

GENERAL NOTES

1. THE EXACT LOCATION OF SIGNAL STANDARDS, MASTARMS, PULLBOXES, CONTROLLER BASES, CONDUITS, LOOP DETECTORS AND TRAFFIC SIGNS SHALL BE VERIFIED IN THE FIELD BY THE ENGINEER.
2. ALL NEW CONDUITS UNDER ROADWAYS (INCLUDING DRIVEWAYS) SHALL BE STEEL OR PVC SCHEDULE 80. UNLESS NOTED OTHERWISE, CONTRACTOR SHALL HAVE OPTION OF USING PVC SCHEDULE 40 FOR NEW CONDUITS NOT UNDER ROADWAY.
3. ALL DUCT LINES UNDER ASPHALT CONCRETE ROADWAY (INCLUDING ASPHALT CONCRETE DRIVEWAYS) SHALL HAVE BACKFILL RESURFACED WITH ASPHALT CONCRETE MIX V, THICKNESS TO MATCH EXISTING.
4. LOCATION OF EXISTING UNDERGROUND STRUCTURES SUCH AS CULVERTS, PIPELINES, CONDUITS, CABLES, ETC. AS SHOWN ON THE PLANS ARE APPROXIMATE ONLY. OTHER EXISTING UTILITIES MAY NOT BE SHOWN. THE CONTRACTOR SHALL CHECK AND VERIFY THE LOCATION OF SAME.
5. A SOLID #8 BARE COPPER WIRE SHALL BE PULLED WITH ALL NEW LOOP CONTROL CABLES (1-2Gc #14) FOR EQUIPMENT GROUND. COSTS SHALL BE INCIDENTAL TO LOOP CONTROL CABLE INSTALLATION.
6. ALL NEW TRAFFIC SIGNAL CONTROLLER EQUIPMENT SHALL BE COMPLETELY WIRED IN THE CABINET AND SHALL CONTROL THE TRAFFIC SIGNALS AS CALLED FOR IN THE PLANS.
7. PEDESTRIAN PUSHBUTTON LEAD-IN WIRES SHALL BE A 1-2c #14 CABLE PULLED IN SAME CONDUIT AS LOOP DETECTOR LEAD-IN CABLES.
8. CONCRETE JACKET FOR NEW CONDUITS BY-PASSING EXISTING CONDUITS ENCASED IN CONCRETE SHALL BE CONSIDERED INCIDENTAL TO NEW "CONDUITS" AND SHALL NOT BE PAID FOR SEPARATELY.
9. FOR NUMBER AND SIZE OF SLOTS FOR CONDUITS INTO PULLBOXES, SEE PLANS, PROVIDE 3" CLEAR SPACING BETWEEN CONDUITS INTO PULLBOXES. COST OF WORK FOR ADDITIONAL SLOTS AND BREAKING INTO EXISTING PULLBOXES SHALL BE CONSIDERED INCIDENTAL TO "PULLBOXES" AND SHALL NOT BE PAID FOR SEPARATELY.

NOTE:

FOR PAVEMENT MARKING LEGEND, SEE PLAN SHEET #10

GENERAL NOTES & LEGEND

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SHEET No. 2 OF 5 SHEETS

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