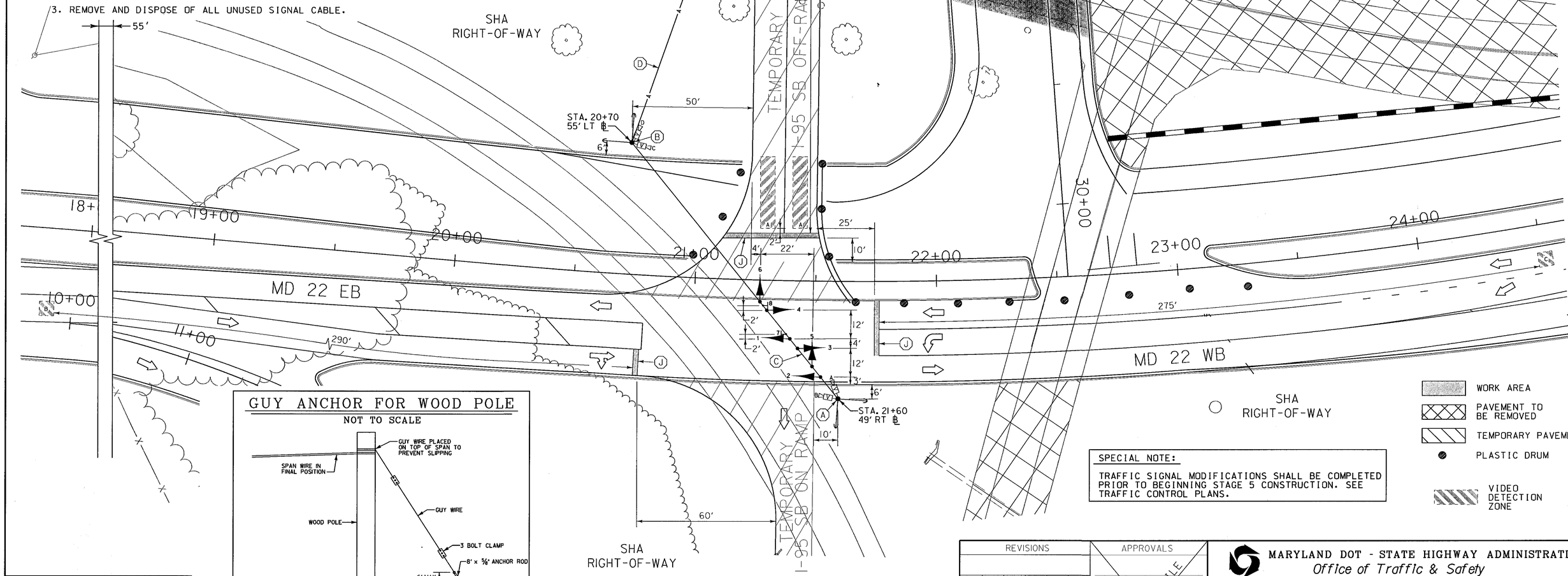
MD 22 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

CONSTRUCTION DETAILS

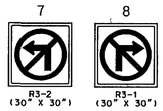
A. INSTALL 50 FT. CLASS II WOOD POLE WITH RELOCATED VIDEO DETECTION CAMERAS MOUNTED ON WOOD POLE (CAMERA 'A' SHALL BE MOUNTED A MINIMUM OF 30 FT. ABOVE GRADE AND CAMERA 'B' SHALL BE MOUNTED A MINIMUM OF 40 FT. ABOVE GRADE) AND BACK GUYS.
B. INSTALL 50 FT. CLASS II WOOD POLE WITH RELOCATED VIDEO DETECTION CAMERAS MOUNTED ON WOOD POLE (CAMERA 'C' AND CAMERA 'D' SHALL BE MOUNTED A MINIMUM OF 40 FT. ABOVE GRADE) AND BACK GUYS.
C. INSTALL 3/8 IN. STEEL SPAN WIRE, SIGNAL HEADS AND SIGNS.
D. INSTALL 3/8 IN. STEEL SPAN WIRE AND ELECTRICAL CABLES.
E. USE EXISTING POLE MOUNTED CABINET AND CONTROLLER.
F. USE EXISTING CLASS II WOOD POLE. RELOCATE EXISTING VIDEO DETECTION CAMERAS AS SHOWN.
G. REMOVE EXISTING CLASS II WOOD POLE AND BACK GUYS. RELOCATE EXISTING VIDEO DETECTION CAMERAS TO NEW WOOD POLE AS SHOWN.
H. REMOVE EXISTING SPAN WIRE, SIGNAL HEADS AND SIGNS.
J. INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).

GENERAL NOTES

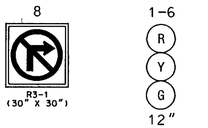
1. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
2. SIGNAL CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH MARYLAND TRANSPORTATION AUTHORITY CONTRACTOR. (CONTRACT NO. KH 875-000-006) CONTRACTOR SHALL CONTACT MR. DAVE FERRARA (MdTA PROJECT ENGINEER) AT 443-463-0076 PRIOR TO BEGINNING WORK.
3. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.



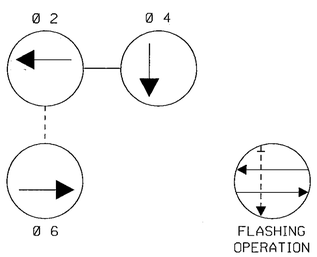
SIGNS



SIGNAL HEADS



NEMA PHASING



EXISTING VIDEO DETECTION CAMERAS TO BE RELOCATED

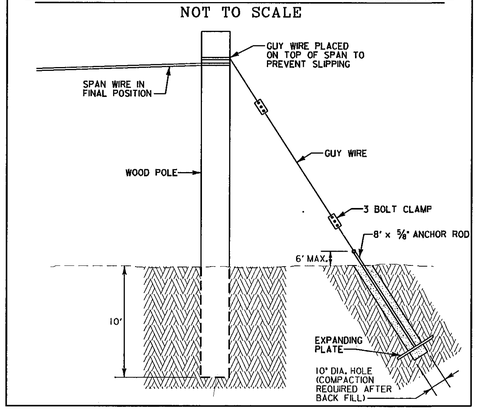
A,B,C,D

PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

GUY ANCHOR FOR WOOD POLE

NOT TO SCALE



SPECIAL NOTE:

TRAFFIC SIGNAL MODIFICATIONS SHALL BE COMPLETED PRIOR TO BEGINNING STAGE 5 CONSTRUCTION. SEE TRAFFIC CONTROL PLANS.

SHA RIGHT-OF-WAY

WORK AREA
PAVEMENT TO BE REMOVED
TEMPORARY PAVEMENT
PLASTIC DRUM
VIDEO DETECTION ZONE

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	SS
STORM DRAIN	SD
WATER	W
CABLE TV	TV

WR&A
Whitman, Requardt and Associates, LLP
801 South Caroline Street
Baltimore, Maryland 21231
(410) 235-3450

REVISIONS		
B	TEMPORARY SIGNALIZATION PHASE 5 CONSTRUCTION	4/23/03
A	TEMPORARY SIGNALIZATION	4/05/02

APPROVALS

TEAM LEADER - TRAFFIC ENGINEERING DESIGN DIVISION
ASST. TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

TRAFFIC SIGNALIZATION PLAN
MD 22 AND I-95 SB TEMPORARY OFF RAMP

DRAWN BY:	S.BLOSS	F.A.P. NO.		TS NO. 4123-B	SHEET NO. 2 OF 3
CHECKED BY:	N.LEARY	S.H.A. NO.			
SCALE:	1" = 20'	COUNTY:	HARFORD	T.I.M.S. NO.	
DATE:	5/14/2003	LOG MILE:			

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