MD 24 IS ASSUMED TO RUN IN A NORTH/SOUTH DIRECTION

PROPOSED SIGNS

8	9	10	11	12
R3-2 (30"X30")	R3-1 (30"X30")	R3-5(L) (30"X36")	R3-6(L) (30"X36")	R10-11b (24"X24")

EXISTING VIDEO DETECTION CAMERA

a,b

VIDEO DETECTION ZONE

a,b

PROPOSED LED SIGNALS

1,2,4, 5,6,7 — 12"

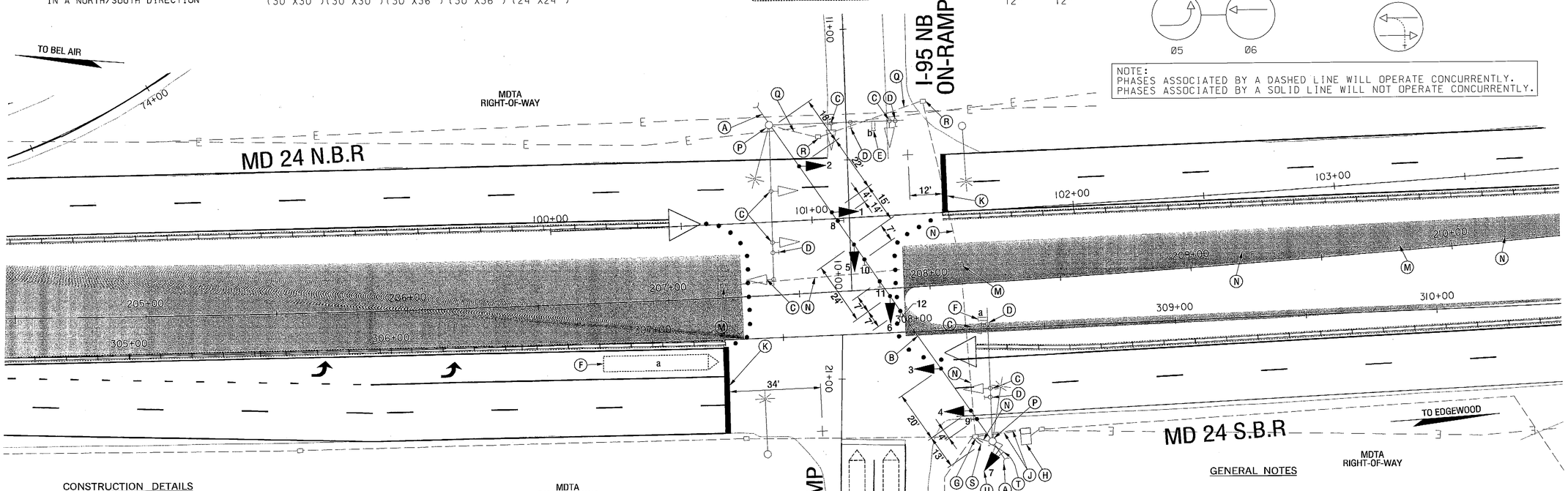
3 — 12"

NEMA PHASING

Ø2 Ø4 Ø5 Ø6

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 BACKGUY ASSEMBLY AND THE ASSOCIATED EQUIPMENT TO EXISTING STEEL POLE.

B. INSTALL 3/8 IN. STEEL SPAN WIRE AND 1/4 IN. TETHER CABLE WITH SIGNALS AND SIGNS ON EXISTING MAST ARM SUPPORT.

C. REMOVE EXISTING MAST ARM MOUNTED SIGNAL HEAD.

D. REMOVE EXISTING MAST ARM MOUNTED SIGN.

E. USE EXISTING VIDEO DETECTION CAMERA.

F. ADJUST VIDEO DETECTION ZONE.

G. USE EXISTING HANDHOLE.

H. USE EXISTING BASE MOUNTED CABINET.

J. USE EXISTING CONDUIT.

K. INSTALL 24 INCH WHITE REMOVABLE PREFORMED PAVEMENT LINE MARKING FOR STOP LINE.

L. MAINTAIN EXISTING MICRO LOOP PROBES.

M. REMOVE EXISTING HANDHOLE AND BACKFILL.

N. CAP AND ABANDON EXISTING CONDUIT.

P. USE EXISTING MAST ARM STEEL SUPPORT AND INSTALL 3 INCH WEATHER HEAD.

Q. MAINTAIN EXISTING CONDUIT.

R. MAINTAIN EXISTING HANDBOX.

S. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT – TRENCHED.

T. REMOVE EXISTING POLE MOUNTED SIGNAL HEAD.

U. INSTALL SIGNAL HEAD ON SIGNAL POLE.

GENERAL NOTES

1. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH SHA/OOTS ENGINEER.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE.
3. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATIONS.
4. ALL UNUSED SIGNAL CABLES SHALL BE REMOVED AND DISPOSED.
5. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES A CONFLICT BETWEEN UTILITIES AND TRAFFIC SIGNAL EQUIPMENT WILL OCCUR THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
6. THE CONTRACTOR SHALL CONTACT THE ENGINEER 2 WEEKS PRIOR TO BEGINNING SIGNAL WORK TO ARRANGE FOR SHA SIGNAL INSPECTION.
7. INSTALL 20 FEET OF ADDITIONAL SLACK OF ELECTRICAL CABLE FOR SIGNAL HEADS NUMBER 3 AND 5 FEET OF ADDITIONAL SLACK FOR SIGNAL HEAD NUMBER 4.

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

SD — STORM DRAIN
G — GAS MAIN
W — WATER MAIN
SAN — SEWER MAIN
E — ELECTRIC CABLES
A — AERIAL CABLES
T — TELEPHONE CABLES
FO — FIBER-OPTIC

MOT LEGEND

WORK ZONE
TEMPORARY SIGN AND POST
CRASH CUSHION SAND FILLED PLASTIC BARRELS
TYPE III BARRICADE
DRUMS
PRECAST TEMPORARY CONCRETE TRAFFIC BARRIER

SCALE: 1"=20'
20 0 20 40

MOT STAGE : 2

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

MD 24 AT NORTHBOUND I-95 OFF-RAMP (RAMP A1)
IMPROVEMENTS TO I-95 AND MD 24 INTERCHANGE
ABINGDON, MARYLAND

TEMPORARY TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 01/20/97 CONTRACT NO. AW 103-501-485

DESIGNED BY T. ZAYDEL
DRAWN BY S. BLOSS
CHECKED BY T. HANNAN
FAP NO.

COUNTY HARFORD
LOGMILE 12002403.47
TIMS NO.
TOD NO.

TS NO. 3618C DRAWING PSG OF P008 SHEET NO. 456 OF 597

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APPROVALS
TEAM LEADER, TRAFFIC ENGINEERING DIVISION
ASST. CHIEF TRAFFIC ENGINEERING DIVISION
CHIEF TRAFFIC ENGINEERING DIVISION
DIRECTOR, OFFICE OF TRAFFIC & SAFETY
ORIGINAL ON FILE

REVISIONS
1 REPLACE SHEET, APR. 07
C STAGE 2 MOT SIGNAL DUE TO GEOMETRIC IMPROVEMENTS MDTA A. KO/271-000-002(12) SWA 03/07
B INSTAL. VIDEO DETECTION SHA NO. KT3085185 SWA 04/10/04
A ASBUILT AW 103-501-485 RRZ 02/10/97

PLOTTED: Tuesday, April 03, 2007 AT 02:53 PM
FILE: R:\2003\31 MdTA 2003-01 prel_eng KCI\Task 01 MD24_I-95\Dwg\Signals\Addendum No. 1\psG-P008_MD24.dgn

BY:AGRIFFIN