EXISTING SIGNS

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

17,18 — Philadelphia Rd — D 3-2, 16" x Var.

12a,14a — ← Campbell Blvd.

12b,14b — Campbell Blvd. →

D 3-2, 16" x Var. (Dual Faced Sign)

11 — LEFT TURN YIELD ON GREEN — R 10-12, 36" x 42"

15 — R 3-6(L), 30" x 36"

16 — ONLY — R 3-5(R), 30" x 36"

13 — LEFT TURN YIELD ON GREEN — R 10-12, 36" x 42"

19 — TO 95 — M4-5, 12" x 24"; MI -1, 24" x 24"; M6-11, 21" x 15"

SIGNALS

1,4 — 12"/8"; 2,5 — 12"; 3, 6-10 — 12"

NEMA PHASING

Ø1 Ø2 Ø4 Ø5 Ø6 Ø8

LEGEND

ROADWAY UNDER CONSTRUCTION

CHANNELIZING DEVICE

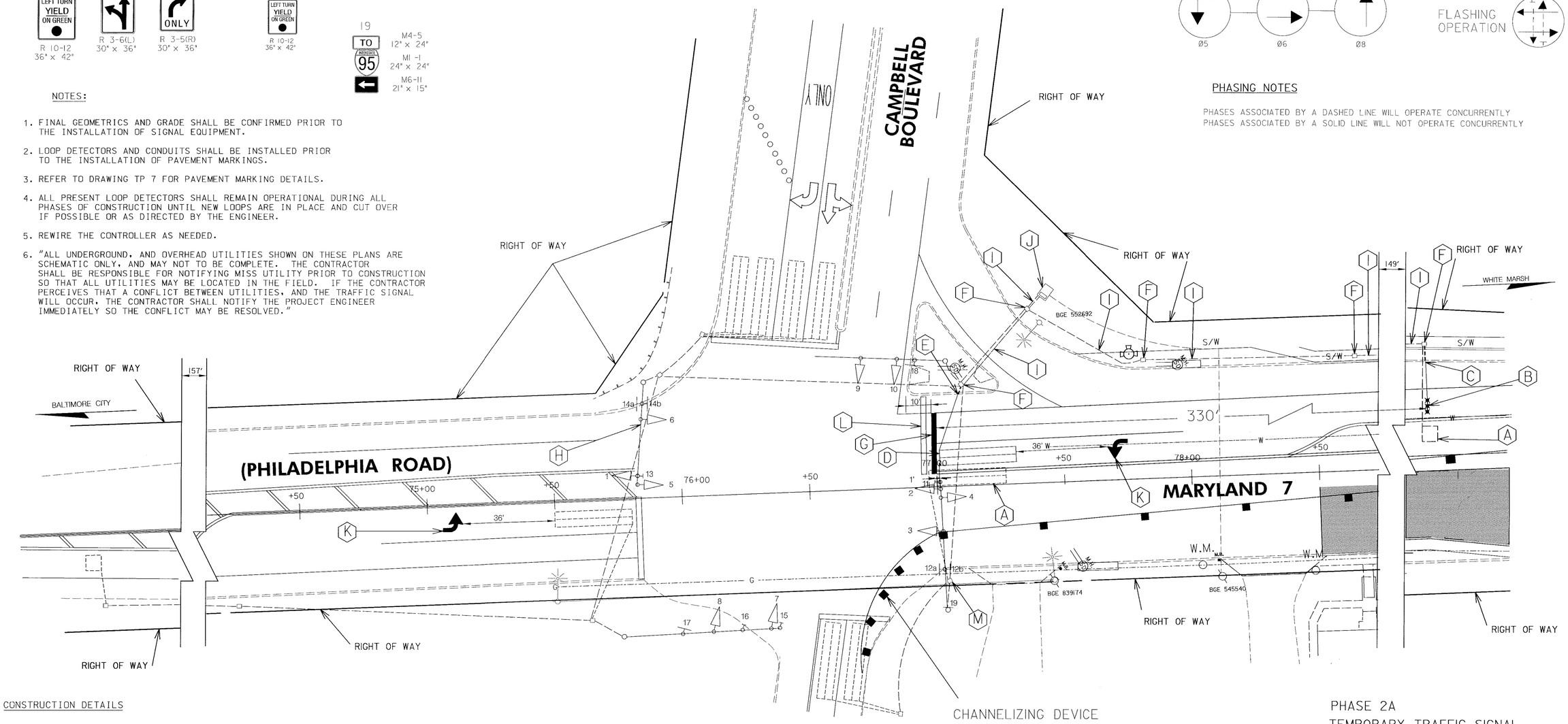
FLASHING OPERATION

PHASING NOTES

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

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 7 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 TO 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."



CONSTRUCTION DETAILS

A. ABANDON EXISTING LOOP DETECTOR.
B. INSTALL MICRO-LOOP PROBE SET WITH 500' LEAD-IN.
C. INSTALL 1" GALVANIZED STEEL ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
D. INSTALL 6' x 30' LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING (3-6-3 TURNS) QUADRUPOLE TYPE.
E. INSTALL 1" LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
F. USE EXISTING HANDHOLE.
G. INSTALL 24" WHITE REMOVABLE PREFORMED PAVEMENT MARKING TAPE (STOP LINE).
H. RELOCATE SIGN AND SIGNAL HEADS AS DIRECTED BY THE ENGINEER.
I. USE EXISTING CONDUIT.
J. REWIRE CONTROLLER AS NEEDED.
K. INSTALL PAVEMENT MARKING ARROW.
L. REMOVE EXISTING STOP LINE.
M. THE 2-CONDUCTOR (ALUMINUM SHIELDED) CABLE FROM THE ABANDON LOOP DETECTOR WILL BE USED IN PHASE 3 OF THIS CONTRACT.

PHASE 2A
TEMPORARY TRAFFIC SIGNAL — SS-I

GEOMETRIC LEGEND
EXISTING GEOMETRICS
PROPOSED GEOMETRICS

UTILITY LEGEND
G — GAS MAIN
W — WATER MAIN
S — SEWER MAIN
E — ELECTRIC CABLES
D — STORM DRAIN
A — AERIAL CABLES
T — TELEPHONE CABLES

HURST-ROSCHE ENGINEERS, INC.
60 Scott Adam Road
Suite 102
Cockeysville, MD 21030
410-683-3683

REVISIONS

© NOVEMBER, 2000 — MODIFY SIGNAL FOR NEW GEOMETRICS — S.H.A. No.BA2135176 — DLA — ERL — TR
(B) Febuary 10, 1999 — ASBUILT — S.H.A. No.BW996M82 — FJH

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

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

MD 7 (Philadelphia Road) at Campbell Blvd./CARMAX

DRAWN BY: A. A.	F.A.P. NO. N/A	TS NO. 3517C-X1A-PS	SHEET NO.
CHECKED BY: J. A. B.	S.H.A. NO. BW789-802-412		
SCALE: 1" = 20'	COUNTY: BALTIMORE	T.I.M.S. NO. D770	197 OF 237
DATE: February 23, 1995	LOG MILE: 03000706.01		