PROJECT DESCRIPTION

I. GENERAL

This project involves the modification of the existing traffic control signal at the intersection of MD 152 and Old Joppa Road in Harford County, Maryland. MD 152 is considered to run in a north/south direction.

II. INTERSECTION OPERATION

The intersection operates in a NEMA four (4) phase, full-traffic-actuated mode. The MD 152 through movements operate concurrently. The Old Joppa Road through movements operate concurrently.

Replace existing cabinet and relocate existing controller at this location. Video Detection equipment, and one (1) four-channel rack mounted time delay output loop detector amplifier is to be installed.

EXISTING SIGNS

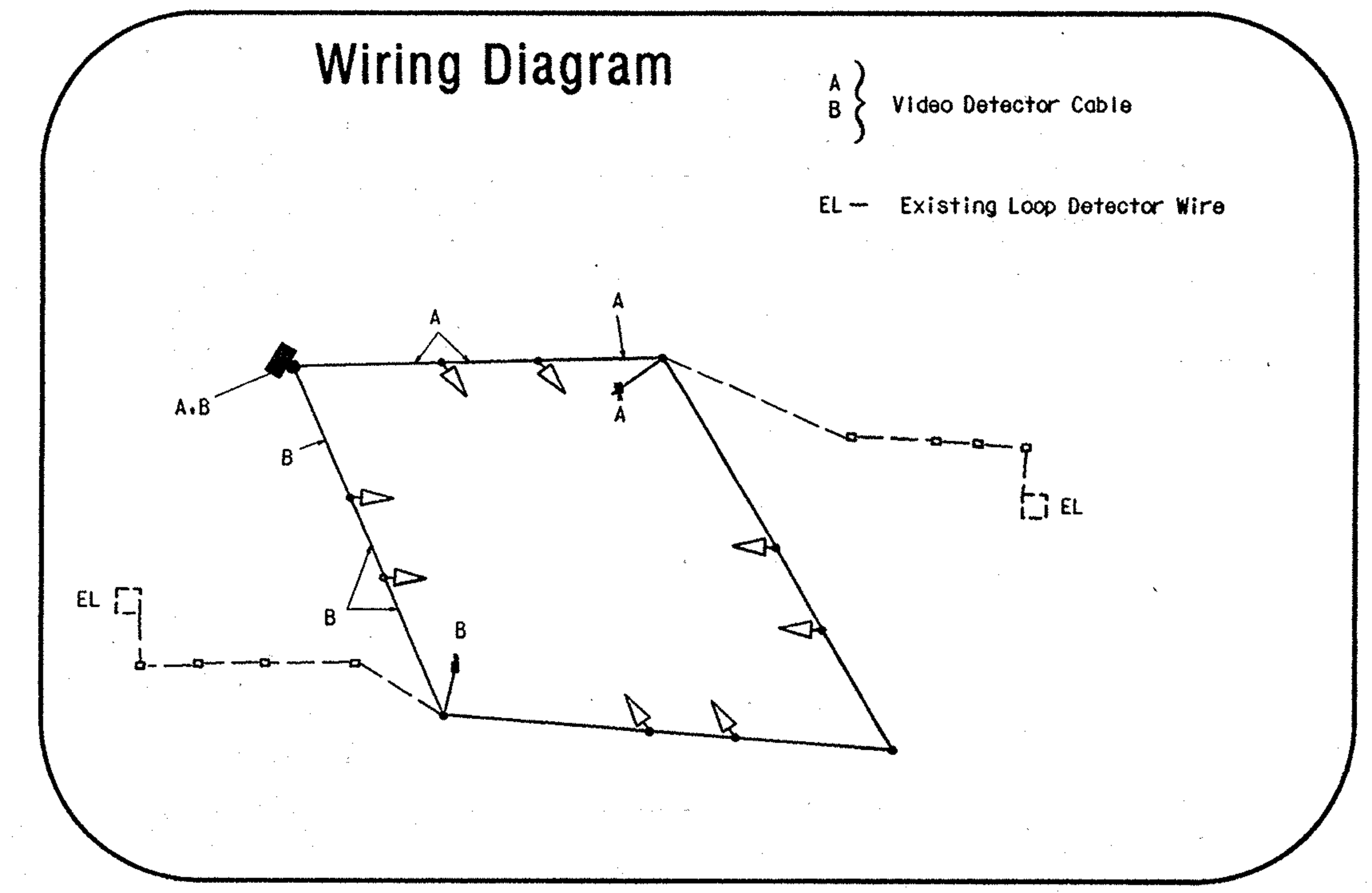
9,10
Old Joppa Rd
D-3(1)
16" x Var.
Dual Face

EXISTING SIGNALS

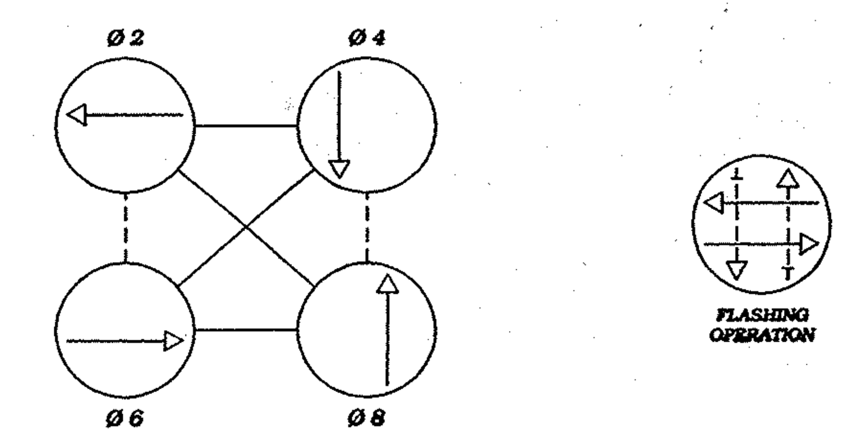
1-8
R
Y
G
12"

PROPOSED CAMERA

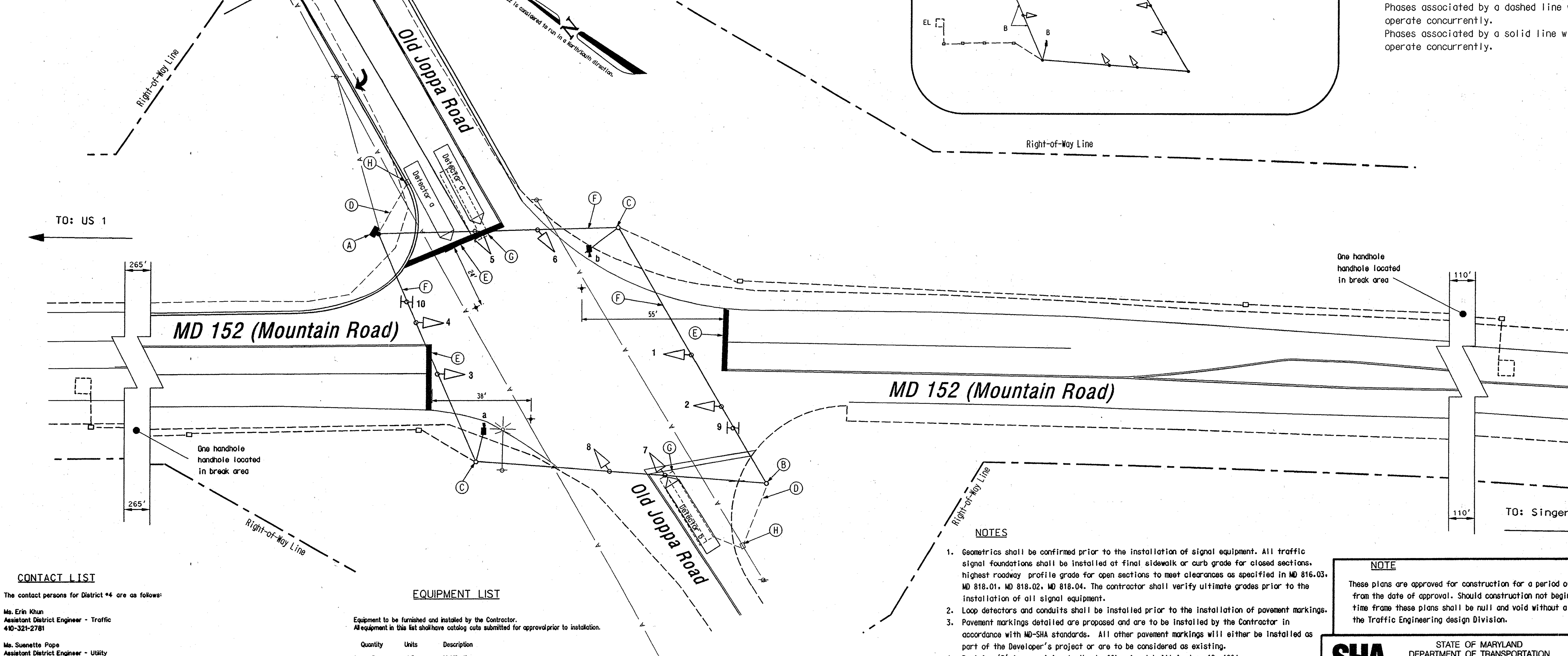
a,b
Video Detector Camera



EXISTING NEMA PHASING



NEMA notes:
Phases associated by a dashed line will operate concurrently.
Phases associated by a solid line will not operate concurrently.



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 'B' is a revision to the traffic signal built in Jan. 12, 1994.
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.

NOTE

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

CONTACT LIST

The contact persons for District #4 are as follows:

Ms. Erin Khun
Assistant District Engineer - Traffic
410-321-2781

Ms. Suenette Pope
Assistant District Engineer - Utility
410-321-3460

Mr. Steve Markiszewski
Assistant District Engineer - Maintenance
410-321-2761

Mr. Richard L. Daff
Chief, Traffic Operations Division
410-787-7630

EQUIPMENT LIST

Equipment to be furnished and installed by the Contractor.
All equipment in this list shall have catalog cuts submitted for approval prior to installation.

Quantity	Units	Description
Lump Sum	LS	Mobilization.
Lump Sum	EA	Maintenance of traffic.
2	LF	Video Detection Camera and cable. (2 - 200 LF)
1	EA	Standard S.H.A. NEMA 5 pole mounted cabinet with video detection equipment and one (4) four channel loop detector amplifier [Note: cabinet to be purchased from Econolite and delivered to the S.H.A. signal shop for wiring and testing. Contact MR. ED Rodenhizer (410) 787-7659).
95	EA	24 in. wide HAPPTPM - white for stop line.
2	EA	15 ft. luminaire arm.
Lump Sum	LS	Police Control. during cabinet swap.
Lump Sum	LS	Removal of existing traffic signal equipment.

CONSTRUCTION DETAILS

A. Remove/Replace existing pole mounted cabinet. Replace with a new NEMA 5 pole mounted cabinet with video detection equipment, one (1) 4 channel rack mounted amplifier, and existing controller.
B. Use existing steel strain pole.
C. Use existing steel strain pole. Install 15 ft. luminaire arm with video detection camera.
D. Cap and abandon existing conduit.
E. Install 24 in. wide pavement marking - white for stop line.
F. Use existing span wire.
G. Abandon existing loop detector.
H. Remove existing handhole.

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

The Traffic Group, Inc.
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APPROVALS
TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

ORIGINAL ON FILE

REVISIONS	
(B) Add video detection on Old Joppa due to road widening S.H.A. No.:BW996M82 FJH	May 8, 2008
A ASBUILT Change to full traffic actuated. S.H.A. No.:BW996M82	April, 1994

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

Fallston Commons

MD 152 (Mountain Road) at Old Joppa Road

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 1-12-1994 CONTRACT NO. AW-454-501-485

DESIGNED BY	Bruce Thompson	COUNTY	Harford
DRAWN BY	Bruce Thompson	LOG MILE	12015206.19
CHECKED BY	Dennis Doda	T.I.M.S. NO.	H-204
F.A.P. NO.		TOD NO.	

DRAWING NO. TS 2348- B SHEET NO. 1 OF 1

DRILL HOLES
DRILL HOLES
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