



- CONSTRUCTION DETAILS**
- A. INSTALL 27 FT. TWIN MAST ARM POLE WITH 50 FT. AND 70 FT MAST ARMS, SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERAS, 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEADS, AUDIBLE/TACTILE PEDESTRIAN PUSH BUTTON AND 15FT LIGHTING ARM WITH 250W HPS LUMINAIRE. (NOTE: INSTALL 1-3" (SCHEDULE 80), 90 DEGREES CONDUIT BEND)
  - B. INSTALL 27 FT. TWIN MAST ARM POLE WITH 50 FT. (CUT TO 42 FT) AND 70 FT MAST ARMS, SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERAS AND 10 FT LIGHTING ARM WITH 250W HPS LUMINAIRE. (NOTE: INSTALL 1-3" (SCHEDULE 80), 90 DEGREES CONDUIT BEND)
  - C. INSTALL 5 FT. BREAKAWAY PEDESTAL POLE, AUDIBLE/TACTILE PEDESTRIAN PUSH BUTTON AND SIGN (INSTALL 1-3" (SCHEDULE 80), 90 DEGREES CONDUIT BEND. TOP OF FOUNDATION SHALL BE INSTALLED FLUSH WITH SIDEWALK)
  - D. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE, 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSH BUTTON AND SIGN (INSTALL 1-3" (SCHEDULE 80), 90 DEGREES CONDUIT BEND)
  - E. INSTALL 3 IN. PVC (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED
  - F. INSTALL 4 IN. PVC (SCHEDULE 80) ELECTRICAL CONDUIT - BORED
  - G. INSTALL HANDHOLE
  - H. REMOVE EXISTING STRAIN/SIGNAL POLE AND ALL ASSOCIATED EQUIPMENT
  - I. REMOVE EXISTING HANDHOLE
  - J. USE EXISTING HANDHOLE
  - K. CAP AND ABANDON EXISTING CONDUIT. REMOVE ALL UNUSED WIRES
  - L. ABANDON EXISTING LOOP DETECTORS AND REMOVE ALL ASSOCIATED WIRING
  - M. INSTALL PROPOSED PARALLEL HANDICAP RAMP (STD.NO.MD655.12) WITH DETECTABLE WARNING SURFACE (STD.NO.MD655.40)
  - N. REMOVE EXISTING CURB AND SIDEWALK AND INSTALL NEW TYPE 'A' CURB, 5" CONCRETE SIDEWALK, CUT-THROUGH OPENINGS (STD.NO.MD655.21) AND DETECTABLE WARNING SURFACE (STD.NO.MD.655.40)
  - O. REMOVE PAVEMENT MARKINGS
  - P. INSTALL PREFORMED THERMOPLASTIC PAVEMENT MARKING ARROW
  - Q. INSTALL 12 INCH HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS (CROSSWALK)
  - R. INSTALL 24 INCH HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS (STOPLINE)
  - S. INSTALL GROUND MOUNTED SIGN
  - T. USE EXISTING HANDHOLE. PULL BACK EXISTING INTERCONNECT AND REROUTE UNDERGROUND
  - U. USE EXISTING HANDHOLE. ADJUST TO GRADE
  - V. INSTALL METERED SERVICE PEDESTAL
  - W. REMOVE GROUND MOUNTED SIGN
  - X. INSTALL 2 IN. PVC (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED
  - Y. REMOVE GROUND MOUNTED SIGN
  - Z. INSTALL 2 IN. PVC (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED

- CONSTRUCTION DETAILS CON'T**
- AA. INSTALL 4 IN. PVC (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED
  - BB. INSTALL NEW TYPE 'A' CURB AND GUTTER AND 5" CONCRETE SIDEWALK
  - CC. INSTALL PROPOSED HANDICAP RAMP WITH DETECTABLE WARNING SURFACE (STD.NO.MD655.40) SEE INSET "A" FOR RAMP DETAILS
  - DD. USE EXISTING CABINET AND REROUTE INTERCONNECT CABLE
  - EE. REMOVE 7' OF EXISTING MEDIAN. INSTALL NEW TYPE 'A' CURB WITH RADIUS OF 2'

- GENERAL NOTES**
1. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
  2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
  3. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
  4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
  5. ALL CONDUIT ENDING AT A UTILITY POLE SHALL BE STUBBED OUT ONE FOOT ABOVE GROUND.
  6. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"x60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
  7. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
  8. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
  9. 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.
  10. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
  11. 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 816.01, MD 816.02, MD 816.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
  12. THE CONTRACTOR SHALL REMOVE SIDEWALK/CONCRETE, INSTALL SIGNAL EQUIPMENT AND TRENCH CONDUIT AND REPLACE SIDEWALK/CONCRETE FOR SIGNAL EQUIPMENT IN SIDEWALK/CONCRETE.
  13. DETECTABLE WARNING SURFACES SHALL BE RED CLAY BRICK PAVERS

**GEOMETRIC LEGEND**

— EXISTING  
— PROPOSED

**UTILITY LEGEND**

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

**PB**  
100 YEARS  
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**APPROVALS**

YEAR LEADER  
ASST. DIR. CHIEF  
DIVISION CHIEF  
OFFICE DIRECTOR

**REVISIONS**

1 SIGNAL RECONSTRUCT W/APS TMS#J639  
CONTRACT # BA1195168 6/1/09  
KMP JT DD DD WH TH  
H MODIFY I-695 N.B. RAMPS TO SHARED LEFT AND THRU LANES  
SHOP FORCES NOVEMBER 2007  
MLH  
G ASBULT  
NOVEMBER 1, 2002  
RMD

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

**MD 7 (PHILADELPHIA RD) AND I-695 O.L. N.B. RAMPS /THE CENTER AT GOLDEN RING ENT. ROSEDALE, MARYLAND**

**TRAFFIC SIGNAL PLAN**

SCALE 1"=20' DATE MARCH 12, 1982 CONTRACT NO. \_\_\_\_\_

DESIGNED BY E.M. MILESKY COUNTY BALTIMORE  
DRAWN BY E.M. MILESKY LOGMILE 0300000702.63  
CHECKED BY STEVE RENZI TMS NO. J639  
FAP NO. N/A TOD NO. \_\_\_\_\_

TS NO. 1187-1 DRAWING SP -17 OF 37 SHEET NO. 1 OF 2