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

EXISTING SIGNS TO BE REMOVED

23a — R4-7(R) (24"x30")

PROPOSED SIGNS

20,23 — R4-7(R) (24"x30")

EXISTING SIGNAL HEADS TO REMAIN

19: ← Farrington RD

21: Guilford RD →

24: Farrington RD →

22: ← Guilford RD

D-3(1) (DUAL FACED) (VARIABLE x 16")

D-3(1) (DUAL FACED) (VARIABLE x 16")

25: LEFT TURN YIELD TO PEDS

GUILFORD ROAD

EXISTING SIGNAL HEADS TO BE REMOVED

1a,2a, 5a,6a — R Y G — 12"

3a,4a, 7a,8a — R Y G — 12"

15,17 — 12"

PROPOSED SIGNAL HEADS

1,2,5,6 — R Y G — 12"

3,4,7,8 — R Y G — 12"

EXISTING SIGNAL HEADS TO REMAIN

9,10,12, 13,14 — R Y G — 12"

11 — R Y G — 12"

16,18 — 12"

NEMA PHASING

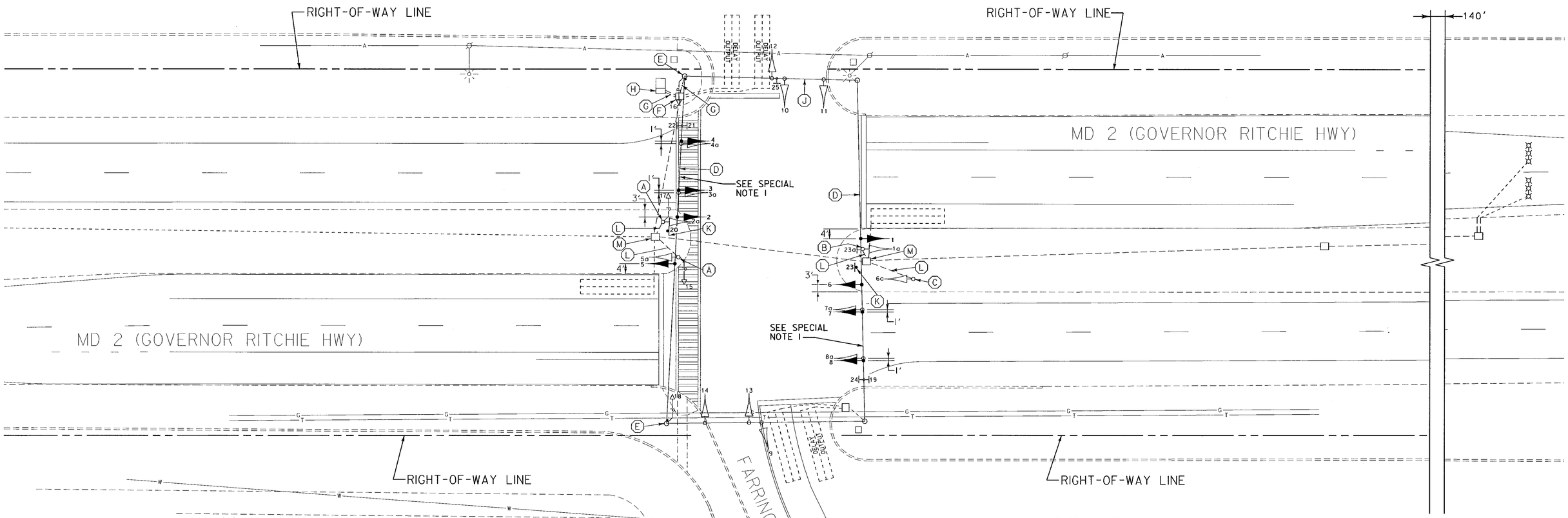
Ø 1, Ø 2, Ø 4, Ø 4 ALT, Ø 5, Ø 6, Ø 8, FLASHING OPERATION

PHASING NOTES:

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

SPECIAL NOTES:

1. 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.
2. THE CONTRACTOR SHALL COORDINATE WORK ACTIVITIES WITH ON-GOING CONSTRUCTION PROJECT (CONTRACT NO. AA3135177).



CONSTRUCTION DETAILS

A. REMOVE EXISTING PEDESTAL POLE, SIGNAL HEAD, PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN(S). REMOVE FOUNDATION 12 IN. BELOW GRADE.
B. REMOVE EXISTING PEDESTAL POLE, SIGNAL HEAD AND SIGN. REMOVE FOUNDATION 12 IN. BELOW GRADE.
C. REMOVE EXISTING PEDESTAL POLE AND SIGNAL HEAD. REMOVE FOUNDATION 12 IN. BELOW GRADE.
D. USE EXISTING SPAN WIRE. REMOVE EXISTING SIGNAL HEADS AND INSTALL NEW SIGNAL HEADS AS SHOWN. THE CONTRACTOR SHALL RAISE THE SPAN WIRE, AS DIRECTED BY THE ENGINEER, TO ENSURE SUFFICIENT CLEARANCE FROM BOTTOM OF SIGNAL HEADS TO ROADWAY.
E. USE EXISTING STRAIN POLE. REMOVE EXISTING PUSHBUTTON AND PUSHBUTTON SIGN AND INSTALL NEW PUSHBUTTON AND R10-4(1) SIGN (SIGN TO READ: "PUSH BUTTON TO CROSS GOVERNOR RITCHIE HWY").
F. USE EXISTING HANDHOLE.
G. USE EXISTING CONDUIT.
H. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
J. USE EXISTING SPAN WIRE.
K. INSTALL R4-7(R) (24 IN.x 30 IN.) SIGN ON ONE 4 IN. x 4 IN. TREATED WOOD POST.
L. CAP AND ABANDON EXISTING CONDUIT.
M. ADJUST EXISTING HANDHOLE TO FINAL GRADE. CONTRACTOR SHALL OBTAIN FINAL ELEVATION FROM CONTRACT NO. AA3135177.

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. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.

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
801 South Caroline Street
Baltimore, Maryland 21231
(410) 235-3450

REVISIONS

C	REMOVED PEDESTAL POLES IN MEDIAN AND INSTALLED SIGNAL HEADS ON SPAN CONTRACT XX1065485	5/10/04
B	REPLACED LOOPS AND HANDBOXES FAP NO. RES. 3003(1) SHA NO. AA-424-301-576	4/21/86
A	ASBUILT PLAN FAP NO.T-8005(12) SHA NO. AA-887-2-565	8/12/82

SRB NML

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ASST. 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

TRAFFIC SIGNALIZATION PLAN

MD 2 AND GUILFORD RD./FARRINGTON RD.

DRAWN BY: TOWNSEND	F.A.P. NO.	TS NO. 781C	SHEET NO.
CHECKED BY: N. LEARY	S.H.A. NO.		
SCALE: 1" = 20'	COUNTY: ANNE ARUNDEL	T.I.M.S. NO. G255	2 OF 3
DATE: 11-8-72	LOG MILE: 02000235.69		

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