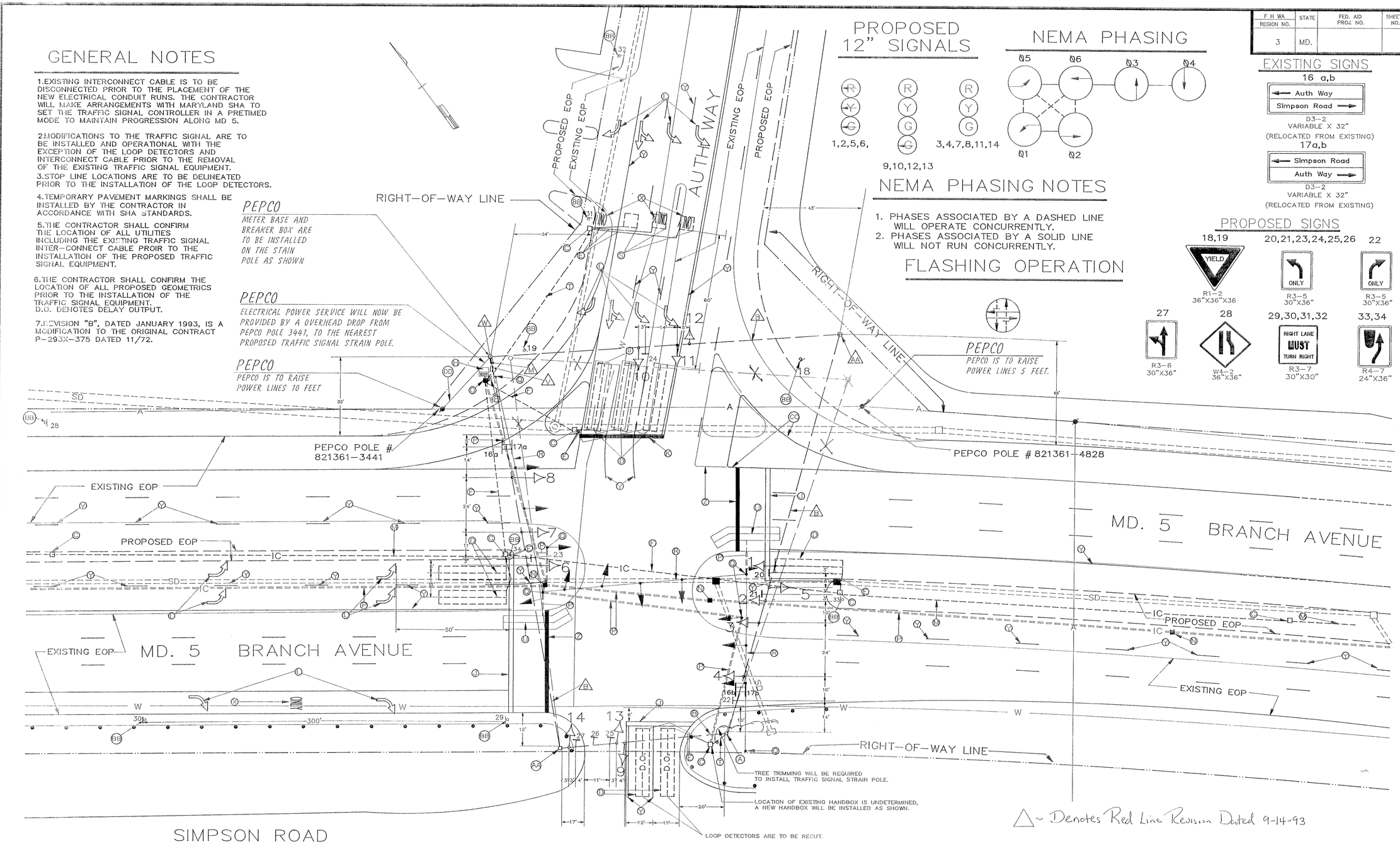
| F.H.WA. REGION NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 3 | MD. | | | |

## GENERAL NOTES

1. EXISTING INTERCONNECT CABLE IS TO BE DISCONNECTED PRIOR TO THE PLACEMENT OF THE NEW ELECTRICAL CONDUIT RUNS. THE CONTRACTOR WILL MAKE ARRANGEMENTS WITH MARYLAND SHA TO SET THE TRAFFIC SIGNAL CONTROLLER IN A PRETIMED MODE TO MAINTAIN PROGRESSION ALONG MD 5.
2. MODIFICATIONS TO THE TRAFFIC SIGNAL ARE TO BE INSTALLED AND OPERATIONAL WITH THE EXCEPTION OF THE LOOP DETECTORS AND INTERCONNECT CABLE PRIOR TO THE REMOVAL OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT.
3. STOP LINE LOCATIONS ARE TO BE DELINEATED PRIOR TO THE INSTALLATION OF THE LOOP DETECTORS.
4. TEMPORARY PAVEMENT MARKINGS SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH SHA STANDARDS.
5. THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL UTILITIES INCLUDING THE EXISTING TRAFFIC SIGNAL INTER-CONNECT CABLE PRIOR TO THE INSTALLATION OF THE PROPOSED TRAFFIC SIGNAL EQUIPMENT.
6. THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL PROPOSED GEOMETRICS PRIOR TO THE INSTALLATION OF THE TRAFFIC SIGNAL EQUIPMENT. D.O. DENOTES DELAY OUTPUT.
7. REVISION "B", DATED JANUARY 1993, IS A MODIFICATION TO THE ORIGINAL CONTRACT P-293X-375 DATED 11/72.




## PROPOSED 12" SIGNALS




## NEMA PHASING




## NEMA PHASING NOTES

1. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A SOLID LINE WILL NOT RUN CONCURRENTLY.

## FLASHING OPERATION

## EXISTING SIGNS

16 a,b

Auth Way
Simpson Road

D3-2
VARIABLE X 32"
(RELOCATED FROM EXISTING)

17a,b

Simpson Road
Auth Way

D3-2
VARIABLE X 32"
(RELOCATED FROM EXISTING)

## PROPOSED SIGNS

18,19 — YIELD — R1-2 36"X36"X36

20,21,23,24,25,26 — ONLY — R3-5 30"X36"

22 — ONLY — R3-5 30"X36"

27 — R3-6 30"X36"

28 — W4-2 36"X36"

29,30,31,32 — RIGHT LANE MUST TURN RIGHT — R3-7 30"X30"

33,34 — R4-7 24"X36"

△ ~ Denotes Red Line Revision Dated 9-14-93

## LEGEND OF UTILITIES

| | |
|---|---|
| WATER | —W— |
| GAS | —G— |
| AERIAL | —A— |
| STORM DRAIN | ==SD== |
| INTER-CONNECT CABLE PROPOSED | --IC-- |
| INTER-CONNECT CABLE EXISTING | ==IC== |
| EXISTING POST MOUNTED SIGN | |
| PROPOSED POST MOUNTED SIGN | |

COROPE-SLADE ASSOCIATES, Inc.
1140 CONNECTICUT Ave. NW
WASHINGTON, DC 20036

### REVISIONS

D — REVISE TRAFFIC SIGNAL POLE LOCATIONS DUE TO UTILITY CONFLICTS SEPTEMBER 14, 1993 — DMP 12/9/93 (DMP) 1/7/94 (DMP)

C — ELECTRICAL POWER SERVICE WILL NOW BE PROVIDED BY A OVERHEAD DROP FROM PEPCO POLE 3441, TO THE NEAREST PROPOSED TRAFFIC SIGNAL STRAIN POLE. MAY 17, 1993 — DMP

B. TOTAL RECONSTRUCTION OF THE EXISTING SIGNAL IS DUE TO A CHANGE IN THE EXISTING ROADWAY GEOMETRICS. JANUARY 1993 — DMP JJA

A MAY 9, 1973 AS-BUILTS

### APPROVALS

ORIGINALS ON FILE

CHIEF, DESIGN SECTION

ASST. DISTRICT ENGINEER, TRAFFIC

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DEPUTY CHIEF ENGINEER, TRAFFIC

# MDOT – STATE HIGHWAY ADMINISTRATION

*Office of Traffic & Safety*

TRAFFIC ENGINEERING DESIGN DIVISION

DRAWN BY: WES GUCKERT
DES. BY:
CHK. BY: WILLIAM J. FITCH

MD 5 (BRANCH AVE) AND AUTHWAY/SIMPSON ROAD
COUNTY: PRINCE GEORGE'S

DATE: 11-8-72
SCALE: 1"=20'
F.A.P. NO.
S.H.A. NO. BW-563-802-312
TS/STD. NO. 676B △
SHEET NO. 2 OF 6

F# 42