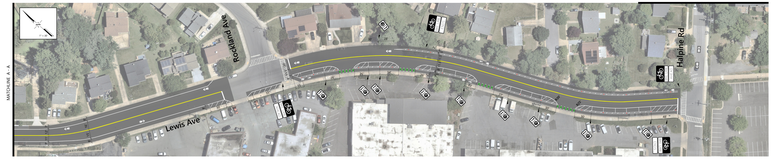

PROJECT NOTES:

1. TRAFFIC CONTROL DEVICES AND PAVEMENT MARKINGS CONFORM TO THE MOST RECENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE MARYLAND MODIFICATIONS TO THE MUTCD AND THE STANDARDS AND SPECIFICATIONS FOR PAVEMENT MARKING FACILITIES.
2. ALL PAVEMENT MARKINGS ARE PLASTIC UNLESS OTHERWISE INDICATED. PAVEMENT MARKINGS SHALL BE PER MDSHA STANDARDS.
3. PAVEMENT MARKINGS, STOP BARS AND CROSSWALKS SHALL BE INSTALLED PRIOR TO THE ISSUANCE OF THE FINAL OCCUPANCY PERMIT.
4. ALL STOPPED PAVEMENT MARKINGS SHALL BE 12 FEET LONG.
5. STOP BARS SHALL BE PLACED NO LESS THAN 4 FEET FROM CROSSWALKS AND NO MORE THAN 30 FEET.
6. ALL STOP BARS AT AND CROSSING AT AND PARALLEL CROSSWALKS, CONSISTING OF 24 INCHES WIDE WHITE PAINT, SHALL BE INSTALLED PRIOR TO THE ISSUANCE OF THE OCCUPANCY PERMIT.
7. CROSSWALKS WITH CURBS ON CONCRETE AND STOP BARS AT CROSSWALKS SHALL BE PLACED ON THE PAVEMENT ADJACENT TO THE CURB. CROSSWALKS ON PAVEMENT WITH NO CURB SHALL BE PLACED ON THE PAVEMENT ADJACENT TO THE CURB OR EDGE OF PAVEMENT WHICHEVER IS NEAREST.
8. CROSSWALK WARRANTED-ONLY SIGNS ARE NOT REQUIRED. CROSSWALK WARRANTED-ONLY SIGNS ARE NOT REQUIRED.
9. SIGNAL POLE, WHICH CONSISTS OF EXISTING WOOD POLES, SHALL BE REPLACED WITH NEW WOOD POLES AS NECESSARY.
10. THE CITY SHALL REMOVE THE CONTENTS OF EXISTING SIGNS IN THE CITY'S INVENTORY AND RETURN THE EXISTING SIGNS TO THE CITY'S INVENTORY. THE CONTENTS OF EXISTING SIGNS SHALL BE REPLACED.

LEWIS AVENUE BICYCLE AND PEDESTRIAN IMPROVEMENTS:

Lewis Ave & Edmonston Dr to Ardennes Ave & Holland Rd

City of Rockville Public Works

Metropolitan Washington Council of Governments

Fehr & Peers

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.