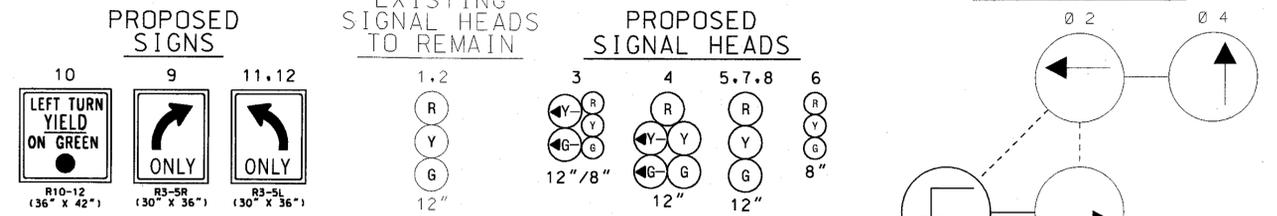
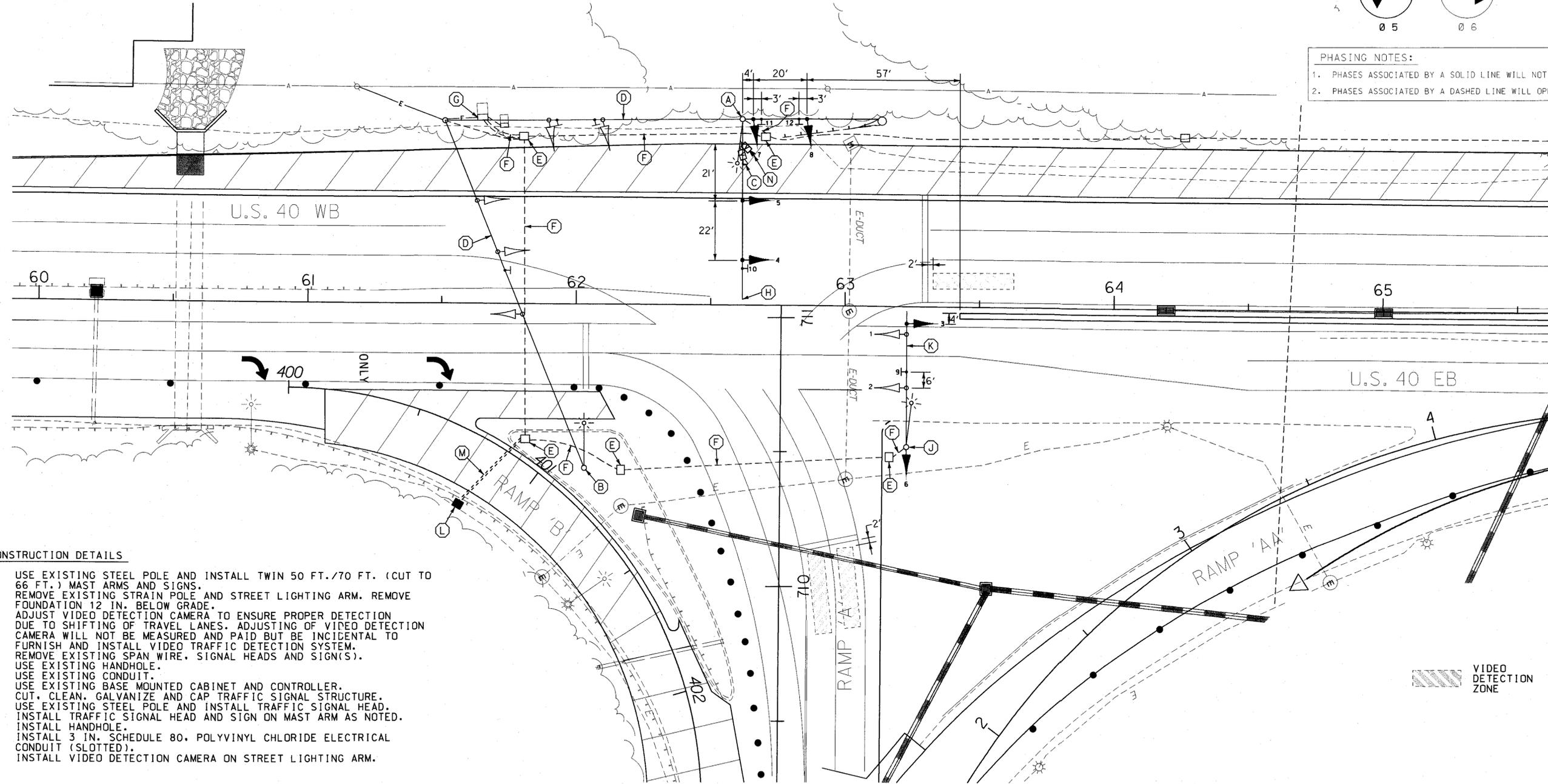


US 40 IS ASSUMED TO RUN  
IN AN EAST-WEST DIRECTION

**SPECIAL NOTES:**  
1. SUFFICIENT LENGTHS OF SPARE CABLE SHALL BE INSTALLED TO RELOCATED SIGNAL HEADS FOR LATER STAGES.



**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. USE EXISTING STEEL POLE AND INSTALL TWIN 50 FT./70 FT. (CUT TO 66 FT.) MAST ARMS AND SIGNS.
- B. REMOVE EXISTING STRAIN POLE AND STREET LIGHTING ARM. REMOVE FOUNDATION 12 IN. BELOW GRADE.
- C. ADJUST VIDEO DETECTION CAMERA TO ENSURE PROPER DETECTION DUE TO SHIFTING OF TRAVEL LANES. ADJUSTING OF VIDEO DETECTION CAMERA WILL NOT BE MEASURED AND PAID BUT BE INCIDENTAL TO FURNISH AND INSTALL VIDEO TRAFFIC DETECTION SYSTEM.
- D. REMOVE EXISTING SPAN WIRE, SIGNAL HEADS AND SIGN(S).
- E. USE EXISTING HANDHOLE.
- F. USE EXISTING CONDUIT.
- G. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
- H. CUT, CLEAN, GALVANIZE AND CAP TRAFFIC SIGNAL STRUCTURE.
- J. USE EXISTING STEEL POLE AND INSTALL TRAFFIC SIGNAL HEAD.
- K. INSTALL TRAFFIC SIGNAL HEAD AND SIGN ON MAST ARM AS NOTED.
- L. INSTALL HANDHOLE.
- M. INSTALL 3 IN. SCHEDULE 80. POLYVINYL CHLORIDE ELECTRICAL CONDUIT (SLOTTED).
- N. INSTALL VIDEO DETECTION CAMERA ON STREET LIGHTING ARM.

**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. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
- 4. 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.

**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, Reardon  
and Associates, LLP  
2315 Saint Paul Street  
Baltimore, Maryland 21218  
(410) 235-3450

REVISIONS	APPROVALS
C) MODIFY EXISTING SIGNAL DUE TO NEW GEOMETRICS (RAMP B) SHA NO. BAA47597 10-18-02 SRB MM 1/27/01 1/28/01 B) MODIFY EXISTING SIGNAL DUE TO NEW GEOMETRICS (RAMP B) 4-25-95 ERS	TEAM LEADER - TRAFFIC ENGINEERING DESIGN DIVISION ASST. TRAFFIC ENGINEERING DESIGN DIVISION CHIEF TRAFFIC ENGINEERING DESIGN DIVISION DIRECTOR, TRAFFIC & SAFETY

**STAGE II - TSP-2**

**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. B-971-501-476	TS NO. TS-601C	SHEET NO.
CHECKED BY: GENE SIMMERS	COUNTY: BALTIMORE	T.I.M.S. NO. E442	OF
SCALE: 1" = 20'	LOG MILE: 03004010.84		
DATE: 11-4-93			