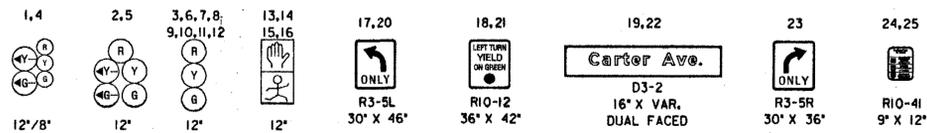
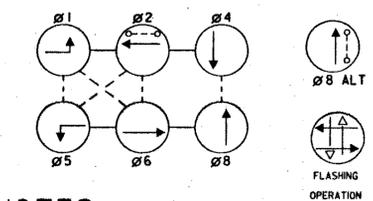


PROPOSED SIGNS/SIGNALS



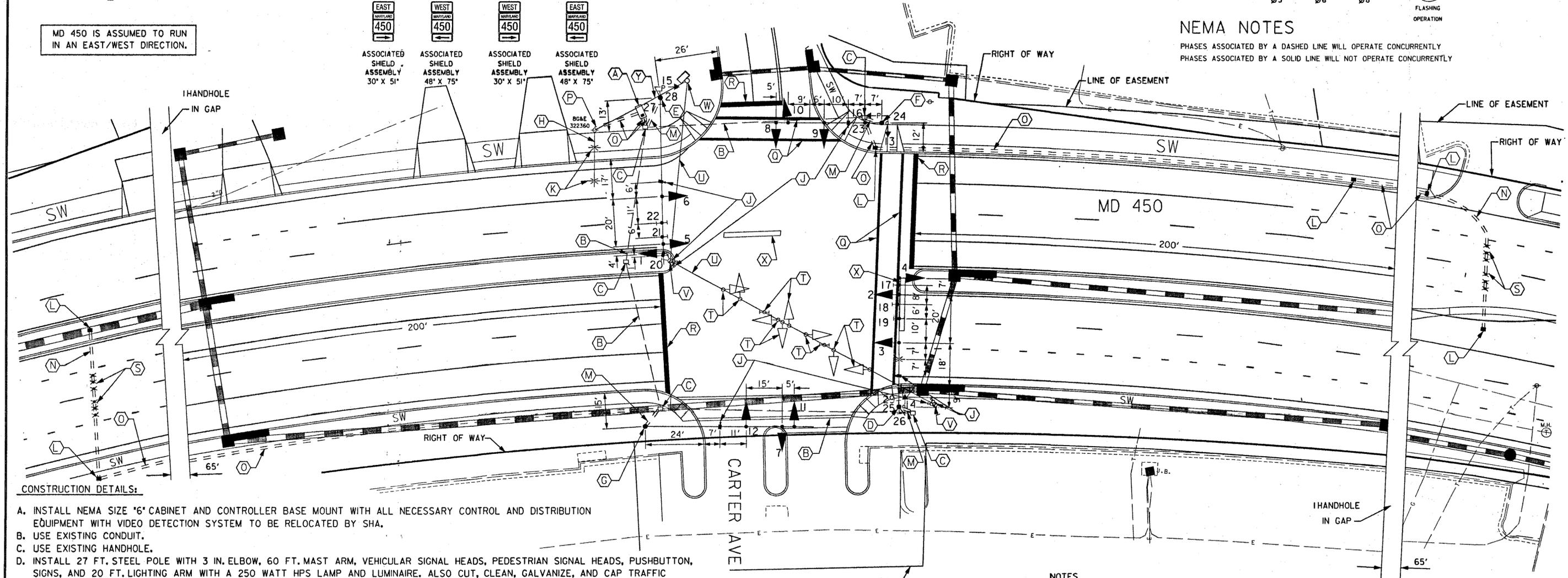
NEMA PHASING



NEMA NOTES

PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

MD 450 IS ASSUMED TO RUN IN AN EAST/WEST DIRECTION.



CONSTRUCTION DETAILS:

- A. INSTALL NEMA SIZE '6' CABINET AND CONTROLLER BASE MOUNT WITH ALL NECESSARY CONTROL AND DISTRIBUTION EQUIPMENT WITH VIDEO DETECTION SYSTEM TO BE RELOCATED BY SHA.
- B. USE EXISTING CONDUIT.
- C. USE EXISTING HANDHOLE.
- D. INSTALL 27 FT. STEEL POLE WITH 3 IN. ELBOW, 60 FT. MAST ARM, VEHICULAR SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, SIGNS, AND 20 FT. LIGHTING ARM WITH A 250 WATT HPS LAMP AND LUMINAIRE. ALSO CUT, CLEAN, GALVANIZE, AND CAP TRAFFIC SIGNAL STRUCTURE.
- E. INSTALL 27 FT. STEEL POLE WITH 3 IN. ELBOW, 70 FT. MAST ARM, VEHICULAR SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, AND SIGNS. ALSO CUT, CLEAN, GALVANIZE, AND CAP TRAFFIC SIGNAL STRUCTURE.
- F. INSTALL 27 FT. STEEL POLE WITH 3 IN. ELBOW, 50 FT. MAST ARM, VEHICULAR SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, AND SIGNS. ALSO CUT, CLEAN, GALVANIZE, AND CAP TRAFFIC SIGNAL STRUCTURE.
- G. INSTALL 27 FT. STEEL POLE WITH 3 IN. ELBOW, 70 FT. MAST ARM, AND VEHICULAR SIGNAL HEADS. ALSO CUT, CLEAN, GALVANIZE, AND CAP TRAFFIC SIGNAL STRUCTURE.
- H. REMOVE EXISTING LIGHTING ARM AND REPLACE WITH A 20 FT. LIGHTING ARM.
- J. RELOCATE CAMERA.
- K. RELOCATE LAMP AND LUMINAIRE.
- L. INSTALL HANDHOLE.
- M. INSTALL 3 IN. (SCH 80) PVC ELECTRICAL CONDUIT-TRENCHED.
- N. INSTALL 3 IN. (SCH 80) PVC ELECTRICAL CONDUIT-BORED.
- O. INSTALL 4 IN. (SCH 80) PVC ELECTRICAL CONDUIT-TRENCHED.
- P. PROPOSED UNDERGROUND FEED.
- Q. INSTALL 12 IN. HEAT APPLIED THERMOPLASTIC WHITE PAVEMENT MARKING FOR CROSSWALK.
- R. INSTALL 24 IN. HEAT APPLIED THERMOPLASTIC WHITE PAVEMENT MARKING FOR STOP LINE.
- S. INSTALL MICRO-LOOP NON INVASIVE PROBE SET WITH 1000 FT. LEAD IN.
- T. REMOVE EXISTING SIGNALS AND SIGNS ON SPAN WIRE.
- U. REMOVE EXISTING SPAN AND TETHER WIRE.
- V. REMOVE EXISTING POLE.
- W. REMOVE EXISTING CABINET AND CONTROLLER.
- X. REMOVE EXISTING PAVEMENT MARKING.
- Y. REMOVE EXISTING POWER FEED BY BGE.

UTILITY LEGEND

— G —	GAS MAIN
— W —	WATER MAIN
— S —	SEWER MAIN
— E —	ELECTRIC CABLES
— A —	AERIAL CABLES
— T —	TELEPHONE CABLES

NOTES

- 1. ALL PAVEMENT MARKINGS SHOWN ARE PROPOSED AND UNLESS OTHERWISE NOTED, ARE TO BE INSTALLED BY OTHERS IN ACCORDANCE WITH S.H.A. STANDARDS

ULTIMATE SIGNAL

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

MD 450 - WHITFIELD CHAPEL ROAD TO SEABROOK ROAD
MD 450 AT CARTER AVENUE ULTIMATE SIGNAL

DRAWN BY: MB	F.A.P. NO. PG9005471	SEE TITLE SHEET	TS NO. TS-1818B-1
CHECKED BY: PDU	S.H.A. NO. PRINCE GEORGE'S	T.L.M.S. NO. C 974	SHEET NO. 138 OF 175
SCALE: 1"=20'	COUNTY: PRINCE GEORGE'S	LOG MILE:	
DATE: JANUARY 2002			

THE WILSON T. BALLARD CO.
CONSULTING ENGINEERS
OWINGS MILLS, MARYLAND

REVISIONS	APPROVALS
1/2002 SIGNAL MODIFICATION DUE TO RECONSTRUCTION ON MD 450.	ORIGINAL
REVISED LENGTH OF LOOP DETECTORS AT ENT. TO SHOPPING MALL	ON
	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
	CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
	FILE
	DIRECTOR, TRAFFIC & SAFETY

2:\m05p\ac37\app02.dgn
 T:\plot\fontcabes\defaul1-xor.dxf.tbl