MD 139 IS ASSUMED TO RUN IN A NORTH/SOUTH DIRECTION

SIGNS

17a,17b — Towsontown BLVD, DUAL FACED, D-3(2) (VARIABLE x 12")

20 — Charles ST, D-3(2) (VARIABLE x 12")

16 — LEFT ON GREEN ARROW ONLY, R10-5 (18" x 24")

19,21, 33,34 — ONLY, R3-5(L) (30" x 36")

22,23 — R4-7 (24" x 30"), OM-1(1) (18" x 18")

18 — M3-2 (30" x 15"), M1-5 (48" x 36"), M6-1 (30" x 24"), SOUTH, MARYLAND 139, ASSOCIATED SHIELD ASSEMBLY (48" x 75")

31 — M3-2 (24" x 12"), M1-5 (30" x 24"), M6-2R (21" x 15"), NORTH, MARYLAND 139, ASSOCIATED SHIELD ASSEMBLY (30" x 51")

35 — W11-2 (FYG) (30" x 30"), W16-7L (FYG) (21" x 15")

36 — W11-2 (FYG) (30" x 30"), W16-7R (FYG) (21" x 15")

SIGNAL HEADS

1,7-9, 11,22-28 — R, Y, G — 12"

5,6,32 — R, Y, G — 12"

13,14, 29,30 — 12"

NOTES:
- SIGNAL HEAD '4' WAS REMOVED UNDER PHASE 1.
- SIGNAL HEADS '2', '3', '10', AND '12' WERE REMOVED UNDER PHASE 4.

NEMA PHASING

Ø 2, Ø 4, Ø 5, Ø 6

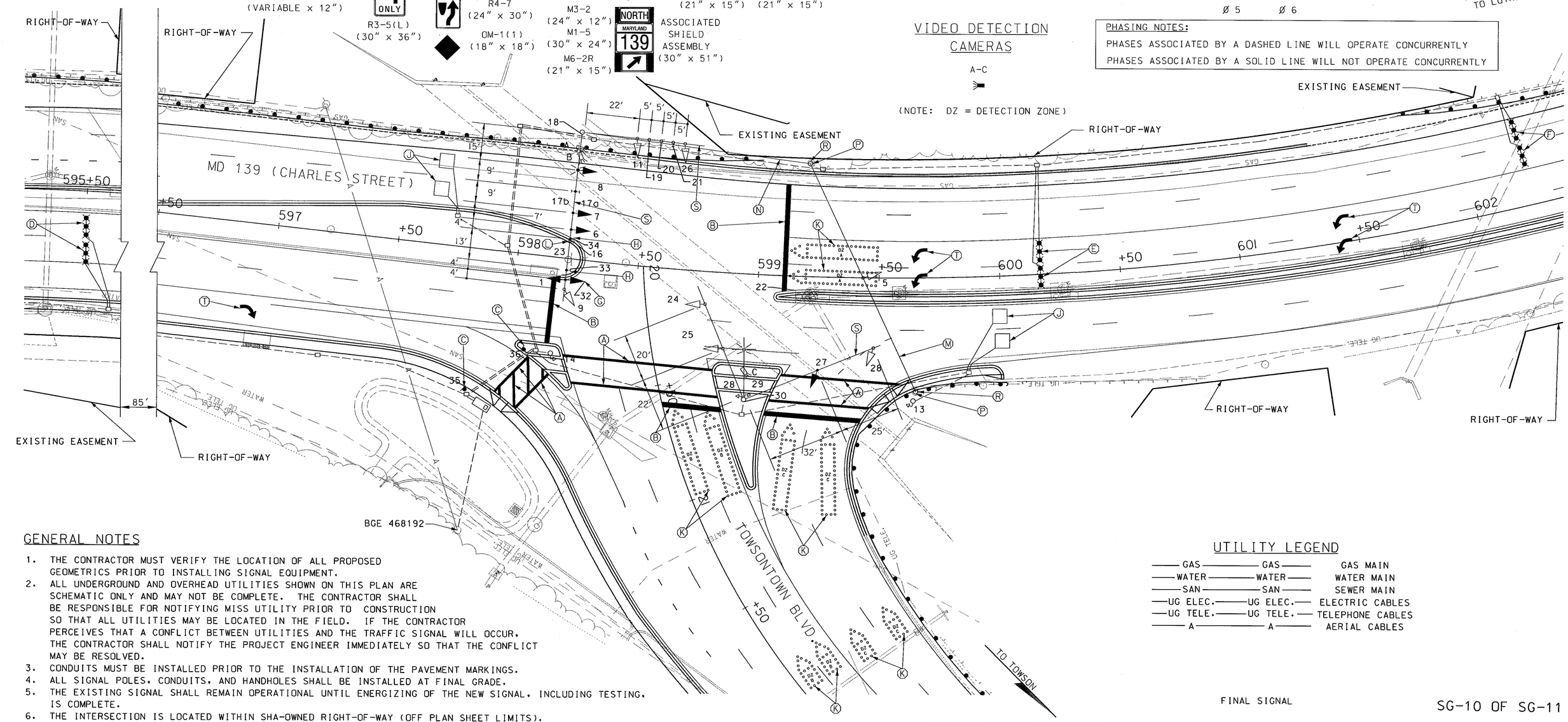
FLASHING OPERATION

PHASING NOTES:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

VIDEO DETECTION CAMERAS

A-C

(NOTE: DZ = DETECTION ZONE)



GENERAL NOTES

1. THE CONTRACTOR MUST VERIFY THE LOCATION OF ALL PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THIS PLAN ARE SCHEMATIC 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.
3. CONDUITS MUST BE INSTALLED PRIOR TO THE INSTALLATION OF THE PAVEMENT MARKINGS.
4. ALL SIGNAL POLES, CONDUITS, AND HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.
5. THE EXISTING SIGNAL SHALL REMAIN OPERATIONAL UNTIL ENERGIZING OF THE NEW SIGNAL, INCLUDING TESTING, IS COMPLETE.
6. THE INTERSECTION IS LOCATED WITHIN SHA-OWNED RIGHT-OF-WAY (OFF PLAN SHEET LIMITS).
7. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH MR. CHRIS JEDNORSKI AT SHA (410-787-4057) FOR THE TRAFFIC SIGNAL POWER FEED.
8. ALL EXISTING UNUSED ELECTRICAL CABLES SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.
9. SIGNS '22' AND '23' HAVE BEEN RELOCATED TO THE LOCATIONS SHOWN ON THIS PLAN SHEET UNDER THE SIGNING / MARKING PLANS AND ARE TO BE USED FOR REFERENCE PURPOSES ONLY.
10. SIGN '15' WAS REMOVED UNDER PHASE 4.
11. ALL TEMPORARY STOP BARS FROM PHASE 4 WILL BE REMOVED DUE TO MILLING AND RESURFACING OF MD 139 AND TOWSONTOWN BLVD.
12. THE CONTRACTOR SHALL PLACE THE POWER FEED CONDUIT A MINIMUM OF 2 FEET CLEARANCE UNDER THE PROPOSED BIORETENTION POND.

UTILITY LEGEND

—— GAS —— GAS ——	GAS MAIN
—— WATER —— WATER ——	WATER MAIN
—— SAN —— SAN ——	SEWER MAIN
—UG ELEC.— —UG ELEC.—	ELECTRIC CABLES
—UG TELE.— —UG TELE.—	TELEPHONE CABLES
—— A —— A ——	AERIAL CABLES

FINAL SIGNAL

SG-10 OF SG-11

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BALTIMORE, MARYLAND 21217
TELE:(410)728-2900 FAX:(410)728-3160

REVISIONS

B 11-2002, SIGNAL MODIFICATION DUE TO GEOMETRIC CHANGES
S.H.A. NO. BA 3065176
ADL
A 7-91, REMOVE MEDIAN AND WIDEN TOWSONTOWN BLVD. FOR PUBLIC
B 1-2000, MD 139, REPLACE LOOPS
B 937-509-485

JDM | EMM | ETP | TH

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
MD 139 (CHARLES STREET) AND TOWSONTOWN BLVD.
TOWSON, MARYLAND

DRAWN BY: C.L. / V.Y.	F.A.P. NO. SEE TITLE SHEET	TS NO. 1842 B	SHEET NO.
CHECKED BY: J.W.E.	S.H.A. NO. -		
SCALE: 1"=20'	COUNTY: BALTIMORE	T.I.M.S. NO. E546	43 OF 59
DATE: JULY 1982	LOG MILE: 0301390L81		

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