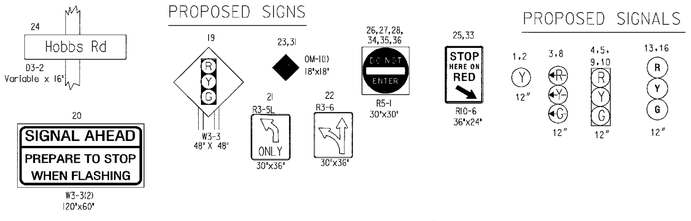
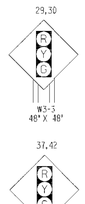
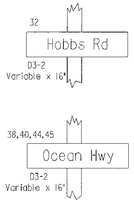
PROPOSED SIGNS

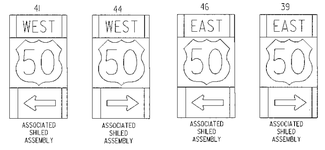


PROPOSED SIGNALS

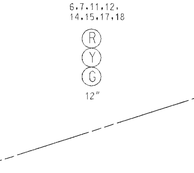




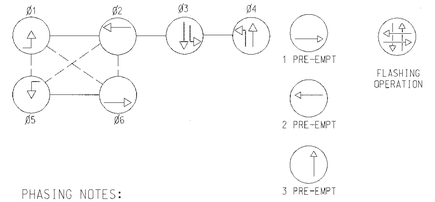
EXISTING SIGNS



EXISTING SIGNALS



NEMA PHASING



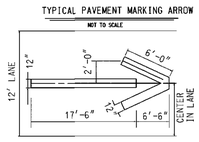
PHASING NOTES:

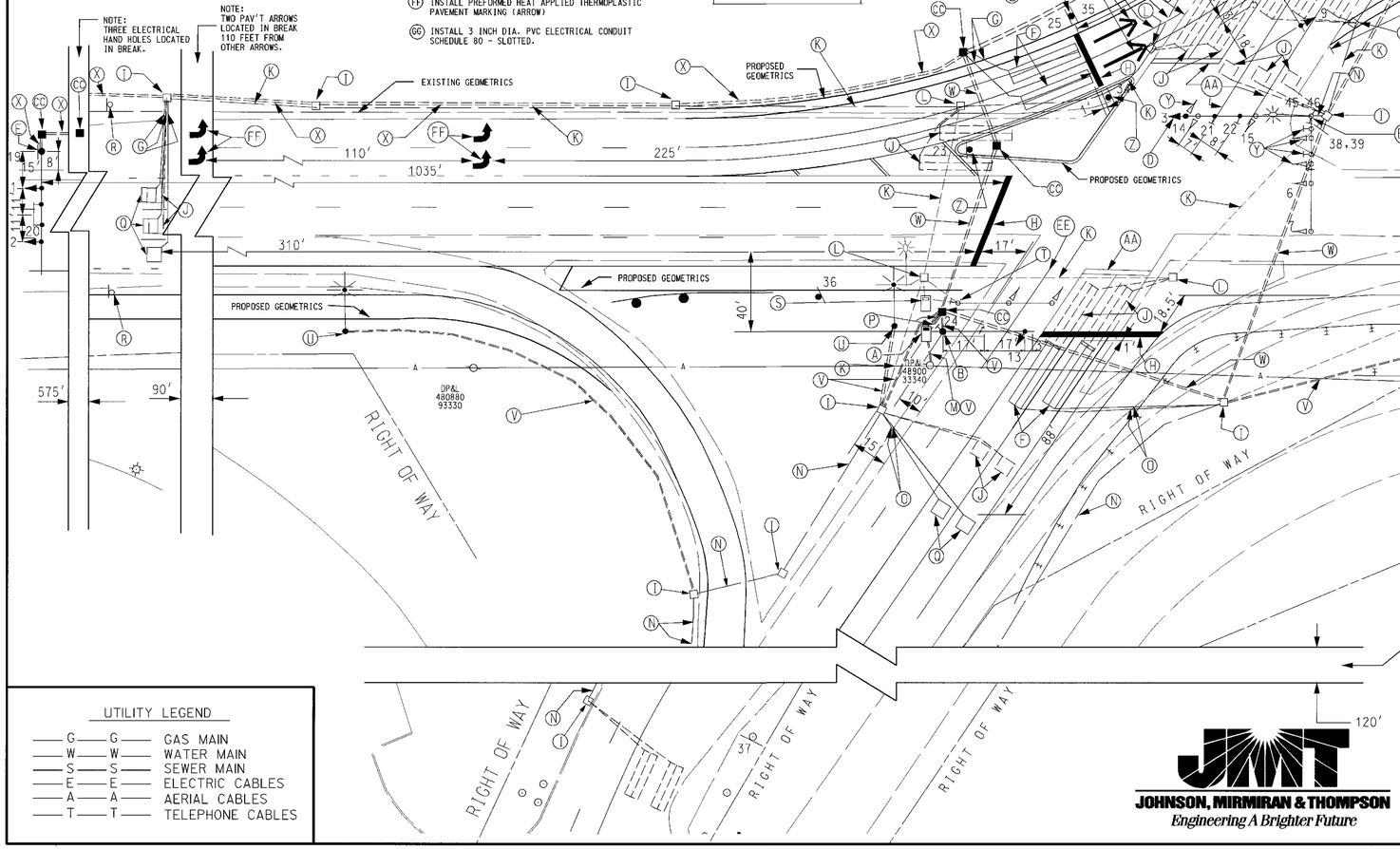
1. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

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 12 IN. x 21 FT. STEEL POLE WITH 70 FT. MAST ARM, SIGNAL HEADS, SIGNS (NOTE: ONE 3 IN. SCHEDULE 80, 90 DEGREE PVC CONDUIT BEND, 4 - 2" x 90° ANCHOR BOLTS)
- (D) INSTALL NEW SIGNAL HEAD AND WIRING TO EXISTING MAST ARM.
- (E) INSTALL 12 IN. x 21 FT. STEEL POLE WITH 50 FT. MAST ARM SIGNAL HEADS, SIGNS (NOTE: ONE 3 IN. SCHEDULE 80, 90 DEGREE PVC CONDUIT BEND, 4 - 2" x 90° ANCHOR BOLTS)
- (F) INSTALL 6 FT. x 30 FT. LOOP DETECTOR IN 1/4 IN. FLEXABLE TUBING (3-6-3 TURNS).
- (G) INSTALL 1 INCH LIQUID TIGHT FLEXABLE 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 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 DIA. PVC CONDUIT SCHEDULE 80 - TRENCHED.
- (Q) INSTALL 6 FT. x 6 FT. LOOP DETECTOR IN 1/4 IN. FLEXABLE TUBING (4 TURNS).
- (R) REMOVE 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
- (V) INSTALL 2 INCH DIA. PVC ELECTRICAL CONDUIT SCHEDULE 80 -TRENCHED.
- (W) INSTALL 4 INCH DIA. PVC ELECTRICAL CONDUIT SCHEDULE 80 - SLOTTED.
- (X) INSTALL 3 INCH DIA. PVC ELECTRICAL CONDUIT SCHEDULE 80 - TRENCHED.
- (Y) REMOVE EXISTING SIGNAL HEADS AND SIGNS ON EXISTING SIGNAL STRUCTURE.
- (Z) INSTALL GROUND MOUNT SIGN.
- (AA) REMOVE EXISTING PAVEMENT MARKING (STOP LINE).
- (BB) EXISTING SIGNAL STRUCTURE TO REMAIN.
- (CC) INSTALL ELECTRICAL HAND HOLE.
- (DD) INSTALL NEW SIGNAL HEAD ON EXISTING MAST ARM.
- (EE) INSTALL 5 INCH SOLID WHITE THERMOPLASTIC PAVEMENT MARKING
- (FF) INSTALL PREFORMED HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING (ARROW)
- (GG) INSTALL 3 INCH DIA. PVC ELECTRICAL CONDUIT SCHEDULE 80 - SLOTTED.

TYPICAL PAVEMENT MARKING ARROW
NOT TO SCALE





GENERAL NOTES

1. PAVEMENT MARKINGS ARE NOT TO BE INSTALLED UNTIL LOOP DETECTORS AND CONDUIT INSTALLATION ARE COMPLETE.
2. THE CONTRACTOR SHALL CONFIRM GEOMETRICS PRIOR TO THE INSTALLATION OF THE SIGNAL EQUIPMENT.
3. PAVEMENT MARKING DETAILS ARE PROPOSED AND SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS.
4. SEE PAVEMENT MARKING SHEET FOR ADDITIONAL STRIPING.
5. STREET NAME AND ROUTE MARKER SIGNS ARE TO BE INSTALLED PARALLEL TO THE ROADWAY
6. ALL SIGNAL EQUIPMENT TO BE INSTALLED TO FINAL GRADE.
7. 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.
8. THE CONTRACTOR SHALL NOTIFY BELL ATLANTIC FOR THE INSTALLATION OF THE PHONE DROP.

UTILITY LEGEND

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

JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future

REVISIONS	APPROVALS
1 REDLINE NO.1 NEW SHEET ADDED 5/23/01	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
© RELOCATE EQUIPMENT FOR US 50 WIDENING SHA NO: W1641-202-170 4-20-01	ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
C.G.M.	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
⑧ ADD CONCURRENT SIDE STREET WITH NB LAG; ADD LOOP DETECTORS IN NB AND SB MEDIAN LANES 6-15-00	DIRECTOR, TRAFFIC & SAFETY
CJS	
④ AS BUILT SHA NO: AW-774-476-185P 6-10-96	
RRZ	

ORIGINAL IN FILE

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)	F.A.P. NO.	TS NO. TS-3586 ©	SHEET NO. 70A OF 135
CHECKED BY: M. J. WOLNIAK (FOR JMT)	S.H.A. NO. W1641527O		
SCALE: 1" = 30'	COUNTY: WICOMICO	T.I.M.S. NO. D036	
DATE: 06-30-00	LOG MILE: 22005019.99		

FILE: mv\us50_hw\hobb_sig_rl.dgn
DATE: 10-May-01 12:05