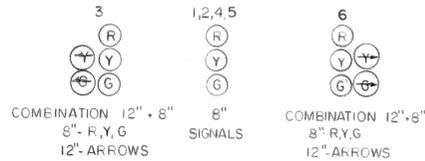


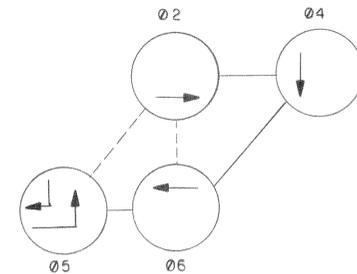
SIGNALS



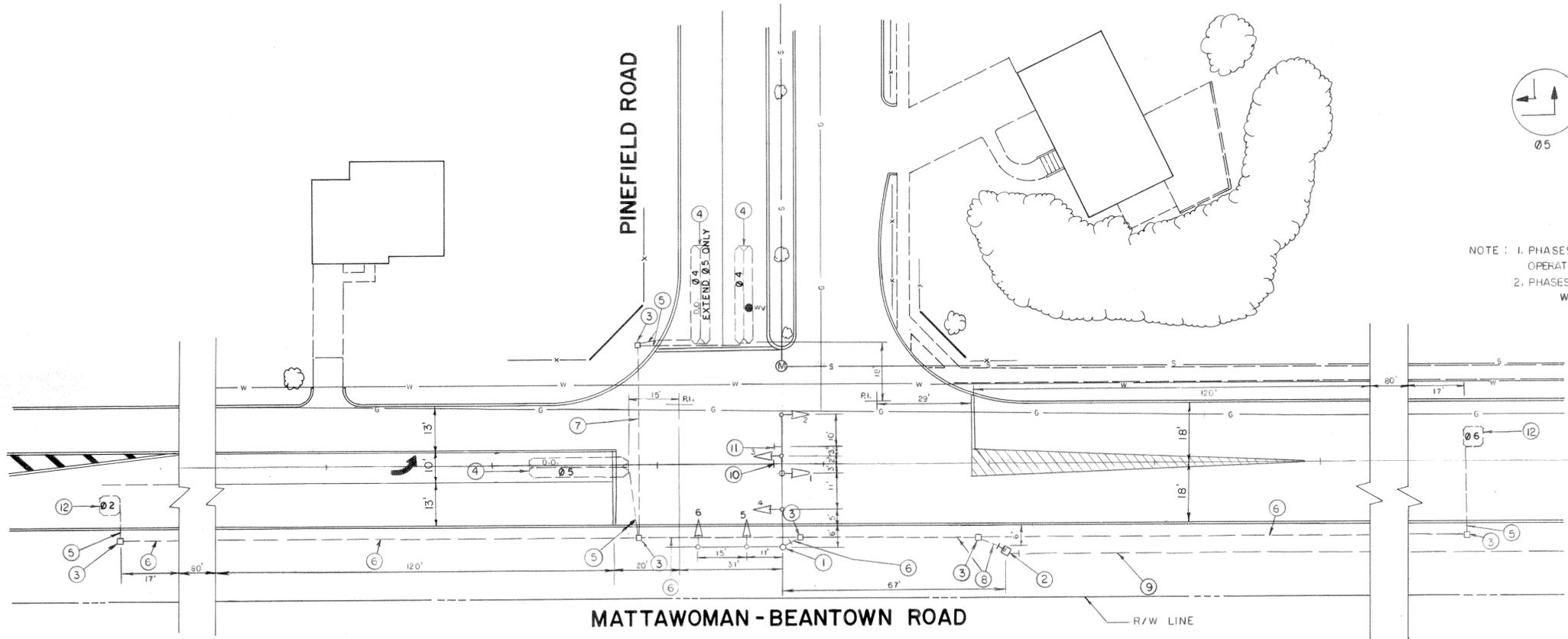
SIGNS



NEMA PHASING

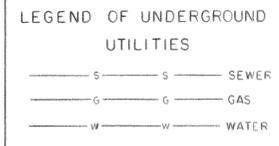


NOTE: 1. PHASES ASSOCIATED BY SOLID LINE WILL NOT OPERATE CONCURRENTLY
2. PHASES ASSOCIATED BY DASHED LINE WILL OPERATE CONCURRENTLY.



NOTES

- PAVEMENT MARKINGS SHOWN ARE PROPOSED AND TO BE INSTALLED BY OTHERS.
- D.O. INDICATES DELAY OUTPUT.
- GROMMET HOLES DRILLED IN THE FIELD (SEE MAST ARM SPECS.) WILL BE PAID FOR AS PART OF THE INSTALLATION OF POLE AND MAST ARM (ITEM 806).



<p><i>[Signature]</i> 10/21/83 APPROVAL: CHIEF SIGNAL DESIGN SECTION</p>	
<p><i>[Signature]</i> 10/25/83 APPROVAL: REGIONAL TRAFFIC ENGINEER</p>	
<p><i>[Signature]</i> 10/23/83 APPROVAL: CHIEF BUREAU OF TRAFFIC ENGINEERING</p>	
<p><i>[Signature]</i> 11/3/83 APPROVAL: ASST. CHIEF ENGINEER TRAFFIC</p>	
	REVISIONS

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
TRAFFIC DIVISION - BUREAU OF TRAFFIC ENGINEERING
MATTAWOMAN-BEANTOWN ROAD
AND PINEFIELD ROAD

SCALE 1" = 20'	DATE 8-31-83	CONTRACT NO.
DRAWN BY: V.Y.	COUNTY: CHARLES	
DESIGNED BY: D.P.K.	SIGNAL NO.:	
CHECKED BY: J.W.E. <i>[Signature]</i> 10/25/83	DRAWING NO. TS-1912	

KIDDE CONSULTANTS, INC.
ENGINEERS • ARCHITECTS • PLANNERS
BALTIMORE, MARYLAND