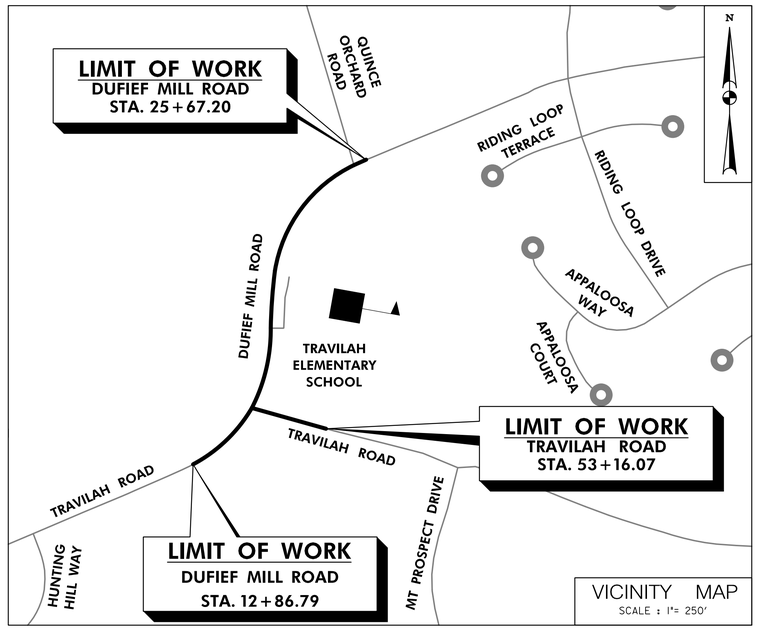
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION

DUFIEF MILL ROAD/TRAVILAH ROAD
FROM ELEMENTARY SCHOOL DRIVEWAY
TO QUINCE ORCHARD ROAD
PEDESTRIAN IMPROVEMENTS

INDEX OF SHEETS



PROJECT LENGTH = 0.30 MILES

DATUM: NAD 8391 Horizontal
NAVD 88 Vertical

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE CURRENT C.I.P. WORK ORDER CONTRACT IFB.
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 UNDERGROUND 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 TO BE SODDED UNLESS OTHERWISE NOTED.
7. ALL DISTURBED AREAS TO BE STABILIZED PER MDE REQUIREMENTS.
8. HORIZONTAL DATUM: MSHA, NAD 83/91 VERTICAL DATUM: NAVD 88

ABBREVIATIONS

AASHTO ..... American Association of State Highway Transportation Officials
ADT ..... Average Daily Traffic
AHD ..... Ahead
APPROX. ..... Approximate
℄ or ℄ ..... Baseline
BK ..... Back ⁄ Book
BIT. ..... Bituminous
B.C. ..... Bituminous Concrete
B.M. ..... Bench Mark
BOT. ..... Bottom
C.C. ..... Center of Curve
CAP ..... Corrugated Aluminum Pipe
CAPA ..... Corrugated Aluminum Pipe Arch
CATV ..... Cable Television
C.B.R. ..... California Bearing Ratio
℄ or ℄ ..... Centerline
CL. ..... Class
CLF ..... Chainlink Fence
CMP ..... Corrugated Metal Pipe
C.O. ..... Cleanout
COMB. ..... Combination
CONC. ..... Concrete
CONSTR. ..... Construction
COR. ..... Corner
CORR. ..... Correction
CPP–S ..... Corrugated Polyethylene Pipe – Type 'S'
CSP ..... Corrugated Steel Pipe – Aluminized Type 2
CSPA ..... Corrugated Steel Pipe Arch – Aluminized Type 2
DC ..... Degree of Curve
D.H.V. ..... Design Hourly Volume
D.I. ..... Drop Inlet
DIA. ..... Diameter
D.O. ..... Double Opening
E ..... East
E ..... Electric
E ..... External Distance
EA ..... Each
EB ..... Eastbound
ELEV ..... Elevation
ES ..... End Section
EX or EXIST. ..... Existing
FT ..... Feet
F or FL ..... Flowline
F.B.D. ..... Flat Bottom Ditch
F.H. ..... Fire Hydrant
FWD. ..... Forward
G ..... Gas
G.V. ..... Gas Valve
H.B. ..... Handbox
HDPE ..... High Density Polyetheylene
HDWL. ..... Headwall
HERCP ..... Horizontal Ellipitical Reinforced Concrete Pipe
HP ..... High Point
IN ..... Inch
I.S.T. ..... Inlet Sediment Trap
INV. ..... Invert
J.B. ..... Junction Box
K ..... K Inlet
L ..... Length
LF ..... Linear Feet
L.L. ..... Liquid Limit
LP ..... Low Point
L.P. ..... Light Pole
LT. ..... Left
MAC. ..... Macadam
M.C. ..... Moisture Content
MAX. ..... Maximum
M.D.D. ..... Maximum Dry Content
MOD. ..... Modified
MIN. ..... Minimum
N ..... North
NB ..... Northbound
NE ..... Northeast
N.P. ..... Non–Plastic
O.C. ..... On Center
OHE ..... Overhead Electric
O.M. ..... Optimum Moisture
PAV'T. ..... Pavement
PC ..... Point of Curvature
PCC ..... Point of Compound Curvature
P⁄C ..... Point of Crown
P⁄GE ..... Profile Grade Elevation
P.G.E. ..... Profile Ground Elevation
P.G.L. ..... Profile Grade Line
P⁄GL ..... Profile Ground Line
P⁄R ..... Point of Rotation
P.I. ..... Plasticity Index
PI ..... Point of Intersection
POC ..... Point On Curve
POT ..... Point On Tangent
PPWP ..... Polyvinyl Chloride Profile Wall Pipe
PROP ..... Proposed
PRC ..... Point of Reverse Curve
PT ..... Point
PT ..... Point of Tangency
PVC ..... Point of Vertical Curve
PVC ..... Polyvinyl Chloride
PVI ..... Point of Vertical Intersection
PVRC ..... Point of Vertical Reverse Curve
PVT ..... Point of Vertical Tangency
R ..... Radius
R.F. ..... Rock Fragments
RT ..... Right
RW or R⁄W ..... Right of Way
RCP ..... Reinforced Concrete Pipe
RCPP ..... Reinforced Concrete Pressure Pipe
R.Q.D. ..... Rock Quality Designation
R.M. ..... Rootmat
S ..... South
SAN. ..... Sanitary Sewer
SB or S⁄B ..... Southbound
S.D. ..... Storm Drain
S.D.D. ..... Surface Drain Ditch
S⁄E ..... Super Elevation
SF ..... Silt Fence
SF ..... Square Feet
SHT. ..... Sheet
SPP ..... Structural Steel Plate Pipe
SPPA ..... Structural Steel Plate Pipe Arch
S.P.T. ..... Standard Penetration Testing
SRP ..... Steel Spiral Rib Pipe – Aluminized Type 2
SRPA ..... Steel Spiral Rib Pipe Arch – Aluminized Type 2
SSD ..... Stopping Sight Distance
SSF ..... Super Silt Fence
STD. ..... Standard
STA. ..... Station
SO. ..... Single Opening
SY ..... Square Yards
SWM ..... Stormwater Management
T ..... Tangent
T ..... Telephone
T.C. ..... Top of Cover
T.G. ..... Top of Grate
T or TL ..... Traverse Line
T.M. ..... Top of Manhole
TRAV. ..... Traverse
TS ..... Temporary Swale
T.S. ..... Top of Slab
T.S. ..... Topsoil
TYP. ..... Typical
U.D. ..... Under Drain
U.G. ..... Underground
U.P. ..... Utility Pole
USDA ..... United States Department of Agriculture
VCL ..... Vertical Clearance
V.C.L. ..... Vertical Curve Length
W ..... Water
W ..... West
WB ..... Westbound
WB ..... Wetland Buffer
W.M. ..... Water Meter
W.S. ..... Wrapped Steel
WUS ..... Waters of the United States
W.V. ..... Water Valve

CONVENTIONAL SIGNS
(SAMPLES)

PROPOSED MEDIAN BARRIER
ELECTRICAL HAND BOX – SIGNALS — H.B.
FLOW LINE
STATE, COUNTY OR CITY LINES
PROPOSED TRAFFIC BARRIER
EXISTING TRAFFIC BARRIER
PROPOSED FENCE LINE
EXISTING FENCE LINE
RIGHT OF WAY LINE
EXISTING ROADWAY
RAILROAD
BASE LINE OR SURVEY LINE — 31 +50 32
FIRE HYDRANT — F.H.
HISTORIC BOUNDARY — H
WETLAND BOUNDARY

PROPOSED PIPE / CULVERT
EXISTING PIPE / CULVERT
EXISTING DROP INLET
UTILITY POLE
WETLAND
WETLAND BUFFER — B
WATERS OF THE U.S. — WUS — OR
HEDGE / TREE LINE
BUSH / TREE
CONIFEROUS TREE
GROUND ELEVATION — DATUM LINE 173.6
GRADE ELEVATION — DATUM LINE 20.22

STANDARD SYMBOLS

100-YEAR FLOODPLAIN		MEDIAN INLET PROTECTION	MIP	STONE CHECK DAM	CD
AT-GRADE INLET PROTECTION	AGIP	MEDIAN SUMP INLET PROTECTION	MSIP	STONE/RIPRAP OUTLET SEDIMENT TRAP ST II	ST-II
BAFFLE BOARDS	BB	MOUNTABLE BERM		SUBSURFACE DRAINS	SSD
BENCHING	BENCHING	PERIMETER DIKE/SWALE	PDS-I	SUMP PIT	SP
CATCH BASIN INSERT	CBI	PERMANENT SOIL STABILIZATION MATTING-TYPE B		SUPER SILT FENCE	SSF
CHESAPEAKE BAY CRITICAL AREA	CBCA	PERMANENT SOIL STABILIZATION MATTING-TYPE C		TEMPORARY ACCESS BRIDGE	TB
CLEAR WATER DIVERSION PIPE — NOTE: DESIGNATION CWD-12 REFERS TO CLEAR WATER DIVERSION WITH 12 INCH PIPE.	CWD - 12	PIPE OUTLET SEDIMENT TRAP ST I	ST-I	TEMPORARY ACCESS CULVERT	
CLEAR WATER PIPE	CWP	PIPE SLOPE DRAIN — NOTE: DESIGNATION PSD-12 REFERS TO PIPE SLOPE DRAIN WITH 12 IN PIPE	PSD - 12	TEMPORARY ASPHALT BERM	AB
COMBINATION INLET PROTECTION	COIP	PLUNGE POOL	PP	TEMPORARY BARRIER DIVERSION	TBD
CONCRETE WASHOUT STRUCTURE	CWS	PORTABLE SEDIMENT TANK	PST	TEMPORARY GABION OUTLET STRUCTURE	TGOS
CURB INLET PROTECTION	CIP	PROPOSED CONTOURS	100	TREE PRESERVATION AREA FENCE (TPAF)	TPF
DIVERSION FENCE	DF	REMOVABLE PUMPING STATION	RPS	TEMPORARY SOIL STABILIZATION MATTING-TYPE A	
DRAINAGE BOUNDARY	DA	RIPRAP INFLOW PROTECTION	RRP	TEMPORARY SOIL STABILIZATION MATTING-TYPE E	
EARTH DIKE — NOTE: PLACE DESIGNATION (A-1, B-2, ETC.) ON FLOW CHANNEL SIDE OF DIKE.	A-I	RIPRAP OUTLET SEDIMENT TRAP ST III	ST-III	TEMPORARY SOIL STABILIZATION MATTING-TYPE D	
EMERGENCY SPILLWAY	ES	ROCK OUTLET PROTECTION I	ROPI	TEMPORARY STONE OUTLET STRUCTURE	TSOS
EXISTING CONTOURS	100	ROCK OUTLET PROTECTION II	ROPII	TEMPORARY SWALE — NOTE: PLACE DESIGNATION (A-1, B-2, ETC.) ON FLOW CHANNEL SIDE OF SWALE.	A-I
FILTER BAG	FB	ROCK OUTLET PROTECTION III	ROPIII	VERTICAL DRAW-DOWN DEVICE	VDDD
FILTER BERM	FB-A / FB-B	SILT FENCE	SF	WASH RACK OPTION	WR
FILTER LOG — NOTE: DESIGNATION FL-18 REFERS TO FILTER LOG WITH 18 INCH DIAMETER.	FL-18	SILT FENCE ON PAVEMENT	SFOP	WETLAND	
GABION INFLOW PROTECTION	GP	SOD		WETLAND BUFFER	B
GABION INLET PROTECTION	GIP	STABILIZED CONSTRUCTION ENTRANCE (SCE)	SCE		
HORIZONTAL DRAW-DOWN DEVICE	HDDD	STANDARD INLET PROTECTION	SIP		
LIMIT OF DISTURBANCE	LOD	STOCKPILE AREA			

GN-01

NO.	REVISION	BY	DATE

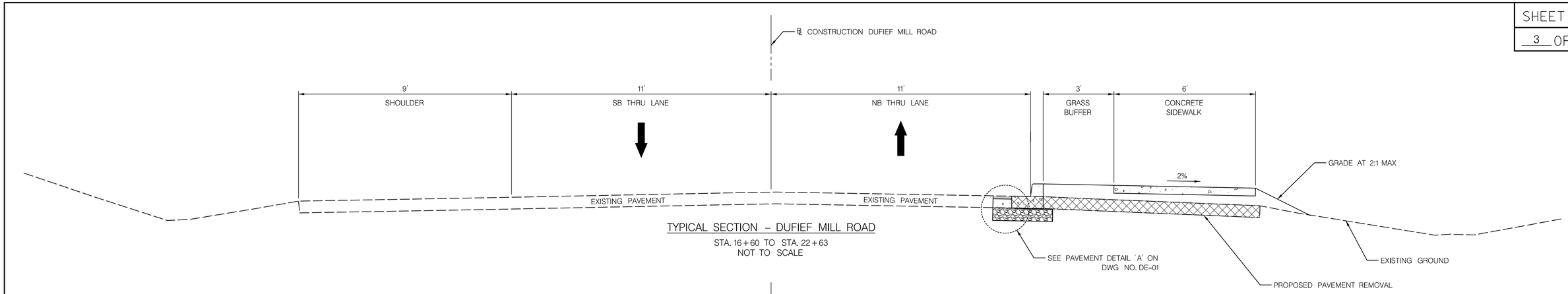
Designed By KAM Drawn By KAM Checked By MCG

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

ABBREVIATIONS, CONVENTIONAL SIGNS, & STANDARD SYMBOLS
DUFIEF MILL ROAD/TRAVILAH ROAD
FROM ELEMENTARY SCHOOL DRIVEWAY
TO QUINCE ORCHARD ROAD
PEDESTRIAN IMPROVEMENTS
SCALE: N.T.S.

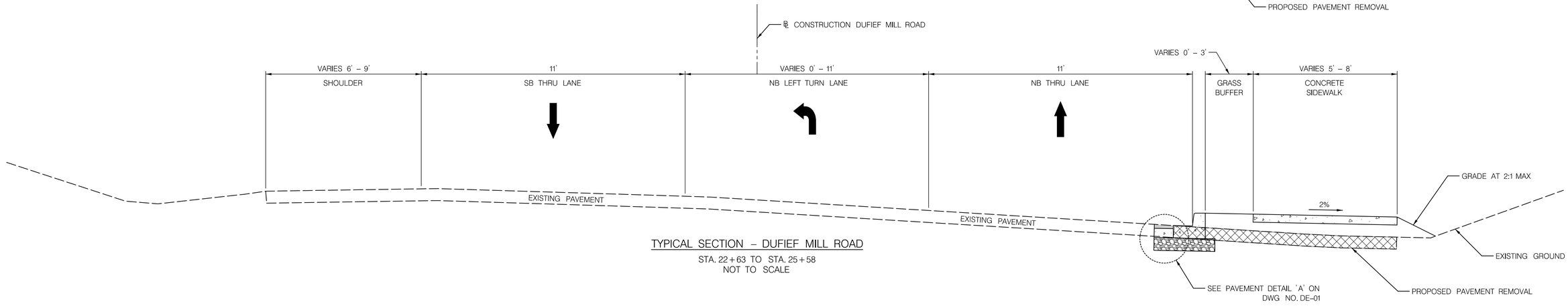
PLOTTED: Friday, January 23, 2026 AT 08:24 AM
FILE: I:\Projects\4022666\4022666_0009\90_CAD Models and Sheets\04_CT_Transportation\Dufief Mill\pGN-N001_Dufief.dgn

BY: MisnerKA –



TYPICAL SECTION – DUFIEF MILL ROAD

STA. 16+60 TO STA. 22+63
NOT TO SCALE



TYPICAL SECTION – DUFIEF MILL ROAD

STA. 22+63 TO STA. 25+58
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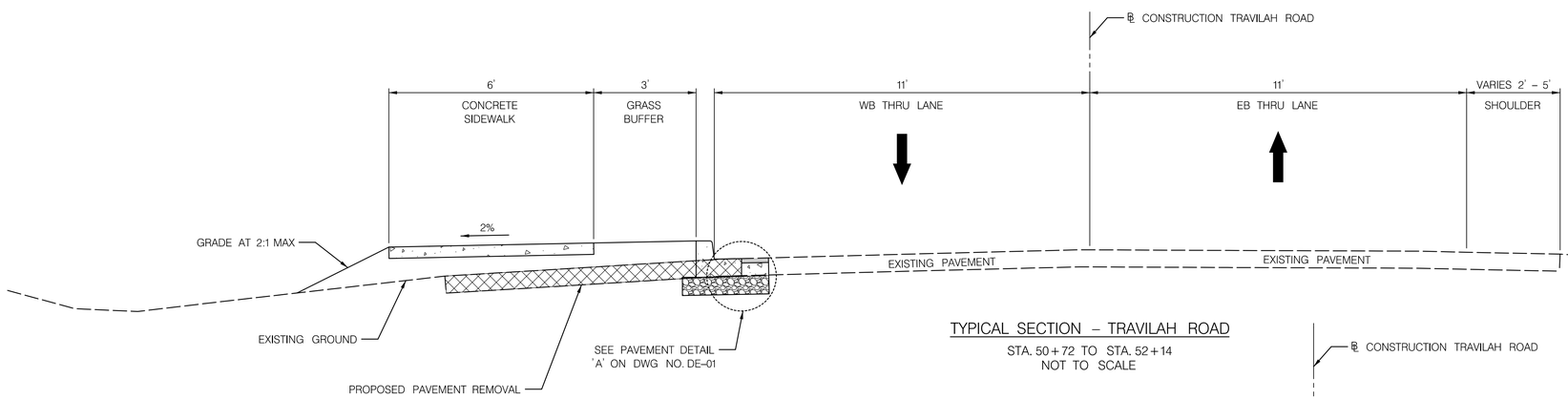
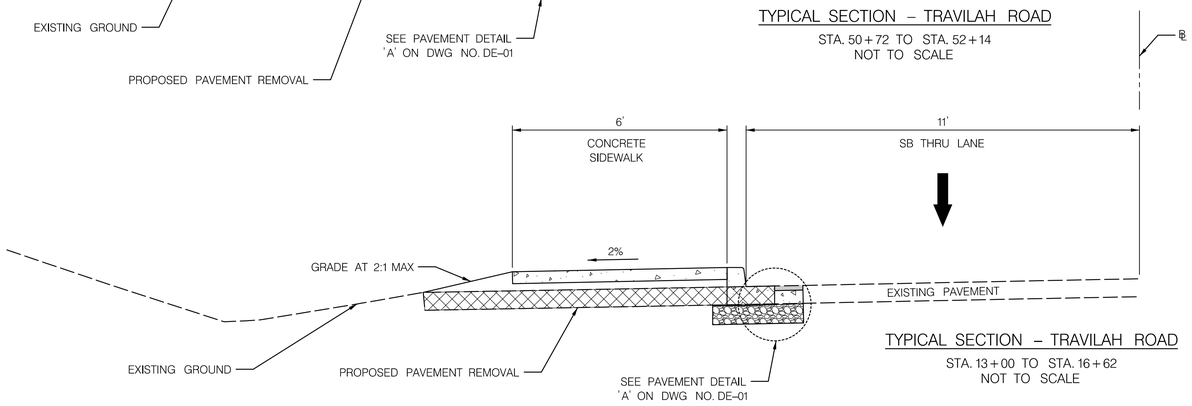


TYPICAL SECTION – TRAVILAH ROAD

STA. 50+72 TO STA. 52+14
NOT TO SCALE



TYPICAL SECTION – TRAVILAH ROAD

STA. 13+00 TO STA. 16+62
NOT TO SCALE

HT-01

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DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

TYPICAL SECTIONS
DUFIEF MILL ROAD/TRAVILAH ROAD FROM ELEMENTARY SCHOOL DRIVEWAY TO QUINCE ORCHARD ROAD PEDESTRIAN IMPROVEMENTS

SCALE: 1"= 20'

BY: MisnerKA –

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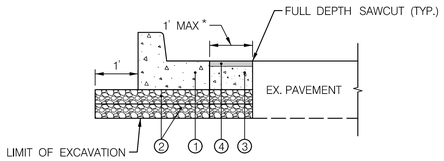


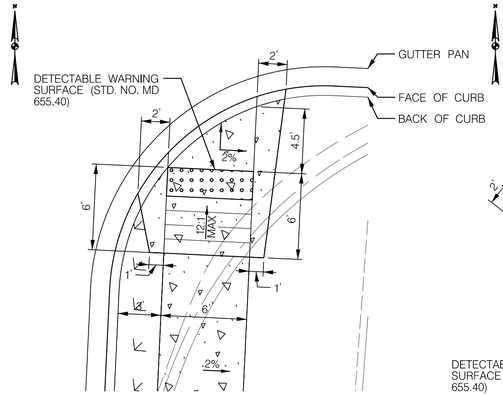
* OPTIONAL SLOT AND BACKFILL TO BE INCIDENTAL TO COMBINATION CURB AND GUTTER AS PER STD. NO. MD 580.03.

PAVEMENT DETAIL 'A'

CURB AND GUTTER PLACEMENT
NOT TO SCALE

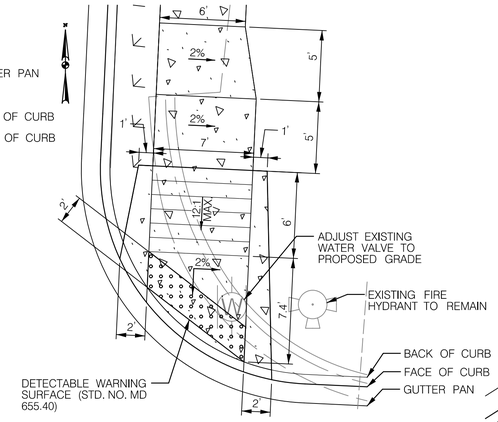
PAVEMENT LEGEND

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



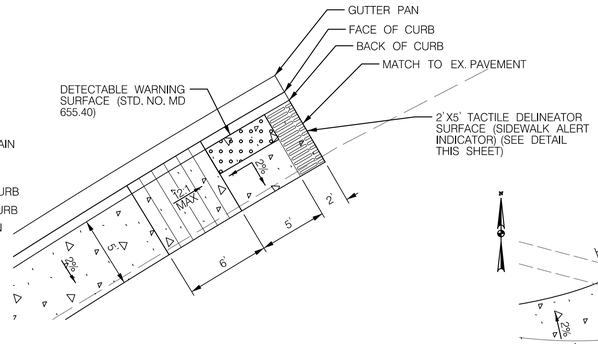
SIDEWALK RAMP DETAIL 'A'

N.T.S.
STA. 18+75, RT



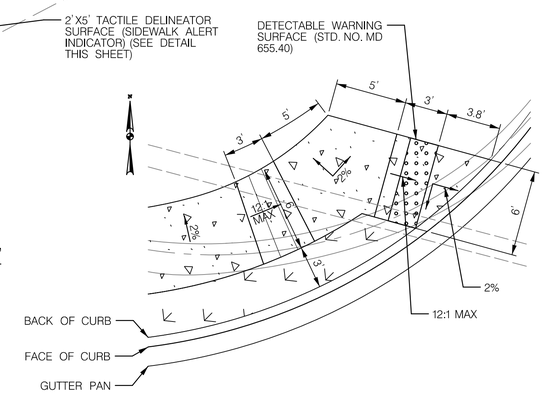
SIDEWALK RAMP DETAIL 'B'

N.T.S.
STA. 19+10, RT



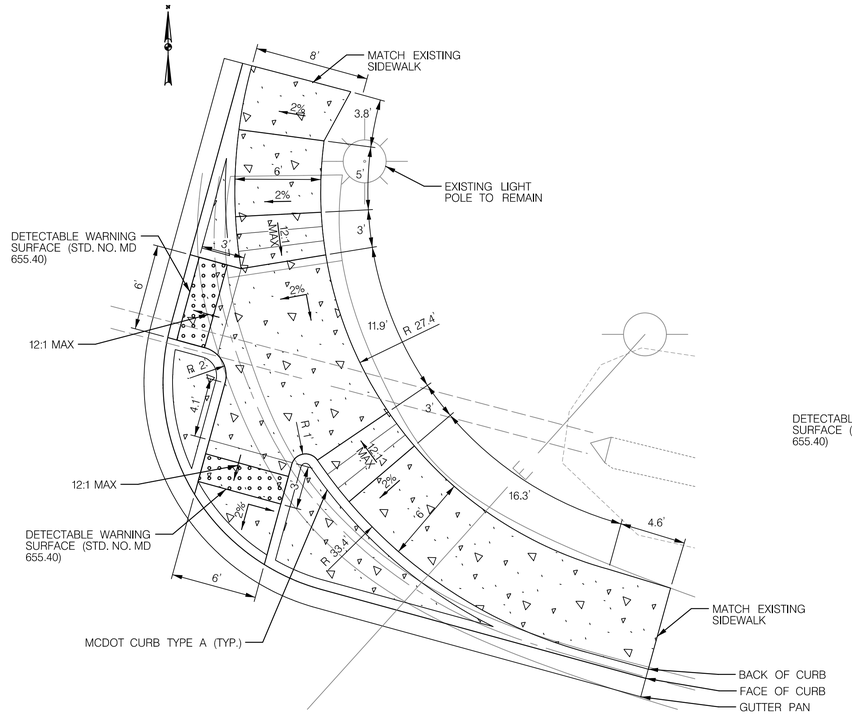
SIDEWALK RAMP DETAIL 'C'

N.T.S.
STA. 25+34, RT



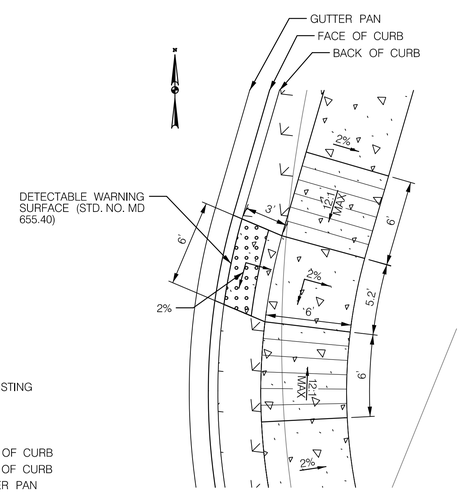
SIDEWALK RAMP DETAIL 'D'

N.T.S.
STA. 52+46, LT



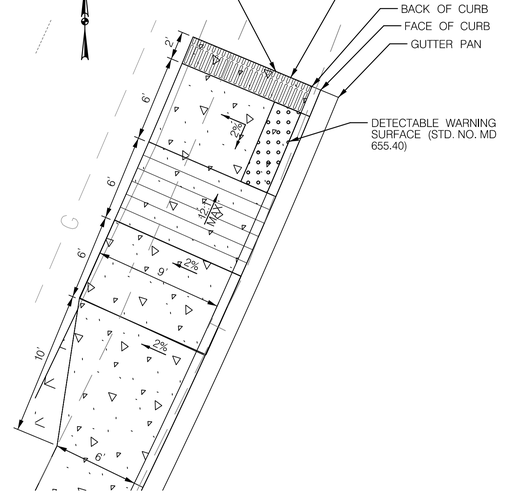
SIDEWALK RAMP DETAIL 'E'

N.T.S.
STA. 52+82, LT



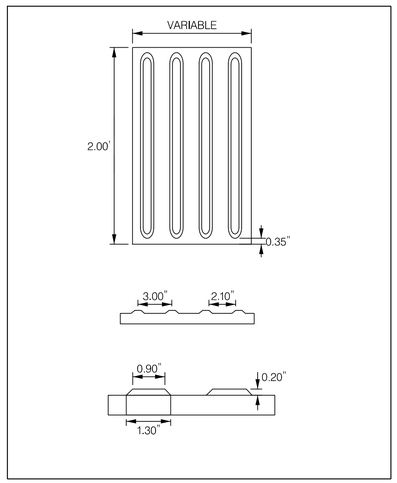
SIDEWALK RAMP DETAIL 'F'

N.T.S.
STA. 16+56, RT



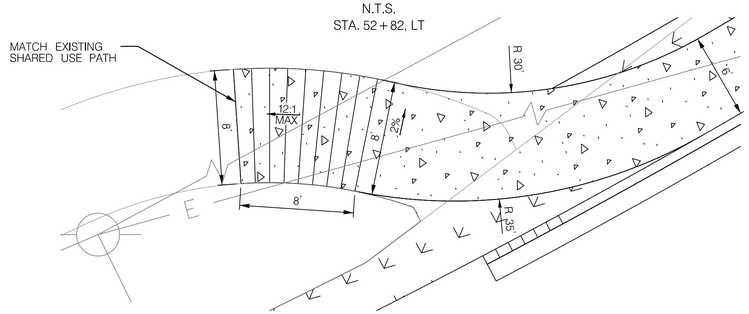
SIDEWALK RAMP DETAIL 'G'

N.T.S.
STA. 16+56, LT



TACTILE DELINEATOR SURFACE (SIDEWALK ALERT INDICATOR)

N.T.S.



SIDEWALK RAMP DETAIL 'H'

N.T.S.
STA. 12+88, LT

DE-01

LEGEND

- CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- EXISTING PAVEMENT REMOVAL & PROPOSED TURFGRASS SOD
- TRAFFIC FLOW ARROW

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
DUFIEF MILL ROAD/TRAVILAH ROAD
FROM ELEMENTARY SCHOOL DRIVEWAY
TO QUINCE ORCHARD ROAD
PEDESTRIAN IMPROVEMENTS

SCALE: N.T.S.

BY: MisnerKA -

PLOTTED: Friday, January 23, 2026 AT 08:24 AM
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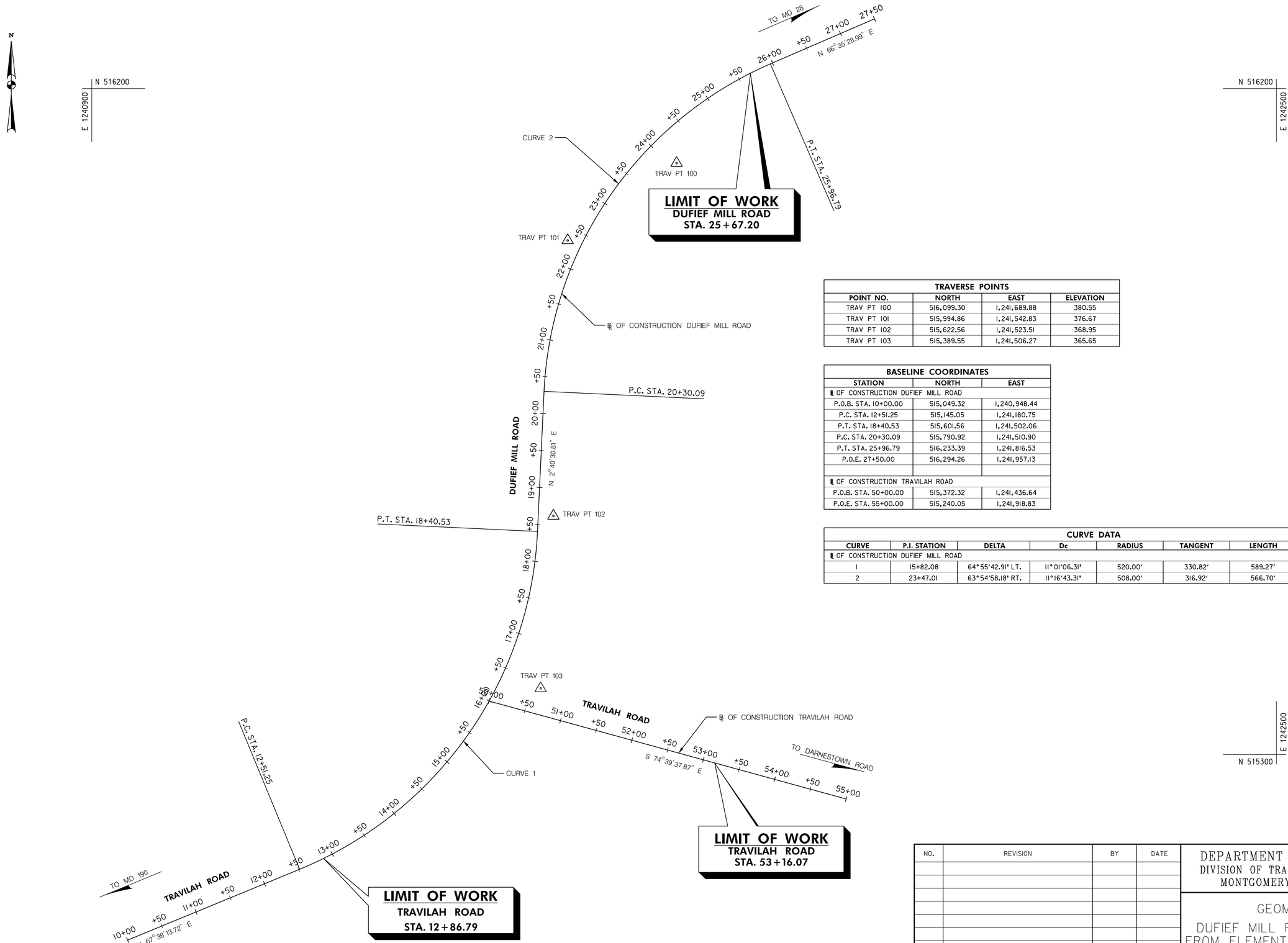

TRAVERSE POINTS

POINT NO.	NORTH	EAST	ELEVATION
TRAV PT 100	516,099.30	1,241,689.88	380.55
TRAV PT 101	515,994.86	1,241,542.83	376.67
TRAV PT 102	515,622.56	1,241,523.51	368.95
TRAV PT 103	515,389.55	1,241,506.27	365.65

BASELINE COORDINATES

STATION	NORTH	EAST
℄ OF CONSTRUCTION DUFIEF MILL ROAD		
P.O.B. STA. 10+00.00	515,049.32	1,240,948.44
P.C. STA. 12+51.25	515,145.05	1,241,180.75
P.T. STA. 18+40.53	515,601.56	1,241,502.06
P.C. STA. 20+30.09	515,790.92	1,241,510.90
P.T. STA. 25+96.79	516,233.39	1,241,816.53
P.O.E. 27+50.00	516,294.26	1,241,957.13
℄ OF CONSTRUCTION TRAVILAH ROAD		
P.O.B. STA. 50+00.00	515,372.32	1,241,436.64
P.O.E. STA. 55+00.00	515,240.05	1,241,918.83

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
℄ OF CONSTRUCTION DUFIEF MILL ROAD							
1	15+82.08	64°55'42.91" LT.	11°01'06.31"	520.00'	330.82'	589.27'	96.31'
2	23+47.01	63°54'58.18" RT.	11°16'43.31"	508.00'	316.92'	566.70'	90.75'

GS-01

NO.	REVISION	BY	DATE

Designed By KAM Drawn By KAM Checked By MCG

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

GEOMETRY SHEET

DUFIEF MILL ROAD/TRAVILAH ROAD
FROM ELEMENTARY SCHOOL DRIVEWAY
TO QUINCE ORCHARD ROAD
PEDESTRIAN IMPROVEMENTS

SCALE: 1"= 60'

PLOTTED: Friday, January 23, 2026 AT 08:24 AM
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BY: MisnerKA –

FULL DEPTH SAW CUTS	
168 L.F.	STA. 15+00 TO STA. 16+62, LT.
352 L.F.	STA. 16+24 TO STA. 18+80, RT.
210 L.F.	STA. 19+05 TO STA. 21+00, RT.

REMOVAL OF EXISTING PAVEMENT AND SIDEWALK	
77 C.Y.	STA. 15+00 TO STA. 16+62, LT.
208 C.Y.	STA. 16+24 TO STA. 18+80, RT.
113 C.Y.	STA. 19+05 TO STA. 21+00, RT.
1 C.Y.	STA. 19+87 TO STA. 19+92, RT.

REMOVAL OF EXISTING CONCRETE COMBINATION CURB AND GUTTER	
43 L.F.	STA. 18+50 TO STA. 18+80, RT.
28 L.F.	STA. 19+05 TO STA. 19+25, RT.

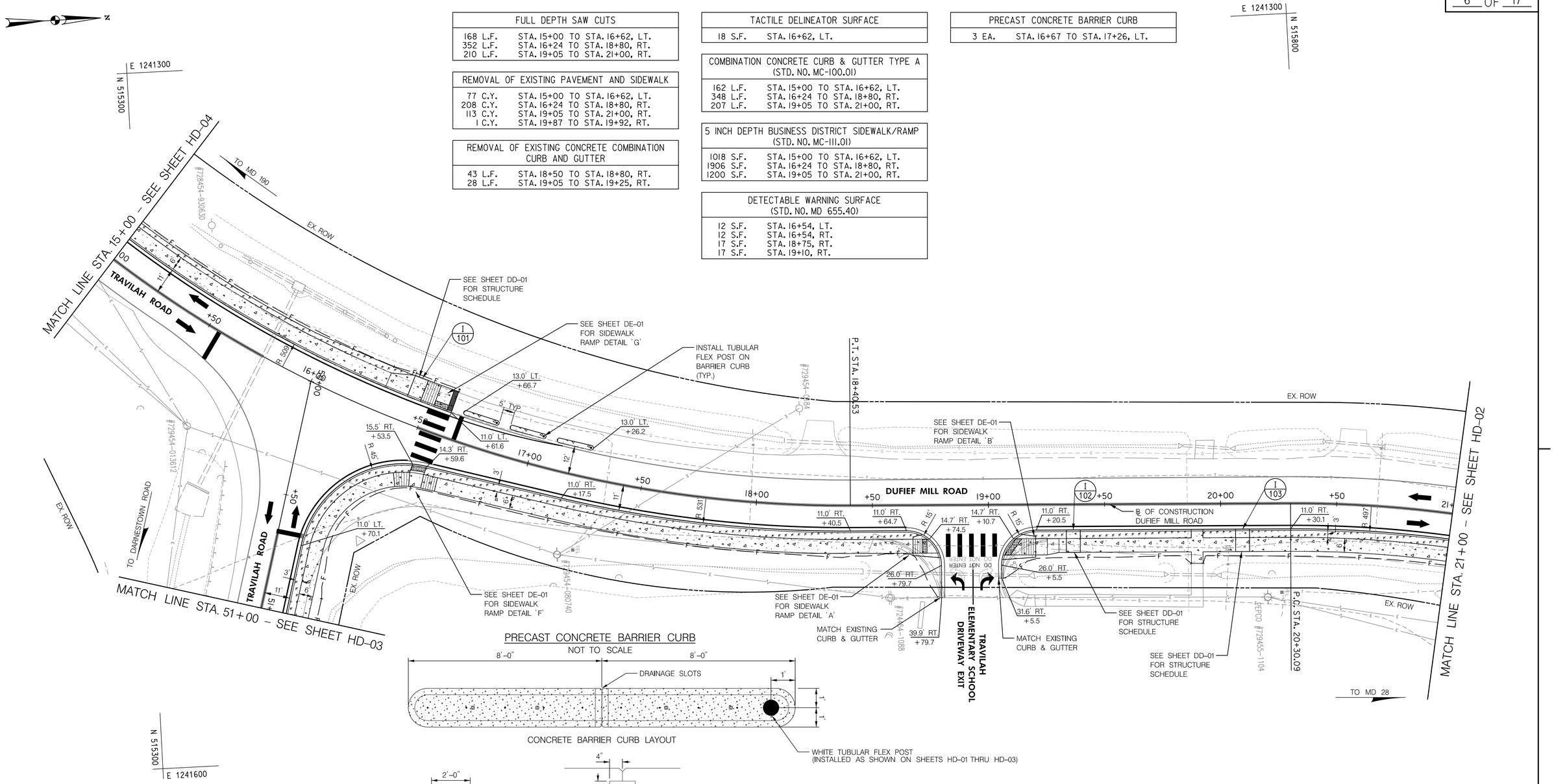
TACTILE DELINEATOR SURFACE	
18 S.F.	STA. 16+62, LT.

COMBINATION CONCRETE CURB & GUTTER TYPE A (STD. NO. MC-100.01)	
162 L.F.	STA. 15+00 TO STA. 16+62, LT.
348 L.F.	STA. 16+24 TO STA. 18+80, RT.
207 L.F.	STA. 19+05 TO STA. 21+00, RT.

5 INCH DEPTH BUSINESS DISTRICT SIDEWALK/RAMP (STD. NO. MC-111.01)	
1018 S.F.	STA. 15+00 TO STA. 16+62, LT.
1906 S.F.	STA. 16+24 TO STA. 18+80, RT.
1200 S.F.	STA. 19+05 TO STA. 21+00, RT.

DETECTABLE WARNING SURFACE (STD. NO. MD 655.40)	
12 S.F.	STA. 16+54, LT.
12 S.F.	STA. 16+54, RT.
17 S.F.	STA. 18+75, RT.
17 S.F.	STA. 19+10, RT.

PRECAST CONCRETE BARRIER CURB	
3 EA.	STA. 16+67 TO STA. 17+26, LT.

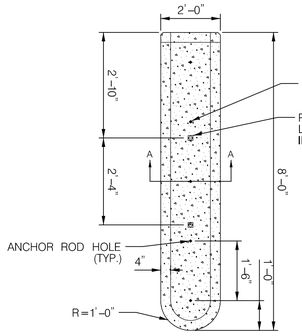


PRECAST CONCRETE BARRIER CURB

NOT TO SCALE

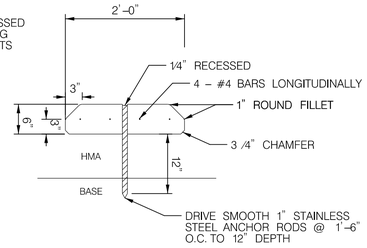
CONCRETE BARRIER CURB LAYOUT

WHITE TUBULAR FLEX POST (INSTALLED AS SHOWN ON SHEETS HD-01 THRU HD-03)



CONCRETE BARRIER CURB DETAIL

DRAINAGE SLOTS AT ENDS



SECTION A–A

NOTE:
1. SPACING BETWEEN BARRIER CURBS SHALL BE FIELD ADJUSTED TO AVOID UTILITY VALVES AND/OR MANHOLES.
2. THREADED INSERTS SHALL BE LEFT OPEN FOR FUTURE MOVING.

HD-01

LEGEND

- CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- EXISTING PAVEMENT REMOVAL & PROPOSED TURFGRASS SOD
- TRAFFIC FLOW ARROW

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

DUFIEF MILL ROAD/TRAVILAH ROAD FROM ELEMENTARY SCHOOL DRIVEWAY TO QUINCE ORCHARD ROAD PEDESTRIAN IMPROVEMENTS

SCALE: 1"= 20'

BY: MisnerKA –

PLOTTED: Friday, January 23, 2026 AT 08:24 AM
FILE: I:\Projects\4022666\4022666_0009\90_CAD Models and Sheets\04_CT_Transportation\Dufief Mill\pHD-P001_Dufief.dgn

FULL DEPTH SAW CUTS
459 L.F. STA. 21+00 TO STA. 25+38, RT.

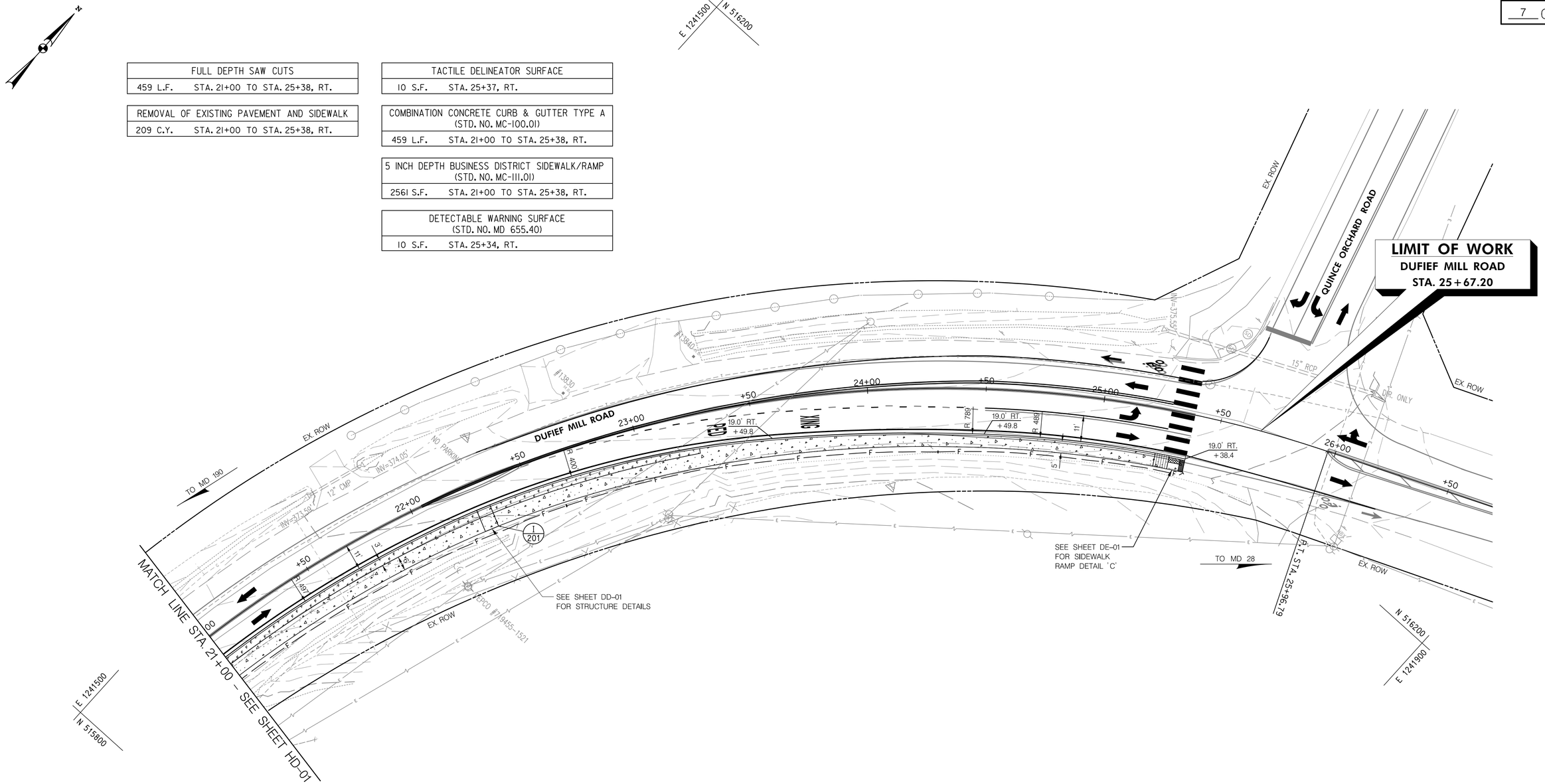
REMOVAL OF EXISTING PAVEMENT AND SIDEWALK
209 C.Y. STA. 21+00 TO STA. 25+38, RT.

TACTILE DELINEATOR SURFACE
10 S.F. STA. 25+37, RT.

COMBINATION CONCRETE CURB & GUTTER TYPE A (STD. NO. MC-100.01)
459 L.F. STA. 21+00 TO STA. 25+38, RT.

5 INCH DEPTH BUSINESS DISTRICT SIDEWALK/RAMP (STD. NO. MC-111.01)
2561 S.F. STA. 21+00 TO STA. 25+38, RT.

DETECTABLE WARNING SURFACE (STD. NO. MD 655.40)
10 S.F. STA. 25+34, RT.



LEGEND

- CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- EXISTING PAVEMENT REMOVAL & PROPOSED TURFGRASS SOD
- TRAFFIC FLOW ARROW

NO.	REVISION	BY	DATE

Designed By KAM Drawn By KAM Checked By MCG

HD-02

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

ROADWAY PLAN

DUFIEF MILL ROAD/TRAVILAH ROAD
FROM ELEMENTARY SCHOOL DRIVEWAY
TO QUINCE ORCHARD ROAD
PEDESTRIAN IMPROVEMENTS

SCALE: 1"= 20'

PLOTTED: Friday, January 23, 2026 AT 08:24 AM
FILE: I:\Projects\4022666\4022666_0009\90_CAD Models and Sheets\04_CT_Transportation\Dufief Mill\pHD-P002_Dufief.dgn

BY: MisnerKA -

FULL DEPTH SAW CUTS	
174 L.F.	STA. 51+00 TO STA. 52+53, LT.
62 L.F.	STA. 52+76 TO STA. 53+16, LT.

REMOVAL OF EXISTING PAVEMENT AND SIDEWALK	
66 C.Y.	STA. 51+00 TO STA. 52+53, LT.
21 C.Y.	STA. 52+76 TO STA. 53+16, LT.

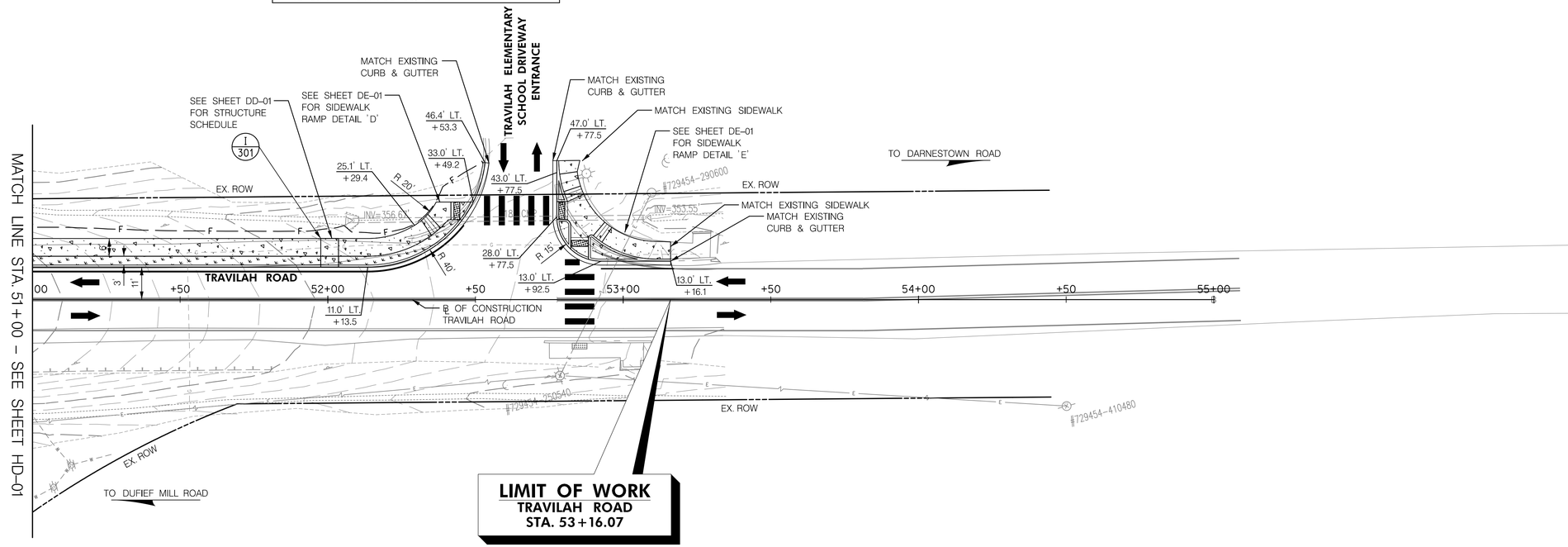
REMOVAL OF EXISTING CONCRETE COMBINATION CURB AND GUTTER	
41 L.F.	STA. 52+26 TO STA. 52+53, LT.
60 L.F.	STA. 52+76 TO STA. 53+16, LT.

COMBINATION CONCRETE CURB & GUTTER TYPE A (STD. NO. MC-100.01)	
174 L.F.	STA. 51+00 TO STA. 52+53, LT.
62 L.F.	STA. 52+76 TO STA. 53+16, LT.

5 INCH DEPTH BUSINESS DISTRICT SIDEWALK/RAMP (STD. NO. MC-111.01)	
903 S.F.	STA. 51+00 TO STA. 52+53, LT.
407 S.F.	STA. 52+76 TO STA. 53+16, LT.

DETECTABLE WARNING SURFACE (STD. NO. MD 655.40)	
15 S.F.	STA. 52+46, LT.
12 S.F.	STA. 52+78, LT.
12 S.F.	STA. 52+85, LT.

N 515400 E 1242000



E 1241500 N 515100

N 515100 E 1242000

HD-03

LEGEND

- CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- EXISTING PAVEMENT REMOVAL & PROPOSED TURFGRASS SOD
- TRAFFIC FLOW ARROW

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

DUFIEF MILL ROAD/TRAVILAH ROAD FROM ELEMENTARY SCHOOL DRIVEWAY TO QUINCE ORCHARD ROAD PEDESTRIAN IMPROVEMENTS

SCALE: 1"= 20'

BY: MisnerKA –

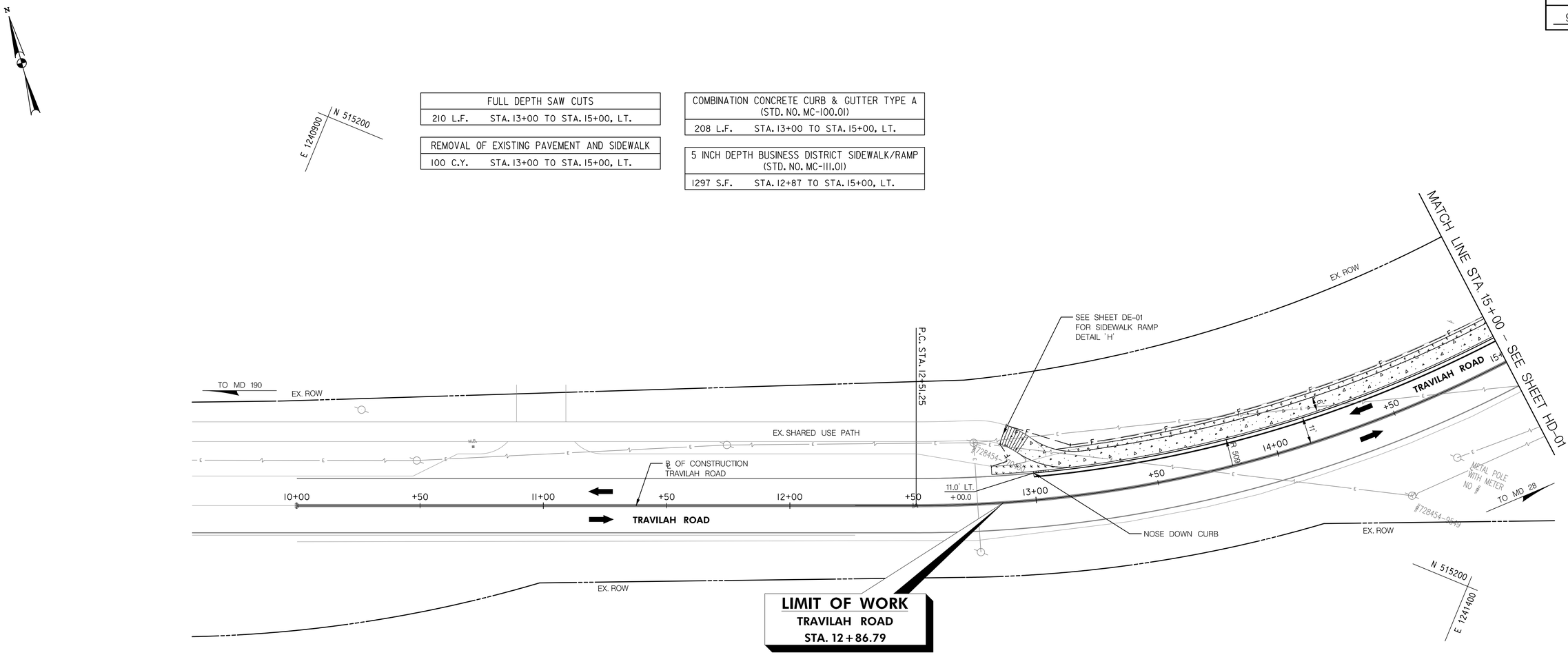
PLOTTED: Friday, January 23, 2026 AT 08:24 AM
FILE: I:\Projects\4022666\4022666_0009\90_CAD Models and Sheets\04_CT_Transportation\Dufief Mill\pHD-P003_Dufief.dgn

FULL DEPTH SAW CUTS	
210 L.F.	STA. 13+00 TO STA. 15+00, LT.

REMOVAL OF EXISTING PAVEMENT AND SIDEWALK	
100 C.Y.	STA. 13+00 TO STA. 15+00, LT.

COMBINATION CONCRETE CURB & GUTTER TYPE A (STD. NO. MC-100.01)	
208 L.F.	STA. 13+00 TO STA. 15+00, LT.

5 INCH DEPTH BUSINESS DISTRICT SIDEWALK/RAMP (STD. NO. MC-111.01)	
1297 S.F.	STA. 12+87 TO STA. 15+00, LT.



HD-04

LEGEND

- CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE
- EXISTING PAVEMENT REMOVAL & PROPOSED TURFGRASS SOD
- TRAFFIC FLOW ARROW

NO.	REVISION	BY	DATE

Designed By KAM Drawn By KAM Checked By MCG

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

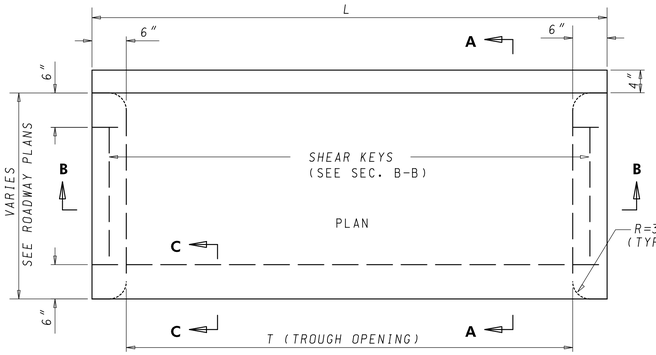
ROADWAY PLAN

DUFIEF MILL ROAD/TRAVILAH ROAD
FROM ELEMENTARY SCHOOL DRIVEWAY
TO QUINCE ORCHARD ROAD
PEDESTRIAN IMPROVEMENTS

SCALE: 1"= 20'

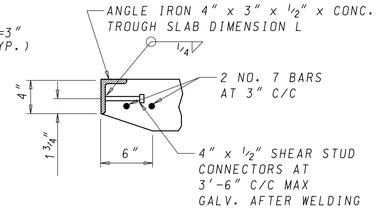
BY: MisnerKA –

PLOTTED: Friday, January 23, 2026 AT 08:24 AM
FILE: I:\Projects\4022666\4022666_0009\90_CAD Models and Sheets\04_CT_Transportation\Dufief Mill\pHD-P004_Dufief.dgn



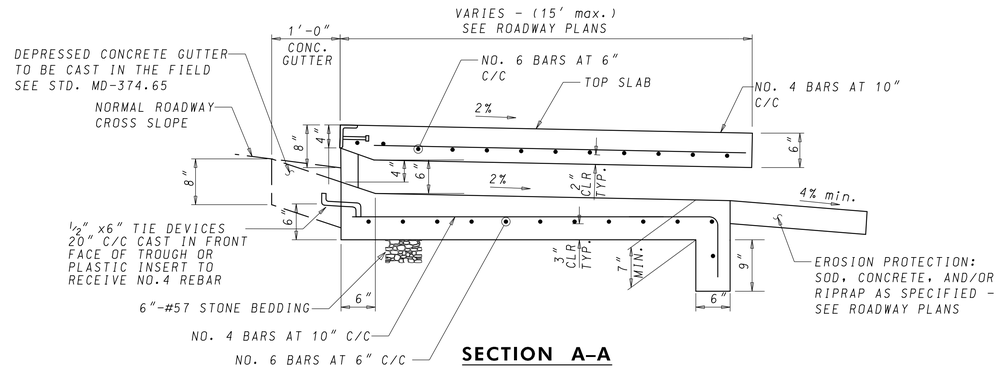
SLAB TYPE	L	T
I	6'-0"	5'-0"
II	11'-0"	10'-0"

CONCRETE TOP SLAB

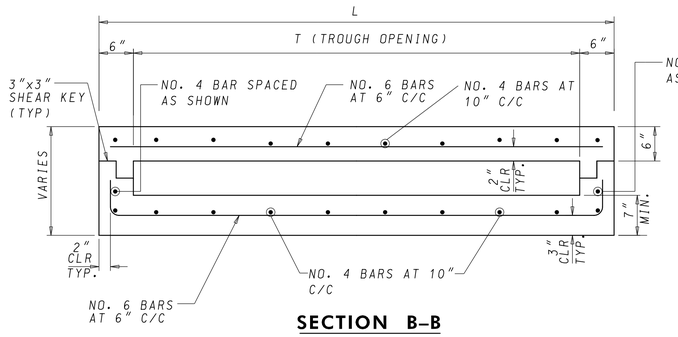


NOTE: FOR 6" CURB, SEE NOTE 4 BELOW.

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.

STRUCTURE SCHEDULE					
NO.	DETAIL	REMARKS	BASELINE	STATION	OFFSET
I-101	MODIFIED MD-374.68	SLAB TYPE I, EROSION PROTECTION SHALL BE SOD	DUFIEF MILL ROAD	16+44.07	11.00 LT
I-102	MODIFIED MD-374.68	SLAB TYPE I, EROSION PROTECTION SHALL BE SOD	DUFIEF MILL ROAD	19+36.48	11.00 RT
I-103	MODIFIED MD-374.68	SLAB TYPE I, EROSION PROTECTION SHALL BE SOD	DUFIEF MILL ROAD	20+9.38	11.00 RT
I-201	MODIFIED MD-374.68	SLAB TYPE I, EROSION PROTECTION SHALL BE SOD	DUFIEF MILL ROAD	22+28.53	11.00 RT
I-301	MODIFIED MD-374.68	SLAB TYPE I, EROSION PROTECTION SHALL BE SOD	TRAVILAH ROAD	52+0.61	11.00 LT

CAST-IN-PLACE COG/COS OPENING
MODIFIED SHA STANDARD NO. MD 374.68

DD-01

NO.	REVISION	BY	DATE

Designed By KAM Drawn By KAM Checked By MCG

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

DRAINAGE DETAILS

DUFIEF MILL ROAD/TRAVILAH ROAD
FROM ELEMENTARY SCHOOL DRIVEWAY
TO QUINCE ORCHARD ROAD
PEDESTRIAN IMPROVEMENTS

SCALE: AS SHOWN

PLOTTED: Friday, January 23, 2026 AT 08:24 AM
FILE: I:\Projects\4022666\4022666_0009\90_CAD Models and Sheets\04_CT_Transportation\Dufief Mill\pDD-D001_Dufief.dgn

BY: MisnerKA -

SEQUENCE OF CONSTRUCTION

PHASE 1: CONSTRUCT SIDEWALK (EAST SIDE)

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, AND CURB AND GUTTER AS SHOWN ON THE DESIGN PLANS. TRAFFIC SHALL BE MAINTAINED UTILIZING MCDOT TEMPORARY TRAFFIC CONTROL STANDARDS TCP-102.02, TCP-105.03, AND TCP-105.05.

PHASE 2: CONSTRUCT SIDEWALK (WEST SIDE)

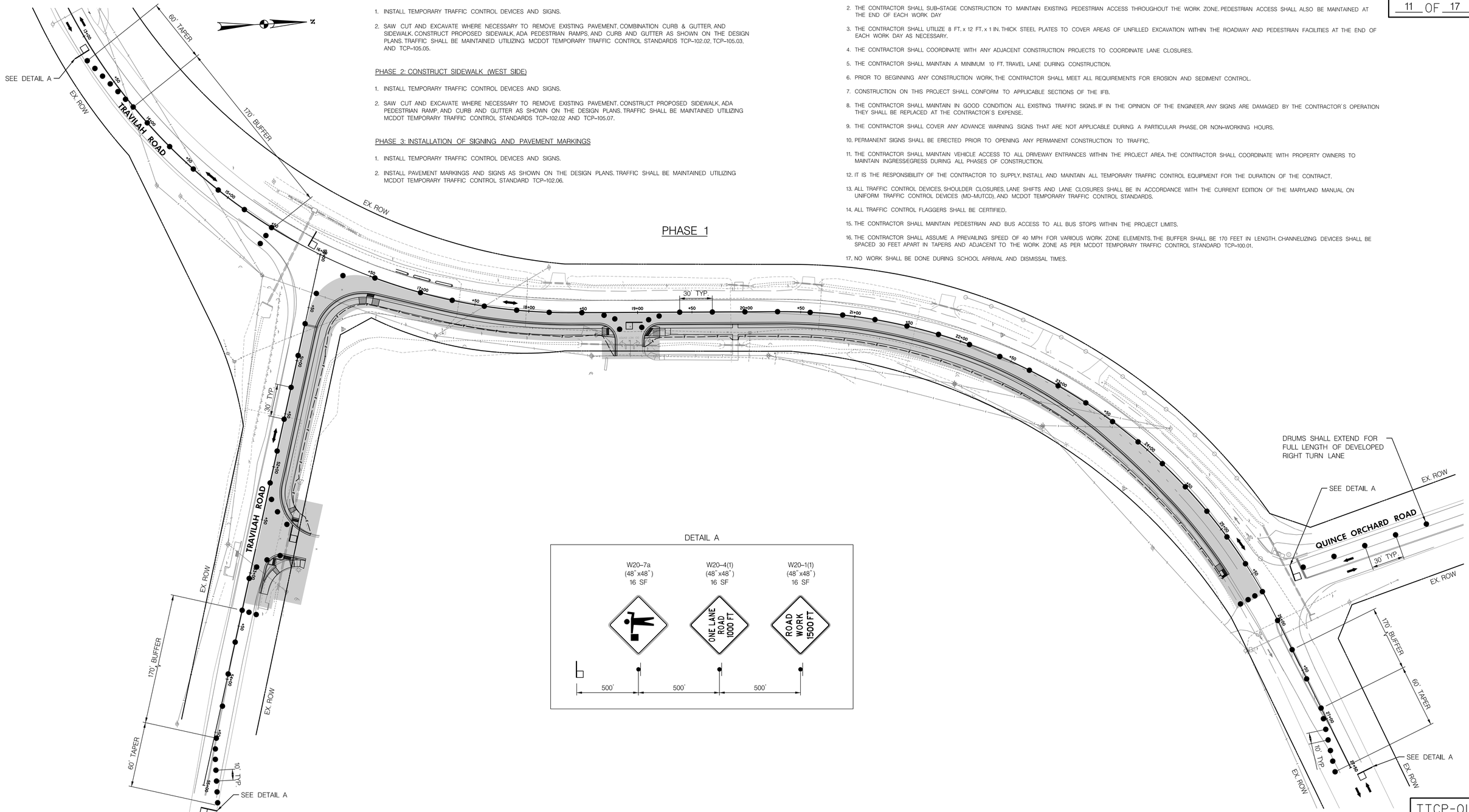
1. INSTALL TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS.
2. SAW CUT AND EXCAVATE WHERE NECESSARY TO REMOVE EXISTING PAVEMENT, CONSTRUCT PROPOSED SIDEWALK, ADA PEDESTRIAN RAMP, AND CURB AND GUTTER AS SHOWN ON THE DESIGN PLANS. TRAFFIC SHALL BE MAINTAINED UTILIZING MCDOT TEMPORARY TRAFFIC CONTROL STANDARDS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



DETAIL A

TTCP-01

NO.	REVISION	BY	DATE

Designed By KAM Drawn By KAM Checked By MCG

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

TEMPORARY TRAFFIC CONTROL PLAN
DUFIEF MILL ROAD/TRAVILAH ROAD FROM ELEMENTARY SCHOOL DRIVEWAY TO QUINCE ORCHARD ROAD PEDESTRIAN IMPROVEMENTS

SCALE: 1"= 40'

PLOTTED: Friday, January 23, 2026 AT 08:24 AM
FILE: I:\Projects\40025666\40026666_0009\90_CAD Models and Sheets\04_CT_Transportation\Dufief Mill\pMT-P101_Dufief.dgn

BY: MisnerKA

SEQUENCE OF CONSTRUCTION

PHASE 1: CONSTRUCT SIDEWALK (EAST SIDE)

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, AND CURB AND GUTTER AS SHOWN ON THE DESIGN PLANS, TRAFFIC SHALL BE MAINTAINED UTILIZING MCDOT TEMPORARY TRAFFIC CONTROL STANDARDS TCP-102.02, TCP-105.03, AND TCP-105.05.

PHASE 2: CONSTRUCT SIDEWALK (WEST 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, AND CURB AND GUTTER 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.
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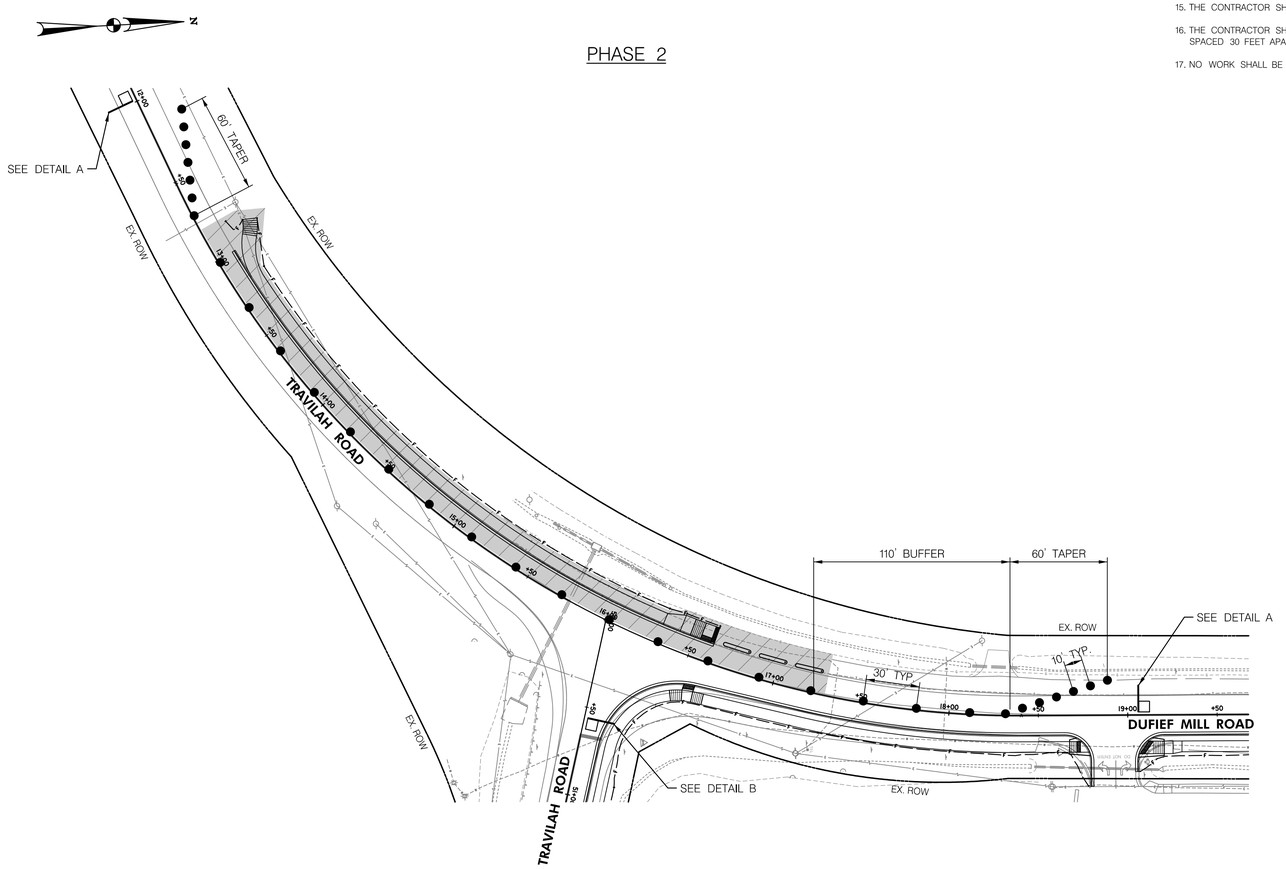
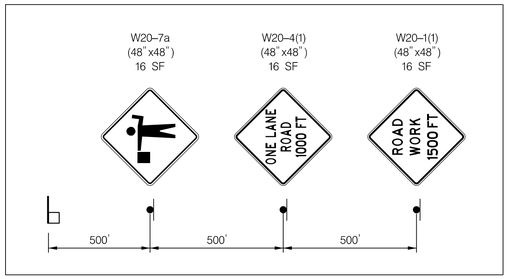
11. THE CONTRACTOR SHALL MAINTAIN VEHICLE ACCESS TO ALL DRIVEWAY ENTRANCES WITHIN THE PROJECT AREA. THE CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNERS TO MAINTAIN INGRESS/EGRESS DURING ALL PHASES OF CONSTRUCTION.
12. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY, INSTALL AND MAINTAIN ALL TEMPORARY 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.

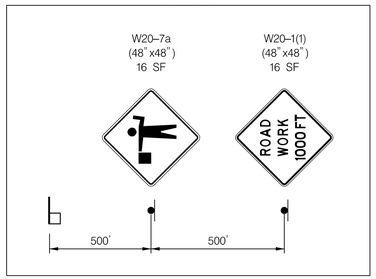
PHASE 2



DETAIL A



DETAIL B



MOT LEGEND

- WORK ZONE PHASE 1
- WORK ZONE PHASE 2
- TEMPORARY TRAFFIC SIGN / SIGN FACE
- DIRECTION OF TRAFFIC
- CHANNELIZING DEVICES

TTCP-02

NO.	REVISION	BY	DATE

Designed By KAM Drawn By KAM Checked By MCG

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

TEMPORARY TRAFFIC CONTROL PLAN
DUFIEF MILL ROAD/TRAVILAH ROAD
FROM ELEMENTARY SCHOOL DRIVEWAY
TO QUINCE ORCHARD ROAD
PEDESTRIAN IMPROVEMENTS

SCALE: 1"= 40'

BY: MisnerKA -

PLOTTED: Friday, January 23, 2026 AT 08:24 AM
FILE: I:\Projects\4022666\4022666_0009\90_CAD Models and Sheets\04_CT_Transportation\Dufief Mill\pMT-P201_Dufief.dgn

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-BREAKWAY
     - 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.

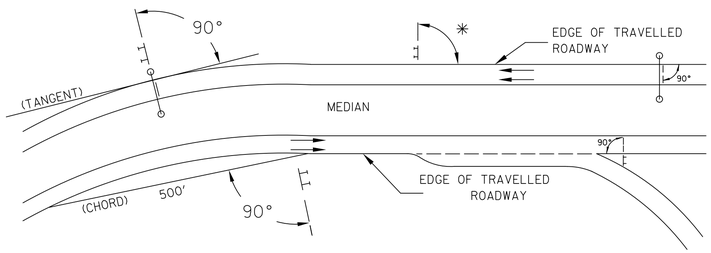
PANEL LAYOUT AND ALPHABETS

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/oots/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 KAM Drawn By KAM Checked By MCG

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

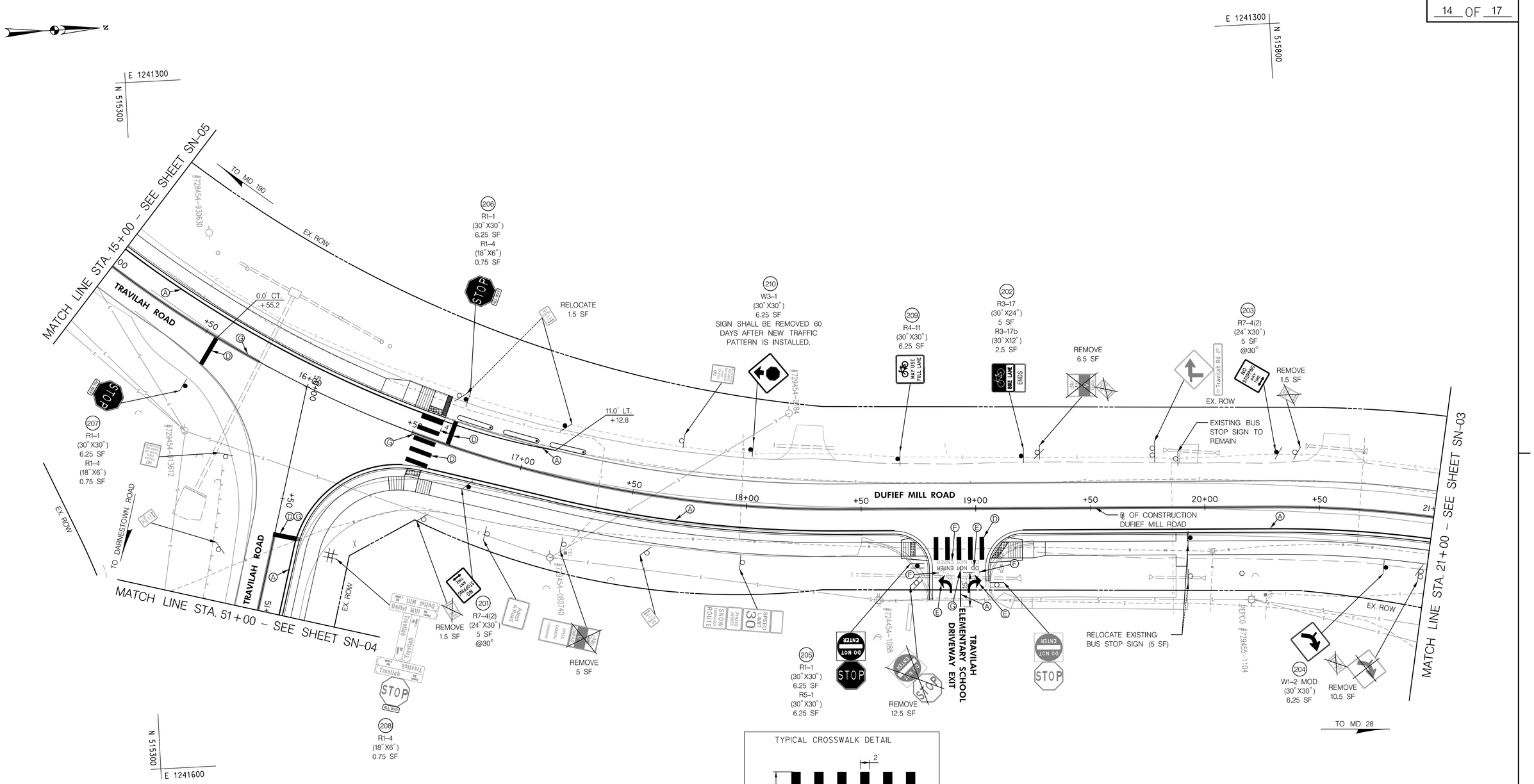
GENERAL NOTES AND PROPOSALS

DUFIEF MILL ROAD/TRAVILAH ROAD
FROM ELEMENTARY SCHOOL DRIVEWAY
TO QUINCE ORCHARD ROAD
PEDESTRIAN IMPROVEMENTS

SCALE: N.T.S.

PLOTTED: Friday, January 23, 2026 AT 08:24 AM
FILE: I:\Projects\4022666\4022666_0009\WD_CAD Models and Sheets\04_CT_Transportation\Dufief Mill\pSN-1001_Dufief.dgn

BY: MisnerKA -



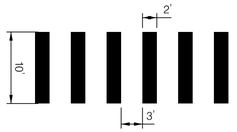
PAVEMENT MARKING LEGEND

- (A) 5 INCH SOLID WHITE THERMOPLASTIC PAVEMENT MARKING
- (B) 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKING (3' STRIPE, 9' GAP, 3' STRIPE)
- (C) 5 INCH SOLID DOUBLE YELLOW THERMOPLASTIC PAVEMENT MARKING
- (D) 24 INCH SOLID WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING
- (E) PERMANENT WHITE PREFORMED PAVEMENT MARKING LETTERS, SYMBOLS, ARROWS, AND NUMBERS
- (F) REMOVAL OF EXISTING PAVEMENT MARKING LETTERS, SYMBOLS, ARROWS, AND NUMBERS
- (G) 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. THE CONTRACTOR SHALL INSTALL NEW RAISED PAVEMENT MARKERS (RPM'S) IN ACCORDANCE WITH FIGURE 3B-7b OF THE MD MUTCD.
8. THE CONTRACTOR SHALL REMOVE ALL EXISTING RAISED PAVEMENT MARKERS THAT CONFLICT WITH NEW PAVEMENT MARKINGS PER THE SPECIAL PROVISIONS IN THE I.F.B.

TYPICAL CROSSWALK DETAIL



1. SPACE BETWEEN MARKINGS SHOULD BE PLACED IN WHEEL TRACKS OF EACH LANE.
2. SPACING SHALL BE BETWEEN 1.5 TIMES WIDTH OF LONGITUDINAL LINE.

SIGNING LEGEND

SYMBOL	
	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

SN-02

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

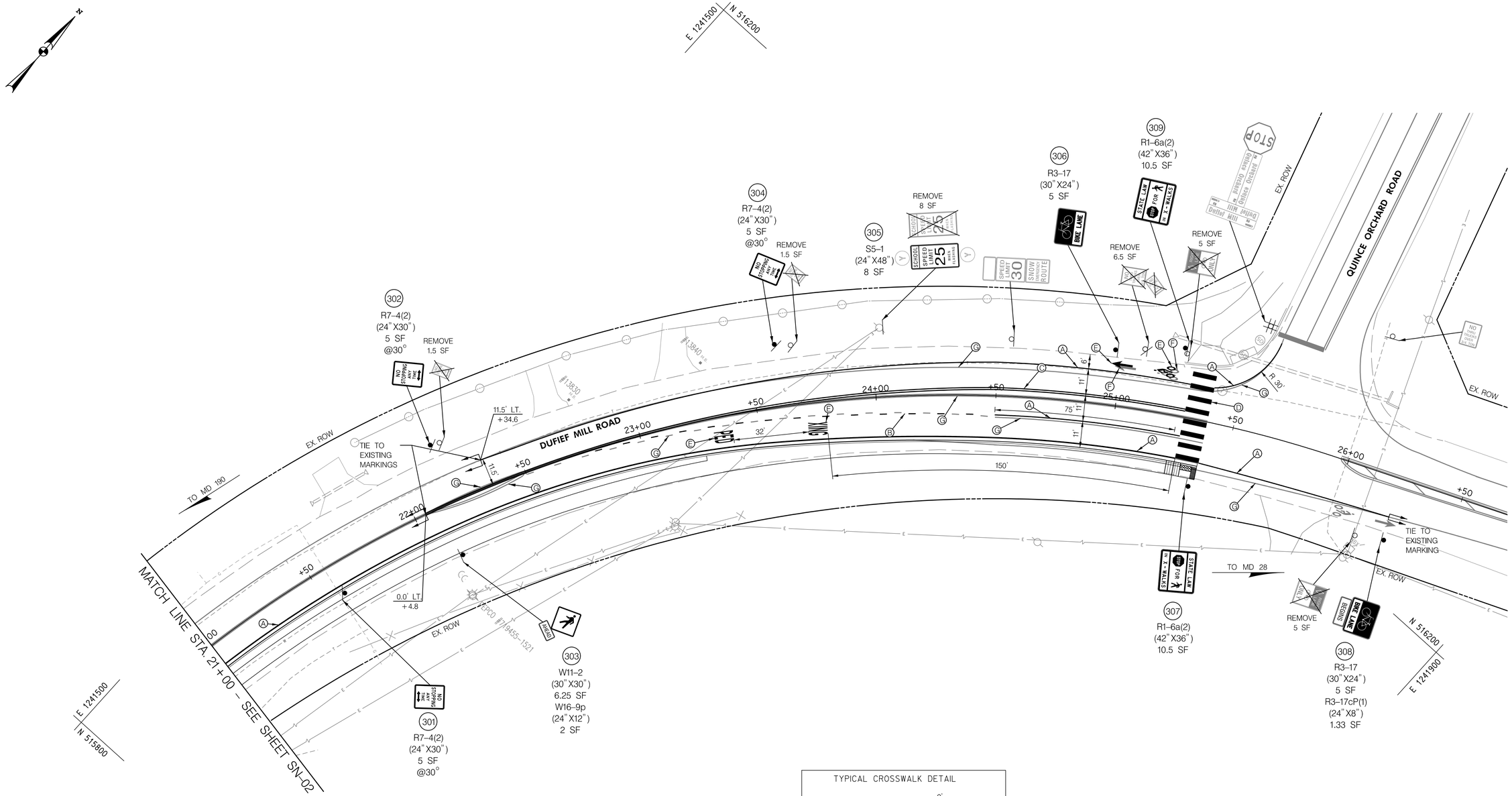
SIGNING AND MARKING PLAN

DUFIEF MILL ROAD/TRAVILAH ROAD FROM ELEMENTARY SCHOOL DRIVEWAY TO QUINCE ORCHARD ROAD PEDESTRIAN IMPROVEMENTS

SCALE: 1"= 20'

BY: MisnerKA –

PLOTTED: Friday, January 23, 2026 AT 08:24 AM
FILE: I:\Projects\4022666\4022666_0009\90_CAD Models and Sheets\04_CT_Transportation\Dufief Mill\pSN-P001_Dufief.dgn



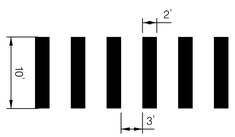
PAVEMENT MARKING LEGEND

- (A) 5 INCH SOLID WHITE THERMOPLASTIC PAVEMENT MARKING
- (B) 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKING (3' STRIPE, 9' GAP, 3' STRIPE)
- (C) 5 INCH SOLID DOUBLE YELLOW THERMOPLASTIC PAVEMENT MARKING
- (D) 24 INCH SOLID WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING
- (E) PERMANENT WHITE PREFORMED PAVEMENT MARKING LETTERS, SYMBOLS, ARROWS, AND NUMBERS
- (F) REMOVAL OF EXISTING PAVEMENT MARKING LETTERS, SYMBOLS, ARROWS, AND NUMBERS
- (G) 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. THE CONTRACTOR SHALL INSTALL NEW RAISED PAVEMENT MARKERS (RPM'S) IN ACCORDANCE WITH FIGURE 3B-7b OF THE MD MUTCD.
8. THE CONTRACTOR SHALL REMOVE ALL EXISTING RAISED PAVEMENT MARKERS THAT CONFLICT WITH NEW PAVEMENT MARKINGS PER THE SPECIAL PROVISIONS IN THE I.F.B.

TYPICAL CROSSWALK DETAIL



1. SPACE BETWEEN MARKINGS SHOULD BE PLACED IN WHEEL TRACKS OF EACH LANE.
2. SPACING SHALL BE BETWEEN 1.5 TIMES WIDTH OF LONGITUDINAL LINE.

SIGNING LEGEND

SYMBOL	
	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

SN-03

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

SIGNING AND MARKING PLAN

DUFIEF MILL ROAD/TRAVILAH ROAD FROM ELEMENTARY SCHOOL DRIVEWAY TO QUINCE ORCHARD ROAD PEDESTRIAN IMPROVEMENTS

SCALE: 1"= 20'

PLOTTED: Friday, January 23, 2026 AT 08:24 AM
FILE: I:\Projects\40226666\40226666_0009\90_CAD Models and Sheets\04_CT_Transportation\Duflief Mill\pSN-P002_Duflief.dgn

BY: MisnerKA -

N 515400
E 1242000

N 515400
E 1241500

MATCH LINE STA. 51+00 - SEE SHEET SN-02

TRAVILAH ROAD

52+00 +50 53+00 +50 54+00 +50 55+00

TRAVILAH ELEMENTARY SCHOOL DRIVEWAY ENTRANCE

REMOVE
1.5 SF

EX. ROW

401
R1-6a(2)
(42"X36")
10.5 SF

STATE LAW
FOR
IN ↗ WALKS

#729454-390600

TO DARNESTOWN ROAD

EX. ROW

EXISTING BUS STOP SIGN TO REMAIN

℄ OF CONSTRUCTION
TRAVILAH ROAD

#729454-410480

EX. ROW

403
R2-1
(24"X30")
5 SF
R10-19
(24"X18")
3 SF

SPEED LIMIT
30
PHOTO ENFORCED

REMOVE
8 SF

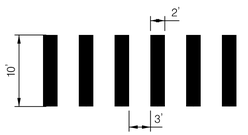
EXISTING BUS
STOP SIGN TO
REMAIN

TO DUFIEF MILL ROAD

402
R1-6a(2)
(42"X36")
10.5 SF

E 1242000
N 515100

TYPICAL CROSSWALK DETAIL



1. SPACE BETWEEN MARKINGS SHOULD BE PLACED IN WHEEL TRACKS OF EACH LANE.
2. SPACING SHALL BE BETWEEN 1.5 TIMES WIDTH OF LONGITUDINAL LINE.

PAVEMENT MARKING LEGEND

- (A) 5 INCH SOLID WHITE THERMOPLASTIC PAVEMENT MARKING
- (B) 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKING (3' STRIPE, 9' GAP, 3' STRIPE)
- (C) 5 INCH SOLID DOUBLE YELLOW THERMOPLASTIC PAVEMENT MARKING
- (D) 24 INCH SOLID WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING
- (E) PERMANENT WHITE PREFORMED PAVEMENT MARKING LETTERS, SYMBOLS, ARROWS, AND NUMBERS
- (F) REMOVAL OF EXISTING PAVEMENT MARKING LETTERS, SYMBOLS, ARROWS, AND NUMBERS
- (G) 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. THE CONTRACTOR SHALL INSTALL NEW RAISED PAVEMENT MARKERS (RPM'S) IN ACCORDANCE WITH FIGURE 3B-7b OF THE MD MUTCD.
8. THE CONTRACTOR SHALL REMOVE ALL EXISTING RAISED PAVEMENT MARKERS THAT CONFLICT WITH NEW PAVEMENT MARKINGS PER THE SPECIAL PROVISIONS IN THE I.F.B.

SIGNING LEGEND

SYMBOL	
	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

SN-04

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

SIGNING AND MARKING PLAN

DUFIEF MILL ROAD/TRAVILAH ROAD
FROM ELEMENTARY SCHOOL DRIVEWAY
TO QUINCE ORCHARD ROAD
PEDESTRIAN IMPROVEMENTS

SCALE: 1"= 20'

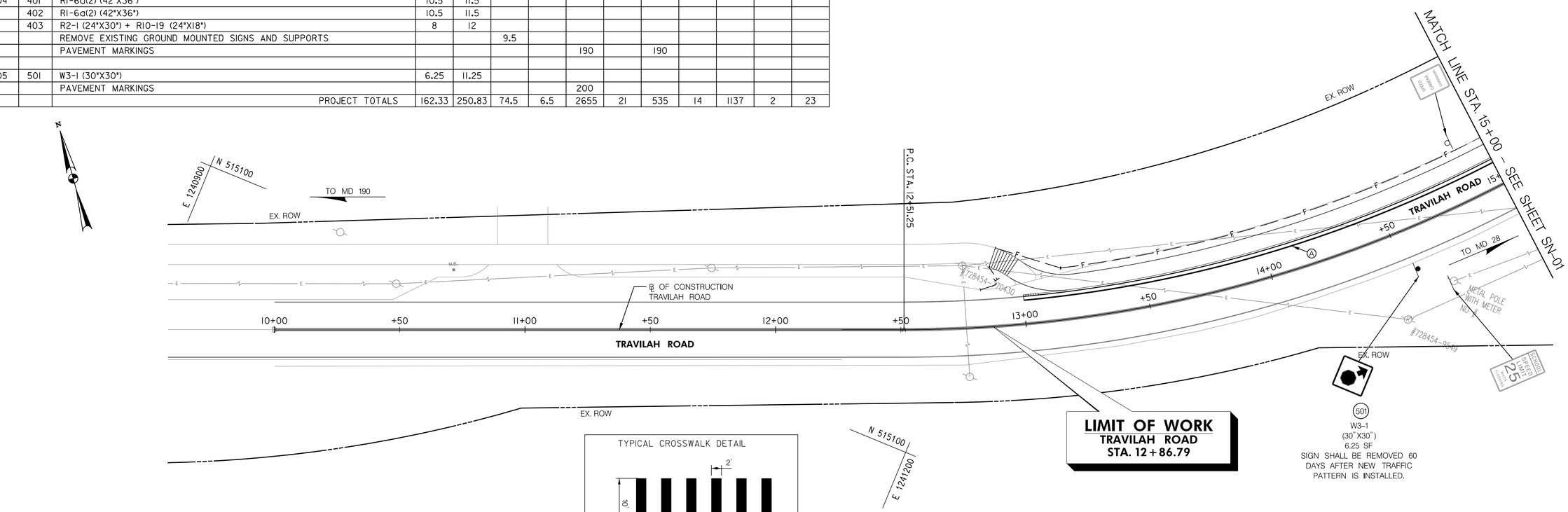
PLOTTED: Friday, January 23, 2026 AT 08:24 AM
FILE: I:\Projects\4022666\4022666_0009\90_CAD Models and Sheets\04_CT_Transportation\Dufief Mill\pSN-P003_Dufief.dgn

BY: MisnerKA -

SIGNING AND PAVEMENT MARKING INDEX OF QUANTITIES

SHEET NO.	SIGN NO.	REMARKS	CODE NUMBERS•										
			1	2	3	4	5	6	7	8	9	10	11
SN-02	201	R7-4(2) (24"X30")	5	11.25									
	202	R3-17 (30"X24") + R3-17b (30"X12")	7.5	11.5									
	203	R7-4(2) (24"X30")	5	11.25									
	204	W1-2 MOD (30"X30")	6.25	11.25									
	205	R1-1 (30"X30") + R5-1 (30"X30")	12.5	11.25									
	206	R1-1 (30"X30") + R1-4 (18"X6")	7	11.75									
	207	R1-1 (30"X30") + R1-4 (18"X6")	7	11.75									
	208	R1-4 (18"X6")	0.75									1	
	209	R4-11 (30"X30")	6.25	11.25									
	210	W3-1 (30"X30")	6.25	11.25									
		RELOCATE EXISTING GROUND MOUNTED SIGNS USING NEW SUPPORTS		11.25		6.5							
		REMOVE EXISTING GROUND MOUNTED SIGNS AND SUPPORTS			37.5								
		PAVEMENT MARKINGS					640	12	185	12	27		
SN-03	301	R7-4(2) (24"X30")	5	11.25									
	302	R7-4(2) (24"X30")	5	11.25									
	303	W11-2(30"X30") + W16-9p(24"X12")	8.25	11.75									
	304	R7-4(2) (24"X30")	5	11.25									
	305	S5-1 (24"X48")	8									1	
	306	R3-17 (30"X24")	5	11									
	307	R1-6a(2) (42"X36")	10.5	11.5									
	308	R3-17 (30" X 24") + R3-17cP(1) (24"X8")	6.33	11.33									
	309	R1-6a(2) (42"X36")	10.5	11.5									
		REMOVE EXISTING GROUND MOUNTED SIGNS AND SUPPORTS			27.5								
		PAVEMENT MARKINGS					1625	9	160	2	1110		23
SN-04	401	R1-6a(2) (42"X36")	10.5	11.5									
	402	R1-6a(2) (42"X36")	10.5	11.5									
	403	R2-1 (24"X30") + R10-19 (24"X18")	8	12									
		REMOVE EXISTING GROUND MOUNTED SIGNS AND SUPPORTS			9.5								
		PAVEMENT MARKINGS					190		190				
SN-05	501	W3-1 (30"X30")	6.25	11.25									
		PAVEMENT MARKINGS					200						
		PROJECT TOTALS	162.33	250.83	74.5	6.5	2655	21	535	14	1137	2	23

• CODE NUMBER DESCRIPTION & UNIT		
CODE NUMBERS	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	WHITE PERMANENT PREFORMED PAVEMENT MARKING LETTERS, SYMBOLS, ARROWS, AND NUMBERS	EA
7	PERMANENT WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS: 16 OR 24 INCHES IN WIDTH	SF
8	REMOVAL OF EXISTING LETTERS, SYMBOLS, ARROWS, AND NUMBERS	EA
9	REMOVAL OF EXISTING PAVEMENT LINE MARKINGS - ANY WIDTH	LF
10	BAND SIGN TO SIGN SUPPORT	EA
11	SNOWPLOWABLE RAISED PAVEMENT MARKERS, WHITE OR YELLOW COLOR	EA



TYPICAL CROSSWALK DETAIL

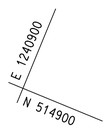
1. SPACE BETWEEN MARKINGS SHOULD BE PLACED IN WHEEL TRACKS OF EACH LANE.
2. SPACING SHALL BE BETWEEN 1.5 TIMES WIDTH OF LONGITUDINAL LINE.

PAVEMENT MARKING LEGEND

- (A) 5 INCH SOLID WHITE THERMOPLASTIC PAVEMENT MARKING
- (B) 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKING (3' STRIPE, 9' GAP, 3' STRIPE)
- (C) 5 INCH SOLID DOUBLE YELLOW THERMOPLASTIC PAVEMENT MARKING
- (D) 24 INCH SOLID WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING
- (E) PERMANENT WHITE PREFORMED PAVEMENT MARKING LETTERS, SYMBOLS, ARROWS, AND NUMBERS
- (F) REMOVAL OF EXISTING PAVEMENT MARKING LETTERS, SYMBOLS, ARROWS, AND NUMBERS
- (G) 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. THE CONTRACTOR SHALL INSTALL NEW RAISED PAVEMENT MARKERS (RPM'S) IN ACCORDANCE WITH FIGURE 3B-7b OF THE MD MUTCD.
8. THE CONTRACTOR SHALL REMOVE ALL EXISTING RAISED PAVEMENT MARKERS THAT CONFLICT WITH NEW PAVEMENT MARKINGS PER THE SPECIAL PROVISIONS IN THE I.F.B.



SIGNING LEGEND

SYMBOL	
	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

SN-05

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MONTGOMERY COUNTY, MARYLAND

SIGNING AND MARKING PLAN

DUFIEF MILL ROAD/TRAVILAH ROAD
FROM ELEMENTARY SCHOOL DRIVEWAY
TO QUINCE ORCHARD ROAD
PEDESTRIAN IMPROVEMENTS

SCALE: 1"= 20'

PLOTTED: Friday, January 23, 2026 AT 08:24 AM
FILE: I:\Projects\4022666\4022666_0009\90_CAD Models and Sheets\04_CT_Transportation\Dufief Mill\pSN-P004_Dufief.dgn

BY: MisnerKA –