

<u>DESCRIPTION</u>	<u>SHEET NO.</u>
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1. THE APPLICANT IS THE ENTITY FOR WHICH THE CITY OF ROCKVILLE DEPARTMENT OF PUBLIC WORKS (DPW) HAS ISSUED A PERMIT. FOR DPW PROJECTS WHERE A PERMIT IS NOT APPLICABLE, THE ENTITY FOR WHICH THE CITY CONTRACT IS ISSUED SHALL BE CONSIDERED THE APPLICANT IN THESE NOTES. THE APPLICANT IS RESPONSIBLE FOR ALL CONTRACTORS, AGENTS, SUBCONTRACTORS, OR OTHER ENTITIES COMPLETING WORK UNDER THIS PERMIT AND/OR APPROVED PLAN.
2. THE APPLICANT MUST ARRANGE A PRE-CONSTRUCTION MEETING PRIOR TO COMMENCING ANY WORK. PROVIDE AT LEAST 48 HOURS OF NOTICE TO THE FOLLOWING: CITY PROJECT INSPECTOR LISTED IN THE PERMIT, CITY FORESTRY INSPECTOR AT 240-314-8713, IF REQUIRED BY EITHER A DPW AND/OR FORESTRY PERMIT, OR DPW SEDIMENT CONTROL INSPECTOR AT 240-314-8879, IF REQUIRED BY PERMIT.
3. THE APPLICANT MUST CONTACT MISS UTILITY AT 1-800-257-7777 OR #811 OR MISSUTILITY.NET SO THAT UTILITIES ARE MARKED PRIOR TO HOLDING ANY PRE-CONSTRUCTION MEETING.
4. INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES SHALL BE OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF EXISTING UTILITIES BY DIGGING TEST PITS AT THE UTILITY CROSSING WELL IN ADVANCE OF TRENCHING. IF CLEARANCE IS LESS THAN SHOWN ON THIS PLAN, CONTACT THE PROFESSIONAL ENGINEER WHO STAMPED THE DESIGN PLANS BEFORE PROCEEDING WITH CONSTRUCTION.
5. MAINTAIN A MINIMUM ONE-FOOT VERTICAL CLEARANCE BETWEEN ALL CITY UTILITIES CROSSING ANY OTHER UTILITY. UNLESS OTHERWISE NOTED, MAINTAIN A FIVE-FOOT HORIZONTAL CLEARANCE WITH BETWEEN A CITY UTILITY WITH ANY OTHER UTILITY OR STRUCTURE. THE ONLY EXCEPTION IS THAT THERE SHALL BE A TEN-FOOT HORIZONTAL CLEARANCE BETWEEN CITY WATER AND SEWER MAINS.
6. AT THE END OF EACH DAY, ALL TRENCHES SHALL BE BACKFILLED, ALL EQUIPMENT SECURED AND THE AREA LEFT IN A SAFE CONDITION. STEEL PLATES ARE ALLOWED TO REMAIN NO LONGER THAN SEVEN DAYS. PLATES ARE TO BE NOTCHED (RECESSED) AND PINNED TO THE ROADWAY. PLATES MUST BE LARGE ENOUGH TO ALLOW A MINIMUM OF ONE-FOOT BEARING ON ALL FOUR SIDES OF THE PAVEMENT SURROUNDING THE EXCAVATION. THE STEEL PLATE REQUIREMENTS ONLY APPLY TO PUBLIC STREETS.
7. THE PUBLIC ROAD UTILITY PATCH SHALL BE IN ACCORDANCE WITH CITY STANDARD DETAIL #50, CONTAINED HEREIN, OR AS SHOWN ON THE PLANS. ALL TRENCHES IN PUBLIC STREETS SHALL BE FILLED WITH COMPACTED GRADED AGGREGATE BASE (GAB) FROM BELOW THE PAVEMENT TO THE TOP OF THE PIPE EXEMPTED ZONE OR TO A DEPTH OF FIVE-FEET, WHICHEVER IS LESS.
8. DPW NORMAL WORKING HOURS ARE MONDAY THROUGH FRIDAY, EXCEPT HOLIDAYS, FROM 7 A.M. TO 5 P.M. THE CITY OBSERVES THE FOLLOWING HOLIDAYS: NEW YEAR'S DAY, MARTIN LUTHER KING'S BIRTHDAY, PRESIDENT'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, VETERANS' DAY, THANKSGIVING DAY, THANKSGIVING FRIDAY AND CHRISTMAS DAY, AND ALL DAYS OF GENERAL AND CONGRESSIONAL ELECTIONS THROUGHOUT THE STATE. THE CONTRACTOR WILL NOT BE PERMITTED TO CLOSE LANES OR DO ANY WORK THAT REQUIRES THE SERVICES OF THE CITY FORCES, OUTSIDE OF THE NORMAL WORKING HOURS, UNLESS OR AUTHORIZED BY DPW IN WRITING. THE CONTRACTOR, WITH WRITTEN PERMISSION OF DPW MAY BE PERMITTED TO WORK OUTSIDE OF THE NORMAL WORK HOURS FOR CLEAN-UP ACTIVITIES OR OTHER SUCH ITEMS THAT DO NOT ADVERSELY IMPACT TRAFFIC, RESIDENTS OR CITY SERVICE.
9. TRAFFIC MUST BE MAINTAINED ON ALL ROADWAYS WITHIN THE CONSTRUCTION AREA AS DIRECTED BY DPW. NO LANE CLOSURE SHALL BE PERMITTED BETWEEN 7:00-9:00 A.M. OR 3:30-6:00 P.M. MONDAY THROUGH FRIDAY. AN EXCEPTION IS THAT LANE CLOSURES ARE PERMITTED ON SECONDARY RESIDENTIAL STREETS AT ANY TIME DURING NORMAL WORKING HOURS. DEPLOYMENT AND DESIGN OF ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). IF REQUIRED, TRAFFIC CONTROL PLANS SHALL BE REVIEWED AND APPROVED BY THE CHIEF OF THE TRAFFIC AND TRANSPORTATION DIVISION. DPW MAY SUSPEND LANE CLOSURE OR OTHER TRAFFIC CONTROLS AT ANY TIME DURING, OR IN ADVANCE OF, INCLEMENT WEATHER EVENTS.
10. SHEETING AND SHORING IS THE TOTAL RESPONSIBILITY OF THE APPLICANT. A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MARYLAND SHALL SEAL THESE DRAWINGS. PROVIDE THREE COPIES TO DPW FOR INFORMATIONAL PURPOSES ONLY.
11. IN ADDITION TO ALL CITY PERMITS, THE APPLICANT IS RESPONSIBLE TO ENSURE THAT ALL NECESSARY FEDERAL, STATE AND/OR MONTGOMERY COUNTY APPROVALS AND/OR PERMITS HAVE BEEN OBTAINED IN ASSOCIATION WITH THIS APPROVED PLAN.
12. SHOP DRAWINGS MUST BE PREPARED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MARYLAND PRIOR TO FABRICATION. THE PROFESSIONAL ENGINEER WHO SEALED THE DESIGN PLANS (BUT NOT THE SHOP DRAWINGS) MUST APPROVE THE SHOP DRAWINGS FOR CONFORMANCE TO CONSTRUCTION. ALL PIPES AND STRUCTURES IN PAVED AREAS SHALL BE DESIGNED FOR HS-20 VEHICLES LOADING.
13. UPON COMPLETION OF CONSTRUCTION, THE APPLICANT SHALL PROVIDE THREE SETS OF RED LINED AS-BUILT PLANS (24"x36") FOR REVIEW AND APPROVAL BY THE CITY. THE DRAWINGS MUST CONTAIN THE ORIGINAL APPROVAL SIGNATURES AND PROFESSIONAL ENGINEER'S SEAL AND SIGNATURE (A SCANNED IMAGE OF THE ORIGINAL MYLAR IS ACCEPTABLE). THE AS-BUILT SHALL BE SEALED BY A PROFESSIONAL SURVEYOR, AS APPROPRIATE AND MUST BE LICENSED BY THE STATE OF MARYLAND. THE SEAL SHALL NOTE THAT IT IS ONLY FOR THE AS-BUILT AND SHALL INCLUDE AN AS-BUILT CERTIFICATION TO THE CITY. UPON RECEIPT OF WRITTEN APPROVAL, THE APPLICANT SHALL PROVIDE APPROVED AS-BUILT MYLAR DRAWING ALONG WITH THE ORIGINAL MYLARS (WITH ALL ORIGINAL SIGNATURES) TO CITY PRIOR TO THE RELEASE OF THE PERMIT.
14. THE APPLICANT MUST COMPLY WITH THE MONTGOMERY COUNTY NOISE CONTROL ORDINANCE. PLEASE REFER TO THE MONTGOMERY COUNTY DEPARTMENT OF ENVIRONMENTAL PROTECTION AT 240-777-7770, ASKDEPMONTGOMERYCOUNTYMD.GOV, OR WWW.MONTGOMERYCOUNTYMD.GOV/DEP.

OWNER/DEVELOPER CERTIFICATION

I/WE HEREBY CERTIFY THAT ANY CLEARING, GRADING, CONSTRUCTION OR DEVELOPMENT, OR ALL OF THESE, WILL BE DONE PURSUANT TO THIS PLAN AND THE RESPONSIBLE PERSONNEL INVOLVED IN THE CONSTRUCTION PROJECT WILL HAVE A CERTIFICATION OF TRAINING AT A DEPARTMENT OF THE ENVIRONMENT APPROVED TRAINING PROGRAM FOR THE CONTROL OF SEDIMENT AND EROSION BEFORE BEGINNING OF THE PROJECT AND THAT APPLICABLE SEDIMENT CONTROL CONDITIONS AND REQUIREMENTS OF THE CITY OF ROCKVILLE AND THE STATE OF MARYLAND AND ITS AGENCIES ARE HEREBY MADE PART OF THIS PLAN.

SIGNATURE: _____
PRINTED NAME AND TITLE: _____
DATE: _____

I/WE HEREBY CERTIFY THAT ANY CLEARING, GRADING, CONSTRUCTION OR DEVELOPMENT, OR ALL OF THESE, WILL BE DONE PURSUANT TO THIS PLAN AND THAT RESPONSIBLE PERSONNEL INVOLVED IN THE CONSTRUCTION PROJECT WILL HAVE A CERTIFICATION OF TRAINING AT A DEPARTMENT OF THE ENVIRONMENT APPROVED TRAINING PROGRAM FOR THE CONTROL OF SEDIMENT AND EROSION BEFORE BEGINNING OF THE PROJECT AND THAT APPLICABLE SEDIMENT CONTROL CONDITIONS AND REQUIREMENTS OF THE CITY OF ROCKVILLE AND THE STATE OF MARYLAND AND ITS AGENCIES ARE HEREBY MADE PART OF THIS PLAN.

SIGNATURE: _____
PRINTED NAME AND TITLE: _____
DATE: _____

I HEREBY CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE LATEST MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL AND THE ORDINANCE OF THE ROCKVILLE CITY CODE. THE ESTIMATE TOTAL AMOUNT OF EXCAVATION AND FILL HAS BEEN COMPUTED TO BE 405 CUBIC YARDS OF EXCAVATION AND 86 CUBIC YARDS OF FILL AND THE TOTAL AREA TO BE DISTURBED AS SHOWN ON THESE PLANS HAS BEEN DETERMINED TO BE 36,448 SQUARE FEET OF WHICH 36,448 IS ON-SITE PROPOSED DISTURBANCE RIGHT-OF-WAY. THE IMPERVIOUS AREA SUBJECT TO STORMWATER MANAGEMENT SHOWN ON THIS PLAN IS 0.32 ACRES OF WHICH 0.32 IS ON-SITE IMPERVIOUS AREA WITHIN THE RIGHT-OF-WAY.

SIGNATURE: _____
PRINTED NAME AND TITLE: _____
DATE: _____
TITLE & LICENSE NUMBER: _____

SCALE : 1"= 1000'

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

ALL WORK ON THIS PROJECT SHALL CONFORM TO THE MARYLAND DEPARTMENT OF TRANSPORTATION, STATE HIGHWAY ADMINISTRATION'S (SHA) SPECIFICATIONS ENTITLED: STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS DATED JULY 2020, REVISIONS THEREOF OR ADDITIONS THERETO; THE SPECIAL PROVISIONS INCLUDED IN THE INVITATION FOR BIDS BOOK; AND THE LATEST MARYLAND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MD-MUTCDC).

FOLLOW SHA WORK ZONE TEMPORARY TRAFFIC CONTROL STANDARDS AND SPECIAL PROVISIONS FOR MOT. MAINTAIN PEDESTRIAN ACCESSIBILITY AT ALL TIMES.

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

THE LOCATION OF UTILITIES SHOWN ON THE PLANS ARE FOR INFORMATION AND GUIDANCE ONLY. NO GUARANTEE IS MADE OF THE ACCURACY OF SAID LOCATIONS. THE CONTRACTOR IS RESPONSIBLE TO LOCATE, DELINEATE, AND AVOID ALL EXISTING UTILITIES.

THIS PROJECT IS ORIENTATED TO THE MARYLAND STATE PLANE
COORDINATE SYSTEM NAD 83/91, AND NAVD 88.
BASE TOPOGRAPHIC INFORMATION WITHIN THE PROJECT LIMIT
WAS ESTABLISHED FROM FIELD SURVEY CONDUCTED IN APRIL 2020.
GIS MAPPING SHOWN OUTSIDE THE PROJECT LIMIT OF
DISTURBANCE WAS ESTABLISHED FROM AS-BUILTS PROVIDED
BY THE CITY OF ROCKVILLE, AND AERIAL IMAGERY.

NOTES:

1. JOB SAFETY AND TRAFFIC CONTROL SHALL BE SOLELY THE RESPONSIBILITY OF THE CONTRACTOR.
2. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONFORM TO ALL LAWS AND REGULATIONS IN REGARD TO WORK UNDER OR ADJACENT TO OVERHEAD POWER LINES.
3. IT SHALL BE DISTINCTLY UNDERSTOOD THAT FAILURE TO MENTION SPECIFICALLY ANY WORK WHICH WOULD NATURALLY BE REQUIRED TO COMPLETE THE PROJECT SHALL NOT RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITY TO COMPLETE SUCH WORK.
4. THE CONTRACTOR SHALL NOTE THAT IN CASE OF A DISCREPANCY BETWEEN SCALED AND COMPUTED DIMENSIONS SHOWN ON THESE PLANS, THE COMPUTED DIMENSIONS SHALL GOVERN.

I hereby certify that these documents
were prepared or approved by me, and
that I am a duly licensed Professional
Engineer under the laws of the State
of Maryland, License No. _____,
Expiration Date: _____

NAME _____

 City of Rockville Get It Right	DESIGNED _____	DEPARTMENT OF PUBLIC WORKS CITY OF ROCKVILLE 111 MARYLAND AVE. ROCKVILLE, MARYLAND	DESIGN PLAN APPROVAL			AS BUILT PLAN APPROVAL		TITLE SHEET	POTOMAC VALLEY ROAD SIDEWALK EXTENSION City of Rockville, Maryland	DATE SUBMITTED: NOVEMBER 2021	SCALE	SHEET	FILE #
	DRAFTED _____		DIRECTOR OF PUBLIC WORKS	PWK# _____	SCP# _____	CHIEF, CONSTRUCTION MANAGEMENT	NO. <u>1</u>			NOT TO SCALE	OF <u>XX</u>		
	CHECKED _____		PLAN APPROVAL DATE	SMP# _____	CIP# _____	PLAN APPROVAL DATE							

EROSION AND SEDIMENT CONTROL NOTES: (NOV 2016)

- THE APPLICANT MUST OBTAIN INSPECTION AND APPROVAL BY THE CITY OF ROCKVILLE DEPARTMENT OF PUBLIC WORKS (DPW) AT THE FOLLOWING POINTS:
 - AT THE REQUIRED PRECONSTRUCTION MEETINGS.
 - FOLLOWING INSTALLATION OF SEDIMENT CONTROL MEASURES AND PRIOR TO ANY OTHER LAND DISTURBING ACTIVITY.
 - DURING THE INSTALLATIONS OF SEDIMENT BASIN OR STORMWATER MANAGEMENT STRUCTURE AT THE REQUIRED INSPECTION POINTS (SEE INSPECTION CHECKLIST ON PLAN). NOTIFICATION PRIOR TO COMMENCING CONSTRUCTION IS MANDATORY.
 - PRIOR TO REMOVAL OR MODIFICATION OF ANY SEDIMENT CONTROL DEVICES.
 - PRIOR TO FINAL ACCEPTANCE.
- ALL EROSION CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH APPLICABLE PUBLISHED STANDARDS AND SPECIFICATIONS AND THE MOST CURRENT "MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL".
- THE APPLICANT SHALL CONSTRUCT ALL EROSION AND SEDIMENT CONTROL MEASURES PER THE APPROVED PLAN AND CONSTRUCTION SEQUENCE. SHALL HAVE THEM INSPECTED AND APPROVED BY DPW PRIOR TO BEGINNING ANY OTHER LAND DISTURBANCES. SHALL ENSURE THAT ALL RUNOFF FROM DISTURBED AREAS IS DIRECTED TO THE SEDIMENT CONTROL DEVICES AND SHALL NOT REMOVE ANY EROSION OR SEDIMENT CONTROL MEASURES WITHOUT PRIOR PERMISSION FROM DPW.
- ANY REQUEST FOR CHANGES TO THE APPROVED SEDIMENT CONTROL PLAN OR SEQUENCE OF CONSTRUCTION MUST BE SUBMITTED TO THE DPW SEDIMENT CONTROL INSPECTOR AND APPROVED BEFORE IMPLEMENTING CHANGES. MAJOR CHANGES WILL REQUIRE A PLAN REVISION.
- THE APPLICANT SHALL PROTECT ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS TO PREVENT THE DESPOSITION OF MATERIALS ONTO TRAVERSED PUBLIC THOROUGHFARE(S). ALL MATERIALS DEPOSITED ONTO PUBLIC THOROUGHFARE(S) SHALL BE REMOVED IMMEDIATELY.
- THE APPLICANT SHALL INSPECT DAILY AND MAINTAIN CONTINUOUSLY IN EFFECTIVE OPERATING CONDITION ALL EROSION AND SEDIMENT CONTROL MEASURES UNTIL SUCH TIME AS THEY ARE REMOVED WITH PRIOR PERMISSION FROM THE DPW SEDIMENT CONTROL INSPECTOR.
- ALL SEDIMENT BASINS, TRAP EMBANKMENTS, SWALES, PERIMETER DIKES AND PERMANENT SLOPES STEEPER OR EQUAL TO 3:1 SHALL BE STABILIZED WITH SOD, SEED AND ANCHORED STRAW MULCH OR OTHER APPROVED STABILIZATION MEASURES. WITHIN SEVEN CALENDAR DAYS OF ESTABLISHMENT. ALL AREAS DISTURBED OUTSIDE OF THE PERIMETER SEDIMENT CONTROL SYSTEM MUST BE MINIMIZED AND STABILIZED IMMEDIATELY. MAINTENANCE MUST BE PERFORMED AS NECESSARY TO ENSURE CONTINUED STABILIZATION. RESTABILIZATION OR OVERSEEDING WILL BE REQUIRED, IF NECESSARY.
- THE APPLICANT SHALL APPLY SOD, SEED AND ANCHORED STRAW MULCH, OR OTHER APPROVED STABILIZATION MEASURES TO ALL DISTURBED AREAS WITHIN SEVEN (7) CALENDAR DAYS AFTER STRIPPING AND GRADING ACTIVITIES HAVE CEASED ON THAT AREA. MAINTENANCE SHALL BE PERFORMED AS NECESSARY TO ENSURE CONTINUED STABILIZATION. OTHER ACTIVE CONSTRUCTION AREAS THAT ARE NOT BEING ACTIVELY GRADED (I.E. ROUTES FOR CONSTRUCTION VEHICLES WITHIN A SITE) MAY BE REQUIRED TO BE STABILIZED AT THE DIRECTION OF THE INSPECTOR. STOCKPILES, WHICH HAVE NOT BEEN USED FOR SEVEN (7) CALENDAR DATES SHALL BE STABILIZED THROUGH THE APPLICATION OF SOD, SEED, AND ANCHORED STRAW MULCH, OR OTHER APPROVED STABILIZATION METHODS.
- PRIOR TO REMOVAL OF SEDIMENT CONTROL MEASURES, THE APPLICANT SHALL STABILIZE ALL CONTRIBUTORY DISTURBED AREA USING SOD OR AN APPROVED PERMANENT SEED MIXTURE WITH REQUIRED SOIL AMENDMENTS AND AN APPROVED ANCHORED MULCH. WOOD FIBER MULCH MAY ONLY BE USED IN SEEDING SEASON TO PROMOTE SHEET FLOW DRAINAGE. AREAS BROUGHT TO FINISHED GRADE DURING THE SEEDING SEASON SHALL BE PERMANENTLY STABILIZED WITHIN SEVEN (7) CALENDAR DAYS OF ESTABLISHMENT. WHEN PROPERTY IS BROUGHT TO FINISHED GRADE DURING THE MONTHS OF NOVEMBER THROUGH FEBRUARY, AND PERMANENT STABILIZATION IS FOUND TO BE IMPRACTICAL, APPROVED TEMPORARY SEED AND STRAW ANCHORED MULCH SHALL BE APPLIED TO DISTURBED AREAS. THE FINAL PERMANENT STABILIZATION OF SUCH PROPERTY SHALL BE COMPLETED PRIOR TO THE FOLLOWING APRIL 15.
- THE SITE WORK, MATERIALS, APPROVED SEDIMENT CONTROL AND STORMWATER MANAGEMENT PLANS, AND ANY REQUIRED TEST REPORTS SHALL BE AVAILABLE, AT THE SITE FOR INSPECTION BY DULY AUTHORIZED OFFICIALS OF THE CITY OF ROCKVILLE.
- SURFACE DRAINAGE FLOWS OVER UNSTABILIZED CUT AND FILL SLOPES SHALL BE CONTROLLED BY EITHER PREVENTING DRAINAGE FLOWS FROM TRAVERSING THE SLOPES OR BY INSTALLING MECHANICAL DEVICES TO LOWER THE WATER DOWNSLOPE WITHOUT CAUSING EROSION. DIKES SHALL BE INSTALLED AND MAINTAINED AT THE TOP OF CUT OR FILL SLOPES UNTIL THE SLOPE AND DRAINAGE AREA TO IT ARE FULLY STABILIZED. AT WHICH TIME THEY MUST BE REMOVED AND FINAL GRADING DONE TO PROMOTE SHEET FLOW DRAINAGE. MECHANICAL DEVICES MUST BE PROVIDED AT POINTS OF CONCENTRATED FLOW WHERE EROSION IS LIKELY TO OCCUR.
- PERMANENT SWALES OR OTHER POINTS OF CONCENTRATED WATER FLOW SHALL BE STABILIZED WITH SOD OR SEED WITH APPROVED EROSION CONTROL MATTING OR BY OTHER APPROVED STABILIZATION MEASURES.
- TEMPORARY SEDIMENT CONTROL DEVICES SHALL BE REMOVED, WITH PERMISSION OF DPW, WITHIN 30 CALENDAR DAYS FOLLOWING ESTABLISHMENT OF PERMANENT STABILIZATION IN ALL CONTRIBUTORY DRAINAGE AREAS. IF ESTABLISHMENT IS NOT FULL AND UNIFORM AS DETERMINED BY THE DPW SEDIMENT CONTROL INSPECTOR, OVERSEEDING WILL BE REQUIRED. STORMWATER MANAGEMENT STRUCTURES USED TEMPORARILY FOR SEDIMENT CONTROL SHALL BE CONVERTED TO THE PERMANENT CONFIGURATION WITHIN THIS TIME PERIOD AS WELL.
- NO PERMANENT CUT OR FILL SLOPE WITH A GRADIENT STEEPER THAN 3:1 WILL BE PERMITTED IN LAWN MAINTENANCE AREAS. A SLOPE GRADIENT OF UP TO 2:1 WILL BE PERMITTED IN AREAS THAT ARE NOT TO BE MAINTAINED PROVIDED THAT THOSE AREAS ARE INDICATED ON THE EROSION AND SEDIMENT CONTROL PLAN WITH A LOW-MAINTENANCE GROUND COVER SPECIFIED FOR PERMANENT STABILIZATION. SLOPE GRADIENT STEEPER THAN 2:1 WILL NOT BE PERMITTED WITH VEGETATIVE STABILIZATION.
- THE APPLICANT SHALL INSTALL A SPLASH BLOCK AT THE BOTTOM OF EACH DOWNSPOUT UNLESS THE DOWNSPOUT IS CONNECTED BY A DRAIN LINE TO AN ACCEPTABLE OUTLET.
- ALL WATER PUMPED FROM AN EXCAVATION DURING CONSTRUCTION SHALL BE PUMPED EITHER TO SEDIMENT TANKS AND/OR SEDIMENT TRAPS. NO WATER WILL BE PUMPED TO THE STORM DRAIN SYSTEM OR SWALE. DE-WATERING SHALL BE PERFORMED IN ACCORDANCE WITH THE MOST CURRENT MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL.
- FOR FINISHED GRADING, THE APPLICANT SHALL PROVIDE ADEQUATE GRADIENTS SO AS TO: (1) PREVENT WATER FROM STANDING ON THE SURFACE OF LAWNS MORE THAN 24 HOURS AFTER THE END OF A RAINFALL, EXCEPT IN DESIGNATED DRAINAGE COURSES AND SWALE FLOW AREAS WHICH MAY DRAIN AS LONG AS 48 HOURS AFTER THE END OF A RAINFALL, AND (2) PROVIDE POSITIVE DRAINAGE AWAY FROM ALL BUILDING FOUNDATIONS OR OPENINGS.
- SEDIMENT TRAPS OR BASINS ARE NOT PERMITTED WITHIN 20-FEET OF A BUILDING, WHICH EXISTS OR IS UNDER CONSTRUCTION. NO BUILDING MAY BE CONSTRUCTED WITHIN 20-FEET OF A SEDIMENT TRAP OR BASIN.
- ALL INLET IN NON-SUMP AREAS SHALL HAVE ASPHALT BERMS INSTALLED AT THE TIME OF BASE PAVING TO DIRECT RUNOFF TO INLETS.
- THE DPW SEDIMENT CONTROL INSPECTOR HAS THE OPTION OF REQUIRING ADDITIONAL SEDIMENT CONTROL MEASURES, IF DEEMED NECESSARY.
- ALL TRAP ELEVATIONS ARE RELATIVE TO THE OUTLET ELEVATION, WHICH MUST BE ON EXISTING UNDISTURBED GROUND.
- NO CONSTRUCTION VEHICLES SHALL BE DRIVEN WITHIN THE FOOTPRINT OF THE PERMEABLE PAVEMENT. CONTRACTOR TO STABILIZE PERMEABLE PAVEMENT AREAS AT THE END OF EACH WORK DAY.

- VEGETATIVE STABILIZATION SHALL BE PERFORMED IN ACCORDANCE WITH THE MOST CURRENT MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL.
- TEMPORARY SEDIMENT TRAP(S) SHALL BE CLEANED OUT AND RESTORED TO THE ORIGINAL DIMENSIONS WHEN SEDIMENT HAS ACCUMULATED TO A POINT ONE-HALF THE DEPTH BETWEEN THE OUTLET CREST AND THE BOTTOM OF THE TRAP.
- SEDIMENT REMOVED FROM TRAPS SHALL BE PLACED AND STABILIZED IN APPROVED AREAS IN SUCH A MANNER THAT IT DOES NOT FOUL EXISTING OR PROPOSED STORM DRAINAGE SYSTEMS OR AREAS ALREADY STABILIZED. SEDIMENT SHALL NOT BE PLACED WITHIN A FLOOD PLAIN OR WETLAND.
- ALL SEDIMENT BASINS AND TRAPS MUST BE SURROUNDED WITH A WELDED WIRE SAFETY FENCE. THE FENCE MUST BE AT LEAST 42-INCHES HIGH, HAVE POSTS SPACED NO FARTHER APART THAN EIGHT-FEET, HAVE MESH OPENINGS NO GREATER THAN TWO-INCHES IN WIDTH AND FOUR-INCHES IN HEIGHT WITH A MINIMUM OF 14 GAUGE WIRE. SAFETY FENCE MUST BE MAINTAINED IN GOOD CONDITION AT ALL TIMES.
- OFF-SITE SPOIL OR BORROW AREAS MUST HAVE APPROVED SEDIMENT CONTROL PLANS.
- PROTECT ALL TREES TO BE PRESERVED DURING CONSTRUCTION IN ACCORDANCE WITH THE APPROVED FOREST CONSERVATION PLAN.
- THE APPLICANT IS RESPONSIBLE FOR ALL ACTIONS OF CONTRACTOR AND SUBCONTRACTORS, INCLUDING REPAIRING DAMAGE TO SEDIMENT CONTROL DEVICES AND EXISTING INFRASTRUCTURE.
- THE APPLICANT SHALL COMPLY WITH ALL PROVISIONS OF THE NPDES CONSTRUCTION DISCHARGE PERMIT. A COPY OF THE PERMIT AND ALL REQUIRED REPORTS SHALL BE AVAILABLE ON SITE AT ALL TIMES.

GEOTECHNICAL NOTES: (NOV 2016)

- THE APPLICANT SHALL BE RESPONSIBLE FOR ALL SUBGRADE INSPECTION AND SOIL COMPACTION TESTING ASSOCIATED WITH ANY WORK WITHIN A CITY RIGHT-OF-WAY, PRIVATE PROPERTY SUBJECT TO A PUBLIC ACCESS EASEMENT, OR PRIVATE PROPERTY SUBJECT TO CITY EASEMENT FOR PUBLIC UTILITIES OR PUBLIC IMPROVEMENTS; AND/OR ANY WORK ASSOCIATED WITH A SEDIMENT CONTROL FACILITY, OR STORMWATER MANAGEMENT PRACTICE. THIS WORK SHALL BE COMPLETED BY OR UNDER THE SUPERVISION OF A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MARYLAND. FOR THE PURPOSES OF THESE NOTES AND ASSOCIATED APPROVED PLANS, THIS ENGINEER SHALL BE REFERRED TO AS THE GEOTECHNICAL ENGINEER AND SHALL BE AN INDEPENDENT FIRM FROM THE APPLICANT.
- ANY PLANS SUBJECT TO NRCS-MD POND CODE 378 STANDARDS/SPECIFICATIONS, AS SHOWN ON THE PLANS, SHALL SUPERSEDE THESE NOTES WHEN THESE NOTES ARE LESS STRINGENT OR IN CASE OF CONFLICT. ANY REFERENCE TO THE ENGINEER 378 STANDARD/SPECIFICATIONS SHALL BE THE PROFESSIONAL ENGINEER WHO STAMPED AND SEALED THE DESIGN PLANS. ANY REFERENCE TO THE GEOTECHNICAL ENGINEER SHALL BE THE GEOTECHNICAL ENGINEER AS DEFINED ABOVE OR THE GEOTECHNICAL ENGINEER WHO COMPLETED CERTAIN ASPECTS OF THE POND DESIGN.
- ALL INSPECTIONS, TESTS, SUPPORTING DATA, REPORTS, AND CERTIFICATIONS SHALL BE PROVIDED TO THE CITY OF ROCKVILLE DEPARTMENT OF PUBLIC WORKS (DPW) AND SHALL BE SEALED BY THE GEOTECHNICAL ENGINEER. DAILY INSPECTION REPORTS, IF REQUESTED BY THE CITY, CAN BE PROVIDED WITHOUT BEING IMMEDIATELY SEALED BY THE GEOTECHNICAL ENGINEER. THESE REPORTS SHALL BE COMPILED, REVIEWED, SEALED AND THEN SUBMITTED TO DPW AT A LATER DATE AS AGREED UPON BY THE CITY.
- THE GEOTECHNICAL ENGINEER SHALL APPROVE ALL FILL MATERIALS THAT ARE USED FOR THE PROJECT. THE GEOTECHNICAL ENGINEER SHALL OBTAIN SAMPLES OF PROPOSED FILL MATERIALS AND PERFORM ALL REQUIRED TESTING TO DETERMINE THAT FILL MATERIALS ARE IN CONFORMANCE WITH THIS PLAN.
- THE GEOTECHNICAL ENGINEER SHALL PROVIDE A REPORT THAT CERTIFIES THE SUBGRADE PREPARATION AND FILL/BACKFILL PLACEMENT ARE IN CONFORMANCE WITH THIS PLAN. THE CERTIFICATION APPLIES TO ALL FILL, BACKFILL, AND SUBGRADE OPERATIONS SUBJECT TO THIS PLAN AS DETAILED IN NOTE #1, INCLUDING UTILITY TRENCHES. WHEN CONSTRUCTING NEW ROADWAY PAVEMENT THIS CERTIFICATION REPORT SHALL BE PROVIDED PRIOR TO THE PLACEMENT OF GRADED AGGREGATE BASE (GAB). ALL OTHER CERTIFICATIONS SHALL BE PROVIDED AS REQUESTED BY THE CITY.
- ALL FILL AND/OR BACKFILL MATERIAL SHALL BE FREE FROM ORGANICS, FROZEN MATERIAL, ROCKS/STONES GREATER THAN ONE AND A HALF INCHES IN ANY DIMENSION, WASTE METAL PRODUCT, UNSIGHTLY DEBRIS, TOXIC MATERIAL, OR OTHER DELETERIOUS MATERIALS; SHALL BE A MINIMUM OF 105 POUNDS PER CUBIC FOOT FOR THE MAXIMUM DRY DENSITY ACCORDING TO AASHTO T-180, METHOD C; AND SHALL NOT HAVE A LIQUID LIMIT GREATER THAN 30 NOR A PLASTICITY INDEX GREATER THAN SIX ACCORDING TO ASTM D-4318. ALL OTHER MATERIALS SHALL MEET THE REQUIREMENTS STATED IN CATEGORY 900 OF THE LATEST EDITION OF THE MARYLAND STATE HIGHWAY ADMINISTRATION (MSHA) STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS.
- COMPACT THE MATERIAL THAT IS ONE FOOT BELOW THE TOP OF SUBGRADE TO AT LEAST 92 PERCENT OF THE MAXIMUM DRY DENSITY PER AASHTO T-180. COMPACT THE TOP ONE FOOT TO AT LEAST 97 PERCENT OF THE MAXIMUM DRY DENSITY. WHEN NECESSARY, ADD WATER OR DRY THE LAYER IN ORDER TO COMPACT TO THE REQUIRED DENSITY. GENERALLY THE MATERIAL SHALL BE WITHIN TWO PERCENT OF THE OPTIMUM MOISTURE CONTENT BUT MAY BE OUTSIDE OF THIS RANGE IF APPROVED BY THE GEOTECHNICAL ENGINEER.
- FILL AND BACKFILL MATERIALS MUST COMPLETELY FILL ALL SPACES UNDER AND ADJACENT TO THE STRUCTURE OR PIPE. FOR STORMWATER MANAGEMENT EMBANKMENTS, THE APPLICANT SHALL SCARIFY EACH LIFT WITH A SHEEPSFOOT ROLLER OR CLAW TO MINIMUM DEPTH OF TWO-INCHES PRIOR TO PLACING THE NEXT LIFT. THE APPLICANT SHALL SCARIFY EMBANKMENTS PARALLEL WITH THE CENTERLINE OF THE DAM CORE AND PERPENDICULAR TO THE PRINCIPAL SPILLWAY. BEDDING SHALL BE PROVIDED IN ACCORDANCE WITH DETAILS INDICATED ON THE CONSTRUCTION DRAWINGS. AT NO TIME DURING THE BACKFILLING OPERATION SHALL DRIVEN EQUIPMENT BE ALLOWED TO OPERATE CLOSER THAN FOUR-FEET, MEASURED HORIZONTALLY, TO ANY PART OF A STRUCTURE. UNDER NO CIRCUMSTANCES SHALL THE APPLICANT DRIVE EQUIPMENT OVER ANY PART OF A CORRUGATED METAL PIPE UNLESS THERE IS A COMPACTED FILL OF 24-INCHES OR GREATER OVER THE STRUCTURE OR PIPE.
- AT A MINIMUM, COMPACTION TESTS SHALL BE COMPLETED FOR EVERY LIFT OF FILL OR BACKFILL. THE TESTING FREQUENCY SHALL BE AT LEAST ONCE PER 150 LINEAR FEET OF TRENCH OR ONCE PER 1,500 SQUARE FEET OF FILL. AT A MINIMUM, THERE SHALL BE AT LEAST ONE COMPACTION TEST PER LIFT AND AT LEAST TWO COMPACTION TESTS PER DAY. THE GEOTECHNICAL ENGINEER SHALL SUPPLY DPW WITH CERTIFIED COMPACTION TEST RESULTS, INCLUDING CERTIFICATION OF PIPE BEDDING SUBGRADE AND FILL SUBGRADE.
- PRIOR TO PLACING ANY ROADWAY FILL ON EXISTING GRADES (ORIGINAL GRADE AFTER TOPSOIL HAS BEEN STRIPPED, FILL PREPARED BY OTHERS OUTSIDE OF THIS PLAN OR FILL NOT PREPARED UNDER THE SUPERVISION OF THE GEOTECHNICAL ENGINEER), SCARIFY THE MINIMUM TOP EIGHT-INCHES OF SOIL MATERIAL. COMPACT THIS LAYER TO THE COMPACTION REQUIREMENTS IN THESE NOTES. PROOF-ROLL THIS COMPACTED LAYER USING FULLY LOADED DUMP TRUCK (MINIMUM 20 TON PAYLOAD CAPACITY). THE GEOTECHNICAL ENGINEER SHALL INSPECT THE PROOF-ROLLING AND DETERMINE IF THE SUBGRADE IS ACCEPTABLE OR IF THERE ARE AREAS THAT REQUIRE REMEDIATION. SUBGRADE AREAS THAT FAIL PROOF-ROLLING SHALL BE REMEDIATED TO THE SATISFACTION OF THE GEOTECHNICAL ENGINEER BY EITHER OF THE FOLLOWING METHODS:
 - SCARIFYING, MOISTURE CONDITIONING, AND RE-COMPACTION OF THE SUBGRADE MATERIALS.
 - UNDERCUTTING SOFT OF UNSUITABLE AREAS OF SUBGRADE AND BACFILLING WITH COMPACTED SELECT BORROW (MSHA SECTION 916).
 - UNDERCUTTING OF SOFT OR UNSUITABLE AREAS OF SUBGRADE AND PLACING A LAYER OF GEOTEXTILE COVERED BY #MSHA 57 COARSE AGGREGATE (TABLE 901A).

DPW MAY APPROVE AN ALTERNATE APPROACH FOR SOIL REMEDIATION/IMPROVEMENT IF IT IS RECOMMENDED AND SEALED BY THE GEOTECHNICAL ENGINEER.

- EXCEPT WHEN SPECIFIED, DO NOT PLACE LAYERS EXCEEDING EIGHT-INCHES UN-COMPACTED DEPTH. PLACE THE MATERIAL IN HORIZONTAL LAYERS ACROSS THE FULL WIDTH OF THE EMBANKMENT. PERFORM ALL ROLLING IN A LONGITUDINAL DIRECTION ALONG THE EMBANKMENT. BEGIN AT THE OUTER EDGES AND PROGRESS TOWARDS THE CENTER. VARY THE TRAVEL PATHS OF TRAFFIC AND EQUIPMENT OVER THE WIDTH OF THE EMBANKMENT TO AID IN OBTAINING UNIFORM COMPACTION.
- UNIFORMLY GRADE AREAS TO A SMOOTH SURFACE, FREE OF IRREGULAR SURFACE CHANGES. GRADE AND PREPARE THE SUBGRADE SECTION TO THE LINES, GRADES, CROSS SECTIONS AND/OR ELEVATIONS SHOWN ON THE PLANS. AT ALL TIMES, MAINTAIN THE SUBGRADE SURFACE IN SUCH CONDITION AS TO READILY DRAIN.
- DO NOT PLACE BACKFILL OR FILL SOIL MATERIAL ON SURFACES THAT ARE MUDDY, FROZEN, OR CONTAIN FROST OR ICE. VEHICULAR AND EQUIPMENT TRAFFIC SHALL BE DISTRIBUTED ACROSS THE PREPARED SURFACE IN SUCH A MANNER AS TO PREVENT DISTURBANCE. REPAIR ANY DAMAGE TO THE PREPARED SUBGRADE TO THE SATISFACTION OF THE GEOTECHNICAL ENGINEER. THE GEOTECHNICAL ENGINEER MUST APPROVE THE STORAGE OR STOCKPILING OF HEAVY LOADS ON A ROADWAY SUBGRADE.

- UNSUITABLE EXISTING FILL, SOFT OR LOOSE NATURAL SOILS, ORGANIC MATERIAL, AND RUBBLE SHALL BE STRIPPED TO APPROVED GRADES AS DETERMINED BY THE GEOTECHNICAL ENGINEER.
- PROTECT ALL STRUCTURES AND UTILITIES FROM ANY DAMAGE IN THE HANDLING, PROCESSING OR COMPACTING OF EMBANKMENT OR BACKFILL MATERIAL. EXERCISE CAUTION NEAR ARCHES, RETAINING WALLS, CULVERTS AND UTILITY TRENCHES TO PREVENT UNDEE STRAIN OR MOVEMENT. THE GEOTECHNICAL ENGINEER MAY REQUIRE THE USE OF SPECIALLY SELECTED MATERIAL ADJACENT TO STRUCTURES TO PROTECT AGAINST DAMAGE. DO NOT USE ROCK GREATER THAN ONE AND A HALF INCHES IN ANY DIMENSION ADJACENT TO STRUCTURES.
- WHEN PLACING AND COMPACTING EMBANKMENT ON HILLSIDES OR AGAINST EXISTING EMBANKMENT, CONTINUOUSLY BENCH THE SLOPES WHERE THE SLOPE IS STEEPER THAN 4:1 WHEN MEASURED AT RIGHT ANGELS TO THE ROADWAY OR EMBANKMENT CENTERLINE. PERFORM THE BENCHING OPERATION AS THE EMBANKMENT IS CONSTRUCTED IN LAYERS. MAINTAIN A BENCH WIDTH OF AT LEAST FIVE-FEET. BEGIN EACH HORIZONTAL CUT AT THE INTERSECTION OF THE ORIGINAL GROUND AND THE VERTICAL SIDES OF THE PREVIOUS CUTE. IF THE MATERIAL CUT FROM THE BENCHES MEETS FILL REQUIREMENTS, COMPACT THIS MATERIAL ALONG WITH THE NEW EMBANKMENT MATERIAL.
- WHEN PLACING FILL OVER EXISTING PAVEMENT, THOROUGHLY BREAK UP, SCARIFY, OR REMOVE THE PAVEMENT AS SPECIFIED OR AS DIRECTED BY THE GEOTECHNICAL ENGINEER.
- PRIOR TO THE PLACEMENT OF ASPHALT PAVEMENT, PROOF-ROLL THE COMPACTED GRADED AGGREGATE BASE (GAB) LAYER USING A FULLY LOADED DUMP TRUCK (MINIMUM 20 TON PAYLOAD CAPACITY). THE GEOTECHNICAL ENGINEER SHALL INSPECT THE PROOF-ROLLING AND DETERMINE IF THE GAB IS ACCEPTABLE OR IF THERE ARE AREAS THAT REQUIRE REMEDIATION. GAB AREAS THAT FAIL PROOF-ROLLING SHALL BE REMEDIATED TO THE SATISFACTION OF THE GEOTECHNICAL ENGINEER BY EITHER OF THE FOLLOWING METHODS:
 - SCARIFYING, MOISTURE CONDITIONING, AND RE-COMPACTION OF THE GAB MATERIALS.
 - UNDERCUTTING SOFT OF UNSUITABLE AREAS OF GAB AND REPLACING WITH COMPACTED GAB.

DPW MAY APPROVE AN ALTERNATE APPROACH FOR GAB REMEDIATION/IMPROVEMENT IF IT IS RECOMMENDED AND SEALED BY THE GEOTECHNICAL ENGINEER. THE GEOTECHNICAL ENGINEER SHALL PROVIDE A SEALED APPROVAL OF THE GAB PRIOR TO PLACEMENT OF ASPHALT. DPW MAY ACCEPT AN ORAL OR EMAIL APPROVAL WHILE THE FINAL APPROVAL AND REPORTS ARE BEING COMPILED AND COMPLETED.

STABILIZATION NOTE:

FOLLOWING INITIAL SOIL DISTURBANCE OR RE-DISTRBANCE, PERMANENT OR TEMPORARY STABILIZATION WILL BE COMPLETED WITHIN:

THREE CALENDAR DAYS AS TO THE SURFACE OF ALL PERIMETER CONTROLS, DIKES, SWALES, DITCHES, PERIMETER SLOPES, AND ALL SLOPES GREATER THAN 3 HORIZONTAL TO 1 VERTICAL (3:1).

SEVEN CALENDAR DAYS AS TO ALL OTHER DISTURBED OR GRADED AREAS ON THE DEVELOPMENT PROJECT NOT UNDER ACTIVE GRADING.

MAINTENANCE WILL BE PERFORMED, AS NECESSARY, TO ENSURE THAT THE STABILIZED AREAS CONTINUOUSLY MEET THE APPROPRIATE REQUIREMENTS OF THE CURRENT MDE AND CITY STANDARDS AND SPECIFICATIONS.

STANDARD SEQUENCE OF CONSTRUCTION:

THE PERMITTEE MUST CONTACT MISS UTILITY AT 1-800-257-7777 FOR MARKING OF UTILITIES. UTILITIES, TREE PROTECTION MEASURES, AND LIMITS OF DISTURBANCE MUST BE MARKED PRIOR TO THE PRE-CONSTRUCTION MEETING. REQUIREMENTS FOR STORMWATER MANAGEMENT INSPECTIONS AND SUBMISSION OF AS-BUILT DRAWINGS, INCLUDING MATERIALS TICKETS MUST BE DISCUSSED AT THE PRE-CONSTRUCTION MEETING.

ALL TREE REMOVAL AND TREE IMPACT MITIGATION MEASURES MUST BE PERFORMED BY A CONTRACTOR WHO IS BOTH AN ISA CERTIFIED ARBORIST AND A MD LICENSED TREE EXPERT.

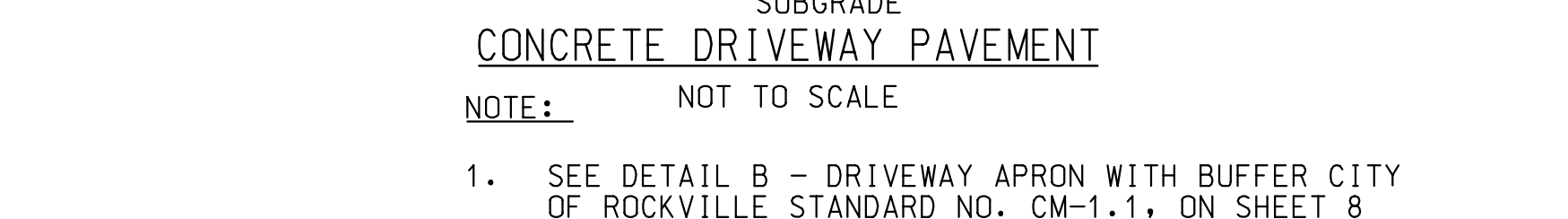
- THE PERMITTEE MUST HOLD A PRE-CONSTRUCTION MEETING AT THE SITE WITH AUTHORIZED REPRESENTATIVES OF THE DEPARTMENT OF PUBLIC WORKS (DPW) AND THE FORESTRY INSPECTOR BEFORE COMMENCING ANY LAND DISTURBANCE ACTIVITY. THE LOD SHALL BE STAKED OUT PRIOR TO HOLDING THE PRE-CONSTRUCTION MEETING. THE SPECIFIC PROJECT SEQUENCE WILL BE DISCUSSED AT THE PRE-CONSTRUCTION MEETING. THE PERMITTEE SHALL CONTACT THE FOLLOWING WITH A MINIMUM OF 48 HOURS NOTICE TO SCHEDULE THE PRE-CONSTRUCTION MEETING:
 - CITY SEDIMENT CONTROL (SC) INSPECTOR AS LISTED ON PERMIT
 - CITY PROJECT INSPECTOR AS LISTED ON PERMIT
 - CITY STORMWATER MANAGEMENT INSPECTOR AS LISTED ON PERMIT
 - FORESTRY INSPECTOR AS LISTED ON PERMIT
 - THE PERMITTEE AND CONTRACTOR MUST ALSO BE PRESENT AT THE PRE-CONSTRUCTION MEETING
- WHEN APPLICABLE AND WITH THE FORESTRY INSPECTOR'S PERMISSION, PERFORM TREE IMPACT MITIGATION MEASURES AND INSTALL TREE SAVE FENCE. CLEAR TREES AND CALL THE FORESTRY INSPECTOR FOR INSPECTION AND PERMISSION TO PROCEED.
- WITH THE CITY SC INSPECTOR'S PERMISSION INSTALL SEDIMENT CONTROL MEASURES. NO FURTHER ACTIVITY IS PERMITTED UNTIL THE SC INSPECTOR CONFIRMS THAT ALL REQUIRED SEDIMENT CONTROL MEASURES ARE PROPERLY INSTALLED.
- SEDIMENT CONTROL AND TREE PROTECTION DEVICES WILL BE MAINTAINED IN ACCORDANCE WITH ALL APPLICABLE MDE AND CITY OF ROCKVILLE REGULATIONS.
- BEGIN GRUBBING AND ROUGH GRADING. ALL DIRT AND MATERIALS MUST BE STORED WITHIN THE LIMITS OF DISTURBANCE.
- BEGIN CONSTRUCTION.
- FINE GRADE AND TOPSOIL PER STANDARDS AND SPECIFICATIONS FOR TOPSOILING ON THIS PLAN.
- COMPLY WITH ALL REQUIREMENTS OF THE FORESTRY PERMIT, AS APPLICABLE. ONCE THE SITE IS STABILIZED AND WITH THE CITY'S SC INSPECTOR'S PERMISSION, REMOVE THE SEDIMENT CONTROL MEASURES AND STABILIZE THE AREAS DISTURBED BY THEIR REMOVAL.



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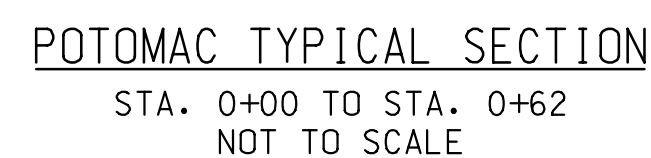
BEFORE BEGINNING CONSTRUCTION
CONTACT
"MISS UTILITY"
OR
WWW.MISSUTILITY.NET
OR
1-800-257-7777
OR 811
AT LEAST 48 HOURS
PRIOR TO EXCAVATION

	DESIGNED	____ I. L. T. ____	DEPARTMENT OF PUBLIC WORKS CITY OF ROCKVILLE		DESIGN PLAN APPROVAL		AS BUILT PLAN APPROVAL		EROSION AND SEDIMENT CONTROL NOTES AND DETAILS	POTOMAC VALLEY ROAD SIDEWALK EXTENSION City of Rockville, Maryland	DATE SUBMITTED: NOVEMBER 2021	SCALE N.T.S.	SHEET NO. <u>2</u>	FILE #	
	DRAFTED	____ I. L. T. ____	111 MARYLAND AVE. ROCKVILLE, MARYLAND		DIRECTOR OF PUBLIC WORKS ____ PWK# _____ SCP# _____ ____ SMP# _____ CIP# _____	CHIEF, CONSTRUCTION MANAGEMENT ____	PLAN APPROVAL DATE	NO.			DESCRIPTION OF REVISION		P.E. INITIAL		DATE
	CHECKED	____ S. H. D. ____			PLAN APPROVAL DATE							APPROVAL OF REVISIONS AFTER INTIAL PLAN APPROVAL			

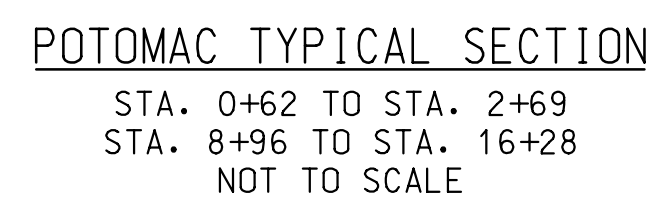


1. CONTRACTOR SHALL INSTALL PERVIOUS CONCRETE SIDEWALK PER SPECIFICATIONS.
2. CONCRETE JOINTS TO BE INSTALLED EVERY 8' MINIMUM.
3. 6" MIN. OF STONE IS REQUIRED BELOW OVERDRAIN PIPE. 12" MINIMUM COVER FROM TOP OF SIDEWALK TO TOP OF OVERDRAIN PIPE. 6" MINIMUM BETWEEN BOTTOM OF SIDEWALK CONCRETE AND TOP OF OVERDRAIN PIPE.
4. SUBGRADE BOTTOM MUST BE LEVEL. INSTALL STEPS AS NEEDED TO MAINTAIN MINIMUM 16 INCHES MINIMUM DEPTH OF AGGREGATE. CHECK DAM (PORTLAND CEMENT CONCRETE MIX NO. 3) AND STEPS SHALL BE INSTALLED AT 28 INCHES MAXIMUM DEPTH OF AGGREGATE. SEE LONGITUDINAL SECTION ABOVE.
5. CONSTRUCTION SPECIFICATIONS SHALL MEET MDE STORMWATER DESIGN MANUAL APPENDIX B-4., PERMEABLE PAVEMENT SPECIFICATIONS FROM MONTGOMERY COUNTY DPS.

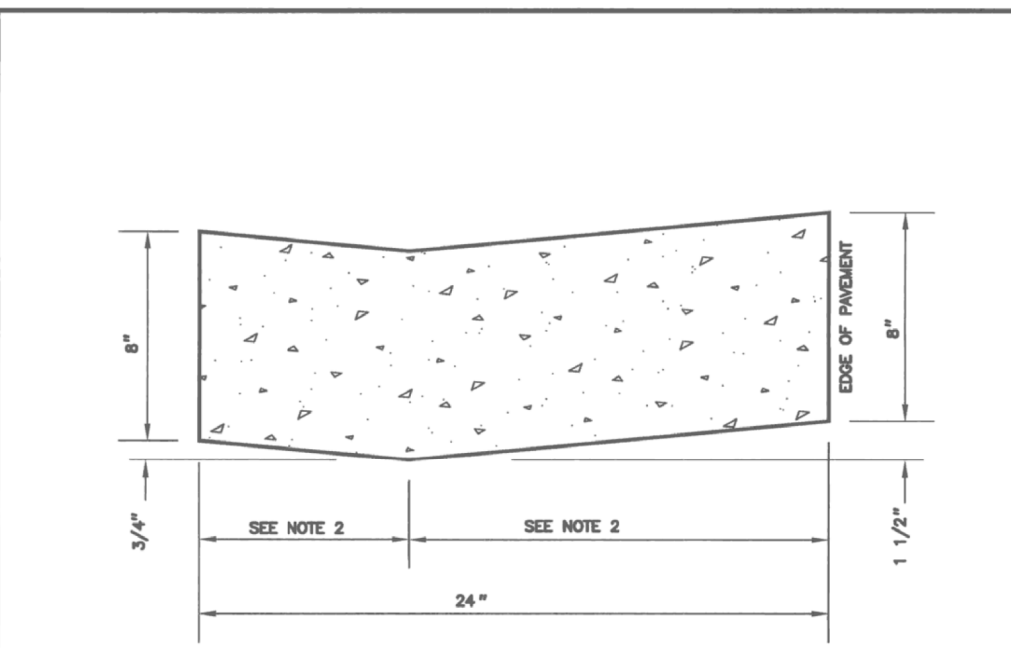
- (A) 4" CONCRETE SIDEWALK
- (B) LIMITS OF EXCAVATION
- (C) 9" PLAIN CONCRETE
- (D) 6" BASE COURSE USING GRADED
6" BASE COURSE USING GRADED
PRICE FOR CURB & GUTTER)



1. 2" HMA AND VARIABLE DEPTH CONCRETE FOR SLOT BACKFILL SHALL BE INCIDENTAL TO CURB AND GUTTER REPLACEMENT



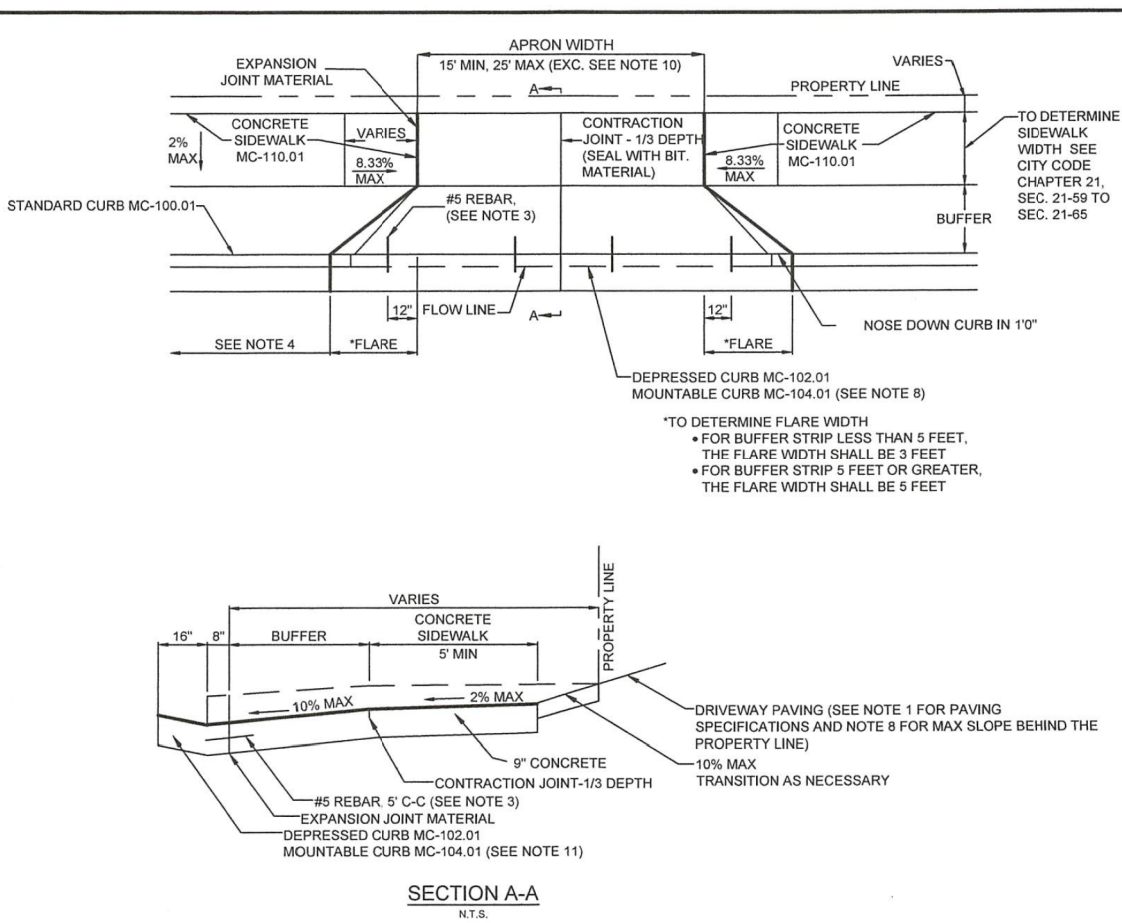
 City of Rockville Get Into It	DESIGNED _____	DEPARTMENT OF PUBLIC WORKS CITY OF ROCKVILLE 111 MARYLAND AVE. ROCKVILLE, MARYLAND	DESIGN PLAN APPROVAL		AS BUILT PLAN APPROVAL		ONE LINE TITLE	POTOMAC VALLEY ROAD SIDEWALK EXTENSION City of Rockville, Maryland	DATE SUBMITTED: NOVEMBER 2021	SCALE	SHEET NO. _____ OF XX	FILE #
	DRAFTED _____		DIRECTOR OF PUBLIC WORKS	PWK# _____	SCP# _____	CHIEF, CONSTRUCTION MANAGEMENT						
	CHECKED _____		PLAN APPROVAL DATE	SMP# _____	CIP# _____	PLAN APPROVAL DATE						



- GENERAL NOTES**
1. REFER TO MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION SPECIFICATIONS FOR MATERIALS, METHODS OF CONSTRUCTION AND EXPANSION JOINT LOCATIONS.
 2. THE DISTANCES FROM THE FLOWLINE TO THE FRONT AND BACK EDGE OF CURB SHALL BE ADJUSTED TO MATCH EXISTING CONDITIONS.
 3. THE STANDARD DISTANCE BETWEEN JOINTS SHALL BE TEN FEET (MAXIMUM AND MINIMUM DISTANCES SHALL BE THIRTEEN FEET AND FIVE FEET RESPECTIVELY).
 4. EXPANSION JOINT MATERIAL SHALL BE 1/2 INCH PREFORMED CORK, TRIMMED AND SEALED WITH NON-STAINING TWO-COMPONENT POLYSULFIDE OR POLYURETHANE ELASTOMERIC TYPE SEALANT COMPLYING WITH ASTM-C920.

APPROVED <i>[Signature]</i> DIRECTOR, DEPT. OF PUBLIC WORKS & TRANSPORTATION CHIEF, DIV. OF CAP. DEV.	DATE 14 APR 2016	REVISED Δ ASTM-C920 4/2006	MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION DEPRESSED CURB ENTRANCE STANDARD NO. MC-102.01
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DETAIL A – DEPRESSED CURB ENTRANCE
MONTGOMERY COUNTY STANDARD NO. MC-102.01



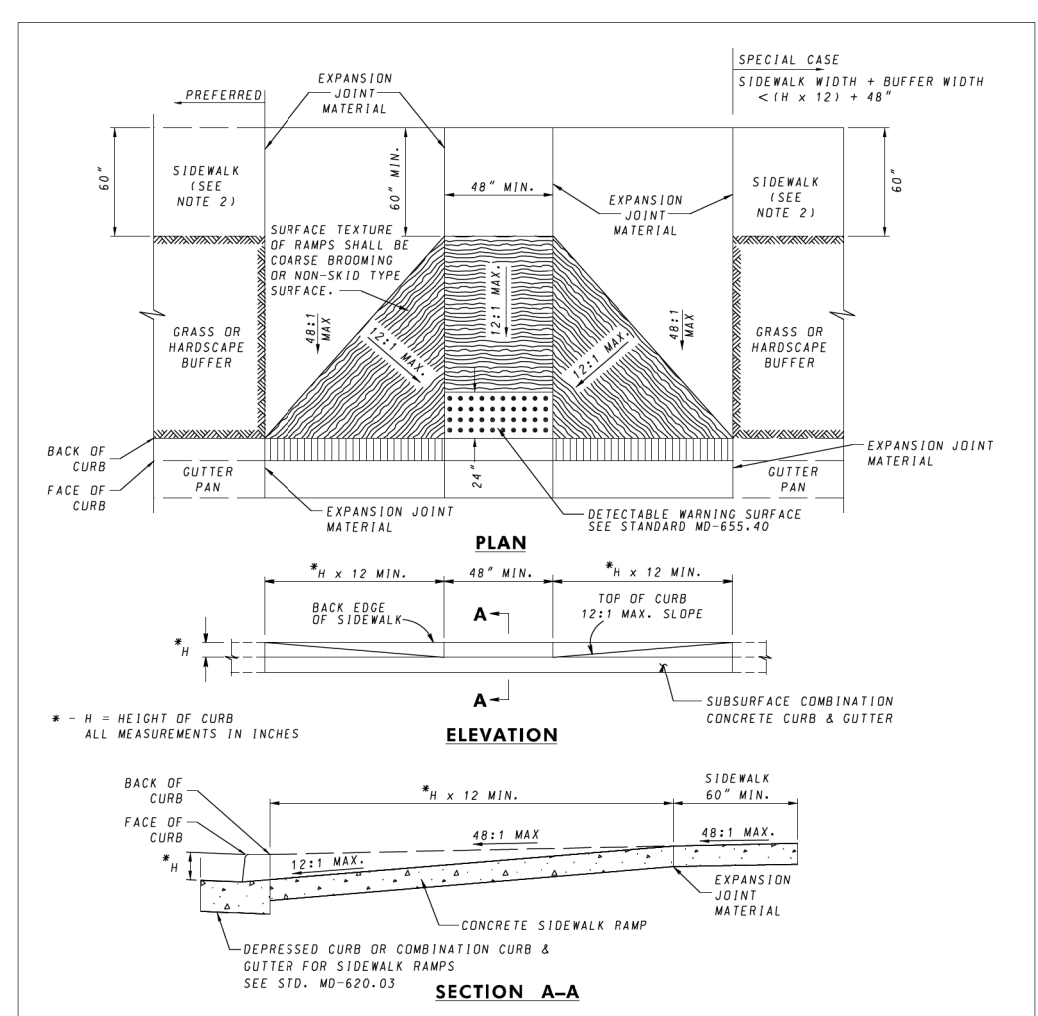
APPROVED <i>[Signature]</i> DIRECTOR OF PUBLIC WORKS	DATE 8-6-20	REVISED	CITY OF ROCKVILLE STANDARD DETAIL COMMERCIAL/MIXED-USE DRIVEWAY APRON WITH BUFFER DETAIL CM-1.1
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DETAIL B – DRIVEWAY APRON WITH BUFFER
CITY OF ROCKVILLE STANDARD NO. CM-1.1

- DEFINITIONS**
1. SINGLE FAMILY/TOWNHOUSE DRIVEWAY APRON (SF-1.1 AND SF-2.1) SHALL BE USED FOR ALL PROPERTIES WHERE THE PRINCIPAL USE OF THE LOT IS A SINGLE DWELLING UNIT, EITHER DETACHED, SEMI-DETACHED, OR A TOWNHOUSE AS DEFINED IN THE ZONING ORDINANCE.
 2. COMMERCIAL/MIXED-USE DRIVEWAY APRON (CM-1.1 AND CM-2.1) SHALL BE USED FOR ALL PROPERTIES WHERE THE PRINCIPAL USE OF THE LOT IS ANY USE OTHER THAN A SINGLE DWELLING UNIT, EITHER DETACHED, SEMI-DETACHED, OR A TOWNHOUSE AS DEFINED IN THE ZONING ORDINANCE.
- NOTES**
1. PER CITY CODE SEC. 25.16.06d - PAVING SPECIFICATIONS, ALL OFF STREET PARKING AND LOADING AREAS MUST BE SO DRAINED AS TO PREVENT DAMAGE TO ADJUTING PROPERTIES OR PUBLIC STREETS AND MUST BE PAVED WITH A MINIMUM OF:
 - A PVIOUS PAVING MATERIAL AS APPROVED BY THE DIRECTOR OF THE DEPARTMENT OF PUBLIC WORKS;
 - SIX (6) INCHES OF CONCRETE;
 - SIX (6) INCHES OF BITUMINOUS ASPHALT;
 - SIX (6) INCHES OF COMPACTED GRAVEL AND TWO (2) INCHES OF BITUMINOUS ASPHALT;
 - OTHER PAVING AS APPROVED BY THE DIRECTOR OF PUBLIC WORKS.
 2. ALL CONCRETE TO BE MSHA MIX NO. 3, AIR ENTRAINED. REFER TO MSHA STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, LATEST EDITION.
 3. JOINT AT BACK OF CURB IS OPTIONAL. WHERE USED, APRON IS TO BE TIED TO GUTTER WITH MINIMUM 18" LENGTH AS REBAR AT 5' C-C.
 4. CURB AND GUTTER REMOVAL CAN NOT RESULT IN A REMAINDER LENGTH (JOINT TO JOINT) OF LESS THAN FIVE FEET. IN THIS CASE, REMOVE TO THE NEXT JOINT AND REPLACE IN KIND.
 5. PERMITTEE IS RESPONSIBLE FOR GRADING, SODDING DISTURBED AREAS AND MISCELLANEOUS RELATED WORK.
 6. SUBGRADE TO BE COMPACTED TO 95% AASHTO T-99.
 7. LOCATION AND TYPE OF APRON ARE SUBJECT TO APPROVAL OF THE DIRECTOR OF PUBLIC WORKS.
 8. MAXIMUM SLOPE FOR COMMERCIAL DRIVEWAY BEYOND PROPERTY LINE IS 14%.
 9. MOUNTABLE CURB (MC-104.01) CAN BE USED TO REDUCE A SIDEWALK ELEVATION TRANSITION WHEN THE DRIVEWAY APRON SLOPE IS MAXIMIZED.
 10. MINIMUM WIDTH FOR DRIVEWAYS IS 15 FEET AND THE MAXIMUM WIDTH FOR DRIVEWAYS IS 25 FEET. EXCEPT THAT TWO-DIRECTION DRIVEWAYS ON FOUR (4) LANE OR WIDER HIGHWAYS OR WITHIN THE CENTRAL BUSINESS DISTRICT MUST BE BETWEEN 25 FEET AND 35 FEET IN WIDTH PER SEC. 25.16.06 c OF THE CITY'S ZONING ORDINANCE.
 11. MAINTAIN 2% SLOPE ACROSS APRON TOWARD STREET. USE MOUNTABLE CURB (MC-104.01) WHERE BACK OF APRON CANNOT BE LOWERED TO MEET EXISTING CONDITIONS.

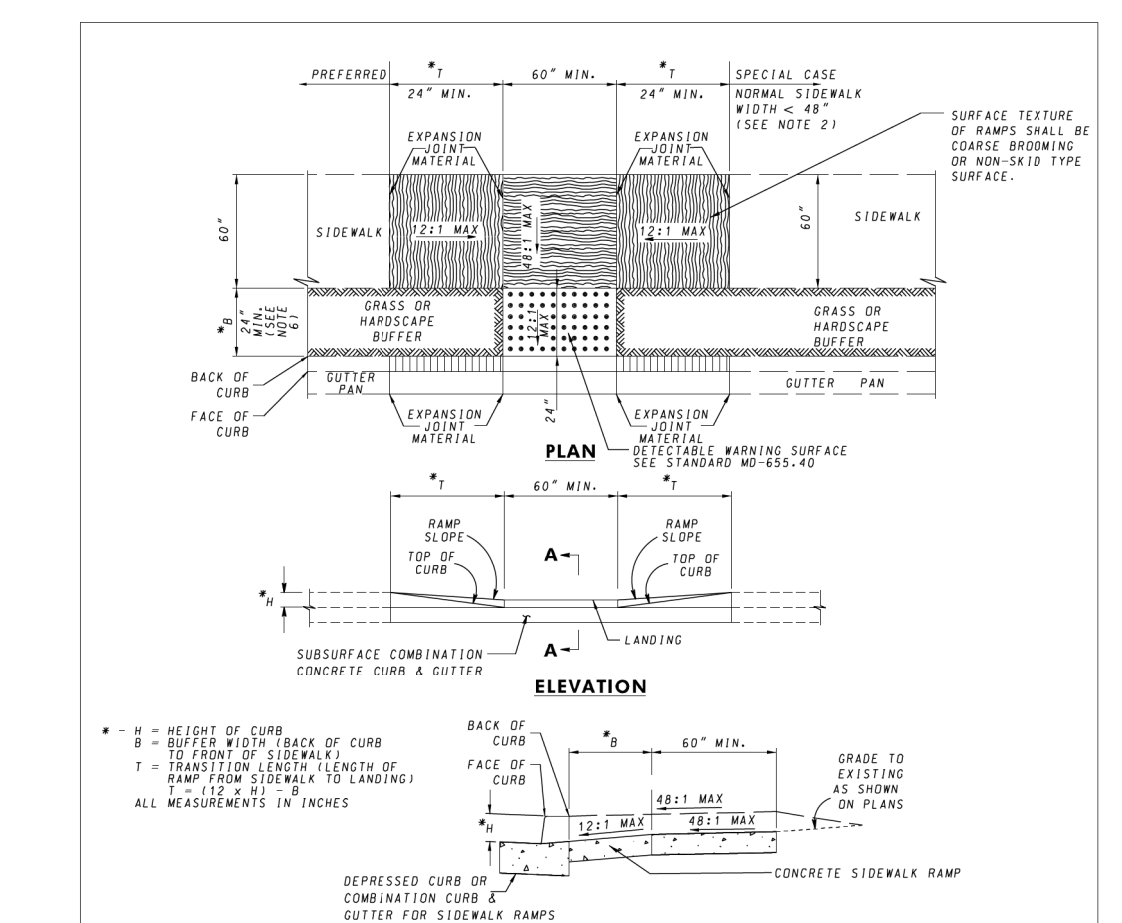
APPROVED <i>[Signature]</i> DIRECTOR OF PUBLIC WORKS	DATE 8-6-20	REVISED	CITY OF ROCKVILLE STANDARD DETAIL COMMERCIAL/MIXED-USE DRIVEWAY APRON WITH BUFFER DETAIL CM-1.2
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DETAIL C – DRIVEWAY APRON WITH BUFFER
CITY OF ROCKVILLE STANDARD NO. CM-1.2



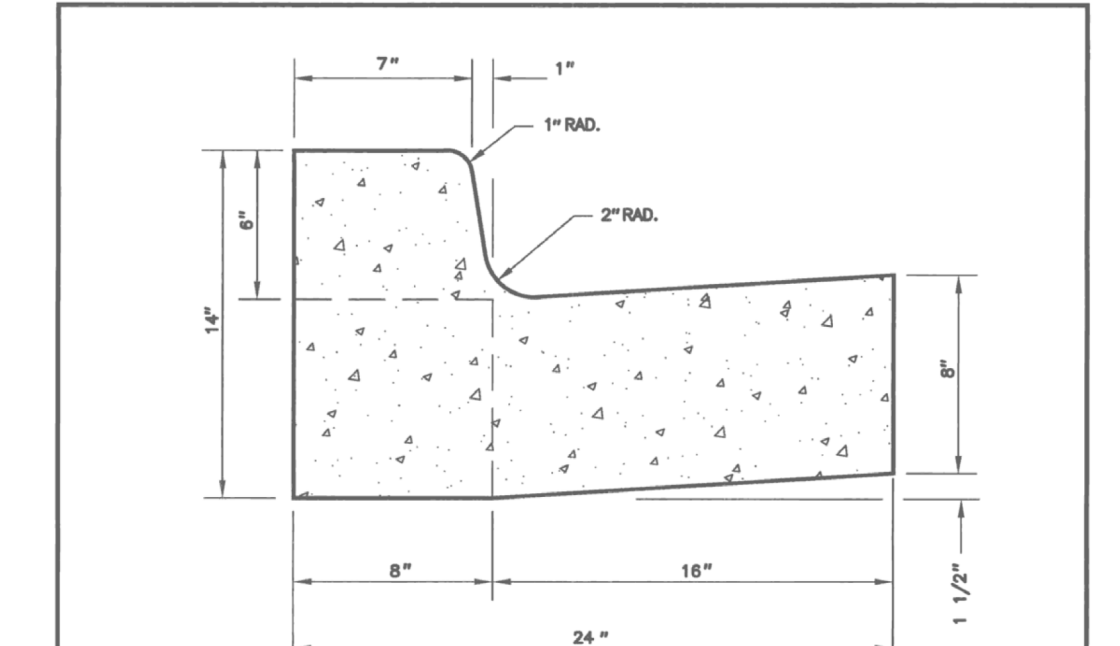
APPROVED <i>[Signature]</i> DIRECTOR, DEPT. OF PUBLIC WORKS & TRANSPORTATION CHIEF, DIV. OF CAP. DEV.	DATE 14 APR 2016	REVISED Δ ASTM-C920 4/2006	MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION COMBINATION CONCRETE CURB AND GUTTER TYPE A STANDARD NO. MC-100.01
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DETAIL D – SIDEWALK RAMPS PERPENDICULAR
STANDARD NO. MD 655.11



APPROVED <i>[Signature]</i> DIRECTOR OF PUBLIC WORKS	DATE 8-6-20	REVISED	CITY OF ROCKVILLE STANDARD DETAIL COMMERCIAL/MIXED-USE DRIVEWAY APRON WITH BUFFER DETAIL CM-1.1
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DETAIL E – SIDEWALK RAMPS COMBINATION
STANDARD NO. MD 655.13



APPROVED <i>[Signature]</i> DIRECTOR, DEPT. OF PUBLIC WORKS & TRANSPORTATION CHIEF, DIV. OF CAP. DEV.	DATE 14 APR 2016	REVISED Δ ASTM-C920 4/2006	MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION COMBINATION CONCRETE CURB AND GUTTER TYPE A STANDARD NO. MC-100.01
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DETAIL F – TYPE 'A' COMBINATION
CONCRETE CURB & GUTTER
MONTGOMERY COUNTY STANDARD NO. MC-100.01

- NOTE:**
1. WHEN SIDE FLARE IS NOT PART OF THE WALKING PATH, THE SLOPE MAY BE GREATER THAN 12:1
 2. SIDE FLARES FOR THIS PROJECT HAVE BEEN DESIGNED TO BE 2' WIDE AT THE CURB.

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OR
1-800-257-7777
OR 811
AT LEAST 48 HOURS
PRIOR TO EXCAVATION

 City of Rockville Get it right	DESIGNED _____	DEPARTMENT OF PUBLIC WORKS CITY OF ROCKVILLE 111 MARYLAND AVE. ROCKVILLE, MARYLAND	DESIGN PLAN APPROVAL				AS BUILT PLAN APPROVAL		STANDARD DETAILS PLAN	POTOMAC VALLEY ROAD SIDEWALK EXTENSION City of Rockville, Maryland	DATE SUBMITTED: NOVEMBER 2021	SCALE 1"=20'	SHEET NO. XX OF XX	FILE #
	DRAFTED _____		CHECKED _____	DIRECTOR OF PUBLIC WORKS _____ PWK# _____ SCP# _____ SMP# _____ CIP# _____ PLAN APPROVAL DATE _____	CHIEF, CONSTRUCTION MANAGEMENT _____ PLAN APPROVAL DATE _____	IFB XX-XX								

NO.	DESCRIPTION OF REVISION	P.E. INITIAL	DATE	DPW	DATE
APPROVAL OF REVISIONS AFTER INTIAL PLAN APPROVAL					



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	DESIGNED _____	DEPARTMENT OF PUBLIC WORKS CITY OF ROCKVILLE 111 MARYLAND AVE. ROCKVILLE, MARYLAND	DESIGN PLAN APPROVAL		AS BUILT PLAN APPROVAL		EXISTING CONDITIONS PLAN	POTOMAC VALLEY ROAD SIDEWALK EXTENSION City of Rockville, Maryland	DATE SUBMITTED: NOVEMBER 2021	SCALE 1"=20'	SHEET NO. _____ OF XX	FILE #
	DRAFTED _____		DIRECTOR OF PUBLIC WORKS _____ PWK# _____ SCP# _____	CHIEF, CONSTRUCTION MANAGEMENT _____	DATE SUBMITTED: IFB XX-XX							
	CHECKED _____		PLAN APPROVAL DATE _____ SMP# _____ CIP# _____	PLAN APPROVAL DATE _____								



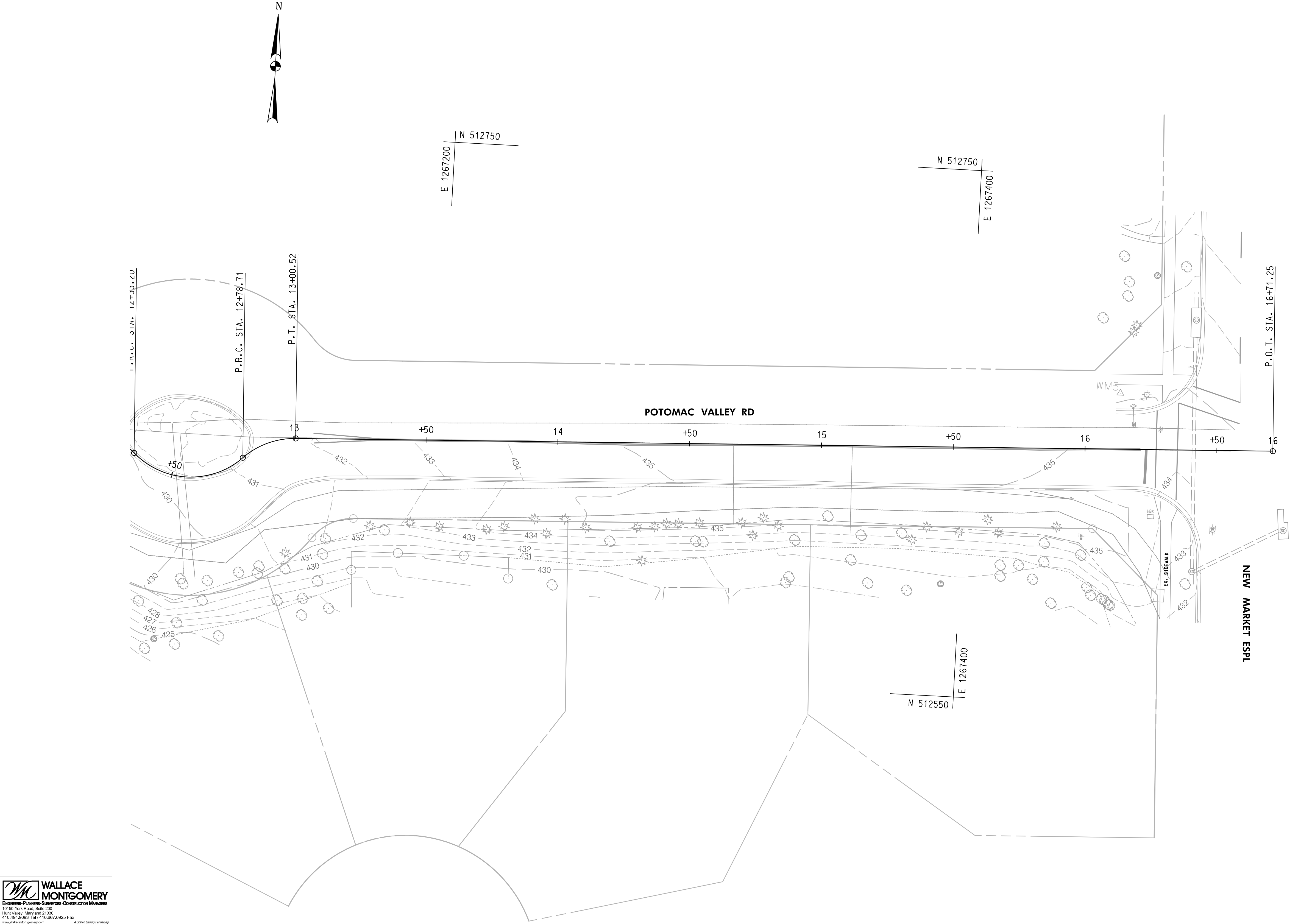
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11155 York Road, Suite 200
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410-484-5500 Tel 410-957-0925 Fax
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	DESIGNED _____ DRAFTED _____ CHECKED _____	DEPARTMENT OF PUBLIC WORKS CITY OF ROCKVILLE 111 MARYLAND AVE. ROCKVILLE, MARYLAND	DESIGN PLAN APPROVAL _____ DIRECTOR OF PUBLIC WORKS _____ PLAN APPROVAL DATE PWK# _____ SCP# _____ SMP# _____ CIP# _____	AS BUILT PLAN APPROVAL _____ CHIEF, CONSTRUCTION MANAGEMENT _____ PLAN APPROVAL DATE	EXISTING CONDITIONS PLAN	POTOMAC VALLEY ROAD SIDEWALK EXTENSION City of Rockville, Maryland	DATE SUBMITTED: NOVEMBER 2021 IFB XX-XX	SCALE	SHEET NO. _____ OF XX	FILE #

NO.	DESCRIPTION OF REVISION	P.E. INITIAL	DATE	DPW	DATE
APPROVAL OF REVISIONS AFTER INTIAL PLAN APPROVAL					



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	DRAFTED _____		DIRECTOR OF PUBLIC WORKS _____ PWK# _____ SCP# _____	CHIEF, CONSTRUCTION MANAGEMENT _____	NOVEMBER 2021							
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	DESIGNED _____	DEPARTMENT OF PUBLIC WORKS CITY OF ROCKVILLE 111 MARYLAND AVE. ROCKVILLE, MARYLAND	DESIGN PLAN APPROVAL		AS BUILT PLAN APPROVAL		CIVIL PLAN	POTOMAC VALLEY ROAD SIDEWALK EXTENSION City of Rockville, Maryland	DATE SUBMITTED: NOVEMBER 2021		SCALE 1"=20'	SHEET NO. _____ OF XX	FILE #
	DRAFTED _____		DIRECTOR OF PUBLIC WORKS _____ PWK# _____ SCP# _____	CHIEF, CONSTRUCTION MANAGEMENT _____	DATE SUBMITTED: IFB XX-XX								
	CHECKED _____		PLAN APPROVAL DATE _____ SMP# _____ CIP# _____	PLAN APPROVAL DATE _____									

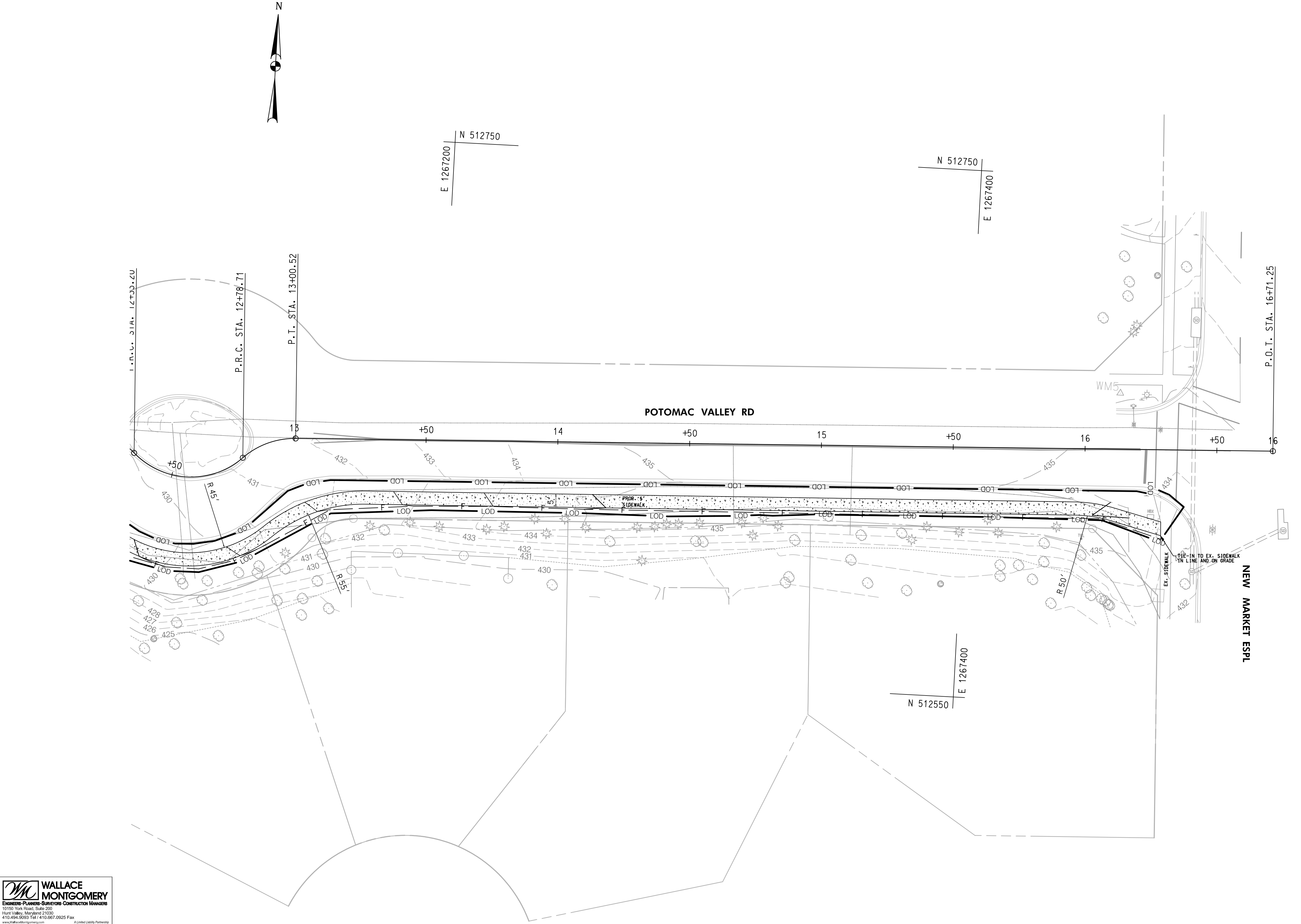


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