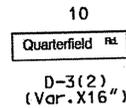
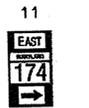


MD 174 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

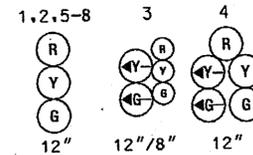
EXISTING SIGNS



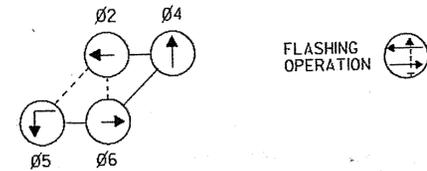
PROPOSED SIGNS



PROPOSED SIGNALS



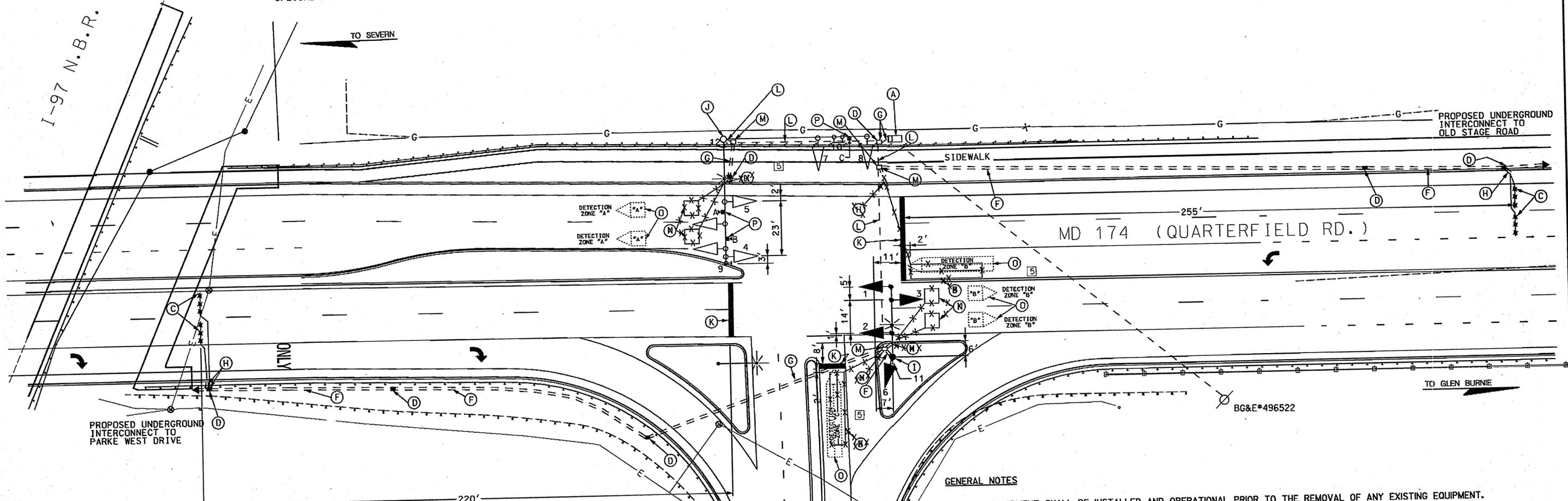
NEMA PHASING



PHASING NOTES:

PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

SPECIAL NOTE: ALL OTHER SIGNING SHALL BE REMOVED/ INSTALLED BY THE SIGNING CONTRACTOR.



CONSTRUCTION DETAILS

- ① USE EXISTING CABINET
- ② INSTALL 6" X 36" LOOP DETECTOR ENCASED IN FLEXIBLE TUBING QUADRUPLE TYPE (3-6-3)-
- ③ INSTALL MICROLOOP TRIPLE PROBE DETECTOR SET W/ 500 FOOT LEAD-IN.
- ④ INSTALL HANDHOLE.
- ⑤ INSTALL 2" POLYVINYL CHLORIDE ELECTRICAL CONDUIT-SCHEDULE 80 - TRENCHED.
- ⑥ INSTALL 3" POLYVINYL CHLORIDE ELECTRICAL CONDUIT-SCHEDULE 80 - TRENCHED.
- ⑦ INSTALL 4" POLYVINYL CHLORIDE ELECTRICAL CONDUIT-SCHEDULE 80 - BORED.
- ⑧ INSTALL 1" GALVANIZED STEEL CONDUIT FOR LOOP DETECTOR LEAD-IN.
- ⑨ INSTALL SINGLE MAST ARM POLE 27', 38' MAST ARM, SIGNAL HEADS, 15' BRACKET ARM WITH 250W-HPS LUMINAIRE, AND SIGN AS SHOWN. (NOTE: 1-3" PVC SCHED. 80 BEND). CUT MAST ARM TO 30 FEET.
- ⑩ REMOVE EASTBOUND SIGNAL HEADS AND ADJUST WESTBOUND SIGNAL HEADS AS SHOWN.
- ⑪ INSTALL 24" HEAT APPLIED THERMOPLASTIC PAVEMENT MARKINGS AS SHOWN.
- ⑫ USE EXISTING CONDUIT.
- ⑬ USE EXISTING HANDHOLE.
- ⑭ USE EXISTING CONDUIT.
- ⑮ INSTALL 6" X 6" LOOP DETECTOR ENCASED IN FLEXIBLE TUBING (4-TURNS)-
- ⑯ PROPOSED VIDEO DETECTION AREA.
- ⑰ INSTALL VIDEO DETECTION CAMERA ON MAST ARM AS SHOWN.

GENERAL NOTES

1. ALL NEW EQUIPMENT SHALL BE INSTALLED AND OPERATIONAL PRIOR TO THE REMOVAL OF ANY EXISTING EQUIPMENT.
2. REVISION 'A' IS A REVISION TO THE TRAFFIC CONTROL SIGNAL BUILT IN 1994.
3. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING UTILITY COMPANIES 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 APPROPRIATE PROJECT ENGINEER IMMEDIATELY.
4. LOOP DETECTORS, PROBES AND CONDUIT ARE TO BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
5. REFER TO INTERCONNECT PLAN FOR SIGNAL SYSTEM LAYOUT.
6. THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
7. ALL SIGNAL EQUIPMENT SHALL BE INSTALLED TO FINAL GRADE.

REVISION 10/27/03

PHASE-2

GEOMETRIC LEGEND	
PROPOSED	---
EXISTING	---
LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES	
AERIAL CABLE	---
ELECTRIC	---
TELEPHONE	---
GAS	---
SEWER	---
WATER	---
CABLE TV	---

REVISION 'B'

REVISIONS	APPROVALS
	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
	ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

MD 174 (QUARTERFIELD ROAD) AND NORTHBOUND RAMPS FROM I-97
GLEN BURNIE, MARYLAND

DRAWN BY: D.DICKERSON	F.A.P. NO. AA6295171	TS NO. 3420 B	SHEET NO. 159 OF 195
CHECKED BY: D.DODA	S.H.A. NO. ANNE AURNDEL	T.I.M.S. NO. D727	
SCALE: 1" = 20'	COUNTY: GLEN BURNIE, MARYLAND		
DATE: 4/28/94	LOG MILE: 02017405.04		