U.S. 50 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

PROPOSED SIGNS

18 — Delmar RD
26 — Delmar RD
D-3(1) (DUAL FACED) (VARIABLE x 16")
22 — Main ST
24 — Main ST
D-3(1) (DUAL FACED) (VARIABLE x 16")

19, 19A — S1-1 (36"X36") BLK/FYG; M6-2(R) (15"X21") BLK/FYG
20 — S1-1 (36"X36") FYG/B; M6-6 (2" x 15") FYG/B
27 — S1-1 (36"X36") FYG/B; M6-2(L) (15" x 15") FYG/B
21,25 — LEFT TURN YIELD ON GREEN; R10-12 (36" X 42")
28 — EAST MARYLAND 50; ASSOCIATED SHIELD ASSEMBLY (24" X 51")
29 — WEST MARYLAND 50; ASSOCIATED SHIELD ASSEMBLY (36" X 75")

EXISTING SIGNS TO REMAIN

17 — RED SIGNAL AHEAD
23 — W3-3 (48" x 48")

EXISTING SIGNALS TO REMAIN

4,5 — Y 12"

PROPOSED SIGNAL HEADS

1,6 — 12"/8"
2,7 — 12"
3,8,11,13,14 — 12"
9 — 8"/12"
10 — 12"
12 — 8"
15,16
30 — OPTICOM DETECTOR EYE

NEMA PHASING

Ø 1, Ø 2, Ø 4, Ø 5, Ø 6, Ø 8
Ø 4 + Ø 8 ALT
EMERGENCY PRE-EMPTION
FLASHING OPERATION

PHASING NOTES:

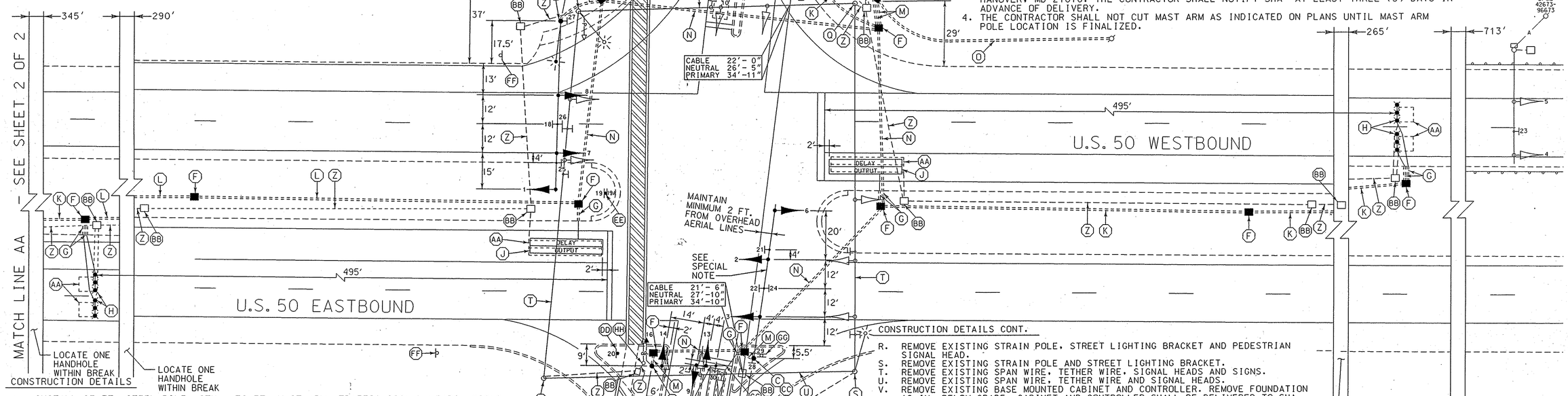
1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

SPECIAL NOTE

THE CONTRACTOR SHALL NOT BLOCK VIEW OF EXISTING SIGNAL INDICATIONS DURING INSTALLATION OF MAST ARM. IF NEW MAST ARM CANNOT BE INSTALLED DUE TO CONFLICT WITH EXISTING SIGNAL INDICATIONS OR SPAN WIRES, A SIGNAL OUTAGE SHALL OCCUR DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.

GENERAL NOTES

1. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
2. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
3. THE CABINET AND CONTROLLER SHALL BE DELIVERED TO SHA AT 7491 CONNELLEY DRIVE, HANOVER, MD 21076. THE CONTRACTOR SHALL NOTIFY SHA AT LEAST THREE (3) DAYS IN ADVANCE OF DELIVERY.
4. THE CONTRACTOR SHALL NOT CUT MAST ARM AS INDICATED ON PLANS UNTIL MAST ARM POLE LOCATION IS FINALIZED.



CONSTRUCTION DETAILS

A. INSTALL 27 FT. STEEL POLE WITH A 70 FT. MAST ARM, TRAFFIC SIGNAL HEADS, SIGNS AND 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE). W/ S1-1 *36"X36") AND 1 M6-2(L) (15'x21") POLE MOUNTED
B. INSTALL 27 FT. STEEL POLE WITH A 64 FT. (CUT TO 60 FT.) MAST ARM, TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON AND R10-4(1) SIGN. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE).
C. INSTALL 27 FT. (CUT TO 21 FT.) STEEL POLE WITH A 64 FT. MAST ARM, TRAFFIC SIGNAL HEADS AND SIGNS. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE).
D. INSTALL 27 FT. STEEL POLE WITH A 34 FT. (CUT TO 30 FT.) MAST ARM, TRAFFIC SIGNAL HEADS, OPTICOM DETECTOR EYE, PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON AND R10-4(1) SIGN. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE).
E. INSTALL NEMA SIZE "6" BASE MOUNTED CABINET AND CONTROLLER WITH CONCRETE PAD AND CONTROL AND DISTRIBUTION EQUIPMENT. (INSTALL 2-2 IN. AND 2-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN CABINET BASE.)
F. INSTALL HANDHOLE.
G. INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
H. INSTALL MICROLOOP PROBE SET WITH 1,000 FT. LEAD-IN.
J. INSTALL 6 FT. X 30 FT. (3-6-3 WINDING) QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
K. INSTALL 2 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
L. INSTALL 3 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
M. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
N. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (BORED).
O. INSTALL 2 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED) FOR PROPOSED UNDERGROUND TELEPHONE SERVICE. CAP AND MARK CONDUIT 2 FT. ABOVE GRADE AT UTILITY POLE FOR USE BY OTHERS.
P. INSTALL 3 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED) FOR PROPOSED UNDERGROUND ELECTRICAL SERVICE. CAP AND MARK CONDUIT 2 FT. ABOVE GRADE AT UTILITY POLE FOR USE BY OTHERS.
Q. REMOVE EXISTING STRAIN POLE. REMOVE FOUNDATION 12 IN. BELOW GRADE.

CONSTRUCTION DETAILS CONT.

R. REMOVE EXISTING STRAIN POLE, STREET LIGHTING BRACKET AND PEDESTRIAN SIGNAL HEAD.
S. REMOVE EXISTING STRAIN POLE AND STREET LIGHTING BRACKET.
T. REMOVE EXISTING SPAN WIRE, TETHER WIRE, SIGNAL HEADS AND SIGNS.
U. REMOVE EXISTING SPAN WIRE, TETHER WIRE AND SIGNAL HEADS.
V. REMOVE EXISTING BASE MOUNTED CABINET AND CONTROLLER. REMOVE FOUNDATION 12 IN. BELOW GRADE. CABINET AND CONTROLLER SHALL BE DELIVERED TO SHA.
W. USE EXISTING HANDHOLE.
X. USE EXISTING CONDUIT.
Y. USE EXISTING POLE MOUNTED CABINET AND CONTROLLER.
Z. ABANDON EXISTING CONDUIT.
AA. ABANDON EXISTING LOOP DETECTOR.
BB. REMOVE EXISTING HANDHOLE.
CC. CUT, CLEAN, GALVANIZE AND CAP TRAFFIC SIGNAL STRUCTURE.
DD. INSTALL 1 S1-1 AND M6-6(15"X21") ON 1 4"X4" PRESSURE TREATED WOOD POST
EE. INSTALL S1-1 (36"X36") AND M6-6 BACK TO BACK WITH S1-1(36"X36") AND M6-2(R) ON 1 4"X4" PRESSURE TREATED WOOD POST
FF. REMOVE EXISTING S2-1 AND M6-2(L) SIGNS AND SUPPORT.
GG. REMOVE EXISTING M1-4, M3-2, M3-4 AND M6-1SIGNS AND SUPPORT.
HH. REMOVE EXISTING PEDESTAL POLE AND PEDESTRIAN SIGNAL HEAD.
JJ. USE EXISTING HANDHOLE. DISCONNECT, PULL BACK EXISTING MICROLOOP PROBE LEAD-IN CABLE AND 2-CONDUCTOR ELECTRICAL CABLE (NO. 14 A.W.G.) ALUMINUM SHIELDED AND RE-FEED TO PROPOSED CABINET.

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	SS
STORM DRAIN	SD
WATER	W
CABLE TV	TV

REVISIONS	APPROVALS
(F) RECONSTRUCT TRAFFIC SIGNAL 5/01/2001 TIMS E625	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

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

TRAFFIC SIGNALIZATION PLAN
U.S. 50 AND MD 313/MD 54

DRAWN BY: KXKEITT	F.A.P. NO. XXX	TS NO. 504F	SHEET NO.
CHECKED BY: KXKEITT	S.H.A. NO. ~~AW409-951-199~~		
SCALE: KXX 20'	COUNTY: WICOMICO	T.I.M.S. NO. E625	XXX OF X2X
DATE: 9X19/79	LOG MILE: 22005004.53		

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