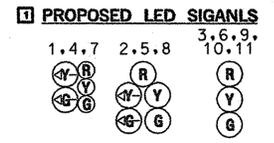
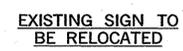
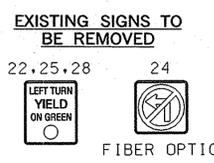


NOTE: PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

PROPOSED LED SIGN

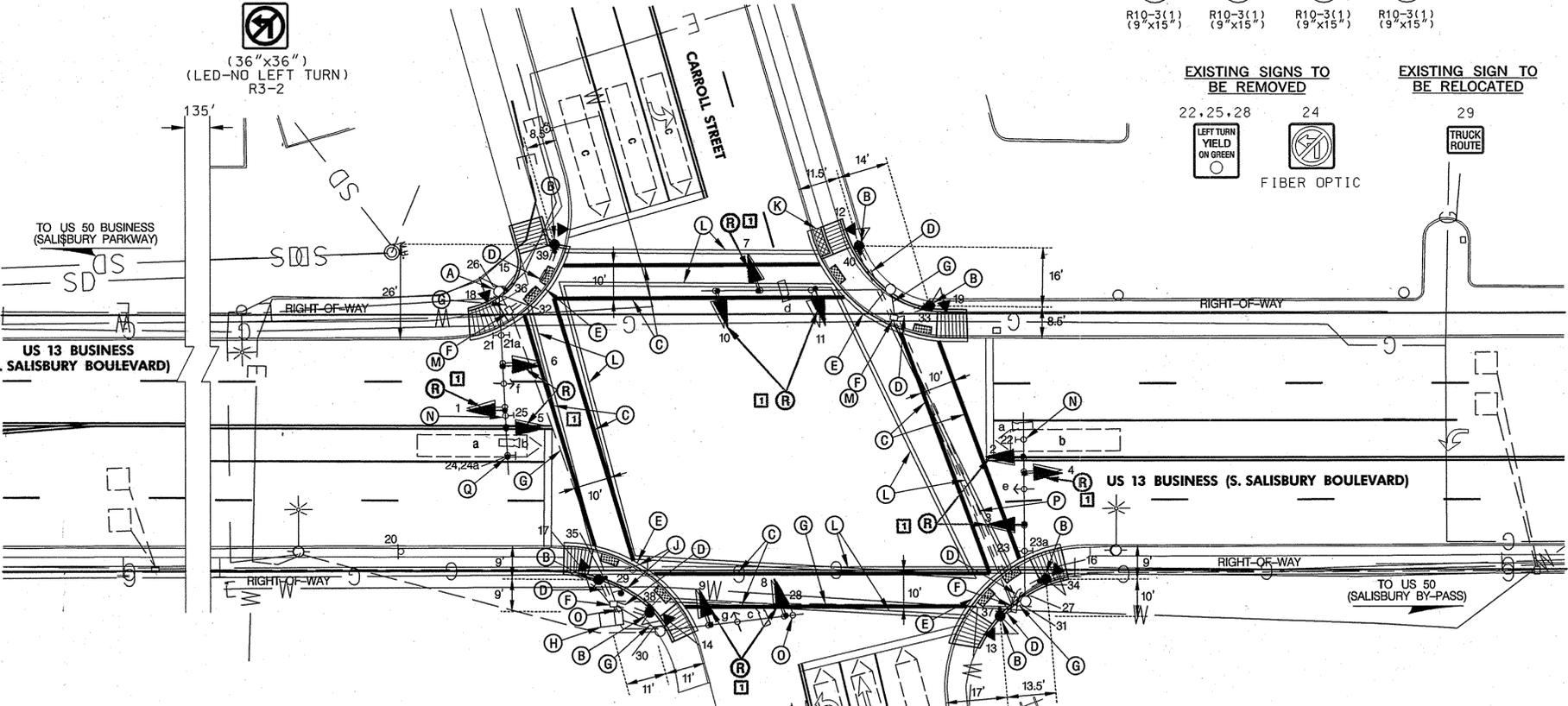
24

(36"x36") (LED-NO LEFT TURN) R3-2



GENERAL NOTES

- MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
- THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES.
- THE CONTRACTOR SHALL VERIFY THE PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2; AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL THE CONFLICT HAS BEEN RESOLVED. IF NEEDED, A DESIGN WAIVER SHALL BE OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60 IN. X 60 IN. LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- THE CONTRACTOR SHALL INSTALL ALL CONDUIT PRIOR TO SIDEWALK AND RAMP CONSTRUCTION.
- THE CONTRACTOR SHALL REMOVE AND REPLACE CONCRETE SIDEWALK AT THE NEAREST JOINT.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALKS ON THE NEWLY CONSTRUCTED RAMPS.
- ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON A LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 IN.



CONSTRUCTION DETAILS

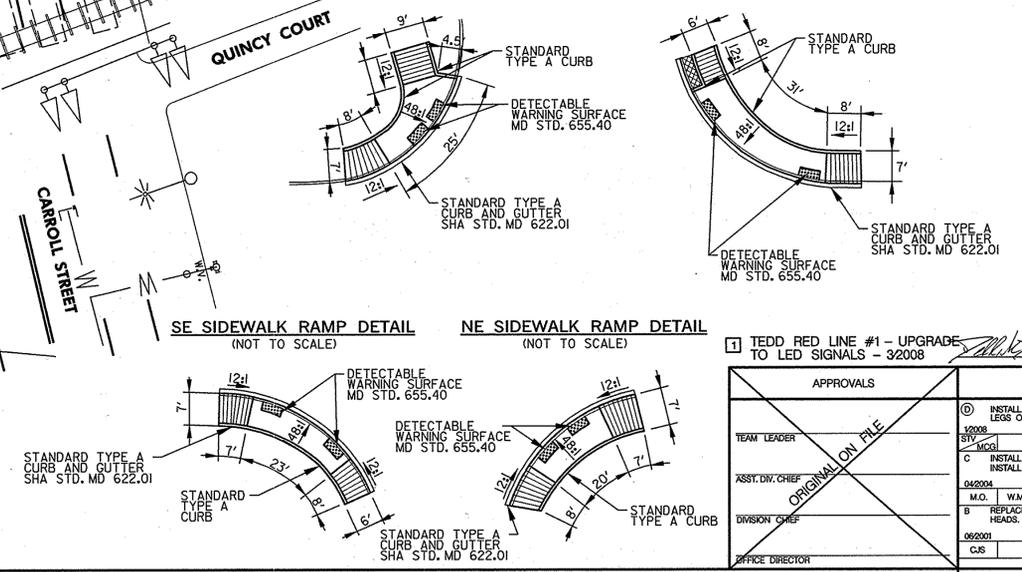
- INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, LED COUNTDOWN PEDESTRIAN SIGNAL HEADS, AND SIGN R10-3(1) "PUSH BUTTON TO CROSS S. SALISBURY BLVD" ON EXISTING SIGNAL POLE.
- INSTALL 40 FOOT BREAKAWAY PEDESTAL POLE WITH SHA STD. MD 801.01 18 IN. DIAMETER FOUNDATION, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AND SIGN R10-3(1) "PUSH BUTTON TO CROSS S. SALISBURY BLVD. OR CARROLL ST." (NOTE: 1-3 INCH 90 DEGREE PVC BEND) (SEE NOTE 3)
- INSTALL 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.
- INSTALL 3 INCH SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED.
- REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT NEW SIDEWALK RAMP WITH DETECTABLE WARNING SURFACE. (SEE DETAIL THIS SHEET)
- USE EXISTING HANDHOLE.
- USE EXISTING CONDUIT.
- INSTALL 1-4 INCH 90 DEGREE PVC BEND IN EXISTING CABINET FOUNDATION.
- RELOCATE EXISTING GROUND MOUNTED SIGN AS SHOWN ON ONE 4 IN. X 4 IN. WOOD POST.
- REMOVE EXISTING SIDEWALK.
- REMOVE EXISTING PAVEMENT MARKINGS.
- ADJUST HANDHOLE TO GRADE.
- REMOVE EXISTING OVERHEAD SIGN.
- INSTALL 4 INCH SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED.
- INSTALL 4 INCH SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - SLOTTED PRIOR TO SIDEWALK RAMP CONSTRUCTION.
- REMOVE EXISTING FIBER-OPTIC SIGN AND INSTALL NEW LED SIGN IN THE SAME LOCATION.
- INSTALL LED SIGNAL HEAD.

SW SIDEWALK RAMP DETAIL
(NOT TO SCALE)

NW SIDEWALK RAMP DETAIL
(NOT TO SCALE)

SE SIDEWALK RAMP DETAIL
(NOT TO SCALE)

NE SIDEWALK RAMP DETAIL
(NOT TO SCALE)



UTILITY LEGEND

—E—E—	ELECTRIC CABLES	—SD—SD—	STORM DRAIN
—A—A—	AERIAL CABLES	—G—G—	GAS MAIN
—T—T—	TELEPHONE CABLES	—W—W—	WATER MAIN
—F—F—	FIBER-OPTIC	—S—S—	SEWER MAIN

1 TEDD RED LINE #1 - UPGRADE TO LED SIGNALS - 3/2008

APPROVALS	REVISIONS
TEAM LEADER	① INSTALL APS AND CTS ACROSS ALL FOUR LEGS OF THE INTERSECTION
ASST. DIV. CHIEF	② INSTALL CABINET AND CONTROLLER
DIVISION CHIEF	③ INSTALL VIDEO DETECTION CAMERAS
OFFICE DIRECTOR	④ REPLACE US 13 B HEADS WITH BLACK FACED HEADS. ADD US 13 B NEARSIDES

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
US 13 BUSINESS (S. SALISBURY BOULEVARD)
AT CARROLL STREET

SIGNALIZATION PLAN SHEET

SCALE 1"=20' ADVERTISED DATE 2-8-1984 CONTRACT NO. WI-633-502-185

DESIGNED BY	NA	COUNTY	WICOMICO
DRAWN BY	THOMAS ZAYDEL	LOGMILE	22B01305.27
CHECKED BY	DENNIS DODA JR.	TMS NO.	1457
F.A.P. NO.	SEE TITLE SHEET	TOD NO.	

TS NO. 1939 D DRAWING SG-01 OF 2 SHEET NO. 1 OF 2

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