



MD 547 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

GENERAL NOTES

1. 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, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
2. 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.
3. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
4. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
5. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
7. PUSHBUTTONS ARE TO BE LOCATED ADJACENT TO A LEVEL (1:48) LANDING (32" x 54") ALONG THE PEDESTRIAN ACCESS ROUTE LEADING TO THE CROSSWALK.
8. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E-2 AND THE LATEST EDITION OF THE NCHRP PUBLICATION, 'ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE'.
9. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
10. CALL MONTGOMERY COUNTY TRANSPORTATION MANAGEMENT CENTER (TMC) 72 HOURS PRIOR TO ANY DIGGING TO MARK THE EXISTING TRAFFIC SIGNAL EQUIPMENT.
11. REFER TO SHEET 2 FOR DIMENSIONS OF SIGNAL EQUIPMENT AND PAVEMENT MARKINGS WITHIN INTERSECTION.

SPECIAL NOTES:

1. CONTRACTOR SHALL USE CAUTION WHEN INSTALLING SIGNAL EQUIPMENT TO AVOID DISTURBANCE OF EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL TEST PIT TO DETERMINE EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES PRIOR TO INSTALLING SIGNAL EQUIPMENT.
2. DISCONNECT EXISTING ELECTRICAL CABLE FROM EXISTING SIGNAL HEADS TO BE REMOVED AND RE-CONNECT TO PROPOSED SIGNAL HEADS. ANY SIGNAL OUTAGE SHALL BE SCHEDULED DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.
3. THE TACTILE ARROWS FOR THE AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTONS SHALL BE LOCATED PARALLEL TO THE CROSSWALK FOR WHICH THEY APPLY.

4. THE EASTBOUND MD 547 LEFT TURN PHASE WILL NOT OPERATE - MON-FRI FROM 7:00 AM TO 9:00 AM.

- CONSTRUCTION DETAILS**
- INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT, R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS KENILWORTH AVENUE"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
 - INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT, R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS KENILWORTH AVENUE"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
 - INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE (CUT ABOVE R10-3(1) SIGN) WITH BREAKAWAY BASE, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS STRATHMORE AVENUE"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).
 - USE EXISTING PEDESTAL POLE. REMOVE EXISTING R10-4(1) SIGN AND INSTALL R10-3(1) SIGN.
 - REMOVE EXISTING EXISTING AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON AND R10-4(1) SIGN FROM EXISTING PEDESTAL POLE. CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREAS.
 - INSTALL HANDHOLE.
 - INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
 - INSTALL 1 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - SLOTTED.
 - REMOVE EXISTING SIDEWALK AND INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED. REPLACE 4 INCH CONCRETE SIDEWALK.
 - USE EXISTING POLE MOUNTED CABINET AND CONTROLLER. INSTALL ONE 2 INCH BLIND COUPLING IN BOTTOM OF POLE MOUNTED CABINET BY FIELD DRILLING HOLE INTO EXISTING STRAIN POLE A MINIMUM OF 12 INCHES FROM EXISTING BLIND COUPLING. (NOTE: SHA FORCES SHALL RETROFIT CONTROLLER EQUIPMENT TO OPERATE VIDEO DETECTION EQUIPMENT)
 - REMOVE EXISTING SIDEWALK AND INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED. TIE PROPOSED CONDUIT INTO EXISTING 2 IN. BEND IN POLE BASE. REPLACE 4 INCH CONCRETE SIDEWALK.
 - USE EXISTING MAST ARM POLE. REMOVE EXISTING SIGNAL HEADS AND SIGNS AND INSTALL SIGNAL HEADS, SIGNS AND VIDEO DETECTION CAMERAS AS NOTED.
 - USE EXISTING STEEL POLE.
 - USE EXISTING HANDHOLE.
 - USE EXISTING CONDUIT.
 - INSTALL 4 IN. CONCRETE SIDEWALK.
 - REMOVE EXISTING R1-1 SIGN AND SUPPORT.
 - INSTALL 2" CONDUIT BEND IN EXISTING PED. POLE BASE.
 - INSTALL 6X30 LOOP DETECTOR
 - INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
 - INSTALL 1 IN. LIQUID TIGHT NON-METALLIC DETECTOR SLEEVE.

SYMBOLIC LEGEND

—	EXISTING
- - -	PROPOSED

UTILITY LEGEND

—	STORM DRAIN
—	SEWER MAIN
—	WATER MAIN
—	SEWER MAIN
—	ELECTRIC CABLES
—	TELEPHONE CABLES
—	FIBER-OPTIC

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APPROVALS

TEAM LEADER	
ASST. DIV. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS

①	UPGRADE ICB TO FULL SIGNAL	3/16/2007
②	INSTALL SIDE STREET INDICATIONS	2/14/2006
③	REBUILD TRAFFIC SIGNAL	7/2004

SHA STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 OFFICE OF TRAFFIC & SAFETY
 TRAFFIC ENGINEERING DESIGN DIVISION
 MD 547 (Strathmore Avenue) and
 Kenilworth Avenue

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20'	DATE 7/1997	CONTRACT NO. AT356185
DESIGNED BY T. Zaydel	COUNTY Montgomery	
DRAWN BY T. Zaydel	LOGMILE 15054700.67	
CHECKED BY D. Shmidt	TIMS NO. 1420	
FAP NO.	TOD NO.	
TS NO. 3723D	DRAWING - OF	SHEET NO. 1 OF 2