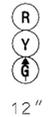


MD 450 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

PROPOSED LED SIGNALS

1, 2, 3, 4, 5, 6

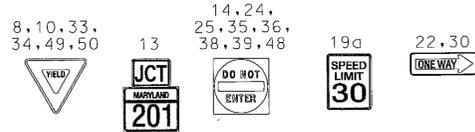


PROPOSED VIDEO DETECTION CAMERA

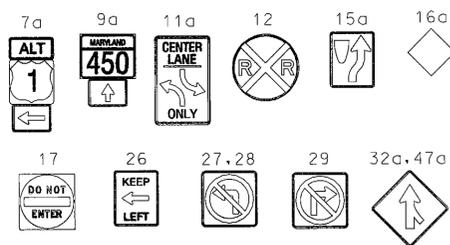
a, b, c



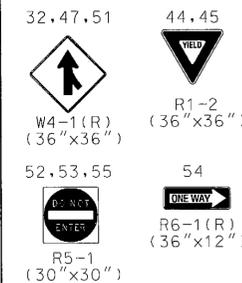
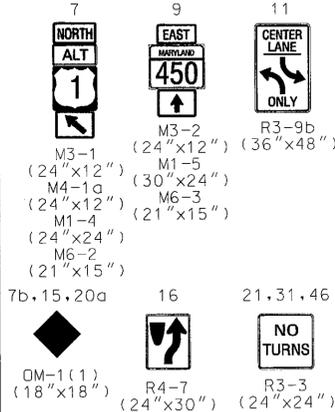
EXISTING SIGNS TO REMAIN



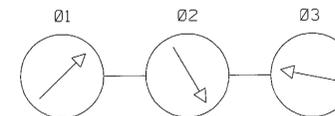
EXISTING SIGNS TO BE REMOVED



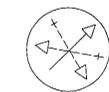
PROPOSED SIGNS



NEMA PHASING

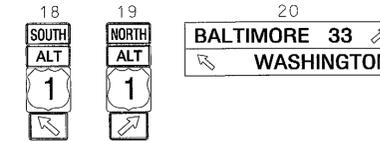


FLASHING OPERATION



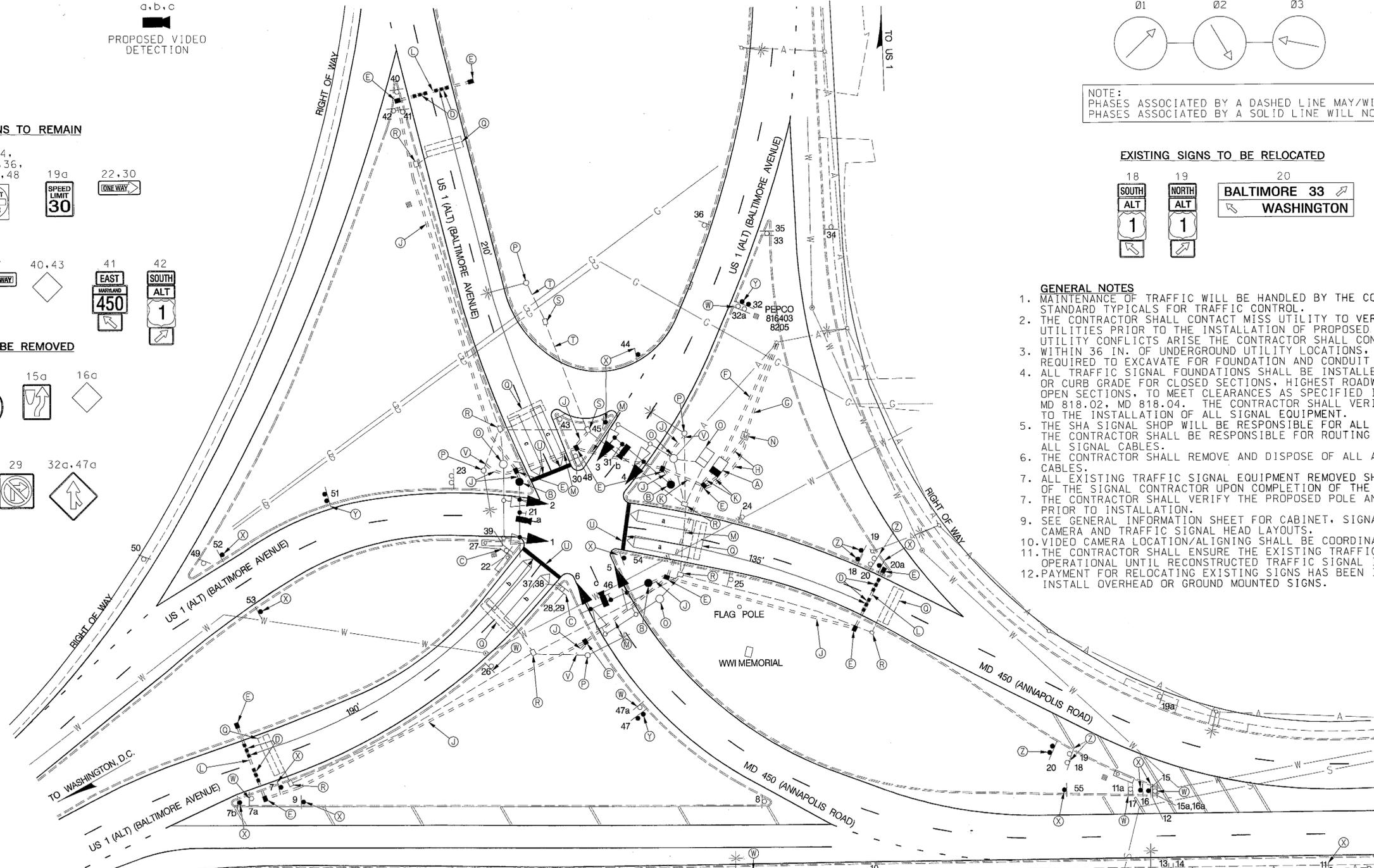
NOTE: PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

EXISTING SIGNS TO BE RELOCATED



GENERAL NOTES

1. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSA STANDARD TYPICALS FOR TRAFFIC CONTROL.
2. 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. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
3. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES 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.
4. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES.
5. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
6. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
7. THE CONTRACTOR SHALL VERIFY THE PROPOSED POLE AND CABINET LOCATION(S) PRIOR TO INSTALLATION.
8. SEE GENERAL INFORMATION SHEET FOR CABINET, SIGNAL POLE, VIDEO DETECTION CAMERA AND TRAFFIC SIGNAL HEAD LAYOUTS.
9. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
10. THE CONTRACTOR SHALL ENSURE THE EXISTING TRAFFIC SIGNAL REMAINS OPERATIONAL UNTIL RECONSTRUCTED TRAFFIC SIGNAL IS OPERATIONAL.
11. PAYMENT FOR RELOCATING EXISTING SIGNS HAS BEEN INCLUDED UNDER THE ITEM FOR INSTALL OVERHEAD OR GROUND MOUNTED SIGNS.



CONSTRUCTION DETAILS

- INSTALL NEMA SIZE "6" BASE MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT (NOTE: 2-2 IN. AND 2-4 IN. 90 DEGREE BENDS).
- INSTALL 27 FT. STEEL POLE WITH A 38 FT. MAST ARM, FOUNDATION, LED TRAFFIC SIGNAL HEADS, OVERHEAD SIGNS, AND VIDEO DETECTION CAMERA (NOTE: 1-3 IN. PVC 90 DEGREE BEND).
- REMOVE EXISTING GROUND MOUNTED SIGN PANELS 27, 28 AND 29 ONLY. SUPPORT AND OTHER SIGNS ON IT TO REMAIN.
- INSTALL NON-INVASIVE MICROLOOP PROBE SET.
- INSTALL ELECTRICAL HANDHOLE.
- INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) - FOR PROPOSED UNDERGROUND TELEPHONE SERVICE. CAP AND MARK CONDUIT, AND LEAVE A 1 FT. STUB WITH PULL STRING AT UTILITY POLE FOR USE BY OTHERS.
- INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) - FOR PROPOSED UNDERGROUND POWER SERVICE. CAP AND MARK CONDUIT AT UTILITY POLE FOR USE BY OTHERS.
- INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED).
- INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED).
- INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED).
- INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (BORED).
- INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (BORED).
- INSTALL METERED SERVICE PEDESTAL.
- REMOVE AND DISPOSE OF EXISTING TRAFFIC SIGNAL EQUIPMENT. REMOVE FOUNDATION 12 IN. BELOW GRADE. CAP AND ABANDON EXISTING CONDUIT.
- USE EXISTING STREET LIGHT POLE.
- ABANDON EXISTING LOOP DETECTOR.
- REMOVE EXISTING ELECTRICAL HANDHOLE. CAP AND ABANDON ANY EXISTING CONDUIT. BACKFILL USING SELECT BACKFILL.
- USE AND ADJUST EXISTING HANDHOLE TO GRADE. INSTALL NEW GROUNDING FRAME AND COVER.
- USE EXISTING CONDUIT.
- REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 24 IN. HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOPLINE.
- INTERCEPT EXISTING CONDUIT AND CONNECT TO PROPOSED CONDUIT.
- REMOVE EXISTING GROUND MOUNTED SIGN(S).
- INSTALL GROUND MOUNTED SIGN ON ONE 4 IN. X 6 IN. WOOD POST.
- INSTALL GROUND MOUNTED SIGN ON TWO 4 IN. X 6 IN. WOOD POSTS.
- RELOCATE EXISTING GROUND MOUNTED SIGNS AS SHOWN ON NEW WOOD POSTS.

UTILITY LEGEND

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

APPROVALS

TEAM LEADER	ORIGINAL ON FILE
ASST. DIV. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS

①	FULL SIGNAL RECONSTRUCTION
②	SHA #XX351568
③	STV #MCS 10/10/2010
④	AS BUILT FOR RED LIGHT CAMERA INSTALLATION 6-15-00

SHA STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY TRAFFIC ENGINEERING DESIGN DIVISION
MD 450 (ANNAPOLIS ROAD)
AT US 1 ALT. (BALTIMORE AVENUE) BLADENSBURG, MD

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 30' ADVERTISED DATE 11-21-72 CONTRACT NO. P-387-385

DESIGNED BY G. COOK	COUNTY PRINCE GEORGE'S
DRAWN BY	LOGMILE 16045000.00
CHECKED BY	TIMS NO. K035
F.A.P. NO. T-8006 (23)	TOD NO.

TS NO. 807B DRAWING SG-01 OF 02 SHEET NO. 01 OF 02

STV STV Incorporated
7125 Ambassador Road, Suite 200
Baltimore, MD 21244
www.stvinc.com

BY: guilamc

TOD No: XK351-07
SHA No: PG769A55/K55
MD 450 on US 1 Alt.