FHWA REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD			

SIGNALS

1,2,5,6 — 12"
3,4,7,8, 10,11,13 — 12"
9,12 — 12"
22,23 — Opticom Detector

SIGNS

14,16 — LEFT TURN SIGNAL — R 10-10, 24" x 30"
18,20 — ONLY — R 3-5(L), 30" x 36"
19,21 — R 3-6(L), 30" x 36"
15,17 — Naylor Mill Rd — D 3-2, 16" x Var. (Dual Faced Sign)

US 13 considered to run in a North/South direction.

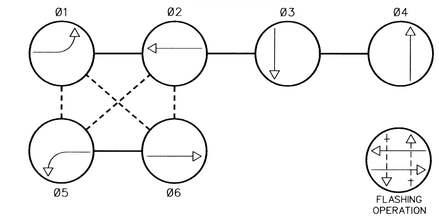
CONSTRUCTION DETAILS

A. Extend stop line with 24 in. wide pavement marking - white for stop line.

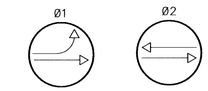
B. Install 6 ft. x 6 ft. loop detector.

C. Install 1 in. galvanized steel conduit for loop detector lead-in.

NEMA PHASING

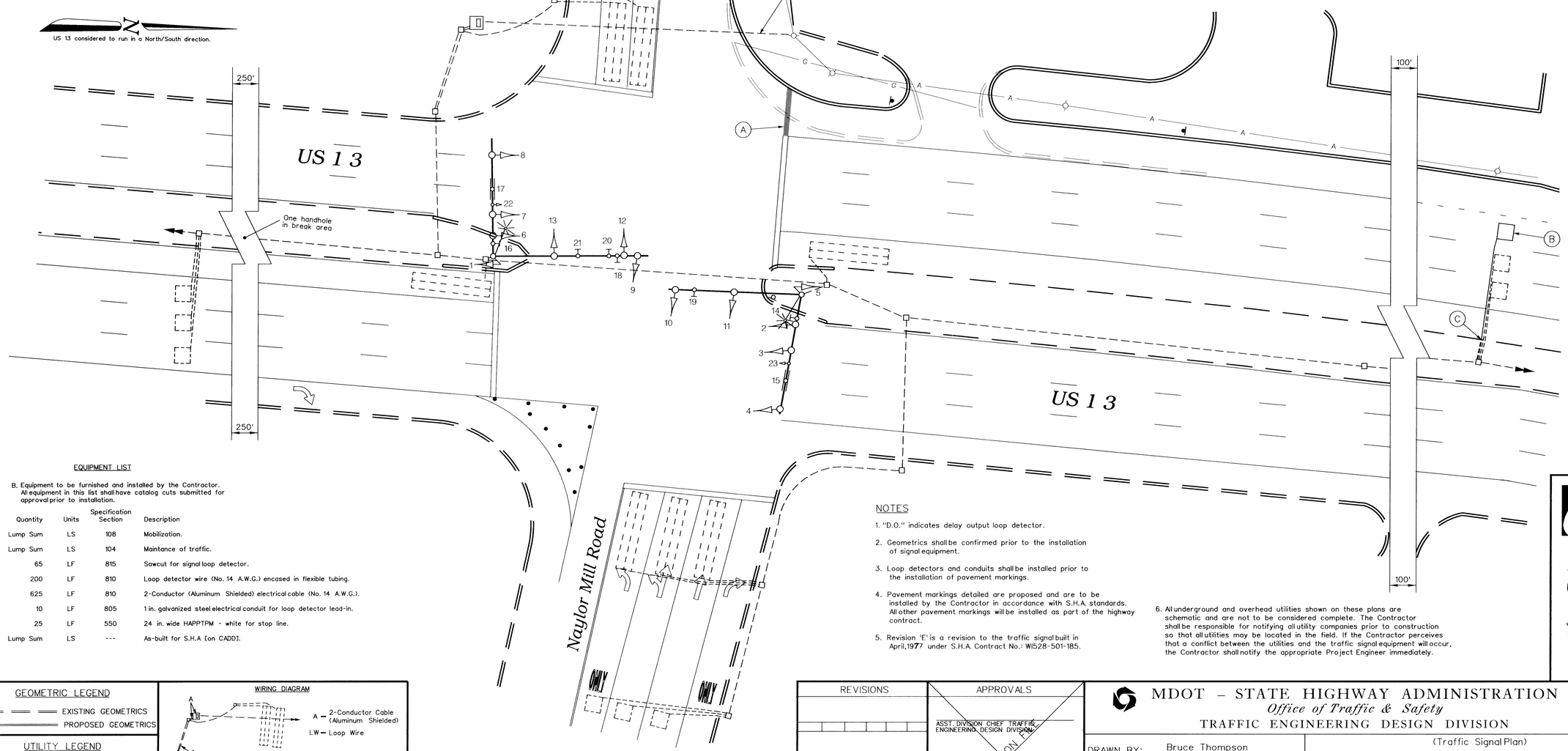


PRE-EMPTION PHASING



PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY



EQUIPMENT LIST

B. Equipment to be furnished and installed by the Contractor. All equipment in this list shall have catalog cuts submitted for approval prior to installation.

Quantity	Units	Specification Section	Description
Lump Sum	LS	108	Mobilization.
Lump Sum	LS	104	Maintance of traffic.
65	LF	815	Sawcut for signal loop detector.
200	LF	810	Loop detector wire (No. 14 A.W.G.) encased in flexible tubing.
625	LF	810	2-Conductor (Aluminum Shielded) electrical cable (No. 14 A.W.G.).
10	LF	805	1 in. galvanized steel electrical conduit for loop detector lead-in.
25	LF	550	24 in. wide HAPPTPM - white for stop line.
Lump Sum	LS	---	As-built for S.H.A [on CADD].

NOTES

1. "D.O." indicates delay output loop detector.
2. Geometrics shall be confirmed prior to the installation of signal equipment.
3. Loop detectors and conduits shall be installed prior to the installation of pavement markings.
4. Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with S.H.A. standards. All other pavement markings will be installed as part of the highway contract.
5. Revision 'E' is a revision to the traffic signal built in April, 1977 under S.H.A. Contract No.: WI528-501-185.
6. All underground and overhead 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 located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.

Revision " E"

The Traffic Group
The Traffic Group, Inc.
Suite 600
40 W. Chesapeake Avenue
Towson, Maryland 21204
410-583-8405
1-800-583-8411
Fax 410-321-8458
Job No. 970808
SIGPLAN1.DGN

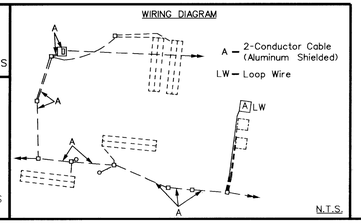
GEOMETRIC LEGEND

EXISTING GEOMETRICS
PROPOSED GEOMETRICS

UTILITY LEGEND

GAS MAIN
WATER MAIN
SEWER MAIN
ELECTRIC CABLES
STORM DRAIN
AERIAL CABLES
TELEPHONE CABLES

WIRING DIAGRAM



A — 2-Conductor Cable (Aluminum Shielded)
LW — Loop Wire

N.T.S.

REVISIONS

(E) February 6, 1998
Add loop for changes in geometrics.
S.H.A. No.: BW996M82
FJH — BRK — 3/10/98

APPROVALS

ASST. DIVISION CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. DISTRICT ENGINEER - TRAFFIC
DIRECTOR, OFFICE OF TRAFFIC & SAFETY

ORIGINAL ON FILE

MDOT – STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety

TRAFFIC ENGINEERING DESIGN DIVISION

DRAWN BY: Bruce Thompson
DES. BY: Bruce Thompson
CHK. BY: M. Reeck 3-2-98 BOT

(Traffic Signal Plan)

US 13 at Naylor Mill Road

COUNTY: WICOMICO — LOG MILE • 22001312.65

DATE: April 4, 1977 — F.A.P. NO. N/A
SCALE: 1" = 20' — S.H.A. NO. WI528-501-185

TS/STD. NO. 1506E

SHEET NO. 1 of 4