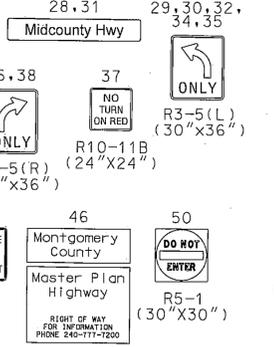
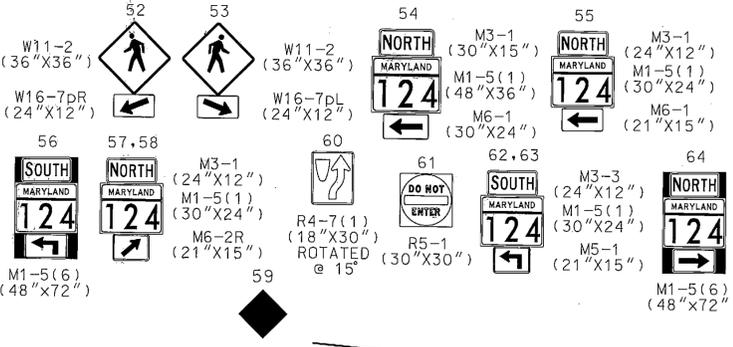


MD 124 (MONTGOMERY VILLAVE AVE) IS ASSUMED TO RUN IN A NORTHSOUTH DIRECTION

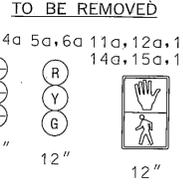
EXISTING SIGNS TO REMAIN



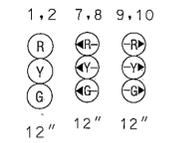
PROPOSED SIGNS



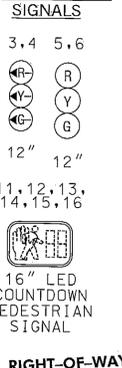
EXISTING SIGNALS TO BE REMOVED



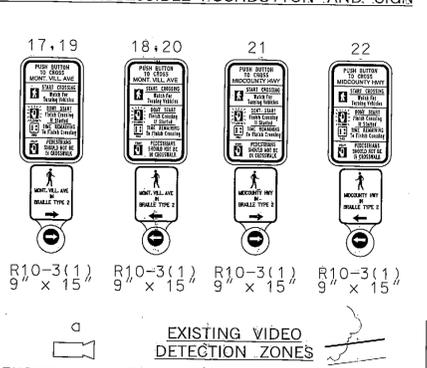
EXISTING LED SIGNALS TO REMAIN



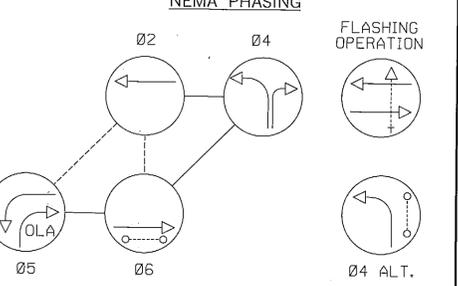
PROPOSED LED SIGNALS



PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN

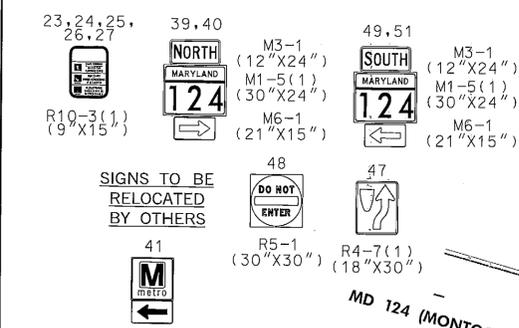


NEMA PHASING

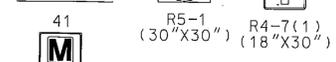


NOTE: PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

SIGNS TO BE REMOVED



SIGNS TO BE RELOCATED BY OTHERS



CONSTRUCTION NOTES:

- INSTALL 10 FT. BREAKAWAY PEDESTAL POLE ON MODIFIED BASE WITH BREAKAWAY COUPLINGS, FOUNDATION (SHA STD. 801.01-01), LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS MONTGOMERY VILLAGE AVE." (NOTE: 1-2 IN. SCHEDULE 80-90 DEGREE PVC BEND.)
- INSTALL 10 FT. BREAKAWAY PEDESTAL POLE ON MODIFIED BASE WITH BREAKAWAY COUPLINGS, FOUNDATION (SHA STD. 801.01-01), LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS MIDCOUNTRY HWY." (NOTE: 1-2 IN. SCHEDULE 80-90 DEGREE PVC BEND.)
- INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (BORED).
- INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED).
- INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE (FOR CROSSWALK).
- INSTALL PEDESTRIAN RAMP PER DETAIL ON SHEET SG-02.
- INSTALL MEDIAN CUT-THROUGH PER DETAIL ON SHEET SG-02.
- REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT MD STD. 855.11 SIDEWALK RAMP WITH DETECTABLE WARNING SURFACE MD STD. 655.40.
- REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT MD STD. 855.12 SIDEWALK RAMP WITH DETECTABLE WARNING SURFACE MD STD. 655.40 AND STANDARD TYPE 'A' BACKER CURB.
- REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT MD STD. 855.13 SIDEWALK RAMP WITH DETECTABLE WARNING SURFACE MD STD. 655.40 AND STANDARD TYPE 'A' BACKER CURB.
- RECONSTRUCT EXISTING ROADWAY MEDIAN SEE DETAIL ON SHEET SG-02.
- INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE (FOR STOP LINE).
- INSTALL ELECTRICAL HANDHOLE.
- INSTALL PROPOSED SIGN ON A 4 IN. X 4 IN. WOOD POST.
- USE EXISTING HANDHOLE.
- REMOVE AND REPLACE EXISTING SIGNAL HEADS WITH LED SIGNAL HEADS IN THE SAME LOCATION.
- SIGN TO BE RELOCATED ON SQUARE PERFORATED TUBULAR STEEL POSTS BY OTHERS.
- ADJUST EXISTING HANDHOLE TO GRADE AND REPLACE FRAME AND COVER.
- REMOVE EXISTING PAVEMENT MARKINGS.
- CAP & ABANDON EXISTING CONDUIT.
- REMOVE EXISTING HANDHOLE.
- REMOVE AND DISPOSE OF EXISTING TRAFFIC SIGNAL EQUIPMENT ALONG WITH FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.
- REMOVE AND DISPOSE OF EXISTING PEDESTRIAN SIGNAL HEADS AND PUSHBUTTONS.
- USE EXISTING CONDUIT.
- REMOVE EXISTING BASE MOUNTED CABINET AND REPLACE WITH TYPE 'S' CABINET ON EXTENSION BASE.
- INSTALL OVERHEAD SIGN ON EXISTING SIGNAL STRUCTURE.
- INSTALL 5 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES. (3' LINE, 3' GAP)
- INSTALL PROPOSED SIGN ON A 4 IN. X 6 IN. WOOD POST.
- INSTALL PROPOSED SIGN ON TWO 4 IN. X 6 IN. WOOD POSTS.
- SEE SHEET SG-03 FOR APS MESSAGE. SEE MD 124 (MONTGOMERY VILLAGE AVE.) NOTE A.
- SEE SHEET SG-03 FOR APS MESSAGE. SEE MD 124 (MONTGOMERY VILLAGE AVE.) NOTE B.
- SEE SHEET SG-03 FOR APS MESSAGE. SEE MD 124 (MONTGOMERY VILLAGE AVE.) NOTE C.
- SEE SHEET SG-03 FOR APS MESSAGE. SEE MD 124 (MONTGOMERY VILLAGE AVE.) NOTE D.
- INSTALL 5 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES.

GENERAL NOTES:

- MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
- THE CONTRACTOR SHALL VERIFY ALL RAMP AND PUSHBUTTON LOCATIONS PRIOR TO INSTALLATION.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES. MONTGOMERY COUNTY FORCES WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING.
- THE CONTRACTOR IS TO REMOVE AND REPLACE THE CONCRETE SIDEWALK AT THE NEAREST JOINT.
- THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- ALL SIGNAL POLE FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
- IF THE LOCATION OF THE ACCESSIBLE PEDESTRIAN SIGNAL (APS) PUSHBUTTONS MUST BE CHANGED, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER TO OBTAIN APPROVAL FOR THE NEW LOCATION TO ENSURE MUTCD SEC 4E.08, 4E.10, FIG. 4E-3, 4E-4 AND ALL NCHRP REQUIREMENTS ARE MET. ALL WORK MUST BE HALTED UNTIL THE PROJECT ENGINEER HAS OBTAINED AN APPROVED LOCATION OR A DESIGN WAIVER IS OBTAINED.
- THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
- THE CONTRACTOR SHALL INSTALL ALL CONDUIT PRIOR TO NEW SIDEWALK AND RAMP CONSTRUCTION.
- THE CONTRACTOR SHALL INTEGRATE PROPOSED EXISTING CONCRETE FOUNDATIONS WITH NEW CURB/SIDEWALK RAMP WHERE NECESSARY.
- THE CONTRACTOR SHALL ENSURE THE EXISTING TRAFFIC SIGNAL EQUIPMENT REMAINS OPERATIONAL UNTIL PROPOSED EQUIPMENT IS OPERATIONAL.
- PLACE 24 IN. WIDE DETECTABLE WARNING SURFACE ALONG THE FULLY DEPRESSED PORTION OF THE PROPOSED RAMP. THE MAT SHALL NOT EXTEND ONTO THE SIDE FLARES.
- CONTRACTOR IS TO MAINTAIN PEDESTRIAN ACCESS DURING CONSTRUCTION STAGES.
- ALL CROSSWALK DIMENSIONS ARE GIVEN AS CENTER TO CENTER MEASUREMENTS.
- 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 WITHOUT NEEDING TO REACH MORE THAN 18" A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- SEE SHEET SG-02 FOR EQUIPMENT LAYOUT AND DETAILS.
- THE CONTRACTOR SHALL DELIVER APS PUSHBUTTONS AND CENTRAL CONTROL UNIT TO MR. ROBERT RICKETTS AT MONTGOMERY COUNTY TECHNICAL CENTER AT LEAST 3 WEEKS PRIOR TO BEGINNING WORK.
- CONTRACTOR SHALL NOTIFY MR. KAMAL HAMUD AND MR. ROBERT RICKETTS 72 HOURS IN ADVANCE OF INTENDED WORK.

BY: Nathan

RJM ENGINEERING, INC.
CONSULTING ENGINEERS
ELLICOTT CITY, MARYLAND

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

APPROVALS

TEAM LEADER	ORIGINAL ON FILE
ASST. DIR. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS

①	UPGRADE APS/CS, ADA RAMPS XY2380185 TMS: M005 07/2013
C	ADD TRIPLE LEFT ON MIDCOUNTRY HIGHWAY, REPLACE MAST ARM IN NORTH MEDIAN, ADD VIDEO DETECTION.
B	REVISED FOR GEOMETRIC CHANGES TO ORIGINAL CONTRACT NO. M-750-501-371

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 124 (MONTGOMERY VILLAGE AVENUE) AT MD 124 (MIDCOUNTRY HIGHWAY)
GAITHERSBURG, MARYLAND

SIGNALIZATION PLAN SHEET

SCALE	1" = 20'	ADVERTISED DATE	4-10-90	CONTRACT NO.	M750501371
DESIGNED BY	M. MEARS	COUNTY	MONTGOMERY	DRAWN BY	K.D.W.
CHECKED BY		LOGMILE	15012404.34	TMS NO.	
F.A.P. NO.		TOD NO.			