DRILL HOLES

BORDER REV: DATE: June 1, 2004

MD 32 IS CONSIDERED TO RUN IN A NORTH-SOUTH DIRECTION

PROPOSED SIGNS

13a Raincliffe Rd ⇨ | 13b ⇦ Raincliffe Rd
D3-(1) (DUAL FACED) VARIABLE X 32"

14a Sandosky Rd ⇨ | 14b ⇦ Sandosky Rd
D3-(1) (DUAL FACED) VARIABLE X 32"

15: SOUTH (M3-3 24"x 12") / MARYLAND 32 (M1-5 24"x 24") / M6-1 21"x 15"
ASSOCIATED SHIELD ASSEMBLY 24" x 51"

R10-3(1) 9" x 15" — PUSH BUTTON TO CROSS SYKESVILLE ROAD — START CROSSING / WATCH FOR TURNING CARS — DON'T START / FINISH CROSSING — IF STARTED / TAKE ADVANCE TO FINISH CROSSING — PEDESTRIANS MUST CONSIDER SIGNALS IN CROSSWALK — STREET NAME IN BRAILLE TYPE 2
22 SYKESVILLE ROAD

R10-3(1) 9" x 15" — PUSH BUTTON TO CROSS SYKESVILLE ROAD — START CROSSING / WATCH FOR TURNING CARS — DON'T START / FINISH CROSSING — IF STARTED / TAKE ADVANCE TO FINISH CROSSING — PEDESTRIANS MUST CONSIDER SIGNALS IN CROSSWALK — STREET NAME IN BRAILLE TYPE 2
23

16: NORTH (M3-1 30"x 15") / MARYLAND 32 (M1-5 36"x 36") / M6-1 30"x 24"
ASSOCIATED SHIELD ASSEMBLY 36" x 75"

17: ONLY — R3-5L 30"x 36"

18,21: Sykesville Rd
D3-(1) (DUAL FACED) VARIABLE X 16"

20: SOUTH (M3-3 30"x 15") / MARYLAND 32 (M1-5 36"x 36") / M6-1 30"x 24"
ASSOCIATED SHIELD ASSEMBLY 36" x 75"

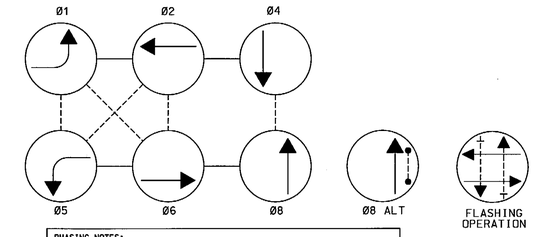
19: NORTH (M3-1 24"x 12") / MARYLAND 32 (M1-5 24"x 24") / M6-1 21"x 15"
ASSOCIATED SHIELD ASSEMBLY 24" x 51"

PROPOSED LED SIGNALS

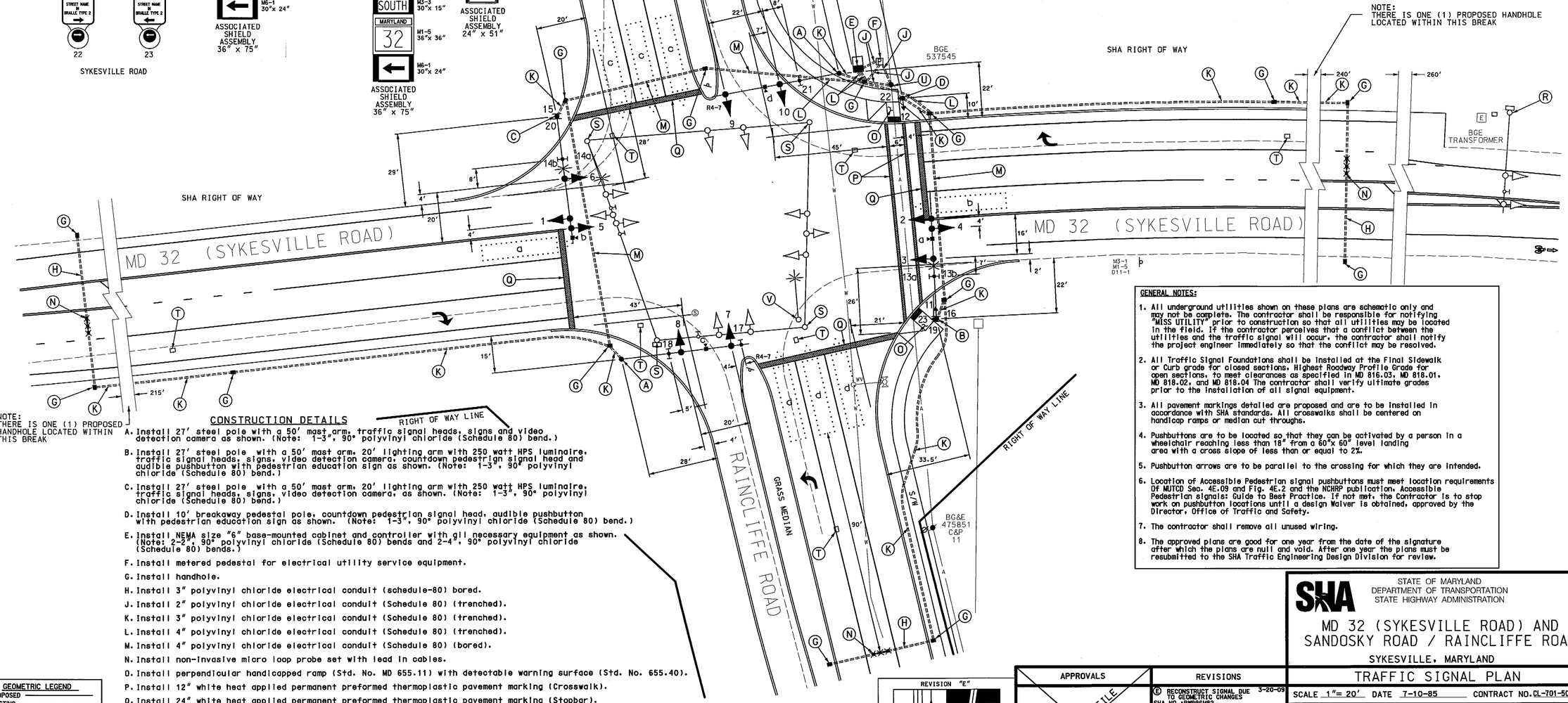
1,4 — 12" R Y G, 8"
2,5 — 12" R Y G
3,6-10 — 12" R Y G
11,12 — LED 16" COUNTDOWN PEDESTRIAN SIGNAL HEAD

■ – VIDEO DETECTION CAMERA (a-d)

NEMA PHASING



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 27' steel pole with a 50' mast arm, traffic signal heads, signs and video detection camera as shown. (Note: 1-3", 90° polyvinyl chloride (Schedule 80) bend.)

B. Install 27' steel pole with a 50' mast arm, 20' lighting arm with 250 watt HPS luminaire, traffic signal heads, signs, video detection camera, countdown pedestrian signal head and audible pushbutton with pedestrian education sign as shown. (Note: 1-3", 90° polyvinyl chloride (Schedule 80) bend.)

C. Install 27' steel pole with a 50' mast arm, 20' lighting arm with 250 watt HPS luminaire, traffic signal heads, signs, video detection camera, as shown. (Note: 1-3", 90° polyvinyl chloride (Schedule 80) bend.)

D. Install 10' breakaway pedestal pole, countdown pedestrian signal head, audible pushbutton with pedestrian education sign as shown. (Note: 1-3", 90° polyvinyl chloride (Schedule 80) bend.)

E. Install NEMA size "6" base-mounted cabinet and controller with all necessary equipment as shown. (Note: 2-2", 90° polyvinyl chloride (Schedule 80) bends and 2-4", 90° polyvinyl chloride (Schedule 80) bends.)

F. Install metered pedestal for electrical utility service equipment.

G. Install handhole.

H. Install 3" polyvinyl chloride electrical conduit (schedule-80) bored.

J. Install 2" polyvinyl chloride electrical conduit (Schedule 80) (trenched).

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

L. Install 4" polyvinyl chloride electrical conduit (Schedule 80) (trenched).

M. Install 4" polyvinyl chloride electrical conduit (Schedule 80) (bored).

N. Install non-invasive micro loop probe set with lead in cables.

O. Install perpendicular handicapped ramp (Std. No. MD 655.11) with detectable warning surface (Std. No. 655.40).

P. Install 12" white heat applied permanent preformed thermoplastic pavement marking (Crosswalk).

Q. Install 24" white heat applied permanent preformed thermoplastic pavement marking (Stopbar).

R. Existing 21' steel pole with a 40' mast arm, traffic signal heads, sign and NEMA size "5" pole mounted cabinet and controller with all associated equipment (Note: 1-3", 90° polyvinyl chloride (Schedule 80) bend.).

S. Remove existing steel strain pole and all attached equipment.

T. Remove existing handhole (cap and abandon existing conduit)

U. Proposed underground electrical service from relocated BGE pole #537545. Install 2" bend at pole base for Verizon service.

V. Remove existing 40' lighting standard.

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. Pushbuttons are to be located so that they can be activated by a person in a wheelchair reaching less than 18" from a 60"x 60" level landing area with a cross slope of less than or equal to 2%.

5. Pushbutton arrows are to be parallel to the crossing for which they are intended.

6. Location of Accessible Pedestrian signal pushbuttons must meet location requirements Of MUTCD Sec. 4E.09 and Fig. 4E.2 and the NCHRP publication, Accessible Pedestrian signals: Guide to Best Practice. If not met, the Contractor is to stop work on pushbutton locations until a design Waiver is obtained, approved by the Director, Office of Traffic and Safety.

7. The contractor shall remove all unused wiring.

8. The approved plans are good for one year from the date of the signature after which the plans are null and void. After one year the plans must be resubmitted to the SHA Traffic Engineering Design Division for review.

GEOMETRIC LEGEND

PROPOSED
EXISTING

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

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

REVISION "E"

STREET TRAFFIC STUDIES, LTD.
400 Crain Hwy. N.W.
Glen Burnie, MD 21061
Ph (410) 590-5500
Fax (410) 590-6537

4739.dgn PRIVATE

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

REVISIONS
E — RECONSTRUCT SIGNAL DUE TO GEOMETRIC CHANGES — 3-20-09 — SHA NO.: BW996M02 — RRZ
D — 12/02 — RECONSTRUCT HIB DUE TO ACCIDENT — TIMS# F620 — CJS
C — 11/91 — REPLACE LOOP DETECTORS DISABLED BY ROAD MILLING — SHA NO.1411-06

PLOTTED: $DATETIME$
FILE: $FILE$

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 32 (SYKESVILLE ROAD) AND SANDOSKY ROAD / RAINCLIFFE ROAD

SYKESVILLE, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1"= 20' DATE 7-10-85 CONTRACT NO. CL-701-501-785

DESIGNED BY
DRAWN BY TOM ZAYDEL
CHECKED BY DENNIS DODA
F.A.P. NO.
COUNTY CARROLL
LOGMILE 06003200.47
TIMS NO. G792
TOD NO.

TS NO. 2089-E | DRAWING NO. 1 OF 5 | SHEET NO. OF

..\4600's\4739\4739.dgn 3/20/2009 12:55:02 PM