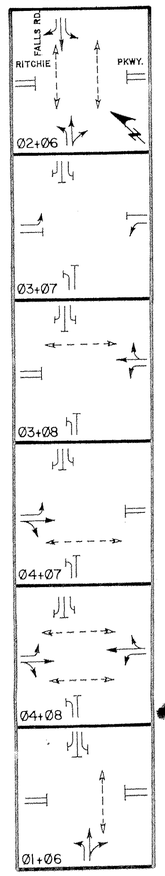
SEQUENCE OF OPERATION

INTERVAL / SIGNAL NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	FLASH
1	G	G	G	Y	R	R	R	R	R	R	R	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	R	R	R	R	R	R	R	Y
3	G	G	G	Y ①	R ①	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G ⑥	G ⑥	Y
4	G	G	G	Y ①	R ①	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G ← G	G ⑦ ← Y	G ⑦	Y
5	R	R	R	R	R	R ← G	R ② ← Y	R ②	R	R	R	G ← G	G ⑨ ← Y	G ⑨	G	G	G	Y ⑤	R ⑤	R	R	R	R
6	R	R	R	R	R	R	R	R	R	R	R	G	G ⑧	G ⑧	G	G	G	Y ⑤	R ⑤	R	R	R	R
7	R	R	R	R	R	R	R	R	G	G ⑧	G ⑧	R	R	R	G	G	G	Y ④	R ④	R	R	R	R
8	R	R	R	R	R	R ← G	R ③ ← Y	R ③	G ← G	G ⑨ ← Y	G ⑨	R	R	R	G	G	G	Y ④	R ④	R	R	R	R
9	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	WF	WF	WF	WF	DWF	DW	DW	DW	DW	DW	DW	—
10	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	WF	WF	WF	WF	DWF	DW	DW	DW	DW	DW	DW	—
11	DW	DW	DW	DW	DW	DW	DW	DW	WF	WF	WF	DW	DW	DW	WF	DWF	DW	DW	DW	DW	DW	DW	—
12	DW	DW	DW	DW	DW	DW	DW	DW	WF	WF	WF	DW	DW	DW	WF	DWF	DW	DW	DW	DW	DW	DW	—
13	WF	DWF	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	WF	WF	WF	—
14-16	WF	DWF	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	WF	WF	WF	—
PHASE	Ø2+Ø6					ALL RED	Ø3+Ø7	ALL RED	Ø3+Ø8	ALL RED	Ø4+Ø7	ALL RED	Ø4+Ø8						ALL RED	Ø1+Ø6		ALL RED	

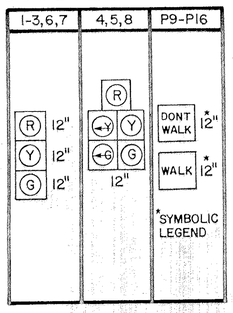
NOTES

① IF (Ø1+Ø6) IS NEXT, SIGNAL HEADS 3 & 4 WILL STAY G.
② IF (Ø4+Ø7) IS NEXT, SIGNAL HEAD 5 WILL BE ← R G.
③ IF (Ø3+Ø8) IS NEXT, SIGNAL HEAD 8 WILL BE ← R G.
④ IF (Ø3+Ø8) IS NEXT, SIGNAL HEADS 7 & 8 WILL STAY G.
⑤ IF (Ø4+Ø7) IS NEXT, SIGNAL HEADS 5 & 6 WILL STAY G.
⑥ IF (Ø2+Ø6) IS SKIPPED, SIGNAL HEAD 3 WILL BE Y THEN R.
⑦ IF (Ø2+Ø6) IS SKIPPED, SIGNAL HEAD 4 WILL BE ← Y Y THEN R.
⑧ IF (Ø4+Ø8) IS SKIPPED, SIGNAL HEADS 6 & 7 WILL BE Y THEN R.
⑨ IF (Ø4+Ø8) IS SKIPPED, SIGNAL HEADS 5 & 8 WILL BE ← Y Y THEN R.

PHASING

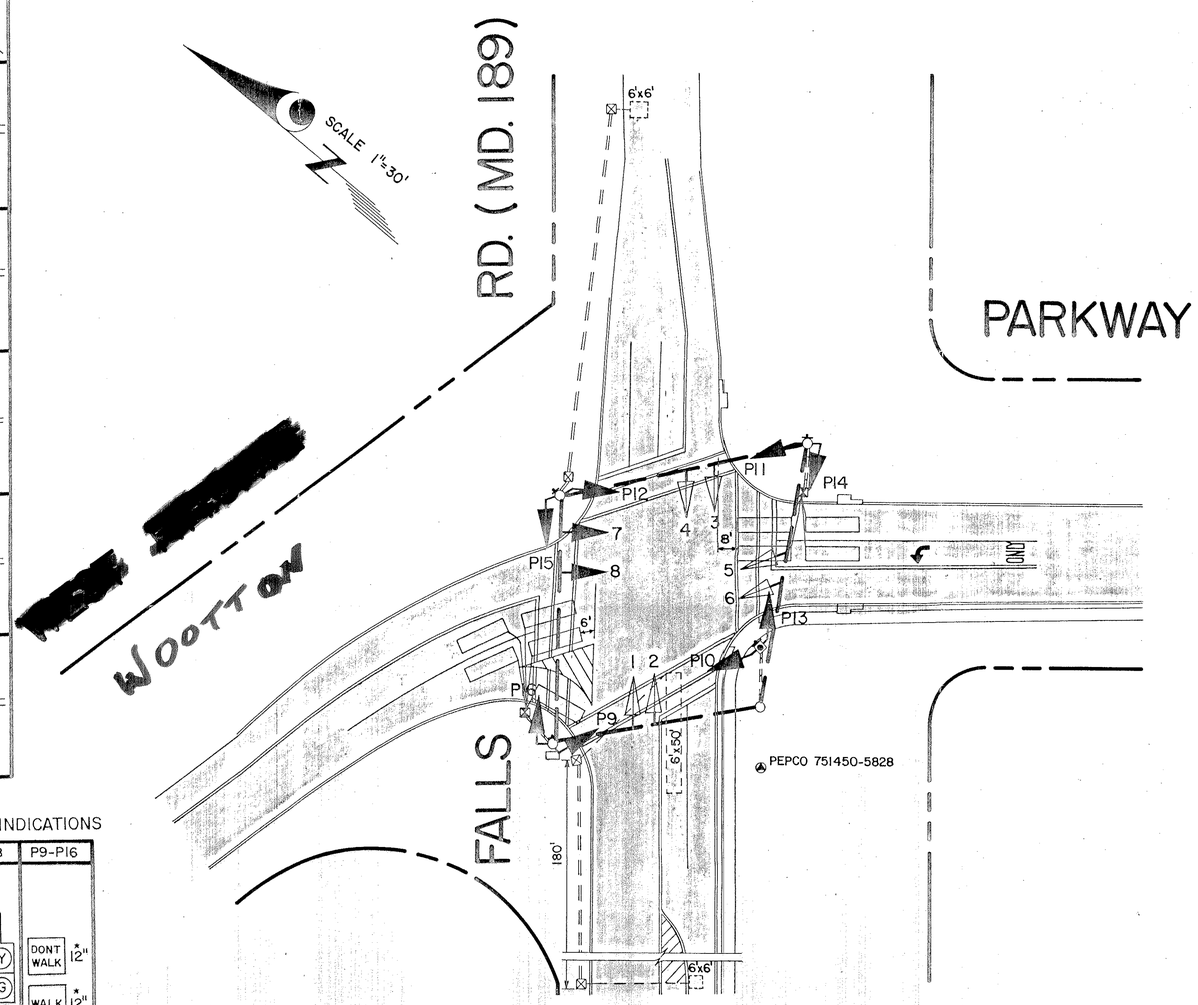


SIGNAL HEAD INDICATIONS



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. ALL LOOP DETECTORS TO BE 6'x22' UNLESS NOTED OTHERWISE.



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

NO.	REVISION	BY	APP'D	DATE

DESIGNED BY	P.C.B.	DATE
DRAWN BY	T.E.L.	DATE 1-02-81
CHECKED BY		DATE
DRAWING NO.	E-81-001	

RECOMMENDED BY John W. Thomas 5-22-81
CHIEF, TRAFFIC OPERATIONS SECTION

REVIEWED BY W. Scott Cabiness 6/1/81
ASSISTANT CHIEF
DIVISION OF TRAFFIC ENGINEERING

APPROVED BY Ronald C. Welker 6/1/81
CHIEF, DIVISION OF TRAFFIC ENGINEERING

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

TS-4179

SIGNAL MODIFICATION

FALLS ROAD (MD. 189) — ~~RITCHIE~~ WOOTTON PARKWAY

SIGNAL NO.

SIGNAL # 15018906-41