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

EXISTING SIGNS TO REMAIN

19,25,37 — 22,26 Delancy RD — 29 EAST 40 WEST — 23,24 Delancy RD — 31 WEST 40 EAST — 30 — 38 DO NOT ENTER — 39,44,46 YIELD — 32,20,21 ONLY — 27 NORTH MARYLAND 781 — 45 NORTH MARYLAND 781

EXISTING SIGNS TO BE REMOVED

91 YIELD — 90

PROPOSED SIGNS

33 — 34 — 35 — 36 — PUSH BUTTON TO CROSS BAKER'S LANE / PULASKI HWY. — START CROSSING WATCH FOR TURNING CARS — DON'T START FINISH CROSSING IF STARTED — TIME REMAINING TO FINISH CROSSING — PEDESTRIANS SHOULD NOT BE IN CROSSWALK — BAKER'S LANE OR PULASKI HWY. OR BRAILLE TYPE 2

R10-3(1) 9" x 15" — R10-3(1) 9" x 15" — R10-3(1) 9" x 15" — R10-3(1) 9" x 15"

40,43 W11-2 36" x 36" — W16-7pL 24" x 12"

41,42 W11-2 36" x 36" — W16-7pR 24" x 12"

28 ONLY — R3-5(R) (30"x36")

PROPOSED L.E.D. SIGNALS (MODULES ONLY)

2,3,6,8 — 4,5,9,10,12 — 11,13 — 12" 12" 12"

PROPOSED L.E.D. SIGNALS

14 — 12" — 15-18 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL

NEMA PHASING

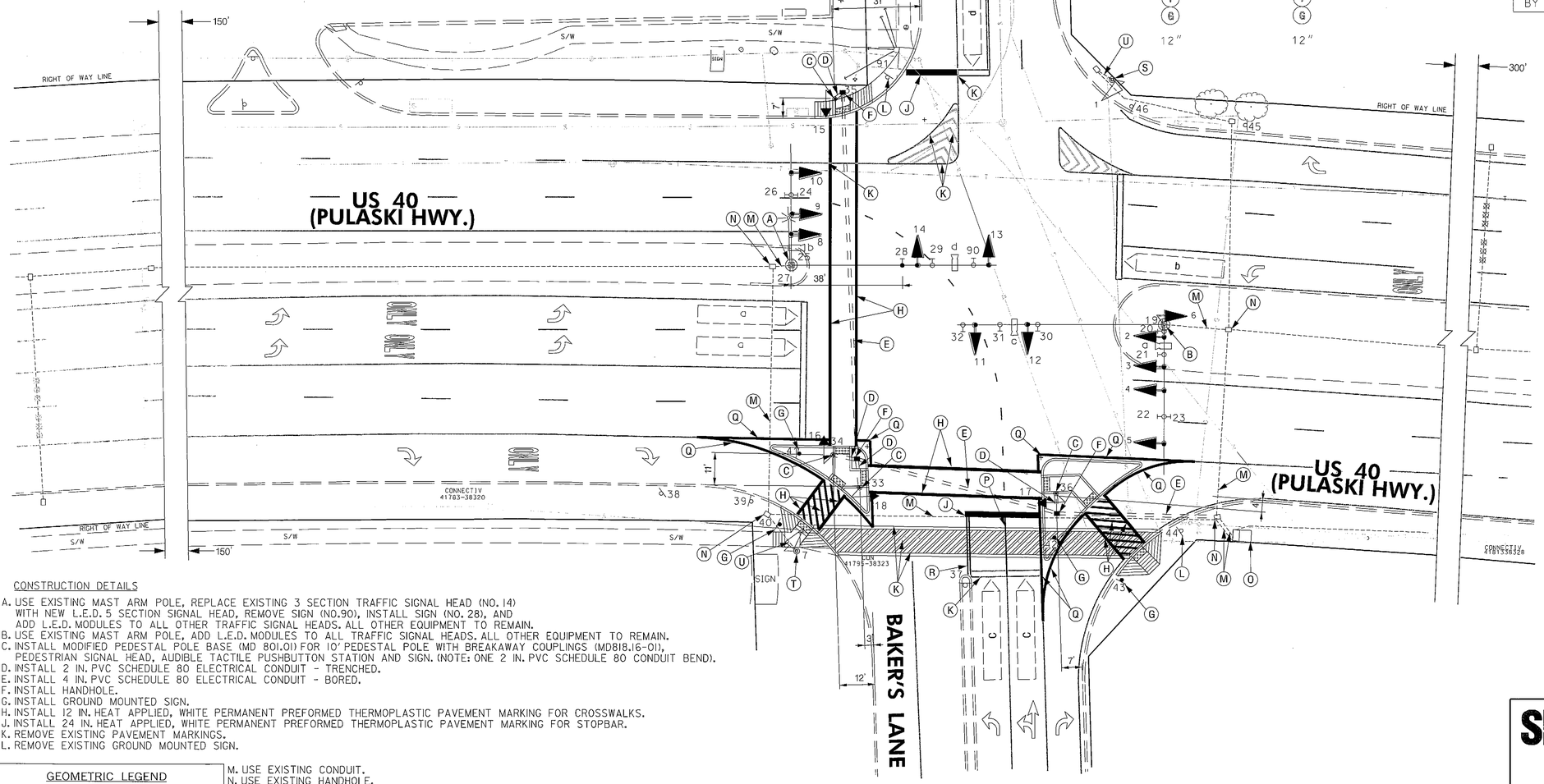
Ø1 Ø2 Ø3 Ø4 — Ø5 Ø6 Ø4 ALT. Ø8 — FLASHING OPERATION

NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

EXISTING SIGNALS TO BE REPLACED — 14 — 12"

EXISTING SIGNALS TO BE REMOVED — 1,7 — 12"

EXISTING VIDEO DETECTION CAMERAS — a,b,c,d



GENERAL NOTES:

1. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
2. FOR FINAL PAVEMENT MARKINGS REFER TO THE PAVEMENT MARKING PLANS, OTHER THAN THOSE DETAILED ON THE PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
3. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
5. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
6. 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 CLEARANCES 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.
7. SEE SHEET NO. 2 OF 3 FOR HANDICAP RAMP DETAILS.
8. SEE SHEET 2 OF 3 FOR APS NOTES.

CONSTRUCTION DETAILS

A. USE EXISTING MAST ARM POLE, REPLACE EXISTING 3 SECTION TRAFFIC SIGNAL HEAD (NO. 14) WITH NEW L.E.D. 5 SECTION SIGNAL HEAD, REMOVE SIGN (NO.90), INSTALL SIGN (NO. 28), AND ADD L.E.D. MODULES TO ALL OTHER TRAFFIC SIGNAL HEADS. ALL OTHER EQUIPMENT TO REMAIN.
B. USE EXISTING MAST ARM POLE, ADD L.E.D. MODULES TO ALL TRAFFIC SIGNAL HEADS. ALL OTHER EQUIPMENT TO REMAIN.
C. INSTALL MODIFIED PEDESTAL POLE BASE (MD 801.01) FOR 10' PEDESTAL POLE WITH BREAKAWAY COUPLINGS (MD818.16-01), PEDESTRIAN SIGNAL HEAD, AUDIBLE TACTILE PUSHBUTTON STATION AND SIGN. (NOTE: ONE 2 IN. PVC SCHEDULE 80 CONDUIT BEND).
D. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
E. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.
F. INSTALL HANDHOLE.
G. INSTALL GROUND MOUNTED SIGN.
H. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.
J. INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOPBAR.
K. REMOVE EXISTING PAVEMENT MARKINGS.
L. REMOVE EXISTING GROUND MOUNTED SIGN.
M. USE EXISTING CONDUIT.
N. USE EXISTING HANDHOLE.
O. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
P. INSTALL 5 IN. HEAT APPLIED WHITE PERMANENT PAVEMENT LINE MARKINGS.
Q. INSTALL 10 IN. (USE 2-5 IN.)HEAT APPLIED WHITE PERMANENT PAVEMENT LINE MARKINGS.
R. INSTALL 5 IN. DOUBLE YELLOW, HEAT APPLIED PERMANENT PAVEMENT LINE MARKINGS.
S. REMOVE SIGNAL HEAD NO.1, EXISTING POLE AND FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.
T. REMOVE SIGNAL HEAD NO.7, EXISTING POLE AND FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.
U. CAP AND ABANDON EXISTING CONDUIT.

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

SD	STORM DRAIN
G	GAS MAIN
W	WATER MAIN
S	SEWER MAIN
E	ELECTRIC CABLES
A	AERIAL CABLES
T	TELEPHONE CABLES
F	FIBER-OPTIC

BY: Bdonoway

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APPROVALS

TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

ORIGINAL ON FILE

REVISIONS

C 6/2/09 TIMS NO. J178 SHA NO. XX4435185 UPGRADE TO APSCPS, ADA RAMPS AND LED SIGNAL HEADS
NG
B RECONSTRUCT SIGNAL DUE TO THE ADDITION OF A FOURTH LEG
10/20/2004 SHA NO. BW996M92
MO
A REPLACE DETECTION DUE TO WIDENING
2/15/1999 SHA NO. BW996M92
TMZ

PLOTTED: Thursday, June 18, 2009 AT 11:27 AM
FILE: J:\DATA\J178\Microstation Files\6.12.09\PBG-PD01_US40.dgn

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

US 40 (PULASKI HWY.) AT MD 781 (DELANCY RD.)
TRAFFIC SIGNAL MODIFICATION
ELKTON, MARYLAND

TRAFFIC SIGNAL PLAN SHEET

SCALE 1" = 20' ADVERTISED DATE 07-01-96 CONTRACT NO.

DESIGNED BY
DRAWN BY K. WINKLER
CHECKED BY D. DODA
F.A.P. NO.

COUNTY CECIL
LOGMILE 0700401 7.05
TIMS NO. J178
TOD NO.

TS NO. 3595 C | DRAWING – OF | SHEET NO. 1 OF 3