EXISTING SIGNAL HEADS

(TO REMAIN)

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

14-17

12"

PROPOSED SIGNAL HEADS

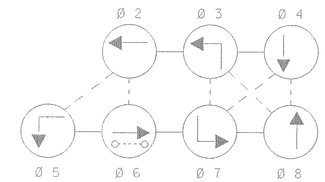
(ALL SIGNAL HEADS TO HAVE BLACK FACES)

1,2,5,9,10,13	3,11	4,12	6,7,8
R Y G	R Y G	R Y G	R Y G
12"	12" 8"	12"	12"

PROPOSED SIGNS

27	28,29,30	31
LEFT ON GREEN ARROW ONLY	ONLY	LEFT TURN YIELD ON GREEN
R10-5 18"X24"	R3-5 30"X36"	R10-12 36"X42"

NEMA PHASING



ALT. 4

FLASHING OPERATION

PHASING NOTES:

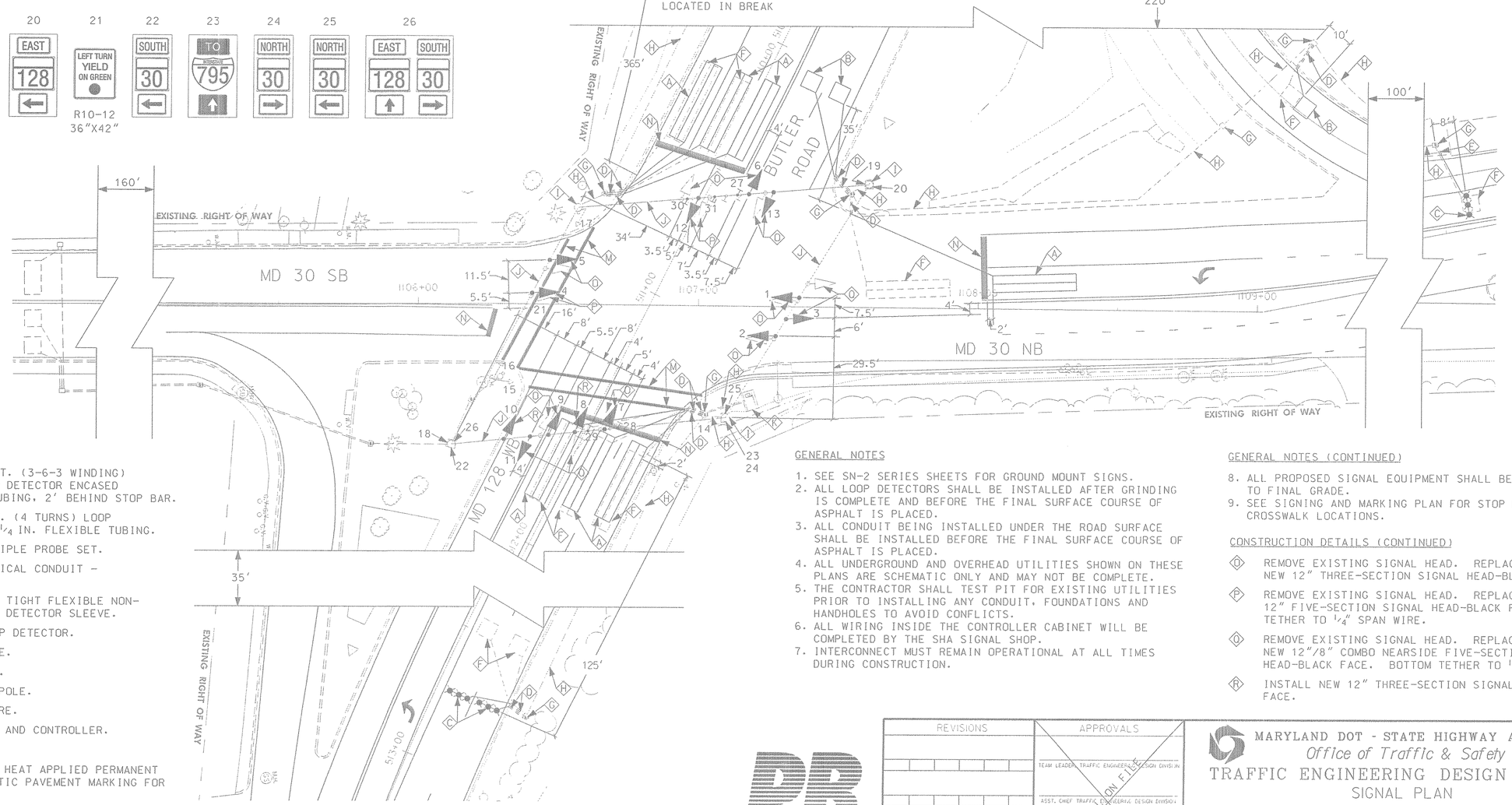
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY

PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

EXISTING SIGNS

(TO REMAIN)

18	19	20	21	22	23	24	25	26
EAST 128	TO INTERSTATE 795	EAST 128	LEFT TURN YIELD ON GREEN	SOUTH 30	TO INTERSTATE 795	NORTH 30	NORTH 30	EAST 128 SOUTH 30
			R10-12 36"X42"					



CONSTRUCTION DETAILS

- (A) INSTALL 6 FT. X 30 FT. (3-6-3 WINDING) QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING, 2' BEHIND STOP BAR.
- (B) INSTALL 6 FT. X 6 FT. (4 TURNS) LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
- (C) INSTALL MICROLOOP TRIPLE PROBE SET.
- (D) INSTALL 1 IN. ELECTRICAL CONDUIT - GALVANIZED SLEEVE.
- (E) INSTALL 1 IN. LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR SLEEVE.
- (F) ABANDON EXISTING LOOP DETECTOR.
- (G) USE EXISTING HANDHOLE.
- (H) USE EXISTING CONDUIT.
- (I) USE EXISTING SIGNAL POLE.
- (J) USE EXISTING SPAN WIRE.
- (K) USE EXISTING CABINET AND CONTROLLER.
- (L) REMOVE HANDHOLE.
- (M) INSTALL 12 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALK LINE.
- (N) INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.

GENERAL NOTES

1. SEE SN-2 SERIES SHEETS FOR GROUND MOUNT SIGNS.
2. ALL LOOP DETECTORS SHALL BE INSTALLED AFTER GRINDING IS COMPLETE AND BEFORE THE FINAL SURFACE COURSE OF ASPHALT IS PLACED.
3. ALL CONDUIT BEING INSTALLED UNDER THE ROAD SURFACE SHALL BE INSTALLED BEFORE THE FINAL SURFACE COURSE OF ASPHALT IS PLACED.
4. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE.
5. THE CONTRACTOR SHALL TEST PIT FOR EXISTING UTILITIES PRIOR TO INSTALLING ANY CONDUIT, FOUNDATIONS AND HANDHOLES TO AVOID CONFLICTS.
6. ALL WIRING INSIDE THE CONTROLLER CABINET WILL BE COMPLETED BY THE SHA SIGNAL SHOP.
7. INTERCONNECT MUST REMAIN OPERATIONAL AT ALL TIMES DURING CONSTRUCTION.

GENERAL NOTES (CONTINUED)

8. ALL PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED TO FINAL GRADE.
9. SEE SIGNING AND MARKING PLAN FOR STOP LINE AND CROSSWALK LOCATIONS.

CONSTRUCTION DETAILS (CONTINUED)

- (O) REMOVE EXISTING SIGNAL HEAD. REPLACE WITH NEW 12" THREE-SECTION SIGNAL HEAD-BLACK FACE.
- (P) REMOVE EXISTING SIGNAL HEAD. REPLACE WITH NEW 12" FIVE-SECTION SIGNAL HEAD-BLACK FACE. BOTTOM TETHER TO 1/4" SPAN WIRE.
- (Q) REMOVE EXISTING SIGNAL HEAD. REPLACE WITH NEW 12"/8" COMBO NEARSIDE FIVE-SECTION SIGNAL HEAD-BLACK FACE. BOTTOM TETHER TO 1/4" SPAN WIRE.
- (R) INSTALL NEW 12" THREE-SECTION SIGNAL HEAD-BLACK FACE.

GP-1 OF GP-2

100 YEARS

REVISIONS	APPROVALS
(F) CHANGED BUTLER ROAD LEFT-TURN FROM E/P TO EXCLUSIVE AND REPLACED LOOPS BA7325187 AKE DSM DFVD 04-12-02	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
(E) INSTALL DETECTORS AND INTERCONNECT 11-15-94	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

SIGNAL PLAN

MD 30 AT MD 128/BUTLER ROAD

DRAWN BY: L. SCHWAB	F.A.P. NO.	TS NO. TS-961F	SHEET NO.
CHECKED BY: M. R--------	S.H.A. NO. B-698-513-470		
SCALE: 1" = 20'	COUNTY: BALTIMORE	T.I.M.S. NO. E-505	12 OF 27
DATE: 04-16-84	LOG MILE: 03003000.39		