DRILL HOLES

BORDER REV: DATE: June 1, 2004

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

EXISTING SIGNS (CONT.)

26 — R4-7, 24" x 30"

28 — LANE ENDS / BEYOND SIGNAL — W9-2(4) (MOD) 42"X30"

31.39 — NO TURN ON RED — R10-11b, 24" x 24"

37.41 — R3-6, 30" x 36"

29.32 — DO NOT ENTER — R5-1, 30"x 30"

38 — ONLY — R3-5R, 30" x 36"

40 — ONLY — R3-5, 30" x 36"

34 — SOUTH, MARYLAND 2; M3-3 24"x 12"; M1-5 24"x 24"; M6-1 21"x 15" — ASSOCIATED SHIELD ASSEMBLY, 24" x 51"

43 — NORTH, MARYLAND 2; M3-1 24"x 12"; M1-5 24"x 24"; M6-1 21"x 15" — ASSOCIATED SHIELD ASSEMBLY, 24" x 51"

44 — SOUTH, MARYLAND 2; M3-3 30"x 15"; M1-5 36"x 36"; M6-1 30"x 24" — ASSOCIATED SHIELD ASSEMBLY, 36" x 75"

35 — NORTH, MARYLAND 2; M3-1 30"x 15"; M1-5 36"x 36"; M6-1 30"x 24" — ASSOCIATED SHIELD ASSEMBLY, 36" x 75"

EXISTING SIGNS

27.30 — Jones Station RD — D3-2 (DUAL-FACED) VARIABLE X 16"

36.42 — Gov Ritchie HWY — D3-2 (DUAL-FACED) VARIABLE X 16"

R10-3(1) 9" x 15" — PUSH BUTTON TO CROSS GOV RITCHIE HWY — STREET NAME IN BRAILLE TYPE 2 — 45, 46 — MD 2 (GOV RITCHIE HWY)

R10-3(1) 9" x 15" — PUSH BUTTON TO CROSS JONES STATION RD — STREET NAME IN BRAILLE TYPE 2 — 47, 49, 48.50 — JONES STATION ROAD

EXISTING LED SIGNALS

1.2. 11.12 — 12", 12", 8"

3.4. 7.8 — 12"

5.6.9. 10.18 — 12"

13.17 — 12"

14 — 12"

15.16 — 12", 12", 12"

19-24 — LED 16" COUNTDOWN PEDESTRIAN SIGNAL HEAD

- VIDEO DETECTION CAMERA (a-d)

NEMA PHASING

Ø1, Ø2, Ø4, Ø8, Ø4 ALT, Ø5, Ø6, OLA

OVERLAP Ø3 & Ø6

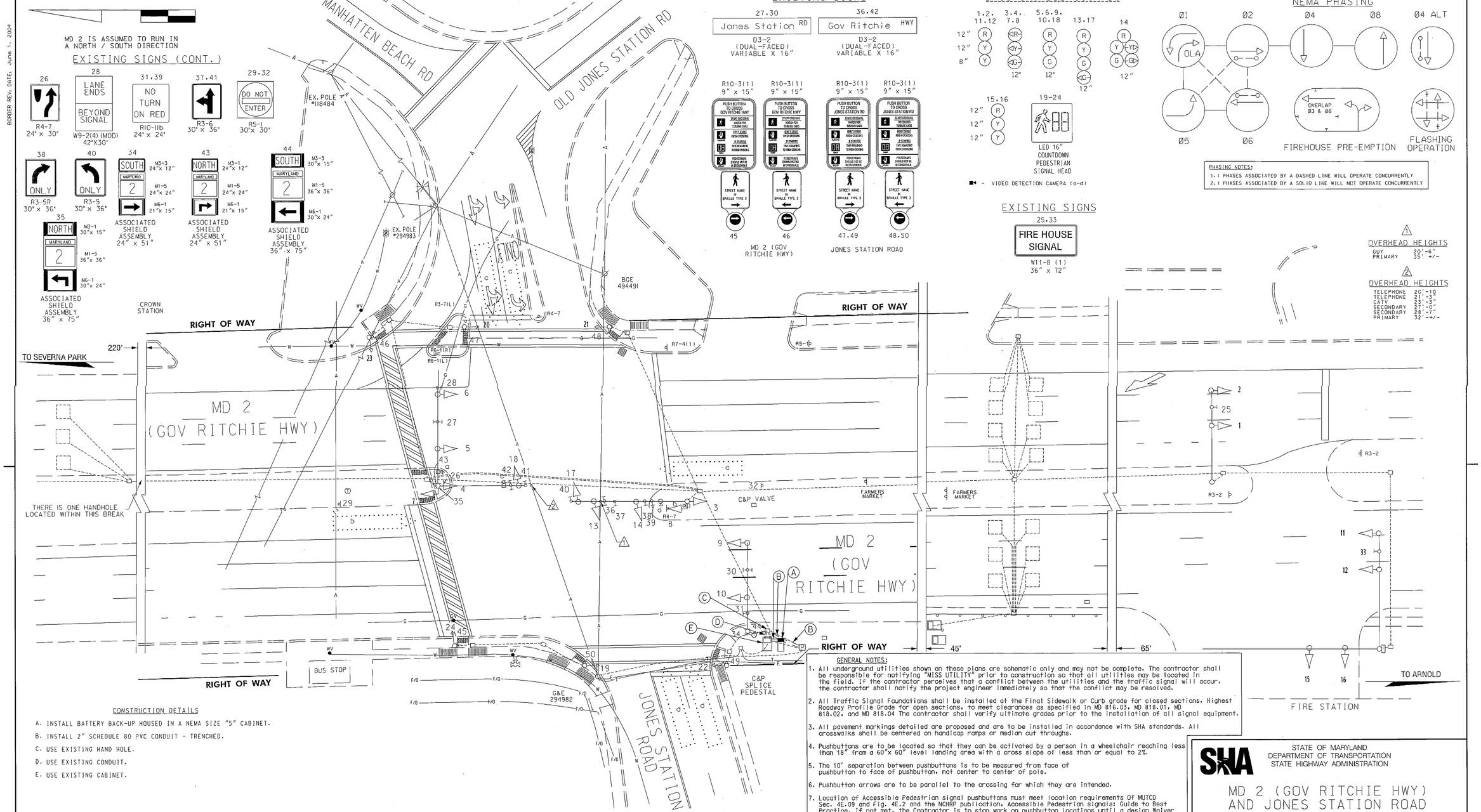
FIREHOUSE PRE-EMPTION

FLASHING OPERATION

PHASING NOTES:
1.) PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
2.) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

EXISTING SIGNS

25.33 — FIRE HOUSE SIGNAL — W11-8 (1) 36" x 72"



OVERHEAD HEIGHTS (1)

GUY	20'-6"
PRIMARY	35' +/-

OVERHEAD HEIGHTS (2)

TELEPHONE	20'-10
TELEPHONE	21'-3"
CATV	23'-3"
SECONDARY	27'-0"
SECONDARY	28'-7"
PRIMARY	32'-+/-

CONSTRUCTION DETAILS

A. INSTALL BATTERY BACK-UP HOUSED IN A NEMA SIZE "5" CABINET.

B. INSTALL 2" SCHEDULE 80 PVC CONDUIT - TRENCHED.

C. USE EXISTING HAND HOLE.

D. USE EXISTING CONDUIT.

E. USE EXISTING CABINET.

GENERAL NOTES:

1. All underground utilities shown on these plans are schematic only and may not be complete. The contractor shall be responsible for notifying "MISS UTILITY" prior to construction so that all utilities may be located in the field. If the contractor perceives that a conflict between the utilities and the traffic signal will occur, the contractor shall notify the project engineer immediately so that the conflict may be resolved.
2. All Traffic Signal Foundations shall be installed at the Final Sidewalk or Curb grade for closed sections. Highest Roadway Profile Grade for open sections, to meet clearances as specified in MD 816.03, MD 818.01, MD 818.02, and MD 818.04 The contractor shall verify ultimate grades prior to the installation of all signal equipment.
3. All pavement markings detailed are proposed and are to be installed in accordance with SHA standards. All crosswalks shall be centered on handicap ramps or median cut throughs.
4. Pushbuttons are to be located so that they can be activated by a person in a wheelchair reaching less than 18" from a 60"x 60" level landing area with a cross slope of less than or equal to 2%.
5. The 10' separation between pushbuttons is to be measured from face of pushbutton to face of pushbutton, not center to center of pole.
6. Pushbutton arrows are to be parallel to the crossing for which they are intended.
7. Location of Accessible Pedestrian signal pushbuttons must meet location requirements Of MUTCD Sec. 4E.09 and Fig. 4E.2 and the NCHRP publication, Accessible Pedestrian signals: Guide to Best Practice. If not met, the Contractor is to stop work on pushbutton locations until a design Waiver is obtained, approved by the Director, Office of Traffic and Safety.

GEOMETRIC LEGEND

PROPOSED
EXISTING

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRIC	E
TELEPHONE	T
GAS	G
SEWER	S
WATER	W
CABLE TV	TV

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 2 (GOV RITCHIE HWY) AND JONES STATION ROAD

TRAFFIC SIGNAL PLAN

SCALE 1"= 20' DATE 4/13/1973 CONTRACT NO. N/A

DESIGNED BY N/A
DRAWN BY F. DEBELIUS
CHECKED BY N/A
F.A.P. NO. N/A

COUNTY ANNE ARUNDEL
LOGMILE 02000227.71
TIMS NO. 1608
TOD NO. N/A

TS NO. 323 J | DRAWING NO. 1 OF 1 | SHEET NO. 1 OF 2

APPROVALS

TEAM LEADER
ASST. DIV. MGR.
DIVISION CHIEF
OFFICE DIRECTOR

ORIGINAL ON FILE

REVISIONS

4 INSTALL BATTERY BACK-UP TIMS K961 SYSTEM
SHA NO.:XY2245185 12/15/2011
FJA

1 RECONSTRUCT TRAFFIC SIGNAL & ADD RIGHT TURN OVERLAP FOR EB JONES STATION RD
SHA NO.:XX4475185 8-12-08
SWA

H 10-04
AS BUILT
SHA NO.:
SWA

PLOTTED: MONDAY, NOVEMBER 28, 2011 AT 11:58:09 AM
FILE: PSC-P001_MD 2 AT JONES STATION.DGN