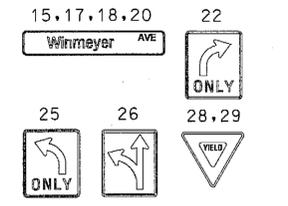


MD 175 IS ASSUMED TO RUN IN AN EAST / WEST DIRECTION

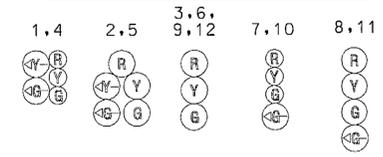
EXISTING SIGNS TO REMAIN



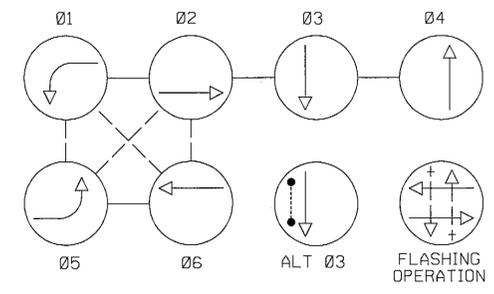
EXISTING SIGN TO BE REMOVED



EXISTING LED SIGNALS TO REMAIN



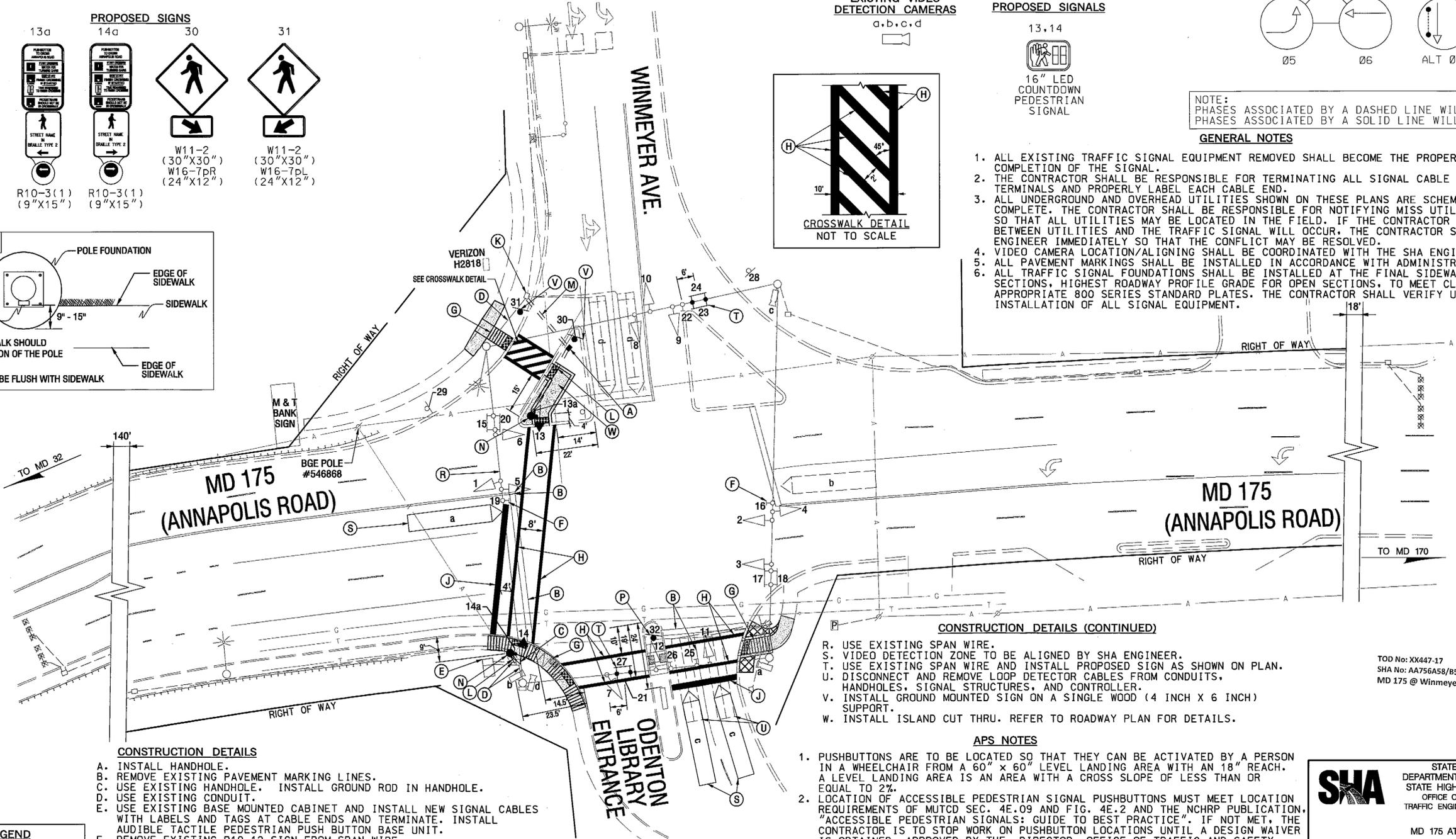
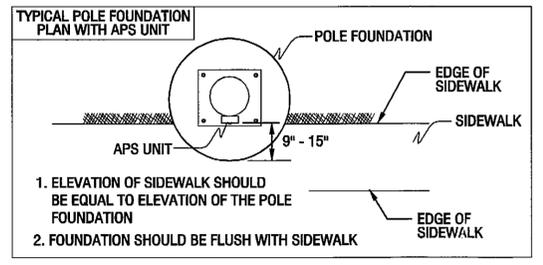
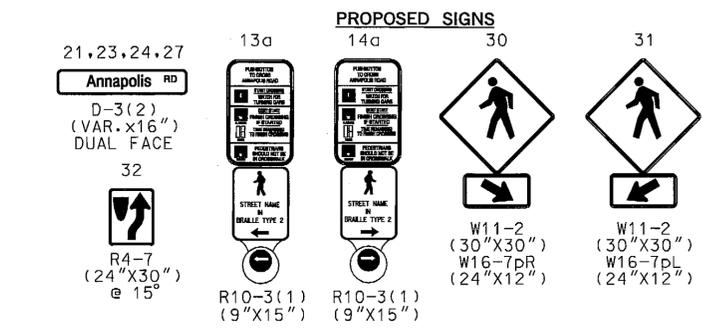
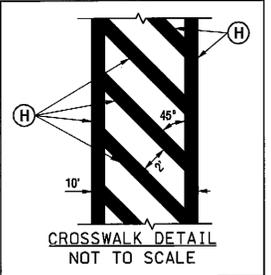
NEMA PHASING



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

GENERAL NOTES

1. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR UPON COMPLETION OF THE SIGNAL.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE END.
3. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATICS ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO 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.
4. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
5. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH ADMINISTRATION STANDARDS.
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 CLEARANCE AS SPECIFIED IN THE APPROPRIATE 800 SERIES STANDARD PLATES. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.



CONSTRUCTION DETAILS (CONTINUED)

- R. USE EXISTING SPAN WIRE.
- S. VIDEO DETECTION ZONE TO BE ALIGNED BY SHA ENGINEER.
- T. USE EXISTING SPAN WIRE AND INSTALL PROPOSED SIGN AS SHOWN ON PLAN.
- U. DISCONNECT AND REMOVE LOOP DETECTOR CABLES FROM CONDUITS, HANDHOLES, SIGNAL STRUCTURES, AND CONTROLLER.
- V. INSTALL GROUND MOUNTED SIGN ON A SINGLE WOOD (4 INCH X 6 INCH) SUPPORT.
- W. INSTALL ISLAND CUT THRU. REFER TO ROADWAY PLAN FOR DETAILS.

APS NOTES

1. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60" x 60" LEVEL LANDING AREA WITH AN 18" REACH. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
2. 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 A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
3. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.

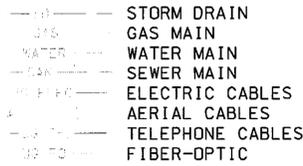
CONSTRUCTION DETAILS

- A. INSTALL HANDHOLE.
- B. REMOVE EXISTING PAVEMENT MARKING LINES.
- C. USE EXISTING HANDHOLE. INSTALL GROUND ROD IN HANDHOLE.
- D. USE EXISTING CONDUIT.
- E. USE EXISTING BASE MOUNTED CABINET AND INSTALL NEW SIGNAL CABLES WITH LABELS AND TAGS AT CABLE ENDS AND TERMINATE. INSTALL AUDIBLE TACTILE PEDESTRIAN PUSH BUTTON BASE UNIT.
- F. REMOVE EXISTING R10-12 SIGN FROM SPAN WIRE.
- G. REMOVE EXISTING SIDEWALK AND INSTALL NEW PEDESTRIAN RAMP. REFER TO ROADWAY PLAN FOR DETAILS.
- H. INSTALL 12 INCH HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS.
- J. INSTALL 24 INCH HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS.
- K. USE EXISTING HANDHOLE.
- L. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- M. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.
- N. INSTALL SHALLOW PEDESTAL POLE CONCRETE FOUNDATION WITH A 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY COUPLINGS, 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS ANNAPOLIS ROAD"), AND AUDIBLE TACTILE PEDESTRIAN PUSH BUTTON STATION WITH INTERNATIONAL TYPE II BRAILLE ON FACE PLATE. (NOTE: ONE- 3 IN. PVC SCHEDULE 80, 90-DEGREE CONDUIT BEND).
- P. INSTALL GROUND MOUNTED SIGN ON A SINGLE WOOD (4 INCH X 4 INCH) SUPPORT. SIGN TO BE INSTALLED 6 FT. FROM MEDIAN NOSE AT 15° ANGLE.

GEOMETRIC LEGEND



UTILITY LEGEND



TOD No: XX447-17
SHA No: AA756A58/B58
MD 175 @ Winmeyer Avenue



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

MD 175 AT WINMEYER AVENUE

ODENTON, MD.

TRAFFIC SIGNAL PLAN

SCALE 1" = 20'	DATE 9/18/90	CONTRACT NO. BW-962-802-672
DESIGNED BY	COUNTY ANNE ARUNDEL	
DRAWN BY FAL	LOGMILE 02017503.44	
CHECKED BY D.L.S.	TIMS NO. H855	
FAP NO.	TOD NO.	
TS NO. 1639 C	DRAWING OF	SHEET NO. 1 OF 3

APPROVALS	REVISIONS
<p>TEAM LEADER, TRAFFIC ENGINEERING DIVISION</p> <p>ASSIST. CHIEF TRAFFIC ENGINEERING DIVISION</p> <p>CHIEF TRAFFIC ENGINEERING DIVISION</p> <p>DIRECTOR, OFFICE OF TRAFFIC & SAFETY</p>	<p>© TRAFFIC SIGNAL MODIFICATION ADDED APS, CPS SIGNAL AND NEW GEOMETRICS SHA NO. XX4475785 TMS NO. H-58 07/2010</p> <p>SWA MF [Signature]</p> <p>B INSTALL VIDEO DETECTION CAMERAS CONT. NO. A48838177 12105</p> <p>A SIGNAL MODIFICATION DUE TO ADDITION OF FORTH LEG CONT. NO. BW 996M82 4602</p>

SABRA, WANG & ASSOCIATES, INC.
1504 JOH AVE
SUITE 160
BALTIMORE, MD 21227
(410) 737-6564
WWW.SABRA-WANG.COM