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

EXISTING SIGNS

20,23 LEFT ON GREEN ARROW ONLY

24,28 ONLY

31 ONLY

19 Red Pump RD

21 Bynum RD

25 Red Pump RD

22 Bynum RD

26 SOUTH MARYLAND 24

27 NORTH MARYLAND 24

29 NORTH MARYLAND 24

30 SOUTH MARYLAND 24

EXISTING SIGNS TO BE REMOVED

27A,30A LEFT TURN YIELD ON GREEN

EXISTING SIGNALS

1,2,5,6 — 12"

3,4,7,8, 11,14 — 12"

10,13 — 12"

9,12 — 12"/8"

PROPOSED SIGNALS

15-18 16" LED COUNTDOWN PEDESTRIAN SIGNAL

EXISTING SIGNALS TO BE REMOVED

17A,18A — 12"

NEMA PHASING

Ø1 Ø2 Ø3 Ø4 Ø5 Ø6 Ø7 Ø8

FLASHING OPERATION

Ø4+Ø8 ALT.

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

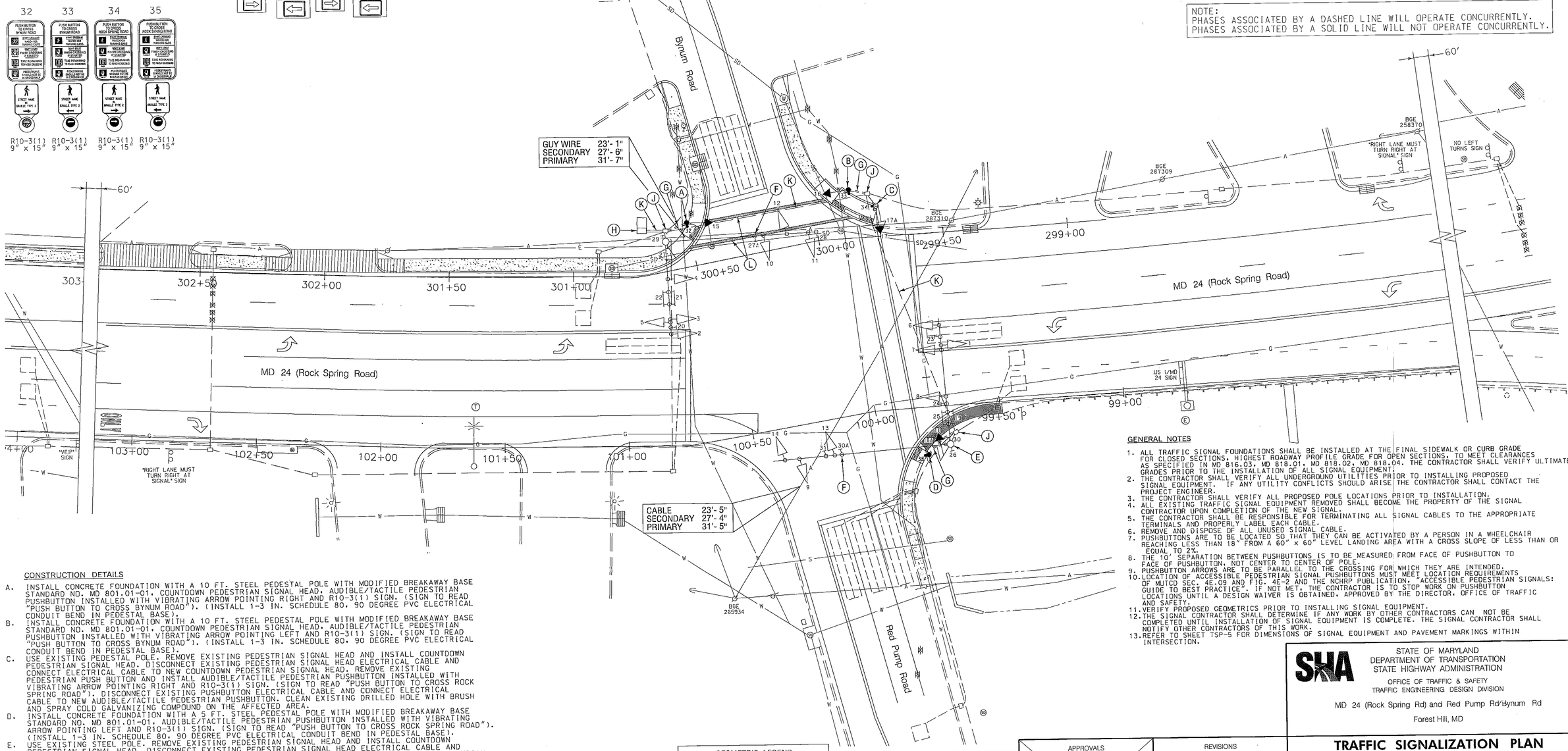
PROPOSED SIGNS

32 PUSH BUTTON TO CROSS BYNUM ROAD — STREET NAME SMALLE TYPE 2 — R10-3(1) 9" x 15"

33 PUSH BUTTON TO CROSS BYNUM ROAD — STREET NAME SMALLE TYPE 3 — R10-3(1) 9" x 15"

34 PUSH BUTTON TO CROSS ROCK SPRING ROAD — STREET NAME SMALLE TYPE 1 — R10-3(1) 9" x 15"

35 PUSH BUTTON TO CROSS ROCK SPRING ROAD — STREET NAME SMALLE TYPE 2 — R10-3(1) 9" x 15"



GENERAL NOTES

1. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE 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. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
3. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
6. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
7. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" x 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
8. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON. NOT CENTER TO CENTER OF POLE.
9. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
10. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E-2 AND THE NCHRP PUBLICATION. "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
11. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
12. THE SIGNAL CONTRACTOR SHALL DETERMINE IF ANY WORK BY OTHER CONTRACTORS CAN NOT BE COMPLETED UNTIL INSTALLATION OF SIGNAL EQUIPMENT IS COMPLETE. THE SIGNAL CONTRACTOR SHALL NOTIFY OTHER CONTRACTORS OF THIS WORK.
13. REFER TO SHEET TSP-5 FOR DIMENSIONS OF SIGNAL EQUIPMENT AND PAVEMENT MARKINGS WITHIN INTERSECTION.

CONSTRUCTION DETAILS

A. INSTALL CONCRETE FOUNDATION WITH A 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01. COUNTDOWN PEDESTRIAN SIGNAL HEAD. AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS BYNUM ROAD"). (INSTALL 1-3 IN. SCHEDULE 80. 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).

B. INSTALL CONCRETE FOUNDATION WITH A 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01. COUNTDOWN PEDESTRIAN SIGNAL HEAD. AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS BYNUM ROAD"). (INSTALL 1-3 IN. SCHEDULE 80. 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).

C. USE EXISTING PEDESTAL POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD. DISCONNECT EXISTING PEDESTRIAN SIGNAL HEAD ELECTRICAL CABLE AND CONNECT ELECTRICAL CABLE TO NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD. REMOVE EXISTING PEDESTRIAN PUSH BUTTON AND INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS ROCK SPRING ROAD"). DISCONNECT EXISTING PUSHBUTTON ELECTRICAL CABLE AND CONNECT ELECTRICAL CABLE TO NEW AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON. CLEAN EXISTING DRILLED HOLE WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREA.

D. INSTALL CONCRETE FOUNDATION WITH A 5 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01. AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS ROCK SPRING ROAD"). (INSTALL 1-3 IN. SCHEDULE 80. 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).

E. USE EXISTING STEEL POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD. DISCONNECT EXISTING PEDESTRIAN SIGNAL HEAD ELECTRICAL CABLE AND CONNECT ELECTRICAL CABLE TO NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD. REMOVE EXISTING PEDESTRIAN PUSH BUTTON. CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREA.

F. REMOVE EXISTING R10-12 SIGN FROM MAST ARM AS SHOWN.

G. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.

H. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON BASE UNIT.

J. USE EXISTING HANDHOLE.

K. USE EXISTING CONDUIT.

L. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.

BY: sbloss

GEOMETRIC LEGEND
EXISTING
PROPOSED

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

WHITMAN, REQUARDT & ASSOCIATES, LLP
801 South Caroline Street, Baltimore, Maryland 21231

APPROVALS
ORIGINAL ON FILE
TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

REVISIONS
K UPGRADE SIGNAL TO APS AND CPS TIMS NO. UR27 CONTRACT SHA NO. AX7045168 11/23/2010 SHA SDY
J ADD WB RIGHT TURN LANE & CAMERAS ON BYNUM RD - NOT INSTALLED S.H.A. NO. BW996M02 05/09/2008 FJH
H CHANGE EP LT TO EXCLUSIVE ON NB/SB MD 24 S.H.A. NO. SF-SIGNAL 06/2004 MK

PLOTTED: 11-24-2010
FILE: R:\31689-019\CADD\pSG-P004_Red_Pump.dgn

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

MD 24 (Rock Spring Rd) and Red Pump Rd/Bynum Rd
Forest Hill, MD

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' ADVERTISED DATE 08/18/1993 CONTRACT NO. BW-618-802-412

DESIGNED BY W.J.G. COUNTY Harford
DRAWN BY W.J.G. LOGMILE 12002411.81
CHECKED BY J.W.E. TIMS NO. 1102
F.A.P. NO. TOD NO.

TS NO. 833 K | DRAWING TSP-3 OF 7 | SHEET NO. 3 OF 7