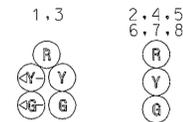


MD 924 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

EXISTING SIGNALS

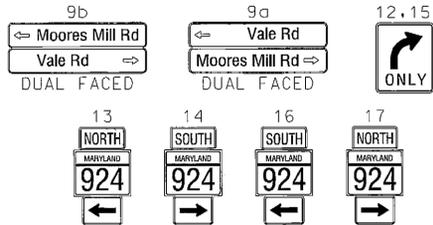


PROPOSED TERRA VIDEO DETECTION CAMERA

a, b, c, d



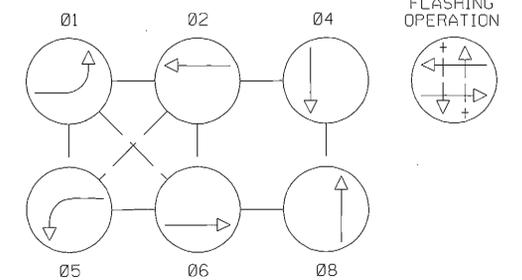
EXISTING SIGNS TO REMAIN



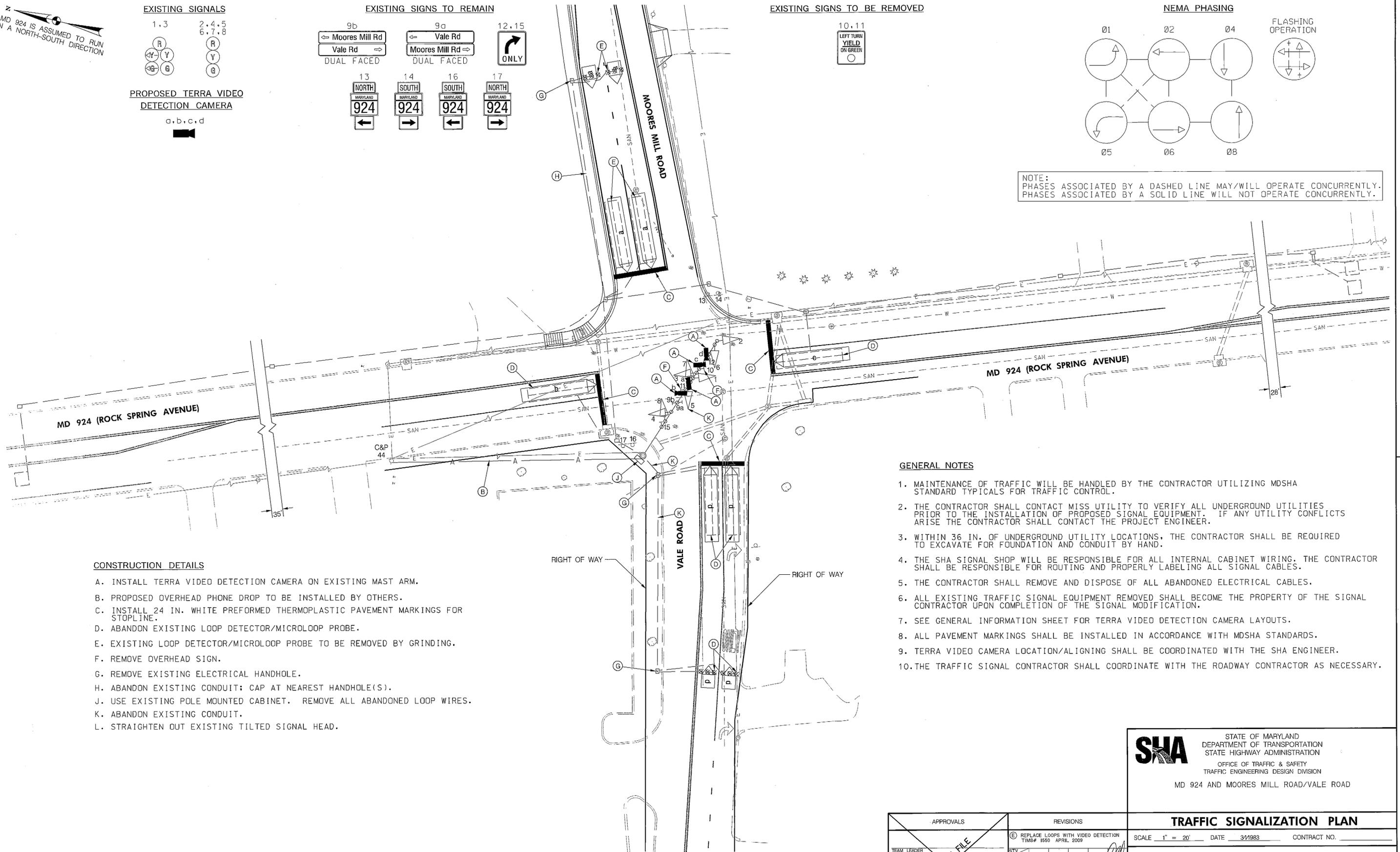
EXISTING SIGNS TO BE REMOVED



NEMA PHASING



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



CONSTRUCTION DETAILS

- A. INSTALL TERRA VIDEO DETECTION CAMERA ON EXISTING MAST ARM.
- B. PROPOSED OVERHEAD PHONE DROP TO BE INSTALLED BY OTHERS.
- C. INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR STOPLINE.
- D. ABANDON EXISTING LOOP DETECTOR/MICROLOOP PROBE.
- E. EXISTING LOOP DETECTOR/MICROLOOP PROBE TO BE REMOVED BY GRINDING.
- F. REMOVE OVERHEAD SIGN.
- G. REMOVE EXISTING ELECTRICAL HANDHOLE.
- H. ABANDON EXISTING CONDUIT; CAP AT NEAREST HANDHOLE(S).
- J. USE EXISTING POLE MOUNTED CABINET. REMOVE ALL ABANDONED LOOP WIRES.
- K. ABANDON EXISTING CONDUIT.
- L. STRAIGHTEN OUT EXISTING TILTED SIGNAL HEAD.

GENERAL NOTES

1. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
3. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
4. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES.
5. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
6. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
7. SEE GENERAL INFORMATION SHEET FOR TERRA VIDEO DETECTION CAMERA LAYOUTS.
8. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MDSHA STANDARDS.
9. TERRA VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
10. THE TRAFFIC SIGNAL CONTRACTOR SHALL COORDINATE WITH THE ROADWAY CONTRACTOR AS NECESSARY.

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 924 AND MOORES MILL ROAD/VALE ROAD

| APPROVALS | REVISIONS |
|---|--|
| <p>TEAM LEADER</p> <p>ASST. DIV. CHIEF</p> <p>DIVISION CHIEF</p> <p>OFFICE DIRECTOR</p> | <p>E REPLACE LOOPS WITH VIDEO DETECTION TMS# 1650 APRIL 2009</p> <p>D REPLACE DETECTION DUE TO VALE ROAD WIDENING 2-10-04 SHA NO. BW996M82</p> <p>C MODIFICATION DUE TO VALE ROAD WIDENING</p> |
| | <p>DESIGNED BY _____ COUNTY _____</p> <p>DRAWN BY J. GORDON LOGMILE 12092406.57</p> <p>CHECKED BY _____ TMS NO. _____</p> <p>FAP NO. _____ TOD NO. _____</p> |
| | <p>SCALE 1" = 20' DATE 3/19/83 CONTRACT NO. _____</p> |
| | <p>TS NO. 1901E DRAWING - OF SHEET NO. 67 OF 80</p> |

UTILITY LEGEND

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

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