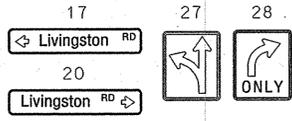
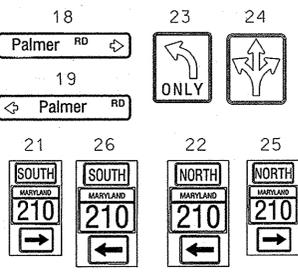


MD 210 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

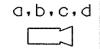
EX. SIGNS TO BE RELOCATED (SHOWN AT FINAL LOCATION)



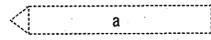
EXISTING SIGNS TO REMAIN



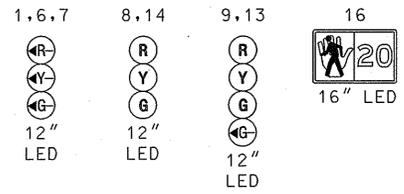
EXISTING VIDEO DETECTION



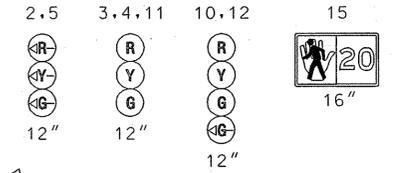
VIDEO ZONE DETECTION



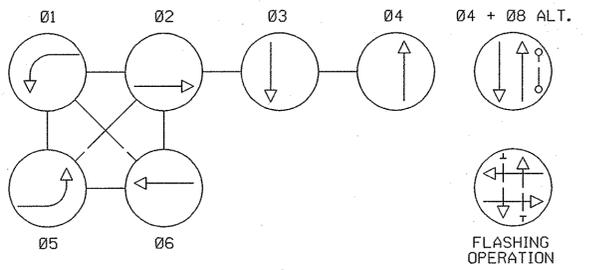
PROPOSED SIGNAL HEADS (LED)



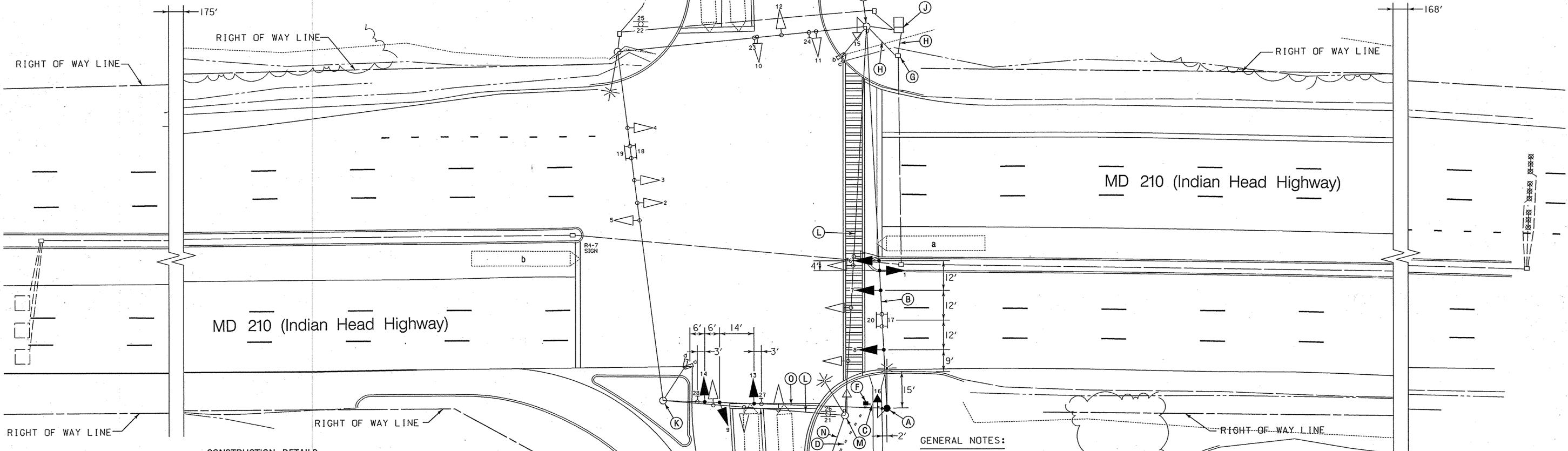
EXISTING SIGNAL HEADS TO REMAIN



NEMA PHASING



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



CONSTRUCTION DETAILS

- A. INSTALL CONCRETE FOUNDATION WITH 12 IN. X 32 FT. STEEL STRAIN POLE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, PUSHBUTTON AND R10-(1) SIGN TO READ "PUSHBUTTON TO CROSS INDIAN HEAD HIGHWAY" AND 15 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 CONDUIT BENDS IN POLE BASE).
- B. INSTALL 3/8 IN. STEEL SPAN WIRE, SIGNAL HEADS AND RELOCATED SIGNS.
- C. REMOVE EXISTING SIDEWALK AND INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED AND REPLACE 4 IN. CONCRETE SIDEWALK.
- D. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- E. REMOVE EXISTING SIDEWALK AND INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED AND REPLACE 4 IN. CONCRETE SIDEWALK.
- F. INSTALL HANDHOLE.
- G. USE EXISTING HANDHOLE.
- H. USE EXISTING CONDUIT.
- J. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
- K. USE EXISTING STRAIN POLE.
- L. REMOVE EXISTING SPAN WIRE AND SIGNAL HEADS. RELOCATE EXISTING SIGNS TO NEW SPAN WIRE AS SHOWN.
- M. REMOVE EXISTING STRAIN POLE, BACK GUYS, STREET LIGHTING ARM AND PEDESTRIAN SIGNAL HEAD. REMOVE FOUNDATION 12 IN. BELOW GRADE.
- N. CAP AND ABANDON EXISTING CONDUIT.
- O. INSTALL 3/8 IN. STEEL SPAN WIRE, SIGNAL HEADS, RELOCATED SIGNS AND 1/4 IN. TETHER WIRE.

GENERAL NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
2. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
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.



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 210 (INDIAN HEAD HIGHWAY) AT
PALMER ROAD/LIVINGSTON ROAD

SIGNALIZATION PLAN

SCALE 1" = 20'	DATE 8/1972	CONTRACT NO. P-387-001-385
DESIGNED BY DCD	COUNTY PRINCE GEORGES	
DRAWN BY DCD	LOGMILE 16021010.61	
CHECKED BY S.R.	T. I. M. S. NO.	
F. A. P. NO.	TOD NO. TS-918 F	
DRAWING NO. TSP-1- 1 OF 2	SHEET NO. 1 OF 2	

WR&A
Whitman, Reardon
and Associates, LLP
801 South Caroline Street
Baltimore, Maryland 21231
(410) 235-3450

APPROVALS	REVISIONS
TEAM LEADER	H REPLACE DAMAGED STRAIN POLE
ASST. DIV. CHIEF	CONTRACT NO. 0T2005 2/08/06
DIVISION CHIEF	(E) SPLIT SIDE ROAD PHASING
OFFICE DIRECTOR	CONTRACT NO. 10/92
	(D) REPLACE FAILED SIDE ROAD LOOP DETECTORS
	CONTRACT NO. 855-25048 7/91