PROPOSED SIGNS/SIGNALS

1,4 — 12"/8"
2,5 — 12"
3,6,7 11,12 — 12"
13 — OPTICOM DETECTOR EYE
14,16 — R10-12 36" X 42" (LEFT TURN YIELD ON GREEN)
18 — R3-5R 30" X 36" (ONLY)
15a,15b — D3-2 16" X VAR. (Highbridge Rd / Highbridge Rd)
17a,17b — D3-2 16" X VAR. (Church Rd / Church Rd)

19 — EAST MARYLAND 450 — ASSOCIATED SHIELD ASSEMBLY 30" X 51"
20 — WEST MARYLAND 450 — ASSOCIATED SHIELD ASSEMBLY 48" X 75"
21 — WEST MARYLAND 450 — ASSOCIATED SHIELD ASSEMBLY 30" X 51"
22 — EAST MARYLAND 450 — ASSOCIATED SHIELD ASSEMBLY 48" X 75"

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

EXISTING SIGNALS

8,9,10 — R Y G

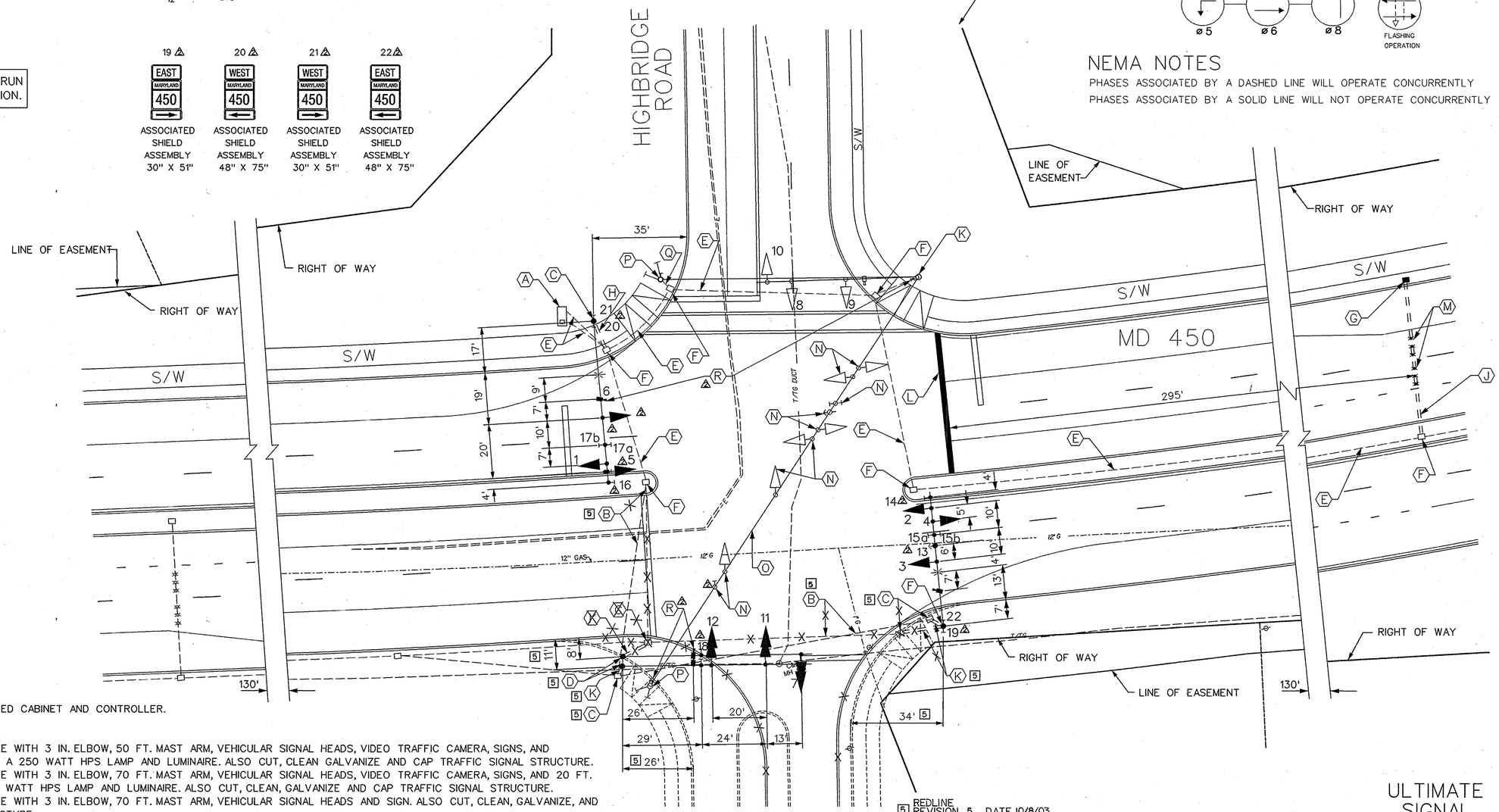
NEMA PHASING

ø1 ø2 ø4
ø5 ø6 ø8

FLASHING OPERATION

NEMA NOTES

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



CONSTRUCTION DETAILS:

A. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
B. USE EXISTING CONDUIT.
C. USE EXISTING HANDHOLE.
△ D. INSTALL 27 FT. STEEL POLE WITH 3 IN. ELBOW, 50 FT. MAST ARM, VEHICULAR SIGNAL HEADS, VIDEO TRAFFIC CAMERA, 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, VIDEO TRAFFIC CAMERA, SIGNS, AND 20 FT. LIGHTING ARM WITH A 250 WATT HPS LAMP AND LUMINAIRE. ALSO CUT, CLEAN, GALVANIZE AND CAP TRAFFIC SIGNAL STRUCTURE.
△ F. INSTALL 27 FT. STEEL POLE WITH 3 IN. ELBOW, 70 FT. MAST ARM, VEHICULAR SIGNAL HEADS AND SIGN. ALSO CUT, CLEAN, GALVANIZE, AND CAP TRAFFIC SIGNAL STRUCTURE.
G. UNBAG SIGNAL HEADS AND CAMERA (WHEN DIRECTED BY ENGINEER).
△ H. RELOCATE CAMERA TO MAST ARM.
J. INSTALL HANDHOLE.
K. INSTALL 3 IN. (SCH 80) PVC ELECTRICAL CONDUIT-TRENCHED.
L. INSTALL 3 IN. (SCH 80) PVC ELECTRICAL CONDUIT-BORED.
M. INSTALL 24 IN. HEAT APPLIED THERMOPLASTIC WHITE PAVEMENT MARKING FOR STOP LINE.
N. INSTALL MICRO-LOOP NON INVASIVE PROBE SET WITH 1000 FT. LEAD IN.
O. REMOVE EXISTING TEMPORARY SIGNAL HEADS, OPTICOM DETECTOR EYE, AND SIGNS ON SPAN WIRE.
P. REMOVE EXISTING SPAN AND TETHER WIRE.
Q. REMOVE EXISTING POLE.
R. CAP AND ABANDON OR REMOVE EXISTING CONDUIT.

RELOCATED CHURCH ROAD

ULTIMATE SIGNAL

5 REDLINE REVISION 5 DATE 10/8/03
△ ADDENDEUM #2 10/11/2001

Redline Revision

The Traffic Group
The Traffic Group, Inc.
410-931-6600
Fax 410-931-6601

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

REVISIONS △	APPROVALS
5 08/2001 SIGNAL MODIFICATION DUE RECONSTRUCTION OF MD 450	ORIGINAL
4 6/98 INSTALL OPTICOM DETECTOR EYE WB MD 450	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
3 12-5-91 CONVERT TO FULLY ACTUATED SIGNAL SHA NO.:	ON
	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	FILE
	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 AT HIGHBRIDGE ROAD - ULTIMATE SIGNAL

DRAWN BY:	MB	F.A.P. NO.	SEE TITLE SHEET	TS NO. △	SHEET NO.
CHECKED BY:	STB	S.H.A. NO.	PG9005571	TS-3193C	
SCALE:	1"=20'	COUNTY:	PRINCE GEORGE'S	T.I.M.S. NO.	
DATE:	OCTOBER 2001	LOG MILE:	10.44	D 538	415 OF 545

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8/5/2003