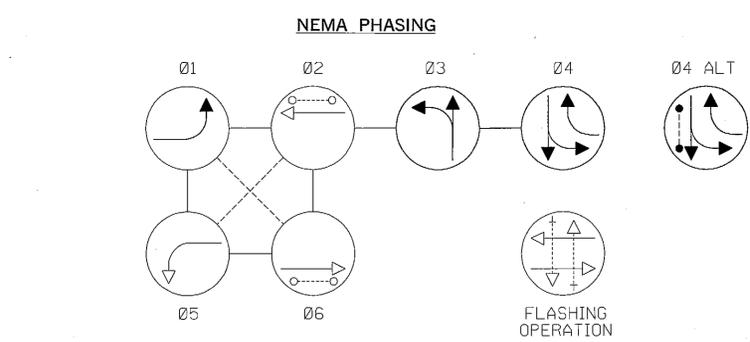
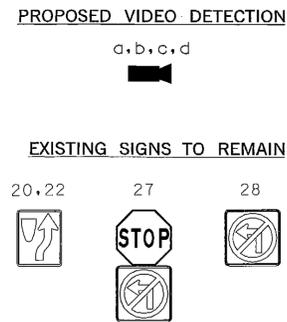
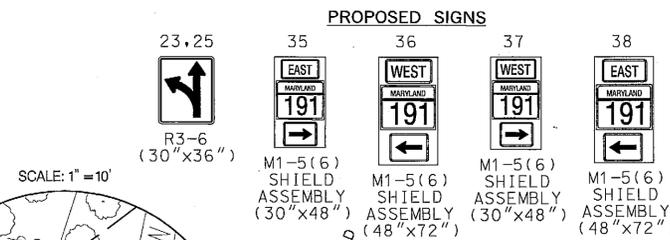
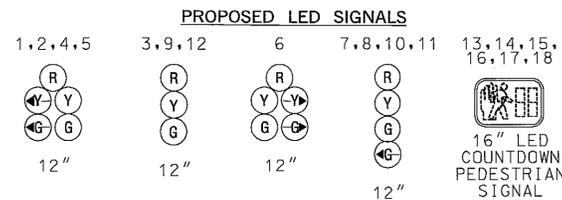


MD 191 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION



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

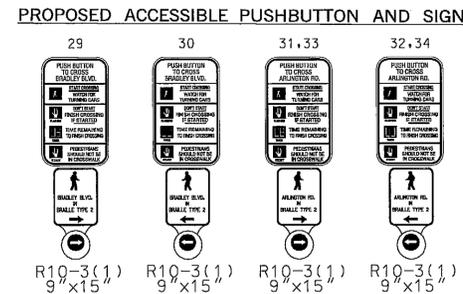
- GENERAL NOTES**
- MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSA STANDARD TYPICALS FOR TRAFFIC CONTROL.
 - THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES, EXCLUDING INTERCONNECT, TO THE APPROPRIATE TERMINALS AND SHALL PROPERLY LABEL EACH CABLE.
 - THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
 - ALL CONTROLLER CABINET WIRING SHALL BE PERFORMED BY THE MONTGOMERY COUNTY TECHNICAL CENTER. THE CONTRACTOR SHALL CONTACT MR. BOB RICKETTS AT 301-279-1975 AND MR. KAMAL HAMUD AT 240-777-8761, 72 HOURS IN ADVANCE OF ALL WORK.
 - SEE GENERAL INFORMATION SHEET FOR ASSOCIATED SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERAS AND PAVEMENT MARKING LAYOUTS.
 - THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALKS ON EXISTING RAMPS.
 - ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MDSA STANDARDS.
 - 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.
 - 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.
 - 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. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
 - ALL ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO MONTGOMERY COUNTY FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. BOB RICKETTS TO COORDINATE AT 301-279-1975.
 - THE CONTRACTOR SHALL ENSURE THE TRAFFIC SIGNAL REMAINS OPERATIONAL UNTIL RECONSTRUCTED TRAFFIC SIGNAL IS OPERATIONAL.
 - 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.
 - PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSWALK FOR WHICH THEY ARE INTENDED.
 - THE 10 FT. SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER OF POLE TO CENTER OF POLE.
 - THE CONTRACTOR SHALL USE CAUTION WHEN INSTALLING THE MAST ARM IN THE SE CORNER ABOVE THE EXISTING OVERHEAD (16'-3") VERIZON COMMUNICATION CABLE.

LINE HEIGHTS (LH) 1

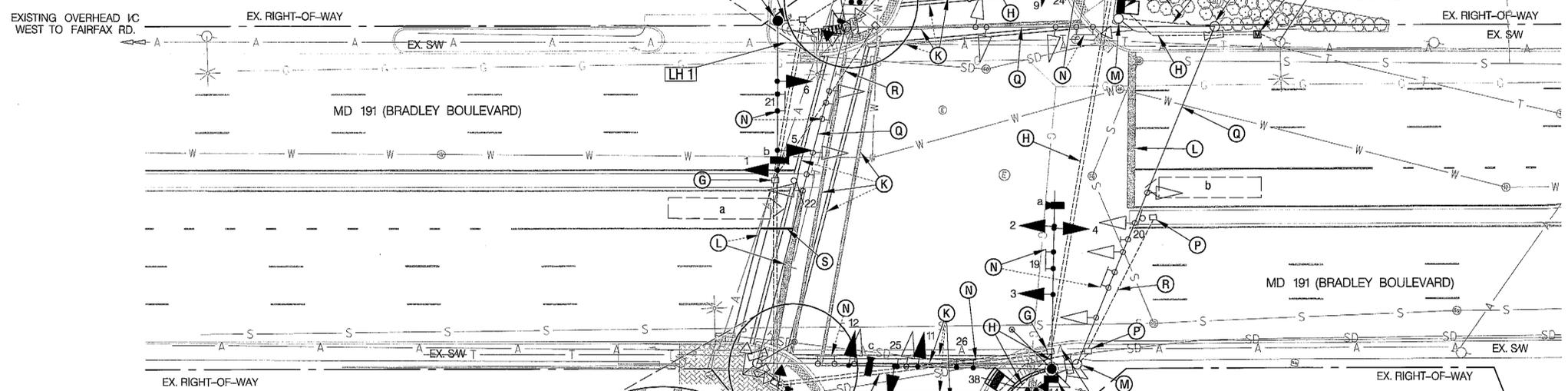
COMMUNICATION 1	- 26'-9"
COMMUNICATION 2	- 28'-0"
COMMUNICATION 3	- 29'-0"
COMMUNICATION 4	- 32'-6"
SECONDARY	- 35'+
PRIMARY	- 40'+

LINE HEIGHTS (LH) 2

COMMUNICATION 1	- 16'-3"
GUY WIRE	- 30'+

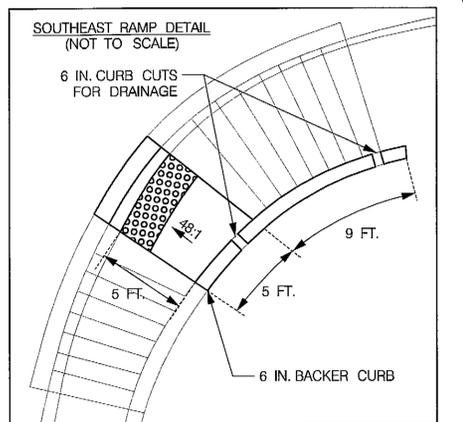
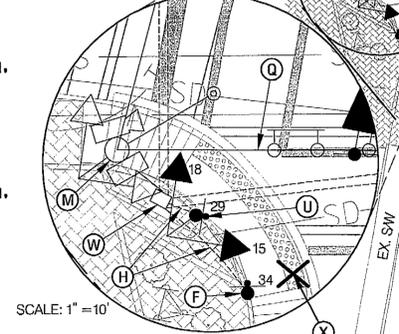


INSTALL 1-3 IN. 90 DEGREE BEND AT BASE OF POLE WITH A 2 FT. STUB



CONSTRUCTION DETAILS

- INSTALL NEMA SIZE "6" BASE MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT ON EXISTING FOUNDATION.
- INSTALL 16.5 FT. STEEL POLE WITH A 15 FT. "T" DIMENSION, 38 FT. MAST ARM, LED TRAFFIC SIGNAL HEADS, SIGNS, ACCESSIBLE PEDESTRIAN PUSHBUTTON (ARROW LEFT), LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS ARLINGTON RD.", AND VIDEO DETECTION CAMERA ON EXISTING FOUNDATION.
- INSTALL 27 FT. STEEL POLE WITH TWIN 50 FT. AND 60 FT. MAST ARMS, LED TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERAS, SIGNS, AND LED COUNTDOWN PEDESTRIAN SIGNAL HEAD ON EXISTING FOUNDATION. (SEE NOTE 14 FOR MONT. CO. EQUIPMENT RELOCATION) (SEE NOTE 17).
- INSTALL 16.5 FT. STEEL POLE WITH A 15 FT. "T" DIMENSION, 50 FT. MAST ARM, LED TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERA AND SIGNS ON EXISTING FOUNDATION.
- INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON (LEFT ARROW) AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS BRADLEY BLVD." ON EXISTING 10 FT. BREAKAWAY PEDESTAL POLE.
- INSTALL ACCESSIBLE PEDESTRIAN PUSH-BUTTON (LEFT ARROW), AND R10-3(1) MOD SIGN TO READ "PUSH BUTTON TO CROSS ARLINGTON RD." ON EXISTING 5 FT. BREAKAWAY PEDESTAL POLE.
- USE EXISTING ELECTRICAL HANDHOLE.
- USE EXISTING ELECTRICAL CONDUIT.
- INSTALL GROUND MOUNTED SIGN ON TWO 4 IN. X 6 IN. WOOD POSTS.
- REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 12 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.
- REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR STOPLINE.
- REMOVE AND DISPOSE OF EXISTING TRAFFIC SIGNAL EQUIPMENT. REMOVE FOUNDATION 12 IN. BELOW GRADE. CAP AND ABANDON EXISTING CONDUIT (SEE NOTE 14 FOR MONT. CO. EQUIPMENT RELOCATION).
- RELOCATE EXISTING STREET NAME SIGN AS SHOWN.
- INSTALL TEMPORARY BACK GUY TO EXISTING STRAIN POLE.
- REMOVE EXISTING HANDHOLE, CAP AND ABANDON EXISTING CONDUIT(S).
- REMOVE EXISTING SPAN WIRE AND ASSOCIATED EQUIPMENT.
- CAP AND ABANDON EXISTING CONDUIT.



- INSTALL 5 IN. WHITE HEAT APPLIED PERMANENT PAVEMENT MARKING LINE.
- INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD(S), ACCESSIBLE PEDESTRIAN PUSHBUTTON (RIGHT ARROW) AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS ARLINGTON RD." ON EXISTING 10 FT. BREAKAWAY PEDESTAL POLE.
- INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON (RIGHT ARROW) AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS BRADLEY BLVD." ON EXISTING 10 FT. BREAKAWAY PEDESTAL POLE.
- INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTON (RIGHT ARROW), AND R10-3(1) MOD SIGN TO READ "PUSH BUTTON TO CROSS ARLINGTON RD." ON EXISTING 5 FT. BREAKAWAY PEDESTAL POLE.
- USE EXISTING HANDHOLE, LOWER HANDHOLE TO GRADE OF ADJACENT SIDEWALK AND LEVEL LANDING AREA.
- REMOVE PORTION OF DETECTABLE WARNING SURFACE LOCATED OUTSIDE OF CROSSWALK.
- INSTALL 5 IN. CONCRETE SIDEWALK AFTER EXISTING SIGNAL EQUIPMENT IS REMOVED.
- USE EXISTING METERED SERVICE PEDESTAL.
- REMOVE EXISTING 5 FT. X 5 FT. LEVEL LANDING AREA, DETECTABLE WARNING SURFACE AND BACKER CURB AS SHOWN.
- INSTALL NEW 5 IN. CONCRETE LEVEL LANDING AREA (5 FT. X 5 FT. - 48:1 SLOPE TOWARDS ROADWAY) WITH DETECTABLE WARNING SURFACE (SHA STD. MD 655.40) AND 6 IN. BACKER CURB WITH CURB CUTS FOR DRAINAGE. (SEE DETAIL THIS SHEET).

UTILITY LEGEND

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

GEOMETRIC LEGEND

(Solid line)	EXISTING
(Dashed line)	PROPOSED

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www.stvinc.com

APPROVALS

TEAM LEADER	ASST. DIV. CHIEF	DIVISION CHIEF	OFFICE DIRECTOR
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REVISIONS

1	COMPLETION OF SIGNAL RECONSTRUCTION	9/2010	SHA NO. XX445185
2	RECONSTRUCT SIGNAL	6/2008	SHA NO. XX445185
3	REPLACE LOOP DETECTORS WITH VIDEO CAMERAS	1/2006	SHA NO. M07175185

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 191 (BRADLEY BOULEVARD)
AT ARLINGTON ROAD

SIGNALIZATION PLAN SHEET

SCALE 1"=20' ADVERTISED DATE 11/29/12 CONTRACT NO. _____

DESIGNED BY MONTGOMERY CO. COUNTY MONTGOMERY
DRAWN BY MONTGOMERY CO. LOGMILE 16019105.97
CHECKED BY MONTGOMERY CO. TMS NO. K570
F.A.P. NO. TOD NO. _____

TS No. 4385C DRAWING SG-01 OF 02 SHEET NO. 1 OF 2