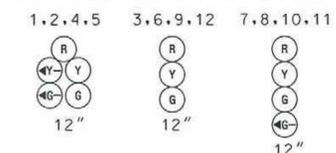


MD 355 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

BORDER REV. DATE: JUNE 11, 2004

PROPOSED LED SIGNAL HEADS



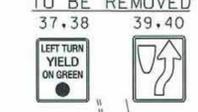
PROPOSED LED SIGNALS



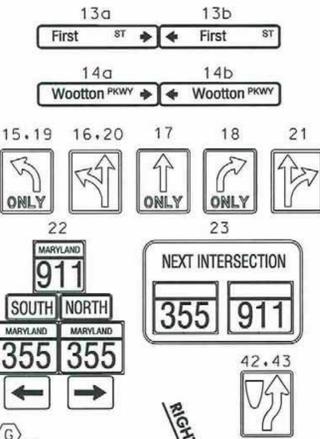
PROPOSED SIGNS



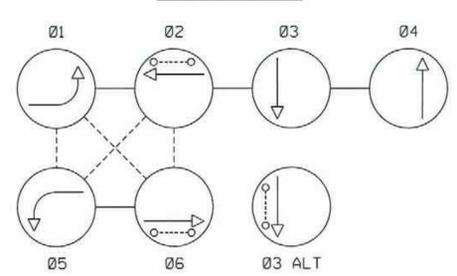
EXISTING SIGNS TO BE REMOVED



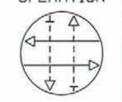
EXISTING SIGNS TO REMAIN



NEMA PHASING

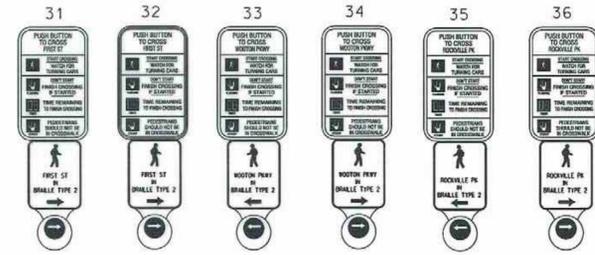


FLASHING OPERATION



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

PROPOSED EQUIPMENT

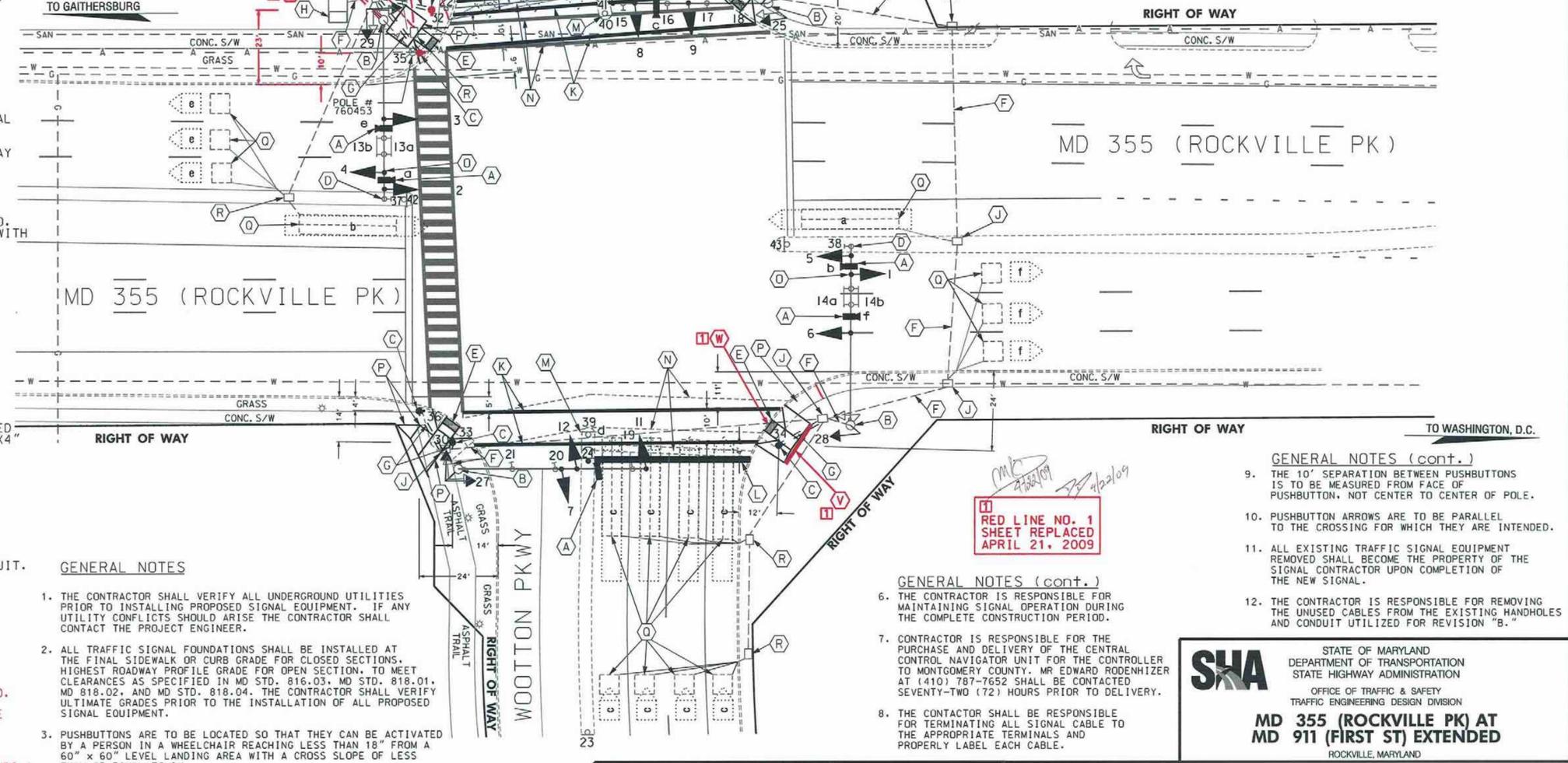


CONSTRUCTION DETAILS

- A. INSTALL VIDEO DETECTION CAMERA ON EXISTING MAST ARM.
- B. REMOVE EXISTING PUSHBUTTON, SIGN, AND PEDESTRIAN SIGNAL HEADS FROM EXISTING SIGNAL POLE. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEADS ON EXISTING SIGNAL POLE. REMOVE ALL EXISTING SIGNAL HEADS AND INSTALL PROPOSED LED SIGNAL HEADS IN THE SAME LOCATION USING EXISTING NEW WIRING.
- C. INSTALL 18"x 36" CONCRETE FOUNDATION WITH 5 FT. BREAKAWAY PEDESTAL POLE WITH APS STATION AND PEDESTRIAN EDUCATION SIGN. (NOTE: 1-3 IN. PVC SCHEDULE 80 CONDUIT BEND).
- D. REMOVE R10-12 SIGN FROM MAST ARM.
- E. INSTALL ADA CURB RAMP IN ACCORDANCE WITH SHA STANDARD NO. MD 655.11 AND DETECTABLE WARNING SURFACE IN ACCORDANCE WITH SHA STANDARD NO. MD 655.40.
- F. USE EXISTING CONDUIT.
- G. INSTALL 3" PVC SCHEDULE 80 CONDUIT - TRENCHED.
- H. REMOVE EXISTING CONTROLLER CABINET.
- J. USE EXISTING HANDHOLE.
- K. INSTALL 12" HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS.
- L. INSTALL 24" HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS.
- M. DEPRESS 6' OF MEDIAN NOSE. REMOVE EXISTING GROUND MOUNTED R4-7 SIGN AND SUPPORTS. INSTALL NEW R4-7 SIGN ON NEW 4"x4" WOOD SIGN SUPPORT 3' FROM NEW MEDIAN NOSE.
- N. REMOVE EXISTING PAVEMENT MARKINGS.
- O. INSTALL NEAR SIDE LED SIGNAL HEAD ON EXISTING MAST ARM.
- P. INSTALL 5" CONCRETE SIDEWALK.
- Q. DISCONNECT AND ABANDON EXISTING LOOP DETECTORS.
- R. REMOVE EXISTING HANDHOLE. CAP AND ABANDON EXISTING CONDUIT.
- S. INSTALL 4" PVC SCHEDULE 80 CONDUIT - TRENCHED.
- T. INSTALL 4" PVC SCHEDULE 80 CONDUIT - BORED.
- U. INSTALL HANDHOLE.
- V. INSTALL CONCRETE CURB AT BACK OF RAMP.
- W. REMOVE EXISTING RAMP AND SIDEWALK. INSTALL ADA CURB RAMP IN ACCORDANCE WITH SHA STANDARD NO. MD 655.11 AND DETECTABLE WARNING SURFACE IN ACCORDANCE WITH SHA STANDARD NO. MD 655.40.
- X. BREAK INTO EXISTING CONDUIT. INSTALL BEND AND 3" PVC SCHEDULE 80 CONDUIT - TRENCHED, AND REROUTE EXISTING INTERCONNECT TO PROPOSED HANDHOLE.
- Y. INSTALL A SIZE "6" BASE-MOUNTED CABINET WITH NEMA CONTROLLER AND ALL NECESSARY EQUIPMENT. (NOTE: 2-4" PVC AND 2-2" PVC BENDS.)
- Z. INSTALL 2" PVC SCHEDULE 80 CONDUIT - TRENCHED FOR ELEC. SERVICE.

GENERAL NOTES

1. 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.
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 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.
3. 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%.
4. 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, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
5. PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE SIDEWALK AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACE.



RED LINE NO. 1 SHEET REPLACED APRIL 21, 2009

GENERAL NOTES (cont.)

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. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
12. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING THE UNUSED CABLES FROM THE EXISTING HANDHOLES AND CONDUIT UTILIZED FOR REVISION "B."

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

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PHONE: 703-359-5861
www.t3design.com

GEOMETRIC LEGEND	
---	EXISTING EDGE OF PAVEMENT
UTILITY LEGEND	
—E—	ELECTRIC CABLES
—A—	AERIAL CABLES
—T—	TELEPHONE CABLES
—FO—	FIBER-OPTIC

APPROVALS		REVISIONS	
TEAM LEADER, TRAFFIC ENGINEERING DIVISION	ORIGINAL ON FILE	① SHA NO. 200409188	2-9-09
ASSISTANT CHIEF TRAFFIC ENGINEERING DIVISION		INSTALLATION OF APS/CPS TO EXISTING TRAFFIC SIGNAL	TIMS 1642
CHIEF TRAFFIC ENGINEERING DIVISION		SJM / AJM	
DIRECTOR, OFFICE OF TRAFFIC & SAFETY		A SHA NO. 855-25006	11-22-86
		ADDED 1/8" EP LEFT TURN PHASE	
		TC	PR MCB ETP THR

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

MD 355 (ROCKVILLE PK) AT MD 911 (FIRST ST) EXTENDED
ROCKVILLE, MARYLAND

SIGNAL PLAN

SCALE: 1"=20' DATE: 10/9/98 CONTRACT NO.: M-466-601-385

DESIGNED BY: E. SIMMERS COUNTY: MONTGOMERY
DRAWN BY: E. SIMMERS LOGMILE: 15035508.79
CHECKED BY: T.J.M.S. NO. I-642
F.A.P. NO. TDD NO. TS2021B

DRAWING NO. **TS 2021 B** SHEET NO. **1** OF **2**

PLOTTED: Tuesday, April 21, 2009 AT 10:08 AM
FILE: Y:\08-0000-02 MD 355 & Wootton(CADD)\3-Red Line Plans\SG-P000_T0802.dgn