PROPOSED SIGNS

MD 650 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

29a.33a — New Hampshire AVE 5000 S — SOUTH / NORTH — MARYLAND 650 — 78" X 36" MOUNTED BACK TO BACK M1-5(4)

29b.33b — New Hampshire AVE 5000 — NORTH / SOUTH — MARYLAND 650 — 78" X 36" MOUNTED BACK TO BACK M1-5(4)

27a — Dilston RD 1200 — D3-1 DUAL FACED VAR. X 16"

27b — Dilston RD 1200 — D3-1 DUAL FACED VAR. X 16"

24a — Adelphi RD 9400 — D3-1 DUAL FACED VAR. X 16"

24b — Adelphi RD 9400 — D3-1 DUAL FACED VAR. X 16"

25.26 28.34 — ONLY — R3-5L 30"X36"

30.31 — ONLY — R3-5R 30"X36"

32 — NO TURN ON RED — R10-11B 36"X36"

22.23 — R3-18 36"X36"

21.36 37.39 42.43 — S1-1 (F,Y,G) 36"X36" M6-2 (F,Y,G) 21"X15"

20.35 38.40 41.44 — S1-1 (F,Y,G) 36"X36" M6-2 (F,Y,G) 21"X15"

REFER TO SIGNING PLANS FOR DETAILS & QUANTITIES

PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN

14A, 15A, 16A, 17A, 18A, 19A

DILSTON RD R10-3(1) 9" X 15" — ADELPHI RD R10-3(1) 9" X 15" — ADELPHI RD R10-3(1) 9" X 15" — DILSTON RD R10-3(1) 9" X 15" — NEW HAMPSHIRE AVE R10-3(1) 9" X 15" — NEW HAMPSHIRE AVE R10-3(1) 9" X 15"

UTILITY HEIGHTS

1	TELEPHONE =	18' - 10"
	TELEPHONE =	20' - 6"
	TELEPHONE =	22' - 3"
	SECONDARY =	29' - 0"
	PRIMARY >	35' - 0"

PROPOSED LED SIGNALS

3.4.5 — R, Y, G — 12"

1.2.6-12 — R, Y, G — 12"

13 — R, Y, G, Y, G — 12"

14-19 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD

PROPOSED IP-BASED VIDEO DETECTION

a.b.c.d.e

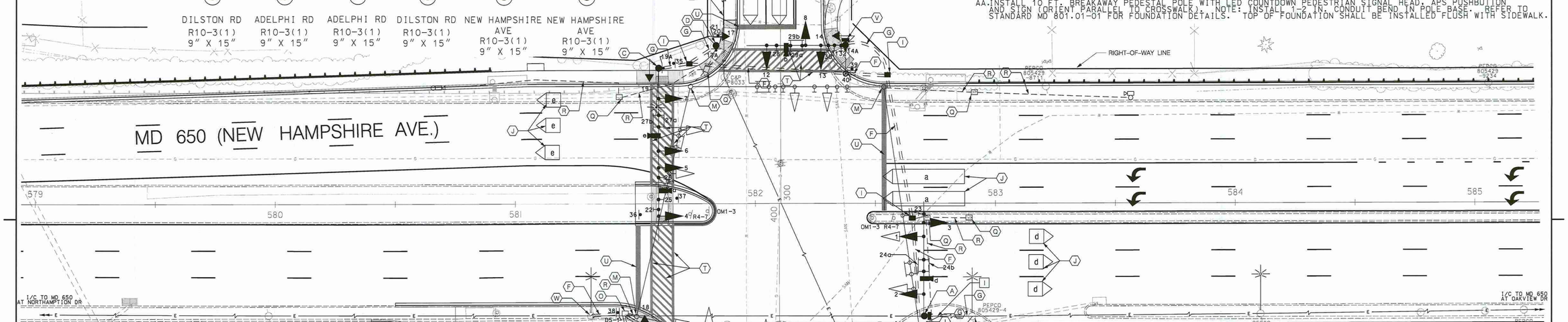
NEMA PHASING

Ø2, Ø4, Ø4 ALT., Ø5, Ø6, Ø8, FLASHING OPERATION

PHASING NOTES:
1.) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2.) PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.

CONSTRUCTION DETAILS (CONT.)

AA-INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, APS PUSHBUTTON AND SIGN (ORIENT PARALLEL TO CROSSWALK). NOTE: INSTALL 1-2 IN. CONDUIT BEND IN POLE BASE. REFER TO STANDARD MD 801.01-01 FOR FOUNDATION DETAILS. TOP OF FOUNDATION SHALL BE INSTALLED FLUSH WITH SIDEWALK.



CONSTRUCTION DETAILS

A. INSTALL 16.5 FT. MAST ARM POLE WITH A 50 FT. MAST ARM WITH A 15 FT. "T" DIMENSION, SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERA AND "G" TYPE POLE MOUNTED CABINET (NOTE: INSTALL 2-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS).

B. INSTALL 27 FT. MAST ARM POLE WITH A 60 FT. MAST ARM, VIDEO DETECTION CAMERA, SIGNAL HEADS, SIGNS, PEDESTRIAN SIGNAL, 15 FT. STREET LIGHT ARM WITH A 250 WATT HPS LUMINAIRE, APS PUSHBUTTON AND SIGN (NOTE: INSTALL 2-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS).

C. INSTALL 27 FT MAST ARM POLE WITH A 70 FT. MAST ARM, VIDEO DETECTION CAMERAS, SIGNAL HEADS, SIGNS, PEDESTRIAN SIGNAL, APS PUSHBUTTON AND SIGN, 15 FT. STREET LIGHT ARM WITH A 250 WATT HPS LUMINAIRE (NOTE: INSTALL 2-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS).

D. INSTALL 10 FT. PEDESTAL POLE WITH PEDESTRIAN SIGNAL HEAD, APS PUSHBUTTON AND SIGN (NOTE: INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BEND). TOP OF FOUNDATION SHALL BE INSTALLED FLUSH WITH SIDEWALK.

E. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER (NOTE: INSTALL 2-4 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS). INSTALL 2-WIRE APS CENTRAL CONTROL UNIT & IP-BASED VIDEO DETECTION INTERFACE EQUIPMENT.

F. INSTALL 4 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT - SLOTTED

G. INSTALL 3 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT - TRENCHED

H. INSTALL 4 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT - TRENCHED

I. INSTALL HANDHOLE

J. VIDEO DETECTION ZONE

K. EXISTING ELECTRIC SERVICE

L. PROPOSED ELECTRIC SERVICE

M. REMOVE EXISTING STRAIN POLE AND ALL ASSOCIATED EQUIPMENT

N. REMOVE EXISTING PEDESTAL POLE AND ALL ASSOCIATED EQUIPMENT

O. USE EXISTING HANDHOLE

P. USE EXISTING CONDUIT

Q. REMOVE EXISTING HANDHOLE

R. CAP AND ABANDON EXISTING CONDUIT

S. REPLACE HANDHOLE (FRAME AND COVER)

T. INSTALL 12" WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING.

U. INSTALL 24" WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING.

V. INSTALL 27 FT. MAST ARM POLE WITH A 50 FT. MAST ARM, VIDEO DETECTION CAMERA, SIGNAL HEADS, SIGNS, PEDESTRIAN SIGNAL, APS PUSHBUTTON, SIGN, 15 FT. STREET LIGHTING ARM AND RELOCATED MONTGOMERY COUNTY CAMERA AND CABINET. (NOTE: INSTALL 2-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS).

W. INSTALL 3 IN. CONDUIT RISER & WEATHERHEAD ON WOOD POLE. DISCONNECT, PULL BACK TO UTILITY POLE AND REROUTE INTERCONNECT CABLE TO PROPOSED TYPE "G" POLE MOUNTED CABINET.

X. INSTALL EMBEDDED METERED SERVICE PEDESTAL

Y. DISCONNECT, PULL BACK TO UTILITY POLE & REROUTE INTERCONNECT CABLE TO PROPOSED TYPE G CABINET. INSTALL 3 INCH PVC CONDUIT RISER & WEATHERHEAD ON EXISTING UTILITY POLE.

Z. INSTALL 2 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED

GENERAL NOTES

1. THE LOCATION OF PROPOSED GEOMETRICS MUST BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
2. CONDUIT SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF FINAL PAVEMENT SURFACE.
3. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
4. 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.
5. CONTACT MR. KAMAL HAMUD AT (240) 777-8761 FOR RED LIGHT CAMERA & SURVALLANCE CAMERA RELOCATION. EXISTING CONDUIT WILL BE ABANDONED.
6. FOR THE LOCATION OF SIGNAL EQUIPMENT AND PROPOSED PAVEMENT MARKINGS SEE GI SHEET.
7. PUSHBUTTONS 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%.
8. THE RELOCATION OF SIGNAL HEADS MAY BE REQUIRED DURING THE MAINTENANCE OF TRAFFIC. ADEQUATE ELECTRIC CABLE SHALL BE PROVIDED TO FACILITATE THESE RELOCATIONS.
9. CONTACT BOB RICKETS 72 HRS. PRIOR TO INTERCONNECT WORK FOR INTERCONNECT INSTALLATION.
10. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT TO CENTER OF POLE.
11. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
12. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SECTION 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 OF THE OFFICE OF TRAFFIC AND SAFETY.

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

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BY: BJG

REVISIONS

D	RECONSTRUCT SIGNAL DUE TO GEOMETRICS IMPROVEMENTS
12-2010	TIMS NO. H413 SHA. NO. M03915176
TMZ	

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

MD 650 (NEW HAMPSHIRE AVENUE) AT ADELPHI ROAD & DILSTON ROAD

ADELPHI, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1"=20'	DATE 5-10-69	CONTRACT NO. M-771X-375	
DESIGNED BY R. GORDON		COUNTY MONTGOMERY	
DRAWN BY J. SPENCE		LOGMILE 15065000.33	
CHECKED BY		TIMS NO. H413	
FAP NO. N/A		TOD NO.	
TS NO. 19D	DRAWING SG-1 OF 3	SHEET NO. 41 OF 58	

PLOTTED: Thursday, February 03, 2011 AT 07:18 AM
FILE: \\Rkrm\v2008\2008\08097_dist3ea\Task 09, MD 650 Re-Adv\CADD\pSG-0001_MD650@Adelphi.dgn