MD 210 is considered to run in a North/South direction.

EXISTING SIGNS

22 — R 3-6(Mod) Existing

21,24 — R 3-5(L) Existing

25 — Shield Assem. 30" x 51" (SOUTH MARYLAND 210)

27 — Shield Assem. 30" x 51" (NORTH MARYLAND 210)

26 — Shield Assem. 48" x 75" (NORTH MARYLAND 210)

28 — Shield Assem. 48" x 75" (SOUTH MARYLAND 210)

19,20 — D-3(1) Existing (Dual Face) (Old Fort Road)

29,30 — R 4-7 Existing

31,32 — R 10-4(1) Existing

PROPOSED SIGNS

23 — R 3-5(L) 30" x 36"

EXISTING SIGNALS

1,2,5,6 — 12"

3,4,7,8,11 — 12"

9 — 12"/8"

10 — 12"

15,16 — 12"

A-D — Existing Video Detector Camera

EXISTING SIGNALS TO BE RELOCATED

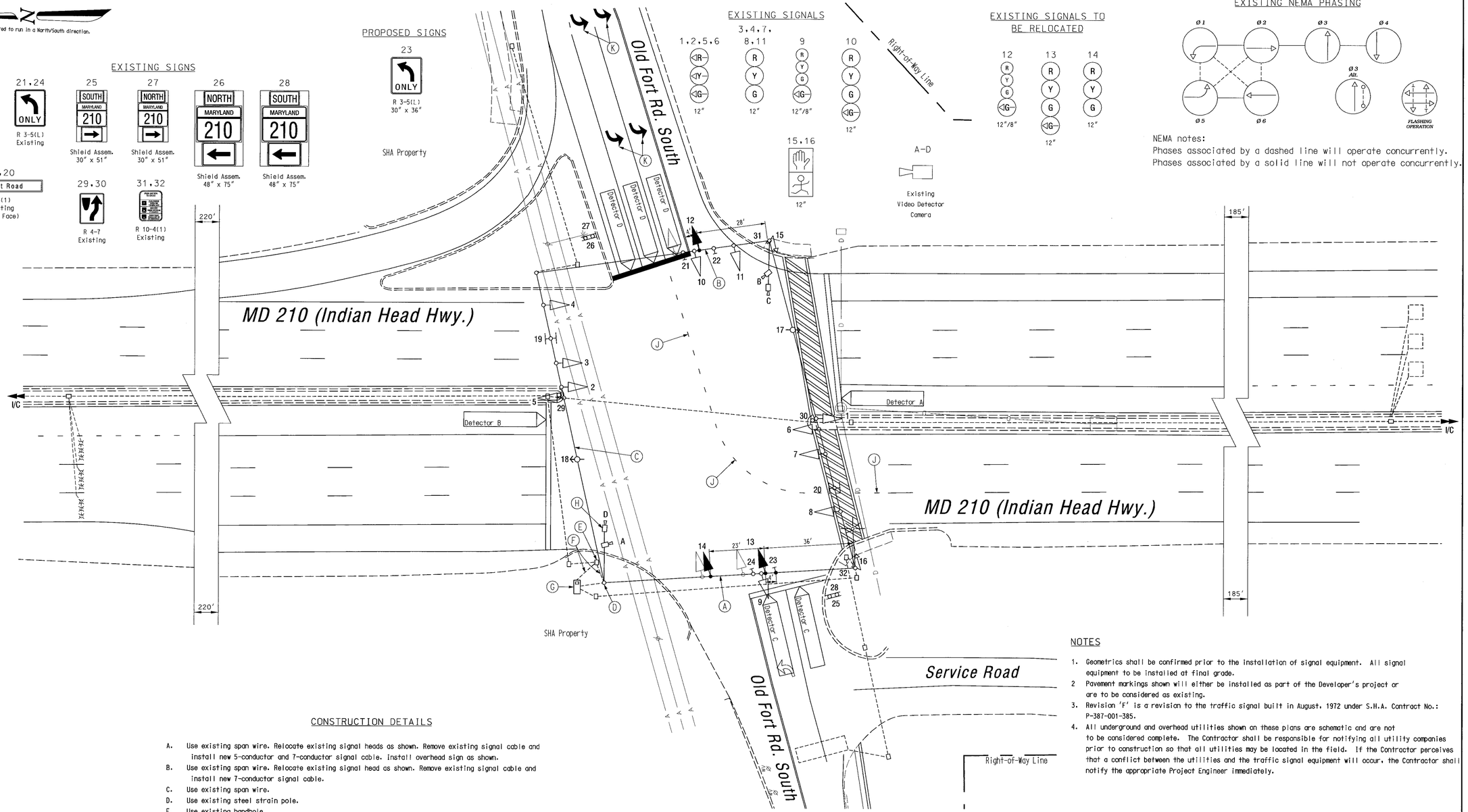
12 — 12"/8"

13 — 12"

14 — 12"

EXISTING NEMA PHASING

NEMA notes:
Phases associated by a dashed line will operate concurrently.
Phases associated by a solid line will not operate concurrently.



CONSTRUCTION DETAILS

A. Use existing span wire. Relocate existing signal heads as shown. Remove existing signal cable and install new 5-conductor and 7-conductor signal cable. Install overhead sign as shown.
B. Use existing span wire. Relocate existing signal head as shown. Remove existing signal cable and install new 7-conductor signal cable.
C. Use existing span wire.
D. Use existing steel strain pole.
E. Use existing handhole.
F. Use existing conduit.
G. Use existing cabinet.
H. Realign existing video detector camera (letter D).
J. Install 5 in. wide dotted pavement marking 3ft. segment - 9ft. gap) - white for lane line.
K. Pavement marking symbols installed by others.

NOTES

1. Geometrics shall be confirmed prior to the installation of signal equipment. All signal equipment to be installed at final grade.
2. Pavement markings shown will either be installed as part of the Developer's project or are to be considered as existing.
3. Revision 'F' is a revision to the traffic signal built in August, 1972 under S.H.A. Contract No.: P-387-001-385.
4. 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

Revision "F"

The Traffic Group
The Traffic Group, Inc.
410-931-6600
Fax 410-931-6601

REVISIONS

D Red line revision. January, 1990
Reconstruct due to new geometrics.
S.H.A. No.: P-920-501-371
DCD

E Change signal heads: add video detection. October, 2002
S.H.A. No.: PG409A21
JRL

F Relocate signal heads for East leg modification. April 22, 2004
S.H.A. No.: BW996M82
JES

APPROVALS

ORIGINAL ON FILE

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
(Traffic Signal Plan)

MD 210 (Indian Head Hwy.) at Old Fort Road - South

DRAWN BY:	F.A.P. NO. N/A	TS NO. 1175F	SHEET NO.
CHECKED BY: DATE	S.H.A. NO. P-387-001--385		
SCALE: 1" = 20'	COUNTY: Prince George's	T.I.M.S. NO. G158	1 OF 2
DATE: August, 1972	LOG MILE: 160210006.81		

F:\2002\2002-1110\Dwa\sigplan.dgn 4/23/2004