MD 124 IS ASSUMED TO RUN IN A NORTH-SOUTH ORIENTATION

EXISTING SIGNS

21 — Airpark Rd <7600 — D3-2 — 16" x VARIABLE

24 — Airpark Rd 7600> — D3-2 — 16" x VARIABLE

26 — Woodfield Rd <19100 — D3-2 — 16" x VARIABLE

29 — Woodfield Rd 19100> — D3-2 — 16" x VARIABLE

25,28 — ONLY — R3-5L — 30" x 36"

27 — ONLY — R3-5R — 30" x 36"

EXISTING SIGNS TO BE REMOVED

LEFT TURN YIELD ON GREEN — R10-12 — 30" x 36"

ONLY — R3-51 — 30" x 36"

PROPOSED SIGNS

22-23 — ONLY — R3-5L — 30" x 36"

PROPOSED SIGNAL HEADS

1-2,5-6 — R Y G — 12"

3 — R Y G — 12"

EXISTING SIGNALS TO REMAIN

4,7-12 — R Y G — 12"

13-20

EXISTING SIGNALS TO BE REMOVED

1A,2A,3A,4A — R Y G — 12"

NEMA PHASING

01 02 04 04 ALT

05 06 08 08 ALT

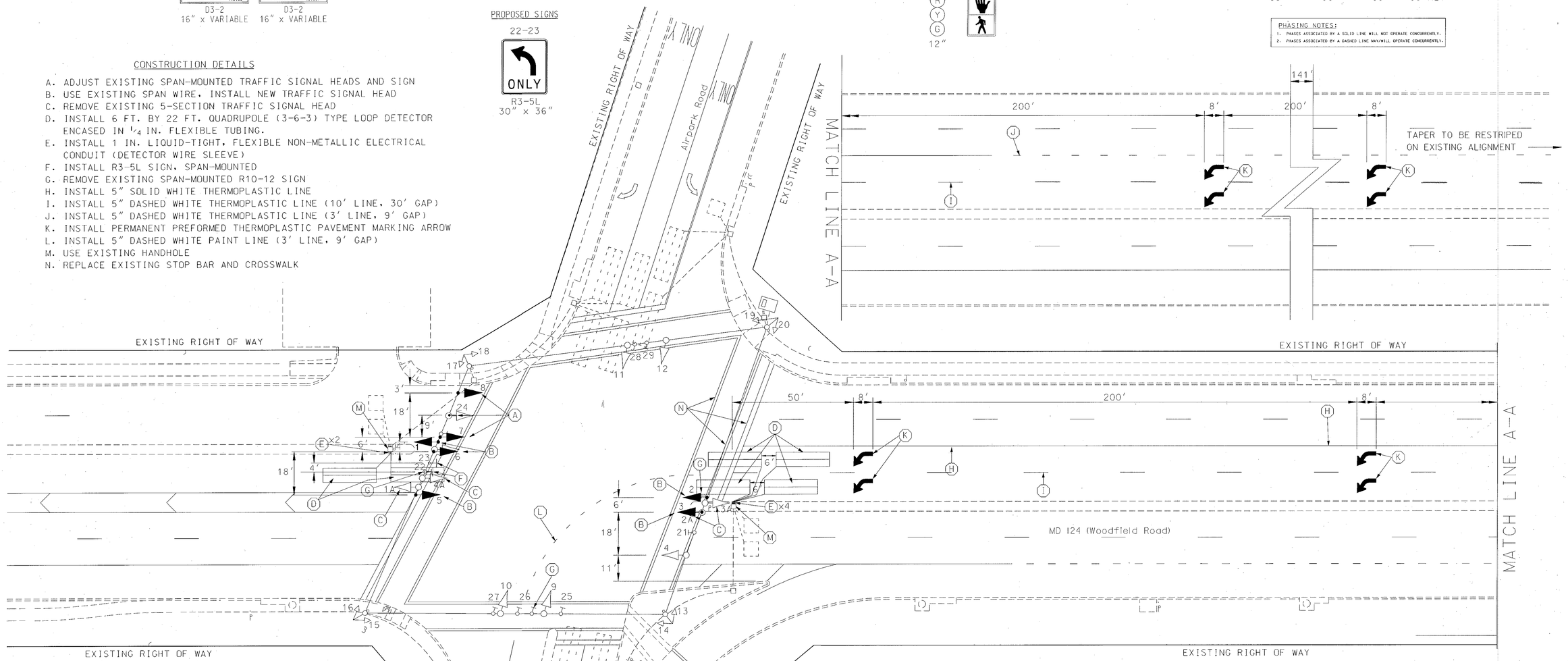
FLASHING OPERATION

PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.

CONSTRUCTION DETAILS

A. ADJUST EXISTING SPAN-MOUNTED TRAFFIC SIGNAL HEADS AND SIGN
B. USE EXISTING SPAN WIRE, INSTALL NEW TRAFFIC SIGNAL HEAD
C. REMOVE EXISTING 5-SECTION TRAFFIC SIGNAL HEAD
D. INSTALL 6 FT. BY 22 FT. QUADRUPOLE (3-6-3) TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
E. INSTALL 1 IN. LIQUID-TIGHT, FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE)
F. INSTALL R3-5L SIGN, SPAN-MOUNTED
G. REMOVE EXISTING SPAN-MOUNTED R10-12 SIGN
H. INSTALL 5" SOLID WHITE THERMOPLASTIC LINE
I. INSTALL 5" DASHED WHITE THERMOPLASTIC LINE (10' LINE, 30' GAP)
J. INSTALL 5" DASHED WHITE THERMOPLASTIC LINE (3' LINE, 9' GAP)
K. INSTALL PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING ARROW
L. INSTALL 5" DASHED WHITE PAINT LINE (3' LINE, 9' GAP)
M. USE EXISTING HANDHOLE
N. REPLACE EXISTING STOP BAR AND CROSSWALK



GENERAL NOTES

1. Geometrics shall be confirmed prior to the installation of all signal equipment.
2. Loop detectors and conduit shall be installed prior to the installation of pavement markings.
3. The contractor shall have a catalog cut approved by the Office of Traffic and Safety prior to purchasing equipment.
4. Signal operations shall be maintained at all times.
5. R/W lines are based on information from original signal plan.
6. Remove existing pavement markings on southbound double left turn lanes.

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—

(TSP-1)

GREENHORNE & O'MARA, INC.
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REVISIONS

© September 25, 1999 — Signal adjustment due to geometric improvements

APPROVALS

ORIGINAL ON FILE

ASST. TRAFFIC ENGINEERING DESIGN DIVISION

ASST. DISTRICT ENGINEER, TRAFFIC

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

Traffic Signal Plan
MD 124 at Airpark Road

DRAWN BY:	F.A.P. NO.		T.S. NO. 2248 ©
CHECKED BY:	S.H.A. NO.		SHEET NO. 1 OF 2
SCALE: 1" = 20'	COUNTY: Montgomery		T.I.M.S. NO. D-517