PROJECT DESCRIPTION

I. GENERAL

This project involves the reconstruction of an existing signal to provide for additional through and left turn lanes along US Route 1 (Baltimore Avenue) and a new median along US Route 1. The existing signal poles on the north-east and south-west sides of the intersection will be removed and new signal poles and mast arms will be installed. The existing signal pole and mast arm on the north-west side of the intersection will remain. Detection cameras will be installed for the left turn lanes along US 1 and all of the "at signal" lanes for the minor roads. Micro-probes will be used for the advanced detection along US Route 1.

II. INTERSECTION OPERATION

1. The intersection is to operate in a NEMA 8-phase, semi-actuated mode, with the East-West approaches running concurrently.

III. CONTROLLER REQUIREMENT

1. Re-use a fully-traffic-actuated, eight-phase controller in the existing NEMA size "6" base mounted cabinet. Video interface equipment will be installed.

IV. SPECIAL NOTES

1. The Maryland State Highway Administration Signal Shop shall be responsible for installing all new equipment in the cabinet.

PROJECT CONTACTS

THE CONTACT PERSONS FOR DISTRICT #3 ARE AS FOLLOWS:

MR. CHARLIE WATKINS
DISTRICT ENGINEER
(301) 513-7311

MR. DENNIS McMAHON
ADE CONSTRUCTION
(301) 513-7345

MR. RICHARD DAFF
DIVISION CHIEF, TOD
(410) 787-7630

MR. MAJID SHAKIB
ADE TRAFFIC
(301) 513-7358

MR. BARRY KING
CHIEF, TEDD
(410) 787-4011

MR. EDWARD RODENHIZER
CHIEF OF SIGNAL OPERATIONS
(410) 787-7652

EQUIPMENT LIST B

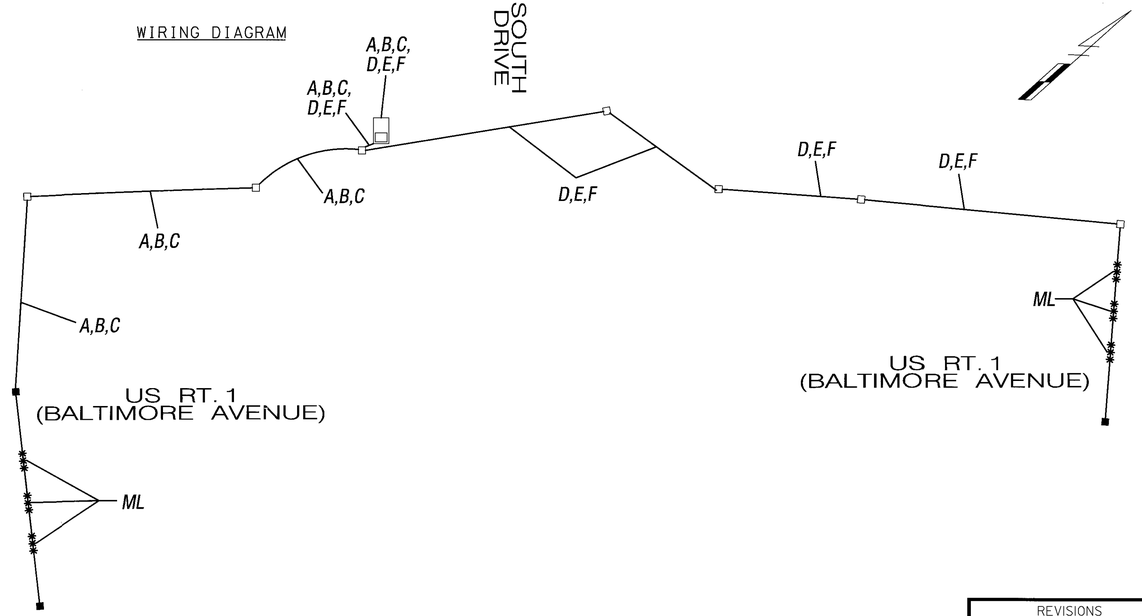
B. EQUIPMENT TO BE FURNISHED AND INSTALLED BY CONTRACTOR.

QUANTITY	DESCRIPTION
600 LF	FURNISH AND INSTALL 12 IN. WHITE PERMANENT PREFORMED PAVEMENT MARKING TAPE
160 LF	FURNISH AND INSTALL 24 IN. WHITE PERMANENT PREFORMED PAVEMENT MARKING TAPE
6 EA	FURNISH AND INSTALL MICRO-LOOP PROBE SET WITH 500 FT. LEAD-IN
2 EACH	FURNISH AND INSTALL FOUR-CHANNEL, LOOP DETECTOR AMPLIFIER
190 LF	FURNISH AND INSTALL 4 IN. SCHEDULE 80 RIGID PVC CONDUIT (SLOTTED)
3 EACH	FURNISH AND INSTALL ELECTRICAL HANDHOLE

PHASING SEQUENCE CHART

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
PHASE 01 & 05	◀G—	◀G—	R	R	◀G—	◀G—	R	R	R	R	R	R	DW	DW	DW	DW	DW	DW	DW	DW
PHASE 01 & 05 CHANGE	◀Y—	◀Y—	R	R	◀Y—	◀Y—	R	R	R	R	R	R	DW	DW	DW	DW	DW	DW	DW	DW
PHASE 01 & 06	◀G—	◀G—	G	G	◀R—	◀R—	R	R	R	R	R	R	DW	WK	DW	DW	DW	DW	DW	DW
PED CLEAR	◀G—	◀G—	G	G	◀R—	◀R—	R	R	R	R	R	R	DW	FL/DW	DW	DW	DW	DW	DW	DW
PHASE 01 & 06 CHANGE	◀Y—	◀Y—	Y	Y	◀R—	◀R—	R	R	R	R	R	R	DW	DW	DW	DW	DW	DW	DW	DW
PHASE 02 & 05	◀R—	◀R—	R	R	◀G—	◀G—	G	G	R	R	R	R	WK	DW	DW	DW	DW	DW	DW	DW
PED CLEAR	◀R—	◀R—	R	R	◀G—	◀G—	G	G	R	R	R	R	FL/DW	DW	DW	DW	DW	DW	DW	DW
PHASE 02 & 05 CHANGE	◀R—	◀R—	R	R	◀Y—	◀Y—	Y	Y	R	R	R	R	DW	DW	DW	DW	DW	DW	DW	DW
PHASE 02 & 06	◀R—	◀R—	G	G	◀R—	◀R—	G	G	R	R	R	R	WK	WK	WK	WK	DW	DW	DW	DW
PED CLEAR	◀R—	◀R—	G	G	◀R—	◀G—	G	G	R	R	R	R	FL/DW	FL/DW	FL/DW	FL/DW	DW	DW	DW	DW
PHASE 02 & 06 CHANGE	◀R—	◀R—	Y	Y	◀R—	◀R—	Y	Y	R	R	R	R	DW	DW	DW	DW	DW	DW	DW	DW
PHASE 04 & 08	◀R—	◀R—	R	R	◀R—	◀R—	G	R	G	G	G	G	DW	DW	DW	DW	DW	DW	DW	DW
PHASE 04 & 08 CHANGE	◀R—	◀R—	R	R	◀R—	◀R—	Y	R	Y	Y	Y	Y	DW	DW	DW	DW	DW	DW	DW	DW
PHASE 04 ALT & 08 ALT	◀R—	◀R—	R	R	◀R—	◀R—	G	R	G	G	G	G	DW	DW	DW	DW	WK	WK	WK	WK
PED CLEAR	◀R—	◀R—	R	R	◀R—	◀R—	G	R	G	G	G	G	DW	DW	DW	DW	FL/DW	FL/DW	FL/DW	FL/DW
PHASE 04 ALT & 08 ALT CHANGE	◀R—	◀R—	R	R	◀R—	◀R—	Y	R	Y	Y	Y	Y	DW	DW	DW	DW	DW	DW	DW	DW
FLASHING OPERATION	FL/Y	FL/Y	FL/Y	FL/Y	FL/Y	FL/Y	FL/Y	FL/Y	FL/R	FL/R	FL/R	FL/R	DARK	DARK	DARK	DARK	DARK	DARK	DARK	DARK

WIRING DIAGRAM



A,B,C,D,E,F MICRO-LOOP PROBE LEAD-IN
ML MICRO-LOOP PROBE SET

TS-2

REVISIONS
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MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
Traffic Signal Plan (MOT Phase Ultimate)
US RT. 1 (BALTIMORE AVENUE) & SOUTH DRIVE/BARC

DRAWN BY: RICHARDSON	F.A.P. NO. U-902-1(22)	TS NO. 998A-G3	SHEET NO. 16 OF 22
CHECKED BY:	S.H.A. NO. P-323-003-385		
SCALE: 1" = 20'	COUNTY: PRINCE GEORGE'S	T.I.M.S. NO. F.241	
DATE: AUGUST 3, 1973	LOG MILE: 16000106.75		

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