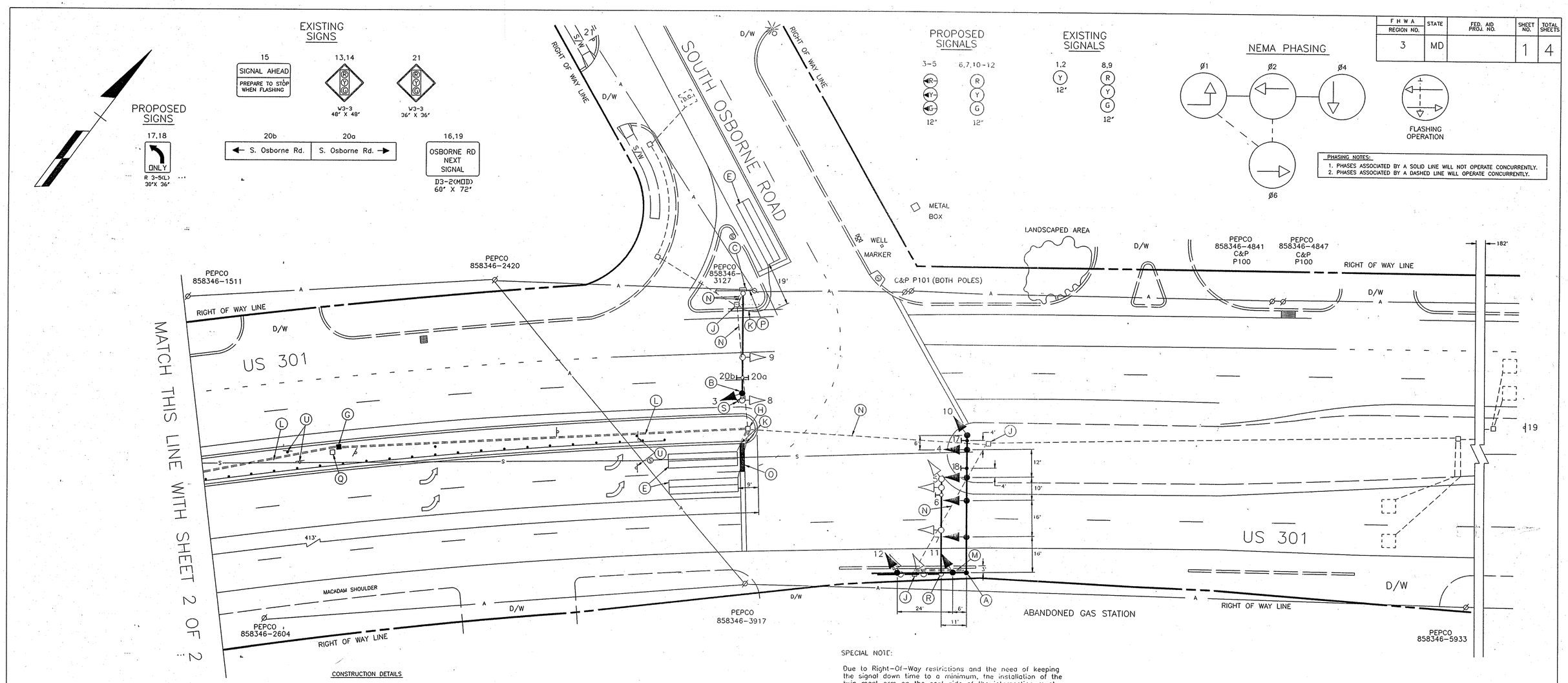
F H W A REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD		1	4



SPECIAL NOTE:

Due to Right-Of-Way restrictions and the need of keeping the signal down time to a minimum, the installation of the twin mast arm on the east side of the intersection must follow the following sequence.

The 21' pole, 60' mast arm and signal heads are to be installed and wired. The wiring for the signal heads on the 40' arm shall be installed from the controller to the pole base.

The changeover shall occur at night with existing arms and pole being removed and the 40' arm installed and signal heads wired immediately.

CONSTRUCTION DETAILS

A. Install 21' steel pole with twin 40'-60' mast arms, traffic signal heads and signs as shown. (Note: 1-3", 90 degree polyvinyl chloride (Schedule 40) bend.)

B. Remove existing traffic signal head and install proposed traffic signal head in the same location as shown using the existing 7-conductor electrical cable. (See Wiring Diagram)

C. Use existing pole-mounted cabinet.

D. Rewire existing traffic signal heads. (See Wiring Diagram)

E. Install 6' x 30' loop detector encased in 1/4" flexible tubing quadrupole type (2-4-2).

F. Install 6' x 6' loop detector encased in 1/4" flexible tubing (3-turns).

G. Install handhole.

H. Raise existing handhole to grade.

J. Use existing handhole.

K. Install 1" liquid tight flexible non-metallic electrical conduit (detector wire sleeve).

L. Install 2" polyvinyl chloride electrical conduit (Schedule 40) (trenched).

M. Install 3" polyvinyl chloride electrical conduit (Schedule 40) (trenched).

N. Use existing conduit.

O. Install pavement marking as shown.

P. Existing overhead electrical service to be maintained by PEPCO.

Q. Remove handhole. (Cap and abandon attached conduit.)

R. Remove steel pole with twin mast arms and all attached equipment. (Cap and abandon attached conduit.)

S. Remove existing R10-12 sign.

T. Remove existing ground mounted sign.

U. Relocate existing ground mounted sign to new location as shown.

GENERAL NOTES:

1. All proposed pavement markings are shown on the pavement marking plan.
2. "D.O." indicates a delay-output loop detector.
3. The loop detectors and conduit are to be installed prior to the installation of the pavement markings.
4. This is a revision to the existing traffic control signal built in 1987 under Contract No. P-471-501-385.

GEOMETRIC LEGEND

PROPOSED
EXISTING

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A	A
ELECTRIC	E	E
TELEPHONE	T	T
GAS	G	G
SEWER	S	S
WATER	W	W
CABLE TV	TV	TV

STREET TRAFFIC STUDIES, LTD.
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3031

REVISIONS

C	9-19-96	ADD NORTHBOUND US 301 DUAL LEFT
SHA NO: RRZ		SBK 7/1 9/96
B	10-30-88	INSTALL HIB FOR NORTHBOUND US 301 (CADD)
A	1-15-88	MODIFY TO FULL ACTUATED SIGNAL
SHA NO: P-915-459-385		

APPROVALS

ASST. DIVISION CHIEF
ASST. DISTRICT ENGINEER, TRAFFIC
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, OFFICE OF TRAFFIC AND SAFETY

ORIGINAL ON FILE

MDOT – STATE HIGHWAY ADMINISTRATION

Office of Traffic and Safety

TRAFFIC ENGINEERING DESIGN DIVISION

SIGNAL NUMBER: LOG MILE: 16030110.21

DRAWN BY: BOB TYSON
DES. BY: BOB TYSON
CHK. BY: WILLIAM RICHARDSON

US 301 AND SOUTH OSBORNE ROAD
COUNTY PRINCE GEORGE'S

DATE: 12-18-87
SCALE: 1"=20'
F.A.P. NO.
S.H.A. NO. P-471-501-385

TS/STD. NO. 1373 C

SHEET NO. 1 OF 4

SEP 20 1996