EXISTING SIGNS

MD 198 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

37 — M3-4 (24"X12") M1-5(I) (30"X24") M6-1 (21"X15") — WEST 198 — ASSOCIATED SHIELD ASSEMBLY (30"X51")

38 — M3-4 (30"X15") M1-5(I) (48"X36") M6-1 (30"X24") — WEST 198 — ASSOCIATED SHIELD ASSEMBLY (48"X75")

29,30,32,35 — ONLY — R3-5L 30" x 36"

42 — R4-7 24" X 30"

51,33 — R3-6L 30" x 36"

28 — Laurel-Bowie RD — D3-2 SINGLE FACE SIGN (VAR. X 16")

27 — Laurel-Bowie RD — D3-2 SINGLE FACE SIGN (VAR. X 16")

26 — Irving ST — D3-2 SINGLE FACE SIGN (VAR. X 16")

31 — Irving ST — D3-2 SINGLE FACE SIGN (VAR. X 16")

52 — M3-3 (24"X12") M1-5(I) (30"X24") M6-1 (21"X15") — SOUTH 197 — ASSOCIATED SHIELD ASSEMBLY (30"X51")

39 — M3-2 (24"X12") M1-5(I) (30"X24") M6-1 (21"X15") — EAST 198 — ASSOCIATED SHIELD ASSEMBLY (30"X51")

40 — M3-2 (30"X15") M1-5(I) (48"X36") M6-1 (30"X24") — EAST 198 — ASSOCIATED SHIELD ASSEMBLY (48"X75")

DO NOT ENTER — R5-1 (30"X30")

W11-2 (30"X30") W16-7P(L) (24"X12")

W11-2 (30"X30") W16-7P(R) (24"X12")

34A,34B,36A,36B — Ft. Meade Rd. — D3-2 DUAL FACE SIGN (VAR. X 16")

EXISTING OPTICOM EYE

22,23,24,25

PROPOSED SIGNS

RED LIGHT PHOTO ENFORCED — R99-2 30" X 30"

EXISTING L.E.D. SIGNALS

1,2,5,6,7 — 12"

10,13 — 8"/12"

11,14 — 12"

3,4,8,9,12,15 — 12"

16-21 — 16"

EXISTING AUDIBLE PUSHBUTTON AND SIGN

53 54 55 56 57 58

R10-4 (1) 9" x 12"

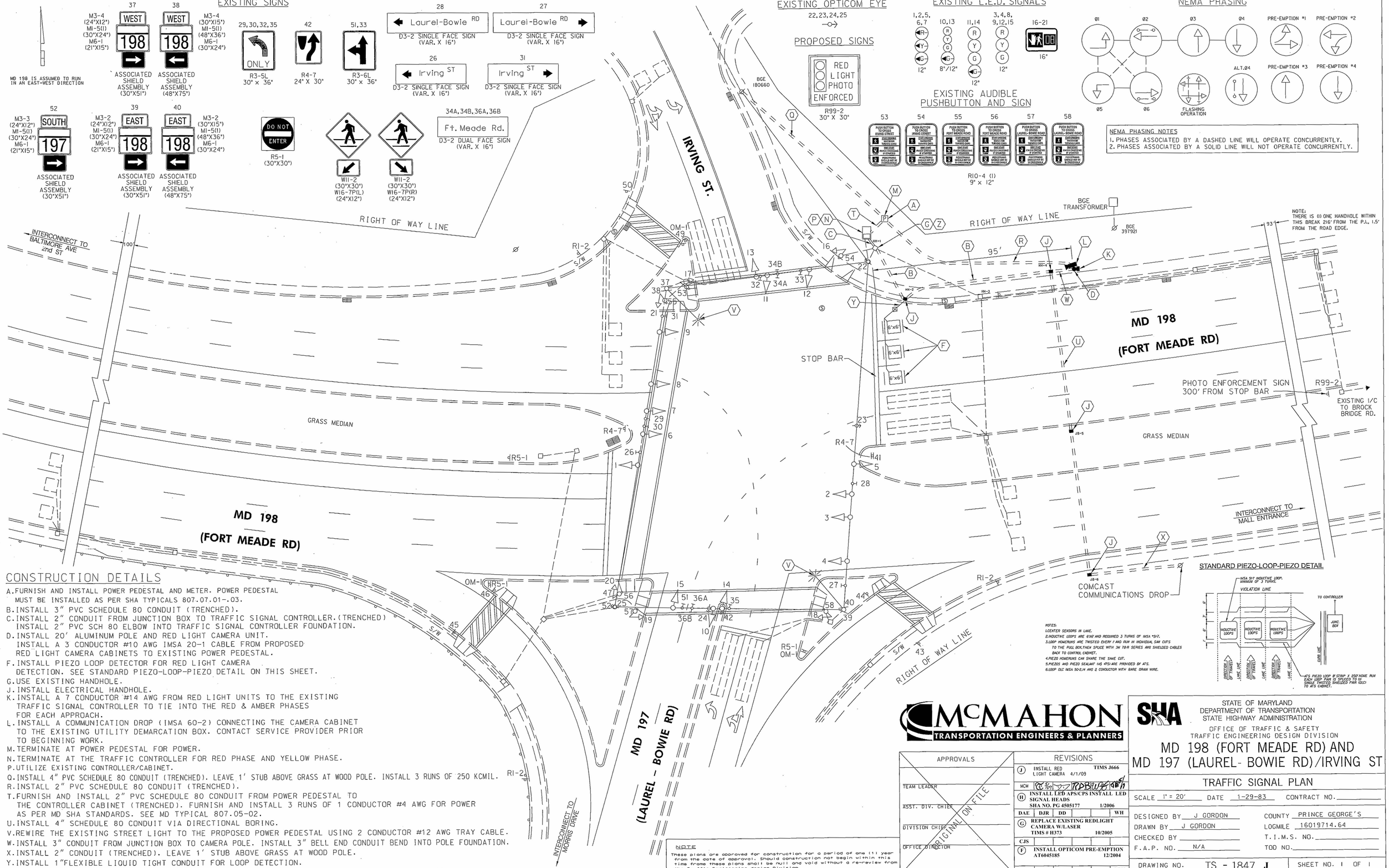
NEMA PHASING

Ø1 Ø2 Ø3 Ø4 PRE-EMPTION #1 PRE-EMPTION #2

Ø5 Ø6 FLASHING OPERATION ALT.Ø4 PRE-EMPTION #3 PRE-EMPTION #4

NEMA PHASING NOTES

1. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



NOTE:
THERE IS (1) ONE HANDHOLE WITHIN THIS BREAK 216' FROM THE P.I., 1.5' FROM THE ROAD EDGE.

CONSTRUCTION DETAILS

A. FURNISH AND INSTALL POWER PEDESTAL AND METER. POWER PEDESTAL MUST BE INSTALLED AS PER SHA TYPICALS 807.07.01-.03.
B. INSTALL 3" PVC SCHEDULE 80 CONDUIT (TRENCHED).
C. INSTALL 2" CONDUIT FROM JUNCTION BOX TO TRAFFIC SIGNAL CONTROLLER.(TRENCHED) INSTALL 2" PVC SCH 80 ELBOW INTO TRAFFIC SIGNAL CONTROLLER FOUNDATION.
D. INSTALL 20' ALUMINUM POLE AND RED LIGHT CAMERA UNIT. INSTALL A 3 CONDUCTOR #10 AWG IMSA 20-1 CABLE FROM PROPOSED RED LIGHT CAMERA CABINETS TO EXISTING POWER PEDESTAL.
F. INSTALL PIEZO LOOP DETECTOR FOR RED LIGHT CAMERA DETECTION. SEE STANDARD PIEZO-LOOP-PIEZO DETAIL ON THIS SHEET.
G. USE EXISTING HANDHOLE.
J. INSTALL ELECTRICAL HANDHOLE.
K. INSTALL A 7 CONDUCTOR #14 AWG FROM RED LIGHT UNITS TO THE EXISTING TRAFFIC SIGNAL CONTROLLER TO TIE INTO THE RED & AMBER PHASES FOR EACH APPROACH.
L. INSTALL A COMMUNICATION DROP (IMSA 60-2) CONNECTING THE CAMERA CABINET TO THE EXISTING UTILITY DEMARCATION BOX. CONTACT SERVICE PROVIDER PRIOR TO BEGINNING WORK.
M. TERMINATE AT POWER PEDESTAL FOR POWER.
N. TERMINATE AT THE TRAFFIC CONTROLLER FOR RED PHASE AND YELLOW PHASE.
P. UTILIZE EXISTING CONTROLLER/CABINET.
Q. INSTALL 4" PVC SCHEDULE 80 CONDUIT (TRENCHED). LEAVE 1' STUB ABOVE GRASS AT WOOD POLE. INSTALL 3 RUNS OF 250 KCMIL.
R. INSTALL 2" PVC SCHEDULE 80 CONDUIT (TRENCHED).
T. FURNISH AND INSTALL 2" PVC SCHEDULE 80 CONDUIT FROM POWER PEDESTAL TO THE CONTROLLER CABINET (TRENCHED). FURNISH AND INSTALL 3 RUNS OF 1 CONDUCTOR #4 AWG FOR POWER AS PER MD SHA STANDARDS. SEE MD TYPICAL 807.05-02.
U. INSTALL 4" SCHEDULE 80 CONDUIT VIA DIRECTIONAL BORING.
V. REWIRE THE EXISTING STREET LIGHT TO THE PROPOSED POWER PEDESTAL USING 2 CONDUCTOR #12 AWG TRAY CABLE.
W. INSTALL 3" CONDUIT FROM JUNCTION BOX TO CAMERA POLE. INSTALL 3" BELL END CONDUIT BEND INTO POLE FOUNDATION.
X. INSTALL 2" CONDUIT (TRENCHED). LEAVE 1' STUB ABOVE GRASS AT WOOD POLE.
Y. INSTALL 1"FLEXIBLE LIQUID TIGHT CONDUIT FOR LOOP DETECTION.
Z. INSTALL GROUNDED FRAME AND COVER WITH CONCRETE COLLAR AND GROUND WIRE (#6) TO GROUND ROD.

STANDARD PIEZO-LOOP-PIEZO DETAIL

NOTES:
1. CENTER SENSORS IN LANE.
2. INDUCTIVE LOOPS ARE 6'X6' AND REQUIRED 3 TURNS OF IMSA 51-7.
3. LOOP HOMERUNS ARE TWISTED EVERY 1' AND RUN IN INDIVIDUAL SAW CUT'S TO THE PULL BOX, THEN SPLICE WITH 3M 7881 SERIES AWG SHIELDED CABLES BACK TO CONTROL CABINET.
4. PIEZO HOMERUNS CAN SHARE THE SAME CUT.
5. PIEZOS AND PIEZO SEALANT (4S 475) ARE PROVIDED BY ATS.
6. LOOP CCC IMSA 50-2,14 AWG 2 CONDUCTOR WITH BARE DRAIN WIRE.

NOTE
These plans are approved for construction for a period of one (1) year from the date of approval. Should construction not begin within this time frame these plans shall be null and void without a re-review from the Traffic Engineering design Division.

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

APPROVALS

TEAM LEADER — ORIGINAL ON FILE

ASST. DIV. CHIEF

DIVISION CHIEF

OFFICE DIRECTOR

REVISIONS

(J)	INSTALL RED LIGHT CAMERA 4/1/09					TIMS J666
MCM						
(H)	INSTALL LED APS/CPS INSTALL LED SIGNAL HEADS SHA NO. PG 4505177 1/2006					
DAE	DJR	DD				WH
(G)	REPLACE EXISTING REDLIGHT CAMERA W/LASER TIMS # H373 10/2005					
CJS						
(F)	INSTALL OPTICOM PRE-EMPTION AT6045185 12/2004					
MAM	DJR	AKB				BRK

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

MD 198 (FORT MEADE RD) AND MD 197 (LAUREL- BOWIE RD)/IRVING ST

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 1-29-83 CONTRACT NO.

DESIGNED BY J GORDON
DRAWN BY J GORDON
CHECKED BY
F.A.P. NO. N/A

COUNTY PRINCE GEORGE'S
LOGMILE 16019714.64
T.I.M.S. NO.
TOD NO.

DRAWING NO. TS - 1847 J

SHEET NO. 1 OF 1