MD 7 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

EXISTING SIGNS

19 — Baron Place / Middle Riv. Rd.

21 — Baron Place / Middle Riv. Rd.

24 — Middle Riv. Rd. / Baron Place

22 — Middle Riv. Rd. / Baron Place

D-3(1) (DUAL FACED) (VARIABLE x 32")

20,23,25 — LEFT TURN YIELD ON GREEN — R10-12 (36" X 42")

26 — ONLY — R3-5L (30" X 36")

EXISTING SIGNALS

1,4 — 12"/8"

2,5 — 12"

3,6,7,8 — 12"

9,10 — 8"

PROPOSED SIGNALS

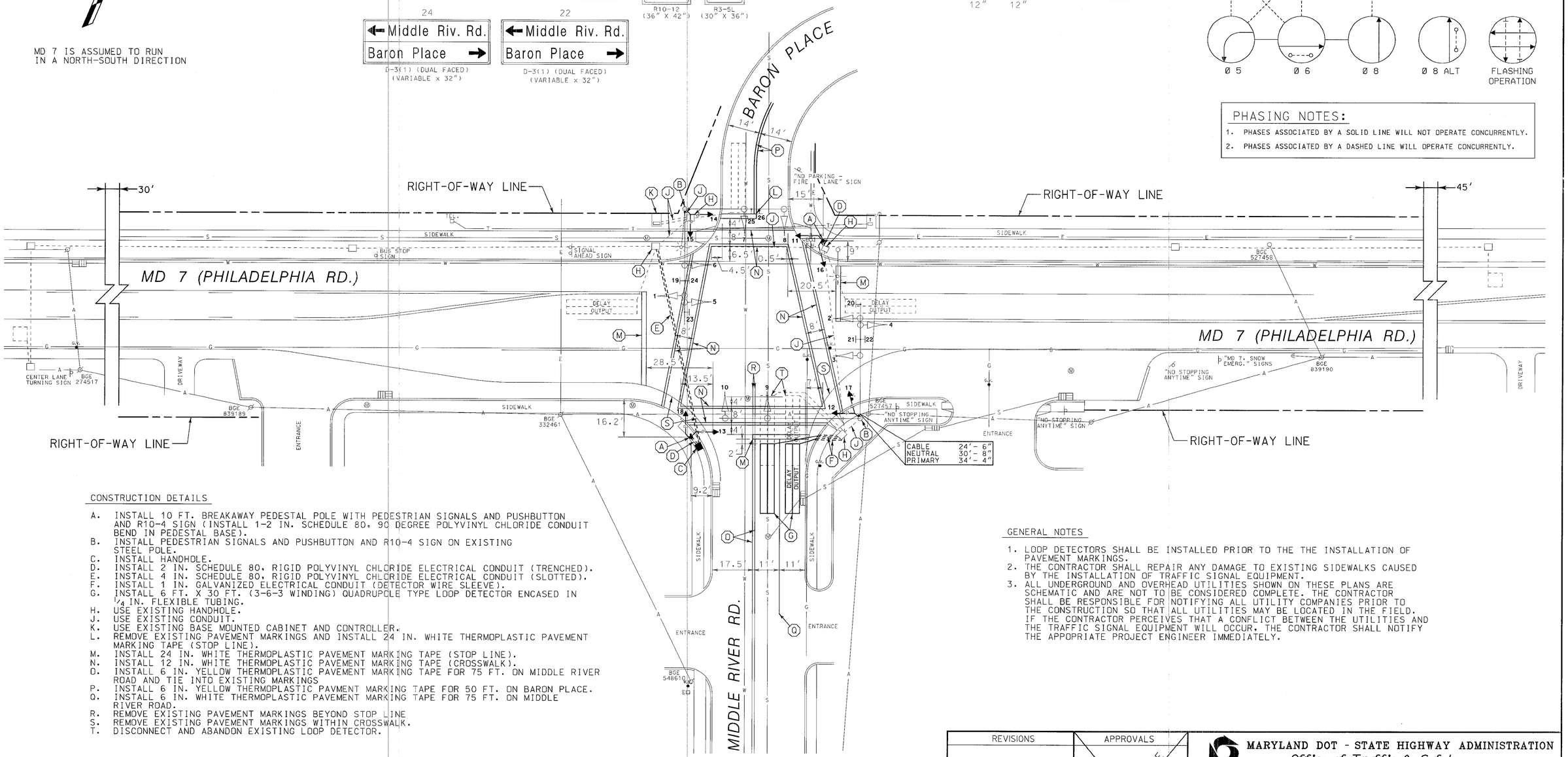
11-18

NEMA PHASING

Ø 1, Ø 2, Ø 4, Ø 4 ALT, Ø 5, Ø 6, Ø 8, Ø 8 ALT, 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 10 FT. BREAKAWAY PEDESTAL POLE WITH PEDESTRIAN SIGNALS AND PUSHBUTTON AND R10-4 SIGN (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE CONDUIT BEND IN PEDESTAL BASE).
B. INSTALL PEDESTRIAN SIGNALS AND PUSHBUTTON AND R10-4 SIGN ON EXISTING STEEL POLE.
C. INSTALL HANDHOLE.
D. INSTALL 2 IN. SCHEDULE 80, RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
E. INSTALL 4 IN. SCHEDULE 80, RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (SLOTTED).
F. INSTALL 1 IN. GALVANIZED ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
G. INSTALL 6 FT. X 30 FT. (3-6-3 WINDING) QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
H. USE EXISTING HANDHOLE.
J. USE EXISTING CONDUIT.
K. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
L. REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 24 IN. WHITE THERMOPLASTIC PAVEMENT MARKING TAPE (STOP LINE).
M. INSTALL 24 IN. WHITE THERMOPLASTIC PAVEMENT MARKING TAPE (STOP LINE).
N. INSTALL 12 IN. WHITE THERMOPLASTIC PAVEMENT MARKING TAPE (CROSSWALK).
O. INSTALL 6 IN. YELLOW THERMOPLASTIC PAVEMENT MARKING TAPE FOR 75 FT. ON MIDDLE RIVER ROAD AND TIE INTO EXISTING MARKINGS
P. INSTALL 6 IN. YELLOW THERMOPLASTIC PAVMENT MARKING TAPE FOR 50 FT. ON BARON PLACE.
Q. INSTALL 6 IN. WHITE THERMOPLASTIC PAVEMENT MARKING TAPE FOR 75 FT. ON MIDDLE RIVER ROAD.
R. REMOVE EXISTING PAVEMENT MARKINGS BEYOND STOP LINE
S. REMOVE EXISTING PAVEMENT MARKINGS WITHIN CROSSWALK.
T. DISCONNECT AND ABANDON EXISTING LOOP DETECTOR.

GENERAL NOTES

1. LOOP DETECTORS SHALL BE INSTALLED PRIOR TO THE THE INSTALLATION OF PAVEMENT MARKINGS.
2. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALKS CAUSED BY THE INSTALLATION OF TRAFFIC SIGNAL EQUIPMENT.
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.

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	S
WATER	W
CABLE TV	TV

WR&A
Whitman, Requardt and Associates
Engineers and Planners
2315 Saint Paul Street
Baltimore, Maryland 21218
(410) 235-3450

REVISIONS		
B	ADD PEDESTRIAN INDICATIONS AND PUSHBUTTONS	10-98
A	INSTALL LOOP DETECTORS ON MIDDLE RIVER RD. (AS BUILT)	7-31-91

NML 11/24/98 ERS

APPROVALS: ORIGINAL ON FILE — ASST. TRAFFIC ENGINEERING DESIGN DIVISION; ASST. DISTRICT ENGINEER, TRAFFIC; CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION; DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION PLAN
MD 7 (PHILA. RD.) AND MIDDLE RIVER RD.

DRAWN BY: K.L. BROWN	F.A.P. NO.	TS NO. TS-2322B	SHEET NO.
CHECKED BY: R. ZACHERL	S.H.A. NO. B-864-509-485	T.I.M.S. NO.	1 OF 2
SCALE: 1"= 20'	COUNTY: BALTIMORE		
DATE: 11-24-98	LOG MILE: 03000704.72		

M:\96011\3113STO1.DGN