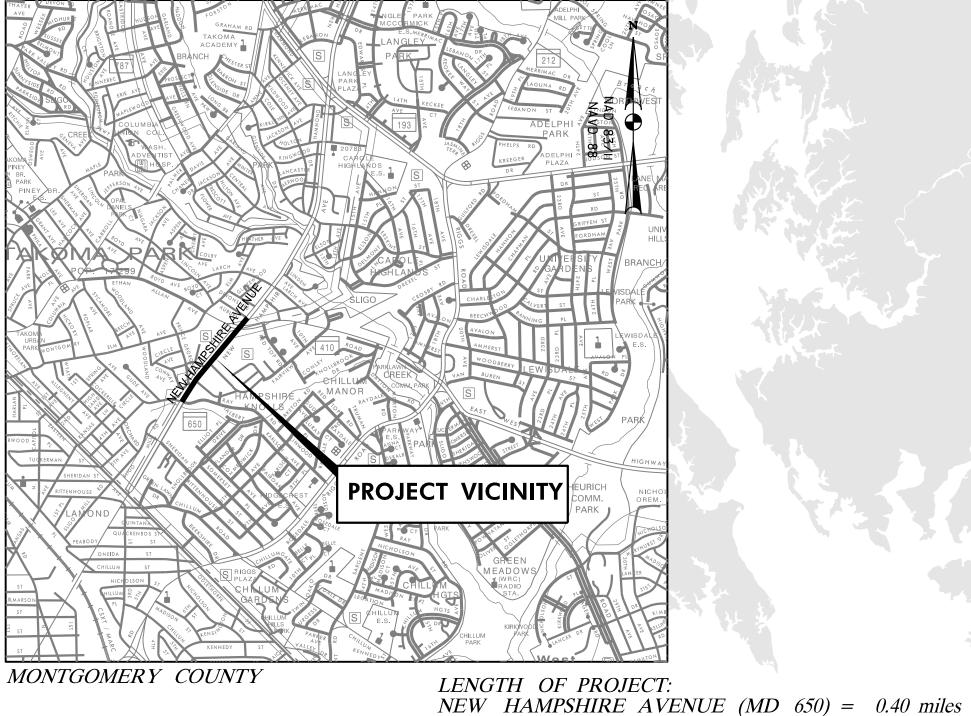
THE CITY OF TAKOMA PARK

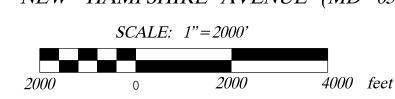
PLANS OF PROPOSED BIKEWAY SHA TRACKING NO. 19-AP-MO-034-xx

NEW AVE BIKEWAY, SECTION B MD 650 (NEW HAMPSHIRE AVENUE) POPLAR AVENUE TO AUBURN AVENUE



30% SUBMISSION SEPTEMBER 2020

ORIZONTAL DATUM	NAD	83/11
VERTICAL DATUM	NAVD	88



REVISIONS

AASHTO DESIGN CRITERIA

THIS PROJECT WAS DESIGNED IN ACCORDANCE WITH THE 2018 (7TH EDITION) PUBLICATION OF AASHTO'S "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS."

STANDARD SPECIFICATIONS BOOK,

BOOK OF STANDARDS AND MUTCD

ALL WORK ON THIS PROJECT SHALL CONFORM TO: THE LATEST APPROVED MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION (MDOT SHA) "STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS" REVISIONS THEREOF OR ADDITIONS THERETO, AS INDICATED IN THE PROJECT DESCRIPTION OF THE INVITATIONS FOR BIDS BOOK; THE SPECIAL PROVISIONS INCLUDED IN THE INVITATION FOR BIDS BOOK; THE ADMINISTRATION'S "BOOK OF STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES" AND THE LATEST ADOPTED MUTCD.

RIGHT OF WAY

RIGHT OF WAY AND EASEMENT LINES SHOWN ON THESE PLANS ARE FOR ASSISTANCE IN INTERPRETING THE PLANS. THEY ARE NOT OFFICIAL. FOR OFFICIAL FEE RIGHT OF WAY AND EASEMENT INFORMATION, SEE THE APPROPRIATE RIGHT OF WAY PLATS.

UTILITIES

THE LOCATION OF UTILITIES SHOWN ON THE PLANS ARE FOR INFORMATION AND GUIDANCE ONLY. NO GUARANTEE IS MADE OF THE ACCURACY OF SAID LOCATIONS.

COMPLETENESS OF DOCUMENTS

THE CITY OF TAKOMA PARK SHALL ONLY BE RESPONSIBLE FOR THE COMPLETENESS OF DOCUMENTS OBTAINED DIRECTLY FROM THE STATE HIGHWAY ADMINISTRATION'S CASHIER'S OFFICE. FAILURE TO ATTACH ADDENDA MAY CAUSE THE BID TO BE IRREGULAR.

ADA COMPLIANCE

THE DESIGN OF THIS PROJECT HAS INCORPORATED FACILITIES FOR THE ELDERLY AND HANDICAPPED IN COMPLIANCE WITH THE STATE AND FEDERAL LEGISLATION.

ENVIRONMENTAL INFORMATION

ALL STORMWATER MANAGEMENT FACILITIES CONSTRUCTED FOR THIS CONTRACT SHALL BE INSPECTED AND MAINTAINED IN ACCORDANCE WITH THE CITY OF TAKOMA PARK MUNICIPAL CODE TITLE 16 (SECTIONS 16.04.210 THROUGH 16.04.260)

SEDIMENT AND EROSION CONTROL REGULATIONS WILL BE STRICTLY ENFORCED DURING CONSTRUCTION.

FOLLOWING INITIAL SOIL DISTURBANCE OR REDISTURBANCE, PERMANENT OR TEMPORARY STABILIZATION SHALL BE COMPLETED WITHIN THREE (3) CALENDER DAYS AS TO THE SURFACE OF ALL PERIMETER CONTROLS, DIKES, SWALES, DITCHES, PERIMETER SLOPES, AND ALL SLOPES GREATER THAN 3 HORIZONTAL TO 1 VERTICAL (3:1), AND SEVEN DAYS (7) AS TO ALL OTHER DISTURBED OR GRADED AREAS ON THE PROJECT SITE.

OWNERS / DEVELOPERS CERTIFICATION

I/WE HEREBY CERTIFY THAT ANY 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 MARYLAND DEPARTMENT OF THE ENVIRONMENT APPROVED TRAINING PROGRAM FOR THE CONTROL OF SEDIMENT AND EROSION BEFORE BEGINNING THE PROJECT. I HEREBY AUTHORIZE THE RIGHT OF ENTRY FOR PERIODIC ON-SITE EVALUATION BY STATE OF MARYLAND, DEPARTMENT OF THE ENVIRONMENT COMPLIANCE INSPECTORS.

Jamee Ernst Planner (301) 891–7213 City of Takoma Park Printed Name and Title

RKSK

700 E. Pratt Street, Suite 500 | Baltimore, MD 21202 Engineers | Construction Managers | Planners | Scientists www.rkk.com

INDEX OF SHEETS

TS-01

DT-01

DESCRIPTION

TITLE SHEET

TYPICAL SECTION SHEET

PAVEMENT DETAILS

GEOMETRY SHEET

SN-2.01 TO SN-2.02 SIGNING & PAVEMENT MARKING PLANS

PS-01 TO PS-04 ROADWAY PLAN SHEETS

ABBREVIATIONS, GENERAL NOTES AND INDEX

Responsive People | Creative Solutions

BOOK NO.

ABBREVIATIONS

AASHTOAmerican Association of State Highway	HDWL	Headwall	RW or R/W Right of Way
Transportation Officials		Horizontal Ellipitical Reinforced	RCP Reinforced Concrete Pipe
ADTAverage Daily Traffic	7 12 1 (0)	Concrete Pipe	RCPP Reinforced Concrete Pressure Pipe
AHD Ahead	HP	High Point	R.Q.D Rock Quality Designation
APPROX Approximate	IN	<u> </u>	R.MRootmat
₽ or B⁄LBaseline		Inlet Sediment Trap	SSouth
BK Back /Book	INV	•	SANSanitary Sewer
BIT Bituminous		Junction Box	SB or S/B Southbound
B.C. Bituminous Concrete	K		S.D Storm Drain
B.M. Bench Mark	L		S.D.D Surface Drain Ditch
BOTBottom		Linear Feet	S/ESuper Elevation
C.C Center of Curve		Liquid Limit	SFSilt Fence
CAP Corrugated Aluminum Pipe		Low Point	SFSquare Feet
CAPA Corrugated Aluminum Pipe Arch		Light Pole	SHTSheet
CATVCable Television	LT.	<u> </u>	SPPStructural Steel Plate Pipe
C.B.R. California Bearing Ratio		Macadam	SPPAStructural Steel Plate Pipe Arch
© or C/L Centerline		Moisture Content	S.P.TStandard Penetration Testing
CL Class		Maximum	SRP Steel Spiral Rib Pipe -
CLF Chainlink Fence		Maximum Dry Content	Aluminized Type 2
CMP Corrugated Metal Pipe	MOD.	•	SRPASteel Spiral Rib Pipe Arch -
C.O Cleanout	MIN		Aluminized Type 2
COMBCombination	N		SSD Stopping Sight Distance
CONC Concrete		Northbound	SSFSuper Silt Fence
CONSTR Construction		Northeast	STD Standard
COR Corner		Non-Plastic	STA Station
CORR Correction		On Center	SOSingle Opening
CPP-S Corrugated Polyethylene Pipe - Type 'S'		Overhead Electric	SYSquare Yards
CSP Corrugated Steel Pipe – Aluminized Type 2		Optimum Moisture	SWM Stormwater Management
CSPA Corrugated Steel Pipe Arch –		Pavement	T Tangent
Aluminized Type 2		Point of Curvature	T Telephone
DCDegree of Curve		Point of Compound Curvature	T.CTop of Cover
D.H.V Design Hourly Volume		Point of Crown	T.GTop of Grate
D.I Drop Inlet		Profile Grade Elevation	T or TL Traverse Line
DIA Diameter		Profile Ground Elevation	T.M Top of Manhole
D.O Double Opening		Profile Grade Line	TRAV Traverse
E East		Profile Ground Line	TS Temporary Swale
E Electric		Point of Rotation	T.S
E External Distance		Plasticity Index	T.STopsoil
EAEach		Point of Intersection	TYPTypical
EB Eastbound		Point On Curve	U.D
ELEV Elevation		Point On Tangent	U.G Underground
ES End Section		Polyvinyl Chloride Profile Wall Pipe	U.P Utility Pole
EX or EXIST Existing		Proposed	USDA United States Department
FTFeet		Point of Reverse Curve	of Agriculture
F or FL Flowline		Point	VCL Vertical Clearance
F.B.D. Flat Bottom Ditch		Point of Tangency	V.C.L. Vertical Curve Length
F.H Fire Hydrant		Point of Parigonoy Point of Vertical Curve	W
FWDForward		Polyvinyl Chloride	WWest
GGas		Point of Vertical Intersection	WB Westbound
G.V Gas Valve		Point of Vertical Intersection Point of Vertical Reverse Curve	WB Westbound WB Wetland Buffer
H.B Handbox		Point of Vertical Heverse Carve	W.MWater Meter
HDPEHigh Density Polyetheylene	R		W.SWrapped Steel
TIDE ETrigit Dorisity i diyotricyloric		Rock Fragments	WUSWapped Steel
	RT	_	W.VWater Valve
		· · ·· · · · · · · · · · · · · · · ·	····· ································

CONVENTIONAL SIGNS (SAMPLES)

PROPOSED MEDIAN BARRIER ELECTRICAL HAND BOX – SIGNALS FLOW LINE	□ □ □ □ □ □ H.B. □ □ □ □
STATE, COUNTY OR CITY LINESPROPOSED TRAFFIC BARRIER	— – — · · · · · · · · · · · · · · · · ·
EXISTING TRAFFIC BARRIER	
RIGHT OF WAY LINE EXISTING ROADWAY RAILROAD BASE LINE OR SURVEY LINE FIRE HYDRANT	3) +50 3? F.H.
HISTORIC BOUNDARY	H —
WETLAND BOUNDARY	\bullet \bullet \bullet

PROPOSED PIPE / CULVERT	
EXISTING PIPE / CULVERT	
EXISTING DROP INLET	===
UTILITY POLE	$\overline{\bullet}$
WETLAND	علدعلد _علدعلد
WETLAND BUFFER	— в —
WATERS OF THE U.S	√ WUS <u></u>
HEDGE /TREE LINE	~~~~~~
BUSH /TREE	\odot
CONIFEROUS TREE	My Wy
GROUND ELEVATION	DATUM LINE 2
GRADE ELEVATION	DATUM LINE 2015

GENERAL NOTES

- 1. THE EXISTING UTILITIES AND OBSTRUCTIONS SHOWN ON THESE PLANS ARE FROM THE BEST AVAILABLE RECORDS AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY ALL UTILITY OWNERS CONCERNED AND MISS UTILITY PRIOR TO CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL CALL "MISS UTILITY" AT LEAST 48 HOURS IN ADVANCE OF ANY EXCAVATION WORK AT 1–800–257–7777.
- 2. THE CONTRACTOR SHALL PROTECT AND NOT INTERRUPT EXISTING UTILITY SERVICES UNLESS OTHERWISE NOTED ON THE PLANS OR AUTHORIZED BY THE ENGINEER. SEE UTILITY STATEMENT.
- 3. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT THE SAFETY OF THE PUBLIC AND ALL WORKERS IS MAINTAINED AT ALL TIMES THROUGHOUT THE TERM OF THE CONTRACT.
 MOTORISTS SHALL BE GUIDED IN A CLEAR AND POSITIVE MANNER WHILE APPROACHING AND PASSING THROUGH CONSTRUCTION WORK AND EQUIPMENT AREAS.
- 4. HORIZONTAL CONTROL: THE LOCATION AND ELEVATION OF BENCH MARKS ARE SHOWN ON THE PLANS. ALL ELEVATIONS ARE IN FEET AND ARE BASED ON THE NAVD 88.
- 5. WHERE REFERENCE IS MADE TO MDOT SHA STANDARD PLATES IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE IN HIS POSSESSION THE LATEST UP-TO-DATE STANDARD PLATES AS OF THE DATE OF ADVERTISEMENT OF THESE PLANS. STANDARD PLATES ARE AVAILABLE AT WWW.MARYLANDROADS.COM.
- 6. THE CONTRACTOR SHALL GRADE FOR POSITIVE DRAINAGE AT ALL ROADWAY INTERSECTIONS, ENTRANCES AND YARDS.
- 7. REPAIRS TO UTILITIES OR PROPERTY DAMAGE AS A RESULT OF CONTRACTOR'S NEGLIGENCE OR METHOD OF OPERATION SHALL BE MADE AT NO ADDITIONAL COST TO THE CITY, THE ADMINISTRATION OR THE OWNER.
- 8. PROVIDE 4-INCH FURNISHED TOPSOIL AND TURFGRASS SOD ESTABLISHMENT ON SLOPES UNLESS OTHERWISE NOTED ON THE PLANS.
- 9. MATERIAL REMOVED DURING CONSTRUCTION SHALL BECOME THE CONTRACTOR'S PROPERTY UNLESS OTHERWISE NOTED ON THE PLANS OR IN THE SPECIAL PROVISIONS.
- 10. THE CONTRACTOR SHALL RESET ANY SIGN POSTS OR MAIL BOXES TO FACILITATE THE WORK, EXCEPT WHERE SPECIFIED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- 11. FINAL DETERMINATION AS TO THE LOCATION OF EROSION AND SEDIMENT CONTROLS WILL BE AT THE DIRECTION OF THE ENGINEER WHO RESERVES THE RIGHT TO ORDER ADDITIONAL E&S DEVICES.
- 12. CONSTRUCTION EQUIPMENT SHALL HAVE TREADS/TIRES CLEANED PRIOR TO LEAVING THE LOD. ALL MATERIAL REMOVAL/LOAD OUT SHALL BE LIFTED FROM THE LOD. ALL SEDIMENT SPILLED, DROPPED OR TRACKED ONTO THE ROAD MUST BE REMOVED IMMEDIATELY BY VACUUMING, SCRAPING OR SWEEPING.
- 13. SEVERAL PROPOSED DRAINAGE STRUCTURES AND PIPES WILL CONNECT TO EXISTING STORM DRAIN STRUCTURES AND PIPES. THE CONTRACTOR SHALL FIELD VERIFY INVERTS PRIOR TO ORDERING, FABRICATING OR CONSTRUCTING PROPOSED STORM DRAIN STRUCTURES.
- 14. SAW CUTS WILL NOT BE MEASURED BUT WILL BE INCIDENTAL TO OTHER RELATED ITEMS AS SPECIFIED IN THE CONTRACT DOCUMENTS.
- 15. VERTICAL ADJUSTMENT OF EXISTING UTILITIES SHALL BE INCIDENTAL TO THE 5 INCH CONCRETE SIDEWALK, SPECIALTY PAVERS TYPE 2 OR ASPHALT SHARED USE PATH PAY

AB-01

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION B
MD 650 (NEW HAMPSHIRE AVENUE)
POPLAR AVE TO AUBURN AVE

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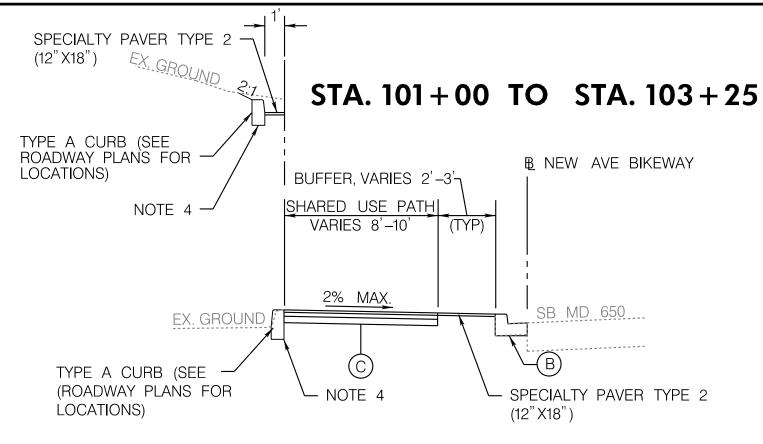
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Engineers | Construction Managers | Planners | Scientists

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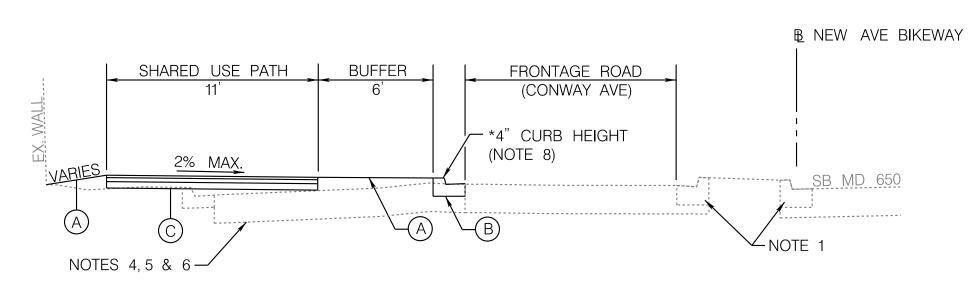
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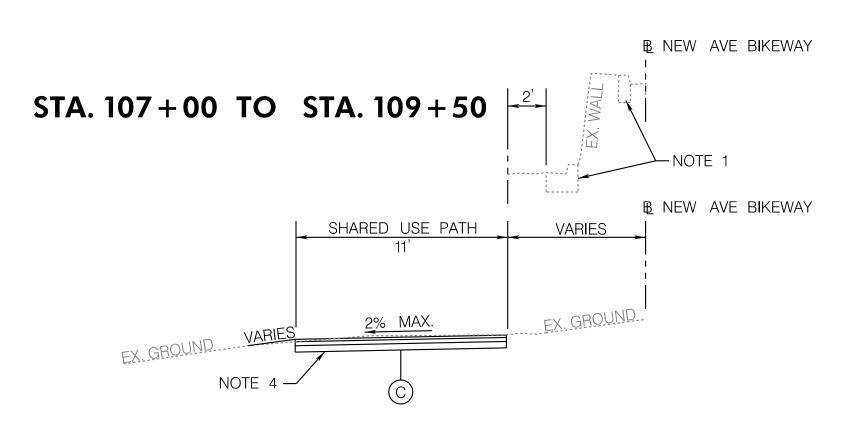
NEW AVENUE BIKEWAY

STA. 101+00 TO STA. 103+25

STA. 115+25 TO STA. 123+00



NEW AVENUE BIKEWAY
STA. 103 + 25 TO STA. 105 + 50



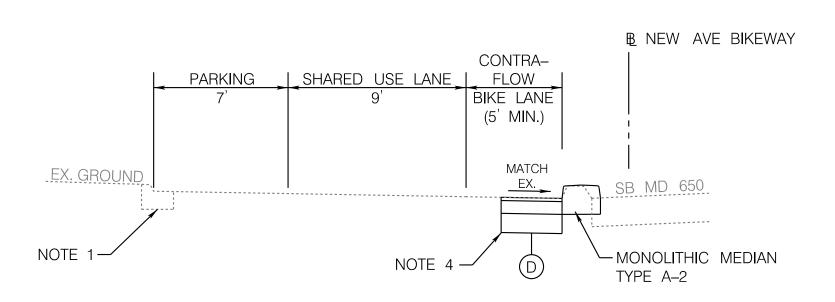
NEW AVENUE BIKEWAY

STA. 105 + 50 TO STA. 109 + 50

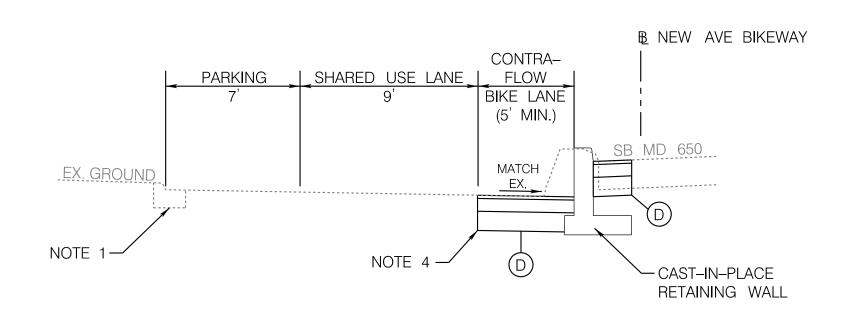


TYPICAL SECTION LEGEND

- (A) 4" FURNISHED TOPSOIL & TURFGRASS SOD ESTABLISHMENT
- (B) MDOT SHA STANDARD TYPE A COMBINATION CURB AND GUTTER, ANY HEIGHT OR DEPTH
- (C) MDOT SHA STD. NO. 580.08: BIKE PATHS FLEXIBLE PAVEMENT SECTION
- (D) SEE PAVEMENT DETAIL B, SHEET DT-01



NEW AVENUE BIKEWAY STA. 109 + 50 TO STA. 113 + 25



NEW AVENUE BIKEWAY

STA. 113 + 25 TO STA. 115 + 25

NOTES:

- 1. EXISTING CURB AND GUTTER TO REMAIN.
- 2. SAW CUTS ARE INCIDENTAL TO THE EXCAVATION OR PAVING ITEMS.
- 3. ALL ROADWAY EXCAVATION SHALL BE DEFINED AS CLASS 1 REGARDLESS OF THE WIDTH OF THE EXCAVATION.
- 4. LIMIT OF CLASS 1 EXCAVATION AND TOP OF SUBGRADE.
- 5. EXCAVATE TO THE TOP OF EXISTING SUBGRADE. BACKFILL WITH COMMON BORROW TO BOTTOM OF SIDEWALK OR ASPHALT SHARED USE PATH.
- 6. EXCAVATE TO THE TOP OF EXISTING SUBGRADE. BACKFILL WITH FURNISHED SUBSOIL TO 4" BELOW PROPOSED GRADE. PLACE 4" FURNISHED TOPSOIL TO PROPOSED GRADE. PROVIDE TURFGRASS SOD ESTABLISHMENT.
- 7. SEE SIGNING AND PAVEMENT MARKING PLANS FOR BIKE PAVEMENT STRIPING.
- 8. ALL CONCRETE CURB AND GUTTER WILL BE PAID FOR AS STANDARD TYPE A COMBINATION CURB & GUTTER, ANY HEIGHT OR DEPTH.

CITY OF TAKOMA PARK

NEW AVE BIKEWAY, SECTION B

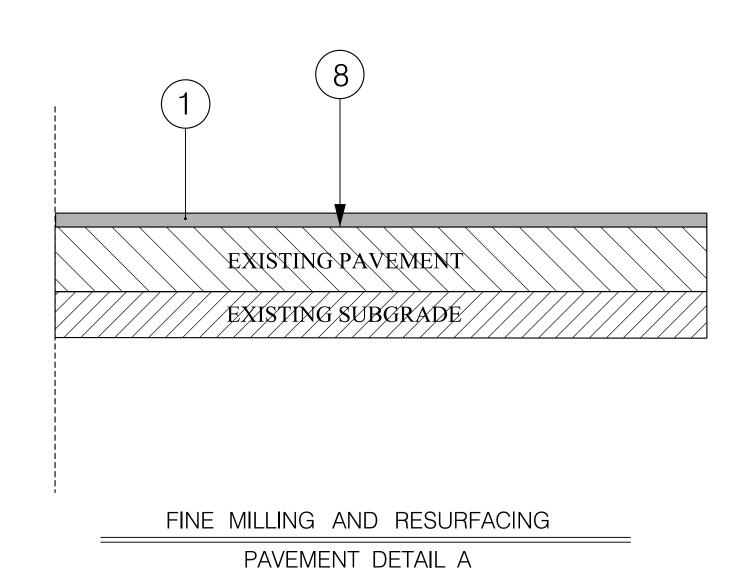
MD 650 (NEW HAMPSHIRE AVENUE)

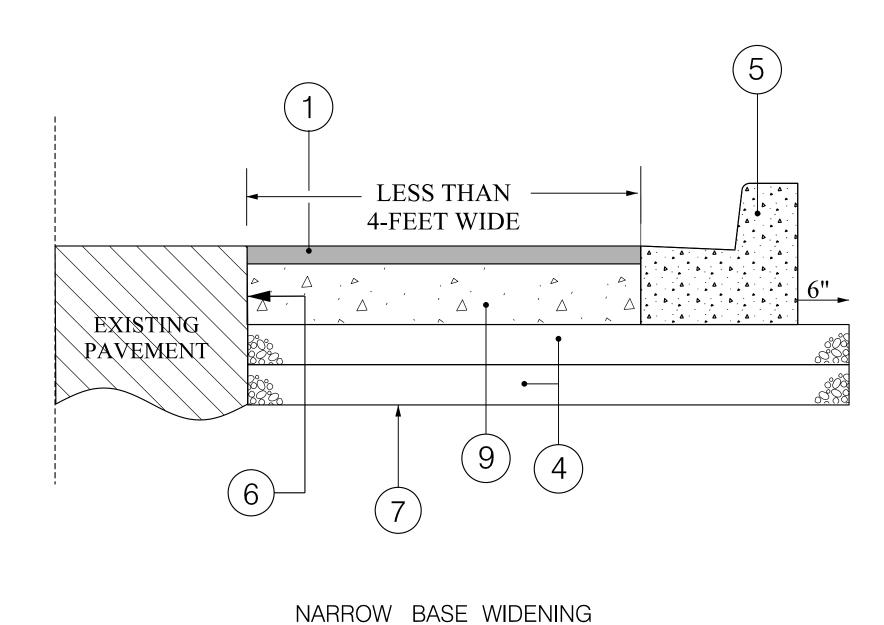
POPLAR AVE TO AUBURN AVE

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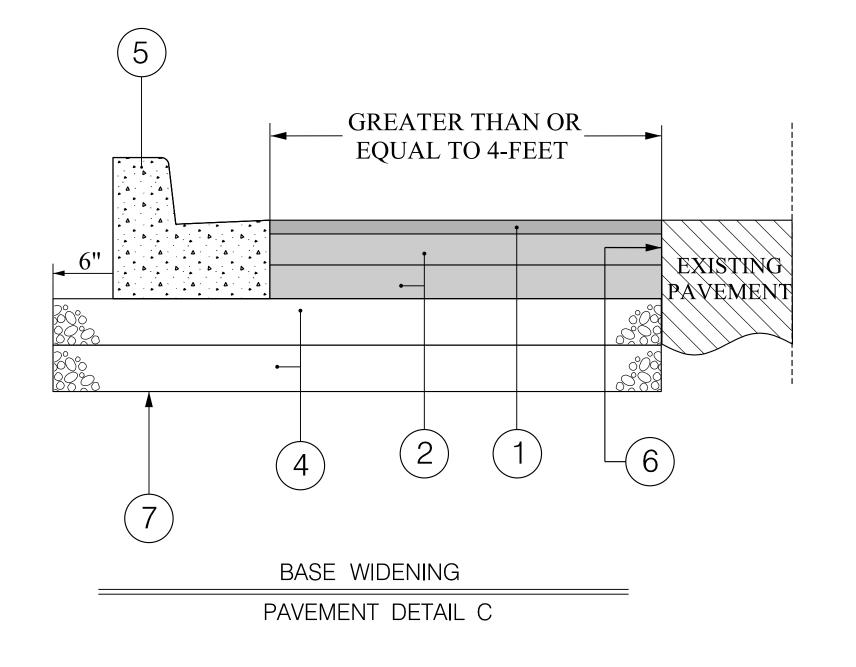
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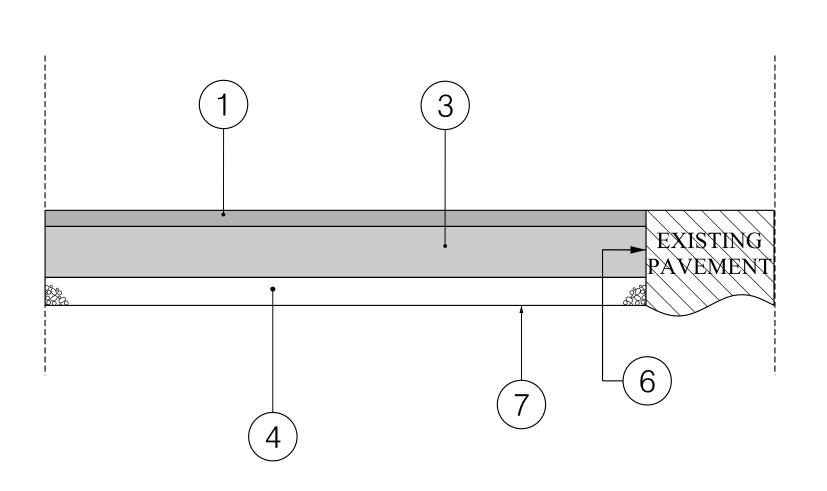
. sharefoot -





PAVEMENT DETAIL B





ASPHALT SECTION FOR DRIVEWAY

PAVEMENT DETAIL D

PAVEMENT LEGEND

- 1) 2" SUPERPAVE ASPHALT MIX 9.5 mm FOR SURFACE, HDFV, PG64E-22, LEVEL 2
- (2) 4" SUPERPAVE ASPHALT MIX 19.0 mm FOR BASE, PG 64S-22, LEVEL 2
- (3) 3" SUPERPAVE ASPHALT MIX 19.0 mm FOR BASE, PG 64S-22, LEVEL 2
- (4) 6" GRADED AGGREGATE BASE COURSE
- (5) MDOT SHA STANDARD TYPE A COMBINATION CURB AND GUTTER, OR MONOLITHIC MEDIAN (SEE PLANS)
- 6 FULL-DEPTH SAW CUT INCIDENTAL TO FULL-DEPTH PATCH, CURB AND GUTTER AND EXCAVATION ITEMS
- (7) TOP OF SUBGRADE AND LIMIT OF EXCAVATION (SEE NOTE 2)
- 8 TOP OF EXISTING PAVEMENT AFTER 2" FINE MILLING
- 9) 8" PLAIN PORTLAND CEMENT CONCRETE MIX NO. 9

PAVEMENT DETAIL NOTES

- 1. REMOVE AND DISPOSE OF ALL SOFT AND UNSTABLE MATERIAL PER SECTION 208 OF THE MDOT SHA STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS.
- 2. IN AREAS WHERE EXISTING PAVEMENT IS BEING REMOVED, THE LIMIT OF EXCAVATION SHALL BE AT THE BOTTOM OF THE BOUND MATERIALS IN THE EXISTING PAVEMENT OR AT THE TOP OF SUBGRADE, WHICHEVER IS LOWER.
- 3. FOR ASPHALT SHARED USE PATH, REFER TO MDOT SHA STD. NO. 580.08 FOR BIKE PATHS

 FLEXIBLE PAVEMENT SECTION.
- 4. REFER TO MDOT SHA STD. NO. 578.01 FOR REPAIRING PAVEMENT OPENINGS WITHIN UTILITY/STORM DRAIN TRENCHES. PAVEMENT REPAIR FOR PIPE INSTALLATION IS INCIDENTAL TO PIPE INSTALLATION.
- 5. REFER TO MDOT SHA STD. NO. 578.03 FOR PERMANENT PATCHING FOR FLEXIBLE PAVEMENT USING APPROVED ASPHALT MIX.
- 6. REFER TO MDOT SHA STD. NO. 580.03 FOR NEW CURB AND GUTTER PLACEMENT ALONG EXISTING PAVEMENT.

PAVEMENT DETAILS SHALL BE REVIEWED BY MDOT SHA. DETAILS WERE DEVELOPED AS A PLACE HOLDER AND NOT BASED ON PAVEMENT BORINGS OR CORE DATA.

DT-01

CITY OF TAKOMA PARK NEW AVE BIKEWAY, SECTION B MD 650 (NEW HAMPSHIRE AVENUE) POPLAR AVE TO AUBURN AVE

	PAVEME	NT DETA	AILS	
	SCALE_N.T.S DATE_SER	PTEMBER 2020	CONTRACT NOT	.B.D.
30% PLANS SEPTEMBER 2020	DESIGNED BY SAB DRAWN BY BB CHECKED BY RJG F.A.P. NO. T.B.D.		MONTGOMERY E MD 650 0.040-	0.830
	DRAWING NO. DT01	1 OF 1	SHEET NO.	4 OF 11
DI OTTED: 0/49/2020			-	

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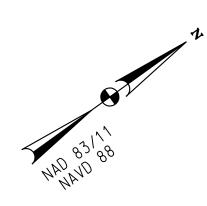
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PLOTTED: 9/18/2020
FILE: \\ad.rkk.com\fs\Cloud\Projects\2020\20007_NewAveSecB\CADD\Plans\pDT-0001_NewAveBike_B.dgn

CURVE DATA						
CURVE NO.	Δ	Dc	R	Т	L	E
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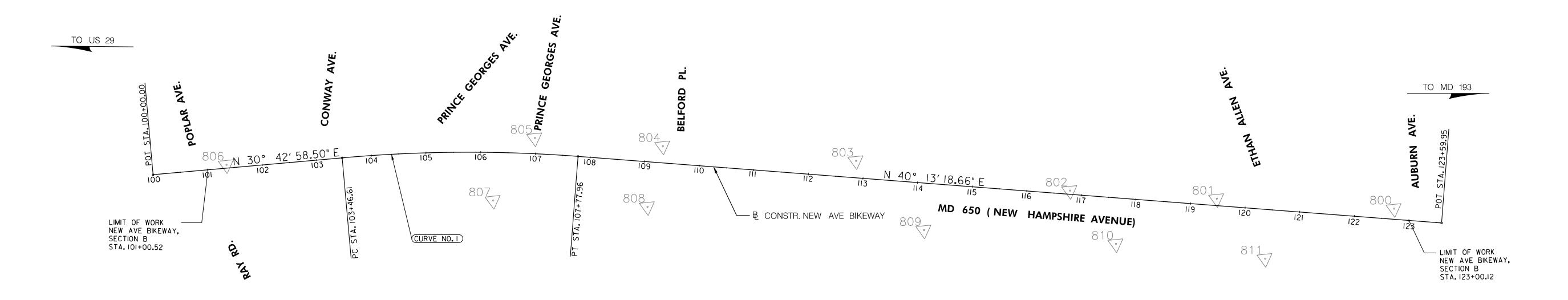
BASELINE CONTROL COORDINATES B. CONSTR. MD 650			
	NORTH	EAST	
POT STA.100+00.00	474,968.1366	1,312,668.4796	
PC STA.103+46.61	475,226.1227	1,312,845.5252	
PI STA. 105+62.78	475,451.9668	1,312,955.9426	
PT STA.107+77.96	475,617.0243	1,313,095.5350	
POT STA. 123+59.95	476,824.9497	1,314,117.1010	

TRAVERSE POINTS				
POINT NO.	NORTH	EAST	ELEVATION	PLAN SHEET NO.
659	477,089.7324	1,314,330.8027	178.33	-
800	476,770.0060	1,314,045.2907	189.90	PS-04
801	476,517.8914	1,313,841.0045	201.77	PS-04
802	476,309.1096	1,313,672.0181	211.04	PS-03
803	476,024.1202	1,313,399.3005	205.68	PS-03
804	475,753.7070	1,313,170.9315	176.51	PS-02
805	475,572.8268	1,313,021.9856	152.47	PS-02
806	475,087.4455	1,312,732.2320	136.99	PS-0I
807	475,444.3321	1,313,070.1947	153.56	PS-02
808	475,666.1119	1,313,244.3769	176.67	PS-02
809	476,050.6859	1,313,574.5269	210.01	PS-03
810	476,320.3597	1,313,800.1156	208.26	PS-04
811	476,525.4742	1,313,981.2735	198.00	PS-04



NOTES:

I. TOPOGRAPHIC SURVEY AND BOUNDARY LINE ESTABLISHMENT WAS PREPARED BY CAPITOL DEVELOPMENT DESIGN, INC. IN MAY 2020.



GS-01

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION B
MD 650 (NEW HAMPSHIRE AVENUE)
POPLAR AVE TO AUBURN AVE

	BASELINE GEOMETRY & SURVEY CONTROL
	SCALE 1"=100' DATE <u>SEPTEMBER 2020</u> CONTRACT NO. <u>T.B.D.</u>
30% PLANS SEPTEMBER 2020	DESIGNED BY SAB COUNTY MONTGOMERY DRAWN BY SAB LOGMILE MD 650 0.040- 0.830 CHECKED BY RJG F.A.P. NO. T.B.D.
	DRAWING NO. GS01 1 OF 1 SHEET NO. 5 OF

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FILE: \lad.rkk.com\fs\Cloud\Projects\2020\20007_NewAveSecB\CADD\Plans\pGS-0001_NewAveBike_B.dgn

