EXISTING SIGNALS TO BE REMOVED

1,5,10,14 — 3,7,12,17

EXISTING SIGNS TO BE REMOVED

39,40,41,42 — LEFT TURN YIELD ON GREEN

PROPOSED SIGNALS & SIGNS

1,2,5,6,7,10 11,14,15,16 — 12"

3,8,12,17 — 12"

19,20 — 12"

21,23,24 26,28,29 — R3-5L 30" X 36"

31,32 — R10-41 9" X 12"

A,B,C,D

EXISTING SIGNALS & SIGNS TO REMAIN

4,9,13,18

33 WEST MARYLAND 193

34 EAST MARYLAND 193

35 WEST MARYLAND 450

36 EAST MARYLAND 450

37 WEST MARYLAND 450

38 EAST MARYLAND 450

22a,22b Enterprise Rd. / Enterprise Rd.

25a,25b Glen Dale Blvd. / Glen Dale Blvd.

27a,27b,30a,30b Annapolis Rd.

NEMA PHASING

ø1 ø2 ø3 ø4 ø5 ø6 ø7 ø8

FLASHING OPERATION

NEMA NOTES

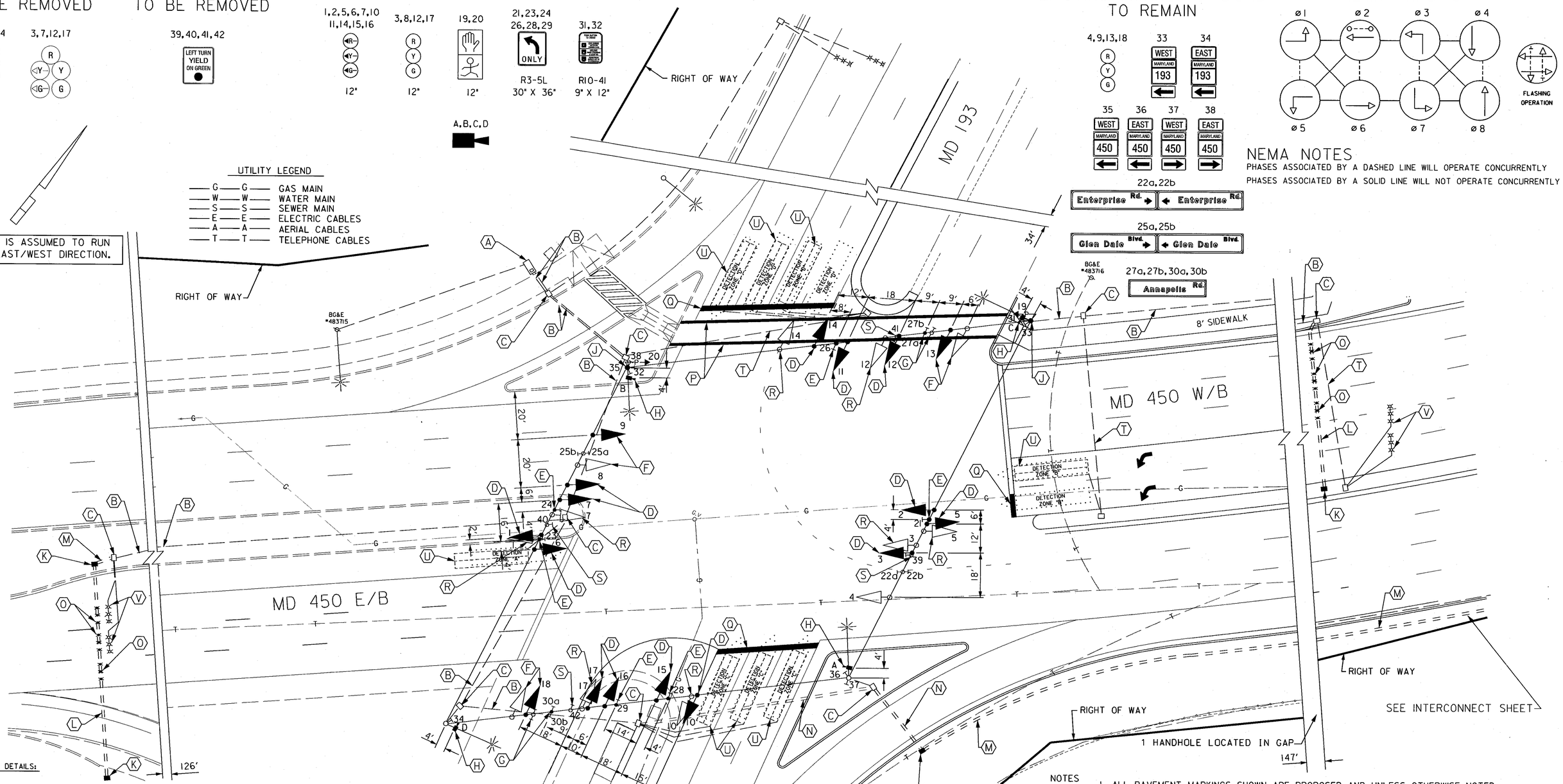
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY

PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

UTILITY LEGEND

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

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



CONSTRUCTION DETAILS:

A. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER (VIDEO DETECTION SYSTEM TO BE INSTALLED BY SHA).
B. USE EXISTIMG CONDUIT.
C. USE EXISTING HANDHOLE.
D. INSTALL VEHICULAR SIGNAL HEAD ON SPAN WIRE.
E. INSTALL PORPOSED SIGNAL HEAD ON SPAN WIRE.
F. RELOCATE VEHICULAR SIGNAL HEAD ON SPAN WIRE.
G. RELOCATE EXISTING SIGN ON SPAN WIRE.
H. INSTALL VIDEO CAMERA ON LIGHTNING ARM.
J. INSTALL PEDESTRIAN SIGNAL HEAD ON EXISTING POLE.
K. INSTALL ELECTRICAL HANDHOLE.
L. INSTALL 3 IN. (SCH 80) PVC ELECTRICAL CONDUIT-BORED.
M. INSTALL 4 IN. (SCH 80) PVC ELECTRICAL CONDUIT-TRENCHED.
N. INSTALL 4 IN. (SCH 80) PVC ELECTRICAL CONDUIT-SLOTTED.
O. INSTALL MICRO-LOOP NON INVASIVE PROBE SET WITH 1000 FT. LEAD IN.
P. INSTALL 12 IN. HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALK.
Q. INSTALL 24 IN. HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
R. REMOVE EXISTING SIGNAL HEAD ON SPAN WIRE.
S. REMOVE EXISTING SIGN ON SPAN WIRE.
T. CUT AND ABANDON OR REMOVE EXISTING CONDUIT.
U. DISCONNECT THE EXISTING LOOP DETECTOR.
V. DISCONNECT THE EXISTING PROBES

NOTES

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

ULTIMATE SIGNAL

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

REVISIONS					APPROVALS
REDLINE NO. 6/ 12004 PG1005571 THIS SHEET REPLACES SHEET NO. 401					ORIGINAL
					TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
Ⓓ 8/2001 SIGNAL MODIFICATION DUE TO RECONSTRUCTION ON MD 450					ON
MAR	DAZ		BK	TH	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
Ⓒ AUGUST 1996-WTB MODIFY EXISTING SIGNAL SHA NO. PG9005171					
JDM	MAR	DAZ	BRK	TH	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
Ⓑ 10-29-86 INSTALL E/P L/T ON ALL APPROACHES + LOOP DETS					FILE
JJD	SR	DAZ	ETP	TH	DIRECTOR, TRAFFIC & SAFETY

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

MD 450 - MD 193 TO STONYBROOK DRIVE
MD 450 & MD 193

DRAWN BY: SR	F.A.P. NO. RR 18(49)	TS NO. TS-1821D	SHEET NO.
CHECKED BY: S RENZI	S.H.A. NO. P 170-501-382		
SCALE: 1"=20'	COUNTY: PRINCE GEORGE'S	T.I.M.S. NO. D 538	401 OF 545
DATE: 4/21/81	LOG MILE: 160193\2.85		