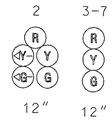
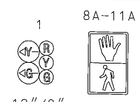
MD 28 IS ASSUMED TO RUN IN AN EAST -WEST DIRECTION.

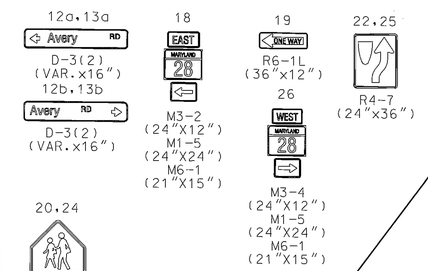
EXISTING SIGNAL HEAD MODULES TO BE REPLACED



EXISTING SIGNALS TO BE REMOVED

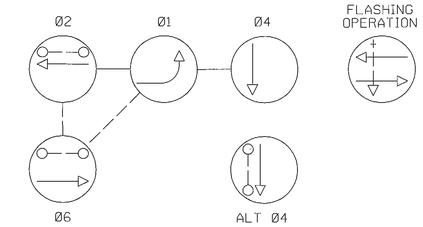


EXISTING SIGNS

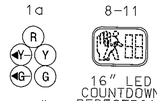


PROPOSED EQUIPMENT

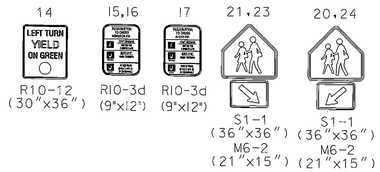
NEMA PHASING



PROPOSED LED SIGNAL

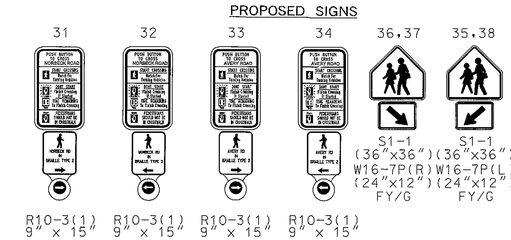


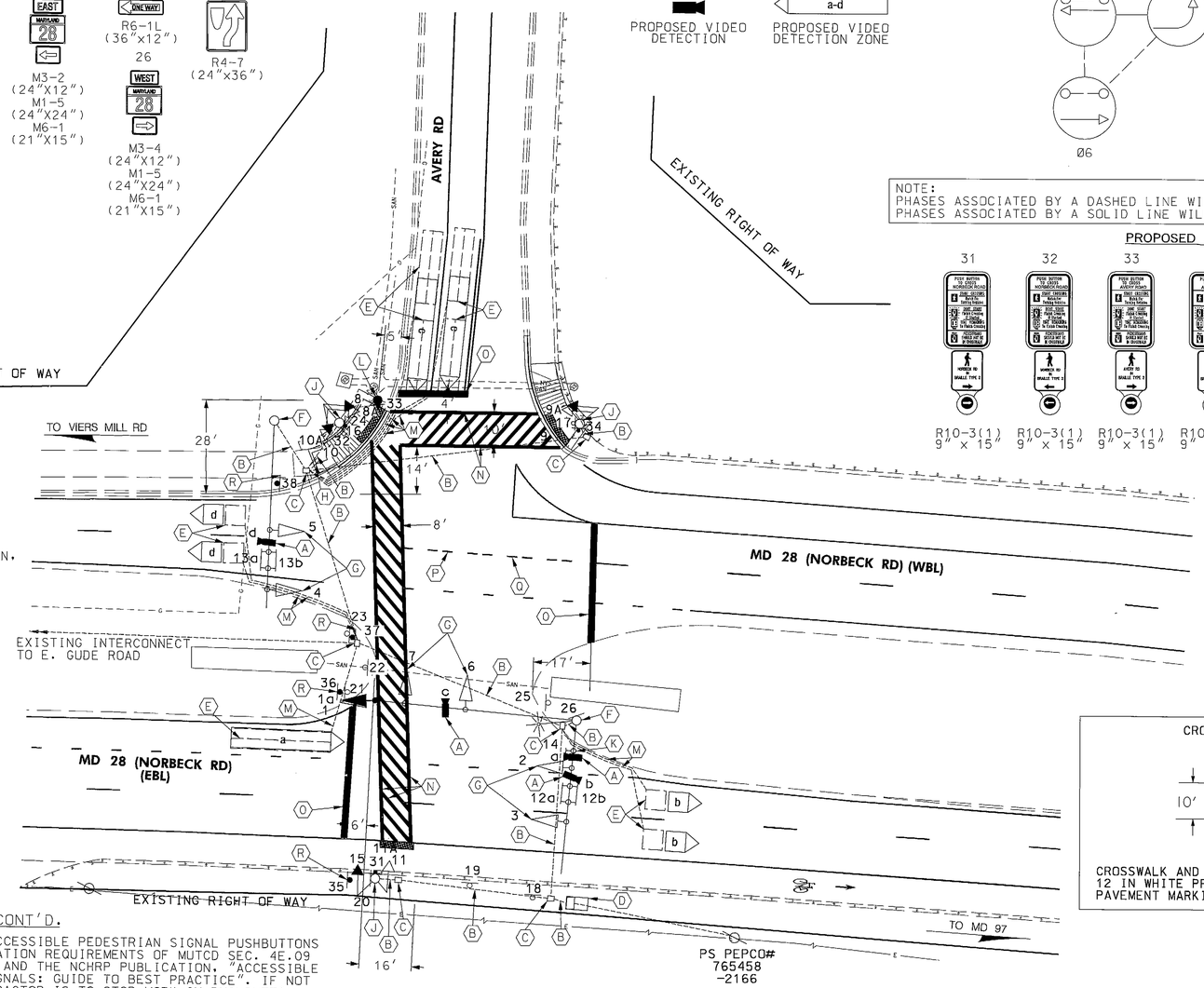
EXISTING SIGNS TO BE REMOVED



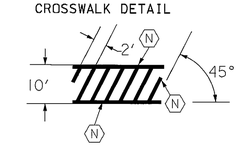
NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

PROPOSED SIGNS





CROSSWALK DETAIL



CROSSWALK AND HATCHING LINE WITH 12 IN WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING

CONSTRUCTION DETAILS

A. INSTALL VIDEO DETECTION CAMERA ON EXISTING MAST ARM.

B. USE EXISTING CONDUIT.

C. USE EXISTING HANDHOLE.

D. USE EXISTING CONTROLLER CABINET AND POWER SOURCE.

E. DISCONNECT AND ABANDON EXISTING LOOP DETECTORS.

F. USE EXISTING SIGNAL POLE.

G. USE EXISTING MAST ARM AND SIGNAL HEAD HOUSING. REPLACE EXISTING SIGNAL HEAD MODULE WITH PROPOSED LED HEAD MODULE.

H. INSTALL 3 INCH PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.

J. USE EXISTING PEDESTAL POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSHBUTTON, AND R10-3D SIGN. INSTALL PROPOSED LED COUNTDOWN PEDESTRIAN SIGNAL HEAD APS STATION AND PEDESTRIAN EDUCATION SIGN .

K. REMOVE EXISTING SIGN FROM MAST ARM.

L. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH MODIFIED BASE AS PER STANDARD NO. MD 801.01-01. INSTALL APS STATION AND PEDESTRIAN EDUCATION SIGN (NOTE: 1-2 IN. PVC SCHEDULE 80 CONDUIT BEND). CUT AND CAP PEDESTAL POLE TO 5 FT.

M. REMOVE EXISTING CABLE. CAP AND ABANDON EXISTING CONDUIT.

N. INSTALL 12 IN WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES.

O. INSTALL 24 IN WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES.

P. INSTALL 5" WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES (3 FT LINE WITH 3 FT GAP)

Q. REOMOVE EXISTING PAVEMENT MARKING.

R. INSTALL PROPOSED SIGN ON 4" X 6" BREAKAWAY WOOD SUPPORT.

GENERAL NOTES

1. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE MODIFICATION PROJECT.
2. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
3. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITIY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE. ALL INTERNAL CABINET WIRING SHALL BE PERFORMED BY MOUNTGOMERY COUNTY FORCES.
5. ALL UNUSED SIGNAL CABLES SHALL BE REMOVED AND DISPOSED.
6. 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%.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SIGNAL OPERATION DURING THE COMPLETE CONSTRUCTION PERIOD.

GENERAL NOTES CONT'D.

8. 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 A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
9. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
10. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
11. PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE SIDEWALK AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACE.
12. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SHOWN AS PER SIGNAL PLAN REVISON B, DATED 8-1-2003. THEY SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THE CONFLICT MAY BE RESOLVED.

GENERAL NOTES CONT'D.

13. GROUNDING OF THE PROPOSED EQUIPMENT MUST BE DONE IN ACCORDANCE WITH SHA REQUIREMENTS.
14. AS A PART OF THIS PROJECT, MD 28 IS BEING RESURURFACED. ALL MARKINGS ARE TO BE RE-INSTALLED AS EXISTING, EXCEPT PROPOSED STOPBAR AND CROSSWALK MARKINGS SHOWN.
15. PROPOSED SIDEWALKS RAMPS TO BE INSTALLED AS PER ROADWAY PLANS.

T3 design
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3927 OLD LEE HWY
SUITE 101-C
FAIRFAX, VA 22030
PHONE: 703-359-5861
www.t3design.us

BY: jsmith -

GEOMETRIC LEGEND
EXISTING
PROPOSED

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

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

REVISIONS
C TIMS NO. L687 SHA NO. MO1315277 APS UPGRADE LED SIGNAL HEADS AND INSTALL VIDEO DETECTION 1-7-12
AJM
B 8-1-03 INSTALL A LAG EP LEFT TURN SIGN FOR OB MD 28
A 3-14-02 ADD PED PHASE ACROSS WEST LEG OF MD 28 AND AVERY RD
RRA | RRJ | MAR | DAI | RRK | FK

PLOTTED: Monday, January 07, 2013 AT 09:52 AM
FILE: Y:\12-0284-I'07 MD 28 Signal Mods\CADD\pSG-F001_MD28_Avery.dgn

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 28 (NORBECK RD)
AT AVERY RD
ROCKVILLE, MARYLAND

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' | DATE 08 /2000 | CONTRACT NO. XX1005385

DESIGNED BY
DRAWN BY W. MALADON
CHECKED BY W. MALADON
FAP NO.
COUNTY MONTGOMERY
LOGMILE 15002824.31
TIMS NO. F924
TOD NO.

TS NO. TS-4036C | DRAWING SG-01 OF 06 | SHEET NO. 1 OF 6