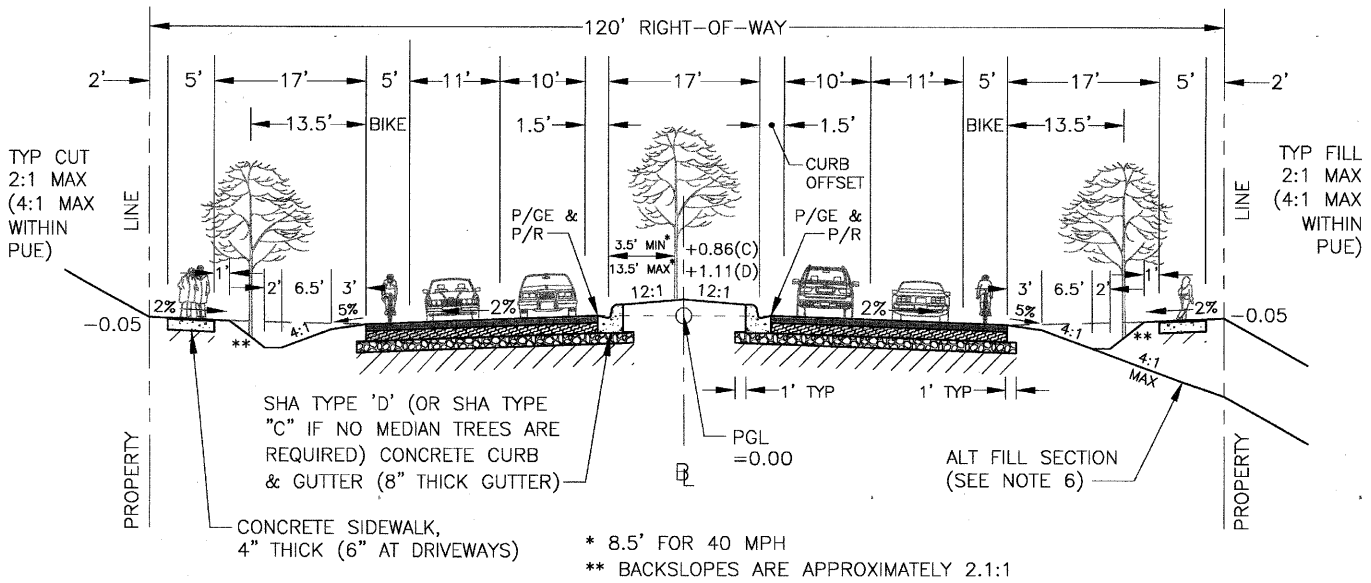
## Typical Section (NOT TO SCALE)




* 8.5' FOR 40 MPH

** BACKSLOPES ARE APPROXIMATELY 2.1:1

## 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~~ 6% MAX) ⚠ | 8% |
| 35 | AASHTO METHOD 2 (~~4~~ 6% MAX) ⚠ | 8% |
| 40 | AASHTO METHOD 2 (~~4~~ 6% MAX) ⚠ | 8% |

* MIN ALLOWABLE ℄ RADIUS = 300'

⚠ CORRECTION MADE 1/15/13

## General Notes

1. LATEST EDITION OF THE MARYLAND STATE HIGHWAY ADMINISTRATION SPECIFICATIONS SHALL APPLY FOR MATERIALS AND METHODS OF CONSTRUCTION.
2. 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.
3. STANDARD ELEVATION AT PROPERTY LINE, RELATIVE TO PGL, SHALL NOT VARY AT DRIVEWAYS.
4. PAVING DETAIL DEPICTS THE MINIMUM REQUIRED SECTION. IF SUFFICIENT SUBGRADE SUPPORT IS NOT ASSURED, AN ENGINEERED PAVING DESIGN USING SHA METHODOLOGY WILL BE REQUIRED.
5. 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.
6. THE SIDE DITCH IN FILL SLOPES MAY BE ELIMINATED IN AREAS WHERE SIDEWALKS ARE NOT REQUIRED ONLY AFTER OVERLAND FLOW PATH AND EROSION POTENTIAL ARE CONSIDERED.
7. 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.
8. ALL UNPAVED AREAS WITHIN THE LIMITS OF DISTURBANCE SHALL BE STABILIZED WITH ESTABLISHED GRASS TURF OR APPROVED LANDSCAPING.
9. STREET TREES OF APPROVED TYPE, SIZE AND SPACING SHALL BE PLANTED AT LOCATIONS SHOWN.

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

DIRECTOR, DEPARTMENT OF TRANSPORTATION — DATE: 25 JUN 12

CHIEF, DIVISION OF TRANSPORTATION ENGINEERING — DATE: 6/21/2012

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION

SUBURBAN DIVIDED ARTERIAL ROAD
OPEN SECTION: 4 LANES W/ BIKE LANES

**STANDARD NO. MC-2004.16**