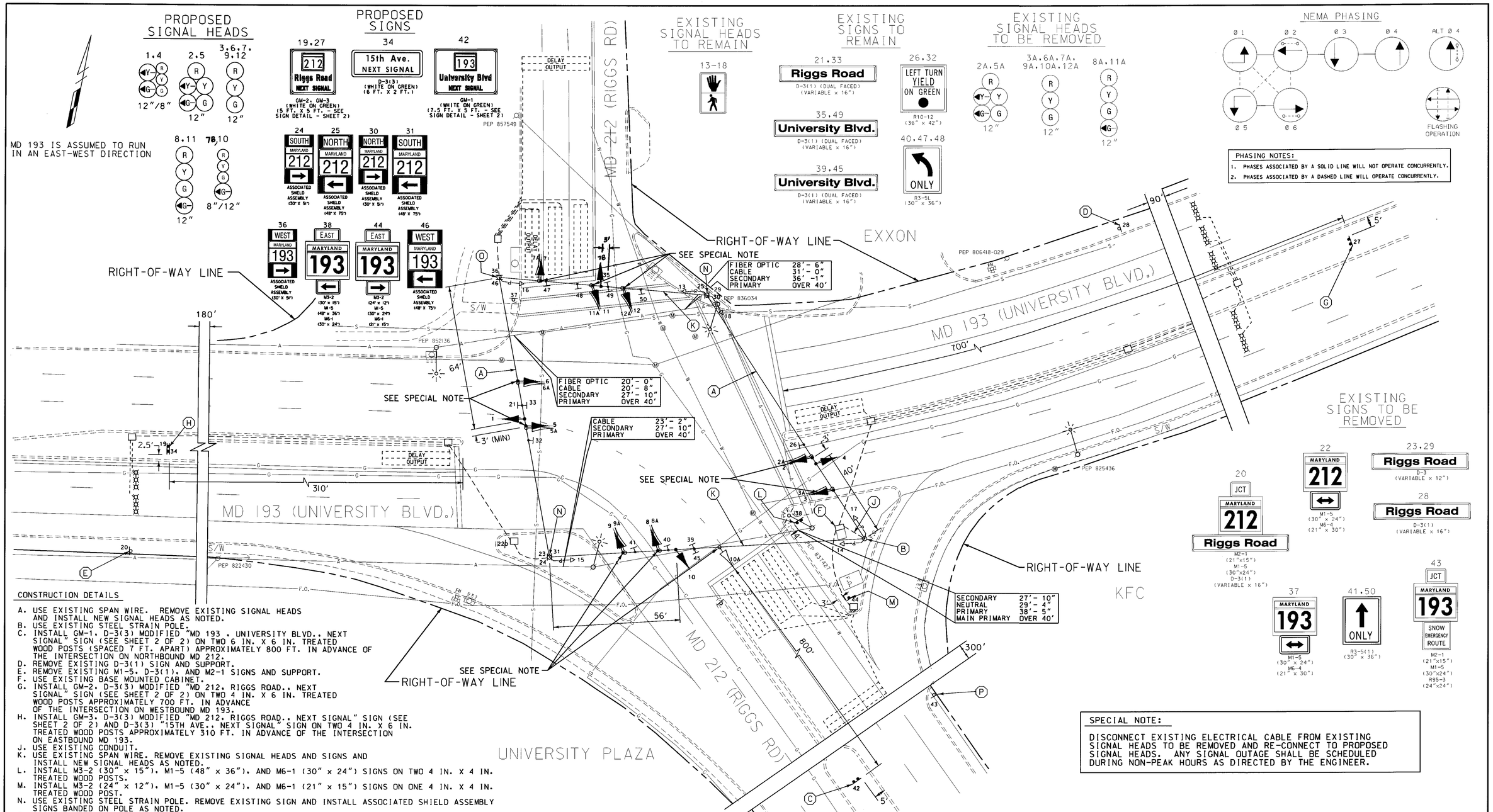

CONSTRUCTION DETAILS

A. USE EXISTING SPAN WIRE. REMOVE EXISTING SIGNAL HEADS AND INSTALL NEW SIGNAL HEADS AS NOTED.
B. USE EXISTING STEEL STRAIN POLE.
C. INSTALL GM-1, D-3(3) MODIFIED "MD 193 . UNIVERSITY BLVD., NEXT SIGNAL" SIGN (SEE SHEET 2 OF 2) ON TWO 6 IN. X 6 IN. TREATED WOOD POSTS (SPACED 7 FT. APART) APPROXIMATELY 800 FT. IN ADVANCE OF THE INTERSECTION ON NORTHBOUND MD 212.
D. REMOVE EXISTING D-3(1) SIGN AND SUPPORT.
E. REMOVE EXISTING M1-5, D-3(1), AND M2-1 SIGNS AND SUPPORT.
F. USE EXISTING BASE MOUNTED CABINET.
G. INSTALL GM-2, D-3(3) MODIFIED "MD 212, RIGGS ROAD., NEXT SIGNAL" SIGN (SEE SHEET 2 OF 2) ON TWO 4 IN. X 6 IN. TREATED WOOD POSTS APPROXIMATELY 700 FT. IN ADVANCE OF THE INTERSECTION ON WESTBOUND MD 193.
H. INSTALL GM-3, D-3(3) MODIFIED "MD 212, RIGGS ROAD., NEXT SIGNAL" SIGN (SEE SHEET 2 OF 2) AND D-3(3) "15TH AVE., NEXT SIGNAL" SIGN ON TWO 4 IN. X 6 IN. TREATED WOOD POSTS APPROXIMATELY 310 FT. IN ADVANCE OF THE INTERSECTION ON EASTBOUND MD 193.
J. USE EXISTING CONDUIT.
K. USE EXISTING SPAN WIRE. REMOVE EXISTING SIGNAL HEADS AND SIGNS AND INSTALL NEW SIGNAL HEADS AS NOTED.
L. INSTALL M3-2 (30" x 15"), M1-5 (48" x 36"), AND M6-1 (30" x 24") SIGNS ON TWO 4 IN. X 4 IN. TREATED WOOD POSTS.
M. INSTALL M3-2 (24" x 12"), M1-5 (30" x 24"), AND M6-1 (21" x 15") SIGNS ON ONE 4 IN. X 4 IN. TREATED WOOD POST.
N. USE EXISTING STEEL STRAIN POLE. REMOVE EXISTING SIGN AND INSTALL ASSOCIATED SHIELD ASSEMBLY SIGNS BANDED ON POLE AS NOTED.
O. USE EXISTING STEEL STRAIN POLE. INSTALL ASSOCIATED SHIELD ASSEMBLY SIGNS BANDED ON POLE.
P. REMOVE EXISTING M2-1, M1-5, AND R95-3 SIGNS AND SUPPORT.

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	SS
STORM DRAIN	SD
WATER	W
CABLE TV	TV

GENERAL NOTE

ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.

SPECIAL NOTE:

DISCONNECT EXISTING ELECTRICAL CABLE FROM EXISTING SIGNAL HEADS TO BE REMOVED AND RE-CONNECT TO PROPOSED SIGNAL HEADS. ANY SIGNAL OUTAGE SHALL BE SCHEDULED DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.

REVISION "A"

WR&A
Whitman, Requardt and Associates, LLP
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Baltimore, Maryland 21231
(410) 235-3450

REVISIONS	APPROVALS
A — ADDED NEARSIDE SIGNAL HEAD, REPLACED SIGNAL HEADS, AND ADVANCE SIGNS. CONTRACT NO. XX1065285 — BRD — 6/28/02	TEAM LEADER - TRAFFIC ENGINEERING DESIGN DIVISION
	ASST. 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 SIGNALIZATION PLAN
MD 193 (UNIVERSITY BLVD.) & MD 212 (RIGGS ROAD)

DRAWN BY: STEVE RENZI	F.A.P. NO.		TS NO. TS-714A	SHEET NO.
CHECKED BY: W. RICHARDSON	S.H.A. NO.	PG-193-A5.M		
SCALE: 1" = 20'	COUNTY:	PRINCE GEORGES	T.I.M.S. NO. F260	1 OF 2
DATE: 9/20/73	LOG MILE:			

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