PROPOSED SIGNALS

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

1,2,3,4,5, 6,7,8,9: R, Y, G — 12"

PROPOSED SIGNS

10a: ← Houcksville Rd / Lwr. Beckleysville → — D-3(1) Var.X32"

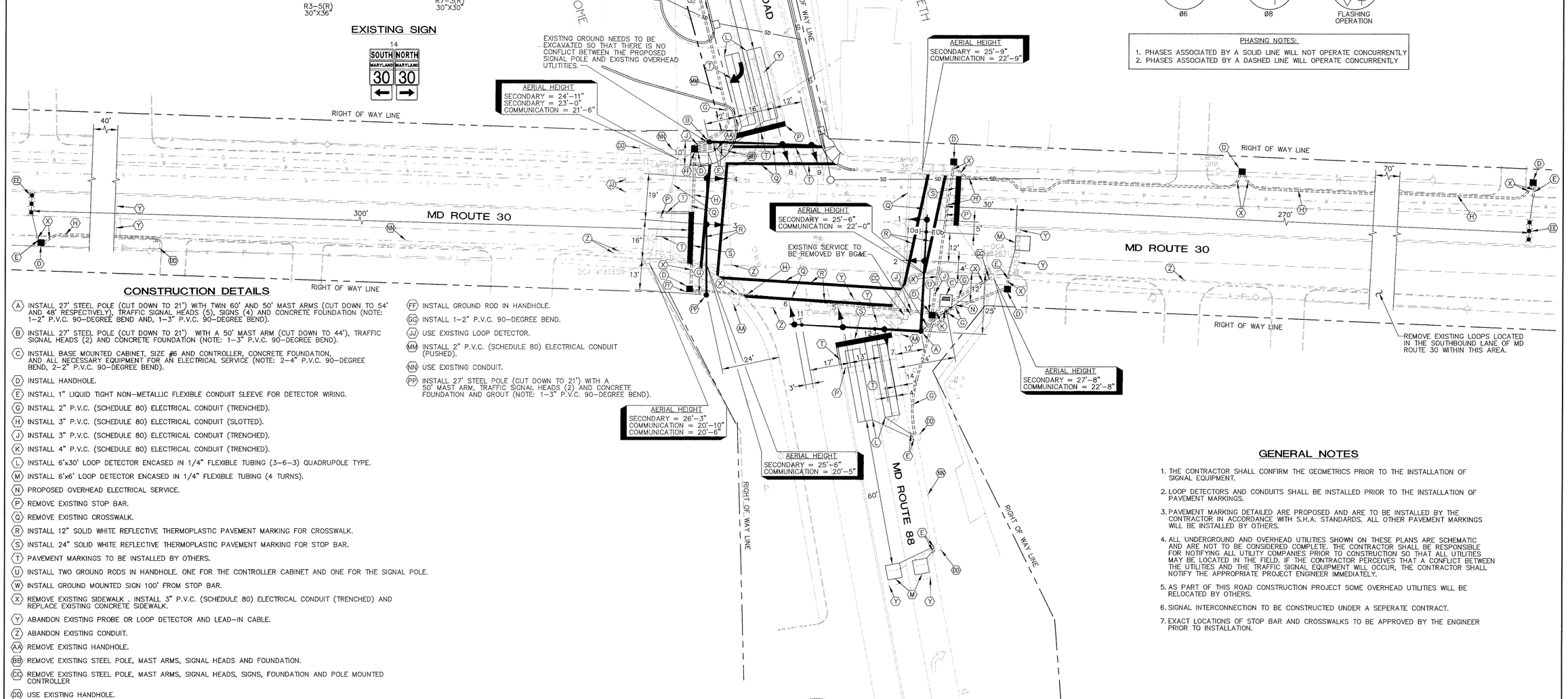
10b: ← Lwr. Beckleysville / Houcksville Rd → — D-3(1) Var.X32"

11,12: ONLY — R3-5(R) 30"X36"

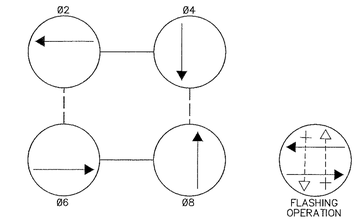
13: RIGHT LANE MUST TURN RIGHT — R7-3(R) 30"X30"

EXISTING SIGN

14: SOUTH MARYLAND 30 / NORTH MARYLAND 30



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

CONSTRUCTION DETAILS

(A) INSTALL 27' STEEL POLE (CUT DOWN TO 21') WITH TWIN 60' AND 50' MAST ARMS (CUT DOWN TO 54' AND 48' RESPECTIVELY), TRAFFIC SIGNAL HEADS (5), SIGNS (4) AND CONCRETE FOUNDATION (NOTE: 1-2" P.V.C. 90-DEGREE BEND AND, 1-3" P.V.C. 90-DEGREE BEND).

(B) INSTALL 27' STEEL POLE (CUT DOWN TO 21') WITH A 50' MAST ARM (CUT DOWN TO 44'), TRAFFIC SIGNAL HEADS (2) AND CONCRETE FOUNDATION (NOTE: 1-3" P.V.C. 90-DEGREE BEND).

(C) INSTALL BASE MOUNTED CABINET, SIZE #6 AND CONTROLLER, CONCRETE FOUNDATION, AND ALL NECESSARY EQUIPMENT FOR AN ELECTRICAL SERVICE (NOTE: 2-4" P.V.C. 90-DEGREE BEND, 2-2" P.V.C. 90-DEGREE BEND).

(D) INSTALL HANDHOLE.

(E) INSTALL 1" LIQUID TIGHT NON-METALLIC FLEXIBLE CONDUIT SLEEVE FOR DETECTOR WIRING.

(G) INSTALL 2" P.V.C. (SCHEDULE 80) ELECTRICAL CONDUIT (TRENCHED).

(H) INSTALL 3" P.V.C. (SCHEDULE 80) ELECTRICAL CONDUIT (SLOTTED).

(J) INSTALL 3" P.V.C. (SCHEDULE 80) ELECTRICAL CONDUIT (TRENCHED).

(K) INSTALL 4" P.V.C. (SCHEDULE 80) ELECTRICAL CONDUIT (TRENCHED).

(L) INSTALL 6'x30' LOOP DETECTOR ENCASED IN 1/4" FLEXIBLE TUBING (3-6-3) QUADRUPOLE TYPE.

(M) INSTALL 6'x6' LOOP DETECTOR ENCASED IN 1/4" FLEXIBLE TUBING (4 TURNS).

(N) PROPOSED OVERHEAD ELECTRICAL SERVICE.

(P) REMOVE EXISTING STOP BAR.

(Q) REMOVE EXISTING CROSSWALK.

(R) INSTALL 12" SOLID WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALK.

(S) INSTALL 24" SOLID WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING FOR STOP BAR.

(T) PAVEMENT MARKINGS TO BE INSTALLED BY OTHERS.

(U) INSTALL TWO GROUND RODS IN HANDHOLE. ONE FOR THE CONTROLLER CABINET AND ONE FOR THE SIGNAL POLE.

(W) INSTALL GROUND MOUNTED SIGN 100' FROM STOP BAR.

(X) REMOVE EXISTING SIDEWALK . INSTALL 3" P.V.C. (SCHEDULE 80) ELECTRICAL CONDUIT (TRENCHED) AND REPLACE EXISTING CONCRETE SIDEWALK.

(Y) ABANDON EXISTING PROBE OR LOOP DETECTOR AND LEAD-IN CABLE.

(Z) ABANDON EXISTING CONDUIT.

(AA) REMOVE EXISTING HANDHOLE.

(BB) REMOVE EXISTING STEEL POLE, MAST ARMS, SIGNAL HEADS AND FOUNDATION.

(CC) REMOVE EXISTING STEEL POLE, MAST ARMS, SIGNAL HEADS, SIGNS, FOUNDATION AND POLE MOUNTED CONTROLLER

(DD) USE EXISTING HANDHOLE.

(EE) INSTALL MICRO-LOOP TRIPLE PROBE DETECTOR SET.

(FF) INSTALL GROUND ROD IN HANDHOLE.

(GG) INSTALL 1-2" P.V.C. 90-DEGREE BEND.

(JJ) USE EXISTING LOOP DETECTOR.

(MM) INSTALL 2" P.V.C. (SCHEDULE 80) ELECTRICAL CONDUIT (PUSHED).

(NN) USE EXISTING CONDUIT.

(PP) INSTALL 27' STEEL POLE (CUT DOWN TO 21') WITH A 50' MAST ARM, TRAFFIC SIGNAL HEADS (2) AND CONCRETE FOUNDATION AND GROUT (NOTE: 1-3" P.V.C. 90-DEGREE BEND).

GENERAL NOTES

1. THE CONTRACTOR SHALL CONFIRM THE GEOMETRICS PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
2. LOOP DETECTORS AND CONDUITS SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
3. PAVEMENT MARKING DETAILED ARE PROPOSED AND ARE TO BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS. ALL OTHER PAVEMENT MARKINGS WILL BE INSTALLED BY OTHERS.
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.
5. AS PART OF THIS ROAD CONSTRUCTION PROJECT SOME OVERHEAD UTILITIES WILL BE RELOCATED BY OTHERS.
6. SIGNAL INTERCONNECTION TO BE CONSTRUCTED UNDER A SEPERATE CONTRACT.
7. EXACT LOCATIONS OF STOP BAR AND CROSSWALKS TO BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.

UTILITY LEGEND

G — G	GAS MAIN
W — W	WATER MAIN
S — S	SEWER MAIN
SD — SD	STORM DRAIN
TV — TV	CABLE TELEVISION
E — E	ELECTRIC CABLES
T — T	TELEPHONE CABLES
A — A	AERIAL CABLES

GEOMETRICS

═══ — PROPOSED

- - - - - - - - — EXISTING

PROJECT DESCRIPTION

I. GENERAL

THIS INTERSECTION IS MD ROUTE 30 AND MD ROUTE 88/HOUCKSVILLE ROAD. CONSTRUCTION AT THIS INTERSECTION INVOLVES THE INSTALLATION OF NEW TRAFFIC SIGNAL AND REMOVAL OF THE EXISTING TRAFFIC SIGNAL. IT IS ASSUMED THAT MD ROUTE 30 RUNS IN A NORTH-SOUTH DIRECTION.

II. INTERSECTION OPERATION

THE INTERSECTION WILL OPERATE IN A NEMA FOUR (4) PHASE FULLY TRAFFIC ACTUATED MODE. NORTHBOUND AND SOUTHBOUND MD ROUTE 30 WILL OPERATE CONCURRENTLY AND EASTBOUND HOUCKSVILLE ROAD AND WESTBOUND MD ROUTE 88 WILL OPERATE CONCURRENTLY.

A NEW EIGHT PHASE FULLY ACTUATED CONTROLLER WITH TELEMETRY MODULE HOUSED IN A GROUND MOUNTED CABINET WILL BE INSTALLED.

BOARD OF PROFESSIONAL ENGINEERS No. 23502 — CHARLES A. CARVER, JR. — STATE OF MARYLAND

8/23/99

A/E GROUP, INC.
ENGINEERS • PLANNERS
181 E. Main Street
Westminster, Maryland 21157
A/E Job No. 98-375-001

REVISIONS			
⑦ REVISE TRAFFIC SIGNAL FOR NEW RIGHT TURN LANE			07/28/99
⑥ ADDED NEW CONTROLLER, TIME BASE COORDINATION AND POLE MOUNTED CABINET			04/01/82
J.G.	E.T.P.	T.H.	
⑤ ASBUILT CL-5300X-000-785			03/23/77
R.W.T.			

APPROVALS

CHIEF, DESIGN SECTION

ASST. DISTRICT ENGINEER, TRAFFIC

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

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

MD ROUTE 30 AT MD ROUTE 88/HOUCKSVILLE ROAD

LOG MI. 06003001.91 — DATE: JANUARY 30,1974

DRAWN BY: B.T.	F.A.P. NO.	PLAN TS NO.: 1132C	SHEET NO. 1 OF 2
CHECK BY: C.F.B.	S.H.A. NO.		
SCALE: 1"=20'	COUNTY CARROLL		