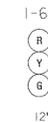


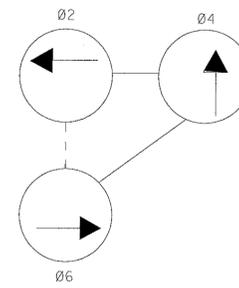
LEGEND

-  ROADWAY UNDER CONSTRUCTION
-  CHANNELIZING DEVICE

SIGNALS



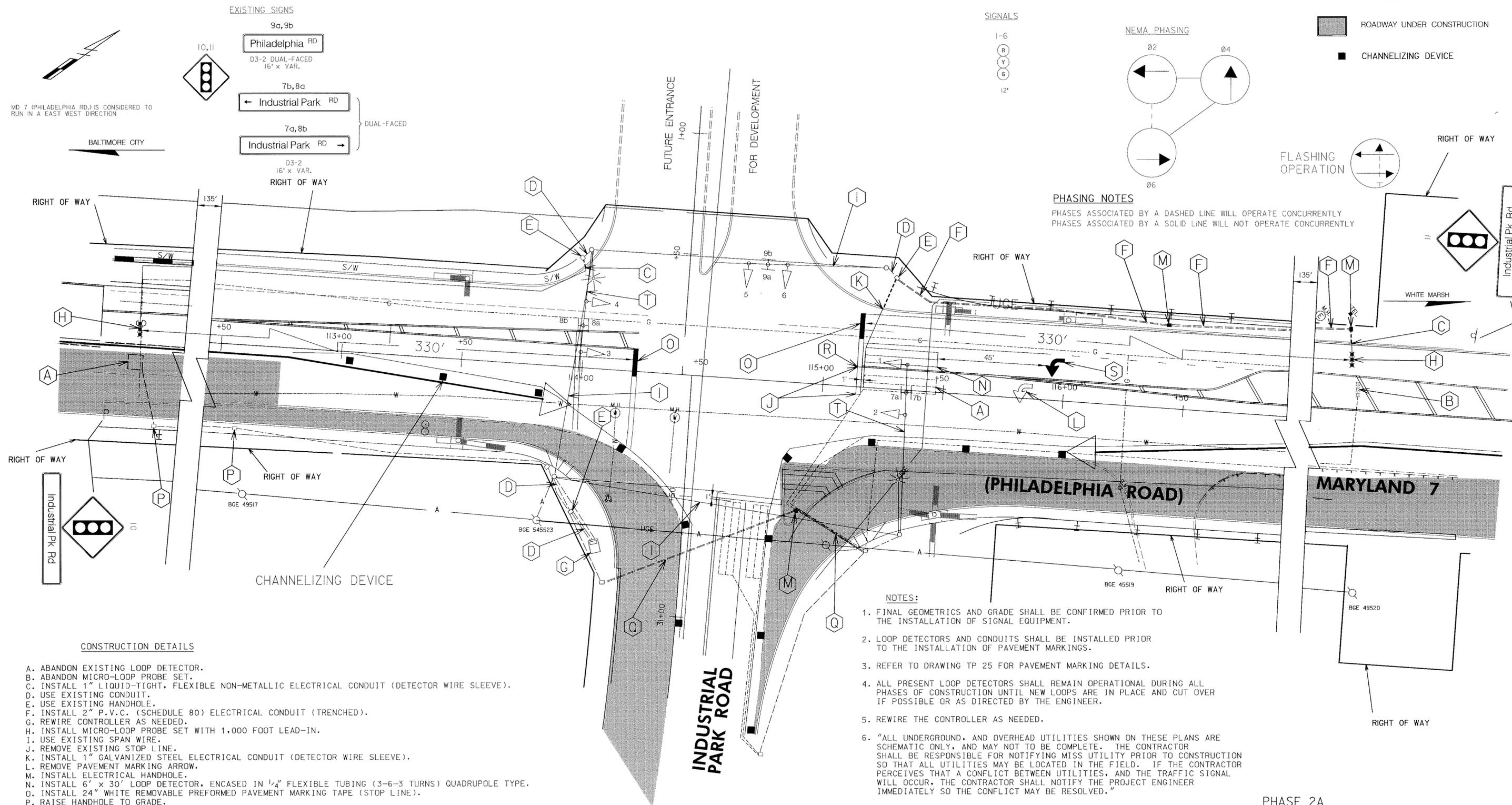
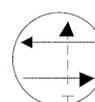
NEMA PHASING



PHASING NOTES

PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
 PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

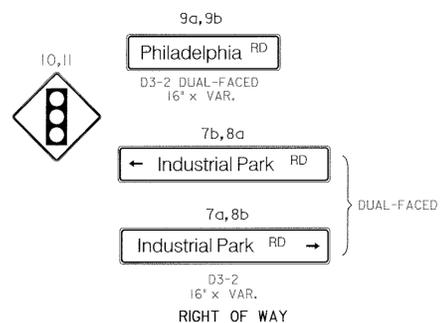
FLASHING OPERATION



MD 7 (PHILADELPHIA RD.) IS CONSIDERED TO RUN IN A EAST WEST DIRECTION

BALTIMORE CITY

EXISTING SIGNS



RIGHT OF WAY

CONSTRUCTION DETAILS

- A. ABANDON EXISTING LOOP DETECTOR.
- B. ABANDON MICRO-LOOP PROBE SET.
- C. INSTALL 1" LIQUID-TIGHT, FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
- D. USE EXISTING CONDUIT.
- E. USE EXISTING HANDHOLE.
- F. INSTALL 2" P.V.C. (SCHEDULE 80) ELECTRICAL CONDUIT (TRENCHED).
- G. REWIRE CONTROLLER AS NEEDED.
- H. INSTALL MICRO-LOOP PROBE SET WITH 1,000 FOOT LEAD-IN.
- I. USE EXISTING SPAN WIRE.
- J. REMOVE EXISTING STOP LINE.
- K. INSTALL 1" GALVANIZED STEEL ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
- L. REMOVE PAVEMENT MARKING ARROW.
- M. INSTALL ELECTRICAL HANDHOLE.
- N. INSTALL 6' x 30' LOOP DETECTOR, ENCASED IN 1/2" FLEXIBLE TUBING (3-6-3 TURNS) QUADRUPOLE TYPE.
- O. INSTALL 24" WHITE REMOVABLE PREFORMED PAVEMENT MARKING TAPE (STOP LINE).
- P. RAISE HANDHOLE TO GRADE.
- Q. INSTALL 3" P.V.C. (SCHEDULE 80) ELECTRICAL CONDUIT (BORED).
- R. EXISTING STOP LINE TO REMAIN.
- S. INSTALL PAVEMENT MARKING ARROW.
- T. RELOCATE EXISTING SIGNAL HEADS AND SIGNS AS SHOWN ON MAST ARM.

NOTES:

1. FINAL GEOMETRICS AND GRADE SHALL BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
2. LOOP DETECTORS AND CONDUITS SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
3. REFER TO DRAWING TP 25 FOR PAVEMENT MARKING DETAILS.
4. ALL PRESENT LOOP DETECTORS SHALL REMAIN OPERATIONAL DURING ALL PHASES OF CONSTRUCTION UNTIL NEW LOOPS ARE IN PLACE AND CUT OVER IF POSSIBLE OR AS DIRECTED BY THE ENGINEER.
5. REWIRE THE CONTROLLER AS NEEDED.
6. "ALL UNDERGROUND, AND OVERHEAD 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 UTILITIES, AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THE CONFLICT MAY BE RESOLVED."

INDUSTRIAL PARK ROAD

(PHILADELPHIA ROAD)

MARYLAND 7

PHASE 2A
 TEMPORARY TRAFFIC SIGNAL SS-9

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
 Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
 (Traffic Signal Plan)

MD 7 (Philadelphia Road) at
 Industrial Park Road

GEOMETRIC LEGEND

-  EXISTING GEOMETRICS
-  PROPOSED GEOMETRICS

UTILITY LEGEND

-  GAS MAIN
-  WATER MAIN
-  SEWER MAIN
-  ELECTRIC CABLES
-  STORM DRAIN
-  AERIAL CABLES
-  TELEPHONE CABLES

| REVISIONS | APPROVALS |
|-----------|---|
| | ASST. TRAFFIC ENGINEERING DESIGN DIVISION |
| | ASST. DISTRICT ENGINEER, TRAFFIC |
| | CHEF, TRAFFIC ENGINEERING DESIGN DIVISION |
| | DIRECTOR, TRAFFIC & SAFETY |

NOVEMBER 2000
 MODIFY SIGNAL FOR NEW GEOMETRICS
 S.H.A. No. B42139176

| | | | |
|----------------------|--------------------------|---------------------|----------------------|
| DRAWN BY: A. A. | F.A.P. NO. N/A | TS NO. 3561A-X1B-PS | SHEET NO. 205 OF 237 |
| CHECKED BY: J. A. B. | S.H.A. NO. BW813-802-412 | T.I.M.S. NO. D770 | |
| SCALE: 1" = 20' | COUNTY: BALTIMORE | | |
| DATE: 9-26-95 | LOG MILE: 03000706.01 | | |

