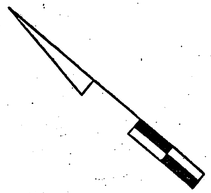
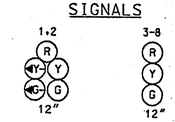


NOTE: MD 201 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

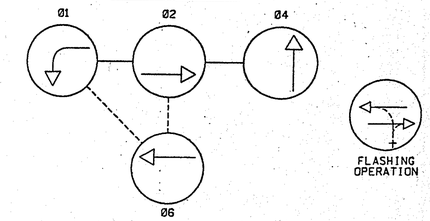
CONSTRUCTION NOTES FOR RED LIGHT CAMERA

1. SOME HAND TRENCHING MAY BE NECESSARY.
2. FOR WIRING DETAIL & OTHER DIMENSIONS, SEE ATTACHED - INTERSECTION DRAWING & FILL CALCULATION SHEETS. (1 & 2)
3. CONTRACTOR IS TO GROUND CAMERA EQUIPMENT PER MD SHA SPECIFICATIONS REGARDING TRAFFIC SIGNAL STRUCTURES.
4. LASERCRAFT IS TO FURNISH AND SUBMIT AS-BUILT DRAWINGS TO THE STATE HIGHWAY ADMINISTRATION. AS-BUILT DRAWINGS TO BE PER MD SHA SPECIFICATIONS.
5. POLES, ANCHOR BOLTS AND LIGHT POLES (AS NEEDED) WILL BE FURNISHED BY LASERCRAFT. CONTACT MIKE AT DJR TO ARRANGE FOR PICK-UP. (410-442-1706)

SIGNALS



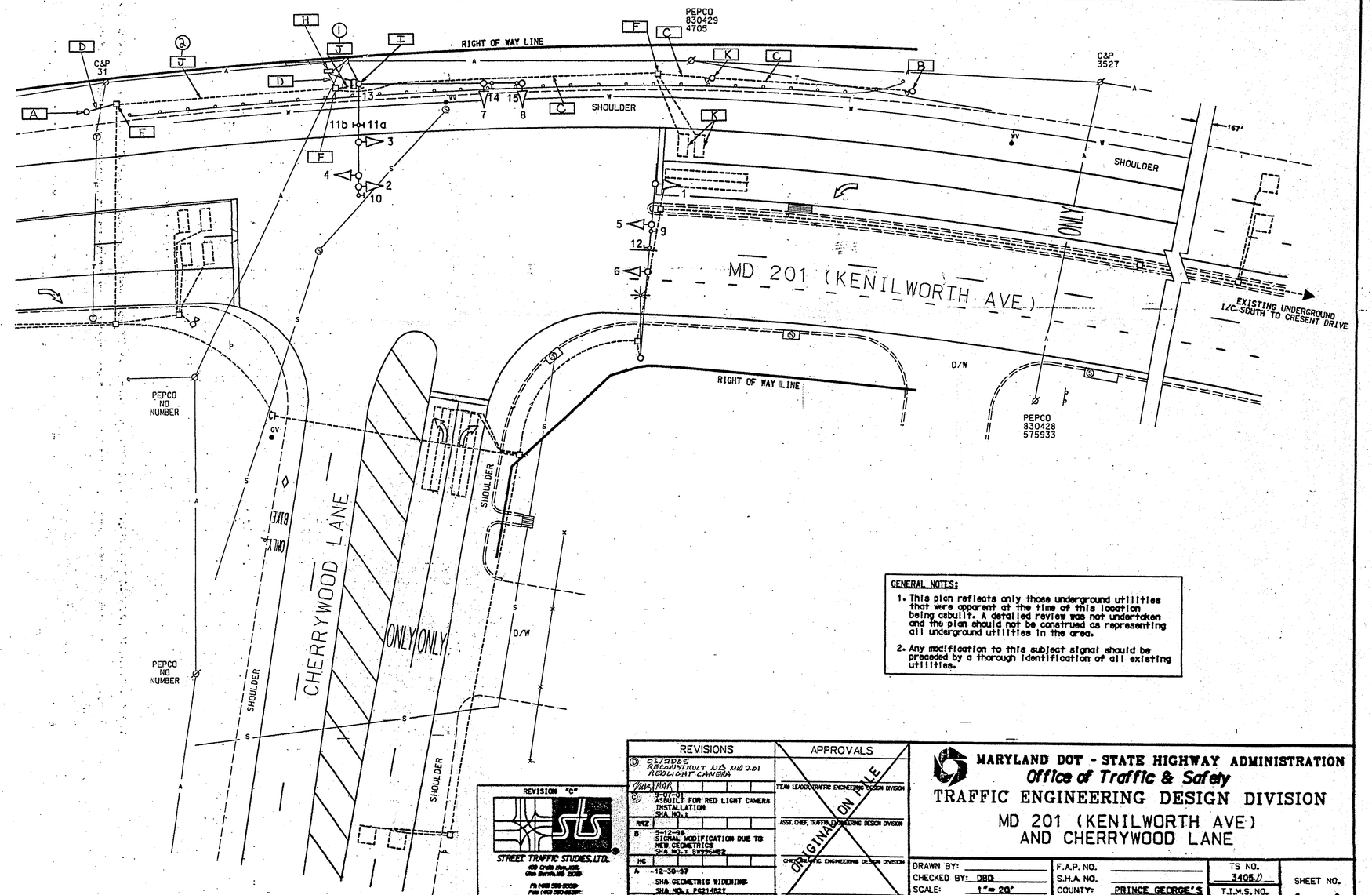
NEMA PHASING



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

CONSTRUCTION DETAILS FOR RED LIGHT CAMERA

- **A** F&I 13' LASER POLE. F&I 1 RUN OF 3/C #14 CABLE & INSTALL 1 RUN OF 12 PAIR LASER CABLE (FURNISHED BY LASERCRAFT) FROM LASER POLE TO CAMERA POLE. LEAVE 5' OF SLACK COILED OUT OF TOP OF LASER POLE AND 10' OF SLACK COILED IN BOTTOM OF CAMERA POLE.
- **B** REMOVE EXISTING CAMERA POLE. INSTALL NEW 13' CAMERA POLE ONTO EXISTING T-BASE. F&I 1 RUN OF 7/C #14 CABLE FROM CAMERA POLE TO TRAFFIC SIGNAL CABINET. LEAVE 10' OF SLACK COILED IN BOTTOM OF CAMERA POLE. F&I 1 RUN OF 3/C #14 CABLE FROM CAMERA POLE TO SERVICE PEDESTAL. LEAVE 10' OF SLACK COILED IN BOTTOM OF CAMERA POLE.
- **C** USE EXISTING CAMERA CONDUIT.
- **D** F&I 2" PVC (SCH. 80) CONDUIT - TRENCHED.
- **E** F&I 2" PVC (SCH. 80) CONDUIT - PUSHED. (NOT USED)
- **F** USE EXISTING HANDHOLE.
- **G** F&I HANDHOLE. (NOT USED)
- **H** F&I EMBEDDED SERVICE PEDESTAL. (SEE ATTACHED TYPICALS) F&I SCH 80 PVC CONDUIT TRENCHED (SIZE PER BY POWER COMPANY) FROM SERVICE PEDESTAL TO SERVICE POLE. F&I RISER UP POLE IF NEEDED.
- **I** F&I 2" PVC SCH 80 CONDUIT ELBOWED INTO BOTTOM OF POLE MOUNTED CABINET. F&I 2" PVC SCH 80 CONDUIT TRENCHED FROM TRAFFIC SIGNAL CABINET AND ELBOWED INTO SERVICE PEDESTAL. F&I #4 WIRE FROM SERVICE PEDESTAL TO TRAFFIC SIGNAL CABINET. COORDINATE WITH POWER COMPANY THE SWITCHING OF THE SERVICE. AFTER SWITCH IS MADE REMOVE ALL UNUSED POWER SERVICE EQUIPMENT AND PLUG ALL HOLES.
- **J** USE EXISTING CONDUIT. F&I INNERDUCT. (SEE FILL FACTOR SHEET CONDUITS 1 & 2)
- **K** REMOVE ABANDONED ALL EXISTING EQUIPMENT, FLASH POLE, T-BASE, LOOPS AND WIRING. JACKHAMMER ANY EXISTING FOUNDATIONS NOT USED 12" BELOW GRADE.



GENERAL NOTES:
1. This plan reflects only those underground utilities that were apparent at the time of this location being asbuilt. A detailed review was not undertaken and the plan should not be construed as representing all underground utilities in the area.
2. Any modification to this subject signal should be preceded by a thorough identification of all existing utilities.

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 —

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REVISIONS		APPROVALS
C	05/2005 RECONSTRUCT MD 201 RED LIGHT CAMERA	
MWS	MAR	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
B	9-07-01 ASBUILT FOR RED LIGHT CAMERA INSTALLATION SHA NO.1	
RRZ		ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	5-12-98 SIGNAL MODIFICATION DUE TO NEW GEOMETRICS SHA NO.1	
HC		CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
A	-12-30-97 SHA GEOMETRIC WIDENING SHA NO.1	
DCI		DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
MD 201 (KENILWORTH AVE) AND CHERRYWOOD LANE

DRAWN BY:	F.A.P. NO.	TS NO. 3405.0	SHEET NO.
CHECKED BY: DBD	S.H.A. NO.		
SCALE: 1" = 20'	COUNTY: PRINCE GEORGE'S	T.I.M.S. NO. 6960	1 OF 1
DATE:	LOG MILE: 16020107.92		