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

EXISTING SIGNALS TO REMAIN

1.2

12" OPTICALLY PROGRAMMED

EXISTING SIGNALS TO BE REMOVED

3a.4a.5a. 6a.7a.8a — 12"

9a.10a — 12"

PROPOSED LED SIGNALS

3.4.5. 6.7.8 — 12"

9.10 — 16" COUNTDOWN PEDESTRIAN SIGNAL

PROPOSED SIGNS

11 — R10-3(1) (9"x15") W/ APS

12 — R10-3(1) (9"x15") W/ APS

14.16 — W11-2 (36"x36") W16-7pR (24"x12")

15.17 — W11-2 (36"x36") W16-7pL (24"x12")

EXISTING SIGNS TO BE RELOCATED

23.24 — R3-5R (30"x36")

PROPOSED VIDEO DETECTION CAMERA

a.b.c

PROPOSED VIDEO DETECTION ZONE

a

EXISTING SIGNS TO REMAIN

13.18 — R3-18 (30"x30")

21 — W11-2 (30"x30") W16-7pR (21"x15")

22 — W11-2 (30"x30") W16-7pL (21"x15")

EXISTING SIGNS TO BE REMOVED

14a.19 — W11-2 (30"x30") W16-7pR (21"x15")

15a.20 — W11-2 (30"x30") W16-7pL (21"x15")

GENERAL NOTES

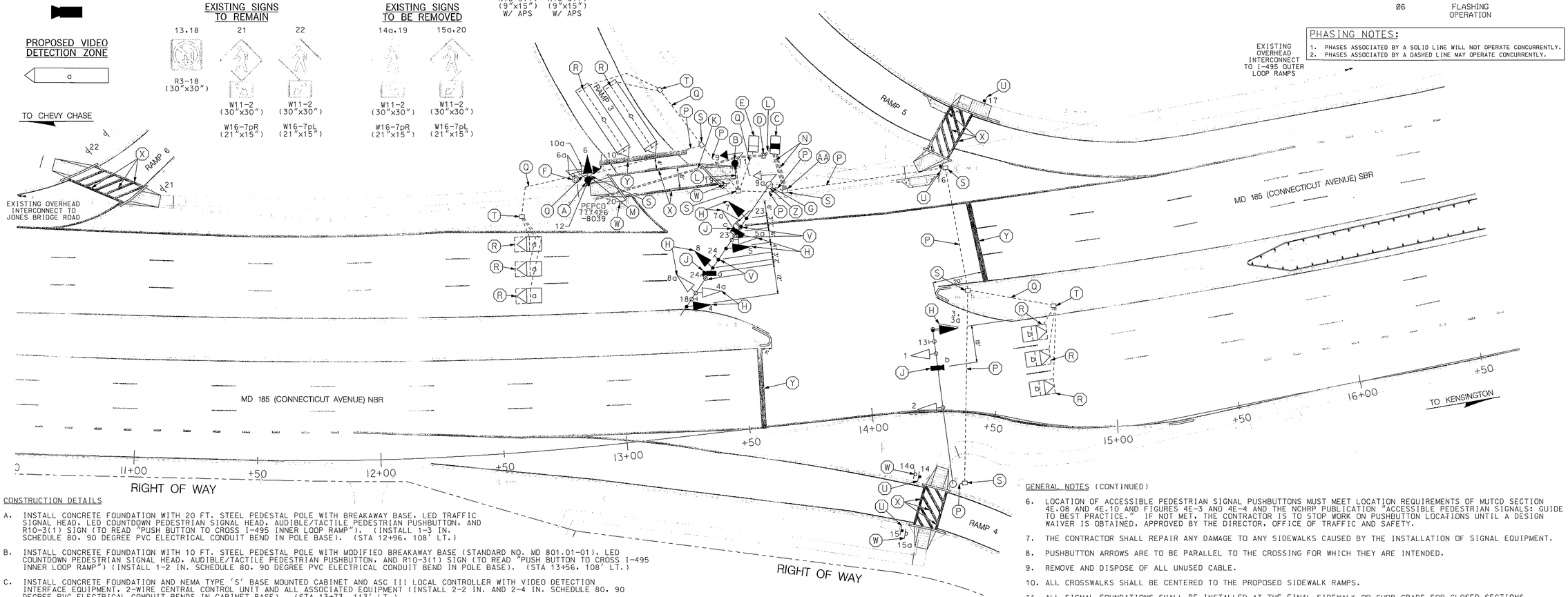
1. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
2. THE 10'MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON. NOT CENTER TO CENTER OF POLE.
3. 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 THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
4. ALL EXISTING TRAFFIC EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.

NEMA PHASING

Ø2 Ø4 Ø6 — FLASHING OPERATION

PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

A. INSTALL CONCRETE FOUNDATION WITH 20 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE, LED TRAFFIC SIGNAL HEAD, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS I-495 INNER LOOP RAMP"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE). (STA 12+96, 108' LT.)

B. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE (STANDARD NO. MD 801.01-01), LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS I-495 INNER LOOP RAMP") (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE). (STA 13+56, 108' LT.)

C. INSTALL CONCRETE FOUNDATION AND NEMA TYPE 'S' BASE MOUNTED CABINET AND ASC III LOCAL CONTROLLER WITH VIDEO DETECTION INTERFACE EQUIPMENT, 2-WIRE CENTRAL CONTROL UNIT AND ALL ASSOCIATED EQUIPMENT (INSTALL 2-2 IN. AND 2-4 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN CABINET BASE). (STA 13+73, 113' LT.)

D. INSTALL 100 AMP METERED SERVICE PEDESTAL (1-4 IN. AND 3-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN POLE BASE). (STA 13+69, 109' LT.)

E. REMOVE EXISTING SIGNAL CONTROLLER CABINET. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL. NOTIFY SHA SIGNAL SHOP TO REMOVE THE CONTROLLER AND ALL AUXILIARY EQUIPMENT FROM THE CABINET.

F. REMOVE EXISTING PEDESTAL POLE AND ALL ASSOCIATED EQUIPMENT. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.

G. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND ALL ASSOCIATED WIRE.

H. REMOVE EXISTING SIGNAL HEAD AND INSTALL LED SIGNAL HEAD.

J. INSTALL VIDEO DETECTION CAMERA.

K. INSTALL 4 IN. SCHEDULE 80 PVC ELECTRICAL CONDUIT (BORED) FOR PROPOSED UNDERGROUND ELECTRICAL SERVICE. CAP AND MARK CONDUIT 2 FT. ABOVE GRADE AT PEPCO POLE 777426-8039 FOR USE BY OTHERS.

L. INSTALL 2 IN. SCHEDULE 80 PVC ELECTRICAL CONDUIT-TRENCHED.

M. INSTALL 3 IN. SCHEDULE 80 PVC ELECTRICAL CONDUIT-TRENCHED.

N. INSTALL 4 IN. SCHEDULE 80 PVC ELECTRICAL CONDUIT-TRENCHED.

P. USE EXISTING CONDUIT.

Q. CAP AND ABANDON EXISTING CONDUIT.

R. ABANDON EXISTING LOOP DETECTOR. REMOVE ALL ASSOCIATED EXISTING LEAD IN CABLES.

S. USE EXISTING HANDHOLE.

T. REMOVE EXISTING HANDHOLE.

U. INSTALL GROUND MOUNTED SIGN ON ONE 4"x6" WOOD SUPPORT.

V. RELOCATE EXISTING OVERHEAD SIGN.

W. REMOVE EXISTING GROUND MOUNTED SIGN.

X. REMOVE EXISTING PAVEMENT MARKINGS. INSTALL 12 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING LINE FOR CROSSWALK.

Y. REMOVE EXISTING PAVEMENT MARKINGS. INSTALL 24 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING LINE FOR STOPLINE.

Z. DISCONNECT EXISTING OVERHEAD POWER FEED (TO BE DONE BY OTHERS).

AA. DISCONNECT, PULL BACK, AND REROUTE EXISTING INTERCONNECT WIRE THROUGH PROPOSED CONDUIT TO PROPOSED CABINET.

GENERAL NOTES (CONTINUED)

6. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SECTION 4E.08 AND 4E.10 AND FIGURES 4E-3 AND 4E-4 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.
7. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO ANY SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
8. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
9. REMOVE AND DISPOSE OF ALL UNUSED CABLE.
10. ALL CROSSWALKS SHALL BE CENTERED TO THE PROPOSED SIDEWALK RAMPS.
11. ALL 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.
12. REFER TO DETAIL SHEET FOR CURB RAMP DETAILS.
13. REFER TO THE ROADWAY PLAN SHEET FOR ALL SIGN RELOCATIONS RESULTING FROM SIDEWALK CONSTRUCTION.
14. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
15. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.

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(410) 662-7400

BY: PNKenney

0 10 20 40
SCALE: 1" = 20'

HATCHED CROSSWALK DETAIL (NTS)

GEOMETRIC LEGEND: EXISTING / PROPOSED

UTILITY LEGEND: STORM DRAIN, GAS MAIN, WATER MAIN, SEWER MAIN, ELECTRIC CABLES, AERIAL CABLES, TELEPHONE CABLES, FIBER-OPTIC

APPROVALS: TEAM LEADER, ASST. DIV. CHIEF, DIVISION CHIEF, OFFICE DIRECTOR — ORIGINAL ON FILE

REVISIONS: A. INSTALL APSCPS; REPLACE LOOPS WITH VIDEO DETECTION — 092913 SHA NO. M0193877 TIMS NO. L517

BSH HO JJ MLF CJW

PLOTTED: Wednesday, June 26, 2013 AT 07:50 AM
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STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 185 (CONNECTICUT AVENUE) AT I-495 (CAPITAL BELTWAY) INNER LOOP RAMPS

CHEVY CHASE, MARYLAND

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' DATE CONTRACT NO.

DESIGNED BY COUNTY MONTGOMERY COUNTY
DRAWN BY LOGMILE 15018502.55
CHECKED BY T.I.M.S. NO.
F.A.P. NO. T.O.D. NO.

T.S. NO. 10690A SG-03 OF SG-04 SHEET NO. 3 OF 4