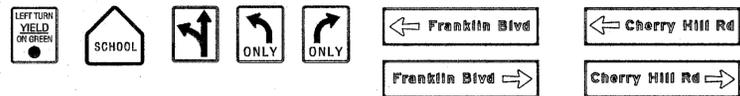
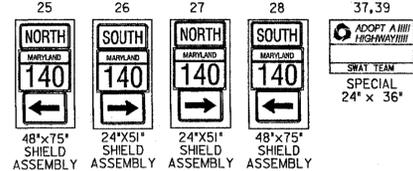


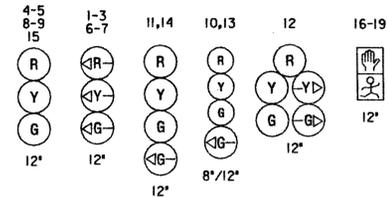
EXISTING SIGNS TO REMOVE



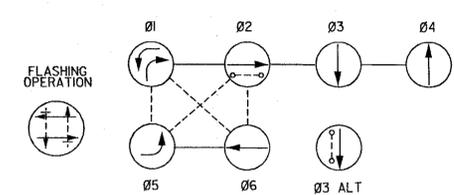
EXISTING SIGNS TO RELOCATE



PROPOSED SIGNALS

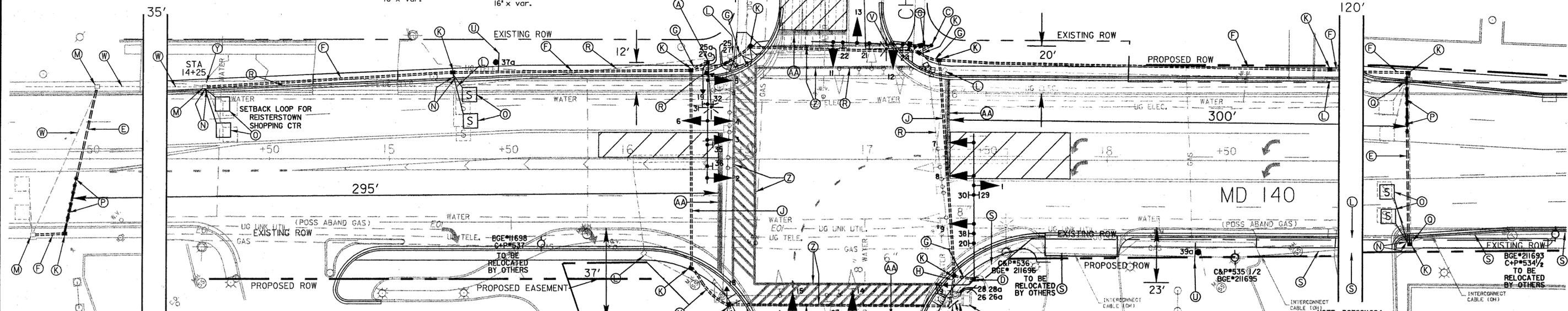
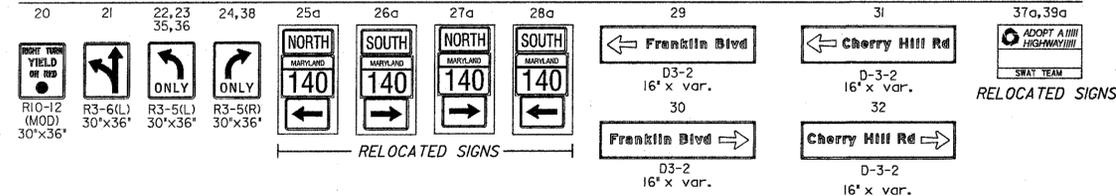


NEMA PHASING



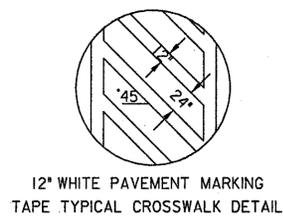
NEMA PHASING NOTES:
 1. PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.
 2. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

PROPOSED SIGNS

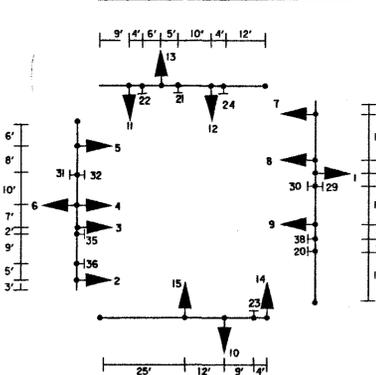


CONSTRUCTION DETAILS

- A. INSTALL 27 FT. STEEL POLE WITH 50 FT. MAST ARM, VEHICLE SIGNAL HEADS, PEDESTRIAN HEAD, PUSH BUTTON, NEW AND RELOCATED SIGNS, RELOCATED VIDEO DETECTOR CAMERA (INSTALL NEW VIDEO DETECTOR CABLE AND NEW MOUNTING HARDWARE) ON A 20-FT LIGHTING ARM WITH 250 WATT H.P.S. LUMINAIRE AND 4 - 1 1/4 IN. X 90 IN. ANCHOR BOLTS. (NOTE: 1-3 IN. PVC 90 DEGREE BEND)
- B. INSTALL 27 FT. STEEL POLE WITH 50 FT. MAST ARM, VEHICLE SIGNAL HEADS, PEDESTRIAN HEADS, PUSH BUTTON, SIGNS, NEW VIDEO DETECTOR CAMERA (INSTALL NEW VIDEO DETECTOR CABLE) ON A 20-FT LIGHTING ARM WITH 250 WATT H.P.S. LUMINAIRE, AND 4 - 1 1/4 IN. X 90 IN. ANCHOR BOLTS. (NOTE: 1-3 IN. PVC 90 DEGREE BEND)
- C. INSTALL 27 FT. STEEL POLE WITH 50 FT. MAST ARM, VEHICLE SIGNAL HEADS, PEDESTRIAN HEAD, SIGNS, TWO RELOCATED VIDEO DETECTOR CAMERAS (RE-WIRE EXISTING VIDEO DETECTOR CABLES AND INSTALL NEW MOUNTING HARDWARE) ON A 20-FT LIGHTING ARM WITH 250 WATT H.P.S. LUMINAIRE AND 4 - 1 1/4 IN. X 90 IN. ANCHOR BOLTS. (NOTE: 1-3 IN. PVC 90 DEGREE BEND)
- D. INSTALL 27 FT. STEEL POLE (CUT TO 21 FT.) WITH 60 FT. MAST ARM, VEHICLE SIGNAL HEADS, NEW AND RELOCATED SIGNS, 1 IN. GALVANIZED CONDUIT RISER (FOR PHONE DROP) AND 4 - 1 1/4 IN. X 90 IN. ANCHOR BOLTS. (NOTE: 1-2 IN. 1-3 IN PVC 90 DEGREE BEND)
- E. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (SLOTTED PRIOR TO ROADWAY RESURFACING)
- F. INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED PRIOR TO SIDEWALK CONSTRUCTION)
- G. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED)
- H. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED PRIOR TO SIDEWALK CONSTRUCTION)
- J. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (SLOTTED PRIOR TO ROADWAY RESURFACING)
- K. INSTALL HANDHOLE
- L. REMOVE HANDHOLE
- M. USE EXISTING HANDHOLE
- N. INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRIC CONDUIT (FOR DETECTOR SLEEVE)
- O. INSTALL 6 FT. X 6 FT. LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING (4 TURNS)
- P. INSTALL TWO SETS OF NON-INVASIVE MICROLOOP PROBES
- Q. REMOVE EXISTING HANDHOLE, CUT, CLEAN AND EXTEND EXISTING 4 IN. CONDUIT TO PROPOSED HANDHOLE
- R. PULL EXISTING INTERCONNECT CABLE TO HANDHOLE LOCATED AT STA 14+25 LEFT AND RE-WIRE ACCORDING TO THE WIRING DIAGRAM
- S. PULL EXISTING INTERCONNECT CABLE TO BGE POLE # 211693 AND RE-WIRE ACCORDING TO THE WIRING DIAGRAM
- T. USE EXISTING TRAFFIC SIGNAL CONTROLLER
- U. RELOCATE POLE-MOUNTED SIGN TO 4 IN. X 4 IN. WOOD POST
- V. EXISTING GROUND-MOUNTED SIGN TO BE RELOCATED BY OTHERS
- W. USE EXISTING CONDUIT
- Y. SPLICE EXISTING 2-CONDUCTOR ALUMINUM SHIELDED (NO. 14 A.W.G.) ELECTRICAL CABLES TO NEW LOOP WIRES FOR REISTERSTOWN SHOPPING CENTER SETBACK LOOPS
- Z. INSTALL 12 IN. WHITE HEAT-APPLIED THERMOPLASTIC PERMANENT PAVEMENT MARKING FOR CROSSWALK LINES
- AA. INSTALL 24 IN. WHITE HEAT-APPLIED THERMOPLASTIC PERMANENT PAVEMENT MARKING FOR STOP LINES



SIGNAL HEAD & SIGN LAYOUT



- GENERAL NOTES**
1. THE CONDUIT SHOWN ARE TO BE INSTALLED PRIOR TO THE RESURFACING OF MD 140
 2. THE CONTRACTOR SHALL VERIFY THE LOCATION OF NEW GEOMETRICS PRIOR TO INSTALLATION OF NEW SIGNAL EQUIPMENT.
 3. WITHIN 18 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
 4. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO MAINTAIN THE EXISTING POWER FEED
 5. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE 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 EXISTS BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
 6. ALL PAVEMENT MARKINGS OTHER THAN STOP AND CROSSWALK LINES SHOWN ARE TO BE INSTALLED BY OTHERS.
 7. ALL PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED TO FINAL GRADE.
 8. ALL EXISTING LOOP DETECTORS WILL BE ABANDONED.
 9. THE CONTRACTOR SHALL REMOVE ALL EXISTING STEEL STRAIN POLES AND SIGNAL HEADS, RELOCATE ALL EXISTING VIDEO DETECTOR CAMERAS AS SHOWN ON THIS PLAN, AND REMOVE AND/OR RELOCATE SIGNS AS SHOWN ON THIS PLAN.
 10. SEE SIGNING AND MARKING PLAN FOR STOP LINE AND CROSSWALK LOCATIONS.

UTILITY LEGEND

— G —	GAS MAIN
— W —	WATER MAIN
— S —	SEWER MAIN
— E —	ELECTRIC CABLES
— A —	AERIAL CABLES
— T —	TELEPHONE CABLES

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REVISIONS	APPROVALS
(1) FULL SIGNAL RECONSTRUCT DUE TO GEOMETRIC IMPROVEMENTS STA 14+25 TO 25+00 STV 1/2/25 1/2002	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION CHIEF TRAFFIC ENGINEERING DESIGN DIVISION DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
 Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
 MD 140 AND FRANKLIN BOULEVARD / CHERRY HILL ROAD

DRAWN BY: W.R. SMITH	F.A.P. NO. BW 996MB2	SEE TITLE SHEET	TS NO. 2159 D
CHECKED BY: S.E. WEBER	S.H.A. NO. COUNTY: BALTIMORE	LOG MILE:	T.I.M.S. NO. E-557
SCALE: 1 IN. = 20 FT.	DATE: JANUARY, 1986		SHEET NO. 9 OF 12