWN BY: _____ LOGMILE: 16000100.56
 CHECKED BY: _____ TMS NO.: J507
 F.A.P. NO.: N/A TOD NO. _____

TS NO. 1636 DRAWING SG-1 OF 3 SHEET NO. 1 OF 3