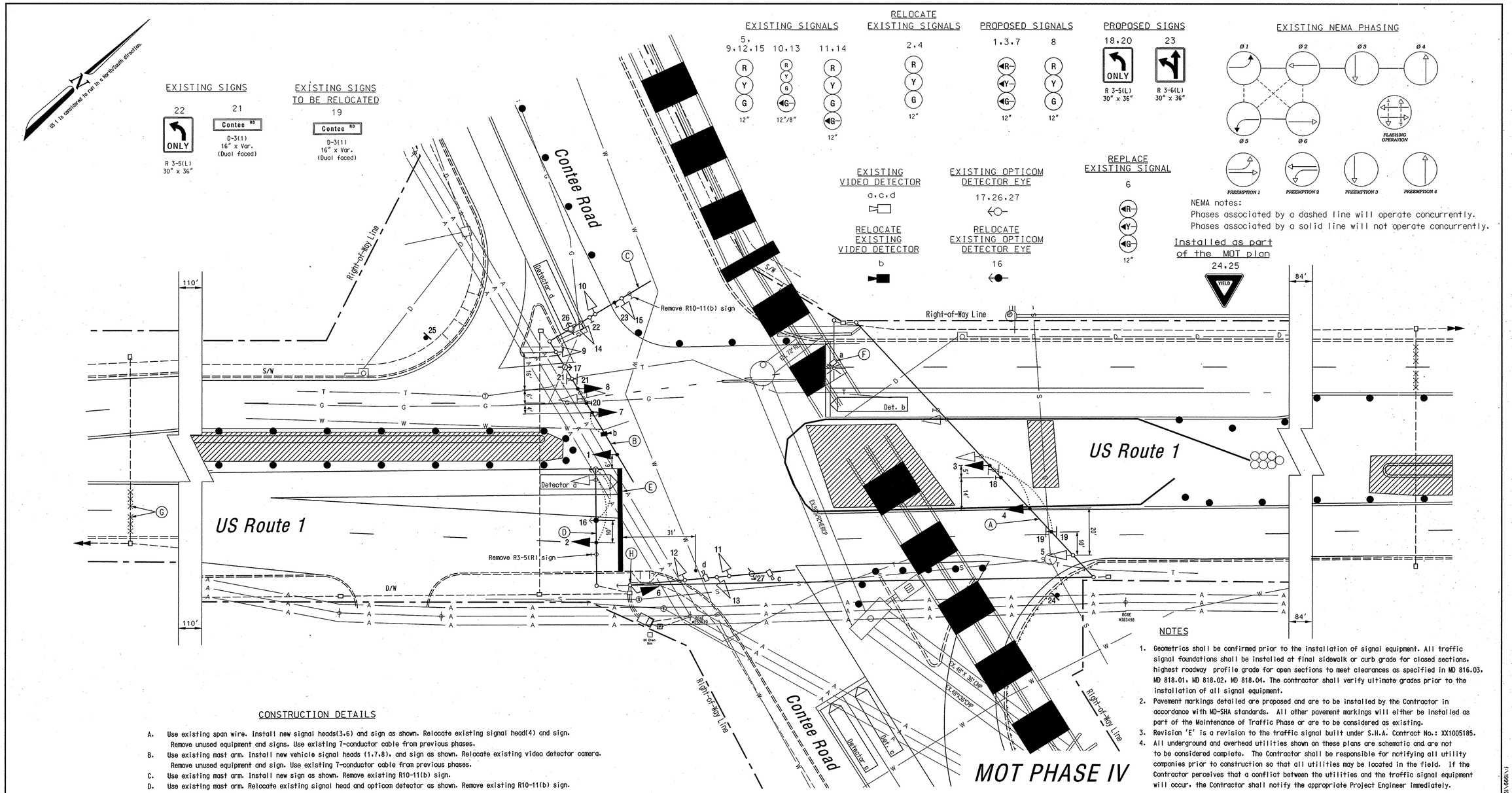

NEMA notes:
Phases associated by a dashed line will operate concurrently.
Phases associated by a solid line will not operate concurrently.

NOTES

1. Geometrics shall be confirmed prior to the installation of signal equipment. All traffic signal foundations shall be installed at final sidewalk or curb grade for closed sections, highest roadway profile grade for open sections to meet clearances as 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.
2. Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with MD-SHA standards. All other pavement markings will either be installed as part of the Maintenance of Traffic Phase or are to be considered as existing.
3. Revision 'E' is a revision to the traffic signal built under S.H.A. Contract No.: XX1005185.
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.

CONSTRUCTION DETAILS

A. Use existing span wire. Install new signal heads(3,6) and sign as shown. Relocate existing signal head(4) and sign. Remove unused equipment and signs. Use existing 7-conductor cable from previous phases.
B. Use existing mast arm. Install new vehicle signal heads (1,7,8), and sign as shown. Relocate existing video detector camera. Remove unused equipment and sign. Use existing 7-conductor cable from previous phases.
C. Use existing mast arm. Install new sign as shown. Remove existing R10-11(b) sign.
D. Use existing mast arm. Relocate existing signal head and opticom detector as shown. Remove existing R10-11(b) sign.
E. Install 24 in. wide pavement marking - white for stop line.
F. Adjust video camera as necessary to align with temporary pavement markings.
G. Adjust micro-loop probe as necessary to align with temporary pavement markings.
H. Use existing mast arm pole. Replace existing 5-section signal head with new 3-section signal head with arrows.

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 "G"

The Traffic Group
The Traffic Group, Inc.
410-931-6600
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REVISIONS

G	Reconstruct Traffic Signal due to Geometric Widening.	5/20/05	BR9905082	

FDB/JES CJS MWB

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. CHIEF 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 Signal Plan)

US Route 1 at Contee Road

DRAWN BY:	F.A.P. NO. N/A	TS NO. 1536G-X4	SHEET NO.
CHECKED BY:	S.H.A. NO. XX1005185		
SCALE: 1" = 20'	COUNTY: Prince George's	T.I.M.S. NO. F-750	5 OF 10
DATE:	LOG MILE: 16000111.49		

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