MD 940 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

## EXISTING SIGNS TO REMAIN

20,23,24,27 — Red Run BLVD — D-3(1) (DUAL FACED) (VARIABLE x 16")

28,31,33,36 — Owings Mills BLVD — D-3(1) (DUAL FACED) (VARIABLE x 16")

21,22,25,26, 29,30,35 — ONLY — R3-5L (30" X 36")

32 — ONLY — R3-5R (30" X 36")

## PROPOSED SIGN

34 — ONLY — R3-5L (30" X 36")

## EXISTING SIGNALS TO REMAIN

3,4,5,7,8,9, 13,14,18,19 — R Y G — 12"

1,2,6,7,10, 11,12,17 — R Y G — 12"

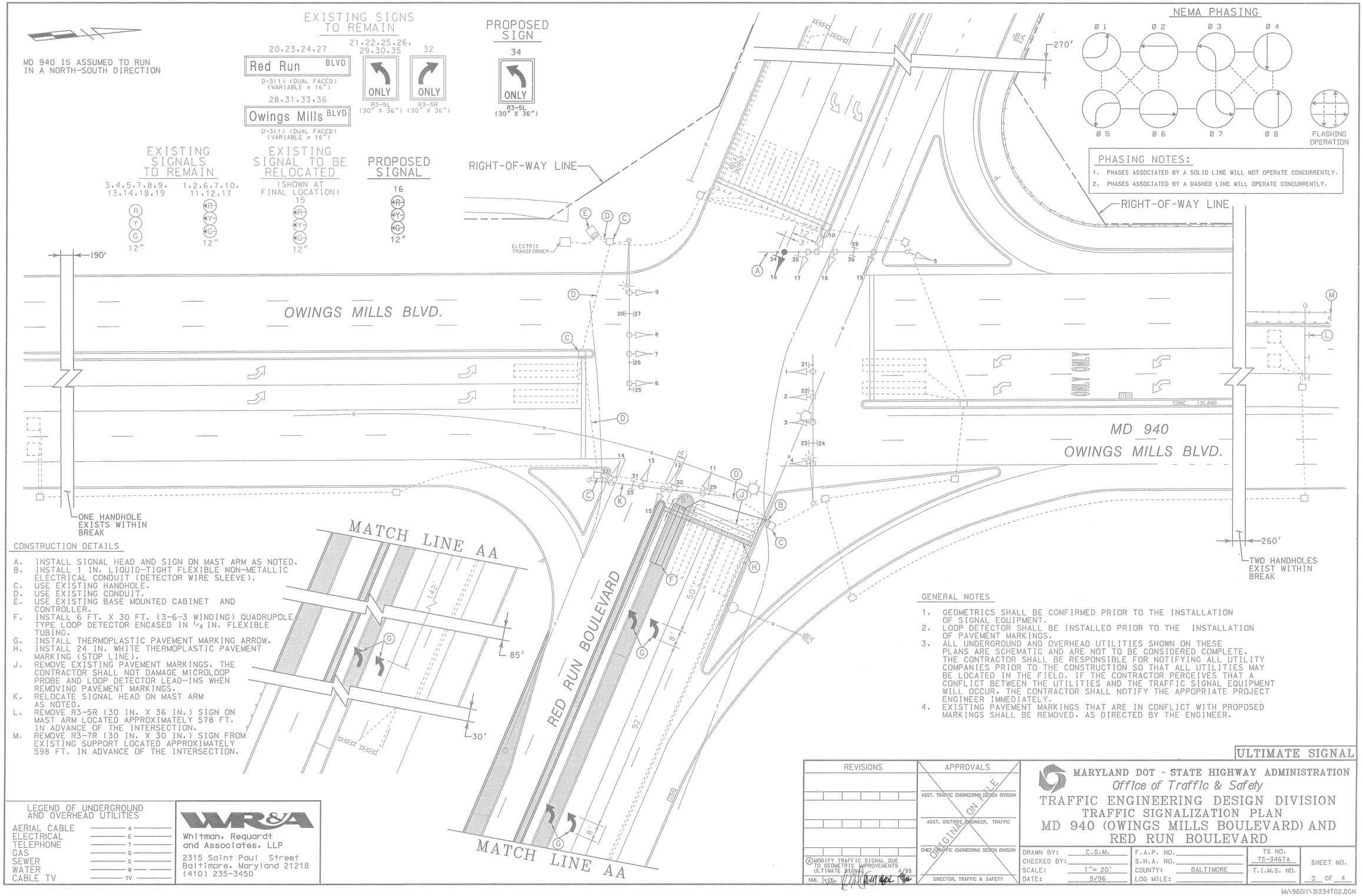
## EXISTING SIGNAL TO BE RELOCATED

(SHOWN AT FINAL LOCATION)

15 — R Y G — 12"

## PROPOSED SIGNAL

16 — R Y G — 12"




## NEMA PHASING

Ø 1 Ø 2 Ø 3 Ø 4

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.

## CONSTRUCTION DETAILS

A. INSTALL SIGNAL HEAD AND SIGN ON MAST ARM AS NOTED.
B. INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
C. USE EXISTING HANDHOLE.
D. USE EXISTING CONDUIT.
E. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
F. INSTALL 6 FT. X 30 FT. (3-6-3 WINDING) QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
G. INSTALL THERMOPLASTIC PAVEMENT MARKING ARROW.
H. INSTALL 24 IN. WHITE THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
J. REMOVE EXISTING PAVEMENT MARKINGS. THE CONTRACTOR SHALL NOT DAMAGE MICROLOOP PROBE AND LOOP DETECTOR LEAD-INS WHEN REMOVING PAVEMENT MARKINGS.
K. RELOCATE SIGNAL HEAD ON MAST ARM AS NOTED.
L. REMOVE R3-5R (30 IN. X 36 IN.) SIGN ON MAST ARM LOCATED APPROXIMATELY 578 FT. IN ADVANCE OF THE INTERSECTION.
M. REMOVE R3-7R (30 IN. X 30 IN.) SIGN FROM EXISTING SUPPORT LOCATED APPROXIMATELY 598 FT. IN ADVANCE OF THE INTERSECTION.

## GENERAL NOTES

1. GEOMETRICS SHALL BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
2. LOOP DETECTOR SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
3. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES PRIOR TO THE 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 EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE APPOPRIATE PROJECT ENGINEER IMMEDIATELY.
4. EXISTING PAVEMENT MARKINGS THAT ARE IN CONFLICT WITH PROPOSED MARKINGS SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER.

ULTIMATE SIGNAL

### LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

| | |
|---|---|
| AERIAL CABLE | A |
| ELECTRICAL | E |
| TELEPHONE | T |
| GAS | G |
| SEWER | S |
| WATER | W |
| CABLE TV | TV |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| REVISIONS | APPROVALS |
|---|---|
| | ASST. TRAFFIC ENGINEERING DESIGN DIVISION |
| | ASST. DISTRICT ENGINEER, TRAFFIC |
| | CHIEF TRAFFIC ENGINEERING DESIGN DIVISION |
| A MODIFY TRAFFIC SIGNAL DUE TO GEOMETRIC IMPROVEMENTS ULTIMATE SIGNAL 4/99 | DIRECTOR, TRAFFIC & SAFETY |

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
*Office of Traffic & Safety*

# TRAFFIC ENGINEERING DESIGN DIVISION
## TRAFFIC SIGNALIZATION PLAN
## MD 940 (OWINGS MILLS BOULEVARD) AND RED RUN BOULEVARD

| | | | | | |
|---|---|---|---|---|---|
| DRAWN BY: | C.G.M. | F.A.P. NO. | | TS NO. TS-3467A | SHEET NO. |
| CHECKED BY: | | S.H.A. NO. | | | |
| SCALE: | 1" = 20' | COUNTY: | BALTIMORE | T.I.M.S. NO. | 3 OF 4 |
| DATE: | 9/96 | LOG MILE: | | | |

M:\96011\31234T02.DGN