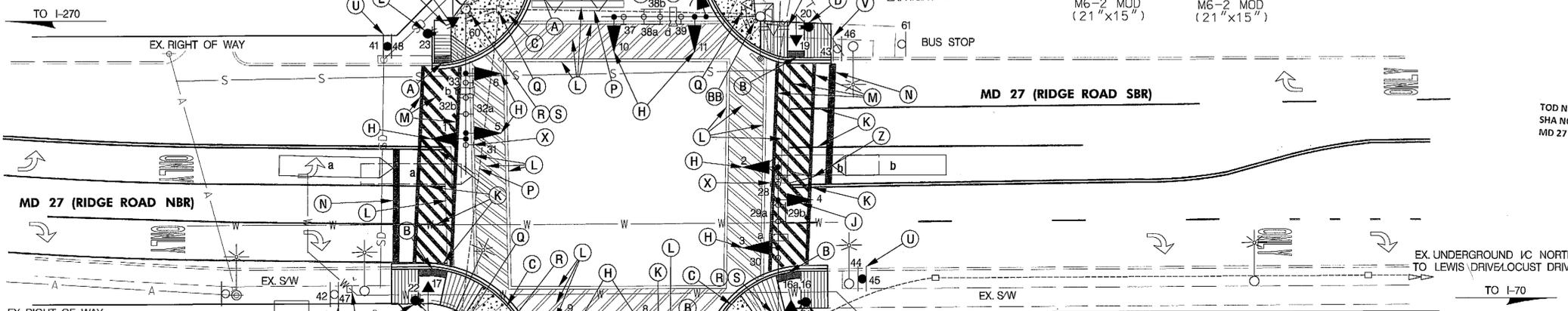
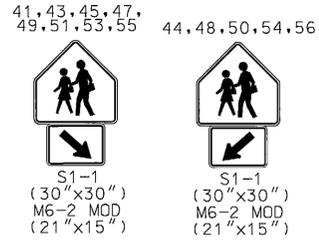
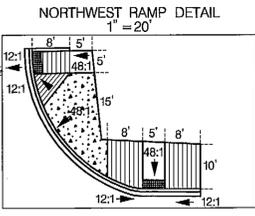
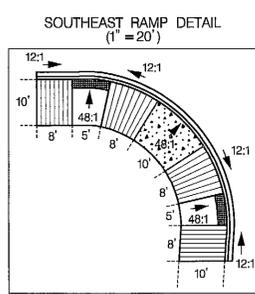
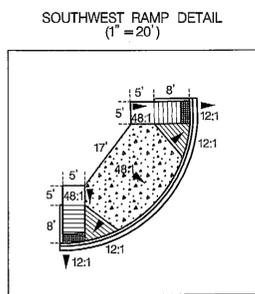
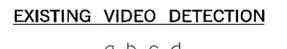
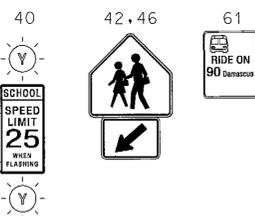
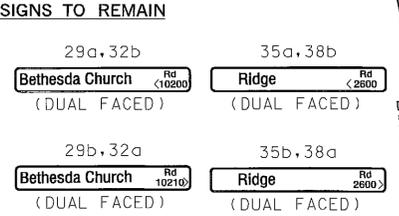
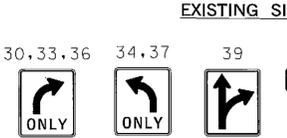


PHASING NOTES:
 1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
 2. PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

- A. REMOVE EXISTING SIDEWALK AND RAMP. CONSTRUCT NEW SIDEWALK AND RAMP PER MD 655.11 MODIFIED WITH TYPE A CURB IN LIEU OF SIDE FLARE AS SHOWN AND DETECTABLE WARNING SURFACE PER MD 655.40. SEE DETAILS THIS SHEET (SEE NOTE 15).
- B. REMOVE EXISTING SIDEWALK AND RAMP. CONSTRUCT NEW SIDEWALK AND RAMP PER MD 655.12 WITH DETECTABLE WARNING SURFACE PER MD 655.40. SEE DETAILS THIS SHEET (SEE NOTE 15).
- C. INSTALL 5 IN. CONCRETE SIDEWALK.
- D. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE, PAINTED TO FEDERAL BROWN, WITH FOUNDATION PER SHA STD. MD 801.01-01, BREAKAWAY COUPLINGS, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON (ARROW RIGHT) AND SIGN R10-3(1) "PUSH BUTTON TO CROSS RIDGE ROAD" (NOTE: 1-3 IN. PVC 90 DEGREE BEND). (SEE GENERAL NOTE 20)
- E. INSTALL 5 FT. BREAKAWAY PEDESTAL POLE, PAINTED TO FEDERAL BROWN, WITH FOUNDATION PER SHA STD. MD 801.01-01, BREAKAWAY COUPLINGS, ACCESSIBLE PEDESTRIAN PUSHBUTTON (ARROW LEFT) AND SIGN R10-3(1) "PUSH BUTTON TO CROSS RIDGE ROAD" (NOTE: 1-3 IN. PVC 90 DEGREE BEND).
- F. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE, PAINTED TO FEDERAL BROWN, WITH FOUNDATION PER SHA STD. MD 801.01-01, BREAKAWAY COUPLINGS, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON (ARROW RIGHT) AND SIGN R10-3(1) "PUSH BUTTON TO CROSS BETHESDA CHURCH RD" (NOTE: 1-3 IN. PVC 90 DEGREE BEND).
- G. INSTALL 5 FT. BREAKAWAY PEDESTAL POLE, PAINTED TO FEDERAL BROWN, WITH FOUNDATION PER SHA STD. MD 801.01-01, BREAKAWAY COUPLINGS, ACCESSIBLE PEDESTRIAN PUSHBUTTON (ARROW LEFT) AND SIGN R10-3(1) "PUSH BUTTON TO CROSS BETHESDA CHURCH RD" (NOTE: 1-3 IN. PVC 90 DEGREE BEND).
- H. REMOVE EXISTING VEHICULAR SIGNAL HEAD AND INSTALL NEW LED VEHICULAR SIGNAL HEAD IN SAME LOCATION USING EXISTING WIRING.
- J. INSTALL NEW 12 IN. LED VEHICULAR SIGNAL HEAD.
- K. REMOVE EXISTING PAVEMENT MARKINGS THAT EXTEND BEYOND PROPOSED STOPLINE.
- L. REMOVE EXISTING PAVEMENT MARKINGS.
- M. INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE FOR CROSSWALK.
- N. INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE FOR STOPLINE.
- O. INSTALL 3 IN. SCHEDULE 80 RIGID PVC CONDUIT (TRENCHED).
- P. USE EXISTING CONDUIT.
- Q. USE EXISTING HANDHOLE. INSTALL GROUND ROD IN EXISTING HANDHOLE.
- R. REMOVE EXISTING PUSHBUTTON, SIGN AND ALL PEDESTRIAN SIGNAL HEADS. INSTALL NEW 16 IN. LED COUNTDOWN PEDESTRIAN SIGNAL HEAD AS SHOWN.
- S. INSTALL SIGNS ON EXISTING SIGNAL POLE UPRIGHT.
- T. REMOVE EXISTING SIGN FROM EXISTING LIGHT POLE AND INSTALL ON 4 IN. X 6 IN. WOOD POST.
- U. INSTALL GROUND MOUNTED SIGNS ON 4 IN. X 6 IN. WOOD POST.
- V. INSTALL SIGN ON EXISTING GROUND MOUNTED WOOD POST.
- W. REMOVE EXISTING HANDHOLE, CAP AND ABANDON EXISTING CONDUIT.
- X. REMOVE EXISTING SIGN FROM MAST ARM.
- Y. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
- Z. REMOVE EXISTING SIGNAL HEAD.
- AA. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE, PAINTED TO FEDERAL BROWN, WITH FOUNDATION PER SHA STD. MD 801.01-01, BREAKAWAY COUPLINGS, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON (ARROW LEFT) AND SIGN R10-3(1) "PUSH BUTTON TO CROSS BETHESDA CHURCH RD" (NOTE: 1-3 IN. PVC 90 DEGREE BEND).
- BB. REMOVE EXISTING PUSHBUTTON, SIGN AND ALL PEDESTRIAN SIGNAL HEADS.

GENERAL NOTES

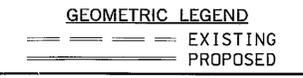
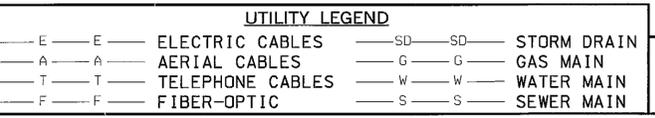
1. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
3. 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.
4. THE CONTRACTOR SHALL INTEGRATE PROPOSED CONCRETE FOUNDATIONS WITH NEW SIDEWALK RAMP WHERE NECESSARY.
5. THE MONTGOMERY COUNTY SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES.
6. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
7. THE CONTRACTOR SHALL VERIFY THE PROPOSED POLE LOCATION(S) PRIOR TO INSTALLATION.
8. THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALKS ON NEWLY CONSTRUCTED RAMPS.
9. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARD TYPICALS.
10. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 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 THE CONFLICT HAS BEEN RESOLVED. IF NEEDED, A DESIGN WAIVER SHALL BE OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
11. PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 IN.
12. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60 IN. X 60 IN. LEVEL LANDING AREA AND DOES NOT HAVE TO REACH MORE THAN 18 IN. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.

GENERAL NOTES CONTINUED

13. PUSHBUTTON ARROWS SHOULD BE TURNED PARALLEL TO THE CROSSWALK FOR WHICH THEY ARE INTENDED.
14. ALL ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO THE MONTGOMERY COUNTY SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. BOB RICKETTS AT 301-279-1975 TO COORDINATE.
15. ALL TRAFFIC SIGNAL MODIFICATIONS SHALL BE CONSTRUCTED PRIOR TO SIDEWALK INSTALLATION.
16. DURING SIDEWALK AND RAMP CONSTRUCTION THE CONTRACTOR SHALL REMOVE AND REPLACE CONCRETE SIDEWALK AT THE NEAREST JOINT.
17. THE CONTRACTOR SHALL REFER TO FIGURE 3B-17G OF THE 2006 MARYLAND M.U.T.C.D. FOR CROSSWALK PAVEMENT MARKING DETAIL.
18. VIDEO CAMERA ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
19. THE SHA INSPECTOR SHALL INFORM THE SHA SIGNAL SHOP FORCES TO RE-ALIGN VIDEO DETECTION CAMERAS "A", "B", "C" AND "D" FOR REVISED PRESENCE DETECTION ZONES.
20. THE CONTRACTOR SHALL TEST PIT AS NECESSARY IN THE VICINITY OF THE PROPOSED PEDESTAL POLE IN THE SOUTHEAST QUADRANT TO LOCATE THE WATER AND GAS LINES AND TAKE PRECAUTIONS TO AVOID IMPACTING THEM.
21. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
22. THE CONTRACTOR SHALL NOTIFY MR. MICHAEL KINNEY AT 240-777-8760 TWO WEEKS PRIOR TO CONSTRUCTION FOR THE RELOCATION AND WIRING OF THE MONTGOMERY COUNTY CAMERA AND CABINET.

TOD NO: XX354-25
 SHA NO: M0255A5A/KSA
 MD 27 @ Bethesda Church Road

STV
STV Incorporated
 7125 Ambassador Road, Suite 200
 Baltimore, MD 21244
 www.stvinc.com



| APPROVALS | REVISIONS |
|---|--|
| <p>TEAM LEADER</p> <p>ASSY. DIV. CHIEF</p> <p>DIVISION CHIEF</p> <p>OFFICE DIRECTOR</p> | <p>① INSTALL APS, CPS, ADA RAMPS AND LED SIGNALS</p> <p>SHA NO. XX354/688H TMS # K588 02/2008</p> <p>REV. STV/ MTS 02/10/08</p> <p>C ASBUILT</p> <p>SHA NO. M06075177 07/2005</p> <p>JWA</p> <p>B INSTALL VIDEO DETECTION DUE TO RESURFACING</p> <p>SHA NO. M06075177 12/2008</p> <p>JWA</p> |

SHA STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 OFFICE OF TRAFFIC & SAFETY
 TRAFFIC ENGINEERING DESIGN DIVISION
 MD 27 (RIDGE ROAD) AT BETHESDA CHURCH ROAD
 DAMASCUS, MD

TRAFFIC SIGNALIZATION SHEET

SCALE 1" = 20' ADVERTISED DATE 6-6-90 CONTRACT NO. BW-364-802-312

DESIGNED BY _____ COUNTY MONTGOMERY
 DRAWN BY W. NIES (FOR STS) LOGMILE 15002706.14
 CHECKED BY R.B.Z. (FOR STS) TMS NO. F611
 F.A.P. NO. _____ TOD NO. _____

TS NO. 3062D DRAWING SG-01 OF 02 SHEET NO. 01 OF 02

BY: tarovik -