EXISTING SIGNALS

10,14,15 △

PROPOSED SIGN/SIGNALS

1,2,3,4 △ 5,6,7,8 — R, Y, G — 12"

9 — OPTICOM DETECTOR EYE

11,12,13 △ — 12"

16a,16b △ — Trinity Dr → / ← Trinity Dr — D3-2 — 16" X VAR.

17a,17b △ — Moylan Dr → / ← Moylan Dr — D3-2 — 16" X VAR.

NEMA PHASING

ø2, ø4, ø6, ø8

PRE-EMPTION PHASE

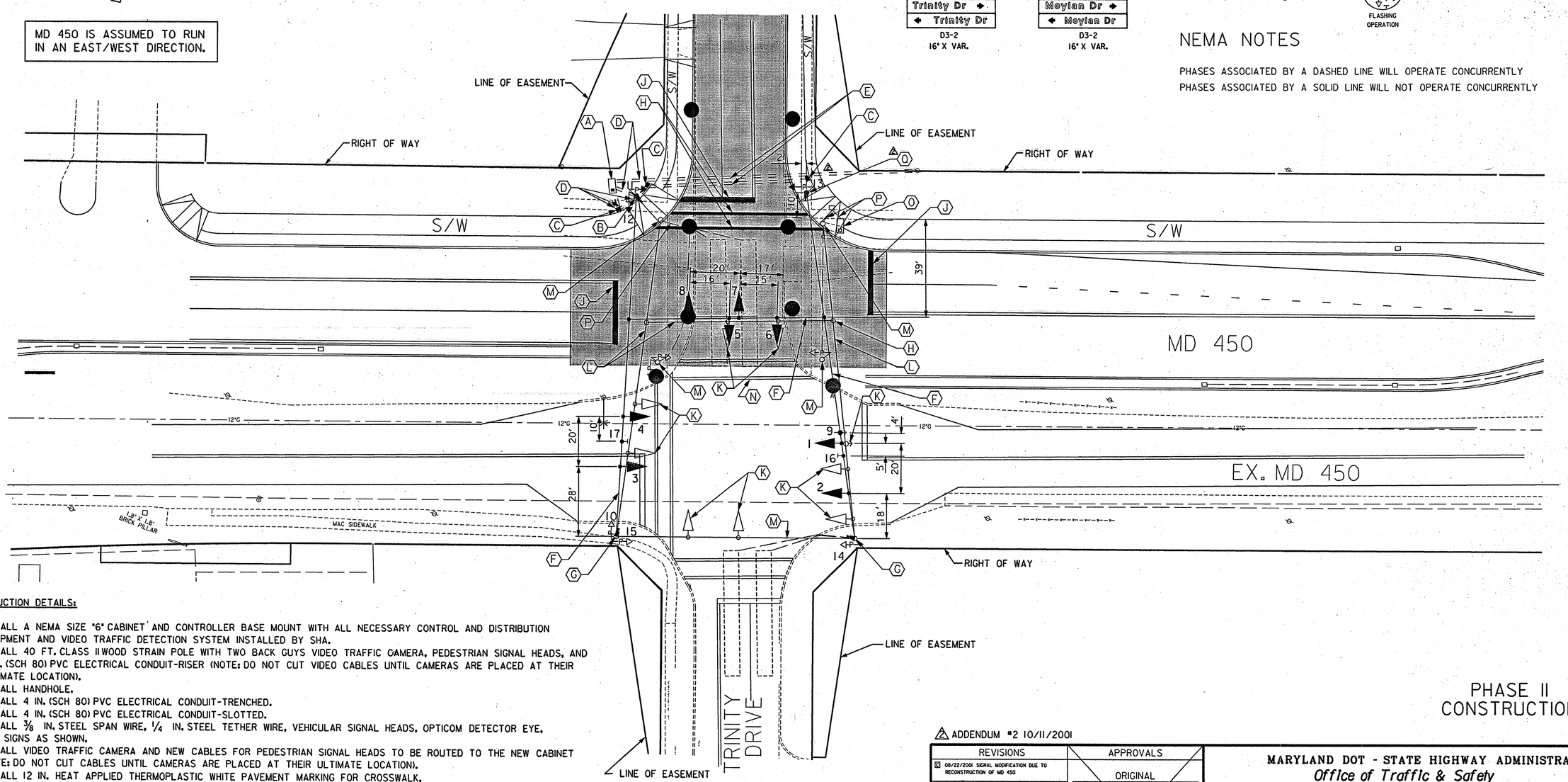
FLASHING OPERATION

NEMA NOTES

PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY

PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

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



PHASE II CONSTRUCTION

CONSTRUCTION DETAILS:

A. INSTALL A NEMA SIZE "6" CABINET AND CONTROLLER BASE MOUNT WITH ALL NECESSARY CONTROL AND DISTRIBUTION EQUIPMENT AND VIDEO TRAFFIC DETECTION SYSTEM INSTALLED BY SHA.

△B. INSTALL 40 FT. CLASS II WOOD STRAIN POLE WITH TWO BACK GUYS VIDEO TRAFFIC CAMERA, PEDESTRIAN SIGNAL HEADS, AND 2 IN. (SCH 80) PVC ELECTRICAL CONDUIT-RISER (NOTE: DO NOT CUT VIDEO CABLES UNTIL CAMERAS ARE PLACED AT THEIR ULTIMATE LOCATION).

C. INSTALL HANDHOLE.

D. INSTALL 4 IN. (SCH 80) PVC ELECTRICAL CONDUIT-TRENCHED.

E. INSTALL 4 IN. (SCH 80) PVC ELECTRICAL CONDUIT-SLOTTED.

F. INSTALL 3/8 IN. STEEL SPAN WIRE, 1/4 IN. STEEL TETHER WIRE, VEHICULAR SIGNAL HEADS, OPTICOM DETECTOR EYE, AND SIGNS AS SHOWN.

△G. INSTALL VIDEO TRAFFIC CAMERA AND NEW CABLES FOR PEDESTRIAN SIGNAL HEADS TO BE ROUTED TO THE NEW CABINET (NOTE: DO NOT CUT CABLES UNTIL CAMERAS ARE PLACED AT THEIR ULTIMATE LOCATION).

H. INSTALL 12 IN. HEAT APPLIED THERMOPLASTIC WHITE PAVEMENT MARKING FOR CROSSWALK.

J. INSTALL 24 IN. HEAT APPLIED THERMOPLASTIC WHITE PAVEMENT MARKING FOR STOP LINE.

K. REMOVE EXISTING SIGNAL HEADS.

L. REMOVE EXISTING SPAN AND TETHER WIRE.

M. REMOVE EXISTING POLE.

N. REMOVE EXISTING PAVEMENT MARKING.

O. REMOVE EXISTING CABINET AND CONTROLLER.

P. CAP AND ABANDON OR REMOVE EXISTING CONDUIT.

△Q. INSTALL 40 FT. CLASS II WOOD STRAIN POLE WITH TWO BACK GUYS.

△2 ADDENDUM #2 10/11/2001

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

REVISIONS	APPROVALS
08/22/2001 SIGNAL MODIFICATION DUE TO RECONSTRUCTION OF MD 450	ORIGINAL — TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
1/89 ADD OPTICOM FIRE EMPTION PHASING	ON — ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
"ASBUILTED"	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 TRINITY/MOYLAN DRIVE - PHASE II SIGNAL

DRAWN BY:	MB	F.A.P. NO.	SEE TITLE SHEET	TS NO. △2	SHEET NO.
CHECKED BY:	STB	S.H.A. NO.	PG9005571	TS-672C-2PHIA	
SCALE:	1"=20'	COUNTY:	PRINCE GEORGE'S	T.I.M.S. NO.	
DATE:	OCTOBER 2001	LOG MILE:	11.95	D 538	425 OF 545

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