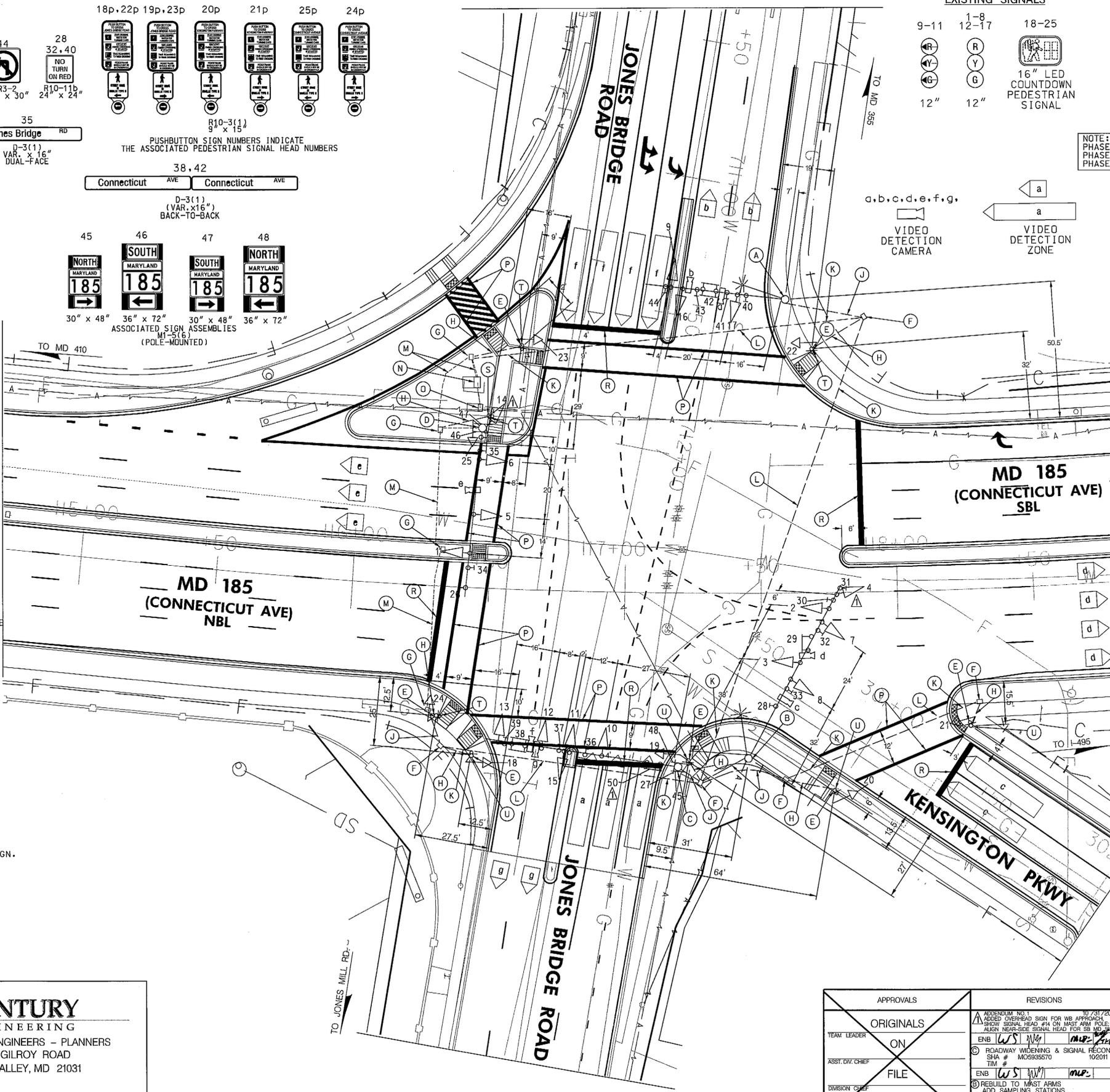


- CONSTRUCTION DETAILS
- 27' STEEL POLE WITH 50' MAST ARM, LED TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERAS AND SIGNS (NOTE: 1-3" SCHEDULE 80 PVC CONDUIT WITH 90° BEND).
 - 27' STEEL POLE WITH 70' MAST ARM, LED TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERAS AND SIGNS, 15' LIGHTING ARM WITH 250 WATT LUMINAIRE, AND SIGNS (NOTE: 1-3" SCHEDULE 80 PVC CONDUIT WITH 90° BEND).
 - LED TRAFFIC SIGNAL HEADS, AND VIDEO DETECTION CAMERAS AND SIGNS ON EXISTING SIGNAL MAST ARM AND POLE.
 - LED TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERAS, SIGNS, COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH AUDIBLE PUSHBUTTON AND SIGNS ON EXISTING SIGNAL MAST ARM AND POLE.
 - 10' PEDESTAL POLE (MD STD. 801.01-01) WITH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PUSHBUTTON AND SIGNS (NOTE: 1-2" SCHEDULE 80 PVC CONDUIT WITH 90° BEND).
 - NEW ELECTRICAL HANDHOLE.
 - EXISTING ELECTRICAL HANDHOLE.
 - 2" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
 - 3" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
 - 4" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
 - 4" SCHEDULE 80 RIGID PVC CONDUIT- SLOTTED.
 - EXISTING CONDUIT.
 - EXISTING CONTROLLER CABINET.
 - EXISTING BATTERY BACK-UP CABINET.
 - INSTALL 12" WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALK.
 - INSTALL 24" WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
 - UNBAG AND ACTIVATE AUDIBLE PUSHBUTTON AND SIGN.
 - ACTIVATE AUDIBLE PUSHBUTTON AND SIGN.



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY. PHASE 1 SHALL BE PROGRAMMED TO ALWAYS RUN ALONE.

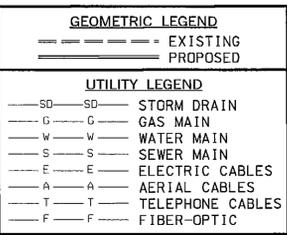
- GENERAL NOTES
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE, THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
 - ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, AND THE HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD STD. 816.03, MD STD. 818.01, MD 818.02, AND MD STD. 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL PROPOSED SIGNAL EQUIPMENT.
 - 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%.
 - 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 AND APPROVED BY THE DIRECTOR OF THE OFFICE OF TRAFFIC AND SAFETY.
 - PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE SIDEWALK AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACES.
 - THE CONTRACTOR IS RESPONSIBLE FOR REMOVING UNUSED CABLES FROM EXISTING HANDHOLES AND CONDUITS UTILIZED FOR REVISION 'C'.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS, AND FOR PROPERLY LABELING EACH CABLE.
 - VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
 - THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
 - PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
 - FOR FINAL PAVEMENT MARKINGS, REFER TO THE PAVEMENT MARKING PLAN, OTHER THAN THOSE DETAILED ON THE PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MD SHA STANDARDS.
 - ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.

SPECIAL NOTE

- CONTACT MR. MIKE KINNEY (240-777-8760) BEFORE REMOVING EXISTING MONTGOMERY COUNTY VIDEO SURVEILLANCE CAMERA AND CABINET. VIDEO SURVEILLANCE CAMERA AND CABINET SHALL BE REMOVED AND RE-INSTALLED AT THIS INTERSECTION BY OTHERS.

ULTIMATE

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
BRAC INTERSECTION IMPROVEMENTS
MD 185 AND JONES BRIDGE ROAD
AND KENSINGTON PKWY
BETHESDA, MD



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

REVISION 'C' 23299.62

APPROVALS	REVISIONS
ORIGINALS	ADDITIONAL NO. 1 10/31/2011 ADDED OVERHEAD SIGN FOR WB APPROACH SHOW SIGNAL HEAD #14 ON MAST ARM POLE ALIGN NEAR-SIDE SIGNAL HEAD FOR SB MD 185
FILE	ENB [Signature] [Date] ROADWAY WIDENING & SIGNAL RECON. SHA # M09935570 10/2011
	ENB [Signature] [Date] REBUILD TO MAST ARMS ADD SAMPLING STATIONS M-600-501-372

DESIGNED BY	COUNTY
MR./ENB	MONTGOMERY
DRAWN BY	LOGMILE
ENB	15018502.22
CHECKED BY	TIMS NO.
MR./NR	
F.A.P. NO.	TOD NO.

ULTIMATE - TRAFFIC SIGNAL PLAN			
SCALE 1" = 20'	ADVERTISED DATE JUNE 1990	CONTRACT NO. M09935570	
TS NO. 2649C	DRAWING SG-11	OF 12	SHEET NO. 111 OF 123