MD 450 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

EXISTING SIGNAL HEADS TO REMAIN

14 (R Y G 12") 9 (R Y O G 8"/12") 13 (R Y G 12") 16.17.20 (12" (PED. HEADS TO BE UNBAGGED))

PROPOSED SIGNAL HEADS

1.2.5.6 (R Y G 12") 3.4.7.8.11 (R Y G 12") 12 (R Y O G 8"/12") 10 (R Y G 12") 15.18.19 (12")

PROPOSED VIDEO DETECTION CAMERA

A.C

EXISTING VIDEO DETECTION CAMERA TO BE RELOCATED (SHOWN AT FINAL LOCATION)

B

EXISTING VIDEO DETECTION CAMERA TO REMAIN

D

PROPOSED SIGNS

21 Bell Station RD
26 Bell Station RD
D-3(1) (DUAL FACED) (VARIABLE x 16")
23 Fairwood PKWY
24 Fairwood PKWY
D-3(1) (DUAL FACED) (VARIABLE x 16")
22.25.29.30.34 R3-5L (30" x 36") ONLY
31 R3-5R (30" x 36")
28 WEST MARYLAND 450 ASSOCIATED SHIELD ASSEMBLY (48" X 75")
32 WEST (M3-4 (24" x 12")) MARYLAND 450 (M4-5 (30" x 24")) (M6-1 (23" x 15"))
34 ONLY ONLY R3-8 (MOD.) (48" x 30")

EXISTING SIGNS

27 EAST MARYLAND 450 ASSOCIATED SHIELD ASSEMBLY (30" X 51")
33 EAST MARYLAND 450 ASSOCIATED SHIELD ASSEMBLY (48" X 75")

NEMA PHASING

Ø 1 Ø 2 Ø 3 Ø 4 Ø 4 ALT Ø 5 Ø 6

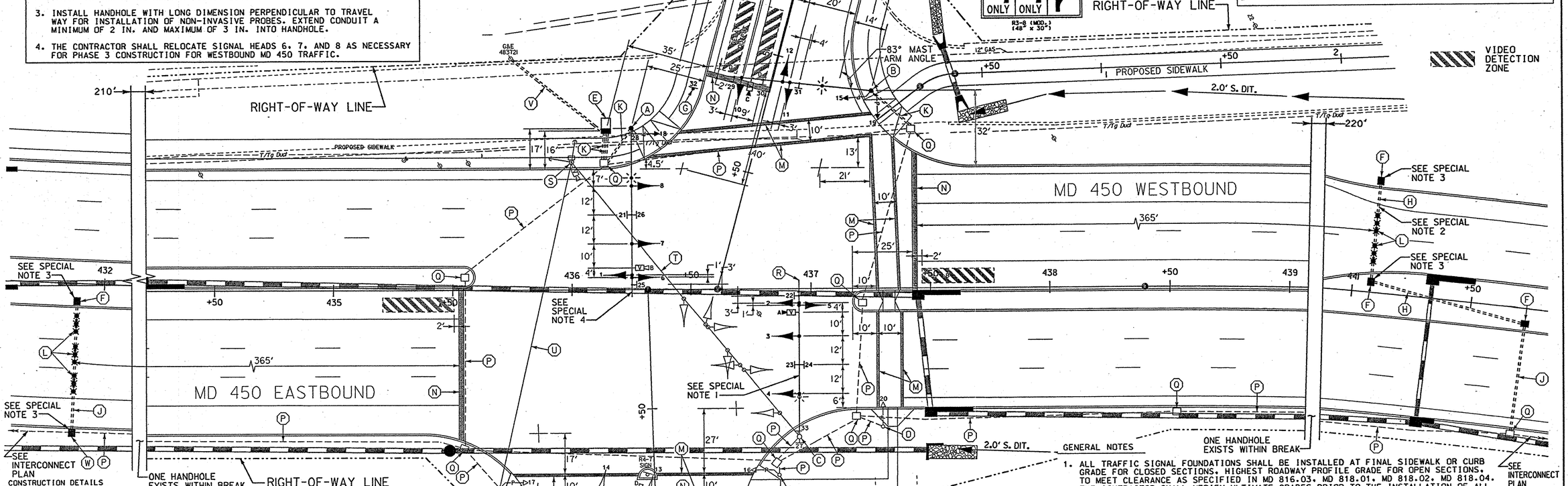
FLASHING OPERATION

SPECIAL NOTES:

1. THE CONTRACTOR SHALL NOT BLOCK VIEW OF EXISTING SIGNAL INDICATIONS DURING INSTALLATION OF MAST ARM. IF NEW MAST ARM CANNOT BE INSTALLED DUE TO CONFLICT WITH EXISTING SIGNAL INDICATIONS OR SPAN WIRES, A SIGNAL OUTAGE SHALL OCCUR DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.
2. CONTRACTOR SHALL INSTALL CONDUIT AT SUFFICIENT DEPTH TO AVOID DISTURBANCE DURING ROADWAY CONSTRUCTION. CONDUIT SHALL BE INSTALLED PRIOR TO BEGINNING ROADWAY CONSTRUCTION.
3. INSTALL HANDHOLE WITH LONG DIMENSION PERPENDICULAR TO TRAVEL WAY FOR INSTALLATION OF NON-INVASIVE PROBES. EXTEND CONDUIT A MINIMUM OF 2 IN. AND MAXIMUM OF 3 IN. INTO HANDHOLE.
4. THE CONTRACTOR SHALL RELOCATE SIGNAL HEADS 6, 7, AND 8 AS NECESSARY FOR PHASE 3 CONSTRUCTION FOR WESTBOUND MD 450 TRAFFIC.

PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

A. INSTALL 27 FT. STEEL POLE WITH A 70 FT. MAST ARM. SIGNAL HEADS. PEDESTRIAN SIGNAL HEADS. RELOCATED VIDEO DETECTION CAMERA MOUNTED ON MAST ARM. SIGNS AND 20 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80. 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE).
B. INSTALL 27 FT. STEEL POLE WITH A 60 FT. MAST ARM. TRAFFIC SIGNAL HEADS. PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON AND R10-4(1) SIGN (SIGN TO READ "PUSH BUTTON TO CROSS ANNAPOLIS ROAD"). VIDEO DETECTION CAMERA MOUNTED ON MAST ARM AND 20 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80. 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE).
C. USE EXISTING STEEL POLE AND INSTALL 70 MAST ARM (CUT TO 65 FT.). TRAFFIC SIGNAL HEADS. VIDEO DETECTION CAMERA MOUNTED ON MAST ARM AND SIGNS.
D. USE EXISTING STEEL POLE AND MAST ARM AND INSTALL SIGNS AS SHOWN.
E. INSTALL NEMA SIZE "6" BASE MOUNTED CABINET AND CONTROLLER WITH CONCRETE PAD AND ELECTRICAL UTILITY SERVICE EQUIPMENT (120/240 V, 60 AMPS). INSTALL 2-2 IN. AND 2-4 IN. SCHEDULE 80. 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN CABINET BASE.)
F. INSTALL HANDHOLE.
G. INSTALL M3-2, M4-5 AND M6-1 SIGNS ON ONE 4 IN. x 6 IN. TREATED WOOD POST.
H. INSTALL 3 IN. SCHEDULE 80. POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
J. INSTALL 3 IN. SCHEDULE 80. POLYVINYL CHLORIDE ELECTRICAL CONDUIT (BORED).
K. INSTALL 4 IN. SCHEDULE 80. POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
L. INSTALL NON-INVASIVE MICROLOOP PROBE SET WITH 1,000 FT. LEAD-IN IN PROPOSED 3 IN. CONDUIT.
M. INSTALL 12 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (CROSSWALK).
N. INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
O. USE EXISTING PEDESTAL POLE.
P. USE EXISTING CONDUIT. (SEE INTERCONNECT PLANS)
Q. USE EXISTING HANDHOLE. (SEE INTERCONNECT PLANS)
R. CUT, CLEAN, GALVANIZE AND CAP TRAFFIC SIGNAL STRUCTURE.
S. REMOVE EXISTING CLASS II WOOD POLE. POLE MOUNTED CABINET AND CONTROLLER AND BACK GUYS. RELOCATE VIDEO DETECTION CAMERA TO PROPOSED MAST ARM POLE.
T. REMOVE EXISTING ⅜ IN. STEEL SPAN WIRE AND SIGNAL HEADS.
U. REMOVE EXISTING ¼ IN. TETHER WIRE AND ELECTRICAL SIGNAL CABLES.
V. INSTALL 4 IN. SCHEDULE 80. POLYVINYL CHLORIDE ELECTRICAL CONDUIT FOR PROPOSED UNDERGROUND ELECTRICAL SERVICE AND 2 IN. SCHEDULE 80. POLYVINYL CHLORIDE ELECTRICAL CONDUIT FOR PROPOSED UNDERGROUND TELEPHONE SERVICE IN COMMON TRENCH. CAP AND MARK CONDUITS 2 FT. ABOVE GRADE AT UTILITY POLE FOR USE BY OTHERS.
W. INSTALL HANDHOLE ON TOP OF EXISTING CONDUIT HEADING WEST. CUT AND REMOVE APPROXIMATELY 3 FT. LENGTH OF EXISTING CONDUIT AND INSTALL HANDHOLE. INSTALL AND COUPLE 1 FT. +/- SECTION OF 3 IN. SCHEDULE 80. POLYVINYL CHLORIDE ELECTRICAL CONDUIT TO EXISTING CONDUIT LEADING EAST AND WEST. LEAVING 6 IN. PROTRUDING INSIDE HANDHOLE.
X. INSTALL R3-8 MOD. SIGN ON TWO 4 IN. x 6 IN. TREATED WOOD POSTS.

GENERAL NOTES

1. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCE AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
3. THE CONTRACTOR SHALL NOT CUT MAST ARM AS INDICATED ON PLANS UNTIL MAST ARM POLE LOCATION IS FINALIZED.
4. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
5. ALL HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.
6. THE SIGNAL CONTRACTOR SHALL DETERMINE IF ANY WORK BY OTHER CONTRACTORS CAN NOT BE COMPLETED UNTIL INSTALLATION OF SIGNAL EQUIPMENT IS COMPLETE. THE SIGNAL CONTRACTOR SHALL NOTIFY OTHER CONTRACTORS OF THIS WORK.

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REDLINE REVISION NO. AUGUST 2004

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	SS
STORM DRAIN	SD
WATER	W
CABLE TV	TV

REVISIONS	APPROVALS
	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION 8-2-04
	ASST. TRAFFIC ENGINEERING DESIGN DIVISION 8-2-04
	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION 8-4-04
	DIRECTOR, TRAFFIC & SAFETY 8-4-04

PHASE 3 AND ULTIMATE SIGNAL

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION PLAN
MD 450 AND FAIRWOOD PKWY/BELL STATION RD

DRAWN BY: S. BLOSS	F.A.P. NO.	TS NO. 4199	SHEET NO.
CHECKED BY: N. LEARY	S.H.A. NO. P0900557I		
SCALE: 1" = 20'	COUNTY: PRINCE GEORGES	T.I.M.S. NO. F174	OF
DATE: 7/29/2004	LOG MILE: I6045009J3		

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