MD 197 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

PROPOSED SIGNS

16.18 LEFT TURN YIELD ON GREEN — R10-12 36"x 42"
19.24 ONLY — R3-5R 30" x 36"
22 ONLY — R3-5 30" x 36"
23 — R3-6L 30" x 36"
21 NORTH MARYLAND 197 — M3-1 30"x 15", M1-5 48"x 36", M6-1 30"x 24"; ASSOCIATED SHIELD ASSEMBLY 48" x 75"
15.17 Muirkirk Road — D3-2 VARIABLE X 16"
20 SOUTH MARYLAND 197 — M3-3 24"x 12", M1-5 30"x 24", M6-1 21"x 15"; ASSOCIATED SHIELD ASSEMBLY 30" x 51"

EXISTING SIGNS (TO BE REMOVED)

16.18 LEFT TURN YIELD ON GREEN — R10-12 36"x 42"
19.24 ONLY — R3-5R 30" x 36"
22 ONLY — R3-5 30" x 36"
23 — R3-6L 30" x 36"
21 NORTH MARYLAND 197 — M3-1 30"x 15", M1-5 48"x 36", M6-1 30"x 24"; ASSOCIATED SHIELD ASSEMBLY 48" x 75"
15.17 Muirkirk Road — D3-2 VARIABLE X 16"
20 SOUTH MARYLAND 197 — M3-3 24"x 12", M1-5 30"x 24", M6-1 21"x 15"; ASSOCIATED SHIELD ASSEMBLY 30" x 51"

EXISTING SIGNS(TO REMAIN)

26 — W11-2 30"x30" B/FY
25 — M6-2 21"x 15" B/FY

EXISTING SIGNALS (TO BE REMOVED)

1.4 — 12"/8"
2.5 — 12"
3.6.9.12 — 12"
7.10 — 12"
8.11 — 12"
13.14 — 12"

PROPOSED SIGNALS

1.4 — 12"/8"
2.5 — 12"
3.6.9.12 — 12"
7.10 — 12"
8.11 — 12"
13.14 — 12"

PROPOSED VIDEO DETECTION

I. II. III. IV

NEMA PHASING

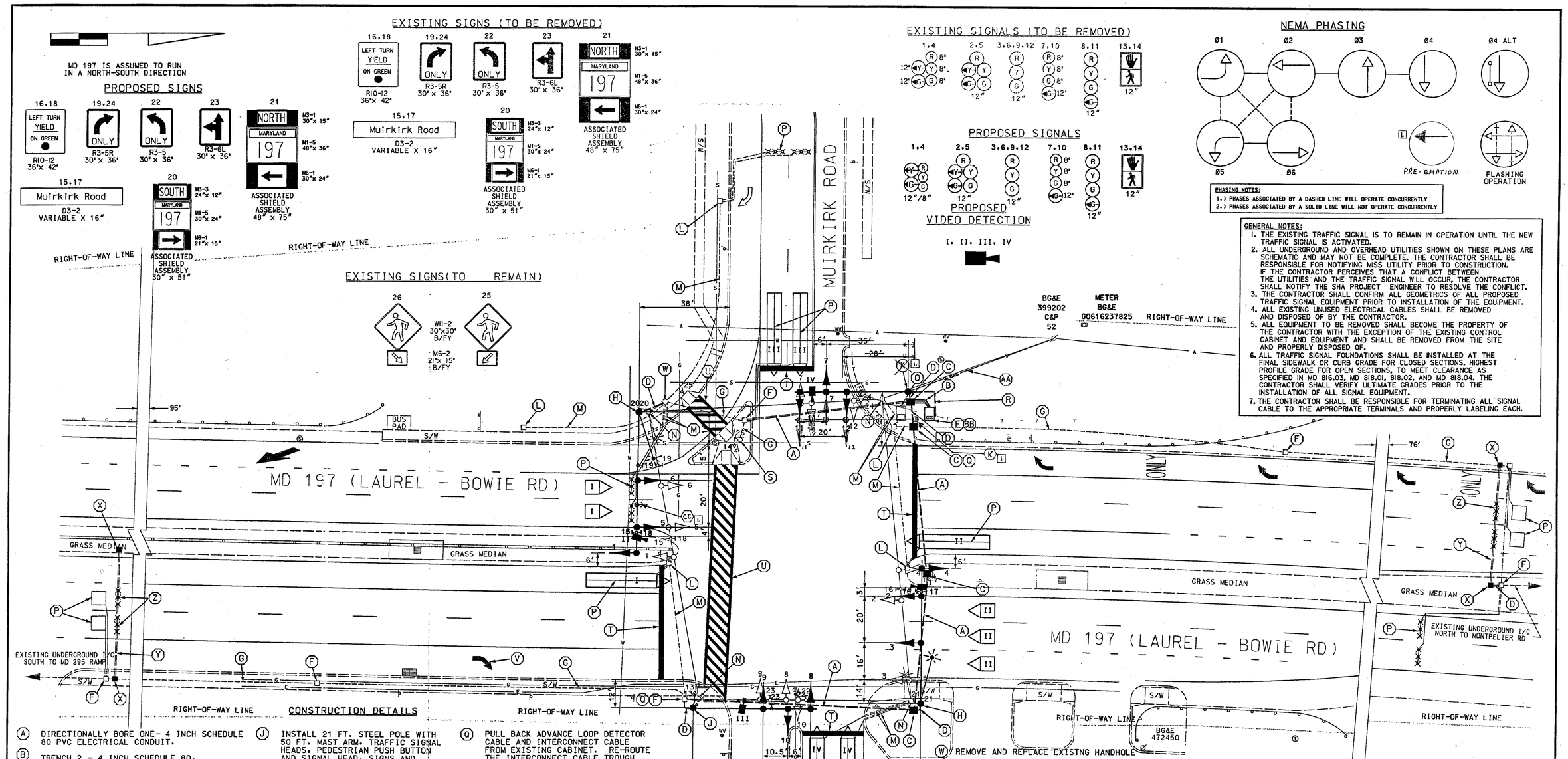
Ø1 Ø2 Ø3 Ø4 Ø4 ALT Ø5 Ø6

PRE-EMPTION

FLASHING OPERATION

PHASING NOTES:
1.) PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
2.) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

GENERAL NOTES:
1. THE EXISTING TRAFFIC SIGNAL IS TO REMAIN IN OPERATION UNTIL THE NEW TRAFFIC SIGNAL IS ACTIVATED.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE SHA PROJECT ENGINEER TO RESOLVE THE CONFLICT.
3. THE CONTRACTOR SHALL CONFIRM ALL GEOMETRICS OF ALL PROPOSED TRAFFIC SIGNAL EQUIPMENT PRIOR TO INSTALLATION OF THE EQUIPMENT.
4. ALL EXISTING UNUSED ELECTRICAL CABLES SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.
5. ALL EQUIPMENT TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR WITH THE EXCEPTION OF THE EXISTING CONTROL CABINET AND EQUIPMENT AND SHALL BE REMOVED FROM THE SITE AND PROPERLY DISPOSED OF.
6. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCE AS SPECIFIED IN MD 816.03, MD 818.01, 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH.



CONSTRUCTION DETAILS

(A) DIRECTIONALLY BORE ONE- 4 INCH SCHEDULE 80 PVC ELECTRICAL CONDUIT.

(B) TRENCH 2 - 4 INCH SCHEDULE 80. PVC ELECTRICAL CONDUIT.

(C) FURNISH AND INSTALL NEW HANDHOLE.

(D) TRENCH ONE 3 INCH SCHEDULE 80. ELECTRICAL CONDUIT.

(E) INSTALL NEMA SIZE "6" BASE MOUNTED CABINET, FOUNDATION AND CONTROLLER WITH ALL NECESSARY EQUIPMENT (NOTE: 2- 2 INCH AND 2- 4 INCH SCHEDULE 80, 90 DEGREE PVC CONDUIT BENDS IN CABINET BASE). MOUNT DISCONNECT. WIRE TROUGH AND METER SOCKET TO SIDE OF CABINET. *INSTALL OPTILOM DISCRIMINATOR MODULE.*

(F) USE EXISTING HANDHOLE.

(G) USE EXISTING CONDUIT.

(H) INSTALL 27 FT. STEEL POLE WITH 60 FT. MAST ARM, SIGNAL HEADS, SIGNS, 15 FT STREET LIGHTING ARM, 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE, AND VIDEO DETECTION CAMERA (NOTE: 1 -3 INCH, SCHEDULE 80, 90 DEGREE PVC CONDUIT BEND IN POLE BASE).

(J) INSTALL 21 FT. STEEL POLE WITH 50 FT. MAST ARM, TRAFFIC SIGNAL HEADS, PEDESTRIAN PUSH BUTTON AND SIGNAL HEAD, SIGNS AND VIDEO DETECTION CAMERA. (NOTE 1-3 INCH SCHEDULE 80, 90 DEGREE PVC BEND IN POLE BASE).

(K) INSTALL 21 FT. 60 SERIES STEEL POLE WITH 60 ~~50~~ FT. MAST ARM, SIGNAL HEADS, SIGNS AND VIDEO DETECTION CAMERA (NOTE: 1 -3 INCH SCHEDULE 80, 90 DEGREE PVC BEND IN POLE BASE).

(L) REMOVE EXISTING HANDHOLE.

(M) ABANDON EXISTING CONDUITS.

(N) REMOVE EXISTING SIGNAL HEADS, STRAIN POLES AND FOUNDATIONS (TO 1 FOOT BELOW EXISTING GROUND).

(D) REMOVE EXISTING CONTROL CABINET AND FOUNDATION TO 1 FOOT BELOW GROUND).

(P) EXISTING VEHICLE DETECTOR TO BE ABANDONED.

(Q) PULL BACK ADVANCE LOOP DETECTOR CABLE AND INTERCONNECT CABLE FROM EXISTING CABINET. RE-ROUTE THE INTERCONNECT CABLE TROUGH THE NEW 4 INCH AND 3 INCH CONDUITS TO PROPOSED CABINET.

(R) TRENCH 1- 3 INCH SCHEDULE 80. ELECTRICAL CONDUIT FROM 1 FOOT ABOVE EXISTING GROUND AT MAST ARM POLE TO METER SOCKET AND PROVIDE PULL WIRE (NOTE: 2- SCHEDULE 80, 90 DEGREE PVC BENDS).

(S) EXISTING PEDESTRIAN SIGNAL TO REMAIN. INSTALL NEW PUSHBUTTON SIGN. *REPLACE EXISTING DAMAGED 2-CONDUCTOR TO CONTROLLER.*

(T) RE-INSTALL 24 INCH STOP BAR

(U) RE-INSTALL 12 INCH CROSSWALK.

(V) INSTALL HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING ARROW

(W) REMOVE AND REPLACE EXISTNG HANDHOLE

(X) INSTALL NEW HANDHOLE SO THAT LONG DIMENSION OF HANDHOLE SHALL BE PARALLEL TO SLOTTED CONDUIT. TO FACILITATE INSTALLATION OF NON-INVASIVE LOOPS.

(Y) INSTALL 3 INCH SCHEDULE 80 PVC CONDUIT, DIRECTIONALLY BORED.

(Z) INSTALL NON-INVASIVE LOOP DETECTOR IN CONDUIT, IN THROUGH TRAVEL LANES ONLY.

(AA) BGE TO SUPPLY OVERHEAD POWER.

(BB) REPLACE EXISTING INTERCONNECT CABLE BETWEEN MUIRKIRK ROAD AND MONTPELIER ROAD. SHA#PG1657A51/B51 TOD#AT1604-10

(CC) *INSTALL OPTILOM EYE.*

02/10/2005 ADDITION OF OPTILOM S.B. MD 197 APPROACH. REPLACE DAMAGED CABLE TO PUSH-BUTTON. USE 60-SERIES MAST ARM AND POLE IN PLACE OF 50-SERIES.

GEOMETRIC LEGEND
PROPOSED
EXISTING

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES
AERIAL CABLE — A — A —
ELECTRIC — E — E —
TELEPHONE — T — T —
GAS — G — G —
SEWER — S — S —
WATER — W — W —
CABLE TV — TV — TV —

REVISION G CONSULTANT

WALLACE, MONTGOMERY & ASSOCIATES, LLP
CIVIL AND STRUCTURAL ENGINEERS
110 West Road
Suite 300
Towson, Maryland 21204

REVISIONS			
G	10/15/04 RECONSTRUCTION OF TRAFFIC SIGNAL SHA NO.:AT6045185		
F&E/WJA			
F	11-03-03 DETECTOR REPLACEMENT DUE TO ROAD RESURFACING SHA NO.:PG4&DA21		
JWA			
E	11-13-02 REVISE PED X-ING ON SOUTH LEG OF MD 197, REVISE NW & SW MUIRKIRK RD SHA NO.: XX1065285		
RRZ			
D	5-14-02 SPLIT SIDE STREET PHASING SHA NO.:		
DJO			

APPROVALS
TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, TRAFFIC & SAFETY
ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
MD 197 (LAUREL - BOWIE RD) AND MUIRKIRK ROAD

DRAWN BY:	M LINARDI	F.A.P. NO.		T.S. NO.	SHEET NO.
CHECKED BY:		S.H.A. NO.	85525042012	902 G	
SCALE:	1"= 20'	COUNTY:	PRINCE GEORGE'S	T.I.M.S. NO.	
DATE:	5-3-73	LOG MILE:	16019712.28	G560	1 OF 2

$TIME$
$DATE$
$FILE$