

DRILL HOLES

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BY: AGRUBB

THE CITY OF TAKOMA PARK

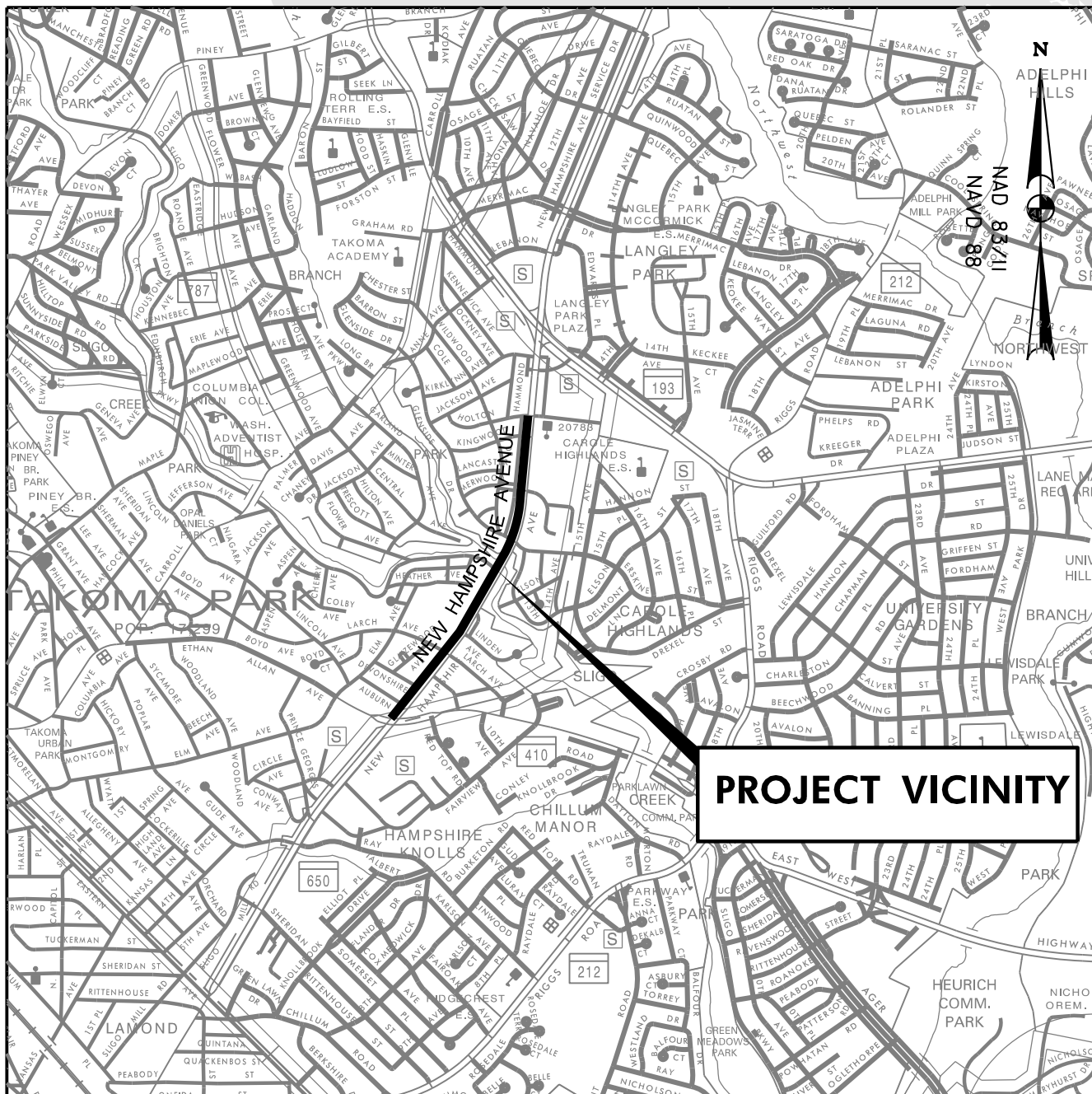
PLANS OF PROPOSED BIKEWAY SHA TRACKING NO. 19-AP-MO-034-xx

NEW AVE BIKEWAY, SECTION A MD 650 (NEW HAMPSHIRE AVENUE) AUBURN AVENUE TO HOLTON LANE

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60% SUBMISSION
MAY 2020



MONTGOMERY COUNTY

LENGTH OF PROJECT:
NEW HAMPSHIRE AVENUE (MD 650) = 0.79 miles

SCALE: 1" = 2000'



HORIZONTAL DATUM	NAD 83 /11
VERTICAL DATUM	NAVD 88

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.

Signature _____ DATE _____
Jamee Ernst Planner
(301) 891-7213 City of Takoma Park
Printed Name and Title

REVISIONS

RK&K

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SURVEY
BOOK NO.

\\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\pGN-T000_NewAveBike.dgn
6/26/2020

ABBREVIATIONS

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

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 MDSA 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 ITEMS. SEE SP 603 – SIDEWALKS.

CONVENTIONAL SIGNS (SAMPLES)

PROPOSED MEDIAN BARRIER		PROPOSED PIPE /CULVERT	
ELECTRICAL HAND BOX – SIGNALS		EXISTING PIPE /CULVERT	
FLOW LINE		EXISTING DROP INLET	
STATE,COUNTY OR CITY LINES		UTILITY POLE	
PROPOSED TRAFFIC BARRIER		WETLAND	
EXISTING TRAFFIC BARRIER		WETLAND BUFFER	
PROPOSED FENCE LINE		WATERS OF THE U.S.	
EXISTING FENCE LINE		HEDGE /TREE LINE	
RIGHT OF WAY LINE		BUSH /TREE	
EXISTING ROADWAY		CONIFEROUS TREE	
RAILROAD		GROUND ELEVATION	
BASE LINE OR SURVEY LINE		GRADE ELEVATION	
FIRE HYDRANT			
HISTORIC BOUNDARY			
WATERS OF THE U.S.			
WETLAND BOUNDARY			

AB–01

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

ABBREVIATIONS, GENERAL NOTES & INDEX

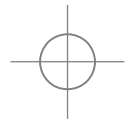
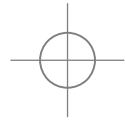
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DESIGNED BY	KBJ	COUNTY	MONTGOMERY		
DRAWN BY	TJS	LOGMILE	MD 650 0.040-0.830		
CHECKED BY	RJG				
F.A.P. NO.	T.B.D.				
DRAWING NO.	AB01	1 OF 1	SHEET NO.	2 OF 73	

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BY: bbaral -



BY: bbaral -



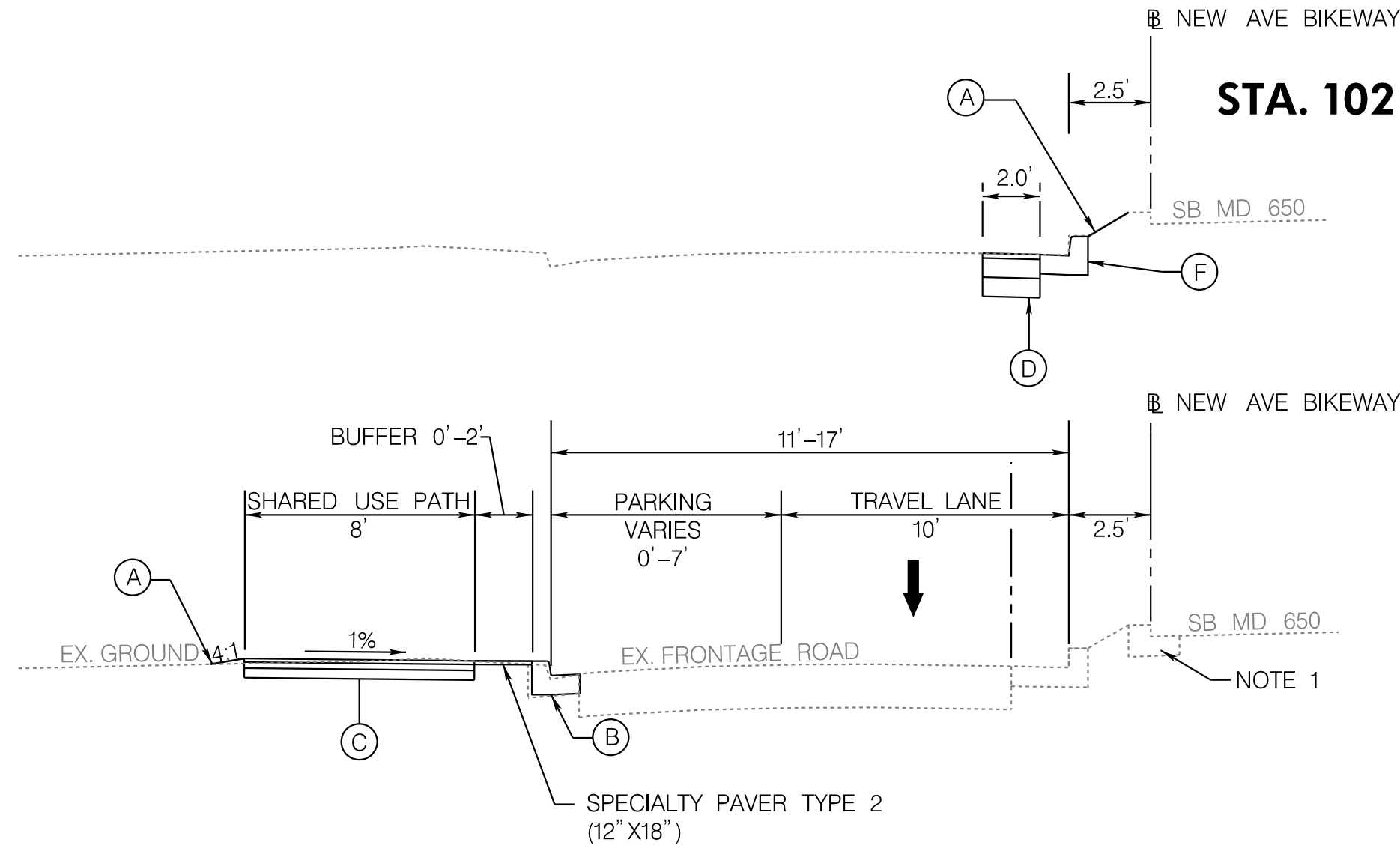
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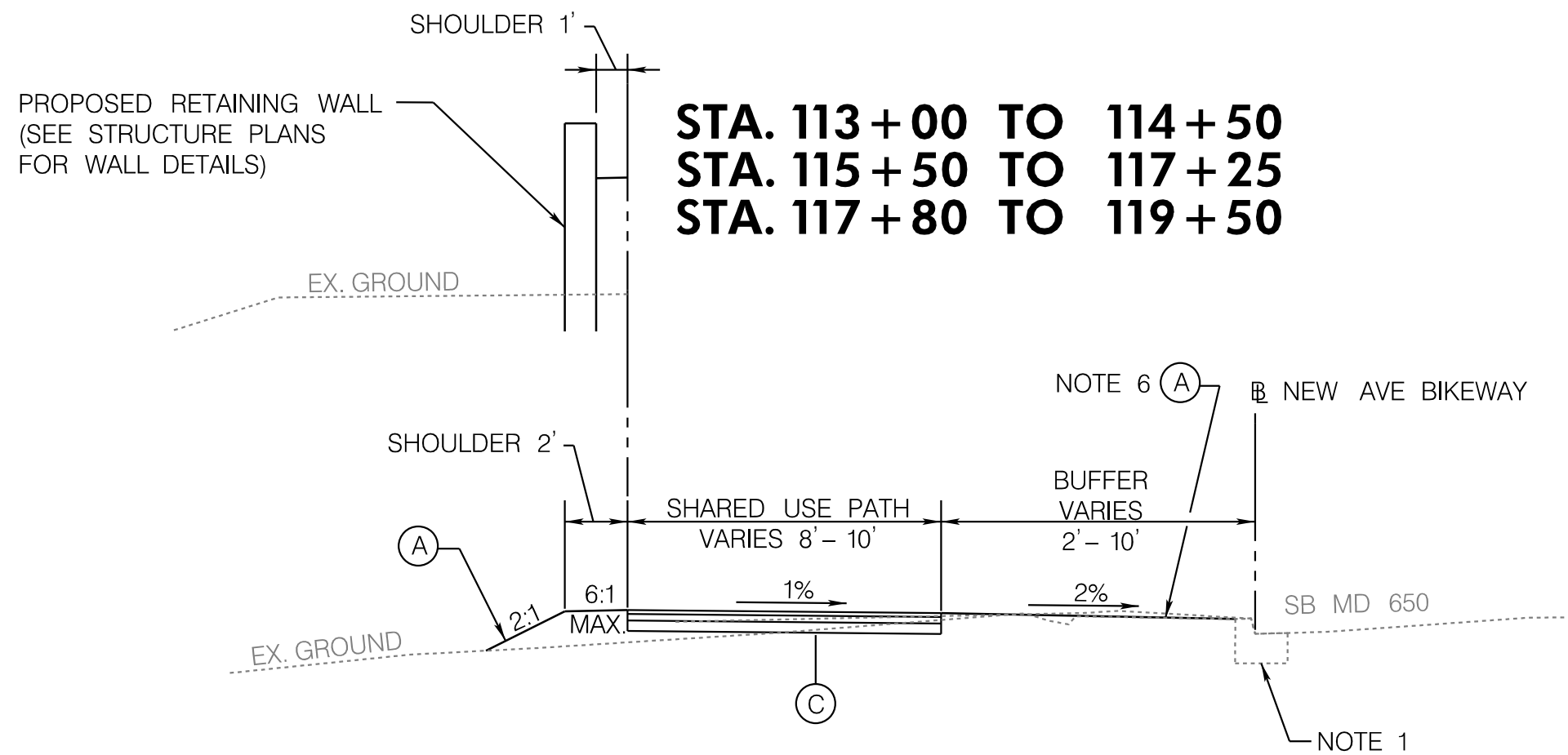
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TYPICAL SECTION LEGEND

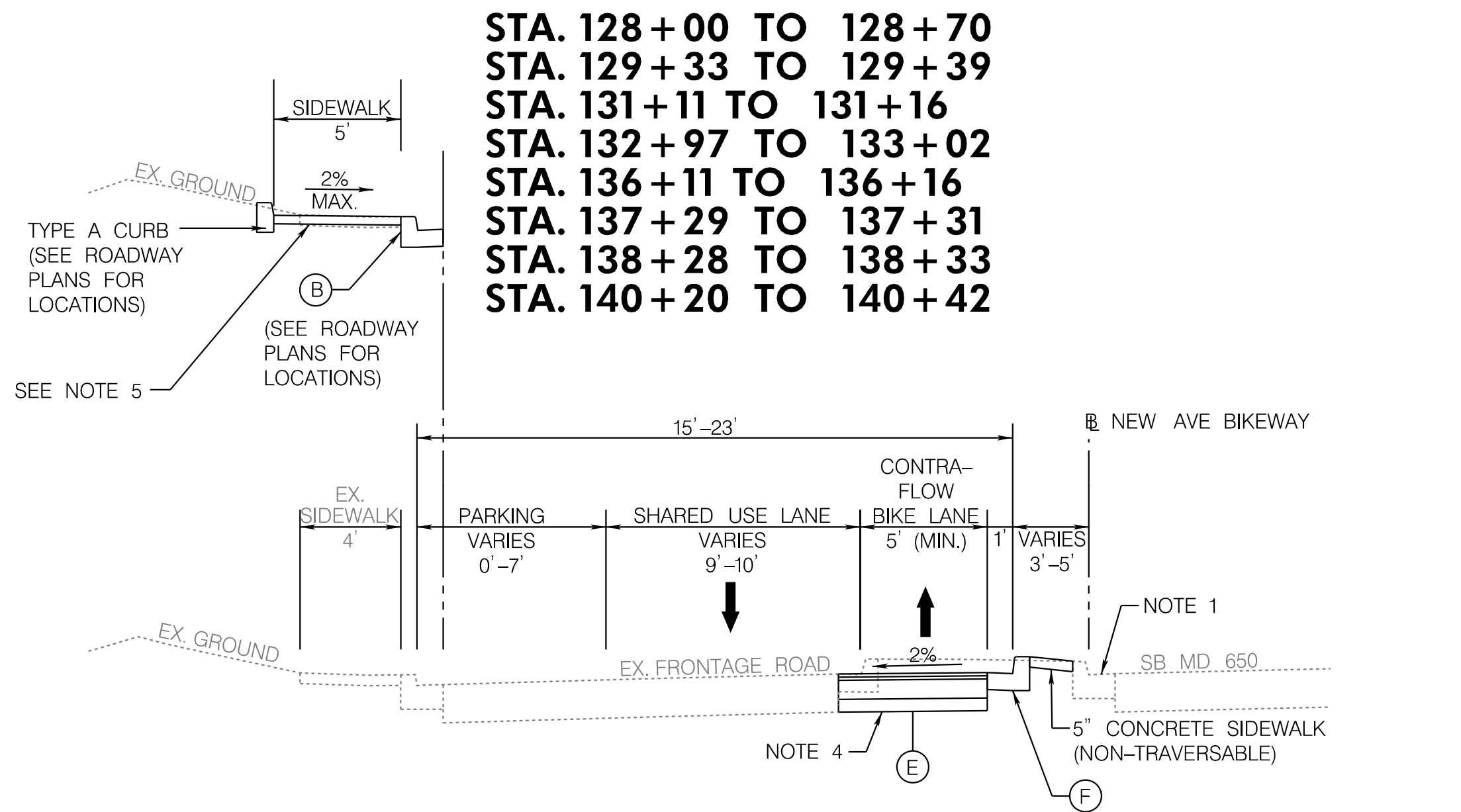
- (A) 4" FURNISHED TOPSOIL & TURFGRASS SOD ESTABLISHMENT
- (B) MDOT SHA STANDARD TYPE D COMBINATION CURB AND GUTTER
- (C) MDOT SHA STD. NO. 580.08: BIKE PATHS - FLEXIBLE PAVEMENT SECTION
- (D) SEE PAVEMENT DETAIL B, SHEET DT-01
- (E) SEE PAVEMENT DETAIL C, SHEET DT-01
- (F) MDOT SHA TYPE A CURB AND GUTTER



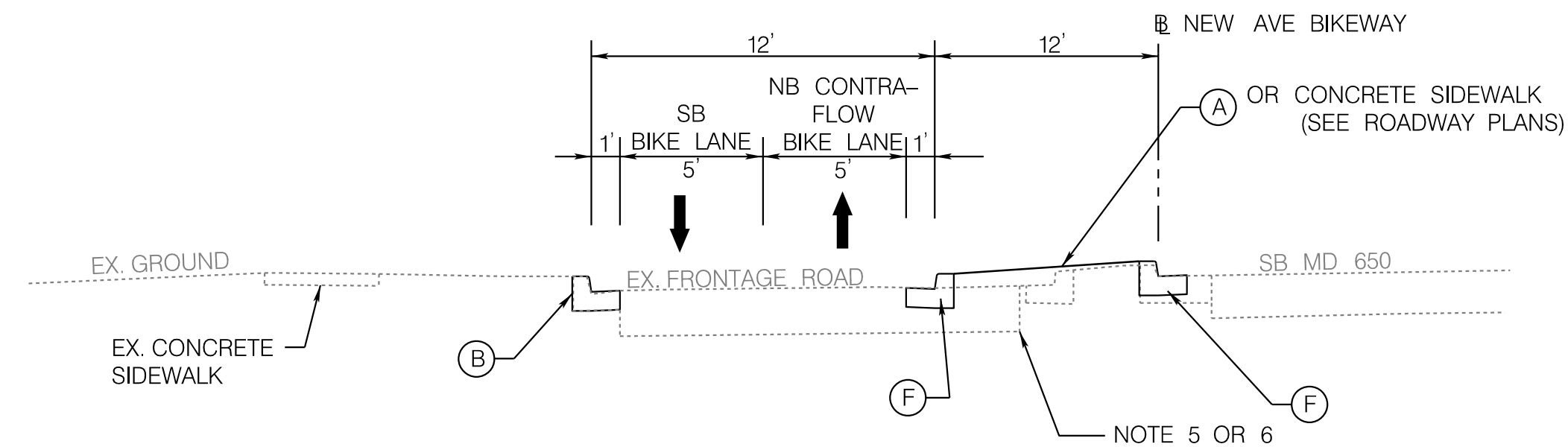
NEW AVENUE BIKEWAY STA. 102+33 TO 111+00



NEW AVENUE BIKEWAY STA. 111+00 TO 128+00



NEW AVENUE BIKEWAY STA. 128+00 TO 140+75



NEW AVENUE BIKEWAY STA. 140+75 TO 143+00

NOTES:

- EXISTING CURB AND GUTTER TO REMAIN.
- SAW CUTS ARE INCIDENTAL TO THE EXCAVATION OR PAVING ITEMS.
- ALL ROADWAY EXCAVATION SHALL BE DEFINED AS CLASS 1 REGARDLESS OF THE WIDTH OF THE EXCAVATION.
- LIMIT OF CLASS 1 EXCAVATION AND TOP OF SUBGRADE.
- EXCAVATE TO THE TOP OF EXISTING SUBGRADE. BACKFILL WITH COMMON BORROW TO BOTTOM OF SIDEWALK.
- 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.
- SEE SIGNING AND PAVEMENT MARKING PLANS FOR BIKE PAVEMENT STRIPING.
- SEE ROADWAY PLANS AND CURB STAKEOUT DETAILS FOR LIMITS OF MEDIAN RESCONSTRUCTION.

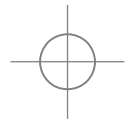
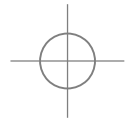
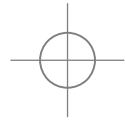
TS-01

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

TYPICAL SECTIONS

60% PLANS MAY 2020	SCALE 1"=5' DATE MAY 2020 CONTRACT NO. T.B.D.	
	DESIGNED BY KBJ	COUNTY MONTGOMERY
	DRAWN BY BB	LOGMILE MD 650 0.040-0.830
	CHECKED BY RJG	F.A.P. NO. T.B.D.
DRAWING NO. TS01		1 OF 1 SHEET NO. 3 OF 73

PLOTTED: 5/10/2020
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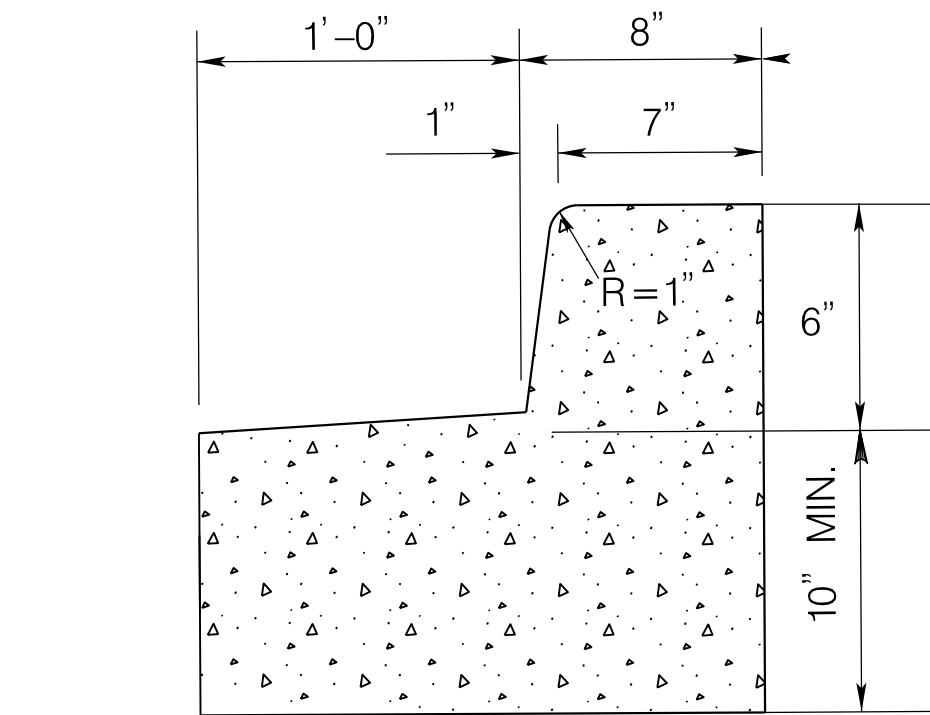
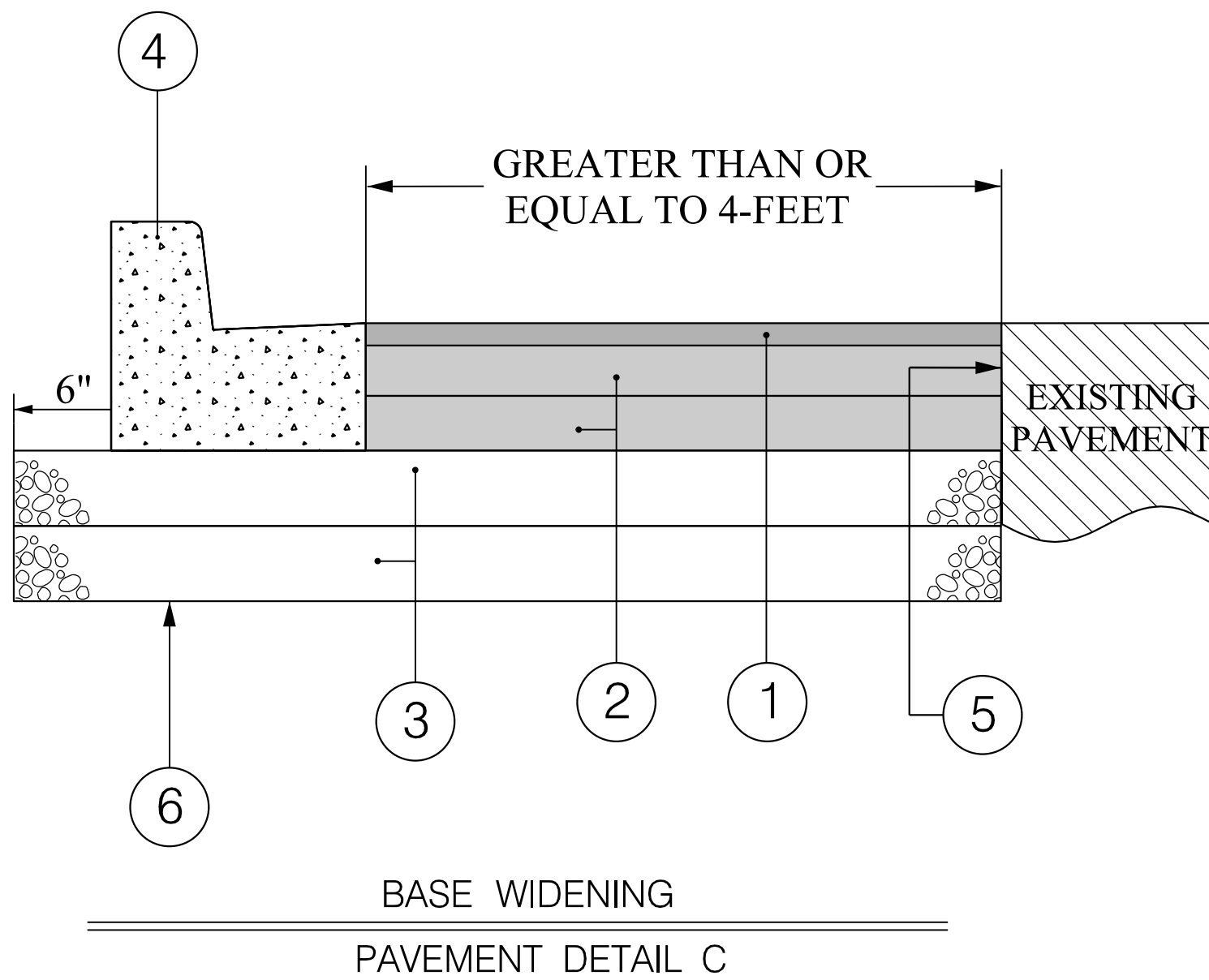
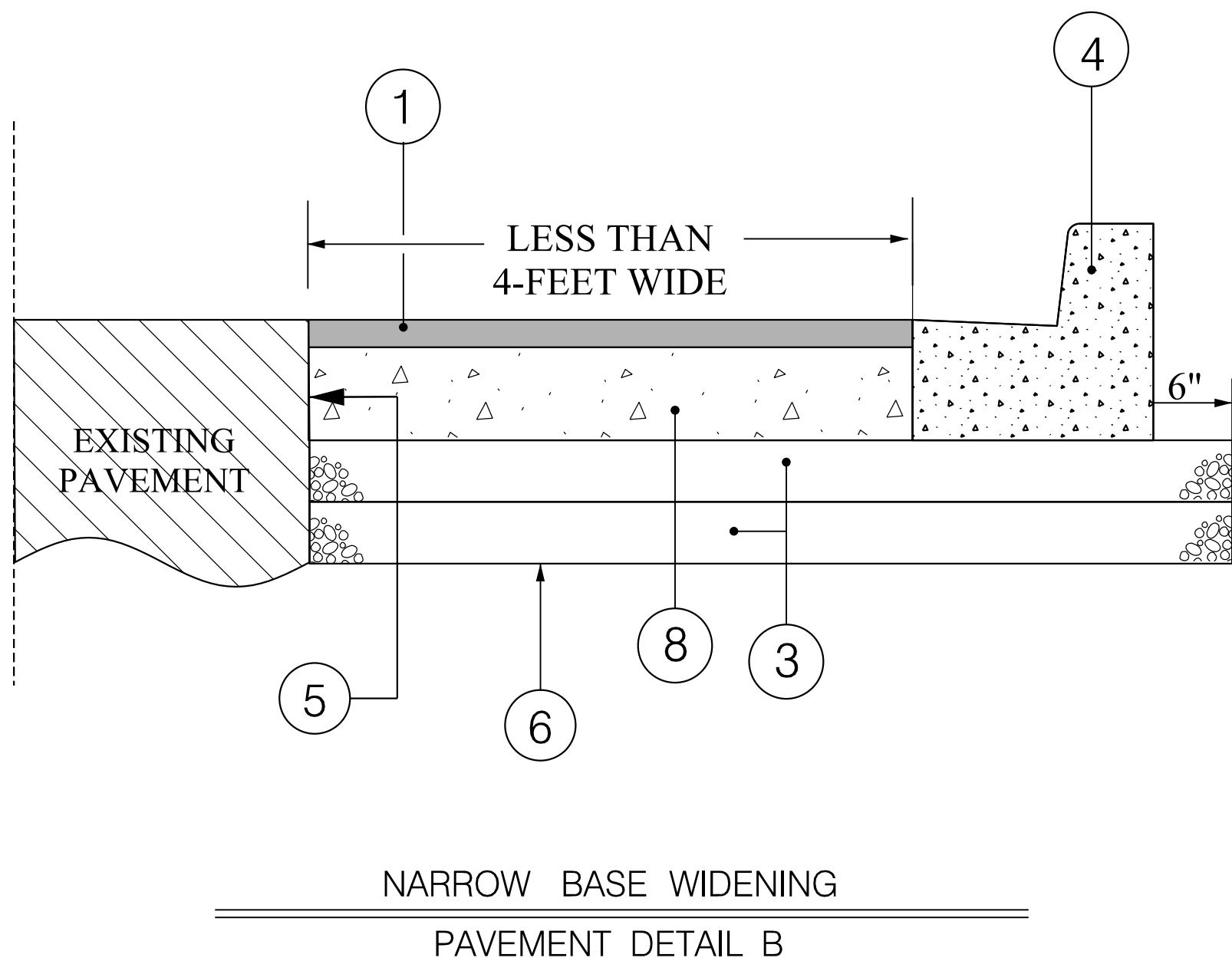
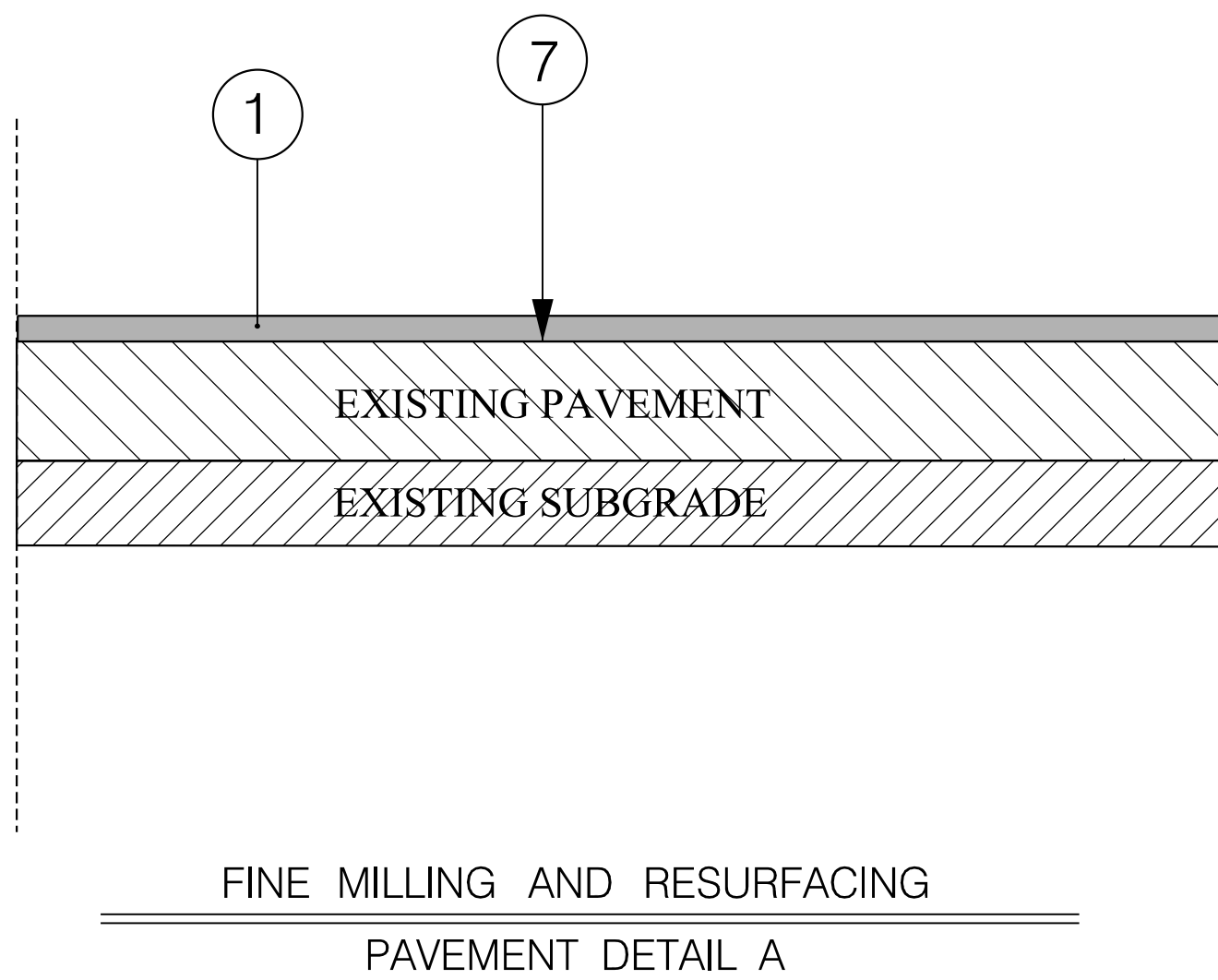


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NOTE:

1. GUTTER PAN IS TO SLOPE 1/2" PER FOOT AWAY FROM THE FLOW LINE.

SHA TYPE D COMBINATION CURB AND SPILL GUTTER (MODIFIED)

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 6" GRADED AGGREGATE BASE COURSE
- ④ MDOT SHA STANDARD TYPE A OR D COMBINATION CURB AND GUTTER, OR MONOLITHIC MEDIAN (SEE PLANS)
- ⑤ FULL-DEPTH SAW CUT INCIDENTAL TO FULL-DEPTH PATCH, CURB AND GUTTER AND EXCAVATION ITEMS
- ⑥ TOP OF SUBGRADE AND LIMIT OF EXCAVATION
- ⑦ TOP OF EXISTING PAVEMENT AFTER 2" FINE MILLING
- ⑧ 8" PLAIN PORTLAND CEMENT CONCRETE MIX NO. 9

PAVEMENT DETAIL NOTES

- REMOVE AND DISPOSE OF ALL SOFT AND UNSTABLE MATERIAL PER SECTION 208 OF THE MDOT SHA STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, JULY 2019.
- 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.
- REFER TO MDOT SHA STD. NO. 580.08 FOR BIKE PATHS – FLEXIBLE PAVEMENT SECTION.
- 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.
- REFER TO MDOT SHA STD. NO. 578.03 FOR PERMANENT PATCHING FOR FLEXIBLE PAVEMENT USING APPROVED ASPHALT MIX.
- 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.

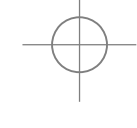
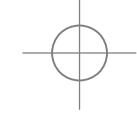
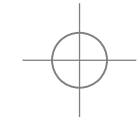
DT-01

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

PAVEMENT DETAILS

SCALE _N.T.S._	DATE _MAY 2020_	CONTRACT NO. _T.B.D._
DESIGNED BY _KBJ_	COUNTY _MONTGOMERY_	
DRAWN BY _BB_	LOGMILE _MD 650_ 0.040-0.830	
CHECKED BY _RJG_		
F.A.P. NO. _T.B.D._		
DRAWING NO. DT01	1 OF 12	SHEET NO. 4 OF 73

PLOTTED: 5/14/2020
FILE: \\balsrv06\l\2016\2016\16217_NewAveBike\CADD\plans\pDT-0001_NewAveBike.dgn



BY: bbaral -

AUBURN AVE.

MD 650 SB (NEW HAMPSHIRE AVE.)

ADA DETAIL
STA.102 + 50,LT

FRONTAGE ROAD

DT-02

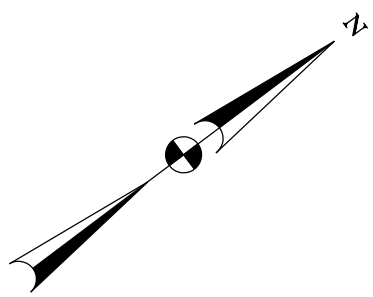
- LEGEND
- 5 INCH CONCRETE SIDEWALK
 - CONCRETE DRIVEWAY
 - SPECIALTY PAVER - TYPE 2
 - ASPHALT SHARED USE PATH
 - FULL DEPTH ASPHALT PAVING
 - DETECTABLE WARNING SURFACE
 - SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)



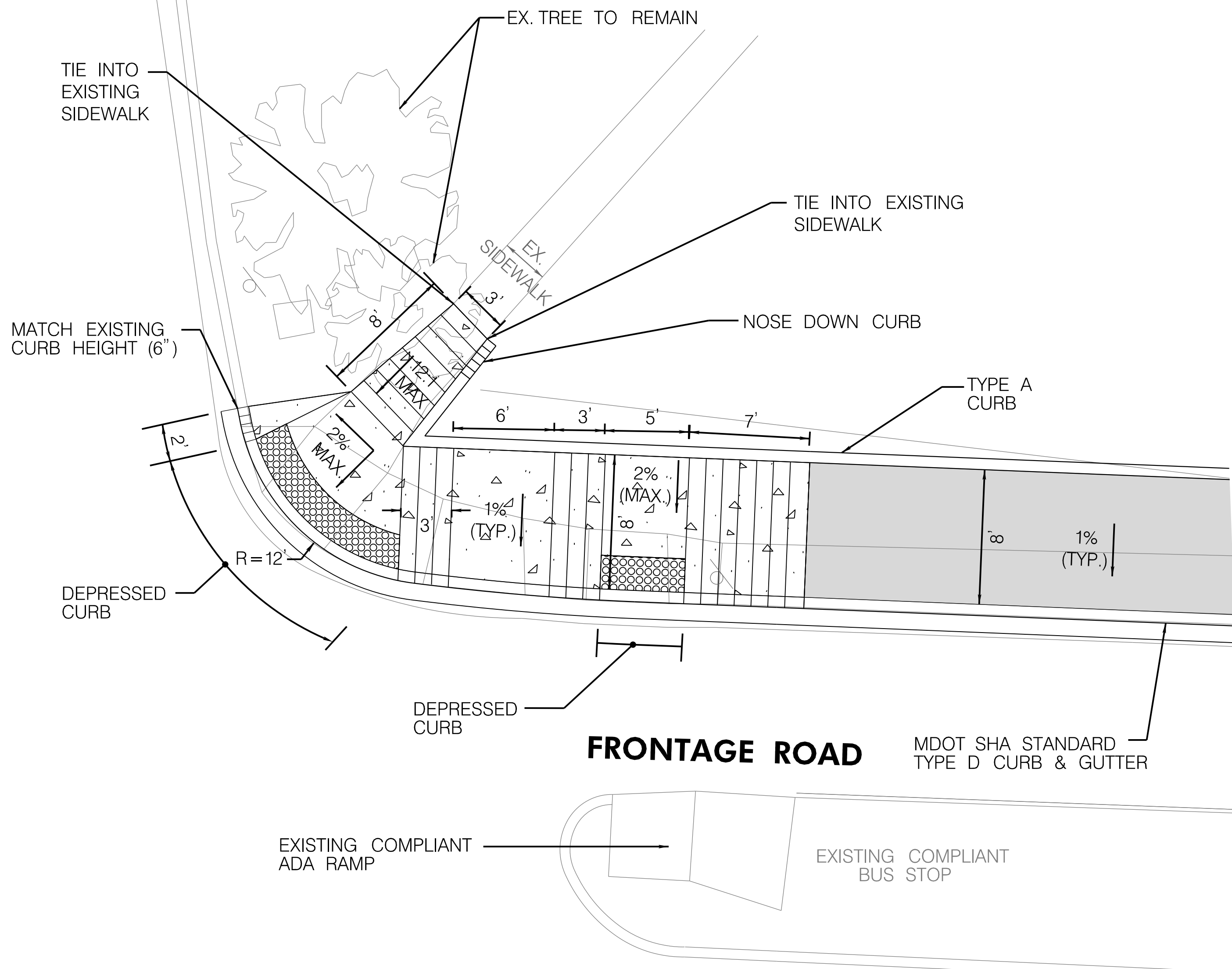
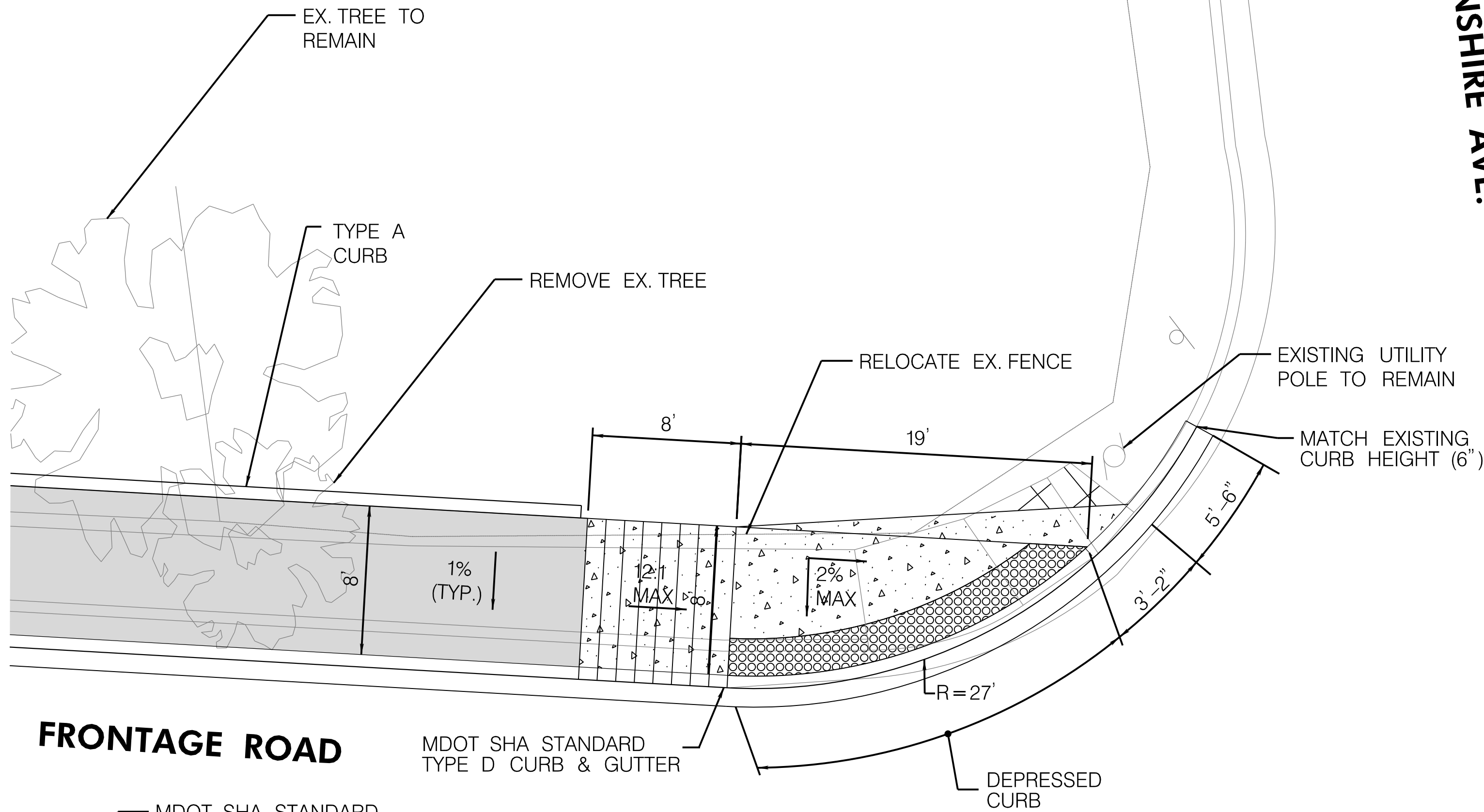
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CITY OF TAKOMA PARK NEW AVE BIKEWAY, SECTION A MD 650 (NEW HAMPSHIRE AVENUE) AUBURN AVE TO HOLTON LN	
ADA DETAILS	
60% PLANS MAY 2020	SCALE 1"=5' DATE MAY 2020 CONTRACT NO. T.B.D.
	DESIGNED BY KB COUNTY MONTGOMERY
	DRAWN BY BB LOGMILE MD 650 0.040-0.830
	CHECKED BY RJG
	F.A.P. NO. T.B.D.
DRAWING NO. DT-02 2 OF 12 SHEET NO. 5 OF 73	

PLOTTED: 5/10/2020
FILE: \\balsrv06\p2016\2016\16217_NewAveBike\CADD\plans\pDT-0002_NewAveBike.dgn



DEVONSHIRE AVE.



MD 650 SB (NEW HAMPSHIRE AVE.)

ADA DETAIL
STA. 105+00,LT

LEGEND

- 5 INCH CONCRETE SIDEWALK
- CONCRETE DRIVEWAY
- SPECIALTY PAVER - TYPE 2
- ASPHALT SHARED USE PATH
- FULL DEPTH ASPHALT PAVING
- DETECTABLE WARNING SURFACE
- SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)



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CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

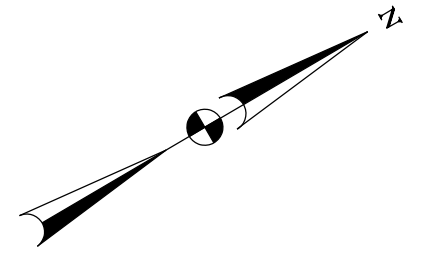
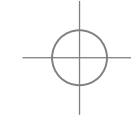
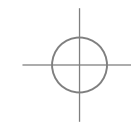
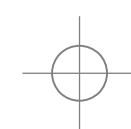
ADA DETAILS

SCALE 1"=5' DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY KB COUNTY MONTGOMERY
DRAWN BY BB LOGMILE MD 650 0.040-0.830
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F.A.P. NO. T.B.D.

DRAWING NO. DT-03 3 OF 12 SHEET NO. 6 OF 73

PLOTTED: 5/12/2020
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\pDT-0003_NewAveBike.dgn



SLIGO CREEK PKWY.

MD 650 SB (NEW HAMPSHIRE AVE.)

ADA RAMP DETAIL
STA. 123 + 00

- LEGEND
- 5 INCH CONCRETE SIDEWALK
 - CONCRETE DRIVEWAY
 - SPECIALTY PAVER - TYPE 2
 - ASPHALT SHARED USE PATH
 - FULL DEPTH ASPHALT PAVING
 - DETECTABLE WARNING SURFACE
 - SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)



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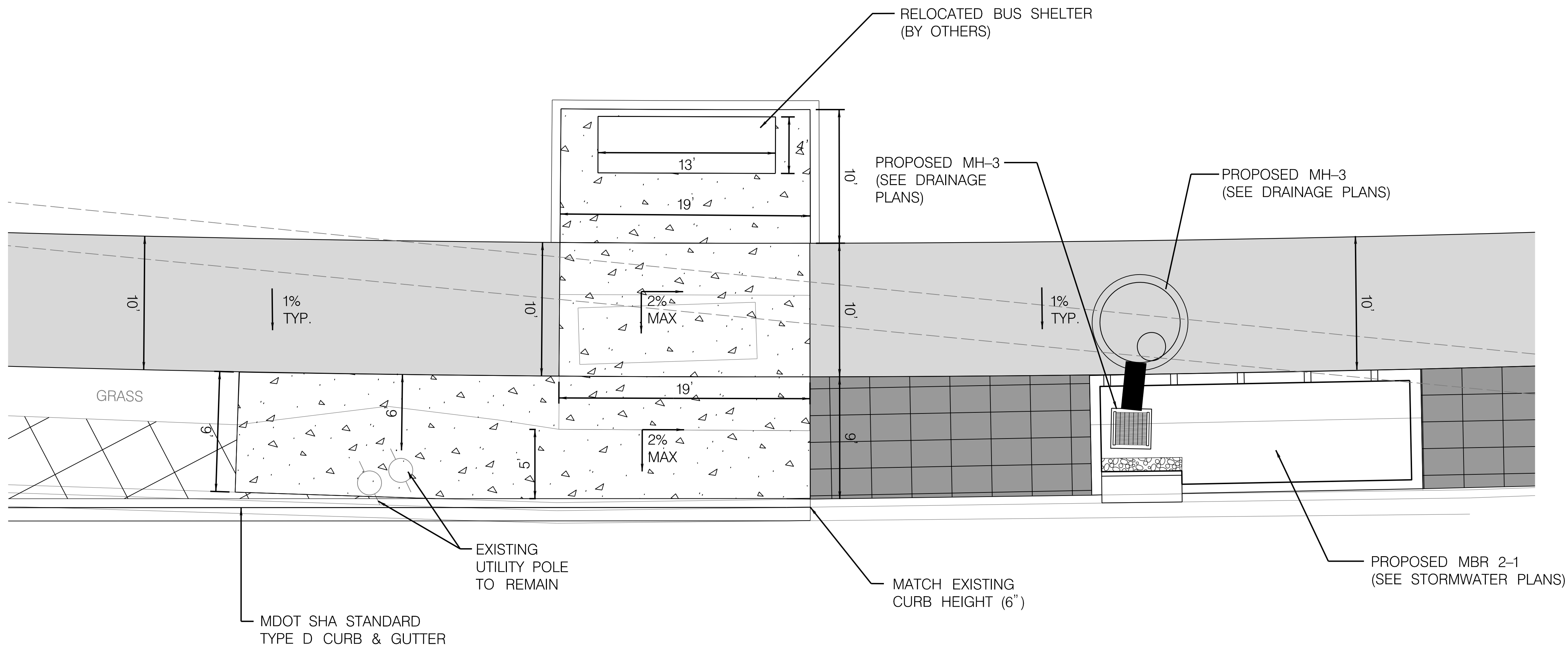
BY: bbaral -

PROPOSED SCUPPERS
(SEE SHEET ST-01)

DT-05

CITY OF TAKOMA PARK NEW AVE BIKEWAY, SECTION A MD 650 (NEW HAMPSHIRE AVENUE) AUBURN AVE TO HOLTON LN	
ADA DETAILS	
SCALE 1"=5'	DATE MAY 2020 CONTRACT NO. T.B.D.
DESIGNED BY KB	COUNTY MONTGOMERY
DRAWN BY BB	LOGMILE MD 650 0.040-0.830
CHECKED BY RJG	
F.A.P. NO. T.B.D.	
DRAWING NO. DT-05	SHEET NO. 8 OF 73

PLOTTED: 5/10/2020
FILE: \\balsrv06\p2016\2016\16217_NewAveBike\CADD\plans\pDT-0005_NewAveBike.dgn



MD 650 SB (NEW HAMPSHIRE AVE.)

BUS STOP DETAIL
STA. 126+00

LEGEND

	5 INCH CONCRETE SIDEWALK
	CONCRETE DRIVEWAY
	SPECIALTY PAVER - TYPE 2
	ASPHALT SHARED USE PATH
	FULL DEPTH ASPHALT PAVING
	DETECTABLE WARNING SURFACE
	SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)



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DT-06

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

ADA DETAILS

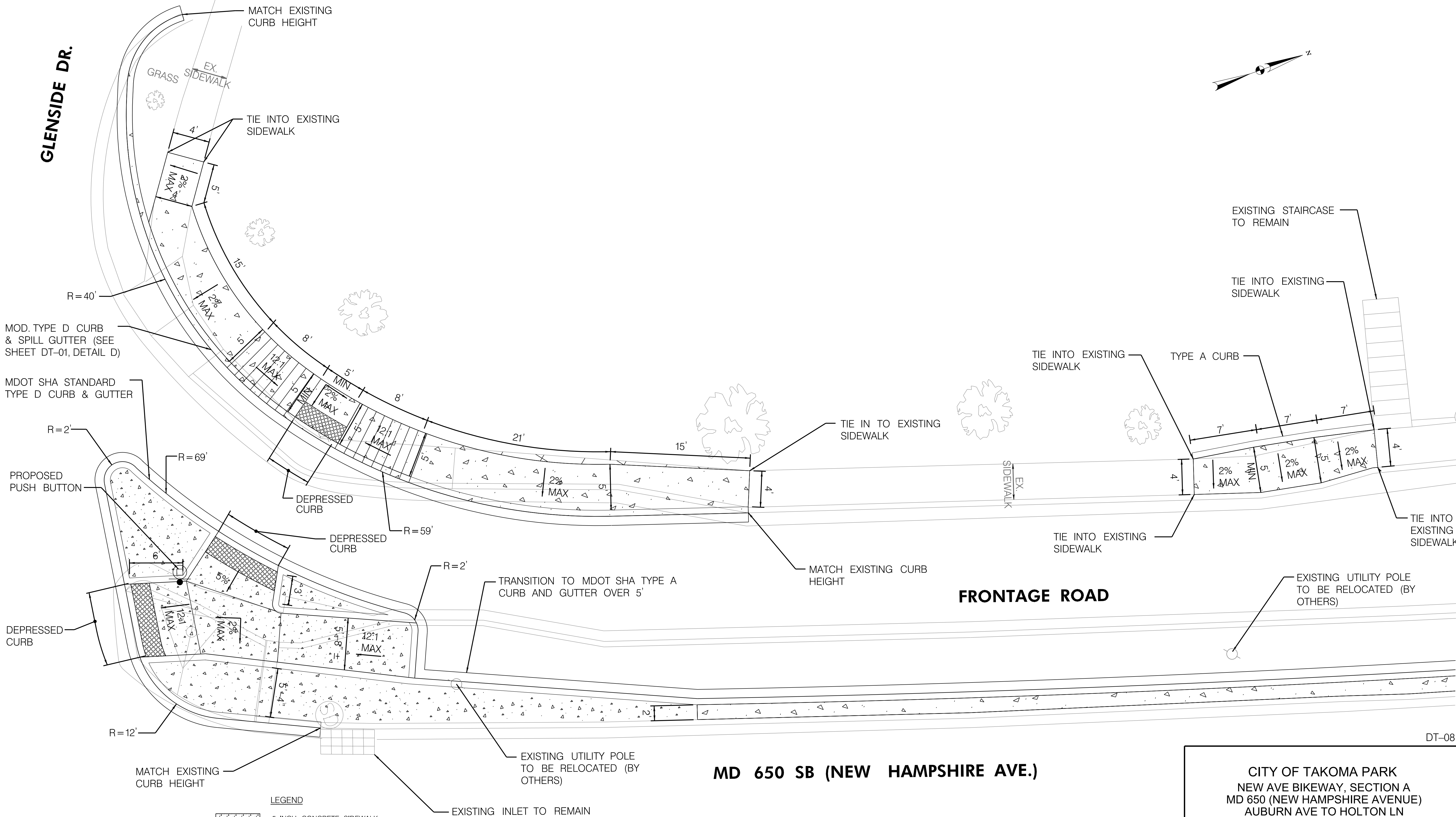
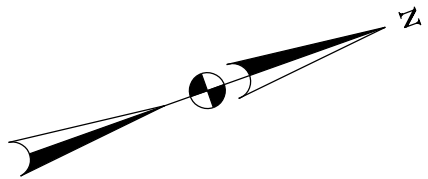
SCALE 1"=5' DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY KB COUNTY MONTGOMERY
DRAWN BY BB LOGMILE MD 650 0.040-0.830
CHECKED BY RJG
F.A.P. NO. T.B.D.

DRAWING NO. DT-06 6 OF 12 SHEET NO. 9 OF 73

PLOTTED: 5/10/2020
FILE: \\balsrv06\l\2016\2016\16217_NewAveBike\CADD\plans\pDT-0006_NewAveBike.dgn

GLENSIDE DR.



MD 650 SB (NEW HAMPSHIRE AVE.)

ADA DETAIL
STA. 128+50

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

ADA DETAILS

SCALE	1"=5'	DATE	MAY 2020	CONTRACT NO.	T.B.D.
DESIGNED BY	KB	COUNTY	MONTGOMERY		
DRAWN BY	BB	LOGMILE	MD 650	0.040-0.830	
CHECKED BY	RJG				
F.A.P. NO.	T.B.D.				
DRAWING NO.	DT-08	8 OF 12	SHEET NO.	11 OF 73	

PLOTTED: 5/10/2020
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\pDT-0008_NewAveBike.dgn

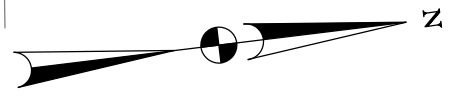


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MERWOOD DR.

FRONTAGE ROAD

MD 650 SB (NEW HAMPSHIRE AVE.)

ADA DETAIL
STA. 128 + 50

DT-09

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

ADA DETAILS

SCALE 1"=5'	DATE MAY 2020	CONTRACT NO. T.B.D.
DESIGNED BY KB	COUNTY MONTGOMERY	
DRAWN BY BB	LOGMILE MD 650 0.040-0.830	
CHECKED BY RJG		
F.A.P. NO. T.B.D.		
DRAWING NO. DT-09	9 OF 12	SHEET NO. 12 OF 73

LEGEND	
	5 INCH CONCRETE SIDEWALK
	CONCRETE DRIVEWAY
	SPECIALTY PAVER - TYPE 2
	ASPHALT SHARED USE PATH
	FULL DEPTH ASPHALT PAVING
	DETECTABLE WARNING SURFACE
	SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)



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PLOTTED: 5/14/2020
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MERWOOD DR.

PROPOSED
PUSH BUTTON

EXISTING ADA
COMPLIANT RAMP

MATCH EXISTING
CURB HEIGHT (6")

R=24'

MDOT SHA TYPE A CURB
AND GUTTER

R=3'

R=35'
TYPE A CURB

DEPRESSED CURB

PROPOSED
PUSH BUTTON
MATCH EXISTING
CURB HEIGHT

EXISTING INLET
TO REMAIN

TIE INTO EXISTING
SIDEWALK

EXISTING UTILITY POLE
TO REMAIN

DEPRESSED CURB

MDOT SHA STANDARD
TYPE D CURB & GUTTER

EXISTING UTILITY
POLE TO REMAIN

EXISTING BUS STOP TO
BE REMOVED AND RESET
(BY OTHERS)

FRONTAGE ROAD

EXISTING WOOD
FENCE TO REMAIN

TIE INTO EXISTING
SIDEWALK

MATCH EXISTING
CURB HEIGHT (6")

EX.
SIDEWALK

MD 650 SB (NEW HAMPSHIRE AVE.)

ADA DETAIL
STA. 134 + 50

LEGEND

- 5 INCH CONCRETE SIDEWALK
- CONCRETE DRIVEWAY
- SPECIALTY PAVER - TYPE 2
- ASPHALT SHARED USE PATH
- FULL DEPTH ASPHALT PAVING
- DETECTABLE WARNING SURFACE
- SIDEWALK AND PAVEMENT REMOVAL
(PAID FOR AS CLASS 1 EXCAVATION)



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CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

ADA DETAILS

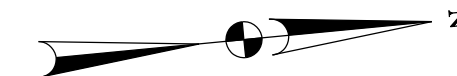
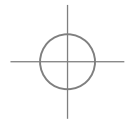
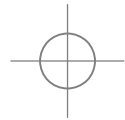
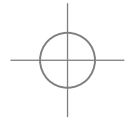
SCALE 1"=5' DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY KB COUNTY MONTGOMERY
DRAWN BY BB LOGMILE MD 650 0.040-0.830
CHECKED BY RJG
F.A.P. NO. T.B.D.

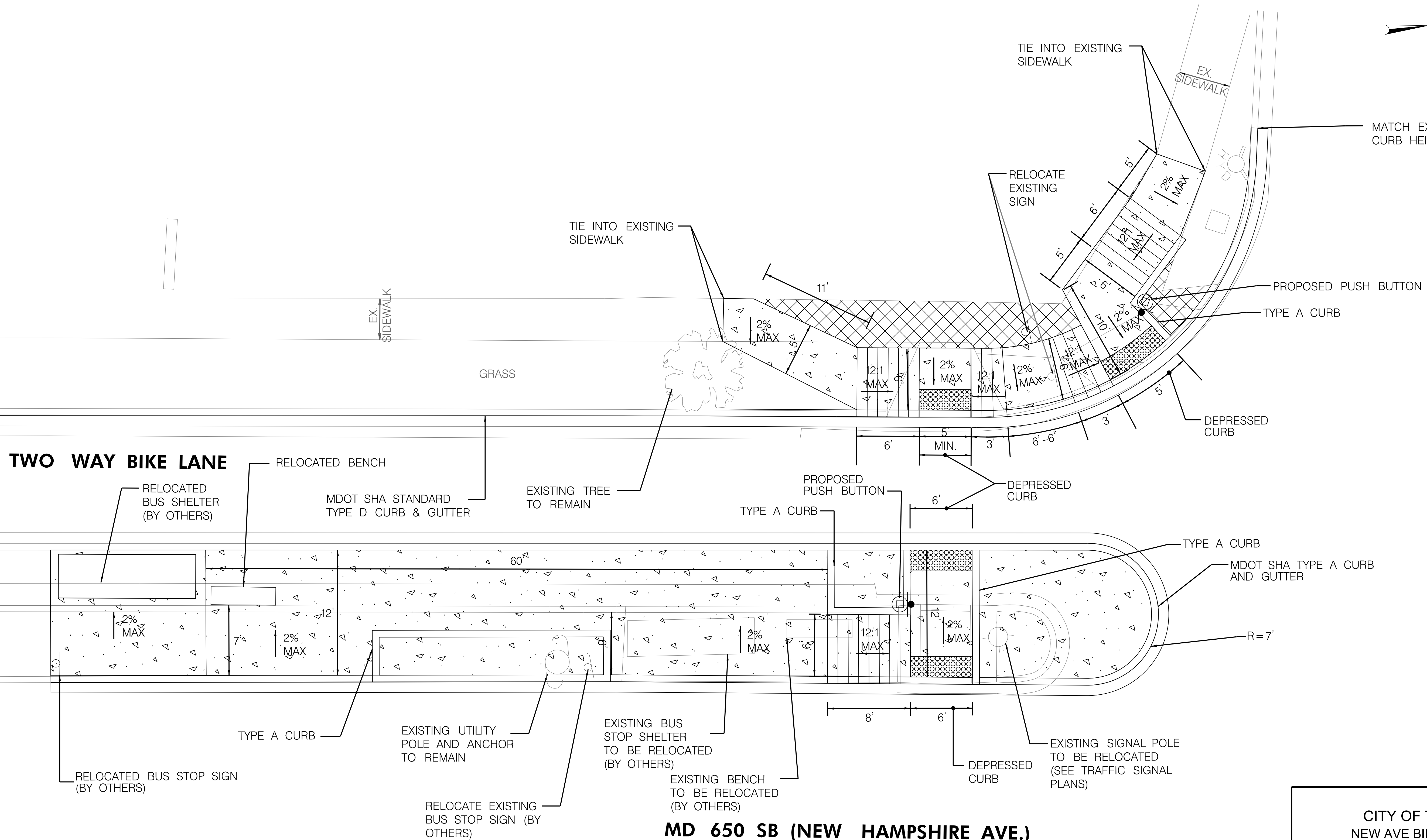
DRAWING NO. DT-10 10 OF 12 SHEET NO. 13 OF 73

60% PLANS
MAY 2020

PLOTTED: 5/10/2020
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\pDT-00010_NewAveBike.dgn



HOLTON LN.



MD 650 SB (NEW HAMPSHIRE AVE.)

ADA AND BUS STOP DETAIL
STA. 143 + 00

LEGEND

- 5 INCH CONCRETE SIDEWALK
- CONCRETE DRIVEWAY
- SPECIALTY PAVER - TYPE 2
- ASPHALT SHARED USE PATH
- FULL DEPTH ASPHALT PAVING
- DETECTABLE WARNING SURFACE
- SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)



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CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

ADA DETAILS

SCALE 1"=5' DATE MAY 2020 CONTRACT NO. T.B.D.

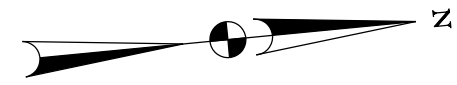
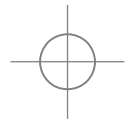
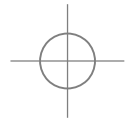
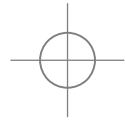
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DRAWN BY BB LOGMILE MD 650 0.040-0.830
CHECKED BY RJG
F.A.P. NO. T.B.D.

DRAWING NO. DT-11 11 OF 12 SHEET NO. 14 OF 73

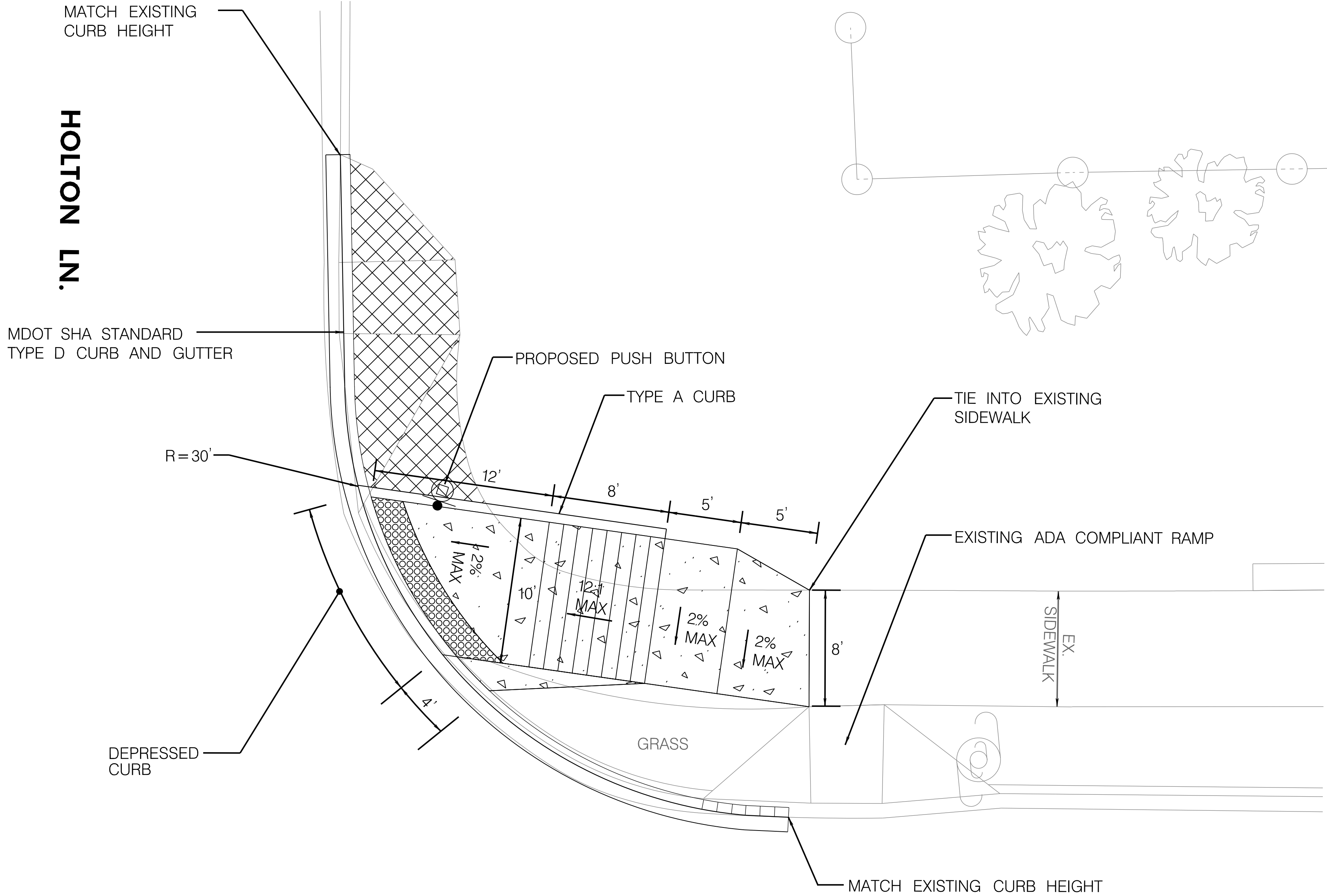
60% PLANS
MAY 2020

PLOTTED: 5/10/2020
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\pDT-00011_NewAveBike.dgn

BY: bbaral -



HOLTON LN.



MD 650 SB (NEW HAMPSHIRE AVE.)

ADA DETAIL
STA. 143 + 75

LEGEND

- 5 INCH CONCRETE SIDEWALK
- CONCRETE DRIVEWAY
- SPECIALTY PAVER – TYPE 2
- ASPHALT SHARED USE PATH
- FULL DEPTH ASPHALT PAVING
- DETECTABLE WARNING SURFACE
- SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)



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CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

ADA DETAILS

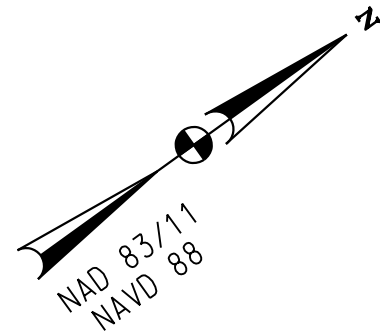
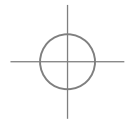
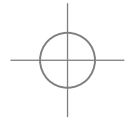
SCALE 1"=5' DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY KB COUNTY MONTGOMERY
DRAWN BY BB LOGMILE MD 650 0.040-0.830
CHECKED BY RJG
F.A.P. NO. T.B.D.

DRAWING NO. DT-12 12 OF 12 SHEET NO. 15 OF 73

60% PLANS
MAY 2020

PLOTTED: 5/10/2020
FILE: \\balsrv06\l\2016\2016\16217_NewAveBike\CADD\plans\pDT-00012_NewAveBike.dgn

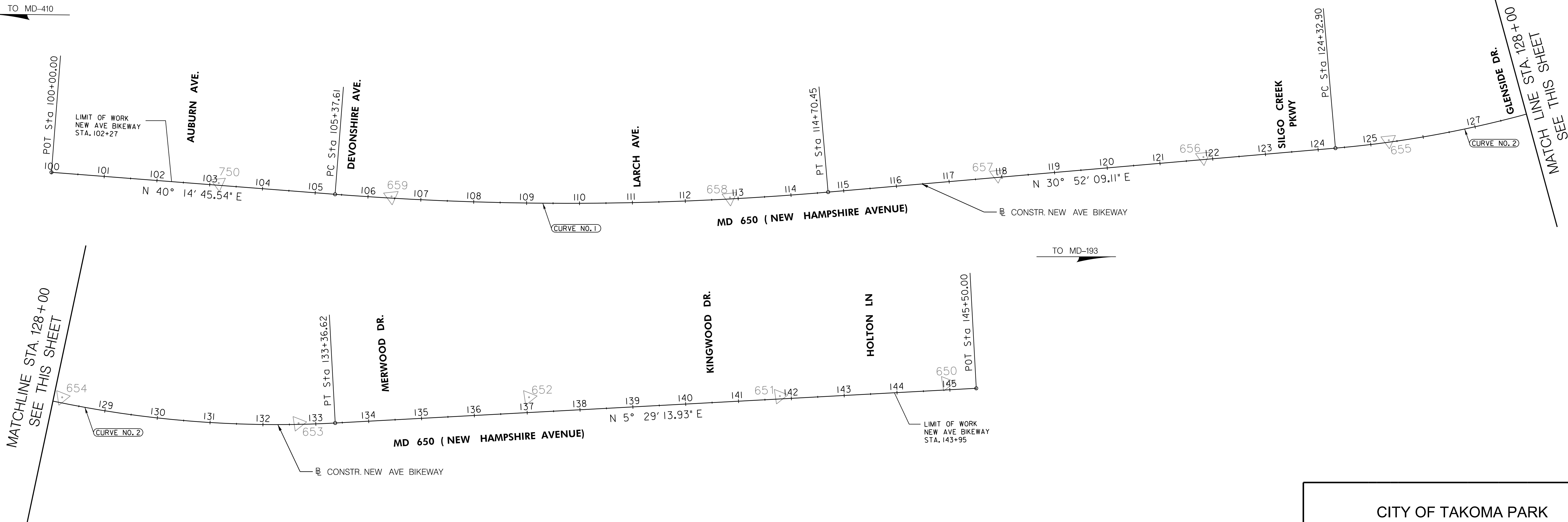


CURVE DATA						
CURVE NO.	Δ	Dc	R	T	L	E
1	9° 22' 36.43"	1° 00' 18.68"	5,700.00'	467.46'	932.84'	19.14'
2	25° 22' 55.18"	2° 48' 31.02"	2,040.00'	459.40'	903.72'	51.09'

BASELINE CONTROL COORDINATES CONSTR. MD 650		
	NORTH	EAST
POT STA. 100+00.00	476,595.2050	1,313,917.8136
PC STA. 105+37.61	477,005.5529	1,314,265.1494
PI STA. 110+05.07	477,362.3568	1,314,567.1633
PT STA. 114+70.45	477,763.5993	1,314,807.0091
PC STA. 124+32.90	478,589.7066	1,315,300.8211
PI STA. 128+92.29	478,984.0258	1,315,536.5285
PT STA. 133+36.62	479,441.3177	1,315,580.4576
POT STA. 145+50.00	480,649.1413	1,315,696.4855

TRAVERSE POINTS				
POINT NO.	NORTH	EAST	ELEVATION	PLAN SHEET NO.
650	480,595.8800	1,315,678.6100	216.12	PS-06
651	480,279.9300	1,315,655.5800	203.72	PS-05
652	479,810.8489	1,315,587.0849	170.19	PS-05
653	479,372.8572	1,315,570.4879	146.13	PS-04
654	478,938.3286	1,315,455.4728	121.00	PS-04
655	478,680.1722	1,315,347.7532	106.75	PS-03
656	478,377.5379	1,315,168.4333	103.94	PS-03
657	478,042.5756	1,314,967.8564	110.09	PS-03
658	477,607.2029	1,314,706.7244	144.10	PS-02
659	477,089.7324	1,314,330.8027	178.33	PS-01
750	476,839.6600	1,314,119.2900	185.45	PS-01

NOTES:
1. TOPOGRAPHIC SURVEY AND BOUNDARY LINE ESTABLISHMENT WAS PREPARED BY CAPITOL DEVELOPMENT DESIGN, INC. IN DECEMBER 2016 WITH SUPPLEMENTAL TOPOGRAPHIC SURVEY IN NOVEMEBR 2018.



GS-01

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

BASELINE GEOMETRY & SURVEY CONTROL

SCALE 1"=100' DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY KBJ COUNTY MONTGOMERY
DRAWN BY BB LOGMILE MD 650 0.040-0.830
CHECKED BY RJG
F.A.P. NO. T.B.D.

DRAWING NO. GS01 1 OF 5 SHEET NO. 16 OF 73

60% PLANS
MAY 2020

PLOTTED: 5/14/2020
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\pGS-0001_NewAveBike-Plan.dgn

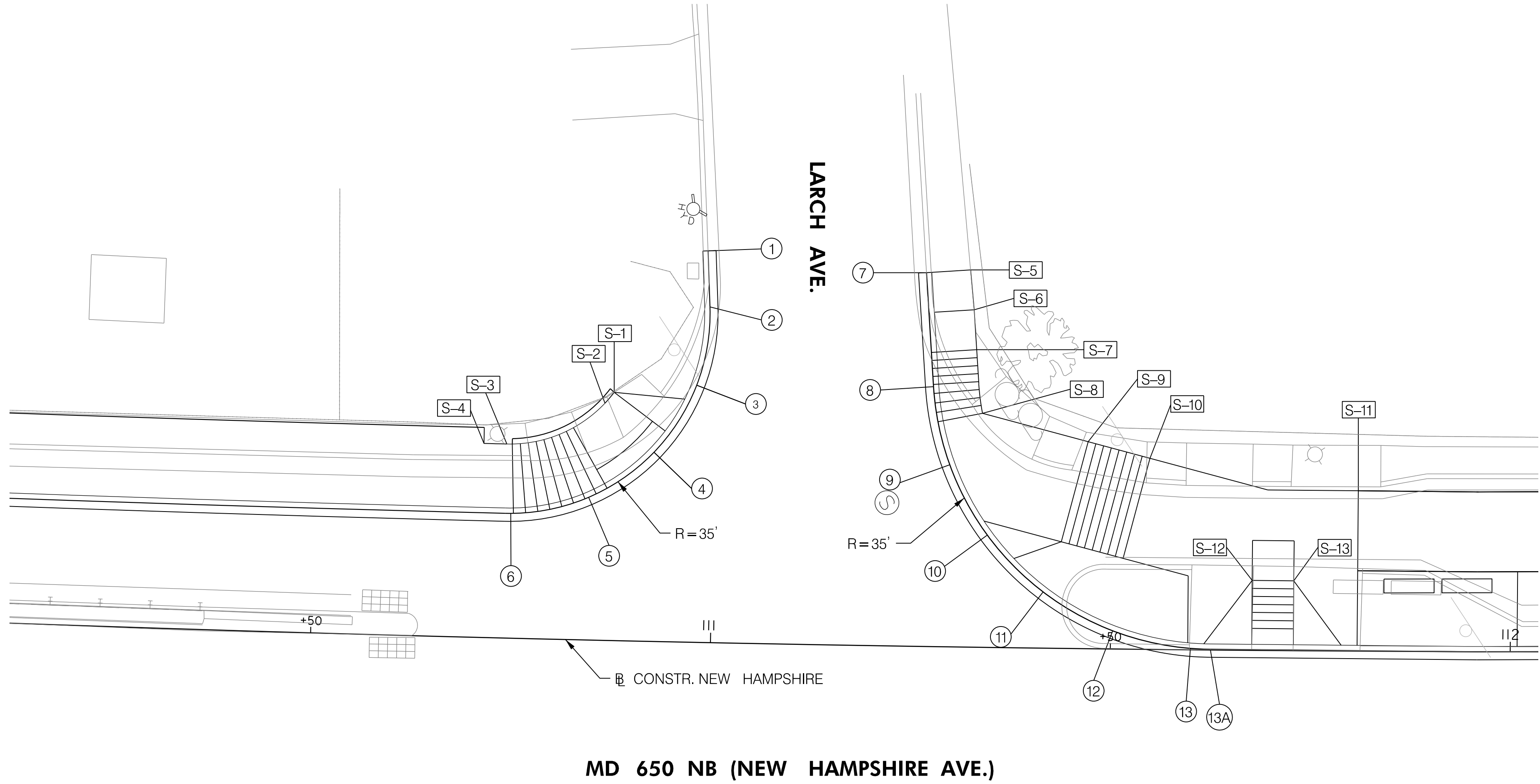
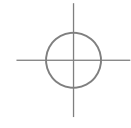


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INTERSECTION STAKEOUT CHART					
POINT NO.	STATION AND OFFSET	EDGE OF ROAD	BOTTOM OF CURB	COORDINATES	
				NORTHING	EASTING
1	110+98.71, 48.98' LT			477478.78	1314565.70
2	110+99.09, 41.98' LT			477475.11	1314571.67
3	110+97.62, 32.15' LT			477468.33	1314578.93
4	110+92.44, 23.67' LT			477459.27	1314582.98
5	110+84.36, 17.85' LT			477449.33	1314583.18
6	110+74.65, 15.61' LT			477440.11	1314579.50
7	111+26.30, 46.75' LT			477500.07	1314583.02
8	111+27.40, 32.50' LT			477492.94	1314595.40
9	111+29.59, 22.78' LT			477489.26	1314604.66
10	111+34.42, 14.05' LT			477488.33	1314614.58
11	111+41.51, 7.03' LT			477490.23	1314624.37
12	111+50.28, 2.28' LT			477494.82	1314633.21
13	111+60.02, 0.18' LT			477501.71	1314640.41
13A	111+62.51, 0.09' LT			477503.72	1314641.87

SIDEWALK STAKEOUT CHART			
POINT NO.	STATION AND OFFSET	COORDINATES	
		NORTHING	EASTING
S-1	110+87.27, 31.04' LT	477459.23	1314573.99
S-2	110+86.14, 29.65' LT	477457.52	1314574.49
S-3	110+73.94, 24.27' LT	477444.48	1314571.99
S-4	110+68.79, 25.57' LT	477442.13	1314570.35
S-5	111+31.85, 47.17' LT	477504.85	1314585.77
S-6	111+32.38, 42.19' LT	477502.49	1314590.18
S-7	111+32.76, 37.21' LT	477499.99	1314594.51
S-8	111+33.60, 29.26' LT	477496.21	1314601.55
S-9	111+46.92, 25.89' LT	477505.28	1314611.79
S-10	111+54.71, 23.90' LT	477510.59	1314617.78
S-11	111+80.88, 20.05' LT	477530.08	1314635.52
S-12	111+67.67, 8.75' LT	477512.84	1314637.57
S-13	111+72.88, 8.74' LT	477517.15	1314640.47

BY: bbaral -



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NOTES:

1. STAKEOUT POINT NUMBERS REFERENCE THE FACE OF PROPOSED CURB OR THE BACK OF PROPOSED SIDEWALK.
2. RADII REFERENCE THE FACE OF PROPOSED CURB.
3. SEE ADA DETAILS FOR PEDESTRIAN RAMP DESIGN.

GS-02

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

INTERSECTION STAKEOUT DETAIL

SCALE 1"=10' DATE MAY 2020 CONTRACT NO. T.B.D.

60% PLANS

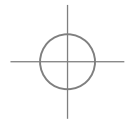
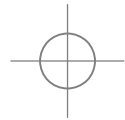
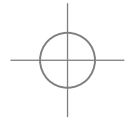
MAY 2020

DESIGNED BY KB COUNTY MONTGOMERY
DRAWN BY KB LOGMILE MD 650 0.040-0.830

CHECKED BY RJG
F.A.P. NO. T.B.D.

DRAWING NO. GS-02 2 OF 5 SHEET NO. 17 OF 73

PLOTTED: 5/10/2020
FILE: \\balsrv06\p2016\2016\16217_NewAveBike\CADD\plans\pGS-0002_NewAveBike.dgn



BY: bbaral -



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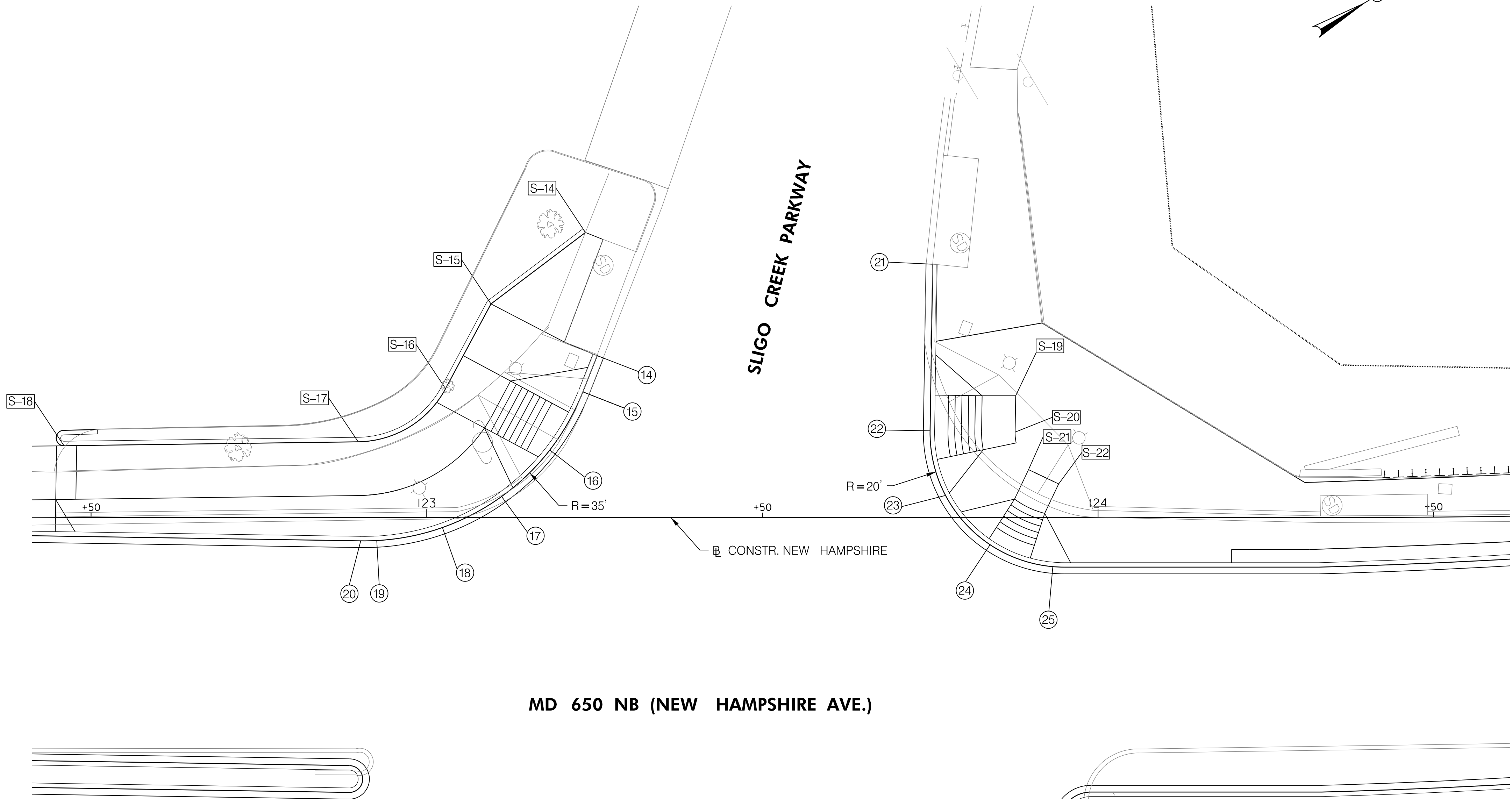
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NOTES:

1. STAKEOUT POINT NUMBERS REFERENCE THE FACE OF PROPOSED CURB OR THE BACK OF PROPOSED SIDEWALK.
2. RADII REFERENCE THE FACE OF PROPOSED CURB.
3. SEE ADA DETAILS FOR PEDESTRIAN RAMP DESIGN.

NOTE:

SUPPLEMENTARY TOPO SURVEY IS REQUIRED ALONG THE NORTHBOUND SIDE OF THE MD 650 MEDIAN TO COMPLETE THE DESIGN /STAKEOUT.



INTERSECTION STAKEOUT CHART

POINT NO.	STATION AND OFFSET	EDGE OF ROAD	BOTTOM OF CURB	COORDINATES	
				NORTHING	EASTING
14	I23+23.65, 24.13' LT			478517.73	1315208.31
15	I23+23.26, 18.73' LT			478505.21	1315228.49
16	I23+18.33, 10.07' LT			478496.54	1315233.40
17	I23+11.16, 3.15' LT			478486.83	1315235.66
18	I23+02.33, 1.47' LT			478476.88	1315235.10
19	I23+82.74, 18.15' LT			478555.96	1315259.51
20	I22+90.17, 3.47' LT			478465.42	1315230.57
21	I23+75.37, 37.76' LT			478559.70	1315238.90
22	I23+74.99, 12.93' LT			478546.63	1315260.01
23	I23+77.29, 3.31' LT			478543.67	1315269.45
24	I23+83.92, 4.04' LT			478545.59	1315279.16
25	I23+93.26, 7.31' LT			478551.93	1315286.75

SIDEWALK STAKEOUT CHART

POINT NO.	STATION AND OFFSET	COORDINATES	
		NORTHING	EASTING
S-14	I23+23.65, 42.48' LT	478517.73	1315208.31
S-15	I23+09.57, 31.83' LT	478500.18	1315210.22
S-16	I23+02.81, 19.20' LT	478487.90	1315217.59
S-17	I22+89.79, 11.29' LT	478472.66	1315217.70
S-18	I22+45.96, 10.71' LT	478434.75	1315195.72
S-19	I23+87.74, 18.15' LT	478560.25	1315262.07
S-20	I23+87.65, 12.73' LT	478557.40	1315266.68
S-21	I23+89.65, 7.14' LT	478556.25	1315272.50
S-22	I23+94.14, 5.02' LT	478559.01	1315276.62

GS-03

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

INTERSECTION STAKEOUT DETAIL

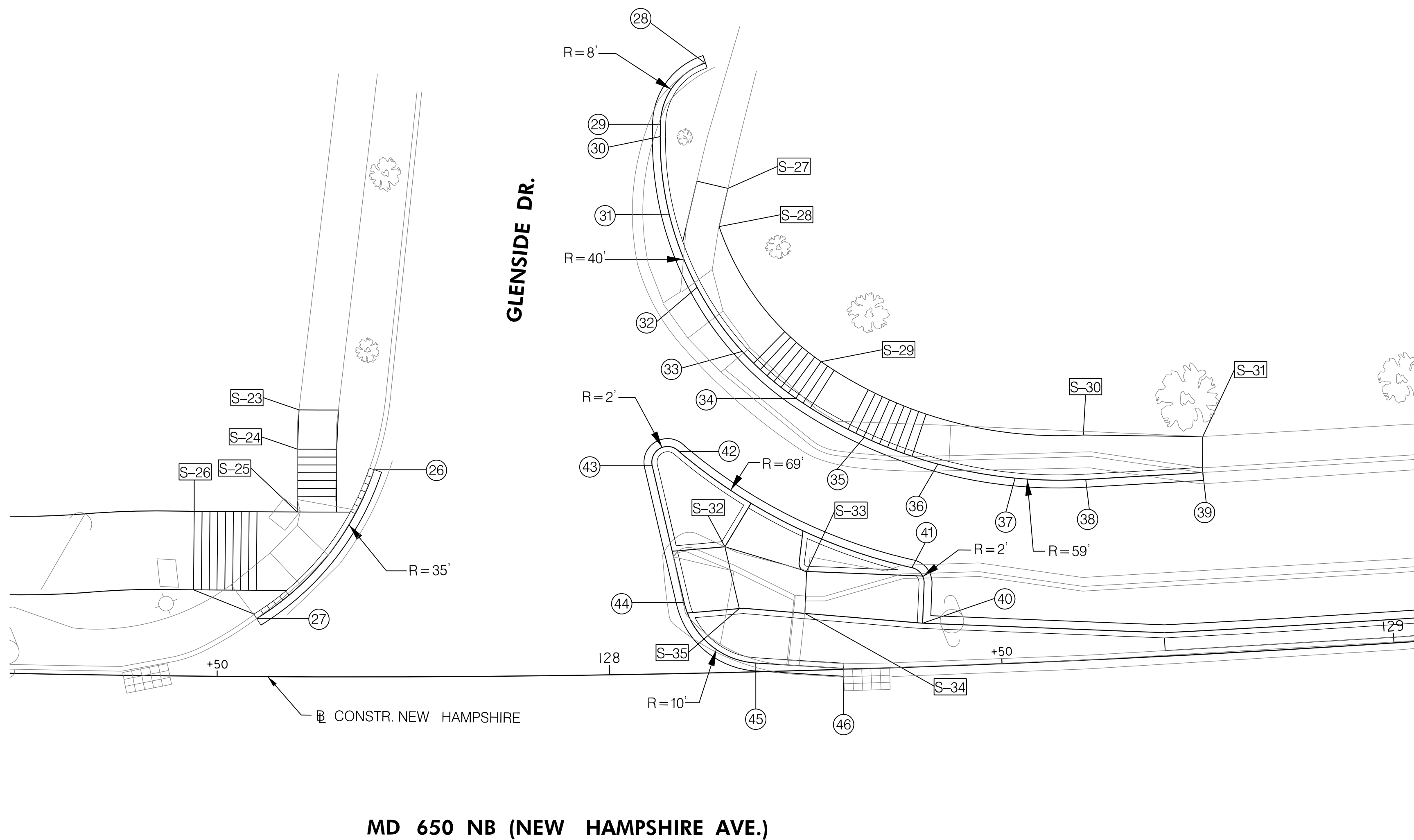
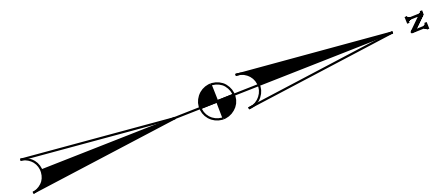
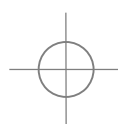
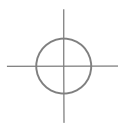
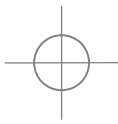
SCALE 1"=10' DATE MAY 2020 CONTRACT NO. T.B.D.

60% PLANS
MAY 2020

DESIGNED BY KB COUNTY MONTGOMERY
DRAWN BY KB LOGMILE MD 650 0.040-0.830
CHECKED BY RJG
F.A.P. NO. T.B.D.

DRAWING NO. GS-03 3 OF 5 SHEET NO. 18 OF 73

PLOTTED: 5/10/2020
FILE: \\balsrv06\v2016\2016\16217_NewAveBike\CADD\plans\pGS-0003_NewAveBike.dgn



INTERSECTION STAKEOUT CHART					
POINT NO.	STATION AND OFFSET	EDGE OF ROAD	BOTTOM OF CURB	COORDINATES	
				NORTHING	EASTING
26	127+70.04, 26.39' LT			478901.67	1315424.58
27	127+55.00, 7.40' LT			478880.80	1315436.74
28	128+14.00, 77.68' LT			478959.91	1315391.83
29	128+07.87, 70.00' LT			478951.71	1315397.00
30	128+07.82, 68.45' LT			478951.12	1315398.43
31	128+24.78, 34.65' LT			478955.03	1315435.86
32	128+61.76, 22.99' LT			478985.57	1315458.93
33	128+76.85, 23.11' LT			478999.75	1315463.58
34	128+08.78, 58.52' LT			478948.55	1315408.07
35	128+33.40, 29.47' LT			478961.27	1315443.60
36	128+42.79, 25.73' LT			478968.75	1315450.22
37	128+42.79, 25.73' LT			478977.24	1315455.47
38	128+42.79, 25.73' LT			478985.55	1315458.92
39	128+76.85, 23.11' LT			478985.55	1315463.58
40	128+40.08, 5.55' LT			478959.52	1315468.36
41	128+38.96, 12.66' LT			478960.84	1315461.28
42	128+09.44, 28.27' LT			478938.66	1315436.66
43	128+05.93, 26.54' LT			478934.81	1315437.08
44	128+09.68, 9.04' LT			478932.21	1315454.79
45	128+18.65, 1.12' LT			478937.89	1315465.30
46	128+29.82, 0.12' LT			478948.05	1315470.04

SIDEWALK STAKEOUT CHART				
POINT NO.	STATION AND OFFSET	COORDINATES		
		NORTHING	EASTING	
S-23	127+60.32, 34.00' LT	478895.55	1315413.99	
S-24	127+60.14, 29.00' LT	478893.54	1315418.57	
S-25	127+60.13, 21.00' LT	478890.57	1315426.00	
S-26	127+46.87, 21.00' LT	478878.40	1315421.12	
S-27	128+16.57, 61.65' LT	478956.73	1315407.74	
S-28	128+15.29, 56.81' LT	478953.89	1315411.86	
S-29	128+28.12, 39.27' LT	478959.69	1315432.62	
S-30	128+61.69, 28.66' LT	478987.34	1315453.55	
S-31	128+77.09, 27.69' LT	479001.43	1315459.31	
S-32	128+15.06, 16.02' LT	478939.64	1315450.08	
S-33	128+25.46, 12.60' LT	478948.18	1315456.82	
S-34	128+25.09, 7.27' LT	478946.03	1315461.71	
S-35	128+16.72, 8.10' LT	478938.47	1315458.08	

NOTES:

1. STAKEOUT POINT NUMBERS REFERENCE THE FACE OF PROPOSED CURB OR THE BACK OF PROPOSED SIDEWALK.
2. RADIUS REFERENCE THE FACE OF PROPOSED CURB.
3. SEE ADA DETAILS FOR PEDESTRIAN RAMP DESIGN.



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GS-04

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

INTERSECTION STAKEOUT DETAIL

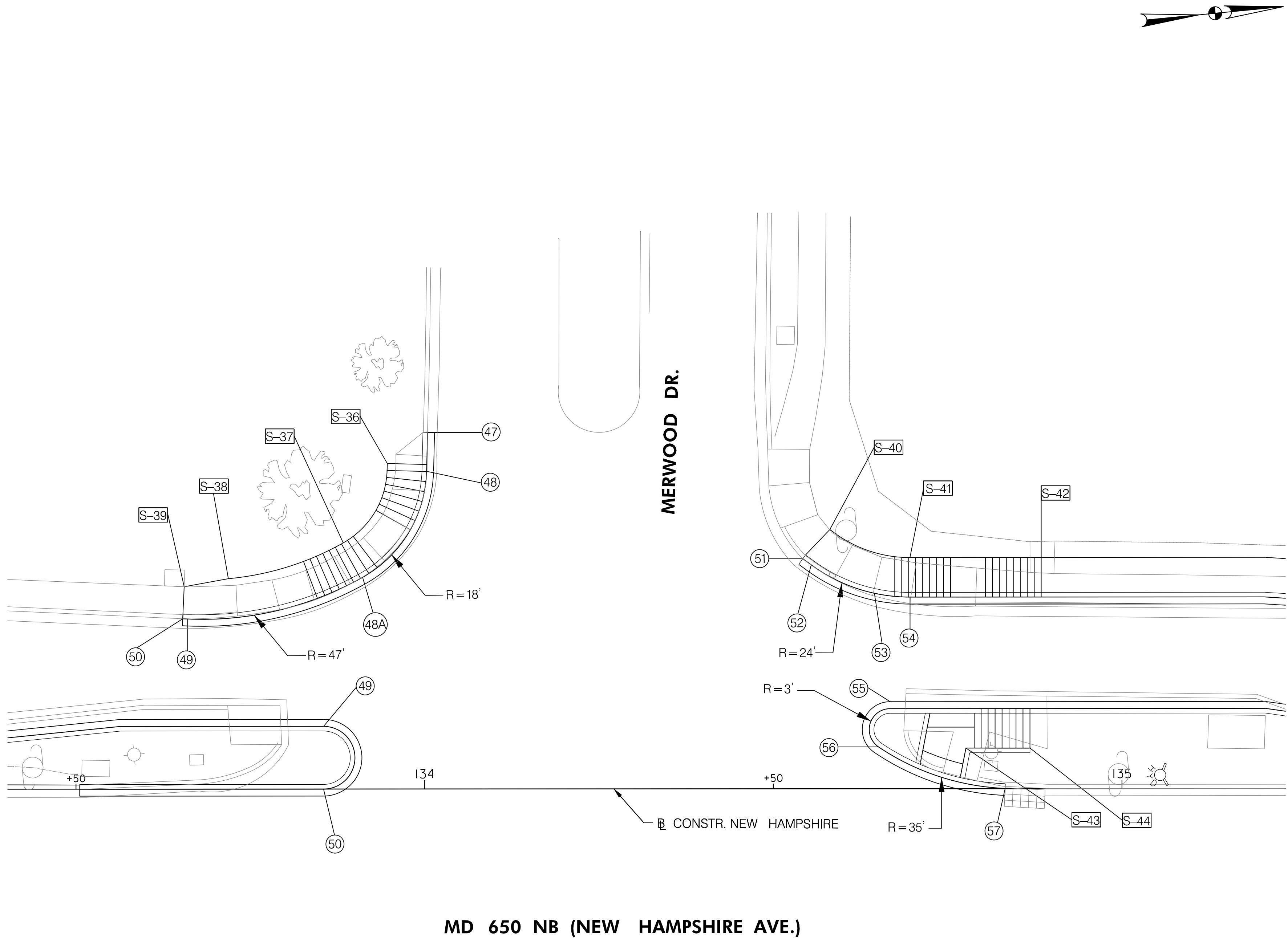
SCALE 1"=10' DATE MAY 2020 CONTRACT NO. T.B.D.

60% PLANS
MAY 2020

DESIGNED BY KB COUNTY MONTGOMERY
DRAWN BY KB LOGMILE MD 650 0.040-0.830
CHECKED BY RJG
F.A.P. NO. T.B.D.

DRAWING NO. GS-04 4 OF 5 SHEET NO. 19 OF 73

PLOTTED: 5/8/2020
FILE: \\balsrv06\p2016\2016\16217_NewAveBike\CADD\plans\pGS-0004_NewAveBike.dgn



INTERSECTION STAKEOUT CHART					
POINT NO.	STATION AND OFFSET	EDGE OF ROAD	BOTTOM OF CURB	COORDINATES	
				NORTHING	EASTING
47	134+00.45, 51.15' LT			479509.75	1315535.65
48	134+00.30, 45.57' LT			479509.07	1315541.18
48A	133+91.12, 30.37' LT			479498.47	1315555.44
49	133+66.03, 24.40' LT			479472.93	1315558.98
50	133+65.31, 24.44' LT			479472.22	1315558.88
51	134+54.25, 33.01' LT			479561.57	1315558.85
52	134+55.46, 32.13' LT			479562.68	1315559.84
53	134+64.51, 28.05' LT			479571.31	1315564.76
54	134+69.62, 27.50' LT			479576.34	1315565.80
55	134+66.77, 12.5' LT			479572.07	1315580.46
56	134+65.09, 6.01' LT			479569.77	1315586.76
57	134+83.25, 0.04' LT			479587.29	1315594.44

SIDEWALK STAKEOUT CHART				
POINT NO.	STATION AND OFFSET	COORDINATES		
		NORTHING	EASTING	
S-36	133+94.66, 46.71' LT	479503.56	1315539.51	
S-37	133+88.34, 35.31' LT	479496.18	1315550.25	
S-38	133+71.86, 30.19' LT	479479.28	1315553.77	
S-39	133+65.52, 29.03' LT	479472.87	1315554.32	
S-40	134+58.13, 37.19' LT	479565.83	1315555.06	
S-41	134+69.62, 33.17' LT	479576.88	1315560.16	
S-42	134+88.43, 33.17' LT	479595.61	1315561.96	
S-43	134+77.63, 5.83' LT	479582.24	1315588.14	
S-44	134+86.81, 5.83' LT	479591.38	1315589.02	

- NOTES:
- STAKEOUT POINT NUMBERS REFERENCE THE FACE OF PROPOSED CURB OR THE BACK OF PROPOSED SIDEWALK.
 - RADIi REFERENCE THE FACE OF PROPOSED CURB.
 - SEE ADA DETAILS FOR PEDESTRIAN RAMP DESIGN.

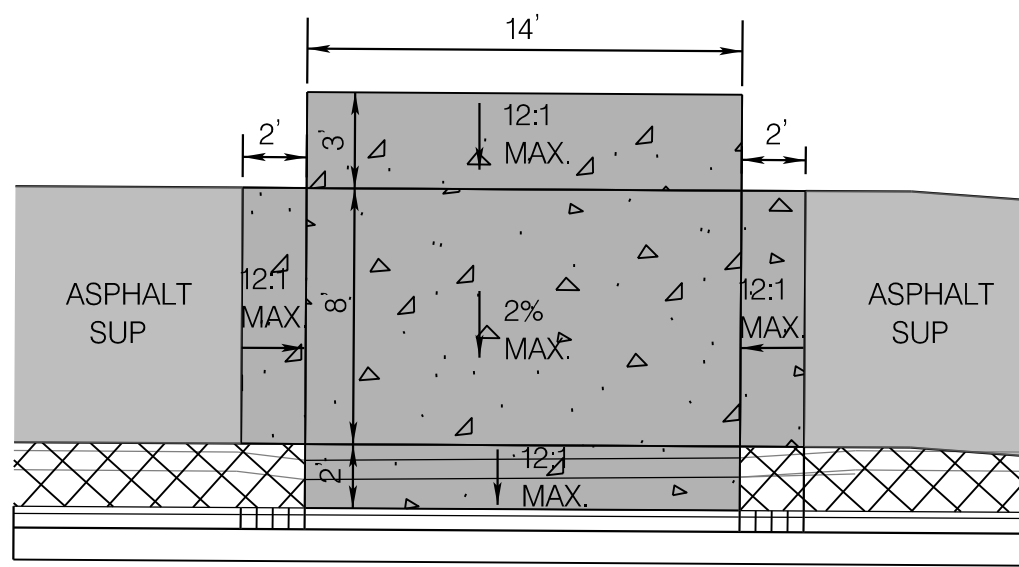
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CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

REVISIONS	INTERSECTION STAKEOUT DETAIL		
60% PLANS MAY 2020	SCALE 1"=10' DATE MAY 2020 CONTRACT NO. T.B.D.		
	DESIGNED BY KB COUNTY MONTGOMERY		
	DRAWN BY KB LOGMILE MD 650 0.040-0.830		
	CHECKED BY RJG		
	F.A.P. NO. T.B.D.		
DRAWING NO. GS-05		5 OF 5	SHEET NO. 20 OF 73



STATION 104+05
RESIDENTIAL DRIVEWAY DETAIL

**LIMIT OF WORK
CONTR. NO T.B.D.
NEW AVE BIKEWAY
STA. 102+27**

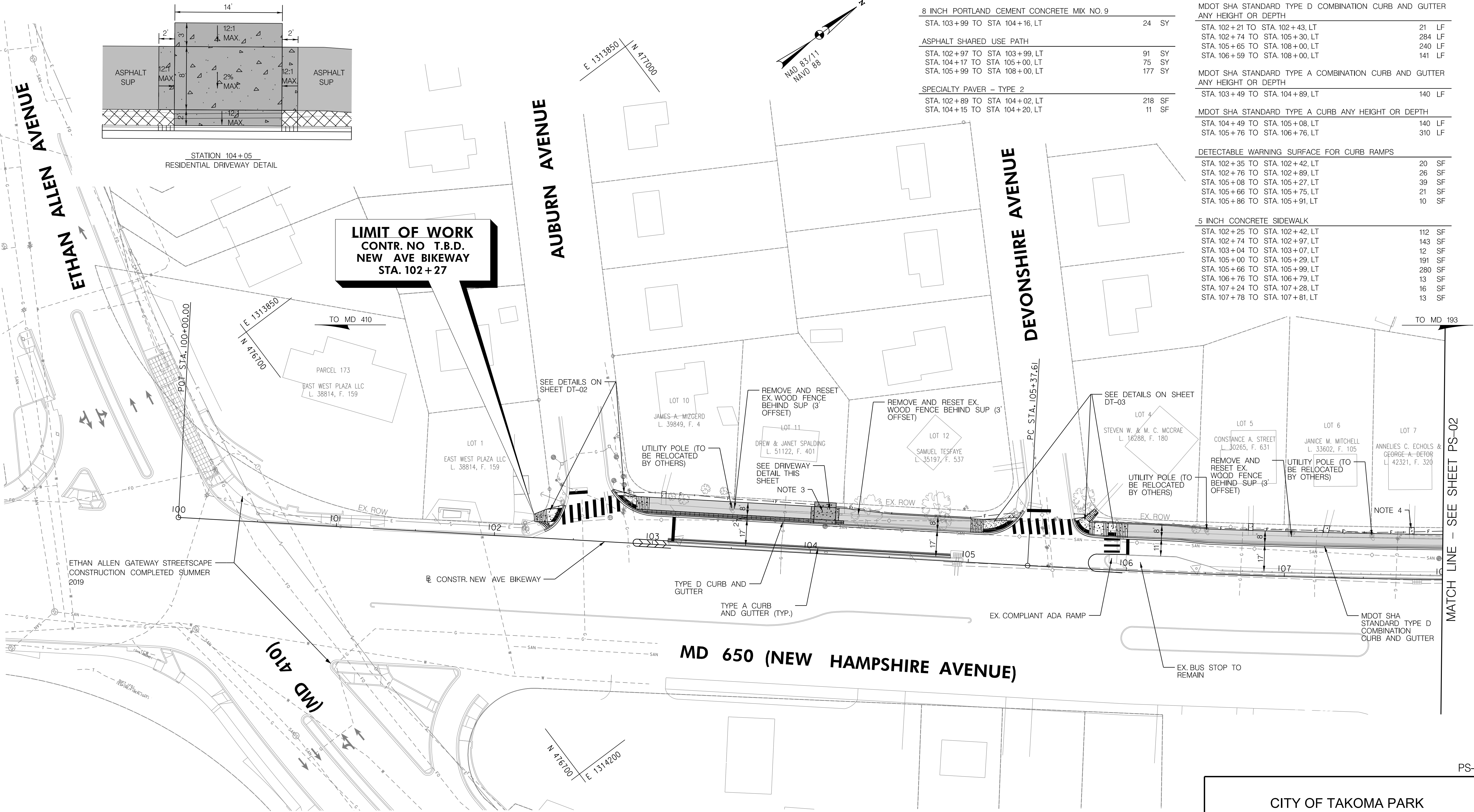
8 INCH PORTLAND CEMENT CONCRETE MIX NO.9		
STA. 103+99 TO STA 104+16, LT	24	SY
ASPHALT SHARED USE PATH		
STA. 102+97 TO STA 103+99, LT	91	SY
STA. 104+17 TO STA 105+00, LT	75	SY
STA. 105+99 TO STA 108+00, LT	177	SY
SPECIALTY PAVER - TYPE 2		
STA. 102+89 TO STA 104+02, LT	218	SF
STA. 104+15 TO STA 104+20, LT	11	SF

MDOT SHA STANDARD TYPE D COMBINATION CURB AND GUTTER ANY HEIGHT OR DEPTH		
STA. 102+21 TO STA. 102+43, LT	21	LF
STA. 102+74 TO STA. 105+30, LT	284	LF
STA. 105+65 TO STA. 108+00, LT	240	LF
STA. 106+59 TO STA. 108+00, LT	141	LF
MDOT SHA STANDARD TYPE A COMBINATION CURB AND GUTTER ANY HEIGHT OR DEPTH		
STA. 103+49 TO STA. 104+89, LT	140	LF

MDOT SHA STANDARD TYPE A CURB ANY HEIGHT OR DEPTH		
STA. 104+49 TO STA. 105+08, LT	140	LF
STA. 105+76 TO STA. 106+76, LT	310	LF

DETECTABLE WARNING SURFACE FOR CURB RAMPS		
STA. 102+35 TO STA. 102+42, LT	20	SF
STA. 102+76 TO STA. 102+89, LT	26	SF
STA. 105+08 TO STA. 105+27, LT	39	SF
STA. 105+66 TO STA. 105+75, LT	21	SF
STA. 105+86 TO STA. 105+91, LT	10	SF

5 INCH CONCRETE SIDEWALK		
STA. 102+25 TO STA. 102+42, LT	112	SF
STA. 102+74 TO STA. 102+97, LT	143	SF
STA. 103+04 TO STA. 103+07, LT	12	SF
STA. 105+00 TO STA. 105+29, LT	191	SF
STA. 105+66 TO STA. 105+99, LT	280	SF
STA. 106+76 TO STA. 106+79, LT	13	SF
STA. 107+24 TO STA. 107+28, LT	16	SF
STA. 107+78 TO STA. 107+81, LT	13	SF



NOTES

1. INSTALL SUPPLEMENTAL LED LIGHTING ON RELOCATED UTILITY POLES BETWEEN STA. 103+00 TO 108+00 (BY OTHERS).
2. NO PROPERTY IMPACTS ANTICIPATED THIS SHEET.
3. REMOVE, SALVAGE & RECONSTRUCT 8 FT. TALL BRICK PILLARS, LIGHTS, PLAQUE AND REINSTALL GATE. SEE SPECIFICATIONS FOR MORE INFORMATION.
4. REMOVE, SALVAGE & RECONSTRUCT 5 FT. TALL BRICK PILLARS, CAP AND REINSTALL GATE. SEE SPECIFICATIONS FOR MORE INFORMATION.

LEGEND

	5 INCH CONCRETE SIDEWALK
	CONCRETE DRIVEWAY
	SPECIALTY PAVER - TYPE 2
	ASPHALT SHARED USE PATH
	FULL DEPTH ASPHALT PAVING
	SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)



CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

ROADWAY PLAN

SCALE 1"=30' DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY KBJ COUNTY MONTGOMERY
DRAWN BY BB LOGMILE MD 650 0.040-0.830
CHECKED BY RJG
F.A.P. NO. T.B.D.

DRAWING NO. PS01 1 OF 6 SHEET NO. 21 OF 73

PLOTTED: 5/15/2020
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BY: agrubb -

TEST HOLE DATA					
NO.	UTILITY	SUBSURFACE ELEVATION	COVER	NORTHING	EASTING
TH-01	STORM DRAIN			477,586.7855	1,314,894.8918
TH-02	STORM DRAIN			477,590.2372	1,314,701.1493
TH-03	STORM DRAIN			477,594.5652	1,314,707.7497

ASPHALT SHARED USE PATH		
STA. 108+00 TO STA. 108+40, LT		37 SY
STA. 108+74 TO STA. 109+38, LT		66 SY
STA. 109+67 TO STA. 110+69, LT		112 SY
STA. 111+80 TO STA. 115+08, LT		313 SY
STA. 115+13 TO STA. 116+50, LT		122 SY

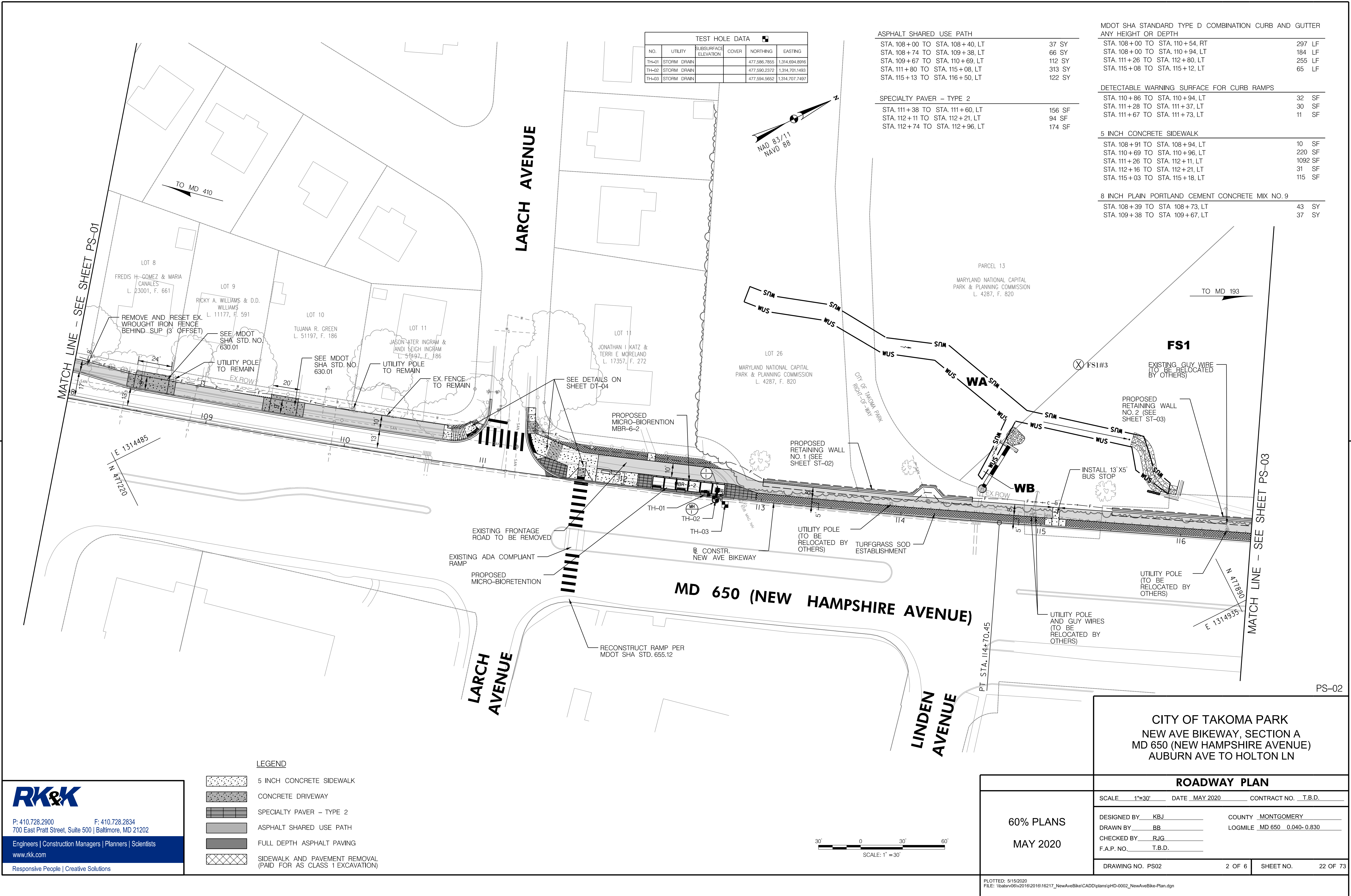
SPECIALTY PAVER - TYPE 2		
STA. 111+38 TO STA. 111+60, LT		156 SF
STA. 112+11 TO STA. 112+21, LT		94 SF
STA. 112+74 TO STA. 112+96, LT		174 SF

MDOT SHA STANDARD TYPE D COMBINATION CURB AND GUTTER ANY HEIGHT OR DEPTH		
STA. 108+00 TO STA. 110+54, RT		297 LF
STA. 108+00 TO STA. 110+94, LT		184 LF
STA. 111+26 TO STA. 112+80, LT		255 LF
STA. 115+08 TO STA. 115+12, LT		65 LF

DETECTABLE WARNING SURFACE FOR CURB RAMPS		
STA. 110+86 TO STA. 110+94, LT		32 SF
STA. 111+28 TO STA. 111+37, LT		30 SF
STA. 111+67 TO STA. 111+73, LT		11 SF

5 INCH CONCRETE SIDEWALK		
STA. 108+91 TO STA. 108+94, LT		10 SF
STA. 110+69 TO STA. 110+96, LT		220 SF
STA. 111+26 TO STA. 112+11, LT		1092 SF
STA. 112+16 TO STA. 112+21, LT		31 SF
STA. 115+03 TO STA. 115+18, LT		115 SF

8 INCH PLAIN PORTLAND CEMENT CONCRETE MIX NO. 9		
STA. 108+39 TO STA. 108+73, LT		43 SY
STA. 109+38 TO STA. 109+67, LT		37 SY



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LEGEND	
	5 INCH CONCRETE SIDEWALK
	CONCRETE DRIVEWAY
	SPECIALTY PAVER - TYPE 2
	ASPHALT SHARED USE PATH
	FULL DEPTH ASPHALT PAVING
	SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

ROADWAY PLAN

60% PLANS
MAY 2020

SCALE 1"=30' DATE MAY 2020 CONTRACT NO. T.B.D.
DESIGNED BY KBJ COUNTY MONTGOMERY
DRAWN BY BB LOGMILE MD 650 0.040-0.830
CHECKED BY RJG
F.A.P. NO. T.B.D.
DRAWING NO. PS02 2 OF 6 SHEET NO. 22 OF 73

PLOTTED: 5/15/2020
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\PHD-0002_NewAveBike-Plan.dgn

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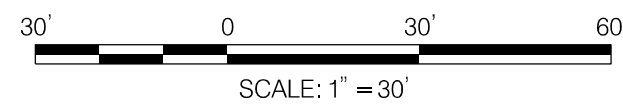
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LEGEND

	5 INCH CONCRETE SIDEWALK
	CONCRETE DRIVEWAY
	SPECIALTY PAVER - TYPE 2
	ASPHALT SHARED USE PATH
	FULL DEPTH ASPHALT PAVING
	SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)

NOTES

- A GEOMETRIC SHIFT THROUGH THE MD 650 INTERSECTION IS REQUIRED TO INCORPORATE A 10' WIDE SHARED USE PATH WITH 2' BUFFER WITHOUT MODIFICATIONS TO THE EXISTING BRIDGE OVER SLIGO CREEK.
- RIGHT OF WAY REQUIRED FOR MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION FROM APX. STA. 117+80 TO 119+75 AND STA. 124+00 TO 125+50.
- RIGHT OF WAY REQUIRED FOR WSSC FROM APX. STA. 120+00 TO 122+25.
- RIGHT OF WAY REQUIRED FOR VANIC L.L.C. FROM APX. STA. 122+25 TO 123+25.
- EXISTING SPEED CAMERAS TO REMAIN.



60% PLANS
MAY 2020

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

ROADWAY PLAN

SCALE 1"=30' DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY KBJ COUNTY MONTGOMERY
DRAWN BY BB LOGMILE MD 650 0.040-0.830
CHECKED BY RJG
F.A.P. NO. T.B.D.

DRAWING NO. PS03 3 OF 6 SHEET NO. 23 OF 73

PLOTTED: 5/14/2020
FILE: \\balsrv06lv2016\2016\16217_NewAveBike\CADD\plans\PHD-0003_NewAveBike-Plan.dgn

MATCH LINE - SEE SHEET PS-02

MATCH LINE - SEE SHEET PS-04

PS-03

MDOT SHA STANDARD TYPE D COMBINATION CURB AND GUTTER
ANY HEIGHT OR DEPTH

STA. 120+75 TO STA. 123+25, LT	323 LF
STA. 123+75 TO STA. 125+50, LT	214 LF

MDOT SHA STANDARD TYPE A CURB ANY HEIGHT OR DEPTH

STA. 122+44 TO STA. 123+23, LT	101 LF
--------------------------------	--------

DETECTABLE WARNING SURFACE FOR CURB RAMPS

STA. 123+13 TO STA. 123+21, LT	21 SF
STA. 123+76 TO STA. 123+78, LT	19 SF
STA. 123+84 TO STA. 123+89, LT	17 SF

5 INCH CONCRETE SIDEWALK

STA. 122+44 TO STA. 123+25, LT	922 SF
--------------------------------	--------

8 INCH PORTLAND CEMENT CONCRETE FOR DRIVEWAY, MIX 9

STA. 122+11 TO STA. 122+47, LT	48 SY
--------------------------------	-------

MDOT SHA STANDARD TYPE A COMBINATION CURB AND GUTTER
ANY HEIGHT OR DEPTH

STA. 121+13 TO STA. 122+90, RT	359 LF
STA. 123+93 TO STA. 125+50, RT	314 LF

5 INCH REINFORCED CONCRETE SIDEWALK

STA. 123+75 TO STA. 124+47, LT	1537 SF
--------------------------------	---------

ASPHALT SHARED USE PATH

STA. 116+50 TO STA. 122+12, LT	500 SY
STA. 124+47 TO STA. 126+00, LT	116 SY

REMOVAL AND DISPOSAL OF EXISTING TRAFFIC BARRIER W BEAM

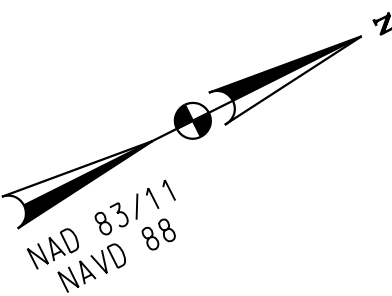
STA. 124+42 TO STA. 125+50, LT	107 LF
--------------------------------	--------

SPECIALTY PAVER - TYPE 2

STA. 122+45 TO STA. 123+13, LT	393 SF
STA. 124+20 TO STA. 124+32, LT	23 SF
STA. 124+47 TO STA. 124+70, LT	45 SF

2' MODIFIED MONOLITHIC CONCRETE MEDIAN TYPE A-1
(MD STD. 645.01)

STA. 121+14 TO STA. 122+91, RT	178 LF
--------------------------------	--------



SLIGO CREEK PARKWAY

WATERS
OF THE US
(SLIGO CREEK)

PARCEL 31
MARYLAND NATIONAL CAPITAL
PARK & PLANNING COMMISSION
L. 4287, F. 820

REMOVE EX.
W-BEAM

FLOODPLAIN
DEPRESSION
FEATURE

PAVEMENT
DETAIL C

TURFGRASS SOD
ESTABLISHMENT

UTILITY POLE
(TO BE RELOCATED
BY OTHERS)

EXISTING ADA COMPLIANT
RAMP

SEE TRAFFIC
SIGNAL PLANS

SEE DETAILS ON
SHEET DT-05

PAVEMENT DETAIL B

SEE DETAILS ON
SHEET DT-05

SEE NOTE 1

NOTE 5

NOTE 5

ELECTRIC METER
(TO BE RELOCATED
BY OTHERS)

MOD. MONOLITHIC
CONCRETE MEDIAN TYPE
A-1 (MD STD. 645.01)

SEE MDOT SHA
STD. NO. 580.08

CONSTR. NEW AVE
BIKEWAY

CITY OF TAKOMA PARK
RIGHT-OF-WAY

WASHINGTON SUBURBAN
SANITARY COMMISSION

WASHINGTON SUBURBAN
SANITARY COMMISSION
L. 9476, F. 594

WASHINGTON SUBURBAN
SANITARY COMMISSION
L. 9476, F. 594

WASHINGTON SUBURBAN
SANITARY COMMISSION
L. 9476, F. 594

WASHINGTON SUBURBAN
SANITARY COMMISSION
L. 9476, F. 594

LOT 1
VANIC L.L.C.
L. 43067, F. 280

PARCEL 10

MARYLAND NATIONAL CAPITAL
PARK & PLANNING COMMISSION
L. 4287, F. 820

PARCEL 31

MARYLAND NATIONAL CAPITAL
PARK & PLANNING COMMISSION
L. 4287, F. 820

PROPOSED RETAINING
WALL NO. 2 (SEE SHEET
ST-03)

PROPOSED RETAINING
WALL NO. 3 (SEE SHEET
ST-04)

TURFGRASS SOD
ESTABLISHMENT

MD 650 (NEW HAMPSHIRE AVENUE)

MDOT SHA STANDARD TYPE A COMBINATION CURB AND GUTTER ANY HEIGHT OR DEPTH

STA. 125+50 TO STA. 126+37, RT 168 LF
STA. 128+05 TO STA. 133+90, LT 688 LF

DETECTABLE WARNING SURFACE

STA. 127+03 TO STA. 127+09, LT 11 LF
STA. 127+56 TO STA. 127+67, LT 27 LF
STA. 128+08 TO STA. 128+13, LT 17 LF
STA. 128+17 TO STA. 128+25, LT 17 LF
STA. 128+27 TO STA. 128+33, LT 11 LF

5 INCH CONCRETE SIDEWALK

STA. 125+95 TO STA. 126+38, LT 756 SF
STA. 126+96 TO STA. 127+17, LT 370 SF
STA. 127+46 TO STA. 127+67, LT 247 SF
STA. 128+06 TO STA. 133+99, LT 2596 SF

MDOT SHA STANDARD TYPE A CURB ANY HEIGHT OR DEPTH

STA. 126+19 TO STA. 126+39, LT 40 LF
STA. 128+08 TO STA. 128+40, LT 62 LF
STA. 128+26 TO STA. 128+46, LT 20 LF
STA. 131+05 TO STA. 131+21, LT 16 LF
STA. 132+91 TO STA. 133+07, LT 16 LF

MDOT SHA STANDARD TYPE D COMBINATION CURB AND GUTTER ANY HEIGHT OR DEPTH

STA. 125+50 TO STA. 126+37, LT 87 LF
STA. 126+96 TO STA. 127+17, LT 20 LF
STA. 127+55 TO STA. 127+70, LT 25 LF
STA. 128+07 TO STA. 128+77, LT 108 LF

ASPHALT SHARED USE PATH

STA. 125+50 TO STA. 126+19, LT 77 SY
STA. 126+38 TO STA. 126+97, LT 65 SY
STA. 126+17 TO STA. 127+47, LT 33 SY

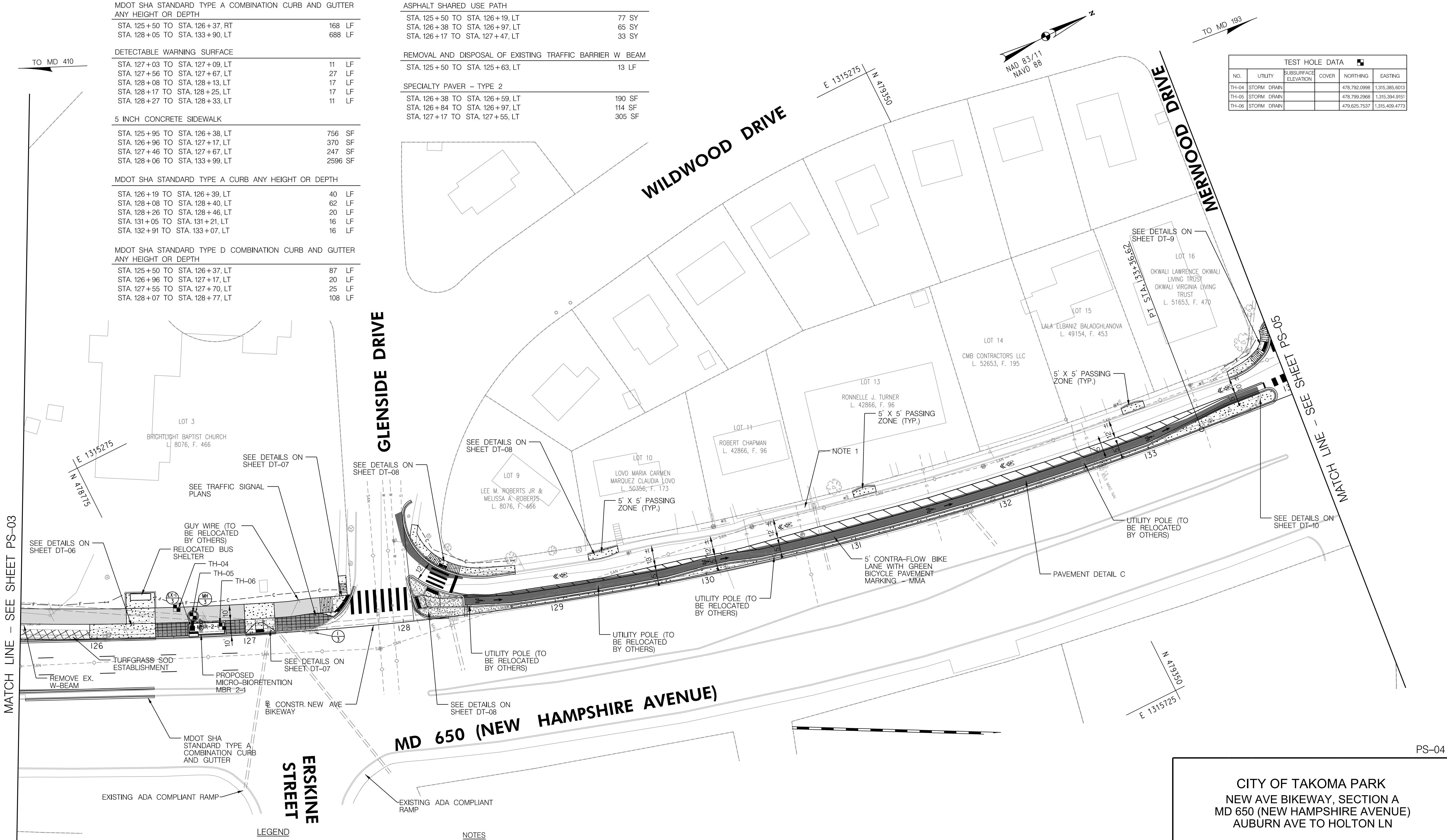
REMOVAL AND DISPOSAL OF EXISTING TRAFFIC BARRIER W BEAM

STA. 125+50 TO STA. 125+63, LT 13 LF

SPECIALTY PAVER - TYPE 2

STA. 126+38 TO STA. 126+59, LT 190 SF
STA. 126+84 TO STA. 126+97, LT 114 SF
STA. 127+17 TO STA. 127+55, LT 305 SF

TEST HOLE DATA					
NO.	UTILITY	SUBSURFACE ELEVATION	COVER	NORTHING	EASTING
TH-04	STORM DRAIN			478,792.0998	1,315,385.6013
TH-05	STORM DRAIN			478,799.2968	1,315,394.9151
TH-06	STORM DRAIN			479,625.7537	1,315,409.4773



NOTES

- EXISTING 4' (TYP.) SIDEWALK TO REMAIN. CONSTRUCT 5' X 5' PASSING ZONES EVERY 200' MAX.
- RIGHT OF WAY REQUIRED FROM BRIGHTLIGHT BAPTIST CHURCH FROM APX. STA. 125+50 TO 127+60.
- PARKING TO BE REMOVED ALONG FRONTAGE ROAD BETWEEN GLENSIDE DRIVE AND MERWOOD DRIVE.

LEGEND

- 5 INCH CONCRETE SIDEWALK
- CONCRETE DRIVEWAY
- SPECIALTY PAVER - TYPE 2
- ASPHALT SHARED USE PATH
- FULL DEPTH ASPHALT PAVING
- SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)



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CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

ROADWAY PLAN

SCALE 1"=30' DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY KBJ COUNTY MONTGOMERY
DRAWN BY BB LOGMILE MD 650 0.040-0.830
CHECKED BY RJG
F.A.P. NO. T.B.D.

DRAWING NO. PS-04 4 OF 6 SHEET NO. 24 OF 73

60% PLANS
MAY 2020

PLOTTED: 5/14/2020
FILE: \\balsrv06\l\2016\16217_NewAveBike\CADD\plans\pHD-0004_NewAveBike-Plan.dgn

MDOT SHA STANDARD TYPE D COMBINATION CURB AND GUTTER ANY HEIGHT OR DEPTH

STA. 134+00 TO STA. 134+01, LT	9	LF
STA. 134+54 TO STA. 135+61, LT	110	LF
STA. 140+20 TO STA. 140+41, LT	24	LF
STA. 141+11 TO STA. 142+50, RT/LT	200	LF

MDOT SHA STANDARD TYPE A CURB ANY HEIGHT OR DEPTH

STA. 134+71 TO STA. 134+87, RT	28	LF
STA. 136+06 TO STA. 136+21, LT	16	LF
STA. 137+24 TO STA. 137+39, LT	16	LF
STA. 138+22 TO STA. 138+38, LT	16	LF

DETECTABLE WARNING SURFACE

STA. 134+71 TO STA. 134+77, LT	12	SF
STA. 134+72 TO STA. 134+79, LT	13	SF
STA. 134+75 TO STA. 134+80, LT	10	SF

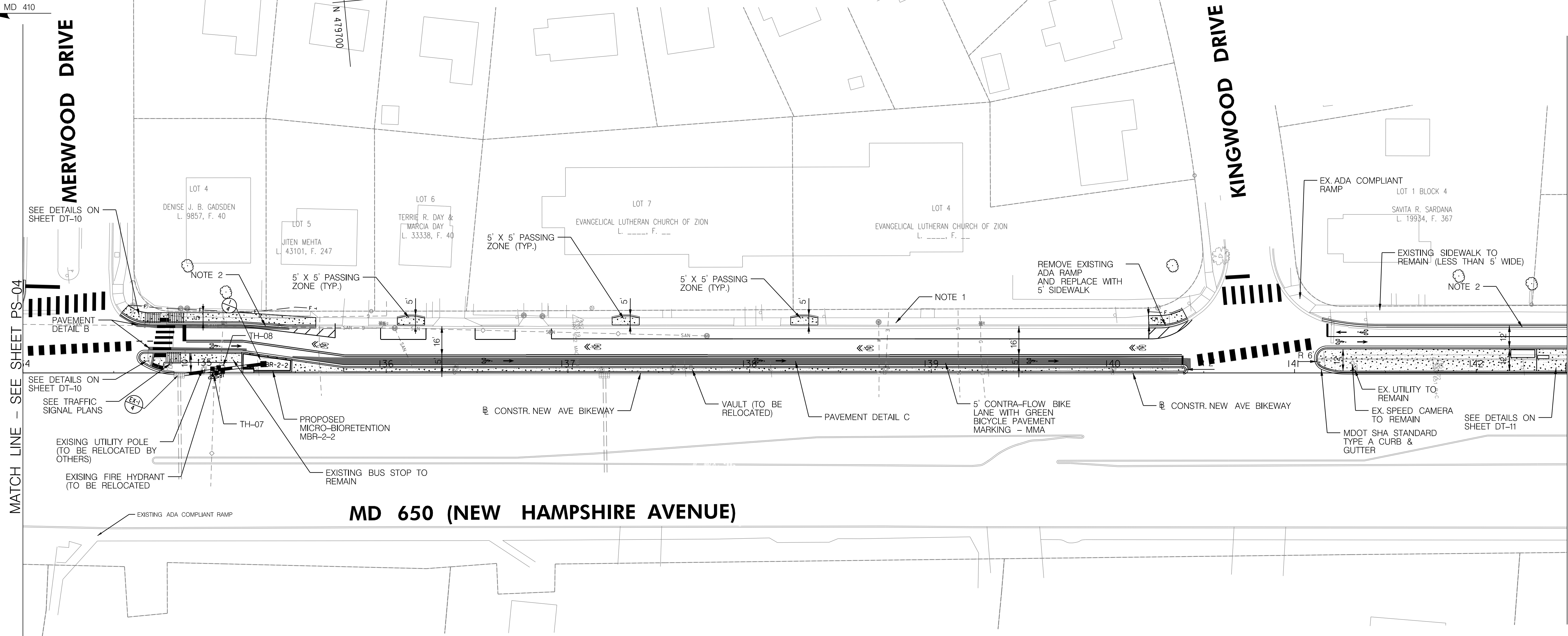
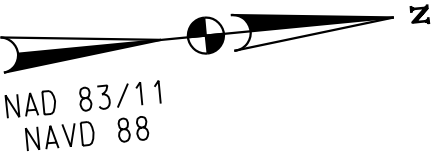
MDOT SHA STANDARD TYPE A COMBINATION CURB AND GUTTER ANY HEIGHT OR DEPTH

STA. 134+63 TO STA. 140+41, RT/LT	611	LF
STA. 141+15 TO STA. 142+50, RT/LT	135	LF

5 INCH CONCRETE SIDEWALK

STA. 134+58 TO STA. 135+61, LT	523	SF
STA. 134+65 TO STA. 134+92, LT	315	SF
STA. 136+06 TO STA. 136+21, LT	69	SF
STA. 137+24 TO STA. 137+39, LT	69	SF
STA. 138+23 TO STA. 138+38, LT	69	SF
STA. 140+20 TO STA. 140+39, LT	102	SF
STA. 142+18 TO STA. 142+50, LT	320	SF

TEST HOLE DATA					
NO.	UTILITY	SUBSURFACE ELEVATION	COVER	NORTHING	EASTING
TH-07	WATER			479,609.5091	1,315,595.4657
TH-08	GAS			479,612.9179	1,315,595.1036



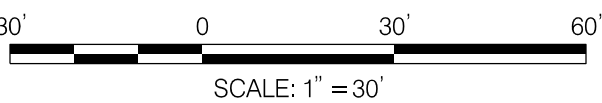
MD 650 (NEW HAMPSHIRE AVENUE)

LEGEND

	5 INCH CONCRETE SIDEWALK
	CONCRETE DRIVEWAY
	SPECIALTY PAVER - TYPE 2
	ASPHALT SHARED USE PATH
	FULL DEPTH ASPHALT PAVING
	SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)

NOTES

- EXISTING 4' (TYP.) SIDEWALK TO REMAIN. CONSTRUCT 5' X 5' PASSING ZONES EVERY 200' MAX.
- PARKING TO BE REMOVED FROM APX. STA. 134+50 TO 135+90. FRONTAGE ROAD TO BE PERMANENTLY CLOSED TO VEHICULAR TRAFFIC FROM KINGWOOD DRIVE TO HOLTON LANE.



CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

ROADWAY PLAN

SCALE 1"=30' DATE MAY 2020 CONTRACT NO. T.B.D.	
DESIGNED BY KBJ	COUNTY MONTGOMERY
DRAWN BY BB	LOGMILE MD 650 0.040-0.830
CHECKED BY RJG	
F.A.P. NO. T.B.D.	
DRAWING NO. PS05	5 OF 6 SHEET NO. 25 OF 73

60% PLANS
MAY 2020

PLOTTED: 5/14/2020
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\pHD-0005_NewAveBike-Plan.dgn

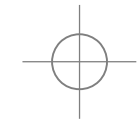
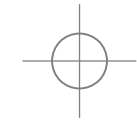
BY: sbarefoot -



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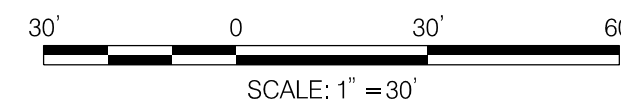
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	5 INCH CONCRETE SIDEWALK
	CONCRETE DRIVEWAY
	SPECIALTY PAVER - TYPE 2
	ASPHALT SHARED USE PATH
	FULL DEPTH ASPHALT PAVING
	SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)

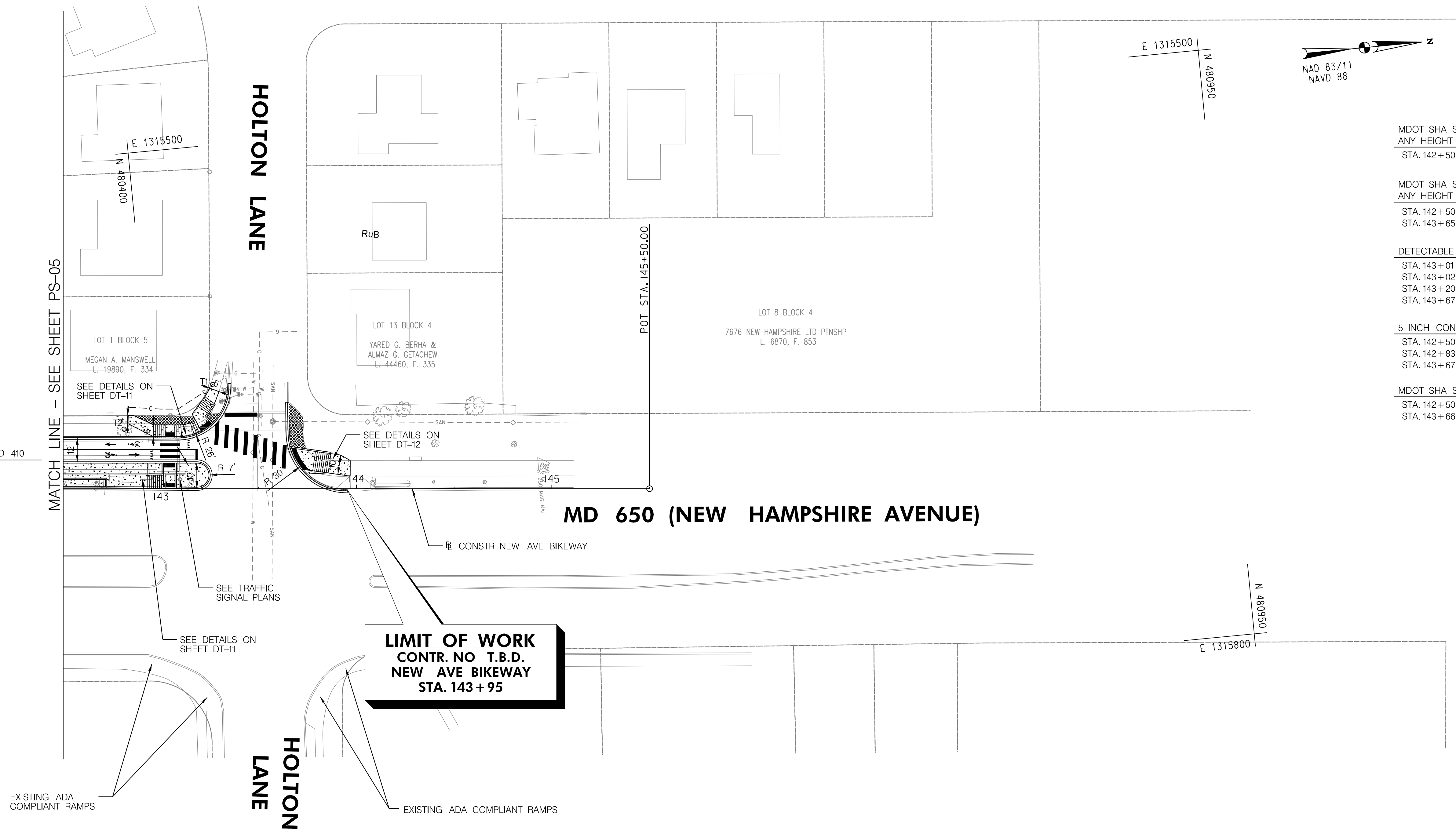
LEGEND

NOTES

- FRONTAGE ROAD TO BE PERMANENTLY CLOSED TO VEHICULAR TRAFFIC FROM KINGWOOD DRIVE TO HOLTON LANE



PLOTTED: 5/12/2020
FILE: \\balsrv06\\v2016\\2016\\16217_NewAveBike\\CADD\\plans\\PHD-0006_NewAveBike-Plan.dgn



MDOT SHA STANDARD TYPE A COMBINATION CURB AND GUTTER
ANY HEIGHT OR DEPTH

STA. 142+50 TO STA. 143+26, RT/LT 162 LF

MDOT SHA STANDARD TYPE D COMBINATION CURB AND GUTTER
ANY HEIGHT OR DEPTH

STA. 142+50 TO STA. 143+35, LT 103 LF
STA. 143+65 TO STA. 143+95, LT 65 LF

DETECTABLE WARNING SURFACE FOR CURB RAMPS

STA. 143+01 TO STA. 143+07, LT 24 SF
STA. 143+02 TO STA. 143+08, LT 10 SF
STA. 143+20 TO STA. 143+26, LT 13 SF
STA. 143+67 TO STA. 143+76, LT 26 SF

5 INCH CONCRETE SIDEWALK

STA. 142+50 TO STA. 143+30, LT 852 SF
STA. 142+83 TO STA. 143+25, LT 345 SF
STA. 143+67 TO STA. 143+97, LT 287 SF

MDOT SHA STANDARD TYPE A CURB ANY HEIGHT OR DEPTH

STA. 142+50 TO STA. 143+25, LT 27 LF
STA. 143+66 TO STA. 143+87, LT 22 LF

PS-06

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

ROADWAY PLAN

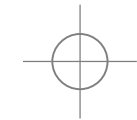
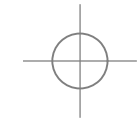
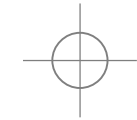
SCALE 1"=30' DATE MAY 2020 CONTRACT NO. T.B.D.

60% PLANS
MAY 2020

DESIGNED BY KBJ COUNTY MONTGOMERY
DRAWN BY BB LOGMILE MD 650 0.040-0.830

CHECKED BY RJG
F.A.P. NO. T.B.D.

DRAWING NO. PS06 6 OF 6 SHEET NO. 26 OF 73



BY: adedrickson -

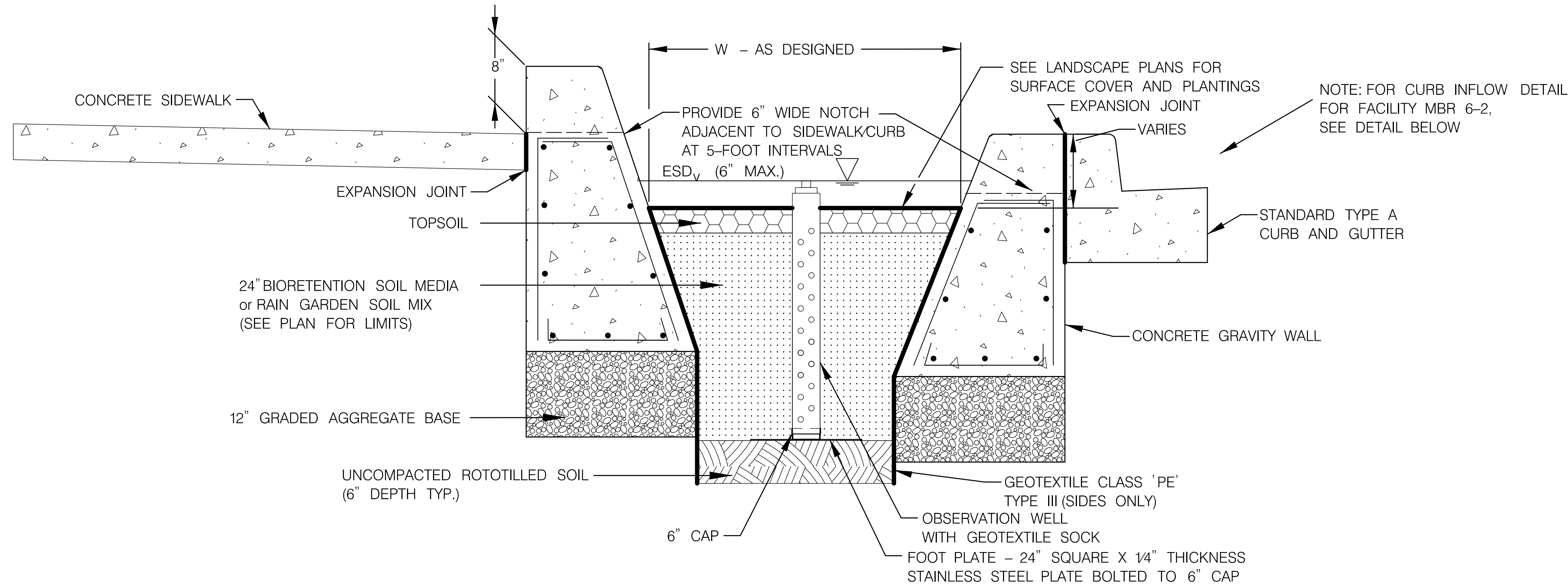


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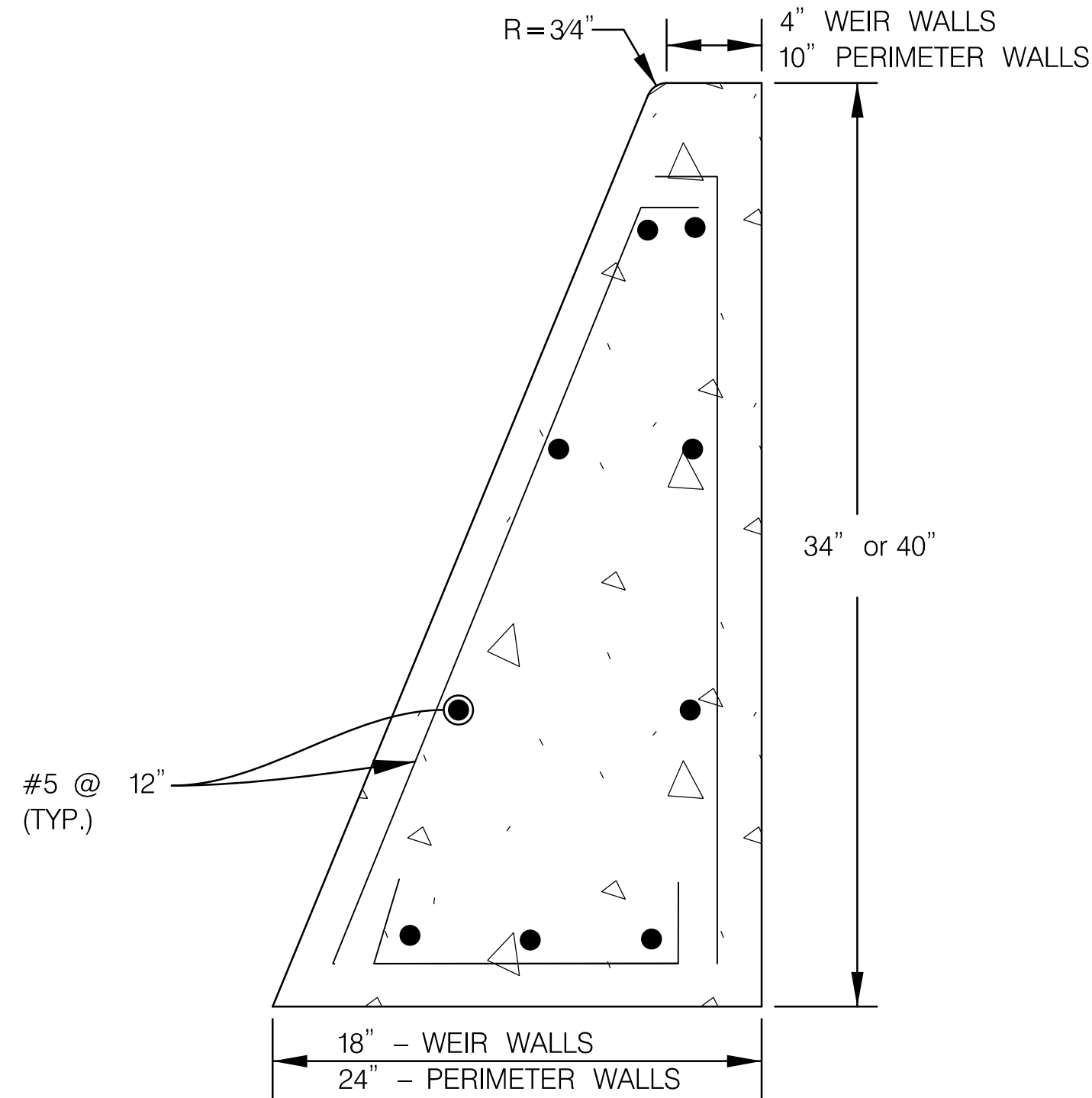
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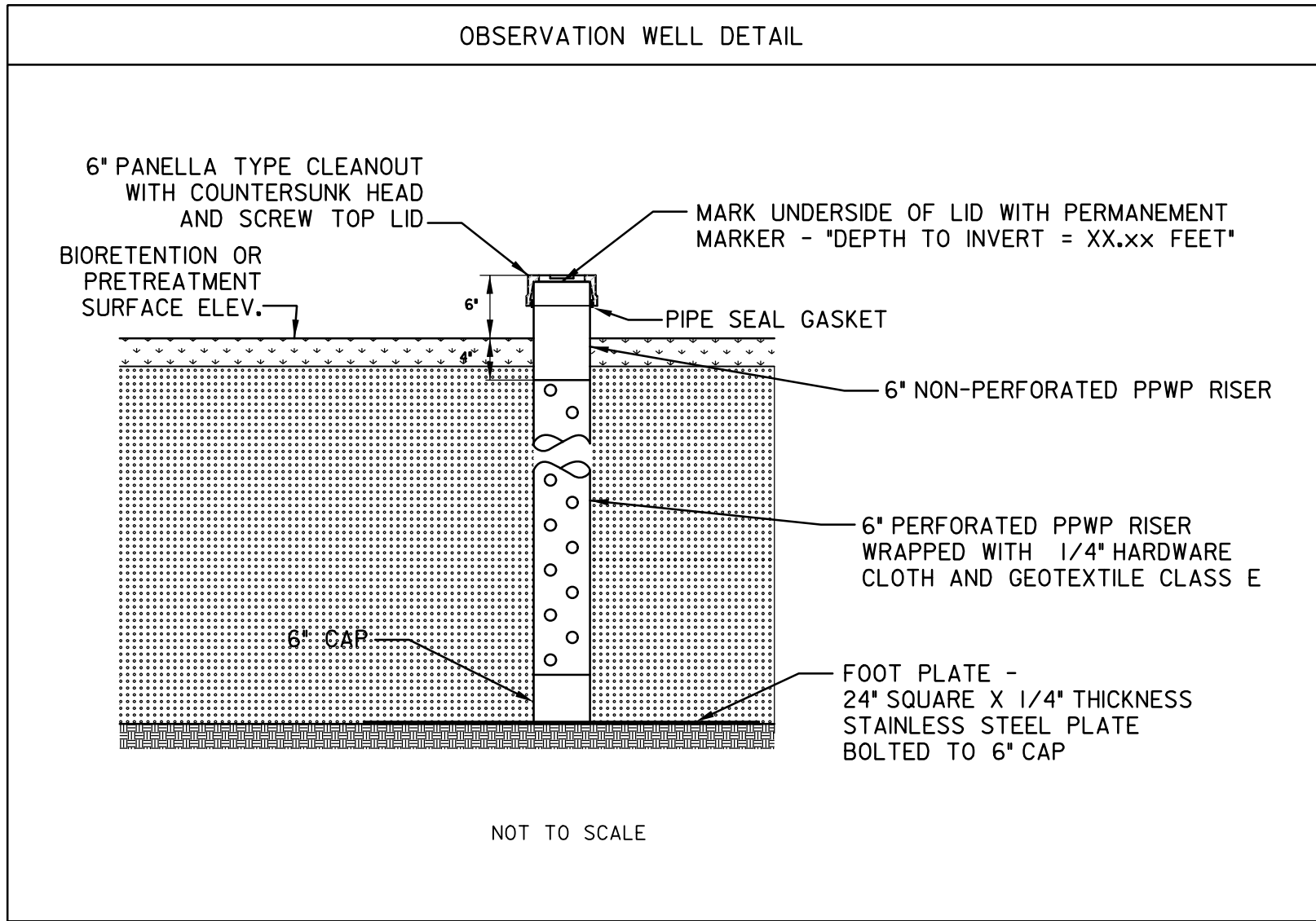
MICRO-BIORETENTION SECTION
NOT TO SCALE

GENERAL NOTES:

1. ALL STRUCTURE CONCRETE SHALL BE $f_c = 4,000$ PSI.
2. REINFORCING STEEL SHALL CONFORM TO ASTM A 615, GRADE 60 ($f_y = 60.0$ KSI). MINIMUM COVER FOR ANY BAR SHALL BE 2 INCHES UNLESS OTHERWISE NOTED, WITH THE EXCEPTION OF BARS AT THE BOTTOM AND SIDE OF ALL FOOTINGS WHICH SHALL HAVE 3 INCHES MINIMUM COVER. ALL BAR LAP SPLICES SHALL BE 9 INCHES UNLESS OTHERWISE NOTED.
3. EXPANSION JOINTS SHALL BE 12" PREFORMED NON-EXTRUDING JOINT FILLER AND CONFORM TO AASHTO M 153.
4. ALL FACILITIES ARE LOCATED IN WELL-DRAINING SOILS, PER USDA WEB SOIL SURVEY. NO UNDERDRAINS ARE PROPOSED, PENDING FURTHER TESTING RESULTS.



CONCRETE GRAVITY WALL
NOT TO SCALE



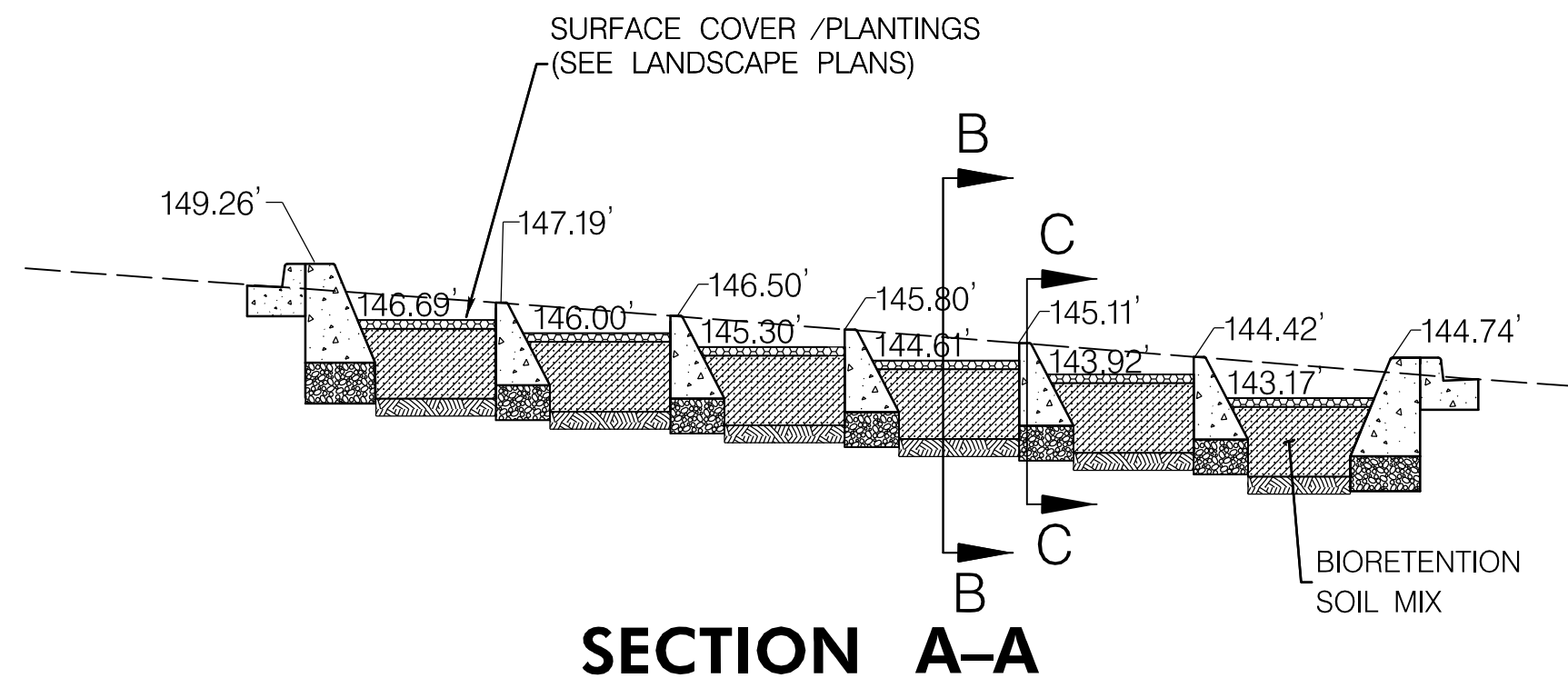
NOT TO SCALE

SW-D1

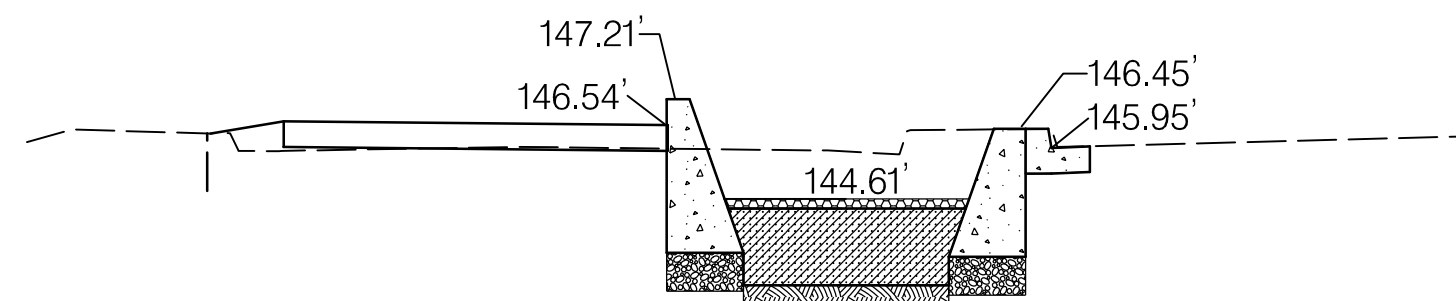
CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

STORMWATER MANAGEMENT DETAILS

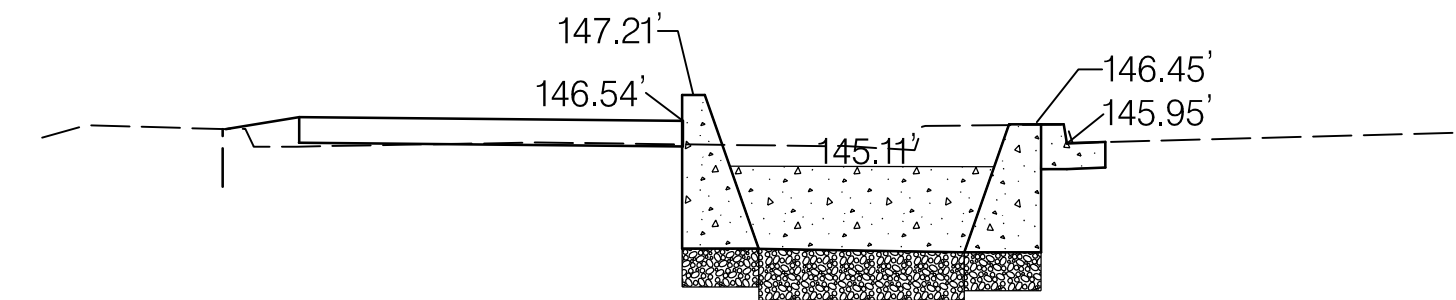
SCALE	NTS	DATE	MAY 2020	CONTRACT NO.	T.B.D.
DESIGNED BY	AGB	COUNTY	MONTGOMERY		
DRAWN BY	DEA	LOGMILE	MD 650 0.040-0.830		
CHECKED BY	SBP				
F.A.P. NO.	T.B.D.				
DRAWING NO.	SW-D1 OF D2	1 OF 5	SHEET NO.	27 OF 73	



SECTION A-A

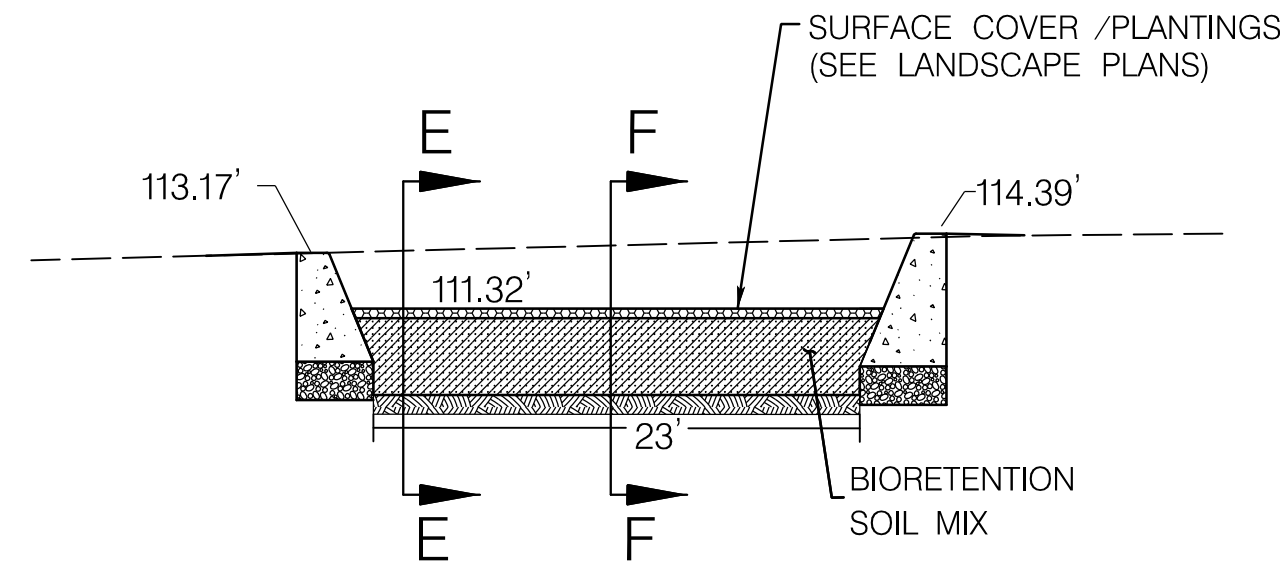


SECTION B-B
(STA. 112 + 50)

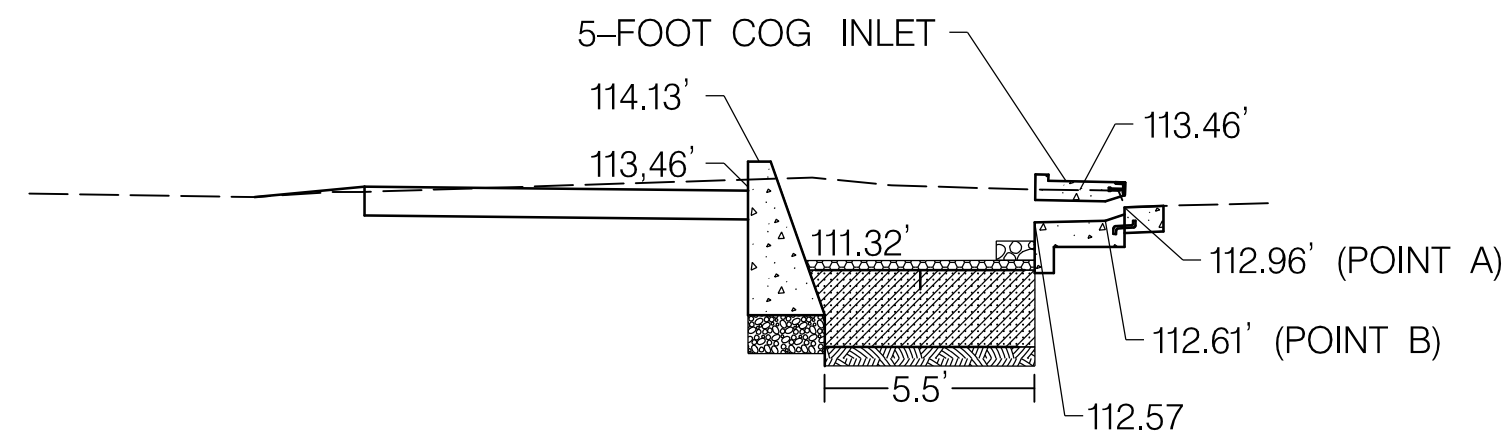


SECTION C-C
(STA. 112 + 56)

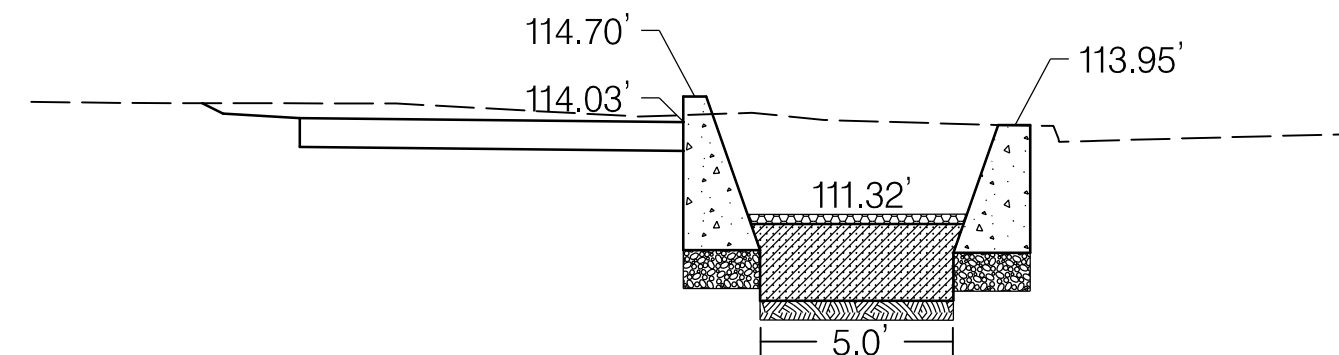
MBR 6-2
(STA. 112 + 21 – 112 + 73, LT)



SECTION D-D

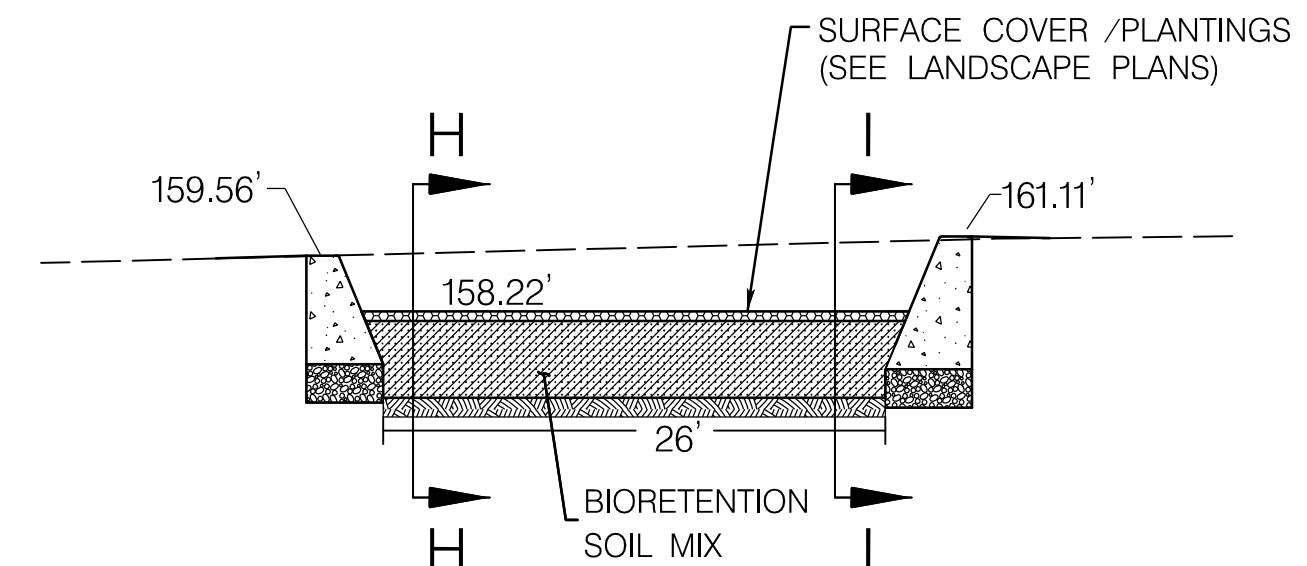


SECTION E-E
(STA. 126 + 63 AT INLET)

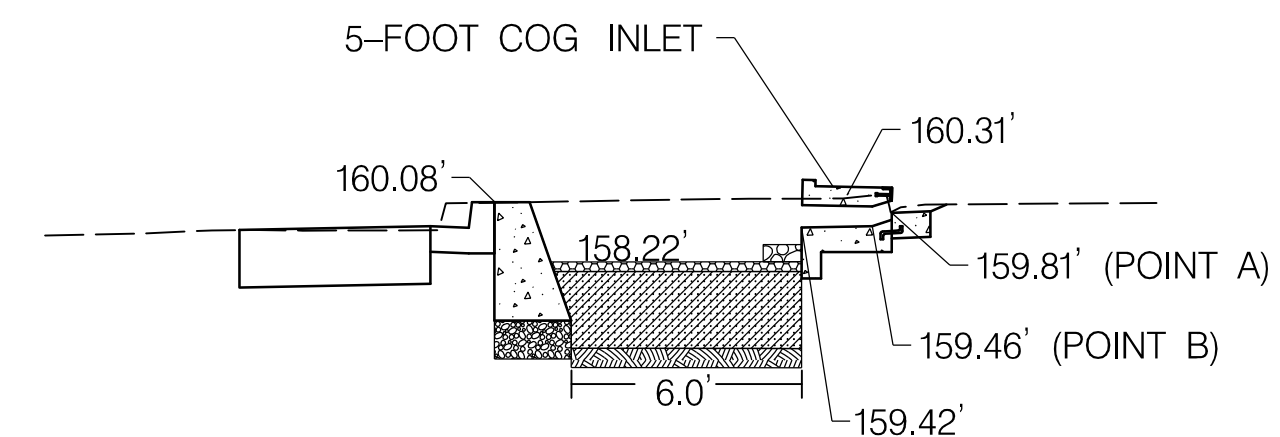


SECTION F-F
(STA. 126 + 75)

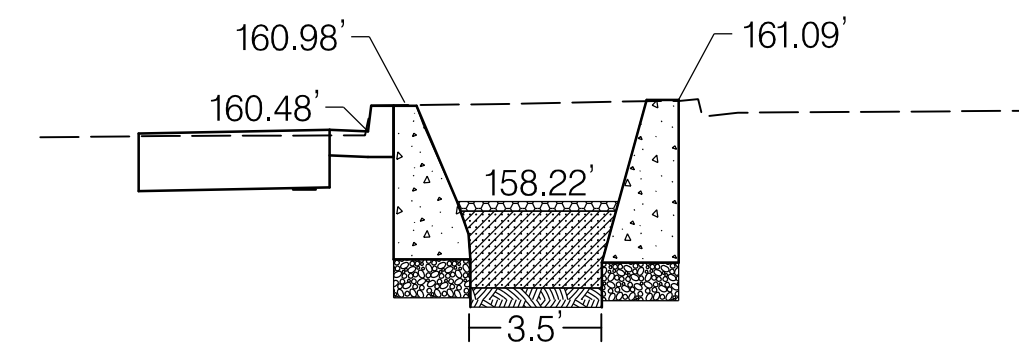
MBR 2-1
(STA. 126 + 59 – 126 + 84, LT)



SECTION G-G



SECTION H-H
(STA. 135 + 24 AT INLET)



SECTION I-I
(STA. 135 + 40)

MBR 2-2
(STA. 135 + 20 – 138 + 48, LT)

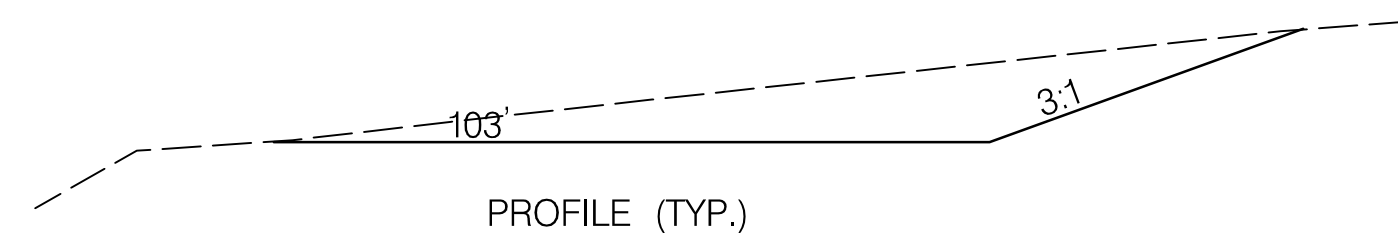
NOTES:

1. SEE SHEET SW-01 – SW-03 FOR SWM PLAN AND SW-D1 FOR DETAILS.

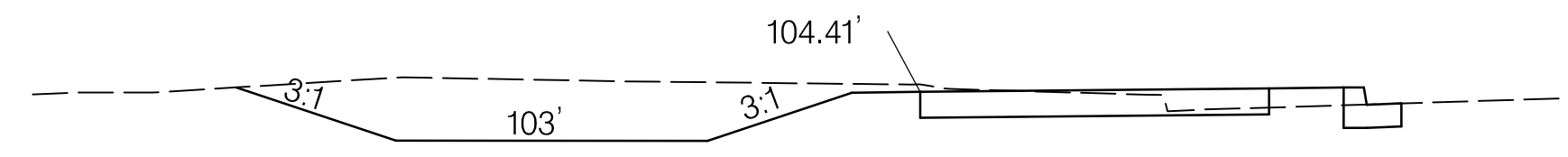
LEGEND

- SURFACE COVER /PLANTINGS
(SEE LANDSCAPE PLANS)
- BIORETENTION SOIL MIX
- ROTOTILLED SUBGRADE
- GRADED AGGREGATE BASE

FLOODPLAIN DEPRESSION
(STA. 124 + 58 – 124 + 74, LT)



PROFILE (TYP.)



CROSS SECTION STA. 124 + 65



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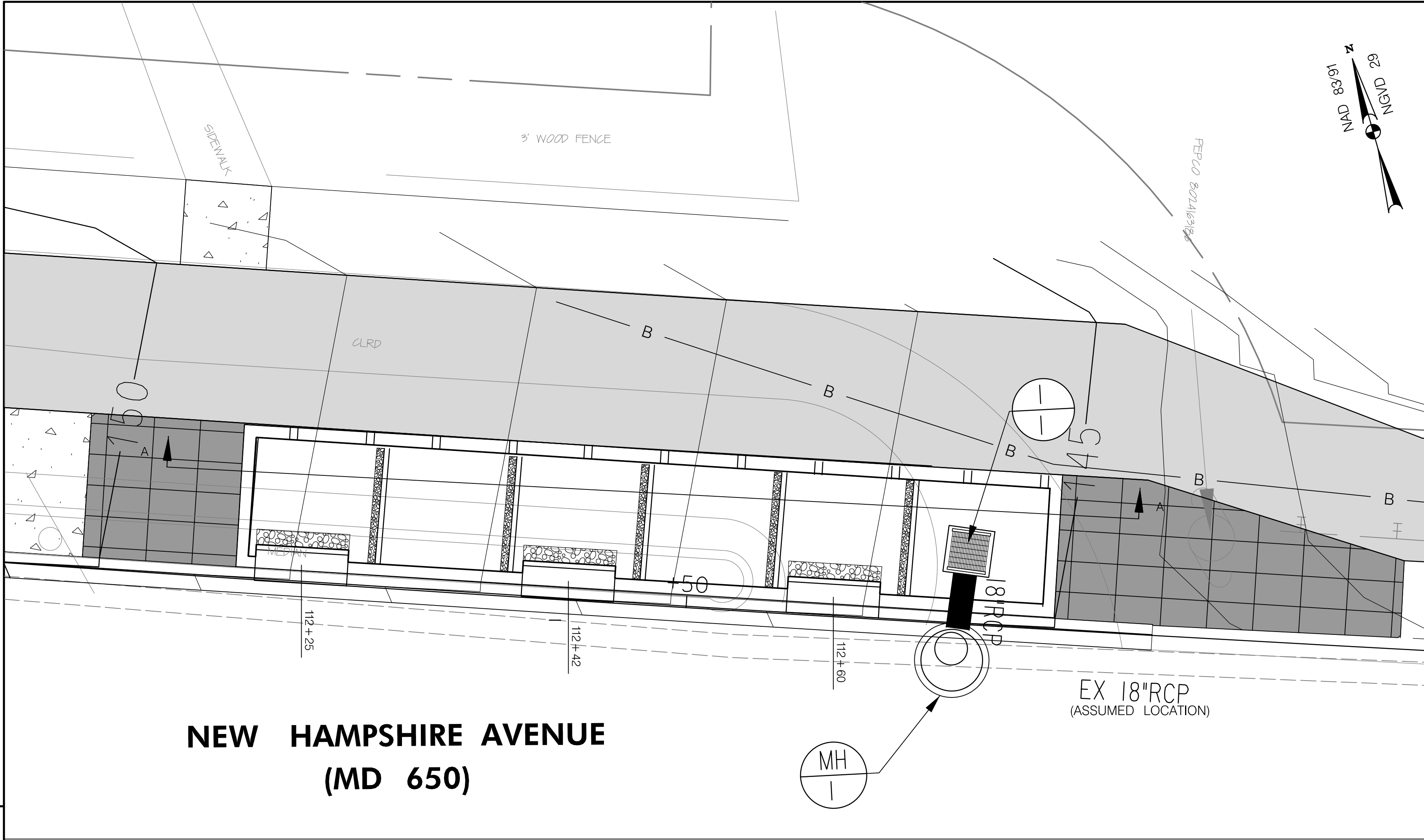
SW-D2

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

STORMWATER MANAGEMENT DETAILS

SCALE	NTS	DATE	MAY 2020	CONTRACT NO.	T.B.D.
DESIGNED BY	AGB	COUNTY	MONTGOMERY		
DRAWN BY	DEA	LOGMILE	MD 650	0.040- 0.830	
CHECKED BY	SBP				
F.A.P. NO.	T.B.D.				
DRAWING NO.	SW-D2 OF D2	2 OF 5	SHEET NO.	28 OF 73	

PLOTTED: Thursday, May 07, 2020 AT 02:57 PM
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\pSW-D002_NewAveBike.dgn



NEW HAMPSHIRE AVENUE
(MD 650)

MBR 6-2

OPEN BACK INLET ELEVATION TABLE

STATION	GUTTER PAN	TOP OF INLET	POINT A (2)	POINT B (2)
112+25	148.43	148.93	148.58	148.54
112+42	147.06	147.56	147.21	147.17
112+60	145.62	146.12	145.77	145.73

LEGEND

- FULL DEPTH PAVEMENT
- CONCRETE SIDEWALK
- CONCRETE ENTRANCE

NOTE:
1. SEE SHEETS SW-D1 AND SW-D2 FOR SECTION DETAILS
2. SEE SHEET SW-D2 FOR LOCATION OF POINTS A AND B

STORMWATER MANAGEMENT AS-BUILT CERTIFICATION

I hereby certify that the stormwater management facility (facilities) shown on the plans and individually identified below has (have) been constructed in accordance with the plans included under the Maryland Department of the Environment Approval, Number ___ - SF - ___ except as noted in green on the "AS BUILT" drawings. Furthermore, the green-noted exceptions do not adversely affect the design and/or the intended performance of the facility (facilities).

Facility Identification (Identify Each Facility Individually by BMP Number)

Name (Printed)

Signature

Maryland Registration Number

Date

"Certify" means to state or declare a professional opinion based on sufficient and appropriate onsite inspections and material tests conducted during construction

NOTE: AS-BUILT CHECKLISTS CONTAINED IN THE CONTRACT DRAWINGS SHALL BE COMPLETED BY THE AS-BUILT INSPECTOR AND SUBMITTED TO THE SHA ALONG WITH THIS CERTIFICATION.

As-Built Inspection Tabulations/Checklist for BMP Number:

Accepted by City of Takoma Park:

Name

Date

MICROBIORETENTION TABULATIONS					
ACTIVITY	DESIGNED	AS-BUILT	DIFFERENCE	INSPECTOR INITIALS	ACCEPTANCE DATE
As-Built Survey	N/A				
Forebay Area	N/A				
Forebay Volume	N/A				
Filter Bed Area (L x W)	8.25x7.7 (x6)				
Filter Bed Surface Elevation	SEE SHEET SW-D2				
Filter Inlet Pipe Size	3 5" COG OPENINGS				
Filter Inlet Pipe Elevation	SEE TABLE THIS SHEET				
Filter Inlet Pipe Invert	SEE TABLE THIS SHEET				
Outlet Pipe Size	18 INCHES				
Outlet Pipe Elevation	140'				
Observation well installed according to plans	N/A				

As-Built Inspection Tabulations/Checklist for BMP Number:

Accepted by City of Takoma Park:

Name

Date

MIRCObIORETENTION CONSTRUCTION CHECKLIST

ACTIVITY	ON SITE INSPECTION DATE	INSPECTOR INITIALS	ACCEPTANCE DATE
Excavated to proper size and location			
Underdrain system and/ or observation well installed according to plans			
Placement of geotextiles and filter fabric according to plans			
Placement of gravel diaphragm			
Appurtenant conveyance systems (diversion structures, pre-filters, filters, inlet, outlets, orifices and flow distribution structures) installed according to plan			
Composition of Filter Media			

AB Inspector required to perform inspection on site for these steps as required by COMAR 26.17.02.10
The As-Built Inspector is to verify the construction activities while activity is performed as listed above.
Revised February 2011

SW-01

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

STORMWATER MANAGEMENT PLAN

SCALE 1" = 5'

DATE _MAY 2020

CONTRACT NO. _T.B.D._

DESIGNED BY _AGB_

COUNTY _MONTGOMERY_

DRAWN BY _DEA_

LOGMILE _MD 650 0.040- 0.830

CHECKED BY _SBP_

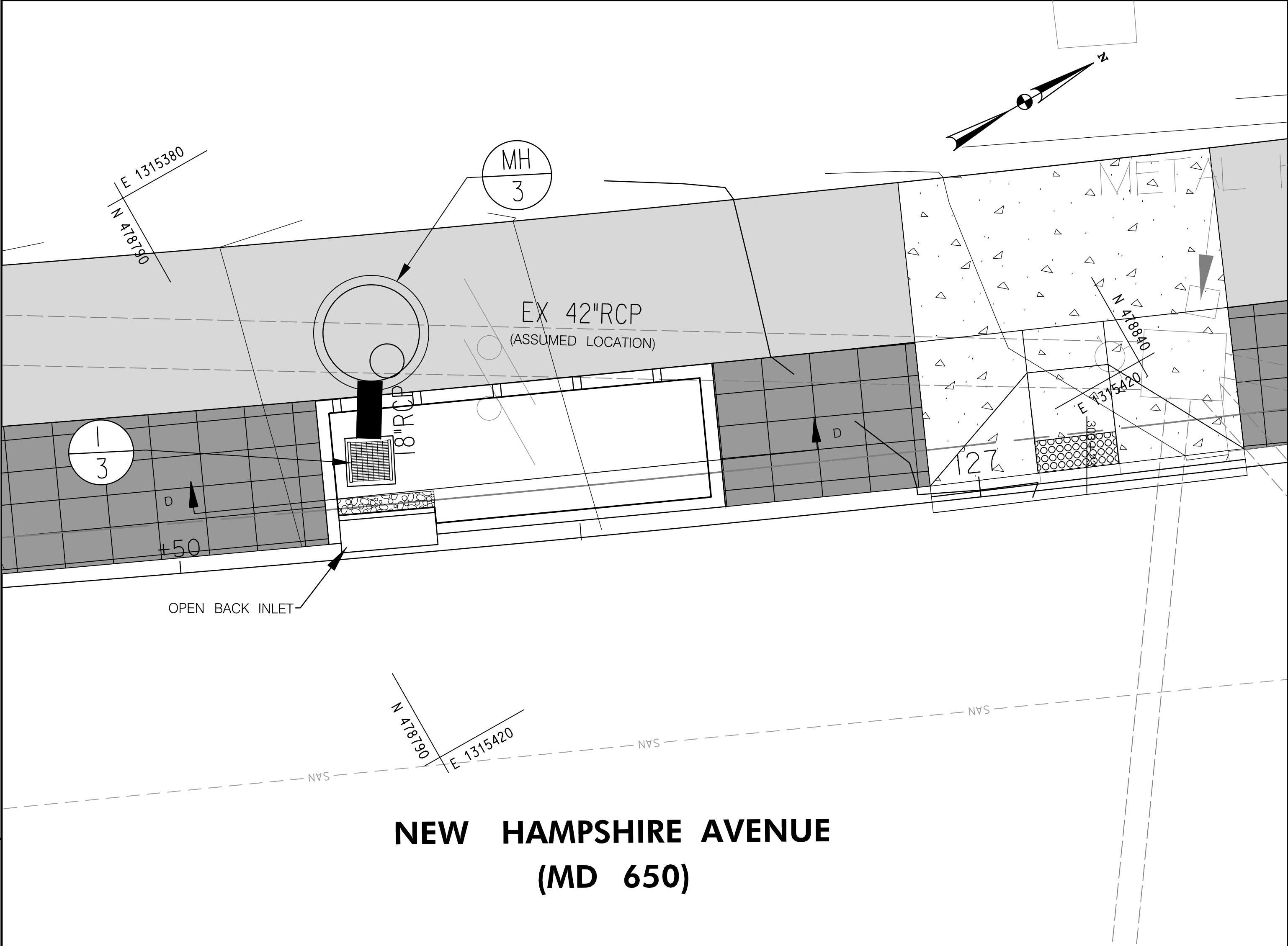
F.A.P. NO. _T.B.D._

DRAWING NO. SW-01 OF 03

3 OF 5

SHEET NO. 29 OF 73

60% PLANS
MAY 2020



NEW HAMPSHIRE AVENUE
(MD 650)

MBR 2-1

LEGEND

- FULL DEPTH PAVEMENT
- CONCRETE SIDEWALK
- CONCRETE ENTRANCE

- NOTES:
- SEE SW-D1 AND SW-D2 FOR SECTION DETAILS.



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STORMWATER MANAGEMENT AS-BUILT CERTIFICATION

I hereby certify that the stormwater management facility (facilities) shown on the plans and individually identified below has (have) been constructed in accordance with the plans included under the Maryland Department of the Environment Approval, Number ___ - SF - ___ except as noted in green on the "AS BUILT" drawings. Furthermore, the green-noted exceptions do not adversely affect the design and/or the intended performance of the facility (facilities).

Facility Identification (Identify Each Facility Individually by BMP Number)

Name (Printed) Signature

Maryland Registration Number Date

"Certify" means to state or declare a professional opinion based on sufficient and appropriate onsite inspections and material tests conducted during construction

NOTE: AS-BUILT CHECKLISTS CONTAINED IN THE CONTRACT DRAWINGS SHALL BE COMPLETED BY THE AS-BUILT INSPECTOR AND SUBMITTED TO THE SHA ALONG WITH THIS CERTIFICATION.

As-Built Inspection Tabulations/Checklist for BMP Number:

Accepted by City of Takoma Park:

Name _____ Date _____

MICROBIORETENTION TABULATIONS					
ACTIVITY	DESIGNED	AS-BUILT	DIFFERENCE	INSPECTOR INITIALS	ACCEPTANCE DATE
As-Built Survey	N/A				
Forebay Area	N/A				
Forebay Volume	N/A				
Filter Bed Area (L x W)	23x7.5				
Filter Bed Surface Elevation	111.32'				
Filter Inlet Pipe Size	5' COG OPENING				
Filter Inlet Pipe Elevation	VARIES				
Filter Inlet Pipe Invert	112.70				
Outlet Pipe Size	18 INCHES				
Outlet Pipe Elevation	108.00				
Observation well installed according to plans	N/A				

As-Built Inspection Tabulations/Checklist for BMP Number:

Accepted by City of Takoma Park:

Name _____ Date _____

MIRCIOBIRETENTION CONSTRUCTION CHECKLIST

ACTIVITY	ON SITE INSPECTION DATE	INSPECTOR INITIALS	ACCEPTANCE DATE
Excavated to proper size and location			
Underdrain system and/ or observation well installed according to plans			
Placement of geotextiles and filter fabric according to plans			
Placement of gravel diaphragm			
Appurtenant conveyance systems (diversion structures, pre-filters, filters, inlet, outlets, orifices and flow distribution structures) installed according to plan			
Composition of Filter Media			

AB Inspector required to perform inspection on site for these steps as required by COMAR 26.17.02.10
The As-Built Inspector is to verify the construction activities while activity is performed as listed above.
Revised February 2011

SW-02

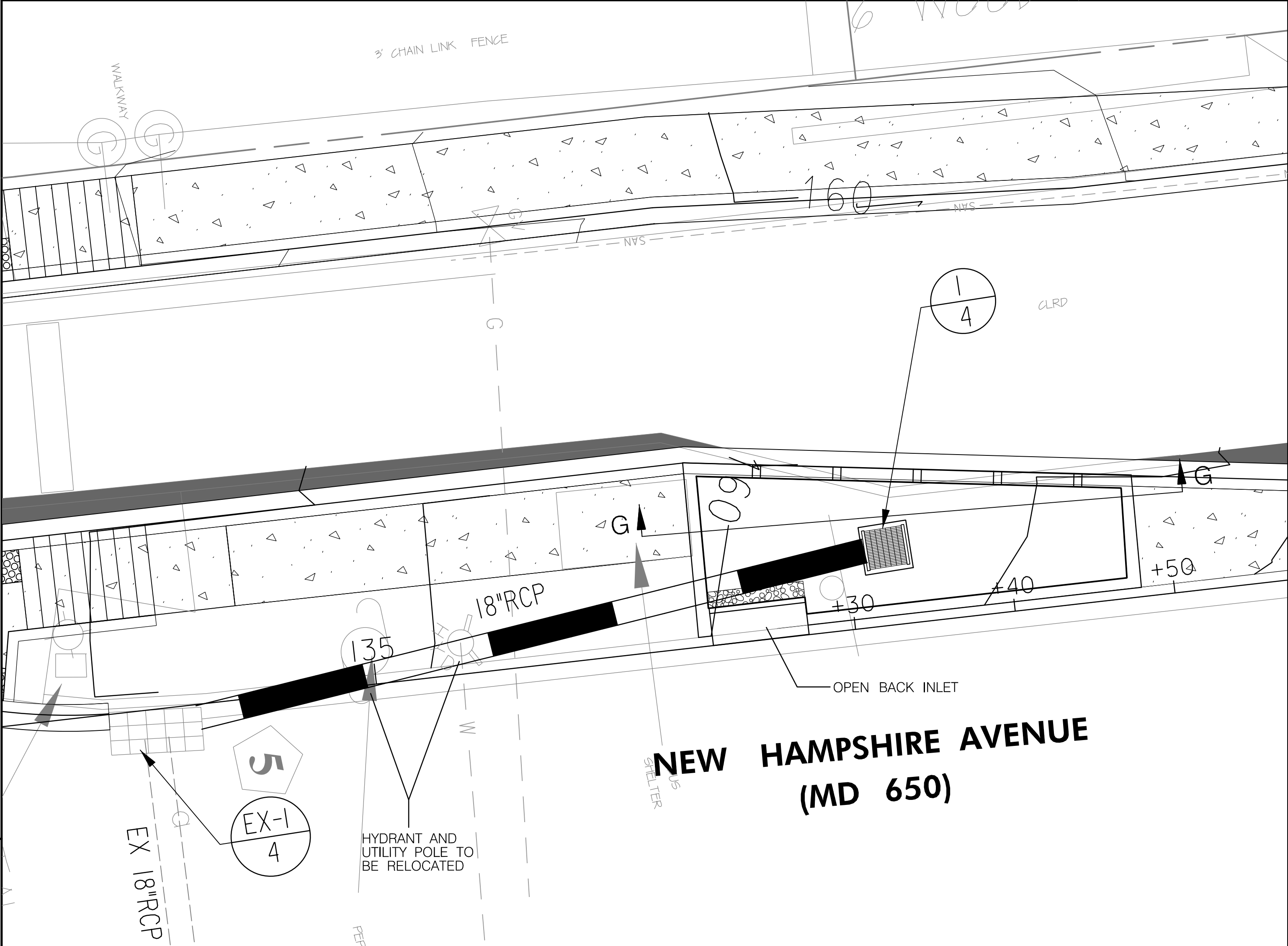
CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

STORMWATER MANAGEMENT PLAN

SCALE 1" = 5' DATE _MAY 2020 CONTRACT NO. _T.B.D._

DESIGNED BY _AGB_ COUNTY _MONTGOMERY_
DRAWN BY _DEA_ LOGMILE _MD 650 0.040- 0.830
CHECKED BY _SBP_
F.A.P. NO. _T.B.D._

DRAWING NO. SW-02 OF 03 4 OF 5 SHEET NO. 30 OF 73



MBR 2-2

LEGEND

- FULL DEPTH PAVEMENT
- CONCRETE SIDEWALK
- CONCRETE ENTRANCE

NOTES:
1. SEE SW-D1 AND SW-D2 FOR SECTION DETAILS.

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STORMWATER MANAGEMENT AS-BUILT CERTIFICATION

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Facility Identification (Identify Each Facility Individually by BMP Number)

Name (Printed)

Signature

Maryland Registration Number

Date

"Certify" means to state or declare a professional opinion based on sufficient and appropriate onsite inspections and material tests conducted during construction

NOTE: AS-BUILT CHECKLISTS CONTAINED IN THE CONTRACT DRAWINGS SHALL BE COMPLETED BY THE AS-BUILT INSPECTOR AND SUBMITTED TO THE SHA ALONG WITH THIS CERTIFICATION.

As-Built Inspection Tabulations/Checklist for BMP Number:

Accepted by City of Takoma Park:

Name

Date

MICROBIORETENTION TABULATIONS					
ACTIVITY	DESIGNED	AS-BUILT	DIFFERENCE	INSPECTOR INITIALS	ACCEPTANCE DATE
As-Built Survey	N/A				
Forebay Area	N/A				
Forebay Volume	N/A				
Filter Bed Area (L x W)	26x7.25				
Filter Bed Surface Elevation	158.22'				
Filter Inlet Pipe Size	5' COG OPENING				
Filter Inlet Pipe Elevation	VARIES				
Filter Inlet Pipe Invert	159.81				
Outlet Pipe Size	18 INCHES				
Outlet Pipe Elevation	155.20				
Observation well installed according to plans	N/A				

As-Built Inspection Tabulations/Checklist for BMP Number:

Accepted by City of Takoma Park:

Name

Date

MIRCIOBIRETENTION CONSTRUCTION CHECKLIST

ACTIVITY	ON SITE INSPECTION DATE	INSPECTOR INITIALS	ACCEPTANCE DATE
Excavated to proper size and location			
Underdrain system and/ or observation well installed according to plans			
Placement of geotextiles and filter fabric according to plans			
Placement of gravel diaphragm			
Appurtenant conveyance systems (diversion structures, pre-filters, filters, inlet, outlets, orifices and flow distribution structures) installed according to plan			
Composition of Filter Media			

AB Inspector required to perform inspection on site for these steps as required by COMAR 26.17.02.10
The As-Built Inspector is to verify the construction activities while activity is performed as listed above.
Revised February 2011

SW-03

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

STORMWATER MANAGEMENT PLAN

SCALE 1" = 5'

DATE _MAY 2020

CONTRACT NO. _T.B.D._

DESIGNED BY _AGB_ COUNTY _MONTGOMERY_

DRAWN BY _DEA_ LOGMILE _MD 650 0.040-0.830

CHECKED BY _SBP_

F.A.P. NO. _T.B.D._

DRAWING NO. SW-03 OF 03

5 OF 5

SHEET NO. 31 OF 73

60% PLANS
MAY 2020

STRUCTURAL GENERAL NOTES

SPECIFICATIONS:	MDOT SHA STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 2017. CONCRETE DESIGN: LRFD, $f'c$ = 3.0 KSI FOR ELEMENTS USING MIX NO. 3 AND $f'c$ = 4.0 KSI FOR ELEMENTS USING MIX NO. 6. REINFORCING STEEL DESIGN: f_y = 60.0 KSI.
CONCRETE:	ALL STEM, FOOTING, PILE ENCASEMENT, LEVELING PAD AND COPING CONCRETE SHALL BE MIX NO. 3 (3500 PSI)
PRESTRESSED CONCRETE:	ALL PRESTRESSED CONCRETE FOR LAGGING SHALL BE MIX NO. 6 (4500 PSI).
FENCING:	POSTS AND RAILS SHALL CONFORM TO ASTM F-1083, SCHEDULE 80. FABRIC SHALL BE 6 GAUGE, 2" PVC COATED MESH CONFORMING TO 914.01. ALL POSTS, BRACES, FITTINGS AND HARDWARE SHALL BE PVC COATED. COATED SHALL CONFORM TO 914.03 EXCEPT THAT NUTS, BOLTS AND WASHERS SHALL ALSO BE PVC COATED AND TOUCHED UP AFTER INSTALLATION. ALL PLATES SHALL BE STEEL CONFORMING TO ASTM A 709 GRADE 36. ANCHOR STUDS OR ANCHOR BOLTS SHALL CONFORM TO ASTM A 276, TYPE 430 OR TYPE 304 STAINLESS STEEL ANNEALED, HOT-FINISHED, ULTIMATE STRENGTH 70000 PSIMIN., 20% MIN. ELONGATION. THREADS MAY BE ROLLED OR CUT. EPOXY GROUT FOR ANCHOR STUDS IN CORED HOLES SHALL CONFORM TO 902.11(d). PVC COLOR FOR ALL ELEMENTS OF FENCE SHALL BE BLACK UNLESS OTHERWISE NOTED.
REINFORCING STEEL:	REINFORCING STEEL SHALL CONFORM TO A 615, GRADE 60. ALL SPLICES, NOT SHOWN, SHALL BE LAPPED AS PER BAR LAP CHARTS. MINIMUM COVER FOR ANY BAR SHALL BE 2" UNLESS OTHERWISE NOTED, WITH THE EXCEPTION OF BARS AT THE BOTTOM AND SIDES OF ALL FOOTINGS WHICH SHALL HAVE 3" MINIMUM COVER <u>ONLY GRADE 60 CAN BE USED.</u>
STRUCTURAL STEEL:	NEW STRUCTURAL STEEL SHALL CONFORM TO A 709, GRADE 50. INCLUDING THE ADDITIONAL REQUIREMENTS FOR CHARPY V-NOTCH TESTING OF M 270, FOR PRIMARY LOAD CARRYING MEMBERS. REFER TO SECTION 909.01.
DESIGN PARAMETERS:	EARTH PRESSURE CALCULATED BASED ON COULOMB THEORY. ANGLE OF INTERNAL FRICTION: 30 DEGREES FOR GOOD AND POOR SOILS (AND ALL WALLS ON PILE FOOTINGS)
FOUNDATION PREPERATION:	IF UNSUITABLE FOUNDATION MATERIAL IS ENCOUNTERED AT THE PROPOSED FOUNDATION BEARING ELEVATION, IT SHALL BE UNDERCUT A MINIMUM OF 2 FEET AND REPLACED WITH GAB.

ST-01

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

GENERAL NOTES

SCALE <u> N.T.S. </u>	DATE <u> MAY 2020 </u>	CONTRACT NO. <u> T.B.D. </u>
DESIGNED BY <u> AR/ TAD </u>	COUNTY <u> MONTGOMERY </u>	
DRAWN BY <u> TR </u>	LOGMILE <u> MD 650 0.040- 0.830 </u>	
CHECKED BY <u> PCB </u>		
F.A.P. NO. <u> T.B.D. </u>		
DRAWING NO. ST-01	1 OF 5	SHEET NO. 32 OF 73

60% PLANS

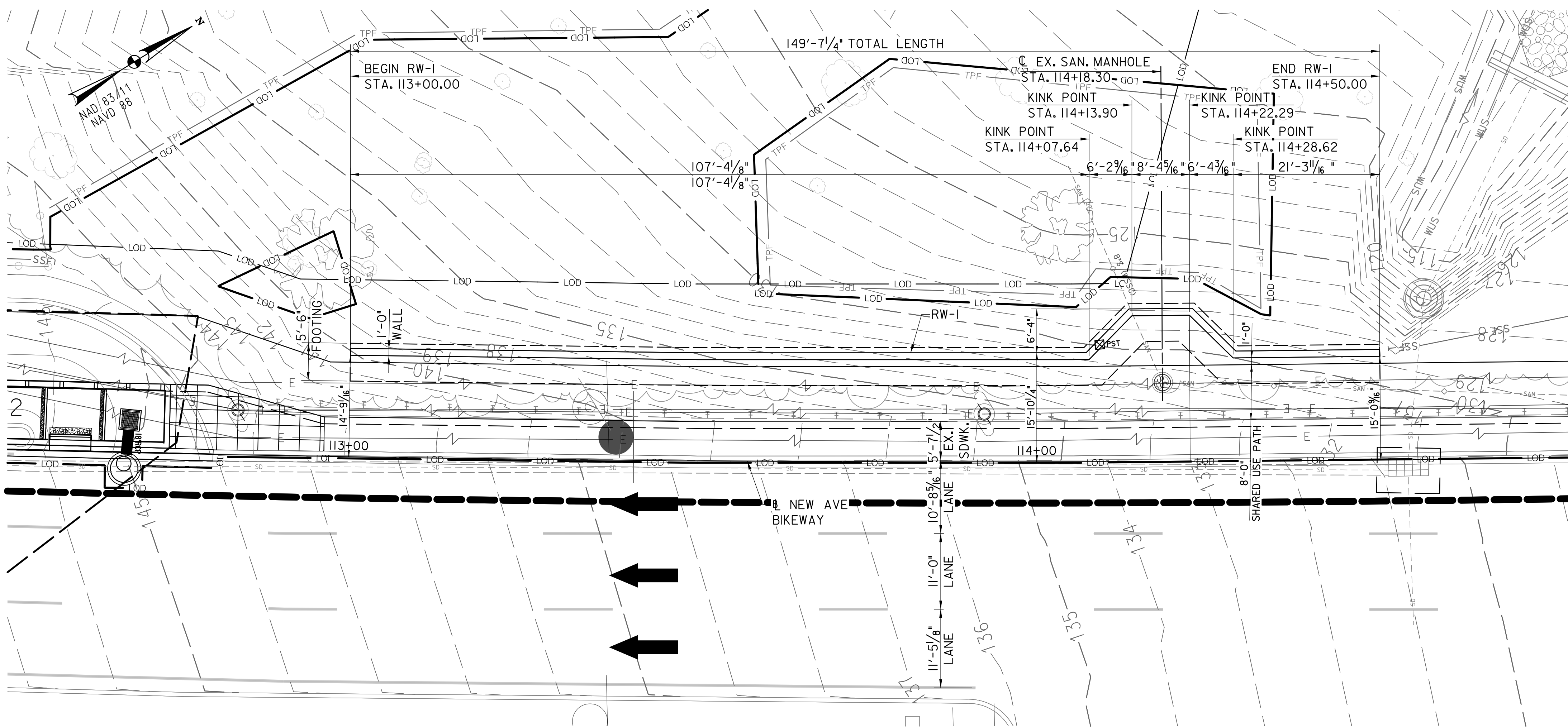
MAY 2020



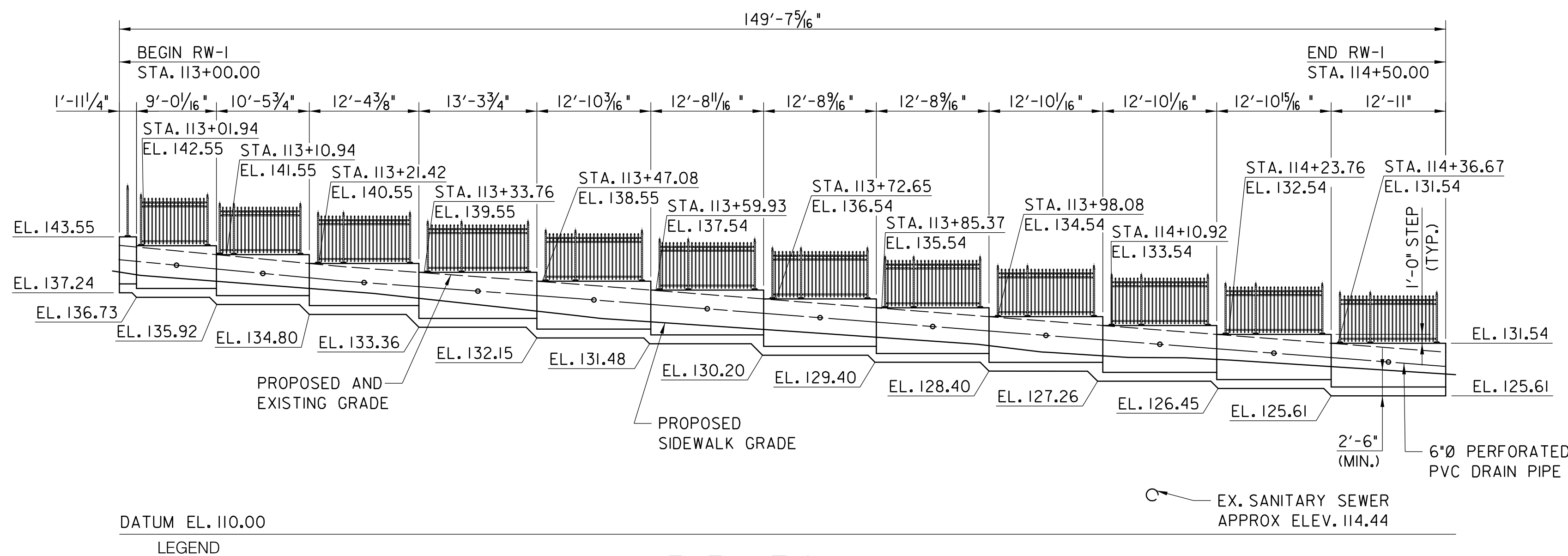
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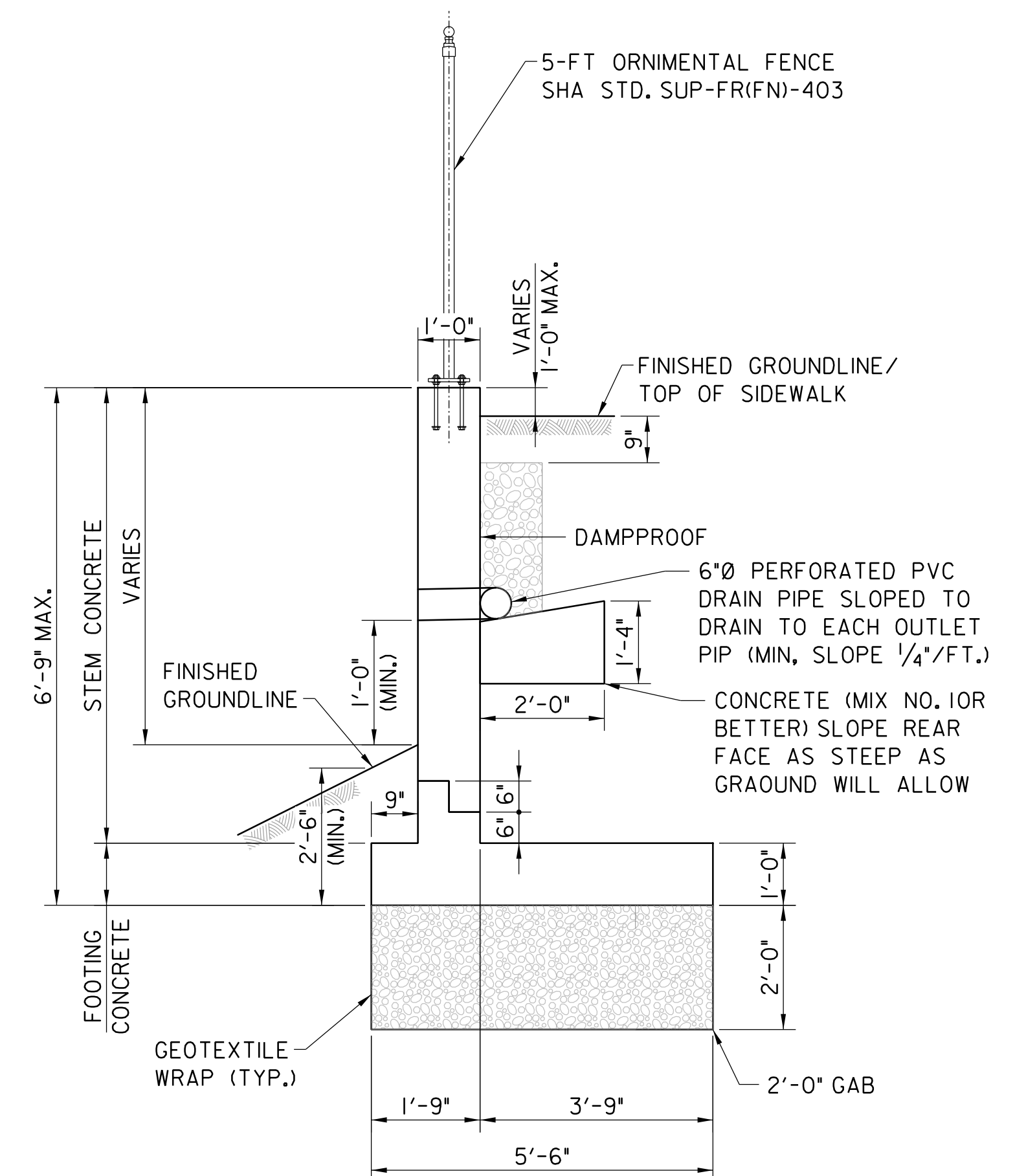
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PLAN
SCALE: 1" = 10'-0"



ELEVATION
SCALE: 1" = 10'-0"



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

ST-02

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

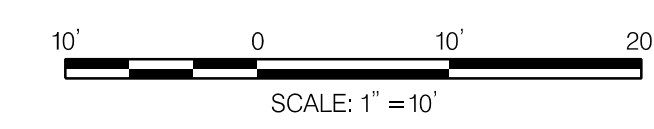
PLAN AND ELEVATION RW-1

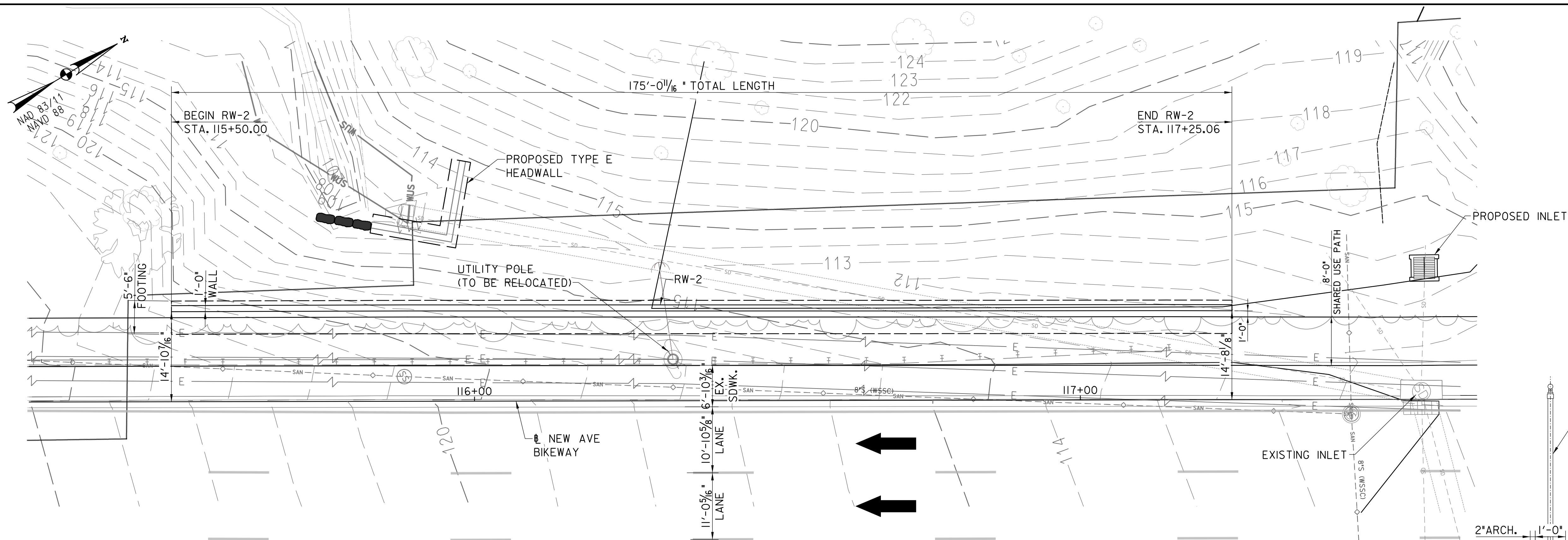
SCALE AS SHOWN	DATE MAY 2020	CONTRACT NO. T.B.D.
DESIGNED BY AR/ TAD	COUNTY MONTGOMERY	
DRAWN BY TR	LOGMILE MD 650 0.040-0.830	
CHECKED BY PCB		
F.A.P. NO. T.B.D.		
DRAWING NO. ST-02	2 OF 5	SHEET NO. 33 OF 73

60% PLANS
MAY 2020

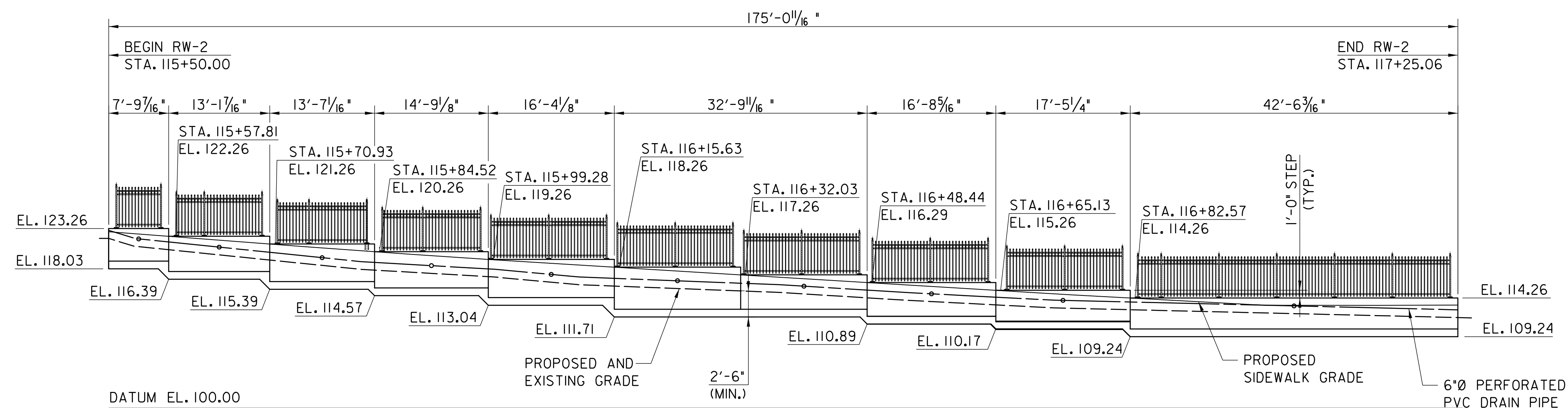
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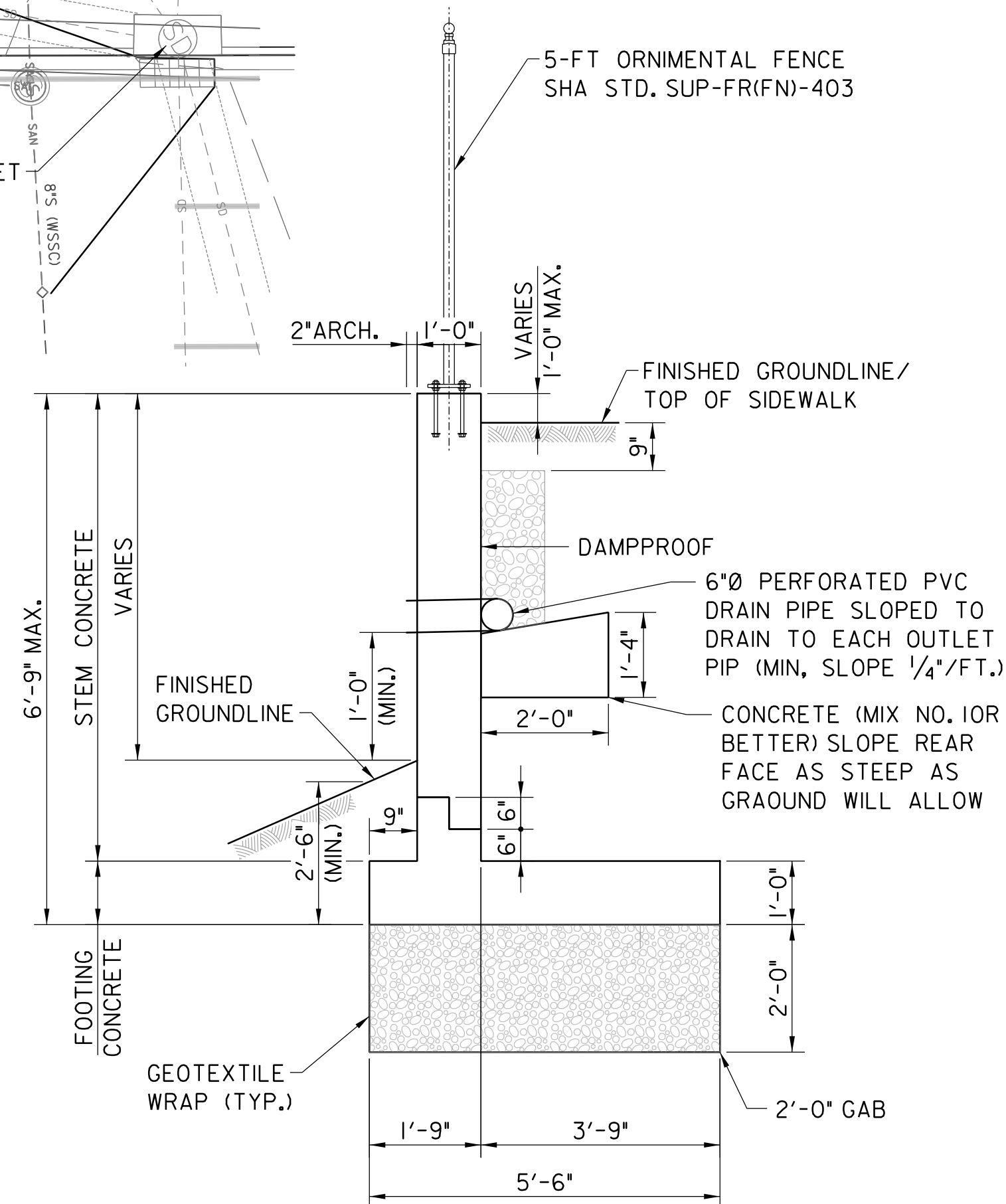


PLAN
SCALE: 1" = 10'-0"



ELEVATION
SCALE: 1" = 10'-0"

LEGEND



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

ST-03

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

PLAN AND ELEVATION RW-2

SCALE AS SHOWN DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY AR/ TAD COUNTY MONTGOMERY
DRAWN BY TR LOGMILE MD 650 0.040-0.830
CHECKED BY PCB
F.A.P. NO. T.B.D.

DRAWING NO. ST-03 3 OF 5 SHEET NO. 34 OF 73

60% PLANS
MAY 2020

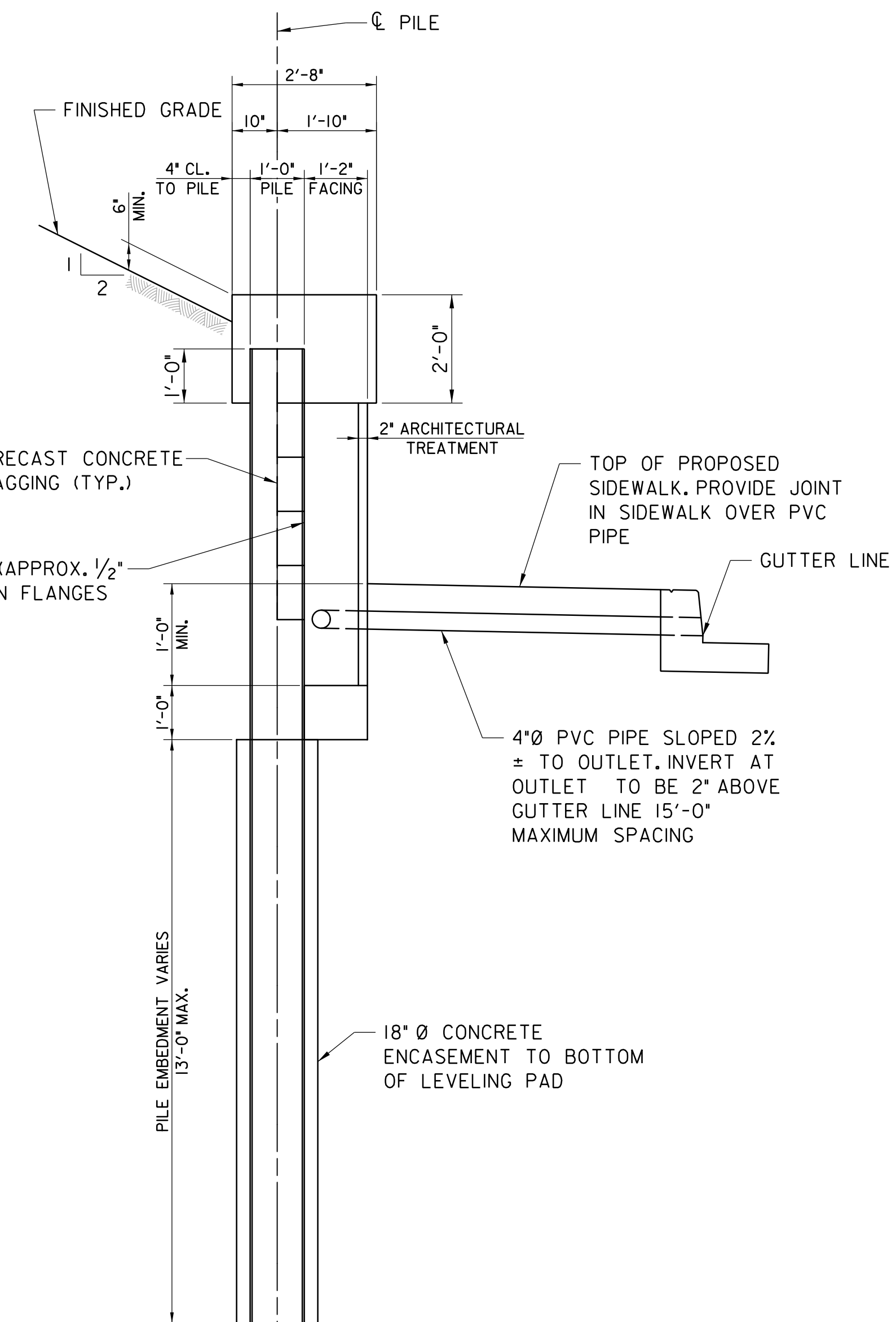
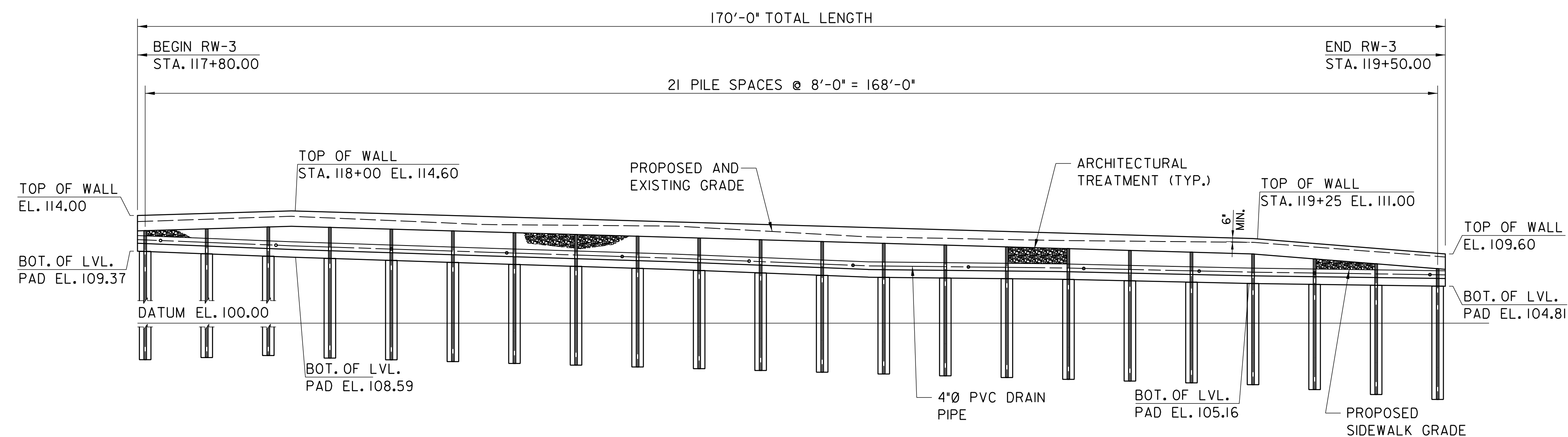
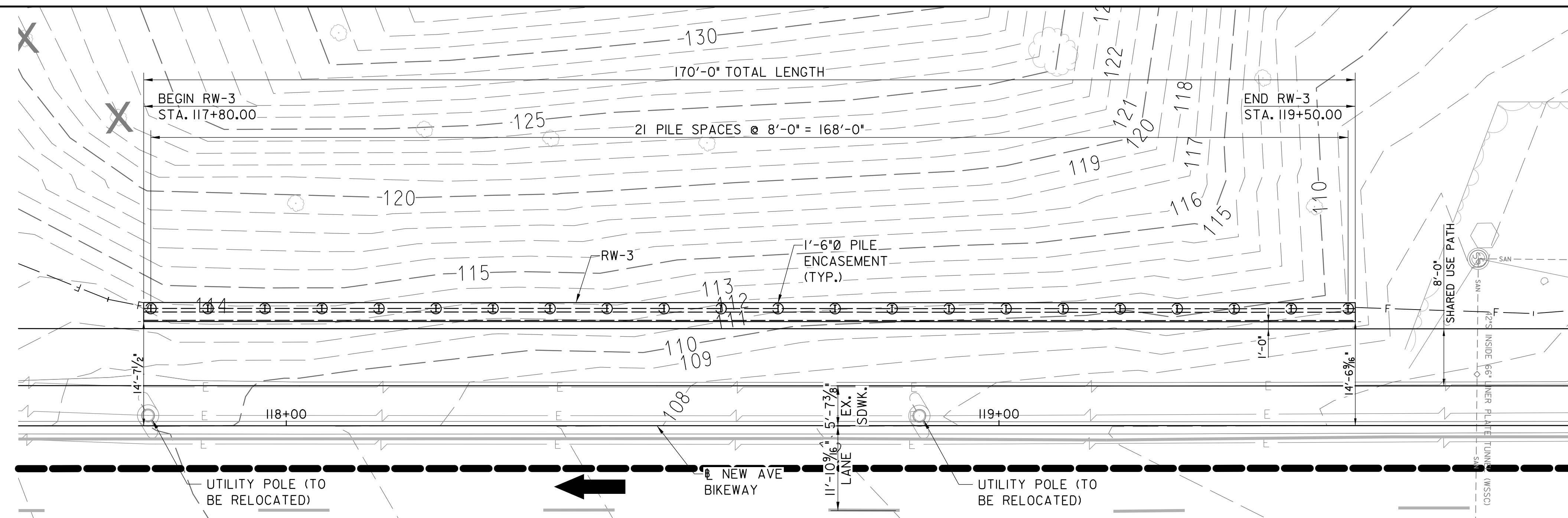


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FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\ST-0003_NewAveBike-Plan.dgn



ST-04

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

PLAN AND ELEVATION RW-3

SCALE AS SHOWN DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY AR/ TAD COUNTY MONTGOMERY

DRAWN BY TR LOGMILE MD 650 0.040-0.830

CHECKED BY PCB

F.A.P. NO. _____ T.B.D. _____

DRAWING NO. ST-04	4 OF 5	SHEET NO.	35 OF
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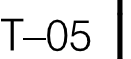
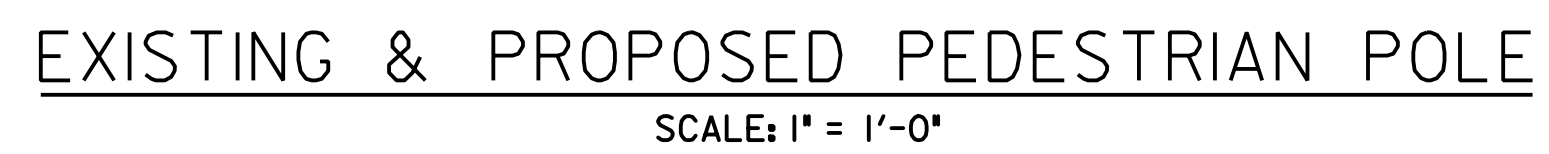
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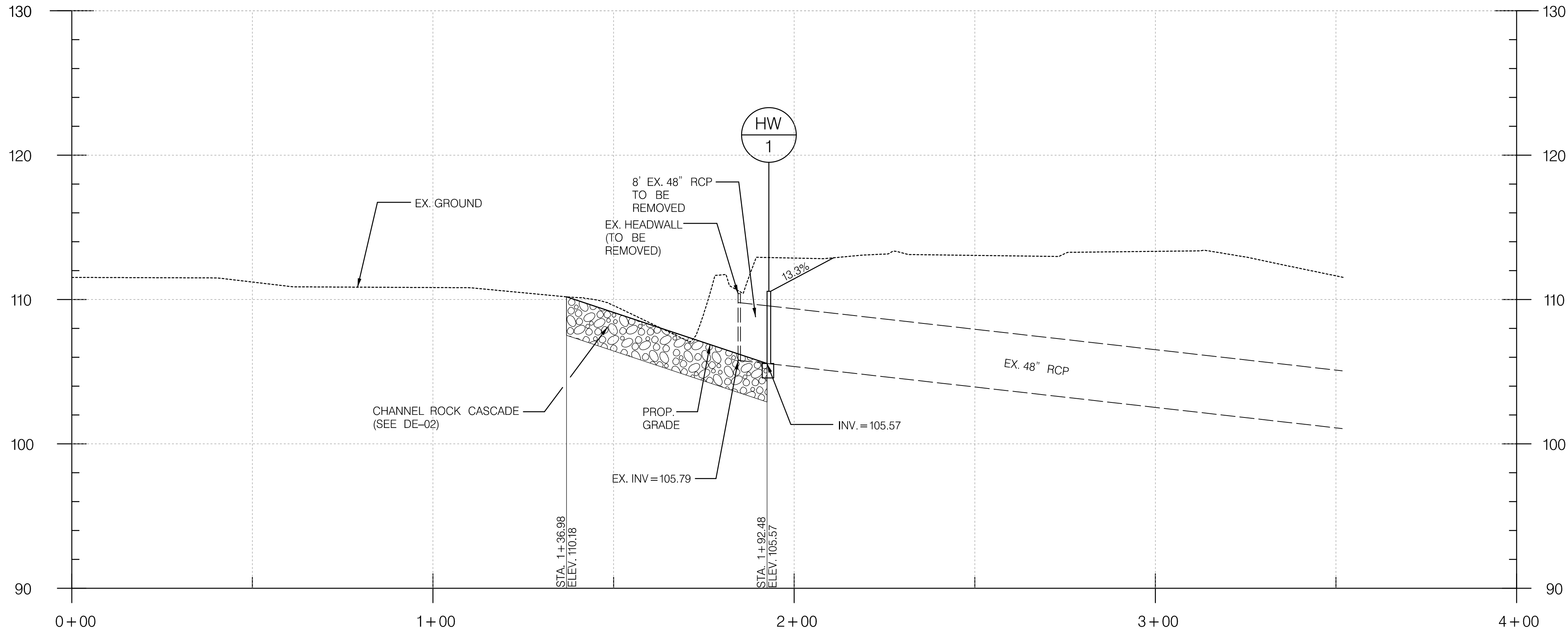
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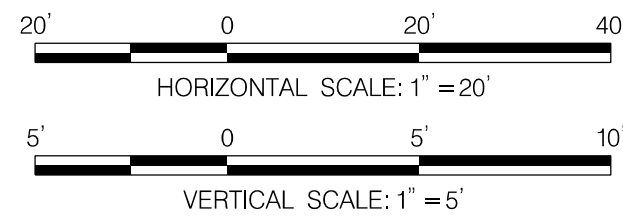
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**NEW AVE BIKEWAY CHANNEL PROFILE
MD 650 (NEW HAMPSHIRE AVENUE)**
SCALE: 1" = 20' HORZ.
1" = 5' VERT.

STRUCTURE TABLE

ID	TYPE	SIZE	TOP ELEVATION	INVERT ELEVATION	ADDITIONAL DEPTH	CENTROID LOCATION
MH-2	MDSHA PRECAST MANHOLE - MD 384.03	60"	127.35	110.35	11'	477763.6700 N, 1314779.8152 E
EW-1	MDSHA TYPE C ENDWALL - MD 354.01	30"	114.52	111.02	N/A	477793.8736 N, 1314761.3573 E
HW-1	MDSHA TYPE E ENDWALL - MD 356.01	48"	110.57	105.57	N/A	477884.6783 N, 1314843.7179 E



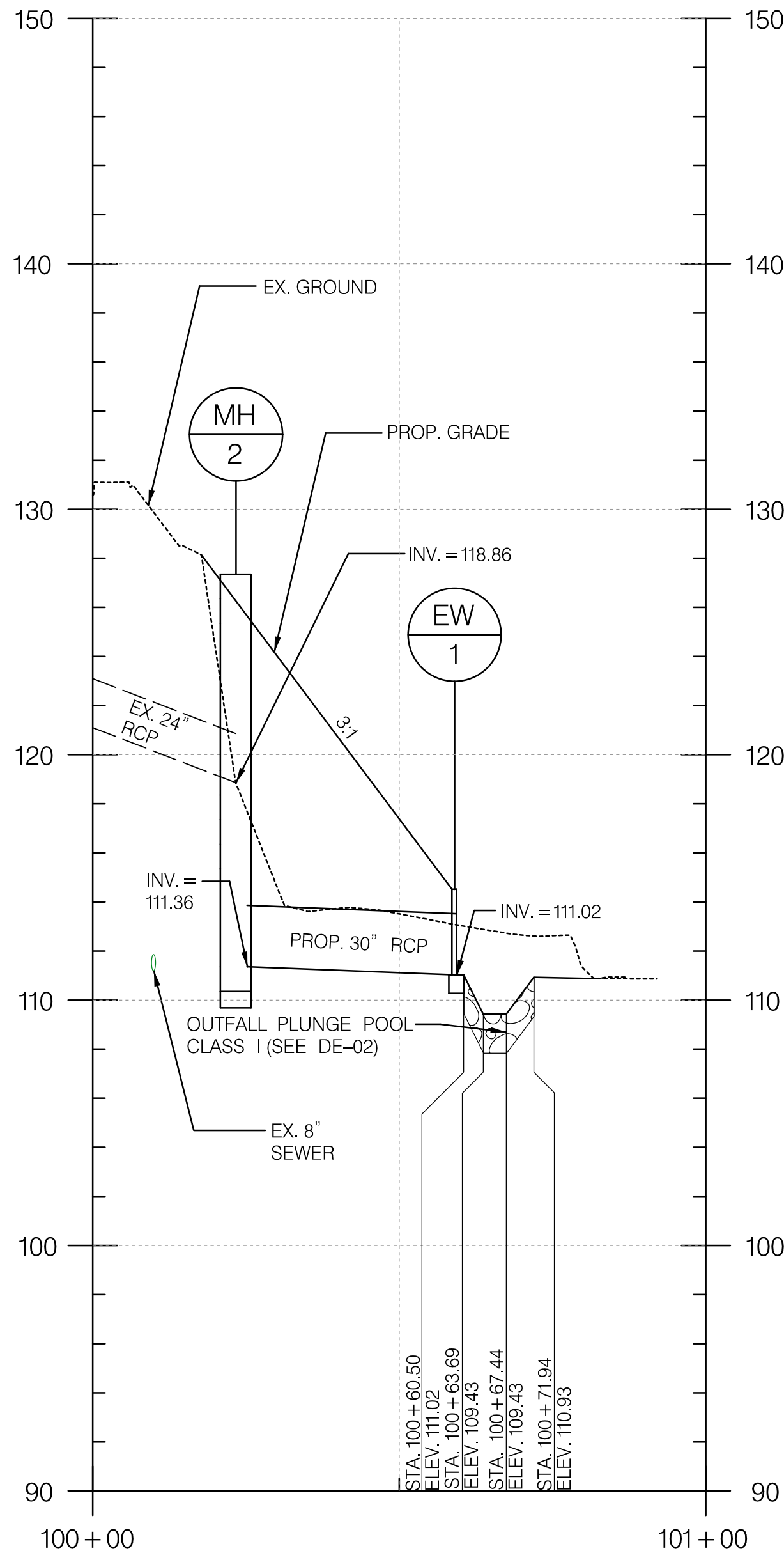
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LEGEND

----- EXISTING GROUND
----- PROPOSED GROUND



**NEW AVE BIKEWAY OUTFALL PROFILE
MD 650 (NEW HAMPSHIRE AVENUE)**
SCALE: 1" = 20' HORZ.
1" = 5' VERT.

DE-01

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

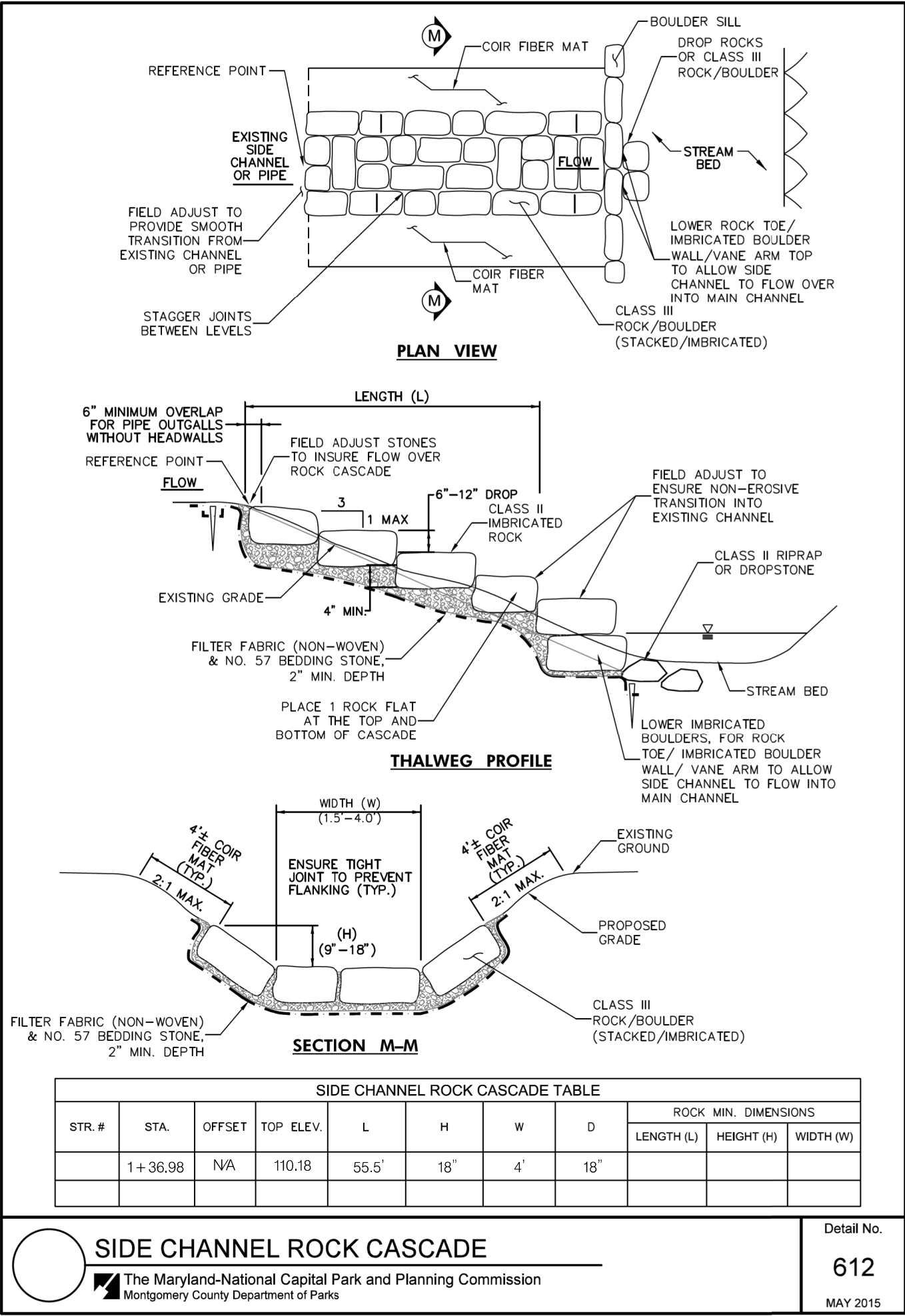
STREAM & OUTFALL IMPROVEMENT DETAILS

SCALE AS SHOWN DATE MAY 2020 CONTRACT NO. T.B.D.

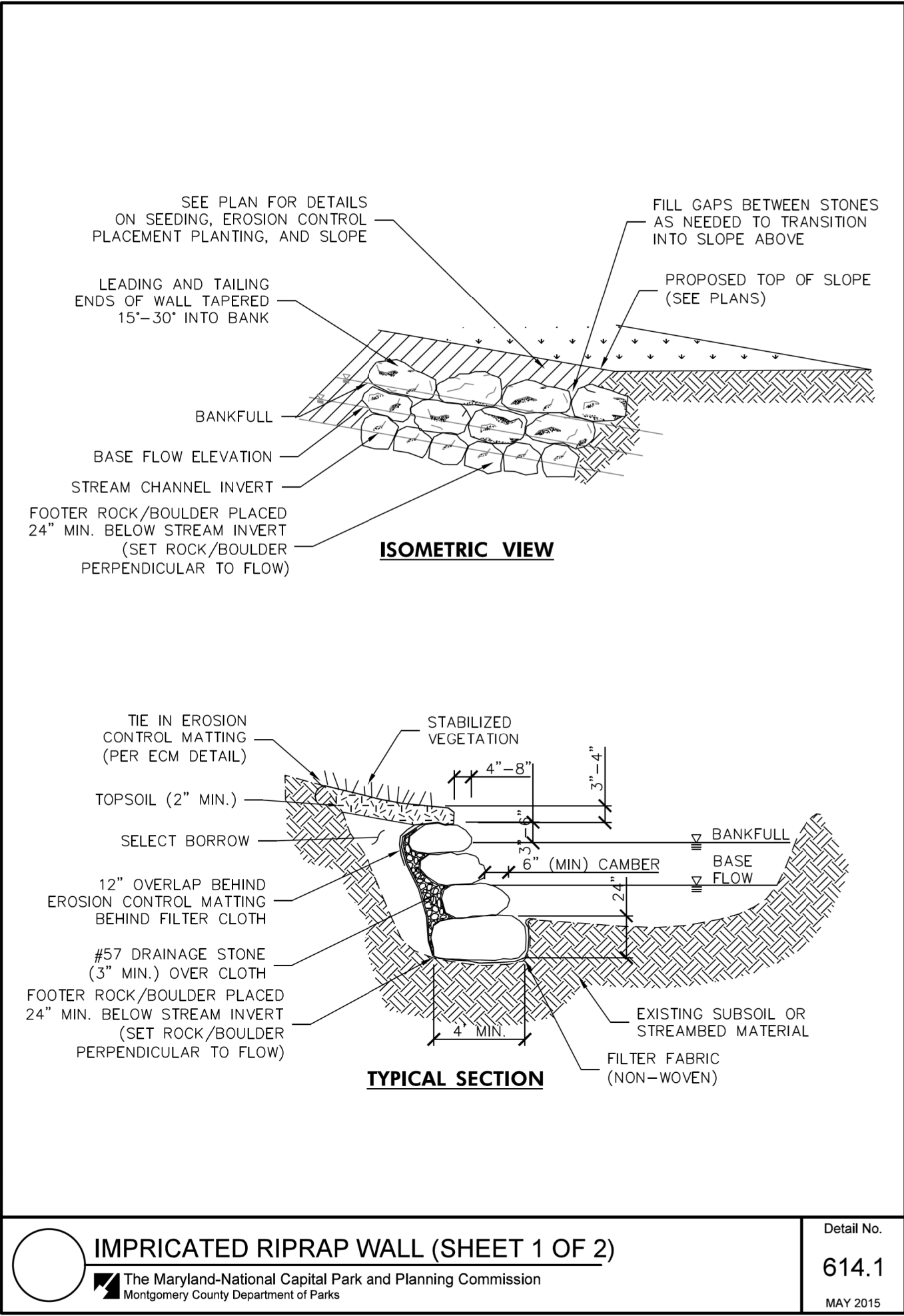
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DRAWN BY JB LOGMILE MD 650 0.040- 0.830
CHECKED BY DA / JC
F.A.P. NO. T.B.D.

DRAWING NO. DE-01 1 OF 2 SHEET NO. 37 OF 73

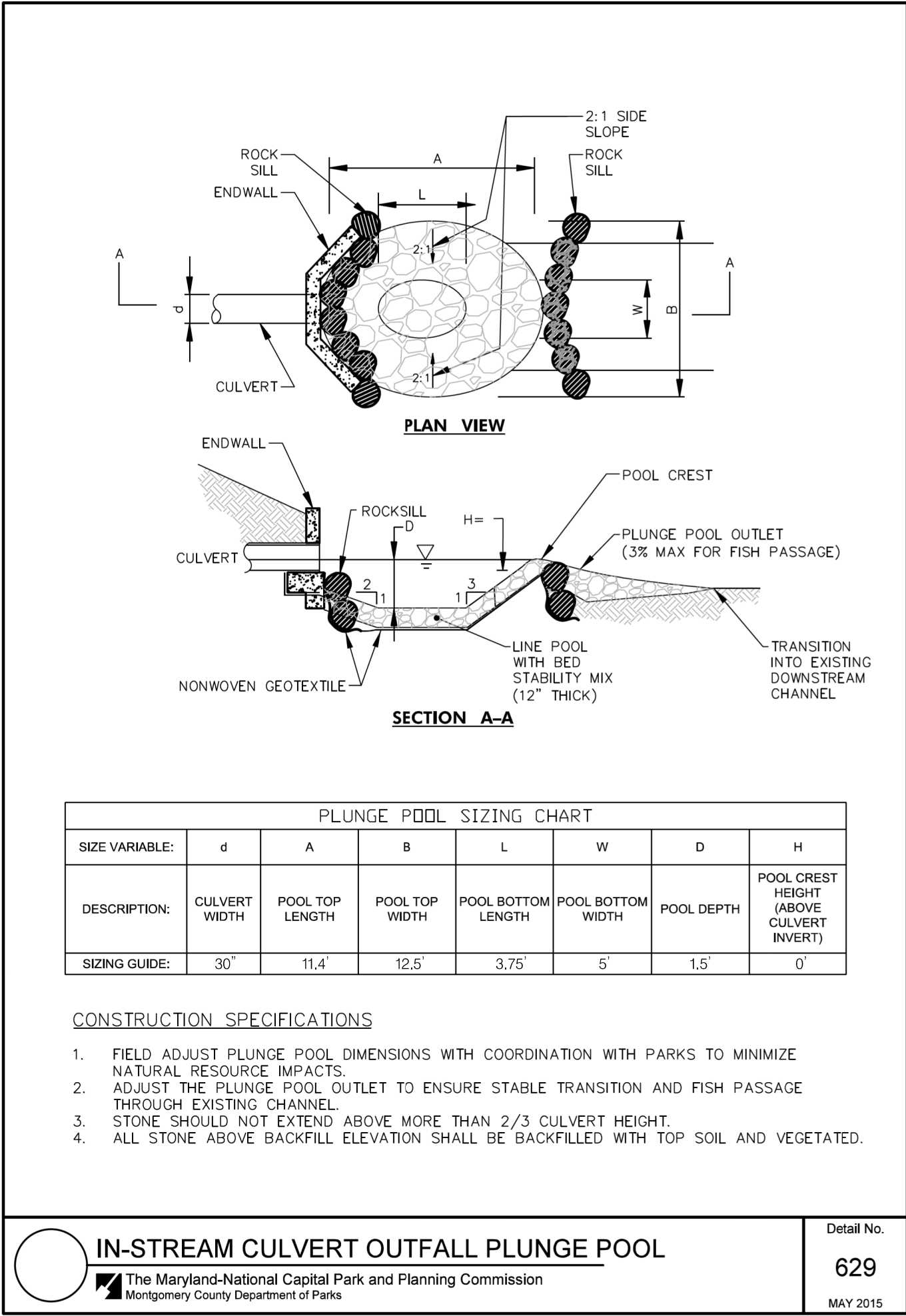
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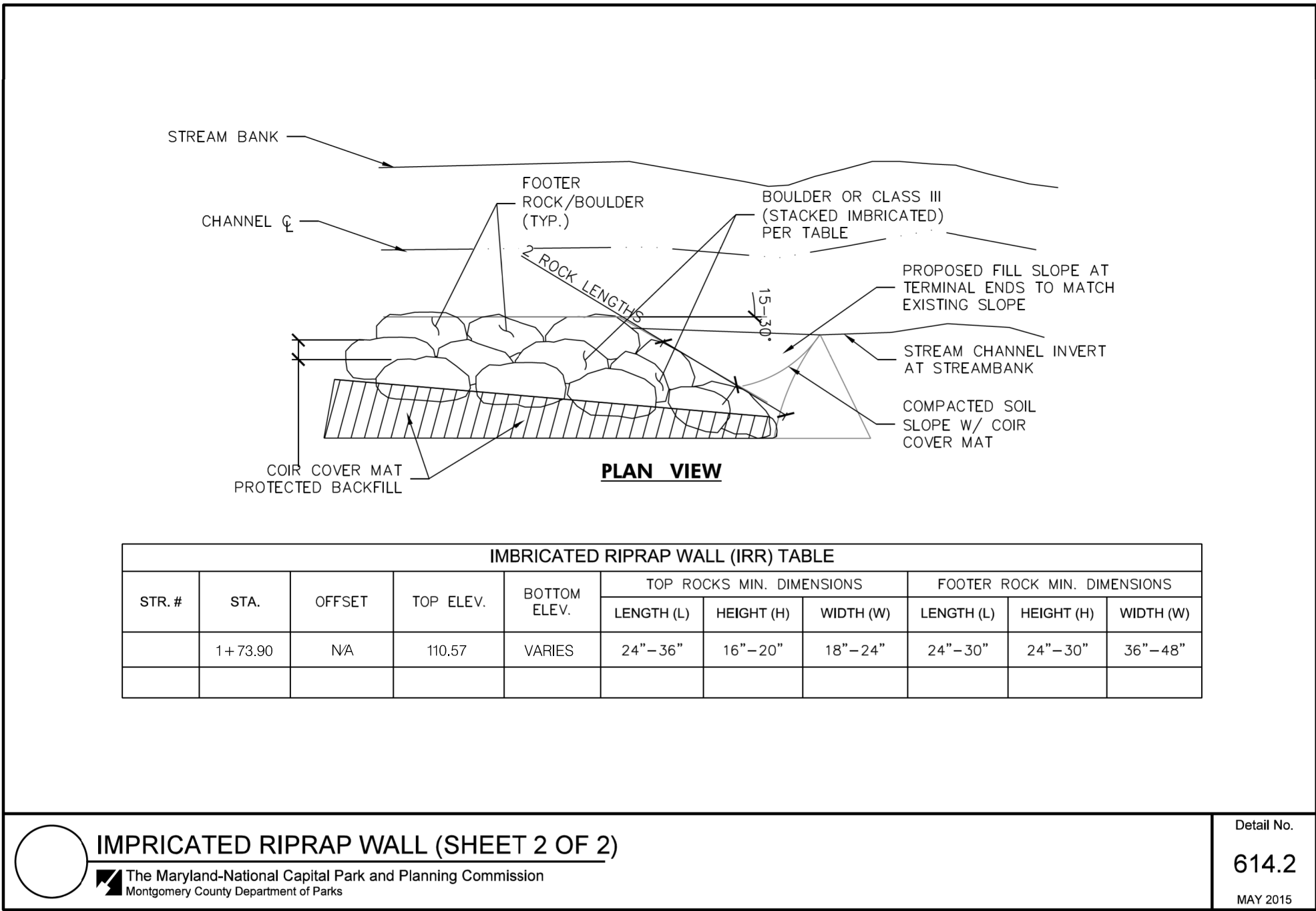
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DE-02

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

STREAM & OUTFALL IMPROVEMENT DETAILS

SCALE NOT TO SCALE DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY JM / ES COUNTY MONTGOMERY
DRAWN BY JB LOGMILE MD 650 0.040-0.830
CHECKED BY DA / JC
F.A.P. NO. T.B.D.

DRAWING NO. DE-02 2 OF 2 SHEET NO. 38 OF 73

60% PLANS
MAY 2020

PLOTTED: 5/1/2020
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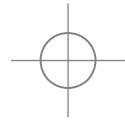


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BY: jbach -



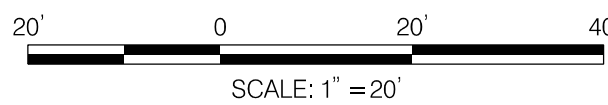
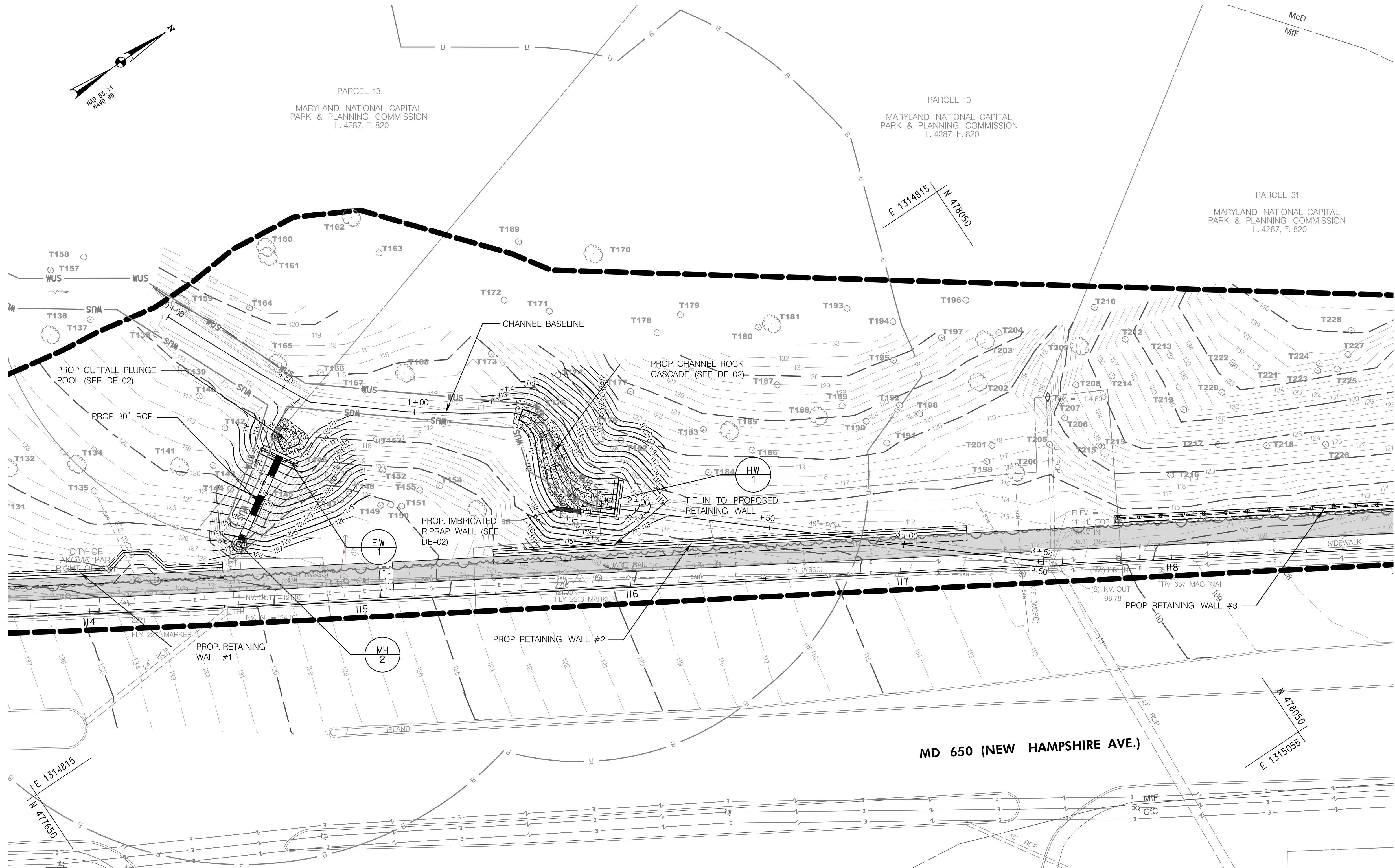
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SR-01

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

STREAM & OUTFALL IMPROVEMENT PLAN

SCALE 1"=20' DATE MAY 2020 CONTRACT NO. T.B.D.


DESIGNED BY JM / ES COUNTY MONTGOMERY
DRAWN BY JB LOGMILE MD 650 0.040-0.830
CHECKED BY DA / JC
F.A.P. NO. T.B.D.

DRAWING NO. SR-01 1 OF 1 SHEET NO. 39 OF 73

60% PLANS
MAY 2020

PLOTTED: 5/7/2020
FILE: \\balsrv06\p2016\2016\16217_NewAveBike\CADD\Stream Restoration\Plans\Plans\SR-0001_NewAveBike-Plan.dgn

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STANDARD EROSION AND SEDIMENT CONTROL NOTES

1. THE PERMITTEE SHALL NOTIFY THE DEPARTMENT OF PERMITTING SERVICES (DPS) FORTY EIGHT (48) HOURS BEFORE COMMENCING ANY LAND DISTURBING ACTIVITY AND, UNLESS WAIVED BY THE DEPARTMENT, SHALL BE REQUIRED TO HOLD A PRE-CONSTRUCTION MEETING BETWEEN THEM OR THEIR REPRESENTATIVE, THEIR ENGINEER AND AN AUTHORIZED REPRESENTATIVE OF THE DEPARTMENT.

2. THE PERMITTEE MUST OBTAIN INSPECTION AND APPROVAL BY DPS AT THE FOLLOWING POINTS:
2.1. AT THE REQUIRED PRE-CONSTRUCTION MEETING.
2.2. FOLLOWING INSTALLATION OF SEDIMENT CONTROL MEASURES AND PRIOR TO ANY OTHER LAND DISTURBING ACTIVITY.
2.3. 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.
2.4. PRIOR TO REMOVAL OR MODIFICATION OF ANY SEDIMENT CONTROL STRUCTURE(S).
2.5. 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:
6.1. 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
6.2. SEVEN (7) CALENDAR DAYS AS TO ALL OTHER DISTURBED OR GRADED AREAS ON THE PROJECT SITE NOT UNDER ACTIVE GRADING.

ALL OTHER DISTURBED AREA 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 PERMITEE 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 THREE (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 OF FILL SLOPE WITH A GRADIENT STEEPER THAN 3:1 WILL BE PERMITTED IN LAWN MAINTENANCE AREAS OR ON RESIDENTIAL LOTS. A SLOPE GRADIENT OF 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 THEN 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 100-YEAR 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 THAN 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 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:
26.1. 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
26.2. THE PUMP INTAKE MAY UTILIZE A REMOVABLE PUMPING STATION AND MUST DISCHARGE INTO AN UNDISTURBED AREA THROUGH A NON-EROSIVE OUTLET; OR
26.3. 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 AREA WITHIN THE LIMITS OF DISTURBANCE PRIOR TO PERMANENT STABILIZATION IN ACCORDANCE WITH MDE "STANDARDS AND SPECIFICATIONS FOR SOIL PREPARATION, TOPSOILING, AND SOIL AMENDMENTS."

OWNER'S/DEVELOPER'S CERTIFICATION

I/WE 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.

SIGNATURE
JAMEE ERNST
(301) 891-7213

PLANNER
CITY OF
TAKOMA PARK

PRINTED NAME AND TITLE

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.

SIGNATURE
SEYED SADAAT, P.E.

DIRECTOR
WATER RESOURCES

PRINTED NAME AND TITLE

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 1,800 CUBIC YARDS OF EXCAVATION, 30 CUBIC YARDS OF FILL AND THE TOTAL AREA TO BE DISTURBED AS SHOWN ON THE PLANS HAS BEEN DETERMINED TO BE 64,048 SQUARE FEET.

SIGNATURE
SEYED SADAAT, P.E.

DIRECTOR
WATER RESOURCES

PRINTED NAME AND TITLE

DATE

LIST OF PREDOMINANT SOIL TYPES

SYMBOLS	DESCRIPTION	HSG
Ch	CODORUS-HATSBORO-URBAN LAND COMPLEX, FREQUENTLY FLOODED	D
GfB	GLENELG-WHEATON-URBAN LAND COMPLEX, 0-8% SLOPE	B
GfC	GLENELG-WHEATON-URBAN LAND COMPLEX, 8-15% SLOPE	B
MfF	MANOR-BRINKLOW COMPLEX, 25 TO 65 PERCENT SLOPES, VERY ROCKY	B
RuB	RUSSETT-CHRISTIANA-URBAN LAND COMPLEX, 0 TO 5 PERCENT SLOPE	D
Un	URBAN LAND	D

EN-01

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

EROSION AND SEDIMENT CONTROL NOTES

SCALE _____ DATE _____ MAY 2020 _____ CONTRACT NO. _____ T.B.D. _____

DESIGNED BY _____ AGB _____ COUNTY _____ MONTGOMERY _____
DRAWN BY _____ DEA _____ LOGMILE _____ MD 650 _____ 0.040- 0.830 _____
CHECKED BY _____ SBP _____
F.A.P. NO. _____ T.B.D. _____ WSSC 208NE01 & 209NE01
TAX MAPS JN561 & JN562

DRAWING NO. _____ EN - 01 _____ OF _____ 4 _____ SHEET NO. _____ 40 _____ OF _____ 73 _____

PLOTTED: 5/10/2020
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\pES-N001_NewAveBike.dgn

BY: adedrickson -



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SEQUENCE OF CONSTRUCTION:

1. PRIOR TO CLEARING TREES, INSTALLING SEDIMENT CONTROL MEASURES, OR GRADING, A PRECONSTRUCTION MEETING MUST BE CONDUCTED ON-SITE WITH THE MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICE (MCDPS) SEDIMENT CONTOL INSPECTOR (240) 777-0311 (48 HOURS NOTICE), THE MNCPPC (MARYLAND NATIONAL CAPITOL PARK AND PLANNING COMMISSION) PLANNING DEPARTMENT, PLANS ENFORCEMENT INSPECTOR (301) 495-4550 (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 AND APPROVED ROADSIDE TREE PROTECTION PLAN 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. LIMIT OF DISTURBANCE MUST BE FIELD MARKED PRIOR TO CLEARING OF TREES, INSTALLATION OF SEDIMENT CONTROL MEASURES, CONSTRUCTION, OR OTHER LAND DISTURBING ACTIVITIES.
3. NO WORK SHALL BE COMPLETED DURING A RAIN EVENT. NO DISTURBED AREA SHALL BE LEFT UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO AN APPROVED SEDIMENT CONTROL DEVICE. ALL AREAS DESIGNATED AS SAME DAY SHALL BE STABILIZED AT THE END OF EACH WORK DAY.
4. ROOT PRUNE ALONG LOD AT DIRECTION OF MD LTE AND INSTALL ALL TREE PROTECTION FENCE PRIOR TO ANY WORK BEING PERFORMED.
5. THE PERMITTEE MUST OBTAIN WRITTEN APPROVAL FROM THE MNCPPC INSPECTOR, CERTIFYING THAT THE LIMITS OF DISTURBANCE AND TREE PROTECTION MEASURES ARE CORRECTLY MARKED AND INSTALLED PRIOR TO COMMENCING ANY CLEARING.
6. WITH THE APPROVAL OF THE PROJECT ENGINEER AND THE MCDPC SEDIMENT CONTROL INSPECTOR, STEPS IN EACH STAGE MAY BE ADJUSTED AND/OR BE PERFORMED CONCURRENTLY.
7. THE NEED FOR AND LOCATION OF STABILIZED CONSTRUCTION ENTRANCES SHALL BE DISCUSSED AT THE PRECONSTRUCTION MEETING FOR ALL STAGES.
8. PUMP AROUNDS SHALL BE INSTALLED AND MAINTAINED AS ILLUSTRATED ON THE EROSION AND SEDIMENT CONTROL PLANS.
9. AT ALL TIMES DURING CONSTRUCTION ACTIVITIES, A SANDBAG DIVERSION (SBD) AND DEWATERING SYSTEM WITH FILTER BAG MUST BE PLACED AT THE MOST DOWNSTREAM END OF THE UNSTABILIZED WORK ZONE. SBD'S SHALL BE REMOVED, AND ALL DISTURBED AREAS MUST BE STABILIZED OR COVERED IN SSM DAILY PRIOR TO LEAVING THE SITE.
- 10.NO WORK IS TO BE DONE WITHIN THE STREAM CLOSURE PERIOD OF MARCH 1 TO JUNE 15, INCLUSIVE.
- 11.UNLESS NEW, ALL CONSTRUCTION MATS SHALL BE POWER WASHED PRIOR TO BEING BROUGHT ON SITE.
- 12.RELOCATE UTILITIES AS NEEDED PRIOR TO COMMENCING WORK.

PHASE 1A: AUBURN AVE TO DEVONSHIRE AVE (MD 650 STA. 102+00_ 105+50)

1. CLEAR AND GRUB FOR INSTALLATION OF SEDIMENT CONTROL DEVICES AND INSTALL THOSE DEVICES SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. DURING THIS AND SUBSEQUENT STEPS, SAFE PEDESTRIAN ACCESS MUST BE MAINTAINED AT ALL TIMES.
2. ONCE SEDIMENT CONTROL DEVICES ARE INSTALLED, THE PERMITTEE MUST OBTAIN WRITTEN APPROVAL FROM THE MCDPS INSPECTOR BEFORE PROCEEDING WITH ANY ADDITIONAL CLEARING, GRUBBING, OR GRADING.
3. CONSTRUCT SHARED USE PATH, ALL WIDENING WORK, CURB RECONSTRUCTION, LIGHTING AND SIGNING WORK. USE SAME DAY STABILIZATION IN ALL AREAS NOT DRAINING TO AN APPROVED SEDIMENT CONTROL DEVICE, AS SHOWN ON THE PLANS.
4. ONCE ALL WORK IS COMPLETED AND WITH THE APPROVAL OF THE INSPECTOR, REMOVE EROSION AND SEDIMENT CONTROLS AND PERFORM FINAL STABILIZATION, MOVING ON TO NEXT WORK ZONE.

PHASE 1B: DEVONSHIRE AVE TO LARCH AVE (STA. 105+50_ 111+15)

1. CLEAR AND GRUB FOR INSTALLATION OF SEDIMENT CONTROL DEVICES AND INSTALL THOSE DEVICES SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. DURING THIS AND SUBSEQUENT STEPS, SAFE PEDESTRIAN ACCESS MUST BE MAINTAINED AT ALL TIMES.
2. ONCE SEDIMENT CONTROL DEVICES ARE INSTALLED, THE PERMITTEE MUST OBTAIN WRITTEN APPROVAL FROM THE MCDPS INSPECTOR BEFORE PROCEEDING WITH ANY ADDITIONAL CLEARING, GRUBBING, OR GRADING.
3. CONSTRUCT SHARED USE PATH, ALL WIDENING WORK, CURB RECONSTRUCTION, LIGHTING AND SIGNING WORK. USE SAME DAY STABILIZATION IN ALL AREAS NOT DRAINING TO AN APPROVED SEDIMENT CONTROL DEVICE, AS SHOWN ON THE PLANS.
4. ONCE ALL WORK IS COMPLETED AND WITH THE APPROVAL OF THE INSPECTOR, REMOVE EROSION AND SEDIMENT CONTROLS AND PERFORM FINAL STABILIZATION, MOVING ON TO NEXT WORK ZONE.

PHASE 2A_ STREAM AND OUTFALL WORK

2A.1 OUTFALL GRADING AND CONSTRUCTION OF SCOUR HOLE

1. THE CONTRACTOR MAY CHOOSE TO COMPLETE PHASE 3A.1 PRIOR TO, AFTER, OR CONCURRENTLY WITH PHASE 2A.2.
2. CLEAR AND GRUB FOR INSTALLATION OF SEDIMENT CONTROL DEVICES, INSTALL SEDIMENT CONTROL DEVICES AND TEMPORARY ACCESS ROADS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS USING SAME DAY STABILIZATION.
3. ONCE SEDIMENT CONTROL DEVICES ARE INSTALLED, THE PERMITTEE MUST OBTAIN WRITTEN APPROVAL FROM THE MCDPS INSPECTOR BEFORE PROCEEDING WITH ANY ADDITIONAL CLEARING, GRUBBING, OR GRADING.
4. INSTALL SBD-1, SBD-2, AND PUMP AROUND. INSTALL PIPE SLOPE DRAIN (PSD) AND VELOCITY DISSIPATOR FOR THE STORM DRAIN OUTFALL TO CONVEY BASEFLOW.
5. A REMOVABLE PUMP STATION (RPS) SHALL BE PLACED UPSTREAM OF SBD-2. ANY SEDIMENT LADEN WATER THAT DEPOSITS IN THE WORK AREA SHALL BE PUMPED OVER THE DIVERSION. THROUGH AN MDE APPROVED FILTERING DEVICE, AND DISCHARGED AT A DOWNSTREAM STABLE DISCHARGE POINT. THE RPS SHALL BE USED TO DEWATER THE WORK AREA PRIOR TO THE START OF EXCAVATION.
6. STARTING AT THE UPSTREAM END OF THE OUTFALL CHANNEL AND WORKING DOWNSTREAM, PERFORM PROPOSED GRADING, INSTALL MH-2 AND EW-1, AND CONSTRUCT THE PREFORMED SCOUR HOLE AS SHOWN ON THE PLANS. TEMPORARILY STABILIZE ALL DISTURBED AREAS AS WORK PROGRESSES.
7. AT THE END OF EACH WORK DAY, THE WORK AREA SHALL BE EITHER PERMANENTLY STABILIZED PER THE PLANS OR TEMPORARILY STABILIZED. REMOVE THE SBDs PRIOR TO LEAVING THE SITE OVERNIGHT AND/OR BEFORE RAINFALL EVENTS. UPON ARRIVING ON SITE IN THE MORNING OR AFTER A RAINFALL EVENT, SBDs SHALL BE REPLACED AND PUMP AROUND AND DEWATERING OPERATIONS COMMENCED.
8. FOLLOWING CONSTRUCTION, THE PROPOSED OUTFALL CHANNEL SHALL TIE BACK INTO THE EXISTING STREAM CHANNEL, AND THE WORK AREA SHALL BE PERMANENTLY STABILIZED.
9. CONTACT THE MCDPS INSPECTOR AND, ONCE PHASE 2A.1 IS APPROVED, REMOVE SBD-1, SBD-2, PUMP AROUND, PSD, RPS AND DEWATERING PUMP WITH FILTER BAG, THE SUPER SILT FENCE ALONG BOTH SCES AND ALONG THE ACCESS ROAD CLOSEST TO SCE-1 SHALL REMAIN IN PLACE DURING THE INSTALLATION OF THE NEARBY RETAINING WALL. PROCEED TO PHASE 2A.2.

2A.2 GRADING AND CONSTRUCTION (CHANNEL BASELINE STA. 1+24.50 TO STA. 2+11.84)

1. CLEAR AND GRUB FOR INSTALLATION OF SEDIMENT CONTROL DEVICES. INSTALL SEDIMENT CONTROL DEVICES AND TEMPORARY ACCESS ROADS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS USING SAME DAY STABILIZATION.
2. ONCE SEDIMENT CONTROL DEVICES ARE INSTALLED, THE PERMITTEE MUST OBTAIN WRITTEN APPROVAL FROM THE MCDPS INSPECTOR BEFORE PROCEEDING WITH ANY ADDITIONAL CLEARING, GRUBBING, OR GRADING.
3. INSTALL SBD-3, SBD-4, AND PUMP AROUND.
4. A RPS SHALL BE PLACED UPSTREAM OF SBD-4. ANY SEDIMENT LADEN WATER FROM THE ACTIVE WORK AREA SHALL BE PUMPED OVER THE DIVERSION, THROUGH AN MDE APPROVED FILTERING DEVICE, AND DISCHARGED AT A DOWNSTREAM STABLE DISCHARGE POINT. THE RPS SHALL BE USED TO DEWATER THE WORK AREA PRIOR TO THE START OF EXCAVATION.
5. STARTING AT SBD-3 AND WORKING DOWNSTREAM TO SBD-4, PERFORM PROPOSED GRADING, CONSTRUCT CHANNEL, AND INSTALL RIP RAP PROTECTION, IMBRICATED ROCK WALL, AND HW-1 AS SHOWN ON THE PLANS. AS WORK IS COMPLETED, INCREMENTALLY REMOVE THE ACCESS ROAD AND ASSOCIATED PERIMETER CONTROLS AT THE DOWNSTREAM END OF THE PHASE 2A WORK AREA WITH APPROVAL OF THE MCDPS INSPECTOR. PERMANENTLY STABILIZE DISTURBED AREA AT FINAL GRADE WITH PERMANENT SEEDING. AS GRADING PROGRESSES, CONTRACTOR SHALL CONTINUOUSLY INSTALL ALL CHANNEL AND FLOODPLAIN TREATMENTS SUCH THAT FINAL STABILIZATION CAN OCCUR.
6. AT THE END OF EACH WORK DAY, THE WORK AREA SHALL BE EITHER PERMANENTLY STABILIZED PER THE PLANS OR TEMPORARILY STABILIZED. REMOVE THE SBDs PRIOR TO LEAVING THE SITE OVERNIGHT AND/OR BEFORE RAINFALL EVENTS. UPON ARRIVING ON SITE IN THE MORNING OR AFTER A RAINFALL EVENT, SBDs SHALL BE REPLACED AND PUMP AROUND AND DEWATERING OPERATIONS COMMENCED.
7. CONTACT THE MCDPS INSPECTOR AND, ONCE PHASE 2A.2 IS APPROVED, REMOVE SBD-3, SBD-4, PUMP AROUND, DEWATERING PUMP WITH FILTER BAG, AND RPS. PROCEED TO PHASE 2A.3.

2A.3 MISCELLANEOUS CONSTRUCTION AND VEGETATIVE ESTABLISHMENT

1. ONCE PHASES 2A.1-2A.2 ARE COMPLETE, FROM DOWNSTREAM TO UPSTREAM INCREMENTALLY REMOVE THE REMAINING ACCESS ROAD AND ASSOCIATED PERIMETER CONTROLS WITH APPROVAL OF THE MCDPS INSPECTOR. ONCE FINISHED GRADE IS ACHIEVED AND STABILIZED, DO NOT DRIVE CONSTRUCTION EQUIPMENT THROUGH COMPLETED WORK.
2. PLANT TREES, SHRUBS, AND LIVE STAKES WITHIN SPECIFIED PLANTING WINDOW USING SAME DAY STABILIZATION. NO HEAVY EQUIPMENT SHALL BE USED DURING PLANTING. IF FINAL STABILIZATION OF THE CONSTRUCTED WORK IS DISTURBED, REAPPLY SEED MIX TO ANY DISTURBED AREAS.
3. ONCE ALL DISTURBED AREAS ARE 95% STABILIZED AND WITH THE APPROVAL OF THE MCDPS INSPECTOR, REMOVE ALL REMAINING EROSION AND SEDIMENT CONTROLS AND PERFORM FINAL STABILIZATION, MOVING ON TO THE NEXT WORK ZONE.

PHASE 2B: LARCH AVE TO SLIGO CREEK PARKWAY (111+15_ 123+50)

1. CLEAR AND GRUB FOR INSTALLATION OF SEDIMENT CONTROL DEVICES AND INSTALL THOSE DEVICES SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS NOT ALREADY IN PLACE FROM THE PREVIOUS STAGE. DURING THIS AND SUBSEQUENT STEPS, SAFE PEDESTRIAN ACCESS MUST BE MAINTAINED AT ALL TIMES.
2. WHERE INLET PROTECTION DRAINAGE AREAS EXCEED THE LIMITS REQUIRED, MEASURES ARE TO BE USED IN CONJUNCTION WITH SAME DAY STABILIZATION TO PREVENT THE PROTECTIONS FROM BEING OVERWHELMED WITH SEDIMENT. WHEN INSTALLING DIVERSION FENCE, GRADE AS NECESSARY TO ENSURE POSITIVE FLOW IS MAINTAINED ALONG THE ENTIRE LENGTH. SECURE DOWNSTREAM END OF DIVERSION FENCE WITH SAND BAGS AND OUTLET THROUGH PIPE SLOPE DRAIN INTO EXISTING GRATE INLET.
3. ONCE SEDIMENT CONTROL DEVICES ARE INSTALLED, THE PERMITTEE MUST OBTAIN WRITTEN APPROVAL FROM THE MCDPS INSPECTOR BEFORE PROCEEDING WITH ANY ADDITIONAL CLEARING, GRUBBING, OR GRADING.
4. DURING A NOAA 3-DAY DRY PERIOD INSTALL INLET 1-2 USING SAME DAY STABILIZATION, CONNECTING TO EXISTING PIPE AND GRADING AS SHOWN ON PLANS TO DIRECT FLOW TO INLET. ONCE INSTALLED, ADD GABION INLET PROTECTION TO INLET.
5. CONSTRUCT STORM DRAIN FROM I-1 TO MH-1 DURING A NOAA 3-DAY DRY PERIOD, AND CONSTRUCT STORMWATER MANAGEMENT FACILITY IN AREA. DO NOT INSTALL MEDIA UNTIL FUTURE STEP. WHEN CONSTRUCTING GRAVITY WALLS AROUND PROPOSED SWM FACILITY, TEMPORARILY BLOCK OPENINGS AT BASE OF WALL AND OPEN-BACK INLETS TO PREVENT WATER FROM ENTERING SWM AREA.
6. CONSTRUCT SHARED USE PATH, ALL WIDENING WORK, RETAINING WALL NO. 1, NO. 2 AND NO.3, CURB RECONSTRUCTION, LIGHTING AND SIGNING WORK. IN AREAS OF PROPOSED RETAINING WALLS, USE PSTs AS NECESSARY TO DEWATER FOOTING FOUNDATIONS DURING CONSTRUCTION. USE SAME DAY STABILIZATION IN ALL AREAS NOT DRAINING TO AN APPROVED SEDIMENT CONTROL DEVICE, AS SHOWN ON THE PLANS.
7. ONCE ENTIRE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED, INSTALL MEDIA IN STORMWATER MANAGEMENT FACILITY MBR-6-2 AND COMPLETE CONSTRUCTION AS SHOWN. ONCE INSTALLED AND STABILIZED, UNBLOCK OPENINGS IN GRAVITY WALLS.
8. ONCE ALL WORK IS COMPLETED AND WITH THE APPROVAL OF THE INSPECTOR, REMOVE EROSION AND SEDIMENT CONTROLS AND PERFORM FINAL STABILIZATION, MOVING ON TO NEXT WORK ZONE.

EN-02

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

EROSION AND SEDIMENT CONTROL NOTES

SCALE _____ DATE _____ MAY 2020 _____ CONTRACT NO. _____ T.B.D. _____

DESIGNED BY _____ AGB _____ COUNTY _____ MONTGOMERY _____
DRAWN BY _____ DEA _____ LOGMILE _____ MD 650 _____ 0.040- 0.830 _____
CHECKED BY _____ SBP _____
F.A.P. NO. _____ T.B.D. _____ WSSC 208NE01 & 209NE01
TAX MAPS JN561 & JN562

DRAWING NO. _____ EN - 02 _____ OF _____ 4 _____ SHEET NO. _____ 41 _____ OF _____ 73 _____

BY: adedrickson -



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PHASE 3: SLIGO CREEK PARKWAY TO GLENSIDE DRIVE (STA. 123+50 TO STA. 127+75)

1. CLEAR AND GRUB FOR INSTALLATION OF SEDIMENT CONTROL DEVICES AND INSTALL THOSE DEVICES SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. DURING THIS AND SUBSEQUENT STEPS, SAFE PEDESTRIAN ACCESS MUST BE MAINTAINED AT ALL TIMES.
2. ONCE SEDIMENT CONTROL DEVICES ARE INSTALLED, THE PERMITTEE MUST OBTAIN WRITTEN APPROVAL FROM THE MCDPS INSPECTOR BEFORE PROCEEDING WITH ANY ADDITIONAL CLEARING, GRUBBING, OR GRADING.
3. CONSTRUCT STORM DRAIN FROM I-3 TO MH-3 AND I-5 TO EXISTING OUTFALL DURING A NOAA 3-DAY DRY PERIOD, AND CONSTRUCT STORMWATER MANAGEMENT FACILITY IN AREA OF I-3. DO NOT INSTALL MEDIA UNTIL FUTURE STEP. WHEN CONSTRUCTING GRAVITY WALLS AROUND PROPOSED SWM FACILITY, TEMPORARILY BLOCK OPENINGS AT BASE OF WALL AND OPEN-BACK INLETS TO PREVENT WATER FROM ENTERING SWM AREA. AFTER CONSTRUCTION, ADD INLET PROTECTION TO NEW INLETS AS SHOWN.
4. CONSTRUCT SHARED USE PATH, ALL WIDENING WORK, CURB RECONSTRUCTION, LIGHTING AND SIGNING WORK. USE SAME DAY STABILIZATION IN ALL AREAS NOT DRAINING TO AN APPROVED SEDIMENT CONTROL DEVICE, AS SHOWN ON THE PLANS.
5. CONSTRUCT FLOODPLAIN DEPRESSION FOLLOWING DETAIL ON SHEET (SW-D2)
6. ONCE ENTIRE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED, INSTALL MEDIA IN STORMWATER MANAGEMENT FACILITY MBR-2-1 AND FINALIZE FACILITY AS SHOWN. ONCE INSTALLED AND STABILIZED, UNBLOCK OPENINGS IN GRAVITY WALLS.
7. ONCE ALL WORK IS COMPLETED, REMOVE DIVERSION FENCE AND CONSTRUCT BUS STOP SHOWN BEHIND DIVERSION FENCE USING SAME DAY STABILIZATION.
8. ONCE ALL WORK IS COMPLETED AND WITH THE APPROVAL OF THE INSPECTOR, REMOVE EROSION AND SEDIMENT CONTROLS AND PERFORM FINAL STABILIZATION, MOVING ON TO NEXT WORK ZONE.

PHASE 4A: GLENSIDE DRIVE TO MERWOOD DRIVE (STA. 127+75 TO STA. 134+25)

1. ALL WORK IN THIS AREA IS TO BE PERFORMED USING SAME DAY STABILIZATION TECHNIQUES. ONLY THE AREA THAT CAN BE STABILIZED WITHIN THE SAME DAY SHALL BE DISTURBED.
2. CONSTRUCT SHARED USE PATH, ALL WIDENING WORK, CURB RECONSTRUCTION, LIGHTING AND SIGNING WORK. USE SAME DAY STABILIZATION IN ALL AREAS NOT DRAINING TO AN APPROVED SEDIMENT CONTROL DEVICE, AS SHOWN ON THE PLANS.
3. ONCE ALL WORK IS COMPLETED AND WITH THE APPROVAL OF THE INSPECTOR, PERFORM FINAL STABILIZATION, MOVING ON TO NEXT WORK ZONE.

PHASE 4B: MERWOOD DRIVE TO KINGWOOD DRIVE (STA. 134+25 TO STA. 140+75)

1. CLEAR AND GRUB FOR INSTALLATION OF SEDIMENT CONTROL DEVICES AND INSTALL THOSE DEVICES SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS. DURING THIS AND SUBSEQUENT STEPS, SAFE PEDESTRIAN ACCESS MUST BE MAINTAINED AT ALL TIMES.
2. ONCE SEDIMENT CONTROL DEVICES ARE INSTALLED, THE PERMITTEE MUST OBTAIN WRITTEN APPROVAL FROM THE MCDPS INSPECTOR BEFORE PROCEEDING WITH ANY ADDITIONAL CLEARING, GRUBBING, OR GRADING.
3. CONSTRUCT STORM DRAIN FROM I-4 TO EX-I-4 DURING A NOAA 3-DAY DRY PERIOD, AND CONSTRUCT STORMWATER MANAGEMENT FACILITY IN AREA. DO NOT INSTALL MEDIA UNTIL FUTURE STEP. WHEN CONSTRUCTING GRAVITY WALLS AROUND PROPOSED SWM FACILITY, TEMPORARILY BLOCK OPENINGS AT BASE OF WALL AND OPEN-BACK INLETS TO PREVENT WATER FROM ENTERING SWM AREA. AFTER CONSTRUCTION, ADD INLET PROTECTION TO EXISTING INLET AS SHOWN.
4. CONSTRUCT SHARED USE PATH, ALL WIDENING WORK, CURB RECONSTRUCTION, LIGHTING AND SIGNING WORK. USE SAME DAY STABILIZATION IN ALL AREAS NOT DRAINING TO AN APPROVED SEDIMENT CONTROL DEVICE, AS SHOWN ON THE PLANS.
5. ONCE ENTIRE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED, INSTALL MEDIA IN STORMWATER MANAGEMENT FACILITY MBR-2-2 AND FINALIZE FACILITY AS SHOWN. ONCE INSTALLED AND STABILIZED, UNBLOCK OPENINGS IN GRAVITY WALLS.
6. ONCE ALL WORK IS COMPLETED AND WITH THE APPROVAL OF THE INSPECTOR, REMOVE EROSION AND SEDIMENT CONTROLS AND PERFORM FINAL STABILIZATION, MOVING ON TO NEXT WORK ZONE.

PHASE 5: KINGWOOD DRIVE TO HOLTON LANE (STA. 140+75 TO STA. 143+95)

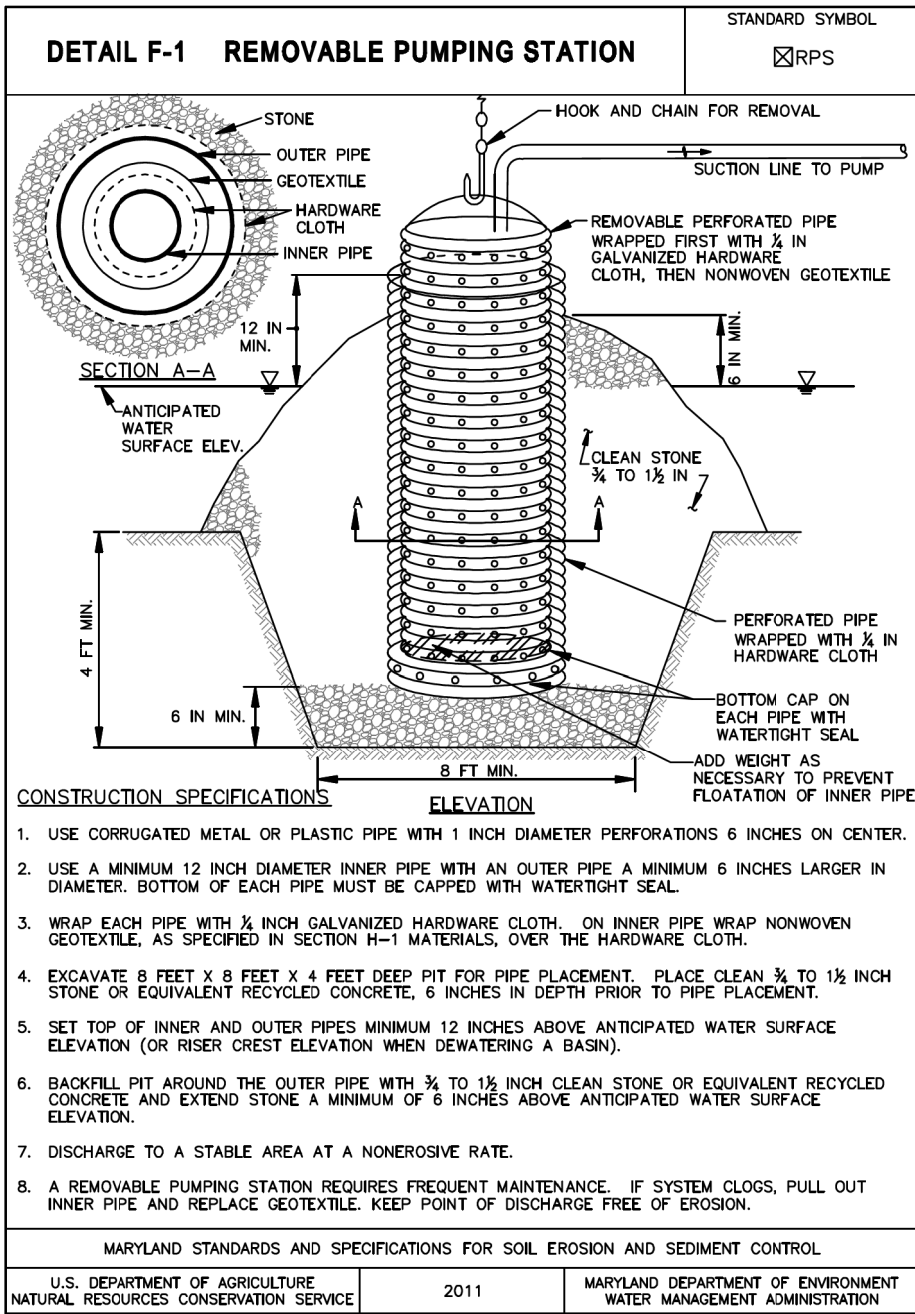
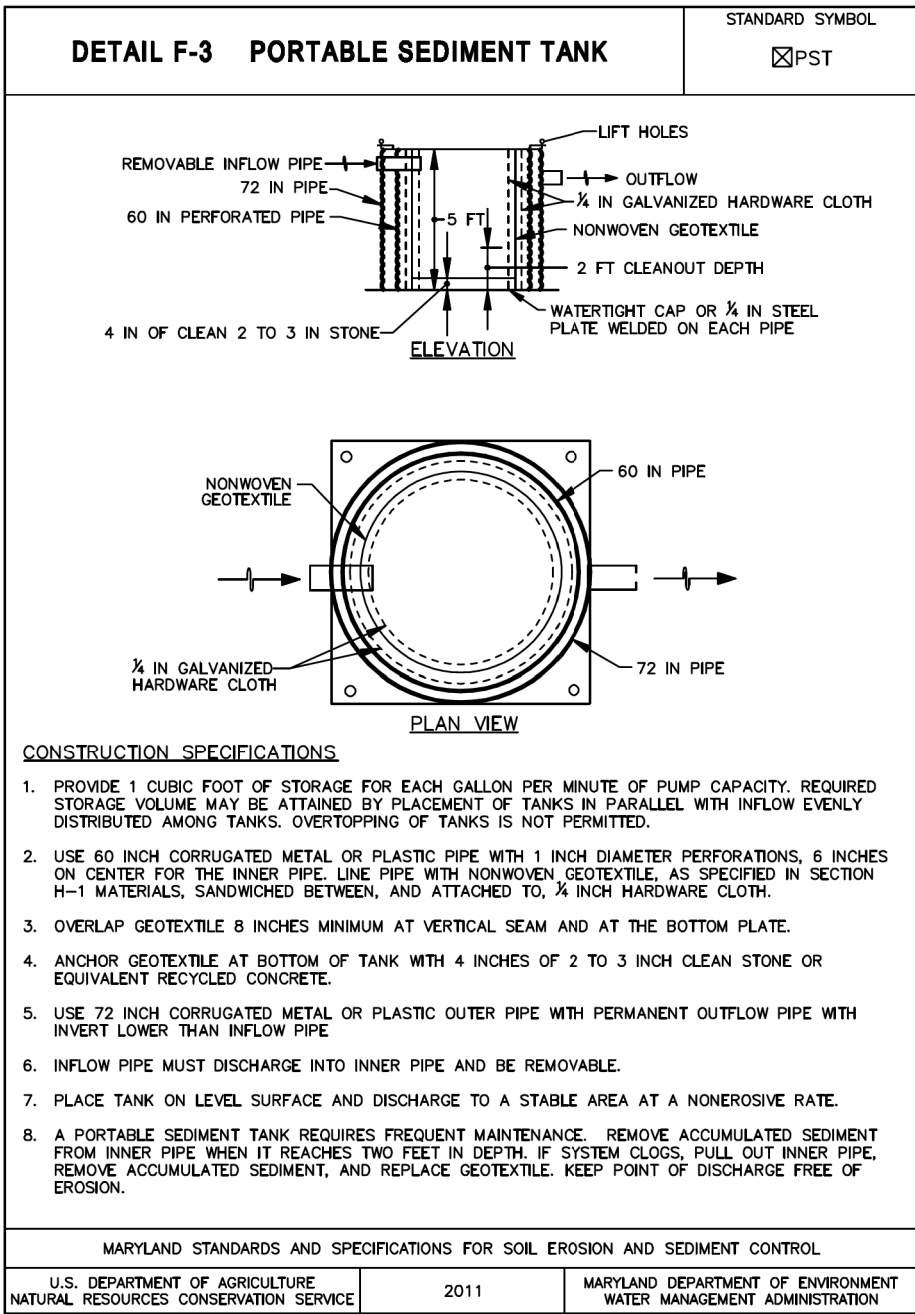
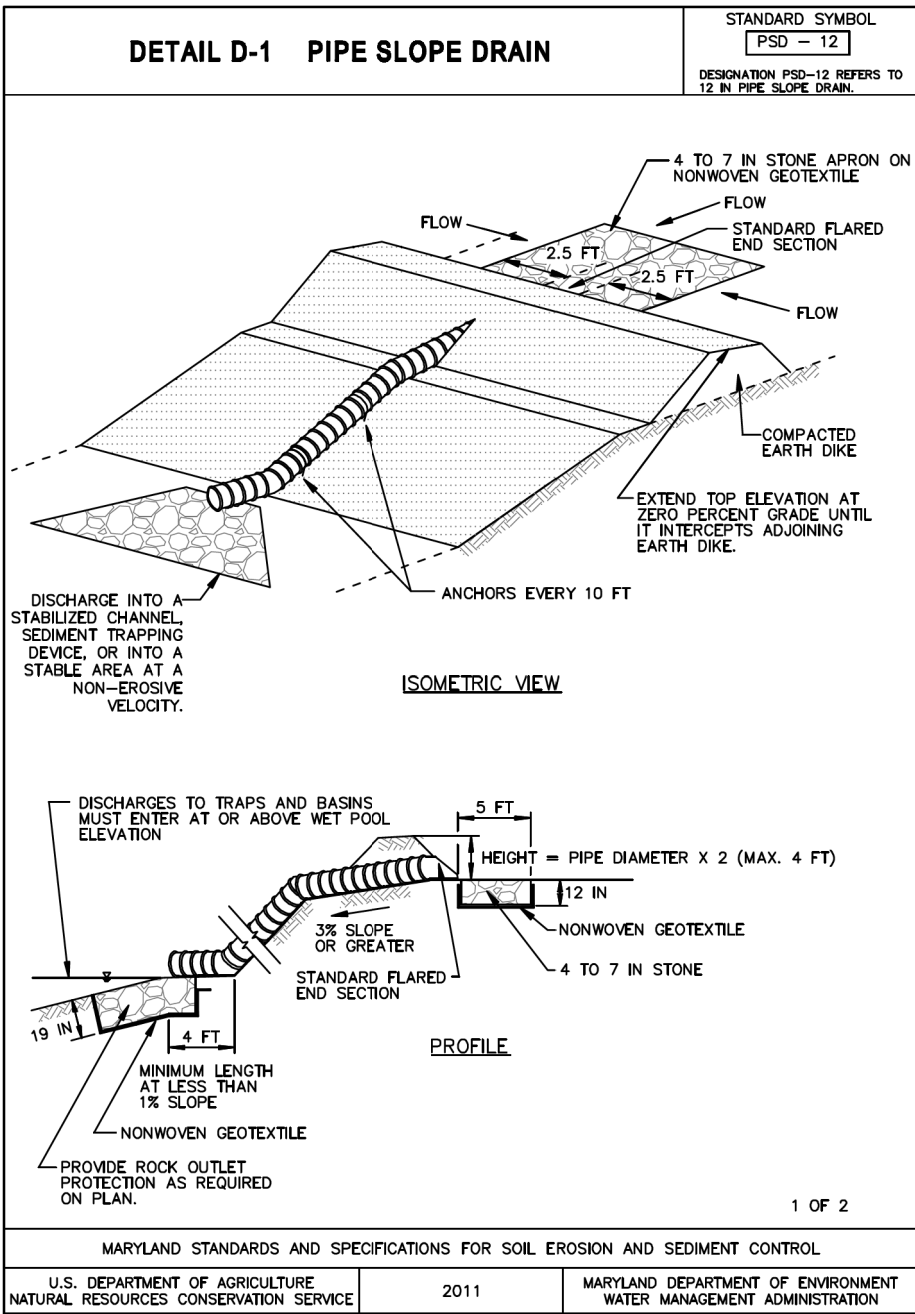
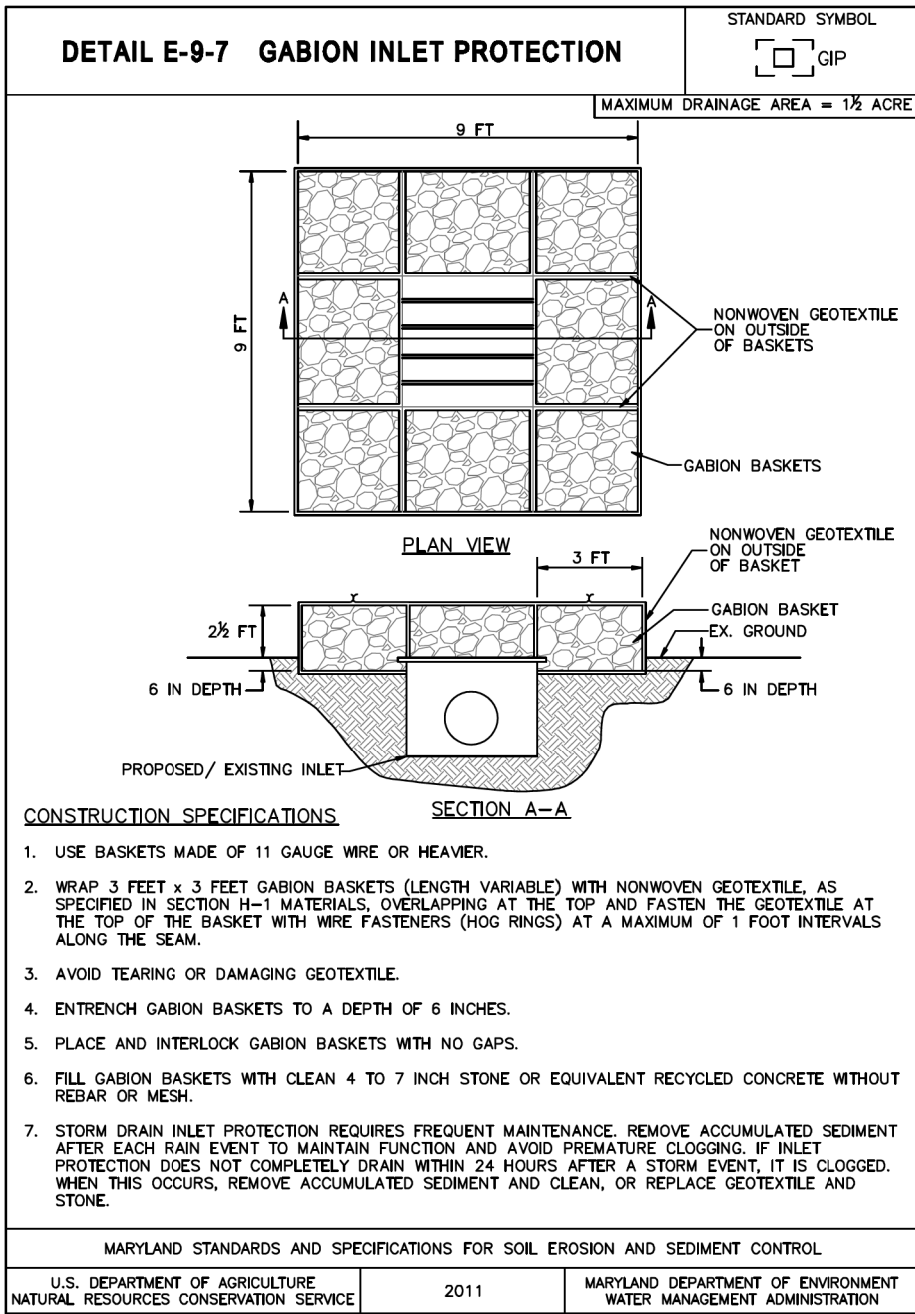
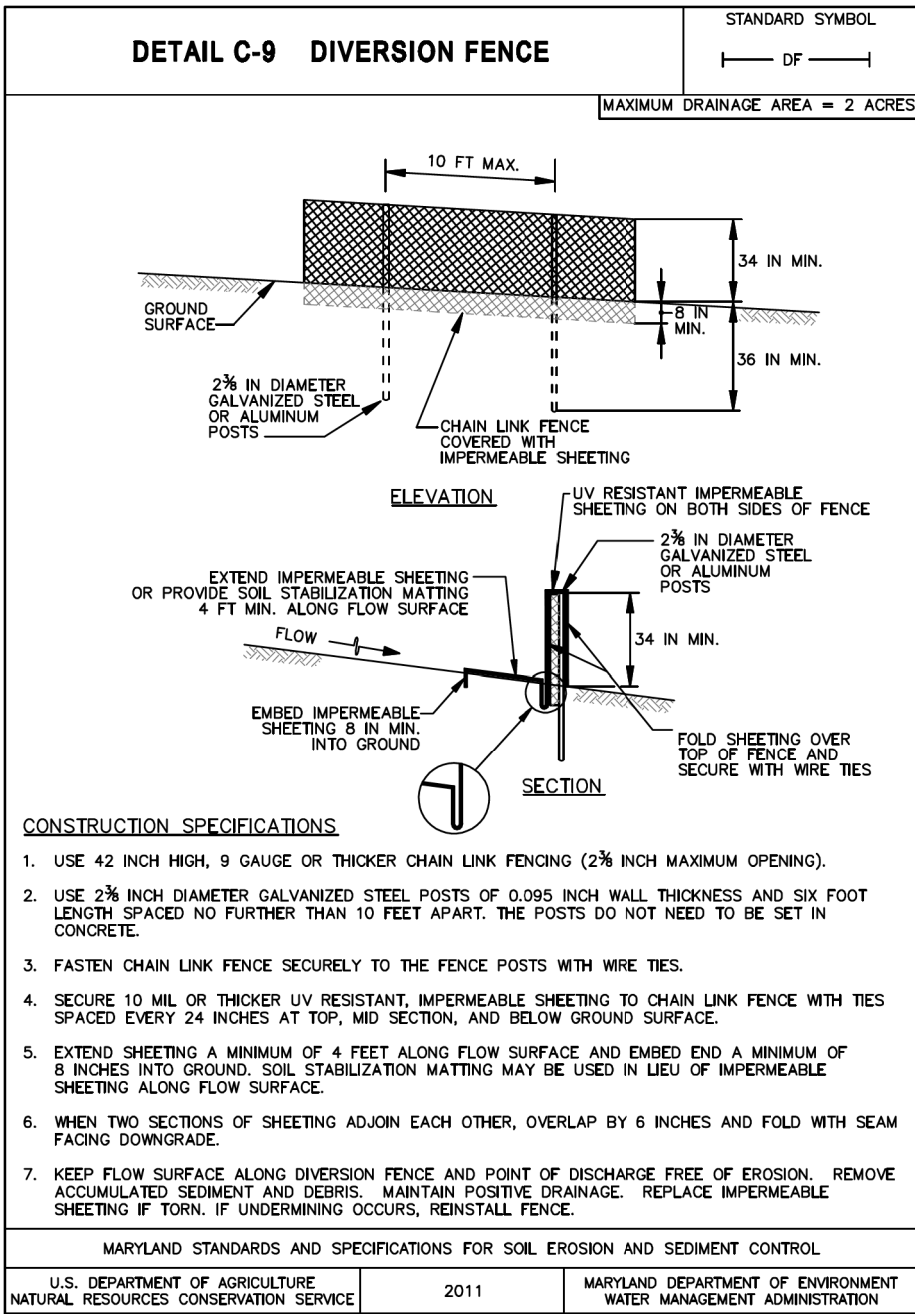
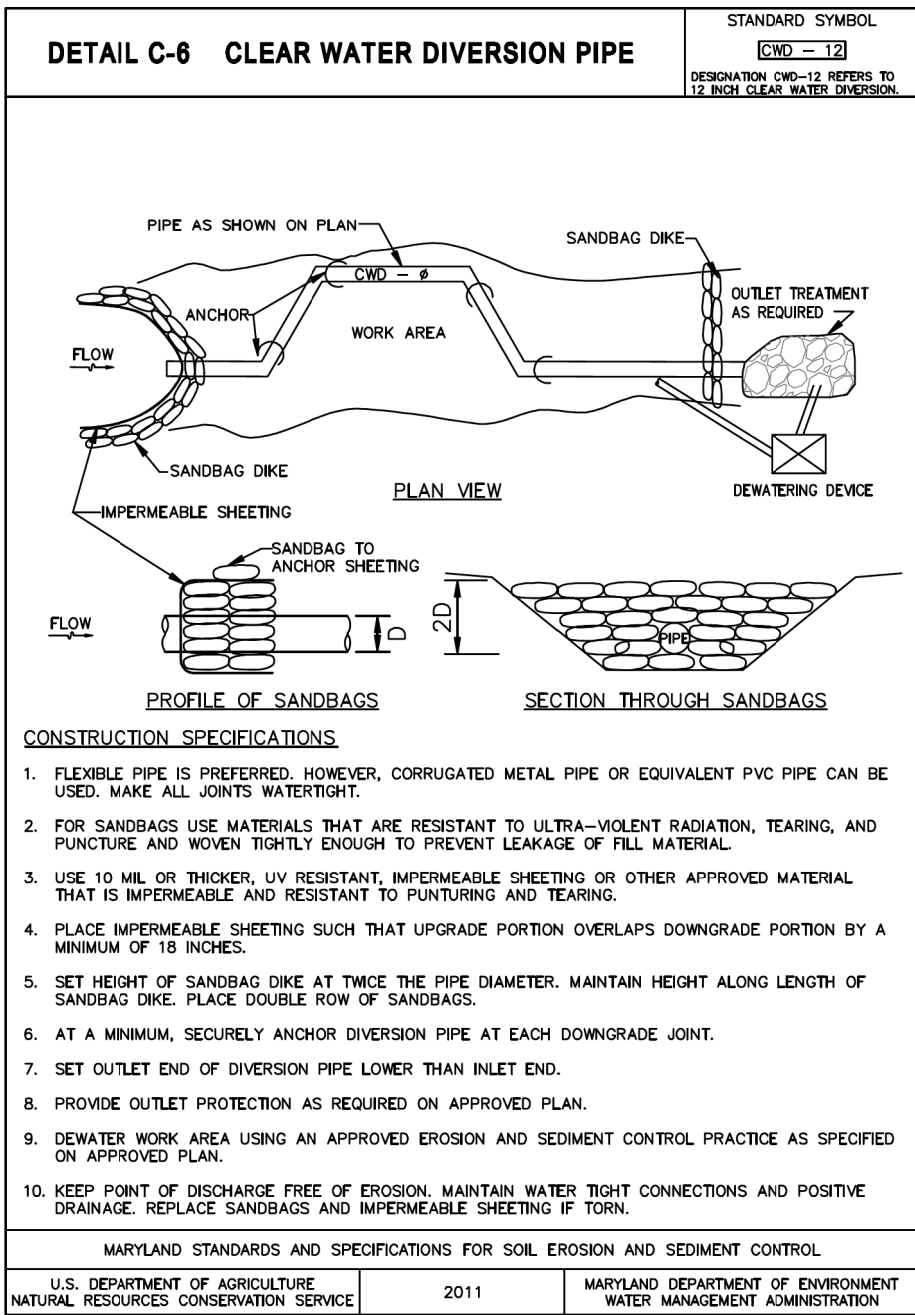
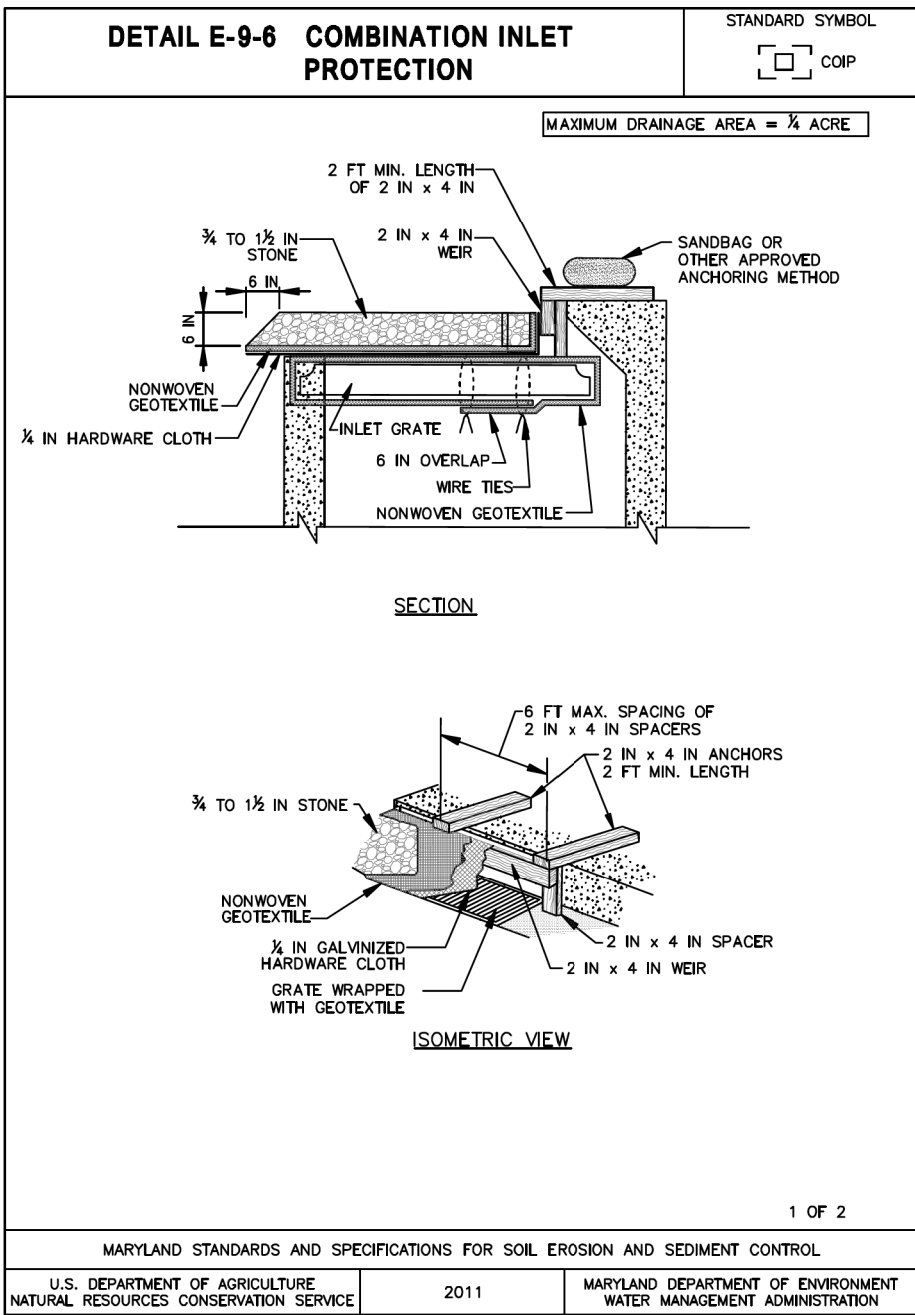
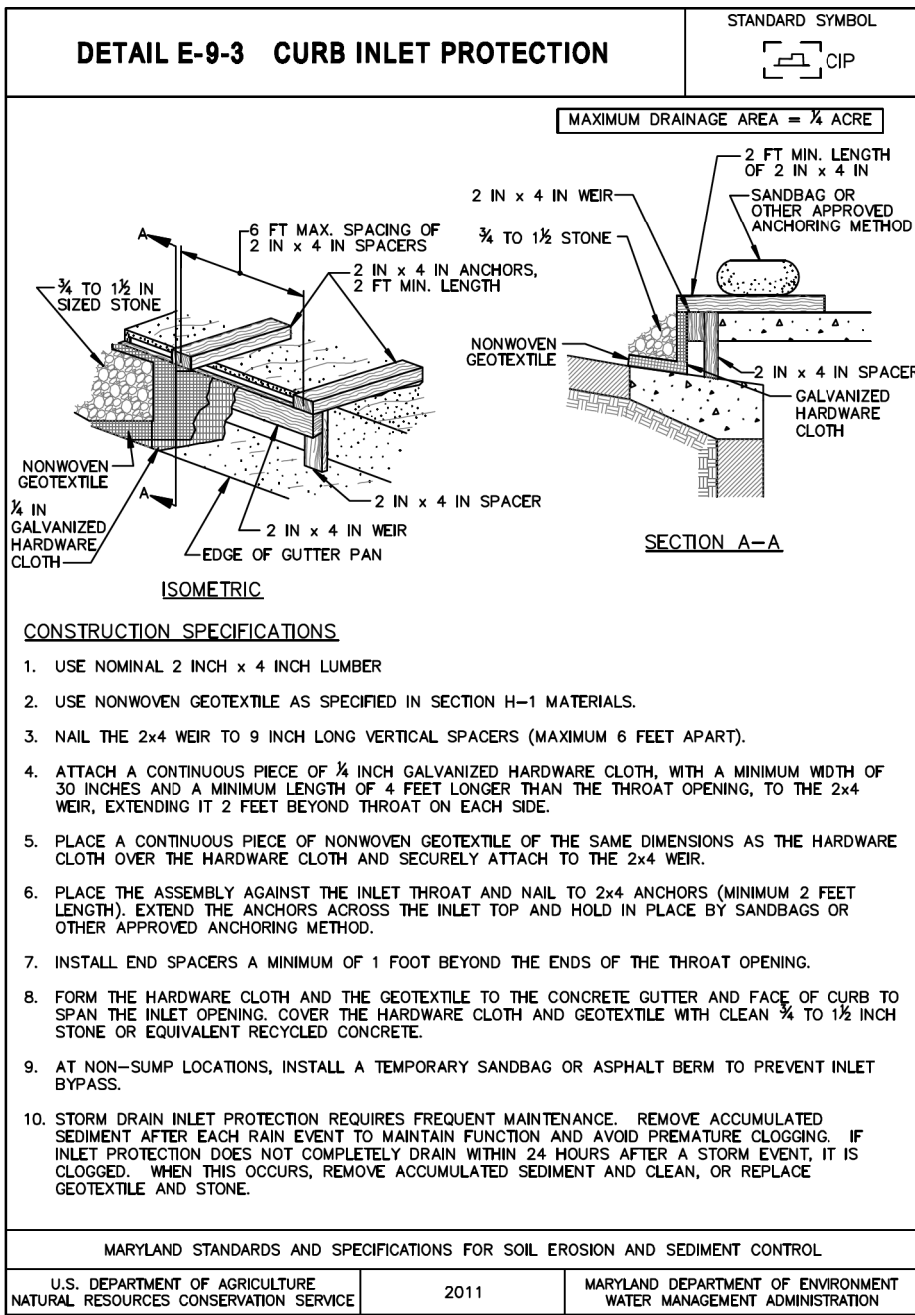
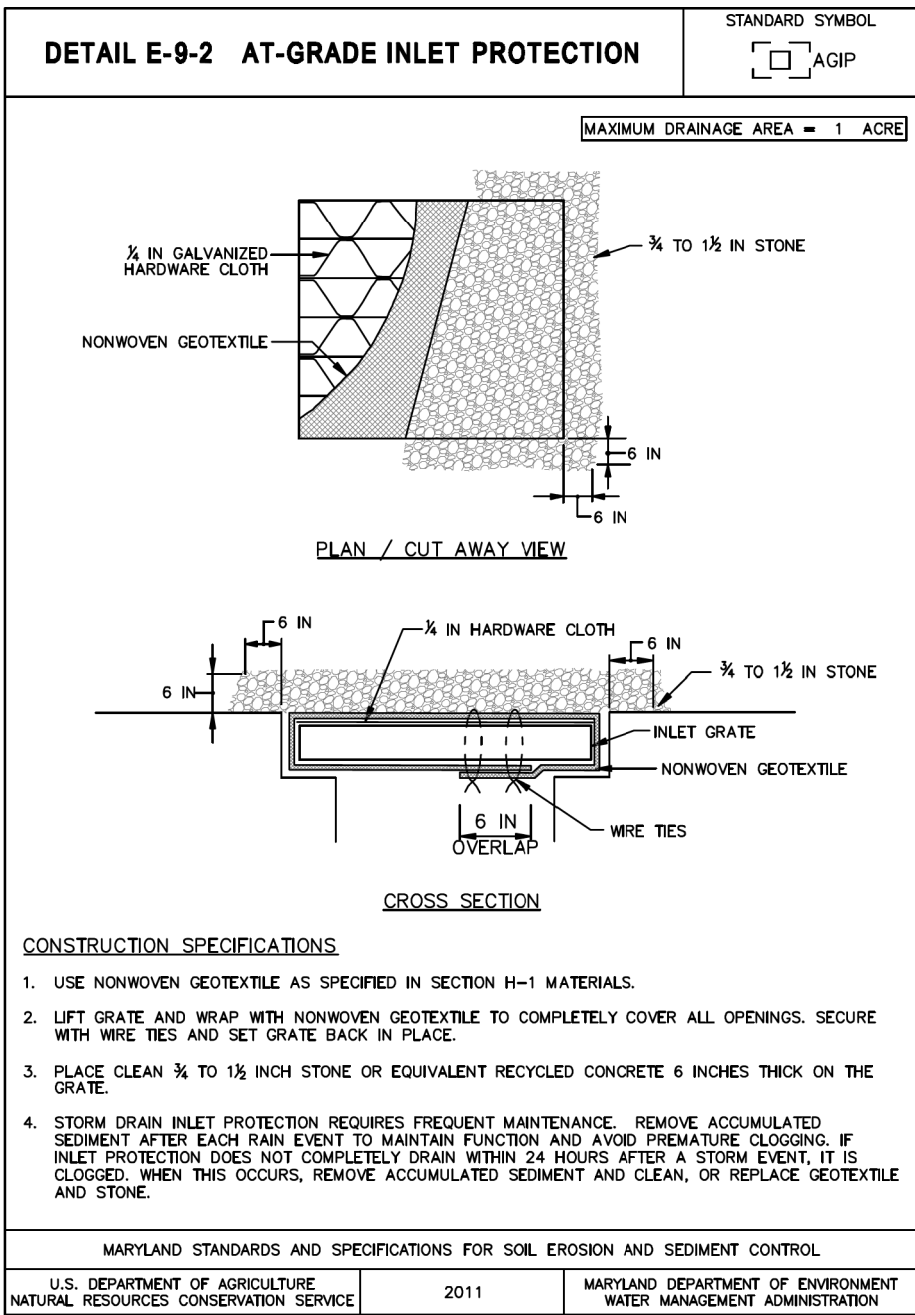
1. ALL WORK IN THIS AREA IS TO BE PERFORMED USING SAME DAY STABILIZATION TECHNIQUES. ONLY THE AREA THAT CAN BE STABILIZED WITHIN THE SAME DAY SHALL BE DISTURBED.
2. CONSTRUCT SHARED USE PATH, ALL WIDENING WORK, CURB RECONSTRUCTION, LIGHTING AND SIGNING WORK. USE SAME DAY STABILIZATION IN ALL AREAS NOT DRAINING TO AN APPROVED SEDIMENT CONTROL DEVICE, AS SHOWN ON THE PLANS.
3. ONCE ALL WORK IS COMPLETED AND WITH THE APPROVAL OF THE INSPECTOR, PERFORM FINAL STABILIZATION, MOVING ON TO NEXT WORK ZONE.

EN-03

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

EROSION AND SEDIMENT CONTROL NOTES

					SCALE _____ DATE <u> MAY 2020 </u> CONTRACT NO. <u> T.B.D. </u>
					DESIGNED BY <u> AGB </u> COUNTY <u> MONTGOMERY </u>
					DRAWN BY <u> DEA </u> LOGMILE <u> MD 650 0.040- 0.830 </u>
					CHECKED BY <u> SBP </u> WSSC 208NE01 & 209NE01
					F.A.P. NO. <u> T.B.D. </u> TAX MAPS JN561 & JN562
					DRAWING NO. <u> EN – 03 </u> OF <u> 5 </u> SHEET NO. <u> 42 </u> OF <u> 73 </u>
NO.	REVISION	DATE	BY		



CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

EROSION AND SEDIMENT CONTROL DETAILS

SCALE	DATE	MAY 2020	CONTRACT NO.	T.B.D.
DESIGNED BY	AGB	COUNTY	MONTGOMERY	
DRAWN BY	DEA	LOGMILE	MD 650	0.040-0.830
CHECKED BY	SBP			
F.A.P. NO.	T.B.D.			
DRAWING NO.	EN - 04	OF	5	SHEET NO. 43 OF 73

BY: adedrickson -



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LEGEND

- 5 INCH CONCRETE SIDEWALK
- CONCRETE DRIVEWAY
- ASPHALT SHARED USE PATH
- FULL DEPTH ASPHALT PAVING
- SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)
- SAME DAY STABILIZATION
- SWM FOOTPRINT

- LOD LIMIT OF DISTURBANCE
- SF SILT FENCE
- SSF SUPER SILT FENCE
- DF DIVERSION FENCE
- SANDBAG DIVERSION
- 100-YEAR FLOODPLAIN
- CIP INLET PROTECTION
- PST PORTABLE SEDIMENT TANK
- TPF TREE PROTECTION FENCE
- RPS REMOVABLE PUMPING STATION

- SCB STABILIZED CONSTRUCTION ENTRANCE
- P PUMPAROUND PRACTICE
- TEMPORARY ACCESS ROAD

NOTES:

- WHERE NO SCE IS PROVIDED, CONTRACTOR SHALL DESIGNATE PIECES OF CONSTRUCTION EQUIPMENT WITHIN THE LOD. THIS EQUIPMENT SHALL BE KEPT WITHIN THE LOD UNTIL THE PROPOSED WORK IS COMPLETE AND SHALL HAVE TREADS/TIRES CLEANED PRIOR TO LEAVING THE LOD.
- ALL STAGING AND STOCKPILING MUST BE WITHIN THE LOD. SEDIMENT CONTROL FOR THE STAGING STOCKPILE AREA MUST BE PROVIDED IF NEEDED OR AS DIRECTED BY THE SEDIMENT CONTROL INSPECTOR.

NO.	REVISION	DATE	BY

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

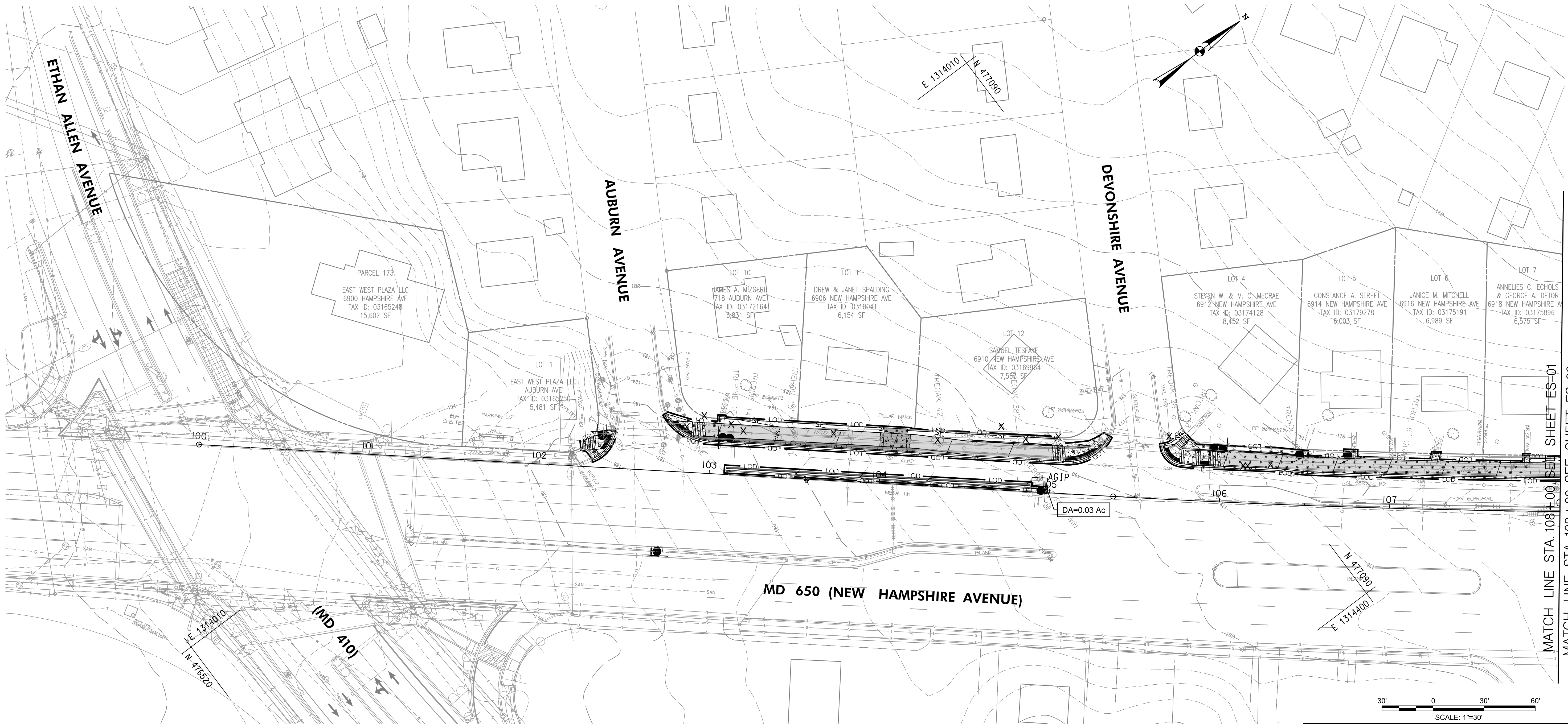
EROSION AND SEDIMENT CONTROL PLAN

SCALE 1"=30' DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY AGB COUNTY MONTGOMERY
DRAWN BY DEA LOGMILE MD 650 0.040-0.830
CHECKED BY SBP
F.A.P. NO. T.B.D. WSSC 208NE01 & 209NE01
TAX MAPS JN561 & JN562

DRAWING NO. ES-01 OF 6 SHEET NO. 45 OF 73

PLOTTED: Friday, May 08, 2020 AT 12:18 PM
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\ES-001_NewAveBike.dgn



MATCH LINE STA. 108+00.00 SEE SHEET ES-01
MATCH LINE STA. 108+00.00 SEE SHEET ES-02

ES-01

BY: adedrickson -



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LEGEND

- 5 INCH CONCRETE SIDEWALK
- CONCRETE DRIVEWAY
- ASPHALT SHARED USE PATH
- FULL DEPTH ASPHALT PAVING
- SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)
- SAME DAY STABILIZATION
- SWM FOOTPRINT

- LOD — LIMIT OF DISTURBANCE
- SF — SILT FENCE
- SSF — SUPER SILT FENCE
- DF — DIVERSION FENCE
- SANDBAG DIVERSION
- 100-YEAR FLOODPLAIN
- CIP — INLET PROTECTION
- PST — PORTABLE SEDIMENT TANK
- TPF — TREE PROTECTION FENCE
- RPS — REMOVABLE PUMPING STATION

- SCE — STABILIZED CONSTRUCTION ENTRANCE
- P — PUMPAROUND PRACTICE
- TEMPORARY ACCESS ROAD

NOTES:

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NO.	REVISION	DATE	BY

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

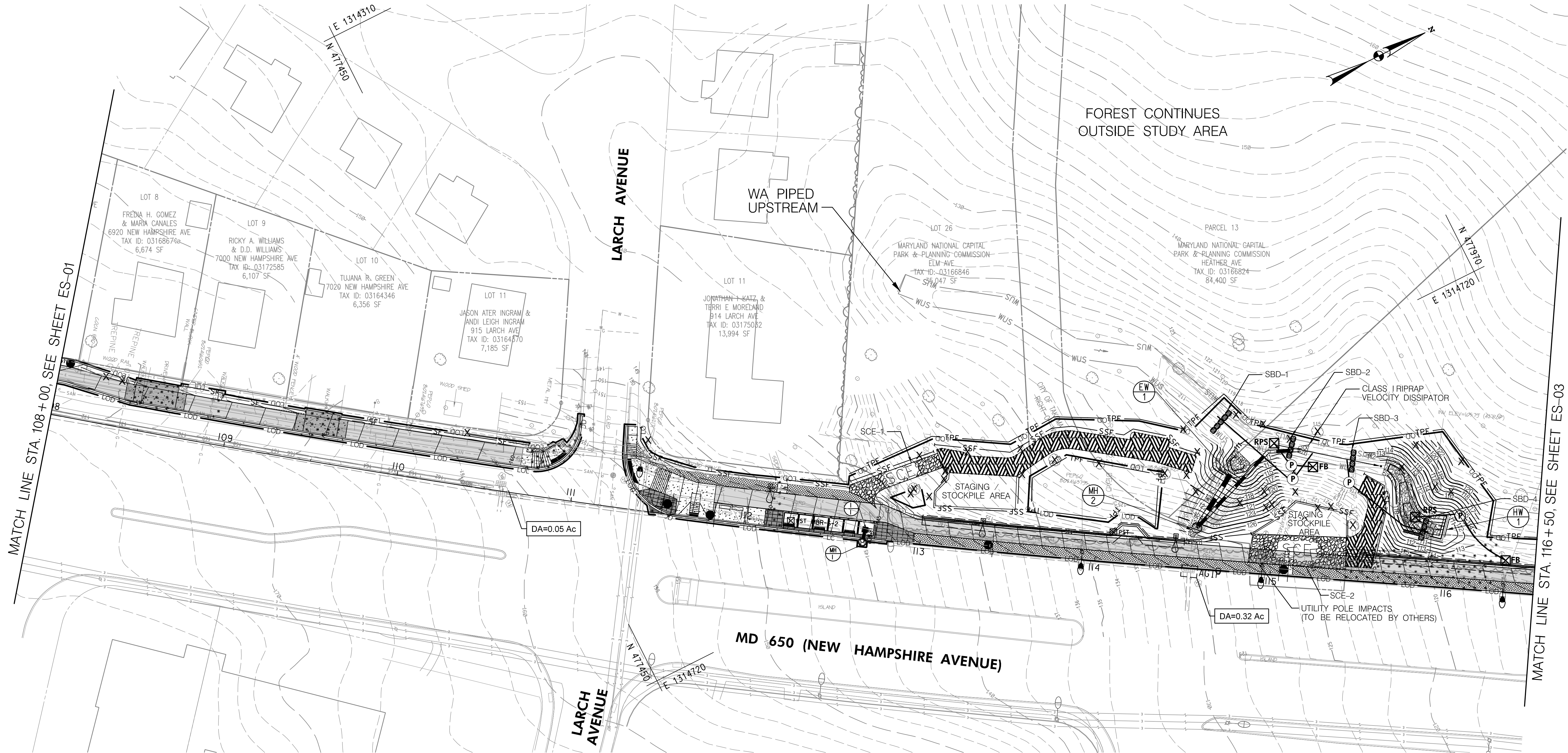
EROSION AND SEDIMENT CONTROL PLAN

SCALE 1"=30' DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY AGB COUNTY MONTGOMERY
DRAWN BY DEA LOGMILE MD 650 0.040-0.830
CHECKED BY SBP
F.A.P. NO. T.B.D. WSSC 208NE01 & 209NE01
TAX MAPS JN561 & JN562

DRAWING NO. ES-02 OF 6 SHEET NO. 46 OF 73

PLOTTED: Friday, May 08, 2020 AT 12:41 PM
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\ES-002_NewAveBike.dgn



ES-02

BY: adedrickson -



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LEGEND

- 5 INCH CONCRETE SIDEWALK
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- FULL DEPTH ASPHALT PAVING
- SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)
- SAME DAY STABILIZATION
- SWM FOOTPRINT

- LOD LIMIT OF DISTURBANCE
- SF SILT FENCE
- SSF SUPER SILT FENCE
- DF DIVERSION FENCE
- SANDBAG DIVERSION
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- CIP INLET PROTECTION
- PST PORTABLE SEDIMENT TANK
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NO.	REVISION	DATE	BY

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

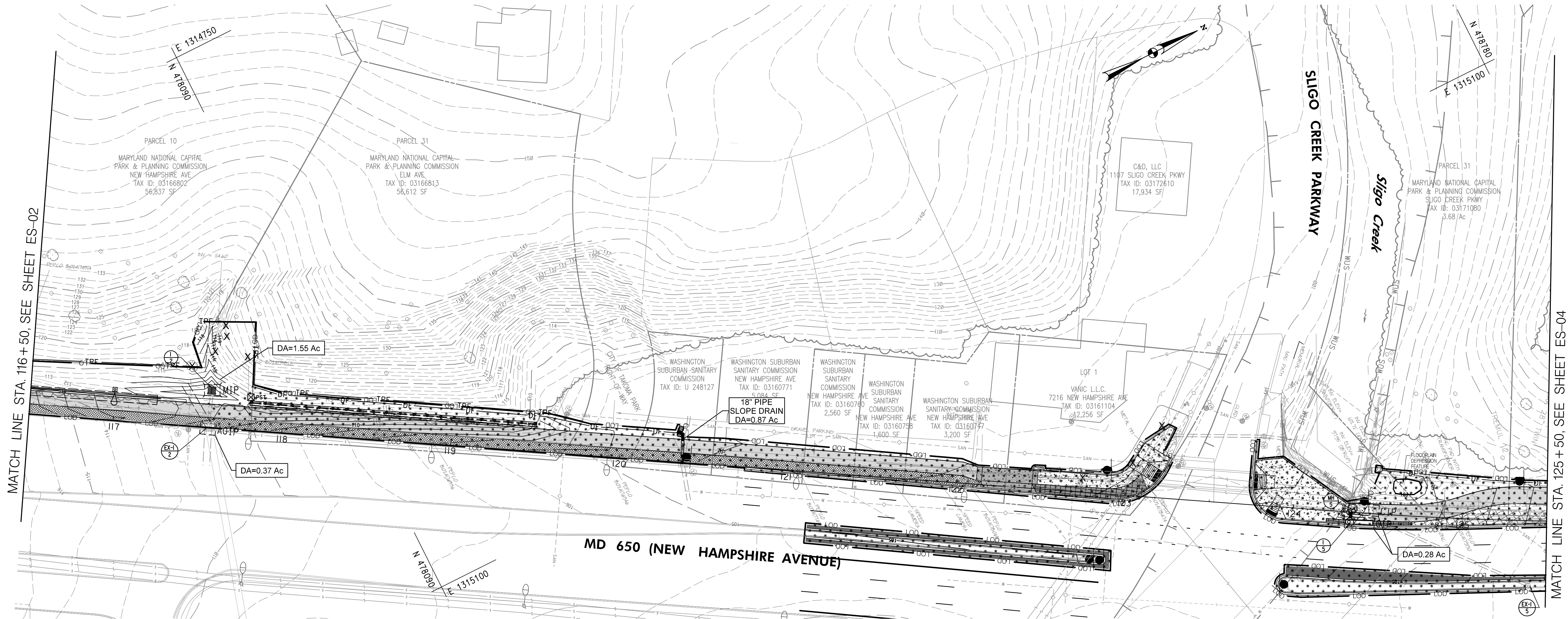
EROSION AND SEDIMENT CONTROL PLAN

SCALE 1"=30' DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY AGB COUNTY MONTGOMERY
DRAWN BY DEA LOGMILE MD 650 0.040-0.830
CHECKED BY SBP
F.A.P. NO. T.B.D. WSSC 208NE01 & 209NE01
TAX MAPS JN561 & JN562

DRAWING NO. ES-03 OF 6 SHEET NO. 47 OF 73

PLOTTED: Friday, May 08, 2020 AT 12:43 PM
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\ES-003_NewAveBike.dgn



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

ES-03

BY: adedrickson -



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LEGEND

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- FULL DEPTH ASPHALT PAVING
- SIDEWALK AND PAVEMENT REMOVAL (PAID FOR AS CLASS 1 EXCAVATION)
- SAME DAY STABILIZATION
- SWM FOOTPRINT

- LOD LIMIT OF DISTURBANCE
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NO.	REVISION	DATE	BY

PLOTTED: Friday, May 08, 2020 AT 12:45 PM
FILE: \\balsrv061\2016\2016\16217_NewAveBike\CADD\plans\pES-004_NewAveBike.dgn

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

ES-04

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

EROSION AND SEDIMENT CONTROL PLAN

SCALE 1"=30' DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY AGB COUNTY MONTGOMERY
DRAWN BY DEA LOGMILE MD 650 0.040-0.830
CHECKED BY SBP
F.A.P. NO. T.B.D. WSSC 208NE01 & 209NE01
TAX MAPS JN561 & JN562

DRAWING NO. ES-04 OF 6 SHEET NO. 48 OF 73

BY: adedrickson -



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LEGEND

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- SWM FOOTPRINT

- LOD LIMIT OF DISTURBANCE
- SF SILT FENCE
- SSF SUPER SILT FENCE
- DF DIVERSION FENCE
- SANDBAG DIVERSION
- 100-YEAR FLOODPLAIN
- CIP INLET PROTECTION
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NO.	REVISION	DATE	BY

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

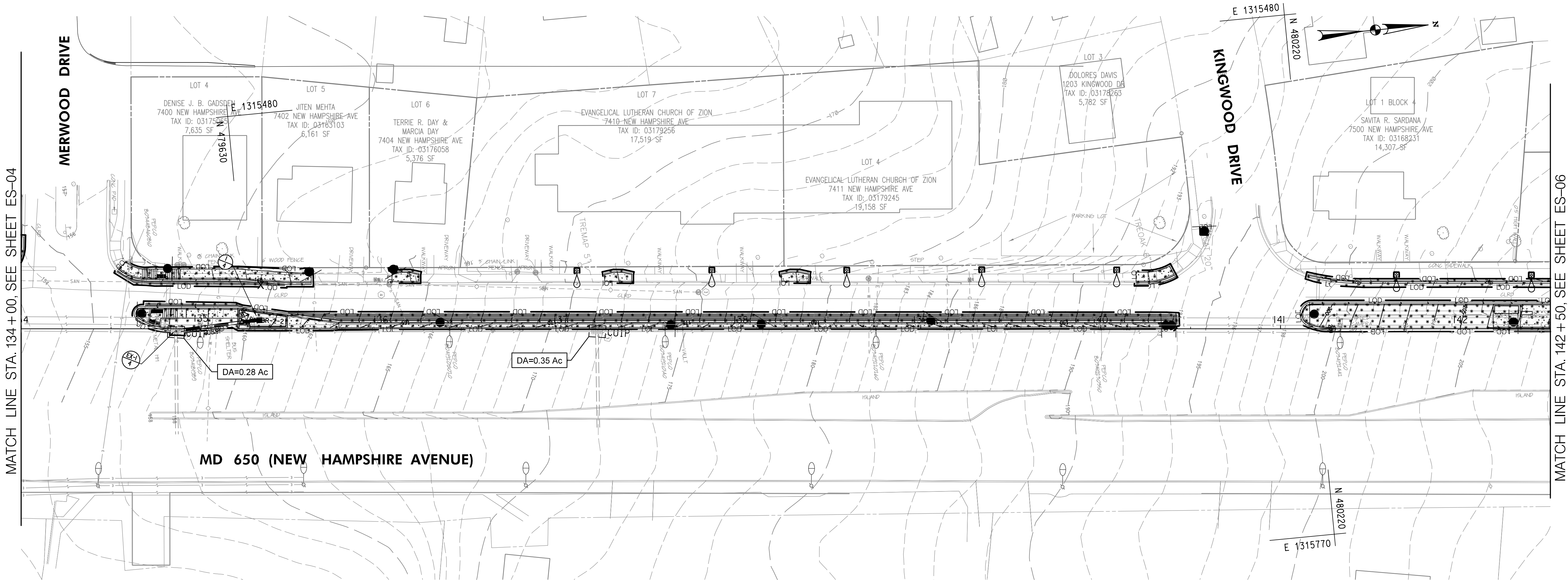
EROSION AND SEDIMENT CONTROL PLAN

SCALE 1"=30' DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY AGB COUNTY MONTGOMERY
DRAWN BY DEA LOGMILE MD 650 0.040-0.830
CHECKED BY SBP
F.A.P. NO. T.B.D. WSSC 208NE01 & 209NE01
TAX MAPS JN561 & JN562

DRAWING NO. ES-05 OF 6 SHEET NO. 49 OF 73

PLOTTED: Friday, May 08, 2020 AT 12:47 PM
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\ES-005_NewAveBike.dgn



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

ES-05

BY: adedrickson -



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LEGEND

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- SAME DAY STABILIZATION
- SWM FOOTPRINT

- LOD LIMIT OF DISTURBANCE
- SF SILT FENCE
- SSF SUPER SILT FENCE
- DF DIVERSION FENCE
- SANDBAG DIVERSION
- 100-YEAR FLOODPLAIN
- CIP INLET PROTECTION
- PST PORTABLE SEDIMENT TANK
- TPF TREE PROTECTION FENCE
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- SCB STABILIZED CONSTRUCTION ENTRANCE
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ES-06

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

EROSION AND SEDIMENT CONTROL PLAN

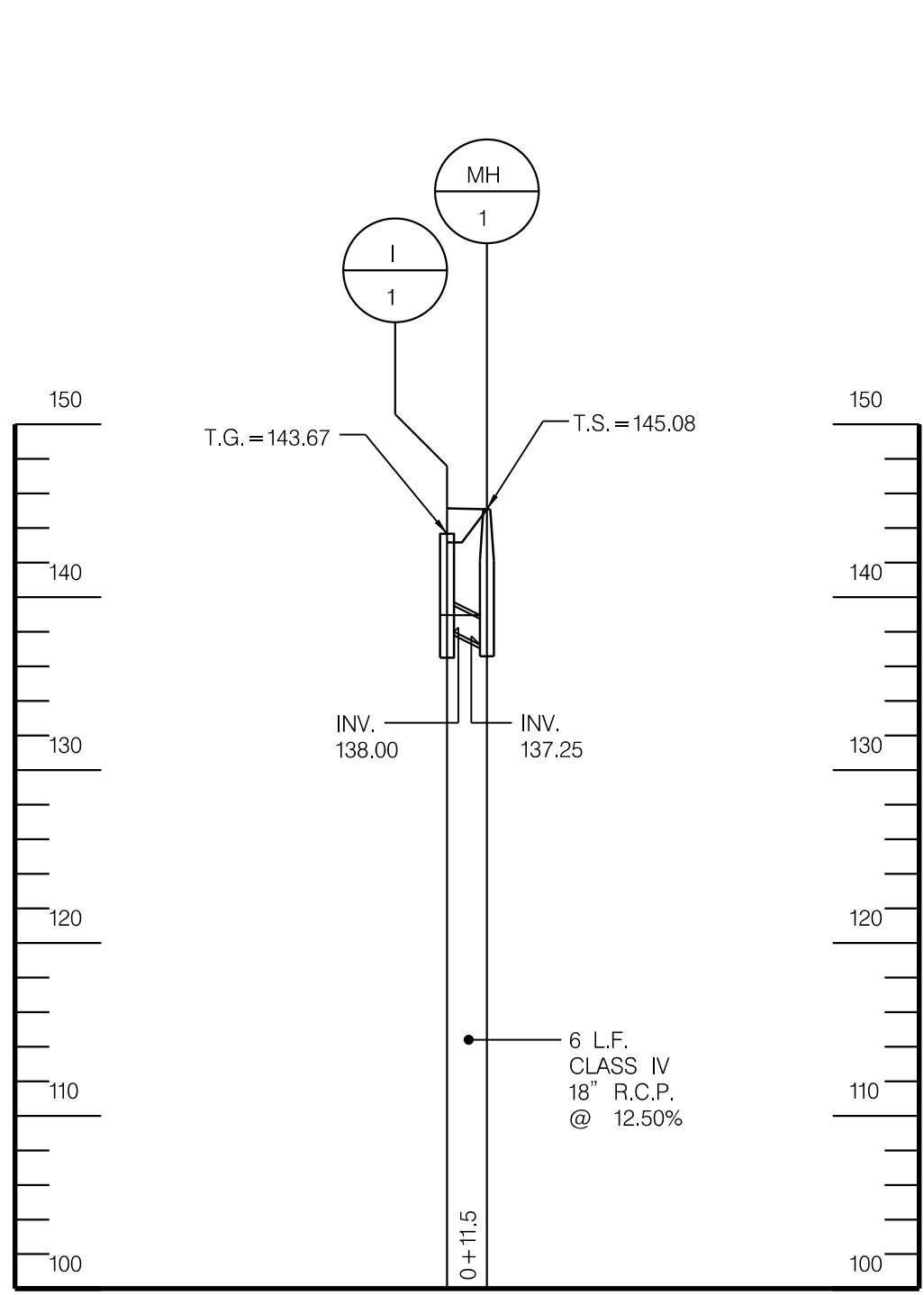
SCALE 1"=30' DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY AGB COUNTY MONTGOMERY
DRAWN BY DEA LOGMILE MD 650 0.040-0.830
CHECKED BY SBP
F.A.P. NO. T.B.D. WSSC 208NE01 & 209NE01
TAX MAPS JN561 & JN562

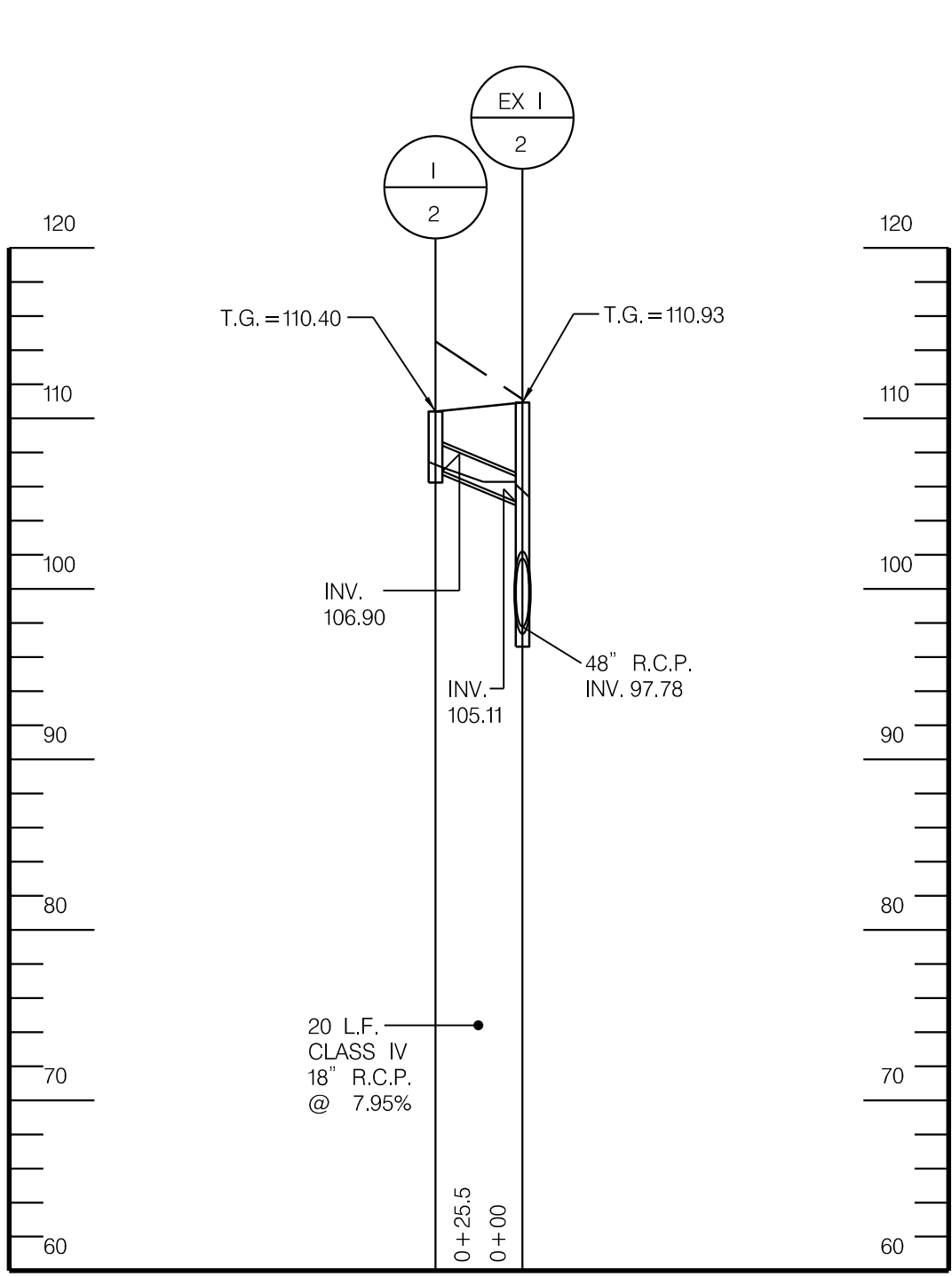
DRAWING NO. ES-06 OF 6 SHEET NO. 50 OF 73

NO.	REVISION	DATE	BY

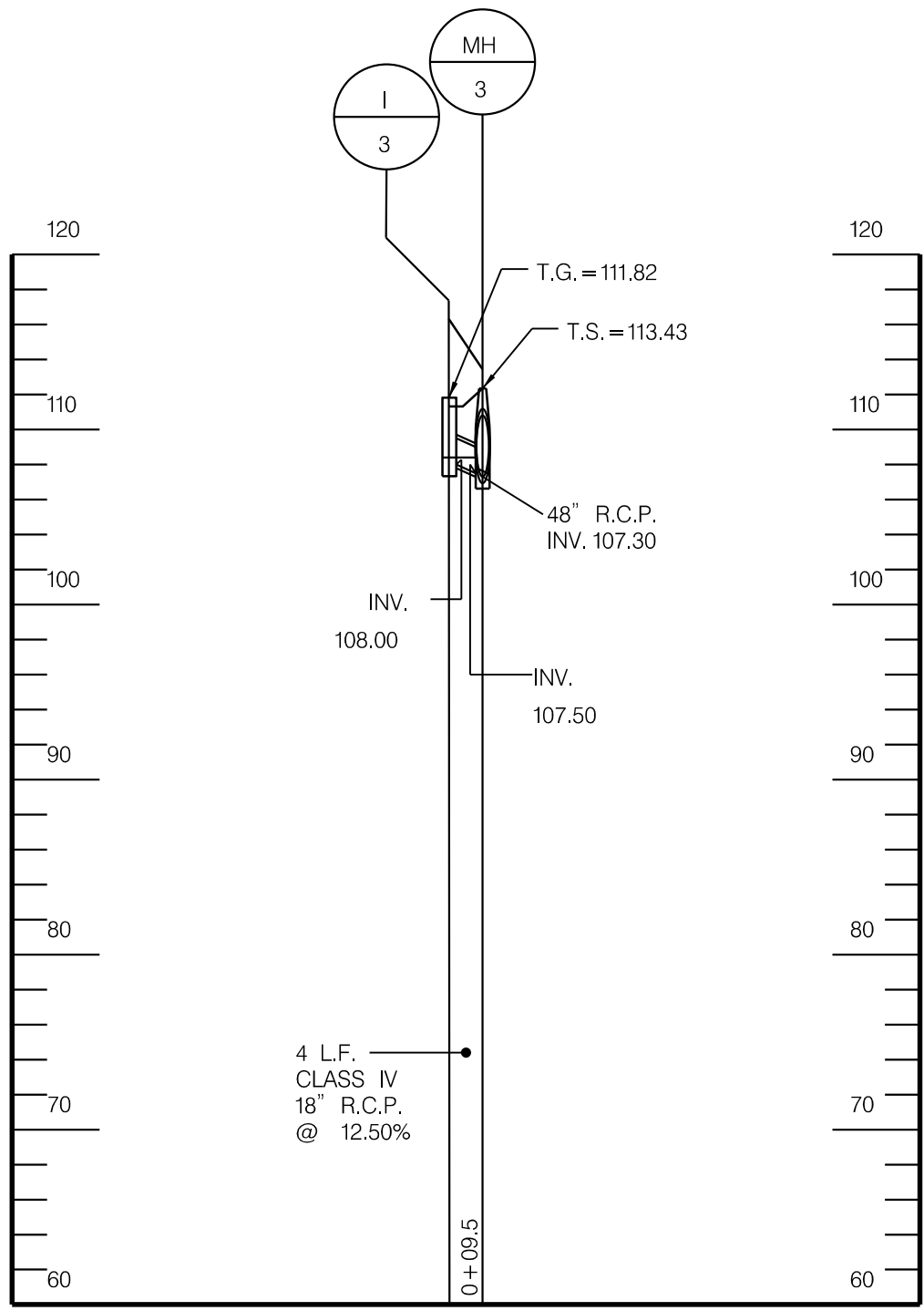
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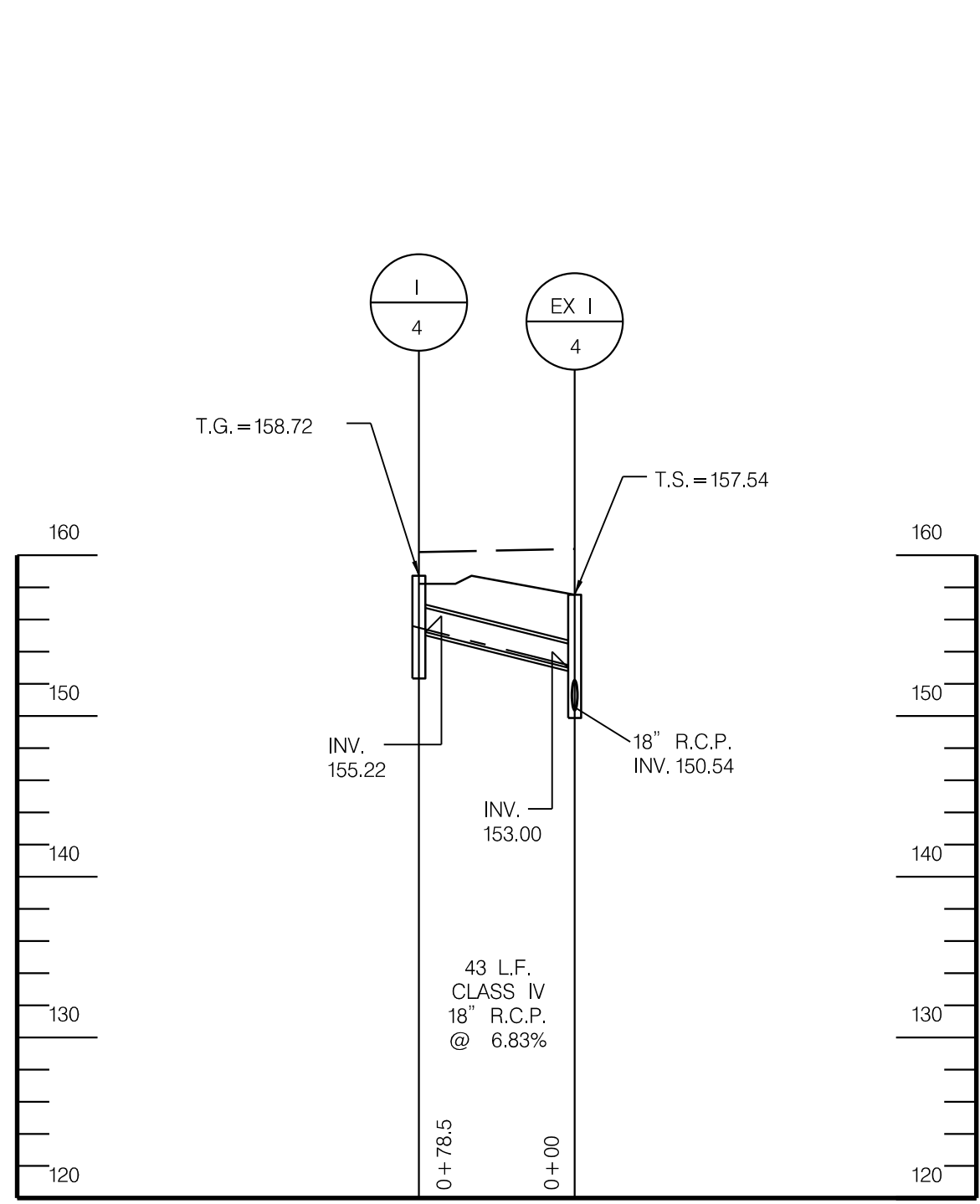
MH-1 to I-1



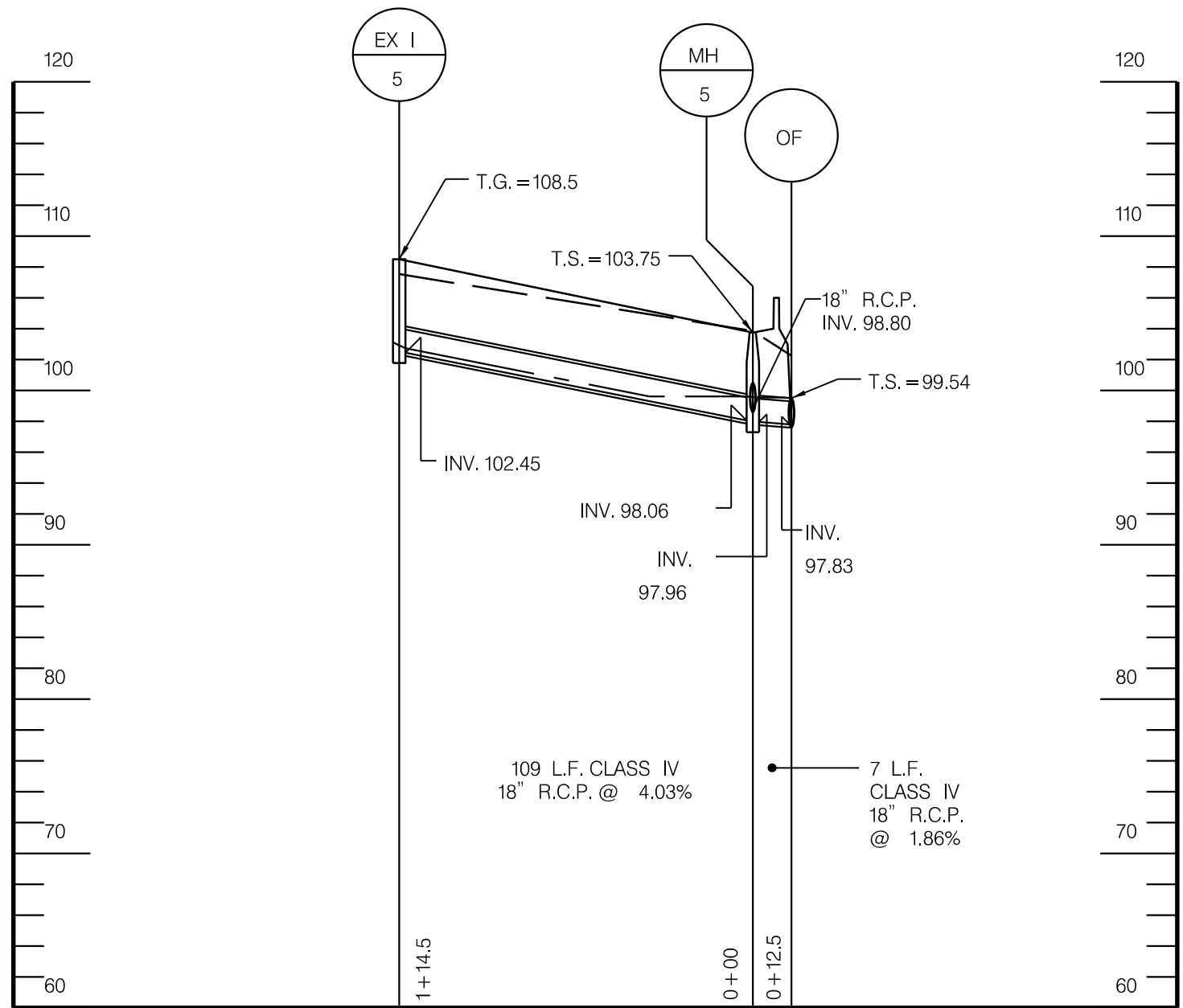
EX I-2 to I-2



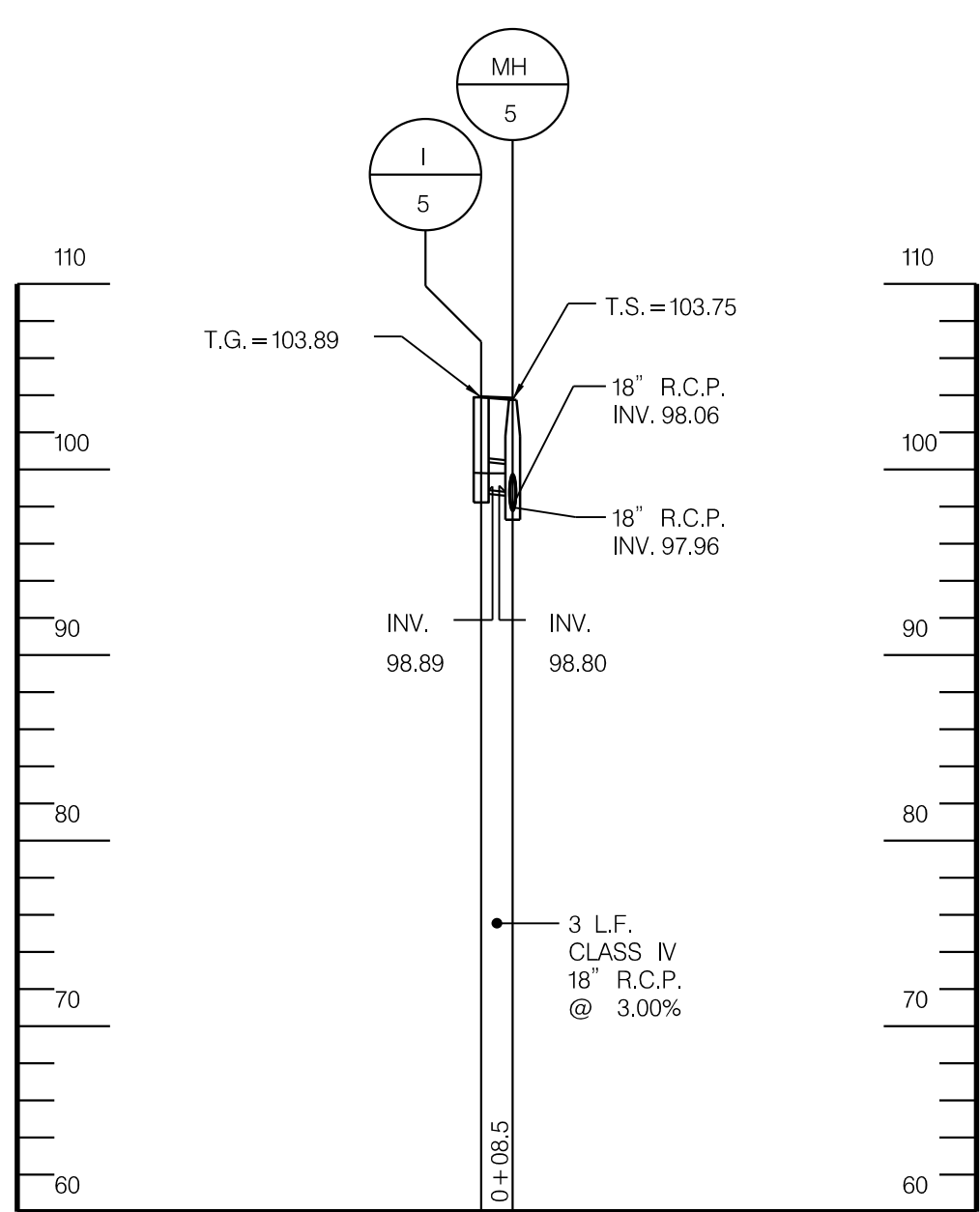
MH-3 to I-3



EX I-4 to I-4



OF to EX-I-5



MH-5 to I-5

STORM DRAIN STRUCTURE SCHEDULE								
STRUCTURE NO.	STATION	OFFSET	BASELINE	TYPE	STD. REF.	T.S. OR T.G. ELEV.	INV. IN	INV. OUT
I-1	112+67.5	4.75	LT	STD DOUBLE OPENING TYPE K NON-TRAFFIC	MD 378.03	143.67	-	138.00
MH-1	112+67.5	2.36	RT	48" DIAMETER PRECAST MANHOLE	MD 384.01	145.08	137.25	-
I-2	117+57	24.78	LT	STD DOUBLE OPENING TYPE K NON-TRAFFIC	MD 378.03	110.40	-	106.90
I-5	124+33	5.81	RT	PRECAST CIRCULAR 15' COG INLET	MD 374.62	103.89	-	98.89
MH-5	124+35	2.23	LT	60" DIAMETER PRECAST MANHOLE	MD 384.03	103.75	98.80, 97.96	-
I-3	126+62	5.94	LT	STD DOUBLE OPENING TYPE K NON-TRAFFIC	MD 378.03	111.82	-	108.00
MH-3	126+62	13.88	LT	72" DIAMETER PRECAST MANHOLE	MD 384.05	113.43	107.50	-
I-4	135+32	5.98	LT	STD DOUBLE OPENING TYPE K NON-TRAFFIC	MD 378.03	158.72	-	155.22

STORM DRAIN PIPE SCHEDULE				
FROM	TO	SIZE	MATERIAL	LENGTH
I-1	MH-1	18"	R.C.P. CLASS IV	4 L.F.
I-5	MH-5	18"	R.C.P. CLASS IV	3 L.F.
I-3	MH-3	18"	R.C.P. CLASS IV	4 L.F.
I-4	EX-I-4	18"	R.C.P. CLASS IV	43 L.F.

VERTICAL SCALE: 1' = 10'
HORIZONTAL SCALE: 1" = 50'



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CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

DRAINAGE PROFILES PLAN

SCALE NTS DATE MAY 2020 CONTRACT NO. T.B.D.

DESIGNED BY AGB COUNTY MONTGOMERY
DRAWN BY ABD LOGMILE MD 650 0.040-0.830
CHECKED BY SBP
F.A.P. NO. T.B.D. WSSC 208NE01 & 209NE01
TAX MAPS JN561 & JN562

DRAWING NO. DP - 01 OF 01 SHEET NO. 51 OF 73

PLOTTED: 5/10/2020
FILE: \\balsrv06lv2016\2016\16217_NewAveBike\CADD\plans\pDP-0000_NewAveBike.dgn

GENERAL NOTES

1.

MAINTAIN ACCESS TO ALL ROADWAYS, FRONTAGE ROADS, DRIVEWAY ENTRANCES AND ON-STREET PARKING AT ALL TIMES UNLESS DIRECTED OTHERWISE BY THE ENGINEER. CLOSURE OF DRIVEWAY ENTRANCES, FRONTAGE ROADS AND ON-STREET PARKING MUST BE COORDINATED WITH THE PROPERTY OWNERS THROUGH THE CITY OF TAKOMA PARK AND THE ENGINEER.
2.

ALL STANDARD REGULATORY AND WARNING SIGNS USED FOR MAINTENANCE OF TRAFFIC SHALL CONFORM TO THE LATEST VERSION OF FHWA'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", AS WELL AS MDOT SHA'S "BOOK OF STANDARDS" AND "SUPPLEMENT TO MUTCD".
3.

CONSTRUCTION EQUIPMENT AND MATERIALS SHALL BE STORED OFF THE TRAVEL LANES AND PEDESTRIAN FACILITIES AT ALL TIMES.
4.

EXISTING REGULATORY SIGNS IN THE WORK ZONE SHALL BE MAINTAINED AT ALL TIMES AS DIRECTED BY THE ENGINEER. SIGNS THAT ARE NOT APPLICABLE SHALL BE REMOVED OR COMPLETELY COVERED WITH NONTRANSPARENT MATERIAL.
5.

REFER TO SP 104 FOR WORK RESTRICTIONS AND TEMPORARY LANE CLOSURE SCHEDULE. WORK IS NOT PERMITTED ON SATURDAYS OR SUNDAYS, WITHOUT ADVANCE NOTICE AND WRITTEN PERMISSION FROM THE CITY OF TAKOMA PARK.
6.

WHERE TRAVEL LANES ARE ADJACENT TO THE WORKZONE, MAINTAIN A MINIMUM LANE WIDTH OF 10' ALONG MD 650 (NEW HAMPSHIRE AVE) AND A MINIMUM LANE WIDTH OF 9' ALONG ONE-WAY FRONTAGE ROADS. PARKING LANES SHALL BE MAINTAINED AT A MINIMUM OF 7' WIDE.
7.

NOTIFY THE WASHINGTON METROPOLITAN TRANSIT AUTHORITY (WMATA) AND THE PASSENGER FACILITIES MANAGER WITH MONTGOMERY COUNTY RIDE-ON, TWO WEEKS IN ADVANCE OF ANY IMPACTS TO EXISTING BUS STOPS WITHIN THE PROJECT LIMITS.
8.

MAINTAIN POSITIVE DRAINAGE ALONG THE ROADWAY SURFACE THROUGHOUT CONSTRUCTION.
9.

MISS UTILITY SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION.
10.

THE SEQUENCE OF CONSTRUCTION IS PROVIDED FOR THE CONTRACTOR'S USE AND CONSIDERATION. THE SEQUENCE OF CONSTRUCTION MAY BE MODIFIED BY THE CONTRACTOR WITH PRIOR APPROVAL BY THE CITY OF TAKOMA PARK.
11.

COORDINATE CONSTRUCTION ACTIVITIES WITH PEPCO, WHO WILL PERFORM UTILITY POLE RELOCATIONS AND LED LIGHTING MODIFICATIONS TO COBRA HEADS ON EXISTING UTILITY POLES. INSTALLATION OF ORNAMENTAL PATHWAY LIGHTING SHALL BE COMPLETED BY THE CONTRACTOR.

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATIONS (TTCTA)

THE FOLLOWING TTCTA FROM THE SHA BOOK OF STANDARDS ARE TO BE FOLLOWED AS APPROPRIATE:

MD 104.03-10	-INTER. FAR-LEFT LANE CLOSURE /MULTILANE UNDIV. EQL /LESS THAN 40 MPH
MD 104.03-12	-INTER. FAR-RIGHT LANE CLOSURE /MULTILANE UNDIV. EQL /LESS THAN 40 MPH
MD 104.04-04	-LEFT LANE CLOSURE /DIVIDED UNCON. EQL /LESS THAN 40 MPH
MD 104.04-06	-RIGHT LANE CLOSURE /DIVIDED UNCON. EQL /LESS THAN 40 MPH
MD 104.04-14	-LEFT-TURN BAY CLOSURE /DIVIDED UNCON. EQL /LESS THAN 40MPH
MD 104.04-16	-INTER. (LEFT LANE, TURN BAY) CLOSURE /DIVIDED UNCON. EQL /LESS THAN 40 MPH
MD 104.06-01 TO MD 104.06-04	-INSTALLING AND REMOVING CLOSURE SETUPS
MD 104.06-09A AND MD 104.06-09C	-PEDESTRIAN AND CURB LANE CONTROL

SEQUENCE OF CONSTRUCTION

PHASE 1 – GENERAL:

1.

PRIOR TO CONSTRUCTION, FIELD MARK THE LIMITS OF DISTURBANCE AND OBTAIN WRITTEN APPROVAL FROM THE CITY OF TAKOMA PARK INSPECTOR.
2.

SET TEMPORARY TRAFFIC CONTROL DEVICES FOR WORK ALONG FRONTAGE ROAD, INCLUDING IMPLEMENTATION OF PEDESTRIAN DETOURS AS SHOWN ON SHEET MT-02.
3.

INSTALL EROSION AND SEDIMENT CONTROL DEVICES IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL PLANS.
4.

WORK SHALL NOT PROCEED AHEAD UNTIL ALL DISTURBED AREAS ARE STABILIZED. ALL WORK SHALL BE COMPLETED FOR PHASE 1A BEFORE PROCEEDING TO PHASE 1B.

PHASE 1A – AUBURN AVE. TO DEVONSHIRE AVE. (MD 650 STA. 102+00 TO 105+50):

1.

CLOSE FRONTAGE ROAD.
2.

CONSTRUCT FRONTAGE ROAD, MEDIAN, CURB & GUTTER AND ASSOCIATED FULL DEPTH PAVEMENT.
3.

REMOVE AND RESET FENCES, CONSTRUCT CURB & GUTTER, ASPHALT SHARED USE PATH, TYPE 2 PAVERS, CONCRETE PEDESTRIAN RAMPS, CONCRETE DRIVEWAY APRONS AND DETECTABLE WARNING SURFACES. INSTALL PERMANENT SIGNING & PAVEMENT MARKINGS AS SHOWN ON THE PLANS.

PHASE 1B – DEVONSHIRE AVE. TO LARCH AVE. (MD 650 STA. 105+50 TO 111+15):

1.

CLOSE FRONTAGE ROAD.
2.

REMOVE AND RESET FENCES, CONSTRUCT CURB & GUTTER, ASPHALT SHARED USE PATH, CONCRETE PEDESTRIAN RAMPS, CONCRETE DRIVEWAY APRONS AND DETECTABLE WARNING SURFACES.
3.

INSTALL PERMANENT SIGNING & PAVEMENT MARKINGS AS SHOWN ON THE PLANS (AUBURN AVE. TO LARCH AVE).

PHASE 2 – GENERAL

1.

REMOVE PHASE 1B TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS THAT ARE NO LONGER NEEDED.
2.

PRIOR TO CONSTRUCTION, FIELD MARK THE LIMITS OF DISTURBANCE AND OBTAIN WRITTEN APPROVAL FROM THE CITY OF TAKOMA PARK INSPECTOR.
3.

IMPLEMENT PEDESTRIAN DETOURS AS SHOWN ON SHEET MT-02.
4.

INSTALL EROSION AND SEDIMENT CONTROL DEVICES IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL PLANS.

PHASE 2A – OUTFALL & STREAM WORK (MD 650 APPROX. STA. 114+25 TO STA. 116+25):

1.

CLOSE FRONTAGE ROAD NORTH SIDE OF LARCH AVENUE. INSTALL TEMPORARY TRAFFIC CONTROL DEVICES FOLLOWING MD 104.04-06.
2.

CONSTRUCT MH-2 AND EW-1, PERFORM STREAM RESTORATION WORK AND CONSTRUCT HW-1 ON M-NCPPC PROPERTY.

PHASE 2B – LARCH AVE. TO SLIGO CREEK PKWY (MD 650 APPROX. STA. 111+15 TO STA. 123+50):

1.

SET TEMPORARY TRAFFIC CONTROL DEVICES FOLLOW MD 104.03-10, MD 104.04-06, MD 104.04-04 AND MD 104.04-14. MAINTAIN PEDESTRIAN DETOURS AS SHOWN ON SHEET MT-02.
2.

CONSTRUCT CURB & GUTTER, ASPHALT SHARED USE PATH, TYPE 2 PAVERS, CONCRETE PEDESTRIAN RAMPS, DETECTABLE WARNING SURFACES, PATHWAY LIGHTING, MBR-6-2, I-1 AND MH-1. RELOCATE BENCHES AT BUS STOP. COORDINATE RELOCATION OF BUS STOP SIGN WITH WMATA AND MONTGOMERY COUNTY RIDE-ON.
3.

CONSTRUCT RETAINING WALL NO. 1, NO. 2 AND NO. 3, ASPHALT SHARED USE PATH, CONCRETE BUS STOP PAD, PATHWAY LIGHTING, TURFGRASS SOD ESTABLISHMENT AND I-2 CONNECTION TO EXISTING PIPE.
4.

SOUTH LEG OF MD 650 /SLIGO CREEK PARKWAY INTERSECTION: RELOCATE FENCE ON WSSC PROPERTY, CONSTRUCT CURB & GUTTER, PERFORM SOUTHBOUND MD 650 MONOLITHIC MEDIAN RECONSTRUCTION AND LANE SHIFTS EAST. CONSTRUCT ASPHALT SHARED USE PATH, TYPE 2 PAVERS, CONCRETE PEDESTRIAN RAMPS, CONCRETE DRIVEWAY APRON AND DETECTABLE WARNING SURFACES.

PHASE 3– SLIGO CREEK PKWY TO GLENSIDE DR. (MD 650 APPROX. STA. 123+50 TO STA. 127+75):

1.

REMOVE PHASE 2B TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS THAT ARE NO LONGER NEEDED.
2.

PRIOR TO CONSTRUCTION, FIELD MARK THE LIMITS OF DISTURBANCE AND OBTAIN WRITTEN APPROVAL FROM THE CITY OF TAKOMA PARK INSPECTOR.
3.

INSTALL EROSION AND SEDIMENT CONTROL DEVICES IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL PLANS.
4.

INSTALL TEMPORARY TRAFFIC CONTROL DEVICES FOLLOWING MD 104.03-10, MD 104.04-06, MD 104.04-04 AND MD 104.04-14.
5.

NORTH LEG OF MD 650/SLIGO CREEK PARKWAY INTERSECTION: PERFORM SOUTHBOUND MD 650 MEDIAN RECONSTRUCTION, LANE SHIFTS EAST, CURB AND GUTTER CONSTRUCTION, FULL DEPTH PAVING, TRAFFIC SIGNAL MODIFICATIONS (SLIGO CREEK PKWY), BRIDGE SCUPPER WORK, REINFORCED CONCRETE SIDEWALK RECONSTRUCTION ON BRIDGE DECK, CONCRETE PEDESTRIAN RAMPS AND DETECTABLE WARNING SURFACES.
6.

CONSTRUCT ASPHALT SHARED USE PATH, TYPE 2 PAVERS, FLOODPLAIN DEPRESSION, CONCRETE BUS PAD CONSTRUCTION, MBR-2-1, MH-3, CONCRETE PEDESTRIAN RAMPS AND DETECTABLE WARNING SURFACES. COORDINATE RELOCATION OF BUS STOP SIGN AND BUS SHELTER WITH WMATA, MONTGOMERY COUNTY RIDE-ON AND THE CITY OF TAKOMA PARK, RESPECTIVELY. PERFORM TRAFFIC SIGNAL MODIFICATIONS AT GLENSIDE DR.
7.

INSTALL PERMANENT SIGNING & PAVEMENT MARKINGS AS SHOWN ON THE PLANS.

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 4 – GENERAL

1.

REMOVE PHASE 3 TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS THAT ARE NO LONGER NEEDED.
2.

PRIOR TO CONSTRUCTION, FIELD MARK THE LIMITS OF DISTURBANCE AND OBTAIN WRITTEN APPROVAL FROM THE CITY OF TAKOMA PARK INSPECTOR.
3.

SET TEMPORARY TRAFFIC CONTROL DEVICES FOLLOWING MD 104.04-06. IMPLEMENT PEDESTRIAN DETOURS AS SHOWN ON SHEET MT-2.
4.

INSTALL EROSION AND SEDIMENT CONTROL DEVICES IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL PLANS.
5.

WORK SHALL NOT PROCEED AHEAD UNTIL ALL DISTURBED AREAS ARE STABILIZED. ALL WORK SHALL BE COMPLETED FOR PHASE 4A BEFORE PROCEEDING TO PHASE 4B.

PHASE 4A – GLENSIDE DR TO MERWOOD DR (MD 650 STA. 127+75 TO STA. 134+25):

1.

CLOSE FRONTAGE ROAD.
2.

CONSTRUCT CURB AND GUTTER, CONCRETE SIDEWALK, CONCRETE PEDESTRIAN RAMPS, DETECTABLE WARNING SURFACES, MEDIAN RECONSTRUCTION AND FULL DEPTH PAVING.
3.

PERFORM TRAFFIC SIGNAL MODIFICATIONS AT MERWOOD DR.

PHASE 4B – MERWOOD DR TO KINGWOOD DR (MD 650 STA. 134+25 TO STA. 140+75):

1.

CLOSE FRONTAGE ROAD.
2.

CONSTRUCT CURB AND GUTTER, CONCRETE SIDEWALK, CONCRETE PEDESTRIAN RAMPS, DETECTABLE WARNING SURFACES, MBR-2-2, I-4, PIPE CONNECTIONS, PATHWAY LIGHTING, MEDIAN RECONSTRUCTION AND FULL DEPTH PAVING. COORDINATE ANY TEMPORARY CLOSURES OF BUS STOP AT STA. 135+10 WITH WMATA AND MONTGOMERY COUNTY RIDE ON.
3.

INSTALL PERMANENT SIGNING & PAVEMENT MARKINGS AS SHOWN ON THE PLANS (GLENSIDE DR TO KINGWOOD DR)

PHASE 5 – KINGWOOD DR TO HOLTON LN (MD 650 STA. 140+75 TO STA. 143+95):

1.

REMOVE PHASE 4 TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS THAT ARE NO LONGER NEEDED.
2.

PRIOR TO CONSTRUCTION, FIELD MARK THE LIMITS OF DISTURBANCE AND OBTAIN WRITTEN APPROVAL FROM THE CITY OF TAKOMA PARK INSPECTOR.
3.

SET TEMPORARY TRAFFIC CONTROL DEVICES FOLLOWING MD 104.04-06. IMPLEMENT PEDESTRIAN DETOURS AS SHOWN ON SHEET MT-2. CLOSE FRONTAGE ROAD.
4.

INSTALL EROSION AND SEDIMENT CONTROL DEVICES IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL PLANS.
5.

CONSTRUCT CURB AND GUTTER, CONCRETE SIDEWALK, CONCRETE PEDESTRIAN RAMPS, DETECTABLE WARNING SURFACES, MEDIAN RECONSTRUCTION, CONCRETE BUS PAD AND PATHWAY LIGHTING. COORDINATE BUS STOP RELOCATION (SIGN & SHELTER) WITH WMATA, MONTGOMERY COUNTY RIDE ON AND CITY OF TAKOMA PARK.
6.

PERFORM TRAFFIC SIGNAL MODIFICATIONS AT HOLTON LN.
7.

INSTALL PERMANENT SIGNING & PAVEMENT MARKINGS AS SHOWN ON THE PLANS.

MT-01



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CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

MAINTENANCE OF TRAFFIC NARRATIVE

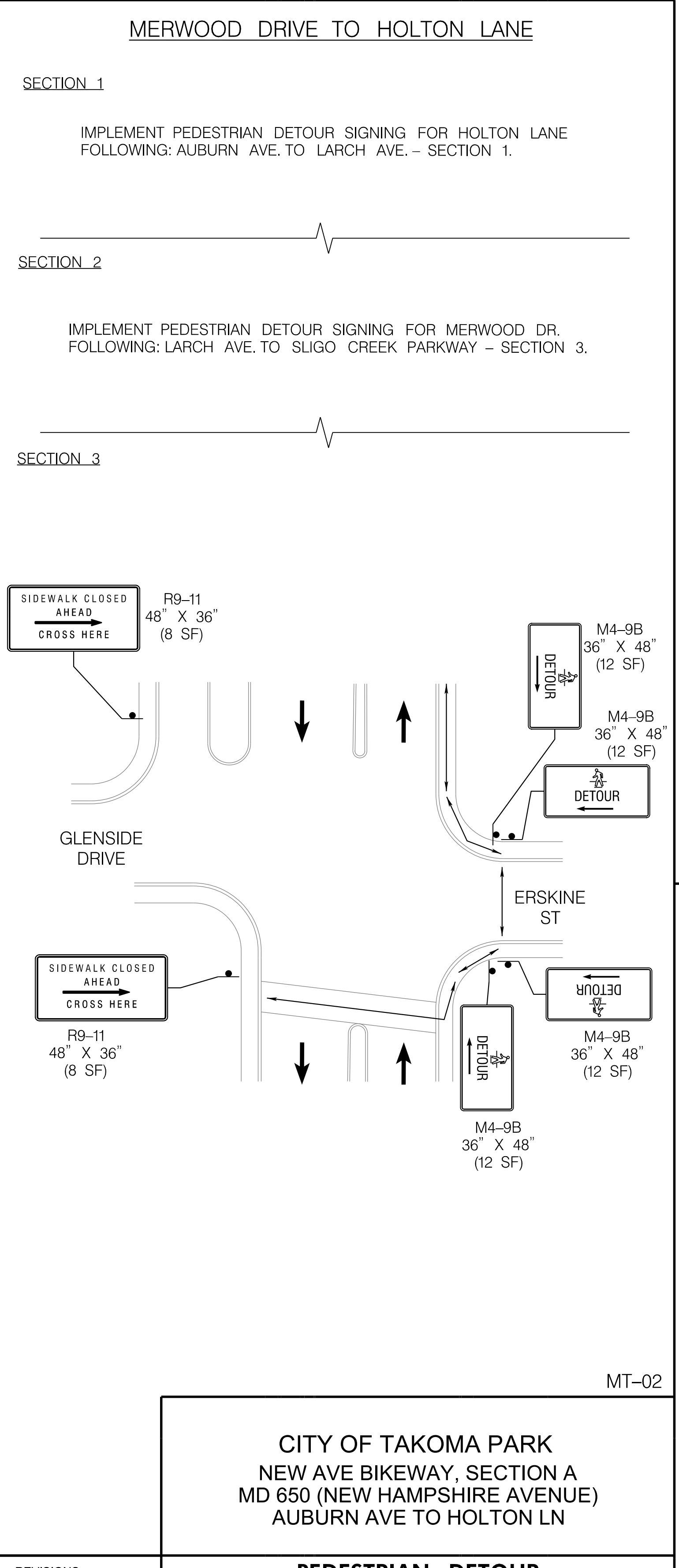
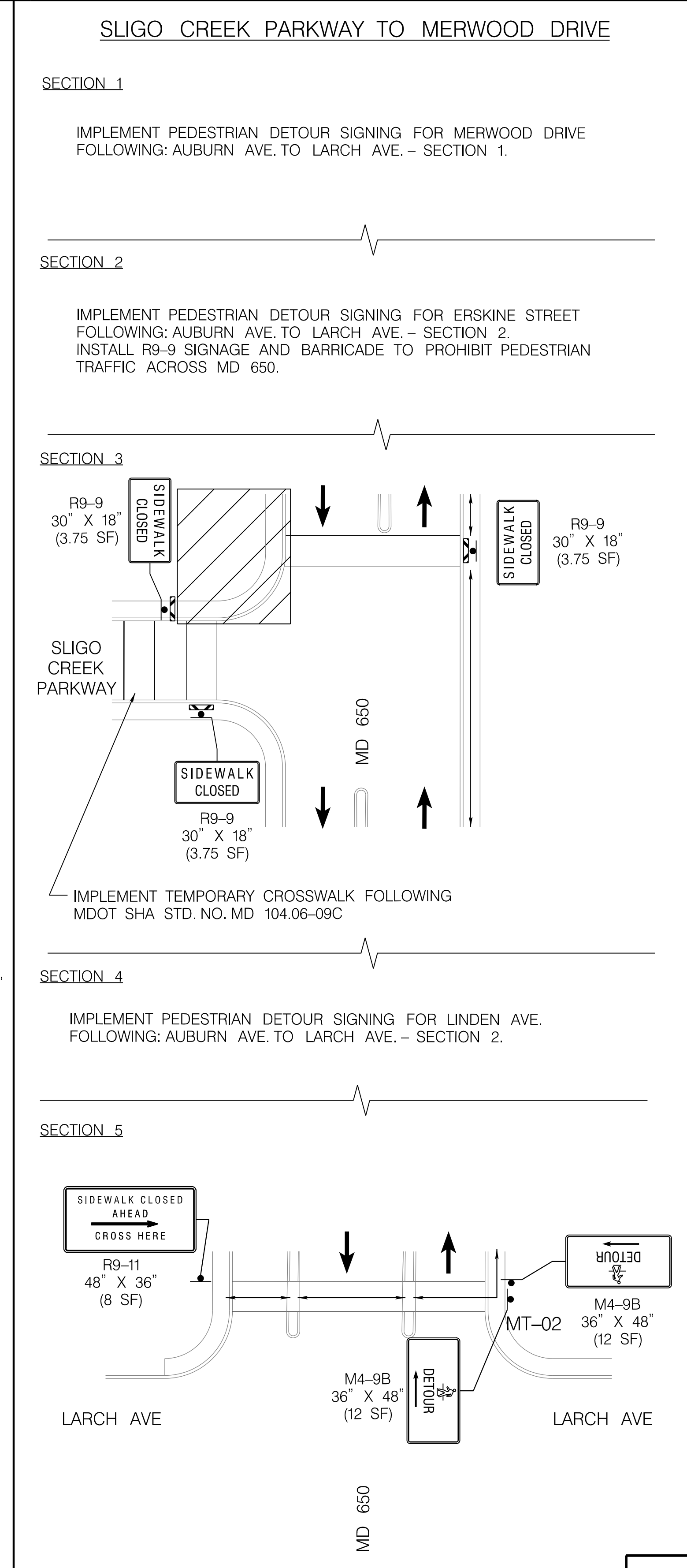
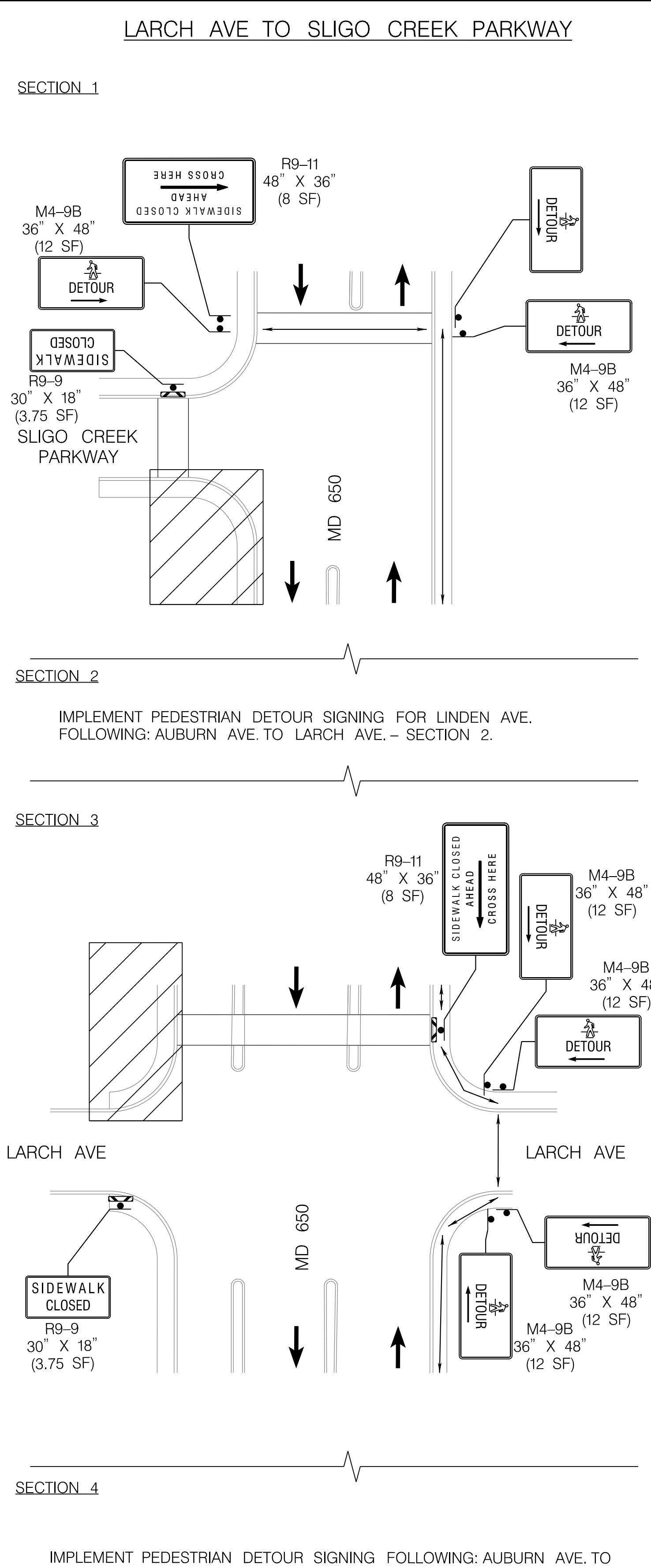
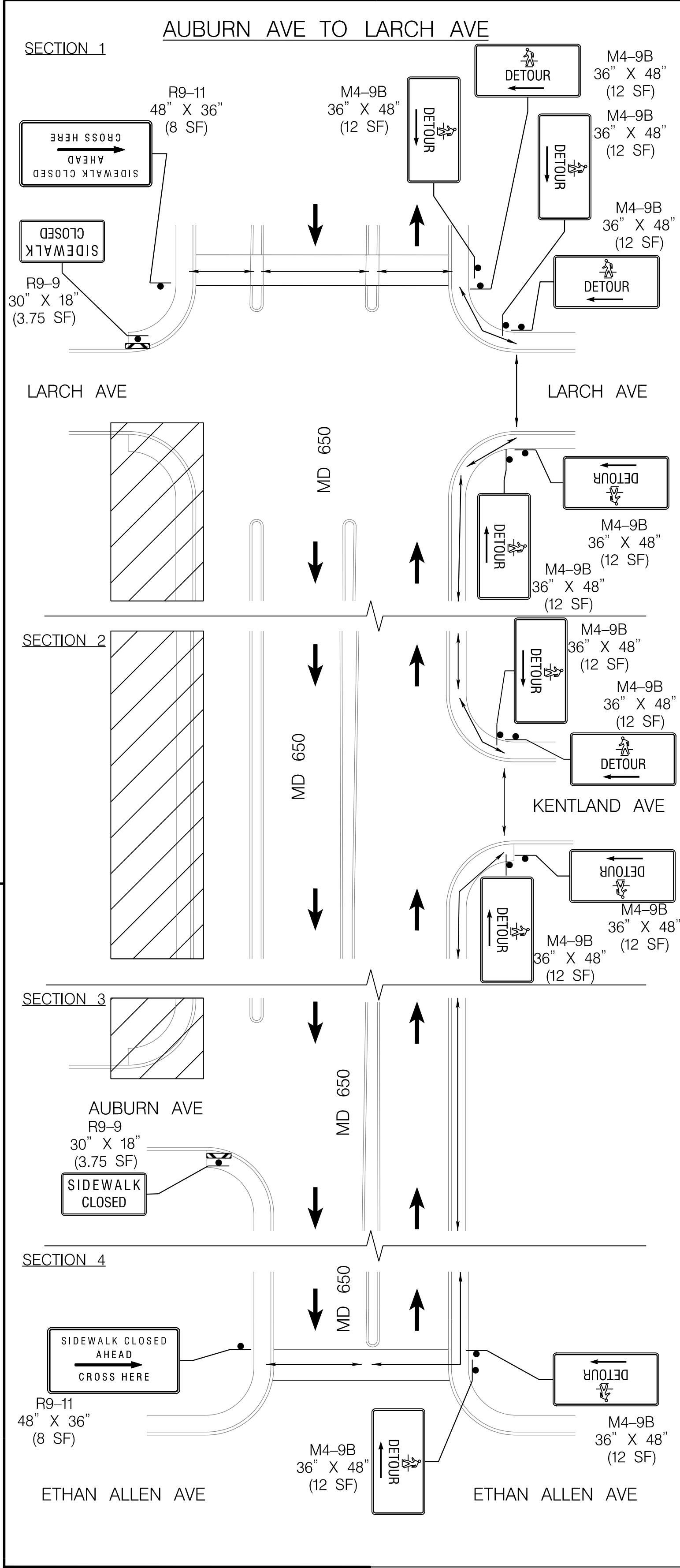
SCALE _____ NTS _____ DATE _MAY 2020_____ CONTRACT NO. _T.B.D._

DESIGNED BY _____ SAB _____ COUNTY _MONTGOMERY_____
DRAWN BY _____ SAB _____ LOGMILE _MD 650_ 0.040- 0.830 _____

CHECKED BY _____ R/JG _____
F.A.P. NO. _____ T.B.D. _____

DRAWING NO. MT01 01 OF 02 SHEET NO. 52 OF 73

PLOTTED: 5/10/2020
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\pMT-0001_NewAveBike.dgn



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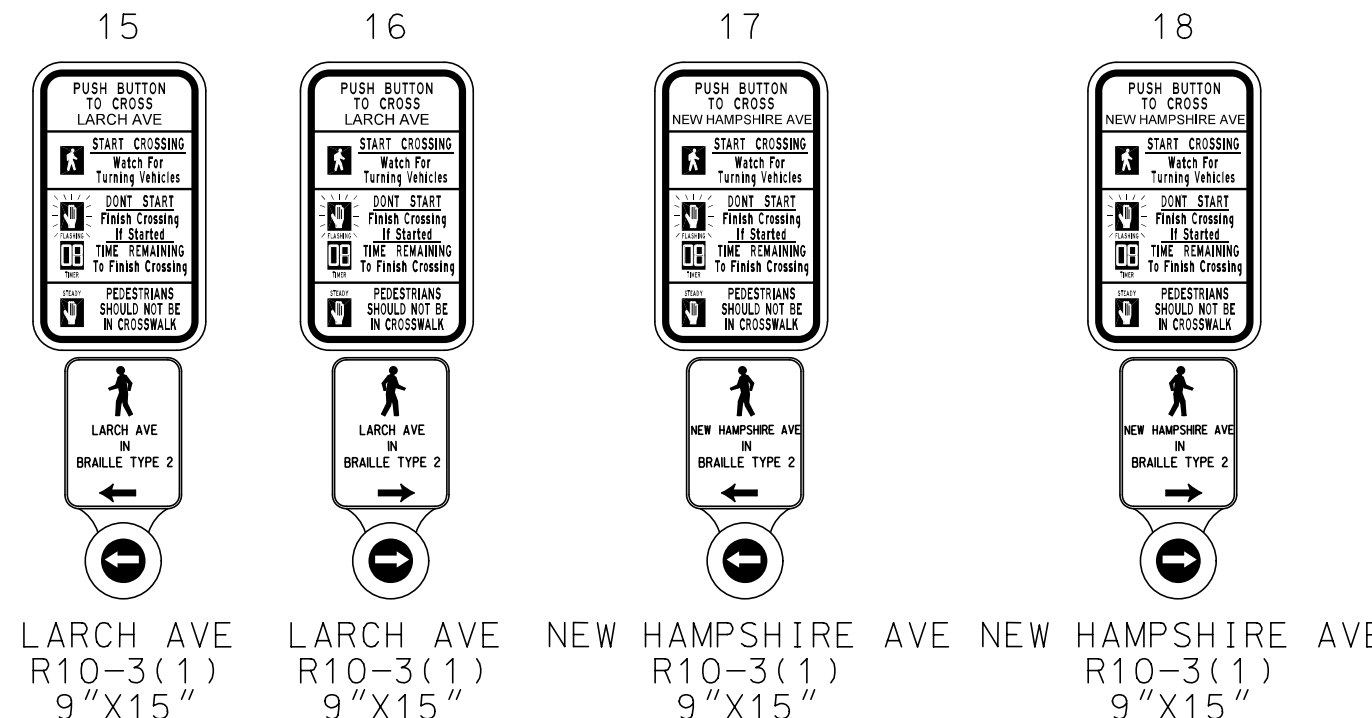
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LEGEND

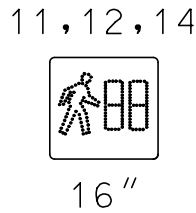
- SIGN
- WORK AREA
- DIRECTION OF TRAFFIC
- DETECTABLE BARRICADE
- PEDESTRIAN MOT

REVISIONS		PEDESTRIAN DETOUR	
60% PLANS MAY 2020		SCALE 1"=30'	DATE MAY 2020 CONTRACT NO. T.B.D.
		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. MT02		02 OF 02	SHEET NO. 53 OF 73

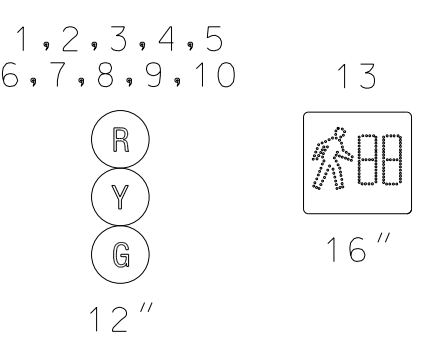
PROPOSED ACCESSIBLE PEDESTRIAN
PUSHBUTTONS AND SIGNS



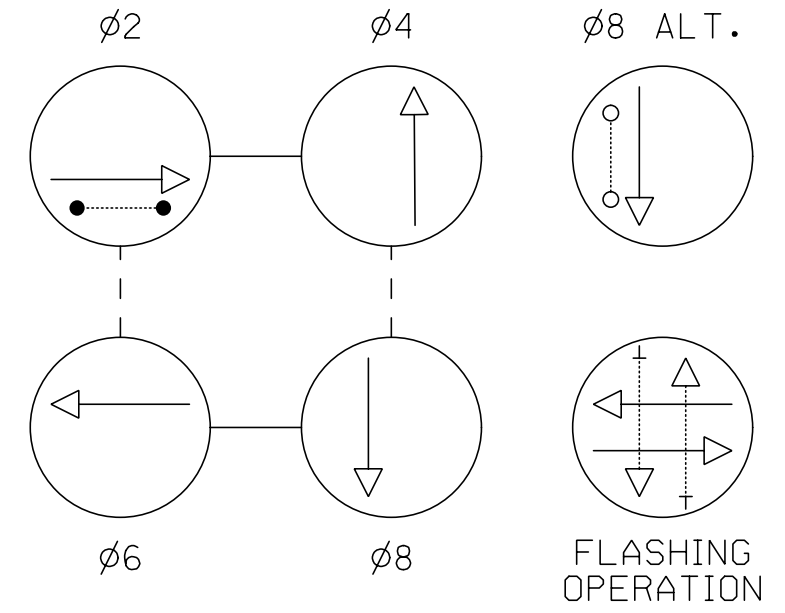
PROPOSED LED SIGNALS



EXISTING LED SIGNALS
TO REMAIN

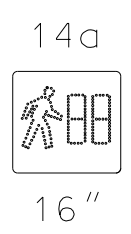


NEMA PHASING



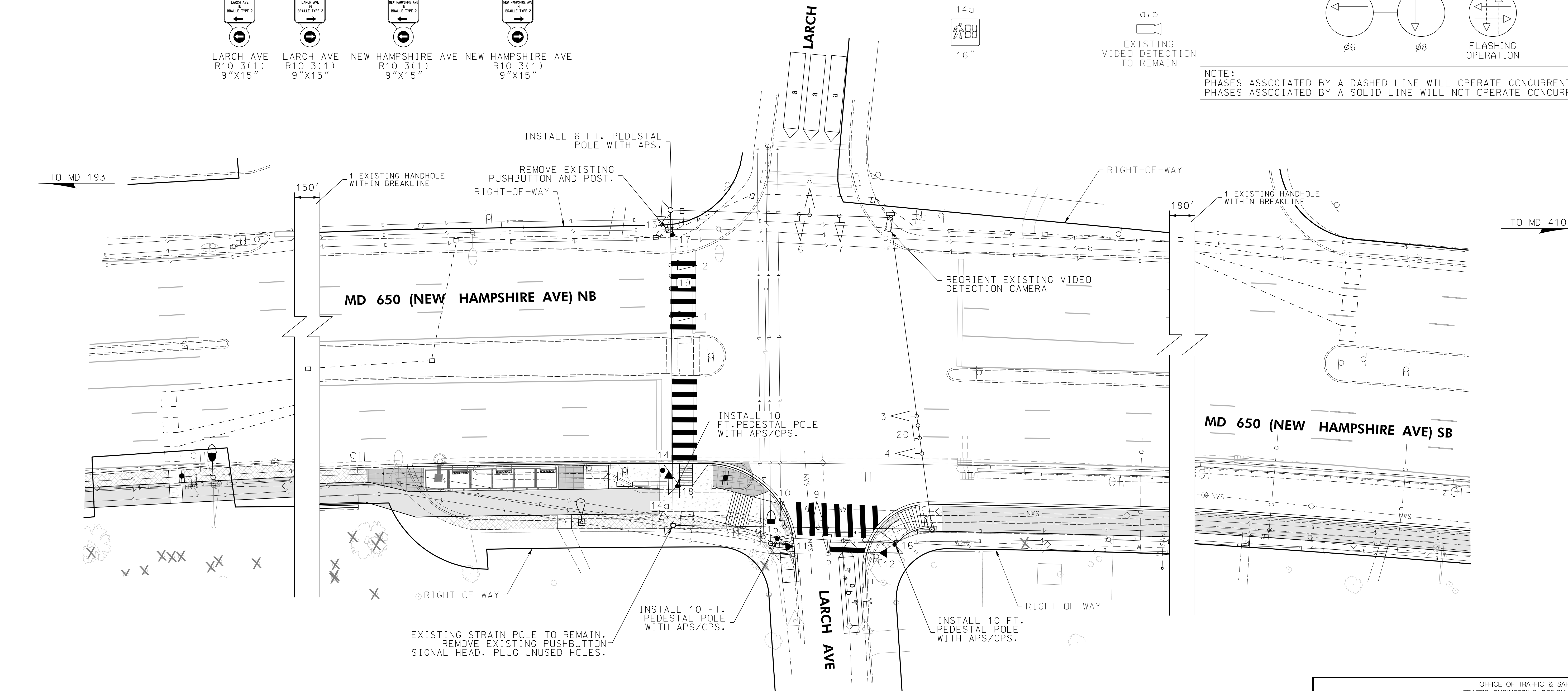
NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

EXISTING LED SIGNALS
TO BE REMOVED



a, b
EXISTING
VIDEO DETECTION
TO REMAIN

MD 650 IS ASSUMED TO RUN
IN A NORTH-SOUTH DIRECTION



GEOMETRIC LEGEND

--- EXISTING
--- PROPOSED

UTILITY LEGEND

SD STORM DRAIN
G GAS MAIN
W WATER MAIN
SAN SEWER MAIN
E ELECTRIC CABLES
E AERIAL CABLES
T TELEPHONE CABLES
FO FIBER-OPTIC

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TEAM LEADER	
ASST. DIV. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS	
D	INSTALL APS/CPS 05-2020
C	INSTALL VIDEO DETECTION 09-2013 FOR PHASE 4 AND 8 SHA NO. 23855125110 TMS NO. M262
B	REPLACE LOOP DETECTORS 08-09-1986 SHA NO. P839501385
ZPS	

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION

NEW AVE BIKEWAY
MD 650 (NEW HAMPSHIRE AVE)
AT LARCH AVE

TRAFFIC SIGNAL PLAN			
SCALE	1" = 20'	DATE	07-03-1975
CONTRACT NO.			
DESIGNED BY			COUNTY
DRAWN BY			LOGMILE
CHECKED BY			TMS NO.
MDE/PRD			TOD NO.
TS NO.	813D	DRAWING	SG-1
OF	5	SHEET NO.	54
OF	73		

PLOTTED: 5/7/2020
FILE: \\balsrv06\2016\16217_NewAveBike\CADD\plans\pSG-0001_NewAveBike_Larch.dgn

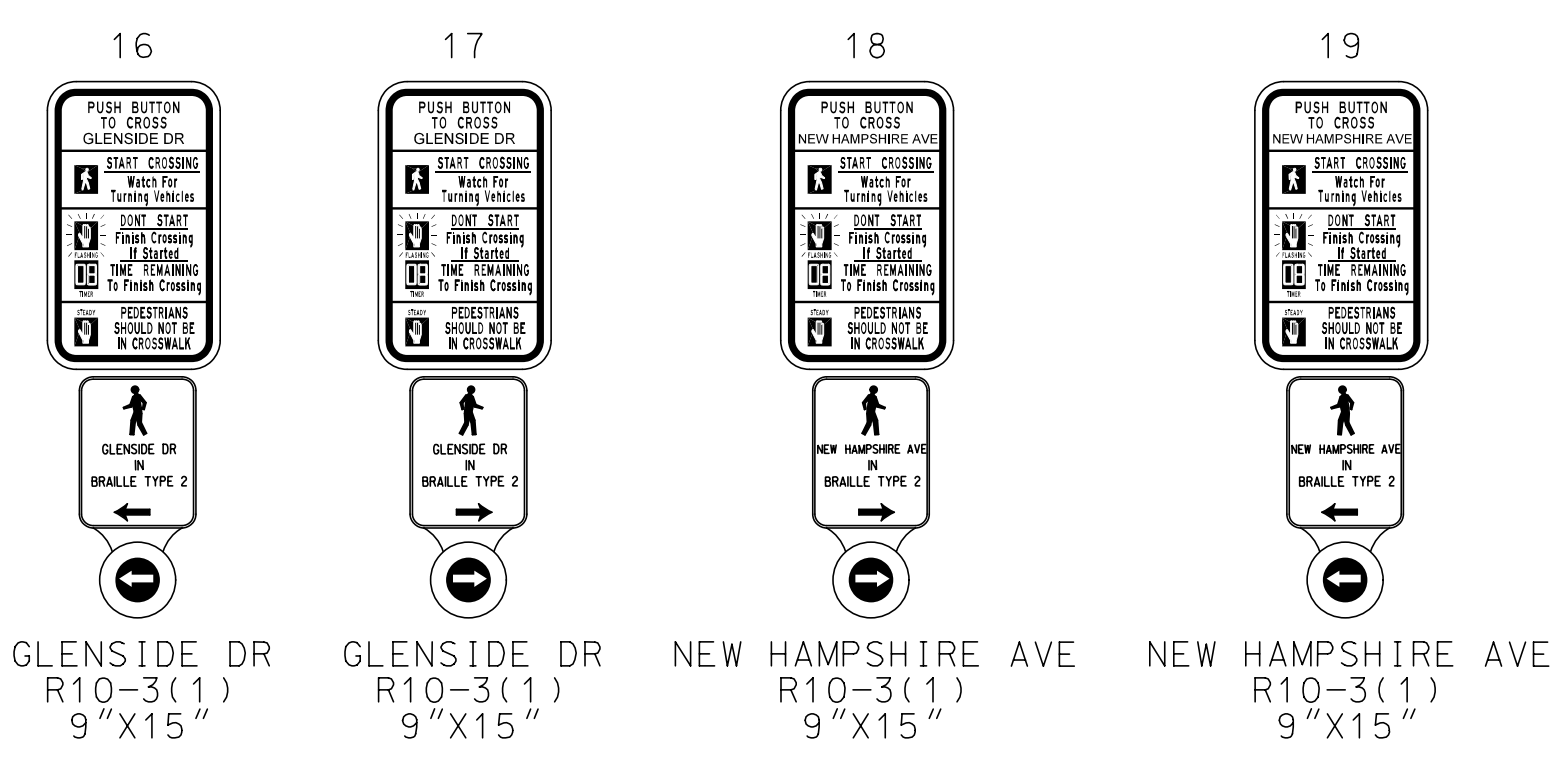
PROPOSED ACCESSIBLE PEDESTRIAN
PUSHBUTTONS AND SIGNS

EXISTING LED SIGNALS
TO BE REMOVED

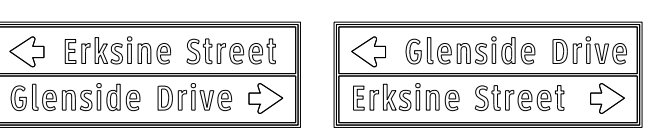
PROPOSED LED SIGNALS

NEMA PHASING

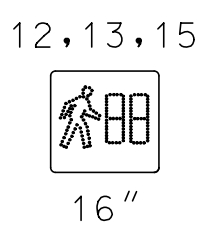
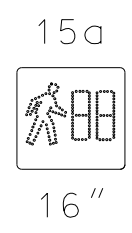
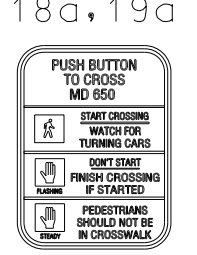
MD 650 IS ASSUMED TO RUN
IN A NORTH-SOUTH DIRECTION



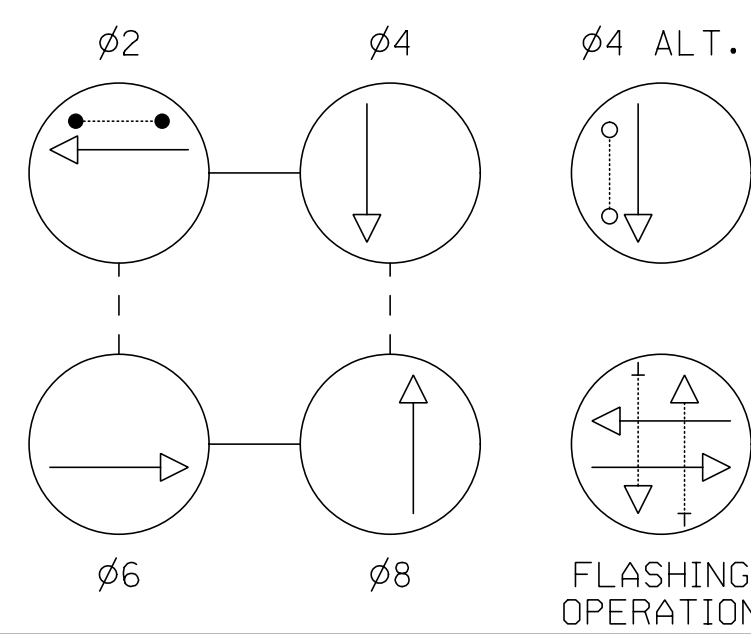
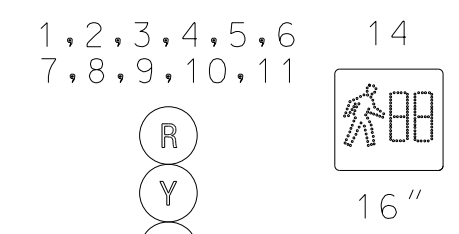
EXISTING SIGNS
TO REMAIN



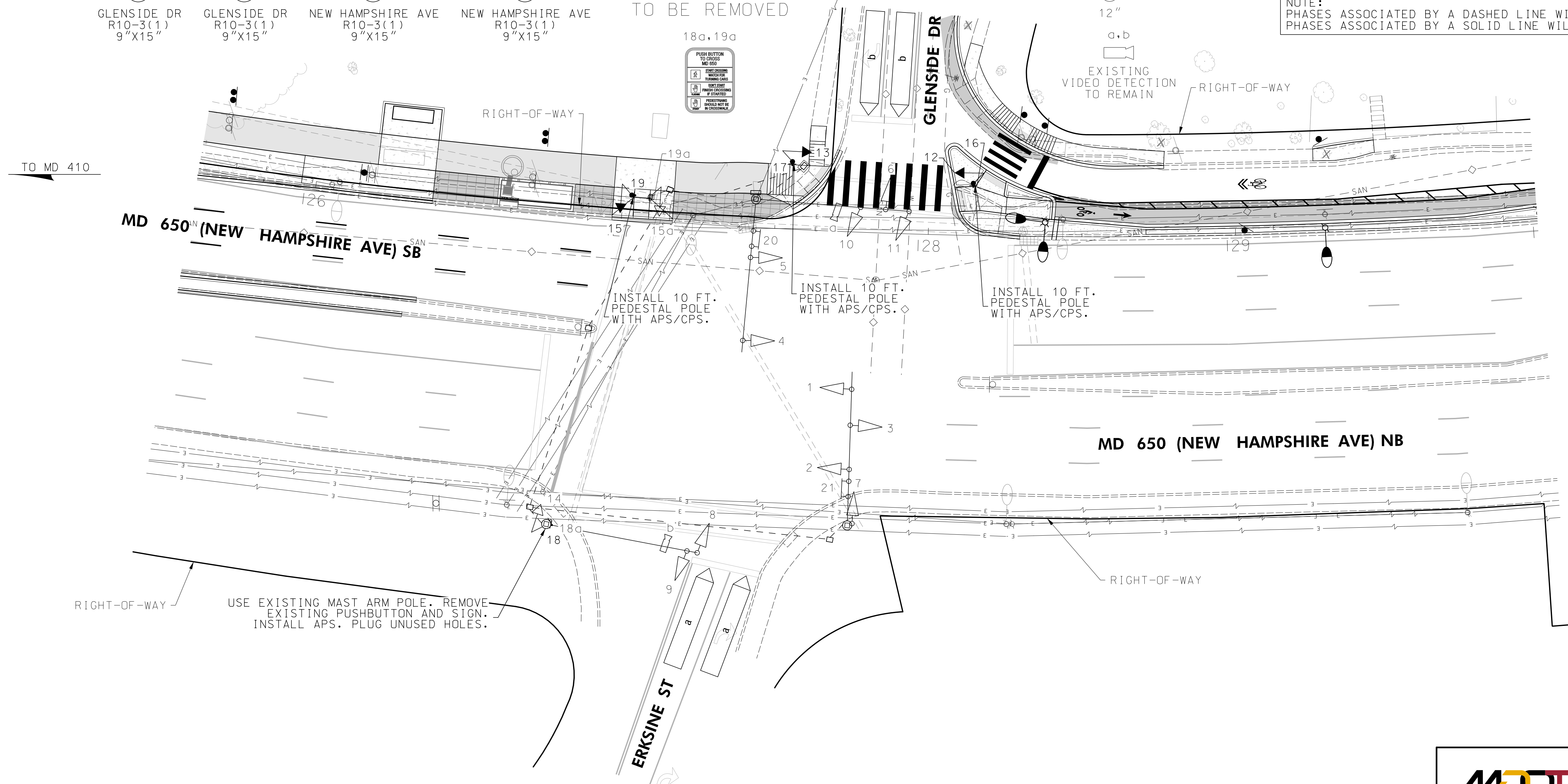
EXISTING SIGNS
TO BE REMOVED



EXISTING LED SIGNALS
TO REMAIN



NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



USE EXISTING MAST ARM POLE. REMOVE
EXISTING PUSHBUTTON AND SIGN.
INSTALL APS. PLUG UNUSED HOLES.

INSTALL 10 FT.
PEDESTAL POLE
WITH APS/CPS.

INSTALL 10 FT.
PEDESTAL POLE
WITH APS/CPS.

INSTALL 10 FT.
PEDESTAL POLE
WITH APS/CPS.

MD 650 (NEW HAMPSHIRE AVE) NB

GEOMETRIC LEGEND

--- EXISTING
--- PROPOSED

UTILITY LEGEND

SD STORM DRAIN
G GAS MAIN
W WATER MAIN
SAN SEWER MAIN
E ELECTRIC CABLES
E AERIAL CABLES
T TELEPHONE CABLES
FO FIBER-OPTIC

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OFFICE DIRECTOR	

REVISIONS	
C	INSTALL APS/CPS 05-2020
B	INSTALLATION OF VIDEO DETECTION TMS NO. K845 03-2011
A	REPAIR DAMAGED VEHICLE LOOP DETECTORS SHA NO. 859-16483 10-1993

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

NEW AVE BIKEWAY
MD 650 (NEW HAMPSHIRE AVE)
AT GLENSIDE DR/ERKSINE ST

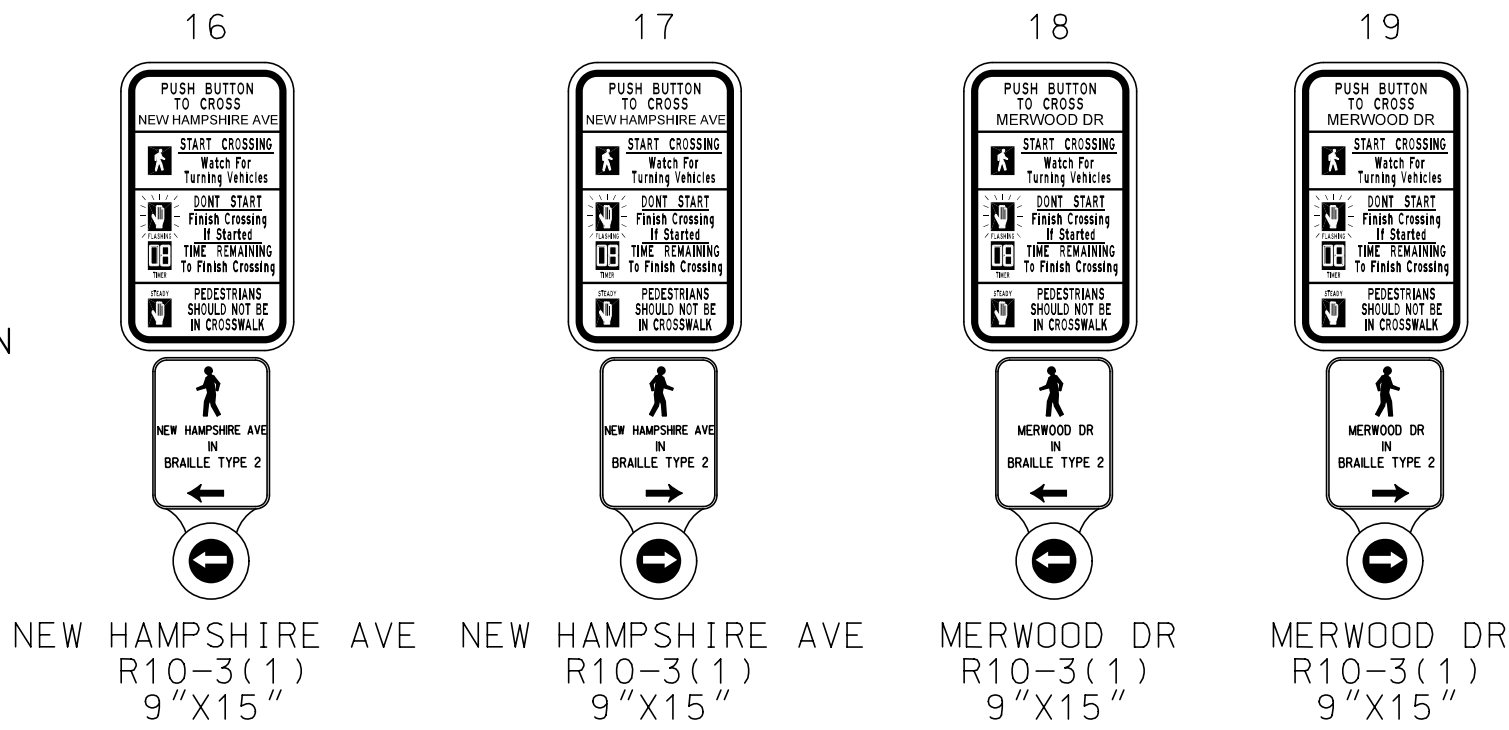
TRAFFIC SIGNAL PLAN	
SCALE 1" = 20'	DATE 10-11-1991 CONTRACT NO.
DESIGNED BY R.R. ZACHERL	COUNTY MONTGOMERY
DRAWN BY W.J. NIES	LOGMILE 15065000.52
CHECKED BY JAR	TMS NO.
MDE/PRD	TOD NO.
TS NO. 3195C	DRAWING SG-3 OF 5
SHEET NO. 56	OF 73

PLOTTED: 5/8/2020
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\pSG-0003_NewAveBike_Glenside_Erksine.dgn

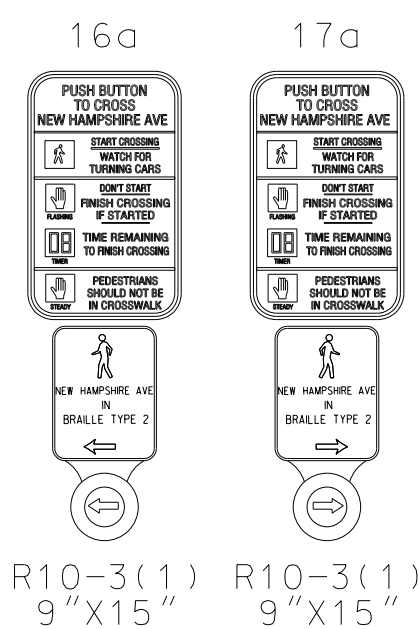


MD 650 IS ASSUMED TO RUN
IN A NORTH-SOUTH DIRECTION

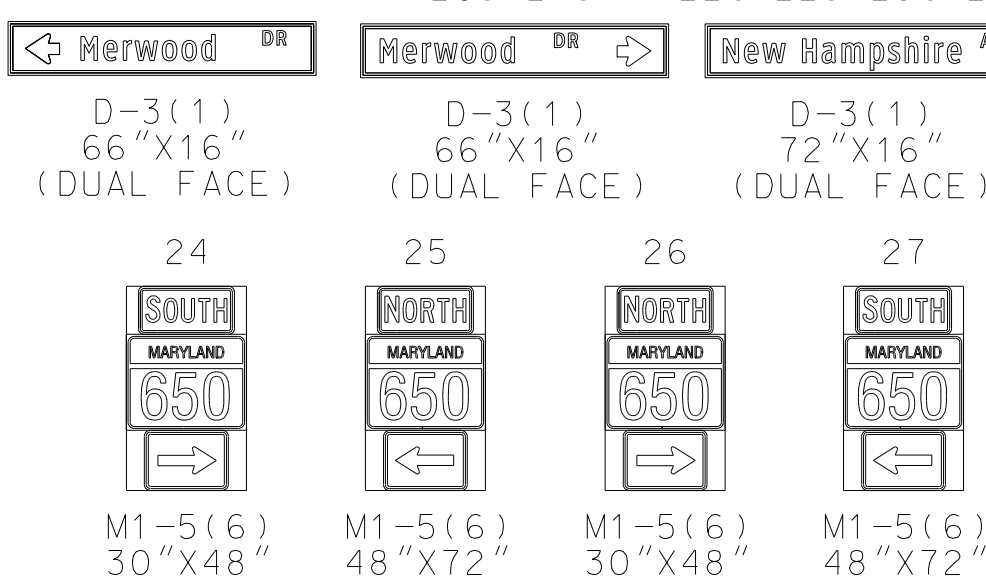
PROPOSED ACCESSIBLE PEDESTRIAN
PUSHBUTTONS AND SIGNS



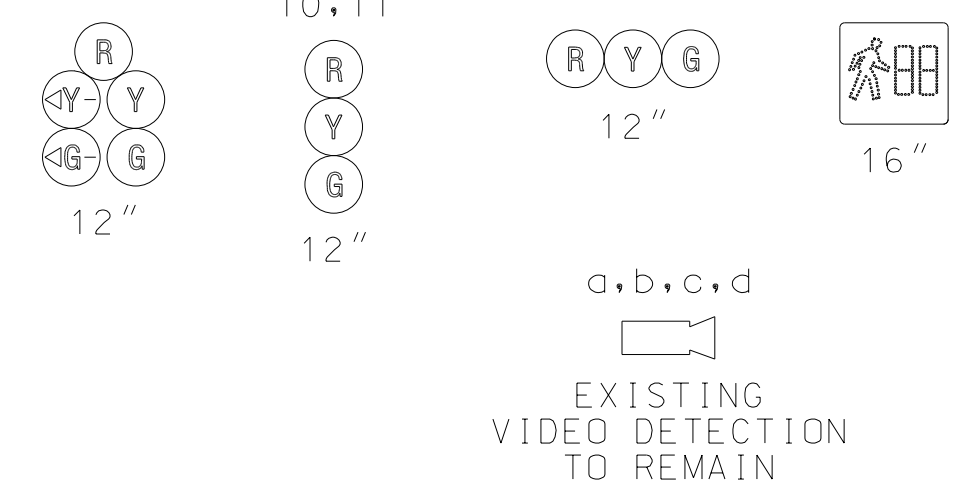
EXISTING SIGNS
TO BE REMOVED



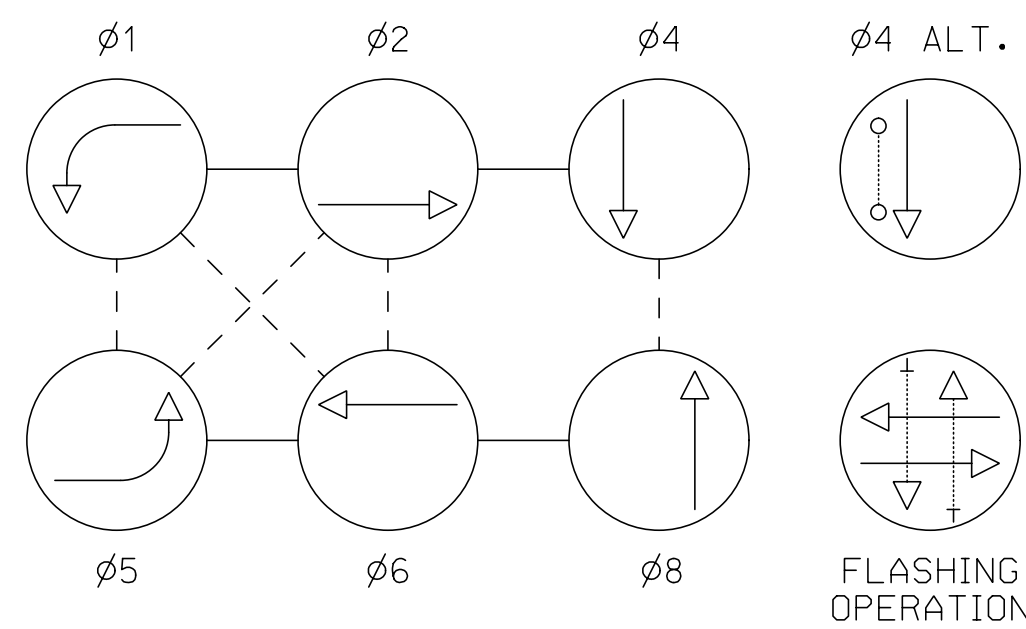
EXISTING SIGNS TO REMAIN



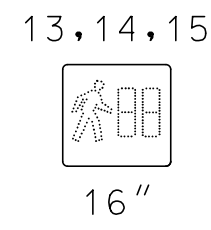
EXISTING LED SIGNALS TO REMAIN



NEMA PHASING

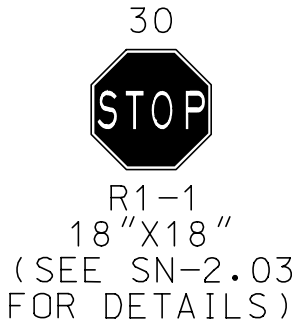


PROPOSED LED SIGNALS

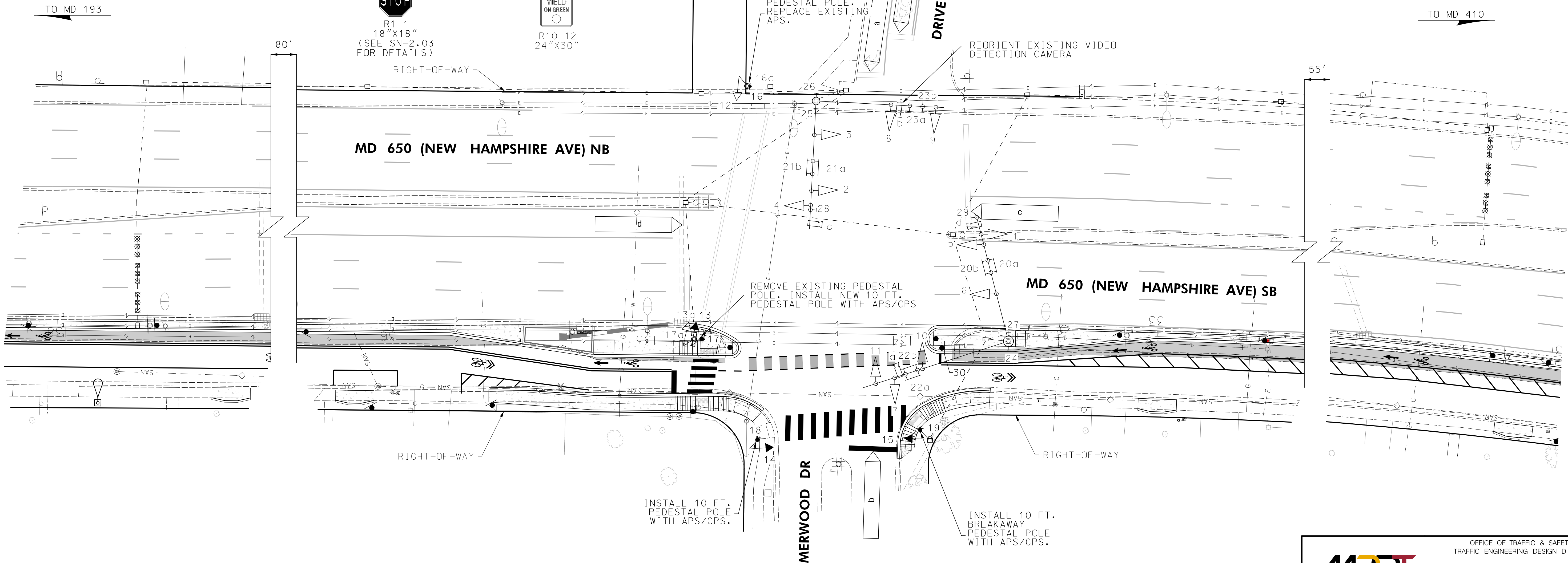
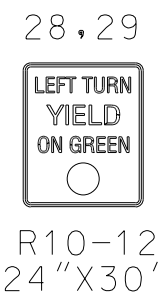


NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

PROPOSED SIGNS



EXISTING SIGNS
TO BE REMOVED



GEOMETRIC LEGEND

--- EXISTING
--- PROPOSED

UTILITY LEGEND

SD --- SD STORM DRAIN
G --- G GAS MAIN
W --- W WATER MAIN
SAN --- SAN SEWER MAIN
E --- E ELECTRIC CABLES
E --- E AERIAL CABLES
T --- T TELEPHONE CABLES
FO --- FO FIBER-OPTIC



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TEAM LEADER

ASST. DIR. CHIEF

DIVISION CHIEF

OFFICE DIRECTOR

REVISIONS

INSTALL APS/CPS 05-2020
SHA NO. , TMS NO.
SUL WFW
RECONSTRUCT EXISTING 06-04-1999
TRAFFIC SIGNAL
EMM MAR DAB BRK TH
H EP LEFT TURNS ADDED 07-07-1994
TH

TRAFFIC SIGNAL PLAN

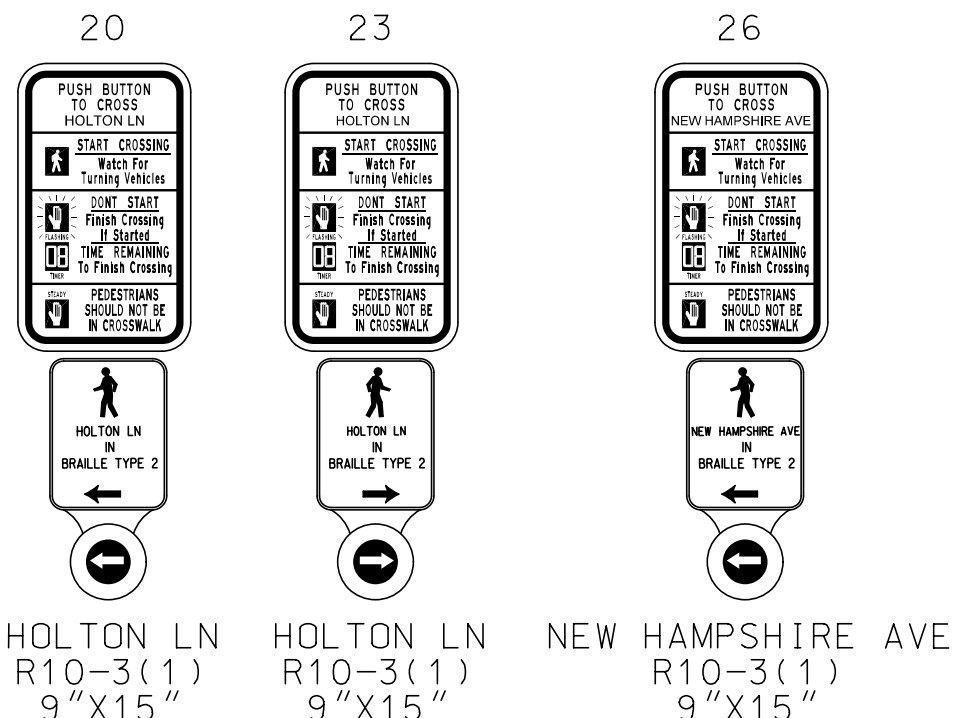
SCALE 1" = 20' DATE CONTRACT NO.

DESIGNED BY COUNTY MONTGOMERY
DRAWN BY GORDON LOGMILE
CHECKED BY TMS NO.
MDE/PRD TOD NO.

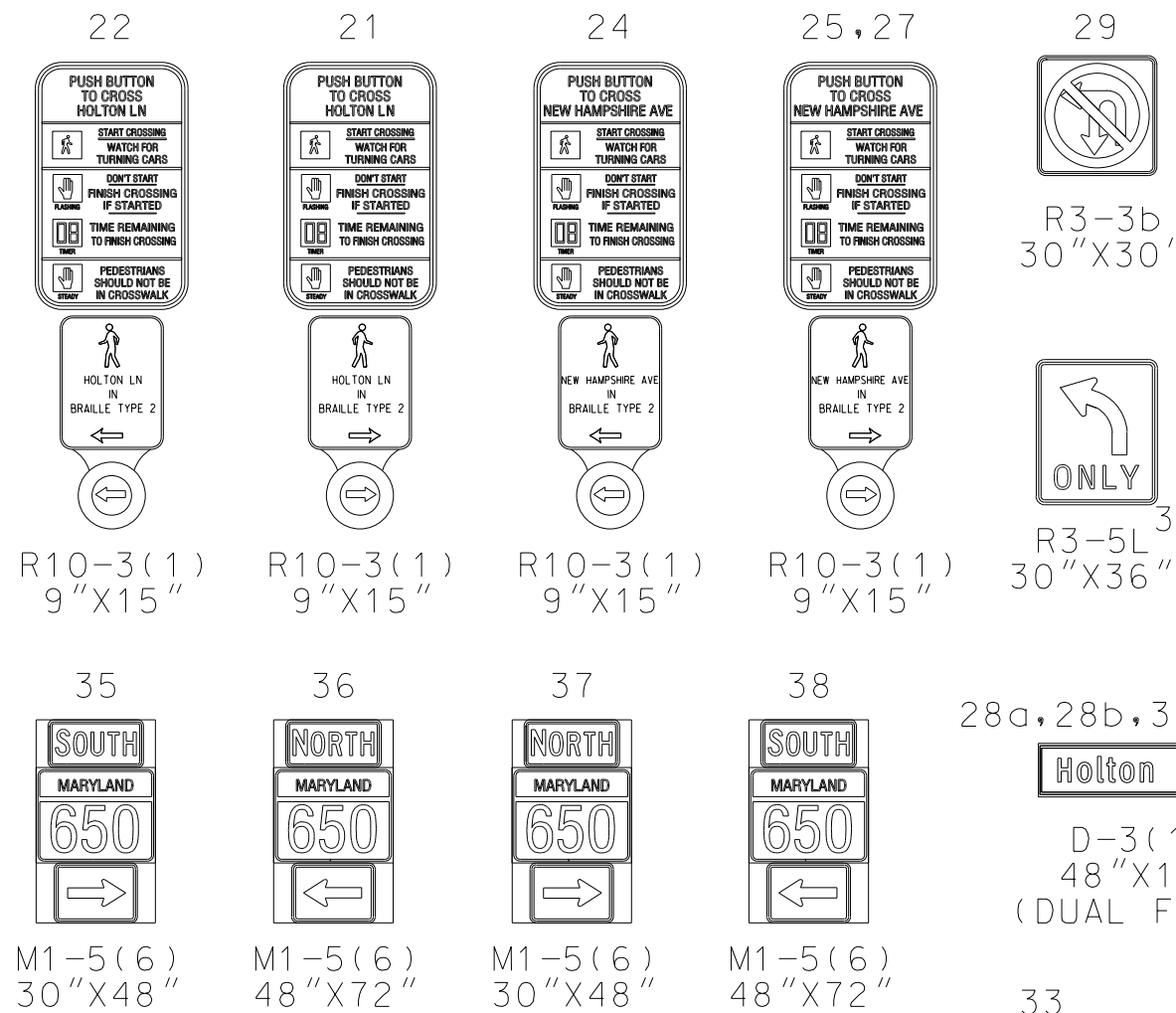
TS NO. 292J DRAWING SG-4 OF 5 SHEET NO. 57 OF 73

PLOTTED: 5/7/2020
FILE: \\balrv06\2016\2016\16217_NewAveBike\CADD\plans\pSG-0004_NewAveBike_Merwood.dgn

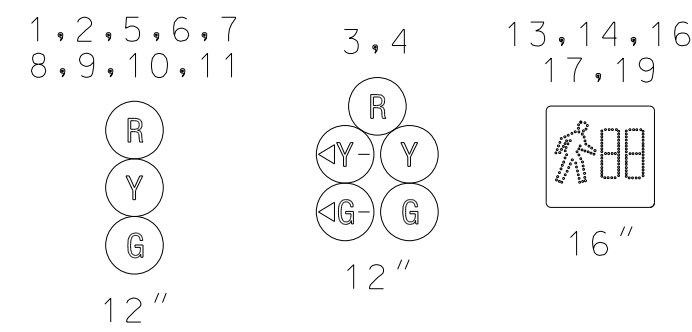
EXISTING ACCESSIBLE PEDESTRIAN
PUSHBUTTONS AND SIGNS
TO BE RELOCATED



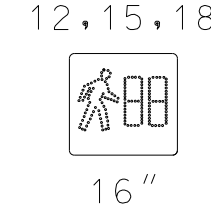
EXISTING SIGNS TO REMAIN



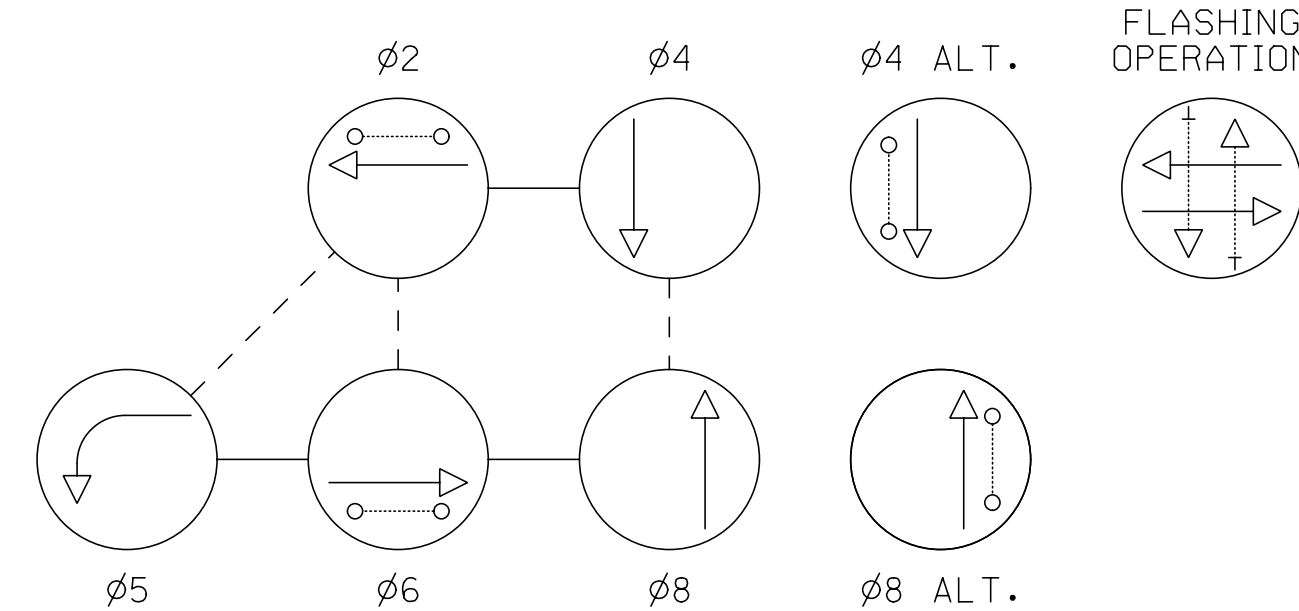
EXISTING LED SIGNALS
TO REMAIN



EXISTING LED SIGNALS
TO BE RELOCATED

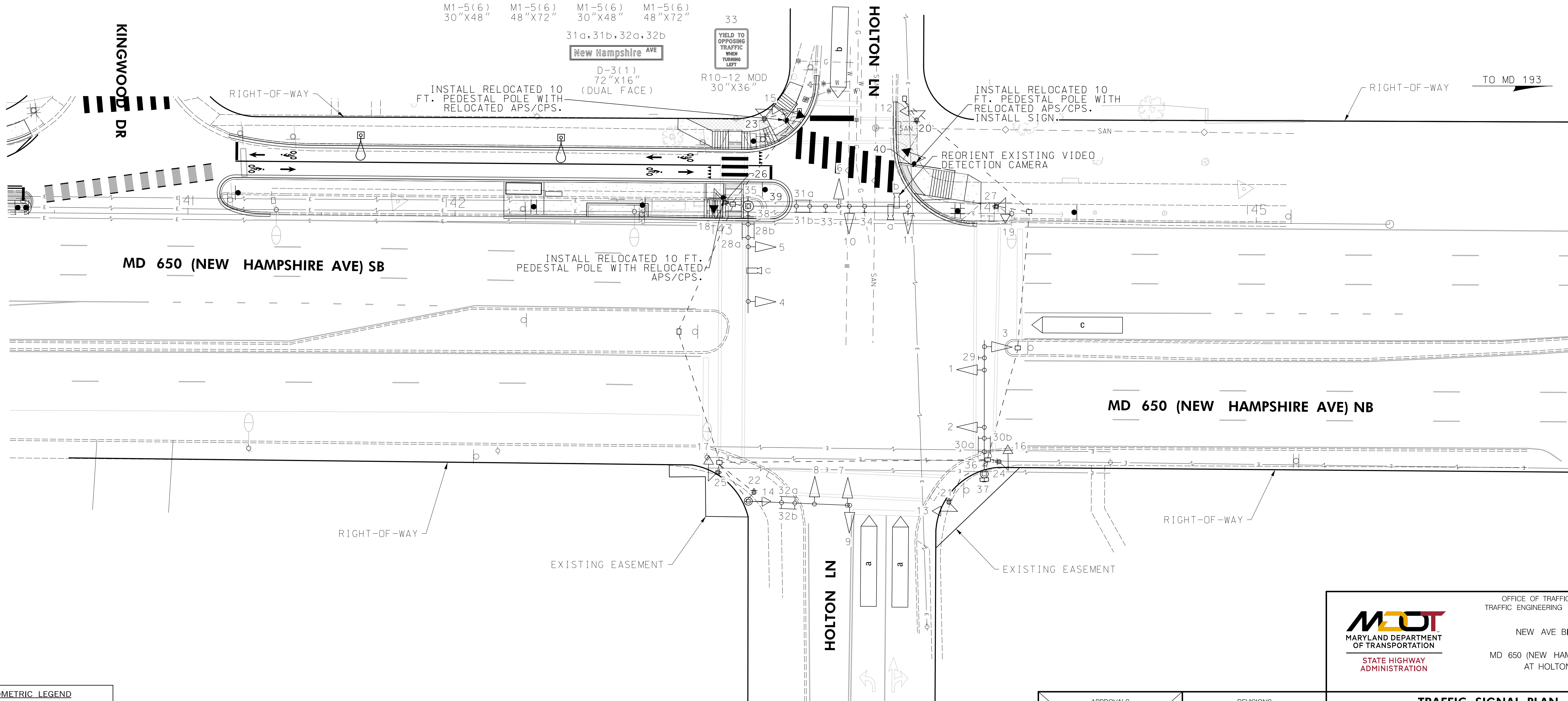
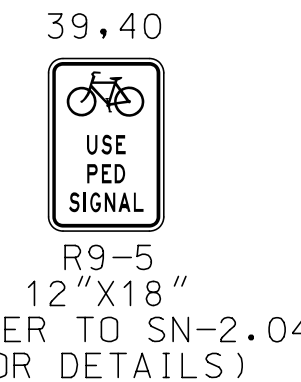


NEMA PHASING

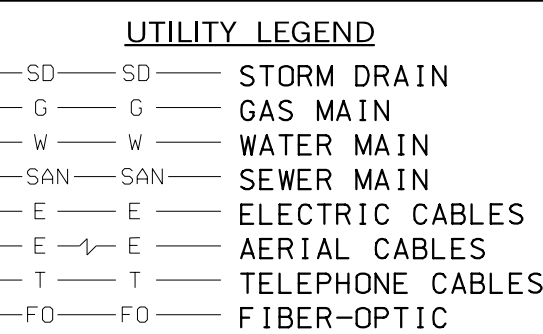


NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

PROPOSED SIGNS



GEOMETRIC LEGEND



OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

NEW AVE BIKEWAY

MD 650 (NEW HAMPSHIRE AVE)
AT HOLTON LN

TRAFFIC SIGNAL PLAN

SCALE 1"=20' DATE 11-01-1993 CONTRACT NO. P-136-601-385

DESIGNED BY COUNTY MONTGOMERY
DRAWN BY J. ALLEN LOGMILE 15065000.83
CHECKED BY R. GORDON TMS NO.
MDE/PRD TOD NO.

TS NO. 3390B DRAWING SG-5 OF 5 SHEET NO. 58 OF 73



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DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS	
C	REVISE SIGNAL SIGNING FOR CONTRAFLOW BIKE LANE SHA NO. .TMS NO. 05-2020
B	INSTALLATION OF VIDEO DETECTION XX656. TMS NO. L031 04-2011
A	DELETE (PROPOSED) ISLAND. ADD MAST ARM DETECTION AND SIGNALS FOR EB HOLTON LANE 2-16-1994

PLOTTED: 5/7/2020
FILE: \\balrv06\v2016\16217_NewAveBike\CADD\plans\pSG-0005_NewAveBike_Holton.dgn

CRITERIA

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

DESIGN

MDOT SHA - "MARYLAND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", 2011 EDITION AND SUBSEQUENT REVISIONS. (MDMUTCD)

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

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

MATERIALS AND CONSTRUCTION

MDOT SHA - "STANDARD SPECIFICATIONS FOR CONSTRUCTION & MATERIALS", MOST CURRENT EDITION AND SUBSEQUENT REVISIONS AND SUPPLEMENTS.

MDOT SHA - "BOOK OF STANDARDS FOR HIGHWAY AND INCIDENTAL STRUCTURES", MOST CURRENT EDITION AND SUBSEQUENT REVISIONS AND SUPPLEMENTS.

DESIGN WIND

100 MPH - WOOD SUPPORTS
10 YEAR RECURRENCE INTERVAL

100 MPH - GROUND MOUNT SIGN STEEL SUPPORTS
10 YEAR RECURRENCE INTERVAL

100 MPH - OVERHEAD AND CANTILEVER STRUCTURES
50 YEAR RECURRENCE INTERVAL

ALL DISTRICTS

DESIGN STRESS

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

CHAMFER

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

CLASSIFICATION OF SIGNS

SIGNS ARE DIVIDED INTO TWO (2) GENERAL CATEGORIES.

I. GUIDE SIGNS

A) STRUCTURAL TYPES

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

MATERIAL - EXTRUDED ALUMINUM
COPY - DIRECT APPLIED

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

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

A) STRUCTURAL TYPES

- WOOD SUPPORTS
- SQUARE TUBE

MATERIAL - SHEET ALUMINUM
COPY - DIRECT APPLIED

IDENTIFICATION OF SIGNS AND PANELS

GUIDE SIGNS

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

STANDARD SIGNS

STANDARD SIGNS ARE IDENTIFIED BY PANEL NUMBERS AND ARE CLASSIFIED AS FOLLOWS

- R - REGULATORY
- W - WARNING
- M - ROUTE MARKERS AND ACCESSORIES
- D - DESTINATION AND MILEAGE PANELS
- S - SCHOOL

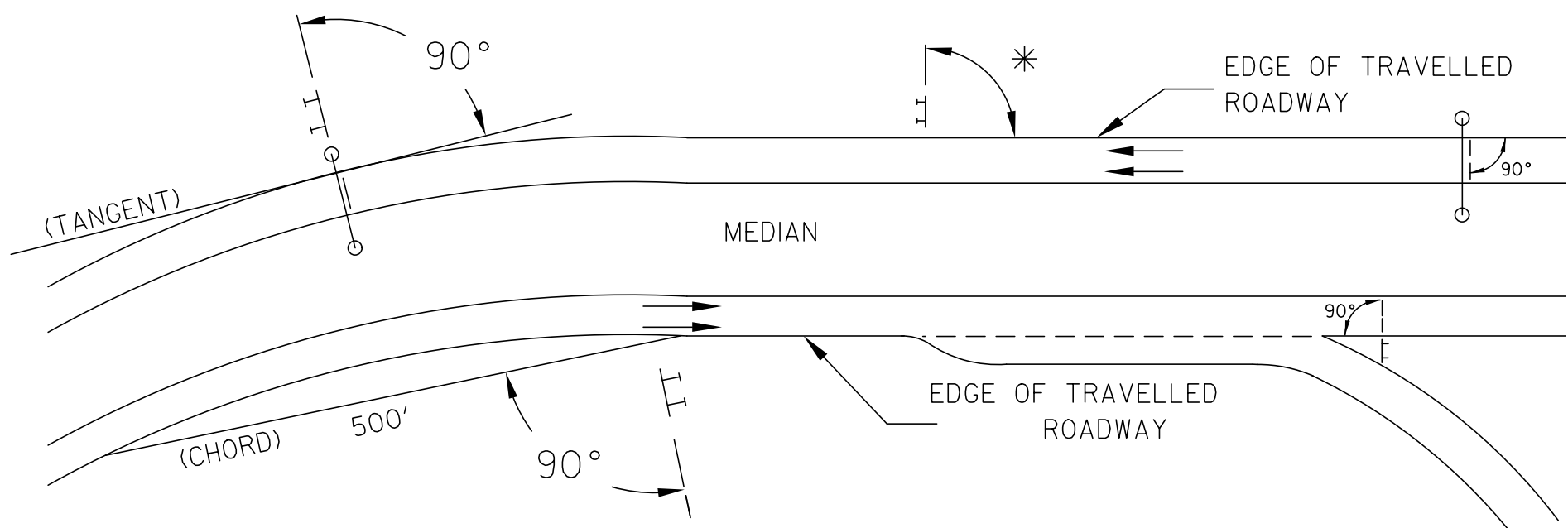
PANELS SHALL BE DESIGNATED TO AGREE WITH MARYLAND STANDARD SIGN BOOK. EACH STANDARD SIGN IS IDENTIFIED FIRST BY THE SHEET NUMBER, THEN BY THE NUMERICAL ORDER OF THE SIGN AS IT APPEARS ON THE PLAN.

FOR EXAMPLE SHEET SN 2.1-101,102,103, ETC. SHEET SN 2.2-201,202,203,ETC.

PANEL LAYOUT AND ALPHABETS

1. GUIDE SIGN PANEL LAYOUTS ARE BASED ON THE A.A.S.H.T.O. MANUALS NOTED ABOVE.
2. STANDARD SIGN PANEL LAYOUTS ARE BASED ON THE MDMUTCD WITH SPECIFICATIONS DETAILED IN THE MARYLAND STATE HIGHWAY ADMINISTRATION PUBLICATION, "STANDARD SIGN BOOK", AVAILABLE ONLINE AT http://apps.roads.maryland.gov/businesswithsha/bizstdsspecs/desmanualstdpub/publicationsonline/oofs/internet_signbook.asp

ORIENTATION OF SIGN FACES



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

OVER 30 FEET FROM TRAVELLED ROADWAY TO NEAR EDGE OF SIGN - 90°

REFLECTORIZATION

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

SIGN LOCATIONS

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

EXISTING UTILITIES

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

ROADSIDE SIGNS

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

OVERHEAD SIGNS

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

PROJECT REQUIREMENTS

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

1. SHEETING SHALL MEET THE REQUIREMENTS OF SECTIONS 813 AND 950.03 OF MDOT SHA'S STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS 2017 EDITION AND SUBSEQUENT REVISIONS AND SUPPLEMENTS.
2. LISTED ON MDOT SHA OFFICE OF TRAFFIC AND SAFETY'S QUALIFIED PRODUCTS LIST (QPL).

PROJECT REQUIREMENTS CONT'D

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

GENERAL NOTE: ALL COLORS SHALL BE RETROREFLECTIVE EXCEPT BLACK. BLACK TEXT, BORDERS, SYMBOLS OR ANY BLACK ELEMENTS OF ANY SIGN SHALL BE NON-REFLECTIVE. THIS APPLIES TO ALL MDOT SHA SIGNS AS SHOWN BELOW.

A) GUIDE, EXIT GORE, GENERAL INFORMATION, AND SERVICE SIGNS - FALL INTO TWO SUB CATEGORIES:

(I). GROUND MOUNTED:
ALL RETROREFLECTIVE SHEETING ELEMENTS OF THESE SIGNS SHALL MEET OR EXCEED THE REQUIREMENTS FOR ASTM TYPE IX (9).

(II). OVERHEAD STRUCTURE SIGNS AND OVERHEAD CANTILEVER SIGNS:
ALL RETROREFLECTIVE SHEETING ELEMENTS OF ALL OVERHEAD SIGNS SHALL MEET OR EXCEED THE REQUIREMENTS FOR ASTM TYPE XI(II). (THIS SECTION DOES NOT APPLY TO OVERHEAD SIGNALIZED INTERSECTION SIGNING; MAST ARM OR SPAN WIRE. FOLLOW THE REQUIREMENTS FOR THE RESPECTIVE SIGN CLASSIFICATION FOR SIGNAL SIGNING.)

B) WARNING SIGNS - RETROREFLECTIVE SHEETING FOR WARNING SIGNS (FLUORESCENT YELLOW AND FLUORESCENT ORANGE) SHALL MEET OR EXCEED THE REQUIREMENTS FOR ASTM TYPE IX (9). REGULATORY MESSAGES WITHIN WARNING SIGNS SHALL FOLLOW THE REQUIREMENTS FOR REGULATORY SIGNS.

C) SCHOOL SIGNS - RETROREFLECTIVE SHEETING FOR SCHOOL SIGNS (FLUORESCENT YELLOW AND FLUORESCENT YELLOW-GREEN) SHALL MEET OR EXCEED THE REQUIREMENTS FOR ASTM TYPE IX (9). REGULATORY MESSAGES WITHIN SCHOOL SIGNS SHALL FOLLOW THE REQUIREMENTS FOR REGULATORY SIGNS.

D) REGULATORY SIGNS - FALL INTO THREE SUBCATEGORIES:

(I). "RED" REGULATORY SIGNS; (SPECIFICALLY - STOP, YIELD, DO NOT ENTER AND WRONG WAY). ALL RETROREFLECTIVE SHEETING ELEMENTS OF THESE SIGNS SHALL MEET OR EXCEED THE REQUIREMENTS FOR ASTM TYPE IX (9).

(II). ALL R7 AND R8 SERIES PARKING RELATED SIGNS AND THEIR SUPPLEMENTAL PANELS, NO TRESPASSING SIGNS, AND SIGNS DIRECTED AT PEDESTRIANS AND BICYCLISTS ONLY. ALL RETROREFLECTIVE SHEETING ELEMENTS OF THESE SIGNS SHALL MEET THE REQUIREMENTS FOR ASTM TYPE IV (4).

(III). ALL OTHER REGULATORY SIGNS - ALL RETROREFLECTIVE SHEETING ELEMENTS OF THESE SIGNS SHALL MEET ASTM TYPE IV (4) INCLUDING RED ELEMENTS. WARNING MESSAGES WITHIN REGULATORY SIGNS SHALL FOLLOW THE REQUIREMENTS FOR WARNING SIGNS.

E) ROUTE MARKERS (INDEPENDENT USE AND GUIDE SIGN USE)

INDEPENDENT USE: ALL RETROREFLECTIVE SHEETING ELEMENTS OF THESE SIGNS SHALL MEET BUT NOT TO EXCEED THE REQUIREMENTS FOR ASTM TYPE IV (4).

GUIDE SIGN USE: WHEN INCORPORATED IN THE BODY OF A GUIDE SIGN, ALL RETROREFLECTIVE SHEETING ELEMENTS OF THESE SIGNS SHALL MEET THE SHEETING REQUIREMENTS OF THE GUIDE SIGNS FOR WHICH THEY ARE TO BE APPLIED; GROUND MOUNT ASTM TYPE IX (9) OR OVERHEAD ASTM TYPE XI(II).

F) LOGOS AND / OR GRAPHICS - WITHIN SIGNS SHALL FOLLOW THE REQUIREMENTS FOR THE RESPECTIVE SIGN CLASSIFICATION UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS, OR AS DIRECTED BY THE ENGINEER.

G) SPECIFIC SERVICE (LOGO) SIGNING - ALL COPY, DIVIDER BORDERS, LOGOS AND ARROWS SHALL BE DEMOUNTABLE ALUMINUM OVERLAYS. .032 MINIMUM TO .063 MAXIMUM. ALL RETROREFLECTIVE SHEETING ELEMENTS OF THESE SIGNS SHALL MEET OR EXCEED THE REQUIREMENTS FOR ASTM TYPE IX (9). DISTANCES ON DIRECTIONAL ARROWS WHEN SPECIFIED SHALL BE BLACK. THE OVERLAYS ARE TO BE APPLIED WITH .125 ALUMINUM POP RIVETS TO THE BODY OF THE MAIN SIGN.

H) CIVIL DEFENSE SIGNS AND OTHER SIGNS - NOT SPECIFICALLY FALLING INTO ONE OF THE CATEGORIES ABOVE, SHALL FOLLOW THE GUIDELINES FOR THE SIGN CLASSIFICATION THAT MOST CLOSELY MATCHES THE COLOR(S) OF THE PROPOSED SIGN.

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

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

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

GENERAL NOTES AND PROPOSALS

SCALE NONE DATE MAY 2020 CONTRACT NO. PENDING

DESIGNED BY SJL COUNTY MONTGOMERY
DRAWN BY SJL LOGMILE 15065000.05 TO 00.90
CHECKED BY WFW TMS NO. PENDING
F.A.P. NO. SEE TITLE SHEET

DRAWING NO. SN-1 OF 5 SHEET NO. 59 OF 73

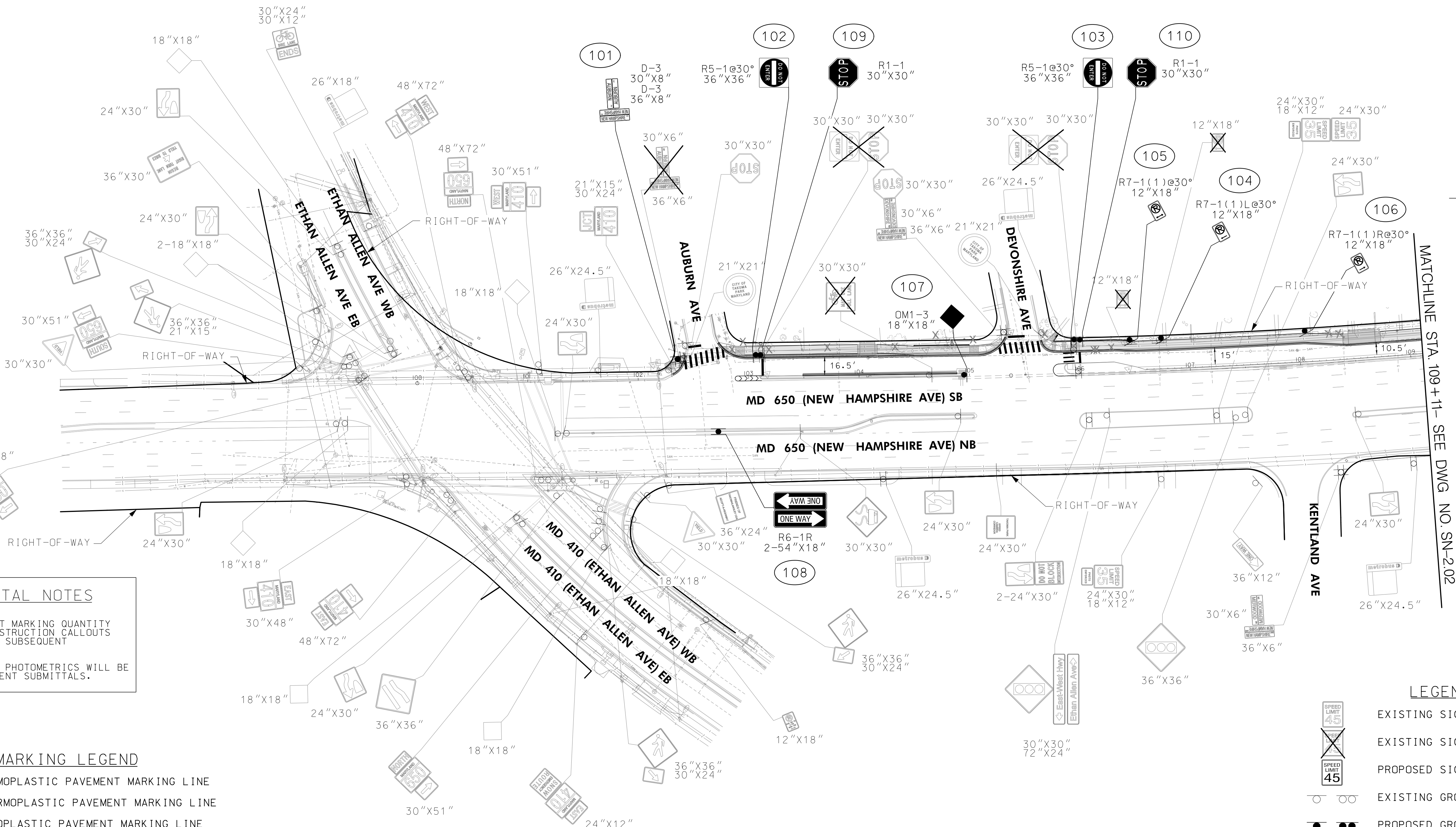
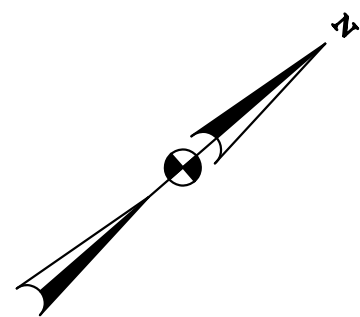
PLOTTED: 5/7/2020
FILE: \\balsrv06\l2016\2016\16217_NewAveBike\CADD\plans\pSN-1001_NewAveBike.dgn



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60% SUBMITTAL NOTES

- SIGNING AND PAVEMENT MARKING QUANTITY TABULATIONS AND CONSTRUCTION CALLOUTS WILL BE INCLUDED IN SUBSEQUENT SUBMITTALS.
- LIGHTING DESIGN AND PHOTOMETRICS WILL BE PROVIDED IN SUBSEQUENT SUBMITTALS.

- PAVEMENT MARKING LEGEND**
- A. 5 IN. WHITE SOLID THERMOPLASTIC PAVEMENT MARKING LINE
 - B. 5 IN. YELLOW SOLID THERMOPLASTIC PAVEMENT MARKING LINE
 - C. 5 IN. WHITE SKIP THERMOPLASTIC PAVEMENT MARKING LINE (3 FT. LINE, 3 FT. GAP)
 - D. 24 IN. SOLID WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE
 - E. 16 IN. WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE
 - F. WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING SYMBOL
 - G. GREEN MMA BICYCLE CONFLICT MARKINGS. SEE DETAILS ON SN-2.02
 - H. REMOVE EXISTING PAVEMENT MARKING LINE, SYMBOL OR ARROW BY HYDROBLASTING

- GENERAL NOTES**
- NEW CROSSWALKS, STOP LINES, ARROWS, LETTERS AND SYMBOLS SHALL BE HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS.
 - ALL YELLOW SIGNS SHALL BE FLUORESCENT YELLOW IN COLOR. ALL SCHOOL SIGNS SHALL BE FLUORESCENT YELLOW GREEN IN COLOR.
 - UNDERGROUND UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING "MISS UTILITY" PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE SIGNS WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
 - NEW PAVEMENT MARKINGS SHALL TRANSITION TO TIE INTO EXISTING MARKINGS AS DIRECTED BY THE ENGINEER.

- PROPOSED R4-7 "KEEP RIGHT" SIGNS SHOULD BE LONGITUDINALLY LOCATED 6 FT. TO 10 FT. FROM THE NOSE OF MEDIAN OR ISLAND. OM1-3 OBJECT MARKER SIGNS SHOULD BE LOCATED 2 FT. FROM THE NOSE OF MEDIAN OR ISLAND, PER MD MUTCD FIGURE 2B-10D.
- RIGHT-OF-WAY SHOWN ON THE PLANS IS APPROXIMATE AND BASED ON THE BEST AVAILABLE INFORMATION.

- LEGEND**
- EXISTING SIGN TO REMAIN
 - EXISTING SIGN TO BE REMOVED
 - PROPOSED SIGN
 - EXISTING GROUND MOUNTED SIGN
 - PROPOSED GROUND MOUNTED SIGN

**CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN**

SIGNING & PAVEMENT MARKING PLAN

SCALE 1" = 50' DATE MAY 2020 CONTRACT NO. PENDING

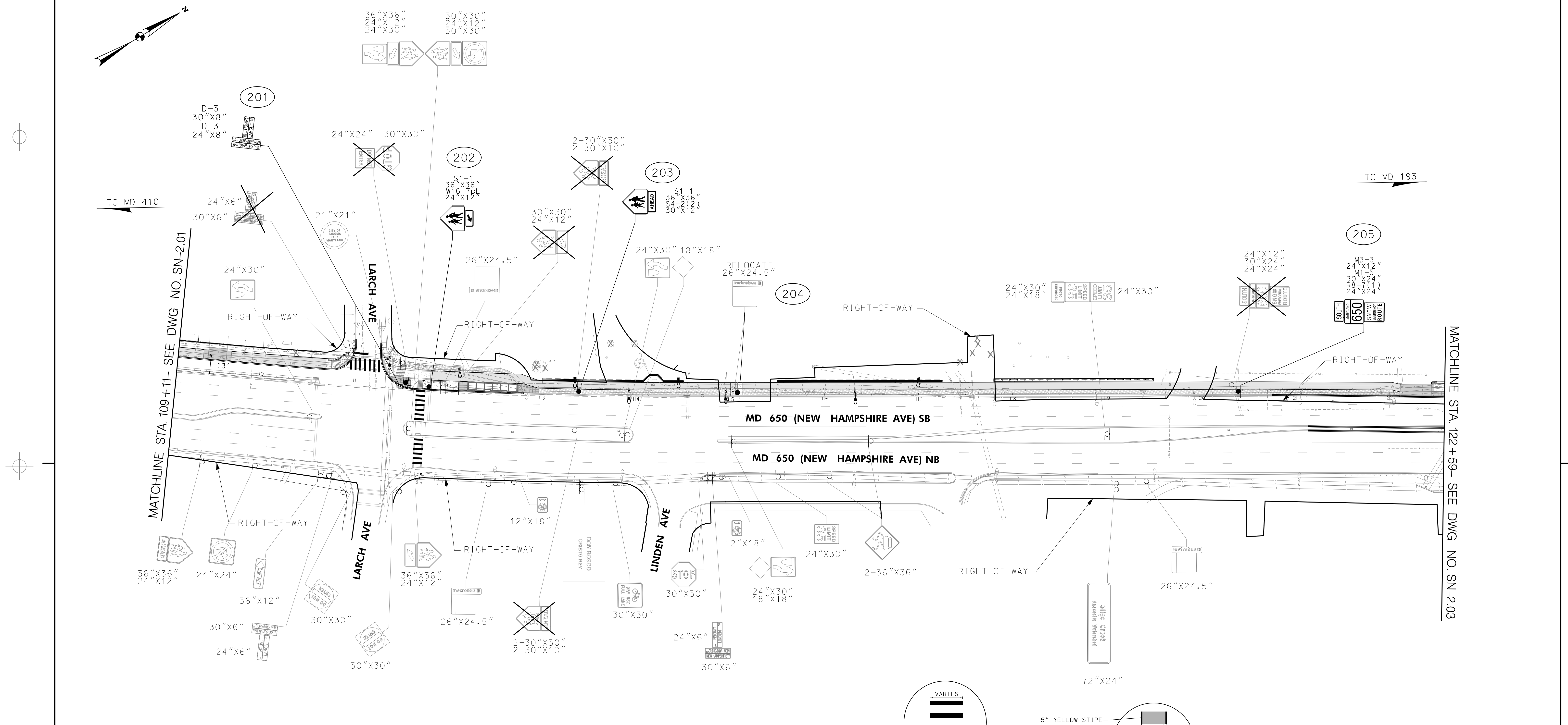
DESIGNED BY SJL COUNTY MONTGOMERY
DRAWN BY SJL LOGMILE 15065000.05 TO 00.90
CHECKED BY WFW TMS NO. PENDING
F.A.P. NO. SEE TITLE SHEET

DRAWING NO. SN-2.01 OF 5 SHEET NO. 60 OF 73

PLOTTED: 5/7/2020
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\pSN-2001_NewAveBike.dgn

BY: WFW

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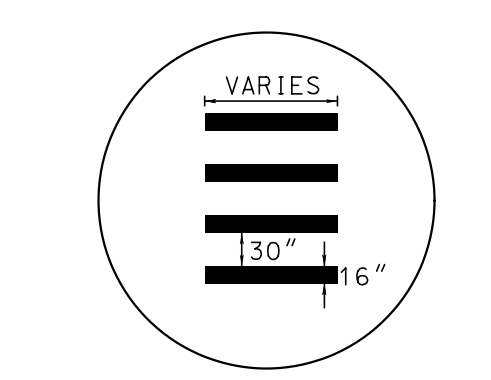


PAVEMENT MARKING LEGEND

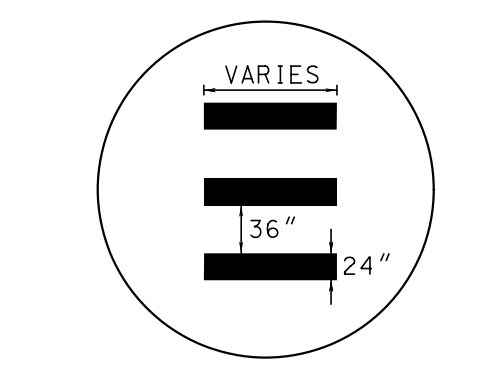
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- B. 5 IN. YELLOW SOLID THERMOPLASTIC PAVEMENT MARKING LINE
- C. 5 IN. WHITE SKIP THERMOPLASTIC PAVEMENT MARKING LINE (3 FT. LINE, 3 FT. GAP)
- D. 24 IN. SOLID WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE
- E. 16 IN. WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE
- F. WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING SYMBOL
- G. GREEN MMA BICYCLE CONFLICT MARKINGS. SEE DETAILS ON SN-2.02
- H. REMOVE EXISTING PAVEMENT MARKING LINE, SYMBOL OR ARROW BY HYDROBLASTING

60% SUBMITTAL NOTES

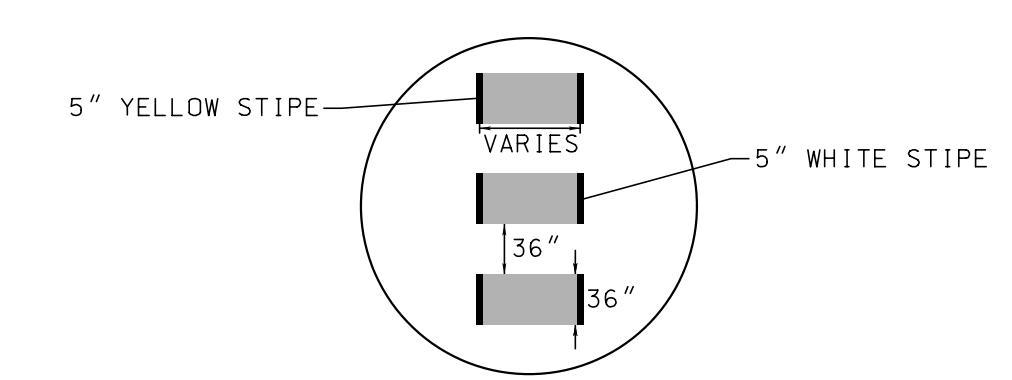
- SIGNING AND PAVEMENT MARKING QUANTITY TABULATIONS AND CONSTRUCTION CALLOUTS WILL BE INCLUDED IN SUBSEQUENT SUBMITTALS.
- LIGHTING DESIGN AND PHOTOMETRICS WILL BE PROVIDED IN SUBSEQUENT SUBMITTALS.



SHA CONTINENTAL CROSSWALK DETAIL



SHA CONTINENTAL CROSSWALK DETAIL



GREEN MMA BICYCLE CONFLICT MARKINGS DETAIL

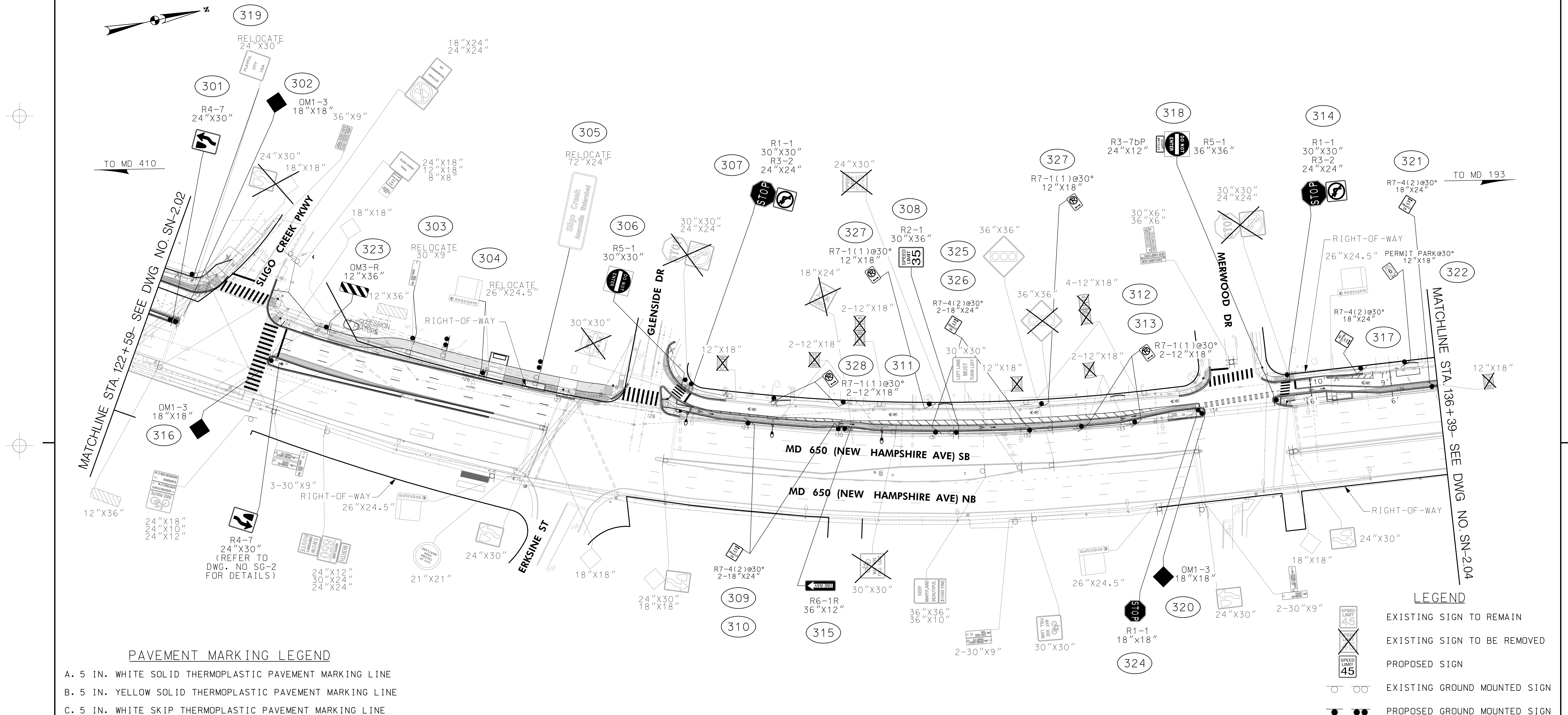
SIGNING & PAVEMENT MARKING PLAN	
SCALE 1" = 50'	DATE MAY 2020 CONTRACT NO. PENDING
DESIGNED BY SJL	COUNTY MONTGOMERY
DRAWN BY SJL	LOGMILE 15065000.05 TO 00.90
CHECKED BY WFW	TIMS NO. PENDING
F.A.P. NO. SEE TITLE SHEET	
DRAWING NO. SN-2.02	OF 5 SHEET NO. 61 OF 73

PLOTTED: 5/7/2020
FILE: \\balsrv06lv2016\2016\16217_NewAveBike\CADD\plans\pSN-2002_NewAveBike.dgn

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- POTENTIAL TRUCK RESTRICTION AND BIKE ROUTE SIGNING ALONG SERVICE DRIVE TO BE COORDINATED WITH MDOT SHA AND TAKOMA PARK.

LEGEND

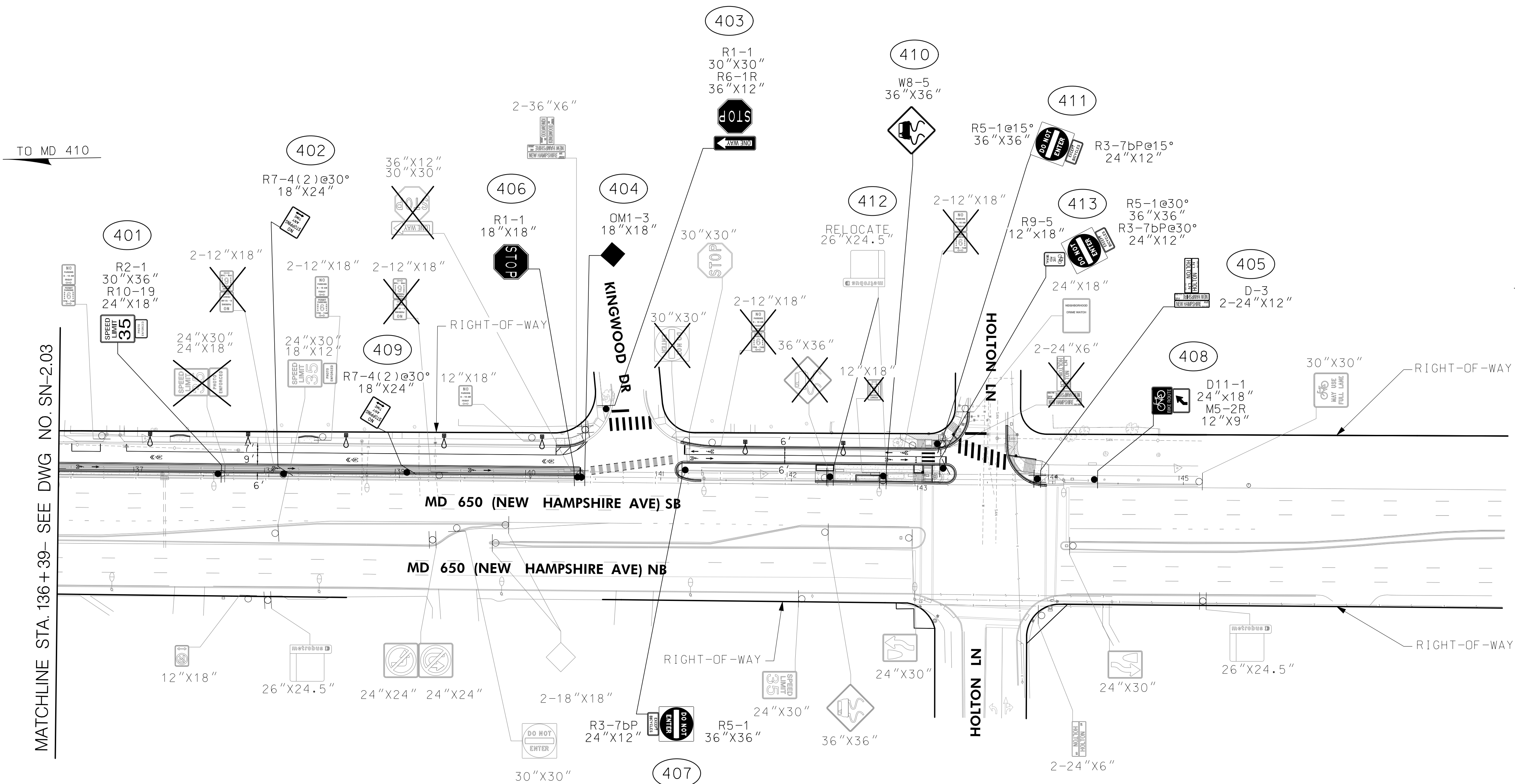
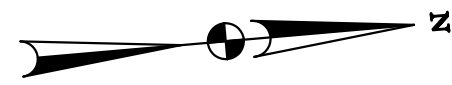
- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
- EXISTING GROUND MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

SIGNING & PAVEMENT MARKING PLAN

SCALE 1" = 50'	DATE MAY 2020	CONTRACT NO. PENDING
DESIGNED BY SJL	COUNTY MONTGOMERY	
DRAWN BY SJL	LOGMILE 15065000.05 TO 00.90	
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F.A.P. NO. SEE TITLE SHEET		
DRAWING NO. SN-2.03	OF 5	SHEET NO. 62 OF 73

60% PLANS
MAY 2020



TO MD 193

PAVEMENT MARKING LEGEND

- A. 5 IN. WHITE SOLID THERMOPLASTIC PAVEMENT MARKING LINE
- B. 5 IN. YELLOW SOLID THERMOPLASTIC PAVEMENT MARKING LINE
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LEGEND

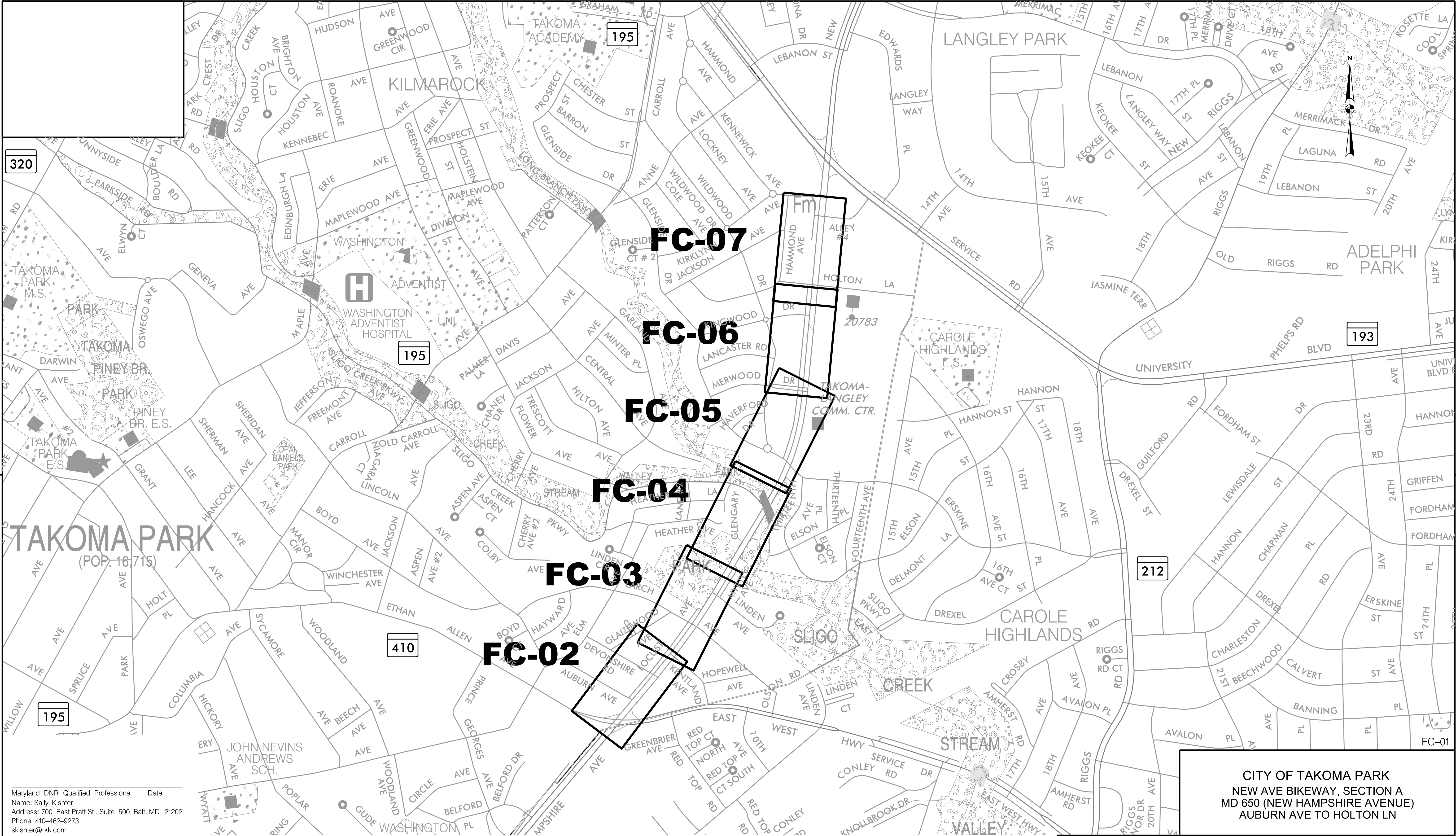


- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN
- EXISTING GROUND MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

REVISIONS	SIGNING & PAVEMENT MARKING PLAN		
60% PLANS MAY 2020	SCALE	1" = 50'	DATE MAY 2020 CONTRACT NO. PENDING
	DESIGNED BY	SJL	COUNTY MONTGOMERY
	DRAWN BY	SJL	LOGMILE 15065000.05 TO 00.90
	CHECKED BY	WFW	TIMS NO. PENDING
F.A.P. NO. SEE TITLE SHEET			
DRAWING NO. SN-2.04 OF 5		SHEET NO. 63 OF 73	

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FILE: \\balsrv061v201616217_NewAveBike\CADD\plans\pSN-2004_NewAveBike.dgn



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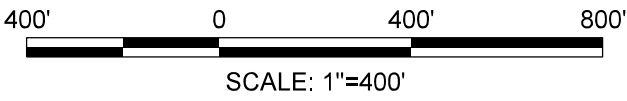


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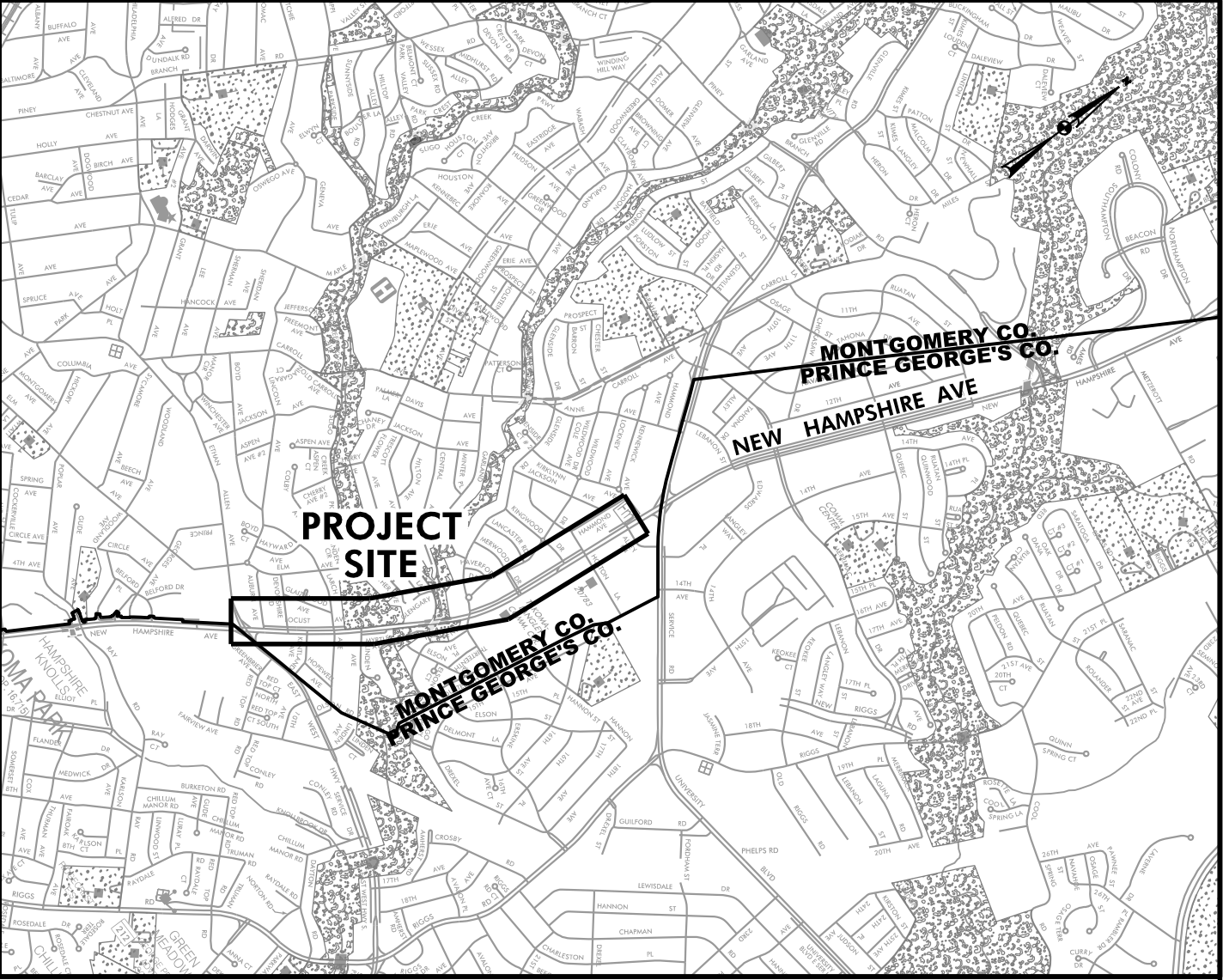
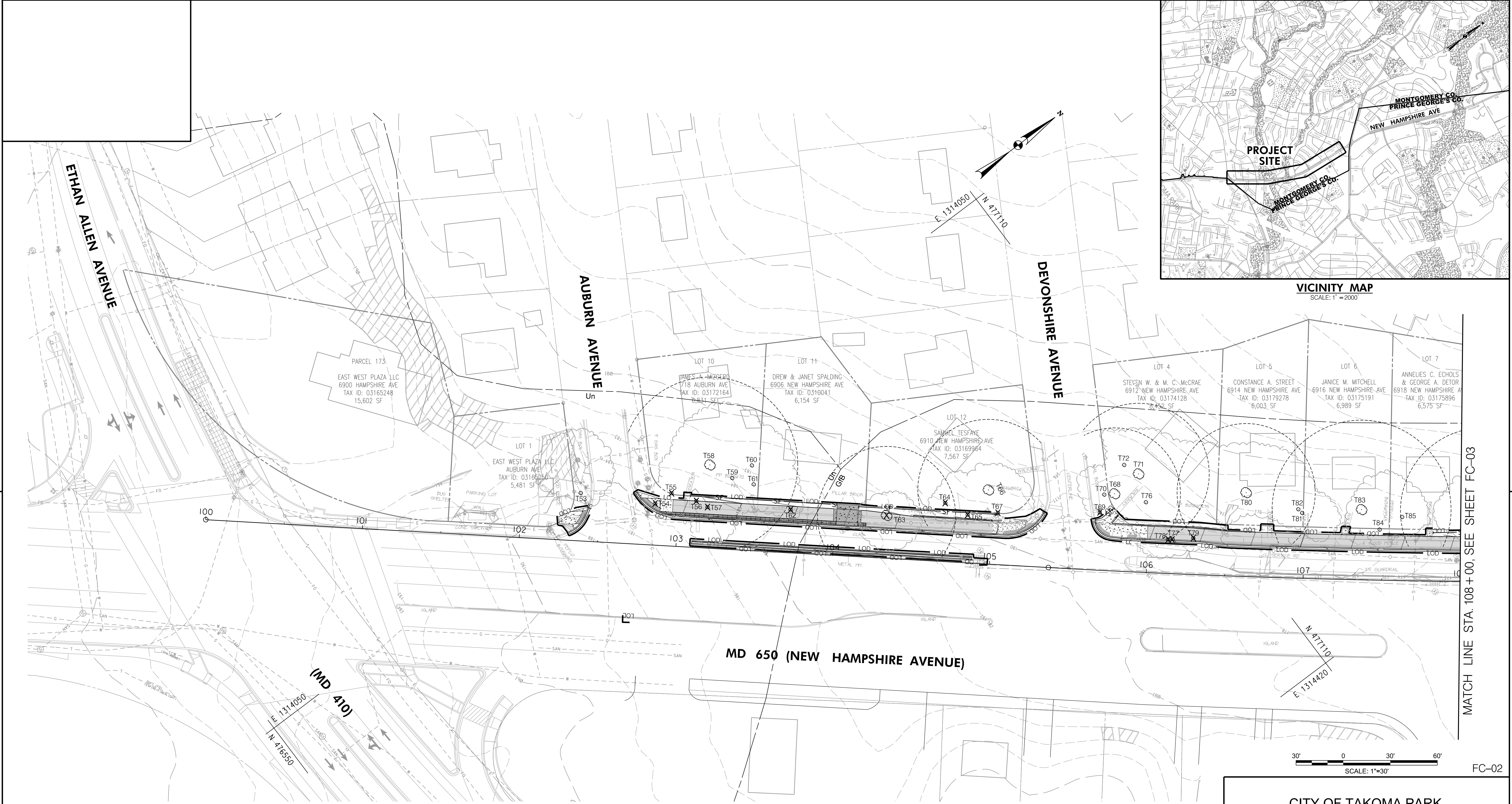
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NOTE: SEE DRAWING FC-02 FOR VICINITY MAP.



CITY OF TAKOMA PARK NEW AVE BIKEWAY, SECTION A MD 650 (NEW HAMPSHIRE AVENUE) AUBURN AVE TO HOLTON LN		
PRELIMINARY FOREST CONSERVATION KEY		
SCALE 1"=400' DATE JUNE 2020 CONTRACT NO. T.B.D.		
DESIGNED BY SJK COUNTY MONTGOMERY		
DRAWN BY DEA LOGMILE MD 650 0.040-0.830		
CHECKED BY GRO WSSC 208NE01 & 209NE01		
F.A.P. NO. T.B.D. TAX MAPS JN561 & JN562		
DRAWING NO.	FC - 01 OF 11	SHEET NO. 64 OF 73

PLOTTED: 6/24/2020
FILE: \\balsrv06\\2016\\2016\\16217_NewAveBike\\CADD\\plans\\pFCP-key_NewAveBike.dgn



VICINITY MAP
SCALE: 1" = 2000'

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LEGEND

- 5 INCH CONCRETE SIDEWALK
- CONCRETE DRIVEWAY
- ASPHALT SHARED USE PATH
- FULL DEPTH ASPHALT PAVING
- SIDEWALK AND PAVEMENT REMOVAL
- SLOPES \geq 25%
- SPECIALTY TYPE 2 - PAVERS
- TEMPORARY ACCESS ROAD
- EXISTING PROPERTY BOUNDARY
- EXISTING SURVEYED CONTOURS
- GIS CONTOURS
- EXISTING FOREST STAND TREELINE
- TREE LINE /CANOPY COVER
- TREES < 24" DBH
- SIGNIFICANT /SPECIMEN TREE
(\geq 24" DBH) WITH
CRITICAL ROOT ZONE
- TREE TO BE REMOVED

60% LIMIT OF DISTURBANCESILT FENCESUPER SILT FENCEDIVERSION FENCETREE PROTECTION FENCE100-YEAR FLOODPLAINSTREAM BUFFERSOILS BOUNDARYFOREST STANDWATERS FEATURESTABILIZED CONSTRUCTION ENTRANCEPUMPAROUND PRACTICESANDBAG DIVERSIONPORTABLE SEDIMENT TANKPROPOSED CONTOURPROPOSED CULVERTPROPOSED RIPRAPPERENNIAL /INTERMITTENT STREAM

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

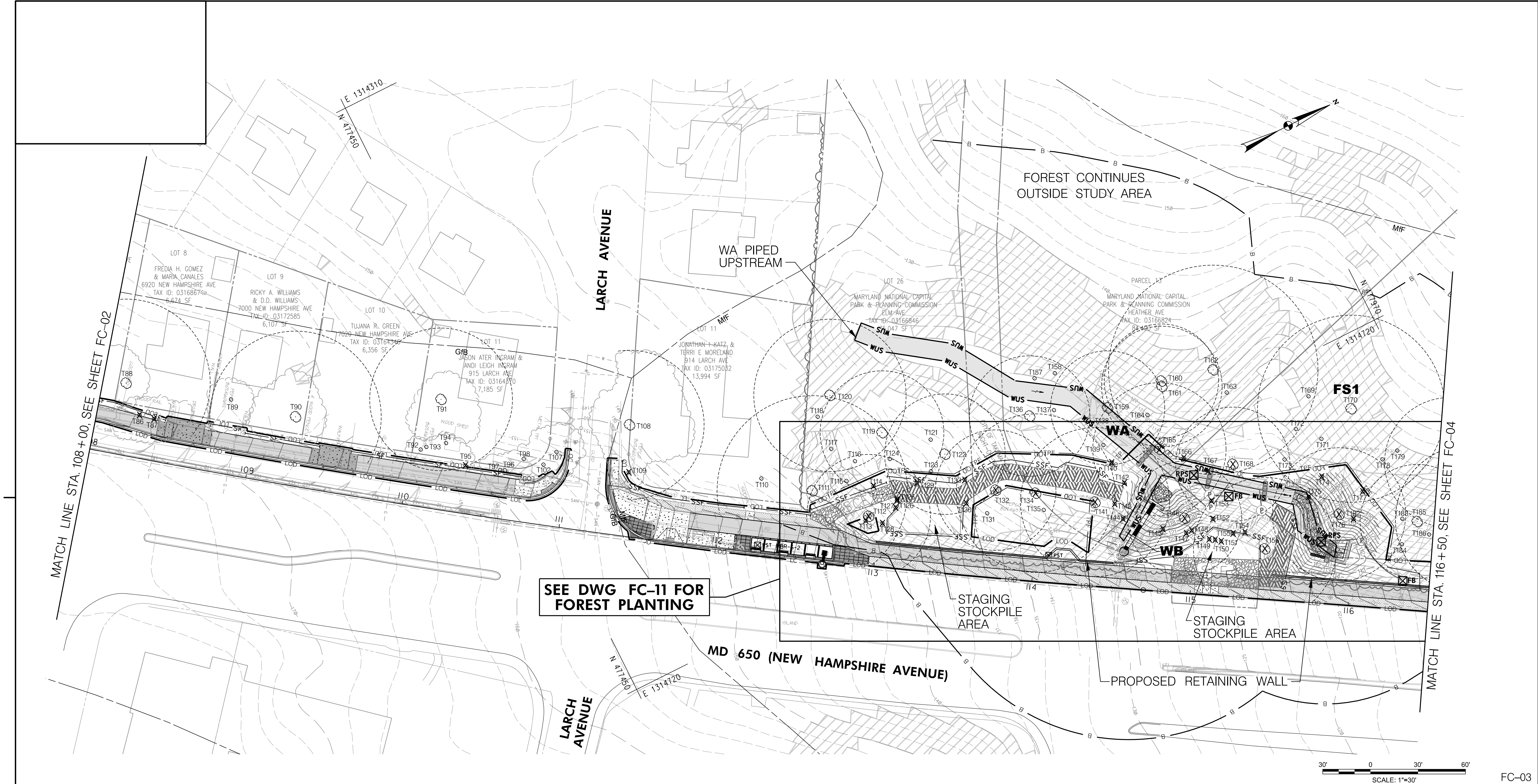
PRELIMINARY FOREST CONSERVATION PLAN

SCALE 1"=30' DATE JUNE 2020 CONTRACT NO. T.B.D.

DESIGNED BY SJK COUNTY MONTGOMERY
DRAWN BY DEA LOGMILE MD 650 0.040-0.830
CHECKED BY GRO
F.A.P. NO. T.B.D. WSSC 208NE01 & 209NE01
TAX MAPS JN561 & JN562

DRAWING NO. FC - 02 OF 11 SHEET NO. 65 OF 73

PLOTTED: 6/24/2020
FILE: \\balsrv06\l\2016\16217_NewAveBike\CADD\plans\pFCP-001_NewAveBike.dgn



SEE DWG FC-11 FOR
FOREST PLANTING

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LEGEND

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- 60% LIMIT OF DISTURBANCE
- SILT FENCE
- SUPER SILT FENCE
- DIVERSION FENCE
- TREE PROTECTION FENCE
- 100-YEAR FLOODPLAIN
- STREAM BUFFER
- SOILS BOUNDARY
- FOREST STAND
- WATERS FEATURE

- STABILIZED CONSTRUCTION ENTRANCE
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- SANDBAG DIVERSION
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- PROPOSED CONTOUR
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CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
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PRELIMINARY FOREST CONSERVATION PLAN

SCALE 1"=30' DATE JUNE 2020 CONTRACT NO. T.B.D.

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F.A.P. NO. T.B.D. TAX MAPS JN561 & JN562

DRAWING NO. FC - 03 OF 11 SHEET NO. 66 OF 73

PLOTTED: 6/24/2020
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\pFCP-002_NewAveBike.dgn

BY: dadkins -

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LEGEND

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- SIDEWALK AND PAVEMENT REMOVAL
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- LOD 60% LIMIT OF DISTURBANCE
- SF SILT FENCE
- SSF SUPER SILT FENCE
- DF DIVERSION FENCE
- TPF TREE PROTECTION FENCE
- 100-YEAR FLOODPLAIN
- B STREAM BUFFER
- CsE SOILS BOUNDARY
- CsF FOREST STAND
- FS1 FOREST STAND
- WA WATERS FEATURE

- STABILIZED CONSTRUCTION ENTRANCE
- P PUMPAROUND PRACTICE
- SANDBAG DIVERSION
- PORTABLE SEDIMENT TANK
- PROPOSED CONTOUR
- PROPOSED CULVERT
- PROPOSED RIPRAP
- PERENNIAL /INTERMITTENT STREAM

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

FC-04

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

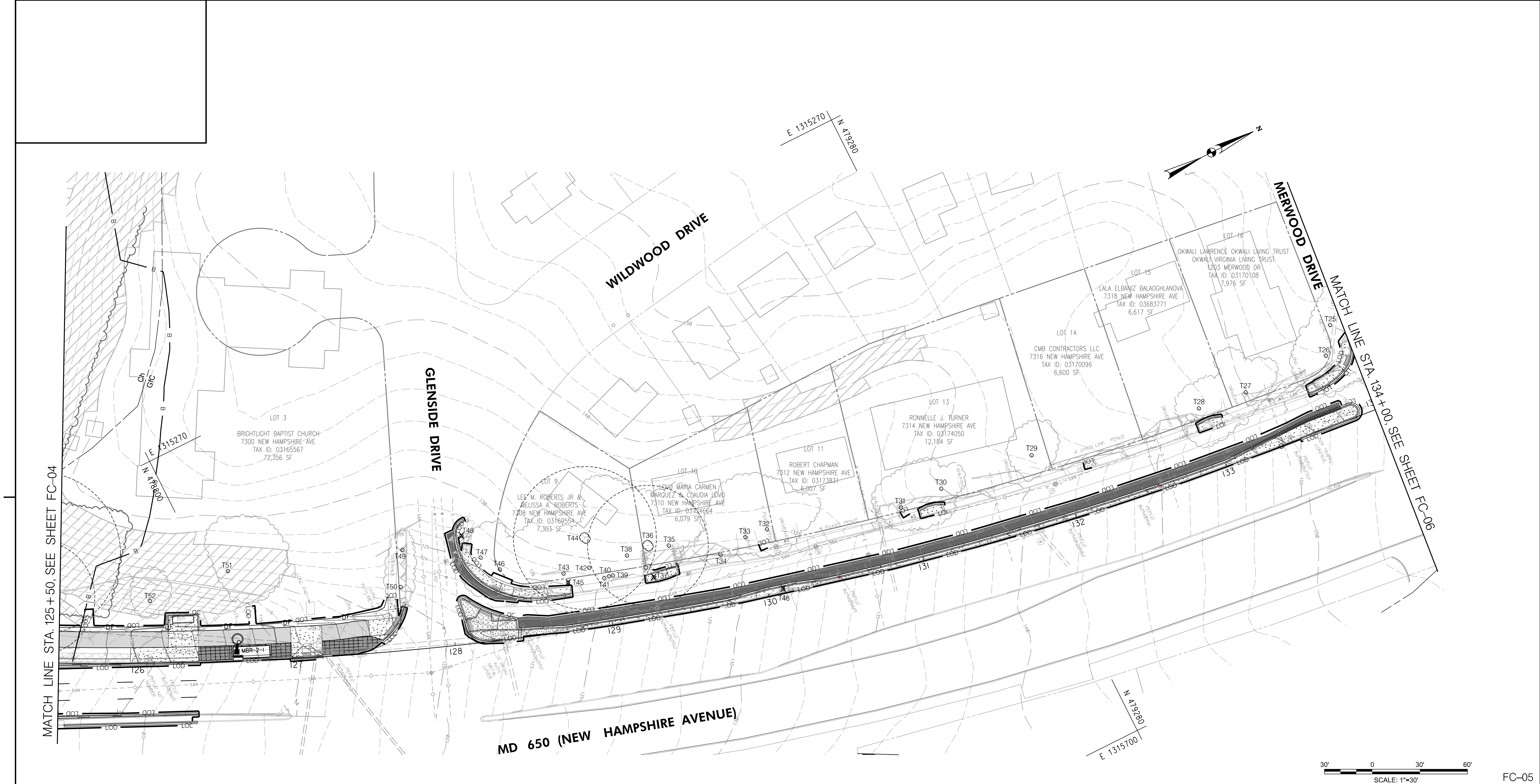
PRELIMINARY FOREST CONSERVATION PLAN

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DRAWN BY DEA LOGMILE MD 650 0.040-0.830
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TAX MAPS JN561 & JN562

DRAWING NO. FC - 04 OF 11 SHEET NO. 67 OF 73

PLOTTED: 6/24/2020
FILE: \\balsrv06\l\2016\16217_NewAveBike\CADD\plans\pFCP-003_NewAveBike.dgn



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CITY OF TAKOMA PARK
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DRAWING NO. FC - 05	OF 11	SHEET NO. 68 OF 73

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

FC-06

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
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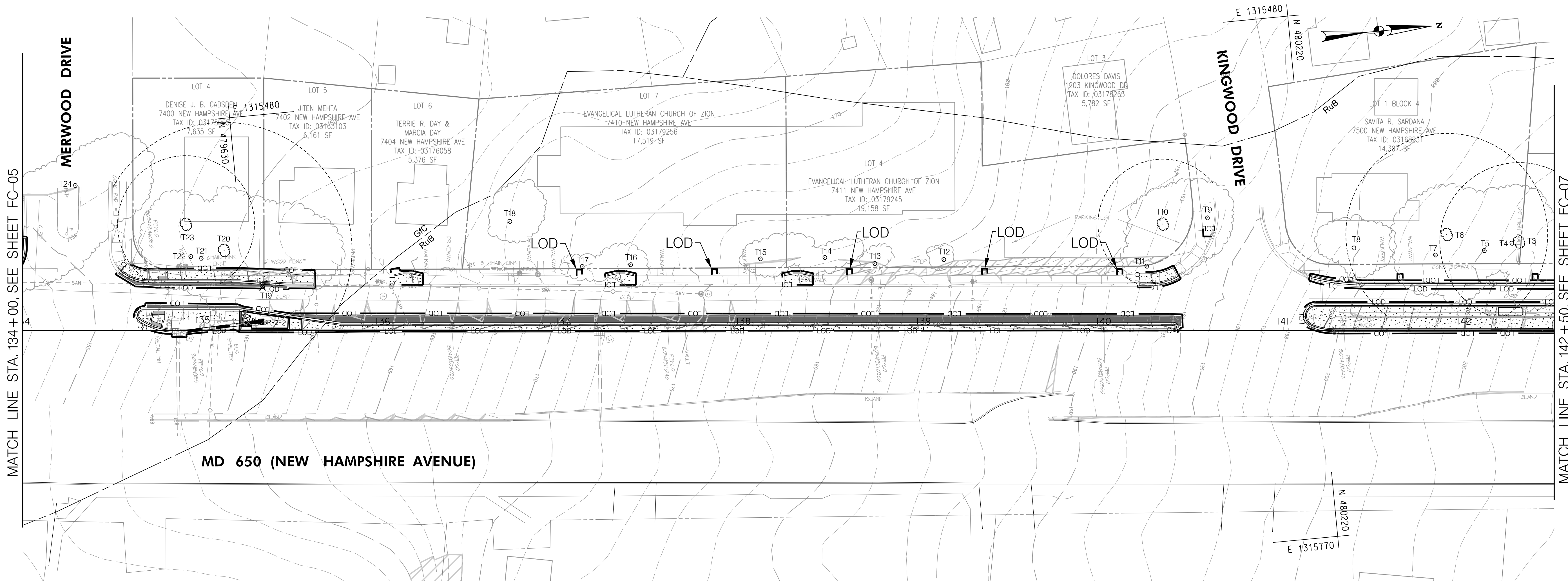
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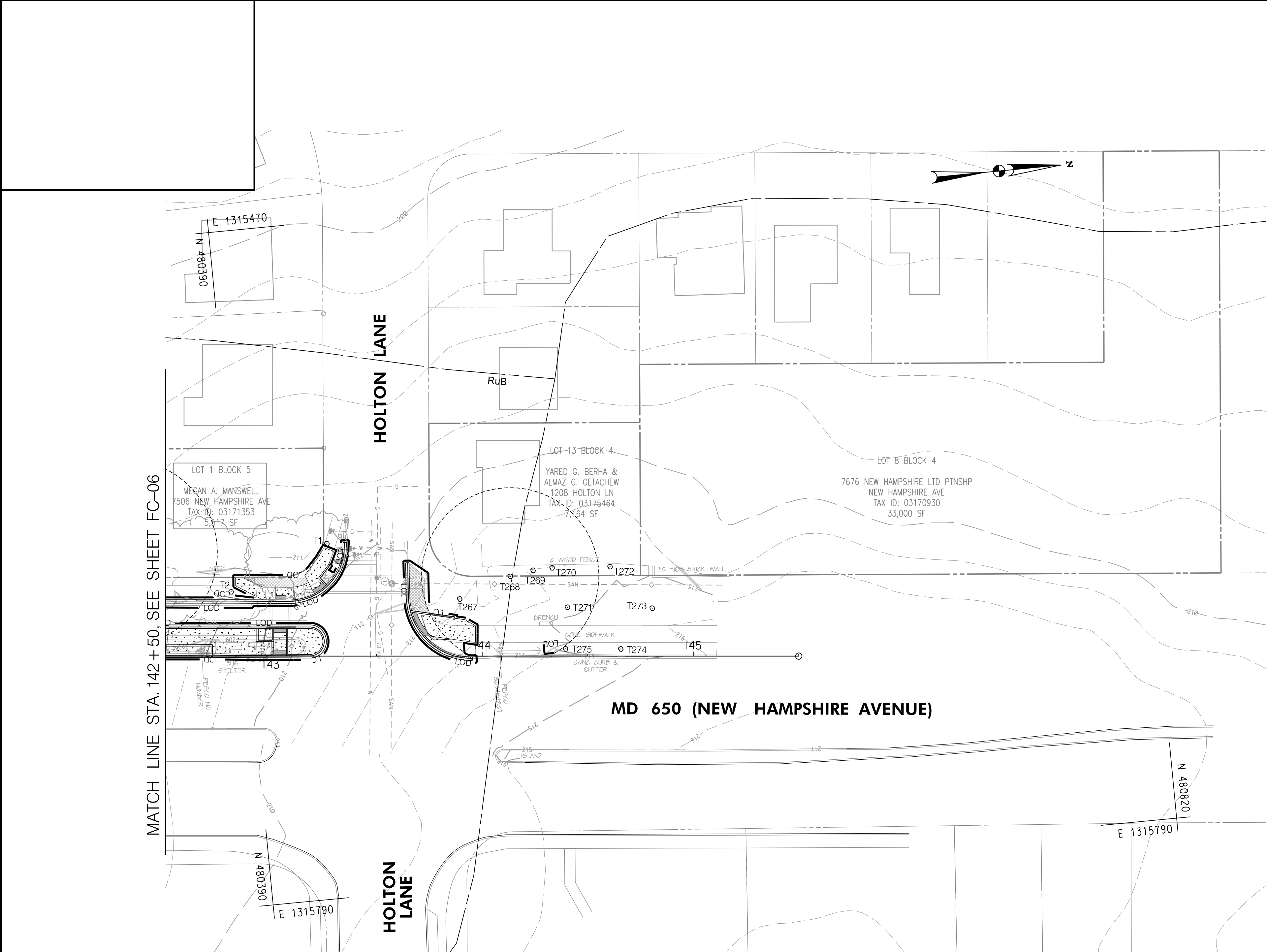
DRAWING NO. FC - 06 OF 11 SHEET NO. 69 OF 73

PLOTTED: 6/24/2020
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\pFCP-005_NewAveBike.dgn



MATCH LINE STA. 134 + 00. SEE SHEET FC-05

MATCH LINE STA. 142 + 50. SEE SHEET FC-07



SOIL SURVEY					
Map Unit Symbol	Map Unit Name	*K-Factor	**Hydric Rating	Hydrologic Soil Group	Drainage Class
Ch	Codorus-Harboro-Urban land complex	-	30	D	Poorly drained
Gfb	Glenelg-Wheaton-Urban land complex, 0 to 8 percent slopes	0.28	0	B	Well drained
GfC	Glenelg-Wheaton-Urban land complex, 8 to 15 percent slopes	0.28	0	B	Well drained
McD	Manor loam, 15 to 25 slopes	0.28	0	B	Well drained
MfF	Manor-Brinklow complex, 25 to 65 percent	0.32	0	B	Well drained
RuB	Russett-Christiana-Urban land complex, 0 to 5 percent slopes	-	0	D	Moderately well drained
Un	Urban land	-	0	D	-

* Erodibility Coefficient - Value assigned to soil types by NRCS. K > 0.35 are considered to be highly erodible.
** Hydric Rating - Value is based on the percentage of hydric soils within the soil type. Non-hydric soils have a value of 0, predominantly non-hydric soils have a value between 0 and 33, partially hydric soils have a value between 33 and 66, predominantly hydric soils have a value between 66 and 99, and hydric soils have a value of 100.

Agricultural Note: None of the soils are listed as Prime Farmland within the study area.

Forest Conservation Data Table

Number of Acres	
Tract	2.3
Remaining in Agricultural Use	-
Road & Utility ROWs ¹	-
Total Existing Forest	0.6
Forest Retention	-
Forest Cleared	0.6

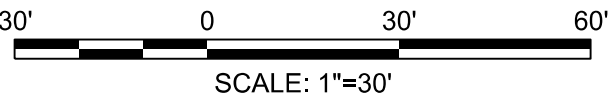
Land Use & Thresholds ²	
Land Use Category	IDA
Conservation Threshold	20%
Afforestation Threshold	15%

Total Channel Length (ft.)	
Stream(s)	198

Average Buffer Width (ft.)	
	125

Acres of Forest in		Retained	Cleared	Planted
Wetlands			-	
100-Year Floodplain				
Stream Buffers			0.5	0.3
Priority Areas			-	-

¹ Only Road or Utility ROWs not to be improved as part of development application.
² Information from FC Land Use Categories & Thresholds document.
³ Measured from stream edge to buffer edge.



FC-07

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LEGEND

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- SIGNIFICANT /SPECIMEN TREE (≥ 24" DBH) WITH CRITICAL ROOT ZONE
- TREE TO BE REMOVED

- 60% LIMIT OF DISTURBANCE
- SILT FENCE
- SUPER SILT FENCE
- DIVERSION FENCE
- TREE PROTECTION FENCE
- 100-YEAR FLOODPLAIN
- STREAM BUFFER
- SOILS BOUNDARY
- FOREST STAND
- WATERS FEATURE

- STABILIZED CONSTRUCTION ENTRANCE
- PUMPAROUND PRACTICE
- SANDBAG DIVERSION
- PORTABLE SEDIMENT TANK
- PROPOSED CONTOUR
- PROPOSED CULVERT
- PROPOSED RIPRAP
- PERENNIAL /INTERMITTENT STREAM

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

PRELIMINARY FOREST CONSERVATION PLAN

SCALE 1"=30' DATE JUNE 2020 CONTRACT NO. T.B.D.

DESIGNED BY SJK COUNTY MONTGOMERY
DRAWN BY DEA LOGMILE MD 650 0.040- 0.830
CHECKED BY GRO
F.A.P. NO. T.B.D. WSSC 208NE01 & 209NE01
TAX MAPS JN561 & JN562

DRAWING NO. FC - 07 OF 11 SHEET NO. 70 OF 73

Maryland DNR Qualified Professional Date
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Tree No.	Removal	Common Name	Scientflic Name	DBH (In.)	Condtition	Comments
T1		Japanese zelkova	<i>Zelkova serrata</i>	6	Good	Yard tree
T2		Japanese zelkova	<i>Zelkova serrata</i>	13	Good	Girdling roots and included bark (IB)
T3		White oak	<i>Quercus alba</i>	29	Good/Fair	Moderate dead branches
T4		Black gum	<i>Nyssa sylvatica</i>	12	Fair	Joins T3 at base, lean, minor dead branches
T5		Southern magnolia	<i>Magnolia grandiflora</i>	9	Good/Fair	Splits below BH (4.5'), minor dead branches, IB
T6		White oak	<i>Quercus alba</i>	37	Good/Fair	Minor to moderate dead branches
T7		Flowering dogwood	<i>Cornus florida</i>	10	Poor	Dead leader, decaying trunk, more than 50% dead
T8		American holly	<i>Ilex opaca</i>	15	Good	
T9		Northern catalpa	<i>Catalpa speciosa</i>	17	Poor	Dead leader, lots of dead branches
T10		Post oak	<i>Quercus stellata</i>	24	Fair/Poor	In parking lot, one sided, moderate to large dead branches
T11		Willow oak	<i>Quercus phellos</i>	9	Good	
T12		White mulberry	<i>Morus alba</i>	3	Fair/Poor	Leaf spot, sparse foliage
T13		Roundleaf sweetgum	<i>Liquidambar styraciflua 'Rotundiloba'</i>	5	Good	
T14		Roundleaf sweetgum	<i>Liquidambar styraciflua 'Rotundiloba'</i>	6	Good	
T15		Crepe-myrtle	<i>Lagerstroemia</i>	3	Good	Multistem
T16		Crepe-myrtle	<i>Lagerstroemia</i>	3	Good/Fair	Multistem, ~15 feet, split stem
T17		Roundleaf sweetgum	<i>Liquidambar styraciflua 'Rotundiloba'</i>	7	Good	Included Bark
T18		Norway spruce	<i>Picea abies</i>	17	Good	
T19		Eastern red cedar	<i>Juniperus virginiana</i>	4	Fair	One sided, compressed by fence
T20		Red maple	<i>Acer rubrum</i>	47	Good/Fair	Girdling roots, another 22" (splits below 4.5' (BH)), minor English ivy vines,
T21		Eastern red cedar	<i>Juniperus virginiana</i>	3	Fair	Under maple
T22		Southern red oak	<i>Quercus falcata</i>	10	Good	Slight lean
T23		Eastern white pine	<i>Pinus strobus</i>	25	Good	
T24		Bradford pear	<i>Pyrus calleryana</i>	23	Good/Fair	Girdling roots, IB, little decay
T25		Southern magnolia	<i>Magnolia grandiflora</i>	18	Good	13, 12" multistem, girdling roots
T26		Southern magnolia	<i>Magnolia grandiflora</i>	18	Good/Fair	15, 12" multistem, minor girdling roots, bark damage, a little decay
T27		Willow oak	<i>Quercus phellos</i>	4	Good	Splits at ground 4" and 2" 3" Pin oak 2" south by wall
T28		Southern magnolia	<i>Magnolia grandiflora</i>	19	Fair	And 18" splits below BH, IB, moderate to dead branches, trunk damage
T29		Chinese magnolia	<i>Magnolia x soulangeana</i>	8	Fair	7, 5, 4" multistem below BH, IB, decay, pruned
T30		Flowering dogwood	<i>Cornus florida</i>	4	Good	And 3" split below BH, some dead branches
T31		Norway maple	<i>Acer platanoides</i>	22	Fair	Girdling roots, IB, minor decay in pruned branch
T32		White mulberry	<i>Morus alba</i>	6	Fair	Minor vines going up trunk, splits a feet off ground, IB, leaf spot
T33		White mulberry	<i>Morus alba</i>	7	Fair/Poor	4" splits below BH, bark damage, patches of decay, lean
T34		Crepe-myrtle	<i>Lagerstroemia</i>	2	Good	Multistem, ~12" high
T35		Winter creeper	<i>Euonymus kiautschovicus</i>	4	Good	And 3" splits below BH, twisted trunk, ~10' tall
T36		River birch	<i>Betula nigra</i>	25	Fair	English ivy in lower canopy, minor dead branches
T37	X	American holly	<i>Ilex opaca</i>	11	Fair	Minor trunk damage, some dead branches, lean
T38		American holly	<i>Ilex opaca</i>	7	Fair	Minor vines
T39		Loblolly pine	<i>Pinus taeda</i>	14	Fair	Vines going up trunk, moderate dead branches, slight lean
T40		White mulberry	<i>Morus alba</i>	7	Fair	Discolored bark, lean
T41		American holly	<i>Ilex opaca</i>	10	Fair	
T42		Loblolly pine	<i>Pinus taeda</i>	11	Fair	Poison ivy (PI), lean, branches coming out in 40 degrees
T43		Loblolly pine	<i>Pinus taeda</i>	10	Fair/Poor	Poison ivy, lean, very small crown
T44		Red oak	<i>Quercus rubra</i>	30	Good/Fair	Inside wood fence, moderate dead branches
T45	X	Loblolly pine	<i>Pinus taeda</i>	17	Fair	One skided
T46		American holly	<i>Ilex opaca</i>	12	Good	
T47		Ornamental holly	<i>Ilex sp.</i>	10	Good	Multistem splits below BH, vines into lower canopy
T48	X	Ornamental cherry	<i>Prunus sp.</i>	7	Fair	Pruning, leaf spotting
T49		Ornamental cherry	<i>Prunus sp.</i>	8	Fair	Trunk damage, early leaf drop
T50		Ornamental cherry	<i>Prunus sp.</i>	8	Fair	Early leaf drop, fungal slime
T51		White mulberry	<i>Morus alba</i>	14	Fair	vines in lower canopy, dead branches; mostly dead Ornamental cherry next to T51
T52		Ornamental cherry	<i>Prunus sp.</i>	7	Fair	5 and 4" multistem, IB, conks, vines in canopy, minor dead branches
T53		Privet	<i>Ligustrum sp.</i>	5	Good	Multistem, ~15' tall
T54	X	Virginia pine	<i>Pinus virginiana</i>	13	Fair	Lean, growing into power line
T55		Southern red oak	<i>Quercus falcata</i>	5	Good	
T56	X	Loblolly pine	<i>Pinus taeda</i>	13	Fair	Bark damage, one sided, in power lines
T57	X	Red oak	<i>Quercus rubra</i>	14	Fair	Slight lean, one skided
T58		Red oak	<i>Quercus rubra</i>	37	Fair	Minor vines, slight lean, moderate dead branches
T59		American holly	<i>Ilex opaca</i>	14	Fair	Tip of leader is dead
T60		American holly	<i>Ilex opaca</i>	13	Fair	Lean, dead branches

Tree No.	Removal	Common Name	Scientific Name	DBH (In.)	Condtition	Comments
T61		American holly	<i>Ilex opaca</i>	10	Good	
T62	X	Common hibiscus	<i>Hibiscus syriacus</i>	< 1	Good/Fair	10' shrub, 2-3' inside fence
T63	X	Red oak	<i>Quercus rubra</i>	29	Fair	Vines going up trunk, growing into power lines, lean, power line pruned, dead branches
T64	X	Chestnut oak	<i>Quercus montana</i>	23	Fair	In power lines,
T65	X	American beech	<i>Fagus grandifolia</i>	15	Fair/Poor	20" mostly dead split below BH, lean, power lined pruned, fungal growth on dead tree
T66		Chestnut oak	<i>Quercus montana</i>	30	Fair	Slight lean, in power lines, one sided, moderate to large dead branches
T67	X	Slippery elm	<i>Ulmus rubra</i>	2	Good	
T68		Chestnut oak	<i>Quercus montana</i>	28	Fair	Power line pruned, minor dead branches
T69	X	Chestnut oak	<i>Quercus montana</i>	19	Fair/Poor	IP, large dead branches, lean, power line pruned
T70		American holly	<i>Ilex opaca</i>	8	Good	Start of row of hollies
T71		White oak	<i>Quercus alba</i>	30	Good	
T72		White oak	<i>Quercus alba</i>	20	Fair	One sided
T73		American holly	<i>Ilex opaca</i>	3	Good	
T74		American holly	<i>Ilex opaca</i>	7	Good	3-multistem: 7, 5 & 4"
T75		American holly	<i>Ilex opaca</i>	5	Good	2-Multistem: 5 & 4"
T76		American holly	<i>Ilex opaca</i>	7	Good	Straight line from T70, row of hollies includes T0 & T3-T6
T77	X	American holly	<i>Ilex opaca</i>	8	Good	Start of another hedge, multistem 6" and 5"
T78	X	American holly	<i>Ilex opaca</i>	7	Good	2-multistem 7 & 5"
T79	X	American holly	<i>Ilex opaca</i>	8	Good	7", 6", 5" multistem
T80		White oak	<i>Quercus alba</i>	29	Fair	One sided, by house, minor dead branches
T81		Blue spruce	<i>Picea pungens</i>	9	Good/Fair	
T82		Ornamental holly	<i>Ilex sp.</i>	9	Fair	Vines on lower canopy, power line pruned
T83		Silver maple	<i>Acer saccharinum</i>	38	Fair/Poor	Girdling roots, several large dead branches
T84		Ornamental holly	<i>Ilex sp.</i>	5	Fair/Poor	4" multistem, half dead other leader
T85		American holly	<i>Ilex opaca</i>	12	Good	
T86	X	Eastern white pine	<i>Pinus strobus</i>	11	Fair	Slight lean, power line pruning, leader either died or pruned
T87	X	Eastern white pine	<i>Pinus strobus</i>	11	Good/Fair	Slight lean, power line pruned
T88		Post oak	<i>Quercus stellata</i>	35	Fair	Dead large branches, one sided, growing around fence post
T89		Blue spruce	<i>Picea pungens</i>	13	Good/Fair	Vines growing up trunk, minor lean
T90		Red maple	<i>Acer rubrum</i>	36	Fair/Poor	A lot of English ivy, vines up mid canopy, dead branches
T91		White oak	<i>Quercus alba</i>	30	Good	Vines up trunk
T92		Ornamental cherry	<i>Prunus sp.</i>	2	Good	
T93		Ornamental cherry	<i>Prunus sp.</i>	5	Good/Fair	Leaf spot
T94		Arbortvitae	<i>Thuja occidentalis</i>	2	Good	~10 feet tall
T95	X	Eastern redbud	<i>Cercis canadensis</i>	8	Good	
T96		Red oak	<i>Quercus rubra</i>	2	Good	
T97		Eastern redbud	<i>Cercis canadensis</i>	3	Good	
T98		Ornamental holly	<i>Ilex sp.</i>	5	Good	Start of row of hollies, ~20' high
T99		Ornamental holly	<i>Ilex sp.</i>	3-5	Good	
T100		Ornamental holly	<i>Ilex sp.</i>	3-5	Good	
T101		Ornamental holly	<i>Ilex sp.</i>	3-5	Good	

FOREST STAND TABLE					
ID	Dominant Species & DBH Size Class	Condition	Retention Value	Description	Acres in LOD
FS1	Mixed Oaks: mostly N. Red & White, 10-18', mid-successional	Good to Fair-Poor along edges	moderate to high (non-edge forest by	~65-90% canopy closure; understory (hickory & beech) & sparse shrub layers; Cover: ~10-35% herb, ~15% downed woody, ~2-20% invasive, low interior vine cover; good forest	0.58

NOTES: 1. There are high levels of invasive vines along FS1 edges, including porcelain berry (roads and clearing by Glenside Dr.)
2. The highest canopy closure and lowest herb & invasive covers listed above are consistent with interior forest plots.
3. FS1 includes stream buffer for Sligo Creek (WC) and unnamed tributaries (WA & WB).

Tree No.	Removal	Common Name	Scientflic Name	DBH (In.)	Condtition	Comments
T102		Ornamental holly	<i>Ilex sp.</i>	4	Good	Middle of holly row, ~15' high
T103		Ornamental holly	<i>Ilex sp.</i>	3-5	Good	
T104		Ornamental holly	<i>Ilex sp.</i>	3-5	Good	
T105		Ornamental holly	<i>Ilex sp.</i>	3-5	Good	
T106		Ornamental holly	<i>Ilex sp.</i>	3-5	Good	
T107		Ornamental holly	<i>Ilex sp.</i>	4	Good	End of holly row, whole row 3-5" DBH
T108		White oak	<i>Quercus alba</i>	31	Good	Power line going through it
T109	X	White oak	<i>Quercus alba</i>	21	Fair	Moderate dead branches
T110		Flowering dogwood	<i>Cornus florida</i>	7	Fair	Lean, minor dead branches
T111		White oak	<i>Quercus alba</i>	40	Good	A lot of dead vines, some vines left over, healthy canopy
T112	X	Red oak	<i>Quercus rubra</i>	26	Fair	~9" split at base mostly dead, vines to lower canopy, minor lean
T113	X	Green ash	<i>Fraxinus pennsylvanica</i>	7	Fair	Vines in canopy, dead branches
T114	X	Slippery elm	<i>Ulmus rubra</i>	6	Fair/Poor	Dead branches, moderate lean
T115		Norway maple	<i>Acer platanoides</i>	7	Fair	One sided, minor dead branches
T116		Red maple	<i>Acer rubrum</i>	9	Fair	Minor dead branches
T117		Pignut hickory	<i>Carya glabra</i>	10	Good/Fair	Lean
T118		White mulberry	<i>Morus alba</i>	8	Fair	Lean, moderate dead branches
T119	X	White oak	<i>Quercus alba</i>	26	Good/Fair	Moderate dead branches, flag vines
T120		White oak	<i>Quercus alba</i>	32	Good/Fair	Minor vines
T121		American beech	<i>Fagus grandifolia</i>	9	Good/Fair	6" split below BH, lean
T122		White oak	<i>Quercus alba</i>	25	Good	Twin 24"
T123		Red maple	<i>Acer rubrum</i>	6	Good/Fair	Minor dead branches
T124		American beech	<i>Fagus grandifolia</i>	14	Good/Fair	Old lightning damage, trunk/hollow decay
T125	X	Shagbark hickory	<i>Carya ovata</i>	8	Fair	Minor dead branches, slight lean
T126	X	Green ash	<i>Fraxinus pennsylvanica</i>	7	Fair	Minor dead branches
T127	X	Green ash	<i>Fraxinus pennsylvanica</i>	6	Poor	Mostly dead
T128	X	Green ash	<i>Fraxinus pennsylvanica</i>	7	Fair/Poor	Vines in canopy, IB
T129	X	White oak	<i>Quercus alba</i>	22	Good/Fair	Vines but controlled
T130	X	Red maple	<i>Acer rubrum</i>	7	Fair	Lean, some vines in canopy
T131		American beech	<i>Fagus grandifolia</i>	6	Fair	Some vines in canopy
T132	X	Pignut hickory	<i>Carya glabra</i>	25	Fair	Vines going up trunk, some dead branches
T133	X	American beech	<i>Fagus grandifolia</i>	8	Good	
T134	X	American beech	<i>Fagus grandifolia</i>	33	Good	Minor dead branches, some vines
T135		American beech	<i>Fagus grandifolia</i>	7	Good/Fair	Minor vines, slightly one sided
T136		White oak	<i>Quercus alba</i>	25	Fair	Moderate dead branches, skinny crown
T137		American beech	<i>Fagus grandifolia</i>	7	Good	On edge of stream
T138		American beech	<i>Fagus grandifolia</i>	6	Good	
T139		Tulip poplar	<i>Liriodendron tulipifera</i>	20	Fair	Scant canopy
T140	X	American beech	<i>Fagus grandifolia</i>	8	Good	
T141	X	Tulip poplar	<i>Liriodendron tulipifera</i>	31	Fair	Moderate dead branches, sparse canopy
T142	X	Slippery elm	<i>Ulmus rubra</i>	7	Fair	Lean, vines

FOR CONTINUATION OF TREE LIST, SEE FC-09

FC-08

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

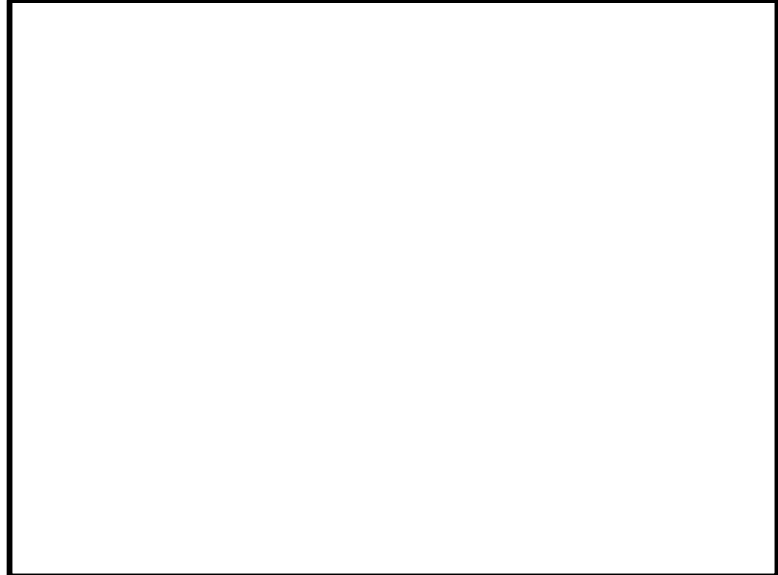
PRELIMINARY FOREST CONSERVATION NOTES

SCALE _____ DATE _____ JUNE 2020 _____ CONTRACT NO. _____ T.B.D. _____

DESIGNED BY _____ SJK _____ COUNTY _____ MONTGOMERY
DRAWN BY _____ DEA _____ LOGMILE _____ MD 650 _____ 0.040- 0.830
CHECKED BY _____ GRO _____
F.A.P. NO. _____ T.B.D. _____ WSSC 208NE01 & 209NE01
TAX MAPS JN561 & JN562

DRAWING NO. _____ FC - 08 _____ OF 11 _____ SHEET NO. _____ 71 _____ OF 73 _____

PLOTTED: 6/24/2020
FILE: \\balsrv06\2016\2016\16217_NewAveBike\CADD\plans\pFCP-007_NewAveBike.dgn



Maryland DNR Qualified Professional Date
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Tree No.	Removal	Common Name	Scientific Name	DBH (In.)	Condition	Comments
T143	X	Red maple	<i>Acer rubrum</i>	9	Fair/Poor	Small hollow on trunk, dead leader
T144	X	White mulberry	<i>Morus alba</i>	6	Fair	Serious lean, dead branches
T145	X	American beech	<i>Fagus grandifolia</i>	7	Good	
T146	X	Tulip poplar	<i>Liriodendron tulipifera</i>	24	Fair	Poison ivy vines into lower canopy, multileader above BH
T147	X	American beech	<i>Fagus grandifolia</i>	6	Good/Fair	Minor vines
T148	X	Tulip poplar	<i>Liriodendron tulipifera</i>	13	Fair	Scant canopy
T149	X	American beech	<i>Fagus grandifolia</i>	7	Good/Fair	Little one sided
T150	X	Tulip poplar	<i>Liriodendron tulipifera</i>	11	Fair	Skinny
T151	X	Tulip poplar	<i>Liriodendron tulipifera</i>	19	Fair	Very scant crown
T152	X	American beech	<i>Fagus grandifolia</i>	8	Good	
T153	X	Tulip poplar	<i>Liriodendron tulipifera</i>	21	Fair	Very scant crown
T154		American beech	<i>Fagus grandifolia</i>	6	Good	
T155	X	Tulip poplar	<i>Liriodendron tulipifera</i>	15	Fair	Vines into canopy, lean
T156	X	Tulip poplar	<i>Liriodendron tulipifera</i>	30	Fair	Slight lean, multileader above BH, vines, moderate dead branches, scant canopy
T157	X	Tulip poplar	<i>Liriodendron tulipifera</i>	18	Good/Fair	
T158		Sycamore	<i>Plantanus occidentalis</i>	22	Good/Fair	Vines going up but controlled
T159		American beech	<i>Fagus grandifolia</i>	24	Good	By stream, leaning, on edge of undercut stream bank
T160		American beech	<i>Fagus grandifolia</i>	24	Good/Fair	Cavity in base of trunk, but still looks stable
T161		American beech	<i>Fagus grandifolia</i>	25	Good	Cavity in base of trunk, but still looks stable
T162		White oak	<i>Quercus alba</i>	44	Good/Fair	Treated vines, moderate dead branches
T163		American beech	<i>Fagus grandifolia</i>	6	Good	
T164		American beech	<i>Fagus grandifolia</i>	21	Good	Small cavity but stable
T165	X	American beech	<i>Fagus grandifolia</i>	28	Good/Fair	Slight lean, edge of eroding stream
T166	X	American beech	<i>Fagus grandifolia</i>	21	Good/Fair	Growing/ fruiting fungus and insects
T167	X	American beech	<i>Fagus grandifolia</i>	9	Good	On edge of stream
T168	X	American beech	<i>Fagus grandifolia</i>	24	Good	
T169		White oak	<i>Quercus alba</i>	19	Fair	Vine going up trunk, little one sided
T170		Tulip poplar	<i>Liriodendron tulipifera</i>	39	Good	
T171		American beech	<i>Fagus grandifolia</i>	7	Good	
T172		White oak	<i>Quercus alba</i>	19	Fair	Poison ivy going up trunk
T173		American beech	<i>Fagus grandifolia</i>	20	Good	Splits below BH -5"
T174	X	American beech	<i>Fagus grandifolia</i>	7	Good	
T175	X	American beech	<i>Fagus grandifolia</i>	8	Good	
T176	X	White oak	<i>Quercus alba</i>	28	Fair	Heavy poison ivy vines to lower canopy
T177	X	Red maple	<i>Acer rubrum</i>	6	Fair	Vines in canopy, moderate dead branches
T178		Tulip poplar	<i>Liriodendron tulipifera</i>	11	Good	
T179		Green ash	<i>Fraxinus pennsylvanica</i>	8	Good/Fair	Minor dead branches
T180		Green ash	<i>Fraxinus pennsylvanica</i>	10	Good/Fair	Minor dead branches, little one sided
T181		Black oak	<i>Quercus velutina</i>	27	Fair	Split leader, IB
T182	X	Loblolly pine	<i>Pinus taeda</i>	14	Fair/Poor	Heavy poison ivy vine going up into lower crown, very scant canopy
T183		Green ash	<i>Fraxinus pennsylvanica</i>	7	Fair/Poor	Heavy poison ivy vines into lower canopy, scant crown
T184		Pignut hickory	<i>Carya glabra</i>	6	Fair	Poison ivy vines in canopy
T185		White oak	<i>Quercus alba</i>	24	Fair	Vines treated, minor to moderate dead branches

Tree No.	Removal	Common Name	Scientific Name	DBH (In.)	Condition	Comments
T186		American beech	<i>Fagus grandifolia</i>	17	Good/Fair	
T187		Tulip poplar	<i>Liriodendron tulipifera</i>	17	Good/Fair	Minor dead branches
T188		White oak	<i>Quercus alba</i>	31	Fair	Poison ivy vines up to lower canopy, slight lean
T189		Pignut hickory	<i>Carya glabra</i>	6	Fair/Poor	Dead leader, lean, vines
T190		Tulip poplar	<i>Liriodendron tulipifera</i>	20	Fair	Scant canopy, minor dead branches
T191		American beech	<i>Fagus grandifolia</i>	6	Good	
T192		Tulip poplar	<i>Liriodendron tulipifera</i>	22	Fair	Vines but treated, slight lean
T193		American beech	<i>Fagus grandifolia</i>	6	Good	Minor vines
T194		Tulip poplar	<i>Liriodendron tulipifera</i>	19	Fair	PI to lower canopy
T195		Pignut hickory	<i>Carya glabra</i>	6	Good/Fair	PI vines
T196		Tulip poplar	<i>Liriodendron tulipifera</i>	22	Good/Fair	Minor dead branches
T197		American beech	<i>Fagus grandifolia</i>	6	Good	
T198		Green ash	<i>Fraxinus pennsylvanica</i>	6	Fair	Minor dead branches, one sided
T199		Tulip poplar	<i>Liriodendron tulipifera</i>	18	Fair	One sided
T200	X	Tulip poplar	<i>Liriodendron tulipifera</i>	24	Fair	Vines
T201		Tulip poplar	<i>Liriodendron tulipifera</i>	16	Fair	Minor dead branches, skinny canopy
T202		American beech	<i>Fagus grandifolia</i>	26	Good	
T203		Tulip poplar	<i>Liriodendron tulipifera</i>	24	Fair	PI vines
T204		Tulip poplar	<i>Liriodendron tulipifera</i>	9	Fair	PI vines, sparse canopy
T205	X	Pignut hickory	<i>Carya glabra</i>	8	Fair	Vines going up lower canopy
T206	X	American beech	<i>Fagus grandifolia</i>	6	Good	
T207	X	Sassafras	<i>Sassafras albidum</i>	12	Fair	Slight lean, lots of competition
T208		Pignut hickory	<i>Carya glabra</i>	6	Good/Fair	Minor dead branches
T209		White oak	<i>Quercus alba</i>	28	Fair	Minor dead branches, one sided
T210		White oak	<i>Quercus alba</i>	17	Fair	Skinny canopy
T211		American beech	<i>Fagus grandifolia</i>	7	Good/Fair	Minor dead branches
T212		Pignut hickory	<i>Carya glabra</i>	6	Good	
T213		Pignut hickory	<i>Carya glabra</i>	11	Fair	Moderate dead branches, one sided
T214		Pignut hickory	<i>Carya glabra</i>	10	Fair	Moderate dead branches
T215		Pignut hickory	<i>Carya glabra</i>	12	Good	
T216		Green ash	<i>Fraxinus pennsylvanica</i>	12	Fair	Vines into canopy
T217		Red maple	<i>Acer rubrum</i>	6	Fair	Moderate dead branches
T218		Red maple	<i>Acer rubrum</i>	13	Good	Some vines
T219		Green ash	<i>Fraxinus pennsylvanica</i>	9	Fair/Poor	Included bark, lots of PI, 7" split below BH
T220		Red oak	<i>Quercus rubra</i>	12	Fair	Vines treated, moderate to dead branches
T221		Black oak	<i>Quercus velutina</i>	10	Fair	Sparse canopy, one skled
T222		Pignut hickory	<i>Carya glabra</i>	9	Fair	Moderate dead branches
T223		Chestnut oak	<i>Quercus montana</i>	9	Fair	PI vines going up into lower canopy, sparse canopy, flag near branch
T224		Black gum	<i>Nyssa sylvatica</i>	7	Fair	PI vines going up into lower canopy
T225		Pignut hickory	<i>Carya glabra</i>	8	Fair	Treated vines, slightly one sided
T226		Slippery elm	<i>Ulmus rubra</i>	7	Fair	Minor vines
T227		Bltternut hickory	<i>Carya cordiformis</i>	8	Fair	Minor vines traveling up canopy, one sided
T228		Pignut hickory	<i>Carya glabra</i>	9	Fair	Vines treated, skinny canopy

Tree No.	Removal	Common Name	Scientific Name	DBH (In.)	Condition	Comments
T229		Black gum	<i>Nyssa sylvatica</i>	11	Good/Fair	Sparse canopy, vines treated
T230		Black cherry	<i>Prunus serotina</i>	17	Fair/Poor	Very sparse canopy, very small crown
T231		Japanese princess tree	<i>Paulownia tomentosa</i>	14	Fair	PI vines, lean, split damage with branch
T232		Tulip poplar	<i>Liriodendron tulipifera</i>	24	Good	
T233		Black locust	<i>Robinia pseudoacacia</i>	17	Fair	On edge of forest by road, vines
T234		Tulip poplar	<i>Liriodendron tulipifera</i>	9	Good	
T235		Sycamore	<i>Plantanus occidentalis</i>	13	Fair	Slight lean, vines
T236		Black cherry	<i>Prunus serotina</i>	15	Poor	Major lean, dead leader, moderate dead branches
T237		Red oak	<i>Quercus rubra</i>	6	Fair	Moderate dead branches
T238		Japanese princess tree	<i>Paulownia tomentosa</i>	8	Fair/Poor	Sparse canopy, moderate dead branches, small hollow wound in trunk
T239		Black cherry	<i>Prunus serotina</i>	7	Fair	Minor dead branches, one sided, slight lean
T240		White mulberry	<i>Morus alba</i>	13	Poor	Fungal growth up trunk, lean
T241		Japanese princess tree	<i>Paulownia tomentosa</i>	12	Fair	Lean, vines
T242		White mulberry	<i>Morus alba</i>	7	Poor	Serious lean, major vines into canopy, moderate dead branches
T243		Green ash	<i>Fraxinus pennsylvanica</i>	18	Poor	Split above BH, moderate dead branches, major vines
T244		Eastern white pine	<i>Pinus strobus</i>	18	Fair	Heavy vines, minor dead branches, by food truck and patty wholesale
T245	X	Red maple	<i>Acer rubrum</i>	10	Fair/Poor	Dead leader, one third dead
T246	X	Red maple	<i>Acer rubrum</i>	4	Good	
T247	X	Red maple	<i>Acer rubrum</i>	10	Good	
T248		Red maple	<i>Acer rubrum</i>	13	Good	IB, minor bark damage
T249		Sycamore	<i>Plantanus occidentalis</i>	6	Good/Fair	Leaf spot, flood debris around base
T250		Green ash	<i>Fraxinus pennsylvanica</i>	10	Poor	PI vines up to canopy, major dead branches
T251		Tulip poplar	<i>Liriodendron tulipifera</i>	22	Fair	Vines growing up into lower canopy
T252		Tulip poplar	<i>Liriodendron tulipifera</i>	6	Fair	One sided
T253		Green ash	<i>Fraxinus pennsylvanica</i>	6	Fair/Poor	Lean, moderate dead branches, sparse
T254		White mulberry	<i>Morus alba</i>	13	Poor	Large dead branches, vines
T255		White mulberry	<i>Morus alba</i>	7	Poor	Mostly dead, vines, lean
T256		Red maple	<i>Acer rubrum</i>	13	Fair/Poor	Dead leader, fruiting bodies up trunk, vines
T258		Pignut hickory	<i>Carya glabra</i>	12	Good	PI vines into lower canopy
T259		Red oak	<i>Quercus rubra</i>	32	Good/Fair	PI vines, slightly one sided
T260		Red oak	<i>Quercus rubra</i>	18	Fair	Vines treated
T261		White oak	<i>Quercus alba</i>	23	Fair	Vines mostly treated, skinny canopy
T262		American holly	<i>Ilex opaca</i>	6	Good/Fair	
T263		Pignut hickory	<i>Carya glabra</i>	12	Fair	Vines going up into lower canopy
T264		White oak	<i>Quercus alba</i>	34	Poor	Dead leader and shelf fungus, vines into canopy, one third alive
T265		Red oak	<i>Quercus rubra</i>	24	Fair	Moderate dead branches, lean, vines, split below BH
T266		White mulberry	<i>Morus alba</i>	14	Fair/Poor	Lean, a lot of vines, decay in old branch
T267		Chinese elm	<i>Ulmus parvifolia</i>	10	Good	behind sidewalk
T268		Willow oak	<i>Quercus phellos</i>	28	Good	minor dead branches
T269		White pine	<i>Pinus strobus</i>	19	Fair	almost 45 degree lean on oak, minor dead branches, just outside fence
T270		American holly	<i>Ilex opaca</i>	5	Good	Multistem below BH, 2-4" & 3",
T271		Chinese elm	<i>Ulmus parvifolia</i>	9	Good	
T272		White pine	<i>Pinus strobus</i>	23	Fair	Mod-high dead branches
T273		Chinese elm	<i>Ulmus parvifolia</i>	9	Good	
T274		Redbud	<i>Cercis canadensis</i>	5	Fair	dead branches, ~3' narrow mostly healed split in lower trunk
T275		Redbud	<i>Cercis canadensis</i>	5	Good/Fair	minor dead branches

Significant & Specimen Trees (≥ 24" DBH)

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

PRELIMINARY FOREST CONSERVATION NOTES

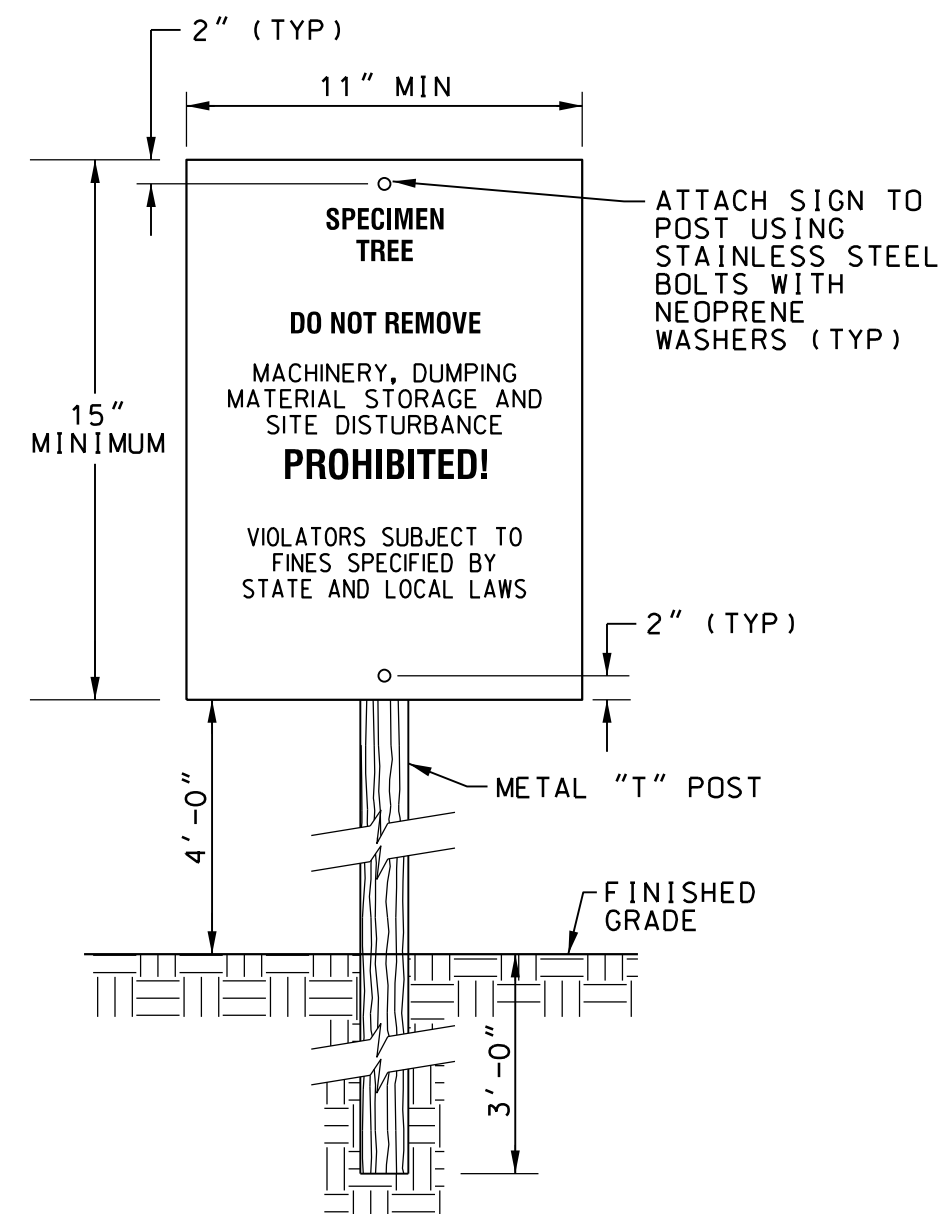
60% PLANS
MAY 2020

SCALE _____ DATE JUNE 2020 CONTRACT NO. T.B.D.

DESIGNED BY SJK COUNTY MONTGOMERY
DRAWN BY DEA LOGMILE MD 650 0.040- 0.830
CHECKED BY GRO
F.A.P. NO. T.B.D. WSSC 208NE01 & 209NE01
TAX MAPS JN561 & JN562

DRAWING NO. FC - 09 OF 11 SHEET NO. 72 OF 73

PLOTTED: 6/24/2020
FILE: \\balsrv06\6\2016\2016\16217_NewAveBike\CADD\plans\pFCP-008_NewAveBike.dgn



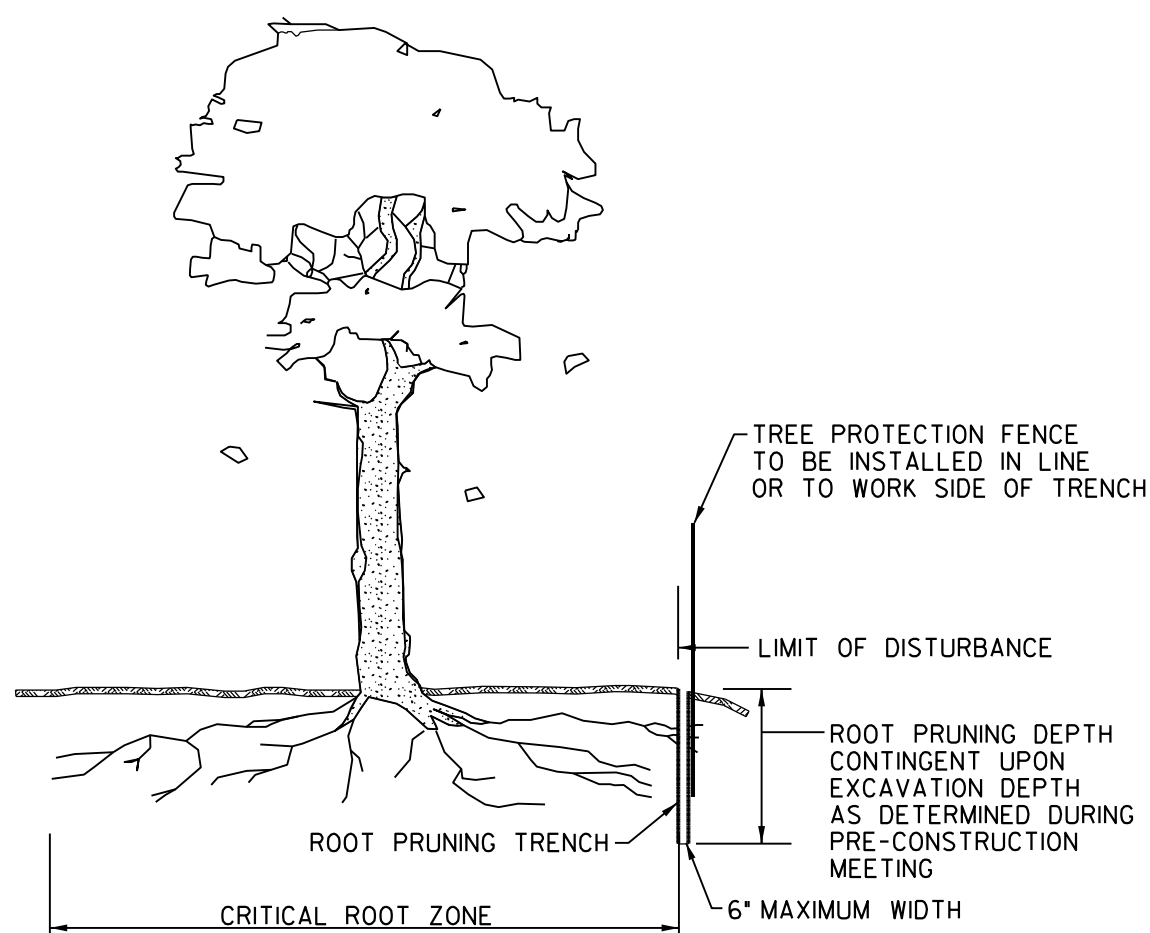
TREE PROTECTION SIGN DETAIL

NOT TO SCALE

Notes:

1. Bottom of signs to be higher than top of tree protection fence.
2. Attachment of signs to tree is prohibited.
3. Attach signs to metal "T" posts or directly to tree protection fence.

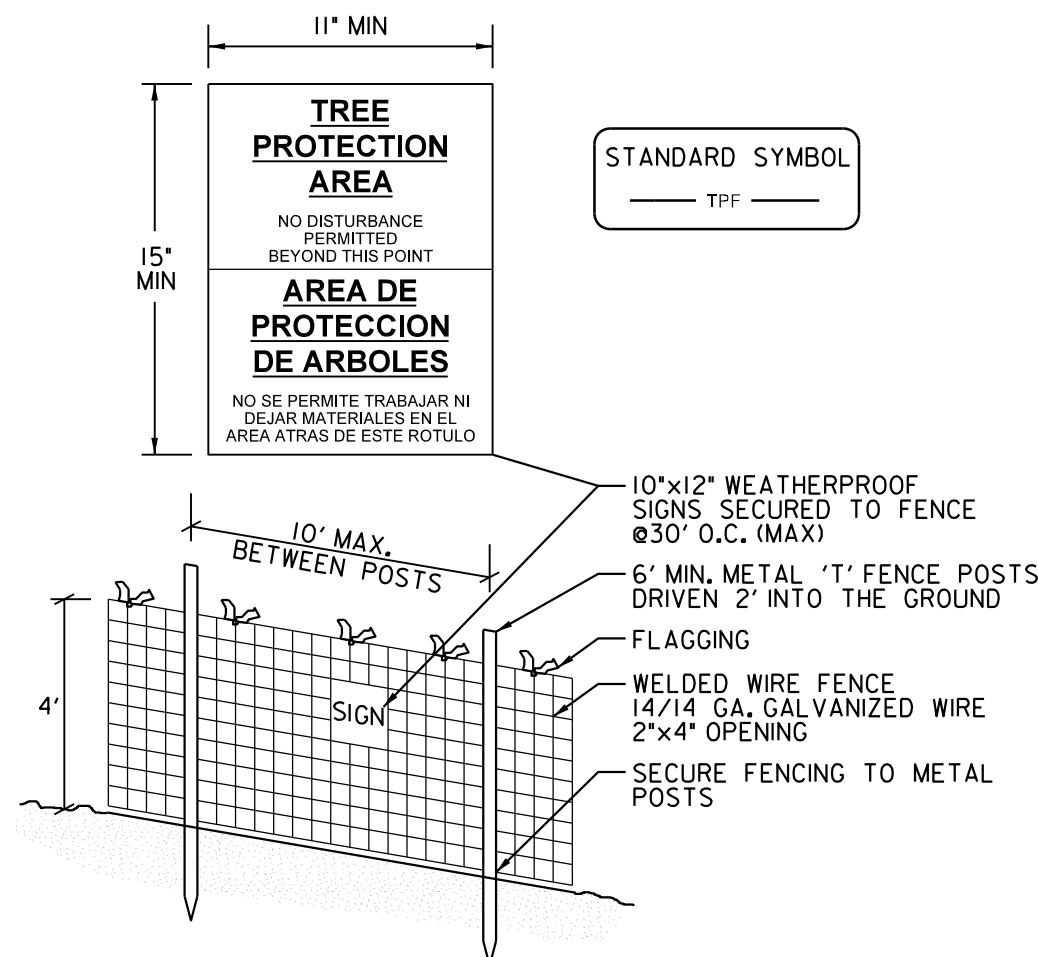
Source: Adapted from Forest Conservation Manual, 1991



ROOT PRUNING DETAIL

NOT TO SCALE

Source: Adapted from Steve Clark & Associates/ACRT, Inc. and Forest Conservation Manual, 1991



TREE PROTECTION FENCE

NOT TO SCALE

NOTES:

1. PRACTICE MAY BE COMBINED WITH SEDIMENT CONTROL FENCING.
2. LOCATION AND LIMITS OF FENCING SHALL BE COORDINATED IN FIELD WITH MARYLAND L&E.
3. BOUNDARIES OF PROTECTION AREA SHOULD BE STAKED PRIOR TO INSTALLING PROTECTIVE DEVICE.
4. ROOT DAMAGE SHOULD BE AVOIDED.
5. PROTECTIVE SIGNAGE IS REQUIRED.
6. FENCING SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.

Sequence of Events for Properties Required to Comply With Forest Conservation Plans, Exemptions from Submitting Forest Conservation Plans, and Tree Save Plans

The property owner is responsible for ensuring all tree protection measures are performed in accordance with the approved final forest conservation plan or tree save plan, and as modified in the field by a Planning Department Forest Conservation Inspector. The measures must meet or exceed the most recent standards published by the American National Standards Institute (ANSI A300).

Pre-Construction

1. An on-site pre-construction meeting is required after the limits of disturbance have been staked and flagged and before any land disturbance.
2. The property owner must arrange for the meeting and following people must participate at the pre-construction meeting: the property owner or their representative, construction superintendent, International Society of Arboriculture (ISA) certified arborist/Maryland Licensed Tree Expert (representing owner) that will implement the tree protection measures, The Planning Department Forest Conservation Inspector, and Montgomery County Department of Permitting Services (DPS) Sediment Control Inspector. The purpose of this meeting is to verify the limits of disturbance and discuss specific tree protection and tree care measures shown on the approved plan. No land disturbance shall begin before tree protection and stress-reduction measures have been implemented and approved by the Planning Department's Forest Conservation Inspector.
- a. Typical tree protection devices include:
 - i. Chain link fence (four feet high)
 - ii. Super silt fence with wire strung between the support poles (minimum 4 feet high) with high visibility flagging.
 - iii. 14 gauge, 2 inch x 4 inch welded wire fencing supported by steel T-bar posts (minimum 4 feet high) with high visibility flagging.
- b. Typical stress reduction measures may include, but are not limited to:
 - i. Root pruning with a root cutter or vibratory plow designed for that purpose. Trenchers are not allowed, unless approved by the Forest Conservation Inspector
 - ii. Crown Reduction or pruning
 - iii. Watering
 - iv. Fertilizing
 - v. Vertical mulching
 - vi. Root aeration systems

Measures not specified on the Tree Save Plan may be required as determined by the Forest Conservation Inspector in coordination with the property owner's arborist.

- 3.A Maryland Licensed Tree expert must perform, or directly supervise, the implementation of all stress reduction measures. Documentation of the process (including photographs) may be required by the Forest Conservation Inspector, and will be determined at the pre-construction meeting.
4. Temporary tree protection devices must be installed per the approved Forest Conservation Plan, Erosion Plan, or Tree Save Plan and prior to any land disturbance. The Forest Conservation Inspector, in coordination with the DPS Sediment Control Inspector, may make field adjustments to increase the survivability of trees and forest shown as saved on the approved plan.

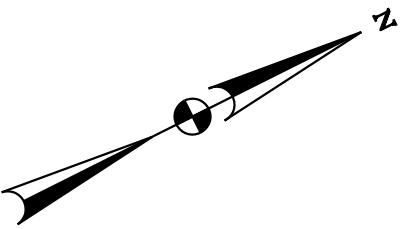
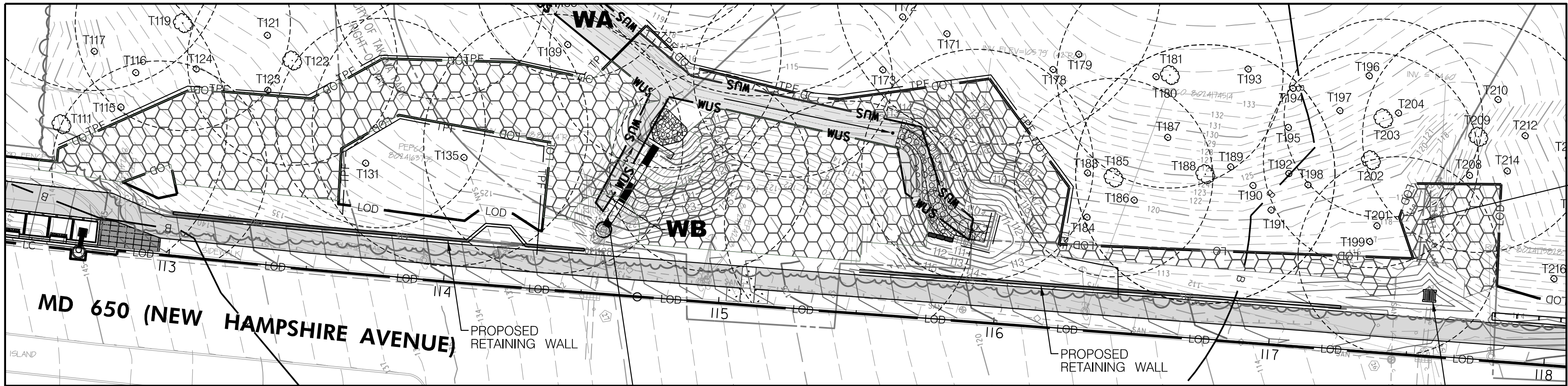
5. Tree protection fencing must be installed and maintained by the property owner for the duration of construction project and must not be altered without prior approval from the Forest Conservation Inspector. All construction activity within protected tree and forest areas is prohibited. This includes the following activities:
 - a. Parking or driving of equipment, machinery or vehicles of any type.
 - b. Storage of any construction materials, equipment, stockpiling, fill, debris, etc.
 - c. Dumping of any chemicals (i.e., paint thinner), mortar or concrete remainder, trash, garbage, or debris of any kind.
 - d. Felling of trees into a protected area.
 - e. Trenching or grading for utilities, irrigation, drainage, etc.
6. Forest and tree protection signs must be installed as required by the Forest Conservation Inspector. The signs must be waterproof and wording provided in both English and Spanish. During Construction
7. Periodic inspections will be made by the Forest Conservation Inspector. Corrections and repairs to tree protection devices must be completed within the timeframe given by the Inspector.
8. The property owner must immediately notify the Forest Conservation Inspector of any damage to trees, forests, understorey, ground cover, and any other undisturbed areas shown on the approved plan. Remedial actions, and the relative timeframes to restore these areas, will be determined by the Forest Conservation Inspector.

Post-Construction

9. After construction is completed, but before tree protection devices have been removed, the property owner must request a final inspection with the Forest Conservation Inspector. At the final inspection, the Forest Conservation Inspector may require additional corrective measures, which may include:
 - a. Removal, and possible replacement, of dead, dying, or hazardous trees
 - b. Pruning of dead or declining limbs
 - c. Soil aeration
 - d. Fertilization
 - e. Watering
 - f. Wound repair
 - g. Clean up of retention areas, including trash removal
10. After the final inspection and completion of all corrective measures the Forest Conservation Inspector will request all temporary tree and forest protection devices be removed from the site. Removal of tree protection devices that also operate for erosion and sediment control must be coordinated with both DPS and the Forest Conservation Inspector and cannot be removed without permission of the Forest Conservation Inspector. No additional grading, sodding, or burial may take place after the tree protection fencing is removed.
11. Long-term protection measures, including permanent signage, must be installed per the approved plan. Installation will occur at the appropriate time during the construction project. Refer to the approved plan drawing for the long-term protection measures to be installed.

FCP NOTES:

1. ALL AREAS OUTSIDE OF THE LOD SHALL BE CONSIDERED FOREST/TREE PRESERVATION AREAS TO BE LEFT UNDISTURBED.
2. NINE SIGNIFICANT ($\geq 24"$ DBH) TREES AND THREE SPECIMEN TREE ($\geq 30"$ DBH OR 75% OF STATE CHAMPIONS) WILL BE REMOVED. OTHER SIGNIFICANT AND SPECIMEN TREES HAVE SOME CRITICAL ROOT ZONE WITHIN THE LOD AND MAY REQUIRE SUPPLEMENTAL TREE PROTECTION MEASURES. ALL WORK ACTIVITIES NEAR THESE TREES SHALL BE SUPERVISED AND DIRECTED BY A MD LICENSED TREE EXPERT (LTE).
3. THE PROJECT AREA IS LOCATED WITHIN THE SLIGO CREEK WATERSHED WITH A WATERSHED USE CLASS OF I (DNR 021402050821).
4. THE PROJECT IS LOCATED OUTSIDE OF SPECIAL PROTECTION AND PRIMARY MANAGEMENT AREAS.
5. THERE IS NO CURRENT MAPPED FEMA 100-YEAR FLOODPLAIN WITHIN THE STUDY AREA. (MONTGOMERY COUNTY FEMA GIS DATA, MAP NO. 24031C0480D; EFFECTIVE DATE 9/29/06) NOR M-NCPPC MAPPED FLOODPLAIN ON MC ATLAS. A 100-YEAR FLOODPLAIN IS SHOWN FOR SLIGO CREEK, SINCE THE LACK OF CURRENT FLOODPLAIN APPEARS TO BE A GAP IN THE LATEST FLOODPLAIN STUDY (CURRENT STUDIES SHOW SLIGO FLOODPLAIN FURTHER UP AND DOWNSTREAM OF THE PROJECT AREA).
6. TWO PERENNIAL AND ONE INTERMITTENT WATERWAYS AND NO WETLANDS WERE FIELD DELINEATED OCTOBER 2018 WITHIN THE STUDY AREA. NWHI AND DNR WETLAND INVENTORY MAPPING IDENTIFIED SLIGO CREEK AND NO WETLANDS WITHIN THE STUDY AREA.
7. THE MARYLAND DEPARTMENT OF NATURAL RESOURCES WILDLIFE AND HERITAGE SERVICE (MDNR-WH) DETERMINED THAT THERE ARE NO OFFICIAL STATE OR FEDERAL RECORDS FOR LISTED PLANT OR ANIMAL SPECIES WITHIN THE PROJECT AREA IN THEIR OCTOBER 17, 2019 RESPONSE LETTER. MDNR ENVIRONMENTAL REVIEW PROGRAM (ERP) STATED THAT NO INSTREAM WORK IS PERMITTED FROM MARCH 1ST THROUGH JUNE 15TH OF ANY GIVEN YEAR IN THEIR OCTOBER 21, 2019 RESPONSE. NO RTE SPECIES WERE OBSERVED ON SITE.
8. MHT DETERMINED THAT THE PROJECT WOULD HAVE NO ADVERSE EFFECT ON HISTORIC PROPERTIES (OCTOBER 23, 2019 RESPONSE), AND THERE ARE NO HISTORIC RESOURCES OR DISTRICTS WITHIN THE STUDY AREA ON MC ATLAS.
9. FCP PREPARED BY SALLY KISHTER, QUALIFIED PROFESSIONAL. FIELD DATA WAS COLLECTED ON OCTOBER 1, 2018 AND OCTOBER 2, 2018.
10. THERE ARE NO HIGHLY ERODIBLE SOILS IN THE STUDY AREA, AND THEREFORE NO $> 15\%$ SLOPES ON ERODIBLE SOILS ARE SHOWN.
11. THE TOTAL LIMITS OF DISTURBANCE (60% LOD, LINEAR PROJECT NET TRACT AREA) IS 2.26 ACRES. THE LOD IS PRIMARILY WITHIN THE EXISTING ROAD RIGHT-OF-WAYS (ROW), WITH SOME M-NCPPC PARK AND WSSC PROPERTY.
12. FIELD SURVEY WAS CONDUCTED FOR THE STUDY AREA, AND GIS CONTOURS ARE SHOWN OUTSIDE THE SURVEY.
13. PROPERTY TAX INFORMATION IS SHOWN WITHIN AN ADDITIONAL PROPERTY BOUNDARIES ON EACH FCP PLAN SHEET, INCLUDING LOT IF APPLICABLE, OWNER NAME, ADDRESS, TAX ID, AND TRACT SIZE.
14. ON THE FINAL PLANS TPF WILL BE ADDED ALONG THE LOD NEXT TO TREE PRESERVATION AREAS AND PLANTING WILL BE PROVIDED.



DO NOT PLANT TREES/SHRUBS WITHIN 5' OF DITCH CENTERLINE TO INLET OR OTHER UTILITIES, EITHER SIDE.



FOREST PLANTING AREA

DO NOT PLANT TREES/SHRUBS WITHIN 5' OF CULVERT OR OTHER UTILITIES, EITHER SIDE

PROPOSED INLET

FOREST PLANTING SCHEDULE							0.33 acres	
Quantity per acre	Frequency (%)	Species Quantity	Vegetation Strata/ Species Name	Common Name	Wetland Indicator Status	Size	Type	Placement
200 trees			TREES					
	25	17	<i>Quercus rubra</i>	Northern red oak	FACU	1" Cal.	7 Gal. Cont.	Naturalized @ 15' OC
	25	17	<i>Quercus alba</i>	White oak	FACU	1" Cal.	7 Gal. Cont.	Naturalized @ 15' OC
	20	13	<i>Liriodendron tulipifera</i>	Tulip poplar	FACU	1" Cal.	7 Gal. Cont.	Naturalized @ 15' OC
	15	10	<i>Acer rubrum</i>	Red maple	FAC	1" Cal.	7 Gal. Cont.	Naturalized @ 15' OC
	15	10	<i>Nyssa sylvatica</i>	Black gum	FAC	1" Cal.	7 Gal. Cont.	Naturalized @ 15' OC
		67	=total					
33 shrubs			SHRUBS					
	60	7	<i>Virburnum dentatum</i>	Southern arrowwood	FACU	2' ht.	3 Gal. Cont.	Groups of 3 to 5 @ 6' OC
	40	4	<i>Amelanchier arborea</i>	Serviceberry	FAC	2' ht.	3 Gal. Cont.	Groups of 3 to 5 @ 6' OC
		11	=total					

MC PARKS REFORESTATION CALCULATION		
	SF	ACRES
FC-03 REFORESTATION AREA:	12,672	0.29
FC-04 REFORESTATION AREA:	1,879	0.04
TOTAL	14,551	0.33
# 1" CAL. TREES PER ACRE	TOTAL TREES PLANTED	TOTAL INCHES PLANTED
200	67	67

TOTAL SEEDING IN FOREST PLANTING AREAS					0.334 acres
Seeding Rate	Frequency (%)	Species Quantity	Common Name	Scientific Name	1616.8 SY
30 lbs/ac.	35	3.51	Little Bluestem	<i>Schizachyrium scoparium, PA Ecotype</i>	
	30	3.01	Redtop Panic Grass	<i>Panicum rigidulum</i>	
	15	1.50	Indiangrass	<i>Sorghastrum nutans, PA Ecotype</i>	
	5	0.50	Big Bluestem	<i>Andropogon gerardii 'Niagara'</i>	
	5	0.50	Switchgrass	<i>Panicum virgatum 'Shelter'</i>	
	10	1.00	Virginia Wild Rye	<i>Elymus virginicus</i>	
	100	10.02	Total lbs Tree/Shrub Area Seed		

NOTE: TEMPORARY ITEMS SUCH AS PAVEMENT REMOVAL, ACCESS ROAD, FENCES, SCE, PUMPAROUND, SANDBAGS, PST, STEEP SLOPES AND TREES TO BE REMOVED ARE NOT SHOWN ON THE PLANTING PLANS.



FC-11

CITY OF TAKOMA PARK
NEW AVE BIKEWAY, SECTION A
MD 650 (NEW HAMPSHIRE AVENUE)
AUBURN AVE TO HOLTON LN

PRELIMINARY FOREST CONSERVATION PLANTING

SCALE 1"=30' DATE JUNE 2020 CONTRACT NO. T.B.D.

DESIGNED BY SJK COUNTY MONTGOMERY
DRAWN BY DEA LOGMILE MD 650 0.040-0.830
CHECKED BY GRO
F.A.P. NO. T.B.D. WSSC 208NE01 & 209NE01
TAX MAPS JN561 & JN562

DRAWING NO. FC - 11 OF 11 SHEET NO. 73A OF 73

60% PLANS
MAY 2020

PLOTTED: 6/24/2020
FILE: \\balsrv06\w2016\2016\16217_NewAveBike\CADD\plans\FPCP-010_NewAveBike.dgn

Maryland DNR Qualified Professional Date
Name: Sally Kishter
Address: 700 East Pratt St., Suite 500, Balt. MD 21202
Phone: 410-462-9273
skishter@rkk.com



P: 410.728.2900 F: 410.728.2834
700 East Pratt Street, Suite 500 | Baltimore, MD 21202

Engineers | Construction Managers | Planners | Scientists
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LEGEND

5 INCH CONCRETE SIDEWALK

CONCRETE DRIVEWAY

ASPHALT SHARED USE PATH

FULL DEPTH ASPHALT PAVING

SIDEWALK AND PAVEMENT REMOVAL

SLOPES ≥ 25%

SPECIALTY TYPE 2 - PAVERS

TEMPORARY ACCESS ROAD

EXISTING PROPERTY BOUNDARY

EXISTING SURVEYED CONTOURS

GIS CONTOURS

EXISTING FOREST STAND TREELINE

TREE LINE /CANOPY COVER

T76 TREES < 24" DBH
T72 SIGNIFICANT /SPECIMEN TREE
(≥ 24" DBH) WITH
CRITICAL ROOT ZONE

TREE TO BE REMOVED

LOD 60% LIMIT OF DISTURBANCE

SF SILT FENCE

SSF SUPER SILT FENCE

DF DIVERSION FENCE

TPF TREE PROTECTION FENCE

100-YEAR FLOODPLAIN

B STREAM BUFFER

CsE SOILS BOUNDARY

CsF FOREST STAND

WA WATERS FEATURE

SCE STABILIZED CONSTRUCTION ENTRANCE

P PUMPAROUND PRACTICE

SANDBAG DIVERSION

PST PORTABLE SEDIMENT TANK

120 PROPOSED CONTOUR

PROPOSED CULVERT

PROPOSED RIPRAP

SNM PERENNIAL /INTERMITTENT STREAM

BY: dadkins -