DRILL HOLES

BORDER REV: DATE: June 1, 2004

NOTE: MD 187 IS CONSIDERED TO RUN IN A NORTH-SOUTH DIRECTION.

PROPOSED SIGNS

R10-3(1) 9" x 15"

PUSH BUTTON TO CROSS OLD GEORGETOWN ROAD
START CROSSING WHEN FOR TURNING CARS
DON'T START FOR CROSSING
IF STARTED THE REMAINING SEVEN SECONDS
PEDESTRIANS SHOULD NOT BE IN CROSSWALK
STREET NAME IN BRAILLE TYPE 2

34,36 OLD GEORGETOWN ROAD

PUSH BUTTON TO CROSS OLD GEORGETOWN ROAD
START CROSSING WHEN FOR TURNING CARS
DON'T START FOR CROSSING
IF STARTED THE REMAINING SEVEN SECONDS
PEDESTRIANS SHOULD NOT BE IN CROSSWALK
STREET NAME IN BRAILLE TYPE 2

35,37 OLD GEORGETOWN ROAD

PUSH BUTTON TO CROSS EXECUTIVE BOULEVARD
START CROSSING WHEN FOR TURNING CARS
DON'T START FOR CROSSING
IF STARTED THE REMAINING SEVEN SECONDS
PEDESTRIANS SHOULD NOT BE IN CROSSWALK
STREET NAME IN BRAILLE TYPE 2

38,40 EXECUTIVE BOULEVARD

PUSH BUTTON TO CROSS EXECUTIVE BOULEVARD
START CROSSING WHEN FOR TURNING CARS
DON'T START FOR CROSSING
IF STARTED THE REMAINING SEVEN SECONDS
PEDESTRIANS SHOULD NOT BE IN CROSSWALK
STREET NAME IN BRAILLE TYPE 2

39,41 EXECUTIVE BOULEVARD

EXISTING SIGNS

EXISTING SIGN TO BE REMOVED

25 LEFT TURN SIGNAL R10-10L 24" x 30"

24,26 Executive Blvd. D3-2 (DUAL-FACED) VARIABLE X 16"

30,33 Old Georgetown Rd D3-2 (DUAL-FACED) VARIABLE X 16"

27 NORTH MARYLAND 187 — ASSOCIATED SHIELD ASSEMBLY 30" x 51"

28 SOUTH MARYLAND 187 — ASSOCIATED SHIELD ASSEMBLY 48" x 75"

31 SOUTH MARYLAND 187 — ASSOCIATED SHIELD ASSEMBLY 30" x 51"

32 NORTH MARYLAND 187 — ASSOCIATED SHIELD ASSEMBLY 48" x 75"

29 R3-2 30" x 30"

43,45 W11-2 30" x 30" W16-7p(L) 24" x 12" B/FY

42,44 W11-2 30" x 30" W16-7p(L) 24" x 12" B/FY

PROPOSED L.E.D. MODULES IN EXISTING SIGNAL HEADS

1,2,13,14 — R, Y, G — 12"

4,6 — R, Y, G — 12"

3,7-11,15 — R, Y, G — 12"

PROPOSED L.E.D. SIGNALS

5,12 — R, Y, G — 12"

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

FLASHING OPERATION

EXISTING SIGNALS TO BE RELOCATED

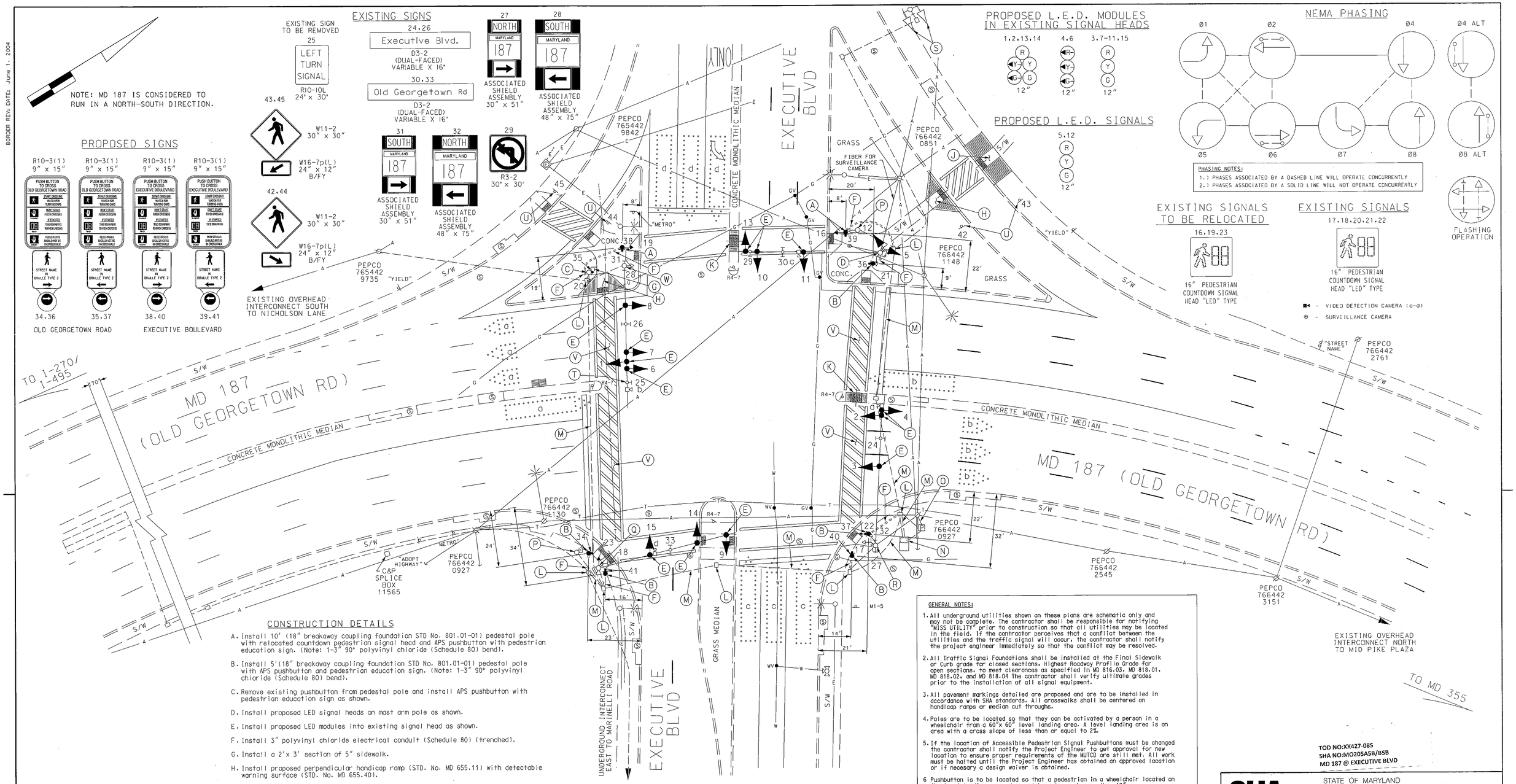
16,19,23 — 16" PEDESTRIAN COUNTDOWN SIGNAL HEAD "LED" TYPE

EXISTING SIGNALS

17,18,20,21,22 — 16" PEDESTRIAN COUNTDOWN SIGNAL HEAD "LED" TYPE

VIDEO DETECTION CAMERA (a-d)

SURVEILLANCE CAMERA



CONSTRUCTION DETAILS

A. Install 10' (18" breakaway coupling foundation STD No. 801.01-01) pedestal pole with relocated countdown pedestrian signal head and APS pushbutton with pedestrian education sign. (Note: 1-3" 90° polyvinyl chloride (Schedule 80) bend).

B. Install 5'(18" breakaway coupling foundation STD No. 801.01-01) pedestal pole with APS pushbutton and pedestrian education sign. (Note: 1-3" 90° polyvinyl chloride (Schedule 80) bend).

C. Remove existing pushbutton from pedestal pole and install APS pushbutton with pedestrian education sign as shown.

D. Install proposed LED signal heads on mast arm pole as shown.

E. Install proposed LED modules into existing signal head as shown.

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

G. Install a 2'x 3' section of 5" sidewalk.

H. Install proposed perpendicular handicap ramp (STD. No. MD 655.11) with detectable warning surface (STD. No. MD 655.40).

J. Install proposed parallel handicap ramp (STD. No. MD 655.12) with detectable warning surface (STD. No. MD 655.40).

K. Install proposed median cut-through (STD. No. MD 655.21) with detectable warning surface (STD. No. MD 655.40).

L. Use existing handhole.

M. Use existing conduit.

N. Use existing cabinet and controller.

O. Maintain existing underground electrical service.

P. Remove existing pedestal pole with foundation 12" below grade and backfill. (Note: Contractor shall abandon existing conduit runs to this pole and relocate existing countdown pedestrian signal head.)

Q. Remove existing pushbutton from mast arm pole and install relocated existing countdown pedestrian signal head as shown.

R. Remove existing pushbutton from mast arm pole.

S. These pedestal mounted signals are a warning for the mid block pedestrian signal on Executive Blvd.

T. Remove existing overhead sign as shown.

CONSTRUCTION DETAILS (cont.)

U. Remove existing signs and install proposed sign on wood as shown.

V. Contractor shall grind existing crosshatching from existing crosswalks.

W. Remove and relocate existing countdown pedestrian signal head.

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 10' separation between pushbuttons is to be measured from face of pushbutton, not center to center of pole.
8. Pushbutton arrows are to be parallel to the crossing for which they are intended.
9. The contractor shall remove all unused wiring.

TOD NO:XX427-085
SHA NO:MO205A5B/B5B
MD 187 @ EXECUTIVE BLVD

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

REVISION "B"

STREET TRAFFIC STUDIES, LTD.
400 Crain Hwy.,N.W.
Glen Burnie,MD 21061
Ph (410) 590-5500
Fax (410) 590-6637

5741.dgn T-244

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

REVISIONS				
B	INSTALL APS, CPS ON ALL LEGS AND LED SIGNAL HEADS. SHA No:XX6355176 Contract No.:XX4238185	8-26-09		
JWA				
A	RECONSTRUCT SIGNAL SHA NO: AT7185185			
JWA				

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 187 (OLD GEORGETOWN RD) AND EXECUTIVE BLVD

ROCKVILLE, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1"= 20' DATE CONTRACT NO.

DESIGNED BY MONTGOMERY CO. COUNTY MONTGOMERY
DRAWN BY MONTGOMERY CO. LOGMILE 15018705.04
CHECKED BY MONTGOMERY CO. TIMS NO. J103
F.A.P. NO. TOD NO.

TS NO. 4382B | DRAWING NO. 1 OF 2 | SHEET NO. OF

PLOTTED: TUESDAY, OCTOBER 27, 2009 AT 2:22:53 PM
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