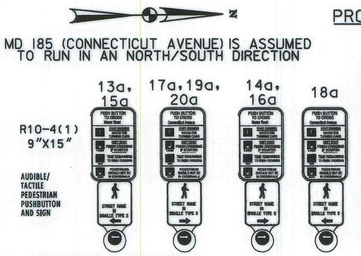
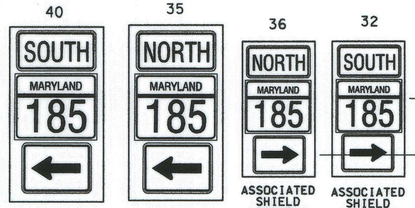
MD 185 (CONNECTICUT AVENUE) IS ASSUMED TO RUN IN AN NORTH/SOUTH DIRECTION

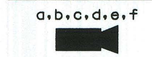
PROPOSED SIGNS



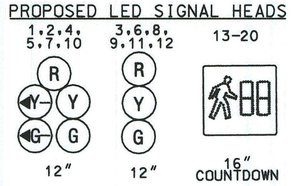


EXISTING SIGNS

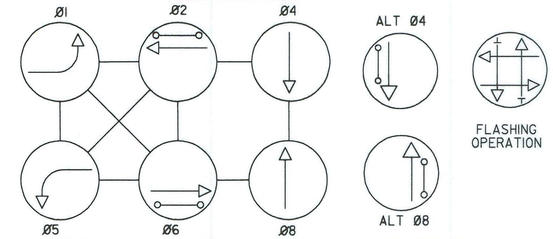
PROPOSED CAMERA



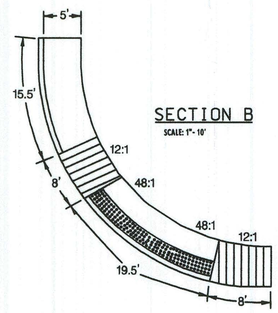
PROPOSED LED SIGNAL HEADS

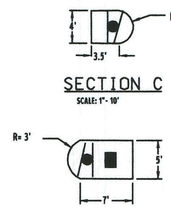


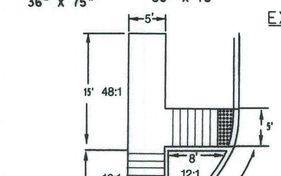
NEMA PHASING

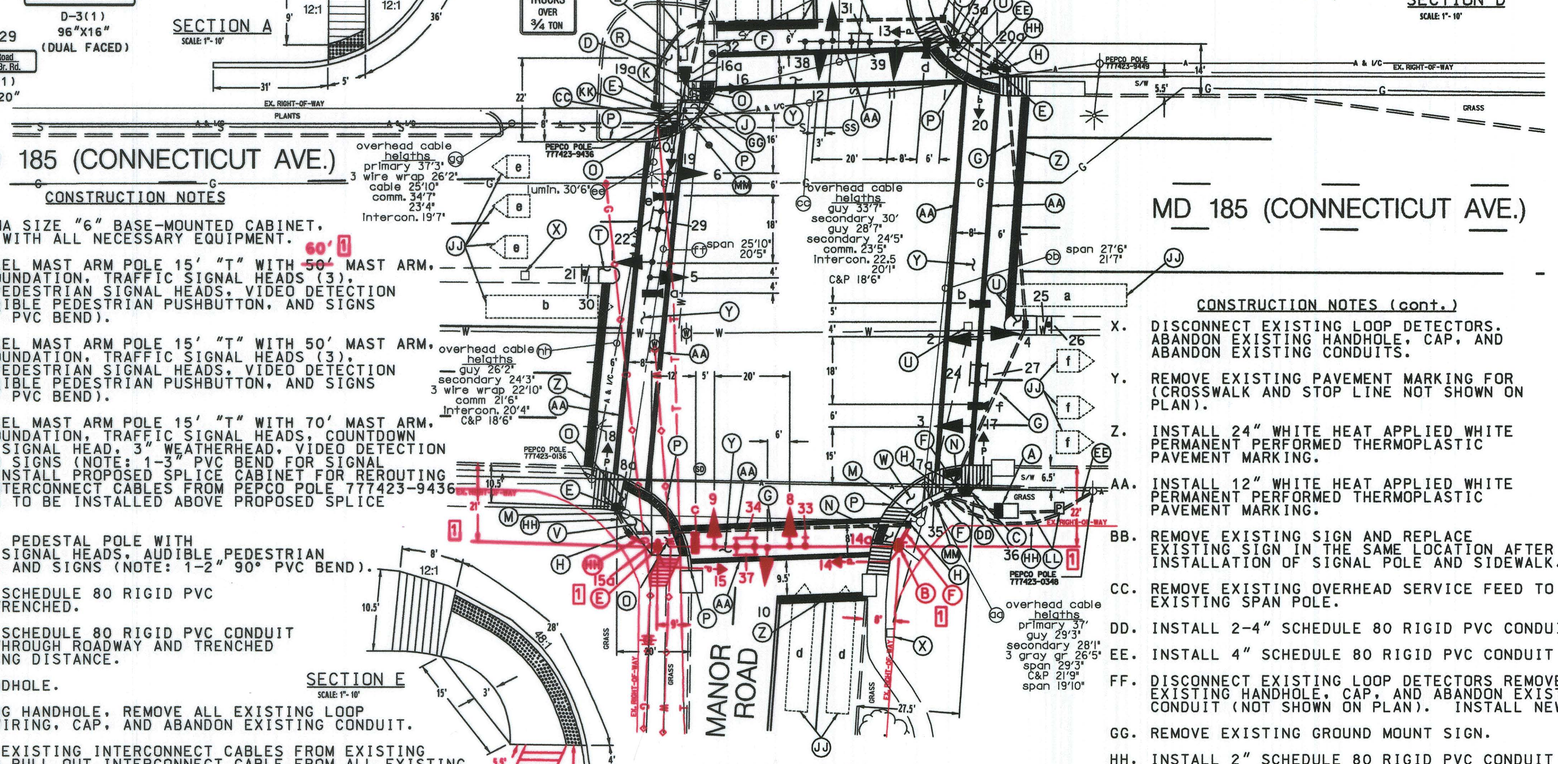


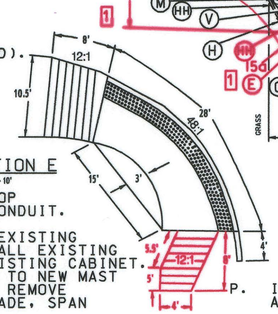
PHASING NOTES:
1. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

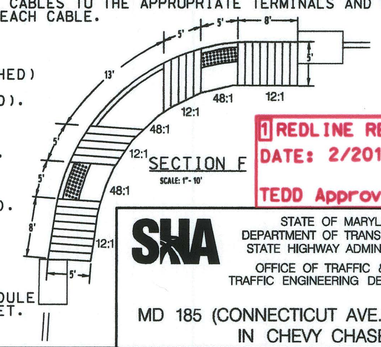












CONSTRUCTION NOTES

A. INSTALL NEMA SIZE "6" BASE-MOUNTED CABINET, CONTROLLER WITH ALL NECESSARY EQUIPMENT.

B. INSTALL STEEL MAST ARM POLE 15' "T" WITH ~~50'~~ 60' MAST ARM, CONCRETE FOUNDATION, TRAFFIC SIGNAL HEADS (3), COUNTDOWN PEDESTRIAN SIGNAL HEADS, VIDEO DETECTION CAMERA, AUDIBLE PEDESTRIAN PUSHBUTTON, AND SIGNS (NOTE: 1-3" PVC BEND).

C. INSTALL STEEL MAST ARM POLE 15' "T" WITH 50' MAST ARM, CONCRETE FOUNDATION, TRAFFIC SIGNAL HEADS (3), COUNTDOWN PEDESTRIAN SIGNAL HEADS, VIDEO DETECTION CAMERA, AUDIBLE PEDESTRIAN PUSHBUTTON, AND SIGNS (NOTE: 1-3" PVC BEND).

D. INSTALL STEEL MAST ARM POLE 15' "T" WITH 70' MAST ARM, CONCRETE FOUNDATION, TRAFFIC SIGNAL HEADS, COUNTDOWN PEDESTRIAN SIGNAL HEAD, 3" WEATHERHEAD, VIDEO DETECTION CAMERA, AND SIGNS (NOTE: 1-3" PVC BEND FOR SIGNAL WIRING). INSTALL PROPOSED SPLICE CABINET FOR REROUTING EXISTING INTERCONNECT CABLES FROM PEPCO POLE 777423-9436 SIGN #32 IS TO BE INSTALLED ABOVE PROPOSED SPLICE CABINET.

E. INSTALL 10' PEDESTAL POLE WITH PEDESTRIAN SIGNAL HEADS, AUDIBLE PEDESTRIAN PUSHBUTTON, AND SIGNS (NOTE: 1-2" 90° PVC BEND).

F. INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.

G. INSTALL 4" SCHEDULE 80 RIGID PVC CONDUIT - SLOTTED THROUGH ROADWAY AND TRENCHED THE REMAINING DISTANCE.

H. INSTALL HANDHOLE.

J. USE EXISTING HANDHOLE, REMOVE ALL EXISTING LOOP DETECTORS WIRING, CAP, AND ABANDON EXISTING CONDUIT.

K. DISCONNECT EXISTING INTERCONNECT CABLES FROM EXISTING CABINET AND PULL OUT INTERCONNECT CABLE FROM ALL EXISTING CONDUIT BETWEEN PEPCO POLE 777423-9436 AND EXISTING CABINET. INTERCONNECT CABLE SHALL BE REROUTED OVERHEAD TO NEW MAST ARM POLE. (SEE CONSTRUCTION NOTES D AND KK). REMOVE EXISTING STRAIN POLE, FOUNDATION 12" BELOW GRADE, SPAN WIRE, AND ALL ATTACHED EQUIPMENT.

L. REMOVE EXISTING CABINET AND CONTROLLER.

M. REMOVE EXISTING STRAIN POLE, FOUNDATION 12" BELOW GRADE, SPAN WIRE, AND ALL ATTACHED EQUIPMENT, CAP, AND ABANDON EXISTING CONDUIT.

N. INSTALL MODIFIED PEDESTRIAN RAMP MD. STD. TYPE 655.12 WITH A DETECTABLE WARNING SURFACE MD STD. 655.40 INSTALLED THE LENGTH OF THE RAMP OPENING (SEE SECTION B, E, & F).

O. INSTALL MODIFIED PEDESTRIAN RAMP MD. STD. TYPE 655.11 WITH A DETECTABLE WARNING SURFACE MD STD. 655.40 INSTALLED THE LENGTH OF THE RAMP OPENING (SEE SECTION A).

CONSTRUCTION NOTES (cont.)

P. INSTALL STANDARD TYPE 'A' COMBINATION 8" CURB AND 12" GUTTER PAN (MD. STD. 620.02).

R. INSTALL 5" CONCRETE SIDEWALK (SEE SECTION A).

S. INSTALL 5" CONCRETE SIDEWALK (SEE SECTION B).

T. REMOVE EXISTING MEDIAN NOSE AND SIGNS. INSTALL NEW CONCRETE NOSE FOR MEDIAN WITH NEW R4-7 AND R10-7 BACK TO BACK AT NEW LOCATION (SEE SECTION C).

U. REMOVE EXISTING HANDHOLE, MEDIAN NOSE, AND SIGNS.CAP AND ABANDON EXISTING CONDUITS. INSTALL NEW CONCRETE NOSE FROM MEDIAN, HANDHOLE, AND NEW R4-7 AND R10-7 BACK TO BACK AT NEW LOCATION (SEE SECTION D).

V. INSTALL 5" CONCRETE SIDEWALK (SEE SECTION E).

W. INSTALL 5" CONCRETE SIDEWALK (SEE SECTION F).

CONSTRUCTION NOTES (cont.)

X. DISCONNECT EXISTING LOOP DETECTORS. ABANDON EXISTING HANDHOLE, CAP, AND ABANDON EXISTING CONDUITS.

Y. REMOVE EXISTING PAVEMENT MARKING FOR (CROSSWALK AND STOP LINE NOT SHOWN ON PLAN).

Z. INSTALL 24" WHITE HEAT APPLIED WHITE PERMANENT PERFORMED THERMOPLASTIC PAVEMENT MARKING.

AA. INSTALL 12" WHITE HEAT APPLIED WHITE PERMANENT PERFORMED THERMOPLASTIC PAVEMENT MARKING.

BB. REMOVE EXISTING SIGN AND REPLACE EXISTING SIGN IN THE SAME LOCATION AFTER INSTALLATION OF SIGNAL POLE AND SIDEWALK.

CC. REMOVE EXISTING OVERHEAD SERVICE FEED TO EXISTING SPAN POLE.

DD. INSTALL 2-4" SCHEDULE 80 RIGID PVC CONDUITS (TRENCHED)

EE. INSTALL 4" SCHEDULE 80 RIGID PVC CONDUIT (TRENCHED).

FF. DISCONNECT EXISTING LOOP DETECTORS REMOVE EXISTING HANDHOLE, CAP, AND ABANDON EXISTING CONDUIT (NOT SHOWN ON PLAN). INSTALL NEW HANDHOLE.

GG. REMOVE EXISTING GROUND MOUNT SIGN.

HH. INSTALL 2" SCHEDULE 80 RIGID PVC CONDUIT (TRENCHED).

JJ. VIDEO DETECTION ZONE.

KK. REROUTE OVERHEAD INTERCONNECT CABLES FROM PEPCO POLE TO PROPOSED SIGNAL POLE.

LL. INSTALL METERED SERVICE PEDESTAL. INSTALL 2' SCHEDULE 80 RIGID PVC CONDUITS (TRENCHED) TO PROPOSED CABINET.

MM. INSTALL GROUND MOUNT SIGN.

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. 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.
5. 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.
6. PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE SIDEWALK, AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACE.
7. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING THE UNUSED CABLES FROM THE EXISTING HANDHOLES AND ANY CONDUIT NOT UTILIZED FOR REVISION 'B'.
8. ALL EXISTING SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
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. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.

1 REDLINE REVISON
DATE: 2/2010
TEDD Approval:

GEOMETRIC LEGEND
EXISTING
PROPOSED

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

BY: FANUSZEWSKI

CENTURY ENGINEERING
CONSULTING ENGINEERS - PLANNERS
10710 GILROY ROAD
HUNT VALLEY, MD 21031
REVISION B 25003.56

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

REVISIONS
B RECONSTRUCTION OF TRAFFIC SIGNAL WITH CPS, APS, AND VIDEO DETECTION SHA# X044451859 TMS H 990 1 8/19/2009
A. JUNE 27, 1990 MODIFICATION FOR MANOR RD. WIDENING SHA# BW-339-802-312

FRIDAY, FEBRUARY 12, 2010 AT 01:37 PM

PLOTTED: FILE1

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

MD 185 (CONNECTICUT AVE.) AT MANOR RD.
IN CHEVY CHASE, MD

TRAFFIC SIGNAL PLAN

SCALE 1"= 20' DATE 6/27/90 CONTRACT NO. MO255171
DESIGNED BY J Y ASHCRAFT COUNTY MONTGOMERY
DRAWN BY R J MILSTEAD LOGMILE 15018501.95
CHECKED BY T.I.M.S. NO. H 990
F.A.P. NO. TOD NO.
TS-2648B DRAWING NO. OF SHEET NO. 1 OF 2