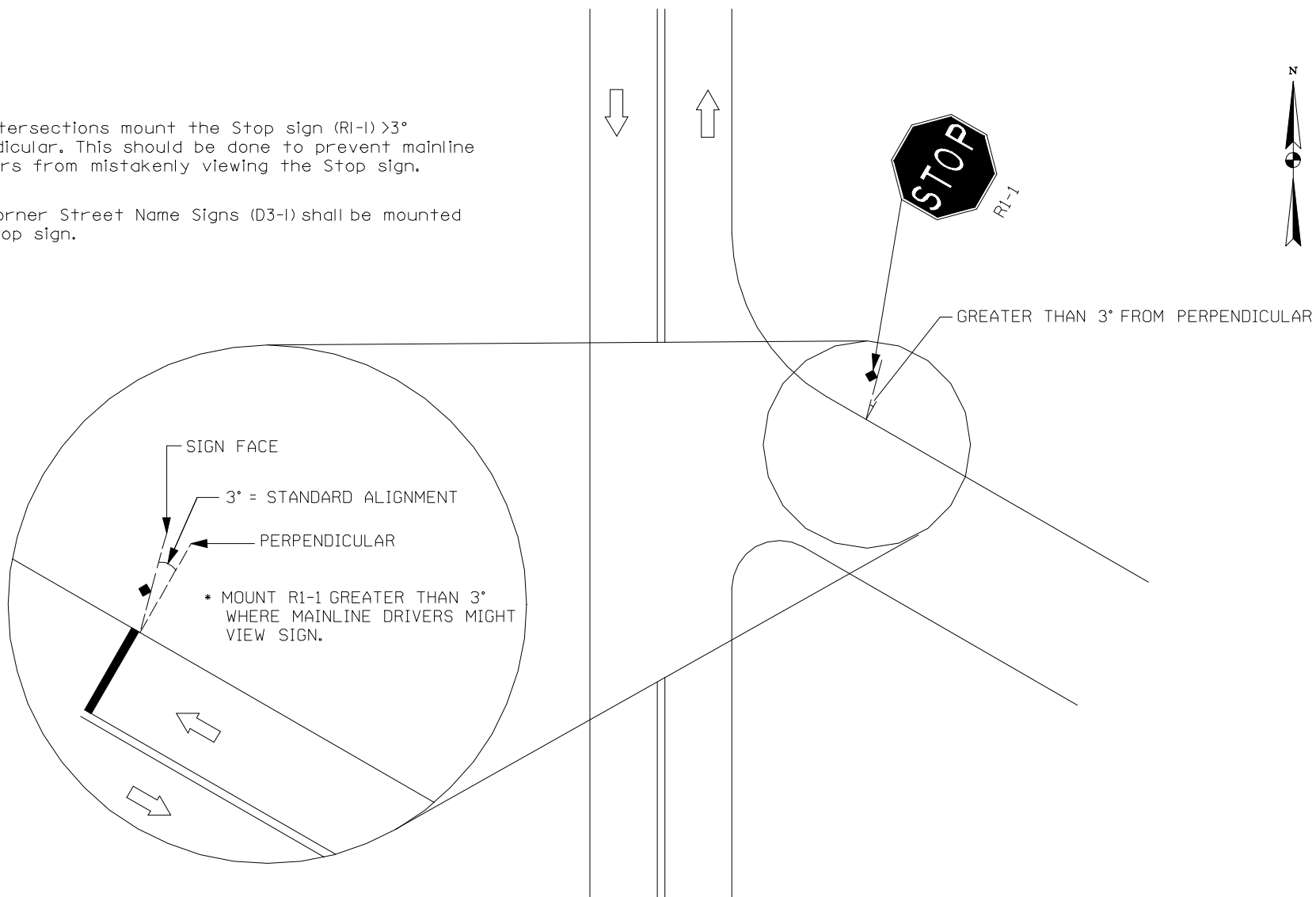


Appendix A-6
 Signing and Marking Guidelines

Number	Name	Pages
2B.06	Signing at "T" Intersections	1
2B.12	Pedestrians in Crosswalk	1
2B.13	Speed Limit Signs at Signalized Intersections	1
2B.26	HOV Signing and Marking Approach Section	4
2B.37	One Way Signing at T-Intersections	1
2C.16	Narrow Bridge Signing and Marking	1
2C.22	Restricted Bridge Clearance Warning Signing	1
2C.37	Street Name Signs Under Warning Signs	1
2D.27	Typical Route Marker Assemblies	1
2D.30	Route Markers at Unsignalized Intersections	2
2D.34	Message Divider Applications	2
2D.38	Warning Sign Road Name Panels	1
2D.38(1)	Street Name Signs at Overpass & Underpass	1
2D.38(2)	Street Name Signs at Signalized Intersections	7
2D.48	Hydrant Signing at Noise Barrier Access Doors	1
2E.12	Control Cities	7
2E.13	20/15 Legend	1
2E.51	Hospital Signing Plates	2
3C.03	Bridge End/Bridge Abutment Markers	1

Notes:

1. At skewed intersections mount the Stop sign (R1-1) >3° from perpendicular. This should be done to prevent mainline traffic drivers from mistakenly viewing the Stop sign.
2. When used, Corner Street Name Signs (D3-1) shall be mounted above the stop sign.



**MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION**

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

GUIDELINE

SUBJECT: ORIENTATION OF STOP SIGNS AT
SKEWED INTERSECTIONS

APPROVED: _____ DATE: _____

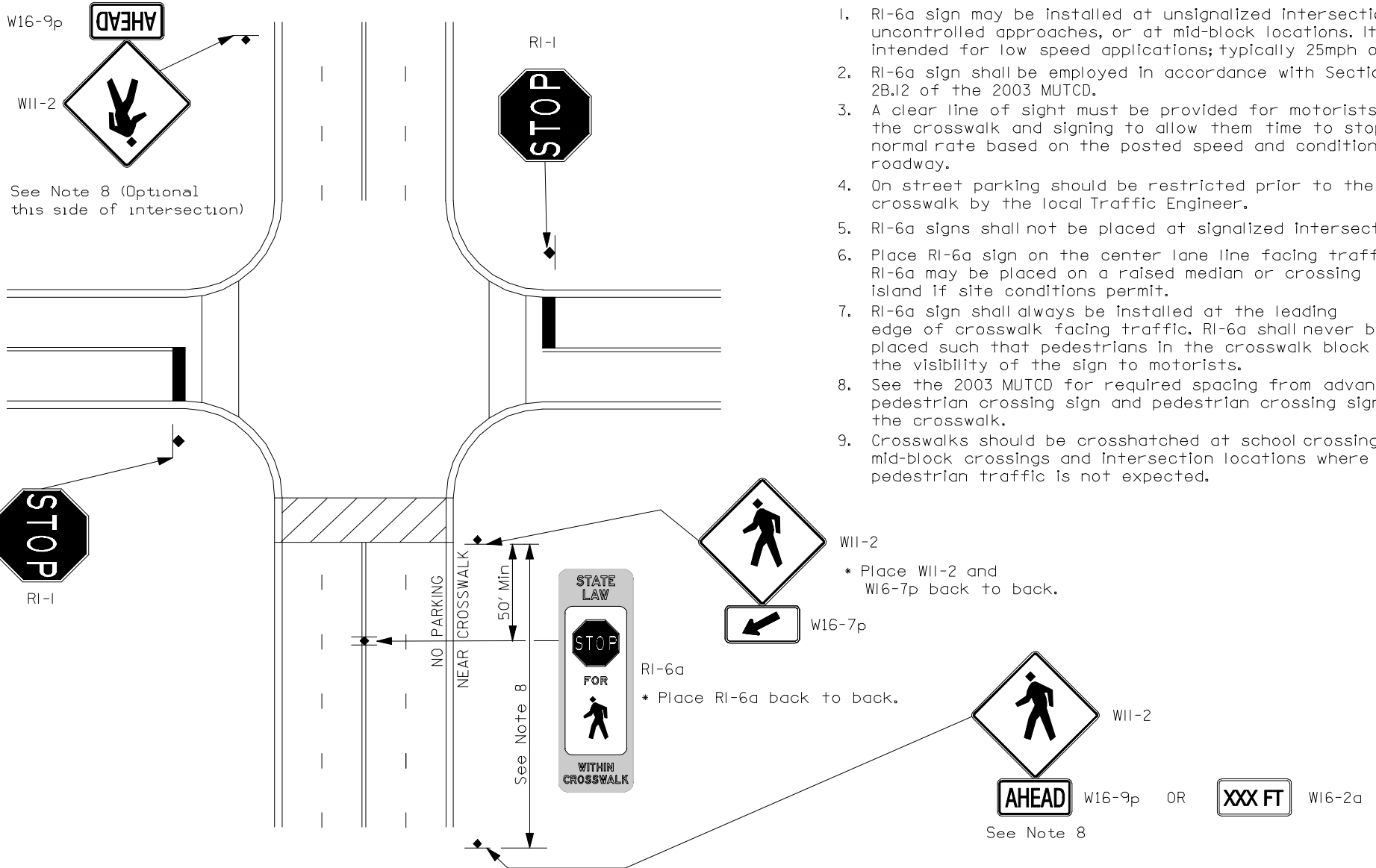
GUIDELINE No.

2B.06

PAGE 1 of 1

Notes:

1. RI-6a sign may be installed at unsignalized intersections, uncontrolled approaches, or at mid-block locations. It is intended for low speed applications; typically 25mph or less.
2. RI-6a sign shall be employed in accordance with Section 2B.12 of the 2003 MUTCD.
3. A clear line of sight must be provided for motorists to see the crosswalk and signing to allow them time to stop at a normal rate based on the posted speed and conditions of the roadway.
4. On street parking should be restricted prior to the crosswalk by the local Traffic Engineer.
5. RI-6a signs shall not be placed at signalized intersections.
6. Place RI-6a sign on the center lane line facing traffic. RI-6a may be placed on a raised median or crossing island if site conditions permit.
7. RI-6a sign shall always be installed at the leading edge of crosswalk facing traffic. RI-6a shall never be placed such that pedestrians in the crosswalk block the visibility of the sign to motorists.
8. See the 2003 MUTCD for required spacing from advance pedestrian crossing sign and pedestrian crossing sign at the crosswalk.
9. Crosswalks should be crosshatched at school crossings, mid-block crossings and intersection locations where pedestrian traffic is not expected.



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GUIDELINE

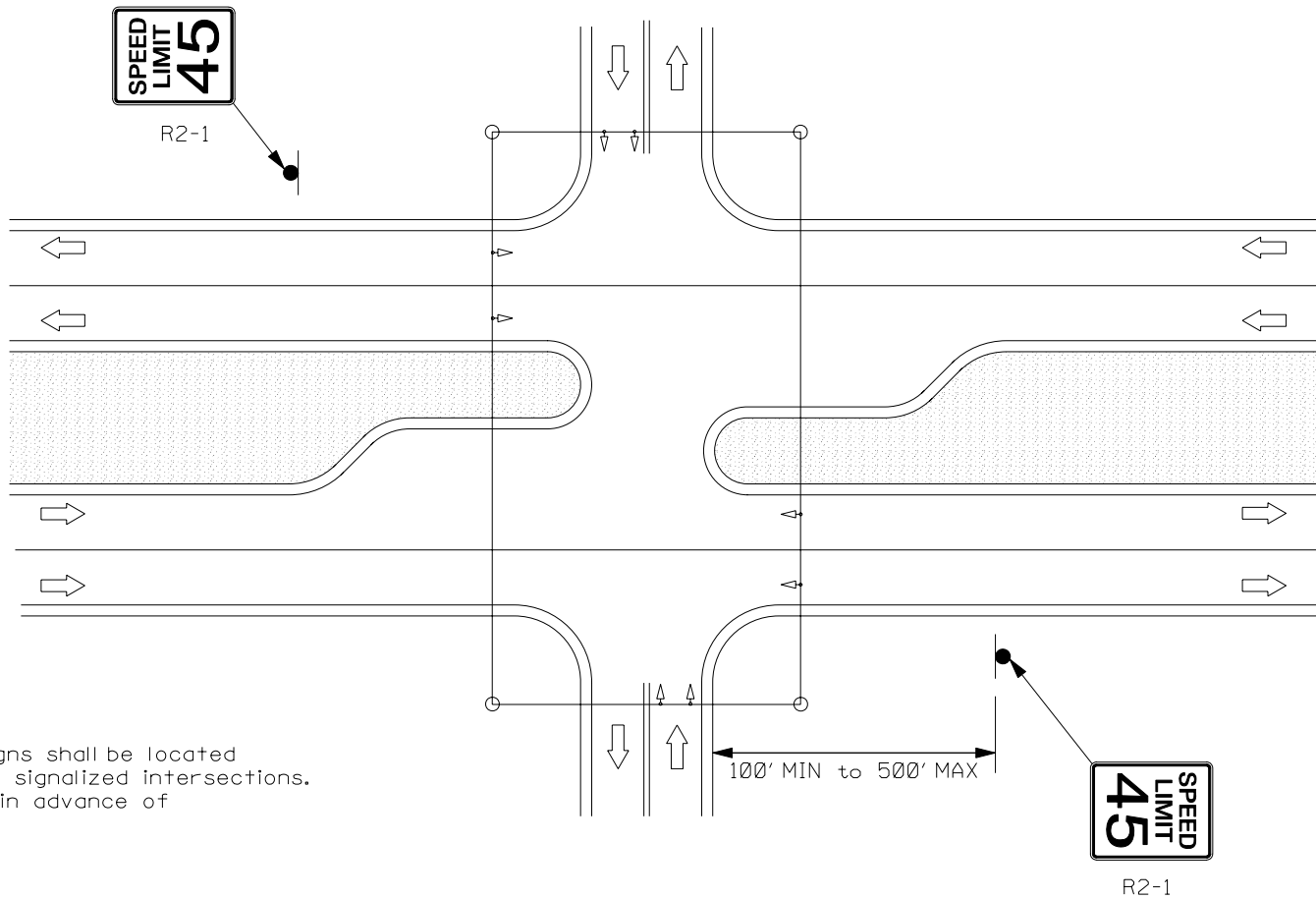
SUBJECT: **IN STREET PEDESTRIAN CROSSING SIGNS**
NON SIGNALIZED INTERSECTION CROSSINGS

APPROVED: _____ DATE: _____

GUIDELINE No.

2B.12

PAGE **1** of **1**



Notes:

1. Speed Limit signs shall be located DOWNSTREAM of signalized intersections. Do Not install in advance of intersection.



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GUIDELINE

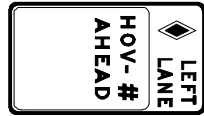
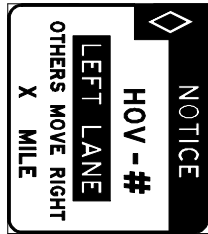
SUBJECT: SPEED LIMIT SIGNS AT SIGNALIZED
INTERSECTIONS

APPROVED: _____ DATE: _____

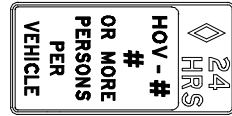
GUIDELINE No.

2B.13

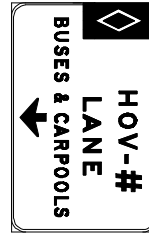
PAGE 1 of 1



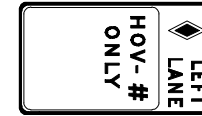
OR



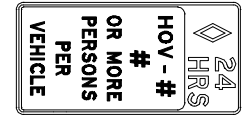
OR



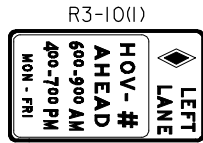
OR



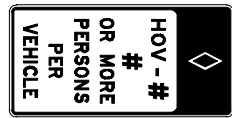
OR



OR

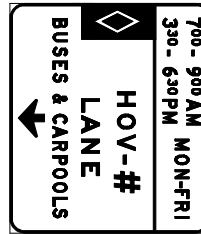


R3-10(I)

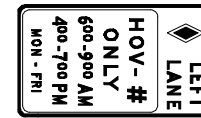


R3-II(2)

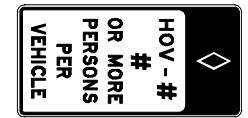
LEFT LANE OR LEFT LANE



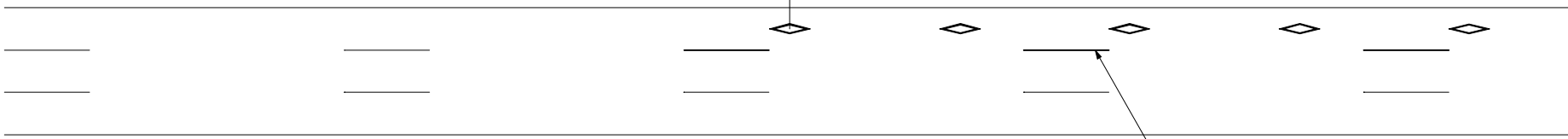
R3-14(I)



R3-II(I)




R3-II(2)



See Maryland Manual for lane line size and type. Wide "Elephant Tracks" are shown. (Type II)

Notes:

1. Place regulatory sign R3-II (I) 1/4 mile to 1/2 mile apart. Precise sign placement should be determined based on speed, location, available space and sight distance.
2. The educational sign R3-II (2) should be substituted every 1/2 mile to 3/4 mile.
3. Pavement symbol  should be spaced at 800 to 1200 foot intervals. See MUTCD (Sections 3B.22) and "standard alphabets" for highway signs and pavement markings for preferential lane symbol size & style.



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STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

GUIDELINE

SUBJECT: HOV SIGNING AND MARKING

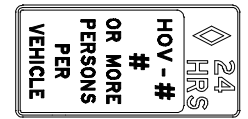
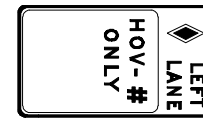
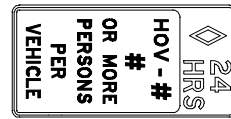
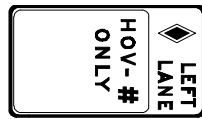
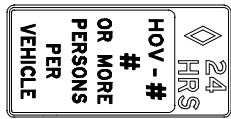
APPROACH SECTION

APPROVED: _____ DATE: _____

GUIDELINE No.

2B.26

PAGE 1 of 4



OR

OR

OR

OR

OR

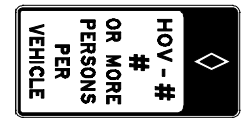
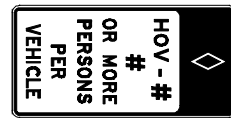
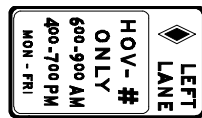
R3-II(2)

R3-II(1)

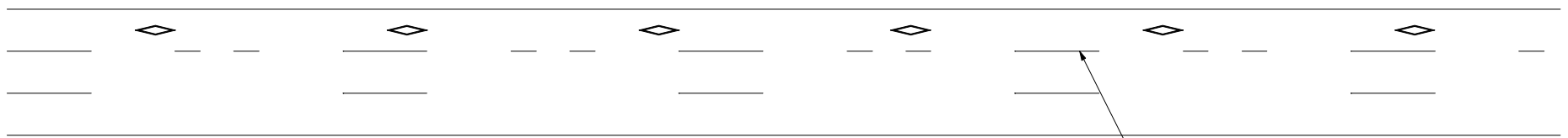
R3-II(2)

R3-II(1)

R3-II(2)




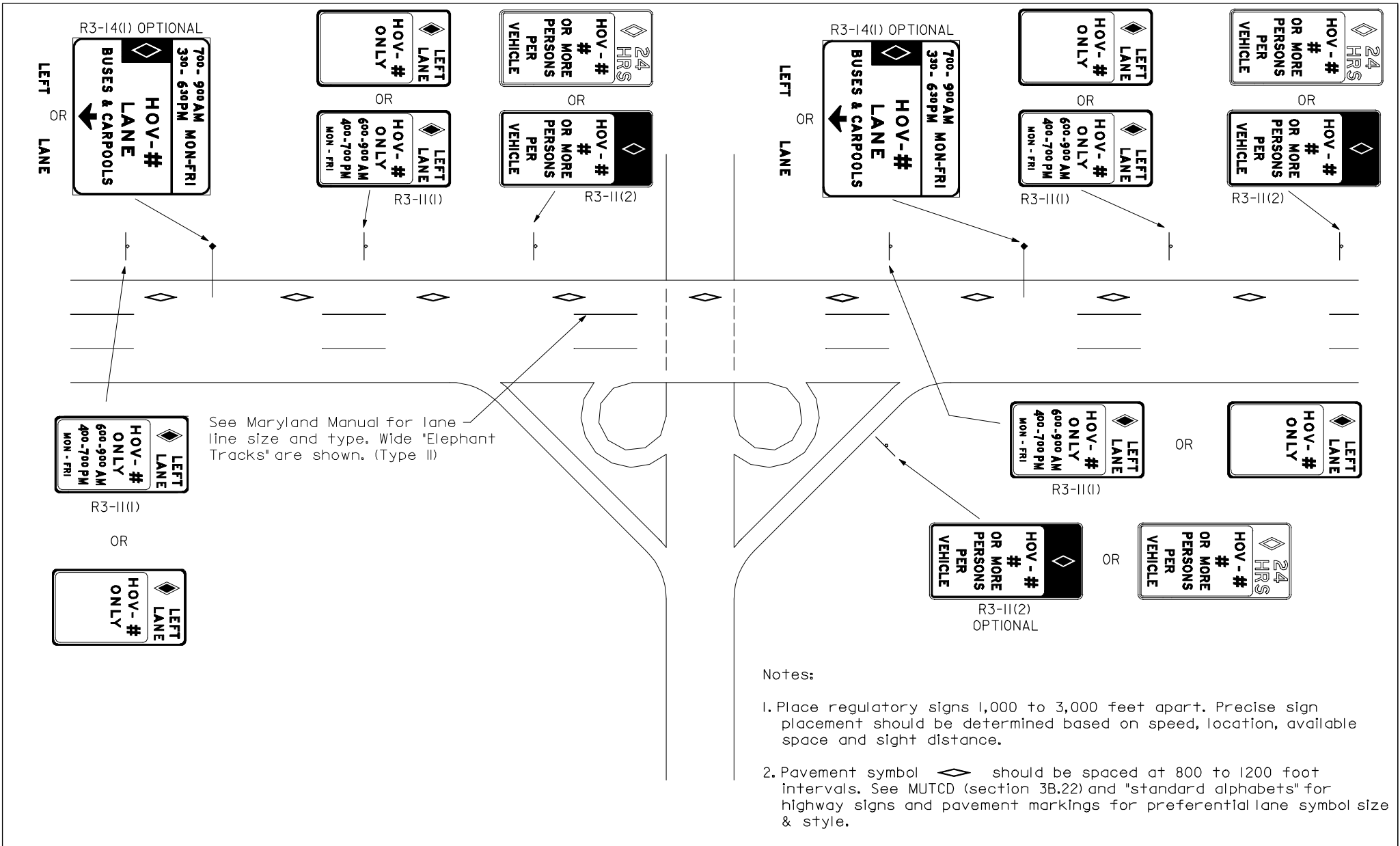
(OPTIONAL, SEE NOTE 3.)



See Maryland Manual for lane line size and type. "Dinosaur Tracks" shown. (Type III)

Notes:

1. Place regulatory signs 1,000 to 3,000 feet apart. Precise sign placement should be determined based on speed, location, available space and sight distance.
2. Pavement symbol  should be spaced at 800 to 1200 foot intervals. See MUTCD (Sections 3B.22) and "standard alphabets" for highway signs and pavement markings for preferential lane symbol size & style.
3. Install single RPMs at 40 foot spacing along Type III HOV lane markings.



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GUIDELINE

SUBJECT: HOV SIGNING AND MARKING

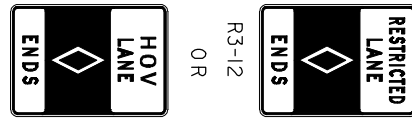
AT INTERCHANGES

APPROVED: _____ DATE: _____

GUIDELINE No.

2B.26

PAGE 3 of 4




R3-12
OR



See Maryland Manual for lane line size and type.
Wide 'Elephant Tracks' are shown. (Type II)

Notes:

1. Place regulatory signs 1,000 to 3,000 feet apart. Precise sign placement should be determined based on speed, location, available space and sight distance.
2. Pavement symbol  should be spaced at 800 to 1200 foot intervals. See MUTCD (section 3B.22) and "standard alphabets" for highway signs and pavement markings for preferential lane symbol size & style.

SUBJECT: HOV SIGNING AND MARKING

TERMINAL SECTION

APPROVED: _____ DATE: _____

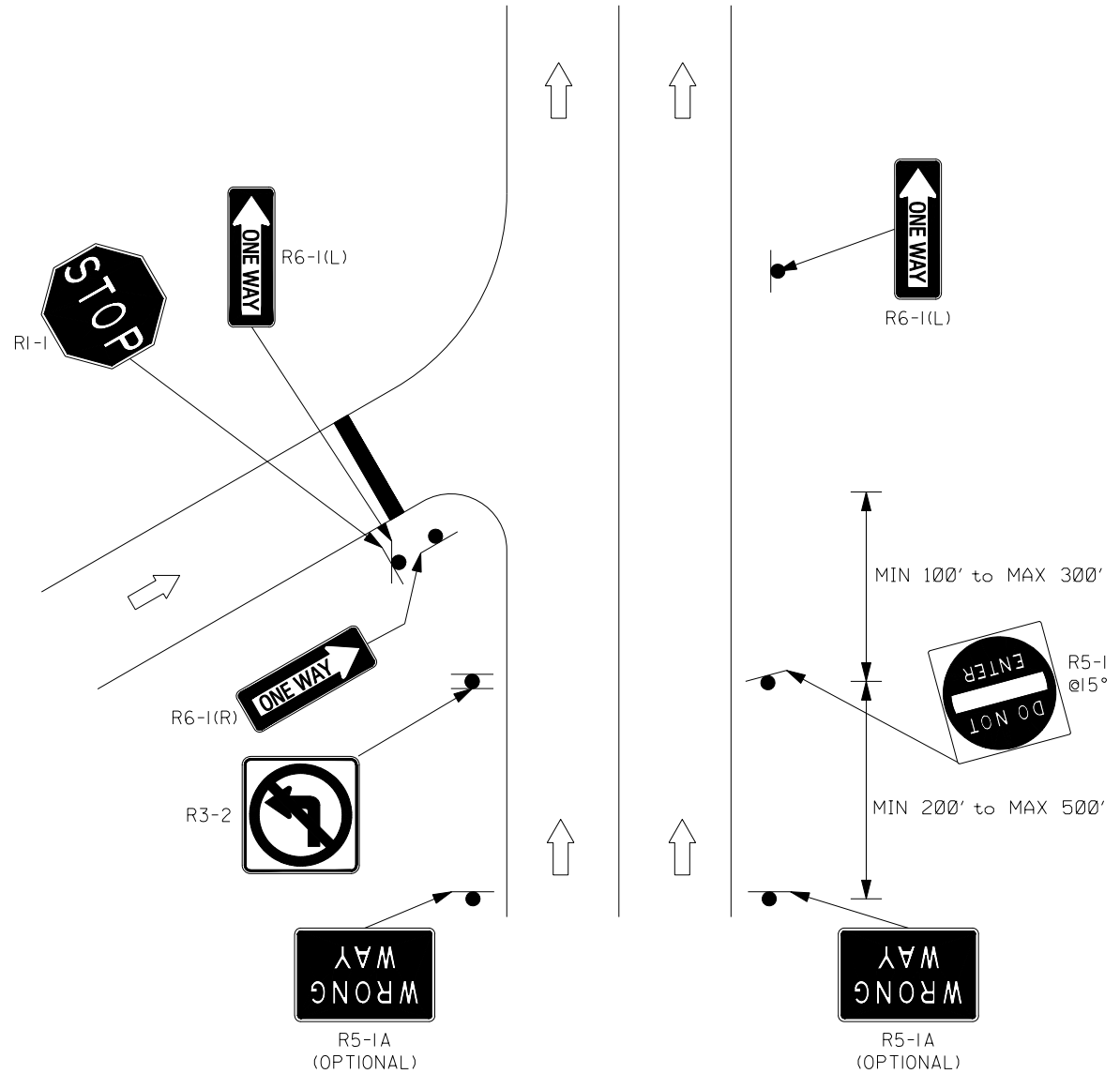
GUIDELINE No.

2B.26

PAGE 4 of 4

Notes:

1. Install One Way sign (R6-1) above stop sign (R1-1) for side street and oriented parallel to the mainline.
2. Far side One Way sign (R6-1) should be aligned parallel to mainline and facing stopline for side street traffic. Place to the left of driver's view to increase visibility.
3. Stopline should be installed perpendicular to the side street. If angle is greatly skewed, orientation of stopline is defined by half the angle created by the lines parallel to the mainline and perpendicular to the side street.
4. Per MUTCD, WRONG WAY signs (R5-1A) may be used as a supplement to the DO NOT ENTER (R5-1) sign. If used, the WRONG WAY sign should be placed at a location along the one-way roadway farther from the crossroad than the DO NOT ENTER sign.



SUBJECT: ONE WAY SIGNING AT

"T" INTERSECTIONS

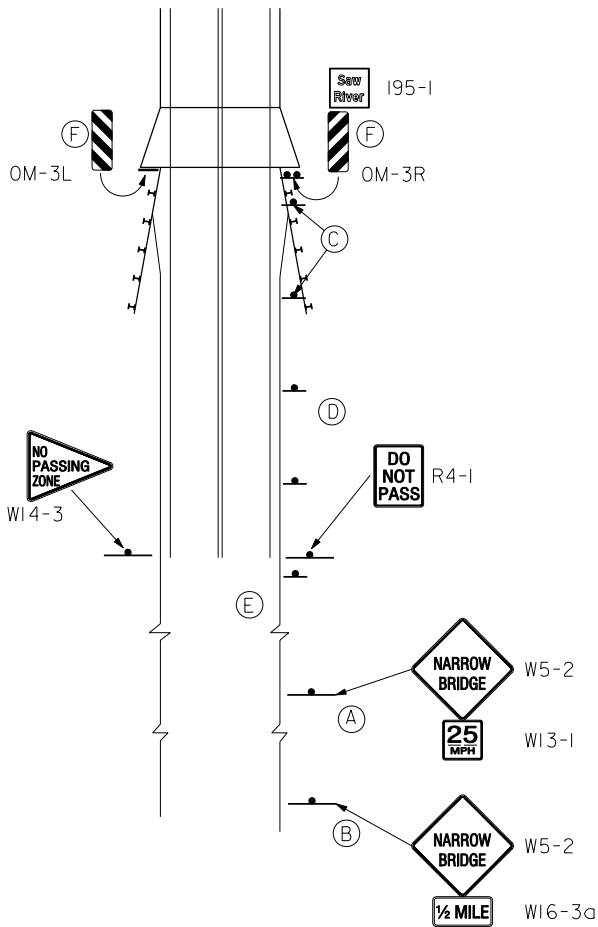
APPROVED: _____ DATE: _____

GUIDELINE No.

2B.37

PAGE 1 of 1

A NARROW BRIDGE sign is intended for use in advance of a bridge having a two-way width of 16 to 18 feet or any bridge having a roadway clearance width less than the approach pavement width. (See MUTCD Section 2C.16)

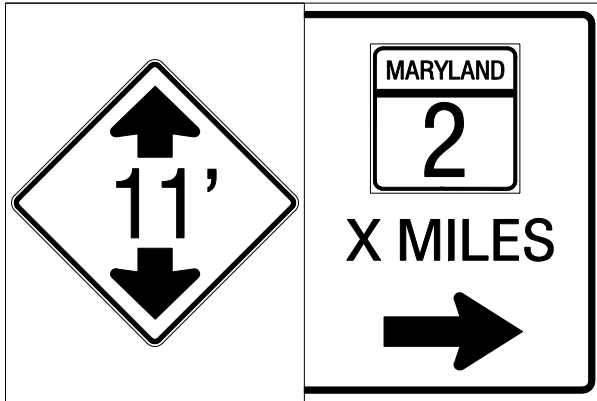


- (A) W5-2 (NARROW BRIDGE) signs shall be a minimum of 36"x 36". See chart below for sign placement. W13-1 (ADVISORY SPEED PLATE) signs should be 24"x 24". If used, the advisory speed limit is to be determined by existing road conditions, sight distance, etc..
- (B) Additional W5-2 signs, 36"x 36" minimum; may be posted 1/2 (half) and 1 (one) mile in advance of bridge depending on the degree of hazard. If used, these signs will utilize a W16-3 series (DISTANCE PLAQUE) in place of the advisory speed plate.
- (C) Double white delineators, minimum of 5 (five) placements should be placed on the right beginning 200 feet prior to the bridge at 50 feet spacing.
- (D) Single white delineators at 200 feet spacing should be placed on the right shoulder; beginning 1600 feet and ending at 200 feet before the bridge.
- (E) Pavement markings- Solid double yellow no passing lines and solid white edge lines shall be used. See chart below for marking locations. NOTE: R4-1 (DO NOT PASS) signs and W14-3 (NO PASSING ZONE) pennant placements are to coincide with the minimum distance shown for the beginning of the no passing zone marking.
- (F) OM-3 (BRIDGE END MARKERS) shall be placed according to the current standards. When a I95-1 (RIVER NAME) sign is placed at the bridge, the BRIDGE END MARKER should be placed on the left support below the RIVER NAME sign.
- (G) Pavement widths less than 16 feet are not marked, and shall be treated as a one lane bridge.

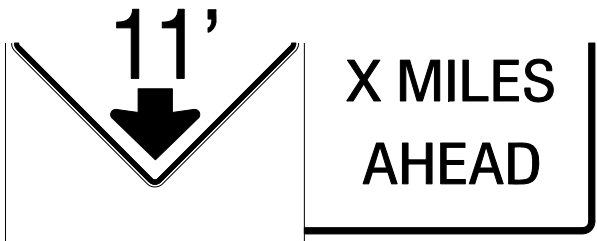
85th Percentile Speed	Begin Pavement Markings	Narrow Bridge Sign Location
25	265'	400'
30	285'	465'
35	335'	535'
40	360'	600'
45	410'	700'
50	435'	800'
55	485'	900'

Wide Layout

W12-2(1)



(Advance)



(Last Detour)

Tall Layout

W12-2(2)



(Advance)



(Last Detour)



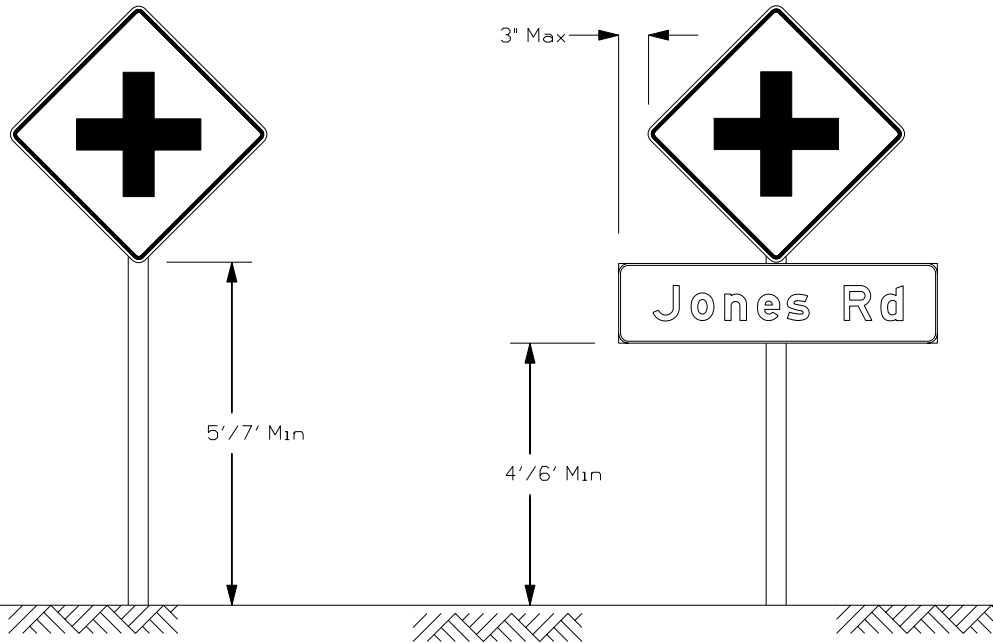
(Last Detour)

Standard Application

1. Advance Signs shall be installed along the mainline in advance of a side road containing the restricted bridge.
2. Last Detour Signs shall be installed along the roadway containing the restricted bridge in advance of the last appropriate exit.
3. A W12-2 sign shall be posted at the bridge.
4. The MUTCD states that W12-2 signs "shall be used to warn road users of clearances less than 12 in above the statutory maximum vehicle height." Section 21-208 of the Maryland Vehicle Code states this height to be 14.5 feet.

Notes:

1. Advance Street Name Signs located beneath warning signs should be treated as supplemental plaques when determining MUTCD mounting heights. The MUTCD allows minimum mounting height of 4' rural and 6' urban in this case.
2. Where parking or pedestrian movements occur, the clearance to the bottom of the lowest sign shall be at least 7'.



**MARYLAND DEPARTMENT OF TRANSPORTATION
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OFFICE OF TRAFFIC & SAFETY
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GUIDELINE

SUBJECT: STREET NAME SIGNS UNDER
WARNING SIGNS - MOUNTING HEIGHT

APPROVED: _____ DATE: _____

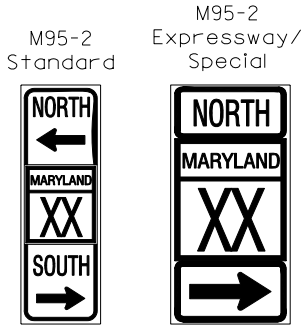
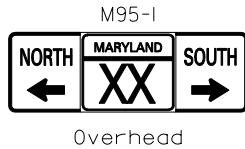
GUIDELINE No.

2C.37

PAGE 1 of 1

ALTERNATE DESIGNS

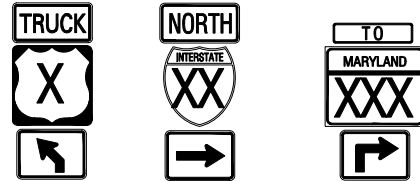
See Standard Highway Signs Book



Pole mounted only where R/W is restricted

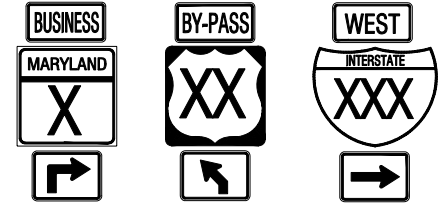
TYPE A

24 inch and 30 inch shields
One, two, or three digit route numbers.



TYPE B

36 inch and 48 inch shields
One, two, or three digit route numbers.



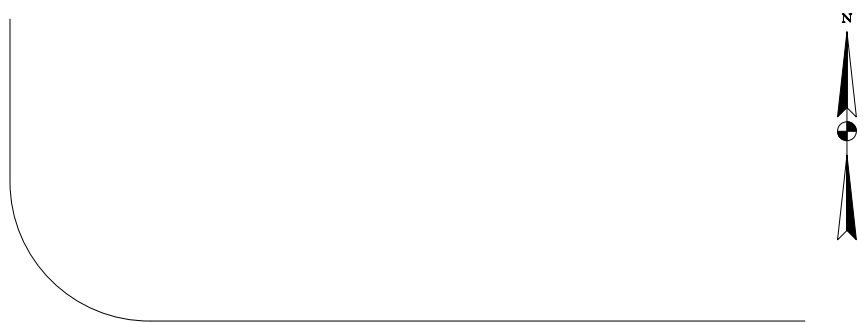
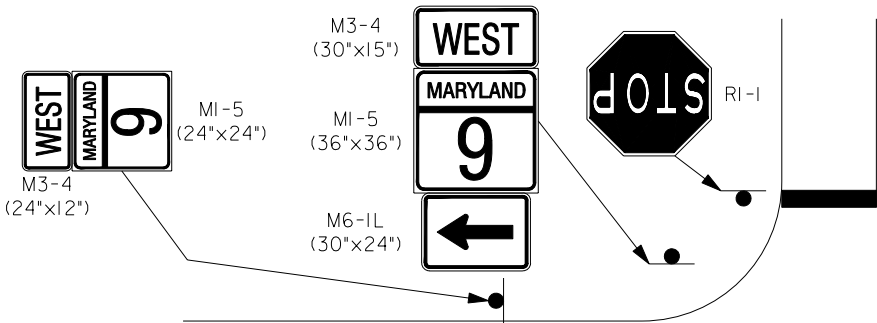
BUSINESS ROUTES ON GUIDE SIGNS

All are white legend on a green background.



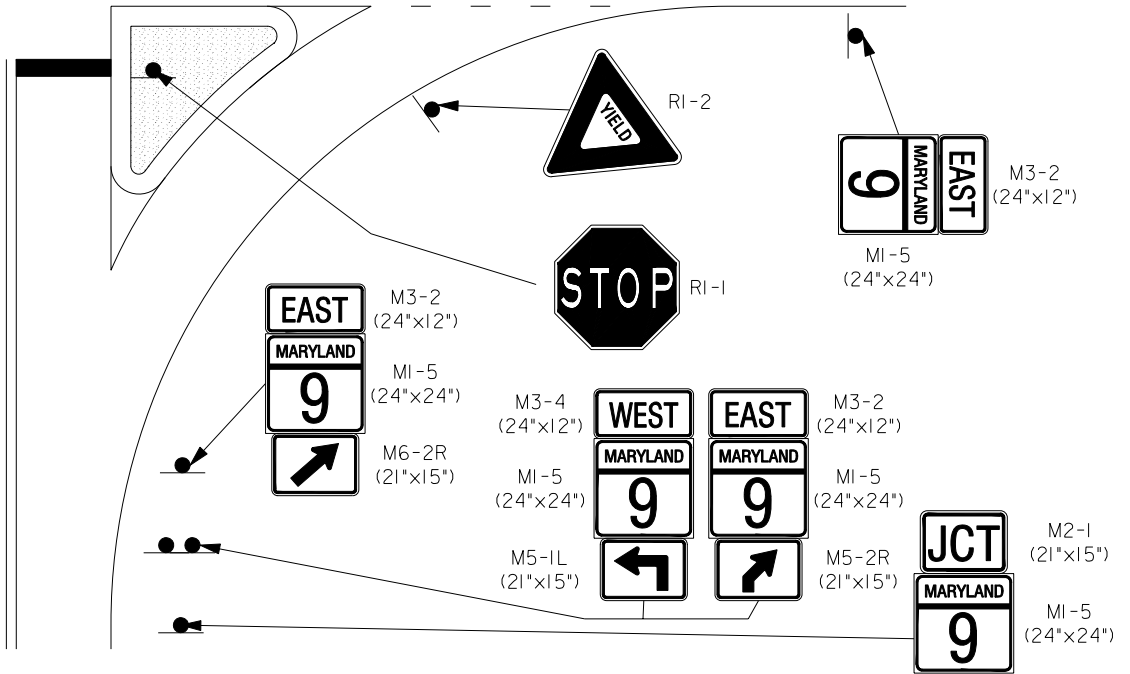
Type	Shield Size (Width X Height)	Cardinal Direction Plaque Size (Width X Height)	Arrow Plaque Size (Width X Height)
A	24" x 24"	24" x 12"	21" x 15"
	30" x 24"	24" x 12"	21" x 15"
	30" x 30"	24" x 12"	21" x 15"
	37.5" x 30"	24" x 12"	21" x 15"
B	36" x 36"	30" x 15"	30" x 24"
	48" x 36"	30" x 15"	30" x 24"

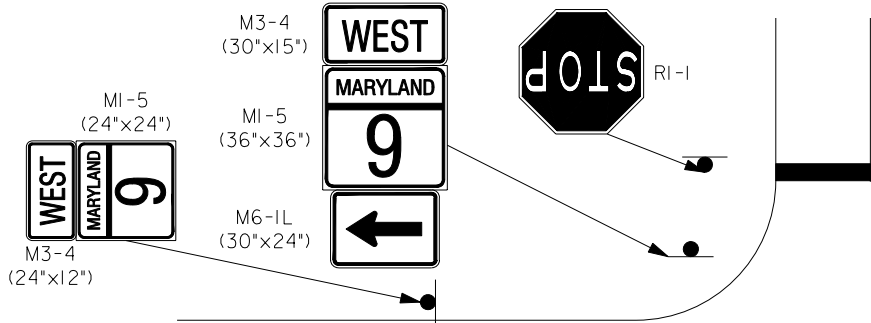




Notes:

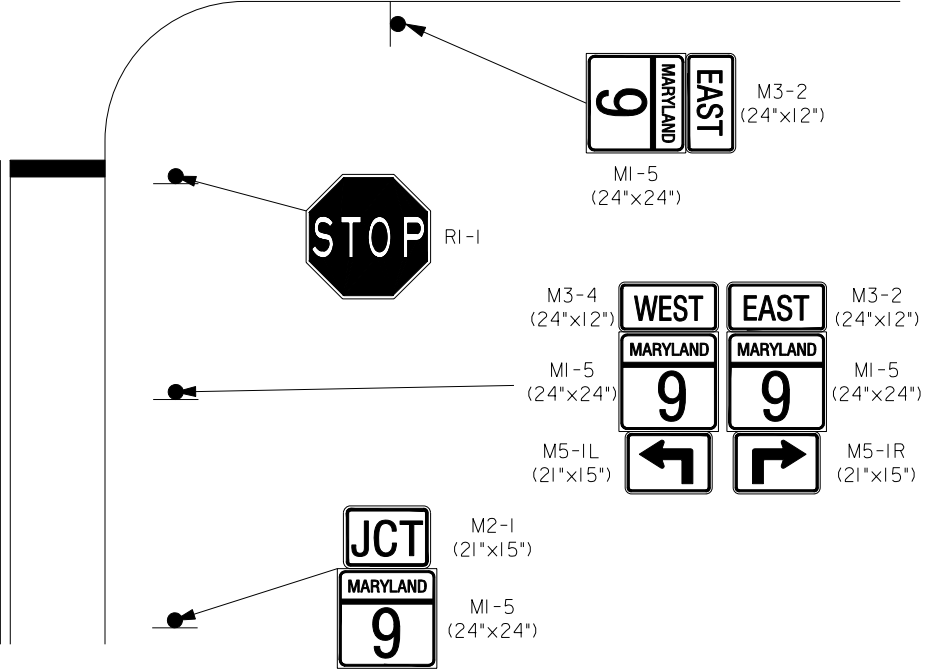
1. Signing shown is for one direction of travel only.
2. Directional Assembly on the far left should be one size larger than the standard size used on the near right.
3. Junction assemblies shall be in advance of the intersection as follows:
 - In the block preceding the intersection for urban areas
 - At least 400' for rural areas.
4. Advance Route Turn Assemblies should be used to supplement the required Junction assembly in advance of intersecting routes to pre-position turning vehicles.
5. When used, Corner Street Name Signs (D3-1) shall be mounted above the stop sign.

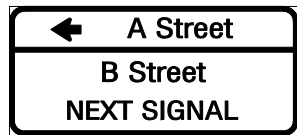




Notes:

1. Signing shown is for one direction of travel only. Identical signing should be installed in all directions as appropriate.
2. Directional Assemblies should be installed near-right and far-left. Directional Assembly on the far left should be one size larger than the size used on the near right.
3. Per MUTCD, Junction Assemblies shall be in advance of the intersection as follows:
 - In the block preceding the intersection for urban areas
 - At least 400' for rural areas.
4. Per MUTCD, Advance Route Turn Assemblies should be used to supplement the required Junction assembly in advance of intersecting routes to pre-position turning vehicles if needed.
5. When used, Corner Street Name Signs (D3-1) shall be mounted above the stop sign.



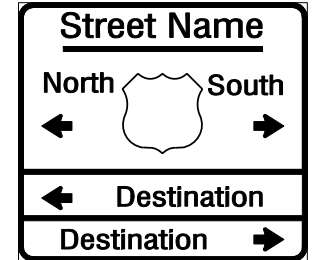


Note: these may be different colors or reversed colors

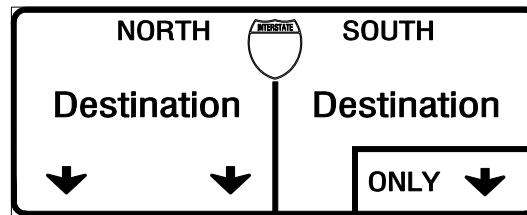
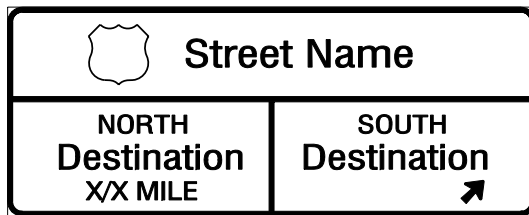
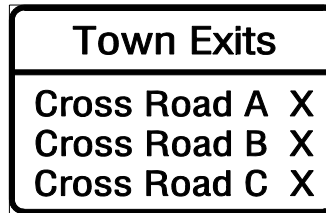


General Notes:

1. Message divider width and color are the same as border width and color.
2. Partial horizontal message divider is 2/3 sign width.
3. Where stacked panels are used, the message dividers are to be used between the different colored backgrounds. An exception of this is EXIT ONLY, LEFT EXIT and similar black on yellow panels, where both black and white borders are used.
4. Arrows may be the advance turn type or the straight type.



TYPICAL BORDER DIMENSIONS		
SMALLEST DIMENSION	RADIUS	BORDER WIDTH
2'	3"	1 1/8"
3'	3"	1 1/8"
4'	6"	1 1/8"
5'	6"	2"
6'	9"	2"
7'	9"	2"
8'	12"	2"



NOTE:

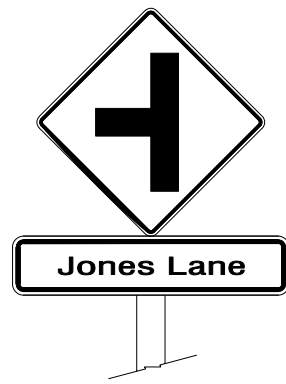
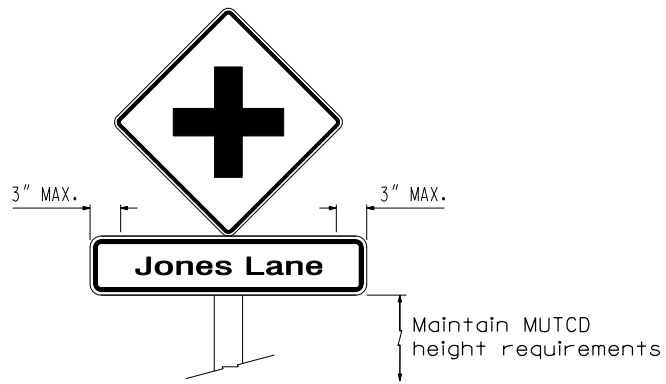
No divider bars required for these signs.

Notes:

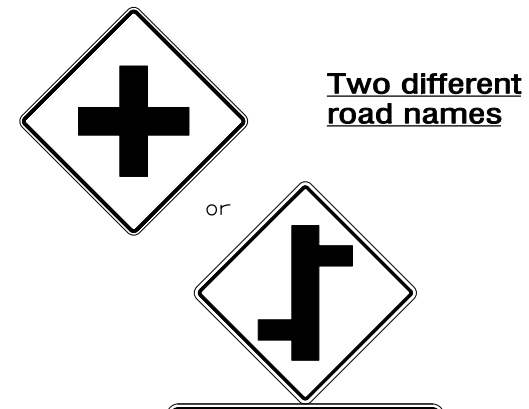
1. LEFT LANE, LEFT EXIT, and EXIT ONLY messages, which warn the driver of an unexpected condition, shall be black on fluorescent yellow.
2. Depending on the location of an overhead sign over the road and the lane assignments, down/diagonal arrows may be modified accordingly.



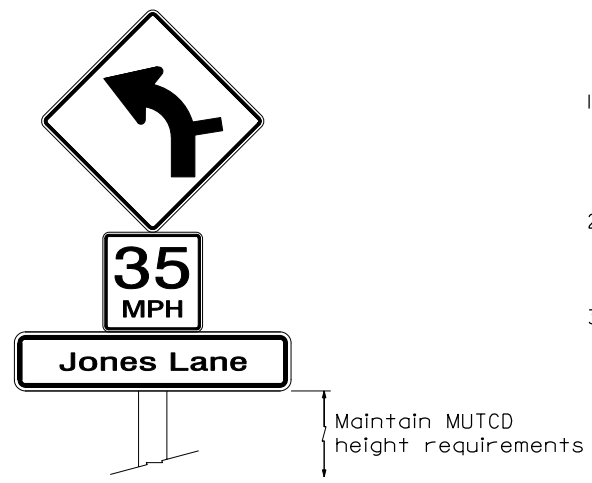
Combined Signs



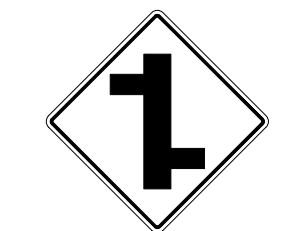
WARNING SIGN SIZE	ROAD NAME PANEL SIZE
30"	48" WIDE MAX
36"	60" WIDE MAX
48"	78" WIDE MAX
60"	96" WIDE MAX



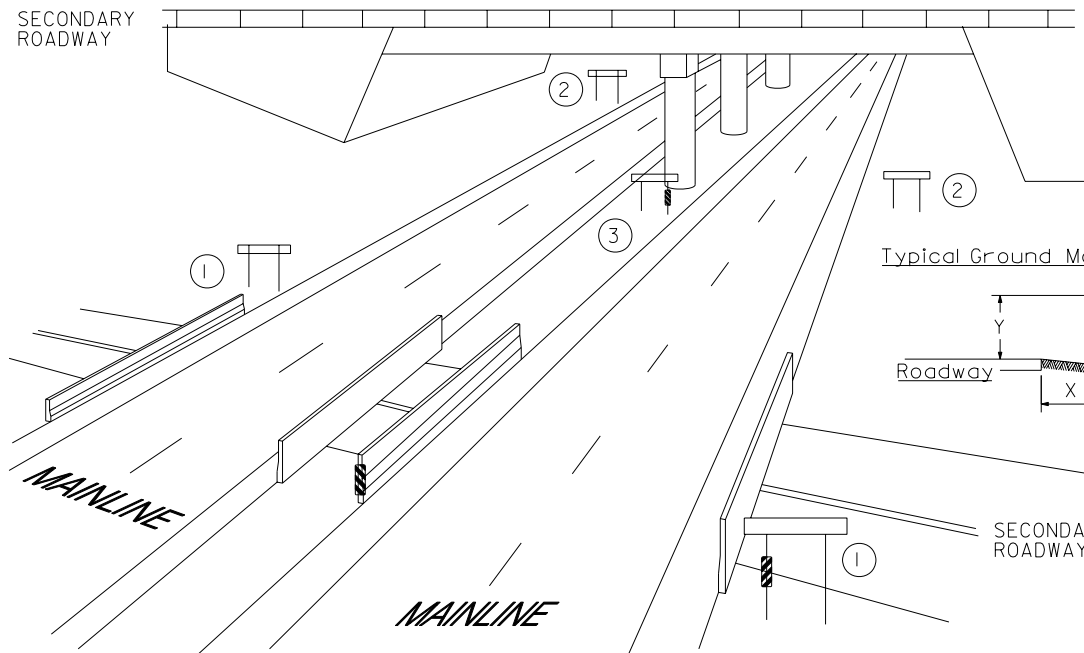
Maintain MUTCD height requirements



1. Where a warning sign is combined with both a road name and advisory speed plate, the mounting order from top to bottom shall be warning sign, advisory speed, road name.
2. Refer to section 2A-14 of the Maryland Supplement or section 1A.14 of the MUTCD for common abbreviations.
3. Letter height should be at least 6"/4.5" when speed limit is less than or equal to 40 mph and 8"/6" when the speed limit is greater than 40 mph.



Road Name



- ① - Recommended and Typical ground mounted location
 X- 6' minimum from face of Traffic Barrier or 6' minimum from edge of shoulder
 Y- 7' above edge of Traveled Roadway
- ② - Posting location at the overpass structure
- ③ - Alternate posting location at the overpass structure, if necessary
- ④ - Legend Sizes:
 Ground Mount - 8/6 E Mod

Notes:

- a.)- Street name signs at overpasses are designed to provide a bearing or a point of location for motorists along a roadway.
- b.)- Street name signs shall be posted at all overpasses that do not involve interchanges. They shall not be used at interchanges.
- c.)- Ground mounted signs should be installed on 2-4"x4" wood supports along the right-hand shoulder of the approaches to the overpass.
- d.)- Where width of panel is critical, sign may utilize 2 lines of copy.
- e.)- It may be necessary to install signs on the left side of roadway. In this case the 0M-3L should be mounted on the right post.



**MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION**
 OFFICE OF TRAFFIC & SAFETY
 TRAFFIC ENGINEERING DESIGN DIVISION
GUIDELINE

SUBJECT: STREET NAME SIGNS
AT OVERPASS & UNDERPASS
 APPROVED: _____ DATE: _____

GUIDELINE No.
2D.38(1)
 PAGE 1 of 1

Notes:

1. Where mainline is three lanes or less, one Street Name Sign should be installed, preferably double faced and located between the signal pole and the closest traffic signal head.
2. Where mainline is four or more lanes, one Street Name Sign should be installed, preferably double faced and located toward middle of each span (between two traffic signal heads for Mast Arms).
3. Route Marker directional assemblies should be mounted on signal pole and located:
 - * Near right for right turns
 - * Far left for left turns.
4. Where two state routes intersect, route marker directional assemblies should be installed on all approaches and in accordance with note 3 above.
5. Signs heights shall be 16" (8.0 in.UC / 6.0 in.LC).
6. When installing signs, maintain 18" lateral clearance between traffic signal (TS) heads and other signs.
7. Engineering judgement shall be practiced to ensure that placement of new signs do not inhibit motorists' visibility of existing signs.
8. The bottom edge of signs should be mounted at a minimum height of at least 17 feet above the roadway surface.

SUBJECT: STREET NAMES SIGNS - SIGNALIZED

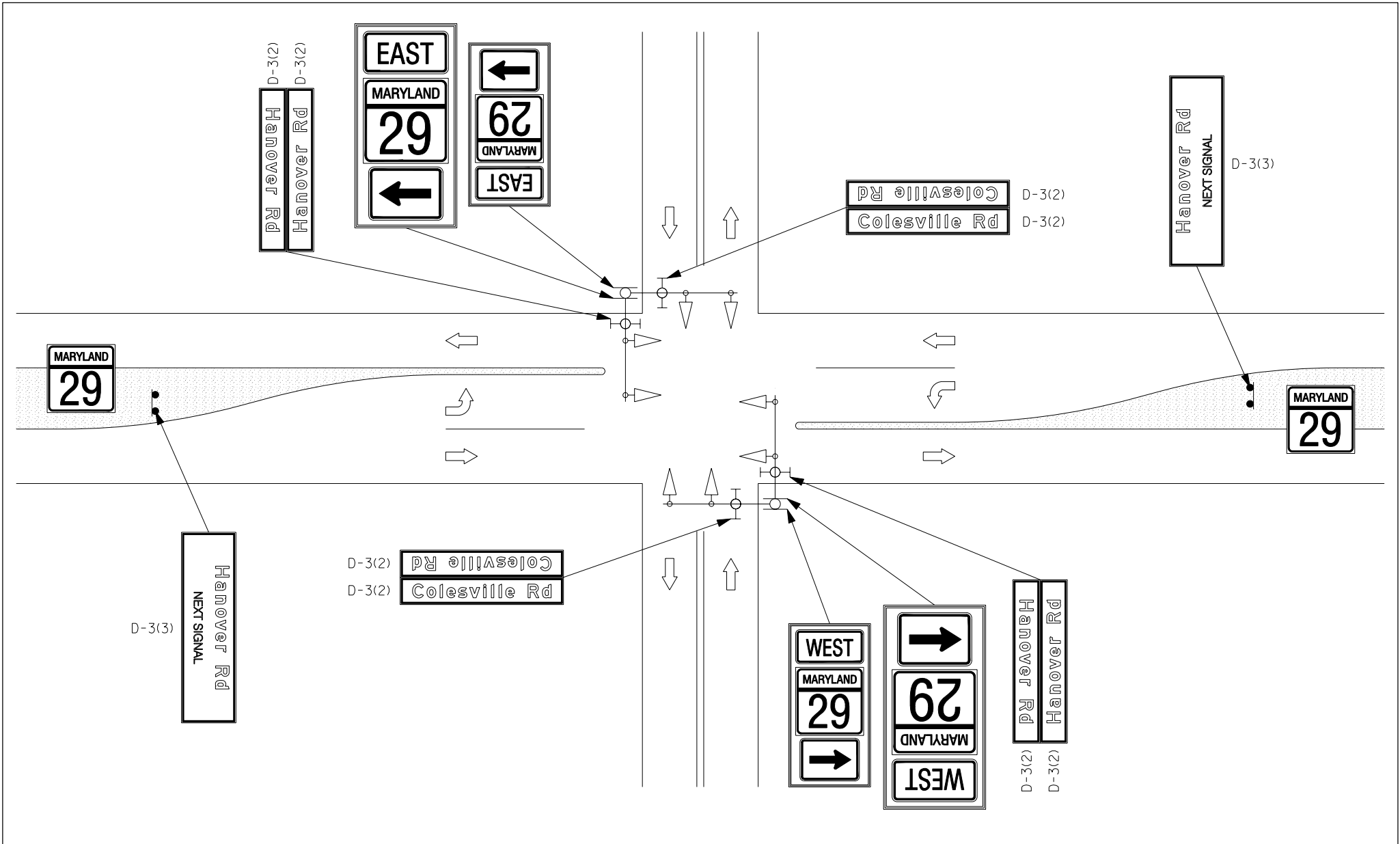
INTERSECTIONS - NOTES

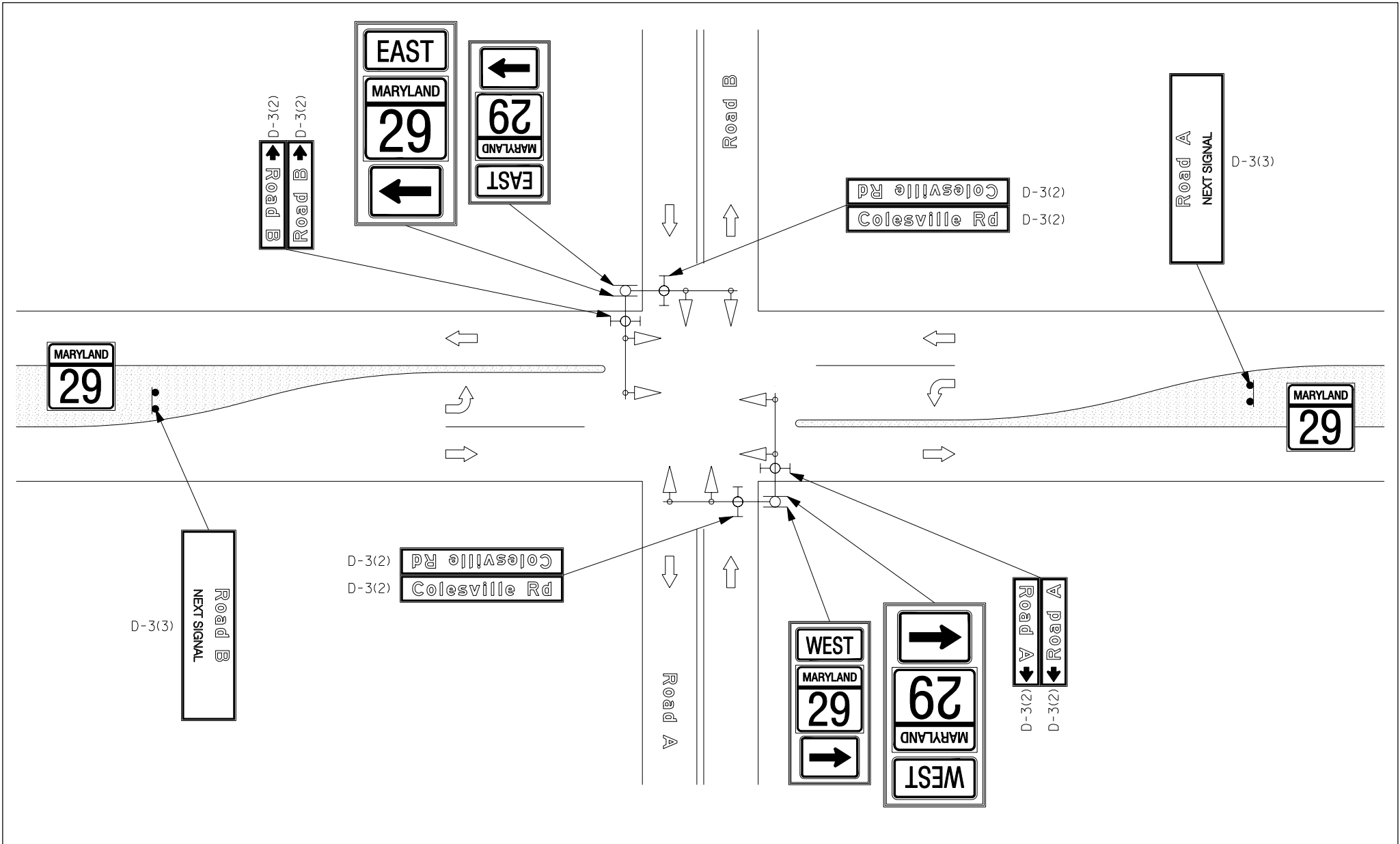
APPROVED: _____ DATE: _____

GUIDELINE No.

2D.38(2)

PAGE 1 of 7





**MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION**

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION



GUIDELINE

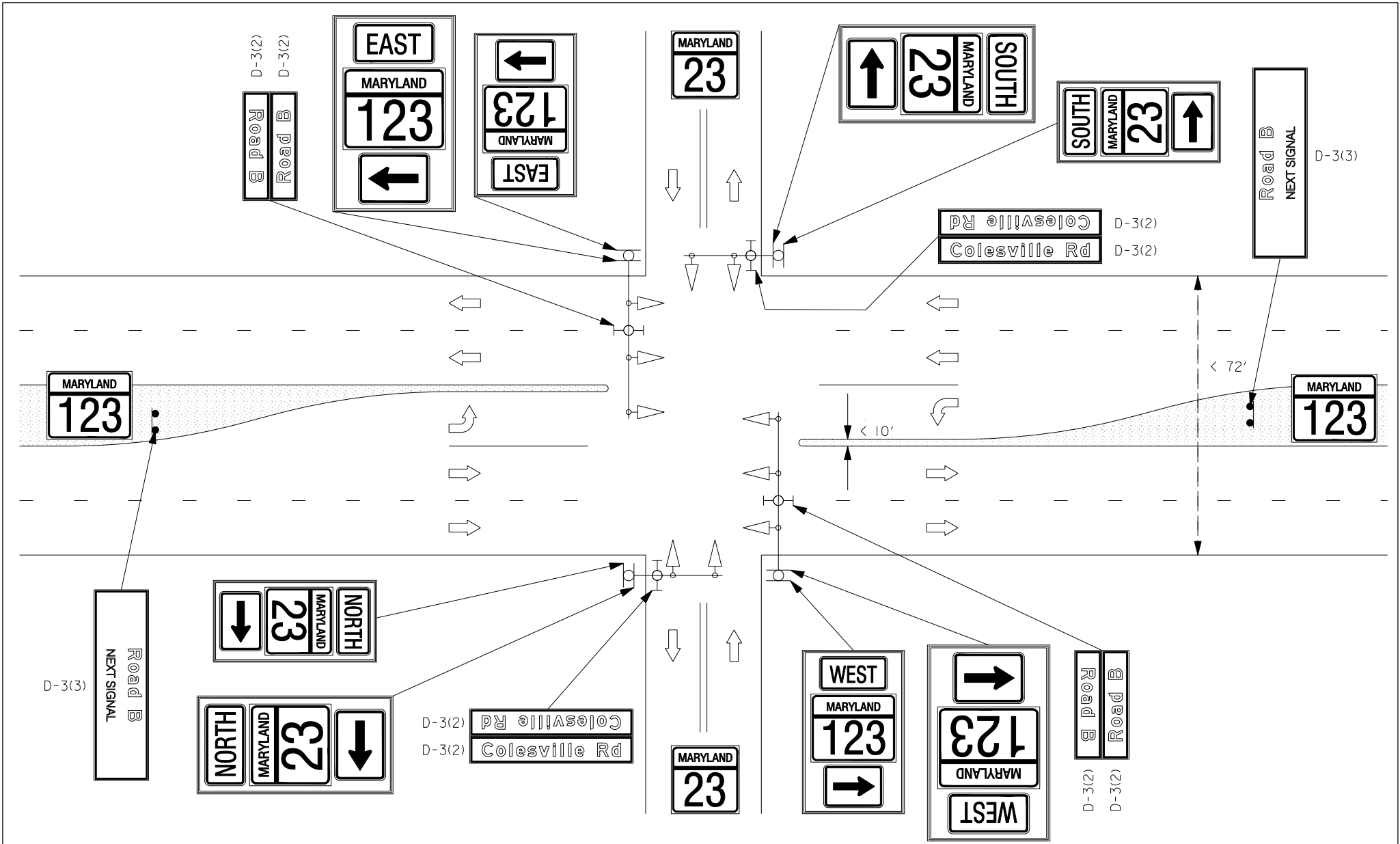
SUBJECT: STREET NAMES SIGNS - SIGNALIZED
DIFFERENT SIDE STREET NAMES

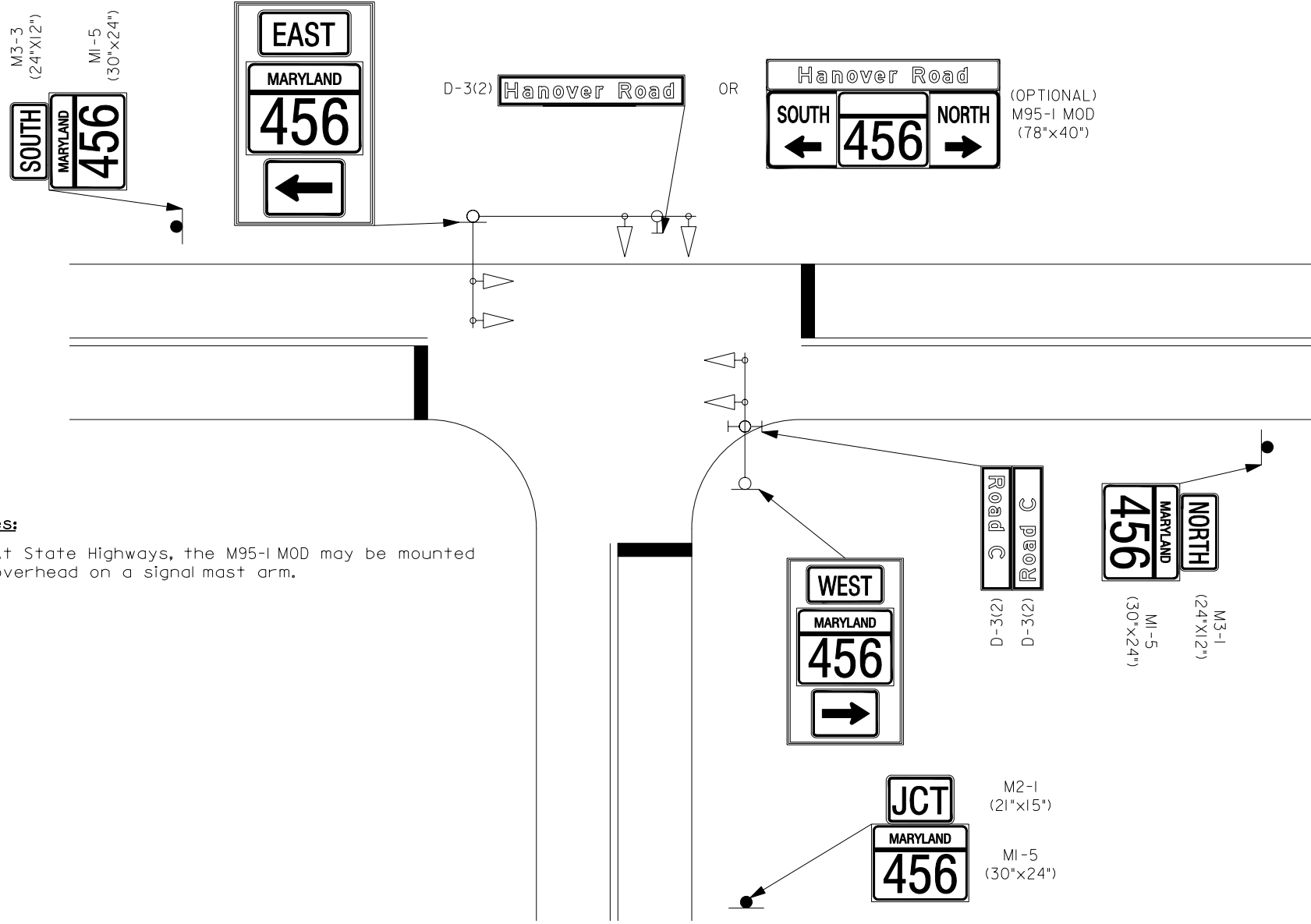
APPROVED: _____ DATE: _____

GUIDELINE No.

2D.38(2)

PAGE **3** of **7**

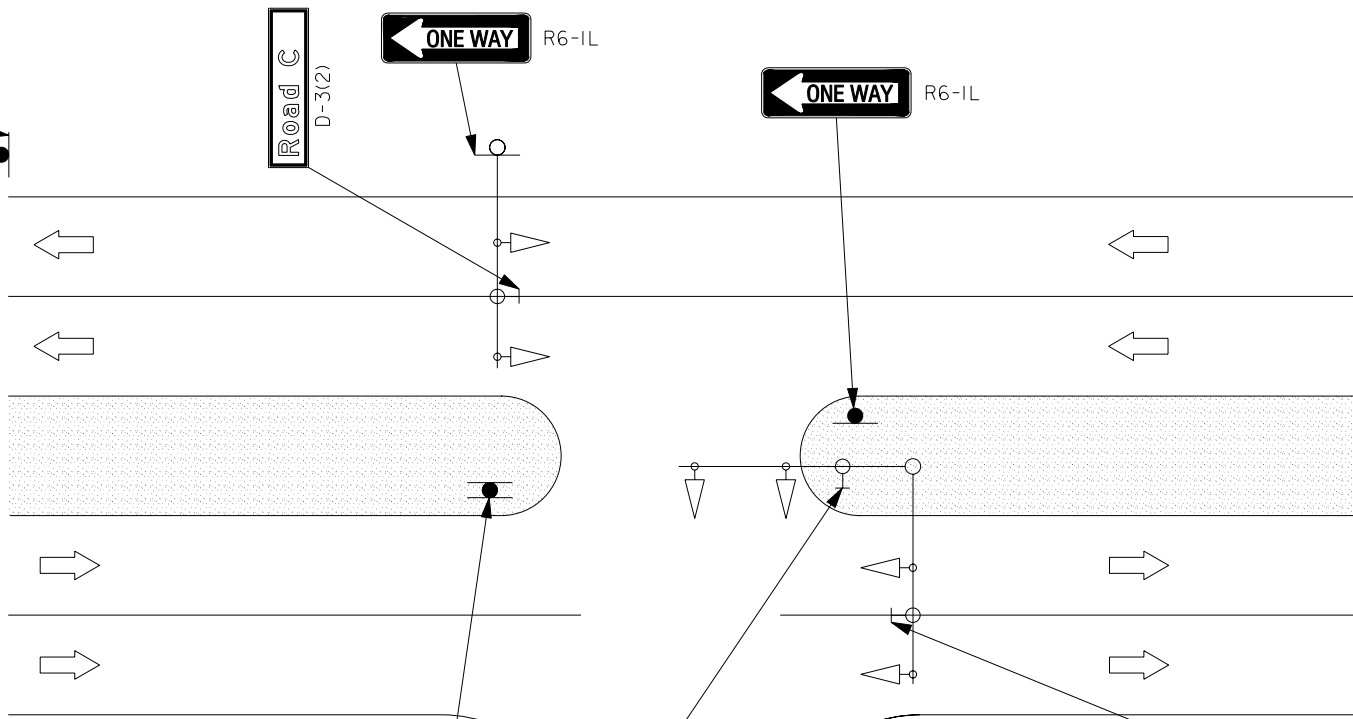




Notes:

- 1. At State Highways, the M95-1 MOD may be mounted overhead on a signal mast arm.

M3-3
(24"x12")
M1-5
(30"x24")



Notes:

- At State Highways, the M95-I MOD may be mounted overhead on a signal mast arm.

R6-IL
R6-IR

Hanover Road
D-3(2)

(OPTIONAL)
M95-I MOD
(78"x40")

Hanover Road
SOUTH 456 NORTH

R6-IL
R6-IR

JCT
MARYLAND
456
M2-1 (21"x15")
M1-5 (30"x24")

Road C
D-3(2)

M3-1 (24"x12")
M1-5 (30"x24")
NORTH
MARYLAND
456



MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
GUIDELINE

SUBJECT: STREET NAMES SIGNS - SIGNALIZED
T-INTERSECTION - DIVIDED HIGHWAY

APPROVED: _____ DATE: _____

GUIDELINE No.
2D.38(2)

PAGE **6** of **7**

SNS INSTALLATIONS ON SIGNAL STRUCTURES

SIGN SIZE STRUCT. TYPE	16"x72"	16"x96"	16"x120"	24"x72"/78"	40"x78"	48"x96"
Box span wire	with two clamps	with two clamps	with three clamps	with two clamps	No **	No **
Diagonal span wire	with one clamp	No **	No **	No **	No **	No **
Straight mast arm	with two ASTRO brackets	with two ASTRO brackets	with three ASTRO brackets	with two ASTRO brackets	with two ASTRO brackets	with three ASTRO brackets
Diagonal mast arm (Requires special frame)	with two ASTRO brackets ****	with two ASTRO brackets ****	with three ASTRO brackets ****	with two ASTRO brackets ****	No **	No **
Pole mounted	No **	No **	No **	No **	No **	No **
Ground mount wood posts No. and size	2-4" x 4"	2-4" x 4"	2-4" x 6" modified ***	2-4" x 6" modified ***	2-4" x 6" modified ***	2-6" x 6" modified, 7' or more apart ***

* Contact Structural Design Section before final decision

** Ground mount or minimast arm (clamp on type installation is suggested).

*** 1 1/2" (for 4"x6"), 2" (for 6"x6") dia. holes shall be drilled, 4" and 18" above ground in the direction perpendicular to traffic.

**** Requires Special Frame



**MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION**

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

GUIDELINE

SUBJECT: STREET NAMES SIGNS

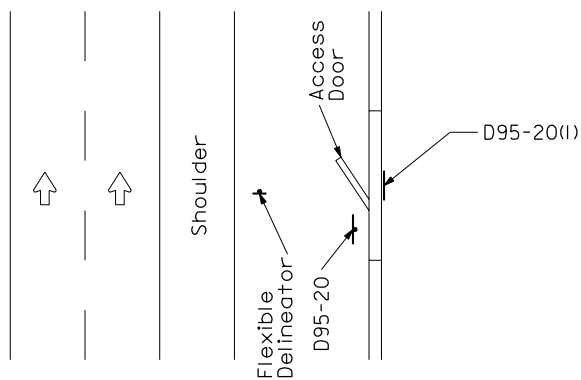
SIGNALIZED INTERSECTIONS

APPROVED: _____ DATE: _____

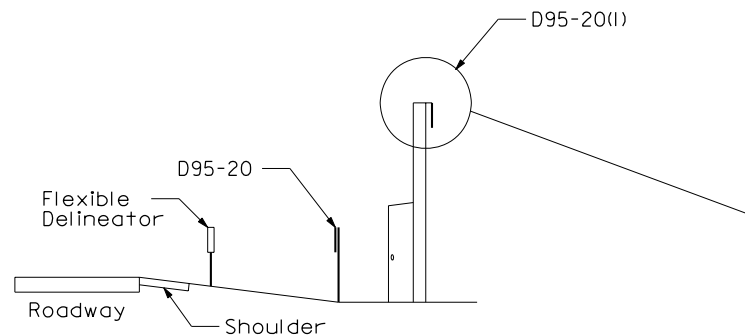
GUIDELINE No.

2D.38(2)

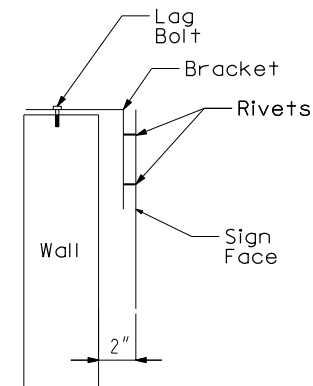
PAGE 7 of 7



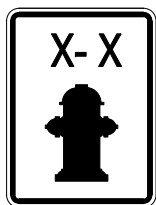
PLAN



PROFILE



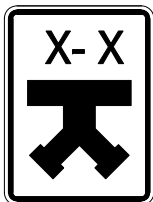
WALL MOUNTING DETAIL



D95-20

Hydrant Number

Install on 4" x 4" wood post, 5' from noise wall, directly in front of access door. Bottom of sign 7' above roadway. This sign may be placed at top of wall if wall is <15' from the shoulder

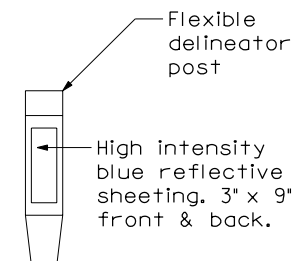


D95-20(I)

Hydrant Number

Install at top / backside of wall, above access door. Mount on 9" x 18" x 0.125" Aluminum Bracket, lag bolted to top of wall. Space sign 2" away from wall.

Blue flexible delineator (48") placed 2 to 8 feet from edge of shoulder, or if appropriate, in line with the roadside barrier that is within 8 feet of the outer edge of the shoulder.



I. Interstate Terminal

A. Interstate Routes

I-68	Morgantown, WV Cumberland Hancock Hagerstown
I-70 E	Breezewood, PA Hancock Hagerstown Washington Baltimore
I-70 W	Breezewood, PA Hagerstown Frederick
I-81	Roanoke, VA Winchester, VA Hagerstown Chambersburg, PA Harrisburg, PA
I-83	Baltimore York, PA
I-95	Richmond, VA Washington Baltimore New York, NY
I-97	Baltimore Annapolis Bay Bridge
I-195	BWI Airport I-95 JCT
I-270	Rockville Frederick Washington
I-295	Washington Richmond, VA

I-370	Gaithersburg I-270 JCT
I-395	Baltimore
I-495	Richmond, VA Silver Spring College Park Bethesda Baltimore Northern Virginia, VA
I-695	Towson Glen Burnie Dundalk Essex
I-795	I-695 Jct. Owings Mills Reisterstown

B. US Routes

US 13	Norfolk, VA Salisbury Dover, DE
US 50	Washington Annapolis Bay Bridge Salisbury Ocean City
US 301	Richmond, VA Baltimore Annapolis Bay Bridge
US 340	Charles Town, WV Harper's Ferry, WV Frederick

II. Major Terminals (Primary and Major Secondary)

A. District 1

MD 528 Ocean City Inlet
Rehobeth, DE

US 113 Pocomoke City
Snow Hill
Berlin
Dover, DE

MD 12 Salisbury
Snow Hill

MD 313 Mardela Springs (Jct. US 50)
Federalsburg

MD 413 Crisfield
US 13 Jct.

MD 404

US 50 Jct.
Denton
Bridgeville

US 213

US 50 Jct.
Centreville
Church Hill
Chestertown
Galena
Elkton

MD 279

US 40 Jct.
Elkton
Newark, DE

MD 273

US 1 Jct.
Rising Sun
Newark

B. District 2

MD 328 Easton
Denton

MD 331 Easton
Hurlock
Vienna

MD 318 Easton
Federalsburg
Bridgeville

MD 313 Federalsburg
Denton
Greensboro
Goldsboro
Sudlersville
US 310 Jct.
Galena

MD 328 Easton
Denton

US 1

Bel Air
Rising Sun
Philadelphia, PA

US 222

Perryville
Port Deposit
Conowingo
Lancaster, PA

US 40

Baltimore
Aberdeen
Delaware Memorial Bridge, DE

C. District 3

MD 210

Indian Head
Washington

MD 5

Waldorf
Washington

MD 4

Prince Frederick
Upper Marlboro
Washington

MD 202	Upper Marlboro Largo Bladensburg	US 240 MD 355	Washington Bethesda Rockville Gaithersburg Germantown Clarksburg Hyattstown Urbana
MD 450	Bladensburg Bowie Annapolis		
MD 193	Washington Chevy Chase Wheaton Langley Park College Park Greenbelt	MD 190	Potomac I-495 Jct. Washington
MD 704	Washington Annapolis	MD 108	Damascus Olney Ashton Clarksville
US 1	Washington Hyattsville College Park Beltsville Laurel Baltimore	MD 27	Germantown (I-70S Jct.) Damascus Mt. Airy
MD 650	Washington Langley Park White Oak Ashton	MD 410	Bethesda Silver Spring Takoma Park Riverdale Baltimore-Washington Parkway
US 29	Washington Columbia Baltimore	MD 198	Burtonsville (US 29 Jct.) Laurel Fort Meade
MD 97	Washington Wheaton Olney US 40 Jct. (I-70N)	MD 216	Scaggsville (US 29 Jct.) Laurel
MD 185	Washington Kensington	D. District 4	
MD 586	Rockville Wheaton	US 1	Overlea Baltimore Bel Air Rising Sun Oxford, PA

**MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION**



OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

GUIDELINE

SUBJECT: CONTROL CITIES

APPROVED: _____ DATE: _____

GUIDELINE No.

2E.12

PAGE 3 of 7

MD 20	Edgemere Fort Howard	MD 542	Baltimore I-695 Jct.
US 40	Ellicott City Baltimore Aberdeen Delaware Memorial Bridge, DE	MD 146	Towson I-695 Jct.
MD 22	Bel Air Churchville Aberdeen	MD 45	Lutherville Baltimore Towson Cockeysville Hereford Parkton Maryland Line
MD 155	Churchville Havre de Grace	MD 139	Baltimore Towson I-695 Jct.
MD 24	Edgewood Bel Air Forest Hill Rocks Fawn Grove	US 140	Baltimore Owings Mills Reisterstown Westminster Gettysburg, PA
MD 147	Carney Parkville Baltimore Bel Air	MD 30	Reisterstown Manchester Hanover
MD 700	Middle River US 40 Jct.	MD 26	Eldersburg Randallstown Baltimore
MD 702	Essex I-695 Jct.	US 40	I-70N Jct. Ellicott City Baltimore
MD 150	Baltimore Essex Middle River Chase	MD 372	I-695 Jct. Baltimore
MD 151	Baltimore Sparrows Point	US 1	Laurel Baltimore
MD 41	Baltimore I-695 Jct.	US 1 Alt.	Laurel Baltimore

E. District 5

MD 2	Solomons Prince Frederick Annapolis Severna Park Baltimore Glen Burnie Brooklyn Park	MD 246	Great Mills (MD 5 Jct.) Lexington Park
MD 3	Richmond Bowie Baltimore	MD 225	Indian Head La Plata (US 301 Jct.)
MD 4	Solomons Prince Frederick Upper Marlboro Washington	MD 100	Ellicott City Baltimore Annapolis Gibson Island
MD 5	Point Lookout St. Mary's City Leonardtwn Lexington Park Waldorf Washington	MD 170	Odenton Linthicum
MD 6	La Plata New Market	MD 175	Columbia Jessup Ft. Meade Odenton Annapolis
MD 10	Baltimore Severna Park Glen Burnie	MD 176	Dorsey Glen Burnie BWI Airport Harmans Hanover
MD 32	Ft. Meade Annapolis Columbia	MD 198	Laurel Ft. Meade
MD 235	Point Lookout Lexington Park Waldorf	MD 295	Baltimore Washington
MD 231	Hughesville Prince Frederick	MD 648	Ferndale Annapolis Severna Park Pasadena
MD 234	US 301 Jct. Leonardtwn		

F. District 6

US 40	Uniontown, PA Keyser's Ridge Frostburg Cumberland Hancock Clear Springs Hagerstown Frederick
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US 40 Alt. (Western segment)	Keyser's Ridge Frostburg Cumberland	MD 144	US 40 Jct. Hancock I-70 Jct.
US 40 Alt.	Hagerstown Boonsboro Middletown Braddock Heights Frederick	MD 60	Hagerstown Waynesboro, PA
MD 39	Terre Alta, WV Oakland	US 11	Williamsport Halfway Hagerstown Airport Greencastle, PA
US 50	Clarksburg, WV Redhouse Gorman Winchester, VA	G. District 7	
US 219	Elkins, WV Redhouse Oakland Keyser's Ridge US 40 Jct. Somerset, PA	US 40	Hagerstown Frederick Baltimore
MD 135	Oakland Westernport McCoole	US 40 Alt.	Boonsboro Middletown Braddock Heights Frederick
US 220	Keyser, WV Cumberland Bedford	US 15	Leesburg Frederick Thurmont Emmitsburgh Gettysburg
MD 53	Cresaptown La Vale	MD 26	Frederick Libertytown Taylorsville Eldersburg Randallstown Baltimore
MD 49	La Vale Cumberland	MD 31	Libertytown Westminster
MD 51	Cumberland Oldtown Paw Paw, WV		
US 522	Berkley Springs, WV Hancock I-70 Jct.		

**MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION**

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

GUIDELINE



SUBJECT: CONTROL CITIES

APPROVED: _____ DATE: _____

GUIDELINE No.

2E.12

PAGE 6 of 7

MD 27	Damascus Mt. Airy Taylorsville Westminster	US 29	Washington Columbia Baltimore
MD 97	(N) Waynesboro Emmitsburg Taneytown Westminster MD 26 Jct.	MD 108	Ashton Clarksville Columbia
MD 100	Ellicott City Glen Burnie	MD 175	Columbia (US 29 Jct.) Jessup Ft. Meade Odenton Annapolis
MD 32	Ft. Meade Savage Simpsonville (US 29 Jct.) Clarksville West Friendship Sykesville Eldersburg Westminster	MD 216	Scaggsville (US 29 Jct.) Laurel
MD 30	Reisterstown Manchester Hanover		
US 140	Gettysburg Westminster Reisterstown Owings Mills Baltimore		
MD 97	(S) Olney Cooksville (I-70 & US 40 Jct.)		
MD 85	Point of Rocks Buckeystown Frederick		
MD 355	Frederick Urbana Hyattstown		

20" U.C. / 15" L.C. Sign Legend should only be used along freeways in the following situations:

1. All exit direction signs.
2. All advance guide signs (2 mile, 1 mile, 1/2mile, 1/4mile or Next Right) on freeway to freeway interchanges.



**MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION**

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

GUIDELINE

SUBJECT: 20/15 SIGN LEGEND

APPROVED: _____ DATE: _____

GUIDELINE No.

2E.13

PAGE 1 of 1

GUIDE SIGNING POLICY- HOSPITALS developed in January 1984. Amended January 13, 1995.

- Placed in both urban and rural areas.
- Intended for expressway and freeway use.
- Limited use may be made at key decision points along arterial highways and major collector roads.
- Signs consist of white "H" symbol on blue background with white border.
- "HOSPITAL" may be used when appearing with combination word message.
- "H" signs shall have plaque bearing arrow or action message
- Mounted with other service signs, such as beneath the 1/2-MILE advance guide sign on expressways and freeways.
- Placed on separate supplemental service sign with other appropriate services if cloverleaf interchange (two off ramps).
Action message to read Exit Number or NEXT (SECOND) RIGHT.
- Not signed at expressway to expressway interchanges.
- Only one hospital sign along any one highway per direction for any one hospital.
- Follow-up signing to be placed at all intersection turns between the expressway and the hospital facility or every 3 to 5 miles as a confirmation and as needed.
- Hospital name not to be placed on signs unless two hospitals are closely located. Then, only at points of decision between different routes.
- Hospital plates shall be placed on or beyond off ramps from controlled access (expressway or freeway) highways, with appropriate arrow (if necessary) and an accurate mileage plate mounted below.

Hospitals must meet the following criteria to be signed:

- 24 hour continuous emergency room service with a Physician on duty, 7 days a week or
- Have a registered nurse on duty in the ER, with a Physician on call and
- Have appropriate accreditation and/or certification by state health agencies.

WHITE ON BLUE



D2-1(2)(mod)
(72"x16")

WHITE ON BLUE



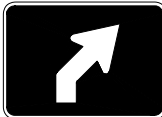
D2-1(2)(mod)
(Var. x24")

WHITE ON BLUE



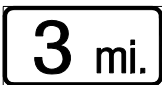
D9-2
(24"x24")

WHITE ON BLUE

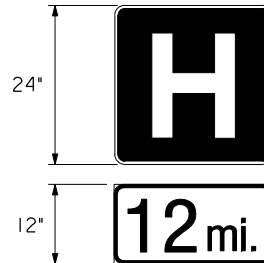


M5-2
(21"x15")

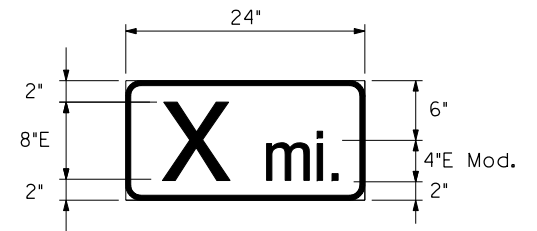
BLUE ON WHITE



Federal W16-3a(mod)
(24"x12")



BLUE ON WHITE



BLUE ON WHITE



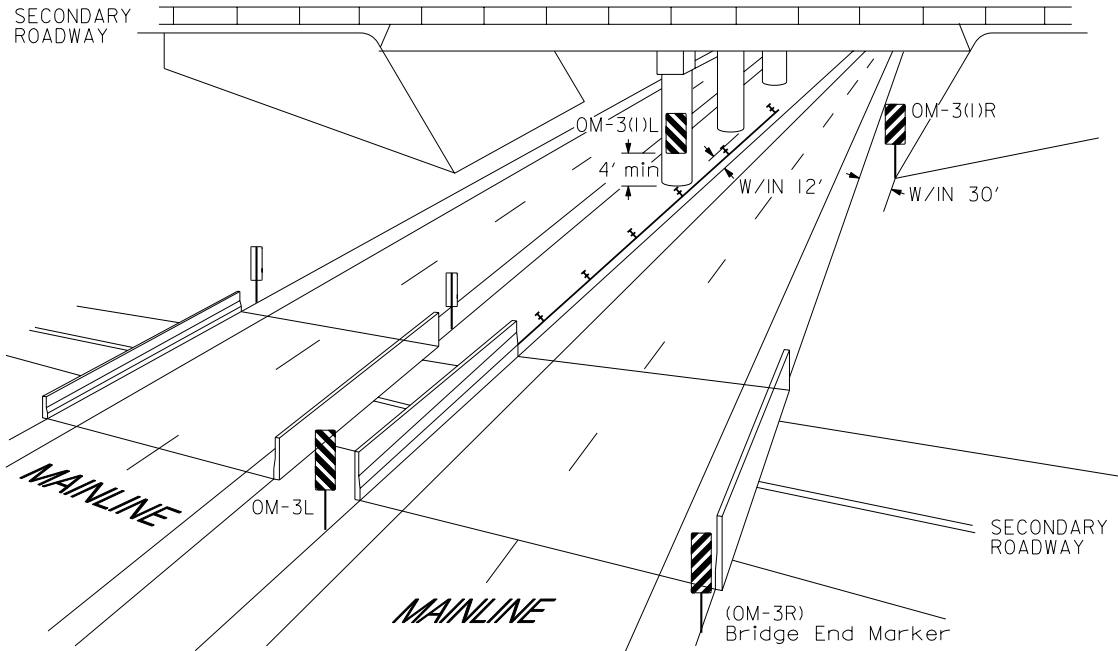
SUBJECT: HOSPITAL SIGNING PLATES

APPROVED: _____ DATE: _____

GUIDELINE No.

2E.51

PAGE 2 of 2



Notes:

1. Bridge End Markers shall be used at expressway median points where barrier tapers to either narrow the paved shoulder to a width of less than 8 feet, or narrow the paved shoulder by 2 feet or more from the approach shoulder width.
2.
 - a. Bridge Abutment markers shall be used at all piers and abutments within 12 feet of the edge of roadway regardless of traffic barrier protection.
 - b. Bridge Abutment markers shall be used at all piers and abutments within 30 feet of the edge of roadway which are not protected by traffic barrier.
 - c. Bridge abutment markers are not required where the abutment is 6 feet or greater behind concrete barrier.
 - d. Mounting height should be 4 feet above the surface of nearest traffic lane when sign is within 12' of the roadway and 7 feet further out.
3. Bridge End Markers (OM-3) should be mounted with their edge nearest the roadway aligned with the front of the parapet wall it delineates.
4. All bridge ends / abutments within 30' of the centerline (both sides) along undivided roadways should be marked.
5. The following applies to all bridges for 2-way roadways:
 - a. 4 Bridge End Markers for bridge length greater than 20 feet
 - b. 2 double Bridge End Markers (back to back) for bridge lengths less than or equal to 20 feet

SUBJECT: OM-3 BRIDGE END MARKERS

BRIDGE ABUTMENT MARKERS

APPROVED: _____ DATE: _____

GUIDELINE No.

3C.03

PAGE 1 of 1