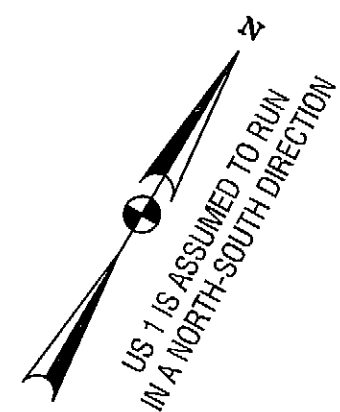


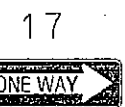


PROPOSED LED SIGNALS

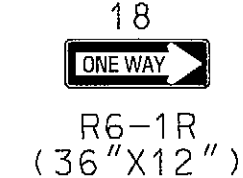
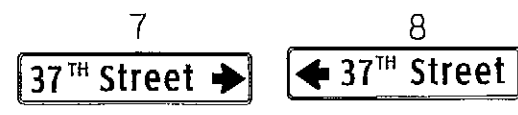
1,2,3,4
R
Y
G
12"



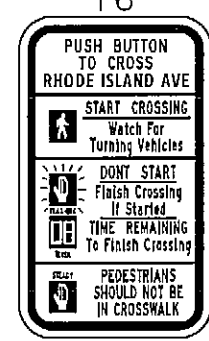
EXISTING SIGN TO BE REMOVED



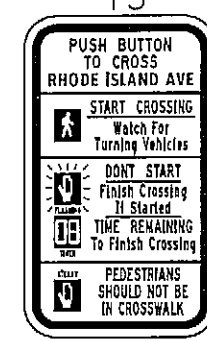
PROPOSED SIGNS



PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN



R10-3(1)
9' x 15'

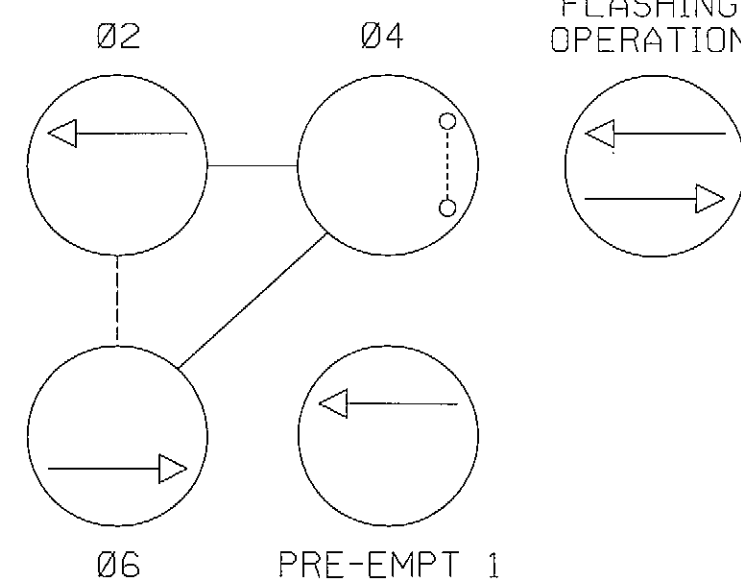


R10-3(1)
9' x 15'

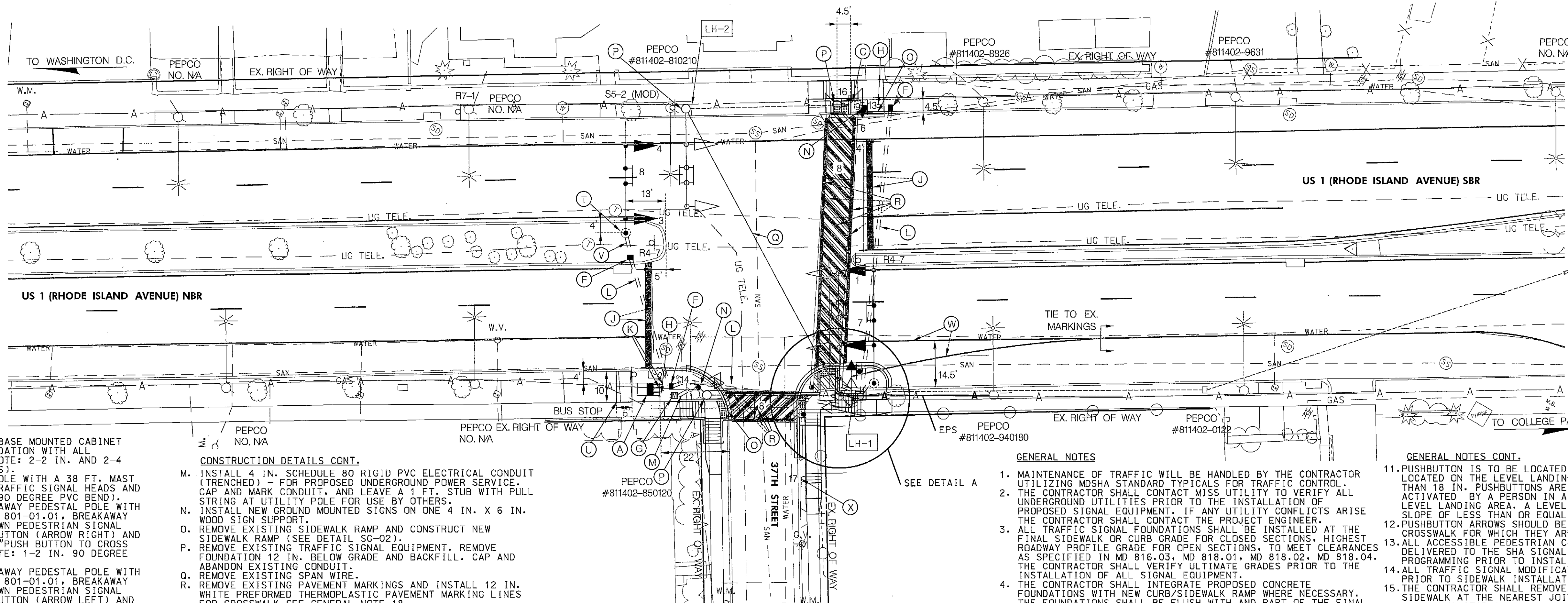
LINE HEIGHTS (LH) 1	
COMM. 1	17'-8"
COMM. 2	18'-1"
COMM. 3	19'-3"
COMM. 4	21'-9"
SECONDARY	26'-11"
PRIMARY	41'-0"

LINE HEIGHTS (LH) 2	
GUY	17'-11"
SECONDARY	26'-4"
PRIMARY 1	38'-4"
PRIMARY 2	44'-6"

NEMA PHASING



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



PROPOSED U/G VC
NORTH TO 38TH STREET
SEE VC PLAN FOR DETAILS

TOD NO: XX439-30
SHA NO: PG99585f
US 1 @ 37th Street

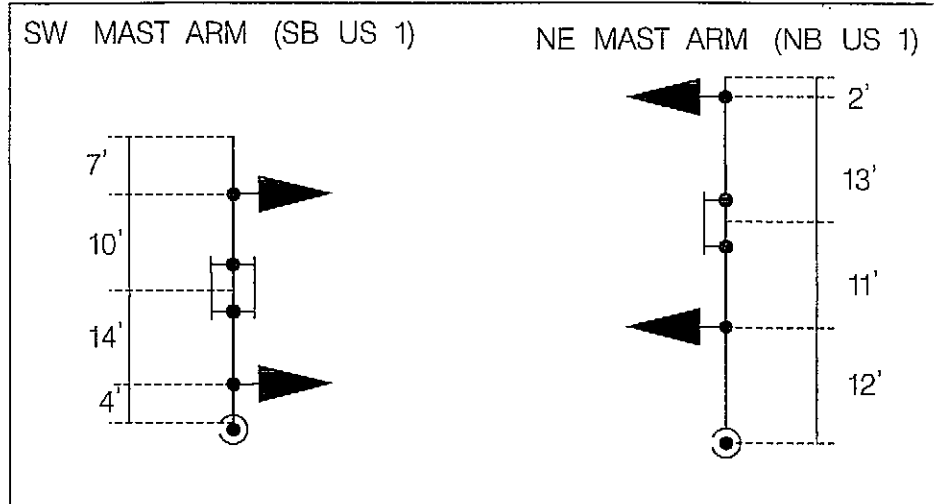
CONSTRUCTION DETAILS

- INSTALL NEMA SIZE "S" BASE MOUNTED CABINET AND CONTROLLER ON FOUNDATION WITH ALL NECESSARY EQUIPMENT (NOTE: 2-2 IN. AND 2-4 IN. 90 DEGREE PVC BENDS).
- INSTALL 21 FT. STEEL POLE WITH A 38 FT. MAST ARM, FOUNDATION, LED TRAFFIC SIGNAL HEADS AND SIGNS. (NOTE: 1-3 IN. 90 DEGREE PVC BEND).
- INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION SHA STD. MD 801-01.01, BREAKAWAY COUPLINGS, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON (ARROW RIGHT) AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS RHODE ISLAND AVE." (NOTE: 1-2 IN. 90 DEGREE PVC BEND).
- INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION SHA STD. MD 801-01.01, BREAKAWAY COUPLINGS, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON (ARROW LEFT) AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS RHODE ISLAND AVE." (NOTE: 1-2 IN. 90 DEGREE PVC BEND).
- REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL. CAP AND ABANDON EXISTING CONDUIT. THE CONTRACTOR SHALL CONTACT PEPCO TO PERFORM A "WORK WITH" TO DISCONNECT THE EXISTING POWER FEED.
- INSTALL ELECTRICAL HANDHOLE.
- INSTALL METERED SERVICE PEDESTAL (NOTE: 1-4 IN. AND 3-2 IN. 90 DEGREE BENDS).
- INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED.
- REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES FOR STOPLINE.
- INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED.
- INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - SLOTTED.

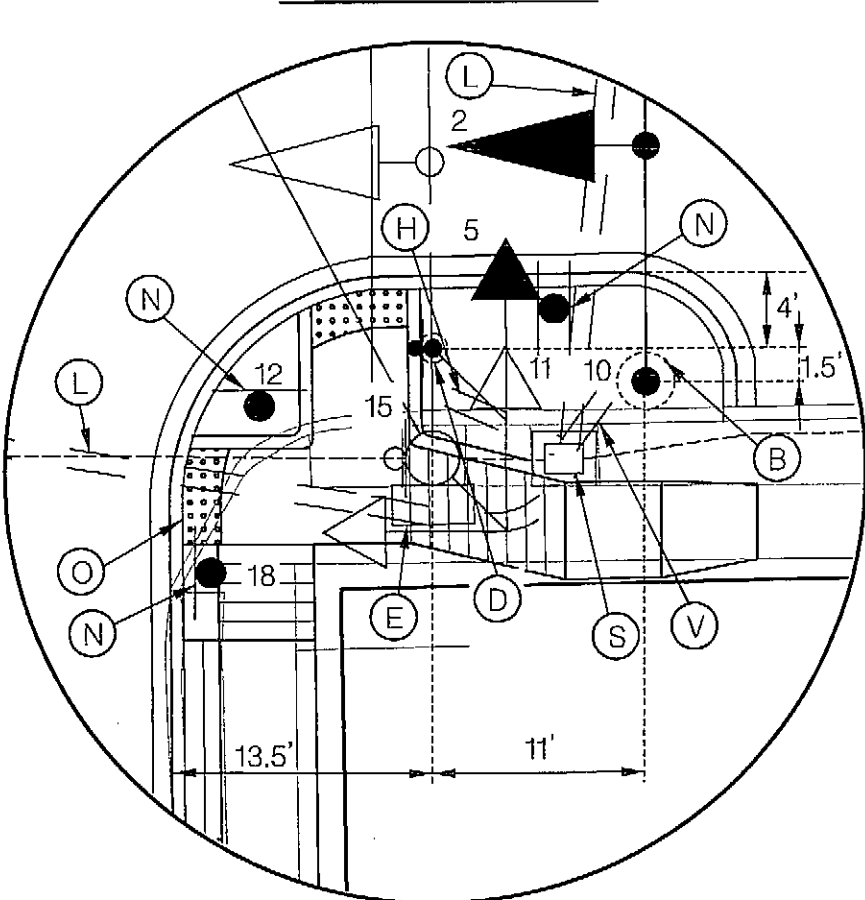
CONSTRUCTION DETAILS CONT.

- INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) - FOR PROPOSED UNDERGROUND POWER SERVICE. CAP AND MARK CONDUIT, AND LEAVE A 1 FT. STUB WITH PULL STRING AT UTILITY POLE FOR USE BY OTHERS.
- INSTALL NEW GROUND MOUNTED SIGNS ON ONE 4 IN. X 6 IN. WOOD SIGN SUPPORT.
- REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT NEW SIDEWALK RAMP (SEE DETAIL SG-02).
- REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL. CAP AND ABANDON EXISTING CONDUIT.
- REMOVE EXISTING SPAN WIRE.
- REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES FOR CROSSWALK. SEE GENERAL NOTE 18.
- USE EXISTING HANDHOLE.
- INSTALL 27 FT. STEEL POLE WITH A 38 FT. MAST ARM, CUT TO 35 FT. FOUNDATION, LED TRAFFIC SIGNAL HEADS AND SIGNS. (NOTE: 1-3 IN. 90 DEGREE PVC BEND).
- REMOVE EXISTING SIDEWALK. INSTALL 5 IN. DEPTH CONCRETE SIDEWALK FOR A (5 FT. X 10 FT.) BUS PAD.
- INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED.
- REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 5 IN. WHITE HEAT APPLIED PERMANENT PAVEMENT MARKINGS.
- REMOVE EXISTING GROUND MOUNTED SIGN AND SUPPORTS.

MAST ARM DETAIL (1"=20')



DETAIL A (1"=10')



GENERAL NOTES

- MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
- THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- 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, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- THE CONTRACTOR SHALL INTEGRATE PROPOSED CONCRETE FOUNDATIONS WITH NEW CURB/SIDEWALK RAMP WHERE NECESSARY. THE FOUNDATIONS SHALL BE FLUSH WITH AND PART OF THE FINAL CURB OR SIDEWALK GRADE TO INCREASE ACCESSIBILITY FOR PEDESTRIANS.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL RECONSTRUCTION. THE CONTROLLER/AUXILIARY EQUIPMENT TO BE REMOVED BY SHA SIGNAL SHOP.
- THE CONTRACTOR SHALL VERIFY THE PROPOSED CABINET AND POLE LOCATION(S) PRIOR TO INSTALLATION.
- THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALKS ON NEWLY CONSTRUCTED RAMPS.
- ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
- 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 THE CONFLICT HAS BEEN RESOLVED. IF NEEDED, A DESIGN WAIVER SHALL BE OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.

GENERAL NOTES CONT.

- PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 IN. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60 IN. X 60 IN. LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- PUSHBUTTON ARROWS SHOULD BE TURNED PARALLEL TO THE CROSSWALK FOR WHICH THEY ARE INTENDED.
- ALL ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION.
- ALL TRAFFIC SIGNAL MODIFICATIONS SHALL BE CONSTRUCTED PRIOR TO SIDEWALK INSTALLATION.
- THE CONTRACTOR SHALL REMOVE AND REPLACE CONCRETE SIDEWALK AT THE NEAREST JOINT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE.
- THE CONTRACTOR SHALL REFER TO FIGURE 3B-20a OF THE 2011 MARYLAND M.U.T.C.D. FOR CROSSWALK PAVEMENT MARKING DETAIL.
- TYPE "C" CURB AND GUTTER WILL BE PAID FOR USING THE TYPE "A" CURB AND GUTTER ITEM PER MD 620.03.



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
US 1 (RHODE ISLAND AVENUE)
AT 37TH STREET
MOUNT RAINIER, MARYLAND

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20'		ADVERTISED DATE <u>UNKNOWN</u>		CONTRACT NO. <u>UNKNOWN</u>	
DESIGNED BY	<u>UNKNOWN</u>	COUNTY	<u>PRINCE GEORGE'S</u>		
DRAWN BY	<u>UNKNOWN</u>	LOGMILE	<u>16000100.34</u>		
CHECKED BY	<u>UNKNOWN</u>	TMS NO.	<u>N/A</u>		
F.A.P. NO.		TOD NO.	<u>N/A</u>		
TS NO.	1129C	DRAWING	SG-01	OF	03
		SHEET NO.	01	OF 03	

PLOTTED: Monday, April 22, 2013 AT 09:57 PM
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STV Incorporated
7125 Ambassador Road, Suite 200
Baltimore, MD 21244
www.stvinc.com

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