

APS/CPS is proposed at every signalized intersection and in medians at locations where the station platforms are located in the median.

LRT bar signals have been proposed at all signalized intersections where the light rail operates for consistency and uniformity for the train operators.

Battery back-up is proposed at all Montgomery County-owned traffic signals.

Where the light rail alignment is side running, a clearance phase is proposed at signalized intersections for the side street that crosses the tracks to clear the tracks of vehicles. Optically programmed signal heads are proposed for the far-side clearance phase direction. Supplemental nearside traffic signals are proposed for side street approaches to improve driver sight distance.

Right turn prohibition blank-out signs are proposed at signalized intersections where the light rail alignment is side running.

5.2.2 Traffic Signals

The following table summarizes location-specific signal improvements proposed to date, along with a brief explanation of why they were needed.

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Traffic Signal Location	Proposed Improvement	Reason for Improvement
Jones Mill at Jones Bridge Road	New configuration of south leg crosswalk to become perpendicular to Jones Mill Road, directly adjacent to ramp for CCT	Montgomery County request for safe and direct access to CCT
Brookville Road at Stewart Avenue	New mast arm signal structure with right and left turn prohibition blank-out signs	Provides safe conditions at proposed LRT crossing
16th Street at		
Suburban Tower Apartments	Existing pedestrian Hazard Identification Beacon to be removed	Existing mid-block crossing has been relocated
Spring Street	Reconstruction of existing traffic signal; eliminate twin mast arm poles from south leg median	Minimize utility conflicts, improve safety, poles eliminated per Montgomery County request
Bonifant Street at		
Dixon Avenue	New traffic signal with standard perpendicular mast arm, permissive phasing; left turn prohibition blank-out sign for westbound traffic on Bonifant Street; removal of east leg crosswalk	Montgomery County request; provides safe conditions at proposed LRT crossings
Georgia Avenue	Partial signal reconstruction	Provides safe conditions at proposed LRT crossing
Fenton Street	Reconstruction of existing traffic signal	Change to one-way eastbound operations; minimizes utility conflicts
Wayne Avenue at		
Fenton Street	Wedge' crosswalk with 2 ADA compliant pedestrian ramps for west leg pedestrian crossing	Montgomery County request; provides safe conditions at proposed LRT crossing
Cedar Street	3 section exclusive left turn signal head, adjacent to 3 section through signal head on pedestrian pole in east leg median	Montgomery County request
Dale Drive	3 section exclusive left turn signal head, adjacent to 3 section through signal head on pedestrian pole in east leg median; queue jump lane proposed for westbound LRT movement	Montgomery County request; to provide safe conditions at proposed LRT crossing

Traffic Signal Location	Proposed Improvement	Reason for Improvement
Manchester Road	New traffic signal; 3 section exclusive left turn signal head, adjacent to 3 section through signal head on pedestrian pole in median	Montgomery County request; provides safe conditions at proposed LRT crossing
Plymouth Tunnel	New traffic signal	Control traffic; provides safe conditions at proposed LRT crossing; guide LRT entry into Plymouth Tunnel
Arliss Street at		
Garland Avenue	New traffic signal or All-way Stop combined with controlled crossing of LRT	Currently under discussion with County; provides safe conditions at proposed LRT crossing
South Shopping Center Entrance	Proposed conditions under review	Currently under discussion with County; provides safe conditions at proposed LRT crossing
Piney Branch Road at		
West of Garland Avenue	Midblock crossing to be removed	Provides safe conditions at proposed LRT crossing
at Garland Avenue	New traffic signal	Provides safe conditions at proposed LRT crossing
at Barron Street	New signalization for north leg of intersection	Provides safe conditions at proposed LRT crossing
University Boulevard at		
Piney Branch Road	Joint use OCS pole in median on east leg of intersection	Meets project standards and requirements, minimizes conflicts between utilities, enhances safety
Seek Lane	New traffic signal	Provides safe conditions at proposed LRT crossing
Merrimac	New traffic signal	Provides safe conditions at proposed LRT crossing

Traffic Signal Location	Proposed Improvement	Reason for Improvement
Lebanon Street	New traffic signal	Provides safe conditions at proposed LRT crossing
14th Avenue	New traffic signal	Provides safe conditions at proposed LRT crossing
Guilford Road	New traffic signal	Provides safe conditions at proposed LRT crossing
15th Avenue	New traffic signal; Lead-lag left turn phasing;	Provides safe conditions at proposed intersection; eliminates need for 2-stage crossing
Riggs Road	New traffic signal; Lead-lag left turn phasing;	Provides safe conditions at proposed intersection; eliminates need for 2-stage crossing
24th Avenue (south)	Relocate existing traffic signal at 24th Ave. (south) to 24th Ave. (north)	Improves signal spacing and safety
Campus Drive	New traffic signal w/ clearance phase with farside optically programmed signal heads for eastbound traffic	Meets project standards and requirements; enhances safety
Union Drive at Valley Drive	New traffic signal; clearance phase for westbound right turns; joint use OCS poles	Accommodates queue jump phase for WB LRT, improves safety, joint-use of poles avoids conflicts with mast arm structures and reduces number of poles
Baltimore Avenue at Rossborough Lane	Queue jump phase for westbound traffic	Provides safe conditions in shared lane
Paint Branch Parkway at		
...MFRI Entrance	Existing east leg pedestrian crossing to be removed	Discourages crossing where no sidewalk is available; increases safety
...Metro Entrance	Right turn prohibition blank-out sign for northbound traffic	Preventative safety measure at vehicle/LRT areas
River Road at Rivertech Court	New traffic signal	Provides safe conditions at proposed LRT

Traffic Signal Location	Proposed Improvement	Reason for Improvement
		crossing
River Road at Haig Drive/University Research Court	New traffic signal to replace existing roundabout	Provides safe conditions at proposed LRT crossing
East-West Highway at Kenilworth Avenue	Supplemental traffic signals for westbound traffic on East-West Highway	Improves driver sight distance under the overpass
Veterans Parkway at Glenridge Yard and Shop Facility	New traffic signal	Provides safe conditions at proposed LRT crossing
Ellin Road at New Carrollton Bus Loop	New traffic signal	Provides safe conditions at proposed LRT crossing
Ellin Road at Harkins Road	Reconstruct existing traffic signal	Accommodates proposed changes to New Carrollton Bus Loop

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