DRILL HOLES

BORDER REV: DATE: June 1, 2004

PROPOSED SIGNS

R10-3(1) 9" x 15"

PUSH BUTTON TO CROSS THREE NOTCH RD
A START CROSSING WATCH FOR TURNING CARS
B START EXIT FINISH CROSSING
C IF STARTED TIME REMAINING TO FINISH CROSSING
PEDESTRIANS SHOULD NOT BE IN CROSSWALK
STREET NAME IN BRAILLE TYPE 2

36 (THREE NOTCH RD)

R10-3(1) 9" x 15"

PUSH BUTTON TO CROSS THREE NOTCH RD
A START CROSSING WATCH FOR TURNING CARS
B START EXIT FINISH CROSSING
C IF STARTED TIME REMAINING TO FINISH CROSSING
PEDESTRIANS SHOULD NOT BE IN CROSSWALK
STREET NAME IN BRAILLE TYPE 2

37

R10-3(1) 9" x 15"

PUSH BUTTON TO CROSS SHADY MILE DR
A START CROSSING WATCH FOR TURNING CARS
B START EXIT FINISH CROSSING
C IF STARTED TIME REMAINING TO FINISH CROSSING
PEDESTRIANS SHOULD NOT BE IN CROSSWALK
STREET NAME IN BRAILLE TYPE 2

38 (SHADY MILE DR)

R10-3(1) 9" x 15"

PUSH BUTTON TO CROSS SHADY MILE DR
A START CROSSING WATCH FOR TURNING CARS
B START EXIT FINISH CROSSING
C IF STARTED TIME REMAINING TO FINISH CROSSING
PEDESTRIANS SHOULD NOT BE IN CROSSWALK
STREET NAME IN BRAILLE TYPE 2

39

R10-3(1) 9" x 15"

PUSH BUTTON TO CROSS OLD ROLLING RD
A START CROSSING WATCH FOR TURNING CARS
B START EXIT FINISH CROSSING
C IF STARTED TIME REMAINING TO FINISH CROSSING
PEDESTRIANS SHOULD NOT BE IN CROSSWALK
STREET NAME IN BRAILLE TYPE 2

40

R10-3(1) 9" x 15"

PUSH BUTTON TO CROSS OLD ROLLING RD
A START CROSSING WATCH FOR TURNING CARS
B START EXIT FINISH CROSSING
C IF STARTED TIME REMAINING TO FINISH CROSSING
PEDESTRIANS SHOULD NOT BE IN CROSSWALK
STREET NAME IN BRAILLE TYPE 2

41

NOTE: MD 235 IS CONSIDERED TO RUN IN A NORTH-SOUTH DIRECTION.

EXISTING SIGNS

30 NORTH MARYLAND 235 ← — ASSOCIATED SHIELD ASSEMBLY 48" x 75"

35 SOUTH MARYLAND 235 ← — ASSOCIATED SHIELD ASSEMBLY 48" x 75"

24,26, 27,31,34 ONLY — R3-5 30" x 36"

32 — R3-6 30" x 36"

EXISTING SIGNS

25 Old Rolling RD ⇨ — D3-2 (DUAL-FACED) VARIABLE X 16"

28 Shady Mile DR ⇨ — D3-2 (DUAL-FACED) VARIABLE X 16"

29 SOUTH MARYLAND 235 → — ASSOCIATED SHIELD ASSEMBLY 30" x 51"

33 NORTH MARYLAND 235 → — ASSOCIATED SHIELD ASSEMBLY 30" x 51"

EXISTING SIGNALS

1,2,5-7 — R Y G 12"

3,4,8, 9,12,15 — R Y G 12"

10,11, 13,14 — R Y G 12"

-O- OPTICOM DETECTOR

□- VIDEO DETECTION CAMERA a,b

PROPOSED SIGNALS

16-21 — LED 16" COUNTDOWN PEDESTRIAN SIGNAL LED HEAD

NEMA PHASING

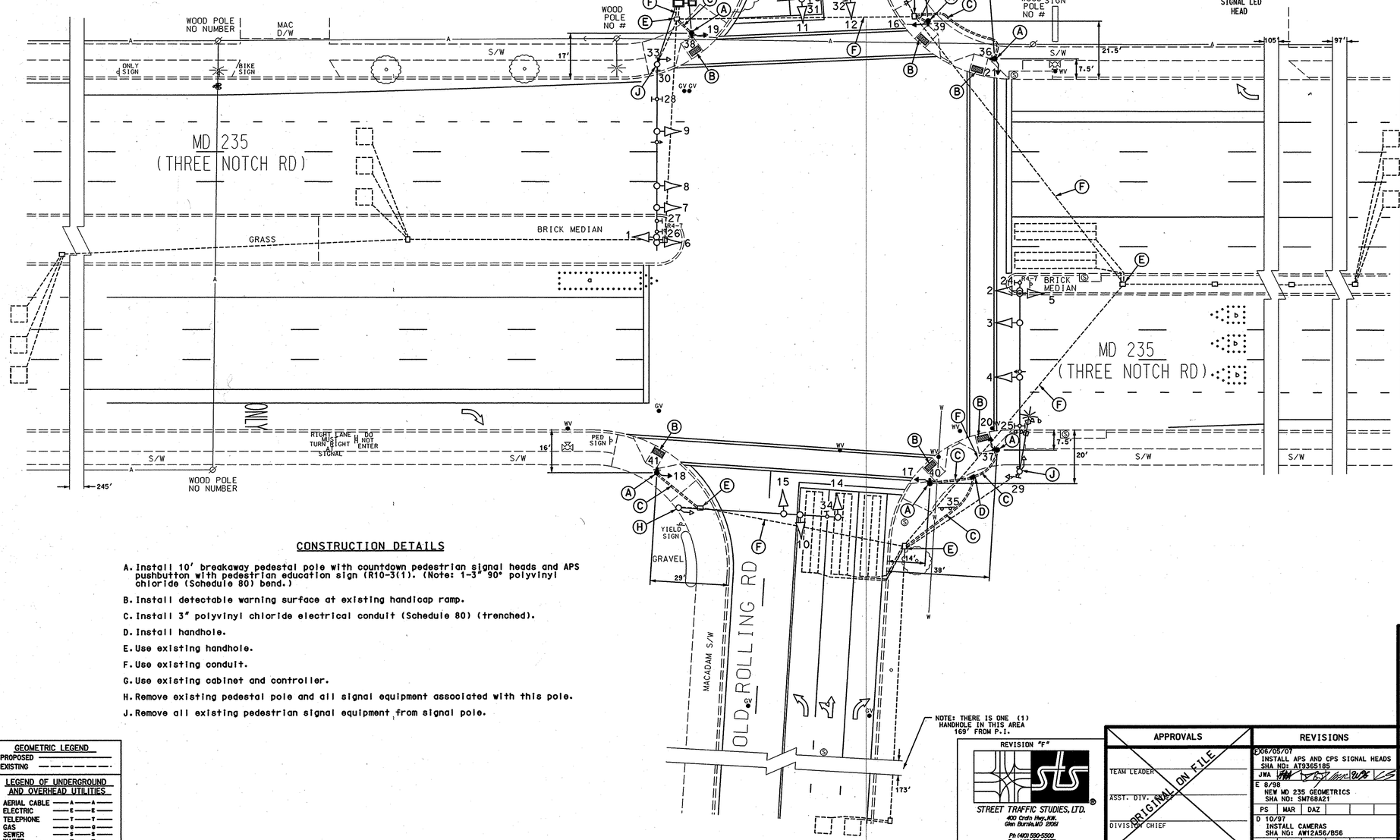
Ø1 Ø2 Ø3 Ø4 Ø5 Ø6

PRE-EMPT 1

Ø3 ALT

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



CONSTRUCTION DETAILS

A. Install 10' breakaway pedestal pole with countdown pedestrian signal heads and APS pushbutton with pedestrian education sign (R10-3(1). (Note: 1-3" 90° polyvinyl chloride (Schedule 80) bend.)

B. Install detectable warning surface at existing handicap ramp.

C. Install 3" polyvinyl chloride electrical conduit (Schedule 80) (trenched).

D. Install handhole.

E. Use existing handhole.

F. Use existing conduit.

G. Use existing cabinet and controller.

H. Remove existing pedestal pole and all signal equipment associated with this pole.

J. Remove all existing pedestrian signal equipment from signal pole.

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. Poles are to be located so that they can be activated by a person in a wheelchair from a 60"x 60" level landing area. A level landing area is an area with a cross slope of less than or equal to 2%.
5. If the location of Accessible Pedestrian Signal Pushbuttons must be changed the contractor shall notify the Project Engineer to get approval for new location to ensure proper requirements of the MUTCD are still met. All work must be halted until the Project Engineer has obtained an approved location or if necessary a design waiver is obtained.
6. Pushbutton is to be located so that a pedestrian in a wheelchair located on the level landing area, does not have to reach more than 18".
7. The 10' separation between pushbuttons is to be measured from face of pushbutton to face of pushbutton.
8. The contractor shall remove all unused wiring.

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 —

REVISION "F"

STREET TRAFFIC STUDIES, LTD.
400 Crain Hwy.NW.
Glen Burnie,MD 21061
Ph (410) 590-5500
Fax (410) 590-6637

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APPROVALS	
TEAM LEADER	ORIGINAL ON FILE
ASST. DIV.	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS				
F 06/05/07 INSTALL APS AND CPS SIGNAL HEADS SHA NO: AT9365185				
JWA				
E 8/98 NEW MD 235 GEOMETRICS SHA NO: SM768A21				
PS	MAR	DAZ		
D 10/97 INSTALL CAMERAS SHA NO: AW12A56/B56				
R.R.Z.				

PLOTTED: $DATETIME$
FILE: $FILE$

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 235 (THREE NOTCH ROAD) AND OLD ROLLING ROAD/SHADY MILE ROAD

CALIFORNIA, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1"=20' DATE 9/90 CONTRACT NO.

DESIGNED BY E J Wolanin
DRAWN BY W K Taylor
CHECKED BY
F.A.P. NO.

COUNTY ST MARY'S
LOGMILE 18023515.88
TIMS NO. F210
TOD NO.

TS NO. 3065-F | DRAWING NO. 1 OF 2 | SHEET NO. OF

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