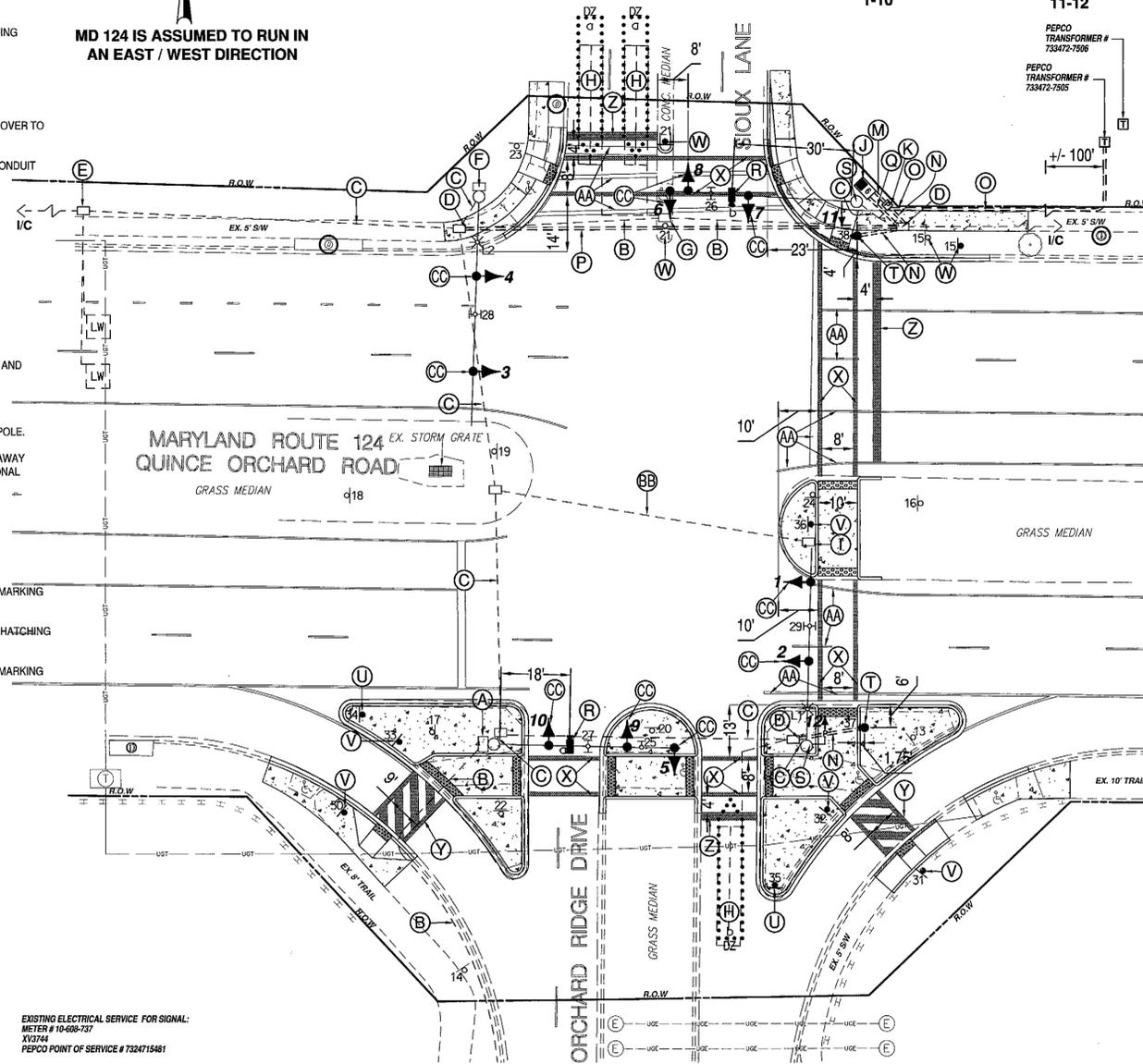


CONSTRUCTION DETAILS

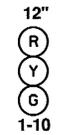
- A. REMOVE EXISTING POLE-MOUNTED TRAFFIC SIGNAL CONTROL CABINET AND METERED POWER SUPPLY (AFTER NEW CABINET IS OPERATIONAL).
- B. REMOVE UNUSED EXISTING CONDUCTOR, CAP, AND ABANDON EXISTING CONDUIT.
- C. REMOVE UNUSED CONDUCTOR, REUSE EXISTING CONDUIT.
- D. CONNECT PROPOSED CONDUIT TO EXISTING HANDHOLE.
- E. SPLICE NEW 2 CONDUCTOR ELECTRICAL CABLE TO EXISTING LOOP DETECTOR LEADS IN EX. HANDHOLE. (EX. LOOPS TO REMAIN)
- F. PULL BACK INTERCONNECT CABLE TO EXISTING TERMINAL CABINET AND RELOCATE EXISTING INTERCONNECT CABLE TO NEW CONTROLLER VIA PROPOSED CONDUIT.
- G. REMOVE EXISTING HANDHOLE.
- H. REMOVE EXISTING LOOP DETECTOR.
- I. REMOVE EXISTING HANDHOLE FRAME AND COVER AND REPLACE WITH NEW FRAME AND COVER TO MATCH PROPOSED GRADE.
- J. INSTALL BASE MOUNTED NEMA SIZE "6" CABINET AND CONCRETE PAD WITH 2-4" AND 2-2" CONDUIT BENDS.
- K. INSTALL METERED SERVICE PEDESTAL.
- L. OMIT
- M. INSTALL 2" PVC SCHEDULE 80 ELECTRICAL CONDUIT (TRENCHED).
- N. INSTALL 3" PVC SCHEDULE 80 ELECTRICAL CONDUIT (TRENCHED).
- O. INSTALL 4" PVC SCHEDULE 80 ELECTRICAL CONDUIT (TRENCHED).
- P. INSTALL 4" PVC SCHEDULE 80 ELECTRICAL CONDUIT (SLOTTED).
- Q. INSTALL 2-4" & 2-2" PVC SCHEDULE 80 ELECTRICAL CONDUIT BETWEEN CONTROL CABINET AND JUNCTION BOX.
- R. INSTALL OVERHEAD VIDEO DETECTION CAMERA.
- S. INSTALL 16" LED (COUNTDOWN TYPE) PEDESTRIAN SIGNAL ON EXISTING TRAFFIC SIGNAL POLE.
- T. INSTALL CONCRETE FOUNDATION WITH 5' PEDESTAL POLE WITH 3" PVC 90° BEND, BREAK-AWAY BASE, AND APS PUSH-BUTTON ASSEMBLY WITH TACTILE ARROW AND R10-3(1) INSTRUCTIONAL PLACARDS.
- U. INSTALL SQUARE PERFORATED TUBULAR SIGN POST AND SIGN AS SPECIFIED.
- V. INSTALL 6"X6" WOOD SIGN SUPPORT AND SIGN AS SPECIFIED.
- W. REMOVE AND RELOCATE EXISTING SIGN (RS-1) ON NEW 6"X6" WOODEN SUPPORT.
- X. INSTALL 12" HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALK.
- Y. INSTALL 12" HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC CROSSWALK WITH HATCHING PER SHA GUIDELINES.
- Z. INSTALL 24" HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
- AA. ERADICATE CONFLICTING PAVEMENT MARKINGS.
- BB. EMPTY
- CC. REPLACE EXISTING TRAFFIC SIGNALS WITH 12" LED AS SHOWN.

MD 124 IS ASSUMED TO RUN IN AN EAST / WEST DIRECTION

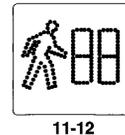


EXISTING ELECTRICAL SERVICE FOR SIGNAL:
METER # 10-608-737
X12744
PEPCO POINT OF SERVICE # 7324715481

PROPOSED SIGNALS

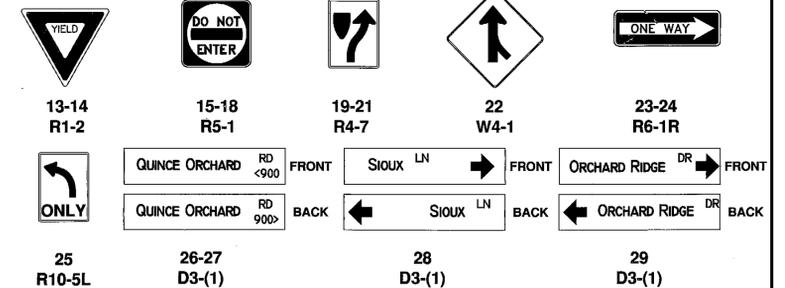


PROPOSED SIGNALS



16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD

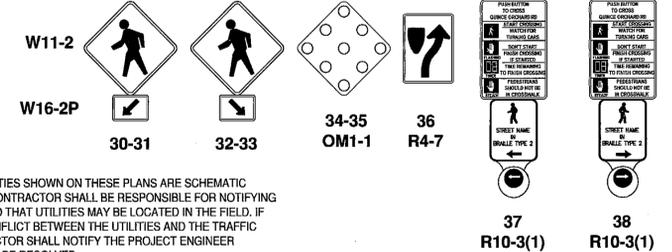
EXISTING SIGNS



PROPOSED VIDEO DETECTION CAMERA



PROPOSED SIGNS



GENERAL NOTES:

1. 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 CONSTRUCTION SO THAT UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR IDENTIFIES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL EQUIPMENT EXISTS, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT CAN BE RESOLVED.
2. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SECTION 4E.09 AND FIGURE 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 AND APPROVED BY THE DIRECTOR OF THE OFFICE OF TRAFFIC SAFETY.
3. PUSHBUTTONS ARE TO BE LOCATED SO A PERSON IN A WHEELCHAIR CAN ACTIVATE THE BUTTON BY REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
4. AT CORNERS OF SIGNALIZED INTERSECTIONS WHERE MORE THAN ONE APS PUSHBUTTON EXISTS, THE PUSHBUTTONS MUST BE SEPARATED BY A DISTANCE OF AT LEAST 10 FEET. THE 10 FOOT SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON, NOT TO THE CENTER OF THE POLE.
5. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
6. PUSHBUTTON SIGNS SHALL BE ORIENTED PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
7. CROSSWALKS SHOULD BE STRAIGHT ACROSS THE ENTIRE ROADWAY AND NOT CHANGE DIRECTION TO MATCH UP WITH EXISTING MISALIGNED SIDEWALK RAMPS. THE CROSSWALK SHOULD NOT CHANGE DIRECTION OR ANGLE AT THE MEDIAN ON DUAL HIGHWAYS.
8. WHEN PEDESTAL POLES ARE IN CLOSE PROXIMITY TO UTILITIES OR OTHER FEATURES REFER TO STANDARD MD 801.01-01 FOR SHALLOW FOUNDATION DETAILS.
9. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS OR THE HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS TO MEET CLEARANCES 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 ANY SIGNAL EQUIPMENT.
10. CONTACT MCDPW TMC AT (240) 777-2100 SEVENTY TWO (72) HOURS PRIOR TO MARKING UNDERGROUND SIGNAL EQUIPMENT.
11. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
12. REFER TO APPROVED CIVIL ENGINEERING DRAWINGS FOR SPECIFICATIONS AND CONSTRUCTION INFORMATION OF SIDEWALK IMPROVEMENTS.
13. ALL EXISTING PAVEMENT MARKINGS CONFLICTING WITH PROPOSED MARKINGS SHALL BE COMPLETELY ERADICATED PER MSHA STANDARDS.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING CABLES, EXCLUDING COMMUNICATIONS INTERCONNECT. ALL CABLES SHALL BE APPROPRIATELY LABELED.
15. THE APPROVED PLANS ARE GOOD FOR ONE YEAR FROM THE DATE OF THE APPROVING SIGNATURE. AFTER WHICH, THE PLANS ARE NULL AND VOID. AFTER ONE YEAR, THE PLANS MUST BE RESUBMITTED TO SHA TRAFFIC ENGINEERING DESIGN DIVISION FOR REVIEW.

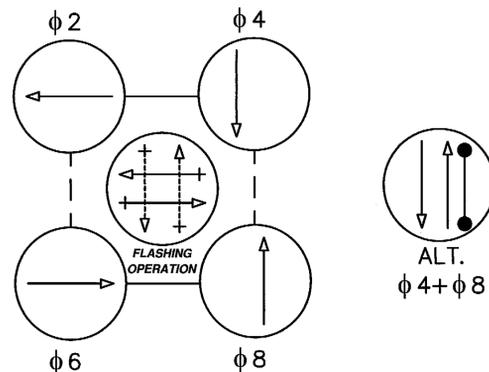
SPECIAL NOTES:

APS WILL FUNCTION AS FOLLOWS:

FOR ROAD NAME (A):

- A. WHEN PEDESTRIAN LOCATES AND PASSES PUSHBUTTON FOR AN EXTENDED TIME, THE PUSHBUTTON UNIT MESSAGE WILL BE "WAIT TO CROSS QUINCE ORCHARD ROAD, WAIT."
- B. WHEN WALK PHASE BEGINS, THE MESSAGE WILL BE A RAPID TICK WHICH WILL LAST FOR THE DURATION OF THE WALK PHASE.

PROPOSED NEMA PHASING



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

<p>PREPARED BY:</p> <p>GOROVE / SLADE ASSOCIATES, Inc. TRANSPORTATION, TRAFFIC, and PARKING</p> <p>3914 CENTREVILLE ROAD, SUITE 330, CHANTILLY, VA 20151 PH: (703) 787-9595 FAX: (703) 787-9905</p>	<p>UTILITY LEGEND</p> <p>— UGE — UNDERGROUND ELECTRICAL CABLES — UGT — UNDERGROUND TELEPHONE CABLES</p>	<p>APPROVALS</p> <p>TEAM LEADER ASST. DIV. CHIEF DIVISION MGR OFFICE DIRECTOR</p>	<p>REVISIONS</p> <p>① ADDITION OF PEDESTRIAN SIGNALS & ACCESSIBLE PEDESTRIAN GEOMETRY.</p> <p>10/01/10 SHA NO. BW996MB2 REVISED BY: [Signature] DATE: 10/1/10</p>	<p>SHA STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION</p> <p>OFFICE OF TRAFFIC & SAFETY TRAFFIC ENGINEERING DESIGN DIVISION TRAFFIC SIGNAL MODIFICATION PLAN</p> <p>MD 124 (QUINCE ORCHARD ROAD) AT SIOUX LANE / ORCHARD RIDGE DRIVE GAITHERSBURG, MD</p> <p>SIGNAL PLAN</p> <p>SCALE 1" = 20' DATE 09-29-06 CONTRACT NO. BW882-801-312</p> <p>DESIGNED BY MGD COUNTY MONTGOMERY DRAWN BY MGD LOGMILE 15012401.39 CHECKED BY DJD T. I. M. S. NO. F. A. P. NO. TOD NO.</p> <p>DRAWING NO. 2069A SHEET NO. 1 OF 2</p>
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