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## 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  
CHIEF, DIVISION OF  
TRANSPORTATION ENGINEERING

## DESIGN CERTIFICATION

I HEREBY CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE "2011 MARYLAND STANDARDS AND SPECIFICATIONS 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 DESIGN CRITERIA" DATED AUGUST 1988.

DATE \_\_\_\_\_

LORI R. ADGATE, P.E.  
MD. REGISTRATION NO. 28255

## 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 xxx CUBIC YARDS OF EXCAVATION, xxx CUBIC YARDS OF FILL AND THE TOTAL AREA TO BE DISTURBED AS SHOWN ON THESE PLANS HAS BEEN DETERMINED TO BE xx,xxx SQUARE FEET.

DATE \_\_\_\_\_

LORI R. ADGATE, P.E.  
MD. REGISTRATION NO. 28255

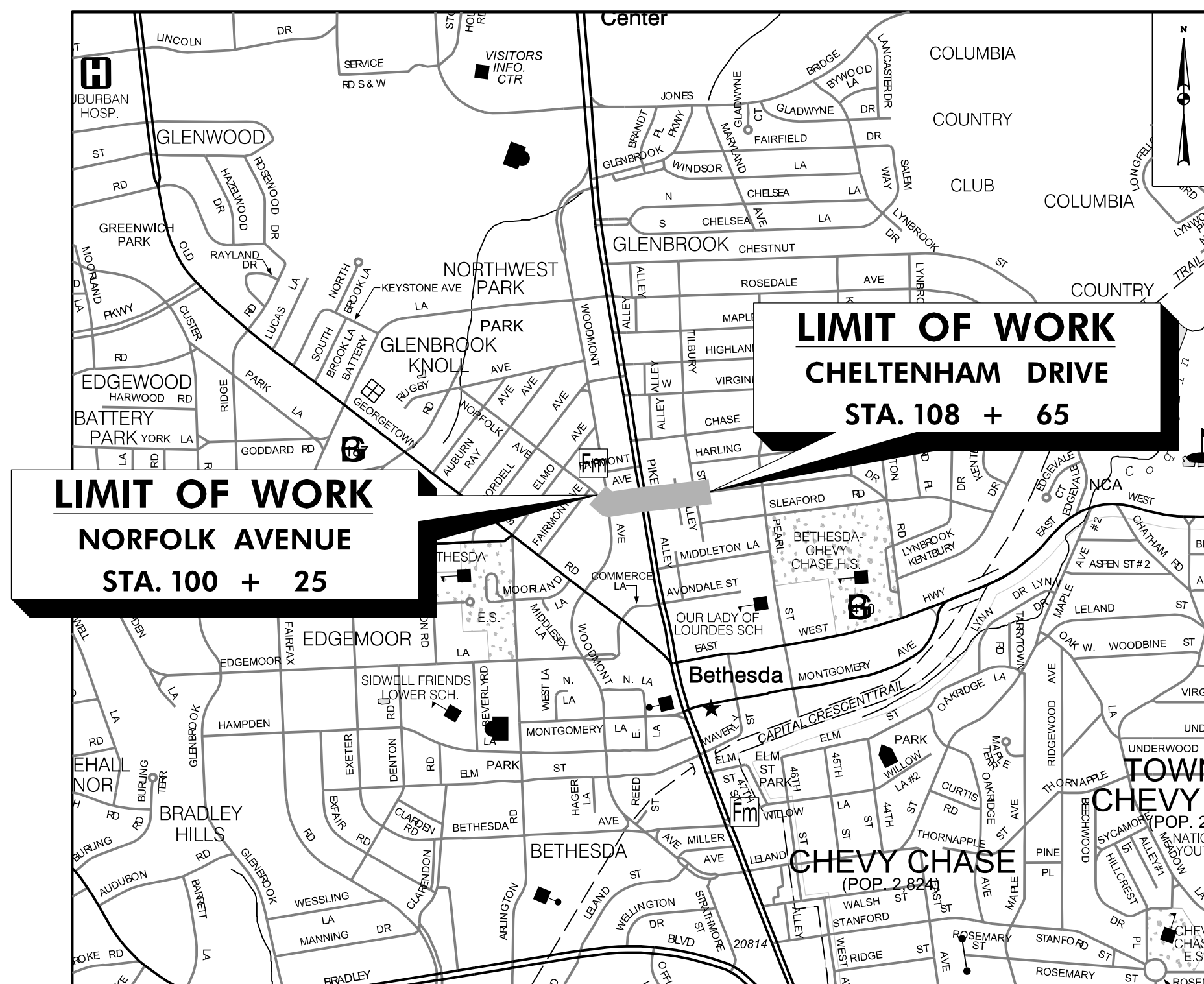


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OF MARYLAND.  
LICENSE NO:                                  EXPIRATION DATE:

**MONTGOMERY COUNTY  
DEPARTMENT OF TRANSPORTATION  
CHELTENHAM DRIVE  
BIKEWAY**

**CIP PROJECT NO. 500119**  
**SHA TRACKING NO. XX-XX-XX-00X-XX**



VICINITY	MAP
SCALE: 1" =	1000'

LENGTH OF PROJECT:  
 NORFOLK AVENUE = 0.09 miles  
 CHELTENHAM DRIVE = 0.08 miles

**35% SUBMITTAL  
FEB. 2025**

RELATED REQUIRED PERMITS					
IT IS THE RESPONSIBILITY OF PERMITEE/OWNER OF THIS SITE TO OBTAIN ALL REQUIRED PERMITS PRIOR TO ISSUANCE OF APPROVED SEDIMENT CONTROL PERMIT					
TYPE OF PERMIT	REQD	NOT REQD	PERMIT NO.	EXPIRATION DATE	WORK RESTRICTION DATES
MCOPS Floodplain District		X			
WATERWAY/WETLAND(S)					
a. Corps of Engineers		X			
b. MDE		X			
c. MDE Water Certification		X			
MDE Dam Safety		X			
DPS Roadside Trees Protection Plan		X			
N.P.D.E.S. NOTICE OF INTENT	X				DATE FILED
FEMA LOMR (Required Post Construction)		X			
SHA Access Permit	X				
MCOPS SEDIMENT CONTROL	X				

The following standards (construction and temporary traffic control) are required for this project:

- |    |              |  |
|----|--------------|--|
| A. | MD 104.02-10 | - Flagger Operation/2-Lane, 2-Way Equal/ Less than 40 MPH                              |
| B. | MD 580.03    | - New Combination Curb & Gutter Placement Along Existing Pavement                      |
| C. | MD 620.02-01 | - Standard Types C And D Concrete Curb and Combination Concrete Curb & Gutter          |
| D. | MD 620.03    | - Depressed Curb for Combination Curb and Gutter and Depressed Curb for Sidewalk Ramps |
| E. | MD 630.01    | - Standard Entrance Construction Residential & Commercial Method No.1                  |
| F. | MD 630.02    | - Standard Entrance Construction Residential & Commercial Method No.2                  |
| G. | MD 645.01    | - Standard Monolithic Concrete Median Type A   |
| H. | MD 655.11    | - Sidewalk Ramps Perpendicular   |
| I. | MD 655.12    | - Sidewalk Ramps Parallel  |
| J. | MD 655.13    | - Sidewalk Ramps Combination   |
| K. | MD 655.40    | - Detectable Warning Surfaces  |
| L. | MC-100.01    | - Combination Concrete Curb and Gutter - Type A  |
| M. | MC-102.01    | - Depressed Curb Entrance  |
| N. | MC-111.01    | - Business District Sidewalk   |

For all standards referred to on the plans the contractor must go to the MDOT SHA Book of Standards or Montgomery County design standards which will have the most current version.  
The Book of Standards can be accessed at:

<http://apps.roads.maryland.gov/businesswithsha/bizstdspecs/desManualStdPub/publicationonline/ohd/bookstd/Index.asp>  
<https://www.montgomerycountymd.gov/dot-dte/common/standards.html>

## MISS UTILITY

THE CONTRACTOR SHALL CALL "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF WORK. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL UNDERGROUND UTILITIES IN THE AREA OF PROPOSED WORK ARE LOCATED PRIOR TO COMMENCING CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH REQUIREMENTS OF CHAPTER 36A OF THE MONTGOMERY COUNTY CODE.

THE CONTRACTOR IS ALSO RESPONSIBLE FOR LOCATING ALL PRIVATE UTILITIES (NOT LOCATED BY MISS UTILITY) WITHIN HOA PROPERTY AT THEIR EXPENSE. ALL UTILITIES SHOWN ON THE PLANS ARE PROVIDED FOR INFORMATION ONLY AND SHALL BE CONSIDERED APPROXIMATE. HOA SHALL NOT BE RESPONSIBLE FOR LOCATING UNDERGROUND UTILITIES ANY UTILITIES OR OTHER UNDERGROUND FACILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED /REPLACED AT THE CONTRACTOR'S SOLE EXPENSE.

TI-01

DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

# CHELTENHAM DRIVE BIKEWAY TITLE SHEET

SCALE: N.T.S. PROJECT NO.: 500119 SHEET 01 of 38

GENERAL NOTES

1. THE SPECIFICATIONS FOR THIS CONTRACT WILL BE THOSE OF THE MARYLAND STATE HIGHWAY ADMINISTRATION DATED JULY 2024, ALL ERATA AND ADDENDA THERETO, AND THE MARYLAND STATE HIGHWAY ADMINISTRATION BOOK OF STANDARDS FOR HIGHWAY AND INCIDENTAL STRUCTURES.
2. FOR CONSTRUCTION, HORIZONTAL SHALL BE BASED ON NAD 83/91 DATUM AND VERTICAL SHALL BE BASED ON NAVD 1988 DATUM.
3. 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.
4. 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.
5. CALL "MISS UTILITY" AT 1-800-257-7777 FORTY- EIGHT (48) HOURS PRIOR TO BEGINNING EXCAVATION TO DETERMINE THE EXACT LOCATION OF EXISTING UTILITIES.
6. CLEARING IS TO BE LIMITED TO THE "LIMIT OF DISTURBANCE" AS SHOWN ON THE PLANS.
7. ALL GRADING SHALL BE DONE IN SUCH A MANNER AS TO PROVIDE POSITIVE DRAINAGE.
8. DISTURBED AREAS ADJACENT TO ESTABLISHED LAWNS AND WATER QUALITY SWALES SHALL BE SODDED. OTHER DISTURBED AREAS SHALL BE SEEDED AND MULCHED.
9. THE CONTRACTOR SHALL OBTAIN A 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
10. 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.
11. 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.
12. THE DESIGN FOR THIS PROJECT HAS INCORPORATED FACILITIES FOR THE ELDERLY AND HANDICAPPED IN COMPLIANCE WITH STATE AND FEDERAL LEGISLATION.
13. ALL UTILITY POLES NOTED FOR RELOCATION SHALL BE PERFORMED BY OTHERS.

SYMBOLS

EXISTING RIGHT OF WAY LINE .....		CUT SLOPE .....	
PROPOSED RIGHT OF WAY LINE .....		FILL SLOPE .....	
PROPOSED TRAFFIC BARRIER .....		LIMIT OF DISTURBANCE .....	
EXISTING TRAFFIC BARRIER .....		SILT FENCE .....	
EXISTING WOOD FENCE LINE .....		SUPER SILT FENCE .....	
EXISTING CHAIN LINK FENCE LINE .....		DIVERSION FENCE .....	
BASE OR SURVEY LINE .....		STONE CHECK DAM .....	
EXISTING FIRE HYDRANT .....		TEMPORARY STONE OUTLET STRUCTURE .....	
PROPOSED STORM DRAIN .....		TEMPORARY GABION OUTLET STRUCTURE .....	
EXISTING STORM DRAIN .....		AT-GRADE INLET PROTECTION .....	
EXISTING INLET .....		CURB INLET PROTECTION .....	
EXISTING UTILITY POLE .....		MEDIAN INLET PROTECTION .....	
EXISTING TREE .....		STANDARD INLET PROTECTION .....	
EXISTING TREE LINE .....		STABILIZED CONSTRUCTION ENTRANCE .....	

ABBREVIATIONS

A.A.S.H.T.O. .... American Association of State Highway Transportation Officials	H.D.P. .... High Density Polyethylene	R .... Radius
ABUT. .... Abutment	HDWL. .... Headwall	REINF. .... Reinforcement
ADT .... Average Daily Traffic	H.E.R.C.P. .... Horizontal Elliptical Reinforced Concrete Pipe	REQ'D .... Required
AHD .... Ahead	H.P. .... High Point	R.F. .... Rock Fragments
APPROX. .... Approximate	H.S.D. .... Headlight Sight Distance	RT. .... Right
B. or BL .... Baseline	IN. .... Inch	RW or RW .... Right of Way
BK. .... Back /Book	I.S.T. .... Inlet Sediment Trap	R.C.P. .... Reinforced Cement Pipe
BIT. .... Bituminous	INV. .... Invert	R.C.C.P. .... Reinforced Cement Concrete Pipe
B.C. .... Bituminous Concrete	J.B. .... Junction Box	R.Q.D. .... Rock Quality Designation
B.M. .... Bench Mark	K .... K Inlet	R.M. .... Rootmat
B.O.F. .... Bottom of Footing	L .... Length	S .... South
BOT. .... Bottom	L.F. .... Linear Feet	SAN. .... Sanitary Sewer
BRG. .... Bearing	L.L. .... Liquid Limit	SB or SB .... Southbound
C.C. .... Center of Curve	LOD .... Limit of Disturbance	S.D. .... Storm Drain
CATV .... Cable Television	LONG. .... Longitudinal	S.D.D. .... Surface Drain Ditch
C.B.R. .... California Bearing Ratio	L.P. .... Light Pole	SE .... Super Elevation
C.J. .... Contraction Joint	LT. .... Left	SF .... Silt Fence
CL or CL .... Centerline	MAC. .... Macadam	S.F. .... Square Feet
CL. .... Class or Clear	MC .... Moisture Content	SHLDR. .... Shoulder
CLF .... Chainlink Fence	MAX. .... Maximum	SHA .... State Highway Administration
CMP .... Corrugated Metal Pipe	MDD .... Maximum Dry Content	SHT. .... Sheet
C.O. .... Cleanout	MOD. .... Modified	S.P.P. .... Structural Plate Pipe
COMB. .... Combination	MIN. .... Minimum	S.P.T. .... Standard Penetration Testing
CONC. .... Concrete	MN. .... Managed Roadway	S.S. .... Stainless Steel
CONSTR. .... Construction	M.S.E. .... Mechanically Stabilized Earth	SSD .... Stopping Sight Distance
COR. .... Corner	N .... North	SSF .... Super Silt Fence
CORR. .... Correction	NB .... Northbound	STD. .... Standard
C.Y. .... Cubic Yard	NE .... Northeast	STA .... Station
DC .... Degree of Curve	NO. .... Number	STIFF. .... Stiffener
D.H.V. .... Design Hourly Volume	NP .... Non-Plastic	SO. .... Single Opening
D.I. .... Drop Inlet	N.T.S. .... Not To Scale	S.Y. .... Square Yards
DIA. .... Diameter	O.C. .... On Center	SWM .... Stormwater Management
D.O. .... Double Opening	OH .... Overhead	T .... Tangent
D.S. .... Design Speed	OMC .... Optimum Moisture	T .... Telephone
DWG. .... Drawing	PAV.T. .... Pavement	T.C. .... Top of Cover
E. .... East	PC .... Point of Curvature	TEMP. .... Temporary
E. .... Electric	PCC .... Point of Compound Curvature	T.G. .... Top of Grate
e. .... External Distance	PC .... Point of Crown	T or TL .... Traverse Line
EA .... Each	PGE .... Profile Grade Elevation	T.M. .... Top of Manhole
E.B. .... Eastbound	P.G.L. .... Profile Grade Line	T.O.F. .... Top of Footing
E.J. .... Expansion Joint	PGL .... Profile Ground Line	TRAV. .... Traverse
EL. or ELEV. .... Elevation	P. .... Plate	TS .... Temporary Swale
E.R.C.C.P. .... Elliptical Reinforced Cement Concrete Pipe	PR .... Point of Rotation	T.S. .... Top of Slab
ES .... End Section	P.I. .... Plasticity Index	T.S. .... Topsoil
EX. or EXIST. .... Existing	P.I. .... Point of Intersection	TYP. .... Typical
FT. .... Feet	POC .... Point On Curve	U.D. .... Under Drain
F. or FL .... Flowline	POT .... Point On Tangent	U.G. .... Underground
F.B.D. .... Flat Bottom Ditch	PR. .... Proposed	U.O.N. .... Unless Otherwise Noted
F.H. .... Fire Hydrant	PR. ROW .... Proposed Right of Way	U.P. .... Utility Pole
F.O. .... Fiber Optic	PROP. .... Proposed	USC .... Unified Soil Classification
F.O.C. .... Face of Curb	PRC .... Point of Reverse Curve	USDA .... United States Department of Agriculture
F.S. .... Full Super Elevation	PT. .... Point	VCL .... Vertical Clearance
FWD. .... Forward	PT .... Point of Tangency	V.C.L. .... Vertical Curve Length
G. .... Gas	PVC .... Point of Vertical Curve	W .... Water
GL .... Gutterline	P.V.C. .... Polyvinyl Chloride	W .... West
GP .... General Purpose Roadway	PVI .... Point of Vertical Intersection	W.B. .... Westbound
G.V. .... Gas Valve	PVRC .... Point of Vertical Reverse Curve	WB .... Wetland Buffer
H.B. .... Handbox	PVT .... Point of Vertical Tangency	W.M. .... Water Meter
		W.S. .... Wrapped Steel

GN-01

DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHELTENHAM DRIVE BIKEWAY  
GENERAL NOTES,  
ABBREVIATIONS AND SYMBOLS

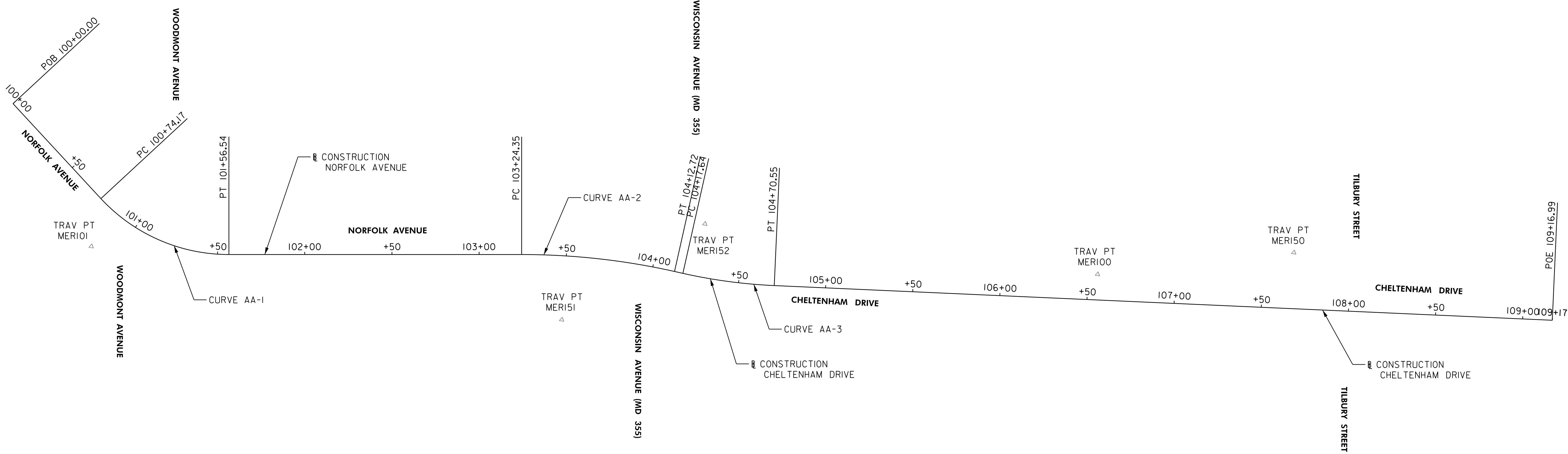
SCALE: NONE PROJECT NO.: 500119 SHEET 02 of 38



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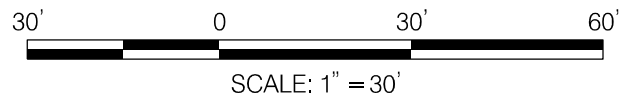
2/27/2025  
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NORFOLK AVENUE /CHELTENHAM DRIVE					
CURVE	POINT NO.	STATION	NORTHING	EASTING	BEARING
AA-1	POB	100+00.00	481,360.4218	1,284,951.1974	S 52° 19' 03" E
	PC	100+74.17	481,315.0829	1,285,009.8960	S 52° 19' 03" E
	PI	101+17.85	481,288.3788	1,285,009.8960	
	CC		481,394.2239	1,285,071.0246	
	PT	101+56.54	481,295.5993	1,285,087.5531	N 80° 29' 10" E
AA-2	PT	101+56.54	481,295.5993	1,285,087.5531	N 80° 29' 10" E
	PC	103+25.35	481,323.3358	1,285,253.0558	N 80° 29' 10" E
	PI	103+68.72	481,330.6685	1,285,296.8096	
	CC		480,928.8375	1,285,319.1696	
	PT	104+12.72	481,328.2355	1,285,341.1069	S 86° 51' 22" E
AA-3	PT	104+12.72	481,328.2355	1,285,341.1069	S 86° 51' 22" E
	PC	104+17.64	481,327.9657	1,285,346.0184	S 86° 51' 22" E
	PI	104+44.17	481,326.5109	1,285,372.5048	
	CC		481,627.5142	1,285,362.4715	
	PT	104+70.55	481,329.7262	1,285,398.8356	N 83° 02' 16" E
	POE	109+16.99	481,383.8404	1,285,841.9792	N 83° 02' 16" E

CURVE DATA						
CURVE	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
AA-1	47° 11' 47" LT	57° 17' 45"	100.00'	43.69'	82.37'	9.13'
AA-2	12° 39' 27" RT	14° 19' 26"	400.00'	44.36'	88.37'	2.45'
AA-3	10° 06' 22" LT	19° 05' 55"	300.00'	26.53'	52.92'	1.17'

TRAVERSE POINTS			
POINT NO.	NORTHING	EASTING	ELEVATION
MER101	481,287.1665	1,285,009.0203	352.88'
MER151	481,290.3034	1,285,281.9454	349.02'
MER152	481,358.0307	1,285,353.8263	349.99'
MER100	481,366.7404	1,285,580.5960	341.98'
MER150	481,397.6040	1,285,689.4999	338.51'



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NO.	REVISION	BY	APP'D	DATE	DESIGNED BY: UMK	DATE: FEBRUARY 2025
					DRAWN BY: UMK	DATE: FEBRUARY 2025
					CHECKED BY: LRA	DATE: FEBRUARY 2025
					DRAWING NO.:	DATE:
					RECOMMENDED FOR APPROVAL	
					Chief, Design Section	Date
					APPROVED	
					Chief, Division of Transportation Engineering	Date

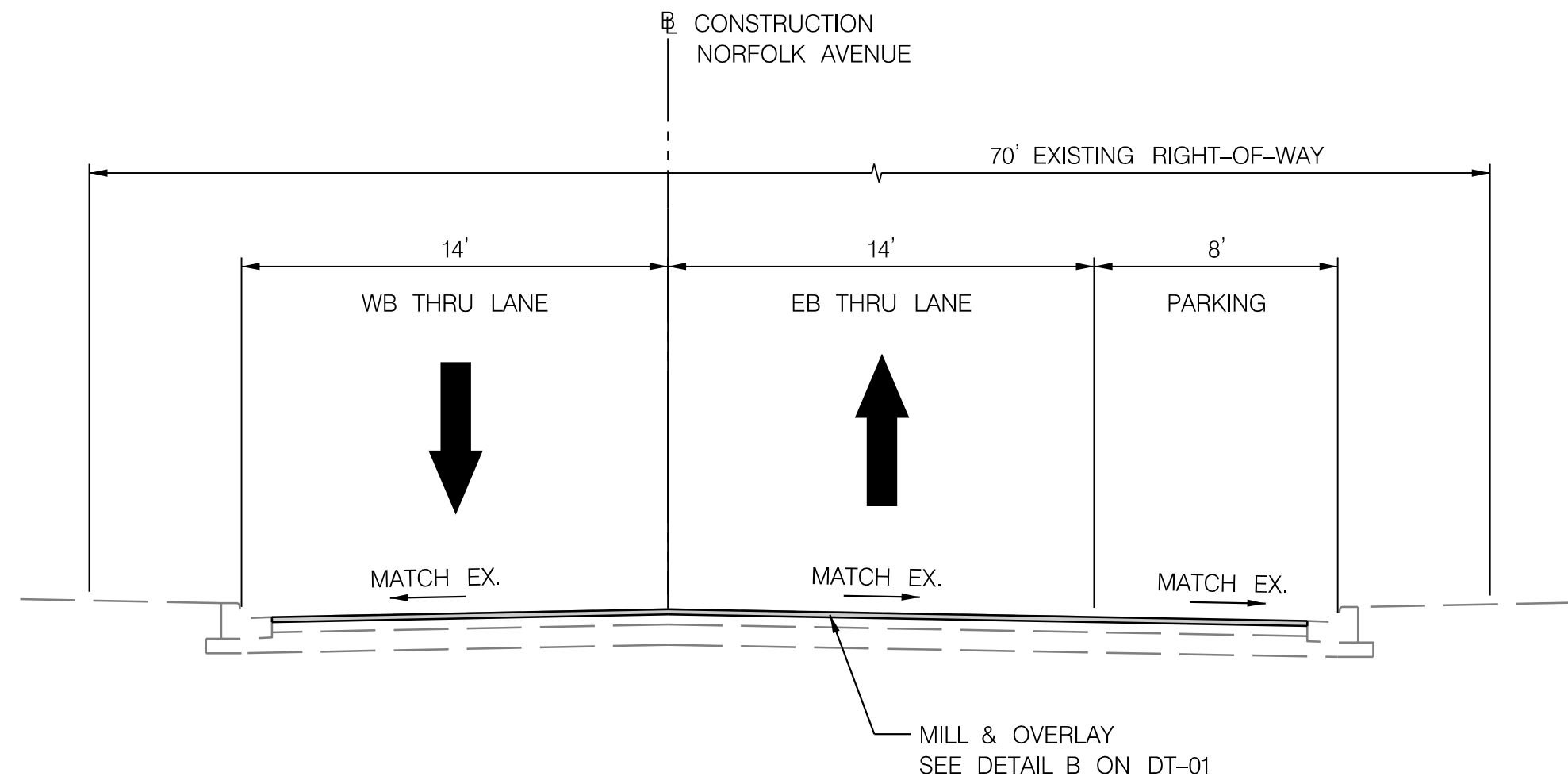
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DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHELTENHAM DRIVE BIKEWAY  
GEOMETRY SHEET

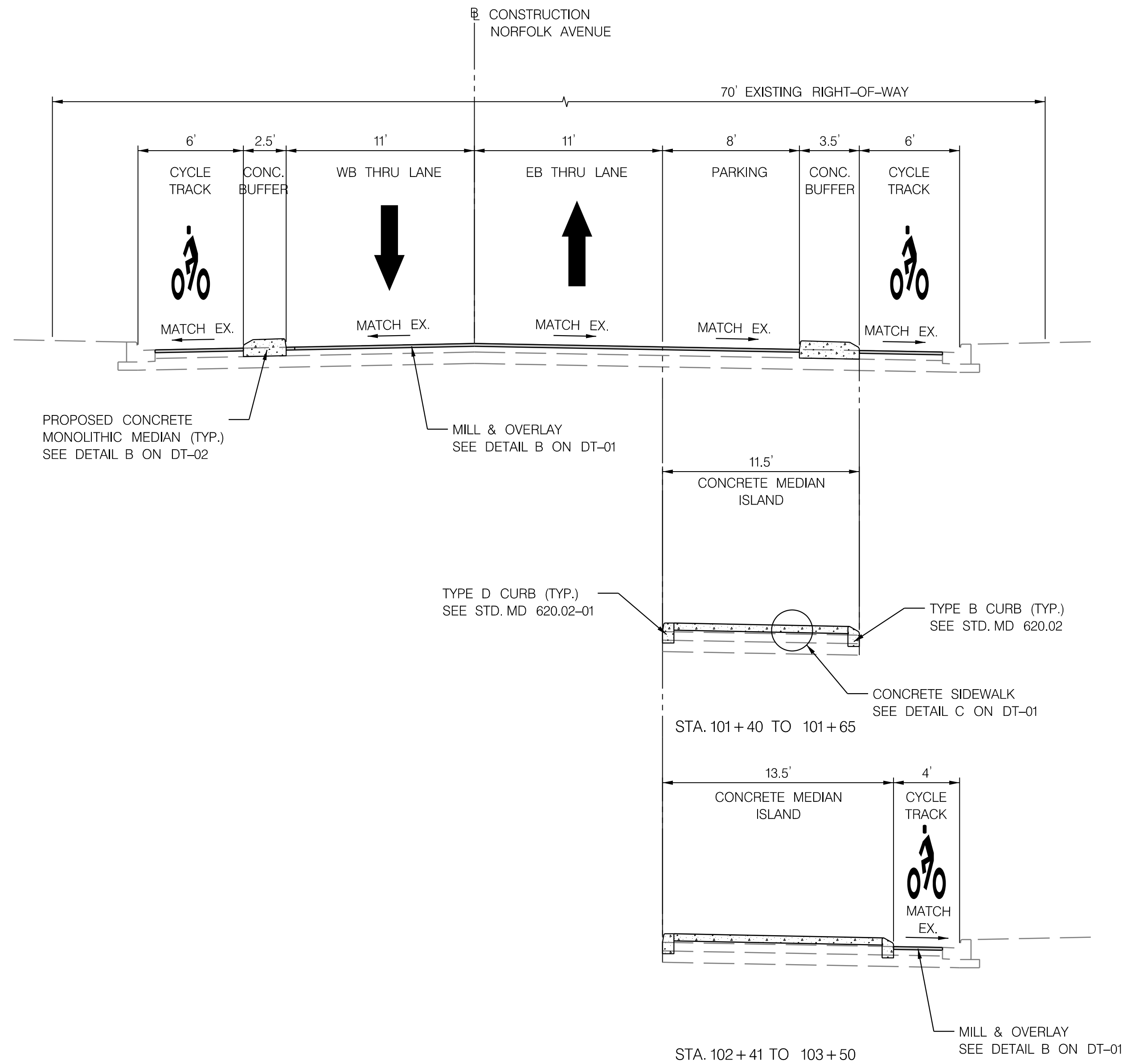
SCALE: 1" = 30' PROJECT NO.: 500119 SHEET 03 of 38

GS-01

2/27/2025  
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NORFOLK AVENUE TYPICAL SECTION  
STA. 100+25 TO 101+40  
STA. 103+50 TO 104+35



NORFOLK AVENUE TYPICAL SECTION  
STA. 101+40 TO 103+50

5' 0 10' 20'  
SCALE: 1" = 5'



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					DRAWN BY: UMK	DATE: FEBRUARY 2025
					CHECKED BY: LRA	DATE: FEBRUARY 2025
					DRAWING NO.:	DATE:
					RECOMMENDED FOR APPROVAL	
					Chief, Design Section	Date
					APPROVED	
					Chief,	Date
					Division of Transportation Engineering	

DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

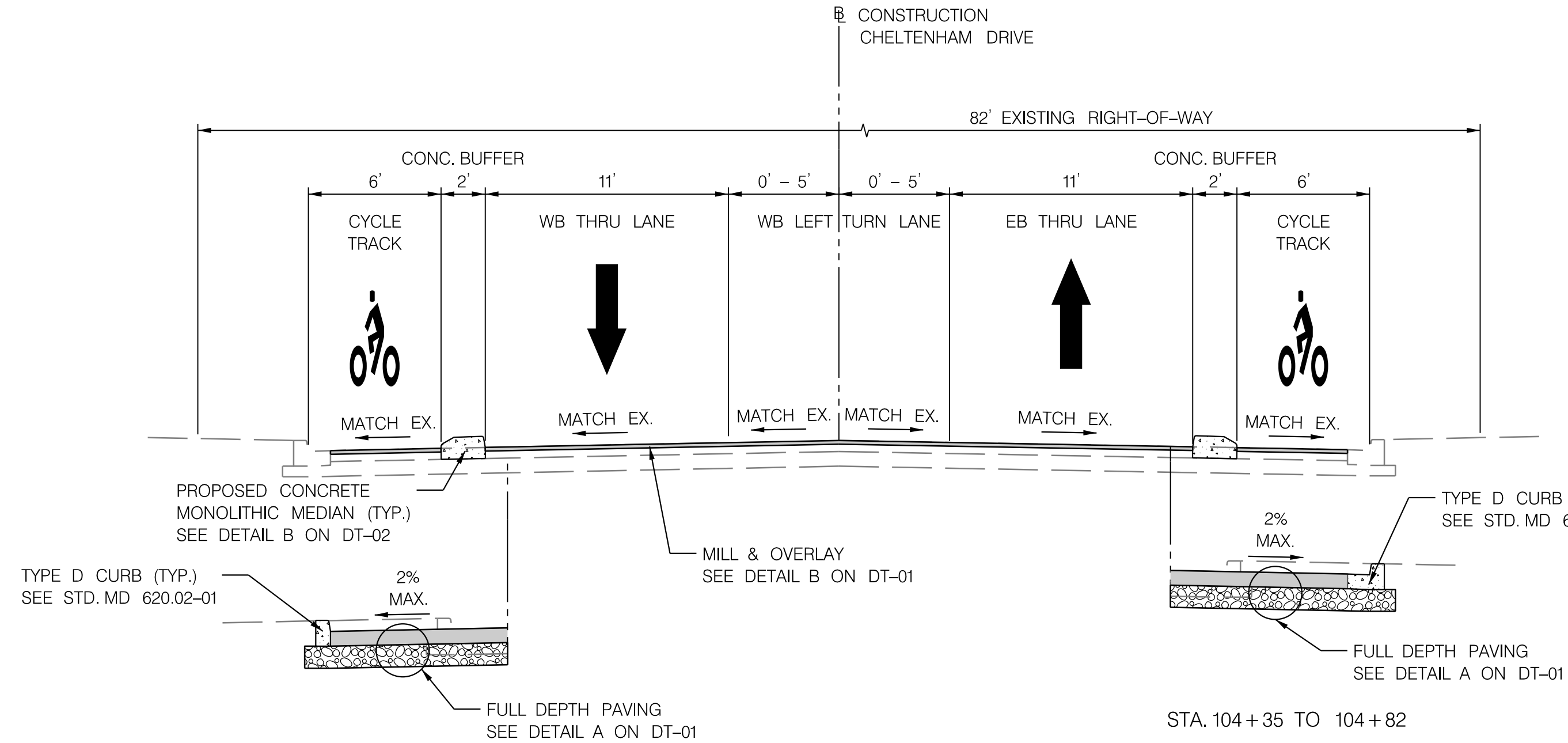
CHELTENHAM DRIVE BIKEWAY  
TYPICAL SECTIONS

SCALE: 1" = 5' PROJECT NO.: 500119 SHEET 04 of 38

TS-01

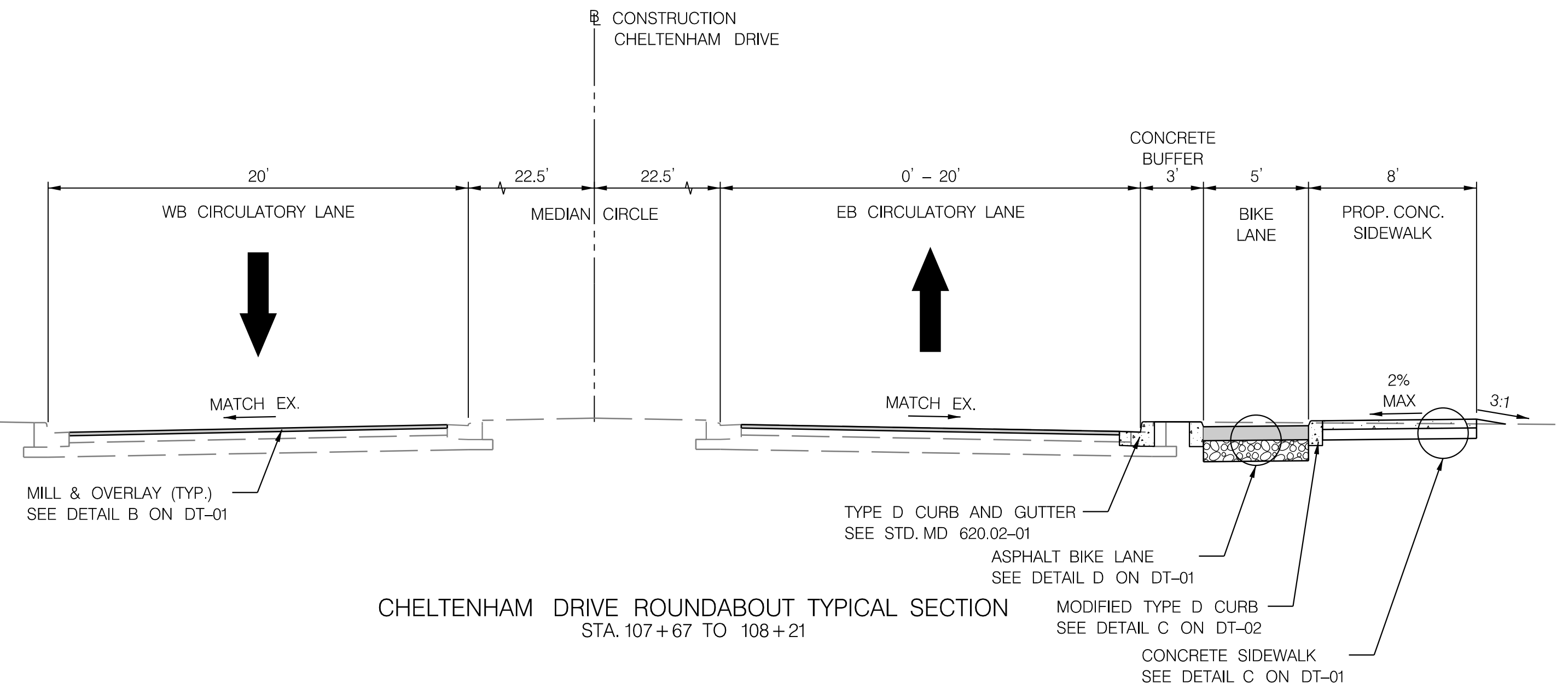


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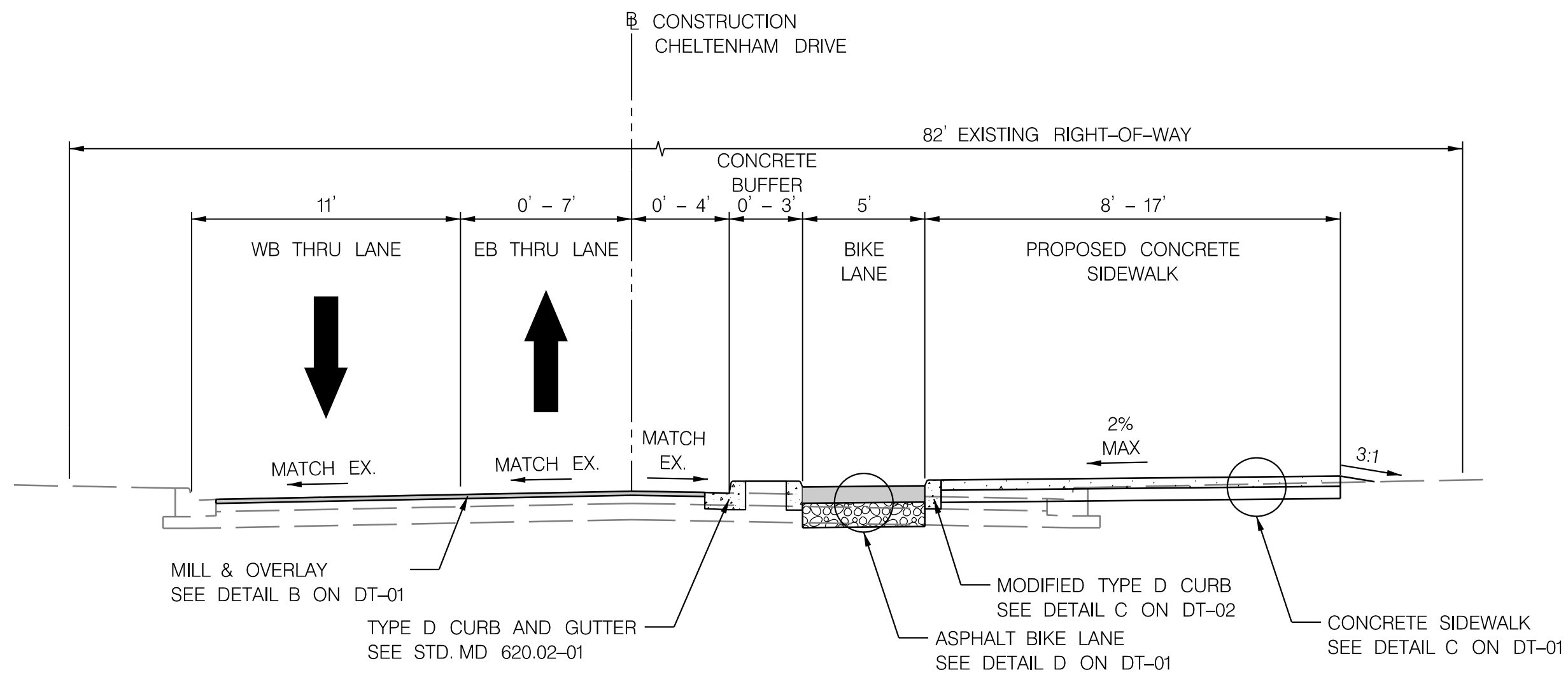


STA. 106 + 51 TO 106 + 88

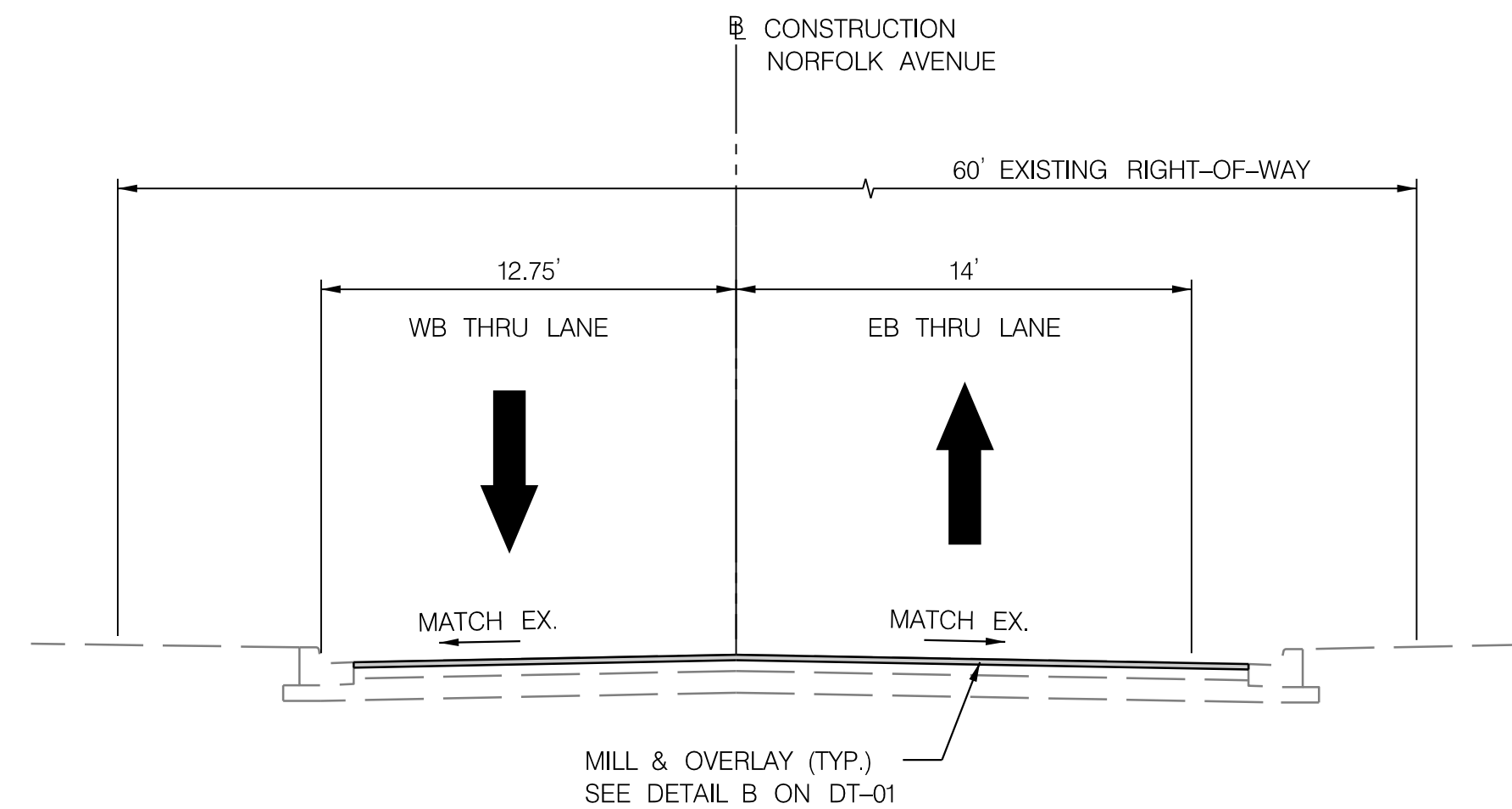
CHELTENHAM DRIVE TYPICAL SECTION  
STA. 104 + 35 TO 107 + 00



CHELTENHAM DRIVE ROUNDABOUT TYPICAL SECTION  
STA. 107 + 67 TO 108 + 21



CHELTENHAM DRIVE TYPICAL SECTION  
STA. 107 + 00 TO 107 + 67



CHELTENHAM DRIVE TYPICAL SECTION  
STA. 108 + 21 TO 108 + 65

5' 0 10' 20'  
SCALE: 1" = 5'



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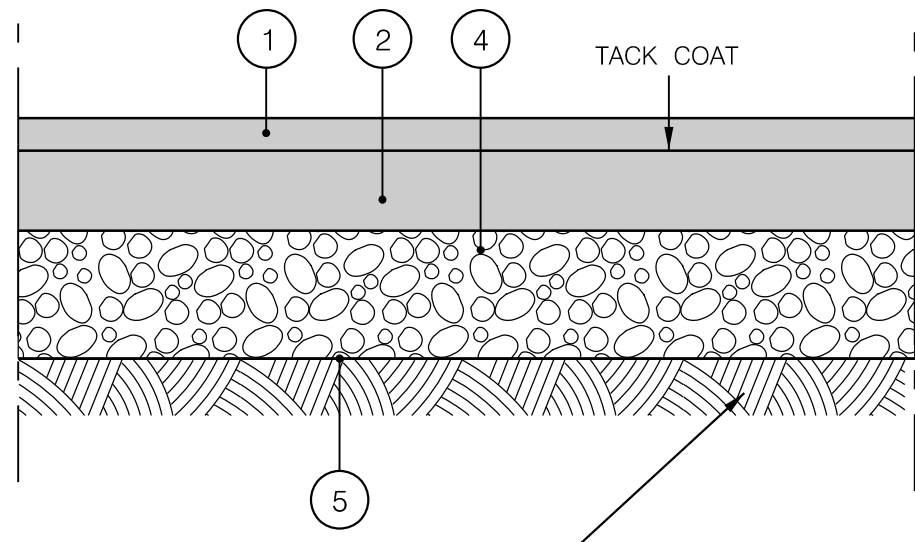
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MONTGOMERY COUNTY, MARYLAND

CHELTENHAM DRIVE BIKEWAY  
TYPICAL SECTIONS

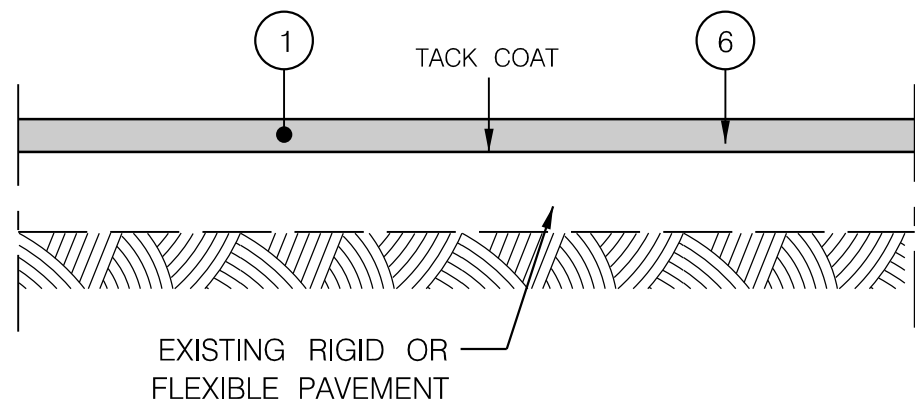
SCALE: 1" = 5' PROJECT NO.: 500119 SHEET 05 of 38

TS-02

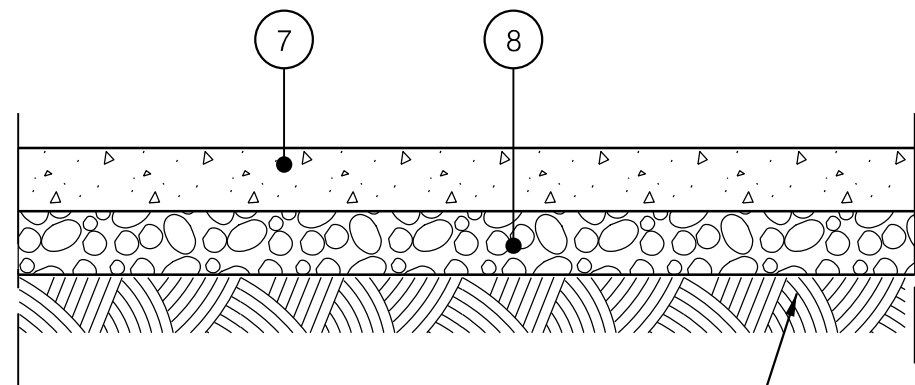


- NOTES
- SUBGRADE PREPARATION SHALL BE AS PER SECTION 204 OF MDOT SHA SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS; PRIOR TO PLACEMENT OF PROPOSED BASE COURSE, SUBGRADE SHALL BE PROOF-ROLLED.
  - UNDERCUT FOR REMOVAL OF SOFT AND/OR UNSUITABLE MATERIALS AND BACKFILLED WITH GRADED AGGREGATE BASE SHALL BE AS DIRECTED BY THE ENGINEER.

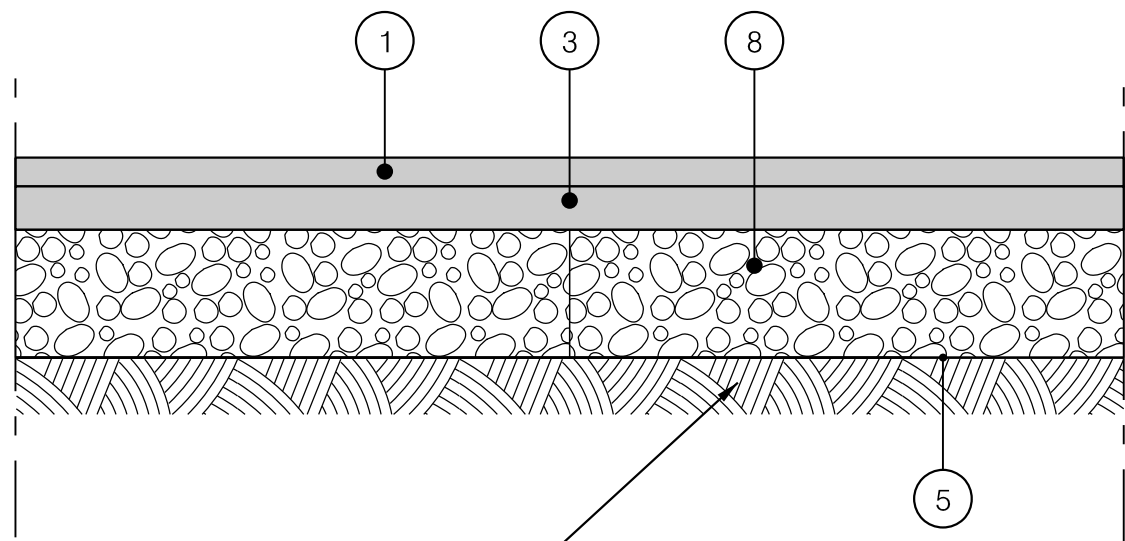
DETAIL A  
FULL DEPTH ASPHALT PAVEMENT SECTION



DETAIL B  
MILLING AND OVERLAY

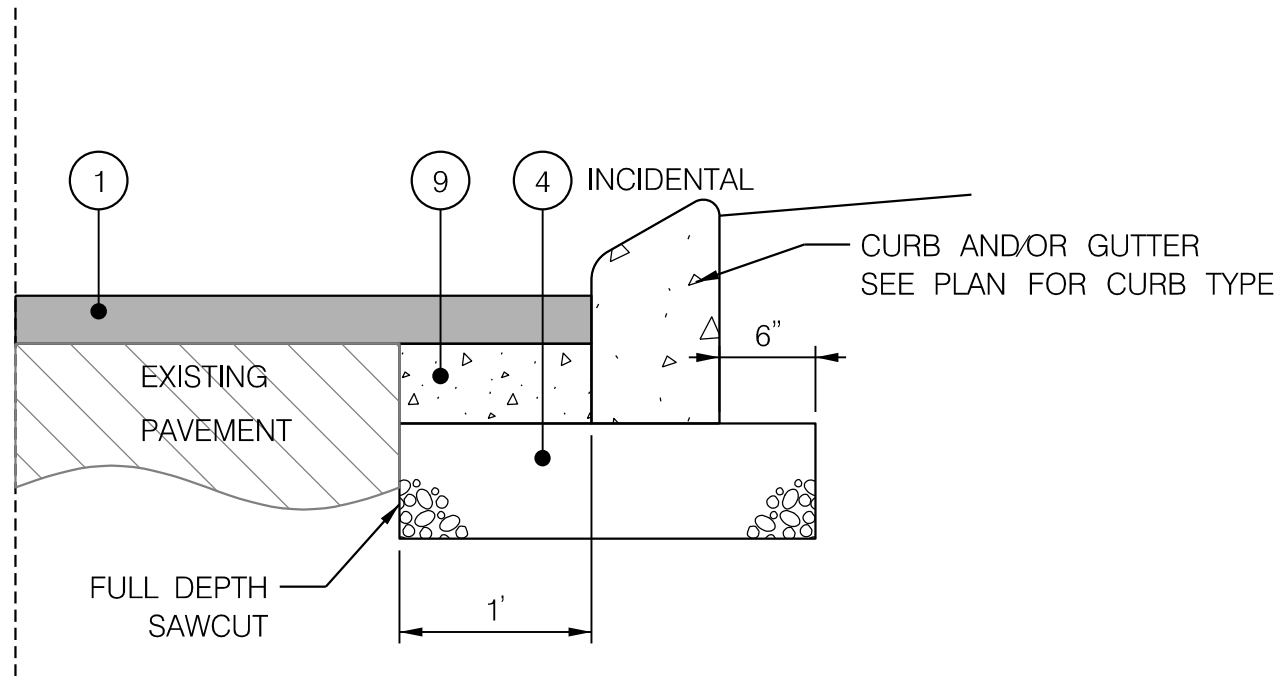


DETAIL C  
PORTLAND CEMENT  
CONCRETE SIDEWALK



- NOTES
- SUBGRADE PREPARATION SHALL BE AS PER SECTION 204 OF MDOT SHA SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS; PRIOR TO PLACEMENT OF PROPOSED BASE COURSE, SUBGRADE SHALL BE PROOF-ROLLED.
  - UNDERCUT FOR REMOVAL OF SOFT AND/OR UNSUITABLE MATERIALS AND BACKFILLED WITH GRADED AGGREGATE BASE SHALL BE AS DIRECTED BY THE ENGINEER.

DETAIL D  
FULL DEPTH ASPHALT BIKE LANE PAVEMENT SECTION



DETAIL E  
CONCRETE CURB PATCH

- LEGEND
- 1 2" SUPERPAVE ASPHALT MIX, 9.5MM FOR SURFACE COURSE, P.G. 64S-22, LEVEL 2
  - 2 5" SUPERPAVE ASPHALT MIX, 19.0MM FOR BASE COURSE, P.G. 64S-22, LEVEL 2 (2" - 3.5" LIFTS)
  - 3 2.5" SUPERPAVE ASPHALT MIX, 9.5MM FOR SURFACE COURSE, P.G. 64S-22, LEVEL 2
  - 4 8 INCH GRADED AGGREGATE BASE, TWO EQUAL LAYERS
  - 5 LIMIT OF CLASS I EXCAVATION
  - 6 FINE MILL EXISTING PAVEMENT TO 2 INCH DEPTH OR SURFACE OF EXISTING RIGID BASE
  - 7 5 INCH PLAIN PORTLAND CEMENT CONCRETE MIX NO. 7
  - 8 4 INCH AGGREGATE BASE COURSE (INCIDENTAL)
  - 9 8 INCH PLAIN PORTLAND CEMENT CONCRETE MIX NO. 9 (INCIDENTAL), STD. MD 580.03 OPTION 1

DT-01

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DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHELTENHAM DRIVE BIKEWAY  
PAVEMENT DETAILS

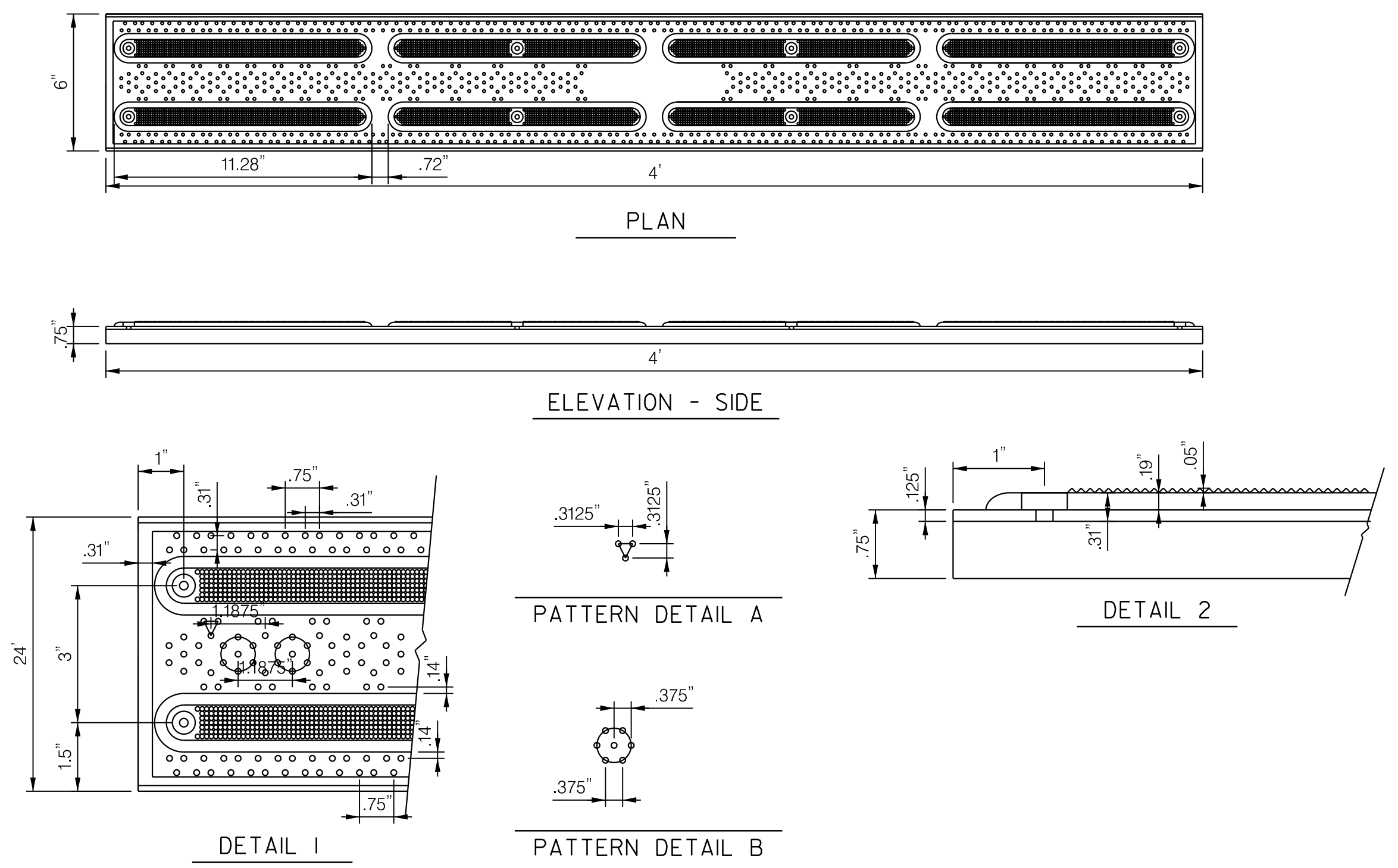
SCALE: NTS PROJECT NO.: 500119 SHEET 06 of 38



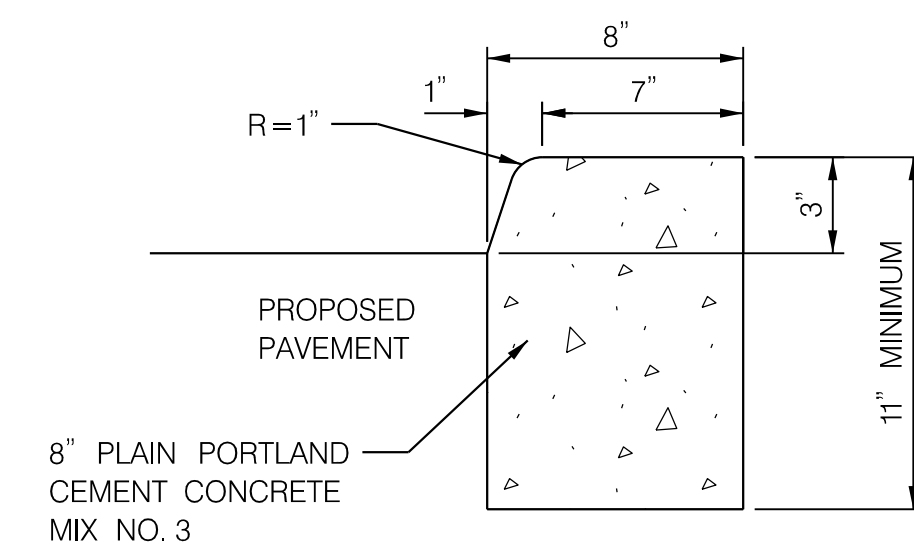
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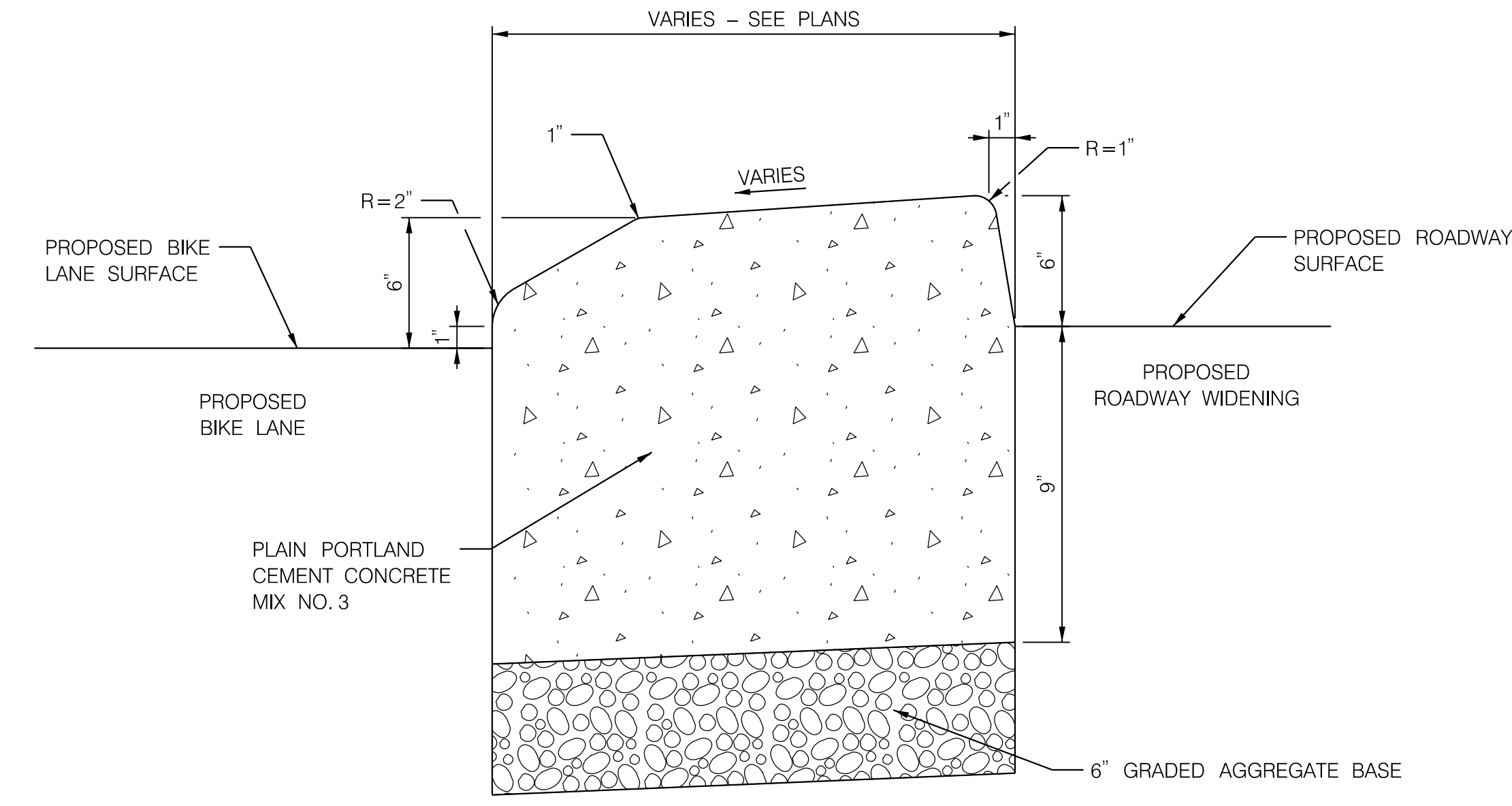
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DETAIL A  
DETECTABLE DIRECTIONAL STRIP



DETAIL C  
MODIFIED TYPE D CURB



DETAIL B  
MODIFIED CONCRETE MONOLITHIC MEDIAN

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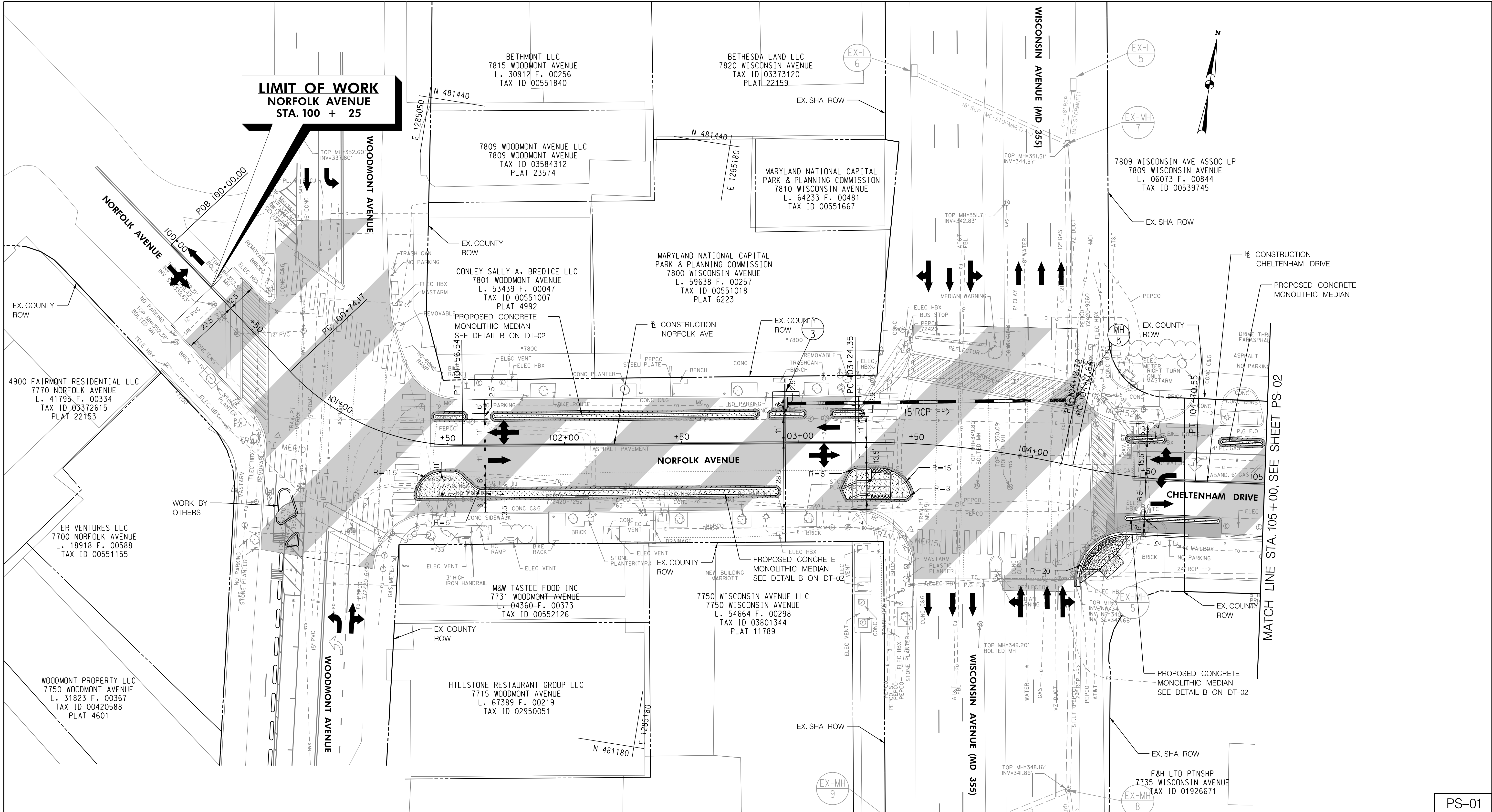
DT-02

DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHEL TENHAM DRIVE BIKEWAY  
ROADWAY DETAILS

SCALE: NTS PROJECT NO.: 500119 SHEET 07 of 38

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LEGEND	
	PROP. DETECTABLE WARNING SURFACE
	PROP. CONCRETE
	PROP. BRICK
	PROP. MILL & OVERLAY
	PROP. FULL DEPTH PAVEMENT
	PROP. FULL DEPTH CYCLE TRACK
	PROP. CURB PATCH

NO.	REVISION	BY	APP'D	DATE

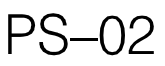
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DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHELtenham DRIVE BIKEWAY  
ROADWAY PLAN

SCALE: 1" = 20' PROJECT NO.: 500119 SHEET 08 of 38





Chief, Design Section \_\_\_\_\_ Date \_\_\_\_\_

APPROVED

Chief,  
Division of Transportation Engineering

# CHELTENHAM DRIVE BIKEWAY ROADWAY PLAN

SCALE: 1" = 20'      PROJECT NO.: 500119    SHEET    09    of    38



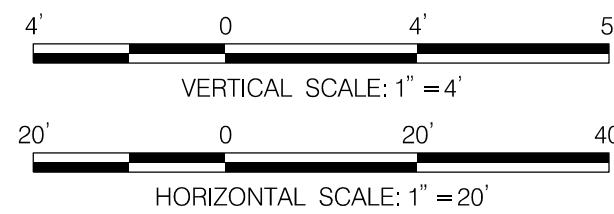
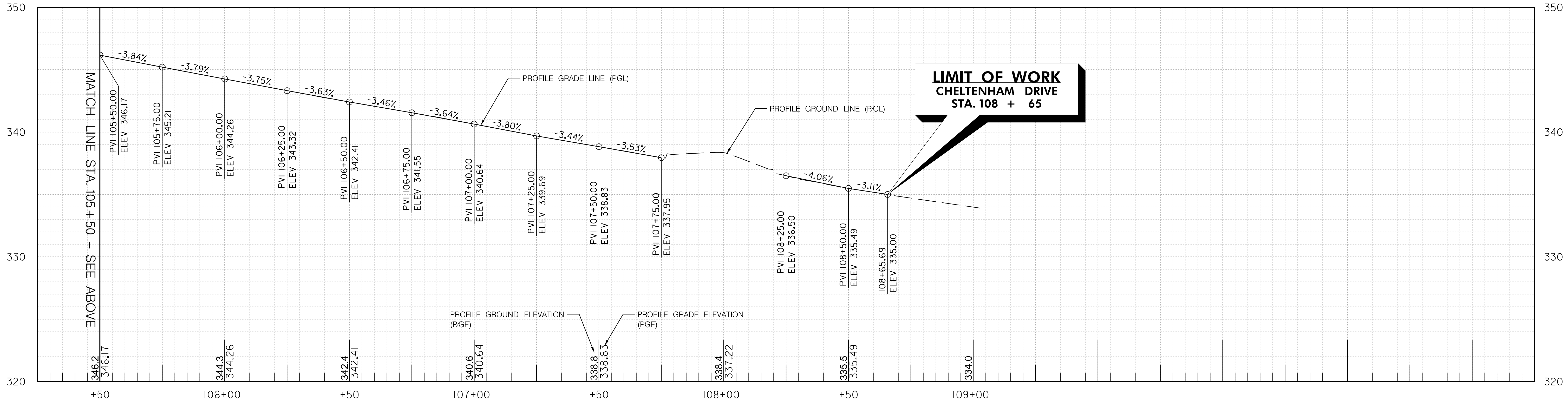
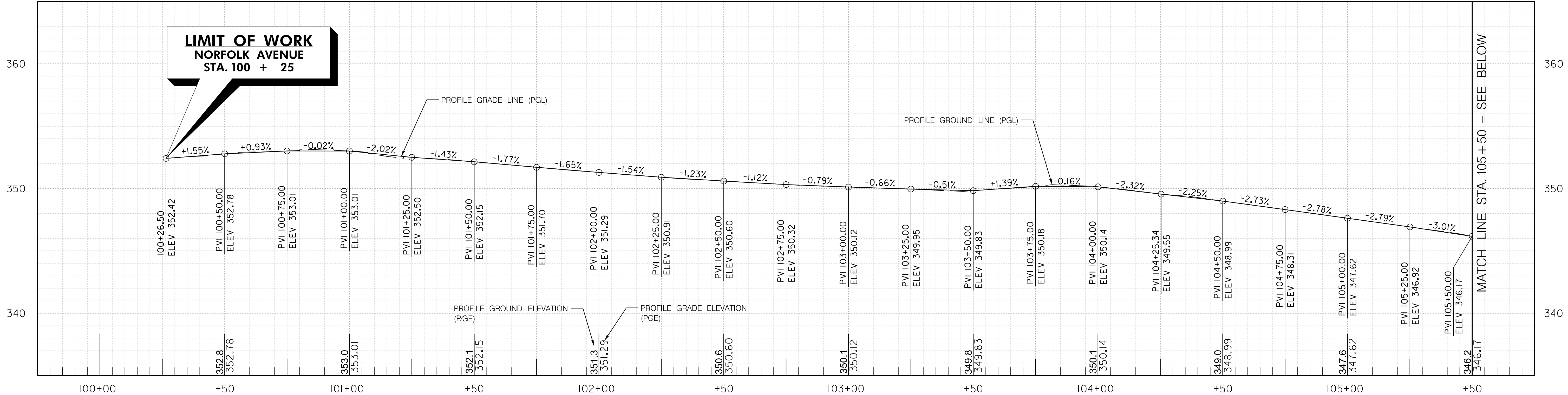
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**LEGEND**

	PROP. DETECTABLE WARNING SURFACE
	PROP. CONCRETE
	PROP. BRICK
	PROP. MILL & OVERLAY
	PROP. FULL DEPTH PAVEMENT
	PROP. FULL DEPTH CYCLE TRACK
	PROP. CURB PATCH



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DEPARTMENT OF TRANSPORTATION  
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MONTGOMERY COUNTY, MARYLAND

CHELTENHAM DRIVE BIKEWAY  
ROADWAY PROFILE

SCALE: H: 1" = 20' V: 1" = 4' PROJECT NO.: 500119 SHEET 10 of 38

HP-01

2/27/2025  
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PIPE SCHEDULE							
UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	SIZE	TYPE	LENGTH (FT)	UPSTREAM INVERT	DOWNSTREAM INVERT	COMMENTS
I-3	MH-3	15"	RCP CLASS IV	119	343.60	343.00	MCDOT OWNED
I-2	MH-2	15"	RCP CLASS IV	60	337.00	336.34	MCDOT OWNED
I-1	MH-1	15"	RCP CLASS IV	9	335.30	335.10	MCDOT OWNED
MH-1	EX-MH-1	15"	RCP CLASS IV	8	334.30	334.00	MCDOT OWNED

STRUCTURE SCHEDULE								
STRUCTURE	STATION	OFFSET	TYPE	TOP ELEV.	INVERT OUT	OWNERSHIP	STANDARD	REMARKS
I-1	107+29	4.31 RT	"B" INLET (B-15)	339.30	335.30	MCDOT	MC-502.01	15' THROAT OPENING
I-2	105+79	24.22 LT	"B" INLET (B-10)	345.00	337.00	MCDOT	MC-502.01	10' THROAT OPENING
I-3	102+92	17.19 LT	REVERSE "B" INLET (B-10)	350.00	343.60	MCDOT	MC-502.02	10' THROAT OPENING
MH-1	107+30	19.98 RT	MCDOT TYPE "A" MANHOLE	338.78	334.30	MCDOT	MC-510.01	
MH-2	105+79	37.66 RT	MCDOT TYPE "A" MANHOLE	345.00	336.24	MCDOT	MC-510.01	
MH-3	114+76	27.23 LT	48" DIAMETER PRECAST MANHOLE	350.05	342.39	MDOT	MD-384.01	

GENERAL NOTES

1. STATION AND OFFSETS FOR MANHOLES IS GIVEN TO THE GEOMETRIC CENTER OF THE MANHOLE AND THE TOP ELEVATION IS GIVEN TO THE TOP OF MANHOLE COVER.
2. STATIONS FOR COG INLETS IS GIVEN TO THE GEOMETRIC CENTER OF THE BASE UNIT STRUCTURE. THE OFFSET IS GIVEN TO THE FACE OF CURB AT CENTER OF TROUGH AND THE TOP ELEVATION IS GIVEN TO THE TOP OF CURB.
3. CONTRACTOR TO VERIFY ALL EX STORM DRAIN INVERTS PRIOR TO ORDERING AND FABRICATION ALL PROPOSED INLETS AND MANHOLES.

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DD-01

DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHELTENHAM DRIVE BIKEWAY  
DRAINAGE SCHEDULES

SCALE: NONE PROJECT NO.: 500119 SHEET 11 of 38



2/27/2025  
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MATCH LINE SEE SHEET DA-02

DA-01

40' 0 40' 80'  
SCALE: 1" = 40'



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LEGEND  
— DRAINAGE AREA BOUNDARY

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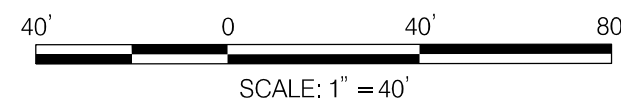
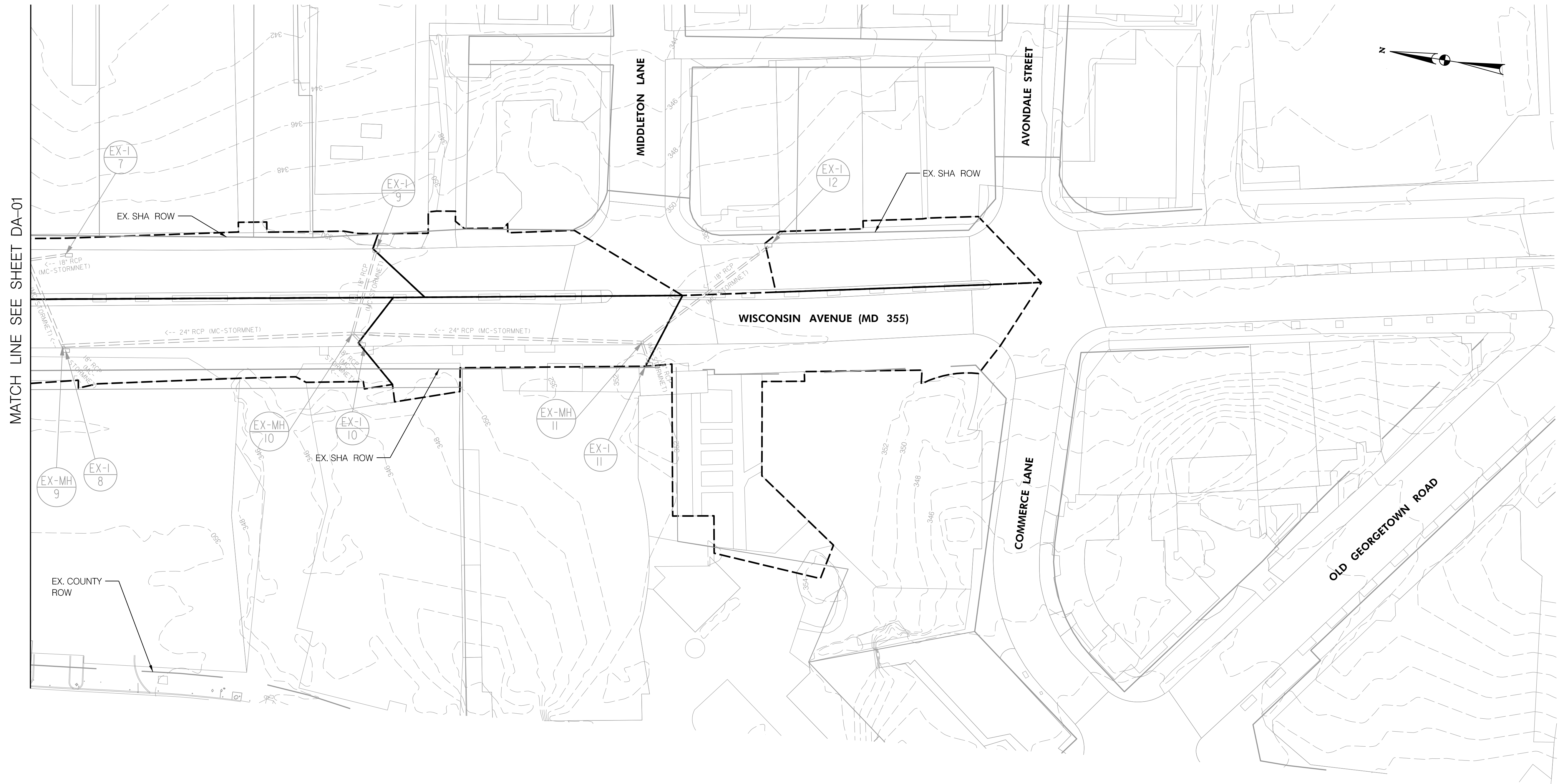
CHELtenham DRIVE BIKEWAY  
EXISTING DRAINAGE AREA MAP

SCALE: 1" = 40' PROJECT NO.: 500119 SHEET 12 of 38

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LEGEND

--- DRAINAGE AREA BOUNDARY

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MONTGOMERY COUNTY, MARYLAND

CHELTENHAM DRIVE BIKEWAY  
EXISTING DRAINAGE AREA MAP

SCALE: 1" = 40'

PROJECT NO.: 500119 SHEET 13 of 38

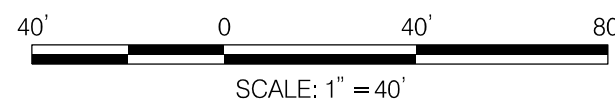
DA-02

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MATCH LINE SEE SHEET DA-04

DA-03



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**LEGEND**  
--- DRAINAGE AREA BOUNDARY

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DEPARTMENT OF TRANSPORTATION  
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MONTGOMERY COUNTY, MARYLAND

CHELtenham DRIVE BIKEWAY  
PROPOSED DRAINAGE AREA MAP

SCALE: 1" = 40' PROJECT NO.: 500119 SHEET 14 of 38





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."

29. The contractor shall utilize a concrete washout structure for all concrete work, if the contractor wishes to use an off site concrete washout structure they shall notify the engineer of said location in writing.

## STANDARD SYMBOLS

AT-GRADE INLET PROTECTION		ROCK OUTLET PROTECTION II	
BAFFLE BOARDS		ROCK OUTLET PROTECTION III	
CATCH BASIN INSERT		SILT FENCE	
CLEAR WATER DIVERSION PIPE		SILT FENCE ON PAVEMENT	
COMBINATION INLET PROTECTION		SOD	
CURB INLET PROTECTION		STABILIZED CONSTRUCTION ENTRANCE	
DIVERSION FENCE		STANDARD INLET PROTECTION	
EARTH DIKE		STOCKPILE AREA	
EMERGENCY SPILLWAY		STONE CHECK DAM	
FILTER BAG		STONE/RIPRAP OUTLET SEDIMENT TRAP ST II	
FILTER BERM		SUBSURFACE DRAINS	
FILTER LOG		SUMP PIT	
GABION INFLOW PROTECTION		SUPER SILT FENCE	
GABION INLET PROTECTION		TEMPORARY ACCESS CULVERT	
LIMIT OF DISTURBANCE		TEMPORARY ASPHALT BERM	
MEDIAN INLET PROTECTION		TEMPORARY BARRIER DIVERSION	
MEDIAN SUMP INLET PROTECTION		TEMPORARY GABION OUTLET STRUCTURE	
MOUNTABLE BERM		TEMPORARY SOIL STABILIZATION MATTING-TYPE A	
PERIMETER DIKE/SWALE		TEMPORARY SOIL STABILIZATION MATTING-TYPE E	
PERMANENT SOIL STABILIZATION MATTING-TYPE B		TEMPORARY SOIL STABILIZATION MATTING-TYPE D	
PERMANENT SOIL STABILIZATION MATTING-TYPE C		TEMPORARY STONE OUTLET STRUCTURE	
PIPE OUTLET SEDIMENT TRAP ST I		TEMPORARY SWALE	
PIPE SLOPE DRAIN		WASH RACK OPTION	
PLUNGE POOL		CHESAPEAKE BAY CRITICAL AREA	
PORTABLE SEDIMENT TANK		DRAINAGE BOUNDARY	
REMOVABLE PUMPING STATION		EXISTING CONTOURS	
RIPRAP INFLOW PROTECTION		PROPOSED CONTOURS	
RIPRAP OUTLET SEDIMENT TRAP ST III		TREE PROTECTION FENCE	
ROCK OUTLET PROTECTION I		WETLAND	
LIMIT OF CUT SLOPE		WETLAND BUFFER	
LIMIT OF FILL SLOPE		100-YEAR FLOODPLAIN	

ESN-01

DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHELTENHAM DRIVE BIKEWAY  
EROSION AND SEDIMENT  
CONTROL NOTES

SCALE: NONE PROJECT NO.: 500119 SHEET 18 of 38

BEFORE BEGINNING CONSTRUCTION  
CONTACT  
"MISS UTILITY"  
AT  
1-800-257-7777  
AT LEAST 48 HOURS  
PRIOR TO EXCAVATION



810 Gleneagles Court, Suite 300  
Baltimore, MD 21286  
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PROFESSIONAL CERTIFICATION:  
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LICENSE NO: \_\_\_\_\_ EXPIRATION DATE: \_\_\_\_\_

NO.	REVISION	BY	APP'D	DATE	DESIGNED BY: SMH	DATE: FEBRUARY 2025
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					APPROVED	
					Chief, Division of Transportation Engineering	Date



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SEQUENCE OF CONSTRUCTION

1. Prior to clearing of 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) 777-0311 (48 hours notice), the Owners representative, and the site Engineer. In order for the meeting to occur, the applicant must provide one paper set of approved sediment control plans to the MCDPS sediment control inspector at the preconstruction meeting. If no plans are provided, the meeting shall not occur and will need to be rescheduled prior to commencing any work.
2. The limits of disturbance must be field marked prior to clearing of trees, installation of sediment control measure, construction or other land disturbing activities.
3. Weather should be monitored to ensure construction of proposed drainage facilities are done in a day with no expected rainfall. Proposed drainage facilities should be constructed within one working day.
4. Place Tree Protection Fence. Tree Protection Fencing is shown offset from the Limit of Disturbance (LOD) line for graphic reasons only. Tree protection fence placement is to be executed at the LOD line.
5. Construction can occur coincidentally or any order the contractor chooses as long as approvals are in place.

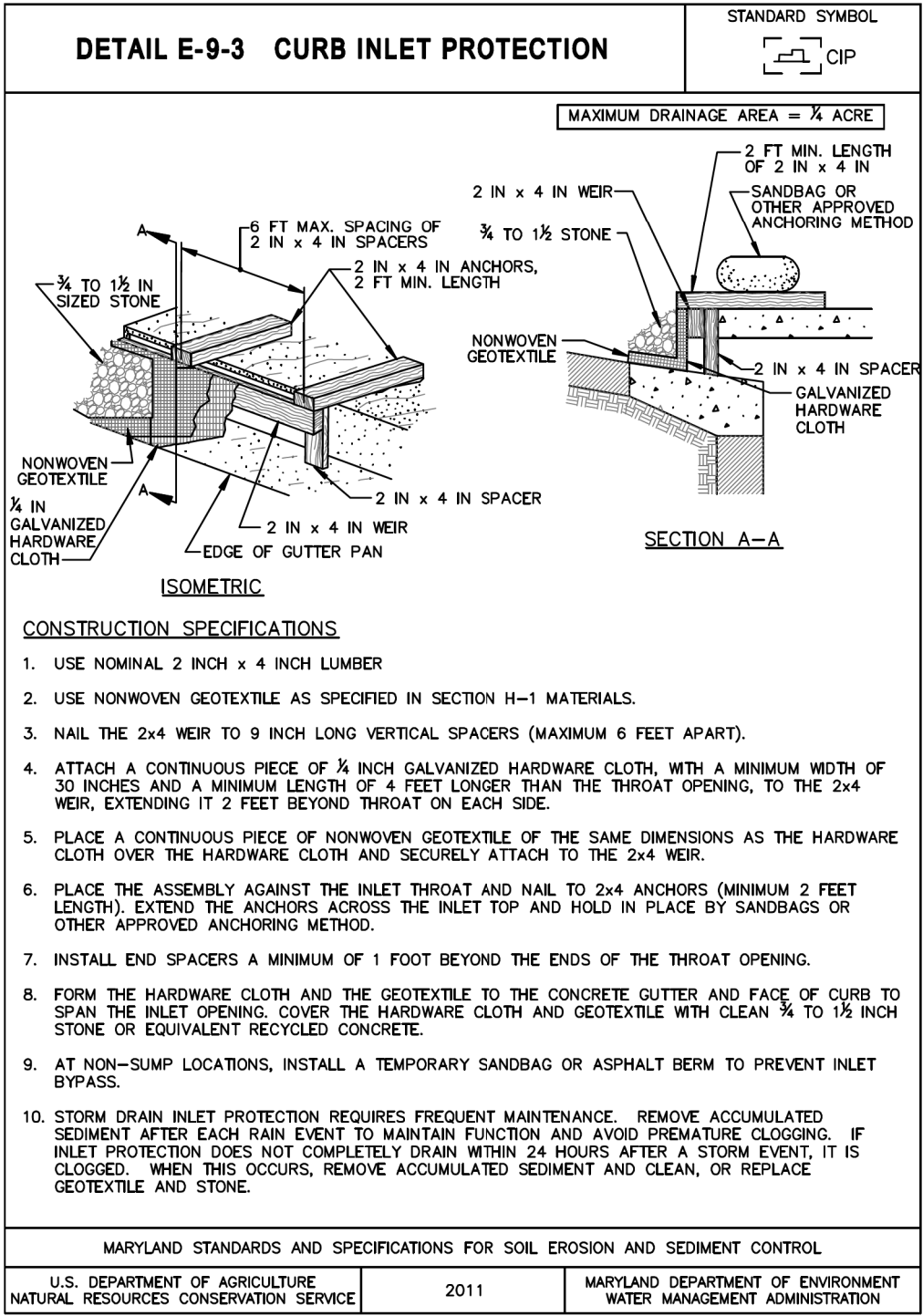
SITE SPECIFIC SEQUENCE OF CONSTRUCTION

1. Clear and Grade for Installation of sediment control devices, only disturbing the area needed for installation of the sediment control devices.
2. Install Inlet Protection and Tree Protection Fence.
3. Once installed, the permittee must obtain written approval from the MCDPS inspector before proceeding with any additional clearing, grubbing, or grading.
4. Construct roadway, storm drain improvements, curb, sidewalk, and grading.
5. Permanently stabilize disturbed roadside area with topsoil, seed and mulch as indicated on the Typical Sections and Landscape plans.
6. Upon final stabilization and written approval from MCDPS inspector, the permittee shall remove the sediment control devices.

M-NCPPC CONSTRUCTION NOTES

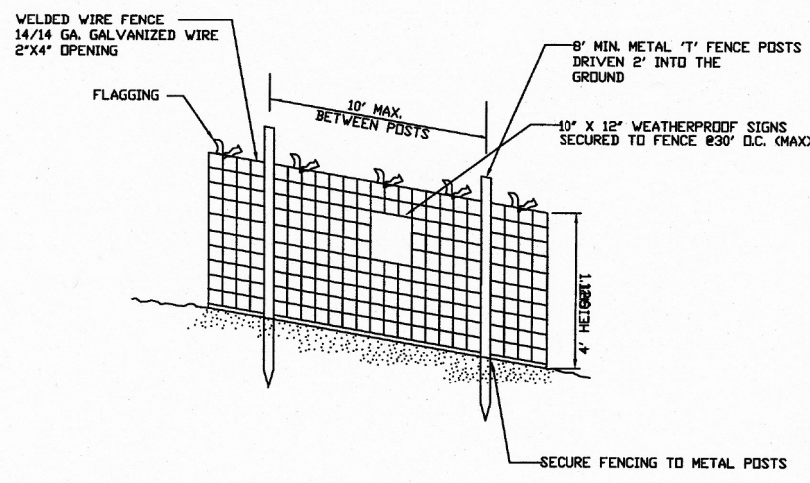
Removal of Existing Pavement within a Tree's Critical Root Zone:

1. The contractor shall meet with the M-NCPPC Urban Forester and Construction Inspector prior to removal of the pavement to discuss methods to be used to remove pavement. Removal of pavement may be required to be done by hand depending on site conditions.
2. The existing top layer of pavement shall be peeled away without disturbing the ground or material beneath. If a base course of rock is beneath the pavement the rock shall be left in place.
3. During the removal of the pavement layer great care shall be taken to not disturb existing tree roots along or under existing pavement. Existing tree roots greater than 1.5" in diameter encountered during the removal process shall not be cut unless approved by the M-NCPPC Urban Forester.
4. Equipment should remain on existing pavement during the removal process. Equipment shall not traverse over areas where pavement was removed in order to protect exposed tree roots.
5. Ground protection such as a 12" mulch layer will be required if equipment is needed to be operated within the critical root zone.
6. Removal of the existing pavement shall be done under supervision of the M-NCPPC Urban Forester and the Construction Inspector.
7. Stabilize area per approved plan or as directed by Construction Inspector.



Tree Protection Fence Detail

Not to scale



NOTES

1. Practice may be combined with sediment control fencing.
2. Location and limits of fencing should be coordinated in field with arborist.
3. Boundaries of protection area should be staked prior to installing protective device.
4. Root damage should be avoided.
5. Protection signage is required.
6. Fencing shall be maintained throughout construction.

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ESN-02

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					APPROVED	
					Chief, Division of Transportation Engineering	Date

DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHELTENHAM DRIVE BIKEWAY  
EROSION AND SEDIMENT  
CONTROL NOTES

SCALE: NONE PROJECT NO.: 500119 SHEET 17 of 38



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DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND



CHELTENHAM DRIVE BIKEWAY  
EROSION AND SEDIMENT  
CONTROL PLAN

SCALE: 1" = 20'  
PROJECT NO.: 500T119 SHEET 16 of 38



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## LEGEND

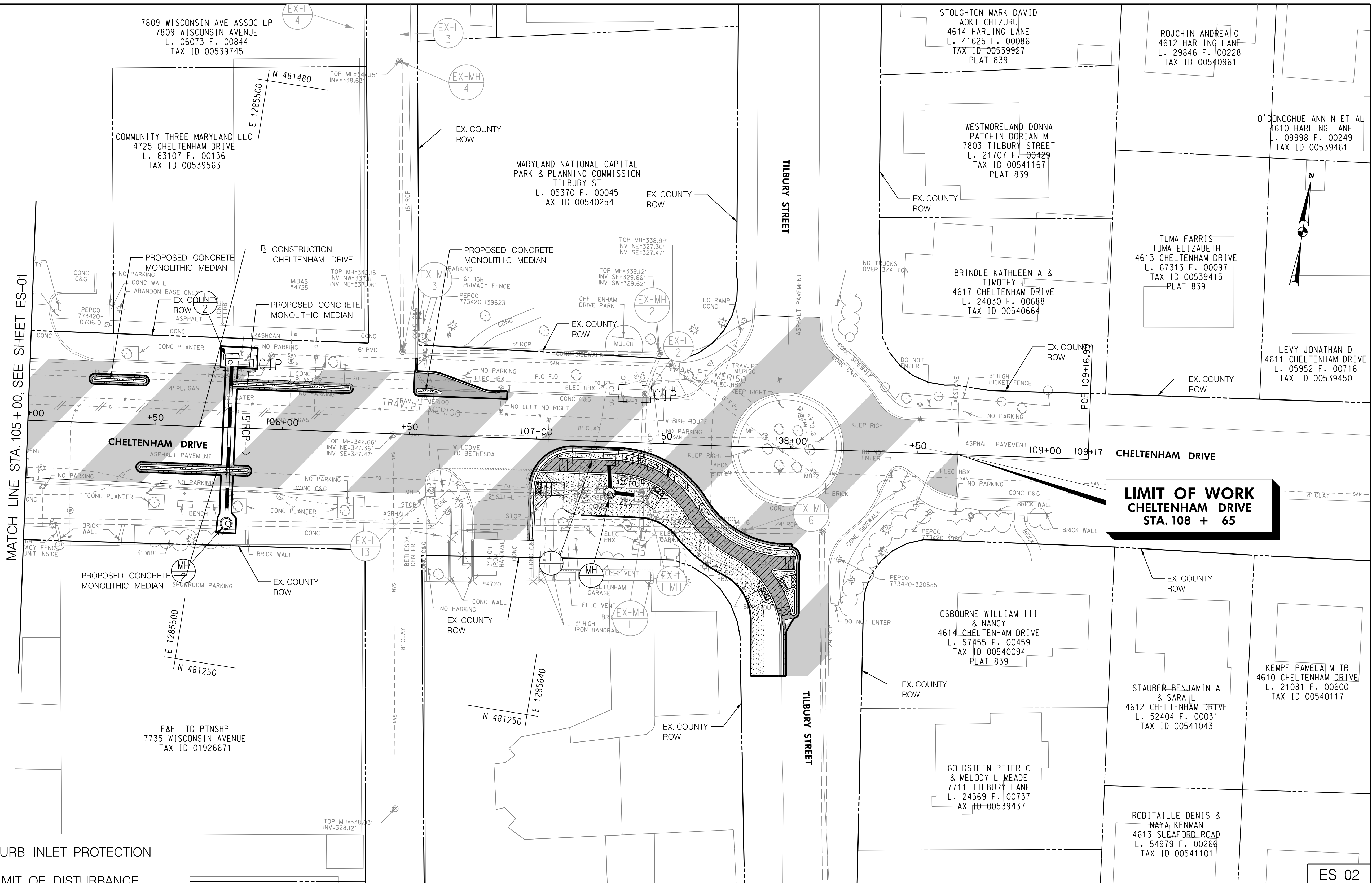
 CIP CURB INLET PROTECTION  
 LOD LIMIT OF DISTURBANCE

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



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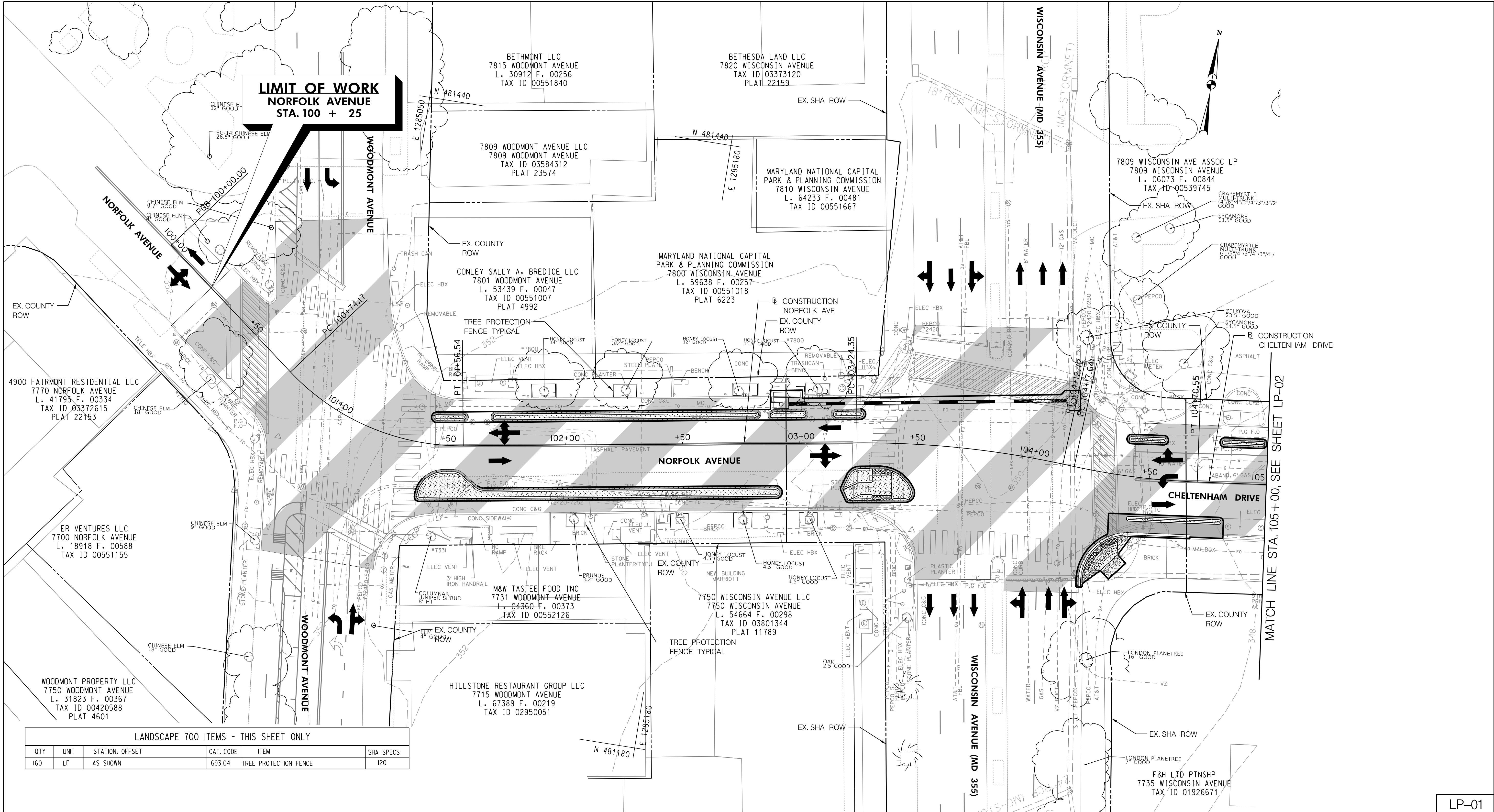
DEPARTMENT OF TRANSPORTATION  
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MONTGOMERY COUNTY, MARYLAND

CHELTENHAM DRIVE BIKEWAY  
EROSION AND SEDIMENT  
CONTROL PLAN

SCALE: 1" = 20'

PROJECT NO.: 500119 SHEET 17 of 38

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LANDSCAPE 700 ITEMS - THIS SHEET ONLY					
QTY	UNIT	STATION, OFFSET	CAT. CODE	ITEM	SHA SPECS
160	LF	AS SHOWN	693104	TREE PROTECTION FENCE	120



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I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED  
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LANDSCAPE LEGEND  
— TPF — TREE PROTECTION FENCE

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Chief, Design Section	Date
APPROVED	
Chief, Division of Transportation Engineering	Date

DEPARTMENT OF TRANSPORTATION DIVISION OF TRANSPORTATION ENGINEERING MONTGOMERY COUNTY, MARYLAND	
CHELTENHAM DRIVE BIKEWAY LANDSCAPE PLAN	
SCALE: 1" = 20'	PROJECT NO.: 500119 SHEET \$LP01\$ of \$TOT\$


LP-01







**LANDSCAPE LEGEND**

—— TPF —— TREE PROTECTION FENCE

 EXISTING TREE TO BE REMOVED

 PROPOSED TREE

 TURFGRASS SOD ESTABLISHMENT

LANDSCAPE SCHEDULE - THIS SHEET ONLY						
QTY	UNIT	BOTANICAL / COMMON NAME	SIZE	ROOT	REMARKS	
1	OP	QUERCUS PHELLOS / WILLOW OAK	2 1/2" - 3" CALIPER	B&B	SINGLE LEADER	

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APPROVED	
<div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div>             _____              Chief,              Division of Regional Engineering           </div> <div>             _____              Date           </div> </div>	

# CHELTENHAM DRIVE BIKEWAY LANDSCAPE PLAN

SCALE: 1" = 20' PROJECT NO.: 500119 SHEET SLP02\$ of \$TOT\$





2/27/2025  
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MDOT SHA LANDSCAPE NOTES

7.1 SHA LANDSCAPE NOTES. LANDSCAPE CONSTRUCTION WITHIN SHA PROPERTY, INCLUDING RIGHT OF WAYS, EASEMENT AREAS AND LANDS TO BE CONVEYED TO SHA SHALL CONFORM TO THESE NOTES. FOR GUIDANCE REGARDING DESIGN MODIFICATIONS DURING CONSTRUCTION, REFER TO SHA LANDSCAPE DESIGN GUIDE, SHA LANDSCAPE ESTIMATING MANUAL, AND SHA ENVIRONMENTAL GUIDE FOR ACCESS AND DISTRICT PERMIT APPLICANTS AT [HTTP://WWW.ROADS.MARYLAND.GOV/INDEX.ASPX?PAGEID=25](http://www.roads.maryland.gov/index.aspx?pageid=25).

7.2 SHA STANDARD SPECIFICATIONS. LANDSCAPE CONSTRUCTION SHALL CONFORM TO CATEGORY 700 - LANDSCAPING, AND LANDSCAPE MATERIALS SHALL CONFORM TO SECTION 920 OF THE MOST RECENT REVISION OF SHA STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, INCLUDING ALL REVISIONS AND SUPPLEMENTS, AND AS SPECIFIED IN THESE NOTES. THESE REQUIREMENTS OF SHA SPECIFICATIONS SHALL SUPERSEDE ALL OTHER SPECIFICATIONS FOR WORK ON SHA PROPERT OR PROPERTY TO BE CONVEYED TO SHA EXCEPT AS SPECIFICALLY INDICATED IN THE PLANS. REFER TO [HTTP://WWW.ROADS.MARYLAND.GOV/INDEX.ASPX?PAGEID=44](http://www.roads.maryland.gov/index.aspx?pageid=44)

7.3 EROSION AND SEDIMENT CONTROL MANAGER (ESCM). SOIL DISTURBANCE SUCH AS GRADING, EXCAVATION, SOIL PLACEMENT OR OTHER ACTIVITIES THAT INVOLVE SOIL DISTURBANCE SHALL BE SUPERVISED BY AN ESCM MANAGER WITH A VALID "SHA YELLOW CARD" IN CONFORMANCE WITH SHA STANDARD SPECIFICATIONS AND ANY APPLICABLE EROSION AND SEDIMENT CONTROL PERMIT.

7.4 SHA STANDARD DETAILS FOR TREES, SHRUBS AND PLANTING BEDS. THE INSTALLATION OF TREES, SHRUBS, PLANTING BEDS AND OTHER LANDSCAPE CONSTRUCTION RELATED TO SECTION 710 OF THE SHA STANDARD SPECIFICATIONS SHALL CONFORM TO THE "SHA BOOK OF STANDARDS FOR HIGHWAY & INCIDENTAL STRUCTURES - CATEGORY 7" AT [HTTP://APPS.ROADS.MARYLAND.GOV/BUSINESSWITHSHA/BIZSTDSSPECS/DESMANUALSTDPUB /PUBLICATIONSONLINE/OHD/BOOKSTD/TOCCAT7.ASP](http://apps.roads.maryland.gov/businesswithsha/bizstdspecs/desmanualstdpub/publicationsonline/ohd/bookstd/toccat7.asp)

7.5 TEMPORARY STABILIZATION SHALL BE INSTALLED IN CONFORMANCE WITH SECTION 704 TO ENSURE THAT AREAS OF SOIL DISTURBANCE ARE PROTECTED FROM WIND, RAINFALL AND FLOWING WATER UNTIL PERMANENT STABILIZATION IS INSTALLED.

1. TEMPORARY MULCH, EITHER AS TEMPORARY STRAW MULCH OR TEMPORARY MATTING MULCH, SHALL BE INSTALLED AT THE END OF EACH WORKING DAY TO PROVIDE "SAME DAY STABILIZATION" UNLESS OTHER APPROVED STABILIZATION IS INSTALLED.

2. TEMPORARY STRAW MULCH SHALL BE INSTALLED ON AREAS AND SLOPES FLATTER THAN 4:1 TEMPORARY MATTING MULCH SHALL BE APPLIED ON SLOPES 4:1 AND STEEPER, AND TO AREAS WITIN CHANNELS.

7.6 PAVEMENT REMOVAL AND RESTORATION. AREAS OF PAVEMENT REMOVAL SHALL BE EXCAVATED TO REMOVED PAVEMENTS, AGGREGATE BASE, AND COMPACTED SOIL AND OTHER UNSUITABLE MATERIALS BEFORE PLACING SOILS IN CONFORMANCE WITH SECTION 701 OF THE SHA STANDARD SPECIFICATIONS.

1. ROADWAYS SHALL BE EXCAVATED TO A DEPTH OF 16 INCHES BELOW FINAL GRADE BEFORE PLACING FURNISHED SUBSOIL 12 IN. DEPTH AND PLACING FURNISHED TOPSOIL 4 IN. DEPTH IN CONFORMANCE IWHT NOTE 7.8.

2. SIDEWALKS AND DRIVEWAYS SHALL BE EXCAVATED TO A DEPTH OF 6 INCHES BELOW FINAL GRADE BEFORE PLACING FURNISHED OPTSOIL 6 IN. DEPTH IN CONFORMANCE WITH NOTE 7.8.

7.7 EXCAVATION AND DEBRIS REMOVAL. DEBRIS RELATED TO THE DEMOLITION OF SIDEWALKS, DRIVEWAYS, CURBS, TREES, STUMPS, ROOTS, FENCING, PIPES, AND OTHER MATERIALS THAT MAY INTERFERE WITH LANDSCAPE INSTALLATION OR FUTURE MAINTENANCE SHALL BE EXCAVATED AS NECESSARY FOR THEIR COMPLETE REMOVAL AND DISPOSAL.

7.8 SOIL RESTORATION. AREAS OF PAVEMENT REMOVAL, EXCAVATION OR DRILLING IN LANDSCAPED AREAS SHALL REMOVE EXCAVATED DEBRIS AND RESTORE THE SUBGRADE WITH APPROVED SUBSOIL AND TOPSOIL PLACED IN CONFORMANCE WITH SECTION 701 OF THE SHA STANDARD SPECIFICATIONS.

1. A LAYER OF APPROVED TOPSOIL AT LEAST 4 INCH DEPTH SHALL BE PLACED ON ALL DISTURBED AREAS FLATTER THAN 2:1 AND IN ALL CHANNELS PRIOR TO SEEDING, SODDING OR OTHER LANDSCAPING, UNLESS OTHERWISE SPECIFIED.  
2. A LAYER OF APPROVED TOPSOIL AT LEAST 2 INCH DEPTH SHALL BE PLACED ON ALL DISTURBED AREAS 2:1 AND STEEPER PRIOR TO SEEDING, SODDING OR OTHER LANDSCAPING, UNLESS OTHERWISE SPECIFIED.  
3. BIORETENTION SOIL MIX (BSM) AND OTHER MATERIALS INSTALLED IN CONJUNCTION WITH SPI 316 - STORMWATER FILTRATION FACILITIES AND SHA STORMWATER DETAILS SHALL BE INSTALLED IN CONFORMANCE WITH THE SHA LANDSCAPE NOTES AND LANDSCAPE PLANS. PLANT MATERIALS AND MULCH SHALL BE INSTALLED IN BSM IN CONFORMANCE WITH STORMWATER DETAILS, SECTION 710 OR OTHER SHA SPECIFICATIONS.

7.9 TURFGRASS SOD ESTABLISHMENT SHALL BE PERFORMED IN ALL DISTURBED AREAS, OR WITHIN THE AREAS INDICATED IN THE PLANS, IN CONFORMANCE WITH SECTION 708 OF THE SHA STANDARD SPECIFICATIONS. THE REQUIRED APPLICATION RATE OF 20-16-12 FERTILIZER SHALL BE 200 LBS PER ACRE, OR SHALL BE EQUIVALENT FERTILIZER AND APPLICATION RATE AS SPECIFEIED IN SECTION 708. NO FERTILIZER SHALL BE APPLIED FROM NOVEMBER 15 TO MARCH 1.

7.10 TURFGRASS ESTABLISHMENT SHALL BE PERFORMED IN ALL DISTURED AREAS, OR WITHIN THE AREAS INDICATED IN THE PLANS, IN CONFORMANCE WITH SECTION 705 OF THE SHA STANDARD SPECIFICATIONS. THE REQUIRED APPLICATION RATE OF 20-16-12 FERTILIZER SHALL BE 200 LBS PER ACRE OR SHALL BE EQUIVALENT FERTILIZER AND APPLICATION RATE AS SPECIFEIED IN SECTION 708. NO FERTILIZER SHALL BE APPLIED FROM NOVEMBER 15 TO MARCH 1.

7.8 SOIL RESTORATION. AREAS OF PAVEMENT REMOVAL, EXCAVATION OR DRILLING IN LANDSCAPED AREAS SHALL REMOVE EXCAVATED DEBRIS AND RESTORE THE SUBGRADE WITH APPROVED SUBSOIL AND TOPSOIL PLACED IN CONFORMANCE WITH

1. AREAS FLATTER THAN 6:1. TYPE A OR TYPE E MATTING MAY BE INSTALLED IN LIEU OF STRAW MULCH AND HYDROMULCH BINDER IN CONJUNCTION WITH TURFGRASS ESTABLISHMENT.
2. AREAS STEEEPER THAN 6:1 AND FLATTER THAN 4:1. TYPE A OR TYPE E MATTING SHALL BE INSTALLED IN LIEU OF STRAW MULCH AND HYDORMULCH BINDER IN CONJUNCTION WITH TURFGRASS ESTABLISHMENT, UNLESS DELINEATED AND NOTED OTHERWISE.
3. CHANNELS, STORMWATER MANAGEMENT FACILITIES, AND SLOPES 4:1 AND STEEPER TYPE A SOIL STABILIZATION MATTING SHALL BE INSTALLED IN LIEU OF STRAW MULCH AND HYDROMULCH BINDR IN CONJUNCTION WITH TURFGRASS ESTABLISHMENT, UNLESS DELINEATED AND NOTED OTHERWISE.
4. IN AREAS OF MEADOW ESTABLISHMENT WITH TYPE D SOIL STABILIZATION MATTING, THE MATTING SHALL BE INSTALLED IN LIEU OF STRAW MULCH AND HYDROMULCH BINDER WITHIN THE DELINEATED AREAS.
5. IN HIGH VELOCITY CHANNELS WITH TURFGRASS ESTABLISHMENT, TYPE B SOIL STABILIZATION MATTING SHALL BE INSTALLED IN LIEU OF STRAW MULCH AND HYDROMULCH BINDER WITHIN THE DELINEATED AREAS.

7.13 TREE PRESERVATION AREAS. TEMPORARY ORANGE CONSTRUCTION FENCE (TOCF) SHALL BE INSTALLED IN LOCATIONS DELINEATED ON THE PLANS IN CONFORMANCE WITH SECTION 120 OF THE SHA STANDARD SPECIFICATION TO PROTECT EXISTING TREES AND OTHER VEGETATION DURING CONSTRUCTION. AREAS WITHIN TOCF SHALL BE PROTECTED FROM ALL PROHIBITED AND RESTRICTED ACTIVITIES, AS SPECIFIED IN SECTION 120.

7.14 ROADSIDE TREE PERMIT. TREE REMOVAL, TREE INSTALLATION, TREE ROOT AND BRANCH PRUNING, AND OTHER REGULATED IMPACTS TO TREES IN THE SHA RIGHT OF WAY SHALL CONFORM TO THE REQUIREMENTS OF THE ROADSIDE TREE PERMIT (RTP) OF THE MARYLAND DEPARTMENT OF NATURAL RESOURCES, OR THE APPROVED FOREST CONSERVATION ACT PLAN OF THE LOCAL AUTHORITY.

1. A COPY OF THE RTP OR FCP SHALL BE SUBMITTED TO THE SHA OFFICE OF ENVIRONMENTAL DESIGN BEFORE WORK IS PERFORMED, AND A COPY OF THE RTP OR FCP SHALL BE REPRODUCED IN THE PLANS OR BE IN POSSESSION OF THE APPLICANT AT THE PROJECT SITE WHEN THE PERMITTED WORK IS PERFORMED.

2. A MARYLAND LICENSED TREE EXPERT SHALL PERFORM THE SPECIFIED TREE OPERATIONS IN CONFORMANCE WITH THE SHA STANDARD SPECIFICATIONS AND ANSI A300 STANDARDS FOR TREE CARE OPERATIONS.

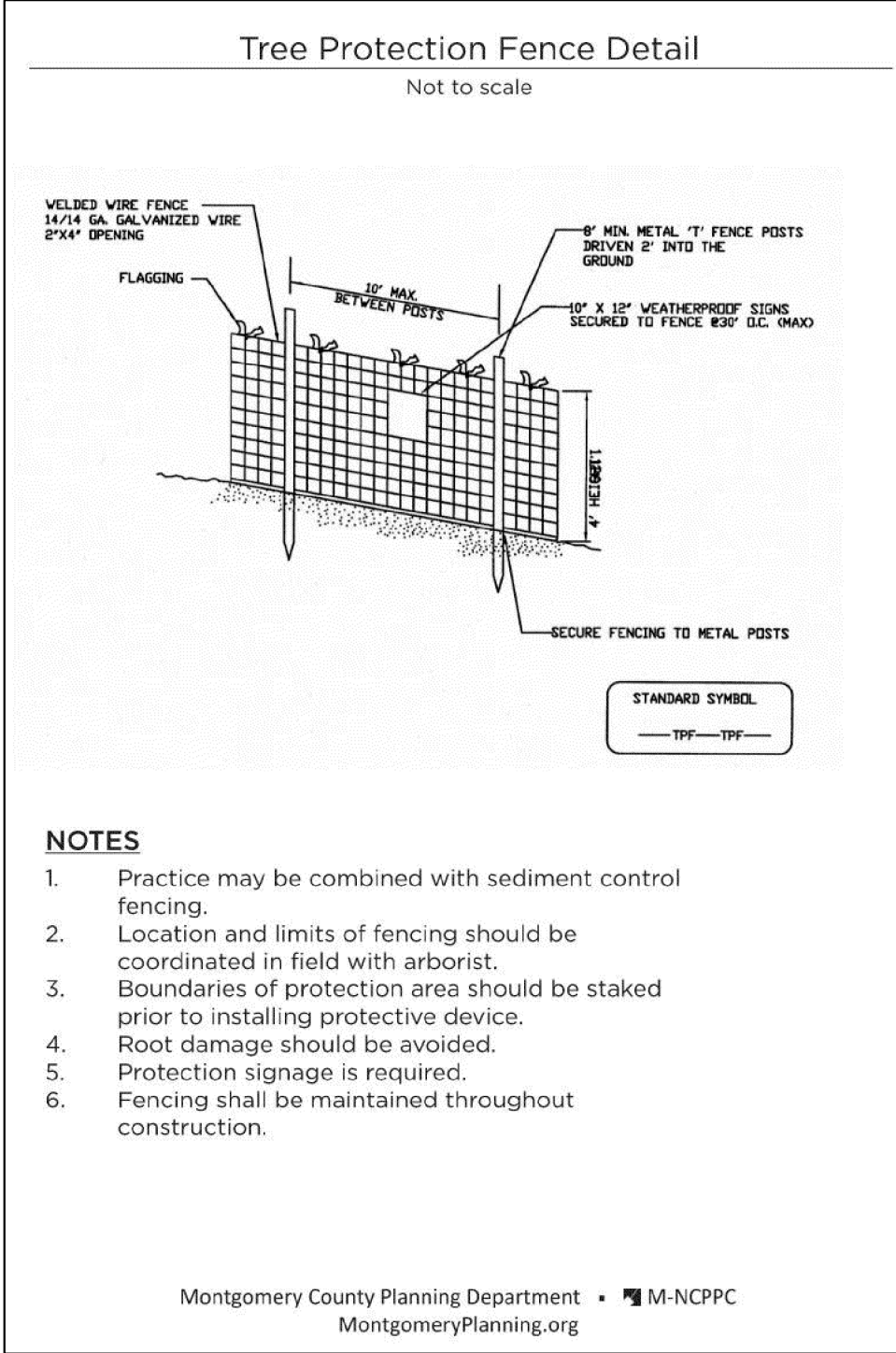
7.15 TREES AND OTHER PLANT MATERIAL INSTALLATION. TREES, SHRUBS, PERENNIALS, ANNUALS, BULBS, LANDSCAPE BEDS, BARK MULCH AND SIMILAR MATERIALS SHALL BE INSTALLED IN CONFORMANCE WITH SECTION 710 AND 711 OF THE SHA STANDARD SPECIFICATIONS. THE SHA LANDSCAPE PROGRAMS DIVISION WILL APPROVE MATERIALS AND LAYOUT, AND PERFORM OTHER APPROVALS AND INSPECTIONS IN CONFORMATNCE WITH STANDARD SPECIFICATIONS. TREE AND SHRUBS SHALL BE PRUNED AT THE TIME OF INSTALLATION TO ENSURE SIDEWALK CLEARANCE FOR PEDESTRIANS IS MAINTAINED TO A HEIGHT OF 8 FEET. NO TREE OR SHRUB SHALL BE INSTALLED WITHIN 3 FEET OF CURBS, SIDEWALKS, OR PAVEMENT EDGES.

7.17 TREE FELLING IN TURFGRASS AREAS SHALL BE PERFORMED IN CONFORMANCE IWTH OPERATION 1 - FELLING AND STUMP REMOVAL OF SECTION 714. ALLL DEBRIS SHALL BE REMOVED FROM SHA PROPERTY.

7.20 STUMP REMOVAL. STUMP REMOVAL IN TURFGRASS OR MEADOW AREAS SHALL BE PERMFORMED IN CONFORMANCE WITH OPERATION 5 - STUMP REMOVAL OF SECTION 714. ALL DEBRIS SHALL BE REMOVED FROM SHA PROPERTY

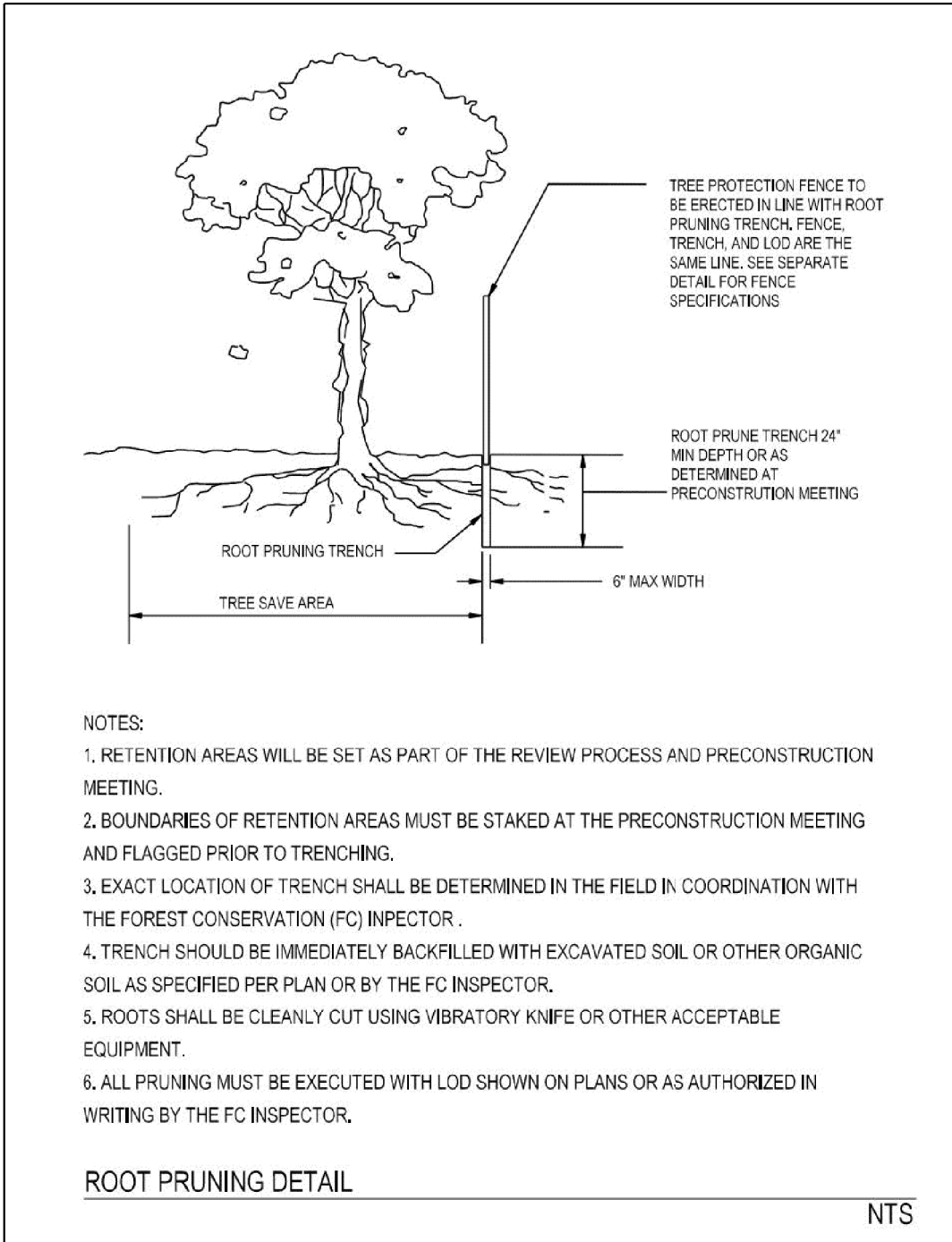
7.21 TREE BRANCH PRUNING SHALL BE PERFORMED OR DIRECTLY SUPERVISED BY A MARYLAND LICENSED TREE EXPERT IN CONFORMANCE WITH ANSI A300 STANDARDS PER SECTION 712 AS NECESSARY FOR ANY OF THE FOLLOWING: TO INSTALL TEMPORARY ORANGE CONSTRUCTION FENCE (TOCF) ALONG DELINEATIONS OF PLANS; TO PERFORM TREE ROOT PRUNING ALONG DELINEATIONS ON PLANS; TO PROVIDE 8 FOOT CLEARANCE ABOVE SIDEWALK PAVEMENTS AND 16 FOOT CLEARANCE ABOVE ROADWAY PAVEMENTS; TO REPAIR TREE WOUNDS; AND TO PERFORM OTHER RECOMMENDED CLEANING, THINNING, REDUCING, AND PRUNING NECESSARY TO ACCOMMODATE UTILITIES. ALL DEBRIS SHALL BE REMOVED FROM SHA PROPERTY.

7.22 TREE ROOT PRUNING SHALL BE PERFORMED ALONG THE LINE SHOWN ON THE PLANS IN CONFORMANCE WITH SECTION 715. TREE ROOT PRUNING SHALL BE COMPLETED BEFORE BEGINNING EXCAVATION OR OTHER CONSTRUCTION ADJACENT TO TREES TO BE PRESERVED.



NOTES

1. Practice may be combined with sediment control fencing.
2. Location and limits of fencing should be coordinated in field with arborist.
3. Boundaries of protection area should be staked prior to installing protective device.
4. Root damage should be avoided.
5. Protection signage is required.
6. Fencing shall be maintained throughout construction.



NOTES:

1. RETENTION AREAS WILL BE SET AS PART OF THE REVIEW PROCESS AND PRECONSTRUCTION MEETING.
2. BOUNDARIES OF RETENTION AREAS MUST BE STAKED AT THE PRECONSTRUCTION MEETING AND FLAGGED PRIOR TO TRENCHING.
3. EXACT LOCATION OF TRENCH SHALL BE DETERMINED IN THE FIELD IN COORDINATION WITH THE FOREST CONSERVATION (FC) INSPECTOR.
4. TRENCH SHOULD BE IMMEDIATELY BACKFILLED WITH EXCAVATED SOIL OR OTHER ORGANIC SOIL AS SPECIFIED PER PLAN OR BY THE FC INSPECTOR.
5. ROOTS SHALL BE CLEANLY CUT USING VIBRATORY KNIFE OR OTHER ACCEPTABLE EQUIPMENT.
6. ALL PRUNING MUST BE EXECUTED WITH LOD SHOWN ON PLANS OR AS AUTHORIZED IN WRITING BY THE FC INSPECTOR.

ROOT PRUNING DETAIL

NTS

NO.	REVISION	BY	APP'D	DATE	DESIGNED BY: UMK	DATE: FEBRUARY 2025
					DRAWN BY: UMK	DATE: FEBRUARY 2025
					CHECKED BY: LRA	DATE: FEBRUARY 2025
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					Chief, Design Section	Date
					APPROVED	
					Chief, Division of Transportation Engineering	Date

DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHELTENHAM DRIVE BIKEWAY  
LANDSCAPE PLAN  
NOTES & DETAILS

PROJECT NO.: 500119 SHEET 22 of 38



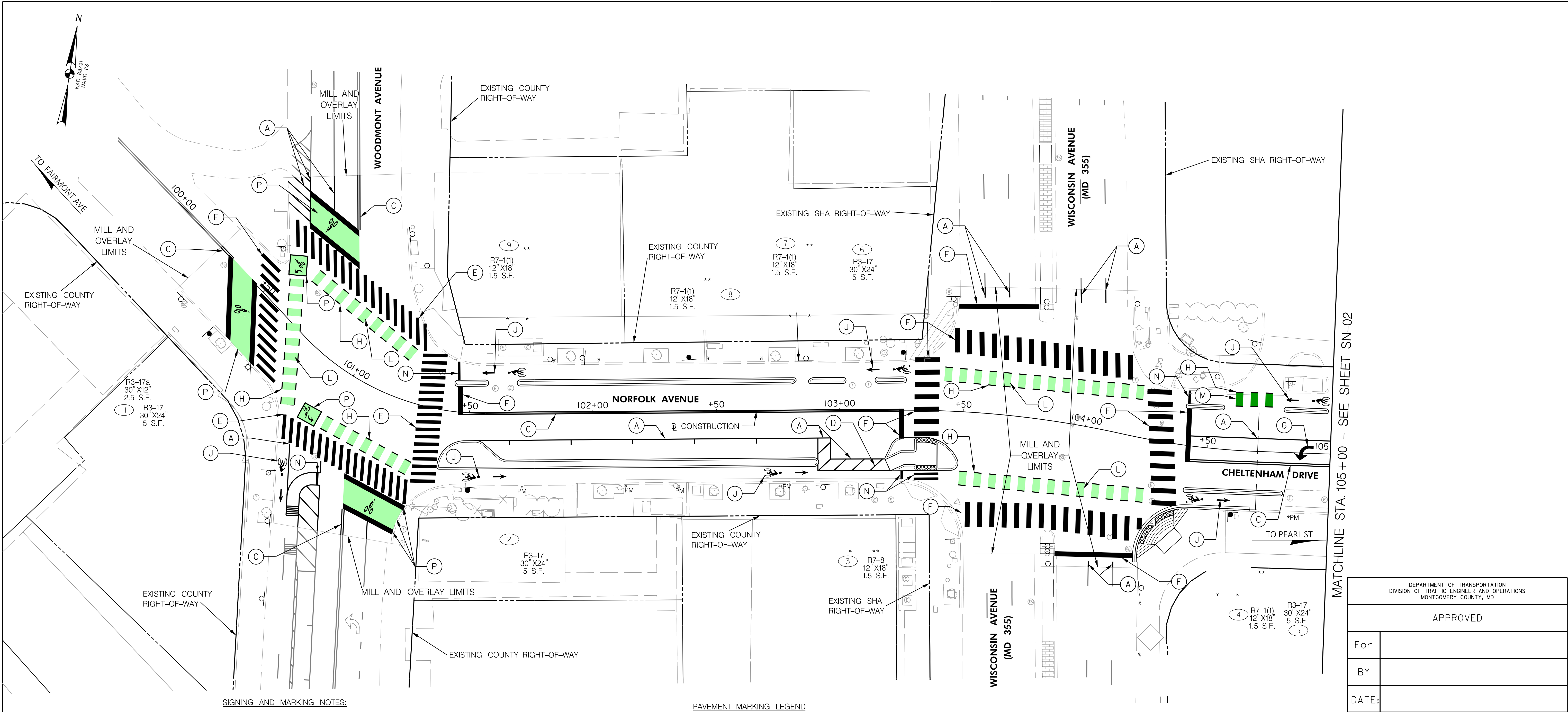
PROFESSIONAL CERTIFICATION:  
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED  
OR APPROVED BY ME, AND THAT I AM A REGISTERED  
LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE  
OF MARYLAND.  
LICENSE NO: 3190 EXPIRATION DATE: MAY 07, 2025



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2/27/2025  
U:\2026\213133\700 CADD\702 Sheets\PSN-2001\_CheltenhamDr.dgn



SIGNING AND MARKING NOTES:

1. ALL SIGNING AND MARKING SHALL BE DONE IN ACCORDANCE WITH THE LATEST MARYLAND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MD MUTCD), MARYLAND STATE HIGHWAY ADMINISTRATION'S BOOK OF STANDARDS, SPECIFICATIONS AND GUIDELINES.
2. THE CONTRACTOR SHALL USE DIAMOND GRADE REFLECTIVE SHEETING FOR ALL SIGNS.
3. WHEN SIGNS ARE INSTALLED IN CONCRETE OR WITHIN THE SIDEWALK, A PVC SLEEVE SHALL BE PROVIDED USING 40 SCHEDULE PVC (4 INCH DIAMETER).
4. NO PARKING AND OTHER PARKING SIGNS SHALL BE INSTALLED PER MDMUTCD SECTION 2B.48.
5. SIGN HEIGHT SHALL BE MINIMUM 7 FEET HIGH FROM THE BOTTOM OF THE SIGN FACE TO THE GROUND.
6. PARKING SIGNS AND PARKING METERS NOTED AS "REMOVED BY OTHERS" ARE THE RESPONSIBILITY OF MCDOT DIVISION OF PARKING MANAGEMENT. THE CONTRACTOR TO COORDINATE WITH THAT DIVISION, 240-777-8740. CONTACT PERSON IS CARMEN ZALDIVAR.

PAVEMENT MARKING LEGEND

- (A) INSTALL 5 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING (SOLID)
- (B) INSTALL 5 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING (3-9-3 DOTTED)
- (C) INSTALL 5 INCH YELLOW LEAD FREE THERMOPLASTIC PAVEMENT MARKING (DOUBLE)
- (D) INSTALL 5 INCH YELLOW LEAD FREE THERMOPLASTIC PAVEMENT MARKING (SOLID)
- (E) INSTALL 16 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING
- (F) INSTALL 24 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING
- (G) INSTALL WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS
- (H) INSTALL 5 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING (3-3-3 DOTTED)

- (J) INSTALL THERMOPLASTIC BIKE SYMBOL WITH AN ARROW PAVEMENT MARKING (SEE DETAIL SHEET SN-03)
- (K) INSTALL THERMOPLASTIC SHARROW PAVEMENT MARKING (SEE DETAIL SHEET SN-03)
- (L) INSTALL GREEN PAVEMENT MARKING; PRE-FORMED THERMOPLASTIC (HIGH VOLUME AREAS)
- (M) INSTALL GREEN PAVEMENT MARKING; EPOXY (LOW VOLUME AREAS)
- (N) INSTALL 12 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING
- (O) REPLACE EXISTING PAVEMENT MARKING
- (P) INSTALL BIKE BOX PAVEMENT MARKING (SEE DETAIL SHEET SN-03)

LEGEND

- EX. SIGN POST
- PR. SIGN POST
- EX. SIGN TO BE REMOVED

SIGNING KEY:

- \*\* SIGN(S) TO BE REMOVED BY OTHERS
- \*\*\* SIGN(S) TO BE INSTALLED BY OTHERS
- \*\*\* SIGN(S) TO BE RELOCATED BY OTHERS
- PM PARKING METER

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



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PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE  
OF MARYLAND.  
LICENSE NO.: \_\_\_\_\_ EXPIRATION DATE: \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION DIVISION OF TRAFFIC ENGINEER AND OPERATIONS MONTGOMERY COUNTY, MD	
APPROVED	
For	
BY	
DATE:	

SN-01

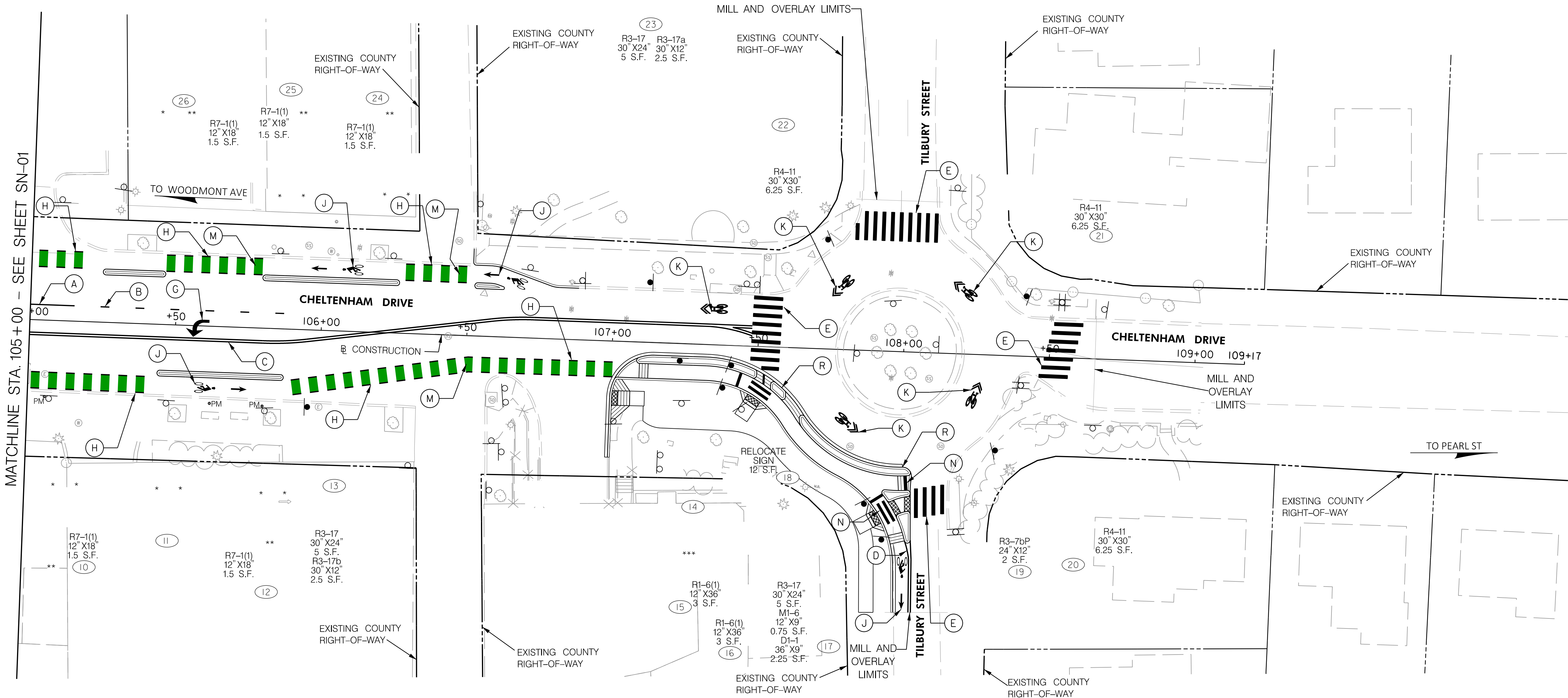
DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHELtenham DRIVE BIKEWAY  
SIGNING AND MARKING PLAN  
STA.100+00 TO STA.105+00

SCALE: 1" = 20' PROJECT NO.: 500119 SHEET 23 of 38



2/27/2025  
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**SIGNING AND MARKING NOTES:**

1. ALL SIGNING AND MARKING SHALL BE DONE IN ACCORDANCE WITH THE LATEST MARYLAND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MD MUTCD), MARYLAND STATE HIGHWAY ADMINISTRATION'S BOOK OF STANDARDS, SPECIFICATIONS AND GUIDELINES.
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6. PARKING SIGNS AND PARKING METERS NOTED AS "REMOVED BY OTHERS" ARE THE RESPONSIBILITY OF MCDOT DIVISION OF PARKING MANAGEMENT. THE CONTRACTOR TO COORDINATE WITH THAT DIVISION, 240-777-8740. CONTACT PERSON IS CARMEN ZALDIVAR.

**SIGNING KEY:**

- \* SIGN(S) TO BE REMOVED BY OTHERS
- \*\* SIGN(S) TO BE INSTALLED BY OTHERS
- \*\*\* SIGN(S) TO BE RELOCATED BY OTHERS
- PM PARKING METER

**PAVEMENT MARKING LEGEND**

- (A) INSTALL 5 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING (SOLID)
- (B) INSTALL 5 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING (3-3-3 DOTTED)
- (C) INSTALL 5 INCH YELLOW LEAD FREE THERMOPLASTIC PAVEMENT MARKING (DOUBLE)
- (D) INSTALL 5 INCH YELLOW LEAD FREE THERMOPLASTIC PAVEMENT MARKING (SOLID)
- (E) INSTALL 16 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING
- (F) INSTALL 24 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING
- (G) INSTALL WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS
- (H) INSTALL 5 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING (3-3-3 DOTTED)
- (J) INSTALL THERMOPLASTIC BIKE SYMBOL WITH AN ARROW PAVEMENT MARKING (SEE DETAIL SHEET SN-03)
- (K) INSTALL THERMOPLASTIC SHARROW PAVEMENT MARKING (SEE DETAIL SHEET SN-03)
- (L) INSTALL GREEN PAVEMENT MARKING; PRE-FORMED THERMOPLASTIC (HIGH VOLUME AREAS)
- (M) INSTALL GREEN PAVEMENT MARKING; EPOXY (LOW VOLUME AREAS)
- (N) INSTALL 12 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING
- (O) REMOVE PAVEMENT MARKING
- (P) INSTALL BIKE BOX PAVEMENT MARKING (SEE DETAIL SHEET SN-03)
- (R) INSTALL RAISED PAVEMENT MARKERS

**LEGEND**

- EX. SIGN POST
- PR. SIGN POST
- EX. SIGN TO BE REMOVED

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



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LICENSE NO: \_\_\_\_\_ EXPIRATION DATE: \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION DIVISION OF TRAFFIC ENGINEER AND OPERATIONS MONTGOMERY COUNTY, MD	
APPROVED	
For	
BY	
DATE:	

NO.	REVISION	BY	APP'D	DATE

DESIGNED BY: JRGB	DATE: FEBRUARY 2025
DRAWN BY: JRGB	DATE: FEBRUARY 2025
CHECKED BY: RJM	DATE: FEBRUARY 2025
DRAWING NO.:	DATE:
RECOMMENDED FOR APPROVAL	
Chief, Design Section	Date
APPROVED	
Chief, Division of Transportation Engineering	Date

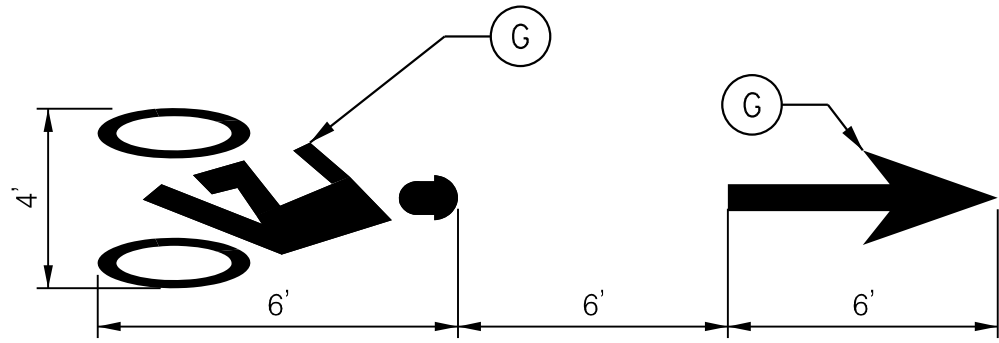
DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHELTENHAM DRIVE BIKEWAY  
SIGNING AND MARKING PLAN  
STA.105+00 TO STA.109+00

SCALE: 1" = 20' PROJECT NO.: 500119 SHEET 24 of 38

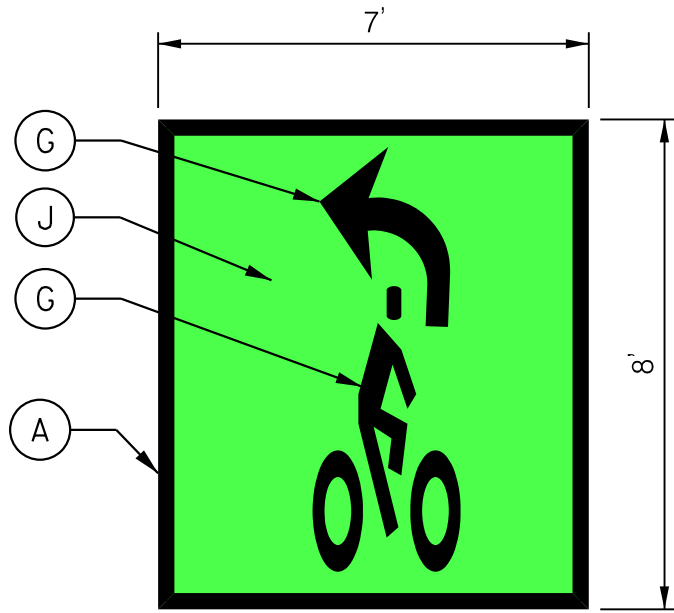
SN-02

2/27/2025  
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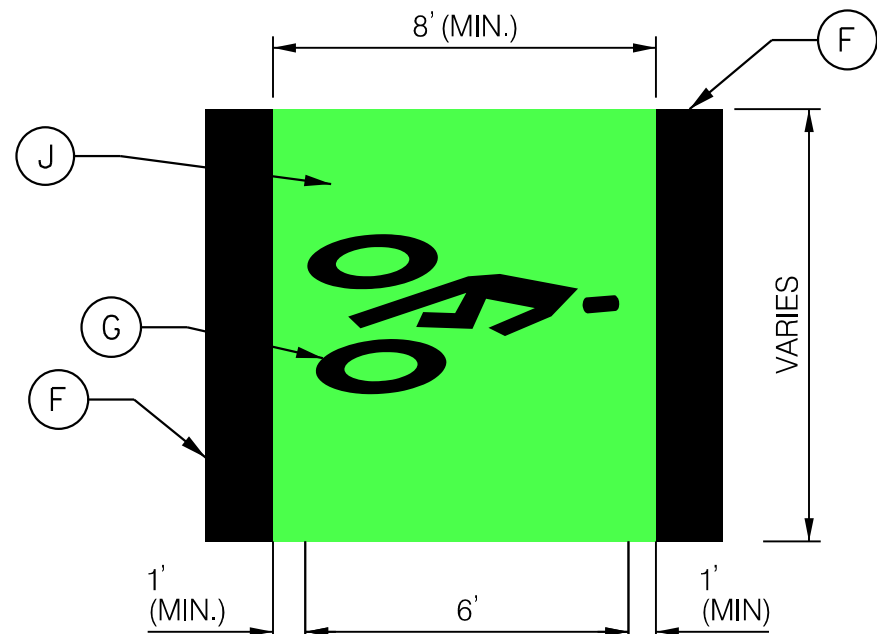
BIKE LANE PAVEMENT MARKING DETAIL

NOT TO SCALE



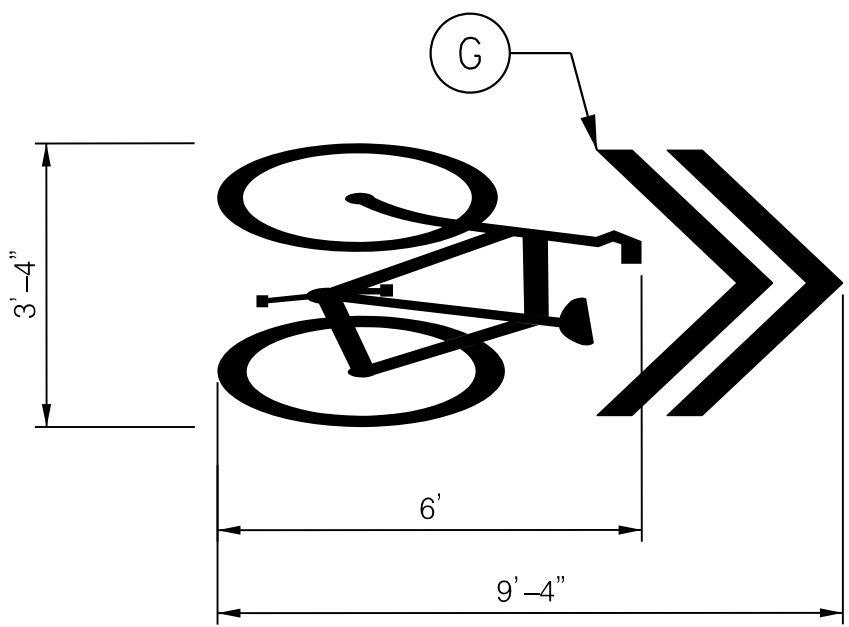
BIKE BOX PAVEMENT MARKING DETAIL

NOT TO SCALE



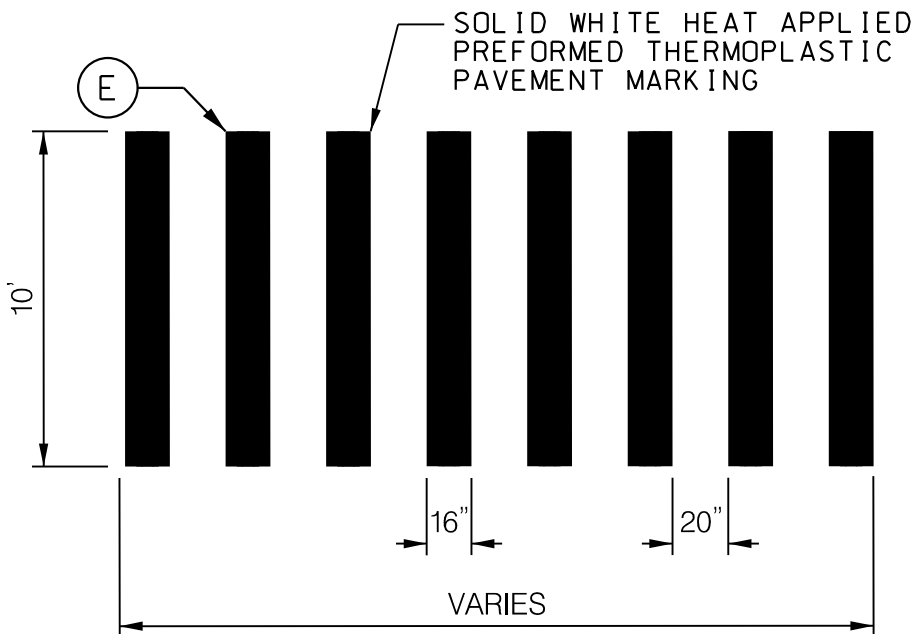
BIKE BOX PAVEMENT MARKING DETAIL

NOT TO SCALE



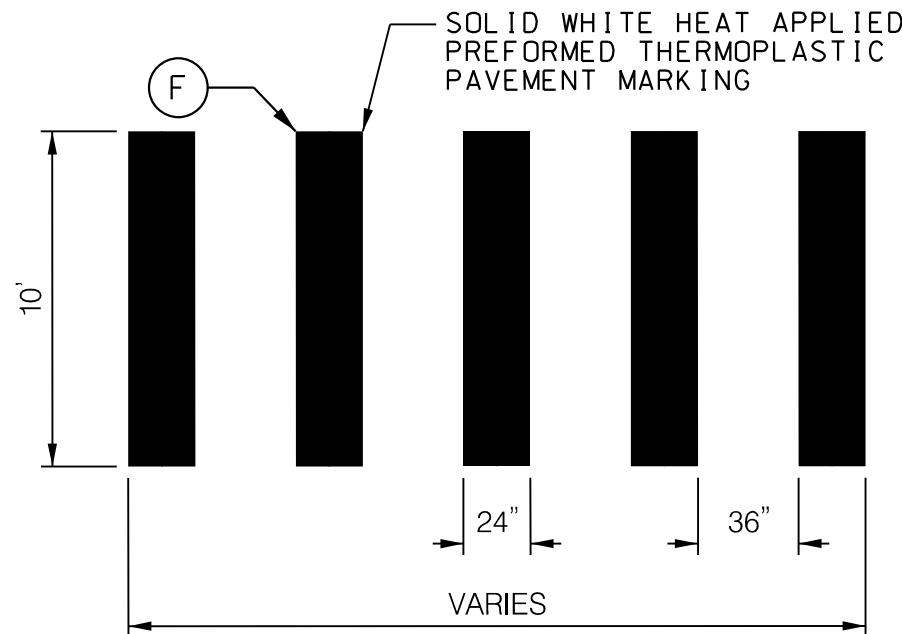
SHARED LANE (SHARROW) PAVEMENT MARKING DETAIL

NOT TO SCALE



MCDOT CROSSWALK PAVEMENT MARKING DETAIL

NOT TO SCALE



SHA CROSSWALK PAVEMENT MARKING DETAIL

NOT TO SCALE

PAVEMENT MARKING LEGEND

- (A) INSTALL 5 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING (SOLID)  
(B) INSTALL 5 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING (3-9-3 DOTTED)  
(C) INSTALL 5 INCH YELLOW LEAD FREE THERMOPLASTIC PAVEMENT MARKING (DOUBLE)  
(D) INSTALL 5 INCH YELLOW LEAD FREE THERMOPLASTIC PAVEMENT MARKING (SOLID)  
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(G) INSTALL WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS  
(H) INSTALL 5 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING (3-3-3 DOTTED)  
(J) INSTALL THERMOPLASTIC BIKE SYMBOL WITH AN ARROW PAVEMENT MARKING  
(K) INSTALL THERMOPLASTIC SHARROW PAVEMENT MARKING  
(L) INSTALL GREEN PAVEMENT MARKING; PRE-FORMED THERMOPLASTIC (HIGH VOLUME AREAS)  
(M) INSTALL GREEN PAVEMENT MARKING; EPOXY (LOW VOLUME AREAS)  
(N) INSTALL 12 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKING  
(O) REMOVE PAVEMENT MARKING

DEPARTMENT OF TRANSPORTATION DIVISION OF TRAFFIC ENGINEER AND OPERATIONS MONTGOMERY COUNTY, MD	
APPROVED	
For	
BY	
DATE:	

SN-03

NO.	REVISION	BY	APP'D	DATE	DESIGNED BY: JRGB	DATE: FEBRUARY 2025
					DRAWN BY: JRGB	DATE: FEBRUARY 2025
					CHECKED BY: RJM	DATE: FEBRUARY 2025
					DRAWING NO.:	DATE:
					RECOMMENDED FOR APPROVAL	
					Chief, Design Section	Date
					APPROVED	
					Chief, Division of Transportation Engineering	Date

DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHELTHENHAM DRIVE BIKEWAY  
SIGNING AND MARKING PLAN  
MARKING DETAILS

SCALE: NTS PROJECT NO.: 500119 SHEET 25 of 38



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LICENSE NO: \_\_\_\_\_ EXPIRATION DATE: \_\_\_\_\_

2/27/2025  
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SIGN NO.	REMARKS	CODE NUMBERS •															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SN-01																	
①	R3-17, R3-17a	7.5	1	1													
②	R3-17 (MOUNT TO EXISTING POST)	5															
③	R7-8 (MOUNT TO EXISTING POST) BY OTHERS																
④	R7-1(1) (MOUNT TO EXISTING POST) BY OTHERS																
⑤	R3-17 (MOUNT TO EXISTING POST)	5															
⑥	R3-17	5	1	1													
⑦	R7-1(1) (MOUNT TO EXISTING POST) BY OTHERS																
⑧	R7-1(1) BY OTHERS																
⑨	R7-1(1) (MOUNT TO EXISTING POST) BY OTHERS																
SN-02																	
⑩	R7-1(1) (MOUNT TO EXISTING POST) BY OTHERS																
⑪	BY OTHERS																
⑫	R7-1(1) (MOUNT TO EXISTING POST) BY OTHERS																
⑬	R3-17, R3-17b	7.5	1	1													
⑭	BY OTHERS																
⑮	R1-6(1)	3	1	1													
⑯	R1-6(1)	3	1	1													
⑰	R3-17, M1-6, D1-1	8	1	1													
⑱	RELOCATE EXISTING SIGNAGE		1	1		12											
⑲	R3-7bP (MOUNT TO EXISTING POST)	8															
⑳	R4-11	6.25	1	1													
㉑	R4-11	6.25	1	1													
㉒	R4-11	6.25	1	1													
㉓	R3-17, R3-17a	7.5	1	1													
㉔	R7-1(1) (MOUNT TO EXISTING POST) BY OTHERS																
㉕	R7-1(1) (MOUNT TO EXISTING POST) BY OTHERS																
㉖	R7-1(1) (MOUNT TO EXISTING POST) BY OTHERS																
	TOTALS	72.3	11	11	0	12	1400	1250	99	1037	824	91	72	143	0	1846	774

• CODE NUMBER DESCRIPTION & UNIT					
CODE NUMBERS	DESCRIPTION	UNIT	CODE NUMBERS	DESCRIPTION	UNIT
1	SHEET ALUMINUM SIGN(S)	S.F.	9	16" WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS	L.F.
2	FURNISH AND INSTALL PERFORATED TUBULAR STEEL SIGN SUPPORTS	EACH	10	24" WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS	L.F.
3	FURNISH AND INSTALL ANCHOR BASES FOR SQUARE TUBULAR STEEL POST	EACH	11	WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS	S.F.
4	REMOVE EXISTING SIGN(S)	S.F.	12	SHARED BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING	S.F.
5	RELOCATE EXISTING SIGN(S)	S.F.	13	BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING WITH ARROW	S.F.
6	5" WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS	L.F.	14	REMOVAL OF EXISTING PAVEMENT MARKING LINES, ANY WIDTH	L.F.
7	5" YELLOW LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS	L.F.	15	PREFORMED THERMOPLASTIC GREEN PAINT	S.F.
8	12" WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS	L.F.	16	EPOXY-MODIFIED ACRYLIC WATERBORNE GREEN PAINT	S.F.

DEPARTMENT OF TRANSPORTATION DIVISION OF TRAFFIC ENGINEER AND OPERATIONS MONTGOMERY COUNTY, MD	
APPROVED	
For	
BY	
DATE:	

SN-04

NO.	REVISION	BY	APP'D	DATE	DESIGNED BY: JRGB	DATE: FEBRUARY 2025	DEPARTMENT OF TRANSPORTATION DIVISION OF TRANSPORTATION ENGINEERING MONTGOMERY COUNTY, MARYLAND
					DRAWN BY: JRGB	DATE: FEBRUARY 2025	
					CHECKED BY: RJM	DATE: FEBRUARY 2025	
					DRAWING NO.:	DATE:	CHELTENHAM DRIVE BIKEWAY SIGNING AND MARKING PLAN SIGN AND MARKING SCHEDULE
					RECOMMENDED FOR APPROVAL		
					Chief, Design Section	Date	
					APPROVED		
					Chief, Division of Transportation Engineering	Date	
SCALE: NTS							PROJECT NO.: 500119 SHEET 26 of 38



**Stantec**

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PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE  
OF MARYLAND.  
LICENSE NO: \_\_\_\_\_ EXPIRATION DATE: \_\_\_\_\_







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LICENSE NO: \_\_\_\_\_ EXPIRATION DATE: \_\_\_\_\_



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www.stantec.com

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

LEGEND	
	EXISTING PEDESTRIAN LUMINAIRE AND POLE
	EXISTING ROADWAY LUMINAIRE
	EXISTING NIGHTTIME LIGHT LEVEL
	EXISTING 100W LED LUMINAIRE
	EXISTING 200W LUMINAIRE
	1.00 FOOT-CANDLE
	0.25 FOOT-CANDLE
	MIN FOOT-CANDLE
	MAX FOOT-CANDLE
	LOW LIGHT-LEVEL AREA

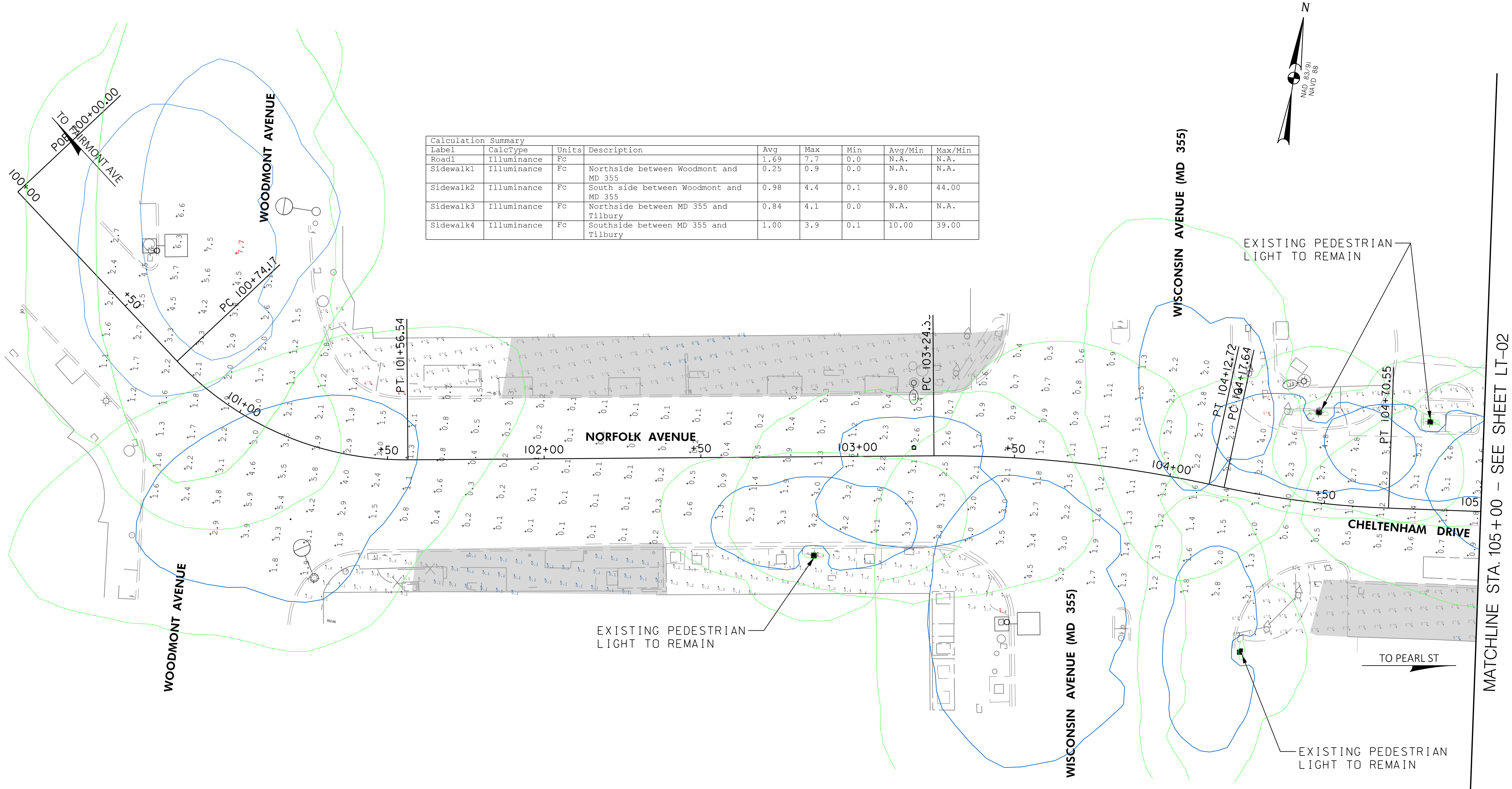
NO.	REVISION	BY	APP'D	DATE

DESIGNED BY: RJM	DATE: FEBRUARY 2025
DRAWN BY: RJM	DATE: FEBRUARY 2025
CHECKED BY: JRGB	DATE: FEBRUARY 2025
DRAWING NO.:	DATE:
RECOMMENDED FOR APPROVAL	
Chief, Design Section	Date
APPROVED	
Chief, Division of Transportation Engineering	Date

DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHELtenham DRIVE BIKEWAY  
LIGHTING PLAN  
STA. 100+00 TO STA. 105+00

SCALE: 1" = 20' PROJECT NO.: 500119 SHEET 28 of 38



Calculation Summary								
Label	CalcType	Units	Description	Avg	Max	Min	Avg/Min	Max/Min
Road1	Illuminance	Fc		1.69	7.7	0.0	N.A.	N.A.
Sidewalk1	Illuminance	Fc	Northside between Woodmont and MD 355	0.25	0.9	0.0	N.A.	N.A.
Sidewalk2	Illuminance	Fc	South side between Woodmont and MD 355	0.98	4.4	0.1	9.80	44.00
Sidewalk3	Illuminance	Fc	Northside between MD 355 and Tilbury	0.84	4.1	0.0	N.A.	N.A.
Sidewalk4	Illuminance	Fc	Southside between MD 355 and Tilbury	1.00	3.9	0.1	10.00	39.00

2/27/2025  
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OF MARYLAND.  
LICENSE NO: \_\_\_\_\_ EXPIRATION DATE: \_\_\_\_\_



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www.stantec.com

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

LEGEND	
	EXISTING PEDESTRIAN LUMINAIRE AND POLE
	EXISTING ROADWAY LUMINAIRE
	EXISTING NIGHTTIME LIGHT LEVEL
	EXISTING 100W LED LUMINAIRE
	EXISTING 200W LUMINAIRE
	1.00 FOOT-CANDLE
	0.25 FOOT-CANDLE
	MIN FOOT-CANDLE
	MAX FOOT-CANDLE
	LOW LIGHT-LEVEL AREA

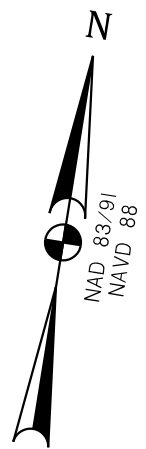
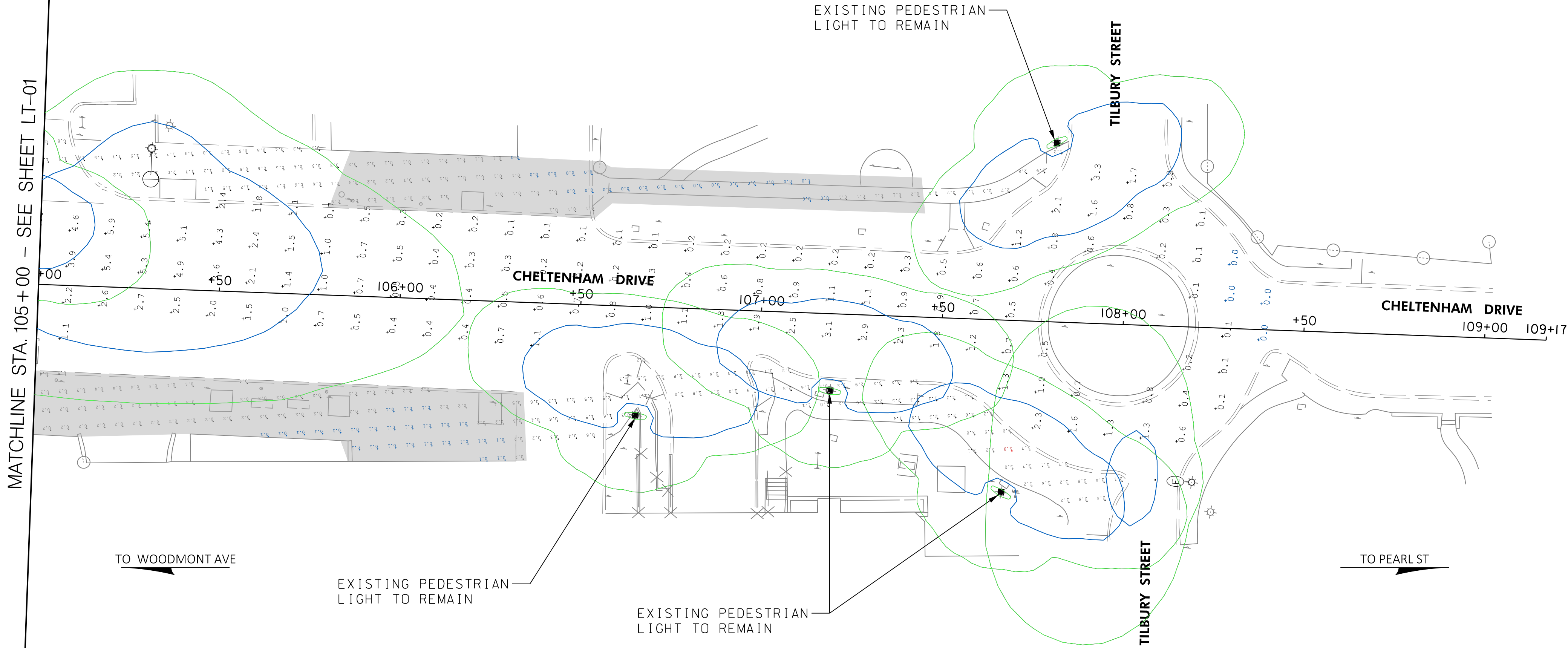
NO.	REVISION	BY	APP'D	DATE

DESIGNED BY: RJM	DATE: FEBRUARY 2025
DRAWN BY: RJM	DATE: FEBRUARY 2025
CHECKED BY: JRGB	DATE: FEBRUARY 2025
DRAWING NO.:	DATE:
RECOMMENDED FOR APPROVAL	
Chief, Design Section	Date
APPROVED	
Chief, Division of Transportation Engineering	Date

DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHELTENHAM DRIVE BIKEWAY  
LIGHTING PLAN  
STA. 105+00 TO STA. 109+17

SCALE: 1" = 20' PROJECT NO.: 500119 SHEET 29 of 38

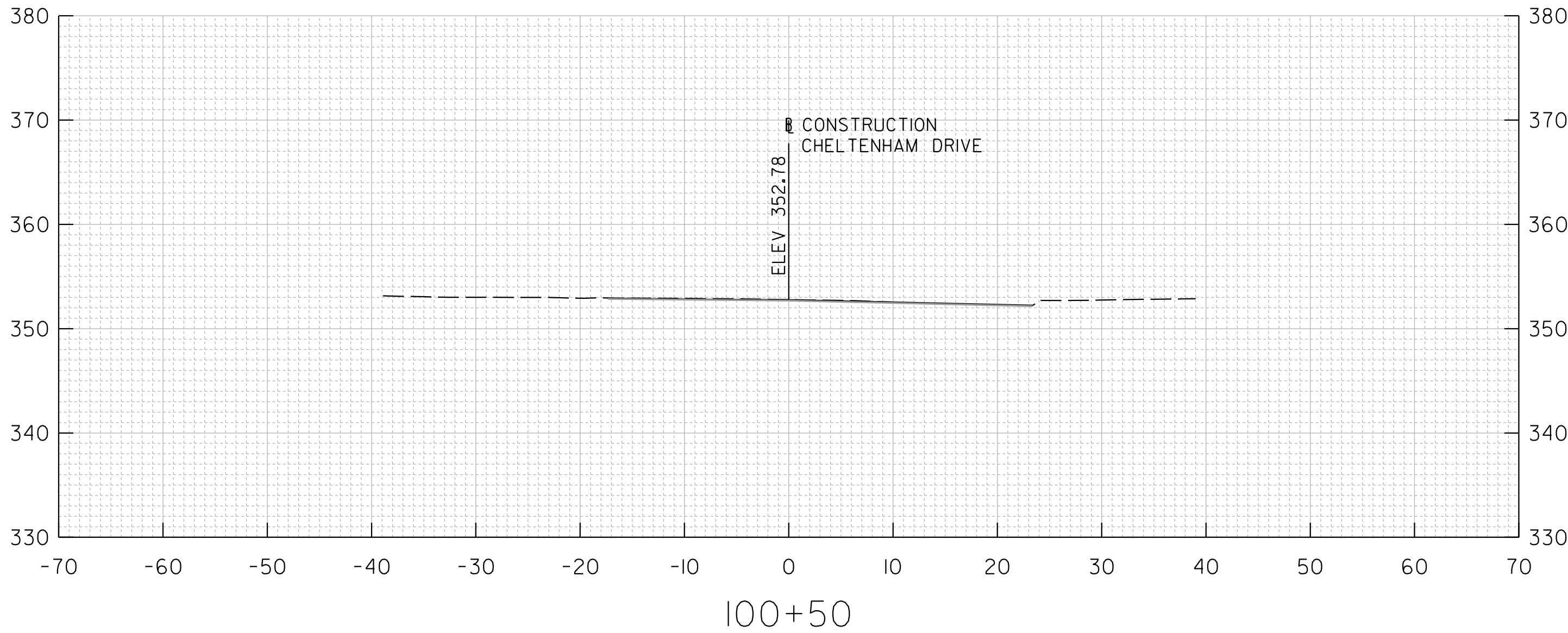
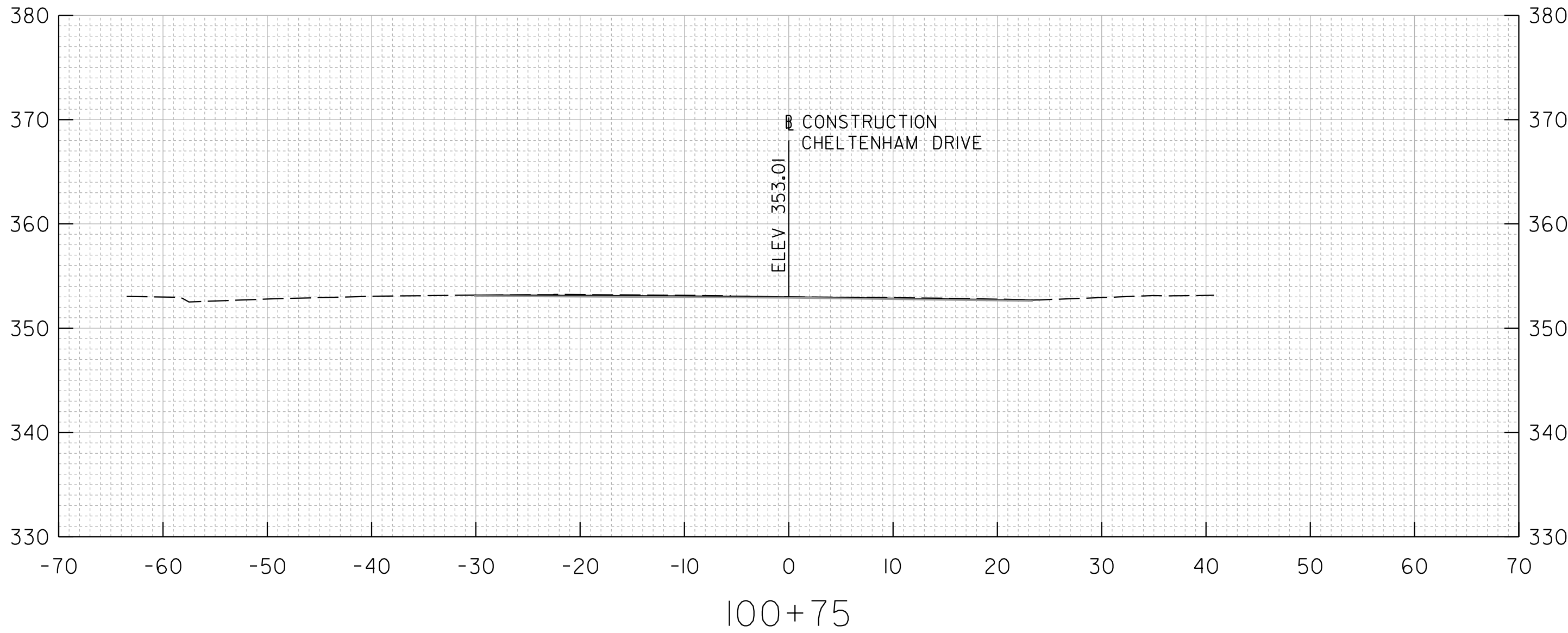
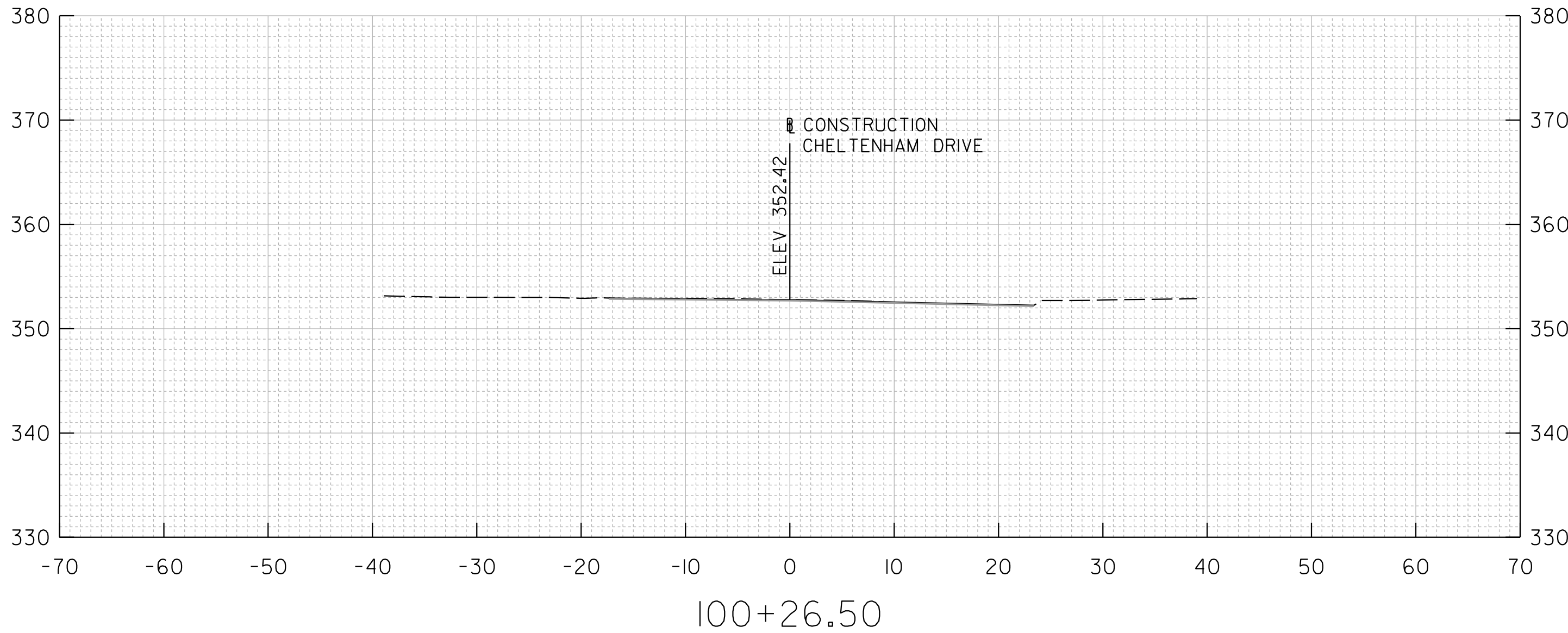


Calculation Summary						
Label	CalcType	Units	Description	Avg	Max	Min
Road1	Illuminance	Fc		1.69	7.7	0.0
Sidewalk1	Illuminance	Fc	Northside between Woodmont and MD 355	0.25	0.9	0.0
Sidewalk2	Illuminance	Fc	South side between Woodmont and MD 355	0.98	4.4	0.1
Sidewalk3	Illuminance	Fc	Northside between MD 355 and Tilbury	0.84	4.1	0.0
Sidewalk4	Illuminance	Fc	Southside between MD 355 and Tilbury	1.00	3.9	0.1

LT-02



2/27/2025  
UA\20262\3133\700 CADD\702 Sheets\pHC-X001\_CheltenhamDr.dgn



XS-01

10' 0 10' 20'  
SCALE: 1" = 10'



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					APPROVED	
					Chief,	Date
					Division of Transportation Engineering	

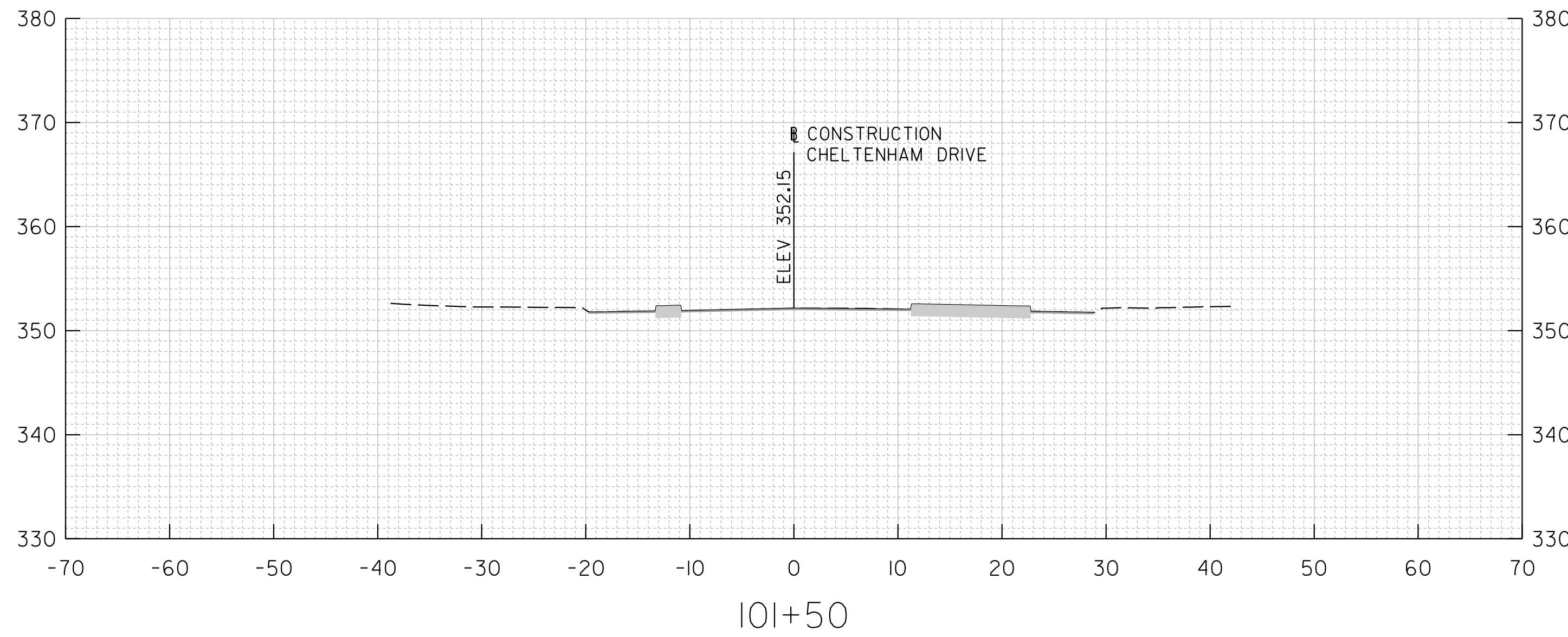
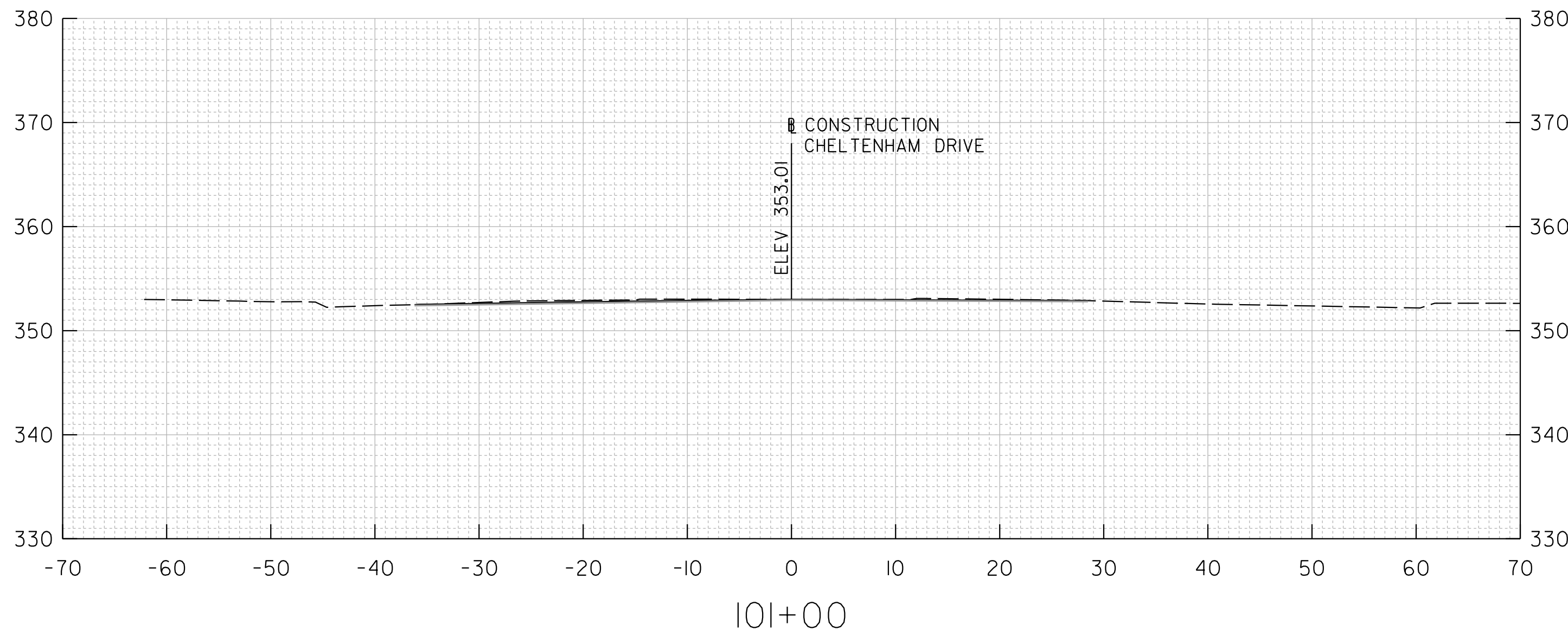
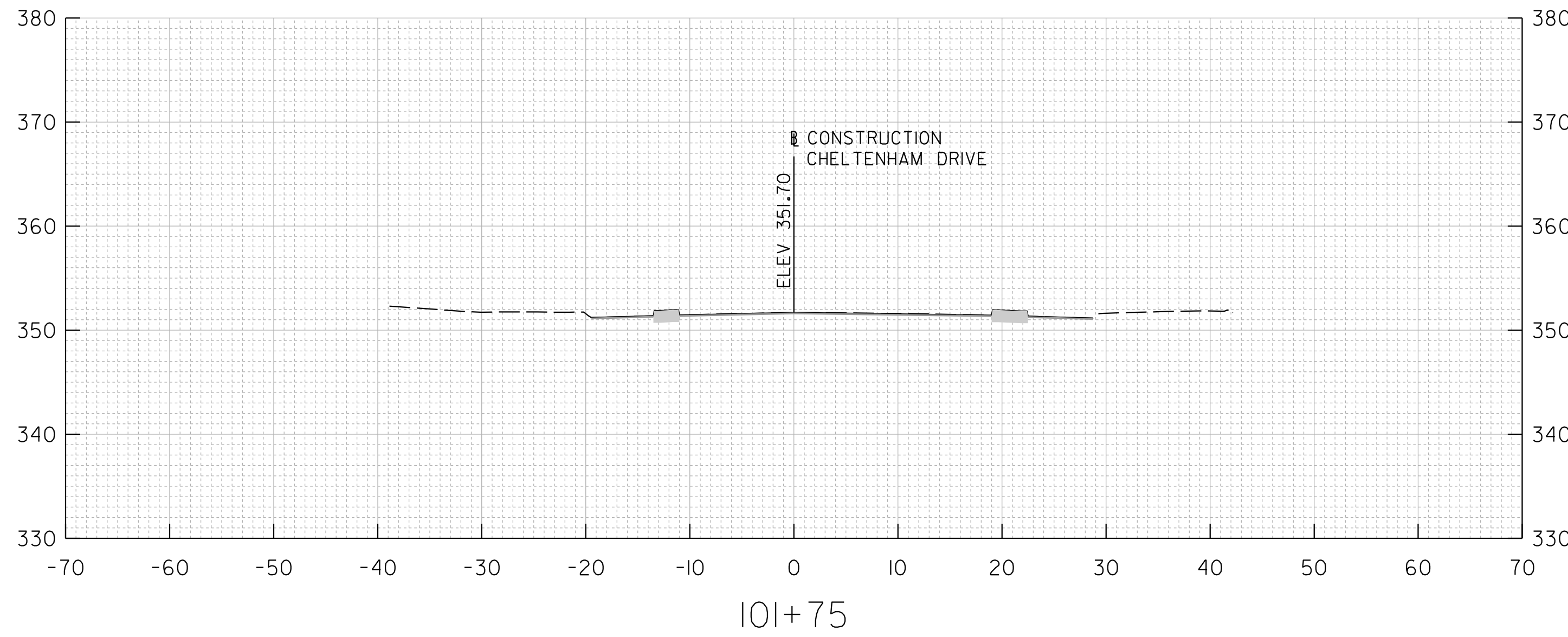
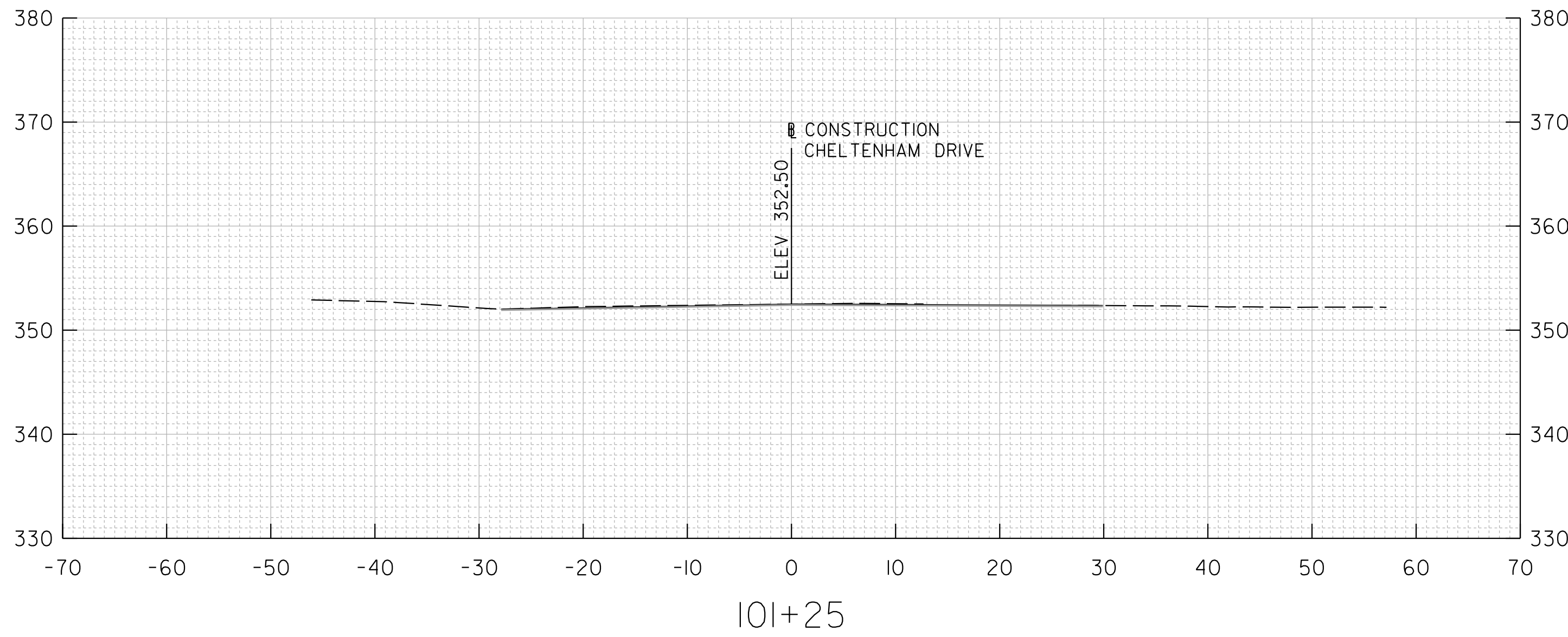
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DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHELtenham DRIVE BIKEWAY  
ROADWAY CROSS SECTIONS

SCALE: 1" = 10' PROJECT NO.: 500119 SHEET 30 of 38

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XS-02

10' 0 10' 20'  
SCALE: 1" = 10'



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					Chief,	Date
					Division of Transportation Engineering	

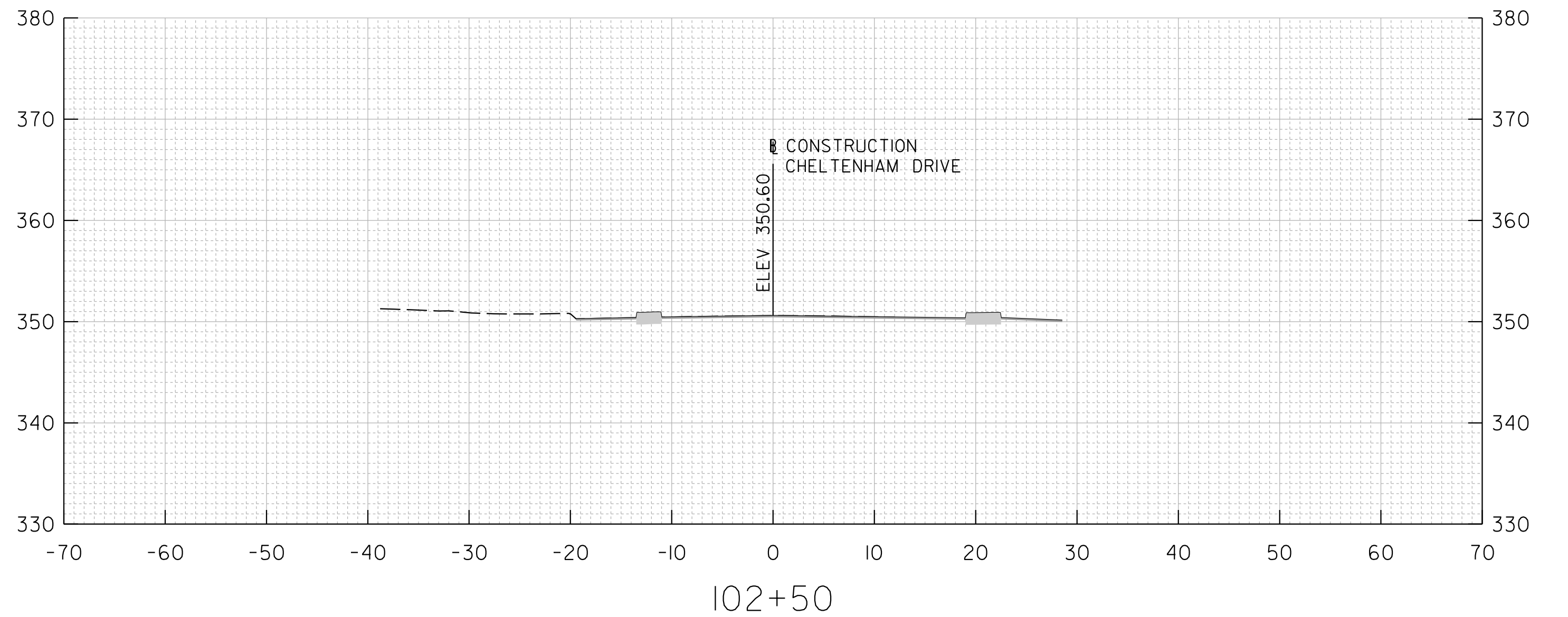
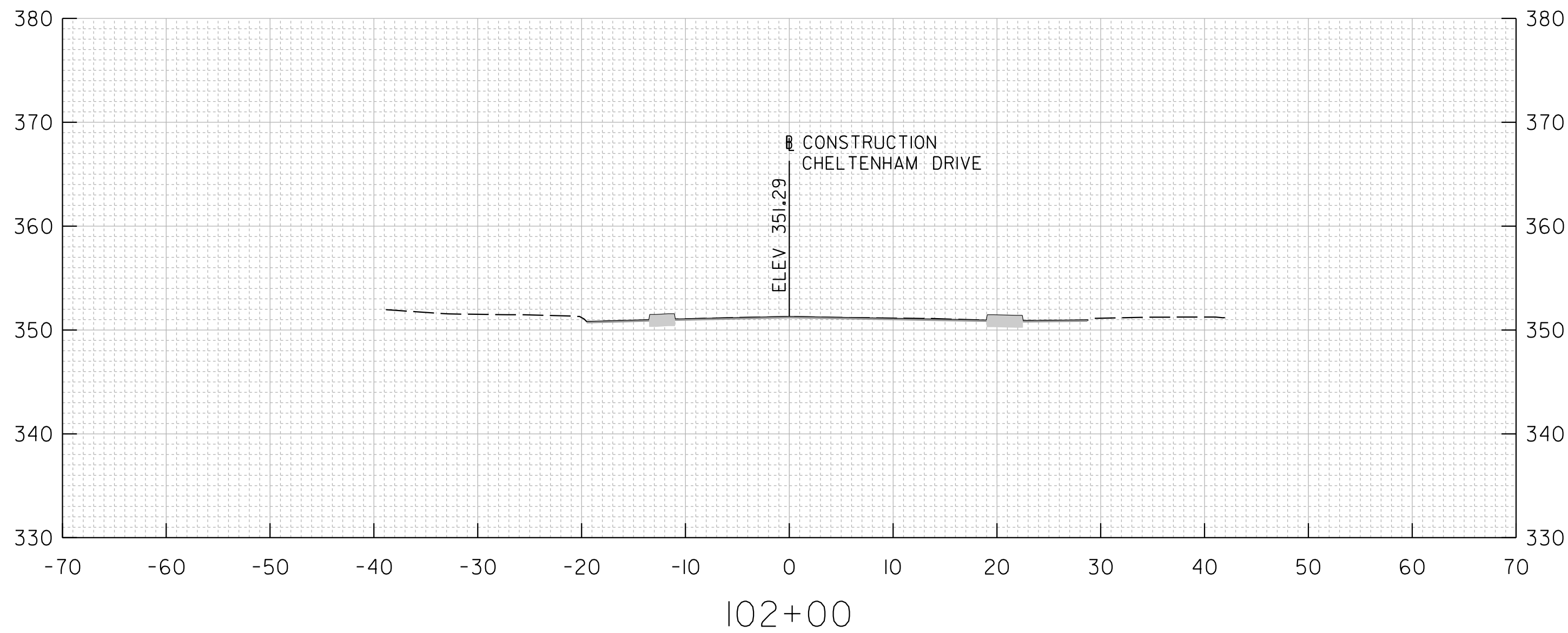
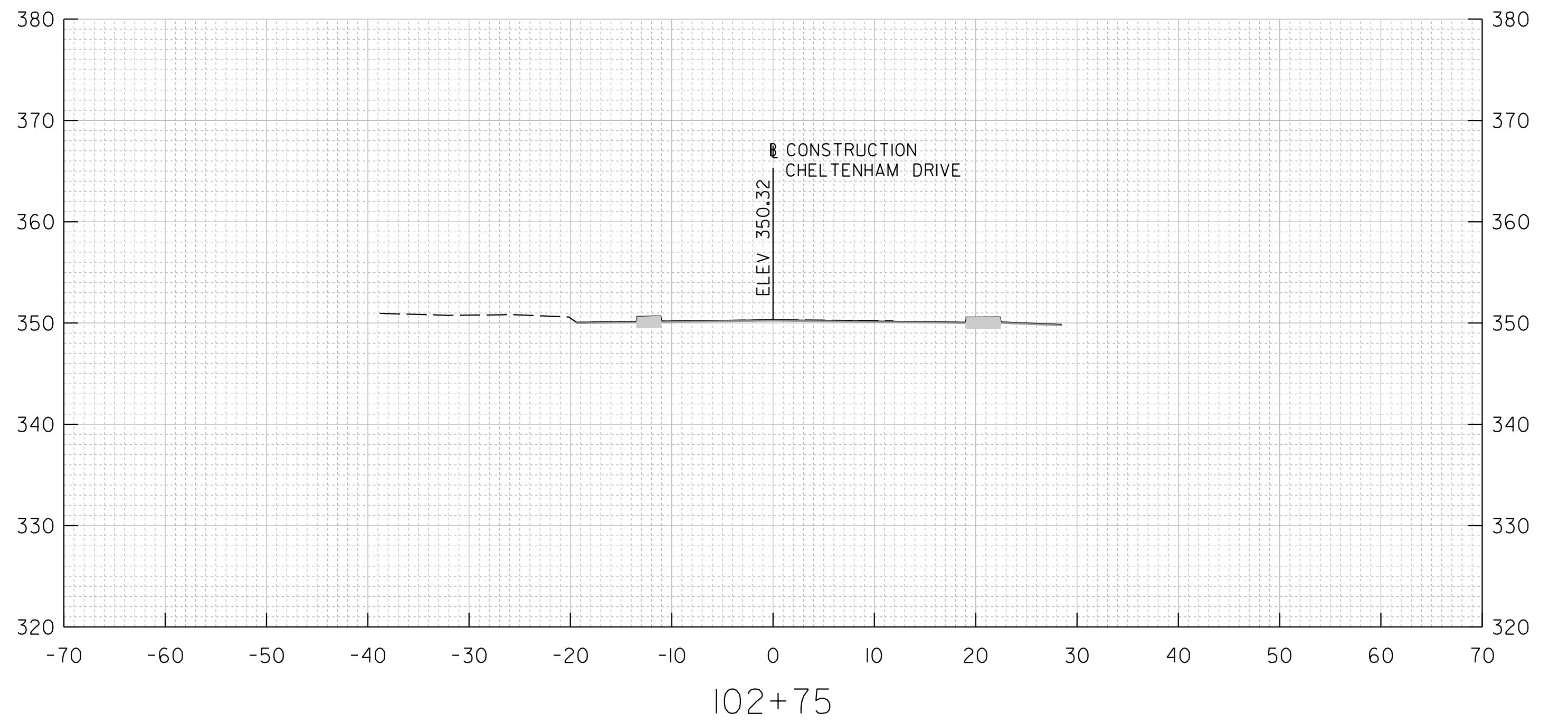
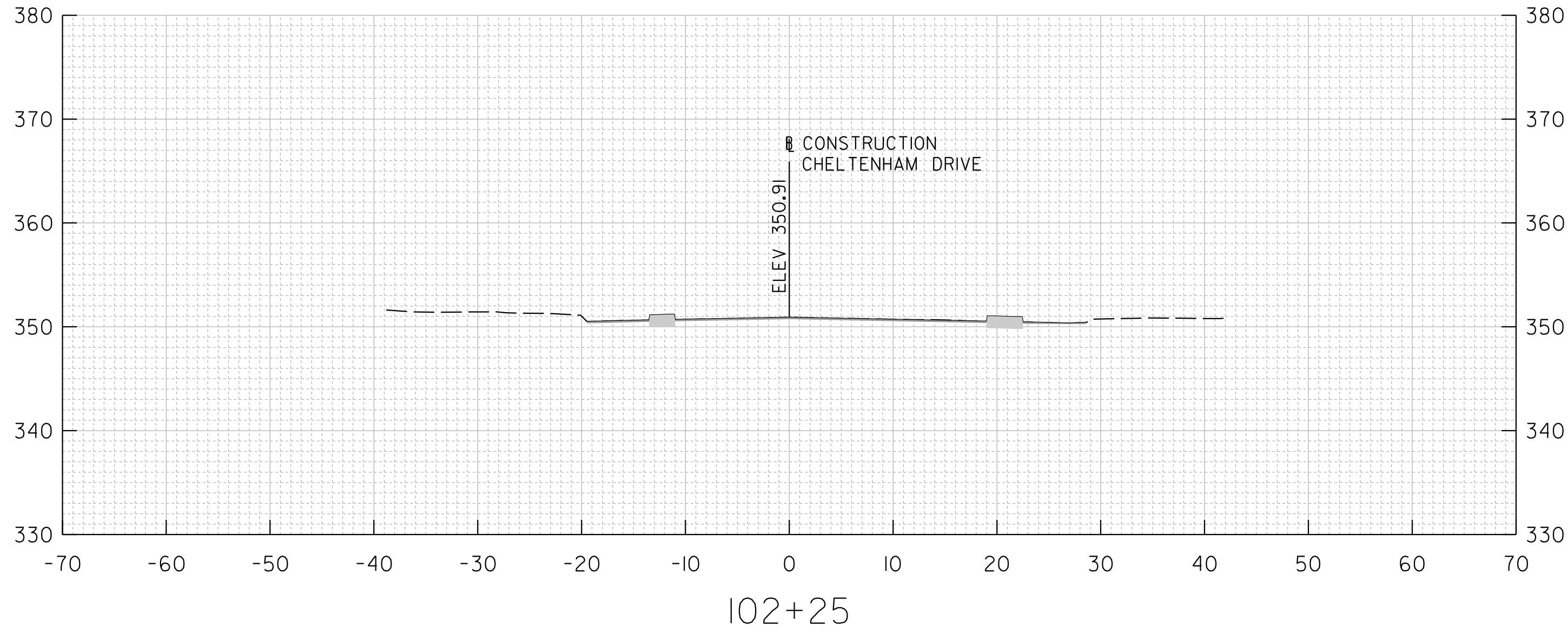
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DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHELTENHAM DRIVE BIKEWAY  
ROADWAY CROSS SECTIONS

SCALE: 1" = 10'

PROJECT NO.: 500119 SHEET 31 of 38

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XS-03

10' 0 10' 20'  
SCALE: 1" = 10'



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					Division of Transportation Engineering	

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MONTGOMERY COUNTY, MARYLAND

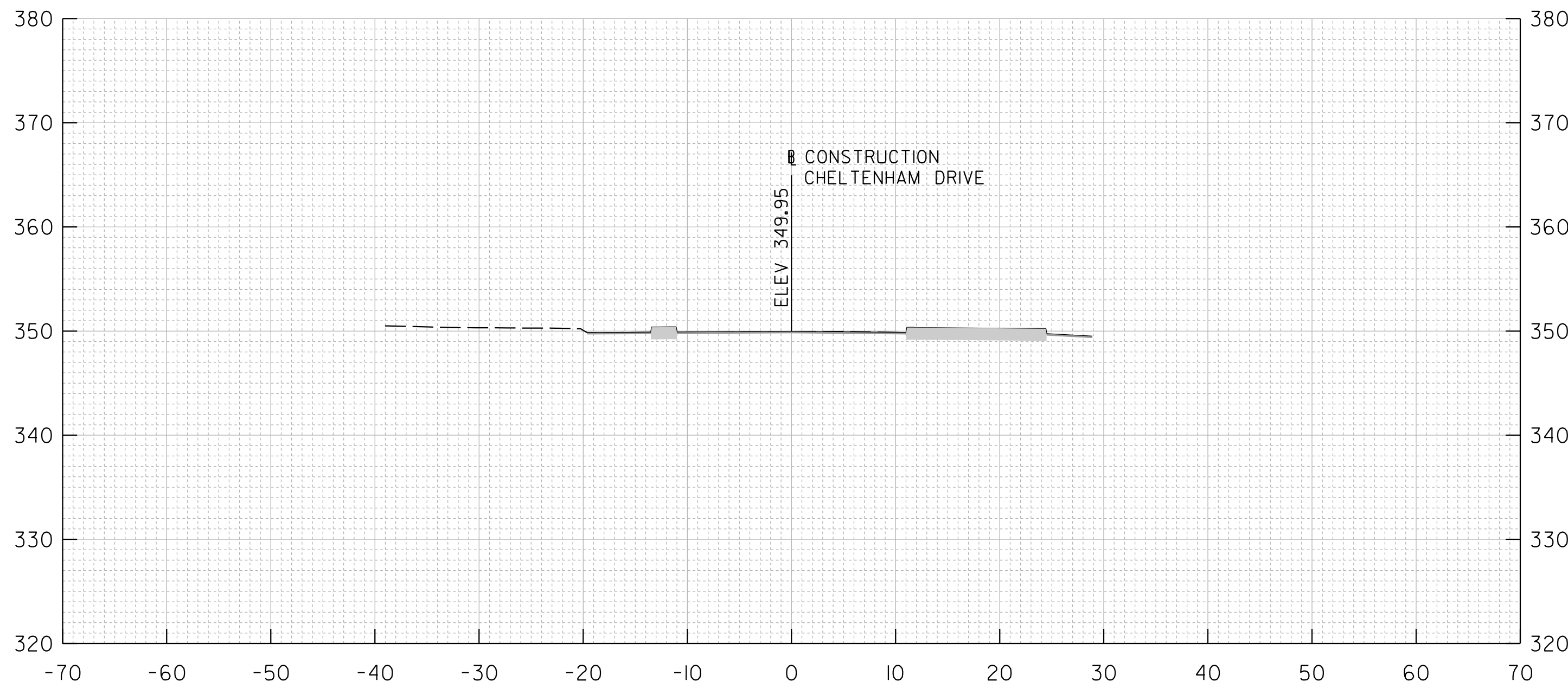
CHELTENHAM DRIVE BIKEWAY  
ROADWAY CROSS SECTIONS

SCALE: 1" = 10'

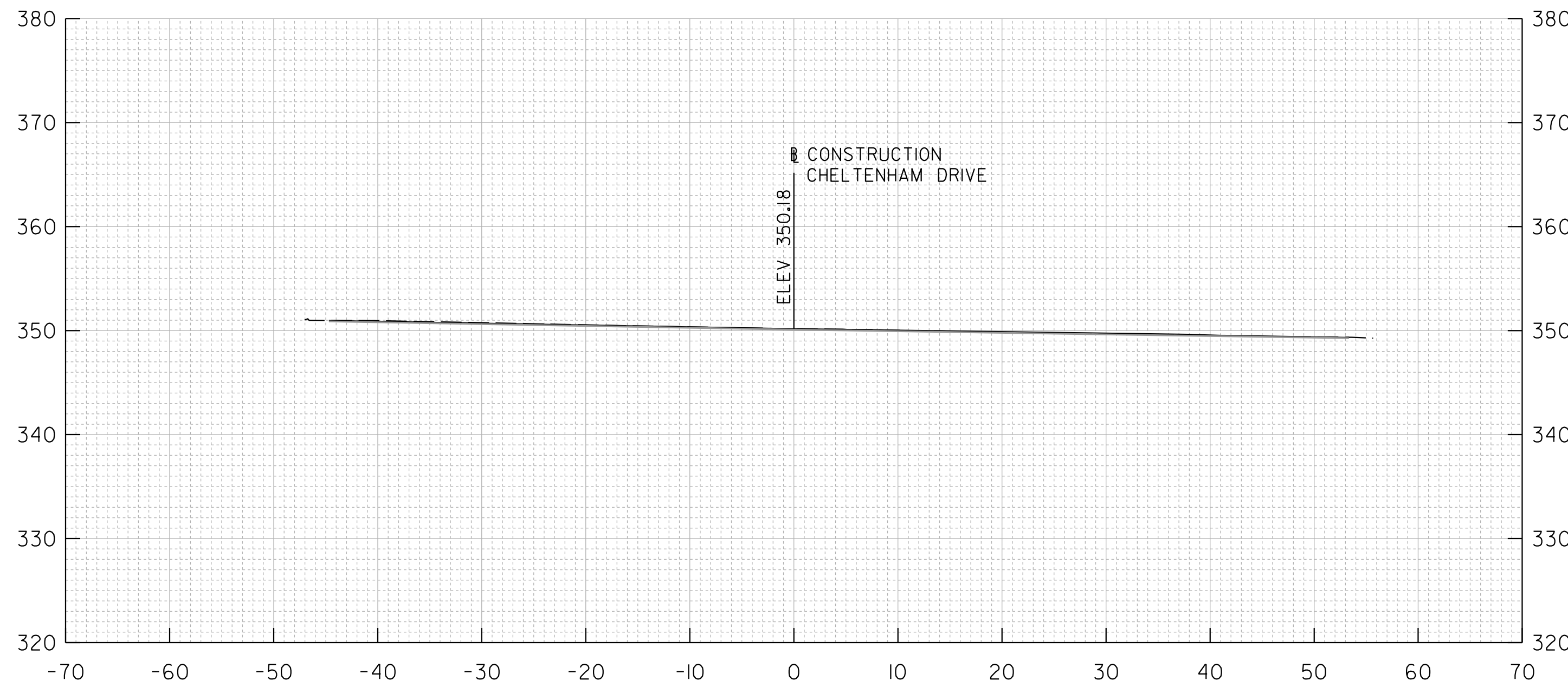
PROJECT NO.: 500119 SHEET 32 of 38



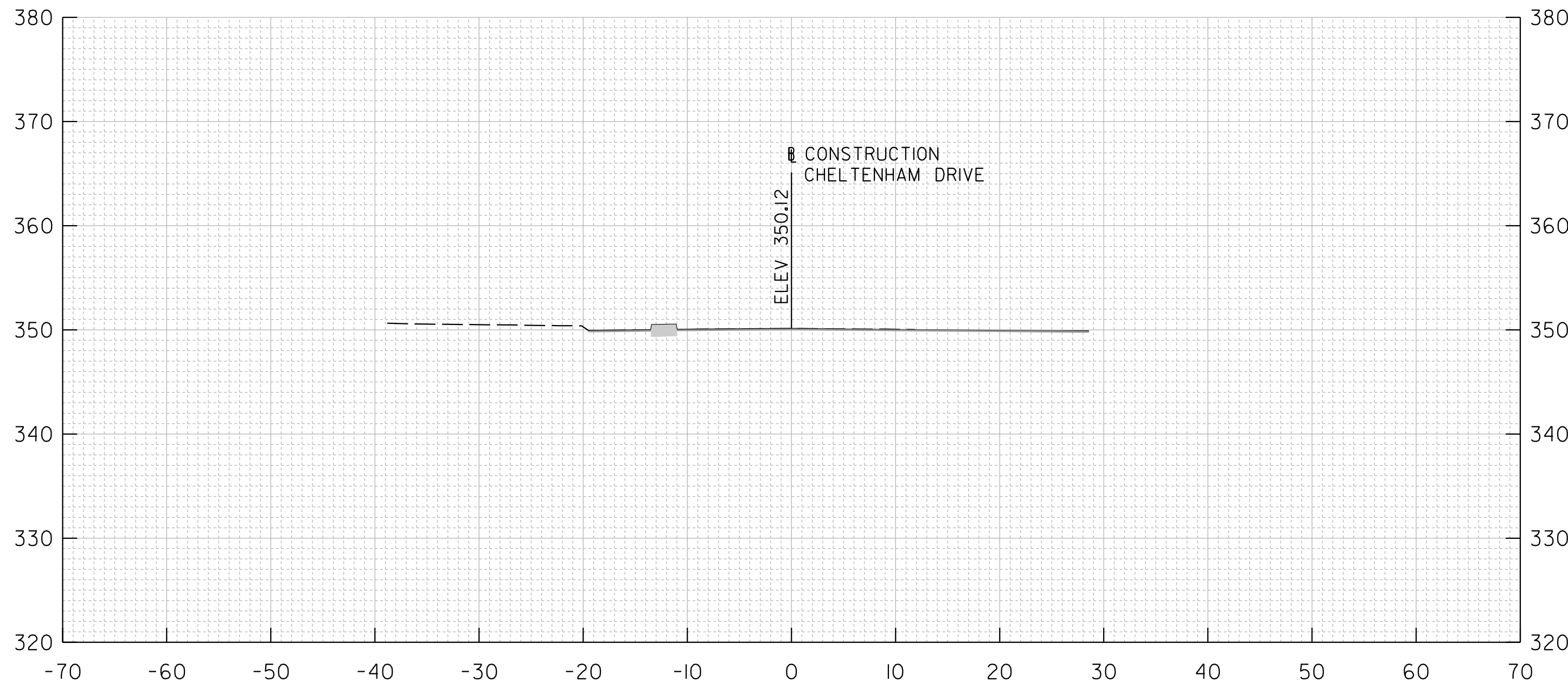
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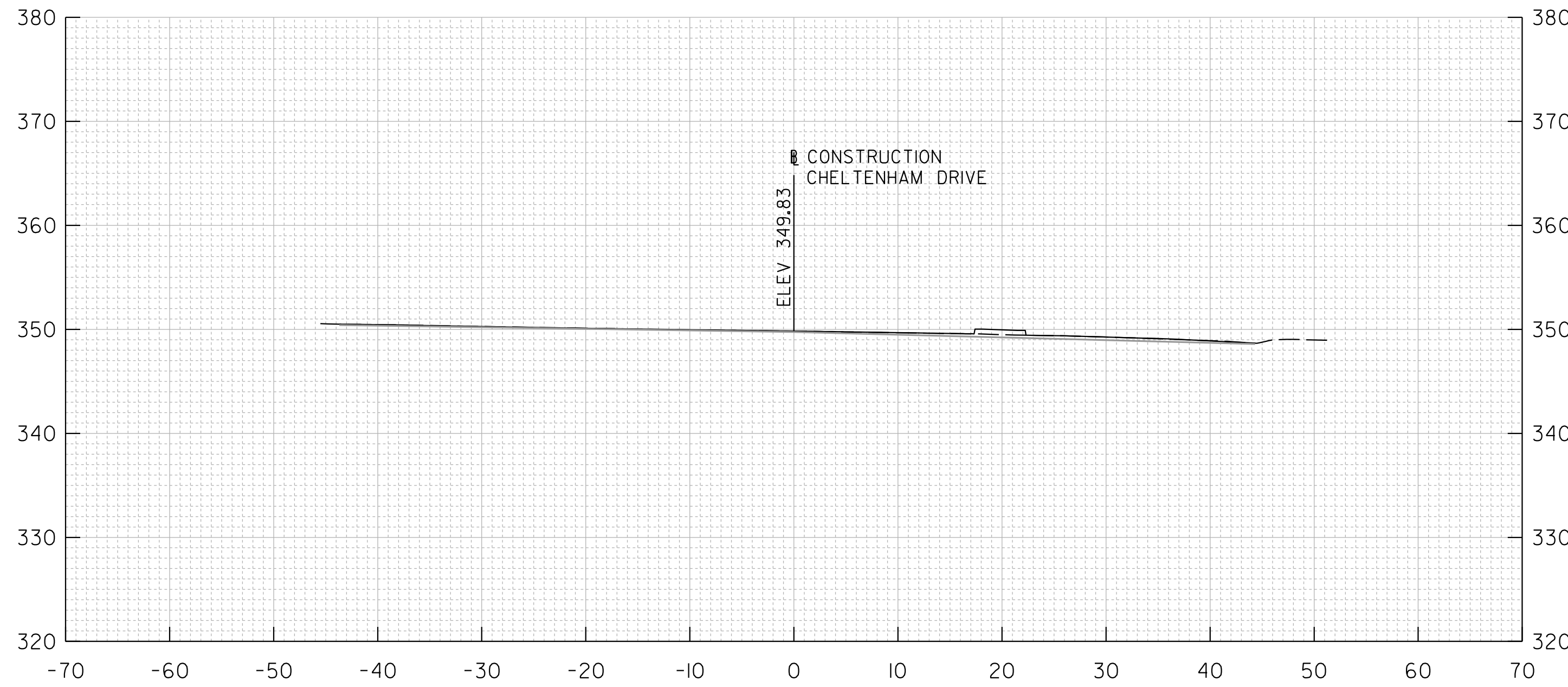
103+25



103+75



103+00



103+50

XS-04

10' 0 10' 20'  
SCALE: 1" = 10'



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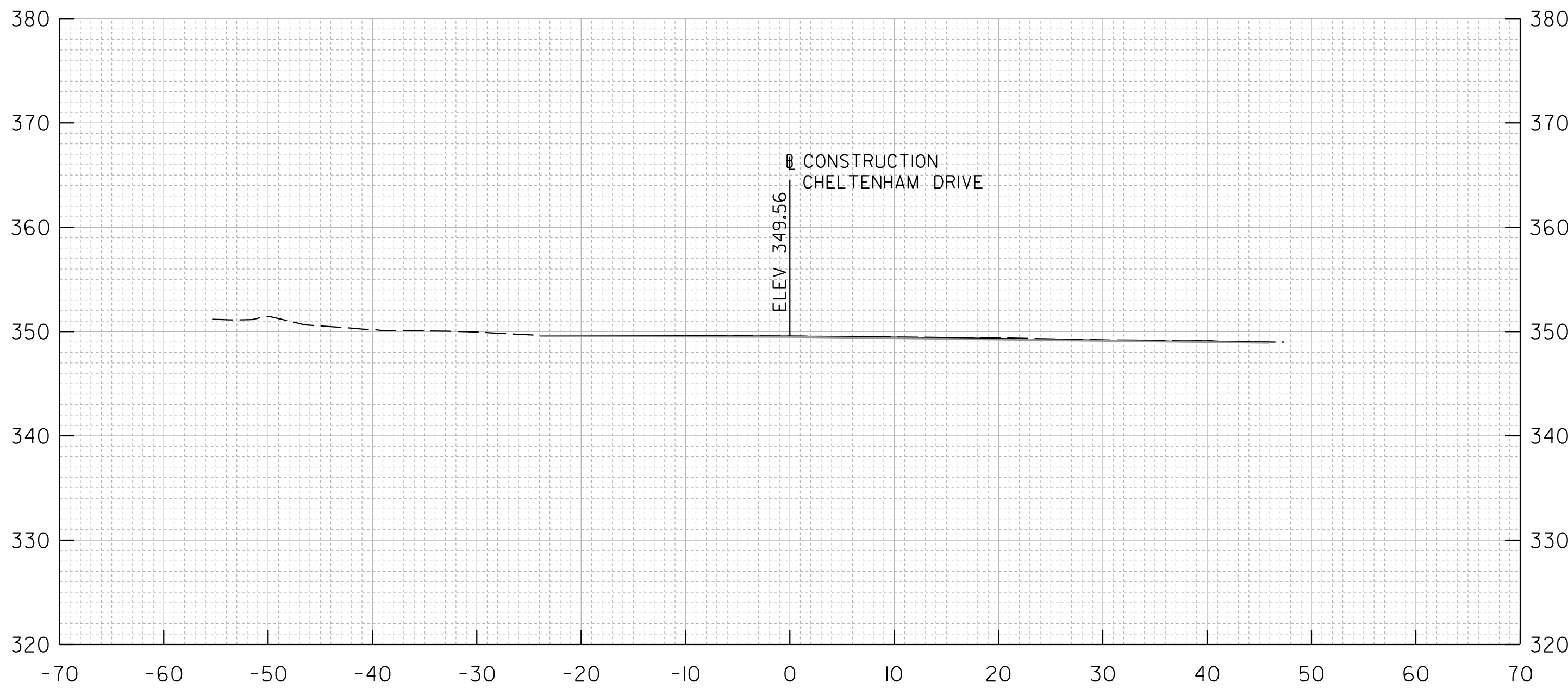
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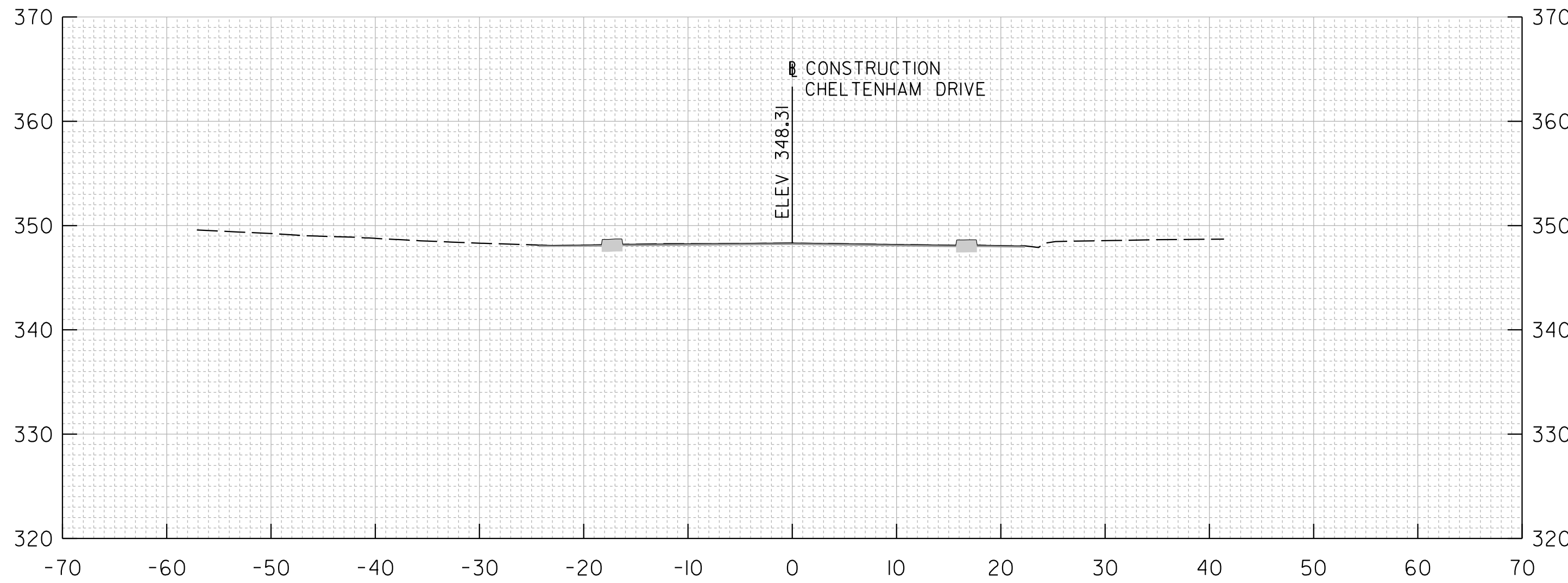
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CHELTENHAM DRIVE BIKEWAY  
ROADWAY CROSS SECTIONS

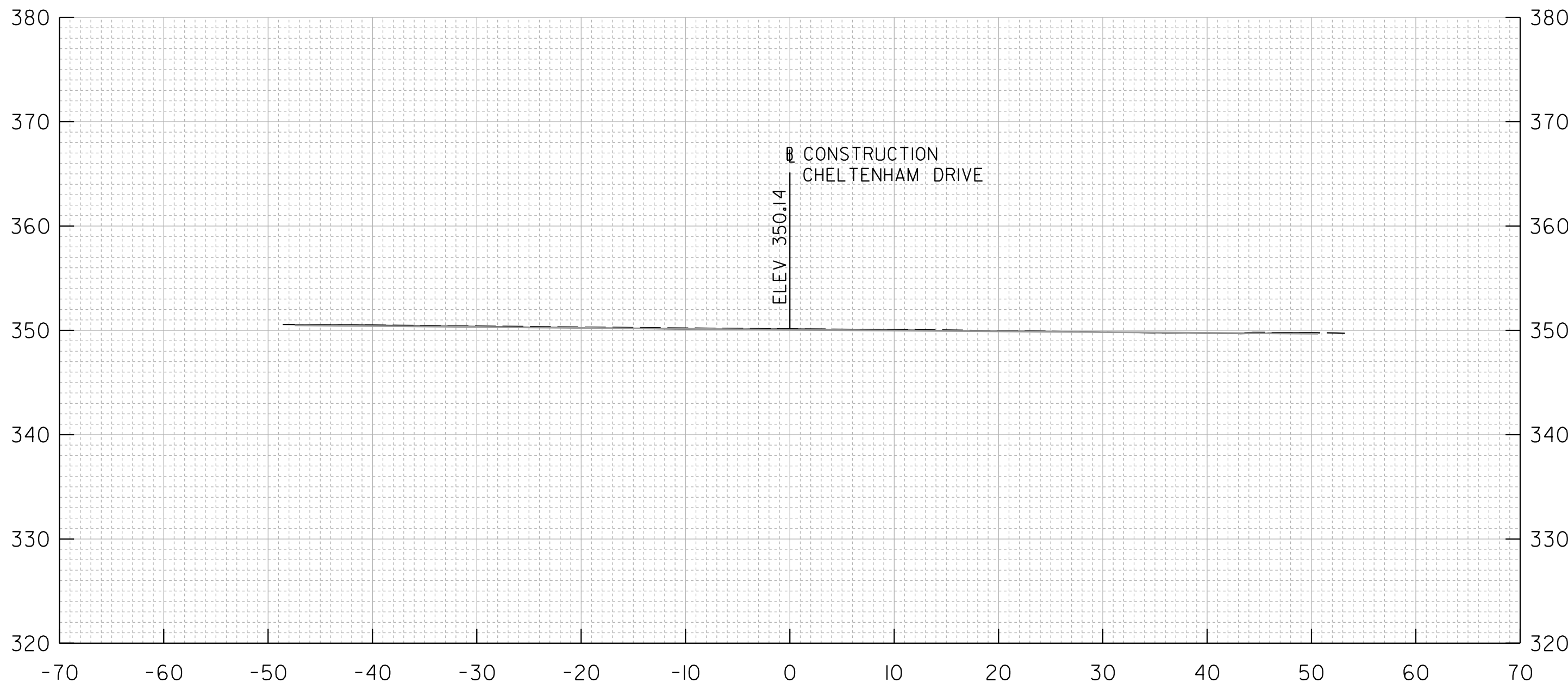
SCALE: 1" = 10' PROJECT NO.: 500119 SHEET 33 of 38



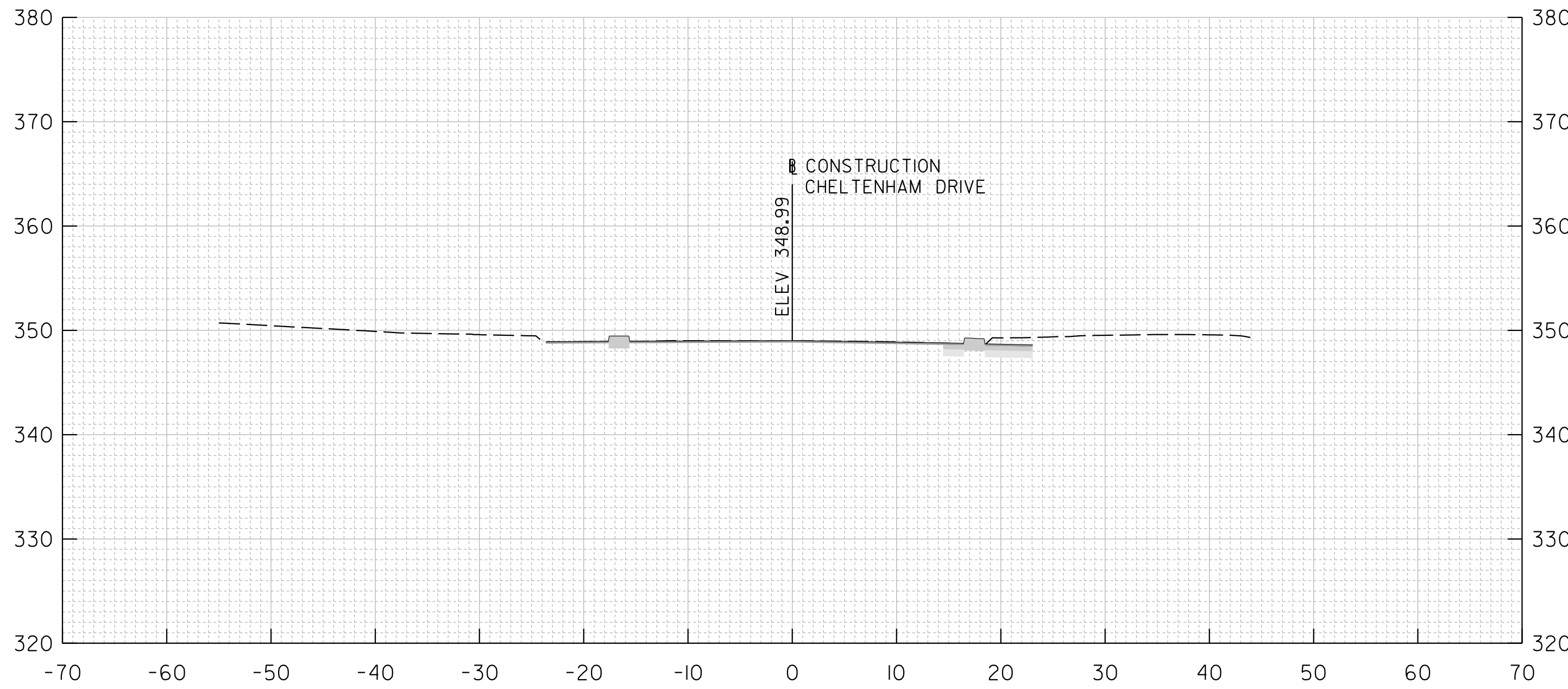
104+25



104+75



104+00



104+50

XS-05

10' 0 10' 20'  
SCALE: 1" = 10'



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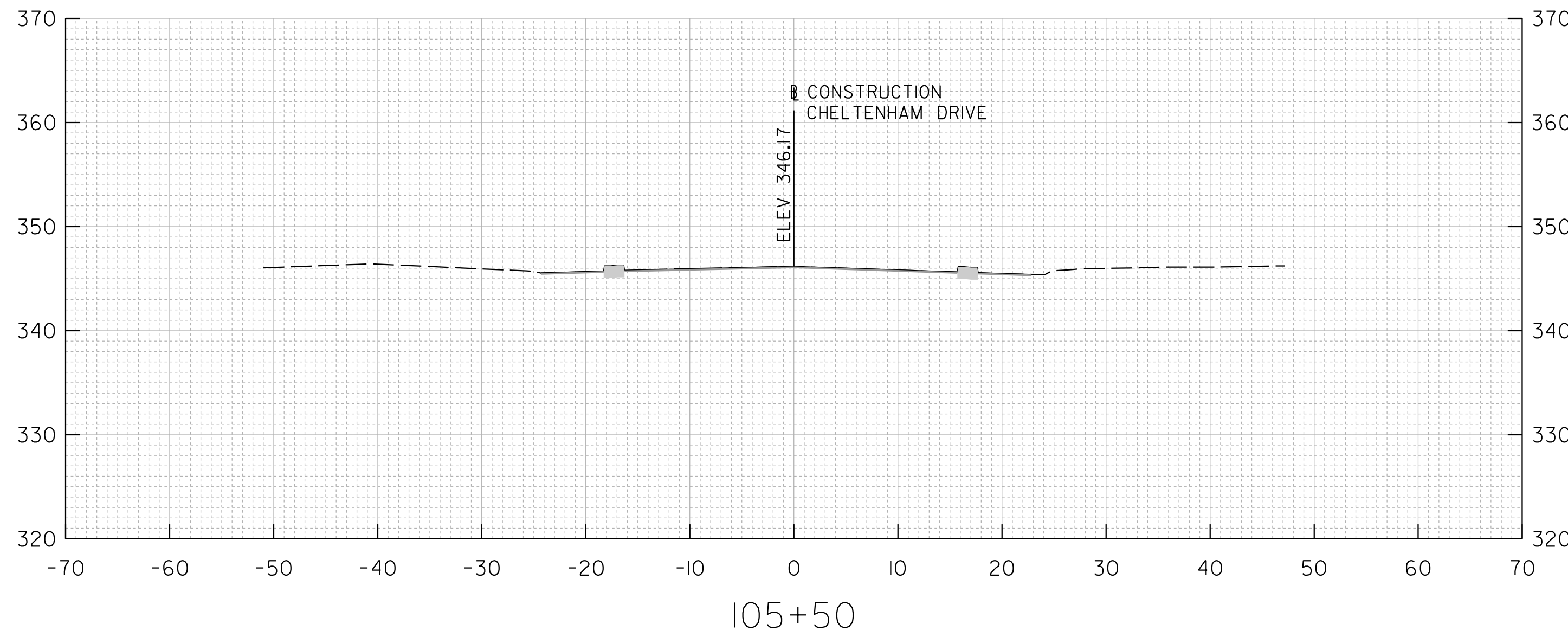
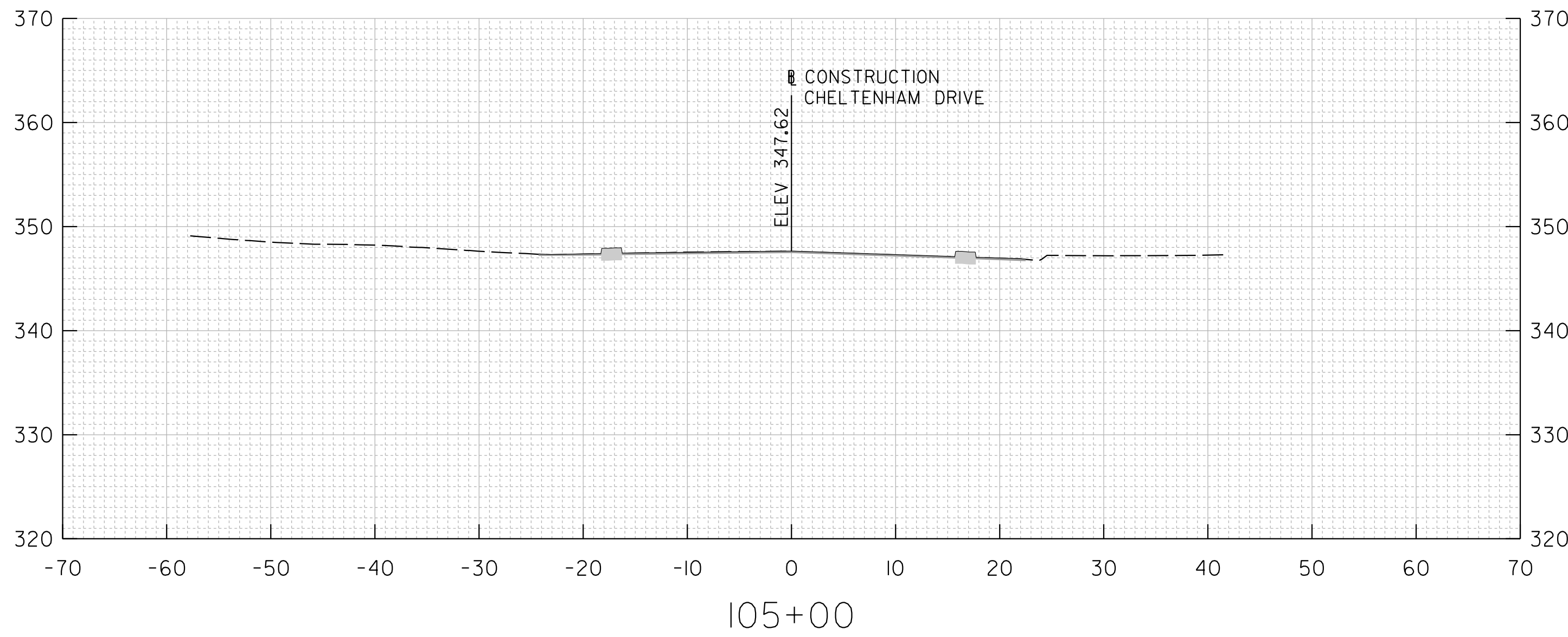
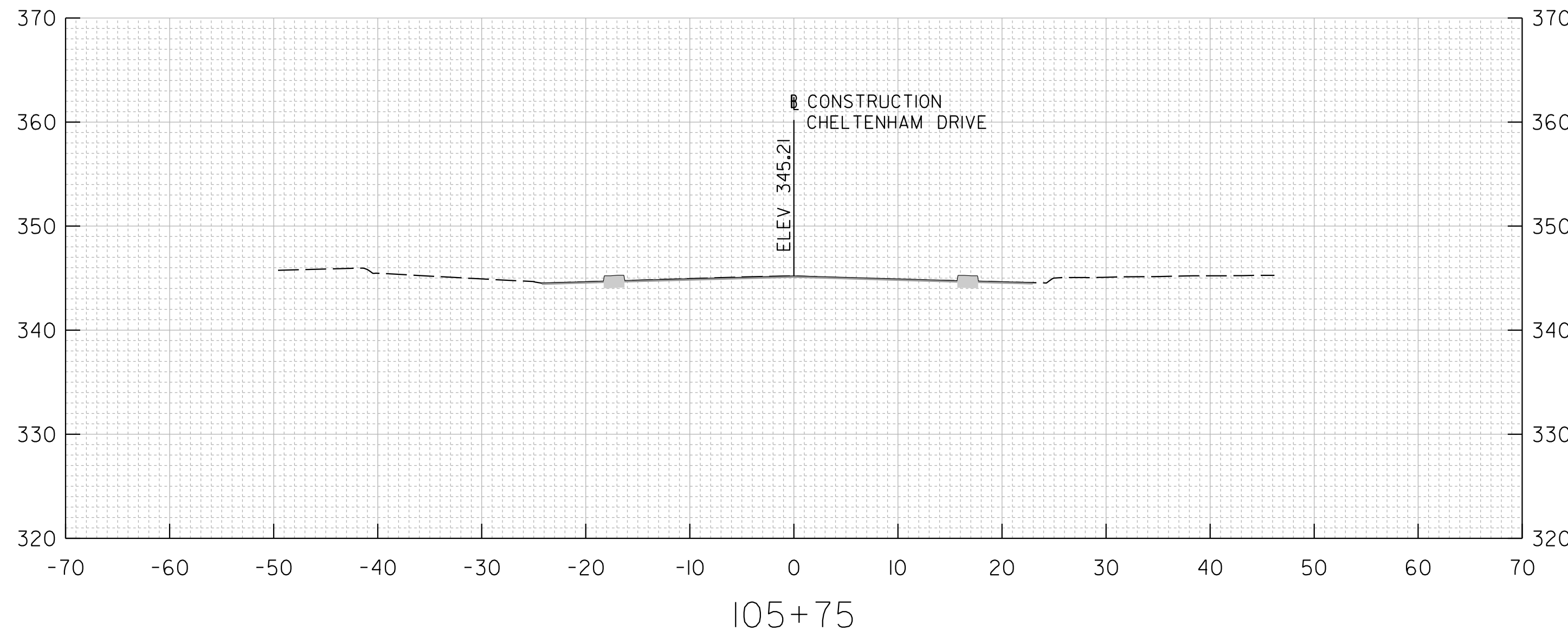
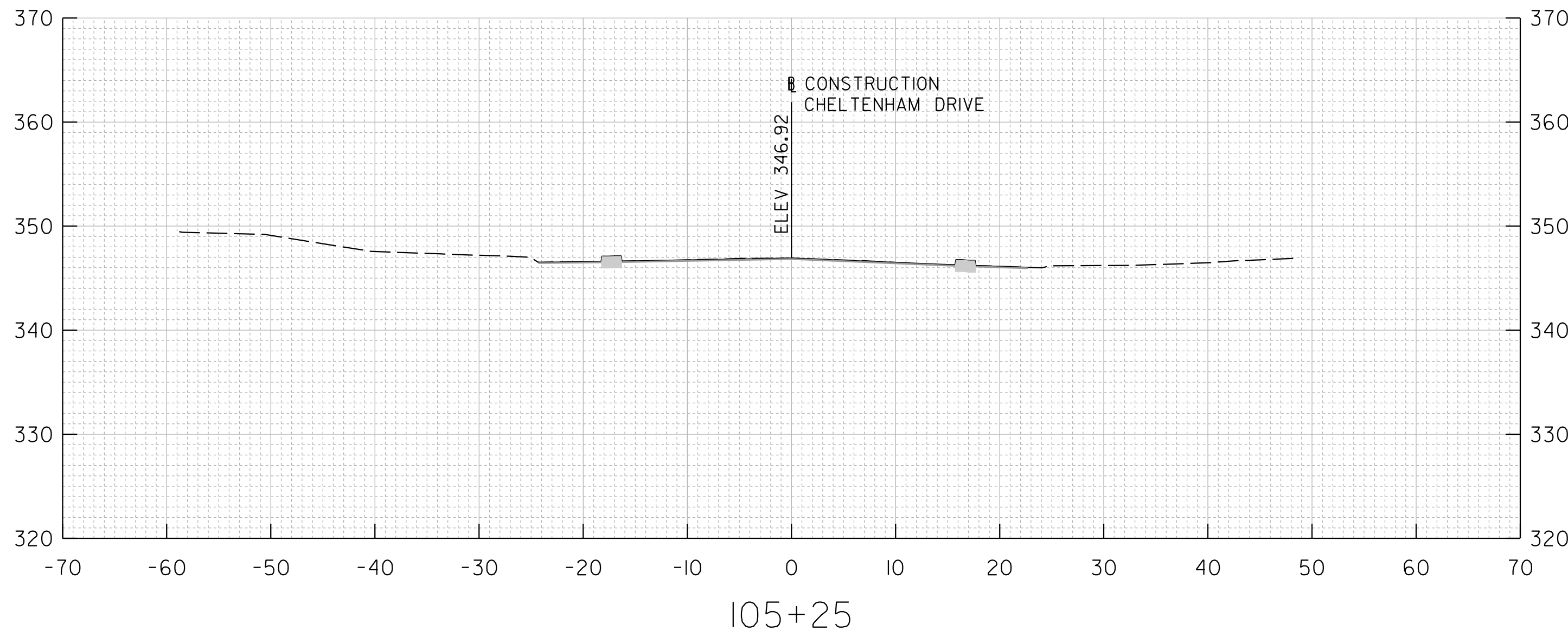
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MONTGOMERY COUNTY, MARYLAND

CHELTENHAM DRIVE BIKEWAY  
ROADWAY CROSS SECTIONS

SCALE: 1" = 10' PROJECT NO.: 500119 SHEET 34 of 38

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XS-06

10' 0 10' 20'  
SCALE: 1" = 10'



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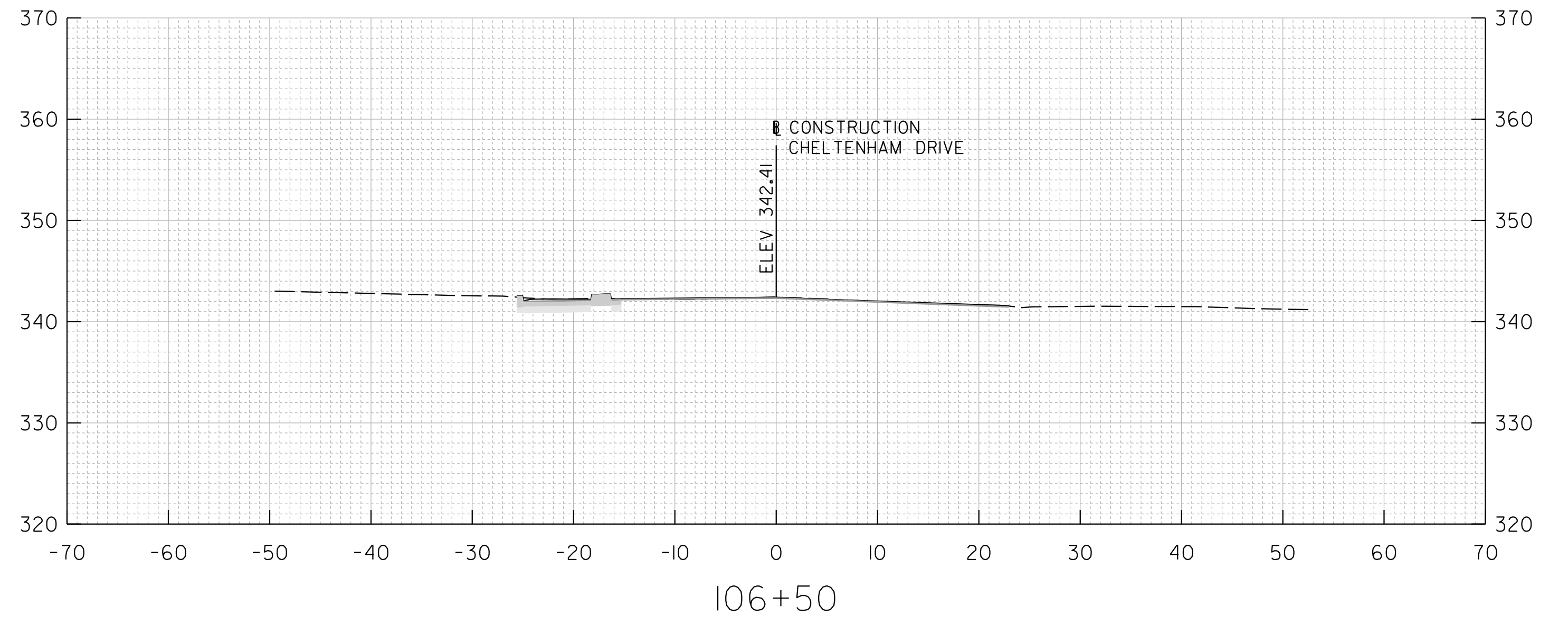
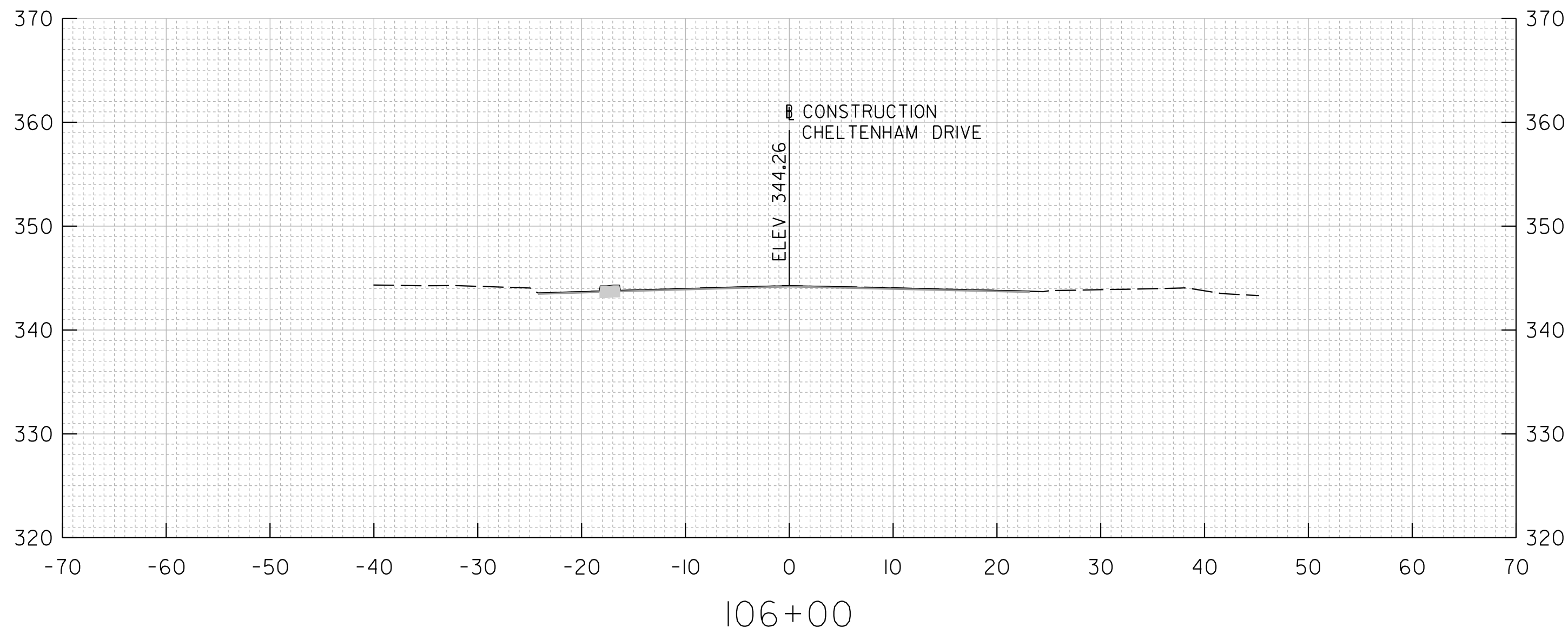
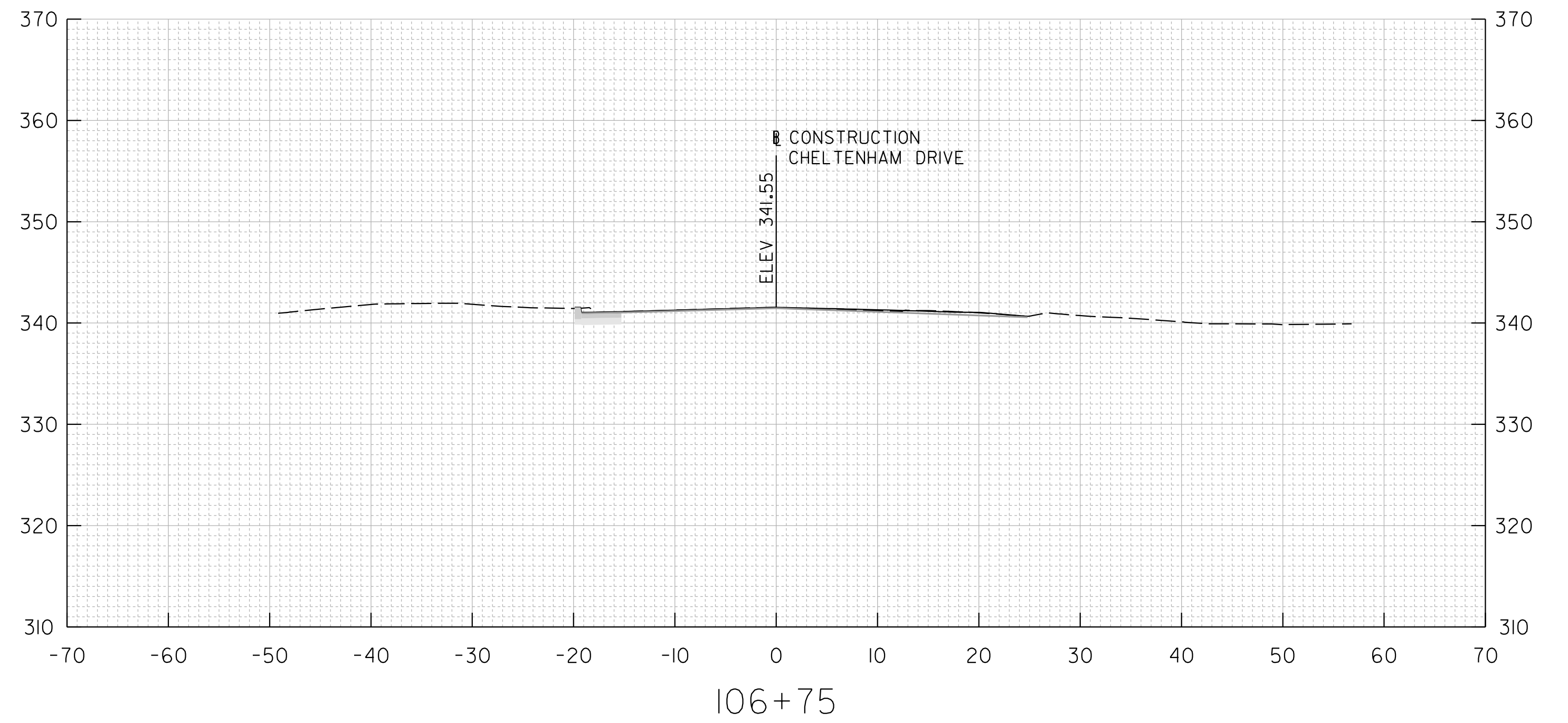
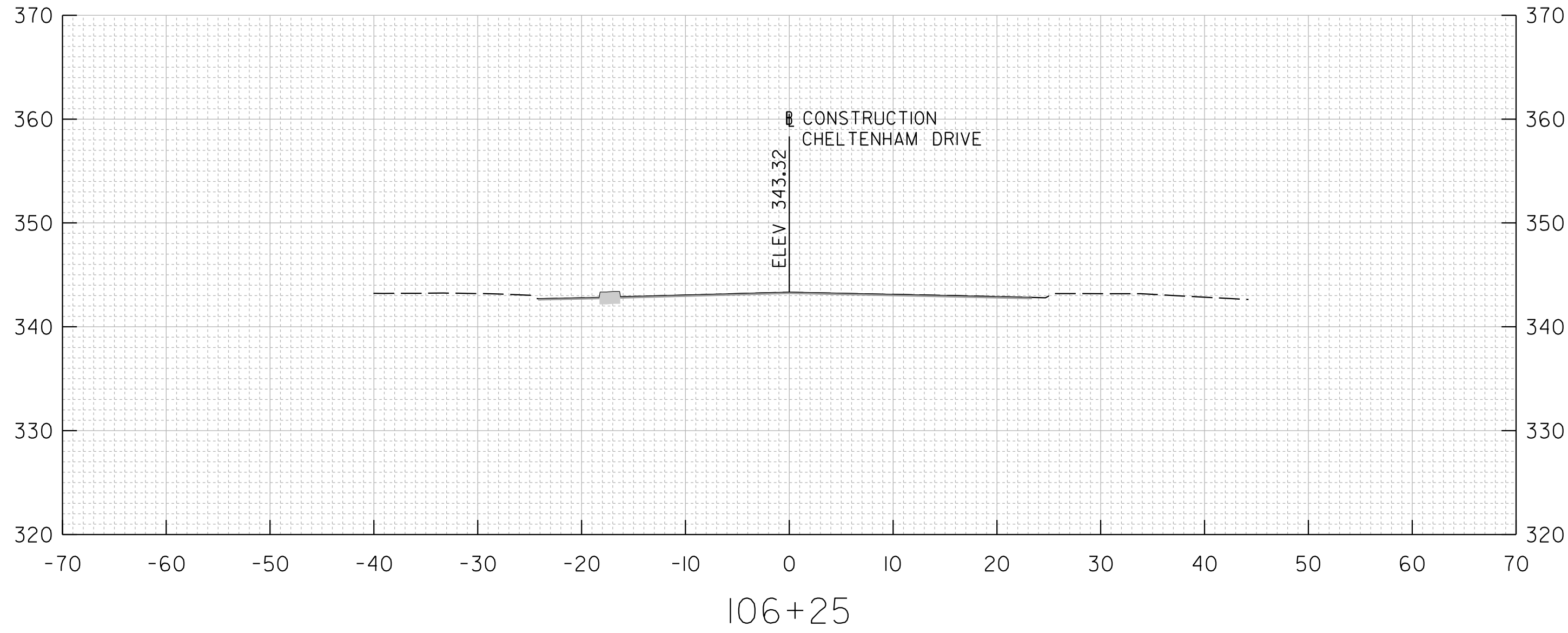
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CHELtenham DRIVE BIKEWAY  
ROADWAY CROSS SECTIONS

SCALE: 1" = 10' PROJECT NO.: 500119 SHEET 35 of 38



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10' 0 10' 20'  
SCALE: 1" = 10'



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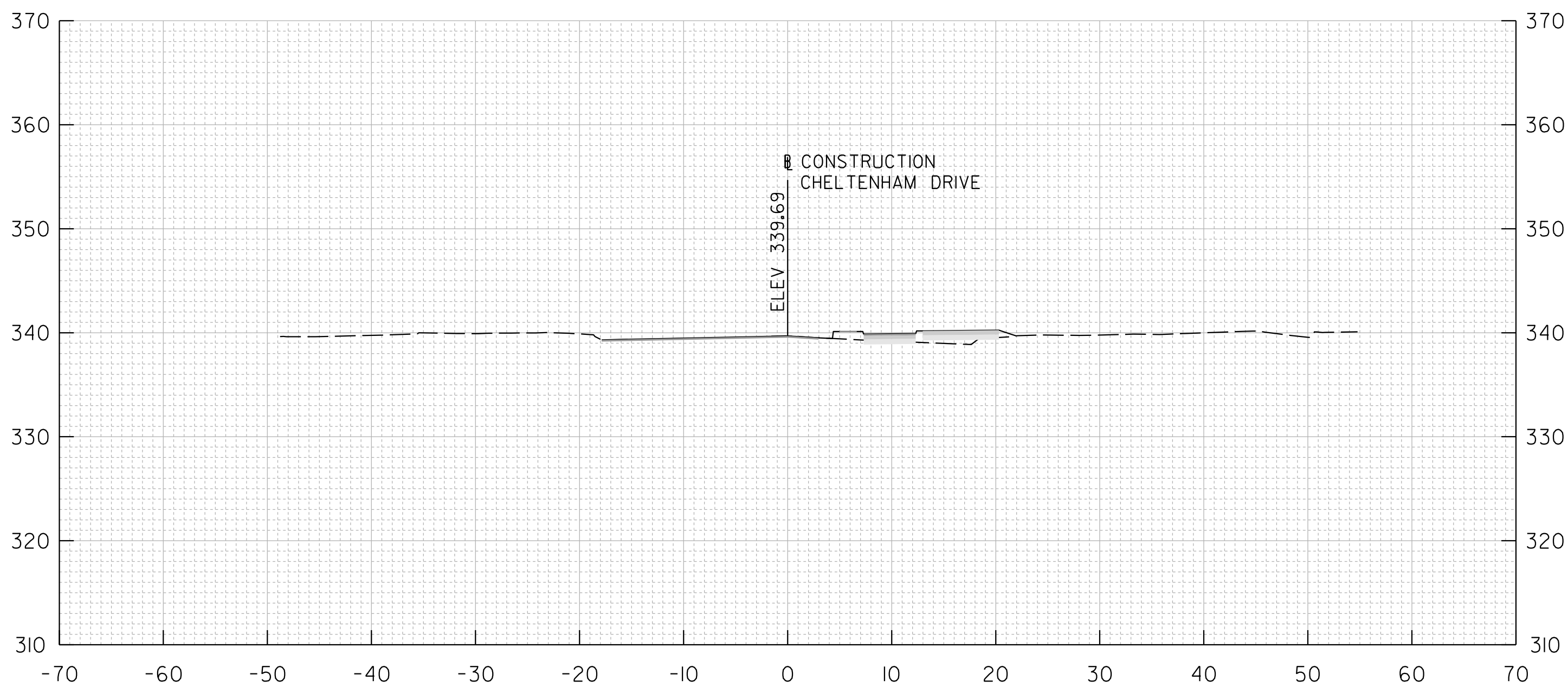
XS-07

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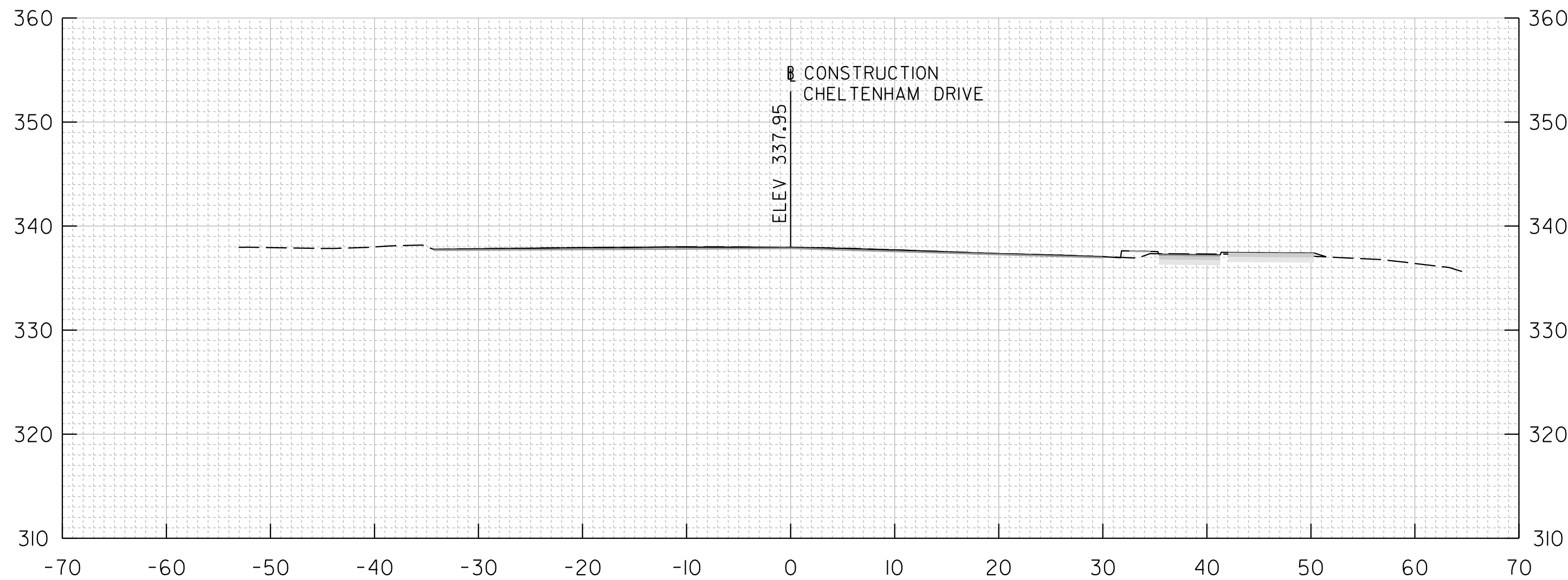
CHELTENHAM DRIVE BIKEWAY  
ROADWAY CROSS SECTIONS

SCALE: 1" = 10'

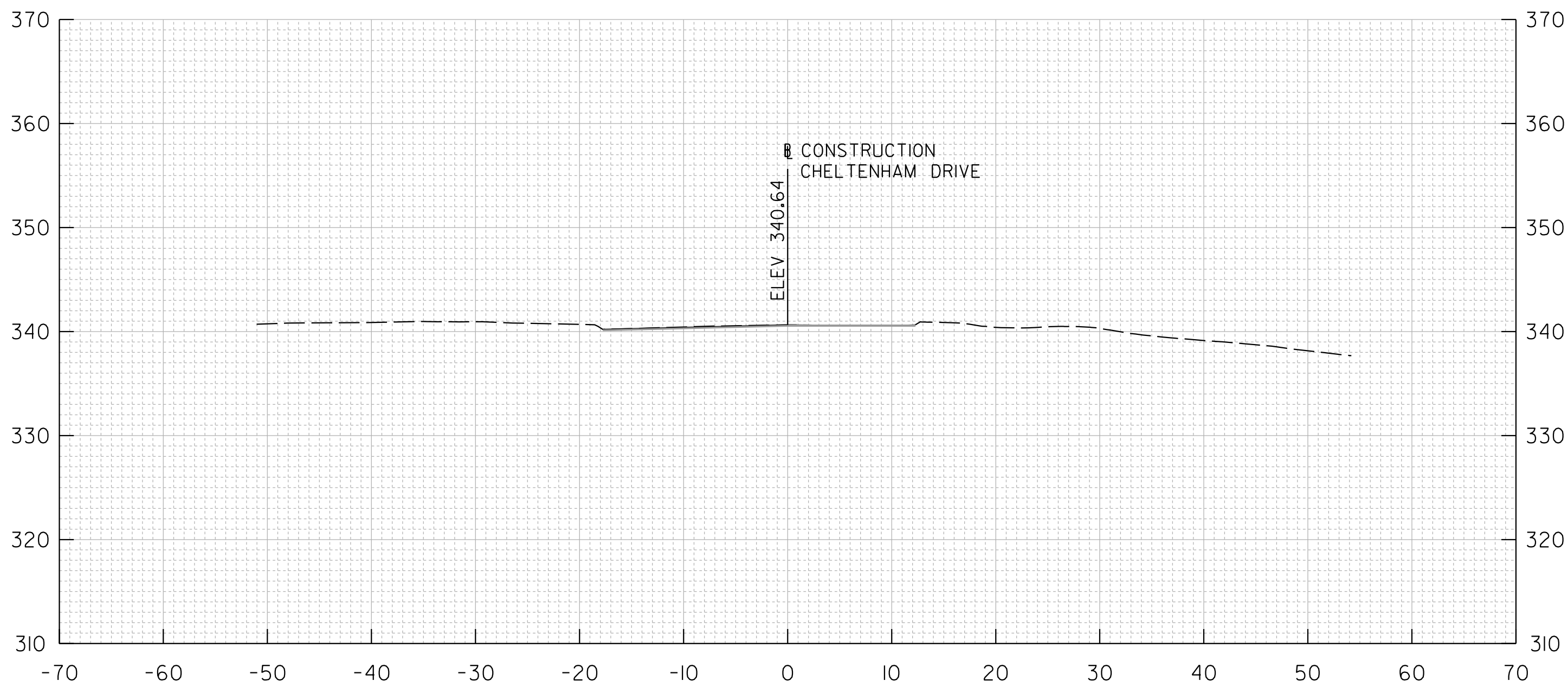
PROJECT NO.: 500119 SHEET 36 of 38



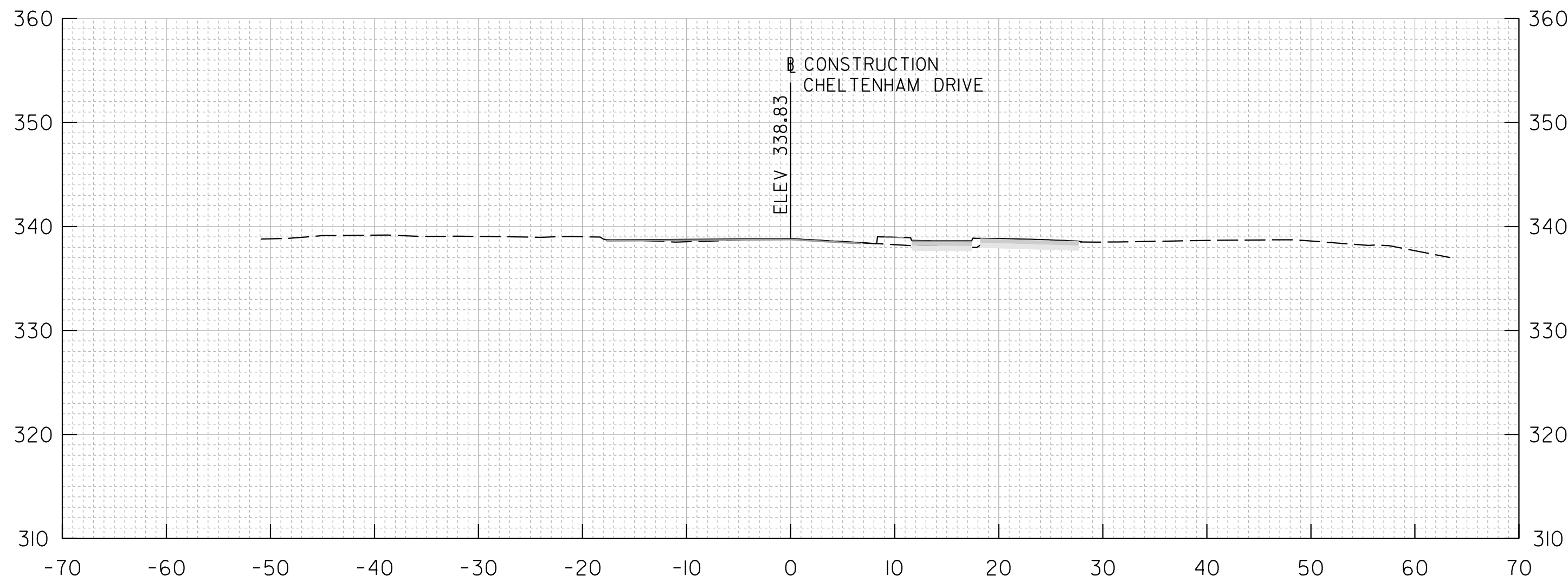
107+25



107+75



107+00



107+50

XS-08

10' 0 10' 20'  
SCALE: 1" = 10'



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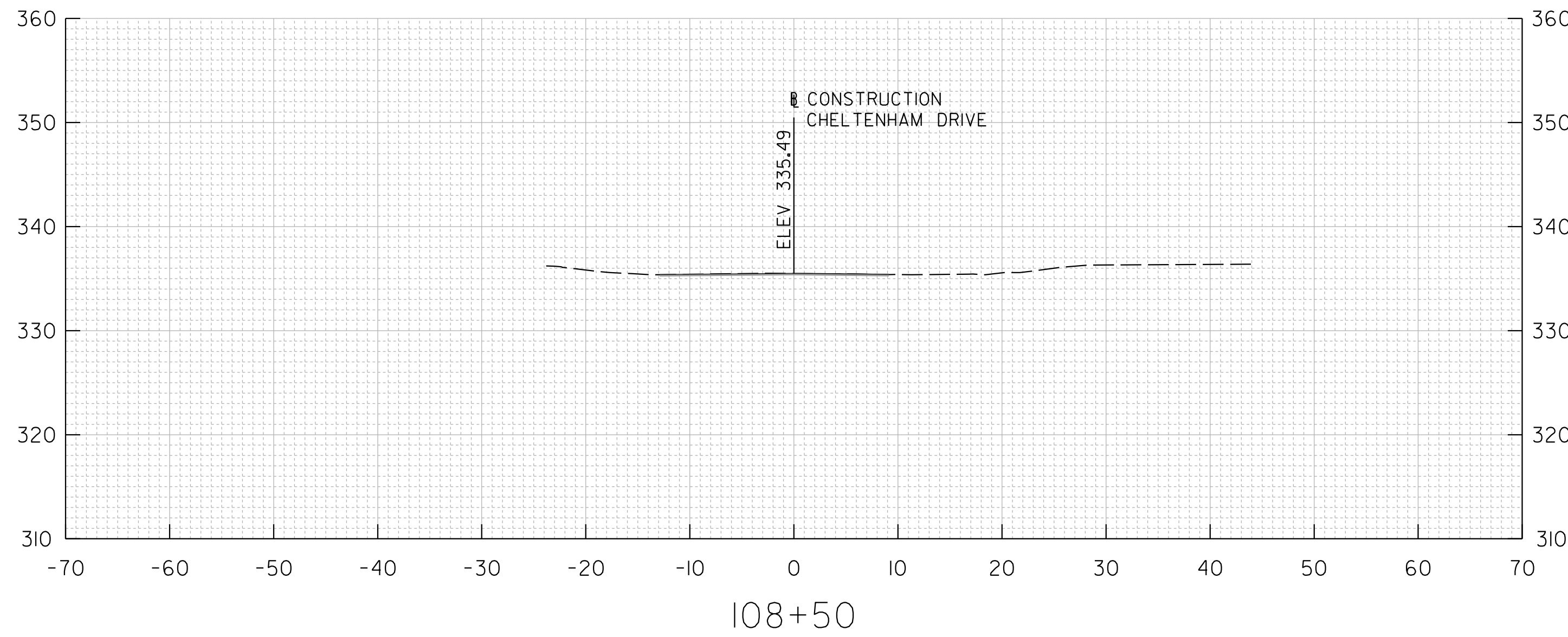
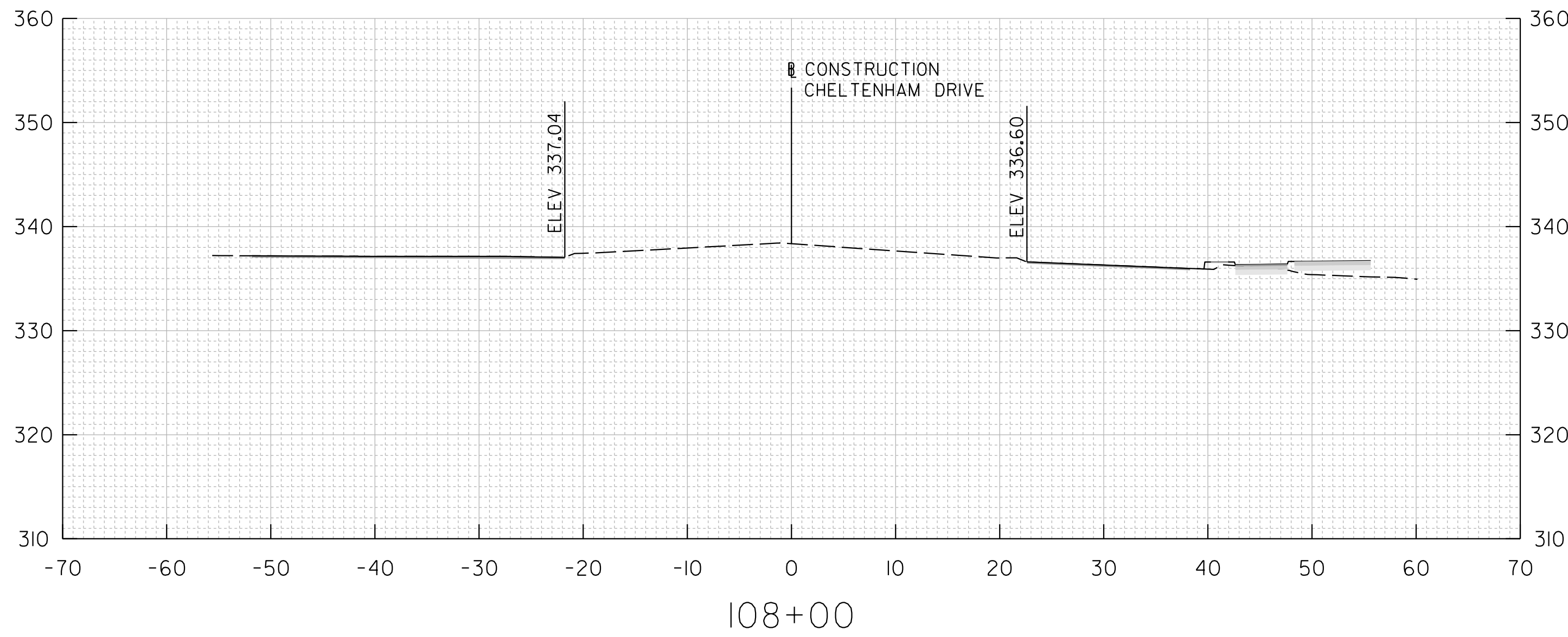
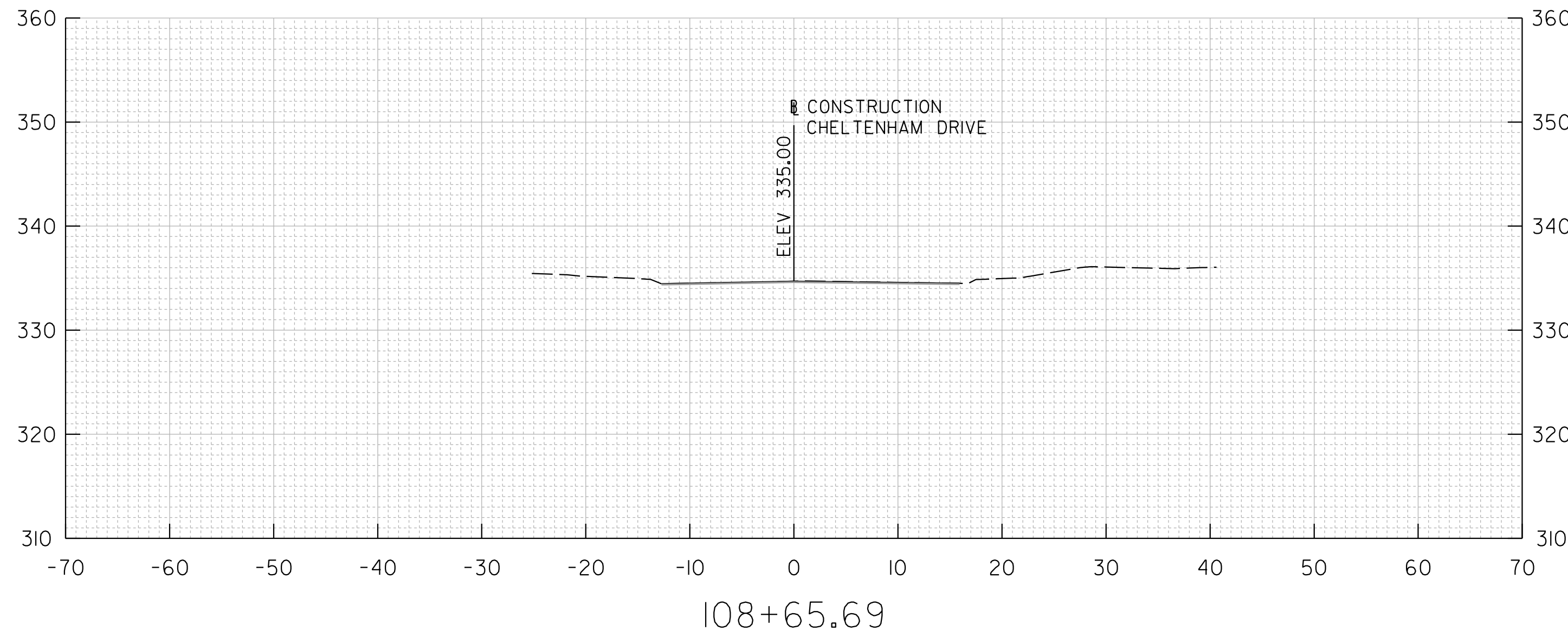
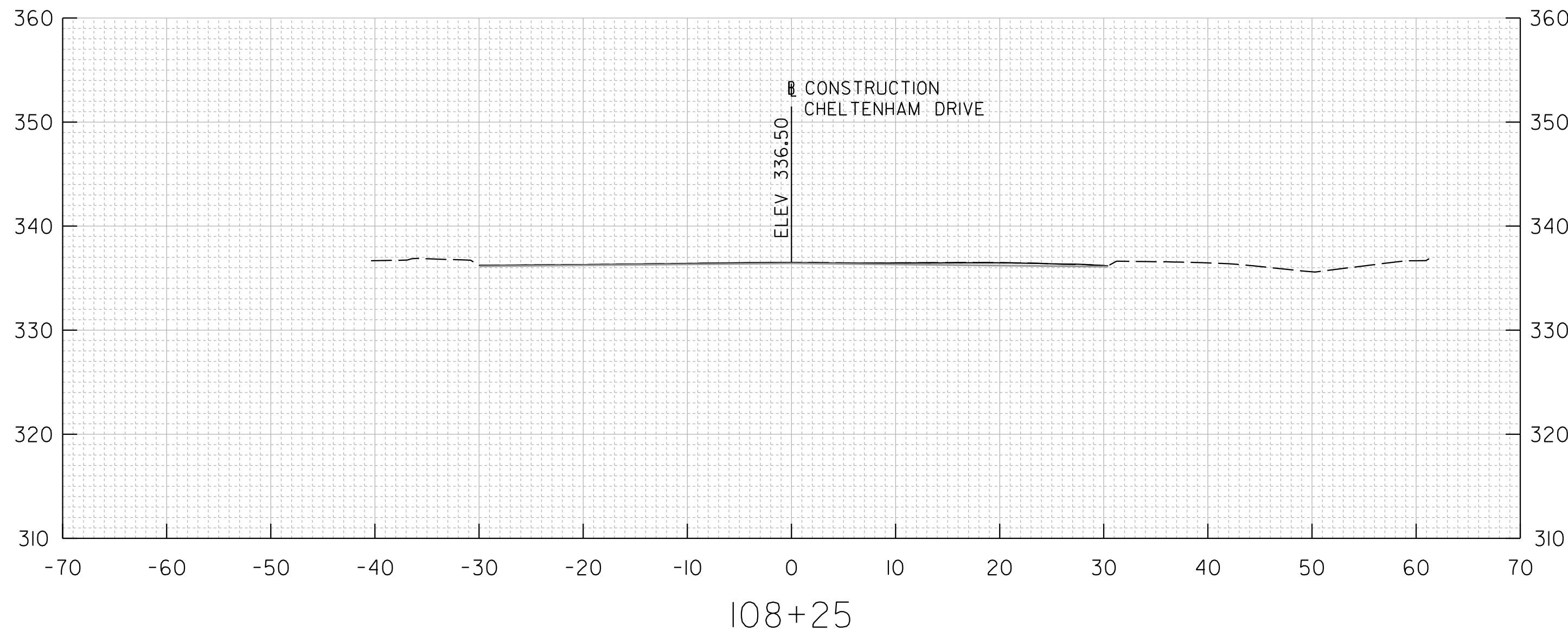
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ROADWAY CROSS SECTIONS

SCALE: 1" = 10' PROJECT NO.: 500119 SHEET 37 of 38

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XS-09

10' 0 10' 20'  
SCALE: 1" = 10'



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DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION ENGINEERING  
MONTGOMERY COUNTY, MARYLAND

CHELTENHAM DRIVE BIKEWAY  
ROADWAY CROSS SECTIONS

SCALE: 1" = 10'

PROJECT NO.: 500119 SHEET 38 of 38