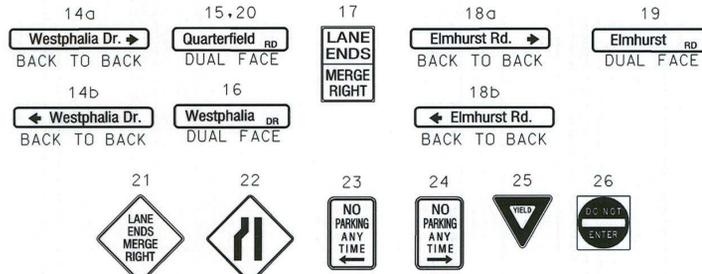


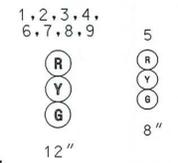


MD 174 IS ASSUMED TO RUN IN AN EASTWEST DIRECTION

EXISTING SIGNS



EXISTING SIGNALS



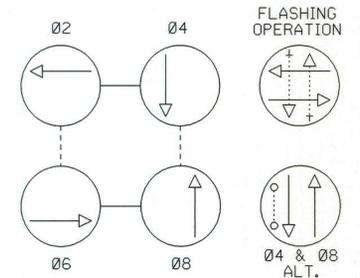
EXISTING SIGNALS TO BE REMOVED



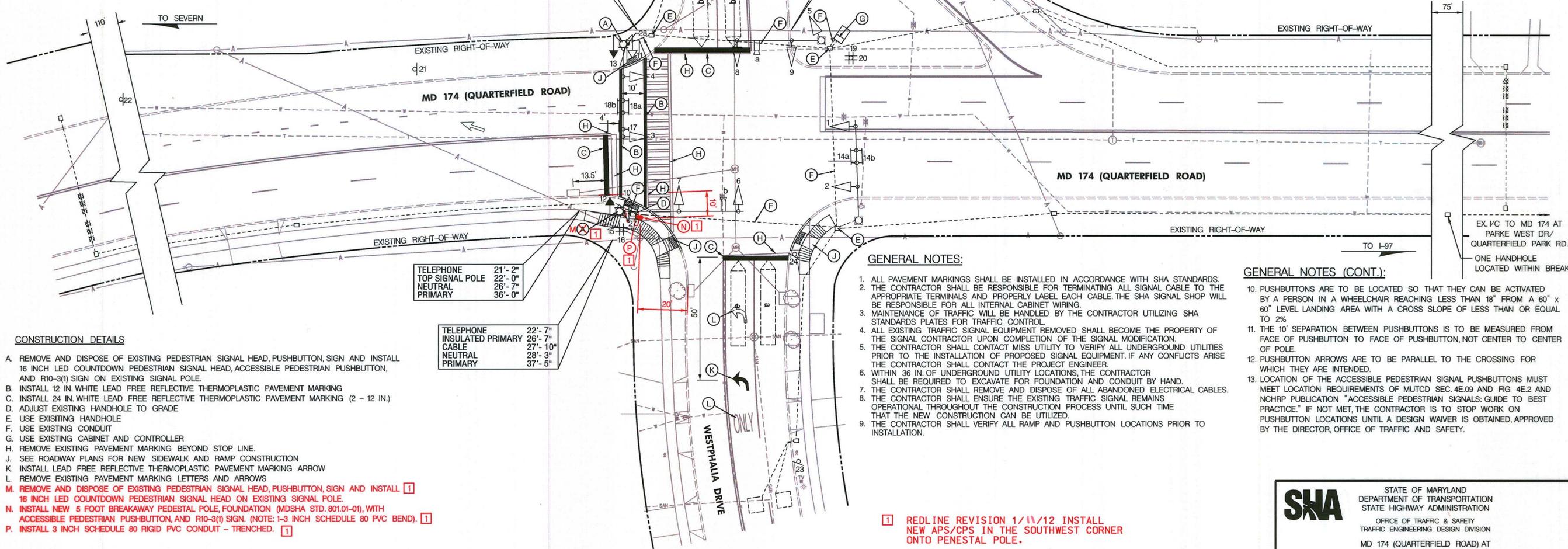
PROPOSED SIGNALS



NEMA PHASING



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



CONSTRUCTION DETAILS

- A. REMOVE AND DISPOSE OF EXISTING PEDESTRIAN SIGNAL HEAD, PUSHBUTTON, SIGN AND INSTALL 16 INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN ON EXISTING SIGNAL POLE.
- B. INSTALL 12 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING
- C. INSTALL 24 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING (2 - 12 IN.)
- D. ADJUST EXISTING HANDHOLE TO GRADE
- E. USE EXISTING HANDHOLE
- F. USE EXISTING CONDUIT
- G. USE EXISTING CABINET AND CONTROLLER
- H. REMOVE EXISTING PAVEMENT MARKING BEYOND STOP LINE.
- J. SEE ROADWAY PLANS FOR NEW SIDEWALK AND RAMP CONSTRUCTION
- K. INSTALL LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING ARROW
- L. REMOVE EXISTING PAVEMENT MARKING LETTERS AND ARROWS
- M. REMOVE AND DISPOSE OF EXISTING PEDESTRIAN SIGNAL HEAD, PUSHBUTTON, SIGN AND INSTALL 16 INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD ON EXISTING SIGNAL POLE.
- N. INSTALL NEW 5 FOOT BREAKAWAY PEDESTAL POLE, FOUNDATION (MDSHA STD. 801.01-01), WITH ACCESSIBLE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN. (NOTE: 1-3 INCH SCHEDULE 80 PVC BEND).
- P. INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.

TELEPHONE
TOP SIGNAL POLE 21'-2"
NEUTRAL 22'-0"
PRIMARY 26'-7"36'-0"

TELEPHONE
INSULATED PRIMARY 22'-7"
CABLE 26'-7"
NEUTRAL 27'-10"
PRIMARY 28'-3"
37'-5"

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. THE CONTRACTOR SHALL VERIFY ALL RAMP AND PUSHBUTTON LOCATIONS PRIOR TO INSTALLATION.

GENERAL NOTES (CONT.):

10. 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%.
11. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
12. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
13. 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.

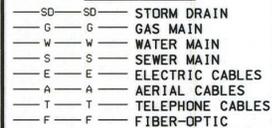
1 REDLINE REVISION 1/11/12 INSTALL NEW APS/CPS IN THE SOUTHWEST CORNER ONTO PEDESTAL POLE.

TEDD APPROVAL *[Signature]*

GEOMETRIC LEGEND



UTILITY LEGEND



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 174 (QUARTERFIELD ROAD) AT
ELMHURST ROAD/WESTPHALIA DRIVE
HANOVER, MARYLAND

SIGNALIZATION PLAN

SCALE: 1" = 20'. ADVERTISED DATE: SEPT. 10, 1987. CONTRACT NO. AA-455-509-585.

DESIGNED BY: R. CHRISTMAN COUNTY: ANNE ARUNDEL
DRAWN BY: J. GREEZICKI LOGMILE: 02017404.39
CHECKED BY: D. DODA TMS NO.: K651
F.A.P. NO.: TOD NO.:

TS NO. 2379C DRAWING SG-01 OF 02 SHEET NO. 1 OF 2

RJM ENGINEERING, INC.
CONSULTING ENGINEERS
ELLICOTT CITY, MARYLAND

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

REVISIONS	
A	UPGRADE PED SIGNAL HEADS TO APS/CPS. AXZ0518; TMS K651 02/20/11
B	UPGRADE VIDEO DETECTION ON ALL LEGS. INSTALL NON-INVASIVE PROBES. SHA CONTRACT NO. AXZ0518; TMS K651 08/28/2010

PLOTTED: 5/24/2015
FILE: 9165