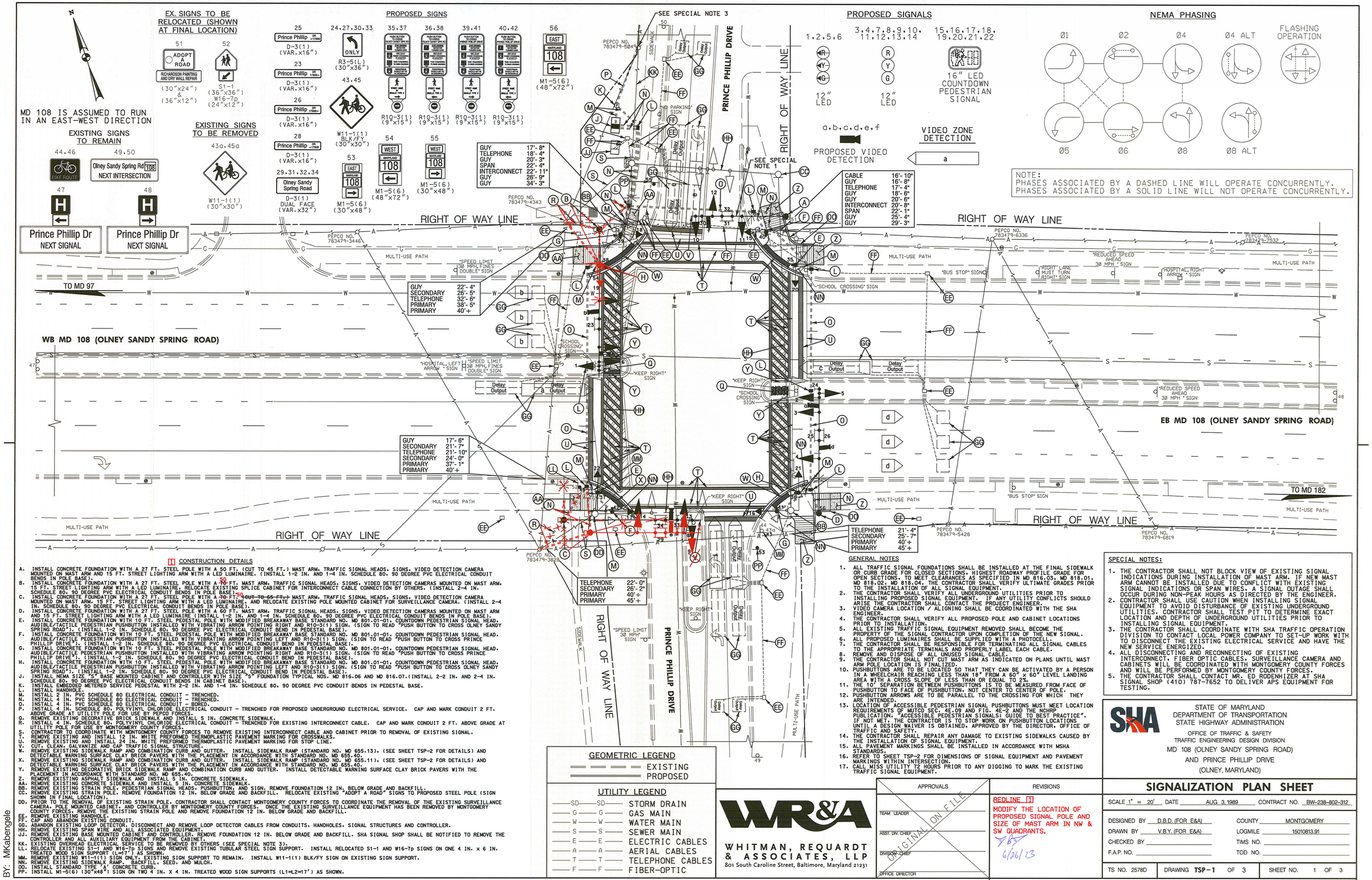

[1] CONSTRUCTION DETAILS

A. INSTALL CONCRETE FOUNDATION WITH A 27 FT. STEEL POLE WITH A 50 FT. (CUT TO 45 FT.) MAST ARM, TRAFFIC SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERA MOUNTED ON MAST ARM AND 15 FT. STREET LIGHTING ARM WITH A LED LUMINAIRE. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN POLE BASE).

B. INSTALL CONCRETE FOUNDATION WITH A 27 FT. STEEL POLE WITH A ~~70~~ 50 FT. MAST ARM, TRAFFIC SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERAS MOUNTED ON MAST ARM, 15 FT. STREET LIGHTING ARM WITH A LED LUMINAIRE, RELOCATE EXISTING SPLICE CABINET FOR INTERCONNECT CABLE CONNECTION BY OTHERS. (INSTALL 2-4 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN POLE BASE).

C. INSTALL CONCRETE FOUNDATION WITH A 27 FT. STEEL POLE WITH A ~~70~~ 50 ~~CUT TO 65 FT.~~ MAST ARM, TRAFFIC SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERA MOUNTED ON MAST ARM, 15 FT. STREET LIGHTING ARM WITH A LED LUMINAIRE, AND RELOCATE EXISTING POLE MOUNTED CABINET FOR SURVEILLANCE CAMERA. (INSTALL 2-4 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN POLE BASE).

D. INSTALL CONCRETE FOUNDATION WITH A 27 FT. STEEL POLE WITH A 50 FT. MAST ARM, TRAFFIC SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERAS MOUNTED ON MAST ARM AND 15 FT. STREET LIGHTING ARM WITH A LED LUMINAIRE (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN POLE BASE).

E. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS OLNEY SANDY SPRING ROAD"). (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).

F. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS PRINCE PHILLIP DRIVE"). (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).

G. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS PRINCE PHILLIP DRIVE"). (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).

H. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS OLNEY SANDY SPRING ROAD"). (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).

J. INSTALL NEMA SIZE "S" BASE MOUNTED CABINET AND CONTROLLER WITH SIZE "S" FOUNDATION TYPICAL NOS. MD 816.06 AND MD 816.07.(INSTALL 2-2 IN. AND 2-4 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN CABINET BASE).

K. INSTALL EMBEDDED METERED SERVICE PEDESTAL WITH 2-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE PVC CONDUIT BENDS IN PEDESTAL BASE.

L. INSTALL HANDHOLE.

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

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

O. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.

P. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT - TRENCHED FOR PROPOSED UNDERGROUND ELECTRICAL SERVICE. CAP AND MARK CONDUIT 2 FT. ABOVE GRADE AT UTILITY POLE FOR USE BY PEPCO FORCES.

Q. REMOVE EXISTING DECORATIVE BRICK SIDEWALK AND INSTALL 5 IN. CONCRETE SIDEWALK.

R. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT - TRENCHED FOR EXISTING INTERCONNECT CABLE. CAP AND MARK CONDUIT 2 FT. ABOVE GRADE AT UTILITY POLE FOR USE BY MONTGOMERY COUNTY FORCES.

S. CONTRACTOR TO COORDINATE WITH MONTGOMERY COUNTY FORCES TO REMOVE EXISTING INTERCONNECT CABLE AND CABINET PRIOR TO REMOVAL OF EXISTING SIGNAL.

T. REMOVE EXISTING AND INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.

U. REMOVE EXISTING AND INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.

V. CUT, CLEAN, GALVANIZE AND CAP TRAFFIC SIGNAL CONDUIT.

W. REMOVE EXISTING SIDEWALK RAMP AND COMBINATION CURB AND GUTTER. INSTALL SIDEWALK RAMP (STANDARD NO. MD 655.13), (SEE SHEET TSP-2 FOR DETAILS) AND DETECTABLE WARNING SURFACE CLAY BRICK PAVERS WITH THE PLACEMENT IN ACCORDANCE WITH STANDARD NO. MD 655.40.

X. REMOVE EXISTING SIDEWALK RAMP AND COMBINATION CURB AND GUTTER. INSTALL SIDEWALK RAMP (STANDARD NO. MD 655.11), (SEE SHEET TSP-2 FOR DETAILS) AND DETECTABLE WARNING SURFACE CLAY BRICK PAVERS WITH THE PLACEMENT IN ACCORDANCE WITH STANDARD NO. MD 655.40.

Y. REMOVE EXISTING DECORATIVE BRICK SIDEWALK RAMP AND COMBINATION CURB AND GUTTER. INSTALL DETECTABLE WARNING SURFACE CLAY BRICK PAVERS WITH THE PLACEMENT IN ACCORDANCE WITH STANDARD NO. MD 655.40.

Z. REMOVE EXISTING ASPHALT SIDEWALK AND INSTALL 5 IN. CONCRETE SIDEWALK.

AA. REMOVE EXISTING CONCRETE SIDEWALK AND INSTALL 5 IN. CONCRETE SIDEWALK.

BB. REMOVE EXISTING STRAIN POLE, PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, AND SIGN. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.

CC. REMOVE EXISTING STRAIN POLE. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL. RELOCATE EXISTING "ADOPT A ROAD" SIGNS TO PROPOSED STEEL POLE (SIGN SHOWN IN FINAL LOCATION).

DD. PRIOR TO THE REMOVAL OF EXISTING STRAIN POLE, CONTRACTOR SHALL CONTACT MONTGOMERY COUNTY FORCES TO COORDINATE THE REMOVAL OF THE EXISTING SURVEILLANCE CAMERA, POLE MOUNTED CABINET, AND CONTROLLER BY MONTGOMERY COUNTY FORCES. ONCE THE EXISTING SURVEILLANCE EQUIPMENT HAS BEEN REMOVED BY MONTGOMERY COUNTY FORCES, REMOVE THE EXISTING STRAIN POLE AND REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.

EE. REMOVE EXISTING HANDHOLE.

FF. CAP AND ABANDON EXISTING CONDUIT.

GG. ABANDON EXISTING LOOP DETECTOR. DISCONNECT AND REMOVE LOOP DETECTOR CABLES FROM CONDUITS, HANDHOLES, SIGNAL STRUCTURES AND CONTROLLER.

HH. REMOVE EXISTING SPAN WIRE AND ALL ASSOCIATED EQUIPMENT.

JJ. REMOVE EXISTING BASE MOUNTED CABINET AND CONTROLLER. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL. SHA SIGNAL SHOP SHALL BE NOTIFIED TO REMOVE THE CONTROLLER AND ALL AUXILIARY EQUIPMENT FROM THE CABINET.

KK. EXISTING OVERHEAD ELECTRICAL SERVICE TO BE REMOVED BY OTHERS (SEE SPECIAL NOTE 3).

LL. RELOCATE EXISTING S1-1 AND W16-7p SIGNS AND REMOVE EXISTING TUBULAR STEEL SIGN SUPPORT. INSTALL RELOCATED S1-1 AND W16-7p SIGNS ON ONE 4 IN. x 6 IN. TREATED WOOD SIGN SUPPORT (L=17') AS SHOWN.

MM. REMOVE EXISTING W11-1(1) SIGN ONLY. EXISTING SIGN SUPPORT TO REMAIN. INSTALL W11-1(1) BLK/FY SIGN ON EXISTING SIGN SUPPORT.

NN. REMOVE EXISTING SIDEWALK RAMP. BACKFILL, SEED, AND MULCH.

OO. INSTALL STANDARD TYPE 'A' CONCRETE CURB.

PP. INSTALL M1-5(6) (30"x48") SIGN ON TWO 4 IN. X 4 IN. TREATED WOOD SIGN SUPPORTS (L1=L2=17') AS SHOWN.

GENERAL NOTES

1. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB LINE 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.
2. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
3. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
4. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
5. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
6. ALL PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCELL.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
8. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
9. THE CONTRACTOR SHALL NOT CUT MAST ARM AS INDICATED ON PLANS UNTIL MAST ARM POLE LOCATION IS FINALIZED.
10. 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%.
11. THE 10" SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
12. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
13. 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.
14. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
15. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
16. REFER TO SHEET TSP-2 FOR DIMENSIONS OF SIGNAL EQUIPMENT AND PAVEMENT MARKINGS AT THIS INTERSECTION.
17. CALL MISS UTILITY 72 HOURS PRIOR TO ANY DIGGING TO MARK THE EXISTING TRAFFIC SIGNAL EQUIPMENT.

SPECIAL NOTES:

1. THE CONTRACTOR SHALL NOT BLOCK VIEW OF EXISTING SIGNAL INDICATIONS DURING INSTALLATION OF MAST ARM. IF NEW MAST ARM CANNOT BE INSTALLED DUE TO CONFLICT WITH EXISTING SIGNAL INDICATIONS OR SPAN WIRES, A SIGNAL OUTAGE SHALL OCCUR DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.
2. CONTRACTOR SHALL USE CAUTION WHEN INSTALLING SIGNAL EQUIPMENT TO AVOID DISTURBANCE OF EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL TEST PIT TO DETERMINE EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES PRIOR TO INSTALLING SIGNAL EQUIPMENT.
3. THE CONTRACTOR SHALL COORDINATE WITH SHA TRAFFIC OPERATION DIVISION TO CONTACT LOCAL POWER COMPANY TO SET-UP WORK WITH TO DISCONNECT THE EXISTING ELECTRICAL SERVICE AND HAVE THE NEW SERVICE ENERGIZED.
4. ALL DISCONNECTING AND RECONNECTING OF EXISTING INTERCONNECT, FIBER OPTIC CABLES, SURVEILLANCE CAMERA AND CABINETS WILL BE COORDINATED WITH MONTGOMERY COUNTY FORCES AND WILL BE PERFORMED BY MONTGOMERY COUNTY FORCES.
5. THE CONTRACTOR SHALL CONTACT MR. ED RODENHIZER AT SHA SIGNAL SHOP (410) 787-7652 TO DELIVER APS EQUIPMENT FOR TESTING.

WR&A
WHITMAN, REQUARDT & ASSOCIATES, LLP
801 South Caroline Street, Baltimore, Maryland 21231

APPROVALS

TEAM LEADER — ORIGINAL ON FILE

ASST. DIV. CHIEF

DIVISION CHIEF

OFFICE DIRECTOR

REVISIONS

REDLINE [1]
MODIFY THE LOCATION OF PROPOSED SIGNAL POLE AND SIZE OF MAST ARM IN NW & SW QUADRANTS.
6/26/13

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 108 (OLNEY SANDY SPRING ROAD)
AND PRINCE PHILLIP DRIVE
(OLNEY, MARYLAND)

SIGNALIZATION PLAN SHEET

SCALE 1" = 20' DATE AUG 3, 1989 CONTRACT NO. BW-238-802-312

DESIGNED BY D.B.D. (FOR E&A) COUNTY MONTGOMERY
DRAWN BY V.B.Y. (FOR E&A) LOGMILE 15010813.91
CHECKED BY TIMS NO.
F.A.P. NO. TOD NO.

TS NO. 2578D | DRAWING TSP-1 OF 3 | SHEET NO. 1 OF 3

PLOTTED: Tuesday, June 25, 2013 AT 12:25 PM
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BY: MKabengele