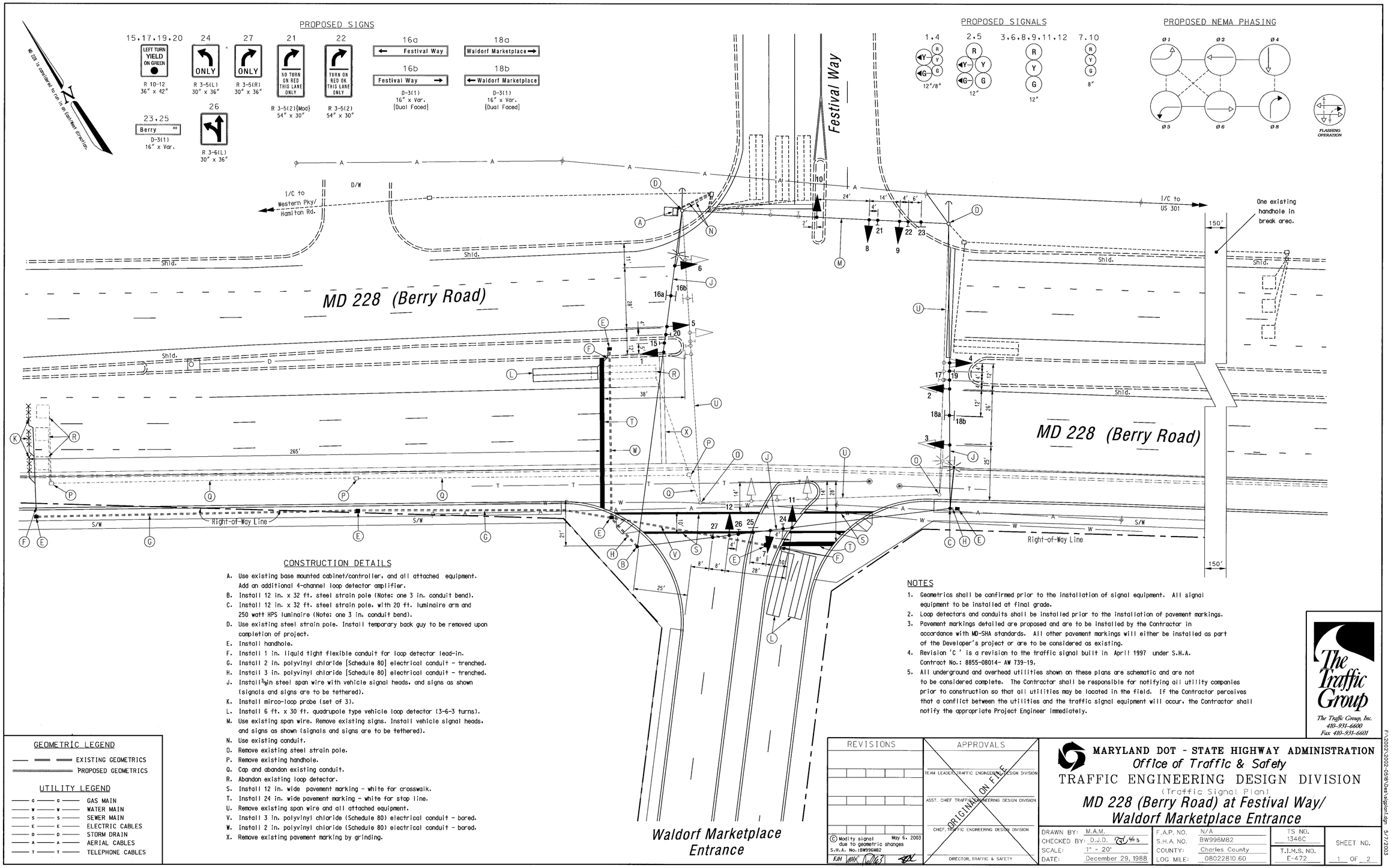

CONSTRUCTION DETAILS

A. Use existing base mounted cabinet/controller, and all attached equipment. Add an additional 4-channel loop detector amplifier.
B. Install 12 in. x 32 ft. steel strain pole (Note: one 3 in. conduit bend).
C. Install 12 in. x 32 ft. steel strain pole, with 20 ft. luminaire arm and 250 watt HPS luminaire (Note: one 3 in. conduit bend).
D. Use existing steel strain pole. Install temporary back guy to be removed upon completion of project.
E. Install handhole.
F. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
G. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
H. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
J. Install ⅜in steel span wire with vehicle signal heads, and signs as shown (signals and signs are to be tethered).
K. Install mirco-loop probe (set of 3).
L. Install 6 ft. x 30 ft. quadrupole type vehicle loop detector (3-6-3 turns).
M. Use existing span wire. Remove existing signs. Install vehicle signal heads, and signs as shown (signals and signs are to be tethered).
N. Use existing conduit.
O. Remove existing steel strain pole.
P. Remove existing handhole.
Q. Cap and abandon existing conduit.
R. Abandon existing loop detector.
S. Install 12 in. wide pavement marking - white for crosswalk.
T. Install 24 in. wide pavement marking - white for stop line.
U. Remove existing span wire and all attached equipment.
V. Install 3 in. polyvinyl chloride (Schedule 80) electrical conduit - bored.
W. Install 2 in. polyvinyl chloride (Schedule 80) electrical conduit - bored.
X. Remove existing pavement marking by grinding.

NOTES

1. Geometrics shall be confirmed prior to the installation of signal equipment. All signal equipment to be installed at final grade.
2. Loop detectors and conduits shall be installed prior to the installation of pavement markings.
3. Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with MD-SHA standards. All other pavement markings will either be installed as part of the Developer's project or are to be considered as existing.
4. Revision 'C ' is a revision to the traffic signal built in April 1997 under S.H.A. Contract No.: 8855-08014- AW 739-19.
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.

GEOMETRIC LEGEND

EXISTING GEOMETRICS
PROPOSED GEOMETRICS

UTILITY LEGEND

G	GAS MAIN
W	WATER MAIN
S	SEWER MAIN
E	ELECTRIC CABLES
D	STORM DRAIN
A	AERIAL CABLES
T	TELEPHONE CABLES

The Traffic Group
The Traffic Group, Inc.
410-931-6600
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REVISIONS	APPROVALS
© Modify signal due to geometric changes May 6, 2003 S.H.A. No.:BW996M82 FJH	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
(Traffic Signal Plan)
MD 228 (Berry Road) at Festival Way/ Waldorf Marketplace Entrance

DRAWN BY: M.A.M.	F.A.P. NO. N/A	TS NO. 1346C	SHEET NO.
CHECKED BY: D.J.D.	S.H.A. NO. BW996M82		
SCALE: 1" = 20'	COUNTY: Charles County	T.I.M.S. NO. E-472	1 OF 2
DATE: December 29, 1988	LOG MILE: 08022810.60		

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