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

EXISTING SIGNS

15: M3-4 WEST EAST M3-2; M1-5 MARYLAND 23 MARYLAND 23 M1-5; M6-1 ← → M6-1

16: NORTH M3-1; MARYLAND 24 M1-5

17: M3-2 EAST WEST M3-4; M1-5 MARYLAND 23 MARYLAND 23 M1-5; M6-1 ← → M6-1

18: SOUTH M3-3; MARYLAND 24 M1-5

19: SOUTH M3-3; MARYLAND 24 M1-5; → M6-1

20: EAST M3-2; MARYLAND 23 M1-5

21: NORTH M3-1; MARYLAND 24 M1-5; → M6-1

22: WEST M3-4; MARYLAND 23 M1-5

PROPOSED SIGNS

11,14: LEFT TURN YIELD ON GREEN — R10-12 (36" x 42")

12,13: ONLY — R3-5(R) (30" x 36")

PROPOSED SIGNAL HEADS

1,8: R Y G — 12" 8"

2,9: R Y G — 12"

3,4,5, 6,7,10: R Y G — 12"

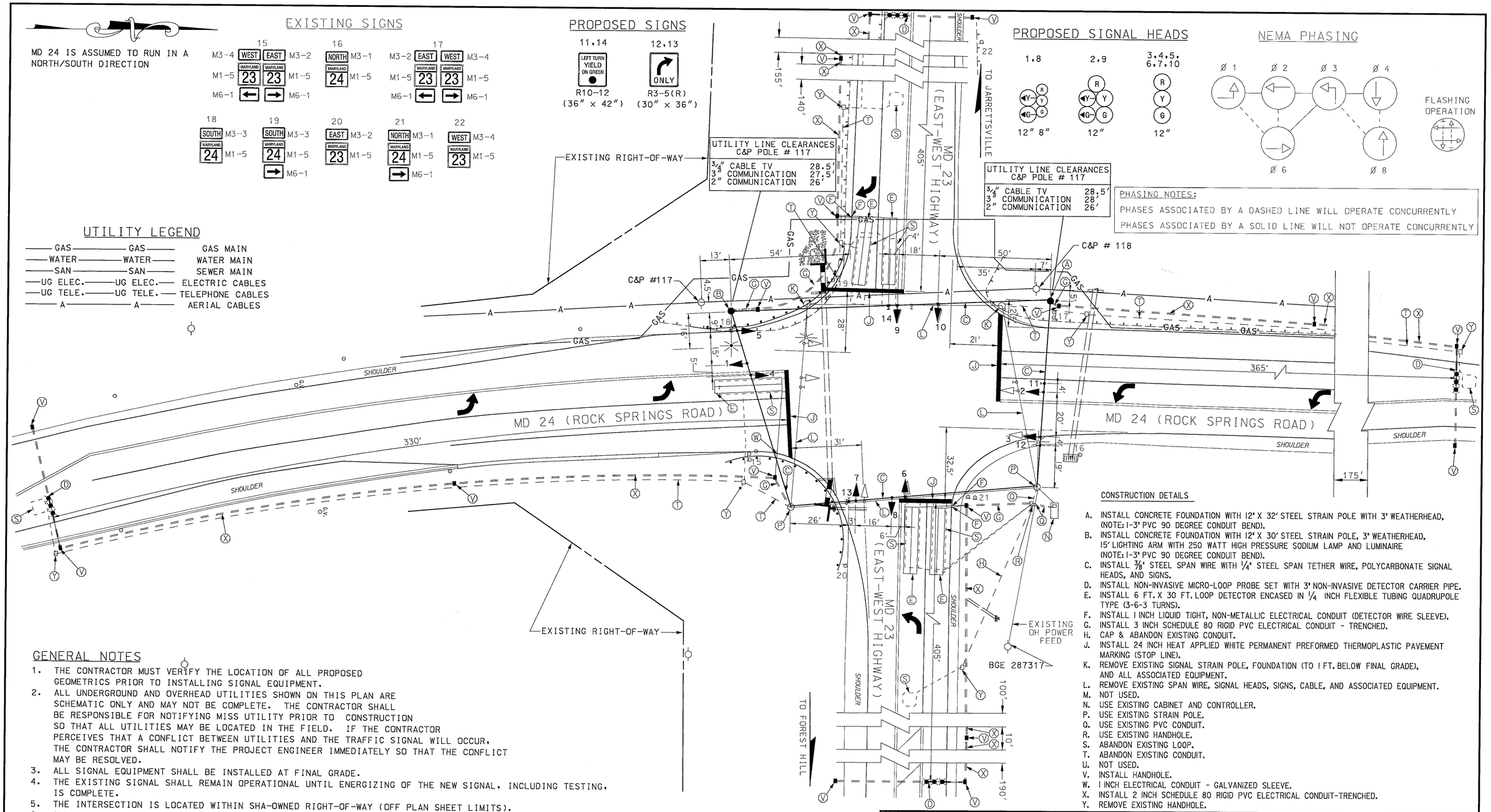
NEMA PHASING

Ø 1 Ø 2 Ø 3 Ø 4 Ø 6 Ø 8

FLASHING OPERATION

UTILITY LEGEND

GAS	GAS MAIN
WATER	WATER MAIN
SAN	SEWER MAIN
UG ELEC.	ELECTRIC CABLES
UG TELE.	TELEPHONE CABLES
A	AERIAL CABLES



PHASING NOTES:

PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY

PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

CONSTRUCTION DETAILS

A. INSTALL CONCRETE FOUNDATION WITH 12" X 32' STEEL STRAIN POLE WITH 3" WEATHERHEAD, (NOTE: 1-3" PVC 90 DEGREE CONDUIT BEND).
B. INSTALL CONCRETE FOUNDATION WITH 12" X 30' STEEL STRAIN POLE, 3" WEATHERHEAD, 15' LIGHTING ARM WITH 250 WATT HIGH PRESSURE SODIUM LAMP AND LUMINAIRE (NOTE: 1-3" PVC 90 DEGREE CONDUIT BEND).
C. INSTALL 3/8" STEEL SPAN WIRE WITH 1/4" STEEL SPAN TETHER WIRE, POLYCARBONATE SIGNAL HEADS, AND SIGNS.
D. INSTALL NON-INVASIVE MICRO-LOOP PROBE SET WITH 3" NON-INVASIVE DETECTOR CARRIER PIPE.
E. INSTALL 6 FT. X 30 FT. LOOP DETECTOR ENCASED IN 1/4 INCH FLEXIBLE TUBING QUADRUPOLE TYPE (3-6-3 TURNS).
F. INSTALL 1 INCH LIQUID TIGHT, NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
G. INSTALL 3 INCH SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED.
H. CAP & ABANDON EXISTING CONDUIT.
J. INSTALL 24 INCH HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
K. REMOVE EXISTING SIGNAL STRAIN POLE, FOUNDATION (TO 1 FT. BELOW FINAL GRADE), AND ALL ASSOCIATED EQUIPMENT.
L. REMOVE EXISTING SPAN WIRE, SIGNAL HEADS, SIGNS, CABLE, AND ASSOCIATED EQUIPMENT.
M. NOT USED.
N. USE EXISTING CABINET AND CONTROLLER.
P. USE EXISTING STRAIN POLE.
Q. USE EXISTING PVC CONDUIT.
R. USE EXISTING HANDHOLE.
S. ABANDON EXISTING LOOP.
T. ABANDON EXISTING CONDUIT.
U. NOT USED.
V. INSTALL HANDHOLE.
W. 1 INCH ELECTRICAL CONDUIT - GALVANIZED SLEEVE.
X. INSTALL 2 INCH SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT-TRENCHED.
Y. REMOVE EXISTING HANDHOLE.

GENERAL NOTES

1. THE CONTRACTOR MUST VERIFY THE LOCATION OF ALL PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THIS PLAN ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
3. ALL SIGNAL EQUIPMENT SHALL BE INSTALLED AT FINAL GRADE.
4. THE EXISTING SIGNAL SHALL REMAIN OPERATIONAL UNTIL ENERGIZING OF THE NEW SIGNAL, INCLUDING TESTING, IS COMPLETE.
5. THE INTERSECTION IS LOCATED WITHIN SHA-OWNED RIGHT-OF-WAY (OFF PLAN SHEET LIMITS).
6. ALL EXISTING UNUSED ELECTRICAL CABLES SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.
7. ALL EXISTING STOP LINES WILL BE REMOVED DUE TO MILLING AND RESURFACING OF MD 24 AND MD 23.
8. PAVEMENT MARKINGS DETAILED ARE TO BE INSTALLED BY THE CONTRACTOR AS PER MARYLAND STATE HIGHWAY ADMINISTRATION STANDARDS.
9. ALL LOOP DETECTOR LOCATIONS ARE TO BE MARKED IN THE FIELD AND APPROVED BY THE TRAFFIC ENGINEERING DESIGN DIVISION, AND SHALL BE INSTALLED PRIOR TO THE TOP COURSE PAVING BEING CONSTRUCTED.
10 REFER TO TRAFFIC CONTROL PLANS FOR SEQUENCE OF TRAFFIC SIGNAL CONSTRUCTION.
11. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
12. FOR REPLACEMENT OF EXISTING SIGNS, SEE SPECIAL PROVISIONS IN THE CONTRACT DOCUMENTS.
13. FOR NEW LONGITUDINAL PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLANS AND SPECIAL PROVISIONS IN THE CONTRACT DOCUMENTS.

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REVISIONS	APPROVALS
	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
B 06-2003 SIGNAL MODIFICATION DUE TO GEOMETRIC CHANGES HAC/EJH	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
A. 7-18-85 RECONSTRUCTION DUE TO NEW GEOMETRICS AND LOOP PLACEMENT; H853-501-476 SAR WJR	DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety

TRAFFIC ENGINEERING DESIGN DIVISION

MD 24 (ROCK SPRINGS ROAD) AND MD 23 (EAST-WEST HIGHWAY)

DESIGNED BY: WJR	F.A.P. NO. SEE TITLE SHEET	TS NO. TS-109B	SHEET NO.
CHECKED BY: SAR	S.H.A. NO. -		
SCALE: 1"=20'	COUNTY: HARFORD	T.I.M.S. NO. E476	- OF -
DATE: 7-18-75	LOG MILE: 1200230I.88		

07/18/2003
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