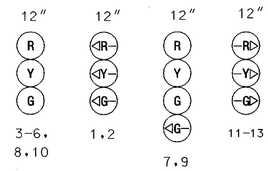
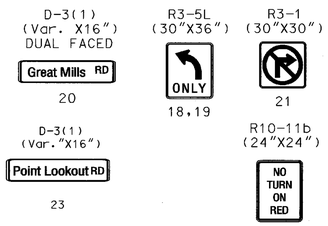
EXISTING SIGNALS



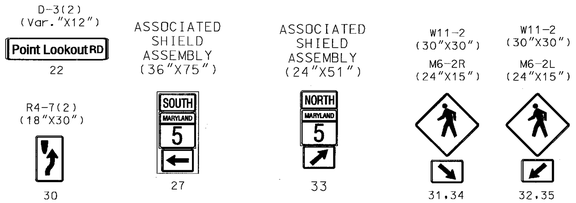
PROPOSED SIGNALS

MD 5 (POINT LOOKOUT ROAD) IS ASSUMED TO RUN IN AN NORTH-SOUTH DIRECTION

EXISTING SIGNS



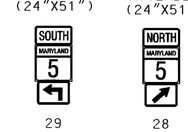
PROPOSED SIGNS



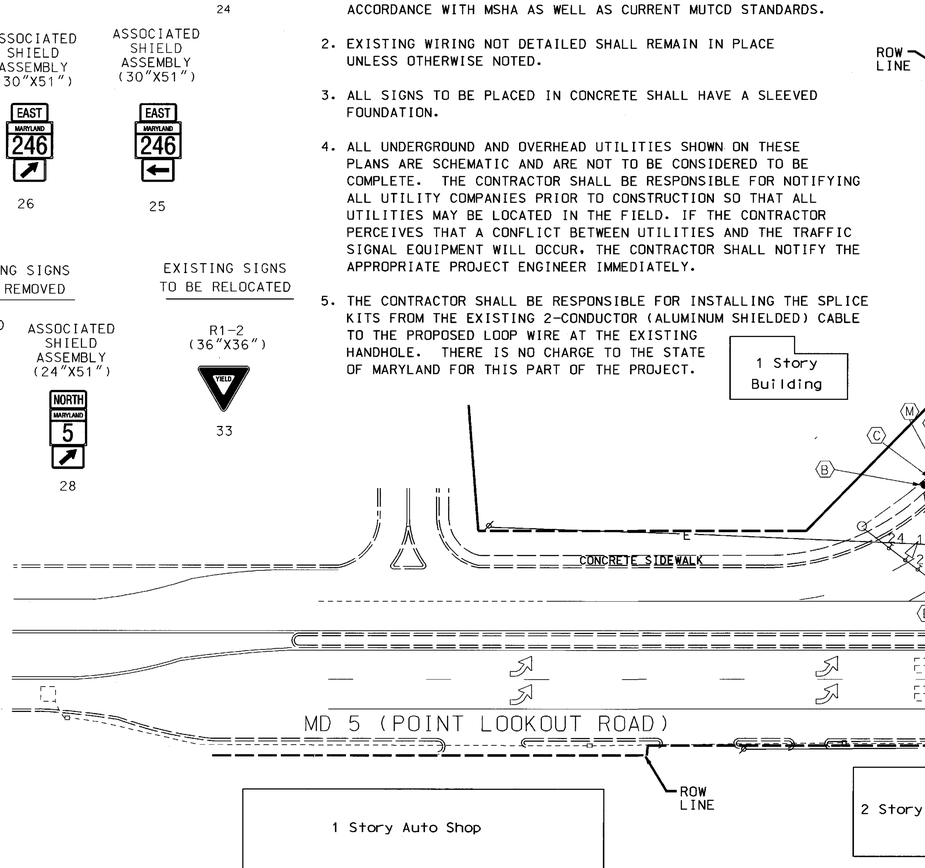
GENERAL NOTES:

1. ALL PROPOSED PAVEMENT MARKINGS ARE TO BE INSTALLED IN ACCORDANCE WITH MSHA AS WELL AS CURRENT MUTCD STANDARDS.
2. EXISTING WIRING NOT DETAILED SHALL REMAIN IN PLACE UNLESS OTHERWISE NOTED.
3. ALL SIGNS TO BE PLACED IN CONCRETE SHALL HAVE A SLEEVED FOUNDATION.
4. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED TO BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE PROJECT ENGINEER IMMEDIATELY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING THE SPLICE KITS FROM THE EXISTING 2-CONDUCTOR (ALUMINUM SHIELDED) CABLE TO THE PROPOSED LOOP WIRE AT THE EXISTING HANDHOLE. THERE IS NO CHARGE TO THE STATE OF MARYLAND FOR THIS PART OF THE PROJECT.

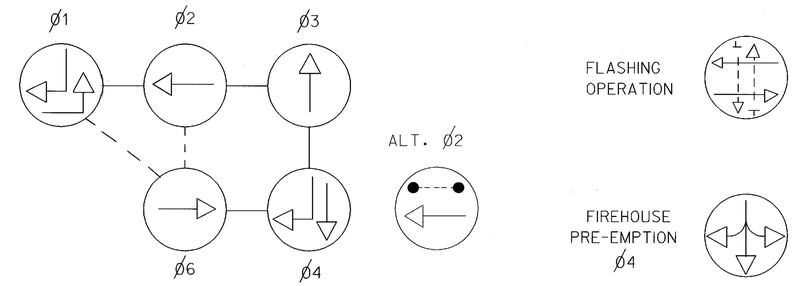
EXISTING SIGNS TO BE REMOVED



EXISTING SIGNS TO BE RELOCATED



NEMA PHASING



PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

CONSTRUCTION NOTES:

(A) MAINTAIN EXISTING STEEL POLE. INSTALL PEDESTRIAN SIGNAL HEADS, PUSHBUTTON AND R10-4(1) "PUSHBUTTON TO CROSS GREAT MILLS ROAD ..." SIGN AS SHOWN.

(B) INSTALL 10 FOOT PEDESTAL POLE AND BASE, 3-INCH CONDUIT BEND, PEDESTRIAN SIGNAL HEADS, PUSHBUTTON AND R10-4(1) "PUSHBUTTON TO CROSS GREAT MILLS ROAD ..." SIGN AS SHOWN.

(C) INSTALL 3 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED.

(D) USE EXISTING HANDHOLE.

(E) USE EXISTING CONDUIT.

(F) USE EXISTING POLE MOUNTED CABINET AND CONTROLLER.

(G) INSTALL 12 INCH HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING.

(H) REMOVE EXISTING STOP LINE PAVEMENT MARKING. INSTALL 24 INCH HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT STOP LINE 4 FOOT FROM PROPOSED CROSSWALK LINE.

(J) ABANDON EXISTING LOOP DETECTORS. INSTALL 6 FOOT x 30 FOOT LOOP DETECTORS ENCASED IN FLEXIBLE TUBING QUADRUPLE TYPE (3-6-3) 1 FOOT FROM PROPOSED STOP BAR.

(K) INSTALL GROUND MOUNTED SIGN AND SUPPORT.

(L) RELOCATE EXISTING GROUND MOUNTED SIGN AND SUPPORT.

(M) USE EXISTING HANDHOLE. SPLICE PROPOSED LOOP DETECTOR LEAD-IN CABLE TO EXISTING 2-CONDUCTOR (ALUMINUM SHIELD) ELECTRICAL CABLE.

(N) INSTALL OVERHEAD SIGN.

UTILITY LEGEND

—G—G—	GAS MAIN
—W—W—	WATER MAIN
—S—S—	SEWER MAIN
—E—E—	ELECTRIC CABLES
—A—A—	AERIAL CABLES
—T—T—	TELEPHONE CABLES

REVISIONS

(B) 5/95 Elim. MD246 double right. Revise side street split to concurrent. MD5 double left will be main phase.					
TMZ	MAR				
(C) 3/99 Provide firehouse pre-emption equipment.					
DBD	MAR	DAZ		BRK	TH
(D) 9/00 SM599A59/B59 Modify geometrics to provide double right for MD 246. Provide signal for MD246 right turn.					
CEI	MAR	DAZ		BRK	TH
(E) 10/02 Signal modification. Protected Ped. Signals along East Leg. X-10 065485					
MP					

REVISION 'E'

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APPROVALS

ORIGINAL

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ON FILE

ASSTS. CHIEF, 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
MD 5 (POINT LOOKOUT ROAD) AT MD_246 (GREAT MILLS ROAD)
GREAT MILLS, MARYLAND
TRAFFIC SIGNAL PLAN

DRAWN BY:	B. SMITH	F.A.P. NO.	BMIC5A54	TS NO. 2071E	SHEET NO.
CHECKED BY:	S. RENZI	S.H.A. NO.			
SCALE:	1"=30'	COUNTY:	ST. MARY'S	T.I.M.S. NO. F437	1 OF 2
DATE:	05/09/1985	LOG MILE:	18000519.14		

PLOTTED: 12:01 PM on Monday, October 07, 2002*
BY: McSendy, Pierre Division: Transportation
FILE: m:\99710\25\dgn\drawings\cpd01437.dgn