MD 32 is considered to run in a North/South direction.

EXISTING SIGNS

23,25 — R3-5(R)

24 — M1-5(3) (BLACK ON WHITE)

35,38 — R4-7

36

20a — Bartholow Rd / Londontown Blvd

22a — Londontown Blvd / Bartholow Rd

20b — Londontown Blvd / Bartholow Rd — D-3(1)

22b — Bartholow Rd / Londontown Blvd — D-3(1)

EXISTING SIGNS TO BE REMOVED

19,21 — R10-12

PROPOSED SIGNS

26 — R3-5(L) 30"x36"

27 — M1-5(4) 78" x 36" (BLACK ON WHITE)

28 — R3-5(R) 30"x36"

37 — R4-7 24"x30"

29 — R10-3(1) 9" x 15"

32 — R10-3(1) 9" x 15"

30 — R10-3(1) 9" x 15"

31 — R10-3(1) 9" x 15"

33 — R10-3(1) 9" x 15"

34 — R10-3(1) 9" x 15"

EXISTING SIGNALS

1,4 — 12"/8"

2,5 — 12"

3,6 — 12"

EXISTING SIGNALS TO BE RELOCATED

8 — 12"

9 — 12"

10 — 8"/12"

PROPOSED SIGNALS

7 — 8"/12" L.E.D.

11 — 12" L.E.D.

12 — 12" L.E.D.

13-18 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL

PROPOSED VIDEO DETECTION

a,b,c,d

NEMA PHASING

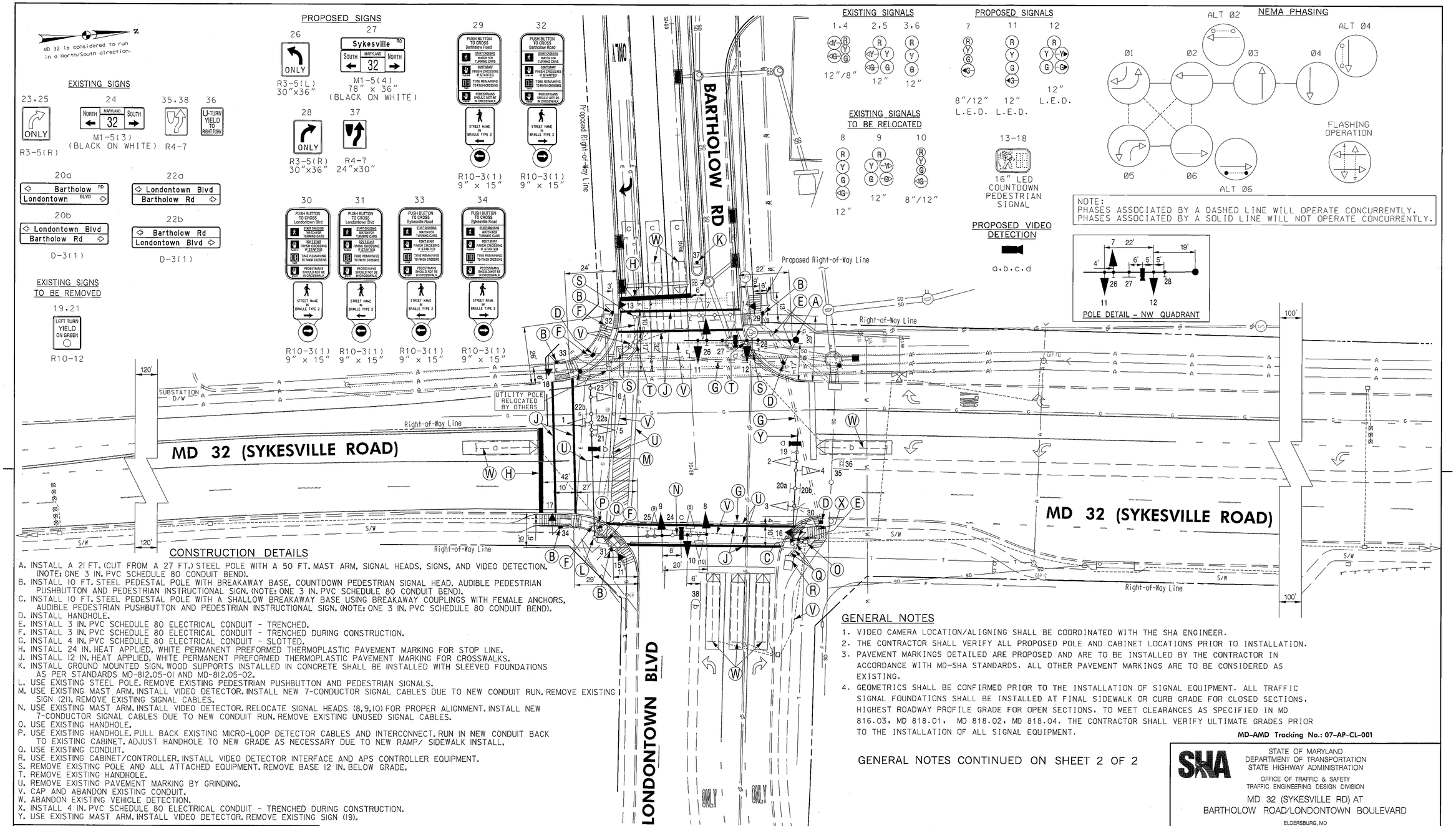
ALT Ø2 — Ø1, Ø2, Ø3, Ø4 — ALT Ø4

Ø5, Ø6 — ALT Ø6

FLASHING OPERATION

NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

POLE DETAIL - NW QUADRANT



CONSTRUCTION DETAILS

A. INSTALL A 21 FT. (CUT FROM A 27 FT.) STEEL POLE WITH A 50 FT. MAST ARM, SIGNAL HEADS, SIGNS, AND VIDEO DETECTION. (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND).
B. INSTALL 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PEDESTRIAN PUSHBUTTON AND PEDESTRIAN INSTRUCTIONAL SIGN. (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND).
C. INSTALL 10 FT. STEEL PEDESTAL POLE WITH A SHALLOW BREAKAWAY BASE USING BREAKAWAY COUPLINGS WITH FEMALE ANCHORS, AUDIBLE PEDESTRIAN PUSHBUTTON AND PEDESTRIAN INSTRUCTIONAL SIGN. (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND).
D. INSTALL HANDHOLE.
E. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
F. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED DURING CONSTRUCTION.
G. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - SLOTTED.
H. INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
J. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.
K. INSTALL GROUND MOUNTED SIGN. WOOD SUPPORTS INSTALLED IN CONCRETE SHALL BE INSTALLED WITH SLEEVED FOUNDATIONS AS PER STANDARDS MD-812.05-01 AND MD-812.05-02.
L. USE EXISTING STEEL POLE. REMOVE EXISTING PEDESTRIAN PUSHBUTTON AND PEDESTRIAN SIGNALS.
M. USE EXISTING MAST ARM. INSTALL VIDEO DETECTOR. INSTALL NEW 7-CONDUCTOR SIGNAL CABLES DUE TO NEW CONDUIT RUN. REMOVE EXISTING SIGN (21). REMOVE EXISTING SIGNAL CABLES.
N. USE EXISTING MAST ARM. INSTALL VIDEO DETECTOR. RELOCATE SIGNAL HEADS (8,9,10) FOR PROPER ALIGNMENT. INSTALL NEW 7-CONDUCTOR SIGNAL CABLES DUE TO NEW CONDUIT RUN. REMOVE EXISTING UNUSED SIGNAL CABLES.
O. USE EXISTING HANDHOLE.
P. USE EXISTING HANDHOLE. PULL BACK EXISTING MICRO-LOOP DETECTOR CABLES AND INTERCONNECT. RUN IN NEW CONDUIT BACK TO EXISTING CABINET. ADJUST HANDHOLE TO NEW GRADE AS NECESSARY DUE TO NEW RAMP/ SIDEWALK INSTALL.
Q. USE EXISTING CONDUIT.
R. USE EXISTING CABINET/CONTROLLER. INSTALL VIDEO DETECTOR INTERFACE AND APS CONTROLLER EQUIPMENT.
S. REMOVE EXISTING POLE AND ALL ATTACHED EQUIPMENT. REMOVE BASE 12 IN. BELOW GRADE.
T. REMOVE EXISTING HANDHOLE.
U. REMOVE EXISTING PAVEMENT MARKING BY GRINDING.
V. CAP AND ABANDON EXISTING CONDUIT.
W. ABANDON EXISTING VEHICLE DETECTION.
X. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED DURING CONSTRUCTION.
Y. USE EXISTING MAST ARM. INSTALL VIDEO DETECTOR. REMOVE EXISTING SIGN (19).

GENERAL NOTES

1. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
3. PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH MD-SHA STANDARDS. ALL OTHER PAVEMENT MARKINGS ARE TO BE CONSIDERED AS EXISTING.
4. GEOMETRICS SHALL BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT 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, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.

MD-AMD Tracking No.: 07-AP-CL-001

GENERAL NOTES CONTINUED ON SHEET 2 OF 2

The Traffic Group, Inc.
Suite H
9900 Franklin Square Drive
Baltimore, Maryland 21236
410-931-6600
1-800-583-8411
Fax 410-931-6601
"Merging Innovation and Excellence"®

PLOTTED BY: bmalcolm

GEOMETRIC LEGEND
EXISTING
PROPOSED

UTILITY LEGEND
SD — STORM DRAIN
G — GAS MAIN
W — WATER MAIN
S — SEWER MAIN
E — ELECTRIC CABLES
A — AERIAL CABLES
T — TELEPHONE CABLES
F — FIBER-OPTIC
UTILITY REMOVED

THESE PLANS ARE APPROVED FOR CONSTRUCTION FOR A PERIOD OF 1 YEAR FROM THE DATE OF APPROVAL. SHOULD CONSTRUCTION NOT BEGIN WITHIN THIS TIME FRAME THESE PLANS SHALL BE NULL AND VOID WITHOUT A REVIEW FROM THE TRAFFIC ENGINEERING DESIGN DIVISION.

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

REVISIONS
B Modify for Bartholow Rd. widening. Update peds to APS and detection to video. SHA No. BW996M82 TIMS# K989 MAY 7, 2012
A Upgrade signal heads to black face. SHA No. BW995M82 JULY 14, 2003
MEL | MAR | DAZ | BRK

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

MD 32 (SYKESVILLE RD) AT
BARTHOLOW ROAD/LONDONTOWN BOULEVARD
ELDERSBURG, MD

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' | DATE JUNE 20, 1997 | CONTRACT NO. BW996M82

DESIGNED BY FRANK HOECKEL
DRAWN BY FRANK HOECKEL
CHECKED BY MICKEY RUCKER
F.A.P. NO. N/A

COUNTY CARROLL
LOGMILE 06003203.68
TIMS NO. -
TOD NO. N/A

TS NO. 3668-B | DRAWING SG - 01 OF 01 | SHEET NO. 1 OF 2

PLOTTED: Monday, May 07, 2012 at 10:40:34 AM
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