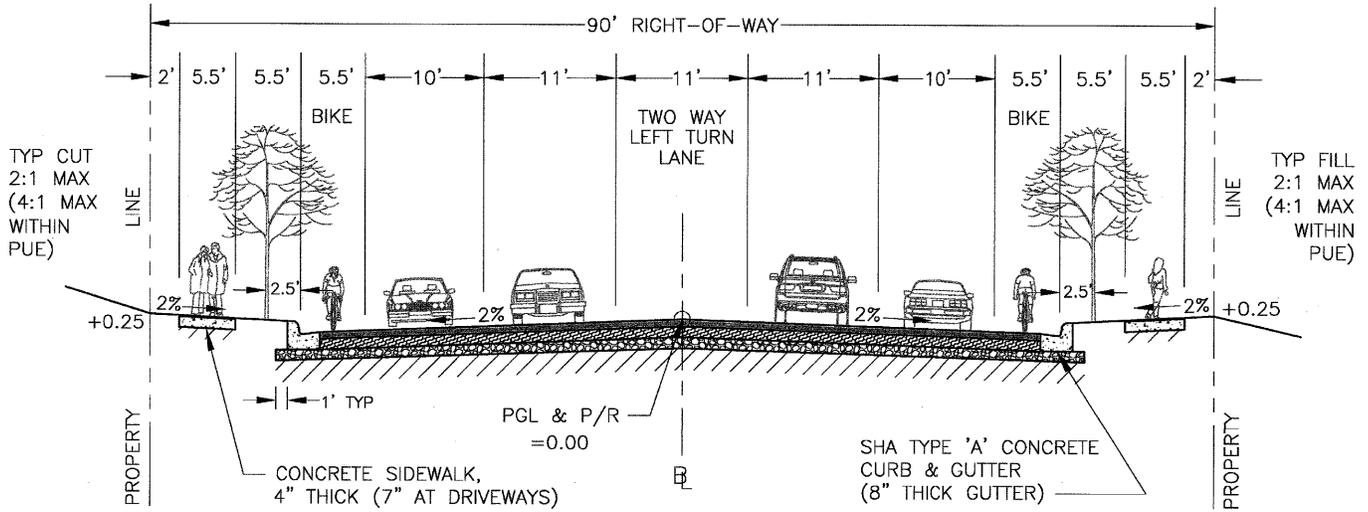


# Typical Section (NOT TO SCALE)



## Paving Detail

|  |   |
|--|---|
|  | 3" BITUMINOUS CONCRETE SURFACE (TWO EQUAL LAYERS) |
|  | 5" BITUMINOUS CONCRETE BASE                       |
|  | 8" GRADED AGGREGATE BASE (TWO EQUAL LAYERS)       |
|  | APPROVED SUBGRADE                                 |

## Design Data

GEOMETRIC DESIGN SHALL CONFORM TO MOST RECENT AASHTO "GREEN BOOK" METHODS.

| TARGET SPEED (MPH) | SUPERELEVATION DISTRIBUTION | MAX GRADE |
|--------------------|-----------------------------|-----------|
| 30*                | AASHTO METHOD 2 (4% MAX)    | 8%        |
| 35                 | AASHTO METHOD 2 (4% MAX)    | 8%        |
| 40                 | AASHTO METHOD 2 (4% MAX)    | 8%        |

\* MIN ALLOWABLE  $R_c$  RADIUS = 300'

## General Notes

- LATEST EDITION OF THE MARYLAND STATE HIGHWAY ADMINISTRATION SPECIFICATIONS SHALL APPLY FOR MATERIALS AND METHODS OF CONSTRUCTION.
- PUBLIC UTILITY EASEMENTS (PUEs) ARE SUBJECT TO "DECLARATIONS OF TERMS AND PROVISIONS OF PUBLIC UTILITY EASEMENTS" RECORDED AS LIBER 3834, FOLIO 457 IN THE LAND RECORDS OF MONTGOMERY COUNTY.
- STANDARD ELEVATION AT PROPERTY LINE, RELATIVE TO PGL, SHALL NOT VARY AT DRIVEWAYS.
- PAVING DETAIL DEPICTS THE MINIMUM REQUIRED SECTION. IF SUFFICIENT SUBGRADE SUPPORT IS NOT ASSURED, AN ENGINEERED PAVING DESIGN USING SHA METHODOLOGY WILL BE REQUIRED.
- NOTE THAT WITHIN A GIVEN CONTEXT, THIS STANDARD MAY NEED TO BE MODIFIED TO PROVIDE ADDITIONAL REQUIRED FEATURES SUCH AS MASTER PLANNED BIKEWAYS, AUXILIARY LANES AT INTERSECTIONS, OR STORMWATER MANAGEMENT FACILITIES. ADDITIONAL RIGHT-OF-WAY MAY BE NECESSARY TO ACCOMMODATE SUCH FEATURES.
- SELECTION OF APPROPRIATE TARGET SPEED (EQUAL OR SLIGHTLY LESS THAN DESIGN SPEED) IS SUBJECT TO COUNTY REVIEW AND APPROVAL. APPROVED TARGET AND DESIGN SPEEDS MUST APPEAR ON CONSTRUCTION DRAWINGS.
- THE 2% CROSS-SLOPE RATE SHOWN IS TO BE USED FOR A MAXIMUM WIDTH OF TWO TRAFFIC LANES STARTING AT THE HIGH POINT OF THE PAVING SECTION. IF ADDITIONAL LANES ARE NECESSARY BELOW, THEY MUST BE CROSS-SLOPED AT A 4% MINIMUM RATE TO ENSURE ADEQUATE DRAINAGE.
- ALL UNPAVED AREAS WITHIN THE LIMITS OF DISTURBANCE SHALL BE STABILIZED WITH ESTABLISHED GRASS TURF OR APPROVED LANDSCAPING.
- STREET TREES OF APPROVED TYPE, SIZE AND SPACING SHALL BE PLANTED AT LOCATIONS SHOWN. STREET TREE PLACEMENT SHOWN ONLY APPLIES FOR 30 & 35 MPH TARGET SPEEDS, OR FOR ROADWAYS WITH A 40 MPH TARGET SPEED IF TREES FROM THE "SMALL STREET-TREE" LIST ARE USED.

STANDARD DEVELOPED AND IMPLEMENTED IN CONFORMANCE WITH COUNCIL RESOLUTION 16-809 ADOPTED DEC. 9, 2008

DIRECTOR, DEPARTMENT OF TRANSPORTATION

CHIEF, DIVISION OF TRANSPORTATION ENGINEERING

25JUN12  
 DATE

6/21/2012  
 DATE

MONTGOMERY COUNTY  
 DEPARTMENT OF TRANSPORTATION

SUBURBAN ARTERIAL ROAD  
 5 LANES WITH BIKE LANES

STANDARD NO. MC-2004.12A