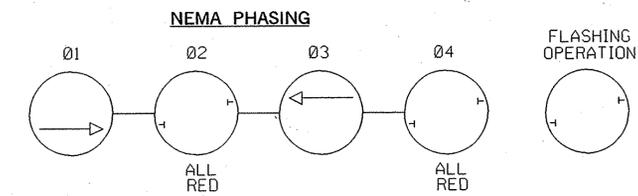
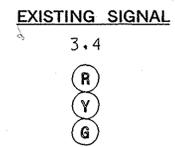
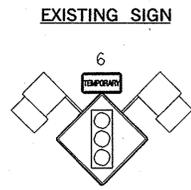
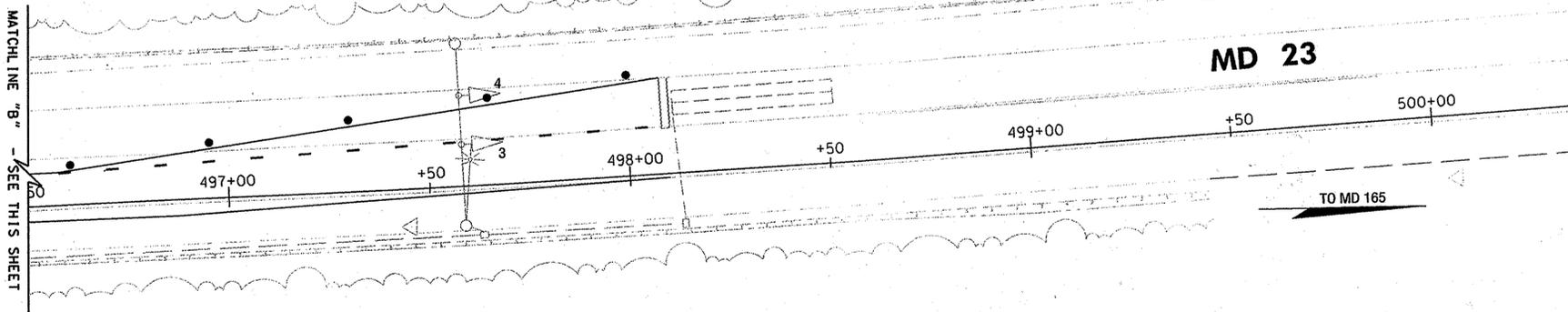
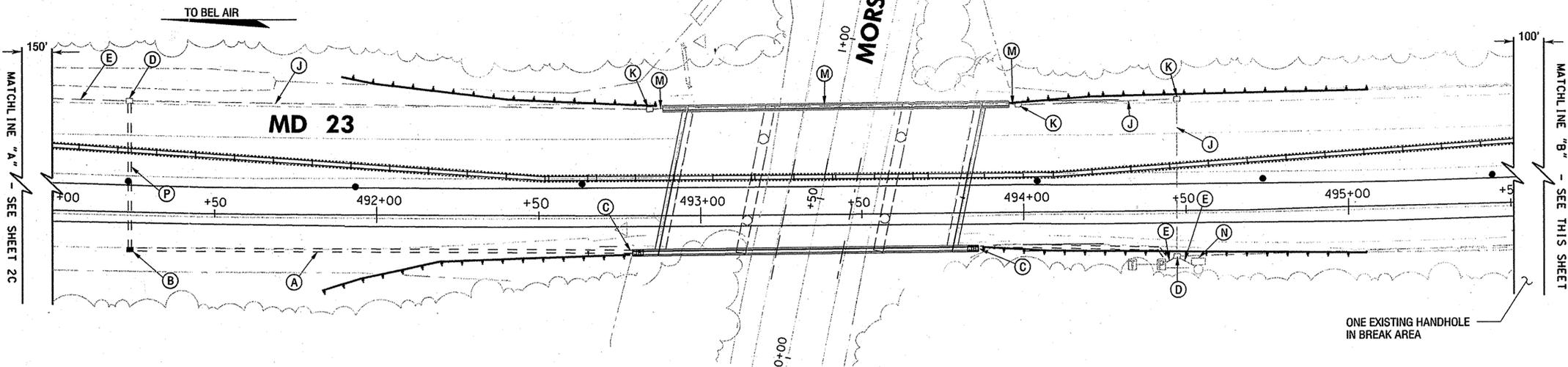


MD 23 IS ASSUMED TO RUN IN A NORTH / SOUTH DIRECTION



NOTE: PHASES ASSOCIATED BY A SOLID LINE WILL OPERATE SEQUENTIAL.



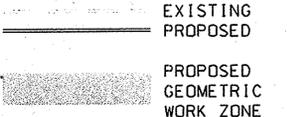
**GENERAL NOTES**

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
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 (AT THE END OF THIS PHASE OF THE MOT SEQUENCE) SHALL REMOVE AND DISPOSE ALL TRAFFIC SIGNAL EQUIPMENT. AT THE CONCLUSION OF THE PROJECT ALL TRAFFIC SIGNAL EQUIPMENT SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR EXCEPT FOR THE CONTROLLER AND ALL AUXILIARY EQUIPMENT. THE CONCLUSION OF THE PROJECT SHALL BE DETERMINED BY THE SHA ENGINEER.
4. PRIOR TO THE CONCLUSION OF THIS PHASE OF CONSTRUCTION THE SIGNAL CONTRACTOR SHALL CONTACT BG&E TO SCHEDULE THE DISCONNECTION AND DE-ENERGIZING OF THE SERVICE FEED TO THE TEMPORARY TRAFFIC SIGNAL.
5. THE TEMPORARY TRAFFIC SIGNAL SHALL BE IN OPERATION DURING PEAK HOURS (6AM TO 9AM AND 3PM TO 7PM) BUT DURING MOT PHASE II CHANGE WERE THE SIGNAL IS NOT IN OPERATION THE CONTRACTOR SHALL PROVIDE A FLAGGER FOR THE NORTH AND SOUTHBOUND APPROACHES OF MD 23 UNTIL THE TEMPORARY TRAFFIC SIGNAL IS BACK IN OPERATION.

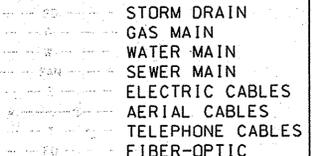
**CONSTRUCTION DETAILS**

- A. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED STUB UP TO THE BASE OF WOOD POLE.
- B. INSTALL HANDHOLE.
- C. EXCAVATE AROUND PARAPET WALL AND LOCATE CONDUIT BEND FROM JUNCTION BOX IN BRIDGE PARAPET WALL. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED TO CONDUIT BEND.
- D. USE EXISTING HANDHOLE.
- E. USE EXISTING CONDUIT.
- F. USE EXISTING WOOD POLE AND CONDUIT RISER ON WOOD POLE.
- G. USE EXISTING SPAN WIRE.
- H. USE EXISTING SIGNAL HEAD AND INSTALL NEW CONDUCTOR CABLE. THEN REMOVE THE EXISTING CONDUCTOR CABLE FROM THE SIGNAL HEAD, SPAN WIRE, WOOD POLE ALL HANDHOLES, CONDUITS AND POLE MOUNTED CABINET COMPLETELY.
- J. CAP AND ABANDON EXISTING CONDUIT.
- K. REMOVE EXISTING HANDHOLE 12 INCHES BELOW GRADE AND BACKFILL.
- L. REPLICE THE EXISTING LOOP IN THE EXISTING HANDHOLE WITH NEW 2 CONDUCTOR ALUMINUM SHIELDED. (AFTER INSTALLING THROUGH NEW HANDHOLES AND CONDUIT).
- M. PRIOR TO THE BRIDGE CONSTRUCTION IN THE SECOND PHASE OF THE MAINTAINANCE OF TRAFFIC SEQUENCE REMOVE ALL CONDUIT, HARDWARE AND CONDUIT BENDS FROM BRIDGE WALL COMPLETELY.
- N. USE EXISTING CABINET.
- O. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- P. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.

**GEOMETRIC LEGEND**



**UTILITY LEGEND**



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APPROVALS	REVISIONS
TEAM LEADER, TRAFFIC ENGINEERING DIVISION ASST. CHIEF TRAFFIC ENGINEERING DIVISION CHIEF TRAFFIC ENGINEERING DIVISION DIRECTOR, OFFICE OF TRAFFIC & SAFETY	[Empty revision table]

STATE OF MARYLAND  
 DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION  
 OFFICE OF TRAFFIC & SAFETY  
 TRAFFIC ENGINEERING DESIGN DIVISION  
**REPLACEMENT OF SUPERSTRUCTURE AND REHABILITATION OF SUBSTRUCTURE FOR BRIDGE No.12064 ON MD 23 over MORSE RD**  
 HARFORD COUNTY, MARYLAND

SIGNAL PLAN MOT PHASE 2 (SHEET 2D)		
SCALE 1"=20'	DATE 10/2006	CONTRACT NO. HA2835180
DESIGNED BY S. SMITH	COUNTY HARFORD	
DRAWN BY J. WOOD	LOGMILE	
CHECKED BY S. RENZI	TIMS NO. 1033	
FAP NO.	TOD NO.	
TS NO. 23moflc	DRAWING 5 OF 6	SHEET NO. 14 OF 60