CONSTRUCTION DETAILS

A. Install a 16.5' steel pole with a 15' "T" dimension and a 50' mast arm (cut to 42'), traffic signal heads, countdown pedestrian signal head, sign and video detection camera as shown. (Note: 1-3", 90° polyvinyl chloride (Schedule 80) bend.)

B. Install 10' breakaway pedestal pole, countdown pedestrian signal head, audible pushbutton with pedestrian education sign as shown. (Note: 1-3", 90° polyvinyl chloride (Schedule 80) bend.)

C. Use existing 21' steel pole with twin 40'-46' mast arms. Replace existing traffic signal heads with LED heads in existing locations. Install proposed LED (RA,YA,GA) signal head and video detection camera as shown.

D. Use existing 21' steel pole with 40' mast arm. Replace existing traffic signal heads with LED heads in existing locations. Install proposed LED (RA,YA,GA) signal head and video detection camera as shown. Remove existing pedestrian signal head, pushbutton and sign.

E. Use existing 21' steel pole with 40' mast arm. Install video detection camera as shown.

F. Use existing size "6" base mounted cabinet. Remove 2-channel amplifier and install video interface and all necessary equipment.

G. Install handhole.

H. Install 3" polyvinyl chloride electrical conduit (schedule-80) (trenched).

J. Install 4" polyvinyl chloride electrical conduit (Schedule 80) (bored).

K. Remove existing curb and gutter and sidewalk section and install parallel handicapped ramp (Std. No. MD 655.12) with detectable warning surface (Std. No. 655.40), as shown.

L. Install 12" white heat applied permanent preformed thermoplastic pavement marking (Crosswalk).

M. Install 24" white heat applied permanent preformed thermoplastic pavement marking (Stopline).

N. Use existing conduit.

O. Use existing handhole.

P. Remove existing 10' pedestal pole and all attached equipment. Cap abandon existing conduit.

Q. Existing overhead interconnect cable.

R. Remove 165' of existing 5" double yellow center line and crosshatching.

S. Install 5" double yellow center line as shown.

T. Install 5" white lane line as shown.

U. Remove existing stopline.

V. Remove existing crosswalk.

W. Install heat applied permanent preformed thermoplastic pavement marking (left turn arrow) as shown.

X. Existing overhead electrical service to be maintained by PEPCO.

Y. Install 5' pedestal pole with breakaway support couplings and special footer (STANDARD NO. MD801.01-01), audible pushbutton with pedestrian education sign as shown. (Note: 1-3", 90° polyvinyl chloride (Schedule 80) bend.)

GENERAL NOTES:

1. All underground 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.
2. 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 The contractor shall verify ultimate grades prior to the installation of all signal equipment.
3. All pavement markings detailed are proposed and are to be installed in accordance with SHA standards. All crosswalks shall be centered on handicap ramps or median cut throughs.
4. Pushbuttons are to be located so that they can be activated by a person in a wheelchair reaching less than 18" from a 60"x 60" level landing area with a cross slope of less than or equal to 2%.
5. Pushbutton arrows are to be parallel to the crossing for which they are intended.
6. Location of Accessible Pedestrian signal pushbuttons must meet location requirements Of MUTCD Sec. 4E.09 and Fig. 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 a design Waiver is obtained, approved by the Director, Office of Traffic and Safety.
7. The contractor shall remove all unused wiring.
8. The approved plans are good for one year from the date of the signature after which the plans are null and void. After one year the plans must be resubmitted to the SHA Traffic Engineering Design Division for review.
9. The 10' separation between pushbuttons is to be measured from face of pushbutton, not center to center of pole.

OVERHEAD HEIGHTS

TELEPHONE	20'-10"
NEUTRAL	26'-2"
PRIMARY	35'-0"

GEOMETRIC LEGEND

PROPOSED
EXISTING

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	—A—
ELECTRIC	—E—
TELEPHONE	—T—
GAS	—G—
SEWER	—S—
WATER	—W—
CABLE TV	—TV—

DRILL HOLES

DRILL HOLES

DRILL HOLES

BORDER REV. DATE: June 1, 2004

STREET TRAFFIC STUDIES, LTD.
400 Crain Hwy.,N.W.
Glen Burnie,MD 21061
Ph (410) 590-5500
Fax (410) 590-6637
5273REV.dgn

APPROVALS
TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

ORIGINAL ON FILE

REVISIONS
E ADD 4th LEG AT MELBOURNE, CPS, APS AND VIDEO 6-18-09 SHA NO.: BW996M86 TIMS J676
RRZ

PLOTTED: $DATETIME$
FILE: $FILE$

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

US 1 (BALTIMORE AVE) AND MELBOURNE PLACE / LAKELAND DRIVE

COLLEGE PARK, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1"= 20'	DATE 2-13-92	CONTRACT NO. BW-506-802-312	
DESIGNED BY RR ZACHERL		COUNTY PRINCE GEORGE'S	
DRAWN BY SR BARANOWSKI		LOGMILE 16000104.48	
CHECKED BY		TIMS NO. J676	
F.A.P. NO.		TOD NO.	
TS NO. 3218E	DRAWING NO. 1 OF 2	SHEET NO. OF	