US 113 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

## EXISTING SIGNS

24 SOUTH 113 — ASSOCIATED SHIELD ASSEMBLY (30" X 51")

26 NORTH 113 — ASSOCIATED SHIELD ASSEMBLY (48" X 75")

30 NORTH 113 — ASSOCIATED SHIELD ASSEMBLY (30" X 51")

31 SOUTH 113 — ASSOCIATED SHIELD ASSEMBLY (48" X 75")

20 EAST MARYLAND 346 — ASSOCIATED SHIELD ASSEMBLY (30" X 51")

21 WEST MARYLAND 346 — ASSOCIATED SHIELD ASSEMBLY (48" X 75")

17 WEST MARYLAND 346 — ASSOCIATED SHIELD ASSEMBLY (30" X 51")

18 EAST MARYLAND 346 — ASSOCIATED SHIELD ASSEMBLY (48" X 75")

32 ONE WAY — R6-1(L) (36" X 12")

25 ONE WAY — R6-1(R) (36" X 12")

19a,19b,22a,22b Old Ocean City BLVD — D-3(I) (DUAL FACED) (VARIABLE x 16")

29a,29b,35a,35b Worcester Hwy — D-3(I) (DUAL FACED) (VARIABLE x 16")

27,34 ONLY — R3-5L (30" X 36")

28,33 LEFT TURN YIELD ON GREEN — R10-12 (30" X 36")

23 EVACUATION ROUTE — EM-1 (36" X 36")

## EXISTING OPTICOM DETECTOR

15,16

## EXISTING SIGNAL HEADS

1,2,5,6 — 12"

3,4,7, 8,11,14 — 12"

9,12 — 12"/8"

10,13 — 12"

## NEMA PHASING

Ø1 Ø2 Ø3 Ø4

Ø5 Ø6 Ø7 Ø8

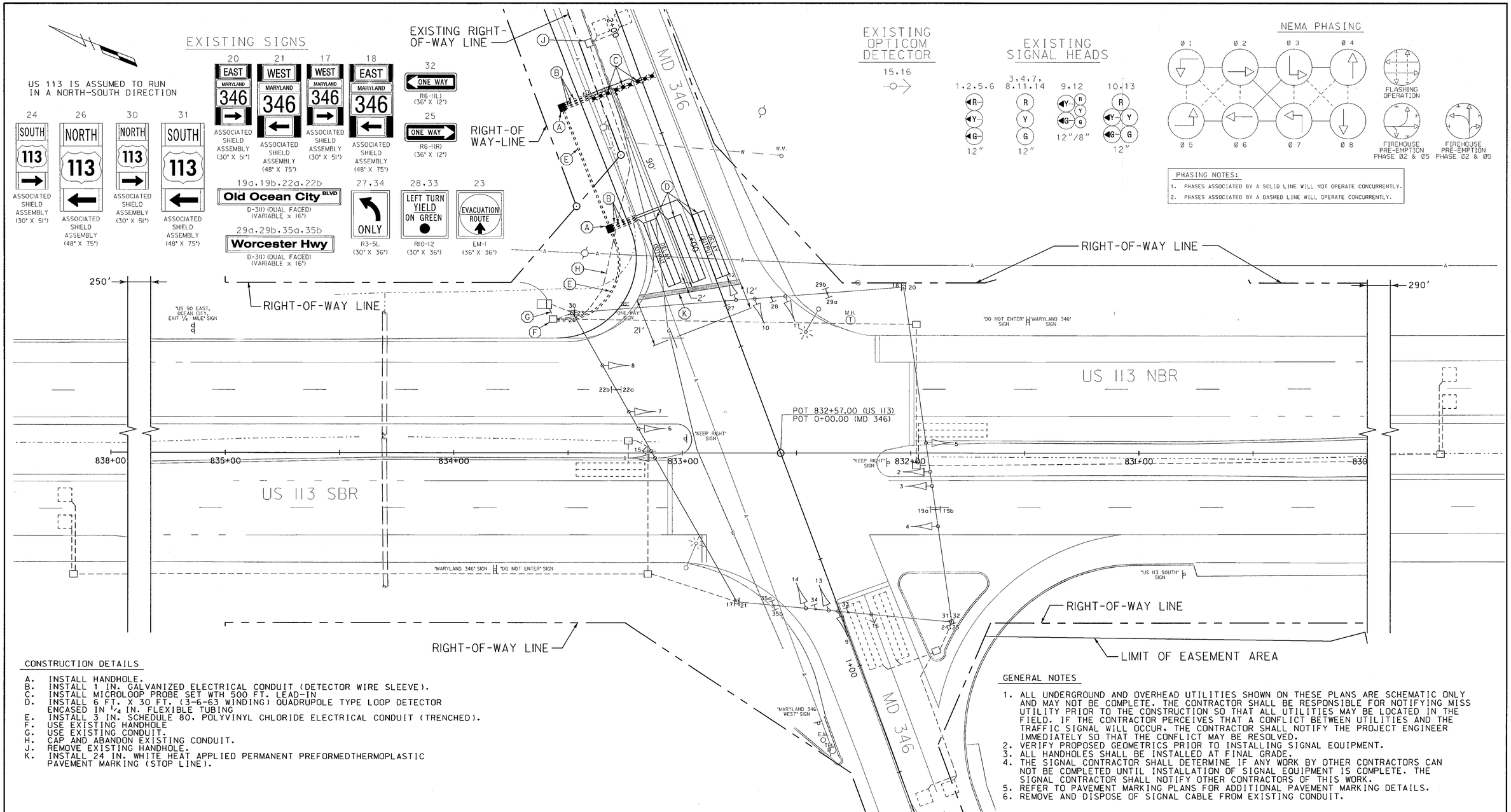
FLASHING OPERATION

FIREHOUSE PRE-EMPTION PHASE Ø2 & Ø5

FIREHOUSE PRE-EMPTION PHASE Ø2 & Ø5

PHASING NOTES:

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




## CONSTRUCTION DETAILS

A. INSTALL HANDHOLE.
B. INSTALL 1 IN. GALVANIZED ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
C. INSTALL MICROLOOP PROBE SET WTH 500 FT. LEAD-IN
D. INSTALL 6 FT. X 30 FT. (3-6-63 WINDING) QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING
E. INSTALL 3 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
F. USE EXISTING HANDHOLE
G. USE EXISTING CONDUIT.
H. CAP AND ABANDON EXISTING CONDUIT.
J. REMOVE EXISTING HANDHOLE.
K. INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMEDTHERMOPLASTIC PAVEMENT MARKING (STOP LINE).

## 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. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
3. ALL HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.
4. THE SIGNAL CONTRACTOR SHALL DETERMINE IF ANY WORK BY OTHER CONTRACTORS CAN NOT BE COMPLETED UNTIL INSTALLATION OF SIGNAL EQUIPMENT IS COMPLETE. THE SIGNAL CONTRACTOR SHALL NOTIFY OTHER CONTRACTORS OF THIS WORK.
5. REFER TO PAVEMENT MARKING PLANS FOR ADDITIONAL PAVEMENT MARKING DETAILS.
6. REMOVE AND DISPOSE OF SIGNAL CABLE FROM EXISTING CONDUIT.

## 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 |


WR&A
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| REVISIONS | | | | |
|---|---|---|---|---|
| E | MODIFICATIONS DUE TO GEOMETRIC CHANGES. CONT. * W04145130 | | | 2/2005 |
| DAD | NML | | | |
| D | INSTALL OPTICOM ON S/B US 113 CONT. * AT2885188 | | | 4/2003 |
| MAR | DAZ | TH | | |
| C | INSTALL OPTICOM DETECTOR FOR E/B MD 346 CONT. * 23854250282 | | | 9/2000 |
| BZ | MAR | DAZ | BRK | |
| B | EXCLUSIVE N/B AND S/B US 113 E/P LT. W/B MD 346 CONT. * | | | 10/1997 |
| RCS | MAR | DAZ | TH | |

APPROVALS

TEAM LEADER - TRAFFIC ENGINEERING DESIGN DIVISION

ASST. 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 US ROUTE 113 AT MD ROUTE 346

| | | | | | |
|---|---|---|---|---|---|
| DRAWN BY: | BRUCE THOMPSON | F.A.P. NO. | SEE TITLE SHEET | TS NO. TS-1738E | SHEET NO. |
| CHECKED BY: | | S.H.A. NO. | W04145130 | | |
| SCALE: | 1" = 20' | COUNTY: | WORCESTER | T.I.M.S. NO. G944 | 10 OF 11 |
| DATE: | 09/24/79 | LOG MILE: | 23011328.88 | | |

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