

PROJECT DESCRIPTION

I. GENERAL

This project involves the modification of the existing traffic control signal at the intersection of MD 31 and Uniontown Road in Carroll County, Maryland. MD 31 is considered to run in a north/south direction.

II. INTERSECTION OPERATION

The intersection continues to operate in a NEMA four (4) phase full-traffic actuated mode. The MD 31 through movements operate concurrently. The Uniontown Road movements operate concurrently with an actuated pedestrian phase across the south leg of the intersection.

The existing cabinet/controller will be utilized. The existing 2-channel loop detector amplifiers are to be replaced with new 4-channel amplifiers.

CONTACT LIST

The contact persons for District #7 are as follows:

Mr. Robert Fisher
District Engineer
301-624-8101

Mr. John Concannon
Assistant District Engineer - Traffic
301-624-8101

Mr. John Wright
Assistant District Engineer - Utility
301-624-8101

Mr. Leon Kerns
Assistant District Engineer - Maintenance
301-624-8101

Mr. Richard L. Daff
Chief, Traffic Operations Division
410-787-7630

EQUIPMENT LIST

A. Approved S.H.A. equipment to be purchased by the Developer and installed by the Contractor. All equipment in this list shall have catalog cuts submitted for approval prior to installation.

Quantity	Units	Specification Section	Description
1	EA	813	30 in. x 36 in. R 3-5(L) sign with mast arm mounting hardware.
3	EA	---	★ 4-channel rack mounted loop detector amplifier.
1	EA	---	★ 4-channel rack mounted loop detector amplifier retrofit kit.
1	EA	---	★ 4-channel rack mounted loop detector amplifier power supply.

★ Installed by MD-SHA

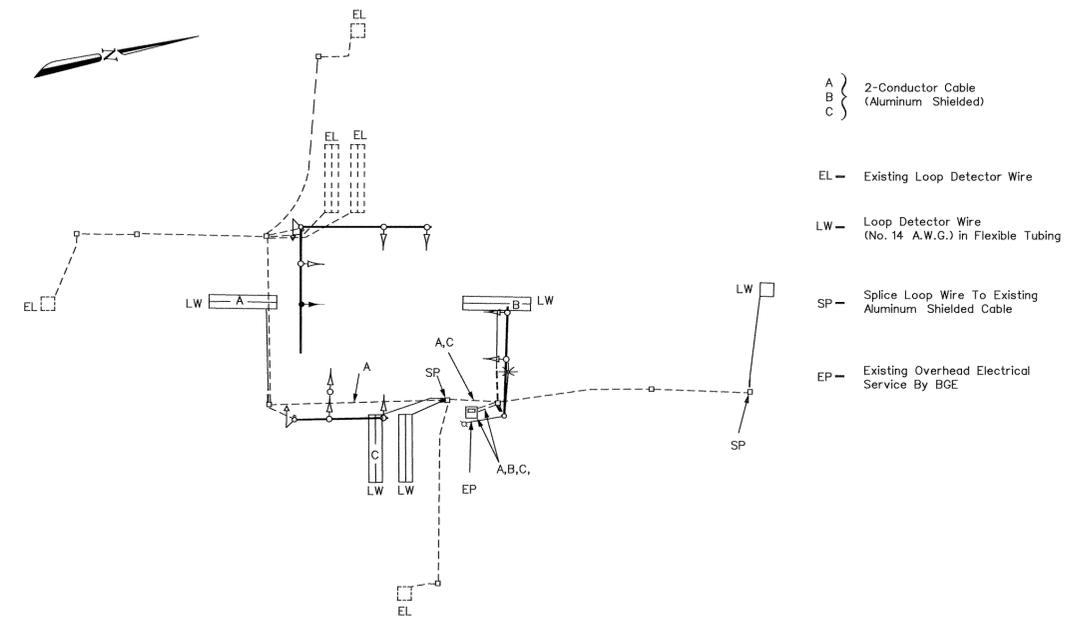
B. Equipment to be furnished and installed by the Contractor. All equipment in this list shall have catalog cuts submitted for approval prior to installation.

Quantity	Units	Specification Section	Description
Lump Sum	LS	108	Mobilization.
Lump Sum	LS	104	Maintenance of traffic.
560	LF	815	Sawcut for signal loop detector.
1975	LF	810	Loop detector wire (No. 14 A.W.G.) encased in flexible tubing.
220	LF	810	2-conductor (aluminum shielded) electrical cable (No. 14 A.W.G.).
15	LF	805	1 in. liquid tight flexible non-metallic conduit for loop detector sleeve.
25	LF	805	1 in. galvanized steel electrical conduit for loop detector sleeve.
120	LF	556	24 in. wide HAPPTM - white for stop line.
Lump Sum	LS	---	Relocation of existing traffic signal equipment.
Lump Sum	LS	---	As-built for S.H.A [on CADD].

Phase Chart

	1	2	3	4	5	6	7	8	9,10	
	(R) (Y) (G)									
Phase 2 & 6	G	G	G	G	R	R	R	R	DW	←
2 & 6 Change	Y	Y	Y	Y	R	R	R	R	DW	→
Phase 4 & 8	R	R	R	R	G	G	G	G	DW	↓ ↑
4 & 8 Change	R	R	R	R	Y	Y	Y	Y	DW	↓ ↑
Phase Alt 4 & 8	R	R	R	R	G	G	G	G	WK	↓ ↑
Ped Clearance	R	R	R	R	G	G	G	G	FL/DW	↓ ↑
Alt 4 & 8 Change	R	R	R	R	Y	Y	Y	Y	DW	↓ ↑
Flashing Operation	FL/Y	FL/Y	FL/Y	FL/Y	FL/R	FL/R	FL/R	FL/R	DARK	± ±

Wiring Diagram



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SIGPLAN.DGN

MDOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
(General Information)
MD 31 at Uniontown Road

DATE: June 13, 1999 LOG MILE • 06003109.60

DRAWN BY: F. Hoeckel	F.A.P. NO. N/A	PLAN SHEET NO.:	SHEET NO.
CHK. BY: _____	S.H.A. NO. BW996M82	2465D-GI	2 of 2
SCALE: N/A	COUNTY: Carroll		