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

EXISTING SIGNS TO REMAIN

15 — Ch Armentrout Way ⇨ / ⇦ Ch Armentrout Way — D3-2 (DUAL-FACED) VARIABLE X 16"

17 — 41ST Place ⇨ / ⇦ 41ST Place — D3-2 (DUAL-FACED) VARIABLE X 16"

EXISTING VIDEO DETECTION

a-e

'a-e'

a-e

EXISTING SIGNAL MODULES TO BE REMOVED

R Y G 12"

12" R 8" Y 8" G 8"

12" R Y G

R Y G 12"

PROPOSED LED SIGNAL MODULES

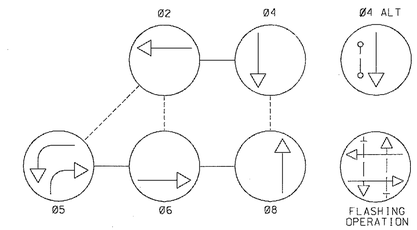
1,2,5,6,7,8,9 — R Y G 12"

3 — 12" R 8" Y 8" G 8"

4 — R Y G 12"

10 — R Y G 12"

NEMA PHASING



PHASING NOTES:
1.) PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
2.) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

18 — ONLY — R3-5R 30" x 36"

19,21 — R4-7 (24"x30")

23,24 — DO NOT ENTER — R5-1 (30"x30")

25 — R7-1(1) (24"x30")

32,33 — W11-2 (30"x30") — W16-7p (24"x12")

EXISTING SIGNS TO BE REMOVED

22 — R4-7 (24"x30")

EXISTING SIGNAL TO BE REMOVED

12"

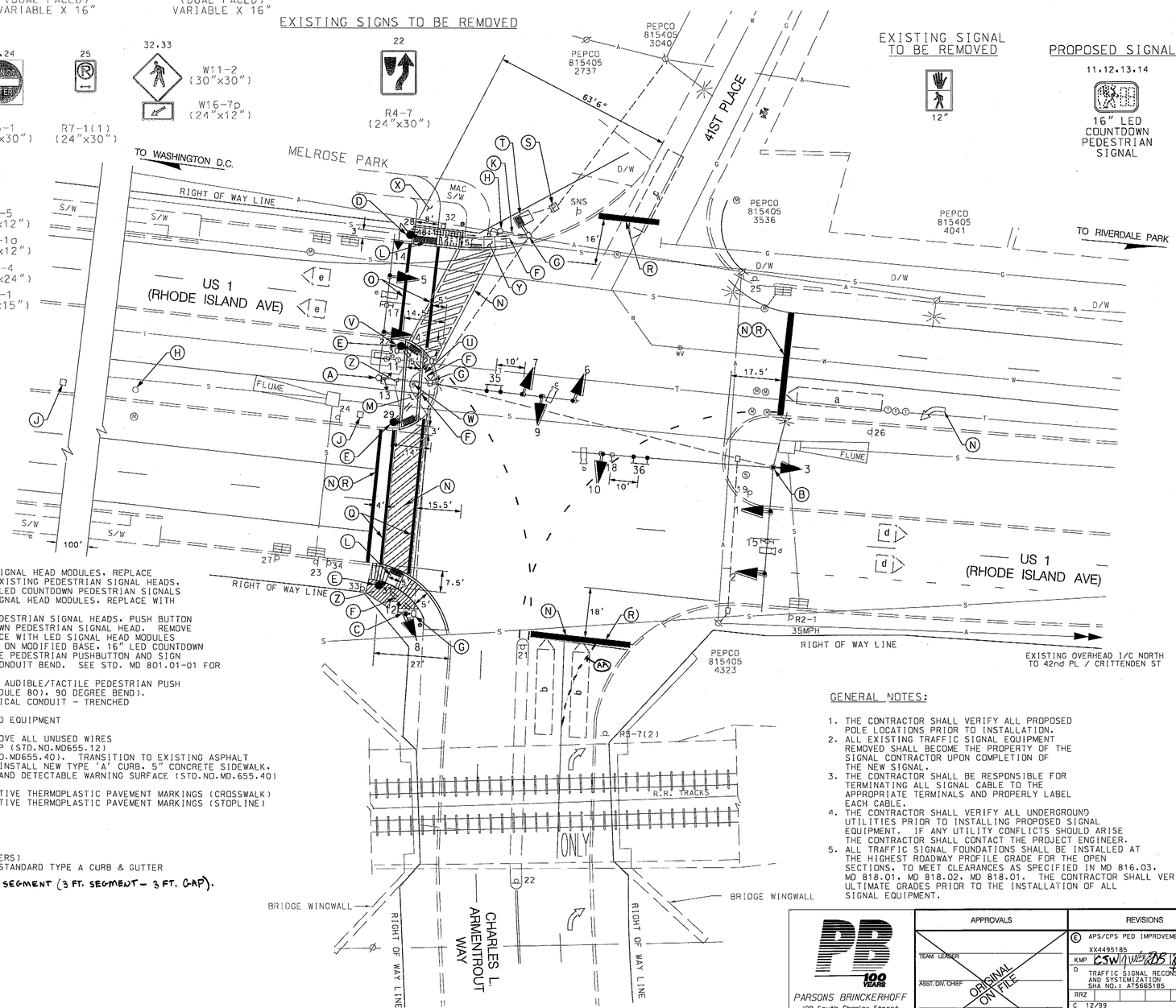
PROPOSED SIGNALS

11,12,13,14 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL

26 — TO / ALT / 1 — M4-5 (24"x12") M4-1a (24"x12") M1-4 (24"x24") M6-1 (21"x15")

27 — TO / ALT / 1 — M4-5 (24"x12") M4-1a (24"x12") M1-4 (24"x24") M6-1 (21"x15")

34 — PROTECT OUR CHILDREN



PROPOSED SIGNS

28,29 — PUSH BUTTON TO CROSS RHODE ISLAND AVE — START CROSSING WAITED FOR TURNING CARS — START EXTENDED FINISH CROSSING IF STARTED — TIME REMAINING TO FINISH CROSSING — PEDESTRIANS COULD FINISH IF IN CROSSWALK — RHODE ISLAND AVE IN BRAILLE TYPE 2 — R10-3(1) 9" x 15"

30,31 — PUSH BUTTON TO CROSS RHODE ISLAND AVE — START CROSSING WAITED FOR TURNING CARS — START EXTENDED FINISH CROSSING IF STARTED — TIME REMAINING TO FINISH CROSSING — PEDESTRIANS COULD FINISH IF IN CROSSWALK — RHODE ISLAND AVE IN BRAILLE TYPE 2 — R10-3(1) 9" x 15"

35 — Rhode Island AVE — NORTH 1 SOUTH — M1-5(4) (78"x36")

36 — Rhode Island AVE — SOUTH 1 NORTH — M1-5(4) (78"x36")

20 — R4-7 (24"x30") @ 15 DEGREES

TOD NO:XX449-43
SHA NO:PG556A5D/B5D
US 1@CHARLES L. ARMENTROUT DR/41ST ST.

CONSTRUCTION DETAILS

A. USE EXISTING POLE. REMOVE EXISTING SIGNAL HEAD MODULES. REPLACE WITH LED SIGNAL HEAD MODULES. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS. PUSHBUTTON AND SIGN. REPLACE WITH 16" LED COUNTDOWN PEDESTRIAN SIGNALS
B. USE EXISTING POLE. REMOVE EXISTING SIGNAL HEAD MODULES. REPLACE WITH LED SIGNAL HEAD MODULES.
C. USE EXISTING POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS. PUSH BUTTON AND SIGN. REPLACE WITH 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD. REMOVE EXISTING SIGNAL HEAD MODULES AND REPLACE WITH LED SIGNAL HEAD MODULES
D. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE ON MODIFIED BASE. 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD. AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON AND SIGN (INSTALL 1-3" SCHEDULE 80. 90 DEGREE CONDUIT BEND. SEE STD. MD 801.01-01 FOR FOUNDATION DETAIL)
E. INSTALL 5 FT. BREAKAWAY PEDESTAL POLE. AUDIBLE/TACTILE PEDESTRIAN PUSH BUTTON AND SIGN. (INSTALL 1 -3" (SCHEDULE 80). 90 DEGREE BEND).
F. INSTALL 3 IN. PVC (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED
G. USE EXISTING HANDHOLE
H. REMOVE EXISTING POLE AND ALL ASSOCIATED EQUIPMENT
J. REMOVE EXISTING HANDHOLE
K. CAP AND ABANDON EXISTING CONDUIT. REMOVE ALL UNUSED WIRES
L. INSTALL PROPOSED PARALLEL HANDICAP RAMP (STD.NO.MD655.12) WITH DETECTABLE WARNING SURFACE (STD.NO.MD655.40). TRANSITION TO EXISTING ASPHALT
M. REMOVE EXISTING CURB AND SIDEWALK AND INSTALL NEW TYPE 'A' CURB. 5" CONCRETE SIDEWALK. CUT-THROUGH OPENING (STD.NO.MD655.21) AND DETECTABLE WARNING SURFACE (STD.NO.MD.655.40)
N. REMOVE PAVEMENT MARKINGS
Q. INSTALL 12 INCH WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS (CROSSWALK)
R. INSTALL 24 INCH WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS (STOPLINE)
S. USE EXISTING METERED SERVICE PEDESTAL
T. USE EXISTING CABINET
U. INSTALL GROUND MOUNTED SIGN
V. REMOVE GROUND MOUNTED SIGN
W. REMOVE TREE STUMP
X. MELROSE PARK HIKER/BIKER TRAIL (BY OTHERS)
Y. REMOVE EXISTING CURB RAMP AND INSTALL STANDARD TYPE A CURB & GUTTER
Z. REMOVE EXISTING SIDEWALK
AA. INSTALL 5' IN WHITE PAVEMENT MARKING SEGMENT (3 FT. SEGMENT - 3 FT. GAP).

GENERAL NOTES:

1. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
2. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
4. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
5. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE HIGHEST ROADWAY PROFILE GRADE FOR THE OPEN SECTIONS. TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02. MD 818.01. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.

GENERAL NOTES CON'T:

6. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"x60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
7. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON. NOT CENTER TO CENTER OF POLE.
8. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
9. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSH-BUTTONS 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.

GEOMETRIC LEGEND
EXISTING
PROPOSED

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

PARSONS BRINCKERHOFF
100 YEARS
100 South Charles Street
Tower I, 10th Floor
Baltimore, MD 2201-2127
Phone: 410-727-5050
Fax: 410-727-4608

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

REVISIONS
E APS/CPS PED IMPROVEMENTS XX4495185 7/1/09
KMP CSW/WWE/RDS/RDR/MBE/RDR
D TRAFFIC SIGNAL RECONSTRUCTION AND SYSTEMIZATION SHA NO.: AT5665185 2/15/05
RRZ
C 12/99 RED LIGHT CAMERA ASBUILT SHA NO.:
RRZ

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

US 1 (RHODE ISLAND AVE) AND
41st PLACE /CHARLES L. ARMENTROUT WAY
HYATTSVILLE, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" =20' DATE 2/24/89 CONTRACT NO. BW-213-801-312
DESIGNED BY D.J. DODA COUNTY PRINCE GEORGES
DRAWN BY LOGMILE 16000101.24
CHECKED BY ZIAD A. SABRA TIMS NO. J374
FAP NO. TOD NO.
TS NO. 2545E DRAWING SP - 01 OF 2 SHEET NO. 1 OF 2

PLOTTED: $DATETIME$
FILE: T:\173124A-TrafficDesignServices\TRF\DS\plans\pSG-P001_J374.dgn