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

EXISTING SIGNS TO REMAIN

31 · 35,38 (YIELD) · 36 · 37,44 (OVER 1 TON) · 39 · 42 (ONLY) · 43 · 45 (ONLY ONLY)

PROPOSED SIGNS

16a · 17a · 18a · 15a · 19a,21a · 20a,22a — R10-3(1) 9" x 15" 9" x 15" 9" x 15" 9" x 15" 9" x 15" 9" x 15"

25,26,34 — R3-2 (30"x30")

28 — R3-5(R) (30"x36")

27 — Rockville Pike — D-3(1) (VAR.X16") DUAL FACE

29a — Rockville Pike — D-3(1) (VAR.X16")

23a — W. Edmonston DR → ; 23 — ← W. Edmonston DR — D-3(1) (VAR.x16") DUAL FACE

24a — ← Edmonston DR ; 24 — Edmonston DR → — D-3(1) (VAR.x16") DUAL FACE

30 — SOUTH MARYLAND 355 — M1-5(6) (30"x48")

29 — Rockville Pike SOUTH 355 NORTH — M1-5(4) (78"x36")

32 — W11-2 (30"x30") W16-7p (24"x12")

33 — ACROSS RAMP — W11-2 (30"x30") W13-4(1) (36"x24")

40, 41 — R4-7 (24"x30") @ 15°

CONSTRUCTION DETAILS (CONT.)

JJ. INSTALL CONCRETE FOUNDATION WITH A 5 FT. STEEL PEDESTAL POLE WITH A MODIFIED COUPLING BREAKAWAY BASE. PER STD. 801.01-01 AND 818.16-01 WITH R10-3(1) SIGN AND AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON STATION WITH INTERNATIONAL TYPE II BRAILLE ON FACE PLATE. (NOTE: ONE-2 IN. PVC SCH. 80 CONDUIT BEND).

KK. REMOVE EXISTING STRAIN POLE AND ALL ASSOCIATED EQUIPMENT. REMOVE CONCRETE FOUNDATION 24 IN. BELOW GRADE AND BACKFILL.

PROPOSED LED SIGNALS

1,2, 5,6 — R, Y, G — 12"

3,4,7,8,9, 10,11,14 — R, Y, G — 12"

12,13 — R, Y, G, Y, G — 12"

15-22 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL

a,b,c,d,e,f — PROPOSED VIDEO DETECTION CAMERA

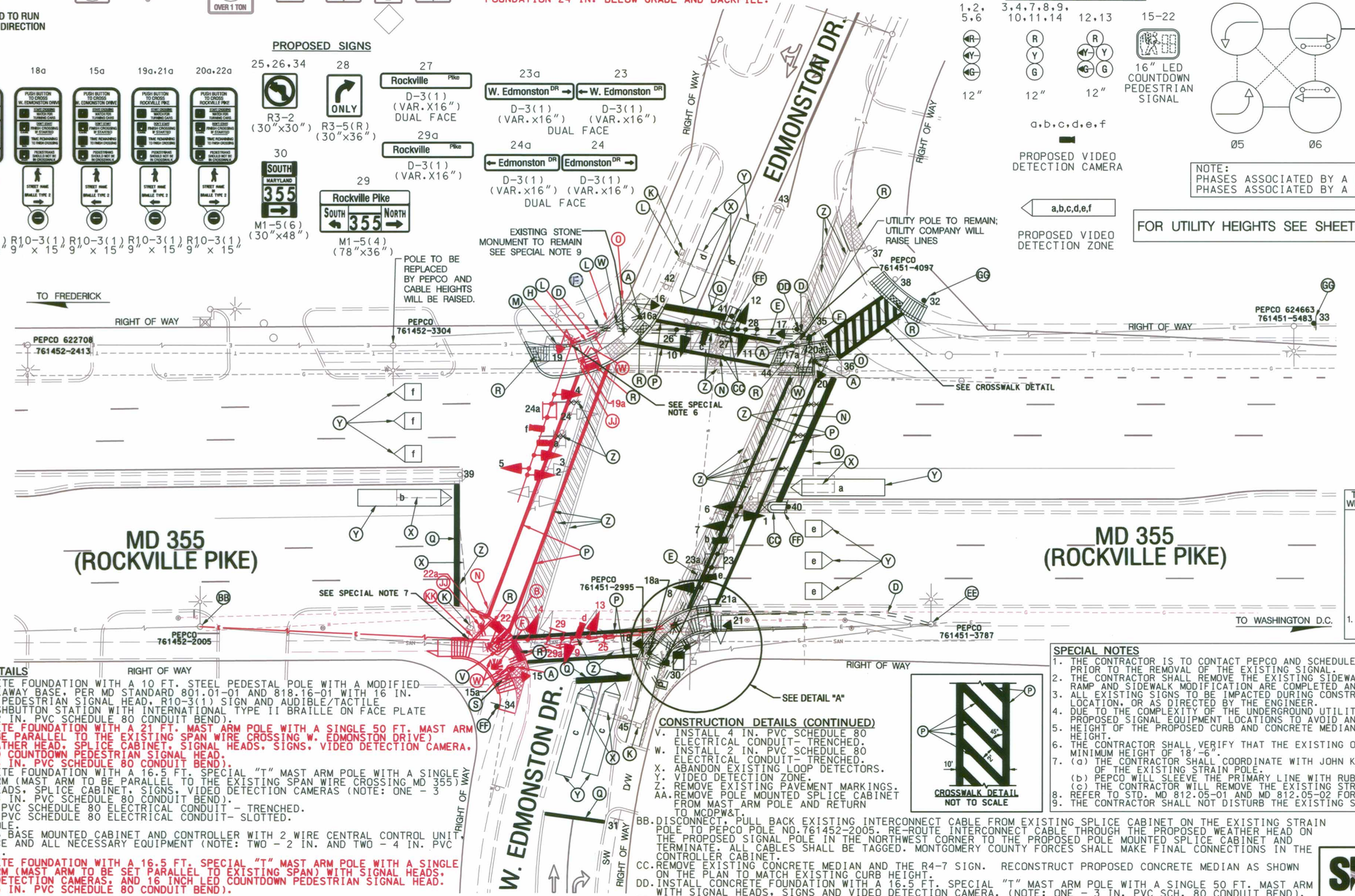
a,b,c,d,e,f — PROPOSED VIDEO DETECTION ZONE

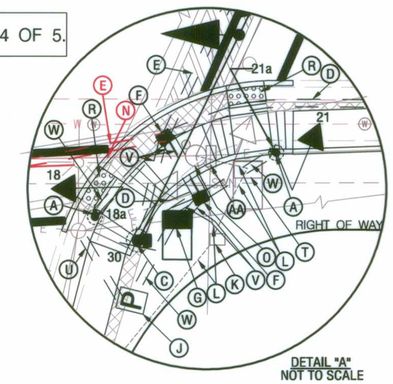
NEMA PHASING

Ø1 · Ø2 · Ø3 · LAG Ø4 · Ø3 ALT. · Ø5 · Ø6 · Ø8 · Ø8 ALT. · FLASHING OPERATION

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

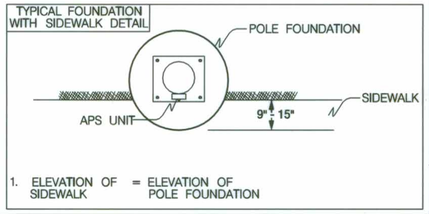
FOR UTILITY HEIGHTS SEE SHEET 4 OF 5.





DETAIL "A"
NOT TO SCALE

TYPICAL FOUNDATION WITH SIDEWALK DETAIL



1. ELEVATION OF SIDEWALK = ELEVATION OF POLE FOUNDATION

CONSTRUCTION DETAILS

A. INSTALL CONCRETE FOUNDATION WITH A 10 FT. STEEL PEDESTAL POLE WITH A MODIFIED COUPLING BREAKAWAY BASE. PER MD STANDARD 801.01-01 AND 818.16-01 WITH 16 IN. LED COUNTDOWN PEDESTRIAN SIGNAL HEAD. R10-3(1) SIGN AND AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON STATION WITH INTERNATIONAL TYPE II BRAILLE ON FACE PLATE (NOTE: ONE - 2 IN. PVC SCHEDULE 80 CONDUIT BEND).

B. INSTALL CONCRETE FOUNDATION WITH A 21 FT. MAST ARM POLE WITH A SINGLE 50 FT. MAST ARM (MAST ARM TO BE PARALLEL TO THE EXISTING SPAN WIRE CROSSING W. EDMONSTON DRIVE) WITH 3 IN. WEATHER HEAD. SPLICE CABINET. SIGNAL HEADS. SIGNS. VIDEO DETECTION CAMERA. AND 16 IN. LED COUNTDOWN PEDESTRIAN SIGNAL HEAD. (NOTE: ONE - 4 IN. PVC SCHEDULE 80 CONDUIT BEND).

C. INSTALL CONCRETE FOUNDATION WITH A 16.5 FT. SPECIAL "T" MAST ARM POLE WITH A SINGLE 70 FT. MAST ARM (MAST ARM TO BE PARALLEL TO THE EXISTING SPAN WIRE CROSSING MD 355) WITH SIGNAL HEADS. SPLICE CABINET. SIGNS. VIDEO DETECTION CAMERAS (NOTE: ONE - 3 IN. AND ONE 4 IN. PVC SCHEDULE 80 CONDUIT BEND).

D. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.

E. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT- SLOTTED.

F. INSTALL HANDHOLE.

G. INSTALL NEMA 6 BASE MOUNTED CABINET AND CONTROLLER WITH 2 WIRE CENTRAL CONTROL UNIT VIDEO INTERFACE AND ALL NECESSARY EQUIPMENT (NOTE: TWO - 2 IN. AND TWO - 4 IN. PVC CONDUIT BENDS).

H. INSTALL CONCRETE FOUNDATION WITH A 16.5 FT. SPECIAL "T" MAST ARM POLE WITH A SINGLE 60 FT. MAST ARM (MAST ARM TO BE SET PARALLEL TO EXISTING SPAN) WITH SIGNAL HEADS. SIGNS. VIDEO DETECTION CAMERAS. AND 16 INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD. (NOTE: ONE - 3 IN. PVC SCHEDULE 80 CONDUIT BEND).

CONSTRUCTION DETAILS (CONTINUED)

V. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT- TRENCHED.

W. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT- TRENCHED.

X. ABANDON EXISTING LOOP DETECTORS.

Y. VIDEO DETECTION ZONE.

Z. REMOVE EXISTING PAVEMENT MARKINGS.

AA. REMOVE POLE MOUNTED SPLICE CABINET FROM MAST ARM POLE AND RETURN TO MCDPW&T.

BB. DISCONNECT. PULL BACK EXISTING INTERCONNECT CABLE FROM EXISTING SPLICE CABINET ON THE EXISTING STRAIN POLE TO PEPCO POLE NO.761452-2005. RE-ROUTE INTERCONNECT CABLE THROUGH THE PROPOSED WEATHER HEAD ON THE PROPOSED SIGNAL POLE IN THE NORTHWEST CORNER TO THE PROPOSED POLE MOUNTED SPLICE CABINET AND TERMINATE. ALL CABLES SHALL BE TAGGED. MONTGOMERY COUNTY FORCES SHALL MAKE FINAL CONNECTIONS IN THE CONTROLLER CABINET.

CC. REMOVE EXISTING CONCRETE MEDIAN AND THE R4-7 SIGN. RECONSTRUCT PROPOSED CONCRETE MEDIAN AS SHOWN ON THE PLAN TO MATCH EXISTING CURB HEIGHT.

DD. INSTALL CONCRETE FOUNDATION WITH A 16.5 FT. SPECIAL "T" MAST ARM POLE WITH A SINGLE 50 FT. MAST ARM WITH SIGNAL HEADS. SIGNS AND VIDEO DETECTION CAMERA. (NOTE: ONE - 3 IN. PVC SCH. 80 CONDUIT BEND).

EE. INSTALL 3 IN. RISER WITH 3 IN. WEATHER HEAD ON PEPCO POLE NO. 761451-3787 TO THE HEIGHT OF EXISTING INTERCONNECT CABLE. DISCONNECT. PULL BACK EXISTING INTERCONNECT CABLE FROM EXISTING SPLICE CABINET ON THE EXISTING STAIN POLE TO THIS PEPCO POLE.RE-ROUTE INTERCONNECT CABLE THROUGH THE PROPOSED CONDUITS AND HANDHOLES TO PROPOSED SPLICE CABINET MOUNTED ON THE PROPOSED SIGNAL POLE IN THE SOUTHWEST CORNER AND TERMINATE. ALL CABLES SHALL BE TAGGED. MONTGOMERY COUNTY FORCES SHALL MAKE FINAL CONNECTIONS IN THE CONTROLLER CABINET.

FF. INSTALL PROPOSED GROUND MOUNTED SIGN ON ONE 4 IN. X 4 IN. WOOD POST.

GG. INSTALL PROPOSED GROUND MOUNTED SIGN ON ONE 4 IN. X 6 IN. WOOD POST.

HH. USE EXISTING HANDHOLE.

J. INSTALL EMBEDDED METERED SERVICE PEDESTAL WITH BYPASS SWITCH (TWO - 2 IN. AND ONE - 4 IN. CONDUIT BENDS).

K. REMOVE HANDHOLE AND BACKFILL.

L. CAP AND ABAANDON EXISTING CONDUIT.

M. REMOVE EXISTING PEDESTAL POLE AND ALL ASSOCIATED EQUIPMENT.

N. REMOVE EXISTING SPAN WIRE AND ALL ASSOCIATED EQUIPMENT.

O. REMOVE EXISTING STRAIN POLE AND ALL ASSOCIATED EQUIPMENT. REMOVE CONCRETE FOUNDATION 12 INCHES BELOW GRADE AND BACKFILL.

P. INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES FOR CROSSWALK.

Q. INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES FOR STOP LINE.

R. REMOVE EXISTING SIDEWALK AND OR /RAMP AND INSTALL NEW SIDEWALK AND/OR RAMP AND DETECTABLE WARNING SURFACE AS SHOWN. SEE SHEET 5 OF 5 FOR DETAIL.

S. REMOVE EXISTING GROUND MOUNTED SIGN.

T. REMOVE EXISTING CABINET AND FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.

U. INSTALL 4 IN. PVC SCHEDULE 80 CONDUIT - TRENCHED. STUB-UP CONDUIT TO BASE OF UTILITY POLE NO. 761451-2995.

SPECIAL NOTES

1. THE CONTRACTOR IS TO CONTACT PEPCO AND SCHEDULE THE DE-ENERGIZING OF THE EXISTING SERVICE PRIOR TO THE REMOVAL OF THE EXISTING SIGNAL.
2. THE CONTRACTOR SHALL REMOVE THE EXISTING SIDEWALK THAT IS NO LONGER NEEDED AFTER THE SIDEWALK RAMP AND SIDEWALK MODIFICATION ARE COMPLETED AND INSTALL TYPE 'A' CURB AND GUTTER PAN AS NEEDED.
3. ALL EXISTING SIGNS TO BE IMPACTED DURING CONSTRUCTION SHALL BE REINSTALLED AT THE SAME LOCATION. OR AS DIRECTED BY THE ENGINEER.
4. DUE TO THE COMPLEXITY OF THE UNDERGROUND UTILITIES. THE CONTRACTOR SHALL TEST PIT ALL THE PROPOSED SIGNAL EQUIPMENT LOCATIONS TO AVOID ANY CONFLICTS.
5. HEIGHT OF THE PROPOSED CURB AND CONCRETE MEDIAN SHALL MATCH THE EXISTING CURB OR MEDIAN HEIGHT.
6. THE CONTRACTOR SHALL VERIFY THAT THE EXISTING OVERHEAD FIBER OPTIC CABLES HAVE BEEN RAISED TO A MINIMUM HEIGHT OF 18'-6".
7. (a) THE CONTRACTOR SHALL COORDINATE WITH JOHN KOROMA, 202-388-2632, AT PEPCO PRIOR TO REMOVAL OF THE EXISTING STRAIN POLE.
   (b) PEPCO WILL SLEEVE THE PRIMARY LINE WITH RUBBER SLEEVES.
   (c) THE CONTRACTOR WILL REMOVE THE EXISTING STRAIN POLE.
8. REFER TO STD. MD 812.05-01 AND MD 812.05-02 FOR SIGNS TO BE INSTALLED IN CONCRETE.
9. THE CONTRACTOR SHALL NOT DISTURB THE EXISTING STONE MONUMENT SIGN DURING CONSTRUCTION.

ULTIMATE

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

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

2/26/13
1 REDLINE REVISION NO. 1, FEB. 2013

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APPROVALS: TEAM LEADER · ASST. DIV. CHIEF · DIVISION CHIEF · OFFICE DIRECTOR

ORIGINAL ON FILE

REVISIONS
B RECONSTRUCT SIGNAL TO INSTALL MAST ARMS, UPGRADE PED. SIGNALS TO APS AND CPS SHA No. XX6555185 TIMS # J550 02/2011 SWA/SAS
A REVISE WB EDMONSTON LT TO EP PHASING 11-07-85 JJD

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

MD 355 (ROCKVILLE PIKE) AT EDMONSTON DRIVE

SIGNAL RECONSTRUCTION
ROCKVILLE , MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' · DATE 06/13/75 · CONTRACT NO. M-294-501-385

DESIGNED BY R.W.T · COUNTY MONTGOMERY
DRAWN BY I.H · LOGMILE 15035508.44
CHECKED BY D.A.Z · T.I.M.S. NO.
F.A.P. NO. M-5-113(1) · TOD NO.

TS NO. 1074B · DRAWING · OF · SHEET NO. 2 OF 5

PLOTTED: Tuesday, February 26, 2013 AT 06:19 PM
FILE: R:\2008\73 SHA BCS 2008-05A_TEDD DESIGN_STV_JV_$SM\Task 6 MD 355 at Edmondston Signal\DWG\Redline No 1\pSG-P002_MD355Edm.dgn

BY: AGRIFFIN -