PROPOSED SIGNALS

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

12"	12"	12"	12"
1,2, 5,6,7	3,4,8,9 12,15	10,11, 13,14	16-21

PROPOSED SIGNS

24,25,26 27,29 — R3-5(L) 30"X36"

28 — R3-6 30"X36"

22,23 — R10-4(I) 9"X12" TO BE INSTALLED WITH PUSHBUTTON

34 — SOUTH 235 — ASSOCIATED SHIELD ASSEMBLY 30" X 54"

35 — NORTH 235 — ASSOCIATED SHIELD ASSEMBLY 48" X 75"

Shady Mile DR / Old Rolling RD — 32, 33 — D3-2 (VAR X 32")

Old Rolling RD / Shady Mile DR — 30, 31 — D3-2 (VAR X 32")

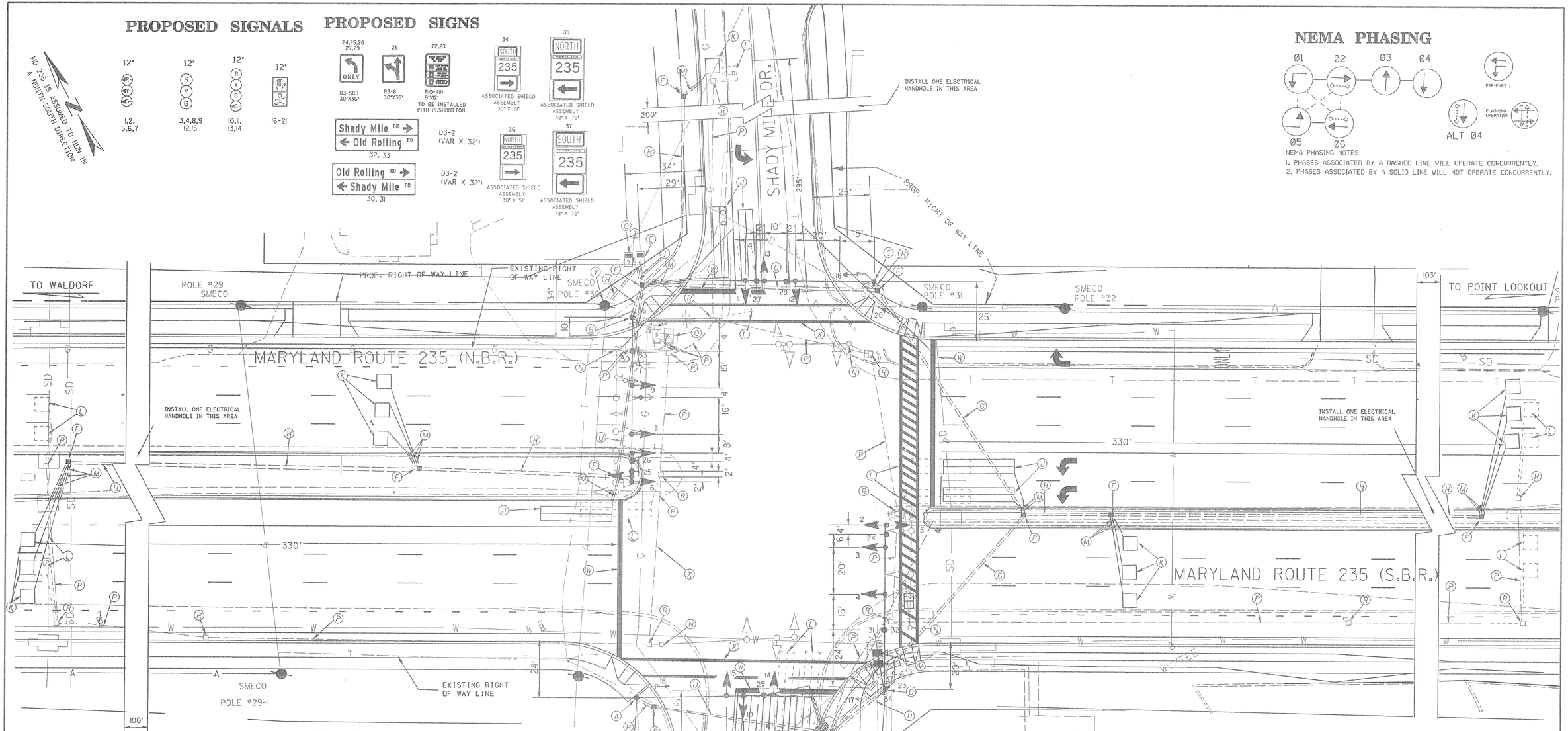
36 — NORTH 235 — ASSOCIATED SHIELD ASSEMBLY 30" X 54"

37 — SOUTH 235 — ASSOCIATED SHIELD ASSEMBLY 48" X 75"

NEMA PHASING

NEMA 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 21' STEEL POLE, 60' MASTARM, SIGNAL HEADS, SIGNS, AND PEDESTRIAN SIGNAL AS SHOWN.
B. INSTALL 27' STEEL POLE, 70' MAST ARM, SIGNAL HEADS, SIGNS, OPTICOM DETECTOR, PEDESTRIAN SIGNAL, 20' LIGHTING ARM WITH 250 WATT HIGH PRESSURE SODIUM LUMINAIRE WITH PHOTO ELECTRIC CELL AS SHOWN.
C. INSTALL 21' STEEL POLE, 60' MAST ARM, SIGNAL HEADS, SIGNS, PEDESTRIAN SIGNAL HEADS, PUSHBUTTON AND SIGN AS SHOWN.
D. INSTALL 27' STEEL POLE, 70' MASTARM, SIGNAL HEADS, SIGNS, PEDESTRIAN SIGNALS, PUSHBUTTON AND SIGN, AND 20' LIGHTING ARM WITH 250 WATT HIGH PRESSURE SODIUM LUMINAIRE WITH PHOTOELECTRIC CELL AS SHOWN.
E. INSTALL BASE-MOUNTED CABINET, SIZE #6, AND CONTROLLER WITH ALL NECESSARY EQUIPMENT AS SHOWN.
F. INSTALL ELECTRICAL HANDHOLE.
G. INSTALL 3" P.V.C. (SCHEDULE 80) ELECTRICAL CONDUIT (SLOTTED).
H. INSTALL 2" P.V.C. (SCHEDULE 80) ELECTRICAL CONDUIT (TRENCHED).
I. INSTALL 4" P.V.C. (SCHEDULE 80) ELECTRICAL CONDUIT (TRENCHED).
J. INSTALL 6'X30' QUADRUPOLE TYPE (3-6-3) LOOP DETECTOR ENCASED IN 1/4" FLEXIBLE TUBING.
K. INSTALL 6'X6' LOOP DETECTOR ENCASED IN 1/4" FLEXIBLE TUBING (4 TURNS).
L. ABANDON EXISTING DETECTOR.
M. INSTALL 1" LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR SLEEVE.
N. REMOVE EXISTING STEEL POLE, SIGNAL HEADS, SIGNS AND FOUNDATION.
O. REMOVE EXISTING CABINETS CONTROLLERS AND FOUNDATIONS.
P. CAP AND ABANDON EXISTING CONDUIT.
Q. INSTALL BASE-MOUNTED CABINET, SIZE #5, AND MASTER CONTROLLER WITH ALL NECESSARY EQUIPMENT AS SHOWN.
R. REMOVE EXISTING HANDHOLE.
S. USE EXISTING HANDHOLE.
T. USE EXISTING CONDUIT.
U. INSTALL 2" PVC (SCHEDULE 80) ELECTRICAL CONDUIT (SLOTTED).
V. RELOCATE EXISTING AUTOSCOPE CAMERAS AS SHOWN AND REWIRE AS SHOWN ON WIRING DIAGRAM.
W. INSTALL 24" PREFORMED PAVEMENT MARKING TAPE FOR STOP BAR
X. INSTALL 12" PREFORMED PAVEMENT MARKING TAPE FOR CROSSWALK (SEE DETAIL WHERE APPLICABLE).
Y. PROPOSED SMECO POWER SERVICE FEED. INSTALL 2 INCH (SCHEDULE 80) 10' PVC RISER ON SMECO POLE # 30.

GEOMETRICS LEGEND

PROPOSED GEOMETRICS
EXISTING GEOMETRICS

LEGEND OF UTILITIES

WATER	W
GAS	G
UNDERGROUND TELEPHONE	T
SANITARY SEWER	S
UNDERGROUND ELECTRIC	E
AERIAL	A
STORM DRAIN	SD
SEWAGE FORCE MAIN	FM
CABLE TV	TV

NOTES:

1) ALL EQUIPMENT REMOVED TO BE SALVAGED SHALL BECOME PROPERTY OF MARYLAND STATE HIGHWAY ADMINISTRATION (SEE GENERAL INFORMATION SHEET).
2) PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED BY CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS. ALL OTHER PAVEMENT MARKINGS NOT DETAILED ARE FOUND ON SIGNING AND PAVEMENT MARKING PLANS.
3) D.O. INDICATES DELAY OUTPUT LOOP DETECTOR.
4) ALL UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE FIELD LOCATED. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY.
5) FINAL GEOMETRICS AND GRADES SHALL BE CONFIRMED PRIOR TO INSTALLATION OF SIGNAL EQUIPMENT.
6) LOOP DETECTORS AND CONDUITS SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.

CROSSWALK DETAIL

KCI TECHNOLOGIES

REVISION 'E'
KCI TECHNOLOGIES INC.
ENGINEERS AND PLANNERS
10 NORTH PARK DRIVE
HUNT VALLEY, MARYLAND
21030-1888
(410) 316-7800

REVISIONS	APPROVALS
(E) 8-98 NEW MD 235 GEOMETRICS SHA NO.: SMT56A2? PS	ORIGINAL ON FILE
(D) 12-97 INSTALL CAMERAS SHA NO.: AW82A56/B56 R.R.Z.	CHIEF, SIGNAL DESIGN SECTION
(C) 5-20-97 ASBUILT SHA NO.: BW96MB2 R.R.Z.	ASST. DISTRICT ENGINEER TRAFFIC
(B) 4-15-97 ADJUST CONDUIT AND HANDHOLE ON S/E QUADRANT SHA NO.: BW96MB2 R.R.Z.	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	DIRECTOR, OFFICE OF TRAFFIC & SAFETY

SD-3 OF SD-8

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

LOG MILE: 18023515.88

DRAWN BY: WK TAYLOR (C&O)
DES. BY: EJ WOLANIN (C&O)
CHK. BY:

MD 235 NORTH OF MD RTE. 4 TO MD RTE. 237
TRAFFIC SIGNAL PLAN
MD 235 AND OLD ROLLING ROAD/ SHADY MILE DRIVE

COUNTY: ST. MARY'S

DATE: SEPTEMBER 1990 | F.A.P. NO. SEE TITLE SHEET | TS/STD. NO. 3065-E
SCALE: 1" = 20' | S.H.A. NO. SEE TITLE SHEET | SHEET NO. 145 OF 213