

CR*	* OF CONDUITS	SIZE	LENGTH	AMOUNT AND TYPE OF CABLE / WIRE
*1	1	2 IN.	62 FT	(1) 2" U.F.W. / GROUND
*2	1	2 IN.	16 FT	(1) 2" U.F.W. / GROUND
*3	2	2.5 IN.	5 FT	(1) 4" U.F.W., (2) 16" U.F.W., (4) 9" U.F.W., NEW (5) 4" U.F.W.
*4	1	2.5 IN.	39 FT	(3) 4" U.F.W., (1) 9" U.F.W., NEW (2) 4" U.F.W.
*5	1	2.5 IN.	47 FT	(1) 9" U.F.W., NEW (2) 4" U.F.W.
*6	1	2.5 IN.	2 FT	(1) 9" U.F.W.
*7	1	2.5 IN.	94 FT	(3) 4" U.F.W., NEW (2) 4" U.F.W.
*8	1	2.5 IN.	68 FT	(2) 4" U.F.W.
*9	1	2.5 IN.	192 FT	NEW (2) 4" U.F.W.
*10	1	2.5 IN.	9 FT	EMPTY
*11	1	2.5 IN.	4 FT	EMPTY
*12	1	2.5 IN.	208 FT	NEW (1) 4" U.F.W.
*13	1	2.5 IN.	43 FT	NEW (1) 4" U.F.W.
*14	1	2.5 IN.	37 FT	NEW (1) 4" U.F.W.
*15	1	2.5 IN.	10 FT	(2) 16" U.F.W., (3) 9" U.F.W., (4) 4" U.F.W.

\* DENOTES EXISTING CONDUIT

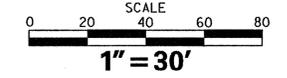
**SIGNAL NOTES**

- 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 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 SCREWS, 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.**

- 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.
- SEE SIGNING, STRIPING AND CONDUIT PLANS FOR ADDITIONAL PAVEMENT STRIPING DETAILS.
- UNCOVER PEDESTRIAN SIGNAL HEADS.
- REALIGN HEADS 1, 2, 3 AND 4 AND OPTICOM RECEIVERS AS DIRECTED BY THE ENGINEER.
- 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.	FED. AID NO.	SHEET NO.	TOTAL
	20-007-02	ESTP-N237(6)	141	151

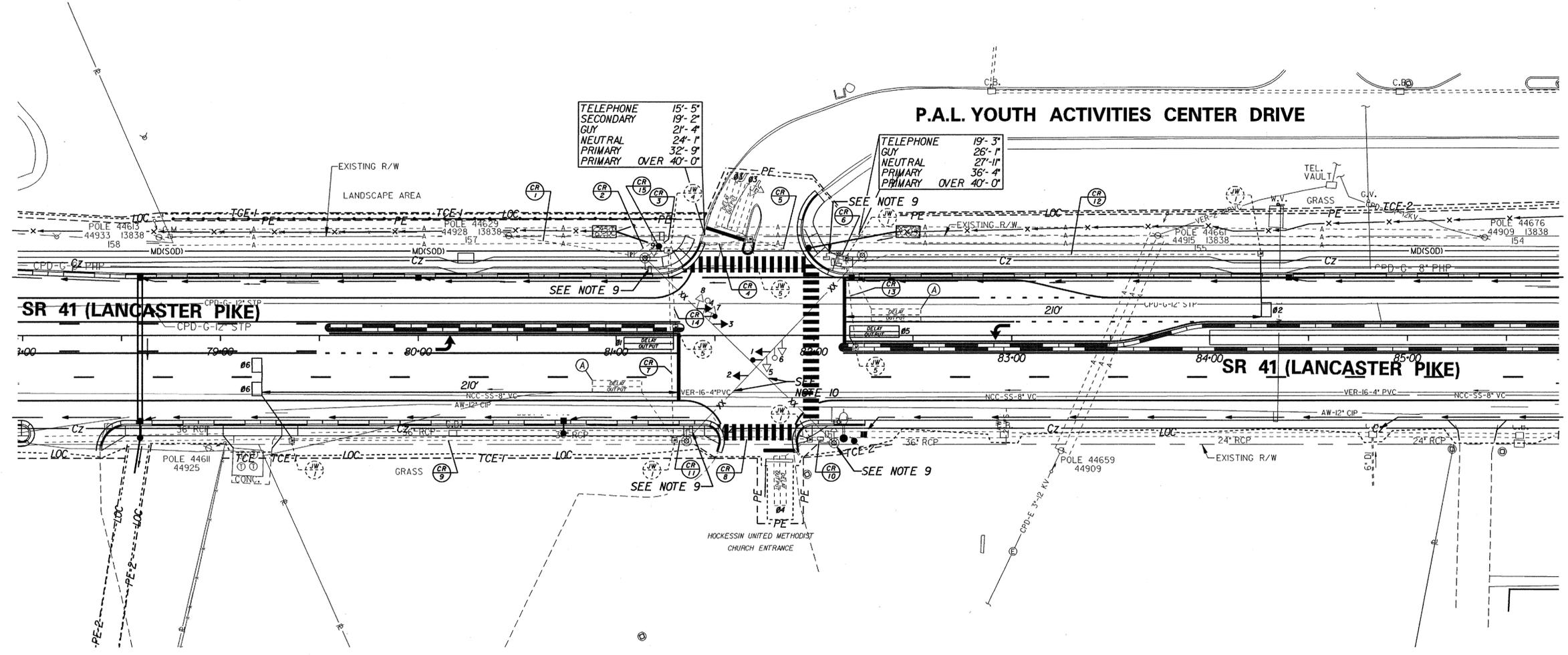
**SR 41 (LANCASTER PIKE) AND P.A.L. YOUTH ACTIVITIES CENTER**

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

REVISION  
 FINAL TRAFFIC SIGNAL MODIFICATIONS

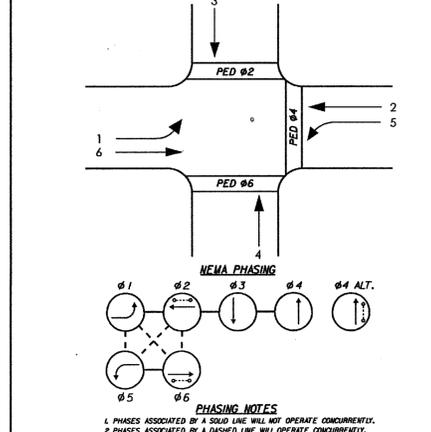
**LEGEND**

- 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
- REMOVE EXISTING CONCRETE BASE 16" / 150 mm BELOW GROUND LEVEL AND COVER OR AS DIRECTED BY SIGNAL PLAN
- 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 PEDESTRIAN

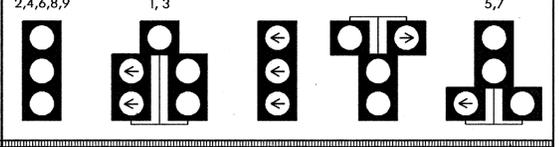


**ULTIMATE SIGNAL**

**PHASING DIAGRAM**



**SIGNAL HEAD DIAGRAM**



RECOMMENDED	June 23 2004	John A. Nessel
RECOMMENDED	20	
RECOMMENDED	20	

APPROVED TRAFFIC ENGINEER: *John A. Nessel* 6/23/04 DATE  
 APPROVED for INSTL. CHIEF TRAFFIC ENGINEER: *[Signature]* 6/23/04 DATE

PREL. TRACING DESIGN CHKD.