BORDER REV: DATE: Mcnair27208007

DRILL HOLES

DRILL HOLES

DRILL HOLES

BY: JStorck

MD 24 is considered to run in a North/South direction.

EXISTING SIGNS

24 — LEFT ON GREEN ARROW ONLY — R 10-5 (24" x 18")

25 — W. MacPhail RD — D-3(2) (VAR. x 16") (Dual-faced)

EXISTING SIGN TO BE REMOVED

29 — R 3-6(R) (30" x 36")

32 — LEFT TURN YIELD ON GREEN — R 10-12 (30" x 36")

EXISTING SIGNS TO BE RELOCATED

26 — LEFT ON GREEN ARROW ONLY — R 10-5 (24" x 18")

27 — W. MacPhail RD — D-3(2) (VAR. x 16") (Dual-faced)

31 — ONLY — R 3-5(L) (30" x 36")

PROPOSED SIGNS

28,33 — ONLY — R 3-5(L) (30" x 36")

30,38 — ONLY — R 3-5(R) (30" x 36")

W. MACPHAIL ROAD — PUSH BUTTON TO CROSS W. MACPHAIL ROAD — R 10-3(1) 9" x 15" (To Be Installed With Pushbutton)

MD 24 — PUSH BUTTON TO CROSS MD 24 — R 10-3(1) 9" x 15" (To Be Installed With Pushbutton)

34, 35, 36, 37

These plans are approved for construction for a period of 1 year from the date of approval. Should construction not begin within this time frame these plans shall be null and void without a review from the Traffic Engineering Design Division.

PROPOSED SIGNALS

1,2,5,6,9, 11,14,16,17 — 12" L.E.D.

3,4,7,8,10,12, 13,15,18,19 — 12" L.E.D.

20-23 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL

a,b,c,d [I]

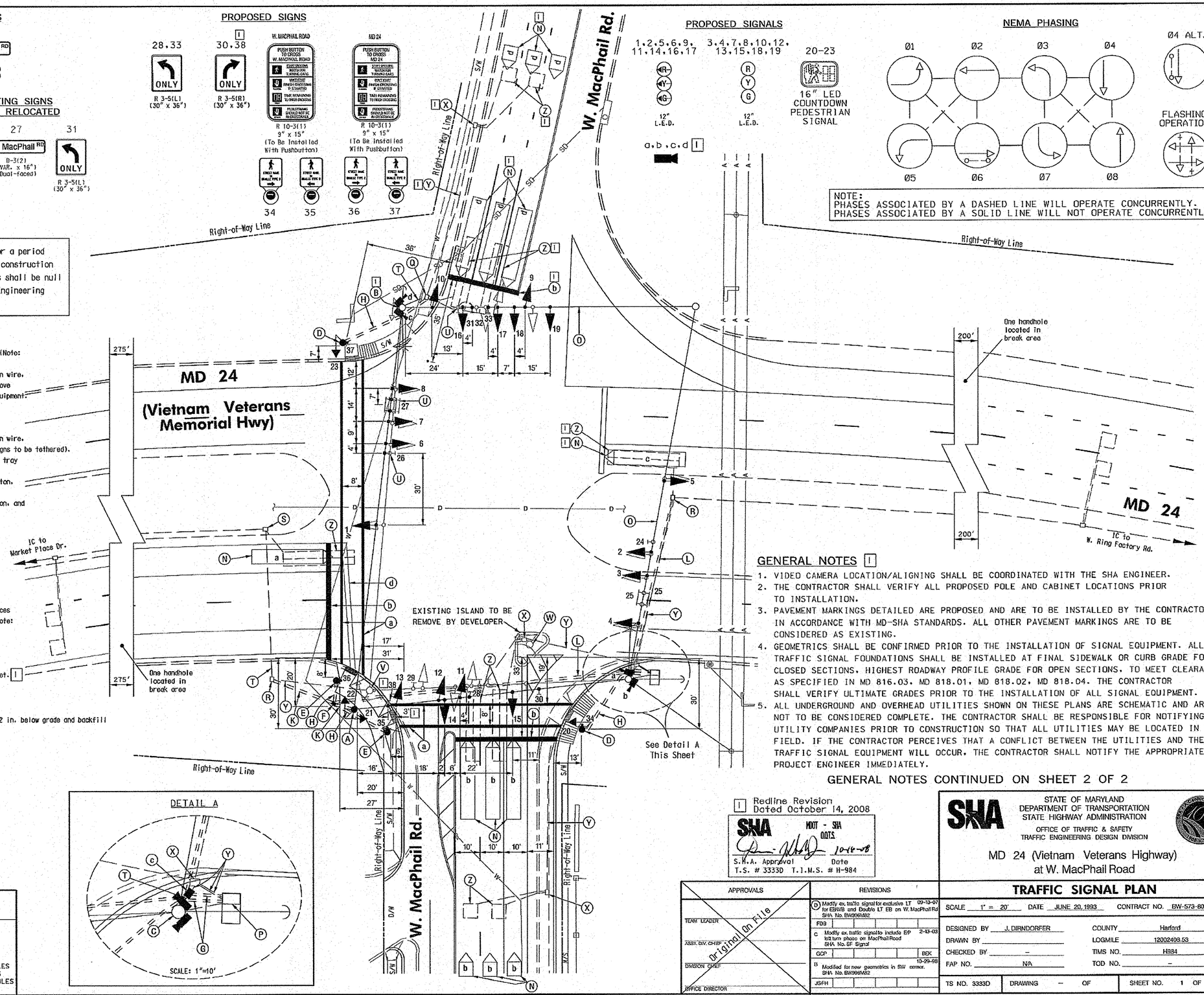
NEMA PHASING

Ø1 Ø2 Ø3 Ø4 Ø5 Ø6 Ø7 Ø8

Ø4 ALT.

FLASHING OPERATION

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



CONSTRUCTION DETAILS

A. Install 12 in. x 32 ft. 2-ply steel strain pole with pedestrian signal heads (Note: one 3 in. PVC conduit bend).
B. Use existing steel strain pole, install temporary back guy, 3/8 in. steel span wire, vehicle signal heads, and signs (signal heads and signs to be tethered). Remove existing pedestrian equipment. Remove existing span wire and all attached equipment. Rewire existing luminaire with new tray cable. Install video detection cameras. [I]
C. Use existing steel strain pole, install temporary back guy, 3/8 in. steel span wire, vehicle signal heads, video detection cameras and signs (signal heads and signs to be tethered). Remove existing span wire and all attached equipment. Run existing signal and tray cables through new conduit and handholes.
D. Install 10 ft. steel pedestal pole on break away base with pedestrian pushbutton, and pedestrian pushbutton sign (Note: one 2 in. PVC conduit bend).
E. Install 5 ft. steel pedestal pole on break away base with pedestrian pushbutton, and pedestrian pushbutton sign (Note: one 2 in. PVC conduit bend).
F. Install handhole.
G. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
H. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
K. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
L. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
~~M. Install HAPPIPM pavement marking symbol - white (LEFT Arrow)~~ [I]
N. Video detection zone.
O. Use existing span wire remove and replace signal heads and signs as shown.
P. Use existing cabinet/controller, install APS central control unit and SHA forces shall retrofit controller equipment to operate video detection equipment. (Note: install two 4 in. PVC conduit bends in existing base).
~~Q. Use existing handhole, splice new 2-conductor aluminum shielded cables to existing loop wire and rerun new cable to existing cabinet.~~ [I]
R. Use existing handhole, pull back existing interconnect and 2-conductor aluminum shielded cables for the set-back loops. Run in new conduit to cabinet. [I]
S. Use existing handhole.
T. Use existing conduit.
U. Relocate existing sign.
V. Remove existing steel strain pole and all attached equipment and foundation 12 in. below grade and backfill
W. Remove existing 10 ft. steel pedestal pole and all attached equipment.
X. Remove existing handhole.
Y. Cap and abandon existing conduit.
Z. Disconnect and remove existing loop detector cables from handholes, signal structures and controller.
a. Install 12 in. wide pavement marking - white for crosswalk.
b. Install 24 in. wide pavement marking - white for stop line.
c. Install handhole on existing conduit run. Pull back all existing cable, rerun in new conduit back to cabinet.
d. Remove existing pavement marking by grinding.
~~e. Install 10 in. wide solid yellow pavement marking - for gore area.~~
~~f. Install 5 in. wide white solid pavement marking for lane line.~~
~~g. Install 5 in. wide white broken pavement marking (10 ft. segment - 30 ft. gap) for lane line.~~ [I]
~~h. Install 5 in. wide double yellow pavement marking - for center line.~~
~~j. Tie to existing markings.~~

GENERAL NOTES [I]

1. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
3. PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH MD-SHA STANDARDS. ALL OTHER PAVEMENT MARKINGS ARE TO BE CONSIDERED AS EXISTING.
4. 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.
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.

GENERAL NOTES CONTINUED ON SHEET 2 OF 2

DETAIL A

The Traffic Group, Inc.
Suite H
9900 Franklin Square Drive
Baltimore, Maryland 21236
410-931-6600
1-800-583-8411
Fax 410-931-6601

GEOMETRIC LEGEND
EXISTING
PROPOSED

UTILITY LEGEND
SD — STORM DRAIN
G — GAS MAIN
W — WATER MAIN
S — SEWER MAIN
E — ELECTRIC CABLES
A — AERIAL CABLES
T — TELEPHONE CABLES
F — FIBER-OPTIC

[I] Redline Revision Dated October 14, 2008

SHA MDOT - SHA OOTS 10-14-08
S.H.A. Approval Date
T.S. # 3333D T.I.M.S. # H-984

APPROVALS
TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR
Original On File

REVISIONS

D	Modify ex. traffic signal for exclusive LT for EBWB and Double LT EB on W. MacPhail Rd SHA No. BW986M62	09-13-07	FDG
C	Modify ex. traffic signal to include EP left turn phase on MacPhail Road SHA No. SF Signal	2-13-03	GCP / BEK
B	Modified for new geometrics in SW corner. SHA No. BW986M62	10-29-98	JSFH

PLOTTED: Wednesday, October 15, 2008 AT 03:09 PM
FILE: F:\1994\1994-1117\Dos\Traffic\pSG-P003_MD24FINAL.dgn

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 24 (Vietnam Veterans Highway) at W. MacPhail Road

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE JUNE 20, 1993 CONTRACT NO. BW-573-802-412

DESIGNED BY J. DIRNDORFER
DRAWN BY
CHECKED BY
FAP NO. N/A
COUNTY Harford
LOGMILE 12002409.53
TIMS NO. H984
TOD NO. -

TS NO. 3333D DRAWING - OF SHEET NO. 1 OF 2