MD 26 IS ASSUMED TO RUN IN AN EAST/WEST DIRECTION

EXISTING SIGNS

14 — R10-12 (36"X42") LEFT TURN YIELD ON GREEN

18,19 — R3-5(L) (30"X36") ONLY

20,21 — W3-3 (36"X36") NEW, GROUND MOUNT

9,11,16,24 — R3-2 (30"X30")

25 — R1-1 (36"X36") STOP

10,12 — D3-2 (VAR. X 16") Lord Baltimore DR

17 — DUAL FACE D3-2 (VAR. X 16") Liberty RD

13,15 — D3-2 (VAR. X 16") Lord Baltimore DR

22 — ASSEMBLY SHIELD (36"X75") EAST MARYLAND 26

23 — ASSEMBLY SHIELD (24"X51") WEST MARYLAND 26

EXISTING SIGNALS

1,2,5,6,8 — 12" R Y G

3 — 12"/8 R Y G

4 — 12" R Y G

7 — 12" R Y G

a,b — EXISTING VIDEO DETECTION CAMERA

PROPOSED SIGNALS

26,27 — 12" RP YP GP

c — PROPOSED VIDEO DETECTION CAMERA

1 PROPOSED SIGNS

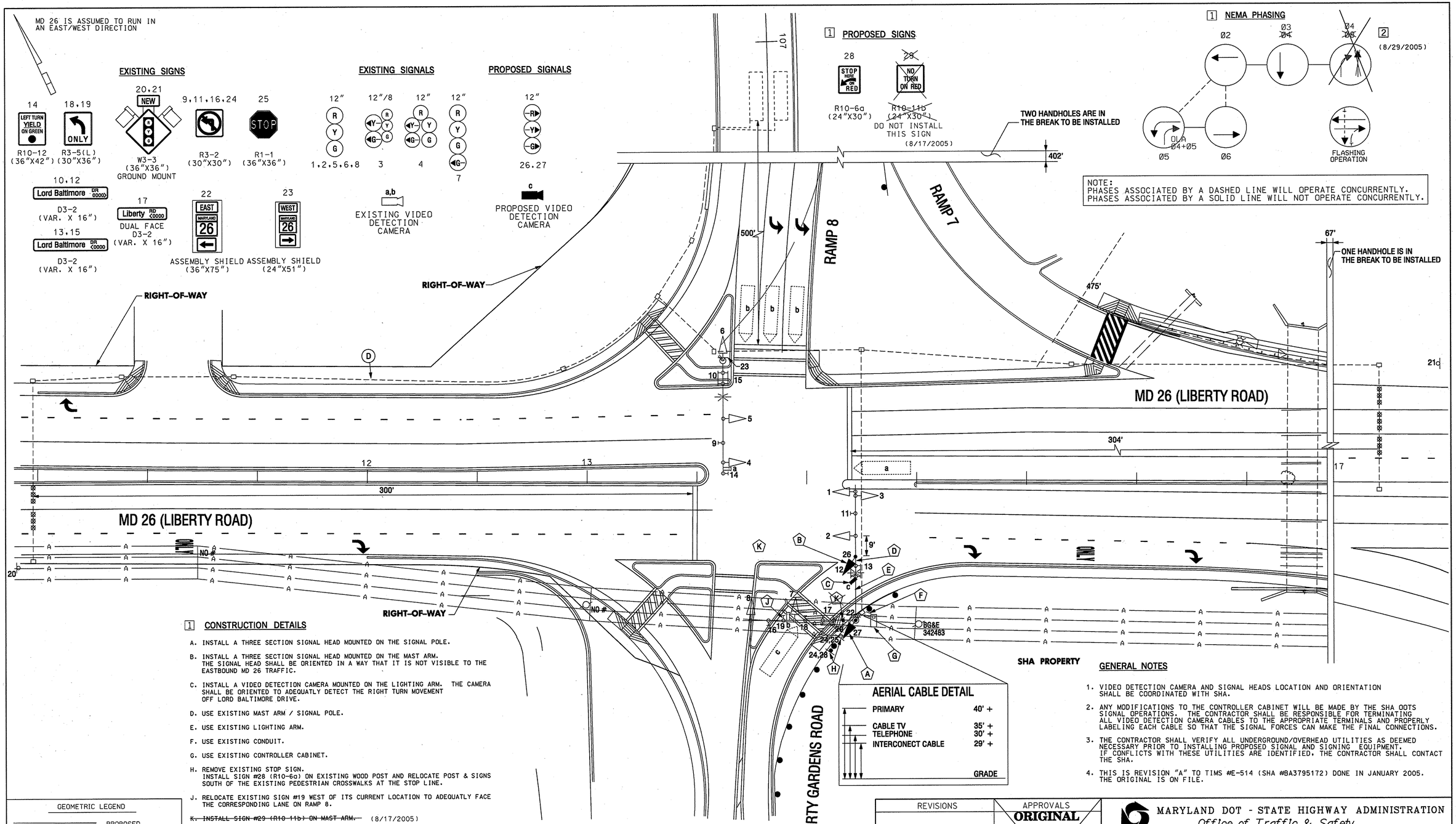
28 — R10-6a (24"X30") STOP HERE ON RED

~~29~~ — ~~R10-11b (24"X30")~~ ~~NO TURN ON RED~~ DO NOT INSTALL THIS SIGN (8/17/2005)

1 NEMA PHASING

Ø2, Ø3 Ø4, ~~Ø4 Ø8~~ 2 (8/29/2005), Ø5, Ø6, OLA Ø4+Ø5, FLASHING OPERATION

NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



1 CONSTRUCTION DETAILS

A. INSTALL A THREE SECTION SIGNAL HEAD MOUNTED ON THE SIGNAL POLE.

B. INSTALL A THREE SECTION SIGNAL HEAD MOUNTED ON THE MAST ARM. THE SIGNAL HEAD SHALL BE ORIENTED IN A WAY THAT IT IS NOT VISIBLE TO THE EASTBOUND MD 26 TRAFFIC.

C. INSTALL A VIDEO DETECTION CAMERA MOUNTED ON THE LIGHTING ARM. THE CAMERA SHALL BE ORIENTED TO ADEQUATLY DETECT THE RIGHT TURN MOVEMENT OFF LORD BALTIMORE DRIVE.

D. USE EXISTING MAST ARM / SIGNAL POLE.

E. USE EXISTING LIGHTING ARM.

F. USE EXISTING CONDUIT.

G. USE EXISTING CONTROLLER CABINET.

H. REMOVE EXISTING STOP SIGN. INSTALL SIGN #28 (R10-6a) ON EXISTING WOOD POST AND RELOCATE POST & SIGNS SOUTH OF THE EXISTING PEDESTRIAN CROSSWALKS AT THE STOP LINE.

J. RELOCATE EXISTING SIGN #19 WEST OF ITS CURRENT LOCATION TO ADEQUATLY FACE THE CORRESPONDING LANE ON RAMP 8.

~~K. INSTALL SIGN #29 (R10-11b) ON MAST ARM.~~ (8/17/2005)

AERIAL CABLE DETAIL

PRIMARY	40' +
CABLE TV	35' +
TELEPHONE	30' +
INTERCONECT CABLE	29' +
GRADE	

GENERAL NOTES

1. VIDEO DETECTION CAMERA AND SIGNAL HEADS LOCATION AND ORIENTATION SHALL BE COORDINATED WITH SHA.
2. ANY MODIFICATIONS TO THE CONTROLLER CABINET WILL BE MADE BY THE SHA OOTS SIGNAL OPERATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL VIDEO DETECTION CAMERA CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE SO THAT THE SIGNAL FORCES CAN MAKE THE FINAL CONNECTIONS.
3. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND/OVERHEAD UTILITIES AS DEEMED NECESSARY PRIOR TO INSTALLING PROPOSED SIGNAL AND SIGNING EQUIPMENT. IF CONFLICTS WITH THESE UTILITIES ARE IDENTIFIED, THE CONTRACTOR SHALL CONTACT THE SHA.
4. THIS IS REVISION "A" TO TIMS #E-514 (SHA #BA3795172) DONE IN JANUARY 2005. THE ORIGINAL IS ON FILE.

GEOMETRIC LEGEND

PROPOSED
EXISTING

UTILITY LEGEND

SD	STORM DRAIN
G	GAS MAIN
W	WATER MAIN
S	SEWER MAIN
E	ELECTRIC CABLES
A	AERIAL CABLES
T	TELEPHONE CABLES
C—T	CABLE TV

REVISIONS

2	GREENLINE REVISION NO.2	MODIFY SIGNAL PHASING TO ELIMINATE PHASE 4.	8/05 SHA NO.AT5825185
	BR.K. H.K.		
1	GREENLINE REVISION NO.1	MODIFY SIGNAL PHASING TO MAKE NB LORD BALTIMORE DR & PHASE 5 OF WB MD 26 RUN CONCURRENTLY.	8/05 SHA NO.AT5825185
	BR.K. H.K.		
A	INSTALL SIGNAL HEADS AND DETECTION FOR RIGHT TURN FROM NB LORD BALTIMORE DR TO EB MD 26.		1/2005 SHA NO.AT5825185
	BR.K. H.K.		

APPROVALS

ORIGINAL

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ON

ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

FILE

DIRECTOR, OFFICE OF TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

TRAFFIC SIGNAL PLAN

MD 26 (LIBERTY ROAD) AT I-695 RAMP 8 & LORD BALTIMORE DRIVE

DRAWN BY:	S. SMITH	F.A.P. NO.	AC-IM-G-STP-G-695-6(318)N	TS NO.	SHEET NO.
CHECKED BY:	S. RENZI	S.H.A. NO.	BA3795172	4379	
SCALE:	1" = 20'	COUNTY:	BALTIMORE	T.I.M.S. NO.	
DATE:	MAY, 2002	LOG MILE:	03002608.12	G-783	1 OF 2

FILE: r:\00-470\ss\19\wp\signals\541\gp02.dgn