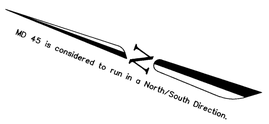
SIGNALS

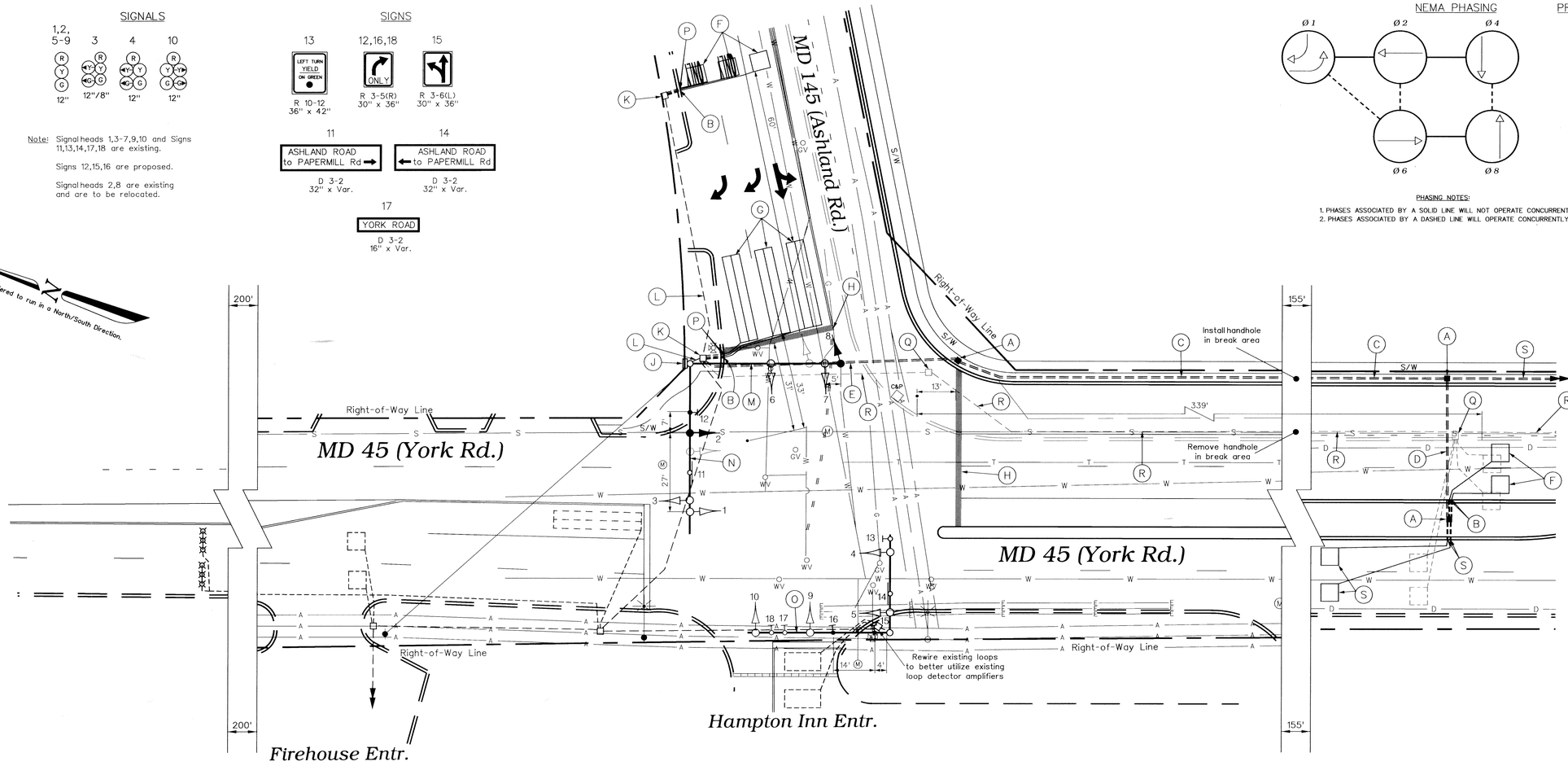
Note: Signalheads 1,3-7,9,10 and Signs 11,13,14,17,18 are existing.

Signs 12,15,16 are proposed.

Signalheads 2,8 are existing and are to be relocated.

SIGNS



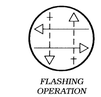


NEMA PHASING

PHASING NOTES:

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

FIRE PRE-EMPTION



CONSTRUCTION DETAILS

A. Install handhole.

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

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

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

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

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

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

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

J. Use exisitng cabinet and controller. Rewire detector loops for phase 8 to better utilize existing loop detector amplifiers. Existing interconnect cable to be pulled back and run through new conduit.

K. Use existing handhole. Splice existing aluminum shielded cable to new loop wire.

L. Use existing conduit.

M. Use existing mast arm pole and mast arm. Relocate existing signal head as shown.

N. Use existing mast arm pole and mast arm. Relocate existing signal head as shown. Install sign as shown.

O. Use exisitng mast arm pole and mast arm. Install signs as shown.

P. Use existing loop detector lead-in.

Q. Remove existing handhole.

R. Cap and abandon existing conduit.

S. To be installed as part of the MD 45 @ Wight Ave. Traffic Signal Plan.

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. Revision 'E' is a revision to the traffic signal built in July, 1992 under S.H.A. Contract No.: B 904-459-485.
5. 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.

Revision "E"

The Traffic Group

The Traffic Group, Inc.
Suite 600
40 W. Chesapeake Avenue
Towson, Maryland 21204
410-583-8405
1-800-583-8411
Fax 410-321-8458
Job No. 97114
SIGPLAN1.DGN

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

REVISIONS

(E) November 19, 1998
Modifications due to new geometrics.
S.H.A. No.: BW996M82

APPROVALS

ORIGINAL ON FILE

ASST. TRAFFIC ENGINEERING DESIGN DIVISION

ASST. DISTRICT ENGINEER - TRAFFIC

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, OFFICE OF TRAFFIC & SAFETY

MDOT – STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
(Traffic Signal Plan)

MD 45 (York Rd.) at MD 145 (Ashland Rd.)/ Hampton Inn Entrance

DATE: July 24, 1992

LOG MILE • 03004508.85

DRAWN BY:	W.R.S.	F.A.P. NO.	N/A	PLAN SHEET NO.:	SHEET NO.
CHK. BY:	D.E.W./J.G.B.	S.H.A. NO.	B 904-459-485	2686E	1 of 4
SCALE:	1" = 20'	COUNTY:	Baltimore		

\\TTGINC\Projects\Signals\Wight Ave. 24 NOV 98