EXISTING SIGNS

24 — R3-5b 60"x 36"
34 — R3-5b 60"x 36"
40 — R3-5(R) 30"x 36"
27,29, 33,38 — R3-5(L) 30"x 36"
35 — R10-11a 24"x 30"
39 — FIBER-OPTIC SIGN 30"x 30"
28 — R3-4 30"x 30"

23a,30b / 23b,30a — Brightseat RD — D3-2 (Dual Faced) 16" x Var.
25a,26b / 25b,26a — Hampton Park BLVD — D3-2 (Dual Faced) 16" x Var.

37 — EAST MARYLAND 214 — ASSOCIATED ASSEMBLY SIGN 48" x 75"
32 — WEST MARYLAND 214 — ASSOCIATED ASSEMBLY SIGN 48" x 75"
36 — WEST MARYLAND 214 — ASSOCIATED ASSEMBLY SIGN 30" x 51"
31 — EAST MARYLAND 214 — ASSOCIATED ASSEMBLY SIGN 30" x 51"

IS ASSUMED TO RUN EAST-WEST DIRECTION.

EXISTING SIGNALS

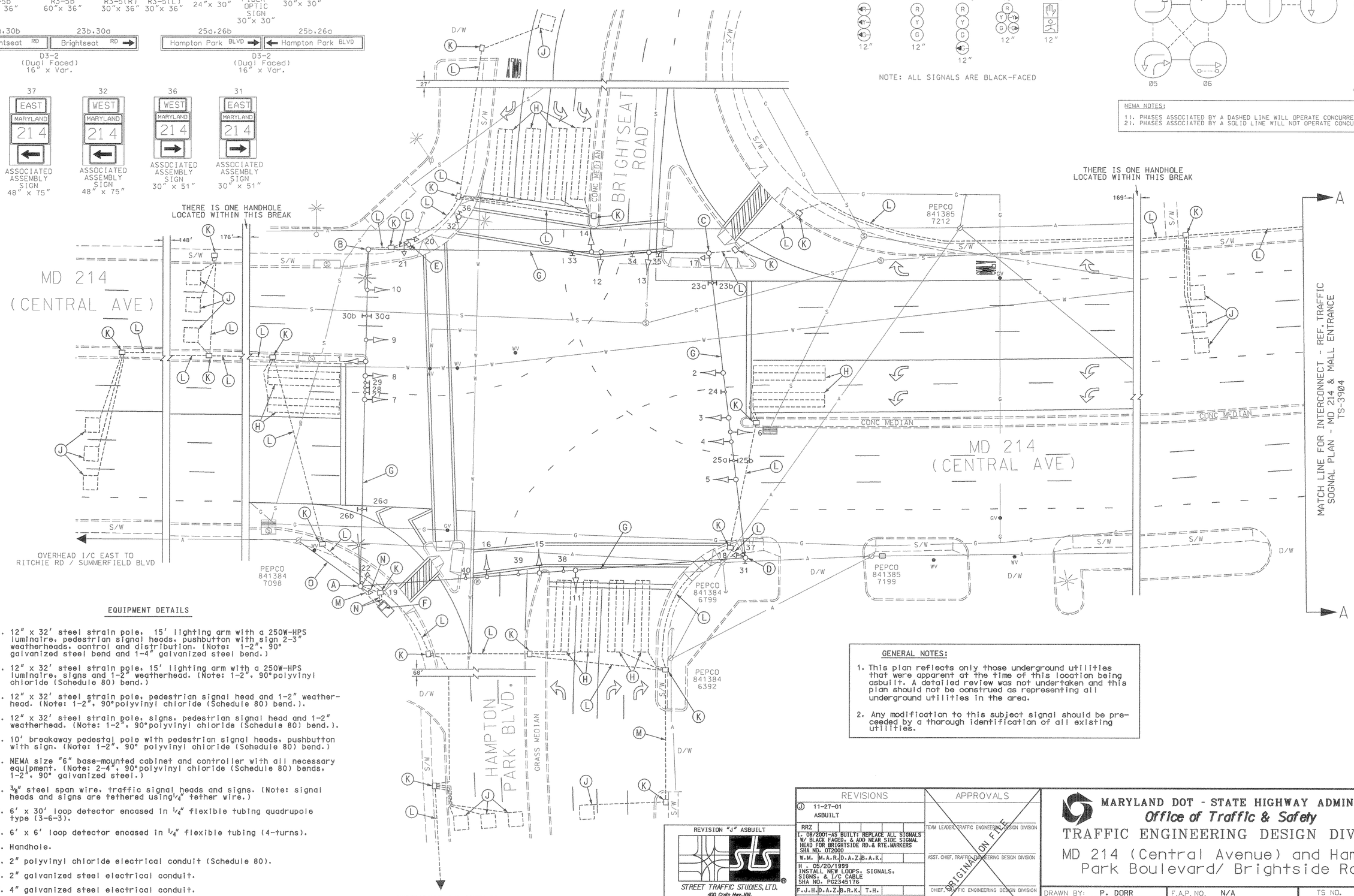
1,2,3,6,7 — 12"
4,5,9, 10,16 — 12"
11,12, 14,15 — 12"
13 — 12"
17-22 — 12"

NOTE: ALL SIGNALS ARE BLACK-FACED

NEMA PHASING

Ø1 Ø2 Ø3 Ø4 Ø4 ALT. Ø5 Ø6 FLASHING OPERATION

NEMA NOTES:
1). PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
2). PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



EQUIPMENT DETAILS

A. 12" x 32' steel strain pole, 15' lighting arm with a 250W-HPS luminaire, pedestrian signal heads, pushbutton with sign 2-3" weatherheads, control and distribution. (Note: 1-2", 90° galvanized steel bend and 1-4" galvanized steel bend.)

B. 12" x 32' steel strain pole, 15' lighting arm with a 250W-HPS luminaire, signs and 1-2" weatherhead. (Note: 1-2", 90°polyvinyl chloride (Schedule 80) bend.)

C. 12" x 32' steel strain pole, pedestrian signal head and 1-2" weather-head. (Note: 1-2", 90°polyvinyl chloride (Schedule 80) bend.).

D. 12" x 32' steel strain pole, signs, pedestrian signal head and 1-2" weatherhead. (Note: 1-2", 90°polyvinyl chloride (Schedule 80) bend.).

E. 10' breakaway pedestal pole with pedestrian signal heads, pushbutton with sign. (Note: 1-2", 90° polyvinyl chloride (Schedule 80) bend.)

F. NEMA size "6" base-mounted cabinet and controller with all necessary equipment. (Note: 2-4", 90°polyvinyl chloride (Schedule 80) bends, 1-2", 90° galvanized steel.)

G. 3/8" steel span wire, traffic signal heads and signs. (Note: signal heads and signs are tethered using 1/4" tether wire.)

H. 6' x 30' loop detector encased in 1/4" flexible tubing quadrupole type (3-6-3).

J. 6' x 6' loop detector encased in 1/4" flexible tubing (4-turns).

K. Handhole.

L. 2" polyvinyl chloride electrical conduit (Schedule 80).

M. 2" galvanized steel electrical conduit.

N. 4" galvanized steel electrical conduit.

O. Overhead electrical service to be maintained by PEPCO.

TRIC LEGEND
OF UNDERGROUND
ERHEAD UTILITIES
BLE — A — A —
— E — E —
— T — T —
— G — G —
— S — S —
— W — W —
— TV — TV —

GENERAL NOTES:

1. This plan reflects only those underground utilities that were apparent at the time of this location being asbuilt. A detailed review was not undertaken and this plan should not be construed as representing all underground utilities in the area.

2. Any modification to this subject signal should be pre-ceeded by a thorough identification of all existing utilities.

REVISION "J" ASBUILT

STREET TRAFFIC STUDIES, LTD.
400 Crain Hwy.NW.
Glen Burnie,MD 21061
Ph (410) 590-5500
Fax (410) 590-6637

4096C.DGN

REVISIONS						
(J) 11-27-01 ASBUILT						
RRZ						
1. 08/2001-AS BUILT: REPLACE ALL SIGNALS W/ BLACK FACED, & ADD NEAR SIDE SIGNAL HEAD FOR BRIGHTSIDE RD.& RTE.MARKERS SHA NO. OT2000						
W.M.	M.A.R.	D.A.Z.	B.A.K.			
H - 05/20/1999 INSTALL NEW LOOPS, SIGNALS, SIGNS, & I/C CABLE SHA NO. PG2345176						
F.J.H.	D.A.Z.	B.R.K.	T.H.			
G - 10-18-1996 ADDED E.B. DBL. LEFT WITH QUEUING DETECTORS AND SAMPLING LOOPS SHA NO.						
J.F.L.	B.T.	M.R.	D.A.Z.	B.R.K.	T.H.	

APPROVALS
TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, TRAFFIC & SAFETY
ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
MD 214 (Central Avenue) and Hampton Park Boulevard/ Brightside Road

DRAWN BY: P. DORR	F.A.P. NO. N/A		TS NO. 1398J	SHEET NO. 1 OF 1
CHECKED BY: S.A.R.	S.H.A. NO. BW-962M82			
SCALE: 1" = 20'	COUNTY: PRINCE GEORGE'S		T.I.M.S. NO. E718	
DATE:	LOG MILE: 16021403.30			

Nov. 28, 2001 14:34:23