MD 190 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

EXISTING SIGNS

18, 19 — Falls Rd — D3-2 (VARIABLE x 16")

20, 21 — LEFT TURN YIELD ON GREEN — R10-12 (30"x36")

22 — ONLY — R3-5(1) (30"x36")

23 — R3-6R (30"x36")

PROPOSED SIGNS

24 — ONLY — R3-5(R) 30"x36"

25 — M3-1 24"x12" NORTH; M1-5 30"x24" MARYLAND 189; M6-1 21"x15" — ASSOCIATED SHIELD ASSEMBLY 30"x51"

26 — M3-1 24"x12" NORTH; M1-5 30"x24" MARYLAND 189; M6-1 21"x15" — ASSOCIATED SHIELD ASSEMBLY 30"x51"

27 — M3-2 24"x12" EAST; M1-5 30"x24" MARYLAND 190; M6-1 21"x15" — ASSOCIATED SHIELD ASSEMBLY 30"x51"

28 — M3-4 24"x12" WEST; M1-5 30"x24" MARYLAND 190; M6-1 21"x15" — ASSOCIATED SHIELD ASSEMBLY 30"x51"

29 — M3-4 24"x12" WEST; M1-5 30"x24" MARYLAND 190; M6-1 21"x15" — ASSOCIATED SHIELD ASSEMBLY 30"x51"

30 — M3-2 24"x12" EAST; M1-5 30"x24" MARYLAND 190; M6-1 21"x15" — ASSOCIATED SHIELD ASSEMBLY 30"x51"

EXISTING SIGNALS

1,3 — R, Y, G, G

2,4,7,9 — R, Y, G

5 — R, Y, G, G

6,8 — R, Y, G, G

11,12, 14,15,17 — DON'T WALK

10,13,16

PROPOSED SIGNALS

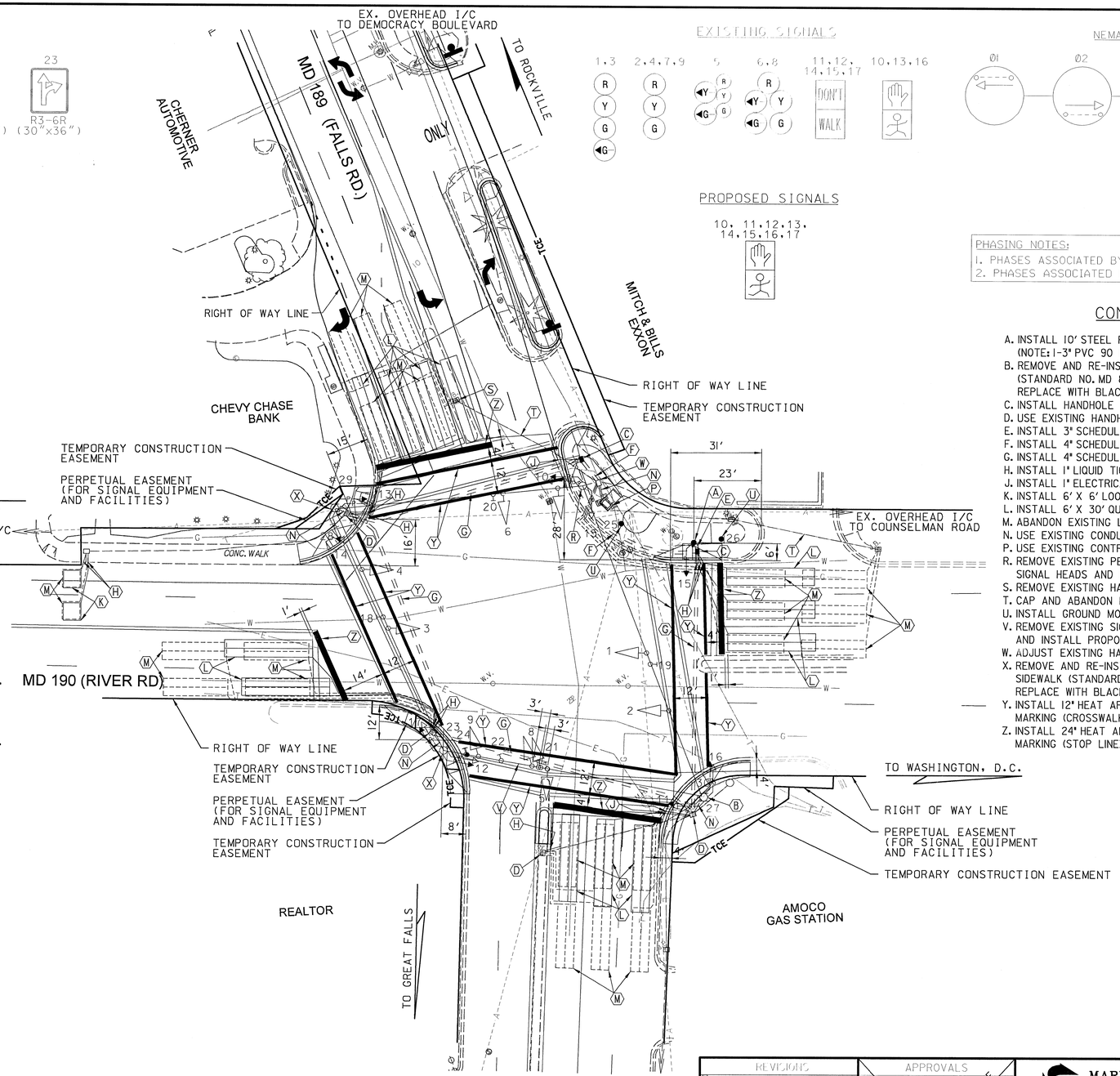
10, 11,12,13, 14,15,16,17

NEMA PHASING

Ø1, Ø2, Ø3, Ø4, Ø4 ALT., Ø7, Ø8, Ø8 ALT.

FLASHING OPERATION

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



CONSTRUCTION DETAILS

A. INSTALL 10' STEEL PEDESTAL POLE, PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON. (NOTE: 1-3" PVC 90 DEGREE CONDUIT BEND REQUIRED.)
B. REMOVE AND RE-INSTALL PUSHBUTTON AT A HEIGHT OF 36" ABOVE THE SIDEWALK (STANDARD NO. MD 817.01), REMOVE THE EXISTING PEDESTRIAN SIGNAL HEADS AND REPLACE WITH BLACK FACE PEDESTRIAN SIGNAL HEADS AND INSTALL SIGNS.
C. INSTALL HANDHOLE
D. USE EXISTING HANDHOLE
E. INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED
F. INSTALL 4" SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED
G. INSTALL 4" SCHEDULE 80 RIGID PVC CONDUIT - SLOTTED
H. INSTALL 1" LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR SLEEVE
J. INSTALL 1" ELECTRICAL CONDUIT - GALVANIZED SLEEVE
K. INSTALL 6' X 6' LOOP DETECTOR
L. INSTALL 6' X 30' QUADRUPOLE LOOP DETECTOR
M. ABANDON EXISTING LOOP DETECTOR
N. USE EXISTING CONDUIT
P. USE EXISTING CONTROLLER
R. REMOVE EXISTING PEDESTRIAN PUSHBUTTON THEN REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND REPLACE WITH BLACK FACE PEDESTRIAN SIGNAL HEAD.
S. REMOVE EXISTING HANDHOLE.
T. CAP AND ABANDON EXISTING CONDUIT.
U. INSTALL GROUND MOUNTED SIGN AND SUPPORTS.
V. REMOVE EXISTING SIGNS NOS. 22 AND 23; RELOCATE SIGNAL HEAD NO. 8 AND SIGN NO. 21 AND INSTALL PROPOSED SIGN NO. 24.
W. ADJUST EXISTING HANDHOLE FRAME AND COVER TO FINISHED GRADE.
X. REMOVE AND RE-INSTALL PEDESTRIAN PUSHBUTTON AT A HEIGHT OF 36" ABOVE THE SIDEWALK (STANDARD NO. MD 817.01) REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND REPLACE WITH BLACK FACE PEDESTRIAN SIGNAL HEADS.
Y. INSTALL 12" HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (CROSSWALK).
Z. INSTALL 24" HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).

GENERAL NOTES

THE CONTRACTOR MUST VERIFY THE LOCATION OF ALL EXISTING GEOMETRICS PRIOR TO INSTALLING ANY SIGNAL EQUIPMENT.

ALL UNDERGROUND AND OVERHEAD 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 LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE PROJECT ENGINEER IMMEDIATELY.

THE CONTRACTOR SHALL REMOVE ALL UNUSED CABLE, INCLUDING ALL UNUSED 2-CONDUCTOR ALUMINUM SHIELDED CABLE FROM ABANDONED LOOPS.

UTILITY LEGEND

—G—G—	GAS MAIN
—W—W—	WATER MAIN
—S—S—	SEWER MAIN
—E—E—	ELECTRIC CABLES
—A—A—	AERIAL CABLES
—T—T—	TELEPHONE CABLES

SG-01

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REVISIONS

C	REPLACE LOOPS, CROSSWALK, AND STOP LINES DUE TO RESURFACING. ADA AND MISC. IMPROVEMENTS. S.H.A. NO. MD 8715.17A	4-14-2005
SMH		
C ASBUILT		2-3-99
RHZ		
B	REPLACE LOOPS DUE TO RESURFACING S.H.A. NO. MD 715.17A.	10/96
A	RECONSTRUCTION OF EXISTING SIGNAL FOR NEW GEOMETRICS	6/87
GEC		

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
MD 189 (FALLS RD) AND MD 190 (RIVER RD)
POTOMAC, MARYLAND

DRAWN BY: G. COOK	F.A.P. NO.	TS NO. TS-2022D	SHEET NO.
CHECKED BY:	S.H.A. NO.		
SCALE: 1" = 20'	COUNTY: MONTGOMERY	T.I.M.S. NO. F637	18 OF 19
DATE: 10-17-84	LOG MILE: ~~150189~~ 84.01.87		

150189 01.87