MONTGOMERY COUNTY HISTORIC PRESERVATION COMMISSION
STAFF REPORT

Address: 23515 Frederick Road to 23200 Stringtown Road, Clarksburg
Meeting Date: 12/16/2020

Resource: Multiple Resources
Clarksburg Historic District
Report Date: 12/9/2020

Applicant: MCDOT (Yasamin Esmaili, Agent)
Public Notice: 12/2/2020
Tax Credit: N/A

Review: HAWP
Staff: Michael Kyne

Case Number: 13/10-20C

PROPOSAL: Construction of shared-use path with associated hardscape, lighting, grading, tree removals

STAFF RECOMMENDATION:

Staff recommends that the HPC approve with one (1) condition the HAWP application.

1. The proposed retaining wall (Stations 512.00 to 513.90) should be plain concrete or block, without veneers, stamping, or form liners.

ARCHITECTURAL DESCRIPTION:

SIGNIFICANCE: Multiple Resources within the Clarksburg Historic District
STYLE: Various
DATE: Platted Early 1790s

Fig. 1: Clarksburg Historic District.
HISTORIC CONTEXT:

The following was excerpted from Places From the Past: The Tradition of Gardez Bien in Montgomery County, Maryland:

13/10 CLARKSBURG IDSTORIC DISTRICT (Platted Early 1790s)

Early in the county's history, Clarksburg was a substantial center of commerce and transportation. John Clark surveyed the land and subdivided lots along Frederick Road in the early 1790s, yet the town's origins extended back to the mid-1700s. Michael Dowden built a hotel and tavern about 1754. A popular stop along the well-traveled Great Road between Frederick and Georgetown, Dowden's Ordinary is said to have provided lodging and entertainment for such well-known travelers as General E. Braddock, George Washington, and Andrew Jackson. According to tradition, John Clark's father William, from Lancaster County, Pennsylvania, had chosen this location, at the intersection of two Indian trails, as early as 1735 as a site for trading with Native Americans. His trading post may have influenced Dowden's choice for locating his ordinary.

John Clark built a general store and became the community's first postmaster. The post office, established 1800, was one of the first in the county. By 1850, the town was the third most populous in the county, and the residents numbered 250 by 1879.

One of the earliest structures in the community is found at the Clark-Waters House, 23346 Frederick Road. According to tradition, John Clark constructed the rear section in 1797. The building was enlarged and updated in the 1840s with the Italianate-style front section, under the ownership of Clark's daughter and son-in-law Mary and William Willson. One of the few remaining log buildings in the community is found at 23415 Frederick Road. Thomas Kirk probably built the John Leaman House (23415), now covered with clapboard siding, in 1801. John Leaman, a carpenter, purchased the house in 1871 and built the substantial rear addition around 1890.

John Clark, a Methodist, was a leader in organizing the Clarksburg Methodist Episcopal Church in 1788. The church has one of the oldest continuous Methodist congregations in the County. A log chapel was built on this site in 1794, a brick structure in 1853, and the present Gothic Revival-style church in 1909. As a major stagecoach stop between Frederick and Georgetown, Clarksburg supported several inns and taverns. By the mid-1800s, the town also included general stores, a tannery and blacksmiths, and wheelwrights. William Willson probably built Willson's Store, 23341 Frederick Road, around 1842. In 1879, Clarksburg had 250 residents, making it the third most populous town in the County. The Queen Anne-style house at 23310 Frederick Road, known as Hammer Hill, as built c.1891-1900 by Clarksburg physician Dr. James Deetz and his wife Sarah. The name, Hammer Hill, comes from the tract name given this land in 1752. The William Hurley Shoe Shop, 23421 Frederick Road, probably built around 1842, is typical of early rural commercial structures in its simplicity and small scale. In the early 20th-century, it housed Helen Hurley's millinery shop. The house, located behind the shop, originally consisted of the rear portion that was built by Arnold Warfield about 1800. The building may contain an early log section. Hurley family owners of the house and shoe shop included shoemaker William Hurley and Clarksburg Brass Band organizer J. Mortimer Hurley.

Clarksburg has historically been a bi-racial town. While many African Americans settled, after the Civil War, in communities separate from white settlements, freed slaves in Clarksburg built houses in and around the town. In 1885, John Henry Wims built his frame house in Clarksburg's center, at 23311 Frederick Road. The location of his dwelling near the post office was a convenience for Wims, one of the few black mail carriers working in the county.
One of the County's last and most elaborate remaining examples of a two-room schoolhouse is the Clarksburg School, 13530 Redgrave Place, built in 1909. One of the County's last and most elaborate remaining examples of the two-room schoolhouse, the Clarksburg School was in continuous use from 1909 to 1972. The cruciform-shaped building has a Colonial Revival-influenced design with pedimented and pilastered doorframe, oversize cornice returns, and gable overhang. Near the school are the sites of the earlier Clarksburg Academy (1833) and a one-room school.

Growth in Clarksburg declined in the late 19th century, when the B & O Railroad bypassed the town for nearby Bozard. The advent of the automobile and improved roads brought something of an economic revival beginning in the 1920s. New boarding houses opened in town to accommodate the new auto tourism.

BACKGROUND:

The applicants previously appeared before the Commission at the February 12, 2020 HPC meeting for a preliminary consultation. The applicants subsequently appeared before the Commission with a HAWP application at the October 28, 2020 HPC meeting. During the October 28 hearing, it was determined that the application was incomplete, as some required plans and specifications were missing. The applicants submitted the missing information, and the project was approved in part at the November 18, 2020 HPC meeting. Although the applicants provided plans for two related projects (MD 355 – Shared Use Path and MD 355/Clarksburg Road Intersection Improvements), the Commission only approved the MD 355 – Shared Use Path project at the November 18, 2020 HPC meeting. The Commission required the MD 355/Clarksburg Road Intersection Improvements project to be submitted separately and recommended revisions to the make it compatible with the streetscape of the historic district and consistent with the MD 355 – Shared Use Path project.

PROPOSAL:

The applicants propose to construct an 8’ wide shared-use path along the east side of MD 355 (Frederick Road) within the Clarksburg Historic District. The proposal also includes intersection improvements, tree removal/planting, and streetlamp installation.

APPLICABLE GUIDELINES:

When reviewing alterations and new construction within the Clarksburg Historic District several documents are to be utilized as guidelines to assist the Commission in developing their decision. These documents include Montgomery County Code Chapter 24A (Chapter 24A), the Vision of Clarksburg: A

1 Link to February 12, 2020 HPC meeting audio/video transcript: http://mncppc.granicus.com/MediaPlayer.php?publish_id=cf45bd0-4e99-11ea-9ca4-0050569183fa
3 Link to November 18, 2020 HPC meeting audio/video transcript: http://mncppc.granicus.com/MediaPlayer.php?publish_id=cc6acef70-2a8c-11eb-a4b6-0050569183fa
Long-Range Preservation Plan (Vision), and the Secretary of the Interior’s Standards for Rehabilitation (Standards). The pertinent information in these documents is outlined below.

Montgomery County Code; Chapter 24A-8

(b) The commission shall instruct the director to issue a permit, or issue a permit subject to such conditions as are found to be necessary to ensure conformity with the purposes and requirements of this chapter, if it finds that:

(1) The proposal will not substantially alter the exterior features of an historic site or historic resource within an historic district; or

(2) The proposal is compatible in character and nature with the historical, archeological, architectural or cultural features of the historic site or the historic district in which an historic resource is located and would not be detrimental thereto or to the achievement of the purposes of this chapter; or

(3) The proposal would enhance or aid in the protection, preservation and public or private utilization of the historic site or historic resource located within an historic district in a manner compatible with the historical, archeological, architectural or cultural value of the historic site or historic district in which an historic resource is located; or

(4) The proposal is necessary in order that unsafe conditions or health hazards be remedied; or

(5) The proposal is necessary in order that the owner of the subject property not be deprived of reasonable use of the property or suffer undue hardship; or

(6) In balancing the interests of the public in preserving the historic site or historic resource located within an historic district, with the interests of the public from the use and benefit of the alternative proposal, the general public welfare is better served by granting the permit.

(c) It is not the intent of this chapter to limit new construction, alteration or repairs to any 1 period or architectural style.

(d) In the case of an application for work on an historic resource located within an historic district, the commission shall be lenient in its judgment of plans for structures of little historical or design significance or for plans involving new construction, unless such plans would seriously impair the historic or architectural value of surrounding historic resources or would impair the character of the historic district. (Ord. No. 9-4, § 1; Ord. No. 11-59.)

Secretary of Interior’s Standards for Rehabilitation

The Secretary of the Interior defines rehabilitation as “the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features, which convey its historical, cultural, or architectural values.” The Standards are as follows:

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be
compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

**STAFF DISCUSSION:**

At the November 18, 2020 HPC meeting, the Commission approved the MD 355 – Shared Use Path project, but they found that the MD 355/Clarksburg Road Intersection Improvements project should be submitted separately. The Commission also recommended several revisions the MD 355/Clarksburg Road Intersection Improvements project to make it compatible with the streetscape of the Clarksburg Historic District and consistent with the MD 355 – Shared Use Path project. The recommended revisions were related to the width of the shared-use path (with a 10’ wide path proposed as part of the MD 355/Clarksburg Road Intersection Improvements project, as opposed to the 8’ wide path proposed as part of the MD 355 – Shared Use Path project) and the material of the proposed fence on top of the proposed retaining wall at Stations 512.00 to 513.90. In accordance with the Commission’s recommendations, the applicant has submitted the MD 355/Clarksburg Road Intersection Improvements with the following revisions:

- The width of the proposed shared-use path along MD 355 (Frederick Road) from the intersection with Spire Street to the northernmost limit of work (Stations 503.20 to 515.30) has been reduced, going from 10’ wide to 8’ wide to be consistent with the MD 355 – Shared Used Path project.
- The material of the proposed fence on top of the proposed retaining wall at Stations 512.00 to 513.90 has been revised, going from a 3’ tall black PVC coated chain link fence to a 3’-3” tall black steel picket fence.
- Other revisions include adjusting the grading and ADA ramps to be consistent with the revised shared-use path width.

According to the application, the proposed retaining wall at Stations 512.00 to 513.90 will be faced with a simulated stone form liner. As with the MD 355 – Shared Use Path project, staff finds that cultured stone veneers and/or stamped concrete (or form liners) would be an inappropriate and incompatible treatment for the proposed retaining wall. Staff recommends a condition of approval, stipulating that the proposed retaining wall be plain concrete or block to be compatible with the streetscape of the historic district and with the retaining wall (Retaining Wall 1, as depicted on Page 88 of the November 18, 2020 staff report) approved as part of the MD 355 – Shared Use Path project.

With the stipulated condition, staff supports the proposal, finding that the applicants have responded to the Commission’s recommendations at the November 18, 2020 HPC meeting. As staff noted in the previous staff reports:

> The Clarksburg Master Plan and Hyattstown Special Study Area (1994), which amended the Clarksburg and Vicinity Master Plan (1968), called for an off-street bike path along the existing road with vegetation against the edges in this location. In addition, the 10 Mile Creek Area Limited Amendment (2014), which amended the Clarksburg Master Plan and Hyattstown Special Study Area (1994) for the Ten Mile Creek Watershed, recommended a shared-use path in this location.

Most of the proposed work will occur within the public right-of-way, where previous alterations (i.e., road and sidewalk construction, road widening, regrading, landscaping) have occurred. In accordance with Standards #2 and #9, the addition of a shared-use path will not remove or alter character-defining features of the historic district. The introduction and/or replacement of modern transportation features and appurtenances within the public right-of-way will not detract from the district’s ability to convey its historical significance. Staff finds that increasing the connectedness of the historic district via a shared-use path will create a more cohesive streetscape, with
buildings that clearly relate and interact with one another.

After full and fair consideration of the applicant’s submission, staff finds the proposal, as modified by the condition, as being consistent with the Criteria for Issuance in Chapter 24A-(b) 1 and 2, having found the proposal is consistent with the Secretary of the Interior’s Standards for Rehabilitation #2 and #9 outlined above.

**STAFF RECOMMENDATION:**

Staff recommends that the Commission approve with the condition specified on Page 1 the HAWP application under the Criteria for Issuance in Chapter 24A-8(b), (1), (2) & (d), having found that the proposal, as modified by the condition, will not substantially alter the exterior features of the historic resource and is compatible in character with the district and the purposes of Chapter 24A;

and with the Secretary of the Interior’s Standards for Rehabilitation #2 and #9;

and with the general condition that the applicant shall present the **3 permit sets of drawings, if applicable to Historic Preservation Commission (HPC) staff for review and stamping** prior to submission for the Montgomery County Department of Permitting Services (DPS) building permits;

and with the general condition that final project design details, not specifically delineated by the Commission, shall be approved by HPC staff or brought back to the Commission as a revised HAWP application at staff’s discretion;

and with the general condition that the applicant shall notify the Historic Preservation Staff if they propose to make **any alterations** to the approved plans.

Once the work is completed the applicant will contact the staff person assigned to this application at 301-563-3400 or michael.kyne@montgomeryplanning.org to schedule a follow-up site visit.
APPLICATION FOR
HISTORIC AREA WORK PERMIT
HISTORIC PRESERVATION COMMISSION
301.563.3400

APPLICANT:

Name: Ms. Yasamin Esmaili
Address: 100 Edison Park Dr, 4th Flr
Daytime Phone: 240-777-7226

E-mail: Yasmine.Esmaili@montgomerycountymd.gov
City: Gaithersburg
Zip: 20878

AGENT/CONTACT (if applicable):

Name: ________________________________
Address: ________________________________
Daytime Phone: ___________________________

E-mail: ________________________________
City: __________________ Zip: ____________
Contractor Registration No.: _______________

LOCATION OF BUILDING/PREMISE: MIHP # of Historic Property ____________________________

Is the Property Located within an Historic District? __Yes/District Name ____________________
___No/Individual Site Name ______________________

Is there an Historic Preservation/Land Trust/Environmental Easement on the Property? If YES, include a
map of the easement, and documentation from the Easement Holder supporting this application.

Are other Planning and/or Hearing Examiner Approvals /Reviews Required as part of this Application?
(Conditional Use, Variance, Record Plat, etc.?) If YES, include information on these reviews as
supplemental information.

Building Number: ________________ Street: ________________________________________________

Town/City: ____________________________ Nearest Cross Street: ____________________________

Lot: ______ Block: _________ Subdivision: ______ Parcel: ______

TYPE OF WORK PROPOSED: See the checklist on Page 4 to verify that all supporting items
for proposed work are submitted with this application. Incomplete Applications will not
be accepted for review. Check all that apply:

- New Construction
- Addition
- Demolition
- Grading/Excavation
- Deck/Porch
- Fence
- Hardscape/Landscape
- Roof
- Shed/Garage/Accessory Structure
- Solar
- Tree removal/planting
- Window/Door
- Other: ____________________________________________________________________________

I hereby certify that I have the authority to make the foregoing application, that the application is correct
and accurate and that the construction will comply with plans reviewed and approved by all necessary
agencies and hereby acknowledge and accept this to be a condition for the issuance of this permit.

Yasamin Esmaili

Signature of owner or authorized agent 

Date: ______________
Description of Property: Please describe the building and surrounding environment. Include information on significant structures, landscape features, or other significant features of the property:

There are 24 properties listed on the MD Inventory of Historic Properties within a one-mile radius of the Study Area, which includes the Clarksburg Historic District (MO:13-10). The historic district primarily contains a mix of late 18th through 20th century residential and commercial structures, but the majority of historic structures date back to the 19th century of this transportation and trade center. A Historic Built Environment Investigation was conducted and zero properties listed on the MD Inventory of Historic Properties within the proposed project study area would be affected.

Description of Work Proposed: Please give an overview of the work to be undertaken:

The proposed improvements include an 8 ft wide shared-use path along the east side of MD 355 from Spire Street to 700 feet North of the Clarksburg Road intersection in Clarksburg, MD. Intersection improvements at Frederick Rd and Clarksburg Rd include new turn lanes, bike lanes, shoulder widening, sidewalk connections and a shared use path along Frederick Rd. This project is partially in the Clarksburg Historic District. The work is proposed within state and county right - of - way. Most of the area is heavily disturbed due to previous road and intersection construction, widening, grading and landscaping. The attached plans illustrate the types of work being proposed within this area. A Historic Built Environment Investigation was conducted and zero properties listed on the MD Inventory of Historic Properties within the proposed project study area would be affected.
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<th>Work Item 1:</th>
<th>Shared Use Path and associated improvements</th>
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<td>Description of Current Condition:</td>
<td>Proposed Work:</td>
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<td>Refer to attached plans.</td>
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## HISTORIC AREA WORK PERMIT
### CHECKLIST OF APPLICATION REQUIREMENTS

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MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
MD 355/CLARKSBURG ROAD
INTERSECTION IMPROVEMENTS

C.I.P. PROJECT NO. 508000

LIMIT OF WORK
508000
MD 355
STA. 191 + 50

LIMIT OF WORK
508000
CLARKSBURG RD
STA. 217 + 58

LIMIT OF WORK
508000
MD 355
STA. 503 - 20

VICINITY MAP

MONTGOMERY COUNTY LENGTH OF PROJECT CLARKSBURG RD STA. 217 + 58 MD 355 STA. 191 + 50

SCALE 1" = 200' - 0" 1" = 100' - 0"

DESIGNATION

TITLE SHEET

MD 355/CLARKSBURG ROAD
INTERSECTION IMPROVEMENTS

DECEMBER, 2020

Gannett Fleming/GPI
GENERAL NOTES FOR WORK ON M-NCPPC PROPERTY

1. ALL WORK SHOWN ON THE DRAWINGS IS SUBJECT TO PERMIT ISSUANCE AND APPROVAL.
2. A PAINT/CORRUGATED METAL SHEET SHIELD SHALL BE CONSTRUCTED BY THE WORKMAN CONSTRUCTION MANAGER PRIOR TO START OF ANY CONSTRUCTION ACTIVITY ON THE PROJECT SITE. CONTACT YOUR COUNTY (NCPPC) MANAGER FOR SPECIFICATIONS.
3. NO EXCAVATION SHOULD BE MADE IN THE MIDDLE OF THE STREET, WITH THE EXCEPTION OF SHALLOW CUTS TO THE STREET. THE AREA SHOWN ON THE DRAWINGS IS THE LIMIT OF EXCAVATION. EXCAVATION DEEPER THAN SHOWN SHOULD BE APPROVED BY THE M-NCPPC CONSTRUCTION MANAGER.
4. THE SURVEY SHOWN IS TO BE PERFORMED BY THE PARK CONSTRUCTION MANAGER WHERE ALL SURVEY MARKERS, PHOTO CONTROL, AND OTHER INFORMATION SHOWN ON THE DRAWINGS ARE ACCURATE AND COMPLETE.
5. FIELD PLANE AND ELEVATION SURVEYS PERFORMED BY WESCHER AND SCOTT ON AUGUST 2018, SURVEY IS IN STATE PLANE MONTGOMERY COUNTY, ALONG WASHINGTON NAVD 1988 BOUNDARIES SHOWN ARE DERIVED FROM DEED AND PLAT INFORMATION. ALL DIMENSIONS, STATIONS, AND ELEVATIONS ARE IN SURVEY FEET UNLESS OTHERWISE SHOWN. VERTICAL DATUM: NAVD 1988. HORIZONTAL DATUM: MARYLAND STATE PLANE COORDINATE SYSTEM.
6. ALL DISTURBED AREAS TO BE SEEDED AND MULCHED UNLESS OTHERWISE NOTED.
7. DIGGING TEST PITS BY HAND AT ALL UTILITY CROSSINGS, WELL IN ADVANCE OF TRENCHING. IF UTILITY LOCATION VARIES FROM DRAWING, CALL MISS UTILITY (CALL 811 OR 800-257-7777) 48 HOURS BUT NOT MORE THAN 72 HOURS BEFORE PROCEEDING.
8. ANY ITEMS DISTURBED OUTSIDE OF THE APPROVED LIMITS, WILL BE REPLACED AT THE CONTRACTORS OWN EXPENSE.
9. ALL DIGGED AREAS SHALL BE RESTORED AND REPLACED BY MISS UTILITY CONSTRUCTION MANAGER TO THE SATISFACTION OF MISS UTILITY.
10. NO CLEARING, GRUBBING, OR GRADING SHALL COMMENCE UNTIL THE LIMITS OF DISTURBANCE ARE STAKED IN THE FIELD.
11. CONSTRUCTION SHALL BE BASED ON NAVD 1988 DATUM.
12. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR IDENTIFYING THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO STARTING CONSTRUCTION.
14. THE CONSTRUCTION MANAGER TO REVIEW THE LOCATION. M-NCPPC RESERVES THE RIGHT TO ADJUST THE LOCATIONS AS NECESSARY WITH THE CONTRACTOR.
15. M-NCPPC MAY INSPECT CONDITION OF TREES THROUGHOUT CONSTRUCTION AND REQUIRE REPAIR, REMOVAL, AND/OR TRIMMING TO PREVENT DAMAGE FROM DEER. TUBEX SHALL NOT BE USED AS A SUBSTITUTE.
16. THE DESIGN FOR THIS PROJECT HAS INCORPORATED FACILITIES FOR THE ELDERLY AND HANDICAPPED ACCESS.
17. THE CONTRACTOR SHALL SIGN THE CENTERLINE IN LOCATIONS WHERE THE PROPOSED SHARED USE PATH OR SIDEWALK PATH SHALL BE A MINIMUM OF 10 FEET WIDE.
18. SIDEWALK & PEDESTRIAN CROSSINGS. LOCATIONS AS DIRECTED BY THE ENGINEER. THE DESIGN FOR THIS PROJECT HAS INCORPORATED FACILITIES FOR THE ELDERLY AND HANDICAPPED ACCESS.
19. THE CONTRACTOR SHALL NOTIFY MISS UTILITY (CALL 811 OR 800-257-7777) 48 HOURS BUT NOT MORE THAN 72 HOURS BEFORE PROCEEDING.
20. THE CONTRACTOR SHALL BRING TO THE NOTICE OF THE ENGINEER ANY DISCREPANCY BETWEEN THE DRAWINGS AND ACTUAL FIELD CONDITIONS.
21. THE CONTRACTOR SHALL STAKE-OUT THE LOCATION OF FACILITIES AND MEET WITH THE M-NCPPC CONSTRUCTION MANAGER ANY ERROR OR INCONSISTENCY WITH THE ACTUAL CIRCUMSTANCES IN THE FIELD.
22. THE CONTRACTOR SHALL MAINTAIN PROPER CLEARANCES BETWEEN ALL EXISTING AND PROPOSED UTILITIES AT ALL TIMES AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL STAKE-OUT THE LOCATION OF FACILITIES AND MEET WITH THE M-NCPPC CONSTRUCTION MANAGER ANY ERROR OR INCONSISTENCY WITH THE ACTUAL CIRCUMSTANCES IN THE FIELD.
23. ALL DIGGED AREAS SHALL BE RESTORED AND REPLACED BY MISS UTILITY CONSTRUCTION MANAGER TO THE SATISFACTION OF MISS UTILITY.
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31. ANY ITEMS DISTURBED OUTSIDE OF THE APPROVED LIMITS, WILL BE REPLACED AT THE CONTRACTORS OWN EXPENSE.
1. SUPERPAVE ASPHALT MIX 19.0MM FOR SURFACE PG 45-20, LEVEL 2
2. SUPERPAVE ASPHALT MIX 19.0MM FOR SUPERPAVE PG 45-20, LEVEL 2
3. SUPERPAVE ASPHALT MIX 9.5MM FOR BASE PG 45-22, LEVEL 2
4. SUPERPAVE ASPHALT MIX 9.5MM FOR BASE PG 45-22, LEVEL 2
5. PARTIAL DEPTH PATCHING
   - MD 355:
     SUPERPAVE ASPHALT MIX 19.0MM FOR PARTIAL-DEPTH PATCH, PG 45-22, LEVEL 2
   - MD 121A:
     SUPERPAVE ASPHALT MIX 9.5MM FOR FINISHING, PG 45-22, LEVEL 2
6. FULL DEPTH PATCHING
   - MD 355:
     SUPERPAVE ASPHALT MIX 9.5MM FOR FULL DEPTH PATCH, PG 45-22, LEVEL 2, CHEMICAL TREATMENT FOR CONCRETE TRAFFIC PAVING CONCRETE PLACEMENT CONCRETE PAVING MIX 121:
   - MD 121A:
     SUPERPAVE ASPHALT MIX 9.5MM FOR FULL DEPTH PATCH, PG 45-22, LEVEL 2
7. MONTGOMERY COUNTY COMBINATION CURB AND GUTTER TYPE A (STD. NO. MC-100.01)
8. SHA FINE MILLING AND OVERLAY DETAIL
9. SHA FINE MILLING AND OVERLAY DETAIL
10. CONCRETE DRIVEWAY ENTRANCE
11. CONCRETE DRIVEWAY ENTRANCE
12. MONTGOMERY COUNTY CURB AND GUTTER FORM PLACEMENT MIX DETAILS:
13. MONTGOMERY COUNTY CURB AND GUTTER FORM PLACEMENT MIX DETAILS:
14. FULL DEPTH SAW CUT (SEE NOTE 4)
15. SUPERPAVE ASPHALT MIX 19.0MM FOR WEDGE/LEVEL, PG 64S-22, LEVEL 2
16. SUPERPAVE ASPHALT MIX 9.5MM FOR WEDGE/LEVEL, PG 64S-22, LEVEL 2
17. FOR WEDGE/LEVELING 0" TO 2" LIFT:
    - MD 355:
      6.0" PLAIN CEMENT CONCRETE PAVEMENT, MIX 9
      7.0" PLAIN CEMENT CONCRETE PAVEMENT, MIX 9
    - MD 121A:
      8" SUPERPAVE ASPHALT MIX 19.0MM FOR FULL-DEPTH PATCH, PG 64S-22, LEVEL 2
      OR MATCH EXISTING
      9" PLAIN PORTLAND CEMENT CONCRETE PAVEMENT, MIX 7

Pavement Legend:
- SUPERPAVE ASPHALT MIX
- SHARED USE PATH SECTION
- TIE UNDERDRAIN
- OR MANHOLES
- INTO INLETS

General Notes:
1. ALL DRAWINGS SHALL BE CONSIDERED TO HAVE BEEN LABELED AND SUPERVISED AS DIRECTED BY ENGINEER USING THE FOLLOWING MATERIAL:
   - 0' TO 7': SUPERPAVE ASPHALT MIX CONTINUOUS SLAB FOR INTERSECTIONS
   - 7': SUPERPAVE ASPHALT MIX CONTINUOUS SLAB FOR INTERSECTIONS
   - 7' TO 10': SUPERPAVE ASPHALT MIX CONTINUOUS SLAB FOR INTERSECTIONS

2. SUPERPAVE ASPHALT MIX 19.0MM FOR CURB AND GUTTER INSTALLATION

3. CONTRACTOR SHALL PERFORM ALL CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

4. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

5. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

6. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

7. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

8. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

9. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

10. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

11. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

12. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

13. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

14. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

15. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

16. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

17. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

18. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

19. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.

20. CONTRACTOR SHALL PERFORM ALL NEW CURB AND GUTTER INSTALLATION ALONG EXISTING PAVEMENT IN ACCORDANCE WITH MD 578.
LIMIT OF WORK
508000
CLARKSBURG RD
STA 191+50

REMOVAL AND DESIGN OF EXISTING TRAFFIC BARRIER W BEAM
1-1 EX-EW

STANDARD TYPE A CURB 11 INCH MINIMUM (STD. MD-620.02)
1-1 EX-EW

REMOVAL OF EXISTING PAVEMENT
66" RC

NOTE:
ADJUSTMENT OF EXISTING WORKS LOCATED TO LIMIT OF WORK SHOWN ON THIS SHEET SHALL BE INAGURED TO THE PERFORMING CONTRACTOR PER UNLESS OTHERWISE STATED IN THE CONTRACT DOCUMENTS.

ROADWAY LEGEND
PAVEMENT TO BE REMOVED
PAVEMENT TO BE ADDED
PAVEMENT TO BE REPAIRED
CONCRETE, CRACKED/REPAIRED
ASPHALT, SHOVED OR SMOOTH
DRAINAGE FLOW ARROW
Pavement Core

DATUM: NAVD 88 Vertical
NAVD 88 Horizontal

CLARKSBURG BASELINE STATIONING BUT IS OFFSET 5 FEET TO THE RIGHT.

CLARKSBURG ROAD EX. RCP LINE EX. WATER PROP HERCP.

P V C S T A  200+15.75
ELE V  640.19

P V I S T A  200+25.00
ELE V  639.80

LOW POINT STA 200+27.50
ELEV 639.94

P V T S T A  201+75.78
ELE V  645.50

P V I S T A  202+99.25
ELE V  652.06

5.31%

L = 18'
e = 0.15'
K = 2.78

L = 142'
e = 0.51'
K = 49.00

P V CC S T A  200+34.24
ELE V  640.65

HSD = 53'

HSD = 355'

P V I S T A  201+05.01
ELE V  641.74

5.31%
2.43%

2.43%
-4.23%

34
DRIVEWAY PROFILES

1" = 10’

NOTE:

- DRIVEWAY PROFILES 1, 2, 3, 4, 5
- PROFILE IS TAKEN FROM THE ROADWAY BASELINE ALONG THE CENTER OF THE DRIVEWAY
- AS PER MD 630.01 CURB SHALL BE DEPRESSED
- BEYOND BACK OF BIKEPATH
- 5’ AT EXISTING ROW
- 10 FEET
- 10 FEET
- 10 FEET
- 10 FEET
- 10 FEET
- 10 FEET

DATE: DECEMBER 2020

Designed by: [Design Name]
Drawn by: [Drawn By]
Checked by: [Checked By]
As shown

DRAINAGE PROFILE SHEET

Designed by: [Design Name]
Drawn by: [Drawn By]
Checked by: [Checked By]

DATE: [Date]
REVISION NO.: [Revision No.]

SCALE: [Scale]

INTERSECTION IMPROVEMENTS
MD355/CLARKSBURG ROAD
GAITHERSBURG, MARYLAND

DIVISION OF TRANSPORTATION ENGINEERING
DEPARTMENT OF TRANSPORTATION
MONTGOMERY COUNTY

DATE: DECEMBER 2020

ECW

STRUCTURES PER SPEC. SECTION 305.04.07.
INCIDENTAL TO THE PLACEMENT OF THE PROPOSED STORM DRAIN PIPE AND REMOVAL OF EXISTING INLET EX I 7-2 WILL NOT BE MEASURED BUT WILL BE NOTE:

VERT: 1" = 4'
HORIZ: 1" = 20'

MD 355 STA. 507+48 TO STA. 503+35

VERT: 1" = 4'
HORIZ: 1" = 20'

CLARKSBURG RD STA. 216+64 TO 216+68

10 YR HGL
25 YR HGL

V10 = 5.84fps
Q10 = 10.32cfs
@ 1.06%
18" RCP, Class IV
46 LF

V10 = 11.42fps
Q10 = 5.25cfs
@ 6.00%
18" RCP, Class IV
131 LF

S T A  1+36
S T A  0+00
S T A  0+97
S T A  0+81
S T A  0+51
S T A  0+00
S T A  0+35
S T A  0+00
S T A  0+00
S T A  0+13
S T A  0+00

V10 = 7.92fps
Q10 = 4.12cfs
@ 2.63%
18" RCP, Class IV
93 LF

V10 = 4.67fps
Q10 = 8.26cfs
@ 4.07%
18" RCP, Class IV
29 LF

INV. 635.77'
INV. 635.87'
INV. 636.36'
INV. 636.46'
INV. 637.63'

V10 = 4.67fps
Q10 = 8.26cfs
@ 4.07%
18" RCP, Class IV
29 LF

INV. 637.73'
INV. 640.93'
INV. 641.03'
INV. 648.89'
INV. 649.56'
INV. 652.00'

V10 = 10.84fps
Q10 = 6.79cfs
@ 4.27%
18" RCP, Class IV
75 LF

S T A  0+00
S T A  0+11
S T A  0+18

V10 = 6.67fps
Q10 = 11.79cfs
@ 2.00%
18" RCP, Class IV
8 LF

INV. 635.61'
INV. 634.59'

36" RCP
INV. 634.59'

29"x45" HERCP
APPROX. INV. 634.82'
(BY OTHERS)
SEWER LATERAL

INV. 645.71'
INV. 647.16'
(BY OTHERS)
SEWER LATERAL

GROUND
EXISTING
PROPOSED

V10 = 4.57fps
Q10 = 1.89cfs
@ 1.00%
15" RCP, Class IV
14 LF

V10 = 5.37fps
Q10 = 3.57cfs
@ 1.00%
18" RCP, Class IV
6 LF

INV. 640.77'
EX. 24" RCP
INV. 640.63'
EX. 30" RCP

INV. 641.83'
INV. 641.89'
INV. 641.99'
INV. 642.13'
INV. 643.25'

6" SUB-DRAIN PIPE
CONDUIT
LIGHTING
PROPOSED

WEIR INV. = 649.92'

GROUND
PROPOSED
GROUND
EXISTING

TR=650.31'
MCDOT
7-1
MH

TR=650.06'
MCDOT
7-2
I
MCDOT ROW

TG=650.17'
MCDOT
7-3
I
TO BE REMOVED

APPROVED
Chief, Division of Capital Development

RECOMMENDED FOR APPROVAL
Chief, Design Section

Gannett Fleming/GPI
INTERSECTION IMPROVEMENTS

MD 355/CLARKSBURG ROAD

NOT TO SCALE

SCALE: C.I.P.

STANDARD NO. MD-500.01

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

1. CONCRETE SHALL BE MIX # 6 (4500 PSI).

2. REINFORCEMENT STEEL SHALL MEET THE REQUIREMENTS OF ASTM A615, GRADE 60.

3. ANGLE IRON AND SHEAR STUD CONNECTORS SHALL BE GALVANIZED AFTER WELDING IN ACCORDANCE WITH ASTM A 123.

4. FOR 6" CURB, REFER TO MD 374.55-01, PLAN SECTIONS C-C AND D-D.

5. EROSION PROTECTION TO BE PAIRED WITH RIPRAPS AS SPECIFIED - SOD, CONCRETE, AND/OR EROSION PROTECTION:

   2" TYP.
   3" TYP.
   3" MIN.

   SEE ROADWAY PLANS

   TOP SLAB
   DEPRESSED CONCRETE GUTTER
   CROSS SLOPE
   NORMAL ROADWAY

   C/C NO. 6 BARS AT 6"
   10" C/C NO. 4 BARS AT 3" C/C
   2 NO. 7 BARS AT 3" C/C

   TROUGH SLAB DIMENSION L
   ANGLE IRON 4" x 3" x 6" x CONC.
   GALV. AFTER WELDING
   3'-6" C/C MAX CONNECTORS AT 4" x 6" SHEAR STUD

   NO. 6 BARS AT 6" C/C
   NO. 4 BARS AT 10" C/C

   SEE ROADWAY PLANS

   6"-#57 STONE BEDDING
   AS SHOWN
   NO. 4 BAR SPACED
   NO. 4 BAR SPACED

   1'-9" … " to 2'-2 1/5" max.

   11'-0"

   17'-1"

   10'-0" OPENING
   NON-STANDARD COG OPENING FOR 6" CURB

   45
SUBMERGED GRAVEL WETLAND 1-BMP #151523 PLAN VIEW

NOTES:
2. SUBMERGED GRAVEL WETLAND WILL BE OWNED AND OPERATED BY MDOT SHA. ALL MAINTENANCE OPERATIONS WILL BE THE SOLE RESPONSIBILITY OF MDOT SHA.
3. WORK ACCESS GATE

SCALE: 1" = 20'
SUBMERGED GRAVEL WETLAND 1-1

STORMWATER MANAGEMENT DETAILS

TYPICAL CELLULAR CONFINEMENT ANCHOR SYSTEM

BMP #151523

11

644.25

9.00

644.15

NOT TO SCALE

J-HOOK

SEE PROFILE SW-01

MEDIA SECTION

SUBMERGED GRAVEL WETLAND

12"X12"X12" WYE WITH 45 BEND

PLUG END OF WYE

TYPICAL SECTION: CLEANOUTS

12"X12"X12" TEE

(PERFORATED)

12" SUB-DRAIN (SOLID)

12" SUB-DRAIN

ABOVE ESDv

6" MIN.

ESDv ELEV.=643.92

INV. ON EACH LID)

TO MARK THE DEPTH TO

VENTED CAP (CONTRACTOR

FORM J-HOOK

TWO PIPE ELBOWS TO

SECURED TO INLET WALL

ELEV.=642.67

BELOW TOP OF BSM

INVERT OF J-HOOK 4 IN.

SEE PROFILE SW-01

MEDIA SECTION

SUBMERGED GRAVEL WETLAND

(SOLID)

12" SUB-DRAIN

(PERFORATED)

12" SUB-DRAIN

INV. IN=640.17

49

49
SEQUENCE OF CONSTRUCTION

GENERAL NOTES FOR SEQUENCE OF CONSTRUCTION

1. FORMWORK SYSTEMS MUST BE CONSTRUCTED FROM CONFORMANCE WITH THE USE OF A IDEALS RATION IN WHICH THE MONITORS ARE IMMEDIATELY AFTER THE OPENING.

2. PERMANENT PROTECTION MEASURES MUST BE CONSTRUCTED THE STORM DRAIN CONSTRUCTION IS COMPLETED IN THE CHAINAGE OF THE STORM DRAIN.

3. ALL AREAS DESIGNATED AS SAME DAY STABILIZATION ARE CONSTRUCTED TO STABILIZE THE SOIL BOUNDARY DEFICIENCY CUSTOMER IMMEDIATELY AFTER THE COMPLETION OF THE DRAINAGE AREA.
1. IF SPECIFIED BY THE DESIGNER OR MANUFACTURER AND DEPENDING ON THE TYPE OF MAT BEING INSTALLED, KEY IN UNROLL MATTING IN DIRECTION OF WATER FLOW, CENTERING THE FIRST ROLL ON THE CHANNEL CENTER LINE.

8 INCH MAIN LEG, A MINIMUM 1 INCH SECONDARY LEG, AND MINIMUM 4 INCH HEAD. WOOD STAKES MUST BE NON-LEACHING AND NON-TOXIC TO VEGETATION AND SEED GERMINATION AND NON-INJURIOUS TO THE SKIN. IF ELEMENTS OF UNIFORM THICKNESS AND DISTRIBUTION THROUGHOUT. CHEMICALS USED IN THE MAT MUST BE U.S. DEPARTMENT OF AGRICULTURE

THAT IS IMPERMEABLE AND RESISTANT TO PUNCTURING AND TEARING.

PLACE IMPERMEABLE SHEETING SUCH THAT UPGRADE PORTION OVERLAPS DOWNGRADE PORTION BY A MINIMUM OF 18 INCHES.

AT A MINIMUM, SECURELY ANCHOR DIVERSION PIPE AT EACH DOWNGRADE JOINT.

ON APPROVED PLAN.

MID-SECTION.

EVERY 20 IN AT THE TOP AND 1 OF ALL GABION BASKETS.

IF SPECIFIED 9 IN

9 IN GABION CHANNEL

4 TO 7 IN STONE

CREST

PLAN VIEW

OUTLET

GEOTEXTILE

ISOMETRIC VIEW

1

MAXIMUM DRAINAGE AREA = 1

MARYLAND DEPARTMENT OF ENVIRONMENT

U.S. DEPARTMENT OF AGRICULTURE

9 IN

TYPICAL DIMENSIONS

TIE-IN (SEE EARTH DIKE TRANSITION DETAIL ON 2 OF 2)

9 IN

TIE-IN

STAPLE/STAKE MAT IN A STAGGERED PATTERN ON 4 FOOT (MAXIMUM) CENTERS THROUGHOUT AND UNROLL MATTING DOWN SLOPE. LAY MATTING SMOOTHLY AND FIRMLY UPON THE SEEDED SURFACE. AVOID 1 TO 1

USE MATTING THAT HAS A DESIGN VALUE FOR SHEAR STRESS EQUAL TO OR HIGHER THAN THE SHEAR

SHAPE EARTH DIKE TO LINE, GRADE, AND CROSS SECTION AS SPECIFIED ON PLAN. BANK PROJECTIONS

STABILIZATION MATTING SLOPE

BACKFILL AND COMPACT

STEP 3

ROLL EDGES (TYP.)

STANDARD SYMBOL

NATURAL RESOURCES CONSERVATION SERVICE

PERFORATIONS, 6 INCHES ON CENTER. BOTTOM OF PIPE MUST BE CAPPED WITH WATERTIGHT SEAL.

PLACE FILTER BAG ON SUITABLE BASE (E.G., MULCH, LEAF/WOOD COMPOST, WOODCHIPS, SAND, OR WITH THE MANUFACTURER RECOMMENDATIONS. AS THE BAG FILLS WITH SEDIMENT, REDUCE PUMPING SLEEVE TO ACCOMMODATE A MAXIMUM 4 INCH DIAMETER PUMP DISCHARGE HOSE. THE BAG MUST BE EMBED GEOTEXTILE A MINIMUM OF 8 INCHES VERTICALLY INTO THE GROUND. BACKFILL AND COMPACT CONCRETE.

SECURE 10 MIL OR THICKER UV RESISTANT, IMPERMEABLE SHEETING TO CHAIN LINK FENCE WITH TIES OR ALUMINUM 8

8

EMBED IMPERMEABLE SHEETING 8 IN MIN.

FOLD SHEETING OVER TOP OF FENCE AND SECURELY TO THE FENCE POSTS WITH WIRE TIES OR HUG RINGS.

HARDWARE

DETAIL E-3

SUPER SILT

16 IN MIN.

4

3

IN

3

2 IN x 4 IN SPACERS

2 FT MIN. LENGTH

CURB INLET

DETAIL F-2 (6 IN MIN.)

-1

DETAIL F-3

-1

DETAIL F-2

DIAMETER

LENGTH *

ID

GROUND

ELEVATION

3

4

3

4

5

6

5

6

7

8

9

8

45 DEGREES TO THE MAIN FENCE ALIGNMENT TO PREVENT RUNOFF FROM GOING AROUND THE ENDS EXTEND BOTH ENDS OF THE SILT FENCE A MINIMUM OF FIVE HORIZONTAL FEET UPSLOPE AT

4

3

2 IN STONE

3

TYPE A DIKE

BACKFILL AND COMPACT

OTHER REPAIRS AS CONDITIONS DEMAND TO MAINTAIN CLEAN SURFACE, MOUNTABLE BERM, AND

FLARE SCE 10 FEET MINIMUM AT THE EXISTING ROAD TO PROVIDE A TURNING RADIUS.

MAINTAINING POSITIVE DRAINAGE. PROTECT PIPE INSTALLED THROUGH THE SCE WITH A MOUNTABLE

FOR SINGLE RESIDENCE LOT). USE MINIMUM WIDTH OF 10 FEET. FLARE SCE 10 FEET MINIMUM AT THE

DETAIL B-1

SET TOP OF PIPE

DETAIL D-1

EXTEND "WING" OUT TO POINT
Maryland’s Guidelines To Waterway Construction

Detail 1.2: Pump-Around Practice

Description:
The work should consist of installing a temporary pump around and supporting measures to divert flow around erosion control structures.

Implementation Sequence:
1. Erosion control measures, pump-around practices, and associated channel and bank construction shall be completed in the following sequence, pump to diversion:
   - Construction activities including the installation of erosion and sediment control measures should not begin until all necessary permits have been acquired, and equipment and materials have been delivered to the site.
   - The contractor should conduct a pre-construction meeting on site with the WMA sediment control inspector at least 5 days before beginning construction.
   - Upon installation of all sediment control measures and approval by the WMA sediment control inspector, the contractor should begin in areas away from construction.
   - The contractor should monitor and control erosion at the site, including maintaining at least 4 inches of freeboard.

2. Work on the tributary is completed, work on the main stem should resume. Water from the work area should be pumped to a sediment filtering measure such as a dewatering basin, sediment basin, or other approved source. The measure should be located such that the water flows back into the channel below the downstream sandbag dike.

3. The contractor should conduct a pre-construction meeting on site with the WMA sediment control inspector and the WMA erosion control inspector and required equipment and materials have been delivered to the site.

4. Constructing a channel with sediment within the work area and work in progress should be approved by the WMA sediment control inspector. The contractor should begin in areas away from construction.

5. The contractor should conduct a pre-construction meeting on site with the WMA sediment control inspector and the WMA erosion control inspector and required equipment and materials have been delivered to the site.

6. The contractor should conduct a pre-construction meeting on site with the WMA sediment control inspector and the WMA erosion control inspector and required equipment and materials have been delivered to the site.

7. Water from the work area should be pumped to a sediment filtering measure such as a dewatering basin, sediment basin, or other approved source. The measure should be located such that the water flows back into the channel below the downstream sandbag dike.

8. Installing a channel with sediment within the work area and work in progress should be approved by the WMA sediment control inspector. The contractor should begin in areas away from construction.

9. The contractor should conduct a pre-construction meeting on site with the WMA sediment control inspector and the WMA erosion control inspector and required equipment and materials have been delivered to the site.

10. The contractor should conduct a pre-construction meeting on site with the WMA sediment control inspector and the WMA erosion control inspector and required equipment and materials have been delivered to the site.

11. The contractor should conduct a pre-construction meeting on site with the WMA sediment control inspector and the WMA erosion control inspector and required equipment and materials have been delivered to the site.

12. The contractor should conduct a pre-construction meeting on site with the WMA sediment control inspector and the WMA erosion control inspector and required equipment and materials have been delivered to the site.

13. The contractor should conduct a pre-construction meeting on site with the WMA sediment control inspector and the WMA erosion control inspector and required equipment and materials have been delivered to the site.

14. After construction all borrow areas should be graded and revegetated as per the planning plans.
ACCORDING TO SHA SPECIFICATION SECTION 7.4.
WITH GRADED AGGREGATE BASE (GAB). ALL OTHER AREAS SHALL BE STABILIZED.
SEDIMENT CONTROL DEVICE. AREAS THAT ARE TO BE PAVED SHALL BE STABILIZED.
UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO A MDE APPROVED.
SAMEDAY STABILIZATION MANNER. NO DISTURBED AREA SHALL BE LEFT.
ALL AREAS DESIGNATED AS SAMEDAY STABILIZATION SHALL BE CONSTRUCTED IN A
SAME DAY STABILIZATION NOTE:

**KEY MAP**

**N**
**MD 355**
**ROAD**
**CLARKSBURG**
**ROAD**

**SCALE:** 1"=20'
SAMEDAY STABILIZATION NOTE:
ALL AREAS DESIGNATED AS SAME DAY STABILIZATION SHALL BE CONSTRUCTED IN A
SAME DAY STABILIZATION MANNER. NO EXPOSED AREA SHALL BE LEFT
UNSTABILIZED UNTIL THE RAINY PERIOD IS DIRECTED TO A DATE APPROVED
BY THE MDE. AREAS TO BE STABILIZED ARE TO BE STABILIZED
WITH GRADED AGGREGATE BASE (GAB). ALL OTHER AREAS SHALL BE STABILIZED
SAME DAY STABILIZATION MANNER. NO DISTURBED AREA SHALL BE LEFT
UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO A MDE APPROVED
SEDIMENT CONTROL DEVICE. AREAS THAT ARE TO BE PAVED SHALL BE STABILIZED
SAME DAY STABILIZATION.

NOTES:

ACCORDING TO SHA SPECIFICATION SECTION 7.4, WITH GRADED AGGREGATE BASE (GAB).  ALL OTHER AREAS SHALL BE STABILIZED
SAME DAY STABILIZATION MANNER. NO DISTURBED AREA SHALL BE LEFT
UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO A MDE APPROVED
SEDIMENT CONTROL DEVICE. AREAS THAT ARE TO BE PAVED SHALL BE STABILIZED
SAME DAY STABILIZATION.

SAME DAY STABILIZATION NOTE:
ALL AREAS DESIGNATED AS SAME DAY STABILIZATION SHALL BE CONSTRUCTED IN A
SAME DAY STABILIZATION MANNER. NO EXPOSED AREA SHALL BE LEFT
UNSTABILIZED UNTIL THE RAINY PERIOD IS DIRECTED TO A DATE APPROVED
BY THE MDE. AREAS TO BE STABILIZED ARE TO BE STABILIZED
WITH GRADED AGGREGATE BASE (GAB). ALL OTHER AREAS SHALL BE STABILIZED
SAME DAY STABILIZATION MANNER. NO DISTURBED AREA SHALL BE LEFT
UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO A MDE APPROVED
SEDIMENT CONTROL DEVICE. AREAS THAT ARE TO BE PAVED SHALL BE STABILIZED
SAME DAY STABILIZATION.

SAME DAY STABILIZATION NOTE:
ALL AREAS DESIGNATED AS SAME DAY STABILIZATION SHALL BE CONSTRUCTED IN A
SAME DAY STABILIZATION MANNER. NO EXPOSED AREA SHALL BE LEFT
UNSTABILIZED UNTIL THE RAINY PERIOD IS DIRECTED TO A DATE APPROVED
BY THE MDE. AREAS TO BE STABILIZED ARE TO BE STABILIZED
WITH GRADED AGGREGATE BASE (GAB). ALL OTHER AREAS SHALL BE STABILIZED
SAME DAY STABILIZATION MANNER. NO DISTURBED AREA SHALL BE LEFT
UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO A MDE APPROVED
SEDIMENT CONTROL DEVICE. AREAS THAT ARE TO BE PAVED SHALL BE STABILIZED
SAME DAY STABILIZATION.

SAME DAY STABILIZATION NOTE:
ALL AREAS DESIGNATED AS SAME DAY STABILIZATION SHALL BE CONSTRUCTED IN A
SAME DAY STABILIZATION MANNER. NO EXPOSED AREA SHALL BE LEFT
UNSTABILIZED UNTIL THE RAINY PERIOD IS DIRECTED TO A DATE APPROVED
BY THE MDE. AREAS TO BE STABILIZED ARE TO BE STABILIZED
WITH GRADED AGGREGATE BASE (GAB). ALL OTHER AREAS SHALL BE STABILIZED
SAME DAY STABILIZATION MANNER. NO DISTURBED AREA SHALL BE LEFT
UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO A MDE APPROVED
SEDIMENT CONTROL DEVICE. AREAS THAT ARE TO BE PAVED SHALL BE STABILIZED
SAME DAY STABILIZATION.

SAME DAY STABILIZATION NOTE:
ALL AREAS DESIGNATED AS SAME DAY STABILIZATION SHALL BE CONSTRUCTED IN A
SAME DAY STABILIZATION MANNER. NO EXPOSED AREA SHALL BE LEFT
UNSTABILIZED UNTIL THE RAINY PERIOD IS DIRECTED TO A DATE APPROVED
BY THE MDE. AREAS TO BE STABILIZED ARE TO BE STABILIZED
WITH GRADED AGGREGATE BASE (GAB). ALL OTHER AREAS SHALL BE STABILIZED
SAME DAY STABILIZATION MANNER. NO DISTURBED AREA SHALL BE LEFT
UNSTABILIZED OVERNIGHT UNLESS THE RUNOFF IS DIRECTED TO A MDE APPROVED
SEDIMENT CONTROL DEVICE. AREAS THAT ARE TO BE PAVED SHALL BE STABILIZED
SAME DAY STABILIZATION.

SAME DAY STABILIZATION NOTE:
ALL AREAS DESIGNATED AS SAME DAY STABILIZATION SHALL BE CONSTRUCTED IN A
SAME DAY STABILIZATION MANNER. NO EXPOSED AREA SHALL BE LEFT
UNSTABILIZED UNTIL THE RAINY PERIOD IS DIRECTED TO A DATE APPROVED
BY THE MDE. AREAS TO BE STABILIZED ARE TO BE STABILIZED
WITH GRADED AGGREGATE BASE (GAB). ALL OTHER AREAS SHALL BE STABILIZED
SAME DAY STABILIZATION MANNER. NO DISTURBED AREA SHALL BE LEFT
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According to SHA Specification Section 7.4. With Graded Aggregate Base (GAB), all other areas shall be stabilized.

Sameday stabilization manner. No disturbed area shall be left.

All areas designated as Sameday stabilization shall be constructed in a same day stabilization note:

1. All areas shall be stabilized.
2. No disturbed area shall be left.
3. All areas shall be stabilized in a same day stabilization manner.

No disturbed area shall be left.

According to SHA Specification Section 7.4.

Date: December 2020
SAME DAY STABILIZATION NOTE:

ALL AREAS DESIGNATED AS SAME DAY STABILIZATION SHALL BE CONSTRUCTED IN A SINGLE DAY PERIOD, STABILIZE NO GROUNDS ABOVE OR BELOW A YARD. ALL OTHER AREAS, REINTERCEPTED WHEREすべし, ALL OTHER AREAS SHALL BE STABILIZED ACCORDING TO SSHA SPECIFICATION SECTION 7.8.
7.10 Turfgrass establishment shall be performed in all disturbed areas, or within the areas indicated in the Plans, in conformance with Sections 710 and 711 of the SHA Standard Specifications. The application rate of 20-16-12 fertilizer shall be 200 lbs per acre, and no fertilizer shall be applied from November 15 to March 1.

7.11 Soil stabilization matting shall be installed in conformance with Section 790 of the SHA Standard Specifications, in conformance with Figure 790-1. Topsoil of the type and type size may be placed in lieu of straw mulch and hydromulch binder stabilization in conformance with Figure 790-2. These requirements shall supersede all other requirements for land use on SHA property. All SHA specifications, guidelines, and manuals published in 2004 have been replaced. Current specifications are at http://www.roads.maryland.gov/AgApp/cpt/bizStdsSpecs/desManualStdPub/publicationsonline/SpecialDesign/Doc/SingleDoc.aspx?docId=704-1.

7.12 Erosion and sediment control manager (ESC) shall control erosion and sediment control activities in conformance with Sections 706 and 707 of the SHA Standard Specifications. The required application rate of 20-16-12 fertilizer shall be 200 lbs per acre.

7.13 Turf establishment or other turf establishment shall be performed in areas now or planned to be paved. In conformance with Section 790 of the SHA Standard Specifications, the required application rate of 20-16-12 fertilizer shall be 200 lbs per acre.

7.14 Tree pruning may be performed by a licensed tree expert in conformance with the ANSI standards for tree care operations. A copy of the approved permits or the RTP shall be submitted to the SHA Office of Environmental Design before work is performed, and a copy of the approved permits or the RTP shall be reproduced in the Plans or be in possession of the applicant at the project site when the permitted work is performed.

7.15 Fire prevention and fire extinguishing by the Maryland Insurance Service Division of the State Fire Marshal's Office and approved by the Maryland Environmental Protection Agency shall be performed in conformance with the Rules for Tree Protection in Conformance with Erosion and Sediment Control. These rules may be found at http://www.roads.maryland.gov/AgApp/cpt/bizStdsSpecs/desManualStdPub/publicationsonline/SpecialDesign/Doc/SingleDoc.aspx?docId=704-1.

7.16 Fire prevention and fire extinguishing by the Maryland Insurance Service Division of the State Fire Marshal's Office and approved by the Maryland Environmental Protection Agency shall be performed in conformance with the Rules for Tree Protection in Conformance with Erosion and Sediment Control. These rules may be found at http://www.roads.maryland.gov/AgApp/cpt/bizStdsSpecs/desManualStdPub/publicationsonline/SpecialDesign/Doc/SingleDoc.aspx?docId=704-1.
**BIORETENTION PLAN SCHEDULE**

<table>
<thead>
<tr>
<th>Form</th>
<th>Symbol</th>
<th>Quantity</th>
<th>Scientific Name</th>
<th>Common Name</th>
<th>Size</th>
<th>Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perennial</td>
<td>EM</td>
<td>57</td>
<td>Eutrochium duduum</td>
<td>Coastal Plain Joe Pea Weed</td>
<td>Quart</td>
<td>24&quot; o.c.</td>
</tr>
<tr>
<td>Perennial</td>
<td>RF</td>
<td>57</td>
<td>Butterfly (Lupine)</td>
<td>Orange Coreopsis</td>
<td>Quart</td>
<td>24&quot; o.c.</td>
</tr>
<tr>
<td>Perennial</td>
<td>IW</td>
<td>57</td>
<td>Iris Horizonta</td>
<td>Blue Flag</td>
<td>24&quot; o.c.</td>
<td></td>
</tr>
<tr>
<td>Perennial</td>
<td>AP</td>
<td>57</td>
<td>Arundo donax</td>
<td>Big Bluestem</td>
<td>Quart</td>
<td>24&quot; o.c.</td>
</tr>
<tr>
<td>Perennial</td>
<td>AC</td>
<td>57</td>
<td>Asclepias incarnata</td>
<td>Butterfly Weed</td>
<td>Quart</td>
<td>24&quot; o.c.</td>
</tr>
<tr>
<td>Perennial</td>
<td>MF</td>
<td>57</td>
<td>Monarda fistulosa</td>
<td>Wild Bergamot</td>
<td>Quart</td>
<td>24&quot; o.c.</td>
</tr>
<tr>
<td>Perennial</td>
<td>CB</td>
<td>57</td>
<td>Genista fruticans</td>
<td>Common Evening Primrose</td>
<td>Quart</td>
<td>24&quot; o.c.</td>
</tr>
<tr>
<td>Perennial</td>
<td>EP</td>
<td>57</td>
<td>Echinacea purpurea</td>
<td>Eastern Purple Coneflower</td>
<td>Quart</td>
<td>24&quot; o.c.</td>
</tr>
</tbody>
</table>

**PLANT LOCATION KEY**

- **EM**: 1 Quart Evening Primrose
- **RF**: 1 Quart Redbud
- **IF**: 1 Quart Iris Versicolor
- **AP**: 1 Quart Andropogon Gerardii
- **MF**: 1 Quart Monarda Fistulosa
- **OB**: 1 Quart Oenothera Biennis
- **EP**: 1 Quart Echinacea Purpurea
- **AI**: 10 Quart Eupatorium Dubium
- **AP**: 10 Quart Monarda Fistulosa
- **OB**: 10 Quart Oenothera Biennis
- **EP**: 10 Quart Echinacea Purpurea

**Landscape Detail**

- **Emphasis:** Turfgrass
- **Establishment:** Turfgrass Sod
- **Adjustment:** CRZ (SRZ)
- **Zone:** Structural Root
- **Fence:** Light Pole
- **Fence:** Deer Protection
- **Zone:** Critical Root
- **Establishment:** Wet Meadow
- **Bioretention:** Fencing
- **Deer Protection:** Zone (CRZ)

**Notes:** Herbsaceous plants to be planted in groups of 10 to 15 plants.
Designed by: Drawn by: Checked by: DATE REVISION NO. BY

RECOMMENDED FOR APPROVAL
APPROVED

Chief, Design Section

Chief, Division of Capital Development

SCALE: 1" = 20'

C.I.P. Project No.:

DIVISION OF TRANSPORTATION ENGINEERING
DEPARTMENT OF TRANSPORTATION
MONTGOMERY COUNTY

DATE:

KEY MAP

INTERSECTION IMPROVEMENTS
MD355/CLARKSBURG ROAD
GAITHERSBURG, MARYLAND

DATE: DECEMBER 2020

SCALE: 1" = 20'
LIMIT OF WORK
508000
CLARKSBURG RD
STA. 217 + 58

PLANTING SCHEDULE

<table>
<thead>
<tr>
<th>Species</th>
<th>Quantity</th>
<th>Size</th>
<th>Planting Method</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>P. balsamifera (American Basswood)</td>
<td>4</td>
<td>2&quot; cal.</td>
<td>Hardwood Half-Acre Planting</td>
<td>22.5 ft. O.C. Single Truck</td>
</tr>
<tr>
<td>P. occidentalis (American Elm)</td>
<td>1</td>
<td>2&quot; cal.</td>
<td>Hardwood Half-Acre Planting</td>
<td>22.5 ft. O.C. Single Truck</td>
</tr>
</tbody>
</table>

NOTE: All trees are proposed to be planted within the MOW 30 ft. right of way on this sheet.

DATUM: NAD 83/91 Horizontal
20' SCALE: 1' = 20'

DESIGNED BY:

GANNETT FLEMING GPI, INC.

GARDEN CENTER DRIVE
CLARKSBURG RD, 35 MPH

MICRO-BIORETENTION 2-1.

NOTE: SEE SHEET # LD-01-02 FOR PLANTINGS AND WET MEADOW BIORETENTION.

NOTE: SEE SHEET # LD-01-02 FOR PLANTINGS AND WET MEADOW BIORETENTION 3-1.
NOTES:
1. ALL MATERIALS AND PLANT SPECIES LISTED ARE TO BE USED IN THE EXECUTION OF THIS PROJECT.
2. THE CONTRACTOR AND LANDSCAPE SUBCONTRACTOR SHALL NOTIFY THE M-NCPPC REPRESENTATIVE AT LEAST 24 HOURS IN ADVANCE OF A PROPOSED STARTING DATE.
3. THE CONTRACTOR AND LANDSCAPE SUBCONTRACTOR SHALL HAVE A PRE-CONSTRUCTION MEETING WITH THE M-NCPPC REPRESENTATIVE TO COORDINATE PLANTING AND INSTALLATION.
4. THE CONTRACTOR SHALL SUBMIT ALL TREE LOCATIONS FOR APPROVAL BY THE M-NCPPC REPRESENTATIVE.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND COORDINATE PLANTING WITH ALL EXISTING UTILITIES. IF DISCREPANCIES OCCUR BECAUSE OF UTILITY LOCATION OR OTHER EXISTING CONDITIONS, THE CONTRACTOR SHALL NOTIFY THE M-NCPPC IMMEDIATELY TO COORDINATE ANY NECESSARY ADJUSTMENTS.
6. THE CONTRACTOR SHALL APPLY THE MULCH UNIFORMLY TO A 2 TO 3-INCH DEPTH. BARK SHALL BE KEPT 3 TO 4 INCHES AWAY FROM ALL TRUNKS AND PLANT MATERIAL.
7. WELL-AGED MULCH IS DEFINED AS MULCH THAT HAS BEEN STOCKPILED OR STORED FOR AT LEAST TWELVE (12) MONTHS. THE ACCEPTABLE MULCH SHALL BE HARDWOOD ONLY. MULCH MUST BE WELL-AGED, UNIFORM IN COLOR, AND FREE OF FOREIGN MATERIAL INCLUDING GRAVEL, STONES, AND DEBRIS.
8. THE CONTRACTOR SHALL MULCH AND WATER ALL PLANTS WELL ON THE DAY THEY ARE PLANTED. INDIVIDUAL PLANTS SHALL CONFORM TO THE CURRENT EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI A300).
9. THE CONTRACTOR AND LANDSCAPE SUBCONTRACTOR SHALL HAVE A PRE-CONSTRUCTION MEETING WITH THE M-NCPPC REPRESENTATIVE TO COORDINATE PLANTING AND INSTALLATION.
10. ALL PLANTS SHALL CONFORM TO THE M-NCPPC SPECIFICATION SECTION 723.
11. THE LIMIT OF WORK IS FROM STA. 503+20 TO STA. 508+00.
12. PLANTING AND AFTER-CARE. THE CONTRACTOR AND LANDSCAPE SUBCONTRACTOR SHALL HAVE A PRE-CONSTRUCTION MEETING WITH THE M-NCPPC REPRESENTATIVE TO COORDINATE PLANTING AND INSTALLATION.
13. THE CONTRACTOR SHALL STAKE OUT ALL TREE LOCATIONS FOR APPROVAL BY THE M-NCPPC REPRESENTATIVE.
14. PLANTS SHALL CONFORM TO THE CURRENT EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI A300).
15. THESE AREAS OF THE RIGHT OF WAY.
16. DECIDUOUS TREES LESS THAN 6 INCHES IN DIAMETER ARE NATURALLY REGENERATING IN THE AREA.
17. PLANT MATERIAL SHALL CONFORM TO THE M-NCPPC SPECIFICATION SECTION 723.
18. ALL MATERIALS AND PLANTING PROCEDURES FRONTING M-NCPPC PROPERTY (EAST SIDE FROM STA. 504+00 TO STA. 508+00 AND SOUTH SIDE FROM STA. 506+93, RT TO STA. 507+00, RT)
19. LIMIT OF DISTURBANCE AND SIGNAGE ALONG TREE PROTECTION FENCE ROOT PRUNE AND INSTALL STRUCTURAL ROOT ZONE (SRZ) ADJUSTED CRZ FENCE ADJUSTED CRZ FLATLINE ACCESS ROAD SWM ACCESS ROAD.
20. THE LOD. IS TO OCCUR BETWEEN THE CUT LINE NO GRADING OR SIGNIFICANT DISTURBANCE.
21. WOODY STEMS.
22. CONTRACTOR SHALL APPLY THE MULCH UNIFORMLY TO A 2 TO 3-INCH DEPTH. BARK SHALL BE KEPT 3 TO 4 INCHES AWAY FROM ALL TRUNKS AND PLANT MATERIAL.
23. WELL-AGED MULCH IS DEFINED AS MULCH THAT HAS BEEN STOCKPILED OR STORED FOR AT LEAST TWELVE (12) MONTHS. THE ACCEPTABLE MULCH SHALL BE HARDWOOD ONLY. MULCH MUST BE WELL-AGED, UNIFORM IN COLOR, AND FREE OF FOREIGN MATERIAL INCLUDING GRAVEL, STONES, AND DEBRIS.
24. THE CONTRACTOR SHALL MULCH AND WATER ALL PLANTS WELL ON THE DAY THEY ARE PLANTED.
25. INDIVIDUAL PLANTS SHALL CONFORM TO THE CURRENT EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI A300).
INTERSECTION IMPROVEMENTS
MD355/CLARKSBURG ROAD
GAITHERSBURG, MARYLAND

DATE: DECEMBER 2020
SCALE: 1" = 20'
NOTES:
2. WEEL HOLES ARE ShOWN PROJECTED LOCATION ON THE OPPOSITE Face OF THE WALL (FRONT FACE).
3. FOR STEM EXPANSION AND CONTRACTION JOINT DETAILS, SEE MDOT SHA STANDARD NO. RW-401 SHOWN ON ST-103.

ELEVATION - RETAINING WALL

S E C T I O N  B - B

105'-0" 15'-0"
86'-0" 7'-6"

ELEVATION - RETAINING WALL

S E C T I O N  A - A

105'-0" 13'-0"
86'-0" 7'-6"

ELEVATION - RETAINING WALL

S E C T I O N  A - A

105'-0" 13'-0"
86'-0" 7'-6"

...
### Section A-A

**Scale:** 3/4" = 1'-0"

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2'-0&quot;</td>
<td>Existing ground line</td>
</tr>
<tr>
<td>1'-6&quot;</td>
<td>Form liner facing</td>
</tr>
<tr>
<td>1'-0&quot;</td>
<td>Max. concrete</td>
</tr>
<tr>
<td>1'-0&quot;</td>
<td>Slope of wall</td>
</tr>
</tbody>
</table>

**Detail:** RW-301 this sheet

**Retaining wall sections**

- **Ground line:** Existing
- **Form liner facing:** Max. concrete
- **Slope of wall:** 2'-0" to follow

**System:**

1. Form liner facing
2. Max. concrete
3. Slope of wall

**Reinforcing:**

- #4 @ 1'-6" C/C
- #5 @ 1'-0" C/C

**Note:** 

- May vary

---

### Section B-B

**Scale:** 3/4" = 1'-0"

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</tr>
</thead>
<tbody>
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<td>Max. concrete</td>
</tr>
<tr>
<td>1'-0&quot;</td>
<td>Slope of wall</td>
</tr>
</tbody>
</table>

**Detail:** RW-301 this sheet

**Retaining wall sections**

- **Ground line:** Existing
- **Form liner facing:** Max. concrete
- **Slope of wall:** 2'-0" to follow

**System:**

1. Form liner facing
2. Max. concrete
3. Slope of wall

**Reinforcing:**

- #4 @ 1'-6" C/C
- #5 @ 1'-0" C/C

**Note:** 

- May vary

---

### Ground line

**Existing ground line:**

- 2'-0" to follow

**Form liner facing:**

- 1'-0" max. concrete
- 1'-0" slope of wall

**Concrete:**

- #4 @ 1'-6" C/C
- #5 @ 1'-0" C/C

**Reinforcing:**

- DOWELS

---

### Grass strip

- 2'-0" min.
- Varies

**Drainage system:**

- 8" dia. PVC
- Sloped to 6" dia. PVC:
  - Drain to Manhole inlets.

**Dampproof:**

- See standard detail

**System:**

- Form liner facing
- Max. concrete
- Slope of wall

**Note:**

- May vary

---

**Sup-FR(FN)-401 & 402 on this sheet & ST-105)**

**System:**

- 3 foot ornamental fence
- See MDOT SHA standard

---

**Ground line:** Existing

**Form liner facing:** Max. concrete

**Slope of wall:** 2'-0" to follow

**Concrete:**

- #4 @ 1'-6" C/C
- #5 @ 1'-0" C/C

**Reinforcing:**

- DOWELS

**Note:**

- May vary
GENERAL NOTES AND OPERATIONAL:

1. All work shall be performed in accordance with the Montgomery County, MD, County work zone traffic control standards and the MD DOT work zone traffic control standards. All work shall be performed in accordance with County work zone traffic control standards. All work shall be performed in accordance with County work zone traffic control standards.

2. Temporary traffic control shall be used on paved surfaces only and is to be maintained to ensure continuous reflectivity and visibility. Temporary traffic control shall not be used on final surfacing. Nothing shall be painted.

3. Temporary traffic control shall be maintained at all times. Nothing shall be painted.

4. All existing signs shall be maintained throughout the duration of the construction unless a change is directed by the Engineer.

5. Temporary traffic control shall be maintained at all times. Nothing shall be painted.

6. Temporary traffic control shall be maintained at all times. Nothing shall be painted.

7. The Contractor shall perform as much work as can be accomplished during a work shift.

8. The Contractor shall perform as much work as can be accomplished during a work shift.

9. All work shall be performed as much work as can be accomplished during a work shift.

10. All work shall be performed as much work as can be accomplished during a work shift.

11. All work shall be performed as much work as can be accomplished during a work shift.

12. All work shall be performed as much work as can be accomplished during a work shift.

13. All work shall be performed as much work as can be accomplished during a work shift.

14. All work shall be performed as much work as can be accomplished during a work shift.

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18. All work shall be performed as much work as can be accomplished during a work shift.

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25. All work shall be performed as much work as can be accomplished during a work shift.

26. All work shall be performed as much work as can be accomplished during a work shift.

27. All work shall be performed as much work as can be accomplished during a work shift.

28. All work shall be performed as much work as can be accomplished during a work shift.

29. All work shall be performed as much work as can be accomplished during a work shift.

30. All work shall be performed as much work as can be accomplished during a work shift.

31. All work shall be performed as much work as can be accomplished during a work shift.

32. All work shall be performed as much work as can be accomplished during a work shift.

33. All work shall be performed as much work as can be accomplished during a work shift.

34. All work shall be performed as much work as can be accomplished during a work shift.

35. All work shall be performed as much work as can be accomplished during a work shift.

36. All work shall be performed as much work as can be accomplished during a work shift.

37. All work shall be performed as much work as can be accomplished during a work shift.

38. All work shall be performed as much work as can be accomplished during a work shift.

39. All work shall be performed as much work as can be accomplished during a work shift.

40. All work shall be performed as much work as can be accomplished during a work shift.

41. All work shall be performed as much work as can be accomplished during a work shift.

42. All work shall be performed as much work as can be accomplished during a work shift.

43. All work shall be performed as much work as can be accomplished during a work shift.

44. All work shall be performed as much work as can be accomplished during a work shift.

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83. All work shall be performed as much work as can be accomplished during a work shift.

84. All work shall be performed as much work as can be accomplished during a work shift.
NOTE:

- See sheets MT-05 and MT-07 for Spire Street Detour Plans.
- MD 355 and Detour of Spire at MD 355 intersection and MD 355/Clarkburg intersection shall not be performed concurrently.

LEGEND
- Work Zone
- Traffic Control Drum
- Temporary Sign Post
- Traffic Flow Arrow
- Pavement Removal
- Temporary Sign
- Type B Barricade
- Temporary Concrete Barrier
- T的经典 Traffic Barriers
- Flag

SPE W20-1(1)
36"X36"
9.0 SF

G20-2
48"X48"
16.0 SF

SCALE: 1"=100'
INSTALL 3-4 IN. 90° PVC SCHEDULE 80 CONDUIT BENDS.

INSTALL 1-2 IN. 90° PVC SCHEDULE 80 CONDUIT BENDS.

INSTALL 2-3 IN. 90° PVC SCHEDULE 80 CONDUIT BENDS.

INSTALL 2-3 IN. 90° PVC SCHEDULE 80 CONDUIT BENDS.

INSTALL 2-3 IN. 90° PVC SCHEDULE 80 CONDUIT BENDS.

INSTALL 2-3 IN. 90° PVC SCHEDULE 80 CONDUIT BENDS.

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INSTALL 2-3 IN. 90° PVC SCHEDULE 80 CONDUIT BENDS.

INSTALL 2-3 IN. 90° PVC SCHEDULE 80 CONDUIT BENDS.
THE FOLLOWING CONTACT PERSONS FOR THIS PROJECT ARE AS FOLLOWS:

1. MR. GREGORY EDWARDS
   PHONE: (240) 773-7300
   DIVISION OF TRAFFIC ENGINEERING AND OPERATIONS

2. MICHAEL BROWN
   PHONE: (301) 513-7498
   ASSISTANT DISTRICT ENGINEER - TRAFFIC

3. MR. DAVID JONES
   PHONE: (410) 787-7625
   ASSISTANT DIVISION CHIEF, TRAFFIC OPERATIONS DIVISION

PROJECT WILL RECONSTRUCT THE EXISTING SPAN WIRE SIGNAL TO A MAST ARM SIGNAL WITH NEW SIGNAL INTERSECTION OF MD 355 (FREDERICK ROAD) AND MD 121A (CLARKSBURG ROAD) IN MONTGOMERY COUNTY. MD 355 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION.

NOTE:
- Equipped with W500000, 800000, 861107, 861108, 865210, 800000, 860289, 860285, 837001, 818162, 818041, 816003, 811001, 810022, 807500, 801605, 800215, 2150, 750, 1400, 1700, 2700, 50, 2, 55, 2, 140, 170, 270, 50, 140, 170, 270, 50, 140, 170, 270, 50, 140, 170.

- Now fixed typo:
  - Page 2: 9"X15". (NOTE: SIGN TO READ "PUSH BUTTON TO CROSS FREDERICK ROAD").

- Noted typo:
  - Page 2: "PHASE 4 AND 8 CHANGE PHASE 1 AND 5"

- Clarified typo:
  - Page 4: "WIRING DIAGRAM"
1. GUIDE SIGN PANEL LAYOUTS ARE BASED ON THE A.A.S.H.T.O. MANUALS NOTED ABOVE.

2. OVERHEAD SIGN STRUCTURES SHALL NOT BE ERECTED WITHOUT ATTACHING LUMINAIRES, WITH THE EXCEPTION OF WARNING SIGNS. POSITION PANELS FOR ALL OVERHEAD STRUCTURES SO THAT PANEL FACE IS PLUMB.

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

- (I). "RED" REGULATORY SIGNS; (SPECIFICALLY - STOP, YIELD, DO NOT ENTER AND WRONG WAY). ALL RETROREFLECTIVE事業 Places
- (II). OVERHEAD STRUCTURE SIGNS AND OVERHEAD CANTILEVER SIGNS:
  
  - REGULATORY SIGNS:
    - OVERHEAD STRUCTURE SIGNS AND OVERHEAD CANTILEVER SIGNS:

4. VERTICAL CLEARANCE

- A) POSITION ALL OVERHEAD SIGNS SO THAT THE FACE OF THE PANEL IS AT RIGHT ANGLES TO THE ROADWAY.

- 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 AND A POINT 20 FEET FROM TRAVELLED ROADWAY TO NEAR EDGE OF SIGN - SEE DIAGRAM.

- C)arooS) FROM THE ROAD TO AVOID SPECULAR REFLECTION AS INDICATED IN 813.03 OF THE MARYLAND STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS.
**LIMIT OF WORK**

508000
CLARKSBURG RD
STA. 191 + 50

**CONSTRUCTION NOTES**

- INSTALL BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING WITH ARROW
- INSTALL WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS
- INSTALL 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
- INSTALL 16 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
- INSTALL 15 INCH YELLOW PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
- INSTALL 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
- INSTALL 5 INCH YELLOW THERMOPLASTIC PAVEMENT MARKINGS LINES - DOUBLE SOLID
- INSTALL 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - 3' LINE, 9' GAP
- INSTALL 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID

1. All pavement markings shall be installed in accordance with MD MUTCD standards.
2. Pavement marking lane widths measured from the center of the pavement markings.
3. Sign panels shall be placed at the edge of the roadway.
4. All proposed pavement markings shall be tied into existing pavement markings at the limits of work as shown.
**General Notes:**

1. All pavement markings shall be installed in accordance with MD MUTCD standards.
2. Pavement marking lane widths measured from the center of the pavement markings.
3. Distances between crosswalk markings and stop bar measured from the edge of the pavement markings.
4. All proposed pavement markings shall tie into existing pavement markings at the limits of work as shown.

**Construction Details:**

- **Existing Sign Panel:**
- **Existing Sign Panel to be Removed:**
- **Proposed Sign Panel:**
- **Proposed Sign W/ Support:**
- **Existing Sign W/ Support:**
- **Proposed Sign W/ Support:**
- **Legend:**

**Recommended for Approval**

**Chief, Design Section**

**Date**

**Date**

**Chief, Division of Capital Development**

**Date**

**Date**

**Scale:** 1" = 20'

**Proposed Sign Panel to be Removed**

**Legend:**

- **Install BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING WITH ARROW**
- **Install WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS**
- **Install 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID**
- **Install 16 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID**
- **Install 15 INCH YELLOW PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID**
- **Install 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID**
- **Install 5 INCH YELLOW THERMOPLASTIC PAVEMENT MARKINGS LINES - DOUBLE SOLID**
- **Install 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - 3' LINE, 9' GAP**
- **Install 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID**

**Construction Details:**

- **A**
- **B**
- **C**
- **D**
- **E**
- **F**
- **G**
- **H**
- **I**

**Intersections Improvements:**

- **MD 355/CLARKSBURG ROAD**
- **GAITHERSBURG, MARYLAND**
- **DIVISION OF TRANSPORTATION ENGINEERING**
- **DEPARTMENT OF TRANSPORTATION**
- **MONTGOMERY COUNTY**

**Date:** December 2020

**Key Map**

**Scale:** 1" = 20'

**Construction Details:**

- **Sign Board:**
- **Legend:**
- **Proposed Sign Panel:**
- **Existing Sign Panel:**
- **Existing Sign Panel to be Removed:**
- **Proposed Sign W/ Support:**
- **Existing Sign W/ Support:**
- **Proposed Sign W/ Support:**

**Recommended for Approval**

**Chief, Design Section**

**Date**

**Date**

**Chief, Division of Capital Development**

**Date**

**Date**

**Scale:** 1" = 20'

**Proposed Sign Panel to be Removed**

**Legend:**

- **Install BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING WITH ARROW**
- **Install WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS**
- **Install 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID**
- **Install 16 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID**
- **Install 15 INCH YELLOW PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID**
- **Install 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID**
- **Install 5 INCH YELLOW THERMOPLASTIC PAVEMENT MARKINGS LINES - DOUBLE SOLID**
- **Install 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - 3' LINE, 9' GAP**
- **Install 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID**
BY ALL PROPOSED PAVEMENT MARKINGS SHALL BE RELACATED TO SNOWDEN FARM PARKWAY.

DISTANCE BETWEEN CROSSWALK MARKINGS: 20' (24"X24")

INSTALL BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING WITH ARROW.

INSTALL WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS.

INSTALL 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID.

INSTALL 15 INCH YELLOW PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID.

INSTALL 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID.

INSTALL 5 INCH YELLOW THERMOPLASTIC PAVEMENT MARKINGS LINES - DOUBLE SOLID.

INSTALL 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - 3' LINE, 9' GAP.

SCALE: 1" = 20'
ALL PAVEMENT MARKINGS SHALL BE 40' ALL PROPOSED PAVEMENT MARKINGS SHALL TO SNOWDEN FARM PARKWAY

20" PAVEMENT MARKING LANE WIDTHS

INSTALL BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING WITH ARROW
INSTALL WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS
INSTALL 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
INSTALL 16 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
INSTALL 15 INCH YELLOW PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
INSTALL 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
INSTALL 5 INCH YELLOW THERMOPLASTIC PAVEMENT MARKINGS LINES - DOUBLE SOLID
INSTALL 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - 3' LINE, 9' GAP
INSTALL 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID

GENERAL NOTES:
1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MD MUTCD STANDARDS.
2. PAVEMENT MARKING LANE WIDTHS MEASURED FROM THE CENTER OF THE PAVEMENT MARKING.
3. INSTALL BIKE LANE RESIDENTIAL BRIDGES ON THE SIDE OF CONSTRUCTION.
4. ALL PROPOSED PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MD MUTCD STANDARDS.

CONSTRUCTION DETAILS:

MATCH LINE STA. 202+50 SEE SHEET SH-S4-6

SCALE: 1" = 20'

KEY MAP

DETAIL A: MDOT LADDER BAR TYPE CROSSWALK

SCALE: 1" = 10'

SIGNING AND MARKING PLAN SHEET

MD355/CLARKSBURG ROAD
INTERSECTION IMPROVEMENTS

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION

GANNETT FLEMING-ENGINERING

DATE: DECEMBER 2020

CHECKED BY: JSK

DESIGNED BY: TCC

DEsigner: GFE

CHECKED BY: JSK

DEDATE: 01/24/2021

DEDATE: 01/24/2021

SIGNOFF:

DATE: 01/24/2021

GFE STANDARD FORM NO. 485

1200-46

CATALOG

107

107
ALL PROPOSED PAVEMENT MARKINGS SHALL BE

TO SNOWDEN FARM PARKWAY

DISTANCE BETWEEN CROSSWALK MARKINGS

20"

PAVEMENT MARKING LANE WIDTHS

40'"'

MARKER (YELLOW) (TYP.)

RAISED PAVEMENT DELINEATOR (TYP.)

POST MOUNTED (TYP.)

DETAL B PEDESTRIAN REFUGE ISLAND

CONSTRUCTION DETAILS:

REMOVE AND RELOCATE

MEDIAN OPENING

6'

R1-6a(1)

(R1-18)(1)

R2-1.35

R7-1(1)

R4-7(1)

RESULTANT MEDIAN OPENING

6'

R1-6a(1)

(R1-18)(1)

R2-1.35

R7-1(1)

R4-7(1)

30")

212+00

5'

10'

5'

10'

INSTALL BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING WITH ARROW

INSTALL WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS

INSTALL 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID

INSTALL 15 INCH YELLOW PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID

INSTALL 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID

INSTALL 5 INCH YELLOW THERMOPLASTIC PAVEMENT MARKINGS LINES - DOUBLE SOLID

INSTALL 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - 3' LINE, 9' GAP

INSTALL 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID

SCALE: 1" = 20'

DATE: DECEMBER 2020

APPROVED

Chief, Design Section

RECOMMENDED FOR APPROVAL

CATAWBA

CLARKSBURG RD

MD 355

355

MD 121A

MD 385

MD 386

GENERAL NOTES

1. ALL PAINTED MARKINGS SHALL BE Installed in Accordance with MD MUTCD Standards.

2. PAINTED MARKINGS LANE WIDTHS Measured from the Center of the Painted Markings.

3. REMOVE EXISTING STREET MARKINGS OF MD 121A LANE 1 INSTALLED IN THE EDGE OF THE ROADWAY.

4. ALL PROPOSED PAINTED MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MD MUTCD AS SHOWN.

WARNING:

NEIGHBORHOOD ALL SUSPICIOUS ACTIVITIES WILL BE REPORTED TO THE MONTGOMERY COUNTY POLICE.

...
ALL PROPOSED PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MD MUTCD STANDARDS.

1. ALL PROPOSED PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MD MUTCD STANDARDS.
2. PAVEMENT MARKING LANE WIDTHS ARE MEASURED FROM THE CENTER OF THE PAVEMENT MARKING.
3. REMOVE AND RELOCATE EXISTING PAINTED PAVEMENT MARKINGS OF ANY KIND PERTAINING TO THE SIDE OF THE ROAD SHOWN.
4. ALL PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED FROM THE LIMIT OF WORK AS SHOWN.

CONSTRUCTION DETAILS:

- REMOVE AND RELOCATE EXISTING ROW (24"X30"), (12"X18")
- INSTALL BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING
- INSTALL WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS
- INSTALL 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
- INSTALL 16 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
- INSTALL 15 INCH YELLOW PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
- INSTALL 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
- INSTALL 5 INCH YELLOW THERMOPLASTIC PAVEMENT MARKINGS LINES - DOUBLE SOLID
- INSTALL 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID

SIGNING AND MARKING PLAN SHEET

LIMIT OF WORK
508000
CLARKSBURG RD
STA. 217+58

SIGNING AND MARKING PLAN SHEET

KEY MAP

MD 355/CLARKSBURG ROAD INTERSECTION IMPROVEMENTS
SIGNING AND MARKING PLAN SHEET

REAL SCALE: 1" = 20'
DPS SC/SWM PERMIT SHEET NO.

Designed by:
TJW
Checked by:
JSK
Date:
DECEMBER 2020

Chief, Design Section
RECOMMENDED FOR APPROVAL

Chief, Division of Capital Development
APPROVED

Date

GANNETT FLEMING/GPI

110
ALL PAVEMENT MARKINGS SHALL BE DISTANCE BETWEEN CROSSWALK MARKINGS N/A M.B.

PAVEMENT MARKING LANE WIDTHS NO 40' ALL PROPOSED PAVEMENT MARKINGS SHALL 2 4"
THE 20' 12"

TO BE BUILT BY OTHERS FUTURE CONSTRUCTION

LIMIT OF WORK STA. 503+20

INSTALL BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING WITH ARROW
INSTALL WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS
INSTALL 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
INSTALL 16 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
INSTALL 15 INCH YELLOW PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
INSTALL 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
INSTALL 5 INCH YELLOW THERMOPLASTIC PAVEMENT MARKINGS LINES - DOUBLE SOLID
INSTALL 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - 3' LINE, 9' GAP
INSTALL 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID

CONSTRUCTION DETAILS:

STA. 503+20

MD 355

508000

W 1 2 3 3 1 5 0

N 5 7 2 9 0 0

(30"X30")

(30"X12")

R3-17a

W11-1

A H

M.B.

M.B.

48

M.B.

1 1

+27

12.5'

W C

K

S B

R

G

TO MD 27

EL E M

N TA R Y

70

S C

O

L

0 + 0 0

D 1 2 .3'

3.3'

+ 5 5

503+00

D3-1

D3-1

R1-1

R4-11

49

504+00

M A Y

USE F U L L

L A N E

' 4.7'

507+00

MD 355

FR E D E R IC K  R O A D

(30"X30")

(48"X12")

(48"X12")

D3-1

R1-1

(30"X60")

G V

CUSTOM NO.

ER 5T O V

TRANS

EM

TICE

N O

SNOW

1 3

1 1

'+ 1 6

701

+00

1 2

11

3.3'

50

702

+ 0 0

DIVISION OF TRANSPORTATION ENGINEERING

DEPARTMENT OF TRANSPORTATION

SIGNING AND MARKING PLAN SHEET

DATE: DECEMBER 2020

1" = 20'

SCALE: 1"=10'

MD355/CLARKSBURG ROAD
INTERSECTION IMPROVEMENTS

SIGNING AND MARKING PLAN SHEET

DATE: DECEMBER 2020

1" = 10'

SCALE: 1"=10'

KEY MAP

EXISTING SIGN PANEL
EXISTING SIGN W/ SUPPORT

EXISTING SIGN W/ SUPPORT

EXISTING SIGN PANEL

PROPOSED SIGN W/ SUPPORT

PROPOSED SIGN PANEL

SIGNAL S H A L D A R R O W TYPE CROSSWALK

SCALE: 1"=10'

Detail A: SHA LADDER BAR TYPE CROSSWALK

Date

Checked by

Designed by

TCC

MD 355

CLARKSBURG ROAD

CLARKSBURG ROAD

SHEE T NO.

DEPARTMENT OF TRANSPORTATION

C.I.P. Project No. :

DPS SC/SWM PERMIT SHEET NO.

APPROVED

Chief, Division of Capital Development

Chief, Design Section

RECOMMENDED FOR APPROVAL

Designed by:

Drawn by:

TJW

DEPARTMENT OF TRANSPORTATION

Checked by:

JSK

ATC

H LIN

EST

W

EST

TIE INTO EXISTING PAVEMENT MARKINGS AT THE LIMITS OF WORK AS SHOWN.

ALL PROPOSED PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MD MUTCD STANDARDS.

PAVEMENT MARKINGS SHALL MEASURE FROM THE CENTER OF THE PAVEMENT MARKING.

PAVEMENT MARKING FROM THE EDGE OF THE PAVEMENT MARKINGS.

PAVEMENT MARKING AT TIE INTO EXISTING PAVEMENT MARKINGS AT THE LIMITS OF WORK AS SHOWN.
INTERSECTION IMPROVEMENTS
MD 355/CLARKSBURG ROAD
GAITHERSBURG, MARYLAND

DEPARTMENT OF TRANSPORTATION
MONTGOMERY COUNTY
DIVISION OF TRANSPORTATION ENGINEERING

CONSTRUCTION DETAILS:

1. ALL PAINTED MARKINGS SHALL BE
   INSTALLED IN ACCORDANCE WITH MD MUTCD
   STANDARDS.
2. PAINTED MARKING LANE WIDTHS
   MEASURED FROM THE CENTER OF THE
   PAINTED MARKING.
3. DISTANCE BETWEEN CROSSWALK MARKINGS
   AND STOP BAR MEASURED FROM THE EDGE
   OF THE PAINTED MARKINGS.
4. ALL PROPOSED PAINTED MARKINGS SHALL
   TIE INTO EXISTING PAINTED MARKINGS AT
   THE LIMITS OF WORK AS SHOWN.

INSTALL BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING WITH ARROW
INSTALL WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS
INSTALL 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
INSTALL 16 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
INSTALL 15 INCH YELLOW PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
INSTALL 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
INSTALL 5 INCH YELLOW THERMOPLASTIC PAVEMENT MARKINGS LINES - DOUBLE SOLID
INSTALL 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - 3' LINE, 9' GAP
INSTALL 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID

1. REMOVE AND RELOCATE
   SIGN W/ SUPPORT
2. REMOVE AND RELOCATE
   SUPPORT
3. REMOVE AND RELOCATE
   SIGN PANEL
4. REMOVE AND RELOCATE
   SIGN PANEL TO BE REMOVED
5. REMOVE AND RELOCATE
   EXISTING SIGN PANEL
6. REMOVE AND RELOCATE
   EXISTING SIGN PANEL
7. REMOVE AND RELOCATE
   PROPOSED SIGN PANEL
8. REMOVE AND RELOCATE
   PROPOSED SIGN W/ SUPPORT

SCALE: 1" = 20'

DATE: DECEMBER 2020
TCC: JSK: TJW
LIMIT OF WORK
508000
MD 355
STA. 315 + 30

GENERAL NOTES
1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MD MUTCD STANDARDS.
2. PAVEMENT MARKING LANE WIDTHS MEASURED FROM THE CENTER OF THE PAVEMENT MARKING.
3. DISTANCE BETWEEN CROSSWALK MARKINGS AND STOP BAR MEASURED FROM THE EDGE OF THE PAVEMENT MARKINGS.
4. ALL PROPOSED PAVEMENT MARKINGS SHALL TIE INTO EXISTING PAVEMENT MARKINGS AT THE LIMITS OF WORK AS SHOWN.

KEY MAP

SIGNING AND MARKING PLAN SHEET

CONTINUOUS THERMOPLASTIC PAVEMENT MARKINGS SHOWN - SOLID
INSTALL BIKE LANE THERMOPLASTIC PAVEMENT MARKING WITH ARROW
INSTALL WHITE THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS
INSTALL 24 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
INSTALL 16 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
INSTALL 15 INCH YELLOW THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
INSTALL 12 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
INSTALL 5 INCH YELLOW THERMOPLASTIC PAVEMENT MARKINGS LINES - DOUBLE SOLID
INSTALL 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - 3' LINE, 9' GAP
INSTALL 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS LINES - SOLID
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<th>DESCRIPTION</th>
<th>BY UNIT</th>
<th>No.</th>
<th>SIGN NO.</th>
<th>POST MOUNTED DELINEATOR</th>
<th>BIKE LANE PREFORMED THERMOPLASTIC PAVEMENT MARKING WITH ARROW</th>
<th>WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS</th>
<th>16 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES</th>
<th>SQUARE TUBULAR STEEL ANCHOR BASES</th>
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<td>50 to 7446</td>
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<tr>
<td>SIGNING AND MARKING INDEX OF QUANTITIES</td>
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<td>DATE: DECEMBER 2020</td>
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</tbody>
</table>

**REMARKS**

- CODE NUMBER DESCRIPTION & UNIT
- SF
- LF

**CODE NUMBERS ***

- APPROVED
- Chief, Division of Capital Development
- Chief, Design Section
- RECOMMENDED FOR APPROVAL

**DATE**

- TCC
- DJW
- JSK
- TJS

**SCALE:**

- N.T.S.

**C.I.P. Project No.:**

- DPS SC/SWM PERMIT SHEET NO.

**PROJECT TOTAL (ROUNDED)**

- PROJECT VALUE:
  - 8740000
  - 9810000
  - 8100000
  - 4700000
  - 6490000
  - 7833000
  - 12040000
  - 7480000
  - 2080000
  - 10810000

**DIVISION OF TRANSPORTATION ENGINEERING**

- Designed by:
- Drawn by:
- Checked by:
- Date

**TCC**

- GAITHERSBURG, MARYLAND
- MONTGOMERY COUNTY
TRENCHED CONDUIT BEDDING AND TOP PROTECTION DETAIL
UTILITY LEGEND
- Electric
- Water
- Sanitary Sewer
- Telephone
- Fiber Optic
- Cable TV
- Gas

LIGHTING LEGEND
- Proposed decorative post top luminaires
- Proposed decorative conduit in utility hole
- Existing post top lighting to remain
- Existing cobrashade lighting to remain
- Proposed LED decorative post top luminaires
- Proposed decorative conduit

INTERCONNECT LEGEND
- Future interconnect use
- Proposed traffic handbox for future interconnect use
- Future interconnect use
- Proposed traffic handbox for future interconnect use
- Proposed traffic handbox for future interconnect use
- Proposed handhole

CONSTRUCTION DETAIL
- 3 in Schedule 40 PVC conduit - one way, trenched (by Potomac Edison)
- 3 in Schedule 80 PVC conduit - two way, bored (by Potomac Edison)
- 3 in Schedule 40 PVC conduit - two way, trenched (by Potomac Edison)
- 3 in Schedule 40 PVC conduit - one way, trenched (by Potomac Edison)
- Furnish and install PVC conduit (to be installed by Potomac Edison)
- Furnish and install PVC conduit (to be installed by Potomac Edison)
- Furnish and install PVC conduit (to be installed by Potomac Edison)

LIGHTING PLAN SHEET

KEY MAP

Gannett Fleming GPL

MD355/CLARKSBURG ROAD
INTERSECTION IMPROVEMENTS
LIGHTING PLAN SHEET

SHEET 1 OF 2
DATE: DECEMBER 2020
SCALE: 1" = 20'

TO GATEWAY CENTER DRIVE
TO DENNEN PARK PARKWAY
TO GATEWAY CENTER DRIVE
TO DENNEN PARK PARKWAY

KEY MAP

GANNETT FLEMING/GPI

120
### Pole Schedule

<table>
<thead>
<tr>
<th>POLE</th>
<th>LOCATION</th>
<th>TYPE OF POLE</th>
<th>LENGTH</th>
<th>MAST ARM LENGTH</th>
<th>FACE OF CURB</th>
<th>BEHIND FACE</th>
<th>STUDS</th>
<th>WATTAGE</th>
<th>M/P</th>
<th>FLEX</th>
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<td>LP-70</td>
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<td>LP-71</td>
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<td>LP-76</td>
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<tr>
<td>LP-77</td>
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<td>212+29.5</td>
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<td>LP-78</td>
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<td>LP-81</td>
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### Lighting Schedule

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<th>DEPARTMENT OF TRANSPORTATION</th>
<th>MONTGOMERY COUNTY</th>
<th>GAITHERSBURG, MARYLAND</th>
<th>LIGHTING SCHEDULE</th>
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The pole schedule includes dimensions and specifications for each pole, while the lighting schedule provides details about light sources and schedules. The image also contains a diagram and various annotations related to the project specifications.
### SUMMARY OF EARTHWORK

#### EXCAVATION

- **Class 1** excavation
- **Class 2** excavation
- Erosion & Sediment Control excavation
- **Class 1-A** excavation

#### COMMON BORROW

- **Borrow densified (%)**
- **Waste**
- **Total common borrow required**

#### BORROW DENSIFIED ( % )

- **Total capping borrow required**
- **Total select borrow required**

#### PROPOSAL QUANTITIES

- **Fill**
- **Cut**
- **Total fill**
- **Topsoil cut**
- **XSECTIONS from stations to stations**
- **Total factor (%)**
- **Shrink/ swell**
- **Embankment for suitable embankment**
- **Loss due to handling**
- **From XSECTS to XSECTS**
- **Total req. before densification**
- **Total req. after densification**
- **Rootmat**
- **EMBANKMENT**
- **EMBANK. FOR AVAIL. TOT. REQ. BEFORE DEN**
- **TOTAL TOT. REQ. AFTER DENSIFICATION**
- **TOL. REQ. AFTER DENSIFICATION**
- **TOL. REQ. AFTER DENSIFICATION**
- **TOL. REQ. AFTER DENSIFICATION**

### GRADING TABLE

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<th>CLASS 2</th>
<th>EROSION &amp; SEDIMENT</th>
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<th>COMMON BORROW</th>
<th>SELECT BORROW</th>
<th>CAPPING BORROW</th>
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*Designed by:*

*Drawn by:*

*Checked by:*

.DATE:

.REVISION:

.NO.:

**DATE:** DECEMBER 2020

**SCALE:**

**C.I.P. Project No.:**

**DPS SC/SWM PERMIT SHEET NO.:**

**INTERSECTION IMPROVEMENTS**

**MD 355/CLARKSBURG ROAD**

**GAITHERSBURG, MARYLAND**

**DEPARTMENT OF TRANSPORTATION**

**MONTGOMERY COUNTY**

**DATE:**

**JSK**

**TJW**

**YLIU**

**MD 355/CLARKSBURG ROAD**

**INTERSECTION IMPROVEMENTS**

**GRADING TABLE AND**

**SUMMARY OF EARTHWORK**

**RECOMMENDED FOR APPROVAL**

**APPROVED**

Chief, Design Section

Chief, Division of Capital Development

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### Boring Logs

**BL-01**

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<th>Section</th>
<th>Depth</th>
<th>Name</th>
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<td>0</td>
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<td>2</td>
<td>1</td>
<td>Footing Boring 2</td>
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<td>Footing Boring 3</td>
</tr>
<tr>
<td>4</td>
<td>3</td>
<td>Footing Boring 4</td>
</tr>
</tbody>
</table>

**BOTTOM OF FOOTING STA. 512+99**

Elevation = 657.75'

---

**FOR INFORMATION PURPOSES ONLY**

**Designed by:**

**Drawn by:**

**Checked by:**

**DATE**

**REVISION NO.**

---

**INTERSECTION IMPROVEMENTS**

**MD355/CLARKSBURG ROAD**

**GAITHERSBURG, MARYLAND**

**DIVISION OF TRANSPORTATION ENGINEERING**

**DEPARTMENT OF TRANSPORTATION**

**MONTGOMERY COUNTY**

**DATE:**

**JSK**

**YLIU**

**TJW**

---

**SCALE:**

**C.I.P. PROJECT NO.**

**DPS SC/SWM PERMIT SHEET NO.**

---

**Chesapeake Engineering Co.**

---

**Gannett Fleming**

---

**FOR INFORMATION PURPOSES ONLY**

---

**RECOMMENDED FOR APPROVAL**

**APPROVED**

Chief, Design Section

**DATE**

Chief, Division of Capital Development

**DATE**

---

127
## BOREHOLE LOGS

<table>
<thead>
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<th>Borehole</th>
<th>Depth (m)</th>
<th>Sample</th>
<th>Description</th>
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<td>Sedimentary rock with occasional gravel</td>
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<td></td>
<td>1.5</td>
<td>2</td>
<td>Clayey sandstone</td>
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<td></td>
<td>3.0</td>
<td>3</td>
<td>Limestone with fossil remains</td>
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<tr>
<td></td>
<td>4.5</td>
<td>4</td>
<td>Shale with flint nodules</td>
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<tr>
<td></td>
<td>6.0</td>
<td>5</td>
<td>Sandstone with quartz veins</td>
</tr>
</tbody>
</table>

### Additional Information

- **Scale:** 1:100
- **Date:** December 2020
- **Design: JSK, YLIU, TJW

**Note:** For information purposes only.