DRILL HOLES

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MD 140 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

EXISTING SIGNS

24 — R3-5L, 30" x36"

21 — R3-5R, 30" x36"

18A,20A — Chevro CR / Grand CR — D3-2 DUAL FACE SIGN VAR.x32"

18B,20B — Grand CR / Chevro ST — D3-2 DUAL FACE SIGN VAR.x32"

EXISTING SIGNS (TO BE REMOVED)

17,19 — LEFT TURN YIELD ON GREEN

22,25 — Baltimore ST

EXISTING SIGNS (TO BE RELOCATED)

23 — ONLY

PROPOSED L. E. D. SIGNALS (INSTALL IN EXISTING LOCATION)

1,4 — 8"/12"

2,5 — 12"

3,6-10 — 12"

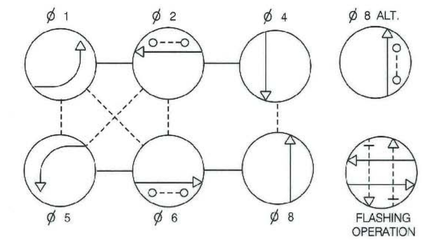
PROPOSED SIGNALS

11-16 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD

PROPOSED VIDEO DETECTION CAMERAS

A-E

NEMA PHASING



PHASING NOTES:

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

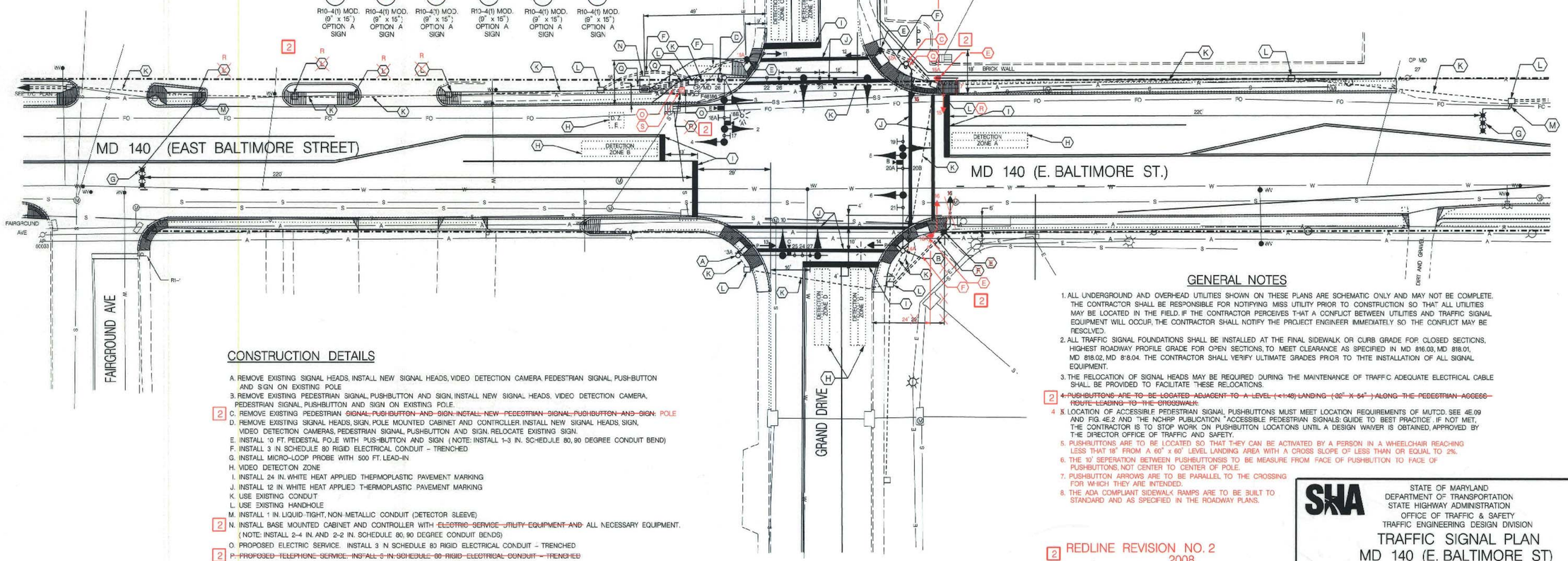
2.) PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.

PROPOSED SIGNS

26 — E. Baltimore ST — WEST 140 EAST — 78" X 40" — M95-1/D3-2

27 — E. Baltimore ST — EAST 140 WEST — 78" X 40" — M95-1/D3-2

11A, 12A, 13A, 14A, 15A, 16A — PUSH BUTTON TO CROSS CHEVRO DRIVE / GRAND DRIVE / E. BALTIMORE ST. — PEDESTRIAN SIGNAL — R10-4(1) MOD. (9" x 15") OPTION A SIGN



CONSTRUCTION DETAILS

A. REMOVE EXISTING SIGNAL HEADS, INSTALL NEW SIGNAL HEADS, VIDEO DETECTION CAMERA, PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN ON EXISTING POLE

B. REMOVE EXISTING PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN, INSTALL NEW SIGNAL HEADS, VIDEO DETECTION CAMERA, PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN ON EXISTING POLE.

2 C. REMOVE EXISTING PEDESTRIAN ~~SIGNAL, PUSHBUTTON AND SIGN. INSTALL NEW PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN.~~ POLE

D. REMOVE EXISTING SIGNAL HEADS, SIGN, POLE MOUNTED CABINET AND CONTROLLER. INSTALL NEW SIGNAL HEADS, SIGN, VIDEO DETECTION CAMERAS, PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN. RELOCATE EXISTING SIGN.

E. INSTALL 10 FT. PEDESTAL POLE WITH PUSHBUTTON AND SIGN (NOTE: INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BEND)

F. INSTALL 3 IN SCHEDULE 80 RIGID ELECTRICAL CONDUIT - TRENCHED

G. INSTALL MICRO-LOOP PROBE WITH 500 FT. LEAD-IN

H. VIDEO DETECTION ZONE

I. INSTALL 24 IN. WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING

J. INSTALL 12 IN. WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING

K. USE EXISTING CONDUIT

L. USE EXISTING HANDHOLE

M. INSTALL 1 IN. LIQUID-TIGHT, NON-METALLIC CONDUIT (DETECTOR SLEEVE)

2 N. INSTALL BASE MOUNTED CABINET AND CONTROLLER WITH ~~ELECTRIC SERVICE, UTILITY EQUIPMENT AND~~ ALL NECESSARY EQUIPMENT. (NOTE: INSTALL 2-4 IN. AND 2-2 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS)

O. PROPOSED ELECTRIC SERVICE. INSTALL 3 IN SCHEDULE 80 RIGID ELECTRICAL CONDUIT - TRENCHED

2 ~~P. PROPOSED TELEPHONE SERVICE. INSTALL 3 IN SCHEDULE 80 RIGID ELECTRICAL CONDUIT - TRENCHED~~

Q. CAP AND ABANDON EXISTING UNUSED CONDUIT.

2 R. ADJUST EXISTING HANDHOLE FRAME AND COVER TO FINAL GRADE

S. INSTALL METERED SERVICE PEDESTAL - EMBEDDED

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 CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THE CONFLICT MAY BE RESOLVED.
2. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCE AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
3. THE RELOCATION OF SIGNAL HEADS MAY BE REQUIRED DURING THE MAINTENANCE OF TRAFFIC ADEQUATE ELECTRICAL CABLE SHALL BE PROVIDED TO FACILITATE THESE RELOCATIONS.

2 ~~4. PUSHBUTTONS ARE TO BE LOCATED ADJACENT TO A LEVEL (<1:48) LANDING (32" X 54") ALONG THE PEDESTRIAN ACCESS ROUTE LEADING TO THE CROSSWALK.~~

4 5. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD. SEE 4E.09 AND FIG. 4E.2 AND THE NCHRP PUBLICATION "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR OFFICE OF TRAFFIC AND SAFETY.

5. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAT 18" FROM A 60" x 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
6. THE 10' SEPERATION BETWEEN PUSHBUTTONSIS TO BE MEASURE FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTONS, NOT CENTER TO CENTER OF POLE.
7. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
8. THE ADA COMPLIANT SIDEWALK RAMPS ARE TO BE BUILT TO STANDARD AND AS SPECIFIED IN THE ROADWAY PLANS.

2 REDLINE REVISION NO. 2
2008
Jennifer M. Brindle 9/21/2008

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	S
WATER	W
CABLE TV	TV

TRAFFIC CONCEPTS, INC.
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FAX (410) 923-6473
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APPROVALS

TEAM LEADER

ASST. DIV. CHIEF

DIVISION CHIEF

OFFICE DIRECTOR

ORIGINAL ON FILE

REVISIONS

2	9-25-08	INCLUDE ADA RAMPS ADJUST SIGNAL EQUIPMENT REDLINE REVISION NO. 2
S.R.		
B	9-25-07	REPLACE CONTROLLER, DETECTION AND ADD PEDESTRIAN PHASES SHA NO. CL6955185
TMZ		
A	4-5-68	AS BUILT SHA NO. BW136M/83
F J H		

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

TRAFFIC SIGNAL PLAN
MD 140 (E. BALTIMORE ST) AND CHEVRO DRIVE/GRAND DRIVE
TANEYTOWN, MARYLAND

SCALE 1" = 20' — DATE JUNE 9, 1994 — CONTRACT NO. CL6955185

DESIGNED BY B.L.J. — COUNTY CARROLL

DRAWN BY B.L.J. — LOGMILE 06014020.36

CHECKED BY R.D. — T.I.M.S. NO. H 545

F.A.P. NO. N/A — TOD NO.

DRAWING NO. 3440B — SHEET NO. 204 OF