EXISTING SIGNS

MD 924 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

11,13 — Porter DR / Box Hill South PKWY — D-3(1) SINGLE FACE VAR" x 32"

14,16 — Box Hill South PKWY / Porter DR — D-3(1) SINGLE FACE VAR" x 32"

19a,19b,20a,20b — Emmorton RD — D-3(1) DUAL FACE VAR" x 16"

12,24 — ONLY — R3-5L 30" x 36"

17 — SOUTH MARYLAND 924 — SHEILD ASSEMBLY 30" x 51"

18 — NORTH MARYLAND 924 — SHEILD ASSEMBLY 48" x 75"

22 — NORTH MARYLAND 924 — SHEILD ASSEMBLY 30" x 51"

25 — R3-6L 30" x 36"

26 — ONLY — R3-5R 30" x 36"

23 — SOUTH MARYLAND 924 — SHEILD ASSEMBLY 48" x 75"

21 — OVER 3/4 T EXCEPT FOR DELIVERIES — R12-5 36"x48"

27 — NO OUTLET — W14-2 30"x30" WITH STREET NAME SIGNS

EXISTING VIDEO DETECTION CAMERA

A-C

EXISTING OPTICOM DETECTION

a

EXSITING BLACK FACE L.E.D. SIGNALS

1,2,5,7,10 — R Y G — 12"

6,9 — R Y G G — 12"

8 — R Y G G — 12"/8"

EXISTING SIGNALS (TO BE REMOVED)

4A — R Y G — 12"

NEMA PHASING

Ø 2 Ø 3 Ø 4 Ø 5 Ø 6

EMERGENCY PRE-EMPTION

FLASHING OPERATION

PHASING NOTES:

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

2.) PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.

PROPOSED VIDEO DETECTION CAMERA

D

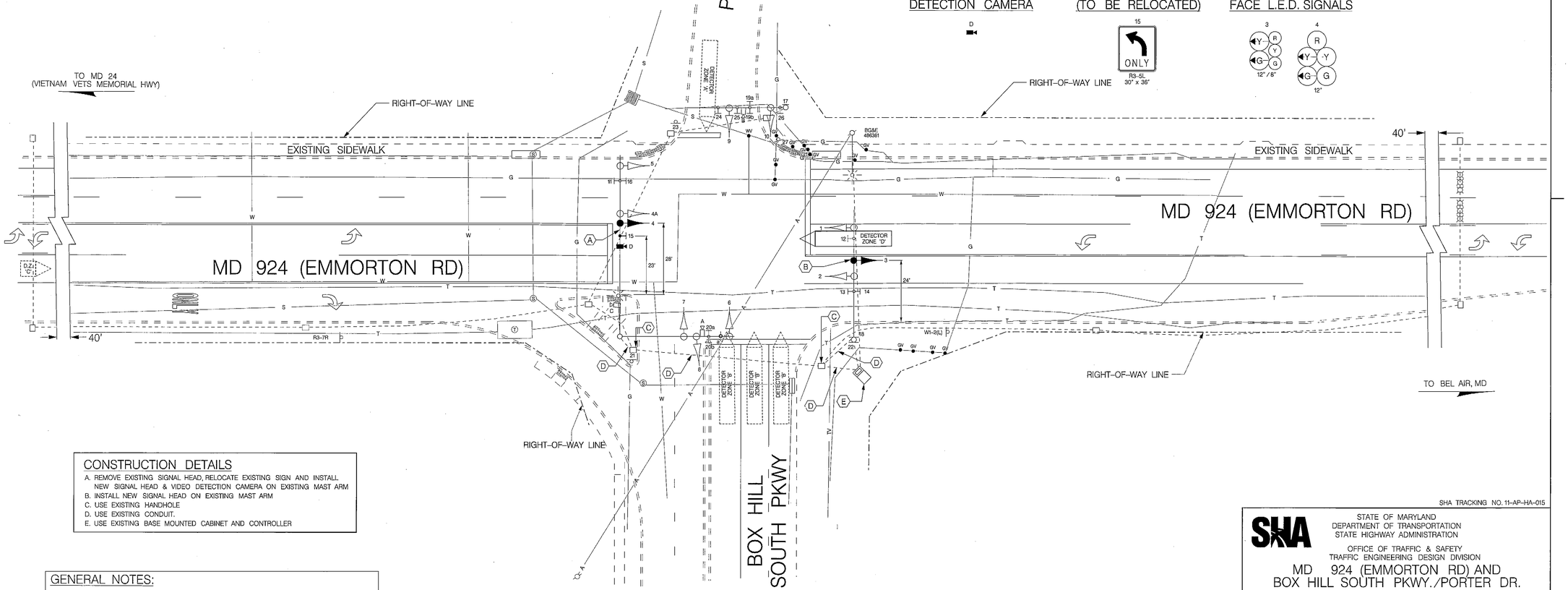
EXISTING SIGNS (TO BE RELOCATED)

15 — ONLY — R3-5L 30" x 36"

PROPOSED BLACK FACE L.E.D. SIGNALS

3 — Y R Y G G — 12"/8"

4 — R Y G G — 12"



CONSTRUCTION DETAILS

A. REMOVE EXISTING SIGNAL HEAD, RELOCATE EXISTING SIGN AND INSTALL NEW SIGNAL HEAD & VIDEO DETECTION CAMERA ON EXISTING MAST ARM
B. INSTALL NEW SIGNAL HEAD ON EXISTING MAST ARM
C. USE EXISTING HANDHOLE
D. USE EXISTING CONDUIT.
E. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER

GENERAL NOTES:

1. ALL UNDERGROUND UTILITIES SHOWN ON THESE PLANS 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 THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
2. THESE PLANS ARE APPROVED FOR CONSTRUCTION FOR A PERIOD OF ONE YEAR FROM THE DATE OF APPROVAL. SHOULD CONSTRUCTION NOT BEGIN WITHIN THIS TIME FRAME THESE PLANS SHALL BE NULL AND VOID WITHOUT A REVIEW FROM THE TRAFFIC ENGINEERING DESIGN DIVISION.

TRAFFIC CONCEPTS, INC.
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(410) 923-7101
FAX: (410) 923-6473
EMAIL: TRAFFIC@TRAFFIC-CONCEPTS.COM

APPROVALS

TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

ORIGINAL ON FILE

REVISIONS

E	INSTALL S.B. MD. 924 E.P. LEFT TURN PHASE		
7-20-2012	TIMS NO. L388	SHA NO. BW996M82	
TMZ			
D	ADDED OPTICOM DETECTION ON N.B. BOX HILL SOUTH PKWY.		
2-14-2012	TIMS NO. J997	SHA NO. BW996M82	
AJM	WN	DJD	–
C	REPLACE DAMAGED DETECTOR SHA NO. 23B6110203		
10-2011	TIMS NO. L210		
DM	JMC		

SHA TRACKING NO. 11-AP-HA-015

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 924 (EMMORTON RD) AND BOX HILL SOUTH PKWY./PORTER DR.
ABINGDON, MARYLAND

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' DATE 01/1998 CONTRACT NO. AW278A51/B51/M51

DESIGNED BY TMS COUNTY HARFORD
DRAWN BY TMS LOGMILE 12092400.45
CHECKED BY M. RUCKER T.I.M.S. NO.
F.A.P. NO. TOD NO.

DRAWING NO. TS-3789E SHEET NO. 1 OF 2