

PHASE AND SEQUENCE DIAGRAMS	TRAFFIC SIGNAL HEADS	
	1, 2, 3, 4 O I 12'	5, 6, 7, 8 O I 12'
	G	R
	A	R
	R	G
	R	A
Free Movement Yield Prior to Movement	(FLASH F/)	F/A F/R

EQUIPMENT LIST

A. CONTROLLER

- Fully actuated modular two phase controller with solid state circuitry with digital timing.
- Expandable to 5 phases fully actuated with capability to skip phases.
- Memory, recall, red clearance, and dual maximum, for each phase.
- Phase A to be volume density, and Phase B to be standard vehicle actuated.
- Conflict monitor with solid state, signal loading switches.
- Standard Police panel without manual override.
- Pose mounted control cabinet, large enough to accommodate the ultimate 5 phases. Finish: Bronze

C. LOOPS AND DETECTORS

LOOPS	No.	Dimensions	Phase
	1 & 2	6' x 10'	B
	3, 4, 5	6' x 40'	B
	7 & 8	6' x 20'	A

DETECTORS

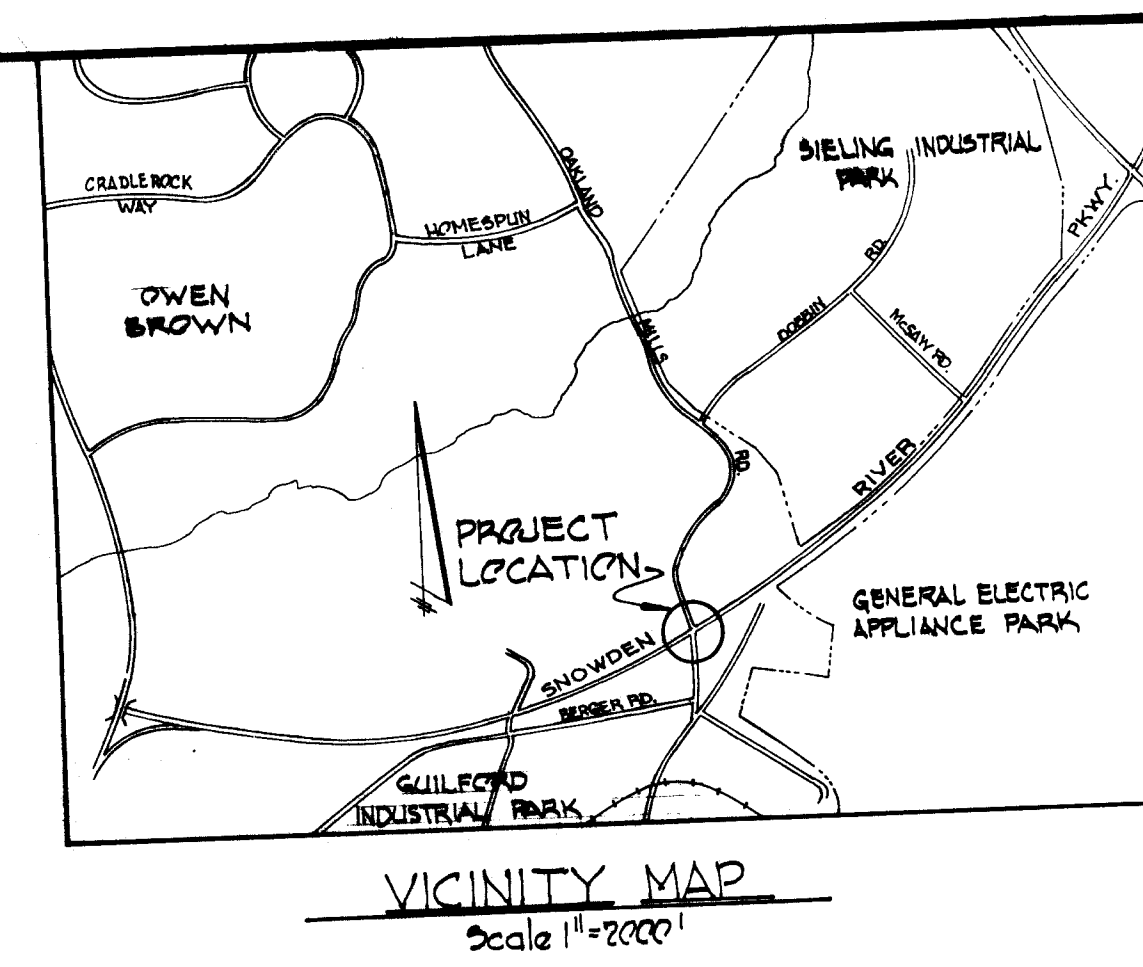
Quantities: 4 standard detectors for Loops 3, 4, 7, & 8.
2 delayed timer detectors for Loops 1, 2, 5, & 6.
Loops No 1 & 2 and No 5 & 6 will be wired in parallel and each pair will be connected to one delayed timer detector. Each remaining loop (No 3, 4, 7, 8) will be connected to an individual standard detector.

B. SIGNAL HEADS

- All traffic signal indicators shall be 12" diam. with standard vicor caps.

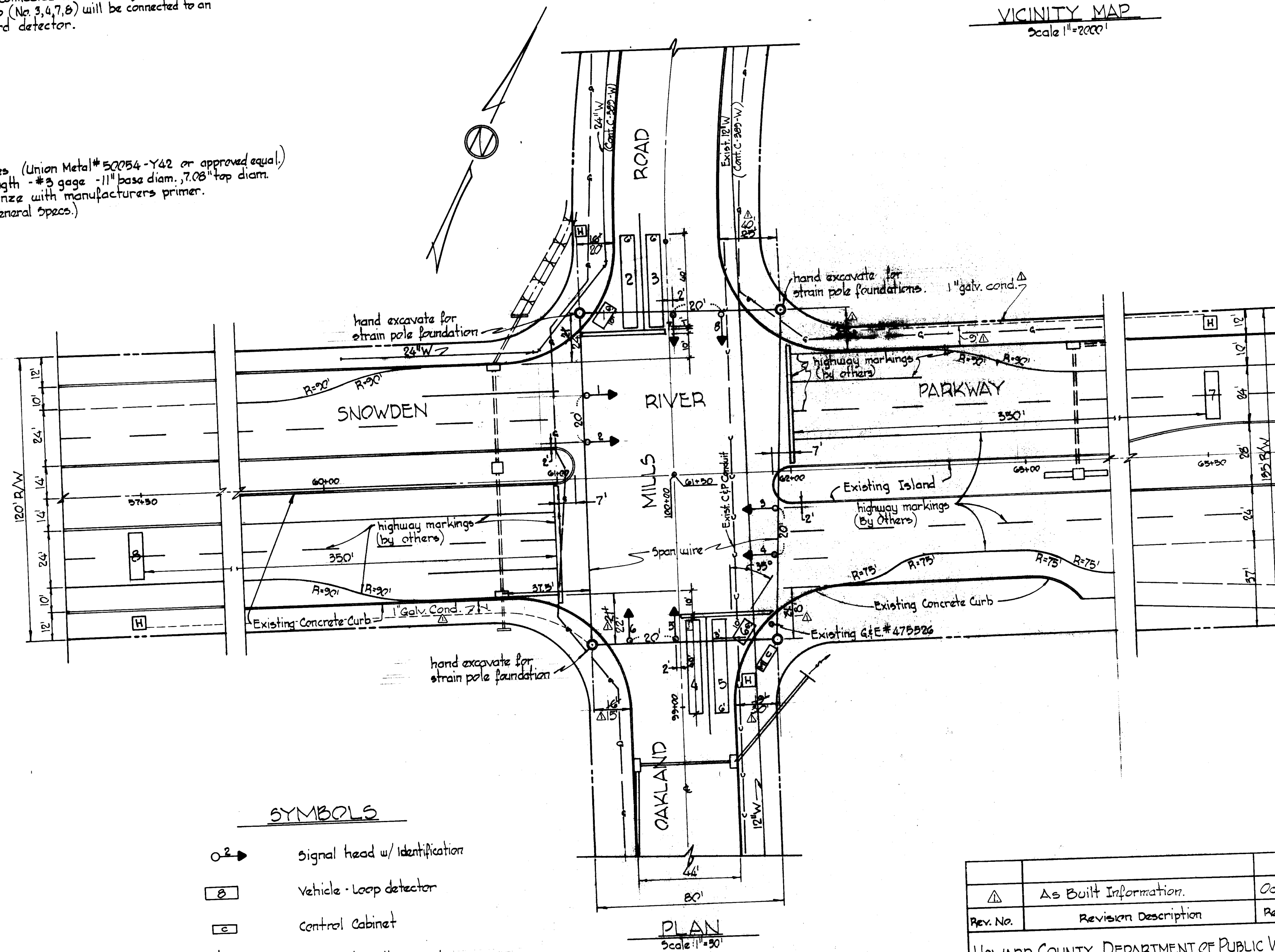
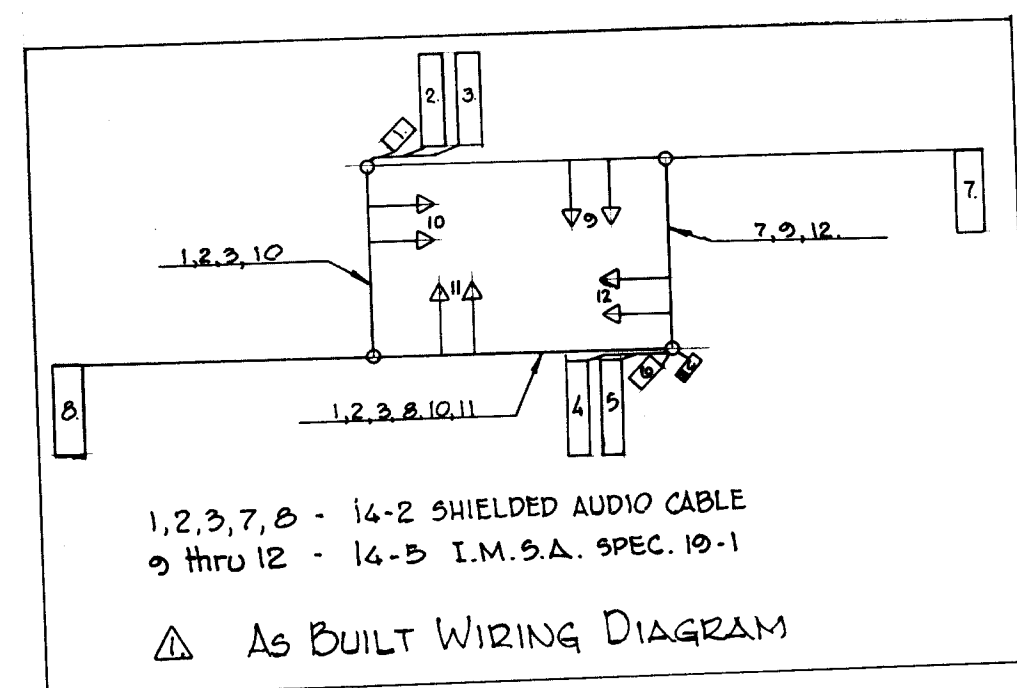
D. POLES

- 4 steel strain poles (Union Metal # 50054-Y42 or approved equal) 28' overall length - #3 gage - 11" base diam. 7.08" top diam. Finish - bronze with manufacturers primer. (Ref. 4.13 of General Specs.)



GENERAL NOTES

- All highway marking shall be the responsibility of the Division of Traffic Engineering of the Bureau of Engineering, Department of Public Works of Howard County, Maryland; and is not to be considered a part of this contract.
- The utilities shown on the construction plan are schematic only and are not to be considered complete. The contractor shall be responsible for notifying all utility companies prior to construction so that all utilities can be located in the field. Any damage incurred by the contractor shall be repaired immediately at the contractor's expense.
- Timing of the signal system shall be furnished by the Traffic Engineer (Ref. 4.09K of the General Specifications.)
- All materials and workmanship employed under this contract shall conform with the GENERAL SPECIFICATIONS FOR INSTALLATION AND EQUIPMENT OF TRAFFIC SIGNALS FOR HOWARD COUNTY DEPT. OF PUBLIC WORKS, dated October 7, 1974; revised February 18, 1976.
- Clear all underground utilities by 6" minimum, and overhead utilities by 2'-0" minimum.
- Cable feed to detector loops shall make use of span wire accommodations wherever possible. The layout shall be provided as noted in Section I, paragraph three of "Information for bidders," of the specifications.



SYMBOLS

- Signal head w/ Identification
- Vehicle Loop detector
- Control Cabinet
- Steel Pole with span wires.
- Wood Pole (existing)
- Meter box
- Hand box

APPROVED:	<i>P. J. Regan</i>	11-12-76
	Director of Public Works	Date
APPROVED:	<i>W. O. Gilbert</i>	11-12-76
	Chief, Bureau of Highway	Date
APPROVED:	<i>James H. Weiland</i>	11-1-76
	Chief, Bureau of Engineering	Date
APPROVED:	<i>James E. Hendrix</i>	11-1-76
	Chief, Division of Traffic Engineering	Date

Rev. No.	Revision Description	Oct. 1976
△	As Built Information.	Oct.

HOWARD COUNTY, DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
TRAFFIC SIGNAL CONSTRUCTION
PLAN AND EQUIPMENT LIST
CAPITAL IMPROVEMENT PROJ. No. T-7-7224
OAKLAND MILLS ROAD
AT
SNOWDEN RIVER PARKWAY

Drawing No. T-76-11 Sheet No. 1 of 1
Date: October 20, 1976 Scale: As Noted
Designed: K. Parezo Drawn: M. Withalm
Checked: