F.H.W.A. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	SEE TITLE SHEET		

SIGNS

30a — Maple RD / Chancellors Run RD — D3-2 VARIABLE X 32 in.

29 — Chancellors Run RD / Maple RD — D3-2 VARIABLE X 32 in.

37 — R6-1(L) 36 in. x 12 in.; M3-1 30 in. x 15 in.; M1-5 48 in. x 36 in.; M6-1 30 in. x 24 in. — ASSOCIATED SHIELD ASSEMBLY 48 in. x 75 in.

39,40 — PUSH BUTTON TO CROSS MD 235 — R10-4(I) 9 in. x 12 in.

41 — R6-1(R) 36 in. x 12 in.; M3-1 24 in. x 12 in.; M1-5 30 in. x 24 in.; M6-1 21 in. x 15 in. — ASSOCIATED SHIELD ASSEMBLY 30 in. x 51 in.

42 — R3-5R 30 in. x 36 in.

SIGNALS

1,2,5,5a,6 — 12 in.

3,4,7,8,10,12 — 12 in.

9,11 — 12 in.

17,18,19 20,21,22 — 12 in.

MD 235 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

NEMA PHASING

Ø1 Ø2 Ø3 Ø4 Ø5 Ø6

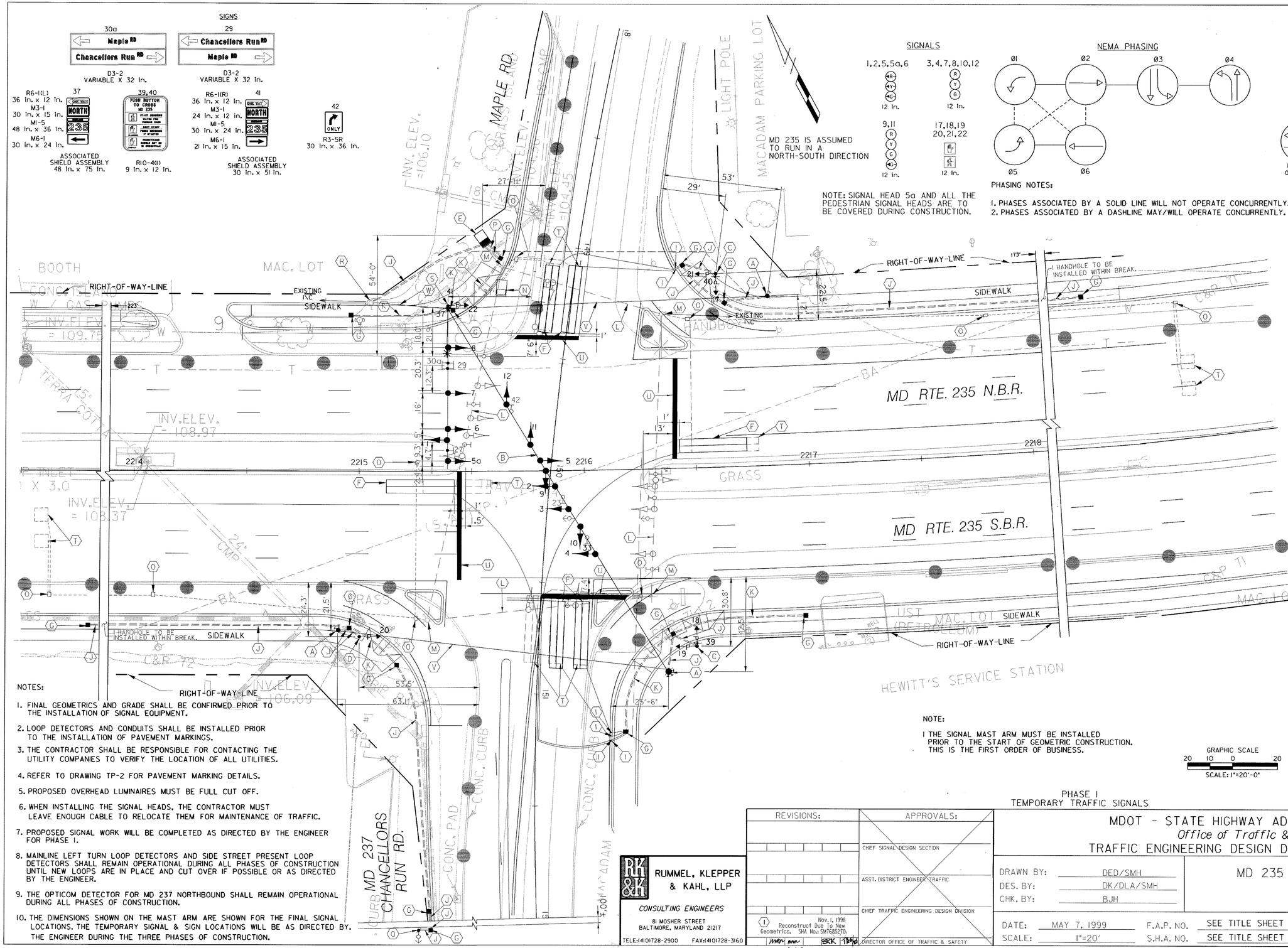
PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHLINE MAY/WILL OPERATE CONCURRENTLY.

PRE-EMPTION PHASING

FLASHING OPERATION — PE #1 — PE #2

NOTE: SIGNAL HEAD 5a AND ALL THE PEDESTRIAN SIGNAL HEADS ARE TO BE COVERED DURING CONSTRUCTION.



NOTES:

1. FINAL GEOMETRICS AND GRADE SHALL BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
2. LOOP DETECTORS AND CONDUITS SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES TO VERIFY THE LOCATION OF ALL UTILITIES.
4. REFER TO DRAWING TP-2 FOR PAVEMENT MARKING DETAILS.
5. PROPOSED OVERHEAD LUMINAIRES MUST BE FULL CUT OFF.
6. WHEN INSTALLING THE SIGNAL HEADS, THE CONTRACTOR MUST LEAVE ENOUGH CABLE TO RELOCATE THEM FOR MAINTENANCE OF TRAFFIC.
7. PROPOSED SIGNAL WORK WILL BE COMPLETED AS DIRECTED BY THE ENGINEER FOR PHASE 1.
8. MAINLINE LEFT TURN LOOP DETECTORS AND SIDE STREET PRESENT LOOP DETECTORS SHALL REMAIN OPERATIONAL DURING ALL PHASES OF CONSTRUCTION UNTIL NEW LOOPS ARE IN PLACE AND CUT OVER IF POSSIBLE OR AS DIRECTED BY THE ENGINEER.
9. THE OPTICOM DETECTOR FOR MD 237 NORTHBOUND SHALL REMAIN OPERATIONAL DURING ALL PHASES OF CONSTRUCTION.
10. THE DIMENSIONS SHOWN ON THE MAST ARM ARE SHOWN FOR THE FINAL SIGNAL LOCATIONS. THE TEMPORARY SIGNAL & SIGN LOCATIONS WILL BE AS DIRECTED BY THE ENGINEER DURING THE THREE PHASES OF CONSTRUCTION.

NOTE:

1 THE SIGNAL MAST ARM MUST BE INSTALLED PRIOR TO THE START OF GEOMETRIC CONSTRUCTION. THIS IS THE FIRST ORDER OF BUSINESS.

GRAPHIC SCALE 20 10 0 20 — SCALE: 1"=20'-0"

ROADWAY LEGEND

EXISTING
PROPOSED

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

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

PHASE I
TEMPORARY TRAFFIC SIGNALS

SS-1

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REVISIONS:

1 Nov. 1, 1998 Reconstruct Due To New Geometrics. SHA No.: SM7685270.

APPROVALS:

CHIEF SIGNAL DESIGN SECTION

ASST. DISTRICT ENGINEER TRAFFIC

CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR OFFICE OF TRAFFIC & SAFETY

MDOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

LOG MILE # 1802351 4.97

DRAWN BY: DED/SMH
DES. BY: DK/DLA/SMH
CHK. BY: BJH

MD 235 @ MD 237/MAPLE RD.
SIGNAL PLAN

COUNTY: ST. MARY'S

DATE: MAY 7, 1999 — F.A.P. NO. SEE TITLE SHEET
SCALE: 1"=20' — S.H.A. NO. SEE TITLE SHEET

TS/STD. NO.: 912I-XI-PS

SHEET NO. 145 OF 241