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

EXISTING SIGNS

27,33 ONLY | 29 | 32 YIELD TO OPPOSING TRAFFIC WHEN TURNING LEFT

25 EAST MARYLAND 174 | 26 WEST MARYLAND 174 | 30 WEST MARYLAND 174 | 31 EAST MARYLAND 174

35 WRONG WAY | 36 | 37,39 DO NOT ENTER | 38 YIELD

40 JCT INTERSTATE 97 SNOW EMERGENCY ROUTE | 41 RIGHT LANE MUST TURN RIGHT AT I-97 JUNCTION

28,34 Quarterfield RD — DUAL FACE

22a Parke West DR → — BACK TO BACK

22b ← Parke West DR — BACK TO BACK

24a Quarterfield Pk RD → — BACK TO BACK

24b ← Quarterfield Pk RD — BACK TO BACK

PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN

44 | 45 | 46 | 47

R10-3(1) (9"x15") | R10-3(1) (9"x15") | R10-3(1) (9"x15") | R10-3(1) (9"x15")

EXISTING SIGNS TO BE REMOVED

42a,43a | 42b,43b

BACK TO BACK | BACK TO BACK

EXISTING SIGNALS

1,2,5,6 — R Y G — 12"

3,4,7,8,9, 10,11,12 — R Y G — 12"

EXISTING SIGNALS TO BE REMOVED

13,14, 15,16 — 12"

NEMA PHASING

Ø1 | Ø2 | Ø4 | Ø4 ALT.

Ø5 | Ø6 | Ø8 | FLASHING OPERATION

EXISTING VIDEO DETECTION

a,b,c,d, e,f

PROPOSED SIGNALS

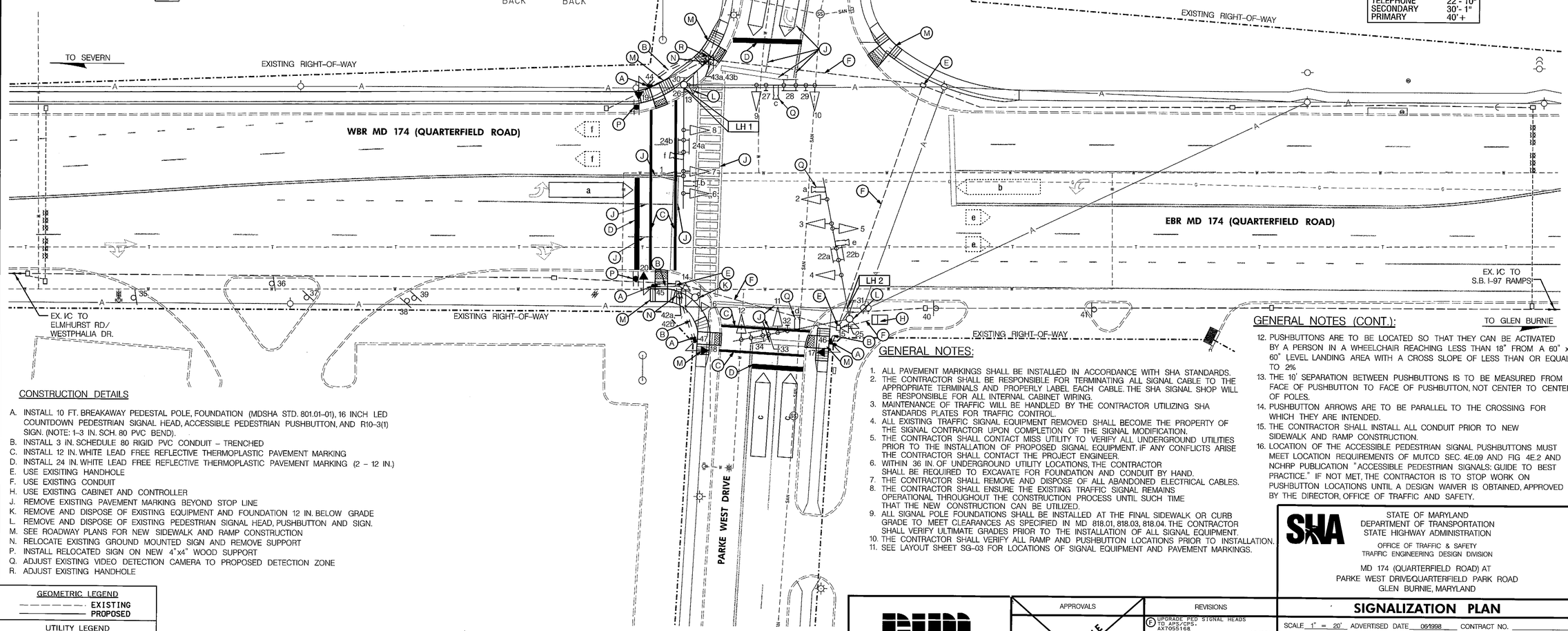
17,18, 19,20

16" LED COUNTDOWN PEDESTRIAN SIGNAL

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

LINE HEIGHT 1 (LH1)	
TOP MAST ARM (ACROSS MD 174)	21'- 2"
TELEPHONE	22'- 0"
TELEPHONE	26'- 7"
GUY	36'- 0"

LINE HEIGHT 2 (LH2)	
TOP MAST ARM	17'- 2"
TELEPHONE (CUT)	19'- 4"
TELEPHONE	20'- 7"
CABLE	21'- 7"
TELEPHONE	22'- 10"
SECONDARY	30'- 1"
PRIMARY	40'+



CONSTRUCTION DETAILS

A. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE, FOUNDATION (MDSHA STD. 801.01-01), 16 INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN. (NOTE: 1-3 IN. SCH. 80 PVC BEND).
B. INSTALL 3 IN. SCHEDULE 80 RIGID PVC CONDUIT – TRENCHED
C. INSTALL 12 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING
D. INSTALL 24 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING (2 – 12 IN.)
E. USE EXISITING HANDHOLE
F. USE EXISTING CONDUIT
H. USE EXISTING CABINET AND CONTROLLER
J. REMOVE EXISTING PAVEMENT MARKING BEYOND STOP LINE
K. REMOVE AND DISPOSE OF EXISTING EQUIPMENT AND FOUNDATION 12 IN. BELOW GRADE
L. REMOVE AND DISPOSE OF EXISTING PEDESTRIAN SIGNAL HEAD, PUSHBUTTON AND SIGN.
M. SEE ROADWAY PLANS FOR NEW SIDEWALK AND RAMP CONSTRUCTION
N. RELOCATE EXISTING GROUND MOUNTED SIGN AND REMOVE SUPPORT
P. INSTALL RELOCATED SIGN ON NEW 4"x4" WOOD SUPPORT
Q. ADJUST EXISTING VIDEO DETECTION CAMERA TO PROPOSED DETECTION ZONE
R. ADJUST EXISTING HANDHOLE

GENERAL NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING.
3. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING SHA STANDARDS PLATES FOR TRAFFIC CONTROL.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
5. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
6. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
7. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
8. THE CONTRACTOR SHALL ENSURE THE EXISTING TRAFFIC SIGNAL REMAINS OPERATIONAL THROUGHOUT THE CONSTRUCTION PROCESS UNTIL SUCH TIME THAT THE NEW CONSTRUCTION CAN BE UTILIZED.
9. ALL SIGNAL POLE FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE TO MEET CLEARANCES AS SPECIFIED IN MD. 818.01, 818.03, 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
10. THE CONTRACTOR SHALL VERIFY ALL RAMP AND PUSHBUTTON LOCATIONS PRIOR TO INSTALLATION.
11. SEE LAYOUT SHEET SG-03 FOR LOCATIONS OF SIGNAL EQUIPMENT AND PAVEMENT MARKINGS.

GENERAL NOTES (CONT.):

12. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" x 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%
13. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLES.
14. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
15. THE CONTRACTOR SHALL INSTALL ALL CONDUIT PRIOR TO NEW SIDEWALK AND RAMP CONSTRUCTION.
16. LOCATION OF THE ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG 4E.2 AND NCHRP PUBLICATION "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.

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

BY: $USERNAME$

RJM ENGINEERING, INC.
CONSULTING ENGINEERS
COLUMBIA, MARYLAND

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

REVISIONS
E UPGRADE PED SIGNAL HEADS TO APS/CPS. AX7055168 TIMS J966 — 10/2011
PFW | KJW | MLF | 10/2/13
E UPGRADE VIDEO DETECTION ON ALL LEGS. INSTALL NON-INVASIVE PROBES SHA CONTRACT NO. XX3536168 TIMS #K648 — 03/28/2010
FW | KMJ
D REPLACE WESTBOUND MD 174 DETECTION TIMS #H923 — 02/06/2010
TZ | JAH | WH | TH

PLOTTED: $DATETIME$
FILE: $FILE$

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

MD 174 (QUARTERFIELD ROAD) AT
PARKE WEST DRIVE/QUARTERFIELD PARK ROAD
GLEN BURNIE, MARYLAND

SIGNALIZATION PLAN

SCALE 1" = 20' ADVERTISED DATE 061998 CONTRACT NO.

DESIGNED BY | COUNTY ANNE ARUNDEL
DRAWN BY KGA | LOGMILE 02017402.19
CHECKED BY B.THOMPSON | TIMS NO. J966
F.A.P. NO. NA | TOD NO.

TS NO. 1908F | DRAWING SG-01 OF 03 | SHEET NO. 1 OF 3

10/7/2011 10:34:17 AM K:\PROJ\207004.05\Hwy\Traffic\Location #04- MD 174 from Quaterfield Rd to I-97\10-06-11 Parke Again\aSG-P000 MD174-Parke Rev.dgn