BORDER REV. DATE: June 1, 2004

PROPOSED SIGNS

NOTE: MD 140 IS CONSIDERED TO RUN IN A NORTH-SOUTH DIRECTION.

R10-3(1) 9" x 15" — PUSH BUTTON TO CROSS REISTERSTOWN BLVD. — START CROSSING WATCH FOR TURNING CARS — DON'T START FINISH CROSSING — IF STARTED TIME REMAINING TO FINISH CROSSING — PEDESTRIANS SHOULD NOT BE IN CROSSWALK — STREET NAME IN BRAILLE TYPE 2 — 35

R10-3(1) 9" x 15" — PUSH BUTTON TO CROSS REISTERSTOWN BLVD. — START CROSSING WATCH FOR TURNING CARS — DON'T START FINISH CROSSING — IF STARTED TIME REMAINING TO FINISH CROSSING — PEDESTRIANS SHOULD NOT BE IN CROSSWALK — STREET NAME IN BRAILLE TYPE 2 — 36

R10-3(1) 9" x 15" — PUSH BUTTON TO CROSS FRANKLIN BLVD. — START CROSSING WATCH FOR TURNING CARS — DON'T START FINISH CROSSING — IF STARTED TIME REMAINING TO FINISH CROSSING — PEDESTRIANS SHOULD NOT BE IN CROSSWALK — STREET NAME IN BRAILLE TYPE 2 — 37

R10-3(1) 9" x 15" — PUSH BUTTON TO CROSS FRANKLIN BLVD. — START CROSSING WATCH FOR TURNING CARS — DON'T START FINISH CROSSING — IF STARTED TIME REMAINING TO FINISH CROSSING — PEDESTRIANS SHOULD NOT BE IN CROSSWALK — STREET NAME IN BRAILLE TYPE 2 — 38

REISTERSTOWN RD

FRANKLIN BLVD

EXISTING SIGNS

34 — ⇦ Franklin BLVD — D-3(1) VARIABLE X 16"

24 — Franklin BLVD ⇨ — D-3(1) VARIABLE X 16"

23 — ⇦ Cherry Hill RD — D-3(1) VARIABLE X 16"

22 — Cherry Hill RD ⇨ — D-3(1) VARIABLE X 16"

31 — NORTH, MARYLAND 140 — M3-1 24"x 12", M1-5 24"x 24", M6-1 21"x 15" — ASSOCIATED SHIELD ASSEMBLY 24" x 51"

26 — SOUTH, MARYLAND 140 — M3-3 24"x 12", M1-5 24"x 24", M6-1 21"x 15" — ASSOCIATED SHIELD ASSEMBLY 24" x 51"

27 — NORTH, MARYLAND 140 — M3-1 30"x 15", M1-5 48"x 36", M6-1 30"x 24" — ASSOCIATED SHIELD ASSEMBLY 48" x 75"

32 — SOUTH, MARYLAND 140 — M3-3 30"x 15", M1-5 48"x 36", M6-1 30"x 24" — ASSOCIATED SHIELD ASSEMBLY 48" x 75"

29 — R3-6L 30" x 36"

20,21,28,33 — ONLY — R3-5L 30" x 36"

25,30 — ONLY — R3-5R 30" x 36"

W11-1. SHARE THE ROAD

PROPOSED LED MODULES

1-3,7 — 12"; 4,5,8,9,15 — 12"; 10,13 — 12"; 11,14 — 12"; 12 — 12"

⊠ – EXISTING VIDEO DETECTION CAMERA, (a-d)

PROPOSED SIGNALS

6 — 12"

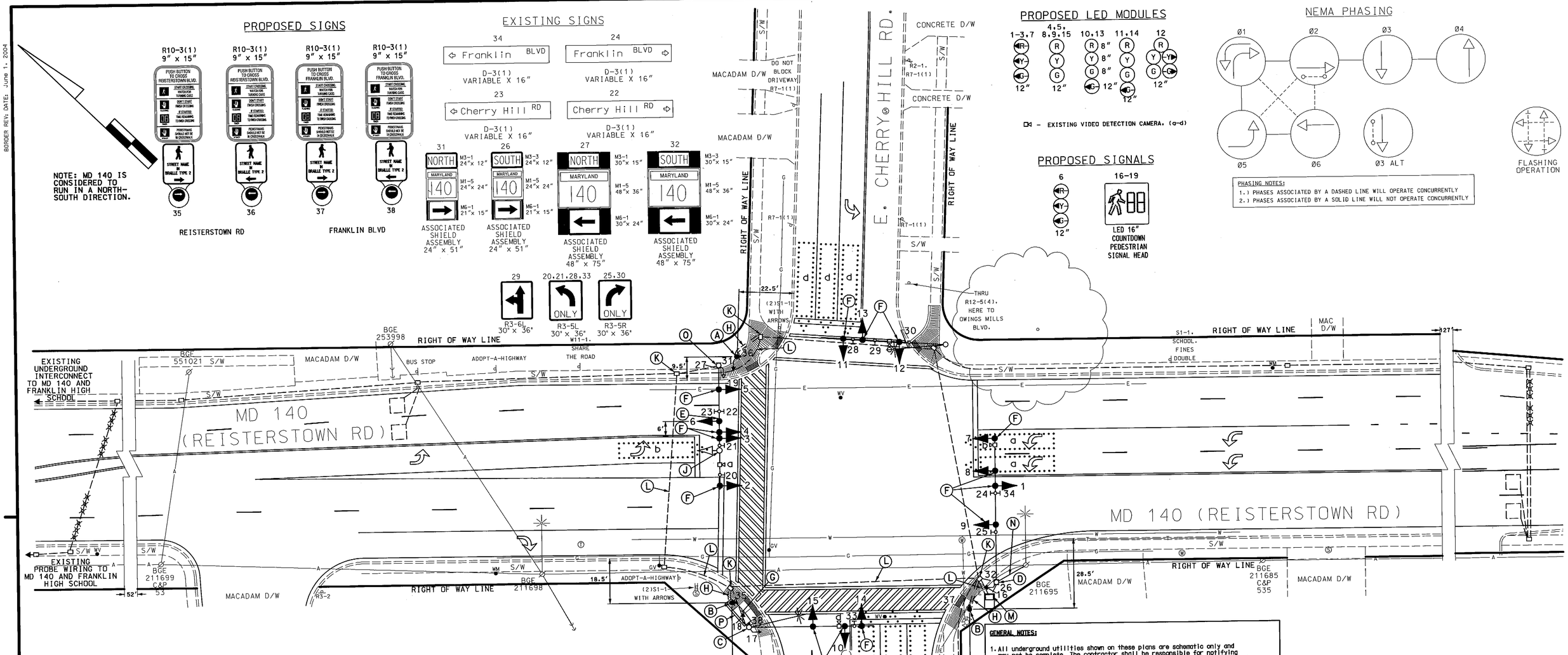
16-19 — LED 16" COUNTDOWN PEDESTRIAN SIGNAL HEAD

NEMA PHASING

Ø1 Ø2 Ø3 Ø4 Ø5 Ø6 Ø3 ALT

FLASHING OPERATION

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



CONSTRUCTION DETAILS

A. Install 10' (18" breakaway coupling foundation STD No. 801.01-01) pedestal pole with countdown pedestrian signal heads and APS pushbutton with pedestrian education sign. (Note: 1-3" 90° polyvinyl chloride (Schedule 80) bend).

B. Install 5' (18" breakaway coupling foundation STD No. 801.01-01) pedestal pole with APS pushbutton with pedestrian education sign.(Note: 1-3" 90° polyvinyl chloride (Schedule 80) bend).

C. Install countdown pedestrian signal heads and APS pushbutton with pedestrian education sign on mast arm pole as shown.

D. Install countdown pedestrian signal head on mast arm pole as shown.

E. Install proposed LED signal head as shown.

F. Install proposed LED Module in existing signal head as shown.

G. Extend flat area of ramp 3' and add portion of sloped ramp as shown.

H. Install 3" polyvinyl chloride electrical conduit (Schedule 80) (trenched).

J. Remove existing signal head as shown.

K. Use existing handhole.

L. Use existing conduit.

M. Use existing cabinet and controller.

N. Maintain existing overhead electrical service.

O. Remove pedestrian signal head from mast arm pole.

P. Install 12' long retaining wall at back of proposed ramp using 4" x 6" wood post.

GENERAL NOTES:

1. All underground utilities shown on these plans are schematic only 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 between the utilities and the traffic signal will occur, the contractor shall notify the project engineer immediately so that the conflict may be resolved.
2. All Traffic Signal Foundations shall be installed at the Final Sidewalk or Curb grade for closed sections. Highest Roadway Profile Grade for open sections, to meet clearances as specified in MD 816.03, MD 818.01, MD 818.02, and MD 818.04 The contractor shall verify ultimate grades prior to the installation of all signal equipment.
3. All pavement markings detailed are proposed and are to be installed in accordance with SHA standards. All crosswalks shall be centered on handicap ramps or median cut throughs.
4. Poles are to be located so that they can be activated by a person in a wheelchair from a 60"x 60" level landing area. A level landing area is an area with a cross slope of less than or equal to 2%.
5. If the location of Accessible Pedestrian Signal Pushbuttons must be changed the contractor shall notify the Project Engineer to get approval for new location to ensure proper requirements of the MUTCD are still met. All work must be halted until the Project Engineer has obtained an approved location or if necesary a design waiver is obtained.
6. Pushbutton is to be located so that a pedestrian in a wheelchair located on the level landing area, does not have to reach more than 18".
7. The 10' separation between pushbuttons is to be measured from face of pushbutton, not center to center of pole.
8. Pushbutton arrows are to be parallel to the crossing for which they are intended.
9. The contractor shall remove all unused wiring.

GEOMETRIC LEGEND

PROPOSED
EXISTING

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

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

APPROVALS	
TEAM LEADER	ORIGINAL ON FILE
ASST. DIV.	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS	
B INSTALL APS, CPS AND LED SIGNAL HEADS S.H.A. No.: XX4275185 JWA	6/22/09
D ADDENDUM NO. 1	9/1/02
C Add EB RT Overlap, nearside signals & tether and a luminaire & lighting bracket arm to the strain pole. SHA No. XX1005485 BV	

PLOTTED: $DATETIME$
FILE: $FILE$

REVISION "E"

STREET TRAFFIC STUDIES, LTD.
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Glen Burnie,MD 21061
Ph (410) 590-9520
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5670.dgn T-221

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 140 (REISTERSTOWN ROAD) AND FRANKLIN BLVD /CHERRY HILL ROAD

REISTERSTOWN, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE January, 1986 CONTRACT NO. BW996M82

DESIGNED BY
DRAWN BY W.R. Smith
CHECKED BY S.E. Weber
F.A.P. NO.

COUNTY BALTIMORE
LOGMILE 03140008.08
TIMS NO. J342
TOD NO.

TS NO. 2159E	DRAWING NO. 1 OF 2	SHEET NO. OF