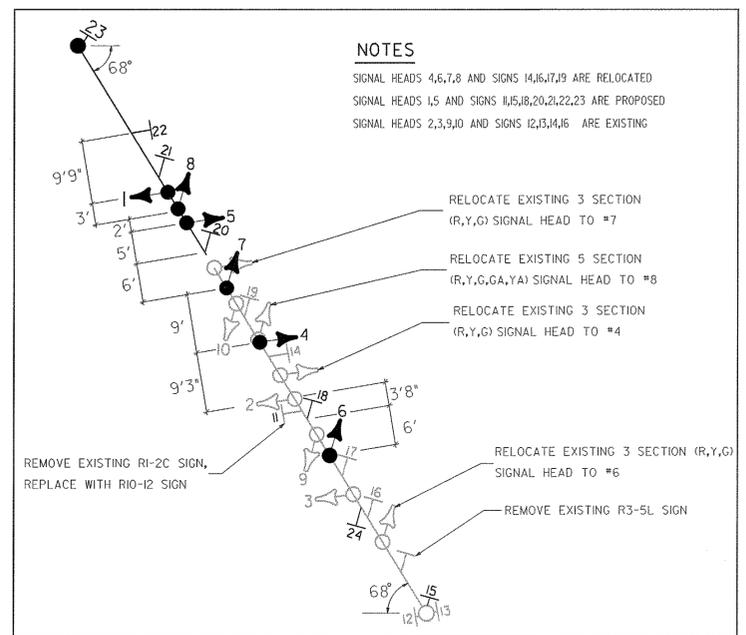


US ROUTE 1 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

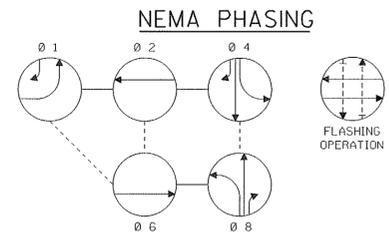
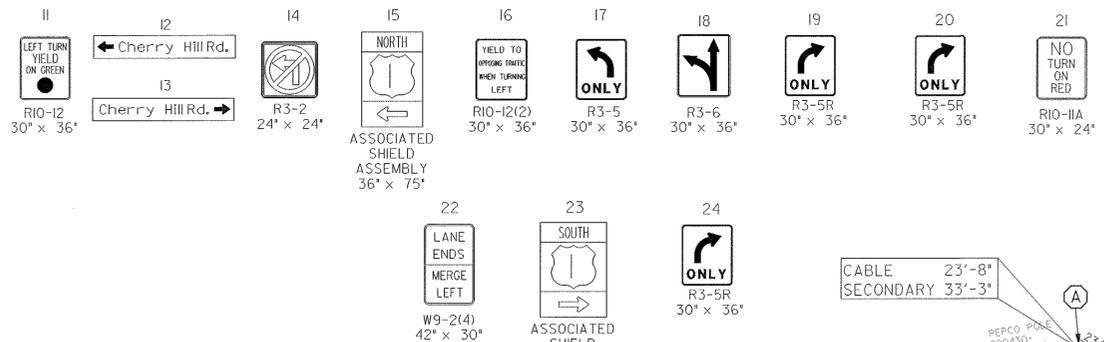


**NOTES**  
 SIGNAL HEADS 4,6,7,8 AND SIGNS 14,16,17,19 ARE RELOCATED  
 SIGNAL HEADS 15 AND SIGNS 11,5,18,20,21,22,23 ARE PROPOSED  
 SIGNAL HEADS 2,3,9,10 AND SIGNS 12,13,14,16 ARE EXISTING

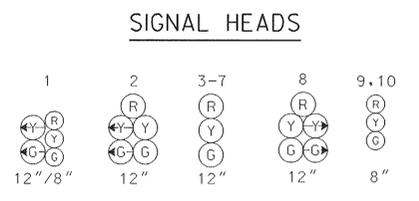
RELOCATE EXISTING 3 SECTION (R,Y,G) SIGNAL HEAD TO #7  
 RELOCATE EXISTING 5 SECTION (R,Y,G,GA,YA) SIGNAL HEAD TO #8  
 RELOCATE EXISTING 3 SECTION (R,Y,G) SIGNAL HEAD TO #4  
 RELOCATE EXISTING 3 SECTION (R,Y,G) SIGNAL HEAD TO #6  
 REMOVE EXISTING RI-2C SIGN, REPLACE WITH RIO-12 SIGN  
 REMOVE EXISTING R3-5L SIGN

**MAST ARM DETAIL**  
NOT TO SCALE

**SIGNS**

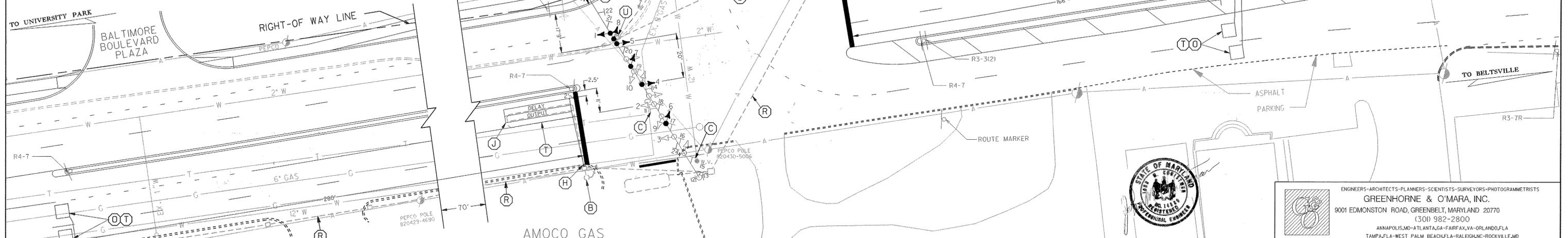


**PHASING NOTES:**  
 1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.  
 2. PHASES ASSOCIATED BY A DASHED LINE MAY WILL OPERATE CONCURRENTLY.



**CONSTRUCTION DETAILS**

- A. INSTALL 2FT. STEEL POLE WITH A 38 FT. MAST ARM, TRAFFIC SIGNAL HEADS, AND SIGNS (NOTE 1-3 IN. SCHEDULE 80, 90 DEGREE PVC CONDUIT BEND)
- B. REMOVE EXISTING STEEL POLE, PEDESTRIAN SIGNALS, AND SIGNS
- C. REMOVE EXISTING RI-2C AND R3-5L SIGNS AS NOTED
- D. INSTALL 3 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED)
- F. INSTALL 2 IN. SCHEDULE 80, RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED)
- G. INSTALL 3 IN. SCHEDULE 80, RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (BORED)
- H. INSTALL 1IN. LIQUID-TIGHT, FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE)
- J. INSTALL 6 FT. BY 30 FT. QUADRUPOLE TYPE (3-6-3) LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
- K. INSTALL HANDHOLE
- L. INSTALL HANDHOLE ON EXISTING CONDUIT RUN
- M. INSTALL MICRO-LOOP PROBE SETS
- O. INSTALL 6 FT. X 6 FT. (4 TURNS) TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING
- P. INSTALL 1IN. ELECTRICAL CONDUIT GALVANIZED SLEEVE
- R. USE EXISTING CONDUIT
- S. CAP AND ABANDON EXISTING CONDUIT
- T. DISCONNECT EXISTING LOOP DETECTOR
- U. REMOVE EXISTING HANDBOX (BY OTHERS)



**GENERAL NOTES**

1. THE LOOP DETECTORS AND CONDUIT ARE TO BE INSTALLED PRIOR TO THE INSTALLATION OF THE PAVEMENT MARKINGS
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THIS PLAN ARE SCHEMATIC AND NOT CONSIDERED COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES WILL BE LOCATED IN THE FIELD. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY, IF ANY CONFLICTS ARE PERCEIVED.
3. GEOMETRICS SHALL BE CONFIRMED PRIOR TO INSTALLATION OF SIGNAL EQUIPMENT.
4. ADJUST SIGNAL HEADS AS NECESSARY
5. THE CONTRACTOR SHALL HAVE A CATALOG CUT APPROVED BY THE OFFICE OF TRAFFIC AND SAFETY PRIOR TO PURCHASING EQUIPMENT
6. THE CONTRACTOR TO REMOVE ALL ABANDONED CABLE
7. PAVEMENT MARKINGS ARE BASED ON THE APPROVED SIGNING/ PAVEMENT MARKING PLAN BY "AB CONSULTANTS"

**GEOMETRIC LEGEND**

PROPOSED GEOMETRY	— OR —
EXISTING GEOMETRY	— OR —

**LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES**

AERIAL CABLE	—A—A—
ELECTRIC	—E—E—
TELEPHONE	—T—T—
GAS	—G—G—
SEWER	—S—S—
WATER	—W—W—
CABLE TV	—TV—TV—

**REVISIONS**

NO.	DESCRIPTION	DATE
1	INSTALL ADDITIONAL SIGNAL POLE AND MAST ARM FOR INTERSECTION RECONSTRUCTION	8/98
2	PROVIDE EASTBOUND RIGHT TURN OVERLAP WITH NORTHBOUND LEFT TURN	5/98
3	RECONSTRUCTION OF EXISTING SIGNAL	9/01/84

**APPROVALS**

ORIGINAL	CHECK, SIGN DESIGN SECTION
NOTED	ASST. DISTRICT ENGINEER, TRAFFIC
ON	CHEF, TRAFFIC ENGINEERING DIVISION
FILE	DEPUTY CHIEF ENGINEER, OFFICE OF TRAFFIC

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

LOG MILE 1600106.15

**TRAFFIC SIGNALIZATION PLAN**  
 US ROUTE 1 AT  
 CHERRY HILL ROAD

DRAWN BY: KEITH RINKER  
 DES. BY: KEITH RINKER  
 CHK. BY: JOHN CHRISTMAN

DATE: AUGUST 26, 1998  
 SCALE: 1" = 20'

F.A.P. NO.:  
 S.H.A. NO.:

TS/FILE NO.: 534 H  
 SHEET NO.: 1 OF 2



ENGINEERS-ARCHITECTS-PLANNERS-SCIENTISTS-SURVEYORS-PHOTOGRAMMETRISTS  
**GREENHORNE & O'MARA, INC.**  
 9001 EDMONSTON ROAD, GREENBELT, MARYLAND 20770  
 (301) 982-2800  
 ANNAPOLIS, MD - ATLANTA, GA - FARRAUX, VA - ORLANDO, FLA  
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