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

PROPOSED LED SIGNALS

1,2,3, 4,5,8,11 — R, Y, G — 12″

6,9 — R, Y, G, ◀G — 8″/12″

7,10 — R, Y, G, ◀G — 12″

EXISTING SIGNALS TO BE REMOVED

1a,2a,3a,4a, 5a,7a,8a,10a,11a — R, Y, G — 12″

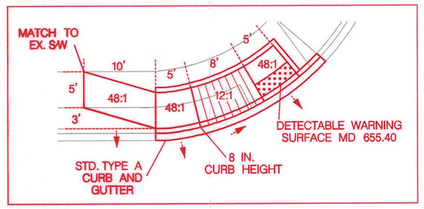
EXISTING VIDEO DETECTION TO BE REMOVED

c

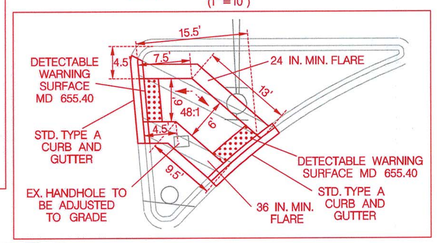
PROPOSED VIDEO DETECTION

a,b

1 NORTHWEST RAMP DETAIL (1″ =10′)



SOUTHEAST 1 2 CUT-THROUGH DETAIL (1″ =10′)



EXISTING SIGNS TO BE REMOVED

14a — Industrial Park RD ⇨

14b — ⇦ Industrial Park RD — DUAL FACED

EXISTING SIGNS TO REMAIN

13b — Industrial Pk RD ⇨

13a — ⇦ Industrial Pk RD — DUAL FACED

12 — ⇦ Nottingham DR

15 — Nottingham DR ⇨

17 — EAST MARYLAND 7 ⇨

18 — WEST MARYLAND 7 ⇦

19,24 — ONLY

25 — ⇦ Nottingham Dr / Industrial Park Rd ⇨ / NEXT SIGNAL

26 — ⇦ Industrial Park Rd / Nottingham Dr ⇨ / NEXT SIGNAL

EXISTING SIGNS TO BE RELOCATED

21a,21b — Philadelphia RD — DUAL FACED

PROPOSED SIGNS

16a,16b — Philadelphia RD — D-3(1) (96″x 16″) DUAL FACED

20 — R3-6L (30″x36″)

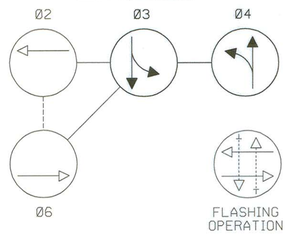
22 — WEST MARYLAND 7 ⇨ — M1-5(6) (24″x48″)

23 — EAST MARYLAND 7 ⇦ — M1-5(6) (36″x72″)

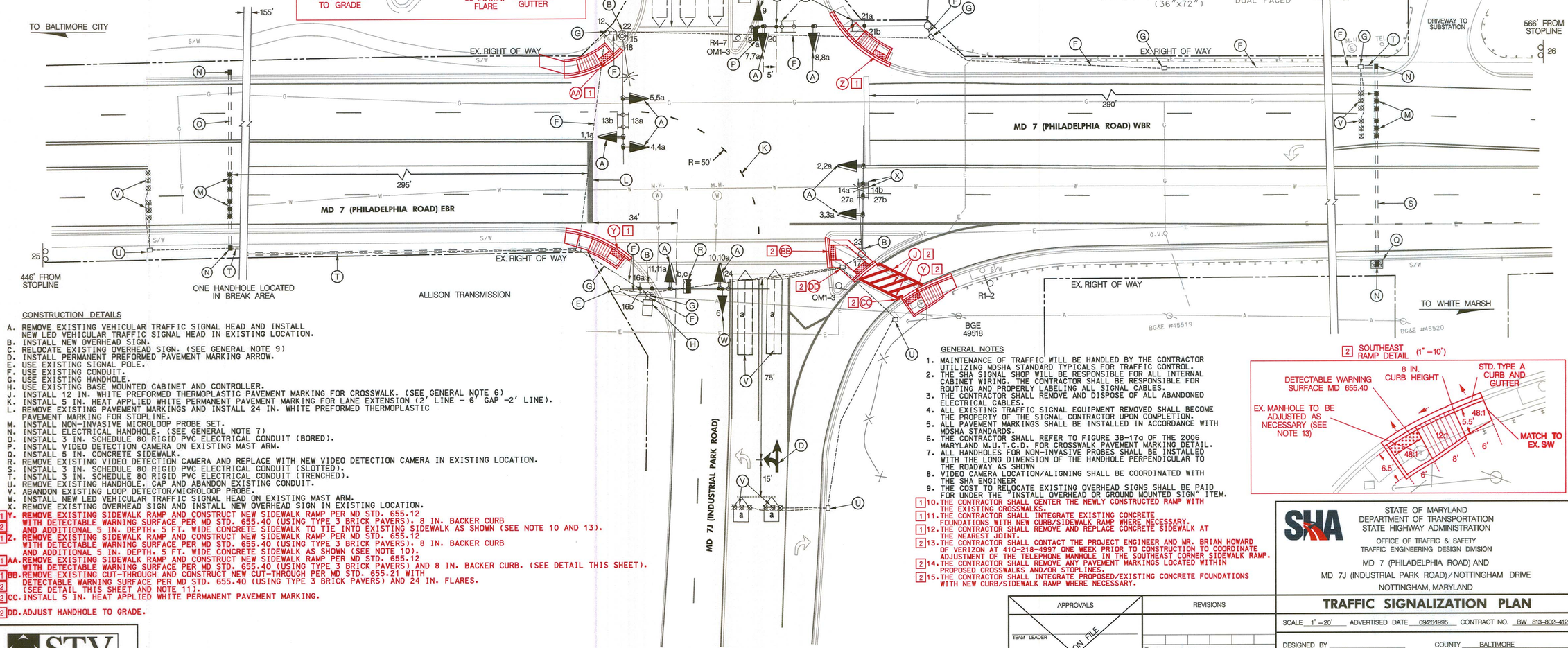
27a — Industrial Pk RD ⇨

27b — ⇦ Industrial Pk RD — D-3(1) (96″x 16″) DUAL FACED

NEMA PHASING



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



CONSTRUCTION DETAILS

A. REMOVE EXISTING VEHICULAR TRAFFIC SIGNAL HEAD AND INSTALL NEW LED VEHICULAR TRAFFIC SIGNAL HEAD IN EXISTING LOCATION.
B. INSTALL NEW OVERHEAD SIGN.
C. RELOCATE EXISTING OVERHEAD SIGN. (SEE GENERAL NOTE 9)
D. INSTALL PERMANENT PREFORMED PAVEMENT MARKING ARROW.
E. USE EXISTING SIGNAL POLE.
F. USE EXISTING CONDUIT.
G. USE EXISTING HANDHOLE.
H. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
J. INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALK. (SEE GENERAL NOTE 6)
K. INSTALL 5 IN. HEAT APPLIED WHITE PERMANENT PAVEMENT MARKING FOR LANE EXTENSION (2′ LINE – 6′ GAP –2′ LINE).
L. REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOPLINE.
M. INSTALL NON-INVASIVE MICROLOOP PROBE SET.
N. INSTALL ELECTRICAL HANDHOLE. (SEE GENERAL NOTE 7)
O. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (BORED).
P. INSTALL VIDEO DETECTION CAMERA ON EXISTING MAST ARM.
Q. INSTALL 5 IN. CONCRETE SIDEWALK.
R. REMOVE EXISTING VIDEO DETECTION CAMERA AND REPLACE WITH NEW VIDEO DETECTION CAMERA IN EXISTING LOCATION.
S. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (SLOTTED).
T. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED).
U. REMOVE EXISTING HANDHOLE. CAP AND ABANDON EXISTING CONDUIT.
V. ABANDON EXISTING LOOP DETECTOR/MICROLOOP PROBE.
W. INSTALL NEW LED VEHICULAR TRAFFIC SIGNAL HEAD ON EXISTING MAST ARM.
X. REMOVE EXISTING OVERHEAD SIGN AND INSTALL NEW OVERHEAD SIGN IN EXISTING LOCATION.

1Y. REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT NEW SIDEWALK RAMP PER MD STD. 655.12
2 WITH DETECTABLE WARNING SURFACE PER MD STD. 655.40 (USING TYPE 3 BRICK PAVERS), 8 IN. BACKER CURB AND ADDITIONAL 5 IN. DEPTH, 5 FT. WIDE CONCRETE SIDEWALK TO TIE INTO EXISTING SIDEWALK AS SHOWN (SEE NOTE 10 AND 13).

1Z. REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT NEW SIDEWALK RAMP PER MD STD. 655.12 WITH DETECTABLE WARNING SURFACE PER MD STD. 655.40 (USING TYPE 3 BRICK PAVERS), 8 IN. BACKER CURB AND ADDITIONAL 5 IN. DEPTH, 5 FT. WIDE CONCRETE SIDEWALK AS SHOWN (SEE NOTE 10).

1AA. REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT NEW SIDEWALK RAMP PER MD STD. 655.12 WITH DETECTABLE WARNING SURFACE PER MD STD. 655.40 (USING TYPE 3 BRICK PAVERS) AND 8 IN. BACKER CURB. (SEE DETAIL THIS SHEET).

1BB. REMOVE EXISTING CUT-THROUGH AND CONSTRUCT NEW CUT-THROUGH PER MD STD. 655.21 WITH
2 DETECTABLE WARNING SURFACE PER MD STD. 655.40 (USING TYPE 3 BRICK PAVERS) AND 24 IN. FLARES. (SEE DETAIL THIS SHEET AND NOTE 11).

2CC. INSTALL 5 IN. HEAT APPLIED WHITE PERMANENT PAVEMENT MARKING.

2DD. ADJUST HANDHOLE TO GRADE.

GENERAL NOTES

1. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
2. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES.
3. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION.
5. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MDSHA STANDARDS.
6. THE CONTRACTOR SHALL REFER TO FIGURE 3B-17a OF THE 2006 MARYLAND M.U.T.C.D. FOR CROSSWALK PAVEMENT MARKING DETAIL.
7. ALL HANDHOLES FOR NON-INVASIVE PROBES SHALL BE INSTALLED WITH THE LONG DIMENSION OF THE HANDHOLE PERPENDICULAR TO THE ROADWAY AS SHOWN
8. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
9. THE COST TO RELOCATE EXISTING OVERHEAD SIGNS SHALL BE PAID FOR UNDER THE "INSTALL OVERHEAD OR GROUND MOUNTED SIGN" ITEM.
1 10. THE CONTRACTOR SHALL CENTER THE NEWLY CONSTRUCTED RAMP WITH THE EXISTING CROSSWALKS.
1 11. THE CONTRACTOR SHALL INTEGRATE EXISTING CONCRETE FOUNDATIONS WITH NEW CURB/SIDEWALK RAMP WHERE NECESSARY.
1 12. THE CONTRACTOR SHALL REMOVE AND REPLACE CONCRETE SIDEWALK AT THE NEAREST JOINT.
2 13. THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER AND MR. BRIAN HOWARD OF VERIZON AT 410-218-4997 ONE WEEK PRIOR TO CONSTRUCTION TO COORDINATE ADJUSTMENT OF THE TELEPHONE MANHOLE IN THE SOUTHEAST CORNER SIDEWALK RAMP.
2 14. THE CONTRACTOR SHALL REMOVE ANY PAVEMENT MARKINGS LOCATED WITHIN PROPOSED CROSSWALKS AND/OR STOPLINES.
2 15. THE CONTRACTOR SHALL INTEGRATE PROPOSED/EXISTING CONCRETE FOUNDATIONS WITH NEW CURB/SIDEWALK RAMP WHERE NECESSARY.

2 SOUTHEAST RAMP DETAIL (1″ =10′)

STV Incorporated
7125 Ambassador Road, Suite 200
Baltimore, MD 21244
www.stvinc.com

UTILITY LEGEND

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

2 REDLINE REVISION NO. 2 — DECEMBER 2011 — TEDD APPROVAL 12-1-11 — SHA NO. XX6455185

1 REDLINE REVISION NO. 1 — JULY 2011 — ON FILE — TEDD APPROVAL — SHA NO. XX6455185

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

REVISIONS
8 INSTALL SIDE STREET SPLIT PHASING & MODIFY NB APPROACH LANE USE — SHA NO. XX6455185 TIMS NO. K437 — 04/2011 — SBS STV
A MODIFY THE SIGNAL FOR NEW GEOMETRICS — SHA NO. BA2135176 TIMS NO. D770 — 11/2000 — DLA TJRC — WM MAR BRK TH

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

MD 7 (PHILADELPHIA ROAD) AND
MD 7J (INDUSTRIAL PARK ROAD) / NOTTINGHAM DRIVE
NOTTINGHAM, MARYLAND

TRAFFIC SIGNALIZATION PLAN

SCALE 1″ =20′ ADVERTISED DATE 09/26/1995 CONTRACT NO. BW 813-802-412

DESIGNED BY — COUNTY BALTIMORE
DRAWN BY A.A. — LOGMILE 03000706.43
CHECKED BY J.A.B. — TIMS NO. D770
F.A.P. NO. — TOD NO.

TS NO. 3561 B | DRAWING SG – 01 OF 02 | SHEET NO. 1 OF 2

PLOTTED: Thursday, December 01, 2011 AT 11:16 AM
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BY: tarnovk –