MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION

DALE DRIVE SHARED USE PATH & SAFETY IMPROVEMENTS

GEORGIA AVENUE (MD 97) TO COLESVILLE ROAD (US-29)

C. I. P. PROJECT NO. 502109

90% DESIGN SUBMISSION

INDEX OF SHEETS

SHT.NO.	DWG.NO.	SC/SWM NO.	DWG. DESCRIPTION
1	GN-01	1	TITLE SHEET
2	GN-02		ABBREVIATIONS AND SYMBOLS
3	GN-03		GENERAL NOTES
4-5	TS-01 TO TS-02		TYPICAL SECTIONS
6-9	GG-01 TO GG-04		GEOMETRICS
10-19	DT-01 TO DT-10		PEDESTRIAN RAMP DETAILS
20	DT-11		GENERAL DETAILS
21-28	PS-01 TO PS-08		ROADWAY PLANS
29-37	PS-09 TO PS-17		CURB PROFILES
38-40	DD-01 TO DD-03	2-4	DRAINAGE PLANS
41-42	DP-01 TO DP-02		DRAINAGE PROFILES
43-53	SC-01 TO SC-11	5-15	EROSION AND SEDIMENT CONTROL
54-65	MT-01 TO MT-12		MAINTENANCE OF TRAFFIC
66-75	SN-00 TO SN-09		SIGNING AND MARKING
76-86	LT-01 TO LT-11		LIGHTING PLANS
87-96	LS-01 TO LS-10		LANDSCAPE PLANS
97	SLP-01		STRUCTURE LOCATION PLAN
98-99	S-0.1 TO S-0.2		GENERAL STRUCTURE INFORMATION
100-111	S-01 TO S-12		STRUCTURE PLANS
112-119	UT-01 TO UT-08		UTILITY PLANS
120-176	XS-01 TO XS-57		CROSS SECTIONS
177-201	XS-58 TO XS-82		DRIVEWAY CROSS SECTIONS

MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION MAINTENANCE CERTIFICATION

I HEREBY CERTIFY THAT THE DEPARTMENT OF TRANSPORTATION WILL ASSUME MAINTENANCE RESPONSIBILITIES FOR ALL STORMWATER MANAGEMENT FACILITIES AS LISTED AND SHOWN, HEREON, IN ACCORDANCE WITH THE MEMORANDUM OF UNDERSTANDING BETWEEN THIS DEPARTMENT AND THE DEPARTMENT OF ENVIRONMENTAL PROTECTION DATED SEPTEMBER 1, 1986. IF, FOR ANY REASON, FUTURE IMPROVEMENTS TO THE ROADWAY ARE PLANNED THAT WOULD IMPACT ANY OF THE STORMWATER MANAGEMENT FACILITIES INCLUDED HEREIN, THIS DEPARTMENT WILL NOTIFY THE DEPARTMENT OF ENVIRONMENTAL PROTECTION DURING THE PLANNING OR EARLY DESIGN STAGE FOR SUCH IMPROVEMENTS.

DATE

JOSE THOMMANA
ACTING CHIEF, DIVISION OF
TRANSPORTATION ENGINEERING

OWNER'S CERTIFICATION

I HEREBY CERTIFY THAT ALL CLEARING, GRADING, CONSTRUCTION AND/OR DEVELOPMENT WILL BE DONE PURSUANT TO THIS PLAN AND THAT ANY RESPONSIBLE PERSONNEL INVOLVED IN THE CONSTRUCTION PROJECT WILL HAVE A CERTIFICATE OF ATTENDANCE AT A DEPARTMENT OF NATURAL RESOURCES APPROVED TRAINING PROGRAM FOR THE CONTROL OF SEDIMENT AND EROSION BEFORE BEGINNING THE PROJECT.

DATE

JOSE THOMMANA
ACTING CHIEF, DIVISION OF
TRANSPORTATION ENGINEERING

DESIGN CERTIFICATION

I HEREBY CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE "2011 MARYLAND STANDARDS AND SPECIFICATION FOR SOIL EROSION AND SEDIMENT CONTROL," MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES EXECUTIVE REGULATIONS 5-90, 7-02AM AND 36-90, AND MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION "STORM DRAIN CRITERIA" DATED AUGUST, 1988.

DATE

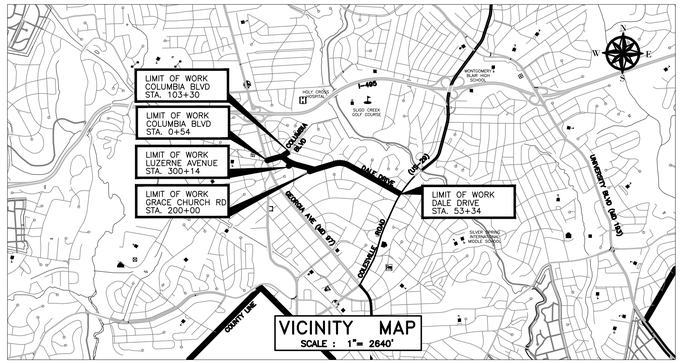
MICHAEL ROTHENHEBER, P.E.
MD. REGISTRATION NO. 18589

CERTIFICATION OF THE QUANTITIES

I HEREBY CERTIFY THAT THE ESTIMATED TOTAL AMOUNT OF EXCAVATION AND FILL AS SHOWN ON THESE PLANS HAS BEEN COMPUTED TO 4,315 CUBIC YARDS OF EXCAVATION, 646 CUBIC YARDS OF FILL AND THE TOTAL AREA TO BE DISTURBED AS SHOWN ON THESE PLANS HAS BEEN DETERMINED TO BE 222,156 SQUARE FEET OR 5.10 ACRES.

DATE

MICHAEL ROTHENHEBER, P.E.
MD. REGISTRATION NO. 18589



PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO. 18589 EXPIRATION DATE 02/10/2024

DATE

MICHAEL ROTHENHEBER, P.E.
MD. REGISTRATION NO. 18589

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC ENGINEER AND OPERATIONS
MONTGOMERY COUNTY, MD

APPROVED

For	SIGNING AND MARKING
BY	
DATE:	

RELATED REQUIRED PERMITS

To be completed by the consultant and placed on the first sheet of the Sediment Control / Stormwater Management plan set for **all** projects.

IT IS THE RESPONSIBILITY OF PERMITTEE/OWNER OF THIS SITE TO OBTAIN ALL REQUIRED PERMITS PRIOR TO ISSUANCE OF THE APPROVED SEDIMENT CONTROL PERMIT

TYPE OF PERMIT	REQD	NOT REQD	PERMIT #	EXPIRATION DATE	WORK RESTRICTION DATES
MCDPS Floodplain District		X			
WATERWAYS/WETLAND(S):					
a. Corps of Engineers		X			
b. MDE		X			
c. MDE Water Quality Certification		X			
MDE Dam Safety		X			
DNR Roadside Tree Care Permit	X			Approval Date	
DPS Roadside Tree Protection Plan		X		Approval Date	
N.P.D.E.S. NOTICE OF INTENT	X				DATE FILED
OTHERS (Please List):					

JUNE 2014

TREE CANOPY REQUIREMENTS TABLE

To be completed by the consultant and placed on the first sheet of the Sediment Control / Stormwater Management plan set for all projects.

Exempt: Yes ☐ No ☒ If exempt under Section 55-5 of the Code, please check the applicable exemption category below.

Total Property Area	Total Disturbed Area
436,700 square feet	222,156 square feet

Shade Trees Required	Shade Trees Proposed to be Planted
84	0

Fee in Lieu (Trees Required – Trees Planted) x $250	$ 21,000

Required Number of Shade Trees

Area (sq. ft.) of the Limits of Disturbance FROM	TO	Number of Shade Trees Required
1	6,000	3
6,001	8,000	6
8,001	12,000	9
12,001	14,000	12
14,001	40,000	15

If the square footage of the limits of disturbance is more than 40,000, then the number of shade trees required must be calculated using the following formula:

(Number of Square Feet in Limits of Disturbance ÷ 40,000) × 15

EXEMPTION CATEGORIES:

☐ 55-5(a) any activity that is subject to Article II of Chapter 22A;
☐ 55-5(b) any commercial logging or timber harvesting operation with an approved exemption from Article II of Chapter 22A;
☐ 55-5(f) any activity conducted by the County Parks Department;
☐ 55-5(g) routine or emergency maintenance of an existing stormwater management facility, including an existing access road, if the person performing the maintenance has obtained all required permits;
☐ 55-5(h) any stream restoration project if the person performing the work has obtained all necessary permits;
☐ 55-5(i) cutting or clearing any tree to comply with applicable provisions of any federal, state, or local law governing safety of dams;
☐ OTHER: Specify per Section 55-5 of the Code.

MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES APPROVED FOR:

Stormwater Management:

Reviewed Date

Approved Date

SM FILE #

Sediment Control Technical Requirements:

Reviewed Date

Approved Date

Administrative Requirements:

Reviewed Date

SEDIMENT CONTROL PERMIT NO.

MCDPS APPROVAL OF THIS PLAN WILL EXPIRE TWO YEARS FROM THE DATE OF APPROVAL IF THE PROJECT HAS NOT STARTED.

NOTE: MCDPS APPROVAL DOES NOT NEGATE THE NEED FOR A MDCPS ACCESS PERMIT.

DPS approval of a sediment control or stormwater management plan is for demonstrated compliance with minimum environmental runoff treatment standards and does not create or imply any right to divert or concentrate runoff onto any adjacent property without that property owner's permission. It does not relieve the design engineer or other responsible person of professional liability or ethical responsibility for the adequacy of the drainage design as it affects uphill or downhill properties.

OWNER/ADDRESS:
MONTGOMERY COUNTY DEPARTMENT
OF TRANSPORTATION
100 EDISON PARK DRIVE, 4TH FLOOR
GAITHERSBURG, MD 20878

CONTACT:
ANGEL CHENG, P.E.
PROJECT MANAGER
DESIGN SECTION
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7274

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Design Section — Date

APPROVED
Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

GN-01
TITLE SHEET

DALE DRIVE
SHARED USE PATH

NOT TO SCALE DATE: DECEMBER 2023

CIP No. : 502109 SHEET 1 of 201

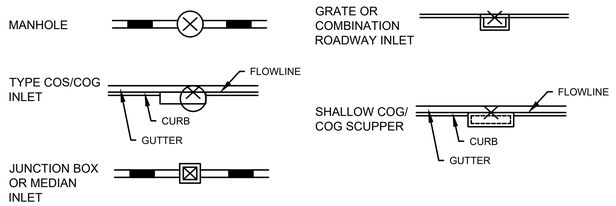
ABBREVIATIONS

A.A.S.H.T.O.	American Association of State Highway Transportation Officials
APPROX.	Approximate
B or B/L	Baseline
C.C.	Center of Curve
C or C/L	Centerline
C.I.P.	Cast Iron Pipe
C.M.P.	Corrugated Metal Pipe
C.O.	Cleanout
COMB.	Combination
CONC.	Concrete
CONSTR.	Construction
C.P.P.	Corrugated Polyethylene Pipe
D.B.H.	Diameter Breast Height
DC	Degree of Curve
D.H.V.	Design Hour Volume
D.I.	Drop Inlet
DIA.	Diameter
D.O.	Double Opening
E	East
E	Electric
E	External Distance
EA.	Each
E.B.	Eastbound
ELEV.	Elevation
E.R.C.C.P.	Elliptical Reinforced Cement Concrete Pipe
ES	End Section
EX. or EXIST.	Existing
FT	Feet
F or FL	Flowline
FWD	Forward
G	Gas
H.D.P.E.	High-Density Polyethylene
H.E.R.C.P.	Horizontal Elliptical Reinforced Concrete Pipe
HP	Hight Point
HMA	Hot Mix Asphalt
HT	Height
IN	Inch
INV	Invert
L	Length
LANDSC.	Landscaped
L.F.	Linear Feet
LP	Low Point
LT	Left
MAX.	Maximum
MOD.	Modified
MIN.	Minimum
N	North
NB	Northbound
NE	Northeast
N.T.S.	Not To Scale
O.C.	On Center
P.C.	Point of Curvature
P.C.C.	Point of Compound Curve
P/C	Point of Grown
PGA	Point of Grade Application
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.	Point of Intersection
P.O.C.	Point on Curve
P.O.T.	Point on Tangent
PROP.	Proposed
PT.	Point
P.T.	Point of Tangency
P.V.C.	Point of Vertical Curve
PVC	Polyvinyl Chloride
PVI	Point of Intersection
R	Radius
RET. WALL	Retaining Wall
RT	Right
RW or R/W	Right of Way
R.C.P.	Reinforced Cement Pipe
R.C.C.P.	Reinforced Cement Concrete Pipe
S	South
SAN.	Sanitary Sewer
SB	Southbound
S.D.	Storm Drain
S.E.	Superelevation
SF	Silt Fence
S.F.	Square Feet
SSD	Stopping Sight Distance
SSF	Super Silt Fence
STD.	Standard
SO.	Single Opening
S.Y.	Square Yards
SWM	Stormwater Management
SW	Sidewalk
T	Tangent
T	Telephone
T.C.P.	Terra Cotta Pipe
TYP.	Typical
U.P.	Utility Pole
VAR.	Varies
V.C.L.	Vertical Curve Length
W	Water
W	West
WB	Westbound

LEGEND

	SIGN		HEDGE/BUSHES
MB	MAIL BOX	434.0	SPOT ELEVATION
FP	FLAG POLE	II	WOOD FENCE
LL	LANDSCAPE LIGHTING	XXXXXXXXXXXXX	WIRE FENCE / CHAIN LINK FENCE
	LIGHT POST		STREAM
	UTILITY POLE		INDEX CONTOUR
	GUY WIRE ANCHOR	430	INTERVAL CONTOUR
	GUY POLE	OHW	OVERHEAD WIRES
GV	GAS VALVE		ABANDONED GAS LINE
	WATER VALVE	G	EXISTING GAS LINE
W	WATER METER		PROPERTY LINE
	FIRE HYDRANT		EXISTING RIGHT OF WAY
SS	SANITARY MANHOLE	F	TOE OF FILL
D	STORM DRAIN MANHOLE	C	TOP OF CUT
	DECIDUOUS TREE		GUARDRAIL W-BEAM
		LOD	LIMIT OF DISTURBANCE
	CONIFER TREE	TCE	TEMPORARY CONSTRUCTION EASEMENT
	BUSH	RSE	REVERTIBLE SLOPE EASEMENT
		PE	PERPETUAL EASEMENT

DRAINAGE STRUCTURE STAKEOUT LOCATIONS



DRAINAGE BUBBLES

INLET ---------- I / 1

MANHOLE ---------- MH / 1

JUNCTION BOX ---------- JB / 1

FIELD CONNECTION ---------- C / 1

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: ADH Checked by: JJR

GN-02
ABBREVIATIONS AND SYMBOLS

DALE DRIVE
SHARED USE PATH

0 30' 60'
SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 2 of 201

GENERAL NOTES

1. THE SPECIFICATIONS FOR THIS CONTRACT WILL BE THOSE OF THE MARYLAND STATE HIGHWAY ADMINISTRATION DATED JULY 2022, ALL ERRATA AND ADDENDA THERETO, THE MARYLAND STATE HIGHWAY ADMINISTRATION BOOK OF STANDARDS FOR HIGHWAY AND INCIDENTAL STRUCTURES, WASHINGTON SUBURBAN SANITARY COMMISSION (W.S.S.C.) STANDARDS, MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION STANDARDS, AND SOIL CONSERVATION SERVICE POND CONSTRUCTION SPECIFICATIONS FOR MARYLAND.
2. FOR CONSTRUCTION, ALL HORIZONTAL SHALL BE BASED ON NAD 83/91, NAVD 88 DATUM.
3. TYPES OF STORM DRAIN STRUCTURES REFER TO THE "DESIGN STANDARDS" OF MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION, UNLESS OTHERWISE NOTED.
4. WHEN THE DROP ON THE MAIN LINE THROUGH A STORM DRAIN STRUCTURE CAN BE ACCOMMODATED BY AN INVERT SLOPE OF 1.5:1 OR FLATTER, A ROUNDED CHANNEL LINED WITH SEWER BRICK ON EDGE SHALL BE BUILT TO THE CROWN OF THE PIPES. WHEN THE INVERT SLOPES WOULD BE GREATER THAN 1.5:1 A SPECIAL INVERT SHALL BE CONSTRUCTED AS NOTED.
5. ALL STORM DRAIN PIPE SHALL BE INSTALLED WITH CLASS "C" BEDDING UNLESS OTHERWISE SPECIFIED.
6. THE CONTRACTOR SHALL MAKE FIELD ADJUSTMENTS TO STORM DRAIN STRUCTURES, WHEN NECESSARY, TO MEET EXISTING CONDITIONS, AS APPROVED BY MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION'S PROJECT INSPECTOR.
7. 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.
8. 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.
9. CALL "MISS UTILITY" AT 1-800-257-7777 FORTY-EIGHT (48) HOURS PRIOR TO BEGINNING EXCAVATION TO DETERMINE THE EXACT LOCATION OF EXISTING UTILITIES.
10. CLEARING IS TO BE LIMITED TO THE "LIMIT OF GRADING" AS SHOWN ON THE PLANS.
11. ALL GRADING SHALL BE DONE IN SUCH A MANNER AS TO PROVIDE POSITIVE DRAINAGE.
12. DISTURBED AREAS ADJACENT TO ESTABLISHED LAWNS SHALL BE SODDED. OTHER DISTURBED AREAS SHALL BE SEEDED AND MULCHED.
13. THE CONTRACTOR SHALL MAINTAIN THE APPROVED ROADSIDE TREE PERMIT FOR ANY MAINTENANCE, TREATMENT, PLANTING, REMOVAL, OR ROOT CUTTING ON TREES WITHIN THE PUBLIC RIGHT OF WAY. PERMIT REQUIREMENTS MAY BE OBTAINED FROM THE DEPARTMENT OF NATURAL RESOURCES, MARYLAND FOREST, PARK AND WILDLIFE SERVICE, TELEPHONE 301-854-6060
14. THE LOCATION OF RIGHT-OF-WAY AND EASEMENT LINES SHOWN ON THE PLANS ARE FOR INFORMATION AND GUIDANCE ONLY. NO GUARANTEE IS MADE AS TO THE ACCURACY OF SAID LOCATIONS. PLEASE REFER TO THE APPROPRIATE RIGHT-OF-WAY PLATS.
15. ALL UTILITY POLES AND GUY WIRES NOTED FOR RELOCATION SHALL BE PERFORMED BY OTHERS.
16. CONTACT THE WASHINGTON SUBURBAN SANITARY COMMISSION SYSTEM MAINTENANCE ENGINEER BEFORE EXCAVATING BENEATH OR IN THE VICINITY OF EXISTING WATER OR SEWER LINES. BACKFILL TO BE DONE UNDER SUPERVISION OF W.S.S.C. CALL 301-699-4420
17. THE CONTRACTOR SHALL INSTALL PEDESTRIAN DETECTABLE WARNING SURFACES AT ALL SIDEWALK & PEDESTRIAN CROSSINGS. LOCATIONS AS DIRECTED BY THE ENGINEER. THE WARNING SURFACES SHALL BE IN CONFORMANCE WITH ADA REQUIREMENTS AND THE PROJECT SPECIAL PROVISION.
18. THE CONTRACTOR SHALL BE AWARE THAT OVERHEAD UTILITY WIRES EXIST WITHIN THE PROJECT SITE. LOCATIONS OF WIRES SHOULD BE NOTED IN FIELD WITH SIGNAGE TO AVOID CONFLICTS DURING CONSTRUCTION.

M-NCPPC NOTES

1. A PRE-CONSTRUCTION MEETING MUST BE HELD PRIOR TO START OF WORK WITH A MINIMUM OF 72 HOURS PRIOR NOTICE. THE M-NCPPC PARK MANAGER, PARK INSPECTOR, AND PARK URBAN FORESTER SHALL BE REPRESENTED AT THE MEETING.
2. M-NCPPC RESERVES THE RIGHT TO ADJUST AND MODIFY THE LIMITS OF DISTURBANCE (LOD) IN THE FIELD TO MINIMIZE IMPACTS OF WORK.
3. NO CLEARING, GRUBBING, OR GRADING SHALL COMMENCE UNTIL THE LOD ARE STAKED IN THE FIELD AND ARE APPROVED BY THE PARK INSPECTOR AS WELL AS ANY OTHER APPLICABLE PERMITTING AGENCIES. AFTER THE LOD IS APPROVED, NO DISTURBANCE WILL BE ALLOWED OUTSIDE OF THE APPROVED LIMITS. ANY ITEMS DISTURBED OUTSIDE OF THE APPROVED LIMITS WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
4. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR IDENTIFYING THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO START OF THE CONSTRUCTION RELATED WORK AND SHALL COORDINATE THE WORK WITH PARK INSPECTOR. THE CONTRACTOR SHALL MAINTAIN PROPER CLEARANCES BETWEEN ALL EXISTING AND PROPOSED UTILITIES AT ALL TIMES AS REQUIRED BY THE UTILITY COMPANIES. ANY COST ASSOCIATED WITH THE REPAIR OR REPLACEMENT OF UTILITIES DAMAGED BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. ANY DAMAGE MADE TO THE UTILITY SHALL BE REPAIRED ON AN EMERGENCY BASIS PER THE LATEST SPECIFICATIONS OF THE CONCERNED UTILITY AND COMPLETED WORK SHALL BE APPROVED BY THE CONCERNED UTILITY. ANY DAMAGE SHALL BE DOCUMENTED IMMEDIATELY AND REPORTED TO THE PARK INSPECTOR.
5. THE ENTIRE LOD SHALL BE FENCED AS DIRECTED BY THE PARK INSPECTOR. WHERE SILT FENCE, SUPER SILT FENCE, OR TREE PROTECTION FENCE IS NOT REQUIRED, ORANGE BLAZE SAFETY FENCE MAY BE USED.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SAFE FACILITY ACCESS THROUGHOUT CONSTRUCTION AND PROVIDE ANY APPROPRIATE DETOURS, TEMPORARY FACILITIES, AND SIGNAGE AS REQUESTED BY THE PARK MANAGER.
7. SITE RESTORATION AND REPAIR/REPLACEMENT OF DAMAGED INFRASTRUCTURE SHALL BE IN ACCORDANCE WITH M-NCPPC DETAILS, STANDARDS, AND SPECIFICATIONS AT THE DIRECTION OF THE PARK INSPECTOR AT NO COST TO M-NCPPC. SITE RESTORATION IS TO BE ACHIEVED TO THE SATISFACTION OF THE PARK INSPECTOR PRIOR TO DEMOBILIZATION.
8. STAGING AREAS AND ACCESS ROUTES SHALL BE DETERMINED IN FIELD AND APPROVED BY THE PARK INSPECTOR TO MINIMIZE IMPACTS.
9. EQUIPMENT RESTRICTIONS (E.G. 8 P.S.I. OR LESS) MAY BE REQUIRED BY M-NCPPC IN SENSITIVE AREAS.
10. THE CONTRACTOR SHALL COORDINATE WITH MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES INSPECTOR AND/OR PARK INSPECTOR ON THE USE OF TRENCHLESS SILT FENCES AND/OR DAILY STABILIZATION TO AVOID CUTTING THROUGH MATURE TREES. WHERE TRENCHING IS REQUIRED, ROOT PRUNE PRIOR TO EXCAVATION FOR TRENCH AT THE DIRECTION OF THE PARK URBAN FORESTER.
11. SPECIAL PROTECTION MEASURES SHALL BE PROVIDED AS DIRECTED IN THE FIELD DURING CONSTRUCTION BY PARK INSPECTOR OR PARK URBAN FORESTER. THESE MAY INCLUDE, BUT NOT BE LIMITED TO, ROOT PRUNING, 12-INCH THICK MULCH LAYER ACCESS BEDDING, HARDWOOD MATS, ADDITIONAL TREE PROTECTION FENCING, TREE PLANKING, AND ADDITIONAL SEDIMENT CONTROLS.
12. TREE PROTECTION FENCING SHOULD BE 14-GAUGE WELDED WIRE TYPE (WITH METAL STAKES AT 10 FEET O.C.) AND MUST BE MAINTAINED THROUGHOUT CONSTRUCTION. TREE SAVE AREA SIGNAGE SHOULD BE POSTED EVERY 30 FEET ALONG FENCING. TREE PROTECTION FENCE SHOULD BE INSTALLED BY THE CONTRACTOR AND INSPECTED BY THE M-NCPPC PARK URBAN FORESTER PRIOR TO THE START OF CONSTRUCTION.
13. M-NCPPC MAY INSPECT CONDITION OF TREES THROUGHOUT CONSTRUCTION AND REQUIRE REPAIR, REMOVAL, AND/OR REPLACEMENT OF ANY DAMAGED TREES AT NO COST TO M-NCPPC. TREES TO BE REMOVED ARE INDICATED WITH AN "X". NO OTHER TREES LARGER THAN 6" DBH SHALL BE DAMAGED OR REMOVED DURING CONSTRUCTION UNLESS APPROVED BY PARK URBAN FORESTER.
14. ALL PLANTING SUBSTITUTIONS MUST BE APPROVED BY PARK URBAN FORESTER. PLANT MATERIALS AND LOCATIONS SHOULD BE INSPECTED BY PARK URBAN FORESTER PRIOR TO INSTALLATION.
15. CONTRACTOR SHALL PROVIDE 4-FOOT HIGH (1-FOOT MINIMUM DIAMETER) 14-GAUGE WELDED WIRE DEER PROTECTION CAGES WITH MINIMUM OF ONE SUPPORT STAKE (OR TO CURRENT M-NCPPC SPECIFICATIONS) FOR ALL LANDSCAPE AND REFORESTATION TREES AND SHRUBS TO PREVENT DAMAGE BY DEER. TUBEX SHALL NOT BE USED AS A SUBSTITUTE.
16. NOTES AND DETAILS SHOWN ON THE DRAWINGS ARE TYPICAL UNLESS OTHERWISE SHOWN OR NOTED.

EARTHWORK SUMMARY

			PROPOSAL QUANTITY
CLASS I EXCAVATION			
CUT (FROM CROSS SECTIONS)	4,315	CY	
TOPSOIL UNDER FILL	–	CY	
ROOT MAT UNDER FILL	–	CY	
PLUS CUT (FROM SWM AREA)	–	CY	
TOTAL CLASS I EXCAVATION	4,315	CY	4,315 CY
CLASS IA EXCAVATION (ESTIMATED)			
MUCK REMOVAL (IF ANY)	–	CY	
UNDERCUTTING	–	CY	
TOTAL CLASS IA EXCAVATION	–	CY	– CY
CLASS 2 EXCAVATION			
CUT (FROM CROSS SECTIONS)	–	CY	
TOTAL CLASS 2 EXCAVATION	–	CY	– CY
EXCAVATION AVAILABLE FOR EMBANKMENT			
TOTAL CLASS I EXCAVATION + CLASS 2 EXCAVATION	4,315	CY	
MINUS:			
TOPSOIL (REMOVED IN CUT)	–	CY	
TOPSOIL (REMOVED UNDER FILL)	–	CY	
ROOT MAT (REMOVED IN CUT)	–	CY	
ROOT MAT (REMOVED IN FILL)	–	CY	
CUT ADJUSTED	4,315	CY	
CUT DENSIFIED (x 0.83)	3,581	CY	
TOTAL EXCAVATION AVAILABLE FOR EMBANKMENT	3.581	CY	
EMBANKMENT REQUIRED			
FILL (FROM CROSS SECTIONS)	646	CY	
REFILL FOR TOPSOIL UNDER FILL	–	CY	
REFILL FOR ROOT MAT UNDER FILL	–	CY	
FILL (FROM SWM AREA)	–	CY	
TOTAL	646	CY	
MINUS EXCAVATION AVAILABLE FOR EMBANKMENT	(3,581)	CY	
ADJUSTED TOTAL	(2,935)	CY	
PLUS DENSIFICATION FACTOR (x 1.20)	(3,522)	CY	
MINUS SELECT BORROW	–	CY	
COMMON BORROW	0	CY	0 CY
SELECT BORROW	–	CY	– CY

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: ADH Checked by: JJR

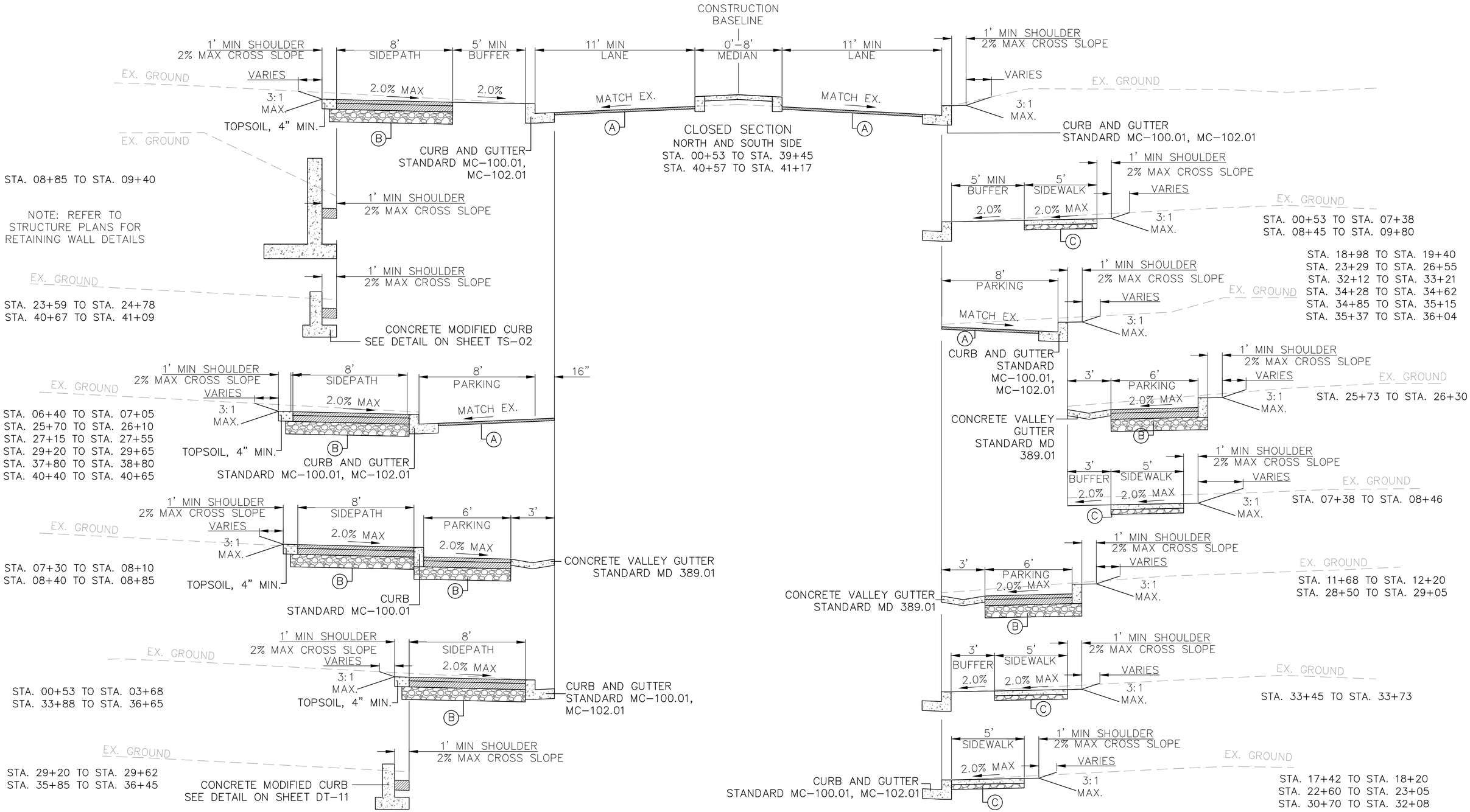
GN-03
GENERAL NOTES

DALE DRIVE
SHARED USE PATH

0 30' 60'
SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No.: 502109 SHEET 3 of 201



NOTES:
1. MAXIMUM ALLOWABLE TRAIL CROSS SLOPE IS 2.0% MAX. FOR ADA COMPLIANCE, WITH ZERO CONSTRUCTION TOLERANCE TO EXCEED 2.0%.
2. IMPERVIOUS TRAIL PAVEMENT DETAIL REFLECTS A DEVIATION FROM THE PAVEMENT SECTION SHOWN ON M-NCPPC STANDARD TRAIL DETAILS. THIS CHANGE HAS BEEN APPROVED BY MONTGOMERY COUNTY AND M-NCPPC.
3. FOR GRADING SIDE SLOPES REFER TO STANDARD MC-811.01.

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

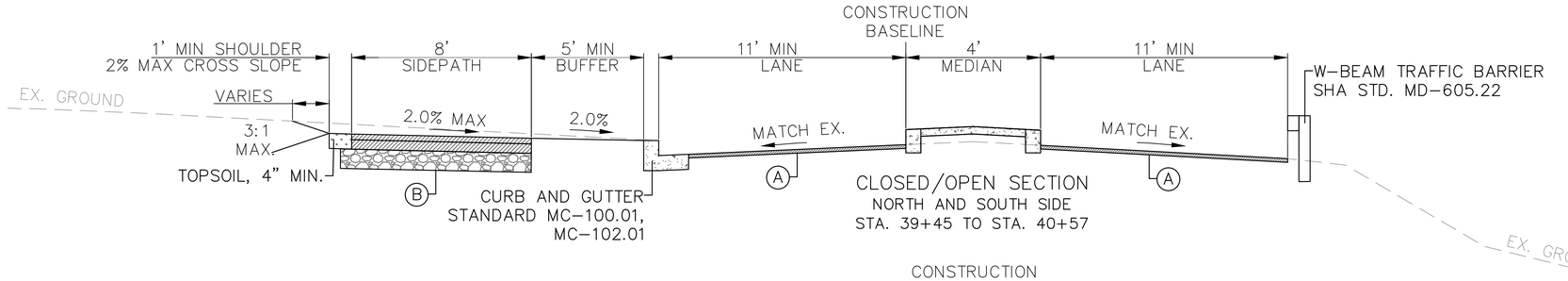
Designed by: ADH Drawn by: TRS Checked by: JJR

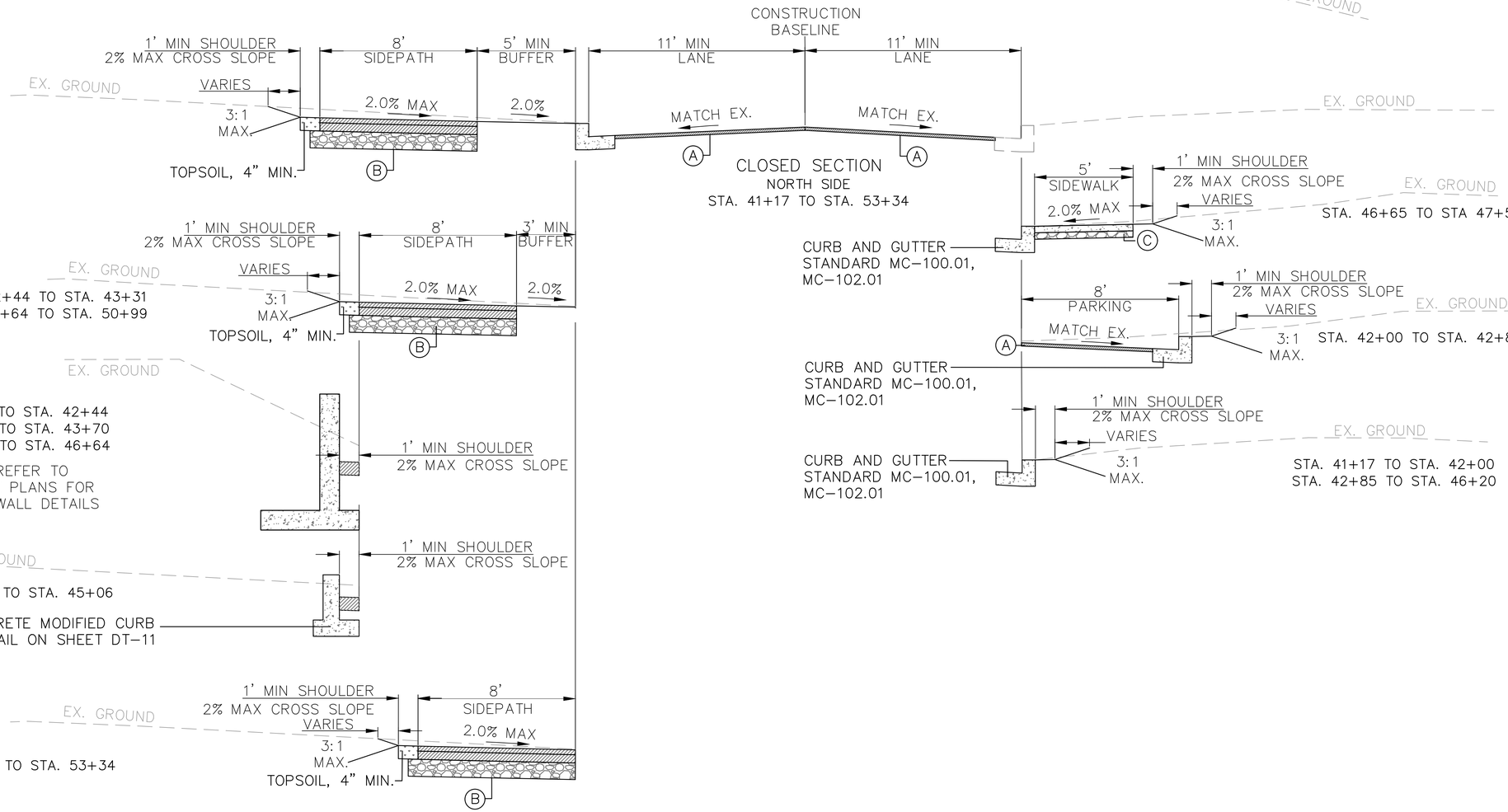
TS-01
TYPICAL SECTION
DALE DRIVE SHARED USE PATH

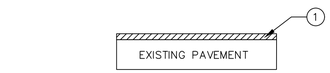
0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

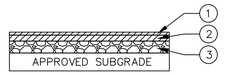
CIP No.: 502109 SHEET 4 of 201



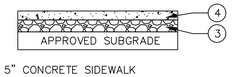




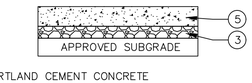
A MILL/OVERLAY DETAIL
NTS



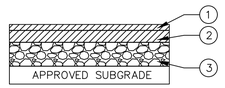
B HMA TRAIL & DRIVEWAY PAVEMENT DETAIL
NTS



C CONCRETE SIDEWALK DETAIL
NTS



D CONCRETE DRIVEWAY DETAIL
NTS



E HMA FULL DEPTH PAVEMENT DETAIL
NTS

NOTES:
1. MAXIMUM ALLOWABLE TRAIL CROSS SLOPE IS 2.0% MAX. FOR ADA COMPLIANCE, WITH ZERO CONSTRUCTION TOLERANCE TO EXCEED 2.0%.
2. HMA TRAIL PAVEMENT DETAIL REFLECTS A DEVIATION FROM THE PAVEMENT SECTION SHOWN ON M-NCPPC STANDARD TRAIL DETAILS. THIS CHANGE HAS BEEN APPROVED BY MONTGOMERY COUNTY AND M-NCPPC.
3. FOR GRADING SIDE SLOPES REFER TO STANDARD MC-811.01.
4. UNLESS OTHERWISE NOTED, PAVEMENT DETAILS FOR BIKE TRAILS AND DRIVEWAYS FOLLOW MD-580.08.

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

TS-02
TYPICAL SECTION

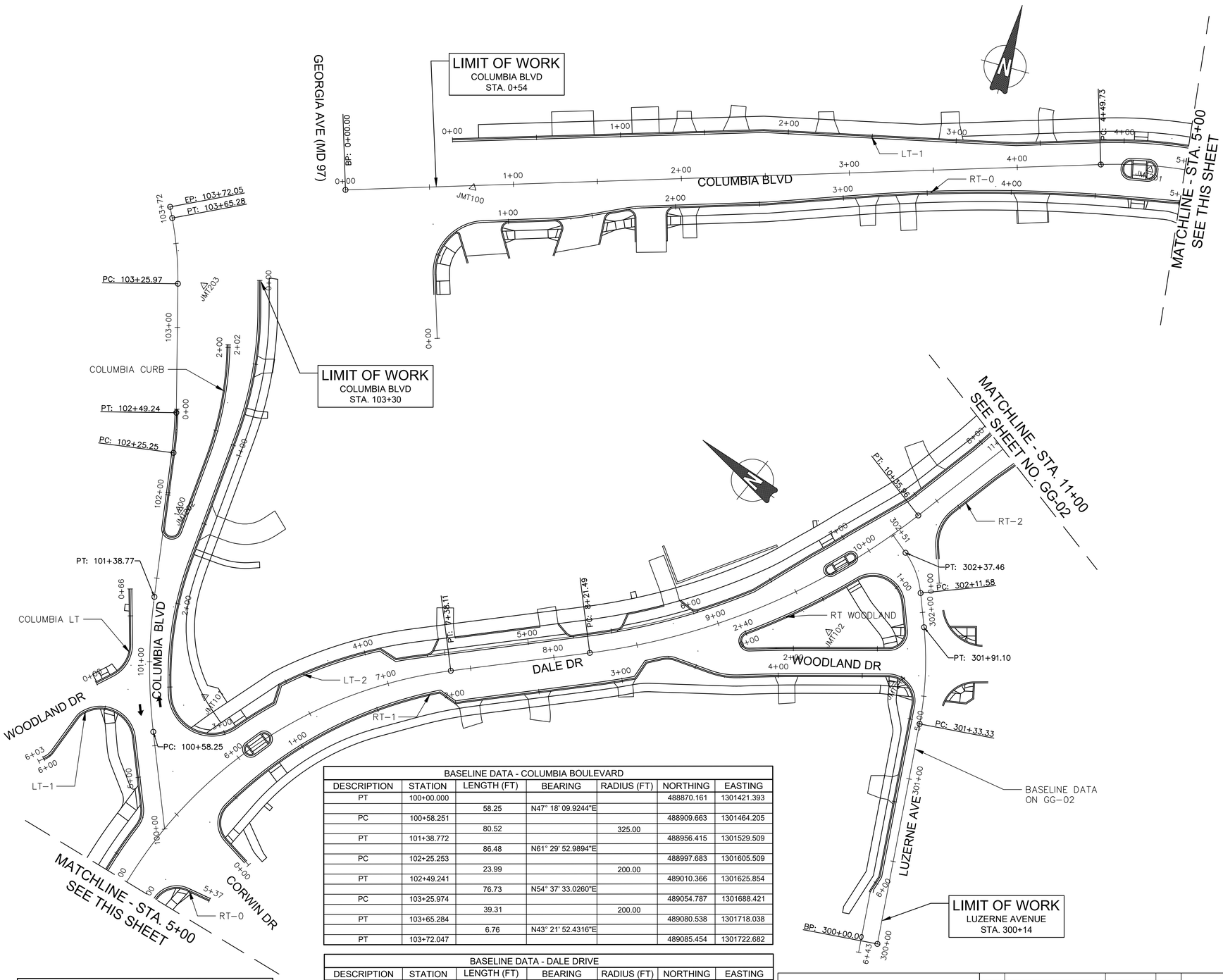
DALE DRIVE
SHARED USE PATH

0 30' 60'
SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 5 of 201



BASELINE DATA - COLUMBIA BOULEVARD						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	100+00.000				488870.161	1301421.393
		58.25	N47° 18' 09.9244"E			
PC	100+58.251				488909.663	1301464.205
		80.52		325.00		
PT	101+38.772				488956.415	1301529.509
		86.48	N61° 29' 52.9894"E			
PC	102+25.253				488997.683	1301605.509
		23.99		200.00		
PT	102+49.241				489010.366	1301625.854
		76.73	N54° 37' 33.0260"E			
PC	103+25.974				489054.787	1301688.421
		39.31		200.00		
PT	103+65.284				489080.538	1301718.038
		6.76	N43° 21' 52.4316"E			
PT	103+72.047				489085.454	1301722.682

BASELINE DATA - DALE DRIVE						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	0+00.000				488738.845	1300900.437
		449.734	N74° 15' 13.7440"E			
PC	4+49.734				488860.892	1301333.294
		288.376		265.000		
PT	7+38.110				488787.903	1301597.763
		83.382	S43° 23' 46.5346"E			
PC	8+21.492				488727.316	1301655.050
		214.463		400.000		
PT	10+35.956				488617.405	1301836.220
		600.427	S74° 06' 57.0684"E			
PC	16+36.383				488453.072	1302413.721

TRAVERSE CONTROL			
POINT	NORTHING	EASTING	ELEVATION
JMT 100	488758.3608	1300973.7436	354.169
JMT 101	488897.1686	1301499.1748	326.943
JMT 102	488619.6509	1301748.9746	352.647
JMT 200	488288.5048	1300840.1687	357.105
JMT 201	488865.0152	1301362.4350	328.661
JMT 202	488974.8489	1301580.4214	322.146
JMT 203	489041.7082	1301696.8440	316.620
JMT 214	488571.7610	1301745.6210	355.050

BASELINE DATA - CURB LT 2						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	0+00.000				489016.586	1301718.688
		17.073	S54° 08' 17.2881"W			
PC	0+17.073				489006.584	1301704.851
		77.132		220.000		
PT	0+94.205				488973.163	1301635.774
		78.969	S74° 13' 33.6847"W			
PC	1+73.174				488951.696	1301559.779
		58.551		200.000		
PT	2+31.725				488927.817	1301506.547
		1.369	S57° 27' 08.7624"W			
PC	2+33.094				488927.080	1301505.393
		19.445		200.000		
PT	2+52.539				488915.840	1301489.536
		1.657	S51° 52' 54.8849"W			
PC	2+54.196				488914.817	1301488.232
		53.644		24.966		
PT	3+07.841				488871.537	1301495.610
		0.093	S71° 13' 47.5076"E			
PC	3+07.934				488871.507	1301495.699
		26.490		238.312		
PT	3+34.424				488861.608	1301520.255
		0.253	S64° 51' 39.7536"E			
PT	3+34.677				488861.500	1301520.484
		11.408	N71° 36' 48.3455"E			
PT	3+46.086				488865.099	1301531.310
		0.136	S62° 54' 16.3593"E			
PC	3+46.222				488865.037	1301531.431
		62.836		247.219		
PT	4+09.058				488829.653	1301583.153
		0.200	S48° 20' 29.7336"E			
PT	4+09.258				488829.520	1301583.302
		11.408	S02° 50' 41.6195"E			
PT	4+20.666				488818.126	1301583.868
		0.242	S46° 22' 46.0843"E			
PC	4+20.908				488817.959	1301584.043
		12.256		235.381		
PT	4+33.163				488809.277	1301592.691
		102.398	S43° 23' 46.5346"E			
PC	5+35.561				488734.873	1301663.043
		102.355		388.996		
PT	6+37.916				488670.554	1301742.284
		0.340	S58° 28' 20.1953"E			
PT	6+38.256				488670.376	1301742.574
		40.506	S67° 10' 00.9548"E			
PT	6+78.762				488654.657	1301779.907
		0.227	S64° 31' 34.5215"E			
PC	6+78.990				488654.559	1301780.112
		23.727		384.933		
PT	7+02.717				488645.021	1301801.834
		0.218	S68° 03' 28.7910"E			
PT	7+02.936				488644.939	1301802.036
		43.235	S65° 58' 06.8905"E			
PT	7+46.170				488627.332	1301841.523
		47.750	S74° 06' 57.0684"E			
PT	7+93.920				488614.264	1301887.450
		40.396	S76° 57' 13.4551"E			
PT	8+34.316				488605.145	1301926.803

BASELINE DATA - CURB LT 1						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	0+00.000				488782.944	1300955.171
		185.354	N74° 29' 35.8175"E			
PT	1+85.354				488832.499	1301133.778
		150.532	N79° 09' 59.0993"E			
PT	3+35.886				488860.792	1301281.627
		50.107	N74° 10' 00.6905"E			
PC	3+85.992				488874.463	1301329.833
		84.228		274.000		
PT	4+70.220				488884.726	1301413.099
		0.046	S88° 13' 13.2103"E			
PC	4+70.266				488884.725	1301413.145
		11.644		15.000		
PT	4+81.910				488888.694	1301423.782
		41.832	N47° 18' 09.9244"E			
PC	5+23.742				488917.061	1301454.527
		38.638		20.000		
PT	5+62.381				488949.641	1301449.924
		0.982	N63° 23' 15.1379"W			
PC	5+63.362				488950.081	1301449.046
		4.645		10.000		
PT	5+68.007				488951.140	1301444.566
		25.605	N90° 00' 00.0000"W			
PC	5+93.612				488951.140	1301418.962
		4.784		10.000		
PT	5+98.395				488952.263	1301414.358
		5.012	N62° 35' 27.9572"W			
PT	6+03.407				488954.570	1301409.909

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

GG–01
GRADES AND GEOMETRICS
DALE DRIVE
SHARED USE PATH

0 30' 60'

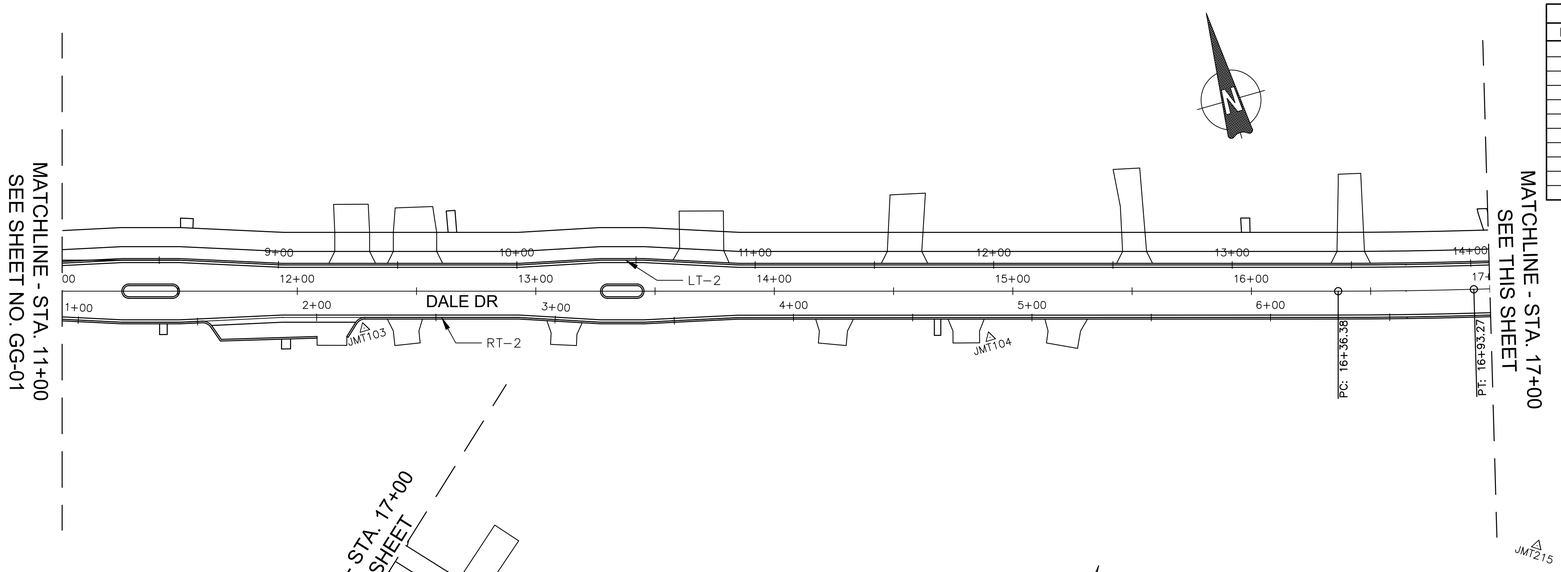
SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No.: 502109

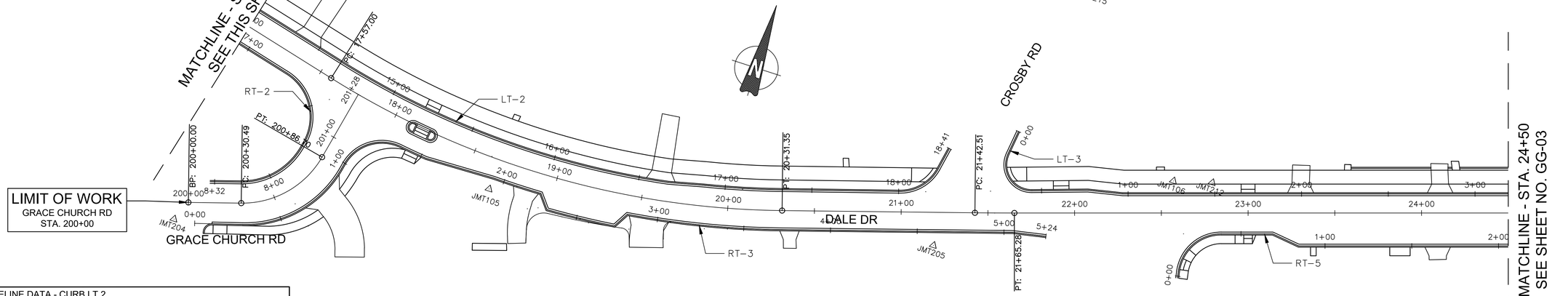
SHEET 6 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pGG_Dale.dwg LAYOUT NAME: GG–01 PLOTTED: Wednesday, December 20, 2023 – 12:38pm USER: TSroczynski



BASELINE DATA - LUZERNE AVENUE						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	300+00.000				488486.985	1301615.762
		133.330	N64° 48' 47.2222"E			
PC	301+33.330				488543.727	1301736.416
		57.774		200.000		
PT	301+91.105				488575.472	1301784.447
		20.475	N48° 15' 43.4231"E			
PC	302+11.579				488589.102	1301799.725
		25.878		50.000		
PT	302+37.457				488610.458	1301813.825
		13.278	N18° 36' 28.2330"E			
PT	302+50.735				488623.042	1301818.062

TRAVERSE CONTROL			
POINT	NORTHING	EASTING	ELEVATION
JMT 103	488549.9568	1302016.6904	358.720
JMT 104	488474.3841	1302268.0150	345.297
JMT 105	488389.6584	1302636.6534	316.265
JMT 106	488514.8967	1303010.7453	313.954
JMT 204	488317.4903	1302469.0428	323.075
JMT 205	488437.1095	1302890.4385	310.121
JMT 212	488520.8050	1303032.3700	315.390
JMT 215	488605.3540	1302934.3660	304.760



BASELINE DATA - CURB LT 2						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	7+93.920				488614.264	1301887.450
		40.396	S76° 57' 13.4551"E			
PT	8+34.316				488605.145	1301926.803
		24.169	S74° 06' 57.0684"E			
PT	8+58.485				488598.530	1301950.049
		43.279	S71° 28' 01.7886"E			
PT	9+01.764				488584.774	1301991.084
		99.153	S74° 06' 57.0684"E			
PT	10+00.917				488557.636	1302086.451
		34.197	S77° 28' 07.4421"E			
PT	10+35.114				488550.216	1302119.833
		18.213	S74° 06' 57.0684"E			
PT	10+53.327				488545.232	1302137.351
		39.793	S71° 14' 05.8562"E			
PT	10+93.120				488532.431	1302175.029
		251.299	S74° 06' 57.0684"E			
PC	13+44.419				488463.652	1302416.732
		56.577		1989.000		
PT	14+00.995				488448.943	1302471.361
		63.732	S75° 44' 44.2250"E			
PC	14+64.727				488433.251	1302533.131
		202.072		489.000		
PT	16+66.800				488424.793	1302733.590
		0.175	N80° 34' 39.6321"E			
PT	16+66.975				488424.822	1302733.763
		21.127	N76° 36' 25.7326"E			
PT	16+88.102				488429.715	1302754.316
		0.111	N78° 03' 44.3288"E			
PC	16+88.214				488429.738	1302754.425
		43.600		488.000		
PT	17+31.814				488440.649	1302796.623
		68.745	N72° 56' 35.6300"E			
PC	18+00.559				488460.813	1302862.344
		27.079		25.000		
PT	18+27.638				488479.994	1302879.562
		13.365	N10° 53' 00.0568"E			
PT	18+41.003				488493.118	1302882.085

BASELINE DATA - DALE DRIVE						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	10+35.956				488617.405	1301836.220
		600.427	S74° 06' 57.0684"E			
PC	16+36.383				488453.072	1302413.721
		56.890		2000.000		
PT	16+93.272				488438.282	1302468.653
		63.732	S75° 44' 44.2250"E			
PC	17+57.004				488422.589	1302530.422
		274.347		500.000		
PT	20+31.351				488429.514	1302801.252
		111.156	N72° 48' 59.4622"E			
PC	21+42.507				488462.353	1302907.447
		22.769		2000.000		
PT	21+65.276				488469.203	1302929.160
		422.592	N72° 09' 51.2530"E			
PC	25+87.868				488598.639	1303331.442

BASELINE DATA - CURB LT 3						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	0+00.000				488514.639	1302917.015
		14.132	S07° 18' 23.2694"W			
PC	0+14.132				488500.622	1302915.218
		30.294		15.000		
PT	0+44.425				488484.482	1302934.833
		32.307	N71° 35' 32.2654"E			
PT	0+76.733				488494.684	1302965.487
		20.140	N78° 14' 00.1106"E			
PT	0+96.873				488498.791	1302985.204
		332.554	N72° 09' 51.4809"E			
PT	4+29.427				488600.649	1303301.775

BASELINE DATA - GRACE CHURCH ROAD						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	200+00.000				488329.168	1302473.993
		30.494	N72° 55' 13.3650"E			
PC	200+30.494				488338.124	1302503.142
		56.201		53.000		
PT	200+86.695				488377.619	1302539.386
		41.739	N12° 09' 50.2602"E			
PT	201+28.434				488418.421	1302548.181

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

GG-02
GRADES AND GEOMETRICS

DALE DRIVE
SHARED USE PATH

0 30' 60'
SCALE: 1"=30'

DATE: DECEMBER 2023

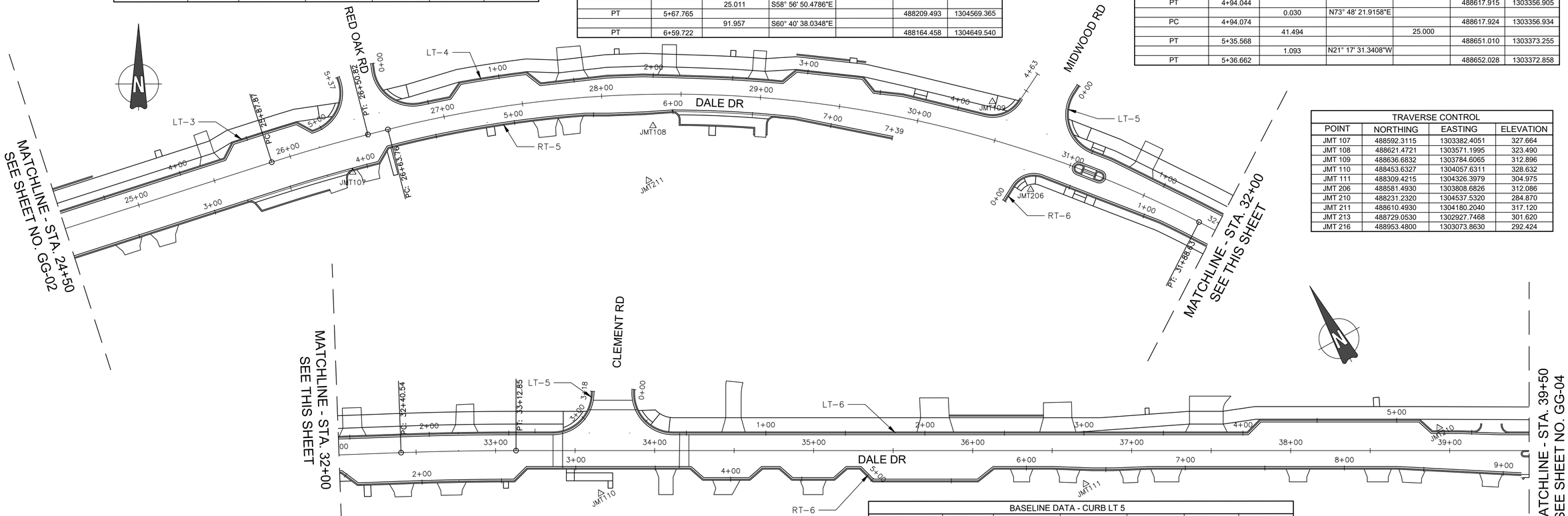
CIP No.: 502109 SHEET 7 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pGG_Dale.dwg LAYOUT NAME: GG-02 PLOTTED: Wednesday, December 20, 2023 - 12:38pm USER: TSroczynski

BASELINE DATA - DALE DRIVE						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	21+65.276	422.592	N72° 09' 51.2530"E		488469.203	1302929.160
PC	25+87.868	62.950		1000.000	488598.639	1303331.442
PT	26+50.818	12.941	N75° 46' 15.6491"E		488616.021	1303391.933
PC	26+63.759	524.876		725.000	488619.202	1303404.477
PT	31+88.635	51.904	S62° 44' 55.3465"E		488560.974	1303914.654
PC	32+40.538	72.308		2000.000	488537.208	1303960.796
PT	33+12.847	849.082	S60° 40' 38.0348"E		488502.944	1304024.466
PC	41+61.929				488087.124	1304764.760

BASELINE DATA - CURB LT 6						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	0+00.000				488500.233	1304107.815
		0.233	S34° 25' 32.2291"W			
PC	0+00.233				488500.041	1304107.684
		41.496		25.000		
PT	0+41.729				488464.111	1304116.062
		361.213	S60° 40' 38.0348"E			
PT	4+02.943				488287.215	1304430.995
		11.314	N74° 19' 21.9652"E			
PT	4+14.256				488290.272	1304441.888
		100.000	S60° 40' 38.0348"E			
PT	5+14.256				488241.299	1304529.075
		10.793	S18° 30' 45.2760"E			
PT	5+25.049				488231.064	1304532.502
		17.704	S60° 40' 38.0348"E			
PT	5+42.753				488222.394	1304547.938
		25.011	S58° 56' 50.4786"E			
PT	5+67.765				488209.493	1304569.365
		91.957	S60° 40' 38.0348"E			
PT	6+59.722				488164.458	1304649.540

BASELINE DATA - CURB LT 3						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	0+96.873				488498.791	1302985.204
		332.554	N72° 09' 51.4809"E			
PT	4+29.427				488600.649	1303301.775
		11.314	N27° 09' 51.2530"E	15.000		
PT	4+40.741				488610.714	1303306.940
		19.625	N72° 09' 51.2530"E			
PT	4+60.366				488616.725	1303325.622
		0.000	N72° 14' 20.7171"E			
PC	4+60.366				488616.725	1303325.622
		22.076		1018.802		
PT	4+82.442				488623.259	1303346.709
		0.312	N73° 24' 20.6959"E			
PT	4+82.754				488623.348	1303347.008
		11.291	S61° 14' 23.2978"E			
PT	4+94.044				488617.915	1303356.905
		0.030	N73° 48' 21.9158"E			
PC	4+94.074				488617.924	1303356.934
		41.494		25.000		
PT	5+35.568				488651.010	1303373.255
		1.093	N21° 17' 31.3408"W			
PT	5+36.662				488652.028	1303372.858



TRAVERSE CONTROL			
POINT	NORTHING	EASTING	ELEVATION
JMT 107	488592.3115	1303382.4051	327.664
JMT 108	488621.4721	1303571.1995	323.490
JMT 109	488636.6832	1303784.6065	312.896
JMT 110	488453.6327	1304057.6311	328.632
JMT 111	488309.4215	1304326.3979	304.975
JMT 206	488581.4930	1303808.6826	312.086
JMT 210	488231.2320	1304537.5320	284.870
JMT 211	488610.4930	1304180.2040	317.120
JMT 213	488729.0530	1302927.7468	301.620
JMT 216	488953.4800	1303073.8630	292.424

BASELINE DATA - CURB LT 4						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	0+00.000				488660.731	1303394.714
		4.315	S07° 50' 32.4677"E			
PC	0+04.315				488656.456	1303395.302
		41.232		25.000		
PT	0+45.546				488635.445	1303425.411
		0.000	N77° 39' 42.4614"E			
PC	0+45.546				488635.445	1303425.411
		18.181		735.822		
PT	0+63.728				488639.110	1303443.218
		0.287	N79° 04' 38.9749"E			
PT	0+64.015				488639.165	1303443.500
		11.344	N34° 34' 01.2870"E			
PT	0+75.359				488648.506	1303449.937
		0.790	N79° 45' 09.7661"E			
PC	0+76.149				488648.647	1303450.714
		40.938		729.987		
PT	1+17.087				488654.797	1303491.182
		0.410	N82° 57' 57.1186"E			
PT	1+17.497				488654.847	1303491.589
		11.344	S51° 52' 38.5938"E			
PT	1+28.841				488647.843	1303500.513
		5.045	N83° 47' 11.3356"E			
PT	1+33.886				488648.389	1303505.528
		37.066	N83° 29' 14.0680"E			
PT	1+70.953				488652.594	1303542.356
		22.870	N87° 57' 43.8392"E			
PT	1+93.822				488653.407	1303565.211
		41.942	S88° 07' 11.0569"E			
PC	2+35.764				488652.031	1303607.130
		45.425		730.166		

BASELINE DATA - CURB LT 4						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	2+81.189				488649.129	1303652.455
		0.233	S84° 33' 18.9846"E			
PT	2+81.422				488649.107	1303652.687
		11.351	N50° 57' 32.7702"E			
PT	2+92.773				488656.257	1303661.503
		42.019	S83° 47' 18.3647"E			
PT	3+34.792				488651.711	1303703.275
		11.307	S38° 45' 07.9415"E			
PT	3+46.099				488642.893	1303710.353
		18.141	S83° 47' 08.4585"E			
PT	3+64.239				488640.929	1303728.387
		53.192	S76° 22' 36.8883"E			
PC	4+17.431				488628.401	1303780.082
		24.385		20.00		
PT	4+41.817				488636.720	1303801.421
		21.005	N33° 46' 38.0625"E			
PT	4+62.822				488654.180	1303813.099

BASELINE DATA - CURB LT 5						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	0+00.000				488646.847	1303838.905
		5.653	S33° 08' 19.1710"W			
PC	0+05.653				488642.114	1303835.815
		44.457		25.000		
PT	0+50.110				488605.147	1303847.688
		13.156	S68° 44' 58.5907"E			
PT	0+63.266				488600.379	1303859.949
		43.792	S63° 36' 54.2740"E			
PT	1+07.058				488580.917	1303899.179
		0.192	S64° 30' 57.3648"E			
PC	1+07.250				488580.835	1303899.353
		22.701		736.000		
PT	1+29.951				488570.753	1303919.691
		51.903	S62° 44' 55.3465"E			
PC	1+81.854				488546.987	1303965.833
		72.706		2011.000		
PT	2+54.560				488512.534	1304029.853
		22.932	S60° 40' 38.0348"E			
PC	2+77.492				488501.304	1304049.847
		37.314		25.000		
PT	3+14.806				488509.191	1304082.864
		3.234	N33° 48' 20.1836"E			
PT	3+18.040				488511.878	1304084.663

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

GG-03
GRADES AND GEOMETRICS

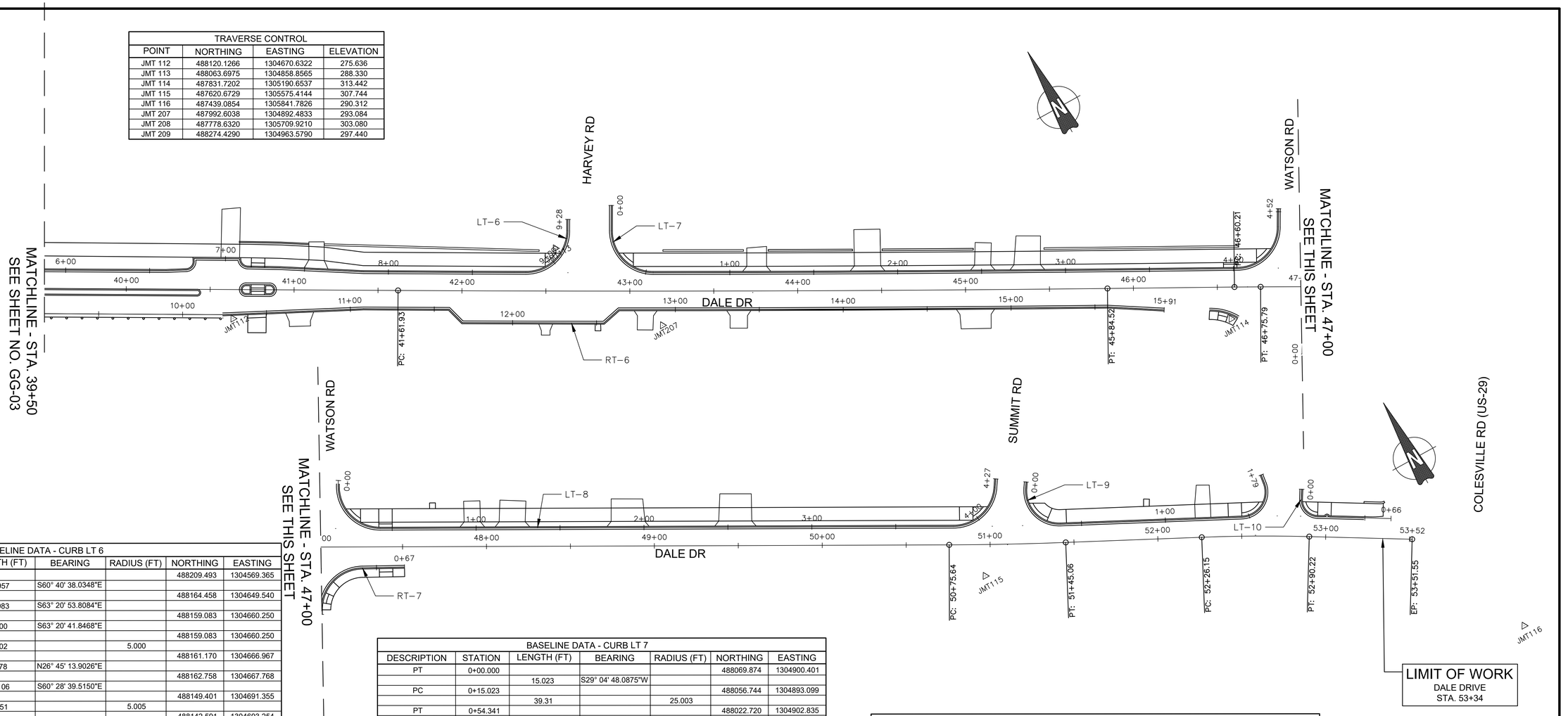
DALE DRIVE
SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No.: 502109 SHEET 8 of 201

TRAVERSE CONTROL			
POINT	NORTHING	EASTING	ELEVATION
JMT 112	488120.1266	1304670.6322	275.636
JMT 113	488063.6975	1304858.8565	288.330
JMT 114	487831.7202	1305190.6537	313.442
JMT 115	487620.6729	1305575.4144	307.744
JMT 116	487439.0854	1305841.7826	290.312
JMT 207	487992.6038	1304892.4833	293.084
JMT 208	487778.6320	1305709.9210	303.080
JMT 209	488274.4290	1304963.5790	297.440



BASELINE DATA - CURB LT 6						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	5+67.765				488209.493	1304569.365
		91.957	S60° 40' 38.0348"E			
PT	6+59.722				488164.458	1304649.540
		11.983	S63° 20' 53.8084"E			
PT	6+71.705				488159.083	1304660.250
		0.000	S63° 20' 41.8468"E			
PC	6+71.705				488159.083	1304660.250
		7.802		5.000		
PT	6+79.507				488161.170	1304666.967
		1.778	N26° 45' 13.9026"E			
PT	6+81.285				488162.758	1304667.768
		27.106	S60° 28' 39.5150"E			
PC	7+08.391				488149.401	1304691.355
		7.851		5.005		
PT	7+16.242				488142.591	1304693.254
		1.133	S59° 54' 36.4714"E			
PT	7+17.376				488142.023	1304694.234
		17.880	S59° 54' 36.4714"E			
PT	7+35.255				488133.059	1304709.705
		50.008	S58° 17' 05.4815"E			
PT	7+85.264				488106.769	1304752.245
		19.941	S60° 40' 38.0348"E			
PC	8+05.205				488097.003	1304769.632
		69.630		25355.850		
PT	8+74.836				488062.987	1304830.388
		7.035	S60° 50' 04.4648"E			
PC	8+81.871				488059.558	1304836.531
		39.307		25.000		
PT	9+21.178				488069.238	1304870.563
		6.704	N29° 04' 44.7490"E			
PT	9+27.882				488075.097	1304873.821

BASELINE DATA - DALE DRIVE						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	33+12.847				488502.944	1304024.466
		849.082	S60° 40' 38.0348"E			
PC	41+61.929				488087.124	1304764.760
		422.595		25000.000		
PT	45+84.524				487883.290	1305134.941
		75.687	S61° 38' 44.6932"E			
PC	46+60.211				487847.345	1305201.548
		15.575		2000.000		
PT	46+75.786				487839.895	1305215.225
		399.850	S61° 11' 58.4086"E			
PC	50+75.636				487647.263	1305565.615
		69.427		2000.000		
PT	51+45.063				487614.878	1305627.023
		81.086	S63° 11' 18.5805"E			
PC	52+26.149				487578.304	1305699.392
		64.070		1000.000		
PT	52+90.219				487547.593	1305755.609
		61.330	S59° 31' 03.2557"E			
PT	53+51.549				487516.482	1305808.463

BASELINE DATA - CURB LT 7						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	0+00.000				488069.874	1304900.401
		15.023	S29° 04' 48.0875"W			
PC	0+15.023				488056.744	1304893.099
		39.31		25.003		
PT	0+54.341				488022.720	1304902.835
		0.000	S67° 22' 48.4862"E			
PC	0+54.341				488022.720	1304902.835
		268.803		24574.807		
PT	3+23.144				487893.769	1305138.687
		78.980	S61° 38' 44.6932"E			
PC	4+02.124				487856.259	1305208.192
		38.863		25.000		
PT	4+40.987				487866.030	1305241.869
		10.834	N29° 17' 15.0595"E			
PT	4+51.821				487875.479	1305247.169

BASELINE DATA - CURB LT 8						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	0+00.000				487857.209	1305265.986
		2.080	S32° 21' 24.2544"W			
PC	0+02.080				487855.452	1305264.873
		40.822		25.000		
PT	0+42.902				487820.164	1305273.947
		341.432	S61° 11' 58.4086"E			
PT	3+84.334				487655.676	1305573.145
		37.343				
PT	4+21.677				487663.888	1305606.104
		5.186	N33° 12' 59.6400"E			
PT	4+26.863				487668.227	1305608.945

BASELINE DATA - CURB LT 9						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	0+00.000				487657.862	1305623.868
		3.611	S33° 34' 15.7332"W			
PC	0+03.611				487654.853	1305621.871
		33.775		20.000		
PT	0+37.386				487625.944	1305629.514
		108.219	S63° 11' 18.5805"E			
PC	1+45.605				487577.131	1305726.099
		28.543		15.000		
PT	1+74.148				487588.487	1305747.727
		5.199	N07° 47' 05.8919"E			
PT	1+79.348				487593.638	1305748.431

BASELINE DATA - CURB LT 10						
DESCRIPTION	STATION	LENGTH (FT)	BEARING	RADIUS (FT)	NORTHING	EASTING
PT	0+00.000				487574.467	1305765.344
		5.968	S31° 13' 45.6536"W			
PC	0+05.968				487569.364	1305762.250
		15.838		10.000		
PT	0+21.806				487555.561	1305765.728
		43.738	S59° 31' 03.2557"E			
PT	0+65.544				487533.374	1305803.421

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

GG-04
GRADES AND GEOMETRICS

DALE DRIVE
SHARED USE PATH

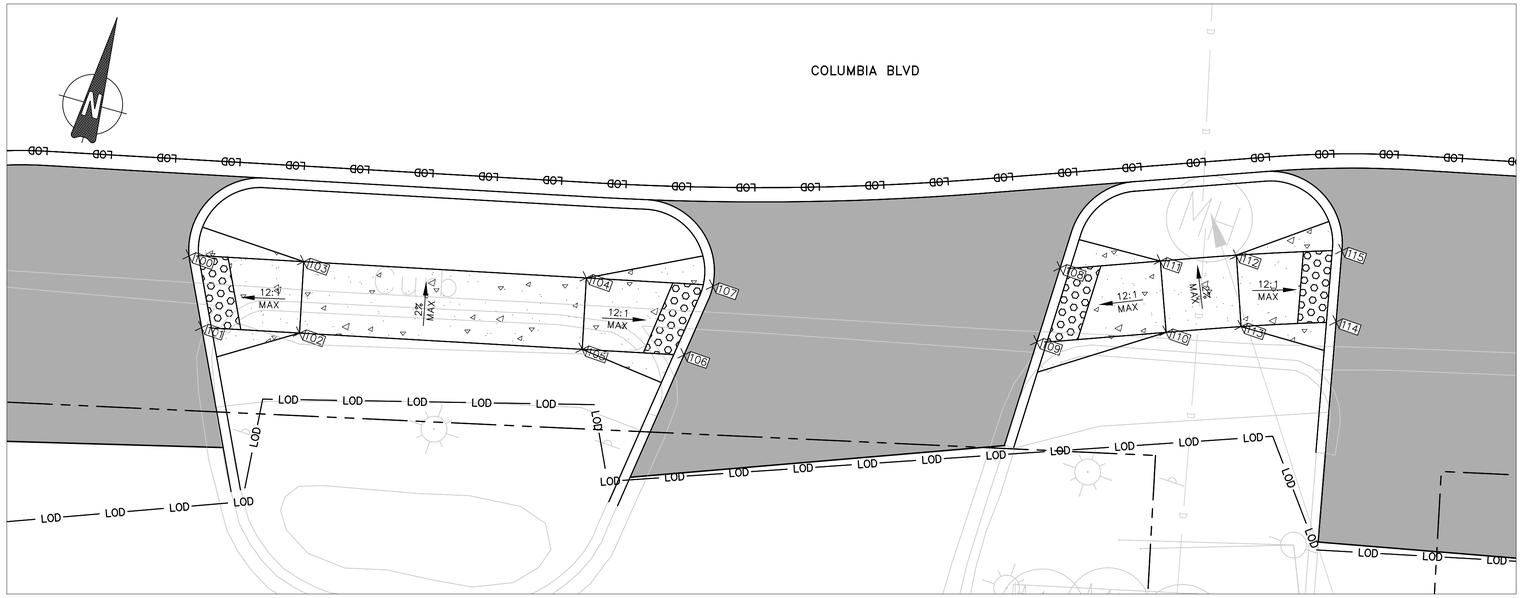
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SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No.: 502109

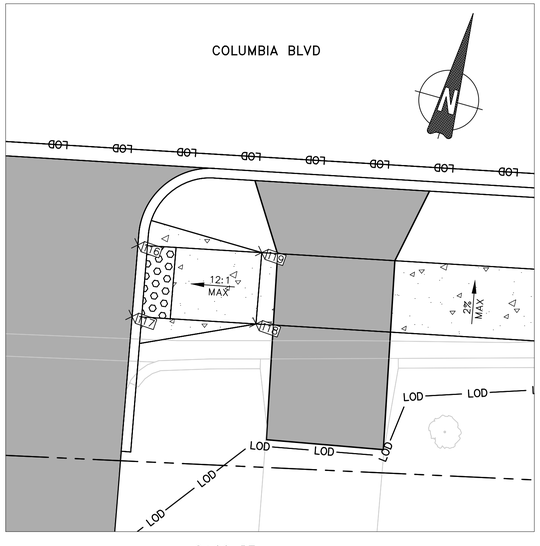
SHEET 9 of 201



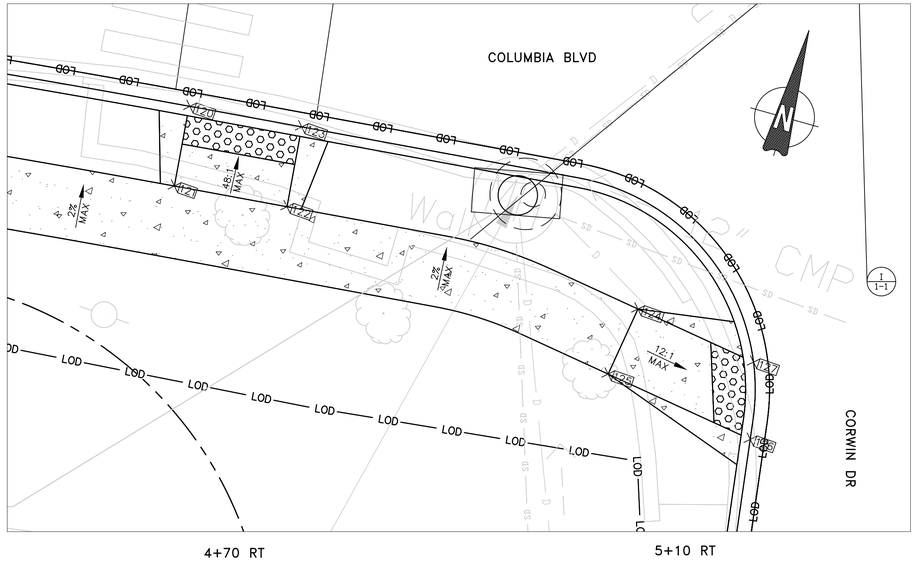
1+10 RT

1+60 RT

Point Table				
Point #	Elevation	Northing	Easting	Description
100	353.37	488737.01	1300996.35	DRIVEWAY FLOWLINE
101	353.48	488732.57	1300998.83	DRIVEWAY FLOWLINE
102	353.12	488734.45	1301005.42	TOP OF RAMP
103	353.02	488739.27	1301004.05	TOP OF RAMP
104	351.94	488744.68	1301023.07	TOP OF RAMP
105	352.04	488739.87	1301024.44	TOP OF RAMP
106	351.65	488741.85	1301031.29	DRIVEWAY FLOWLINE
107	351.42	488747.04	1301031.60	DRIVEWAY FLOWLINE
108	349.84	488756.23	1301054.11	DRIVEWAY FLOWLINE
109	350.07	488750.81	1301054.27	DRIVEWAY FLOWLINE
110	349.54	488754.41	1301062.58	TOP OF RAMP
111	349.44	488758.98	1301060.56	TOP OF RAMP
112	349.16	488761.06	1301065.47	TOP OF RAMP
113	349.24	488756.51	1301067.40	TOP OF RAMP
114	348.75	488758.99	1301073.56	DRIVEWAY FLOWLINE
115	348.53	488763.83	1301072.31	DRIVEWAY FLOWLINE
116	347.21	488768.95	1301089.45	DRIVEWAY FLOWLINE
117	347.43	488764.10	1301090.71	DRIVEWAY FLOWLINE
118	346.81	488766.45	1301099.06	TOP OF RAMP
119	346.70	488771.29	1301097.80	TOP OF RAMP
120	327.73	488845.63	1301355.83	ROADWAY FLOWLINE
121	328.32	488840.02	1301356.64	TOP OF RAMP
122	328.12	488841.24	1301364.54	TOP OF RAMP
123	327.52	488846.84	1301363.68	ROADWAY FLOWLINE
124	327.86	488842.55	1301390.05	TOP OF RAMP
125	328.02	488837.57	1301389.58	TOP OF RAMP
126	327.47	488836.53	1301400.46	ROADWAY FLOWLINE
127	327.37	488841.70	1301398.90	ROADWAY FLOWLINE



2+00 RT



4+70 RT

5+10 RT

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: KTL Checked by: JJR

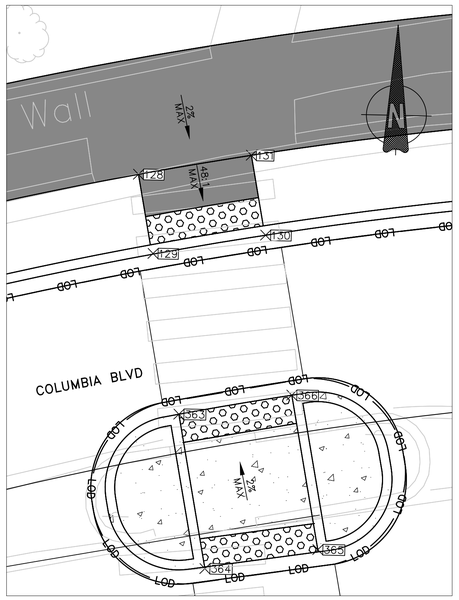
DT-01
PEDESTRIAN RAMP DETAILS
DALE DRIVE
SHARED USE PATH

0 30' 60'

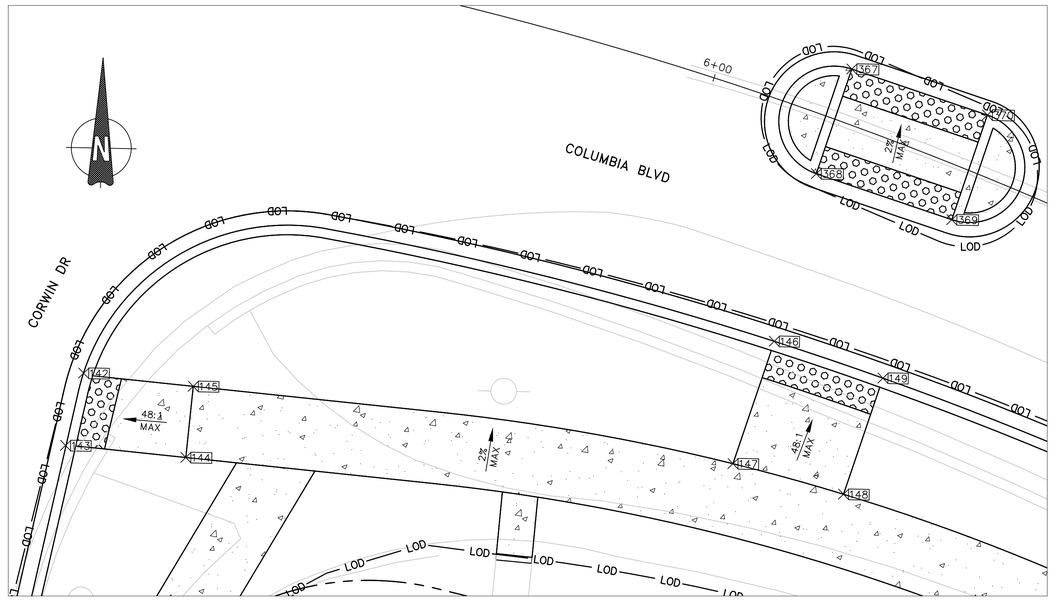
SCALE: 1"=30' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 10 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pDT-Dale.dwg LAYOUT NAME: DT-01 PLOTTED: Wednesday, December 20, 2023 - 12:44pm USER: TSroczynski

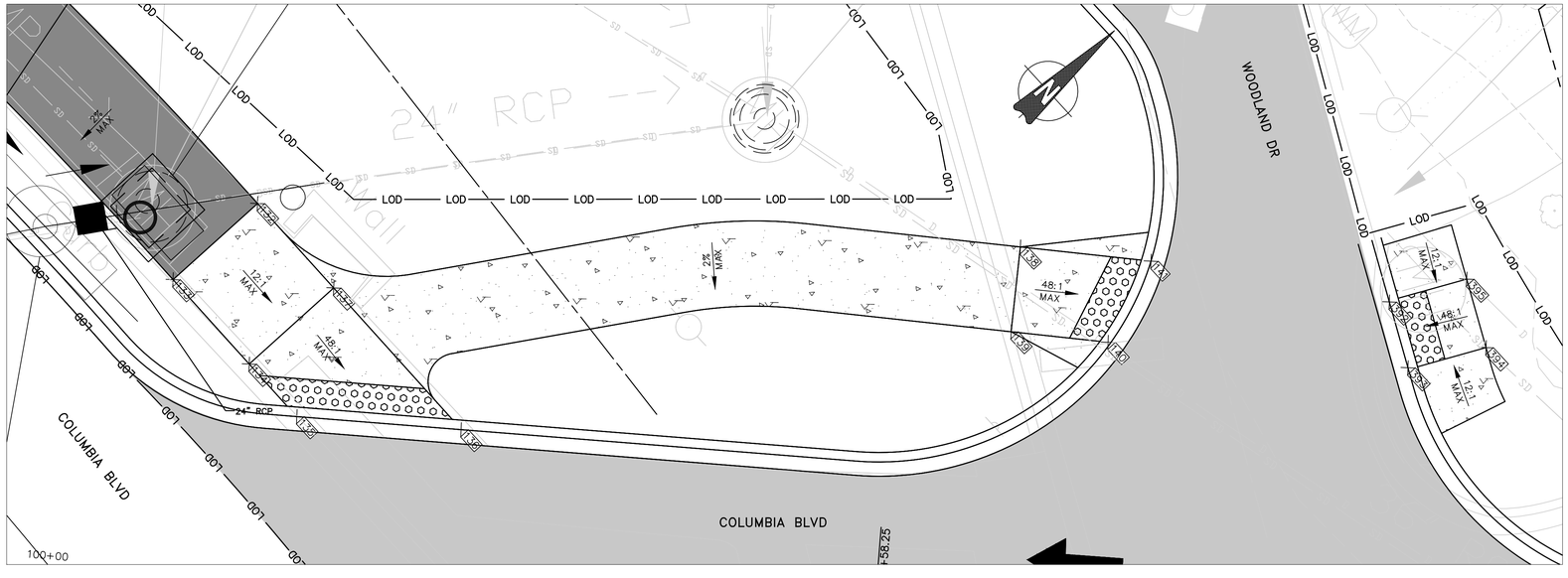


4+75



5+70 RT

6+15



5+40 LT

5+60 LT

Point Table				
Point #	Elevation	Northing	Easting	Description
128	328.69	488884.75	1301348.26	TOP OF RAMP
129	328.23	488879.24	1301349.39	ROADWAY FLOWLINE
130	327.98	488880.68	1301357.23	ROADWAY FLOWLINE
131	328.44	488886.24	1301356.12	TOP OF RAMP
132	327.52	488898.44	1301412.62	TOP OF LANDING
133	327.36	488890.44	1301412.52	TOP OF LANDING
134	327.10	488890.34	1301420.52	TOP OF RAMP
135	326.47	488890.29	1301425.51	ROADWAY FLOWLINE
136	326.24	488898.14	1301434.03	ROADWAY FLOWLINE
137	327.10	488898.34	1301420.62	TOP OF RAMP
138	326.08	488935.75	1301451.28	TOP OF RAMP
139	325.98	488931.23	1301455.22	TOP OF RAMP
140	325.32	488935.73	1301460.40	ROADWAY FLOWLINE
141	325.29	488941.82	1301458.25	ROADWAY FLOWLINE
142	328.00	488838.06	1301437.94	ROADWAY FLOWLINE
143	327.17	488832.99	1301436.77	ROADWAY FLOWLINE
144	328.19	488832.32	1301445.19	TOP OF RAMP
145	328.23	488837.30	1301445.61	TOP OF RAMP
146	327.72	488841.28	1301486.13	ROADWAY FLOWLINE
147	329.04	488832.67	1301483.42	TOP OF RAMP
148	329.31	488830.70	1301491.19	TOP OF RAMP
149	327.98	488838.86	1301493.78	ROADWAY FLOWLINE
363	328.46	488868.05	1301351.43	ROADWAY FLOWLINE
364	328.12	488857.29	1301353.46	ROADWAY FLOWLINE
365	328.04	488858.78	1301361.32	ROADWAY FLOWLINE
366	328.53	488869.54	1301359.29	ROADWAY FLOWLINE
367	328.40	488860.41	1301491.16	ROADWAY FLOWLINE
368	328.45	488853.05	1301488.83	ROADWAY FLOWLINE
369	328.83	488850.03	1301498.36	ROADWAY FLOWLINE
370	328.76	488857.39	1301500.69	ROADWAY FLOWLINE
392	324.15	488952.18	1301471.74	ROADWAY FLOWLINE
393	324.25	488950.00	1301476.03	ROADWAY FLOWLINE
394	324.35	488954.99	1301478.71	TOP OF RAMP
395	324.25	488957.26	1301474.25	TOP OF RAMP

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: KTL Checked by: JJR

DT-02
PEDESTRIAN RAMP DETAILS
DALE DRIVE
SHARED USE PATH

0 30' 60'

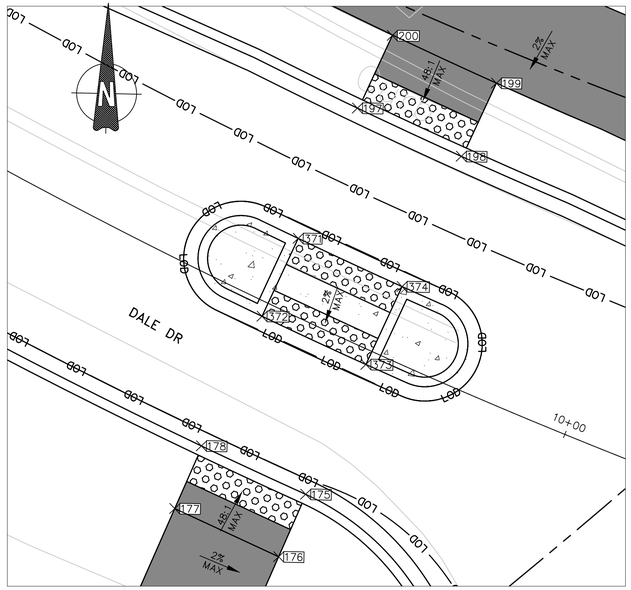
SCALE: 1"=30' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 11 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pDT-Dale.dwg LAYOUT NAME: DT-02 PLOTTED: Wednesday, December 20, 2023 - 12:46pm USER: TSroczynski

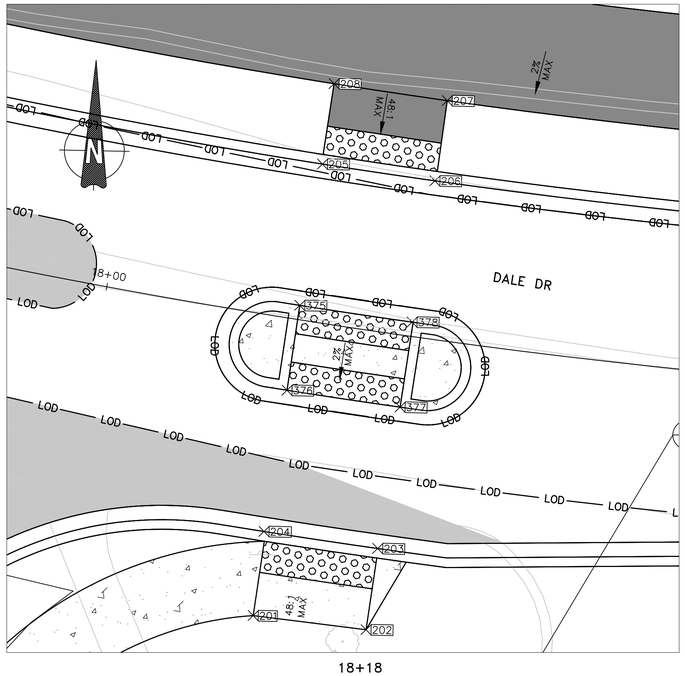


5+90 LT 6+15 LT

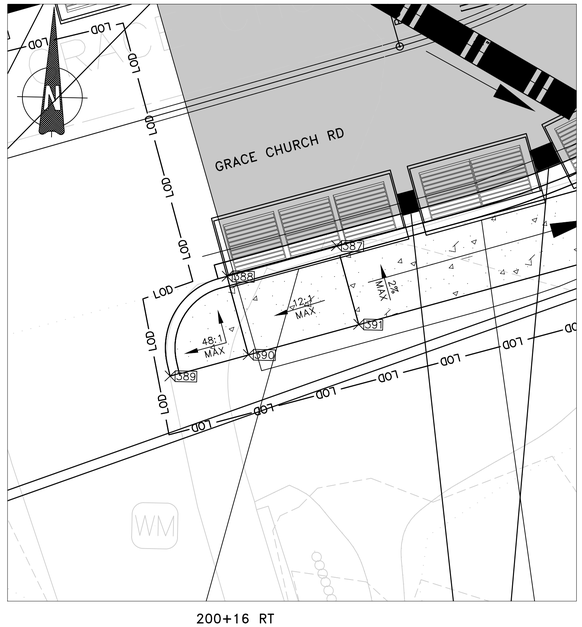


9+80

Point Table				
Point #	Elevation	Northing	Easting	Description
150	326.84	488892.98	1301478.82	ROADWAY FLOWLINE
151	327.19	488883.73	1301481.45	ROADWAY FLOWLINE
152	328.19	488880.30	1301492.18	TOP OF RAMP
153	328.15	488887.85	1301494.92	TOP OF RAMP
154	328.47	488878.20	1301497.84	TOP OF RAMP
155	327.90	488871.56	1301495.54	ROADWAY FLOWLINE
156	328.67	488868.87	1301503.07	ROADWAY FLOWLINE
157	328.79	488875.45	1301505.36	TOP OF RAMP
175	353.57	488624.23	1301784.11	ROADWAY FLOWLINE
176	354.21	488619.83	1301782.31	TOP OF RAMP
177	353.68	488623.04	1301774.99	TOP OF RAMP
178	354.22	488627.46	1301776.76	ROADWAY FLOWLINE
197	353.54	488651.28	1301787.17	ROADWAY FLOWLINE
198	354.02	488648.06	1301794.50	ROADWAY FLOWLINE
199	354.62	488653.23	1301796.85	TOP OF RAMP
200	354.14	488656.40	1301789.50	TOP OF RAMP
201	321.22	488391.04	1302583.20	TOP OF RAMP
202	320.61	488390.22	1302591.10	TOP OF RAMP
203	320.11	488395.91	1302591.79	ROADWAY FLOWLINE
204	320.72	488396.93	1302583.83	ROADWAY FLOWLINE
205	321.04	488422.69	1302587.39	ROADWAY FLOWLINE
206	320.34	488421.68	1302595.27	ROADWAY FLOWLINE
207	320.93	488427.30	1302596.01	TOP OF RAMP
208	321.64	488428.32	1302588.08	TOP OF RAMP
371	353.81	488642.10	1301783.22	ROADWAY FLOWLINE
372	353.93	488636.60	1301780.81	ROADWAY FLOWLINE
373	354.39	488633.38	1301788.13	ROADWAY FLOWLINE
374	354.26	488638.88	1301790.55	ROADWAY FLOWLINE
387	322.50	488324.11	1302499.01	TOP OF LANDING
388	322.22	488321.82	1302491.42	ROADWAY FLOWLINE
389	322.47	488314.77	1302487.57	DRIVEWAY FLOWLINE
390	322.34	488316.38	1302493.00	TOP OF RAMP
391	322.50	488318.65	1302500.67	TOP OF LANDING



18+18



200+16 RT

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: KTL Checked by: JJR

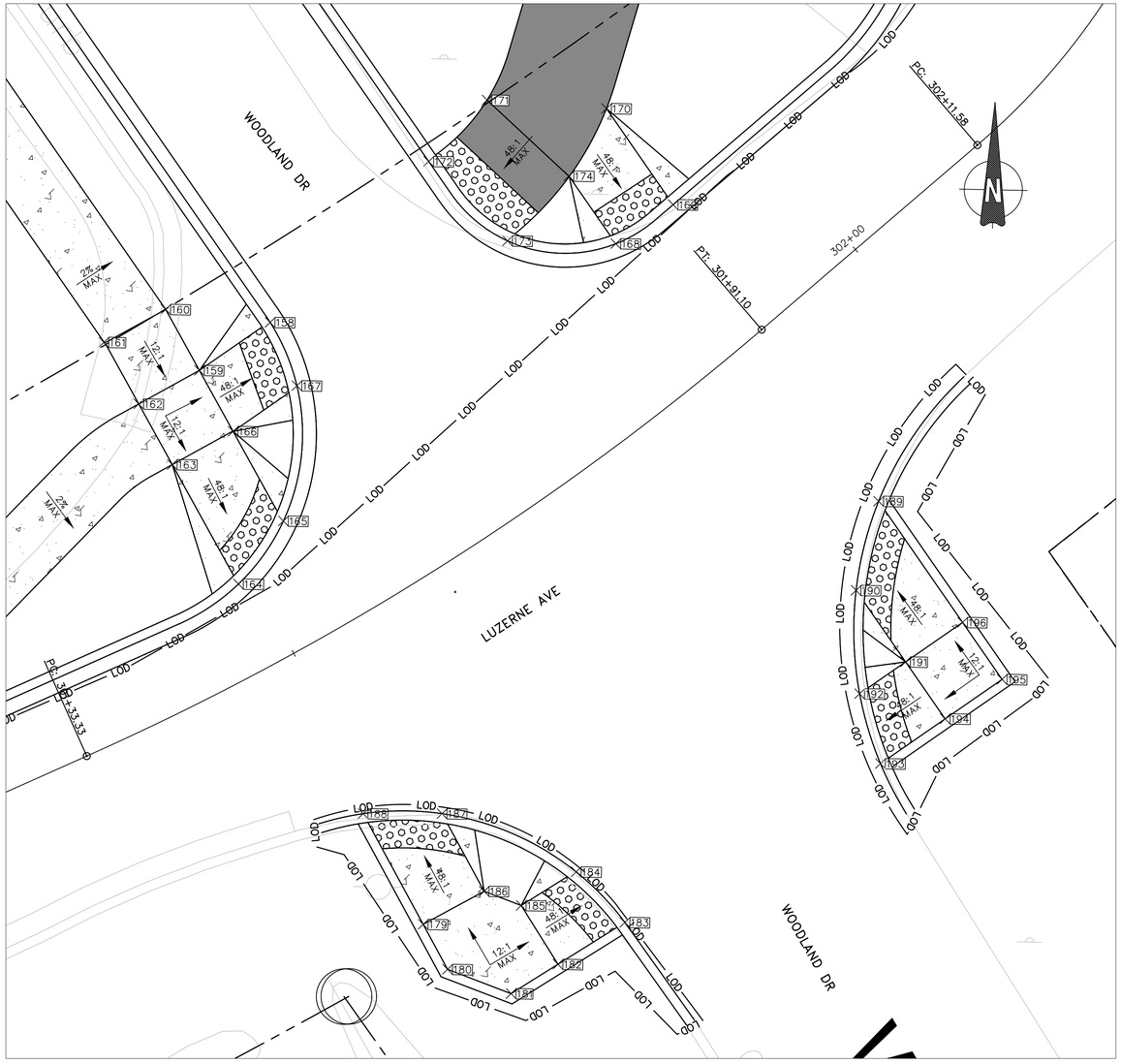
DT-03
PEDESTRIAN RAMP DETAILS
DALE DRIVE
SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No.: 502109 SHEET 12 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pDT-Dale.dwg LAYOUT NAME: DT-03 PLOTTED: Wednesday, December 20, 2023 - 12:47pm USER: TSroczynski



Point Table				
Point #	Elevation	Northing	Easting	Description
158	354.64	488575.27	1301748.99	ROADWAY FLOWLINE
159	355.89	488571.70	1301743.97	TOP OF RAMP
160	355.51	488576.05	1301741.45	TOP OF LANDING
161	355.19	488573.58	1301737.04	TOP OF LANDING
162	355.93	488569.19	1301739.64	TOP OF LANDING
163	356.69	488564.87	1301742.15	TOP OF RAMP
164	355.52	488556.36	1301747.10	ROADWAY FLOWLINE
165	355.44	488560.97	1301750.24	ROADWAY FLOWLINE
166	356.40	488567.36	1301746.49	TOP OF RAMP
167	354.97	488570.74	1301751.02	ROADWAY FLOWLINE
168	355.24	488581.45	1301773.80	ROADWAY FLOWLINE
169	355.99	488584.35	1301777.88	ROADWAY FLOWLINE
170	355.32	488591.19	1301772.93	TOP OF RAMP
171	354.94	488591.62	1301764.31	TOP OF RAMP
172	355.60	488587.11	1301760.19	ROADWAY FLOWLINE
173	356.08	488581.50	1301765.99	ROADWAY FLOWLINE
174	355.55	488586.27	1301770.32	TOP OF RAMP
179	357.06	488532.09	1301760.92	TOP OF RAMP
180	357.37	488528.89	1301762.75	TOP OF LANDING
181	358.05	488527.23	1301767.36	TOP OF LANDING
182	357.72	488529.41	1301770.70	TOP OF RAMP
183	357.60	488532.53	1301775.47	ROADWAY FLOWLINE
184	357.42	488536.10	1301771.88	ROADWAY FLOWLINE
185	357.52	488533.60	1301767.96	TOP OF RAMP
186	357.12	488534.57	1301765.27	TOP OF RAMP
187	356.99	488540.10	1301762.12	ROADWAY FLOWLINE
188	356.87	488539.98	1301756.43	ROADWAY FLOWLINE
189	356.97	488563.27	1301793.14	ROADWAY FLOWLINE
190	357.11	488556.81	1301791.64	ROADWAY FLOWLINE
191	357.25	488551.73	1301795.32	TOP OF RAMP
192	357.34	488549.37	1301792.05	ROADWAY FLOWLINE
193	357.64	488544.36	1301793.66	ROADWAY FLOWLINE
194	357.55	488547.69	1301798.26	TOP OF RAMP
195	357.39	488550.61	1301802.30	TOP OF LANDING
196	357.19	488554.66	1301799.37	TOP OF RAMP

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

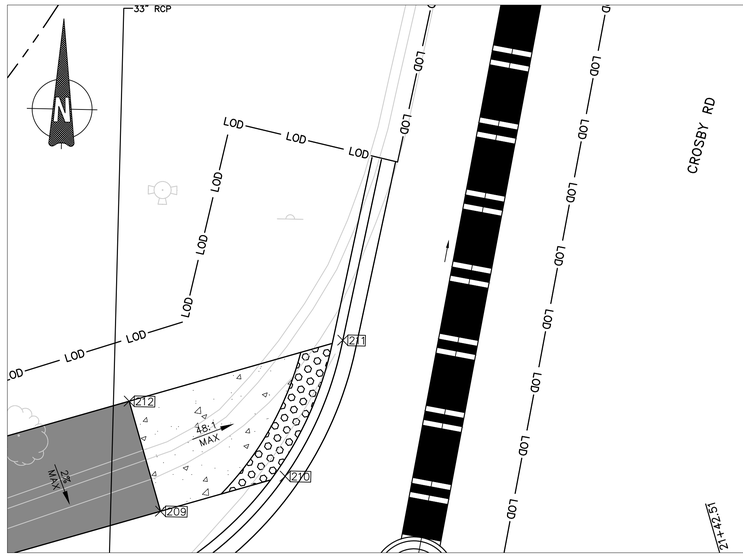
Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: KTL Checked by: JJR

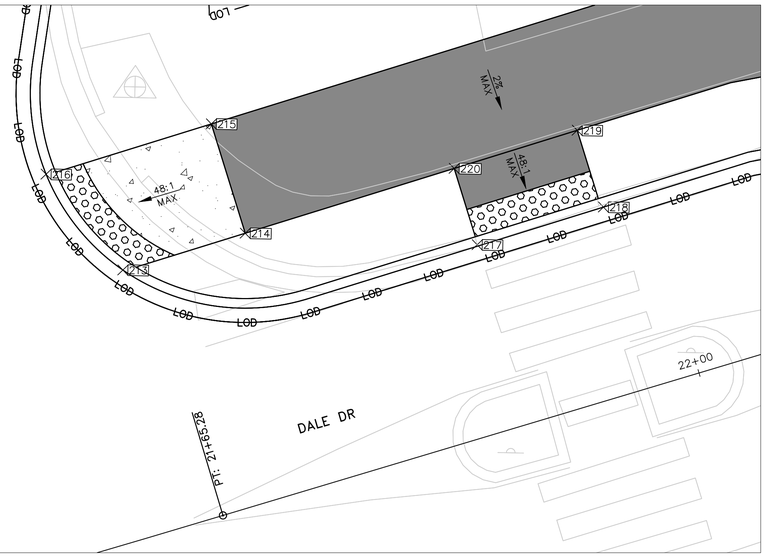
DT-04
PEDESTRIAN RAMP DETAILS
DALE DRIVE
SHARED USE PATH

0 30' 60'
SCALE: 1"=30'
DATE: DECEMBER 2023

CIP No. : 502109 SHEET 13 of 201



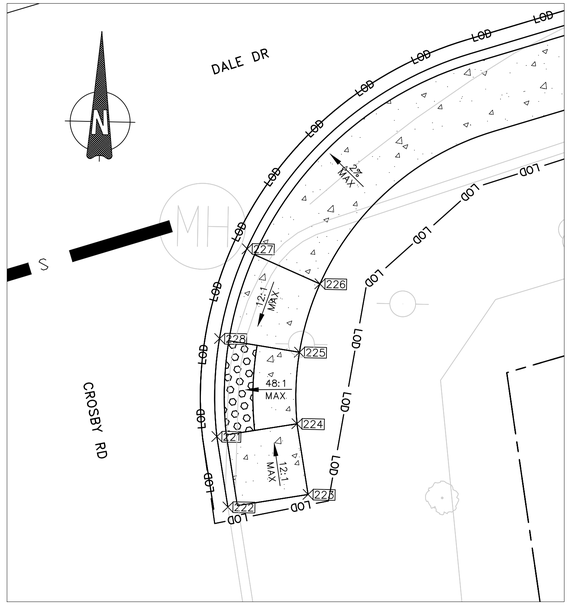
21+15 LT



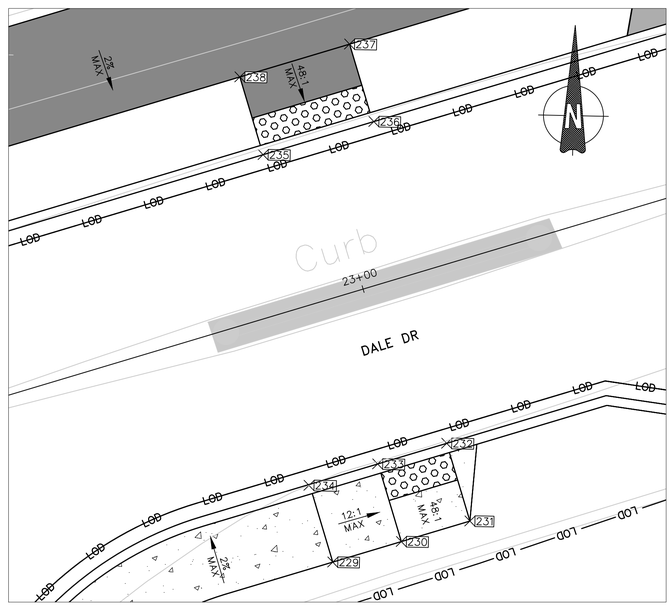
21+60 RT

21+90 RT

Point Table				
Point #	Elevation	Northing	Easting	Description
209	310.06	488468.22	1302867.16	TOP OF RAMP
210	309.55	488470.85	1302875.81	ROADWAY FLOWLINE
211	309.32	488480.43	1302879.65	ROADWAY FLOWLINE
212	310.22	488475.87	1302864.81	TOP OF RAMP
213	309.30	488486.21	1302921.82	ROADWAY FLOWLINE
214	310.31	488488.95	1302930.31	TOP OF RAMP
215	309.90	488496.54	1302927.79	TOP OF RAMP
216	308.90	488492.79	1302916.32	ROADWAY FLOWLINE
217	310.76	488488.48	1302946.53	ROADWAY FLOWLINE
218	310.96	488491.29	1302955.30	ROADWAY FLOWLINE
219	311.55	488496.62	1302953.36	TOP OF RAMP
220	311.11	488493.78	1302944.82	TOP OF RAMP
221	314.55	488467.21	1303029.27	ROADWAY FLOWLINE
222	314.96	488462.30	1303030.14	TOP OF LANDING
223	314.96	488463.30	1303035.72	TOP OF LANDING
224	314.67	488468.22	1303034.85	TOP OF RAMP
225	314.81	488473.22	1303034.92	TOP OF RAMP
226	315.23	488478.02	1303036.25	TOP OF LANDING
227	315.23	488480.37	1303031.12	TOP OF LANDING
228	314.69	488474.06	1303029.32	ROADWAY FLOWLINE
229	316.79	488491.35	1303055.68	TOP OF LANDING
230	317.07	488492.88	1303060.44	TOP OF RAMP
231	317.33	488494.41	1303065.20	TOP OF RAMP
232	316.74	488499.81	1303063.47	ROADWAY FLOWLINE
233	316.47	488498.27	1303058.68	ROADWAY FLOWLINE
234	316.04	488496.68	1303053.91	TOP OF LANDING
235	316.44	488519.71	1303050.23	ROADWAY FLOWLINE
236	316.93	488522.19	1303057.92	ROADWAY FLOWLINE
237	317.52	488527.56	1303056.11	TOP OF RAMP
238	317.03	488525.11	1303048.50	TOP OF RAMP



22+60 RT



23+00

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: KTL Checked by: JJR

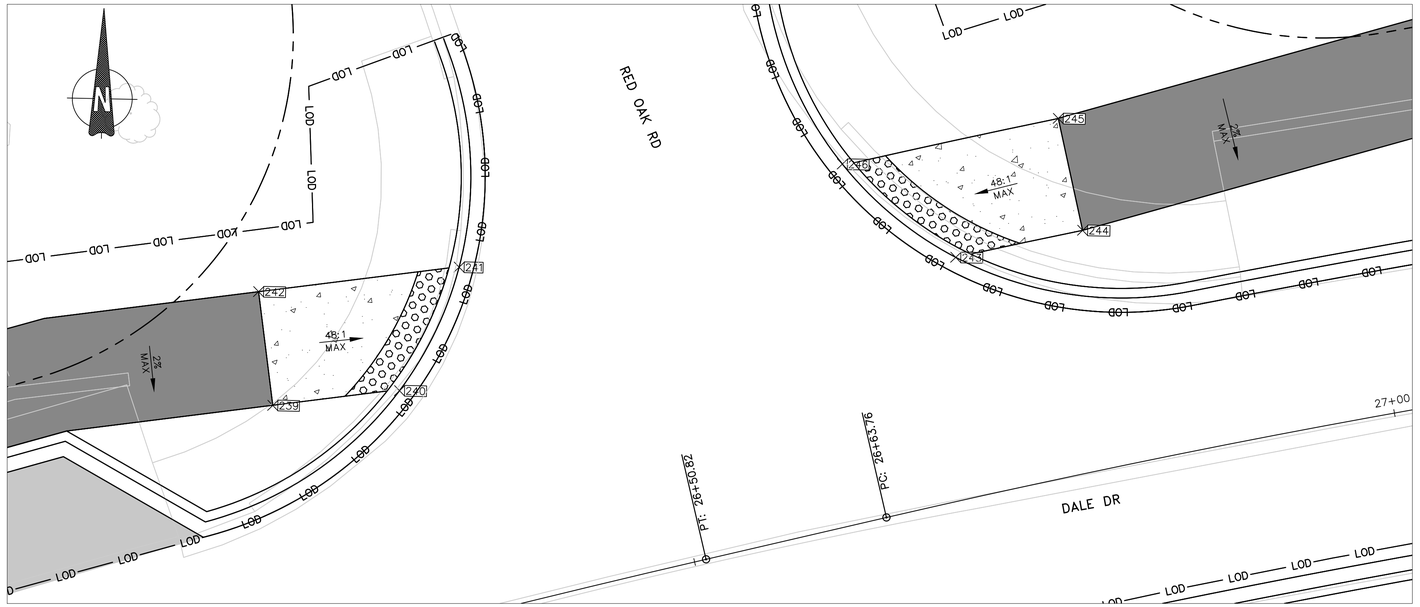
DT-05
PEDESTRIAN RAMP DETAILS
DALE DRIVE
SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No.: 502109 SHEET 14 of 201

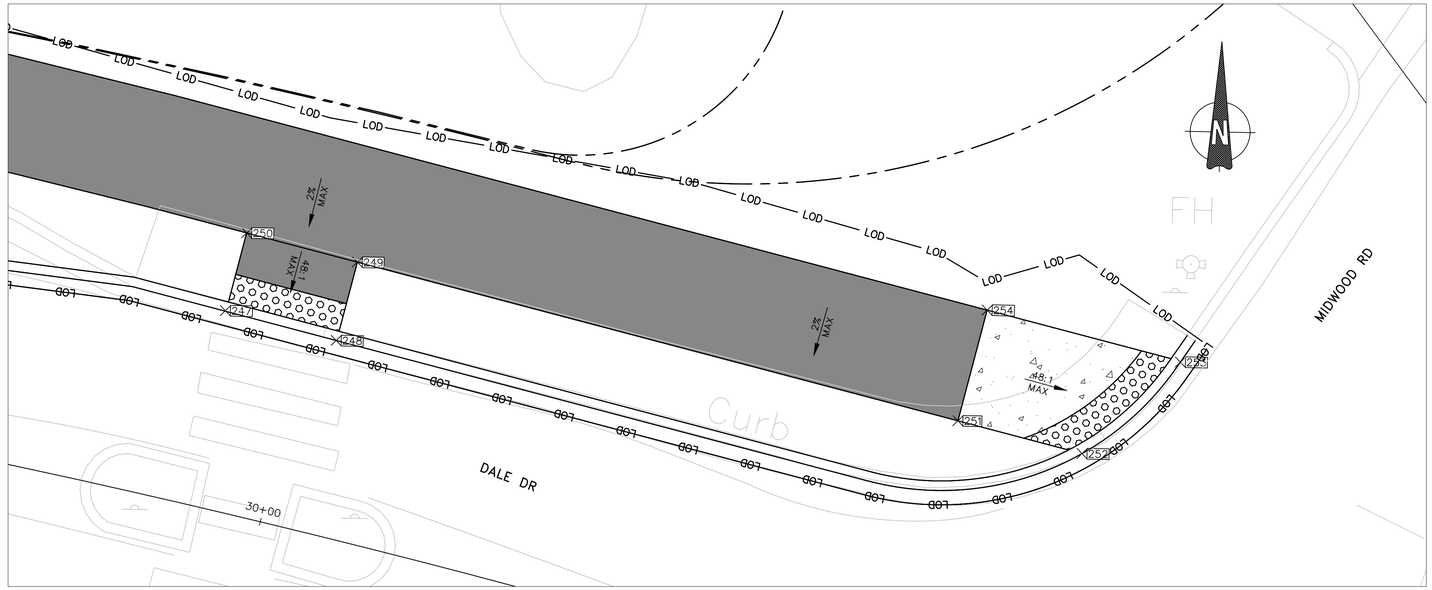
FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pDT-Dale.dwg LAYOUT NAME: DT-05 PLOTTED: Wednesday, December 20, 2023 - 12:49pm USER: TSroczynski



26+30 LT

26+70 LT

Point Table				
Point #	Elevation	Northing	Easting	Description
239	328.18	488626.15	1303361.45	TOP OF RAMP
240	327.37	488627.36	1303370.28	ROADWAY FLOWLINE
241	326.71	488636.08	1303374.27	ROADWAY FLOWLINE
242	328.15	488634.08	1303360.29	TOP OF RAMP
243	327.56	488637.48	1303408.95	ROADWAY FLOWLINE
244	328.26	488639.55	1303417.77	TOP OF RAMP
245	328.36	488647.33	1303415.91	TOP OF RAMP
246	326.84	488643.83	1303400.89	ROADWAY FLOWLINE
247	314.76	488639.38	1303734.93	ROADWAY FLOWLINE
248	314.56	488637.46	1303742.71	ROADWAY FLOWLINE
249	315.15	488642.96	1303744.08	TOP OF RAMP
250	315.54	488644.84	1303736.31	TOP OF RAMP
251	312.98	488632.74	1303786.26	TOP OF RAMP
252	311.97	488630.62	1303794.98	ROADWAY FLOWLINE
253	311.50	488637.16	1303801.71	ROADWAY FLOWLINE
254	312.79	488640.51	1303788.14	TOP OF RAMP



30+00 LT

30+50 LT

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: KTL Checked by: JJR

DT-06
PEDESTRIAN RAMP DETAILS
DALE DRIVE
SHARED USE PATH

0 30' 60'

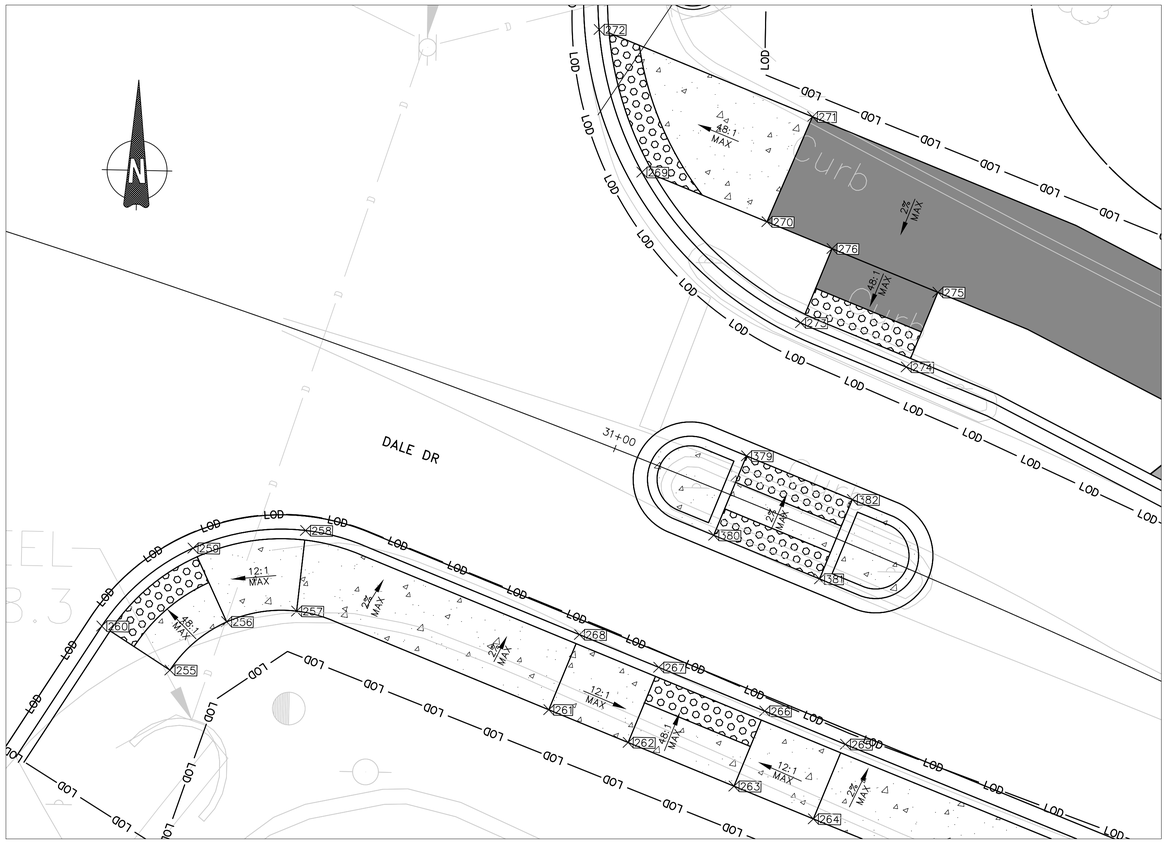
SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No.: 502109

SHEET 15 of 201

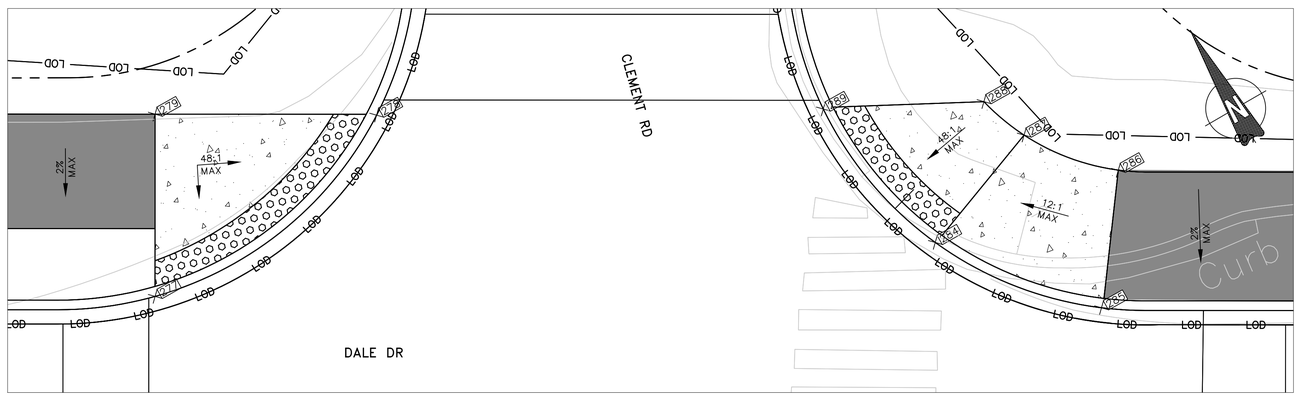
FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pDT-Dale.dwg LAYOUT NAME: DT-06 PLOTTED: Wednesday, December 20, 2023 - 12:50pm USER: TSroczynski



30+74 RT

30+90 LT

31+12



33+50 LT

33+90 LT

Point Table				
Point #	Elevation	Northing	Easting	Description
255	312.66	488580.53	1303802.82	TOP OF RAMP
256	312.60	488583.99	1303806.70	TOP OF RAMP
257	312.59	488584.83	1303811.58	TOP OF LANDING
258	312.03	488590.48	1303812.08	TOP OF LANDING
259	312.06	488589.08	1303804.25	ROADWAY FLOWLINE
260	312.06	488583.51	1303797.99	ROADWAY FLOWLINE
261	312.77	488578.30	1303829.34	TOP OF LANDING
262	312.88	488576.13	1303834.93	TOP OF RAMP
263	313.06	488573.23	1303842.39	TOP OF RAMP
264	313.19	488571.05	1303847.98	TOP OF LANDING
265	312.60	488576.31	1303850.11	TOP OF LANDING
266	312.46	488578.52	1303844.42	ROADWAY FLOWLINE
267	312.28	488581.42	1303836.96	ROADWAY FLOWLINE
268	312.17	488583.60	1303831.37	TOP OF LANDING
269	311.87	488615.99	1303835.07	ROADWAY FLOWLINE
270	312.45	488612.71	1303843.88	TOP OF RAMP
271	312.29	488620.12	1303846.91	TOP OF RAMP
272	311.33	488625.90	1303831.88	ROADWAY FLOWLINE
273	311.94	488605.70	1303846.37	ROADWAY FLOWLINE
274	312.68	488602.76	1303853.82	ROADWAY FLOWLINE
275	312.78	488608.03	1303855.92	TOP OF RAMP
276	312.51	488610.93	1303848.46	TOP OF RAMP
277	326.66	488498.80	1304056.23	ROADWAY FLOWLINE
278	326.68	488502.27	1304075.92	ROADWAY FLOWLINE
279	326.95	488509.90	1304062.45	TOP OF RAMP
284	326.65	488475.42	1304105.61	ROADWAY FLOWLINE
285	326.37	488465.76	1304113.51	TOP OF LANDING
286	326.63	488473.56	1304119.23	TOP OF LANDING
287	326.82	488478.93	1304114.69	TOP OF RAMP
288	326.84	488482.34	1304113.39	TOP OF RAMP
289	326.61	488487.38	1304103.35	ROADWAY FLOWLINE
379	312.95	488596.32	1303842.78	ROADWAY FLOWLINE
380	313.01	488590.73	1303840.61	ROADWAY FLOWLINE
381	313.09	488587.83	1303848.07	ROADWAY FLOWLINE
382	312.97	488593.42	1303850.24	ROADWAY FLOWLINE

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: KTL Checked by: JJR

DT-07
PEDESTRIAN RAMP DETAILS
DALE DRIVE
SHARED USE PATH

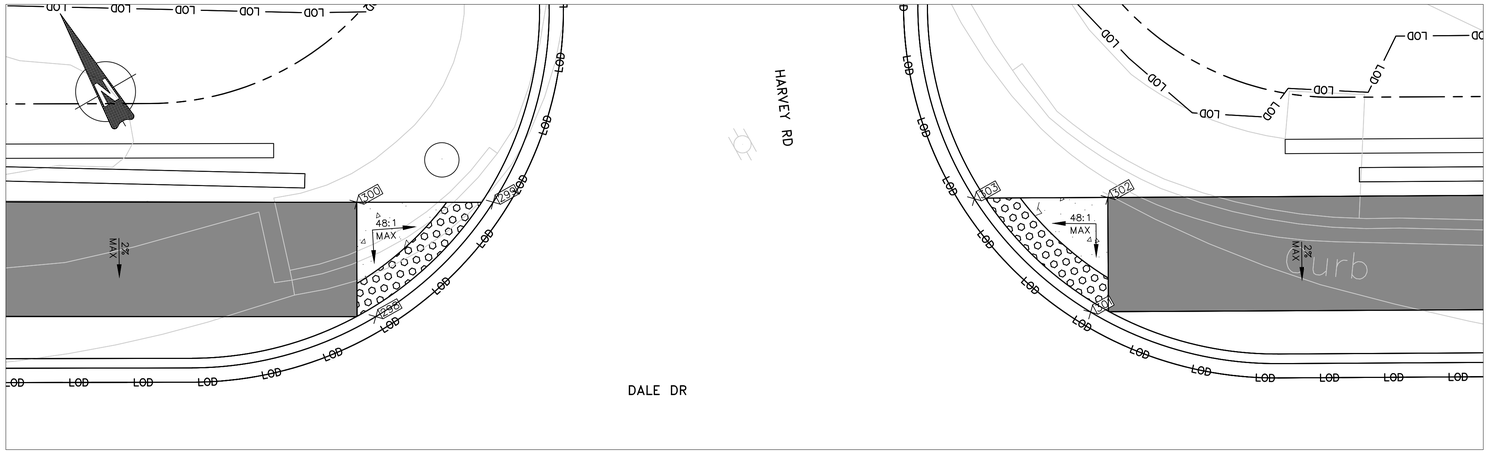
0 30' 60'

SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No.: 502109

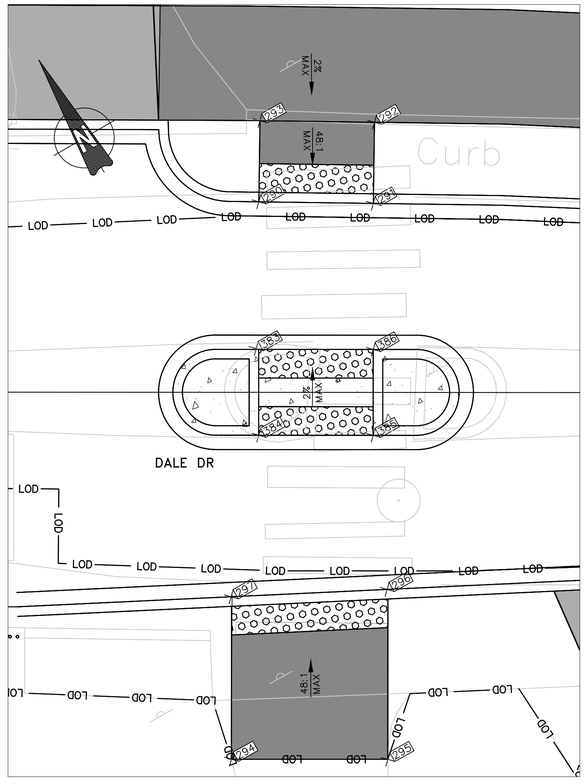
SHEET 16 of 201



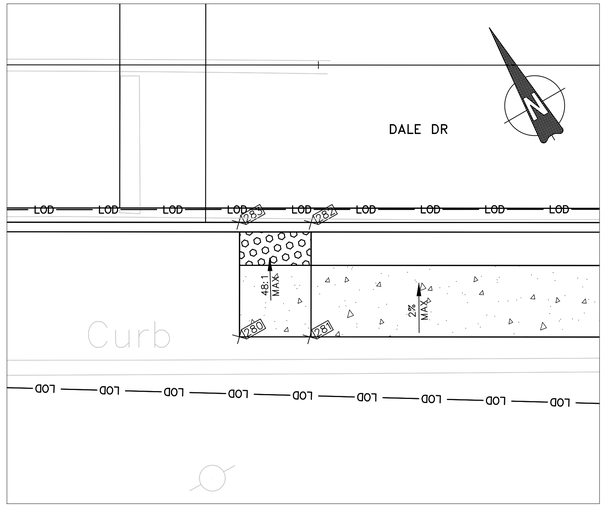
42+50 LT

43+00 LT

Point Table				
Point #	Elevation	Northing	Easting	Description
280	326.00	488470.88	1304042.76	TOP OF RAMP
281	326.75	488468.47	1304047.04	TOP OF RAMP
282	326.60	488475.40	1304051.04	ROADWAY FLOWLINE
283	326.52	488477.87	1304046.64	ROADWAY FLOWLINE
293	276.08	488146.49	1304697.83	TOP OF RAMP
294	MATCH EXISTING	488108.55	1304674.25	TOP OF RAMP
295	MATCH EXISTING	488103.20	1304683.78	TOP OF RAMP
296	275.93	488113.58	1304689.55	ROADWAY FLOWLINE
297	275.71	488118.46	1304679.80	ROADWAY FLOWLINE
298	287.68	488056.40	1304849.48	ROADWAY FLOWLINE
299	288.09	488059.37	1304860.55	ROADWAY FLOWLINE
300	288.47	488064.03	1304852.23	TOP OF RAMP
301	290.46	488032.25	1304893.20	ROADWAY FLOWLINE
302	291.00	488038.64	1304898.16	TOP OF RAMP
303	289.45	488043.13	1304889.99	ROADWAY FLOWLINE
383	276.49	488132.73	1304689.81	ROADWAY FLOWLINE
384	276.45	488127.36	1304686.99	ROADWAY FLOWLINE
385	276.31	488123.45	1304693.97	ROADWAY FLOWLINE
386	276.48	488128.68	1304696.91	ROADWAY FLOWLINE



40+75



33+50 LT

40+80

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: KTL Checked by: JJR

DT-08
PEDESTRIAN RAMP DETAILS
DALE DRIVE
SHARED USE PATH

0 30' 60'

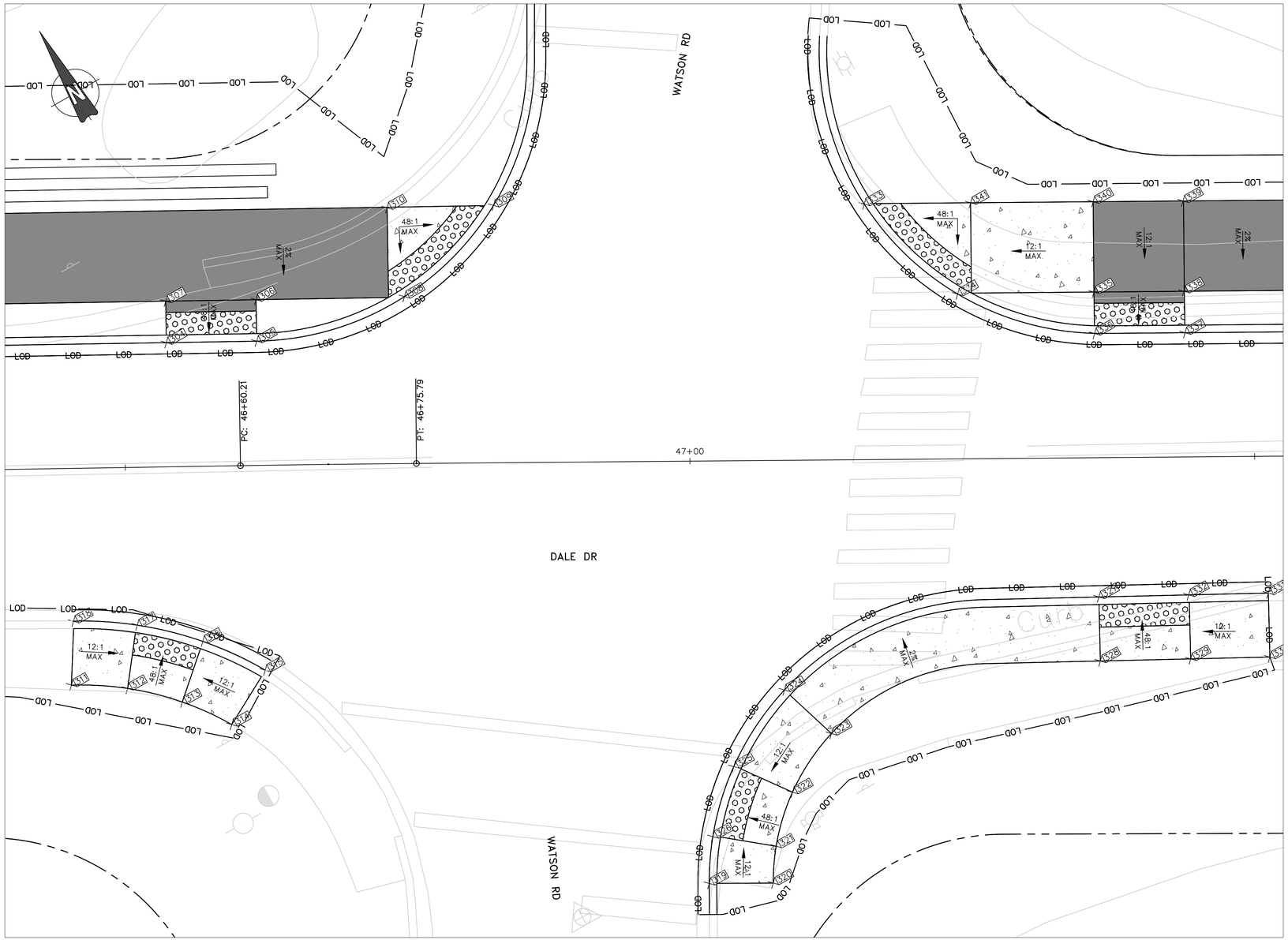
SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 17 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pDT-Dale.dwg LAYOUT NAME: DT-08 PLOTTED: Wednesday, December 20, 2023 - 12:52pm by: Zaynski



Point Table				
Point #	Elevation	Northing	Easting	Description
304	312.86	487860.06	1305201.15	ROADWAY FLOWLINE
305	312.99	487856.26	1305208.19	ROADWAY FLOWLINE
306	313.55	487859.49	1305209.93	TOP OF RAMP
307	313.42	487863.29	1305202.89	TOP OF RAMP
308	312.60	487853.30	1305221.53	ROADWAY FLOWLINE
309	312.66	487856.49	1305232.35	ROADWAY FLOWLINE
310	313.86	487860.91	1305224.04	TOP OF RAMP
311	MATCH EXISTING	487837.72	1305178.99	TOP OF LANDING
312	312.77	487835.03	1305183.18	TOP OF RAMP
313	312.84	487831.62	1305186.81	TOP OF RAMP
314	MATCH EXISTING	487827.73	1305189.66	TOP OF LANDING
315	MATCH EXISTING	487830.48	1305194.60	TOP OF LANDING
316	312.66	487835.43	1305191.04	ROADWAY FLOWLINE
317	312.60	487839.50	1305186.67	ROADWAY FLOWLINE
318	MATCH EXISTING	487842.56	1305181.91	TOP OF LANDING
319	313.85	487794.78	1305219.64	TOP OF LANDING
320	314.01	487792.04	1305224.60	TOP OF LANDING
321	314.02	487794.75	1305226.43	TOP OF RAMP
322	314.04	487798.22	1305230.03	TOP OF RAMP
323	314.04	487801.07	1305235.57	TOP OF LANDING
324	313.95	487806.46	1305233.83	TOP OF LANDING
325	313.45	487802.73	1305226.60	ROADWAY FLOWLINE
326	313.43	487798.24	1305221.95	ROADWAY FLOWLINE
327	313.25	487800.03	1305262.14	ROADWAY FLOWLINE
328	313.85	487795.02	1305259.48	TOP OF RAMP
329	313.78	487791.27	1305266.55	TOP OF RAMP
330	MATCH EXISTING	487787.98	1305272.74	TOP OF LANDING
331	MATCH EXISTING	487792.99	1305275.40	TOP OF LANDING
332	313.75	487796.30	1305269.17	ROADWAY FLOWLINE
333	313.02	487840.53	1305261.04	ROADWAY FLOWLINE
334	312.94	487829.54	1305264.36	ROADWAY FLOWLINE
335	313.41	487823.79	1305274.97	TOP OF RAMP
336	312.86	487820.56	1305273.22	ROADWAY FLOWLINE
337	312.80	487816.70	1305280.24	ROADWAY FLOWLINE
338	313.36	487819.96	1305281.94	TOP OF RAMP
339	313.52	487826.97	1305285.79	TOP OF LANDING
340	313.57	487830.80	1305278.82	TOP OF LANDING
341	313.59	487836.03	1305269.31	TOP OF RAMP

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: KTL Checked by: JJR

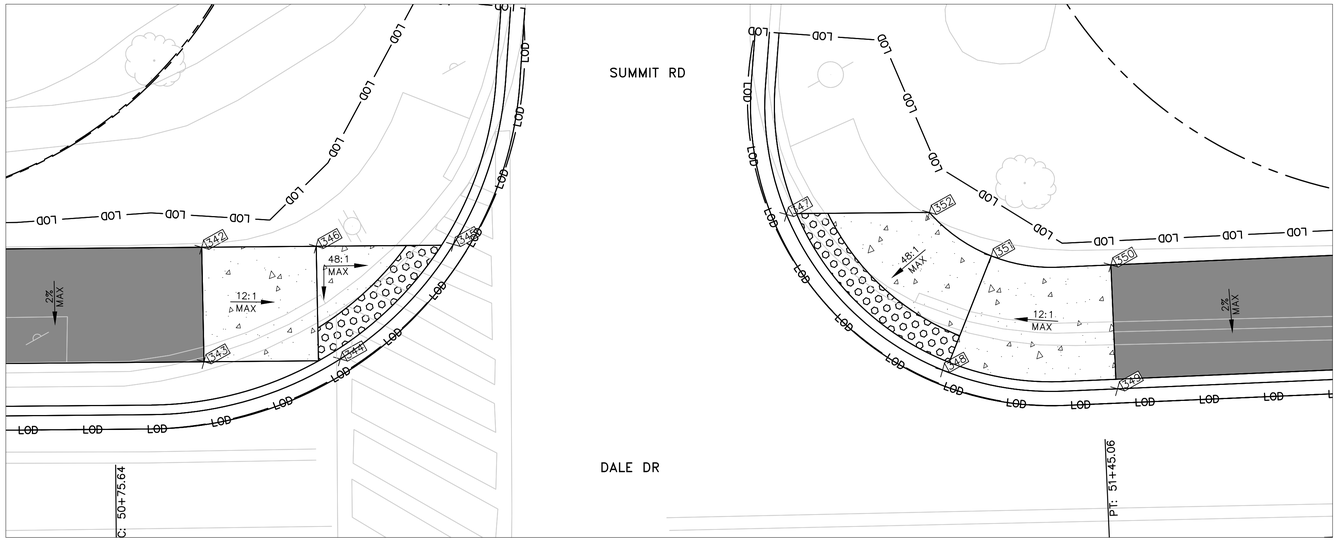
DT-09
PEDESTRIAN RAMP DETAILS
DALE DRIVE
SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No.: 502109 SHEET 18 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pDT-Dale.dwg LAYOUT NAME: DT-09 PLOTTED: Wednesday, December 20, 2023 - 12:52pm USER: TSroczynski



50+90 LT

51+35 LT

52+50 LT

52+90 LT

Point Table				
Point #	Elevation	Northing	Easting	Description
342	308.74	487664.17	1305581.92	TOP OF LANDING
343	308.72	487657.11	1305578.15	TOP OF LANDING
344	307.54	487652.62	1305586.55	ROADWAY FLOWLINE
345	306.91	487655.74	1305597.35	ROADWAY FLOWLINE
346	307.90	487660.32	1305588.93	TOP OF RAMP
347	305.98	487646.18	1305618.68	ROADWAY FLOWLINE
348	305.37	487631.36	1305622.87	ROADWAY FLOWLINE
349	305.19	487624.24	1305632.90	TOP OF LANDING
350	305.36	487632.01	1305636.73	TOP OF LANDING
351	306.00	487636.65	1305629.74	TOP OF RAMP
352	306.38	487641.42	1305627.46	TOP OF RAMP
353	297.80	487588.48	1305722.87	TOP OF LANDING
354	297.64	487580.74	1305718.96	TOP OF LANDING
355	296.50	487577.13	1305726.10	ROADWAY FLOWLINE
356	295.63	487578.72	1305742.13	ROADWAY FLOWLINE
357	297.16	487584.87	1305730.01	TOP OF RAMP
358	293.98	487568.05	1305761.58	ROADWAY FLOWLINE
359	292.89	487555.57	1305765.71	ROADWAY FLOWLINE
360	292.66	487551.53	1305772.57	TOP OF LANDING
361	292.81	487558.97	1305777.02	TOP OF LANDING
362	293.55	487563.03	1305770.13	TOP OF RAMP

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: KTL Checked by: JJR

DT-10
PEDESTRIAN RAMP DETAILS
DALE DRIVE
SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 19 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pDT-Dale.dwg LAYOUT NAME: DT-10 PLOTTED: Wednesday, December 20, 2023 - 12:53pm USER: TSroczynski

THE FOLLOWING MONTGOMERY COUNTY STANDARDS ARE REQUIRED FOR THIS PROJECT:

MC-100.01 - COMBINATION CONCRETE CURB AND GUTTER - TYPE A
MC-110.01 - RESIDENTIAL SIDEWALK
MC-301.01 - RESIDENTIAL DRIVEWAY
MC-811.01 - METHODS OF GRADING SIDE SLOPES

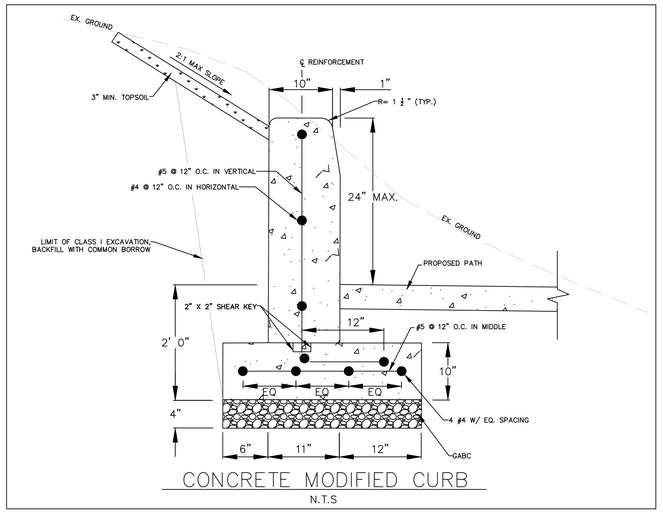
THE MOST CURRENT VERSION OF THESE STANDARDS CAN BE ACCESSED AT:
https://www.montgomerycountymd.gov/dot-dte/common/standards.html

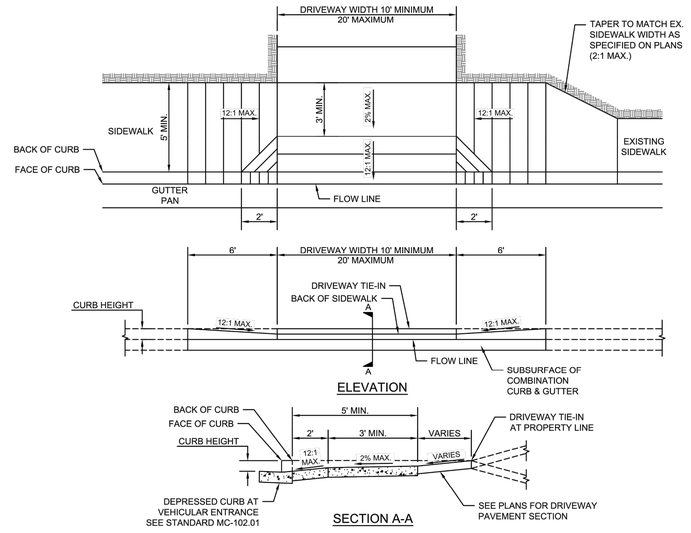
THE FOLLOWING MARYLAND STATE HIGHWAY DEPARTMENT OF TRANSPORTATION, STATE HIGHWAY ADMINISTRATION STANDARDS (CONSTRUCTION AND TEMPORARY TRAFFIC CONTROL) ARE REQUIRED FOR THIS PROJECT:

MD-580.08 - DRIVEWAYS AND BIKE PATH PAVEMENT SECTIONS
MD-655.40 - DETECTABLE WARNING SURFACES

FOR ALL SHA STANDARDS REFERRED TO ON THE PLANS, THE CONTRACTOR MUST GO TO THE BOOK OF STANDARDS WHICH WILL HAVE THE MOST CURRENT VERSION. THE BOOK OF STANDARDS CAN BE ACCESSED AT:
http://apps.roads.maryland.gov/businesswithsha/bizStdsSpecs/desManualStdPub/publicationsonline/ohd/bookstd/index.asp

ALL ITEMS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT VERSION OF THE REFERENCED STANDARD AT THE TIME OF CONSTRUCTION.





GENERAL NOTES:

1. REFER TO MDOT SHA SPECIFICATIONS FOR MATERIALS AND METHOD OF CONSTRUCTION.
2. CONCRETE DRIVEWAY SHALL BE 7" MDOT SHA STANDARD CONCRETE PAVEMENT MIX NO. 7.
3. WHERE 5' SIDEWALK CANNOT BE PROVIDED, A DESIGN WAIVER MUST BE REQUESTED.
4. NO TRAVERSABLE SLOPE ON THE RAMP OR SIDEWALK SHALL EXCEED 12:1 IN THE DIRECTION OF PEDESTRIAN TRAVEL, OR 48:1 PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL.
5. SCORE THE CONCRETE TO A DEPTH OF ¼ THE SLAB THICKNESS TO PROVIDE TRANSVERSE JOINTS AT 5-FOOT INTERVALS.
6. EXPANSION JOINT MATERIAL SHALL BE ½ INCH BITUMINOUS BLACK FIBER EXPANSION MATERIAL, TRIMMED AND SEALED WITH NON-STAINING TWO-COMPONENT POLYSULFIDE OR POLYURETHANE ELASTOMETRIC TYPE SEALANT COMPLYING WITH ASTM-C920.
7. TRANSITION PANELS TO TIE INTO EXISTING SIDEWALK MUST BE A MINIMUM OF 5' IN LENGTH.
8. DRIVEWAY AND DRIVEWAY APRON SHALL BE MAINTAINED BY PROPERTY OWNER.

DRIVEWAY DETAIL AT LOCATIONS WITHOUT GRASS BUFFER

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: XXX Drawn by: XXX Checked by: XXX

DT-11
GENERAL DETAILS

DALE DRIVE
SHARED USE PATH

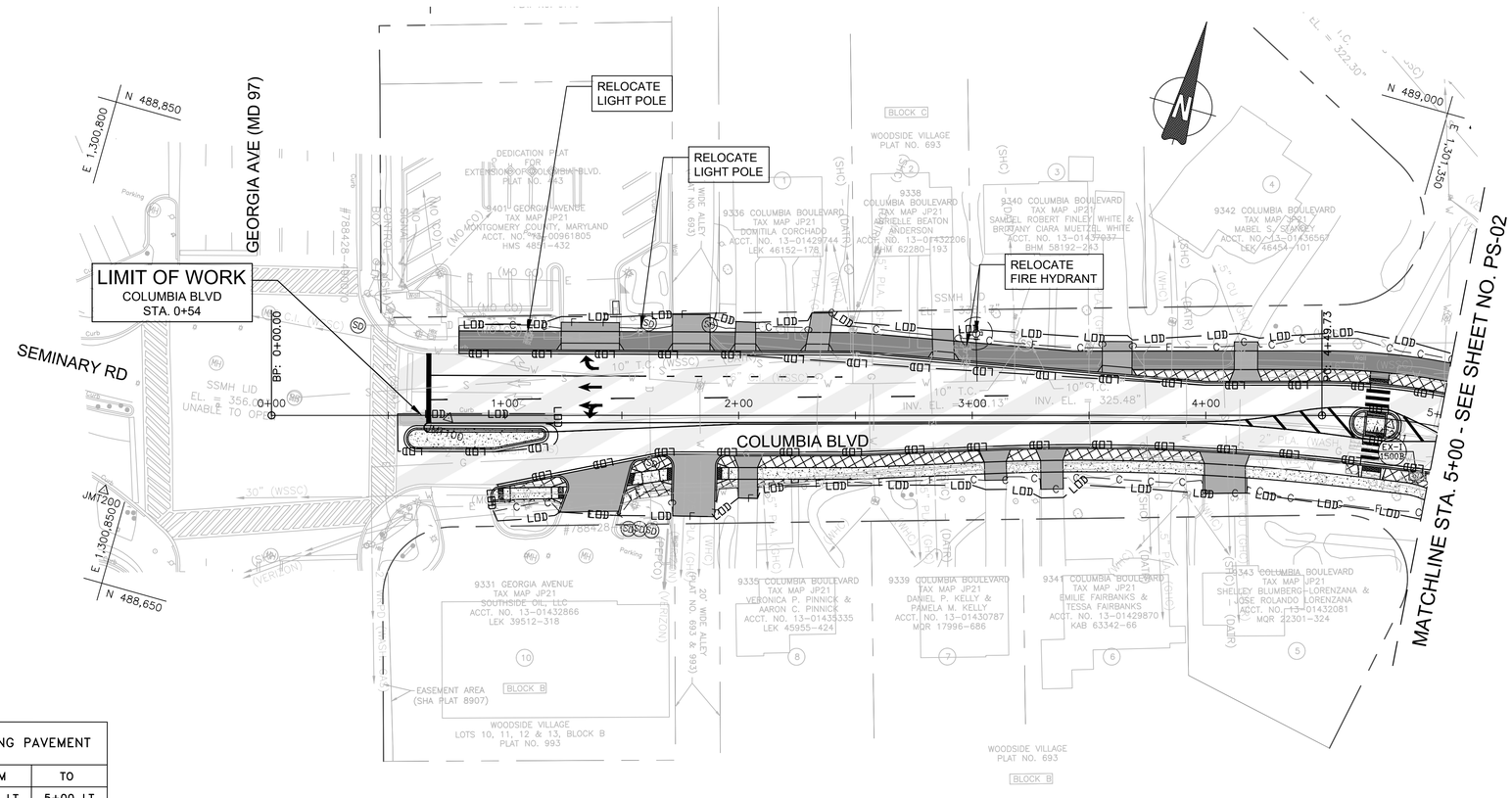
0 30' 60'
SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 20 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pDT-Dale.dwg LAYOUT NAME: DT-11 PLOTTED: Wednesday, December 20, 2023 - 12:53pm USER: TSroczynski


RELOCATE LIGHT POLE
RELOCATE LIGHT POLE
RELOCATE FIRE HYDRANT
LIMIT OF WORK
COLUMBIA BLVD
STA. 0+54
GEORGIA AVE (MD 97)
SEMINARY RD
COLUMBIA BLVD
BP: 0+00.00
0+00
1+00
2+00
3+00
4+00
4+29.73
MATCHLINE STA. 5+00 - SEE SHEET NO. PS-02
N 488,850
E 1,300,800
N 488,650
E 1,300,850
N 489,000
E 1,301,350
JMT200
JMT100
9331 GEORGIA AVENUE
TAX MAP JP21
SOUTHSIDE OIL, LLC
ACCT. NO. 13-01432866
LEK 39512-318
9335 COLUMBIA BOULEVARD
TAX MAP JP21
VERONICA P. PINNICK &
AARON C. PINNICK
ACCT. NO. 13-01433335
LEK 45955-424
9339 COLUMBIA BOULEVARD
TAX MAP JP21
DANIEL P. KELLY &
PAMELA M. KELLY
ACCT. NO. 13-01430787
MQR 17996-686
9341 COLUMBIA BOULEVARD
TAX MAP JP21
EMILIE FAIRBANKS &
TESSA FAIRBANKS
ACCT. NO. 13-01429870
KAB 63342-66
9343 COLUMBIA BOULEVARD
TAX MAP JP21
SHELLEY BLUMBERG-LORENZANA &
JOSE ROLANDO LORENZANA
ACCT. NO. 13-01432081
MQR 22301-324
EASEMENT AREA
(SHA PLAT 8907)
BLOCK B
WOODSIDE VILLAGE
LOTS 10, 11, 12 & 13, BLOCK B
PLAT NO. 993
WOODSIDE VILLAGE
PLAT NO. 693
BLOCK B
BLOCK C
WOODSIDE VILLAGE
PLAT NO. 693
DEDICATION PLAT
FOR
EXTENSION OF COLUMBIA BLVD.
PLAT NO. 143
9401 GEORGIA AVENUE
TAX MAP JP21
MONTGOMERY COUNTY, MARYLAND
ACCT. NO. 00961805
HMS 488-432
9336 COLUMBIA BOULEVARD
TAX MAP JP21
DOMITILA CORCHADO
ACCT. NO. 13-01429744
LEK 46152-178
9338 COLUMBIA BOULEVARD
TAX MAP JP21
ABRIELLE BEATON
ANDERSON
ACCT. NO. 13-01432206
BHM 62280-193
9340 COLUMBIA BOULEVARD
TAX MAP JP21
SAMUEL ROBERT FINLEY WHITE &
BRITTANY CIARA MUETZEL WHITE
ACCT. NO. 13-01437037
BHM 58192-263
9342 COLUMBIA BOULEVARD
TAX MAP JP21
MABEL S. OAKLEY
ACCT. NO. 13-01436567
LEK 46454-101
20' WIDE ALLEY
PLAT NO. 693 & 993
SSMH LID
EL. = 356.03
UNABLE TO OPEN
SSMH
EL. = 322.30'
INV. EL. = 325.48'
INV. EL. = 325.13'
10" T.C. (WSSC)
30" (WSSC)
8" W (WSSC)
8" S (WSSC)
8" G (WASH GAS)
8" G (COLUMBIA GAS)
8" T (VERIZON)
8" T (MCDOT)
8" T (COMCAST)
8" E (PEPCO)
8" E (MCDOT)
8" E (DATA)
8" E (WHO)
8" E (SHC)
8" E (DHTR)
8" E (MO GOVT)
8" E (MO GOVT)
8" E (MO GOVT

REMOVE EXISTING PAVEMENT		
QUANTITY	FROM	TO
652 SF	5+00 LT	101+29 LT
6,145 SF	102+73 RT	11+00 LT
94 SF	5+00 RT	5+17 RT
2,896 SF	5+59 RT	300+30 RT
1,000 SF	9+10 RT	10+00 RT
344 SF	10+34 RT	11+00 RT

FULL DEPTH PAVEMENT		
QUANTITY	FROM	TO
7,860 SF	100+20	102+90
584 SF	6+35 LT	7+08 LT
921 SF	7+30 RT	8+53 RT
217 SF	300+17	300+30

DETECTABLE WARNING SURFACE MD-655.40		
QUANTITY	STATION	WIDTH
23 SF	5+42 LT	10.0'
14 SF	100+71 LT	6.0'
10 SF	100+91 LT	5.0'
20 SF	5+95 LT	10.0'
20 SF	6+13 LT	10.0'
16 SF	6+14 LT	8.0'
16 SF	9+80 LT	8.0'
16 SF	9+81 LT	8.0'
12 SF	5+13 RT	5.0'
10 SF	5+62 RT	8.0'
16 SF	6+13 RT	10.0'
10 SF	6+14 RT	8.0'
16 SF	9+80 RT	8.0'
16 SF	9+81 RT	8.0'
12 SF	301+51 LT	5.0'
11 SF	301+58 LT	5.0'
21 SF	301+83 LT	8.0'
11 SF	301+90 LT	5.0'
12 SF	301+51 RT	5.0'
10 SF	301+58 RT	5.0'
11 SF	301+81 RT	5.0'
14 SF	301+86 RT	5.0'

MILL AND OVERLAY		
QUANTITY	FROM	TO
21,767 SF	5+00	11+00

RESIDENTIAL DRIVEWAY MC – 301.01		
QUANTITY	STATION	WIDTH
67 SY	101+85 RT	12.0'
11 SY	102+77 RT	8.0'
46 SY	7+40 LT	10.0'
41 SY	8+00 LT	10.0'
55 SY	8+80 LT	10.0'
35 SY	10+56 LT	11.0'
20 SY	7+47 RT	12.0'
23 SY	7+87 RT	12.0'
10 SY	8+38 RT	9.0'
18 SY	9+21 RT	10.0'
24 SY	300+93 RT	10.0'

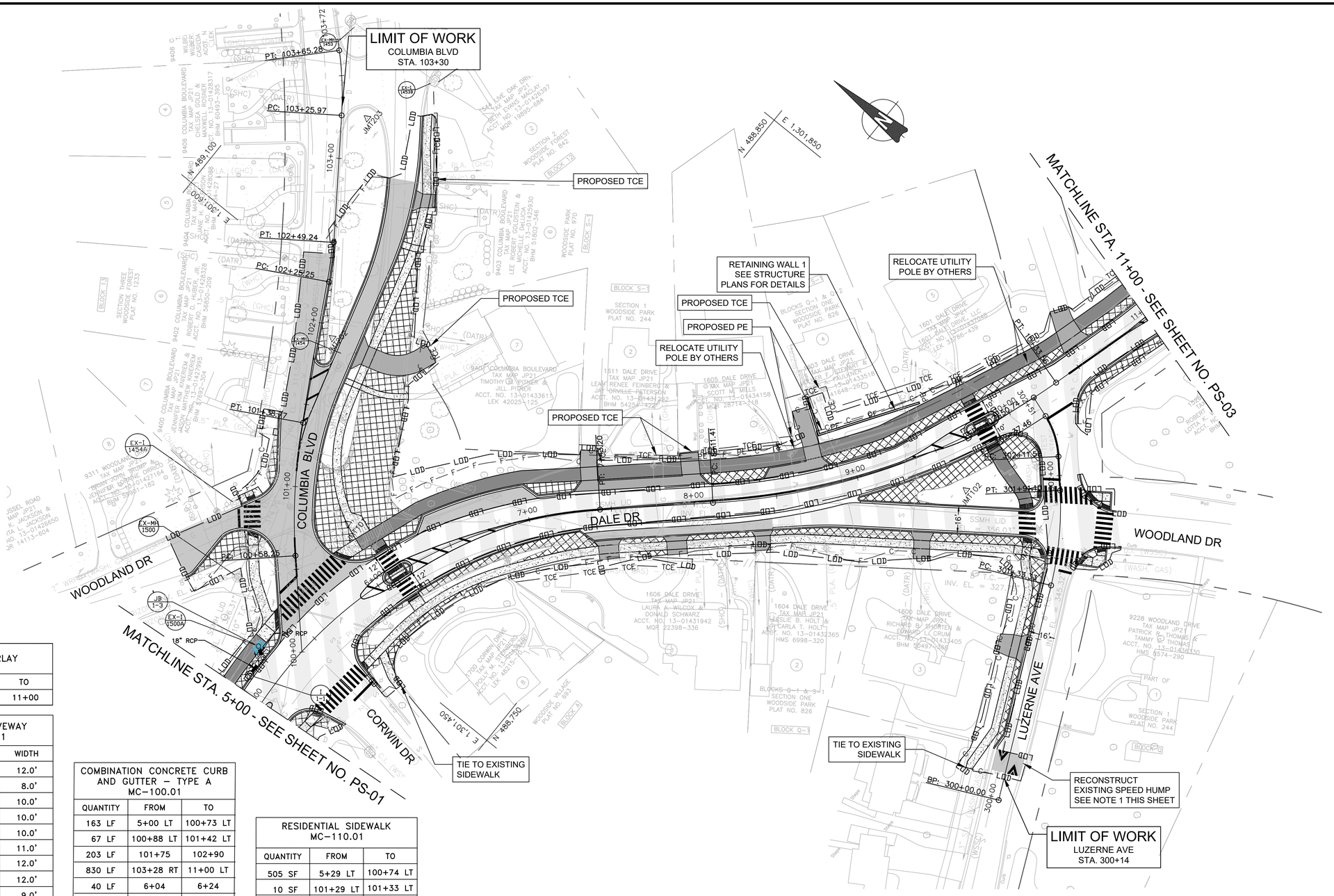
COMBINATION CONCRETE CURB AND GUTTER – TYPE A MC-100.01		
QUANTITY	FROM	TO
163 LF	5+00 LT	100+73 LT
67 LF	100+88 LT	101+42 LT
203 LF	101+75	102+90
830 LF	103+28 RT	11+00 LT
40 LF	6+04	6+24
44 LF	9+78	9+93
37 LF	5+00 RT	5+20 RT
605 LF	5+58 RT	300+30 LT
240 LF	9+08 RT	9+98 RT
33 LF	301+46 RT	301+61 RT
112 LF	301+78 RT	11+00 RT

SIDEPATH		
QUANTITY	FROM	TO
256 SF	5+00 LT	5+30 LT
3,684 SF	6+04 LT	11+00 LT
320 SF	9+78 RT	9+86 RT

RESIDENTIAL SIDEWALK MC-110.01		
QUANTITY	FROM	TO
505 SF	5+29 LT	100+74 LT
10 SF	101+29 LT	101+33 LT
1,536 SF	6+13 LT	103+26 RT
10 SF	8+53 LT	8+57 LT
10 SF	9+78 LT	9+82 LT
84 SF	6+05	6+23
82 SF	9+71	9+92
76 SF	5+00 RT	5+20 RT
2,748 SF	5+60 RT	300+14 LT
102 SF	301+50 RT	301+60 RT
65 SF	301+87 RT	301+92 RT

LEGEND

- LOD — LIMIT OF DISTURBANCE
- PROPOSED PAVEMENT MARKINGS
- TPF — TREE PROTECTION FENCE
- TCE — TEMPORARY CONSTRUCTION EASEMENT
- PE — PERPETUAL EASEMENT
- C — C — CUT LINE
- F — F — FILL LINE
- PROPOSED ASPHALT PATH/TRAIL–IMPERVIOUS
- PROPOSED FULL DEPTH ASPHALT PAVEMENT
- PROPOSED PAVEMENT MILL & OVERLAY
- PROPOSED PAVEMENT REMOVAL
- PROPOSED RIP–RAP SLOPE STABILIZATION
- PROPOSED CONCRETE SIDEWALK



NOTES:
1. USE PARABOLIC SPEED HUMP DIMENSIONS FOUND IN MONTGOMERY COUNTY EXECUTIVE REGULATION 1–18AM.

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

PS–02
ROADWAY PLAN

DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: MAY 2025

CIP No.: 502109 SHEET 22 of 201

SIDEPATH		
QUANTITY	FROM	TO
4,079 SF	11+00 LT	17+00 LT

COMBINATION CONCRETE CURB AND GUTTER – TYPE A MC–100.01		
QUANTITY	FROM	TO
575 LF	11+00 LT	17+00 LT
55 LF	11+26	11+51
43 LF	13+27	13+46
623 LF	11+00 RT	17+00 RT

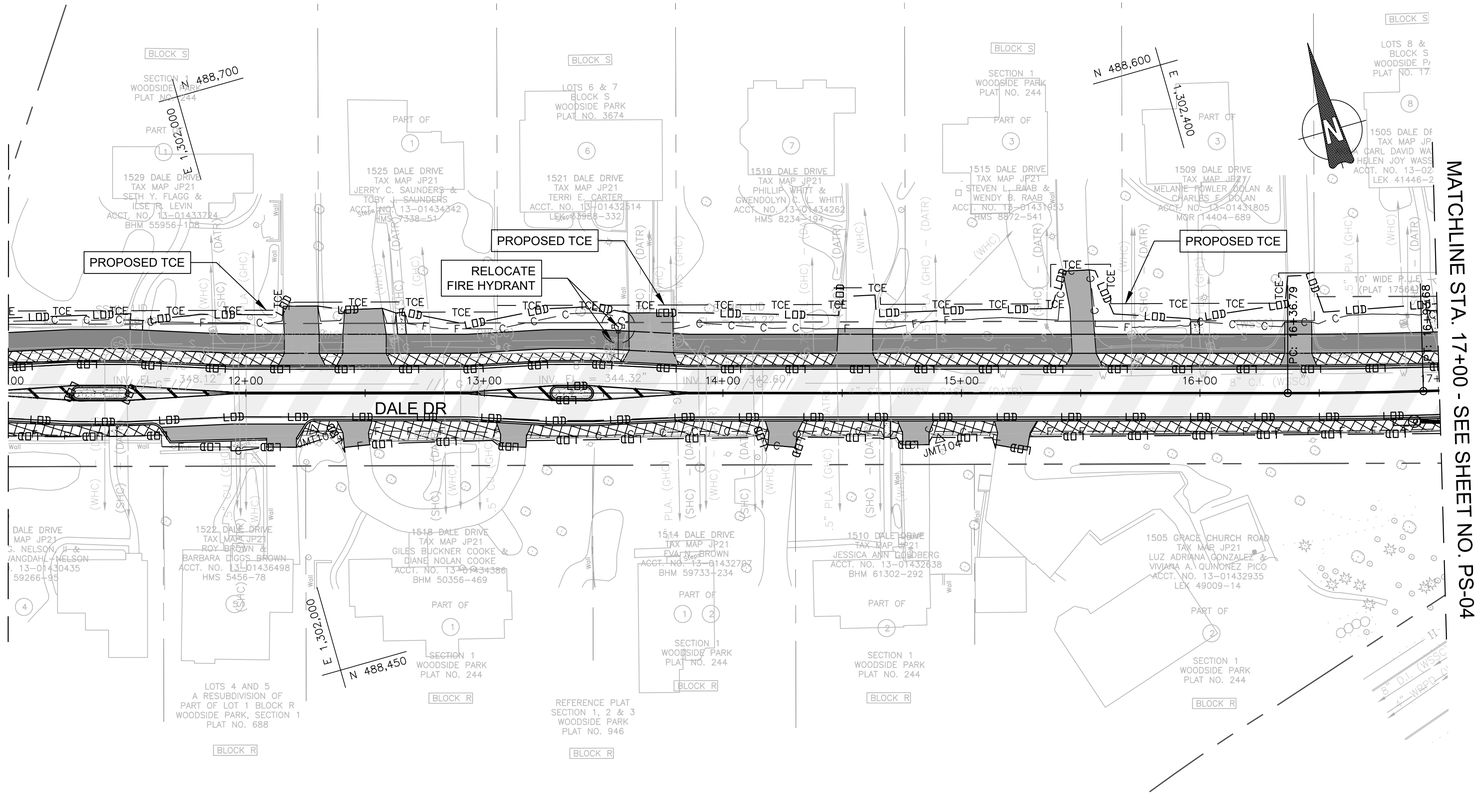
RESIDENTIAL SIDEWALK MC–110.01		
QUANTITY	FROM	TO
21 SF	11+51 LT	11+56 LT
33 SF	12+63 LT	12+66 LT
22 SF	15+96 LT	15+99 LT
37 SF	16+96 LT	17+02 LT
137 SF	11+26	11+51
102 SF	13+27	13+45
14 SF	11+42 RT	11+45 RT
16 SF	11+93 RT	11+97 RT
18 SF	14+67 RT	14+70 RT

MILL AND OVERLAY		
QUANTITY	FROM	TO
12,225 SF	11+00	17+00

RESIDENTIAL DRIVEWAY MC – 301.01		
QUANTITY	STATION	WIDTH
48 SY	12+21 LT	14.0'
49 SY	12+47 LT	15.0'
49 SY	13+78 LT	18.0'
33 SY	14+54 LT	15.0'
56 SY	15+48 LT	10.0'
63 SY	16+40 LT	12.0'
44 SY	12+20 RT	12.0'
14 SY	12+46 RT	11.0'
13 SY	13+12 RT	11.0'
15 SY	14+26 RT	12.0'
13 SY	14+80 RT	11.0'
18 SY	15+20 RT	14.0'

REMOVE EXISTING PAVEMENT		
QUANTITY	FROM	TO
2,378 SF	11+00 LT	17+00 LT
2,782 SF	11+00 RT	17+00 RT

MATCHLINE STA. 11+00 - SEE SHEET NO. PS-02



MATCHLINE STA. 17+00 - SEE SHEET NO. PS-04

LEGEND

- LOD — LIMIT OF DISTURBANCE
- PROPOSED PAVEMENT MARKINGS
- TPF — TREE PROTECTION FENCE
- TCE — TEMPORARY CONSTRUCTION EASEMENT
- PE — PERPETUAL EASEMENT
- C — C — CUT LINE
- F — F — FILL LINE
- PROPOSED ASPHALT PATH/TRAIL–IMPERVIOUS
- PROPOSED FULL DEPTH ASPHALT PAVEMENT
- PROPOSED PAVEMENT MILL & OVERLAY
- PROPOSED PAVEMENT REMOVAL
- PROPOSED RIP–RAP SLOPE STABILIZATION
- PROPOSED CONCRETE SIDEWALK

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

PS–03
ROADWAY PLAN

DALE DRIVE SHARED USE PATH

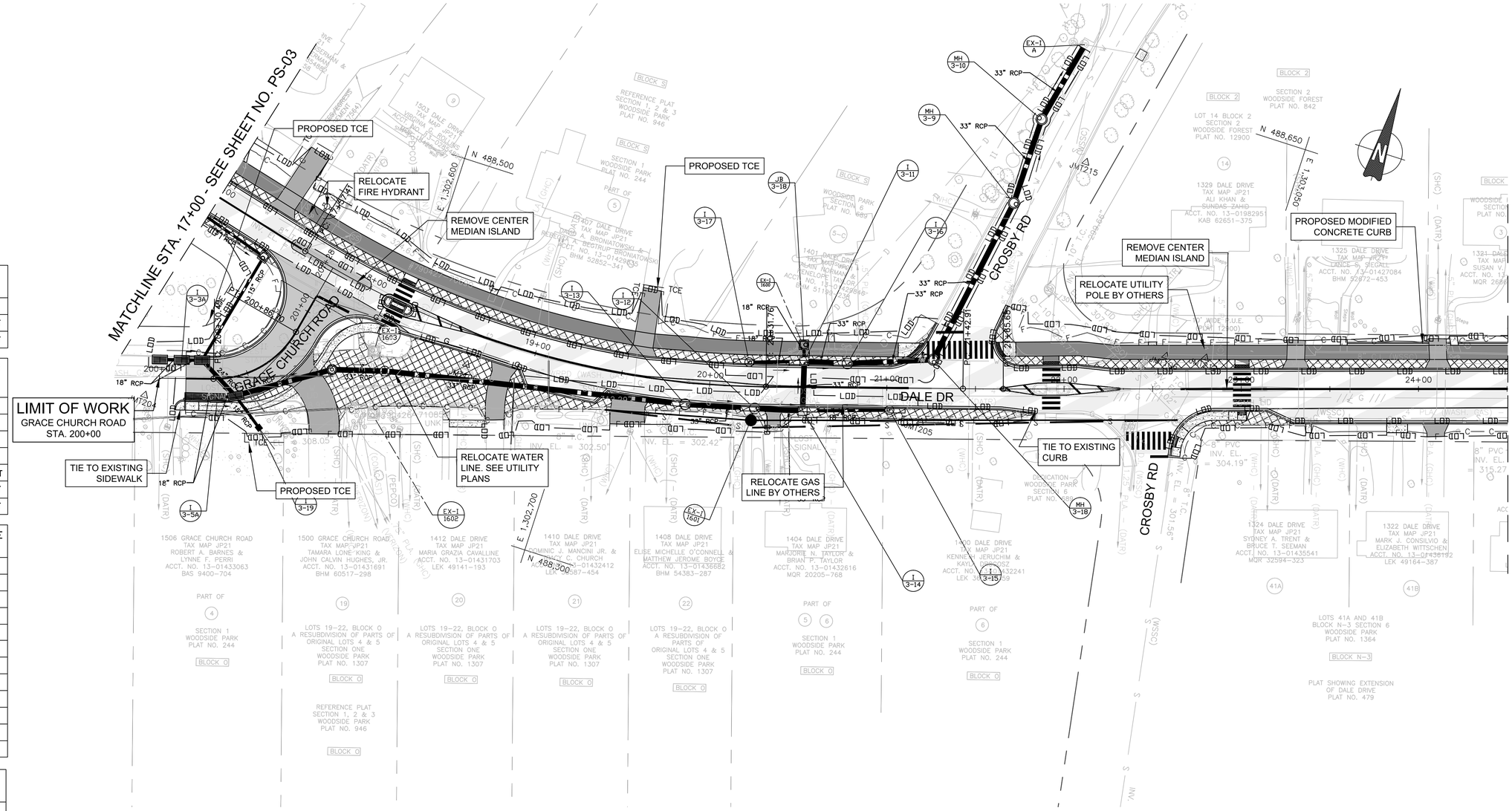
0 30' 60'

SCALE: 1"=30'

DATE: MAY 2025

CIP No. : 502109

SHEET 23 of 201



SIDEPATH		
QUANTITY	FROM	TO
2,996 SF	17+00 LT	21+04 LT
2,115 SF	21+71 LT	24+50 LT

COMBINATION CONCRETE CURB AND GUTTER – TYPE A MC-100.01		
QUANTITY	FROM	TO
436 LF	17+00 LT	21+26 LT
320 LF	21+58 LT	24+50 LT
37 LF	18+08	18+27
143 LF	17+00 RT	200+15 LT
523 LF	200+15 RT	21+82 RT
207 LF	22+58 RT	24+50 RT

DETECTABLE WARNING SURFACE MD-655.40		
QUANTITY	STATION	WIDTH
16 SF	18+17 LT	8.0'
16 SF	18+18 LT	8.0'
22 SF	21+16 LT	11.0'
18 SF	21+63 LT	9.0'
18 SF	21+92 LT	8.0'
16 SF	23+00 LT	8.0'
13 SF	200+16 RT	7.0'
16 SF	18+17 RT	8.0'
17 SF	18+18 RT	8.0'
13 SF	22+63 RT	6.0'
10 SF	23+00 RT	5.0'

RESIDENTIAL DRIVEWAY MC – 301.01		
QUANTITY	STATION	WIDTH
54 SY	17+32 LT	12.0'
47 SY	19+58 LT	11.0'
19 SY	23+29 LT	10.0'
19 SY	24+09 LT	10.0'
73 SY	200+72 RT	17.0'
40 SY	18+85 RT	11.0'
36 SY	19+56 RT	19.0'
9 SY	20+35 RT	8.0'
9 SY	24+08 RT	10.0'

REMOVE EXISTING PAVEMENT		
QUANTITY	FROM	TO
1,842 SF	17+00 LT	21+25 LT
1,260 SF	21+59 LT	24+50 LT
222 SF	17+00 RT	17+49 RT
4,730 SF	17+68 RT	21+82 RT
215 SF	22+58 RT	23+27 RT

RESIDENTIAL SIDEWALK MC-110.01		
QUANTITY	FROM	TO
11 SF	18+64 LT	18+68 LT
16 SF	20+66 LT	20+69 LT
73 SF	21+06 LT	21+20 LT
63 SF	21+61 LT	21+72 LT
9 SF	22+48 LT	22+51 LT
12 SF	23+54 LT	23+60 LT
22 SF	24+18 LT	24+23 LT
62 SF	18+09	18+26
589 SF	200+14 RT	18+22 RT
79 SF	18+66 RT	18+85 RT
248 SF	22+60 RT	23+05 RT
16 SF	23+36 RT	23+39 RT
60 SF	23+82 RT	23+93 RT

MODIFIED CONCRETE CURB		
QUANTITY	FROM	TO
30 LF	23+59 LT	24+05 LT
46 LF	24+15 LT	24+50 LT

FULL DEPTH PAVEMENT		
QUANTITY	FROM	TO
3,272 SF	200+15	201+28
55 SF	22+90	23+15

MILL AND OVERLAY		
QUANTITY	FROM	TO
18,144 SF	17+00	24+50

LEGEND

- LOD — LIMIT OF DISTURBANCE
- PROPOSED PAVEMENT MARKINGS
- TPF — TREE PROTECTION FENCE
- TCE — TEMPORARY CONSTRUCTION EASEMENT
- PE — PERPETUAL EASEMENT
- C — C — CUT LINE
- F — F — FILL LINE
- PROPOSED ASPHALT PATH/TRAIL–IMPERVIOUS
- PROPOSED FULL DEPTH ASPHALT PAVEMENT
- PROPOSED PAVEMENT MILL & OVERLAY
- PROPOSED PAVEMENT REMOVAL
- PROPOSED RIP–RAP SLOPE STABILIZATION
- PROPOSED CONCRETE SIDEWALK

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

PS-04
ROADWAY PLAN
DALE DRIVE SHARED USE PATH

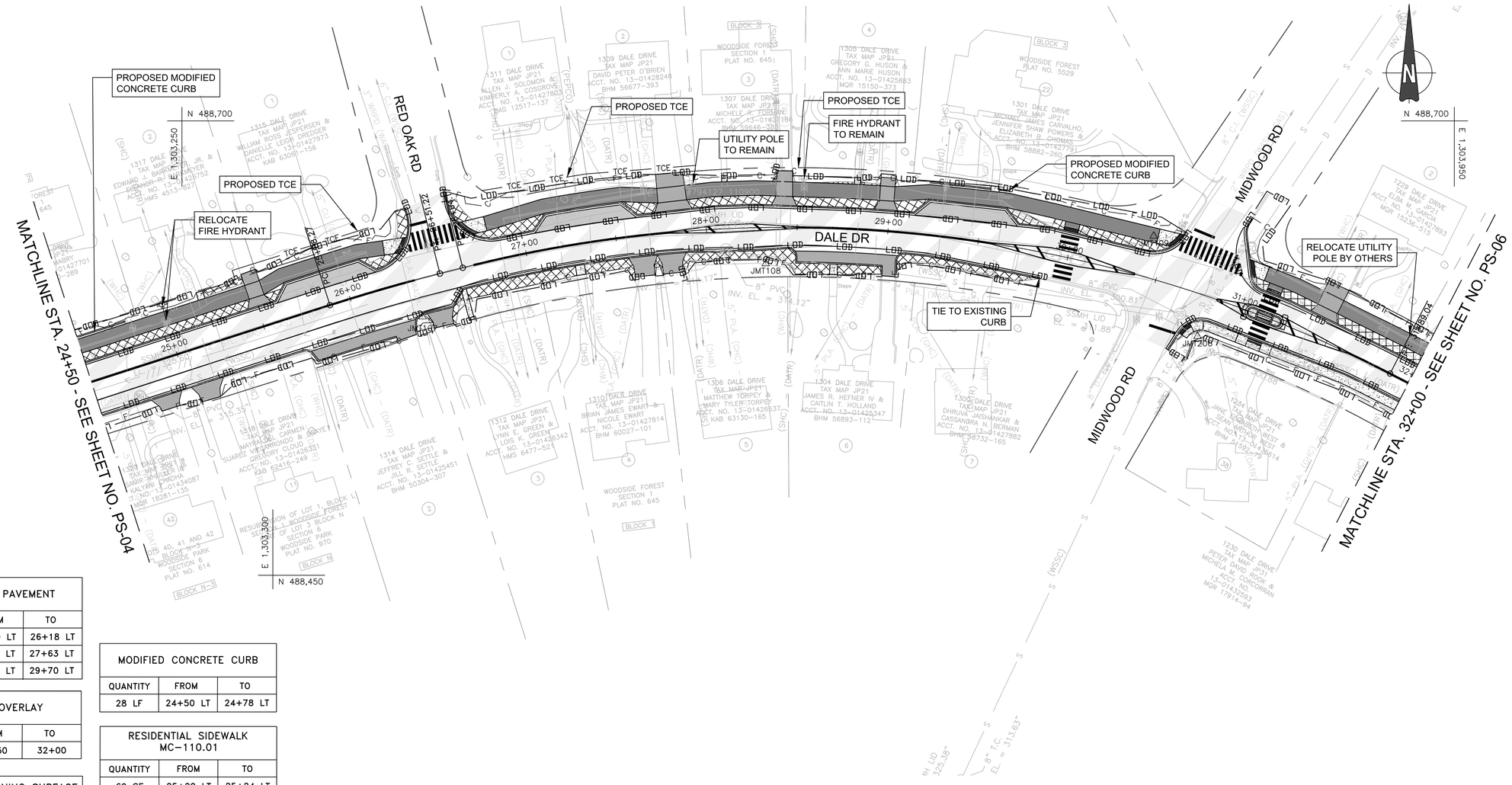
0 30' 60'

SCALE: 1"=30'

DATE: MAY 2025

CIP No. : 502109

SHEET 24 of 201



SIDEPATH		
QUANTITY	FROM	TO
1,341 SF	24+50 LT	26+23 LT
2,762 SF	26+80 LT	30+43 LT
715 SF	31+05 LT	32+00 LT

COMBINATION CONCRETE CURB AND GUTTER – TYPE A MC-100.01		
QUANTITY	FROM	TO
218 LF	24+50 LT	26+40 LT
445 LF	26+63 LT	30+57 LT
145 LF	30+87 LT	32+00 LT
43 LF	31+02	31+24
545 LF	24+50 RT	29+85 RT
144 LF	30+66 RT	32+00 RT

REMOVE EXISTING PAVEMENT		
QUANTITY	FROM	TO
748 SF	24+50 LT	26+39 LT
1,727 SF	26+63 LT	30+56 LT
455 SF	30+92 LT	32+00 LT
1,448 SF	26+55 RT	29+85 RT
18 SF	30+70 RT	30+90 RT

RESIDENTIAL DRIVEWAY MC – 301.01		
QUANTITY	STATION	WIDTH
20 SY	25+50 LT	8.0'
37 SY	27+80 LT	16.0'
20 SY	28+41 LT	9.0'
17 SY	28+96 LT	8.0'
27 SY	31+42 LT	12.0'
11 SY	24+86 RT	10.0'
14 SY	25+09 RT	11.0'
41 SY	26+10 RT	11.0'
12 SY	26+45 RT	11.0'
15 SY	27+62 RT	10.0'
14 SY	27+78 RT	10.0'
41 SY	28+83 RT	7.0'

FULL DEPTH PAVEMENT		
QUANTITY	FROM	TO
400 SF	25+60 LT	26+18 LT
413 SF	27+06 LT	27+63 LT
397 SF	29+13 LT	29+70 LT

MILL AND OVERLAY		
QUANTITY	FROM	TO
20,932 SF	24+50	32+00

DETECTABLE WARNING SURFACE MD-655.40		
QUANTITY	STATION	WIDTH
20 SF	26+45 LT	10.0'
22 SF	26+71 LT	10.0'
16 SF	29+97 LT	8.0'
20 SF	30+55 LT	10.0'
22 SF	30+94 LT	10.0'
16 SF	31+12 LT	8.0'
16 SF	31+13 LT	8.0'
15 SF	30+75 RT	5.0'
16 SF	31+13 RT	8.0'
16 SF	31+14 RT	8.0'

MODIFIED CONCRETE CURB		
QUANTITY	FROM	TO
28 LF	24+50 LT	24+78 LT

RESIDENTIAL SIDEWALK MC-110.01		
QUANTITY	FROM	TO
69 SF	25+20 LT	25+24 LT
72 SF	26+25 LT	26+38 LT
94 SF	26+67 LT	26+82 LT
10 SF	28+08 LT	28+11 LT
12 SF	28+80 LT	28+83 LT
13 SF	29+52 LT	29+56 LT
69 SF	30+44 LT	30+57 LT
77 SF	30+89 LT	31+04 LT
80 SF	31+03	31+23
48 SF	26+60 RT	26+63 RT
27 SF	27+25 RT	27+30 RT
24 SF	28+68 RT	28+73 RT
612 SF	30+71 RT	32+00 RT

LEGEND

- LOD — LIMIT OF DISTURBANCE
- PROPOSED PAVEMENT MARKINGS
- TPF — TREE PROTECTION FENCE
- TCE — TEMPORARY CONSTRUCTION EASEMENT
- PE — PERPETUAL EASEMENT
- C — C — CUT LINE
- F — F — FILL LINE
- PROPOSED ASPHALT PATH/TRAIL–IMPERVIOUS
- PROPOSED FULL DEPTH ASPHALT PAVEMENT
- PROPOSED PAVEMENT MILL & OVERLAY
- PROPOSED PAVEMENT REMOVAL
- PROPOSED RIP–RAP SLOPE STABILIZATION
- PROPOSED CONCRETE SIDEWALK

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

PS-05
ROADWAY PLAN
DALE DRIVE
SHARED USE PATH

0 30' 60'

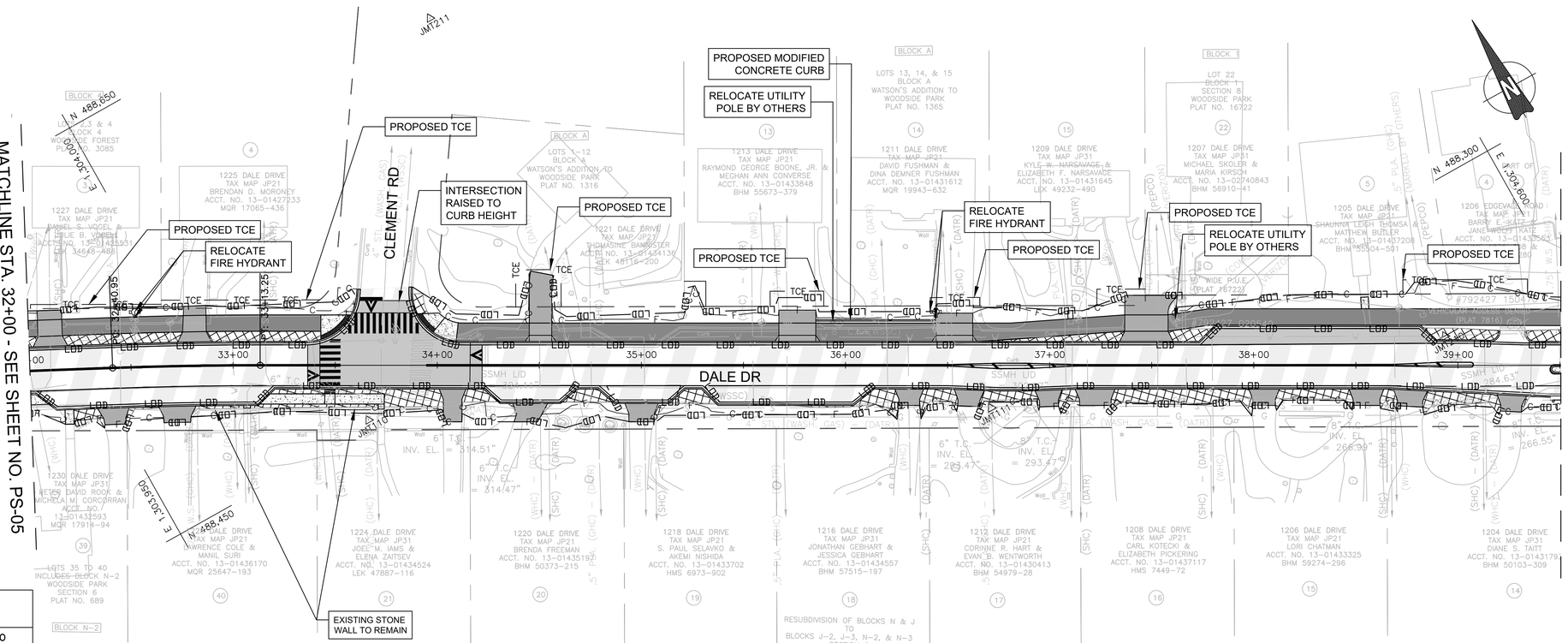
SCALE: 1"=30'

DATE: MAY 2025

CIP No.: 502109

SHEET 25 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pHD_Dale.dwg LAYOUT NAME: PS-05 PLOTTED: Friday, May 30, 2025 – 3:49pm USER: AHavener



SIDEPATH		
QUANTITY	FROM	TO
959 SF	32+00 LT	33+41 LT
3,944 SF	34+10 LT	39+50 LT

COMBINATION CONCRETE CURB AND GUTTER – TYPE A MC–100.01		
QUANTITY	FROM	TO
177 LF	32+00 LT	33+60 LT
586 LF	33+85 LT	39+50 LT
12 LF	39+45	39+50
775 LF	32+00 RT	39+50 RT

REMOVE EXISTING PAVEMENT		
QUANTITY	FROM	TO
665 SF	32+00 LT	34+60 LT
512 SF	36+68 LT	39+50 LT
2,643 SF	32+00 RT	39+45 RT

RESIDENTIAL DRIVEWAY MC – 301.01		
QUANTITY	STATION	WIDTH
25 SY	32+09 LT	12.0'
24 SY	32+80 LT	11.0'
36 SY	34+48 LT	10.0'
46 SY	35+74 LT	18.0'
39 SY	36+50 LT	18.0'
56 SY	37+45 LT	21.0'
11 SY	32+39 RT	10.0'
12 SY	32+70 RT	13.0'
17 SY	34+06 RT	9.0'
13 SY	34+42 RT	11.0'
12 SY	34+98 RT	12.0'
10 SY	36+29 RT	10.0'
11 SY	36+58 RT	11.0'
9 SY	36+98 RT	9.0'
15 SY	37+20 RT	15.0'
11 SY	38+03 RT	11.0'
13 SY	38+53 RT	13.0'
12 SY	38+75 RT	12.0'
10 SY	39+24 RT	10.0'

RESIDENTIAL SIDEWALK MC–110.01		
QUANTITY	FROM	TO
80 SF	33+43 LT	33+57 LT
136 SF	33+90 LT	34+12 LT
10 SF	37+08 LT	37+12 LT
21 SF	38+52 LT	38+56 LT
28 SF	32+00 RT	32+09 RT
30 SF	32+17 RT	32+21 RT
13 SF	33+05 RT	33+09 RT
159 SF	33+42 RT	33+72 RT
11 SF	39+45 RT	39+50 RT

FULL DEPTH PAVEMENT		
QUANTITY	FROM	TO
815 SF	37+72 LT	38+87 LT

MILL AND OVERLAY		
QUANTITY	FROM	TO
18,142 SF	32+00	39+50

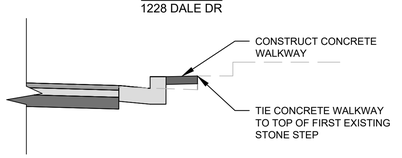
DETECTABLE WARNING SURFACE MD–655.40		
QUANTITY	STATION	WIDTH
35 SF	33+32 LT	10.0'
22 SF	33+56 LT	11.0'
12 SF	33+34 RT	5.0'

TRAFFIC BARRIER W–BEAM MD–605.21		
QUANTITY	FROM	TO
5 LF	39+45	39+50

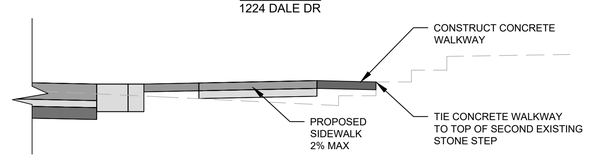
LEGEND

- LOD — LIMIT OF DISTURBANCE
- PROPOSED PAVEMENT MARKINGS
- TPF — TREE PROTECTION FENCE
- TCE — TEMPORARY CONSTRUCTION EASEMENT
- PE — PERPETUAL EASEMENT
- C — C — CUT LINE
- F — F — FILL LINE
- PROPOSED ASPHALT PATH/TRAIL–IMPERVIOUS
- PROPOSED FULL DEPTH ASPHALT PAVEMENT
- PROPOSED PAVEMENT MILL & OVERLAY
- PROPOSED PAVEMENT REMOVAL
- PROPOSED RIP–RAP SLOPE STABILIZATION
- PROPOSED CONCRETE SIDEWALK

STAIR DETAIL
1228 DALE DR



STAIR DETAIL
1224 DALE DR



DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

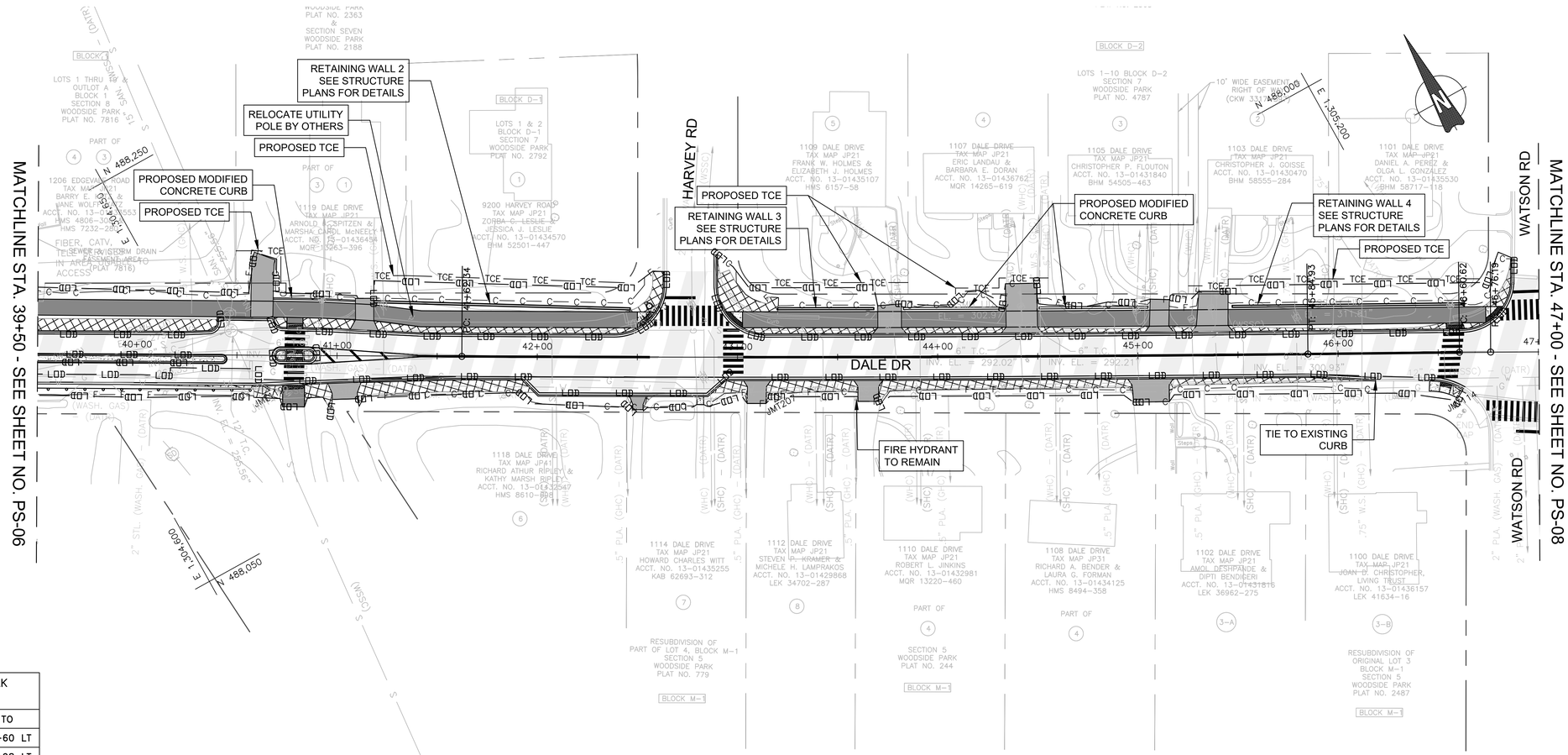
Designed by: ADH Drawn by: TRS Checked by: JJR

PS–06
ROADWAY PLAN
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: MAY 2025

CIP No.: 502109 SHEET 26 of 201



SIDEPATH		
QUANTITY	FROM	TO
2,465 SF	39+50 LT	42+43 LT
2,547 SF	43+06 LT	46+67 LT
98 SF	40+73 RT	40+83 RT

COMBINATION CONCRETE CURB AND GUTTER – TYPE A MC–100.01		
QUANTITY	FROM	TO
342 LF	39+50 LT	42+62 LT
452 LF	42+87 LT	46+86 LT
191 LF	39+50	40+45
585 LF	40+57 RT	46+63 RT

DETECTABLE WARNING SURFACE MD–655.40		
QUANTITY	STATION	WIDTH
16 SF	40+80 LT	8.0'
16 SF	40+81 LT	8.0'
20 SF	42+59 LT	10.0'
20 SF	42+99 LT	10.0'
16 SF	46+57 LT	8.0'
20 SF	46+80 LT	10.0'
22 SF	40+77 RT	11.0'
16 SF	40+79 RT	8.0'
20 SF	42+59 RT	10.0'
11 SF	46+55 RT	6.0'

RESIDENTIAL DRIVEWAY MC – 301.01		
QUANTITY	STATION	WIDTH
36 SY	40+59 LT	11.0'
17 SY	41+11 LT	9.0'
44 SY	43+73 LT	12.0'
44 SY	44+40 LT	16.0'
18 SY	45+09 LT	10.0'
35 SY	45+36 LT	15.0'
12 SY	41+02 RT	13.0'
4 SY	42+48 RT	5.0'
13 SY	43+08 RT	9.0'
13 SY	43+63 RT	10.0'
24 SY	45+05 RT	18.0'

RESIDENTIAL SIDEWALK MC–110.01		
QUANTITY	FROM	TO
20 SF	42+45 LT	42+60 LT
19 SF	42+92 LT	43+08 LT
20 SF	46+69 LT	46+83 LT
248 SF	39+50	40+45
80 SF	40+70	40+90
13 SF	42+80 RT	42+83 RT
69 SF	46+45 RT	46+83 RT

MILL AND OVERLAY		
QUANTITY	FROM	TO
18,797 SF	39+50	47+00

REMOVE EXISTING PAVEMENT		
QUANTITY	FROM	TO
1,262 SF	39+50 LT	42+60 LT
1,054 SF	42+89 LT	46+85 LT
764 SF	39+96 RT	42+00 RT
1,207 SF	42+45 RT	46+17 RT

TRAFFIC BARRIER W–BEAM MD–605.21		
QUANTITY	FROM	TO
93 LF	39+50	40+58

MODIFIED CONCRETE CURB		
QUANTITY	FROM	TO
41 LF	40+68 LT	41+09 LT
50 LF	43+83 LT	44+33 LT
54 LF	44+50 LT	45+05 LT

LEGEND

- LOD — LIMIT OF DISTURBANCE
- PROPOSED PAVEMENT MARKINGS
- TPF — TREE PROTECTION FENCE
- TCE — TEMPORARY CONSTRUCTION EASEMENT
- PE — PERPETUAL EASEMENT
- C — C — CUT LINE
- F — F — FILL LINE
- PROPOSED ASPHALT PATH/TRAIL–IMPERVIOUS
- PROPOSED FULL DEPTH ASPHALT PAVEMENT
- PROPOSED PAVEMENT MILL & OVERLAY
- PROPOSED PAVEMENT REMOVAL
- PROPOSED RIP–RAP SLOPE STABILIZATION
- PROPOSED CONCRETE SIDEWALK

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

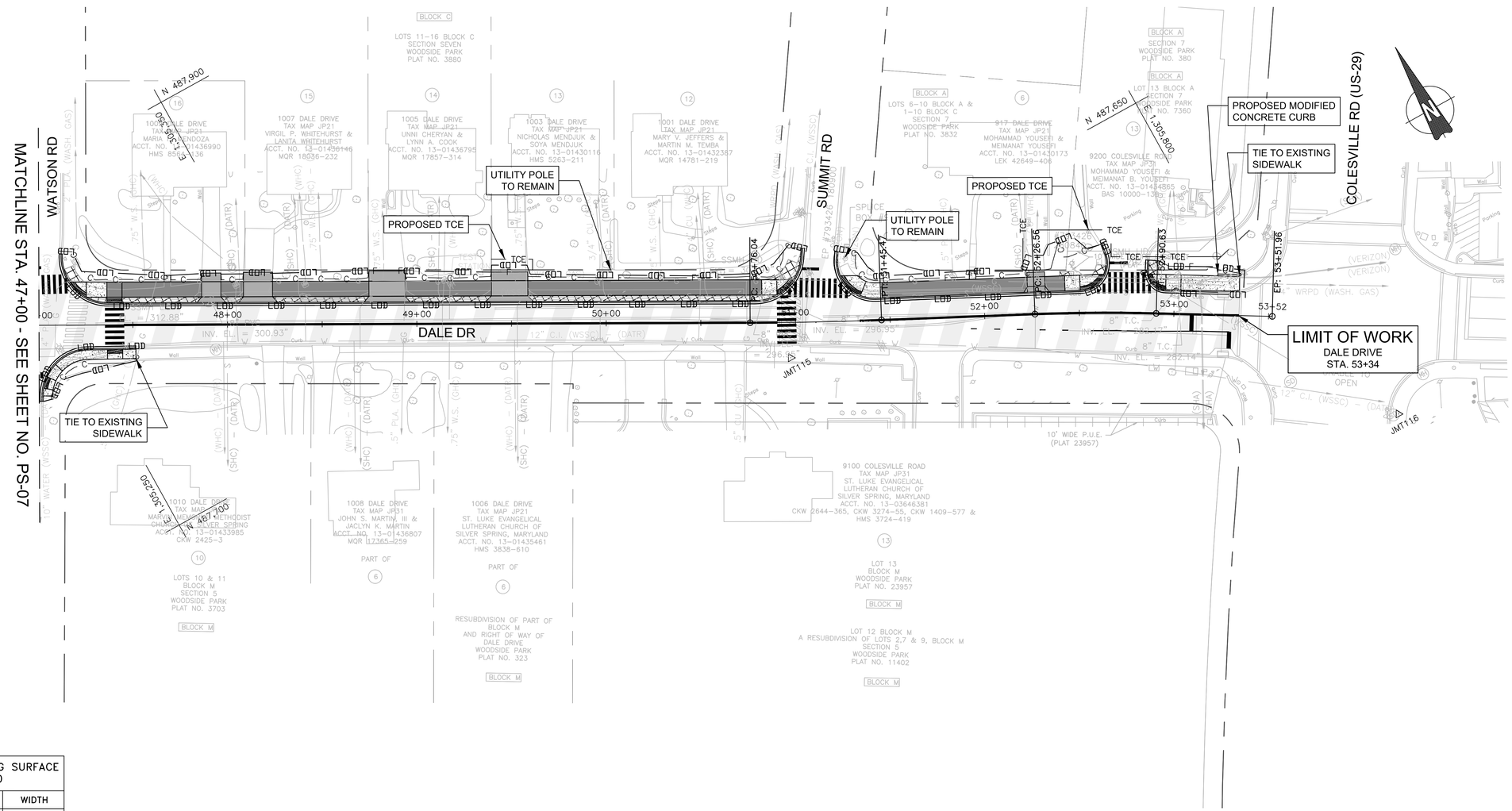
Designed by: ADH Drawn by: TRS Checked by: JJR

PS–07
ROADWAY PLAN
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: MAY 2025

CIP No. : 502109 SHEET 27 of 201



COMBINATION CONCRETE CURB AND GUTTER – TYPE A MC-100.01		
QUANTITY	FROM	TO
425 LF	47+10 LT	51+02 LT
180 LF	51+20 LT	52+62 LT
50 LF	52+84 LT	53+24 LT
67 LF	47+00 RT	47+50 RT

RESIDENTIAL SIDEWALK MC-110.01		
QUANTITY	FROM	TO
106 SF	47+16 LT	47+36 LT
12 SF	47+66 LT	47+68 LT
85 SF	50+81 LT	50+99 LT
136 SF	51+24 LT	51+46 LT
15 SF	51+92 LT	51+96 LT
109 SF	52+42 LT	52+63 LT
341 SF	52+86 LT	53+34 LT
267 SF	47+02 RT	47+51 RT

RESIDENTIAL DRIVEWAY MC – 301.01		
QUANTITY	STATION	WIDTH
18 SY	47+90 LT	10.0'
28 SY	48+15 LT	16.0'
37 SY	48+82 LT	19.0'
42 SY	49+47 LT	19.0'
19 SY	52+25 LT	8.0'

REMOVE EXISTING PAVEMENT		
QUANTITY	FROM	TO
927 SF	47+13 LT	51+03 LT
81 SF	52+56 LT	56+91 LT

DETECTABLE WARNING SURFACE MD-655.40		
QUANTITY	STATION	WIDTH
20 SF	47+20 LT	10.0'
16 SF	47+39 LT	8.0'
20 SF	50+99 LT	10.0'
28 SF	51+30 LT	13.0'
29 SF	52+56 LT	13.0'
23 SF	52+84 LT	11.0'
12 SF	47+01 RT	6.0'
16 SF	47+39 RT	8.0'

MILL AND OVERLAY		
QUANTITY	FROM	TO
16,120 SF	47+00	53+35

SIDEPATH		
QUANTITY	FROM	TO
2,260 SF	47+36 LT	50+80 LT
697 SF	51+41 LT	52+40 LT

MODIFIED CONCRETE CURB		
QUANTITY	FROM	TO
13 LF	53+22 LT	53+35 LT

LEGEND

- LOD — LIMIT OF DISTURBANCE
- PROPOSED PAVEMENT MARKINGS
- TPF — TREE PROTECTION FENCE
- TCE — TEMPORARY CONSTRUCTION EASEMENT
- PE — PERPETUAL EASEMENT
- C — C — CUT LINE
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- PROPOSED ASPHALT PATH/TRAIL–IMPERVIOUS
- PROPOSED FULL DEPTH ASPHALT PAVEMENT
- PROPOSED PAVEMENT MILL & OVERLAY
- PROPOSED PAVEMENT REMOVAL
- PROPOSED RIP–RAP SLOPE STABILIZATION
- PROPOSED CONCRETE SIDEWALK

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

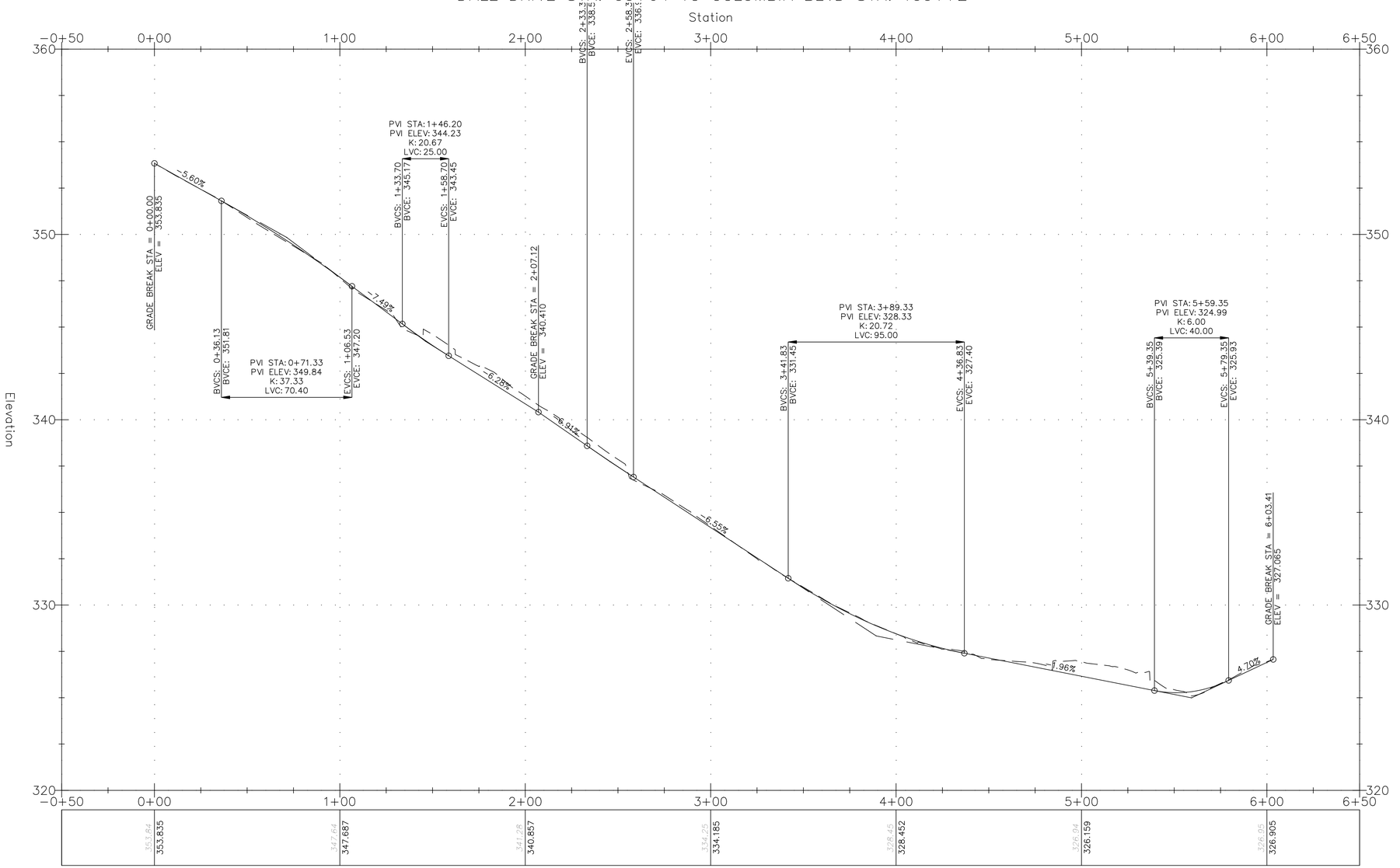
PS-08
ROADWAY PLAN
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: MAY 2025

CIP No.: 502109 SHEET 28 of 201

CURB PROFILE LT–1:
DALE DRIVE STA. 00+64 TO COLUMBIA BLVD STA. 100+72



HORIZ SCALE: 1"=30'
VERT SCALE: 1"=3'

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

PS–09
CURB PROFILE SHEET

DALE DRIVE
SHARED USE PATH

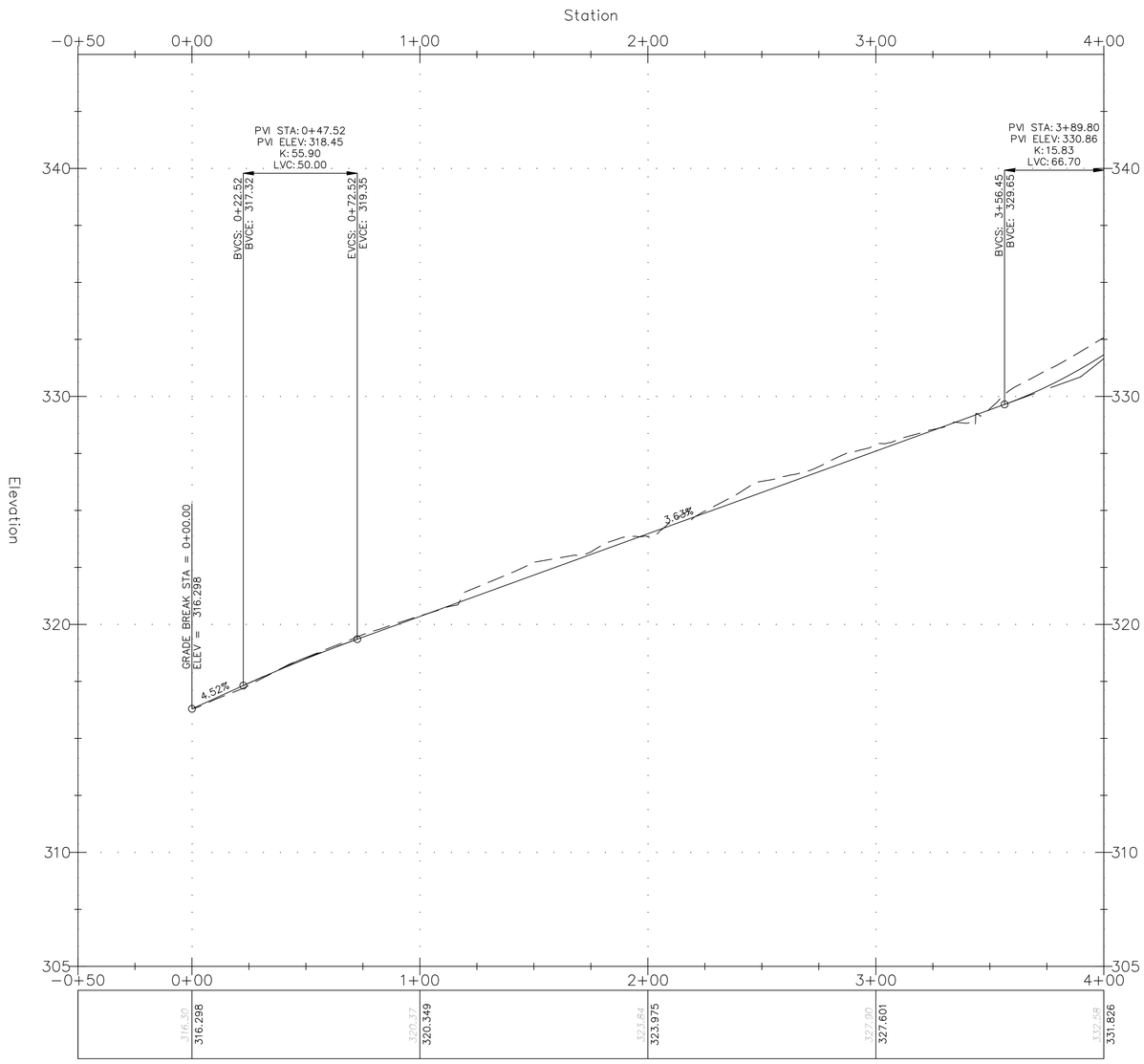
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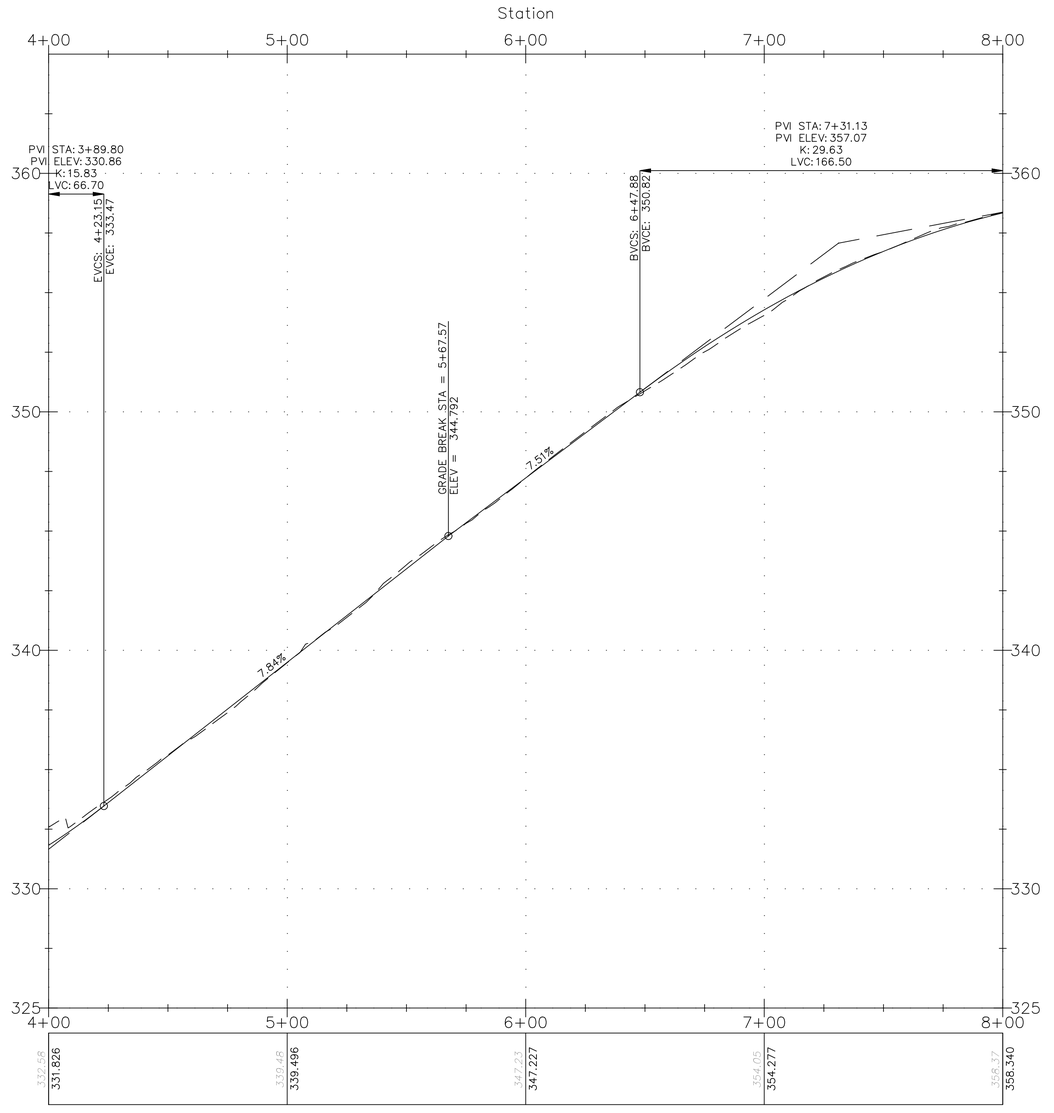
SCALE: 1"=30' DATE: MAY 2025

CIP No. : 502109 SHEET 29 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pHD_Profile.dwg LAYOUT NAME: PS-09 PLOTTED: Friday, May 30, 2025 - 4:01pm USER: AHavener

CURB PROFILE LT–2:
COLUMBIA BLVD STA. 103+28 TO DALE DRIVE STA. 10+92





HORIZ SCALE: 1"=30'
VERT SCALE: 1"=3'

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

PS–10
CURB PROFILE SHEET
DALE DRIVE
SHARED USE PATH

0 30' 60'

SCALE: 1"=30'

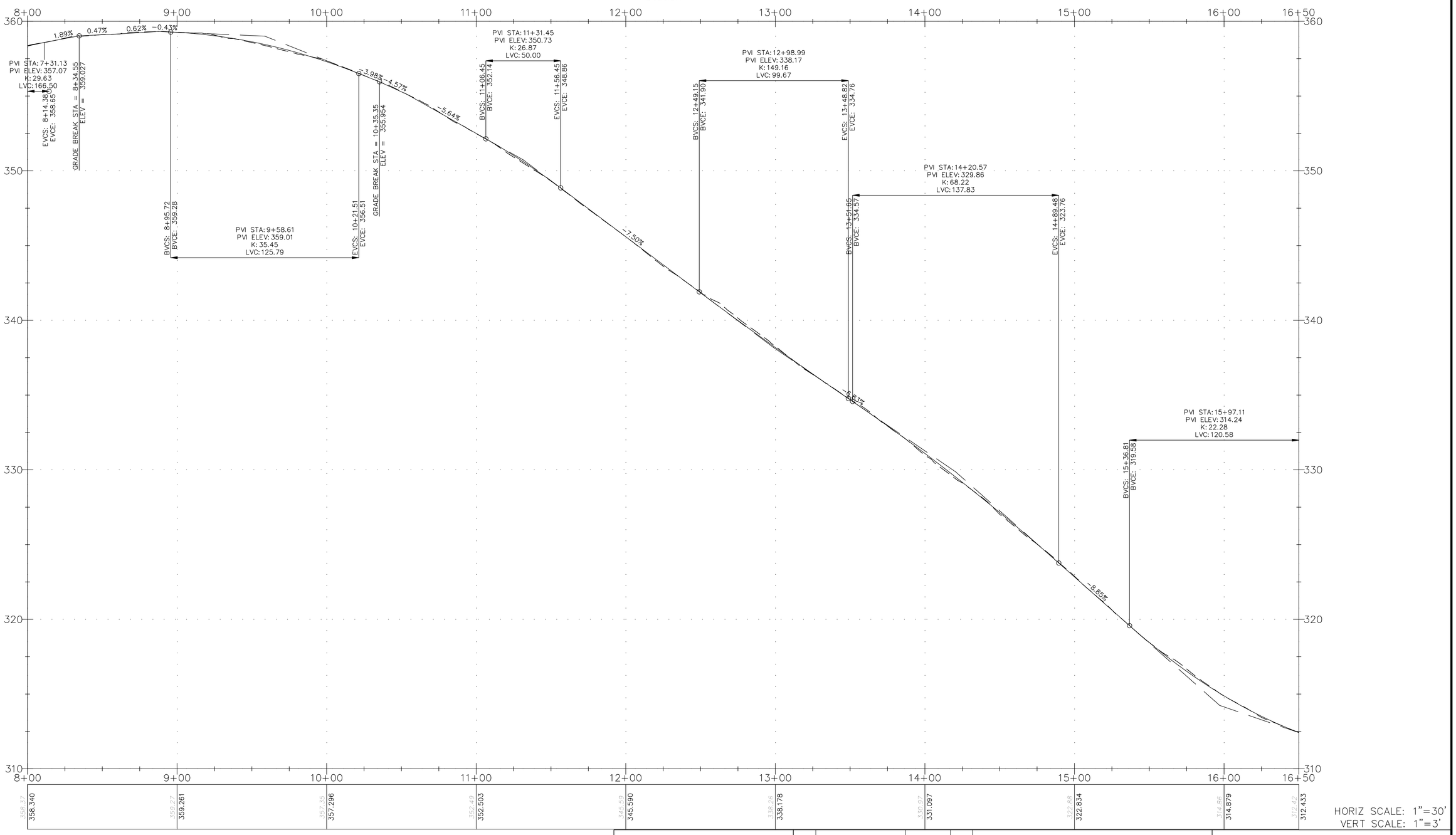
DATE: MAY 2025

CIP No.: 502109

SHEET 30 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pHD_Profile.dwg LAYOUT NAME: PS–10 PLOTTED: Friday, May 30, 2025 – 4:01pm USER: AHavener

CURB PROFILE LT-2:
DALE DRIVE STA. 10+92 TO STA. 19+46



DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

PS-11
CURB PROFILE SHEET

DALE DRIVE
SHARED USE PATH

0 30' 60'
SCALE: 1"=30'

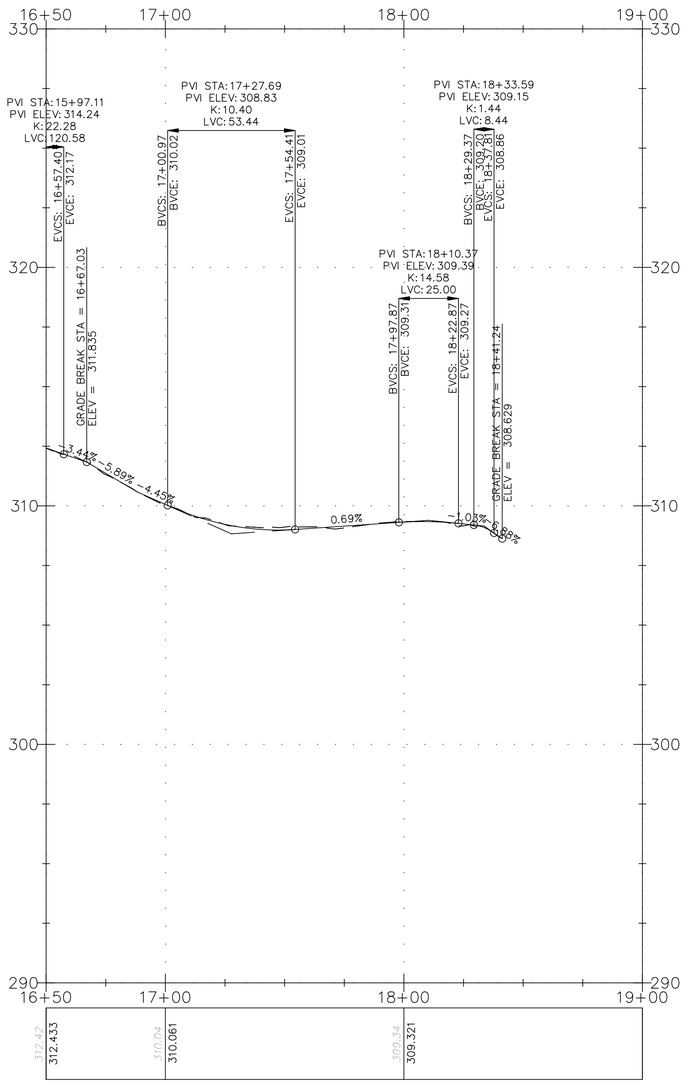
DATE: MAY 2025

CIP No.: 502109

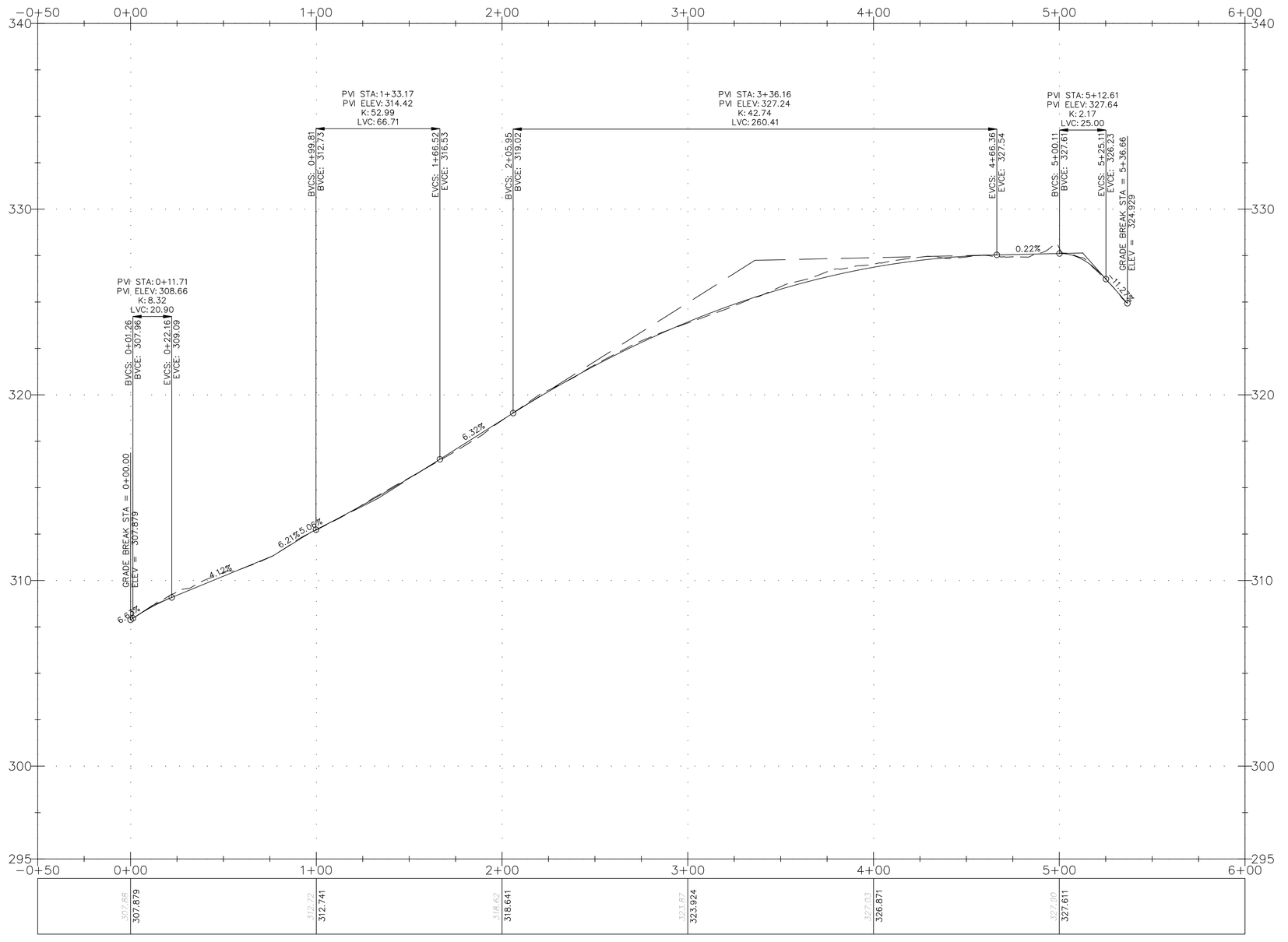
SHEET 31 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pHD_Profile.dwg LAYOUT NAME: PS-11 PLOTTED: Friday, May 30, 2025 - 4:01pm USER: AHavener

CURB PROFILE LT-2:
DALE DRIVE STA. 19+46 TO STA. 21+27



CURB PROFILE LT-3:
DALE DRIVE STA. 21+60 TO STA. 26+42



HORIZ SCALE: 1"=30'
VERT SCALE: 1"=3'

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

PS-12
CURB PROFILE SHEET
DALE DRIVE
SHARED USE PATH

0 30' 60'
SCALE: 1"=30'

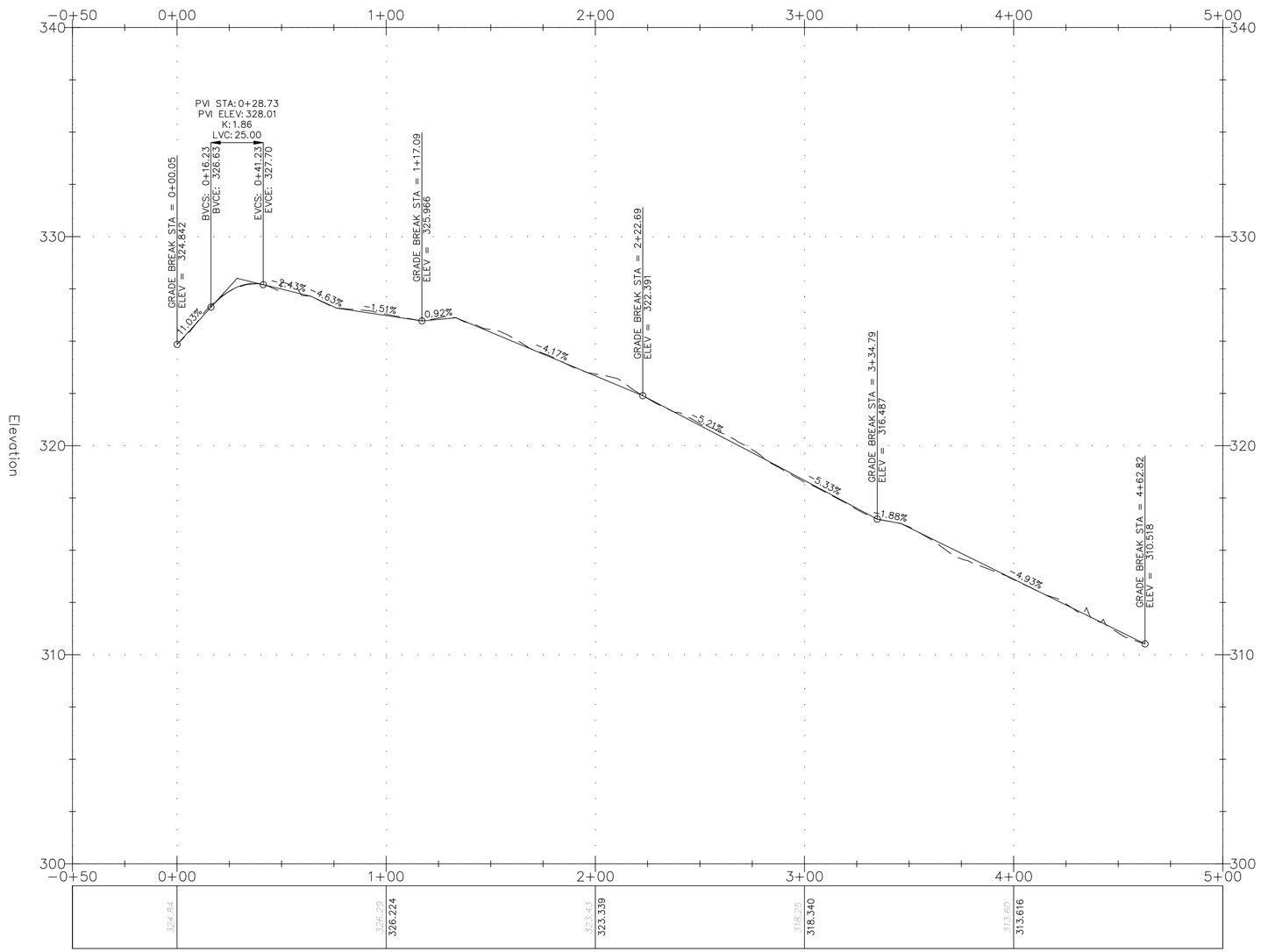
DATE: MAY 2025

CIP No. : 502109

SHEET 32 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pHD_Profile.dwg LAYOUT NAME: PS-12 PLOTTED: Friday, May 30, 2025 - 4:02pm USER: AHavener

CURB PROFILE LT-4:
DALE DRIVE STA. 26+64 TO STA. 30+63



HORIZ SCALE: 1"=30'
VERT SCALE: 1"=3'

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

PS-13
CURB PROFILE SHEET

DALE DRIVE
SHARED USE PATH

0 30' 60'
SCALE: 1"=30'

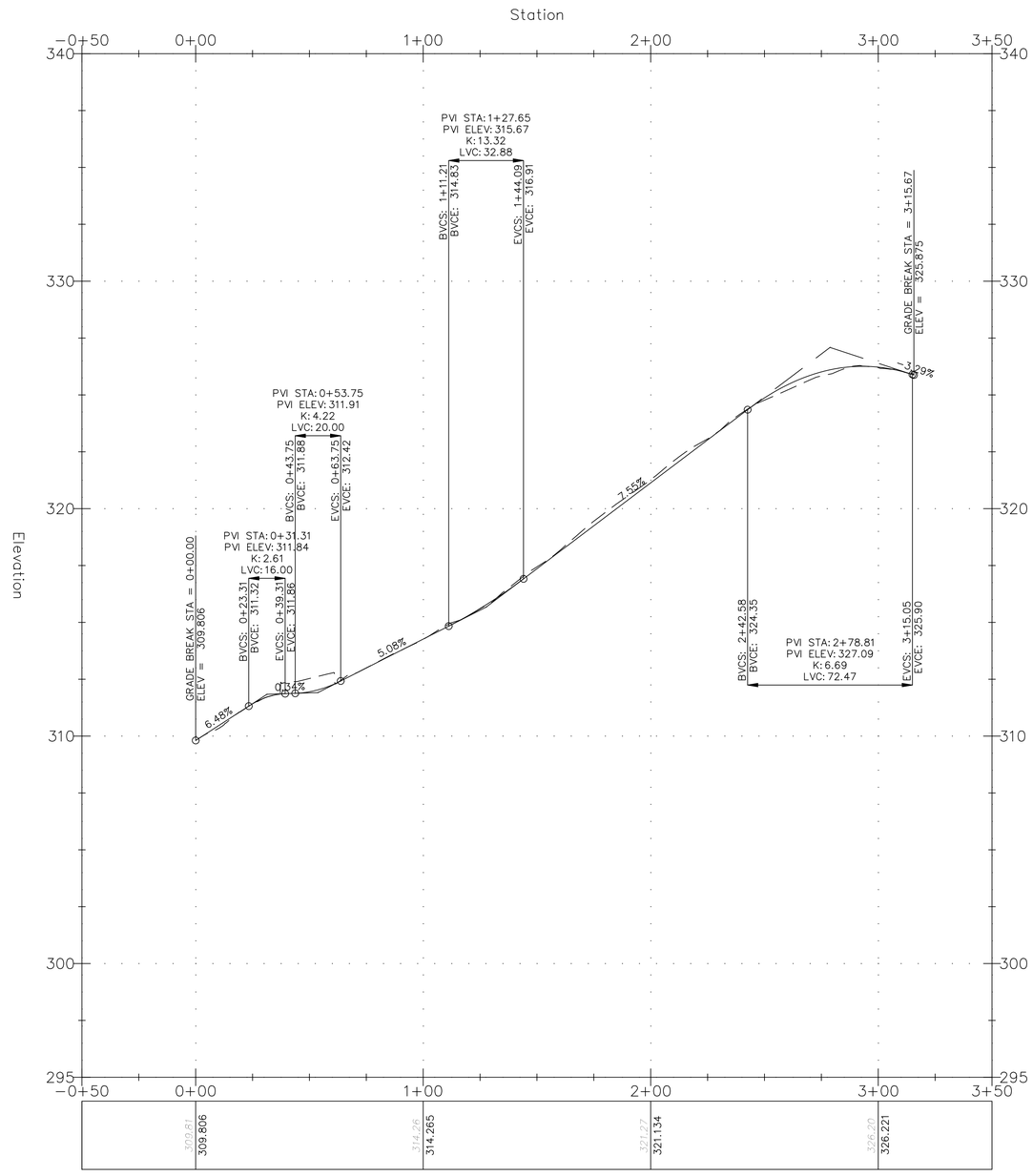
DATE: MAY 2025

CIP No. : 502109

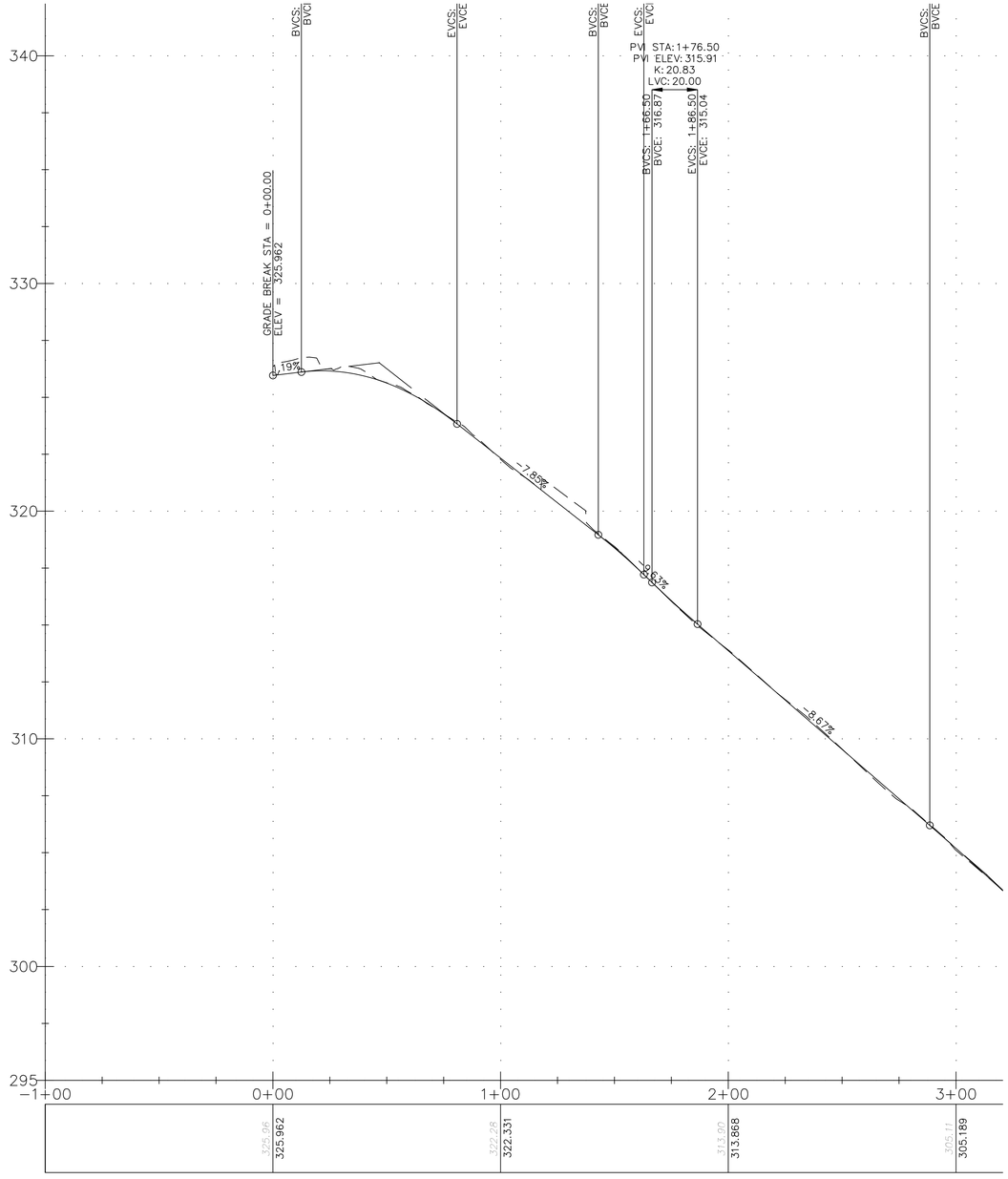
SHEET 33 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pHD_Profile.dwg LAYOUT NAME: PS-13 PLOTTED: Friday, May 30, 2025 - 4:02pm USER: AHavener

CURB PROFILE LT-5:
DALE DRIVE STA. 30+86 TO STA. 33+61



CURB PROFILE LT-6:
DALE DRIVE STA. 33+87 TO STA. 37+20



HORIZ SCALE: 1"=30'
VERT SCALE: 1"=3'

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

PS-14
CURB PROFILE SHEET

DALE DRIVE
SHARED USE PATH

0 30' 60'
SCALE: 1"=30'

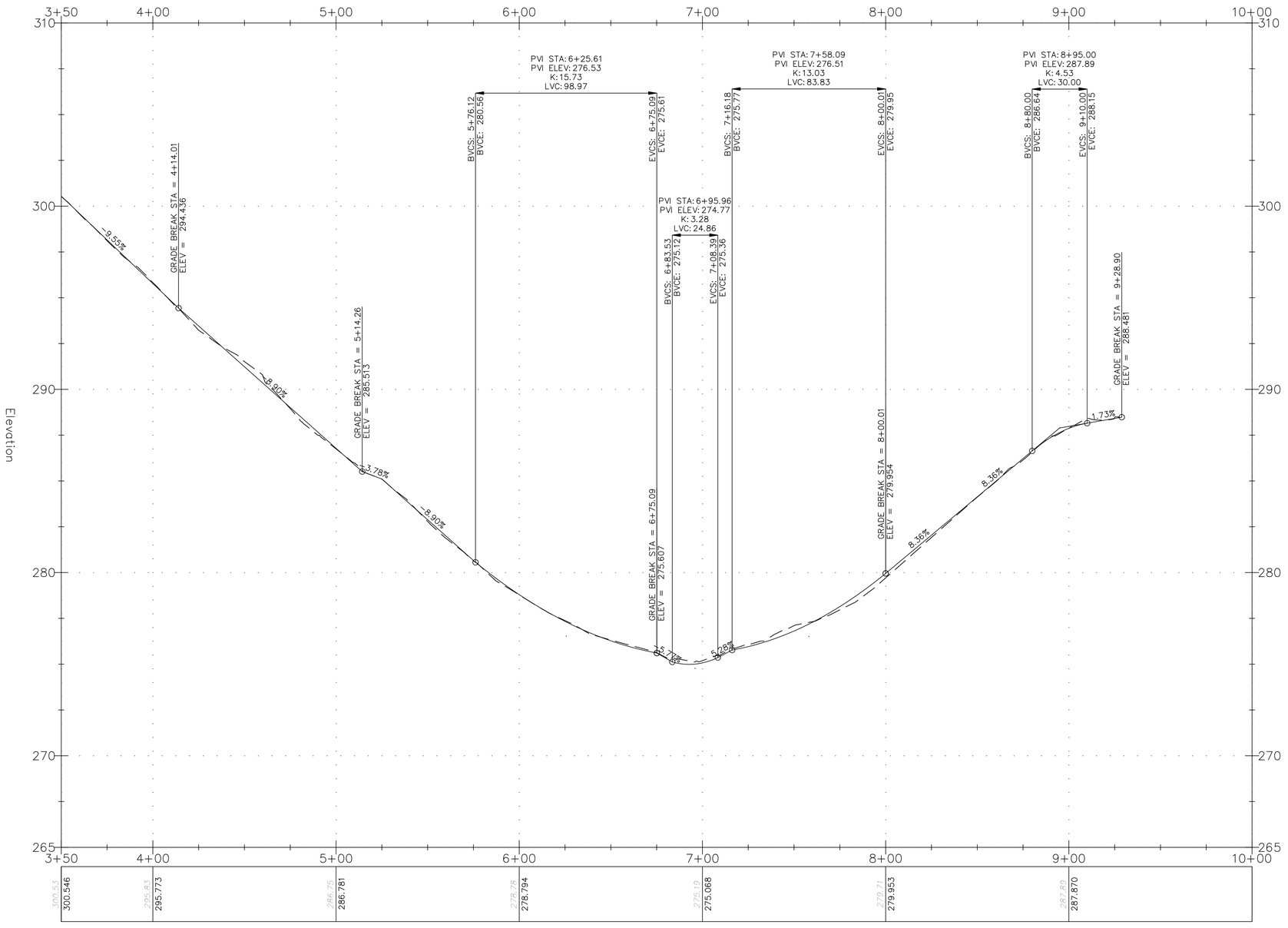
DATE: MAY 2025

CIP No.: 502109

SHEET 34 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pHD_Profile.dwg LAYOUT NAME: PS-14 PLOTTED: Friday, May 30, 2025 - 4:02pm USER: AHavener

CURB PROFILE LT-6:
DALE DRIVE STA. 37+20 TO STA. 42+63



HORIZ SCALE: 1"=30'
VERT SCALE: 1"=3'

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

PS-15
CURB PROFILE SHEET

DALE DRIVE
SHARED USE PATH

0 30' 60'
SCALE: 1"=30'

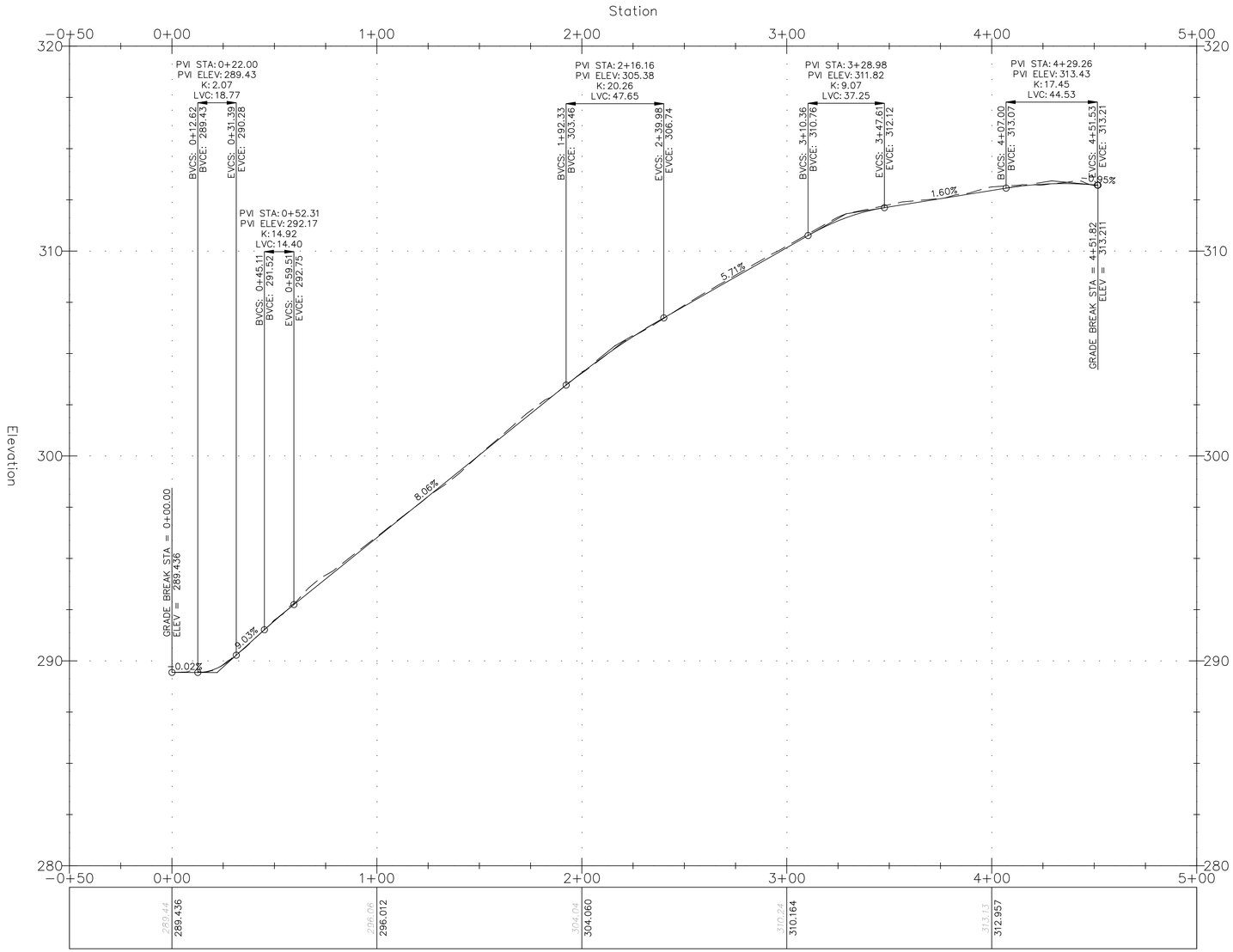
DATE: MAY 2025

CIP No. : 502109

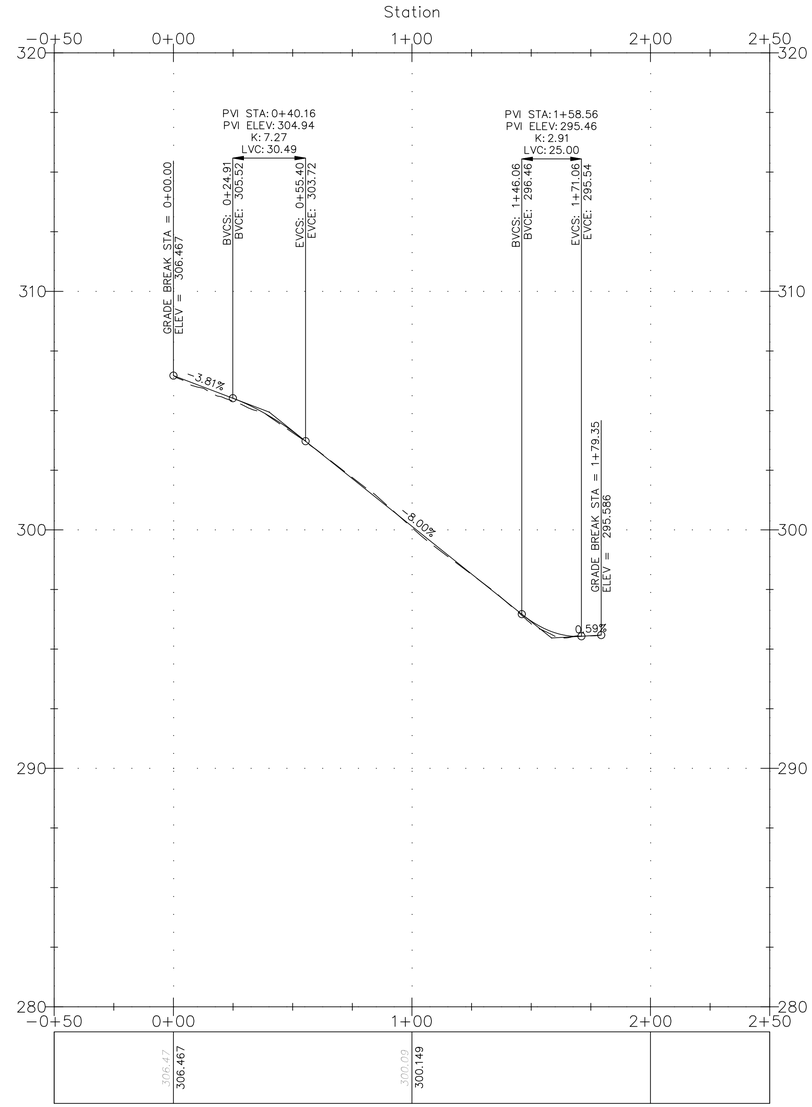
SHEET 35 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pHD_Profile.dwg LAYOUT NAME: PS-15 PLOTTED: Friday, May 30, 2025 - 4:02pm USER: AHavener

CURB PROFILE LT-7:
DALE DRIVE STA. 42+89 TO STA. 46+87



CURB PROFILE LT-9:
DALE DRIVE STA. 51+22 TO STA. 52+64



HORIZ SCALE: 1"=30'
VERT SCALE: 1"=3'

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

PS-16
CURB PROFILE SHEET

DALE DRIVE
SHARED USE PATH

0 30' 60'
SCALE: 1"=30'

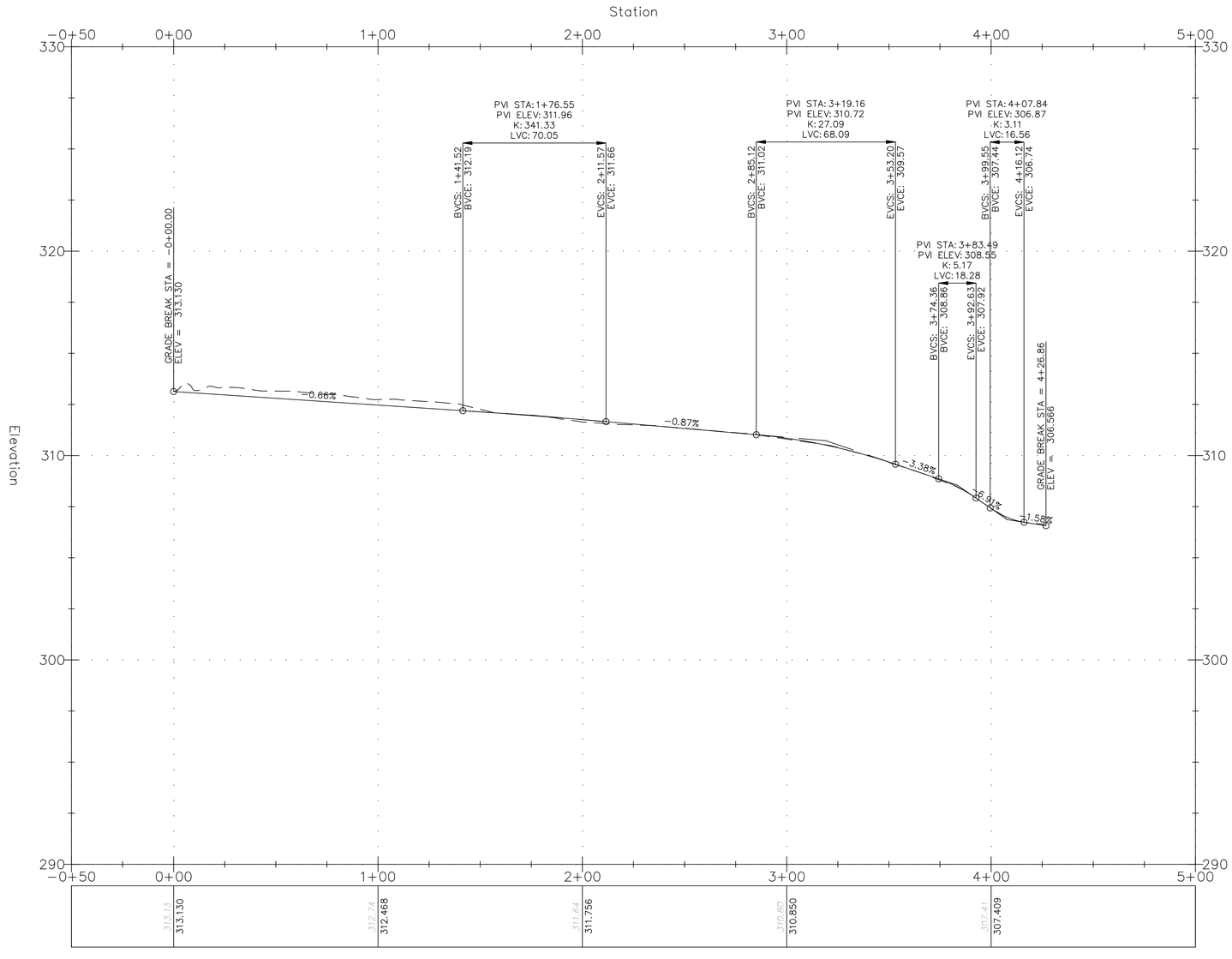
DATE: MAY 2025

CIP No. : 502109

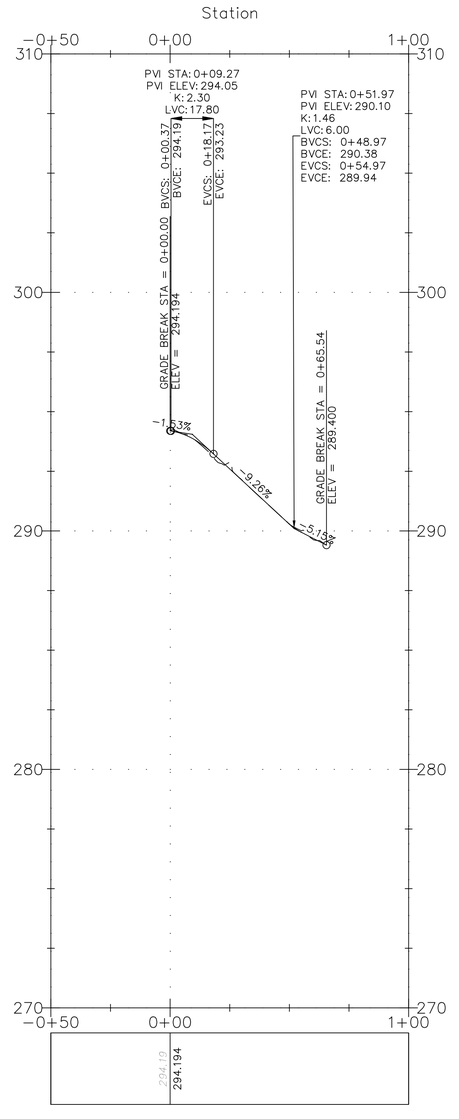
SHEET 36 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pHD_Profile.dwg LAYOUT NAME: PS-16 PLOTTED: Friday, May 30, 2025 - 4:02pm USER: AHavener

CURB PROFILE LT-8:
DALE DRIVE STA. 47+12 TO STA. 51+04



CURB PROFILE LT-10:
DALE DRIVE STA. 52+85 TO STA. 53+39



HORIZ SCALE: 1"=30'
VERT SCALE: 1"=3'

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

PS-17
CURB PROFILE SHEET

DALE DRIVE
SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: MAY 2025

CIP No. : 502109 SHEET 37 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pHD_Profile.dwg LAYOUT NAME: PS-17 PLOTTED: Friday, May 30, 2025 - 4:03pm USER: AHavener

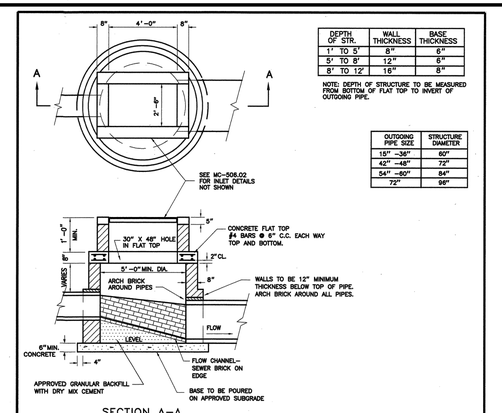
STRUCTURE SCHEDULE

STRUCTURE	NORTHING	EASTING	STATION	OFFSET	BASELINE	T.S./RIM ELEV.	STD. NO.	TYPE	CONNECTED PIPES	INVERT IN	INVERT OUT	NOTES
I-1-1	488886.0	1301390.7	505+08.9	15.6 LT	DALEDRIVE_CL	327.70	MD 374.62	5' COG	1		322.70'	
I-1-2	488886.4	1301403.7	505+21.1	15.5 LT	DALEDRIVE_CL	327.45	MD 374.63	10' COS	2	322.40'	322.40'	
I-3-1	488427.1	1302461.5	516+87.7	12.6 RT	DALEDRIVE_CL	330.90	MD 374.62	10' COG	1		326.15'	
I-3-3	488339.3	1302471.0	200+00.1	10.5 LT	GRACECHURCH	322.75	MD 374.71	TYPE S COMB.	1		318.60'	TYPE S COMBINATION, DOUBLE GRATE TANDEM
I-3-3A	488342.9	1302482.8	200+12.5	10.5 LT	GRACECHURCH	322.39	MD 374.71	TYPE S COMB.	2	318.40'	317.79'	TYPE S COMBINATION, DOUBLE GRATE TANDEM
I-3-4	488346.2	1302493.8	200+24.0	10.5 LT	GRACECHURCH	321.85	MD 374.71	TYPE S COMB.	3	317.61' 318.16'	317.48'	TYPE S COMBINATION, DOUBLE GRATE TANDEM
I-3-5	488325.2	1302497.2	200+21.0	10.6 RT	GRACECHURCH	322.06	MD 374.08	TRIPLE WR	1		316.34'	
I-3-5A	488328.6	1302508.7	200+32.6	10.8 RT	GRACECHURCH	321.69	MD 374.71	TYPE S COMB.	2	316.25'	316.19'	TYPE S COMBINATION, DOUBLE GRATE TANDEM
I-3-6	488332.7	1302518.2	200+41.1	10.9 RT	GRACECHURCH	321.37	MD 374.71	TYPE S COMB.	4	316.10' 316.50' 317.21'	315.94'	TYPE S COMBINATION, DOUBLE GRATE TANDEM
I-3-8	488371.9	1302593.8	518+24.4	38.6 RT	DALEDRIVE_CL	317.50	MC-506.01	J INLET	2	312.77'	307.86'	
I-3-11	488444.7	1302819.0	520+51.4	9.3 LT	DALEDRIVE_CL	309.26	MC-502.02	REV. TYPE B	4	301.93' 302.52'	301.13' 303.85'	
I-3-12	488419.1	1302795.8	520+21.7	8.4 RT	DALEDRIVE_CL	309.70	MC-502.02	REV. TYPE B	2	304.23'	303.60'	
I-3-13	488410.1	1302760.0	519+85.4	8.4 RT	DALEDRIVE_CL	310.67	MC-502.02	REV. TYPE B	2	305.33'	305.03'	
I-3-14	488427.9	1302824.1	520+51.2	8.3 RT	DALEDRIVE_CL	309.63	MC-502.02	REV. TYPE B	3	303.11' 304.14'	302.47'	
I-3-15	488442.2	1302870.4	520+99.7	8.3 RT	DALEDRIVE_CL	309.68	MC-502.02	REV. TYPE B	1		305.16'	
I-3-16	488451.9	1302842.3	520+75.7	9.3 LT	DALEDRIVE_CL	309.21	MC-502.02	REV. TYPE B	2	300.32'	299.40'	
I-3-17	488435.7	1302789.2	520+20.0	9.3 LT	DALEDRIVE_CL	309.41	MC-502.02	REV. TYPE B	1		302.94'	
I-3-19	488319.7	1302536.0	200+47.1	31.3 RT	GRACECHURCH	320.75	MD 381.01	YARD INLET	1		317.48'	
I-14-2	488647.1	1303840.9	530+88.6	50.0 LT	DALEDRIVE_CL	310.27	MD 374.62	10' COG	1		305.87'	10' COG INLET
JB-1-3	488892.7	1301407.7	505+24.9	21.9 LT	DALEDRIVE_CL	326.92	–	JUNCTION BOX	1	322.30'		CONVERT EX. STRUCTURE, DETAIL SHEET 40
JB-3-18	488458.5	1302814.5	520+51.1	23.8 LT	DALEDRIVE_CL	309.66	–	JUNCTION BOX	1	303.40'		CONVERT EX. STRUCTURE, DETAIL SHEET 40
JB-14-1	488629.9	1303838.4	530+91.8	32.9 LT	DALEDRIVE_CL	311.48	–	JUNCTION BOX	1		304.50'	CONVERT EX. STRUCTURE, DETAIL SHEET 40
MH-3-2	488412.5	1302509.1	517+37.3	15.1 RT	DALEDRIVE_CL	327.13	MC-515.01	B MANHOLE	2	322.86'	322.31'	48" SQUARE MANHOLE
MH-3-7	488363.6	1302565.2	517+99.4	50.7 RT	DALEDRIVE_CL	321.75	MD 384.03	60" MANHOLE	2	314.75'	314.65'	
MH-3-9	488576.6	1302903.6	521+72.4	110.1 LT	DALEDRIVE_CL	305.90	MD 384.03	60" MANHOLE	2	297.70'	297.58'	
MH-3-10	488620.8	1302903.2	521+85.5	152.3 LT	DALEDRIVE_CL	304.51	MD 384.03	60" MANHOLE	2	297.30'	296.96'	
MH-3-18	488463.9	1302885.0	521+20.0	8.1 LT	DALEDRIVE_CL	309.59	MD 384.03	60" MANHOLE	2	298.60'	298.47'	
MH-14-3	488647.6	1303849.7	530+96.2	53.4 LT	DALEDRIVE_CL	310.19	MD 384.05	72" MANHOLE	2	305.60' 303.35'		

PIPE SCHEDULE

FROM	TO	INV. UP	INV. DOWN	LENGTH	SLOPE	SIZE	TYPE
I-1-1	I-1-2	322.70	322.40	10'	2.92%	18"	REINFORCED CONCRETE PIPE
I-1-2	JB-1-3	322.40	322.30	4'	2.26%	24"	REINFORCED CONCRETE PIPE
I-3-1	MH-3-2	326.15	322.86	46'	7.22%	15"	REINFORCED CONCRETE PIPE
I-3-3	I-3-3A	318.60	318.40	5'	4.00%	18"	REINFORCED CONCRETE PIPE
I-3-3A	I-3-4	317.79	317.61	4'	4.00%	18"	REINFORCED CONCRETE PIPE
I-3-4	I-3-6	317.48	316.50	24'	4.12%	24"	REINFORCED CONCRETE PIPE
I-3-5	I-3-5A	316.34	316.25	3'	3.00%	18"	REINFORCED CONCRETE PIPE
I-3-5A	I-3-6	316.19	316.10	3'	3.00%	18"	REINFORCED CONCRETE PIPE
I-3-6	MH-3-7	315.94	314.75	51'	2.35%	33"	REINFORCED CONCRETE PIPE
I-3-8	I-3-13	307.86	305.33	169'	1.50%	33"	REINFORCED CONCRETE PIPE
I-3-11	I-3-16	301.13	300.32	20'	4.11%	33"	REINFORCED CONCRETE PIPE
I-3-11	JB-3-18	303.85	303.40	11'	3.97%	18"	REINFORCED CONCRETE PIPE
I-3-12	I-3-14	303.60	303.11	26'	1.92%	33"	REINFORCED CONCRETE PIPE
I-3-13	I-3-12	305.03	304.23	34'	2.32%	33"	REINFORCED CONCRETE PIPE
I-3-14	I-3-11	302.47	301.93	16'	3.40%	33"	REINFORCED CONCRETE PIPE
I-3-15	I-3-14	305.16	304.14	47'	2.19%	18"	REINFORCED CONCRETE PIPE
I-3-16	MH-3-18	299.40	298.60	40'	2.00%	33"	REINFORCED CONCRETE PIPE
I-3-17	I-3-11	302.94	302.52	29'	1.47%	18"	REINFORCED CONCRETE PIPE
I-3-19	I-3-6	317.48	317.21	18'	1.47%	15"	REINFORCED CONCRETE PIPE
I-14-2	MH-14-3	305.87	305.60	7'	3.78%	15"	REINFORCED CONCRETE PIPE
JB-14-1	MH-14-3	304.50	303.35	16'	7.24%	24"	REINFORCED CONCRETE PIPE
MH-3-2	I-3-4	322.31	318.16	64'	6.46%	15"	REINFORCED CONCRETE PIPE
MH-3-7	I-3-8	314.65	312.77	26'	7.30%	33"	REINFORCED CONCRETE PIPE
MH-3-9	MH-3-10	297.58	297.30	40'	0.70%	33"	REINFORCED CONCRETE PIPE
MH-3-10	EX INLET	296.96	296.65	44'	0.70%	33"	REINFORCED CONCRETE PIPE
MH-3-18	MH-3-9	298.47	297.70	110'	0.70%	33"	REINFORCED CONCRETE PIPE

NOTE: ALL REINFORCED CONCRETE PIPE IS CLASS IV



DEPTH OF STR.	WALL THICKNESS	BASE THICKNESS
1' TO 5'	8"	6"
5' TO 8'	12"	8"
8' TO 12'	16"	8"

NOTE: DEPTH OF STRUCTURE TO BE MEASURED FROM BOTTOM OF FLAT TOP TO INVERT OF OUTGOING PIPE.

OUTGOING PIPE SIZE	STRUCTURE DIAMETER
15" –36"	60"
42" –48"	72"
54" –60"	84"
72"	90"

SECTION A–A

GENERAL NOTES

1. REFER TO MARYLAND STATE HIGHWAY ADMINISTRATION FOR MATERIALS AND METHODS OF CONSTRUCTION.
2. USE SOLID MASONRY (BRICK OR CONCRETE BLOCK) OR POURED CONCRETE FOR WALLS. USE OF M.C.D.O.T. APPROVED PRECAST CONCRETE STRUCTURES MAY BE USED IN PLACE OF BRICK MASONRY.
3. MORTAR SHALL CONFORM TO ASTM SPECIFICATION C270 TYPE M.
4. PROVIDE STEPS IN CHANNELS OF STRUCTURES. REFER TO MC-520.01 FOR DETAILS.
5. f'_c = 3,500 P.S.I. AT 28 DAYS.
6. TWO 4"ø WEEP HOLES TO BE PLACED OPPOSITE EACH OTHER AT CROWN OF CHANNEL. COVER OPENING WITH 1/2" HARDWARE CLOTH.
7. INSTALL FOUNDATION DRAINAGE MATERIAL 1' MINIMUM THICKNESS AROUND STRUCTURE FROM BOTTOM OF WEEP HOLES TO WITHIN 8" OF FINISHED GRADE.
8. PARGE OUTSIDE WALLS.

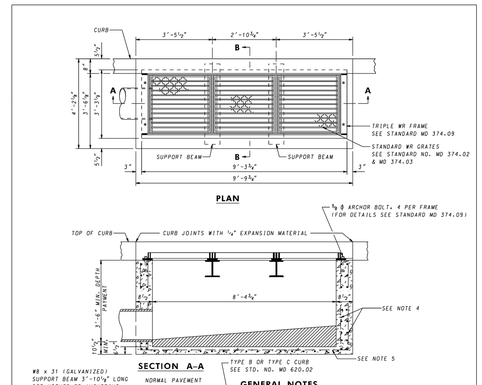
APPROVED JAN 5 '96 DATE
DIRECTOR, DEPT. OF TRANS.
CHIEF, DIV. OF ENG. SERVICES

REVISED

MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION

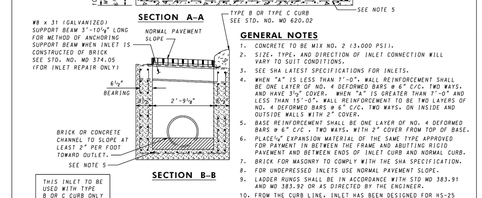
"J" INLET

STANDARD NO. MC-506.01



PLAN

SECTION A–A



SECTION B–B

GENERAL NOTES

1. CONCRETE TO BE MIX NO. 6 f'c 3,000 PSI.
2. SIZE, TYPE, AND DIRECTION OF INLET CONNECTION WILL VARY TO SUIT CONDITIONS.
3. SEE SHA LATEST SPECIFICATIONS FOR INLETS.
4. WHEN "A" IS LESS THAN 7'-0", WALL REINFORCEMENT SHALL BE ONE LAYER OF NO. 4 DEFORMED BARS @ 6" C/C, TWO WAYS, AND HAVE 3½" COVER. WHEN "A" IS GREATER THAN 7'-0" AND LESS THAN 15'-0", WALL REINFORCEMENT TO BE TWO LAYERS OF NO. 4 DEFORMED BARS @ 6" C/C, TWO WAYS, ON INSIDE AND OUTSIDE WALLS WITH 2" COVER.
5. BASE REINFORCEMENT SHALL BE ONE LAYER OF NO. 4 DEFORMED BARS @ 6" C/C, TWO WAYS, WITH 2" COVER FROM TOP OF BASE.
6. PLACE¼" EXPANSION MATERIAL OF THE SAME TYPE APPROVED FOR PAYMENT IN BETWEEN THE FRAME AND ABUTTING RIGID PAVEMENT AND BETWEEN ENDS OF INLET CURB AND NORMAL CURB.
7. BRICK FOR MASONRY TO COMPLY WITH THE SHA SPECIFICATION.
8. FOR UNDEPRESSED INLETS USE NORMAL PAVEMENT SLOPE.
9. LADDER RUNGS SHALL BE IN ACCORDANCE WITH STD NO 383.91 AND WD 383.92 OR AS DIRECTED BY THE ENGINEER.
10. FROM THE CURB LINE, INLET HAS BEEN DESIGNED FOR HS-25 LOADING ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND TO A MAXIMUM DEPTH OF 15'-0".

SPECIFICATION	CATEGORY CODE ITEMS
305	

APPROVED
DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT

SHA State Highway Administration	APPROVAL + SHA REVISIONS	APPROVAL + FEDERAL HIGHWAY ADMINISTRATION
APPROVAL	8-9-82	9-13-82
REVISED	10-1-01	2-24-88
REVISED	10-7-14	9-29-14
REVISED		

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

TRIPLE WR INLET

STANDARD NO. MD 374.08

GENERAL NOTES

1. CONCRETE TO BE MIX NO.6 (4500 PSI).
2. REINFORCING: WALLS - 2 LAYERS OF 4X4-W6.0 X W6.0 WELDED WIRE FABRIC: BASE - 2 LAYERS OF 4X4 - W10.5 X W10.5 WELDED WIRE FABRIC.
3. THREADED PLASTIC INSERTS TO BE PROVIDED FOR HANDLING.
4. GRADE AND SLOPE ADJUSTMENTS TO BE COMPLETED IN THE FIELD USING CONCRETE MIX NO.6.
5. PIPE OPENING TO BE PROVIDED AS REQUIRED. FOR SIZE, LOCATION AND INVERT ELEVATIONS REFER TO CONSTRUCTION PLANS.
6. PLACEMENT OF SUBGRADE DRAINAGE WILL BE AS DIRECTED BY THE ENGINEER OR AS NOTED ON THE CONSTRUCTION PLANS.
7. LADDER RUNGS SHALL BE IN ACCORDANCE WITH STANDARD NO 383.91 & WD 383.92 OR AS DIRECTED BY THE ENGINEER.
8. MINIMUM DEPTH PAYMENT PER "EACH" INCLUDES DEPTHS UP TO 3'-6". VERTICAL DEPTH PAYMENT PER LINEAR FOOT FOR DEPTHS IN EXCESS OF 3'-6".
9. FROM CURB LINE, INLET HAS BEEN DESIGNED FOR HS-25 LOADING, ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

SPECIFICATION	CATEGORY CODE ITEMS
305	

APPROVED
DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT

SHA State Highway Administration	APPROVAL + SHA REVISIONS	APPROVAL + FEDERAL HIGHWAY ADMINISTRATION
APPROVAL	4-15-87	6-23-87
REVISED	8-3-10	7-26-10
REVISED	10-7-14	9-29-14
REVISED		

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
PRECAST STANDARD
TYPE S COMBINATION INLET
DOUBLE GRATE TANDEM

STANDARD NO. MD 374.71

GENERAL NOTES

1. LOADING AASHTO HS 20–44
2. MATER SHALL CONFORM TO ASTM SPECIFICATION
3. REINFORCING STEEL REINFORCING STEEL FOR CONCRETE SHALL CONFORM TO AASHTO DESIGNATION: M31(ASTM A615) GRADE 60. ALL SPLICES SHALL BE LAPPED A MINIMUM OF 24 BAR DIAMETERS UNLESS OTHERWISE NOTED. MINIMUM COVER FOR REINFORCING BARS SHALL BE 2" UNLESS OTHERWISE NOTED.
4. FOR PIPES LARGER THAN 30" PROVIDE STEPS IN CHANNEL OF STRUCTURE.
5. FOR TYPE "A" INLET USE SECTION A–A WITH A THROAT OPENING OF 5'–0". LONGER OPENINGS REQUIRE SPECIAL DESIGN.
6. FOR TREATMENT OF THE CHANNEL, STEPS AND OTHER ASSOCIATED DETAILS, REFER TO THE STANDARD STORM DRAINAGE DETAILS OF THE W.S.S.C. OR MONTGOMERY COUNTY.
7. THE CONTRACTOR'S OPTION SPECIAL INLET WALL MAY BE CONSTRUCTED OF BRICK SUBJECT TO THE FOLLOWING:
   A. 8" THICK WALLS FOR THE FIRST 5'–0" OF DEPTH.
   B. 12" THICK WALLS BETWEEN 5'–0" AND 8'–0" OF DEPTH.
   C. 16" THICK WALLS FOR DEPTHS GREATER THAN 8'–0"
   D. DEPTH WILL BE MEASURED FROM TOP OF CURB TO INVERT OF OUTGOING PIPE.
8. INSTALL FOUNDATION DRAINAGE MATERIAL AROUND STRUCTURE FROM BOTTOM OF WEEP HOLES TO WITHIN 8" OF SURFACE.

DESIGNATION	T THROAT OPENING	NUMBER OF PIPE SUPPORTS
E-10	10'-0"	3
E-15	15'-0"	4
E-20	20'-0"	5

APPROVED JAN 5/96
DATE
DIRECTOR, DEPT. OF TRANS.
CHIEF, DIV. OF ENG. SERVICES

REVISED
1ST DEPARTURE
AT GUTTER EDGE
6/25/18

MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION

REVERSE "B" INLET

STANDARD NO. MC-502.02

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

DD–01
DRAINAGE DESIGN

DALE DRIVE SHARED USE PATH

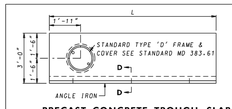
SCALE: NOT TO SCALE DATE: DECEMBER 2023

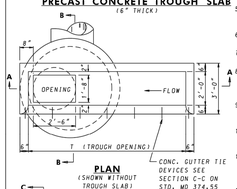
CIP No. : 502109 SHEET 38 of 201

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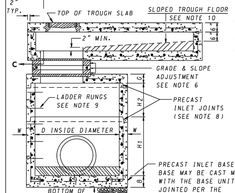
1. THIS STANDARD TO BE USED WITH TYPE A COMBINATION CURB AND GUTTER ONLY.
2. CURB OPENINGS SHALL NOT ENCROACH ON CROSSWALK AREAS.
3. CONCRETE SHALL BE MIX. NO.6(4500 PSI) FOR PRECAST UNITS AND CONCRETE MIX NO.3(3500 PSI) FOR CAST IN PLACE UNITS.
4. INLET MAY BE PRECAST OR CAST IN PLACE. REINFORCEMENT SHALL BE EITHER WELDED WIRE FABRIC (PRECAST) OR REINFORCING BARS (CAST IN PLACE) AND SHALL CONFORM TO THE AREAS AND SPACING GIVEN IN THE TABLE ON STD NO 374.62-01. WALL REINFORCEMENT SHALL BE CENTERED AT THE MIDDLE OF THE WALL. BASE REINFORCEMENT SHALL HAVE 1½" COVER (PRECAST) AND 2" COVER (CAST IN PLACE) FROM THE TOP OF THE BASE.
5. ANGLE IRON AND SHEAR STUD CONNECTORS SHALL BE GALVANIZED AFTER WELDING IN ACCORDANCE WITH ASTM A 123. SEE STDS. MO 374.55 & 374.64.
6. GRADE AND SLOPE ADJUSTMENTS SHALL BE COMPLETED IN THE FIELD USING PRECAST ADJUSTMENT COLLAR AND MORTAR.
7. A CONCRETE OR BRICK CHANNEL WHICH SLOPES AT LEAST 2 IN./FT. TOWARD OUTLET SHALL BE PROVIDED IN THE FIELD.
8. PRECAST INLET JOINTS- THE MANUFACTURER SHALL FORM MALE AND FEMALE ENDS OF JOINTS USING THEIR OWN DESIGN. THE JOINTS SHALL BE SEALED BY THE CONTRACTOR AND MADE WATERTIGHT USING THE MANUFACTURERS RECOMMENDED ASTM OR AASHTO APPROVED SEALANT.
9. LADDER RUNGS SHALL BE PLACED IN VERTICAL ALIGNMENT AT 1'-3" C/C. RUNGS SHALL BE IN ACCORDANCE WITH STANDARDS MO 383.91 OR MO 383.92. RUNGS ARE INCIDENTAL TO THE COST OF THE INLET.
10. SLOPED TROUGH FLOOR TO BE CONSTRUCTED IN THE FIELD USING BRICK OR CONCRETE AND USED ONLY WHEN ROAD GRADE IS 1.5% OR LESS. WHEN SLOPED TROUGH FLOOR IS USED, ROUGHEN PRECAST TROUGH FLOOR.
11. MINIMUM DEPTH PAYMENT PER EACH SHALL BE 6'-2" MEASURED FROM THE PIPE INVERT TO THE TOP OF THE TROUGH SLAB, VERTICAL DEPTH PAYMENT PER LINEAR FOOT SHALL INCLUDE ALL DEPTHS IN EXCESS OF 6'-2" INCLUDING ALL APPURTENANCES.
12. INLET SLAB NOT REQUIRED FOR 36" DIAMETER INLET. TROUGH SITS DIRECTLY ON TOP OF THE CIRCULAR UNIT. MORTAR AREA BETWEEN THE OUTSIDE WALLS OF THE TROUGH AND THE UNIT WALL.
13. SEE STD. NO 374.64 FOR ALTERNATE PRECAST COG TROUGHS AND STD. MO 374.65 FOR DEPRESSED GUTTER PAN DETAILS.
14. BASE UNIT WALLS MAY TAPER PER MANUFACTURER'S DESIGN.
15. FROM CURB LINE, INLET HAS BEEN DESIGNED FOR MS-25 LOADING. ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

PRECAST CONCRETE TROUGH SLAB
(6" THICK)

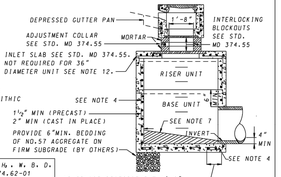




PLAN
(SHOWN WITHOUT TROUGH SLAB)



SECTION A-A
(SHOWN PRECAST)



SECTION B-B
(SHOWN PRECAST)

FOR SECTIONS C-C AND D-D SEE STD NO 374.55

INLET TYPE	T	L
COG-5	5'-0"	6'-0"
COG-10	10'-0"	11'-0"
COG-15	15'-0"	16'-0"
COG-20	20'-0"	21'-0"

FOR DIMENSIONS H1, H2, W, B, D, AND G SEE STD NO 374.62-01

SPECIFICATION	CATEGORY CODE ITEMS
305	

APPROVED _____ DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT

SHA State Highway Administration	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
APPROVAL	2-22-91	1-2-91
REVISED	8-3-10	7-26-10
REVISED	10-7-14	9-29-14
REVISED	–	

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
PRECAST OR CAST IN PLACE COG INLETS
5', 10', 15', & 20'

STANDARD NO. MD 374.62

CIRCULAR BASE AND RISER UNIT DIMENSIONS													INLET SLAB	
PIPE SIZE MIN. TO MAX.	H_1 BASE	H_2 RISER	W	WALL AREA (SQ. FT. PER FT.)	MAX. SPACING IN.	B	BASE WEIGHT (KIPS PER FT.)	MAX. SPACING IN.	D	G	Min. Distance, R, Top of Curb - Pipe Invert			
12"	2" TO 4"	1' TO 4'	4"	.09	12"	6.5"	.15	6"	36"	NOT REQ.	3.84			
15" TO 24"	3" TO 5"	1' TO 5'	5"	.12	12"	6.5"	.18	6"	48"	8"	4.11-4.92			
27" TO 33"	3" TO 6"	1' TO 6'	6"	.15	12"	6.5"	.27	6"	60"	8"	5.19-5.73			
36"	5" TO 6"	1' TO 6'	6"	.15	12"	6.5"	.27	6"	60"	8"	6.00			
42"	5" TO 7"	1' TO 7'	7"	.18	11"	7.5"	.30	6"	72"	8"	6.55			
48"	6" TO 7"	1' TO 7'	7"	.18	11"	7.5"	.30	6"	72"	8"	7.09			
54"	6" TO 8"	1' TO 8'	8"	.21	8"	9.5"	.36	6"	84"	8"	7.63			
60"	7" TO 8"	1' TO 8'	8"	.21	8"	9.5"	.36	6"	84"	8"	8.17			
66" TO 72"	8" TO 9"	1' TO 8'	9"	.24	7"	9.5"	.40	6"	96"	8"	8.71-9.25			
78" TO 84"	9" TO 10"	1' TO 8'	10"	.27	4"	12.5"	.40	6"	120"	8"	9.80-10.34			

SPECIFICATION	CATEGORY CODE ITEMS
305	

APPROVED _____ DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT

SHA State Highway Administration	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
APPROVAL	10-7-14	9-29-14
REVISED		
REVISED		

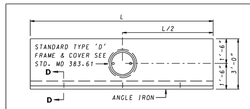
Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
PRECAST OR CAST IN PLACE COG/COS INLETS
5', 10', 15', & 20'

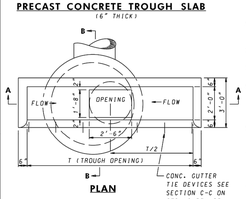
STANDARD NO. MD 374.62-01

NOTES

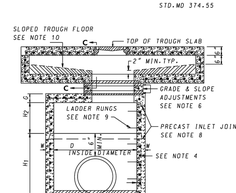
1. THIS STANDARD TO BE USED WITH TYPE A COMBINATION CURB AND GUTTER ONLY.
2. CURB OPENING SHALL NOT ENCROACH ON CROSSWALK AREAS.
3. CONCRETE TO BE MIX NO.6 (4500 PSI) FOR PRECAST UNITS AND CONCRETE MIX NO.3 (3500 PSI) FOR STRUCTURES CAST IN PLACE.
4. INLET MAY BE PRECAST OR CAST IN PLACE. REINFORCEMENT SHALL BE EITHER WELDED WIRE FABRIC (PRECAST) OR REINFORCING BARS (CAST IN PLACE) AND SHALL CONFORM TO THE AREAS AND SPACING GIVEN IN THE TABLE ON STD NO 374.62-01. WALL REINFORCEMENT SHALL BE CENTERED AT THE MIDDLE OF THE WALL. BASE REINFORCEMENT SHALL HAVE 1½" COVER (PRECAST) AND 2" COVER (CAST IN PLACE) FROM THE TOP OF THE BASE.
5. ANGLE IRON AND SHEAR STUD CONNECTORS SHALL BE GALVANIZED AFTER WELDING IN ACCORDANCE WITH ASTM A 123. SEE STDS. MO 374.55 & 374.64.
6. GRADE AND SLOPE ADJUSTMENTS SHALL BE COMPLETED IN THE FIELD USING PRECAST ADJUSTMENT COLLAR AND MORTAR.
7. A CONCRETE OR BRICK CHANNEL WHICH SLOPES AT LEAST 2 IN./FT. TOWARD OUTLET SHALL BE PROVIDED IN THE FIELD.
8. PRECAST INLET JOINTS- THE MANUFACTURER SHALL FORM WALE AND FEMALE ENDS OF JOINTS USING THEIR OWN DESIGN. THE JOINTS SHALL BE SEALED BY THE CONTRACTOR AND MADE WATERTIGHT USING THE MANUFACTURERS RECOMMENDED ASTM OR AASHTO APPROVED SEALANT.
9. LADDER RUNGS SHALL BE PLACED IN VERTICAL ALIGNMENT AT 1'-3" C/C RUNG TYPE SHALL BE IN ACCORDANCE WITH STDS. MO 383.91 OR MO 383.92. RUNGS ARE INCIDENTAL TO THE COST OF THE INLET.
10. SLOPED TROUGH FLOOR TO BE CONSTRUCTED IN THE FIELD USING BRICK OR CONCRETE AND USED ONLY WHEN ROAD GRADE IS 1.5% OR LESS. WHEN SLOPED TROUGH FLOOR IS USED, ROUGHEN PRECAST TROUGH FLOOR.
11. MINIMUM DEPTH PAYMENT PER EACH SHALL BE 6'-2" MEASURED FROM THE PIPE INVERT TO THE TOP OF THE TROUGH SLAB. VERTICAL DEPTH PAYMENT PER LINEAR FOOT SHALL INCLUDE ALL DEPTHS IN EXCESS OF 6'-2" INCLUDING ALL APPURTENANCES.
12. INLET SLAB NOT REQUIRED FOR 36" DIAMETER INLET. TROUGH SITS DIRECTLY ON THE TOP OF THE CIRCULAR UNIT. MORTAR AREA BETWEEN THE OUTSIDE WALLS OF THE TROUGH AND THE UNIT WALL.
13. SEE STD. NO 374.64 FOR ALTERNATE PRECAST COS TROUGHS AND STD. NO 374.65 FOR DEPRESSED GUTTER PAN DETAILS.
14. BASE UNIT WALLS TAPER PER MANUFACTURER'S DESIGN.
15. FROM CURB LINE, INLET HAS BEEN DESIGNED FOR MS-25 LOADING. ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

PRECAST CONCRETE TROUGH SLAB
(6" THICK)

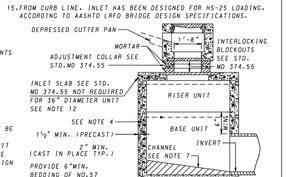




PLAN



SECTION A-A
(SHOWN PRECAST)



SECTION B-B
(SHOWN PRECAST)

FOR SECTION C-C AND D-D SEE STD NO 374.55

INLET TYPE	T	L
COS-5	5'-0"	6'-0"
COS-10	10'-0"	11'-0"
COS-15	15'-0"	16'-0"
COS-20	20'-0"	21'-0"

FOR DIMENSION H1, H2, W, B, AND G SEE STD NO 374.62-01

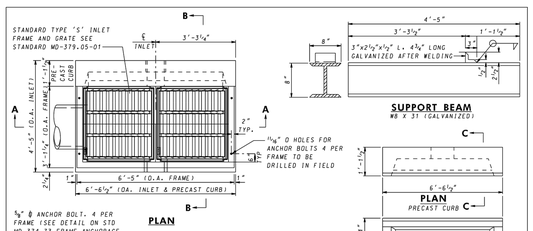
SPECIFICATION	CATEGORY CODE ITEMS
305	

APPROVED _____ DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT

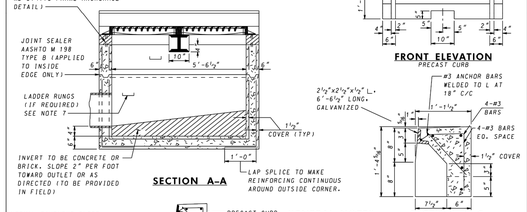
SHA State Highway Administration	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
APPROVAL	2-22-91	1-2-91
REVISED	8-3-10	7-26-10
REVISED	10-7-14	9-29-14
REVISED	–	

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
PRECAST OR CAST IN PLACE
CIRCULAR COS INLETS
5', 10', 15, & 20'

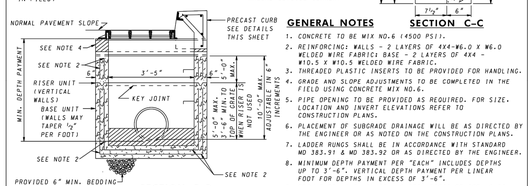
STANDARD NO. MD 374.63



PLAN



SECTION A-A



SECTION B-B

GENERAL NOTES

1. CONCRETE TO BE MIX NO.6 (4500 PSI).
2. REINFORCING: WALLS - 2 LAYERS OF 4X4 - W6.0 X W6.0 WELDED WIRE FABRIC; BASE - 2 LAYERS OF 4X4 - W10.5 X W10.5 WELDED WIRE FABRIC.
3. THREADED PLASTIC INSERTS TO BE PROVIDED FOR HANDLING.
4. GRADE AND SLOPE ADJUSTMENTS TO BE COMPLETED IN THE FIELD USING CONCRETE MIX NO.6.
5. PIPE OPENING TO BE PROVIDED AS REQUIRED. FOR SIZE, LOCATION AND INVERT ELEVATIONS REFER TO CONSTRUCTION PLANS.
6. PLACEMENT OF SUBGRADE DRAINAGE WILL BE AS DIRECTED BY THE ENGINEER OR AS NOTED ON THE CONSTRUCTION PLANS.
7. LADDER RUNGS SHALL BE IN ACCORDANCE WITH STANDARD MO 383.91 & MO 383.92 OR AS DIRECTED BY THE ENGINEER.
8. MINIMUM DEPTH PAYMENT PER "EACH" INCLUDES DEPTHS UP TO 3'-6". VERTICAL DEPTH PAYMENT PER LINEAR FOOT FOR DEPTHS IN EXCESS OF 3'-6".
9. FROM CURB LINE, INLET HAS BEEN DESIGNED FOR MS-25 LOADING, ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

SECTION C-C

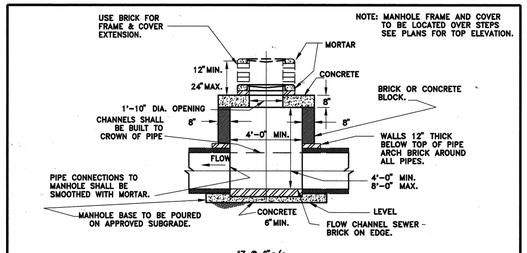
SPECIFICATION	CATEGORY CODE ITEMS
305	

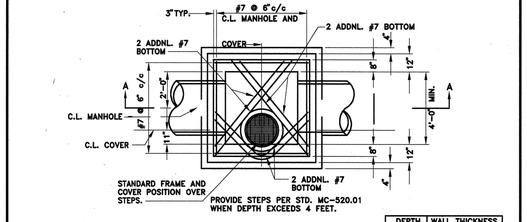
APPROVED _____ DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT

SHA State Highway Administration	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
APPROVAL	4-15-87	6-23-87
REVISED	8-3-10	7-26-10
REVISED	10-7-14	9-29-14
REVISED	–	

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
PRECAST STANDARD
TYPE S COMBINATION INLET
DOUBLE GRATE TANDEM

STANDARD NO. MD 374.71





DEPTH	WALL THICKNESS
0' – 8'	8"
6' – 8'	12"

GENERAL NOTES

1. REFER TO MARYLAND STATE HIGHWAY ADMINISTRATION FOR MATERIALS AND METHODS OF CONSTRUCTION.
2. USE SOLID MASONRY (BRICK OR CONCRETE BLOCK) OR POURED CONCRETE FOR WALLS.
3. PARGE OUTSIDE WALLS.
4. MORTAR SHALL CONFORM TO ASTM SPECIFICATION C270 TYPE M.
5. f'c =3,500 P.S.I. at 28 DAYS.
6. FOR PIPES LARGER THAN 30" PROVIDE STEPS IN CHANNELS OF STRUCTURES. SEE STANDARD DETAIL . STANDARD MC-520.02

APPROVED JAN 5/96 DATE

DIRECTOR, DEPT. OF TRANS.

CHIEF, DIV. OF ENG. SERVICES

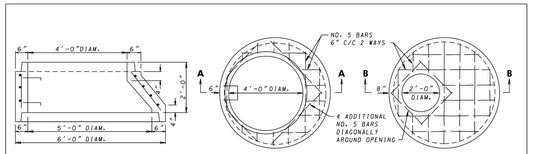
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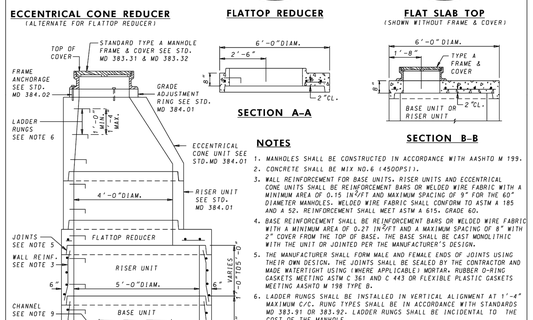
MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION

"B" MANHOLE

STANDARD NO. MC-515.01

PLOTSTYLETABLE: 7-12-94 8:45:15 am EST





NOTES

1. MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH AASHTO M 199.
2. CONCRETE SHALL BE MIX NO.6 (4500PSI).
3. WALL REINFORCEMENT FOR BASE UNITS, RISER UNITS AND ECCENTRICAL CONE UNITS SHALL BE REINFORCEMENT BARS OR WELDED WIRE FABRIC WITH A MINIMUM AREA OF 0.15 IN²/FT AND MAXIMUM SPACING OF 9" FOR THE 60" DIAMETER MANHOLES. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A 185 AND A 82. REINFORCEMENT SHALL MEET ASTM A 615, GRADE 60.
4. BASE REINFORCEMENT SHALL BE REINFORCEMENT BARS OR WELDED WIRE FABRIC WITH A MINIMUM AREA OF 0.27 IN²/FT AND A MAXIMUM SPACING OF 8" WITH 2" COVER FROM THE TOP OF BASE. THE BASE SHALL BE CAST MONOLITHIC WITH THE UNIT OR JOINTED PER THE MANUFACTURER'S DESIGN.
5. THE MANUFACTURER SHALL FORM MALE AND FEMALE ENDS OF JOINTS USING THEIR OWN DESIGN. THE JOINTS SHALL BE SEALED BY THE CONTRACTOR AND MADE WATERTIGHT USING (WHERE APPLICABLE) MORTAR. RUBBER O-RING GASKETS MEETING ASTM C 361 AND C 443 OR FLEXIBLE PLASTIC GASKETS MEETING AASHTO M 198 TYPE B.
6. LADDER RUNGS SHALL BE INSTALLED IN VERTICAL ALIGNMENT AT 1'-4" MAXIMUM C/C. RUNG TYPES SHALL BE IN ACCORDANCE WITH STANDARDS MO 383.91 OR 383.92. LADDER RUNGS SHALL BE INCIDENTAL TO THE COST OF THE MANHOLE.
7. WHEN THE DISTANCE BETWEEN MUTIPLE OPENINGS IN THE BASE UNIT OR ANY RISER UNIT IS LESS THAN 6" ADDITIONAL NO.3 BARS ARE REQUIRED AROUND OPENINGS.
8. LIFT HOLES OR LIFT EYES SHALL BE PROVIDED IN EACH SECTION FOR HANDLING.
9. MIX NO.2 CONCRETE OR BRICK CHANNEL SHALL BE PROVIDED IN THE FIELD AND SHALL SLOPE 2" PER FOOT TOWARD OUTLET OR AS DIRECTED BY THE ENGINEER.
10. THE DRIP STONE LANDING SHALL BE USED ONLY WHEN THERE ARE PIPES CONNECTED TO THE RISER UNITS. SEE STD. NO 384.13 FOR DETAILS.
11. MINIMUM DEPTH PAYMENT PER EACH SHALL BE 9'-0" MEASURED FROM THE BOTTOM OF THE BASE UNIT TO THE TOP OF THE MANHOLE COVER. VERTICAL DEPTH PAYMENT PER LINEAR FOOT SHALL INCLUDE ALL DEPTHS IN EXCESS OF 9'-0". THE COST OF THE DRIP STONE LANDING, NO.57 AGGREGATE, GROUT, SEALANT, AND ALL NECESSARY APPURTENANCES SHALL BE INCIDENTAL TO THE PRICE BID.
12. MANHOLE HAS BEEN DESIGNED FOR MS-25 LOADING, ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

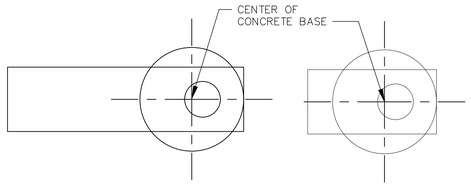
SPECIFICATION	CATEGORY CODE ITEMS
305	

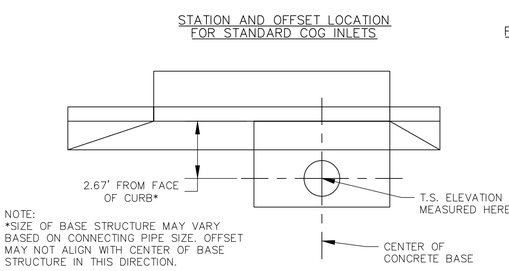
APPROVED _____ DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT

SHA State Highway Administration	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
APPROVAL	2-22-91	1-2-91
REVISED	10-7-14	9-29-14
REVISED	–	
REVISED		

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
60" DIAMETER PRECAST MANHOLE
FOR 27" TO 36" PIPES

STANDARD NO. MD 384.03





DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

DD-02
DRAINAGE DESIGN

DALE DRIVE SHARED USE PATH

SCALE: NOT TO SCALE DATE: DECEMBER 2023

CIP No. : 502109 SHEET 39 of 201

DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Mitra Pedoeem
Director

May 28, 2020

Mr. Kevin Schiefer, P.E.
RJM Engineering, Inc.
6031 University Blvd., Suite 290
Ellicott City, MD 21043

Re: **COMBINED STORMWATER MANAGEMENT CONCEPT/*SITE DEVELOPMENT STORMWATER MANAGEMENT PLAN*** for
Dale Drive Bike and Pedestrian Path
Preliminary Plan #:
SM File #: 285748
Tract Size/Zone: 4.41 Ac. / R-60
Total Concept Area: 4.41 Ac.
Watershed: Sligo Creek

Dear Mr. Schiefer:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via ESD to the MEP with the use of micro-bioretention. Due to site constraints and existing conditions (i.e. underground utilities, slopes, soil characteristics, and spatial constraints) the request for a partial waiver of quality control and a full waiver of quantity control is granted.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. Use MCDPS latest design criteria at the time of plan submittal.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**. If a fee was due it would be in the amount of $52,474.00.

DPS Montgomery | Department of County | Permitting Services
255 Rockville Pike, 2nd Floor, Rockville, Maryland 20850 | 240-777-0311
www.montgomerycountymd.gov/permittingservices

DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Rabbiah Sabbakhan
Director

February 24, 2023

Mr. Kevin Schiefer
RJM Engineering
6031 University Blvd., Suite 290,
Ellicott City, MD 21043

Re: REVISED **COMBINED STORMWATER MANAGEMENT CONCEPT/*SITE DEVELOPMENT STORMWATER MANAGEMENT PLAN*** for
Dale Drive Pedestrian Facility
Preliminary Plan #: NA
SM File #: 285748
Tract Size/Zone: 5.03 ac.
Total Concept Area: 5.03 ac.
Lots/Block: NA
Parcel(s): NA
Watershed: Sligo Creek

Dear Mr. Schiefer:

Based on a review by the Department of Permitting Services Review Staff, the revised stormwater management concept for the above-mentioned site is **acceptable**. Due to

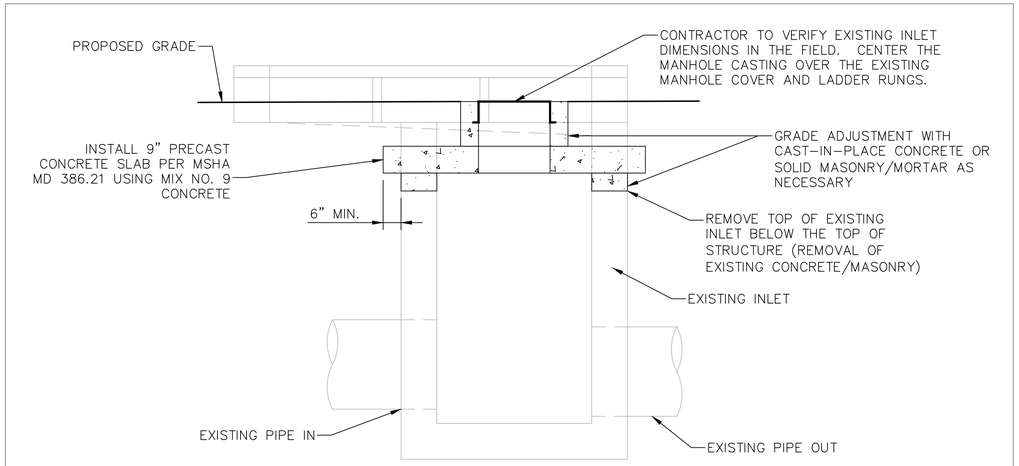
The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.
3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. Landscaping in areas located within the stormwater management easement which are shown on the approved Landscape Plan as part of the approved Site Plan are illustrative purpose only and may be changed at the time of detailed plan review of the Sediment Control/Storm Water Management plans by the Montgomery County Department of Permitting Services, Water Resources Section.
5. **This revised approval supersedes the previous approval letter dated May 28, 2020.**

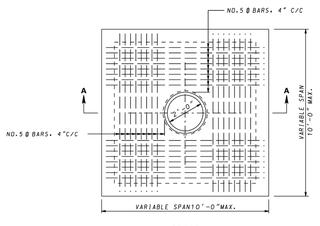
This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required** for MCDOT projects.

DPS Montgomery | Department of County | Permitting Services
2425 Reedie Drive, 7th Floor, Wheaton, Maryland 20902 | 240-777-0311
www.montgomerycountymd.gov/permittingservices



DETAIL: INLET CONVERSION TO JUNCTION BOX
NOT TO SCALE



PLAN



SECTION A-A

GENERAL NOTES

1. CONCRETE SHALL BE MIX NO.2
2. REINFOCEMENT- DEFORMED BARS
3. MANHOLE CASTINGS:- INSIDE DIA.- 2'-0"
4. MANHOLE CASTINGS:- MAXIMUM DEPTH- 0'-7"
5. ALL MATERIAL TO CONFORM TO S.H.A. SPECIFICATIONS
6. SLAB HAS BEEN DESIGNED FOR HS-25 LOADING, ACCORDING TO AASHTO LRFD BRIDGE SPECIFICATIONS.

SPECIFICATION 305	CATEGORY CODE ITEMS	Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION
APPROVED	DIRECTOR - OFFICE OF HIGHWAY DEVELOPMENT	STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
SHA State Highway Administration	APPROVAL • SHA / REVISIONS: APPROVAL 2-7-51; REVISED -; REVISED 10-7-14; REVISED	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION: APPROVAL 3-23-56; REVISED 9-30-75; REVISED 9-29-14; REVISED	PRE-CAST REINFORCED CONCRETE SLAB
		STANDARD NO. MD 386.21

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

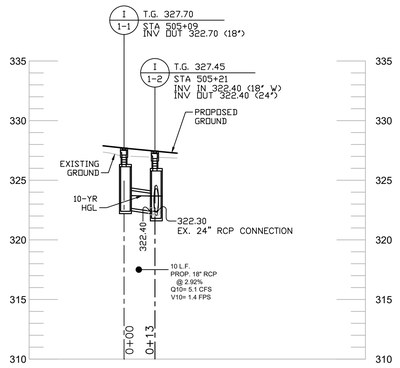
DD-03
DRAINAGE DESIGN

DALE DRIVE SHARED USE PATH

SCALE: NOT TO SCALE DATE: DECEMBER 2023

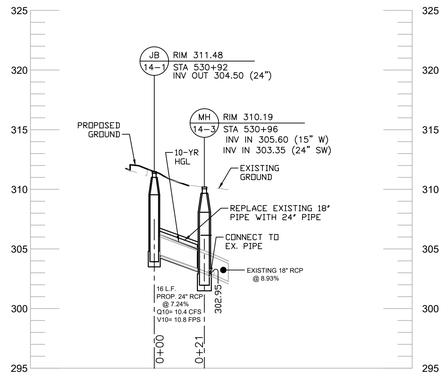
CIP No.: 502109 SHEET 40 of 201

FILE NAME: P:\MoCo\Dale Drive Bike-Ped Path\00_Working\pDT-P001_DaleDr.dwg LAYOUT NAME: DD-03 (Details) PLOTTED: Monday, December 18, 2023 - 9:14am USER: kevin



I-1-1 to I-1-2

SCALE: HORIZ. 1"=1' VERT. 1"=0'

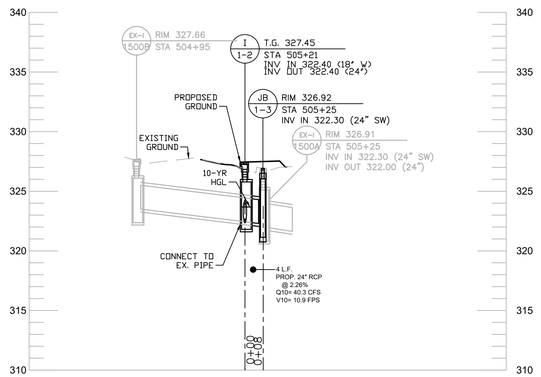


JB-14-1 to MH-14-3

SCALE: HORIZ. 1"=1' VERT. 1"=0'

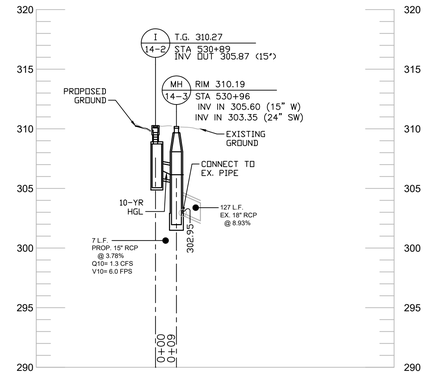
DESIGN NOTES:

1. PIPE FLOWS CONVEYING OFF-SITE DRAINAGE WERE ESTIMATED ASSUMING PIPE-FULL FLOW USING MANNING'S EQUATION.



I-1-2 to JB-1-3

SCALE: HORIZ. 1"=1' VERT. 1"=0'



I-14-2 to MH-14-3

SCALE: HORIZ. 1"=1' VERT. 1"=0'

0 6' 12'

VERTICAL SCALE: 1"=6'

0 30' 60'

HORIZONTAL SCALE: 1"=30'

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

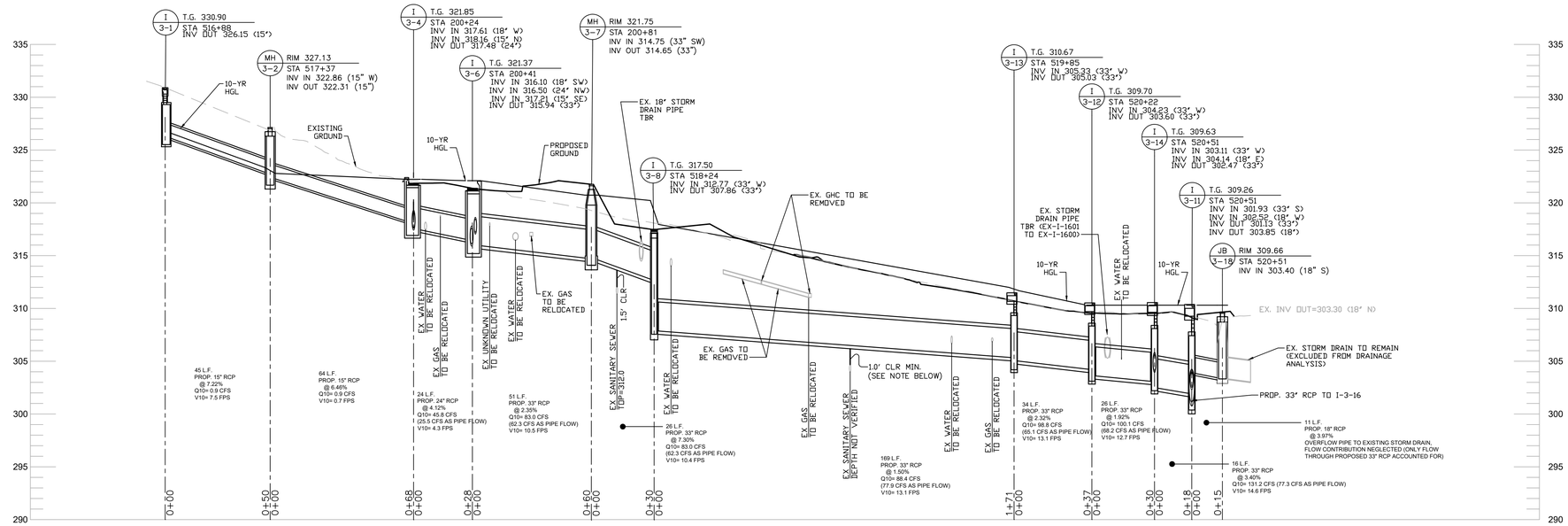
Designed by: KJS Drawn by: LZ Checked by: DZ

DP-01 DRAINAGE PROFILE
DRAINAGE DESIGN
DALE DRIVE SHARED USE PATH

SCALE: AS NOTED DATE: DECEMBER 2023

CIP No. : 502109 SHEET 41 of 201

FILE NAME: P:\MoCo\Dale Drive Bike-Ped Path\00_Working\pDP-P001-DaleDr.dwg LAYOUT NAME: DP-01 PLOTTED: Monday, December 18, 2023 - 9:15am USER: kevin

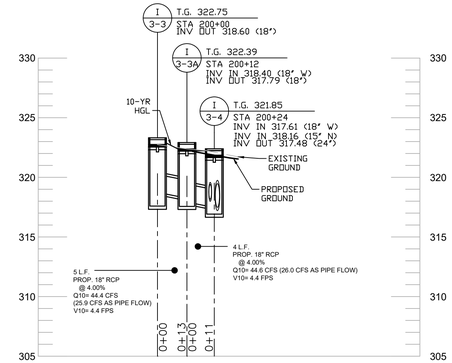


I-3-1 to JB-3-18

SCALE: HORIZ. 1"=1' VERT. 1"=0'

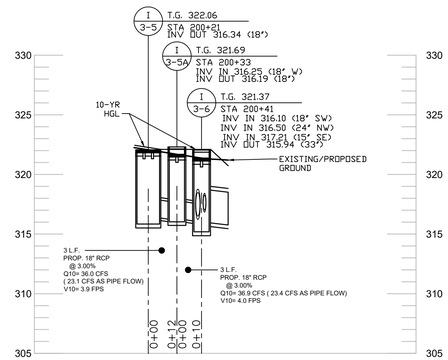
NOTES:

1. EXISTING SANITARY HOUSE CONNECTION ELEVATION ESTIMATED BASED ON THE KNOWN ELEVATIONS FOR THE SANITARY MAIN, WHICH HAS SURVEYED PIPE INVERTS AT EITHER END.



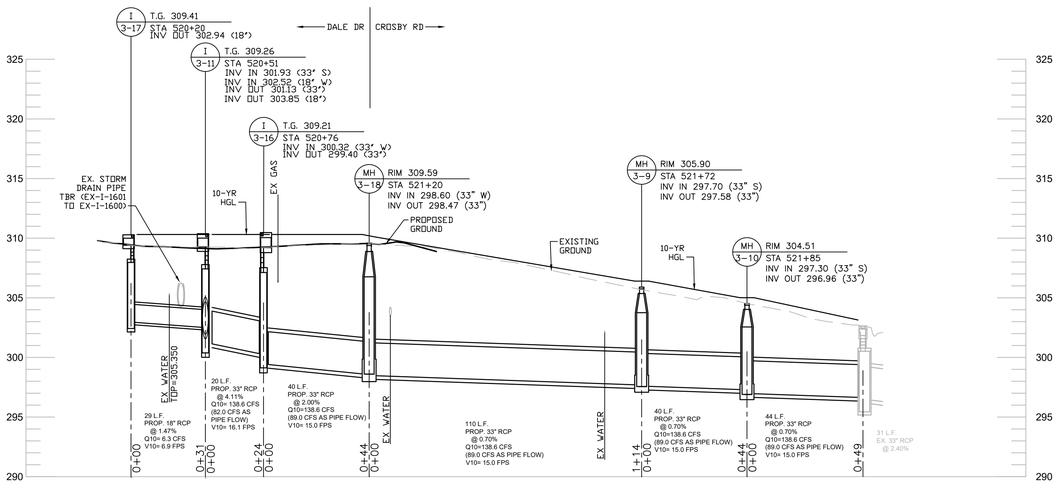
I-3-3 to I-3-4

SCALE: HORIZ. 1"=1' VERT. 1"=0'



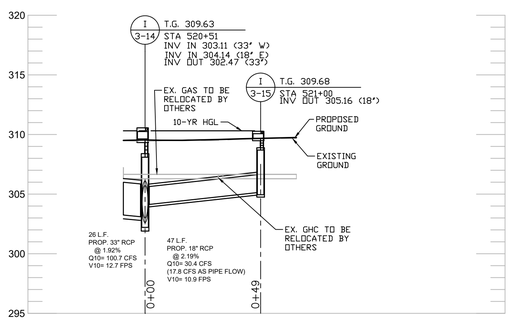
I-3-5 to I-3-6

SCALE: HORIZ. 1"=1' VERT. 1"=0'



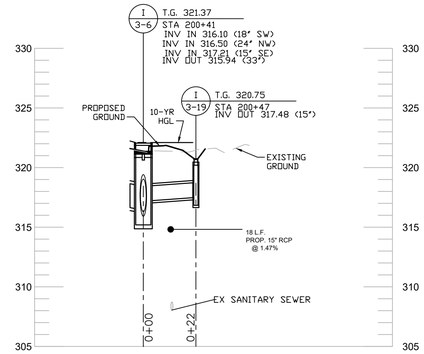
Dale Dr to Crosby Rd Storm Drain

SCALE: HORIZ. 1"=1' VERT. 1"=0'



I-3-15 to I-3-14

SCALE: HORIZ. 1"=1' VERT. 1"=0'



I-3-19 to I-3-6

SCALE: HORIZ. 1"=1' VERT. 1"=0'

0 6' 12'
VERTICAL SCALE: 1"=6'

0 30' 60'
HORIZONTAL SCALE: 1"=30'

DESIGN NOTES:

1. THE PROPOSED PIPE DIAMETERS ARE LIMITED BY THE EXISTING 33" PIPE LEAVING THE EXISTING INLET AT THE DOWNSTREAM END OF THE PROJECT ALONG CROSBY ROAD.
2. FLOW IS INLET CONTROLLED AT INLET I-3-16, RESULTING IN HEADWATER ELEVATIONS FOR THE 10-YEAR STORM THAT EXCEED THE TOP OF CURB ELEVATION AT THE EXISTING SUMP LOCATION ALONG DALE DRIVE (STA. 520+51). HEADWATER ELEVATIONS ARE CONTROLLED BY THE EXISTING PIPE SIZES DOWNSTREAM FROM THE PROPOSED WORK LIMITS.
3. NO ADDITIONAL DRAINAGE AREA IS DIVERTED TO THE SUMP LOCATION UNDER PROPOSED CONDITIONS. THE EXISTING-CONDITIONS DRAINAGE AREA TO THE SUMP INLETS ON DALE DRIVE AT STA. 520+51 EXCEEDS 35 ACRES.

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

DP-02 DRAINAGE PROFILE DRAINAGE DESIGN

DALE DRIVE SHARED USE PATH

SCALE: AS NOTED DATE: DECEMBER 2023

CIP No.: 502109 SHEET 42 of 201

EROSION AND SEDIMENT CONTROL – GENERAL NOTES

STANDARD EROSION AND SEDIMENT CONTROL NOTES

1. The permittee shall notify the Department of Permitting Services (DPS) forty–eight (48) hours before commencing any land disturbing activity and, unless waived by the Department, shall be required to hold a pre–construction meeting between them or their representative, their engineer and an authorized representative of the Department.

2. The permittee must obtain inspection and approval by DPS at the following points:

   A. At the required pre–construction meeting.

   B. Following installation of sediment control measures and prior to any other land disturbing activity.

   C. During the installation of a sediment basin or stormwater management structure at the required inspection points (see Inspection Checklist on plan). Notification prior to commencing construction is mandatory.

   D. Prior to removal or modification of any sediment control structure(s).

   E. Prior to final acceptance.

3. The permittee shall construct all erosion and sediment control measures per the approved plan and construction sequence, shall have them inspected and approved by the Department prior to beginning any other land disturbances, shall ensure that all runoff from disturbed areas is directed to the sediment control devices, and shall not remove any erosion or sediment control measure without prior permission from the Department.

4. The permittee shall protect all points of construction ingress and egress to prevent the deposition of materials onto traversed public thoroughfare(s). All materials deposited onto public thoroughfare(s) shall be removed immediately.

5. The permittee shall inspect periodically and maintain continuously in effective operating condition, all erosion and sediment control measures until such time as they are removed with prior permission from the Department. The permittee is responsible for immediately repairing or replacing any sediment control measures which have been damaged or removed by the permittee or any other person.

6. Following initial soil disturbance or re–disturbance, permanent or temporary stabilization must be completed within:

   a) Three (3) calendar days as to the surface of all perimeter dikes, swales, ditches, perimeter slopes and all slopes steeper than 3 horizontal to 1 vertical (3:1); and

   b) Seven (7) calendar days as to all other disturbed or graded areas on the project site not under active grading.

   All areas disturbed outside of the perimeter sediment control system must be minimized and stabilized immediately. Maintenance must be performed as necessary to ensure continued stabilization.

7. The permittee shall apply sod, seed and anchored straw mulch, or other approved stabilization measures to all disturbed areas within seven (7) calendar days after stripping and grading activities have ceased on that area. Maintenance shall be performed as necessary to ensure continued stabilization. Active construction areas such as borrow or stockpile areas, roadway improvements, and areas within fifty (50) feet of a building under construction may be exempt from this requirement, provided that erosion and sediment control measures are installed and maintained to protect those areas.

8. Prior to removal of sediment control measures, the permittee shall stabilize all contributory disturbed areas with required soil amendments and topsoil, using sod or an approved permanent seed mixture and an approved anchored mulch. Wood fiber mulch may only be used in seeding season when the slope does not exceed 10% and grading has been done to promote sheet flow drainage. Areas brought to finished grade during the seeding season shall be permanently stabilized within seven (7) calendar days of establishment. When property is brought to finished grade during the months of November through February, and permanent stabilization is found to be impractical, an approved temporary seed and straw anchored mulch shall be applied to disturbed areas. The final permanent stabilization of such property shall be completed prior to the following April 15.

9. The site permit, work, materials, approved SC/SM plans, and test reports shall be available at the site for inspection by duly authorized officials of Montgomery County.

10. Surface drainage flows over unstabilized cut and fill slopes shall be controlled by either preventing drainage flows from traversing the slopes or by installing mechanical devices to lower the water down slope without causing erosion. Dikes shall be installed and maintained at the top of cut or fill slopes until the slope and drainage area to it are fully stabilized, at which time they must be removed and final grading done to promote sheet flow drainage. Mechanical devices must be provided at points of concentrated flow where erosion is likely to occur.

11. Permanent swales or other points of concentrated water flow shall be stabilized within 3 calendar days of establishment with sod or seed with an approved erosion control matting or by other approved stabilization measures.

12. Sediment control devices shall be removed, with permission of the Department, within thirty (30) calendar days following establishment of permanent stabilization in all contributory drainage areas. Stormwater management structures used temporarily for sediment control shall be converted to the permanent configuration within this time period as well.

13. No permanent cut or fill slope with a gradient steeper than 3:1 will be permitted in lawn maintenance areas or on residential lots. A slope gradient of up to 2:1 will be permitted in non– maintenance areas provided that those areas are indicated on the erosion and sediment control plan with a low–maintenance ground cover specified for permanent stabilization. Slope gradient steeper than 2:1 will not be permitted with vegetative stabilization.

14. The permittee shall install a splashblock at the bottom of each downspout unless the downspout is connected by a drain line to an acceptable outlet.

15. For finished grading, the permittee shall provide adequate gradients so as to prevent water from standing on the surface of lawns more than twenty–four (24) hours after the end of a rainfall, except in designated drainage courses and swale flow areas, which may drain as long as forty–eight (48) hours after the end of a rainfall.

16. Sediment traps or basins are not permitted within 20 feet of a building which is existing or under construction. No building may be constructed within 20 feet of a sediment trap or basin.

17. All inlets in non–sump areas shall have asphalt berms installed at the time of base paving establishment.

18. The sediment control inspector has the option of requiring additional sediment control measures, as deemed necessary.

19. All trap elevations are relative to the outlet elevation, which must be on existing undisturbed ground.

20. Vegetative stabilization shall be performed in accordance with the Standards and Specifications for Soil Erosion and Sediment Control.

21. Sediment trap(s)/basin(s) shall be cleaned out and restored to the original dimensions when sediment has accumulated to the point of one–half (1/2) the wet storage depth of the trap/basin (1/4 the wet storage depth for ST–III) or when required by the sediment control inspector.

22. Sediment removed from traps/basins shall be placed and stabilized in approved areas, but not within a floodplain.

23. All sediment basins and traps must be surrounded with a welded wire safety fence. The fence must be at least 42 inches high, have posts spaced no farther apart than 8 feet, have mesh openings no greater the two inches in width and four inches in height, with a minimum of 14 gauge wire. Safety fence must be maintained in good condition at all times.

24. No excavation in the areas of existing utilities is permitted unless their location has been determined. Call "Miss Utility" at 1–800–257–7777, 48 hours prior to the start of work.

25. Off–site spoil or borrow areas must have prior approval by DPS.

26. Sediment trap/basin dewatering for cleanout or repair may only be done with the DPS inspector's permission. The inspector must approve the dewatering method for each application. The following methods may be considered:

   A. Pump discharge may be directed to another on–site sediment trap or basin, provided it is of sufficient volume and the pump intake is floated to prevent agitation or suction of deposited sediments; or

   B. the pump intake may utilize a Removable Pumping Station and must discharge into an undisturbed area through a non–erosive outlet; or

   C. the pump intake may be floated and discharge into a Dirt Bag (12 oz. non–woven fabric), or approved equivalent, located in an undisturbed buffer area.

   Remember: Dewatering operation and method must have prior approval by the DPS inspector.

27. The permittee must notify the Department of all utility construction activities within the permitted limits of disturbance prior to the commencement of those activities.

28. Topsoil must be applied to all pervious areas within the limits of disturbance prior to permanent stabilization in accordance with MDE "Standards and Specifications for Soil Preparation, Topsoiling, and Soil Amendments".

STANDARD SYMBOLS

AT–GRADE INLET PROTECTION	AGIP	REMOVABLE PUMPING STATION	RPS
BAFFLE BOARDS	BB	RIPRAP INFLOW PROTECTION	RRP–1
BENCHING	BENCHING	RIPRAP OUTLET SEDIMENT TRAP ST III	ST–III
CATCH BASIN INSERT	CBI	ROCK OUTLET PROTECTION 1	ROP1
CLEAR WATER DIVERSION PIPE	CWD – 12 (DESIGNATION CWD–12 REFERS TO 12 INCH CLEAR WATER DIVERSION)	ROCK OUTLET PROTECTION II	ROPII
CLEAR WATER PIPE	CWP	ROCK OUTLET PROTECTION III	ROPIII
COMBINATION INLET PROTECTION	COIP	SILT FENCE	SF
CONCRETE WASHOUT STRUCTURE	CWS	SILT FENCE ON PAVEMENT	SFOP
CURB INLET PROTECTION	CIP	SOD	
DIVERSION FENCE	DF	STABILIZED CONSTRUCTION ENTRANCE	SCE
EARTH DIKE	A–1 (PLACE DESIGNATION (A–1, B–2, etc.) ON FLOW CHANNEL SIDE OF DIKE)	STANDARD INLET PROTECTION	SIP
EMERGENCY SPILLWAY	ES	STOCKPILE AREA	
FILTER BAG	FB	STONE CHECK DAM	CD
FILTER BERM	FB–A / FB–B	STONE/RIPRAP OUTLET SEDIMENT TRAP ST II	ST–II
FILTER LOG	FL–18 (DESIGNATION FL–18 REFERS TO 18 INCH DIAMETER FILTER LOG)	SUBSURFACE DRAINS	SSD
GABION INFLOW PROTECTION	GP	SUMP PIT	SP
GABION INLET PROTECTION	GIP	SUPER SILT FENCE	SSF
HORIZONTAL DRAW–DOWN DEVICE	HDDD	TEMPORARY ACCESS BRIDGE	TB
LIMIT OF DISTURBANCE	LOD	TEMPORARY ACCESS CULVERT	TA
MEDIAN INLET PROTECTION	MIP	TEMPORARY ASPHALT BERM	TAB
MEDIAN SUMP INLET PROTECTION	MSIP	TEMPORARY BARRIER DIVERSION	TBD
MOUNTABLE BERM	MB	TEMPORARY GABION OUTLET STRUCTURE	TGOS
PERIMETER DIKE/SWALE	PDS–1	TEMP. SOIL STABILIZATION MATTING–TYPE A	
PERM. SOIL STABILIZATION MATTING–TYPE B		TEMP. SOIL STABILIZATION MATTING–TYPE E	
PERM. SOIL STABILIZATION MATTING–TYPE C		TEMP. SOIL STABILIZATION MATTING–TYPE D	
PIPE OUTLET SEDIMENT TRAP ST I	ST–I	TEMPORARY STONE OUTLET STRUCTURE	TSOS
PIPE SLOPE DRAIN	PSD – 12 (DESIGNATION PSD–12 REFERS TO 12 INCH PIPE SLOPE DRAIN)	TEMPORARY SWALE	A–1 (PLACE DESIGNATION (A–1, B–2, etc.) ON FLOW CHANNEL SIDE OF SWALE)
PLUNGE POOL	PP	WASH RACK OPTION	WR
PORTABLE SEDIMENT TANK	PST	CHESAPEAKE BAY CRITICAL AREA	CBCA
DRAINAGE BOUNDARY		TREE PROTECTION FENCE	TPF
EXISTING CONTOURS	100	WETLAND	
PROPOSED CONTOURS	100	WETLAND BUFFER	B
		100–YEAR FLOODPLAIN	

STANDARD NOTES

1. The contractor will immediately inform the county of any discrepancies found between the project plans and contract specifications.
2. For construction, all horizontal control shall be NAD 83/91 and vertical control NAVD 88.
3. Types of storm drain structures refer to the 'Design Standards' of Montgomery County Department of Transportation, unless otherwise noted.
4. Information concerning underground utilities was obtained from available records, The contractor must determine the exact location 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 on this plan or six inches, whichever is less, the contractor shall contact the county.
5. Repairs to utilities or property damaged as a result of the contractor's negligence or method of operation must be made at the contractor's expense before proceeding with construction.
6. Call "Miss Utility" at 1–800–257–7777 fourty–eight (48) hours prior to beginning excavation to determine the exact location of existing utilities.
7. Clearing to be limited to the "limit of disturbance" as shown on the plans.
8. All grading shall be done in such a manner as to provide positive drainage.
9. Disturbed areas adjacent to established lawns shall be sodded. Other disturbed areas shall be seeded and mulched.
10. Any maintenance, treatment, planting, removal or root cutting on trees within the public right–of–way shall be performed in accordance with the Roadside Tree Permit requirements issued by the Department of Natural Resources – Maryland Forest, Park and Wildlife service whose telephone number is (301) 854–6060.
11. Contact the Washington Suburban Sanitary Commission system maintenance engineer before excavating beneath or in the vicinity of existing water or sewer lines. Backfill to be done under the supervision of W.S.S.C. call 301–699–4420.
12. Contact Washington gas dispatch officer at (703) 750–4831 before excavating beneath or in the vicinity of existing gas main and service laterals.
13. Prior to vegetative stabilization, all disturbed areas must be topsoiled per the Montgomery County "Standards and Specifications for topsoil".

STANDARD SEQUENCE OF CONSTRUCTION NOTES

1. Prior to clearing trees, installing sediment control measures, or grading, a preconstruction meeting must be conducted on–site with the Montgomery County Department of Permitting Services (MCDPS) sediment control inspector (240) 777–6210 (48 hours notice) and the MNCPPC, Planning Department, Plans Enforcement inspector (301) 495–4571 (48 hours notice), the Owners representative, and the site Engineer.
2. The limits of disturbance shall be field marked prior to clearing of trees, installation of sediment control measures, construction, or other land disturbing activities.
3. The permittee must obtain written approval from the MNCPPC inspector, certifying that the limits of disturbance and tree protection measures are correctly marked and installed prior to commencing any clearing.
4. Clear and grade for installation of sediment control devices.
5. Install sediment control devices. Traps and basins shall be constructed prior to construction of any earth dikes that convey drainage to a trap and/or basin.
6. Once the sediment control devices are installed, the permittee must obtain written approval from the MCDPS inspector before proceeding with any additional clearing, grubbing or grading.
7. The detailed sequence of construction by phase is presented on the subsequent plan sheets.

NOTE 1: The permittee shall obtain written approval from MCDPS inspector, prior to the removal of any sediment control devices.

OFFSITE GRADING NOTE:
Offsite grading requires documentation of permission from owner (letter of permission on plan or recorded grading easement document submitted). Written approval for grading outside of the Right–of–Way shall be provided to the Inspector before construction is authorized to proceed.

STOCKPILE NOTE:
The Contractor shall establish staging and stockpile areas at locations approved by the Engineer. These areas shall be established such that environmentally sensitive areas are not impacted. Erosion sediment control measures such as silt fence shall be installed downgrade of the staging and stockpile areas and as directed by the Engineer, and diversions such as sandbags shall be placed upstream to prevent stormwater run–on from contacting the stockpile.

PHASED GRADING NOTE:
The contractor shall phase clearing and grading to minimize the area disturbed at a given time during connection. All areas not draininginto an approved sediment control measure shall receive same–day stabilization.

SITE INFORMATION		
DISTURBED AREA (LOD)	CUT (CY)	FILL (CY)
4.74 ac	4,315	646

P.E. CERTIFICATION

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND LICENSE NO. 43192 , EXPIRATION DATE: 12–19–24

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

SC–01 NOTES SHEET
EROSION AND SEDIMENT CONTROL

DALE DRIVE SHARED USE PATH

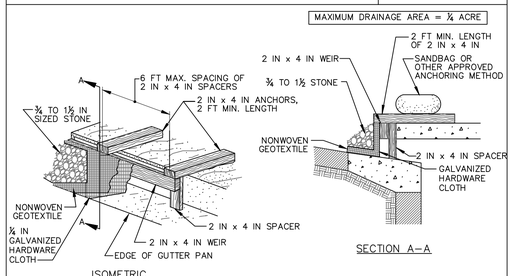
SCALE: NOT TO SCALE DATE: DECEMBER 2023

CIP No. : 502109 SHEET 43 of 201

DETAIL E-9-3 CURB INLET PROTECTION

STANDARD SYMBOL: CIP

MAXIMUM DRAINAGE AREA = ¼ ACRE



ISOMETRIC

SECTION A–A

CONSTRUCTION SPECIFICATIONS

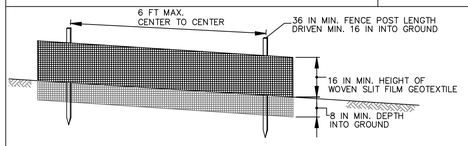
1. USE NOMINAL 2 INCH x 4 INCH LUMBER
2. USE NONWOVEN GEOTEXTILE AS SPECIFIED IN SECTION H–1 MATERIALS.
3. NAIL THE 2x4 WEIR TO 9 INCH LONG VERTICAL SPACERS (MAXIMUM 6 FEET APART).
4. ATTACH A CONTINUOUS PIECE OF ¼ INCH GALVANIZED HARDWARE CLOTH, WITH A MINIMUM WIDTH OF 30 INCHES AND A MINIMUM LENGTH OF 4 FEET LONGER THAN THE THROAT OPENING, TO THE 2x4 WEIR, EXTENDING IT 2 FEET BEYOND THROAT ON EACH SIDE.
5. PLACE A CONTINUOUS PIECE OF NONWOVEN GEOTEXTILE OF THE SAME DIMENSIONS AS THE HARDWARE CLOTH OVER THE HARDWARE CLOTH AND SECURELY ATTACH TO THE 2x4 WEIR.
6. PLACE THE ASSEMBLY AGAINST THE INLET THROAT AND NAIL TO 2x4 ANCHORS (MINIMUM 2 FEET LENGTH). EXTEND THE ANCHORS ACROSS THE INLET TOP AND HOLD IN PLACE BY SANDBAGS OR OTHER APPROVED ANCHORING METHOD.
7. INSTALL END SPACERS A MINIMUM OF 1 FOOT BEYOND THE ENDS OF THE THROAT OPENING.
8. FORM THE HARDWARE CLOTH AND THE GEOTEXTILE TO THE CONCRETE GUTTER AND FACE OF CURB TO SPAN THE INLET OPENING. COVER THE HARDWARE CLOTH AND GEOTEXTILE WITH CLEAN ¾ TO 1½ INCH STONE OR EQUIVALENT RECYCLED CONCRETE.
9. AT NON–SUMP LOCATIONS, INSTALL A TEMPORARY SANDBAG OR ASPHALT BERM TO PREVENT INLET BYPASS.
10. STORM DRAIN INLET PROTECTION REQUIRES FREQUENT MAINTENANCE. REMOVE ACCUMULATED SEDIMENT AFTER EACH RAIN EVENT TO MAINTAIN FUNCTION AND AVOID PREMATURE CLOGGING. IF INLET PROTECTION DOES NOT COMPLETELY DRAIN WITHIN 24 HOURS AFTER A STORM EVENT, IT IS CLOGGED. WHEN THIS OCCURS, REMOVE ACCUMULATED SEDIMENT AND CLEAN, OR REPLACE GEOTEXTILE AND STONE.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

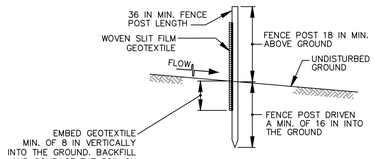
U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-1 SILT FENCE

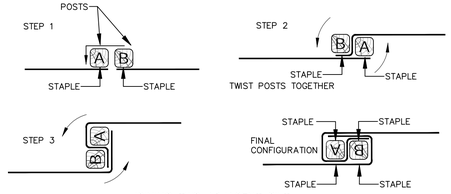
STANDARD SYMBOL: SF



ELEVATION



CROSS SECTION



JOINING TWO ADJACENT SILT FENCE SECTIONS (TOP VIEW)

1 OF 2

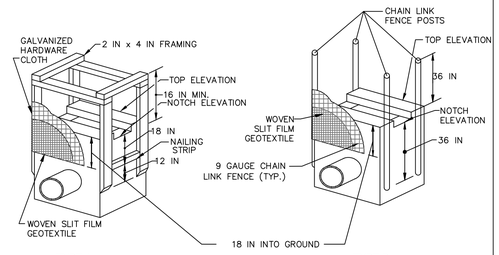
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-9-1 STANDARD INLET PROTECTION

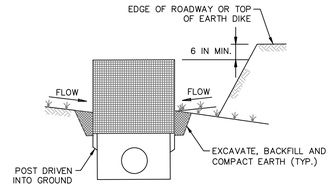
STANDARD SYMBOL: SIP

TYPE A MAXIMUM DRAINAGE AREA = ¼ ACRE
TYPE B MAXIMUM DRAINAGE AREA = 1 ACRE



TYPE A TYPE B

ISOMETRIC VIEW



SECTION FOR TYPE A AND B

1 OF 2

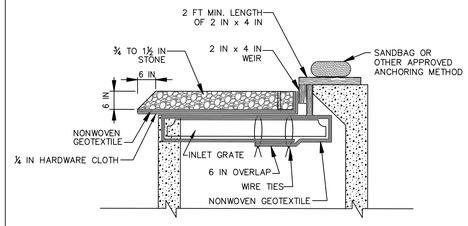
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

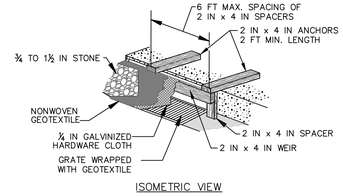
DETAIL E-9-6 COMBINATION INLET PROTECTION

STANDARD SYMBOL: COIP

MAXIMUM DRAINAGE AREA = ¼ ACRE



SECTION



ISOMETRIC VIEW

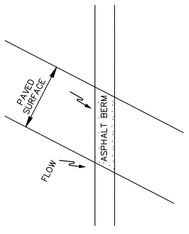
1 OF 2

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

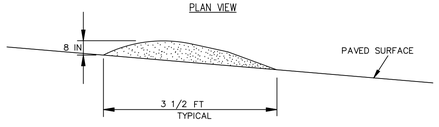
U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL C-5 TEMPORARY ASPHALT BERM

STANDARD SYMBOL: TAB



PLAN VIEW



CROSS SECTION

CONSTRUCTION SPECIFICATIONS

1. CONSTRUCT BERM ON AN UNINTERRUPTED, CONTINUOUS GRADE.
2. INSTALL BERM TO CONFORM TO CROSS SECTION DIMENSIONS OF A UNIFORM HEIGHT OF 8 INCHES MINIMUM AND APPROXIMATE WIDTH OF 3½ FEET.
3. PROVIDE OUTLET PROTECTION AS REQUIRED ON PLAN.
4. COMPACT ASPHALT BERM.
5. REPAIR DAMAGED ASPHALT. REMOVE ACCUMULATED SEDIMENT AND DEBRIS. MAINTAIN POSITIVE DRAINAGE.
6. UPON REMOVAL OF ASPHALT BERM, RETURN TO ORIGINAL CONDITIONS OR AS SPECIFIED ON APPROVED PLAN.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-1 SILT FENCE

STANDARD SYMBOL: SF

CONSTRUCTION SPECIFICATIONS

1. USE WOOD POSTS 1¾ X 1¾ ± ⅛ INCH (MINIMUM) SQUARE CUT OF SOUND QUALITY HARDWOOD. AS AN ALTERNATIVE TO WOODEN POST USE STANDARD "T" OR "U" SECTION STEEL POSTS WEIGHING NOT LESS THAN 1 POUND PER LINEAR FOOT.
2. USE 36 INCH MINIMUM POSTS DRIVEN 16 INCH MINIMUM INTO GROUND NO MORE THAN 6 FEET APART.
3. USE WOVEN SLIT FILM GEOTEXTILE AS SPECIFIED IN SECTION H–1 MATERIALS AND FASTEN GEOTEXTILE SECURELY TO UPSLOPE SIDE OF FENCE POSTS WITH WIRE TIES OR STAPLES AT TOP AND MID–SECTION.
4. PROVIDE MANUFACTURER CERTIFICATION TO THE AUTHORIZED REPRESENTATIVE OF THE INSPECTION/ENFORCEMENT AUTHORITY SHOWING THAT THE GEOTEXTILE USED MEETS THE REQUIREMENTS IN SECTION H–1 MATERIALS.
5. EMBED GEOTEXTILE A MINIMUM OF 8 INCHES VERTICALLY INTO THE GROUND. BACKFILL AND COMPACT THE SOIL ON BOTH SIDES OF FABRIC.
6. WHERE TWO SECTIONS OF GEOTEXTILE ADJOIN: OVERLAP, TWIST, AND STAPLE TO POST IN ACCORDANCE WITH THIS DETAIL.
7. EXTEND BOTH ENDS OF THE SILT FENCE A MINIMUM OF FIVE HORIZONTAL FEET UPSLOPE AT 45 DEGREES TO THE MAIN FENCE ALIGNMENT TO PREVENT RUNOFF FROM GOING AROUND THE ENDS OF THE SILT FENCE.
8. REMOVE ACCUMULATED SEDIMENT AND DEBRIS WHEN BULGES DEVELOP IN SILT FENCE OR WHEN SEDIMENT REACHES 25% OF FENCE HEIGHT. REPLACE GEOTEXTILE IF TORN. IF UNDERMINING OCCURS, REINSTALL FENCE.

2 OF 2

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-9-1 STANDARD INLET PROTECTION

STANDARD SYMBOL: SIP

CONSTRUCTION SPECIFICATIONS

1. USE WOVEN SLIT FILM GEOTEXTILE AS SPECIFIED IN SECTION H–1 MATERIALS.
2. EXCAVATE COMPLETELY AROUND THE INLET TO A DEPTH OF 18 INCHES BELOW THE NOTCH ELEVATION.
3. FOR TYPE A, USE NOMINAL 2 INCH X 4 INCH CONSTRUCTION GRADE LUMBER POSTS, DRIVEN 1 FOOT INTO THE GROUND AT EACH CORNER OF THE INLET. PLACE NAIL STRIPS BETWEEN THE POSTS ON THE ENDS OF THE INLET. ASSEMBLE THE TOP PORTION OF THE 2X4 FRAME AS SHOWN. STRETCH ½ INCH GALVANIZED HARDWARE CLOTH TIGHTLY AROUND THE FRAME AND FASTEN SECURELY. FASTEN GEOTEXTILE SECURELY TO THE HARDWARE CLOTH WITH TIES SPACED EVERY 24 INCHES AT THE TOP AND MID SECTION. EMBED GEOTEXTILE AND HARDWARE CLOTH A MINIMUM OF 18 INCHES BELOW THE WEIR CREST. THE ENDS OF THE GEOTEXTILE MUST MEET AT A POST, BE OVERLAPPED AND FOLDED, THEN FASTENED TO THE POST.

   FOR TYPE B, USE 2⅜ INCH DIAMETER GALVANIZED STEEL POSTS OF 0.095 INCH WALL THICKNESS AND 6 FOOT LENGTH, DRIVEN A MINIMUM OF 36 INCHES BELOW THE WEIR CREST AT EACH CORNER OF THE STRUCTURE. FASTEN 9 GAUGE OR HEAVIER CHAIN LINK FENCE, 42 INCHES IN HEIGHT, SECURELY TO THE FENCE POSTS WITH WIRE TIES, FASTEN GEOTEXTILE SECURELY TO THE CHAIN LINK FENCE WITH TIES SPACED EVERY 24 INCHES AT THE TOP AND MID SECTION. EMBED GEOTEXTILE AND CHAIN LINK FENCE A MINIMUM OF 18 INCHES BELOW THE WEIR CREST.
4. BACKFILL AROUND THE INLET IN LOOSE 4 INCH LIFTS AND COMPACT UNTIL SOIL IS LEVEL WITH THE NOTCH ELEVATION ON THE ENDS AND TOP ELEVATION ON THE SIDES.
5. STORM DRAIN INLET PROTECTION REQUIRES FREQUENT MAINTENANCE. REMOVE ACCUMULATED SEDIMENT AFTER EACH RAIN EVENT TO MAINTAIN FUNCTION AND AVOID PREMATURE CLOGGING. IF INLET PROTECTION DOES NOT COMPLETELY DRAIN WITHIN 24 HOURS AFTER A STORM EVENT, IT IS CLOGGED. WHEN THIS OCCURS, REMOVE ACCUMULATED SEDIMENT AND CLEAN, OR REPLACE GEOTEXTILE AND STONE.

2 OF 2

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-9-6 COMBINATION INLET PROTECTION

STANDARD SYMBOL: COIP

CONSTRUCTION SPECIFICATIONS

1. USE NOMINAL 2 INCH x 4 INCH LUMBER.
2. USE NONWOVEN GEOTEXTILE AS SPECIFIED IN SECTION H–1 MATERIALS.
3. LIFT GRATE, AND WRAP WITH NONWOVEN GEOTEXTILE TO COMPLETELY COVER ALL OPENINGS, THEN SET GRATE BACK IN PLACE.
4. ATTACH A CONTINUOUS PIECE OF ½ INCH GALVANIZED HARDWARE CLOTH WITH A MINIMUM WIDTH OF 30 INCHES AND A MINIMUM LENGTH OF 4 FEET LONGER THAN THE THROAT OPENING, TO THE 2X4 WEIR, EXTENDING 2 FEET BEYOND THROAT ON EACH SIDE.
5. PLACE A CONTINUOUS PIECE OF NONWOVEN GEOTEXTILE THE SAME DIMENSIONS AS THE HARDWARE CLOTH OVER THE HARDWARE CLOTH AND SECURELY ATTACH IT TO THE WEIR.
6. NAIL THE 2X4 WEIR TO THE TOP OF A 9 INCH LONG VERTICAL SPACER TO BE LOCATED BETWEEN THE WEIR AND THE INLET FACE (MAXIMUM 4 FEET APART).
7. PLACE THE ASSEMBLY AGAINST THE INLET THROAT AND NAIL TO 2X4 ANCHORS (MINIMUM 2 FOOT LENGTHS OF 2x4 INCH TO THE TOP OF THE WEIR AT SPACER LOCATIONS). EXTEND 2X4 ANCHORS ACROSS THE INLET TOP AND HOLD IN PLACE BY SANDBAGS OR OTHER APPROVED ANCHORING METHOD.
8. INSTALL END SPACERS A MINIMUM OF 1 FOOT BEYOND BOTH ENDS OF THE THROAT OPENING.
9. FORM THE ¼ INCH HARDWARE CLOTH AND THE GEOTEXTILE TO THE CONCRETE GUTTER AND AGAINST THE FACE OF THE CURB ON BOTH SIDES OF THE INLET. PLACE CLEAN ¾ TO 1½ INCH STONE OR EQUIVALENT RECYCLED CONCRETE OVER THE HARDWARE CLOTH AND GEOTEXTILE IN SUCH A MANNER TO PREVENT WATER FROM ENTERING THE INLET UNDER OR AROUND THE GEOTEXTILE.
10. AT NON–SUMP LOCATIONS, INSTALL A TEMPORARY SANDBAG OR ASPHALT BERM TO PREVENT INLET BYPASS.
11. STORM DRAIN INLET PROTECTION REQUIRES FREQUENT MAINTENANCE. REMOVE ACCUMULATED SEDIMENT AFTER EACH RAIN EVENT TO MAINTAIN FUNCTION AND AVOID PREMATURE CLOGGING. IF INLET PROTECTION DOES NOT COMPLETELY DRAIN WITHIN 24 HOURS AFTER A STORM EVENT, IT IS CLOGGED. WHEN THIS OCCURS, REMOVE ACCUMULATED SEDIMENT AND CLEAN, OR REPLACE GEOTEXTILE AND STONE.

2 OF 2

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

SC–02 DETAIL SHEET EROSION AND SEDIMENT CONTROL

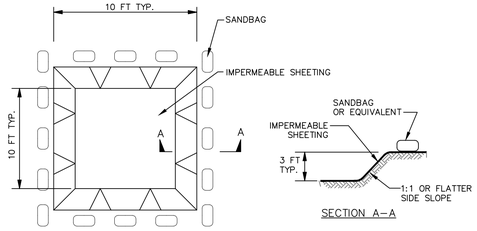
DALE DRIVE SHARED USE PATH

SCALE: NOT TO SCALE DATE: DECEMBER 2023

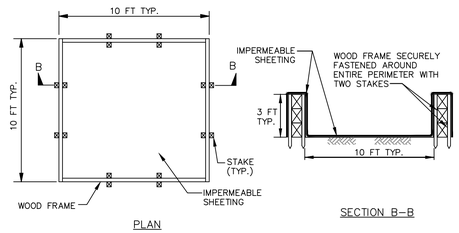
CIP No. : 502109 SHEET 44 of 201

DETAIL H-6 ONSITE CONCRETE WASHOUT STRUCTURE

STANDARD SYMBOL: CWS



EXCAVATED WASHOUT STRUCTURE



WASHOUT STRUCTURE WITH WOOD PLANKS

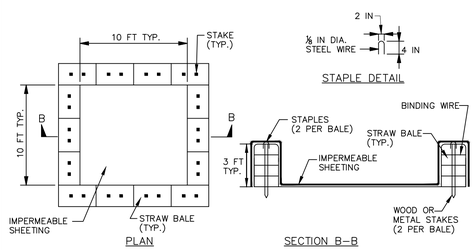
1 OF 2

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL H-6 ONSITE CONCRETE WASHOUT STRUCTURE

STANDARD SYMBOL: CWS



NOTE: CAN BE TWO STACKED BALES OR PARTIALLY EXCAVATED TO REACH 3 FT DEPTH

WASHOUT STRUCTURE WITH STRAW BALES

CONSTRUCTION SPECIFICATIONS

1. LOCATE WASHOUT STRUCTURE A MINIMUM OF 50 FEET AWAY FROM OPEN CHANNELS, STORM DRAIN INLETS, SENSITIVE AREAS, WETLANDS, BUFFERS AND WATER COURSES AND AWAY FROM CONSTRUCTION TRAFFIC.
2. SIZE WASHOUT STRUCTURE FOR VOLUME NECESSARY TO CONTAIN WASH WATER AND SOLIDS AND MAINTAIN AT LEAST 4 INCHES OF FREEBOARD. TYPICAL DIMENSIONS ARE 10 FEET X 10 FEET X 3 FEET DEEP.
3. PREPARE SOIL BASE FREE OF ROCKS OR OTHER DEBRIS THAT MAY CAUSE TEARS OR HOLES IN THE LINER. FOR LINER, USE 10 MIL OR THICKER UV RESISTANT, IMPERMEABLE SHEETING, FREE OF HOLES AND TEARS OR OTHER DEFECTS THAT COMPROMISE IMPERMEABILITY OF THE MATERIAL.
4. PROVIDE A SIGN FOR THE WASHOUT IN CLOSE PROXIMITY TO THE FACILITY.
5. KEEP CONCRETE WASHOUT STRUCTURE WATER TIGHT. REPLACE IMPERMEABLE LINER IF DAMAGED (E.G., RIPPED OR PUNCTURED). EMPTY OR REPLACE WASHOUT STRUCTURE THAT IS 75 PERCENT FULL, AND DISPOSE OF ACCUMULATED MATERIAL PROPERLY. DO NOT REUSE PLASTIC LINER. WET-VACUUM STORED LIQUIDS THAT HAVE NOT EVAPORATED AND DISPOSE OF IN AN APPROVED MANNER. PRIOR TO FORECASTED RAINSTORMS, REMOVE LIQUIDS OR COVER STRUCTURE TO PREVENT OVERFLOWS. REMOVE HARDENED SOLIDS, WHOLE OR BROKEN UP, FOR DISPOSAL OR RECYCLING. MAINTAIN RUNOFF DIVERSION AROUND EXCAVATED WASHOUT STRUCTURE UNTIL STRUCTURE IS REMOVED.

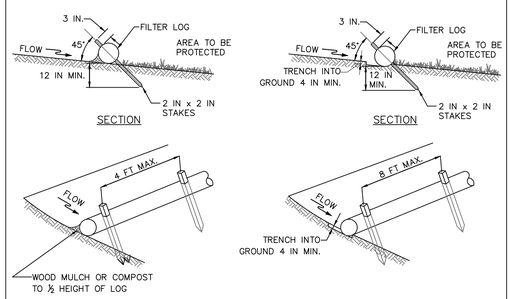
2 OF 2

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-6 FILTER LOG

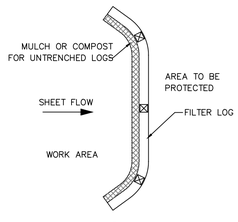
STANDARD SYMBOL: FL–18 (DESIGNATION FL–18 REFERS TO 18 INCH DIAMETER FILTER LOG.)



OR

*THIS APPLICATION MAY NOT BE USED WITH LOGS SMALLER THAN 12 IN.

ISOMETRIC VIEW



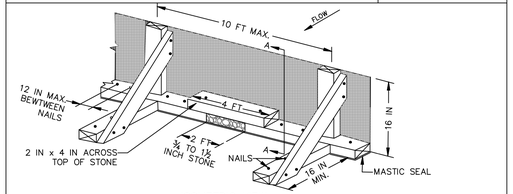
1 OF 2

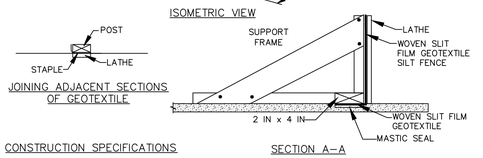
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-2 SILT FENCE ON PAVEMENT

STANDARD SYMBOL: SFOP





CONSTRUCTION SPECIFICATIONS

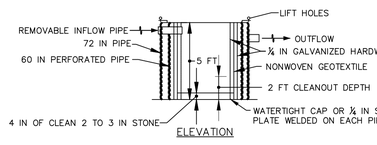
1. USE NOMINAL 2 INCH X 4 INCH LUMBER.
2. USE WOVEN SLIT FILM GEOTEXTILE, AS SPECIFIED IN SECTION H–1 MATERIALS.
3. PROVDE MANUFACTURER CERTIFICATION TO THE AUTHORIZED REPRESENTATIVE OF THE INSPECTION/ENFORCEMENT AUTHORITY SHOWING THAT THE GEOTEXTILE USED MEETS THE REQUIREMENTS IN SECTION H–1 MATERIALS.
4. SPACE UPRIGHT SUPPORTS NO MORE THAN 10 FEET APART.
5. PROVIDE A TWO FOOT OPENING BETWEEN EVERY SET OF SUPPORTS AND PLACE STONE IN THE OPENING OVER GEOTEXTILE.
6. KEEP SILT FENCE TAUT AND SECURELY STAPLE TO THE UPSLOPE SIDE OF UPRIGHT SUPPORTS. EXTEND GEOTEXTILE UNDER 2x4.
7. WHERE TWO SECTIONS OF GEOTEXTILE ADJOIN: OVERLAP, FOLD, AND STAPLE TO POST IN ACCORDANCE WITH THIS DETAIL. ATTACH LATHE.
8. PROVIDE A MASTIC SEAL BETWEEN PAVEMENT, GEOTEXTILE, AND 2x4 TO PREVENT SEDIMENT–LADEN WATER FROM ESCAPING BENEATH SILT FENCE INSTALLATION.
9. SECURE BOARDS TO PAVEMENT WITH 40D 5 INCH MINIMUM LENGTH NAILS.
10. REMOVE ACCUMULATED SEDIMENT AND DEBRIS WHEN BULGES DEVELOP IN SILT FENCE OR WHEN SEDIMENT REACHES 25% OF FENCE HEIGHT. REPLACE GEOTEXTILE IF TORN. MAINTAIN WATER TIGHT SEAL ALONG BOTTOM. REPLACE STONE IF DISPLACED.

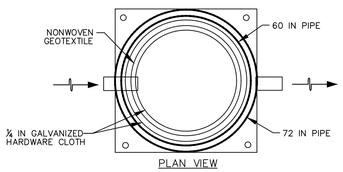
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL F-3 PORTABLE SEDIMENT TANK

STANDARD SYMBOL: ☒PST





CONSTRUCTION SPECIFICATIONS

1. PROVIDE 1 CUBIC FOOT OF STORAGE FOR EACH GALLON PER MINUTE OF PUMP CAPACITY. REQUIRED STORAGE VOLUME MAY BE ATTAINED BY PLACEMENT OF TANKS IN PARALLEL WITH INFLOW EVENLY DISTRIBUTED AMONG TANKS. OVERTOPPING OF TANKS IS NOT PERMITTED.
2. USE 60 INCH CORRUGATED METAL OR PLASTIC PIPE WITH 1 INCH DIAMETER PERFORATIONS, 6 INCHES ON CENTER FOR THE INNER PIPE. LINE PIPE WITH NONWOVEN GEOTEXTILE, AS SPECIFIED IN SECTION H–1 MATERIALS, SANDWICHED BETWEEN, AND ATTACHED TO, ¼ INCH HARDWARE CLOTH.
3. OVERLAP GEOTEXTILE 8 INCHES MINIMUM AT VERTICAL SEAM AND AT THE BOTTOM PLATE.
4. ANCHOR GEOTEXTILE AT BOTTOM OF TANK WITH 4 INCHES OF 2 TO 3 INCH CLEAN STONE OR EQUIVALENT RECYCLED CONCRETE.
5. USE 72 INCH CORRUGATED METAL OR PLASTIC OUTER PIPE WITH PERMANENT OUTFLOW PIPE WITH INVERT LOWER THAN INFLOW PIPE
6. INFLOW PIPE MUST DISCHARGE INTO INNER PIPE AND BE REMOVABLE.
7. PLACE TANK ON LEVEL SURFACE AND DISCHARGE TO A STABLE AREA AT A NONEROSIVE RATE.
8. A PORTABLE SEDIMENT TANK REQUIRES FREQUENT MAINTENANCE. REMOVE ACCUMULATED SEDIMENT FROM INNER PIPE WHEN IT REACHES TWO FEET IN DEPTH. IF SYSTEM CLOGS, PULL OUT INNER PIPE, REMOVE ACCUMULATED SEDIMENT, AND REPLACE GEOTEXTILE. KEEP POINT OF DISCHARGE FREE OF EROSION.

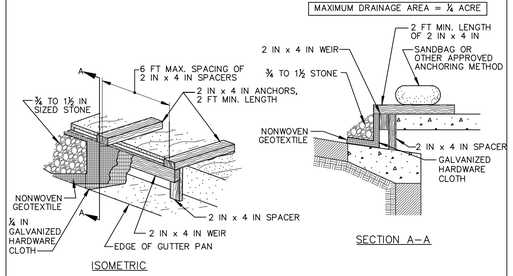
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-9-3 CURB INLET PROTECTION

STANDARD SYMBOL: CIP

MAXIMUM DRAINAGE AREA = ¼ ACRE



CONSTRUCTION SPECIFICATIONS

1. USE NOMINAL 2 INCH x 4 INCH LUMBER
2. USE NONWOVEN GEOTEXTILE AS SPECIFIED IN SECTION H–1 MATERIALS.
3. NAIL THE 2x4 WEIR TO 9 INCH LONG VERTICAL SPACERS (MAXIMUM 6 FEET APART).
4. ATTACH A CONTINUOUS PIECE OF ¼ INCH GALVANIZED HARDWARE CLOTH, WITH A MINIMUM WIDTH OF 30 INCHES AND A MINIMUM LENGTH OF 4 FEET LONGER THAN THE THROAT OPENING, TO THE 2x4 WEIR, EXTENDING IT 2 FEET BEYOND THROAT ON EACH SIDE.
5. PLACE A CONTINUOUS PIECE OF NONWOVEN GEOTEXTILE OF THE SAME DIMENSIONS AS THE HARDWARE CLOTH OVER THE HARDWARE CLOTH AND SECURELY ATTACH TO THE 2x4 WEIR.
6. PLACE THE ASSEMBLY AGAINST THE INLET THROAT AND NAIL TO 2x4 ANCHORS (MINIMUM 2 FEET LENGTH). EXTEND THE ANCHORS ACROSS THE INLET TOP AND HOLD IN PLACE BY SANDBAGS OR OTHER APPROVED ANCHORING METHOD.
7. INSTALL END SPACERS A MINIMUM OF 1 FOOT BEYOND THE ENDS OF THE THROAT OPENING.
8. FORM THE HARDWARE CLOTH AND THE GEOTEXTILE TO THE CONCRETE GUTTER AND FACE OF CURB TO SPAN THE INLET OPENING. COVER THE HARDWARE CLOTH AND GEOTEXTILE WITH CLEAN ¾ TO 1½ INCH STONE OR EQUIVALENT RECYCLED CONCRETE.
9. AT NON–SUMP LOCATIONS, INSTALL A TEMPORARY SANDBAG OR ASPHALT BERM TO PREVENT INLET BYPASS.
10. STORM DRAIN INLET PROTECTION REQUIRES FREQUENT MAINTENANCE. REMOVE ACCUMULATED SEDIMENT AFTER EACH RAIN EVENT TO MAINTAIN FUNCTION AND AVOID PREMATURE CLOGGING. IF INLET PROTECTION DOES NOT COMPLETELY DRAIN WITHIN 24 HOURS AFTER A STORM EVENT, IT IS CLOGGED. WHEN THIS OCCURS, REMOVE ACCUMULATED SEDIMENT AND CLEAN, OR REPLACE GEOTEXTILE AND STONE.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-6 FILTER LOG

STANDARD SYMBOL: FL–18 (DESIGNATION FL–18 REFERS TO 18 INCH DIAMETER FILTER LOG.)

CONSTRUCTION SPECIFICATIONS

1. PRIOR TO INSTALLATION, CLEAR ALL OBSTRUCTIONS INCLUDING ROCKS, CLODS, AND DEBRIS GREATER THAN ONE INCH THAT MAY INTERFERE WITH PROPER FUNCTION OF FILTER LOG.
2. FILL LOG NETTING UNIFORMLY WITH COMPOST (IN ACCORDANCE WITH SECTION H–1 MATERIALS), OR OTHER APPROVED BIODEGRADABLE MATERIAL TO DESIRED LENGTH SUCH THAT LOGS DO NOT DEFORM.
3. INSTALL FILTER LOGS PERPENDICULAR TO THE FLOW DIRECTION AND PARALLEL TO THE SLOPE WITH THE BEGINNING AND END OF THE INSTALLATION POINTING SLIGHTLY UP THE SLOPE CREATING A "J" SHAPE AT EACH END TO PREVENT BYPASS.
4. FOR UNTRENCHED INSTALLATION BLOW OR HAND PLACE MULCH OR COMPOST ON UPHILL SIDE OF THE SLOPE ALONG LOG.
5. STAKE FILTER LOG EVERY 4 FEET OR CLOSER ALONG ENTIRE LENGTH OF LOG OR TRENCH LOG INTO GROUND A MINIMUM OF 4 INCHES AND STAKE LOG EVERY 8 FEET OR CLOSER.
6. USE STAKES WITH A MINIMUM NOMINAL CROSS SECTION OF 2X2 INCH AND OF SUFFICIENT LENGTH TO ATTAIN A MINIMUM OF 12 INCHES INTO THE GROUND AND 3 INCHES PROTRUDING ABOVE LOG.
7. WHEN MORE THAN ONE LOG IS NEEDED, OVERLAP ENDS 12 INCHES MINIMUM AND STAKE.
8. REMOVE SEDIMENT WHEN IT HAS ACCUMULATED TO A DEPTH OF ½ THE EXPOSED HEIGHT OF LOG AND REPLACE MULCH. REPLACE FILTER LOG IF TORN. REINSTALL FILTER LOG IF UNDERMINING OR DISLODGING OCCURS. REPLACE CLOGGED FILTER LOGS. FOR PERMANENT APPLICATIONS, ESTABLISH AND CONTINUOUSLY MEET REQUIREMENTS FOR ADEQUATE VEGETATIVE ESTABLISHMENT IN ACCORDANCE WITH SECTION B–4 VEGETATIVE STABILIZATION.

2 OF 2

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

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RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

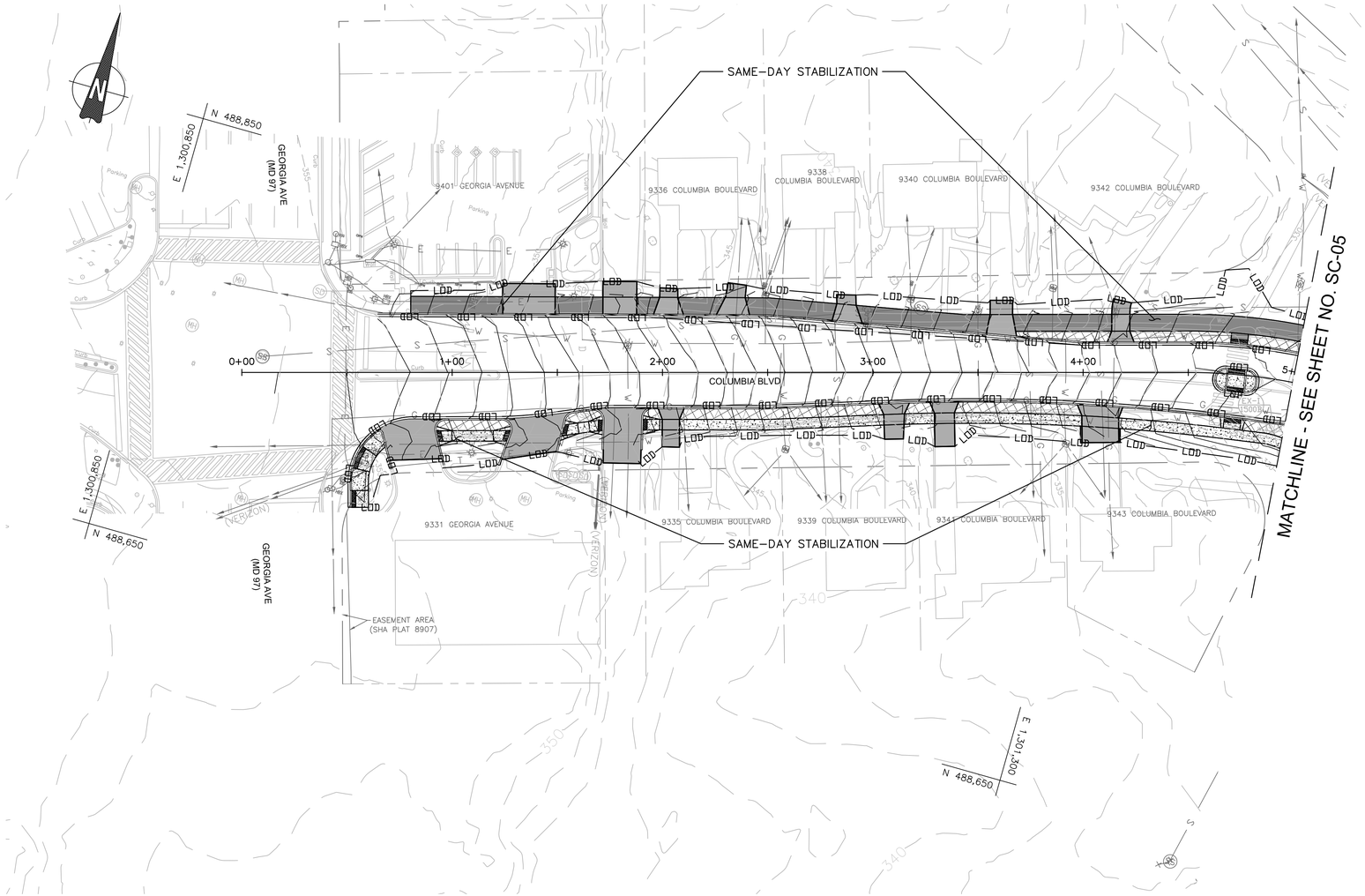
Designed by: KJS Drawn by: LZ Checked by: DZ

SC–03 DETAIL SHEET EROSION AND SEDIMENT CONTROL

DALE DRIVE SHARED USE PATH

SCALE: NOT TO SCALE DATE: DECEMBER 2023

CIP No. : 502109 SHEET 45 of 201



LEGEND:

LIMIT OF DISTURBANCE	LOD
PAVEMENT REMOVAL	
CONCRETE SIDEWALK	
ASPHALT PATH/DRIVEWAY/ROAD	
COMBINATION INLET PROTECTION	COIP
CURB INLET PROTECTION	CIP
STANDARD INLET PROTECTION	SIP

GENERAL NOTES:

1. FOLLOWING THE INSTALLATION OF SEDIMENT CONTROLS, WRITTEN APPROVAL MUST BE OBTAINED FROM THE MCDPS INSPECTOR PRIOR TO PROCEEDING WITH WORK.
2. NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO A MCDPS-APPROVED SEDIMENT CONTROL DEVICE.
3. THE DEPOSITION OF ANY EARTH, GRAVEL, AND/OR OTHER MATERIAL OUTSIDE OF THE WORK AREA IS STRICTLY PROHIBITED. ALL SEDIMENT TRACKED ONTO PUBLIC RIGHT-OF-WAYS, OUTSIDE OF THE WORK AREA, MUST BE IMMEDIATELY REMOVED IF NOT DIVERTED TO A MCDPS-APPROVED SEDIMENT CONTROL DEVICE.
4. EROSION AND SEDIMENT CONTROL DEVICES AND/OR MEASURES ARE TO REMAIN IN PLACE UNTIL THEIR REMOVAL IS APPROVED IN WRITING BY THE MCDPS INSPECTOR. STABILIZE ANY DISTURBED AREAS RESULTING FROM REMOVAL OF THE SEDIMENT CONTROL DEVICES.
5. "DRY WEATHER FORECAST PER NOAA" SHALL BE CONSTRUED TO BE A FORECAST SHOWING A LIKELIHOOD OF PRECIPITATION AS BEING LESS THAN 20%.
6. AREAS OF SAME DAY STABILIZATION SHALL BE STABILIZED AS FOLLOWS: GRADED AGGREGATE BASE (OR PAVEMENT) FOR AREAS TO BE PAVED; SOIL STABILIZATION MATTING (SSM) FOR DITCHES WITHOUT BASEFLOW; AND SEED & MULCH FOR SOIL AREAS NOT IN DITCHES OR STREAMS.

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NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

SC-04 PLAN SHEET
EROSION AND SEDIMENT CONTROL
DALE DRIVE SHARED USE PATH

0 30' 60'

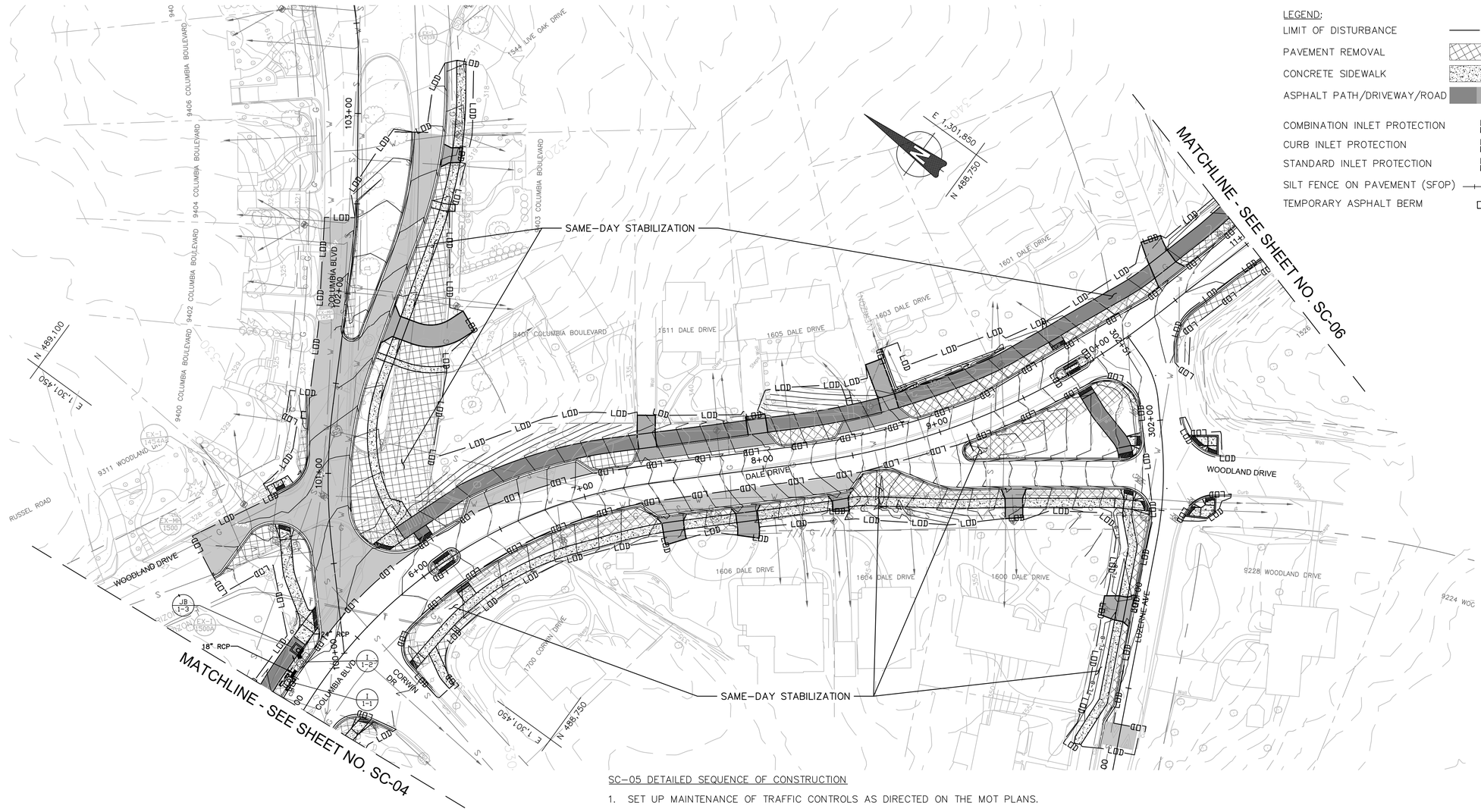
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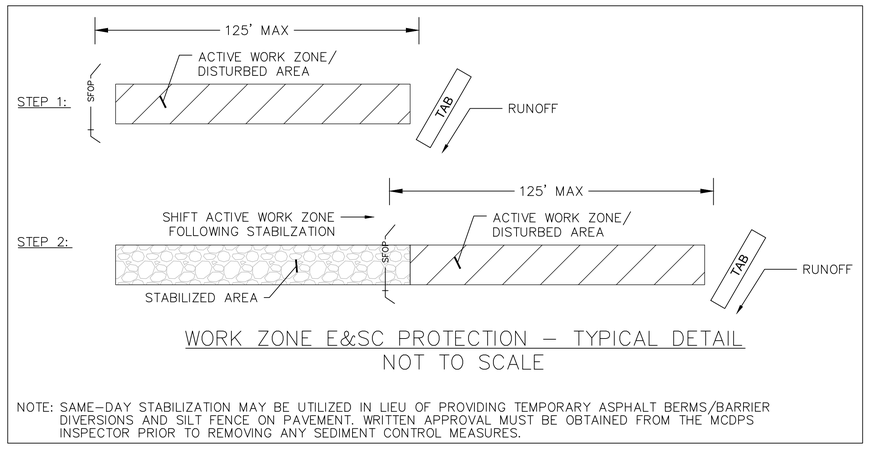
CIP No.: 502109 SHEET 46 of 201

FILE NAME: P:\MoCo\Dale Drive Bike-Ped Path\00_Working\pES-P002-DaleDr.dwg LAYOUT NAME: SC-04 PLOTTED: Monday, December 18, 2023 - 9:16am USER: kevin

GENERAL NOTES:

1. FOLLOWING THE INSTALLATION OF SEDIMENT CONTROLS, WRITTEN APPROVAL MUST BE OBTAINED FROM THE MCDPS INSPECTOR PRIOR TO PROCEEDING WITH WORK.
2. NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO A MCDPS–APPROVED SEDIMENT CONTROL DEVICE.
3. THE DEPOSITION OF ANY EARTH, GRAVEL, AND/OR OTHER MATERIAL OUTSIDE OF THE WORK AREA IS STRICTLY PROHIBITED. ALL SEDIMENT TRACKED ONTO PUBLIC RIGHT–OF–WAYS, OUTSIDE OF THE WORK AREA, MUST BE IMMEDIATELY REMOVED IF NOT DIVERTED TO A MCDPS–APPROVED SEDIMENT CONTROL DEVICE.
4. EROSION AND SEDIMENT CONTROL DEVICES AND/OR MEASURES ARE TO REMAIN IN PLACE UNTIL THEIR REMOVAL IS APPROVED IN WRITING BY THE MCDPS INSPECTOR. STABILIZE ANY DISTURBED AREAS RESULTING FROM REMOVAL OF THE SEDIMENT CONTROL DEVICES.
5. "DRY WEATHER FORECAST PER NOAA" SHALL BE CONSTRUED TO BE A FORECAST SHOWING A LIKELIHOOD OF PRECIPITATION AS BEING LESS THAN 20%.
6. AREAS OF SAME DAY STABILIZATION SHALL BE STABILIZED AS FOLLOWS: GRADED AGGREGATE BASE (OR PAVEMENT) FOR AREAS TO BE PAVED; SOIL STABILIZATION MATTING (SSM) FOR DITCHES WITHOUT BASEFLOW; AND SEED & MULCH FOR SOIL AREAS NOT IN DITCHES OR STREAMS.





WORK ZONE E&SC PROTECTION – TYPICAL DETAIL
NOT TO SCALE

NOTE: SAME–DAY STABILIZATION MAY BE UTILIZED IN LIEU OF PROVIDING TEMPORARY ASPHALT BERMS/BARRIER DIVERSIONS AND SILT FENCE ON PAVEMENT. WRITTEN APPROVAL MUST BE OBTAINED FROM THE MCDPS INSPECTOR PRIOR TO REMOVING ANY SEDIMENT CONTROL MEASURES.

SC–05 DETAILED SEQUENCE OF CONSTRUCTION

1. SET UP MAINTENANCE OF TRAFFIC CONTROLS AS DIRECTED ON THE MOT PLANS.
2. INSTALL INLET PROTECTION AS SHOWN ON THE PLAN.
3. CONSTRUCT PROPOSED PATH AND/OR ROADWAY LIMITING THE DISTURBED AREA TO THE EXTENT THAT CAN BE STABILIZED AT THE END OF EACH WORKDAY.
4. SILT FENCE ON PAVEMENT (SFOP) AND TEMPORARY ASPHALT BERMS (TAB) MAY BE INSTALLED TO PROTECT DISTURBED AREAS AND SHIFTED AS THE ACTIVE WORK AREA PROGRESSES, PROVIDED A MAXIMUM SLOPE OF 125' DRAINS TO THE SFOP. SEE WORK ZONE E&SC PROTECTION DETAIL, THIS SHEET.

   SAME–DAY STABILIZATION MAY BE PROVIDED FOR ALL DISTURBED AREAS IN LIEU OF INSTALLING TEMPORARY ASPHALT BERM/DIVERSION BARRIER AND SILT FENCE ON PAVEMENT.
5. DURING A 3–DAY, DRY–WEATHER PERIOD, CONVERT EXISTING INLET EX–I–1500A TO A JUNCTION BOX AN INSTALL INLET I–1–2 AND ASSOCIATED PIPING. INSTALL INLET I–1–1 AND PIPING TO I–1–2 IN A MANNER THAT ALLOWS FOR THE CONVEYANCE OF RUNOFF IN A NON–EROSIVE MANNER AT ALL TIMES.
6. REMOVAL OF EXISTING PAVEMENT SHALL BE LIMITED TO THE EXTENT THAT CAN BE STABILIZED THE SAME DAY.

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RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

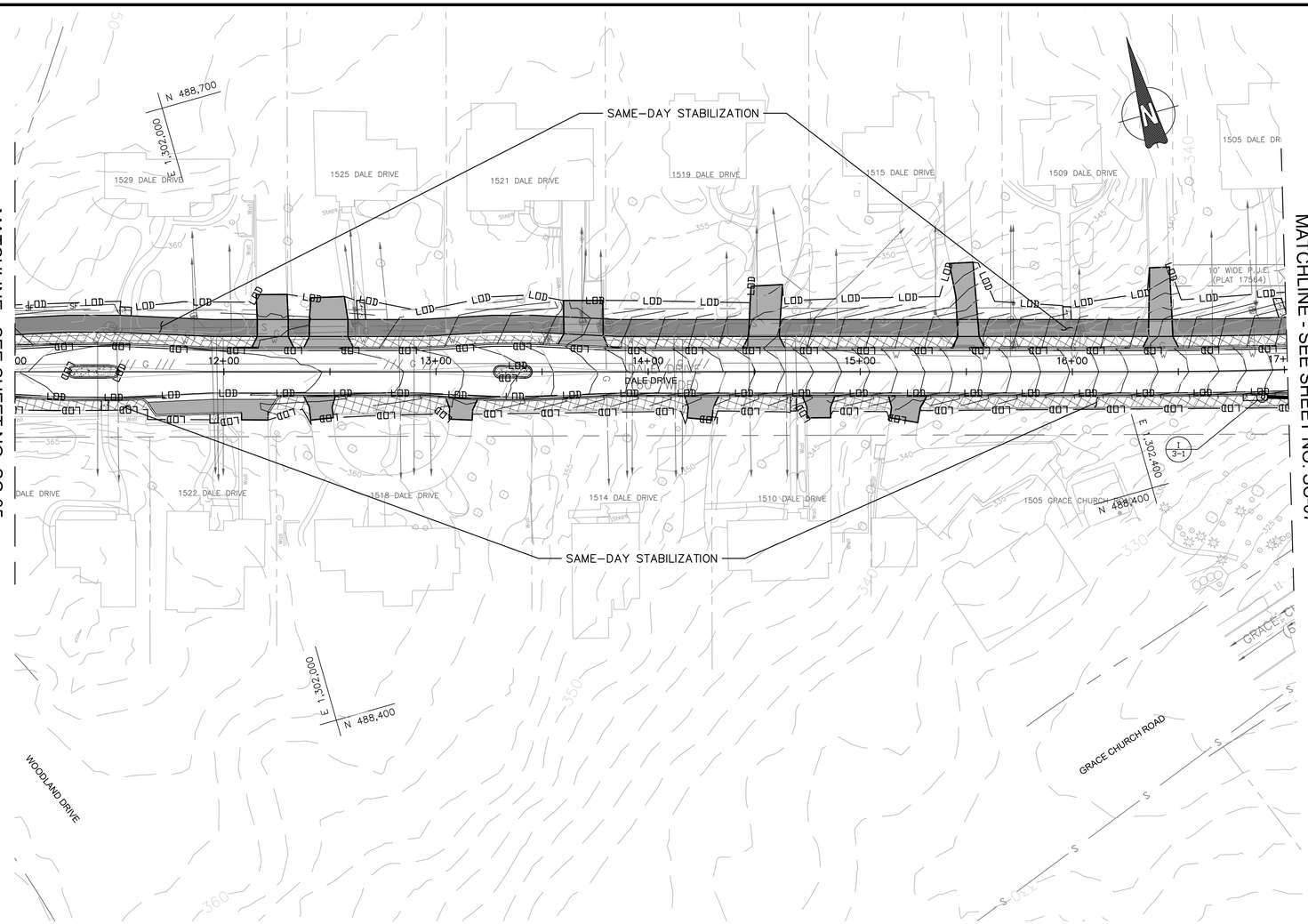
SC–05 PLAN SHEET
EROSION AND SEDIMENT CONTROL
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 47 of 201

MATCHLINE - SEE SHEET NO. SC-05



MATCHLINE - SEE SHEET NO. SC-07

LEGEND:

LIMIT OF DISTURBANCE	LOD
PAVEMENT REMOVAL	
CONCRETE SIDEWALK	
ASPHALT PATH/DRIVEWAY/ROAD	
COMBINATION INLET PROTECTION	COIP
CURB INLET PROTECTION	CIP
STANDARD INLET PROTECTION	SIP

GENERAL NOTES:

1. FOLLOWING THE INSTALLATION OF SEDIMENT CONTROLS, WRITTEN APPROVAL MUST BE OBTAINED FROM THE MCDPS INSPECTOR PRIOR TO PROCEEDING WITH WORK.
2. NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO A MCDPS-APPROVED SEDIMENT CONTROL DEVICE.
3. THE DEPOSITION OF ANY EARTH, GRAVEL, AND/OR OTHER MATERIAL OUTSIDE OF THE WORK AREA IS STRICTLY PROHIBITED. ALL SEDIMENT TRACKED ONTO PUBLIC RIGHT-OF-WAYS, OUTSIDE OF THE WORK AREA, MUST BE IMMEDIATELY REMOVED IF NOT DIVERTED TO A MCDPS-APPROVED SEDIMENT CONTROL DEVICE.
4. EROSION AND SEDIMENT CONTROL DEVICES AND/OR MEASURES ARE TO REMAIN IN PLACE UNTIL THEIR REMOVAL IS APPROVED IN WRITING BY THE MCDPS INSPECTOR. STABILIZE ANY DISTURBED AREAS RESULTING FROM REMOVAL OF THE SEDIMENT CONTROL DEVICES.
5. "DRY WEATHER FORECAST PER NOAA" SHALL BE CONSTRUED TO BE A FORECAST SHOWING A LIKELIHOOD OF PRECIPITATION AS BEING LESS THAN 20%.
6. AREAS OF SAME DAY STABILIZATION SHALL BE STABILIZED AS FOLLOWS: GRADED AGGREGATE BASE (OR PAVEMENT) FOR AREAS TO BE PAVED; SOIL STABILIZATION MATTING (SSM) FOR DITCHES WITHOUT BASEFLOW; AND SEED & MULCH FOR SOIL AREAS NOT IN DITCHES OR STREAMS.

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

SC-06 PLAN SHEET
EROSION AND SEDIMENT CONTROL
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 48 of 201



GENERAL NOTES:

1. FOLLOWING THE INSTALLATION OF SEDIMENT CONTROLS, WRITTEN APPROVAL MUST BE OBTAINED FROM THE MCDPS INSPECTOR PRIOR TO PROCEEDING WITH WORK.
2. NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO A MCDPS-APPROVED SEDIMENT CONTROL DEVICE.
3. THE DEPOSITION OF ANY EARTH, GRAVEL, AND/OR OTHER MATERIAL OUTSIDE OF THE WORK AREA IS STRICTLY PROHIBITED. ALL SEDIMENT TRACKED ONTO PUBLIC RIGHT-OF-WAYS, OUTSIDE OF THE WORK AREA, MUST BE IMMEDIATELY REMOVED IF NOT DIVERTED TO A MCDPS-APPROVED SEDIMENT CONTROL DEVICE.
4. EROSION AND SEDIMENT CONTROL DEVICES AND/OR MEASURES ARE TO REMAIN IN PLACE UNTIL THEIR REMOVAL IS APPROVED IN WRITING BY THE MCDPS INSPECTOR. STABILIZE ANY DISTURBED AREAS RESULTING FROM REMOVAL OF THE SEDIMENT CONTROL DEVICES.
5. "DRY WEATHER FORECAST PER NOAA" SHALL BE CONSTRUED TO BE A FORECAST SHOWING A LIKELIHOOD OF PRECIPITATION AS BEING LESS THAN 20%.
6. AREAS OF SAME DAY STABILIZATION SHALL BE STABILIZED AS FOLLOWS: GRADED AGGREGATE BASE (OR PAVEMENT) FOR AREAS TO BE PAVED; SOIL STABILIZATION MATTING (SSM) FOR DITCHES WITHOUT BASEFLOW; AND SEED & MULCH FOR SOIL AREAS NOT IN DITCHES OR STREAMS.

SC-07 DETAILED SEQUENCE OF CONSTRUCTION

1. RELOCATIONS OF EXISTING UTILITIES (WATER, SANITARY SEWER, AND GAS) MUST BE PERFORMED PRIOR TO THE INSTALLATION OF PROPOSED STORM DRAINS. SET UP MAINTENANCE OF TRAFFIC (MOT) CONTROLS AS INDICATED ON THE MOT AND DETOUR PLANS.
2. CONSTRUCT STORM DRAIN STRUCTURES AND PIPES THAT CAN BE INSTALLED WHILE MAINTAINING FLOW THROUGH THE EXSITING STORM DRAIN.
   - 2.1. CONSTRUCT MANHOLE MH-3-7 AND UPSTREAM DRAINAGE PIPES AND STRUCTURES (TO I-3-1, I-3-3, AND I-3-5). IMMEDIATELY BLOCK THE INLET OPENINGS TO PREVENT DRAINAGE FROM ENTERING THE INLETS. PROVIDE SAME-DAY STABILIZATION OF AREAS DISTURBED DURING INSTALLATION.
   - 2.2. CONSTRUCT STORM DRAIN PIPE AND STRUCTURES FROM MANHOLE MH-3-18 TO THE EXISTING INLET DOWNSTREAM. PLUG OPENINGS FOLLOWING INSTALLATION.
3. CONSTRUCT DRAINAGE PIPES AND INLETS BETWEEN EXISTING INLET EX-I-1601 (TO BE CONVERTED TO JUNCTION BOX JB-3-18) AND MANHOLE MH-3-7, BEGINNING DURING A NOAA 3-DAY DRY WEATHER FORECAST. CONTRACTOR SHALL ENSURE DRAINAGE CAN BE CONVEYED TO EXISTING INLET EX-I-1601 AT ALL TIMES DURING CONSTRUCTION. TEMPORARY CONNECTIONS BETWEEN EXISTING DRAINAGE PIPES/STRUCTURES TO PROPOSED PIPES/STRUCTURES SHALL BE CONSTRUCTED AS REQUIRED TO CONVEY STORMWATER IN A NON-EROSIVE MANNER. CONSTRUCT FLANKING INLETS ALONG DALE DRIVE (I-3-12, I-3-13, I-3-15, AND I-3-16) AND ASSOCIATED PIPING.
4. FOLLOWING INSTALLATION OF STORM DRAIN PIPES AND STRUCTURES, INSTALL TYPE B STANDARD INLET PROTECTION (SIP) ON INLET I-3-8. INSTALL COMBINATION INLET PROTECTION (COIP) ON INLETS I-3-3A, I-3-4, I-3-5A, AND I-3-6. INSTALL CURB INLET PROTECTION (CIP) ON ALL INLETS ALONG DALE DRIVE.
5. INSTALL THE TEMPORARY ASPHALT BERM IMMEDIATELY DOWNSLOPE FROM INLETS I-3-3 AND I-3-5 AS SHOWN ON THE PLANS, CREATING A SUMP THAT COLLECTS UNDISTURBED, OFFSITE DRAINAGE AT EACH INLET.
6. CONDUCT GRADING AND ROADWAY CONSTRUCTION PROVIDING SAME DAY STABILIZATION TO ANY DISTURBED AREAS NOT DRAINING TO AN INLET WITH INLET PROTECTION.
7. ALL INLET PROTECTION SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION HAS BEEN ACHIEVED AND WRITTEN APPROVAL IS RECEIVED FROM THE MCDPS INSPECTOR.

LEGEND:

- LIMIT OF DISTURBANCE — LOD
- PAVEMENT REMOVAL
- CONCRETE SIDEWALK
- ASPHALT PATH/DRIVEWAY/ROAD
- COMBINATION INLET PROTECTION — COIP
- CURB INLET PROTECTION — CIP
- STANDARD INLET PROTECTION — SIP
- TEMPORARY ASPHALT BERM — TAB
- REMOVE EX. DRAINAGE STRUCTURE/PIPE — R

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

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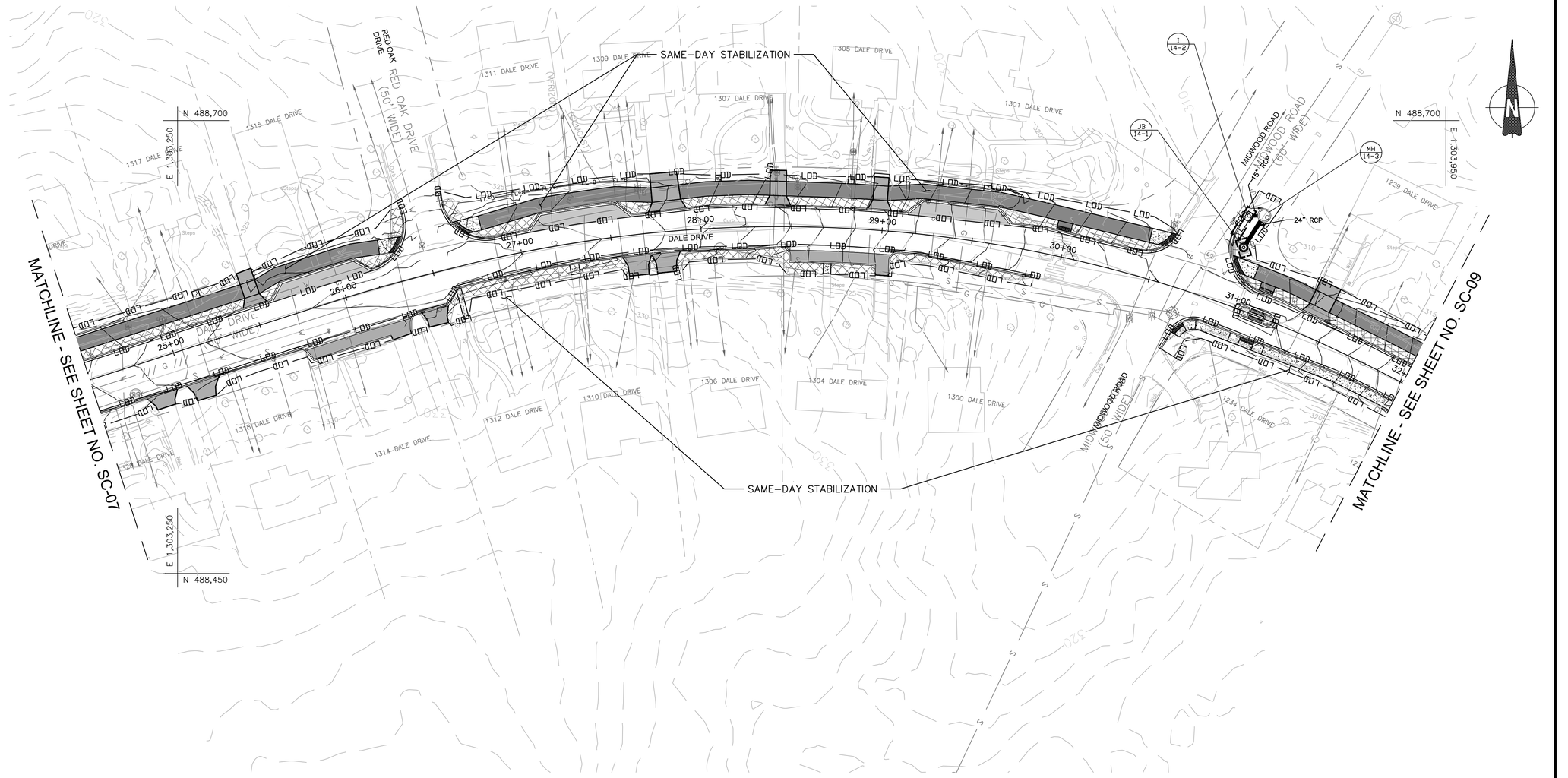
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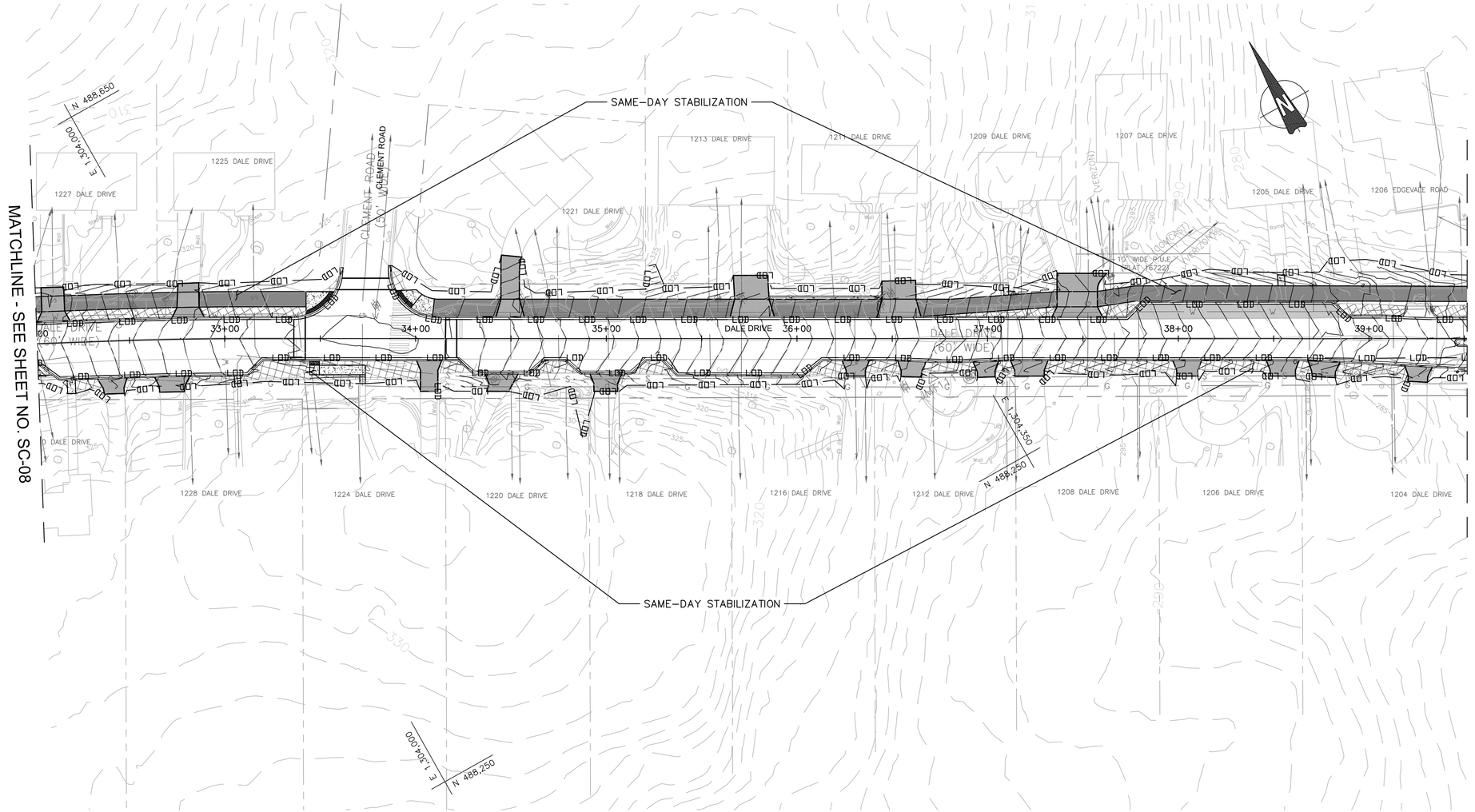
SC-07 PLAN SHEET
EROSION AND SEDIMENT CONTROL
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No.: 502109 SHEET 49 of 201


SAME-DAY STABILIZATION
SAME-DAY STABILIZATION
MATCHLINE - SEE SHEET NO. SC-07
MATCHLINE - SEE SHEET NO. SC-09
N 488,700
E 1,303,250
N 488,450
E 1,303,950
RED OAK DRIVE (50' WIDE)
DALE DRIVE (50' WIDE)
MIDWOOD ROAD (50' WIDE)
15" RCP
24" RCP
I 14-2
JB 14-1
MH 14-3
25+00
26+00
27+00
28+00
29+00
30+00
31+00
32+00
1315 DALE DRIVE
1317 DALE DRIVE
1311 DALE DRIVE
1309 DALE DRIVE
1307 DALE DRIVE
1305 DALE DRIVE
1301 DALE DRIVE
1229 DALE DRIVE
1234 DALE DRIVE
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1304 DALE DRIVE
1306 DALE DRIVE
1310 DALE DRIVE
1312 DALE DRIVE
1314 DALE DRIVE
1318 DALE DRIVE
1324 DALE DRIVE
LOD
FL
Steps
Curb
Pole
Inlet
Manhole
Fence
Wall
Edge of Pavement
Overhead Wires
Storm Drain
Water
Gas
Sanitary Sewer
Underground Telephone
Underground Electric
Underground Cable
Underground Fiber Optic
Concrete
Asphalt
Gravel
Brick
Grass
Trees
Bushes
Rock
Dirt
Concrete Block
Metal
Wood
Plastic
Vinyl
Chain Link
Stone
Brick



GENERAL NOTES:

1. FOLLOWING THE INSTALLATION OF SEDIMENT CONTROLS, WRITTEN APPROVAL MUST BE OBTAINED FROM THE MCDPS INSPECTOR PRIOR TO PROCEEDING WITH WORK.
2. NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO A MCDPS-APPROVED SEDIMENT CONTROL DEVICE.
3. THE DEPOSITION OF ANY EARTH, GRAVEL, AND/OR OTHER MATERIAL OUTSIDE OF THE WORK AREA IS STRICTLY PROHIBITED. ALL SEDIMENT TRACKED ONTO PUBLIC RIGHT-OF-WAYS, OUTSIDE OF THE WORK AREA, MUST BE IMMEDIATELY REMOVED IF NOT DIVERTED TO A MCDPS-APPROVED SEDIMENT CONTROL DEVICE.
4. EROSION AND SEDIMENT CONTROL DEVICES AND/OR MEASURES ARE TO REMAIN IN PLACE UNTIL THEIR REMOVAL IS APPROVED IN WRITING BY THE MCDPS INSPECTOR. STABILIZE ANY DISTURBED AREAS RESULTING FROM REMOVAL OF THE SEDIMENT CONTROL DEVICES.
5. "DRY WEATHER FORECAST PER NOAA" SHALL BE CONSTRUED TO BE A FORECAST SHOWING A LIKELIHOOD OF PRECIPITATION AS BEING LESS THAN 20%.
6. AREAS OF SAME DAY STABILIZATION SHALL BE STABILIZED AS FOLLOWS: GRADED AGGREGATE BASE (OR PAVEMENT) FOR AREAS TO BE PAVED; SOIL STABILIZATION MATTING (SSM) FOR DITCHES WITHOUT BASEFLOW; AND SEED & MULCH FOR SOIL AREAS NOT IN DITCHES OR STREAMS.

LEGEND:

LIMIT OF DISTURBANCE	LOD
PAVEMENT REMOVAL	
CONCRETE SIDEWALK	
ASPHALT PATH/DRIVEWAY/ROAD	
COMBINATION INLET PROTECTION	COIP
CURB INLET PROTECTION	CIP
STANDARD INLET PROTECTION	SIP

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

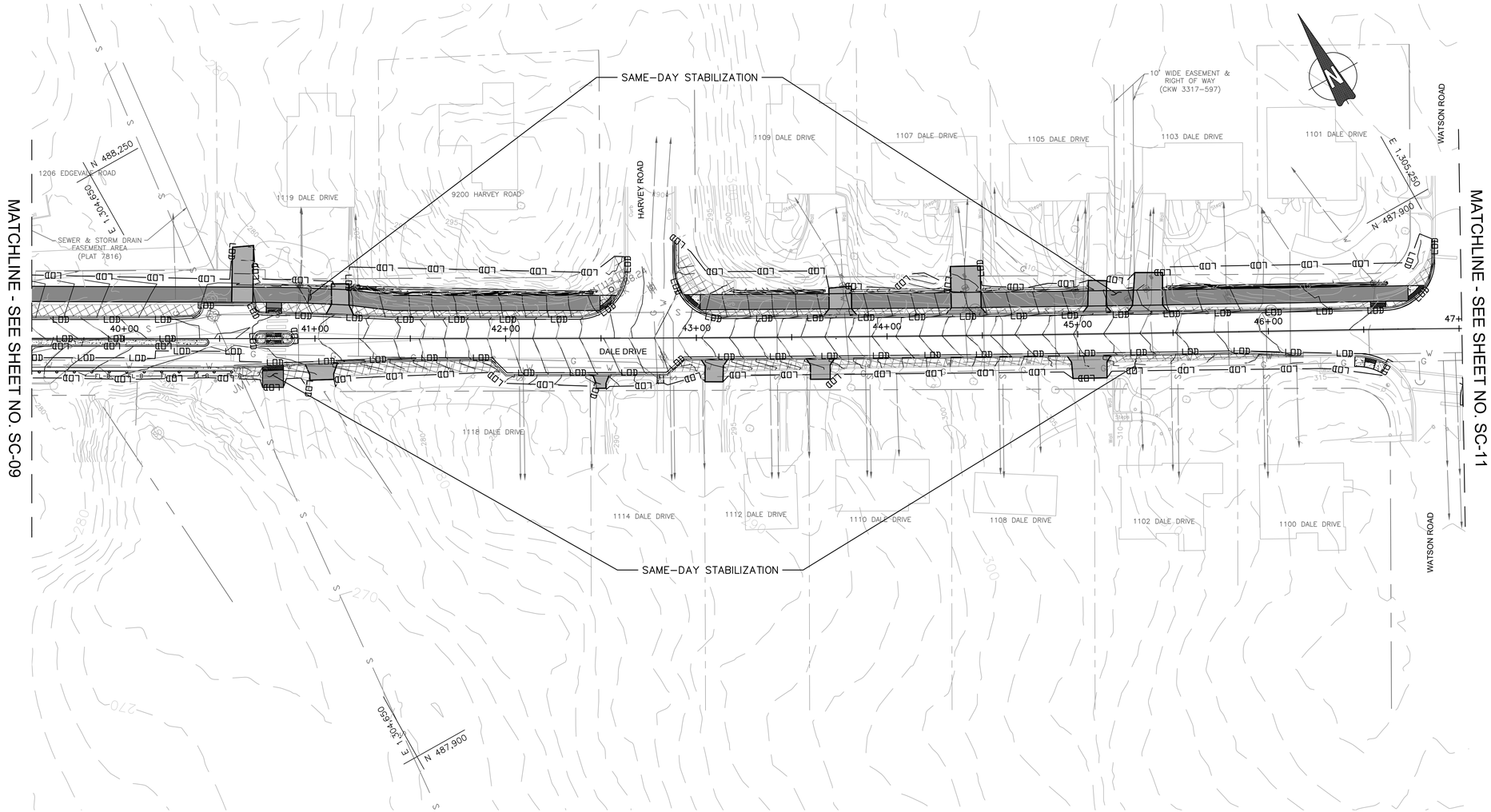
Designed by: KJS Drawn by: LZ Checked by: DZ

SC-09 PLAN SHEET
EROSION AND SEDIMENT CONTROL
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 51 of 201



GENERAL NOTES:

1. FOLLOWING THE INSTALLATION OF SEDIMENT CONTROLS, WRITTEN APPROVAL MUST BE OBTAINED FROM THE MCDPS INSPECTOR PRIOR TO PROCEEDING WITH WORK.
2. NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO A MCDPS-APPROVED SEDIMENT CONTROL DEVICE.
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5. "DRY WEATHER FORECAST PER NOAA" SHALL BE CONSTRUED TO BE A FORECAST SHOWING A LIKELIHOOD OF PRECIPITATION AS BEING LESS THAN 20%.
6. AREAS OF SAME DAY STABILIZATION SHALL BE STABILIZED AS FOLLOWS: GRADED AGGREGATE BASE (OR PAVEMENT) FOR AREAS TO BE PAVED; SOIL STABILIZATION MATTING (SSM) FOR DITCHES WITHOUT BASEFLOW; AND SEED & MULCH FOR SOIL AREAS NOT IN DITCHES OR STREAMS.

LEGEND:

LIMIT OF DISTURBANCE	LOD
PAVEMENT REMOVAL	
CONCRETE SIDEWALK	
ASPHALT PATH/DRIVEWAY/ROAD	
COMBINATION INLET PROTECTION	COIP
CURB INLET PROTECTION	CIP
STANDARD INLET PROTECTION	SIP

DRAFT
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RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

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Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

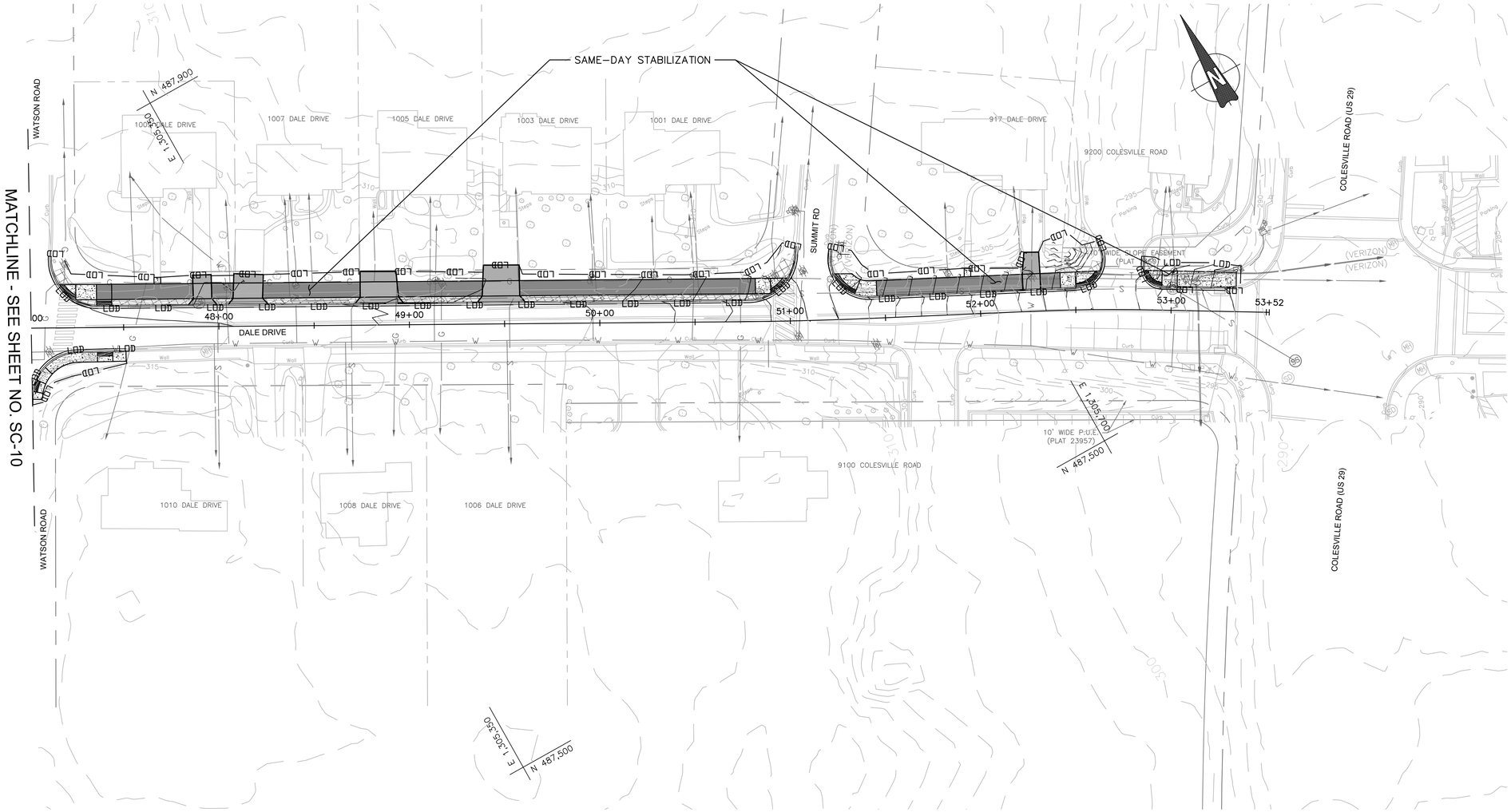
SC-10 PLAN SHEET
EROSION AND SEDIMENT CONTROL
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 52 of 201

FILE NAME: P:\MoCo\Dale Drive Bike-Ped Path\00_Working\pES-P002-DaleDr.dwg LAYOUT NAME: SC-10 PLOTTED: Monday, December 18, 2023 - 9:18am USER: kevin



GENERAL NOTES:

1. FOLLOWING THE INSTALLATION OF SEDIMENT CONTROLS, WRITTEN APPROVAL MUST BE OBTAINED FROM THE MCDPS INSPECTOR PRIOR TO PROCEEDING WITH WORK.
2. NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO A MCDPS-APPROVED SEDIMENT CONTROL DEVICE.
3. THE DEPOSITION OF ANY EARTH, GRAVEL, AND/OR OTHER MATERIAL OUTSIDE OF THE WORK AREA IS STRICTLY PROHIBITED. ALL SEDIMENT TRACKED ONTO PUBLIC RIGHT-OF-WAYS, OUTSIDE OF THE WORK AREA, MUST BE IMMEDIATELY REMOVED IF NOT DIVERTED TO A MCDPS-APPROVED SEDIMENT CONTROL DEVICE.
4. EROSION AND SEDIMENT CONTROL DEVICES AND/OR MEASURES ARE TO REMAIN IN PLACE UNTIL THEIR REMOVAL IS APPROVED IN WRITING BY THE MCDPS INSPECTOR. STABILIZE ANY DISTURBED AREAS RESULTING FROM REMOVAL OF THE SEDIMENT CONTROL DEVICES.
5. "DRY WEATHER FORECAST PER NOAA" SHALL BE CONSTRUED TO BE A FORECAST SHOWING A LIKELIHOOD OF PRECIPITATION AS BEING LESS THAN 20%.
6. AREAS OF SAME DAY STABILIZATION SHALL BE STABILIZED AS FOLLOWS: GRADED AGGREGATE BASE (OR PAVEMENT) FOR AREAS TO BE PAVED; SOIL STABILIZATION MATTING (SSM) FOR DITCHES WITHOUT BASEFLOW; AND SEED & MULCH FOR SOIL AREAS NOT IN DITCHES OR STREAMS.

LEGEND:

LIMIT OF DISTURBANCE	LOD
PAVEMENT REMOVAL	
CONCRETE SIDEWALK	
ASPHALT PATH/DRIVEWAY/ROAD	
COMBINATION INLET PROTECTION	COIP
CURB INLET PROTECTION	CIP
STANDARD INLET PROTECTION	SIP

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

SC-11 PLAN SHEET
EROSION AND SEDIMENT CONTROL
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 53 of 201

FILE NAME: P:\MoCo\Dale Drive Bike-Ped Path\00_Working\pES-P002-DaleDr.dwg LAYOUT NAME: SC-11 PLOTTED: Monday, December 18, 2023 - 9:18am USER: kevin

MAINTENANCE OF TRAFFIC – GENERAL NOTES

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION'S "WORK ZONE TEMPORARY TRAFFIC CONTROL STANDARDS" – JULY 2014, GENERAL NOTES AND STANDARDS PROVIDED IN CATEGORY "1" OF THE MDOT SHA BOOK OF STANDARDS, THE MARYLAND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MD MUTCD) AND SUBSEQUENT REVISIONS ADOPTED BY THE STATE OF MARYLAND, AND THESE PLANS.
2. THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN TRAFFIC CONTROL SIGNS AND DEVICES. THE CONTRACTOR SHALL MAINTAIN TRAFFIC DURING HOURS OF CONSTRUCTION IN ACCORDANCE WITH THE METHOD OF TRAFFIC CONTROL SHOWN ON THESE DRAWINGS, OTHER CONTRACT DOCUMENTS, AND THE 2011 MD MUTCD AND SUBSEQUENT REVISIONS.
3. THE CONTRACTOR SHALL COORDINATE TEMPORARY TRAFFIC CONTROL WITH ADJACENT PROJECTS AS NECESSARY.
4. THE CONTRACTOR SHALL NOTIFY ALL TRANSIT AGENCIES WITH ROUTES IMPACTED BY MOT OPERATIONS AND PROVIDE ANTICIPATED IMPACT DURATION PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL MAINTAIN ANY TEMPORARY BUS STOPS.
5. LONGITUDINAL DISTANCES OF ALL ADVANCED WARNING SIGNS MAY BE ADJUSTED DUE TO INTERSECTING STREETS, DRIVEWAYS, AND/OR FIELD CONDITIONS AS APPROVED BY THE ENGINEER. WHERE ADVANCE SIGNING CONFLICTS WITH TEMPORARY SIGNING FOR LANE CLOSURES, LANE SHIFTS, OR FLAGGING OPERATIONS, ADJUSTMENTS TO ADVANCE SIGNING SHALL BE MADE PER THE ENGINEER TO AVOID CONFUSING AND/OR CONFLICTING MESSAGES.
6. ALL TEMPORARY SIGNS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT EXISTING TRAFFIC CONTROL DEVICES.
7. NO WORK IS TO BEGIN UNTIL ALL ADVANCE WARNING SIGNS, DRUMS, BARRIERS, AND TEMPORARY PAVEMENT MARKINGS ARE IN PLACE AND OPERATIONAL.
8. EXISTING SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC PATTERNS SHALL BE REMOVED OR COVERED. PERMANENT SIGNS THAT ARE REMOVED (OR COVERED) DURING CONSTRUCTION SHALL BE REINSTALLED PRIOR TO RETURNING THE ROAD TO PRE-CONSTRUCTION TRAFFIC PATTERNS.
9. WHERE TEMPORARY PAVEMENT MARKINGS ARE REQUIRED, EXISTING PAVEMENT MARKINGS SHALL BE REMOVED BY GRINDING WHEN WITHIN THE FINAL LIMITS OF PAVING, OR COVERED WITH BLACKOUT TAPE WHEN OUTSIDE THE FINAL LIMITS OF PAVING, AS SHOWN ON THE MOT PLANS.
10. ALL EXISTING SIGNS AND PAVEMENT MARKINGS SHALL BE MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION UNLESS A CHANGE IS SHOWN ON THE PLANS AND/OR IS DIRECTED BY THE ENGINEER.
11. EXCAVATIONS SHALL BE BACKFILLED WITH GRADED AGGREGATE BASE PRIOR TO THE END OF THE WORK DAY IN CONFORMANCE WITH MONTGOMERY COUNTY'S TEMPORARY TRAFFIC CONTROL REQUIREMENTS.
12. PEDESTRIAN FACILITIES MUST BE MAINTAINED, OR A CLEAR, DETECTABLE, TRAVERSABLE, SAFE, AND ADA-ACCESSIBLE ALTERNATE PATH MUST BE PROVIDED AT ALL TIMES DURING CONSTRUCTION AND AFTER HOURS. PEDESTRIAN DETOURS SHALL BE PROVIDED UTILIZING THE APPLICABLE STANDARD DETAIL (MD 104.06-09A THROUGH MD 104.06-09D) BASED ON THE ACTIVE WORK ZONE. STANDARD DETAILS PROVIDED ON SHEET 57.
13. WHERE A SIDEWALK IS CLOSED DURING CONSTRUCTION, THE CONTRACTOR SHALL INSTALL A BARRIER ACROSS THE FULL WIDTH OF THE SIDEWALK APPROACHING THE CLOSURE. THIS BARRIER SHOULD BE DETECTABLE BY A VISUALLY IMPAIRED INDIVIDUAL TRAVELING WITH THE AID OF A CANE.
14. RADIO COMMUNICATION IS REQUIRED BETWEEN FLAGGERS AT THE DISCRETION OF THE MONTGOMERY COUNTY INSPECTOR, OR IF THE FLAGGERS CANNOT SEE EACH OTHER, AND/OR THE LANE CLOSURE EXCEEDS 200 FEET.
15. THE CONTRACTOR SHALL NOTIFY MONTGOMERY COUNTY TRANSPORTATION MANAGEMENT CENTER AT 240-777-2100 AT LEAST 72 HOURS PRIOR TO STARTING ALL WORK.
16. IF ACCESS TO ANY PROPERTY MUST BE CLOSED DUE TO CONSTRUCTION, THE CONTRACTOR SHALL CONTACT THE PROPERTY OWNERS TO COORDINATE ANY CLOSURE OR ACCESS RESTRICTIONS AT LEAST 72 HOURS PRIOR TO THE IMPLEMENTATION OF THOSE RESTRICTIONS.
17. WHEN DRIVEWAYS ARE IMPACTED BY THE WORK ZONE, THE CONTRACTOR SHALL COORDINATE WITH THE AFFECTED PROPERTY OWNERS. WHERE TWO ENTRANCES EXIST FOR ONE PROPERTY, CONSTRUCTION SHALL BE SEQUENCED SO THAT ONLY ONE ENTRANCE WILL BE DISTURBED AT ANY GIVEN TIME. ACCESS TO DRIVEWAYS AND SIDE STREETS MUST BE MAINTAINED AT ALL TIMES UNLESS CLOSURES ARE PERMITTED BY THE PROPERTY OWNER OR A DETOUR PLAN IS PROVIDED.
18. EMERGENCY ACCESS MUST BE MAINTAINED AT ALL TIMES TO ALL PROPERTIES. ADEQUATE STOPPING SIGHT DISTANCE MUST BE MAINTAINED AT ALL TIMES FOR ALL ACCESS POINTS.
19. ONCE ALL PHASES ARE COMPLETE, FINAL PAVEMENT MARKINGS AND SIGNING SHALL MATCH THE SIGNING AND PAVEMENT MARKING PLANS.
20. IN THE AREAS TO BE CONSTRUCTED WITH FLAGGING OPERATIONS OR TEMPORARY LANE CLOSURES, THE CONTRACTOR SHALL ONLY DISTURB AS MUCH OF THE ROADWAY AS CAN BE RECONSTRUCTED BY THE END OF EACH WORK DAY TO ALLOW ALL LANES TO BE OPEN TO TRAFFIC.
21. ADVANCE NOTICE OF ROADWAY CLOSURES SHALL BE PROVIDED TWO WEEKS PRIOR TO THE CLOSURE TAKING EFFECT. NOTICE OF THE ANTICIPATED DATE THE ROADWAY WILL REOPEN SHALL BE PROVIDED NO MORE THAN TWO DAYS AFTER THE ACTUAL DATE OF THE ROAD CLOSURE.
22. CONTRACTOR SHALL CONSTRUCT TEMPORARY WEDGE AND LEVEL AT RESIDENTIAL DRIVEWAYS TO MAINTAIN ACCESS DURING CONSTRUCTION AS NEEDED

SEQUENCE OF CONSTRUCTION

THE SEQUENCE OF CONSTRUCTION FOR EACH PHASE OF WORK IS DETAILED BELOW. CONSTRUCTION PHASES ARE SPECIFIC TO A CERTAIN WORK ZONE. PHASES MAY BE CONSTRUCTED IN A DIFFERENT ORDER THAN OUTLINED BLOW, BUT THE SEQUENCE OF CONSTRUCTION WITHIN EACH PHASE MUST BE MAINTAINED UNLESS MODIFICATIONS ARE APPROVED BY THE ENGINEER.

PHASE 1: SHARED-USE PATH CONSTRUCTION & CURB/GUTTER WORK ON WESTBOUND DALE DR/COLUMBIA BLVD

1. WORK BETWEEN INTERSECTIONS SHALL BE PERFORMED USING FLAGGING CONTROLS, NON-INTERSECTION (STANDARD TCP-102.02).
2. WORK AT 4-LEG INTERSECTIONS SHALL BE PERFORMED USING FLAGGING CONTROLS, 3-LEG INTERSECTION (STANDARD TCP-105.01 AND TCP-105.02).
3. WORK AT 3-LEG INTERSECTIONS SHALL BE PERFORMED USING FLAGGING CONTROLS, 3-LEG INTERSECTION (STANDARD TCP-105.03 THROUGH TCP-105.07).

PHASE 2: CURB/GUTTER WORK ON EASTBOUND DALE DR/COLUMBIA BLVD

1. WORK BETWEEN INTERSECTIONS SHALL BE PERFORMED USING FLAGGING CONTROLS, NON-INTERSECTION (STANDARD TCP-102.02).
2. WORK AT 4-LEG INTERSECTIONS SHALL BE PERFORMED USING FLAGGING CONTROLS, 3-LEG INTERSECTION (STANDARD TCP-105.01 AND TCP-105.02).
3. WORK AT 3-LEG INTERSECTIONS SHALL BE PERFORMED USING FLAGGING CONTROLS, 3-LEG INTERSECTION (STANDARD TCP-105.03 THROUGH TCP-105.07).

PHASE 3: DETOUR – COLUMBIA BLVD/WOODLAND DR

1. SET UP PVMS TWO (2) WEEKS PRIOR TO ROAD CLOSURE.
2. SET UP DETOUR SIGNS FOR ROAD CLOSURE.
3. DETOUR TRAFFIC ONTO DETOUR ROUTE AND CLOSE THE ROADWAY AS INDICATED ON THE PLANS.
4. UPON COMPLETION OF THE INTERSECTION WORK, REMOVE DETOUR SIGNS.

PHASE 4: DETOUR – LUZERNE AVE/WOODLAND DR

1. SET UP DETOUR SIGNS FOR ROAD CLOSURE.
2. DETOUR TRAFFIC ONTO DETOUR ROUTE AND CLOSE THE ROADWAY AS INDICATED ON THE PLANS.
3. UPON COMPLETION OF THE INTERSECTION WORK, REMOVE DETOUR SIGNS.

PHASE 5: DETOUR – GRACE CHURCH RD

1. SET UP PVMS TWO (2) WEEKS PRIOR TO ROAD CLOSURE.
2. SET UP DETOUR SIGNS FOR ROAD CLOSURE.
3. DETOUR TRAFFIC ONTO DETOUR ROUTE AND CLOSE THE ROADWAY AS INDICATED ON THE PLANS.
4. UPON COMPLETION OF THE INTERSECTION WORK, REMOVE DETOUR SIGNS.

PHASE 6: STORM DRAIN INSTALLATION ON CROSBY ROAD

1. WORK BETWEEN INTERSECTIONS SHALL BE PERFORMED USING FLAGGING CONTROLS, NON-INTERSECTION (STANDARD TCP-102.02).
2. WORK AT 4-LEG INTERSECTIONS SHALL BE PERFORMED USING FLAGGING CONTROLS, 3-LEG INTERSECTION (STANDARD TCP-105.01 AND TCP-105.02).
3. WORK AT 3-LEG INTERSECTIONS SHALL BE PERFORMED USING FLAGGING CONTROLS, 3-LEG INTERSECTION (STANDARD TCP-105.03 THROUGH TCP-105.07)

PHASE 7: DETOUR – DALE DRIVE

1. SET UP PVMS TWO (2) WEEKS PRIOR TO ROAD CLOSURE.
2. SET UP DETOUR SIGNS FOR ROAD CLOSURE.
3. DETOUR TRAFFIC ONTO DETOUR ROUTE AND CLOSE THE ROADWAY AS INDICATED ON THE PLANS.
4. UPON COMPLETION OF THE WORK CROSSING THE ROADWAY (I.E., INSTALLATION OF THE PROPOSED STORM DRAIN UNDER DALE DRIVE AND CONNECTING INLETS), REMOVE DETOUR SIGNS.
5. THE CONSTRUCTION OF THE REMAINING DRAINAGE STRUCTURES AND PIPING ALONG DALE DRIVE SHALL BE PERFORMED USING FLAGGING OPERATIONS (REFER TO PHASE 1 AND 2 OF THE SEQUENCE OF CONSTRUCTION, THIS SHEET).

PHASE 8: ROADWAY MILLING/RESURFACING

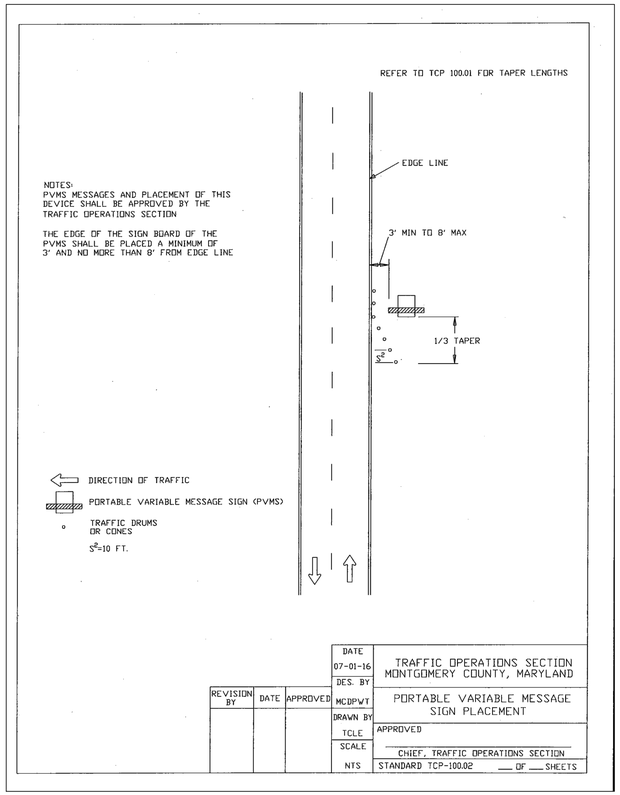
LIMITS PER WORK DAY/NIGHT WILL VARY AS TO THE LENGTH OF WORK WHICH CAN BE MILLED/RESURFACED WITHIN THE WORK DAY. MILLED SURFACE SHALL NOT BE EXPOSED TO TRAFFIC UNLESS APPROVED BY THE ENGINEER.

1. UTILIZE MARYLAND TRAFFIC CONTROL MDOT SHA STANDARD MD STD. 104.02-10.
2. INSTALL ADVANCE WARNING AND INFORMATION SIGNS.
3. INSTALL TRAFFIC CONTROL DEVICES.
4. PERFORM PAVEMENT MILLING/RESURFACING OPERATIONS WITHIN THE PROJECT LIMITS AS DETAILED ON THE ROADWAY PLANS. INSTALL TEMPORARY PAVEMENT MARKINGS AS REQUIRED.
5. INSTALL FINAL PAVEMENT MARKINGS AS SHOWN ON THE SIGNING AND PAVEMENT MARKING PLANS.

PVMS DISPLAY DETAIL

ROAD CLOSURE TO BEGIN	DISPLAY 1
ON OR ABOUT XX/XX/XX	DISPLAY 2

1. TWO WEEKS PRIOR TO THE START OF CONSTRUCTION, THE PROPOSED PORTABLE VARIABLE MESSAGE SIGNS (PVMS) SHALL BE PLACED IN ACCORDANCE WITH STANDARD TCP-100.02.
2. FINAL VARIABLE SIGN(S) MESSAGES SHALL BE DETERMINED BY THE MCDOT DIVISION OF TRAFFIC ENGINEERING AND OPERATIONS ENGINEER.



DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: NT Drawn by: KJS Checked by: DZ

MT-01 MAINTENANCE OF TRAFFIC MOT NOTES

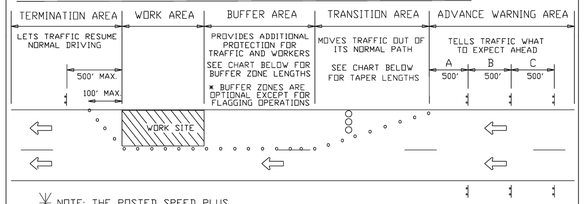
DALE DRIVE SHARED USE PATH

SCALE: NOT TO SCALE DATE: DECEMBER 2023

CIP No.: 502109 SHEET 54 of 201

SPEED M.P.H.	MINIMUM DISTANCE FROM TAPER TO FIRST SIGN A	ADDITIONAL SIGNS IN SERIES TO BE SPACED AT A MINIMUM B	C	D	MINIMUM COMBINED ADVANCED WARNING
25	200'	200'	200'		600'
30-35	300'	300'	300'		900'
40	500'	500'	500'		1500'
45-65	800'	700'	1100'	2600' (OPTIONAL)	2600'

EXAMPLE: TWO LANES, ONE-WAY ROADWAY, POSTED SPEED LIMIT IS 30 M.P.H.



* NOTE: THE POSTED SPEED PLUS 10 MPH SHOULD BE USED FOR THE DESIGN OF SIGN SPACING, TAPER AND BUFFER LENGTHS

GUIDELINES FOR TAPER LENGTHS

* SPEED M.P.H.	TAPER LENGTH LANE WIDTH IN FEET 10	11	12	NUMBER OF DEVICES FOR TAPER	SPACING OF DEVICES ALONG TAPER IN FEET
20	70	75	80	5	20
25	105	115	125	6	25
30	150	165	180	7	30
35	205	225	245	8	35
40	270	295	320	9	40
45	450	495	540	13	45
50	500	550	600	13	50
55	550	605	660	13	55
60	600	660	720	13	60
65	650	715	780	13	65

GUIDELINES FOR BUFFER ZONE LENGTHS

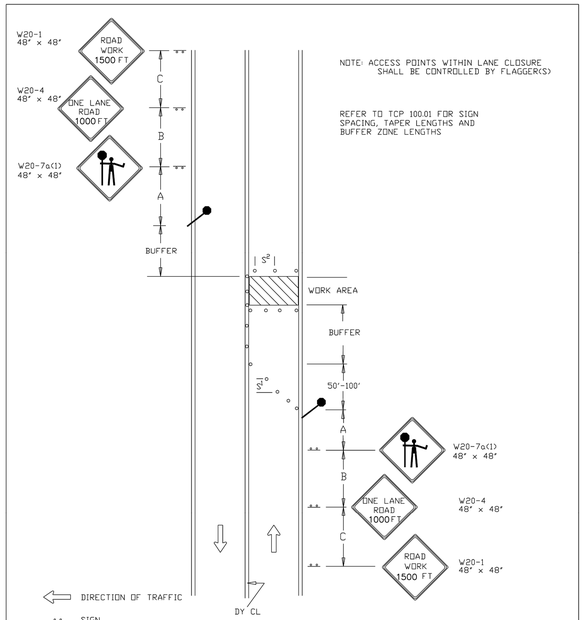
SPEED (MPH)	LENGTH (FEET)
20	35
25	55
30	85
35	120
40	170
45	220
50	280
55	335
60	415
65	485

REVISION BY	DATE	APPROVAL

DATE	07-01-16
DES. BY	MCDPWT
DRAWN BY	
TCLE	APPROVED
SCALE	CHIEF, TRAFFIC OPERATIONS SECTION
NTS	STANDARD TCP-100.01 ___ OF ___ SHEETS

TRAFFIC OPERATIONS SECTION
MONTGOMERY COUNTY, MARYLAND

SPACING CHART

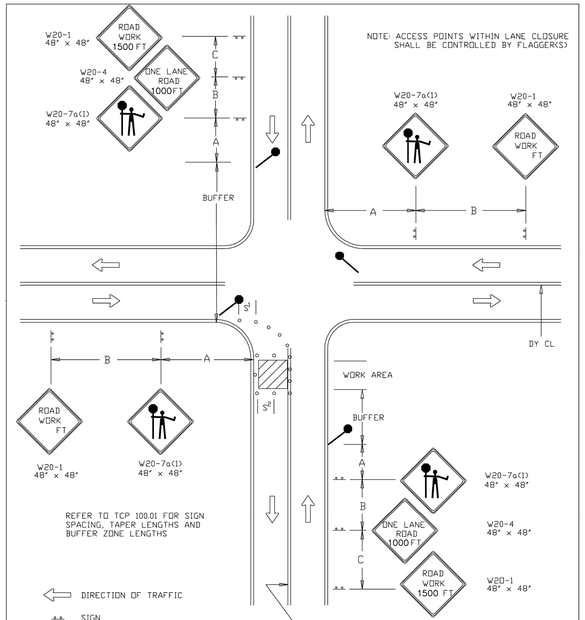


REVISION BY	DATE	APPROVED

DATE	07-01-16
DES. BY	MCDPWT
DRAWN BY	
TCLE	APPROVED
SCALE	CHIEF, TRAFFIC OPERATIONS SECTION
NTS	STANDARD TCP-102.02 ___ OF ___ SHEETS

TRAFFIC OPERATIONS SECTION
MONTGOMERY COUNTY, MARYLAND

FLAGGING CONTROL
NON - INTERSECTION

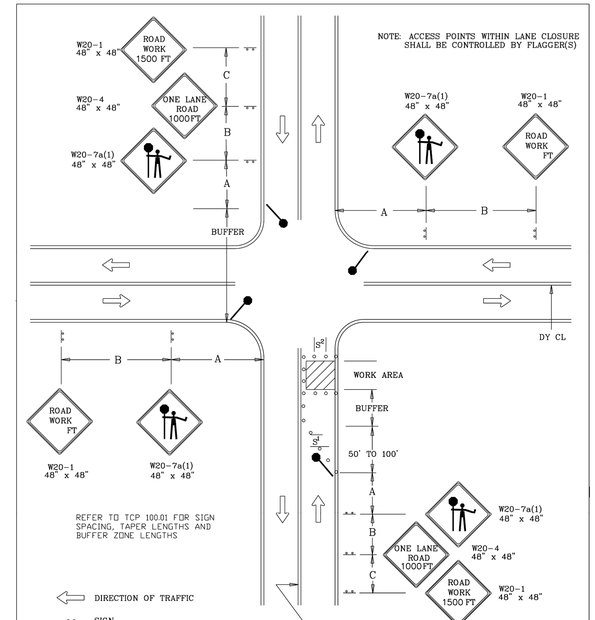


REVISION BY	DATE	APPROVED

DATE	07-01-16
DES. BY	MCDPWT
DRAWN BY	
TCLE	APPROVED
SCALE	CHIEF, TRAFFIC OPERATIONS SECTION
NTS	STANDARD TCP-105.01 ___ OF ___ SHEETS

TRAFFIC OPERATIONS SECTION
MONTGOMERY COUNTY, MARYLAND

FLAGGING CONTROL
AT 4 - LEG INTERSECTION (1)

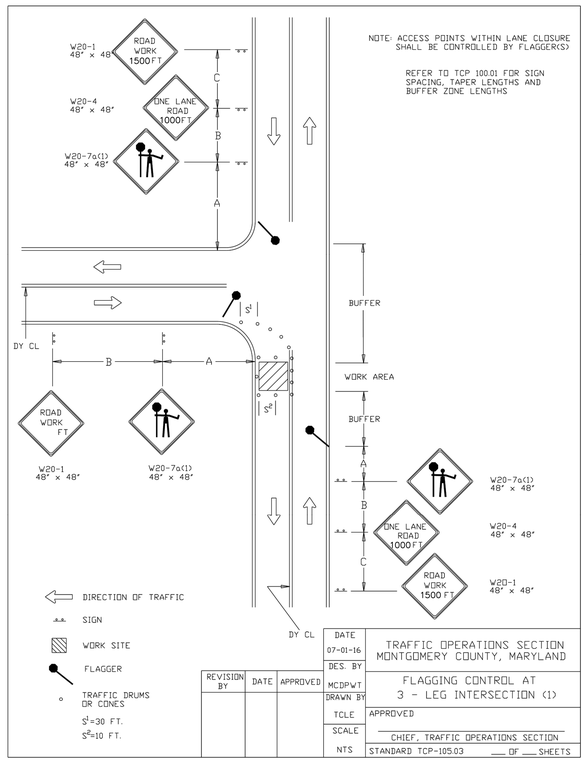


REVISION BY	DATE	APPROVED

DATE	07-01-16
DES. BY	MCDPWT
DRAWN BY	
TCLE	APPROVED
SCALE	CHIEF, TRAFFIC OPERATIONS SECTION
NTS	STANDARD TCP-105.02 ___ OF ___ SHEETS

TRAFFIC OPERATIONS SECTION
MONTGOMERY COUNTY, MARYLAND

FLAGGING CONTROL
AT 4 - LEG INTERSECTION (2)



REVISION BY	DATE	APPROVED

DATE	07-01-16
DES. BY	MCDPWT
DRAWN BY	
TCLE	APPROVED
SCALE	CHIEF, TRAFFIC OPERATIONS SECTION
NTS	STANDARD TCP-105.03 ___ OF ___ SHEETS

TRAFFIC OPERATIONS SECTION
MONTGOMERY COUNTY, MARYLAND

FLAGGING CONTROL AT
3 - LEG INTERSECTION (1)

DALE DRIVE
A = 500'
B = 500'
C = 500'

GRACE CHURCH RD & COLUMBIA BLVD
A = 300'
B = 300'
C = 300'

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

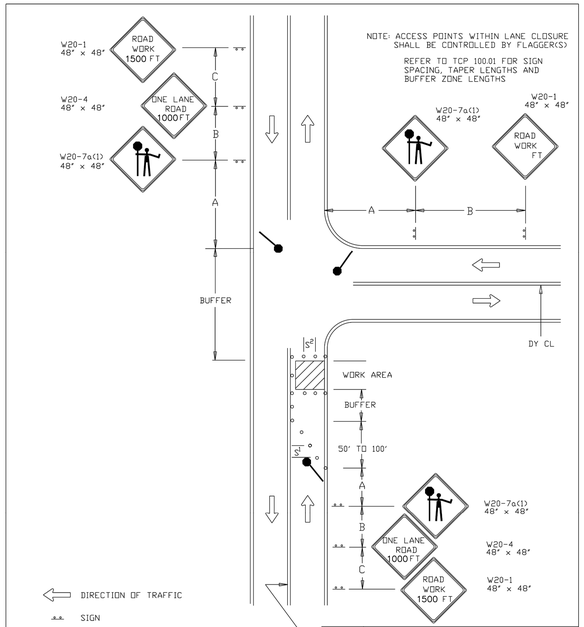
MT-02 MAINTENANCE OF TRAFFIC MOT DETAILS

DALE DRIVE SHARED USE PATH

SCALE: NOT TO SCALE DATE: DECEMBER 2023

CIP No. : 502109 SHEET 55 of 201

FILE NAME: P:\MoCo\Dale Drive Bike-Ped Path\00_Working\pMT-P001-DaleDr.dwg LAYOUT NAME: MT-02 MOT Details PLOTTED: Monday, December 18, 2023 - 9:18am USER: kevin



REVISION BY	DATE	APPROVED

DATE	07-01-16
DES. BY	MCDPWT
DRAWN BY	
TCLE	
SCALE	NTS

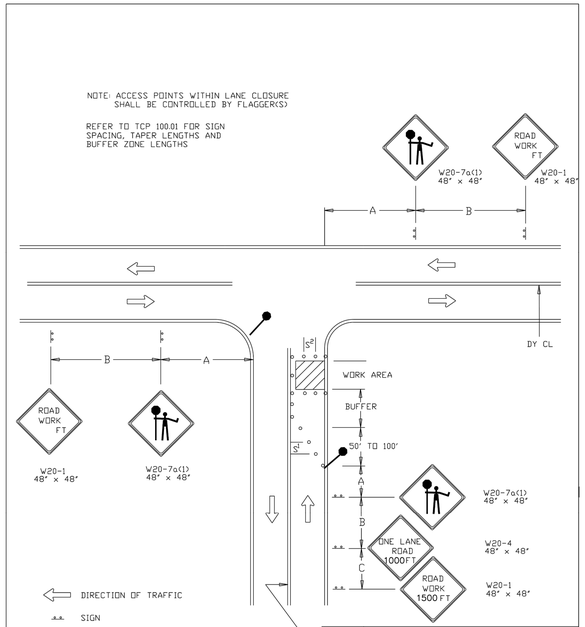
TRAFFIC OPERATIONS SECTION
MONTGOMERY COUNTY, MARYLAND

FLAGGING CONTROL AT
3 - LEG INTERSECTION (2)

APPROVED

CHIEF, TRAFFIC OPERATIONS SECTION

STANDARD TCP-105.04 ___ OF ___ SHEETS



REVISION BY	DATE	APPROVED

DATE	07-01-16
DES. BY	MCDPWT
DRAWN BY	
TCLE	
SCALE	NTS

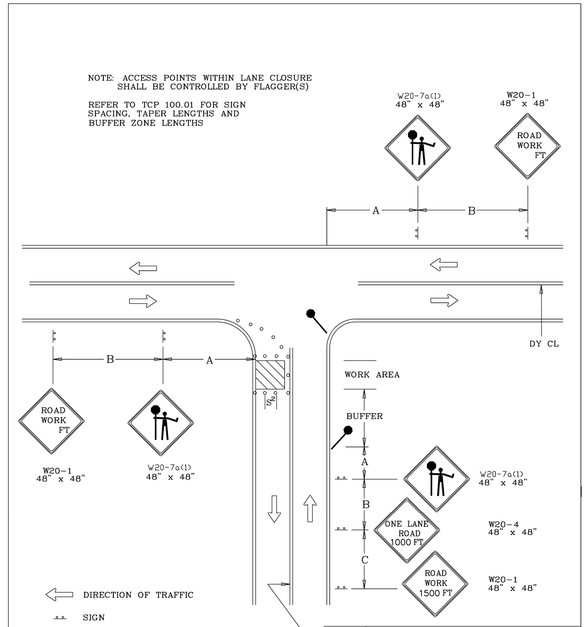
TRAFFIC OPERATIONS SECTION
MONTGOMERY COUNTY, MARYLAND

FLAGGING CONTROL AT
3 - LEG INTERSECTION (3)

APPROVED

CHIEF, TRAFFIC OPERATIONS SECTION

STANDARD TCP-105.05 ___ OF ___ SHEETS



REVISION BY	DATE	APPROVED

DATE	07-01-16
DES. BY	MCDPWT
DRAWN BY	
TCLE	
SCALE	NTS

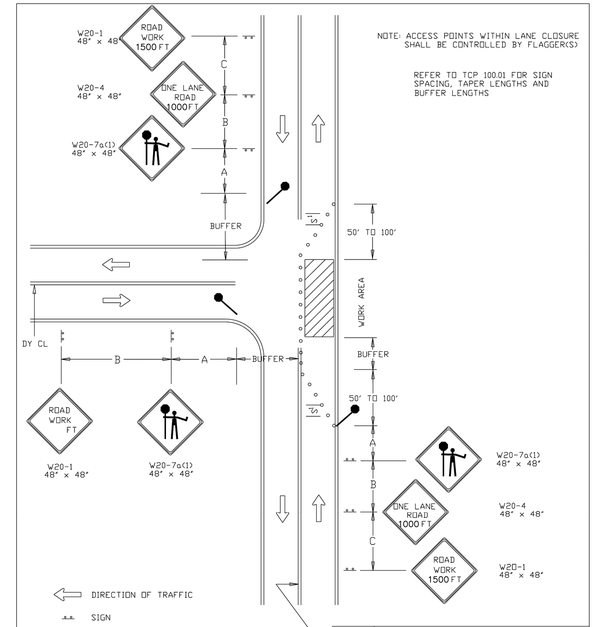
TRAFFIC OPERATIONS SECTION
MONTGOMERY COUNTY, MARYLAND

FLAGGING CONTROL AT
3 - LEG INTERSECTION (4)

APPROVED

CHIEF, TRAFFIC OPERATIONS SECTION

STANDARD TCP-105.06 ___ OF ___ SHEETS



REVISION BY	DATE	APPROVED

DATE	07-01-16
DES. BY	MCDPWT
DRAWN BY	
TCLE	
SCALE	NTS

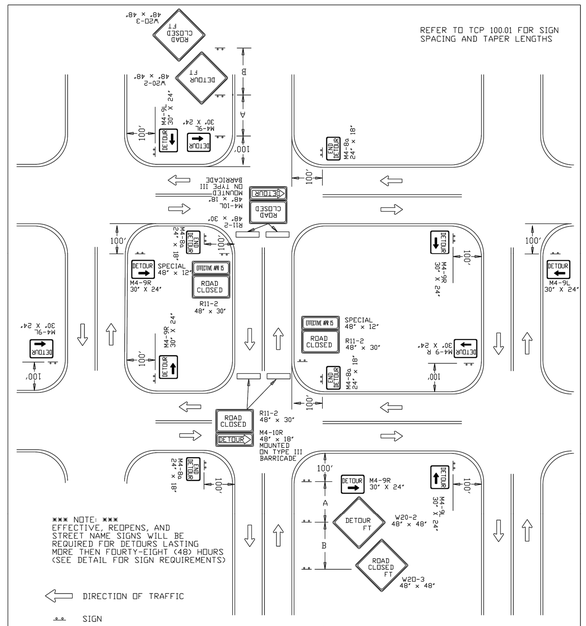
TRAFFIC OPERATIONS SECTION
MONTGOMERY COUNTY, MARYLAND

FLAGGING CONTROL AT
3 - LEG INTERSECTION
FAR - SIDE CLOSURE

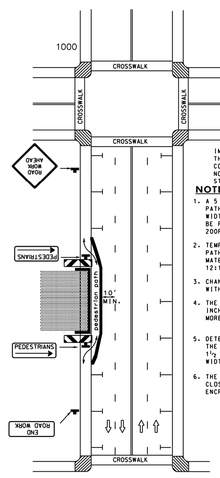
APPROVED

CHIEF, TRAFFIC OPERATIONS SECTION

STANDARD TCP-105.07 ___ OF ___ SHEETS


REFER TO TCP 100.01 FOR SIGN SPACING AND TAPER LENGTHS
ROAD CLOSED FT
DETOUR FT
M4-9R 30" X 24"
M4-9L 30" X 24"
M4-10L 48" X 18"
M4-10R 48" X 18"
M4-10R 48" X 18"
M4-9R 30" X 24"
M4-9L 30" X 24"
M4-10L

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION FOR SIDEWALK CLOSURE ALTERNATE PEDESTRIAN ROUTE USING ROADWAY LANE OR SHOULDER



IMPORTANT:
THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES MD 104.00-01 THROUGH MD 104.00-18 AND STANDARD DETAILS MD 104.01-01 THROUGH MD 104.01-81

NOTES

1. A 5 FOOT MINIMUM WIDTH PEDESTRIAN PATH / ALTERNATE PEDESTRIAN PATH SHALL BE MAINTAINED WHERE POSSIBLE. WHERE A 5 FOOT MIN WIDTH CANNOT BE ACHIEVED. A MINIMUM WIDTH OF 36 INCHES SHALL BE PROVIDED WITH PASSING ZONES (60 IN X 60 IN) AT LEAST EVERY 200FT.
2. TEMPORARY RAMPS SHALL HAVE A SLOPE OF 12:1 MAX. THE PEDESTRIAN PATH AND RAMP SHALL BE CONSTRUCTED OF HOT MIX ASPHALT OR OTHER MATERIAL THAT CAN PROVIDE SMOOTH, HARD SURFACE & WILL MAINTAIN 12:1 SLOPE.
3. CHANNELIZING DEVICES SHALL BE TEMPORARY CONCRETE BARRIERS WITH THE ADDITION OF CONTINUOUS DETECTABLE EDGING.
4. THE CONTINUOUS DETECTABLE EDGINGS SHALL PROTRUDE AT LEAST 6 INCHES ABOVE THE PATHWAY WITH THE BOTTOM OF THE EDGING NO MORE THAN 1½ INCHES ABOVE THE PATHWAY.
5. DETECTABLE BARRICADES SHALL EXTEND AT LEAST 36" ABOVE THE PATHWAY WITH THE BOTTOM OF THE BARRICADE NO MORE THAN 1½ INCHES ABOVE THE PATHWAY. AND SHALL EXTEND THE FULL WIDTH OF THE CLOSURE
6. THE ENGINEER SHOULD CONSIDER ADDITIONAL. ADJACENT LANE CLOSURES WHEN THE POSSIBILITY OF UNPLANNED TRAVELWAY ENCROACHMENTS EXISTS.

KEY:

- SIGN
- CHANNELIZING DEVICES WITH DETECTABLE EDGING
- DETECTABLE BARRICADE
- DIRECTION OF TRAFFIC
- WORK SITE
- PARKING SPACES / SHOULDER AREA
- TEMPORARY RAMP (WITH DETECTABLE SURFACE WARNING)
- EXISTING CURB RAMP

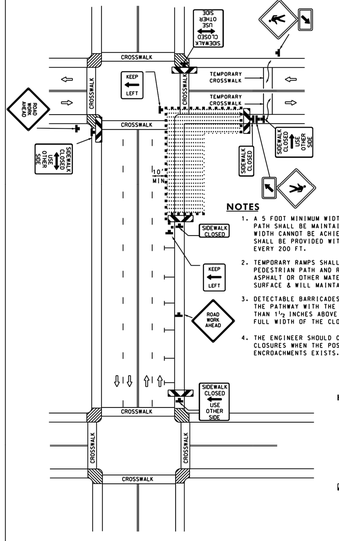
SPECIFICATION	CATEGORY CODE ITEMS
104	

APPROVED _____ DIRECTOR – OFFICE OF TRAFFIC AND SAFETY

SHA	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
State Highway Administration	APPROVAL 7-14-08	APPROVAL 7-3-08
	REVISED 8-11-10	REVISED 7-29-10
	REVISED	REVISED
	REVISED	REVISED

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
PED AND CURB–LANE CONTROL/MULTILANE UNDIV. SPEED LESS THAN OR EQUAL TO 40 MPH /OVER 12 HRS. OR NIGHTTIME USE
STANDARD NO. MD 104.06-09A

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION ALTERNATE PEDESTRIAN DETOUR ROUTE AT INTERSECTION



IMPORTANT:
THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES MD 104.00-01 THROUGH MD 104.00-18 AND STANDARD DETAILS MD 104.01-01 THROUGH MD 104.01-81

NOTES

1. A 5 FOOT MINIMUM WIDTH PEDESTRIAN PATH / ALTERNATE PEDESTRIAN PATH SHALL BE MAINTAINED WHERE POSSIBLE. WHERE A 5 FOOT MIN. WIDTH CANNOT BE ACHIEVED. A MINIMUM WIDTH OF 36 INCHES SHALL BE PROVIDED WITH PASSING ZONES (60 IN X 60 IN) AT LEAST EVERY 200 FT.
2. TEMPORARY RAMPS SHALL HAVE A SLOPE OF 12:1 MAX. THE PEDESTRIAN PATH AND RAMP SHALL BE CONSTRUCTED OF HOT MIX ASPHALT OR OTHER MATERIAL THAT CAN PROVIDE A SMOOTH, HARD SURFACE & WILL MAINTAIN 12:1 SLOPE.
3. DETECTABLE BARRICADES SHALL EXTEND AT LEAST 36" ABOVE THE PATHWAY WITH THE BOTTOM OF THE BARRICADE NO MORE THAN 1½ INCHES ABOVE THE PATHWAY. AND SHALL EXTEND THE FULL WIDTH OF THE CLOSURE.
4. THE ENGINEER SHOULD CONSIDER ADDITIONAL. ADJACENT LANE CLOSURES WHEN THE POSSIBILITY OF UNPLANNED TRAVELWAY ENCROACHMENTS EXISTS.

KEY:

- DIRECTION OF TRAFFIC
- WORK SITE
- TEMPORARY RAMP (WITH DETECTABLE SURFACE WARNING)
- SIGN
- DETECTABLE BARRICADE
- PARKING SPACES / SHOULDER AREA
- EXISTING CURB RAMPS
- CHANNELIZING DEVICES

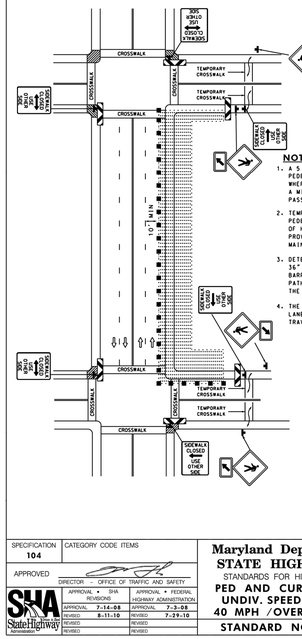
SPECIFICATION	CATEGORY CODE ITEMS
104	

APPROVED _____ DIRECTOR – OFFICE OF TRAFFIC AND SAFETY

SHA	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
State Highway Administration	APPROVAL 7-14-08	APPROVAL 7-3-08
	REVISED 8-11-10	REVISED 7-29-10
	REVISED	REVISED
	REVISED	REVISED

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
PED AND CURB–LANE CONTROL/MULTILANE UNDIV. FOR SPEEDS GREATER THAN 40MPH / OVER 12 HRS. OR NIGHTTIME USE
STANDARD NO. MD 104.06-09B

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION FOR SIDEWALK CLOSURE ALTERNATE PEDESTRIAN DETOUR ROUTE FOR FULL BLOCK CLOSURE



IMPORTANT:
THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES MD 104.00-01 THROUGH MD 104.00-18 AND STANDARD DETAILS MD 104.01-01 THROUGH MD 104.01-81

NOTES

1. A 5 FOOT MINIMUM WIDTH PEDESTRIAN PATH / ALTERNATE PEDESTRIAN PATH SHALL BE MAINTAINED WHERE POSSIBLE. WHERE A 5 FOOT MINIMUM WIDTH CANNOT BE ACHIEVED. A MINIMUM WIDTH OF 36 INCHES SHALL BE PROVIDED WITH PASSING ZONES (60 IN X 60 IN) AT LEAST EVERY 200FT.
2. TEMPORARY RAMPS SHALL HAVE A SLOPE OF 12:1 MAX. PEDESTRIAN PATH AND RAMP SHALL BE CONSTRUCTED OF HOT MIX ASPHALT OR OTHER MATERIAL THAT CAN PROVIDE A SMOOTH, HARD SURFACE & WILL MAINTAIN 12:1 SLOPE.
3. DETECTABLE BARRICADES SHALL EXTEND AT LEAST 36" ABOVE THE PATHWAY WITH THE BOTTOM OF THE BARRICADE NO MORE THAN 1½ INCHES ABOVE THE PATHWAY. AND SHALL EXTEND THE FULL WIDTH OF THE CLOSURE.
4. THE ENGINEER SHOULD CONSIDER ADDITIONAL. ADJACENT LANE CLOSURES WHEN THE POSSIBILITY OF UNPLANNED TRAVELWAY ENCROACHMENTS EXISTS.

KEY:

- SIGN
- DIRECTION OF TRAFFIC
- WORK SITE
- TEMPORARY RAMP (WITH DETECTABLE SURFACE WARNING)
- DETECTABLE BARRICADE
- EXISTING CURB RAMPS
- CHANNELIZING DEVICES

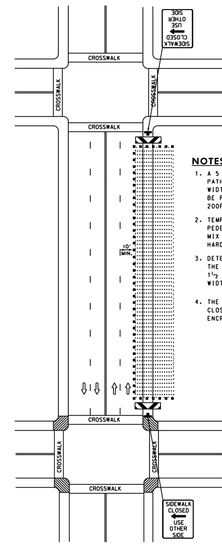
SPECIFICATION	CATEGORY CODE ITEMS
104	

APPROVED _____ DIRECTOR – OFFICE OF TRAFFIC AND SAFETY

SHA	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
State Highway Administration	APPROVAL 7-14-08	APPROVAL 7-3-08
	REVISED 8-11-10	REVISED 7-29-10
	REVISED	REVISED
	REVISED	REVISED

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
PED AND CURB–LANE CONTROL/MULTILANE UNDIV. SPEED LESS THAN OR EQUAL TO 40 MPH /OVER 12 HRS. OR NIGHTTIME USE
STANDARD NO. MD–104.06-09C

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION ALTERNATE PEDESTRIAN DETOUR ROUTE USING OPPOSITE SIDEWALK



IMPORTANT:
THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES MD 104.00-01 THROUGH MD 104.00-18 AND STANDARD DETAILS MD 104.01-01 – MD 104.01-81

NOTES

1. A 5 FOOT MINIMUM WIDTH PEDESTRIAN PATH / ALTERNATE PEDESTRIAN PATH SHALL BE MAINTAINED WHERE POSSIBLE. WHERE A 5 FOOT MINIMUM WIDTH CANNOT BE ACHIEVED. A MINIMUM WIDTH OF 36 INCHES SHALL BE PROVIDED WITH PASSING ZONES (60 IN X 60 IN) AT LEAST EVERY 200FT.
2. TEMPORARY RAMPS SHALL HAVE A SLOPE OF 12:1 MAX. THE PEDESTRIAN PATH AND RAMP SHALL BE CONSTRUCTED OF HOT MIX ASPHALT OR OTHER MATERIAL THAT CAN PROVIDE A SMOOTH, HARD SURFACE & WILL MAINTAIN 12:1 SLOPE.
3. DETECTABLE BARRICADES SHALL EXTEND AT LEAST 36" ABOVE THE PATHWAY WITH THE BOTTOM OF THE BARRICADE NO MORE THAN 1½ INCHES ABOVE THE PATHWAY. AND SHALL EXTEND THE FULL WIDTH OF THE CLOSURE.
4. THE ENGINEER SHOULD CONSIDER ADDITIONAL. ADJACENT LANE CLOSURES WHEN THE POSSIBILITY OF UNPLANNED TRAVELWAY ENCROACHMENTS EXISTS.

KEY:

- DIRECTION OF TRAFFIC
- WORK SITE
- SIGN
- DETECTABLE BARRICADE
- EXISTING CURB RAMPS
- CHANNELIZING DEVICES

SPECIFICATION	CATEGORY CODE ITEMS
104	

APPROVED _____ DIRECTOR – OFFICE OF TRAFFIC AND SAFETY

SHA	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION
State Highway Administration	APPROVAL 7-14-08	APPROVAL 7-3-08
	REVISED 8-11-10	REVISED 7-29-10
	REVISED	REVISED
	REVISED	REVISED

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
PED AND CURB–LANE CONTROL/MULTILANE UNDIV. FOR SPEEDS GREATER THAN 40MPH / OVER 12 HRS. OR NIGHTTIME USE
STANDARD NO. MD 104.06-09D

NOTES:

1. PEDESTRIAN ACCESS SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION. THE CONTRACTOR SHALL UTILIZE THE APPLICABLE STANDARD DETAIL (MD 104.06-09A-D) BASED ON THE ACTIVE WORK ZONE.

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section _____ Date

APPROVED

Chief, Division of Transportation Engineering _____ Date

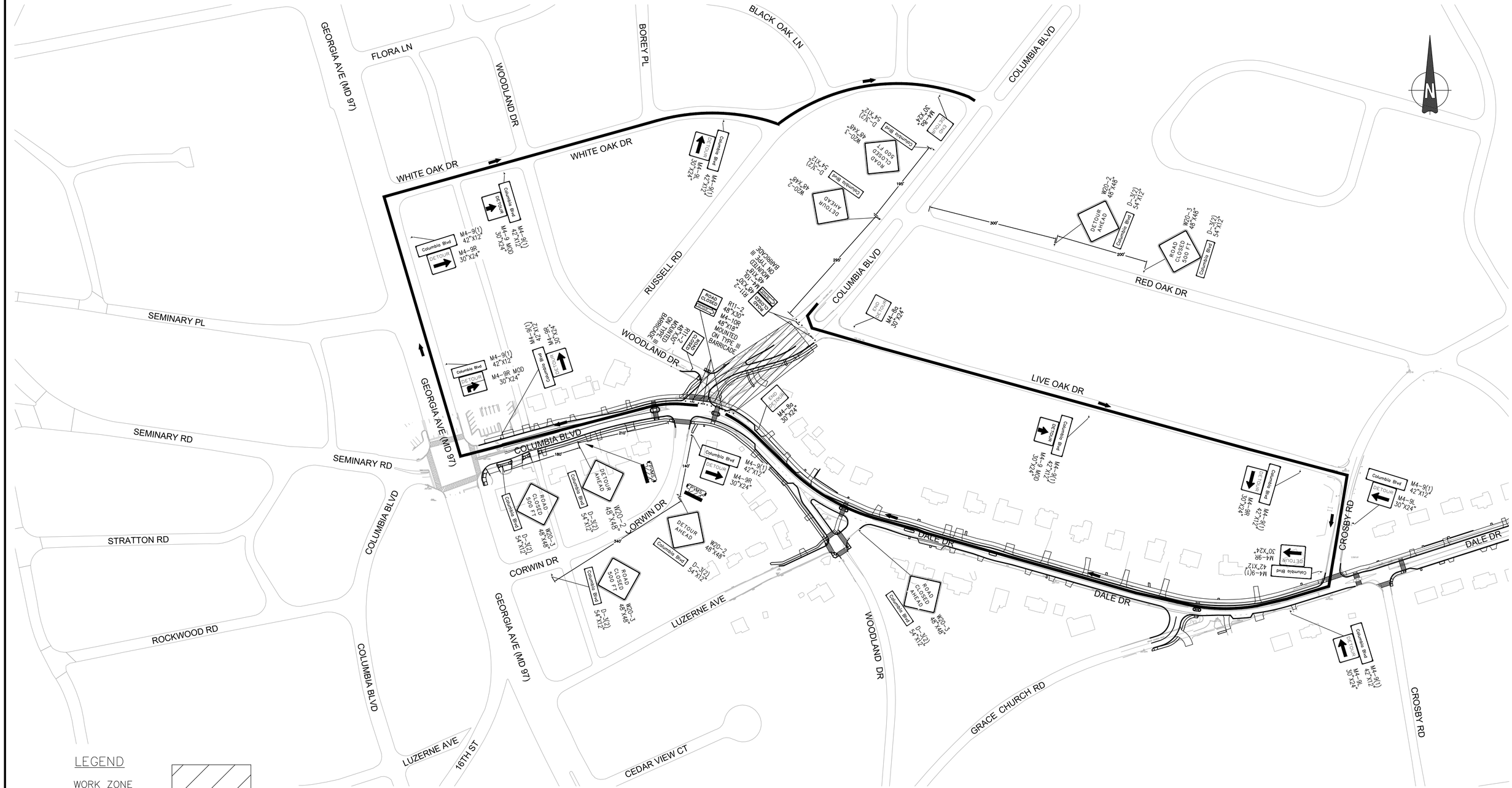
Designed by: KJS Drawn by: LZ Checked by: DZ

MT-04 MAINTENANCE OF TRAFFIC
PEDESTRIAN MOT DETAILS

DALE DRIVE SHARED USE PATH

SCALE: NOT TO SCALE DATE: DECEMBER 2023

CIP No. : 502109 SHEET 57 of 201



LEGEND

- WORK ZONE
- SIGN LOCATION
- TYPE III BARRICADE
- TRAFFIC BARRELS
- DETOUR ROUTE
- DETOUR DIRECTION
- PORTABLE VARIABLE MESSAGE SIGN (PVMS)

DETOUR PLAN - COLUMBIA BOULEVARD/WOODLAND DRIVE

SCALE: 1" = 100'

NOTES:

1. CONTRACTOR MAY ADJUST THE SIGN SPACING AND LOCATION BASED ON SITE CONDITIONS WITH THE APPROVAL OF THE ENGINEER.
2. INSTALL PVMS TWO WEEKS PRIOR TO THE START OF CONSTRUCTION AS INDICATED ON SHEET 54.

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

MT-05 MAINTENANCE OF TRAFFIC DETOUR PLAN-COLUMBIA/WOODLAND

DALE DRIVE SHARED USE PATH

0 100' 200'

SCALE: 1"=100' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 58 of 201

LEGEND

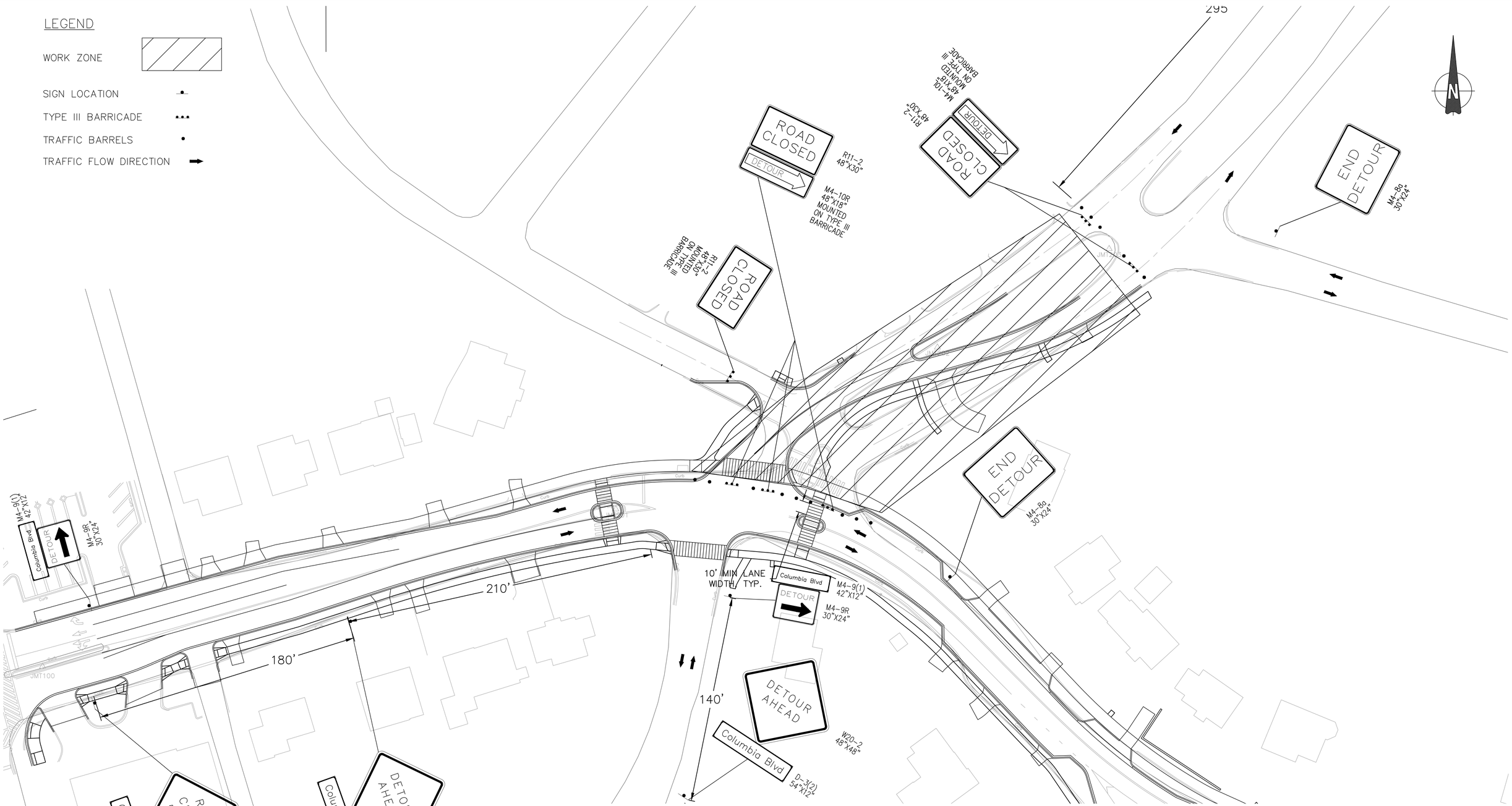
WORK ZONE

SIGN LOCATION

TYPE III BARRICADE

TRAFFIC BARRELS

TRAFFIC FLOW DIRECTION



TRAFFIC CONTROL PLAN - COLUMBIA BOULEVARD/WOODLAND DRIVE

SCALE: 1" = 30'

NOTES:

1. CONTRACTOR MAY ADJUST THE SIGN SPACING AND LOCATION BASED ON SITE CONDITIONS WITH THE APPROVAL OF THE ENGINEER.
2. REFER TO MT-05 COLUMBIA-WOODLAND DETOUR ON SHEET 58 FOR ADDITIONAL DETOUR AND ADVANCE WARNING SIGNS.

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

MT-06 MAINTENANCE OF TRAFFIC TCP - COLUMBIA/WOODLAND

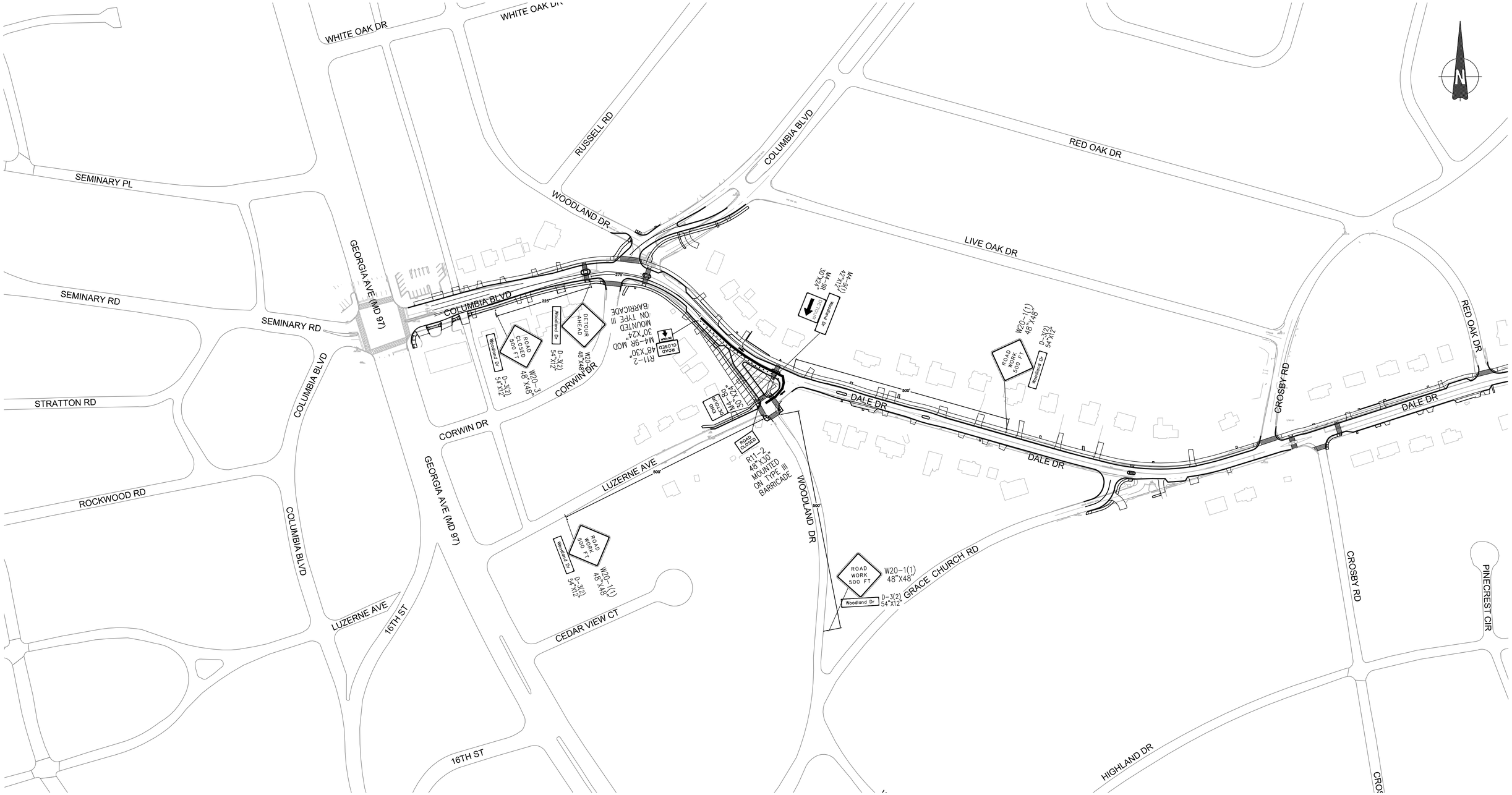
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 59 of 201

FILE NAME: P:\MoCo\Dale Drive Bike-Ped Path\00_Working\pMT-P001-DaleDr.dwg LAYOUT NAME: MT-06 Columbia-Woodland MOT PLOTTED: Monday, December 18, 2023 - 9:19am USER: kevin



DETOUR PLAN - LUZERNE AVENUE/WOODLAND DRIVE

SCALE: 1" = 100'

LEGEND

WORK ZONE

SIGN LOCATION

TYPE III BARRICADE

TRAFFIC BARRELS

DETOUR ROUTE

DETOUR DIRECTION

NOTES:

1. CONTRACTOR MAY ADJUST THE SIGN SPACING AND LOCATION BASED ON SITE CONDITIONS WITH THE APPROVAL OF THE ENGINEER.
2. INSTALL PVMS TWO WEEKS PRIOR TO THE START OF CONSTRUCTION AS INDICATED ON SHEET 54.

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

MT-07 MAINTENANCE OF TRAFFIC
DETOUR PLAN-LUZERNE/WOODLAND

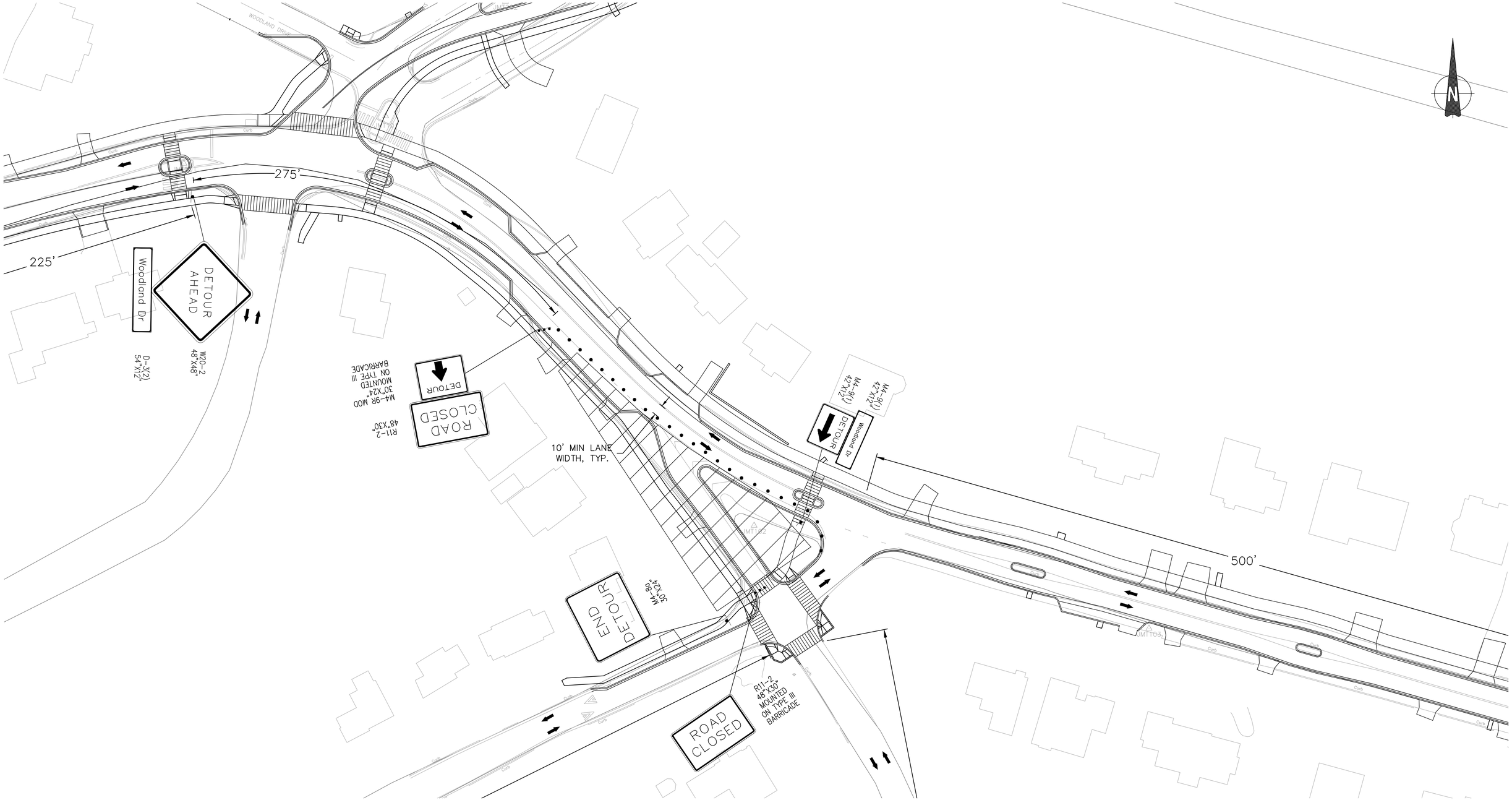
DALE DRIVE SHARED USE PATH

0 100' 200'

SCALE: 1"=100' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 60 of 201

FILE NAME: P:\MoCo\Dale Drive Bike-Ped Path\00_Working\pMT-P001-DaleDr.dwg LAYOUT NAME: MT-07 Luzerne Ave Detour PLOTTED: Monday, December 18, 2023 - 9:19am USER: kevin



TRAFFIC CONTROL PLAN - LUZERNE AVENUE/WOODLAND DRIVE

SCALE: 1" = 30'

LEGEND

WORK ZONE

SIGN LOCATION

TYPE III BARRICADE

TRAFFIC BARRELS

TRAFFIC FLOW DIRECTION

NOTES:

1. CONTRACTOR MAY ADJUST THE SIGN SPACING AND LOCATION BASED ON SITE CONDITIONS WITH THE APPROVAL OF THE ENGINEER.
2. REFER TO MT-07 LUZERNE AVE DETOUR ON SHEET 60 FOR ADDITIONAL DETOUR AND ADVANCE WARNING SIGNS.

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

MT-08 MAINTENANCE OF TRAFFIC
TCP - LUZERNE/WOODLAND

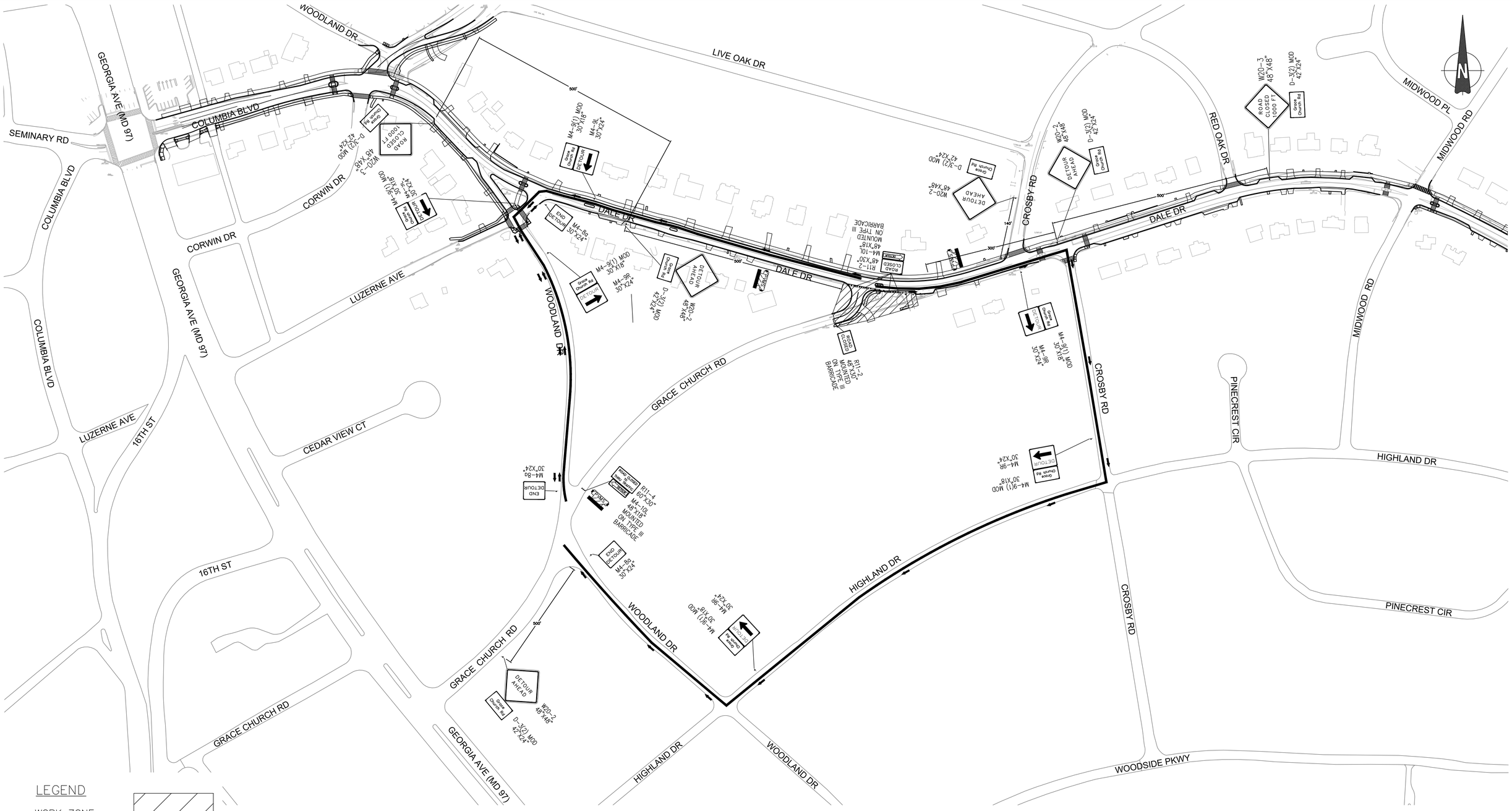
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No.: 502109 SHEET 61 of 201

FILE NAME: P:\MoCo\Dale Drive Bike-Ped Path\00_Working\pMT-P001-DaleDr.dwg LAYOUT NAME: MT-08 Luzerne Ave MOT PLOTTED: Monday, December 18, 2023 - 9:19am USER: kevin



LEGEND

- WORK ZONE
- SIGN LOCATION
- TYPE III BARRICADE
- TRAFFIC BARRELS
- DETOUR ROUTE
- DETOUR DIRECTION
- PORTABLE VARIABLE MESSAGE SIGN (PVMS)

NOTES:

1. CONTRACTOR MAY ADJUST THE SIGN SPACING AND LOCATION BASED ON SITE CONDITIONS WITH THE APPROVAL OF THE ENGINEER.
2. INSTALL PVMS TWO WEEKS PRIOR TO THE START OF CONSTRUCTION AS INDICATED ON SHEET 54.

DETOUR PLAN - GRACE CHURCH ROAD

SCALE: 1" = 100'

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

MT-09 MAINTENANCE OF TRAFFIC DETOUR PLAN-GRACE CHURCH RD

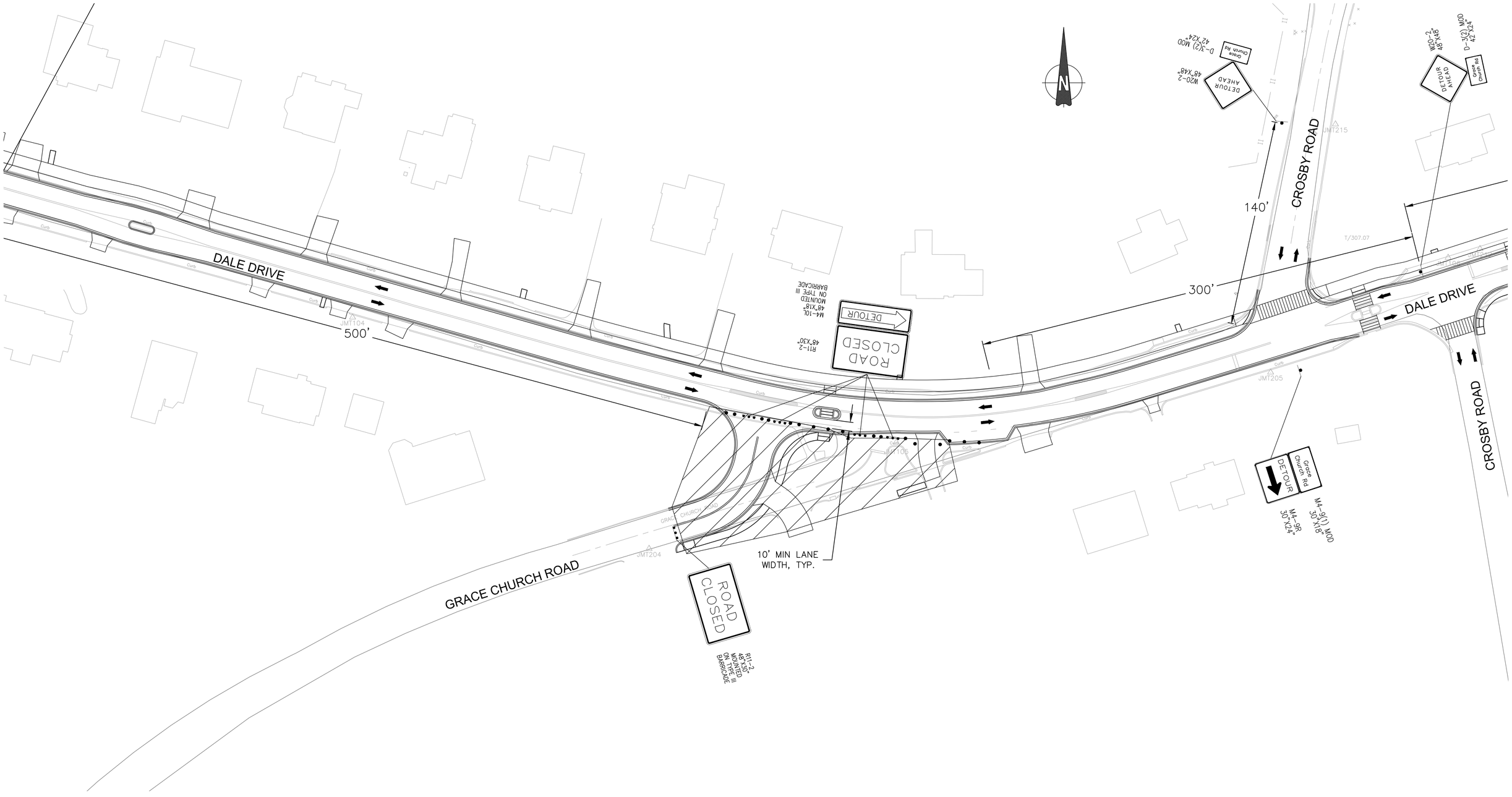
DALE DRIVE SHARED USE PATH

0 100' 200'

SCALE: 1"=100' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 62 of 201

FILE NAME: P:\MoCo\Dale Drive Bike-Ped Path\00_Working\pMT-P001-DaleDr.dwg LAYOUT NAME: MT-09 Grace Church Rd Detour PLOTTED: Monday, December 18, 2023 - 9:19am USER: kevin



LEGEND

WORK ZONE

SIGN LOCATION

TYPE III BARRICADE

TRAFFIC FLOW DIRECTION

TRAFFIC CONTROL PLAN - GRACE CHURCH ROAD

SCALE: 1" = 30'

NOTES:

1. CONTRACTOR MAY ADJUST THE SIGN SPACING AND LOCATION BASED ON SITE CONDITIONS WITH THE APPROVAL OF THE ENGINEER.
2. REFER TO MT-09 GRACE CHURCH RD DETOUR ON SHEET 62 FOR ADDITIONAL DETOUR AND ADVANCE WARNING SIGNS.

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: LZ Checked by: DZ

MT-10 MAINTENANCE OF TRAFFIC TCP – GRACE CHURCH RD

DALE DRIVE SHARED USE PATH

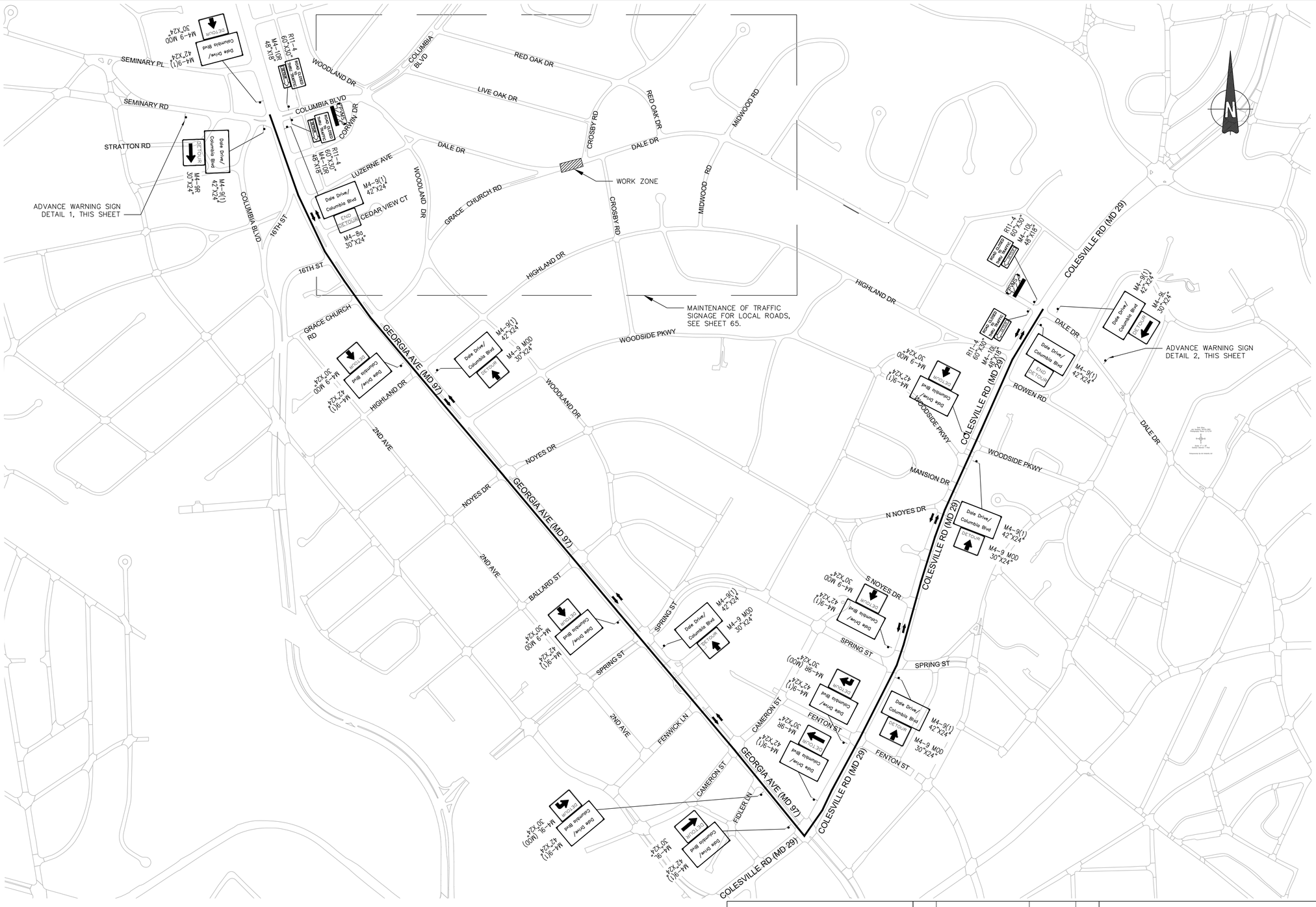
0 30' 60'

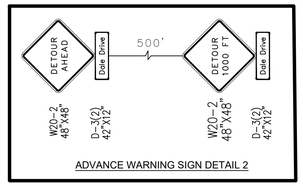
SCALE: 1"=30'

DATE: DECEMBER 2023

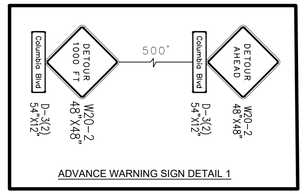
CIP No. : 502109

SHEET 63 of 201





ADVANCE WARNING SIGN DETAIL 2



ADVANCE WARNING SIGN DETAIL 1

NOTES:

1. CONTRACTOR MAY ADJUST THE SIGN SPACING AND LOCATION BASED ON SITE CONDITIONS WITH THE APPROVAL OF THE ENGINEER.
2. INSTALL PVMS TWO WEEKS PRIOR TO THE START OF CONSTRUCTION AS INDICATED ON SHEET 54.
3. ONLY THE CONSTRUCTION CROSSING DALE DRIVE (I.E., INSTALLATION OF THE PROPOSED STORM DRAIN UNDER DALE DRIVE AND CONNECTING INLETS) SHALL BE COMPLETED UNDER A ROAD CLOSURE AND DETOUR. THE CONSTRUCTION OF THE REMAINING DRAINAGE STRUCTURES AND PIPING ALONG DALE DRIVE SHALL BE PERFORMED USING FLAGGING OPERATIONS (REFER TO PHASE 1 AND 2 OF THE SEQUENCE OF CONSTRUCTION, SHEET 54).

LEGEND

WORK ZONE

SIGN LOCATION

DETOUR ROUTE

DETOUR DIRECTION

PORTABLE VARIABLE MESSAGE SIGN (PVMS)

DETOUR PLAN - DALE DRIVE

SCALE: 1" = 300'

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RJM ENGINEERING

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MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: KJS Checked by: DZ

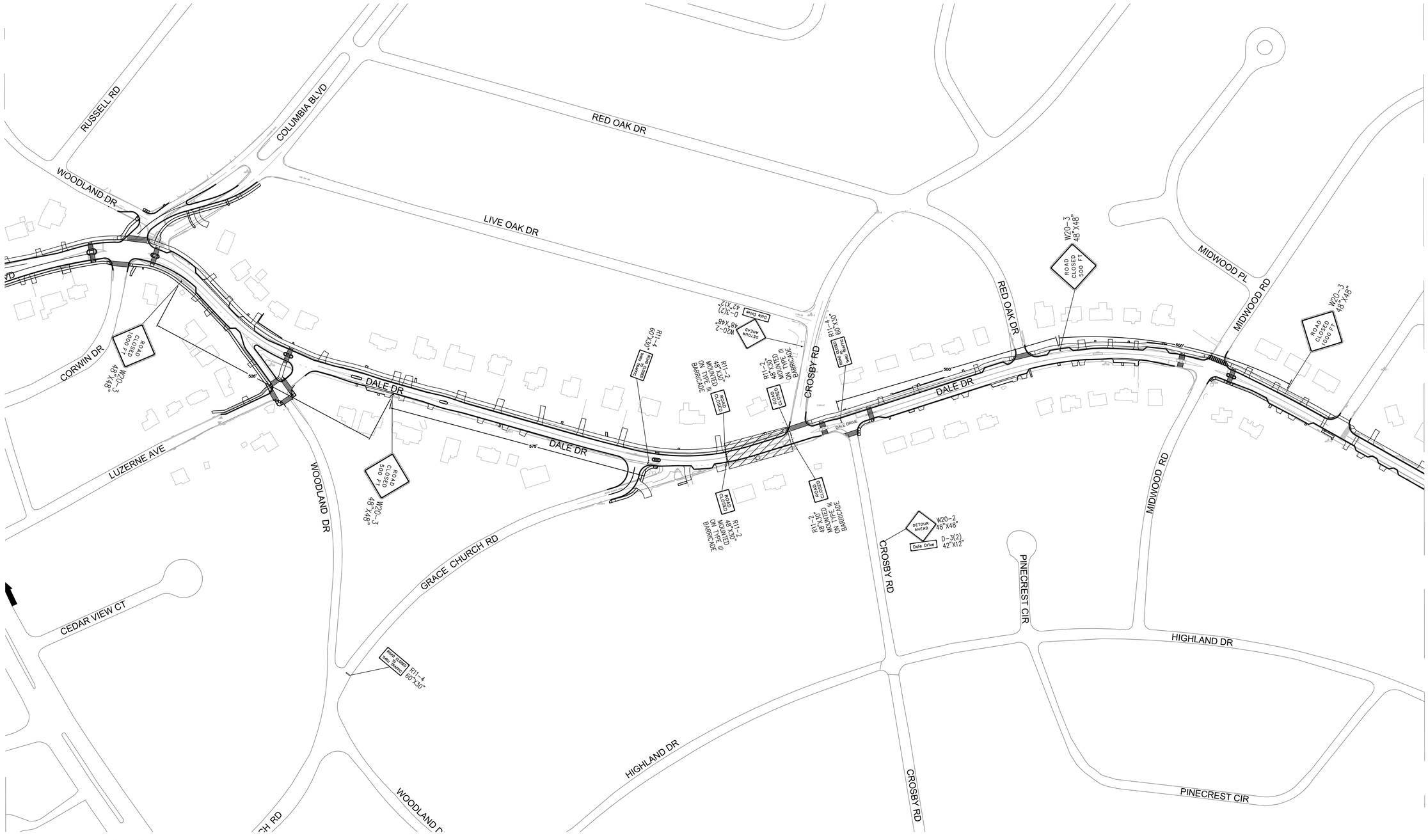
MT-11 MAINTENANCE OF TRAFFIC DETOUR PLAN-DALE DRIVE

DALE DRIVE SHARED USE PATH

0 300' 600'

SCALE: 1"=300' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 64 of 201



LEGEND

WORK ZONE

SIGN LOCATION

TYPE III BARRICADE

TRAFFIC BARRELS

NOTES:

1. CONTRACTOR MAY ADJUST THE SIGN SPACING AND LOCATION BASED ON SITE CONDITIONS WITH THE APPROVAL OF THE ENGINEER.
2. REFER TO THE THE MT-11 DALE DR DETOUR ON SHEET 64 FOR ADDITIONAL DETOUR AND ADVANCE WARNING SIGNS.
3. ONLY THE CONSTRUCTION CROSSING DALE DRIVE (I.E., INSTALLATION OF THE PROPOSED STORM DRAIN UNDER DALE DRIVE AND CONNECTING INLETS) SHALL BE COMPLETED UNDER A ROAD CLOSURE AND DETOUR. THE CONSTRUCTION OF THE REMAINING DRAINAGE STRUCTURES AND PIPING ALONG DALE DRIVE SHALL BE PERFORMED USING FLAGGING OPERATIONS (REFER TO PHASE 1 AND 2 OF THE SEQUENCE OF CONSTRUCTION, SHEET 54).

DETOUR PLAN - GRACE CHURCH ROAD

SCALE: 1" = 100'

DRAFT
NOT FOR CONSTRUCTION

RJM ENGINEERING

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: KJS Drawn by: KJS Checked by: DZ

MT-12 MAINTENANCE OF TRAFFIC TCP - DALE DR

DALE DRIVE SHARED USE PATH

0 100' 200'

SCALE: 1"=100' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 65 of 201

FILE NAME: P:\MoCo\Dale Drive Bike-Ped Path\00_Working\pMT-P001-DaleDr.dwg LAYOUT NAME: MT-12 Dale Dr MOT PLOTTED: Monday, December 18, 2023 - 9:20am USER: kevin

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

MDOT SHA – "MARYLAND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MdMUTCD) 2011 EDITION AND SUBSEQUENT REVISIONS

FEDERAL HIGHWAY ADMINISTRATION (FHWA) – "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" 11TH EDITION DECEMBER 2023

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

MDOT SHA – "STANDARD SPECIFICATIONS FOR CONSTRUCTION & MATERIALS", 2023 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
       1) 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.

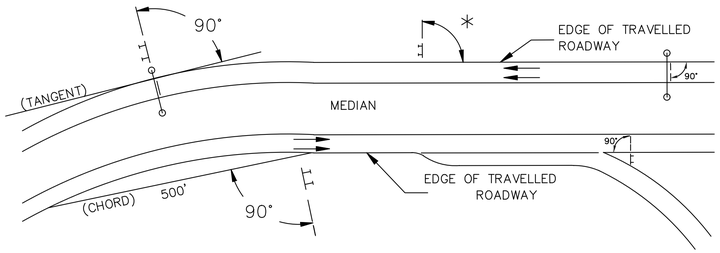
PANEL LAYOUT AND ALPHABETS

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 MDOT SHA'S STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS (JULY 2023) AND SUBSEQUENT REVISIONS
2. LISTED ON MDOT SHA OFFICE OF TRAFFIC AND SAFETY'S QUALIFIED PRODUCTS LIST (QPL)

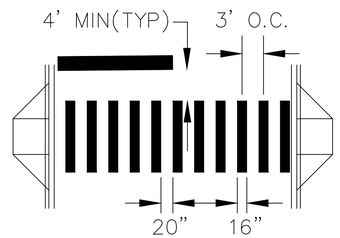
PROJECT REQUIREMENTS CONT'D

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. 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"

NOTE:

20' MINIMUM LENGTH FROM CROSSWALK TO STOPBAR WHEN R1–6A(3) SIGNAGE "STOP HERE FOR PEDESTRIANS" IS UTILIZED – SEE PLANS FOR PLACEMENT.



LADDER BAR CROSSWALK WITH STOPBAR DETAIL

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

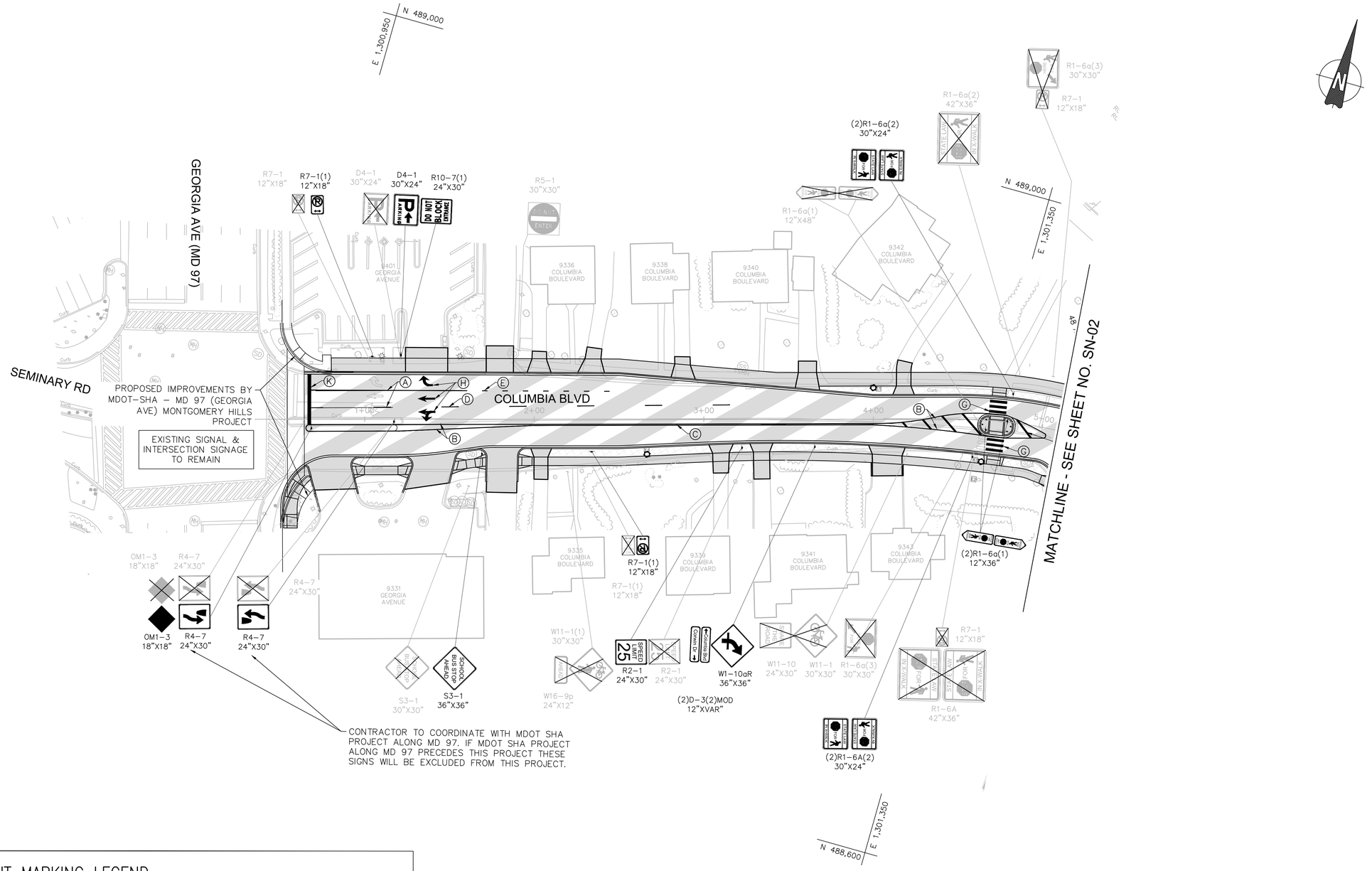
Chief, Division of Transportation Engineering — Date

Designed by: MDS Drawn by: MDS Checked by: DJD

SN–00
SIGNING & MARKING NOTES/DETAILS
DALE DRIVE
SHARED USE PATH

DATE: DECEMBER 2023

CIP No. : 502109 SHEET 66 of 201



SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
- PROPOSED FLEX POST
- PROPOSED PEDESTRIAN LIGHT (SEE LIGHTING PLANS)

PAVEMENT MARKING LEGEND

- (A) SOLID SINGLE 4" LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
- (B) SOLID SINGLE 4" LEAD FREE YELLOW REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
- (C) SOLID DOUBLE 4" LEAD FREE YELLOW REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
- (D) SINGLE WHITE 10' STRIPE 30' SKIP LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
- (E) SINGLE WHITE 4" 3' STRIPE 9' SKIP LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
- (F) SOLID SINGLE 12" LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS (ARROW)
- (G) SOLID SINGLE 16" LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS (CROSSWALK / STOP BAR)
- (H) WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS
- (J) SOLID SINGLE 15" LEAD FREE YELLOW REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
- (K) SOLID SINGLE 24" LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS (STOP BAR)

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MONTGOMERY COUNTY
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GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: MDS Drawn by: MDS Checked by: DJD

SN-01
SIGNING & PAVEMENT MARKING PLAN
DALE DRIVE
SHARED USE PATH

0 30' 60'

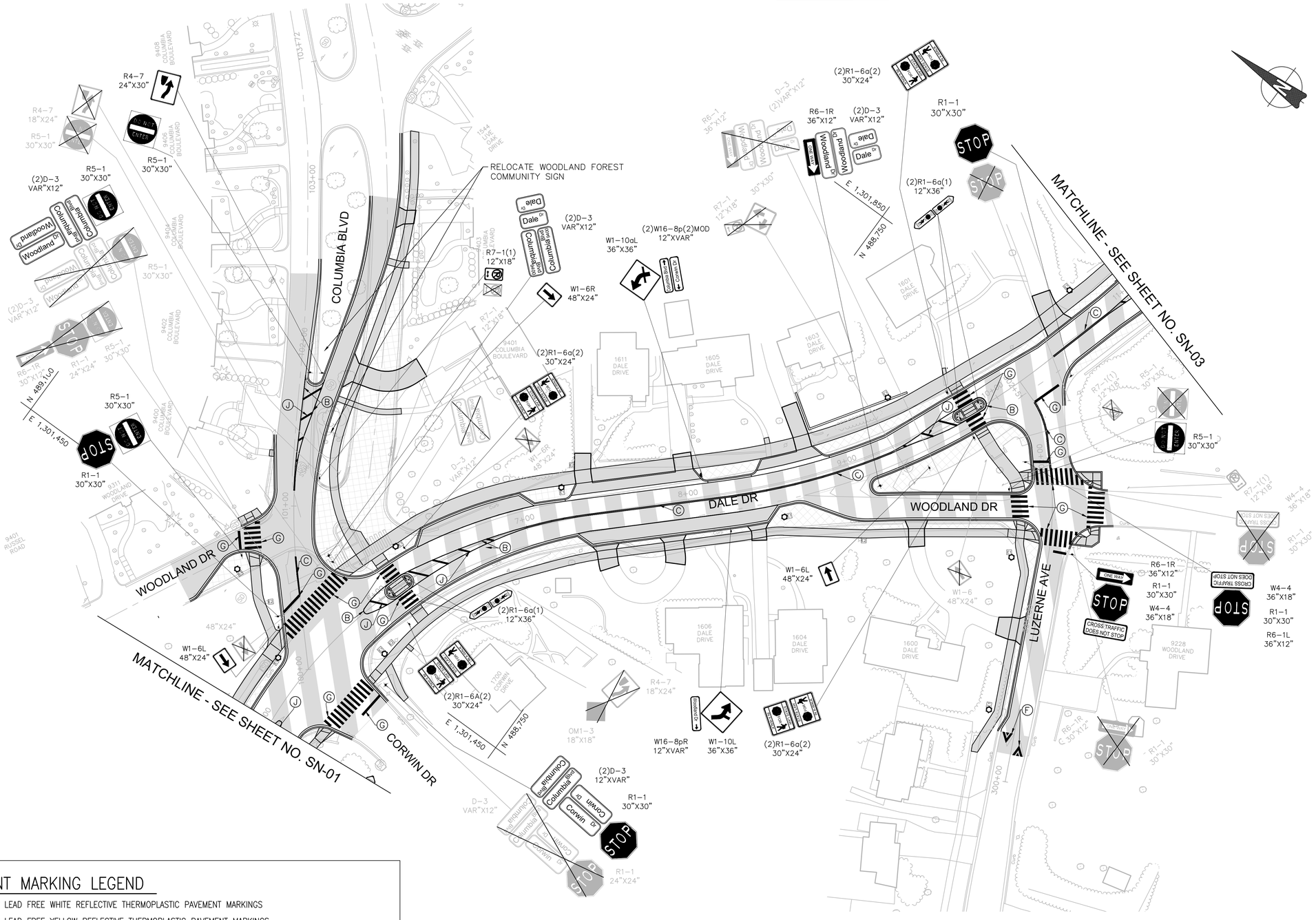
SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 67 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pSN_Dale.dwg LAYOUT NAME: SN-01 PLOTTED: Tuesday, December 19, 2023 – 2:02pm USER: MStraughan



SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
- PROPOSED FLEX POST
- PROPOSED PEDESTRIAN LIGHT (SEE LIGHTING PLANS)

PAVEMENT MARKING LEGEND

- (A) SOLID SINGLE 4" LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
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- (D) SINGLE WHITE 10' STRIPE 30' SKIP LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
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- (F) SOLID SINGLE 12" LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS (ARROW)
- (G) SOLID SINGLE 16" LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS (CROSSWALK / STOP BAR)
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- (J) SOLID SINGLE 15" LEAD FREE YELLOW REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
- (K) SOLID SINGLE 24" LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS (STOP BAR)

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Chief, Design Section — Date

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Chief, Division of Transportation Engineering — Date

Designed by: MDS Drawn by: MDS Checked by: DJD

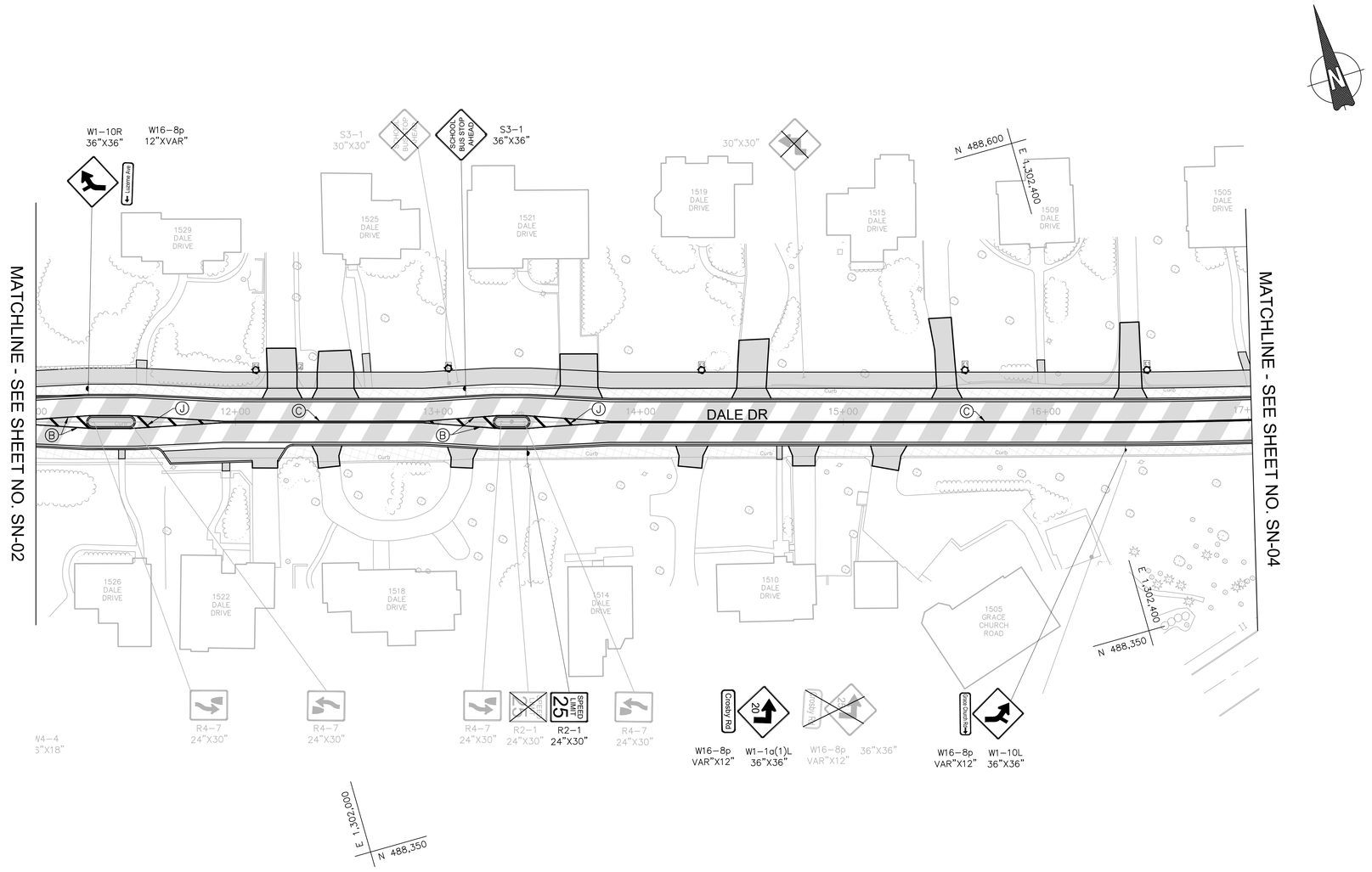
SN-02
SIGNING & PAVEMENT MARKING PLAN
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 68 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pSN_Dale.dwg LAYOUT NAME: SN-02 PLOTTED: Tuesday, December 19, 2023 - 2:03pm USER: MStraughan



SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
- PROPOSED FLEX POST
- PROPOSED PEDESTRIAN LIGHT (SEE LIGHTING PLANS)

PAVEMENT MARKING LEGEND

- (A) SOLID SINGLE 4" LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
- (B) SOLID SINGLE 4" LEAD FREE YELLOW REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
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NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: MDS Drawn by: MDS Checked by: DJD

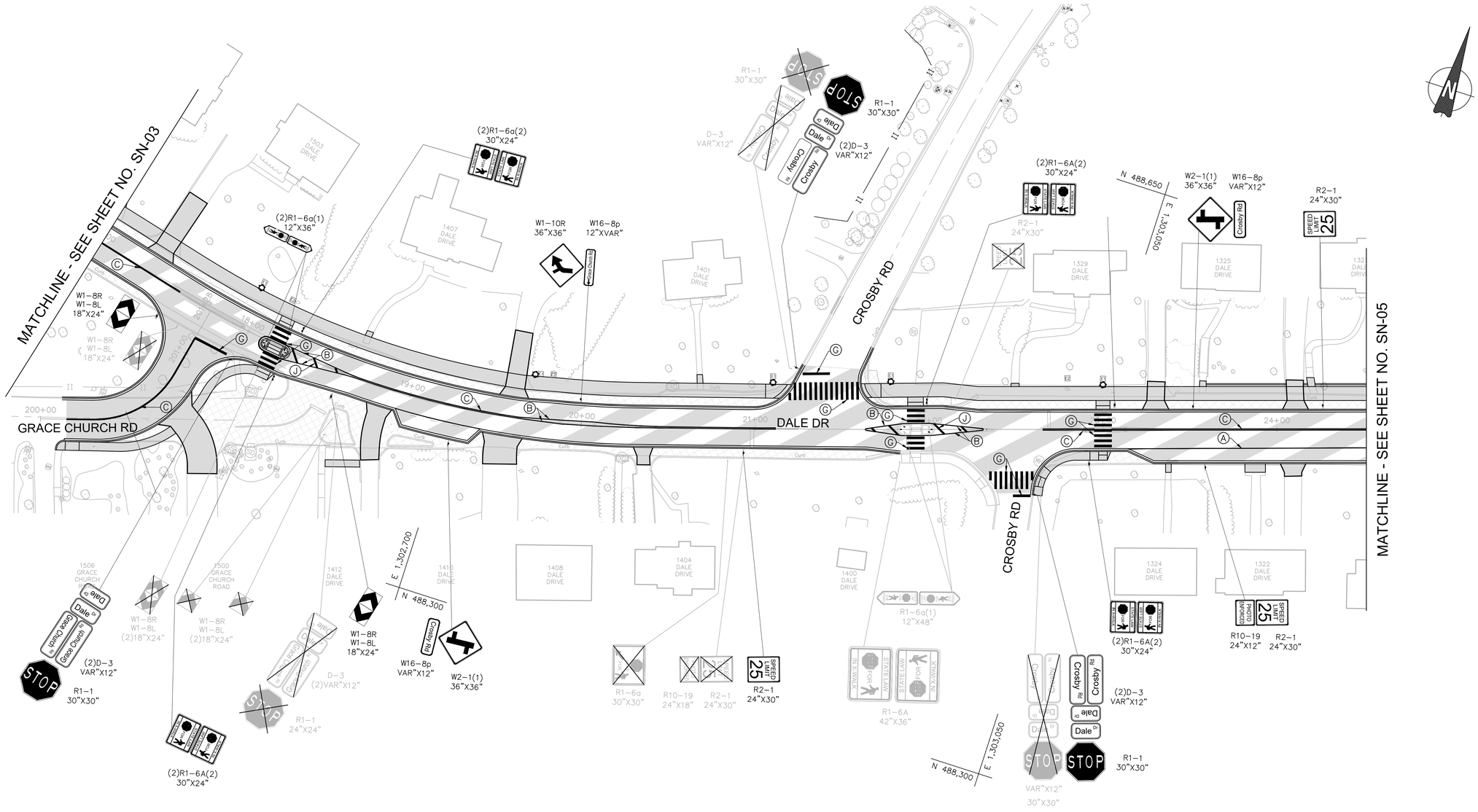
SN-03
SIGNING & PAVEMENT MARKING PLAN
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 69 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pSN_Dale.dwg LAYOUT NAME: SN-03 PLOTTED: Tuesday, December 19, 2023 - 2:03pm USER: MStraughan



SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
- PROPOSED FLEX POST
- PROPOSED PEDESTRIAN LIGHT (SEE LIGHTING PLANS)

PAVEMENT MARKING LEGEND

- (A) SOLID SINGLE 4" LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
- (B) SOLID SINGLE 4" LEAD FREE YELLOW REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
- (C) SOLID DOUBLE 4" LEAD FREE YELLOW REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
- (D) SINGLE WHITE 10' STRIPE 30' SKIP LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
- (E) SINGLE WHITE 4" 3' STRIPE 9' SKIP LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
- (F) SOLID SINGLE 12" LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS (ARROW)
- (G) SOLID SINGLE 16" LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS (CROSSWALK / STOP BAR)
- (H) WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS
- (J) SOLID SINGLE 15" LEAD FREE YELLOW REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
- (K) SOLID SINGLE 24" LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS (STOP BAR)

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

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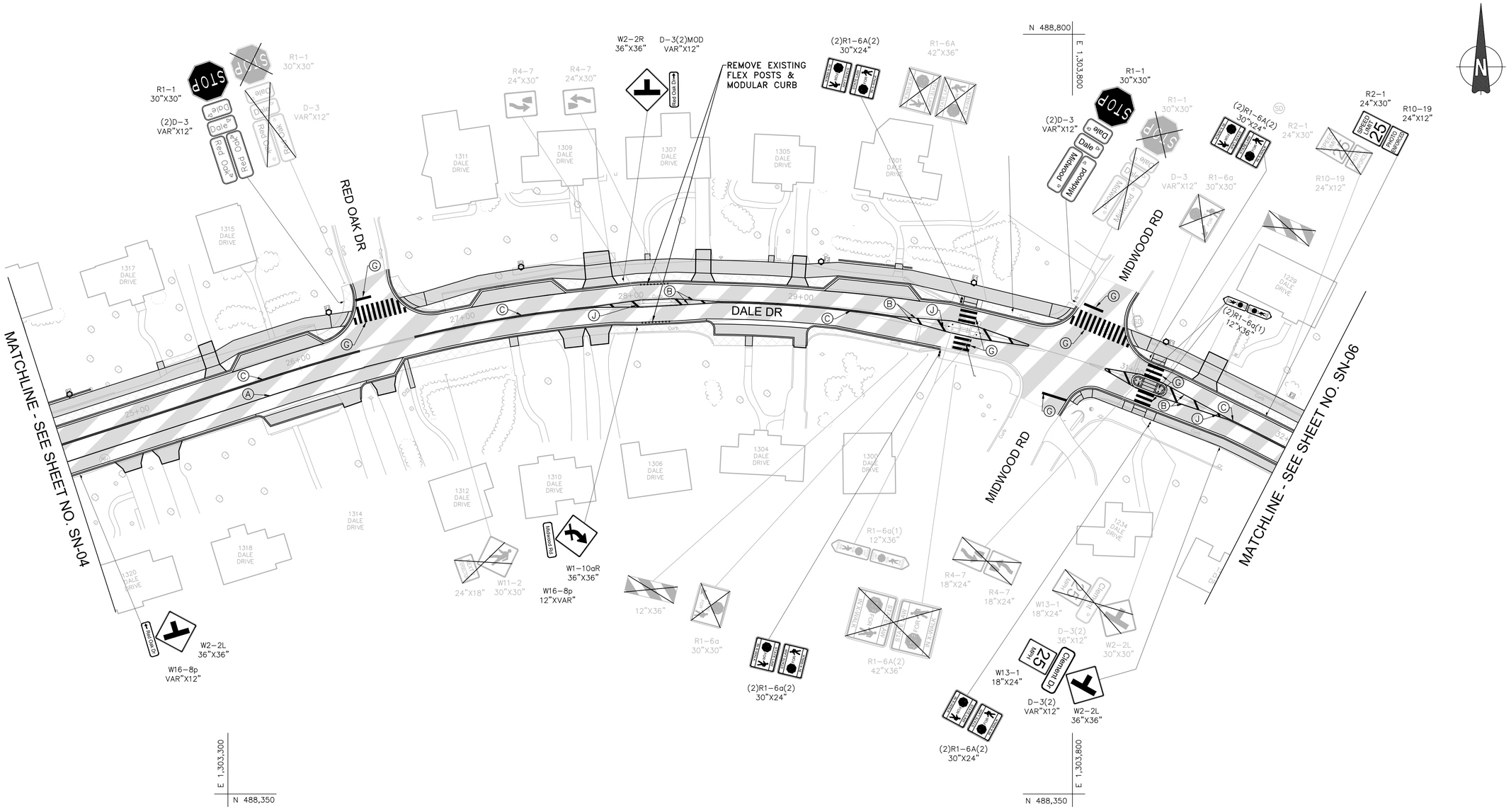
SN-04
SIGNING & PAVEMENT MARKING PLAN
DALE DRIVE
SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No.: 502109 SHEET 70 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pSN_Dale.dwg LAYOUT NAME: SN-04 PLOTTED: Tuesday, December 19, 2023 - 2:03pm USER: MStraughan



SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
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PAVEMENT MARKING LEGEND

- (A) SOLID SINGLE 4" LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
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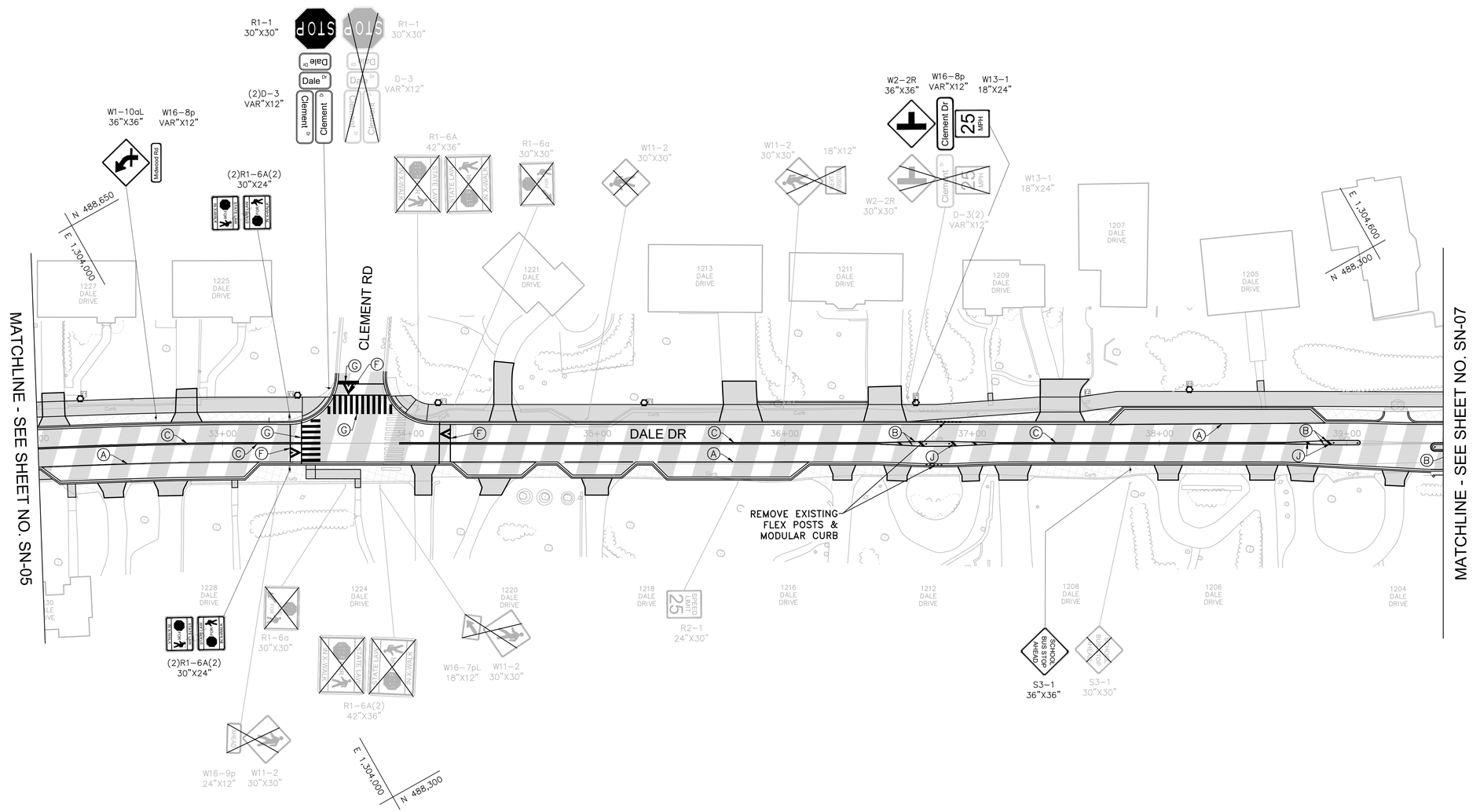
SN-05
SIGNING & PAVEMENT MARKING PLAN
DALE DRIVE
SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No.: 502109 SHEET 71 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pSN_Dale.dwg LAYOUT NAME: SN-05 PLOTTED: Tuesday, December 19, 2023 - 2:03pm USER: MStraughan



SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
- PROPOSED FLEX POST
- PROPOSED PEDESTRIAN LIGHT (SEE LIGHTING PLANS)

PAVEMENT MARKING LEGEND

- (A) SOLID SINGLE 4" LEAD FREE WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
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SN-06
SIGNING & PAVEMENT MARKING PLAN
DALE DRIVE
SHARED USE PATH

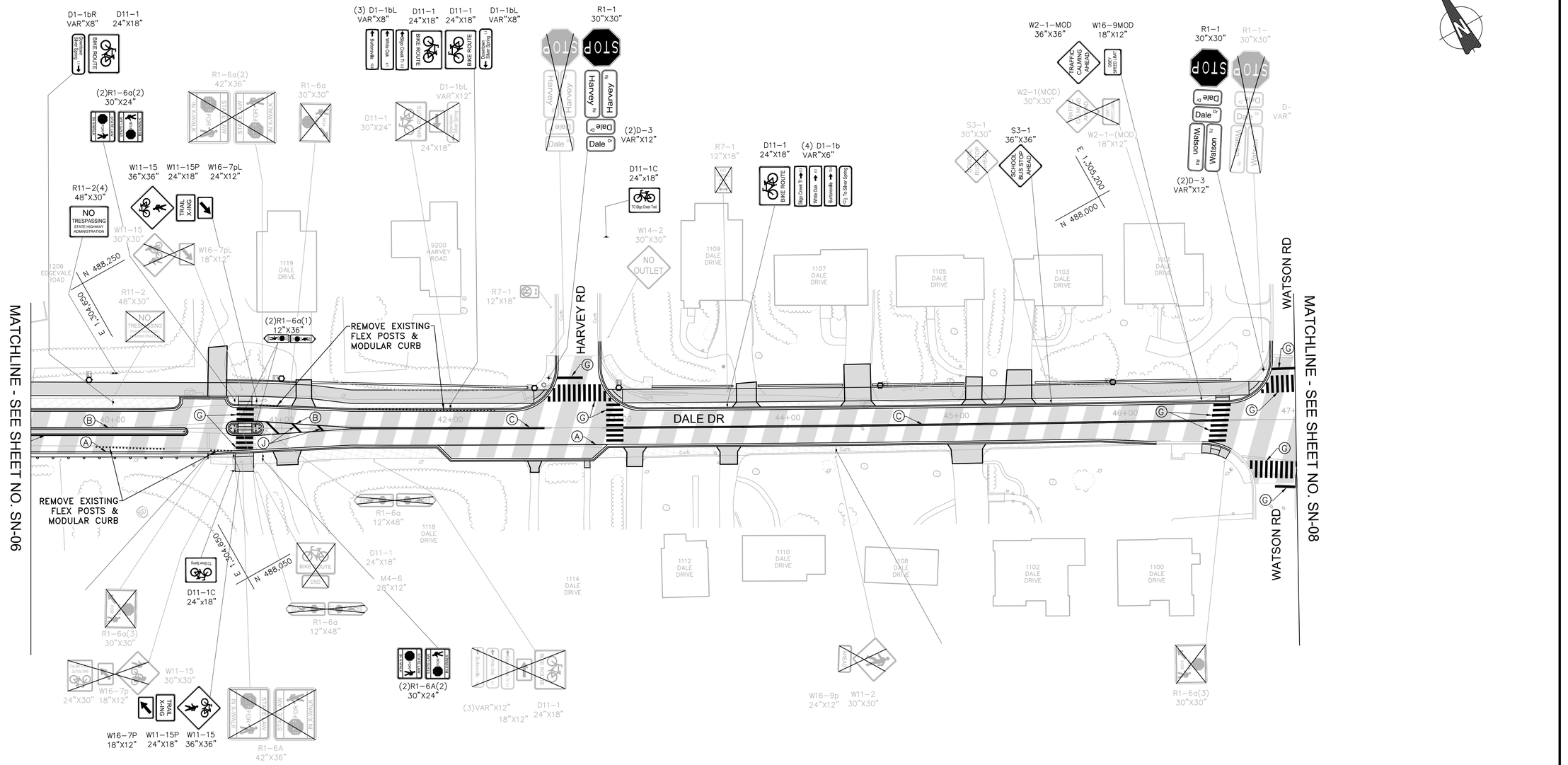
0 30' 60'
SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 72 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pSN_Dale.dwg LAYOUT NAME: SN-06 PLOTTED: Tuesday, December 19, 2023 - 2:03pm USER: MStraughan



SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
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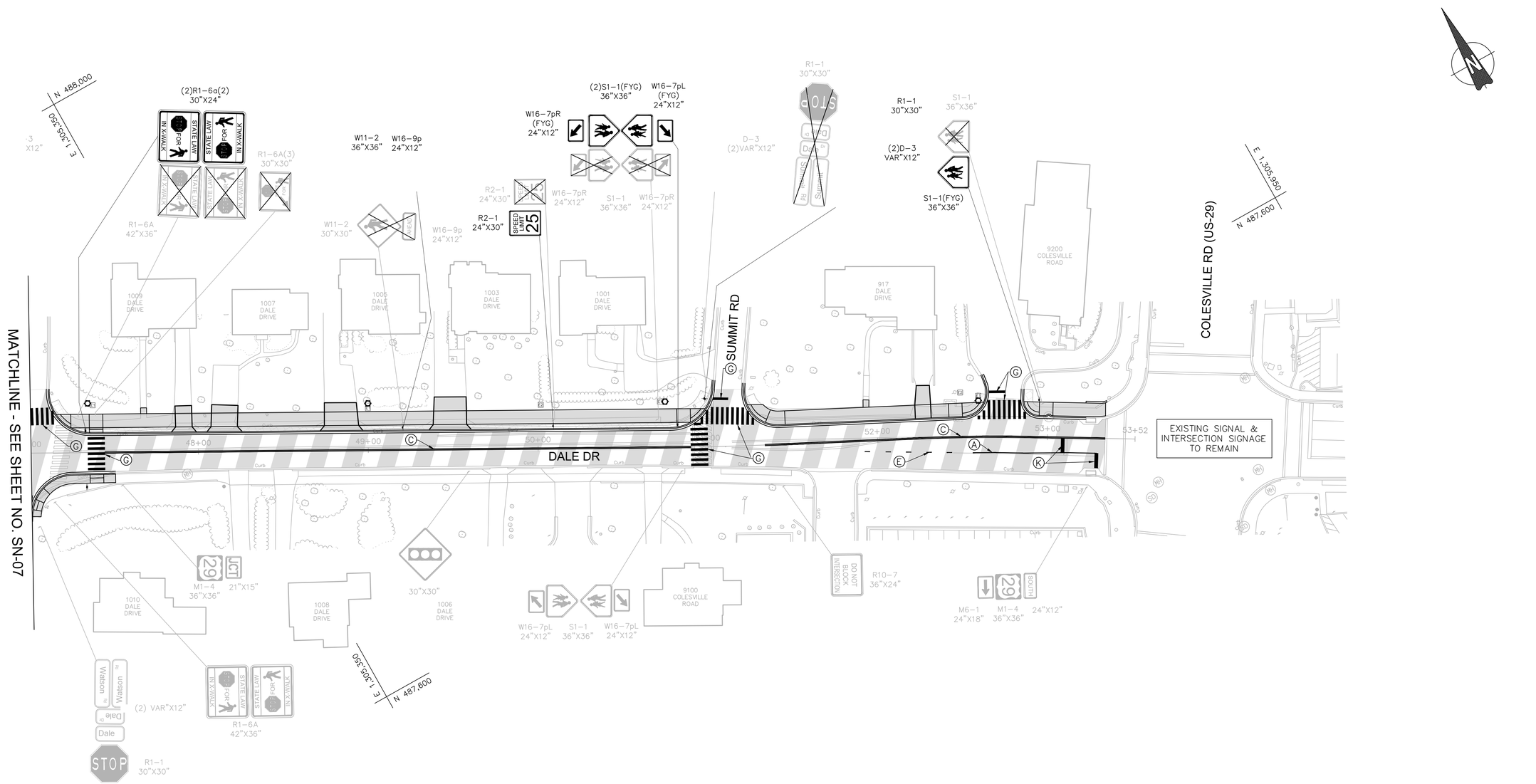
Designed by: MDS Drawn by: MDS Checked by: DJD

SN-07
SIGNING & PAVEMENT MARKING PLAN
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 73 of 201



SIGNING LEGEND

- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
- PROPOSED FLEX POST
- PROPOSED PEDESTRIAN LIGHT (SEE LIGHTING PLANS)

PAVEMENT MARKING LEGEND

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SN-08
SIGNING & PAVEMENT MARKING PLAN
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 74 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pSN_Dale.dwg LAYOUT NAME: SN-08 PLOTTED: Tuesday, December 19, 2023 - 2:03pm USER: MStraughan

SHEET	REMARKS	LINEAR FEET
SN-01		
	4 INCH WHITE THERMOPLASTIC	181
	4 INCH YELLOW THERMOPLASTIC	884
	15 INCH YELLOW THERMOPLASTIC	42
	16 INCH WHITE THERMOPLASTIC	60
	24 INCH WHITE THERMOPLASTIC	30
SN-02		
	4 INCH WHITE THERMOPLASTIC	200
	4 INCH YELLOW THERMOPLASTIC	1186
	12 INCH WHITE THERMOPLASTIC	30
	15 INCH YELLOW THERMOPLASTIC	66
	16 INCH WHITE THERMOPLASTIC	859
SN-03		
	4 INCH WHITE THERMOPLASTIC	0
	4 INCH YELLOW THERMOPLASTIC	1198
	15 INCH YELLOW THERMOPLASTIC	33
	16 INCH WHITE THERMOPLASTIC	0
SN-04		
	4 INCH WHITE THERMOPLASTIC	186
	4 INCH YELLOW THERMOPLASTIC	1099
	15 INCH YELLOW THERMOPLASTIC	41
	16 INCH WHITE THERMOPLASTIC	449
SN-05		
	4 INCH WHITE THERMOPLASTIC	309
	4 INCH YELLOW THERMOPLASTIC	1278
	15 INCH YELLOW THERMOPLASTIC	69
	16 INCH WHITE THERMOPLASTIC	364
SN-06		
	4 INCH WHITE THERMOPLASTIC	398
	4 INCH YELLOW THERMOPLASTIC	1332
	15 INCH YELLOW THERMOPLASTIC	12
	16 INCH WHITE THERMOPLASTIC	195
SN-07		
	4 INCH WHITE THERMOPLASTIC	208
	4 INCH YELLOW THERMOPLASTIC	1269
	15 INCH YELLOW THERMOPLASTIC	23
	16 INCH WHITE THERMOPLASTIC	531
SN-08		
	4 INCH WHITE THERMOPLASTIC	88
	4 INCH YELLOW THERMOPLASTIC	1090
	15 INCH YELLOW THERMOPLASTIC	0
	16 INCH WHITE THERMOPLASTIC	388
	24 INCH WHITE THERMOPLASTIC	20
TOTALS		
	4 INCH WHITE THERMOPLASTIC	**1650**
	4 INCH YELLOW THERMOPLASTIC	**9540**
	12 INCH WHITE THERMOPLASTIC	**30**
	15 INCH YELLOW THERMOPLASTIC	**290**
	16 INCH WHITE THERMOPLASTIC	**2860**
	24 INCH WHITE THERMOPLASTIC	**30**

SHEET	REMARKS	SUPPORTS	SHEET ALUMINUM SIGN (SF)
SN-01			
	R7-11(1) (12"X18")	SINGLE SQUARE TUBULAR	1.5
	D4-1 (30"X24")	SINGLE SQUARE TUBULAR	5
	R10-7(1) (24"X30")		5
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	R4-7 (24"X30")	SINGLE SQUARE TUBULAR	5
	OM1-3 (18"X18")		2.25
	R4-7 (24"X30")	SINGLE SQUARE TUBULAR	5
	S3-1 (36"X36")	SINGLE SQUARE TUBULAR	9
	R2-1 (24"X30")	SINGLE SQUARE TUBULAR	5
	R7-1(1) (12"x18")	SINGLE SQUARE TUBULAR	1.5
	W1-10aR (36"X36")	SINGLE SQUARE TUBULAR	9
	W16-8p (12" X VAR.)		3
	W16-8p (12" X VAR.)		3
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	R1-6a(1) (12"X36")	SINGLE SQUARE TUBULAR	3
	R1-6a(1) (12"X36")		3
SN-02			
	R1-1 (30"X30")	SINGLE SQUARE TUBULAR	6.25
	R5-1 (30"X30")	SINGLE SQUARE TUBULAR	6.25
	R5-1 (30"x30")	SINGLE SQUARE TUBULAR	6.25
	D-3 (12"X VAR)		3
	D-3 (12"X VAR)		3
	R4-7 (24"X30")	SINGLE SQUARE TUBULAR	5
	R5-1 (30"X30")	SINGLE SQUARE TUBULAR	6.25
	R7-1(1)(12"x18")	SINGLE SQUARE TUBULAR	1.5
	W1-6R (48"X24")	DOUBLE SQUARE TUBULAR	8
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	W1-10aL (36"X36")	SINGLE SQUARE TUBULAR	9
	W16-8pR (VAR"X12")		3
	W16-8pL (VAR"X12")		3
	R6-1R (36"X12")	SINGLE SQUARE TUBULAR	3
	D-3 (VAR"X12")		3
	D-3 (VAR"X12")		3
	R1-6a(2) (30"X24")	DOUBLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	R1-1 (30"X30")	SINGLE SQUARE TUBULAR	6.25
	R1-6a(1) (12"X36")	SINGLE SQUARE TUBULAR	3
	R1-6a(1) (12"X36")		3
	R1-1 (30"X30")	SINGLE SQUARE TUBULAR	6.25
	D-3 (VAR"X12")		3
	D-3 (VAR"X12")		3
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	W1-10L (36"X36")	SINGLE SQUARE TUBULAR	6.25
	W16-8p (12"XVAR.)		3
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	W1-6L (48"X24")	DOUBLE SQUARE TUBULAR	8
	R6-1R(36"X12")	SINGLE SQUARE TUBULAR	3
	R1-1 (30"X30")		6.25
	W4-4 (36"X18")		4.5
	R6-1L (36"X12")	SINGLE SQUARE TUBULAR	3
	R1-1 (30"X30")		6.25
	W4-4 (36"X18")		6.25
	R5-1 (30"X30")	SINGLE SQUARE TUBULAR	6.25
SN-03			
	W1-10R (36"X36")	SINGLE SQUARE TUBULAR	9
	W16-8p (12"XVAR.)		3
	S3-1 (36"X36")	SINGLE SQUARE TUBULAR	9
	R2-1 (24"X30")	SINGLE SQUARE TUBULAR	5
	W1-1a(1)L (36"X36")	SINGLE SQUARE TUBULAR	9
	W16-8p (12"XVAR.")		3
	W1-10L (36"X36")	SINGLE SQUARE TUBULAR	9
	W16-8p (12"XVAR.")		3

	REMARKS	SUPPORTS	SHEET ALUMINUM SIGN (SF)
SN-04			
	R1-6a(1) (12"X36")	SINGLE SQUARE TUBULAR	3
	R1-6a(1) (12"X36")		3
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	W1-10R(36"X36")	SINGLE SQUARE TUBULAR	9
	W16-8p (VAR"X12")		3
	R1-1 (30"X30")	SINGLE SQUARE TUBULAR	6.25
	D-3 (12"X VAR)		3
	D-3 (12"X VAR)		3
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	W2-1(1) (36"X36")	SINGLE SQUARE TUBULAR	9
	W16-8p (VAR"X12")		3
	R2-1 (24"X30")	SINGLE SQUARE TUBULAR	5
	W1-8R (18"X24")	SINGLE SQUARE TUBULAR	3
	W1-8L (18"X24")		3
	W2-1(1) (36"X36")	SINGLE SQUARE TUBULAR	9
	W16-8p (VAR"X12")		3
	R2-1 (24"X30")	SINGLE SQUARE TUBULAR	5
	R1-1 (30"X30")	SINGLE SQUARE TUBULAR	6.25
	D-3 (12"X VAR)		3
	D-3 (12"X VAR)		3
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	R2-1 (24"X30")	SINGLE SQUARE TUBULAR	5
	R10-19 (24"X12")		2
SN-05			
	R1-1 (30"X30")	SINGLE SQUARE TUBULAR	6.25
	D-3 (VAR"X12")		3
	D-3 (VAR"X12")		3
	W2-2R (36"X36")	SINGLE SQUARE TUBULAR	9
	W16-8p (VAR"X12")		3
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	R1-1 (30"X30")	SINGLE SQUARE TUBULAR	6.25
	D-3 (VAR"X12")		3
	D-3 (VAR"X12")		3
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	R2-1 (24"x30")	SINGLE SQUARE TUBULAR	5
	R10-19 (12"X24")		2
	W2-2L (36"X36")	SINGLE SQUARE TUBULAR	9
	W16-8p (VAR"X12")		3
	W1-10aR (36"X36")	SINGLE SQUARE TUBULAR	9
	W16-8p (VAR"X12")		3
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	W2-2L (30"X30")	SINGLE SQUARE TUBULAR	6.25
	D-3 (VAR"X12")		3
	W13-1 (18"X24")		3
SN-06			
	W1-10aL (36"X36")	SINGLE SQUARE TUBULAR	9
	W16-8p (VAR"X12")		3
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	R1-1 (30"X30")	SINGLE SQUARE TUBULAR	6.25
	D-3 (VAR"X12")		3
	D-3 (VAR"X12")		3
	W2-2R (36"X36")	SINGLE SQUARE TUBULAR	9
	W16-8p (VAR"X12")		3
	W13-1 (18"X24")		3
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	S3-1 (36"X36")	SINGLE SQUARE TUBULAR	9

SHEET	REMARKS	SUPPORTS	SHEET ALUMINUM SIGN (SF)
SN-07			
	D11-1 (24"X18")	SINGLE SQUARE TUBULAR	3
	D1-1bR (VAR"X6")		2
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	W11-15 (36"X36")	SINGLE SQUARE TUBULAR	9
	W11-15p (18"X24")		3
	W16-7p (24"X12")		2
	R11-2(4) (48"X30")	DOUBLE SQUARE TUBULAR	10
	D11-1 (24"X18")	SINGLE SQUARE TUBULAR	3
	D1-1bL (VAR"X6")		2
	D1-1bL (VAR"X6")		2
	D1-1bL (VAR"X6")		2
	D11-1 (24"X18")	SINGLE SQUARE TUBULAR	3
	D1-1bL (VAR"X6")		2
	R1-1 (30"X30")	SINGLE SQUARE TUBULAR	6.25
	D-3 (VAR"X12")		3
	D-3 (VAR"X12")		3
	D11-1C (24"X18")	SINGLE SQUARE TUBULAR	3
	D11-1 (24"X18)	SINGLE SQUARE TUBULAR	3
	D1-1b (VAR"X6")		2
	D1-1b (VAR"X6")		2
	D1-1b (VAR"X6")		2
	S3-1 (36"X36")	SINGLE SQUARE TUBULAR	9
	W2-1 MOD (36"X36")	SINGLE SQUARE TUBULAR	9
	W16-9 MOD (18"X12")		2
	R1-1 (24"X24")	SINGLE SQUARE TUBULAR	6.25
	D-3 (VAR"X12")		3
	D-3 (VAR"X12")		3
	W11-15 (30"X30")	SINGLE SQUARE TUBULAR	6.25
	W11-15P (24"X18")		3
	W16-7P (12"X18")		2
	D11-1C (18"X24")	SINGLE SQUARE TUBULAR	3
	R1-6a(1) (12"X36")	SINGLE SQUARE TUBULAR	3
	R1-6a(1) (12"X36")		3
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
SN-08			
	R1-6a(2) (30"X24")	SINGLE SQUARE TUBULAR	5
	R1-6a(2) (30"X24")		5
	W11-2 (36"X36")	SINGLE SQUARE TUBULAR	9
	W16-9p (24"X12")		2
	R2-1 (24"X30")	SINGLE SQUARE TUBULAR	5
	S1-1 (36"X36")	SINGLE SQUARE TUBULAR	9
	W16-7pR (24"X12")		2
	S1-1 (36"X36")	SINGLE SQUARE TUBULAR	9
	W16-7pL (24"X12")		2
	R1-1 (30"X30")	SINGLE SQUARE TUBULAR	6.25
	D-3 (VAR"X12")		3
	D-3 (VAR"X12")		3
	S1-1 (36"X36")	SINGLE SQUARE TUBULAR	9
TOTAL			833.5

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: MDS Drawn by: MDS Checked by: DJD

SN-09
SIGNING & MARKING QUANTITIES
DALE DRIVE
SHARED USE PATH

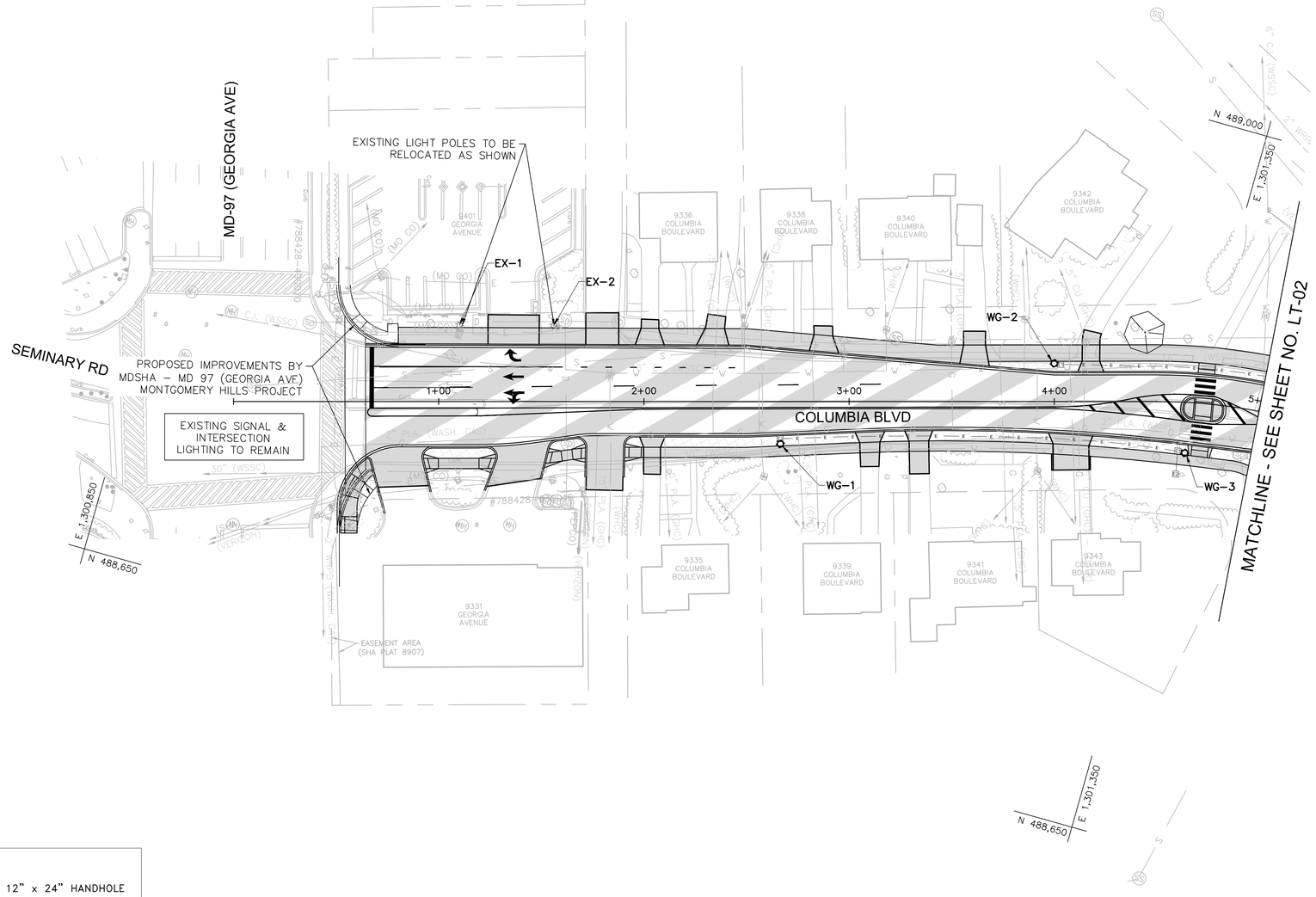
DATE: DECEMBER 2023

CIP No. : 502109 SHEET 75 of 201

POLE #	STATION	OFFSET	NORTHING	EASTING	STREET NAME	WATTAGE	LAMP TYPE	LUMINAIRE STYLE	POLE STYLE
EX-1	1+10.11	37.39' LT	488802.64	1300994.40	COLUMBIA BLVD	EXISTING	EXISTING	EXISTING	EXISTING
EX-2	1+56.20	37.00' LT	488816.98	1301040.62	COLUMBIA BLVD	EXISTING	EXISTING	EXISTING	EXISTING
WG-1	2+66.50	20.67' RT	488791.28	1301162.54	COLUMBIA BLVD	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-2	4+00.00	18.59' LT	488865.29	1301280.38	COLUMBIA BLVD	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-3	4+65.00	24.67' RT	488840.53	1301353.42	COLUMBIA BLVD	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM

LIGHTING NOTES:

1. EXISTING LEASE LIGHTING AND PENDANT POST STREET LIGHT POLES TO REMAIN UNLESS OTHERWISE NOTED.
2. PROPOSED LIGHT POLES TO BE CABLED AND POWERED BY PEPCO.
3. ALL PROPOSED LIGHTING SHALL INCORPORATE LED LUMINAIRES.
4. FOUNDATION OF DECORATIVE LAMP POST SHALL BE 4.5' IN HEIGHT AND 2' IN DIAMETER PER SPECIFICATIONS FOR STREETLIGHT HARDWARE.
5. SEE LANDSCAPING PLANS FOR EXISTING TREES TO BE REMOVED.
6. CONTRACTOR TO PROVIDE LIGHT POLES, FOUNDATIONS, FIXTURES, HANDHOLES, AND CONDUIT FOR PEDESTRIAN LIGHTING. PEPCO TO RUN WIRING FROM SOURCE POLES AND SPLICE INTO PROVIDED POLES / LUMINAIRES AT LOCATIONS NOTED ON PLANS.
7. CONDUIT TO BE DIRECT BURIED. CONDUIT TO BE CONCRETE ENCASED WHEN LOCATED BENEATH PAVEMENT.
8. SEE DWG LT-11 FOR PEPCO CONDITIONS.



LIGHTING LEGEND

- PROPOSED LED WASHINGTON GLOBE PEDESTRIAN LIGHT POLE
- EXISTING LIGHT & POLE TO REMAIN
- PROPOSED LED LIGHT ON POWER POLE
- EXISTING LIGHT ON POWER POLE TO REMAIN
- XXX POLE NUMBER
- E1 12" x 24" HANDHOLE
- E2 17" x 30" HANDHOLE
- E (2) 4" SCHEDULE 40 PVC CONDUIT
- PROPOSED TREE (ULTIMATE CANOPY)
- PROPOSED TREE (ULTIMATE CANOPY)
- EXISTING TREE

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: MDS Drawn by: MDS Checked by: DJD

LT-01
LIGHTING PLAN

DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30'

DATE: DECEMBER 2023

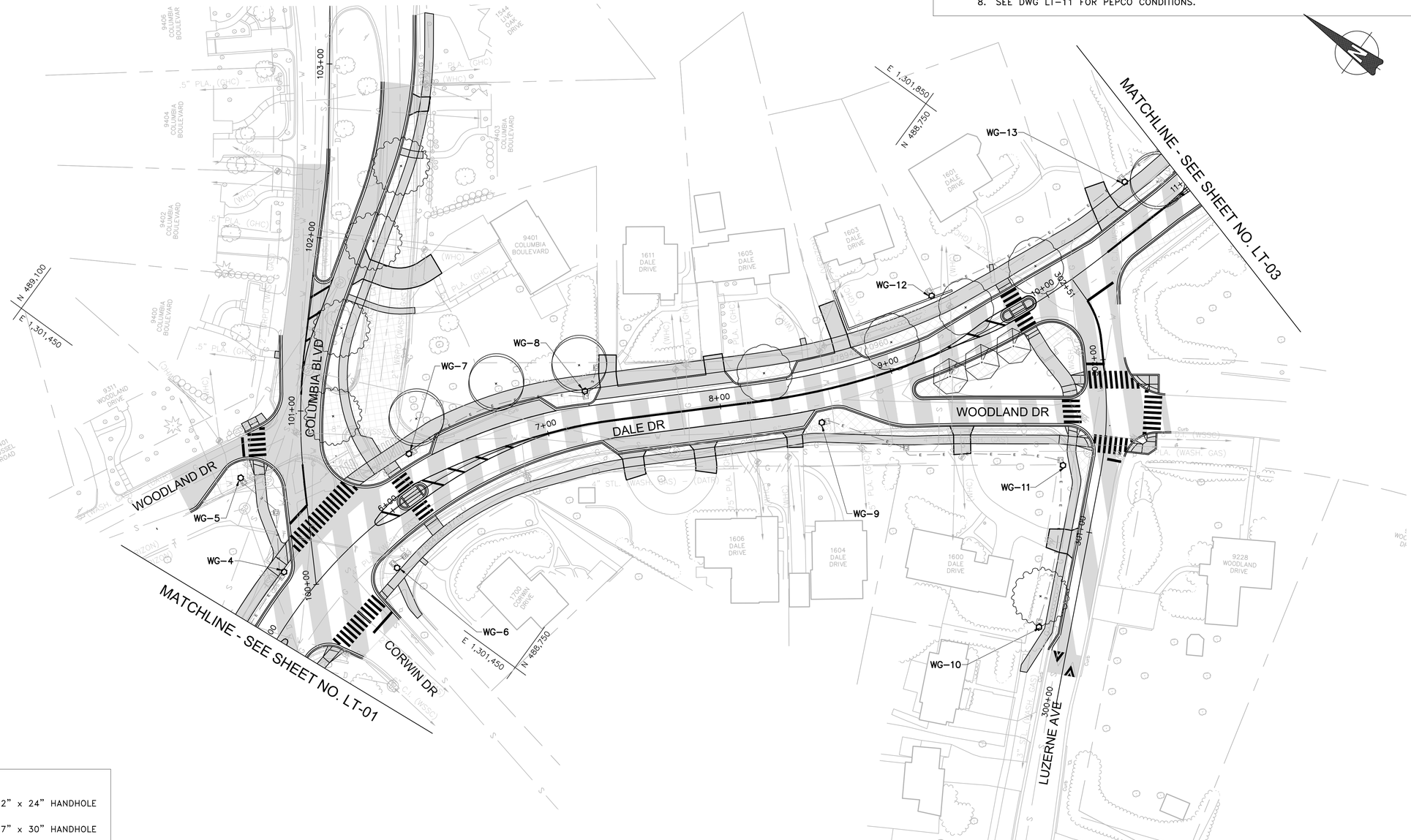
CIP No.: 502109

SHEET 76 of 201

POLE #	STATION	OFFSET	NORTHING	EASTING	STREET NAME	WATTAGE	LAMP TYPE	LUMINAIRE STYLE	POLE STYLE
WG-4	5+33.00	18.67' LT	488889.29	1301416.38	COLUMBIA BLVD	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-5	100+65.00	36.00' LT	488941.15	1301445.36	COLUMBIA BLVD	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-6	5+80.00	27.00' RT	488838.27	1301456.39	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-7	6+25.00	21.67' LT	488871.35	1301513.28	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-8	7+25.00	19.00' LT	488810.92	1301601.67	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-9	8+60.00	20.00' RT	488685.58	1301669.67	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-10	300+41.24	15.67' LT	488518.71	1301646.41	LUZERNE AVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-11	301+35.00	22.00' LT	488564.35	1301728.56	LUZERNE AVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-12	9+39.00	31.67' LT	488682.40	1301762.83	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-13	10+75.00	25.67' LT	488631.42	1301880.80	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM

LIGHTING NOTES:

1. EXISTING LEASE LIGHTING AND PENDANT POST STREET LIGHT POLES TO REMAIN UNLESS OTHERWISE NOTED.
2. PROPOSED LIGHT POLES TO BE CABLED AND POWERED BY PEPCO.
3. ALL PROPOSED LIGHTING SHALL INCORPORATE LED LUMINAIRES.
4. FOUNDATION OF DECORATIVE LAMP POST SHALL BE 4.5' IN HEIGHT AND 2' IN DIAMETER PER SPECIFICATIONS FOR STREETLIGHT HARDWARE.
5. SEE LANDSCAPING PLANS FOR EXISTING TREES TO BE REMOVED.
6. CONTRACTOR TO PROVIDE LIGHT POLES, FOUNDATIONS, FIXTURES, HANDHOLES, AND CONDUIT FOR PEDESTRIAN LIGHTING. PEPCO TO RUN WIRING FROM SOURCE POLES AND SPLICE INTO PROVIDED POLES / LUMINAIRES AT LOCATIONS NOTED ON PLANS.
7. CONDUIT TO BE DIRECT BURIED. CONDUIT TO BE CONCRETE ENCASED WHEN LOCATED BENEATH PAVEMENT.
8. SEE DWG LT-11 FOR PEPCO CONDITIONS.



LIGHTING LEGEND

- PROPOSED LED WASHINGTON GLOBE PEDESTRIAN LIGHT POLE
- EXISTING LIGHT & POLE TO REMAIN
- PROPOSED LED LIGHT ON POWER POLE
- EXISTING LIGHT ON POWER POLE TO REMAIN
- XXX POLE NUMBER
- E1 12" x 24" HANDHOLE
- E2 17" x 30" HANDHOLE
- —— E —— (2) 4" SCHEDULE 40 PVC CONDUIT
- PROPOSED TREE (ULTIMATE CANOPY)
- PROPOSED TREE (ULTIMATE CANOPY)
- EXISTING TREE

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: MDS Drawn by: MDS Checked by: DJD

LT-02
MDS

DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 77 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pLT_Dale.dwg LAYOUT NAME: LT-02 PLOTTED: Tuesday, December 19, 2023 - 2:08pm USER: MStraughan

POLE #	STATION	OFFSET	NORTHING	EASTING	STREET NAME	WATTAGE	LAMP TYPE	LUMINAIRE STYLE	POLE STYLE
WG-14	12+10.00	25.67' LT	488594.46	1302010.64	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-15	13+05.00	26.50' LT	488569.26	1302102.24	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-16	14+30.00	25.67' LT	488534.25	1302222.24	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-17	15+60.00	25.67' LT	488498.65	1302347.28	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-18	16+50.00	25.67' LT	488474.13	1302433.69	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM

LIGHTING NOTES:

1. EXISTING LEASE LIGHTING AND PENDANT POST STREET LIGHT POLES TO REMAIN UNLESS OTHERWISE NOTED.
2. PROPOSED LIGHT POLES TO BE CABLED AND POWERED BY PEPCO.
3. ALL PROPOSED LIGHTING SHALL INCORPORATE LED LUMINAIRES.
4. FOUNDATION OF DECORATIVE LAMP POST SHALL BE 4.5' IN HEIGHT AND 2' IN DIAMETER PER SPECIFICATIONS FOR STREETLIGHT HARDWARE.
5. SEE LANDSCAPING PLANS FOR EXISTING TREES TO BE REMOVED.
6. CONTRACTOR TO PROVIDE LIGHT POLES, FOUNDATIONS, FIXTURES, HANDHOLES, AND CONDUIT FOR PEDESTRIAN LIGHTING. PEPCO TO RUN WIRING FROM SOURCE POLES AND SPLICE INTO PROVIDED POLES / LUMINAIRES AT LOCATIONS NOTED ON PLANS.
7. CONDUIT TO BE DIRECT BURIED. CONDUIT TO BE CONCRETE ENCASED WHEN LOCATED BENEATH PAVEMENT.
8. SEE DWG LT-11 FOR PEPCO CONDITIONS.



LIGHTING LEGEND

	PROPOSED LED WASHINGTON GLOBE PEDESTRIAN LIGHT POLE	E1	12" x 24" HANDHOLE
	EXISTING LIGHT & POLE TO REMAIN	E2	17" x 30" HANDHOLE
	PROPOSED LED LIGHT ON POWER POLE	E	(2) 4" SCHEDULE 40 PVC CONDUIT
XXX	EXISTING LIGHT ON POWER POLE TO REMAIN		PROPOSED TREE (ULTIMATE CANOPY)
	POLE NUMBER		PROPOSED TREE (ULTIMATE CANOPY)
			EXISTING TREE

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: MDS Drawn by: MDS Checked by: DJD

LT-03
LIGHTING PLAN

DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No.: 502109

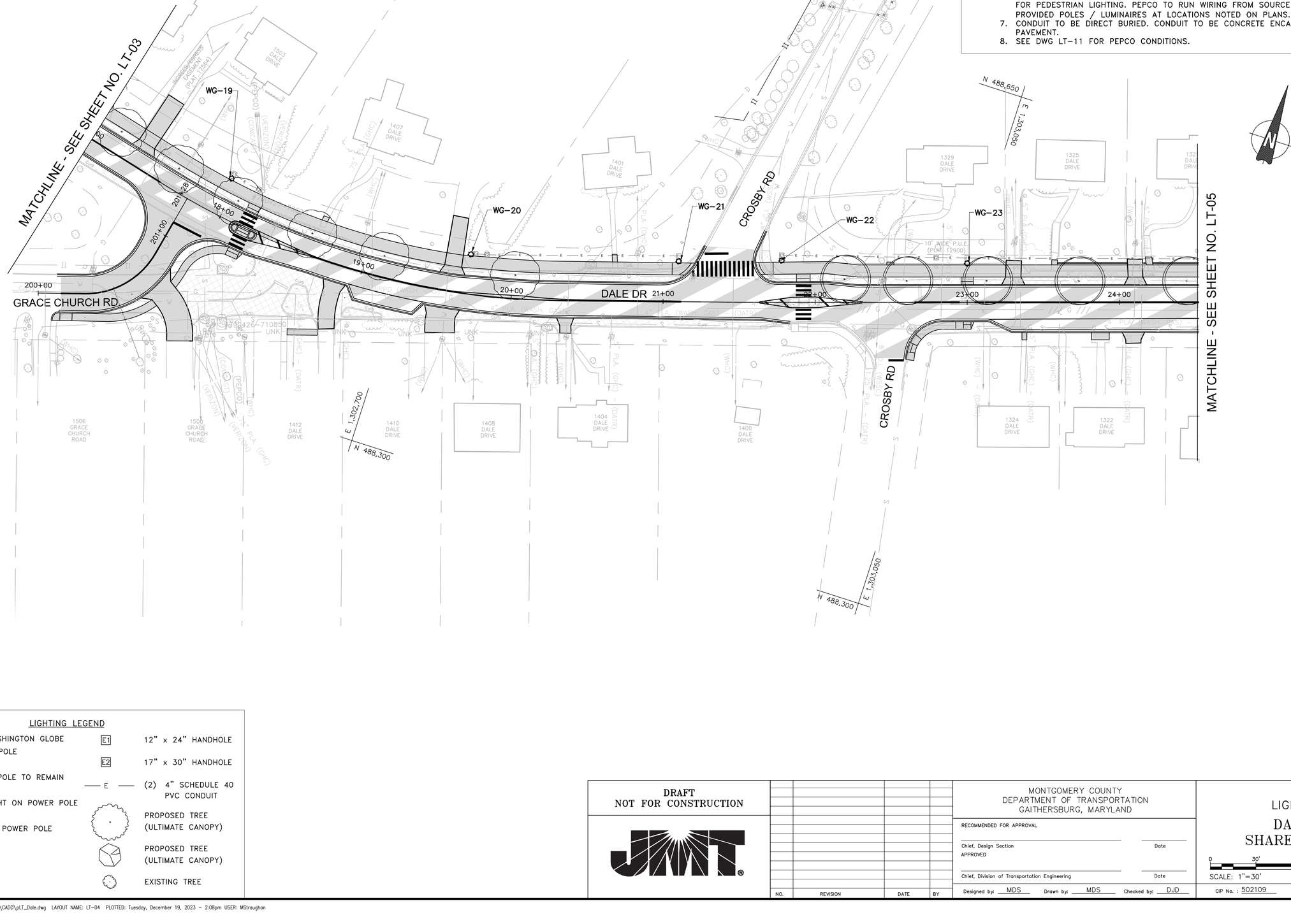
SHEET 78 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pLT_Dale.dwg LAYOUT NAME: LT-03 PLOTTED: Tuesday, December 19, 2023 - 2:08pm USER: MStraughan

POLE #	STATION	OFFSET	NORTHING	EASTING	STREET NAME	WATTAGE	LAMP TYPE	LUMINAIRE STYLE	POLE STYLE
WG–19	17+95.00	25.67' LT	488439.93	1302571.98	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG–20	19+70.00	26.00' LT	488440.62	1302737.10	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG–21	21+10.00	26.50' LT	488478.07	1302868.56	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG–22	21+78.00	27.50' LT	488499.28	1302932.85	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG–23	23+00.00	25.67' LT	488534.90	1303049.55	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM

LIGHTING NOTES:

1. EXISTING LEASE LIGHTING AND PENDANT POST STREET LIGHT POLES TO REMAIN UNLESS OTHERWISE NOTED.
2. PROPOSED LIGHT POLES TO BE CABLED AND POWERED BY PEPCO.
3. ALL PROPOSED LIGHTING SHALL INCORPORATE LED LUMINAIRES.
4. FOUNDATION OF DECORATIVE LAMP POST SHALL BE 4.5' IN HEIGHT AND 2' IN DIAMETER PER SPECIFICATIONS FOR STREETLIGHT HARDWARE.
5. SEE LANDSCAPING PLANS FOR EXISTING TREES TO BE REMOVED.
6. CONTRACTOR TO PROVIDE LIGHT POLES, FOUNDATIONS, FIXTURES, HANDHOLES, AND CONDUIT FOR PEDESTRIAN LIGHTING. PEPCO TO RUN WIRING FROM SOURCE POLES AND SPLICE INTO PROVIDED POLES / LUMINAIRES AT LOCATIONS NOTED ON PLANS.
7. CONDUIT TO BE DIRECT BURIED. CONDUIT TO BE CONCRETE ENCASED WHEN LOCATED BENEATH PAVEMENT.
8. SEE DWG LT–11 FOR PEPCO CONDITIONS.



LIGHTING LEGEND

- PROPOSED LED WASHINGTON GLOBE PEDESTRIAN LIGHT POLE
- EXISTING LIGHT & POLE TO REMAIN
- PROPOSED LED LIGHT ON POWER POLE
- EXISTING LIGHT ON POWER POLE TO REMAIN
- XXX — POLE NUMBER
- E1 — 12" x 24" HANDHOLE
- E2 — 17" x 30" HANDHOLE
- E — (2) 4" SCHEDULE 40 PVC CONDUIT
- PROPOSED TREE (ULTIMATE CANOPY)
- PROPOSED TREE (ULTIMATE CANOPY)
- EXISTING TREE

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: MDS Drawn by: MDS Checked by: DJD

LT–04
LIGHTING PLAN
DALE DRIVE
SHARED USE PATH

0 30' 60'
SCALE: 1"=30'
DATE: DECEMBER 2023

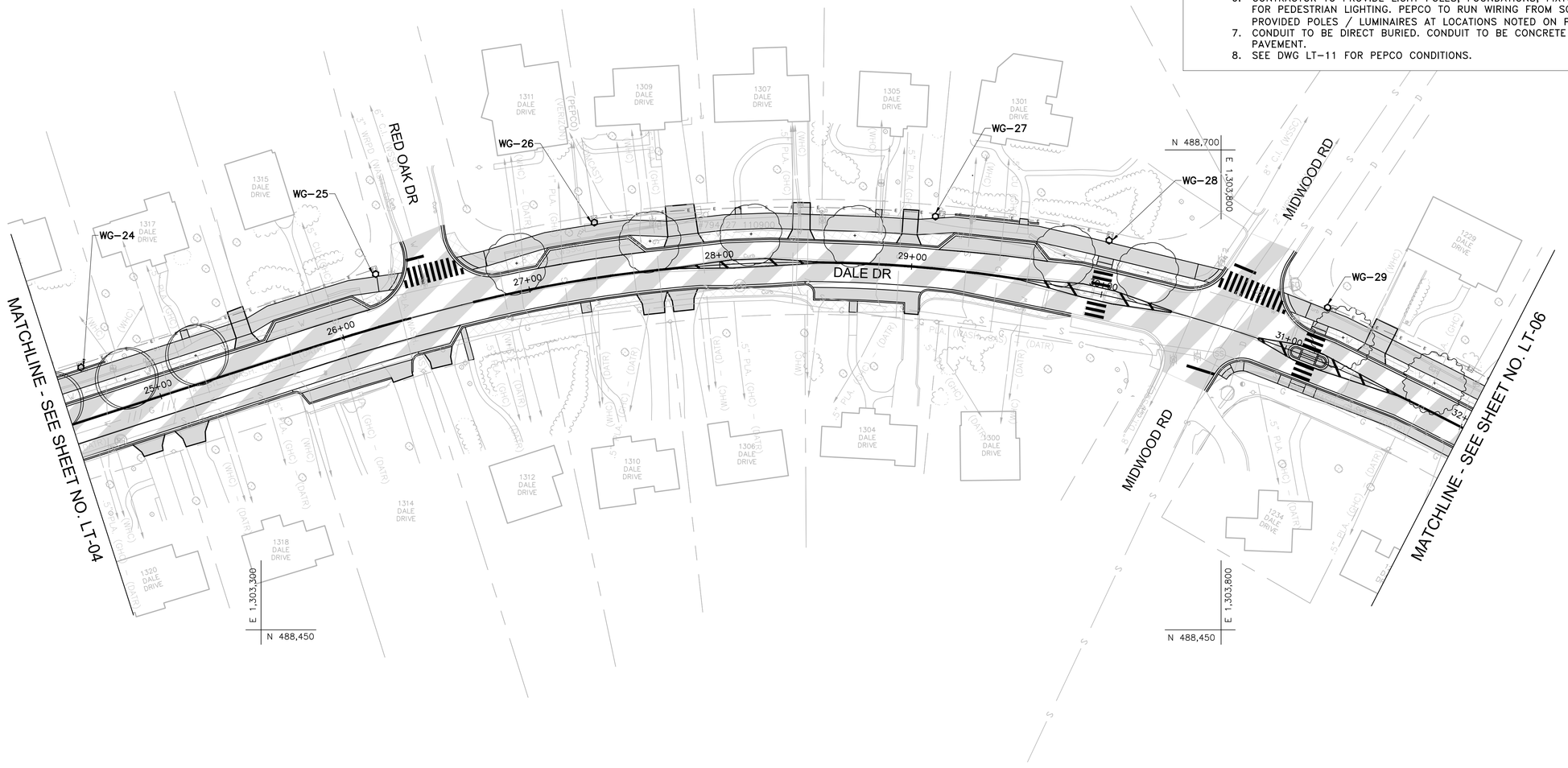
CIP No. : 502109
SHEET 79 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pLT_Dale.dwg LAYOUT NAME: LT–04 PLOTTED: Tuesday, December 19, 2023 – 2:08pm USER: MStraughan

POLE #	STATION	OFFSET	NORTHING	EASTING	STREET NAME	WATTAGE	LAMP TYPE	LUMINAIRE STYLE	POLE STYLE
WG-24	24+65.00	27.00' LT	488586.71	1303206.21	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-25	26+25.00	26.38' LT	488635.35	1303359.68	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-26	27+38.50	28.67' LT	488662.17	1303473.60	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-27	29+10.00	27.00' LT	488665.31	1303651.24	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-28	29+98.00	28.33' LT	488652.80	1303741.69	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-29	31+12.70	27.59' LT	488617.87	1303855.45	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM

LIGHTING NOTES:

1. EXISTING LEASE LIGHTING AND PENDANT POST STREET LIGHT POLES TO REMAIN UNLESS OTHERWISE NOTED.
2. PROPOSED LIGHT POLES TO BE CABLED AND POWERED BY PEPCO.
3. ALL PROPOSED LIGHTING SHALL INCORPORATE LED LUMINAIRES.
4. FOUNDATION OF DECORATIVE LAMP POST SHALL BE 4.5' IN HEIGHT AND 2' IN DIAMETER PER SPECIFICATIONS FOR STREETLIGHT HARDWARE.
5. SEE LANDSCAPING PLANS FOR EXISTING TREES TO BE REMOVED.
6. CONTRACTOR TO PROVIDE LIGHT POLES, FOUNDATIONS, FIXTURES, HANDHOLES, AND CONDUIT FOR PEDESTRIAN LIGHTING. PEPCO TO RUN WIRING FROM SOURCE POLES AND SPLICE INTO PROVIDED POLES / LUMINAIRES AT LOCATIONS NOTED ON PLANS.
7. CONDUIT TO BE DIRECT BURIED. CONDUIT TO BE CONCRETE ENCASED WHEN LOCATED BENEATH PAVEMENT.
8. SEE DWG LT-11 FOR PEPCO CONDITIONS.



LIGHTING LEGEND

- PROPOSED LED WASHINGTON GLOBE PEDESTRIAN LIGHT POLE
- EXISTING LIGHT & POLE TO REMAIN
- PROPOSED LED LIGHT ON POWER POLE
- EXISTING LIGHT ON POWER POLE TO REMAIN
- XXX POLE NUMBER
- E1 12" x 24" HANDHOLE
- E2 17" x 30" HANDHOLE
- E (2) 4" SCHEDULE 40 PVC CONDUIT
- PROPOSED TREE (ULTIMATE CANOPY)
- PROPOSED TREE (ULTIMATE CANOPY)
- EXISTING TREE

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: MDS Drawn by: MDS Checked by: DJD

LT-05
LIGHTING PLAN
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

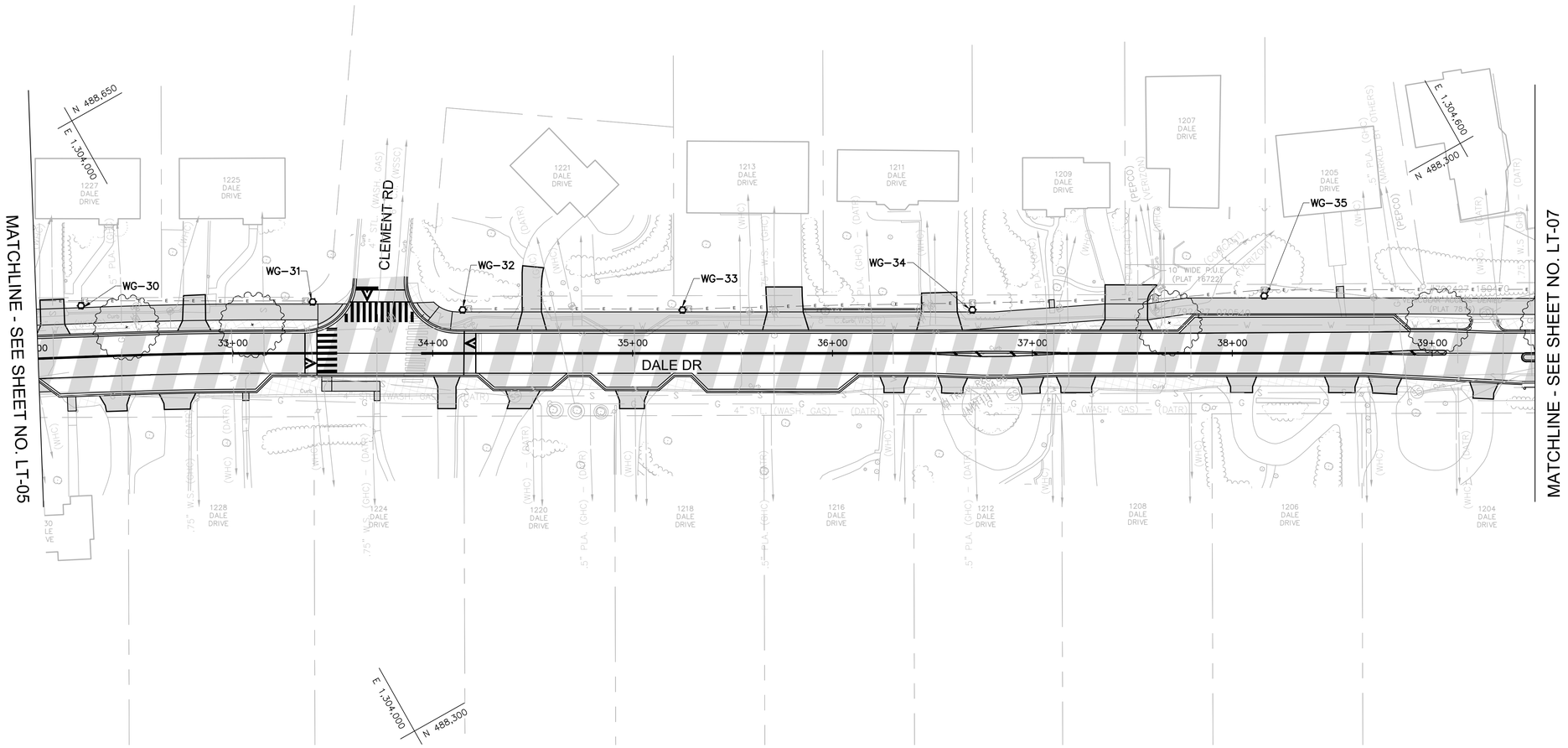
CIP No. : 502109 SHEET 80 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pLT_Dale.dwg LAYOUT NAME: LT-05 PLOTTED: Tuesday, December 19, 2023 - 2:09pm USER: MStraughan

POLE #	STATION	OFFSET	NORTHING	EASTING	STREET NAME	WATTAGE	LAMP TYPE	LUMINAIRE STYLE	POLE STYLE
WG-30	32+25.00	25.67' LT	488567.14	1303958.74	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-31	33+40.00	25.67' LT	488512.03	1304060.71	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-32	34+15.00	21.67' LT	488471.81	1304124.14	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-33	35+25.00	21.67' LT	488417.90	1304220.03	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-34	36+70.00	21.67' LT	488346.93	1304346.47	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-35	38+16.00	28.67' LT	488281.53	1304477.19	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM

LIGHTING NOTES:

1. EXISTING LEASE LIGHTING AND PENDANT POST STREET LIGHT POLES TO REMAIN UNLESS OTHERWISE NOTED.
2. PROPOSED LIGHT POLES TO BE CABLED AND POWERED BY PEPCO.
3. ALL PROPOSED LIGHTING SHALL INCORPORATE LED LUMINAIRES.
4. FOUNDATION OF DECORATIVE LAMP POST SHALL BE 4.5' IN HEIGHT AND 2' IN DIAMETER PER SPECIFICATIONS FOR STREETLIGHT HARDWARE.
5. SEE LANDSCAPING PLANS FOR EXISTING TREES TO BE REMOVED.
6. CONTRACTOR TO PROVIDE LIGHT POLES, FOUNDATIONS, FIXTURES, HANDHOLES, AND CONDUIT FOR PEDESTRIAN LIGHTING. PEPCO TO RUN WIRING FROM SOURCE POLES AND SPLICE INTO PROVIDED POLES / LUMINAIRES AT LOCATIONS NOTED ON PLANS.
7. CONDUIT TO BE DIRECT BURIED. CONDUIT TO BE CONCRETE ENCASED WHEN LOCATED BENEATH PAVEMENT.
8. SEE DWG LT-11 FOR PEPCO CONDITIONS.



LIGHTING LEGEND

- PROPOSED LED WASHINGTON GLOBE PEDESTRIAN LIGHT POLE
- EXISTING LIGHT & POLE TO REMAIN
- PROPOSED LED LIGHT ON POWER POLE
- EXISTING LIGHT ON POWER POLE TO REMAIN
- XXX — POLE NUMBER
- E1 — 12" x 24" HANDHOLE
- E2 — 17" x 30" HANDHOLE
- E — (2) 4" SCHEDULE 40 PVC CONDUIT
- PROPOSED TREE (ULTIMATE CANOPY)
- PROPOSED TREE (ULTIMATE CANOPY)
- EXISTING TREE

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: MDS Drawn by: MDS Checked by: DJD

LT-06
LIGHTING PLAN

DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

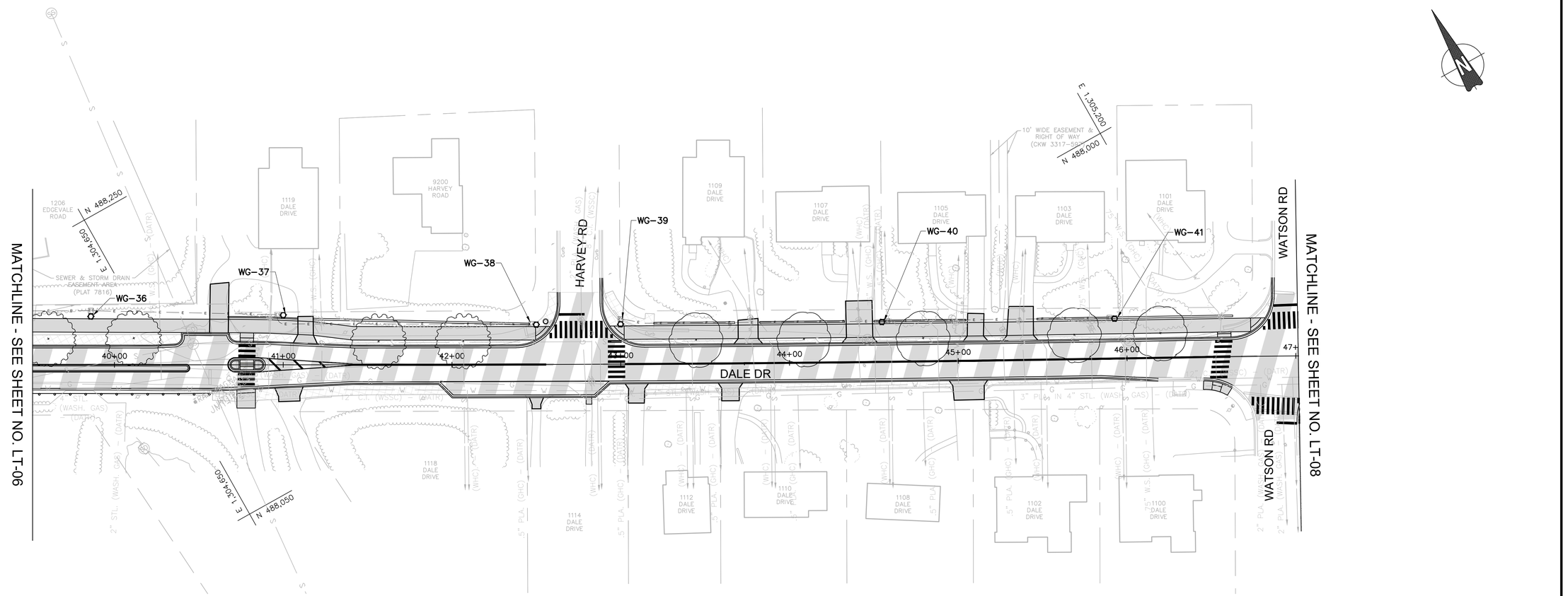
CIP No.: 502109 SHEET 81 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pLT_Dale.dwg LAYOUT NAME: LT-06 PLOTTED: Tuesday, December 19, 2023 - 2:09pm USER: MStraughan

POLE #	STATION	OFFSET	NORTHING	EASTING	STREET NAME	WATTAGE	LAMP TYPE	LUMINAIRE STYLE	POLE STYLE
WG-36	39+86.00	28.67' LT	488198.27	1304625.41	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-37	41+00.00	29.50' LT	488143.17	1304725.21	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-38	42+50.00	23.67' LT	488064.80	1304853.14	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-39	43+00.00	23.67' LT	488040.58	1304896.83	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-40	44+55.00	23.67' LT	487965.86	1305032.48	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-41	45+93.00	23.67' LT	487900.09	1305153.64	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM

LIGHTING NOTES:

1. EXISTING LEASE LIGHTING AND PENDANT POST STREET LIGHT POLES TO REMAIN UNLESS OTHERWISE NOTED.
2. PROPOSED LIGHT POLES TO BE CABLED AND POWERED BY PEPCO.
3. ALL PROPOSED LIGHTING SHALL INCORPORATE LED LUMINAIRES.
4. FOUNDATION OF DECORATIVE LAMP POST SHALL BE 4.5' IN HEIGHT AND 2' IN DIAMETER PER SPECIFICATIONS FOR STREETLIGHT HARDWARE.
5. SEE LANDSCAPING PLANS FOR EXISTING TREES TO BE REMOVED.
6. CONTRACTOR TO PROVIDE LIGHT POLES, FOUNDATIONS, FIXTURES, HANDHOLES, AND CONDUIT FOR PEDESTRIAN LIGHTING. PEPCO TO RUN WIRING FROM SOURCE POLES AND SPLICE INTO PROVIDED POLES / LUMINAIRES AT LOCATIONS NOTED ON PLANS.
7. CONDUIT TO BE DIRECT BURIED. CONDUIT TO BE CONCRETE ENCASED WHEN LOCATED BENEATH PAVEMENT.
8. SEE DWG LT-11 FOR PEPCO CONDITIONS.



LIGHTING LEGEND

- PROPOSED LED WASHINGTON GLOBE PEDESTRIAN LIGHT POLE
- EXISTING LIGHT & POLE TO REMAIN
- PROPOSED LED LIGHT ON POWER POLE
- EXISTING LIGHT ON POWER POLE TO REMAIN
- XXX POLE NUMBER
- E1 12" x 24" HANDHOLE
- E2 17" x 30" HANDHOLE
- E (2) 4" SCHEDULE 40 PVC CONDUIT
- PROPOSED TREE (ULTIMATE CANOPY)
- PROPOSED TREE (ULTIMATE CANOPY)
- EXISTING TREE

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: MDS Drawn by: MDS Checked by: DJD

LT-07
LIGHTING PLAN
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

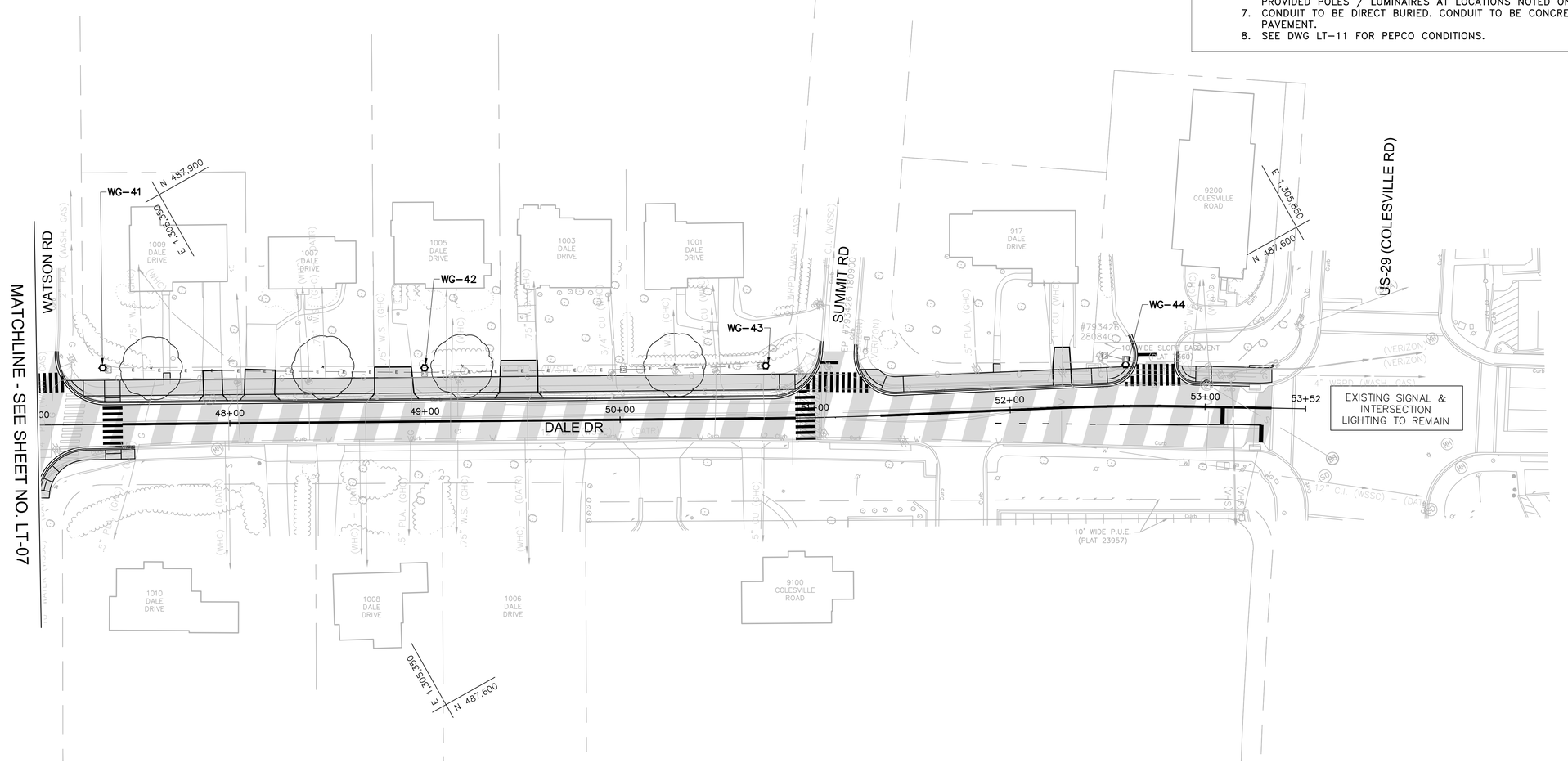
CIP No. : 502109 SHEET 82 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pLT_Dale.dwg LAYOUT NAME: LT-07 PLOTTED: Tuesday, December 19, 2023 - 2:09pm USER: MStraughan

POLE #	STATION	OFFSET	NORTHING	EASTING	STREET NAME	WATTAGE	LAMP TYPE	LUMINAIRE STYLE	POLE STYLE
WG-41	47+35.00	29.00' LT	487836.78	1305281.09	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-42	49+00.00	27.50' LT	487755.98	1305424.95	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-43	50+75.00	27.00' LT	487671.23	1305578.01	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM
WG-44	52+59.50	21.25' LT	487581.40	1305739.11	DALE DRIVE	70	LED	PROPOSED WASHINGTON GLOBE	12" CAST ALUMINUM

LIGHTING NOTES:

1. EXISTING LEASE LIGHTING AND PENDANT POST STREET LIGHT POLES TO REMAIN UNLESS OTHERWISE NOTED.
2. PROPOSED LIGHT POLES TO BE CABLED AND POWERED BY PEPCO.
3. ALL PROPOSED LIGHTING SHALL INCORPORATE LED LUMINAIRES.
4. FOUNDATION OF DECORATIVE LAMP POST SHALL BE 4.5' IN HEIGHT AND 2' IN DIAMETER PER SPECIFICATIONS FOR STREETLIGHT HARDWARE.
5. SEE LANDSCAPING PLANS FOR EXISTING TREES TO BE REMOVED.
6. CONTRACTOR TO PROVIDE LIGHT POLES, FOUNDATIONS, FIXTURES, HANDHOLES, AND CONDUIT FOR PEDESTRIAN LIGHTING. PEPCO TO RUN WIRING FROM SOURCE POLES AND SPLICE INTO PROVIDED POLES / LUMINAIRES AT LOCATIONS NOTED ON PLANS.
7. CONDUIT TO BE DIRECT BURIED. CONDUIT TO BE CONCRETE ENCASED WHEN LOCATED BENEATH PAVEMENT.
8. SEE DWG LT-11 FOR PEPCO CONDITIONS.



LIGHTING LEGEND

- PROPOSED LED WASHINGTON GLOBE PEDESTRIAN LIGHT POLE
- EXISTING LIGHT & POLE TO REMAIN
- PROPOSED LED LIGHT ON POWER POLE
- EXISTING LIGHT ON POWER POLE TO REMAIN
- XXX — POLE NUMBER
- E1 — 12" x 24" HANDHOLE
- E2 — 17" x 30" HANDHOLE
- — E — (2) 4" SCHEDULE 40 PVC CONDUIT
- PROPOSED TREE (ULTIMATE CANOPY)
- PROPOSED TREE (ULTIMATE CANOPY)
- EXISTING TREE

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: MDS Drawn by: MDS Checked by: DJD

LT-08
LIGHTING PLAN

DALE DRIVE SHARED USE PATH

0 30' 60'
SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 83 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pLT_Dale.dwg LAYOUT NAME: LT-08 PLOTTED: Tuesday, December 19, 2023 - 2:09pm USER: MStraughan

MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC AND PARKING SERVICES

JUNE 2016

WASHINGTON GLOBE DECORATIVE LED STYLE LUMINAIRE
SEMI CUT-OFF HARD TOP

1) PURPOSE
The purpose of these specifications is to provide minimum requirements for the design, manufacture, finishing and delivery of the Washington Globe (hard top) LED luminaire. The Washington Globe is intended to be mounted on decorative pole as specified, along roadways throughout Montgomery County. Any manufacturer, distributor or vendor who submits bid shall agree with these specifications

2) DESCRIPTION
The luminaire shall be an outdoor decorative post top fixture, cylindrical in shape with an overall height between 42.5 +/- 2.0 inches and a overall width between 16.5 +/- 0.5 inches for the globe (see attached drawing). All exterior and structural parts shall consist of aluminum alloy or cast iron. Exterior castings shall be cast in one piece having a smooth surface finish and free of mold lines. A separate cover for a ballast drawer/tray is permitted if the ballast drawer cover is secured to the luminaire body with captive fasteners. All components shall fit together snugly and shall be fitted with continuous neoprene gaskets so as to weather proof joints between metal interfaces. Visible metal surfaces shall have raised decorations integrally molded in the base piece. All metal parts shall be corrosion resistant. The luminaire shall come ready for quick an easy field assembly or fully assembled:

Each luminaire shall include the following components:
1) LED Optical Assembly (Type III distribution)
2) 120 volt LED Driver
3) Button type photocell installed on the metal body of the luminaire or ballast tray cover;
4) All necessary hardware and fasteners to assemble and secure on post tenon.

3) DESIGN CRITERIA
3.1) AASHTO Standards
The luminaire shall meet the requirements of the American Association of State Highway and Transportation Officials (AASHTO), Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals" latest edition.

3.2) Wind Load
All components of the luminaire shall be designed to resist (at yield strength of the materials without permanent deflection or destruction), test loads equivalent to the calculated loads developed by the velocity pressure of at least an 80 MPH wind. A minimum safety factor of 1.82 on the yield strength shall be maintained.

4) GLOBE
The globe should be supplied as two pieces, chemically matching material as a unit and permanently sealed together with a chemical bonding process. The globe bottom shall be alabaster rippled and made of UV stabilized acrylic. The globe roof shall be of a spun aluminum design. The roof and bottom globe sections are secured in a slip-fit, 1/2" overlap design and providing a mechanical lock and enabling easy future replacement of either the roof or bottom globe section if required. The roof finish shall be polyester thermoset powdercoat. The globe shall be of a traditional "Washington Globe" (acorn) shape designed to achieve the photometric performance specified by Illumination Engineering Society (IES). The bottom surface of the globe shall interface closely with the metal body of the fixture so as to provide a weather, dust, and insect proof interface. The globe or its mounting ring shall be fastened with three or more recessed set screws to the body of the fixture.

5) DRIVER and SURGE PROTECTOR
The driver shall be mounted to facilitate easy removal for maintenance operations. The driver shall be equipped with a 10KV Surge Protection and suppression system. All electrical connections shall be polarized and of plug-in design. The driver shall be wired to receive 120 volt AC current. The driver shall reliably start and operate the lamp in ambient temperatures down to minus 30 degrees. The terminal block shall be capable of accepting up to a #6 AWG wire.

6) LED Color Temperature (CCT) and Rendering Index (CRI)
The Correlated Color Temperature (CCT) shall be a nominal Kelvin Temperature of 3500K ±200K with a minimum Color Rendering Index (CRI) of 70.

7) PHOTOCELL
The photocell shall be a twist-lock type or equal, mounted on the metal body of the luminaire or the cover of the ballast tray drawer.

8) METAL BODY
The body shall be cast in one piece and shall have raised surface decorations. The body shall taper smoothly between the slip fitter to the base of the globe. The body shall be constructed with weep holes or channels to prevent rainwater from collecting at the top of the body.

9) SLIP FITTER
The slip fitter shall have a nominal inside diameter of 3.375 inches +/- 0.25 and shall be secured to the lamp post tenon with three of four evenly spaced set screws. The slip fitter shall accommodate a tenon 3.0 inches long.

10) FINIAL
The finial shall be made of cast aluminum, and securely fastened to the top of the globe.

11) FINISH
The exterior surface of the finial and luminaire body shall be factory finished with a dark green electrostatically applied polyester powder coat. The color shall be "Federal Green", federal color 595a, #14036.

SPECIFICATIONS FOR STREETLIGHT HARDWARE



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING AND OPERATIONS SECTION

JUNE 2016

STREETLIGHT POST NUMBERING TAGS

1) PURPOSE

The purpose of these specifications is to prescribe the minimum requirements for the design, manufacture, fabrication, finishing and delivery of streetlight post numbering tags. Any manufacturer, distributor or vendor who submits a bid shall agree to comply with these specifications and attached drawings.

2) DESIGN CRITERIA

The streetlight post numbering tags are to be made of aluminum and finished with a similar color coating as that of the streetlight pole it is to be rigidly attached to. This streetlight post numbering tag is intended for use on all streetlight post maintained by Montgomery County.

Each pole numbering tag shall comply to the following:
a) Be 2" wide and 12" long
b) Be a color similar to the streetlight pole
c) Have 5 numbers of an opposite color placed vertically
d) All White/Silver surfaces shall be made of retroreflective sheeting
e) All colored surfaces shall be nonreflective

3) MATERIALS

a) TAG

The streetlight post numbering tags shall be 12 inches X 2 inches, fabricated from clear anodized 1/16 inch thick aluminum. The edges shall be smooth and corners rounded and the tag shall fit the streetlight pole shaft.

b) REFLECTIVE AREAS

The streetlight post numbering tag reflective area shall conform to D4956, Type III retroreflective sheeting.

c) NONRELECTIVE AREAS The streetlight post numbering tags nonrelective areas shall be as follows:

a. Numbers on white/silver reflective post tag

b. Backing on all other streetlight post tags

4) MOUNTING HEIGHT

The streetlight post numbering tag should be mounted at a height approximately 10 foot from the surrounding elevation of the ground, unless otherwise approved and directed by the Engineer.

5) MOUNTING ORIENTATION

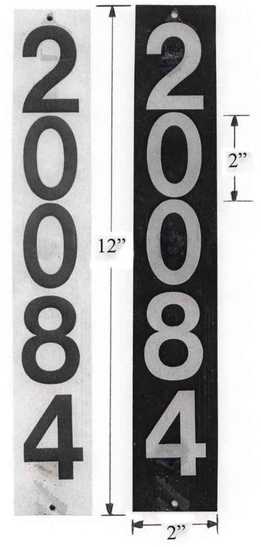
The streetlight post numbering tag shall be oriented and rigidly mounted at a 30 to 45 degree angle, so that approaching traffic can readily observe the tags numbers.

6) MOUNTING HARDHARE

The streetlight post numbering tag shall be secured to the shaft of the streetlight by a means of two (2) 1/8 inch diameter,18-8 stainless steel tamper-proof screw.

7) NUMBERS

The streetlight post numbering tag numbers shall be a minimum of 2 inch high with a minimum of a ¼ inch stroke width.



DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: MDS Drawn by: MDS Checked by: DJD

LT-09
LIGHTING DETAILS

DALE DRIVE
SHARED USE PATH

DATE: DECEMBER 2023

CIP No. : 502109 SHEET 84 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pLT-Details_Dale.dwg LAYOUT NAME: LT-09 PLOTTED: Tuesday, December 19, 2023 - 2:11pm USER: MStraughan

MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING AND OPERATIONS

JUNE 2016

DECORATIVE (RESIDENTIAL) LAMP POST
FOR USE ON STREETS CLASSIFIED PRIMARY OR LOWER

1) PURPOSE

The purpose of these specifications is to prescribe the minimum requirements for the design, manufacture, fabrication, finishing and delivery of residential, decorative, cast, streetlight poles. These decorative streetlight poles are intended for use along roadways in Montgomery County. Any manufacturer, distributor or vendor who submits a bid shall agree to comply with these specifications and the attached drawings.

Each pole shall include the following:

a) Access plate with attachment hardware;
b) Anchor Bolts, nuts, and washers (as specified);
c) Typical footer design specifications including but not limited to, base template, anchor dimensions, reinforcement and footer details;
d) One (1) pint of touch-up paint, Federal Green, federal color # 595B, # 14036.

2) DESIGN CRITERIA

2.1 AASHTO Standards

The residential, decorative, cast, streetlight post shall meet the requirements of the American Association of State Highway and Transportation Officials (AASHTO) Standard, "Specification for Structural supports for Highway Signs, Luminaires and Traffic Signals," latest edition.

2.2 Wind Load

The residential, decorative, cast, streetlight post shall be deigned to resist (at yield strength of the material without permanent deflection or destruction), test loads equivalent to the calculated wind loads developed by the velocity pressures of a 80 MPH wind with a 30% gust factor. A minimum safety factor of 1.82 on the yield strength shall be maintained.

SPECIFICATIONS FOR STREETLIGHT HARDWARE

2.3 Effective Projected Area (EPA)

The residential, decorative, cast, streetlight post shall have a EPA allowable for the following assumptions:

a) Streetlight luminaire shall be assumed to be rectangular in shape with triangular shapes at the top and bottom, minimum length plus width of sixty-five (65) inches, when viewed from the side.

b) The streetlight luminaire shall have a nominal mounting height of 12 feet above the base.

c) One or two (24" x 36") maximum traffic signs may be mounted with the sign's bottom edge 7 feet above the base.

3) MATERIALS

3.1 Iron Casting

The lamp post shall be integrally cast as one piece and shall be cast iron per ASTM A-48--72, Class 30. The sections are to be indicated below. The castings are to be true to pattern, with 16 flutes separated by 16 flat facets. There shall be no visible signs of separation between the cope and drag sections of the mold. All ornamental components shall be cast iron.

3.2 Aluminum Casting

The lamp post may be cast in one piece, as described above, of aluminum alloy of the same details as described above and minimum wall thickness as described below. The alloy used in the casting shall have a minimum yield strength of 30,000 PSI and shall be heat treated as required to provide that yield strength.

3.3 Split Casting

The lamp post may be a multiple piece castings that are factory-assembled into one piece may be considered, provided that there are no gaps between any pieces of the assembly that would allow water seepage or rust. Prior written approval required for the method.

4) PEDESTAL

The pedestal shall be 17 inches +/- 0.25 inch in diameter with a height of 17 1/4 inches +/- 1.0 inch.

SPECIFICATIONS FOR STREETLIGHT HARDWARE

5) BOLT CIRCLE

The nominal bolt circle of the lamp post shall be 12.5 inch in diameter and consist of four (4) equally spaced slots to accommodate 5/8 inch diameter anchor bolts

6) SHAFT

The shaft shall taper uniformly from six (6) inches outside diameter at the bottom to a minimum of four (4) inches outside diameter at the top. The shaft section shall consist of sixteen (16) equally spaced flutes. The outer portion of each flute shall have a flat face, 3/8 +/- 1/16 inches in width. The flutes shall remain constant from the top to the bottom of the tapered shaft

7) HEIGHT

The height of the post, less tenon, shall be 12 feet 0 inches. The weight of the cast iron post with complete door assembly, shall be 460 lbs. +/- 5%. All castings shall be painted with a shop coat of iron oxide primer.

8) TENON

The top of the post shall be equipped with a luminaire mounting tenon integrally cast as a part of the post casting. The tenon shall measure 3.25 +/- 0.25 inches outside diameter and be 2.5 inches long.

9) GROUNDING LUG

The post shall be drilled and tapped for a 1/4 inch - # 20 grounding screw, inside the lamp post and opposite the access door,

10) HANDHOLE

The post shall have an handhole/access door with minimum opening 6 +/- 0.5 inches high and shall be a minimum of 3 ½ +/- 1.0 inch wide at the top and 7.5 inches +/- 1.0 inches wide at the bottom secured with stainless steel machine screw shall be provided in the base of the lamp post. The handhole is at 90 degrees clockwise with respect to the luminaire arm when viewed from above the pole.

SPECIFICATIONS FOR STREETLIGHT HARDWARE

11) BOTTOM ACCESS HOLE

The pedestal shall have a clear opening at grade a minimum of nine (9) inches in diameter. The base of the lamp post shall have an inside diameter sufficient to accommodate two four inch diameter schedule 40 PVC conduits at the bottom of the post, side by side, for streetlight wiring in accordance with utility company requirements.

12) TOLERANCES

Dimensions may be subject to a tolerance of plus or minus 10%, provided that the appearance and proportions are reasonably identical to the post shown on the attached drawing, in the sole judgement of the County. The 10% tolerance shall not apply to the height of the post nor to the diameter of the tenon, for which no tolerance will be allowed other than normal manufacturing tolerances.

13) ANCHOR BOLTS

Each post shall be furnished with four (4) anchor bolts, each 5/8 inches diameter x 24 inch long, plus a 3" "L" at the bottom. Each bolt shall be supplied with one (1) nut and one (1) washer. Bolts, nuts, and washers shall be fully hot dipped galvanized in accordance with ASTM A153.

14) FINISH

15.1 Cast Aluminum

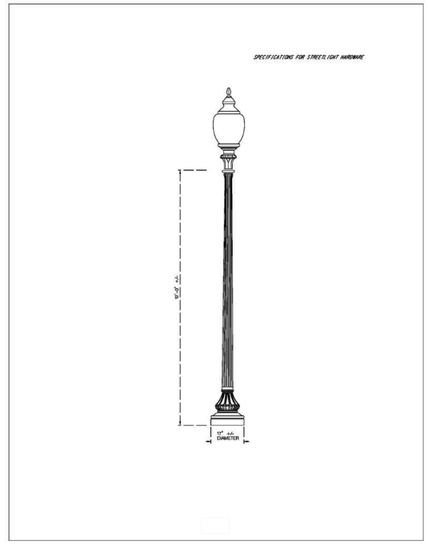
The cast aluminum poles, access doors, and hardware shall be finished with a dark green electrostatically-applied thermoset polyester powder coat, color "Federal Green" or approved equal, as per the attached finish specification "ICS-2". One pint can of Federal Green touch-up enamel or approved equal, shall be supplied.

15.2 Cast Iron

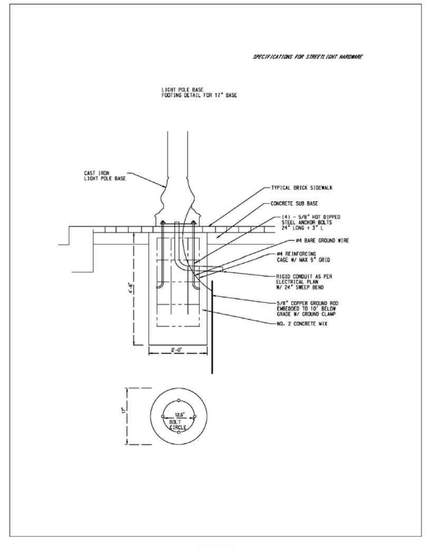
The cast iron poles and all components shall be supplied with one coat of oil-based red lead primer paint. Two (2) coats of enamel "Federal Green", federal color 595B, # 14036 shall be applied to each pole in the field.

16) POLE INFORMATION
The lamp post shall be either the Antique Capitol Series, C12/17-CI/PP, the Washington #12 Standard modified to 12 foot 0 inches in height, less tenon, or approved equal.

SPECIFICATIONS FOR STREETLIGHT HARDWARE



SPECIFICATIONS FOR STREETLIGHT HARDWARE



DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: MDS Drawn by: MDS Checked by: DJD

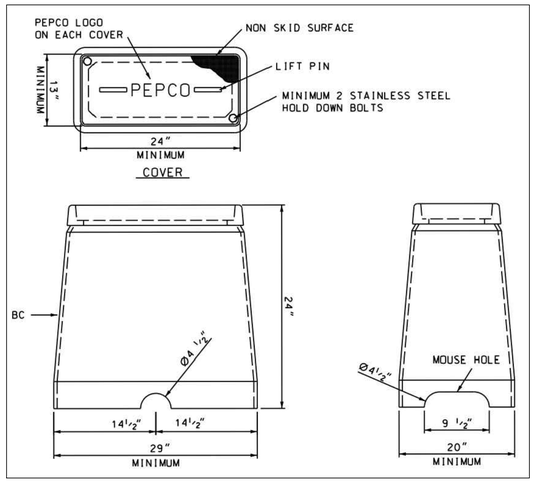
LT-10
LIGHTING DETAILS

DALE DRIVE
SHARED USE PATH

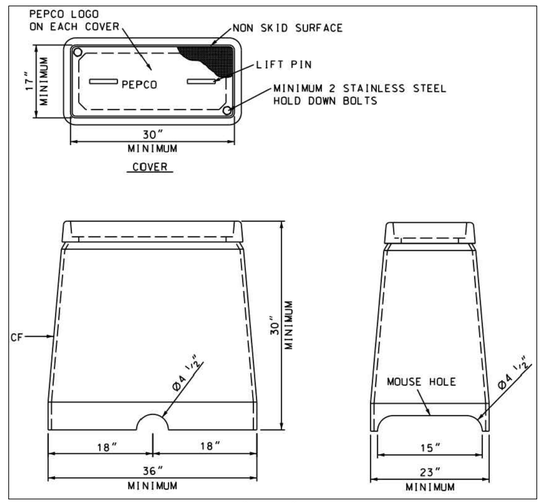
DATE: DECEMBER 2023

CIP No.: 502109 SHEET 85 of 201

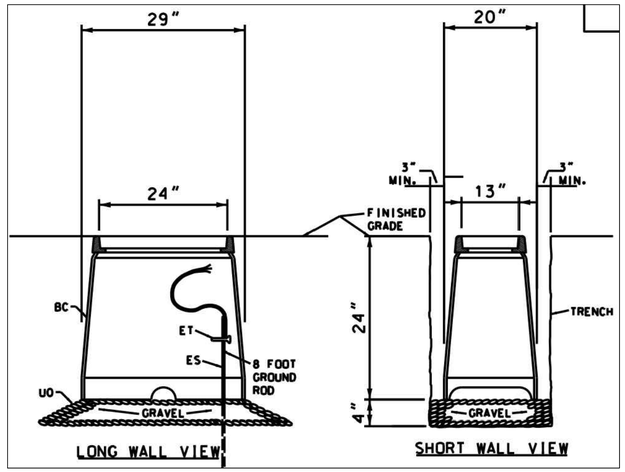
FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pLT-Details_Dale.dwg LAYOUT NAME: LT-10 PLOTTED: Tuesday, December 19, 2023 - 2:11pm USER: MStraughan



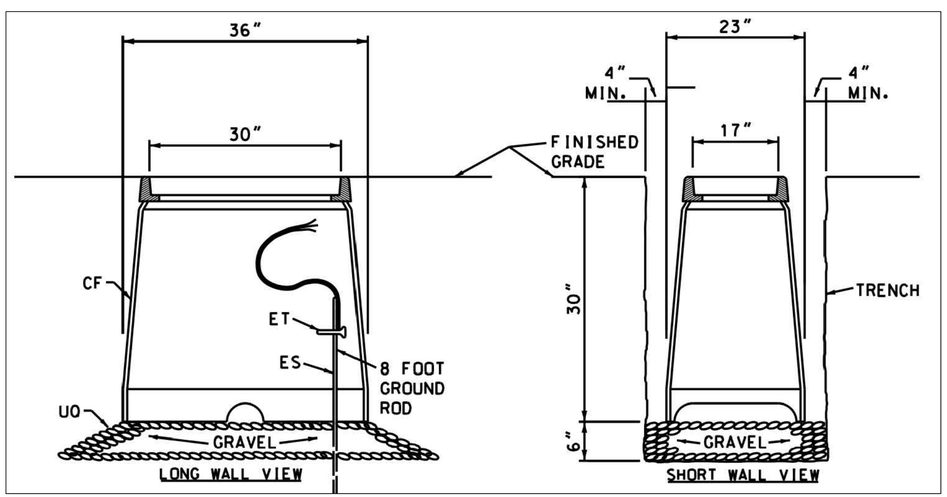
HANDHOLE DETAIL – 12" X 24" PEPCO SPLICE BOX



HANDHOLE DETAIL – 17" X 30" PEPCO SOURCE POLE BOX



HANDHOLE DETAIL – 12" X 24" PEPCO SPLICE BOX



HANDHOLE DETAIL – 17" X 30" PEPCO SOURCE POLE BOX

PEPCO CONDITIONS:

1. CUSTOMER TO OBTAIN ALL PERMITS / PERMISSION REQUIRED BY OTHERS ON PRIVATE PROPERTY.
2. ALL MATERIALS USED ARE TO CONFORM TO PEPCO SPECIFICATIONS. ALL WORK MUST BE DONE IN ACCORDANCE WITH PEPCO'S STANDARDS AND SPECIFICATIONS.
3. WORK TO BE DONE IN A MANNER ACCEPTABLE TO PEPCO AND INSPECTED BY PEPCO'S CONDUIT DEPARTMENT BEFORE ENCASEMENT OR BACKFILLING. E-MAIL CONDUIT INSPECTOR JAMES BROWN, (JBROWN@PEPCO.COM), TWO (2) WEEKS IN ADVANCE TO ARRANGE PRE-CONSTRUCTION MEETING AND SCHEDULE INSPECTION. (CUSTOMER MUST FIRST SUBMIT A DRAWING OF THE FACILITIES TO BE BUILT FOR PEPCO AND APPROVED BY PEPCO).
4. TRANFORMER PAD (INCLUDING GROUNDING) IS TO BE BUILT IN ACCORDANCE WITH PEPCO SPECIFICATION DRAWINGS C.D.007.01, 2-2-0983_2.4, 2.2.0983_4.4, C.D.006.01, C.D.006.02 AND BUILT ON LEVEL GROUND. TEN FEET (10') OF CLEAR SPACE MUST BE PROVIDED IN FRONT OF THE PAD AND THREE FEET (3') ON SIDES AND BACK. PAD MUST BE ACCESSIBLE FROM A ROAD, DRIVE, OR PARKING LOT.
5. CONDUIT TO BE BUILT IN ACCORDANCE WITH PEPCO SPECIFICATION DRAWINGS NO. 6-1-480 AND C.D.001.01.
6. SWEEPBENDS MUST HAVE A RADIUS OF NO LESS THAN 36'.
7. NYLON PULL LINES TO BE INSTALLED IN EACH DUCT FOR FUTURE CABLE INSTALLATION.
8. MANHOLES TO BE CONSTRUCTED WITH 3000 PSI CONCRETE.
9. NO MORE THAN 180° OF BENDS OF DUCT LINE.
10. CONDUIT TO HAVE THREE FEET (3') OF COVER (TOP OF DUCT TO FINISHED GRADE).
11. CONDUIT TO BE ENCASED IN 2000 PSI CONCRETE WITH PEA GRAVEL. NO METALLIC MATERIALS (REBARS, HOLD DOWN WIRES, ETC.) SHALL BE PERMITTED IN SPACES BETWEEN EACH DUCT.
12. CUSTOMER TO ROD ALL CONDUITS, CLEAR ANY OBSTRUCTIONS, AND PROVIDE NYLON PULL LINES PRIOR TO THE INSTALLATION OF PEPCO CABLES.
13. CUSTOMER TO COORDINATE EXACT DEPTH AND LOCATION OF ALL STUB OUTS WITH PEPCO CONSTRUCTION
14. TRANSFORMERS TO BE LOCATED TWENTY (20) FEET FROM COMBUSTIBLE WALLS. SEE PEPCO SPECIFICATION DRAWINGS C.D.006.01, C.D.006.02.
15. ALL ON SITE STRUCTURAL FACILITIES INCLUDING CONDUIT, SPLICE BOXES, TRANSFORMER PADS, ETC. PROVIDED, INSTALLED, AND MAINTAINED BY THE CUSTOMER.
16. TRANSFORMER GROUND GRID TO BE #2 STRANDED, SOFT DRAWN COPPER TINNED (60 FEET), AND 2 FT OF 4/0 STRANDED, SOFT DRAWN COPPER TINNED. PADS TO BE GROUNDED IN CONFORMANCE WITH PEPCO SPECIFICATION DRAWING NUMBER 2.2.0983_4.4 DATED 05/05/09.
17. FOR LOCATIONS OF UTILITIES, CALL 24 HOURS A DAY 1-800-257-7777, 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY.
18. THE TROUGH MUST HAVE REMOVABLE COVERS WITH PROVISIONS FOR SEALS., ALL REMOVABLE COVERS TO BE HANDLED BY ONE MAN.
19. THE MINIMUM MOUNTING HEIGHT FOR METERS IS 30 INCHES TO THE BOTTOM OF THE METER GLASS. MAXIMUM MOUNTING HEIGHT IS 66 INCHES TO THE BOTTOM OF THE GLASS.
20. ALL METERING CURRENT TRANSOFMER MOUNTING DIMENSIONS, DRILLING, SPACINGS, AND STUDS MUST COMPLY WITH PEPCO SPECIFICATION DRAWINGS 5-5-0606.1.1, 5-5-0695.2.3, 5-5-0695.3.3. THE MINIMUM ACCEPTABLE DIMENSIONS, DRILLING, ETC. FOR PEPCO LINE CONNECTIONS TO C/T CABINETS/COMPARTMENTS (INCLUDING SAFETY BARRIER WHERE APPLICABLE), MAINLINE SWITCHES AND MAIN INCOMING BUS CABINETS/COMPARTMENTS/SECTIONS ARE SHOWN ON PEPCO PURCHASE SPECIFICATION DRAWINGS 5-5-0606.1.1, 5-5-0695.2.3, 5-5-0695.3.3. REFER TO: HTTP://WWW.PEPCO.COM/BUSINESS/ AND GO TO APPROVED LV SWITCHGEAR (WWW.PEPCO.COM/_RES/DOCUMENTS/SWITCHGEAR.PDF).
21. HYLUGS USED BY PEPCO REQUIRE NEMA 2-HOLE SPACING.
22. PEPCO IS TO BE NOTIFIED 2 WEEKS (10 WORKING DAYS) BEFORE THE SETTING OF ANY POLES, MANHOLES, POURING OF ANY CONCRETE AND/OR THE BACKFILLING OF ANY TRENCH TO MAKE ARRANGEMENTS FOR THE INSPECTION AND APPROVAL OF YOUR ON SITE SERVICE CONNECTION STRUCTURAL EQUIPMENT. E-MAIL WAYNE JOSEY (WJOSEY@PEPCO.COM) TWO (2) WEEKS IN ADVANCE TO ARRANGE PRE-CONSTRUCTION MEETING AND SCHEDULE INSPECTION.
23. ALL OTHER UNDERGROUND UTILITIES IN THE VICINITY ARE TO BE SHOWN. THE MINIMUM LONGITUDNAL AND VERTICAL SEPARATION BETWEEN FOREIGN STRUCTURES AND CONDUIT SET BY PEPCO SHALL BE MAINTAINED:
    - TELEPHONE CONDUIT – 3" CONCRETE OR 12" EARTH
    - GAS CONDUIT UNDER 16" DIAMETER – 12"
    - GAS CONDUIT OVER 16" DIAMETER – 18"
    - WATER AND SEWER – 4' HORIZONTAL IN DC AND 5' HORIZONTAL IN MD, WITH 1' VERTICAL CLEARANCE. MAINTAIN 5'-0" MINIMUM (HORIZONTAL) AND 1'-0" (VERTICAL) CLEARANCE FROM ALL UNDERGROUND UTILITIES.
24. THE MAXIMUM SIZE OF A SERVICE CONDUCTOR RATED 600 VOLTS OR LESS SHALL NOT EXCEED 500 KCM FOR COPPER OR ALUMINUM CONDUCTOR. *REFER TO WWW.PEPCO.COM/BUSINESS FOR THE MOST UP TO DATE PEPCO STANDARD DRAWINGS AND CONSTRUCTION DETAILS AND SPECIFICATIONS.

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: MDS Drawn by: MDS Checked by: DJD

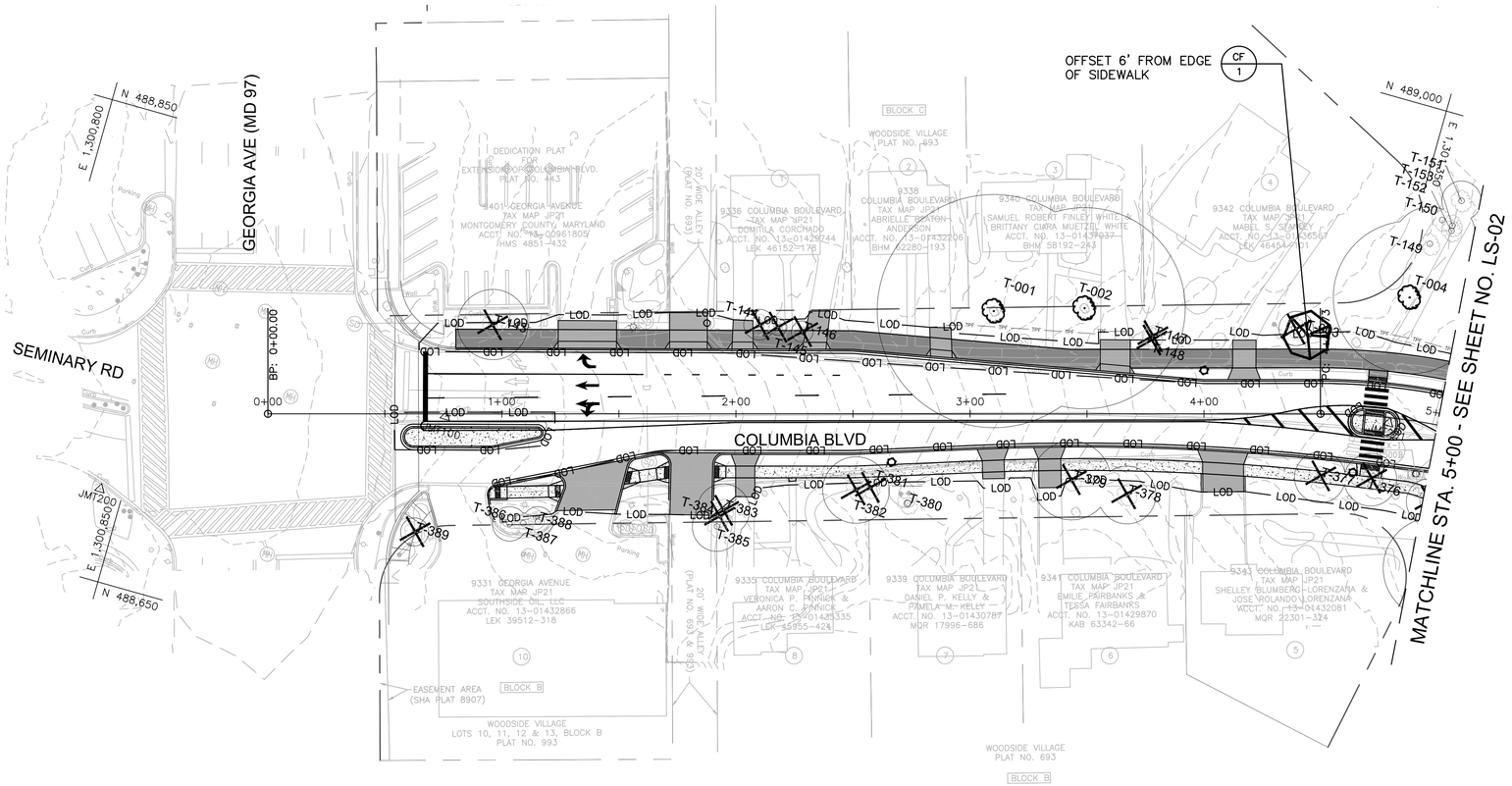
LT-11
LIGHTING DETAILS

DALE DRIVE
SHARED USE PATH

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 86 of 201



NOTES:

1. REFER TO SIGNING AND STRIPING PLAN FOR PAVEMENT MARKING DETAILS.
2. CONTRACTOR SHALL FIELD ADJUST GRADING TO PROVIDE SMOOTH TRANSITIONS INTO EXISTING FEATURES AND PROMOTE SHEET FLOW WHERE POSSIBLE. ALL GRADING CHANGES TO BE PRE-APPROVED BY COUNTY INSPECTOR.
3. INSTALL TREE DEER PROTECTION DEVICES AS PER DETAIL.
4. UNLESS OTHERWISE SPECIFIED, ALL DISTURBED AREAS SHALL BE STABILIZED WITH:
   - 4" OF TOPSOIL
   - TURFGRASS SEED MIX
     - 20% VIRGINIA WILD RYE
     - 20% RIPARIAN WILD RYE
     - 20% DEER TONGUE
     - 20% CREEPING RED FESCUE
     - 20% ANNUAL RYE
   - MULCH
5. REFER TO PLAN SHEET LS-09 FOR SPECIFIC NOTES PERTAINING TO TREE PRESERVATION, INSPECTIONS, AND TREE CANOPY INFORMATION.
6. REFER TO PLAN SHEET LS-10 FOR TREE PLANTING DETAIL.
7. REFER TO TREE SAVE PLANS FOR EXISTING TREE INFORMATION.

LEGEND

- LOD — LIMIT OF DISTURBANCE
- LIMIT OF GRADING
- TREE PROTECTION FENCE
- PROPOSED SHADE TREE
- PROPOSED FLOWERING TREE
- EXISTING TREE
- EXISTING SPECIMEN TREE (24" OR MORE DBH)
- PROPOSED SHARED USE PATH
- PROPOSED LIGHTPOLE

LANDSCAPE PLANT SCHEDULE THIS SHEET

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	COMMENTS
TREES						
CF	1	CORNUS FLORIDA 'CHEROKEE PRINCESS'	'CHEROKEE PRINCESS' FLOWERING DOGWOOD	2.0" CAL.	B&B	AS SHOWN

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NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: SJR Drawn by: SJR Checked by: JJR

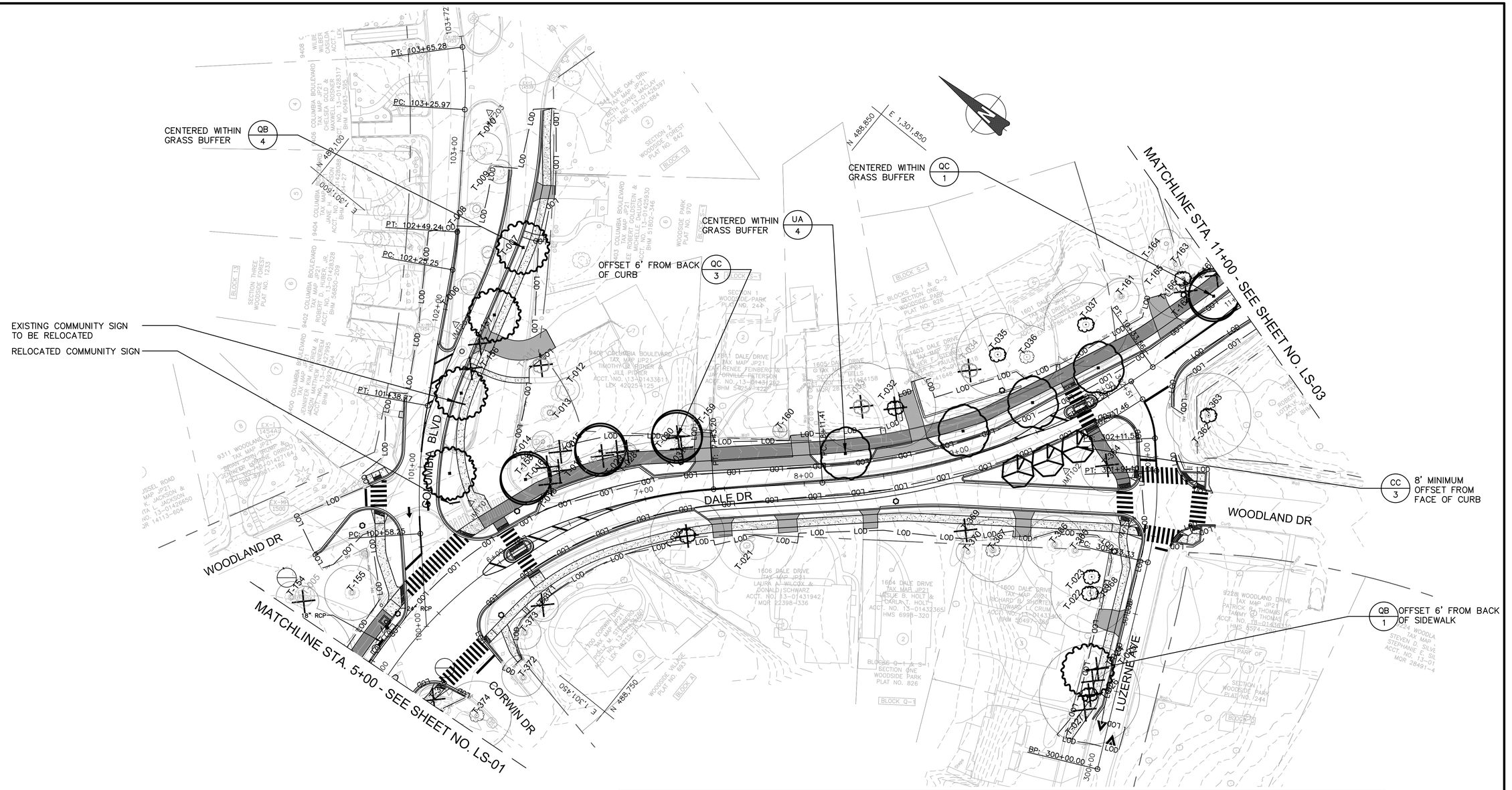
LS-01
LANDSCAPE PLAN
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: MAY 2024

CIP No. : 502109 SHEET 87 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pLS_Dale.dwg LAYOUT NAME: LS-01 PLOTTED: Wednesday, January 08, 2025 - 12:32pm USER: AHavener



LEGEND

- LOD — LIMIT OF DISTURBANCE
- LIMIT OF GRADING
- TREE PROTECTION FENCE
- PROPOSED SHADE TREE
- PROPOSED FLOWERING TREE
- EXISTING TREE
- EXISTING SPECIMEN TREE (24" OR MORE DBH)
- PROPOSED SHARED USE PATH
- PROPOSED LIGHTPOLE

LANDSCAPE PLANT SCHEDULE

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	COMMENTS
TREES						
CC	3	CERCIS CANADENSIS 'FOREST PANSY'	'FOREST PANSY' EASTERN REDBUD	2.5" CAL.	B&B	20' O.C., AS SHOWN
QB	5	QUERCUS BICOLOR	SWAMP WHITE OAK	2.5" CAL.	B&B	50' O.C., AS SHOWN
QC	4	QUERCUS COCCINEA	SCARLET OAK	2.5" CAL.	B&B	50' O.C., AS SHOWN
UA	4	ULMUS AMERICANA 'JEFFERSON'	'JEFFERSON' AMERICAN ELM	2.5" CAL.	B&B	50' O.C., AS SHOWN

NOTES:

1. REFER TO SIGNING AND STRIPING PLAN FOR PAVEMENT MARKING DETAILS.
2. CONTRACTOR SHALL FIELD ADJUST GRADING TO PROVIDE SMOOTH TRANSITIONS INTO EXISTING FEATURES AND PROMOTE SHEET FLOW WHERE POSSIBLE. ALL GRADING CHANGES TO BE PRE-APPROVED BY COUNTY INSPECTOR.
3. INSTALL TREE DEER PROTECTION DEVICES AS PER DETAIL.
4. UNLESS OTHERWISE SPECIFIED, ALL DISTURBED AREAS SHALL BE STABILIZED WITH:
   - 4" OF TOPSOIL
   - TURFGRASS SEED MIX
     - 20% VIRGINIA WILD RYE
     - 20% RIPARIAN WILD RYE
     - 20% DEER TONGUE
     - 20% CREEPING RED FESCUE
     - 20% ANNUAL RYE
   - MULCH
5. REFER TO PLAN SHEET LS-09 FOR SPECIFIC NOTES PERTAINING TO TREE PRESERVATION, INSPECTIONS, AND TREE CANOPY INFORMATION.
6. REFER TO PLAN SHEET LS-10 FOR TREE PLANTING DETAIL.
7. REFER TO TREE SAVE PLANS FOR EXISTING TREE INFORMATION.

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: SJR Drawn by: SJR Checked by: JJR

LS-02
LANDSCAPE PLAN

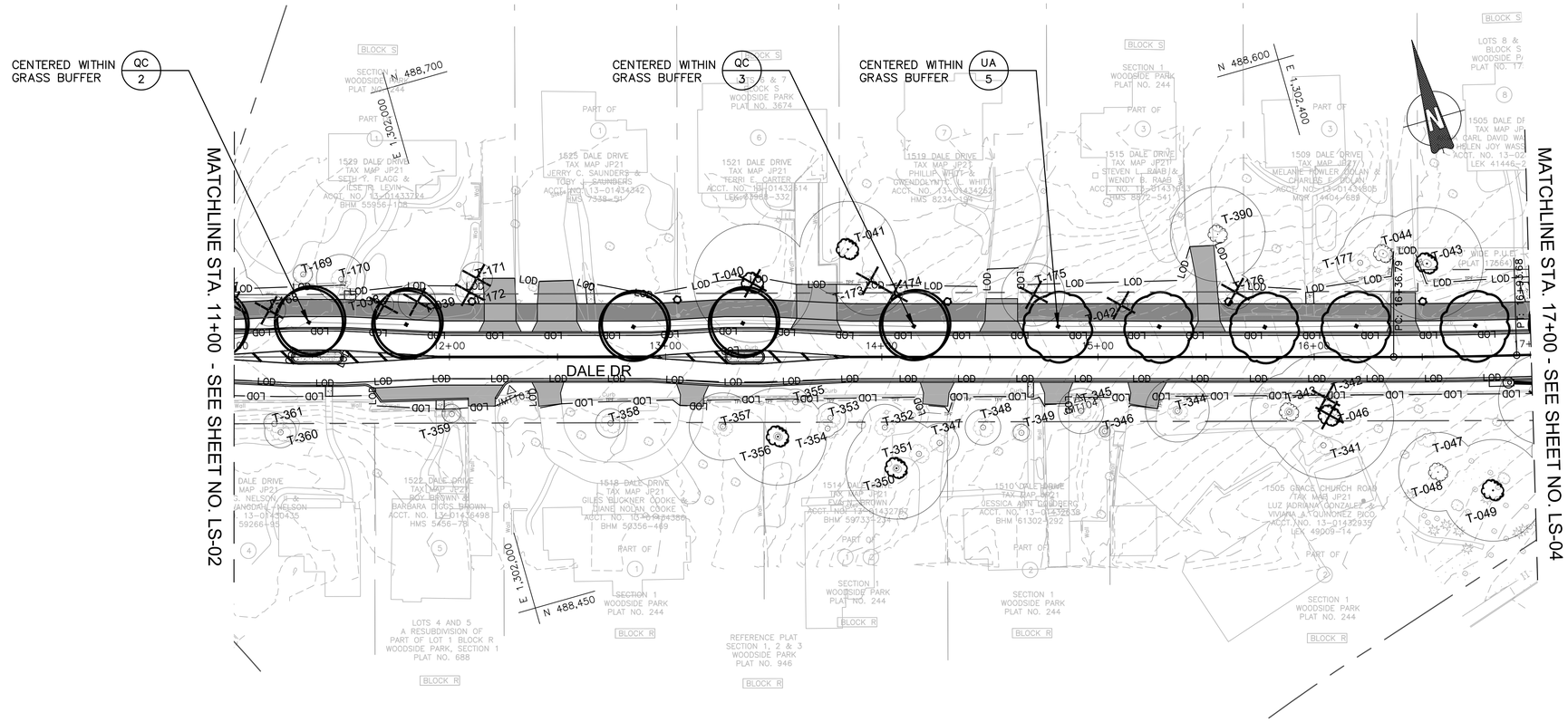
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: MAY 2024

CIP No. : 502109 SHEET 88 of 201

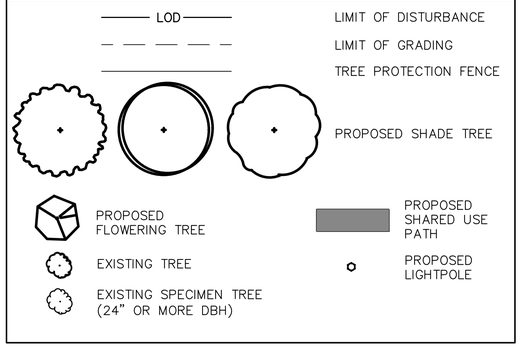
FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pLS_Dale.dwg LAYOUT NAME: LS-02 PLOTTED: Wednesday, January 08, 2025 - 12:32pm USER: AHavener



NOTES:

1. REFER TO SIGNING AND STRIPING PLAN FOR PAVEMENT MARKING DETAILS.
2. CONTRACTOR SHALL FIELD ADJUST GRADING TO PROVIDE SMOOTH TRANSITIONS INTO EXISTING FEATURES AND PROMOTE SHEET FLOW WHERE POSSIBLE. ALL GRADING CHANGES TO BE PRE-APPROVED BY COUNTY INSPECTOR.
3. INSTALL TREE DEER PROTECTION DEVICES AS PER DETAIL.
4. UNLESS OTHERWISE SPECIFIED, ALL DISTURBED AREAS SHALL BE STABILIZED WITH:
   - 4" OF TOPSOIL
   - TURFGRASS SEED MIX
     - 20% VIRGINIA WILD RYE
     - 20% RIPARIAN WILD RYE
     - 20% DEER TONGUE
     - 20% CREEPING RED FESCUE
     - 20% ANNUAL RYE
   - MULCH
5. REFER TO PLAN SHEET LS-09 FOR SPECIFIC NOTES PERTAINING TO TREE PRESERVATION, INSPECTIONS, AND TREE CANOPY INFORMATION.
6. REFER TO PLAN SHEET LS-10 FOR TREE PLANTING DETAIL.
7. REFER TO TREE SAVE PLANS FOR EXISTING TREE INFORMATION.

LEGEND



LANDSCAPE PLANT SCHEDULE THIS SHEET

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	COMMENTS
TREES						
QC	5	QUERCUS COCCINEA	SCARLET OAK	2.5" CAL.	B&B	50' O.C., AS SHOWN
UA	5	ULMUS AMERICANA 'JEFFERSON'	'JEFFERSON' AMERICAN ELM	2.5" CAL.	B&B	50' O.C., AS SHOWN

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: SJR Drawn by: SJR Checked by: JJR

LS-03
LANDSCAPE PLAN

DALE DRIVE SHARED USE PATH

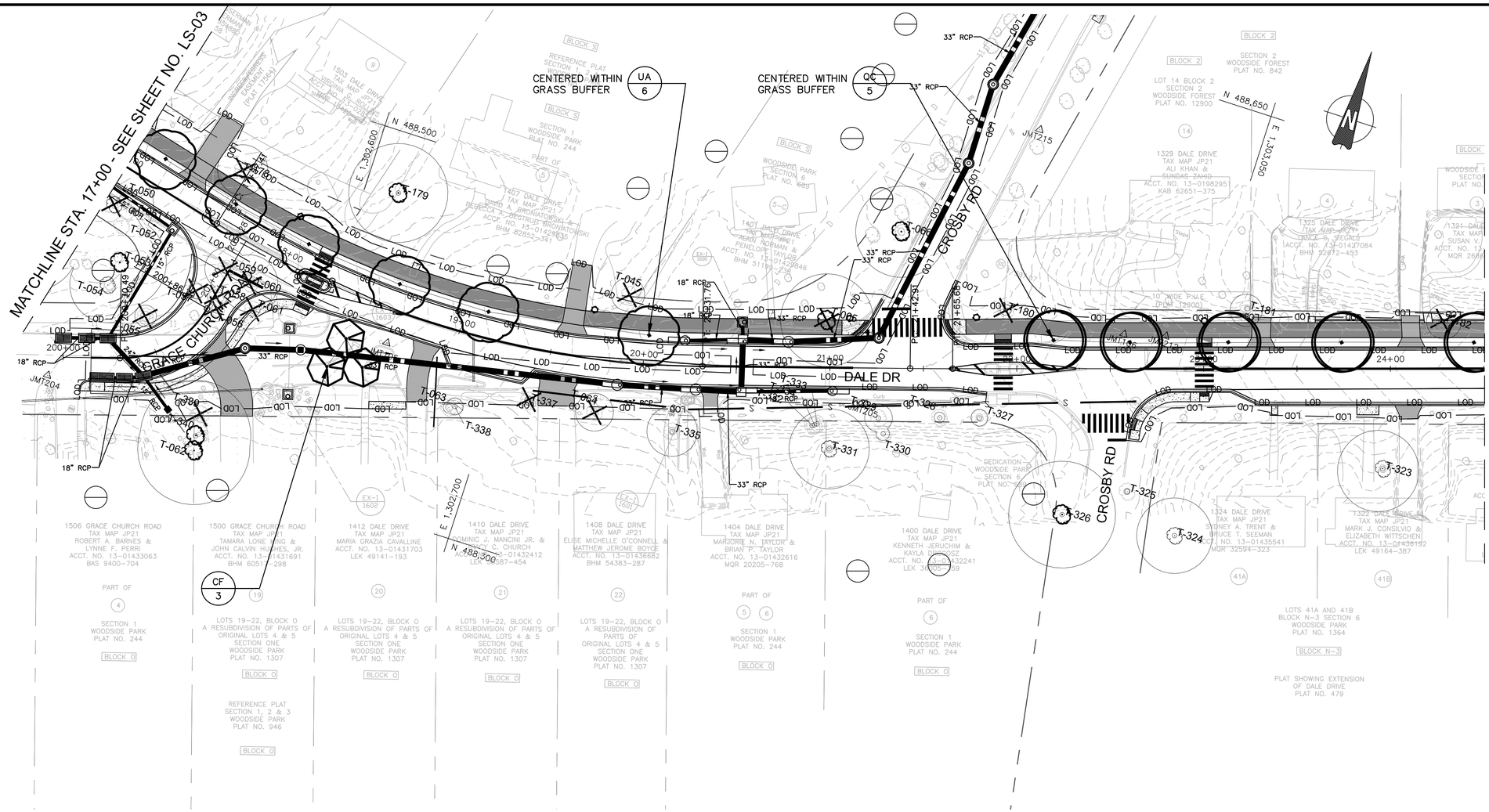
0 30' 60'

SCALE: 1"=30'

DATE: MAY 2024

CIP No. : 502109

SHEET 89 of 201



NOTES:

1. REFER TO SIGNING AND STRIPING PLAN FOR PAVEMENT MARKING DETAILS.
2. CONTRACTOR SHALL FIELD ADJUST GRADING TO PROVIDE SMOOTH TRANSITIONS INTO EXISTING FEATURES AND PROMOTE SHEET FLOW WHERE POSSIBLE. ALL GRADING CHANGES TO BE PRE-APPROVED BY COUNTY INSPECTOR.
3. INSTALL TREE DEER PROTECTION DEVICES AS PER DETAIL.
4. UNLESS OTHERWISE SPECIFIED, ALL DISTURBED AREAS SHALL BE STABILIZED WITH:
   - 4" OF TOPSOIL
   - TURFGRASS SEED MIX
     - 20% VIRGINIA WILD RYE
     - 20% RIPARIAN WILD RYE
     - 20% DEER TONGUE
     - 20% CREEPING RED FESCUE
     - 20% ANNUAL RYE
   - MULCH
5. REFER TO PLAN SHEET LS-09 FOR SPECIFIC NOTES PERTAINING TO TREE PRESERVATION, INSPECTIONS, AND TREE CANOPY INFORMATION.
6. REFER TO PLAN SHEET LS-10 FOR TREE PLANTING DETAIL.
7. REFER TO TREE SAVE PLANS FOR EXISTING TREE INFORMATION.

LEGEND

- LOD — LIMIT OF DISTURBANCE
- LIMIT OF GRADING
- TREE PROTECTION FENCE
- PROPOSED SHADE TREE
- PROPOSED FLOWERING TREE
- EXISTING TREE
- EXISTING SPECIMEN TREE (24" OR MORE DBH)
- PROPOSED SHARED USE PATH
- PROPOSED LIGHTPOLE

LANDSCAPE PLANT SCHEDULE THIS SHEET

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	COMMENTS
TREES						
CF	3	CORNUS FLORIDA 'CHEROKEE PRINCESS'	'CHEROKEE PRINCESS' FLOWERING DOGWOOD	2.0" CAL.	B&B	AS SHOWN
QC	5	QUERCUS COCCINEA	SCARLET OAK	2.5" CAL.	B&B	50' O.C., AS SHOWN
UA	6	ULMUS AMERICANA 'JEFFERSON'	'JEFFERSON' AMERICAN ELM	2.5" CAL.	B&B	50' O.C., AS SHOWN

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NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: SJR Drawn by: SJR Checked by: JJR

LS-04
LANDSCAPE PLAN
DALE DRIVE
SHARED USE PATH

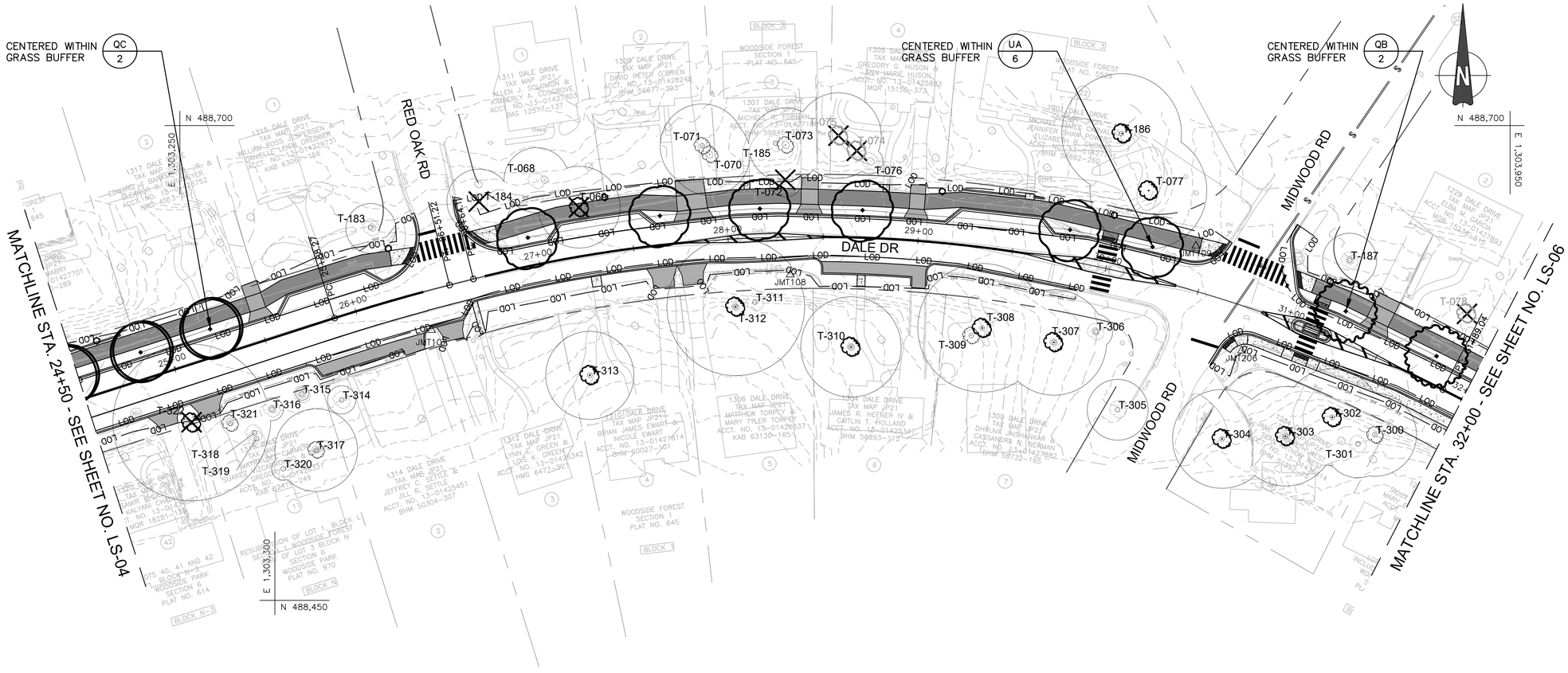
0 30' 60'
SCALE: 1"=30'

DATE: MAY 2024

CIP No.: 502109

SHEET 90 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\plLS_Dale.dwg LAYOUT NAME: LS-04 PLOTTED: Wednesday, January 08, 2025 - 12:33pm USER: AHavener



NOTES:

1. REFER TO SIGNING AND STRIPING PLAN FOR PAVEMENT MARKING DETAILS.
2. CONTRACTOR SHALL FIELD ADJUST GRADING TO PROVIDE SMOOTH TRANSITIONS INTO EXISTING FEATURES AND PROMOTE SHEET FLOW WHERE POSSIBLE. ALL GRADING CHANGES TO BE PRE-APPROVED BY COUNTY INSPECTOR.
3. INSTALL TREE DEER PROTECTION DEVICES AS PER DETAIL.
4. UNLESS OTHERWISE SPECIFIED, ALL DISTURBED AREAS SHALL BE STABILIZED WITH:
   - 4" OF TOPSOIL
   - TURFGRASS SEED MIX
     - 20% VIRGINIA WILD RYE
     - 20% RIPARIAN WILD RYE
     - 20% DEER TONGUE
     - 20% CREEPING RED FESCUE
     - 20% ANNUAL RYE
   - MULCH
5. REFER TO PLAN SHEET LS-09 FOR SPECIFIC NOTES PERTAINING TO TREE PRESERVATION, INSPECTIONS, AND TREE CANOPY INFORMATION.
6. REFER TO PLAN SHEET LS-10 FOR TREE PLANTING DETAIL.
7. REFER TO TREE SAVE PLANS FOR EXISTING TREE INFORMATION.

LEGEND

LOD	LIMIT OF DISTURBANCE
	LIMIT OF GRADING
	TREE PROTECTION FENCE
	PROPOSED SHADE TREE
	PROPOSED FLOWERING TREE
	PROPOSED SHARED USE PATH
	EXISTING TREE
	PROPOSED LIGHTPOLE
	EXISTING SPECIMEN TREE (24" OR MORE DBH)

LANDSCAPE PLANT SCHEDULE THIS SHEET

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	COMMENTS
TREES						
QB	2	QUERCUS BICOLOR	SWAMP WHITE OAK	2.5" CAL.	B&B	50' O.C., AS SHOWN
QC	2	QUERCUS COCCINEA	SCARLET OAK	2.5" CAL.	B&B	50' O.C., AS SHOWN
UA	6	ULMUS AMERICANA 'JEFFERSON'	'JEFFERSON' AMERICAN ELM	2.5" CAL.	B&B	50' O.C., AS SHOWN

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: SJR Drawn by: SJR Checked by: JJR

LS-05
LANDSCAPE PLAN

DALE DRIVE SHARED USE PATH

0 30' 60'

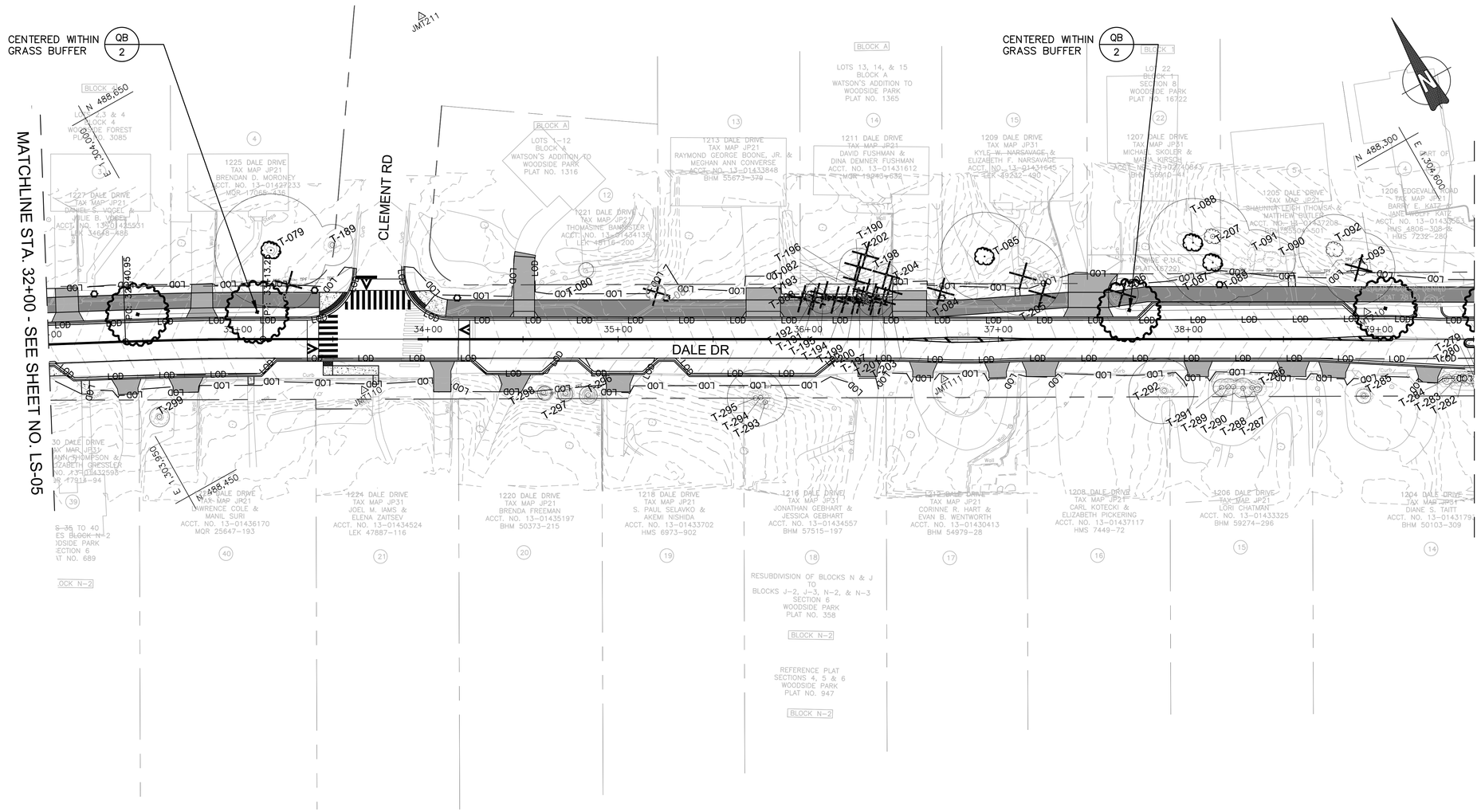
SCALE: 1"=30'

DATE: MAY 2024

CIP No. : 502109

SHEET 91 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pLS_Dale.dwg LAYOUT NAME: LS-05 PLOTTED: Wednesday, January 08, 2025 - 12:34pm USER: AHavener



NOTES:

1. REFER TO SIGNING AND STRIPING PLAN FOR PAVEMENT MARKING DETAILS.
2. CONTRACTOR SHALL FIELD ADJUST GRADING TO PROVIDE SMOOTH TRANSITIONS INTO EXISTING FEATURES AND PROMOTE SHEET FLOW WHERE POSSIBLE. ALL GRADING CHANGES TO BE PRE-APPROVED BY COUNTY INSPECTOR.
3. INSTALL TREE DEER PROTECTION DEVICES AS PER DETAIL.
4. UNLESS OTHERWISE SPECIFIED, ALL DISTURBED AREAS SHALL BE STABILIZED WITH:
   - 4" OF TOPSOIL
   - TURFGRASS SEED MIX
     - 20% VIRGINIA WILD RYE
     - 20% RIPARIAN WILD RYE
     - 20% DEER TONGUE
     - 20% CREEPING RED FESCUE
     - 20% ANNUAL RYE
   - MULCH
5. REFER TO PLAN SHEET LS-09 FOR SPECIFIC NOTES PERTAINING TO TREE PRESERVATION, INSPECTIONS, AND TREE CANOPY INFORMATION.
6. REFER TO PLAN SHEET LS-10 FOR TREE PLANTING DETAIL.
7. REFER TO TREE SAVE PLANS FOR EXISTING TREE INFORMATION.

LEGEND

- LOD — LIMIT OF DISTURBANCE
- LIMIT OF GRADING
- TREE PROTECTION FENCE
- PROPOSED SHADE TREE
- PROPOSED FLOWERING TREE
- EXISTING TREE
- EXISTING SPECIMEN TREE (24" OR MORE DBH)
- PROPOSED SHARED USE PATH
- PROPOSED LIGHTPOLE

LANDSCAPE PLANT SCHEDULE THIS SHEET

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	COMMENTS
TREES						
QB	4	QUERCUS BICOLOR	SWAMP WHITE OAK	2.5" CAL.	B&B	50' O.C., AS SHOWN

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: SJR Drawn by: SJR Checked by: JJR

LS-06
LANDSCAPE PLAN

DALE DRIVE SHARED USE PATH

0 30' 60'

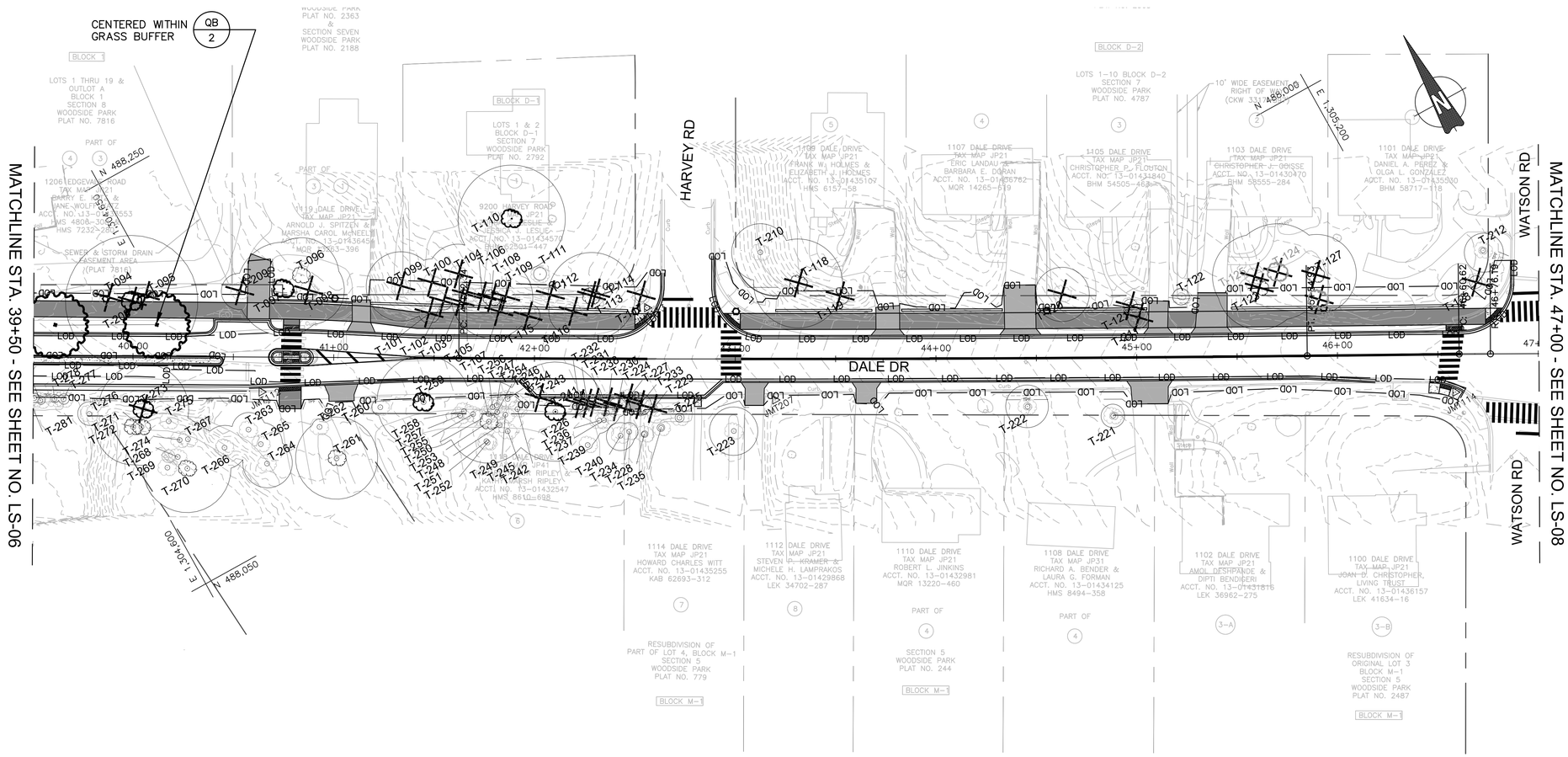
SCALE: 1"=30'

DATE: MAY 2024

CIP No. : 502109

SHEET 92 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pLS_Dale.dwg LAYOUT NAME: LS-06 PLOTTED: Wednesday, January 08, 2025 - 12:35pm USER: AHavener



NOTES:

1. REFER TO SIGNING AND STRIPING PLAN FOR PAVEMENT MARKING DETAILS.
2. CONTRACTOR SHALL FIELD ADJUST GRADING TO PROVIDE SMOOTH TRANSITIONS INTO EXISTING FEATURES AND PROMOTE SHEET FLOW WHERE POSSIBLE. ALL GRADING CHANGES TO BE PRE-APPROVED BY COUNTY INSPECTOR.
3. INSTALL TREE DEER PROTECTION DEVICES AS PER DETAIL.
4. UNLESS OTHERWISE SPECIFIED, ALL DISTURBED AREAS SHALL BE STABILIZED WITH:
   - 4" OF TOPSOIL
   - TURFGRASS SEED MIX
     - 20% VIRGINIA WILD RYE
     - 20% RIPARIAN WILD RYE
     - 20% DEER TONGUE
     - 20% CREEPING RED FESCUE
     - 20% ANNUAL RYE
   - MULCH
5. REFER TO PLAN SHEET LS-09 FOR SPECIFIC NOTES PERTAINING TO TREE PRESERVATION, INSPECTIONS, AND TREE CANOPY INFORMATION.
6. REFER TO PLAN SHEET LS-10 FOR TREE PLANTING DETAIL.
7. REFER TO TREE SAVE PLANS FOR EXISTING TREE INFORMATION.

LEGEND

- LOD — LIMIT OF DISTURBANCE
- LIMIT OF GRADING
- TREE PROTECTION FENCE
- PROPOSED SHADE TREE
- PROPOSED FLOWERING TREE
- EXISTING TREE
- EXISTING SPECIMEN TREE (24" OR MORE DBH)
- PROPOSED SHARED USE PATH
- PROPOSED LIGHTPOLE

LANDSCAPE PLANT SCHEDULE THIS SHEET

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	COMMENTS
TREES						
QB	2	QUERCUS BICOLOR	SWAMP WHITE OAK	2.5" CAL.	B&B	50' O.C., AS SHOWN
						50' O.C., AS SHOWN

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: SJR Drawn by: SJR Checked by: JJR

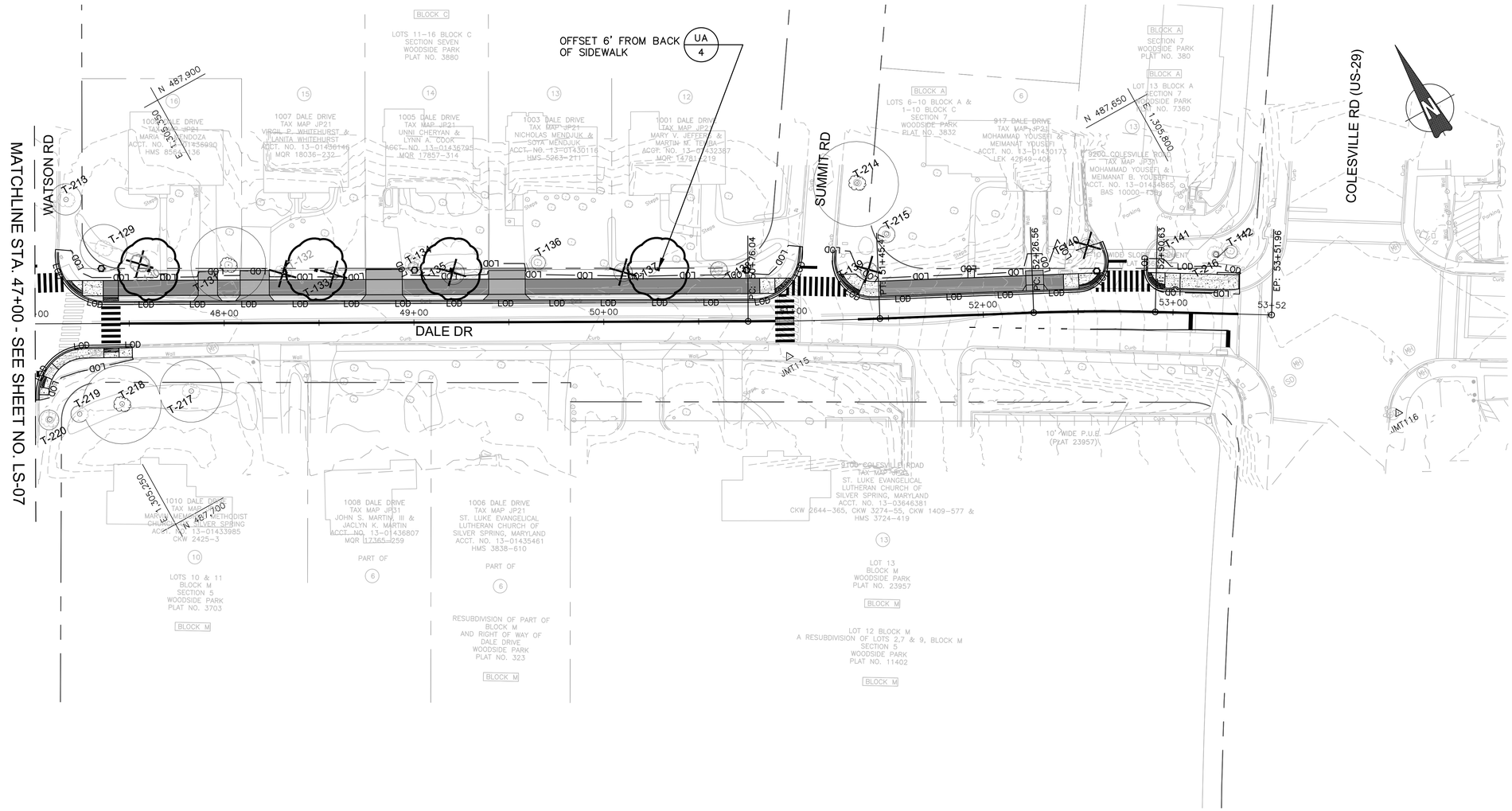
LS-07
LANDSCAPE PLAN
DALE DRIVE
SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: MAY 2024

CIP No.: 502109 SHEET 93 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pLS_Dale.dwg LAYOUT NAME: LS-07 PLOTTED: Wednesday, January 08, 2025 - 12:35pm USER: AHavener



LEGEND

- LOD — LIMIT OF DISTURBANCE
- LIMIT OF GRADING
- TREE PROTECTION FENCE
- PROPOSED SHADE TREE
- PROPOSED FLOWERING TREE
- PROPOSED SHARED USE PATH
- EXISTING TREE
- PROPOSED LIGHTPOLE
- EXISTING SPECIMEN TREE (24" OR MORE DBH)

LANDSCAPE PLANT SCHEDULE THIS SHEET

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	COMMENTS
TREES						
UA	4	ULMUS AMERICANA 'JEFFERSON'	'JEFFERSON' AMERICAN ELM	2.5" CAL.	B&B	50' O.C., AS SHOWN

NOTES:

1. REFER TO SIGNING AND STRIPING PLAN FOR PAVEMENT MARKING DETAILS.
2. CONTRACTOR SHALL FIELD ADJUST GRADING TO PROVIDE SMOOTH TRANSITIONS INTO EXISTING FEATURES AND PROMOTE SHEET FLOW WHERE POSSIBLE. ALL GRADING CHANGES TO BE PRE-APPROVED BY COUNTY INSPECTOR.
3. INSTALL TREE DEER PROTECTION DEVICES AS PER DETAIL.
4. UNLESS OTHERWISE SPECIFIED, ALL DISTURBED AREAS SHALL BE STABILIZED WITH:
   - 4" OF TOPSOIL
   - TURFGRASS SEED MIX
     - 20% VIRGINIA WILD RYE
     - 20% RIPARIAN WILD RYE
     - 20% DEER TONGUE
     - 20% CREEPING RED FESCUE
     - 20% ANNUAL RYE
   - MULCH
5. REFER TO PLAN SHEET LS-09 FOR SPECIFIC NOTES PERTAINING TO TREE PRESERVATION, INSPECTIONS, AND TREE CANOPY INFORMATION.
6. REFER TO PLAN SHEET LS-10 FOR TREE PLANTING DETAIL.
7. REFER TO TREE SAVE PLANS FOR EXISTING TREE INFORMATION.

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: SJR Drawn by: SJR Checked by: JJR

LS-08
LANDSCAPE PLAN
DALE DRIVE SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: MAY 2024

CIP No. : 502109 SHEET 94 of 201

TREE PRESERVATION NOTES

1. ALL WORK PERFORMED SHALL MEET OR EXCEED INDUSTRY STANDARDS AS MOST RECENTLY PUBLISHED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA), AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI), OR THE TREE CARE INDUSTRY ASSOCIATION (TCIA). IN THE EVENT TREATMENTS PRESCRIBED ARE NOT COVERED BY AN EXISTING STANDARD, WORK SHALL MEET OR EXCEED STANDARDS APPROVED BY THE COUNTY ARBORIST.
2. TREES DESIGNATED FOR REMOVAL ALONG THE LIMITS OF DISTURBANCE SHALL BE REMOVED USING A CHAINSAW TO AVOID DAMAGE TO SURROUNDING TREES TO BE PRESERVED AND UNDERSTORY VEGETATION. IF A STUMP MUST BE REMOVED, THIS SHALL BE DONE ONLY WITH THE APPROVAL OF THE COUNTY ARBORIST USING A STUMP-GRINDING MACHINE IN A MANNER THAT CAUSES AS LITTLE DISTURBANCE AS POSSIBLE TO ADJACENT TREES, VEGETATION AND SOIL CONDITIONS.
3. ROOT PRUNING SHALL BE PERFORMED, AS NEEDED, TO COMPLY WITH THE FOREST CONSERVATION REQUIREMENTS OF THESE DEVELOPMENT CONDITIONS. ALL TREATMENTS SHALL BE CLEARLY IDENTIFIED, LABELED, AND DETAILED ON THE TREE PRESERVATION AND LANDSCAPE SHEETS OF THE PLAN SUBMISSION. THE DETAILS FOR THESE TREATMENTS SHALL BE REVIEWED AND APPROVED BY THE COUNTY ARBORIST, ACCOMPLISHED IN A MANNER THAT PROTECTS AFFECTED AND ADJACENT VEGETATION TO BE PRESERVED. ROOT PRUNING DETAILS MAY INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING: (1) ROOT PRUNING SHALL BE DONE WITH A TRENCHER OR VIBRATORY PLOW TO A DEPTH OF 18 INCHES; (2) ROOT PRUNING SHALL TAKE PLACE PRIOR TO ANY CLEARING AND GRADING AND/OR INSTALLATION OF SUPER SILT FENCE, DIVERSION FENCE OR TREE PROTECTION FENCE; (3) ROOT PRUNING SHALL BE CONDUCTED WITH THE SUPERVISION OF THE COUNTY ARBORIST; AND (4) THE COUNTY ARBORIST SHALL BE INFORMED WHEN ALL ROOT PRUNING AND TREE PROTECTION FENCE INSTALLATION IS COMPLETE.
4. IMMEDIATELY AFTER THE E&S ACTIVITIES ARE COMPLETE, TREES INDICATED FOR MULCHING IN THE TREE INVENTORY SHALL BE MULCHED TO PROTECT THE ROOTS AND RETAIN MOISTURE. HARDWOOD CHIPS OR SHREDDED MULCH SHALL BE APPLIED AT A MAXIMUM DEPTH OF 4 INCHES AROUND THESE SPECIFIC TREES AND ONLY WITHIN 10 FEET OF THE LIMITS OF DISTURBANCE. ADDITIONAL AREAS MAY BE MULCHED AS PART OF THE INVASIVE SPECIES MANAGEMENT, SEE INVASIVE SPECIES MANAGEMENT NOTES, THIS SHEET.
5. ALL CONSTRUCTION ACTIVITY BEYOND THE LIMITS OF DISTURBANCE SHOWN ON THE PLAN SHALL BE PROHIBITED UNLESS PREVIOUSLY APPROVED. THE STORAGE OF EQUIPMENT, MATERIALS, CHEMICALS, AND DEBRIS AS WELL AS VEHICULAR TRAFFIC OR THE PARKING OF VEHICLES SHALL NOT BE PERMITTED WITHIN TREE PRESERVATION AREAS.
6. THE SERVICES OF THE PROJECT SURVEYOR SHALL BE RETAINED TO HAVE THE LIMITS OF CLEARING AND GRADING IN THE AREAS OF TREE PRESERVATION MARKED WITH A CONTINUOUS LINE OF FLAGGING PRIOR TO THE WALK-THROUGH MEETING TO BE HELD PRIOR TO ANY CLEARING AND GRADING. DURING THE TREE PRESERVATION WALK-THROUGH MEETING, THE COUNTY ARBORIST SHALL WALK SUCH LIMITS OF CLEARING AND GRADING WITH INSPECTORS TO DETERMINE WHERE ADJUSTMENTS TO THE CLEARING LIMITS CAN BE MADE TO INCREASE THE AREA OF TREE PRESERVATION AND/OR TO INCREASE THE SURVIVABILITY OF TREES AT THE EDGE OF THE LIMITS OF CLEARING AND GRADING. SUCH ADJUSTMENT SHALL BE IMPLEMENTED; PROVIDED, HOWEVER, THAT NO ADJUSTMENT SHALL BE REQUIRED THAT WOULD AFFECT THE LOCATION AND/OR DESIGN OF THE DEVELOPMENT, INCLUDING A REQUIREMENT FOR ADDITIONAL RETAINING WALLS. TREES WITHIN THE PRESERVATION AREAS THAT ARE IDENTIFIED SPECIFICALLY BY THE COUNTY ARBORIST IN WRITING AS DEAD OR DYING MAY BE REMOVED AS PART OF THE CLEARING OPERATION. ANY TREE THAT IS SO DESIGNATED SHALL BE REMOVED USING A CHAIN SAW AND SUCH REMOVAL SHALL BE ACCOMPLISHED IN A MANNER THAT AVOIDS DAMAGE TO SURROUNDING TREES AND ASSOCIATED UNDERSTORY VEGETATION. IF A STUMP MUST BE REMOVED, THIS SHALL BE DONE USING A STUMP-GRINDING MACHINE IN A MANNER CAUSING AS LITTLE DISTURBANCE AS POSSIBLE TO ADJACENT TREES AND ASSOCIATED UNDERSTORY VEGETATION AND SOIL CONDITIONS.
7. THE LIMITS OF CLEARING AND GRADING SHALL BE STRICTLY CONFORMED TO, AS SHOWN ON THE PLAN, SUBJECT TO ALLOWANCES SPECIFIED IN THESE DEVELOPMENT CONDITIONS AND FOR THE INSTALLATION OF FENCES AND/OR UTILITIES AS DETERMINED NECESSARY BY THE COUNTY ARBORIST. IF IT IS DETERMINED NECESSARY TO INSTALL FENCES AND/OR UTILITIES IN AREAS PROTECTED BY THE LIMITS OF CLEARING AND GRADING AS SHOWN ON THE PLAN, THEY SHALL BE LOCATED IN THE LEAST DISRUPTIVE MANNER NECESSARY AS DETERMINED BY THE COUNTY ARBORIST.
8. DURING ANY CLEARING OR TREE/VEGETATION REMOVAL IN THE AREAS ADJACENT TO THE TREE PRESERVATION AREAS, THE COUNTY ARBORIST SHALL BE PRESENT TO MONITOR THE PROCESS AND ENSURE THAT THE ACTIVITIES ARE CONDUCTED AS CONDITIONED. MONITORING VISITS SHALL BE CONDUCTED WEEKLY DURING E&S INSTALLATION (CLEARING AND GRADING) CONSTRUCTION AND MONTHLY THEREAFTER UNTIL PROJECT COMPLETION.
9. ALL TREES SHOWN TO BE PRESERVED ON THE FOREST CONSERVATION PLAN SHALL BE PROTECTED BY TREE PROTECTION FENCE. TREE PROTECTION FENCING OR SUPER SILT FENCING SHALL BE ERECTED AT THE LIMITS OF CLEARING AND GRADING ADJACENT TO THE TREE PRESERVATION AREAS AS SHOWN ON THE PLANS, AS MAY BE MODIFIED BY THE DEVELOPMENT CONDITIONS BELOW. SUPER SILT FENCE ADJACENT TO MAJOR ROOTS OF TREES MAY BE NOTCHED, AS APPROVED, BY THE DPS INSPECTOR IN THE FIELD. ALL TREE PROTECTION FENCING SHALL BE INSTALLED AFTER THE TREE PRESERVATION WALK-THROUGH MEETING BUT PRIOR TO ANY CLEARING AND GRADING ACTIVITIES. THE INSTALLATION OF ALL TREE PROTECTION FENCING SHALL BE PERFORMED UNDER THE SUPERVISION OF THE COUNTY ARBORIST, AND ACCOMPLISHED IN A MANNER THAT DOES NOT HARM EXISTING VEGETATION THAT IS TO BE PRESERVED.
10. SIGNS STATING "TREE PRESERVATION AREA" SHALL BE AFFIXED TO THE TREE PRESERVATION FENCE AT LEAST EVERY 30 FEET. SIGNS SHALL INCLUDE BOTH ENGLISH AND SPANISH AS SHOWN ON DETAIL.

STANDARD TREE CANOPY NOTES

ANY SHADE TREE PLANTED TO COMPLY WITH CHAPTER 55 OF THE COUNTY CODE MUST CONFORM TO THE FOLLOWING:

1. EACH SHADE TREE MUST MEET THE REQUIREMENTS FOR PLANT MATERIAL IN ANSI Z60.1;
2. EACH SHADE TREE MUST BE A MINIMUM OF 2" CALIPER;
3. INSTALLATION OF EACH SHADE TREE MUST MEET ALL REQUIREMENTS OF ANSI A300;
4. AT THE TIME OF PLANTING:
   a. TREE GUARDS TO PROTECT TREES FROM DEER RUBBING, MOWERS, WEED EATERS, OTHER EQUIPMENT AND LARGE RODENTS MUST BE INSTALLED ON ALL SHADE TREES;
   b. MULCH MUST BE APPLIED;
   c. SUFFICIENT WATER MUST BE APPLIED TO AID IN PROPER PLANTING.
5. SHADE TREES MUST BE INSTALLED BETWEEN OCTOBER 15TH AND MAY 15TH AS LONG AS THE GROUND IS NOT FROZEN, SATURATED, OR COVERED WITH SNOW SUCH THAT A SUITABLE HOLE CANNOT BE DUG;
6. SHADE TREES MUST NOT BE INSTALLED BETWEEN MAY 16TH AND OCTOBER 14TH OF EACH YEAR. IF INSTALLATION CANNOT OCCUR BETWEEN OCTOBER 15TH AND MAY 15TH FOR ANY REASON, OR IF PROPOSED TREES ARE NOT PLANTED FOR ANY OTHER REASON, THE PERMITTEE MUST PAY THE REQUIRED FEE IN LIEU.
7. IF SHADE TREES ARE INSTALLED PRIOR TO FINAL STABILIZATION OF THE LAND DISTURBING ACTIVITY THEN NO ADDITIONAL DISTURBANCE MUST OCCUR WITHIN FIVE FEET OF THE STEM OF THE TREE. PROTECTIVE FENCING MUST BE INSTALLED AT THE EDGE OF THIS AREA AT THE SAME TIME THE TREE IS INSTALLED AND MUST REMAIN IN PLACE UNTIL FINAL STABILIZATION OCCURS.
8. THE LOCATION OF GROWING ZONES AND PLANTING AREAS MUST BE CLEARLY MARKED IN THE FIELD PRIOR TO INSTALLATION OF ANY SHADE TREE.
9. A COPY OF THE APPROVED SEDIMENT CONTROL PLAN SHOWING ALL APPROVED GROWING ZONES AND PLANTING AREAS MUST BE AVAILABLE ON THE SITE AT ALL TIMES.
10. AT LEAST ONE INSPECTION MUST OCCUR AFTER ALL CONSTRUCTION ACTIVITIES ARE COMPLETED TO DETERMINE THE LEVEL OF COMPLIANCE WITH SHADE TREE PLANTING REQUIREMENTS.

INSPECTIONS NOTES

1. ALL FIELD INSPECTIONS MUST BE REQUESTED BY THE APPLICANT. INSPECTIONS MUST BE CONDUCTED AS FOLLOWS:
   a. AFTER THE LIMITS OF DISTURBANCE HAVE BEEN STAKED AND FLAGGED, BUT BEFORE ANY CLEARING OR GRADING BEGINS
   b. AFTER NECESSARY STRESS REDUCTION MEASURES HAVE BEEN COMPLETED AND PROTECTION MEASURES HAVE BEEN INSTALLED, BUT BEFORE ANY CLEARING AND GRADING BEGIN
   c. AFTER COMPLETION OF ALL CONSTRUCTION ACTIVITIES, BUT BEFORE REMOVAL OF TREE PROTECTION FENCING, TO DETERMINE THE LEVEL OF COMPLIANCE WITH THE PROVISION OF THE FOREST CONSERVATION.

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: SJR Drawn by: SJR Checked by: JJR

LS-09
LANDSCAPE NOTES

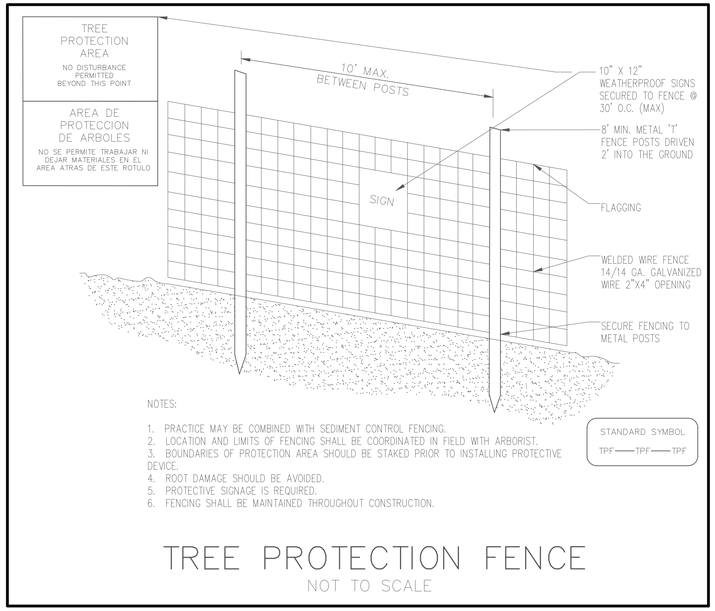
DALE DRIVE
SHARED USE PATH

0 30' 60'
SCALE: 1"=30'

DATE: MAY 2024

CIP No. : 502109

SHEET 95 of 201

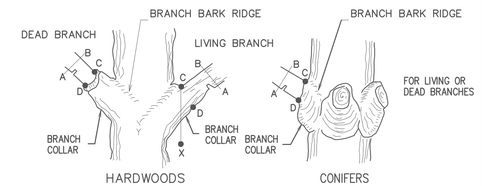


TREE PROTECTION FENCE

NOT TO SCALE

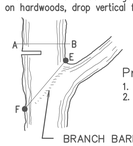
LANDSCAPE PLANT SCHEDULE TOTAL

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	COMMENTS
TREES						
CC	3	CERCIS CANADENSIS 'FOREST PANSY'	'FOREST PANSY' EASTERN REDBUD	2.5" CAL.	B&B	20' O.C., AS SHOWN
CF	4	CORNUS FLORIDA 'CHEROKEE PRINCESS'	'CHEROKEE PRINCESS' FLOWERING DOGWOOD	2.0" CAL.	B&B	AS SHOWN
QB	15	QUERCUS BICOLOR	SWAMP WHITE OAK	2.5" CAL.	B&B	50' O.C., AS SHOWN
QC	16	QUERCUS COCCINEA	SCARLET OAK	2.5" CAL.	B&B	50' O.C., AS SHOWN
UA	30	ULMUS AMERICANA 'JEFFERSON'	'JEFFERSON' AMERICAN ELM	2.5" CAL.	B&B	50' O.C., AS SHOWN



Pruning a Branch

1. Remove branch weight by undercutting at A and remove limb by cutting through at B.
2. Remove stub at CD (line between branch bark ridge and outer edge of branch collar).
3. If D is difficult to find on hardwoods, drop vertical from C (line CX). Angle XCY=XCD.



Pruning a Leader off To Reduce Size

1. Remove top weight by cutting at A&E.
2. Remove stub at EF parallel to the branch bark ridge.

Medium pruning shall consist of the removal of dead, dying, diseased, interfering, objectionable and weak branches on the main trunk as well as those within the leaf area. An occasional branch up to one inch in diameter may remain within the main leaf area where it is not practical to remove it.

The following specifications shall apply:

a. All cuts shall be made sufficiently close to the trunk or parent limb, without cutting into the branch collar or leaving a protruding stub, so that closure can readily start under normal conditions. Clean cuts shall be made at all times.

b. It is necessary to precut branches too heavy to handle to prevent splitting or peeling the bark. Where necessary, to prevent tree or property damage, branches shall be lowered to the ground by proper ropes or equipment.

c. Treatment of cuts and wounds, with tree wound dressing, is optional except where open wounds in certain trees may attract insects that carry disease or allow fungus invasion. If such treatment is made, materials non-toxic to the cambium layer must be used, and care taken to treat only the exposed wood with a thin coat of dressing.

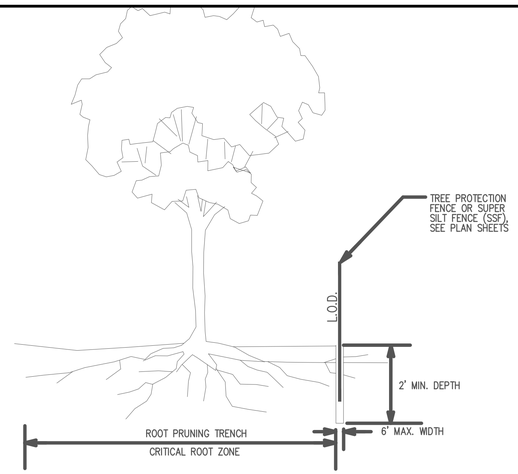
d. On trees known to be diseased, tools are to be disinfected with methyl alcohol at 70% (denatured wood alcohol diluted appropriately with water) or Chlorox solution after each cut and between trees where there is known to be a danger of transmitting the disease on tools.

e. Old injuries are to be inspected. Those not closing properly and where the callus growth is not already completely established should be traced where appropriate. If desired, for cosmetic purposes, the wound may be treated with a thin coat of wound dressing.

f. All girdling roots visible to the eye are to be reported to the supervisor and the Engineer.

g. The presence of any structural weakness, disease conditions, decayed trunk or branches, split crotches or branches, should be reported in writing to the supervisor and the Engineer, and corrective measures recommended.

CROWN PRUNING



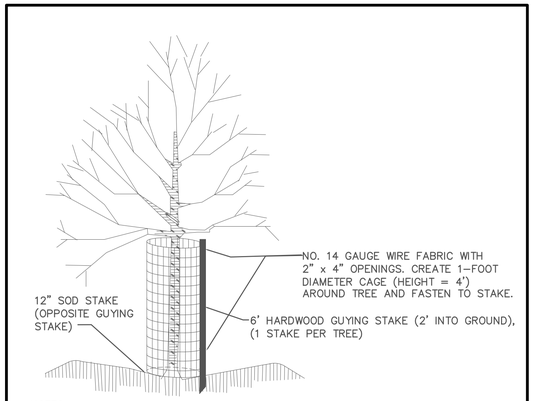
NOTES

1. RETENTION AREAS WILL BE SET AS PART OF THE REVIEW PROCESS.
2. BOUNDARIES OF RETENTION AREAS SHALL BE STAKED AND FLAGGED PRIOR TO TRENCHING.
3. EXACT LOCTION OF TRENCH SHALL BE INDENTIFIED.
4. TRENCH SHALL BE IMMEDIATELY BACKFILLED WITH SOIL REMOVED OR OTHER HIGH ORGANIC SOIL.
5. ROOTS SHALL BE CLEANLY CUT USING VIBRATORY KNIFE OR OTHER ACCEPTABLE EQUIPMENT
6. ALL SIGNIFICANT TREES SHALL BE INSPECTED BY A ISA CERTIFIED ARBORIST PRIOR TO CONSTRUCTION AND ROOT PRUNING.

SOURCE: CITY OF GAITHERSBURG, MARYLAND: CITY TREE MANUAL

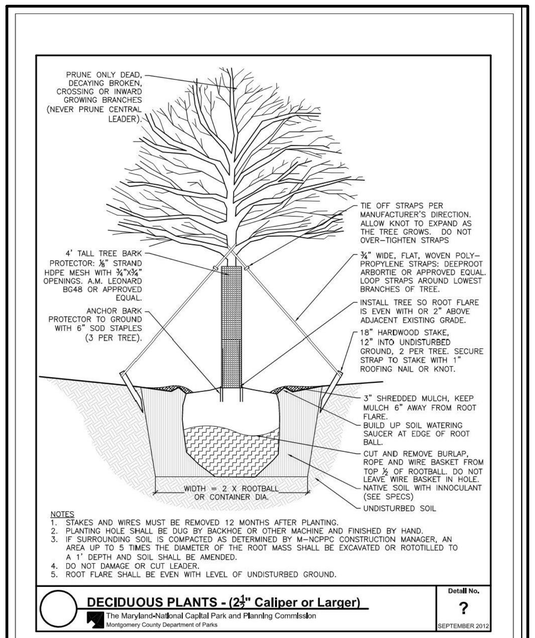
ROOT PRUNING PRIOR TO CONSTRUCTION

(IF NEEDED)



NOTES:
1. CAGE SHALL BE NO. 14 GAUGE WIRE FABRIC WITH 2"x 4"OPENINGS.
2. CAGE HEIGHT SHALL BE 4' (MIN.)
3. CREATE A 1-FOOT DIAMETER CAGE AROUND TREE.
4. FOR MULTI-STEM TREES AND SHRUBS OR TREES WITH LEADERS BELOW 4', USE WIDER CAGE TO LEAVE A 1-FOOT DIAMETER AROUND TREE.
5. CAGE SHALL BE FASTENED TO STAKE WITH TWO (MIN.) 11-INCH TWIST TIES, ONE AT TOP AND ONE AT 6"(MIN.) ABOVE THE GROUND.
6. INSTALL 6' HARDWOOD GUYING STAKE, 2' INTO GROUND, 1 STAKE (MIN.) PER CAGE.
7. ENSURE CAGE IS FASTENED TO THE GROUND TO PREVENT UPLIFT BY DEER BY INSTALLING A 12"SOD STAKE OPPOSITE THE GUYING STAKE.
8. FOR TREES LARGER THAN 3"CALIPER WITH NO BRANCHING BELOW 4', CAGE CAN BE SUBSTITUTED WITH DEER BARK PROTECTORS (ITEMS #bg48, BY A.M. LEONARD) OR EQUAL.
9. DO NOT DAMAGE TREE DURING INSTALLATION.
10. CAGES TO BE REMOVED ONLY AT DIRECTION OF FOREST ECOLOGIST.

TREE DEER PROTECTION



NOTES
1. STAKES AND WIRES MUST BE REMOVED 12 MONTHS AFTER PLANTING.
2. PLANTING HOLE SHALL BE DUG BY BACKHOE OR OTHER MACHINE AND FINISHED BY HAND.
3. IF SURROUNDING SOIL IS COMPACTED AS DETERMINED BY M-NCPPC CONSTRUCTION MANAGER, AN AREA UP TO 5 TIMES THE DIAMETER OF THE ROOT MASS SHALL BE EXCAVATED OR ROTOTILLED TO A 1' DEPTH AND SOIL SHALL BE AMENDED.
4. DO NOT DAMAGE OR CUT LEADER.
5. ROOT FLARE SHALL BE EVEN WITH LEVEL OF UNDISTURBED GROUND.

DECIDUOUS PLANTS - (2½" Caliper or Larger)

The Maryland-National Capital Park and Planning Commission
Montgomery County Department of Parks

Detail No. ?

SEPTEMBER 2012

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: SJR Drawn by: SJR Checked by: JJR

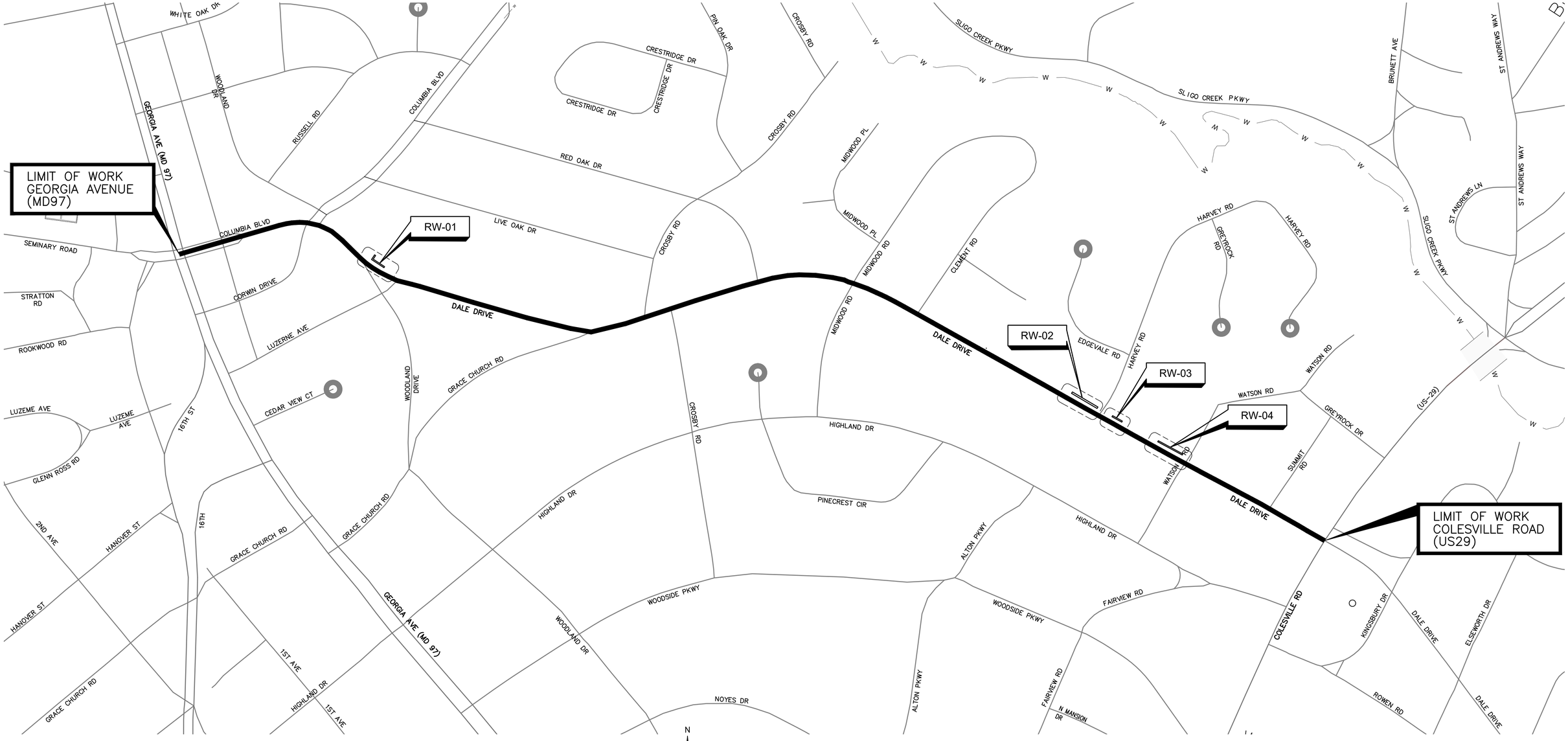
LS-10
LANDSCAPE DETAILS

DALE DRIVE
SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: MAY 2024

CIP No. : 502109 SHEET 96 of 201



N

STRUCTURES LOCATION PLAN

SCALE: 1" = 200'-0"

STRUCTURES LOCATION PLAN	
STRUCTURE NO.	DESCRIPTION
RW-01	RETAINING WALL STA. 8+81.55 TO STA. 9+52.81
RW-02	RETAINING WALL STA. 41+17.89 TO STA. 42+45.94
RW-03	RETAINING WALL STA. 43+19.72 TO STA. 43+67.76
RW-04	RETAINING WALL STA. 45+46.95 TO STA. 46+62.96

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: WY Drawn by: TNB Checked by: GGN

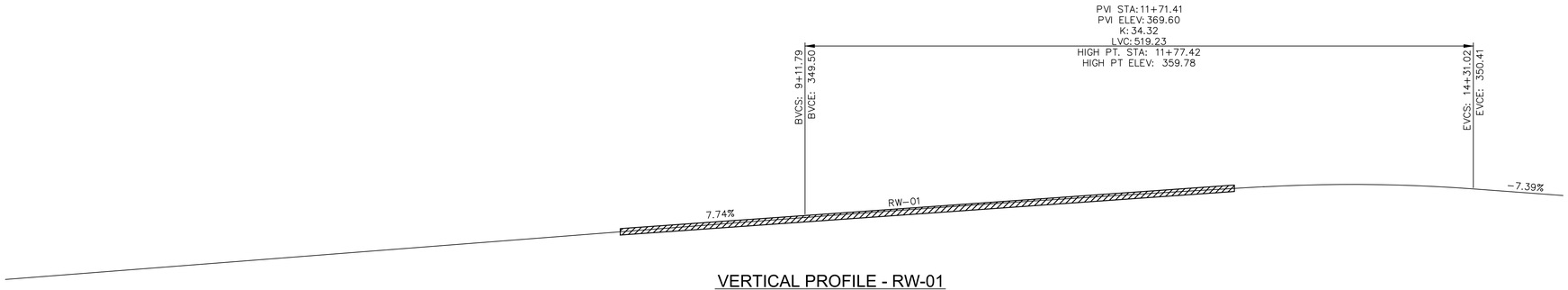
SLP-01
STRUCTURAL LOCATION PLAN
DALE DRIVE
SHARED USE PATH

0 200' 400'

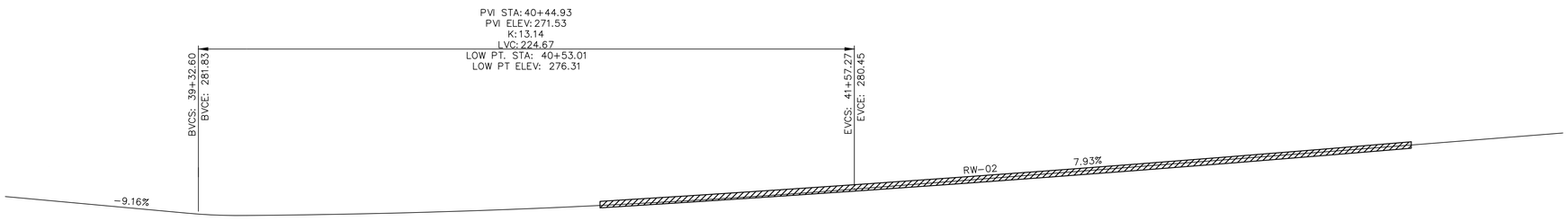
SCALE: 1"=200' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 97 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\Structures\pSLP_01.dwg LAYOUT NAME: SLP-01 PLOTTED: Thursday, December 14, 2023 - 9:59pm USER: CWise



VERTICAL PROFILE - RW-01



VERTICAL PROFILE - RW-02

GENERAL NOTES:

SPECIFICATIONS: MDOT SHA STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, DATED JULY 2023.

AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION, 2020.

CONCRETE DESIGN: $f'c$ = 3.0 KSI.

REINFORCING STEEL DESIGN: fy = 60.0 KSI.

CONCRETE: ALL STRUCTURE CONCRETE SHALL BE MIX. No. 3 (4000 PSI) EXCEPT AS NOTED BELOW UNDER REINFORCING STEEL.

REINFORCING STEEL: REINFORCING STEEL SHALL CONFORM TO A615, GRADE 60. ALL SPLICES, NOT SHOWN, SHALL BE LAPPED AS PER BAR LAP CHARTS.

ONLY GRADE 60 CAN BE USED.

RETAINING WALL SYSTEM: DESIGN AND CONSTRUCTION OF CONCRETE MODULAR BLOCK RETAINING WALL SHALL BE IN ACCORDANCE WITH NATIONAL CONCRETE MASONRY ASSOCIATION (NCMA) DESIGN GUIDELINES FOR SEGMENTAL WALLS AND AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE COLOR AND/OR TEXTURE FINISH OF THE MODULAR BLOCK RETAINING WALL SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS IN THE CONTRACT DOCUMENTS. WALL STYLE, TEXTURE AND COLOR MUST BE APPROVED BY MONTGOMERY COUNTY DOT PRIOR TO FABRICATION AND CONSTRUCTION OF WALL SYSTEM.

RETAINING WALL SYSTEM AND MANUFACTURERS MUST BE FROM THE LIST OF PRE APPROVED ALTERNATE RETAINING WALLS MAINTAINED BY THE MARYLAND STATE HIGHWAY ADMINISTRATION OFFICE OF BRIDGE DEVELOPMENT IN ACCORDANCE WITH SECTION 450 OF MDSHA SPECIFICATIONS. CONTRACTOR IS RESPONSIBLE FOR PREPARATION OF ALL DESIGN AND PLANS FOR WALL SYSTEM.

WALL SYSTEM SHALL BE DESIGNED FOR AN ALLOWABLE BEARING CAPACITY OF 3,000 LBS PER SQUARE FOOT.

DRAFT
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JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

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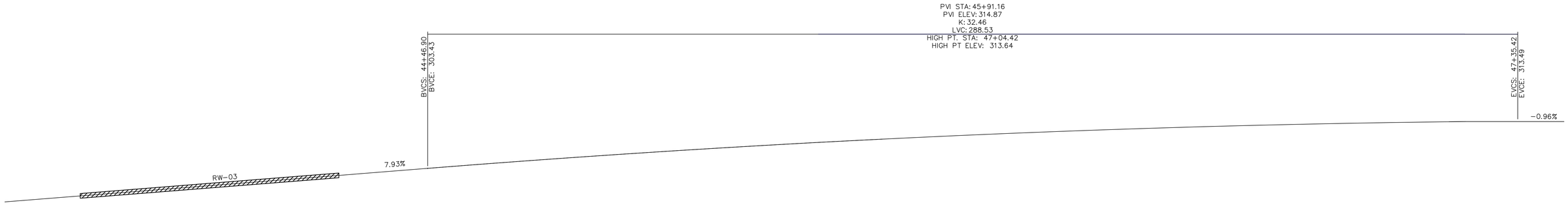
Designed by: WY Drawn by: TNB Checked by: GGN

S-0.1
GENERAL STRUCTURE INFORMATION
DALE DRIVE
SHARED USE PATH

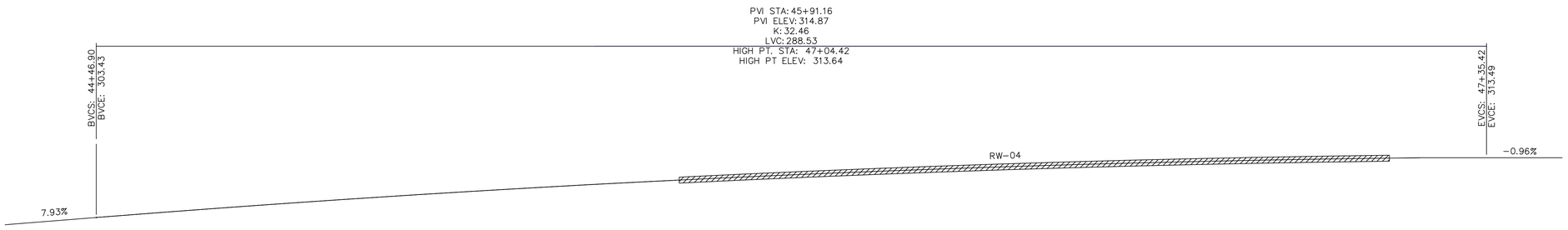
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CIP No. : 502109 SHEET 98 of 201

FILE NAME: G:\2018\1804565_001_Dale_Drive_Pedestria\CADD\Structures\pST_00.dwg LAYOUT NAME: S-0.1 PLOTTED: Thursday, December 14, 2023 - 10:01pm USER: CWise



VERTICAL PROFILE – RW-03



VERTICAL PROFILE – RW-04

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

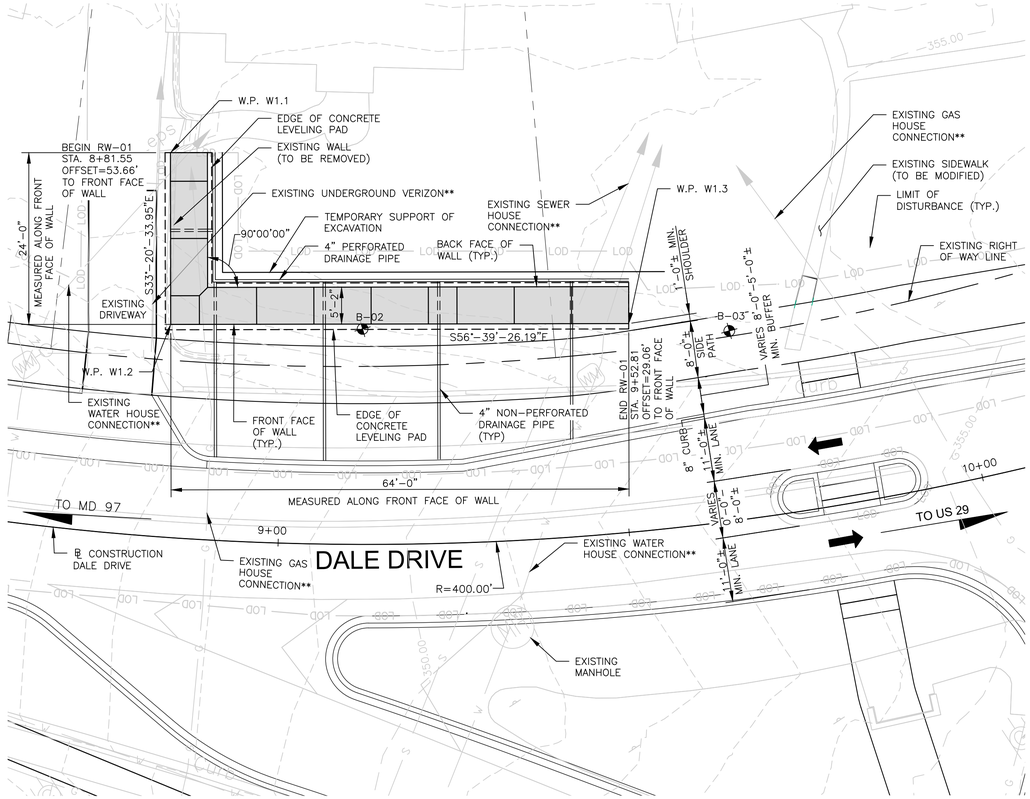
Designed by: WY Drawn by: TNB Checked by: GGN

S-0.2
GENERAL STRUCTURE INFORMATION
DALE DRIVE
SHARED USE PATH

SCALE: NOT TO SCALE DATE: DECEMBER 2023

CIP No. : 502109 SHEET 99 of 201

FILE NAME: G:\2018\1804565_001_Dale_Drive_Pedestria\CADD\Structures\pST_00.dwg LAYOUT NAME: S-0.2 PLOTTED: Thursday, December 14, 2023 – 10:01pm USER: CWise



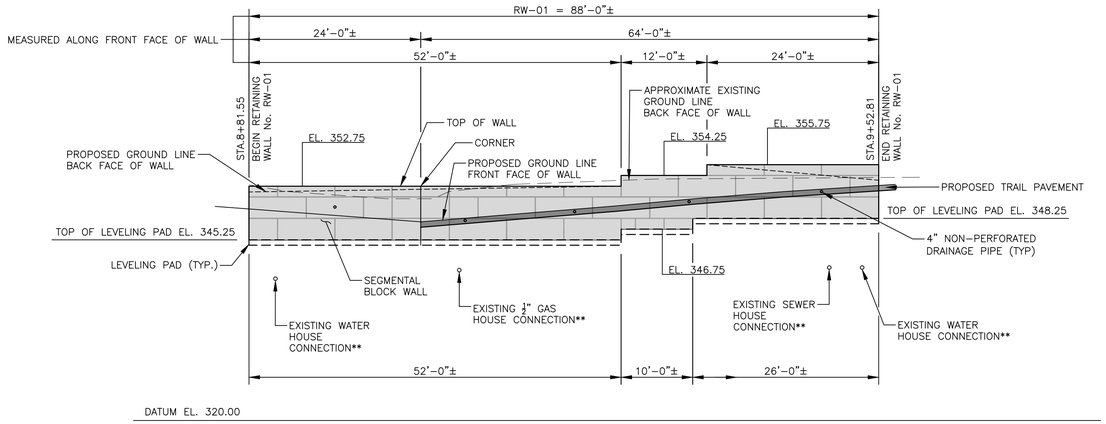
GENERAL PLAN - RW-01

SCALE: 1" = 10'-0"

COORDINATE TABLE				
WORKING POINT	NORTHING	EASTING	STATION	OFFSET
W.P. W1.1	488,729.22	1,301,732.46	8+81.55	53.66(L)
W.P. W1.2	488,709.17	1,301,719.27	8+83.65	29.73(L)
W.P. W1.3	488,673.99	1,301,772.74	9+52.81	29.06(L)

NOTE TO REVIEWER:

RIGHT OF WAY WILL NEED TO BE ACQUIRED IN ORDER FOR WALL TO BE CONSTRUCTED.



DEVELOPED ELEVATION - RW-01

SCALE: 1" = 10'-0"

NOTES:

1. FOR THE LOCATION OF THE WALL, PLEASE SEE THE STRUCTURE LOCATION PLAN, DRAWING SLP-01.
2. ALL WORKING POINTS ARE LOCATED AT THE FRONT FACE OF WALL.
3. ELEVATIONS ARE SHOWN AT THE FRONT FACE OF WALL.
4. ALL ANGLES ARE 90°-00'-00" UNLESS OTHERWISE NOTED.
5. WEEPHOLES NOT LOCATED ALONG EXISTING DRIVEWAY ARE BELOW SIDEWALK, SEE MDOT SHA STANDARD DETAIL NO. RW-301 (DRAIN AT SIDEWALK DETAIL).
6. FOR RETAINING WALL TYPICAL SECTION, SEE DRAWING S-05.

** CONTRACTOR TO VERIFY LOCATIONS AND ELEVATIONS OF ALL UTILITES PRIOR TO COMMENCEMENT OF CONSTRUCTION

HORIZONTAL DATUM	NAD 83(2011)
VERTICAL DATUM	NAVD 88

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

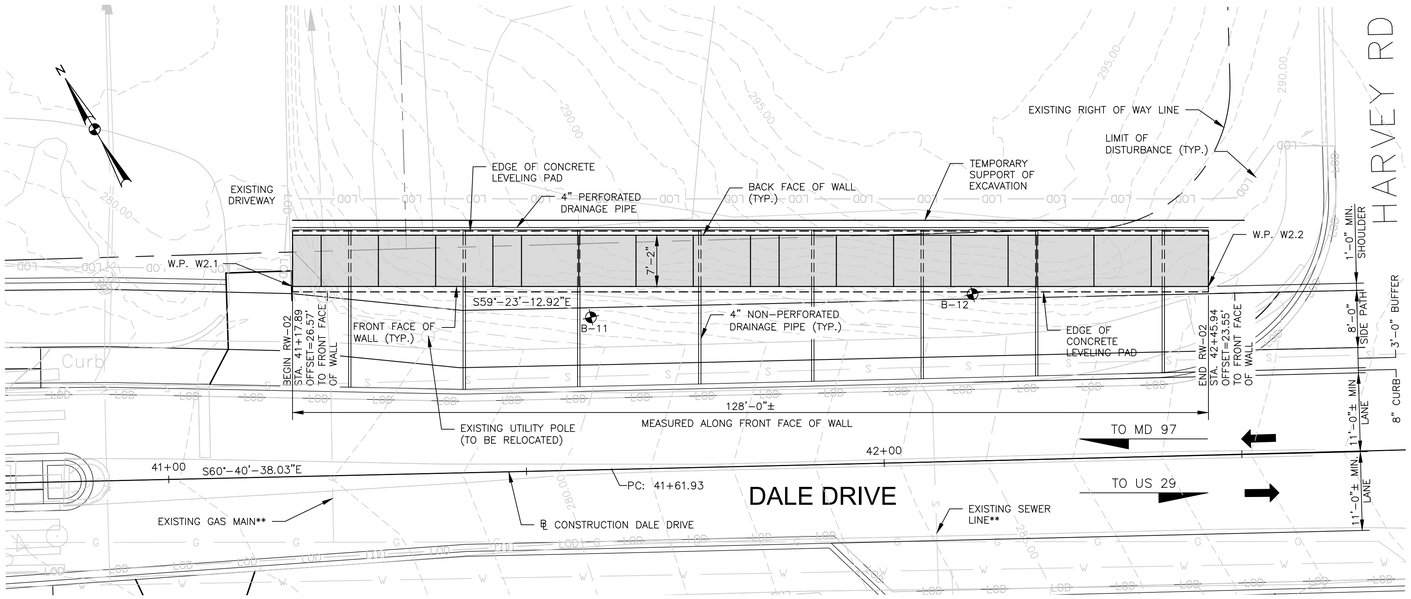
Designed by: WY Drawn by: TNB Checked by: GGN

S-01
GENERAL PLAN AND ELEVATION
DALE DRIVE
SHARED USE PATH

0 10' 20'

SCALE: 1"=10' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 100 of 201



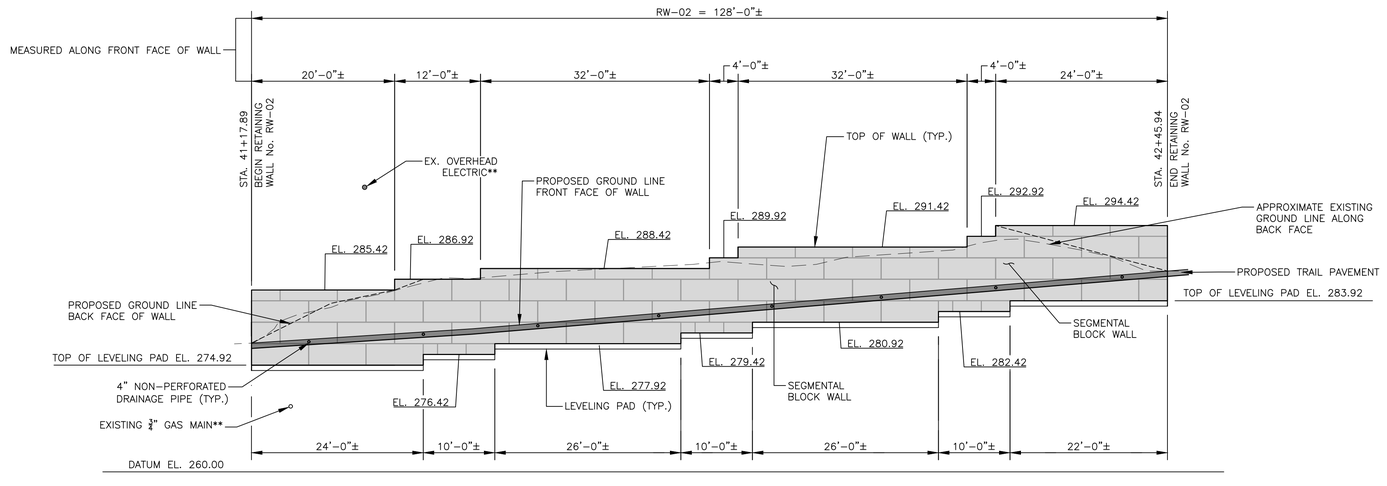
GENERAL PLAN - RW-02

SCALE: 1" = 10'-0"

COORDINATE TABLE				
WORKING POINT	NORTHING	EASTING	STATION	OFFSET
W.P W2.1.	488,131.86	1,304,739.38	41+17.89	26.57(L)
W.P W2.2.	488,066.68	1,304,849.54	42+45.94	23.55(L)

NOTE TO REVIEWER:

RIGHT OF WAY WILL NEED TO BE ACQUIRED IN ORDER FOR WALL TO BE CONSTRUCTED.



ELEVATION - RW-02

SCALE: 1" = 10'-0"

** CONTRACTOR TO VERIFY LOCATIONS AND ELEVATIONS OF ALL UTILITES PRIOR TO COMMENCEMENT OF CONSTRUCTION

NOTES:

1. FOR THE LOCATION OF THE WALL, PLEASE SEE THE STRUCTURE LOCATION PLAN, DRAWING SLP-01.
2. ALL WORKING POINTS ARE LOCATED AT THE FRONT FACE OF WALL.
3. ELEVATIONS ARE SHOWN AT THE FRONT FACE OF WALL.
4. ALL ANGLES ARE 90°-00'-00" UNLESS OTHERWISE NOTED.
5. WEEPHOLES IN WALL ARE BELOW SIDEWALK, SEE MDOT SHA STANDARD DETAIL NO. RW-301 (DRAIN AT SIDEWALK DETAIL).
6. FOR RETAINING WALL TYPICAL SECTION, SEE DRAWING S-06.

HORIZONTAL DATUM	NAD 83(2011)
VERTICAL DATUM	NAVD 88

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: WY Drawn by: TNB Checked by: GGN

S-02
GENERAL PLAN AND ELEVATION
DALE DRIVE
SHARED USE PATH

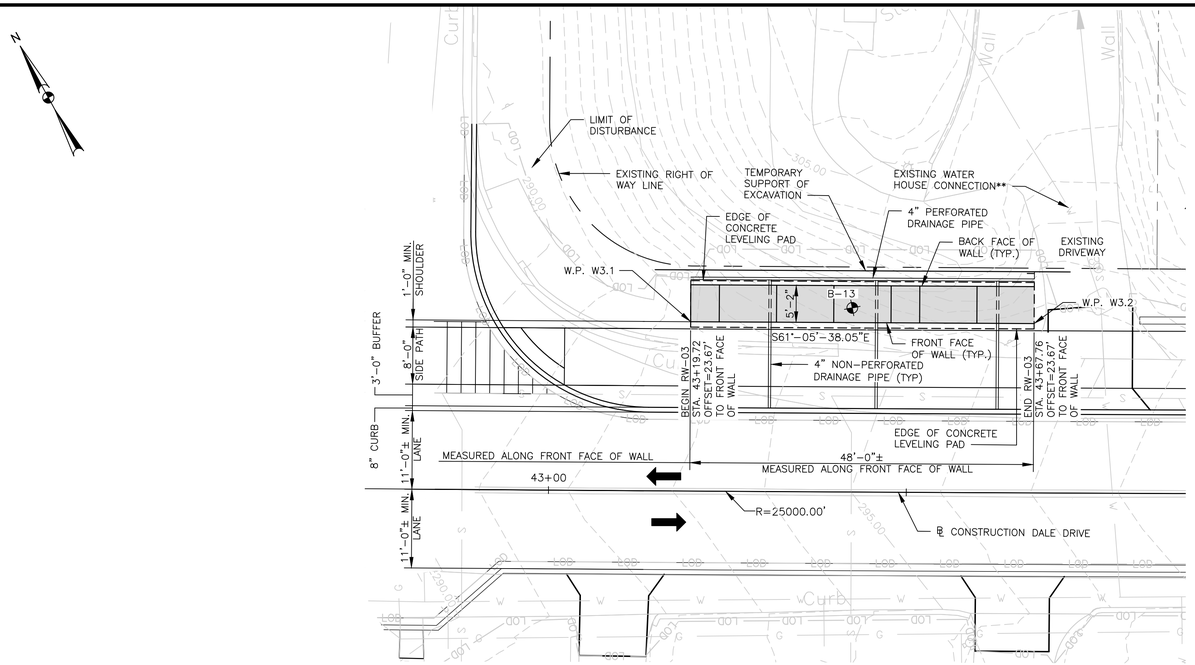
0 10' 20'

SCALE: 1"=10'

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 101 of 201



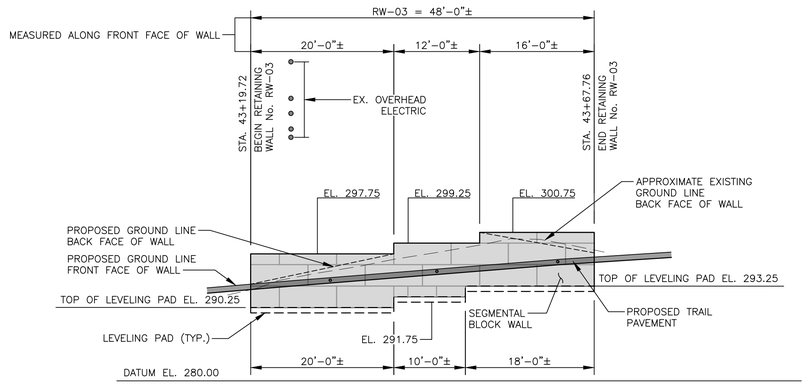
GENERAL PLAN - RW-03

SCALE: 1" = 10'-0"

COORDINATE TABLE				
WORKING POINT	NORTHING	EASTING	STATION	OFFSET
W.P W3.1.	488,031.00	1,304,914.03	43+19.72	23.67(L)
W.P W3.2.	488,007.79	1,304,956.06	43+67.76	23.67(L)

NOTE TO REVIEWER:

RIGHT OF WAY WILL NEED TO BE ACQUIRED IN ORDER FOR WALL TO BE CONSTRUCTED.



ELEVATION - RW-03

SCALE: 1" = 10'-0"

** CONTRACTOR TO VERIFY LOCATIONS AND ELEVATIONS OF ALL UTILITES PRIOR TO COMMENCEMENT OF CONSTRUCTION

NOTES:

1. FOR THE LOCATION OF THE WALL, PLEASE SEE THE STRUCTURE LOCATION PLAN, DRAWING SLP-01.
2. ALL WORKING POINTS ARE LOCATED AT THE FRONT FACE OF WALL.
3. ELEVATIONS ARE SHOWN AT THE FRONT FACE OF WALL.
4. ALL ANGLES ARE 90°-00'-00" UNLESS OTHERWISE NOTED.
5. WEEPHOLES IN WALL ARE BELOW SIDEWALK, SEE MDOT SHA STANDARD DETAIL NO. RW-301 (DRAIN AT SIDEWALK DETAIL).
6. FOR RETAINING WALL TYPICAL SECTION, SEE DRAWING S-05.

HORIZONTAL DATUM	NAD 83(2011)
VERTICAL DATUM	NAVD 88

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

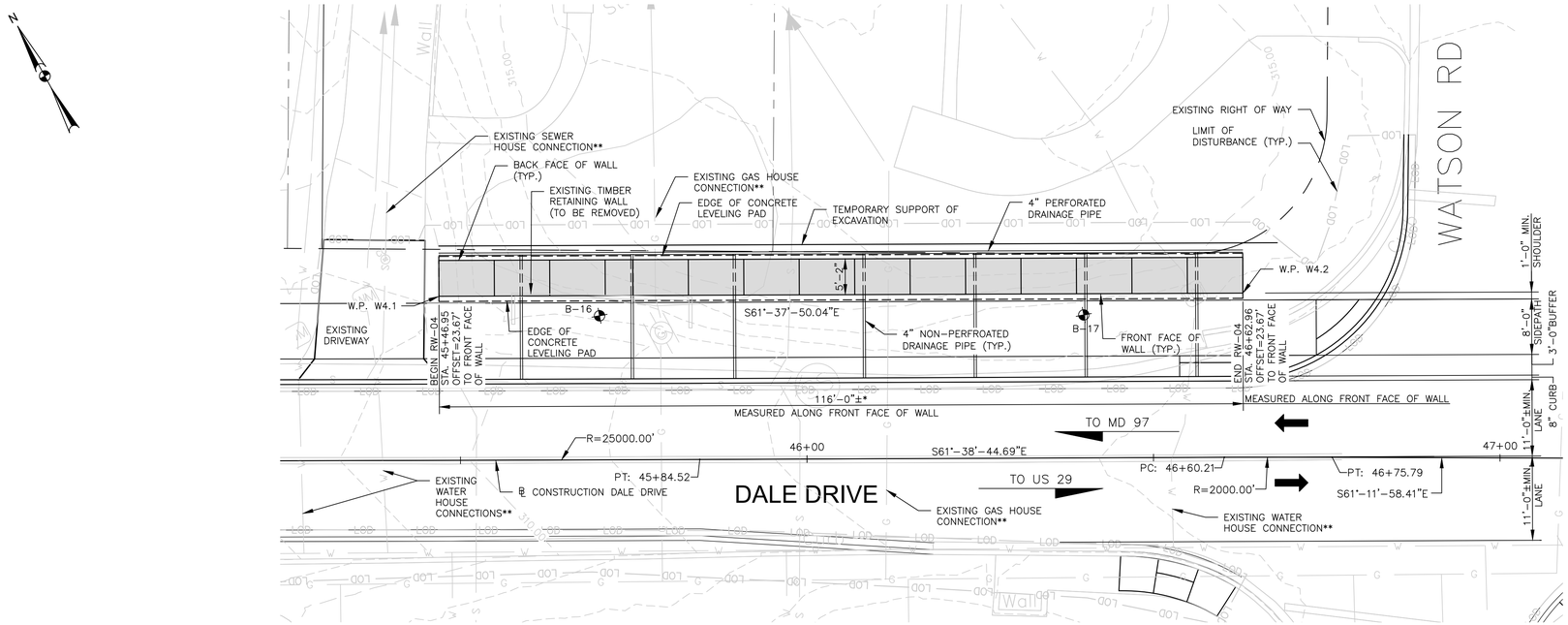
Designed by: WY Drawn by: TNB Checked by: GGN

S-03
GENERAL PLAN AND ELEVATION
DALE DRIVE
SHARED USE PATH

0 10' 20'

SCALE: 1"=10' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 102 of 201



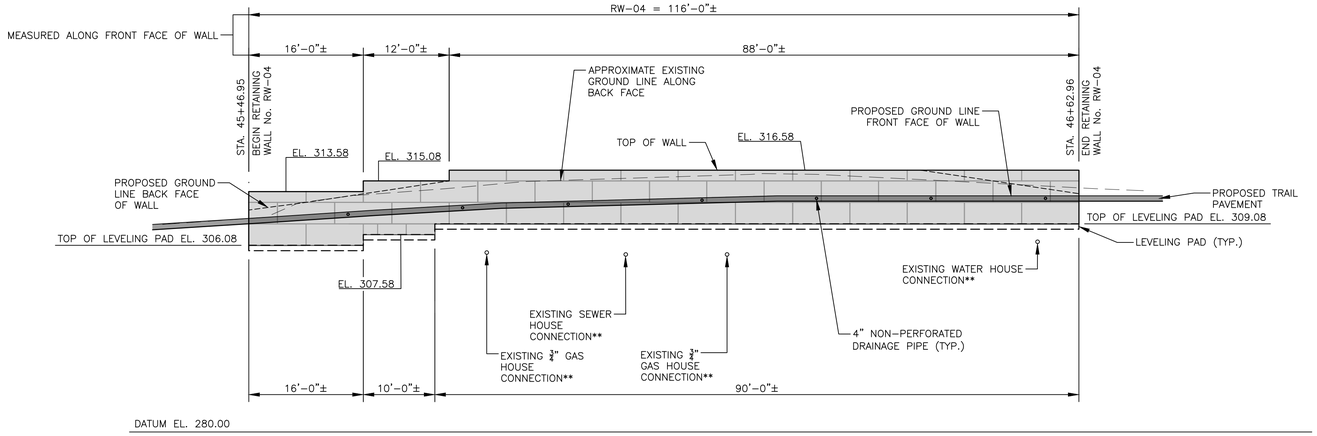
GENERAL PLAN - RW-04

SCALE: 1" = 10'-0"

COORDINATE TABLE				
WORKING POINT	NORTHING	EASTING	STATION	OFFSET
W.P W4.1.	487,921.97	1,305,113.17	45+46.95	23.67(L)
W.P W4.2.	487,866.86	1,305,215.23	46+62.96	23.67(L)

NOTE TO REVIEWER:

RIGHT OF WAY WILL NEED TO BE ACQUIRED IN ORDER FOR WALL TO BE CONSTRUCTED.



ELEVATION - RW-04

SCALE: 1" = 10'-0"

NOTES:

1. FOR THE LOCATION OF THE WALL, PLEASE SEE THE STRUCTURE LOCATION PLAN, DRAWING SLP-01.
2. ALL WORKING POINTS ARE LOCATED AT THE FRONT FACE OF WALL.
3. ELEVATIONS ARE SHOWN AT THE FRONT FACE OF WALL.
4. ALL ANGLES ARE 90°-00'-00" UNLESS OTHERWISE NOTED.
5. WEEPHOLES IN WALL ARE BELOW SIDEWALK, SEE MDOT SHA STANDARD DETAIL NO. RW-301 (DRAIN AT SIDEWALK DETAIL).
6. FOR RETAINING WALL TYPICAL SECTION, SEE DRAWING S-05.

** CONTRACTOR TO VERIFY LOCATIONS AND ELEVATIONS OF ALL UTILITES PRIOR TO COMMENCEMENT OF CONSTRUCTION

HORIZONTAL DATUM	NAD 83(2011)
VERTICAL DATUM	NAVD 88

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

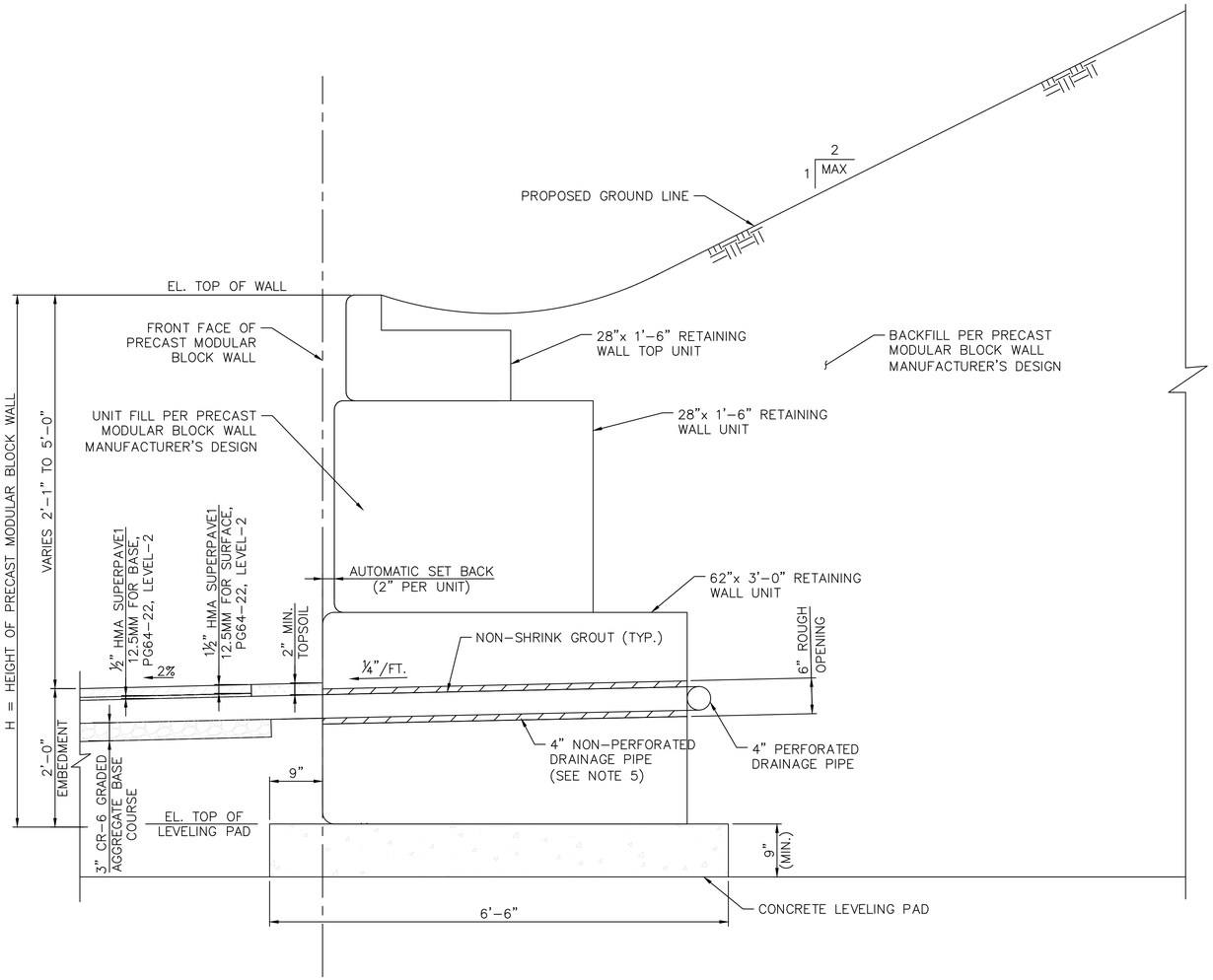
Designed by: WY Drawn by: TNB Checked by: GGN

S-04
GENERAL PLAN AND ELEVATION
DALE DRIVE
SHARED USE PATH

0 10' 20'

SCALE: 1"=10' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 103 of 201



RW-01, RW-03 AND RW-04 PRECAST CONCRETE MODULAR BLOCK WALL TYPICAL SECTION

SCALE: 1" = 1'-0"

NOTES:

1. THE DESIGN CALCULATIONS SHALL INCLUDE, BUT ARE NOT LIMITED TO CALCULATIONS FOR INTERNAL STABILITY, BEARING PRESSURE, AND ALL OTHER APPLICABLE FAILURE MODES INDICATED IN THE CONTRACT DOCUMENTS AND AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION 2020.
2. MINIMUM DESIGN FACTORS OF SAFETY SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
3. DESIGN PARAMATERS:

MATERIALS	TOTAL UNIT WEIGHT (PCF)	COHESION (PSF)	ANGLE OF INTERNAL FRICTION (DEGREES)
REINFORCED FILL (NO. 57 STONE)	110	0	34
EMBANKMENT BACKFILL	120	0	30
FOUNDATION SUBGRADE	120	0	30

SEISMIC CLASSIFICATION:
SOIL SITE CLASS-CLASS C
PEAK SEISMIC GROUND ACCELERATION COFFICIENT (As)-0.046 g

4. FACTORED BEARING RESISTANCE OF THE MODULAR BLOCK SUBBASE AND FINAL BEARING VALUES SHALL BE 3,600 PSF FOR STRENGTH AND SEISMIC LIMIT STATES.
5. THE MANUFACTURER OF THE MODULAR BLOCK WALL SHALL COORDINATE WITH THE CONTRACTOR TO DETERMINE THE LOCATION OF EACH NON-PERFORATED DRAIN PIPE TO ENSURE PROPER DRAINAGE AND OUTLET LOCATION PRIOR TO ORDERING MATERIAL.

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

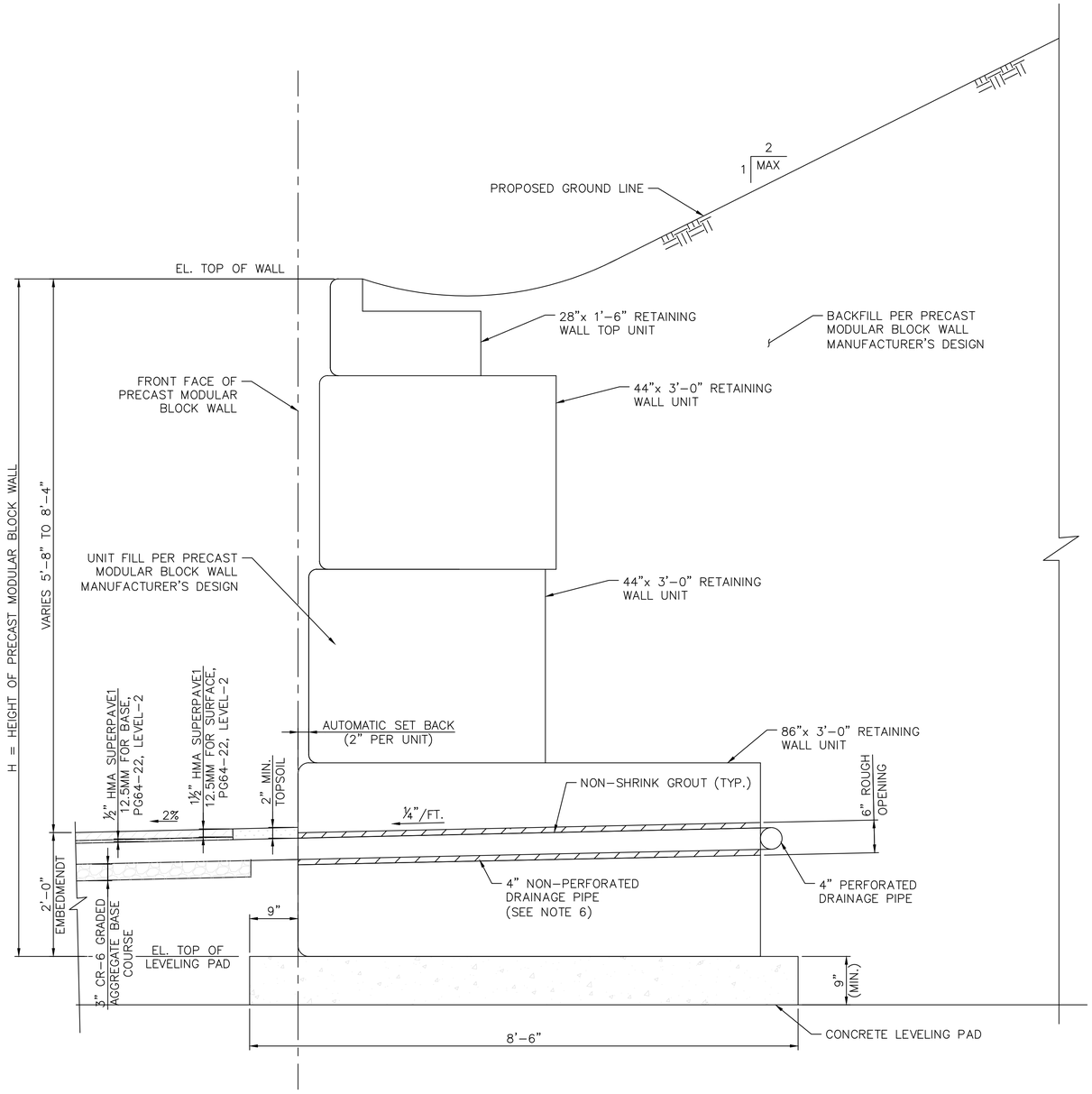
Designed by: WY Drawn by: CW Checked by: GGN

S-05
RW-01, RW-03, & RW-04 TYPICAL SECTION

DALE DRIVE
SHARED USE PATH

SCALE: NOT TO SCALE DATE: DECEMBER 2023

CIP No. : 502109 SHEET 104 of 201



RW-02 PRECAST CONCRETE MODULAR BLOCK WALL TYPICAL SECTION

SCALE: 1" = 1'-0"

NOTES:

1. THE DESIGN CALCULATIONS SHALL INCLUDE, BUT ARE NOT LIMITED TO CALCULATIONS FOR INTERNAL STABILITY, BEARING PRESSURE, AND ALL OTHER APPLICABLE FAILURE MODES INDICATED IN THE CONTRACT DOCUMENTS AND AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION 2020.
2. MINIMUM DESIGN FACTORS OF SAFETY SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
3. DESIGN PARAMATERS:

MATERIALS	TOTAL UNIT WEIGHT (PCF)	COHESION (PSF)	ANGLE OF INTERNAL FRICTION (DEGREES)
REINFORCED FILL (NO. 57 STONE)	110	0	34
EMBANKMENT BACKFILL	120	0	30
FOUNDATION SUBGRADE	120	0	30

SEISMIC CLASSIFICATION:
SOIL SITE CLASS-CLASS C
PEAK SEISMIC GROUND ACCELERATION COFFICIENT (As)-0.046 g

4. THE EXTERNAL STABILITY OF MODULAR BLOCK WALL HAVE BEEN EVALUATED TO MEET EXTERNAL STABILITY FOR STRENGTH, SERVICE AND EXTREME EVENT I LIMIT STATES. MINIMUM LENGTH OF SEGMENTAL BLOCK REINFORCEMENT SHALL BE 0.7H OR 6'-0" MINIMUM, WHICHEVER IS GREATER.
5. FACTORED BEARING RESISTANCE OF THE MODULAR BLOCK SUBBASE AND FINAL BEARING VALUES SHALL BE 3,600 PSF FOR STRENGTH AND SEISMIC LIMIT STATES.
6. THE MANUFACTURER OF THE MODULAR BLOCK WALL SHALL COORDINATE WITH THE CONTRACTOR TO DETERMINE THE LOCATION OF EACH NON-PERFORATED DRAIN PIPE TO ENSURE PROPER DRAINAGE AND OUTLET LOCATION PRIOR TO ORDERING MATERIAL.

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

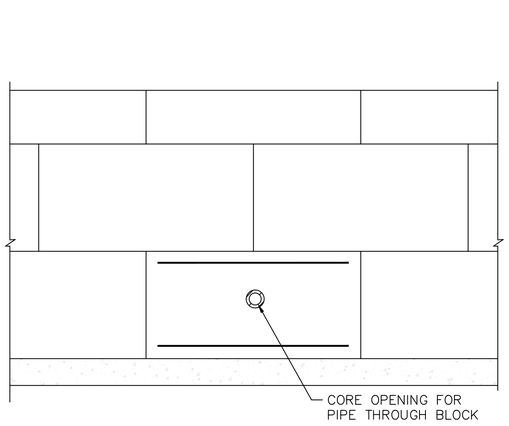
Designed by: WY Drawn by: CW Checked by: GGN

S-06
RW-02 TYPICAL SECTION
DALE DRIVE
SHARED USE PATH

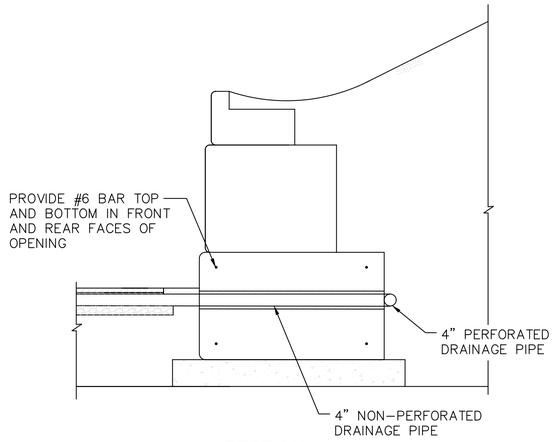
SCALE: NOT TO SCALE DATE: DECEMBER 2023

CIP No. : 502109 SHEET 105 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestrio\CADD\Structures\pST_RW-2_Typical Section.dwg LAYOUT NAME: S-06 PLOTTED: Thursday, December 14, 2023 - 10:09pm USER: CWise



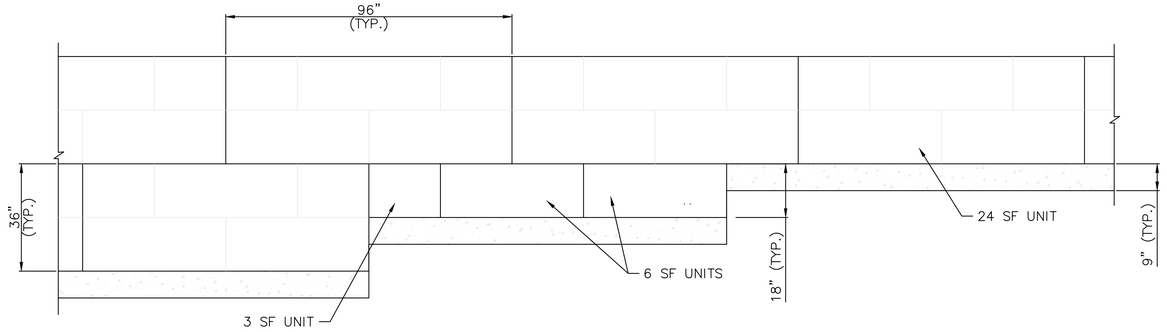
FACE ELEVATION



SECTION

WEEPHOLE OPENING DETAIL

SCALE: 1/2" = 1'-0"



WALL BASE STEP

SCALE: 1/2" = 1'-0"

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: WY Drawn by: CW Checked by: GGN

S-07
MODULAR BLOCK DETAILS
DALE DRIVE
SHARED USE PATH

SCALE: NOT TO SCALE DATE: DECEMBER 2023

CIP No. : 502109 SHEET 106 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\Structures\pST_Retaining Wall Details.dwg LAYOUT NAME: S-07 PLOTTED: Thursday, December 14, 2023 - 10:04pm USER: CWise

BORING NUMBER B-1

PAGE 1 OF 1

KIM ENGINEERING, INC.
Consulting Geotechinical Engineers
Baltimore, Maryland

CLIENT Johnson, Mirmiran & Thompson
PROJECT NAME Dale Drive Pedestrian Facility
PROJECT NUMBER G21003
PROJECT LOCATION Silver Spring, MD
DATE STARTED 8/9/21 **COMPLETED** 8/9/21
GROUND ELEVATION 346.019 ft **HOLE SIZE** 6"
DRILLING CONTRACTOR Kim Engineering Inc.
GROUND WATER LEVELS:
DRILLING METHOD H.S.A
AT TIME OF DRILLING ---
LOGGED BY SE **CHECKED BY** TL
AT END OF DRILLING ---
NOTES N 488739.393 E 1301686.046
AFTER DRILLING ---

DEPTH (ft)	GRAPHIC LOG	ELEVATION	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (ROD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	▲ SPT N VALUE ▲ PL MC LL / ☐ FINES CONTENT (%) ☐ 20 40 60 80
		345.69	4" Asphalt Brown, reddish brown, light brown, moist, loose to dense, silty SAND (SM) with mica and gravel.	SS 1	44	3-4-5 (9)			
				SS 2	67	5-6-6 (12)			
5				SS 3	100	8-9-11 (20)			
				SS 4	67	5-8-23 (31)			
10		336.02	DECOMPOSED ROCK Brown, light brown, moist, very dense, silty SAND (SM) with mica and decomposed rock fragments.	SS 5	75	12-29-50/4"			>>
				SS 6	100	50			
15									
				SS 7	59	25-38-50/5"			>>
20			Caved in @ 20'						
				SS 8	100	50/3"			>>
25									
		317.27	Bottom of hole at 28.8 feet.	SS 9	100	50/3"			>>

GEOTECH BH PLOTS DALE DRIVE PEDESTRIAN FACILITY GPJ GINT US.GDT 10/20/21

EL 345.25
TOP OF LEVELING
PAD RW-01

BORING NUMBER B-2

PAGE 1 OF 1

KIM ENGINEERING, INC.
Consulting Geotechinical Engineers
Baltimore, Maryland

CLIENT Johnson, Mirmiran & Thompson
PROJECT NAME Dale Drive Pedestrian Facility
PROJECT NUMBER G21003
PROJECT LOCATION Silver Spring, MD
DATE STARTED 8/9/21 **COMPLETED** 8/9/21
GROUND ELEVATION 351.780 ft **HOLE SIZE** 6"
DRILLING CONTRACTOR Kim Engineering Inc.
GROUND WATER LEVELS:
DRILLING METHOD H.S.A
AT TIME OF DRILLING ---
LOGGED BY SE **CHECKED BY** TL
AT END OF DRILLING ---
NOTES N 488693.861 E 1301741.286
AFTER DRILLING ---

DEPTH (ft)	GRAPHIC LOG	ELEVATION	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (ROD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	▲ SPT N VALUE ▲ PL MC LL / ☐ FINES CONTENT (%) ☐ 20 40 60 80
		351.28	6" Topsoil Brown, light brown, dark brown, moist, loose to medium dense, silty SAND (SM) with mica and gravel.	SS 1	33	2-3-3 (6)			
				SS 2	67	4-5-7 (12)			
5				SS 3	67	10-10-11 (21)			
				SS 4	6	10-9-10 (19)			
10				SS 5	67	10-11-14 (25)			
				SS 6	67	9-9-12 (21)			
15									
		333.28	DECOMPOSED ROCK Light brown, dark brown, moist, dense to very dense, silty SAND (SM) with mica and decomposed rock fragments.	SS 7	78	26-32-41 (73)			
20			Caved in @ 22'6"						
				SS 8	89	20-22-24 (46)			
25									
		321.78	Bottom of hole at 30.0 feet.	SS 9	89	27-35-43 (78)			
30									

GEOTECH BH PLOTS DALE DRIVE PEDESTRIAN FACILITY GPJ GINT US.GDT 10/20/21

BORING NUMBER B-3

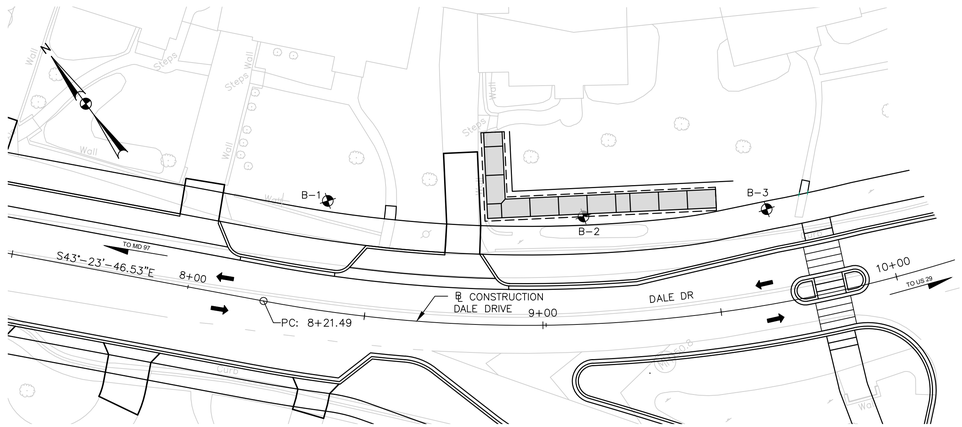
PAGE 1 OF 1

KIM ENGINEERING, INC.
Consulting Geotechinical Engineers
Baltimore, Maryland

CLIENT Johnson, Mirmiran & Thompson
PROJECT NAME Dale Drive Pedestrian Facility
PROJECT NUMBER G21003
PROJECT LOCATION Silver Spring, MD
DATE STARTED 8/9/21 **COMPLETED** 8/9/21
GROUND ELEVATION 353.633 ft **HOLE SIZE** 6"
DRILLING CONTRACTOR Kim Engineering Inc.
GROUND WATER LEVELS:
DRILLING METHOD H.S.A
AT TIME OF DRILLING ---
LOGGED BY SE **CHECKED BY** TL
AT END OF DRILLING ---
NOTES N 488665.389 E 1301783.890
AFTER DRILLING ---

DEPTH (ft)	GRAPHIC LOG	ELEVATION	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (ROD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	▲ SPT N VALUE ▲ PL MC LL / ☐ FINES CONTENT (%) ☐ 20 40 60 80
		353.13	6" Topsoil Brown, light brown, dark brown, gray, moist, loose to dense, silty SAND (SM) with mica and gravel.	SS 1	67	4-5-7 (12)			
				SS 2	89	4-4-3 (7)			
5				SS 3	78	4-4-4 (8)			
				SS 4	89	4-6-6 (12)			
10				SS 5	89	4-5-6 (11)			
				SS 6	89	4-5-8 (13)			
15									
				SS 7	89	8-12-12 (24)			
20									
				SS 8	100	10-15-20 (35)			
25									
		323.63	Bottom of hole at 30.0 feet.	SS 9	100	15-22-25 (47)			
30									

GEOTECH BH PLOTS DALE DRIVE PEDESTRIAN FACILITY GPJ GINT US.GDT 10/20/21



BORING LOCATION PLAN - RW-01
SCALE: 1" = 20'-0"

NOTES:

1. TEST BORINGS WERE DRILLED IN AUGUST, 2021 BY KIM ENGINEERING, INC.
2. BLOWS = BLOWS ON SPLIT BARREL SAMPLER BY A 140 POUND WEIGHT AND DRIVE WEIGHT ASSEMBLY FREELY FALLING 30 INCHES.
3. CASING IS METHOD OF MAINTAINING AN OPEN BOREHOLE.
4. W.L. = WATER TABLE LEVEL. FIGURE IN PARENTHESIS INDICATES READING IN HOURS AFTER COMPLETION OF BORING. CAVE = BORING CAVED IN AT ELEVATION INDICATED AND WATER LEVEL COULD NOT BE DETERMINED.
5. TEST BORINGS WERE DRILLED IN ACCORDANCE WITH AASHTO T206 AND ASTM D 1586. ROCK CORING IN ACCORDANCE WITH AASHTO T225 AND ASTM D 2113.
6. SOIL HAS BEEN IDENTIFIED BY A GEOTECHNICAL INSPECTOR.
7. UNDISTURBED SOIL SAMPLES ATTEMPTED ARE DESIGNATED AS 'SHELBY'.
8. THE BORING LOG SOIL SYMBOLS REFLECT ONLY THE MAJOR SOIL CONSTITUENT; FOR MORE COMPLETE SOIL CHARACTERISTICS REFER TO THE WRITTEN DESCRIPTION AT THE RESPECTIVE ELEVATION.
9. THE FIELD BORING LOGS RECORD OBSERVATIONS OF THE DRILLING OPERATIONS. THE LOGS ARE AVAILABLE UPON REQUEST

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: WY Drawn by: CW Checked by: GGN

S-08
BORING AND DRIVE TESTS

DALE DRIVE
SHARED USE PATH

0 20' 40'
SCALE: 1"=20'

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 107 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\Structures\pST_Boring & Drive Tests.dwg LAYOUT NAME: S-08 PLOTTED: Thursday, December 14, 2023 - 10:05pm USER: CWise

EL. 277.92
TOP OF LEVELING
PAD RW–02

KIM — KIM ENGINEERING, INC.
Consulting Geotechinical Engineers
Baltimore, Maryland

BORING NUMBER B-11
PAGE 1 OF 1

CLIENT Johnson, Mirmiran & Thompson
PROJECT NAME Dale Drive Pedestrian Facility
PROJECT NUMBER G21003
PROJECT LOCATION Silver Spring, MD
DATE STARTED 8/11/21 **COMPLETED** 8/11/21
GROUND ELEVATION 281.544 ft **HOLE SIZE** 6"
DRILLING CONTRACTOR Kim Engineering Inc.
GROUND WATER LEVELS:
DRILLING METHOD H.S.A
AT TIME OF DRILLING ---
LOGGED BY SE **CHECKED BY** TL
AT END OF DRILLING ---
NOTES N 488106.916 E 1304773.076
AFTER DRILLING ---

DEPTH (ft)	GRAPHIC LOG	ELEVATION	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	▲ SPT N VALUE ▲ PL MC LL; ☐ FINES CONTENT (%) ☐ (20 40 60 80)
		281.29	3" Topsoil Brown, light brown, moist, loose to medium dense, silty SAND (SM) with mica and gravel.	SS 1	67	1-2-3 (5)			
				SS 2	83	5-6-7 (13)			
5				SS 3	78	8-6-6 (12)			
				SS 4	100	4-4-4 (8)			
10				SS 5	67	4-5-7 (12)			
		268.04	DECOMPOSED ROCK Brown, dark brown, gray, moist, very dense, silty SAND (SM) with mica and decomposed rock fragments.	SS 6	91	30-50/5"			>>
15									
			Caved in @ 19' 4"	SS 7	100	50/4"			>>
20									
				SS 8	100	18-30-38 (68)			
25									
		252.79	Bottom of hole at 28.8 feet.	SS 9	67	50/3"			>>

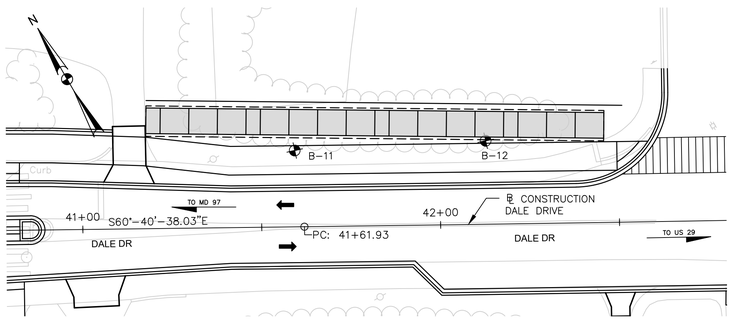
EL. 280.92
TOP OF LEVELING
PAD RW–02

KIM — KIM ENGINEERING, INC.
Consulting Geotechinical Engineers
Baltimore, Maryland

BORING NUMBER B-12
PAGE 1 OF 1

CLIENT Johnson, Mirmiran & Thompson
PROJECT NAME Dale Drive Pedestrian Facility
PROJECT NUMBER G21003
PROJECT LOCATION Silver Spring, MD
DATE STARTED 8/11/21 **COMPLETED** 8/11/21
GROUND ELEVATION 288.181 ft **HOLE SIZE** 6"
DRILLING CONTRACTOR Kim Engineering Inc.
GROUND WATER LEVELS:
DRILLING METHOD H.S.A
AT TIME OF DRILLING ---
LOGGED BY SE **CHECKED BY** TL
AT END OF DRILLING ---
NOTES N 488082.557 E 1304820.632
AFTER DRILLING ---

DEPTH (ft)	GRAPHIC LOG	ELEVATION	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	▲ SPT N VALUE ▲ PL MC LL; ☐ FINES CONTENT (%) ☐ (20 40 60 80)
		287.85	4" Topsoil Brown, light brown, gray, dark gray, moist, loose to medium dense, silty SAND (SM) with mica.	SS 1	56	2-2-3 (5)			
				SS 2	78	3-3-4 (7)			
5				SS 3	89	3-3-4 (7)			
				SS 4	89	3-5-6 (11)			
10				SS 5	100	7-7-8 (15)			
			Caved in @ 14' 4"	SS 6	100	5-7-10 (17)			
15									
				SS 7	100	8-11-14 (25)			
20									
		266.68 266.64	Bedrock Bottom of hole at 21.5 feet.	SS 8	100	50/1"			>>



BORING LOCATION PLAN – RW–02
SCALE: 1" = 20'–0"

NOTES:

1. TEST BORINGS WERE DRILLED IN AUGUST, 2021 BY KIM ENGINEERING, INC.
2. BLOWS = BLOWS ON SPLIT BARREL SAMPLER BY A 140 POUND WEIGHT AND DRIVE WEIGHT ASSEMBLY FREELY FALLING 30 INCHES.
3. CASING IS METHOD OF MAINTAINING AN OPEN BOREHOLE.
4. W.L. = WATER TABLE LEVEL. FIGURE IN PARENTHESIS INDICATES READING IN HOURS AFTER COMPLETION OF BORING. CAVE = BORING CAVED IN AT ELEVATION INDICATED AND WATER LEVEL COULD NOT BE DETERMINED.
5. TEST BORINGS WERE DRILLED IN ACCORDANCE WITH AASHTO T206 AND ASTM D 1586. ROCK CORING IN ACCORDANCE WITH AASHTO T225 AND ASTM D 2113.
6. SOIL HAS BEEN IDENTIFIED BY A GEOTECHNICAL INSPECTOR.
7. UNDISTURBED SOIL SAMPLES ATTEMPTED ARE DESIGNATED AS 'SHELBY'.
8. THE BORING LOG SOIL SYMBOLS REFLECT ONLY THE MAJOR SOIL CONSTITUENT; FOR MORE COMPLETE SOIL CHARACTERISTICS REFER TO THE WRITTEN DESCRIPTION AT THE RESPECTIVE ELEVATION.
9. THE FIELD BORING LOGS RECORD OBSERVATIONS OF THE DRILLING OPERATIONS. THE LOGS ARE AVAILABLE UPON REQUEST

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: WY Drawn by: CW Checked by: GGN

S–09
BORING AND DRIVE TESTS
DALE DRIVE
SHARED USE PATH

0 20' 40'
SCALE: 1"=20'
DATE: DECEMBER 2023

CIP No. : 502109 SHEET 108 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\Structures\pST_Boring & Drive Tests.dwg LAYOUT NAME: S–09 PLOTTED: Thursday, December 14, 2023 – 10:05pm USER: CWise

EL. 291.75
TOP OF LEVELING
PAD RW-03

BORING NUMBER B-13

PAGE 1 OF 1

KIM ENGINEERING, INC.
Consulting Geotechinical Engineers
Baltimore, Maryland

CLIENT Johnson, Mirmiran & Thompson
PROJECT NAME Dale Drive Pedestrian Facility
PROJECT NUMBER G21003
PROJECT LOCATION Silver Spring, MD
DATE STARTED 8/11/21 **COMPLETED** 8/11/21
GROUND ELEVATION 297.461 ft **HOLE SIZE** 6"
DRILLING CONTRACTOR Kim Engineering Inc.
GROUND WATER LEVELS:
DRILLING METHOD H.S.A
AT TIME OF DRILLING ---
LOGGED BY SE **CHECKED BY** TL
AT END OF DRILLING ---
NOTES N 488021.884 E 1304934.797
AFTER DRILLING ---

DEPTH (ft)	GRAPHIC LOG	ELEVATION	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	▲ SPT N VALUE ▲ PL MC LL / □ FINES CONTENT (%) □ 20 40 60 80
		297.04	5" Topsoil Brown, light brown, gray, moist, very loose to medium dense, silty SAND (SM) with mica and gravel.	SS 1	56	1-1-1 (2)			
				SS 2	78	4-4-5 (9)			
5				SS 3	83	3-4-5 (9)			
				SS 4	100	5-6-8 (14)			
10				SS 5	100	5-6-7 (13)			
				SS 6	89	8-11-10 (21)			
15									
		278.96	DECOMPOSED ROCK Brown, dark brown, moist, very dense, silty SAND (SM) with mica and decomposed rock fragments.	SS 7	100	10-24-50/3"			>>
20									
		273.71	Bottom of hole at 23.8 feet.	SS 8	67	50/3"			>>

GEOTECH BH PLOTS DALE DRIVE PEDESTRIAN FACILITY.GPJ GINT.US.GDT 10/20/21

BORING NUMBER B-14

PAGE 1 OF 1

KIM ENGINEERING, INC.
Consulting Geotechinical Engineers
Baltimore, Maryland

CLIENT Johnson, Mirmiran & Thompson
PROJECT NAME Dale Drive Pedestrian Facility
PROJECT NUMBER G21003
PROJECT LOCATION Silver Spring, MD
DATE STARTED 8/12/21 **COMPLETED** 8/12/21
GROUND ELEVATION 304.060 ft **HOLE SIZE** 6"
DRILLING CONTRACTOR Kim Engineering Inc.
GROUND WATER LEVELS:
DRILLING METHOD H.S.A
AT TIME OF DRILLING ---
LOGGED BY SE **CHECKED BY** TL
AT END OF DRILLING ---
NOTES N 487984.454 E 1305002.598
AFTER DRILLING ---

DEPTH (ft)	GRAPHIC LOG	ELEVATION	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	▲ SPT N VALUE ▲ PL MC LL / □ FINES CONTENT (%) □ 20 40 60 80
		303.77	3.5" Topsoil Brown, light brown, moist, very loose to medium dense, silty SAND (SM) with mica and gravel.	SS 1	67	1-2-2 (4)			
				SS 2	56	6-7-8 (15)			
5				SS 3	67	8-7-7 (14)			
				SS 4	100	5-5-5 (10)			
10				SS 5	100	4-5-6 (11)			
		290.56	DECOMPOSED ROCK Dark brown, light brown, gray, moist, very dense, silty SAND (SM) with mica and decomposed rock fragments. Caved in @ 13' 11"	SS 6	100	50/5"			>>
15				SS 7	100	50/2"			>>
20		281.98	Bottom of hole at 22.1 feet.	SS 8	100	50/1"			>>

GEOTECH BH PLOTS DALE DRIVE PEDESTRIAN FACILITY.GPJ GINT.US.GDT 10/20/21

BORING NUMBER B-15

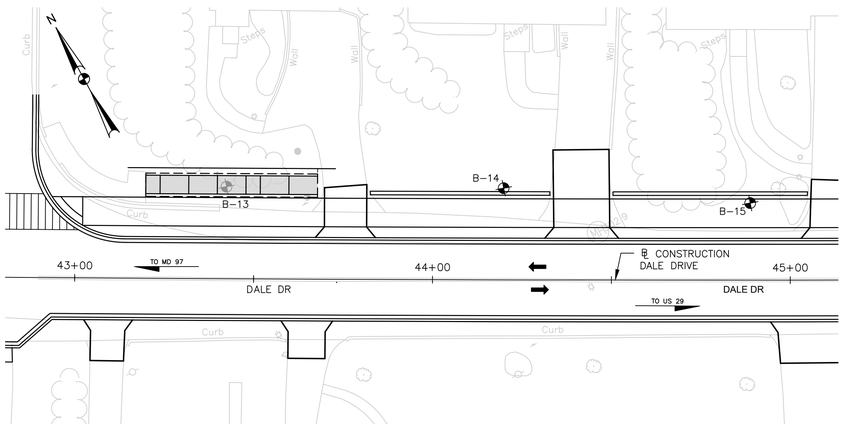
PAGE 1 OF 1

KIM ENGINEERING, INC.
Consulting Geotechinical Engineers
Baltimore, Maryland

CLIENT Johnson, Mirmiran & Thompson
PROJECT NAME Dale Drive Pedestrian Facility
PROJECT NUMBER G21003
PROJECT LOCATION Silver Spring, MD
DATE STARTED 8/12/21 **COMPLETED** 8/12/21
GROUND ELEVATION 308.213 ft **HOLE SIZE** 6"
DRILLING CONTRACTOR Kim Engineering Inc.
GROUND WATER LEVELS:
DRILLING METHOD H.S.A
AT TIME OF DRILLING ---
LOGGED BY SE **CHECKED BY** TL
AT END OF DRILLING ---
NOTES N 487947.820 E 1305061.103
AFTER DRILLING ---

DEPTH (ft)	GRAPHIC LOG	ELEVATION	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	▲ SPT N VALUE ▲ PL MC LL / □ FINES CONTENT (%) □ 20 40 60 80
			6" Topsoil						
		307.71	Brown, moist, loose to medium dense, silty SAND (SM) with mica.	SS 1	44	1-3-4 (7)			
				SS 2	67	4-5-6 (11)			
5				SS 3	39	4-4-5 (9)			
		300.71	DECOMPOSED ROCK Brown, dark brown, gray, moist, very dense, silty SAND (SM) with mica and decomposed rock fragmentS.	SS 4	100	40-50			
10				SS 5	100	50/2"			>>
				SS 6	100	50/1"			>>
15		293.21	Bedrock	SS 7	100	50/1"			>>
		293.17	Bottom of hole at 15.0 feet.						

GEOTECH BH PLOTS DALE DRIVE PEDESTRIAN FACILITY.GPJ GINT.US.GDT 10/20/21



BORING LOCATION PLAN – RW-03
SCALE: 1" = 20'-0"

NOTES:

1. TEST BORINGS WERE DRILLED IN AUGUST, 2021 BY KIM ENGINEERING, INC.
2. BLOWS = BLOWS ON SPLIT BARREL SAMPLER BY A 140 POUND WEIGHT AND DRIVE WEIGHT ASSEMBLY FREELY FALLING 30 INCHES.
3. CASING IS METHOD OF MAINTAINING AN OPEN BOREHOLE.
4. W.L. = WATER TABLE LEVEL. FIGURE IN PARENTHESIS INDICATES READING IN HOURS AFTER COMPLETION OF BORING. CAVE = BORING CAVED IN AT ELEVATION INDICATED AND WATER LEVEL COULD NOT BE DETERMINED.
5. TEST BORINGS WERE DRILLED IN ACCORDANCE WITH AASHTO T206 AND ASTM D 1586. ROCK CORING IN ACCORDANCE WITH AASHTO T225 AND ASTM D 2113.
6. SOIL HAS BEEN IDENTIFIED BY A GEOTECHNICAL INSPECTOR.
7. UNDISTURBED SOIL SAMPLES ATTEMPTED ARE DESIGNATED AS 'SHELBY'.
8. THE BORING LOG SOIL SYMBOLS REFLECT ONLY THE MAJOR SOIL CONSTITUENT; FOR MORE COMPLETE SOIL CHARACTERISTICS REFER TO THE WRITTEN DESCRIPTION AT THE RESPECTIVE ELEVATION.
9. THE FIELD BORING LOGS RECORD OBSERVATIONS OF THE DRILLING OPERATIONS. THE LOGS ARE AVAILABLE UPON REQUEST

DRAFT
NOT FOR CONSTRUCTION

JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: WY Drawn by: CW Checked by: GGN

S-10
BORING AND DRIVE TESTS

DALE DRIVE
SHARED USE PATH

0 20' 40'
SCALE: 1"=20'

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 109 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\Structures\pST_Boring & Drive Tests.dwg LAYOUT NAME: S-10 PLOTTED: Thursday, December 14, 2023 – 10:05pm USER: CWise

EL. 307.58
TOP OF LEVELING
PAD RW-04

BORING NUMBER B-16

PAGE 1 OF 1

KIM ENGINEERING, INC.
Consulting Geotechinical Engineers
Baltimore, Maryland

CLIENT Johnson, Mirmiran & Thompson
PROJECT NAME Dale Drive Pedestrian Facility
PROJECT NUMBER G21003
PROJECT LOCATION Silver Spring, MD
DATE STARTED 8/12/21 **COMPLETED** 8/12/21
GROUND ELEVATION 312.324 ft **HOLE SIZE** 6"
DRILLING CONTRACTOR Kim Engineering Inc.
GROUND WATER LEVELS:
DRILLING METHOD H.S.A
AT TIME OF DRILLING ---
LOGGED BY SE **CHECKED BY** TL
AT END OF DRILLING ---
NOTES N 487908.414 E 1305132.162
AFTER DRILLING ---

DEPTH (ft)	GRAPHIC LOG	ELEVATION	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	▲ SPT N VALUE ▲ PL MC LL; ☐ FINES CONTENT (%) ☐ 20 40 60 80
		312.07	3" Topsoil						
			Brown, dark brown, light brown, gray, moist, very loose to medium dense, silty SAND (SM) with mica and gravel.	SS 1	89	1-2-2 (4)			
				SS 2	100	4-4-4 (8)			
5				SS 3	78	4-5-6 (11)			
				SS 4	89	5-7-7 (14)			
10				SS 5	100	7-7-8 (15)			
				SS 6	89	6-8-8 (16)			
15									
				SS 7	100	11-16-20 (36)			
20									
				SS 8	100	6-8-13 (21)			
25									
				SS 9	100	8-11-17 (28)			
30		282.32	Bottom of hole at 30.0 feet.						

EL. 309.08
TOP OF LEVELING
PAD RW-04

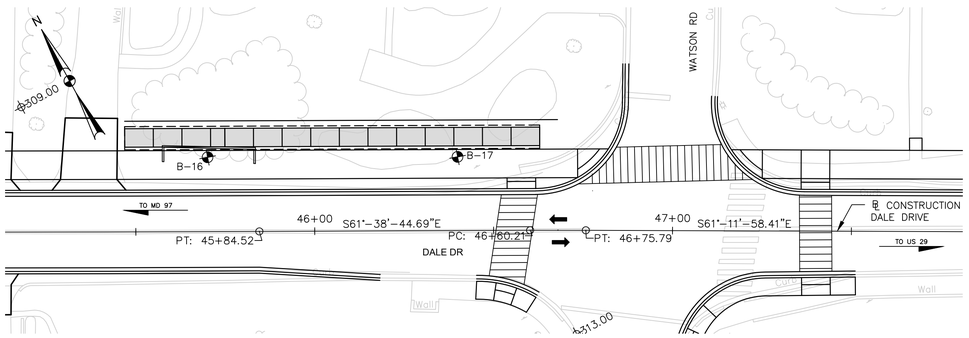
BORING NUMBER B-17

PAGE 1 OF 1

KIM ENGINEERING, INC.
Consulting Geotechinical Engineers
Baltimore, Maryland

CLIENT Johnson, Mirmiran & Thompson
PROJECT NAME Dale Drive Pedestrian Facility
PROJECT NUMBER G21003
PROJECT LOCATION Silver Spring, MD
DATE STARTED 8/11/21 **COMPLETED** 8/11/21
GROUND ELEVATION 313.903 ft **HOLE SIZE** 6"
DRILLING CONTRACTOR Kim Engineering Inc.
GROUND WATER LEVELS:
DRILLING METHOD H.S.A
AT TIME OF DRILLING ---
LOGGED BY SE **CHECKED BY** TL
AT END OF DRILLING ---
NOTES N 487875.078 E 1305193.573
AFTER DRILLING ---

DEPTH (ft)	GRAPHIC LOG	ELEVATION	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	▲ SPT N VALUE ▲ PL MC LL; ☐ FINES CONTENT (%) ☐ 20 40 60 80
		313.40	6" Topsoil						
			Brown, light brown, dark brown, gray, moist, very loose to medium dense, silty SAND (SM) traces of mica.	SS 1	78	1-1-2 (3)			
				SS 2	67	4-4-4 (8)			
5				SS 3	89	4-4-6 (10)			
				SS 4	89	5-6-8 (14)			
10				SS 5	100	6-8-9 (17)			
				SS 6	89	9-12-17 (29)			
15									
				SS 7	100	11-15-18 (33)			
20									
				SS 8	100	11-11-15 (26)			
25									
				SS 9	100	12-17-22 (39)			
30		283.90	Bottom of hole at 30.0 feet.						



BORING LOCATION PLAN – RW-04
SCALE: 1" = 20'-0"

NOTES:

1. TEST BORINGS WERE DRILLED IN AUGUST, 2021 BY KIM ENGINEERING, INC.
2. BLOWS = BLOWS ON SPLIT BARREL SAMPLER BY A 140 POUND WEIGHT AND DRIVE WEIGHT ASSEMBLY FREELY FALLING 30 INCHES.
3. CASING IS METHOD OF MAINTAINING AN OPEN BOREHOLE.
4. W.L. = WATER TABLE LEVEL. FIGURE IN PARENTHESIS INDICATES READING IN HOURS AFTER COMPLETION OF BORING. CAVE = BORING CAVED IN AT ELEVATION INDICATED AND WATER LEVEL COULD NOT BE DETERMINED.
5. TEST BORINGS WERE DRILLED IN ACCORDANCE WITH AASHTO T206 AND ASTM D 1586. ROCK CORING IN ACCORDANCE WITH AASHTO T225 AND ASTM D 2113.
6. SOIL HAS BEEN IDENTIFIED BY A GEOTECHNICAL INSPECTOR.
7. UNDISTURBED SOIL SAMPLES ATTEMPTED ARE DESIGNATED AS 'SHELBY'.
8. THE BORING LOG SOIL SYMBOLS REFLECT ONLY THE MAJOR SOIL CONSTITUENT; FOR MORE COMPLETE SOIL CHARACTERISTICS REFER TO THE WRITTEN DESCRIPTION AT THE RESPECTIVE ELEVATION.
9. THE FIELD BORING LOGS RECORD OBSERVATIONS OF THE DRILLING OPERATIONS. THE LOGS ARE AVAILABLE UPON REQUEST

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

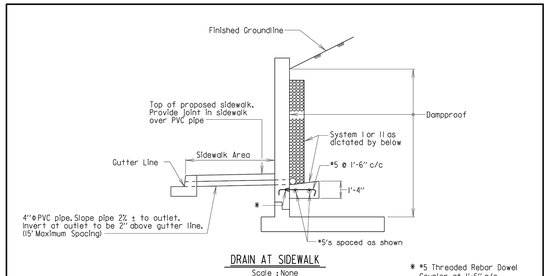
Designed by: WY Drawn by: CW Checked by: GGN

S-11
BORING AND DRIVE TESTS
DALE DRIVE
SHARED USE PATH

0 20' 40'
SCALE: 1"=20'
DATE: DECEMBER 2023

CIP No. : 502109
SHEET 110 of 201

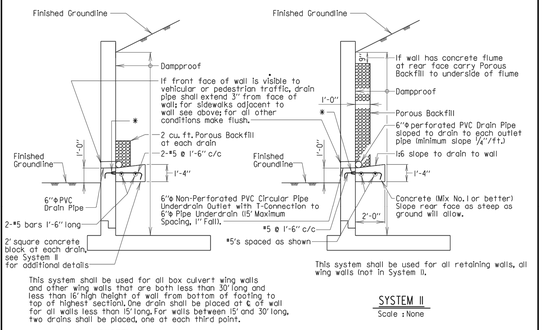
FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\Structures\pST_Boring & Drive Tests.dwg LAYOUT NAME: S-11 PLOTTED: Thursday, December 14, 2023 – 10:05pm USER: CWise



DRAIN AT SIDEWALK

Scale : None

* *5 Threaded Rebar Dowel Coupler at 1'-6" c/c.



SYSTEM I

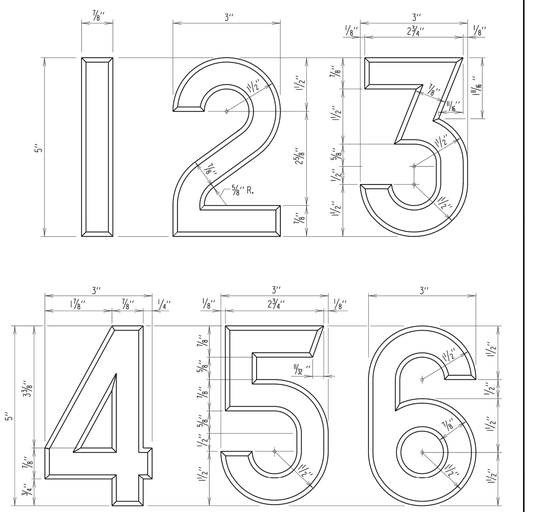
Scale : None

SYSTEM II

Scale : None

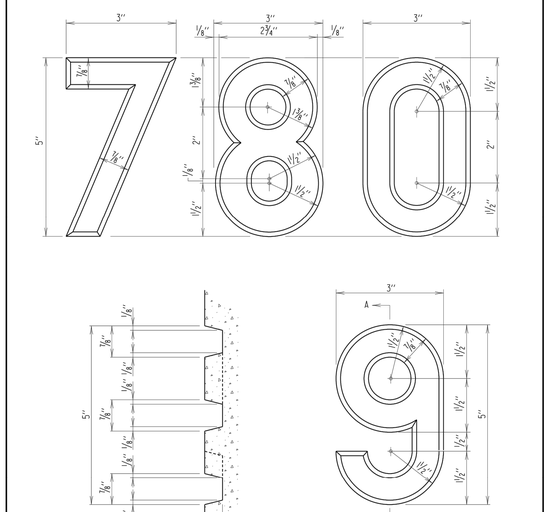
Note:
1. Exact elevation of drain to be determined by Engineer in field.
2. Porous backfill refer to Section 469.
3. Use this detail for bridges with wing walls that are not parallel to the highway. For bridges with wing walls parallel to the highway see Detail No. SUB-DR-203 sheet 5 of 5 for details.

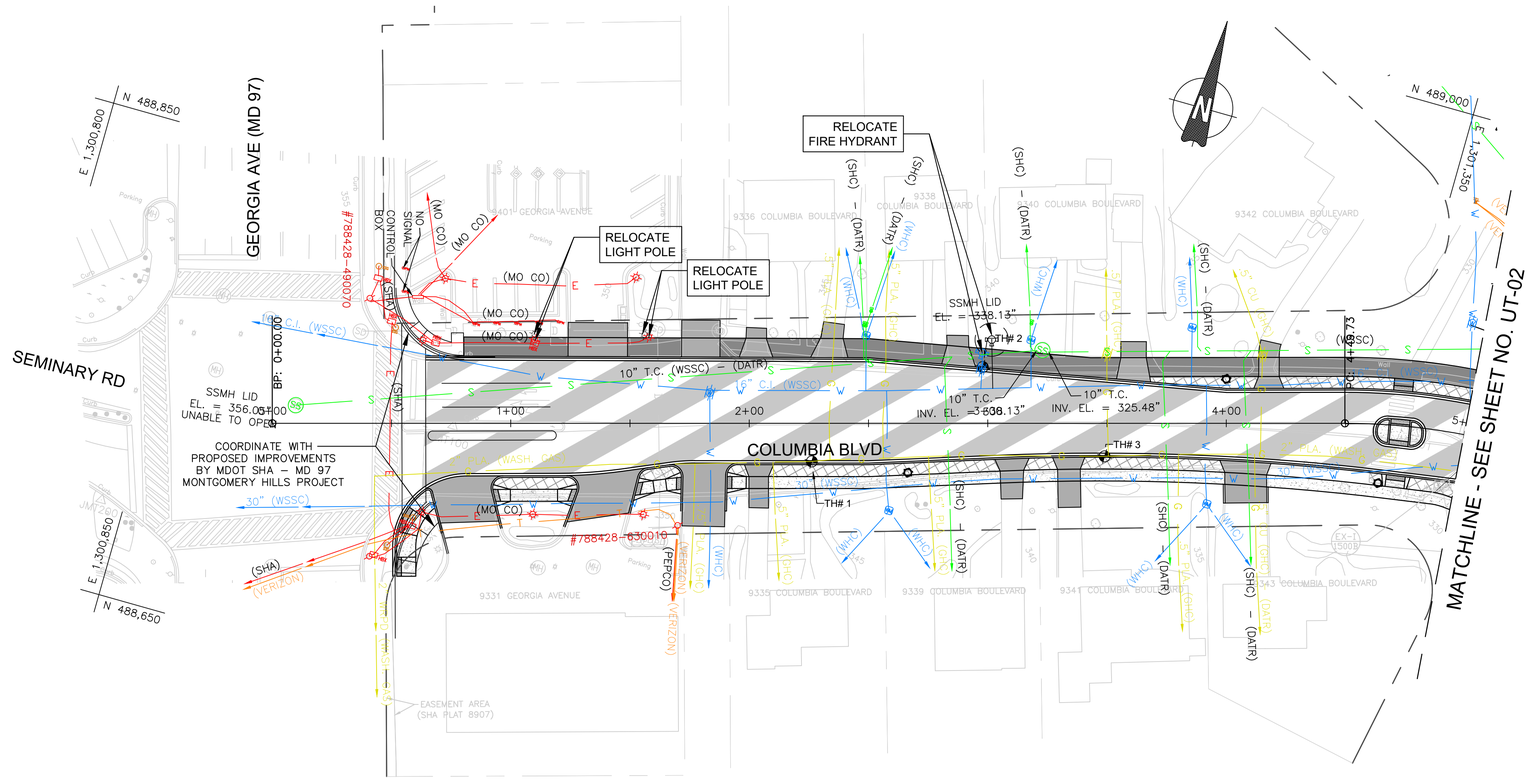
APPROVAL	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION OFFICE OF STRUCTURES	RETAINING WALLS
DIRECTOR OFFICE OF STRUCTURES DATE: 01/22/2001	RETAINING WALL AND WING WALL DRAINAGE SYSTEMS	
VERSION 1.0	DETAIL NO. RW-301 SHEET 1 OF 1	



Note:
Year built numerals to be indented into concrete (unpainted) - as indicated on Detail Nos. SI-101, SI-103 and SI-104.

APPROVAL	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION OFFICE OF STRUCTURES	STRUCTURE INVENTORY
DIRECTOR OFFICE OF STRUCTURES DATE: 11/15/2019	NUMERALS FOR YEAR BUILT MARKING ON STRUCTURES	
VERSION 1.01	DETAIL NO. SI-201 SHEET 1 OF 2	


3"
1/8"
2 3/4"
1/8"
3"
7/8"
5"
1 3/8"
1/8"
1/2"
1/2"
1/2"
1/2"
1/2"
1/2"
1/2"
1/2



Utility Test Pit Data				
Point #	Description	Depth	Northing	Easting
1	GAS	3.51'	488784.7581	1301122.2560
2	WATER	6.50'	488842.3063	1301180.4916
3	GAS	3.34'	488820.1296	1301239.8123

DRAFT
NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

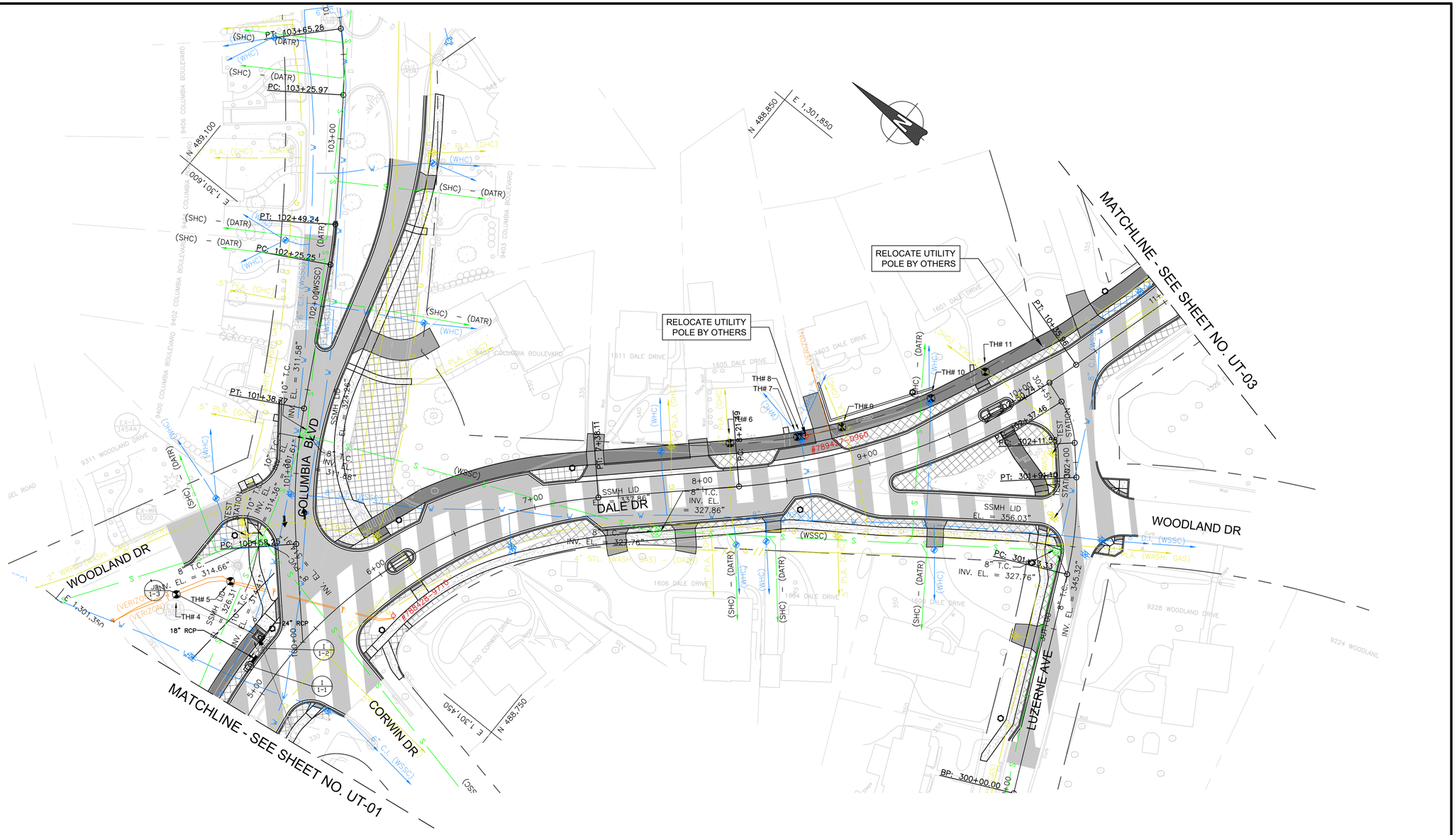
UT-01
UTILITY PLAN
DALE DRIVE
SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 112 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pUT_Dale.dwg LAYOUT NAME: UT-01 PLOTTED: Wednesday, December 20, 2023 - 1:37pm USER: TSroczynski



Utility Test Pit Data				
Point #	Description	Depth	Northing	Easting
4	CANCELLED	0.00'	488946.0262	1301396.2299
5	VERIZON	3.13'	488925.9936	1301422.3991
6	GAS	1.98'	488747.5122	1301671.3586
7	N.U.F.	0.00'	488718.8152	1301699.3271
8	N.U.F.	0.00'	488717.1108	1301701.0559
9	GAS	2.61'	488701.9176	1301720.2780
10	WATER	5.59'	488671.6430	1301766.6353
11	GAS	3.05'	488656.5092	1301799.0144

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NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

UT-02
UTILITY PLAN

DALE DRIVE
SHARED USE PATH

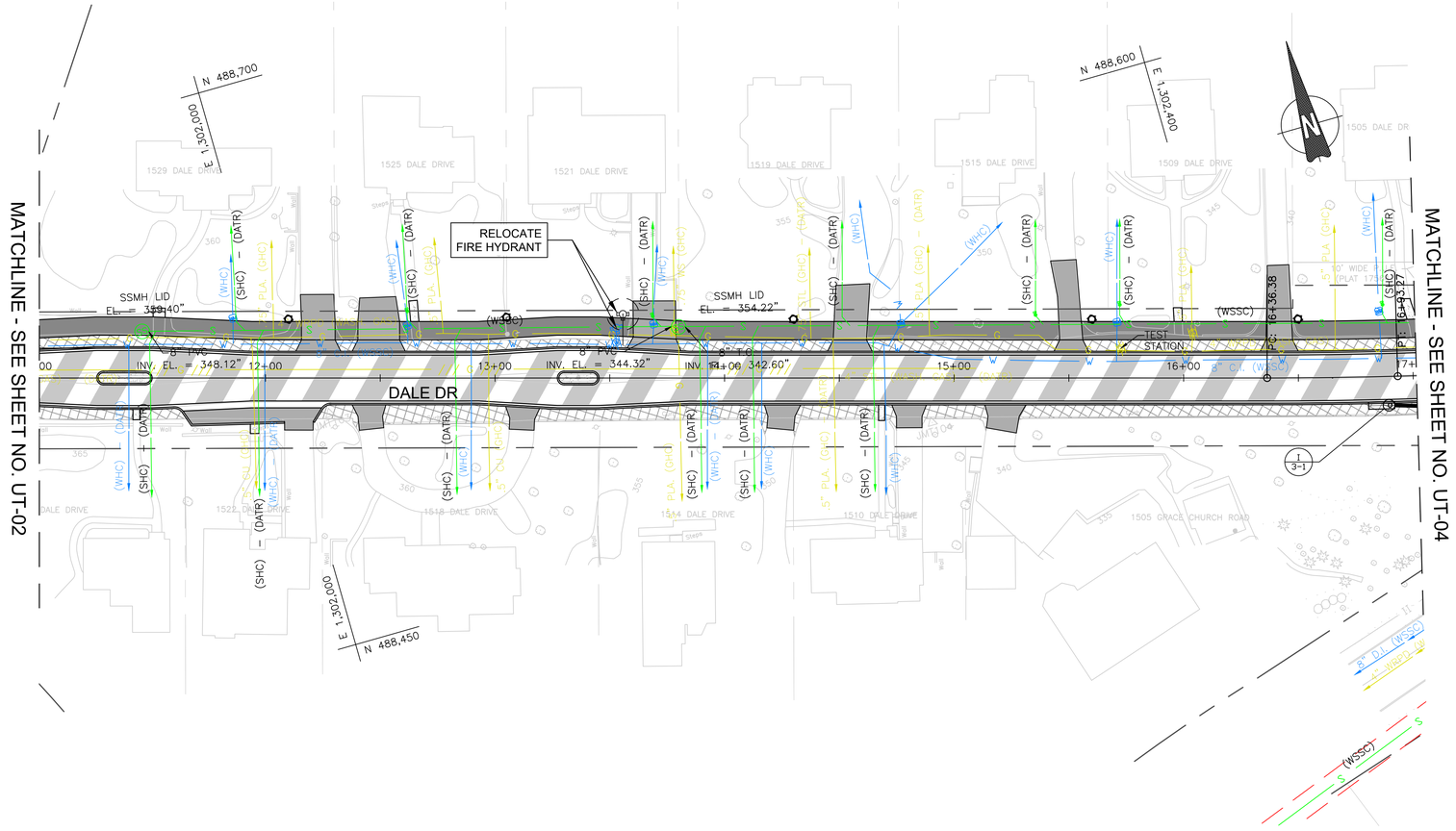
0 30' 60'

SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 113 of 201



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NOT FOR CONSTRUCTION

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

UT-03
UTILITY PLAN
DALE DRIVE
SHARED USE PATH

0 30' 60'

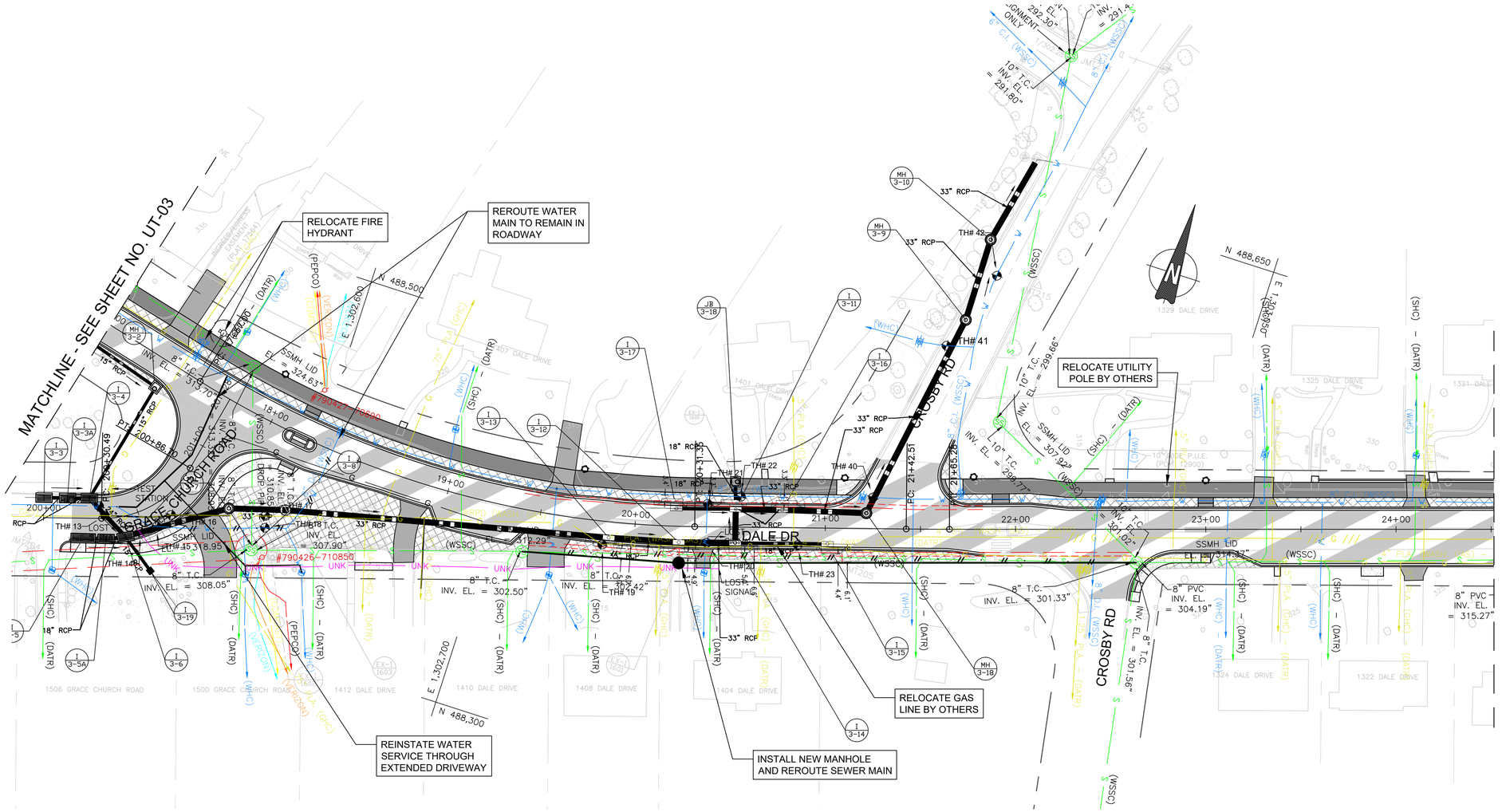
SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 114 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pUT_Dale.dwg LAYOUT NAME: UT-03 PLOTTED: Wednesday, December 20, 2023 - 1:38pm USER: TSroczynski



Utility Test Pit Data				
Point #	Description	Depth	Northing	Easting
12	WATER	3.79'	488343.7794	1302499.7489
13	GAS	3.11'	488340.0436	1302504.0603
14	UNKNOWN	3.02'	488337.4063	1302524.5118
15	WATER	3.72'	488342.9407	1302531.8129
16	GAS	3.52'	488350.9973	1302537.1146
17	N.U.F.	0.00'	488365.6244	1302584.4613
18	WATER	4.02'	488359.6792	1302586.1184
19	GAS	3.57'	488405.5952	1302757.5896
20	WATER	4.06'	488423.2740	1302809.4913
21	WATER	1.99'	488442.9457	1302803.8506
22	WATER	4.29'	488451.8280	1302819.3272
23	GAS	2.68'	488436.7834	1302855.5336

Utility Test Pit Data				
Point #	Description	Depth	Northing	Easting
40	WATER	0.00'	488472.7416	1302885.5541
41	WHC	0.00'	488560.4759	1302897.8044
42	WATER	0.00'	488603.6376	1302911.8199

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MONTGOMERY COUNTY
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Chief, Design Section — Date

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Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

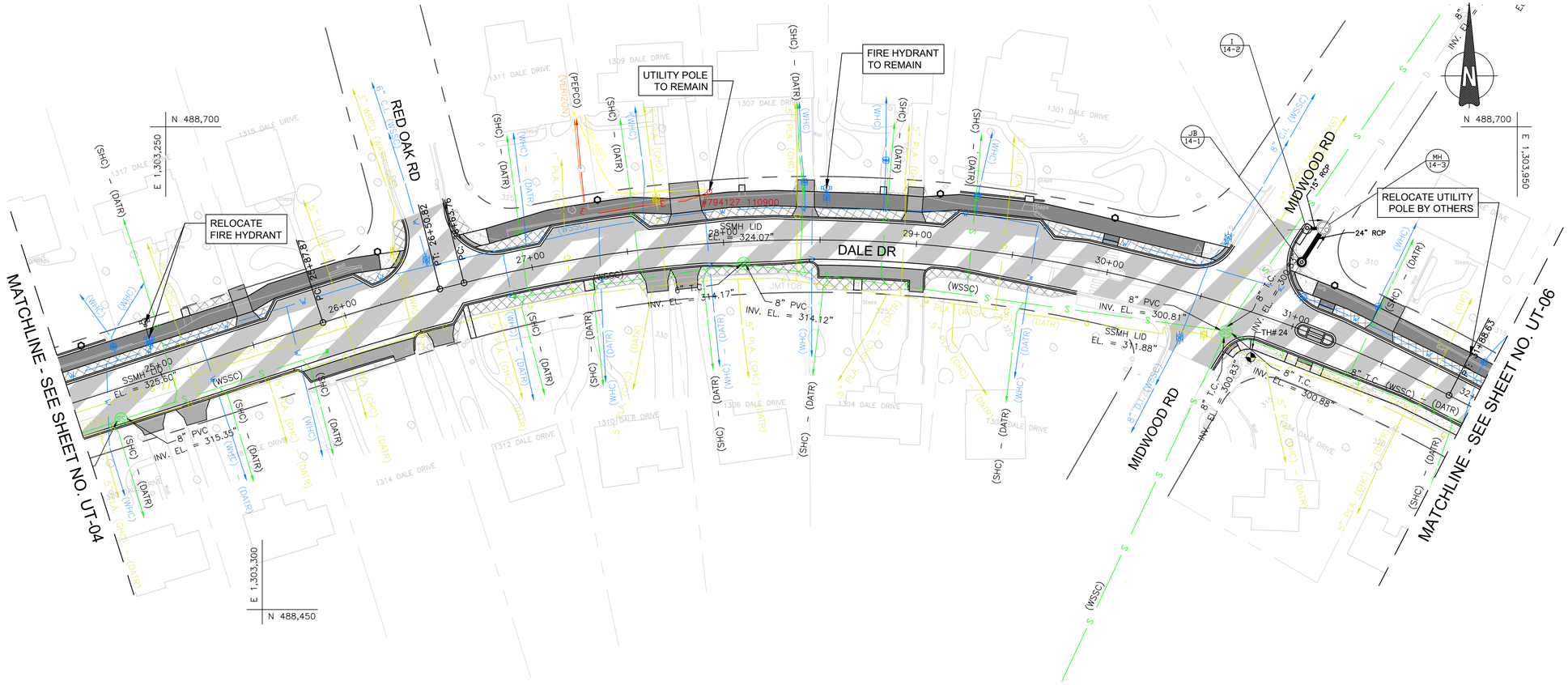
UT-04
UTILITY PLAN
DALE DRIVE SHARED USE PATH

0 30' 60'
SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No.: 502109

SHEET 115 of 201



Utility Test Pit Data				
Point #	Description	Depth	Northing	Easting
24	GAS	4.58'	488580.5595	1303811.6867

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MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

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Chief, Design Section — Date

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Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

UT-05
UTILITY PLAN
DALE DRIVE
SHARED USE PATH

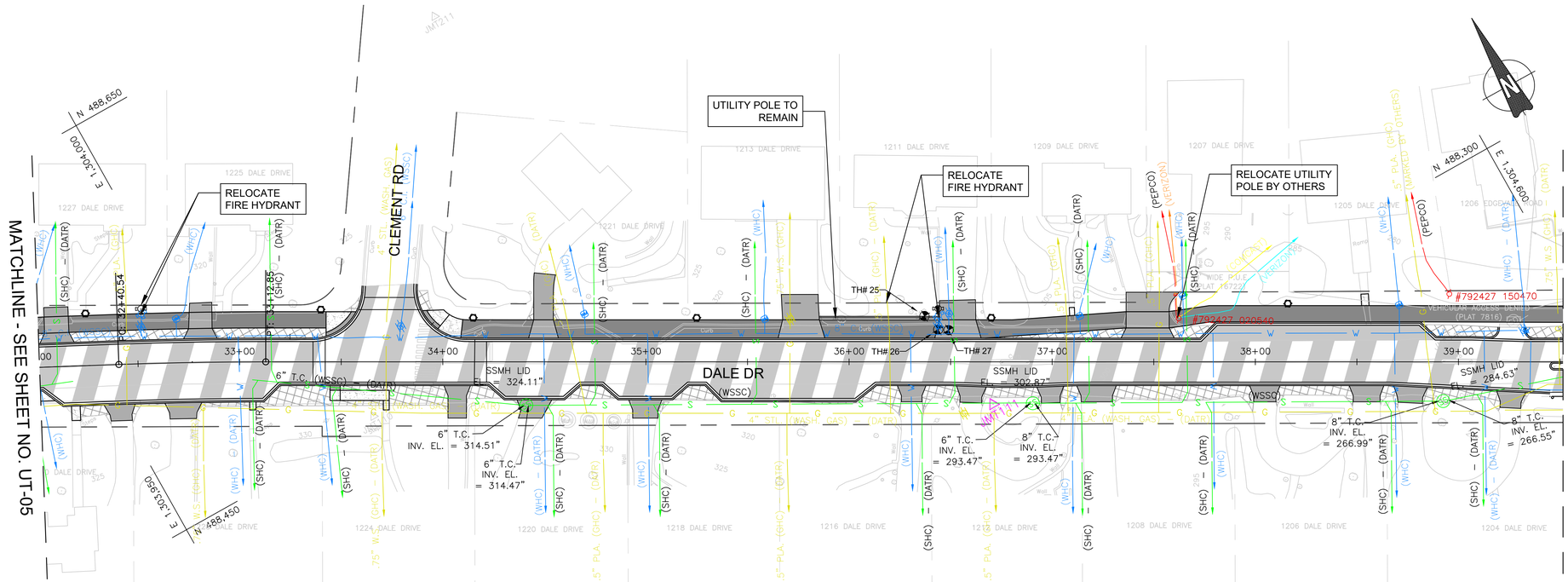
0 30' 60'

SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 116 of 201



Utility Test Pit Data				
Point #	Description	Depth	Northing	Easting
25	GAS	1.66'	488363.7134	1304317.9581
26	WATER	4.59'	488354.5824	1304320.5844
27	WATER	4.07'	488351.8651	1304324.9117

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NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

UT-06
UTILITY PLAN
DALE DRIVE
SHARED USE PATH

0 30' 60'

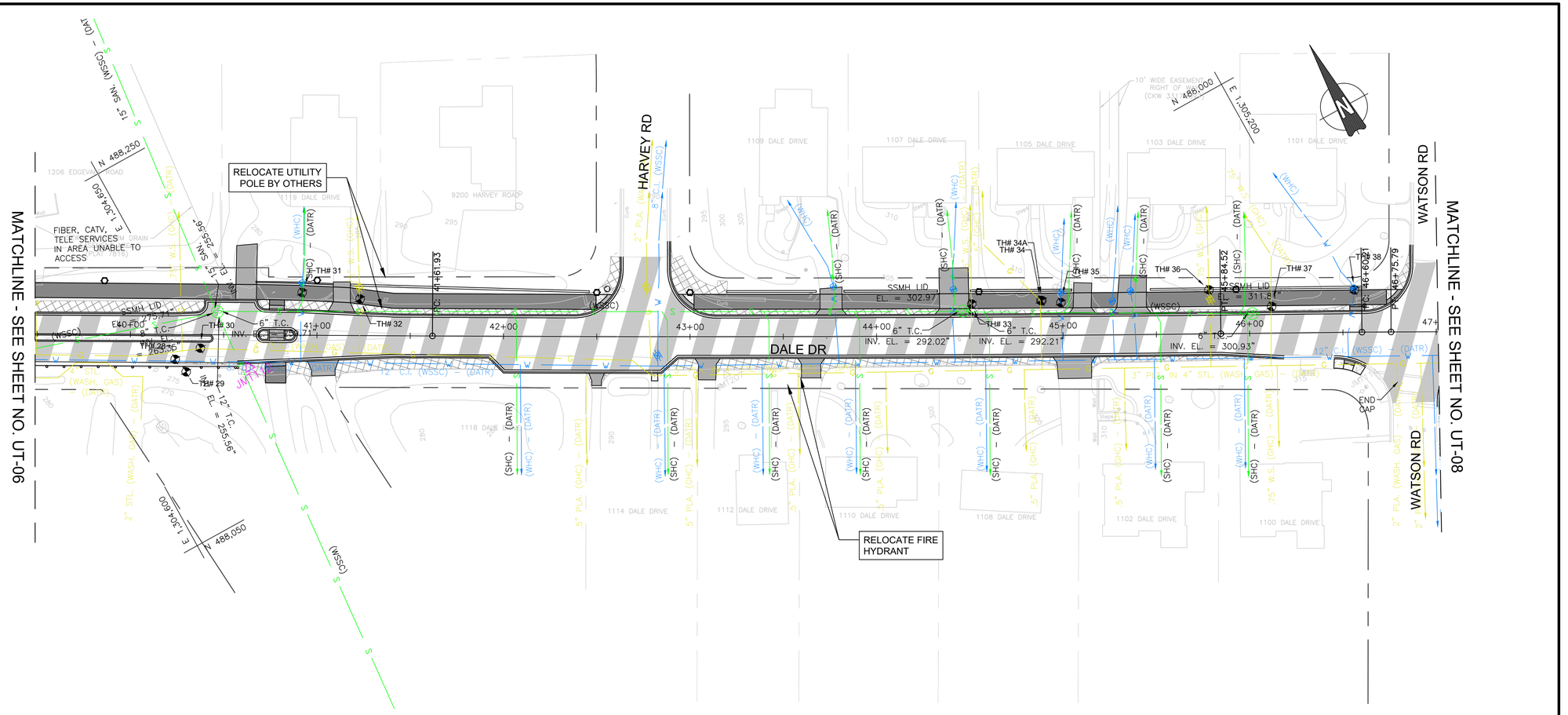
SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 117 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pUT_Dale.dwg LAYOUT NAME: UT-06 PLOTTED: Wednesday, December 20, 2023 - 1:39pm USER: TSroczynski



Utility Test Pit Data				
Point #	Description	Depth	Northing	Easting
28	N.U.F.	0.00'	488142.9983	1304637.8088
29	N.U.F.	0.00'	488134.2498	1304639.6749
30	GAS	3.54'	488141.6422	1304652.5095
31	N.U.F.	0.00'	488141.2797	1304714.6867
32	GAS	2.08'	488123.2090	1304740.1614
33	GAS	1.55'	487961.9020	1305025.6207
34a	GAS	3.20'	487945.2691	1305059.4195
34	GAS	2.06'	487945.5347	1305058.9358
35	WATER	4.95'	487939.3940	1305067.7640
36	GAS	5.00'	487906.8410	1305140.5034
37	GAS	3.06'	487882.8227	1305165.5972
38	WATER	4.88'	487869.0348	1305208.7069

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NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

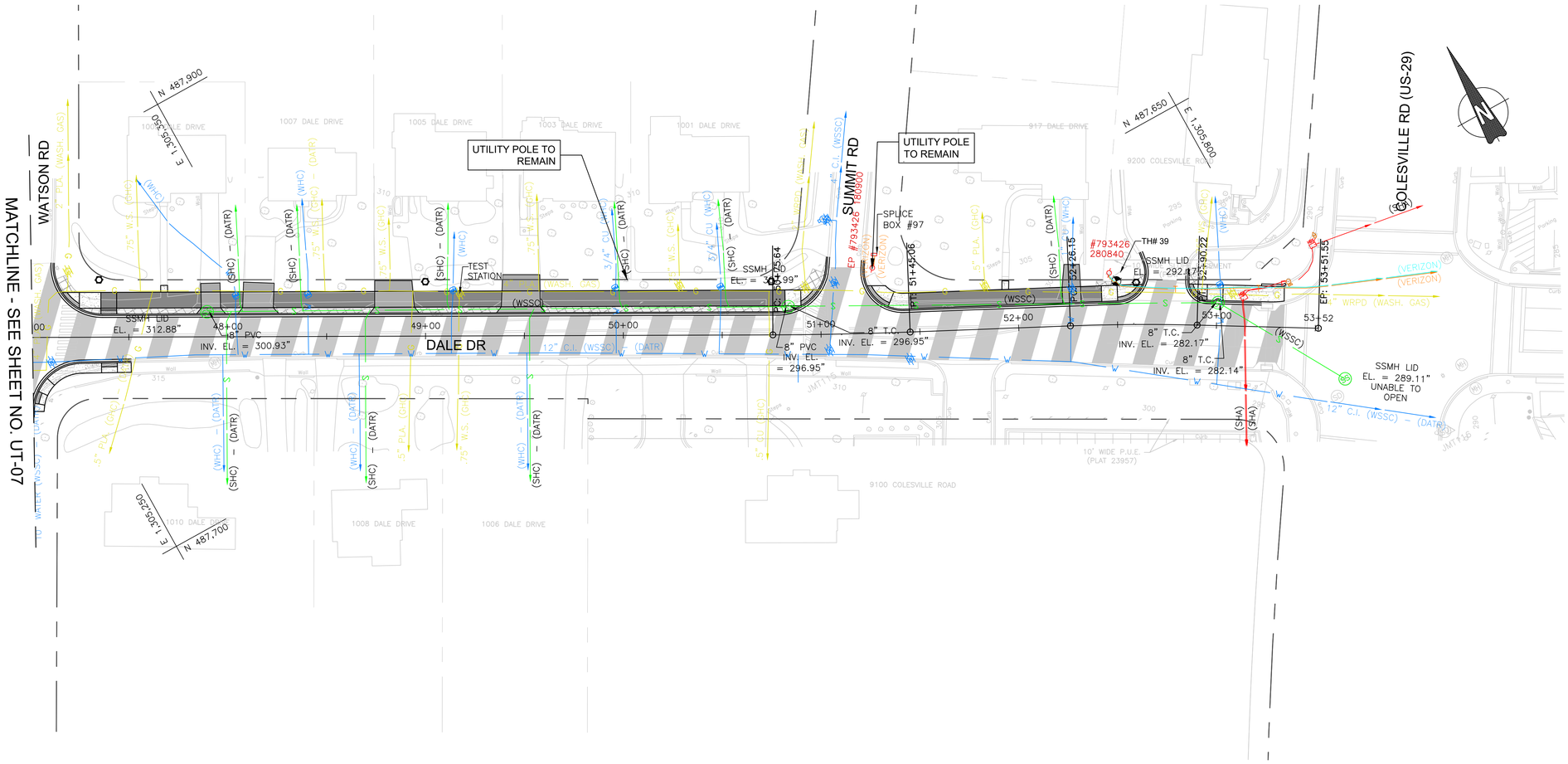
UT-07
UTILITY PLAN
DALE DRIVE
SHARED USE PATH

0 30' 60'

SCALE: 1"=30' DATE: DECEMBER 2023

CIP No. : 502109 SHEET 118 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pUT_Dale.dwg LAYOUT NAME: UT-07 PLOTTED: Wednesday, December 20, 2023 - 1:40pm USER: TSroczynski



Utility Test Pit Data				
Point #	Description	Depth	Northing	Easting
39	VERIZON	4.95'	487586.7750	1305730.4022

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JMT

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

Designed by: ADH Drawn by: TRS Checked by: JJR

UT-08
UTILITY PLAN
DALE DRIVE
SHARED USE PATH

0 30' 60'

SCALE: 1"=30'

DATE: DECEMBER 2023

CIP No. : 502109

SHEET 119 of 201

FILE NAME: Q:\2018\1804565_001_Dale_Drive_Pedestria\CADD\pUT_Dale.dwg LAYOUT NAME: UT-08 PLOTTED: Wednesday, December 20, 2023 - 1:40pm USER: TSroczynski