CONSTRUCTION DETAILS FOR RED LIGHT CAMERA

A F&I 13' LASER POLE. F&I 1 RUN OF 3/C #14 CABLE & INSTALL 1 RUN OF 12 PAIR LASER CABLE (FURNISHED BY LASERCRAFT) FROM LASER POLE TO CAMERA POLE. LEAVE 5' OF SLACK COILED OUT OF TOP OF LASER POLE AND 10' OF SLACK COILED IN BOTTOM OF CAMERA POLE.

B REMOVE EXISTING CAMERA POLE. INSTALL NEW 13' CAMERA POLE ONTO EXISTING T-BASE. RE-USE 7/C #14 CABLE FROM CAMERA POLE TO TRAFFIC SIGNAL CABINET. LEAVE 10' OF SLACK COILED IN BOTTOM OF CAMERA POLE. F&I 1 RUN OF 3/C #14 CABLE FROM CAMERA POLE TO SERVICE PEDESTAL. LEAVE 10' OF SLACK COILED IN BOTTOM OF CAMERA POLE.

C USE EXISTING CAMERA CONDUIT.

D F&I 2" PVC (SCH. 80) CONDUIT - TRENCHED.

E F&I 2" PVC (SCH. 80) CONDUIT - PUSHED.

F USE EXISTING HANDHOLE.

G F&I HANDHOLE. (NOT USED)

H F&I 30' LIGHT POLE (FURNISHED BY LASERCRAFT). F&I 1 RUN OF 2/C TRAY CABLE FROM LIGHT POLE TO CAMERA POLE. LEAVE 10' OF SLACK IN BOTTOM OF CAMERA POLE BASE.

I F&I EMBEDDED SERVICE PEDESTAL. (SEE ATTACHED TYPICALS) F&I SCH 80 PVC CONDUIT TRENCHED (SIZE PER BY POWER COMPANY) FROM SERVICE PEDESTAL TO SERVICE POLE. F&I RISER UP POLE IF NEEDED.

J LOCATE EXISTING SPARE 2" CONDUIT IN TRAFFIC SIGNAL CABINET. F&I 2" PVC SCH 80 CONDUIT TRENCHED FROM TRAFFIC SIGNAL CABINET AND ELBOWED INTO SERVICE PEDESTAL. F&I #4 WIRE FROM SERVICE PEDESTAL TO TRAFFIC SIGNAL CABINET. COORDINATE WITH POWER COMPANY THE SWITCHING OF THE SERVICE. AFTER SWITCH IS MADE REMOVE ALL NOT USED POWER SERVICE EQUIPMENT AND PLUG ALL HOLES.

K USE EXISTING CONDUIT. F&I INNERDUCT. (SEE FILL FACTOR SHEET) (1 thru 5)

L REMOVE ABANDONED ALL EXISTING EQUIPMENT, FLASH POLE, T-BASE, LOOPS AND WIRING. JACKHAMMER ANY EXISTING FOUNDATIONS NOT USED 12" BELOW GRADE.

SIGNS

15.17 — LEFT TURN YIELD ON GREEN

16a.16b.18a.18b — Kilmer Street — D3-2 VARIABLE x 16" (DUAL FACED)

19 — ONLY — R 3-5(L) 30" x 36"

20 — R 3-6(R) 30" x 36"

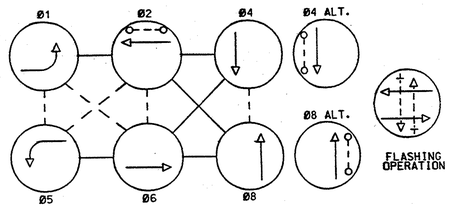
SIGNALS

1.3 — R, Y, G — 12"

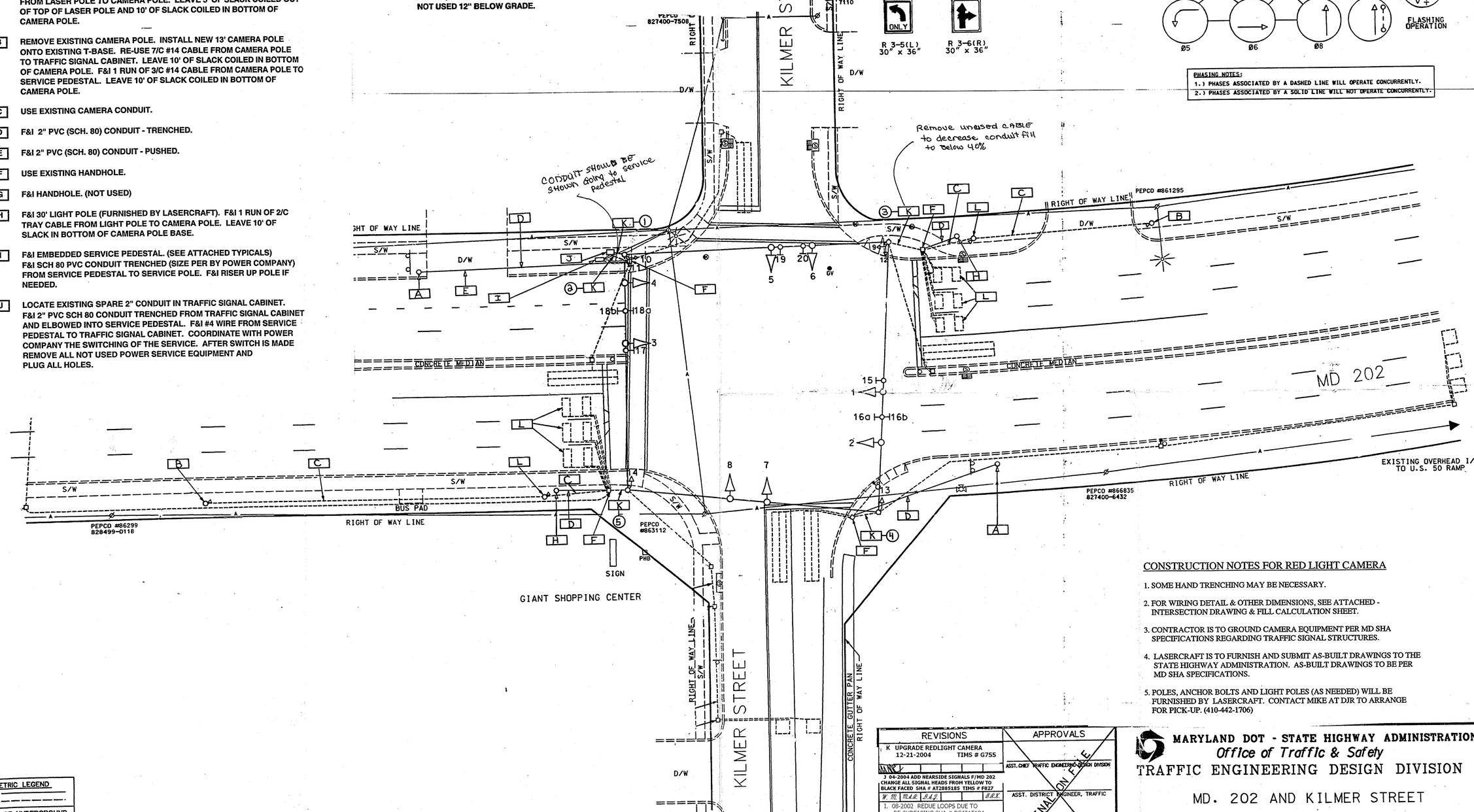
2.4-8 — R, Y, G — 12"

9-14 — 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.



CONSTRUCTION NOTES FOR RED LIGHT CAMERA

1. SOME HAND TRENCHING MAY BE NECESSARY.
2. FOR WIRING DETAIL & OTHER DIMENSIONS, SEE ATTACHED - INTERSECTION DRAWING & FILL CALCULATION SHEET.
3. CONTRACTOR IS TO GROUND CAMERA EQUIPMENT PER MD SHA SPECIFICATIONS REGARDING TRAFFIC SIGNAL STRUCTURES.
4. LASERCRAFT IS TO FURNISH AND SUBMIT AS-BUILT DRAWINGS TO THE STATE HIGHWAY ADMINISTRATION. AS-BUILT DRAWINGS TO BE PER MD SHA SPECIFICATIONS.
5. POLES, ANCHOR BOLTS AND LIGHT POLES (AS NEEDED) WILL BE FURNISHED BY LASERCRAFT. CONTACT MIKE AT DJR TO ARRANGE FOR PICK-UP. (410-442-1706)

GEOMETRIC LEGEND

PROPOSED
EXISTING

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE — A — A —
ELECTRIC — E — E —
TELEPHONE — T — T —
GAS — G — G —
SEWER — S — S —
WATER — W — W —
CABLE TV — TV — TV —

REVISIONS

K UPGRADE REDLIGHT CAMERA 12-21-2004 TIMS # G755

J 04-2004 ADD NEARSIDE SIGNALS F/MD 202 CHANGE ALL SIGNAL HEADS FROM YELLOW TO BLACK FACED SHA # AT2885185 TIMS # F827 — W.M. M.A.R. R.A.J. R.R.K.

I. 08-2002 REDUE LOOPS DUE TO RE-SURFACING SHA # PG4215184 — C.M. B.T. M.A.R. R.A.J. R.R.K.

H. 07-10-2000 ASBUILT FOR REDLIGHT CAMERA INSTALLATION — R.A.J.

APPROVALS

ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

ASST. DISTRICT ENGINEER, TRAFFIC

CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

MD. 202 AND KILMER STREET

DRAWN BY: W. Fitch	F.A.P. NO.	TS NO. 310 K	SHEET NO.
CHECKED BY: R.W. Tyson	S.H.A. NO. P-317X-000-385		1 OF 1
SCALE: 1" = 20'	COUNTY: PRINCE GEORGE'S	T.I.M.S. NO. G 755	
DATE: 7-9-71	LOG MILE: 16020212.59		

JUL 14 2003