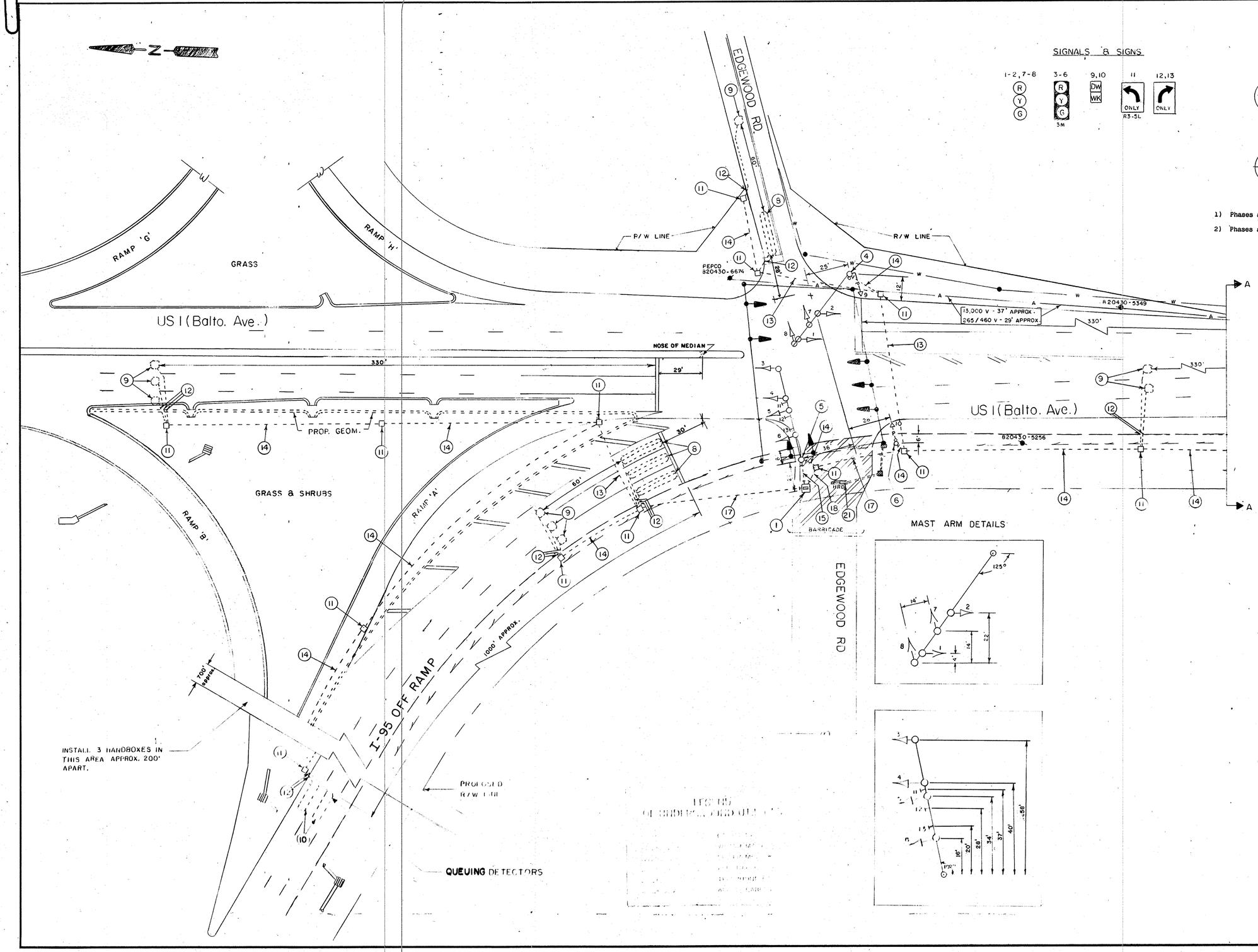
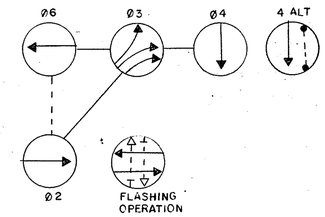
K&E 19 1153 6-81 MC 26479

F.H.W.A. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IR-95-3(108)26	24	28



SIGNALS & SIGNS

NEMA PHASING



1) Phases associated by a solid line will not operate concurrently.

2) Phases associated by a dashed line will operate concurrently.

MAST ARM DETAILS

NOTES:

1. This plan sheet is a REVISION to the old contract number P-323-004-385 (FAP-U-251-1(7).
2. All striping shown is proposed and to be installed by others.
3. All front presence detectors shall be placed at the stop line.
4. Contractor shall maintain a minimum of 6' clearance from face of pole to face of curb.
5. Contractor shall angle mast arm so at least one signal head per approach shall be located no less than 40' from stop line.
6. These two intersections shall be coordinated with one another at all times and remain in STEP WHEN IN FREE OPERATION.
7. Phase 3 at Edgewood Road extends Phases 2+3, 6+3 (3 overlap) at Cherryhill Road.
8. Queuing detectors pre-empt the signal and bring Phase 3 into play.
9. All existing traffic signal equipment shall be removed and salvaged in accordance with Equipment list "C" in the Special Provisions, unless noted in the construction details.

APPROVAL: CHIEF SIGNAL DESIGN SECTION	
APPROVAL: REGIONAL TRAFFIC ENGINEER	
APPROVAL: CHIEF-BUREAU OF TRAFFIC ENGINEERING	
APPROVAL: ASS'T. CHIEF ENGINEER TRAFFIC	(F) 9-1-84 RE CONSTRUCTION OF EXISTING SIGNAL P-676-501-376 DCD JJ 8/1 7/84

REVISIONS

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

TRAFFIC DIVISION — BUREAU OF TRAFFIC ENGINEERING

I-95 at US.1 FROM EDGEWOOD RD TO CHERRYHILL RD. (INTERCONNECT)

SCALE 1"=50'	DATE 7/84	CONTRACT NO. P-676-501-376
DRAWN BY: JPT		COUNTY PRINCE GEORGES
DESIGNED BY: DCD		SIGNAL NO.: 16024
CHECKED BY:		DRAWING NO. TS-533 F