MD 152 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

EXISTING SIGNS TO REMAIN

13,15,16,18 — Philadelphia Road — D-3(1) (DUAL FACED) (VARIABLE x 16")

22,24 — Mountain Road — D-3(1) (DUAL FACED) (VARIABLE x 16")

25 — ONLY — R3-5L (30" x 36")

PROPOSED SIGNS

19,23 — ONLY — R3-8 (30" X 30")

21 — ONLY — R3-5L (30" x 36")

PROPOSED LED SIGNAL HEADS

1,4,7,10 — 12"/8"

2,5,8,11 — 12"

3,6,9,12 — 12"

EXISTING SIGNAL HEADS TO BE REMOVED

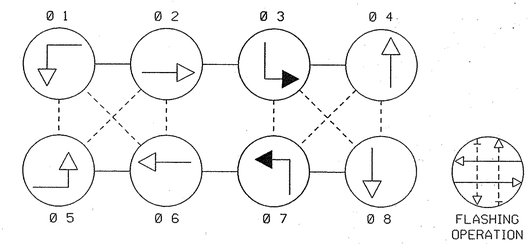
1a,4a — 12"/8"

2a,5a — 12"

3a,6a,8a, 9a,11a,12a — 12"

7a,10a — 8"

NEMA PHASING



PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

EXISTING SIGNS TO BE REMOVED

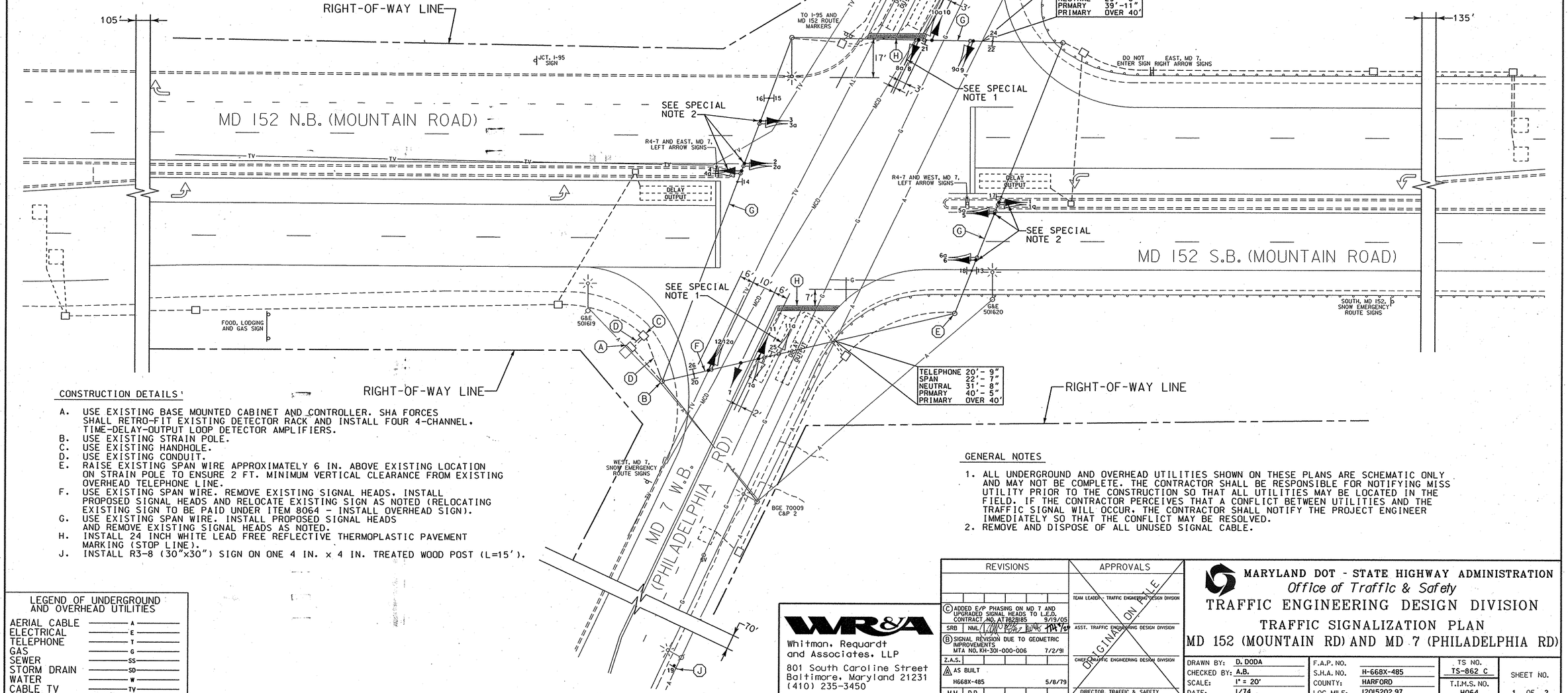
14,17 — LEFT TURN YIELD ON GREEN — R10-12 (36" x 42")

EXISTING SIGN TO BE RELOCATED (SHOWN AT FINAL LOCATION)

20,26 — Mountain Road — D-3(1) (DUAL FACED) (VARIABLE x 16")

SPECIAL NOTES:

1. DISCONNECT EXISTING "JUMPER" ELECTRICAL CABLES FROM SIGNAL HEADS 8a AND 11a PROVIDING ELECTRICAL SERVICE TO SIGNAL HEADS 9 AND 12 AND RE-CONNECT TO PROPOSED SIGNAL HEADS 8 AND 11. ANY SIGNAL OUTAGE SHALL BE SCHEDULED DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.
2. DISCONNECT EXISTING ELECTRICAL CABLE FROM EXISTING SIGNAL HEADS TO BE REMOVED AND RE-CONNECT TO PROPOSED SIGNAL HEADS. ANY SIGNAL OUTAGE SHALL BE SCHEDULED DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.



CONSTRUCTION DETAILS

A. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER. SHA FORCES SHALL RETRO-FIT EXISTING DETECTOR RACK AND INSTALL FOUR 4-CHANNEL. TIME-DELAY-OUTPUT LOOP DETECTOR AMPLIFIERS.
B. USE EXISTING STRAIN POLE.
C. USE EXISTING HANDHOLE.
D. USE EXISTING CONDUIT.
E. RAISE EXISTING SPAN WIRE APPROXIMATELY 6 IN. ABOVE EXISTING LOCATION ON STRAIN POLE TO ENSURE 2 FT. MINIMUM VERTICAL CLEARANCE FROM EXISTING OVERHEAD TELEPHONE LINE.
F. USE EXISTING SPAN WIRE. REMOVE EXISTING SIGNAL HEADS. INSTALL PROPOSED SIGNAL HEADS AND RELOCATE EXISTING SIGN AS NOTED (RELOCATING EXISTING SIGN TO BE PAID UNDER ITEM 8064 - INSTALL OVERHEAD SIGN).
G. USE EXISTING SPAN WIRE. INSTALL PROPOSED SIGNAL HEADS AND REMOVE EXISTING SIGNAL HEADS AS NOTED.
H. INSTALL 24 INCH WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
J. INSTALL R3-8 (30"x30") SIGN ON ONE 4 IN. x 4 IN. TREATED WOOD POST (L=15').

GENERAL NOTES

1. 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.
2. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.

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

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Baltimore, Maryland 21231
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REVISIONS

C	ADDED E/P PHASING ON MD 7 AND UPGRADED SIGNAL HEADS TO L.E.D. CONTRACT NO. AT8278B5	9/19/05
B	SIGNAL REVISION DUE TO GEOMETRIC IMPROVEMENTS MTA NO. KH-301-000-006	7/2/91
A	AS BUILT H668X-485	5/8/79

SRB | NMC | Z.A.S. | M.M. | D.D.

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 152 (MOUNTAIN RD) AND MD 7 (PHILADELPHIA RD)

DRAWN BY:	D. DODA	F.A.P. NO.		TS NO.	SHEET NO.
CHECKED BY:	A.B.	S.H.A. NO.	H-668X-485	TS-862 C	
SCALE:	1" = 20'	COUNTY:	HARFORD	T.I.M.S. NO.	
DATE:	1/74	LOG MILE:	12015202.97	H064	1 OF 2

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