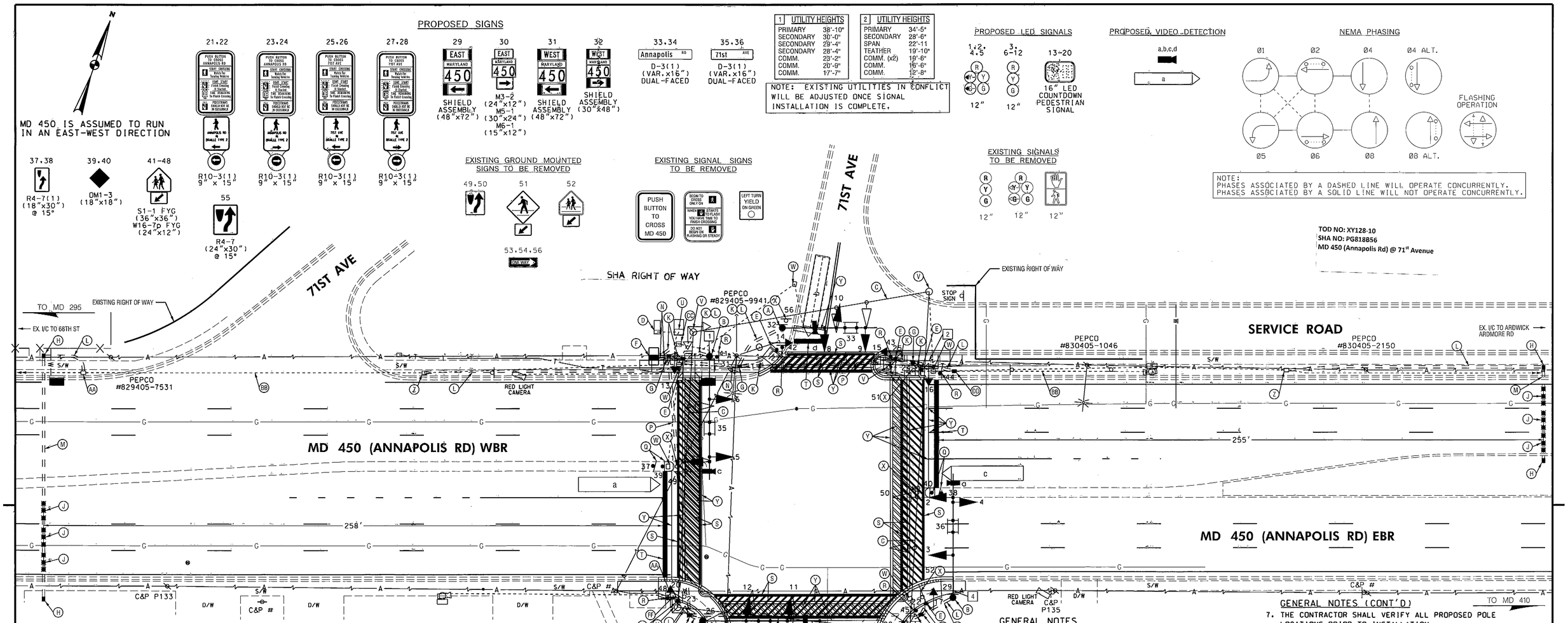
Bryan



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

TOD NO: XY128-10
SHA NO: PG818B56
MD 450 (Annapolis Rd) @ 71st Avenue

1 UTILITY HEIGHTS	
PRIMARY	38'-10"
SECONDARY	30'-0"
SECONDARY	29'-4"
SECONDARY	28'-4"
COMM.	23'-2"
COMM.	20'-9"
COMM.	17'-7"

2 UTILITY HEIGHTS	
PRIMARY	34'-5"
SECONDARY	28'-6"
SPAN	22'-11
TEATHER	19'-10"
COMM. (x2)	19'-6"
COMM.	16'-6"
COMM.	12'-8"

NOTE: EXISTING UTILITIES IN CONFLICT WILL BE ADJUSTED ONCE SIGNAL INSTALLATION IS COMPLETE.

CONSTRUCTION DETAILS

A. INSTALL 16.5 FT. MAST ARM POLE WITH A 38 FT. SPECIAL 'T' MAST ARM. LED SIGNAL HEADS. SIGNS. AND VIDEO DETECTION CAMERA. (NOTE: INSTALL 1-2" AND 1-3" SCHEDULE 80. 90 DEGREES CONDUIT BEND).
B. INSTALL 16.5 FT. MAST ARM POLE WITH A 50 FT. SPECIAL 'T' MAST ARM. LED SIGNAL HEADS. SIGNS. AND VIDEO DETECTION CAMERA. (NOTE: INSTALL 1-2" AND 1-3" SCHEDULE 80. 90 DEGREES CONDUIT BEND).
C. REMOVE EXISTING SPAN WIRE AND ALL ASSOCIATED EQUIPMENT.
D. REMOVE EXISTING SIGNAL CABINET AND ALL ASSOCIATED EQUIPMENT. EXISTING GPS UNIT SHALL BE REMOVED AND FIELD RELOCATED TO THE PROPOSED SIGNAL CABINET BY SHA FORCES. REMOVE FOUNDATION 12" BELOW GRADE AND BACKFILL. CAP AND ABANDON EXISTING CONDUITS.
E. INSTALL 10 FT. PEDESTAL POLE ON MODIFIED BASE WITH BREAKAWAY COUPLINGS (MD 801.01-01). COUNTDOWN PEDESTRIAN SIGNAL HEAD. AUDIBLE-TACTILE PEDESTRIAN PUSHBUTTON AND SIGN. (NOTE: INSTALL 1-2" (SCHEDULE 80). 90 DEGREE CONDUIT BEND).
F. INSTALL NEMA 'S' TYPE BASE MOUNTED CABINET AND CONTROLLER AND ALL ASSOCIATED EQUIPMENT. (NOTE: INSTALL 2-2" AND 2-4" (SCHEDULE 80). 90 DEGREE CONDUIT BENDS). THE BATTERY BACKUP MAINTENANCE PAD SHALL BE INCORPORATED INTO THE SIDEWALK.
G. INSTALL PROPOSED ELECTRICAL HANDHOLE.
H. INSTALL PROPOSED ELECTRICAL HANDHOLE PERPENDICULAR TO THE FLOW OF TRAFFIC AS SHOWN ON PLAN.
J. INSTALL NON-INVASIVE PROBES (SET OF 3).
K. INSTALL 2 IN. SCHEDULE 80 PVC CONDUIT (TRENCHED).
L. INSTALL 3 IN. SCHEDULE 80 PVC CONDUIT (TRENCHED).
M. INSTALL 3 IN. SCHEDULE 80 PVC CONDUIT (BORED).
N. INSTALL 4 IN. SCHEDULE 80 PVC CONDUIT (TRENCHED).
P. INSTALL 4 IN. SCHEDULE 80 PVC CONDUIT (SLOTTED).
Q. INSTALL GROUND MOUNTED SIGN ON 4"X4" BREAKAWAY WOOD SUPPORT.
R. INSTALL GROUND MOUNTED SIGN ON 4"X6" BREAKAWAY WOOD SUPPORT.
S. INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING (FOR CROSSWALK).
T. INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING (FOR STOP LINE).
U. REMOVE EXISTING CABINET AND ALL ASSOCIATED EQUIPMENT. REMOVE FOUNDATION 12" BELOW GRADE AND BACKFILL. CAP AND ABANDON EXISTING CONDUITS.
V. REMOVE EXISTING SIGNAL POLE AND ALL ASSOCIATED EQUIPMENT. REMOVE FOUNDATION 12" BELOW GRADE AND BACKFILL. CAP AND ABANDON EXISTING CONDUITS.
W. REMOVE EXISTING HANDHOLE AND BACKFILL. CAP AND ABANDON EXISTING CONDUIT. REMOVE ALL UNUSED WIRES.
X. REMOVE EXISTING GROUND MOUNTED SIGN AND SUPPORT.
Y. REMOVE EXISTING PAVEMENT MARKING.
Z. USE EXISTING HANDHOLE. DISCONNECT AND PULL BACK I/C TO HANDHOLE AND REROUTE TO PROPOSED CABINET THROUGH PROPOSED CONDUIT.
AA. USE EXISTING HANDHOLE.
BB. USE EXISTING CONDUIT.
CC. USE EXISTING METERED SERVICE PEDESTAL.
DD. CUT INTO EXISTING CONDUIT AND INSTALL PROPOSED HANDHOLE ON TOP OF EXISTING CONDUIT.
EE. INSTALL 16.5 FT. MAST ARM POLE WITH A 50 FT. SPECIAL 'T' MAST ARM. LED SIGNAL HEADS. SIGNS. VIDEO DETECTION CAMERA. COUNTDOWN PEDESTRIAN SIGNAL HEADS AND AUDIBLE-TACTILE PEDESTRIAN PUSHBUTTON AND SIGN. (NOTE: INSTALL 1-2" AND 1-3" SCHEDULE 80. 90 DEGREES CONDUIT BEND).
FF. ADJUST EXISTING HANDHOLE TO GRADE.

GEOMETRIC LEGEND
EXISTING
PROPOSED

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

3 UTILITY HEIGHTS	
PRIMARY	37'-5"
SECONDARY	28'-3"
SPAN	23'-0
COMM.	22'-6"
COMM.	20'-6"
COMM.	19'-5"

4 UTILITY HEIGHTS	
COMM.	20'-10"
COMM.	19'-7"
COMM.	17'-0"

NOTE: EXISTING UTILITIES IN CONFLICT WILL BE ADJUSTED ONCE SIGNAL INSTALLATION IS COMPLETE.

GENERAL NOTES

1. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH ADMINISTRATION STANDARDS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE. ALL INTERNAL CABINET WIRING SHALL BE PERFORMED BY SHA FORCES.
4. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
5. 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 THE APPROPRIATE 800 SERIES STANDARD PLATES. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
6. WOOD SIGN SUPPORTS INSTALLED IN CONCRETE SHALL BE SLEEVED PER MD 812.05.

GENERAL NOTES (CONT'D)

13. SEE SHEET SG-02 FOR APS AND INTERCONNECT NOTES.

GENERAL NOTES (CONT'D)

7. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
8. THE CONTROLLER AND ALL AUXILIARY EQUIPMENT IN THE CABINET SHALL BE REMOVED BY SHA FORCES. ALL OTHER MATERIALS TO BE REMOVED BY THE CONTRACTOR SHALL BECOME THE PROPERTY OF THE CONTRACTOR UPON COMPLETION OF THE WORK.
9. ALL UNUSED SIGNAL CABLES SHALL BE REMOVED AND DISPOSED.
10. THE CONTRACTOR SHALL MAINTAIN THE CONTINUOUS OPERATION OF ALL INTERCONNECT. VEHICULAR. PEDESTRIAN DETECTORS. AND LIGHTING DEVICES. IF ANY DEVICE IS DAMAGED BY THE CONTRACTOR. IT SHALL BE REPAIRED WITHIN 72 HOURS BY THE CONTRACTOR AT NO COST TO THE ADMINISTRATION AFTER NOTIFICATION BY THE ENGINEER.
11. ALL SIDEWALK AND SIDEWALK RAMPS TO BE INSTALLED PER THE DETAIL SHEET. SEE SG-02 OF 03 FOR DETAILS.
12. THE CONTRACTOR SHALL COORDINATE WITH THE LANDOVER HILLS POLICE DEPARTMENT FOR REROUTING OF THE EXISTING RED LIGHT CAMERA CABLES.

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

REVISIONS
0 TRAFFIC SIGNAL RECONSTRUCTION APS/CPS UPGRADE
SHA NO. XY128185 TIMS NO. L363 03/15/2013
KMP 7/31/13 CJW
B UPGRADE FOR RED LIGHT CAMERA
SHA NO. BW313M83 TIMS NO. G754 12/20/2004
MR
A AS-BUILT FOR RED LIGHT CAMERA
SHA NO. AW8715176 TIMS NO. E012 02/14/2001
RRZ

PLOTTED: $DATETIME$
FILE: $FILE$

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 450 (ANNAPOLIS RD) AT 71ST AVE
SIGNAL RECONSTRUCTION
HYATTSVILLE, MD

SIGNALIZATION PLAN SHEET

SCALE 1" = 20' DATE AUGUST 1, 1972 CONTRACT NO. P420-000-385

DESIGNED BY LES TOWNSEND
DRAWN BY
CHECKED BY
F.A.P. NO. U931-1(2)
COUNTY PRINCE GEORGE'S
LOGMILE 16045002.81
TIMS NO.
TOD NO.

TS NO. 650C | DRAWING SG-01 OF 03 | SHEET NO. 01 OF 03

BY: $USERNAME$