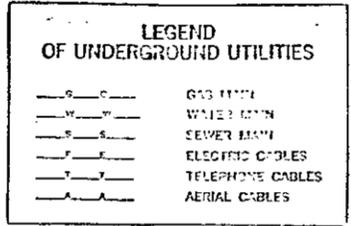


- NOTE: ① - THE DETECTORS LOCATED IN THE LEFT TURN BAYS ARE TO OPERATE AS TRUE PRESENCE, NO MEMORY.  
② - FOR CONSTRUCTION DETAILS SEE PAGES 32 THRU 34 OF THE PROPOSAL BOOK.  
③ - THE PEDESTRIAN MOVEMENT DURING PHASE SIX (6) COME INTO PLAY AUTOMATICALLY AND DURING PHASE 8 UPON ACTUATION ONLY.  
④ - FOR S.H.A. RIGHT OF WAY SEE PLAT NO. 34078 & 34083  
⑤ - THIS IS A REVISION TO ORIGINAL PLAN, S.H.A. NO. P-406-001-385.



APPROVAL:	REGIONAL TRAFFIC ENGINEER	
APPROVAL:	CHIEF BUREAU OF TRAFFIC ENGINEERING	3-27-69 E) ADDED E/P RT. TO SB. 28 <sup>TH</sup> AVE., REVISED E/P RT. SIGNING
APPROVAL:	ASST. CHIEF ENGINEER TRAFFIC	Emm 11/11/69 D) SYSTEMIZED, S.H.A. MD P 406-001-385, FAP MD US 9390(5)
ORIGINAL ON FILE		SHEET 12 OF 15
		REVISIONS

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
TRAFFIC DIVISION - BUREAU OF TRAFFIC ENGINEERING  
MD 414 (ST. BARNABAS RD)  
& 28TH AVE

SCALE: 1"=20'    DATE: 5-7-69    CONTRACT NO. ORTS P-950-3-6-325

DRAWN BY: J. SPENCE    COUNTY: PRINCE GEORGES

DESIGNED BY: *Wood, Wilson*    SIGNAL NO.: 16175

CHECKED BY: \_\_\_\_\_    DRAWING NO. TS-16E

DRAWING 44-511-19827

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