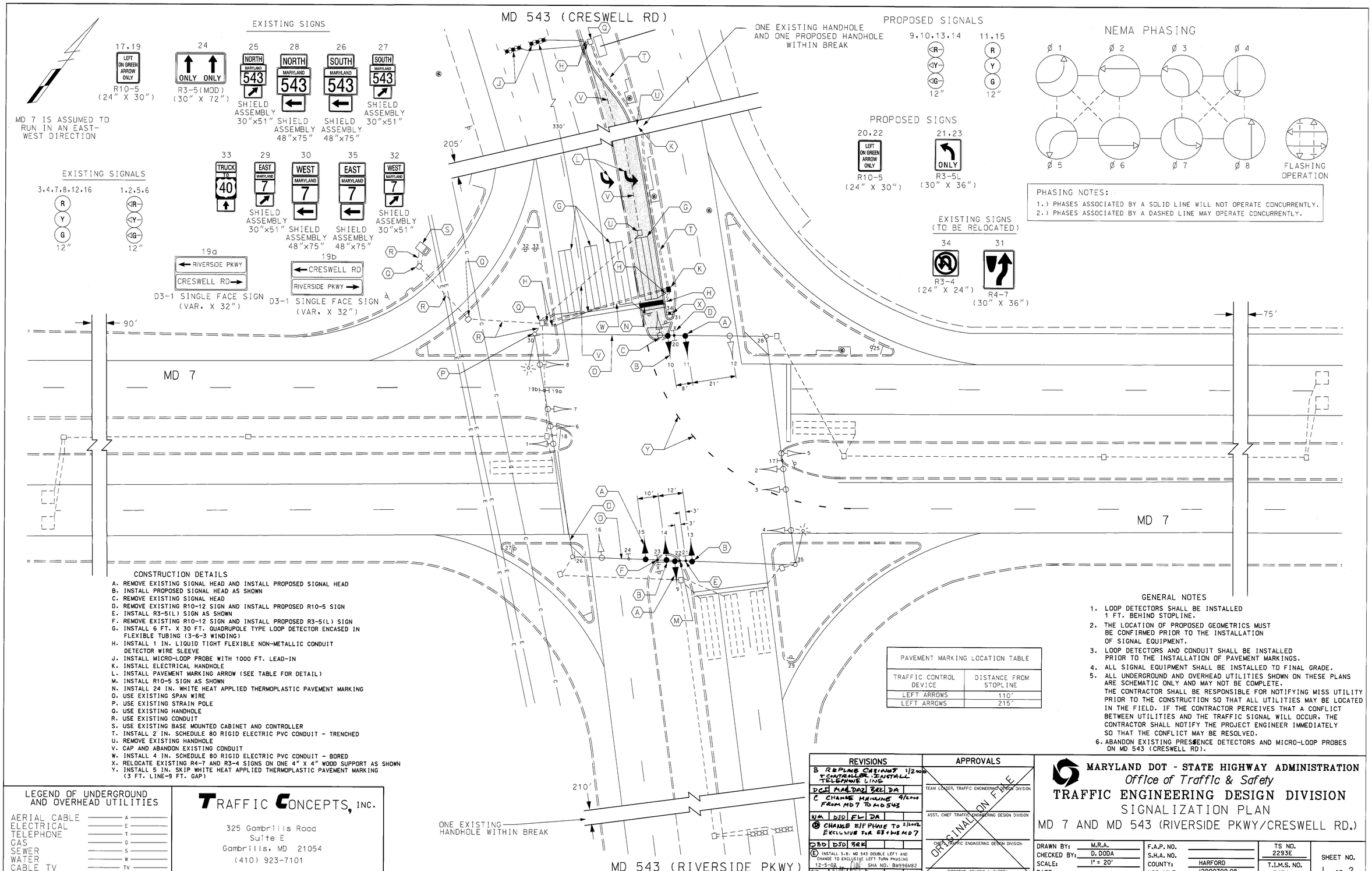

CONSTRUCTION DETAILS

A. REMOVE EXISTING SIGNAL HEAD AND INSTALL PROPOSED SIGNAL HEAD
B. INSTALL PROPOSED SIGNAL HEAD AS SHOWN
C. REMOVE EXISTING SIGNAL HEAD
D. REMOVE EXISTING R10-12 SIGN AND INSTALL PROPOSED R10-5 SIGN
E. INSTALL R3-5(L) SIGN AS SHOWN
F. REMOVE EXISTING R10-12 SIGN AND INSTALL PROPOSED R3-5(L) SIGN
G. INSTALL 6 FT. X 30 FT. QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN FLEXIBLE TUBING (3-6-3 WINDING)
H. INSTALL 1 IN. LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT DETECTOR WIRE SLEEVE
J. INSTALL MICRO-LOOP PROBE WITH 1000 FT. LEAD-IN
K. INSTALL ELECTRICAL HANDHOLE
L. INSTALL PAVEMENT MARKING ARROW (SEE TABLE FOR DETAIL)
M. INSTALL R10-5 SIGN AS SHOWN
N. INSTALL 24 IN. WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING
O. USE EXISTING SPAN WIRE
P. USE EXISTING STRAIN POLE
Q. USE EXISTING HANDHOLE
R. USE EXISTING CONDUIT
S. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER
T. INSTALL 2 IN. SCHEDULE 80 RIGID ELECTRIC PVC CONDUIT - TRENCHED
U. REMOVE EXISTING HANDHOLE
V. CAP AND ABANDON EXISTING CONDUIT
W. INSTALL 4 IN. SCHEDULE 80 RIGID ELECTRIC PVC CONDUIT - BORED
X. RELOCATE EXISTING R4-7 AND R3-4 SIGNS ON ONE 4" X 4" WOOD SUPPORT AS SHOWN
Y. INSTALL 5 IN. SKIP WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING (3 FT. LINE-9 FT. GAP)

GENERAL NOTES

1. LOOP DETECTORS SHALL BE INSTALLED 1 FT. BEHIND STOPLINE.
2. THE LOCATION OF PROPOSED GEOMETRICS MUST BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
3. LOOP DETECTORS AND CONDUIT SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
4. ALL SIGNAL EQUIPMENT SHALL BE INSTALLED TO FINAL GRADE.
5. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE 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 THAT THE CONFLICT MAY BE RESOLVED.
6. ABANDON EXISTING PRESENCE DETECTORS AND MICRO-LOOP PROBES ON MD 543 (CRESWELL RD).

PAVEMENT MARKING LOCATION TABLE

TRAFFIC CONTROL DEVICE	DISTANCE FROM STOPLINE
LEFT ARROWS	110'
LEFT ARROWS	215'

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

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

TRAFFIC CONCEPTS, INC.
325 Gambrills Road
Suite E
Gambrills, MD 21054
(410) 923-7101

REVISIONS

B REPLACE CABINET & CONTROLLER, INSTALL TELEPHONE LINE 1/2000 — DCJ MAR DAZ BEK DA
C CHANGE MAINLINE FROM MD 7 TO MD 543 4/2000 — WM DJD FL DA
D CHANGE E/P PHASE TO EXCLUSIVE FOR EB+WB MD 7 2/2002 — DJD DJD BEK
E INSTALL S.B. MD 543 DOUBLE LEFT AND CHANGE TO EXCLUSIVE LEFT TURN PHASING 12-5-02 — SHA NO. BW996W82 — TMZ WLH BEK 1/03

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. CHIEF 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
SIGNALIZATION PLAN
MD 7 AND MD 543 (RIVERSIDE PKWY/CRESWELL RD.)

DRAWN BY:	M.R.A.	F.A.P. NO.		TS NO. 2293E	SHEET NO. 1 OF 2
CHECKED BY:	D. DODA	S.H.A. NO.			
SCALE:	1" = 20'	COUNTY:	HARFORD	T.I.M.S. NO. F474	
DATE:		LOG MILE:	12000709.08		

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