

PROJECT DESCRIPTION

I. GENERAL

This project involves the reconstruction of the existing traffic control signal at the intersection of MD 223 and Old Alexandria Ferry Road/Dangerfield Road in Prince George's County, Maryland. MD 223 is considered to run in a north/south direction.

II. INTERSECTION OPERATION

The intersection is to operate in a NEMA eight (8) phase, full-traffic-actuated mode. There will be exclusive/permissive left turn phases for both the north and southbound movements of MD 223. The MD 223 through movements will operate concurrently with a concurrent pedestrian movement across the west leg of the intersection. There will be exclusive left turn phases for both the east and westbound movements of Old Alexandria Ferry Road/Dangerfield Road. The Old Alexandria Ferry Road/Dangerfield Road through movements will operate concurrently. There will be an actuated pedestrian movement across the south leg of the intersection.

An eight phase, full-traffic-actuated, solid state digital controller with intersection monitor and harness, battery back-up, video detection interface equipment, APS central control unit and two (2) four-channel rack mounted time delay output loop detector amplifiers housed in a base mounted cabinet are to be installed at this location.

III. SPECIAL NOTE:

The contractor shall notify Mr. Robert Snyder of SHA at 410 787-7635 to arrange for the phone drop installation.

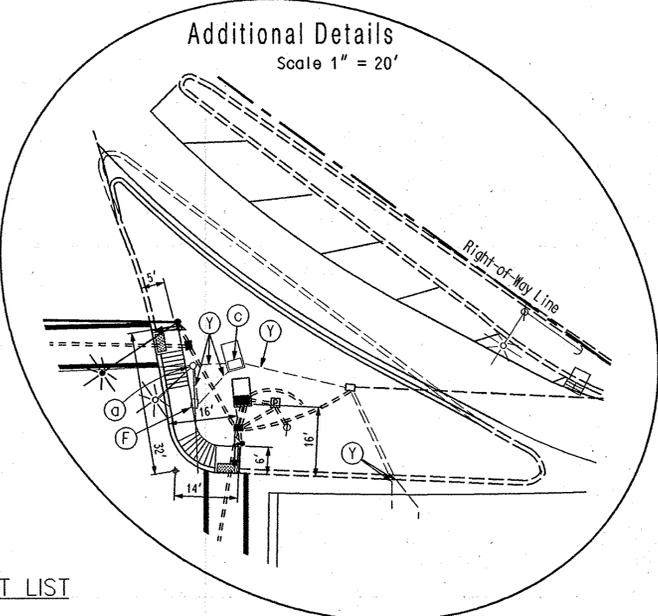
The contractor is to provide Mr. Snyder with the nearest street number, zip code and telephone number.

APS function as following

- For Old Alexandria Ferry Road
 - a. When pedestrian locates and presses pushbutton for extended time, the pushbutton unit will be "Wait to cross Old Alexandria Ferry at Woodyard".
 - b. When walk phase begins, the message will be a rapid tick, which will last for the duration of the walk phase.
- For MD 223 (Woodyard Road)
 - a. When pedestrian locates and press pushbutton for extended time, the pushbutton unit will be "Wait to cross Woodyard at Old Alexandria Ferry".
 - b. When walk phase begins, the message will be a rapid tick which will last for the duration of the walk phase.

Additional Details

Scale 1" = 20'



CONTACT LIST

The contact persons for District #3 are as follows:

- Mr. Brian Young
Assistant District Engineer - Traffic
PG - 301-513-7358
- Mr. Richard L. Daff
Chief, Traffic Operations Division
410-787-7630
- Mr. Augie Rebish
Assistant District Engineer - Utility
301-513-7350
- Mr. Ed Rodenhizer
Supervisor, Signal Shop
410 787-7650

The Power Company Representative:
Prince George's County
PEPCO
Richard Chilcoat
Customer Representative
Telephone: 1-301-967-5805
Address: 8300 Old Marlboro Pike
Upper Marlboro, MD 20772

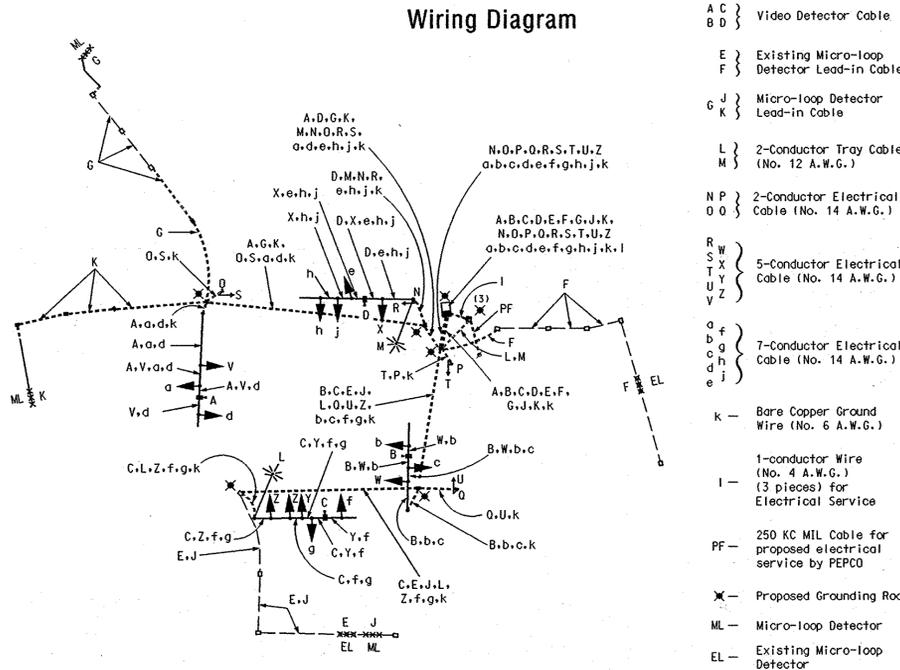
NOTES

1. Video camera location/aligning shall be coordinated with the SHA Engineer.
2. The contractor shall verify all proposed pole and cabinet 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. All proposed luminaires shall be supplied with a photocell.
5. For final pavement markings refer to the Pavement Marking Plans. Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with MD-SHA standards. All other pavement markings will either be installed as part of the Developer's project or are to be considered as existing.
6. Geometrics shall be confirmed prior to the installation of signal equipment. All traffic signal foundations shall be installed at 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.
7. All unused cable shall be removed.
8. Conduit to be installed prior to installation of sidewalks.
9. All underground and overhead utilities shown on these plans are schematic and are not to be considered complete. The Contractor shall be responsible for notifying all utility companies prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.
10. Pushbuttons are to be located so that they can be activated by a person in a wheelchair reaching less than 18 in. from a 60 in. x 60 in. level landing area with a cross slope of less than or equal to 2%.
11. The 10 ft. separation between pushbuttons is to be measured from face of pushbutton to face of pushbutton, not center to center of pole.
12. Pushbutton arrows are to be parallel to the crossing for which they are intended.
13. The location of accessible pedestrian signal pushbuttons must meet location requirements of MUTCD Sec. 4E.09 & 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 & Safety.
14. The Contractor shall be responsible for delivering APS equipment for programming to MD-SHA Signal Shop.

Phase Chart

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16,17	18,19
Phase 1 & 5	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	DW	DW
1 & 5 Change to Phase 1 & 6 or Phase 2 & 5 or Phase 2 & 6	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	DW	DW
Phase 1 & 6	G	G	G	R	R	R	R	R	R	R	R	R	R	R	R	DW	DW
1 Change	G	G	G	R	R	R	R	R	R	R	R	R	R	R	R	DW	DW
Phase 2 & 5	R	R	R	G	G	G	G	G	G	G	G	G	G	G	G	DW	DW
5 Change	R	R	R	G	G	G	G	G	G	G	G	G	G	G	G	DW	DW
Phase 2 & 6	G	G	G	G	G	G	G	G	G	G	G	G	G	G	R	NK	DW
Red Clearance	G	G	G	G	G	G	G	G	G	G	G	G	G	G	R	FL/DW	DW
2 & 6 Change	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	R	DW	DW
Phase 3 & 7	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	DW	DW
2 & 4 Change to Phase 3 & 8 or Phase 4 & 7 or Phase 4 & 8	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	DW	DW
Phase 3 & 8	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	DW	DW
3 Change	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	DW	DW
Phase 4 & 7	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	DW	DW
7 Change	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	DW	DW
Phase 4 & 8	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	DW	DW
4 & 8 Change	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	DW	DW
Phase 4 & All 8	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	DW	NK
Red Clearance	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	DW	FL/DW
4 & All 8 Change	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	DW	DW
Flashing Operation	FL/Y	DARK	DARK														

Wiring Diagram



These plans are approved for construction for a period of 1 year from the date of approval. Should construction not begin within this time frame, these plans shall be null and void without a re-review from the Traffic Engineering Design Division - SHA.

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

MD 223 at Old Alexandria Ferry Road/Dangerfield Rd

GENERAL INFORMATION SHEET

SCALE N/A	DATE September 16, 2008	CONTRACT NO. 8W-995M82
DESIGNED BY J. Dirndorfer	COUNTY Prince George's	
DRAWN BY J. Dirndorfer	LOGMILE 16022308.56	
CHECKED BY	T. I. M. S. NO. H-652	
F.A.P. NO. N/A	TOD NO.	
DRAWING NO. TS-1747D-GI	SHEET NO. 2 OF 2	

The Traffic Group, Inc.
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DRILL HOLES

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1:2003-0003-0009-DAS-UD 223-Old Alexandria Ferry Road MD 223-Old Alexandria Ferry Road