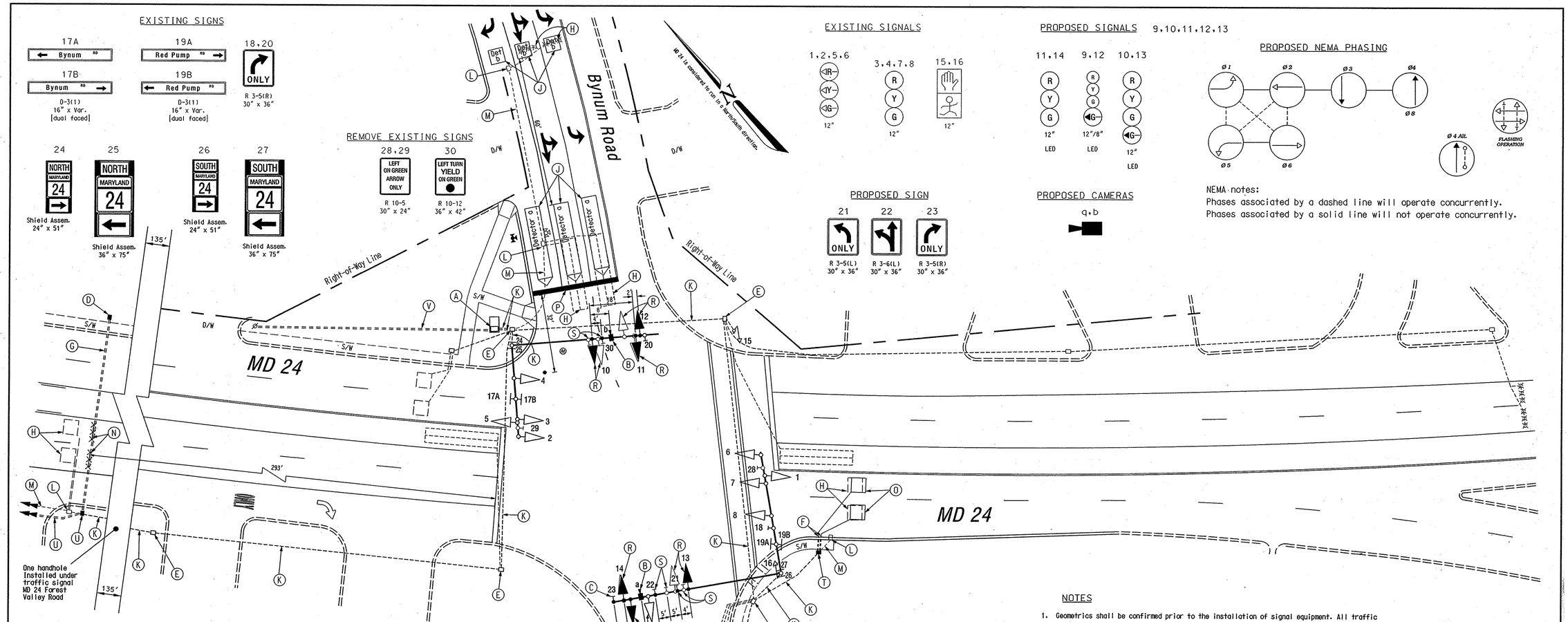

CONSTRUCTION DETAILS

A. Use existing cabinet/controller, and all attached equipment. Install video detection retro-fit equipment and a 2 in. PVC elbow for telephone service.
B. Install video detection camera on existing mast arm.
C. Install sign on existing mast arm.
D. Install handhole.
E. Use existing handhole.
F. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
G. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
H. Abandon existing loop detector.
J. Camera Zone.
K. Use existing conduit.
L. Remove existing handhole.
M. Cap and abandon existing conduit.
N. Install non-invasive micro-loop probe (set of 3).
O. Install 6 ft. x 6 ft. vehicle loop detector (4 turns).
P. Install 24 in. wide pavement marking - white for stop line.
Q. Use existing handhole. Pull back existing aluminum Shielded cable and reroute to new loop detector.
R. Remove/Replace existing vehicle signal head.
S. Remove/Replace existing sign.
T. Install handhole. Splice existing aluminum shielded cable to new loop detectors.
U. Install as part of traffic signal at MD 24 and Forest Valley Drive/Entry. Spencecola Commercial.
V. Install 2 in. polyvinyl chloride (Schedule 80) electrical conduit - trenched.

NOTES

1. Geometrics shall be confirmed prior to the installation of signal equipment. All traffic signal foundations shall be installed at final sidewalk or curb grade for closed sections, highest roadway profile grade for open sections to meet clearances as specified in MD 816.03, MD 818.01, MD 818.02, MD 818.04. The contractor shall verify ultimate grades prior to the installation of all signal equipment.
2. Loop detectors and conduits shall be installed prior to the installation of pavement markings.
3. Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with MD-SHA standards. All other pavement markings will either be installed as part of the Developer's project or are to be considered as existing.
4. Revision JF' is a revision to the traffic signal built under S.H.A. Contract No.:HA-116-6157.
5. 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

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

Revision "J"

The Traffic Group

The Traffic Group, Inc.
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REVISIONS

J	Sept. 11, 2006 S.H.A. No.:BW9961482 Add NB right turn lane with video detection. Install side street split.			
FJH				
H	Change ER (1') to exclusive on NB/SB MD 24 S.H.A. No.:SF-Signal			June, 2004
MK				
G	Reconstruct traffic signal due to geometric changes			April, 1997
NML	MR	DAZ	BK	
F	Modify due to widening at Red Pump road			March 1997
JWE				

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. CHIEF 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 Signal Plan)

MD 24 at Bynum Road/Red Pump Road

DRAWN BY:	S.Bloss	F.A.P. NO.	N/A	TS NO. 833-J	SHEET NO.
CHECKED BY:	T. Hannan	S.H.A. NO.	HA-116-5176		
SCALE:	1" = 20'	COUNTY:	Harford	T.I.M.S. NO. 1102	1 OF 2
DATE:	Aug. 18, 1993	LOG MILE:	1202411.81		

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