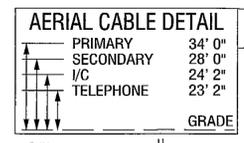
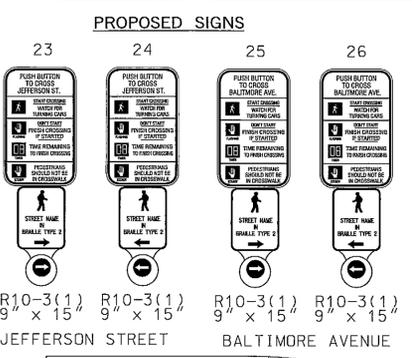
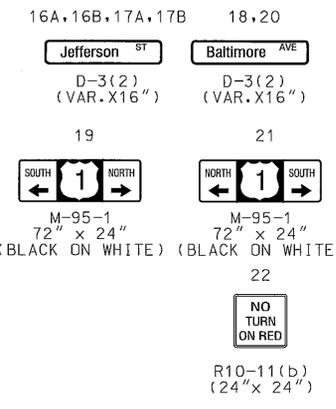
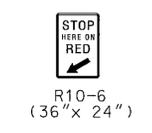
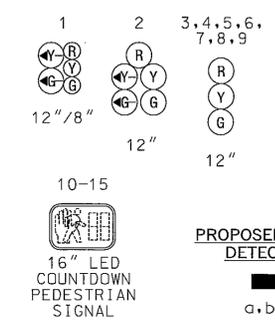


US 1 is considered to run in a North/South direction.

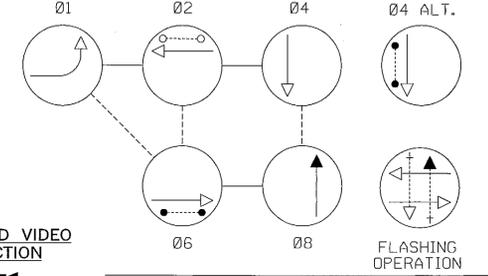
REMOVE AND REPLACE EXISTING SIGN



PROPOSED LED SIGNALS

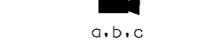


PROPOSED NEMA PHASING



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

PROPOSED VIDEO DETECTION



EXISTING OVERHEAD I/C TO HAMILTON STREET

EXISTING OVERHEAD I/C TO MADISON AVENUE/CLEVELAND AVENUE

US 1 (BALTIMORE AVENUE)

US 1 (BALTIMORE AVENUE)

CONSTRUCTION DETAILS

- A. INSTALL 16 FT. (SPECIAL \*T\*) STEEL MONOCURVE MAST ARM POLE WITH TWIN 30 FT. AND 50 FT. MAST ARMS, SIGNAL HEADS, SIGNS, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AND VIDEO DETECTION CAMERA (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND). CONTRACTOR TO ENSURE A MINIMUM 2 FT. CLEARANCE FROM MAST ARM TO UTILITY POLE, AND A MINIMUM 5 FT. CLEAR PATH FROM EDGE OF SIDEWALK TO POLE.
- B. INSTALL 27 FT. (SPECIAL \*T\*) STEEL MONOCURVE MAST ARM POLE WITH TWIN 40 FT. (CUT FROM A 50 FT.) AND 50 FT. MAST ARMS, SIGNAL HEADS, VIDEO DETECTION CAMERAS, 15 FT. LUMINAIRE ARM AND 250 WATT HPS LUMINAIRE WITH PHOTOCELL (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND.)
- C. INSTALL 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BOLT BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PEDESTRIAN PUSHBUTTON, AND PEDESTRIAN INSTRUCTIONAL SIGN. (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND.)
- D. REMOVE EXISTING STEEL POLE AND SUFFICIENT AMOUNT OF THE EXISTING FOUNDATION IN ORDER TO INSTALL 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BOLT BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PEDESTRIAN PUSHBUTTON AND PEDESTRIAN INSTRUCTIONAL SIGN. (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND.)
- E. INSTALL HANDHOLE.
- F. ADJUST ELEVATION OF EXISTING HANDHOLE FRAME AND COVER TO ELEVATION OF NEW SIDEWALK.
- G. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED (PRIOR TO NEW SIDEWALK).
- H. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - SLOTTED IN ROADWAY.
- J. INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
- K. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.

- L. USE EXISTING HANDHOLE.
- M. USE EXISTING CONDUIT.
- N. USE EXISTING CABINET/CONTROLLER.
- O. CAP AND ABANDON EXISTING CONDUIT.
- P. REMOVE EXISTING HANDHOLE.
- Q. REMOVE STEEL POLE AND 12 IN. OF FOUNDATION.
- R. REMOVE AND REPLACE EXISTING GROUND MOUNTED SIGN.
- S. USE EXISTING POLE. REMOVE EXISTING PEDESTRIAN CROSSING EQUIPMENT, AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD.

GENERAL NOTES

1. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
3. PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH MD-SHA STANDARDS. ALL OTHER PAVEMENT MARKINGS ARE TO BE CONSIDERED AS EXISTING.
4. GEOMETRICS SHALL BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT 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.
5. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES 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 EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE PROJECT ENGINEER IMMEDIATELY.
6. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 IN. FROM A 60 IN. x 60 IN. LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
7. THE 10 FT. 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. THE LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 & 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.
10. ALL UNUSED CABLE SHALL BE REMOVED FROM CONDUITS, POLES, HANDHOLES, ETC.
11. FOR ADDITIONAL PAVEMENT MARKINGS SEE SIGNING AND PAVEMENT MARKING PLAN SHEET IN CONTRACT DOCUMENTS.

THESE PLANS ARE APPROVED FOR CONSTRUCTION FOR A PERIOD OF 1 YEAR FROM THE DATE OF APPROVAL. SHOULD CONSTRUCTION NOT BEGIN WITHIN THIS TIME FRAME THESE PLANS SHALL BE NULL AND VOID WITHOUT A REVIEW FROM THE TRAFFIC ENGINEERING DESIGN DIVISION.

**The Traffic Group, Inc.**  
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1-800-583-8411  
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"Merging Innovation and Excellence"

GEOMETRIC LEGEND	
---	EXISTING
---	PROPOSED
UTILITY LEGEND	
---	STORM DRAIN
---	GAS MAIN
---	WATER MAIN
---	SEWER MAIN
---	ELECTRIC CABLES
---	AERIAL CABLES
---	TELEPHONE CABLES
---	FIBER-OPTIC

APPROVALS	REVISIONS
<p>TEAM LEADER</p> <p>ASST. DIR. CHIEF</p> <p>DIVISION CHIEF</p> <p>OFFICE DIRECTOR</p>	<p>① GEOMETRIC CHANGE ADD FOURTH LEG SHA NO. 210926M2 THIS J-607</p> <p>FDB 10/15/2010</p> <p>A TRAFFIC SIGNAL RECONSTRUCTION AND SYSTEMIZATION SHA NO. AT5685185</p> <p>RRZ</p>

**SHA** STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
US 1 (BALTIMORE AVENUE) AT JEFFERSON STREET  
ARTS DISTRICT HYATTSVILLE  
HYATTSVILLE, MARYLAND

TRAFFIC SIGNAL PLAN			
SCALE: 1" = 20'	DATE: _____	CONTRACT NO. BWS96M82	
DESIGNED BY: F. BROWNLEY	COUNTY: PRINCE GEORGES	DRAWN BY: F. BROWNLEY	LOGMILE: 16000101.97
CHECKED BY: _____	TIMS NO. J-607	F.A.P. NO. _____	TOD NO. N/A
TS NO. 4376B	DRAWING SG-01 OF 02	SHEET NO. 1 OF 2	