EXISTING SIGNS/SIGNALS

14,15,16 17,18,19 | 27,28 | 30 | 31

[1] 33,34 | [1] 35,36

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

PROPOSED SIGNS/SIGNALS

1,4 — 12"/8"

2,5 — 12"

3,6,7,8 9,10,11,12 — 12"

13 — OPTICOM DETECTOR EYE

20,22 — RI0-12 36" X 42"

21,23 — Belair Dr, D3-2 16" X VAR. DUAL FACED

24,26 [2] — R3-5R 30" X 36"

25 [2] — R3-5L 30" X 36"

29 [2] — ASSOCIATED SHIELD ASSEMBLY 30" X 51"

32 [2] — ASSOCIATED SHIELD ASSEMBLY 48" X 75"

NEMA PHASING

ø1 ø2 ø4 ø5 ø6 ø8

ø8 ALT.

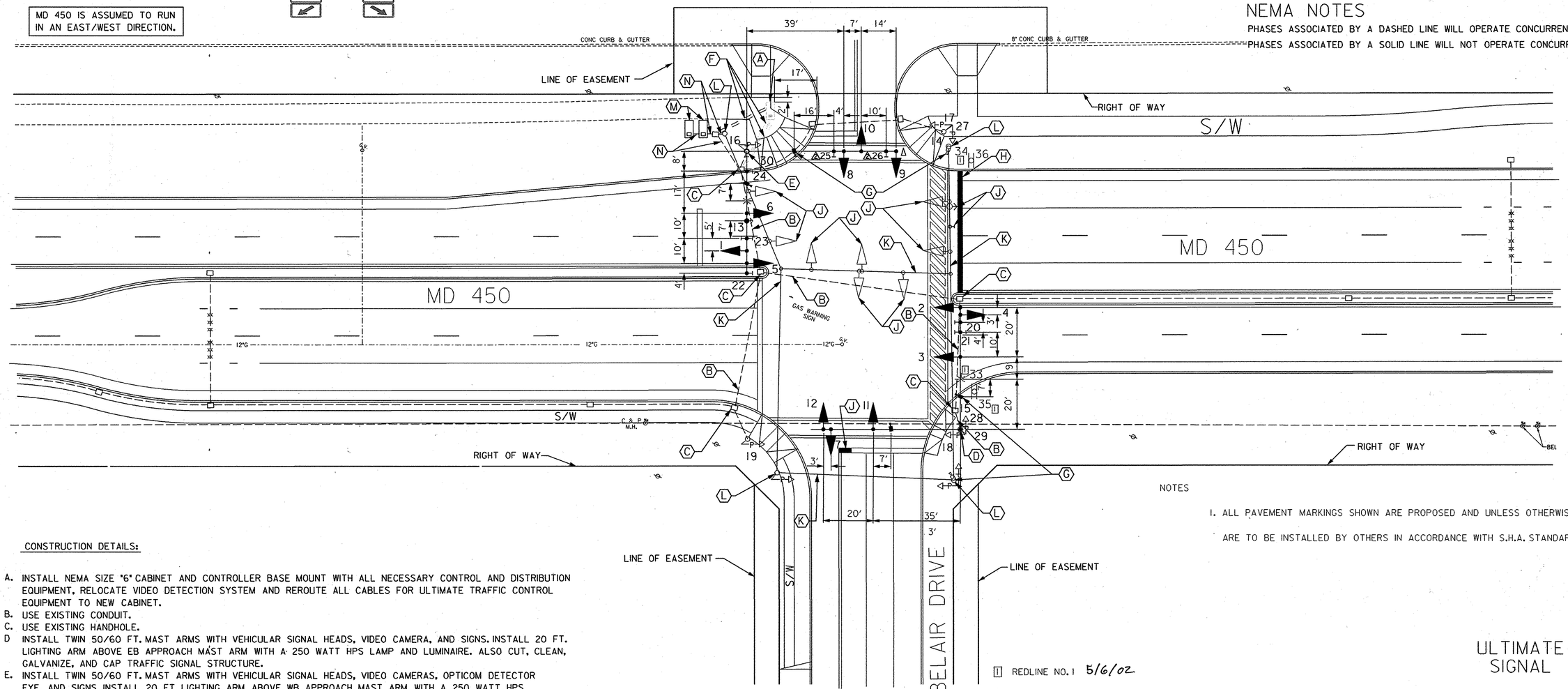
FLASHING OPERATION

PRE-EMPTION PHASE

NEMA NOTES

PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY

PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY



NOTES

1. ALL PAVEMENT MARKINGS SHOWN ARE PROPOSED AND UNLESS OTHERWISE NOTED, ARE TO BE INSTALLED BY OTHERS IN ACCORDANCE WITH S.H.A. STANDARDS

[1] REDLINE NO. 1 5/6/02

[2] ADDENDUM #2 10/11/2001

ULTIMATE SIGNAL

CONSTRUCTION DETAILS:

A. INSTALL NEMA SIZE "6" CABINET AND CONTROLLER BASE MOUNT WITH ALL NECESSARY CONTROL AND DISTRIBUTION EQUIPMENT, RELOCATE VIDEO DETECTION SYSTEM AND REROUTE ALL CABLES FOR ULTIMATE TRAFFIC CONTROL EQUIPMENT TO NEW CABINET.
B. USE EXISTING CONDUIT.
C. USE EXISTING HANDHOLE.
D INSTALL TWIN 50/60 FT. MAST ARMS WITH VEHICULAR SIGNAL HEADS, VIDEO CAMERA, AND SIGNS. INSTALL 20 FT. LIGHTING ARM ABOVE EB APPROACH MAST ARM WITH A 250 WATT HPS LAMP AND LUMINAIRE. ALSO CUT, CLEAN, GALVANIZE, AND CAP TRAFFIC SIGNAL STRUCTURE.
E. INSTALL TWIN 50/60 FT. MAST ARMS WITH VEHICULAR SIGNAL HEADS, VIDEO CAMERAS, OPTICOM DETECTOR EYE, AND SIGNS. INSTALL 20 FT. LIGHTING ARM ABOVE WB APPROACH MAST ARM WITH A 250 WATT HPS LAMP AND LUMINAIRE. ALSO CUT, CLEAN, GALVANIZE, AND CAP TRAFFIC SIGNAL STRUCTURE.
F. INSTALL 4 IN. (SCH 80) PVC ELECTRICAL CONDUIT-TRENCHED.
G. RELOCATE CAMERA.
H. INSTALL 24 IN. HEAT APPLIED THERMOPLASTIC WHITE PAVEMENT MARKING FOR STOP LINE.
J. REMOVE EXISTING SIGNALS, OPTICOM DETECTOR EYE, AND SIGNS ON SPAN WIRE.
K. REMOVE EXISTING SPAN AND TETHER WIRE.
L. REMOVE EXISTING POLE.
M. REMOVE EXISTING CABINET AND CONTROLLER.
N. CAP AND ABANDON OR REMOVE EXISTING CONDUIT.

UTILITY LEGEND

G — G	GAS MAIN
W — W	WATER MAIN
S — S	SEWER MAIN
E — E	ELECTRIC CABLES
A — A	AERIAL CABLES
T — T	TELEPHONE CABLES

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

REVISIONS [2]	APPROVALS
[1] 8/2001 SIGNAL MODIFICATION DUE TO RECONSTRUCTION ON MD 450	ORIGINAL
[2] 1/89 ADD OPTICOM FIRE EMPTION PHASING	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
	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 BELAIR DRIVE - ULTIMATE SIGNAL

DRAWN BY: MB	F.A.P. NO. SEE TITLE SHEET	TS NO.	SHEET NO.
CHECKED BY: STB	S.H.A. NO. PG9005571		
SCALE: 1"=20'	COUNTY: PRINCE GEORGE'S	T.I.M.S. NO. D 538	437 OF 545
DATE: OCTOBER 2001	LOG MILE: 12.36		

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