GENERAL NOTES

1. 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 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.
2. REFER TO TRAFFIC CONTROL PLANS AND M.O.T. PAVEMENT MARKING PLANS FOR ADDITIONAL PAVEMENT MARKING AND SIGNING DETAILS.
3. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
4. ALL POLE FOUNDATIONS AND HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.
5. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
6. THE SIGNAL CONTRACTOR SHALL DETERMINE IF ANY WORK BY OTHER CONTRACTORS CAN NOT BE COMPLETED UNTIL INSTALLATION OF SIGNAL EQUIPMENT IS COMPLETE. THE SIGNAL CONTRACTOR SHALL NOTIFY OTHER CONTRACTORS OF THIS WORK.

US 40 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

EXISTING SIGN TO REMAIN

8

PROPOSED SIGNS

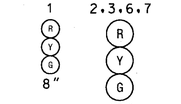
9.10

EXISTING SIGNAL HEADS TO REMAIN

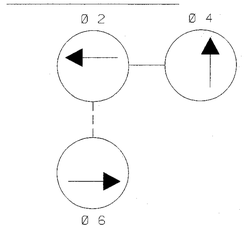
4.5

PROPOSED SIGNAL HEADS

1 2.3.6.7



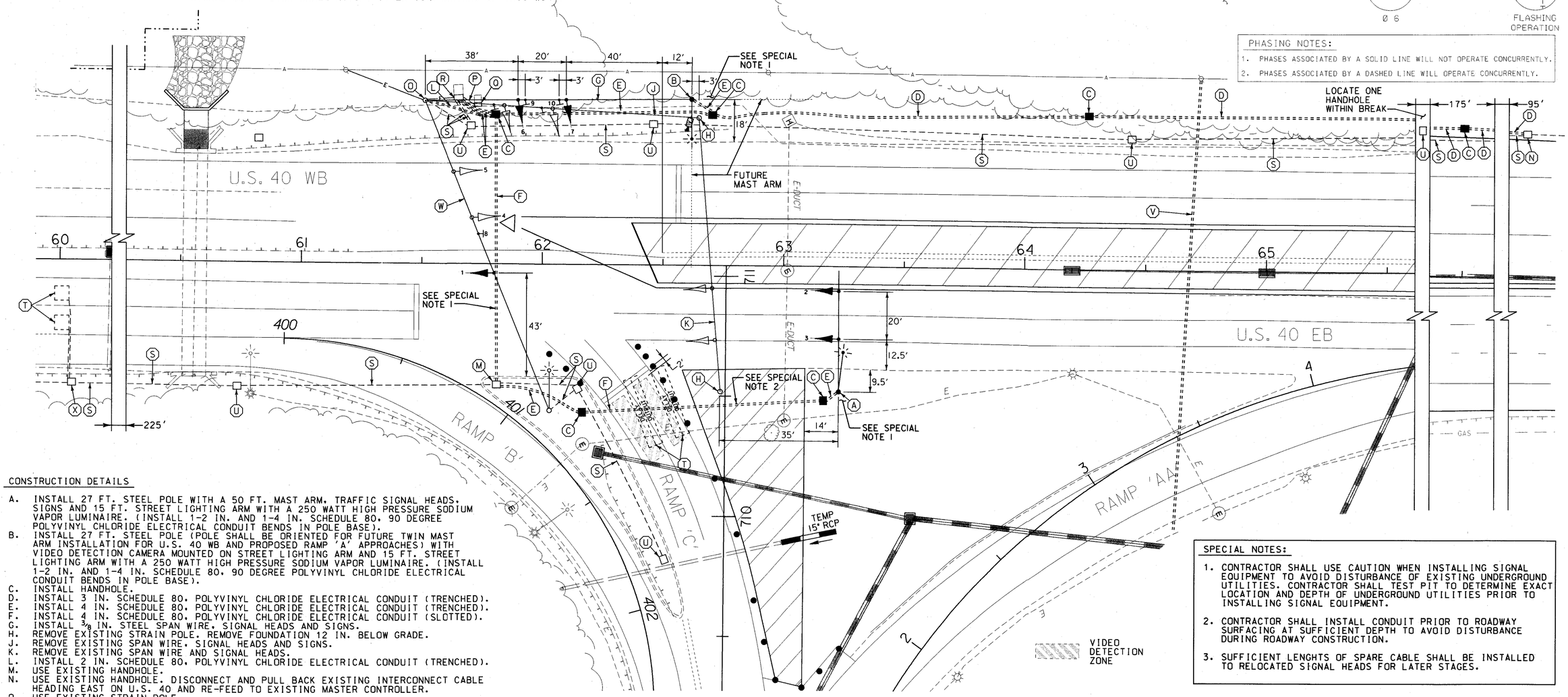
NEMA PHASING



FLASHING OPERATION

PHASING NOTES:

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



CONSTRUCTION DETAILS

A. INSTALL 27 FT. STEEL POLE WITH A 50 FT. MAST ARM, TRAFFIC SIGNAL HEADS, SIGNS AND 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE).
B. INSTALL 27 FT. STEEL POLE (POLE SHALL BE ORIENTED FOR FUTURE TWIN MAST ARM INSTALLATION FOR U.S. 40 WB AND PROPOSED RAMP 'A' APPROACHES) WITH VIDEO DETECTION CAMERA MOUNTED ON STREET LIGHTING ARM AND 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE).
C. INSTALL HANDHOLE.
D. INSTALL 3 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
E. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
F. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (SLOTTED).
G. INSTALL $^{3}/_{8}$ IN. STEEL SPAN WIRE, SIGNAL HEADS AND SIGNS.
H. REMOVE EXISTING STRAIN POLE. REMOVE FOUNDATION 12 IN. BELOW GRADE.
J. REMOVE EXISTING SPAN WIRE, SIGNAL HEADS AND SIGNS.
K. REMOVE EXISTING SPAN WIRE AND SIGNAL HEADS.
L. INSTALL 2 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
M. USE EXISTING HANDHOLE.
N. USE EXISTING HANDHOLE. DISCONNECT AND PULL BACK EXISTING INTERCONNECT CABLE HEADING EAST ON U.S. 40 AND RE-FEED TO EXISTING MASTER CONTROLLER.
O. USE EXISTING STRAIN POLE.
P. USE EXISTING CONDUIT.
Q. USE EXISTING BASE MOUNTED CABINET AND MASTER CONTROLLER.
R. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER. INSTALL 2-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN CABINET BASE.
S. ABANDON EXISTING CONDUIT.
T. ABANDON EXISTING LOOP DETECTOR.
U. REMOVE EXISTING HANDHOLE.
V. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (BORED) FOR BGE FORCES. CONTRACTOR SHALL CAP AND MARK CONDUIT 2 FT. ABOVE GRADE AT EITHER END OF CONDUIT.
W. INSTALL TRAFFIC SIGNAL HEAD ON SPAN WIRE AS NOTED.
X. USE EXISTING HANDHOLE. DISCONNECT AND PULL BACK EXISTING INTERCONNECT CABLE HEADING WEST ON U.S. 40 AND COIL INTERCONNECT CABLE IN HANDHOLE.

SPECIAL NOTES:

1. CONTRACTOR SHALL USE CAUTION WHEN INSTALLING SIGNAL EQUIPMENT TO AVOID DISTURBANCE OF EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL TEST PIT TO DETERMINE EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES PRIOR TO INSTALLING SIGNAL EQUIPMENT.
2. CONTRACTOR SHALL INSTALL CONDUIT PRIOR TO ROADWAY SURFACING AT SUFFICIENT DEPTH TO AVOID DISTURBANCE DURING ROADWAY CONSTRUCTION.
3. SUFFICIENT LENGHTS OF SPARE CABLE SHALL BE INSTALLED TO RELOCATED SIGNAL HEADS FOR LATER STAGES.

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	SS
STORM DRAIN	SD
WATER	W
CABLE TV	TV

WR&A
Whitman, Requardt and Associates, LLP
2315 Saint Paul Street
Baltimore, Maryland 21218
(410) 235-3450

REVISIONS

C	MODIFY EXISTING SIGNAL DUE TO NEW GEOMETRICS, (RAMP B) SHA NO. BA847571	10-18-02
B	MODIFY EXISTING SIGNAL DUE TO NEW GEOMETRICS (RAMP B)	4-25-95
A	MODIFY EXISTING SIGNAL DUE TO NEW GEOMETRICS (RAMP B)	12-3-93

SRB NML ERS ERS

APPROVALS

TEAM LEADER - TRAFFIC ENGINEERING DESIGN DIVISION

ASST. TRAFFIC ENGINEERING DESIGN DIVISION

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

STAGE I - TSP-1

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety

TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION PLAN
U.S. 40 (PULASKI HWY) AND MD 43 (WHITE MARSH BLVD) RAMP 'A'

DRAWN BY:	GENE SIMMERS	F.A.P. NO.	
CHECKED BY:	GENE SIMMERS	S.H.A. NO.	B-971-501-476
SCALE:	1" = 20'	COUNTY:	BALTIMORE
DATE:	11-4-93	LOG MILE:	0300401O.84
		T.I.M.S. NO.	E442
		TS NO.	TS-601C
		SHEET NO.	OF

M:\3425101\sc505md43-signalplan@US40_phl.dgn