DRILL HOLES

BORDER REV. DATE: June 1, 2004

MD 124 IS ASSUMED TO RUN IN THE NORTH-SOUTH DIRECTION.

PROPOSED SIGNS

R10-4(1) MOD 9" x 12" — PUSH BUTTON TO CROSS QUINCE ORCHARD RD
- START CROSSING WATCH FOR TURNING CARS
- DON'T START FINISH CROSSING IF STARTED
- TIME REMAINING TO FINISH CROSSING
- PEDESTRIANS SHOULD NOT BE IN CROSSWALK

35, 37 — QUINCE ORCHARD RD

R10-4(1) MOD 9" x 12" — PUSH BUTTON TO CROSS QUINCE ORCHARD RD
- START CROSSING WATCH FOR TURNING CARS
- DON'T START FINISH CROSSING IF STARTED
- TIME REMAINING TO FINISH CROSSING
- PEDESTRIANS SHOULD NOT BE IN CROSSWALK

36, 38 — QUINCE ORCHARD RD

R10-4(1) MOD 9" x 12" — PUSH BUTTON TO CROSS LONGDRAFT RD
- START CROSSING WATCH FOR TURNING CARS
- DON'T START FINISH CROSSING IF STARTED
- TIME REMAINING TO FINISH CROSSING
- PEDESTRIANS SHOULD NOT BE IN CROSSWALK

39 — LONGDRAFT RD

R10-4(1) MOD 9" x 12" — PUSH BUTTON TO CROSS LONGDRAFT RD
- START CROSSING WATCH FOR TURNING CARS
- DON'T START FINISH CROSSING IF STARTED
- TIME REMAINING TO FINISH CROSSING
- PEDESTRIANS SHOULD NOT BE IN CROSSWALK

40 — LONGDRAFT RD

R10-4(1) MOD 9" x 12" — PUSH BUTTON TO CROSS KENTLANDS BLVD
- START CROSSING WATCH FOR TURNING CARS
- DON'T START FINISH CROSSING IF STARTED
- TIME REMAINING TO FINISH CROSSING
- PEDESTRIANS SHOULD NOT BE IN CROSSWALK

41 — KENTLANDS BLVD

R10-4(1) MOD 9" x 12" — PUSH BUTTON TO CROSS KENTLANDS BLVD
- START CROSSING WATCH FOR TURNING CARS
- DON'T START FINISH CROSSING IF STARTED
- TIME REMAINING TO FINISH CROSSING
- PEDESTRIANS SHOULD NOT BE IN CROSSWALK

42 — KENTLANDS BLVD

21 — Longdraft RD <100 — D3-2 VARIABLE X 16"

22 — Kentlands BLVD 1000> — D3-2 VARIABLE X 16"

23 — Kentlands BLVD <1000 — D3-2 VARIABLE X 16"

24 — Longdraft RD 100> — D3-2 VARIABLE X 16"

EXISTING SIGNS

28, 30 — R3-17 30"x 36"

27, 29 — R3-17 30"x 36"

26 — ONLY — R3-5R 30"x 36"

25 — LANE ENDS MERGE LEFT

31 — NORTH MARYLAND 124

32 — SOUTH MARYLAND 124

33 — SOUTH MARYLAND 124

34 — NORTH MARYLAND 124

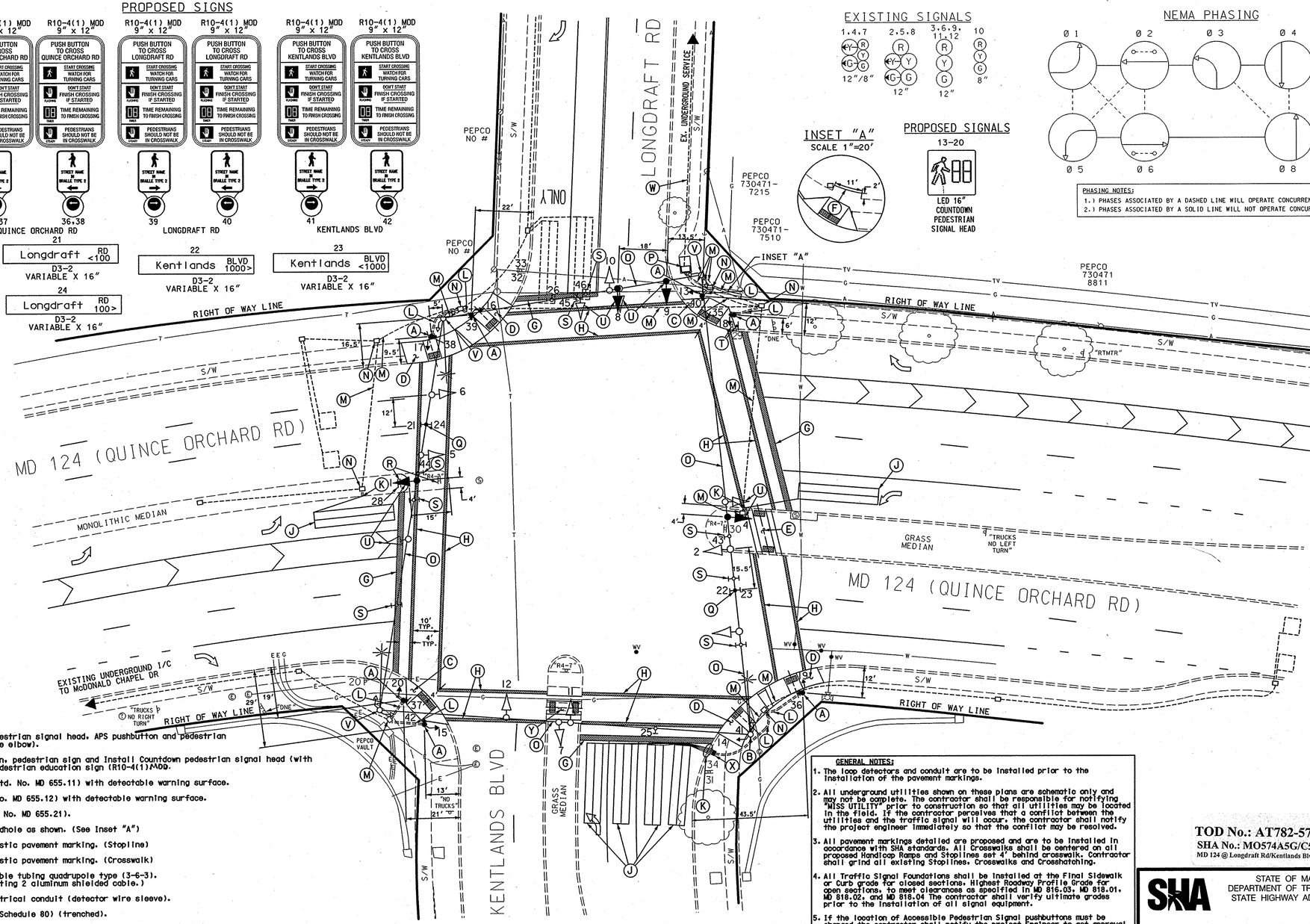
EXISTING SIGNS TO BE REMOVED

46 — R3-6 30"x 36"

43, 44, 45 — LEFT TURN YIELD ON GREEN — R10-12 36"x 42"

Longdraft RD | Longdraft RD — D3-2 16"xVARIABLE DUAL FACE

Kentlands BLVD | Kentlands BLVD — D3-2 16"xVARIABLE DUAL FACE



EXISTING SIGNALS

1, 4, 7 — 12"/8"

2, 5, 8 — 12"

3, 6, 9, 11, 12 — 12"

10 — 8"

INSET "A"

SCALE 1"=20'

PROPOSED SIGNALS

13-20 — LED 16" COUNTDOWN PEDESTRIAN SIGNAL HEAD

NEMA PHASING

Ø 1, Ø 2, Ø 3, Ø 4, Ø 4 ALT, Ø 5, Ø 6, Ø 8, Ø 8 ALT, FLASHING OPERATION

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

CONSTRUCTION DETAILS

A. Install 10' breakaway pedestal pole. Countdown pedestrian signal head. APS pushbutton and pedestrian education sign. (Note: 1-3", 90° polyvinyl chloride elbow).

B. Remove existing pedestrian signal heads, pushbutton, pedestrian sign and install Countdown pedestrian signal head (with all new mounting brackets). APS pushbutton with pedestrian education sign (R10-4(1)MOD.

C. Install proposed perpendicular handicapped ramp (Std. No. MD 655.11) with detectable warning surface.

D. Install proposed parallel handicapped ramp (Std. No. MD 655.12) with detectable warning surface.

E. Install depressed sidewalk section in median (Std. No. MD 655.21).

F. Install concrete sidewalk adjacent to existing handhole as shown. (See Inset "A")

G. Install 24" white heat applied preformed thermoplastic pavement marking. (Stopline)

H. Install 12" white heat applied preformed thermoplastic pavement marking. (Crosswalk)

J. Install 6"x30" loop detector encased in 1/4" flexible tubing quadrupole type (3-6-3). (Note: Contractor shall resplice loop wire to existing 2 aluminum shielded cable.)

K. Install 1" liquid tight flexible non-metallic electrical conduit (detector wire sleeve).

L. Install 3" polyvinyl chloride electrical conduit (Schedule 80) (trenched).

M. Use existing conduit.

N. Use existing handhole.

O. Re-ring existing span wire.

P. Use existing base-mounted cabinet and controller.

Q. Install overhead sign onto existing span wire as shown.

R. Contractor shall cut back and remove existng median nose: also relocate existing R4-7 and ped crossing sign.

S. Contractor shall remove overhead sign.

T. Relocate existing ground mounted sign.

U. Relocate existing signal head as shown (See wiring diagram on General Information Sheet).

V. Remove existing pedestrian signal heads, pushbutton and pedestrian sign from existing strain pole.

W. Existing underground service maintained by PEPCO.

X. Install handhole.

Y. Remove existing median and install depressed sidewalk section in median (Std. No. MD 655.21).

GENERAL NOTES:

1. The loop detectors and conduit are to be installed prior to the installation of the pavement markings.
2. All underground utilities shown on these plans are schematic only and may not be complete. The contractor shall be responsible for notifying "MISS UTILITY" prior to construction so that all utilities may be located in the field. If the contractor perceives that a conflict between the utilities and the traffic signal will occur, the contractor shall notify the project engineer immediately so that the conflict may be resolved.
3. All pavement markings detailed are proposed and are to be installed in accordance with SHA standards. All Crosswalks shall be centered on all proposed Handicap Ramps and Stoplines set 4' behind crosswalk. Contractor shall grind all existing Stoplines, Crosswalks and Crosshatching.
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 818.03, MD 818.01, MD 818.02, and MD 818.04 The contractor shall verify ultimate grades prior to the installation of all signal equipment.
5. If the location of Accessible Pedestrian Signal pushbuttons must be changed the contractor shall notify the project Engineer to get approval for new location to ensure proper requirements of the MUTCD are still met. All work must be halted until the Project Engineer has obtained an approved location or if necessary design waiver is obtained.
6. The contractor shall remove all unused wiring.

TOD No.: AT782-57
SHA No.: MO574A5G/C5G
MD 124 @ Longdraft Rd/Kentlands Blvd

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 124 (QUINCE ORCHARD RD) AND LONGDRAFT RD / KENTLANDS BLVD

TRAFFIC SIGNAL PLAN

SCALE 1"= 20' DATE 8/30/90 CONTRACT NO.

DESIGNED BY
DRAWN BY L. TAUBER
CHECKED BY
F.A.P. NO.
COUNTY MONTGOMERY
LOGMILE 15012400.81
TIMS NO. H278
TOD NO.

TS NO. 3065D | DRAWING NO. 1 OF 2 | SHEET NO. OF

GEOMETRIC LEGEND
PROPOSED
EXISTING

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 —
CABLE TV — TV — TV —

REVISION "0"

STREET TRAFFIC STUDIES, LTD.
400 Crain Hwy.-NW.
Glen Burnie,MD 21061
Ph (410) 590-5500
Fax (410) 590-6537

4983.dgn D6-65

APPROVALS
TEAM LEADER
ASST. DIV.
DIVISION CHIEF
OFFICE DIRECTOR
ORIGINAL ON FILE

REVISIONS
⓪ 10/18/06 INSTALL APS AND COUNTDOWN PEDESTRIAN SIGNAL HEADS SHA# AT782-57 JWA
ⓒ 11/14/97 ADD E/P LEFT TURN PHASE FOR NB KENTLANDS BLVD. RJM
Ⓑ MODIFICATION DUE TO NEW GEOMETRICS.

PLOTTED: *DATETIME*
FILE: *FILE*

DRILL HOLES

DRILL HOLES

DRILL HOLES

\\ADOM\SYS\DGN\D6\ Oct. 18, 2006 15:26:55