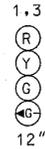
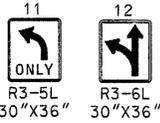


MD 755 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

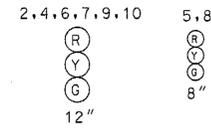
PROPOSED SIGNAL HEADS



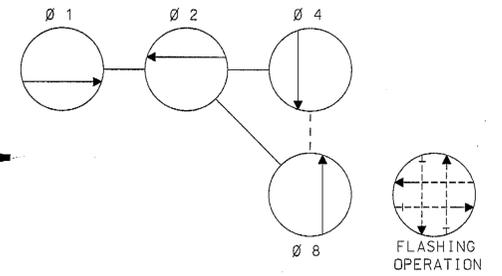
PROPOSED SIGNS



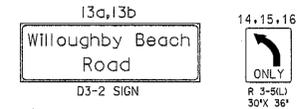
EXISTING SIGNAL HEADS



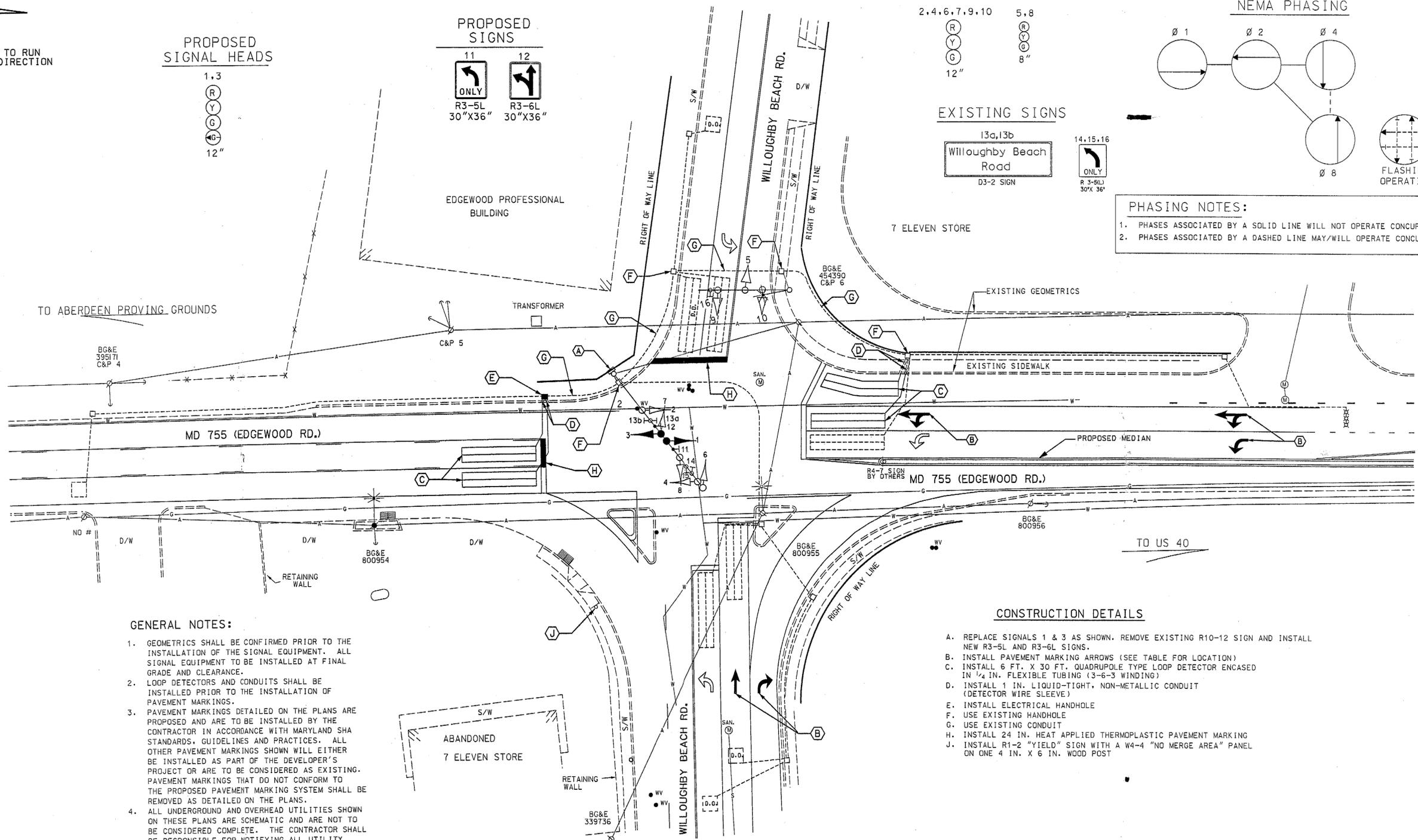
NEMA PHASING



EXISTING SIGNS



PHASING NOTES:
 1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
 2. PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.



GENERAL NOTES:

- GEOMETRICS SHALL BE CONFIRMED PRIOR TO THE INSTALLATION OF THE SIGNAL EQUIPMENT. ALL SIGNAL EQUIPMENT TO BE INSTALLED AT FINAL GRADE AND CLEARANCE.
- LOOP DETECTORS AND CONDUITS SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
- PAVEMENT MARKINGS DETAILED ON THE PLANS ARE PROPOSED AND ARE TO BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH MARYLAND SHA STANDARDS, GUIDELINES AND PRACTICES. ALL OTHER PAVEMENT MARKINGS SHOWN WILL EITHER BE INSTALLED AS PART OF THE DEVELOPER'S PROJECT OR ARE TO BE CONSIDERED AS EXISTING. PAVEMENT MARKINGS THAT DO NOT CONFORM TO THE PROPOSED PAVEMENT MARKING SYSTEM SHALL BE REMOVED AS DETAILED ON THE PLANS.
- 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 CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT EXISTS BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL EQUIPMENT, THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE PROJECT ENGINEER IMMEDIATELY.
- REVISION (D) IS A REVISION TO THE TRAFFIC CONTROL SIGNAL BUILT IN JULY, 1978 UNDER SHA CONTRACT NO. H-801-501-985.
- UNLESS OTHERWISE NOTED, ALL EXISTING EQUIPMENT WILL BE USED.
- WIRE SIGNAL HEADS 1 & 2 TO PHASE 2 AND SIGNAL HEADS 3 & 4 TO PHASE 1.

CONSTRUCTION DETAILS

- REPLACE SIGNALS 1 & 3 AS SHOWN. REMOVE EXISTING R10-12 SIGN AND INSTALL NEW R3-5L AND R3-6L SIGNS.
- INSTALL PAVEMENT MARKING ARROWS (SEE TABLE FOR LOCATION)
- INSTALL 6 FT. X 30 FT. QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/2 IN. FLEXIBLE TUBING (3-6-3 WINDING)
- INSTALL 1 IN. LIQUID-TIGHT, NON-METALLIC CONDUIT (DETECTOR WIRE SLEEVE)
- INSTALL ELECTRICAL HANDHOLE
- USE EXISTING HANDHOLE
- USE EXISTING CONDUIT
- INSTALL 24 IN. HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING
- INSTALL R1-2 "YIELD" SIGN WITH A W4-4 "NO MERGE AREA" PANEL ON ONE 4 IN. X 6 IN. WOOD POST

TRAFFIC CONTROL DEVICE	DISTANCE FROM STOPLINE
THRU/LEFT ARROW	50'
LEFT ARROW	180'
THRU/LEFT ARROW	180'

REVISIONS	APPROVALS
(D) 12-15-00 SPLIT MD 755 PHASING BY 89682	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
(C) 11-13-98 REPLACE DETECTION ON S.B. MD 755 DUE TO GEO. IMP.	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
(B) 5-25-94 ASBUILT, INSTALL MAST ARM LOOPS FOR NEW GEOMETRICS	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
STS	DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
 Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
 TRAFFIC SIGNALIZATION PLAN
 MD 755 AND WILLOUGHBY BEACH ROAD

DRAWN BY: H. KILIAN	F.A.P. NO. H 801-501-485	TS NO. 1732 D
CHECKED BY: D. ZAFIRIS	S.H.A. NO.	T.I.M.S. NO. E-380
SCALE: 1"=20'	COUNTY: HARFORD	
DATE: 7-24-78	LOG MILE: 12075500.55	

SHEET NO. 1 OF 2