EXISTING SIGNS TO BE REMOVED

PROPOSED SIGNS

9 R3-1 (30"x30")

11 R3-2 (30"x30")

12 R3-6(L) (30"x36")

10 D-3(1) (VAR.x16")

13 M95-1(MOD.) (84"X24")

EXISTING VIDEO DETECTION TO BE REMOVED

EXISTING SIGNALS TO BE REMOVED

EXISTING SIGNALS TO REMAIN

7 8

12" 12"

PROPOSED LED SIGNALS

1,2,3 4,6 5

12" 12"

NEMA PHASING
MD 144 AT I-695 NB OFF-RAMP

Ø2 Ø3 Ø4 Ø6

FLASHING OPERATION

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

PROPOSED IP-BASED VIDEO DETECTION

a,b

PROPOSED VIDEO DETECTION ZONE

a,b

MD 144 IS ASSUMED TO RUN IN EAST-WEST DIRECTION

TO CATONSVILLE

TO BALTIMORE

RAMP 2

RAMP 4

WOODLAWN AVE

RIGHT-OF-WAY

WB MD 144

EB MD 144

16+00 17+00 18+00 19+00 20+00 21+00

413+00

CONSTRUCTION DETAILS

A. INSTALL 40 FT. CLASS II WOOD POLE WITH SPAN WIRE, ONE-3 IN. WEATHER HEAD, ONE-3 IN. PVC SCHEDULE 80 RISER, VIDEO DETECTION CAMERA, AND BACK GUY ASSEMBLY. STA. 19+01, 52' RT.
B. INSTALL 24 IN. WHITE REMOVABLE PAVEMENT LINE MARKINGS FOR STOP LINE.
C. INSTALL 3/8 IN. SPAN WIRE WITH A 1/4 IN. TETHER WIRE WITH TRAFFIC SIGNAL HEADS AND SIGNS.
D. CAP AND ABANDON EXISTING CONDUIT.
E. REMOVE EXISTING SIGNAL POLE AND FOUNDATION 12 IN. BELOW SUB-GRADE AND BACKFILL.
F. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
G. INSTALL 40 FT. CLASS II WOOD POLE WITH SPAN WIRE AND BACK GUY ASSEMBLY. STA. 18+02, 53' LT.
H. REMOVE EXISTING HANDHOLE 12 IN. BELOW GRADE AND BACKFILL.
K. USE EXISTING HANDHOLE.
L. USE EXISTING CONDUIT.
M. USE EXISTING CABINET AND CONTROLLER AND INSTALL NEW VIDEO INTERFACE EQUIPMENT.
N. USE EXISTING SIGNAL POLE AND INSTALL VIDEO DETECTION CAMERA.
P. INSTALL 12IN. X 30 FT. STEEL STRAIN WITH CONCRETE FOUNDTION WITH SPAN WIRE, 20 FT. LIGHTING ARM, AND 250W HPS LUMINAIRE WITH PHOTOCELL. STA. 19+00, 38' LT.
Q. MAINTAIN EXISTING LOOP DETECTORS.
R. REMOVE ALL EXISTING LOOP DETECTOR CABLES FROM EXISTING HANDHOLES AND CONDUITS AND ABANDON EXISTING LOOPS.
S. REMOVE EXISTING VIDEO DETECTION CAMERA.

NOTE:
REFER TO MOT SHEET 23 FOR PEDESTRIAN DETOUR DURING THIS PHASE.

SIGNAL HEAD DIMENSIONS

58' 3' 11' 6' 3' 18' 22' 5' 10' 6' 13' 4' 30'

GEOMETRIC LEGEND
EXISTING
PROPOSED

UTILITY LEGEND
STORM DRAIN
GAS MAIN
WATER MAIN
SEWER MAIN
ELECTRIC CABLES
AERIAL CABLES
TELEPHONE CABLES
FIBER-OPTIC

SCALE: 1"=20'

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

REVISIONS
① SHA NO. BA7275380 TIMS NO. 09-10
SIGNAL RECONSTRUCTION DUE TO INTERCHANGE IMPROVEMENTS AND MD 144 BRIDGE WIDENING
SWA CSW/MW DRAWN BY T.H.
② SHA NO. AT3085185 09-01-04
INSTALL VIDEO DETECTION

MOT STAGE 2

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

MD 144 (FREDERICK RD) AT I-695 NB RAMPS/WOODLAWN AVE
INTERCHANGE RECONSTRUCTION
CATONSVILLE, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 6/29/09 CONTRACT NO. BA358A52/B52

DESIGNED BY
DRAWN BY S.BLOSS
CHECKED BY N. LEARY
F.A.P. NO. SEE TITLE SHEET
COUNTY BALTIMORE
LOGMILE 00314004.14
T.I.M.S. NO.
TOD NO.

TS NO. 3901B DRAWING NO. pSG OF P004 SHEET NO. 190 OF 235

PLOTTED: Wednesday, August 25, 2010 AT 03:04 PM
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BY: jpaladugu