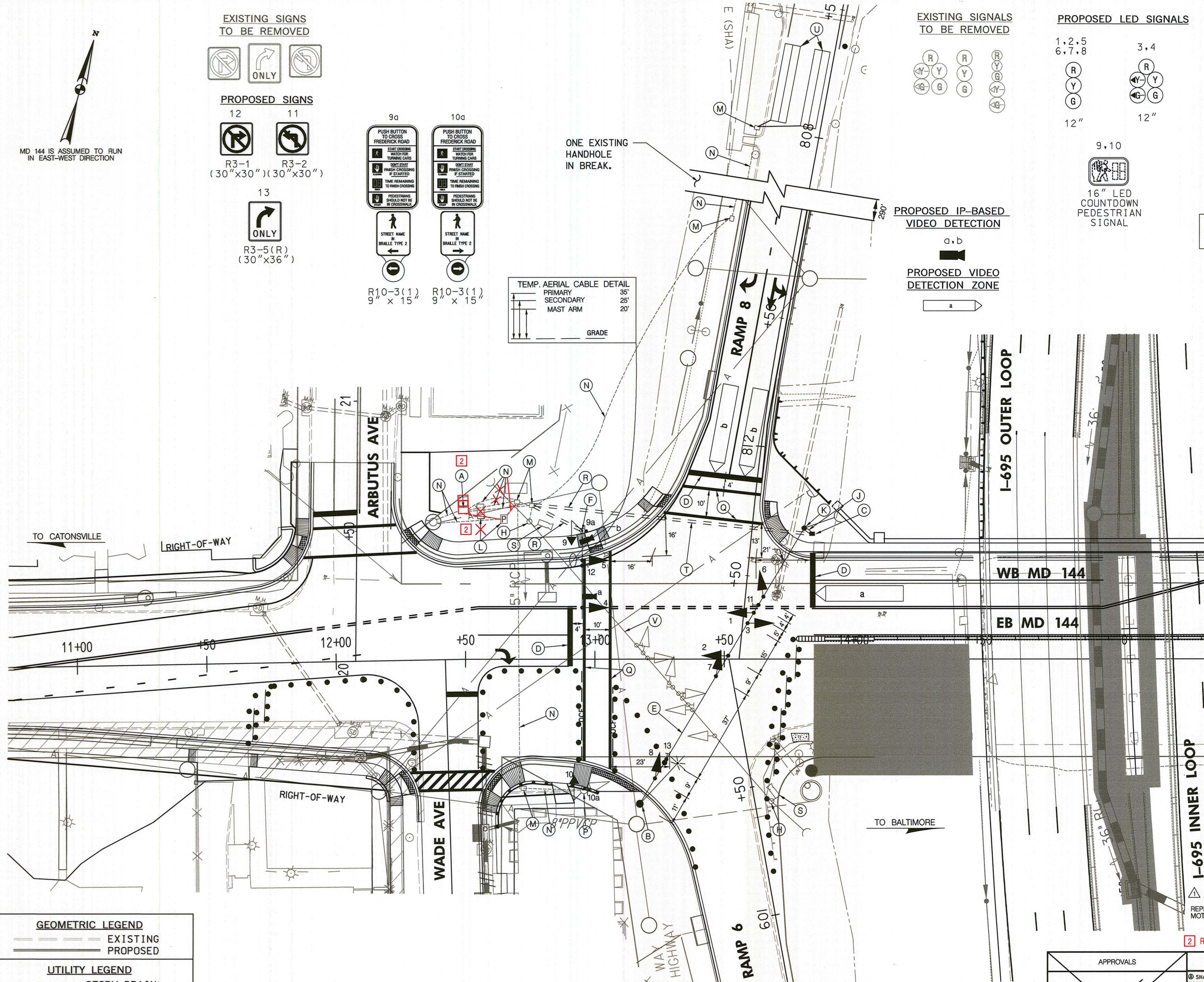

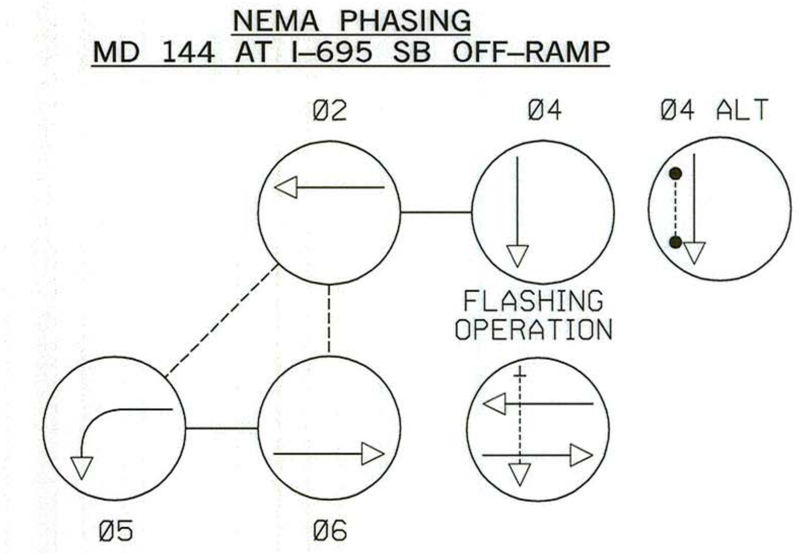

NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

CONSTRUCTION DETAILS

A. USE EXISTING CABINET AND CONTROLLER.
B. INSTALL 12 IN. X 30 FT. STEEL STRAIN POLE WITH CONCRETE FOUNDATION, SPAN WIRE, 20 FT. LIGHTING ARM, AND 250 WATT HPS LUMINAIRE WITH PHOTOCELL. STA. 13+21, 69' RT.
C. INSTALL HANDHOLE.
D. INSTALL 24 IN. WHITE REMOVABLE PAVEMENT LINE MARKINGS FOR STOP LINE.
E. INSTALL 3/8 IN. SPAN WIRE WITH A 1/4 IN. TETHER WIRE WITH TRAFFIC SIGNAL HEADS AND SIGNS.
F. INSTALL CONCRETE FOUNDATION WITH A 27 FT. STEEL POLE WITH 50 FT. MAST ARM WITH SIGNAL HEADS, OVERHEAD VIDEO DETECTION CAMERA, COUNTDOWN PEDESTRIAN SIGNAL HEAD SECTION, R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS FREDERICK ROAD"), AND AUDIBLE TACTILE PEDESTRIAN PUSHBUTTON STATION WITH INTERNATIONAL TYPE II BRAILLE ON FACE PLATE. (NOTE: ONE 4 IN. PVC SCHEDULE 80 90-DEGREE CONDUIT BEND). STA. 12+95, 50' LT.
G. CAP AND ABANDON EXISTING CONDUIT.
H. REMOVE EXISTING WOOD POLE AND BACKFILL.
J. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
K. INSTALL 40 FT. CLASS II WOOD POLE WITH SPAN WIRE, ONE (1) 3 IN. WEATHER HEAD, ONE (1) 3 IN. PVC SCHEDULE 80 RISER, VIDEO DETECTION CAMERA, SIGNAL HEAD AND BACK GUY ASSEMBLY. STA. 13+81, 50' LT.
L. MAINTAIN EXISTING METER SERVICE PEDESTAL. ~~AND UPS CABINET.~~ 2
M. USE EXISTING HANDHOLE.
N. USE EXISTING CONDUIT.
P. REMOVE EXISTING 5-SECTION SIGNAL HEAD AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD SECTION, R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS FREDERICK ROAD"), AND AUDIBLE TACTILE PEDESTRIAN PUSHBUTTON STATION WITH INTERNATIONAL TYPE II BRAILLE ON FACE PLATE.
Q. INSTALL 12 IN. WHITE REMOVABLE PAVEMENT LINE MARKINGS FOR CROSSWALKS.
R. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
S. REMOVE AND SALVAGE EXISTING VIDEO DETECTION CAMERAS FOR ULTIMATE SIGNAL.
T. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.
U. INSTALL 6 FT. X 30 FT. LOOP DETECTORS ENCASED IN 1'4 IN. FLEXIBLE TUBING (3-6-3 TURNS).
V. REMOVE EXISTING SPAN WIRE AND ASSOCIATED EQUIPMENT. SALVAGE EXISTING SIGNAL HEADS TO BE USED FOR ULTIMATE SIGNAL.

NOTE:
REFER TO MOT 24 FOR PEDESTRIAN DETOUR DURING THIS PHASE.

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

SD — STORM DRAIN
G — GAS MAIN
W — WATER MAIN
SAN — SEWER MAIN
E — ELECTRIC CABLES
E — AERIAL CABLES
T — TELEPHONE CABLES
FO — FIBER-OPTIC

BY: khodges -

20' 0 20' 40'
SCALE: 1"=20'

MOT STAGE 3

1 NOVEMBER 3, 2010
REPRINT THE SHEET TO SHOW NEW MOT SEQUENCE.

2 REDLINE REVISION NO. 2, 08/19/2011

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

REVISIONS
A SHA NO. BA7275380 TIMS NO. 09-10
SIGNAL RECONSTRUCTION DUE TO INTERCHANGE IMPROVEMENTS AND MD 144 BRIDGE WIDENING
SWA

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

MD 144 (FREDERICK ROAD) AT I-695 SB RAMPS
INTERCHANGE RECONSTRUCTION
CATONSVILLE, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 3/14/2005 CONTRACT NO. AT7175185

DESIGNED BY J. PALADUGU COUNTY BALTIMORE
DRAWN BY J. PALADUGU LOGMILE 00314404.04
CHECKED BY S.RENZI/J.WEAVER T.I.M.S. NO. G650
F.A.P. NO. SEE TITLE SHEET TOD NO.

TS NO. 4381A DRAWING NO. pSG OF P003 SHEET NO. 188 OF 235

PLOTTED: Friday, August 19, 2011 AT 03:36 PM
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