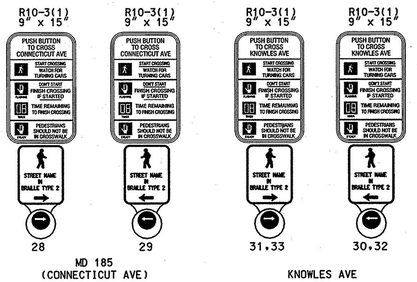
DRILL HOLES

BORDER REV: DATE: June 1, 2004

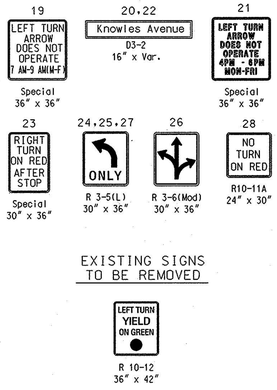
DRILL HOLES

NOTE: MD 185 IS CONSIDERED TO RUN IN A NORTH-SOUTH DIRECTION.

PROPOSED SIGNS

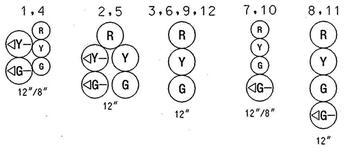


EXISTING SIGNS



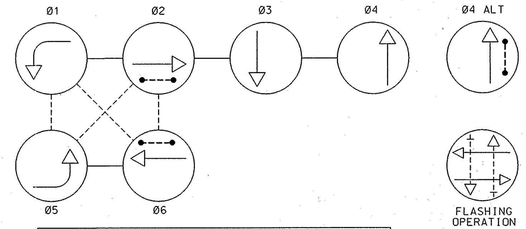
EXISTING SIGNS TO BE REMOVED

EXISTING SIGNALS

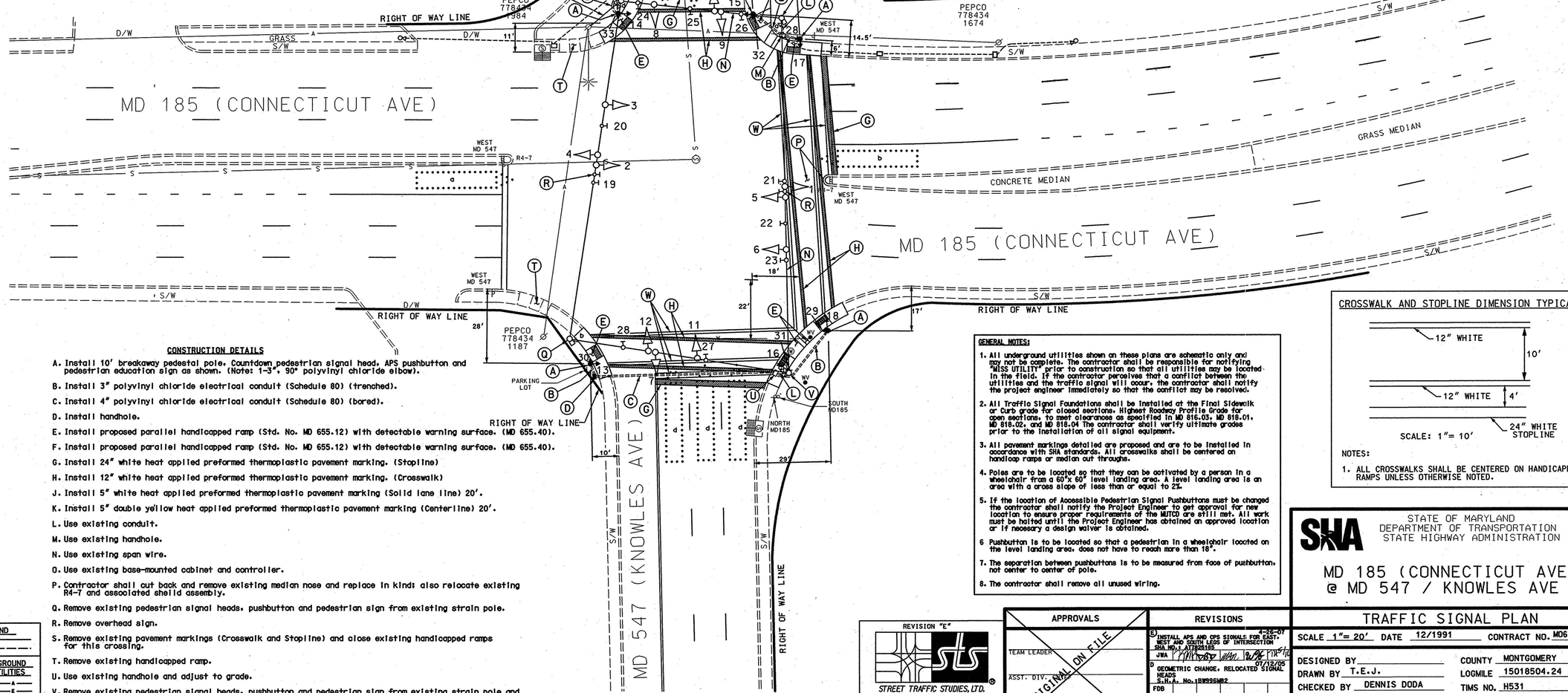


PROPOSED SIGNALS

NEMA PHASING



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. Install 10' breakaway pedestal pole. Countdown pedestrian signal head, APS pushbutton and pedestrian education sign as shown. (Note: 1-3", 90° polyvinyl chloride elbow).

B. Install 3" polyvinyl chloride electrical conduit (Schedule 80) (trenched).

C. Install 4" polyvinyl chloride electrical conduit (Schedule 80) (bored).

D. Install handhole.

E. Install proposed parallel handicapped ramp (Std. No. MD 655.12) with detectable warning surface. (MD 655.40).

F. Install proposed parallel handicapped ramp (Std. No. MD 655.12) with detectable warning surface. (MD 655.40).

G. Install 24" white heat applied preformed thermoplastic pavement marking. (Stopline)

H. Install 12" white heat applied preformed thermoplastic pavement marking. (Crosswalk)

J. Install 5" white heat applied preformed thermoplastic pavement marking (Solid lane line) 20'.

K. Install 5" double yellow heat applied preformed thermoplastic pavement marking (Centerline) 20'.

L. Use existing conduit.

M. Use existing handhole.

N. Use existing span wire.

O. Use existing base-mounted cabinet and controller.

P. Contractor shall cut back and remove existing median nose and replace in kind; also relocate existing R4-7 and associated shield assembly.

Q. Remove existing pedestrian signal heads, pushbutton and pedestrian sign from existing strain pole.

R. Remove overhead sign.

S. Remove existing pavement markings (Crosswalk and Stopline) and close existing handicapped ramps for this crossing.

T. Remove existing handicapped ramp.

U. Use existing handhole and adjust to grade.

V. Remove existing pedestrian signal heads, pushbutton and pedestrian sign from existing strain pole and install Countdown pedestrian signal head, APS pushbutton and pedestrian education sign as shown.

W. Remove existing pavement markings (Crosswalk and Stopline)

X. Existing overhead service maintained by PEPCO.

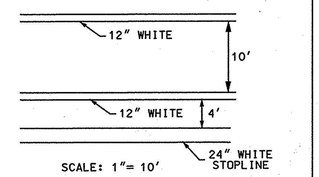
GEOMETRIC LEGEND
PROPOSED
EXISTING

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES
AERIAL CABLE — A — A —
ELECTRIC — E — E —
TELEPHONE — T — T —
GAS — G — G —
SEWER — S — S —
WATER — W — W —
CABLE TV — TV — TV —

GENERAL NOTES:

1. All underground utilities shown on these 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 traffic signal 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 sections, 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 signal equipment.
3. All pavement markings detailed are proposed and are to be installed in accordance with SHA standards. All crosswalks shall be centered on handicap ramps or median cut throughs.
4. Poles are to be located 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 an area with a cross slope of less than or equal to 2%.
5. If the location of Accessible Pedestrian Signal Pushbuttons must be changed the contractor shall notify the Project Engineer to get approval for new location to ensure proper requirements of the MUTCD are still met. All work must be halted until the Project Engineer has obtained an approved location or if necessary a design waiver is obtained.
6. 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".
7. The separation between pushbuttons is to be measured from face of pushbutton, not center to center of pole.
8. The contractor shall remove all unused wiring.

CROSSWALK AND STOPLINE DIMENSION TYPICAL



NOTES:
1. ALL CROSSWALKS SHALL BE CENTERED ON HANDICAPPED RAMPS UNLESS OTHERWISE NOTED.

STREET TRAFFIC STUDIES, LTD.
400 Crain Hwy.NW.
Glen Burnie,MD 21061
Ph (410) 590-5500
Fax (410) 590-5637

5044.dgn T-39

REVISION "E"

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

REVISIONS
E INSTALL APS AND CPS SIGNALS FOR EAST-WEST AND SOUTH LEGS OF INTERSECTION 4-26-07
SHA NO.1 AT7825185
JWA
D GEOMETRIC CHANGE, RELOCATED SIGNAL HEADS 07/26/05
S.H.A. No. 1M9956M82
FDB
C REPLACE LOOP DETECTION WITH VIDEO CAMERAS 11/01/04
S.H.A. No.1M0T175185
JA

PLOTTED: $DATETIME$
FILE: T5044

SHA
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 185 (CONNECTICUT AVE)
@ MD 547 / KNOWLES AVE

TRAFFIC SIGNAL PLAN

SCALE 1"= 20' DATE 12/1991 CONTRACT NO. M0619A5D/B5D

DESIGNED BY
DRAWN BY T.E.J.
CHECKED BY DENNIS DODA
F.A.P. NO. N/A

COUNTY MONTGOMERY
LOGMILE 15018504.24
TIMS NO. H531
TOD NO.

TS NO. 2665E | DRAWING NO. 1 OF 2 | SHEET NO. OF

THIS PROJECT WAS CANCELLED DUE TO CONSTRUCTABILITY ISSUES AND REISSUED UNDER TIMS 1842

\\S0001\SHA\5044.dgn Apr. 26, 2007 08:15:38