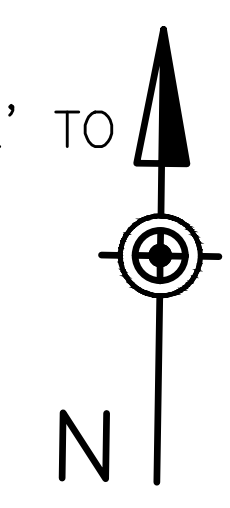


NEAREST SIGNAL 2262' TO COUNTY LINE RD



WEEKLY PROGRAM CHART						
EVENT	DAY*	TIME	CYCLE	OFFSET	PROGRAM	REMARKS
1	1-5	0600	90		1	AM PEAK
2	1-5	1000	90		2	OFF PEAK
3	1-5	1600	90		3	PM PEAK
4	1-5	1900	---		MAX 2	FREE
5	1-5	2300	---		MAX 1	FREE
6	6,7	0000	---		MAX 1	FREE

▲ DAY 1 = MONDAY

CLOSED LOOP SYSTEM NOTES

- PROGRAM TO BE SELECTED BY CLOSED LOOP SYSTEM (TIME OF DAY) OR TBC BACKUP.
- OFFSETS ARE REFERENCED TO THE BEGINNING OF MAIN STREET AMBER (PHASE 2+6 YELLOW INTERVAL) ON KING OF PRUSSIA RD (S.R. 1021).
- SYSTEM: MATSON ROAD (S.R. 1038) 3 INTERSECTIONS AND KING OF PRUSSIA RD (S.R. 1021) 2 INTERSECTIONS
- SYSTEM LIMITS:  
MATSON ROAD - FROM KING OF PRUSSIA RD TO NORTH CENTENNIAL DRIVE.  
KING OF PRUSSIA ROAD - FROM MATSON RD TO RAIDER RD.
- MASTER CONTROLLER LOCATION: KING OF PRUSSIA ROAD (S.R. 1021) AND MATSON ROAD (S.R. 1038).
- PRIMARY COORDINATION: CLOSED LOOP SYSTEM - FIBER OPTIC COMMUNICATION CABLE.  
SECONDARY COORDINATION: TBC (DEFAULT TO BACKUP TBC).
- CYCLES, SPLITS & OFFSETS ARE IN SECONDS.

SYSTEM SETBACK DETECTORS LOCATED 300' FROM STOP BAR

FILE #	Intersections	Phase								PED	Cycle	Offsets	Offsets	Offsets
		1	2	3	4	5	6	7	8					
Program 1 =														
0890	King of Prussia Rd		62		28	22(LEAD)	40		28					
1800	Radnor Chester Rd		50		40		50		40					
2395	South Centennial Drive		XX		XX	XX(LEAD)	XX		XX					
3194	North Centennial Drive		71		13		71		12					
XXXX	Raider Rd	11(LEAD)	52		27	11(LEAD)	52		27					
Program 2 =														
FILE #	Intersections	1	2	3	4	5	6	7	8		Cycle	Offset # 1	Offset # 2	Offset # 3
1	King of Prussia Rd		XX		XX	XX(LEAD)	XX		XX		90	XX	DR2(WB)	DR1(EB)
2	Radnor Chester Rd		39		51		39		51		90	88		
3	South Centennial Drive		XX		XX	XX(LEAD)	XX		XX		90	XX		
4	North Centennial Drive		53		31		53		36		90	36		
XXXX	Raider Rd	11(LEAD)	52		27	11(LEAD)	52		27		90	XX		
Program 3 =														
FILE #	Intersections	1	2	3	4	5	6	7	8		Cycle	Offset # 1	Offset # 2	Offset # 3
1	King of Prussia Rd		50		40	13(LEAD)	37		40		90	Bal	DR2(WB)	DR1(EB)
2	Radnor Chester Rd		55		35		55		35		90	20		
3	South Centennial Drive		XX		XX	XX(LEAD)	XX		XX		90	XX		
4	North Centennial Drive		61		29		61		46		90	46		
XXXX	Raider Rd	11(LEAD)	52		27	8(LEAD)	52		27		90	76		

Notes:  
 - ALL SPLIT TIMES INCLUDE YELLOW AND RED TIMES FOR A GIVEN PHASE.  
 - REFER TO SIGNAL PERMIT PLAN FOR MAX 1, MAX 2 AND CLEARANCE AND PED TIMES.

- LEGEND**
- ④ INTERSECTION ADDRESS
  - S## SYSTEM LOOP/IDENTIFYING NUMBER
  - LOOP SENSOR
  - DETECTION ZONE
  - ◇ PHASE NUMBER

NOT TO SCALE

**GENERAL NOTES**

NO MODIFICATIONS OF THIS INSTALLATION ARE PERMITTED UNLESS PRIOR APPROVAL IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT OF TRANSPORTATION.

ALL MAINTENANCE WORK INCLUDING TRIMMING OF TREES, NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS IS THE RESPONSIBILITY OF THE PERMITEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH PUBLICATION NO. 212.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF CURB OR THE EDGE OF THE SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS SHALL ALSO HAVE A MINIMUM CLEARANCE HORIZONTALLY OF 2 FEET.

SIGNALS ERECTED OVER THE ROADWAY SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 16 FT. ABOVE THE ROADWAY. POST MOUNTED SIGNALS SHALL BE A MINIMUM OF 8 FT. ABOVE THE SIDEWALK OR PAVEMENT.

ALL OVERHEAD SIGNALS MUST BE RIGIDLY MOUNTED, TOP AND BOTTOM, AND EQUIPPED WITH BACKPLATES.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS MEASURED AT RIGHT ANGLES TO THE APPROACH SHALL BE 8 FEET.

EXACT LOCATION OF DETECTORS SHALL BE DETERMINED PRIOR TO INSTALLATION BY A REPRESENTATIVE OF PENNDOT.

CURBING TO BE INSTALLED BY MUNICIPALITY AND WHERE NOTED, SHALL BE PLAIN CEMENT CONCRETE CURB OR GRANITE CURB INSTALLED IN ACCORDANCE WITH DEPARTMENT SPECIFICATIONS FORM 408.

PRIOR TO INSTALLATION THE CONTRACTOR SHALL CONSULT WITH THE LOCAL OFFICIALS AND UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITEE COMPLIES WITH THE PROVISIONS OF THE LATEST AMENDMENT TO ACT 287, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, EFFECTIVE DATE DECEMBER 20, 1974.

WHEN LIQUID FUELS MONEY IS USED, SIGNAL INSTALLATION MUST CONFORM TO FORM 408 AND A COPY OF THE PROPOSED SPECIFICATIONS MUST BE SUBMITTED TO THE DISTRICT TRAFFIC UNIT FOR REVIEW PRIOR TO BIDDING.

PERMITEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR ANY CHANGES IN INTERSECTION GEOMETRY REGARDING EXCAVATION.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-8800 SERIES.

INTERCONNECT PERMIT # 0010

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION  
**ENGINEERING DISTRICT 6-0**

COUNTY:	DELAWARE
MUNICIPALITY:	RADNOR TOWNSHIP
INTERSECTION:	CLOSED SYSTEM FOR SR 1038 & SR 1021 MATSON FORD ROAD (S.R. 1038) KING OF PRUSSIA RD ( S.R. 1021)

REVIEWED:	DATE
MUNICIPAL OFFICIAL	DATE

RECOMMENDED:	DATE
DISTRICT TRAFFIC ENGINEER	DATE

NO	REVISION	DES/REVW	DATE	REVW	DATE	RECOM	DATE
1	REVISED PAVEMENT MARKINGS	TPD	6/15/01	TPO	6/15/01	WJE	6/19/01
2	ADDITION OF SIGNAL AT RAIDER ROAD	PAI	4/5/18				
3							
4							
5							
6							
7							
8							

DATES: 6/15/01  
 FILENAME: 061105