NOTE: MD 151 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION.

SIGNS

13a,13b

Baltimore St

D3-2 (DUAL-FACED) VARIABLE X 16"

14,15

ONLY

R3-5L 30"x 36"

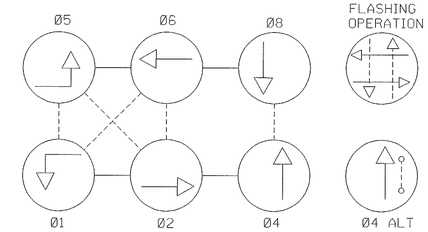
SIGNALS

1,2,5,6 — R, Y, G — 12"

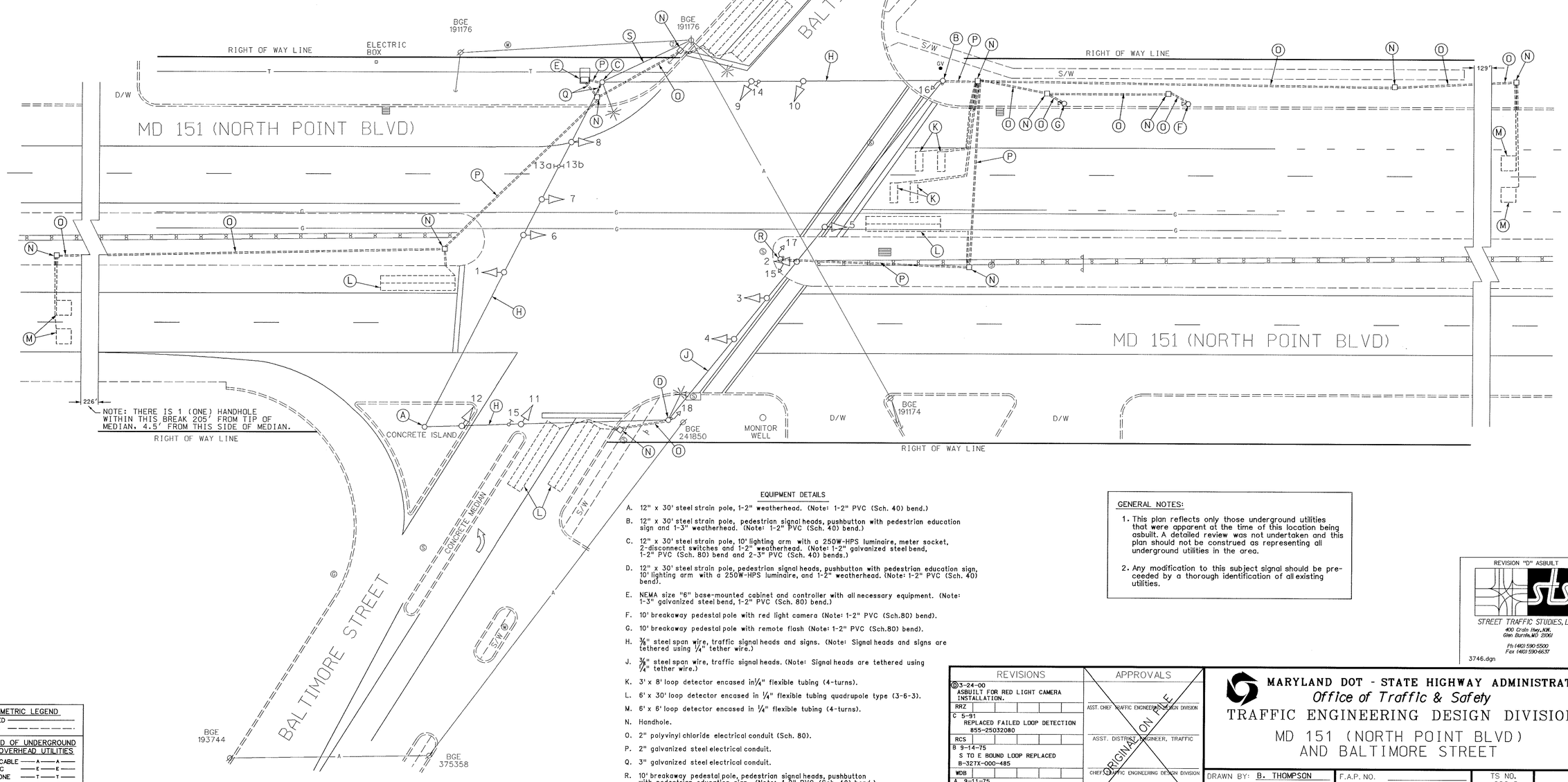
3,4,7-12 — R, Y, G — 12"

15-18 — 12"

NEMA PHASING



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



EQUIPMENT DETAILS

A. 12" x 30' steel strain pole, 1-2" weatherhead. (Note: 1-2" PVC (Sch. 40) bend.)

B. 12" x 30' steel strain pole, pedestrian signal heads, pushbutton with pedestrian education sign and 1-3" weatherhead. (Note: 1-2" PVC (Sch. 40) bend.)

C. 12" x 30' steel strain pole, 10' lighting arm with a 250W-HPS luminaire, meter socket, 2-disconnect switches and 1-2" weatherhead. (Note: 1-2" galvanized steel bend, 1-2" PVC (Sch. 80) bend and 2-3" PVC (Sch. 40) bends.)

D. 12" x 30' steel strain pole, pedestrian signal heads, pushbutton with pedestrian education sign, 10' lighting arm with a 250W-HPS luminaire, and 1-2" weatherhead. (Note: 1-2" PVC (Sch. 40) bend).

E. NEMA size "6" base-mounted cabinet and controller with all necessary equipment. (Note: 1-3" galvanized steel bend, 1-2" PVC (Sch. 80) bend.)

F. 10' breakaway pedestal pole with red light camera (Note: 1-2" PVC (Sch.80) bend).

G. 10' breakaway pedestal pole with remote flash (Note: 1-2" PVC (Sch.80) bend).

H. 3/8" steel span wire, traffic signal heads and signs. (Note: Signal heads and signs are tethered using 1/4" tether wire.)

J. 3/8" steel span wire, traffic signal heads. (Note: Signal heads are tethered using 1/4" tether wire.)

K. 3' x 8' loop detector encased in 1/4" flexible tubing (4-turns).

L. 6' x 30' loop detector encased in 1/4" flexible tubing quadrupole type (3-6-3).

M. 6' x 6' loop detector encased in 1/4" flexible tubing (4-turns).

N. Handhole.

O. 2" polyvinyl chloride electrical conduit (Sch. 80).

P. 2" galvanized steel electrical conduit.

Q. 3" galvanized steel electrical conduit.

R. 10' breakaway pedestal pole, pedestrian signal heads, pushbutton with pedestrian education sign. (Note: 1-2" PVC (Sch. 40) bend.)

S. Existing overhead electrical service by BG&E.

GENERAL NOTES:

1. This plan reflects only those underground utilities that were apparent at the time of this location being asbuilt. A detailed review was not undertaken and this plan should not be construed as representing all underground utilities in the area.

2. Any modification to this subject signal should be pre-ceeded by a thorough identification of all existing utilities.

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 —

REVISIONS	APPROVALS
D 3-24-00 ASBUILT FOR RED LIGHT CAMERA INSTALLATION. RRZ	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
C 5-91 REPLACED FAILED LOOP DETECTION 855-25032080 RCS	ASST. DISTRICT ENGINEER, TRAFFIC
B 9-14-75 S TO E BOUND LOOP REPLACED B-327X-000-485 WDB	CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
A 9-11-75 ASBUILT B-327X-000-485 KD BT AB	DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

REVISION "D" ASBUILT

STREET TRAFFIC STUDIES, LTD.
400 Crain Hwy. NW.
Glen Burnie, MD 21061
Ph (410) 590-5500
Fax (410) 590-6637

3746.dgn

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety

TRAFFIC ENGINEERING DESIGN DIVISION

MD 151 (NORTH POINT BLVD) AND BALTIMORE STREET

DRAWN BY: B. THOMPSON	F.A.P. NO.	TS NO. 920 D	SHEET NO.
CHECKED BY: A. BUDNICHUCK	S.H.A. NO.		
SCALE: 1"= 20'	COUNTY: BALTIMORE	T.I.M.S. NO.	1 OF 1
DATE: 12-12-74	LOG MILE: 03015107.28		