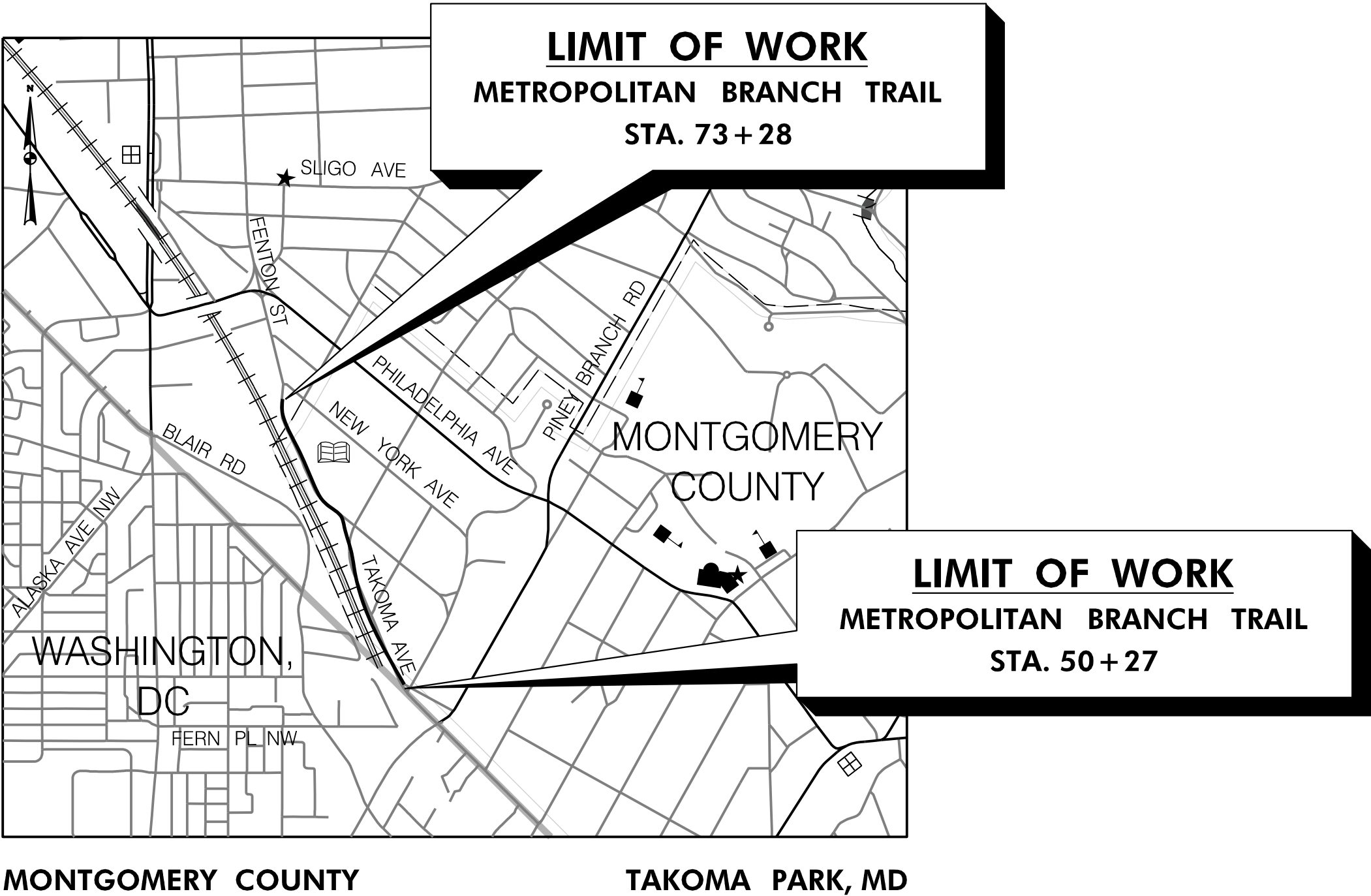


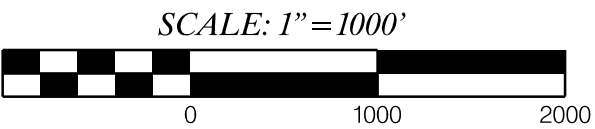
THE CITY OF TAKOMA PARK
AND THE METROPOLITAN WASHINGTON
COUNCIL OF GOVERNMENTS (MWCOC)
METROPOLITAN BRANCH TRAIL UPGRADE
D.C. LINE TO SOUTH OF NEW YORK AVENUE
MWCOC CONTRACT NO. 21-093

INDEX OF SHEETS

SHEET NO.	DRAWING NO.	SHEET NAME
1	TS-01	TITLE SHEET
2	AB-01	NOTES, ABBREVIATIONS, AND SYMBOLS
3	GS-01	GEOMETRY SHEET
4	HT-01	TYPICAL SECTIONS
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11-17	HP-01 TO HP-07	PROFILE SHEETS



LOCATION MAP



PROJECT LENGTH = 0.44 MILES

HORIZONTAL DATUM	NAD 83 /11
VERTICAL DATUM	NAVD 88

30% DESIGN SUBMITTAL
REV JANUARY 2025
NOT FOR CONSTRUCTION



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ABBREVIATIONS

AASHTOAmerican Association of State Highway Transportation Officials	HDWL.....Headwall	RW or RW...Right of Way
ADT.....Average Daily Traffic	HERCP.....Horizontal Elliptical Reinforced Concrete Pipe	RCPReinforced Concrete Pipe
AHD.....Ahead	HP.....High Point	RCPPReinforced Concrete Pressure Pipe
APPROX.....Approximate	IN.....Inch	R.Q.D.Rock Quality Designation
B or BL.....Baseline	I.S.T.....Inlet Sediment Trap	R.M.Rootmat
BKBack /Book	INV.....Invert	SSouth
BIT.....Bituminous	J.B.....Junction Box	SAN.....Sanitary Sewer
B.C.....Bituminous Concrete	KK Inlet	SB or SBSouthbound
B.M.....Bench Mark	L.....Length	S.D.Storm Drain
BOT.....Bottom	LFLinear Feet	S.D.D.Surface Drain Ditch
C.C.....Center of Curve	L.L.....Liquid Limit	SESuper Elevation
CAP.....Corrugated Aluminum Pipe	LPLow Point	SFSilt Fence
CAPA.....Corrugated Aluminum Pipe Arch	L.P.....Light Pole	SFSquare Feet
CATV.....Cable Television	LT.....Left	SHT.....Sheet
C.B.R.....California Bearing Ratio	MAC.....Macadam	SPPStructural Steel Plate Pipe
℄ or CL.....Centerline	M.C.....Moisture Content	SPPAStructural Steel Plate Pipe Arch
CL.....Class	MAX.....Maximum	S.P.T.....Standard Penetration Testing
CLF.....Chainlink Fence	M.D.D.....Maximum Dry Content	SRP.....Steel Spiral Rib Pipe – Aluminized Type 2
CMP.....Corrugated Metal Pipe	MOD.....Modified	SRPASteel Spiral Rib Pipe Arch – Aluminized Type 2
C.O.....Cleanout	MIN.....Minimum	SSDStopping Sight Distance
COMB.....Combination	N.....North	SSFSuper Silt Fence
CONC.....Concrete	NBNorthbound	STD.....Standard
CONSTR.....Construction	NENortheast	STA.....Station
COR.....Corner	N.P.....Non–Plastic	SO.....Single Opening
CORR.....Correction	O.C.....On Center	SYSquare Yards
CPP–SCorrugated Polyethylene Pipe – Type ‘S’	OHE.....Overhead Electric	SWM.....Stormwater Management
CSPCorrugated Steel Pipe – Aluminized Type 2	O.M.....Optimum Moisture	TTangent
CSPACorrugated Steel Pipe Arch – Aluminized Type 2	PAV T.....Pavement	TTelephone
DC.....Degree of Curve	PCPoint of Curvature	T.C.....Top of Cover
D.H.V.....Design Hourly Volume	PCCPoint of Compound Curvature	T.G.....Top of Grate
D.I.....Drop Inlet	PCPoint of Crown	T or TLTraverse Line
DIA.....Diameter	P/GEProfile Grade Elevation	T.M.....Top of Manhole
D.O.....Double Opening	P.G.E.....Profile Ground Elevation	TRAV.....Traverse
EEast	P.G.L.....Profile Grade Line	TSTemporary Swale
EElectric	P/GEProfile Ground Line	T.S.....Top of Slab
EExternal Distance	P/RPoint of Rotation	T.S.....Topsoil
EAEach	P.I.....Plasticity Index	TYP.....Typical
EBEastbound	PIPoint of Intersection	U.D.....Under Drain
ELEV.....Elevation	POCPoint On Curve	U.G.....Underground
ES.....End Section	POTPoint On Tangent	U.P.....Utility Pole
EX or EXIST.....Existing	PPWPPolyvinyl Chloride Profile Wall Pipe	USDAUnited States Department of Agriculture
FTFeet	PROPProposed	VCLVertical Clearance
F or FLFlowline	PRCPoint of Reverse Curve	V.C.L.....Vertical Curve Length
F.B.D.....Flat Bottom Ditch	PTPoint	WWater
F.H.....Fire Hydrant	PTPoint of Tangency	WWest
FWD.....Forward	PVCPoint of Vertical Curve	WBWestbound
GGas	PVCPolyvinyl Chloride	WBWetland Buffer
G.V.....Gas Valve	PVIPoint of Vertical Intersection	W.M.....Water Meter
H.B.....Handbox	PVRCPoint of Vertical Reverse Curve	W.S.....Wrapped Steel
HDPEHigh Density Polyetheylene	PVTPoint of Vertical Tangency	WUSWaters of the United States
	RRadius	W.V.....Water Valve
	R.F.....Rock Fragments	
	RTRight	

CONVENTIONAL SIGNS

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

GENERAL NOTES

1.

THIS PROJECT WAS DESIGNED IN ACCORDANCE WITH THE 2012 PUBLICATION OF AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) "GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES" AND THE 2015 MARYLAND STATE HIGHWAY ADMINISTRATION BICYCLE POLICY AND DESIGN GUIDELINES.
2.

ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MARYLAND STATE HIGHWAY ADMINISTRATION’S STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS AND BOOK OF STANDARDS FOR HIGHWAYS & INCIDENTAL STRUCTURES, AND THE MARYLAND MUTCD.
3.

LIMITED TOPOGRAPHIC AND PROPERTY SURVEYS WERE COMPLETED BY CDDI IN DECEMBER 2022 WITH SUPPLEMENTAL PROPERTY SURVEY COMPLETED IN NOVEMBER 2024. HORIZONTAL DATUM IS BASED ON NAD 83/2011 AND VERTICAL DATUM IS BASED ON NAVD 88. NATURAL RESOURCES FIELD INVENTORY WAS COMPLETED BY RK&K IN OCTOBER 2024.
4.

CALL "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF WORK. THE EXCAVATOR MUST NOTIFY ALL PUBLIC UTILITY COMPANIES WITH UNDERGROUND FACILITIES IN THE AREA OF PROPOSED EXCAVATION AND HAVE THOSE FACILITIES LOCATED BY THE UTILITY COMPANIES PRIOR TO COMMENCING EXCAVATION.
5.

REPAIRS TO UTILITIES OR PROPERTY DAMAGE AS A RESULT OF THE CONTRACTOR’S NEGLIGENCE OR METHOD OF OPERATION SHALL BE MADE AT THE CONTRACTOR’S EXPENSE BEFORE PROCEEDING WITH CONSTRUCTION.
6.

THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN AND VEHICULAR ACCESS TO ALL PROPERTIES WITHIN THE PROJECT LIMITS AND SHALL COORDINATE WITH PROPERTY OWNERS TO MAINTAIN INGRESSEGRESS DURING THE ENTRIE PERIOD OF CONSTRUCTION.
7.

RIGHT OF WAY AND EASEMENT LINES SHOWN ON THESE PLANS ARE FOR ASSISTANCE IN INTERPRETING THE PLANS.
8.

THE LOCATION OF UTILITIES SHOWN ON THE PLANS ARE FOR INFORMATION AND GUIDANCE ONLY. NO GUARANTEE IS MADE OF THE ACCURACY OF SAID LOCATIONS.
9.

THE DESIGN OF THIS PROJECT HAS INCORPORATED FACILITIES TO ACCOMODATE PERSONS WITH DISABILITIES IN COMPLIANCE WITH STATE AND FEDERAL REQUIREMENTS.

CITY OF TAKOMA PARK

METROPOLITAN BRANCH TRAIL UPGRADE
D.C. LINE TO SOUTH OF NEW YORK AVENUE

NOTES AND ABBREVIATIONS SHEET

SCALE	NTS	DATE	APRIL 2025	CONTRACT NO.	21-093-TLC
DESIGNED BY	AMA	COUNTY	MONTGOMERY		
DRAWN BY	MEG	LOGMILE			
CHECKED BY	RJG				
F.A.P. NO.	T.B.D.				
DRAWING NO.	AB - 01	OF	01	SHEET NO.	02 OF 17

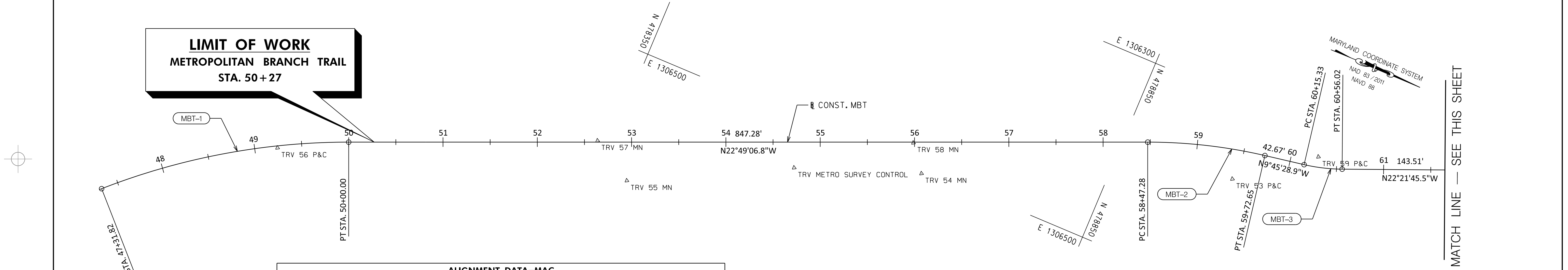


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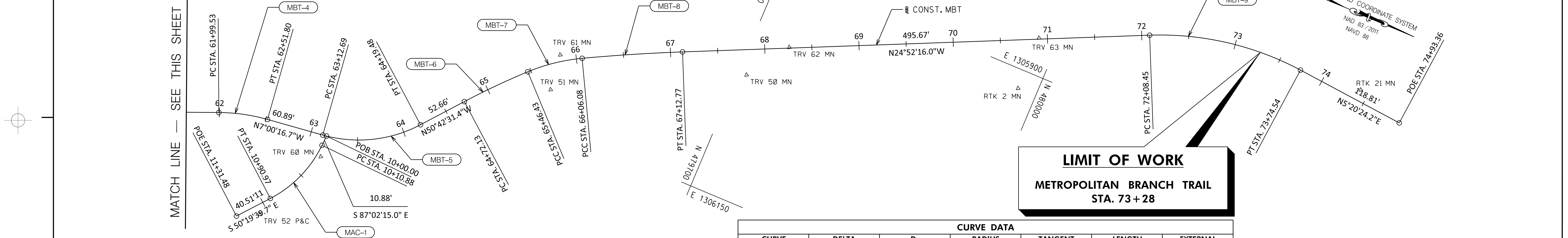
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LIMIT OF WORK
METROPOLITAN BRANCH TRAIL
STA. 50+27



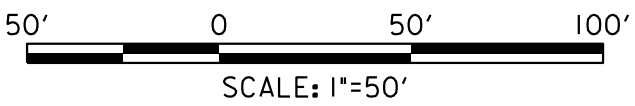
ALIGNMENT DATA—MAC					
CURVE	POINT NO.	STATION	NORTH	EAST	BEARING
MAC-9	POT	10+00.00	479,323.5043	1,306,250.9775	S87°02'14.9726"E
	PC	10+10.88	479,322.9419	1,306,261.8452	
	PI	10+52.35	479,320.7985	1,306,303.2625	
	PT	10+90.97	479,294.3225	1,306,335.1843	
	POE	11+31.48	479,268.461	1,306,366.3652	S50°19'39.6621"E



ALIGNMENT DATA—MBT					
CURVE	POINT NO.	STATION	NORTH	EAST	BEARING
MBT-1	PC	47+31.82	477,871.3803	1,306,856.0403	N44°09'36.1299"W
	PI	48+67.48	477,968.7056	1,306,761.5276	
	PT	50+00.00	478,093.7528	1,306,708.9149	N22°49'06.8152"W
MBT-2	PC	58+47.28	478,874.7252	1,306,380.3266	
	PI	59+10.24	478,932.7568	1,306,355.9102	
	PT	59+72.65	478,994.8048	1,306,345.2395	N9°45'28.9065"W
MBT-3	PC	60+15.33	479,036.8582	1,306,338.0073	
	PI	60+35.76	479,056.9943	1,306,334.5444	
	PT	60+56.02	479,075.8895	1,306,326.7708	N22°21'45.5473"W
MBT-4	PC	61+99.53	479,208.6035	1,306,272.1712	
	PI	62+25.82	479,232.9184	1,306,262.1679	
	PT	62+51.80	479,259.0145	1,306,258.9615	N7°00'16.6721"W
MBT-5	PC	63+12.69	479,319.4465	1,306,251.5364	
	PI	63+68.83	479,375.1711	1,306,244.6898	
	PT	64+19.48	479,410.7247	1,306,201.2382	N50°42'31.3718"W
MBT-6	PC	64+72.13	479,444.0699	1,306,160.4857	
	PI	65+03.31	479,467.6120	1,306,131.7139	
	PCC	65+46.43	479,493.7209	1,306,105.2495	N45°23'14.9714"W
MBT-7	PCC	65+46.43	479,493.7209	1,306,105.2495	N45°23'14.9714"W
	PI	65+76.49	479,514.8294	1,306,083.8535	
	PT	67+12.77	479,636.8302	1,306,022.1373	N24°52'15.9962"W
MBT-8	PC	72+08.45	480,086.5326	1,305,813.6680	
	PI	72+93.47	480,163.6733	1,305,777.9077	
	PT	73+74.54	480,248.3307	1,305,785.8208	
	POT	74+93.36	480,366.6298	1,305,796.8785	N5°20'24.1729"E

CURVE DATA						
CURVE	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
MBT-1	21°20'29.31" RT	7°57'27.89"	720.00'	135.66'	268.18'	12.67'
MBT-2	13°03'37.91" RT	10°25'02.69"	550.00'	62.96'	125.37'	3.59'
MBT-3	12°36'16.64" LT	30°58'14.49"	185.00'	20.43'	40.70'	1.12'
MBT-4	15°21'28.88" RT	29°22'56.82"	195.00'	26.29'	52.27'	1.76'
MBT-5	43°42'14.70" LT	40°55'32.00"	140.00'	56.14'	106.79'	10.84'
MBT-6	5°19'16.40" RT	7°09'43.10"	800.00'	37.18'	74.30'	0.86'
MBT-7	17°17'56.66" RT	28°59'55.80"	197.58'	30.06'	59.65'	2.27'
MBT-8	3°13'02.32" RT	3°00'56.04"	1900.00'	53.36'	106.69'	0.75'
MBT-9	30°12'40.17" RT	18°11'20.89"	315.00'	85.03'	166.09'	11.27'
MAC-1	36°42'35.31" RT	45°50'11.85"	125.00'	41.47'	80.09'	6.70'

TRAVERSE POINTS				
DESCRIPTION	POINT NO.	NORTH	EAST	ELEVATION
TRV	MN 50	479,708.9511	1,306,018.3974	329.5230
TRV	MN 51	479,523.4994	1,306,113.3543	326.4660
TRV	P&C 52	479,290.6582	1,306,354.8606	321.1140
TRV	P&C 53	478,972.6674	1,306,381.6160	311.8970
TRV	MN 54	478,666.5712	1,306,504.1213	304.6610
TRV	MN 55	478,381.4901	1,306,632.2582	307.3820
TRV	P&C 56	478,026.5701	1,306,743.8878	305.8520
TRV	MN 57	478,336.4402	1,306,605.2362	307.6500
TRV	MN 58	478,646.0492	1,306,477.4557	305.0630
TRV	P&C 59	479,047.6560	1,306,324.5628	314.8480
TRV	MN 60	479,326.4661	1,306,273.4909	326.8180
TRV	MN 61	479,518.6091	1,306,075.3465	327.8060
TRV	MN 62	479,739.4170	1,305,973.7742	330.1750
TRV	MN 63	479,979.5758	1,305,861.9590	332.1380
RTK	RTK MN 2	479,979.8801	1,305,919.8469	332.0405
RTK	RTK MN 21	480,315.5616	1,305,780.4192	336.4890
TRV	METRO SURVEY CONTROL	478,539.7040	1,306,550.8530	305.8100



CITY OF TAKOMA PARK

METROPOLITAN BRANCH TRAIL UPGRADE
D.C. LINE TO SOUTH OF NEW YORK AVENUE

GEOMETRY SHEET			
SCALE	1"=50'	DATE	APRIL 2025
		CONTRACT NO.	21-093-TLC
DESIGNED BY	AMA	COUNTY	MONTGOMERY
DRAWN BY	MEG	LOGMILE	
CHECKED BY	RJG		
F.A.P. NO.	T.B.D.		
DRAWING NO.	GS-01	OF	01
		SHEET NO.	03
		OF	17

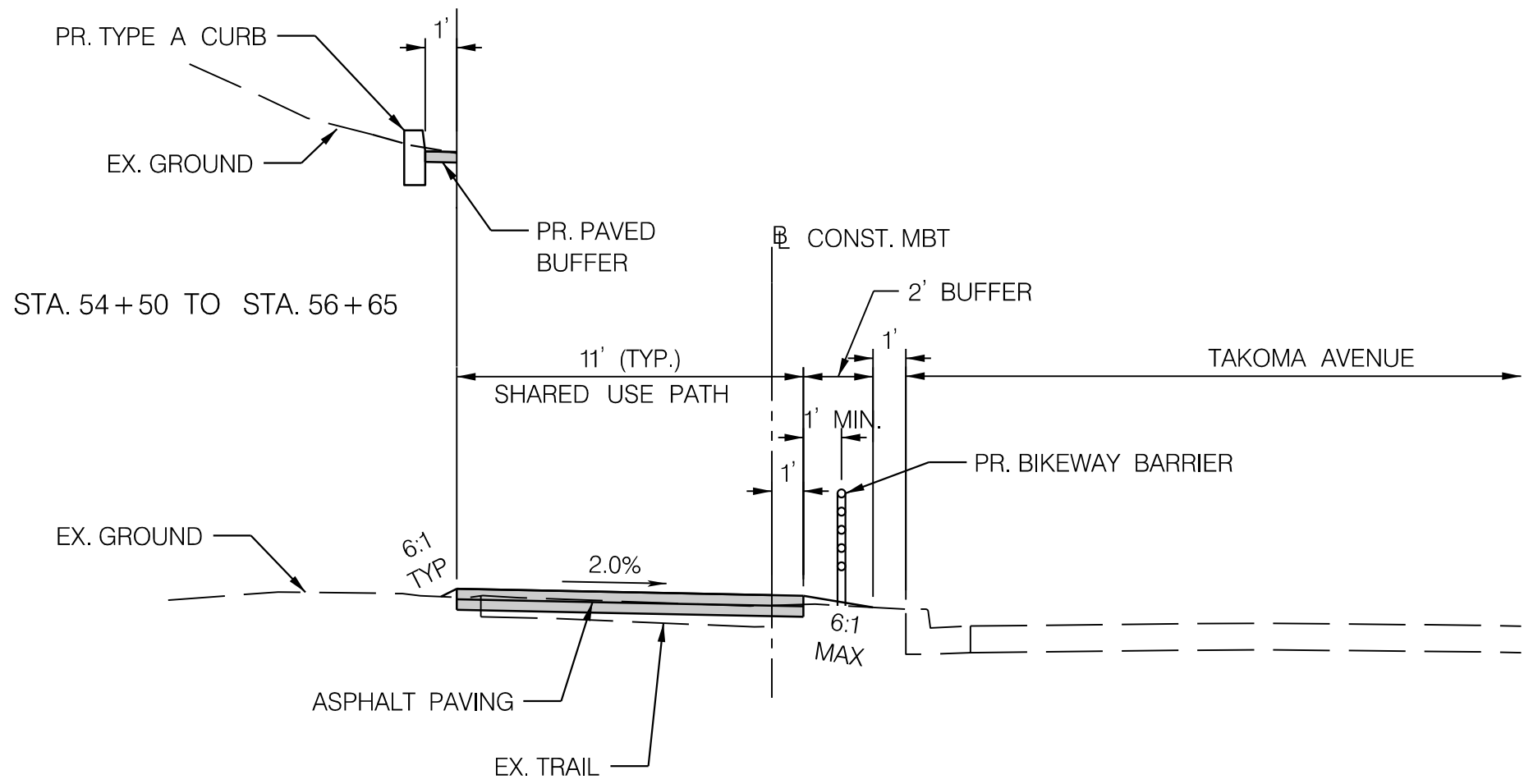
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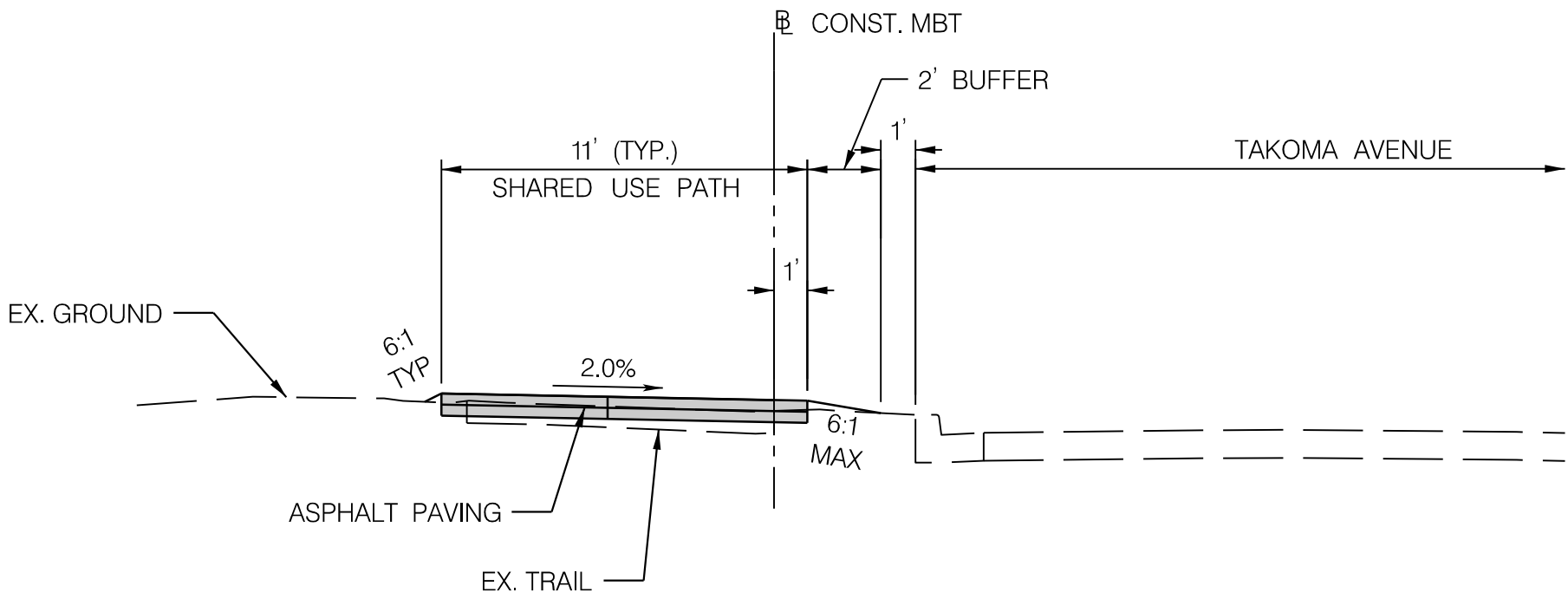
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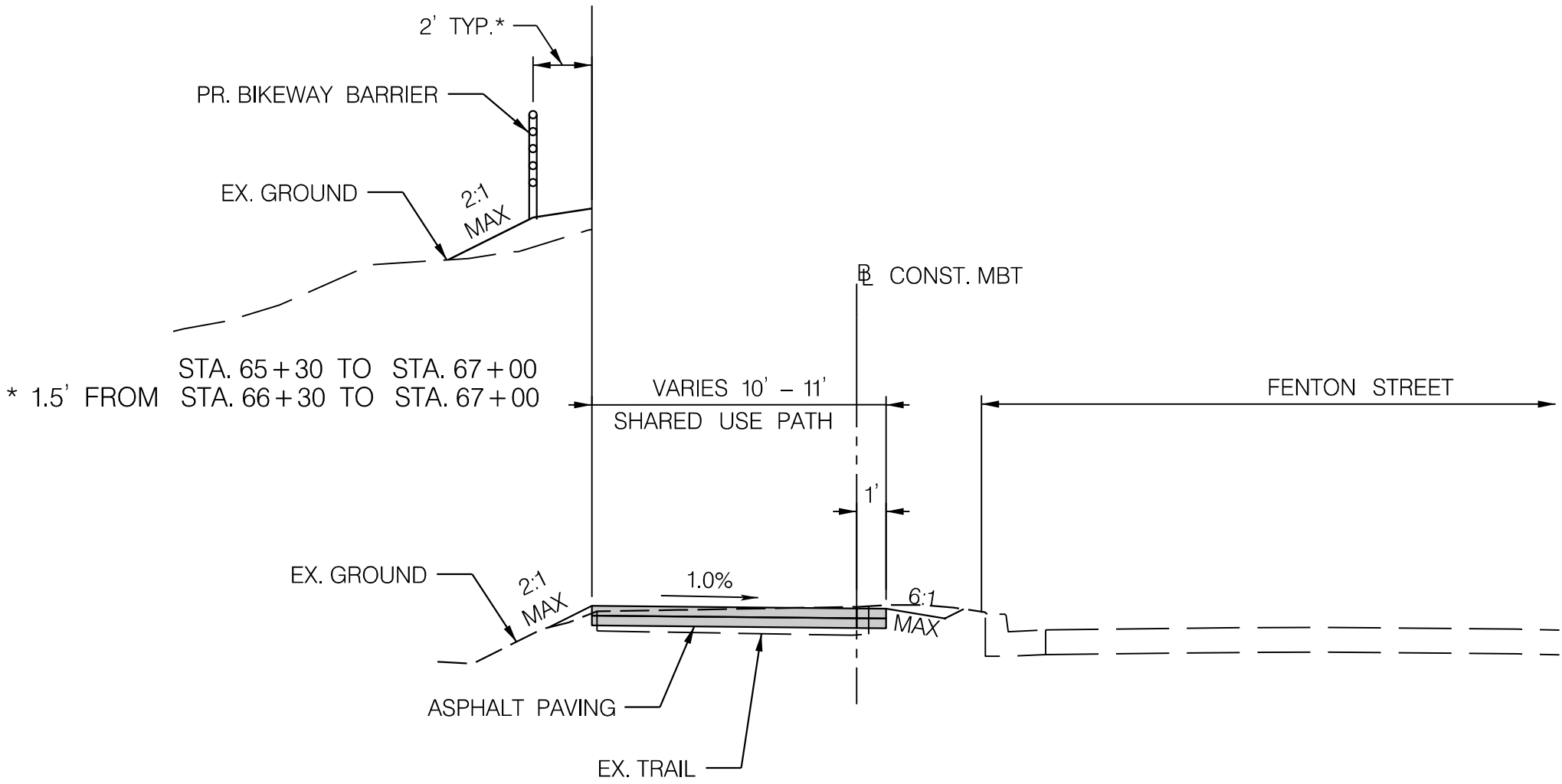
BY: efmartin -



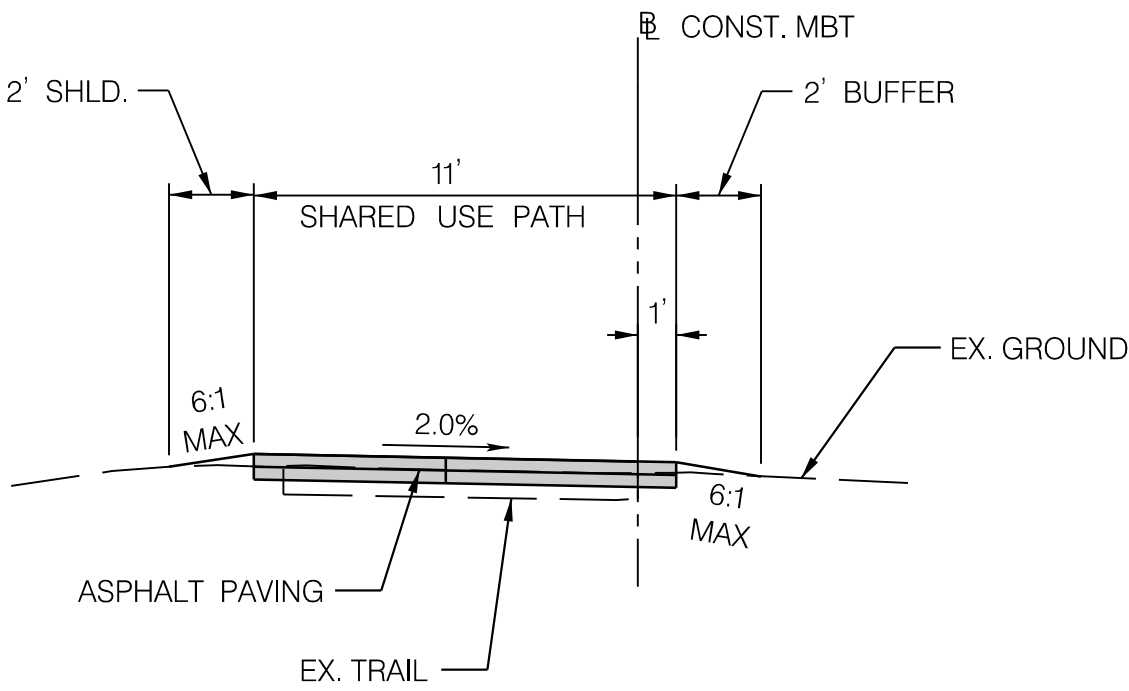
METROPOLITAN BRANCH TRAIL TYPICAL SECTION
STA. 54+50 TO STA. 58+50



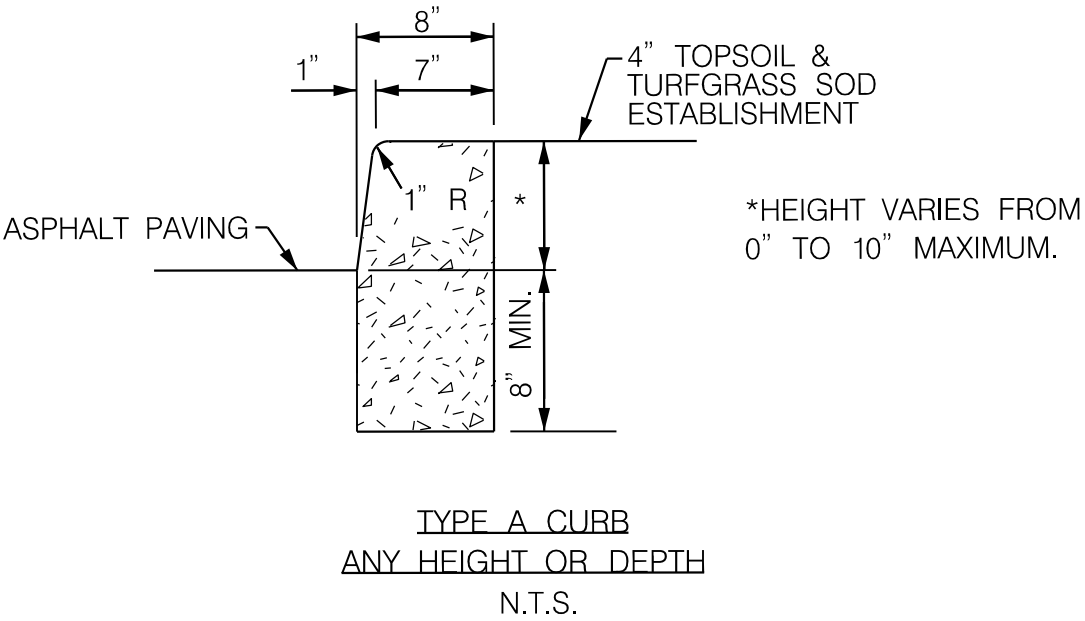
METROPOLITAN BRANCH TRAIL TYPICAL SECTION
STA. 50+27 TO STA. 54+50
58+50 TO STA. 60+15



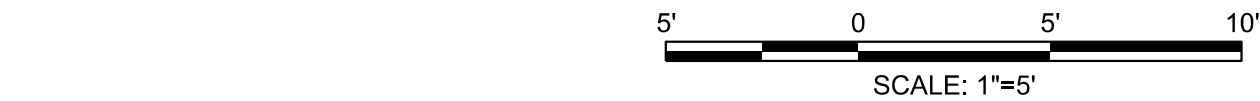
METROPOLITAN BRANCH TRAIL TYPICAL SECTION
STA. 64+20 TO STA. 73+28



METROPOLITAN BRANCH TRAIL TYPICAL SECTION
STA. 60+15 TO STA. 64+20



NOTE:
1. SHARED USE PATH ASPHALT PAVING PER MDOT SHA STD. 580.08.



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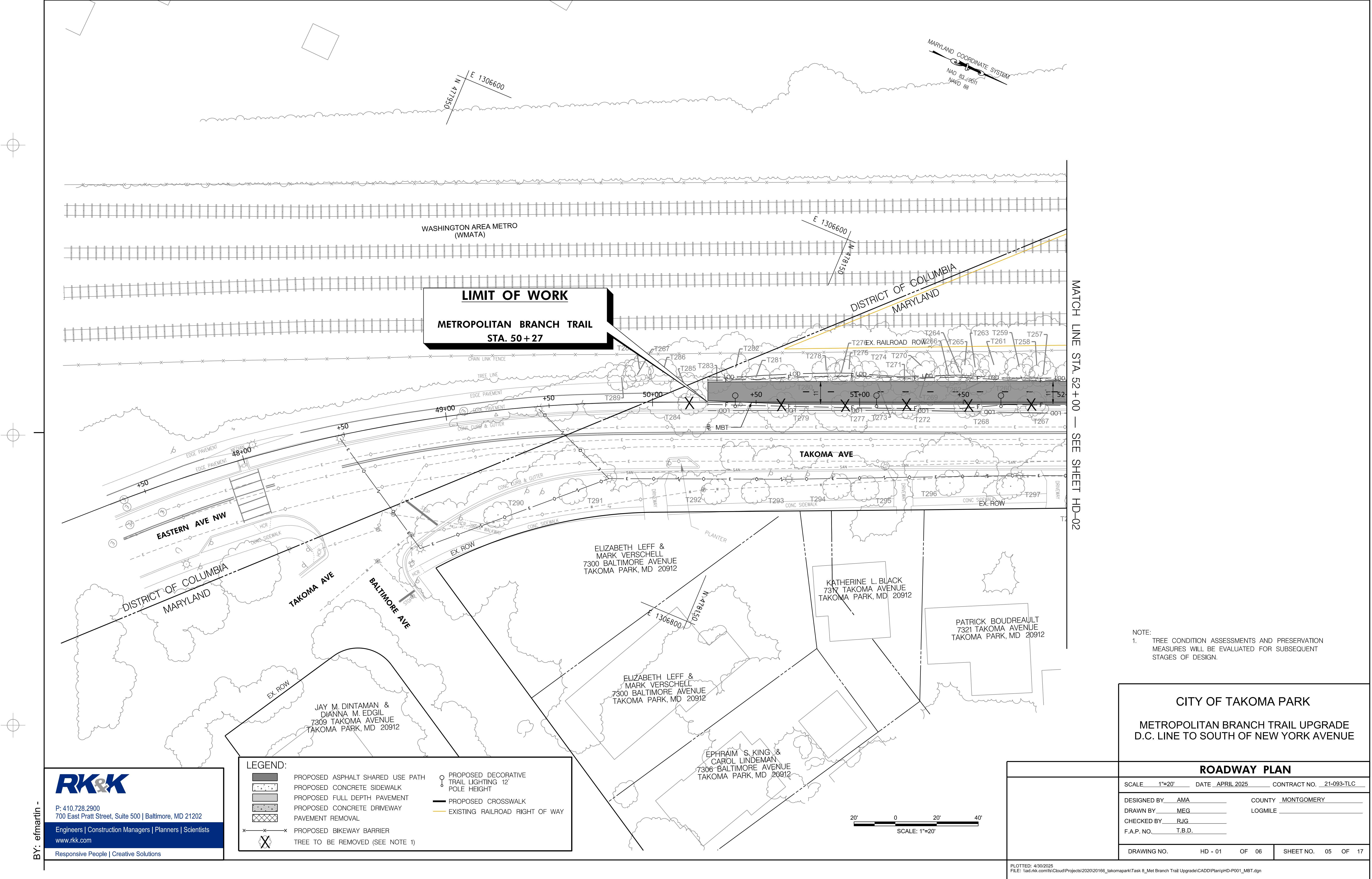
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CITY OF TAKOMA PARK
METROPOLITAN BRANCH TRAIL UPGRADE
D.C. LINE TO SOUTH OF NEW YORK AVENUE

TYPICAL SECTIONS

SCALE 1"=5'	DATE APRIL 2025	CONTRACT NO. 21-093-TLC
DESIGNED BY AMA	COUNTY MONTGOMERY	
DRAWN BY MEG	LOGMILE	
CHECKED BY RJG		
F.A.P. NO. T.B.D.		
DRAWING NO. HT - 01	OF 01	SHEET NO. 04 OF 17



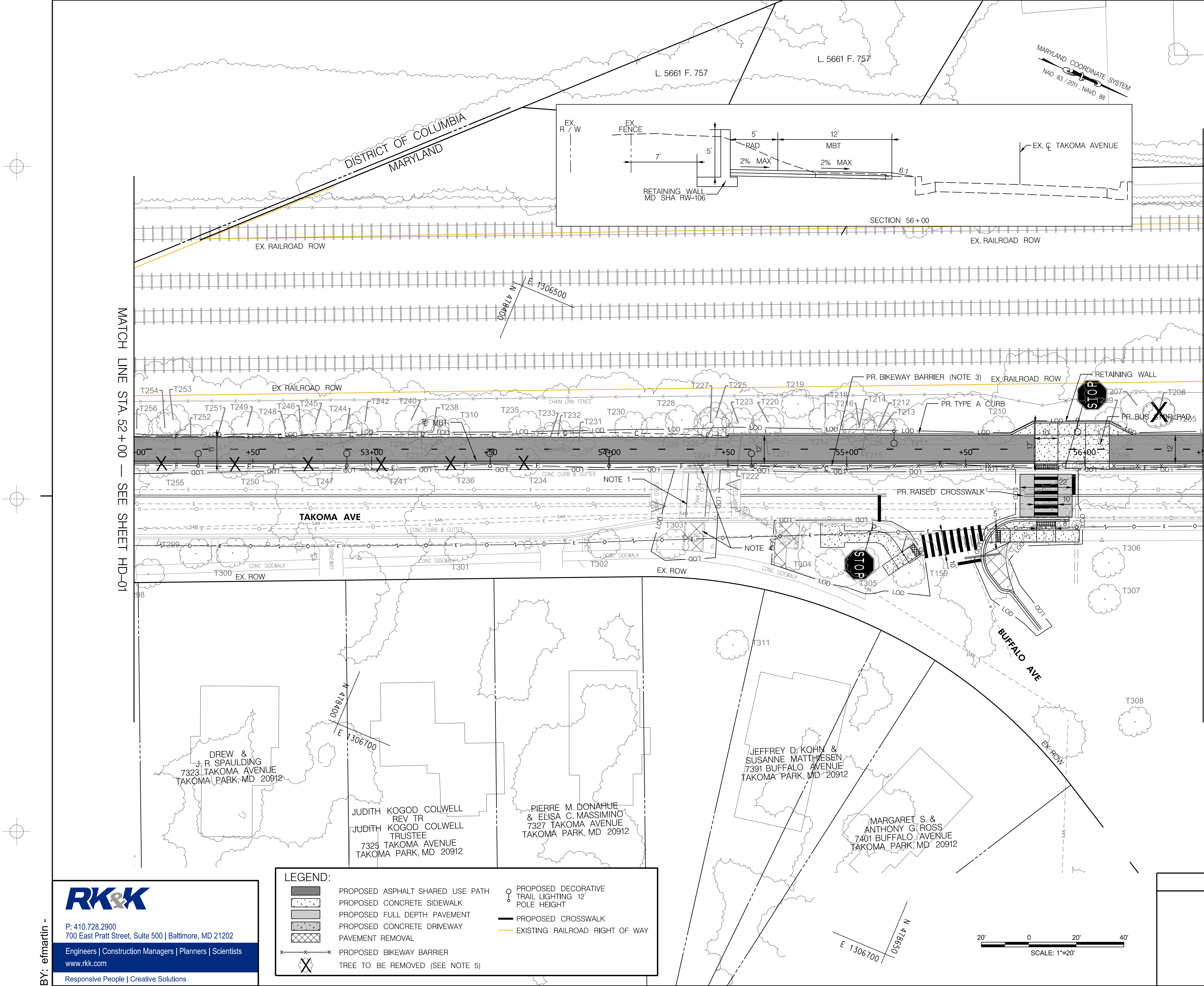
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MATCH LINE STA. 56+50 — SEE SHEET HD-03

MATCH LINE STA. 52+00 — SEE SHEET HD-01

- NOTES:
1. REMOVE MID-BLOCK CROSSWALK, SPEED HUMP, AND PEDESTRIAN RAMPS. CONSTRUCT NEW PEDESTRIAN RAMPS AND CROSSWALK AT NORTH SIDE OF TAKOMA AVENUE AT BUFFALO AVENUE INTERSECTION.
 2. EVALUATE TRAFFIC WARRANTS FOR INSTALLATION OF STOP SIGNS ON TAKOMA AVENUE APPROACHES TO BUFFALO AVENUE INTERSECTION
 3. REPLACE WOODEN RAILING WITH BIKE COMPATIBLE BARRIER.
 4. RELOCATE SOUTHBOUND MONTGOMERY RIDE-ON BUS STOP TO STA. 56+00, LT. RELOCATE NORTHBOUND MONTGOMERY RIDE-ON BUS STOP TO STA. 55+00, RT.
 5. TREE CONDITION ASSESSMENTS AND PRESERVATION MEASURES WILL BE EVALUATED FOR SUBSEQUENT STAGES OF DESIGN.

CITY OF TAKOMA PARK
METROPOLITAN BRANCH TRAIL UPGRADE
D.C. LINE TO SOUTH OF NEW YORK AVENUE

ROADWAY PLAN

SCALE	1"=20'	DATE	APRIL 2025	CONTRACT NO.	21-093-TLC
DESIGNED BY	AMA	COUNTY	MONTGOMERY		
DRAWN BY	MEG	LOGMILE			
CHECKED BY	RJG				
F.A.P. NO.	T.B.D.				
DRAWING NO.	HD - 02	OF	06	SHEET NO.	06 OF 17



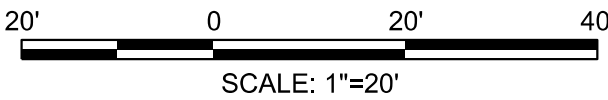
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LEGEND:

- | | | | |
|--|----------------------------------|--|--|
| | PROPOSED ASPHALT SHARED USE PATH | | PROPOSED DECORATIVE TRAIL LIGHTING 12' POLE HEIGHT |
| | PROPOSED CONCRETE SIDEWALK | | PROPOSED CROSSWALK |
| | PROPOSED FULL DEPTH PAVEMENT | | EXISTING RAILROAD RIGHT OF WAY |
| | PROPOSED CONCRETE DRIVEWAY | | |
| | PAVEMENT REMOVAL | | |
| | PROPOSED BIKEWAY BARRIER | | |
| | TREE TO BE REMOVED (SEE NOTE 5) | | |



MATCH LINE STA. 56+50 — SEE SHEET HD-02

MATCH LINE STA. 61+00 — SEE SHEET HD-04

NOTES:

- 1. REPLACE WOODEN RAILING WITH BIKE COMPATIBLE BARRIER.
- 2. TREE CONDITION ASSESSMENTS AND PRESERVATION MEASURES WILL BE EVALUATED FOR SUBSEQUENT STAGES OF DESIGN.

LEGEND:

PROPOSED ASPHALT SHARED USE PATH

PROPOSED CONCRETE SIDEWALK

PROPOSED FULL DEPTH PAVEMENT

PROPOSED CONCRETE DRIVEWAY

PAVEMENT REMOVAL

PROPOSED BIKEWAY BARRIER

TREE TO BE REMOVED (SEE NOTE 2)

PROPOSED DECORATIVE TRAIL LIGHTING 12' POLE HEIGHT

PROPOSED CROSSWALK

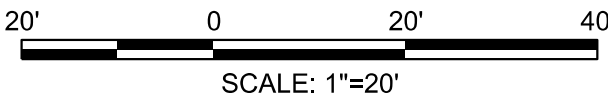
EXISTING RAILROAD RIGHT OF WAY



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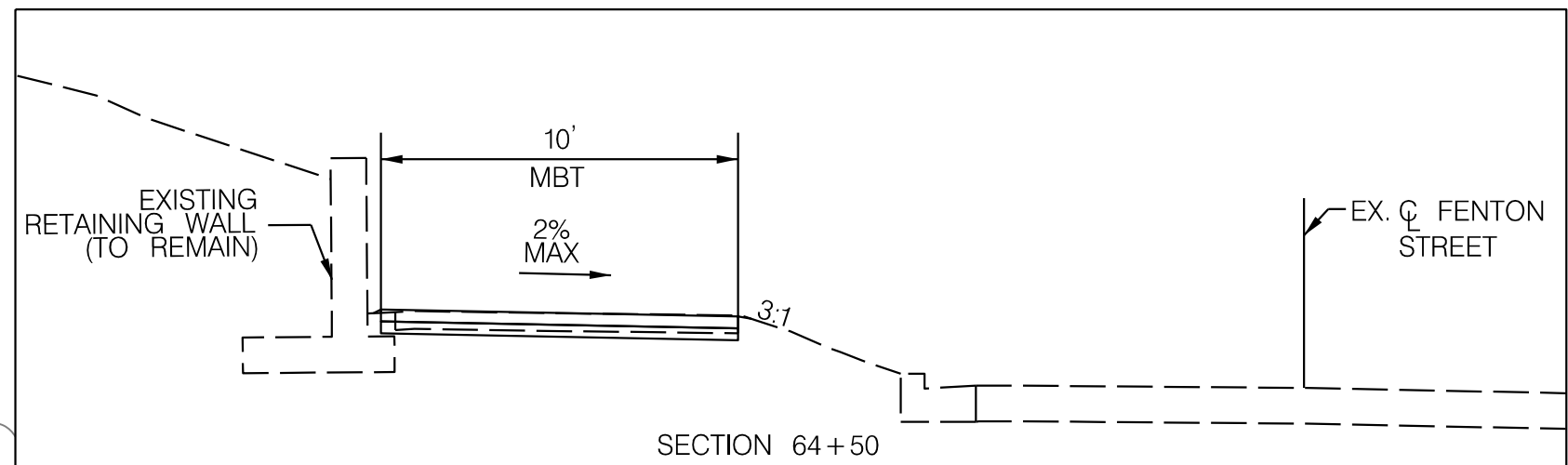
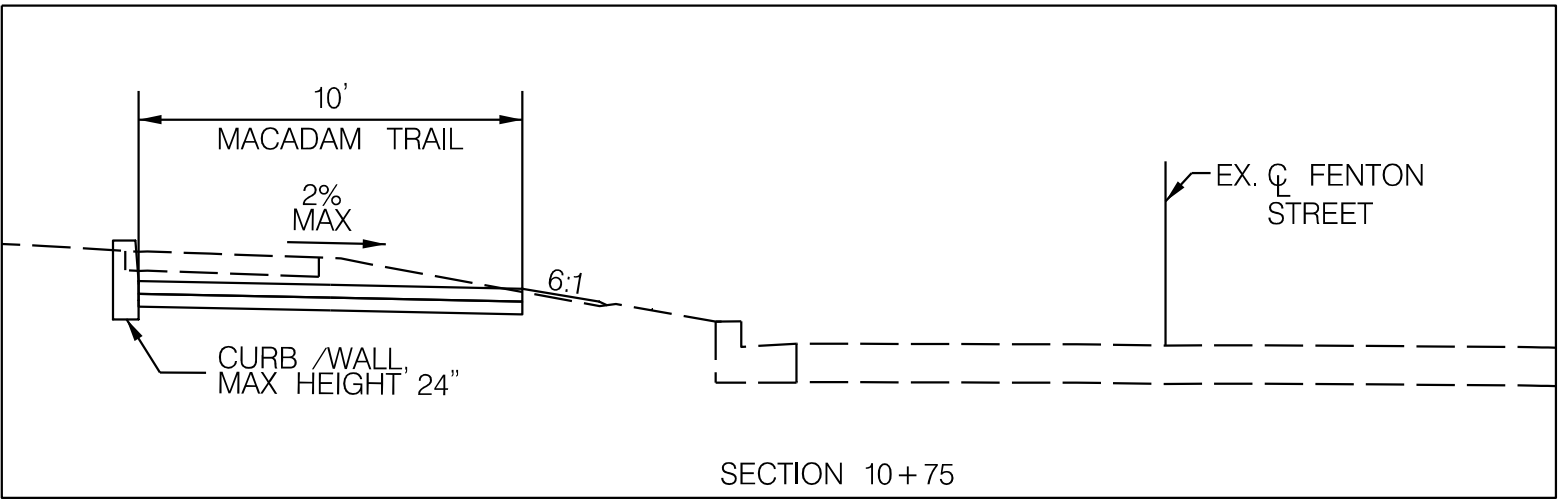
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CITY OF TAKOMA PARK
METROPOLITAN BRANCH TRAIL UPGRADE
D.C. LINE TO SOUTH OF NEW YORK AVENUE

ROADWAY PLAN

SCALE 1"=20' DATE APRIL 2025 CONTRACT NO. 21-093-TLC	
DESIGNED BY AMA	COUNTY MONTGOMERY
DRAWN BY MEG	LOGMILE
CHECKED BY RJG	
F.A.P. NO. T.B.D.	
DRAWING NO. HD - 03 OF 06	SHEET NO. 07 OF 17



- NOTES:
1. RECONSTRUCT CONCRETE PAD TO 16' X8', INSTALL BIKE RACKS, AND NEW TIRE PUMP STATION.
 2. RELOCATE NORTHBOUND MONTGOMERY RIDE-ON BUS STOP TO SOUTH APPROXIMATELY 25 FEET SO IT IS CLOSER TO THE INTERSECTION.
 3. TREE CONDITION ASSESSMENT AND PRESERVATION MEASURES WILL BE EVALUATED FOR SUBSEQUENT STAGES OF DESIGN.

**MONTGOMERY COLLEGE
TAKOMA PARK/SILVER SPRING**

PARCEL 3
PLAT# 22245

CITY OF TAKOMA PARK

METROPOLITAN BRANCH TRAIL UPGRADE
D.C. LINE TO SOUTH OF NEW YORK AVENUE

ROADWAY PLAN

SCALE 1"=20' DATE APRIL 2025 CONTRACT NO. 21-093-TLC

DESIGNED BY AMA COUNTY MONTGOMERY

DRAWN BY MEG LOGMILE

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

DRAWING NO.	HD - 04	OF	06	SHEET NO.	08	OF	17
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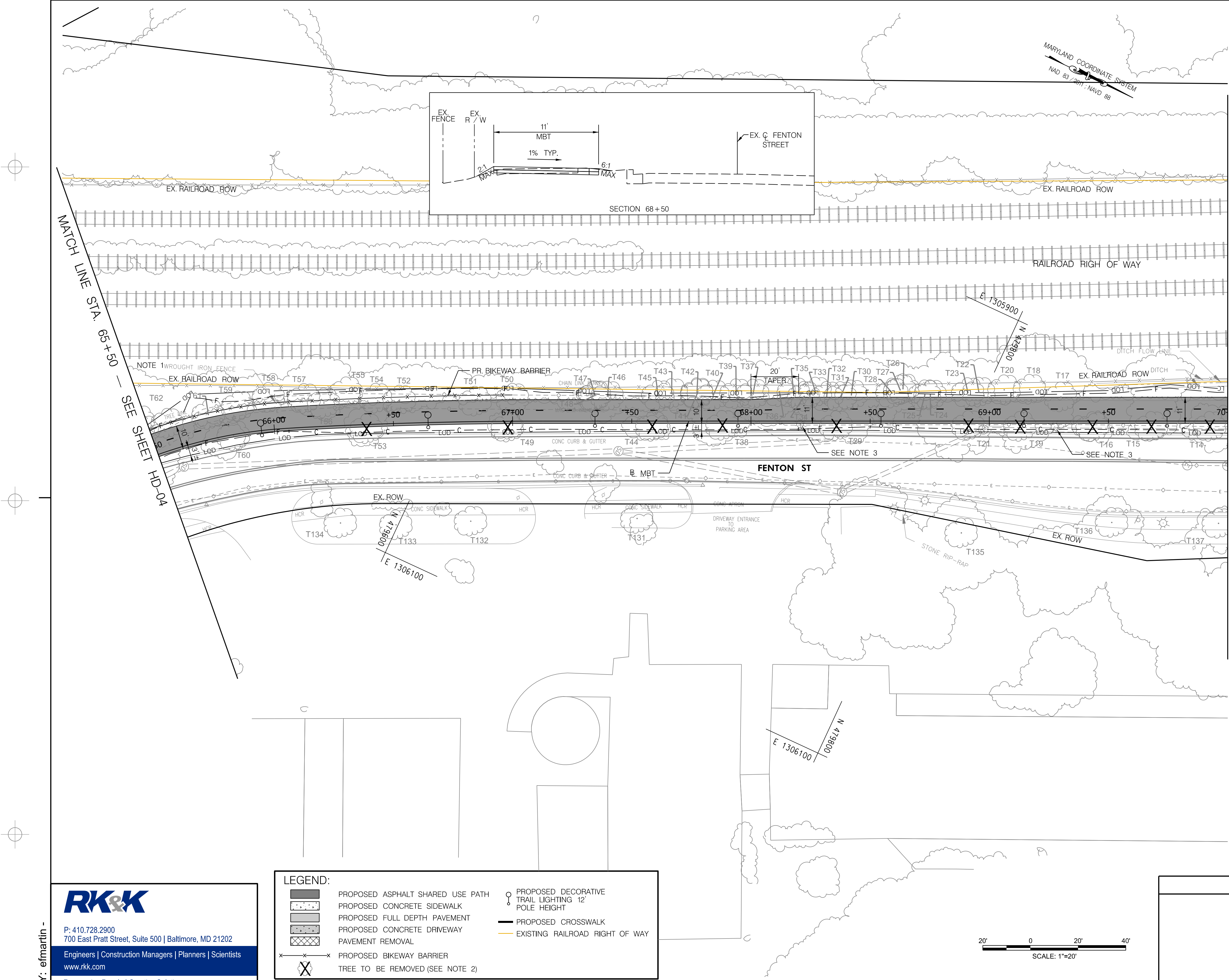
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MATCH LINE STA. 70+00 — SEE SHEET HD-06

- NOTES:
1. REMOVE WROUGHT IRON FENCE. INSTALL BIKE COMPATIBLE BARRIER.
 2. TREE CONDITION ASSESSMENTS AND PRESERVATION MEASURES WILL BE EVALUATED FOR SUBSEQUENT STAGES OF DESIGN.
 3. REPLACE EXISTING LIGHT POLES WITH NEW ORNAMENTAL TRAIL LIGHTING.

CITY OF TAKOMA PARK

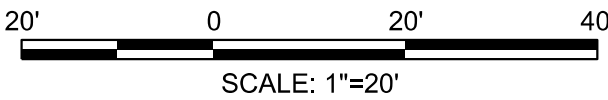
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LEGEND:

	PROPOSED ASPHALT SHARED USE PATH		PROPOSED DECORATIVE TRAIL LIGHTING 12' POLE HEIGHT
	PROPOSED CONCRETE SIDEWALK		PROPOSED CROSSWALK
	PROPOSED FULL DEPTH PAVEMENT		EXISTING RAILROAD RIGHT OF WAY
	PROPOSED CONCRETE DRIVEWAY		
	PAVEMENT REMOVAL		
	PROPOSED BIKEWAY BARRIER		
	TREE TO BE REMOVED (SEE NOTE 2)		

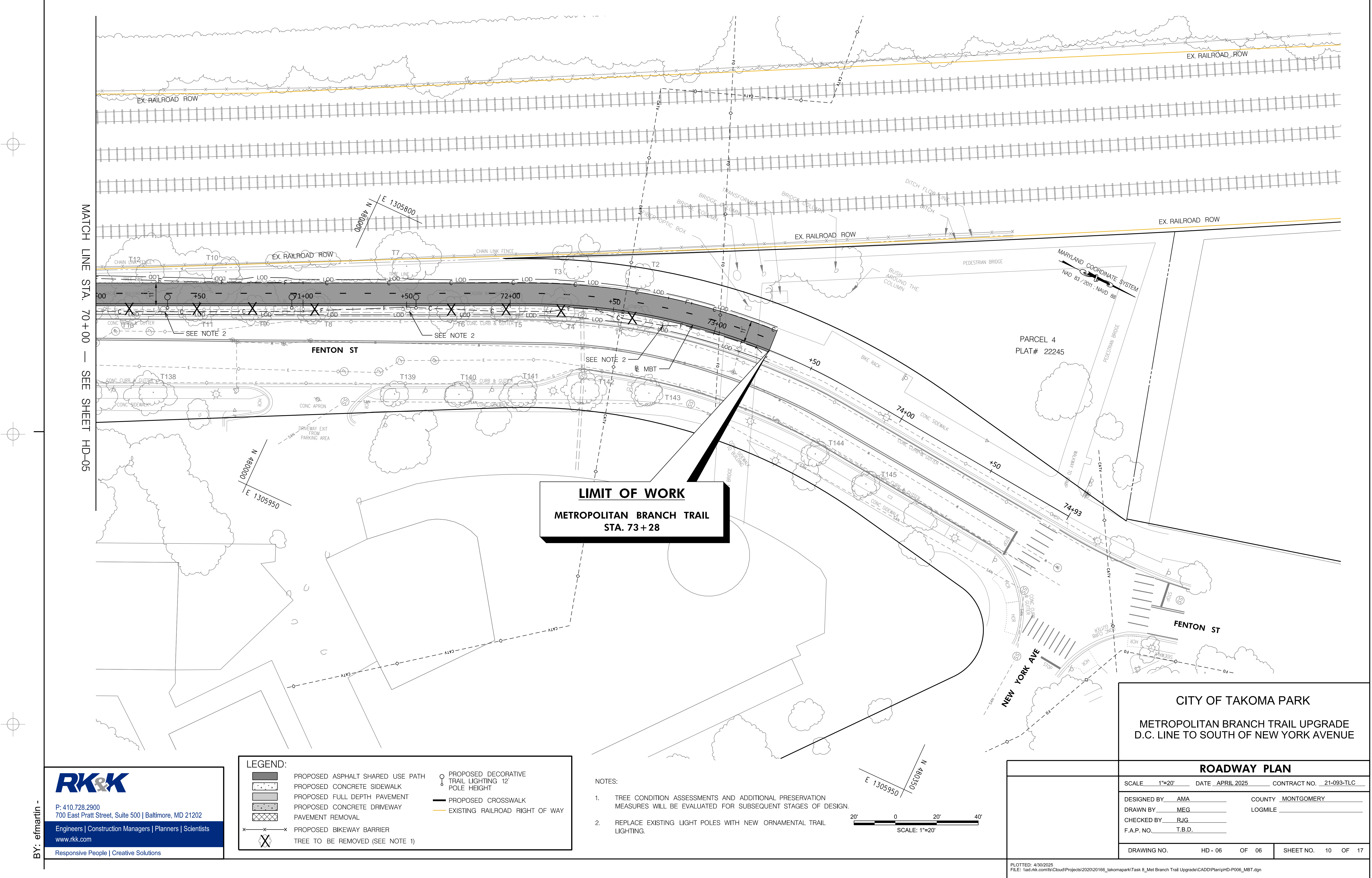


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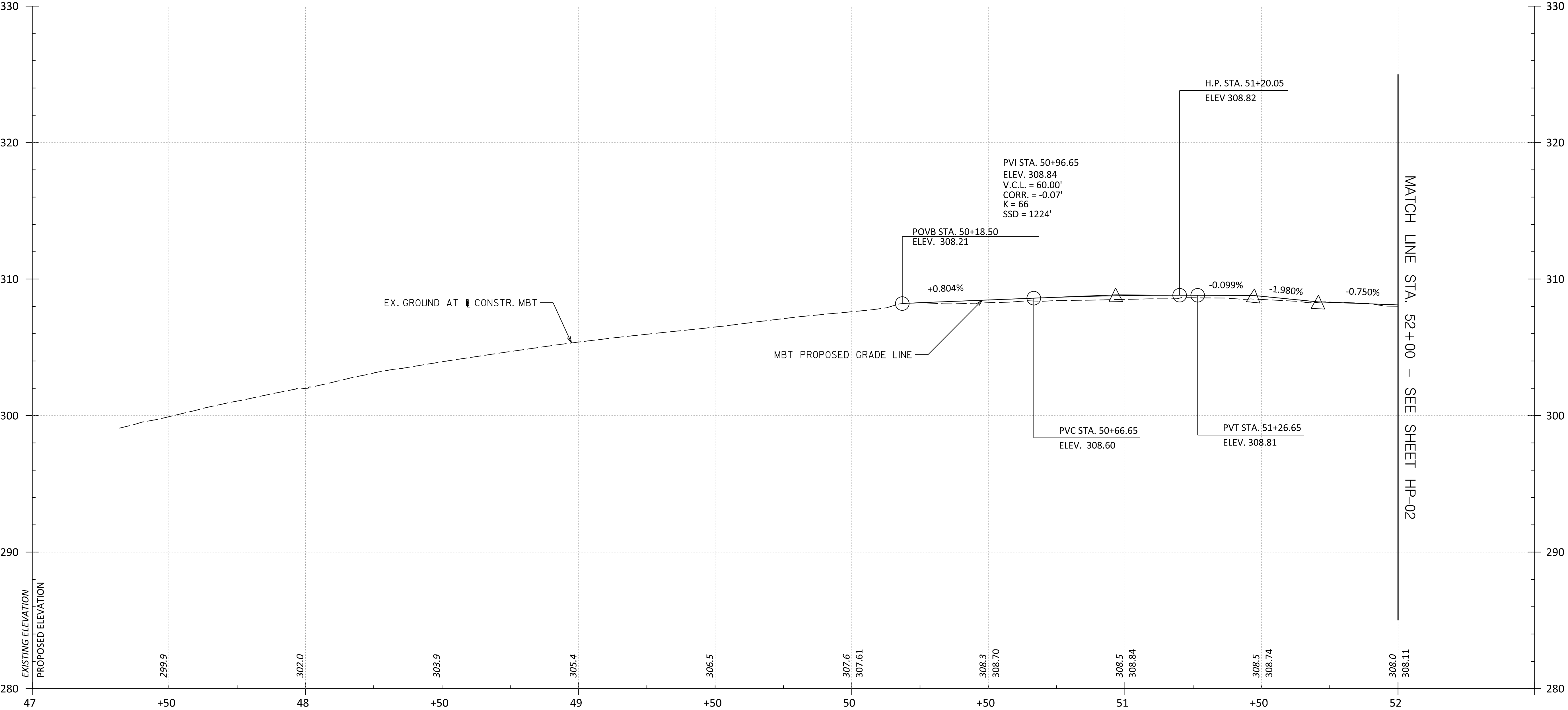


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PLOTTED: 4/30/2025
FILE: \\ad.rkk.com\its\Cloud\Projects\2020\20166_takomapark\Task 8_Met Branch Trail Upgrade\CADD\Plan\PHD-P006_MBT.dgn



PROFILE – METROPOLITAN BRANCH TRAIL

HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 4'

CITY OF TAKOMA PARK

METROPOLITAN BRANCH TRAIL UPGRADE
D.C. LINE TO SOUTH OF NEW YORK AVENUE

PROFILE SHEET

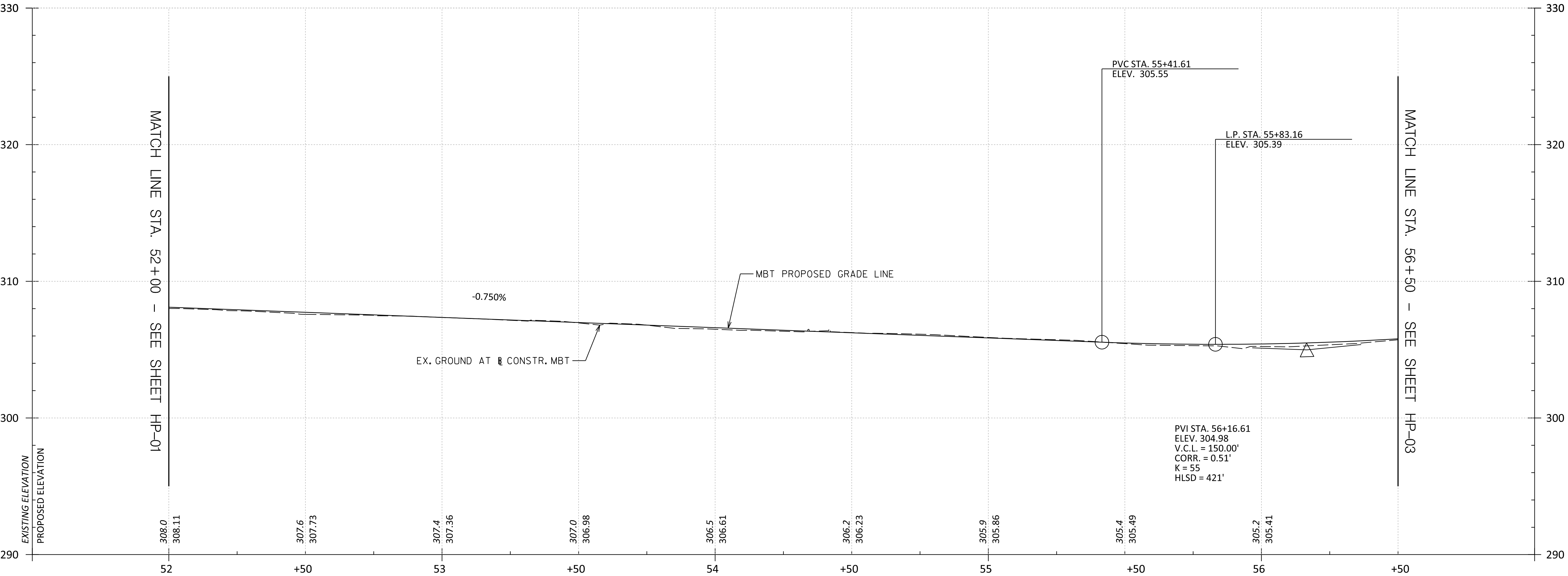
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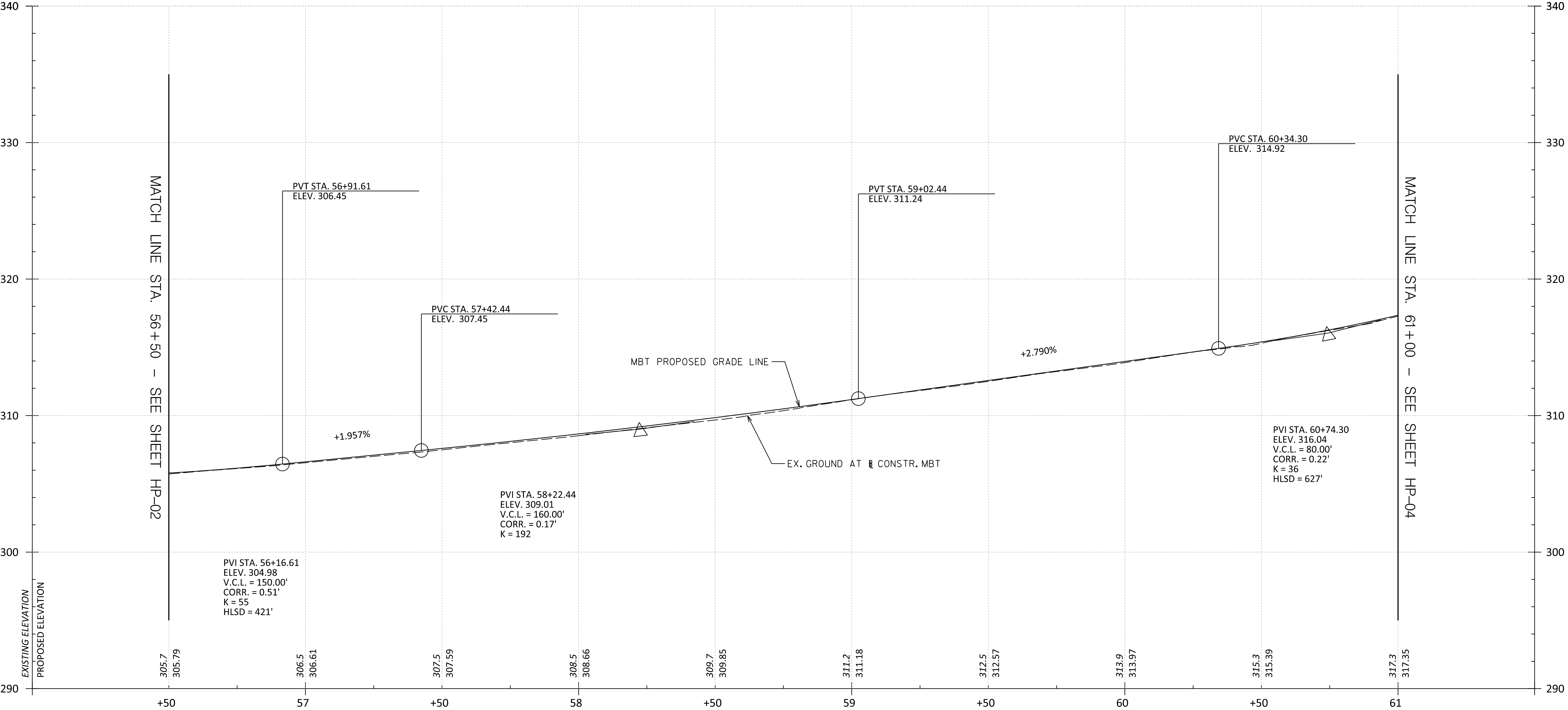
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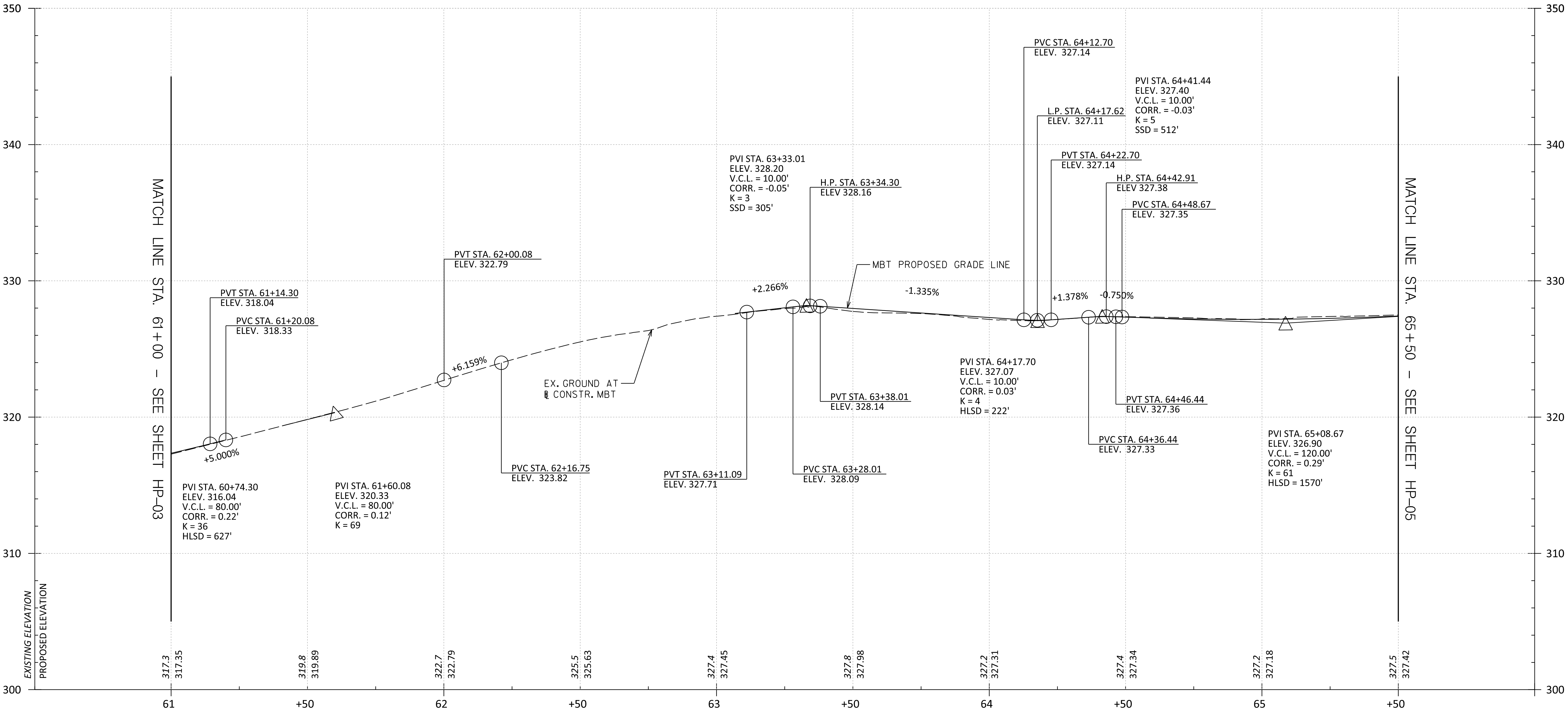


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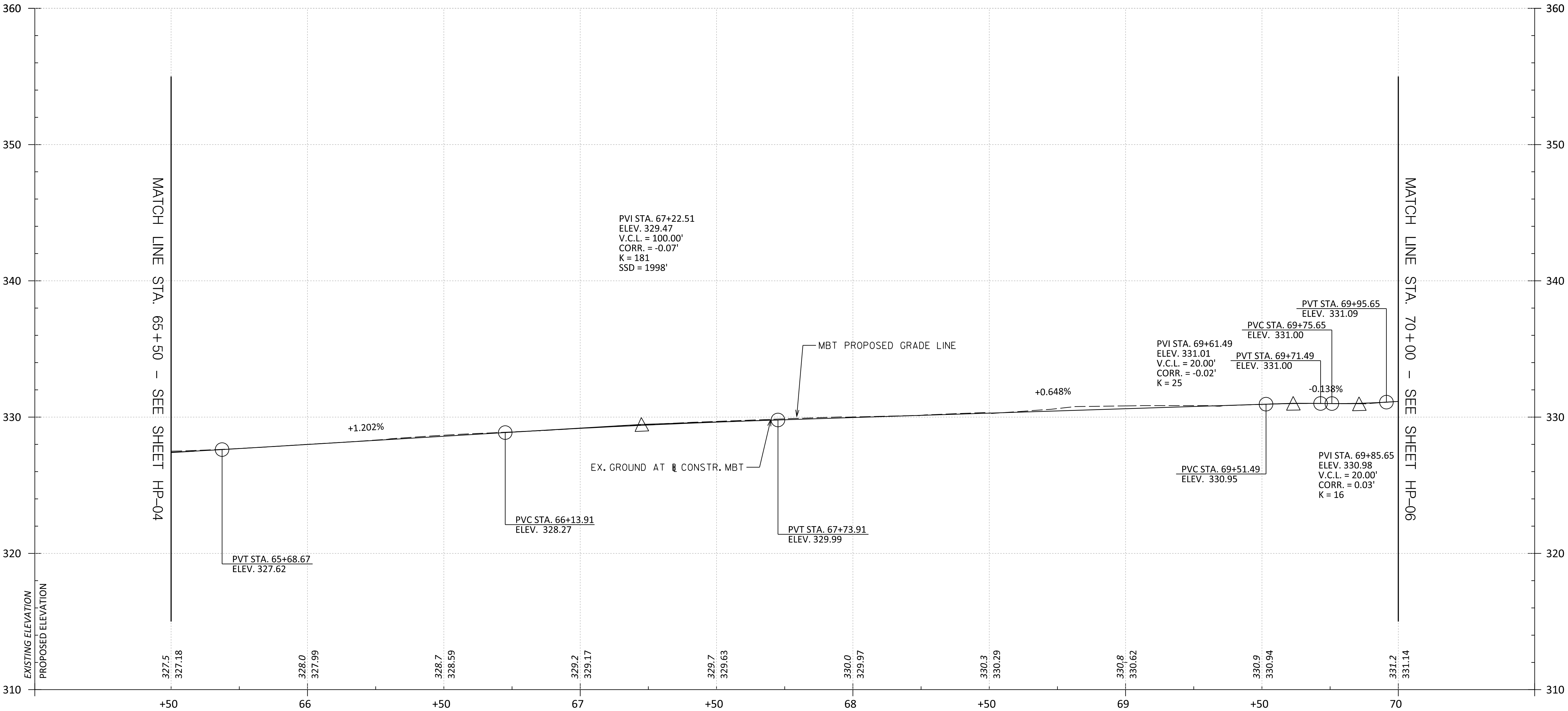
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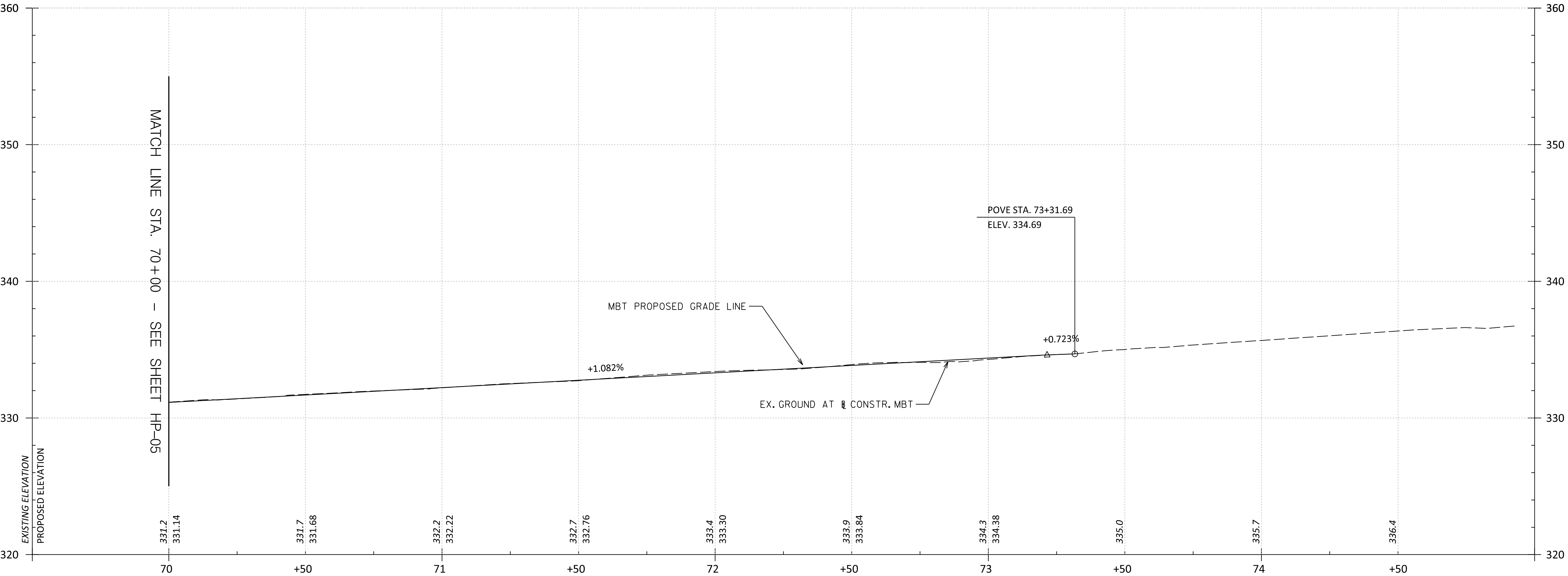
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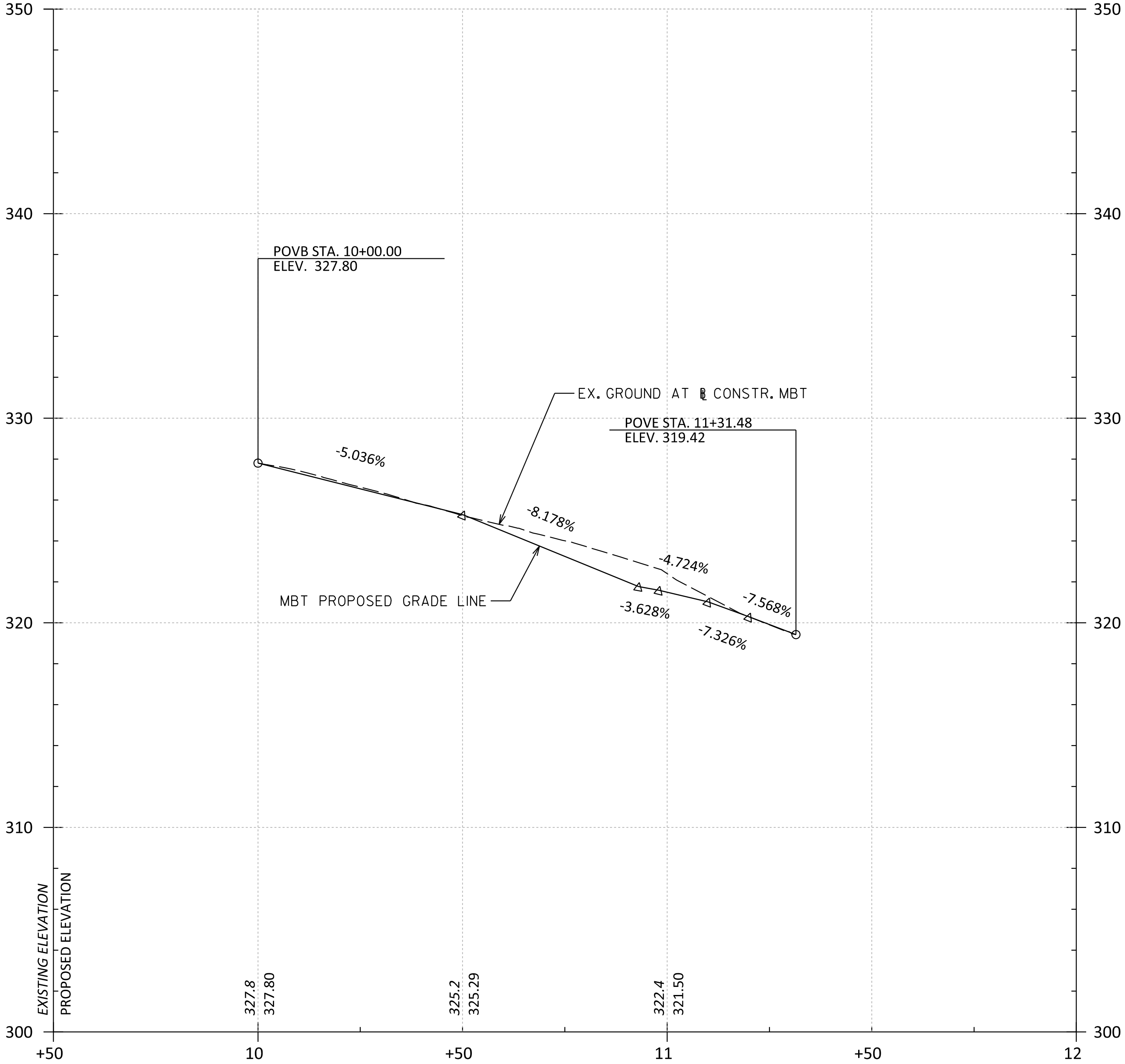


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PROFILE – MACADAM TRAIL
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VERTICAL SCALE: 1" = 4'

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