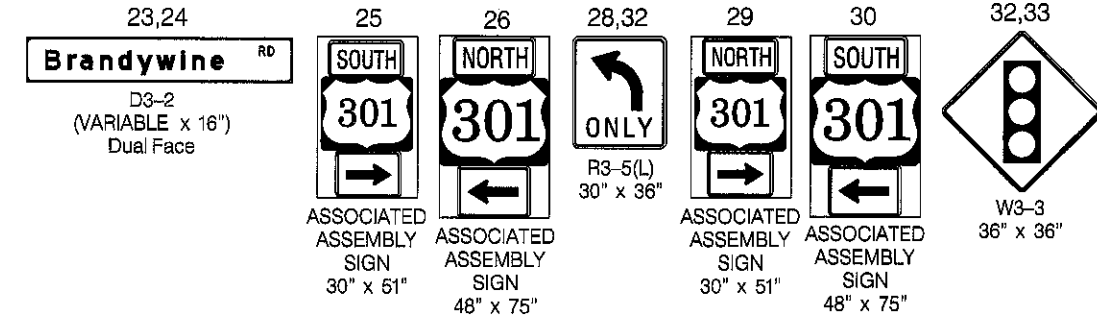
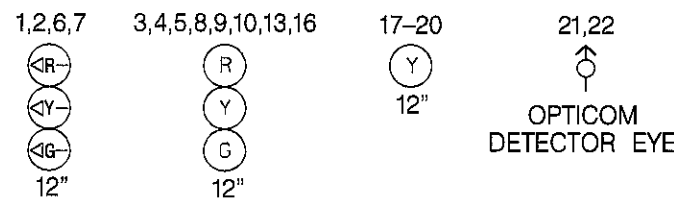
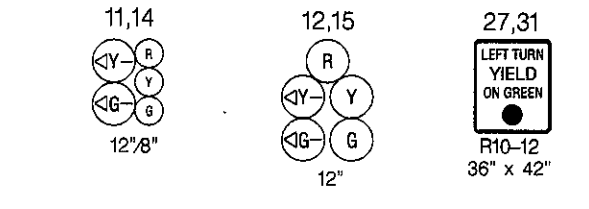


US 301 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

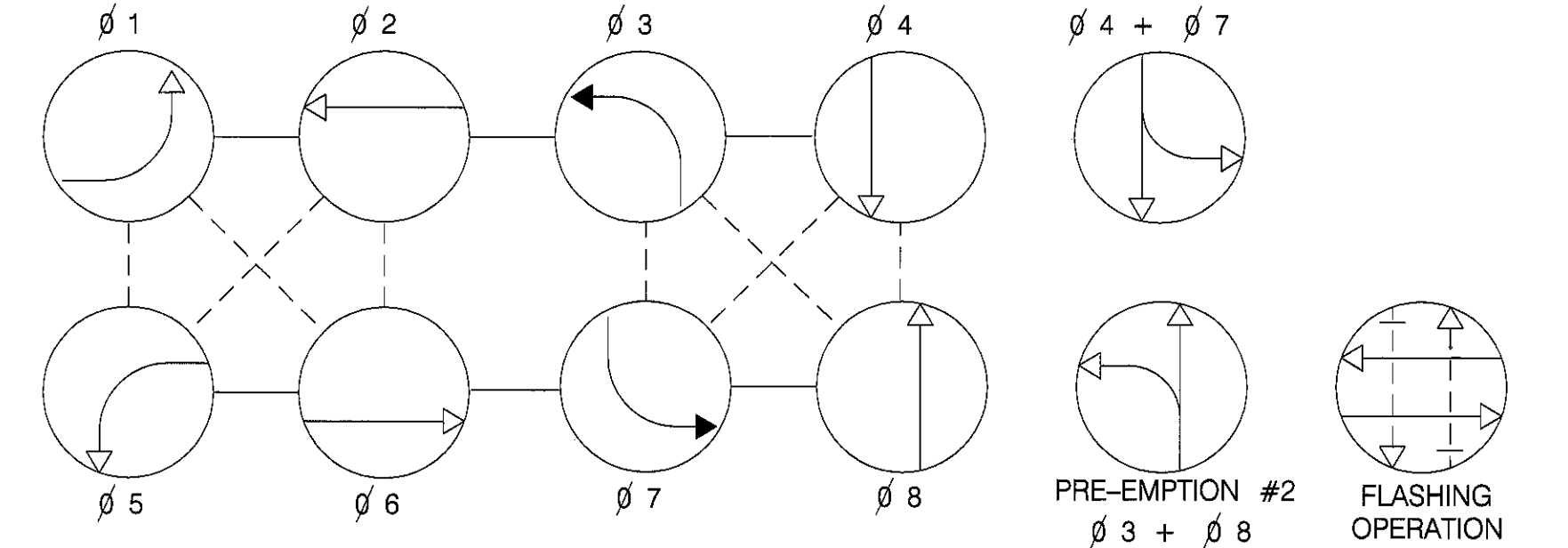
EXISTING SIGNALS & SIGNS



PROPOSED SIGNALS & SIGNS



NEMA PHASING

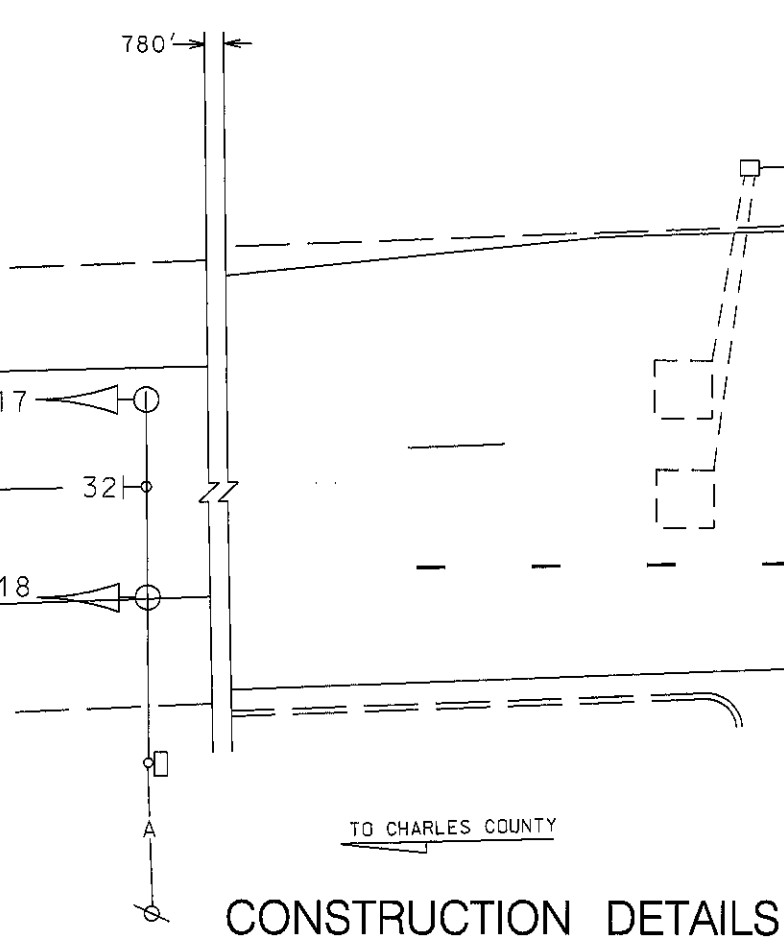


PHASING NOTES: 1.) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY. 2.) PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.

US 301 (ROBERT S. CRAIN HIGHWAY)

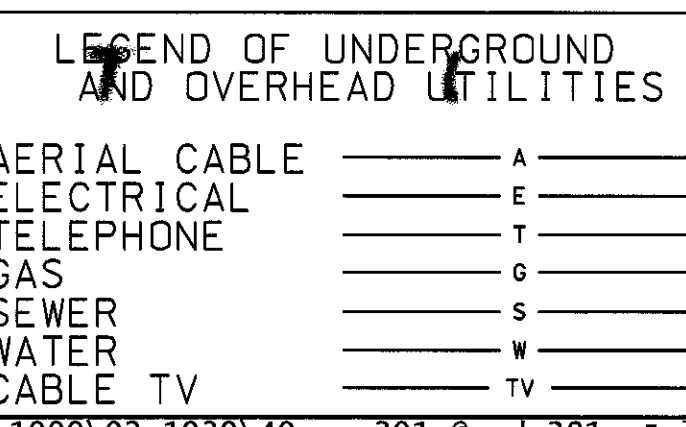
US 301 (ROBERT S. CRAIN HIGHWAY)

MD 381 (BRANDYWINE RD)



- A. REMOVE EXISTING SIGNAL HEAD AND INSTALL NEW BLACK FACED SIGNAL HEAD ON EXISTING MAST ARM
B. INSTALL R10-12 SIGN ON EXISTING MAST ARM
C. USE EXISTING CONDUIT
D. USE EXISTING HANDHOLE
E. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER
F. INSTALL 6 FT. X 30 FT. QUADRUPLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING (3-6-3 WINDING)
G. INSTALL 1 IN. LIQUID TIGHT, FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR SLEEVE
H. INSTALL 1 IN. ELECTRICAL CONDUIT - GALVANIZED SLEEVE
J. INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING
K. INSTALL MICRO-LOOP PROBE WITH 500 FT. LEAD-IN
L. ABANDON EXISTING DETECTOR
M. INSTALL 3 IN. ELECTRICAL CONDUIT - GALVANIZED RISER AND 3 IN. WEATHER HEAD ON EXISTING MAST ARM POLE (PHONE SERVICE)
N. INSTALL 3 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT - TRENCHED (PHONE SERVICE)
O. INSTALL 3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BEND INTO EXISTING FOUNDATION (PHONE SERVICE)
P. PROPOSED TELEPHONE SERVICE (OVERHEAD)

- GENERAL NOTES
1. LOOP DETECTORS SHALL BE INSTALLED 1 FT. BEHIND STOPLINE.
2. THE LOCATION OF PROPOSED GEOMETRICS MUST BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
3. LOOP DETECTORS AND CONDUIT SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
4. 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 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.
5. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.



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Table with columns for REVISIONS and APPROVALS, containing project details and dates.

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
SIGNALIZATION PLAN
US 301 (ROBERT CRAIN HWY.) AND MD 381 (BRANDYWINE RD.)
DRAWN BY: J. BOBER
CHECKED BY:
SCALE: 1"=20'
DATE: 6-5-1972
F.A.P. NO. P269X-335
S.H.A. NO. PRINCE GEORGE'S
COUNTY: 16030103.12
LOG MILE:
TS. NO. 596 H
SHEET NO. 1 OF 2