SIGNALS FROM PREVIOUS PHASE TO REMAIN

1,2,3 6,7 — R, Y, G, G — 12"

11,14 — R, Y, G — 12"

4,5,8,9,10 12,13,15 — R, Y, G — 12"

16-21 — 12"

SIGNS FROM PREVIOUS PHASE TO REMAIN

33 — ONLY — R3-5(R) 30"X36"

31 — ONLY — R3-5(L) 30"X36"

32 — R3-6 30"X36"

23,24,27 — LEFT TURN SIGNAL — R10-10 24"X30"

29,34 — Old Georgetown RD — D3-2 (16"X VAR)

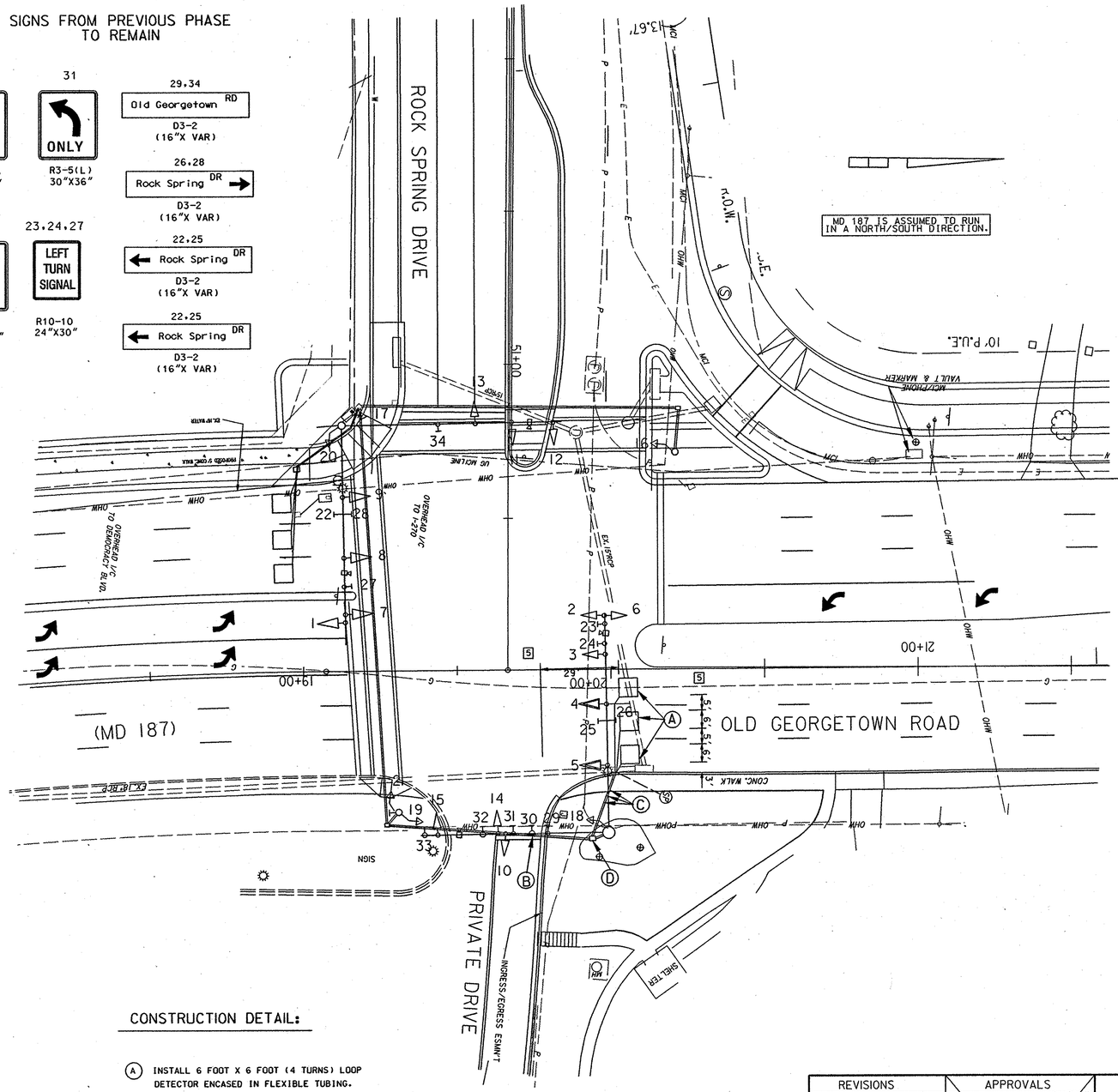
26,28 — Rock Spring DR → — D3-2 (16"X VAR)

22,25 — ← Rock Spring DR — D3-2 (16"X VAR)

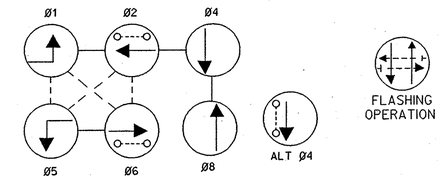
22,25 — ← Rock Spring DR — D3-2 (16"X VAR)

SIGNS FROM PREVIOUS PHASE TO BE REMOVED

30 — ONLY — R3-5(L) 30"X36"



NEMA PHASING



PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

CONSTRUCTION NOTES:

1. SEE SHEET SN-2.11 FOR PAVEMENT MARKING DETAILS.
2. THE CONTRACTOR SHALL NOT EXECUTE ANY CHANGES TO THE TRAFFIC PATTERNS IN THE VICINITY OF THE PROJECT WITHOUT WRITTEN APPROVAL OF THE ENGINEER ACCORDING TO PROCEDURES AS OUTLINED IN THE TRAFFIC CONTROL PLANS.
3. SIGNAL HEAD AND SIGN ALIGNMENT DURING CONSTRUCTION STAGES TO BE CONFIRMED BY THE ENGINEER.
4. PAVEMENT MARKING DETAILED ARE PROPOSED AND ARE TO BE INSTALLED BY CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS. ALL OTHER PAVEMENT MARKINGS NOT DETAILED ARE FOUND ON SIGNING AND PAVEMENT MARKING PLANS.
5. 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.
6. EXISTING WIRING FOR EXISTING SIGNAL EQUIPMENT SHALL BE MAINTAINED UNLESS OTHERWISE NOTED.

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

CONSTRUCTION DETAIL:

(A) INSTALL 6 FOOT X 6 FOOT (4 TURNS) LOOP DETECTOR ENCASED IN FLEXIBLE TUBING.

(B) REMOVE OVERHEAD SIGN

(C) INSTALL 1 INCH ELECTRICAL CONDUIT - GALVANIZED SLEEVE

(D) SPLICE LOOP DETECTOR LEAD-IN CABLE TO EXISTING 2-CONDUCTOR ALUMINUM SHIELD WIRE.

TS-18

REVISION 'B'
KCI TECHNOLOGIES INC.
ENGINEERS AND PLANNERS
10 NORTH PARK DRIVE
HUNT VALLEY, MARYLAND
21030-1888
(410) 316-7800

REVISIONS	APPROVALS
5 REDLINE REVISION NO.5 REPLACEMENT SHEET 9/4/2001	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
MP	ORIGINAL
△ ADDENDUM NO. 2 REPLACEMENT SHEET 11/30/00	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
B NEW MD 187 GEOMETRICS MSHA CONT. NO. MO8995172	ON
MP	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
A RECONSTRUCTION DUE TO GEOMETRIC IMPROVEMENTS.	FILE
CA	DIRECTOR, TRAFFIC & SAFETY

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

I-270 INTERCHANGES AT ROCKLEDGE DRIVE AND MD 187
TRAFFIC SIGNAL PLAN (ULTIMATE)
MD 187 (OLD GEORGETOWN ROAD) AND ROCK SPRING DRIVE

DRAWN BY: CA	F.A.P. NO.	TS NO. 4049B	SHEET NO.
CHECKED BY: LES 8/01	S.H.A. NO.	T.I.M.S. NO. D-434	269 OF 404
SCALE: 1" = 20'	COUNTY: MONTGOMERY		
DATE: 8/29/00	LOG MILE: I5018703.52		

M:\1998\198078\TRAFFIC