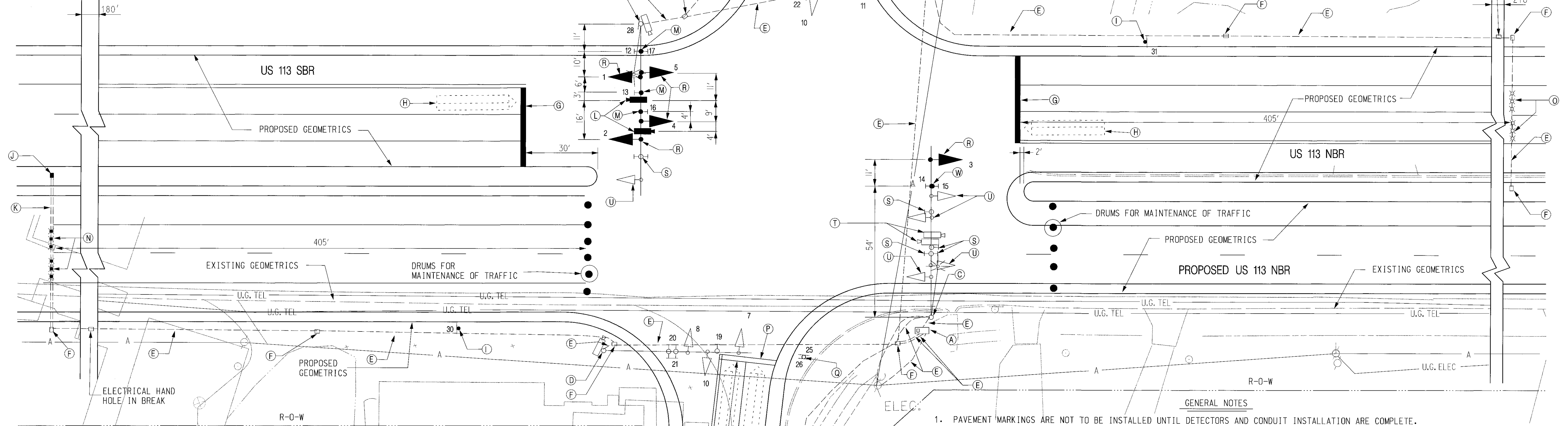
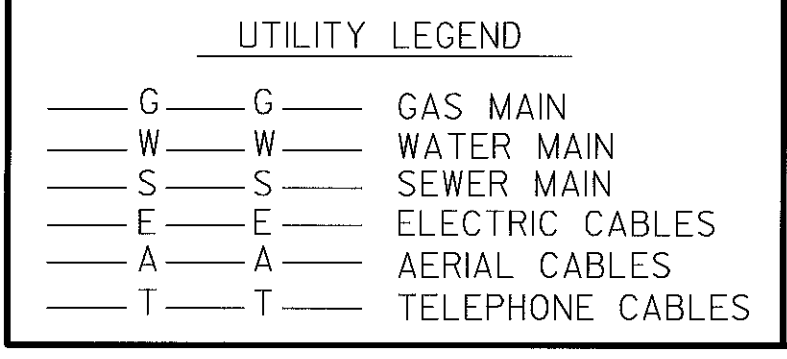


PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY



- CONSTRUCTION DETAILS**
- (A) EXISTING LOCAL CONTROLLER IN A NEMA SIZE 6 BASE MOUNTED CABINET TO REMAIN.
 - (B) EXISTING 27 FT. STEEL POLE WITH SINGLE 70' MAST ARM TO REMAIN. SIGNAL HEADS, SIGNS, VIDEO CAMERAS, TO BE RELOCATED ON EXISTING MAST ARM. EXISTING SIGNAL HEADS NOT USED IN THIS PHASE TO BE COVERED.
 - (C) EXISTING 27 FT. STEEL POLE WITH SINGLE 70' MAST ARM TO REMAIN. SIGNAL HEADS, SIGNS TO BE RELOCATED ON EXISTING MAST ARM. EXISTING SIGNAL HEADS NOT USED IN THIS PHASE TO BE COVERED.
 - (D) EXISTING 27 FT. STEEL POLE WITH SINGLE 60' MAST ARM TO REMAIN. SIGNAL HEADS, SIGNS TO REMAIN AS PREVIOUS PHASE.
 - (E) EXISTING CONDUIT TO REMAIN.
 - (F) EXISTING ELECTRICAL HAND HOLE TO REMAIN.
 - (G) INSTALL 24" WHITE PERMANENT PREFORMED PAVEMENT MARKING TAPE (STOP LINE).

- (H) VIDEO DETECTION AREA.
- (I) INSTALL GROUND MOUNT SIGN.
- (J) INSTALL ELECTRICAL HAND HOLE.
- (K) INSTALL 3" SCHEDULE 80 PVC ELECTRICAL CONDUIT - BORED.
- (L) INSTALL RELOCATED VIDEO CAMERA.
- (M) INSTALL RELOCATED OVERHEAD MOUNT SIGN.
- (N) INSTALL MICROLOOP PROBES 1000' LEAD - IN (NON-EVASIVE).
- (O) EXISTING MICROLOOP PROBES (NON-EVASIVE) TO REMAIN.
- (P) EXISTING 24" WHITE PERMANENT PREFORMED PAVEMENT MARKING TAPE (STOP LINE) TO REMAIN.
- (Q) EXISTING GROUND MOUNT SIGN.
- (R) INSTALL PROPOSED SIGNAL.
- (S) RELOCATE OVERHEAD MOUNT SIGN.
- (T) RELOCATE VIDEO CAMERA.
- (U) EXISTING SIGNAL OR SIGN TO BE COVERED DURING THIS PHASE.



- GENERAL NOTES**
1. PAVEMENT MARKINGS ARE NOT TO BE INSTALLED UNTIL DETECTORS AND CONDUIT INSTALLATION ARE COMPLETE.
 2. THE CONTRACTOR SHALL CONFIRM GEOMETRICS PRIOR TO THE INSTALLATION OF THE SIGNAL EQUIPMENT.
 3. PAVEMENT MARKING DETAILS ARE PROPOSED AND SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS.
 4. SEE PAVEMENT SHEET FOR ADDITIONAL STRIPING.
 5. STREET NAMES AND ROUTE MARKER SIGNS ARE TO BE INSTALLED PARALLEL TO THE ROADWAY.
 6. ALL SIGNAL EQUIPMENT TO BE INSTALLED TO FINAL GRADE.
 7. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL NOTIFY MISS UTILITY PRIOR TO THE 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.
 8. ALL HOLES TO BE DRILLED IN THE MAST ARMS FOR THE SIGNAL WIRES SHOULD BE DRILLED AT THE FINAL SIGNAL HEAD LOCATION.



REVISIONS	APPROVALS
C. MURPHY TEMPORARY SIGNAL DUE TO GEOMETRIC IMPROVEMENTS W0747510 5/02	ORIGINAL FILE
B. MURPHY TEMPORARY SIGNAL DUE TO GEOMETRIC IMPROVEMENTS W0747510 5/02	
A. MURPHY IN CONSTRUCTION SIGNAL 12.3.93	

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
 Office of Traffic & Safety
 TRAFFIC ENGINEERING DESIGN DIVISION
 US 113 (WORCESTER HWY) AND
 HAMMOND RD / MD 610 (WHALEVILLE RD)
 TEMPORARY SIGNAL PHASE 2

TS-3

DRAWN BY:	F.A.P. NO.	TS NO.
CHECKED BY:	S.H.A. NO.	1848 C
SCALE: 1" = 20'	COUNTY:	T.L.M.S. NO.
DATE:	LOC MILE:	E - 116

FILE: m:\us113\Phase 1B\Temp\sig.us113.mdl0.dgn
DATE: 05/23/02