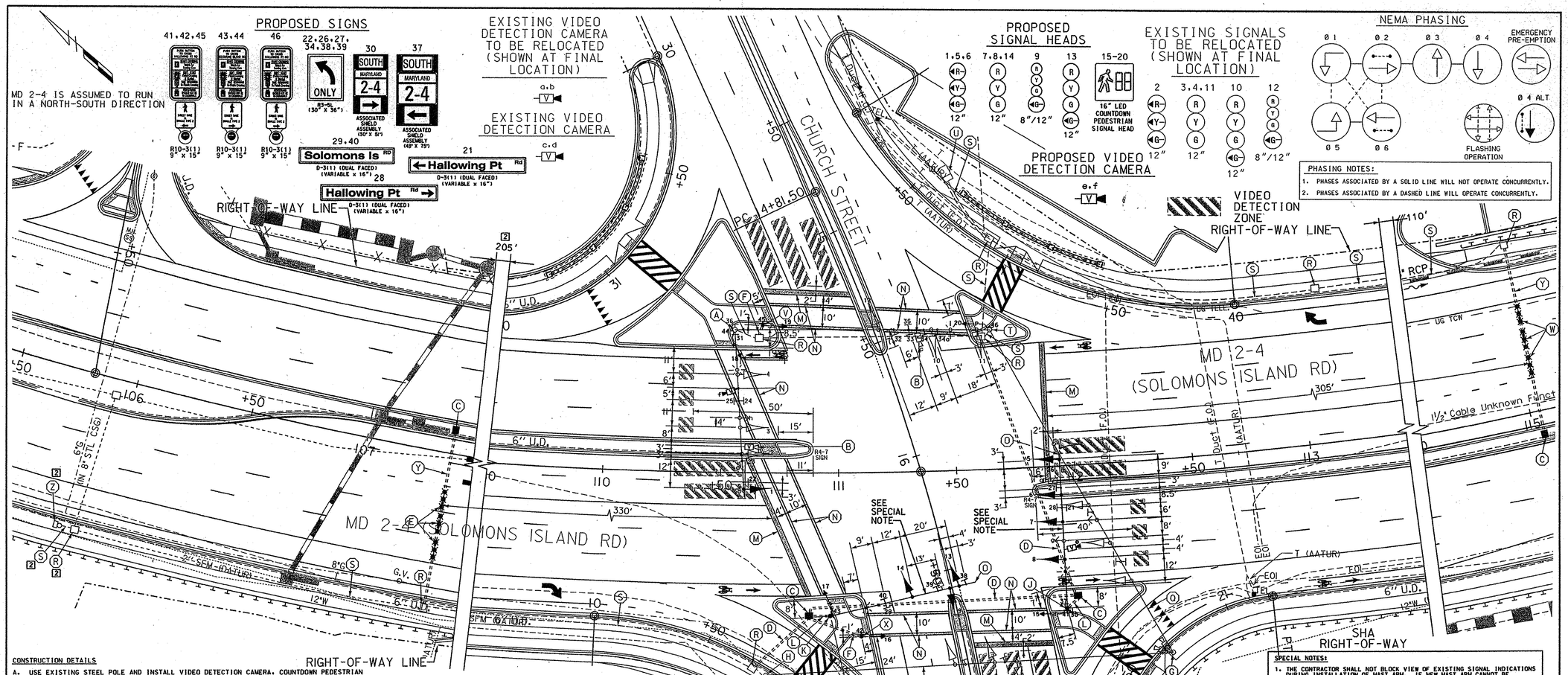

CONSTRUCTION DETAILS

A. USE EXISTING STEEL POLE AND INSTALL VIDEO DETECTION CAMERA, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN (SIGN TO READ "PUSH BUTTON TO CROSS SOLOMONS ISLAND RD"). RELOCATE EXISTING SIGNAL HEADS, SIGNS AND OPTICOM DETECTOR EYE ON MAST ARM AS NOTED.
B. ADJUST VIDEO DETECTION CAMERA TO ENSURE PROPER DETECTION DUE TO SHIFTING OF TRAVEL LANES. ADJUSTING OF VIDEO DETECTION CAMERAS WILL NOT BE MEASURED AND PAID BUT WILL BE INCIDENTAL TO FURNISH AND INSTALL VIDEO TRAFFIC DETECTION SYSTEM.
C. INSTALL HANDHOLE.
D. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (BORED).
E. INSTALL NON-INVASIVE MICROLOOP PROBE SET WITH 1,000 FT. LEAD-IN IN PROPOSED 4 IN. CONDUIT.
F. INSTALL 2 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
G. REMOVE EXISTING 40 FT. CLASS II WOOD POLE WITH BACK GUYS AND VIDEO DETECTION CAMERAS.
H. REMOVE EXISTING 40 FT. CLASS II WOOD POLE WITH BACK GUYS.
J. INSTALL 27 FT. STEEL POLE WITH A 70 FT. (CUT TO 65 FT.) MAST ARM, TRAFFIC SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERA, RELOCATED VIDEO DETECTION CAMERA, OPTICOM DETECTOR EYE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN (SIGN TO READ "PUSH BUTTON TO CROSS HALLOWING PT RD"), AND 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE. (INSTALL 2-2 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).
K. INSTALL 27 FT. STEEL POLE WITH A 70 FT. (CUT TO 63 FT.) MAST ARM, TRAFFIC SIGNAL HEADS, SIGNS, RELOCATED VIDEO DETECTION CAMERA, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN (SIGN TO READ "PUSH BUTTON TO CROSS SOLOMONS ISLAND RD"), AND 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE.
L. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
M. INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
N. INSTALL 12 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
O. CUT, CLEAN, CAP AND GALVANIZE TRAFFIC SIGNAL STRUCTURE.
P. REMOVE EXISTING SPAN WIRE, SIGNAL HEADS AND SIGNS.
Q. REMOVE EXISTING SPAN WIRE, SIGNAL HEADS, SIGNS AND RELOCATE OPTICOM DETECTOR EYE.
R. USE EXISTING HANDHOLE.
S. USE EXISTING CONDUIT.
T. USE EXISTING STEEL POLE AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN (SIGN TO READ "PUSH BUTTON TO CROSS HALLOWING PT RD"). RELOCATE SIGNAL HEADS AND SIGNS AND REMOVE SIGN ON MAST ARM AS NOTED.
U. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
V. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE WITH COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT, AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS HALLOWING PT RD"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).
W. INSTALL NON-INVASIVE MICROLOOP PROBE SET WITH 500 FT. LEAD-IN IN PROPOSED 4 IN. CONDUIT.
X. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE WITH COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT, AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS HALLOWING PT RD"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).
Y. INSTALL 3 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (BORED).
Z. USE EXISTING POLE MOUNTED SPLICE CABINET. INSTALL 12-PAIR COMMUNICATION CABLE.

SPECIAL NOTES:

1. THE CONTRACTOR SHALL NOT BLOCK VIEW OF EXISTING SIGNAL INDICATIONS DURING INSTALLATION OF MAST ARM. IF NEW MAST ARM CANNOT BE INSTALLED DUE TO CONFLICT WITH EXISTING SIGNAL INDICATIONS OR SPAN WIRES, A SIGNAL OUTAGE SHALL OCCUR DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.
2. INSTALL HANDHOLE WITH LONG DIMENSION PERPENDICULAR TO TRAVEL WAY FOR INSTALLATION OF NON-INVASIVE PROBES. EXTEND CONDUIT A MINIMUM OF 2 IN. AND MAXIMUM OF 3 IN. INTO HANDHOLE.
3. THE TACTILE ARROWS FOR THE AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTONS SHALL BE LOCATED PARALLEL TO THE CROSSWALK FOR WHICH THEY APPLY.

GENERAL NOTES:

1. 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 CLEARANCE AS SPECIFIED IN MD 816.03, MD 816.01, MD 816.02, MD 816.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
2. 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.
3. THE CONTRACTOR SHALL NOT CUT MAST ARM AS INDICATED ON PLANS UNTIL MAST ARM POLE LOCATION IS FINALIZED.
4. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
5. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	SS
STORM DRAIN	SD
WATER	W
CABLE TV	TV

WR&A
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REVISIONS		
D	CHANGE MD 2 / 4 E/P LTS TO EXCLUSIVE LTS	07/19/96
E	INSTALL VIDEO DETECTION SHA NO. AT3085185	03/ /04
SWA		
F	RECONSTRUCT TRAFFIC SIGNAL CONTRACT NO. CA313S170	01/05
NML		
2	REDLINE REVISION NO. 2 MAY 16, 2008 REPLACEMENT SHEET	
NML		

APPROVALS

TEAM LEADER - TRAFFIC ENGINEERING DESIGN DIVISION
ASST. TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

ULTIMATE SIGNAL - TSP-3

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION PLAN
MD 2-4 AND MD 231 (HALLOWING POINT RD)
(PRINCE FREDERICK, MD)

DRAWN BY: CHG	F.A.P. NO.	TS NO. TS-1256-F	SHEET NO.
CHECKED BY:	S.H.A. NO.		
SCALE: 1" = 20'	COUNTY: CALVERT	T.I.M.S. NO.	OF
DATE: 4/88	LOG MILE: 04000219.88		

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