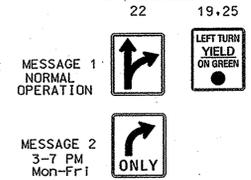


MD 414 IS CONSIDERED TO RUN IN AN EAST-WEST DIRECTION.

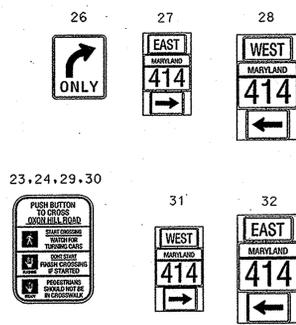
**PROPOSED SIGNS**



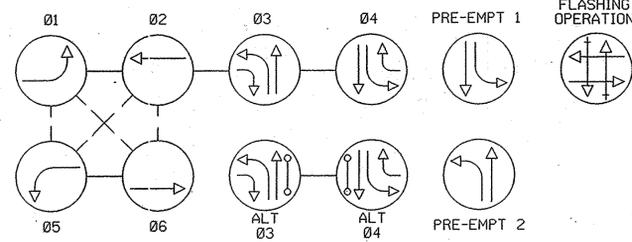
**EXISTING SIGNS TO REMOVE**



**EXISTING SIGNS TO REMAIN**

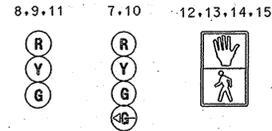


**NEMA PHASING**



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

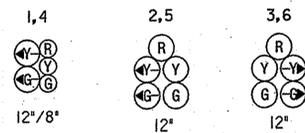
**EXISTING SIGNALS TO REMAIN**



**EXISTING PRE-EMPTION TO REMAIN**



**PROPOSED LED SIGNALS**



**CONSTRUCTION DETAILS**

- A. REMOVE EXISTING SIGNAL HEAD
- B. INSTALL NEW LED VEHICULAR TRAFFIC SIGNAL HEAD
- C. USE EXISTING CABINET AND CONTROLLER
- D. USE EXISTING HANDHOLE
- E. USE EXISTING CONDUIT
- F. INSTALL MICROLOOP PROBE SET
- G. REMOVE EXISTING OVERHEAD SIGN
- H. USE EXISTING SPAN WIRE
- J. INSTALL 1 INCH LIQUID TIGHT FLEXIBLE NON-METAL CONDUIT (FOR DETECTOR SLEEVE)
- K. REMOVE EXISTING FIBER OPTIC LANE USE SIGN AND INSTALL NEW OVERHEAD SIGN
- L. EXISTING LOOP DETECTOR TO BE REMOVED WITH RESURFACING
- M. EXISTING MICROLOOP PROBE TO BE REMOVED WITH RESURFACING
- N. INSTALL 6 FOOT X 30 FOOT LOOP DETECTOR ENCASED IN 1/4 INCH FLEXIBLE TUBING (3-6-3 TURNS)
- O. USE EXISTING MAST ARM
- P. INSTALL 12 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING (FOR CROSSWALK)
- Q. INSTALL 24 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING (FOR STOP LINE)
- R. ERADICATE EXISTING STOP LINE AND INSTALL 24 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING (FOR STOP LINE)

**GENERAL NOTES**

1. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
2. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSA STANDARD PLATES FOR TRAFFIC CONTROL.
3. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING.
4. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
5. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 818.03, MD 818.01, MD 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
6. THE CONTRACTOR SHALL REMOVE ALL ABANDONED ELECTRICAL CABLE.
7. CONTRACTOR SHALL CONTACT ED RODENHIZER AT (410) 787-7652 72 HOURS PRIOR TO CONSTRUCTION TO SCHEDULE DYNAMIC ICS LANE CONTROL SIGN.
8. SEE MARYLAND MUTCD FIGURE 3B-17 FOR CROSSWALK HATCHING DETAIL.
9. CENTER PROPOSED CROSSWALKS ON EXISTING PEDESTRIAN RAMPS.

**LENHART TRAFFIC CONSULTING**  
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

331 Redwood Grove Court Millersville, Maryland 21108  
Tel: (410) 987 3888 Fax: (443) 782-2288

**GEOMETRIC LEGEND**  
— EXISTING  
= PROPOSED

UTILITY LEGEND	
—SD—	STORM DRAIN
—G—	GAS MAIN
—W—	WATER MAIN
—S—	SEWER MAIN
—E—	ELECTRIC CABLES
—A—	AERIAL CABLES
—T—	TELEPHONE CABLES
—F—	FIBER-OPTIC

APPROVALS	
TEAM LEADER	
ASSY. DIR. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS	
①	MODIFY TRAFFIC SIGNAL DUE TO CHANGE IN LANE CONFIGURATION SHA NO. 8996482 DATE: 9/20/07
②	INSTALL FIBER OPTIC LANE CONTROL SIGN SHA NO. 147288585 DATE: 9/29/07
③	AS-BUILD - ADD RED PAINT AND RELOCATION ON EAST LEB OF MD 414 DATE: 9/29/07

**SHA** STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
MD 414 (OXON HILL ROAD) AT  
LIVINGSTON ROAD

TRAFFIC SIGNALIZATION PLAN			
SCALE	1" = 20'	DATE	F-13-75
DESIGNED BY	D. DODD & GORDON	COUNTY	PRINCE GEORGE'S
DRAWN BY		LOGMILE	16041400.85
CHECKED BY	J. GORDON	T.I.M.S. NO.	1507
F.A.P. NO.		TOD NO.	
DRAWING NO.	TS-993G	SHEET NO.	1 OF 2

PLOTTED: Monday, October 01, 2007 at 12:04:31 PM  
FILE: mSG-P000\_MD414.dgn