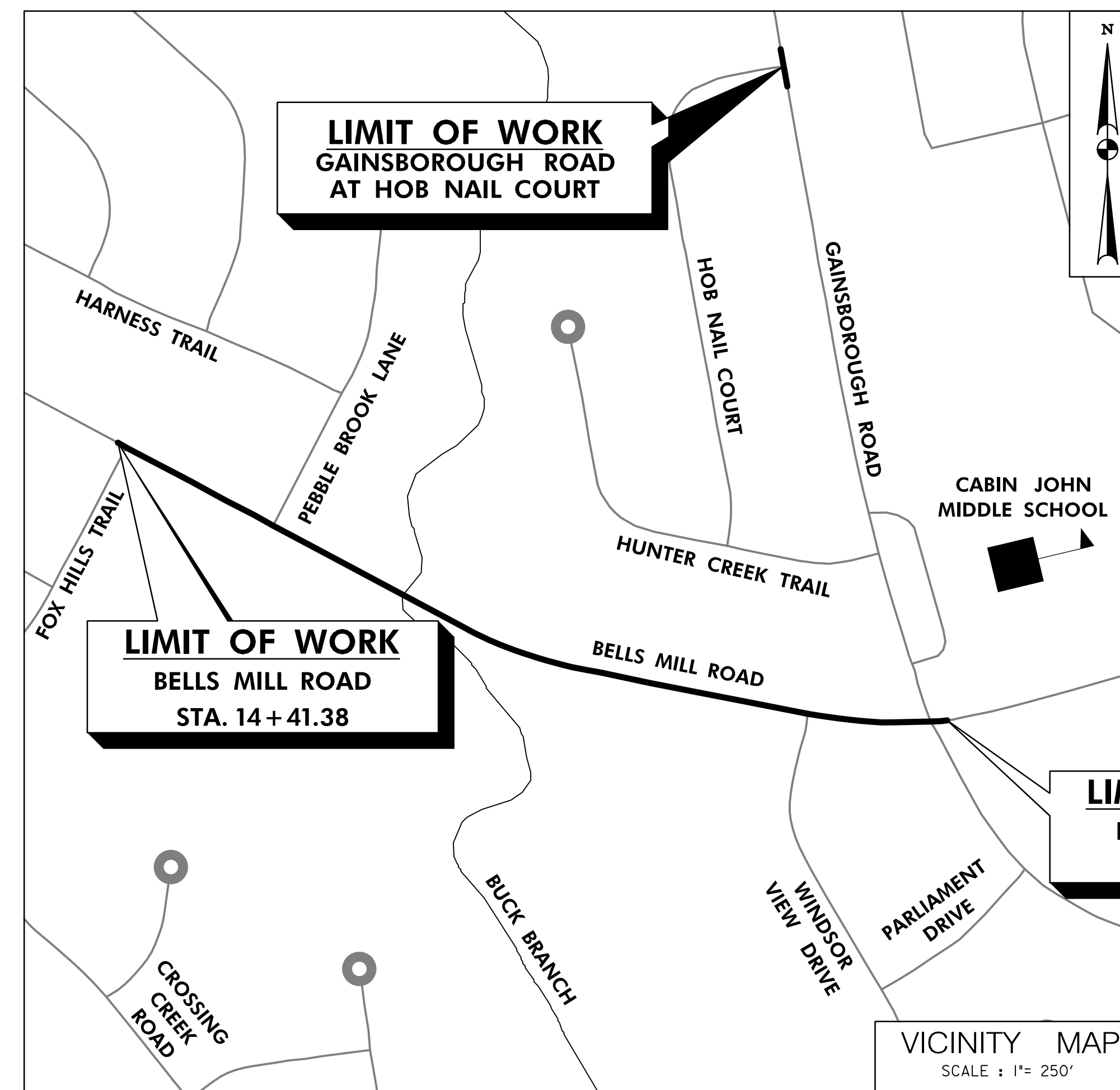


MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION

BELLS MILL ROAD FROM FOX HILLS TRAIL TO GAINSBOROUGH ROAD PEDESTRIAN IMPROVEMENTS

INDEX OF SHEETS

SHT. NO.	DWG. NO.	DWG. DESCRIPTION
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3	HT-01	TYPICAL SECTIONS
4-5	DE-01-02	MISCELLANEOUS DETAILS
6	GS-01	GEOMETRY SHEET
7-11	HD-01-04	ROADWAY PLANS
12	DD-01	DRAINAGE DETAILS
13-14	TTCP-01-02	TEMPORARY TRAFFIC CONTROL PLANS
15	SN-01	GENERAL NOTES AND PROPOSALS
16-20	SN-02-05	SIGNING AND PAVEMENT MARKING PLANS

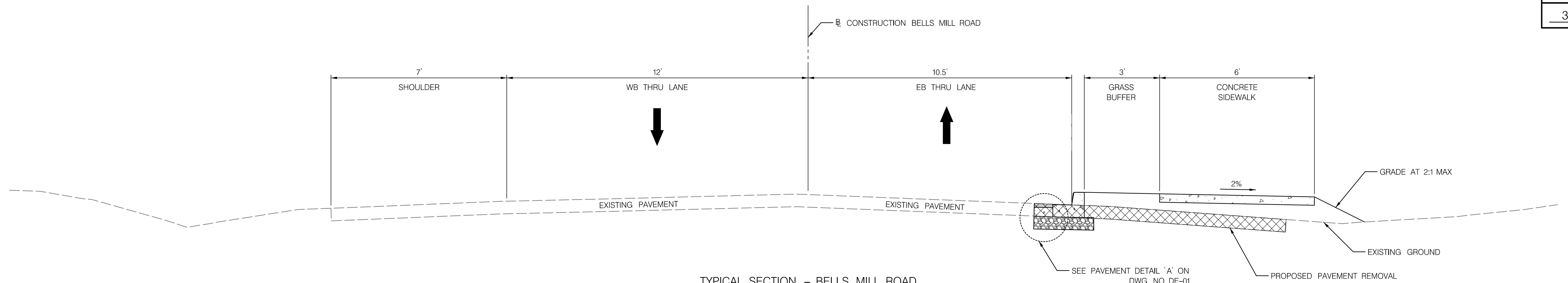


PROJECT LENGTH = 0.39 MILES

DATUM: NAD 83/91 Horizontal
NAVD 88 Vertical

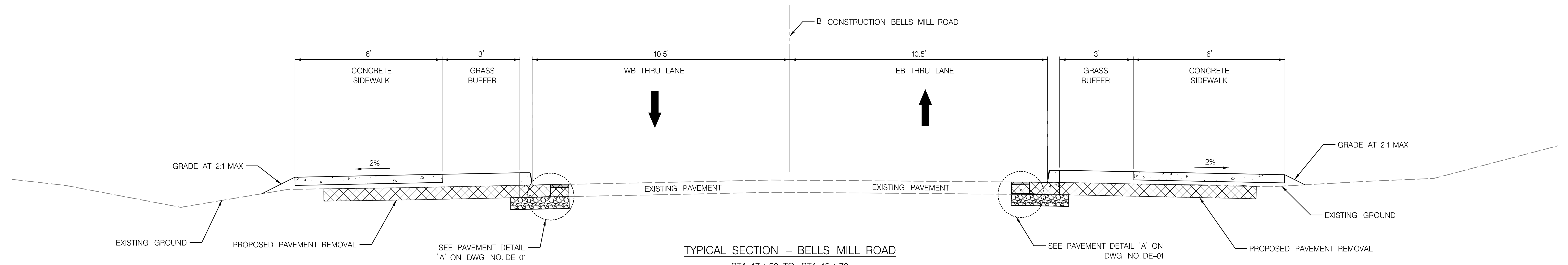
GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS OF THE MARYLAND STATE HIGHWAY ADMINISTRATION, MONTGOMERY COUNTY, AND THE WASHINGTON SUBURBAN SANITARY COMMISSION.
2. INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS, BUT THE CONTRACTOR MUST DETERMINE THE EXACT LOCATIONS AND ELEVATIONS OF THE LINES BY DIGGING TEST PITS BY HAND AT ALL UTILITY CROSSINGS, WELL IN ADVANCE OF TRENCHING. IF CLEARANCES ARE LESS THAN SHOWN OR SIX (6) INCHES, WHICHEVER IS LESS, CONTACT MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION'S PROJECT INSPECTOR AND THE APPROPRIATE UTILITY OWNER BEFORE PROCEEDING WITH CONSTRUCTION.
3. REPAIRS TO UTILITIES OR PROPERTY DAMAGE AS A RESULT OF THE CONTRACTOR'S NEGLIGENCE OR METHOD OF OPERATION MUST BE MADE AT THE CONTRACTOR'S EXPENSE BEFORE PROCEEDING WITH CONSTRUCTION.
4. CALL "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF WORK. THE EXCAVATOR MUST NOTIFY ALL PUBLIC UTILITY COMPANIES WITH UNDER GROUND FACILITIES IN THE AREA OF PROPOSED EXCAVATION AND HAVE THOSE FACILITIES LOCATED BY THE UTILITY COMPANIES PRIOR TO COMMENCING EXCAVATION. THE EXCAVATOR IS RESPONSIBLE FOR COMPLIANCE WITH REQUIREMENTS OF CHAPTER 36A OF THE MONTGOMERY COUNTY CODE.
5. ALL GRADING SHALL BE DONE IN SUCH A MANNER AS TO PROVIDE POSITIVE DRAINAGE.
6. ALL DISTURBED AREAS MUST BE TOPSOILED PER THE MDE "2011 STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL", PRIOR TO FINAL VEGETATIVE STABILIZATION.
7. ALL DISTURBED AREAS TO BE STABILIZED PER MDE REQUIREMENTS.
8. HORIZONTAL DATUM: MSHA, NAD 83/91 VERTICAL DATUM: NAVD 88



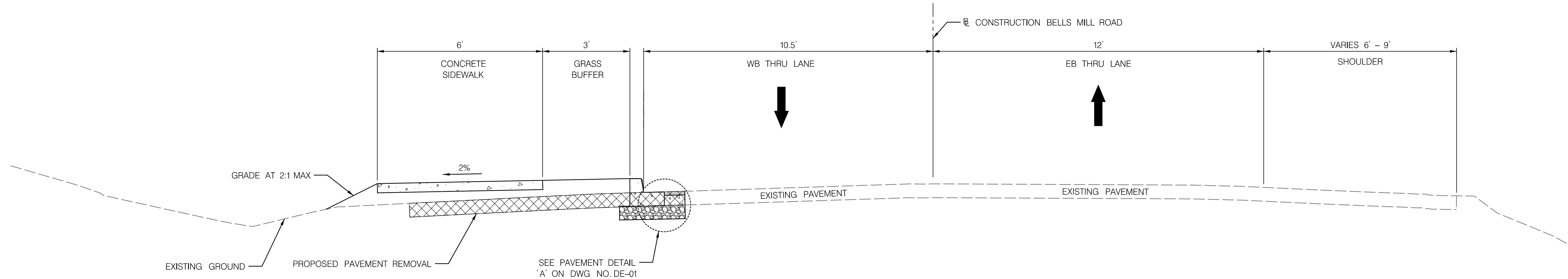
TYPICAL SECTION - BELLS MILL ROAD

STA. 14+41 TO STA. 17+53
NOT TO SCALE



TYPICAL SECTION - BELLS MILL ROAD

STA. 17+53 TO STA. 19+70
NOT TO SCALE



TYPICAL SECTION - BELLS MILL ROAD

STA. 19+70 TO STA. 33+63
NOT TO SCALE

HT-01

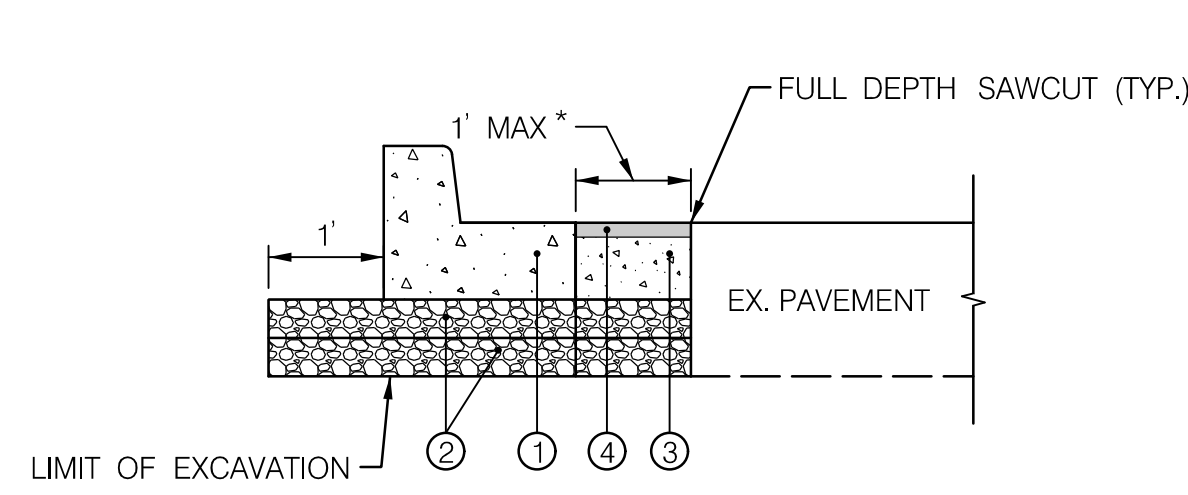
NO.	REVISION	BY	DATE
Designed By <u>KAM</u>		Drawn By <u>KAM</u>	Checked By <u>MCG</u>

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

TYPICAL SECTIONS
BELLS MILL ROAD
FROM FOX HILLS TRAIL TO
GAINSBOROUGH ROAD
PEDESTRIAN IMPROVEMENTS

SCALE: 1" = 20'

BY: MisnerKA

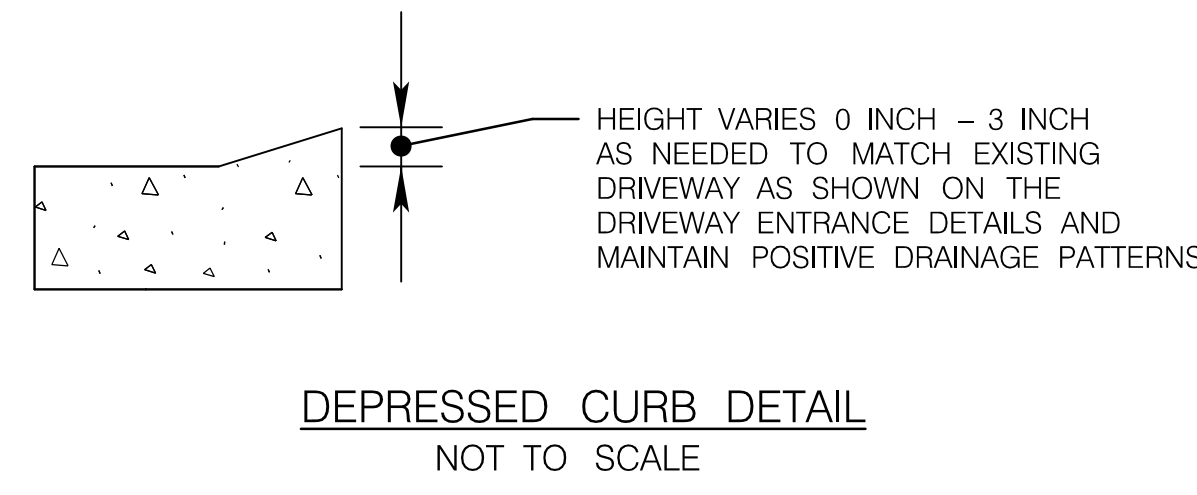


* OPTIONAL SLOT AND BACKFILL TO BE INCIDENTAL TO COMBINATION CURB AND GUTTER AS PER STD. NO. MD 580.03.

PAVEMENT DETAIL 'A'
CURB AND GUTTER PLACEMENT
NOT TO SCALE

PAVEMENT LEGEND

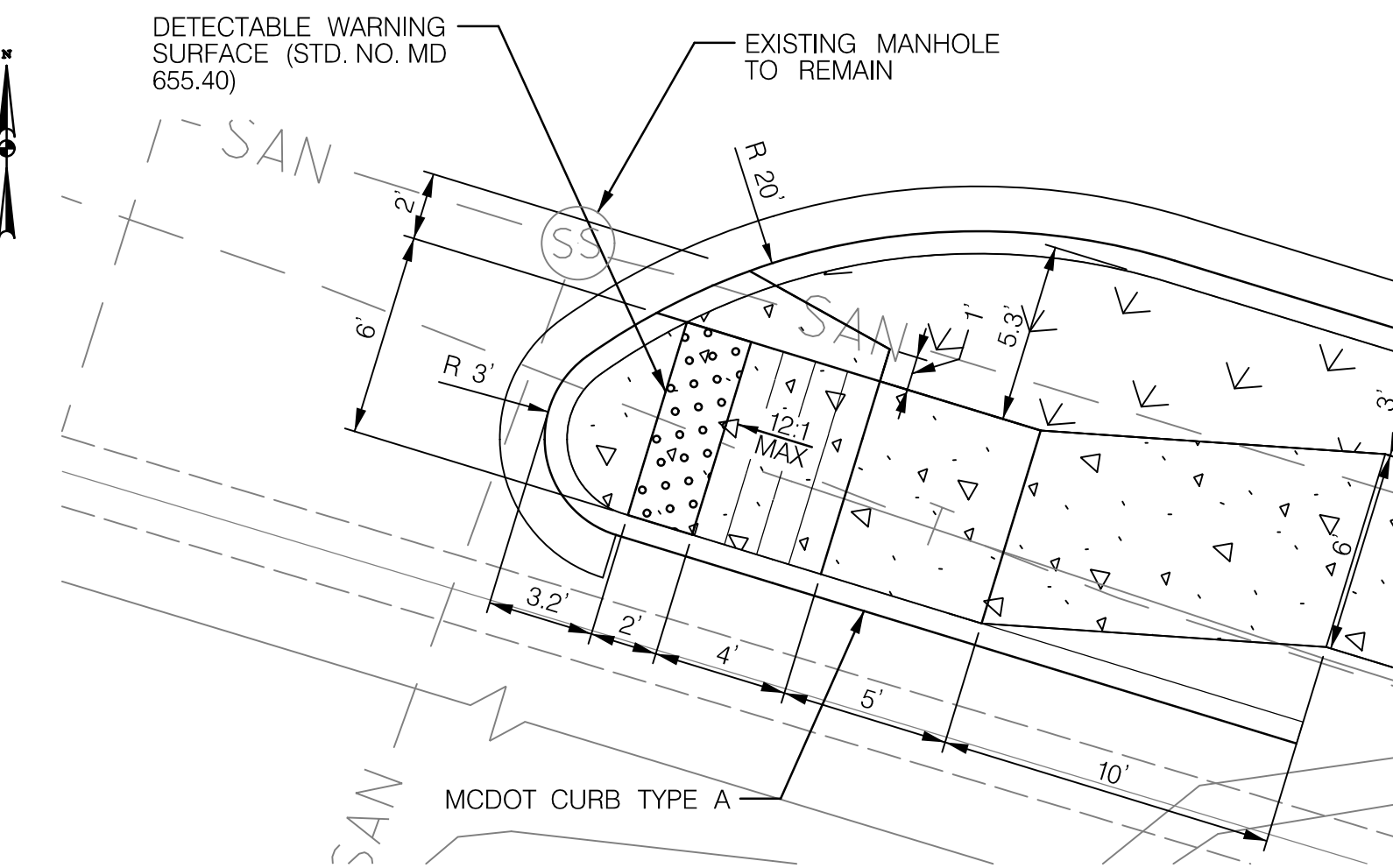
- ① COMBINATION CURB & GUTTER TYPE A (STD. NO. MC-100.01)
- ② 4" GRADED AGGREGATE BASE COURSE
- ③ 6" PORTLAND CEMENT CONCRETE MIX NO. 3 OR MIX NO. 9
- ④ 2" HOT MIX ASPHALT SURFACE PAVEMENT FOR ROADWAYS: SUPERPAVE 12.5mm, PG 64-22



DEPRESSED CURB DETAIL
NOT TO SCALE

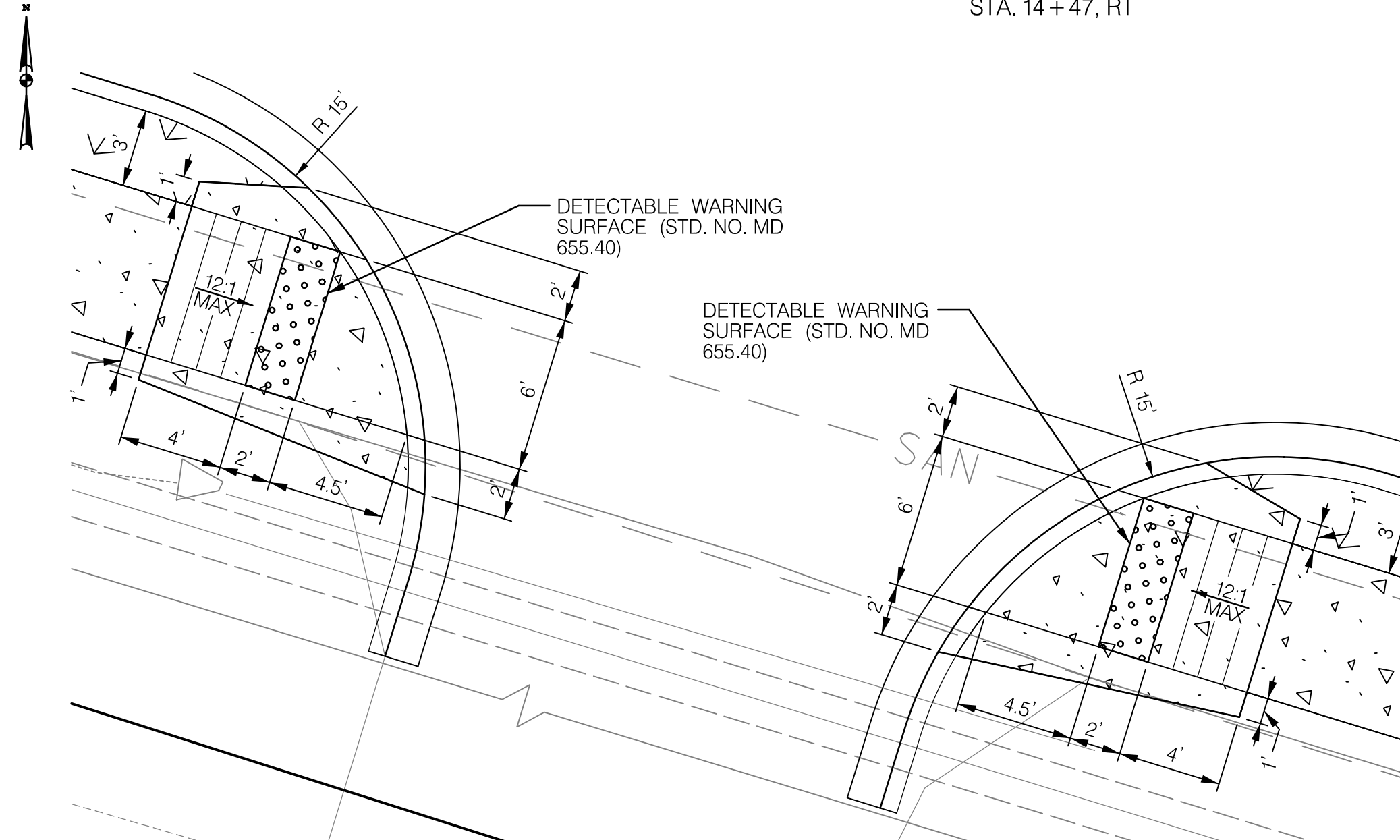
NOTES:

- 1) PAYMENT FOR DEPRESSING THE CURB SHALL BE INCIDENTAL TO THE CONTRACT UNIT PRICE PER LINEAR FOOT OF COMBINATION CONCRETE CURB AND GUTTER (ANY TYPE).
- 2) ALL OTHER CURB DIMENSIONS SHALL MATCH TYPE F CURB AND GUTTER SHOWN ON MCDOT STANDARD NO. MC-104.01.

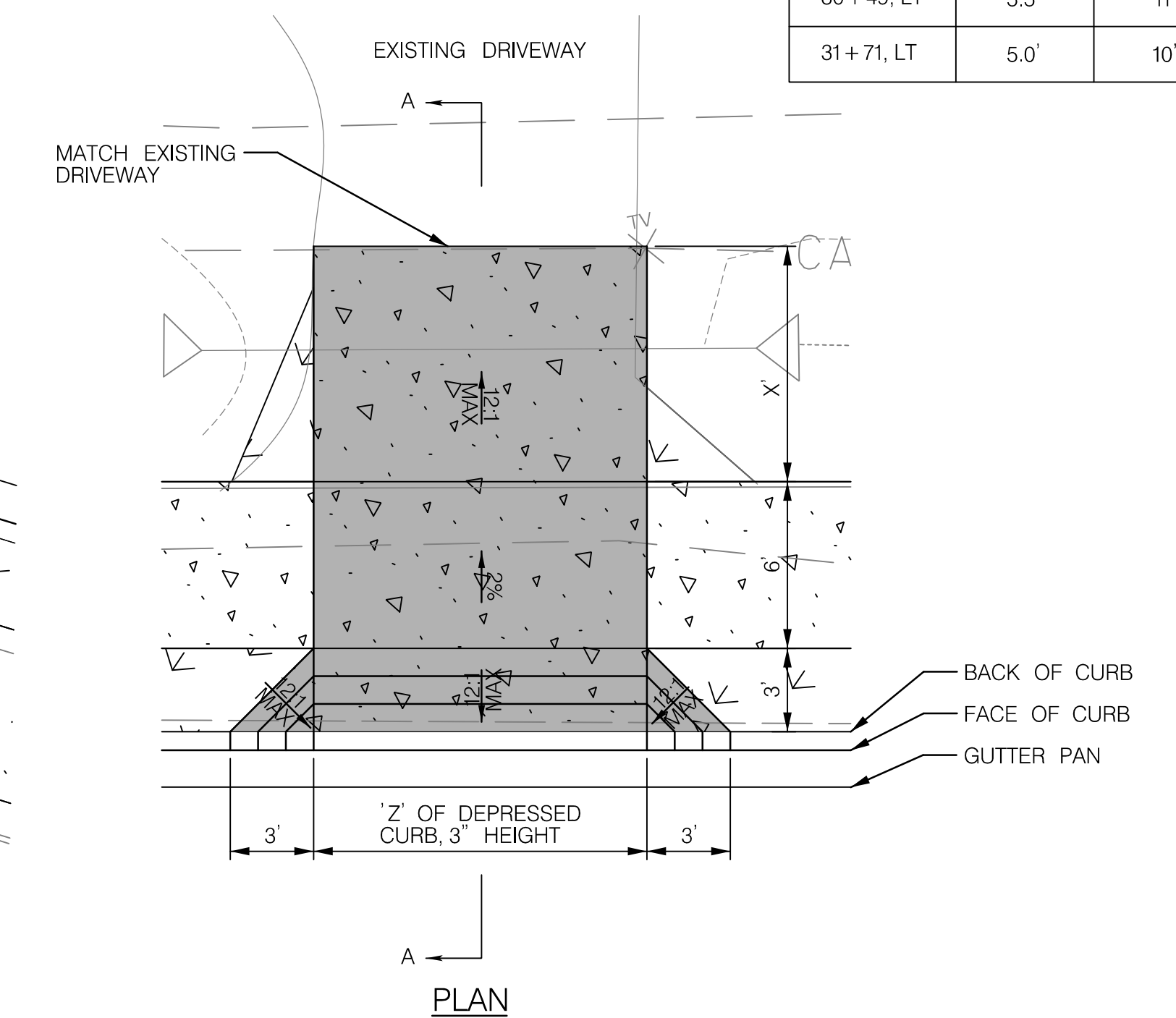


SIDEWALK RAMP DETAIL 'A'
N.T.S.
STA. 14+47, RT

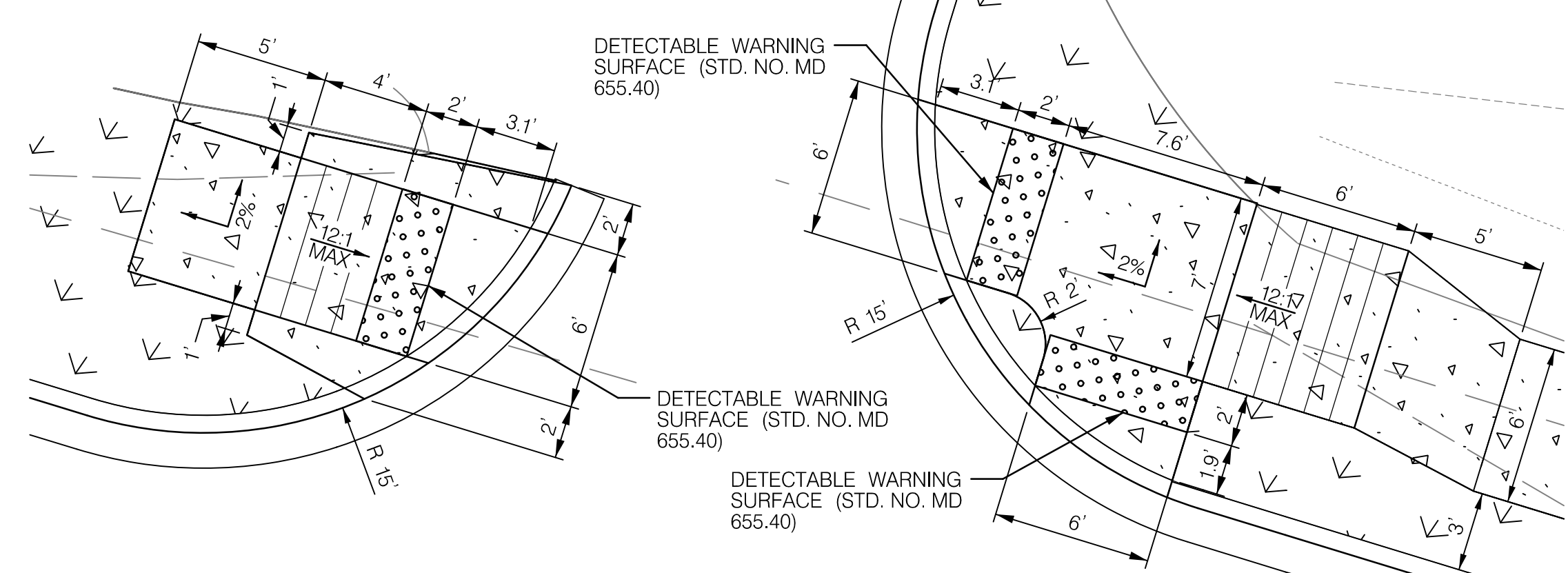
LOCATION	'X'	'Z'
26+01, LT	7.0'	12'
27+21, LT	9.0'	12'
27+57, LT	9.0'	12'
28+21, LT	8.5'	12'
29+36, LT	9.5'	15'
30+49, LT	5.5'	11'
31+71, LT	5.0'	10'



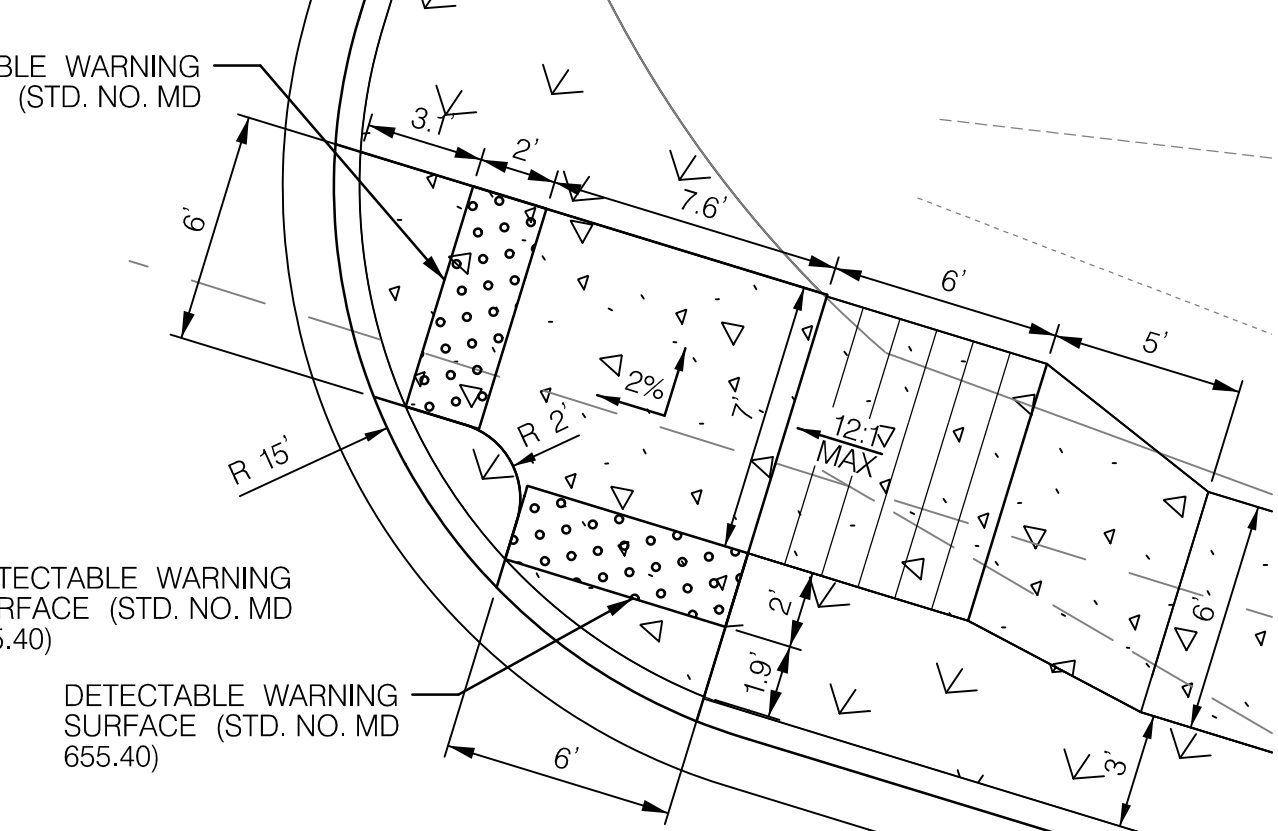
SIDEWALK RAMP DETAIL 'B'
N.T.S.
STA. 15+86, RT
STA. 16+13, RT



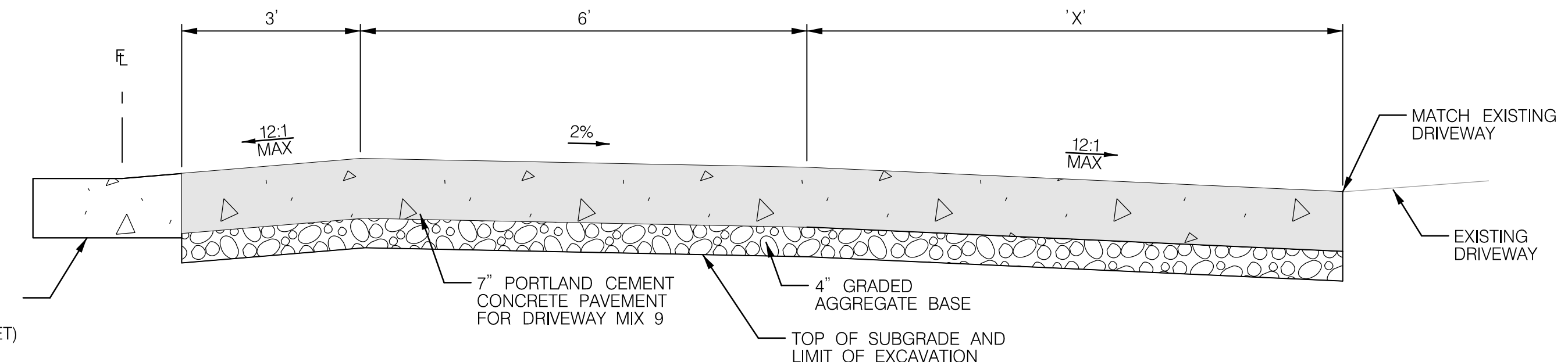
PLAN



SIDEWALK RAMP DETAIL 'C'
N.T.S.
STA. 17+98, LT



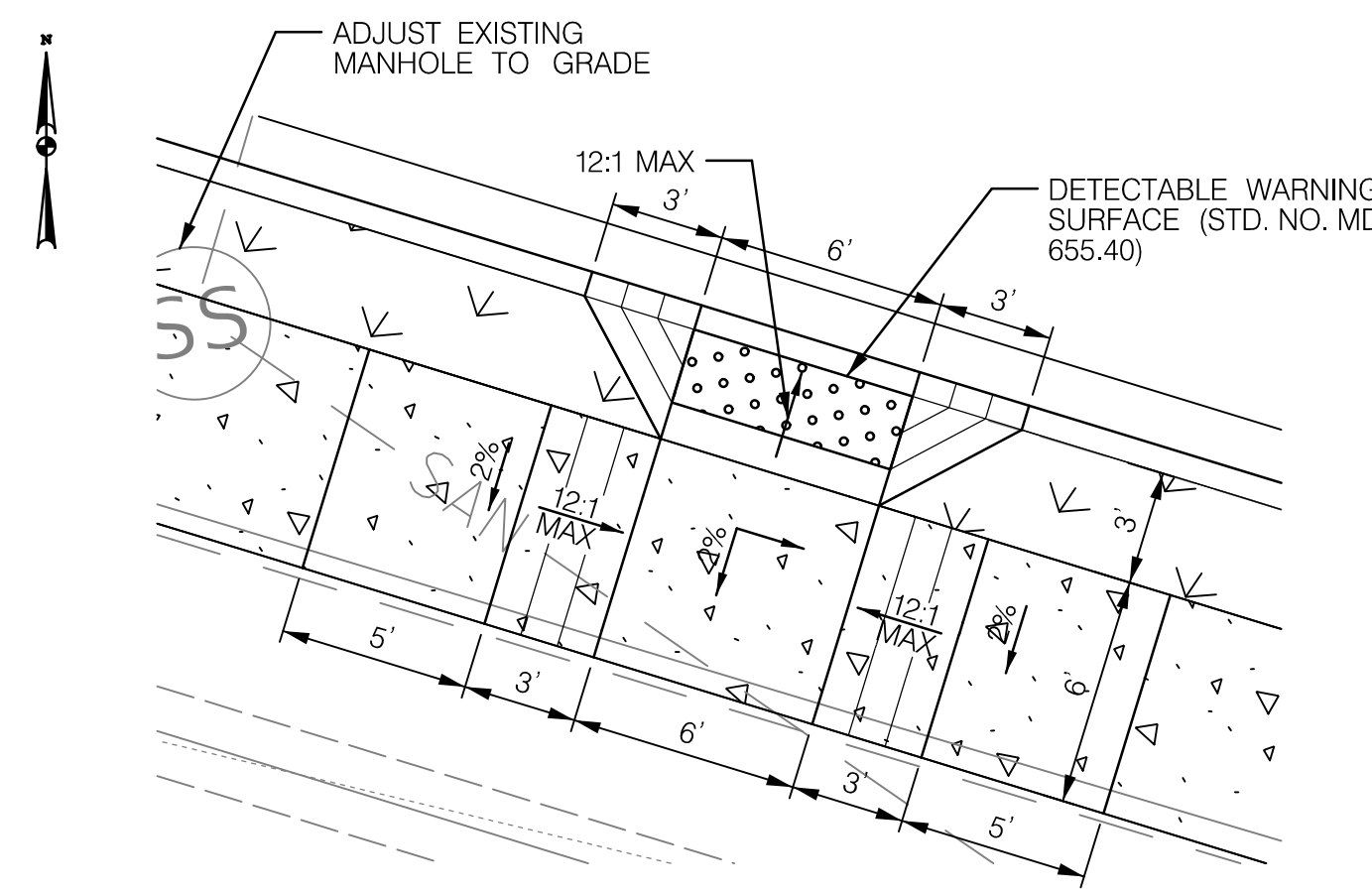
SIDEWALK RAMP DETAIL 'D'
N.T.S.
STA. 18+36, RT



SECTION A-A

DRIVEWAY ENTRANCE DETAIL 'A'

- N.T.S.
- STA. 26+01, LT
 - STA. 27+21, LT
 - STA. 27+57, LT
 - STA. 28+21, LT
 - STA. 29+36, LT
 - STA. 30+49, LT
 - STA. 31+71, LT



SIDEWALK RAMP DETAIL 'E'
N.T.S.
STA. 18+36, RT

LEGEND

	CONCRETE SIDEWALK
	DETECTABLE WARNING SURFACE
	EXISTING PAVEMENT REMOVAL & PROPOSED TURFGRASS SOD

NO.	REVISION	BY	DATE

Designed By KAM Drawn By KAM Checked By MCG

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

MISCELLANEOUS DETAILS
BELLS MILL ROAD
FROM FOX HILLS TRAIL TO
GAINSBOROUGH ROAD
PEDESTRIAN IMPROVEMENTS

SCALE: N.T.S.

BY: MisnerKA

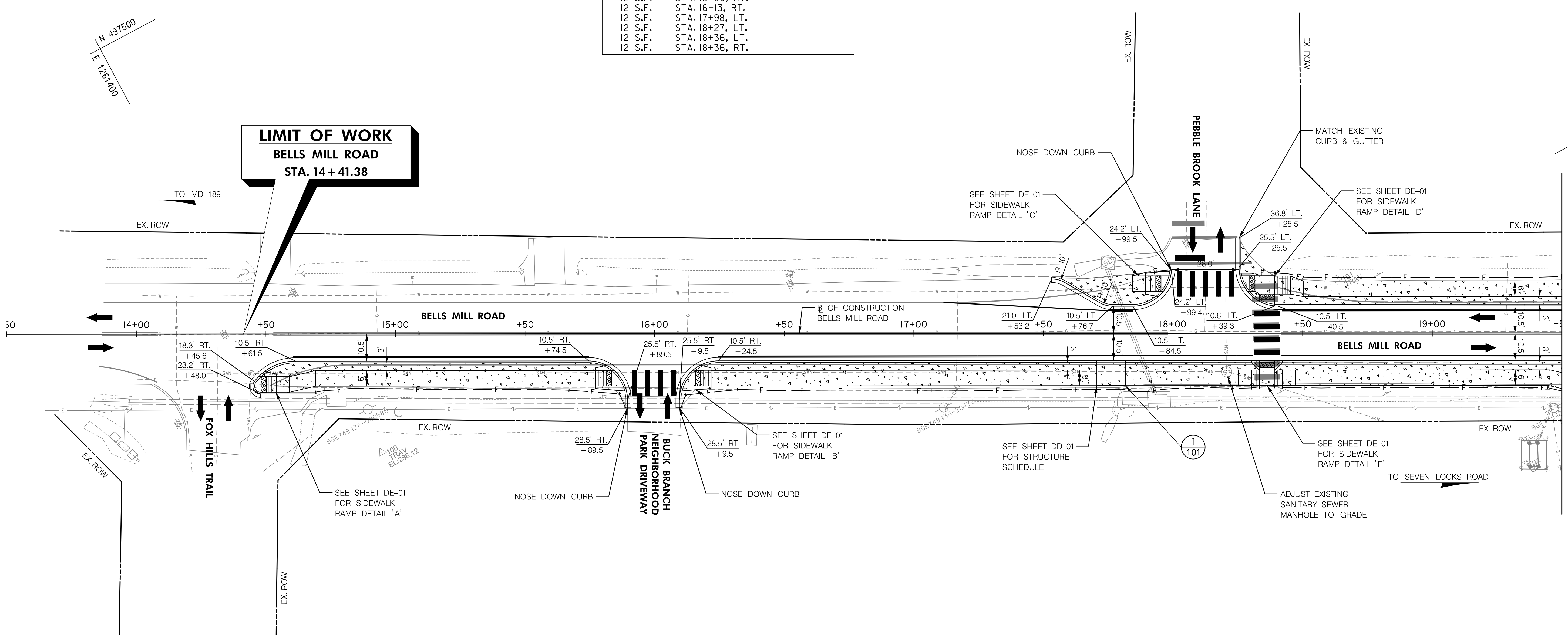
FULL DEPTH SAW CUTS	
172 L.F.	STA. 14+41 TO STA. 15+90, RT.
357 L.F.	STA. 16+10 TO STA. 19+50, RT.
61 L.F.	STA. 17+53 TO STA. 18+00, LT.
149 L.F.	STA. 18+26 TO STA. 19+50, LT.

REMOVAL OF EXISTING PAVEMENT AND SIDEWALK	
85 C.Y.	STA. 14+41 TO STA. 15+90, RT.
195 C.Y.	STA. 16+10 TO STA. 19+50, RT.
24 C.Y.	STA. 17+53 TO STA. 18+00, LT.
76 C.Y.	STA. 18+26 TO STA. 19+50, LT.

COMBINATION CONCRETE CURB & GUTTER TYPE A (STD. NO. MC-100.01)	
169 L.F.	STA. 14+41 TO STA. 15+90, RT.
355 L.F.	STA. 16+10 TO STA. 19+50, RT.
59 L.F.	STA. 17+53 TO STA. 18+00, LT.
147 L.F.	STA. 18+26 TO STA. 19+50, LT.

5 INCH DEPTH BUSINESS DISTRICT SIDEWALK/RAMP (STD. NO. MC-III.01)	
903 S.F.	STA. 14+41 TO STA. 15+90, RT.
2115 S.F.	STA. 16+10 TO STA. 19+50, RT.
90 S.F.	STA. 17+87 TO STA. 18+00, LT.
782 S.F.	STA. 18+26 TO STA. 19+50, LT.

DETECTABLE WARNING SURFACE (STD. NO. MD 655.40)	
12 S.F.	STA. 14+47, RT.
12 S.F.	STA. 15+86, RT.
12 S.F.	STA. 16+13, RT.
12 S.F.	STA. 17+98, LT.
12 S.F.	STA. 18+27, LT.
12 S.F.	STA. 18+36, LT.
12 S.F.	STA. 18+36, RT.



LIMIT OF WORK
BELLS MILL ROAD
STA. 14+41.38

MATCH LINE STA. 19+50 - SEE SHEET HD-02

LEGEND			
	CONCRETE SIDEWALK		
	DETECTABLE WARNING SURFACE		
	EXISTING PAVEMENT REMOVAL & PROPOSED TURFGRASS SOD		

NO.	REVISION	BY	DATE

Designed By KAM Drawn By KAM Checked By MCG

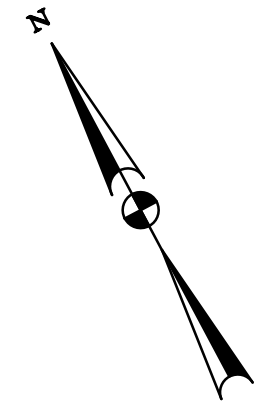
DEPARTMENT OF TRANSPORTATION
 DIVISION OF TRANSPORTATION ENGINEERING
 MONTGOMERY COUNTY, MARYLAND

ROADWAY PLAN
 BELLS MILL ROAD
 FROM FOX HILLS TRAIL TO
 GAINSBOROUGH ROAD
 PEDESTRIAN IMPROVEMENTS

SCALE: 1"= 20'

HD-01

BY: MisnerKA



FULL DEPTH SAW CUTS	
32 L.F.	STA. 19+50 TO STA. 19+70, RT.
598 L.F.	STA. 19+50 TO STA. 25+50, LT.

REMOVAL OF EXISTING PAVEMENT AND SIDEWALK	
13 C.Y.	STA. 19+50 TO STA. 19+70, RT.
337 C.Y.	STA. 19+50 TO STA. 25+50, LT.

COMBINATION CONCRETE CURB & GUTTER TYPE A (STD. NO. MC-100.01)	
30 L.F.	STA. 19+50 TO STA. 19+70, RT.
598 L.F.	STA. 19+50 TO STA. 25+50, LT.

5 INCH DEPTH BUSINESS DISTRICT SIDEWALK/RAMP (STD. NO. MC-III.01)	
132 S.F.	STA. 19+50 TO STA. 19+70, RT.
3665 S.F.	STA. 19+50 TO STA. 25+50, LT.

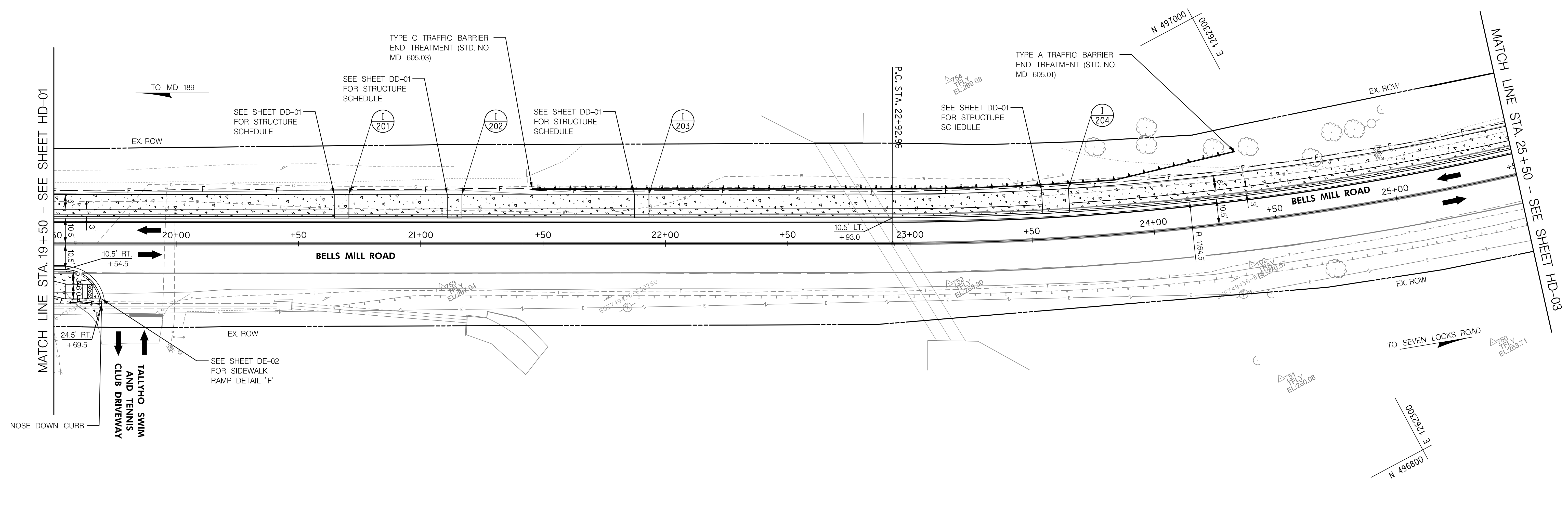
TRAFFIC BARRIER W BEAM USING 6 FOOT POSTS (STD. NO. MD 605.31)	
290 L.F.	STA. 21+45, LT. TO STA. 24+35, LT.

REMOVAL AND DISPOSAL OF EXISTING TRAFFIC BARRIER W BEAM	
220 L.F.	STA. 21+45, LT. TO STA. 23+65, LT.

TYPE A TRAFFIC BARRIER END TREATMENT (STD. NO. MD 605.01)	
1 EA.	STA. 24+35, LT.

TYPE C TRAFFIC BARRIER END TREATMENT (STD. NO. MD 605.03)	
1 EA.	STA. 24+35, LT.

DETECTABLE WARNING SURFACE (STD. NO. MD 655.40)	
12 S.F.	STA. 19+68, RT.



MATCH LINE STA. 19+50 - SEE SHEET HD-01

MATCH LINE STA. 25+50 - SEE SHEET HD-03

LEGEND			
	CONCRETE SIDEWALK		
	DETECTABLE WARNING SURFACE		
	EXISTING PAVEMENT REMOVAL & PROPOSED TURFGRASS SOD		

NO.	REVISION	BY	DATE

Designed By KAM Drawn By KAM Checked By MCG

DEPARTMENT OF TRANSPORTATION
 DIVISION OF TRANSPORTATION ENGINEERING
 MONTGOMERY COUNTY, MARYLAND

ROADWAY PLAN
 BELLS MILL ROAD
 FROM FOX HILLS TRAIL TO
 GAINSBOROUGH ROAD
 PEDESTRIAN IMPROVEMENTS

SCALE: 1" = 20'

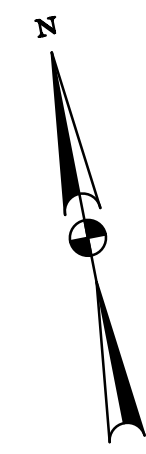
HD-02

BY: MisnerKA

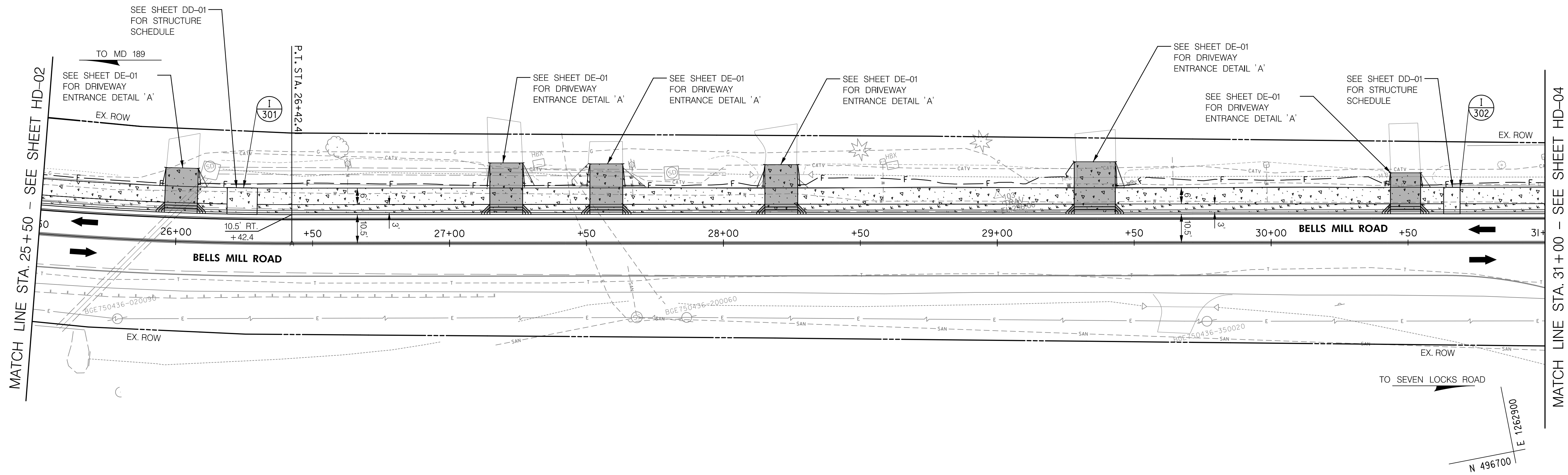
FULL DEPTH SAW CUTS	
550 L.F.	STA. 25+50 TO STA. 31+00, LT.
REMOVAL OF EXISTING PAVEMENT AND SIDEWALK	
346 C.Y.	STA. 25+50 TO STA. 31+00, LT.

COMBINATION CONCRETE CURB & GUTTER TYPE A (STD. NO. MC-100.01)	
550 L.F.	STA. 25+50 TO STA. 31+00, LT.
5 INCH DEPTH BUSINESS DISTRICT SIDEWALK/RAMP (STD. NO. MC-111.01)	
2900 S.F.	STA. 25+50 TO STA. 31+00, LT.

7 INCH DEPTH CONCRETE DRIVEWAY	
197 S.F.	STA. 25+92 TO STA. 26+11, LT.
228 S.F.	STA. 27+12 TO STA. 27+30, LT.
223 S.F.	STA. 27+48 TO STA. 27+66, LT.
219 S.F.	STA. 28+12 TO STA. 28+30, LT.
286 S.F.	STA. 29+25 TO STA. 29+46, LT.
167 S.F.	STA. 30+41 TO STA. 30+58, LT.



N 496900
E 1262900



E 1262400
N 496700

LEGEND

	CONCRETE SIDEWALK
	DETECTABLE WARNING SURFACE
	EXISTING PAVEMENT REMOVAL & PROPOSED TURFGRASS SOD

NO.	REVISION	BY	DATE

Designed By KAM Drawn By KAM Checked By MCG

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

ROADWAY PLAN
BELLS MILL ROAD
FROM FOX HILLS TRAIL TO
GAINSBOROUGH ROAD
PEDESTRIAN IMPROVEMENTS

SCALE: 1"= 20'

HD-03

BY: MisnerKA



FULL DEPTH SAW CUTS	
335 L.F.	STA. 31+00 TO STA. 34+07, LT.
75 L.F.	STA. 34+42 TO STA. 34+95, LT.
110 L.F.	STA. 33+63 TO STA. 34+44, RT.
81 L.F.	STA. 34+65 TO STA. 35+17, RT.

REMOVAL OF EXISTING PAVEMENT AND SIDEWALK	
200 C.Y.	STA. 31+00 TO STA. 34+07, LT.
20 C.Y.	STA. 34+42 TO STA. 34+95, LT.
36 C.Y.	STA. 33+63 TO STA. 34+44, RT.
24 C.Y.	STA. 34+65 TO STA. 35+17, RT.

REMOVAL OF EXISTING CONCRETE COMBINATION CURB AND GUTTER	
67 L.F.	STA. 33+53 TO STA. 34+02, LT.
69 L.F.	STA. 34+42 TO STA. 34+95, LT.

COMBINATION CONCRETE CURB & GUTTER TYPE A (STD. NO. MC-100.01)	
333 L.F.	STA. 31+00 TO STA. 34+07, LT.
74 L.F.	STA. 34+42 TO STA. 34+95, LT.

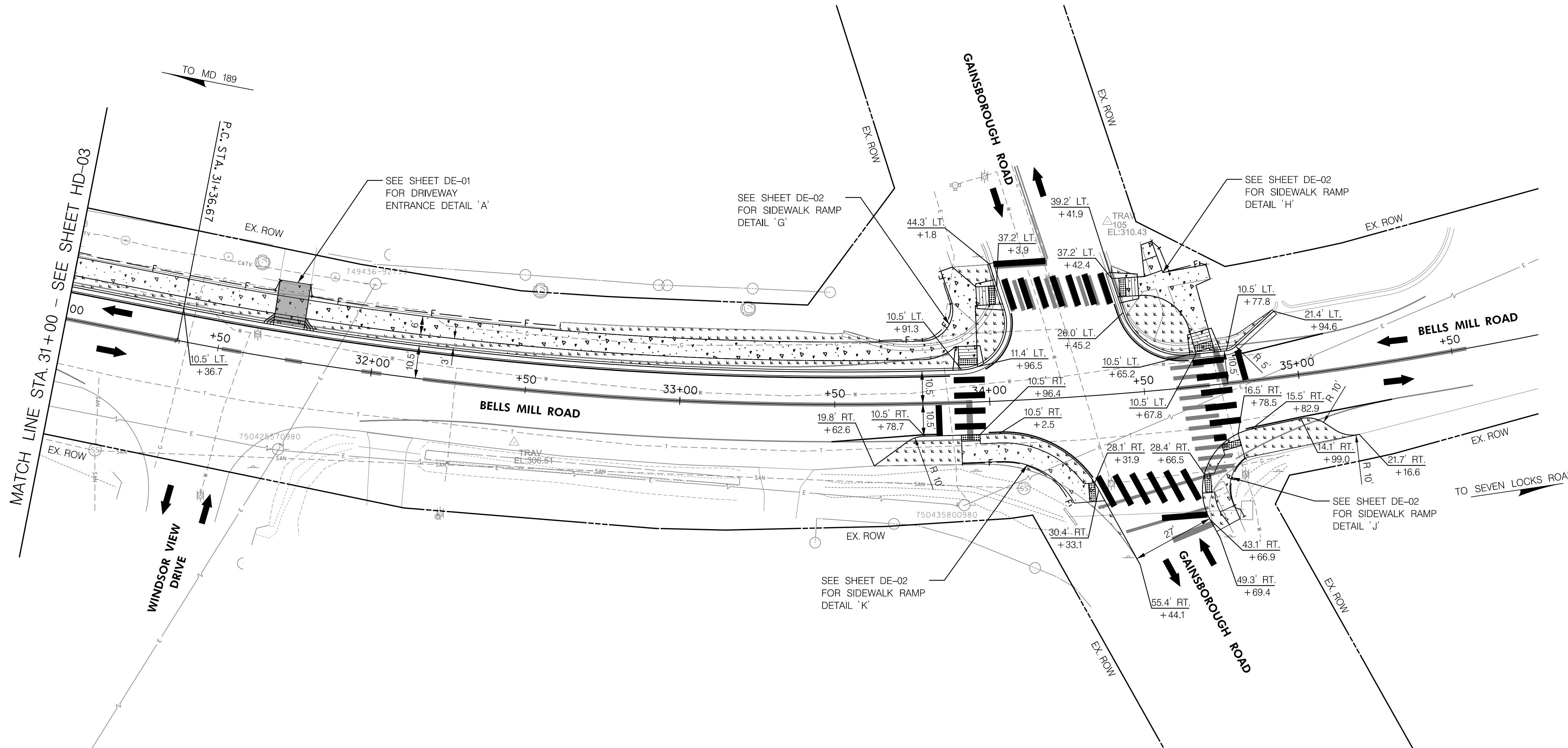
5 INCH DEPTH BUSINESS DISTRICT SIDEWALK/RAMP (STD. NO. MC-III.01)	
1970 S.F.	STA. 31+00 TO STA. 34+07, LT.
432 S.F.	STA. 34+42 TO STA. 34+76, LT.
313 S.F.	STA. 33+90 TO STA. 34+35, RT.
176 S.F.	STA. 34+65 TO STA. 34+79, RT.

7 INCH DEPTH CONCRETE DRIVEWAY	
149 S.F.	STA. 31+63 TO STA. 31+79, LT.

DETECTABLE WARNING SURFACE (STD. NO. MD 655.40)	
12 S.F.	STA. 33+93, LT.
12 S.F.	STA. 34+03, LT.
12 S.F.	STA. 34+45, LT.
12 S.F.	STA. 34+71, LT.
12 S.F.	STA. 33+93, RT.
12 S.F.	STA. 34+32, RT.
12 S.F.	STA. 34+66, RT.
12 S.F.	STA. 34+76, RT.

N 496900
E 1263000

N 496900
E 1263500



N 496600
E 1263000

LEGEND	
	CONCRETE SIDEWALK
	DETECTABLE WARNING SURFACE
	EXISTING PAVEMENT REMOVAL & PROPOSED TURFGRASS SOD

NO.	REVISION	BY	DATE

Designed By KAM Drawn By KAM Checked By MCG

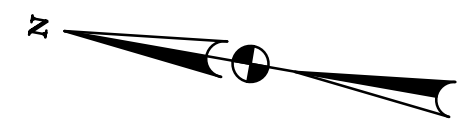
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

ROADWAY PLAN
BELLS MILL ROAD
FROM FOX HILLS TRAIL TO
GAINSBOROUGH ROAD
PEDESTRIAN IMPROVEMENTS

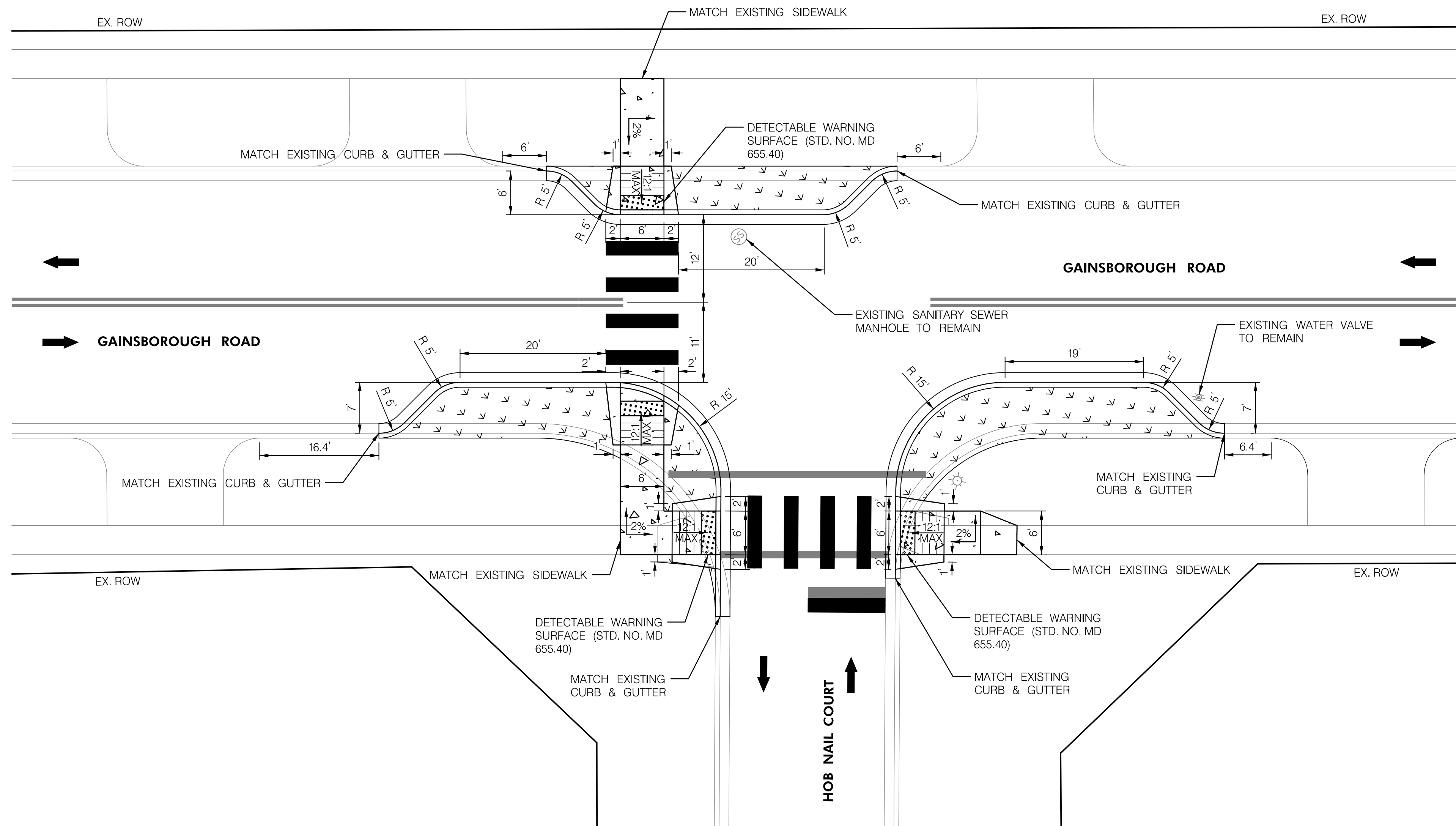
SCALE: 1" = 20'

HD-04

BY: MisnerKA



N 498400
E 1262950



E 1262950
N 498150

N 498400
E 1262800

HD-05

LEGEND

	CONCRETE SIDEWALK
	DETECTABLE WARNING SURFACE
	EXISTING PAVEMENT REMOVAL & PROPOSED TURFGRASS SOD

NO.	REVISION	BY	DATE

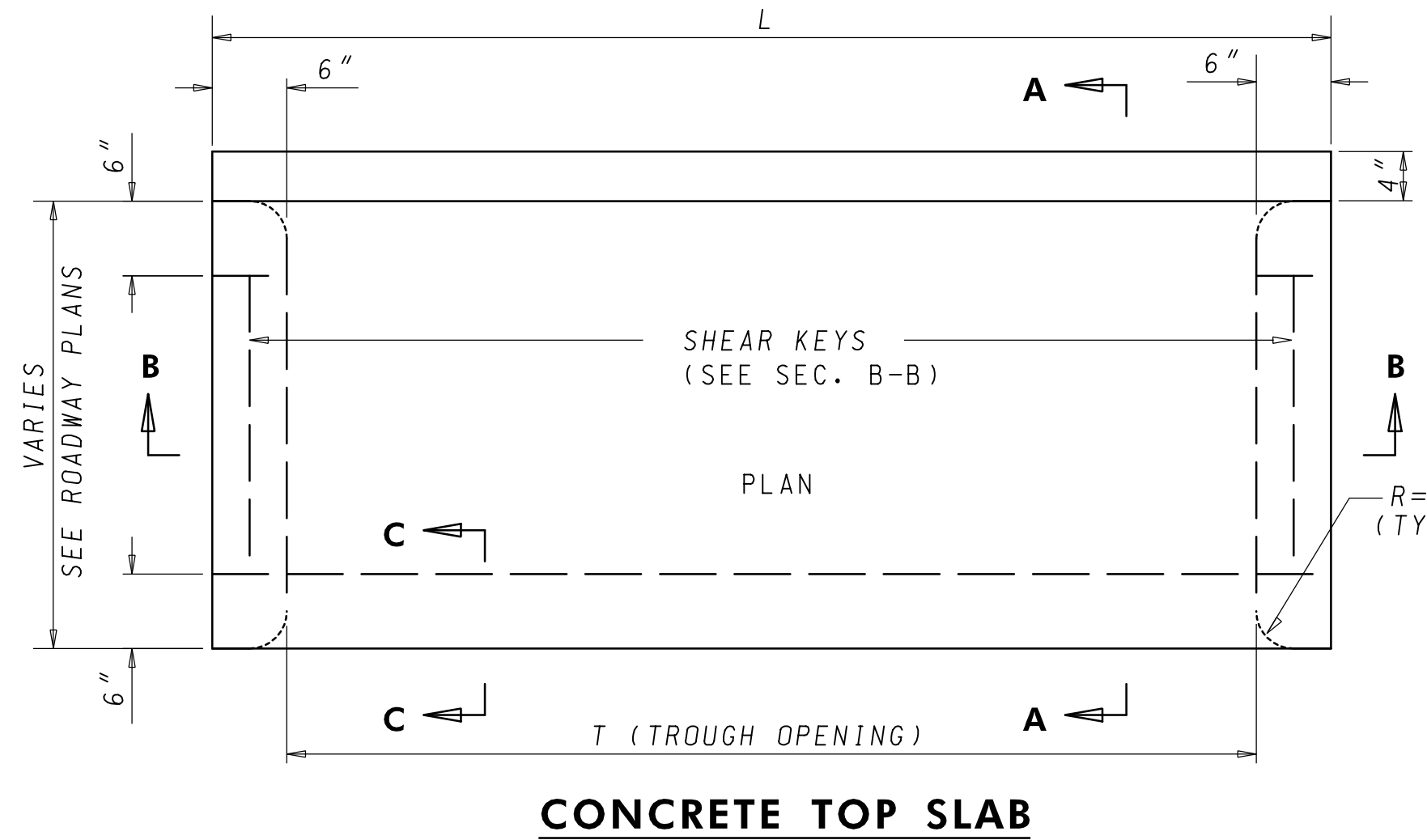
Designed By KAM Drawn By KAM Checked By MCG

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

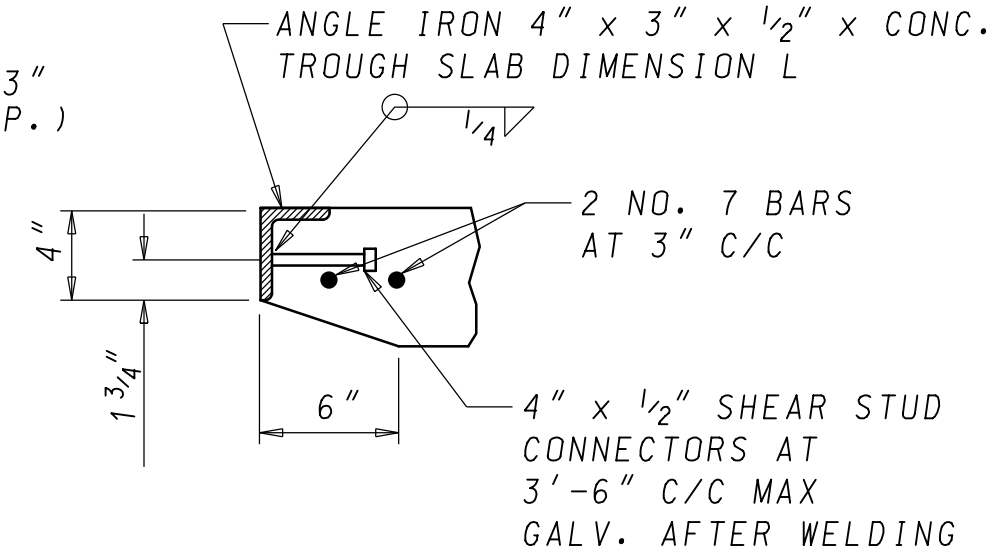
ROADWAY PLAN
BELLS MILL ROAD
FROM FOX HILLS TRAIL TO
GAINSBOROUGH ROAD
PEDESTRIAN IMPROVEMENTS

SCALE: 1" = 10'

BY: MisnerKA

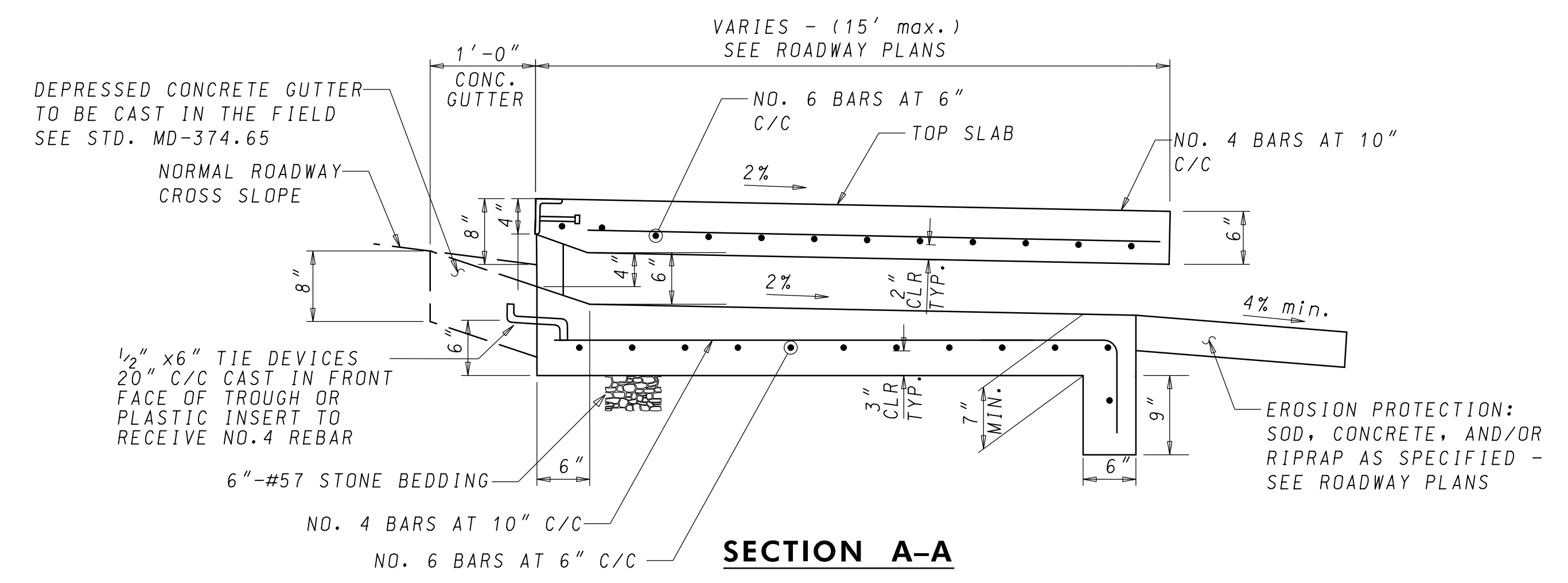


SLAB TYPE	L	T
I	6'-0"	5'-0"
II	11'-0"	10'-0"

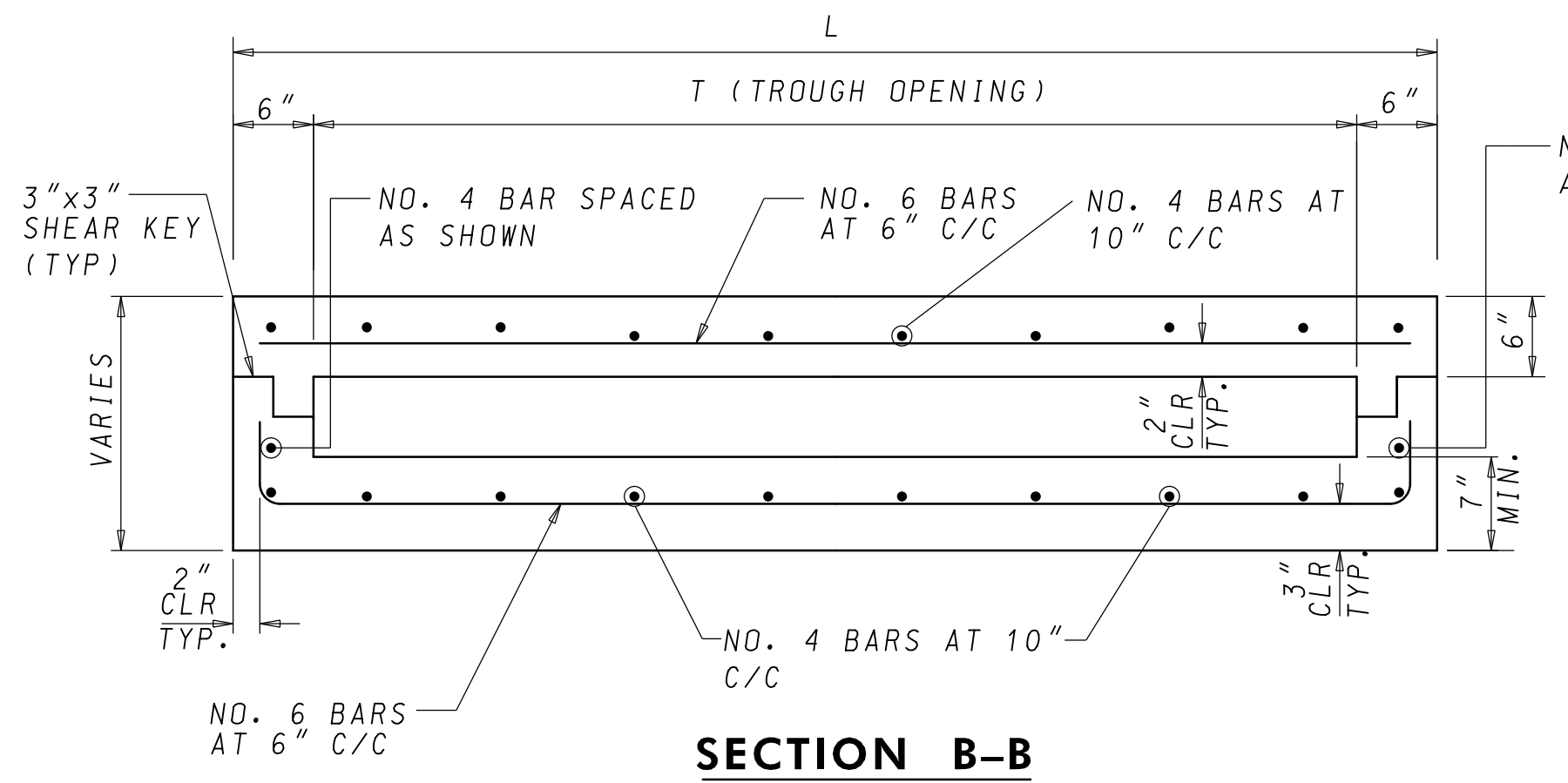


NOTE: FOR 6" CURB, SEE NOTE 4 BELOW.

SECTION C-C



SECTION A-A



SECTION B-B

NOTES:

1. CONCRETE SHALL BE MIX # 6 (4500 PSI).
2. REINFORCEMENT STEEL SHALL MEET THE REQUIREMENTS OF ASTM A615, GRADE 60.
3. ANGLE IRON AND SHEAR STUD CONNECTORS SHALL BE GALVANIZED AFTER WELDING IN ACCORDANCE WITH ASTM A 123.
4. FOR 6" CURB, REFER TO MD 374.55-01, SECTIONS C-C AND D-D.
5. EROSION PROTECTION TO BE PAID FOR SEPARATELY.

CAST-IN-PLACE COGCOS OPENING
MODIFIED SHA STANDARD NO. MD 374.68

STRUCTURE SCHEDULE					
NO.	DETAIL	REMARKS	BASELINE	STATION	OFFSET
I-101	MODIFIED MD-374.68	SLAB TYPE II, EROSION PROTECTION SHALL BE SOD	BELLS MILL ROAD	17+76.09	10.50 RT
I-201	MODIFIED MD-374.68	SLAB TYPE I, EROSION PROTECTION SHALL BE SOD	BELLS MILL ROAD	20+67.64	10.50 LT
I-202	MODIFIED MD-374.68	SLAB TYPE I, EROSION PROTECTION SHALL BE SOD	BELLS MILL ROAD	21+13.84	10.50 LT
I-203	MODIFIED MD-374.68	SLAB TYPE I, EROSION PROTECTION SHALL BE SOD	BELLS MILL ROAD	21+90.30	10.50 LT
I-204	MODIFIED MD-374.68	SLAB TYPE II, EROSION PROTECTION SHALL BE SOD	BELLS MILL ROAD	23+60.45	10.50 LT
I-301	MODIFIED MD-374.68	SLAB TYPE II, EROSION PROTECTION SHALL BE SOD	BELLS MILL ROAD	26+24.05	10.50 LT
I-302	MODIFIED MD-374.68	SLAB TYPE I, EROSION PROTECTION SHALL BE SOD	BELLS MILL ROAD	30+66.01	10.50 LT

DD-01

NO.	REVISION	BY	DATE

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

DRAINAGE DETAILS
BELLS MILL ROAD
FROM FOX HILLS TRAIL TO
GAINSBOROUGH ROAD
PEDESTRIAN IMPROVEMENTS

Designed By KAM Drawn By KAM Checked By MCG

SCALE: AS SHOWN

BY: MisnerKA

SEQUENCE OF CONSTRUCTION

PHASE 1: CONSTRUCT SIDEWALK (NORTH SIDE AND GAINSBOROUGH INTERSECTION)

1. INSTALL TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS.
2. SAW CUT AND EXCAVATE WHERE NECESSARY TO REMOVE EXISTING PAVEMENT, COMBINATION CURB & GUTTER, AND SIDEWALK. CONSTRUCT PROPOSED SIDEWALK, ADA PEDESTRIAN RAMPS, CURB AND GUTTER, AND STORM DRAIN INLETS AS SHOWN ON THE DESIGN PLANS. TRAFFIC SHALL BE MAINTAINED UTILIZING MCDOT TEMPORARY TRAFFIC CONTROL STANDARDS TCP-102.02, TCP-105.01, TCP-105.02, TCP-105.03, TCP-105.04, TCP-105.05, AND TCP-105.06.

PHASE 2: CONSTRUCT SIDEWALK (SOUTH SIDE)

1. INSTALL TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS.
2. SAW CUT AND EXCAVATE WHERE NECESSARY TO REMOVE EXISTING PAVEMENT, CONSTRUCT PROPOSED SIDEWALK, ADA PEDESTRIAN RAMP, CURB AND GUTTER, AND STORM DRAIN INLET AS SHOWN ON THE DESIGN PLANS. TRAFFIC SHALL BE MAINTAINED UTILIZING MCDOT TEMPORARY TRAFFIC CONTROL STANDARDS TCP-102.02 AND TCP-105.07.

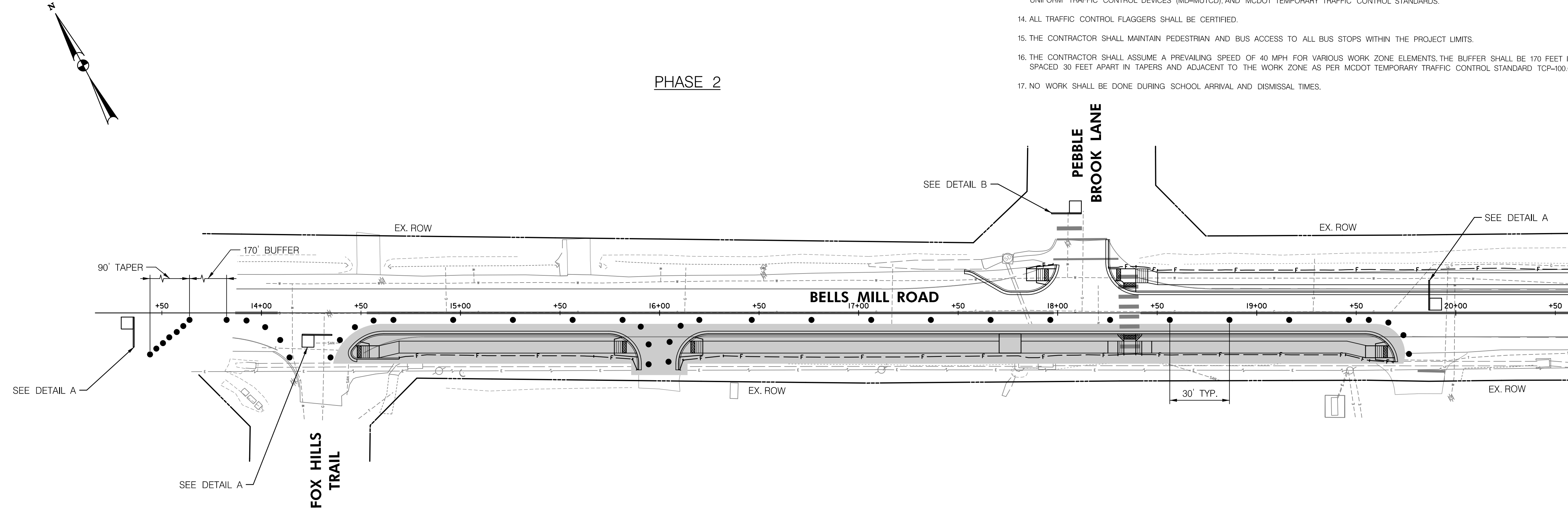
PHASE 3: INSTALLATION OF SIGNING AND PAVEMENT MARKINGS

1. INSTALL TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS.
2. INSTALL PAVEMENT MARKINGS AND SIGNS AS SHOWN ON THE DESIGN PLANS. TRAFFIC SHALL BE MAINTAINED UTILIZING MCDOT TEMPORARY TRAFFIC CONTROL STANDARD TCP-102.06.

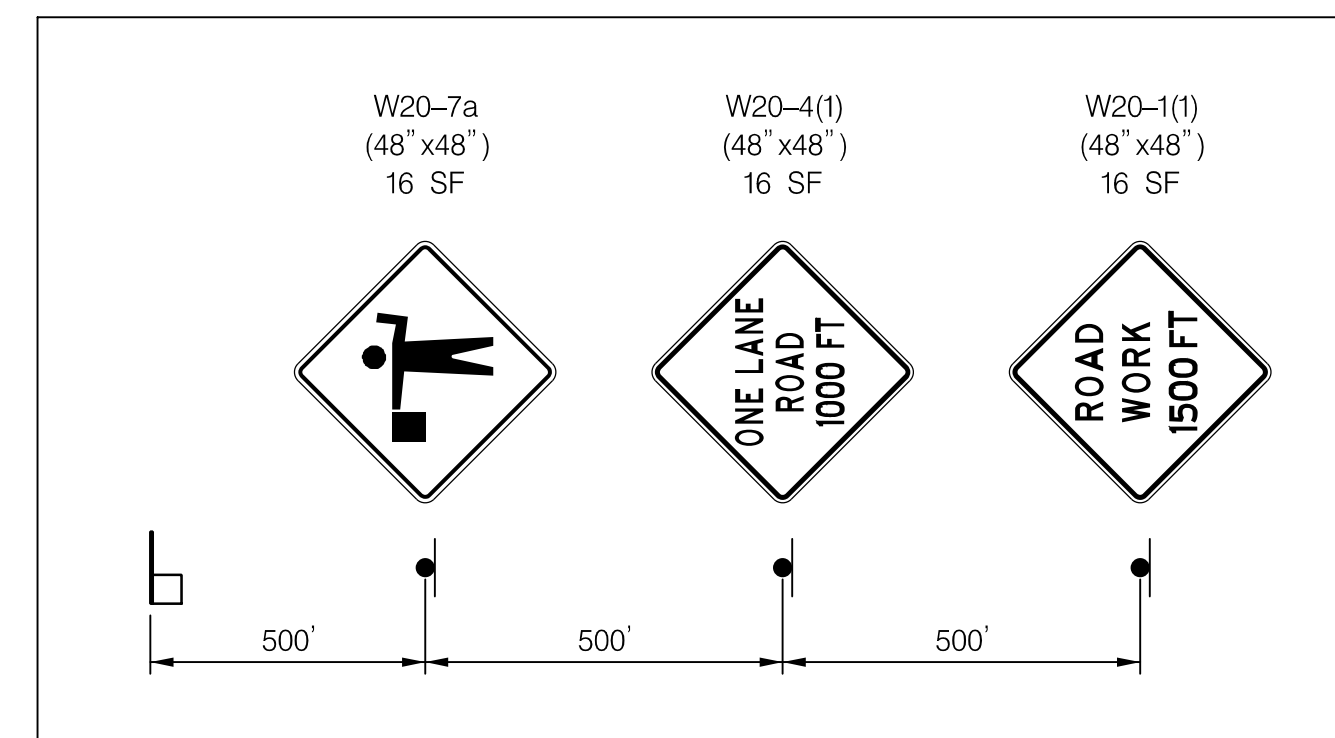
GENERAL NOTES

1. THE CONTRACTOR SHALL NOTIFY THE MONTGOMERY COUNTY TMC AT 240-777-2100 SEVENTY-TWO (72) HOURS IN ADVANCE OF ANY PLANNED LANE CLOSURES VIA FLAGGING OPERATION.
2. THE CONTRACTOR SHALL SUB-STAGE CONSTRUCTION TO MAINTAIN EXISTING PEDESTRIAN ACCESS THROUGHOUT THE WORK ZONE. PEDESTRIAN ACCESS SHALL ALSO BE MAINTAINED AT THE END OF EACH WORK DAY.
3. THE CONTRACTOR SHALL UTILIZE 8 FT. x 12 FT. x 1 IN. THICK STEEL PLATES TO COVER AREAS OF UNFILLED EXCAVATION WITHIN THE ROADWAY AND PEDESTRIAN FACILITIES AT THE END OF EACH WORK DAY AS NECESSARY.
4. THE CONTRACTOR SHALL COORDINATE WITH ANY ADJACENT CONSTRUCTION PROJECTS TO COORDINATE LANE CLOSURES.
5. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 10 FT. TRAVEL LANE DURING CONSTRUCTION.
6. PRIOR TO BEGINNING ANY CONSTRUCTION WORK, THE CONTRACTOR SHALL MEET ALL REQUIREMENTS FOR EROSION AND SEDIMENT CONTROL.
7. CONSTRUCTION ON THIS PROJECT SHALL CONFORM TO APPLICABLE SECTIONS OF THE IFB.
8. THE CONTRACTOR SHALL MAINTAIN IN GOOD CONDITION ALL EXISTING TRAFFIC SIGNS IF IN THE OPINION OF THE ENGINEER, ANY SIGNS ARE DAMAGED BY THE CONTRACTOR'S OPERATION THEY SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
9. THE CONTRACTOR SHALL COVER ANY ADVANCE WARNING SIGNS THAT ARE NOT APPLICABLE DURING A PARTICULAR PHASE OR NON-WORKING HOURS.
10. PERMANENT SIGNS SHALL BE ERECTED PRIOR TO OPENING ANY PERMANENT CONSTRUCTION TO TRAFFIC.
11. THE CONTRACTOR SHALL MAINTAIN VEHICLE ACCESS TO ALL DRIVEWAY ENTRANCES WITHIN THE PROJECT AREA. THE CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNERS TO MAINTAIN INGRESS/EGRESS DURING ALL PHASES OF CONSTRUCTION.
12. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY, INSTALL AND MAINTAIN ALL TEMPORARY TRAFFIC CONTROL EQUIPMENT FOR THE DURATION OF THE CONTRACT.
13. ALL TRAFFIC CONTROL DEVICES, SHOULDER CLOSURES, LANE SHIFTS AND LANE CLOSURES SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MARYLAND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MD-MUTCD), AND MCDOT TEMPORARY TRAFFIC CONTROL STANDARDS.
14. ALL TRAFFIC CONTROL FLAGGERS SHALL BE CERTIFIED.
15. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN AND BUS ACCESS TO ALL BUS STOPS WITHIN THE PROJECT LIMITS.
16. THE CONTRACTOR SHALL ASSUME A PREVAILING SPEED OF 40 MPH FOR VARIOUS WORK ZONE ELEMENTS. THE BUFFER SHALL BE 170 FEET IN LENGTH. CHANNELIZING DEVICES SHALL BE SPACED 30 FEET APART IN TAPERS AND ADJACENT TO THE WORK ZONE AS PER MCDOT TEMPORARY TRAFFIC CONTROL STANDARD TCP-100.01.
17. NO WORK SHALL BE DONE DURING SCHOOL ARRIVAL AND DISMISSAL TIMES.

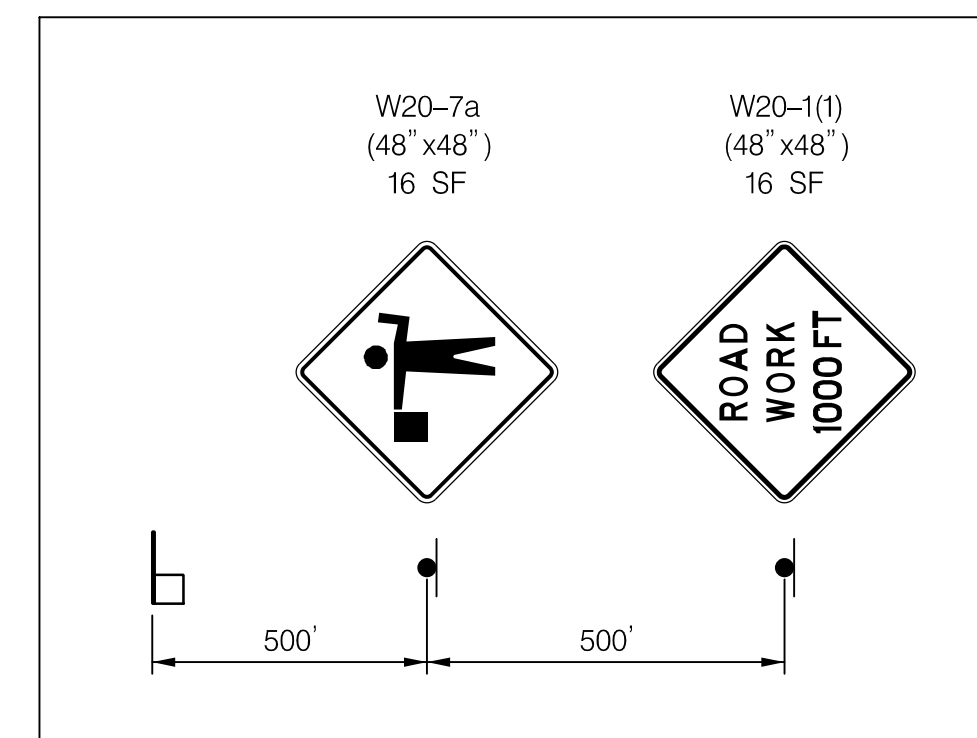
PHASE 2



DETAIL A



DETAIL B



MOT LEGEND	
	WORK ZONE
	TEMPORARY TRAFFIC SIGN
	SIGN FACE
	DIRECTION OF TRAFFIC
	CHANNELIZING DEVICES
	CONCRETE TRAFFIC BARRIER
	BARRIER END TREATMENT

NO.	REVISION	BY	DATE
Designed By <u>JNS</u>		Drawn By <u>CSC</u>	Checked By <u>SRH</u>

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC ENGINEERING & OPERATIONS
MONTGOMERY COUNTY, MARYLAND

TEMPORARY TRAFFIC CONTROL PLAN
BELLS MILL ROAD
FROM FOX HILLS TRAIL TO
GAINSBOROUGH ROAD
PEDESTRIAN IMPROVEMENTS

SCALE: 1" = 30'

TTCP-02

CRITERIA

THE CONTRACTOR SHALL BE GOVERNED BY THE STANDARDS AND REQUIREMENTS OF THE FOLLOWING PUBLICATIONS, EXCEPT AS MODIFIED BY THE SPECIAL PROVISIONS OF THIS CONTRACT:

DESIGN

MDSHA - "MARYLAND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", 2011 EDITION AND SUBSEQUENT REVISIONS. (MdmUTCd)

A A S H T O - "HIGHWAY SAFETY DESIGN AND OPERATIONS GUIDE" -1997

A A S H T O - "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS LUMINAIRES AND TRAFFIC SIGNALS", 2001 EDITION (CATEGORY II FOR ALL OVERHEAD AND CANTILEVER SIGN STRUCTURES).

MATERIALS AND CONSTRUCTION

MDSHA - "STANDARD SPECIFICATIONS FOR CONSTRUCTION & MATERIALS", 2008 EDITION AND SUBSEQUENT SUPPLEMENTS.

DESIGN WIND

- 100 MPH - WOOD SUPPORTS
10 YEAR RECURRENCE INTERVAL
 - 100 MPH - GROUND MOUNT SIGN STEEL SUPPORTS
10 YEAR RECURRENCE INTERVAL
 - 100 MPH - OVERHEAD AND CANTILEVER STRUCTURES
50 YEAR RECURRENCE INTERVAL
- } ALL DISTRICTS

DESIGN STRESS

SOIL BEARING PRESSURE - S = 3,000 P.S.F. (ASSUMED)
SEE MATERIAL & CONSTRUCTION ABOVE AND SPECIAL PROVISIONS FOR DESIGN STRESSES FOR STRUCTURAL STEEL, ALUMINUM, REINFORCING STEEL AND CONCRETE.

CHAMFER

ALL EXPOSED EDGES OF CONCRETE SHALL HAVE A 3/4" X 3/4" CHAMFER.

CLASSIFICATION OF SIGNS

SIGNS ARE DIVIDED INTO TWO (2) GENERAL CATEGORIES.

1. GUIDE SIGNS

A) STRUCTURAL TYPES

- OH - OVERHEAD
- C - CANTILEVER
- GM - GROUND MOUNT, BREAKAWAY OR NON-BREAKAWAY
- BM - BRIDGE MOUNTED

B) PANELS

MATERIAL - EXTRUDED ALUMINUM
COPY - DIRECT APPLIED

I) HIGH INTENSITY (NEW SIGNS AND REVISIONS TO EXISTING SIGNS)

2. STANDARD SIGNS (REGULATORY, WARNING, ETC.)

A) STRUCTURAL TYPES

- WOOD SUPPORTS
- SQUARE TUBE

B) PANELS

MATERIAL - SHEET ALUMINUM
COPY - DIRECT APPLIED

IDENTIFICATION OF SIGNS AND PANELS

GUIDE SIGNS

EACH GUIDE SIGN IS IDENTIFIED BY A SIGN NUMBER ON THE PLANS AND IN THE TABULATIONS. (GM-1, GM-2, GM-3, etc)
SIGNS ON STRUCTURES ARE IDENTIFIED WITH A NUMBER AND WHERE VARIATIONS OCCUR, A LOWER CASE LETTER. (OH-1a, OH-1b, OH-1c)

STANDARD SIGNS

STANDARD SIGNS ARE IDENTIFIED BY PANEL NUMBERS AND ARE CLASSIFIED AS FOLLOWS
R - REGULATORY
W - WARNING
M - ROUTE MARKERS AND ACCESSORIES
D - DESTINATION AND MILEAGE PANELS
S - SCHOOL

PANELS SHALL BE DESIGNATED TO AGREE WITH MARYLAND STANDARD SIGN BOOK. EACH STANDARD SIGN IS IDENTIFIED FIRST BY THE SHEET NUMBER, THEN BY THE NUMERICAL ORDER OF THE SIGN AS IT APPEARS ON THE PLAN. FOR EXAMPLE SHEET SN 2.1-101,102,103, ETC. SHEET SN 2.2-201,202,203,ETC.

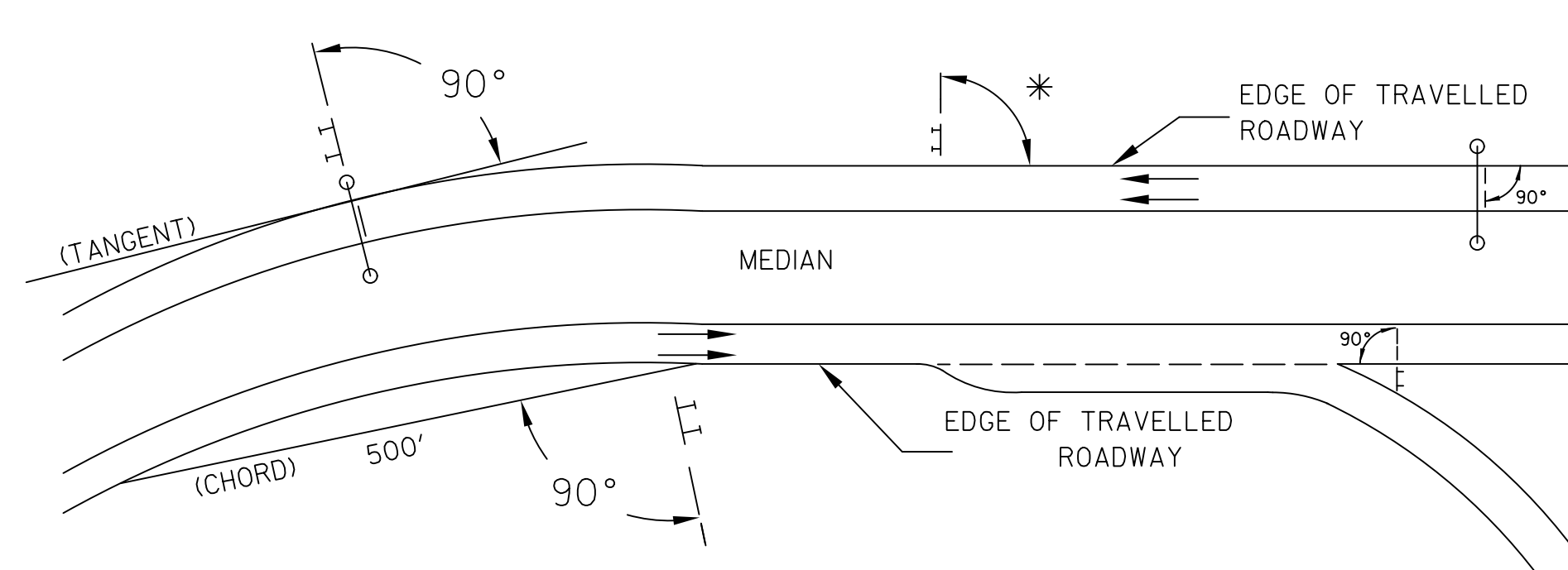
PANEL LAYOUT AND ALPHABETS

1. GUIDE SIGN PANEL LAYOUTS ARE BASED ON THE A.A.S.H.T.O. MANUALS NOTED ABOVE.
2. STANDARD SIGN PANEL LAYOUTS ARE BASED ON THE MDMUTCd WITH SPECIFICATIONS DETAILED IN THE MARYLAND STATE HIGHWAY ADMINISTRATION PUBLICATION, "STANDARD SIGN BOOK", AVAILABLE ONLINE @ https://www.marylandroads.com/businesswithsha/bizstdsSpecs/desManualStdPub/publicationsonline/oofs/internet_signbook.asp

REFLECTORIZATION

BACKGROUNDS, BORDERS, TEXTS AND ALL OTHER ELEMENTS OF SIGN PANELS SHALL BE REFLECTORIZED EXCEPT WHERE NOTED. REFER TO PROJECT REQUIREMENTS FOR MORE DETAIL.

ORIENTATION OF SIGN FACES



* UNDER 30 FEET FROM TRAVELLED ROADWAY TO NEAR EDGE OF SIGN - 93° AWAY FROM THE ROAD TO AVOID SPECULAR REFLECTION AS INDICATED IN 813.03 OF THE MARYLAND STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS.
OVER 30 FEET FROM TRAVELLED ROADWAY TO NEAR EDGE OF SIGN - 90°

SIGN LOCATIONS

1. GUIDE SIGNS ARE LOCATED ON THE PLANS BY DIMENSION TO SURVEY STATIONS, OR WHEN NECESSARY, TO IDENTIFIABLE PHYSICAL FEATURES.
2. ALL CHANGES IN THE LOCATIONS OF SIGNS AS SHOWN ON THE PLAN SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

EXISTING UTILITIES

THE ENGINEER DOES NOT WARRANT OR GUARANTEE THE ACCURACY OR COMPLETENESS OF UTILITY INFORMATION SHOWN ON THE PLAN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND PROTECT ALL EXISTING FACILITIES WHICH MIGHT BE AFFECTED BY THIS WORK OR HIS OPERATION.

ROADSIDE SIGNS

1. VERTICAL ALIGNMENT
POSITION PANEL SO FACE IS PLUMB.
2. HORIZONTAL ALIGNMENT (SEE DIAGRAM ABOVE)
 - A) ON STRAIGHT ROADWAY SECTIONS, ANGLE OF SIGN FACE TO ROADWAY VARIES WITH DISTANCE FROM TRAVELLED ROADWAY TO NEAR EDGE OF SIGN - SEE DIAGRAM.
 - B) ON THE INSIDE OF HORIZONTAL CURVES, POSITION SIGN SO FACE OF PANEL MAKES AN ANGLE OF 90° WITH A CHORD BETWEEN A POINT ON NEAR EDGE OF PAVEMENT AT SIGN LOCATION AND A POINT ON EDGE OF PAVEMENT 500' IN ADVANCE OF SIGN.
 - C) ON THE OUTSIDE OF HORIZONTAL CURVES, POSITION SIGN SO FACE OF PANEL IS AT RIGHT ANGLES TO THE TANGENT OF THE CURVE AT THE SIGN LOCATION.
 - D) POSITIONING OF SIGNS AT GORES AND RAMP SEPARATIONS IS REFERRED TO THE NORMAL EDGE OF THE MAINLINE ROADWAY.

OVERHEAD SIGNS

1. VERTICAL ALIGNMENT
POSITION PANELS FOR ALL OVERHEAD STRUCTURES SO THAT PANEL FACE IS PLUMB.
2. OVERHEAD SIGN STRUCTURES SHALL NOT BE ERECTED WITHOUT ATTACHING LUMINAIRES, SUPPORTS, AND/OR SIGNS.
3. HORIZONTAL ALIGNMENT
 - A) POSITION ALL OVERHEAD SIGNS SO THAT THE FACE OF THE PANEL IS AT RIGHT ANGLES TO THE NORMAL EDGE OF ROADWAY, IF ON A STRAIGHT ROADWAY SECTION.
 - B) POSITION ALL OVERHEAD SIGNS SO THAT THE FACE OF THE PANEL IS AT RIGHT ANGLES TO THE TANGENT OF THE CURVE AT SIGN LOCATION, IF ON A HORIZONTAL CURVE.
 - C) POSITIONING OF SIGNS AT GORES AND RAMP SEPARATIONS IS REFERRED TO THE NORMAL EDGE OF THE MAINLINE ROADWAY.
4. VERTICAL CLEARANCE
 - A) OVERHEAD SIGNS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 17'-9" FROM ROADWAY TO THE BOTTOM OF LIGHT FIXTURES. ALL LIGHT FIXTURES ARE TO BE AT THE SAME ELEVATION.
 - B) IF THE CONTRACTOR CANNOT OBTAIN 17'-9" (SEE 3A) CLEARANCE, HE IS TO CEASE WORK AND CONTACT THE PROJECT ENGINEER FOR FURTHER INSTRUCTIONS. THE PROJECT ENGINEER MAY CONTACT THE TRAFFIC ENGINEERING DESIGN DIVISION FOR ASSISTANCE.
 - C) ON ALL OVERHEAD SIGNS, THE MINIMUM CLEARANCE TO BOTTOM OF SIGN: 20'-9".

PROJECT REQUIREMENTS

ALL NEW SIGNS ON THIS PROJECT SHALL BE FABRICATED FROM SHEETING WHICH MEETS ALL OF THE FOLLOWING REQUIREMENTS, UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS, OR AS DIRECTED BY THE ENGINEER:

1. SHEETING SHALL MEET THE REQUIREMENTS OF SECTIONS 813 AND 950.03 OF MDSHA'S STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS (JULY 2008) AND SUBSEQUENT REVISIONS
2. LISTED ON MDSHA OFFICE OF TRAFFIC AND SAFETY'S QUALIFIED PRODUCTS LIST (QPL)

PROJECT REQUIREMENTS CONT'D

3. THE FOLLOWING TYPES OF SHEETING SHALL BE USED FOR THE SPECIFIED SIGN CLASSIFICATIONS

- A) **GUIDE, EXIT GORE, AND GENERAL INFORMATION SIGNS**- RETROREFLECTIVE SHEETING FOR GUIDE SIGNS, EXIT GORE, AND GENERAL INFORMATION (INCLUDES WHITE ON GREEN, WHITE ON BLUE, WHITE ON BROWN AND THE REVERSE OF THESE COLORS) SHALL MEET OR EXCEED THE REQUIREMENTS FOR ASTM TYPE IX LEGEND ON ASTM TYPE IX BACKGROUND. REGULATORY AND WARNING MESSAGES WITHIN GUIDE SIGNS SHALL BE NON-REFLECTIVE BLACK LEGEND ON BACKGROUND SHEETING WHICH MEETS OR EXCEEDS THE REQUIREMENTS FOR ASTM TYPE IX SHEETING.
- B) **WARNING SIGNS** - RETROREFLECTIVE SHEETING FOR BLACK ON FLUORESCENT YELLOW WARNING SIGNS SHALL BE NON-REFLECTIVE BLACK LEGEND ON BACKGROUND SHEETING WHICH MEETS OR EXCEEDS THE REQUIREMENTS FOR ASTM TYPE IX SHEETING. REGULATORY MESSAGES WITHIN WARNING SIGNS SHALL FOLLOW THE GUIDELINES FOR REGULATORY SIGNS.
- C) **SCHOOL SIGNS** - RETROREFLECTIVE SHEETING FOR SCHOOL SIGNS (BLACK ON FLUORESCENT YELLOW AND BLACK ON FLUORESCENT YELLOW GREEN) SHALL BE NON-REFLECTIVE BLACK LEGEND ON BACKGROUND SHEETING WHICH MEETS OR EXCEEDS THE REQUIREMENTS FOR ASTM TYPE IX SHEETING. REGULATORY MESSAGES WITHIN SCHOOL SIGNS SHALL FOLLOW THE REQUIREMENTS FOR REGULATORY SIGNS.
- D) **REGULATORY SIGNS** - FALL INTO THREE SUBCATEGORIES:
 - i. "RED" REGULATORY SIGNS (STOP, YIELD, DO NOT ENTER AND WRONG WAY) RETROREFLECTIVE SHEETING FOR THESE SIGNS AND THEIR SUPPLEMENTAL PANELS (INCLUDES WHITE ON RED AND RED ON WHITE) SHALL MEET OR EXCEED THE REQUIREMENTS FOR ASTM TYPE IX SHEETING.
 - ii. ALL R7 AND R8 SERIES PARKING RELATED SIGNS AND THEIR SUPPLEMENTAL PANELS, NO TRESPASSING SIGNS, AND SIGNS DIRECTED AT PEDESTRIANS AND BICYCLISTS ONLY (INCLUDES RED ON WHITE, GREEN ON WHITE, BLUE ON WHITE, BLACK ON WHITE AND THE REVERSE OF THESE COLORS) SHALL BE ASTM TYPE I LEGEND ON ASTM TYPE I BACKGROUND.
 - iii. ALL OTHER REGULATORY SIGNS - RETROREFLECTIVE SHEETING FOR THESE SIGNS AND THEIR SUPPLEMENTAL PANELS (INCLUDES BLACK ON WHITE) SHALL BE NON-REFLECTIVE BLACK LEGEND ON ASTM TYPE IV BACKGROUND. WHERE RED IS SPECIFIED, OR WHERE THE COLOR OF THE SIGN IS WHITE ON BLACK, THE LEGEND SHALL BE ASTM TYPE IV RETROREFLECTIVE SHEETING ON NON-REFLECTIVE BLACK BACKGROUND. WARNING MESSAGES WITHIN REGULATORY SIGNS SHALL FOLLOW THE GUIDELINES FOR WARNING SIGNS.
- E) **ROUTE MARKERS** - RETROREFLECTIVE SHEETING FOR ROUTE MARKERS (INCLUDES BLACK ON WHITE, GREEN ON WHITE, WHITE ON GREEN, WHITE ON RED/BLUE) SHALL MEET THE REQUIREMENTS OF GUIDE SIGNS ABOVE WHEN SPECIFIED AS THE LEGEND OF A GUIDE SIGN. RETROREFLECTIVE SHEETING FOR ALL INDEPENDENT ROUTE MARKERS AND THEIR AUXILIARY PANELS SHALL BE ASTM TYPE IV AND/OR NON-REFLECTIVE BLACK LEGEND ON ASTM TYPE IV BACKGROUND.
- F) **LOGOS AND/OR GRAPHICS** - WITHIN SIGNS SHALL FOLLOW THE GUIDELINES FOR THE RESPECTIVE SIGN CLASSIFICATION UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS, OR AS DIRECTED BY THE ENGINEER.
- G) **CIVIL DEFENSE SIGNS AND OTHER SIGNS** - NOT SPECIFICALLY FALLING INTO ONE OF THE CATEGORIES ABOVE, SHALL FOLLOW THE GUIDELINES FOR THE SIGN CLASSIFICATION THAT MOST CLOSELY MATCHES THE COLOR(S) OF THE PROPOSED SIGN.

4. THE FOLLOWING MINIMUM THICKNESS SHALL BE USED FOR THE APPROPRIATE WIDTH OF SHEET ALUMINUM BLANKS.

LONGEST DIMENSION	MINIMUM THICKNESS
UP TO 12"	0.040"
GREATER THAN 12" TO 24"	0.063"
GREATER THAN 24" TO 36"	0.080"
GREATER THAN 36" TO 48"	0.100"
OVER 48"	0.125"

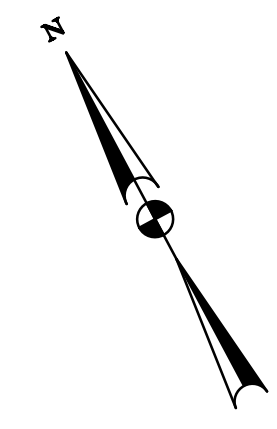
SN-01

NO.	REVISION	BY	DATE
Designed By <u>KAM</u>		Drawn By <u>KAM</u>	Checked By <u>MCG</u>

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

GENERAL NOTES AND PROPOSALS
BELLS MILL ROAD
FROM FOX HILLS TRAIL TO
GAINSBOROUGH ROAD
PEDESTRIAN IMPROVEMENTS

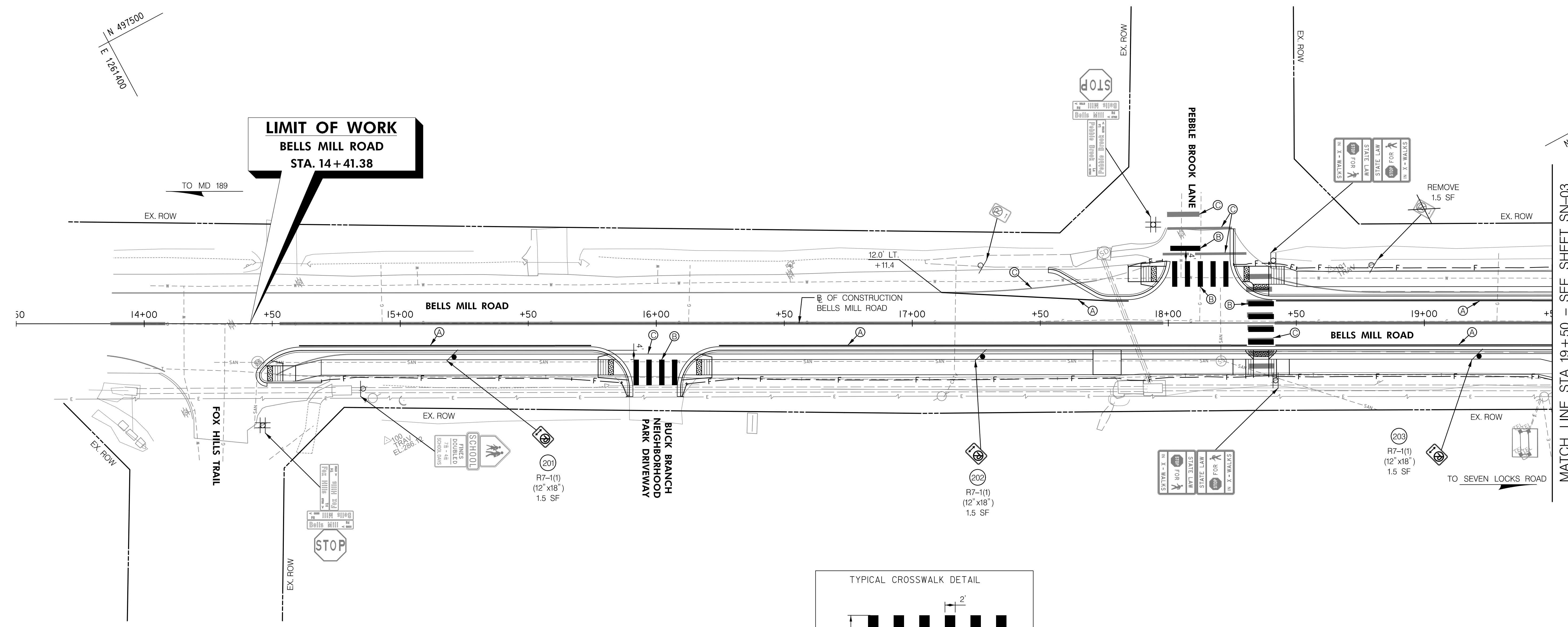
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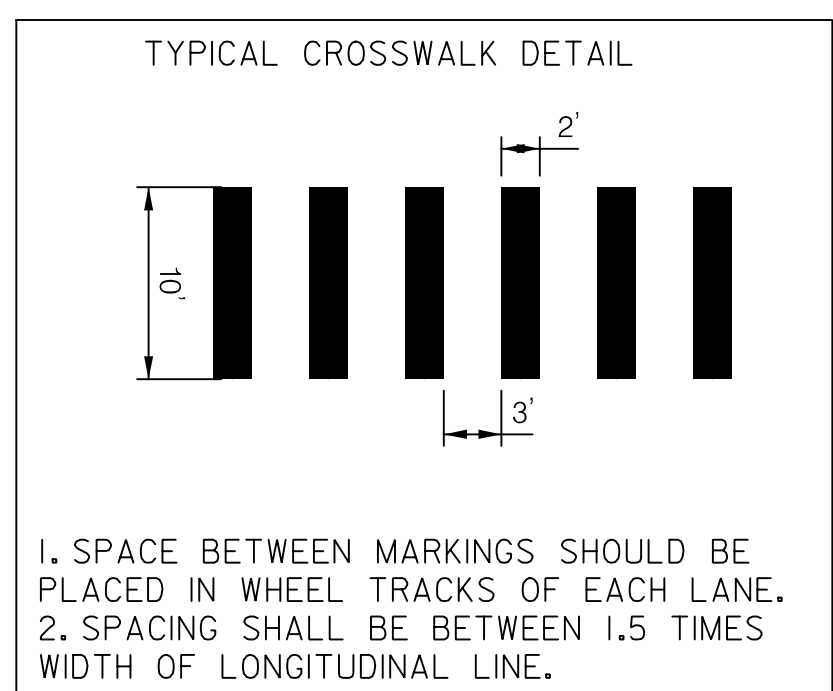
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LIMIT OF WORK
BELLS MILL ROAD
STA. 14+41.38



- PAVEMENT MARKING LEGEND
- Ⓐ 5 INCH SOLID WHITE THERMOPLASTIC PAVEMENT MARKING
 - Ⓑ 24 INCH SOLID WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING
 - Ⓒ REMOVE EXISTING PAVEMENT MARKING, ANY WIDTH

- GENERAL NOTES
1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS.
 2. ALL EXISTING SIGNS SHALL REMAIN UNLESS NOTED ON THE PLAN.
 3. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH MCDOT STANDARDS.
 4. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION. IF ANY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
 5. ALL PROPOSED SIGNS SHALL BE INSTALLED ON SQUARE PERFORATED TUBULAR STEEL SIGN POST(S).
 6. ALL PAVEMENT MARKINGS LINE WIDTH DIMENSIONS ARE FROM CENTER OF MARKING TO FACE OF CURB/EDGE OF ROAD FOR INSIDE/OUTSIDE LANES AND FROM CENTER OF MARKING TO CENTER OF MARKING FOR ALL OTHERS.
 7. ALL PROPOSED CROSSWALKS SHALL BE CENTERED ON PROPOSED SIDEWALK RAMPS UNLESS OTHERWISE NOTED. ALL PROPOSED STOP LINES SHALL BE INSTALLED 4 FEET FROM EDGE OF CROSSWALK UNLESS OTHERWISE NOTED.



SIGNING LEGEND

SYMBOL	DESCRIPTION
	EXISTING GROUND MOUNTED SIGN AND SUPPORTS
	PROPOSED GROUND MOUNTED SIGN AND SUPPORTS
	EXISTING SIGN TO REMAIN
	EXISTING SIGN TO BE REMOVED
	PROPOSED SIGN TO BE INSTALLED

NO.	REVISION	BY	DATE

Designed By KAM Drawn By KAM Checked By MCG

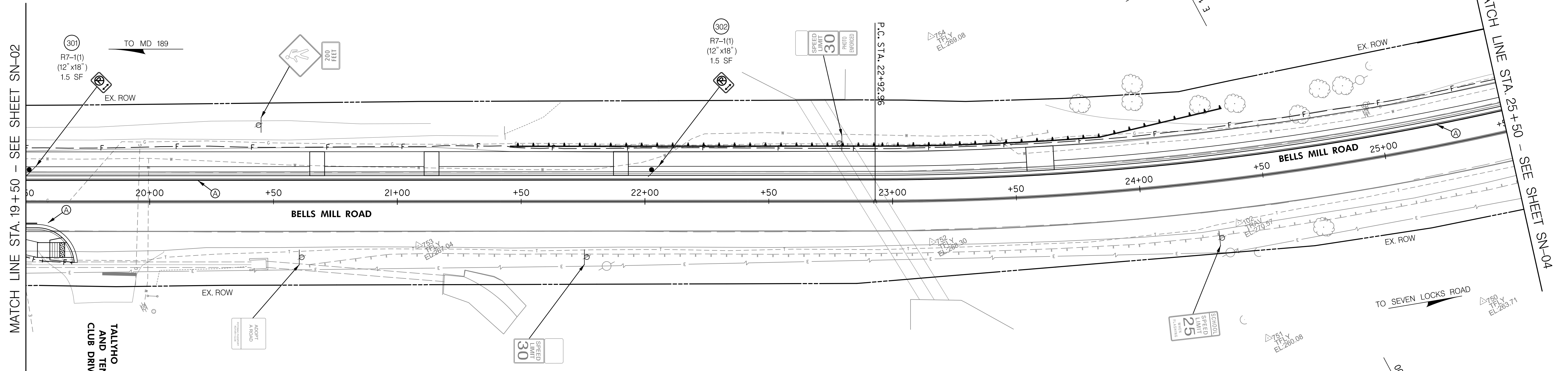
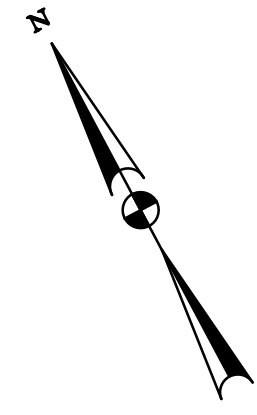
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

ROADWAY PLAN
BELLS MILL ROAD
FROM FOX HILLS TRAIL TO
GAINSBOROUGH ROAD
PEDESTRIAN IMPROVEMENTS

SCALE: 1" = 20'

SN-02

BY: MisnerKA



MATCH LINE STA. 19+50 - SEE SHEET SN-02

MATCH LINE STA. 25+50 - SEE SHEET SN-04

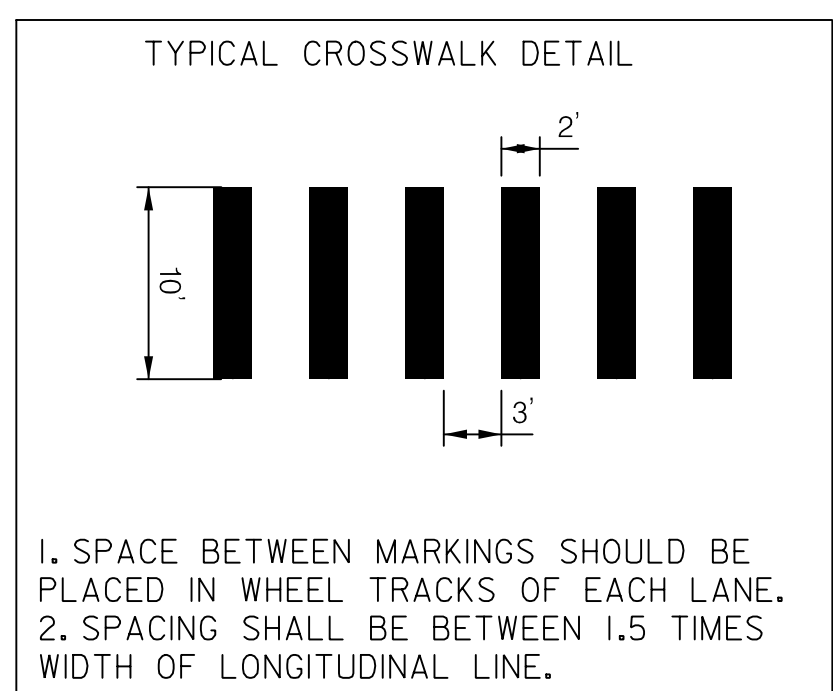
TALLYHO SWIM AND TENNIS CLUB DRIVEWAY

BELLS MILL ROAD

BELLS MILL ROAD

TO SEVEN LOCKS ROAD

TO MD 189



- PAVEMENT MARKING LEGEND
- Ⓐ 5 INCH SOLID WHITE THERMOPLASTIC PAVEMENT MARKING
 - Ⓑ 24 INCH SOLID WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING
 - Ⓒ REMOVE EXISTING PAVEMENT MARKING, ANY WIDTH

GENERAL NOTES

1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS.
2. ALL EXISTING SIGNS SHALL REMAIN UNLESS NOTED ON THE PLAN.
3. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH MCDOT STANDARDS.
4. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION. IF ANY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
5. ALL PROPOSED SIGNS SHALL BE INSTALLED ON SQUARE PERFORATED TUBULAR STEEL SIGN POST(S).
6. ALL PAVEMENT MARKINGS LINE WIDTH DIMENSIONS ARE FROM CENTER OF MARKING TO FACE OF CURB/EDGE OF ROAD FOR INSIDE/OUTSIDE LANES AND FROM CENTER OF MARKING TO CENTER OF MARKING FOR ALL OTHERS.
7. ALL PROPOSED CROSSWALKS SHALL BE CENTERED ON PROPOSED SIDEWALK RAMPS UNLESS OTHERWISE NOTED. ALL PROPOSED STOP LINES SHALL BE INSTALLED 4 FEET FROM EDGE OF CROSSWALK UNLESS OTHERWISE NOTED.

SIGNING LEGEND

SYMBOL	DESCRIPTION
	EXISTING GROUND MOUNTED SIGN AND SUPPORTS
	PROPOSED GROUND MOUNTED SIGN AND SUPPORTS
	EXISTING SIGN TO REMAIN
	EXISTING SIGN TO BE REMOVED
	PROPOSED SIGN TO BE INSTALLED

NO.	REVISION	BY	DATE

Designed By KAM Drawn By KAM Checked By MCG

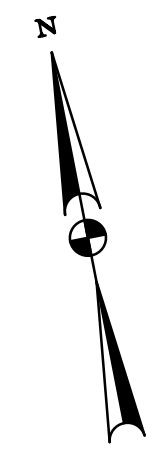
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

ROADWAY PLAN
BELLS MILL ROAD
FROM FOX HILLS TRAIL TO
GAINSBOROUGH ROAD
PEDESTRIAN IMPROVEMENTS

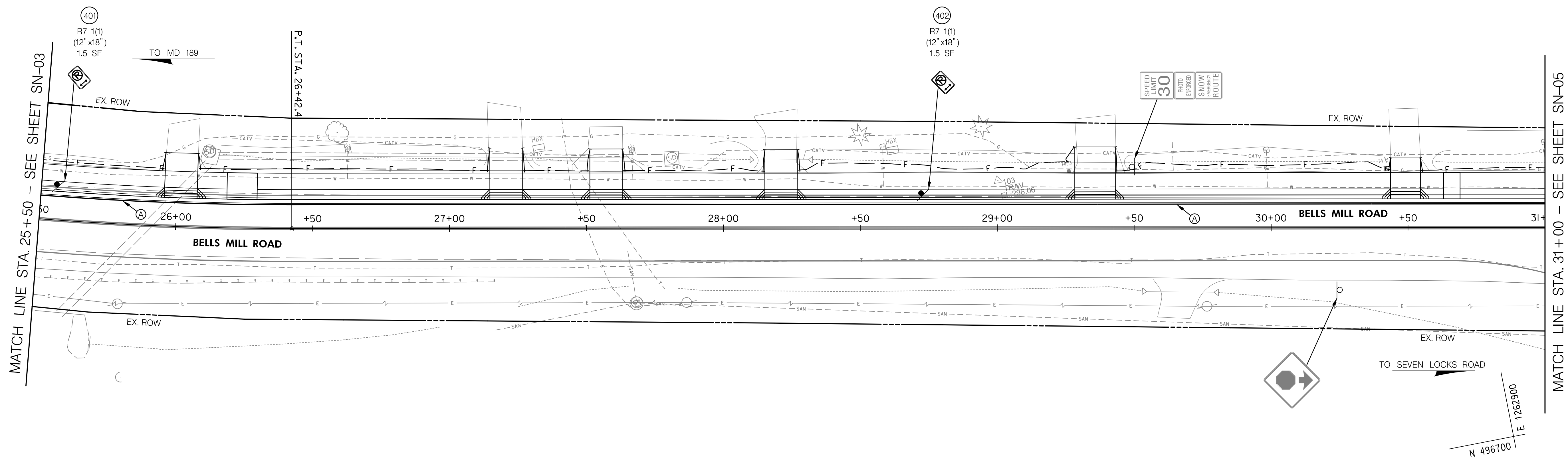
SCALE: 1"= 20'

BY: MisnerKA

SN-03



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E 1262900

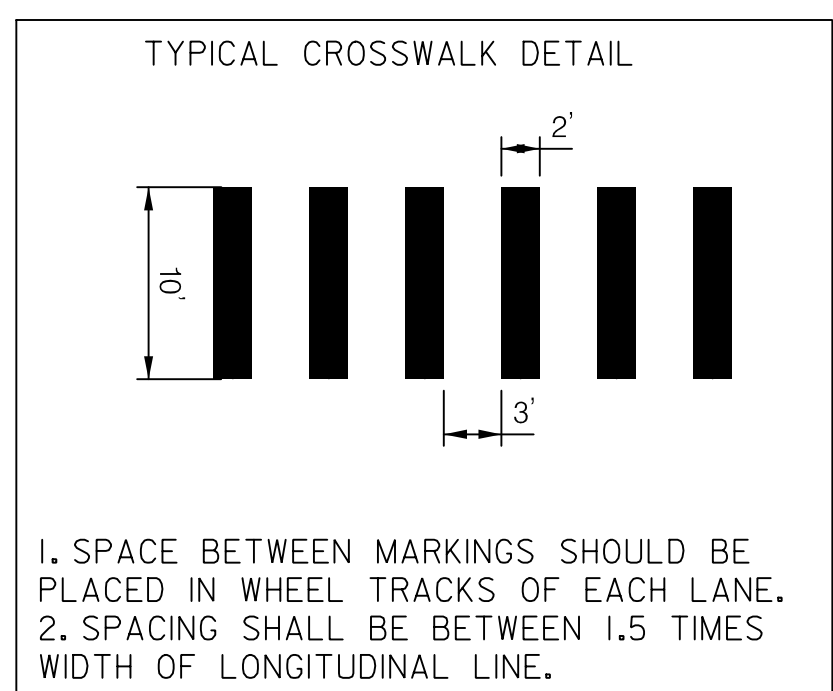


GENERAL NOTES

1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS.
2. ALL EXISTING SIGNS SHALL REMAIN UNLESS NOTED ON THE PLAN.
3. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH MCDOT STANDARDS.
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7. ALL PROPOSED CROSSWALKS SHALL BE CENTERED ON PROPOSED SIDEWALK RAMPS UNLESS OTHERWISE NOTED. ALL PROPOSED STOP LINES SHALL BE INSTALLED 4 FEET FROM EDGE OF CROSSWALK UNLESS OTHERWISE NOTED.

PAVEMENT MARKING LEGEND

- Ⓐ 5 INCH SOLID WHITE THERMOPLASTIC PAVEMENT MARKING
- Ⓑ 24 INCH SOLID WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING
- Ⓒ REMOVE EXISTING PAVEMENT MARKING, ANY WIDTH



SIGNING LEGEND

SYMBOL	DESCRIPTION
	EXISTING GROUND MOUNTED SIGN AND SUPPORTS
	PROPOSED GROUND MOUNTED SIGN AND SUPPORTS
	EXISTING SIGN TO REMAIN
	EXISTING SIGN TO BE REMOVED
	PROPOSED SIGN TO BE INSTALLED

NO.	REVISION	BY	DATE

Designed By KAM Drawn By KAM Checked By MCG

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

ROADWAY PLAN
BELLS MILL ROAD
FROM FOX HILLS TRAIL TO
GAINSBOROUGH ROAD
PEDESTRIAN IMPROVEMENTS

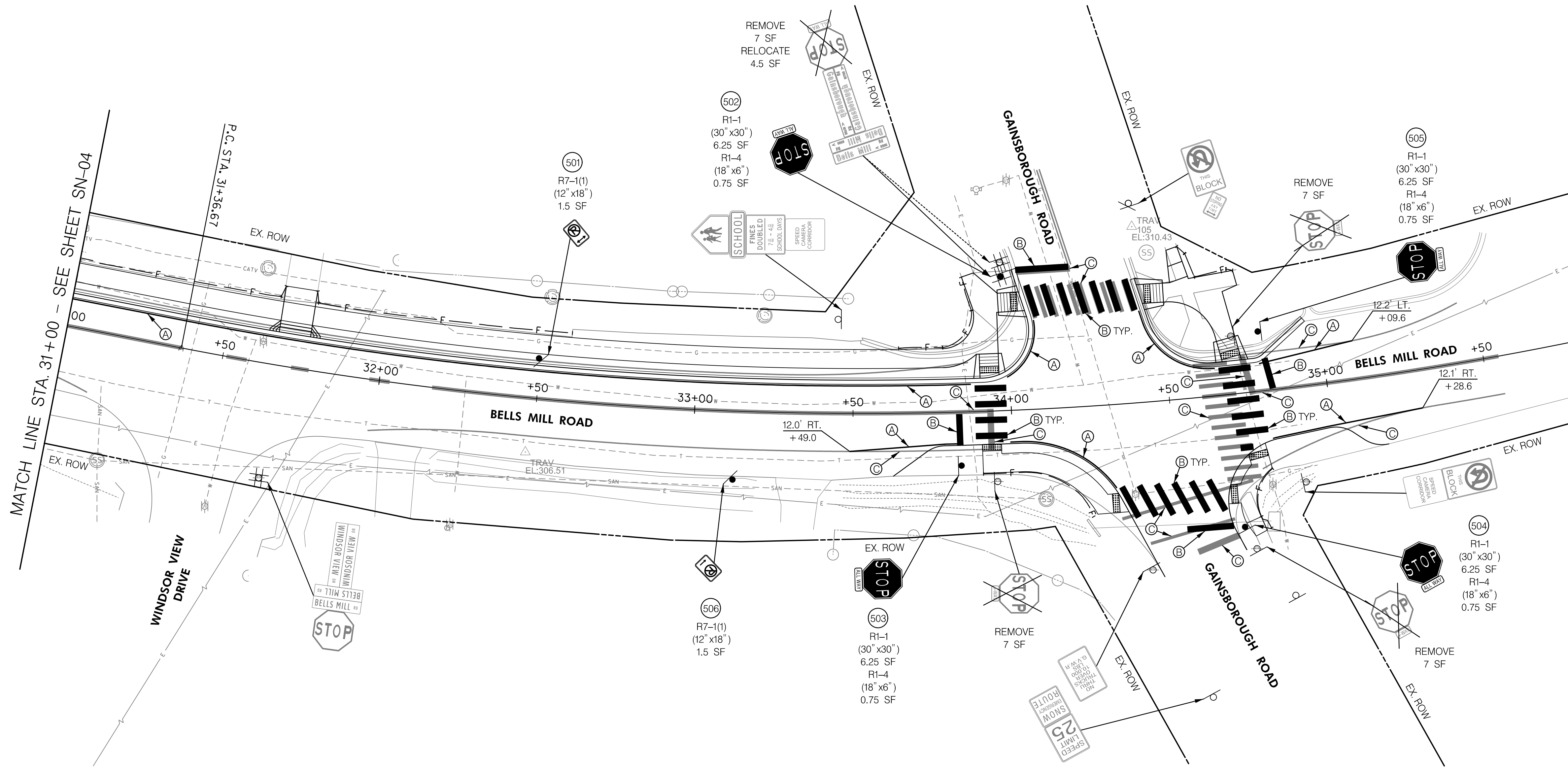
SCALE: 1"= 20'

BY: MisnerKA

SN-04



N 496900
E 1263000



PAVEMENT MARKING LEGEND
Ⓐ 5 INCH SOLID WHITE THERMOPLASTIC PAVEMENT MARKING
Ⓑ 24 INCH SOLID WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING
Ⓒ REMOVE EXISTING PAVEMENT MARKING, ANY WIDTH

GENERAL NOTES
1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS.
2. ALL EXISTING SIGNS SHALL REMAIN UNLESS NOTED ON THE PLAN.
3. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH MCDOT STANDARDS.
4. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION. IF ANY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
5. ALL PROPOSED SIGNS SHALL BE INSTALLED ON SQUARE PERFORATED TUBULAR STEEL SIGN POST(S).
6. ALL PAVEMENT MARKINGS LINE WIDTH DIMENSIONS ARE FROM CENTER OF MARKING TO FACE OF CURB/EDGE OF ROAD FOR INSIDE/OUTSIDE LANES AND FROM CENTER OF MARKING TO CENTER OF MARKING FOR ALL OTHERS.
7. ALL PROPOSED CROSSWALKS SHALL BE CENTERED ON PROPOSED SIDEWALK RAMPS UNLESS OTHERWISE NOTED. ALL PROPOSED STOP LINES SHALL BE INSTALLED 4 FEET FROM EDGE OF CROSSWALK UNLESS OTHERWISE NOTED.

SIGNING LEGEND

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	PROPOSED GROUND MOUNTED SIGN AND SUPPORTS
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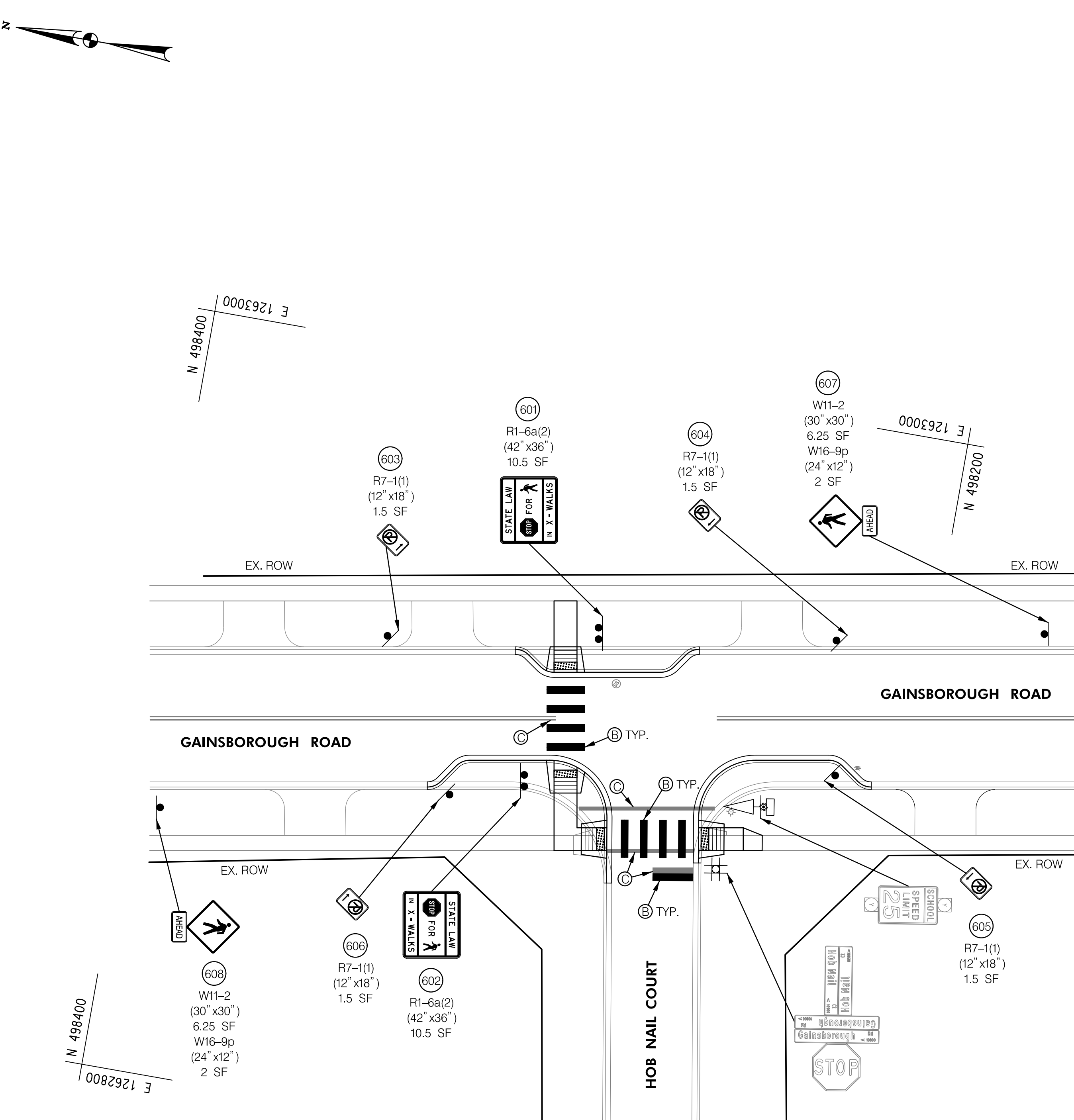
SCALE: 1"= 20'

BY: MisnerKA

SIGNING AND PAVEMENT MARKING INDEX OF QUANTITIES

SHEET NO.	SIGN NO.	REMARKS	CODE NUMBERS*										
			1	2	3	4	5	6	7	8			
SN-02	201	R7-1(1) (12"x18")	1.5	11									
	202	R7-1(1) (12"x18")	1.5	11									
	203	R7-1(1) (12"x18")	1.5	11									
		REMOVE EXISTING GROUND MOUNTED SIGNS AND SUPPORTS			1.5								
		PAVEMENT MARKINGS						625	145	140			
SN-03	301	R7-1(1) (12"x18")	1.5	11									
	302	R7-1(1) (12"x18")	1.5	11									
		PAVEMENT MARKINGS						610					
SN-04	401	R7-1(1) (12"x18")	1.5	11									
	402	R7-1(1) (12"x18")	1.5	11									
		PAVEMENT MARKINGS						550					
SN-05	501	R7-1(1) (12"x18")	1.5	11									
	502	R1-1 (30"x30") + R1-4 (18"x6")	7	12									
	503	R1-1 (30"x30") + R1-4 (18"x6")	7	12									
	504	R1-1 (30"x30") + R1-4 (18"x6")	7	12									
	505	R1-1 (30"x30") + R1-4 (18"x6")	7	12									
	506	R7-1(1) (12"x18")	1.5	11									
		RELOCATE EXISTING GROUND MOUNTED SIGNS USING NEW SUPPORTS						4.5					
	REMOVE EXISTING GROUND MOUNTED SIGNS AND SUPPORTS							28					
	PAVEMENT MARKINGS							495	285	445			
SN-05	601	R1-6a(2) (42"x36")	10.5	24									
	602	R1-6a(2) (42"x36")	10.5	24									
	603	R7-1(1) (12"x18")	1.5	11									
	604	R7-1(1) (12"x18")	1.5	11									
	605	R7-1(1) (12"x18")	1.5	11									
	606	R7-1(1) (12"x18")	1.5	11									
	607	W11-2 (30"x30") + W16-9p (24"x12")	8.25	11									
	608	W11-2 (30"x30") + W16-9p (24"x12")	8.25	11									
	PAVEMENT MARKINGS								95	75			
PROJECT TOTALS			85	261	29.5	4.5	2280	525	660	2			

CODE NUMBERS	* CODE NUMBER DESCRIPTION & UNIT	DESCRIPTION	UNIT
1	SHEET ALUMINUM SIGNS		SF
2	METAL SIGN SUPPORTS		LF
3	REMOVE EXISTING GROUND MOUNTED SIGNS AND SUPPORTS		SF
4	RELOCATE EXISTING GROUND MOUNTED SIGNS USING NEW SUPPORTS		SF
5	PERMANENT WHITE AND YELLOW LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS:5 INCHES IN WIDTH		LF
6	PERMANENT WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS:16 OR 24 INCHES IN WIDTH		SF
7	REMOVAL OF EXISTING PAVEMENT LINE MARKINGS - ANY WIDTH		LF
8	BAND SIGN TO SIGN SUPPORT		EA



- PAVEMENT MARKING LEGEND
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SN-06