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

GENERAL NOTES

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

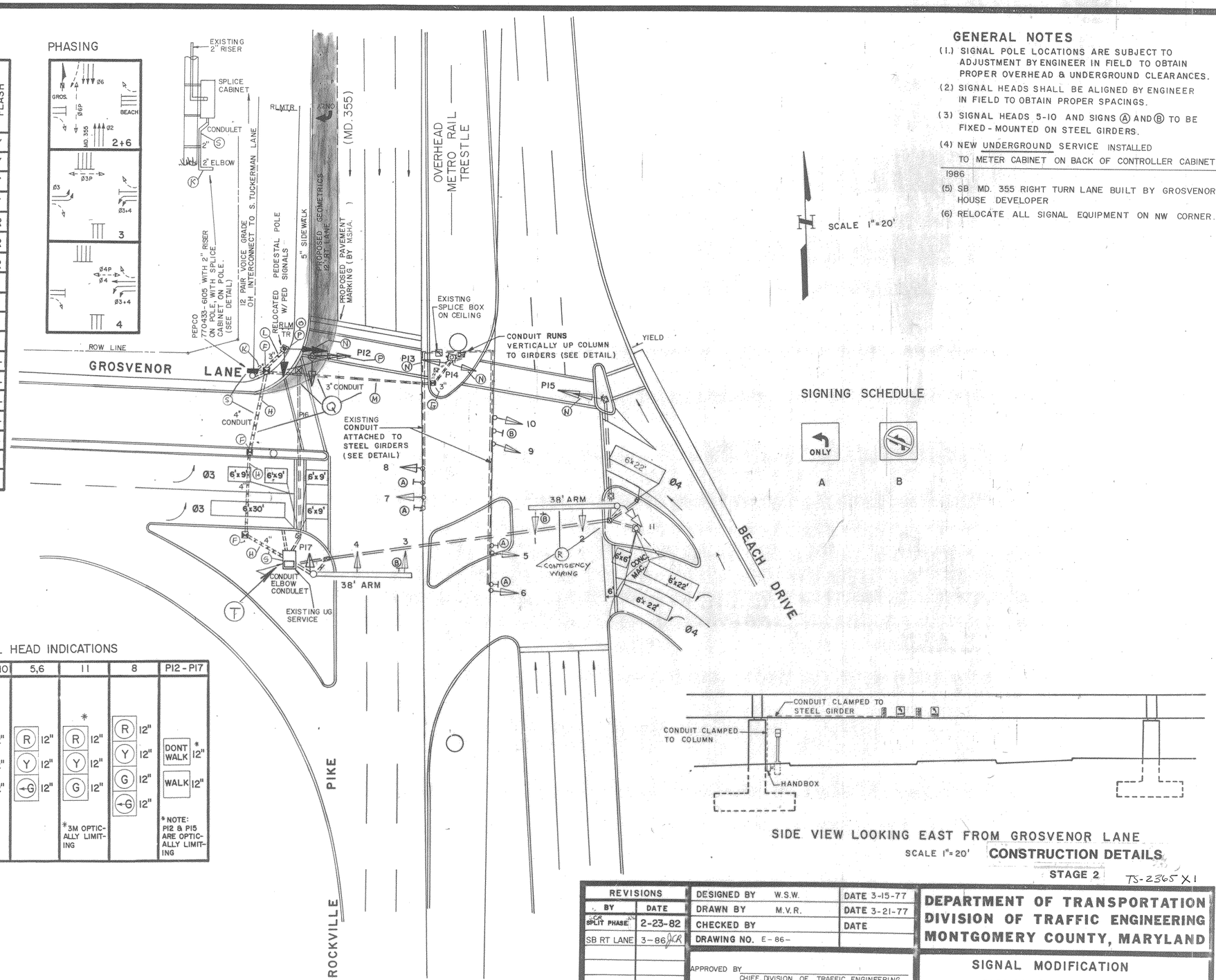
(2.) SIGNAL HEADS SHALL BE ALIGNED BY ENGINEER IN FIELD TO OBTAIN PROPER SPACINGS.

(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.



SCALE 1"=20'

SIGNING SCHEDULE

A

B

SIDE VIEW LOOKING EAST FROM GROSVENOR LANE

SCALE 1"=20'

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
EXISTING
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"	
(G) 12"	(←G) 12"	(G) 12"	(G) 12"	WALK 12"
		*3M OPTICALLY LIMITING		*NOTE: P12 & P15 ARE OPTICALLY LIMITING

CONSTRUCTION DETAILS

STAGE 2 TS-2365 X.1

REVISIONS		DESIGNED BY W.S.W.	DATE 3-15-77
BY	DATE	DRAWN BY M.V.R.	DATE 3-21-77
SPLIT PHASE	2-23-82	CHECKED BY	DATE
SB RT LANE	3-86 JCR	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

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

SIGNAL MODIFICATION
SIGNAL NO. 4004
BEACH DR. — GROSVENOR LA. & ROCKVILLE PIKE (MD. 355)

1503550442