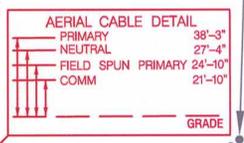
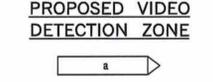
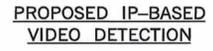
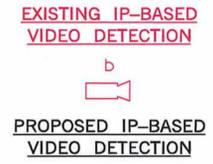
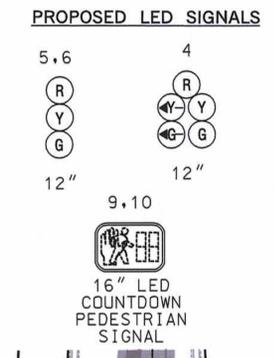
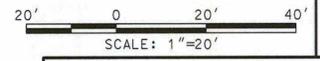


**NOTE:**  
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.  
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



- CONSTRUCTION DETAILS**
- A. USE EXISTING CABINET AND CONTROLLER.
  - B. INSTALL CONCRETE FOUNDATION WITH A 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE, 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS FREDERICK"), AND AUDIBLE TACTILE PEDESTRIAN PUSH BUTTON STATION WITH INTERNATIONAL TYPE II BRAILLE ON FACE PLATE. (NOTE: ONE-3 IN. PVC SCHEDULE 80, 90-DEGREE CONDUIT BEND). STA. 12+96, 49' LT.
  - C. REMOVE EXISTING SIGN AND SUPPORTS.
  - D. INSTALL 24 IN. WHITE REMOVABLE PAVEMENT LINE MARKINGS FOR STOP LINE.
  - E. RELOCATE EXISTING SIGNAL HEAD, AS SHOWN.
  - F. INSTALL CONCRETE FOUNDATION WITH A 27 FT. STEEL POLE WITH 50 FT. MAST ARM WITH SIGNAL HEADS, OVERHEAD VIDEO DETECTION CAMERA, SIGN, 15 FT. LIGHTING ARM, AND 250 WATT HPS LUMINAIRE. (NOTE: ONE 4 IN. PVC SCHEDULE 80 90-DEGREE CONDUIT BEND). STA. 12+79.5, 49' 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 SIGN ON EXISTING SPAN WIRE, AS SHOWN.
  - L. MAINTAIN EXISTING METER SERVICE PEDESTAL.
  - M. USE EXISTING HANDHOLE.
  - N. USE EXISTING CONDUIT.
  - P. REMOVE AND SALVAGE EXISTING VEHICULAR SIGNAL HEADS AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD SECTION, R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS FREDERICK"), 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. REMOVE EXISTING SIGNAL HEAD FROM SPAN WIRE. SALVAGE SIGNAL HEAD FOR USE IN THE ULTIMATE SIGNAL.
  - U. INSTALL 6 FT. X 30 FT. LOOP DETECTORS ENCASED IN 1/4 IN. FLEXIBLE TUBING (3-6-3 TURNS).
  - V. RELOCATE EXISTING SIGN, AS SHOWN.
  - W. ADJUST VIDEO DETECTION ZONE.
  - X. REMOVE EXISTING SIGN FROM SPAN WIRE.
  - Y. USE EXISTING HANDHOLE. DISCONNECT EXISTING LOOP DETECTOR WIRE AND SPLICE NEW LOOP DETECTOR WIRE WITH EXISTING LEAD-IN CABLE.

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



**MOT STAGE 3**

- NOVEMBER 3, 2010
- REPRINT THE SHEET TO SHOW NEW MOT SEQUENCE:
- 2 REDLINE REVISION NO. 2, 08/19/2011
  - 3 REDLINE REVISION NO. 3, 12/16/2011

**SHA** 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

APPROVALS	REVISIONS
TEAM LEADER	SHA NO. BA7275380 TIME NO. 09-10
ASST. DIV. CHIEF	SIGNAL RECONSTRUCTION DUE TO INTERCHANGE IMPROVEMENTS AND MD 144 BRIDGE WIDENING
DIVISION CHIEF	SHA
OFFICE DIRECTOR	

TRAFFIC SIGNAL PLAN	
SCALE 1" = 20'	DATE 3/14/2005 CONTRACT NO. AT1715185
DESIGNED BY J. PALADUJLI	COUNTY BALTIMORE
DRAWN BY J. PALADUJLI	LOGMILE 00314404.04
CHECKED BY S. BENZI/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

**SABRA, WANG & ASSOCIATES, INC.**  
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WWW.SABRA-WANG.COM

**GEOMETRIC LEGEND**

--- EXISTING  
--- PROPOSED

**UTILITY LEGEND**

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

BY: agriffin