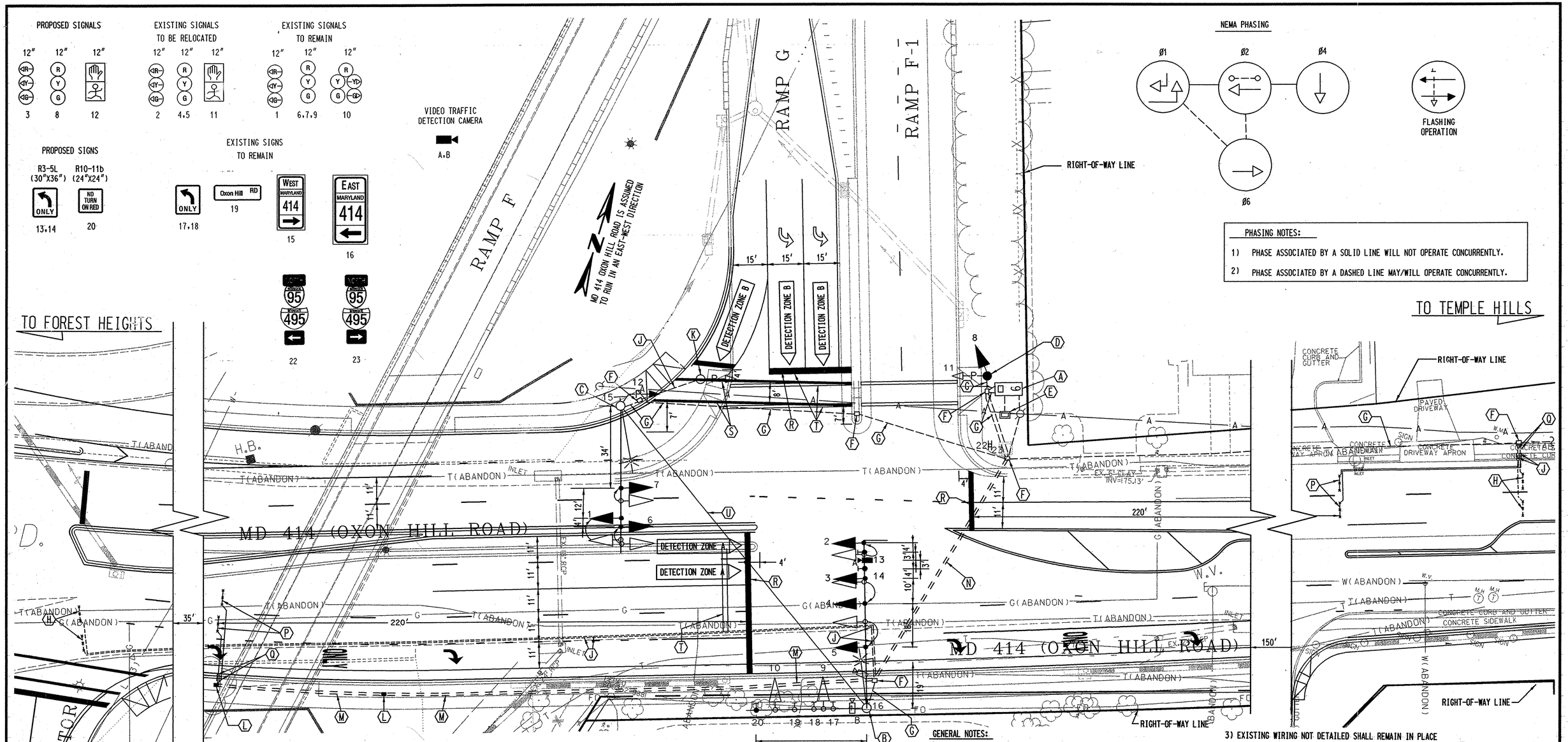

CONSTRUCTION DETAILS

(A) MAINTAIN EXISTING CABINET AND CONTROLLER.

(B) MAINTAIN EXISTING STEEL POLE. INSTALL SIGNAL HEAD AND SIGNS. RELOCATE EXISTING SIGNAL HEADS AND VIDEO TRAFFIC DETECTION CAMERA. REMOVE EXISTING SPAN WIRE.

(C) MAINTAIN EXISTING STEEL POLE. INSTALL PEDESTRIAN SIGNAL HEAD. RELOCATE EXISTING SIGNAL HEADS. REMOVE EXISTING SPAN WIRE. REMOVE LUMINAIRE AND LIGHTING ARM WHEN PROPOSED STREETLIGHTING IS OPERATIONAL. COORDINATE WITH LIGHTING CONTRACTOR.

(D) REMOVE EXISTING PEDESTAL POLE. INSTALL 14 FOOT BREAKAWAY PEDESTAL POLE. RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD ONTO PROPOSED POLE. INSTALL SIGNAL HEAD AS SHOWN.

(E) MAINTAIN EXISTING METERED SERVICE PEDESTAL.

(F) USE EXISTING ELECTRICAL HANDHOLE.

(G) USE EXISTING ELECTRICAL CONDUIT.

(H) ABANDON EXISTING MICRO-LOOP PROBE SET.

(J) CAP AND ABANDON EXISTING ELECTRICAL CONDUIT.

(K) REMOVE EXISTING PEDESTAL POLE AND PEDESTRIAN SIGNAL HEAD. REMOVE FOUNDATION TO 12-INCHES BELOW PAVEMENT ENVELOPE.

(L) INSTALL ELECTRICAL HANDHOLE.

(M) INSTALL 3-INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.

(N) INSTALL 4-INCH SCHEDULE 80 RIGID PVC CONDUIT - BORED.

(P) INSTALL MICRO-LOOP PROBE SET.

(Q) INSTALL 1-INCH LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR SLEEVE.

(R) INSTALL 24-INCH HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOPLINE ON FINAL HMA SURFACE COURSE.

(S) INSTALL 12-INCH HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALK ON FINAL HMA SURFACE COURSE.

(T) REMOVE EXISTING PAVEMENT MARKINGS.

(U) REMOVE EXISTING SPAN WIRE.

GENERAL NOTES:

1) ALL UNDERGROUND 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 FIELD LOCATED. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY.

2) PAVEMENT MARKINGS DETAILED ARE TO BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH MSHA STANDARDS. ALL OTHER PAVEMENT MARKINGS NOT DETAILED ARE FOUND ON SIGNING AND MARKING PLANS.

3) EXISTING WIRING NOT DETAILED SHALL REMAIN IN PLACE UNLESS OTHERWISE NOTED.

4) COORDINATE THE USE AND INSTALLATION OF TRAFFIC SIGNAL EQUIPMENT ALONG EASTBOUND MD 414 WITH THE INTERCONNECT AND ITS PLANS.

5) ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS. TO MEET CLEARANCES SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.

SP-13 OF SP-23

UTILITY LEGEND

—G—G—	GAS MAIN
—W—W—	WATER MAIN
—S—S—	SEWER MAIN
—E—E—	ELECTRIC CABLES
—A—A—	AERIAL CABLES
—T—T—	TELEPHONE CABLES
—L(3)—L(3)—	LEVEL 3 FO CABLES
—FO—FO—	FIBER OPTIC CABLES

GREEN LINE NO. 1
JUNE 29, 2007

REVISION 'A'

KCI TECHNOLOGIES
ENGINEERS
PLANNERS
SCIENTISTS
CONSTRUCTION MANAGERS
10 NORTH PARK DRIVE
HUNT VALLEY, MARYLAND
21030-1888
(410) 316-7800

REVISIONS	APPROVALS
A ADDENDUM NO. 4 MARCH 10, 2005 SHEET REPLACED	ORIGINAL ON FILE
A GEOMETRIC MODIFICATIONS	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
MP	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
1 REDLINE NO. 1 FEBRUARY 25, 2004	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
GREENLINE NO. 1 JUNE 29, 2007	DIRECTOR, OFFICE OF TRAFFIC & SAFETY
MP	

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

TRAFFIC SIGNAL PLAN
MD 414 OXON HILL ROAD AT NB I-95/I-495 OFF RAMP (RAMP F-1 AND G)

DRAWN BY:	M. PIERRE	F.A.P. NO.	SEE TITLE SHEET	TS NO. 4135A	SHEET NO. 293 OF 402
CHECKED BY:	J. LAWRENCE	S.H.A. NO.	PG5075173		
SCALE:	1"=20'	COUNTY:	PRINCE GEORGE'S	T.I.M.S. NO. E149	
DATE:	10-7-03	LOG MILE:	16041400.16		

PLOTTED: 11:18 AM on Wednesday, June 27, 2007
BY: Aaron Hottenstein Divisions Transportation
FILE: m:\1998\01981451\01ccPlinational harbor.dgn