MD 41 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

PROPOSED SIGNS

25 — ← Hillsway AVE

32 — Hillsway AVE → (D-3(1) (DUAL FACED) (VARIABLE x 16"))

28 — McClean BLVD →

30 — ← McClean BLVD (D-3(1) (DUAL FACED) (VARIABLE x 16"))

34, 38, 40, 43 — Perring Pkwy (D-3(1) (DUAL FACED) (VARIABLE x 16"))

44 — W3-3 (48" x 48")

45 — YIELD R1-2 (36" x 36" x 36")

EXISTING SIGNS TO REMAIN

37, 42 — LEFT TURN YIELD ON GREEN (R10-12 (36" x 42"))

EXISTING SIGNS TO BE REMOVED

25a — ← Hillsway Ave / McClean Blvd →

32a — ← McClean Blvd / Hillsway Ave → (D-3(1) (DUAL FACED) (VARIABLE x 32"))

28a — ← Hillsway Ave / McClean Blvd →

30a — ← McClean Blvd / Hillsway Ave → (D-3(1) (DUAL FACED) (VARIABLE x 32"))

EXISTING SIGNAL HEADS TO BE REMOVED

11a, 12a, 14a, 15a — R, Y, G (12")

13a, 16a — R, Y, G (12")

EXISTING SIGNAL HEADS TO REMAIN

3, 4, 7, 8 — R, Y, G (12")

5, 6, 9, 10 — R, Y, G (12")

17-24

PROPOSED SIGNAL HEADS

1, 2 — Y (12")

11, 14 — R, Y, G (12"/8")

12, 15 — R, Y, G (12")

13, 16 — R, Y, G (12")

NEMA PHASING

Ø 1, Ø 2, Ø 3, Ø 4, Ø 4 + Ø 8 ALT

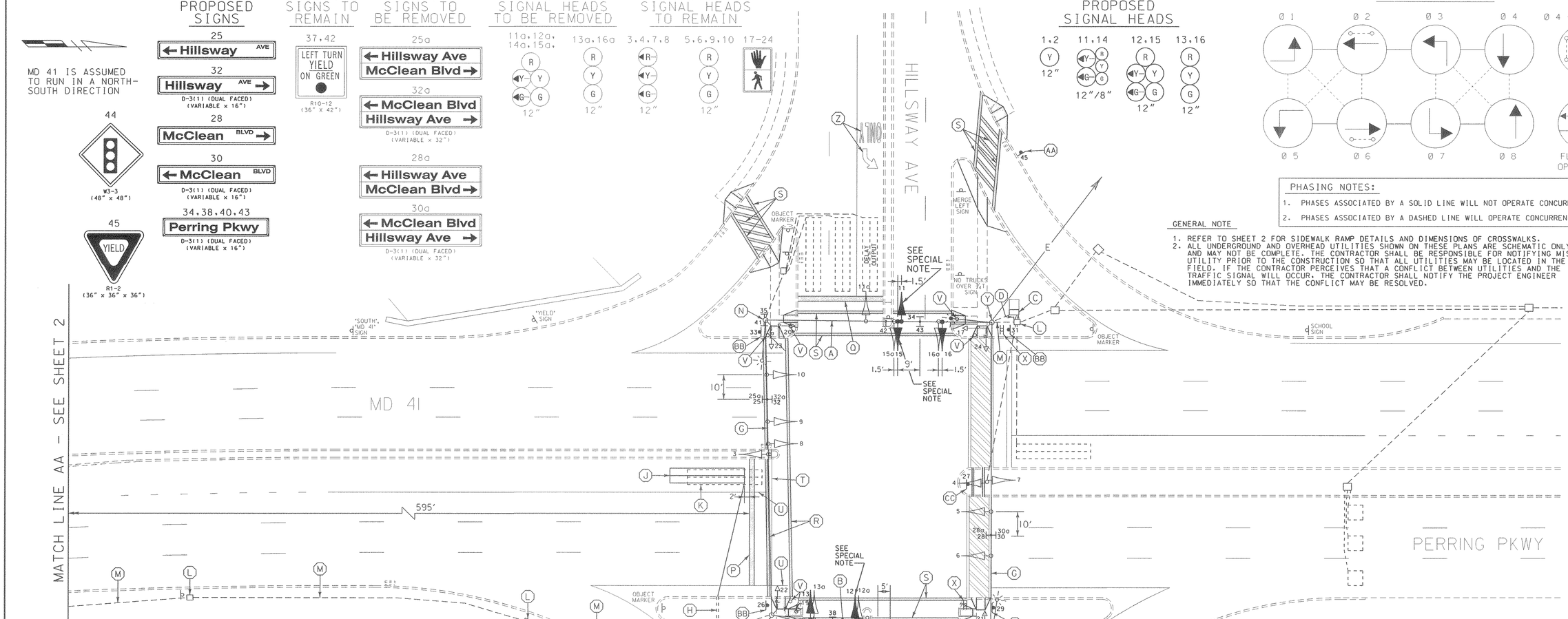
Ø 5, Ø 6, Ø 7, Ø 8, FLASHING OPERATION

PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

GENERAL NOTE

1. REFER TO SHEET 2 FOR SIDEWALK RAMP DETAILS AND DIMENSIONS OF CROSSWALKS.
2. 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.



SPECIAL NOTE:

DISCONNECT EXISTING ELECTRICAL CABLE FROM EXISTING SIGNAL HEAD TO BE REMOVED AND RE-CONNECT TO PROPOSED SIGNAL HEAD. A SIGNAL OUTAGE SHALL BE SCHEDULED DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.

PROPOSED SIGNS

26, 29, 31, 33 — S1-1 (36" x 36") M6-2 (21" x 15")

27 — R4-7 (24" x 30")

35 — SOUTH MARYLAND 41 → (ASSOCIATED SHIELD ASSEMBLY (24" X 51"))

36 — NORTH MARYLAND 41 ← (ASSOCIATED SHIELD ASSEMBLY (36" X 75"))

39 — NORTH MARYLAND 41 → (ASSOCIATED SHIELD ASSEMBLY (24" X 51"))

41 — SOUTH MARYLAND 41 ← (ASSOCIATED SHIELD ASSEMBLY (36" X 75"))

CONSTRUCTION DETAILS CONT.

A. INSTALL NEW TRAFFIC SIGNAL HEADS, SIGN AND 1/4 IN. STEEL SPAN WIRE. REMOVE EXISTING TRAFFIC SIGNAL HEADS ON SPAN WIRE AS NOTED. (BOTTOM TETHER TRAFFIC SIGNAL HEADS AND R10-12 SIGN)
B. INSTALL NEW TRAFFIC SIGNAL HEADS AND SIGN AND REMOVE EXISTING TRAFFIC SIGNAL HEADS ON SPAN WIRE AS NOTED.
C. USE EXISTING CABINET AND CONTROLLER AND INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BEND IN CABINET BASE.
D. INSTALL 3 IN. SCHEDULE 80, RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
E. USE EXISTING STRAIN POLE AND INSTALL 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE. REMOVE EXISTING R10-4(2) SIGN AND INSTALL R10-4(1) SIGN (9" x 12").
F. USE EXISTING STRAIN POLE AND INSTALL SHIELD ASSEMBLY SIGNS.
G. INSTALL SIGNS AND REMOVE EXISTING SIGNS ON SPAN WIRE AS NOTED.
H. INSTALL 1 IN. GALVANIZED ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
J. INSTALL 6 FT. x 30 FT. (3-6-3 WINDING) QUADRUPLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
K. ABANDON EXISTING LOOP DETECTOR.
L. USE EXISTING HANDHOLE.
M. USE EXISTING CONDUIT.
N. USE EXISTING STRAIN POLE AND INSTALL SHIELD ASSEMBLY SIGNS. REMOVE EXISTING R10-4(2) SIGN AND INSTALL R10-4(1) (9" x 12") SIGN.
O. USE EXISTING HANDHOLE. SPLICE NEW LOOP WIRE (NO. 14 A.W.G.) TO EXISTING 2-CONDUCTOR (NO. 14 A.W.G.) ALUMINUM SHIELDED ELECTRICAL CABLE.
P. INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
Q. REMOVE EXISTING AND INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
R. INSTALL 12 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (CROSSWALK).
S. REMOVE EXISTING AND INSTALL 12 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (CROSSWALK).

WR&A
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CONSTRUCTION DETAILS CONT.

T. REMOVE EXISTING PAVEMENT MARKINGS.
U. REMOVE EXISTING PAVEMENT MARKINGS BEYOND STOP LINE
V. REMOVE EXISTING TUBULAR MARKER.
W. REMOVE EXISTING CHANNEL IRON POST AND REPAIR SIDEWALK.
X. REMOVE EXISTING S1- 1 AND M6-2 SIGNS AND SUPPORT.
Y. USE EXISTING STRAIN POLE AND INSTALL 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE AND PHOTOCELL.
Z. REMOVE EXISTING PAVEMENT MARKING ARROW OR LETTER.
AA. INSTALL R1-2 SIGN (36 IN. x 36 IN. x 36 IN.) ON ONE 4 IN. X 4 IN. WOOD SIGN SUPPORT.
BB. INSTALL S1-1 SIGN (36 IN. x 36 IN.) FY/G AND M6-2 SIGN (21 IN. x 15 IN.) FY/G ON ONE 4 IN. x 4 IN. TREATED WOOD POST.
CC. INSTALL R4-7 SIGN (24 IN. x 30 IN.) ON ONE 4 IN. x 4 IN. TREATED WOOD POST.

REVISIONS		
D	ADD NB HLB. AND INTERSECTION LIGHTING	9/01
NML		
C	REVISED ELECTRICAL SERVICE	5/90
B	REDRAWN	8/16/83
JBB		
A	CHANGED 28' POLES TO 30' POLES	3/19/75
KD		

APPROVALS — ORIGINAL ON FILE
TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, TRAFFIC & SAFETY

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

TRAFFIC SIGNALIZATION PLAN
Perring Pkwy (MD 41) and McClean Blvd/Hillsway Ave

DRAWN BY:	G. COOK	F.A.P. NO.	B 238-476	TS NO. TS-849D	SHEET NO.
CHECKED BY:		S.H.A. NO.			
SCALE:	1" = 20'	COUNTY:	BALTIMORE	T.I.M.S. NO. E643	1 OF 3
DATE:	11/1/01	LOG MILE:	03004100.14		

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