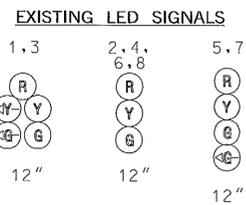


MD 924 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

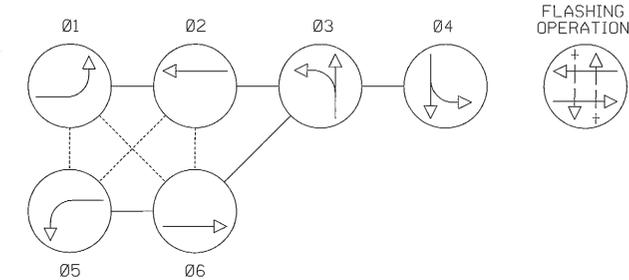


PROPOSED VIDEO DETECTION CAMERA
a, b, c, d

EXISTING SIGNS TO BE REMOVED

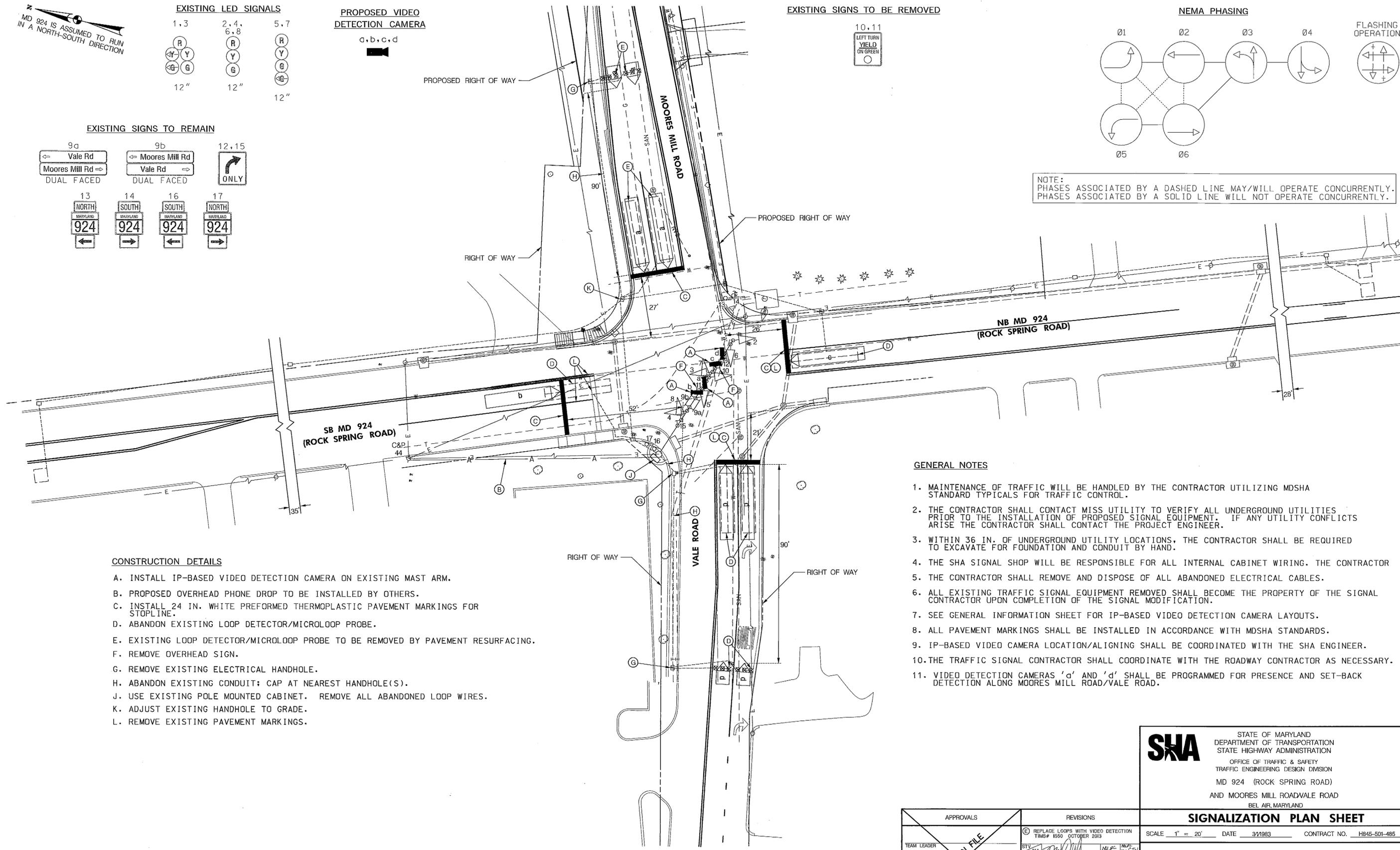
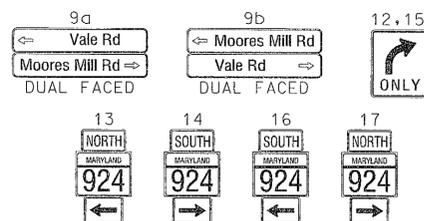


NEMA PHASING



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

EXISTING SIGNS TO REMAIN



CONSTRUCTION DETAILS

- A. INSTALL IP-BASED 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 PAVEMENT RESURFACING.
- 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. ADJUST EXISTING HANDHOLE TO GRADE.
- L. REMOVE EXISTING PAVEMENT MARKINGS.

GENERAL NOTES

1. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSA 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
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 IP-BASED VIDEO DETECTION CAMERA LAYOUTS.
8. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MDSA STANDARDS.
9. IP-BASED VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
10. THE TRAFFIC SIGNAL CONTRACTOR SHALL COORDINATE WITH THE ROADWAY CONTRACTOR AS NECESSARY.
11. VIDEO DETECTION CAMERAS 'a' AND 'd' SHALL BE PROGRAMMED FOR PRESENCE AND SET-BACK DETECTION ALONG MOORES MILL ROAD/VALE ROAD.

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

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 924 (ROCK SPRING ROAD)
AND MOORES MILL ROAD/VALE ROAD
BEL AIR, MARYLAND

ORIGINAL ON FILE	APPROVALS	REVISIONS	SIGNALIZATION PLAN SHEET	
	TEAM LEADER	REPLACE LOOPS WITH VIDEO DETECTION TMS# 1550 OCTOBER 2013	SCALE 1" = 20'	DATE 3/19/03
	ASST. DIR. CHIEF	STV JKA [Signature] MLP [Signature] MLP [Signature]	DESIGNED BY	COUNTY HARFORD
	DIVISION CHIEF	D REPLACE DETECTION DUE TO VALE ROAD WIDENING FEBRUARY 10, 2004 SHA NO. 0W980MR2	DRAWN BY J. GORDON	LOGMILE 12092406.62
OFFICE DIRECTOR	C MODIFICATION DUE TO VALE ROAD WIDENING	CHECKED BY	TOD NO.	
		FAP NO.		
		TS NO. 1901E	DRAWING SG-01 OF 02	SHEET NO. 38 OF 80

PLOTTED: Friday, October 16, 2003 AT 04:08 PM
FILE: I:\PROJECTS\0312022\0312022_000\Drawings\TRA\roadway\Traffic\Signal\pSG-P000_M924.dgn

BY: atonjk
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