

CONDUIT RUN SCHEDULE				
CR#	# OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE/ WIRE
1	1	2 IN.	62 FT	(1) 2" B UF.W./ GROUND
2	1	2 IN.	16 FT	(1) 2" B UF.W./ GROUND
3	2	2.5 IN.	5 FT	(2) 16/14, (4) 9/14, (9) 4/18
4	1	2.5 IN.	39 FT	9/14, (3) 4/18
5	1	2.5 IN.	47 FT	9/14, (1) 4/18
6	1	2.5 IN.	2 FT	(1) 9/14
7	1	2.5 IN.	94 FT	(1) 4/18
8	1	2.5 IN.	68 FT	(1) 4/18
9	1	2.5 IN.	192 FT	EMPTY
10	1	2.5 IN.	9 FT	EMPTY
11	1	2.5 IN.	4 FT	EMPTY
15	1	2.5 IN.	10 FT	(2) 16/14, (3) 9/14, (4) 4/18

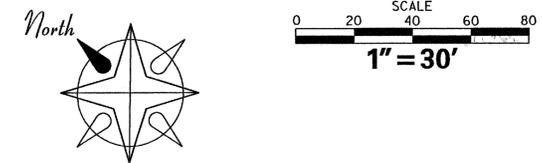
SIGNAL NOTES

- DETECTION - 35 MPH - 4 SECONDS PASSAGE TIME AT 210 FEET FROM STOP BAR.
- LOOP DETECTORS:
TYPE "1" - 5'x7' - TO BE INSTALLED ON MAIN STREET THROUGH MOVEMENTS.
TYPE "2" - 6'x25' - TO BE INSTALLED ON MAIN STREET LEFT TURN MOVEMENTS.
TYPE "2" - 6'x25' - TO BE INSTALLED ON SIDE STREET THROUGH AND LEFT TURN MOVEMENTS.
- ALL SIGNAL POLES WILL BE 25 FEET ON NORTHSIDE (PAL CENTER) OF SR 41 AND 32 FEET ON SOUTHSIDE (CHURCH) OF SR 41.
- ELEVATIONS AT STRAIN POLES INDICATE FINISHED ELEVATION AT BASE OF POLE, IF NO ELEVATION GIVEN, POLE BASE SHALL BE INSTALLED AT EXISTING ELEVATION.
- ADJUST EXISTING JUNCTION WELL TO FINAL GRADE.
- ALL SIGNAL EQUIPMENT REMOVED FROM A PROJECT IS TO BE RETURNED TO DELDOT TRAFFIC - DOVER, DELAWARE.
- POLE BASES, CABINET BASE AND CONDUIT JUNCTION WELLS TO BE REMOVED IN ACCORDANCE WITH SECTION 201 AND 202 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY ENGINEER. EXISTING CONDUIT IS TO BE ABANDONED.
- ALL GALVANIZED CONDUIT (GRC) SHALL BE REAMED AND THREADED. ALL GRC SHALL BE THREADED TOGETHER WITH APPROVED COUPLINGS, SET, SCREW, BOLTED, AND COMPRESSION FITTING ARE NOT ACCEPTABLE.
- 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 AND/OR THE APPROPRIATE UTILITY PRIOR TO THE BEGINNING OF CONSTRUCTION FOR THE UTILITY MARKOUTS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY DELDOT TRAFFIC IMMEDIATELY BEFORE CONSTRUCTION.

SIGNAL NOTES CONT.

- ALL POLE BASES SHALL BE TYPE *3 AND TYPE *4.
- THE CONTRACTOR SHALL COORDINATE INSTALLATION OF TRAFFIC SIGNAL EQUIPMENT AND MULTIDUCT CONDUIT WITH 12 CNT MULTI-MODE FIBEROPTIC CABLE. SEE SIGNING, STRIPING AND CONDUIT PLANS.
- COVER PEDESTRIAN SIGNAL HEADS.
- SIGNAL HEADS ON STRAIN POLES SHALL BE MOUNTED A MINIMUM OF 10 FT. ABOVE ULTIMATE GRADE TO THE BOTTOM OF THE SIGNAL HEAD.
- REFER TO CONSTRUCTION PHASING PLANS FOR PAVEMENT STRIPING DETAILS.
- INSTALL 15 IN. FLEXIBLE METALLIC LIQUID-TIGHT CONDUIT FROM EDGE OF PAVEMENT TO JUNCTION WELL FOR LOOP DETECTOR LEAD-INS.

TRAFFIC SIGNAL PLAN



DELAWARE DIVISION OF HIGHWAYS
TRAFFIC ENGINEERING AND MANAGEMENT
DOVER DELAWARE

PERMIT NO.	CONTRACT NO. 20-007-02	FED. AID NO. ESTP-N237(6)	SHEET NO. 138	TOTAL 151
------------	---------------------------	------------------------------	------------------	--------------

SR 41 (LANCASTER PIKE) AND P.A.L. YOUTH ACTIVITIES CENTER

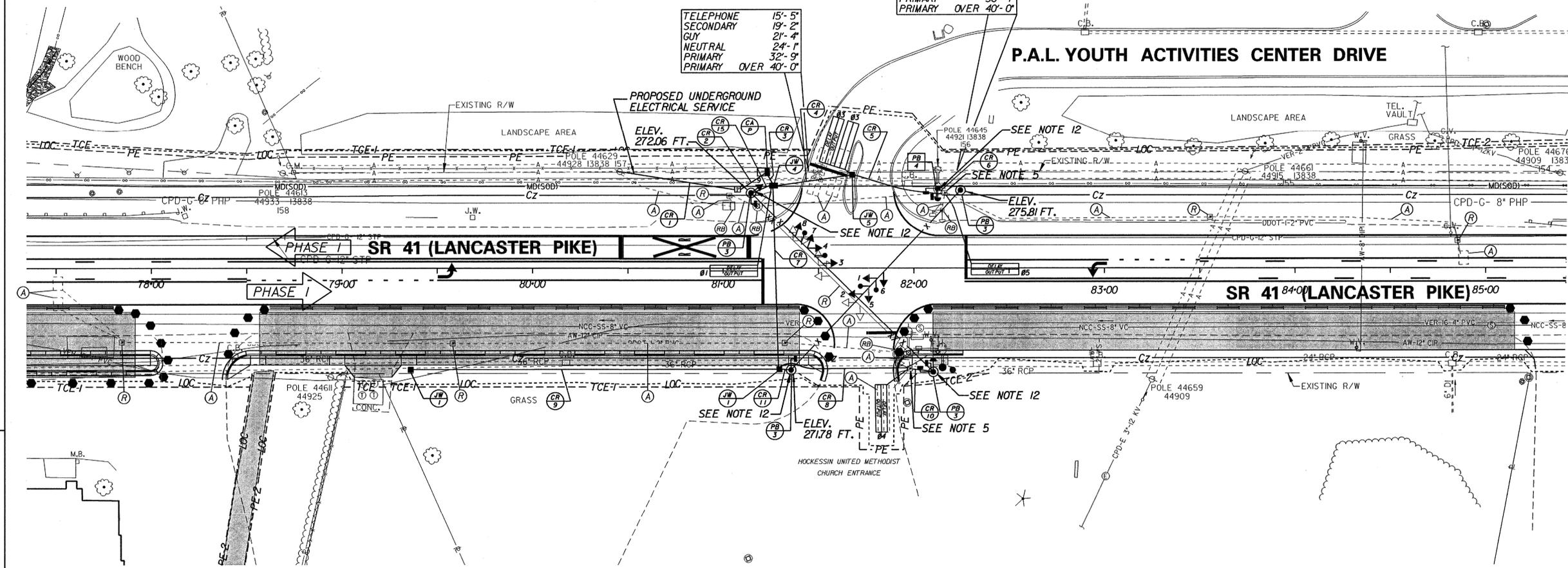
DRAWN BY S. BLOSS	DATE 6/9/2004	DESIGN S. BLOSS	DATE 6/9/2004
----------------------	------------------	--------------------	------------------

REVISION

TEMPORARY TRAFFIC SIGNAL ARRANGEMENT
PHASE 1

LEGEND

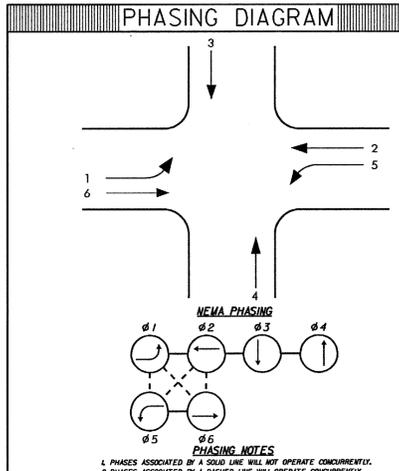
- PROPOSED POLE BASE IDENTIFIER (TYPE OF POLE BASE)
- PROPOSED POLE BASE
- EXISTING POLE BASE
- PROPOSED PEDESTAL BASE
- EXISTING PEDESTAL BASE
- PROPOSED WOOD POLE
- EXISTING WOOD POLE
- EXISTING D.P. & L. POLE
- PROPOSED CABINET BASE IDENTIFIER (TYPE OF CABINET)
- RIGHT-OF-WAY OR PROPERTY LINE
- PROPOSED LOOP DETECTOR (TYPE 1 OR 2)
- EXISTING LOOP DETECTOR
- PROPOSED JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- EXISTING JUNCTION WELL IDENTIFIER (TYPE OF JUNCTION WELL)
- CONDUIT RUN IDENTIFIER (TYPE OF CONDUIT RUN)
- PROPOSED JUNCTION WELL
- EXISTING JUNCTION WELL
- PROPOSED SPAN WIRE
- EXISTING SPAN WIRE
- PROPOSED OVERHEAD CABLE
- EXISTING OVERHEAD CABLE
- PROPOSED SIGNAL HEAD
- EXISTING OR RELOCATED SIGNAL HEAD
- PROPOSED PEDESTRIAN SIGNAL HEAD
- EXISTING PEDESTRIAN SIGNAL HEAD
- MAST ARM IDENTIFIER (LENGTH OF ARM)
- PROPOSED MAST ARM
- EXISTING MAST ARM
- REMOVE
- ABANDON
-
- OVERHEAD SIGNING
- PROPOSED OPTICOM RECEIVER
- EXISTING OPTICOM RECEIVER
- UTILITY CONFLICT
- PROPOSED CABINET
- EXISTING CABINET
- PROPOSED VIDEO DETECTION
- EXISTING VIDEO DETECTION
- PROPOSED MICROWAVE DETECTION
- EXISTING MICROWAVE DETECTION
- PROPOSED PUSHBUTTON AND SIGN
- EXISTING PUSHBUTTON AND SIGN
- METERED SERVICE PEDESTAL



MOT CONSTRUCTION SEQUENCE LEGEND

- TEMPORARY CONSTRUCTION
- WORK AREA THIS PHASE
- EXISTING TRAFFIC FLOW AREA
- TEMPORARY WHITE PAVEMENT MARKING ARROW
- WHITE TEMPORARY PAVEMENT STRIPING
- YELLOW TEMPORARY PAVEMENT STRIPING
- DOUBLE YELLOW TEMPORARY PAVEMENT STRIPING
-
- DASHED YELLOW REMOVABLE PAVEMENT STRIPING
- SKIP WHITE REMOVABLE PAVEMENT STRIPING

PHASE 1



SIGNAL HEAD DIAGRAM

RECOMMENDED June 23 2004 *John A. Vassal*

RECOMMENDED _____ 20_____

RECOMMENDED _____ 20_____

Kevin Johnson 6/23/04
APPROVED TRAFFIC ENGINEER DATE

Paul 6/23/04
APPROVED for INSTL. DATE
CHIEF TRAFFIC ENGINEER

PREL. TRACING DESIGN CHKD.