EXISTING SIGNS TO REMAIN

MD 7 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

EXISTING SIGNS TO BE REMOVED

1 TO BE REMOVED

EXISTING SIGNALS TO BE REMOVED

EXISTING SIGNS TO BE RELOCATED

PROPOSED SIGNALS

16" LED COUNTDOWN PEDESTRIAN SIGNAL

PROPOSED VIDEO DETECTION

PROPOSED SIGNS

SHIELD ASSEMBLY (36" x 75")

NEMA PHASING

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

NORTHBOUND I-695 RAMPS

3 ON EXISTING

INSET "A" N.T.S.

SEE INSET "A"

SEE INSET "B"

INSET "B" N.T.S.

TO BALTIMORE CITY

I/C To MD 7 at 695 Southbound Ramp

MD 7 (PHILADELPHIA ROAD)

RIGHT OF WAY

I/C To MD 7 at Fontana Lane.

TO ROSSVILLE BLVD

BG&E #272777

ROUTE MARKER

CENTER AT GOLDEN RING ENTRANCE

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
J. REMOVE EXISTING HANDHOLE
K. USE EXISTING HANDHOLE
L. CAP AND ABANDON EXISTING CONDUIT. REMOVE ALL UNUSED WIRES
M. ABANDON EXISTING LOOP DETECTORS AND REMOVE ALL ASSOCIATED WIRING
N. INSTALL PROPOSED PARALLEL HANDICAP RAMP (STD.NO.MD655.12) WITH DETECTABLE WARNING SURFACE (STD.NO.MD655.40)
P. 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)
Q. REMOVE PAVEMENT MARKINGS
R. INSTALL PREFORMED THERMOPLASTIC PAVEMENT MARKING ARROW
S. INSTALL 12 INCH HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS (CROSSWALK)
T. INSTALL 24 INCH HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS (STOPLINE)
U. INSTALL GROUND MOUNTED SIGN
V. USE EXISTING HANDHOLE. PULL BACK EXISTING INTERCONNECT AND REROUTE UNDERGROUND
W. USE EXISTING HANDHOLE. ADJUST TO GRADE
X. INSTALL METERED SERVICE PEDESTAL
Y. REMOVE GROUND MOUNTED SIGN
Z. INSTALL 2 IN. PVC (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED

CONSTRUCTION DETAILS CON'T

3 AA. INSTALL 4 IN. PVC (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED
3 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
1 EE. REMOVE 7' OF EXISITING MEDIAN. INSTALL NEW TYPE 'A' CURB WITH RADIUS OF 2'
FF. INSTALL 5" CONCRETE SIDEWALK AND TYPE 'A' CURB AND GUTTER
3 GG. INSTALL 10 INCH LEAD FREE REFLECTIVE WHITE THERMOPLASTIC PAVEMENT MARKINGS
HH. RELOCATE EXISTING SIGN ON EXISTING SUPPORT
JJ. INSTALL 5" CONCRETE SIDEWALK.
KK. RELCATE EXISTING SIGN ON EXISTING SUPPORT TO LOCATION OF OTHER EXISTING SIGN TO BE RELOCATED

3 DEPRESSED

1 RED LINE # 1 - FEB 23, 2010
3 RED LINE # 3 - JUN 10, 2010

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.

GENERAL NOTES CON'T:

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 818.01, MD 818.02, MD 818.04. 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 TRENCHED 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
E—E— ELECTRIC CABLES
A—A— AERIAL CABLES
T—T— TELEPHONE CABLES
F—F— FIBER-OPTIC

PB 100 YEARS
PARSONS BRINCKERHOFF
100 South Charles Street
Tower I, 10th Floor
Baltimore, MD 21201-2727
Phone: 410-727-5050
Fax: 410-727-4608

APPROVALS

TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

ORIGINAL ON FILE

REVISIONS

1 SIGNAL RECONSTRUCT W/APS TIMS#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 ASBUILT
NOVEMBER 1, 2002
RMD

SHA
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 TIMS NO. J639
FAP NO. N/A TOD NO.

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

PLOTTED: Monday, June 14, 2010 AT 06:38 PM
FILE: T:\173088a_DistrictTraffic\prl\Task 4_TEDD Stimulus\Plans\Red Line #3\MD7_695NB_GP.dgn