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

EXISTING SIGNS TO BE REMOVED

12 — LEFT TURN YIELD ON GREEN — 30"x36" (1 EA.)

EXISTING SIGNS TO REMAIN

8a — W. Linden RD — 84"x16" (DUAL FACE)

8b — W. Linden RD — 84"x16" (DUAL FACE)

10 — NORTH MARYLAND 32 SOUTH — 78"x36" (COVER NORTH PANEL OF SIGN)

PROPOSED SIGNS

9 — R3-2 — 36"x36"

11 — R1-2 — 36"x36"

PROPOSED LED SIGNALS

1 — R Y G Y G — 8"/12"

EXISTING SIGNALS TO BE RELOCATED

2 — R Y G Y G — 12"

3,4,5 — R Y G — 12"

EXISTING SIGNALS TO BE REMOVED

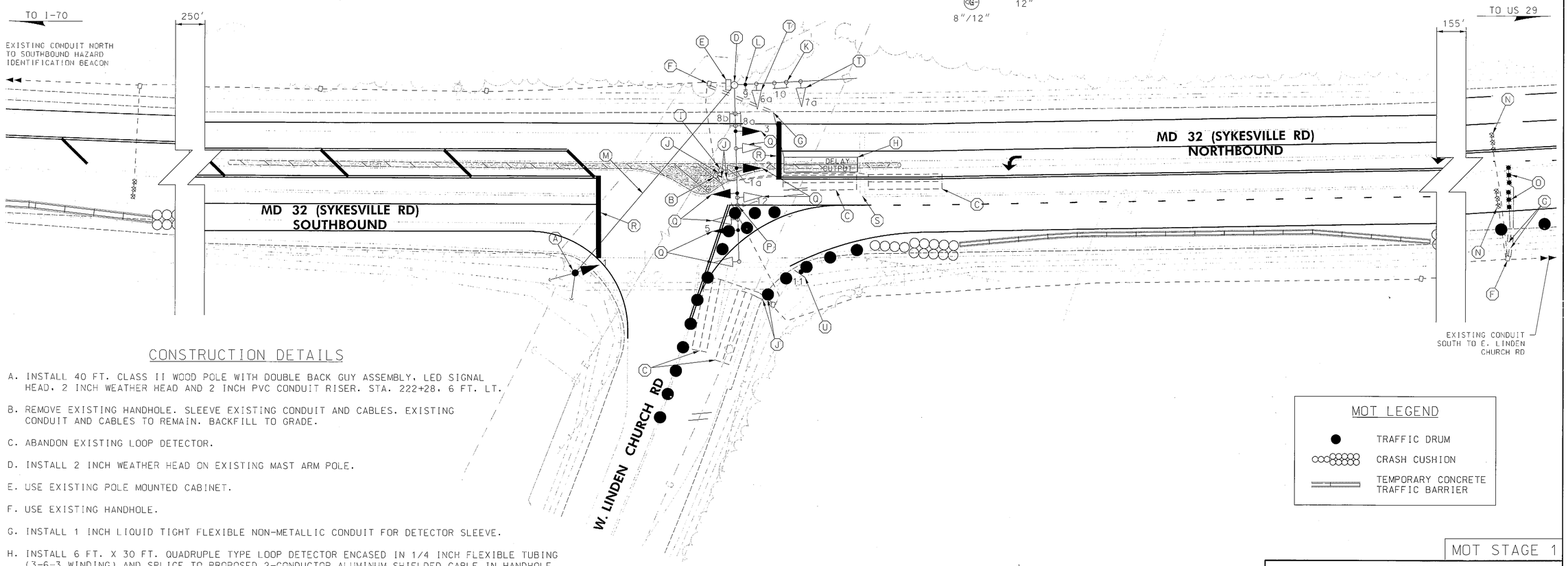
1a — R Y G Y G — 8"/12"

6a,7a — R Y G — 12"

NEMA PHASING

Ø1 Ø2 Ø6 FLASHING OPERATION

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



CONSTRUCTION DETAILS

A. INSTALL 40 FT. CLASS II WOOD POLE WITH DOUBLE BACK GUY ASSEMBLY, LED SIGNAL HEAD, 2 INCH WEATHER HEAD AND 2 INCH PVC CONDUIT RISER. STA. 222+28, 6 FT. LT.

B. REMOVE EXISTING HANDHOLE. SLEEVE EXISTING CONDUIT AND CABLES. EXISTING CONDUIT AND CABLES TO REMAIN. BACKFILL TO GRADE.

C. ABANDON EXISTING LOOP DETECTOR.

D. INSTALL 2 INCH WEATHER HEAD ON EXISTING MAST ARM POLE.

E. USE EXISTING POLE MOUNTED CABINET.

F. USE EXISTING HANDHOLE.

G. INSTALL 1 INCH LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR SLEEVE.

H. INSTALL 6 FT. X 30 FT. QUADRUPLE TYPE LOOP DETECTOR ENCASED IN 1/4 INCH FLEXIBLE TUBING (3-6-3 WINDING) AND SPLICE TO PROPOSED 2-CONDUCTOR ALUMINUM SHIELDED CABLE IN HANDHOLE. LOOP SHALL BE PLACED 1 FT. BEHIND STOP LINE.

I. REMOVE EXISTING PEDESTAL POLE AND SIGNAL HEAD. REMOVE EXISTING FOUNDATION BELOW GRADE AND BACKFILL.

J. CAP AND ABANDON EXISTING CONDUIT.

K. COVER PORTION OF EXISTING SIGN.

L. INSTALL PROPOSED SIGN ON MAST ARM.

M. INSTALL 3/8 INCH STEEL SPAN WIRE WITH CABLES.

N. ABANDON EXISTING DETECTOR PROBE SET.

O. INSTALL MICROLOOP PROBE SET WITH 1000 FT. LEAD-IN CABLE.

P. REMOVE EXISTING MAST ARM MOUNTED SIGN.

Q. RELOCATE EXISTING TRAFFIC SIGNAL HEAD.

R. INSTALL 24 INCH WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING LINE.

S. REMOVE EXISTING PAVEMENT MARKING LINE.

T. REMOVE EXISTING SIGNAL HEAD.

U. INSTALL GROUND MOUNTED SIGN ON 4"X4" WOOD SIGN SUPPORT.

MOT LEGEND

- TRAFFIC DRUM
- CRASH CUSHION
- TEMPORARY CONCRETE TRAFFIC BARRIER

MOT STAGE 1

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

BY: BJG

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

REVISIONS
BMD
(B) TRAFFIC SIGNAL REMOVAL 07-2012
DUE TO INTERCHANGE INSTALL.
SHA NO. H03915170. TIMS NO. K669
A UPGRADE CB TO FULL-COLOR TRAFFIC SIGNAL 06-1998
NML TH

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

MD 32 (SYKESVILLE ROAD) AT WEST LINDEN CHURCH ROAD
DAYTON, MARYLAND

TEMPORARY TRAFFIC SIGNAL PLAN

SCALE 1"=20' DATE 11-1997 CONTRACT NO. AW279A5F1B5F1M5F

DESIGNED BY T.ZAYDEL
DRAWN BY T.ZAYDEL
CHECKED BY K.SCHMEID
FAP NO.
COUNTY HOWARD
LOGMILE 13003212.83
TIMS NO.
TOD NO.

TS NO. 3806B DRAWING SP-1 OF 4 SHEET NO. 133 OF

PLOTTED: Wednesday, July 11, 2012 AT 07:10 AM
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