U.S. 40 AND HILLCREST DRIVE

SITE 3

U.S. 40 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

EXISTING SIGNS

17 — Hillcrest Drive → — D-3(1) (VARIABLE x 16")

21 — ← Hillcrest Drive — D-3(1) (VARIABLE x 16")

18,19,22,23,25 — ONLY — R3-5(L) (30" X 36")

20 — ONLY — R3-5(R) (30" X 36")

26 — R3-6(MOD.) (30" X 36")

24,27 — PUSH BUTTON FOR PEDESTRIAN WEST PATRICE ST. / WAIT FOR PEDESTRIAN SIGNAL BEFORE CROSSING / DO NOT WAIT FOR TURNING CARS / WALK SIGNAL MAY BE ON DIAGONAL / PEDESTRIANS SHOULD NOT BE IN DIAGONAL — R10-4(1) (9" X 12")

EXISTING SIGNALS TO REMAIN

1,2,5,6 — R, Y, G — 12"

3,4,7,8 — R, Y, G — 12"

9,11 — R, Y, G — 8"/12"

10,12 — R, Y, G — 8"

16

EXISTING SIGNAL TO BE REMOVED

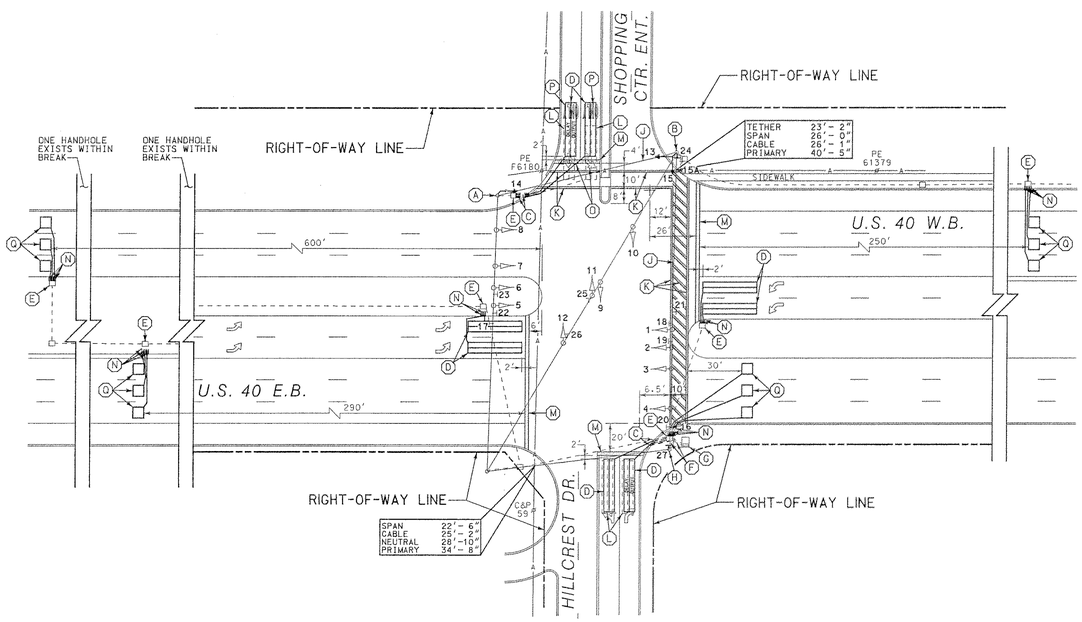
15A

PROPOSED SIGNALS

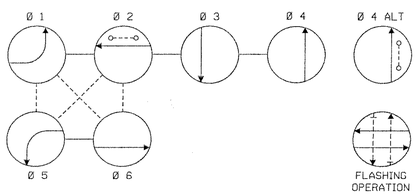
13-15

GENERAL NOTES

1. INSTALL LOOP DETECTORS PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
2. 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 THE 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 APPOPRIATE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.



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. USE EXISTING STRAIN POLE AND INSTALL PEDESTRIAN SIGNAL HEAD.
B. USE EXISTING STRAIN POLE AND REMOVE EXISTING ONE-WAY PEDESTRIAN SIGNAL HEAD AND INSTALL TWO-WAY PEDESTRIAN SIGNAL HEAD.
C. INSTALL 1 IN. GALVANIZED ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
D. INSTALL 6 FT. X 30 FT. (3-6-3 WINDING) QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
E. USE EXISTING HANDHOLE.
F. USE EXISTING CONDUIT.
G. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
H. USE EXISTING STRAIN POLE AND ADJUST EXISTING PUSHBUTTON TO BE 3 FT. ABOVE SIDEWALK GRADE.
J. USE EXISTING SPAN WIRE.
K. INSTALL 12 IN. WHITE THERMOPLASTIC PAVEMENT MARKINGS (CROSSWALK).
L. ABANDON EXISTING LOOP DETECTOR.
M. INSTALL 24 IN. WHITE THERMOPLASTIC PAVEMENT MARKINGS (STOP LINE).
N. INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
O. REMOVE EXISTING PAVEMENT MARKING ARROW.
P. REMOVE EXISTING PAVEMENT MARKING "ONLY".
Q. INSTALL 6 FT. X 6 FT. (4-TURNS) LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.

U.S. 40 AND WILLOWDALE DRIVE

SITE 4

U.S. 40 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

EXISTING SIGNS

15-18 — Willowdale Drive — D-3(1) (DUAL FACED) (VARIABLE x 16")

19 — ONLY — R3-5L (30" X 36")

20 — R3-5L (30" X 36")

EXISTING SIGNALS

1,2,5,6 — R, Y, G — 12"

3,4,7,8,10,12 — R, Y, G — 12"

9,11 — R, Y, G — 12"

PROPOSED SIGNALS

13,14

PROPOSED SIGNS

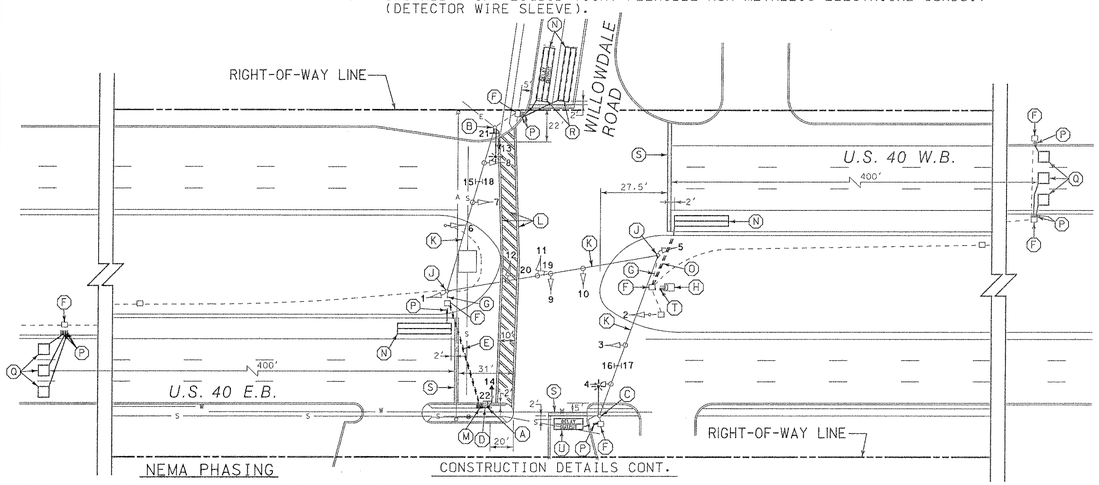
21,22 — PUSH BUTTON FOR PEDESTRIAN WEST PATRICE ST. / WAIT FOR PEDESTRIAN SIGNAL BEFORE CROSSING / DO NOT WAIT FOR TURNING CARS / WALK SIGNAL MAY BE ON DIAGONAL / PEDESTRIANS SHOULD NOT BE IN DIAGONAL — R10-4(1) (9" X 12")

SPECIAL NOTE

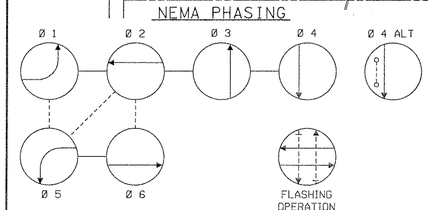
CONTRACTOR SHALL COORDINATE WITH ALLEGHANY POWER TO DE-ENERGIZE ELECTRIC SERVICE TO TRAFFIC SIGNAL TO INSTALL STREET LIGHTING BRACKET IN NORTHWEST CORNER. SIGNAL OUTAGE SHALL OCCUR DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.

CONSTRUCTION DETAILS

A. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON AND R10-4(1) SIGN. (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BEND IN PEDESTAL BASE)
B. USE EXISTING STRAIN POLE AND INSTALL PEDESTRIAN SIGNAL HEAD WITH PUSHBUTTON AND R10-4(1) SIGN AND 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE.
C. USE EXISTING STRAIN POLE AND INSTALL 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE.
D. INSTALL 2 IN. SCHEDULE 80, RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
E. INSTALL 4 IN. SCHEDULE 80, RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (SLOTTED).
F. USE EXISTING HANDHOLE.
G. USE EXISTING CONDUIT.
H. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER AND INSTALL 3 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BEND IN CABINET BASE.
J. USE EXISTING STRAIN POLE.
K. USE EXISTING SPAN WIRE.
L. INSTALL 12 IN. WHITE THERMOPLASTIC PAVEMENT MARKINGS (CROSSWALK).
M. INSTALL HANDHOLE.
N. INSTALL 6 FT. X 30 FT. (3-6-3 WINDING) QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
O. INSTALL 1 IN. GALVANIZED ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
P. INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).



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 CONT.

Q. INSTALL 6 FT. X 6 FT. (4-TURNS) LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
R. ABANDON EXISTING LOOP DETECTOR.
S. INSTALL 24 IN. WHITE THERMOPLASTIC PAVEMENT MARKINGS (STOP LINE).
T. INSTALL 3 IN. SCHEDULE 80, RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
U. INSTALL 6 FT. X 16 FT. (3-6-3 WINDING) QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.

GENERAL NOTES

1. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
2. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALKS CAUSED BY THE INSTALLATION OF TRAFFIC SIGNAL EQUIPMENT.
3. INSTALL LOOP DETECTORS PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.

WR&A
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Baltimore, Maryland 21218
(410) 235-3450

REVISIONS	APPROVALS
	ASST. TRAFFIC ENGINEERING DESIGN DIVISION 9/17/99
	ASST. DISTRICT ENGINEER, TRAFFIC
	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION 9/17/99
	DIRECTOR, TRAFFIC & SAFETY 9/17/99

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety

TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION PLAN
U.S. 40 FROM WAVERLY DRIVE TO THE EAST OF U.S. 15

DRAWN BY:	S.BLOSS	F.A.P. NO.		TS NO. TS-3937X1	SHEET NO.
CHECKED BY:	N.LEARY	S.H.A. NO.	FR3315171		
SCALE:	NONE	COUNTY:	FREDERICK	T.I.M.S. NO. T459	3 OF 7
DATE:	9-10-99	LOG MILE:			

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