



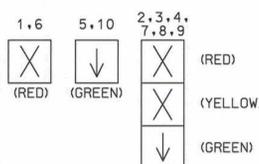
US 29 IS CONSIDERED TO RUN IN A NORTH-SOUTH DIRECTION

STATION #8

PROPOSED SIGNS



PROPOSED LED LANE CONTROL SIGNALS



PROPOSED FIBER OPTIC SIGN

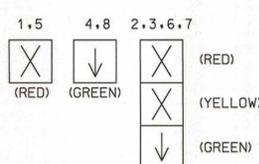


STATION #7

PROPOSED SIGNS



PROPOSED LED LANE CONTROL SIGNALS



PROPOSED GROUND MOUNTED SIGN

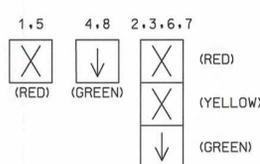


STATION #6

PROPOSED SIGNS



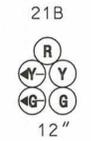
PROPOSED LED LANE CONTROL SIGNALS



EXISTING FIBER OPTIC SIGNS



EXISTING SIGNALS TO BE RELOCATED

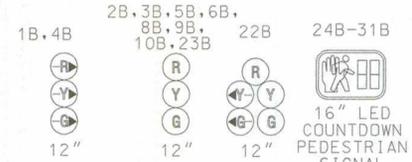
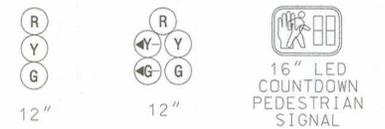


EXISTING SIGNS TO BE REMOVED

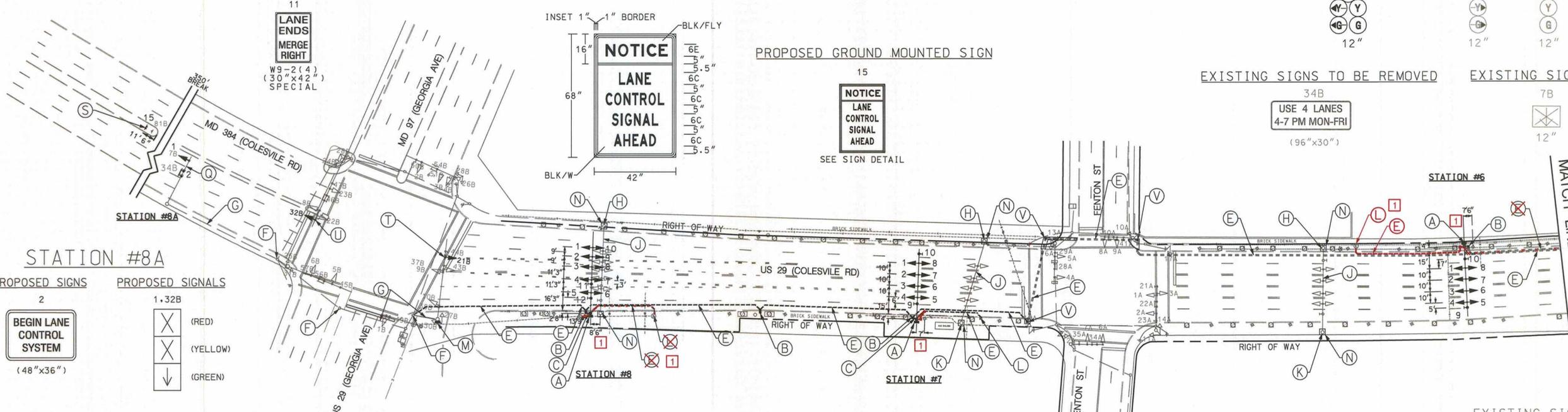
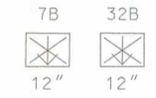


EXISTING SIGNALS

1A, 2A, 5A, 6A, 7A, 8A, 9A 3A, 4A 10A, 11A, 12A, 13A 14A, 15A, 16A, 17A



EXISTING SIGNALS TO BE REMOVED

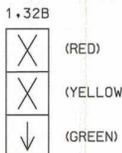


STATION #8A

PROPOSED SIGNS



PROPOSED SIGNALS

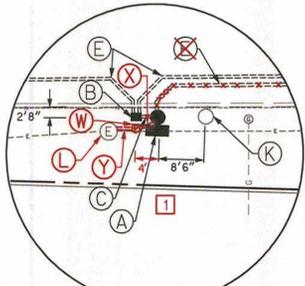


CONSTRUCTION DETAILS

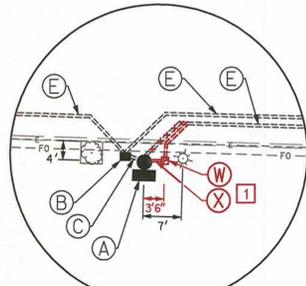
- A. INSTALL 16.5' PAINTED MAST ARM POLE WITH SPECIAL 'T' DIMENSION WITH 60' MAST ARM, SIZE 5 POLE MOUNTED CONTROLLER CABINET, LED LANE CONTROL SIGNAL HEADS AND SIGNS (NOTE: INSTALL 1-2" AND 1-3" (SCHEDULE 80), 90 DEGREE CONDUIT BENDS).
- B. INSTALL HANDHOLE.
- C. INSTALL 3" POLYVINYL CHLORIDE (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED.
- D. NOT USED.
- E. INSTALL 4" POLYVINYL CHLORIDE (SCHEDULE 80) ELECTRICAL CONDUIT - SLOTTED.
- F. USE EXISTING HANDHOLE.
- G. USE EXISTING CONDUIT.
- H. REMOVE EXISTING STRAIN POLE AND POLE MOUNTED CABINET, REMOVE FOUNDATION 12" BELOW GRADE.
- J. REMOVE OVERHEAD SPAN WIRE, LANE CONTROL SIGNALS, SIGNS AND ALL ASSOCIATED WIRE.
- K. REMOVE EXISTING STRAIN POLE AND FOUNDATION 12" BELOW GRADE.
- L. USE EXISTING MANHOLE FOR UNDERGROUND POWER.
- M. REMOVE EXISTING POLE MOUNTED CABINET AND REPLACE WITH SIZE 5 POLE MOUNTED CABINET (FOR INTERCONNECT).
- N. RESET DECORATIVE BRICK THAT WAS REMOVED FOR PROPOSED POLES AND HANDHOLES.
- P. NOT USED.
- Q. REMOVE EXISTING SIGNAL, SIGNAL CABLE AND SIGN FROM MAST ARM. INSTALL PROPOSED SIGNAL, SIGNAL CABLE AND SIGN.
- R. NOT USED.
- S. INSTALL GROUND MOUNTED SIGN ON 4"x6" WOOD SUPPORT(S).
- T. SEE US 29 & MD 97 SIGNAL PLANS (SHEET 10 & 11) FOR RELOCATION OF SIGNAL HEAD.
- U. REMOVE EXISTING SIGNAL AND SIGNAL CABLE. INSTALL NEW SIGNAL HEAD AND SIGNAL CABLE.
- V. INSTALL HANDHOLE. REPLACE SIDEWALK & ADA RAMP IN KIND.
- W. INSTALL 100 AMP METERED SERVICE PEDESTAL WITH BYPASS LEVER.
- X. INSTALL 2" POLYVINYL CHLORIDE (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED.
- Y. INSTALL 4" POLYVINYL CHLORIDE (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED.

GENERAL NOTES:

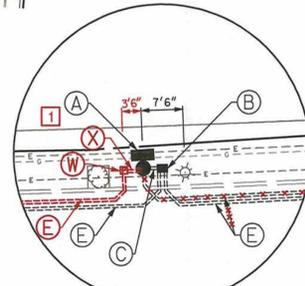
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL, EXCEPT AS STATED ON THE GENERAL INFORMATION SHEET.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- ALL CONDUIT ENDING AT A UTILITY POLE SHALL BE STUBBED OUT ONE (1) FOOT ABOVE GROUND.
- REMOVE AND RESET DECORATIVE BRICK PAVERS WHERE NECESSARY FOR THE INSTALLATION ON CONDUIT, HANDHOLES AND POLE FOUNDATIONS. ADDITIONAL PAVERS REMOVED FOR PROPOSED HANDHOLES AND POLE FOUNDATIONS SHOULD BE REUSED AT LOCATIONS WHERE EXISTING STRAIN POLES ARE REMOVED. SPECIAL CARE SHOULD BE TAKEN TO PRESERVE THE PAVERS AND TO ENSURE THAT REINSTALLED PAVERS MATCH SURROUNDING BRICK TYPE AND PATTERN.
- PROPOSED SIGNAL POLES TO BE PAINTED 'TIGER GREEN' PER CITY OF SILVER SPRING STANDARD.
- CONTACT MR. BOB RICKETTS (301-879-3681) AT LEAST 72 HOURS PRIOR TO ANY WORK WITH THE INTERCONNECT.



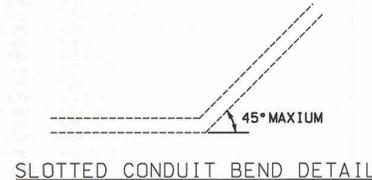
STATION #8 N.T.S.



STATION #7 N.T.S.

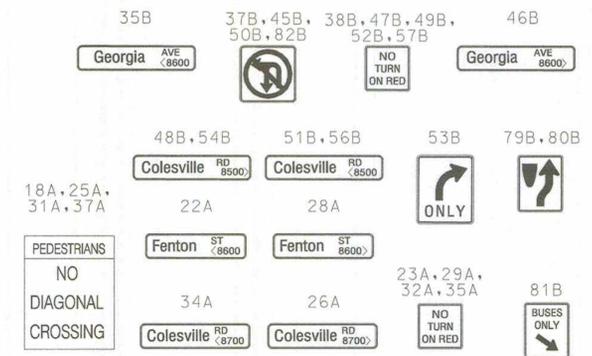


STATION #6 N.T.S.



1 REDLINE REVISION NO. 1 3-18-2013
TEDD APPROVAL

EXISTING SIGNS TO REMAIN



GEOMETRIC LEGEND	
	EXISTING
	PROPOSED

UTILITY LEGEND	
	STORM DRAIN
	GAS MAIN
	WATER MAIN
	SEWER MAIN
	ELECTRIC CABLES
	AERIAL CABLES
	TELEPHONE CABLES
	FIBER-OPTIC

PARSONS BRINCKERHOFF
100 S. Charles Street
Tower 1, 10th Floor
Baltimore, MD 21201
(Ph) 410-787-5050 / (Fax) 410-727-4608
http://www.pbworld.com

APPROVALS	REVISIONS
TEAM LEADER	
ASST. DIV. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS	DATE
RECONSTRUCT REVERSIBLE LANE CONTROL STATIONS WITH MAST ARM POLES & LED HEADS SHA NO.: MD05475185 T.JMS NO.: K792	2/14/12
RECONSTRUCT DUE TO LANE USE CHANGES AND NEW REVERSIBLE LANE STATIONS SHA NO.: DW 435-802-312	4/92

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

US 29 (COLESVILLE RD)
FROM SLIGO CREEK PKW TO MD 97 (GEORGIA AVE)
(REVERSIBLE LANE USE CONTROL SYSTEM)

SIGNAL PLAN

SCALE 1" = 50' DATE AUGUST 02, 1979 CONTRACT NO. M 405-501-385

DESIGNED BY H. KILIAN COUNTY MONTGOMERY
DRAWN BY J.S. LOGMILE 15002900.72
CHECKED BY T.JMS
FAP NO. TOD NO.

TS NO. 1727XB DRAWING SG-04 OF 06 SHEET NO. 07 OF 11