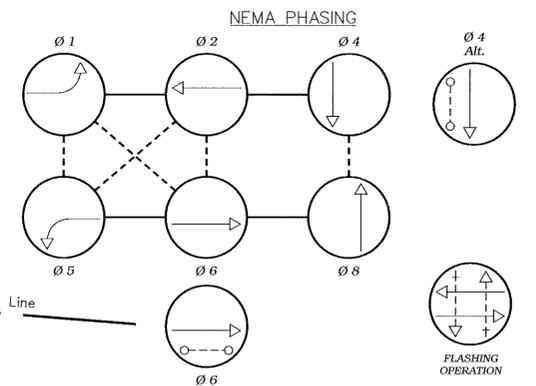


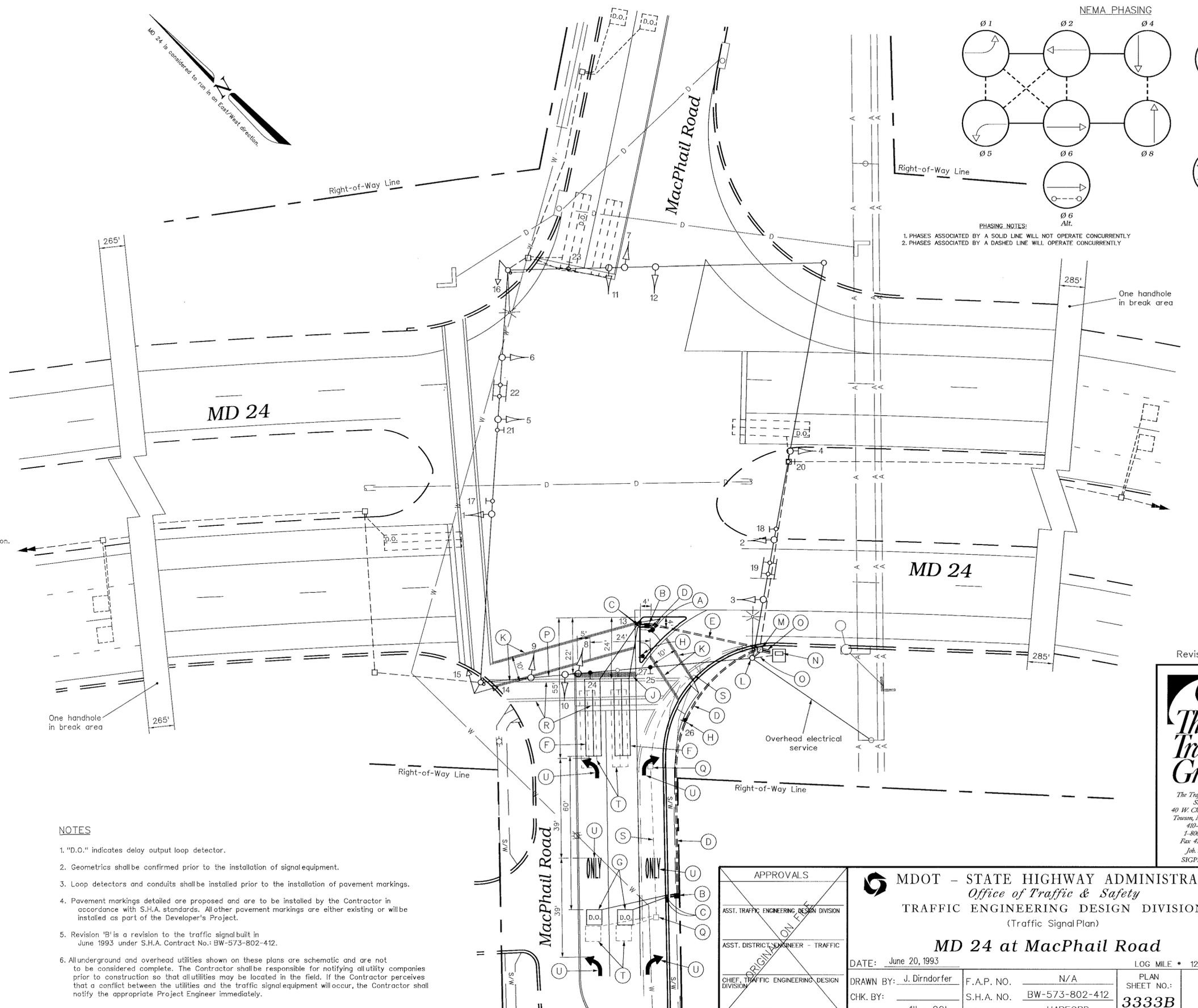
NOTES: Signal heads 1-12, 14-16 and Signs 17-23 are existing.
Signal head 13 and Signs 24, 26, 27 are proposed.
Sign 25 is existing and is to be relocated.



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

CONSTRUCTION DETAILS

- A. Install 10 ft. steel pedestal pole on break away base with pedestrian signal head, and pedestrian pushbutton (Note: one 2 in. PVC conduit bend).
- B. Install handhole.
- C. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
- D. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
- E. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - slotted in roadway.
- F. Install 6 ft. x 30 ft. quadrupole type vehicle loop detector (3-6-3 turns).
- G. Install 6 ft. x 6 ft. vehicle loop detector (4 turns).
- H. Install ground mounted sign as shown.
- J. Install 24 in. wide pavement marking - white for stop line.
- K. Install 12 in. wide pavement marking - white for crosswalk.
- L. Use existing steel strain pole. Remove existing pedestrian signal head, and pedestrian pushbutton.
- M. Use existing handhole.
- N. Use existing cabinet.
- O. Use existing conduit.
- P. Use existing span wire. Install new sign and relocate existing sign as shown.
- Q. Remove existing handhole.
- R. Remove existing pavement marking by grinding.
- S. Cap and abandon existing conduit.
- T. Abandon existing loop detector.
- U. Install pavement marking symbol as shown.



- NOTES**
- "D.O." indicates delay output loop detector.
 - Geometrics shall be confirmed prior to the installation of signal equipment.
 - Loop detectors and conduits shall be installed prior to the installation of pavement markings.
 - Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with S.H.A. standards. All other pavement markings are either existing or will be installed as part of the Developer's Project.
 - Revision 'B' is a revision to the traffic signal built in June 1993 under S.H.A. Contract No.: BW-573-802-412.
 - All underground and overhead utilities shown on these plans are schematic and are not to be considered complete. The Contractor shall be responsible for notifying all utility companies prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.

GEOMETRIC LEGEND		REVISIONS	
— — —	EXISTING GEOMETRICS		
— — —	PROPOSED GEOMETRICS		
UTILITY LEGEND			
— G — G —	GAS MAIN		
— W — W —	WATER MAIN		
— S — S —	SEWER MAIN		
— E — E —	ELECTRIC CABLES		
— D — D —	STORM DRAIN		
— A — A —	AERIAL CABLES		
— T — T —	TELEPHONE CABLES		

APPROVALS

ASST. TRAFFIC ENGINEERING DESIGN DIVISION	ORIGINAL ON FILE
ASST. DISTRICT ENGINEER - TRAFFIC	
CHEF TRAFFIC ENGINEERING DESIGN DIVISION	
DIRECTOR, OFFICE OF TRAFFIC & SAFETY	

MDOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
(Traffic Signal Plan)

MD 24 at MacPhail Road

DATE: June 20, 1993
DRAWN BY: J. Dirndorfer
CHK. BY: _____
SCALE: 1" = 20'

F.A.P. NO. N/A
S.H.A. NO. BW-573-802-412
COUNTY: HARFORD

LOG MILE * 12002408.53
PLAN SHEET NO.: 3333B
SHEET NO.: 1 of 2

Revision "B"

The Traffic Group, Inc.
Suite 600
40 W. Chesapeake Avenue
Towson, Maryland 21204
410-583-8405
1-800-583-8411
Fax: 410-321-8458
Job No. 941117
SIGPLAN.DGN