PROPOSED SIGNALS

9,12,13,14 — R, Y, G — 12"

5,6 — R, Y, G — 12"

PROPOSED SIGNS

23: M3-3 (12" X 24"), M1-5 (24" X 24"), M6-1 (24" X 30") — SOUTH MARYLAND 2 — 30" X 75" SHIELD ASSEMBLY

25: M3-1 (12" X 24"), M1-5 (24" X 24"), M6-1 (24" X 30") — NORTH MARYLAND 2 — 24" X 51"

EXISTING SIGNALS

3,4,7,8,10,11 — R, Y, G — 12"

1,2 — R, Y, G — 12"

15,16 — 12"

EXISTING SIGNS

17,18: PUSH BUTTON TO CROSS SOLOMONS ISLAND ROAD; START CROSSING WATCH FOR TURNING CARS; FLASHING ONLY START FLASHING CROSSING IF STARTED; STEADY PEDESTRIANS SHOULD NOT BE IN CROSSWALK — R10-4(I) 9" X 12"

20: ONLY — R3-5(L) (30" X 36")

24: SOUTH MARYLAND 2 — M3-3 (12" X 24"), M1-5 (24" X 24"), M6-1 (24" X 30") — SHIELD ASSEMBLY 30" X 75"

NEMA PHASING

Ø 1, Ø 2, Ø 4, Ø 8 ALT., Ø 5, Ø 6, Ø 8, FLASHING OPERATION

PHASING NOTES:

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

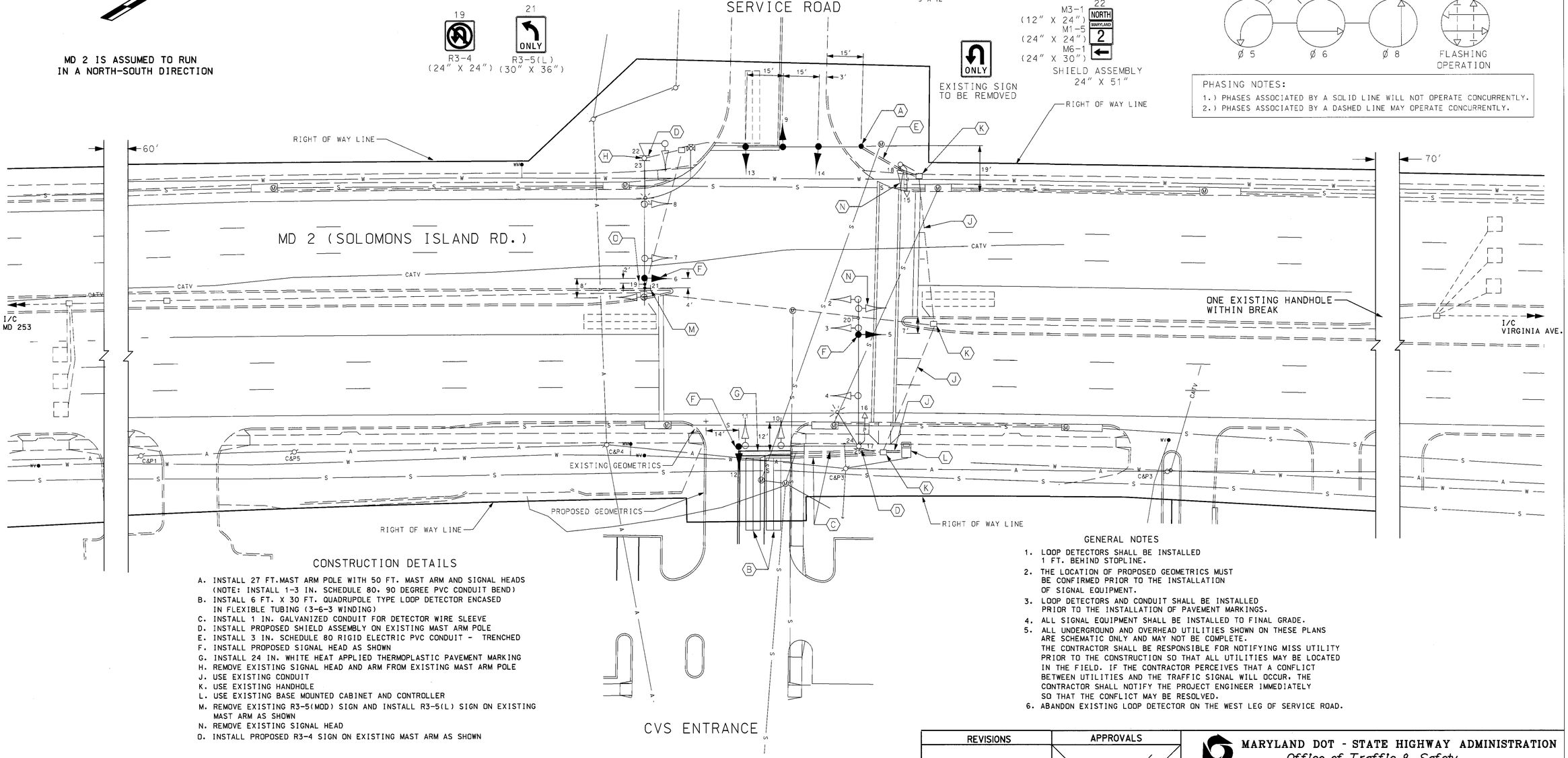
MD 2 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

19: R3-4 (24" X 24")

21: ONLY — R3-5(L) (30" X 36")

22: NORTH MARYLAND 2 — M3-1 (12" X 24"), M1-5 (24" X 24"), M6-1 (24" X 30") — SHIELD ASSEMBLY 24" X 51"

ONLY — EXISTING SIGN TO BE REMOVED




## CONSTRUCTION DETAILS

A. INSTALL 27 FT.MAST ARM POLE WITH 50 FT. MAST ARM AND SIGNAL HEADS (NOTE: INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC CONDUIT BEND)
B. INSTALL 6 FT. X 30 FT. QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN FLEXIBLE TUBING (3-6-3 WINDING)
C. INSTALL 1 IN. GALVANIZED CONDUIT FOR DETECTOR WIRE SLEEVE
D. INSTALL PROPOSED SHIELD ASSEMBLY ON EXISTING MAST ARM POLE
E. INSTALL 3 IN. SCHEDULE 80 RIGID ELECTRIC PVC CONDUIT - TRENCHED
F. INSTALL PROPOSED SIGNAL HEAD AS SHOWN
G. INSTALL 24 IN. WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING
H. REMOVE EXISTING SIGNAL HEAD AND ARM FROM EXISTING MAST ARM POLE
J. USE EXISTING CONDUIT
K. USE EXISTING HANDHOLE
L. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER
M. REMOVE EXISTING R3-5(MOD) SIGN AND INSTALL R3-5(L) SIGN ON EXISTING MAST ARM AS SHOWN
N. REMOVE EXISTING SIGNAL HEAD
O. INSTALL PROPOSED R3-4 SIGN ON EXISTING MAST ARM AS SHOWN

## GENERAL NOTES

1. LOOP DETECTORS SHALL BE INSTALLED 1 FT. BEHIND STOPLINE.
2. THE LOCATION OF PROPOSED GEOMETRICS MUST BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
3. LOOP DETECTORS AND CONDUIT SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
4. ALL SIGNAL EQUIPMENT SHALL BE INSTALLED TO FINAL GRADE.
5. 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.
6. ABANDON EXISTING LOOP DETECTOR ON THE WEST LEG OF SERVICE ROAD.

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

| | |
|---|---|
| AERIAL CABLE | A |
| ELECTRICAL | E |
| TELEPHONE | T |
| GAS | G |
| SEWER | S |
| WATER | W |
| CABLE TV | TV |


TRAFFIC CONCEPTS, INC.
325 Gambrills Road
Suite E
Gambrills, MD 21054
(410) 923-7101


REVISIONS

A — SIGNAL MODIFICATION DUE TO ADDITION OF WESTLEG — 11-22-02 — SHA NO. BW996M82 — MLH — TWD

APPROVALS

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

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
*Office of Traffic & Safety*
TRAFFIC ENGINEERING DESIGN DIVISION
SIGNALIZATION PLAN
MD 2 (SOLOMONS ISLAND RD.) AND SERVICE ROAD

| | | | | | |
|---|---|---|---|---|---|
| DRAWN BY: | A. FORNARO | F.A.P. NO. | | TS NO. 3891A | SHEET NO. |
| CHECKED BY: | D. PETERS | S.H.A. NO. | AA5305170R | | |
| SCALE: | 1" = 20' | COUNTY: | ANNE ARUNDEL | T.I.M.S. NO. F527 | 1 OF 2 |
| DATE: | 10-01-99 | LOG MILE: | 020020117.35 | | |

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