EXISTING SIGNALS

1-4, 6,8 — R Y G — 12"

5,7 — R Y G C — 12"

9,10 — DW WK — 12"

EXISTING SIGNS

15,18 — Outing Avenue ⇨ — D3-2 Sign 16"x Var.

16,17 — ⇦ Outing Avenue — D3-2 Sign 16"x Var.

31,32 — DO NOT ENTER — R 5-1 30"x 30"

23,26 37,38 — S 1-1 36"x 36" — M 6-2 36"x 24"

24,25 36,39 — S 1-1 36"x 36" — M 6-2 36"x 24"

33,34

PROPOSED SIGNS

20,21 27,30 — S 1-1 36"x 36" — M 6-2 36"x 24"

19,22 28,29 — S 1-1 36"x 36" — M 6-2 36"x 24"

35

PROPOSED SIGNALS

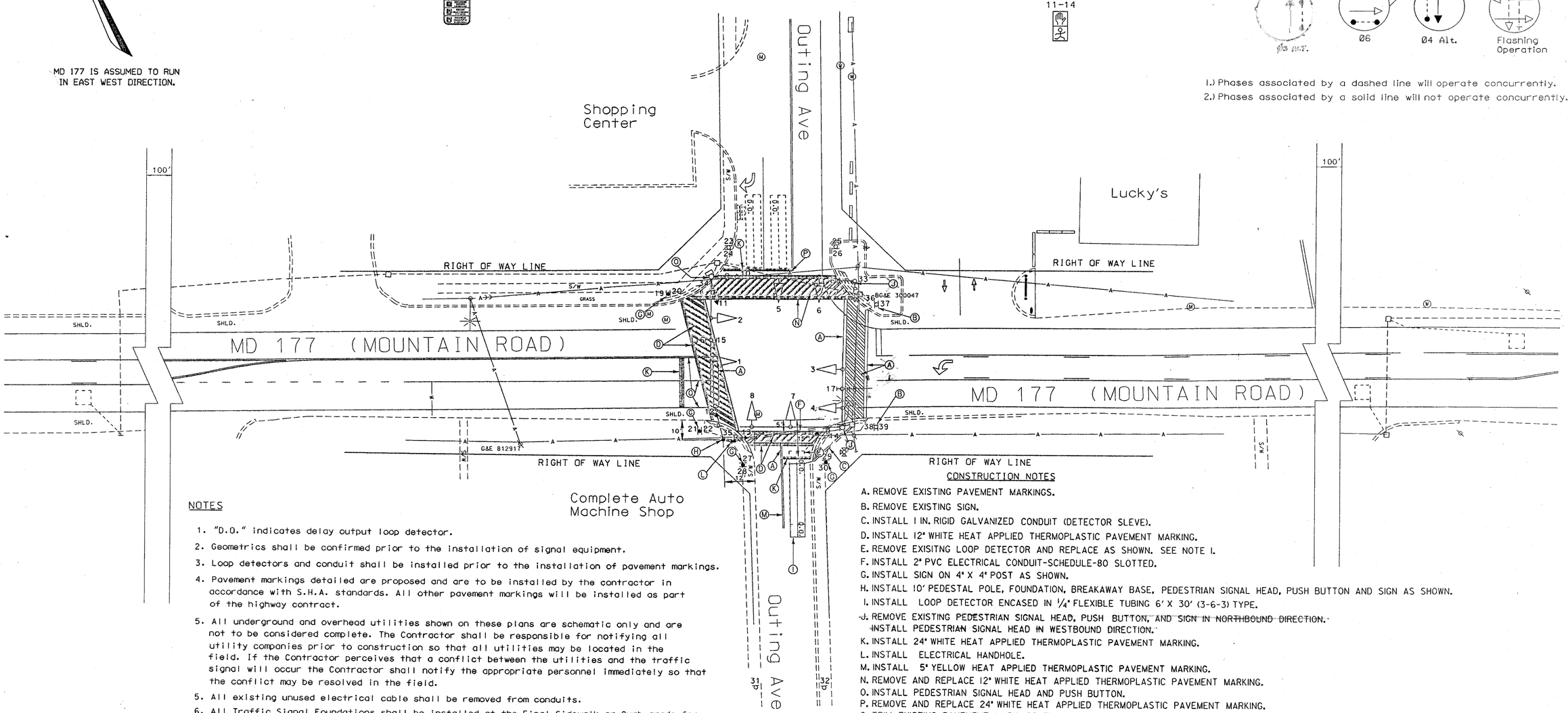
11-14

NEMA PHASING

Ø2 Ø3 Ø4 Ø6 Ø4 Alt. Flashing Operation

1.) Phases associated by a dashed line will operate concurrently.
2.) Phases associated by a solid line will not operate concurrently.

MD 177 IS ASSUMED TO RUN IN EAST WEST DIRECTION.



NOTES

1. "D.O." indicates delay output loop detector.
2. Geometrics shall be confirmed prior to the installation of signal equipment.
3. Loop detectors and conduit shall be installed prior to the installation of pavement markings.
4. Pavement markings detailed are proposed and are to be installed by the contractor in accordance with S.H.A. standards. All other pavement markings will be installed as part of the highway contract.
5. All underground and overhead utilities shown on these plans are schematic only and are not to be considered complete. The Contractor shall be responsible for notifying all 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 personnel immediately so that the conflict may be resolved in the field.
5. All existing unused electrical cable shall be removed from conduits.
6. 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 818.01, MD 818.02, MD 818.04. The contractor shall verify ultimate grades prior to the installation of all signal equipment.

CONSTRUCTION NOTES

A. REMOVE EXISTING PAVEMENT MARKINGS.
B. REMOVE EXISTING SIGN.
C. INSTALL 1 IN. RIGID GALVANIZED CONDUIT (DETECTOR SLEVE).
D. INSTALL 12" WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING.
E. REMOVE EXISITNG LOOP DETECTOR AND REPLACE AS SHOWN. SEE NOTE 1.
F. INSTALL 2" PVC ELECTRICAL CONDUIT-SCHEDULE-80 SLOTTED.
G. INSTALL SIGN ON 4" X 4" POST AS SHOWN.
H. INSTALL 10' PEDESTAL POLE, FOUNDATION, BREAKAWAY BASE, PEDESTRIAN SIGNAL HEAD, PUSH BUTTON AND SIGN AS SHOWN.
I. INSTALL LOOP DETECTOR ENCASED IN 1/4" FLEXIBLE TUBING 6' X 30' (3-6-3) TYPE.
J. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSH BUTTON, ~~AND SIGN IN NORTHBOUND DIRECTION.~~ INSTALL PEDESTRIAN SIGNAL HEAD IN WESTBOUND DIRECTION.
K. INSTALL 24" WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING.
L. INSTALL ELECTRICAL HANDHOLE.
M. INSTALL 5" YELLOW HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING.
N. REMOVE AND REPLACE 12" WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING.
O. INSTALL PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON.
P. REMOVE AND REPLACE 24" WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING.
Q. TRIM EXISTING PAVEMENT MARKINGS TO TIE IN WITH NEW STOP BAR.

UTILITY LEGEND

G — G	GAS MAIN
W — W	WATER MAIN
S — S	SEWER MAIN
E — E	ELECTRIC CABLES
D — D	STORM DRAIN
A — A	AERIAL CABLES
T — T	TELEPHONE CABLES

REVISIONS

B	3-1-04	RELOCATE EXISTING X-WALKS AND PEDESTRIAN SIGNAL HEADS.
A	9-1-97	WIDEN S.B. OUTING AVE AND ADD PEDESTRIAN PHASE

CJW / TMZ

APPROVALS

ORIGINAL — TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

ON

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

FILE — DIRECTOR, TRAFFIC & SAFETY

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

MD 177 & OUTING AVENUE

DRAWN BY:	P.DORR	F.A.P. NO.	XXX	TS NO. 3369B	SHEET NO.
CHECKED BY:		S.H.A. NO.	XXX		
SCALE:	1"=20'	COUNTY:	ANNE ARUNDEL	T.I.M.S. NO. G087	1 OF 2
DATE:	FEBRUARY, 1994	LOG MILE:	02017702.77		