MD 97 (GEORGIA AVENUE) IS ASSUMED TO RUN IN AN NORTH/SOUTH DIRECTION

EXISTING SIGNS

33,39 — R3-5L 30"X36"
25, 28,35 — R3-5R 30"X36"
34 — R3-6(1) 30"X54"
29 — R3-6 30"X36"
23,26 — D-3 12" X VAR.
32,38 — D-3 12" X VAR.

TO BE REMOVED

40, 24,27, 44, 41,42, 30, 36, 37

EXISTING SIGNAL HEADS

11, 14, 9,10, 12,13 — 12"

TEMPORARY SIGNS

24†,27† — R10-10(L) 24"X30"

PROPOSED LED SIGNAL HEADS

1,2, 5,6 — 12"
3,4, 7,8 — 12"
15-22 — 16" COUNTDOWN

PROPOSED SIGNS

15a,17a, 18a — R10-4(1) 9"X15"
16a
19a, 22a
20a, 21a

AUDIBLE/ TACTILE PEDESTRIAN PUSHBUTTON AND SIGN

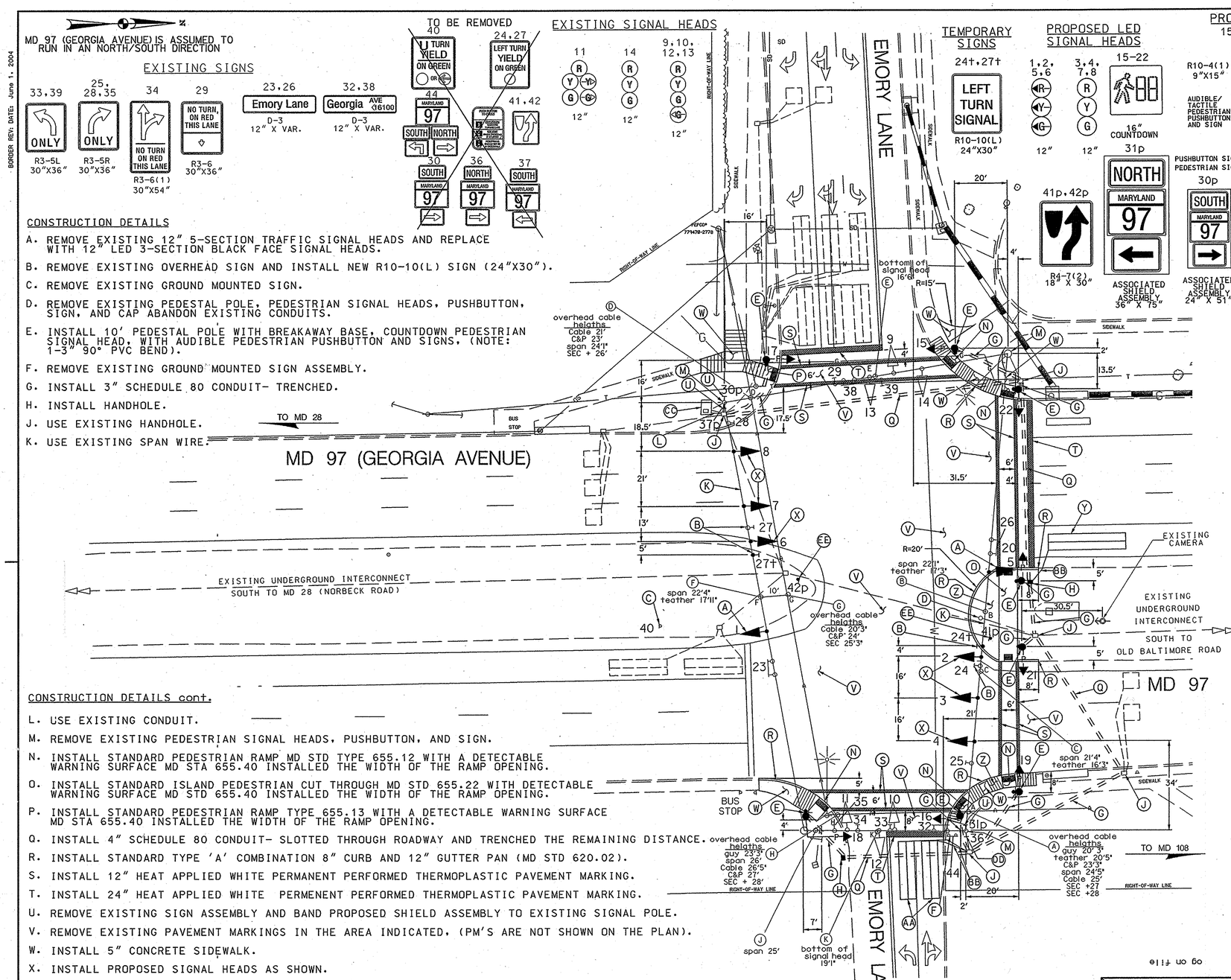
PUSHBUTTON SIGN NUMBERS INDICATE THE ASSOCIATED PEDESTRIAN SIGNAL HEAD NUMBERS

41p,42p — R4-7(2) 18" X 30"
31p — ASSOCIATED SHIELD ASSEMBLY 36" X 75"
30p — ASSOCIATED SHIELD ASSEMBLY 24" X 51"
36 — ASSOCIATED SHIELD ASSEMBLY 24" X 51"
37p — ASSOCIATED SHIELD ASSEMBLY 36" X 75"

NEMA PHASING

Ø1, Ø2, Ø3, Ø4, Ø5, Ø6, Ø3 ALT, FLASHING OPERATION

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



CONSTRUCTION DETAILS

A. REMOVE EXISTING 12" 5-SECTION TRAFFIC SIGNAL HEADS AND REPLACE WITH 12" LED 3-SECTION BLACK FACE SIGNAL HEADS.
B. REMOVE EXISTING OVERHEAD SIGN AND INSTALL NEW R10-10(L) SIGN (24"X30").
C. REMOVE EXISTING GROUND MOUNTED SIGN.
D. REMOVE EXISTING PEDESTAL POLE, PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, SIGN, AND CAP ABANDON EXISTING CONDUITS.
E. INSTALL 10' PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, WITH AUDIBLE PEDESTRIAN PUSHBUTTON AND SIGNS, (NOTE: 1-3" 90° PVC BEND).
F. REMOVE EXISTING GROUND MOUNTED SIGN ASSEMBLY.
G. INSTALL 3" SCHEDULE 80 CONDUIT- TRENCHED.
H. INSTALL HANDHOLE.
J. USE EXISTING HANDHOLE.
K. USE EXISTING SPAN WIRE.

CONSTRUCTION DETAILS cont.

L. USE EXISTING CONDUIT.
M. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, AND SIGN.
N. INSTALL STANDARD PEDESTRIAN RAMP MD STD TYPE 655.12 WITH A DETECTABLE WARNING SURFACE MD STA 655.40 INSTALLED THE WIDTH OF THE RAMP OPENING.
O. INSTALL STANDARD ISLAND PEDESTRIAN CUT THROUGH MD STD 655.22 WITH DETECTABLE WARNING SURFACE MD STD 655.40 INSTALLED THE WIDTH OF THE RAMP OPENING.
P. INSTALL STANDARD PEDESTRIAN RAMP TYPE 655.13 WITH A DETECTABLE WARNING SURFACE MD STA 655.40 INSTALLED THE WIDTH OF THE RAMP OPENING.
Q. INSTALL 4" SCHEDULE 80 CONDUIT- SLOTTED THROUGH ROADWAY AND TRENCHED THE REMAINING DISTANCE.
R. INSTALL STANDARD TYPE 'A' COMBINATION 8" CURB AND 12" GUTTER PAN (MD STD 620.02).
S. INSTALL 12" HEAT APPLIED WHITE PERMANENT PERFORMED THERMOPLASTIC PAVEMENT MARKING.
T. INSTALL 24" HEAT APPLIED WHITE PERMENENT PERFORMED THERMOPLASTIC PAVEMENT MARKING.
U. REMOVE EXISTING SIGN ASSEMBLY AND BAND PROPOSED SHIELD ASSEMBLY TO EXISTING SIGNAL POLE.
V. REMOVE EXISTING PAVEMENT MARKINGS IN THE AREA INDICATED, (PM'S ARE NOT SHOWN ON THE PLAN).
W. INSTALL 5" CONCRETE SIDEWALK.
X. INSTALL PROPOSED SIGNAL HEADS AS SHOWN.
Y. INSTALL 6' X 30' QUADRUPLE LOOP DETECTOR ENCASED IN 1/4 " FLEXIBLE TUBING.
Z. REMOVE EXISTING HANDHOLE AND CAP ABANDON EXISTING CONDUITS (HANDHOLE & CONDUITS ARE NOT SHOWN ON THE PLAN).
AA. INSTALL 6' X 22' QUADRUPOLE LOOP DETECTOR ENCASED IN 1/4 " FLEXIBLE TUBING.
BB. INSTALL 1/4 " LIQUID TIGHT FLEX TUBING FOR DETECTOR SLEEVE.
CC. USE EXISTING CABINET AND CONTROLLER MODIFIED FOR REVISION 'J'.
DD. BAND PROPOSED SIGN ASSEMBLY TO EXISTING SIGNAL POLE.
EE. REMOVE EXISTING GROUND MOUNTED SIGN AND INSTALL NEW R4-7(2) (18" X 30") AT 15° ANGLE FACING ADJACENT APPROACH.

GEOMETRIC LEGEND: EXISTING, PROPOSED

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

GENERAL NOTES:

1. ALL UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE 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 THE UTILITIES AND THE PROPOSED TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
2. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTION, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL PROPOSED SIGNAL EQUIPMENT.
3. PUSHBUTTONS ARE TO BE SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60" x 60" LEVEL LANDING AREA. A LEVEL LANDING AREA IS A AREA WITH A CROSS SLOPE OF LESS THEN OR EQUAL TO 2%.
4. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTON 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.
5. PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE SIDEWALK, AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACE.
6. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING THE UNUSED CABLES FROM THE EXISTING HANDHOLES AND CONDUIT UTILIZED FOR REVISION 'J'.
7. ALL EXISTING SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
8. 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.
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.

TOD NO: AT915-30
SHA NO: MO591A54/B54
MD 97 @ EMORY LANE

CENTURY ENGINEERING
CONSULTING ENGINEERS - PLANNERS
10710 GILROY ROAD
HUNT VALLEY, MD 21031
REVISION 'J' 25003.70

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

REVISIONS
(J) INSTALLATION OF EXCLUSIVE LEFT-TURN PHASE FOR NB & SB, CPS, AND APS — SHA# AT915185 TIMS I 342 6/2007
AS-BUILT
H. CHANGE NB E/P TO EXCLUSIVE — TIMS# F610 3/04
G. ADD SB E/P AND SPLIT SIDE STREET PHASING — TIMS# E101 11/00
CJS

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

MD 97 (GEORGIA AVENUE) AT EMORY LANE IN NORBECK, MD

TRAFFIC SIGNAL PLAN

SCALE 1"=20' DATE APRIL.1997 CONTRACT NO. MO255171
DESIGNED BY D.D — COUNTY MONTGOMERY
DRAWN BY — LOGMILE 15009709.99
CHECKED BY — T.I.M.S. NO. I 342
F.A.P. NO. — TOD NO.
DRAWING NO. TS-2106J — SHEET NO. 1 OF 2

PLOTTED: THURSDAY, SEPTEMBER 06, 2007 AT 11:03 AM
FILE: D:\TRANSDWG\25003\25003.70 MD 97 @ EMORY LANE\DRAWINGS\PSG-P000_MD97_EMORY.DGN

BY: BOSTIC