



MD 43 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

EXISTING CONCRETE SIDEWALK TO BE REMOVED

SPECIAL NOTES:

- DISCONNECT EXISTING ELECTRICAL CABLE FROM EXISTING SIGNAL HEADS TO BE REMOVED AND RE-CONNECT TO PROPOSED SIGNAL HEADS. ANY SIGNAL OUTAGE SHALL BE SCHEDULED DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.
- INSTALL HANDHOLE WITH LONG DIMENSION PERPENDICULAR TO TRAVEL WAY FOR INSTALLATION OF NON-INVASIVE PROBES. EXTEND CONDUIT A MINIMUM OF 2 IN. AND MAXIMUM OF 3 IN. INTO HANDHOLE.

- CONSTRUCTION DETAILS**
- SEVEN HANDHOLES EXIST WITH BREAK
- INSTALL CONCRETE FOUNDATION WITH 5 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01. AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS WHITE MARSH BLVD"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
 - INSTALL CONCRETE FOUNDATION WITH 5 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01. AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS WHITE MARSH BLVD"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
 - INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01. COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS WHITE MARSH BLVD"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
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 - USE EXISTING STRAIN POLE AND INSTALL VIDEO DETECTION CAMERA MOUNTED WITHIN 3 FT. OF TOP OF STRAIN POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSHBUTTON AND R10-4 SIGN FROM STRAIN POLE AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD. CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREAS.
 - USE EXISTING STRAIN POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSHBUTTON AND R10-4 SIGN FROM STRAIN POLE AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD. CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREAS.
 - USE EXISTING STRAIN POLE AND INSTALL 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE.
 - USE EXISTING BASE MOUNTED CABINET AND CONTROLLER. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON BASE UNIT. (NOTE: SHA FORCES SHALL RETROFIT CONTROLLER EQUIPMENT TO OPERATE VIDEO DETECTION EQUIPMENT).
 - USE EXISTING HANDHOLE.
 - USE EXISTING CONDUIT.
 - REMOVE EXISTING STRAIN POLE AND REMOVE EXISTING SIGNAL HEADS AND INSTALL NEW L.E.D. SIGNAL HEADS AND SIGN(S) AS SHOWN.
 - INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
 - INSTALL VIDEO DETECTION ARM ON EXISTING LIGHTING BRACKET ARM AS SHOWN.
 - REMOVE EXISTING SIGNAL HEADS AND INSTALL NEW L.E.D. SIGNAL HEADS ON MAST ARM AS SHOWN.
 - REMOVE EXISTING SIDEWALK AND INSTALL 5 IN. CONCRETE SIDEWALK.
 - REMOVE EXISTING SIDEWALK RAMP AND INSTALL SIDEWALK RAMP (STANDARD NO. MD 655-12) AND DETECTABLE WARNING SURFACE CLAY BRICK PAVERS WITH THE PLACEMENT IN ACCORDANCE WITH STANDARD NO. MD 655-40.
 - REMOVE EXISTING CONCRETE RAMP AND SIDEWALK AND INSTALL MEDIAN CUT-THROUGH AND STANDARD TYPE A COMBINATION CURB AND GUTTER PAN.

- GENERAL NOTES**
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS. TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
 - THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
 - THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
 - ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
 - THE CONTRACTOR SHALL CONTACT SHA TO SCHEDULE RETROFITTING OF THE CONTROLLER EQUIPMENT IN ORDER TO OPERATE VIDEO DETECTION EQUIPMENT. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
 - THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
 - LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E-2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
 - ALL SIDEWALK RAMPS SHALL BE INSTALLED AS PER STANDARDS MD 655-11 AND MD 655-12.
 - REFER TO SHEET X FOR DIMENSIONS OF SIGNAL EQUIPMENT WITHIN INTERSECTION.
 - REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE FROM EXISTING CONDUITS, HANDHOLES AND CONTROLLER CABINET.
- UTILITY LEGEND**
- SD - STORM DRAIN
 - G - GAS MAIN
 - W - WATER MAIN
 - S - SEWER MAIN
 - E - ELECTRIC CABLES
 - A - AERIAL CABLES
 - T - TELEPHONE CABLES
 - F - FIBER-OPTIC

GEOMETRIC LEGEND

EXISTING
PROPOSED

APPROVALS

TEAM LEADER
ASST. DIR. CHIEF
DESIGNER
CHECKER
PRICE DIRECTOR

REVISIONS

2) REDLINE NO. 2
REVISED RAMP IN SW CORNER
CONTRACT SHA NO. XX3475185 11/8/2011

1) REDLINE NO. 1
REVISED RAMP IN SW CORNER
CONTRACT SHA NO. XX3475185 6/20/2011

0) UPGRADE SIGNAL TO APS, CPS AND LED SIGNAL HEADS
CONTRACT SHA NO. XX3475185 12/10/2010



SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 43 (White Marsh Boulevard) and Walther Boulevard
White Marsh, MD

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' ADVERTISED DATE 2/1989 CONTRACT NO. B-818-502-471

DESIGNED BY A.G.S./P.J.M. COUNTY Baltimore
DRAWN BY A.G.S./P.J.M. LOGMILE 03004300.00
CHECKED BY D.B.S. TMS NO. K348
F.A.P. NO. TOD NO.

TS NO. 2516 D DRAWING TSP-1 OF 4 SHEET NO. 1 OF 4

PLOTTED: November 08, 2011
FILE: N:\91869-080\CADD\Redline2\p5G-P001-Walther-RL2.dwg

BY: sbloss