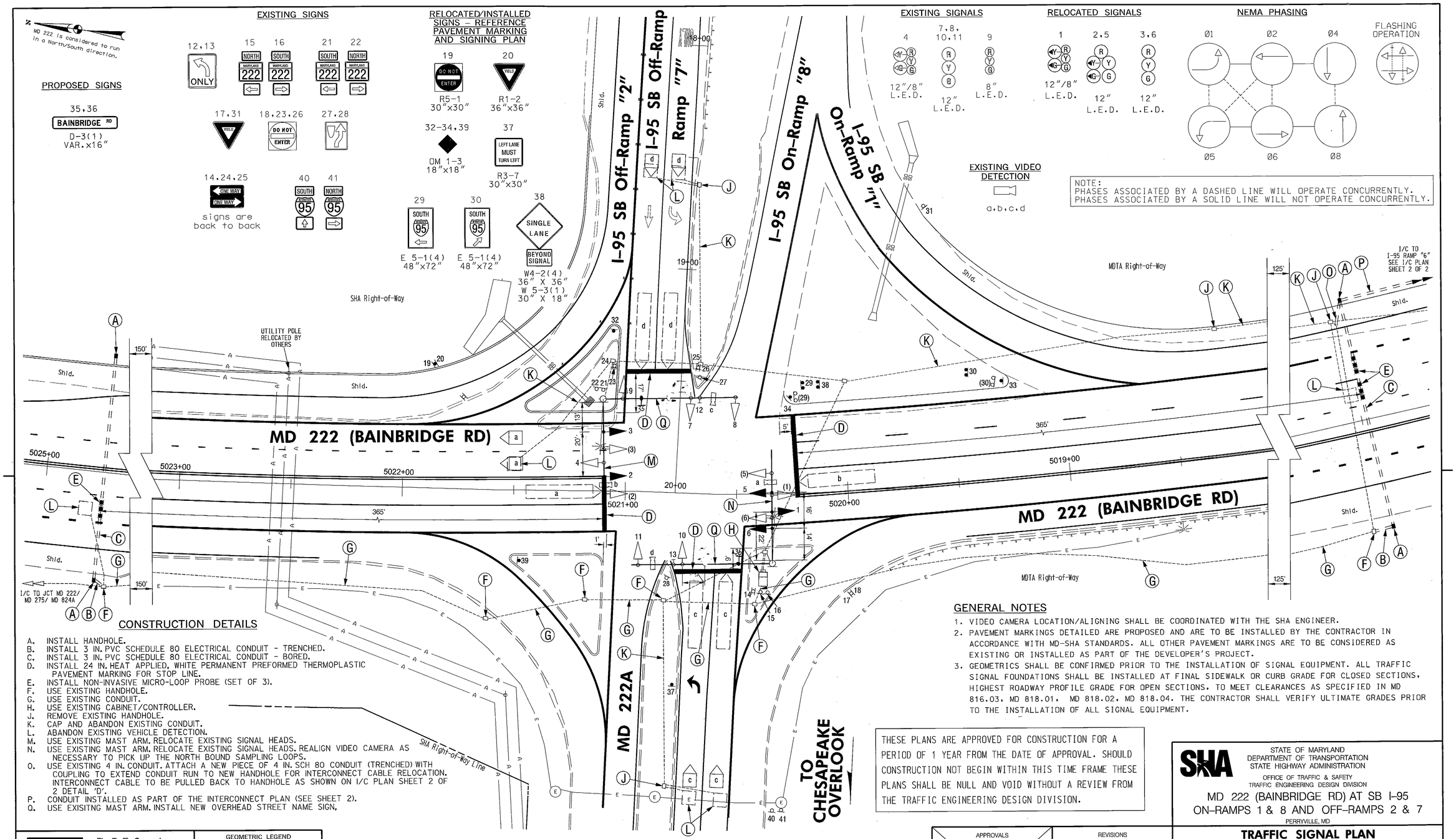

CONSTRUCTION DETAILS

A. INSTALL HANDHOLE.
B. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
C. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.
D. INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
E. INSTALL NON-INVASIVE MICRO-LOOP PROBE (SET OF 3).
F. USE EXISTING HANDHOLE.
G. USE EXISTING CONDUIT.
H. USE EXISTING CABINET/CONTROLLER.
J. REMOVE EXISTING HANDHOLE.
K. CAP AND ABANDON EXISTING CONDUIT.
L. ABANDON EXISTING VEHICLE DETECTION.
M. USE EXISTING MAST ARM. RELOCATE EXISTING SIGNAL HEADS.
N. USE EXISTING MAST ARM. RELOCATE EXISTING SIGNAL HEADS. REALIGN VIDEO CAMERA AS NECESSARY TO PICK UP THE NORTH BOUND SAMPLING LOOPS.
O. USE EXISTING 4 IN. CONDUIT. ATTACH A NEW PIECE OF 4 IN. SCH 80 CONDUIT (TRENCHED) WITH COUPLING TO EXTEND CONDUIT RUN TO NEW HANDHOLE FOR INTERCONNECT CABLE RELOCATION. INTERCONNECT CABLE TO BE PULLED BACK TO HANDHOLE AS SHOWN ON I/C PLAN SHEET 2 OF 2 DETAIL 'D'.
P. CONDUIT INSTALLED AS PART OF THE INTERCONNECT PLAN (SEE SHEET 2).
Q. USE EXISITNG MAST ARM. INSTALL NEW OVERHEAD STREET NAME SIGN,

GENERAL NOTES

1. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH MD-SHA STANDARDS. ALL OTHER PAVEMENT MARKINGS ARE TO BE CONSIDERED AS EXISTING OR INSTALLED AS PART OF THE DEVELOPER'S PROJECT.
3. 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.

THESE PLANS ARE APPROVED FOR CONSTRUCTION FOR A PERIOD OF 1 YEAR FROM THE DATE OF APPROVAL. SHOULD CONSTRUCTION NOT BEGIN WITHIN THIS TIME FRAME THESE PLANS SHALL BE NULL AND VOID WITHOUT A REVIEW FROM THE TRAFFIC ENGINEERING DESIGN DIVISION.

The Traffic Group, Inc.
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"Merging Innovation and Excellence"®

PLOTTED BY: JStorck

GEOMETRIC LEGEND
EXISTING
PROPOSED

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

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

REVISIONS
D The east side of MD 222 is being widened to accommodate 2 NB through lanes. APRIL 27, 2010
SHA No. BW996M82
TTG JES CL KMB DOS SAS 04/27/10
C Install video detection.
SHA No. AT3085185 MARCH 17, 2004
SWA
B "As-Built"
SHA No. BW768-802-212 JUNE 18, 1996
MAM

PLOTTED: Tuesday, April 27, 2010 AT 03:35 PM
FILE: F:\2008\2008-0522\Des\TEDD\pSG-P001_MD222@I-95 SB RAMPS.dgn

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

MD 222 (BAINBRIDGE RD) AT SB I-95
ON-RAMPS 1 & 8 AND OFF-RAMPS 2 & 7
PERRYVILLE, MD

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE MARCH 17, 1995 CONTRACT NO. BW996M82

DESIGNED BY M. MEARS COUNTY CECIL
DRAWN BY M. MEARS LOGMILE 07022202.06
CHECKED BY TIMS NO. K229
F.A.P. NO. N/A TOD NO. N/A

TS NO. 3494D DRAWING SG-01 OF 01 SHEET NO. 1 OF 2