PROPOSED SIGNALS

12" 12"

3 4

EXISTING SIGNALS

12"

1,2

VIDEO TRAFFIC DETECTION SYSTEM

PROPOSED SIGNS

R10-12
30"X36"
LEFT TURN YIELD ON GREEN

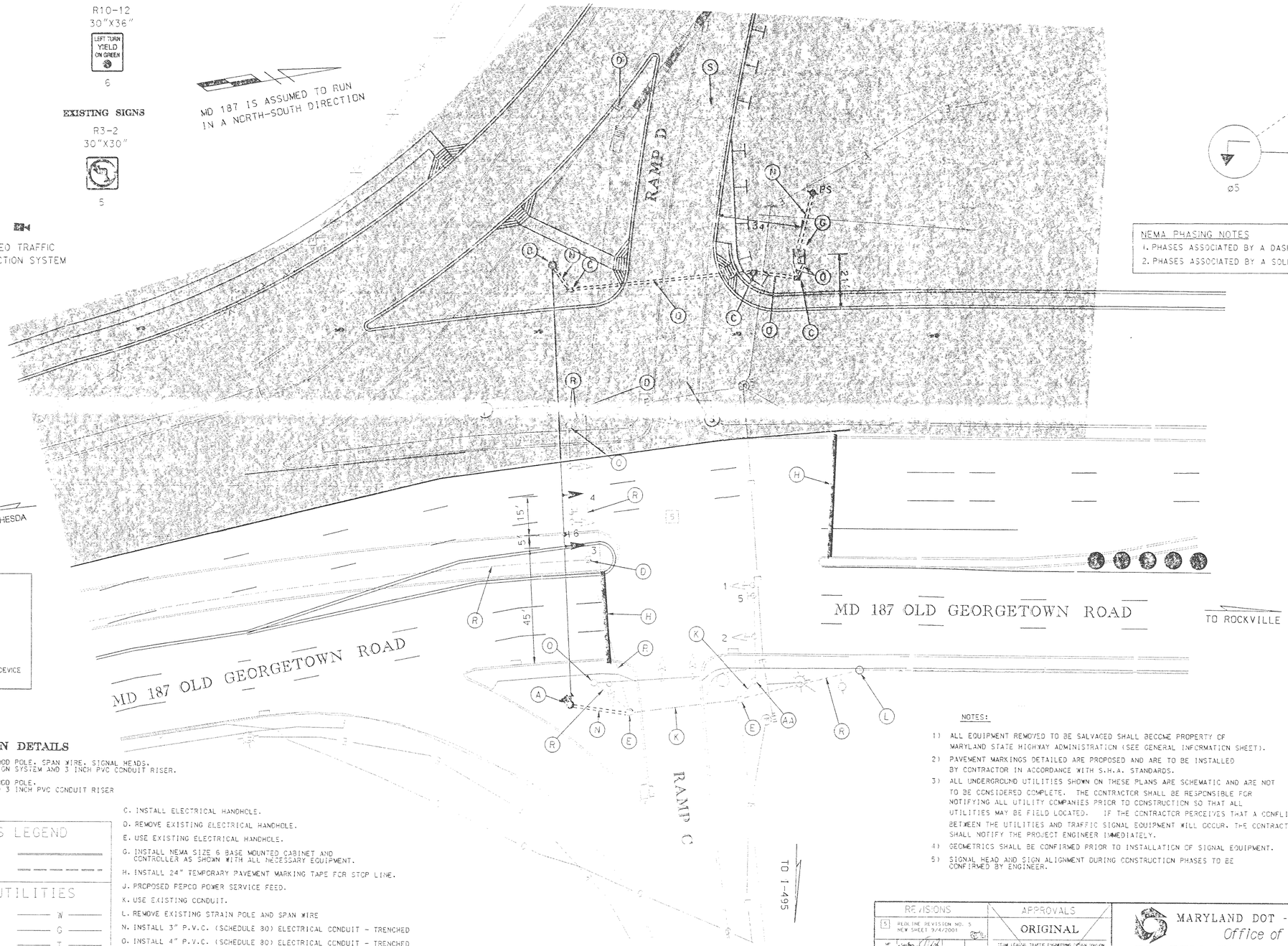
6

EXISTING SIGNS

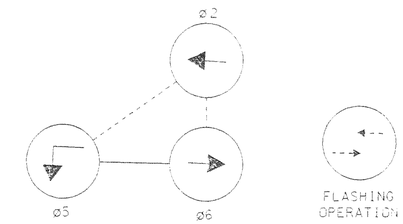
R3-2
30"X30"

5

MD 187 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION



NEMA PHASING



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

LEGEND

- TRAFFIC BARRIER
- WORK AREA
- CHANNELIZATION DEVICE

CONSTRUCTION DETAILS

A. INSTALL 40 FOOT TEMPORARY WOOD POLE, SPAN WIRE, SIGNAL HEADS, SIGNS, VIDEO TRAFFIC DETECTION SYSTEM AND 3 INCH PVC CONDUIT RISER.

B. INSTALL 40 FOOT TEMPORARY WOOD POLE, SPAN WIRE, SIGNAL HEADS, AND 3 INCH PVC CONDUIT RISER

C. INSTALL ELECTRICAL HANDHOLE.

D. REMOVE EXISTING ELECTRICAL HANDHOLE.

E. USE EXISTING ELECTRICAL HANDHOLE.

G. INSTALL NEMA SIZE 6 BASE MOUNTED CABINET AND CONTROLLER AS SHOWN WITH ALL NECESSARY EQUIPMENT.

H. INSTALL 24" TEMPORARY PAVEMENT MARKING TAPE FOR STOP LINE.

J. PROPOSED PEPCO POWER SERVICE FEED.

K. USE EXISTING CONDUIT.

L. REMOVE EXISTING STRAIN POLE AND SPAN WIRE

N. INSTALL 3" P.V.C. (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED

O. INSTALL 4" P.V.C. (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED

P. REMOVE EXISTING STEEL POLE, MAST ARM, CONTROLLER AND CABINET, SIGNALS, SIGNS, AND FOUNDATION.

Q. REMOVE EXISTING STEEL POLE, MAST ARM, SIGNALS, SIGNS, AND FOUNDATION.

R. CAP AND ABANDON EXISTING CONDUIT.

S. DISABLE EXISTING LOOP DETECTORS.

T. REMOVE EXISTING CABINET CONTROLLER AND FOUNDATION.

AA. MAINTAIN EXISTING STEEL POLE, MAST ARM, AND SIGNALS. REWIRE AS SHOWN ON WIRING DIAGRAM.

GEOMETRICS LEGEND	
PROPOSED GEOMETRICS	————
EXISTING GEOMETRICS	— — — — —

LEGEND OF UTILITIES	
WATER	—— W ——
GAS	—— G ——
UNDERGROUND TELEPHONE	—— T ——
SANITARY SEWER	—— S ——
UNDERGROUND ELECTRIC	—— E ——
AERIAL	—— A ——
STORM DRAIN	—— SD ——
SEWAGE FORCE MAIN	—— FM ——
CABLE TV	—— TV ——

NOTES:

1) ALL EQUIPMENT REMOVED TO BE SALVAGED SHALL BECOME PROPERTY OF MARYLAND STATE HIGHWAY ADMINISTRATION (SEE GENERAL INFORMATION SHEET).
2) PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED BY CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS.
3) ALL UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE FIELD LOCATED. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY.
4) GEOMETRICS SHALL BE CONFIRMED PRIOR TO INSTALLATION OF SIGNAL EQUIPMENT.
5) SIGNAL HEAD AND SIGN ALIGNMENT DURING CONSTRUCTION PHASES TO BE CONFIRMED BY ENGINEER.

TS-7A

REVISIONS

5	REDLINE REVISION NO. 5 NEW SHEET 9/4/2001	
4		
3	ADDENDUM NO. 2 REPLACEMENT SHEET 11/30/00	
2	NEW MD 187 GEOMETRICS 12-00 SHA CONT. NO. AG8995172	
1		
0		
B	REVISED SIGNAL HEAD DISPLAY 10/14/75	
33		

APPROVALS

ORIGINAL ON FILE

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

REVISIONS "C"
KCI TECHNOLOGIES INC.
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KCI TECHNOLOGIES

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

I-270 INTERCHANGES AT ROCKLEDGE DRIVE AND MD 187
TEMPORARY TRAFFIC SIGNAL PLAN (PHASE III)
I-270 RAMP C/RAMP D AT MD 187 (OLD GEORGETOWN ROAD)

DRAWN BY: STEVE RENZI	F.A.P. NO.	TS NO. 12500-P3	SHEET NO.
CHECKED BY: STEVE RENZI	S.H.A. NO.		
SCALE: 1" = 20'	COUNTY: MONTGOMERY	T.I.M.S. NO. D-311	258A OF 404
DATE: 12/27/74	LOG MILE: I50I3207.73		

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