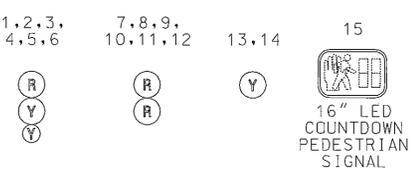
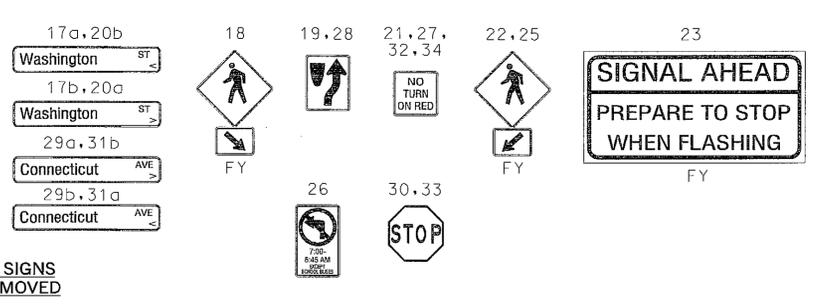


MD 185 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

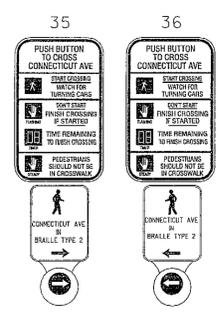
EXISTING SIGNALS TO REMAIN



EXISTING SIGNS TO REMAIN



EXISTING APS PUSHBUTTONS AND SIGNS TO BE RELOCATED



NEMA PHASING

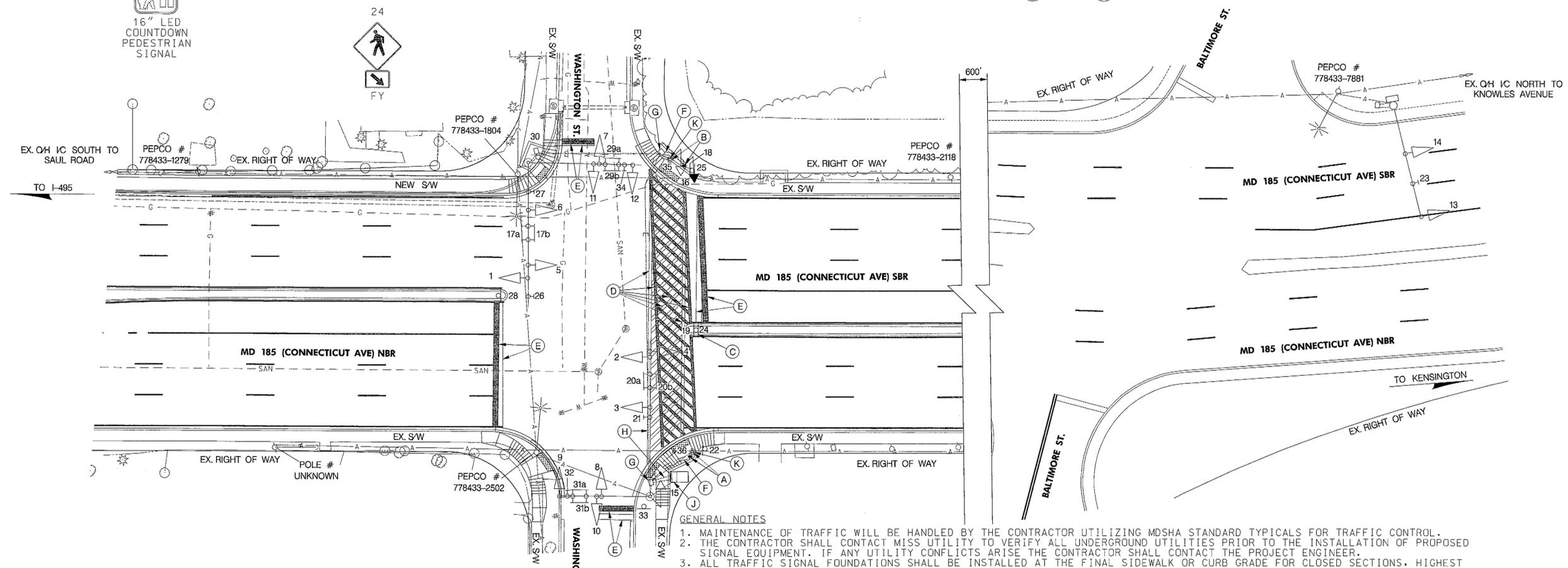


NOTE: PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

EXISTING SIGNALS TO BE RELOCATED



EXISTING SIGNS TO BE REMOVED



CONSTRUCTION DETAILS

- A. INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE, CUT TO 5 FT., WITH FOUNDATION PER MD STD. 801.01-01, BREAKWAY COUPLINGS, RELOCATED ACCESSIBLE PUSHBUTTON (ARROW LEFT) AND RELOCATED R10-3(1) SIGN "PUSH BUTTON TO CROSS CONNECTICUT AVE." (NOTE: 1-2 IN. 90 DEGREE PVC BEND).
- B. INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION SHA STD. MD. 801.01-01, BREAKWAY COUPLINGS, RELOCATED LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, RELOCATED ACCESSIBLE PUSHBUTTON (ARROW RIGHT) AND RELOCATED R10-3(1) SIGN "PUSH BUTTON TO CROSS CONNECTICUT AVE." (NOTE: 1-2 IN. 90 DEGREE PVC BEND).
- C. REMOVE SIGN #24 FROM EXISTING SIGN POST.
- D. REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.
- E. REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR STOPLINE.
- F. INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED.
- G. USE EXISTING HANDHOLE.
- H. USE EXISTING CONDUIT.
- J. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
- K. REMOVE EXISTING PEDESTRIAN SIGNAL EQUIPMENT. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL. CAP AND ABANDON EXISTING CONDUIT.

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/RAMPS WHERE NECESSARY. THE FOUNDATIONS SHALL BE FLUSH WITH AND PART OF THE FINAL CURB OR SIDEWALK GRADE TO INCREASE ACCESSIBILITY OF PUSHBUTTONS.
5. MONTGOMERY COUNTY WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES.
6. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
7. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
8. THE CONTRACTOR SHALL VERIFY THE PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
9. THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALKS ON NEWLY CONSTRUCTED RAMPS.
10. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
11. THE CONTRACTOR SHALL REFER TO FIGURE 3B-17G OF THE 2006 MARYLAND M.U.T.C.D. FOR CROSSWALK PAVEMENT MARKING DETAIL.
12. 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.
13. 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%.
14. PUSHBUTTON ARROWS ARE TO BE TURNED PARALLEL TO THE CROSSWALK FOR WHICH THEY ARE INTENDED.
15. THE CONTRACTOR MUST COORDINATE THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT WITH THE CONSTRUCTION OF THE PROPOSED SIDEWALK RAMPS. REFER TO THE DETAIL SHEETS IN THE IFB FOR PROPOSED RAMP STANDARDS, STATIONS, AND OFFSETS. ALL WORK MUST BE COORDINATED WITH THE ROADWAY CONTRACTOR.
16. THE 10 FT. MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER OF POLE TO CENTER OF POLE.

STV
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Baltimore, MD 21244
www.stvinc.com

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

APPROVALS	REVISIONS
<p>TEAM LEADER</p> <p>ASST. DIR. CHIEF</p> <p>DIVISION CHIEF</p> <p>OFFICE DIRECTOR</p>	<p>RELOCATE APS/CPS ALONG NORTH LEG.</p> <p>SH# M0228176 TMS# 11-2011</p> <p>STV</p> <p>DATE: 11/21/11 BY: [Signature]</p> <p>A INSTALL COUNTDOWN PDS, APS AND ADA RAMPS</p> <p>SH# AT782185 TMS# 11-11-07</p> <p>M.A.M. KMP DBD MAR WH TH</p>

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 185 (CONNECTICUT AVENUE)
AT WASHINGTON STREET
KENSINGTON, MARYLAND

TRAFFIC SIGNALIZATION PLAN SHEET

SCALE: 1" = 20' ADVERTISED DATE: JAN 25, 2000 CONTRACT NO.: XX1065385

DESIGNED BY: CJ/JJD COUNTY: MONTGOMERY
DRAWN BY: CJ LOGMILE: 15018503.89
CHECKED BY: CJ TMS NO.: D456
F.A.P. NO.: TOD NO.:

TS NO. 3978B DRAWING **SG-03** OF 04 SHEET NO. 03 OF 04