US 301 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

EXISTING SIGNALS & SIGNS

1-3,7,8 | 4,6,9,11,14,17 | 13,16 | 18,19,21,23,24 | 20a,20b,22a,22b

Marlboro Pike — D 3-2 16" x Var.

ONLY — R 3-5(L) 30" X 36"

PROPOSED SIGNALS & SIGNS

1-3,7,8 | 4-6,9-11,14,17 | 12,15 | 13,16 | 18,19,21,23,24 | 20a,20b,22a,22b | 25 | 26 | 27

Marlboro Pike — D3-2 16" x Var.

ONLY — R 3-5(L) 30" X 36"

R3-6 30" x 36"

EAST MARYLAND 725 — ASSOCIATED SHIELD ASSEMBLY 51" x 30"

WEST MARYLAND 725 — ASSOCIATED SHIELD ASSEMBLY 75" x 48"

28 | 29 | 30 | 31 | 32 | 33

WEST MARYLAND 725 — ASSOCIATED SHIELD ASSEMBLY 51" x 30"

EAST MARYLAND 725 — ASSOCIATED SHIELD ASSEMBLY 75" x 48"

NORTH 301 — ASSOCIATED SHIELD ASSEMBLY 51" x 30"

SOUTH 301 — ASSOCIATED SHIELD ASSEMBLY 75" x 48"

SOUTH 301 — ASSOCIATED SHIELD ASSEMBLY 51" x 30"

NORTH 301 — ASSOCIATED SHIELD ASSEMBLY 75" x 48"

NEMA PHASING:

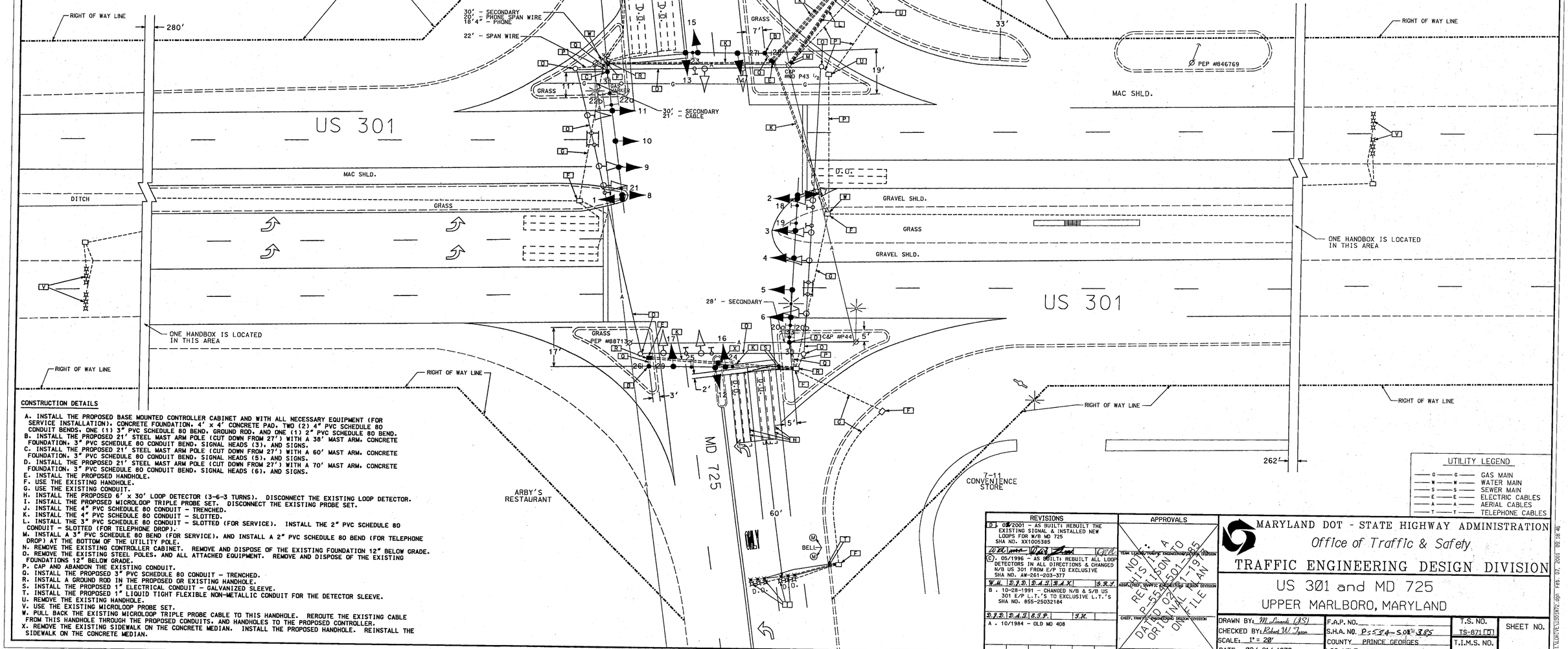
Ø1 | Ø2 | Ø3 | Ø4 | FLASHING OPERATION | Ø5 | Ø6

NEMA NOTES:
1. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

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

GENERAL NOTES:

1). REVISION "D" IS A MODIFICATION TO WORK COMPLETED UNDER CONTRACT NO. P-554-501-385, DATED 02-21-1973.
2). THE ORIGINAL TS-871 HAS BEEN FILED.
3). D.O. INDICATES A DELAY-OUTPUT LOOP DETECTOR.
4). LOOP DETECTORS, AND CONDUIT WILL BE INSTALLED PRIOR TO INSTALLING ANY PAVEMENT MARKINGS.
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.



CONSTRUCTION DETAILS

A. INSTALL THE PROPOSED BASE MOUNTED CONTROLLER CABINET AND WITH ALL NECESSARY EQUIPMENT (FOR SERVICE INSTALLATION), CONCRETE FOUNDATION, 4' x 4' CONCRETE PAD, TWO (2) 4" PVC SCHEDULE 80 CONDUIT BENDS, ONE (1) 3" PVC SCHEDULE 80 BEND, GROUND ROD, AND ONE (1) 2" PVC SCHEDULE 80 BEND.
B. INSTALL THE PROPOSED 21' STEEL MAST ARM POLE (CUT DOWN FROM 27') WITH A 38' MAST ARM, CONCRETE FOUNDATION, 3" PVC SCHEDULE 80 CONDUIT BEND, SIGNAL HEADS (3), AND SIGNS.
C. INSTALL THE PROPOSED 21' STEEL MAST ARM POLE (CUT DOWN FROM 27') WITH A 60' MAST ARM, CONCRETE FOUNDATION, 3" PVC SCHEDULE 80 CONDUIT BEND, SIGNAL HEADS (5), AND SIGNS.
D. INSTALL THE PROPOSED 21' STEEL MAST ARM POLE (CUT DOWN FROM 27') WITH A 70' MAST ARM, CONCRETE FOUNDATION, 3" PVC SCHEDULE 80 CONDUIT BEND, SIGNAL HEADS (6), AND SIGNS.
E. INSTALL THE PROPOSED HANDHOLE.
F. USE THE EXISTING HANDHOLE.
G. USE THE EXISTING CONDUIT.
H. INSTALL THE PROPOSED 6' x 30' LOOP DETECTOR (3-6-3 TURNS). DISCONNECT THE EXISTING LOOP DETECTOR.
I. INSTALL THE PROPOSED MICROLOOP TRIPLE PROBE SET. DISCONNECT THE EXISTING PROBE SET.
J. INSTALL THE 4" PVC SCHEDULE 80 CONDUIT - TRENCHED.
K. INSTALL THE 4" PVC SCHEDULE 80 CONDUIT - SLOTTED.
L. INSTALL THE 3" PVC SCHEDULE 80 CONDUIT - SLOTTED (FOR SERVICE). INSTALL THE 2" PVC SCHEDULE 80 CONDUIT - SLOTTED (FOR TELEPHONE DROP).
M. INSTALL A 3" PVC SCHEDULE 80 BEND (FOR SERVICE), AND INSTALL A 2" PVC SCHEDULE 80 BEND (FOR TELEPHONE DROP) AT THE BOTTOM OF THE UTILITY POLE.
N. REMOVE THE EXISTING CONTROLLER CABINET. REMOVE AND DISPOSE OF THE EXISTING FOUNDATION 12" BELOW GRADE.
O. REMOVE THE EXISTING STEEL POLES, AND ALL ATTACHED EQUIPMENT. REMOVE AND DISPOSE OF THE EXISTING FOUNDATIONS 12" BELOW GRADE.
P. CAP AND ABANDON THE EXISTING CONDUIT.
Q. INSTALL THE PROPOSED 3" PVC SCHEDULE 80 CONDUIT - TRENCHED.
R. INSTALL A GROUND ROD IN THE PROPOSED OR EXISTING HANDHOLE.
S. INSTALL THE PROPOSED 1" ELECTRICAL CONDUIT - GALVANIZED SLEEVE.
T. INSTALL THE PROPOSED 1" LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR THE DETECTOR SLEEVE.
U. REMOVE THE EXISTING HANDHOLE.
V. USE THE EXISTING MICROLOOP PROBE SET.
W. PULL BACK THE EXISTING MICROLOOP TRIPLE PROBE CABLE TO THIS HANDHOLE. REROUTE THE EXISTING CABLE FROM THIS HANDHOLE THROUGH THE PROPOSED CONDUITS, AND HANDHOLES TO THE PROPOSED CONTROLLER.
X. REMOVE THE EXISTING SIDEWALK ON THE CONCRETE MEDIAN. INSTALL THE PROPOSED HANDHOLE. REINSTALL THE SIDEWALK ON THE CONCRETE MEDIAN.

UTILITY LEGEND

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

REVISIONS

D. 08/2001 - AS BUILT: REBUILT THE EXISTING SIGNAL & INSTALLED NEW LOOPS FOR W/B MD 725 SHA NO. XX1005385
W.W. D.A.S. R.R.D.
C. 05/1996 - AS BUILT: REBUILT ALL LOOP DETECTORS IN ALL DIRECTIONS & CHANGED N/B US 301 FROM E/P TO EXCLUSIVE SHA NO. AW-261-203-377
W.W. D.A.S. D.A.S. S.A.X. S.R.J.
B. 10-28-1991 - CHANGED N/B & S/B US 301 E/P L.T.'S TO EXCLUSIVE L.T.'S SHA NO. 855-25032184
D.A.S. D.A.S. S.S.P. S.K.
A. 10/1984 - OLD MD 408

APPROVALS

NOTICE: THIS IS A REPLACEMENT TO P-554-501-385 DATED 02/21/1973 ORIGINAL PLAN ON FILE
TEAM LEADER/TRAFFIC ENGINEERING DESIGN DIVISION
ASSIST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, OFFICE OF TRAFFIC & SAFETY

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

US 301 and MD 725
UPPER MARLBORO, MARYLAND

DRAWN BY: M. Simonds (JS)	F.A.P. NO.	T.S. NO. TS-871 D	SHEET NO.
CHECKED BY: Robert W. Tyson	S.H.A. NO. P-554-501-385	T.I.M.S. NO. E193	1 OF 1
SCALE: 1" = 20'	COUNTY PRINCE GEORGES		
DATE: 02/ 21/ 1973	LOG MILE 16030114.80		

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