

**PROJECT DESCRIPTION
GENERAL**

THIS PROJECT INVOLVES THE MODIFICATION OF THE EXISTING TRAFFIC CONTROL SIGNAL AT THE INTERSECTION OF MD 140 (TANEYTOWN PIKE) AND WMC DRIVE/ MEADOW CREEK DRIVE IN CARROLL COUNTY. MD 140 IS CONSIDERED TO RUN IN AN EAST/ WEST DIRECTION.

MD 140 IS BEING WIDENED ON THE NORTH SIDE. THE WESTBOUND SIGNAL HEADS ARE BEING ADJUSTED FOR THE NEW LANE CONFIGURATION. PEDESTRIAN CROSSINGS AND EQUIPMENT ARE BEING UPGRADED TO ADA STANDARDS WITH APS AND CPS.

INTERSECTION OPERATION

THE INTERSECTION SHALL CONTINUE TO OPERATE IN A NEMA SIX (6) PHASE FULLY ACTUATED MODE. THERE IS AN EXCLUSIVE/PERMISSIVE LEFT TURN PHASE FOR THE EAST AND WESTBOUND MOVEMENTS OF MD 140. THE MD 140 THROUGH MOVEMENTS OPERATE CONCURRENTLY WITH A CONCURRENT PEDESTRIAN MOVEMENT ACROSS THE NORTH LEG OF THE INTERSECTION. THE WMC DRIVE/ MEADOW CREEK DRIVE THROUGH MOVEMENTS OPERATE CONCURRENTLY WITH AN ACTUATED PEDESTRIAN MOVEMENT ACROSS THE WEST LEG OF THE INTERSECTION.

SPECIAL NOTES

1. THE FOLLOWING CONTACT PERSONS FOR THIS PROJECT ARE AS FOLLOWS:

PROJECT CONTACTS:

- MR. JOHN CONCANNON, ASSISTANT DISTRICT ENGINEER - TRAFFIC
PHONE: (301) 624-8140
- MR. JOHN HUCKROWSKI, ASSISTANT DISTRICT ENGINEER - CONSTRUCTION
PHONE: (301) 624-8200
- MR. RAYMOND JOHNSON, ASSISTANT DISTRICT ENGINEER - MAINTENANCE
PHONE: (301) 624-8105
- MS. ANDREA ABEND, UTILITY ENGINEER
PHONE: (301) 624-8115
- MR. RICHARD L. DAFF, SR. CHIEF TRAFFIC OPERATIONS DIVISION
PHONE: (410) 787-7630
- MR. EDWARD RODENHIZER, SUPERVISOR, SIGNAL OPERATIONS
PHONE: (410) 787-7652

2. APS WILL FUNCTION AS FOLLOWS:

- FOR MD 140 (TANEYTOWN PK) (NORTH SIDE)
 - A. WHEN PEDESTRIAN LOCATES AND PRESSES PUSHBUTTON FOR AN EXTENDED TIME, THE PUSHBUTTON MESSAGE WILL BE "WAIT TO CROSS TANEYTOWN of MEADOW CREEK and WMC".
 - B. WHEN WALK PHASE BEGINS, THE AUDIBLE SOUND WILL BE A RAPID TICK, WHICH WILL LAST FOR THE DURATION OF THE WALK PHASE.
- FOR MD 140 (TANEYTOWN PK) (SOUTH SIDE)
 - A. WHEN PEDESTRIAN LOCATES AND PRESSES PUSHBUTTON FOR AN EXTENDED TIME, THE PUSHBUTTON MESSAGE WILL BE "WAIT TO CROSS MEADOW CREEK of TANEYTOWN".
 - B. WHEN WALK PHASE BEGINS, THE AUDIBLE SOUND WILL BE A RAPID TICK, WHICH WILL LAST FOR THE DURATION OF THE WALK PHASE.
- FOR MEADOW CREEK DR
 - A. WHEN PEDESTRIAN LOCATES AND PRESSES PUSHBUTTON FOR AN EXTENDED TIME, THE PUSHBUTTON MESSAGE WILL BE "WAIT TO CROSS MEADOW CREEK of TANEYTOWN".
 - B. WHEN WALK PHASE BEGINS, THE AUDIBLE SOUND WILL BE A RAPID TICK, WHICH WILL LAST FOR THE DURATION OF THE WALK PHASE.

EQUIPMENT

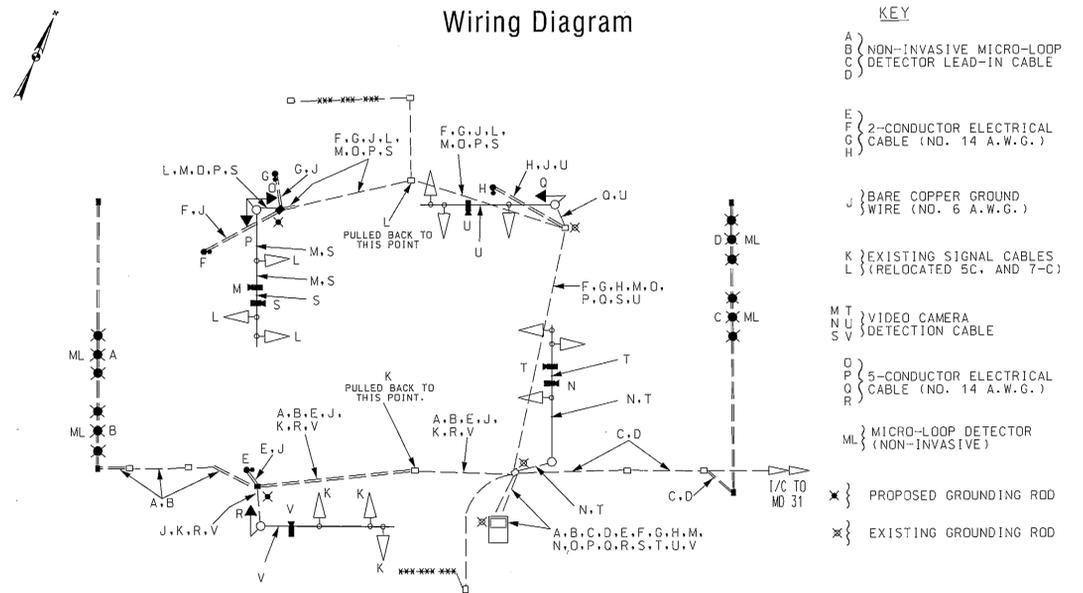
- A. EQUIPMENT TO BE SUPPLIED BY THE ADMINISTRATION.
NONE.
- B. EQUIPMENT TO BE FURNISHED AND/OR INSTALLED BY THE CONTRACTOR.

QUANTITY	UNITS	DESCRIPTION
LUMP SUM	LS	MAINTENANCE OF TRAFFIC
LUMP SUM	LS	MOBILIZATION
4	EA	5 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE
2	EA	NON-INVASIVE PROBE (SET OF 3) WITH 500 FT. LEAD-IN CABLE
2	EA	NON-INVASIVE PROBE (SET OF 3) WITH 1000 FT. LEAD-IN CABLE
4	EA	AUDIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY WITH PUSHBUTTON SIGN
2	EA	APS 2-WIRE CENTRAL CONTROL UNIT
6	EA	TERRA VIDEO CAMERA.
1275	EA	TERRA VIDEO CAMERA CABLE.
1	LF	TERRA VIDEO CAMERA INTERFAFE PANEL.
4	EA	16 IN. 1-SECTION, 1-WAY LED (COUNTDOWN) PEDESTRIAN SIGNAL HEAD - POLE
1	EA	42 IN. X 30 IN. W 9-2(4) REGULATORY SIGN - MAST ARM
2	CY	TEST PIT EXCAVATION
6	EA	HANDHOLE
860	LF	2-CONDUCTOR CABLE (NO. 14 AWG)
425	LF	5-CONDUCTOR CABLE (NO. 14 AWG)
325	LF	BARE COPPER GROUND WIRE (NO. 6 AWG)
110	LF	3 IN. PVC CONDUIT [SCHEDULE 80] - TRENCHED
170	LF	3 IN. PVC CONDUIT [SCHEDULE 80] - BORED
10	LF	4 IN. PVC CONDUIT [SCHEDULE 80] - TRENCHED
55	LF	4 IN. PVC CONDUIT [SCHEDULE 80] - SLOTTED.
2.8	CY	CONCRETE FOUNDATION FOR TRAFFIC SIGNAL EQUIPMENT
2	EA	GROUND ROD - 3/4 IN. X 10 FT. LENGTH
370	LF	12 IN. WHITE THERMOPLASTIC PAVEMENT MARKING - CROSSWALK
104	LF	24 IN. WHITE THERMOPLASTIC PAVEMENT MARKING - STOP LINE
2	EA	RELOCATE EXISTING SIGNAL HEAD - MAST
1	EA	RELOCATE EXISTING SIGN - MAST
2	EA	REMOVE EXISTING SIGN - MAST
LUMP SUM	LS	REROUTE EXISTING TRAFFIC SIGNAL CABLE: (6 CABLES APPROX. 350 LF.)
LUMP SUM	LS	REMOVE EXISTING SIGNAL EQUIPMENT.
LUMP SUM	LS	POLICE CONTROL DURING SIGNAL OUTAGE.

Phase Chart

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PHASE 1 AND 5	R	R	R	R	R	R	R	R	R	R	R	R	DW	DW	DW	DW
1 AND 5 CHANGE TO 1 AND 6, 2 AND 5, OR 2 AND 6																
PHASE 1 AND 6	G	G	G	R	R	R	R	R	R	R	R	R	DW	DW	DW	DW
1 CHANGE	G	G	G	R	R	R	R	R	R	R	R	R	DW	DW	DW	DW
PHASE 2 AND 5	R	R	R	G	G	G	R	R	R	R	R	R	DW	DW	DW	DW
5 CHANGE	R	R	R	G	G	G	R	R	R	R	R	R	DW	DW	DW	DW
PHASE 2 AND 6	G	G	G	G	G	G	R	R	R	R	R	R	WK	WK	DW	DW
PED CLEARANCE	G	G	G	G	G	G	R	R	R	R	R	R	FLDW	FLDW	DW	DW
2 AND 6 CHANGE	Y	Y	Y	Y	Y	Y	R	R	R	R	R	R	DW	DW	DW	DW
PHASE 4 AND 8	R	R	R	R	R	R	G	G	G	G	G	G	DW	DW	DW	DW
4 AND 8 CHANGE	R	R	R	R	R	R	Y	Y	Y	Y	Y	Y	DW	DW	DW	DW
PHASE ALT 4 AND 8	R	R	R	R	R	R	G	G	G	G	G	G	DW	DW	WK	WK
PED CLEARANCE	R	R	R	R	R	R	G	G	G	G	G	G	DW	DW	FLDW	FLDW
ALT 4 AND 8 CHANGE	R	R	R	R	R	R	Y	Y	Y	Y	Y	Y	DW	DW	DW	DW
FLASHING OPERATION	FLY	FLY	FLY	FLY	FLY	FLY	FL/R	FL/R	FL/R	FL/R	FL/R	FL/R	DARK	DARK	DARK	DARK

Wiring Diagram



GENERAL NOTES

1. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
3. PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH MD-SHA STANDARDS. ALL OTHER PAVEMENT MARKINGS ARE TO BE CONSIDERED AS EXISTING.
4. GEOMETRICS SHALL BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT 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.
5. 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 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 APPROPRIATE PROJECT ENGINEER IMMEDIATELY.
6. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 IN. FROM A 60 IN. X 60 IN. LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
7. THE 10 FT. SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
8. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
9. THE LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 & 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.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DELIVERING APS EQUIPMENT FOR PROGRAMING TO MD-SHA SIGNAL SHOP.
11. ALL UNUSED CABLE SHALL BE REMOVED.

The Traffic Group, Inc.
Suite H
9900 Franklin Square Drive
Baltimore, Maryland 21236
410-931-6600
1-800-583-8411
Fax 410-931-6601
"Merging Innovation and Excellence"®

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 140 (Taneytown Pike) at WMC Dr./Meadow Creek Dr.
WESMINSTER, MD

GENERAL INFORMATION PLAN

SCALE	NA	DATE	FEBRUARY 9, 2010	CONTRACT NO.	BW996M82
DESIGNED BY	J. STORCK	COUNTY	Carroll		
DRAWN BY	J. STORCK	LOGMILE	06014011.06		
CHECKED BY		TIMS NO.	J-131		
F.A.P. NO.	NA	TOD NO.			

TS NO. 3849C DRAWING - 01 OF 02 SHEET NO. 2 OF 4