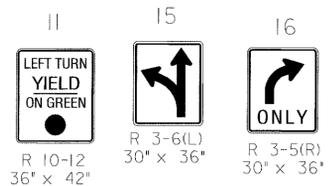


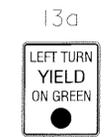
EXISTING SIGNS



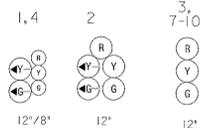
PROPOSED SIGN



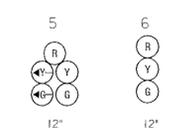
COVERED SIGN



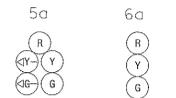
EXISTING SIGNALS



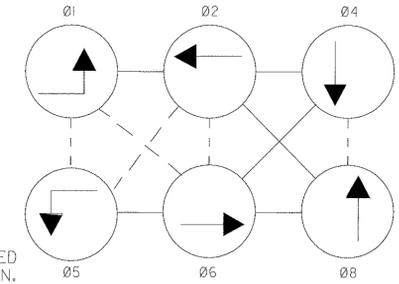
NEW SIGNALS



COVERED SIGNALS



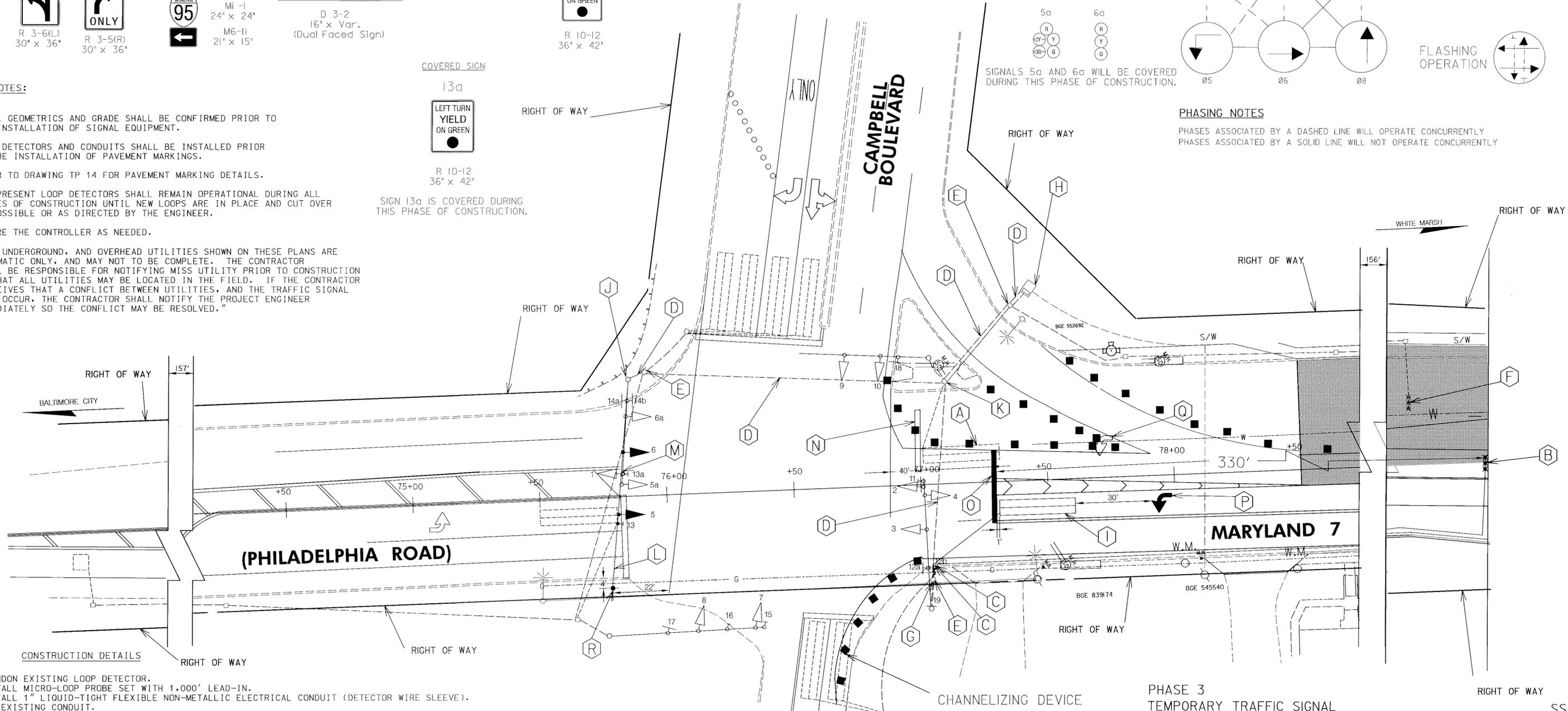
NEMA PHASING



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 14 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."



- ABANDON EXISTING LOOP DETECTOR.
- INSTALL MICRO-LOOP PROBE SET WITH 1,000' LEAD-IN.
- INSTALL 1" LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
- USE EXISTING CONDUIT.
- USE EXISTING HANDHOLE.
- ABANDON EXISTING MICRO-LOOP PROBE SET.
- INSTALL NEW LOOP DETECTOR TO EXISTING (ALUMINUM SHIELDED) CABLE THAT WAS ABANDON IN PHASE 2A.
- REWIRE CONTROLLER AS NEEDED.
- INSTALL 6' x 30' LOOP DETECTOR ENCASED IN 1/4" FLEXIBLE TUBING (3-6-3 TURNS) QUADRUPOLE TYPE.
- FURNISH AND INSTALL 6' EXTENSION TO (SIGNAL) STEEL POLE WITH 2" WEATHER HEAD.
- THE 2 CONDUCTOR ALUMINUM SHIELDED CABLE FROM THE ABANDON LOOP DETECTOR WILL BE USED IN THE FINAL DESIGN.
- FURNISH AND INSTALL 3/8" SPAN WIRE, 1/4" SPAN WIRE (FOR TETHER), SIGNAL HEADS AND SIGN SPAN WIRE MOUNTED (APPROX. LOCATION IS SHOWN ON THE SPAN WIRE) SIGNAL AND SIGN LOCATIONS ARE AS DIRECTED BY THE ENGINEER.
- COVER SIGNAL HEADS 5a & 6a, AND COVER SIGN 13a.
- REMOVE EXISTING STOP LINE
- INSTALL 24" WHITE REMOVABLE PREFORMED PAVEMENT MARKING TAPE (STOP LINE)
- INSTALL PAVEMENT MARKING ARROW
- REMOVE PAVEMENT MARKING ARROW.
- FURNISH AND INSTALL 40' CLASS 2 WOOD POLE WITH BACK GUYS.

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. BW35176
DLA [Signature] [Signature] [Signature]
February 10, 1999
ASBUILT
S.H.A. No. BW996M82
F.J.H.

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-X2A-PS | SHEET NO. 199 OF 237 |
| CHECKED BY: J. A. B. | S.H.A. NO. BW789-802-412 | T.I.M.S. NO. D770 | |
| SCALE: 1" = 20' | COUNTY: BALTIMORE | LOG MILE: 03000706.01 | |
| DATE: February 23, 1995 | | | |



SS-3