MD 140 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

PROPOSED SIGNAL HEADS

7 — R, Y, G — 12"

12-15 — 12"

EXISTING SIGNAL HEADS TO BE REMOVED

7A — R, Y, G — 12"

EXISTING SIGNAL HEADS TO REMAIN

1.3 — R, Y, G — 12"

2.4-9 — R, Y, G — 12"

10.11 — Y — 12"

EXISTING SIGNS TO REMAIN

16 — LEFT TURN YIELD ON GREEN — R10-12 (36" X 42")

24 — ONLY — R3-5L (30" X 36")

22 — NORTH MARYLAND 140 — ASSOCIATED SHIELD ASSEMBLY (48" X 75")

23 — SOUTH MARYLAND 140 — ASSOCIATED SHIELD ASSEMBLY (48" X 75")

19 — SIGNAL AHEAD / PREPARE TO STOP WHEN FLASHING — W3-3(2) (120" X 60")

17 — ← Mount Wilson La

21 — Mount Wilson La → — D-3(1) (DUAL FACED) (VARIABLE x 16")

18 — Grey Rock Rd

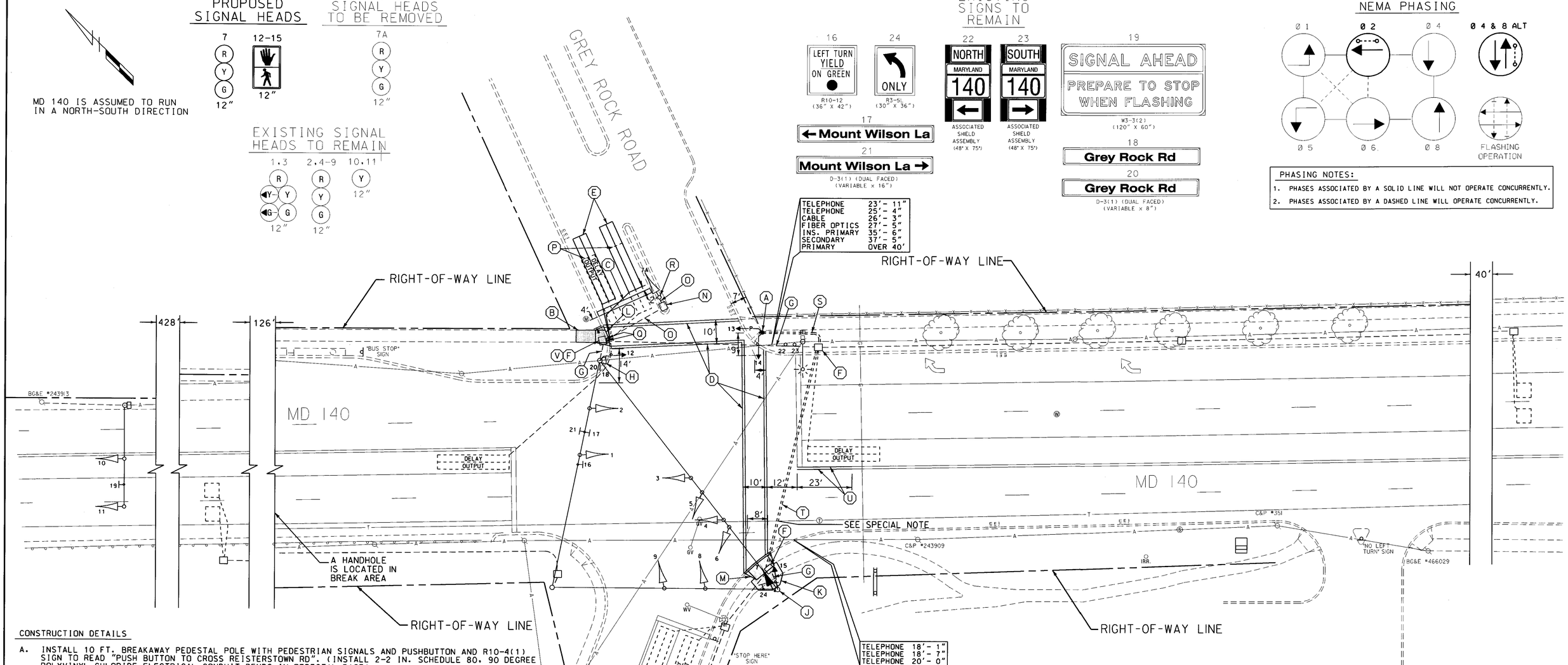
20 — Grey Rock Rd — D-3(1) (DUAL FACED) (VARIABLE x 8")

NEMA PHASING

Ø 1, Ø 2, Ø 4, Ø 4 & 8 ALT, Ø 5, Ø 6, Ø 8, 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(1) SIGN TO READ "PUSH BUTTON TO CROSS REISTERSTOWN RD". (INSTALL 2-2 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).
B. INSTALL 4 IN. CONCRETE SIDEWALK TO CONNECT EXISTING SIDEWALK TO PROPOSED RAMP.
C. INSTALL 24 IN. WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
D. INSTALL 12 IN. WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING (CROSSWALK).
E. INSTALL 6 FT. x 30 FT. (3-6-3 WINDING) QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
F. USE EXISTING HANDHOLE.
G. USE EXISTING CONDUIT.
H. USE EXISTING STEEL POLE AND POLE MOUNTED CABINET AND CONTROLLER
J. USE EXISTING STEEL POLE. INSTALL SIGNAL HEAD ON POLE (BOTTOM HEIGHT OF SIGNAL HOUSING MOUNTED AT 15 FT. ABOVE GRADE). PEDESTRIAN SIGNAL HEAD, PUSHBUTTON AND R10-4(1) SIGN TO READ "PUSH BUTTON TO CROSS REISTERSTOWN RD".
K. INSTALL 4 IN. CONCRETE SIDEWALK.
L. INSTALL SIDEWALK RAMP IN ACCORDANCE WITH STANDARD MD 655.13, METHOD B.
M. REMOVE PORTION OF EXISTING SIDEWALK AND RAMP AS APPROPRIATE FOR INSTALLATION OF CONDUIT.
N. ABANDON EXISTING HANDHOLE.
O. CAP AND ABANDON EXISTING CONDUIT.
P. ABANDON EXISTING LOOP DETECTOR.
Q. INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
R. REMOVE EXISTING PEDESTAL POLE AND SIGNAL HEAD. REMOVE FOUNDATION 12 IN. BELOW GRADE.
S. INSTALL 2 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
T. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (BORED).
U. INSTALL 5 IN. YELLOW HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING, TYING INTO EXISTING DOUBLE YELLOW CENTERLINE.
V. ADJUST EXISTING HANDHOLE AND COLLAR TO FINAL GRADE.

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	SS
STORM DRAIN	SD
WATER	W
CABLE TV	TV

SPECIAL NOTE:

CONTRACTOR SHALL USE CAUTION WHEN INSTALLING SIGNAL EQUIPMENT TO AVOID DISTURBANCE OF EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL TEST PIT TO DETERMINE EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES PRIOR TO INSTALLING SIGNAL EQUIPMENT.

WR&A
Whitman, Requardt and Associates, LLP
801 South Caroline Street
Baltimore, Maryland 21231
(410) 235-3450

REVISIONS

E	INSTALLATION OF CROSSWALKS AND INDICATIONS CONT. #XM065385	6/12/02	BRD
D	REPLACE FAILED DETECTION	10/99	JMC, DB
C	MODIFY DUE TO NEW GEOMETRICS	5/12/92	MAM

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. TRAFFIC ENGINEERING DESIGN DIVISION
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 SIGNALIZATION PLAN
MD 140 (Reisterstown Rd.) and Mt. Wilson Ln./ Grey Rock Rd.

DRAWN BY:	B. THOMPSON	F.A.P. NO.	BR7106(A)5(B)5(B)	TS NO. TS-633E	SHEET NO.
CHECKED BY:	S. RENZI	S.H.A. NO.			
SCALE:	1" = 20'	COUNTY:	BALTIMORE	T.I.M.S. NO. F049	1 OF 2
DATE:	JAN. 3, 1987	LOC MILE:	03014002.53		

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