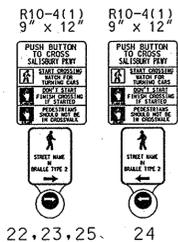
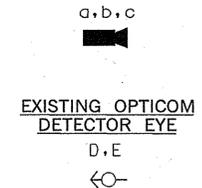


US 50 BUSINESS IS ASSUMED TO RUN IN AN EAST / WEST DIRECTION

PROPOSED SIGNS



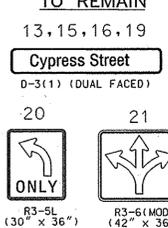
PROPOSED VIDEO DETECTION CAMERA



PROPOSED SIGNAL HEADS



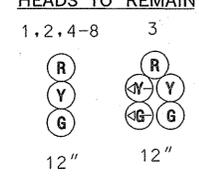
EXISTING SIGNS TO REMAIN



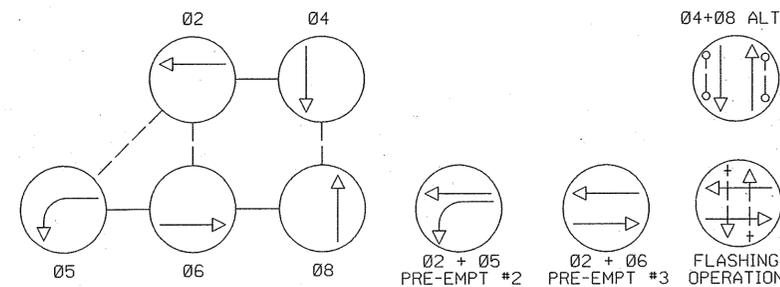
EXISTING SIGNAL HEADS TO BE REMOVED



EXISTING SIGNAL HEADS TO REMAIN

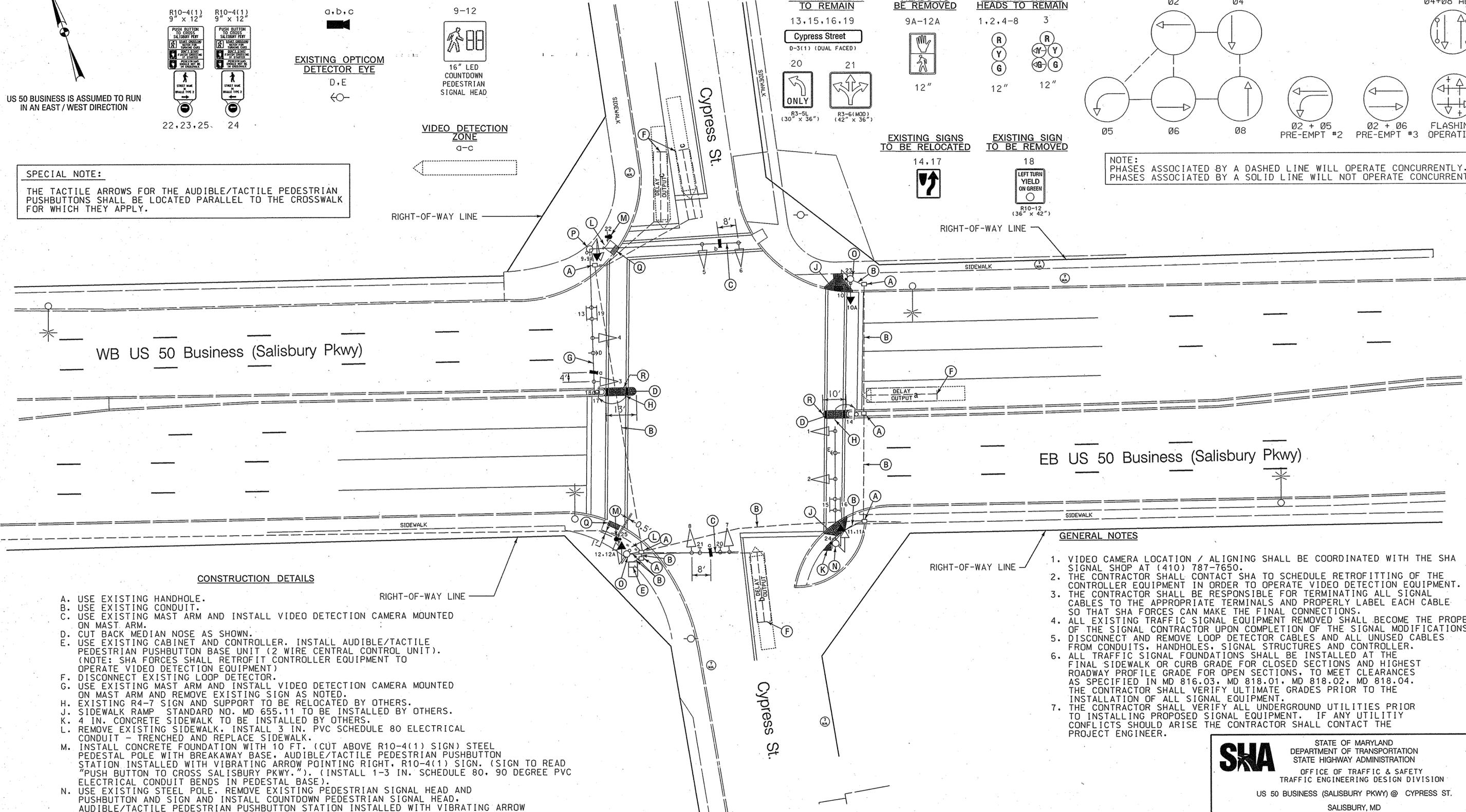


NEMA PHASING



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

SPECIAL NOTE:
THE TACTILE ARROWS FOR THE AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTONS SHALL BE LOCATED PARALLEL TO THE CROSSWALK FOR WHICH THEY APPLY.



GENERAL NOTES

1. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA SIGNAL SHOP AT (410) 787-7650.
2. THE CONTRACTOR SHALL CONTACT SHA TO SCHEDULE RETROFITTING OF THE CONTROLLER EQUIPMENT IN ORDER TO OPERATE VIDEO DETECTION EQUIPMENT.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE SO THAT SHA FORCES CAN MAKE THE FINAL CONNECTIONS.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATIONS.
5. DISCONNECT AND REMOVE LOOP DETECTOR CABLES AND ALL UNUSED CABLES FROM CONDUITS, HANDHOLES, SIGNAL STRUCTURES AND CONTROLLER.
6. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS AND 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.
7. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.

CONSTRUCTION DETAILS

- A. USE EXISTING HANDHOLE.
- B. USE EXISTING CONDUIT.
- C. USE EXISTING MAST ARM AND INSTALL VIDEO DETECTION CAMERA MOUNTED ON MAST ARM.
- D. CUT BACK MEDIAN NOSE AS SHOWN.
- E. USE EXISTING CABINET AND CONTROLLER. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON BASE UNIT (2 WIRE CENTRAL CONTROL UNIT). (NOTE: SHA FORCES SHALL RETROFIT CONTROLLER EQUIPMENT TO OPERATE VIDEO DETECTION EQUIPMENT)
- F. DISCONNECT EXISTING LOOP DETECTOR.
- G. USE EXISTING MAST ARM AND INSTALL VIDEO DETECTION CAMERA MOUNTED ON MAST ARM AND REMOVE EXISTING SIGN AS NOTED.
- H. EXISTING R4-7 SIGN AND SUPPORT TO BE RELOCATED BY OTHERS.
- J. SIDEWALK RAMP STANDARD NO. MD 655.11 TO BE INSTALLED BY OTHERS.
- K. 4 IN. CONCRETE SIDEWALK TO BE INSTALLED BY OTHERS.
- L. REMOVE EXISTING SIDEWALK. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED AND REPLACE SIDEWALK.
- M. INSTALL CONCRETE FOUNDATION WITH 10 FT. (CUT ABOVE R10-4(1) SIGN) STEEL PEDESTAL POLE WITH BREAKAWAY BASE. AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON STATION INSTALLED WITH VIBRATING ARROW POINTING RIGHT, R10-4(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS SALISBURY PKWY."). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).
- N. USE EXISTING STEEL POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON AND SIGN AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON STATION INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-4(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS SALISBURY PKWY."). (NOTE: DISCONNECT EXISTING ELECTRICAL CABLE TO EXISTING PUSHBUTTON AND RECONNECT TO AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON STATION).
- O. USE EXISTING PEDESTAL POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON AND SIGN AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON STATION INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-4(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS SALISBURY PKWY."). (NOTE: DISCONNECT EXISTING ELECTRICAL CABLE TO EXISTING PUSHBUTTON AND RECONNECT TO AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON STATION).
- P. USE EXISTING STEEL POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON AND SIGN AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD.
- Q. DETECTABLE WARNING SURFACE STANDARD NO. MD 655.40 TO BE INSTALLED BY OTHERS.
- R. MEDIAN TO BE CUT BACK BY OTHERS.

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
US 50 BUSINESS (SALISBURY PKWY) @ CYPRESS ST.
SALISBURY, MD

WR&A
Whitman, Requardt
and Associates, LLP
801 South Caroline Street
Baltimore, Maryland 21231
(410) 235-3450

APPROVALS	
TEAM LEADER	
ASST. DIV. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS	
①	ADD VIDEO DETECTION AND AUDIBLE PEDESTRIAN SIGNALS TMS #462 CONTRACT NO. W13305177 4/14/2006
②	INSTALL LANE CONTROL SIGNS FOR S.B. CYPRESS ST. 8-12-1991
③	RELOCATE SIGNAL 3 TO MAST ARM AND OMIT N.B. SIDE STREET RIGHT LANE LOOP 1-3-1986

SIGNALIZATION PLAN			
SCALE	1" = 20'	DATE	6/1994
DESIGNED BY	THOMAS ZAYDEL	COUNTY	WICOMICO
DRAWN BY	THOMAS ZAYDEL	LOGMILE	22005015.33
CHECKED BY	DENNIS DODA JR.	T.I.M.S. NO.	H462
F.A.P. NO.		TOD NO.	
DRAWING NO.	TS-1983C	OF	SHEET NO. 3 OF 12

PLOTTED: 4/17/2006
FILE: N:\3155687\CADD\PSG-P003_US50CYP.DGN

BY: JRASMUSSEN