US 13 BUSINESS IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

PROPOSED LED SIGNALS

1,2,3, 4,5,6,7 — R Y G — 12"

8,9 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL

PROPOSED VIDEO DETECTION CAMERA

a

RELOCATED VIDEO DETECTION CAMERA

b [1]

PROPOSED OPTICOM

c

PROPOSED SIGNS

10,12 — R3-2 (30"x30")

11,14 — Church ST — D-3(1) (VAR.X16") DUAL FACED

13 — R3-1 (30"x30")

19 — SOUTH BUSINESS 13 — SHIELD ASSEMBLY (24"x51")

20 — W11-2 (30"x30") FY — M6-2(MOD) (21"x15") FY

21 — W11-2 (30"x30") FY — M6-2(MOD) (21"x15") FY

22 — NORTH BUSINESS 13 — SHIELD ASSEMBLY (36"x75")

25 — N. Salisbury BLVD — D-3(1) (VAR.X16")

23,24 — ONLY — R3-5(L) (30"x36")

ACCESSIBLE PEDESTRIAN PUSHBUTTON AND SIGN

26 — PUSH BUTTON TO CROSS N. SALISBURY BLVD — 2 START CROSSING WATCH FOR TURNING CARS — 3 DON'T START FINISH CROSSING IF STARTED — 4 TIME REMAINING TO FINISH CROSSING — 5 PEDESTRIANS SHOULD NOT BE IN CROSSWALK — N.SALISBURY BLVD IN BRAILLE TYPE 2 — R10-3(1) (9"x15")

27 — PUSH BUTTON TO CROSS N. SALISBURY BLVD — 2 START CROSSING WATCH FOR TURNING CARS — 3 DON'T START FINISH CROSSING IF STARTED — 4 TIME REMAINING TO FINISH CROSSING — 5 PEDESTRIANS SHOULD NOT BE IN CROSSWALK — N.SALISBURY BLVD IN BRAILLE TYPE 2 — R10-3(1) (9"x15")

EXISTING SIGNS

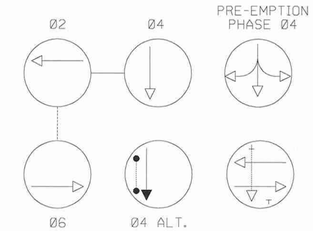
15 — STOP — RIGHT TURN ONLY

16 — DO NOT ENTER

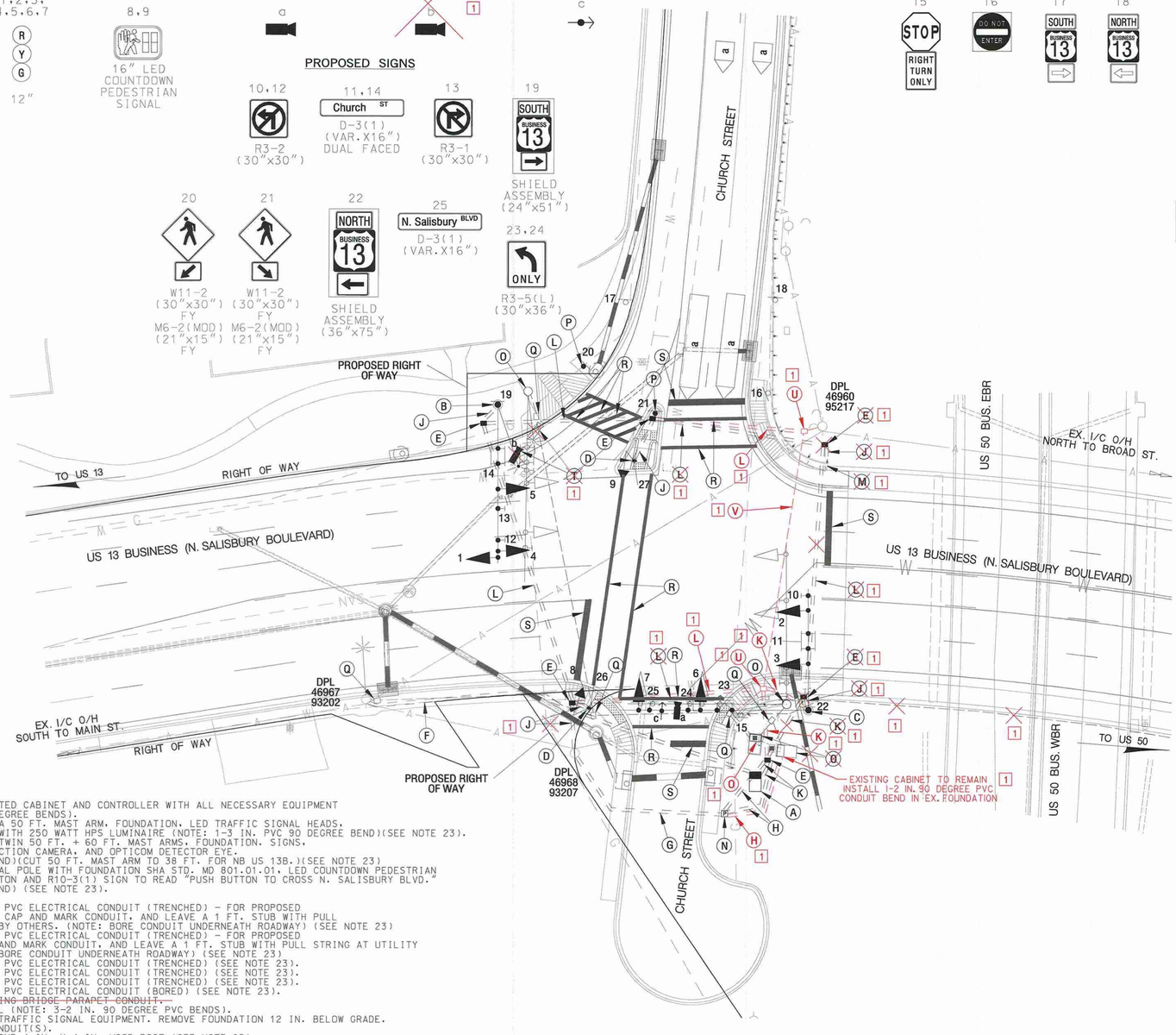
17 — SOUTH BUSINESS 13

18 — NORTH BUSINESS 13

NEMA PHASING



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



CONSTRUCTION DETAILS

A. INSTALL NEMA SIZE "6" BASE MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT (NOTE: 2-2 IN. AND 2-4 IN. 90 DEGREE BENDS).
B. INSTALL 27 FT. STEEL POLE WITH A 50 FT. MAST ARM. FOUNDATION. LED TRAFFIC SIGNAL HEADS. SIGNS. AND 20 FT. LIGHTING ARM WITH 250 WATT HPS LUMINAIRE (NOTE: 1-3 IN. PVC 90 DEGREE BEND)(SEE NOTE 23).
C. INSTALL 21 FT. STEEL POLE WITH TWIN 50 FT. + 60 FT. MAST ARMS. FOUNDATION. SIGNS. LED TRAFFIC SIGNALS. VIDEO DETECTION CAMERA. AND OPTICOM DETECTOR EYE. (NOTE: 1-3 IN. PVC 90 DEGREE BEND)(CUT 50 FT. MAST ARM TO 38 FT. FOR NB US 13B.)(SEE NOTE 23)
D. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION SHA STD. MD 801.01.01. LED COUNTDOWN PEDESTRIAN SIGNAL HEAD. ACCESSIBLE PUSHBUTTON AND R10-3(11) SIGN TO READ "PUSH BUTTON TO CROSS N. SALISBURY BLVD." (NOTE: 1-3 IN. PVC 90 DEGREE BEND) (SEE NOTE 23).
E. INSTALL ELECTRICAL HANDHOLE.
F. INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) - FOR PROPOSED UNDERGROUND TELEPHONE SERVICE. CAP AND MARK CONDUIT. AND LEAVE A 1 FT. STUB WITH PULL STRING AT UTILITY POLE FOR USE BY OTHERS. (NOTE: BORE CONDUIT UNDERNEATH ROADWAY) (SEE NOTE 23)
G. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) - FOR PROPOSED UNDERGROUND POWER SERVICE. CAP AND MARK CONDUIT. AND LEAVE A 1 FT. STUB WITH PULL STRING AT UTILITY POLE FOR USE BY OTHERS. (NOTE: BORE CONDUIT UNDERNEATH ROADWAY) (SEE NOTE 23)
H. INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) (SEE NOTE 23).
J. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) (SEE NOTE 23).
K. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) (SEE NOTE 23).
L. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (BORED) (SEE NOTE 23).
[1] ~~M. TIE PROPOSED CONDUIT INTO EXISTING BRIDGE PARAPET CONDUIT.~~
N. INSTALL METERED SERVICE PEDESTAL (NOTE: 3-2 IN. 90 DEGREE PVC BENDS).
O. REMOVE AND DISPOSE OF EXISTING TRAFFIC SIGNAL EQUIPMENT. REMOVE FOUNDATION 12 IN. BELOW GRADE. CAP AND ABANDON ALL EXISTING CONDUIT(S).
P. INSTALL GROUND MOUNTED SIGN ON ONE 4 IN. X 4 IN. WOOD POST (SEE NOTE 25).
Q. REMOVE EXISTING ELECTRICAL HANDHOLE. CAP AND ABANDON ALL EXISTING CONDUIT(S).
R. INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK (SEE NOTE 22).
S. INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR STOPLINE (SEE NOTE 22).
[1] ~~T. RELOCATE EXISTING VIDEO DETECTION CAMERA ONTO PROPOSED LIGHTING ARM.~~
[1] U. USE EXISTING HANDHOLE.
[1] V. USE EXISTING CONDUIT.

GENERAL NOTES

1. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
2. 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.
3. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS. THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
4. 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 818.01. MD 818.02. MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
5. THE CONTRACTOR SHALL INTEGRATE PROPOSED/EXISTING CONCRETE FOUNDATIONS WITH NEW CURB/SIDEWALK RAMP WHERE NECESSARY.
6. 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.
7. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
8. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
9. THE CONTRACTOR SHALL VERIFY THE PROPOSED POLE AND CABINET LOCATION(S) PRIOR TO INSTALLATION.
10. SEE GENERAL INFORMATION SHEET FOR CABINET. SIGNAL POLE. APS ASSOCIATED SIGNAL HEADS AND PUSHBUTTONS. VIDEO DETECTION CAMERA. TRAFFIC SIGNAL HEAD. CROSSWALK. STOPLINE. AND SIGN LAYOUTS.
11. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MDSHA STANDARDS.
12. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
13. 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.
14. PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 IN.
15. 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%.
16. THE 10 FT. MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON. NOT CENTER OF POLE TO CENTER OF POLE.
17. PUSHBUTTON ARROWS SHOULD BE TURNED PARALLEL TO THE CROSSWALK FOR WHICH THEY ARE INTENDED.
18. ALL ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER AT 410-787-7650 TO COORDINATE.
19. THE CONTRACTOR SHALL REMOVE AND REPLACE CONCRETE SIDEWALK AT THE NEAREST JOINT.
20. ALL PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCELL.
21. THE CONTRACTOR SHALL ENSURE THE EXISTING TRAFFIC SIGNAL REMAINS OPERATIONAL UNTIL RECONSTRUCTED TRAFFIC SIGNAL IS FUNCTIONAL. (SEE TRAFFIC CONTROL PLANS FOR DETAILS ON MAINTENANCE OF TRAFFIC.)
22. THE CONTRACTOR SHALL INSTALL THE FINAL CROSSWALK AND STOP LINE PAVEMENT MARKINGS AFTER THE FINAL PAVEMENT SURFACE IS COMPLETE.
23. THE CONTRACTOR SHALL INSTALL ALL PROPOSED CONDUIT/POLE FOUNDATIONS PRIOR TO THE CONSTRUCTION OF PROPOSED SIDEWALK/CURB AND GUTTER THROUGHOUT PHASES OF CONSTRUCTION.
24. THE CONTRACTOR SHALL REFER TO FIGURE 3B-17a OF THE 2006 MARYLAND M.U.T.C.D. FOR CROSSWALK PAVEMENT MARKING DETAIL.
25. THE CONTRACTOR SHALL INSTALL A 6 INCH SLEEVE IN ALL CONCRETE AREAS WHERE SIGNS ARE PROPOSED.

[1] REDLINE REVISION NO. 1 — JANUARY 2010
TEDD APPROVAL — SHA NO. W16491580

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

US 13 BUSINESS (N. SALISBURY BOULEVARD)
AT CHURCH STREET
ULTIMATE SIGNAL

SIGNALIZATION PLAN SHEET

APPROVALS	REVISIONS
TEAM LEADER	E3 RECONSTRUCT SIGNAL DUE TO NEW BRIDGE GEOMETRICS. SHA# W16495180 12/2008 STV MCG
ASST. DIV. CHIEF	E2 RECONSTRUCT SIGNAL DUE TO NEW BRIDGE GEOMETRICS. SHA# W16495180 12/2008 STV MCG
DIVISION CHIEF	E1 RECONSTRUCT SIGNAL DUE TO NEW BRIDGE GEOMETRICS. SHA# W16495180 12/2008 STV MCG
OFFICE DIRECTOR	

ORIGINAL ON FILE

SCALE 1" = 20' ADVERTISED DATE 020864 CONTRACT NO. WI-633-502-185

DESIGNED BY THOMAS ZAYDEL — COUNTY WICOMICO
DRAWN BY THOMAS ZAYDEL — LOGMILE 22B01305.58
CHECKED BY DENNIS DODA JR — TIMS NO. J116
F.A.P. NO. — TOD NO.

TS NO. 1942-E3 — DRAWING SG-07 OF 10 — SHEET NO. OF

PLOTTED: Friday, January 15, 2010 AT 01:01 PM
FILE: I:\PROJECTS\0312121\0312121_0028\Drawings\TRA\Church\pSG-P007_US13B_Ultimate.dgn

STV
STV Incorporated
7125 Ambassador Road, Suite 200
Baltimore, MD 21244
www.stvinc.com

BY: guiliamc

UTILITY LEGEND

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