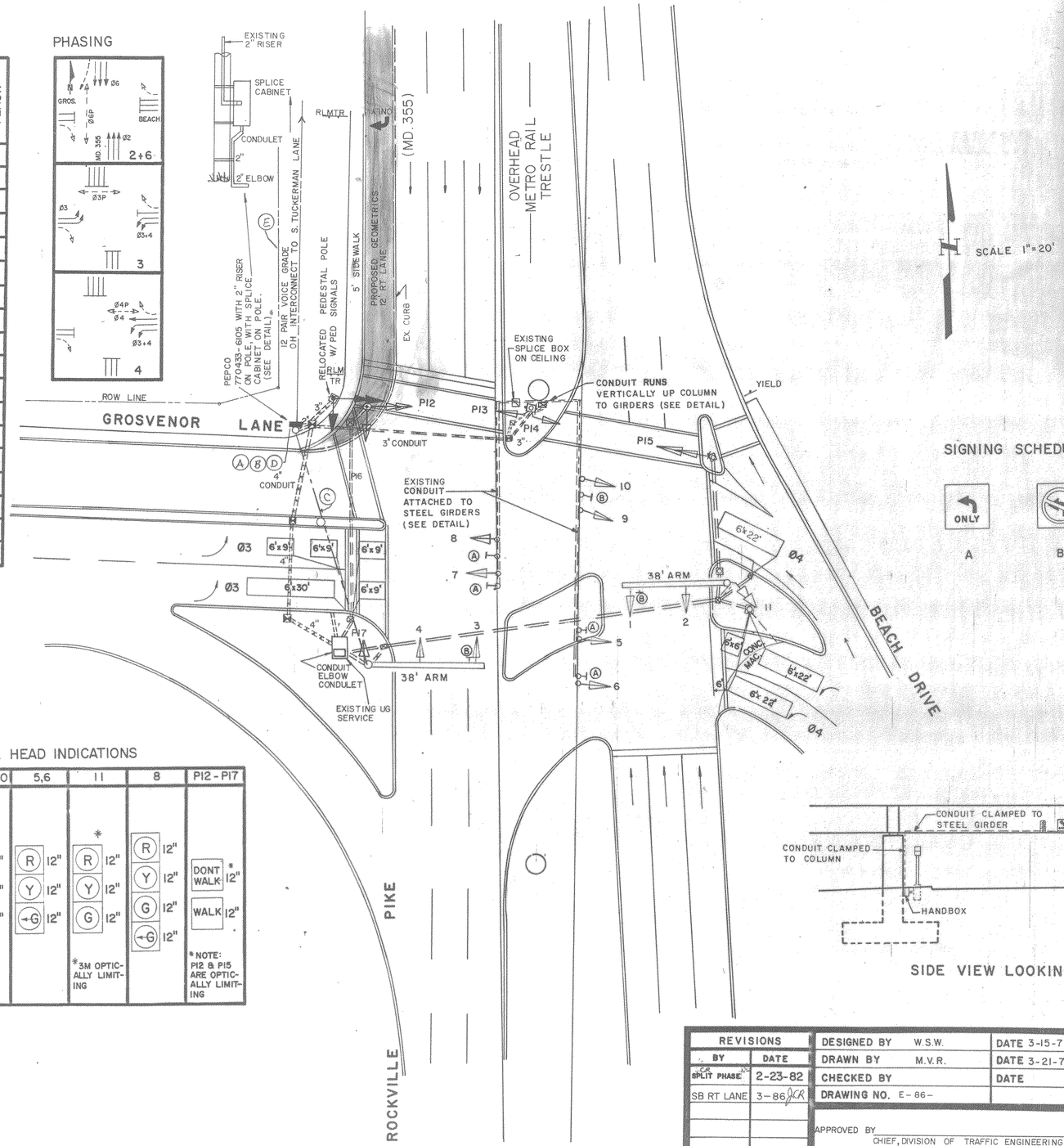
SEQUENCE OF OPERATION

INTERVAL / SIGNAL NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	FLASH
1	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	Y
2	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	Y
3	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	Y
4	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	Y
5	R	R	R	R	R	←G	←G	←G	(1) ←G	(1) ←G	←G	←G	←G	Y	R	R
6	R	R	R	R	R	←G	←G	←G	(1) ←G	(1) ←G	←G	←G	←G	Y	R	R
7	R	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R
8	R	R	R	R	R	G ←G	G ←G	G ←G	Y	R	R	R	R	R	R	R
9	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	R
10	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	R
11	R	R	R	R	R	G	G	G	(1) G	(1) G	G	G	G	Y	R	R
12	DW	DW	DW	DW	DW	WF	DWF	DW	DW	DW	DW	DW	DW	DW	DW	—
13	DW	DW	DW	DW	DW	WF	DWF	DW	DW	DW	DW	DW	DW	DW	DW	—
14	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	DWF	DW	DW	DW	—
15	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	DWF	DW	DW	DW	—
16	WF	DWF	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	—
17	WF	DWF	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	
PHASE	2+6				ALL RED	3				ALL RED	4				ALL RED	

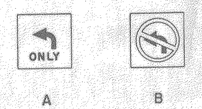
NOTE:

(1) IF (Ø2+Ø6) IS NEXT, SIGNAL HEADS 5,6,11 WILL BE Y THEN R

PHASING



SIGNING SCHEDULE



GENERAL NOTES

(1.) SIGNAL POLE LOCATIONS ARE SUBJECT TO ADJUSTMENT BY ENGINEER IN FIELD TO OBTAIN PROPER OVERHEAD & UNDERGROUND CLEARANCES.

(2) SIGNAL HEADS SHALL BE ALIGNED BY ENGINEER IN FIELD TO OBTAIN PROPER SPACINGS.

(3) SIGNAL HEADS 5-10 AND SIGNS (A) AND (B) TO BE FIXED-MOUNTED ON STEEL GIRDERS.

(4) NEW UNDERGROUND SERVICE INSTALLED TO METER CABINET ON BACK OF CONTROLLER CABINET 1986

(5) SB MD. 355 RIGHT TURN LANE BUILT BY GROSVENOR HOUSE DEVELOPER

(6) RELOCATE ALL SIGNAL EQUIPMENT ON NW CORNER.

LEGEND

CONDUIT (UNDERGROUND)
- EXISTING
- PROPOSED

CONTROLLER CABINETS
- POLE MOUNTED
  - EXISTING
  - PROPOSED
- BASE MOUNTED
  - EXISTING
  - PROPOSED

DETECTORS
- LOOP
  - EXISTING
  - PROPOSED
- PRESSURE SENSITIVE
  - EXISTING
- MAGNETIC
  - EXISTING
  - PROPOSED
- SONIC
  - EXISTING
- RADAR
  - EXISTING
- PEDESTRIAN PUSH BUTTON
  - EXISTING
  - PROPOSED

HAND BOX
- EXISTING
- PROPOSED

INTERCONNECTION CABLE
- OVERHEAD
  - EXISTING
  - PROPOSED
- UNDERGROUND
  - EXISTING
  - PROPOSED

POLES
- SIGNAL (PEDESTAL TYPE)
  - EXISTING
  - PROPOSED
- SIGNAL (STRAIN TYPE)
  - EXISTING
  - PROPOSED
- SIGNAL (MAST ARM TYPE)
  - EXISTING
  - PROPOSED
- UTILITY
  - ELECTRIC
  - ELECTRIC (SERVICE)
  - TELEPHONE

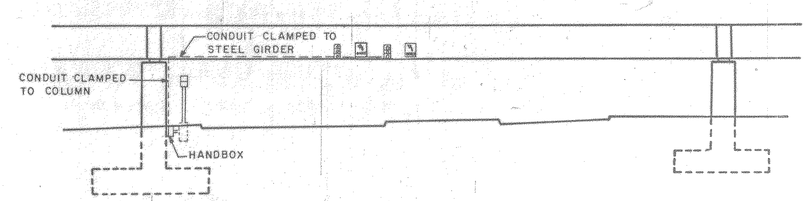
PULL BOX
- EXISTING
- PROPOSED

SIGNAL HEADS
- CONVENTIONAL
  - EXISTING
  - PROPOSED
- W/TUNNEL VISOR
  - EXISTING
  - PROPOSED
- W/BACK PLATE
  - EXISTING
  - PROPOSED
- OPTICAL LIMITING
  - EXISTING
  - PROPOSED
- PEDESTRIAN
  - P EXISTING
  - P PROPOSED

SPAN WIRE
- EXISTING
- PROPOSED

SIGNAL HEAD INDICATIONS

1-4,7,9,10	5,6	11	8	P12 - P17
(R) 12"	(R) 12"	* (R) 12"	(R) 12"	DONT WALK * 12"
(Y) 12"	(Y) 12"	(Y) 12"	(Y) 12"	WALK 12"
(G) 12"	(←G) 12"	(G) 12"	(G) 12"	
		*3M OPTICALLY LIMITING		*NOTE: P12 & P15 ARE OPTICALLY LIMITING



SIDE VIEW LOOKING EAST FROM GROSVENOR LANE

SCALE 1"=20'

CONSTRUCTION DETAILS

STAGE 1 TS-2365 X

REVISIONS				
BY	DATE	DESIGNED BY W.S.W.	DATE 3-15-77	DEPARTMENT OF TRANSPORTATION
C.A. SPLIT PHASE	2-23-82	DRAWN BY M.V.R.	DATE 3-21-77	DIVISION OF TRAFFIC ENGINEERING
SB RT LANE	3-86 JCR	CHECKED BY	DATE	MONTGOMERY COUNTY, MARYLAND
		DRAWING NO. E-86-		

APPROVED BY _____ CHIEF, DIVISION OF TRAFFIC ENGINEERING

APPROVED BY _____ ASST CHIEF, DIVISION OF TRAFFIC ENGINEERING

APPROVED BY _____ SECTION CHIEF, TRAFFIC OPERATION SECTION

SIGNAL MODIFICATION

SIGNAL NO. 4004

BEACH DR. — GROSVENOR LA. & ROCKVILLE PIKE (MD. 355)

1503550442