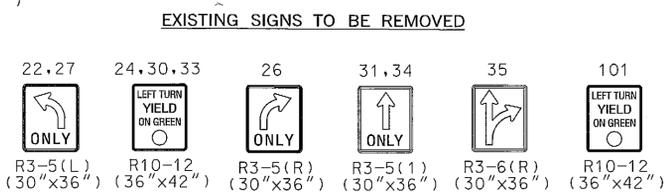
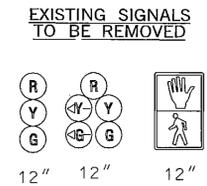
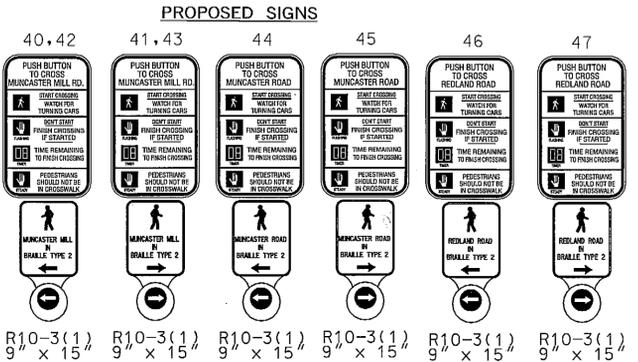
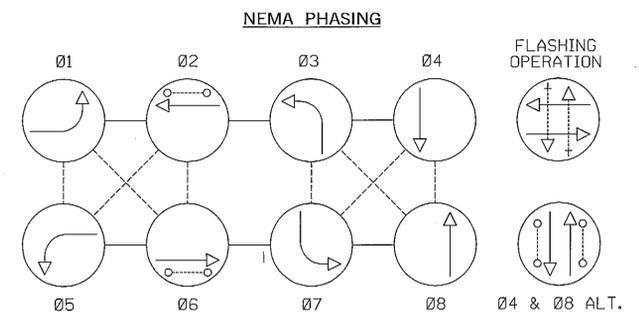
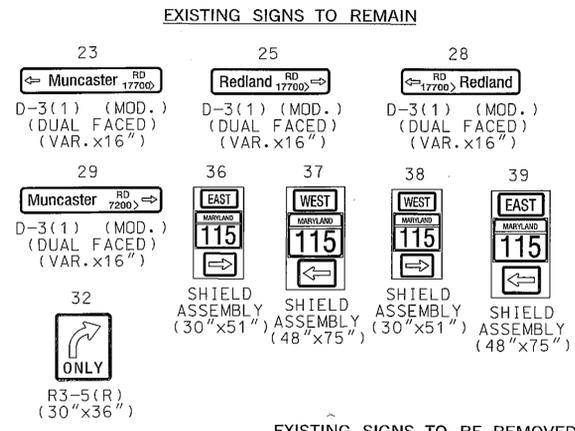
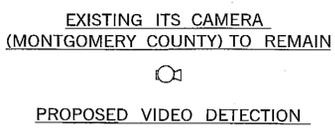
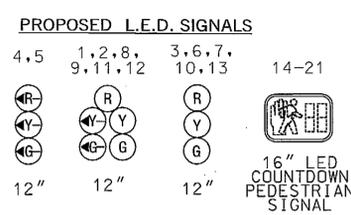


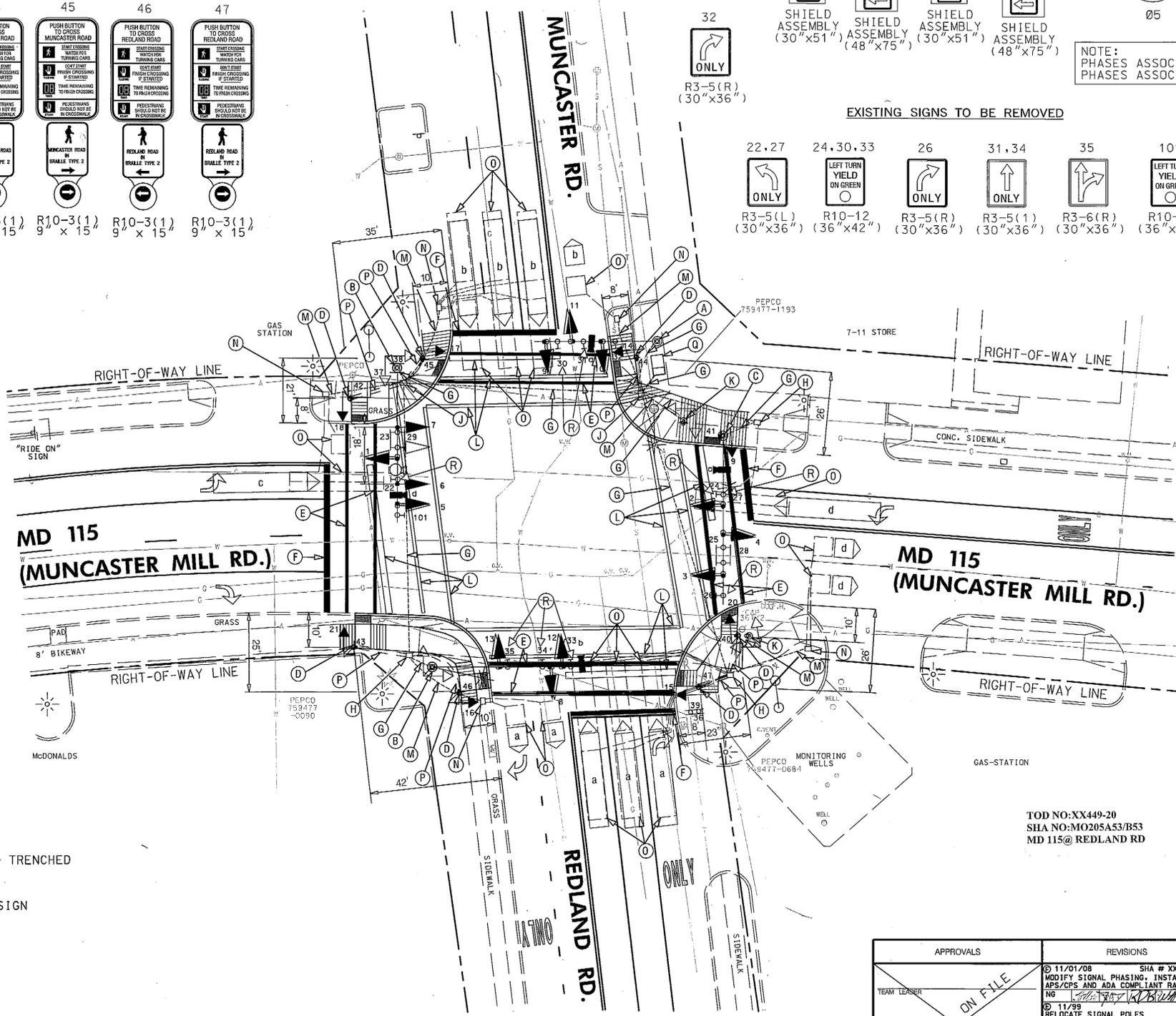


MD 115 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION



CONSTRUCTION DETAILS

- A. USE EXISTING MAST ARM POLE, UPGRADE EXISTING SIGNAL HEADS TO LED SIGNAL HEADS, AND INSTALL VIDEO DETECTION CAMERA. ALL OTHER EXISTING EQUIPMENT TO REMAIN.
B. USE EXISTING MAST ARM POLE, UPGRADE EXISTING SIGNAL HEADS TO LED SIGNAL HEADS, INSTALL VIDEO DETECTION CAMERA, AND REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON UNIT AS SHOWN. ALL OTHER EXISTING EQUIPMENT TO REMAIN.
C. USE EXISTING MAST ARM POLE, UPGRADE EXISTING SIGNAL HEADS TO LED SIGNAL HEADS, INSTALL VIDEO DETECTION CAMERA, COUNTDOWN PEDESTRIAN SIGNALS, AND AUDIBLE TACTILE PUSHBUTTON AND SIGN AS SHOWN. ALL OTHER EXISTING EQUIPMENT TO REMAIN.
D. INSTALL 10' PEDESTAL POLE WITH BREAKAWAY COUPLINGS (MD 818.16-01), AND MODIFIED BASE, COUNTDOWN PEDESTRIAN SIGNALS, AUDIBLE TACTILE PUSHBUTTON AND SIGN. (NOTE: ONE 2 IN. PVC SCHEDULE 80 CONDUIT BEND).
E. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.
F. INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
G. USE EXISTING CONDUIT.
H. USE EXISTING HANDHOLE.
J. USE EXISTING HANDHOLE AND ADJUST TO GRADE.
K. REMOVE EXISTING POLE AND FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.
L. REMOVE EXISTING PAVEMENT MARKINGS.
M. CAP AND ABANDON EXISTING CONDUIT.
N. REMOVE EXISTING HANDHOLE.
O. ABANDON EXISTING LOOP DETECTOR
P. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED
Q. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER
R. REMOVE EXISTING SIGN



GENERAL NOTES

- 1. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
3. FOR FINAL PAVEMENT MARKINGS REFER TO THE PAVEMENT MARKING PLANS, OTHER THAN THOSE DETAILED ON THE PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MDSA STANDARDS.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
6. 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.
7. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE 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.
8. SEE SHEET NO. 2 OF 3 FOR HANDICAP RAMP DETAILS AND APS NOTES.
9. USE EXISTING TRAFFIC SIGNAL HEAD CABLE FOR NEW LED TRAFFIC SIGNAL HEADS.

TOD NO: XX449-20
SHA NO: M0205A53/B53
MD 115@ REDLAND RD

SHA STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION OFFICE OF TRAFFIC & SAFETY TRAFFIC ENGINEERING DESIGN DIVISION
MD 115 (MUNCASTER MILL RD.) @ REDLAND RD/MUNCASTER RD. TRAFFIC SIGNAL MODIFICATION

SIGNALIZATION PLAN SHEET
SCALE 1"=20' ADVERTISED DATE 11-12-75 CONTRACT NO. AW-453-458-385
DESIGNED BY W.S.W. & G.S.D. COUNTY MONTGOMERY
DRAWN BY G.S.D. LOGMILE 15011501.29
CHECKED BY W.S.W. TMS NO. 1643
F.A.P. NO. TOD NO.

APPROVALS
TEAM LEADER
ASSY. DIR. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

REVISIONS
11/01/08 SHA # XX4495185 MODIFY SIGNAL PHASING, INSTALL APS/CPS AND ADA COMPLIANT RAMPS
11/99 RELOCATE SIGNAL POLES DUE TO GEOMETRIC IMPROVEMENTS
03/28/96 RE-CUT LOOPS, ADD SAMPLING AND ADJUST PHASING DUE WIDENING

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