MD 191 IS ASSUMED TO RUN IN AN NORTH/SOUTH DIRECTION.

PROPOSED SIGNS

22 — M3-2 24"x12" / M1-5 30"x24" / M6-1 21"x15" — EAST MARYLAND 191 — ASSOCIATED SHIELD ASSEMBLY 30"X51"

23 — M3-4 30"x15" / M1-5 48"x36" / M6-1 30"x24" — WEST MARYLAND 191 — ASSOCIATED SHIELD ASSEMBLY 30"X51"

15,17 / 14,16 — Bradley BLVD. > / Bradley BLVD. < — DUAL FACED D-3(I) 16"xVARIABLE

24 — M3-4 24"x12" / M1-5 30"x24" / M6-1 21"x15" — WEST MARYLAND 191 — ASSOCIATED SHIELD ASSEMBLY 30"X51"

25 — M3-2 30"x15" / M1-5 48"x36" / M6-1 30"x24" — EAST MARYLAND 191 — ASSOCIATED SHIELD ASSEMBLY 30"X51"

26 — M3-2 24"x12" / M1-5 30"x24" / M6-1 21"x15" — EAST MARYLAND 188 — ASSOCIATED SHIELD ASSEMBLY 30"X51"

27 — M3-4 30"x15" / M1-5 48"x36" / M6-1 30"x24" — WEST MARYLAND 188 — ASSOCIATED SHIELD ASSEMBLY 30"X51"

19,21 / 18,20 — Wilson LANE > / Wilson LANE < — DUAL-FACED D-3(I) 16"xVARIABLE

28 — M3-4 24"x12" / M1-5 30"x24" / M6-1 21"x15" — WEST MARYLAND 188 — ASSOCIATED SHIELD ASSEMBLY 30"X51"

29 — M3-2 30"x15" / M1-5 48"x36" / M6-1 30"x24" — EAST MARYLAND 188 — ASSOCIATED SHIELD ASSEMBLY 30"X51"

30,31 — PUSH BUTTON TO CROSS MD 191 — R10-1 12"x9"

32 — R10-1MOD 12"x9"

PROPOSED CAMERAS

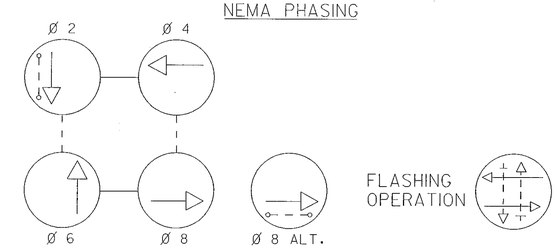
A-D

PROPOSED SIGNAL HEADS

1-9 — R / Y / G — 12 IN.

10,11,12,13 — 12 IN.

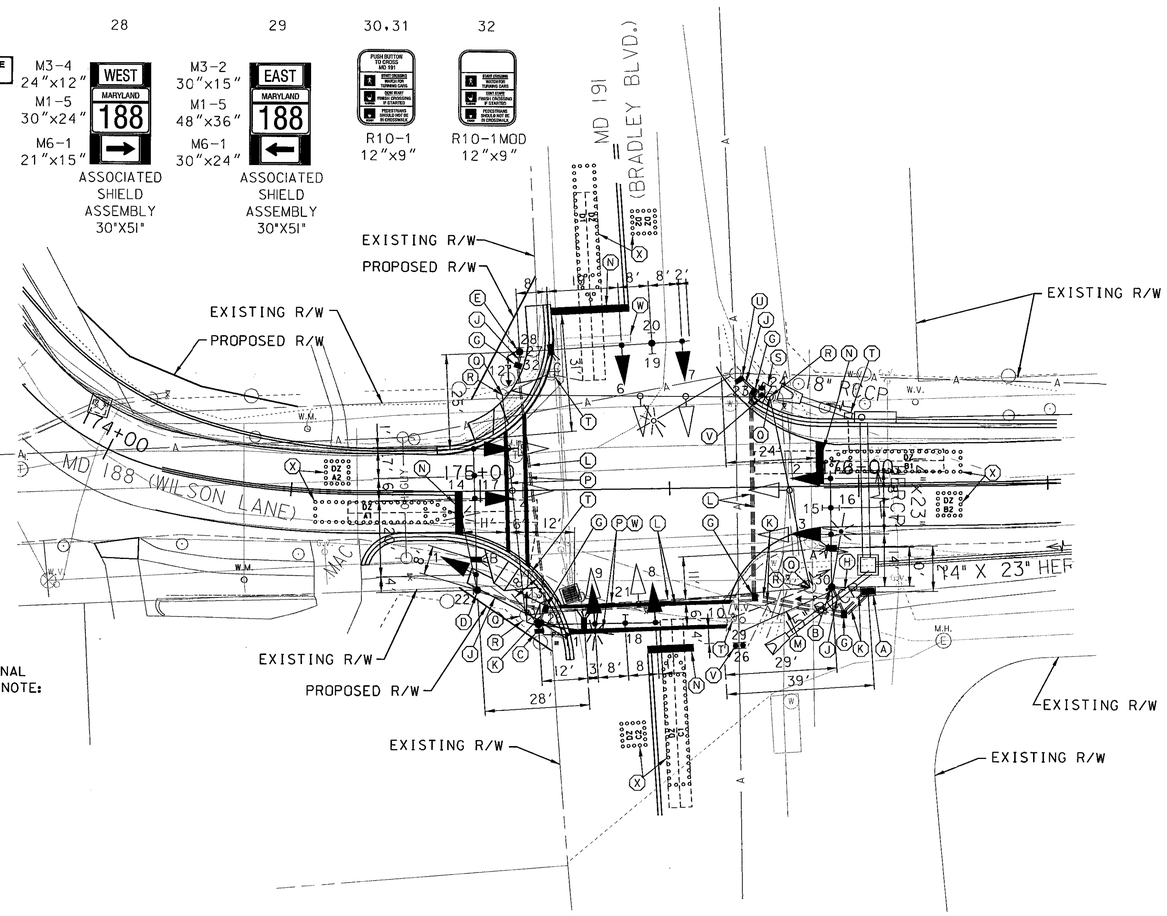
NEMA PHASING



PHASING NOTES:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

CONSTRUCTION DETAILS

A. INSTALL NEMA SIZE '6' BASE MOUNTED CABINET W/LAU. OMIT 4" CONCRETE STANDING PAD. (NOTE: 2-4" AND 2-2" PVC 90 DEGREE ANGLE CONDUIT BENDS.)
B. INSTALL 27' POLE WITH 38' MAST ARM (CUT TO 31'), TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEAD, PEDESTRIAN PUSHBUTTON & SIGN, SIGNS, VIDEO DETECTION CAMERA, 2" WEATHERHEAD AND 15' LIGHTING ARM WITH 250 WATT HIGH PRESSURE SODIUM LUMINAIRE AND CONTROL & DISTRIBUTION (NOTE: 1-3" AND 1-2" PVC 90 DEGREE CONDUIT BEND AND 4-1½"x60" ANCHOR BOLTS.)
C. INSTALL 27' STEEL POLE WITH 38' MAST ARM (CUT TO 32'), TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, SIGNS, PEDESTRIAN PUSH BUTTON AND SIGN, KNOCK-OUT FOR SURVEILLANCE CAMERA CABINET, 15' LIGHTING ARM WITH 250 WATT HIGH PRESSURE SODIUM LUMINAIRE, AND VIDEO DETECTION CAMERA. (NOTE: 1-4" PVC 90 DEGREE CONDUIT BEND AND 4-1½"x60" ANCHOR BOLTS.) SURVEILLANCE CAMERA, CAMERA CABINET, MOUNTING ARM, WIRING AND INCIDENTALS INSTALLED BY MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS.
D. INSTALL 27' STEEL POLE WITH 38' MAST ARM, TRAFFIC SIGNAL HEADS, SIGNS, 20' LIGHTING ARM WITH 250 WATT HIGH PRESSURE SODIUM LUMINAIRE AND VIDEO DETECTION CAMERA. (NOTE: 1-3" PVC 90 DEGREE CONDUIT BEND AND 4-1½"X60" ANCHOR BOLTS.)
E. INSTALL 27' STEEL POLE WITH 50' MAST ARM (CUT TO 45'), TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEAD SIGNS AND VIDEO DETECTION CAMERA. (NOTE: 1-3" PVC 90 DEGREE CONDUIT BEND AND 4- 1¾"x90" ANCHOR BOLTS.)
F. NOT USED
G. INSTALL HANDHOLE
H. INSTALL 2" SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED
J. INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED
K. INSTALL 4" SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED
L. INSTALL 4" SCHEDULE 80 RIGID PVC CONDUIT - SLOTTED
M. PROPOSED OVERHEAD SERVICE
N. INSTALL 24" HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS (STOP LINE)
P. INSTALL 12" HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS (CROSSWALK)
Q. REMOVE EXISTING STRAIN POLE, SPAN WIRE, SIGNAL HEADS, SIGNS AND CABLE
R. REMOVE EXISTING FOUNDATION TO 1' BELOW FINAL GRADE.
S. REMOVE EXISTING CABINET AND FOUNDATION TO 1 FT. BELOW GRADE
T. REMOVE EXISTING HANDHOLE
U. INSTALL SPLICE CABINET AND RISER
V. INSTALL GROUND MOUNTED SIGNS ON TWIN 4x6 WOOD POSTS
W. REMOVE EXISTING PAVEMENT MARKING
X. PROPOSED VIDEO DETECTION ZONE



GENERAL NOTES

1. THE EXISTING SURVEILLANCE CAMERA SHALL BE MAINTAINED DURING CONSTRUCTION OF THE NEW SIGNAL. THE CONTRACTOR SHALL CONTACT MIKE KINNEY OF THE MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS-ATMS AT (240)777-8760 AT LEAST TWO (2) WEEKS PRIOR TO STARTING ANY WORK AND AGAIN TWO (2) WEEKS PRIOR TO ENERGIZING THE NEW SIGNAL.
2. THE RELOCATION OF THE SURVEILLANCE CAMERA SHALL BE COMPLETED BY MONTGOMERY COUNTY FORCES.
3. THE EXISTING SIGNAL SHALL REMAIN OPERATIONAL UNTIL ENERGIZING OF THE NEW SIGNAL, INCLUDING TESTING, IS COMPLETE.
4. CONTRACTOR MUST VERIFY LOCATION OF ALL PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
5. CONTRACTOR MUST VERIFY LOCATION OF ALL PROPOSED AND EXISTING UTILITIES PRIOR TO ANY WORK.
6. ALL SIGNAL POLES, CONDUITS AND HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.
7. CONDUITS MUST BE INSTALLED PRIOR TO THE INSTALLATION OF THE PAVEMENT MARKINGS.
8. CONTRACTOR IS RESPONSIBLE FOR COORDINATING TRAFFIC SIGNAL POWER FEED WITH PEPCO.
9. PAVEMENT MARKINGS DETAILED ARE TO BE INSTALLED BY THE CONTRACTOR AS PER MARYLAND STATE HIGHWAY ADMINISTRATION STANDARDS.
10. REMOVE ALL UNUSED CABLE.
11. CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF EXISTING INTERCONNECT WITH PEPCO.
12. REFER TO TRAFFIC CONTROL PLANS FOR SEQUENCE OF TRAFFIC SIGNAL CONSTRUCTION.
13. THE CONTRACTOR IS TO PULL THE EXISTING OVERHEAD INTERCONNECT CABLE BACK FROM THE EXISTING POLE MOUNTED CABINET TO THE EXISTING UTILITY POLE ON THE NE CORNER. THE EXISTING CABLE IS TO THEN RUN DOWN THE POLE AND INTO THE NEW SPLICE CABINET. THE NEW CABLE RUNS FROM THE SPLICE CABINET UNDER MD 188 TO THE NEW CONTROLLER ON THE SE CORNER. THE NEW CABLE IS THEN SPLICED BACK INTO THE EXISTING CABLE. THE NEW CABLE RUNNING UNDER MD 188 FROM THE SPLICE CABINET TO THE CONTROLLER SHALL BE 12 PAIR JELLYFILLED COMMUNICATION CABLE.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE, EXCLUDING INTERCONNECT, TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
15. DISCONNECTING AND SPLICING OF INTERCONNECT CABLE SHALL BE PERFORMED BY MONTGOMERY COUNTY FORCES. THE CONTRACTOR SHALL RUN THE INTERCONNECT CABLE INTO THE BASE OF EACH CABINET AND PROPERLY TAG THE CABLE. CONTACT MR. BOB GONZALES AT (240) 777-8761 SEVENTY-TWO HOURS IN ADVANCE OF THE INTENDED WORK.

UTILITY LEGEND

—G—G—	GAS MAIN
—W—W—	WATER MAIN
—S—S—	SEWER MAIN
—E—E—	ELECTRIC CABLES
—A—A—	AERIAL CABLES
—T—T—	TELEPHONE CABLES

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BALTIMORE, MARYLAND 21217
TEL: (410) 728-2900 FAX: (410) 383-3270

REVISIONS	APPROVALS
	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
A RECONSTRUCT DUE TO NEW GEOMETRICS TIMS NO. Z999 DECEMBER, 2002	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

MD 188 (WILSON LANE) AT MD 191 (BRADLEY BLVD)
SIGNAL PLAN

DRAWN BY: SRM	F.A.P. NO. SEE TITLE SHEET	TS NO. TS-2016A-GP	SHEET NO.
CHECKED BY: BLB	S.H.A. NO. M0865517 7R		
SCALE: 1"=20'	COUNTY: MONTGOMERY	T.I.M.S. NO. E148	68 OF 82
DATE: DECEMBER 2002	LOG MILE: 15018802.36		

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