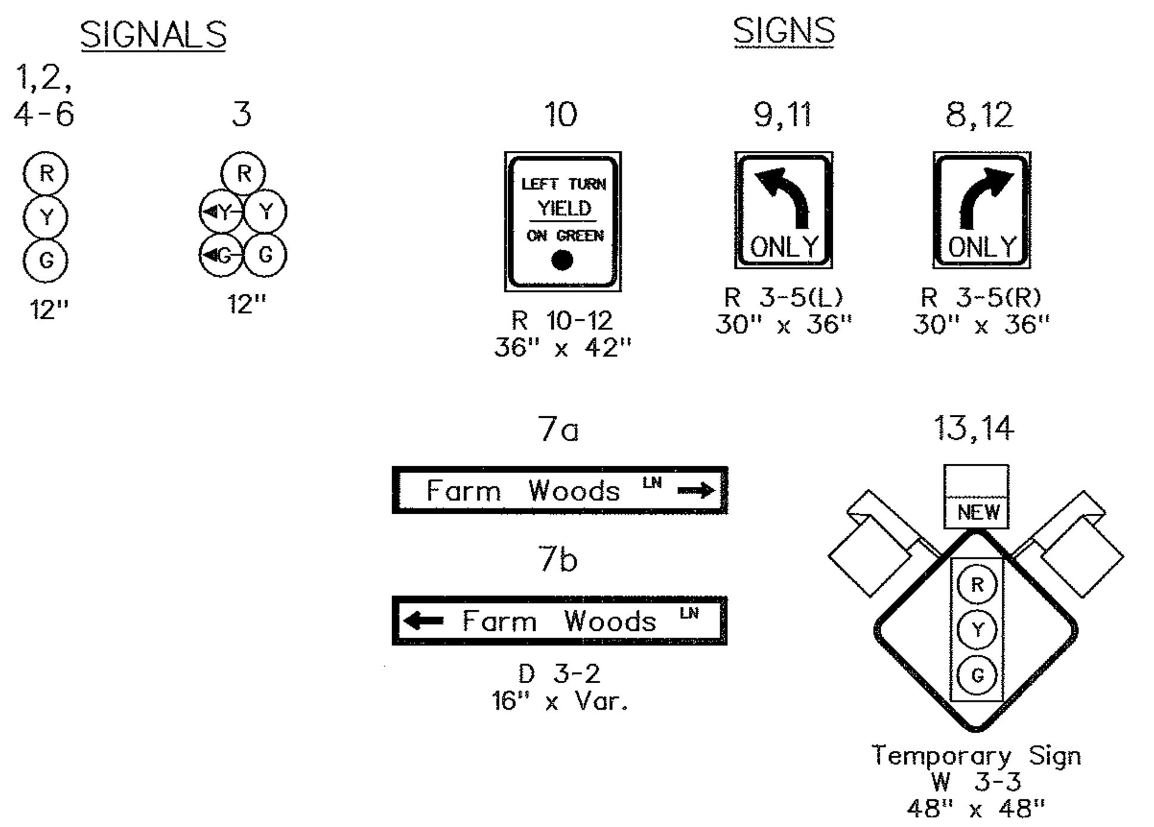
SIGNALS



MD 30 is considered to run in a North/South direction.

CONSTRUCTION DETAILS

A. Install base mounted NEMA 6 cabinet/controller, and necessary equipment for an underground electrical (MD-SHA Type B-1) service.

B. Install 21 ft. steel twin mast arm pole (15 ft. "T") with two 50 ft. (curved) mast arms [one to be cut to 40 ft.], vehicle signal heads, and vehicle signs (Note: one 3 in. PVC conduit bend). Pole to be installed at roadgrade. A minimum of 10 ft. of the foundation shall be placed below grade.

C. Install handhole.

D. Install 1 in. liquid tight flexible conduit for loop detector lead-in.

E. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.

F. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - pushed.

G. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.

H. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - slotted in roadway.

J. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.

K. Install 6 ft. x 6 ft. vehicle loop detector (4 turns).

L. Install 6 ft. x 30 ft. quadrupole type vehicle loop detector (3-6-3 turns).

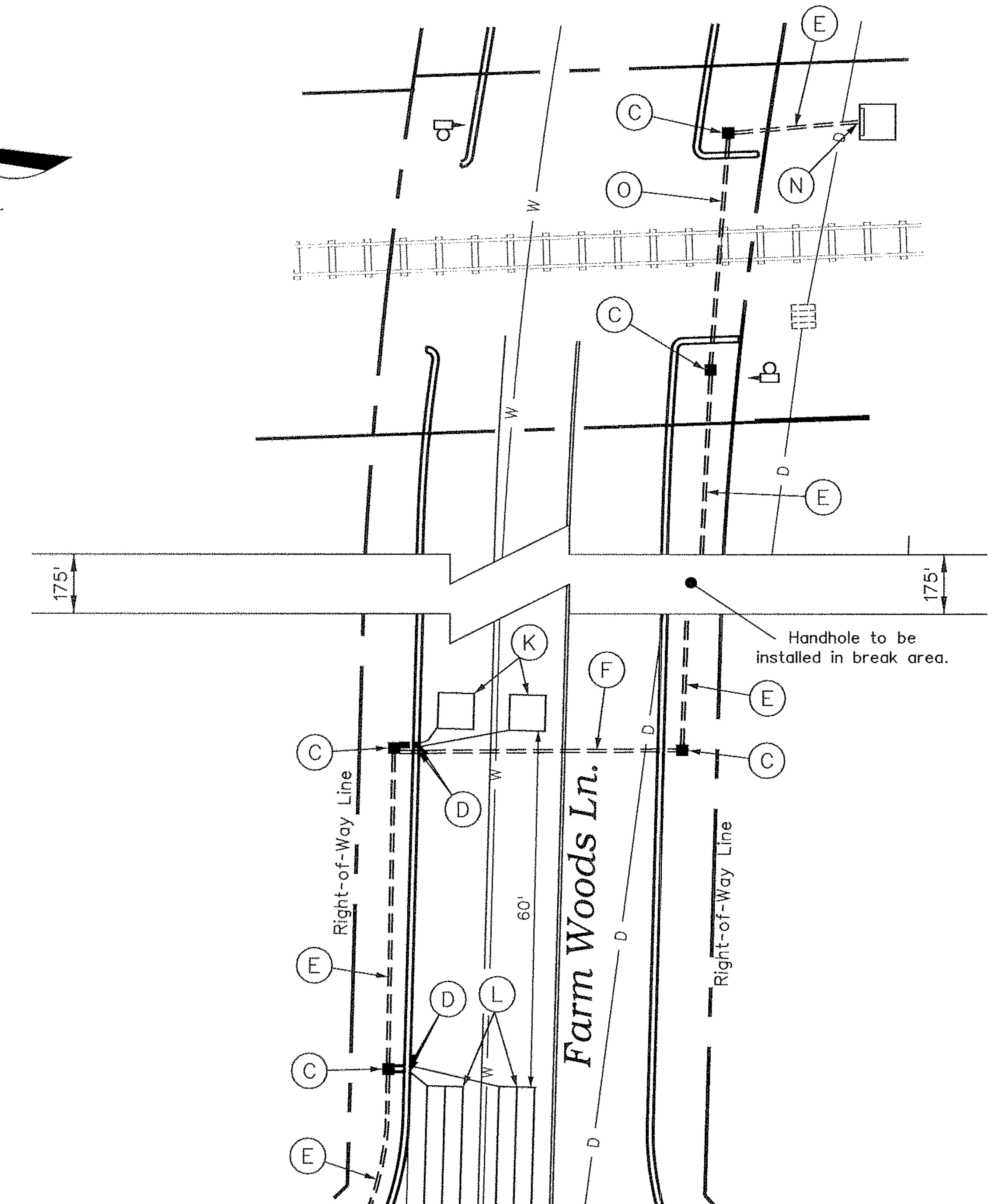
M. Install 24 in. wide pavement marking - white for stop line.

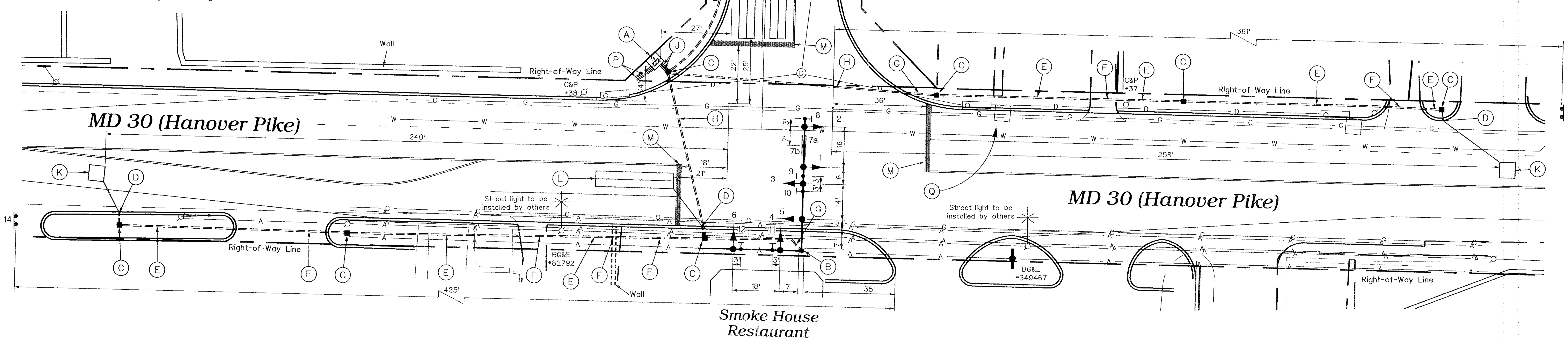
N. Connection to railroad cabinet to be completed by others.

O. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - pushed (Note: A minimum of 4 ft. clearence is to be maintained underneath of the track).

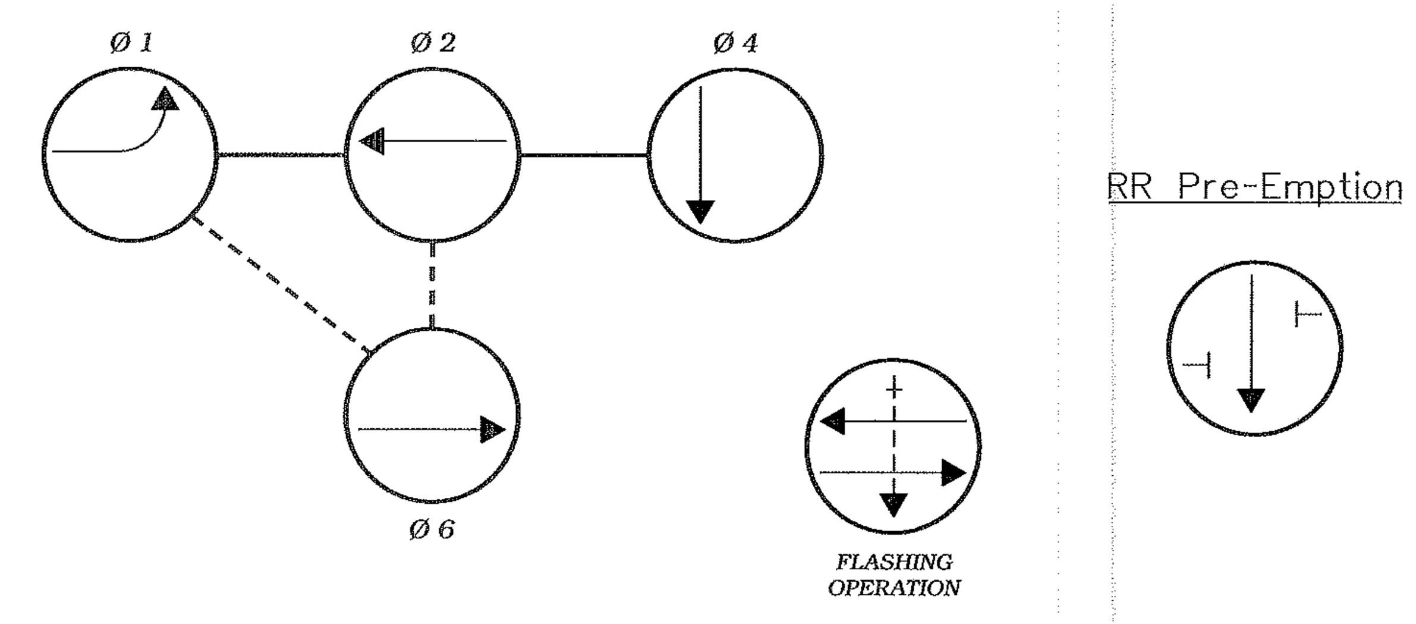
P. Install two pieces of 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched for the proposed underground electrical service by BG&E and telephone drop by Bell Atlantic.

Q. Trim trees as directed by the SHA Engineer.





NEMA PHASING



PHASING NOTES:

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

GEOMETRIC LEGEND

EXISTING GEOMETRICS
PROPOSED GEOMETRICS

UTILITY LEGEND

G	GAS MAIN
W	WATER MAIN
S	SEWER MAIN
E	ELECTRIC CABLES
D	STORM DRAIN
A	AERIAL CABLES
T	TELEPHONE CABLES

NOTES

1. Geometrics shall be confirmed prior to the installation of signal equipment.
2. Loop detectors and conduits shall be installed prior to the installation of pavement markings.
3. Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with S.H.A. standards. All other pavement markings are either existing or will be installed as part of the Developer's project.
4. All underground and overhead utilities shown on these plans are schematic and are not to be considered complete. The Contractor shall be responsible for notifying all utility companies prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.

The Traffic Group

The Traffic Group, Inc.
410-583-8405
Fax 410-321-8458

REVISIONS

APPROVALS

10/21/99
TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

10/21/99
ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

10-22-99
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

10/26
DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
(Traffic Signal Plan)

MD 30 (Hanover Pike) at Farm Woods Lane

DRAWN BY:	J. Stork	F.A.P. NO.	N/A	TS NO. 3897	SHEET NO.
CHECKED BY:		S.H.A. NO.	BW996M82		
SCALE:	1" = 20'	COUNTY:	Carroll	T.I.M.S. NO. D273	
DATE:	October 19, 1999	LOG MILE:			1 OF 2

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