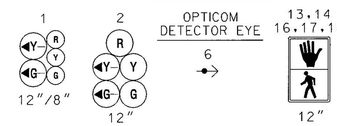
MD 30 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

SPECIAL NOTES:

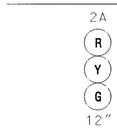
1. CONTRACTOR SHALL MAINTAIN SIGNAL OPERATION DURING UTILITY CONSTRUCTION WHICH WILL IMPACT CONDUIT RUNNING TO EAST SIDE OF MAIN STREET. A TEMPORARY SPAN WILL BE INSTALLED BETWEEN EXISTING MAST ARMS POLES. SIGNAL HEAD CABLES SHALL BE INSTALLED ON THE PROPOSED OVERHEAD SPAN. A TEMPORARY SIGNAL OUTAGE SHALL OCCUR DURING NON-PEAK HOURS OR DIRECTED BY THE ENGINEER. REMOVE SPAN WIRE ONCE THE ULTIMATE CONDUIT IS INSTALLED.

2. CONTRACTOR SHALL USE CAUTION WHEN INSTALLING SIGNAL EQUIPMENT TO AVOID DISTURBANCE OF EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL TEST PIT TO DETERMINE EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES PRIOR TO INSTALLING SIGNAL EQUIPMENT.

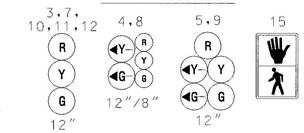
PROPOSED SIGNAL HEADS



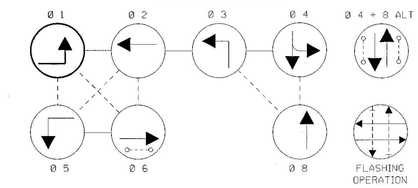
EXISTING SIGNAL HEAD TO BE REMOVED



EXISTING SIGNAL HEADS TO REMAIN



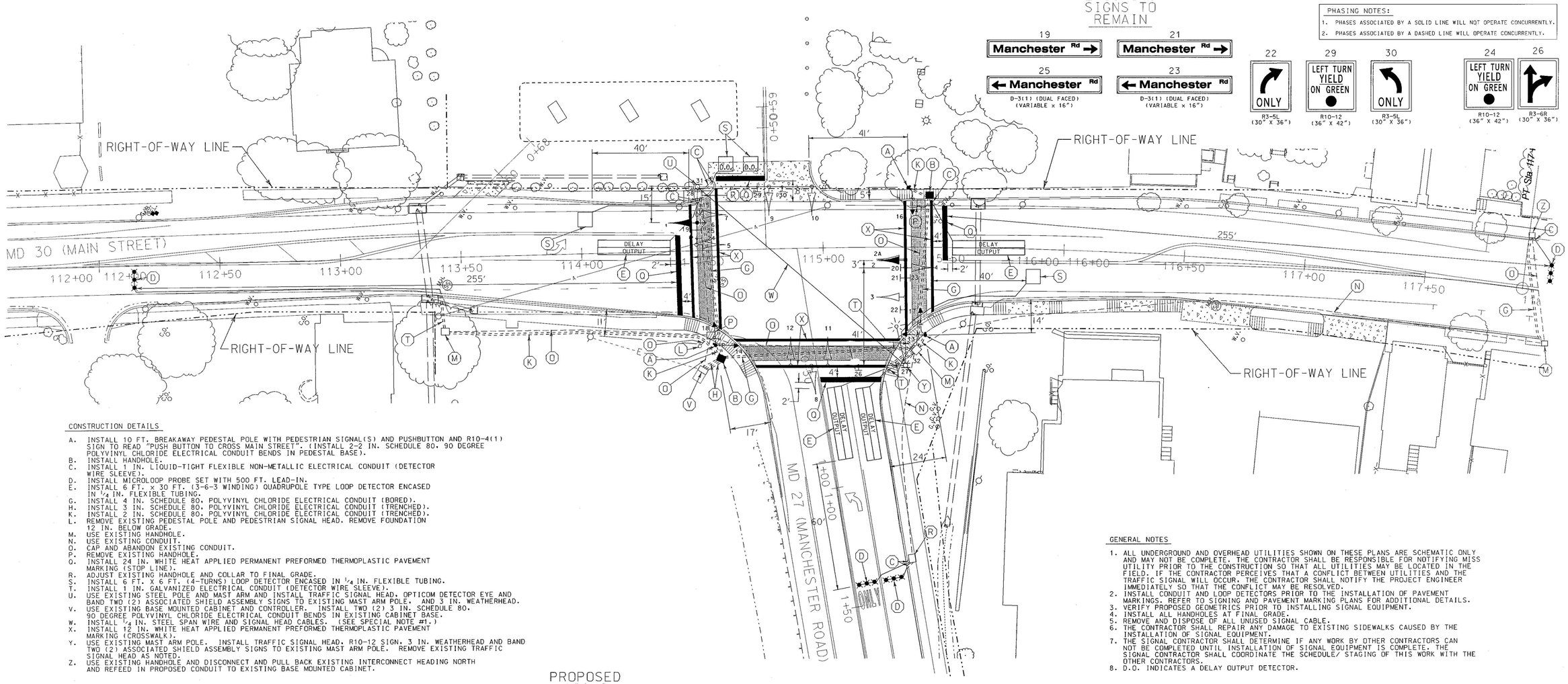
NEMA PHASING



PHASING NOTES:

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

EXISTING SIGNS TO REMAIN



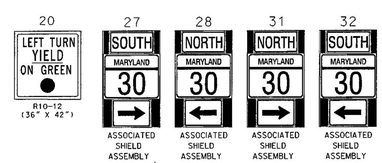
CONSTRUCTION DETAILS

A. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH PEDESTRIAN SIGNAL(S) AND PUSHBUTTON AND R10-4(1) SIGN TO READ "PUSH BUTTON TO CROSS MAIN STREET". (INSTALL 2-2 IN. SCHEDULE 80. 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).
B. INSTALL HANDHOLE.
C. INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
D. INSTALL MICROLOOP PROBE SET WITH 500 FT. LEAD-IN.
E. INSTALL 6 FT. x 30 FT. (3-6-3 WINDING) QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
G. INSTALL 4 IN. SCHEDULE 80. POLYVINYL CHLORIDE ELECTRICAL CONDUIT (BORED).
H. INSTALL 3 IN. SCHEDULE 80. POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
K. INSTALL 2 IN. SCHEDULE 80. POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
L. REMOVE EXISTING PEDESTAL POLE AND PEDESTRIAN SIGNAL HEAD. REMOVE FOUNDATION 12 IN. BELOW GRADE.
M. USE EXISTING HANDHOLE.
N. USE EXISTING CONDUIT.
O. CAP AND ABANDON EXISTING CONDUIT.
P. REMOVE EXISTING HANDHOLE.
Q. INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
R. ADJUST EXISTING HANDHOLE AND COLLAR TO FINAL GRADE.
S. INSTALL 6 FT. X 6 FT. (4-TURNS) LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
T. INSTALL 1 IN. GALVANIZED ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
U. USE EXISTING STEEL POLE AND MAST ARM AND INSTALL TRAFFIC SIGNAL HEAD. OPTICOM DETECTOR EYE AND BAND TWO (2) ASSOCIATED SHIELD ASSEMBLY SIGNS TO EXISTING MAST ARM POLE. AND 3 IN. WEATHERHEAD.
V. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER. INSTALL TWO (2) 3 IN. SCHEDULE 80. 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN EXISTING CABINET BASE.
W. INSTALL 1/4 IN. STEEL SPAN WIRE AND SIGNAL HEAD CABLES. (SEE SPECIAL NOTE #1.)
X. INSTALL 12 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (CROSSWALK).
Y. USE EXISTING MAST ARM POLE. INSTALL TRAFFIC SIGNAL HEAD. R10-12 SIGN. 3 IN. WEATHERHEAD AND BAND TWO (2) ASSOCIATED SHIELD ASSEMBLY SIGNS TO EXISTING MAST ARM POLE. REMOVE EXISTING TRAFFIC SIGNAL HEAD AS NOTED.
Z. USE EXISTING HANDHOLE AND DISCONNECT AND PULL BACK EXISTING INTERCONNECT HEADING NORTH AND REFEED IN PROPOSED CONDUIT TO EXISTING BASE MOUNTED CABINET.

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. INSTALL CONDUIT AND LOOP DETECTORS PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS. REFER TO SIGNING AND PAVEMENT MARKING PLANS FOR ADDITIONAL DETAILS.
3. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
4. INSTALL ALL HANDHOLES AT FINAL GRADE.
5. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
6. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
7. THE SIGNAL CONTRACTOR SHALL DETERMINE IF ANY WORK BY OTHER CONTRACTORS CAN NOT BE COMPLETED UNTIL INSTALLATION OF SIGNAL EQUIPMENT IS COMPLETE. THE SIGNAL CONTRACTOR SHALL COORDINATE THE SCHEDULE/ STAGING OF THIS WORK WITH THE OTHER CONTRACTORS.
8. D.O. INDICATES A DELAY OUTPUT DETECTOR.

PROPOSED SIGNS



TSP-3

REVISIONS					
B	ASBUILT AND RECONSTRUCT DUE TO GEOMETRICS SHA NO. BW-349-802-712				
	JJD	DAD		ETP	TH
C	INSTALL NEW LEFT TURN PHASING, AND MARKINGS SHA NO. BW996M82 TIMS D720				
	FJH	KM	MAR	DAZ	TH
D	TRAFFIC SIGNAL MODIFICATION CONTRACT - CL8335170 1/2002 BAM CJS				
B	~~ASBUILT AND RECONSTRUCT CONTRACT - BW-349-802-712 5/7/1990~~				

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ASST. CHIEF 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 30 and MD 27

DRAWN BY: JHG	F.A.P. NO.		TS NO. 2393-S D	SHEET NO.	
CHECKED BY: RSC	S.H.A. NO.	OT-7-88			
SCALE: 1" = 20'	COUNTY:	CARROLL	T.I.M.S. NO. E935	OF	
DATE: 10/27/87	LOG MILE:	06003006.68			