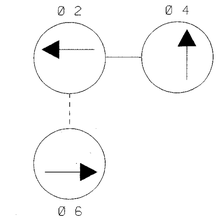
US 40 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

VIDEO DETECTION ZONE

PROPOSED SIGNS	EXISTING SIGNS TO BE REMOVED	EXISTING SIGNS TO BE RELOCATED (SHOWN AT FINAL LOCATION)	EXISTING SIGNAL HEADS TO BE REMOVED	EXISTING SIGNAL HEADS TO REMAIN	EXISTING SIGNALS TO BE RELOCATED (SHOWN AT FINAL LOCATION)	PROPOSED SIGNAL HEAD
8	8a, 9a	9,10	3a, 4a	1,2,4, 5	6,7	3
R3-2 (30" X 30")	ONLY; LEFT TURN YIELD ON GREEN; R3-5R (30" X 36"); R10-12 (36" X 42")	ONLY; R3-5L (30" X 36")	12"/8"; 12"	12"; 8"	12"	12"

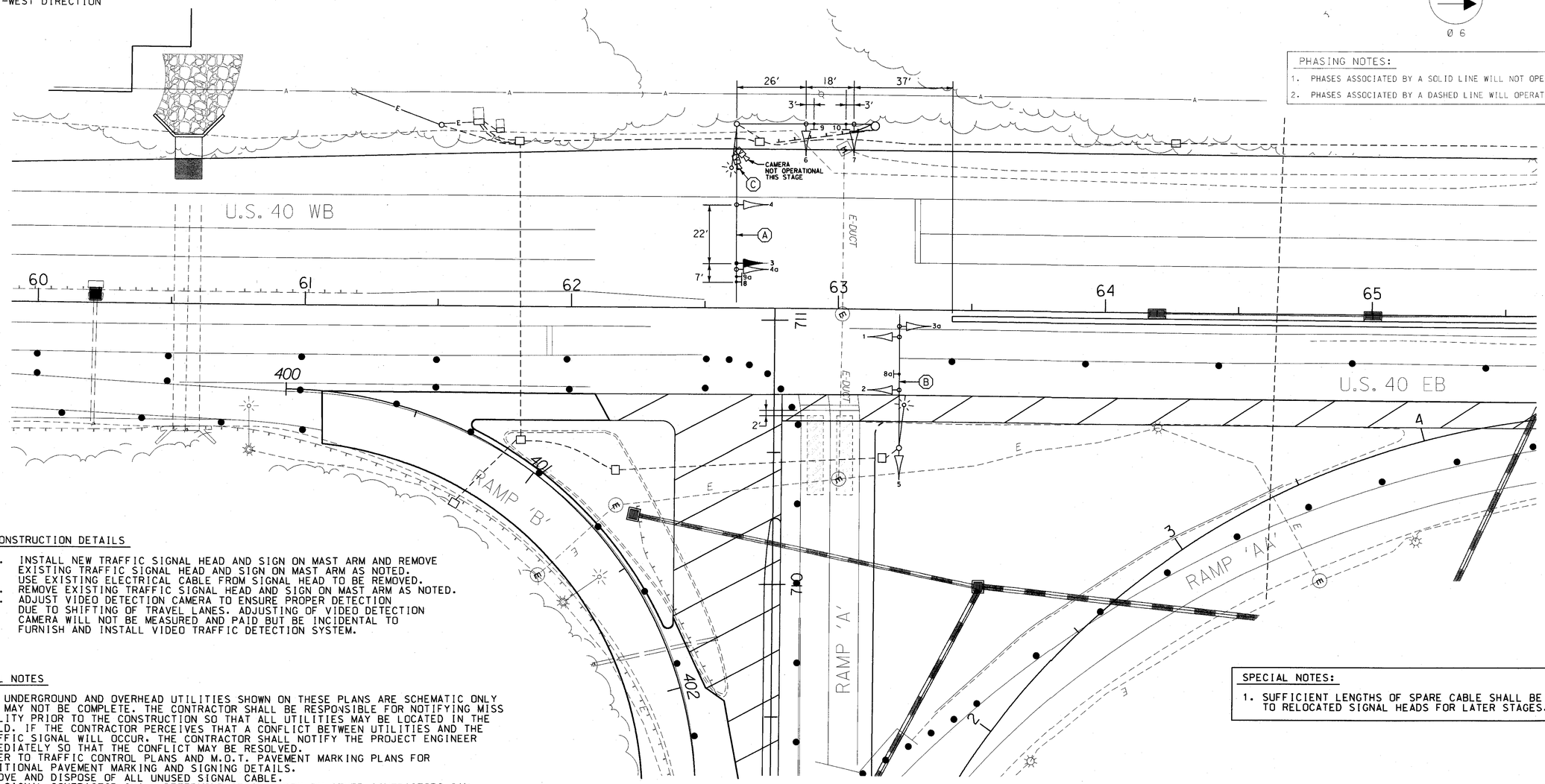
NEMA PHASING



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 NEW TRAFFIC SIGNAL HEAD AND SIGN ON MAST ARM AND REMOVE EXISTING TRAFFIC SIGNAL HEAD AND SIGN ON MAST ARM AS NOTED. USE EXISTING ELECTRICAL CABLE FROM SIGNAL HEAD TO BE REMOVED.
B. REMOVE EXISTING TRAFFIC SIGNAL HEAD AND SIGN ON MAST ARM AS NOTED.
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.

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.

SPECIAL NOTES:

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

STAGE III - TSP-3

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

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REVISIONS

C	MODIFY EXISTING SIGNAL DUE TO NEW GEOMETRICS (RAMP B) SHA NO. BA8475171	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

ORIGINAL ON FILE

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, TRAFFIC & SAFETY

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'

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DATE: 11-4-93	LOG MILE: 03004010.84		

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