U.S. 40 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION.

PROPOSED SIGNAL HEADS

15,16,17,18

12"

PROPOSED SIGNS

25,26

R10-4(1)
9"X12"

EXISTING SIGNS
(TO REMAIN)

23

22,24

NO TURN ON RED

19

W Ohio ST
Otsego ST

20

Otsego ST

21

WEST 40 EAST

EXISTING SIGNAL HEADS
(TO REMAIN)

1,2,5 — R Y G — 12"

3,4,9-12 — R Y G — 12"

6 3M — R Y G — 12"

7,8,13,14 3M — R Y G — 12"

NEMA PHASING

Ø 1 Ø 2 Ø 3 Ø 4

Ø 5 Ø 6 Ø 7

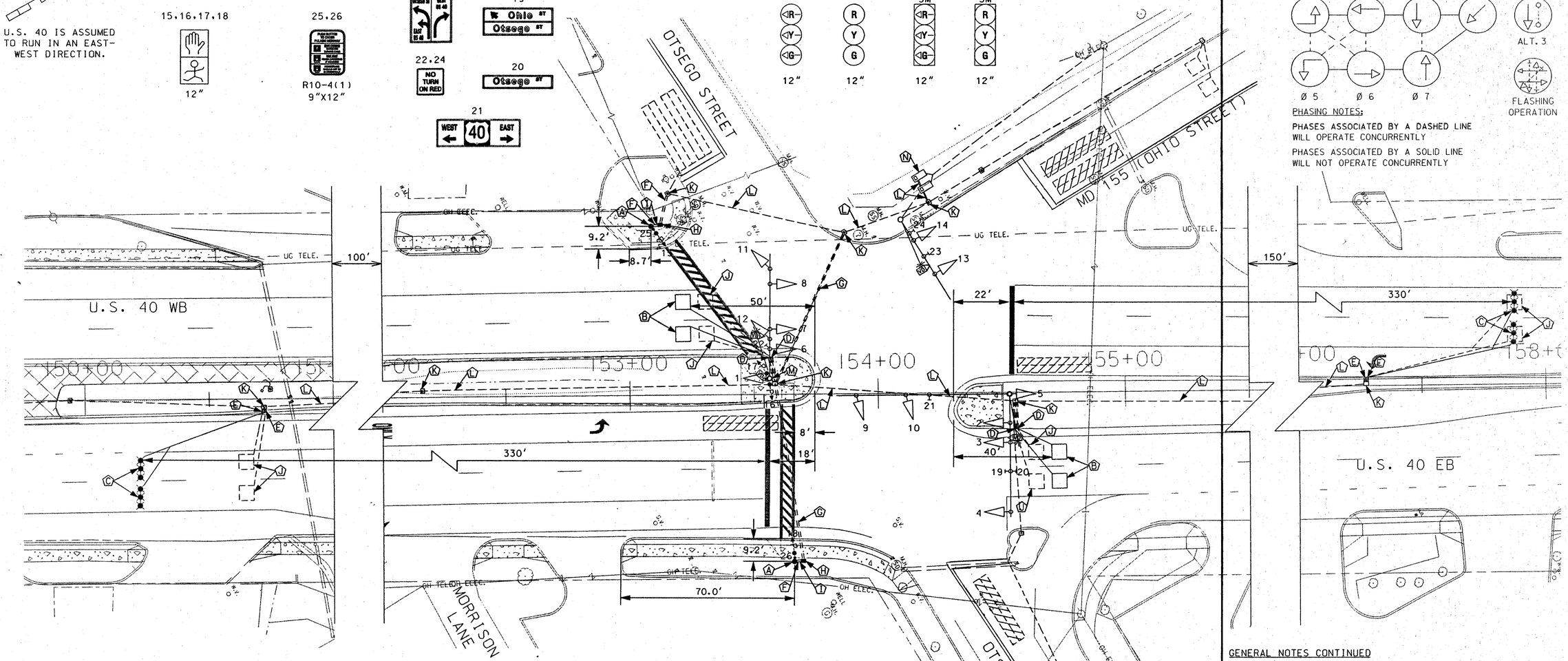
ALT. 3

FLASHING OPERATION

PHASING NOTES;

PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY

PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY



CONSTRUCTION DETAILS

- (A) INSTALL 10 FT. PEDESTAL POLE, PEDESTRIAN SIGNAL HEAD, PUSH BUTTON, AND SIGNS. (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE BEND)
- (B) INSTALL 6 FT. X 6 FT. (4 TURNS) LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
- (C) INSTALL MICROLOOP TRIPLE PROBE SET.
- (D) INSTALL 1 IN. ELECTRICAL CONDUIT - GALVANIZED SLEEVE.
- (E) INSTALL 1 IN. LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR SLEEVE.
- (F) INSTALL 2 IN. SCHEDULE 80, POLYVINYL CHLORIDE CONDUIT (TRENCHED).
- (G) INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE CONDUIT (SLOTTED).
- (H) INSTALL HANDHOLE.
- (I) INSTALL GROUND ROD.
- (J) ABANDON EXISTING LOOP DETECTOR.
- (K) USE EXISTING HANDHOLE.
- (L) USE EXISTING CONDUIT.
- (M) INSTALL PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON ON EXISTING STEEL POLE.
- (N) USE EXISTING CABINET AND CONTROLLER.

GENERAL NOTES

1. SEE SHEET SN-2.11 FOR GROUND MOUNT SIGNS.
2. ALL LOOP DETECTORS SHALL BE INSTALLED AFTER GRINDING IS COMPLETE AND BEFORE THE FINAL SURFACE COURSE OF ASPHALT IS PLACED.
3. ALL CONDUIT BEING INSTALLED UNDER THE ROAD SURFACE SHALL BE INSTALLED BEFORE THE FINAL SURFACE COURSE OF ASPHALT IS PLACED.
4. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE.
5. THE CONTRACTOR SHALL TEST PIT FOR EXISTING UTILITIES PRIOR TO INSTALLING ANY CONDUIT, FOUNDATIONS AND HANDHOLES TO AVOID CONFLICTS.

GENERAL NOTES CONTINUED

6. ALL CONDUIT AND HANDHOLES UNDER PROPOSED SIDEWALK SHALL BE TRENCHED AND IN PLACE PRIOR TO CONSTRUCTING THE PROPOSED SIDEWALK.
7. ALL WIRING INSIDE THE CONTROLLER CABINET WILL BE COMPLETED BY THE SHA SIGNAL SHOP.
8. INTERCONNECT MUST REMAIN OPERATIONAL AT ALL TIMES DURING CONSTRUCTION.

GP-1 OF GP-2

PB 100 YEARS

REVISIONS		
(D) ADD PEDESTRIAN SIGNAL AND REPLACE LOOPS HA21951/7		01-04-02
(C) REBUILD TRAFFIC SIGNAL AND ADD INTERCONNECT		3-10-99
(B) CHANGED US 40 LEFT-TURNS FROM E/P TO EXCLUSIVE		8-8-83
(A) ASBUILT		6-29-82

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

ORIGINATION FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety

TRAFFIC ENGINEERING DESIGN DIVISION

SIGNAL PLAN

U.S. 40 AT OTSEGO ST./MD 155 (OHIO ST.)

DRAWN BY:	J. BOLING	F.A.P. NO.		TS NO.	SHEET NO.
CHECKED BY:	H.K.	S.H.A. NO.	AW526A58/B58	TS-675D	
SCALE:	1" = 20'	COUNTY:	HARFORD	T.I.M.S. NO.	
DATE:	8-22-72	LOG MILE:	12000702.66	E 950	34 OF 82