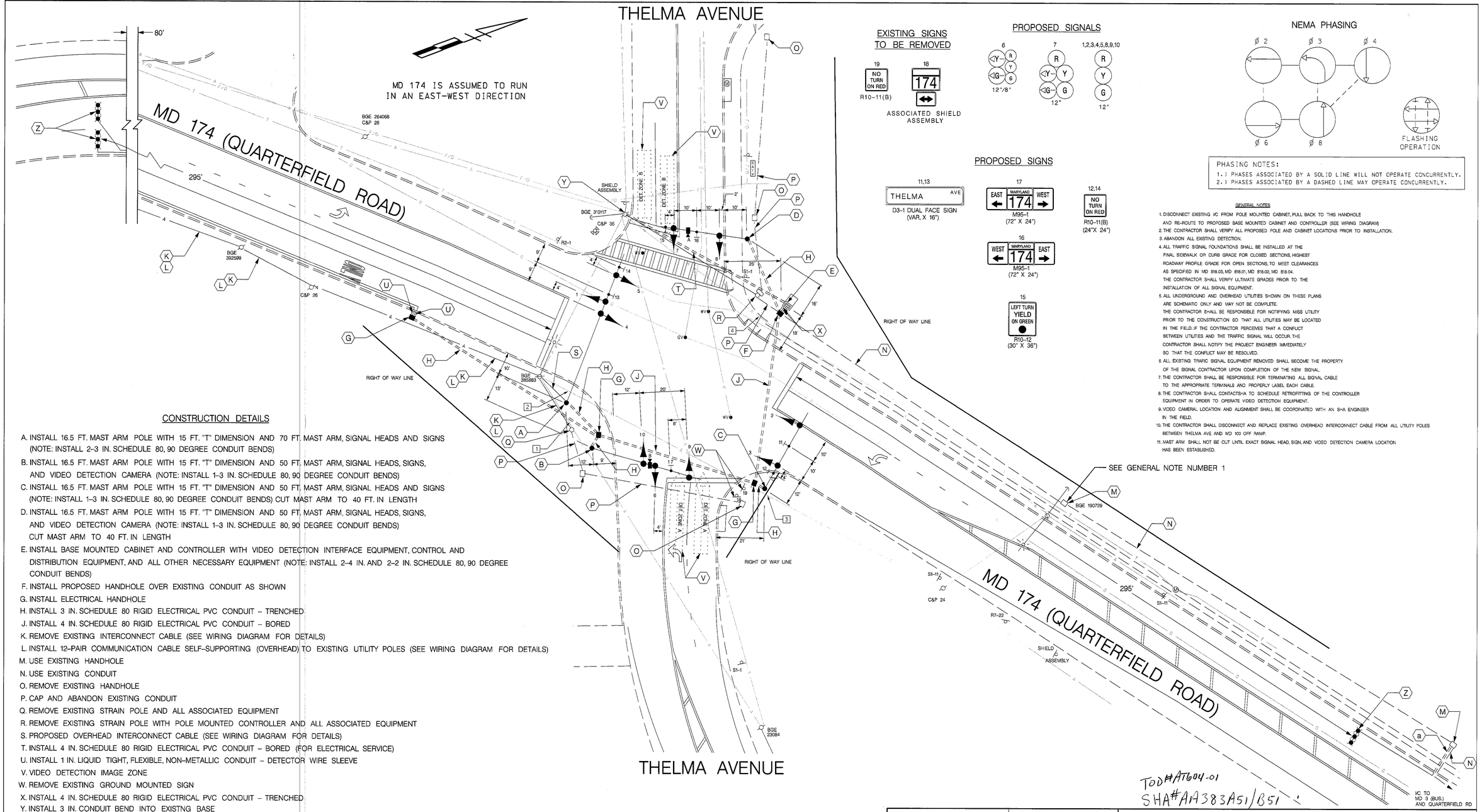

EXISTING SIGNS TO BE REMOVED

19 — NO TURN ON RED — R10-11(B)

18 — 174 — ASSOCIATED SHIELD ASSEMBLY

PROPOSED SIGNS

11,13 — THELMA AVE — D3-1 DUAL FACE SIGN (VAR. X 16")

17 — EAST MARYLAND 174 WEST — M95-1 (72" X 24")

16 — WEST MARYLAND 174 EAST — M95-1 (72" X 24")

12,14 — NO TURN ON RED — R10-11(B) (24"X 24")

15 — LEFT TURN YIELD ON GREEN — R10-12 (30" X 36")

PROPOSED SIGNALS

6 — Y, R, Y, G — 12"/8"

7 — R, Y, G — 12"

1,2,3,4,5,8,9,10 — R, Y, G — 12"

NEMA PHASING

PHASING NOTES:
1.) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2.) PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.

GENERAL NOTES

1. DISCONNECT EXISTING IC FROM POLE MOUNTED CABINET, PULL BACK TO THIS HANDHOLE AND RE-ROUTE TO PROPOSED BASE MOUNTED CABINET AND CONTROLLER (SEE WIRING DIAGRAM)
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
3. ABANDON ALL EXISTING DETECTION.
4. 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 818.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
5. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
6. ALL EXISTING TRAFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
8. THE CONTRACTOR SHALL CONTACTSHA TO SCHEDULE RETROFITTING OF THE CONTROLLER EQUIPMENT IN ORDER TO OPERATE VIDEO DETECTION EQUIPMENT.
9. VIDEO CAMERAL LOCATION AND ALIGNMENT SHALL BE COORDINATED WITH AN SHA ENGINEER IN THE FIELD.
10. THE CONTRACTOR SHALL DISCONNECT AND REPLACE EXISTING OVERHEAD INTERCONNECT CABLE FROM ALL UTILITY POLES BETWEEN THELMA AVE AND MD 100 OFF RAMP.
11. MAST ARM SHALL NOT BE CUT UNTIL EXACT SIGNAL HEAD, SIGN, AND VIDEO DETECTION CAMERA LOCATION HAS BEEN ESTABLISHED.

CONSTRUCTION DETAILS

A. INSTALL 16.5 FT. MAST ARM POLE WITH 15 FT. "T" DIMENSION AND 70 FT. MAST ARM, SIGNAL HEADS AND SIGNS (NOTE: INSTALL 2-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS)
B. INSTALL 16.5 FT. MAST ARM POLE WITH 15 FT. "T" DIMENSION AND 50 FT. MAST ARM, SIGNAL HEADS, SIGNS, AND VIDEO DETECTION CAMERA (NOTE: INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS)
C. INSTALL 16.5 FT. MAST ARM POLE WITH 15 FT. "T" DIMENSION AND 50 FT. MAST ARM, SIGNAL HEADS AND SIGNS (NOTE: INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS) CUT MAST ARM TO 40 FT. IN LENGTH
D. INSTALL 16.5 FT. MAST ARM POLE WITH 15 FT. "T" DIMENSION AND 50 FT. MAST ARM, SIGNAL HEADS, SIGNS, AND VIDEO DETECTION CAMERA (NOTE: INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS) CUT MAST ARM TO 40 FT. IN LENGTH
E. INSTALL BASE MOUNTED CABINET AND CONTROLLER WITH VIDEO DETECTION INTERFACE EQUIPMENT, CONTROL AND DISTRIBUTION EQUIPMENT, AND ALL OTHER NECESSARY EQUIPMENT (NOTE: INSTALL 2-4 IN. AND 2-2 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS)
F. INSTALL PROPOSED HANDHOLE OVER EXISTING CONDUIT AS SHOWN
G. INSTALL ELECTRICAL HANDHOLE
H. INSTALL 3 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT - TRENCHED
J. INSTALL 4 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT - BORED
K. REMOVE EXISTING INTERCONNECT CABLE (SEE WIRING DIAGRAM FOR DETAILS)
L. INSTALL 12-PAIR COMMUNICATION CABLE SELF-SUPPORTING (OVERHEAD) TO EXISTING UTILITY POLES (SEE WIRING DIAGRAM FOR DETAILS)
M. USE EXISTING HANDHOLE
N. USE EXISTING CONDUIT
O. REMOVE EXISTING HANDHOLE
P. CAP AND ABANDON EXISTING CONDUIT
Q. REMOVE EXISTING STRAIN POLE AND ALL ASSOCIATED EQUIPMENT
R. REMOVE EXISTING STRAIN POLE WITH POLE MOUNTED CONTROLLER AND ALL ASSOCIATED EQUIPMENT
S. PROPOSED OVERHEAD INTERCONNECT CABLE (SEE WIRING DIAGRAM FOR DETAILS)
T. INSTALL 4 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT - BORED (FOR ELECTRICAL SERVICE)
U. INSTALL 1 IN. LIQUID TIGHT, FLEXIBLE, NON-METALLIC CONDUIT - DETECTOR WIRE SLEEVE
V. VIDEO DETECTION IMAGE ZONE
W. REMOVE EXISTING GROUND MOUNTED SIGN
X. INSTALL 4 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT - TRENCHED
Y. INSTALL 3 IN. CONDUIT BEND INTO EXISTNG BASE
Z. INSTALL MICRO-LOOP PROBE WITH 500 FT. LEAD IN
a. INSTALL 1 IN. ELECTRICAL CONDUIT - GALVANIZED SLEEVE

GEOMETRIC LEGEND: EXISTING / PROPOSED

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

1 UTILITY HEIGHTS
CATV = 24' - 5"
CATV = 24' - 10"

2 UTILITY HEIGHTS
C & P = 23' - 3"
GUY = 24' - 4"
GUY = 25' - 4"

3 UTILITY HEIGHTS
C & P = 19' - 5"
GUY = 20' - 3"

4 UTILITY HEIGHTS
CATV = 17' - 4"
GUY = 18' - 6"
GUY = 20' - 0"
NEUTRAL = 23' - 2"
PRIMARY = 29' - 8"

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REVISIONS					APPROVALS
					TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
					ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
B	COMPLETE RECONSTRUCTION ADDITION OF E.P. LEFT TURN PHASE FOR N.B. THELMA AVE			9-7-2004	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
A	RECONSTRUCTION DUE TO WIDENING			11-01-1985	DIRECTOR, OFFICE OF TRAFFIC & SAFETY
MD	DDD	SHA NO. AT6045/85	855-25005		

ORIGINAL ON FILE

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

MD 174 (QUARTERFIELD ROAD) AND THELMA AVENUE

DRAWN BY: D.DODA	F.A.P. NO. N/A	TS NO. 1274B	SHEET NO. 1 OF 2
CHECKED BY:	S.H.A. NO. B/W		
SCALE: 1" = 20'	COUNTY: ANNE ARUNDEL	T.I.M.S. NO. G122.1	
DATE: 11-17-1975	LOG MILE: 020I7405.79		

TOD#AT604-01
SHA#AA383A51/B51

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