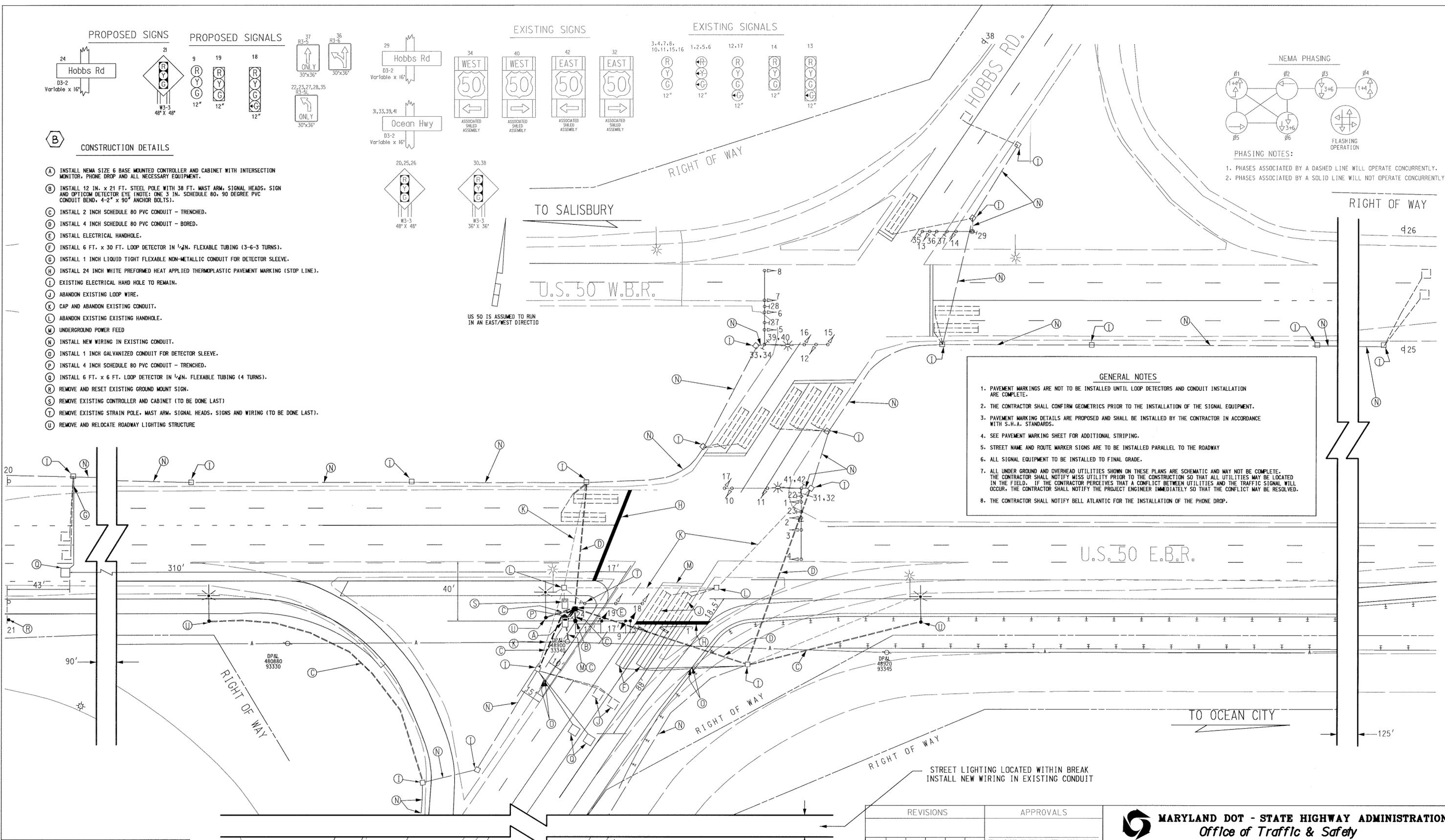


- CONSTRUCTION DETAILS**
- (A) INSTALL NEMA SIZE 6 BASE MOUNTED CONTROLLER AND CABINET WITH INTERSECTION MONITOR, PHONE DROP AND ALL NECESSARY EQUIPMENT.
 - (B) INSTALL 12 IN. x 21 FT. STEEL POLE WITH 38 FT. MAST ARM, SIGNAL HEADS, SIGN AND OPTICOM DETECTOR EYE (NOTE: ONE 3 IN. SCHEDULE 80, 90 DEGREE PVC CONDUIT BEND, 4-2" x 90° ANCHOR BOLTS).
 - (C) INSTALL 2 INCH SCHEDULE 80 PVC CONDUIT - TRENCHED.
 - (D) INSTALL 4 INCH SCHEDULE 80 PVC CONDUIT - BORED.
 - (E) INSTALL ELECTRICAL HANDHOLE.
 - (F) INSTALL 6 FT. x 30 FT. LOOP DETECTOR IN 1/2 IN. FLEXIBLE TUBING (3-6-3 TURNS).
 - (G) INSTALL 1 INCH LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR SLEEVE.
 - (H) INSTALL 24 INCH WHITE PREFORMED HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
 - (I) EXISTING ELECTRICAL HAND HOLE TO REMAIN.
 - (J) ABANDON EXISTING LOOP WIRE.
 - (K) CAP AND ABANDON EXISTING CONDUIT.
 - (L) ABANDON EXISTING EXISTING HANDHOLE.
 - (M) UNDERGROUND POWER FEED
 - (N) INSTALL NEW WIRING IN EXISTING CONDUIT.
 - (O) INSTALL 1 INCH GALVANIZED CONDUIT FOR DETECTOR SLEEVE.
 - (P) INSTALL 4 INCH SCHEDULE 80 PVC CONDUIT - TRENCHED.
 - (Q) INSTALL 6 FT. x 6 FT. LOOP DETECTOR IN 1/2 IN. FLEXIBLE TUBING (4 TURNS).
 - (R) REMOVE AND RESET EXISTING GROUND MOUNT SIGN.
 - (S) REMOVE EXISTING CONTROLLER AND CABINET (TO BE DONE LAST)
 - (T) REMOVE EXISTING STRAIN POLE, MAST ARM, SIGNAL HEADS, SIGNS AND WIRING (TO BE DONE LAST).
 - (U) REMOVE AND RELOCATE ROADWAY LIGHTING STRUCTURE

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

- GENERAL NOTES**
- PAVEMENT MARKINGS ARE NOT TO BE INSTALLED UNTIL LOOP DETECTORS AND CONDUIT INSTALLATION ARE COMPLETE.
 - THE CONTRACTOR SHALL CONFIRM GEOMETRICS PRIOR TO THE INSTALLATION OF THE SIGNAL EQUIPMENT.
 - PAVEMENT MARKING DETAILS ARE PROPOSED AND SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS.
 - SEE PAVEMENT MARKING SHEET FOR ADDITIONAL STRIPING.
 - STREET NAME AND ROUTE MARKER SIGNS ARE TO BE INSTALLED PARALLEL TO THE ROADWAY
 - ALL SIGNAL EQUIPMENT TO BE INSTALLED TO FINAL GRADE.
 - ALL UNDER GROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL NOTIFY 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.
 - THE CONTRACTOR SHALL NOTIFY BELL ATLANTIC FOR THE INSTALLATION OF THE PHONE DROP.



UTILITY LEGEND

— G —	GAS MAIN
— W —	WATER MAIN
— S —	SEWER MAIN
— E —	ELECTRIC CABLES
— A —	AERIAL CABLES
— T —	TELEPHONE CABLES

REVISIONS	APPROVALS
(A) RELOCATE EQUIPMENT FOR US 50 WIDENING SHA NO: W-645270 6-00 C.G.M. [Signature]	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
(B) AS BUILT SHA NO: AW-774-476-185P 6-10-96 RRZ	DIRECTOR, TRAFFIC & SAFETY

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

U.S. 50 AND HOBBS ROAD

REDRAWN BY: C. G. MUNZ (FOR JMT) CHECKED BY: M. J. WOLNIAK (FOR JMT)	F.A.P. NO. S.H.A. NO. WIG415270 COUNTY: WICOMICO LOG MILE: 22005019.99	TS NO. TS-3586 (B) T.I.M.S. NO. D036	SHEET NO. 70 OF 135
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