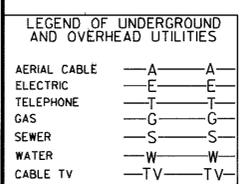


PHASING NOTES:
1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY WILL OPERATE CONCURRENTLY.

- CONSTRUCTION DETAILS**
- A. INSTALL 12 IN. BY 32 FT. (TWO PLY) STEEL STRAIN POLE WITH A 20 FT. LIGHTING ARM AND 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE, POLE MOUNTED PEDESTRIAN SIGNAL (NOTE: 1-4 IN. SCHEDULE 80, 90 DEGREE PVC CONDUIT BEND AND 4 - 2 1/4 IN. BY 96 IN. ANCHOR BOLTS).
 - B. INSTALL 27 FT. STEEL POLE WITH 50 FT. MAST ARM, SIGNAL HEADS AND SIGN (NOTE: 1-2 IN. SCHEDULE 80 PVC CONDUIT BEND AND 4 - 1 3/4 IN. BY 90 IN. ANCHOR BOLTS).
 - C. INSTALL NEMA SIZE "6" BASE MOUNTED CABINET AND CONTROLLER WITH ALL THE NECESSARY EQUIPMENT (NOTE: 2-4 IN. AND 2-2 IN. SCHEDULE 80 PVC CONDUIT BENDS).
 - D. INSTALL HANDBOX
 - E. INSTALL 3 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (BORED).
 - F. INSTALL 4 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (BORED).
 - G. INSTALL 4 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
 - H. INSTALL 3/4 IN. STEEL SPAN WIRE, TRAFFIC SIGNAL HEADS, SIGNS, AND 1/4 IN. BOTTOM SPAN WIRE.
 - I. PROPOSED ELECTRICAL SERVICE
 - J. REMOVE EXISTING SIGNALS AND SIGNS, ADJUST SPAN WIRE, INSTALL 1/4 IN. BOTTOM SPAN WIRE
 - K. USE EXISTING STRAIN POLE
 - L. REMOVE EXISTING STEEL STRAIN POLE
 - M. REMOVE EXISTING SPAN WIRE, SIGNAL HEADS AND SIGNS
 - N. DISCONNECT EXISTING ELECTRICAL SERVICE
 - O. CAP AND ABANDON EXISTING CONDUIT
 - P. REMOVE EXISTING HANDBOX
 - Q. INSTALL 2 IN. SCHEDULE 80 POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
 - R. ABANDON EXISTING LOOP DETECTOR
 - S. REMOVE EXISTING BASE MOUNTED CONTROLLER, CABINET AND ASSOCIATED EQUIPMENT, AND FOUNDATION
 - T. INSTALL 3 IN. SCHEDULE 80 POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
 - U. USE EXISTING HANDBOX
 - V. INSTALL 3/4 IN. STEEL SPAN WIRE AND TRAFFIC SIGNAL HEADS
 - W. REMOVE EXISTING POLE, PUSHBUTTON AND CONDUIT

SWEITZER LANE

- GENERAL NOTES**
- 1 All signal equipment shall be installed to final grade
 - 2 Revision 'C' is a revision to the traffic signal built on August 22, 1985 under SHA Contract No.: 855-16001
 - 3 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.
 - 4 The contractor shall install cable and raceway to LDMS (Light Duty Meter Socket) and leave 35 feet of cable coiled at the base of the pole. BG&E will make taps and install pole riser.
 - 5 Geometrics shall be confirmed prior to the installation of all signal equipment.
 - 6 Loop detectors and conduit shall be installed prior to the installation of all pavement markings.
 - 7 The contractor shall have a catalogue cut approved by the Office of Traffic and Safety prior to purchasing equipment.
 - 8 Signal operations are to be maintained at all times



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TAMPA, FLA-WEST PALM BEACH, FLA-RALEIGH, NC-ROCKVILLE, MD, GREENBELT, MD

REVISIONS		APPROVALS	
(C)	June 1999 Signal reconstruct due to geometric improvements	ORIGINAL	ASST. TRAFFIC ENGINEERING DESIGN DIVISION
(B)	As-Built	ON	ASST. DISTRICT ENGINEER, TRAFFIC
(A)	February 6, 1997 Install split phase NB/SB Sweitzer Lane	FILE	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
FJH	DD BK TH	DIRECTOR, TRAFFIC & SAFETY	

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
Traffic Signal Plan - Phase 1
MD 198 at Sweitzer Lane

TS NO. 2110 C
SHEET NO. 53 OF 64

DRAWN BY: D. ANDREWS
CHECKED BY: S. RENZI
SCALE: 1" = 20'
DATE: AUGUST 22, 1985

F.A.P. NO. N/A
S.H.A. NO. 855-16001
COUNTY: Prince George's
LOG MILE: 16001980.67