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

EXISTING LED SIGNALS TO REMAIN

1 — 2 — 3,4,5,6,7,8,9

EXISTING SIGNS TO REMAIN

14 — Landmark DR / Pamela RD

17 — Pamela RD / Landmark DR

15a — Landmark DR

15b — Landmark DR

16a — Pamela RD

16b — Pamela RD

18 — EAST MARYLAND 174

19 — WEST MARYLAND 174

20,23 — ONLY

21 — WEST MARYLAND 174

22 — EAST MARYLAND 174

PROPOSED LED SIGNALS

10,11,12,13

16" LED COUNTDOWN PEDESTRIAN SIGNAL

PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN

24 — PUSH BUTTON TO CROSS QUARTERFIELD ROAD — QUARTERFIELD ROAD IN BRAILLE TYPE 2 — R10-3(1) (9"x15")

25 — PUSH BUTTON TO CROSS QUARTERFIELD ROAD — QUARTERFIELD ROAD IN BRAILLE TYPE 2 — R10-3(1) (9"x15")

26 — PUSH BUTTON TO CROSS LANDMARK DRIVE — LANDMARK DRIVE IN BRAILLE TYPE 2 — R10-3(1) (9"x15")

27 — PUSH BUTTON TO CROSS LANDMARK DRIVE — LANDMARK DRIVE IN BRAILLE TYPE 2 — R10-3(1) (9"x15")

NEMA PHASING

Ø1, Ø2, Ø4, Ø6, Ø8

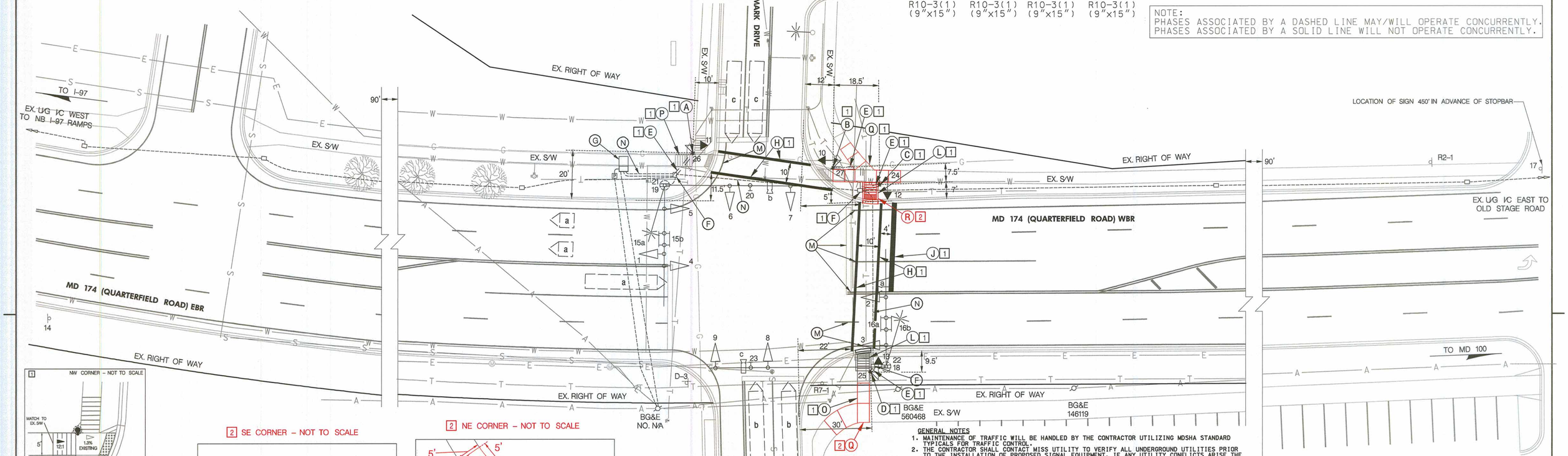
FLASHING OPERATION

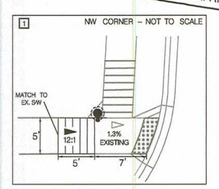
Ø4 & Ø8 ALT.

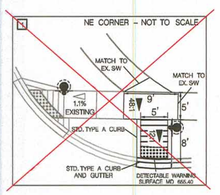
NOTE:
PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

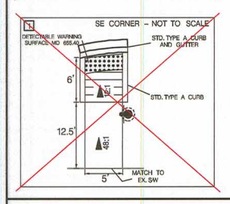
EXISTING VIDEO DETECTION CAMERAS TO REMAIN

a, b, c

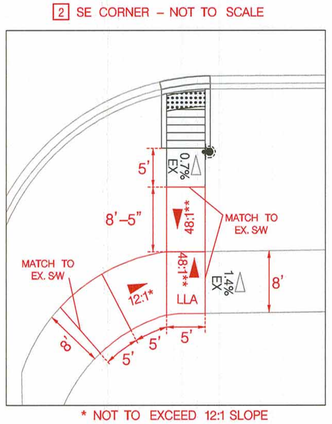






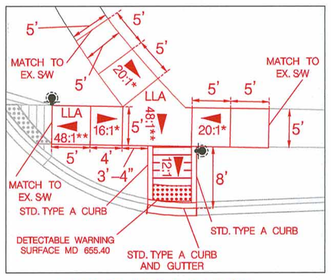


2 SE CORNER - NOT TO SCALE



* NOT TO EXCEED 12:1 SLOPE
** NOT TO EXCEED 48:1 SLOPE

2 NE CORNER - NOT TO SCALE



* NOT TO EXCEED 12:1 SLOPE
** NOT TO EXCEED 48:1 SLOPE

GENERAL NOTES

1. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
3. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS. TO MEET CLEARANCES AS SPECIFIED IN MD 816.03. MD 818.01. MD 818.02. MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
4. THE CONTRACTOR SHALL INTEGRATE PROPOSED CONCRETE FOUNDATIONS WITH NEW SIDEWALK / RAMPS WHERE NECESSARY. THE FOUNDATIONS SHALL BE FLUSH WITH AND PART OF THE FINAL CURB OR SIDEWALK GRADE TO INCREASE ACCESSIBLITY OF PUSHBUTTONS.
5. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
6. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
7. THE CONTRACTOR SHALL VERIFY THE PROPOSED POLE LOCATION(S) PRIOR TO INSTALLATION.
8. [1] THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALKS ON NEWLY CONSTRUCTED/EXISTING RAMPS.
9. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MDSHA STANDARDS.
10. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2: AND THE NCHRP PUBLICATION. "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET. THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL THE CONFLICT HAS BEEN RESOLVED. IF NEEDED. A DESIGN WAIVER SHALL BE OBTAINED. APPROVED BY THE DIRECTOR. OFFICE OF TRAFFIC AND SAFETY.
11. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60 IN. x 60 IN. LEVEL LANDING AREA AND DOES NOT HAVE TO REACH MORE THAN 18 IN. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
12. THE 10 FT. MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON. NOT CENTER OF POLE TO CENTER OF POLE.
13. PUSHBUTTON ARROWS ARE TO BE TURNED PARALLEL TO THE CROSSWALK FOR WHICH THEY ARE INTENDED.
14. ALL TRAFFIC SIGNAL MODIFICATIONS SHALL BE CONSTRUCTED PRIOR TO SIDEWALK INSTALLATION.
15. THE CONTRACTOR SHALL REMOVE AND REPLACE CONCRETE SIDEWALK AT THE NEAREST JOINT.
16. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO AVOID ANY UNDERGROUND UTILITIES WHILE CONSTRUCTING THE PROPOSED SIGNAL POLE FOUNDATIONS.
17. [1] CONTRACTOR SHALL TRENCH PROPOSED CONDUIT IN LOCATIONS OF PROPOSED SIDEWALK.

CONSTRUCTION DETAILS

A. INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION SHA STD. MD. 801.01-01. BREAKAWAY COUPLINGS. LED COUNTDOWN PEDESTRIAN SIGNAL HEAD. ACCESSIBLE PUSHBUTTON (ARROW RIGHT) AND SIGN R10-3(1) "PUSH BUTTON TO CROSS LANDMARK DRIVE" (NOTE: 1-2 IN. 90 DEGREE PVC BEND).
B. INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION SHA STD. MD. 801.01-01. BREAKAWAY COUPLINGS. LED COUNTDOWN PEDESTRIAN SIGNAL HEAD. ACCESSIBLE PUSHBUTTON (ARROW LEFT) AND SIGN R10-3(1) "PUSH BUTTON TO CROSS LANDMARK DRIVE" (NOTE: 1-2 IN. 90 DEGREE PVC BEND).
C. INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION SHA STD. MD. 801.01-01. BREAKAWAY COUPLINGS. LED COUNTDOWN PEDESTRIAN SIGNAL HEAD. ACCESSIBLE PUSHBUTTON (ARROW RIGHT) AND SIGN R10-3(1) "PUSH BUTTON TO CROSS QUARTERFIELD ROAD" (NOTE: 1-2 IN. 90 DEGREE PVC BEND).
D. INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION SHA STD. MD. 801.01-01. BREAKAWAY COUPLINGS. LED COUNTDOWN PEDESTRIAN SIGNAL HEAD. ACCESSIBLE PUSHBUTTON (ARROW LEFT) AND SIGN R10-3(1) "PUSH BUTTON TO CROSS QUARTERFIELD ROAD" (NOTE: 1-2 IN. 90 DEGREE PVC BEND).
E. INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED.
F. USE EXISTING HANDHOLE.
G. USE EXISTING BASE MOUNTED CABINET.
H. INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES FOR CROSSWALK.
J. INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES FOR STOPLINE.
[1] ~~K. REMOVE EXISTING SIDEWALK AND RAMP. CONSTRUCT NEW SIDEWALK AND RAMP PER SHA STD. MD 655.11.~~
[1] ~~L. REMOVE EXISTING SIDEWALK RAMP AND~~ CONSTRUCT NEW SIDEWALK RAMP WITH DETECTABLE WARNING SURFACE PER MD STD. 655.40 (SEE DETAIL THIS SHEET).
M. REMOVE EXISTING PAVEMENT MARKINGS THAT EXTEND PAST THE PROPOSED STOPLINE AND WITHIN THE PROPOSED CROSSWALK.
N. USE EXISTING CONDUIT.
O. CONSTRUCT 5 IN. CONCRETE SIDEWALK (5 FT. WIDE).
[1] P. REMOVE EXISTING 12:1 SIDEWALK RAMP SECTION AND CONSTRUCT NEW 12:1 SIDEWALK RAMP SECTION (SEE DETAIL THIS SHEET).
[1] [2] Q. REMOVE EXISTING SIDEWALK AND CONSTRUCT NEW SIDEWALK (SEE DETAIL THIS SHEET).
[2] R. REMOVE PREVIOUSLY INSTALLED SIDEWALK AND RAMP AND CONSTRUCT NEW SIDEWALK AND RAMP WITH DETECTABLE WARNING SURFACE PER MD STD. 655.40 (SEE DETAIL THIS SHEET).

[2] REDLINE REVISION NO. 2 — MAY 2012
TEDD APPROVAL — SHA NO. XX6475185

[1] REDLINE REVISION NO. 1 — MARCH 2012
ORIGINAL ON FILE
TEDD APPROVAL — SHA NO. XX6475185

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

MD 174 (QUARTERFIELD ROAD) AT
PAMELA ROAD /LANDMARK DRIVE
HANOVER, MARYLAND

SIGNALIZATION PLAN SHEET

SCALE 1" = 20' ADVERTISED DATE 7-24-09 CONTRACT NO. BW996M82

DESIGNED BY T. ZAYDEL COUNTY ANNE ARUNDEL
DRAWN BY J.K. SCHMID /B. BRYD LOGMILE 02017405.24
CHECKED BY K. SCHMID TIMS NO. J834
F.A.P. NO. TOD NO.

TS NO. 4721A DRAWING SG-01 OF 02 SHEET NO. 01 OF 02

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

REVISIONS: (A) INSTALL APS/CPS ALONG NORTH & EAST LEGS. SHA# XX6475185 TIMS# K949 12-10-2011 STV MCG

PLOTTED: Monday, May 21, 2012 AT 01:49 PM
FILE: I:\PROJECTS\4014255\4014255_0122\Drawings\TRA\Redline #2\pSG-P000_MD174.dgn

STV
STV Incorporated
7125 Ambassador Road, Suite 200
Baltimore, MD 21244
www.stvinc.com

BY: tarnovk

GEOMETRIC LEGEND

EXISTING — PROPOSED

UTILITY LEGEND

E E	ELECTRIC CABLES	SD SD	STORM DRAIN
A A	AERIAL CABLES	G G	GAS MAIN
T T	TELEPHONE CABLES	W W	WATER MAIN
F F	FIBER-OPTIC	S S	SEWER MAIN