NOTE (1) SIGNAL HEADS ARE TO BE AIMED IN THE FIELD TO PROVIDE MAXIMUM VISIBILITY.
(2) STRIPING AND STOP BARS SHOWN ARE PROPOSED

F.H.W.A. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD		2	5

SIGNALS

1,3,5,7 — R, Y, G

2,4,6,8 — R, Y, G

9-12 — YIELD (WHITE TURNING OR GREEN) RI-2C 36" x 48"

Q1 Q2 Q3 Q4

Q5 Q6 Q7 Q8

Phases associated by a solid line will operate concurrently.
Phases associated by a dashed line may/will operate concurrently.

US 11

BURHAN BLVD

WILSON BLVD

RIGHT OF WAY LINE

MAST ARM UNIT A

MAST ARM UNIT B

MAST ARM UNIT C

MAST ARM UNIT D

DELAY OUTPUT

220'

20'

APPROVAL: REGIONAL TRAFFIC ENGINEER

APPROVAL: CHIEF BUREAU OF TRAFFIC ENGINEERING

APPROVAL: ASST. CHIEF ENGINEER TRAFFIC

4 8/23/83 REVISED PHASING AND DETECTION

JG 10/27/83

REVISIONS

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
TRAFFIC DIVISION — BUREAU OF TRAFFIC ENGINEERING

US11 AT WILSON BLVD & BURHANS BLVD.

SCALE 1 inch = 20 feet DATE 6-1-79 CONTRACT NO. W-446-052-671

DRAWN BY: P. KNABE COUNTY: WASHINGTON

DESIGNED BY: SIGNAL NO.:

CHECKED BY: DRAWING NO. TS-1683

2100105-38
2100105-67