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

EXISTING SIGN

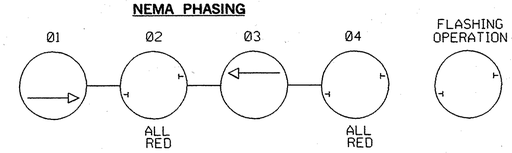
6

EXISTING SIGNAL

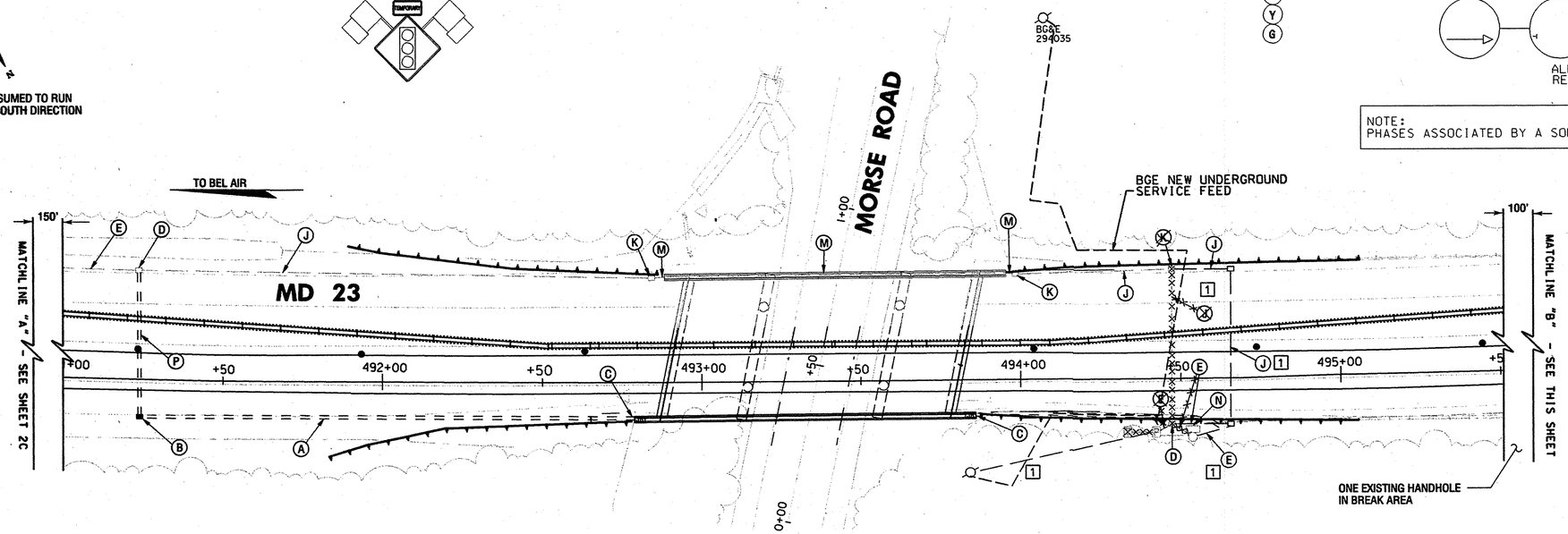
3.4

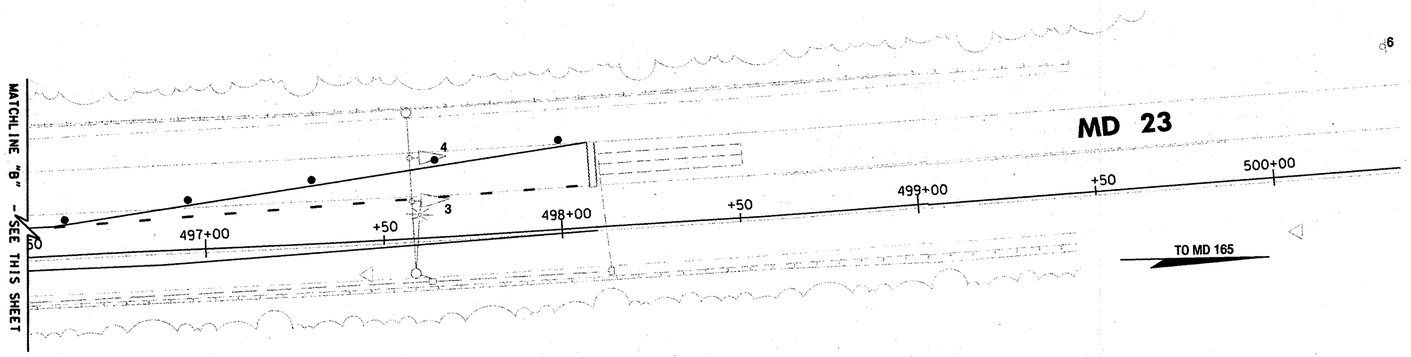
R
Y
G

NEMA PHASING



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 COMPLETELEY.
J. CAP AND ABANDON EXISTING CONDUIT.
K. REMOVE EXISTING HANDHOLE 12 INCHES BELOW GRADE AND BACKFILL.
L. RESPLICE 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

EXISTING
PROPOSED
PROPOSED GEOMETRIC WORK ZONE

UTILITY LEGEND

STORM DRAIN
GAS MAIN
WATER MAIN
SEWER MAIN
ELECTRIC CABLES
AERIAL CABLES
TELEPHONE CABLES
FIBER-OPTIC

BY:SMITH

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1 REDLINE REVISION No. 1 03/07

APPROVALS	REVISIONS
TEAM LEADER, TRAFFIC ENGINEERING DIVISION	
ASST. CHIEF TRAFFIC ENGINEERING DIVISION	
CHIEF TRAFFIC ENGINEERING DIVISION	
DIRECTOR, OFFICE OF TRAFFIC & SAFETY	

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. DRAWING 5 OF 6 SHEET NO. 14 OF 60

PLOTTED: Thursday, March 15, 2007 AT 08:18 AM
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