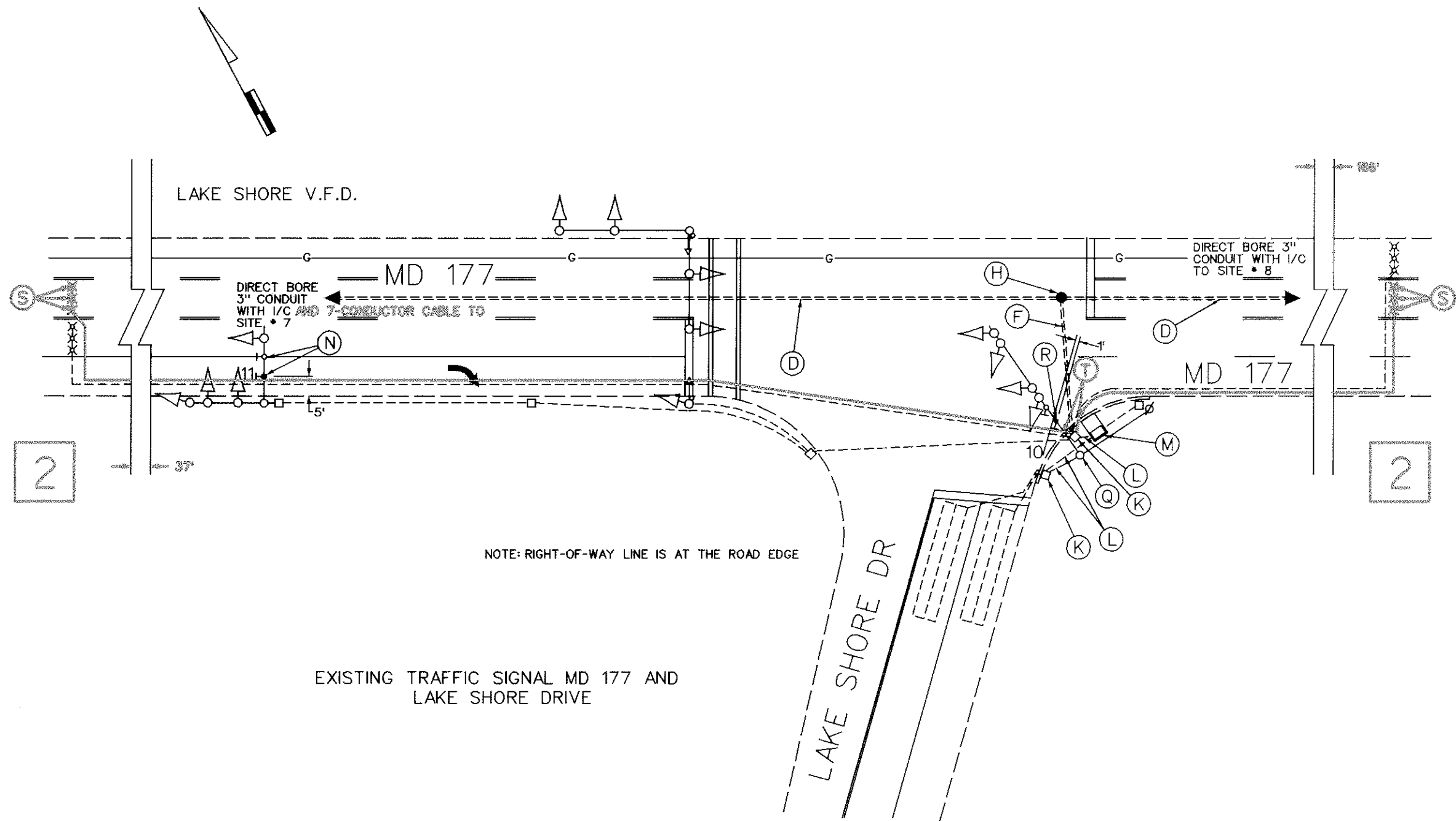
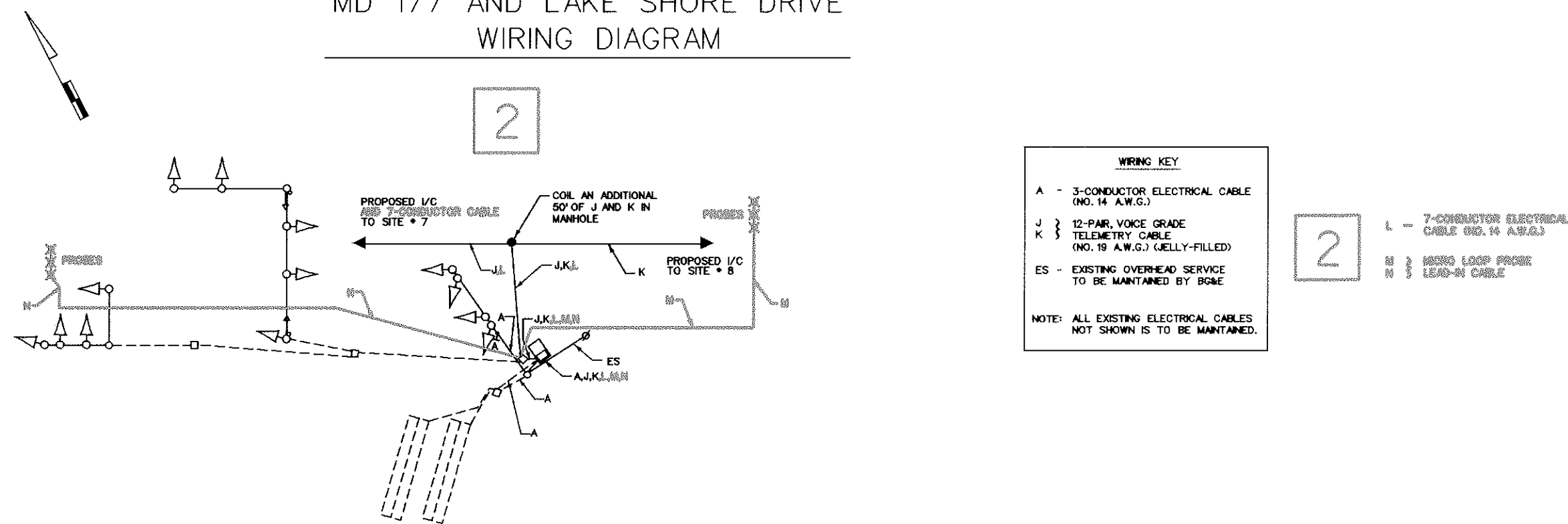




EXISTING TRAFFIC SIGNAL
MD 177 AND LAKE SHORE DRIVE
WIRING DIAGRAM

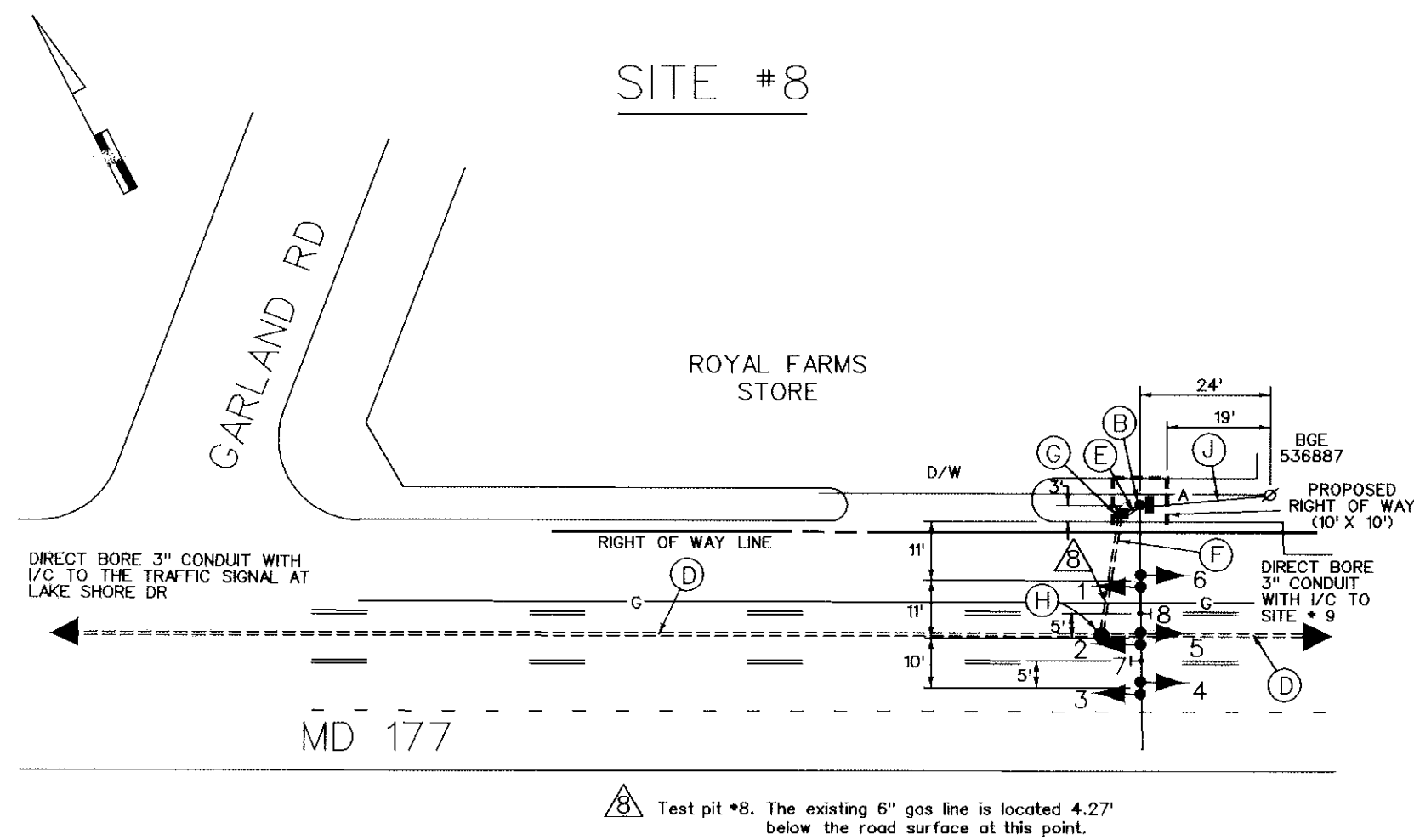


FIBER-OPTIC SIGN DISPLAY CHART

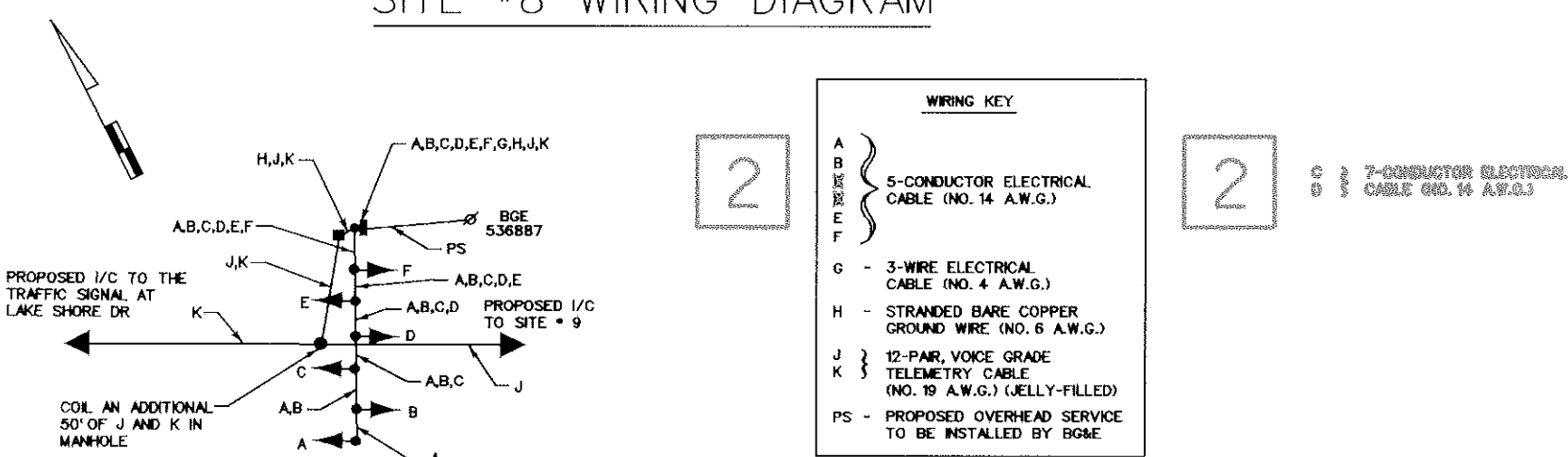
	16
AM PEAK 6:30 AM TO 9:00 AM	
AM CHANGE	
OFF PEAK 9:00 AM TO 3:30 PM	
OFF PEAK CHANGE	
PM PEAK 3:30 PM TO 7:00 PM	
PM CHANGE	
OFF PEAK 7:00 PM TO 6:30 AM	
OFF PEAK CHANGE	

CONSTRUCTION DETAILS

- A. Install 21' steel pole with a 50' mast arm, pole mounted cabinet and controller, traffic signals, signs and control & distribution for Type P-7. (Note: 1-3" 90° polyvinyl chloride bend).
- B. Install 21' steel pole with a 44' mast arm, pole mounted cabinet and controller, traffic signals, signs and control & distribution for Type P-7. (Note: 1-3" 90° polyvinyl chloride bend).
- BB. Install 27' steel pole with a 44' mast arm, pole mounted cabinet and controller, traffic signals, signs and control & distribution for Type P-7. (Note: 1-3" 90° polyvinyl chloride bend).
- C. Install 21' steel pole with a 60' mast arm, pole mounted cabinet and controller, traffic signals, signs, meter socket and disconnect switch. (Note: 1-3" 90° polyvinyl chloride bend).
- D. Install 3" polyvinyl chloride electrical conduit (Schedule-80) (direct bored).
- E. Install 3" polyvinyl chloride electrical conduit (Schedule-80) (trenched).
- F. Install 3" polyvinyl chloride electrical conduit (Schedule-80) (slotted).
- G. Install handhole as shown.
- H. Install manhole as shown.
- J. Overhead electrical service to be installed by BGE as shown.
- K. Use existing handhole.
- L. Use existing conduit.
- M. MSHA SignalShop Forces shall install master controller into existing cabinet.
- N. Remove existing mast arm mounted sign and replace with R3-5R sign as shown.
- Q. Use existing steel pole.
- R. Remove existing mast arm mounted sign and install proposed fiber-optic sign as shown.
- S. Install probes as shown.
- T. Install 1" liquid tight flexible non-metallic electrical conduit (detector wire sleeve).

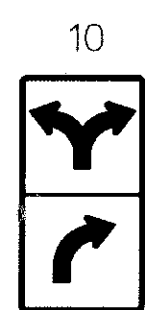


SITE #8 WIRING DIAGRAM



	1	2	3	4	5	6
OFF PEAK 7:00 PM TO 6:30 AM						
A.M. OFF PEAK CHANGE						
A.M. OFF PEAK RED CLEAR						
AM PEAK 6:30 AM TO 9:00 AM						
AM CHANGE						
OFF PEAK 9:00 AM TO 3:30 PM						
P.M. OFF PEAK CHANGE						
P.M. OFF PEAK CHANGE RED CLEAR						
PM PEAK 3:30 PM TO 7:00 PM						
PM CHANGE						

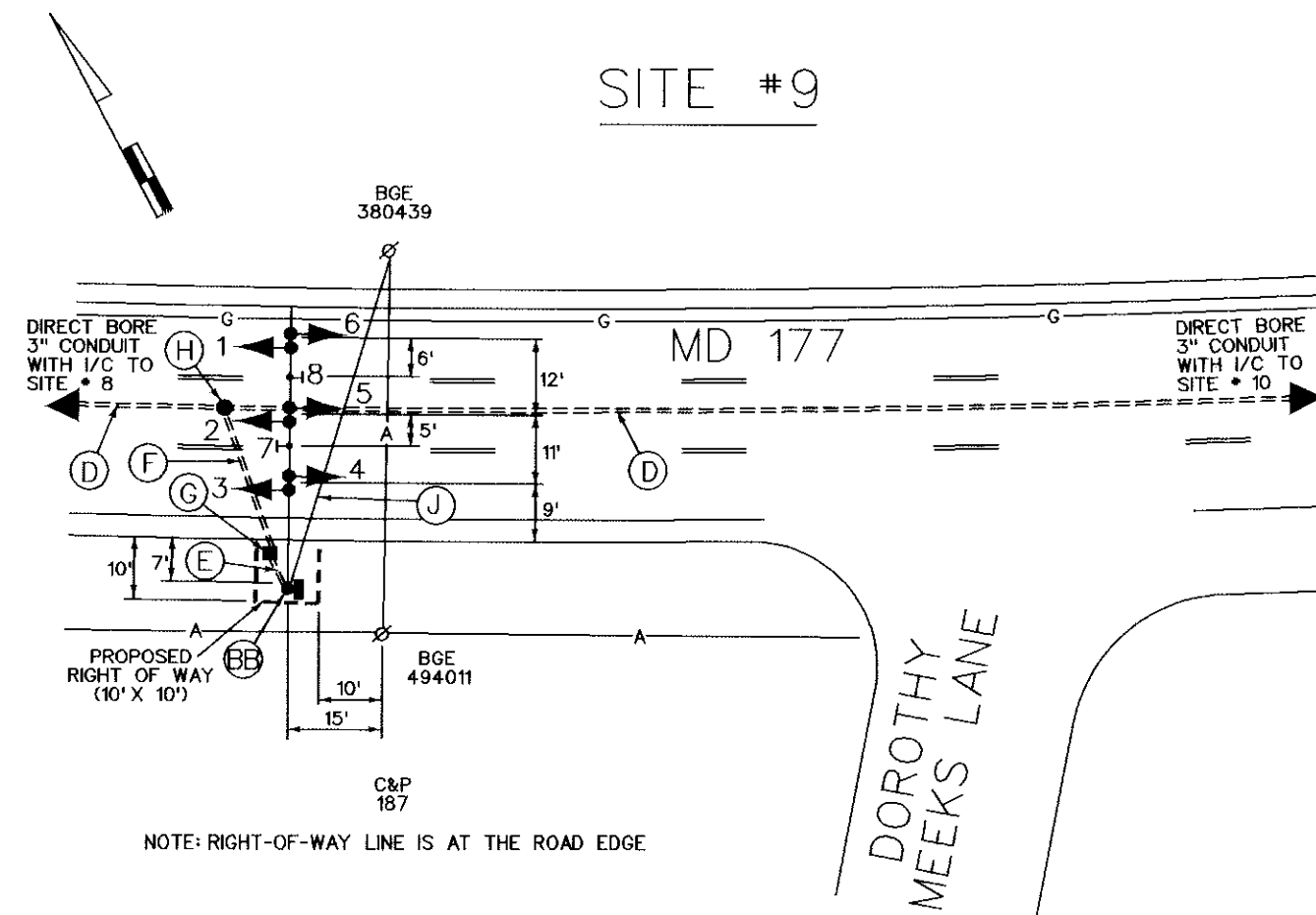
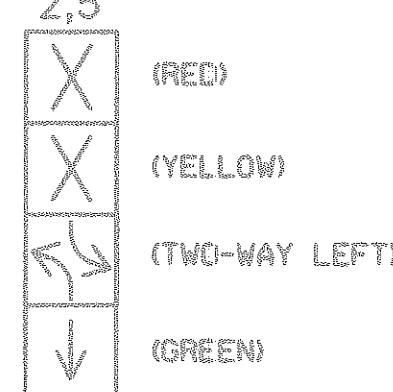
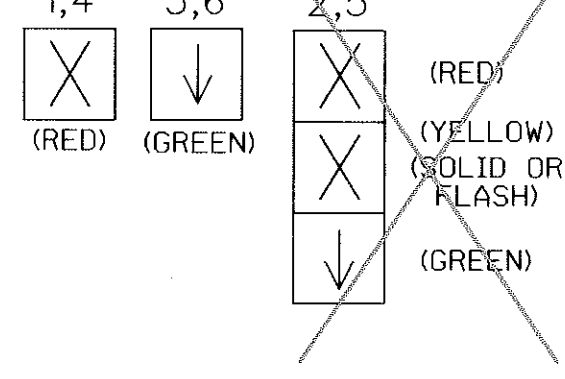
PROPOSED
FIBER-OPTIC
BLANK-OUT SIGN



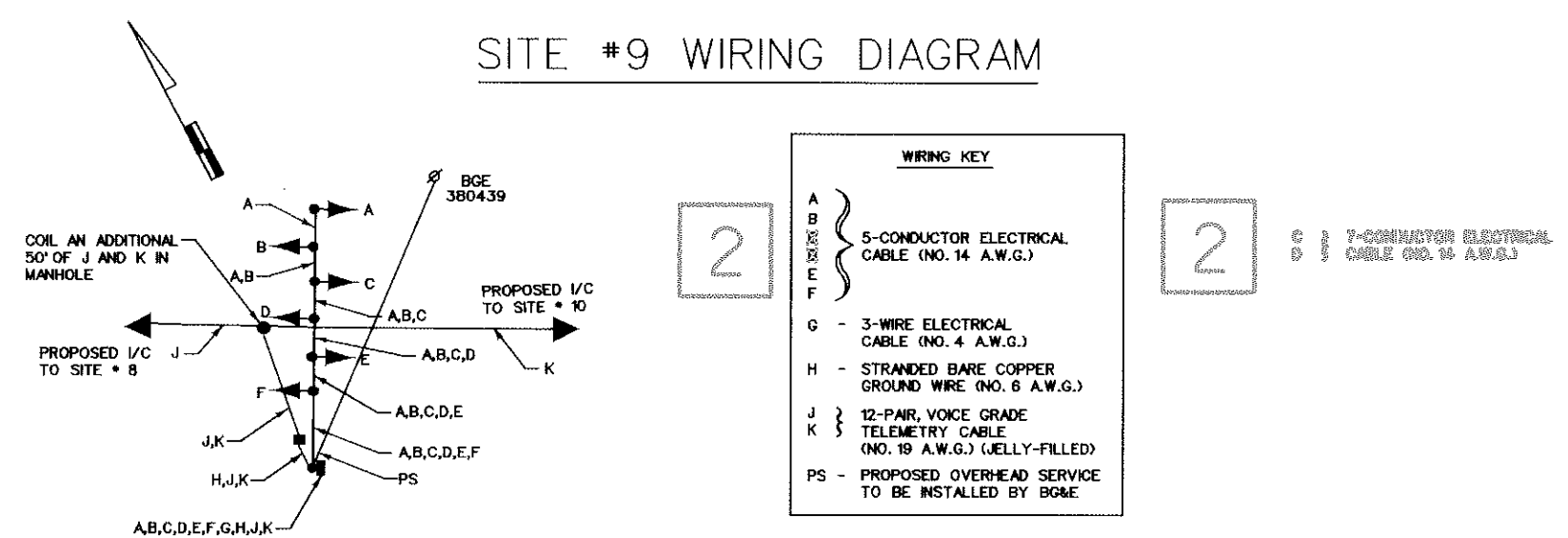
PROPOSED
SIGNS



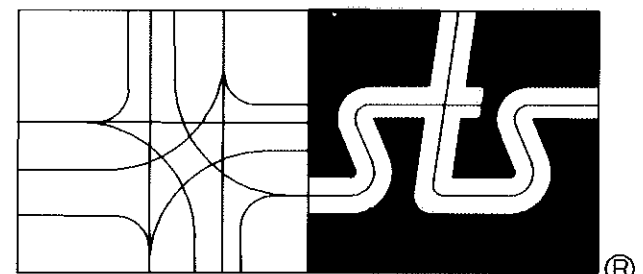
PROPOSED
FIBER-OPTIC SIGNALS



SITE #9 WIRING DIAGRAM



	1	2	3	4	5	6
OFF PEAK 7:00 PM TO 6:30 AM						
A.M. OFF PEAK CHANGE						
A.M. OFF PEAK RED CLEAR						
AM PEAK 6:30 AM TO 9:00 AM						
AM CHANGE						
OFF PEAK 9:00 AM TO 3:30 PM						
P.M. OFF PEAK CHANGE						
P.M. OFF PEAK CHANGE RED CLEAR						
PM PEAK 3:30 PM TO 7:00 PM						
PM CHANGE						



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Fax (410) 859-3579

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REVISIONS	APPROVALS
REDLINE REVISION #2 6-199 DATE	ASST. CHIEF TEDO SECTION
	ASST. DISTRICT ENGINEER, TRAFFIC
	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	DIRECTOR, TRAFFIC & SAFETY



MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
MD 177 REVERSIBLE LANE SYSTEM
SITE DETAILS

DRAWN BY: W J NIES	COUNTY: ANNE ARUNDEL	TS NO.	SHEET NO.
CHECK BY: 10-21-98	LOG MILE:	T.I.M.S. NO.	9 OF 17
SCALE: 1"= 30'	F.A.P. NO.		
	S.H.A. NO.		