MISS UTILITY

THE CONTRACTOR SHALL CALL "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF WORK. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL UNDERGROUND UTILITIES IN THE AREA OF PROPOSED WORK ARE LOCATED PRIOR TO COMMENCING CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH REQUIREMENTS OF CHAPTER 36A OF THE MONTGOMERY COUNTY CODE.

ALL UTILITIES SHOWN ON THE PLANS ARE PROVIDED FOR INFORMATION ONLY AND SHALL BE CONSIDERED APPROXIMATE. ANY UTILITIES OR OTHER UNDERGROUND FACILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED/REPLACED AT THE CONTRACTOR'S SOLE EXPENSE.

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD

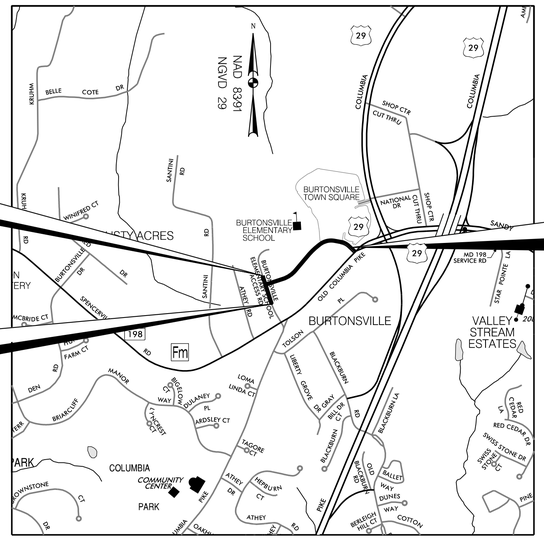
C.I.P. CONTRACT NO. 0500500

INDEX OF SHEETS

MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES APPROVED FOR:		NOTE: MCDPS APPROVAL DOES NOT NEGATE THE NEED OF A MCDPS ACCESS PERMIT
STORMWATER MANAGEMENT REVIEWED DATE APPROVED DATE S.M.FILE NO.	SEDIMENT CONTROL TECHNICAL REQUIREMENTS: REVIEWED DATE APPROVED DATE	ADMINISTRATIVE REQUIREMENTS: REVIEWED DATE SEDIMENT CONTROL PERMIT NO. MCDPS APPROVAL OF THIS PLAN WILL EXPIRE ONE YEAR FROM THE DATE OF APPROVAL, IF THE PROJECT HAS NOT STARTED, UNLESS THE PERMIT HAS BEEN EXTENDED.
DPS approval of a sediment control or stormwater management plan is for demonstrated compliance with minimum environmental runoff treatment standards and does not create or imply any right to divert or concentrate runoff onto any adjacent property without that property owner's permission. It does not relieve the design engineer or other responsible person of professional liability or ethical responsibility for the adequacy of the drainage design as it affects uphill or downhill properties.		

LIMIT OF WORK
BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD
STA. 1000+12.89

LIMIT OF WORK
BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD
STA. 1002+48.27



VICINITY MAP
SCALE: 1" = 1000'

LIMIT OF WORK
BURTONSVILLE ACCESS ROAD
STA. 114+00.70

DESIGN DESIGNATION				
ROADWAY	BURTONSVILLE ACCESS ROAD		BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD	
ROADWAY LENGTH (MILES)	0.26		0.05	
CONTROLS YEARS	-	-	-	-
AVERAGE DAILY TRAFFIC (A.D.T.)	-	-	-	-
DESIGN HOURLY VOLUME (D.H.V.)	-	-	-	-
DIRECTIONAL DISTRIBUTION	-	-	-	-
% TRUCKS (A.D.T.)	-	-	-	-
% TRUCKS (D.H.V.)	-	-	-	-
FUNCTIONAL CLASSIFICATION	LOCAL		LOCAL	
CONTROL OF ACCESS	NONE		NONE	
INTENSITY OF DEVELOPMENT	URBAN		URBAN	
TERRAIN	ROLLING		ROLLING	
DESIGN SPEED (M.P.H.)	25 MPH		25 MPH	
ANTICIPATED POSTED SPEED (M.P.H.)	25 MPH		25 MPH	

95% DESIGN REVIEW
NOVEMBER 23, 2022
NOT FOR CONSTRUCTION

RELATED REQUIRED PERMITS

To be completed by the consultant and placed on the first sheet of the Sediment Control/Stormwater Management plan set for all projects

IT IS THE RESPONSIBLITY OF PERMITTEE/OWNER OF THIS SITE TO OBTAIN ALL REQUIRED PERMITS PRIOR TO ISSUANCE OF THE APPROVED SEDIMENT CONTROL PERMIT:

TYPE OF PERMIT	REQ'D	NOT REQ'D	PERMIT NO.	EXPIRATION DATE	WORK RESTRICTION DATES
MCDPS Floodplain district		X			
WATERWAYS/WETLAND(S) a. Corps of Engineers	X				
b. MDE	X				
c. MDE Water Quality Certification	X				
MDE Dam Safety		X			
Montgomery County/DNR Roadside Tree Care Blanket Permit	X				
Montgomery County Roadside Tree Protection Law Approval	X				
NPDES NOTICE OF INTENT	X				
OTHERS (Please List):					
WSSC		X			
Montgomery County Tree Canopy Construction Law Approval	X				
Historic Area Work Permit		X			

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LICENSE NO.
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DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY KBJ DRAWN BY KBJ CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD
TITLE SHEET

SCALE AS SHOWN DATE NOVEMBER 23, 2022

DRAWING NO. TI-01 OF 01 SHEET NO. 1 OF 63

PLOTTED: 11/23/2022
FILE: \\ad.rkk.com\lib\Dkurt\Projects\2020\20097_MCDOTransp\Task 6 - Burtonsville Access Road\cadd\Plans\pGN-T001_BAR.dgn

GENERAL NOTES

1. RIGHT OF WAY LINES ARE SHOWN FOR ASSISTANCE IN INTERPRETING PLANS. THESE LINES DO NOT REPRESENT THE OFFICIAL PROPERTY ACQUISITION LINES. FOR OFFICIAL RIGHT OF WAY AND EASEMENT INFORMATION, SEE THE APPROPRIATE RIGHT OF WAY PLAT.

2. INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS, BUT THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATIONS OF THE MAINS BY DIGGING TEST HOLES BY HAND AT ALL UTILITY CROSSINGS, WELL IN ADVANCE OF TRENCHING. IF CLEARANCE IS LESS THAN TWELVE (12) INCHES, THEN CONTACT THE MONTGOMERY COUNTY DOT PROJECT MANAGER AND THE APPROPRIATE UTILITY BEFORE PROCEEDING WITH CONSTRUCTION.

3. REPAIRS TO UTILITIES OR PROPERTY DAMAGED AS A RESULT OF THE CONTRACTOR'S NEGLIGENCE OR METHOD OF OPERATION MUST BE MADE AT THE CONTRACTOR'S EXPENSE BEFORE PROCEEDING WITH CONSTRUCTION.

4. THE EXACT LOCATION AND TYPE OF SEDIMENT CONTROL DEVICES WILL BE SUBJECT TO THE APPROVAL OF THE ENGINEER, WHO RESERVES THE RIGHT TO ORDER ADDITIONAL EROSION AND SEDIMENT CONTROL DEVICES.

5. CONSTRUCTION EQUIPMENT SHALL HAVE TREADS /TIRES CLEANED PRIOR TO LEAVING THE LOD. ALL MATERIAL REMOVAL /LOAD OUT SHALL BE LIFTED FROM THE LOD. ALL SEDIMENT SPILLED, DROPPED OR TRACKED ONTO THE ROAD MUST BE REMOVED IMMEDIATELY BY VACUUMING, SCRAPING OR SWEEPING.

6. SAW CUTS WILL NOT BE MEASURED BUT WILL BE INCIDENTAL TO OTHER RELATED ITEMS AS SPECIFIED IN THE CONTRACT DOCUMENTS.

7. REFER TO THE CONTRACT DOCUMENTS FOR ROADWAY BORING, AND SOIL BORING DATA SHEETS.

8. ALL WORK ON THIS PROJECT SHALL CONFORM TO THE LATEST MDSHA STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, REVISIONS THEREOF OR ADDITIONS THERETO, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST VERSION OF THE MARYLAND MUTCD.

9. PAVEMENT RESURFACING SHALL BE COMPLETED WITHIN FOURTEEN (14) CALENDAR DAYS AFTER GRINDING. PAVEMENT GRINDING OPERATIONS SHALL NOT BEGIN UNLESS THERE IS A SUFFICIENT TIME TO RESURFACE THE ROADWAY BEFORE COLD WEATHER.

10. EXISTING INFORMATION SHOWN IN THE PLANS IS BASED ON TOPOGRAPHIC SURVEY PERFORMED BY RK&K ON DECEMBER 1, 2021 WITH HORIZONTAL DATUM NAD 83'91 AND VERTICAL DATUM NGVD 29.

LEGEND

- CONCRETE SIDEWALK
- ASPHALT SHARED USE PATH
- FULL DEPTH ASPHALT PAVEMENT
- PAVEMENT GRINDING & RESURFACING
- PAVEMENT OR SIDEWALK REMOVAL
- GRAVEL
- 135+00 — BASELINE OF CONSTRUCTION
- PROPOSED RIGHT–OF–WAY
- CHAIN LINK FENCE
- C — CUT LINE
- F — FILL LINE
- LOD — LIMIT OF DISTURBANCE
- WOOD FENCE
- 15" RCP — STORM DRAIN
- FO — FIBER OPTIC LINE
- G — GAS LINE
- ES 1 — DRAINAGE STRUCTURE IDENTIFICATION
- FIRE HYDRANT
- LIGHT POLE
- W-1 — ROADWAY /SOIL BORING
- TH-01 — UTILITY TEST HOLE LOCATION

- 4" G — EXISTING GAS MAIN
- EXISITING RIGHT OF WAY LINE
- SAN — EXISTING SEWER MAIN
- 15" RCP — EXISTING STORM DRAIN PIPE
- W — EXISTING WATER MAIN
- FO — EXISTING FIBER OPTIC
- G.M. — EXISTING GAS MANHOLE
- EXISTING INLET
- EXISTING LIGHT
- EXISTING SIGN
- SD — STORM DRAIN MANHOLE
- SS MH — SANITARY SEWER MANHOLE
- TMH — TELEPHONE MANHOLE
- W — WATER VALVE
- W.M. — WATER METER
- UTILITY POLE
- TREES
- TREE LINE
- WETLAND BOUNDARY
- WETLAND AREA

ABBREVIATIONS

A.A.S.H.T.O.	American Association of State Highway Transportation Officials
ABAND.	Abandoned
ADT.	Average Daily Traffic
AHD.	Ahead
APPROX.	Approximate
AUX.	Auxiliary
℄ or B/L	Baseline
B.A.R.	Burtonsville Access Road
B.E.A.R.	Burtonsville Elementary School Access Road
BK	Back /Book
BIT.	Bituminous
B.C.	Bituminous Concrete
B.M.	Bench Mark
BOT.	Bottom
C.C.	Center of Curve
CAB.	Utility Cabinet
CATV	Cable Television
C.B.R.	California Bearing Ratio
℄	Centerline
CL.	Class
CLF	Chainlink Fence
CMP.	Corrugated Metal Pipe
CMPA.	Corrugated Metal Pipe Arch
C.O.	Cleanout
COMB.	Combination
CONC.	Concrete
CONSTR.	Construction
COR.	Corner
CORR.	Correction
DC	Degree of Curve
D.H.V.	Design Hourly Volume
D.I.	Drop Inlet
DIA.	Diameter
D.O.	Double Opening
DPS	Department of Permitting Services
E	East
E	Electric
E	External Distance
EA.	Each
EB	Eastbound
ELEV.	Elevation
E.R.C.C.P.	Elliptical Reinforced Cement Concrete Pipe
ES	End Section
EX. or EXIST.	Existing
FT.	Feet
F or FL	Flowline
F.B.D.	Flat Bottom Ditch
F.H.	Fire Hydrant
FWD.	Forward
G	Gas
G.V.	Gas Valve
H.B.	Handbox
H.D.P.E.	High Density Polyetheylene Pipe
HDWL.	Headwall
H.E.R.C.P.	Horizontal Ellipitical Reinforced Concrete Pipe
H.P.	High Point
IN	Inch
I.S.T.	Inlet Sediment Trap
INV.	Invert
J.B.	Junction Box
K	K Inlet
L	Length
L.F.	Linear Feet
L.L.	Liquid Limit
LOD	Limit of Disturbance
L.P.	Light Pole
LT.	Left
M–NCPPC	Maryland–National Capital Park and Planning Commission
MAC.	Macadam
M.C.	Moisture Content
MAX.	Maximum
M.D.D.	Maximum Dry Content
MOD.	Modified
MIN.	Minimum
N	North
NB	Northbound
N.E.	Northeast
N.P.	Non–Plastic
O.C.	On Center
OHE	Overhead Electric
O.M.	Optimum Moisture
PAV'T.	Pavement
P.C.	Point of Curvature
P.C.C.	Point of Compound Curvature
P/C	Point of Crown
P	Plate
PED.	Utility Pedestal
P/GE	Profile Grade Elevation
PGL	Profile Grade Line
P/GL	Profile Ground Line
P/R	Point of Rotation
P.I.	Plasticity Index
P.I.	Point of Intersection
P.O.C.	Point On Curve
P.O.T.	Point On Tangent
PROP.	Proposed
P.R.C.	Point of Reverse Curve
PT.	Point
P.T.	Point of Tangency
P.V.C.	Point of Vertical Curve
PVC	Polyvinyl Chloride
PVI	Point of Vertical Intersection
PVRC	Point of Vertical Reverse Curve
PVT	Point of Vertical Tangency
R	Radius
RELOC.	Relocated
R.F.	Rock Fragments
RT	Right
RW or R/W or R.O.W.	Right of Way
R.C.P.	Reinforced Cement Pipe
R.C.C.P.	Reinforced Cement Concrete Pipe
R.Q.D.	Rock Quality Desgnation
R.M.	Rootmat
S	South
SAN.	Sanitary Sewer
SB	Southbound
S.D.	Storm Drain
S.D.D.	Surface Drain Ditch
S.E.	Super Elevation
SF	Silt Fence
S.F.	Square Feet
SHLD.	Shoulder
SHT.	Sheet
S.P.P.	Structural Plate Pipe
S.P.T.	Standard Penetration Testing
SSD	Stopping Sight Distance
SSF	Super Silt Fence
STD.	Standard
STA.	Station
SO.	Single Opening
S.Y.	Square Yards
SWM	Stormwater Management
T	Tangent
T	Telephone
T.C.	Top of Cover
T.G.	Top of Grate
T or TL	Traverse Line
T.M.	Top of Manhole
TRAV.	Traverse
TS	Temporary Swale
T.S.	Top of Slab
T.S.	Topsoil
TYP.	Typical
U.D.	Under Drain
U.G.	Underground
U.P.	Utility Pole
U.S.D.A.	United States Department of Agriculture
VCL	Vertical Clearance
V.C.L.	Vertical Curve Length
W	Water
W	West
WB	Westbound
WB	Wetland Buffer
W.M.	Water Meter
W.S.	Wrapped Steel
W.S.S.C.	Washington Suburban Sanitation Commission
W.V.	Water Valve
X–SLOPE	Cross Slope

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GAITHERSBURG, MARYLAND

CONTACT:
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240–777–7220
DESIGN SECTION
240–777–7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY MCK DRAWN BY SJS CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD

GENERAL NOTES, ABBREVIATIONS AND LEGEND

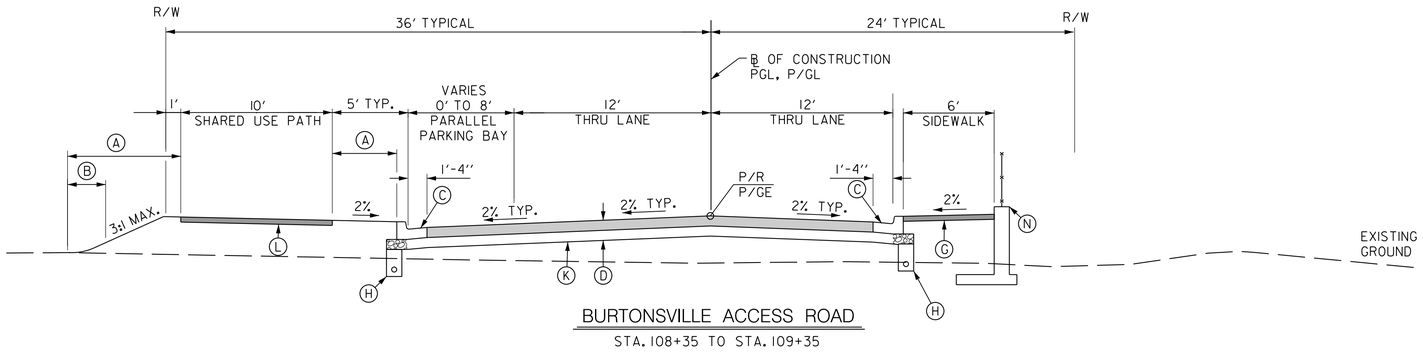
SCALE NONE DATE NOVEMBER 23, 2022

DRAWING NO. AB-01 OF 01 SHEET NO. 2 OF 63

PLOTTED: 11/23/2022
FILE: \\atlrkk.com\lfs\Cloud\Projects\2020\20097_MCDOTramp\Task 6 - Burtonsville Access Road\cadd\Plans\pAB-0001_BAR.dgn

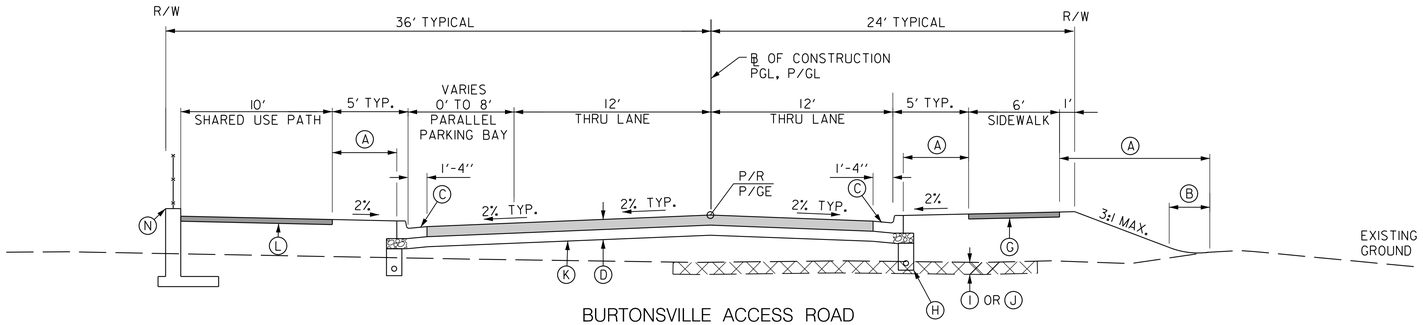
TYPICAL SECTION LEGEND

- (A) PLACE 4" TOPSOIL AND SOD EXCEPT WHERE DITCH LININGS ARE TO BE BIOFILTRATION SEED MIX, RIPRAP OR CONCRETE.
- (B) SLOPE ROUNDING (STD. NO. MC-811.01)
- (C) COMBINATION CONCRETE CURB & GUTTER - TYPE A (STD NO. MC-100.01)
- (D) FULL DEPTH PAVEMENT (SEE DETAIL SHEET NO. PD-01)
- (G) 5 INCH CONCRETE SIDEWALK (STD. NO. MC-111.01)
- (H) UNDERDRAIN - LOCATION AS NOTED ON PLANS (SHA STD. MD-387.11-01)
- (I) WHEN THE TOP OF PROPOSED SUBGRADE IS LESS THAN ONE FOOT ABOVE THE EXISTING PAVEMENT SURFACE, REMOVE THE EXISTING PAVEMENT AND BACKFILL WITH CRUSHER RUN CR-6.
- (J) WHEN THE TOP OF PROPOSED SUBGRADE IS GREATER THAN OR EQUAL TO ONE FOOT ABOVE THE EXISTING PAVEMENT SURFACE, REMOVE THE EXISTING PAVEMENT AND BACKFILL WITH COMMON BORROW.
- (K) TOP OF SUBGRADE
- (L) ASPHALT SHARED USE PATH (SHA STD. MD-580.08)
- (N) RETAINING WALL WITH ORNAMENTAL FENCE (SEE RETAINING WALL PLANS & DETAILS - SHEETS 35-39)



BURTONSVILLE ACCESS ROAD

STA. 108+35 TO STA. 109+35



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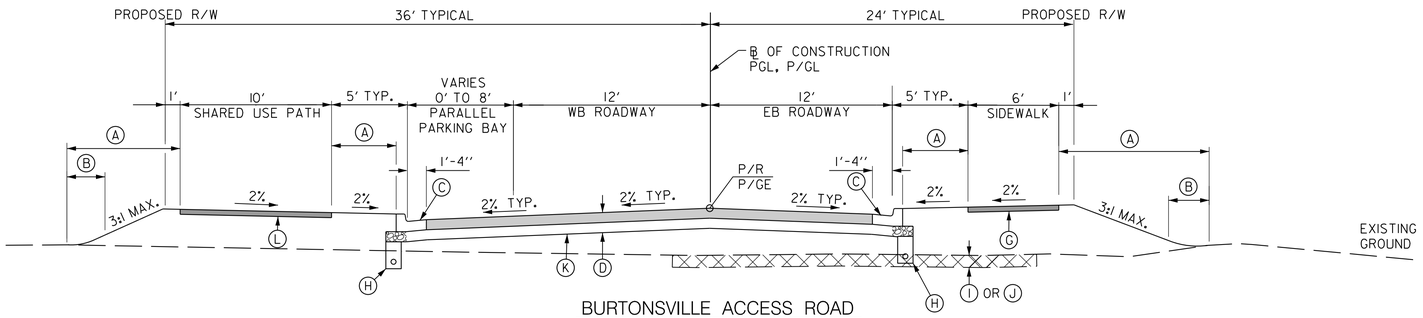
STA. 105+00 TO STA. 106+10



BURTONSVILLE ACCESS ROAD

STA. 100+75 TO STA. 111+75

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GAITHERSBURG, MARYLAND

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240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY MCK DRAWN BY SJS CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

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TYPICAL SECTIONS

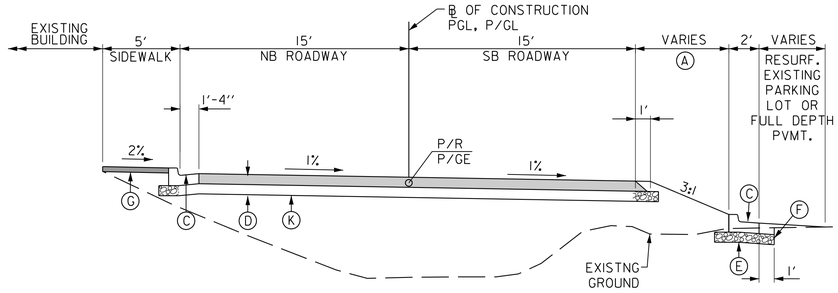
SCALE N.T.S. DATE NOVEMBER 23, 2022

DRAWING NO. TS-01 OF 02 SHEET NO. 3 OF 63

PLOTTED: 11/23/2022
FILE: \\adrkk.com\fs\Cloud\Projects\2020\20097_MCDOTranrep\Task 6 - Burtonsville Access Road\cadd\Plans\pTS-P001_BAR.dgn

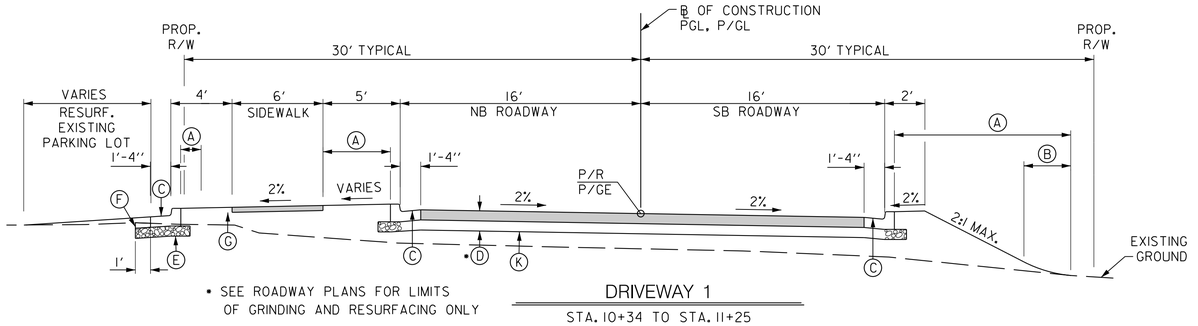
TYPICAL SECTION LEGEND

- (A) PLACE 4" TOPSOIL AND SOD EXCEPT WHERE DITCH LININGS ARE TO BE BIOFILTRATION SEED MIX, RIPRAP OR CONCRETE.
- (B) SLOPE ROUNDING (STD. NO. MC-811.01)
- (C) COMBINATION CONCRETE CURB & GUTTER - TYPE A (STD NO. MC-100.01)
- (D) FULL DEPTH PAVEMENT (SEE DETAIL SHEET NO. PD-01)
- (E) LIMIT OF CLASS I EXCAVATION
- (F) FULL DEPTH SAW CUT
- (G) 5 INCH CONCRETE SIDEWALK (STD. NO. MC-111.01)
- (H) UNDERDRAIN - LOCATION AS NOTED ON PLANS (SHA STD. MD-387.11-01)
- (K) TOP OF SUBGRADE
- (M) GRIND AND RESURFACE



DRIVEWAY 2

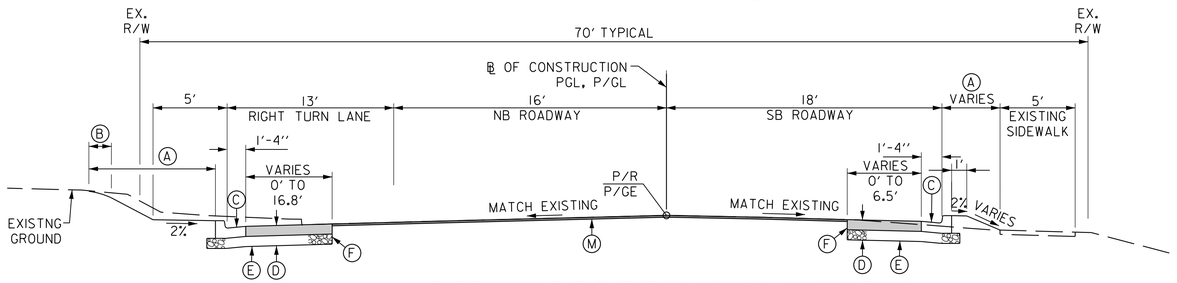
STA. 20+25 TO STA. 21+16



• SEE ROADWAY PLANS FOR LIMITS OF GRINDING AND RESURFACING ONLY

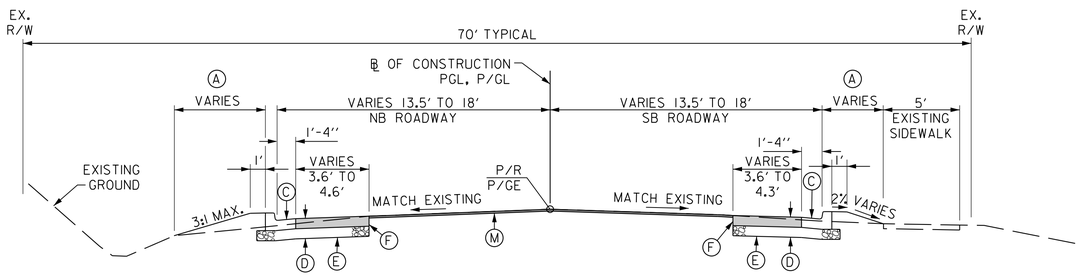
DRIVEWAY 1

STA. 10+34 TO STA. 11+25



BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD

STA. 1001+50 TO STA. 1002+48



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STA. 1000+12 TO STA. 1001+50

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MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD

TYPICAL SECTIONS

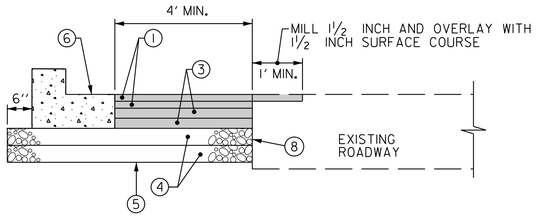
SCALE N.T.S. DATE NOVEMBER 23, 2022

DRAWING NO. TS-02 OF 02 SHEET NO. 4 OF 63

PLOTTED: 11/23/2022
FILE: \\adrkk.com\ds\Cloud\Projects\2020\20097_MCDOTransp\Task 6 – Burtonsville Access Road\cadd\Plans\p2TS-P002_BAR.dgn

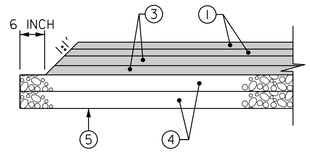
LEGEND

1. ① 1½ INCH HOT MIX ASPHALT SUPERPAVE SURFACE, 12.5 MM, PG 64-22, LEVEL-2
2. ② HOT MIX ASPHALT SUPERPAVE, 9.5 MM FOR WEDGE / LEVEL, PG 64-22, LEVEL-2
3. ③ 2½ INCH HOT MIX ASPHALT SUPERPAVE BASE, 19.0 MM, PG 64-22, LEVEL-2
4. ④ 5 INCH GRADED AGGREGATE BASE COURSE
5. ⑤ TOP OF SUBGRADE AND LIMIT OF CLASS I EXCAVATION
6. ⑥ COMBINATION CONCRETE CURB & GUTTER - TYPE A (STD NO. MC-100.01)
8. ⑧ SAW CUT
9. ⑨ 4 INCH CONCRETE SIDEWALK (GRADED AGGREGATE BASE INCIDENTAL TO SIDEWALK PAY ITEM)
10. ⑩ PLAIN PORTLAND CEMENT CONCRETE PAVEMENT - MIX NO. 3



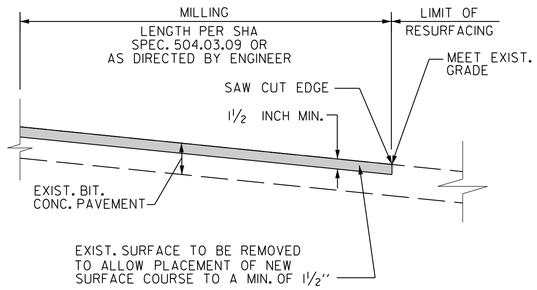
FULL DEPTH PAVEMENT DETAIL – CLOSED SECTION

NOT TO SCALE



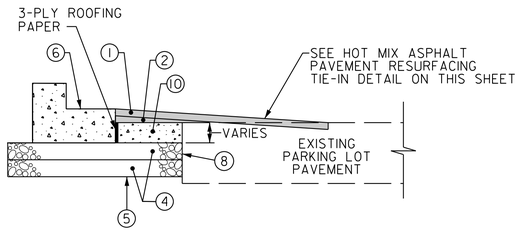
FULL DEPTH PAVEMENT DETAIL – OPEN SECTION

NOT TO SCALE



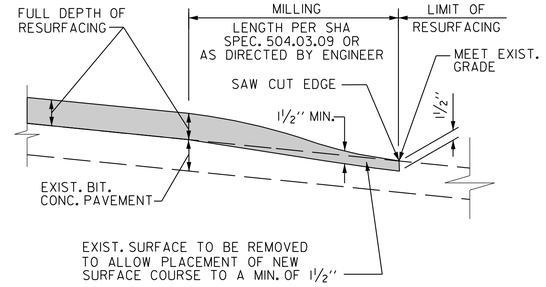
GRIDING AND RESURFACING DETAIL

NOT TO SCALE



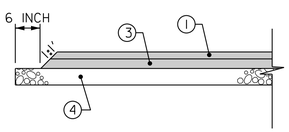
EXISTING PARKING LOT NEW CONCRETE CURB AND GUTTER DETAIL

NOT TO SCALE



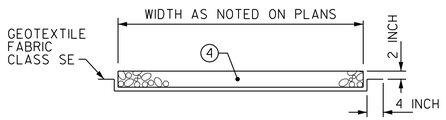
HOT MIX ASPHALT PAVEMENT RESURFACING TIE – IN DETAIL

NOT TO SCALE



ASPHALT SHARED USE PATH (SHA STD. MD–580.08)

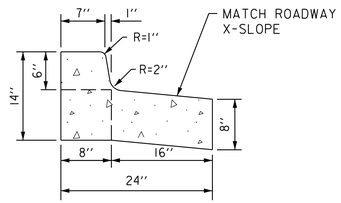
NOT TO SCALE



NOTE: GEOTEXTILE FABRIC CLASS SE SHALL BE INCIDENTAL TO THE GRADED AGGREGATE BASE FOR GRAVEL ENTRANCE ITEM.

GRAVEL ENTRANCE DETAIL
(SWM POND ACCESS)

NOT TO SCALE



(MODIFIED TYPE 'A' MONT. CO. STD. NO. MC-100.01)

MODIFIED COMBINATION CONCRETE CURB AND GUTTER

NOT TO SCALE

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GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240–777–7220
DESIGN SECTION
240–777–7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY M&K DRAWN BY S&S CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

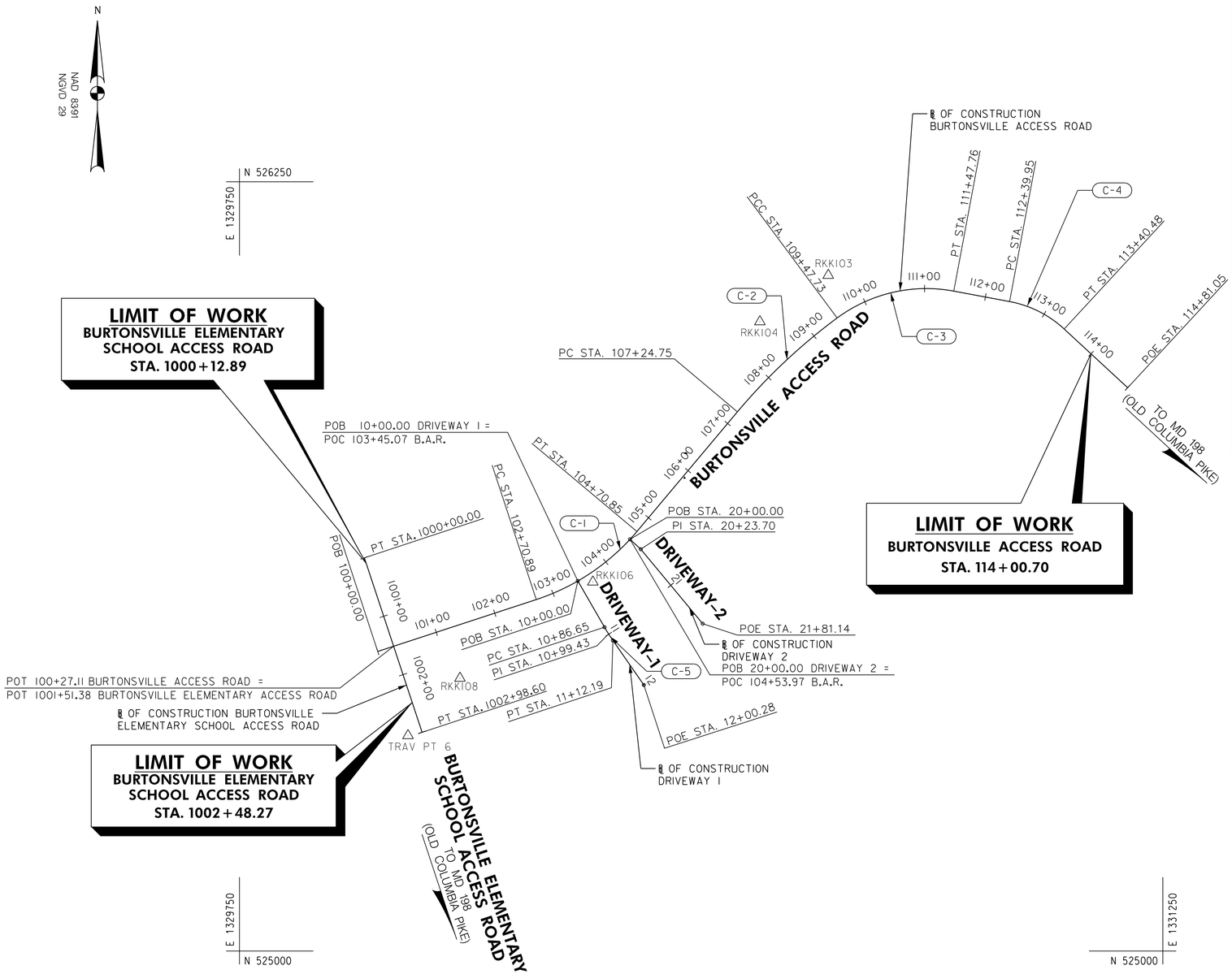
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD

PAVEMENT DETAILS

SCALE N.T.S DATE NOVEMBER 23, 2022

DRAWING NO. PD-01 OF 01 SHEET NO. 5 OF ___

PLOTTED: 11/23/2022
FILE: \\atlrkk.com\lib\Cities\Projects\2020\20097_MCDOTransp\Task 6 – Burtonsville Access Road\cadd\Plans\p07-p001_B4R.dgn



BASELINE CONTROL COORDINATES

BASELINE	POINT NO.	STATION	NORTH	EAST	BEARING
BURTONSVILLE ACCESS ROAD	POB	100+00.00	525,486.7516	1,329,974.6714	N 71°51'00.00" E
	PC	102+70.89	525,571.1366	1,330,232.0867	
	PI	103+73.52	525,603.1070	1,330,329.6119	
	PT	104+70.85	525,681.6980	1,330,395.6174	N 40°01'32.00" E
	PC	107+24.75	525,876.1214	1,330,558.9058	
	PCC	109+47.73	526,028.6173	1,330,720.8922	
	PI	110+53.80	526,091.8130	1,330,806.0834	
	PT	111+47.76	526,072.3100	1,330,910.3469	S 79°24'17.82" E
	PC	112+39.95	526,055.3594	1,331,000.9646	
	PI	112+91.58	526,045.8660	1,331,051.7163	
	PT	113+40.48	526,010.8016	1,331,089.6154	S 47°13'29.62" E
	POE	114+81.05	525,915.3373	1,331,192.7974	
BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD	PT	1000+00.00	525,638.9325	1,329,952.9208	S 18°17'33.23" E
	PT	1002+98.60	525,355.4183	1,330,046.6433	
DRIVEWAY-1	POB	10+00.00	525,601.3188	1,330,299.7032	S 29°57'26.08" E
	PC	10+86.65	525,526.2463	1,330,342.9716	
	PI	10+99.43	525,515.1753	1,330,349.3525	
	PT	11+12.19	525,504.6870	1,330,356.6516	S 34°50'06.75" E
	POE	12+00.28	525,432.3792	1,330,406.9727	
DRIVEWAY-2	POB	20+00.00	525,669.0340	1,330,384.4617	S 47°17'19.96" E
	PI	20+23.70	525,652.9587	1,330,401.8755	
	POE	21+81.14	525,531.9086	1,330,502.5398	S 39°44'47.88" E

CURVE DATA

CURVE	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
C-1	31°49'28.00" LT.	15°54'55.78"	360.00	102.63'	199.96'	14.34'
C-2	13°24'21.65" RT.	6°00'43.74"	953.00	112.00'	222.98'	6.56'
C-3	47°09'48.53" RT.	23°34'42.64"	243.00	106.07'	200.03'	22.14'
C-4	32°10'48.20" RT.	32°00'31.74"	179.00	51.63'	100.54'	7.30'
C-5	4°52'40.67" LT.	19°05'54.94"	300.00	12.78'	25.54'	0.27'

TRAVERSE CONTROL

TRAV PT.	NORTHING	EASTING	ELEVATION	DESCRIPTION
6	525,350.1638	1,330,023.8409	479.62	REBAR & CAP
RKK103	526,098.0629	1,330,706.4649	487.82	REBAR & CAP
RKK104	526,022.5951	1,330,595.4332	486.59	REBAR & CAP
RKK106	525,599.7952	1,330,324.1285	481.22	MAG NAIL
RKK108	525,443.3125	1,330,108.2644	481.78	MAG NAIL

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240-777-7220
DESIGN SECTION
240-777-7221

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ROCKVILLE, MARYLAND

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Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY KBJ DRAWN BY KBJ CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD

GEOMETRY SHEET

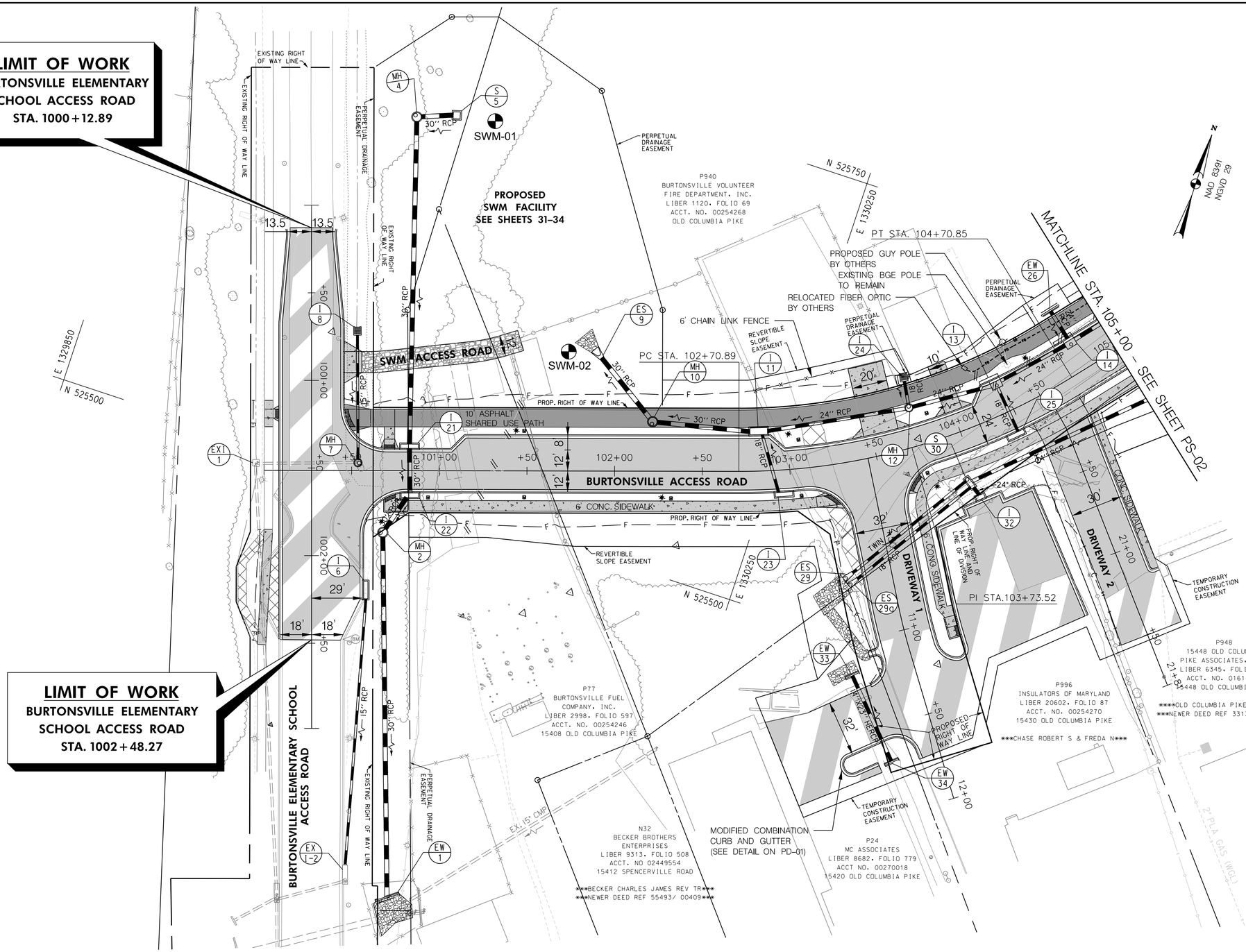
SCALE 1"=100' DATE NOVEMBER 23, 2022

DRAWING NO. GS-01 OF 01 SHEET NO. 6 OF 63

PLOTTED: 11/23/2022
FILE: \\atlrkk.com\lfs\Cloud\Projects\2020\20097_MCDOT\ensp\Task 6 - Burtonsville Access Road\cadd\Plans\pGS-P001_BAR.dgn

LIMIT OF WORK
BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD
STA. 1000+12.89

LIMIT OF WORK
BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD
STA. 1002+48.27



COMBINATION CONCRETE CURB AND GUTTER

235	L.F.	B.E.A.R.	STA. 1000+13, RT TO STA. 1002+48, RT
102	L.F.	B.E.A.R.	STA. 1000+13, LT TO STA. 1001+13, LT
37	L.F.	B.E.A.R.	STA. 1001+88, LT TO STA. 1002+25, LT
472	L.F.	B.A.R.	STA. 100+50, LT TO STA. 105+00, LT
438	L.F.	B.A.R.	STA. 100+50, RT TO STA. 103+35, RT
158	L.F.	B.A.R.	STA. 103+65, RT TO STA. 105+00, RT
106	L.F.	DRIVEWAY-1	STA. 10+35, RT TO STA. 11+25, RT
268	L.F.	DRIVEWAY-1	STA. 10+35, LT TO STA. 11+25, LT
81	L.F.	DRIVEWAY-1	STA. 11+55, RT TO STA. 11+73, RT
100	L.F.	DRIVEWAY-2	STA. 20+24, LT TO STA. 21+17, LT

5 INCH DEPTH BUSINESS DISTRICT & RESIDENTIAL SIDEWALK INCLUDING RAMPS: MSHA CONCRETE MIX NO. 3, MCDOT SIDEWALK STANDARD NO. MC-111.01

322	S.F.	B.E.A.R.	STA. 1001+85, RT TO STA. 1002+50, RT
100	S.F.	B.E.A.R.	STA. 1001+12, RT TO STA. 1001+27, RT
84	S.F.	B.A.R.	STA. 100+67, LT TO STA. 100+26, LT
1,670	S.F.	B.A.R.	STA. 100+68, RT TO STA. 103+28, RT
1,304	S.F.	B.A.R.	STA. 103+64, RT TO STA. 104+40, RT
510	S.F.	B.A.R.	STA. 104+69, RT TO STA. 105+00, RT

DETECTABLE WARNING SURFACES

27	S.F.	B.E.A.R.	STA. 1001+15, RT TO STA. 1001+24, RT
22	S.F.	B.E.A.R.	STA. 1001+17, LT TO STA. 1001+27, LT
21	S.F.	B.A.R.	STA. 100+60, LT TO STA. 100+70, LT
12	S.F.	B.A.R.	STA. 100+61, RT TO STA. 100+70, RT
12	S.F.	B.A.R.	STA. 103+20, RT TO STA. 103+28, RT
14	S.F.	B.A.R.	STA. 103+64, RT TO STA. 103+73, RT

7 INCH DEPTH CONCRETE, MSHA MIX NO. 9, FOR DRIVEWAYS AND DRIVEWAY APRONS

282	S.F.	B.A.R.	STA. 103+39, LT TO STA. 103+72, LT
150	S.F.	B.A.R.	STA. 103+90, LT TO STA. 104+12, LT
309	S.F.	B.A.R.	STA. 104+39, RT TO STA. 104+69, RT

ASPHALT SHARED USE PATH SHA STD. MD 580.08

4,555	S.F.	B.A.R.	STA. 100+45, LT TO STA. 105+00, LT

STANDARD MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH DEPTH

698	S.Y.	DRIVEWAY-1	STA. 10+43, LT TO STA. 11+73, RT
249	S.Y.	DRIVEWAY-1	STA. 11+26, RT TO STA. 11+73, RT
124	S.Y.	DRIVEWAY-2	STA. 21+18, LT TO STA. 21+50, RT

LEGEND

- FULL DEPTH ASPHALT PAVEMENT
- PAVEMENT GRINDING AND RESURFACING
- ASPHALT SHARED USE PATH
- CONCRETE SIDEWALK
- PAVEMENT OR SIDEWALK REMOVAL
- DETECTABLE WARNING SURFACE
- TRAFFIC FLOW ARROW

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

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240-777-7220
DESIGN SECTION
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ROCKVILLE, MARYLAND

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Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY MCK DRAWN BY SJS CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

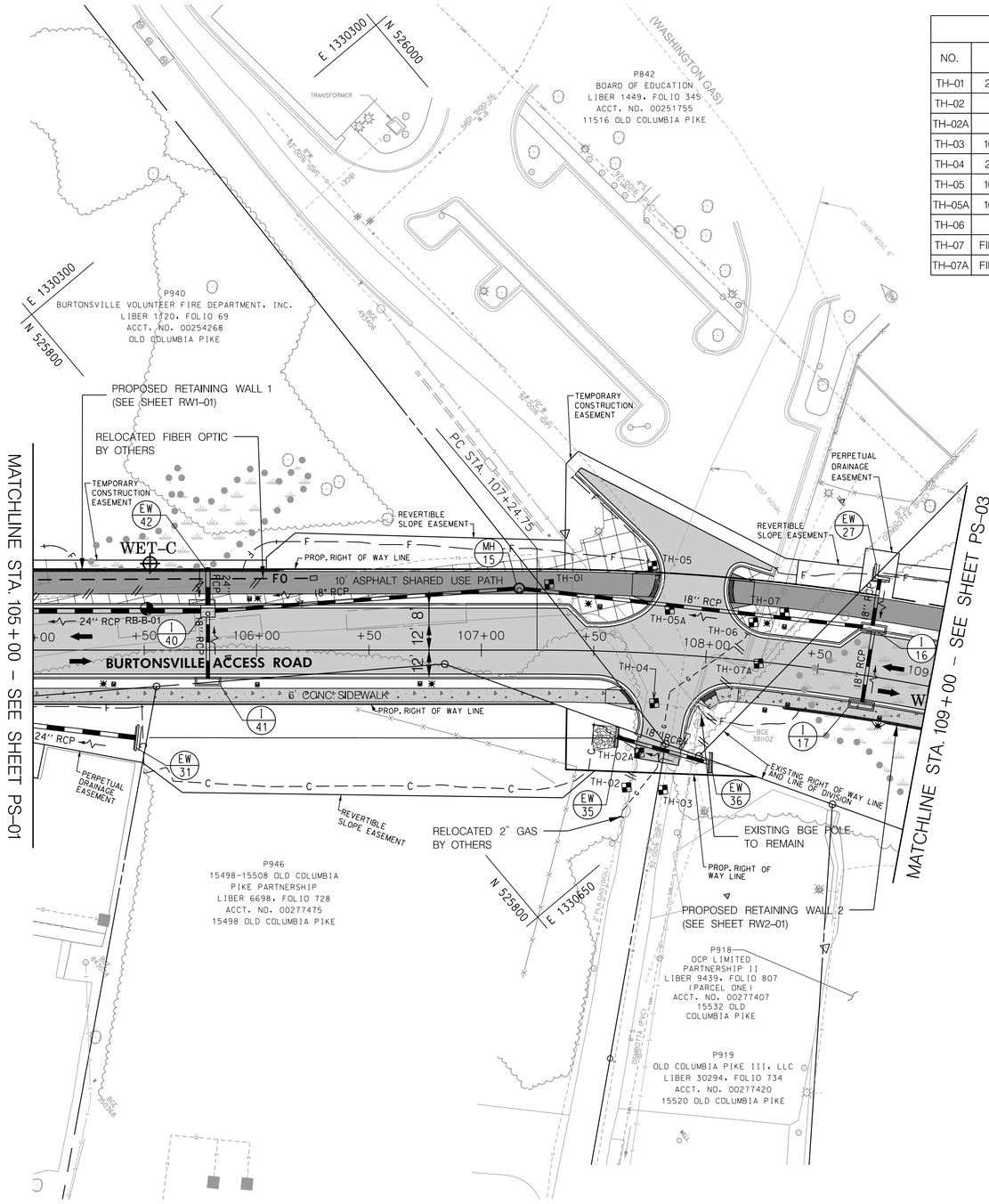
BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

ROADWAY PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. PS-01 OF 03 SHEET NO. 7 OF 63

PLOTTED: 11/23/2022
FILE: \\ad.rkk.com\Up\Cloud\Projects\2020\20097_MCDOT\Tranes\Task 6 - Burtonsville Access Road\cadd\Plans\pr40-P001_BAR.dgn



PROPOSED TEST HOLE DATA

NO.	UTILITY	NORTHING	EASTING	TOP UTILITY ELEVATION	SURFACE ELEVATION
TH-01	2" PL F.O.	525,898.93	1,330,541.05	480.62	482.54
TH-02	2" GAS	525,867.39	1,330,631.24	NOT FOUND FILLED WITH WATER	
TH-02A	2" GAS	525,881.64	1,330,623.14	–	–
TH-03	10" WATER	525,868.19	1,330,650.52	479.08	483.88
TH-04	2" PL F.O.	525,901.32	1,330,611.68	480.97	483.60
TH-05	10" WATER	525,939.47	1,330,563.36	NOT FOUND FILLED WITH SOIL CEMENT	
TH-05A	10" WATER	525,932.90	1,330,583.06	–	–
TH-06	2" GAS	525,957.07	1,330,609.80	480.44	484.31
TH-07	FIBER OPTIC	525,971.21	1,330,616.91	NOT FOUND	
TH-07A	FIBER OPTIC	525,976.29	1,330,623.83	–	–

NAD 83\91
NGVD 29

COMBINATION CONCRETE CURB AND GUTTER

350	L.F.	B.A.R.	STA. 105+00, LT TO STA. 107+80, LT
286	L.F.	B.A.R.	STA. 105+00, RT TO STA. 107+73, RT
137	L.F.	B.A.R.	STA. 108+06, LT TO STA. 109+00, LT
124	L.F.	B.A.R.	STA. 107+92, LT TO STA. 109+00, RT

5 INCH DEPTH BUSINESS DISTRICT & RESIDENTIAL SIDEWALK INCLUDING RAMPS: MSHA CONCRETE MIX NO. 3, MCDOT SIDEWALK STANDARD NO. MC-111.01

1,632	S.F.	B.A.R.	STA. 105+00, RT TO STA. 107+70, RT
589	S.F.	B.A.R.	STA. 107+97, RT TO STA. 109+00, RT

DETECTABLE WARNING SURFACES

11	S.F.	B.A.R.	STA. 107+62, RT TO STA. 107+69, RT
21	S.F.	B.A.R.	STA. 107+74, LT TO STA. 107+79, LT
21	S.F.	B.A.R.	STA. 108+08, LT TO STA. 108+11, LT
15	S.F.	B.A.R.	STA. 107+99, RT TO STA. 108+12, RT

ASPHALT SHARED USE PATH SHA STD. MD 580.08

2,837	S.F.	B.A.R.	STA. 105+00, LT TO STA. 107+75, LT
986	S.F.	B.A.R.	STA. 180+06, LT TO STA. 109+00, LT

LEGEND

- FULL DEPTH ASPHALT PAVEMENT
- PAVEMENT GRINDING AND RESURFACING
- ASPHALT SHARED USE PATH
- CONCRETE SIDEWALK
- PAVEMENT OR SIDEWALK REMOVAL
- DETECTABLE WARNING SURFACE
- GRAVEL ENTRANCE

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Chief, Division of Transportation Engineering — Date

DESIGNED BY MCK DRAWN BY SJS CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

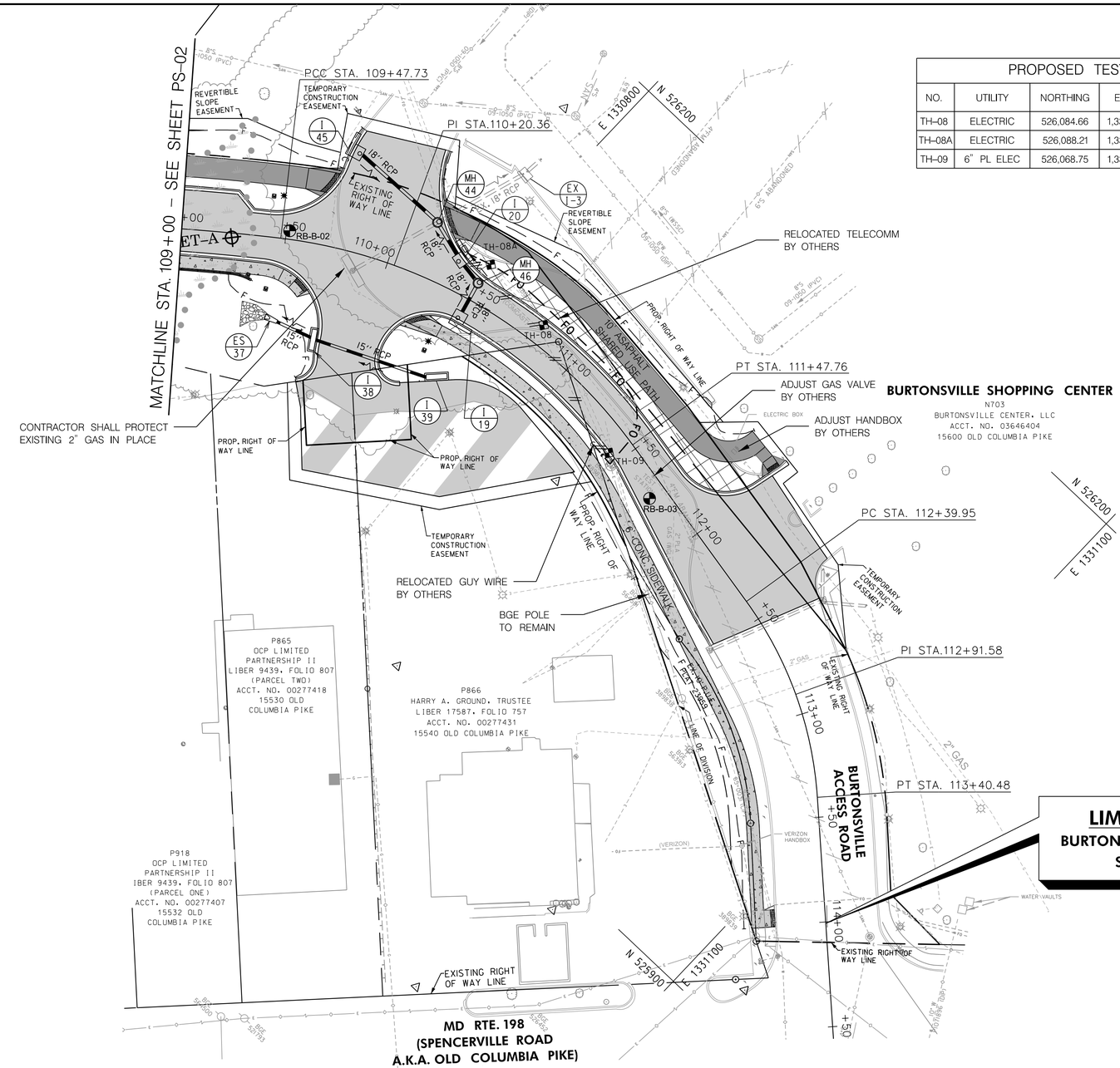
BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

ROADWAY PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. PS-02 OF 03 SHEET NO. 8 OF 63

PLOTTED: 11/23/2022
FILE: \\pw.rkk.com\rfs\Okwa\Projects\2020\20097_MCDOTransp\Task 6 - Burtonsville Access Road\cadd\Plans\pHD-HP02_BAR.dgn



PROPOSED TEST HOLE DATA					
NO.	UTILITY	NORTHING	EASTING	TOP UTILITY ELEVATION	SURFACE ELEVATION
TH-08	ELECTRIC	526,084.66	1,330,840.27	NOT FOUND FILLED WITH SOIL CEMENT	
TH-08A	ELECTRIC	526,088.21	1,330,802.20	–	–
TH-09	6" PL ELEC	526,068.75	1,330,898.73	483.80	488.44

NAD 83/91
NGVD 29

COMBINATION CONCRETE CURB AND GUTTER			
110 L.F.	B.A.R.	STA. 109+00, LT TO STA. 109+82, LT	
115 L.F.	B.A.R.	STA. 109+00, RT TO STA. 109+80, RT	
258 L.F.	B.A.R.	STA. 110+10, LT TO STA. 111+97, LT	
267 L.F.	B.A.R.	STA. 110+10, RT TO STA. 112+50, RT	

5 INCH DEPTH BUSINESS DISTRICT & RESIDENTIAL SIDEWALK INCLUDING RAMPS; MSHA CONCRETE MIX NO. 3, MCDOT SIDEWALK STANDARD NO. MC-111.01			
392 S.F.	B.A.R.	STA. 109+00, RT TO STA. 109+80, RT	
2,167 S.F.	B.A.R.	STA. 110+10, RT TO STA. 114+00, RT	

DETECTABLE WARNING SURFACES			
21 S.F.	B.A.R.	STA. 109+53, RT TO STA. 109+64, RT	
23 S.F.	B.A.R.	STA. 110+64, LT TO STA. 110+72, LT	
27 S.F.	B.A.R.	STA. 110+17, LT TO STA. 110+27, LT	
19 S.F.	B.A.R.	STA. 110+17, RT TO STA. 110+28, RT	
12 S.F.	B.A.R.	STA. 111+95, LT TO STA. 111+97, LT	
17 S.F.	B.A.R.	STA. 113+92, RT TO STA. 114+00, RT	

ASPHALT SHARED USE PATH SHA STD. MD 580.08			
735 S.F.	B.A.R.	STA. 109+00, LT TO STA. 109+72, LT	
2,043 S.F.	B.A.R.	STA. 110+17, LT TO STA. 111+97, LT	

STANDARD MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH DEPTH			
488 S.Y.	B.A.R.	STA. 109+63, RT TO STA. 111+42, RT	

LIMIT OF WORK
BURTONSVILLE ACCESS ROAD
STA. 114+00.70

LEGEND

- FULL DEPTH ASPHALT PAVEMENT
- PAVEMENT GRINDING AND RESURFACING
- ASPHALT SHARED USE PATH
- CONCRETE SIDEWALK
- PAVEMENT OR SIDEWALK REMOVAL
- DETECTABLE WARNING SURFACE
- GRAVEL ENTRANCE

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LICENSE NO.
EXPIRATION DATE:

OWNER/ADDRESS:
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY MCK DRAWN BY SJS CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

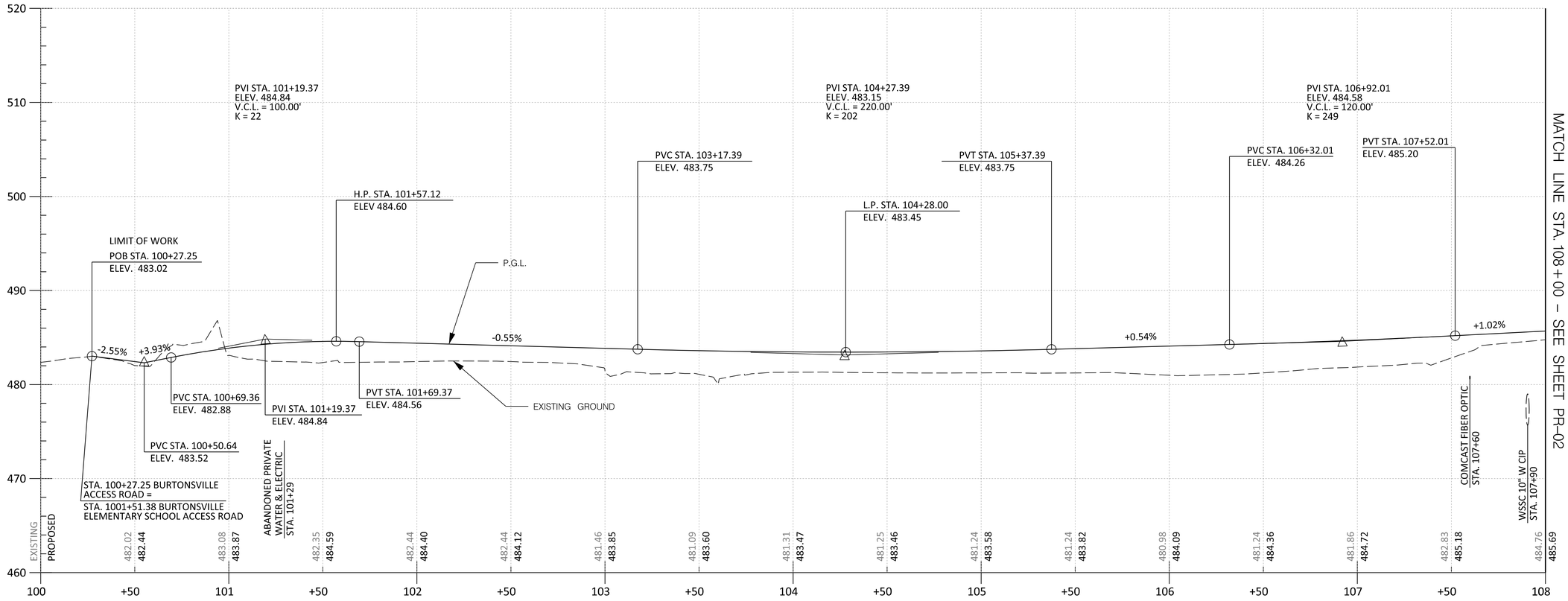
BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

ROADWAY PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. PS-03 OF 03 SHEET NO. 9 OF 63

PLOTTED: 11/23/2022
FILE: \\ad.rkk.com\fs\Okuvi\Projects\2020\20097_MCDOTransp\Task 6 – Burtonsville Access Road\cadd\Plans\UHD-PS03_BAR.dgn



MATCH LINE STA. 108+00 – SEE SHEET PR-02

BURTONSVILLE ACCESS ROAD

STA. 100+00.00 TO STA. 108+00.00

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DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY KBJ DRAWN BY KBJ CHECKED BY TMB

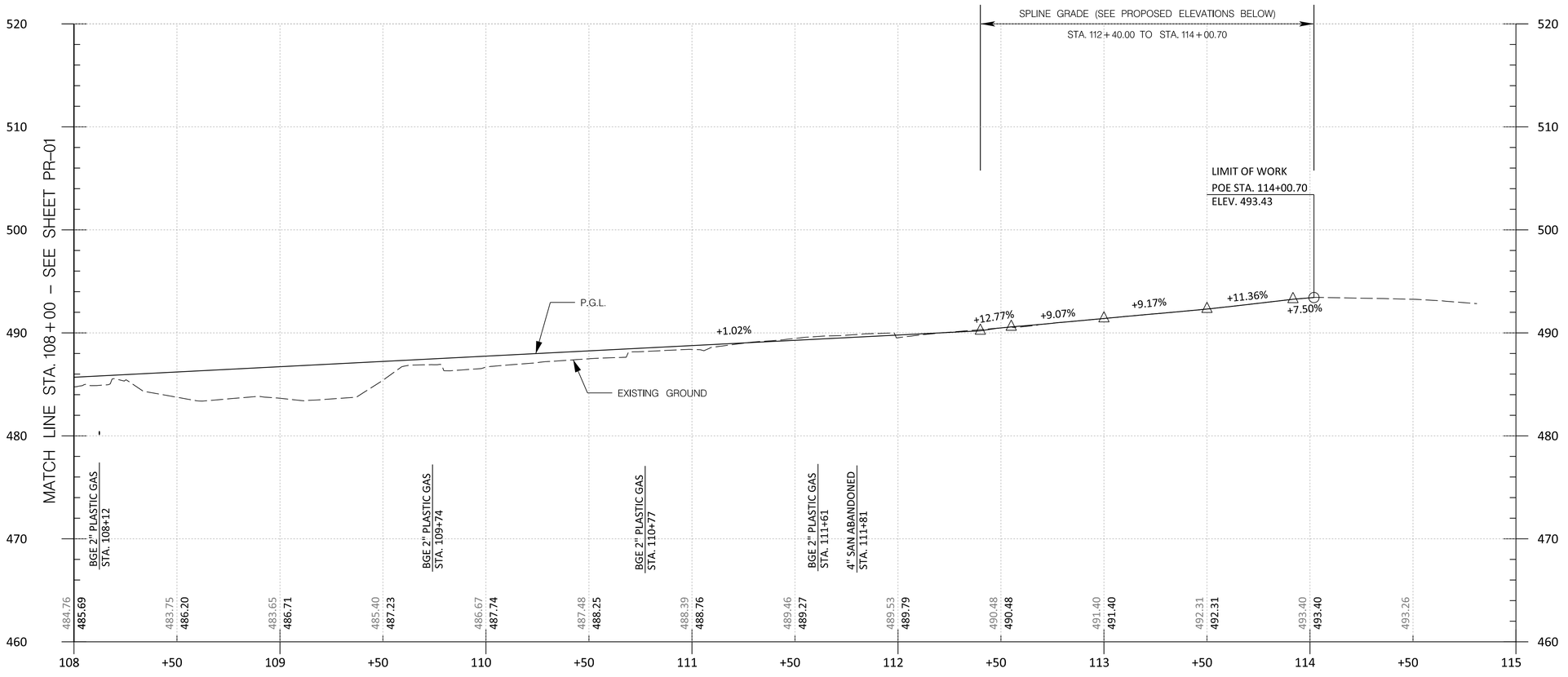
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD
ROADWAY PROFILE

HORIZONTAL: 1"=30'
SCALE VERTICAL: 1"=5'
DATE NOVEMBER 23, 2022

DRAWING NO. PR-01 OF 04
SHEET NO. 10 OF 63

PLOTTED: 11/23/2022
FILE: \\pal.rkk.com\fs\Okun\Projects\2020\20097_MCDOTransp\Task 6 – Burtonsville Access Road\cadd\Plans\pr-HP-0001_BAR.dgn



BURTONSVILLE ACCESS ROAD

STA. 108+00.00 TO STA. 114+01.94

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NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

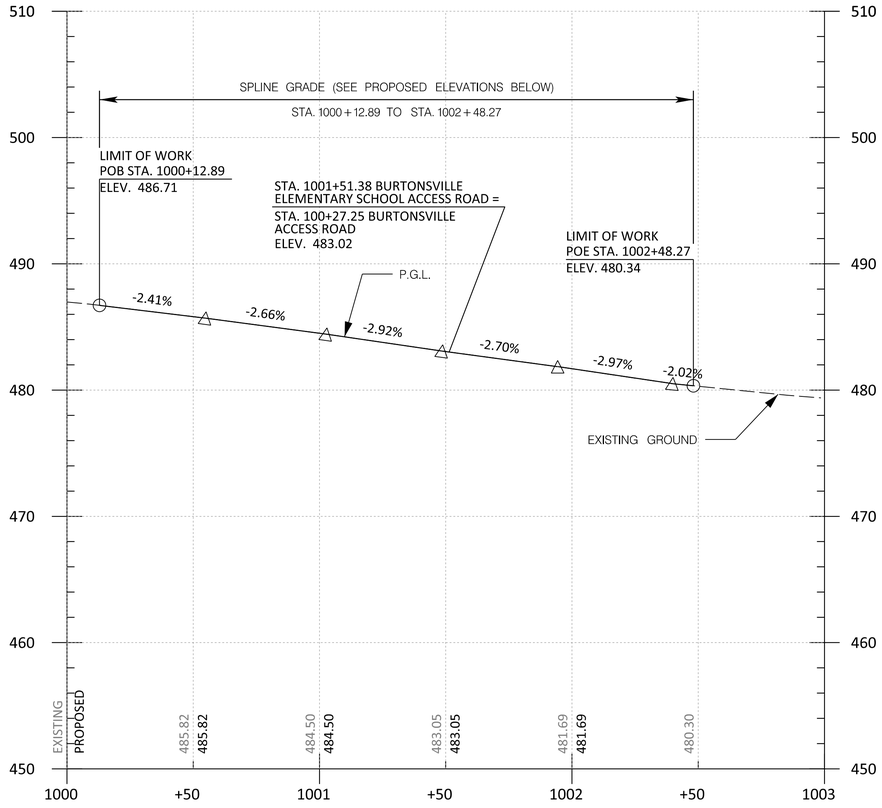
DESIGNED BY KBJ DRAWN BY KBJ CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD
ROADWAY PROFILE

HORIZONTAL: 1"=30'
SCALE VERTICAL: 1"=5'
DATE NOVEMBER 23, 2022

DRAWING NO. PR-02 OF 04
SHEET NO. 11 OF 63



BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD

STA. 1000+00.00 TO STA. 1003+00.00

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CONTACT:
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DESIGN SECTION
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NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY KBJ DRAWN BY KBJ CHECKED BY TMB

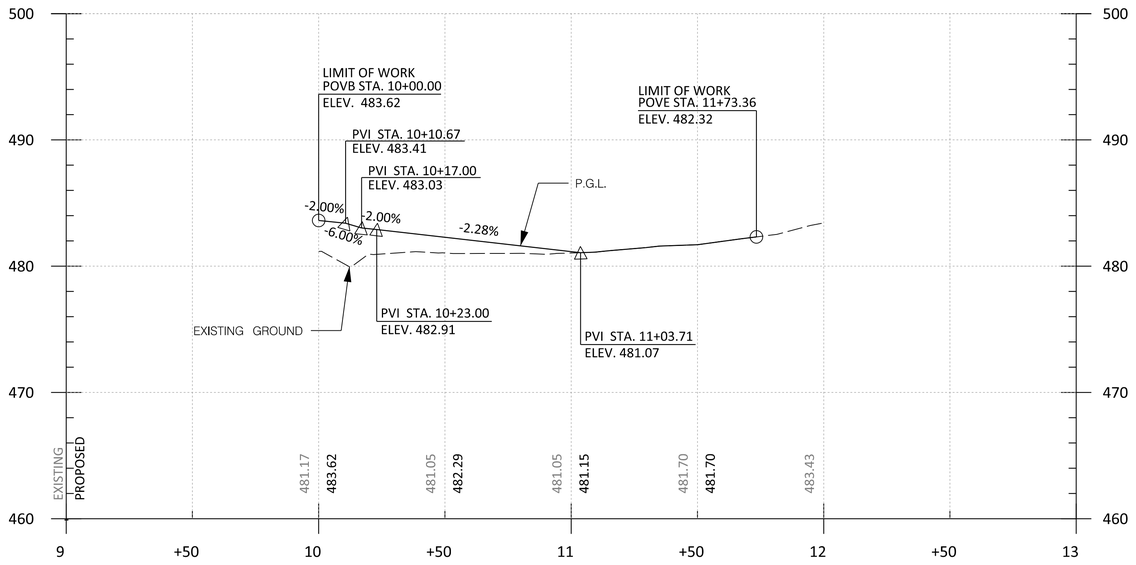
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD
ROADWAY PROFILE

HORIZONTAL: 1"=30'
SCALE VERTICAL: 1"=5'
DATE NOVEMBER 23, 2022

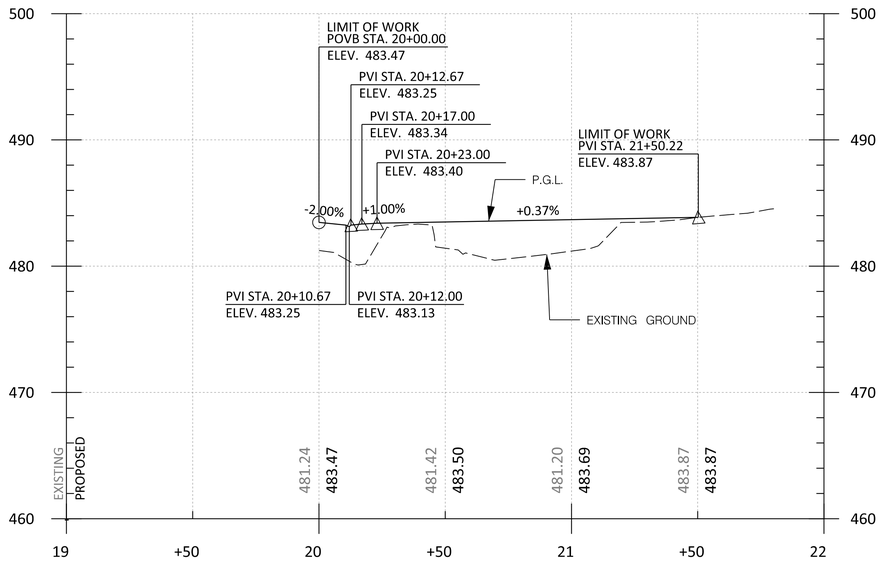
DRAWING NO. PR-03 OF 04
SHEET NO. 12 OF 63

PLOTTED: 11/23/2022
FILE: \\ad.rkk.com\ds\Cincur\Projects\2020\20097_MCDOTransp\Task 6 – Burtonsville Access Road\cadd\Plans\pr#-0003_BAR.dgn



DRIVEWAY–1

STA. 10+00.00 TO STA. 12+00.28



DRIVEWAY–2

STA. 20+00.00 TO STA. 21+81.14

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NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY KBJ DRAWN BY KBJ CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

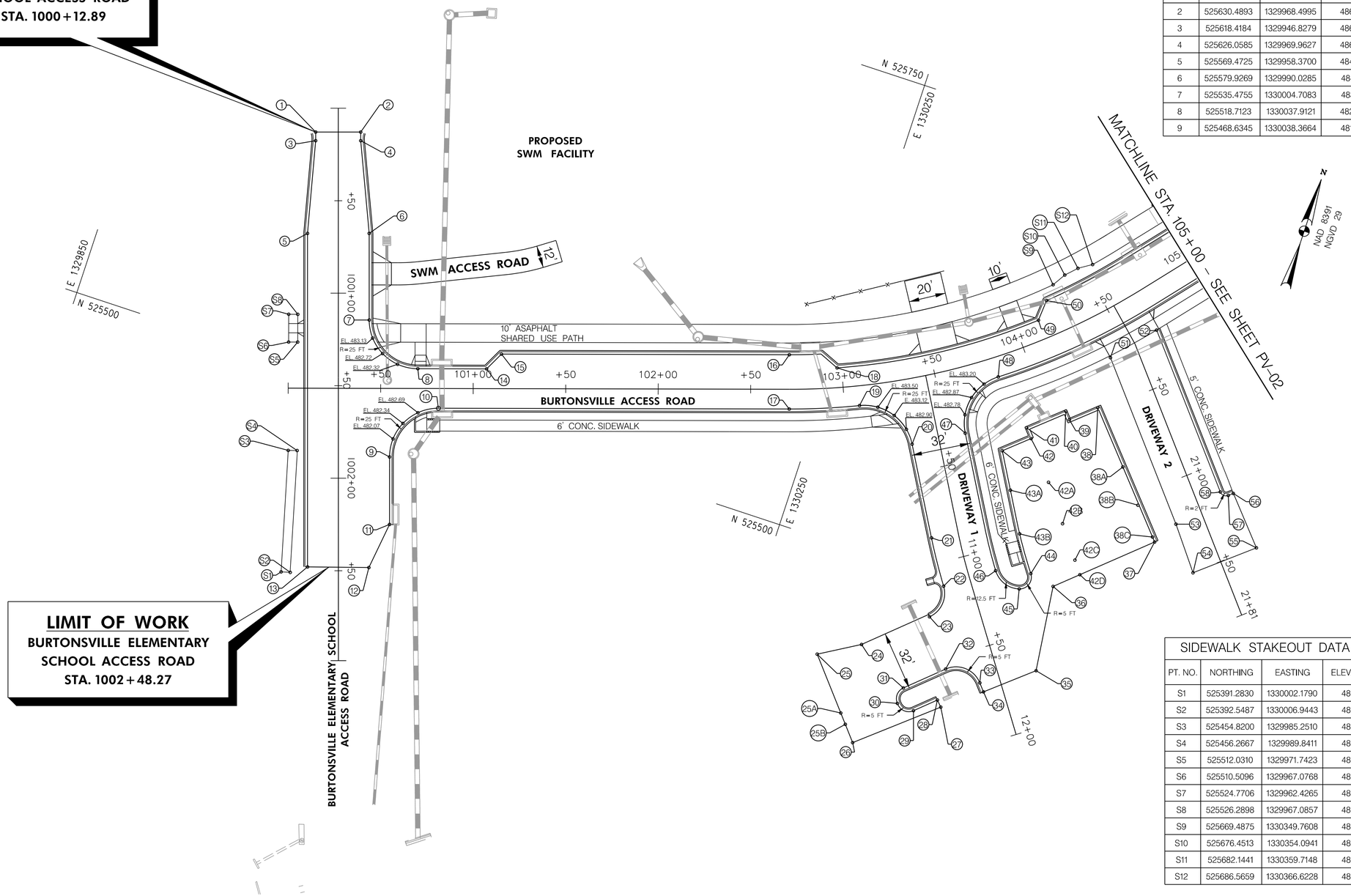
BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD
ROADWAY PROFILES

HORIZONTAL: 1"=30'
SCALE VERTICAL: 1"=5' DATE NOVEMBER 23, 2022

DRAWING NO. PR–04 OF 04 SHEET NO. 13 OF 63

PLOTTED: 11/23/2022
FILE: \\ad.rkk.com\ds\Cincy\Projects\2020\20097_MCDOTransp\Task 6 – Burtonsville Access Road\cadd\Plans\pr#–0004_BAR.dgn

LIMIT OF WORK
BURTONSVILLE ELEMENTARY
SCHOOL ACCESS ROAD
STA. 1000+12.89



LIMIT OF WORK
BURTONSVILLE ELEMENTARY
SCHOOL ACCESS ROAD
STA. 1002+48.27

CURB/PAVEMENT STAKEOUT DATA

PT. NO.	NORTHING	EASTING	ELEVATION
1	525622.8548	1329945.3628	486.31
2	525630.4893	1329968.4995	486.44
3	525618.4184	1329946.8279	486.30
4	525626.0585	1329969.9627	486.28
5	525569.4725	1329958.3700	484.52
6	525579.9269	1329990.0285	484.71
7	525535.4755	1330004.7083	483.41
8	525518.7123	1330037.9121	482.73
9	525468.6345	1330038.3664	481.73

CURB/PAVEMENT STAKEOUT DATA

PT. NO.	NORTHING	EASTING	ELEVATION
10	525501.9112	1330055.1664	483.10
11	525433.9971	1330049.8052	480.82
12	525408.3800	1330046.4910	480.05
13	525398.2965	1330014.8998	480.03
14	525530.2937	1330073.2516	483.83
15	525540.3877	1330078.3615	483.85
16	525588.8666	1330226.2459	483.64
17	525560.9928	1330235.3834	483.80
18	525590.2128	1330252.9692	486.65
19	525574.6410	1330270.7850	483.59
20	525563.7776	1330304.4097	482.65
21	525518.9792	1330330.2295	481.24
22	525496.2538	1330344.6494	480.91
23	525478.1338	1330342.6154	481.28
24	525452.3950	1330312.4100	481.91
25	525445.2820	1330300.3659	482.64
26	525407.2908	1330332.4997	483.09
27	525433.6663	1330363.6830	481.56
28	525436.7482	1330360.7471	481.54
29	525427.2174	1330350.2933	481.82
30	525428.2207	1330340.8127	482.05
31	525437.1632	1330341.2257	481.74
32	525454.0397	1330359.7366	481.57
33	525452.7510	1330379.6136	481.95
34	525448.7369	1330383.0088	482.09
35	525468.5240	1330406.4430	482.65
36	525514.6590	1330400.8850	482.15
37	525554.6725	1330445.4681	482.32
38	525612.9714	1330394.4005	481.83
39	525601.1109	1330380.8606	481.68
40	525604.8720	1330377.5660	481.63
41	525591.4406	1330362.2326	481.83
42	525587.6795	1330365.5272	481.98
43	525575.6617	1330351.8077	482.52
44	525517.4561	1330387.2644	481.92
45	525507.6260	1330383.9195	481.89
46	525513.0133	1330368.7316	481.42
47	525578.4267	1330329.8270	482.59
48	525612.9689	1330337.2860	483.29
49	525648.8027	1330348.2263	483.24
50	525660.2402	1330349.0846	483.07
51	525641.7937	1330391.5688	483.37
52	525663.7613	1330410.5888	483.54
53	525567.4485	1330453.3937	483.70
54	525545.3745	1330470.3800	483.98
55	525568.9254	1330498.7002	483.88
56	525592.9295	1330477.6276	484.54
57	525591.0589	1330475.3869	484.47
58	525591.4859	1330470.6924	484.18

SIDEWALK STAKEOUT DATA

PT. NO.	NORTHING	EASTING	ELEVATION
S1	525391.2830	1330002.1790	480.87
S2	525392.5487	1330006.9443	480.75
S3	525454.8200	1329985.2510	482.40
S4	525456.2667	1329989.8411	482.38
S5	525512.0310	1329971.7423	483.95
S6	525510.5096	1329967.0768	484.05
S7	525524.7706	1329962.4265	484.48
S8	525526.2898	1329967.0857	484.37
S9	525669.4875	1330349.7608	483.46
S10	525676.4513	1330354.0941	483.83
S11	525682.1441	1330359.7148	483.89
S12	525686.5659	1330366.6228	483.93

NOTES:

1. ELEVATIONS ARE GIVEN AT THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

3. CURVE RADII ARE GIVEN AT THE FACE OF CURB UNLESS OTHERWISE NOTED.

2. SPOT ELEVATIONS AROUND CURB RETURNS ARE GIVEN IN 10 FOOT INTERVALS UNLESS OTHERWISE NOTED.

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100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
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240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY MCK DRAWN BY SJS CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

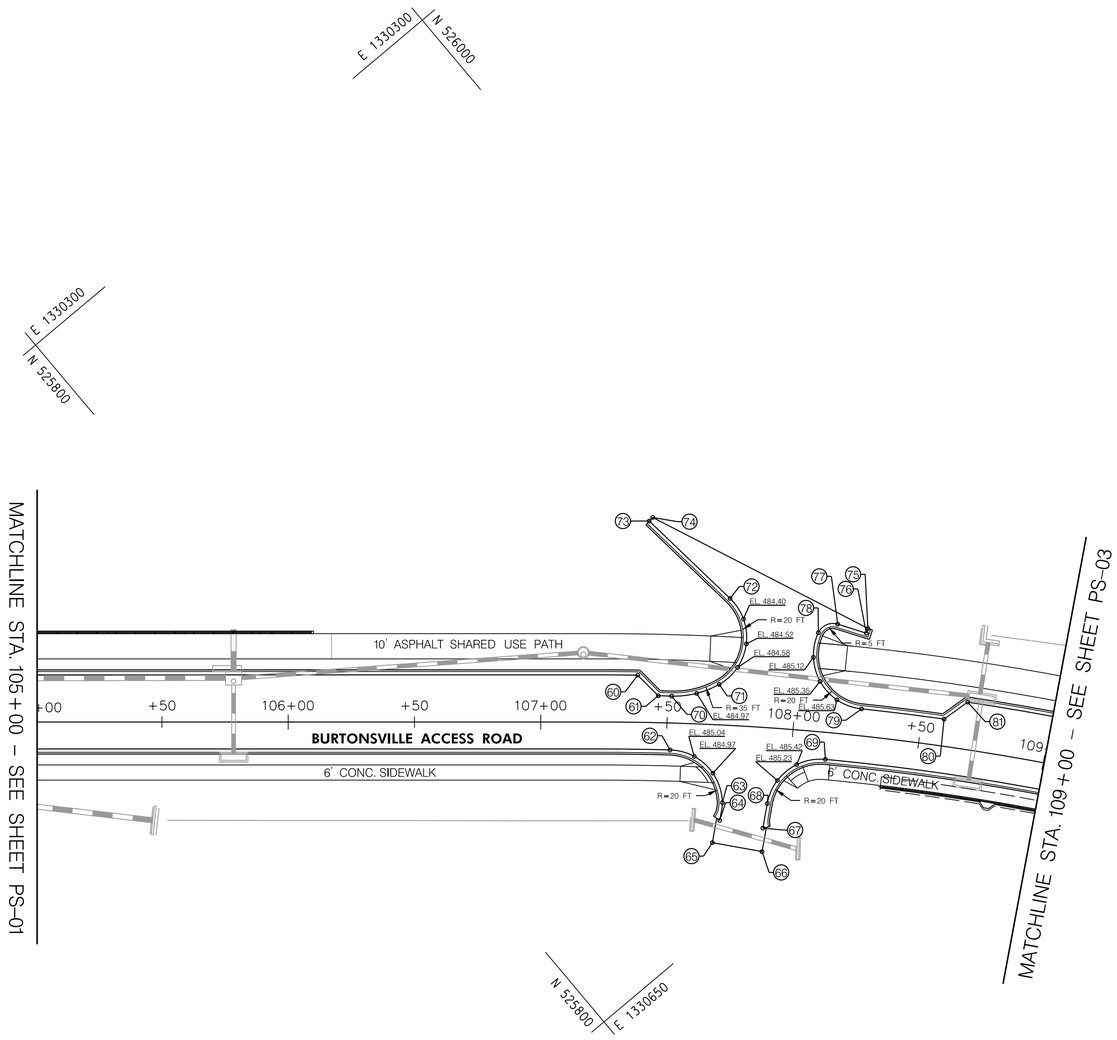
BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

STAKEOUT PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. PV-01 OF 03 SHEET NO. 14 OF 63

PLOTTED: 11/23/2022
FILE: \\ad.rkk.com\fs\Cloud\Projects\2020\20097_MCDOT\ranejs\Task 6 - Burtonsville Access Road\cadd\Plans\pPV-P001_BAR.dgn



CURB/PAVEMENT STAKEOUT DATA			
PT. NO.	NORTHING	EASTING	ELEVATION
60	525898.5199	1330553.4661	484.68
61	525899.5194	1330564.9496	484.93
62	525889.2872	1330584.3780	484.98
63	525891.7460	1330613.6823	484.78
64	525886.4406	1330618.3833	484.62
65	525878.5028	1330623.2516	484.43
66	525891.2869	1330638.6323	484.80
67	525897.5212	1330631.7167	484.90
68	525905.1545	1330625.3764	485.05
69	525933.9715	1330626.7981	485.66
70	525903.4912	1330568.4611	484.98
71	525920.8992	1330577.0109	484.67
72	525946.0604	1330553.7408	484.08
73	525941.2685	1330509.6714	483.34
74	525943.2567	1330509.4552	483.42
75	525980.2394	1330597.9152	485.29
76	525978.5420	1330598.9730	485.30
77	525972.1570	1330588.9386	485.09
78	525960.2569	1330587.6068	485.00
79	525957.8177	1330620.7010	485.80
80	525980.2376	1330644.8264	486.16
81	525991.7251	1330645.6982	486.08

NOTES:

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DESIGN SECTION
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DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY MCK DRAWN BY SJS CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

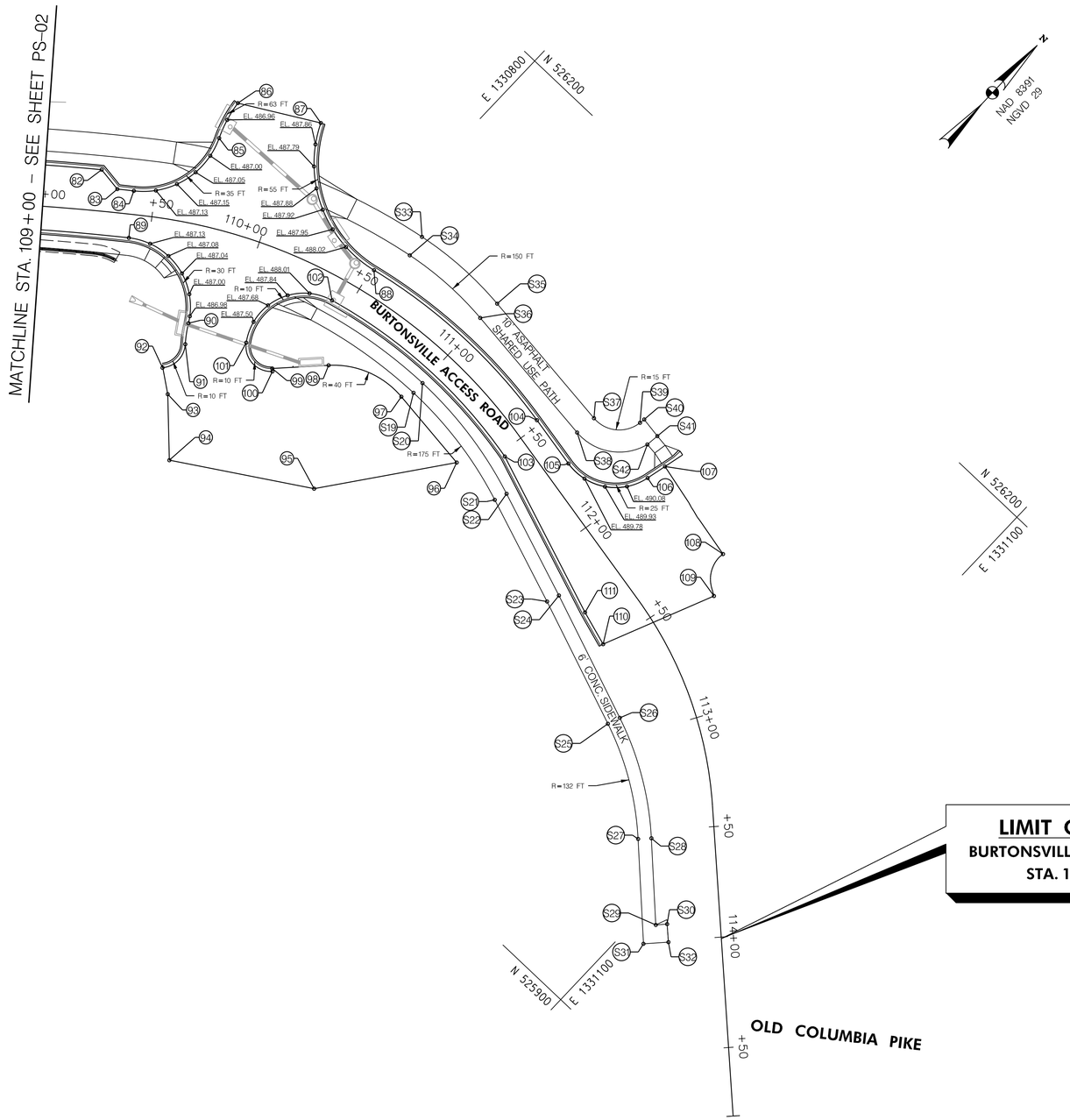
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

STAKEOUT PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. PV-02 OF 03 SHEET NO. 15 OF 63

SIDEWALK STAKEOUT DATA			
PT. NO.	NORTHING	EASTING	ELEVATION
S19	526053.4408	1330863.2749	489.68
S20	526059.4404	1330863.2096	489.56
S21	526043.5556	1330923.1919	490.68
S22	526049.2163	1330925.1809	490.26
S23	526026.4295	1330971.9327	490.66
S24	526032.0769	1330973.9596	490.56
S25	526005.2006	1331029.8563	491.91
S26	526010.8341	1331031.9210	491.79
S27	525976.7765	1331075.5430	492.88
S28	525981.1181	1331079.6844	492.76
S29	525954.0522	1331108.0586	492.97
S30	525957.8348	1331111.5168	492.86
S31	525944.0283	1331109.8743	493.23
S32	525952.3216	1331117.5472	493.03
S33	526107.2736	1330817.6398	489.49
S34	526097.4240	1330819.3675	489.29
S35	526108.6907	1330863.0424	489.87
S36	526098.7525	1330861.9324	489.67
S37	526101.1654	1330930.4182	490.55
S38	526091.2272	1330929.3082	490.37
S39	526113.9407	1330946.9309	490.90
S40	526116.3454	1330947.2762	490.95
S41	526114.9711	1330956.7592	490.85
S42	526109.1278	1330956.0992	490.74



PAVEMENT STAKEOUT DATA			
PT. NO.	NORTHING	EASTING	ELEVATION
82	526029.8131	1330691.6213	486.72
83	526028.3255	1330702.7834	486.98
84	526032.8638	1330708.7574	487.06
85	526076.6681	1330720.4018	486.96
86	526093.9842	1330715.6515	487.16
87	526113.2123	1330749.0569	488.07
88	526081.4262	1330812.2225	488.27
89	526015.9133	1330721.7124	487.06
90	526006.4009	1330767.7863	485.77
91	525998.4980	1330773.2846	486.26
92	525983.7167	1330773.0957	487.06
93	525976.6569	1330783.0316	487.22
94	525955.5057	1330804.0593	487.69
95	525991.1085	1330860.4218	487.42
96	526043.9782	1330899.1145	487.65
97	526048.3943	1330860.5024	486.93
98	526036.1042	1330826.8634	486.46
99	526017.5574	1330809.3639	486.50
100	526016.6424	1330810.3337	486.52
101	526017.9563	1330792.7811	486.53
102	526058.4803	1330807.8595	488.17
103	526060.9153	1330912.9977	489.38
104	526082.7958	1330912.3091	489.33
105	526078.3441	1330936.1081	489.65
106	526098.2100	1330966.5863	490.23
107	526107.3670	1330968.7360	490.36
108	526096.6489	1331014.9437	490.74
109	526080.0609	1331024.9978	490.33
110	526029.8363	1331003.5890	489.71
111	526034.6443	1330987.7645	490.09

NOTES:

1. ELEVATIONS ARE GIVEN AT THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

3. CURVE RADII ARE GIVEN AT THE FACE OF CURB UNLESS OTHERWISE NOTED.

2. SPOT ELEVATIONS AROUND CURB RETURNS ARE GIVEN IN 10 FOOT INTERVALS UNLESS OTHERWISE NOTED.

LIMIT OF WORK
BURTONSVILLE ACCESS ROAD
STA. 114+00.70

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FILE: \\ad.rkk.com\fs\Cloud\Projects\2020\20097_MCDOT\ames\Task 6 - Burtonsville Access Road\cadd\Plans\pPV-P003_BAR.dgn

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GAITHERSBURG, MARYLAND

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240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY MCK DRAWN BY SJS CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

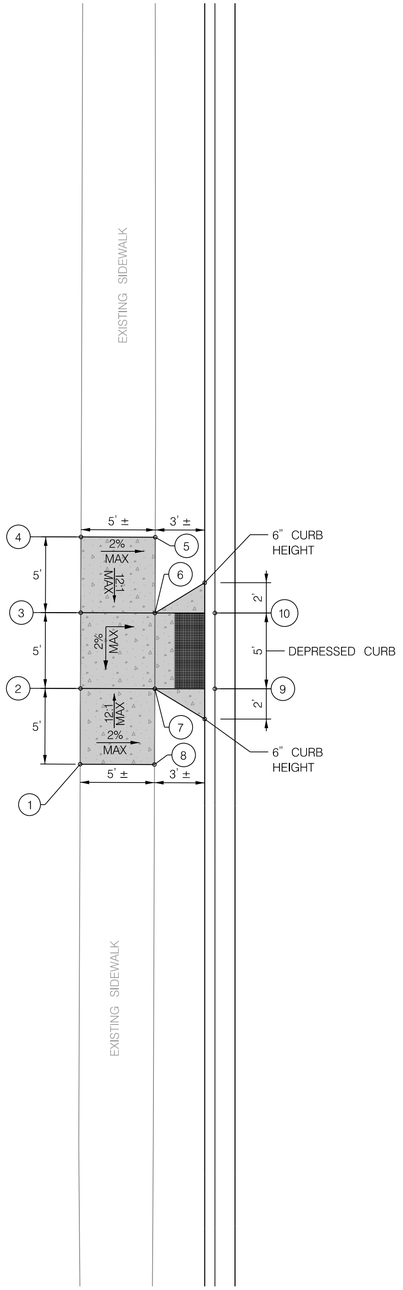
BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

STAKEOUT PLAN

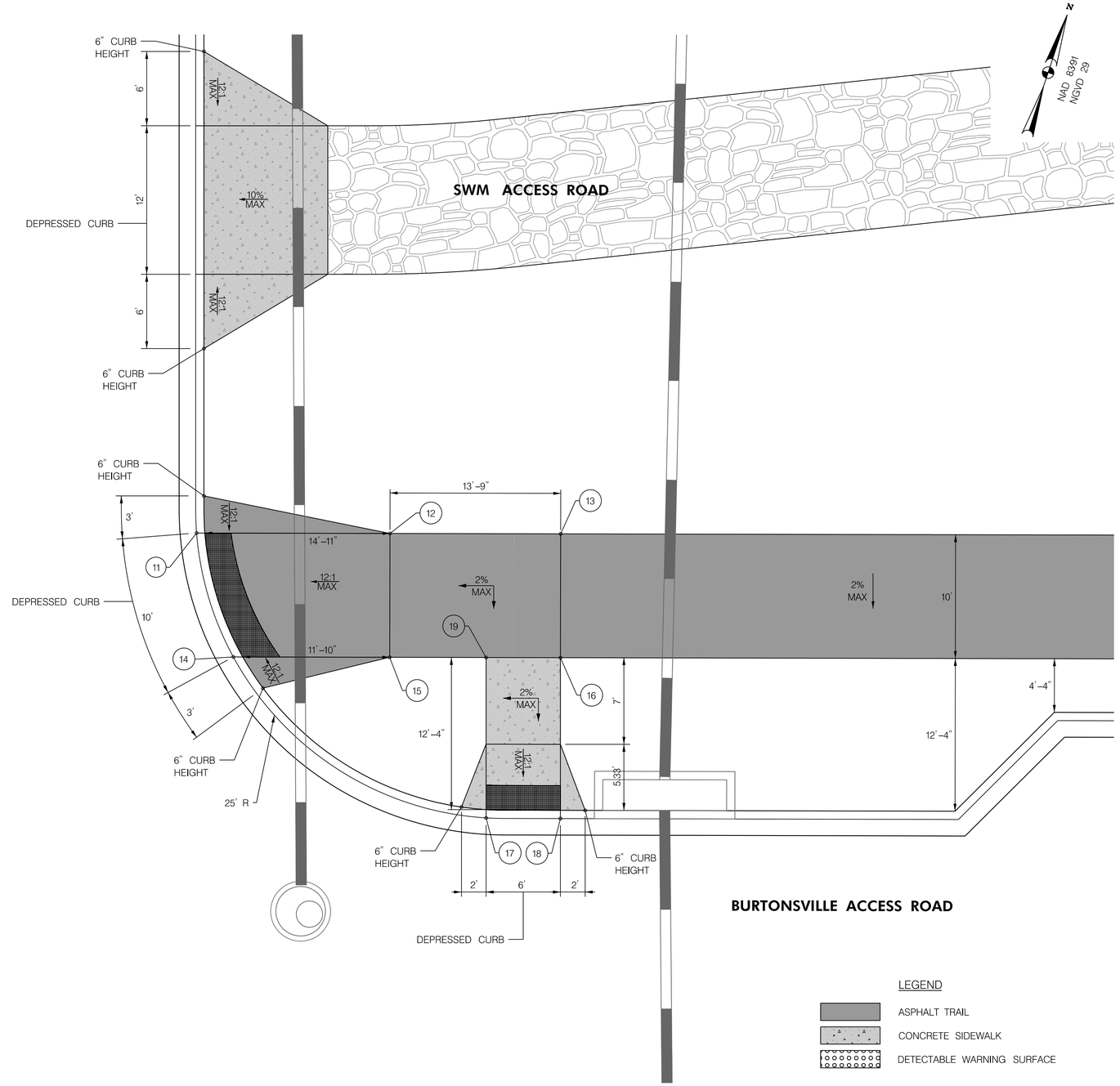
SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. PV-03 OF 03 SHEET NO. 16 OF 63

STAKEOUT DATA			
POINT NO.	NORTHING	EASTING	ELEVATION
1	525,510.5086	1,329,967.0758	484.05
2	525,515.2623	1,329,965.5257	484.19
3	525,520.0159	1,329,963.9756	484.34
4	525,524.7696	1,329,962.4255	484.47
5	525,526.2888	1,329,967.0847	484.38
6	525,521.5338	1,329,968.6305	484.24
7	525,516.7850	1,329,970.1955	484.09
8	525,512.0300	1,329,971.7413	483.95
9	525,518.0255	1,329,973.9580	483.78
10	525,522.7733	1,329,972.3901	483.92
11	525,534.0681	1,330,006.6522	483.25
12	525,538.9326	1,330,021.4913	483.76
13	525,543.2256	1,330,034.5870	484.04
14	525,525.4965	1,330,012.6068	482.93
15	525,529.4301	1,330,024.6063	483.56
16	525,533.7231	1,330,037.7020	483.84
17	525,519.5522	1,330,036.0632	482.55
18	525,521.3788	1,330,041.7787	482.76
19	525,531.8541	1,330,032.0006	483.72



BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD



BURTONSVILLE ACCESS ROAD

LEGEND

- ASPHALT TRAIL
- CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE

PLOTTED: 11/23/2022
FILE: \\ad.rkk.com\fs\Okun\Projects\2020\20097_MCDOTransp\Task 6 – Burtonsville Access Road\Cadd\Plans\pDE-4P001_BAR.dgn

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240–777–7220
DESIGN SECTION
240–777–7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY KBJ DRAWN BY KBJ CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

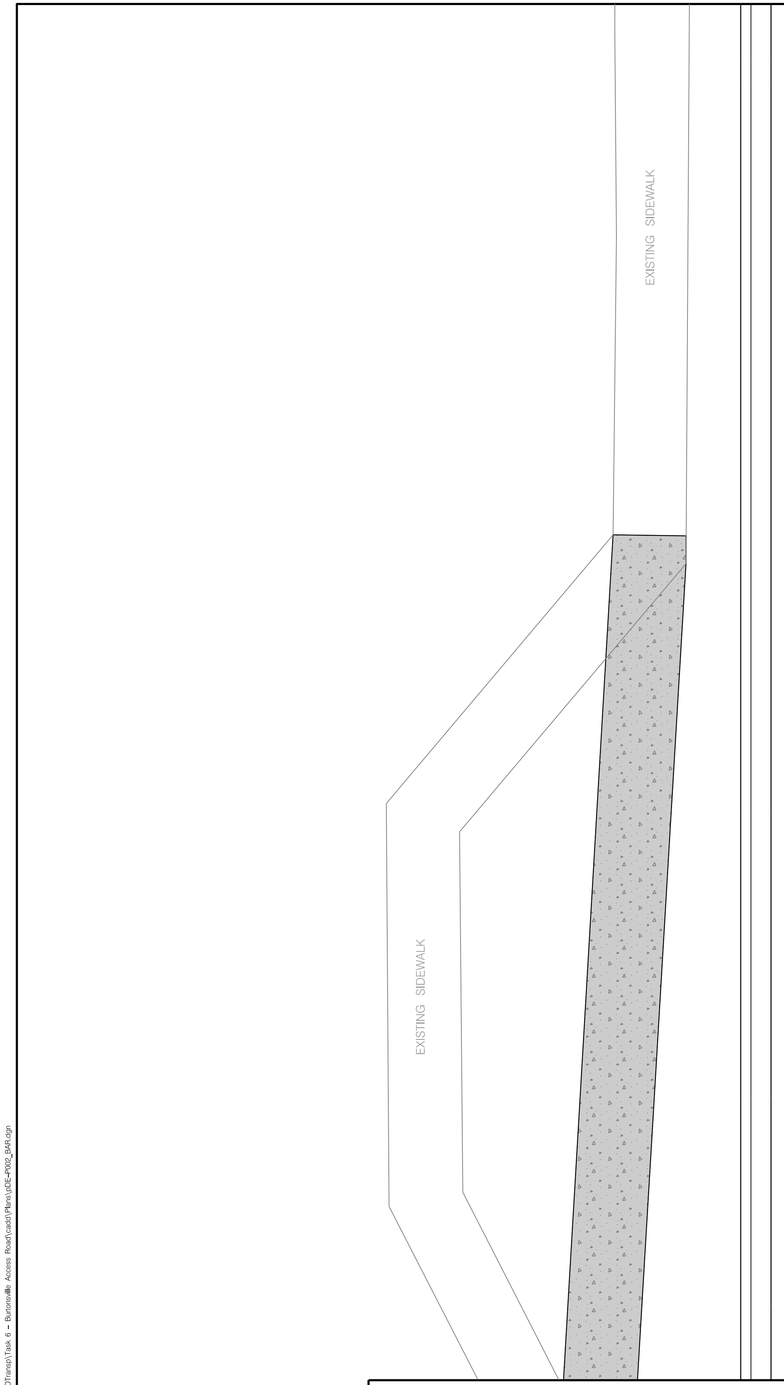
BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

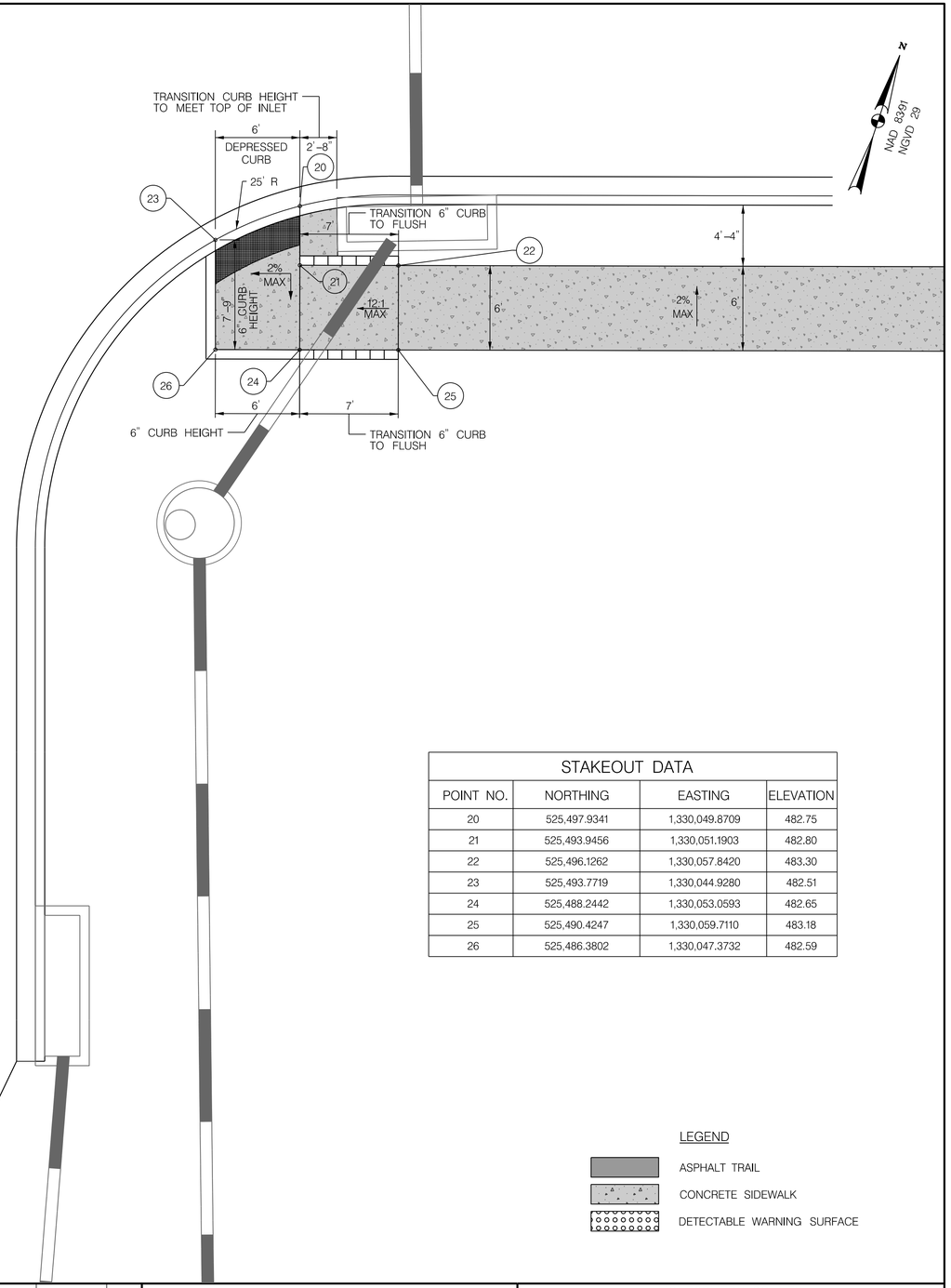
ADA DETAIL AND STAKEOUT

SCALE 1"=5' DATE NOVEMBER 23, 2022

DRAWING NO. DE-01 OF 07 SHEET NO. 17 OF 63



BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD



STAKEOUT DATA			
POINT NO.	NORTHING	EASTING	ELEVATION
20	525,497.9341	1,330,049.8709	482.75
21	525,493.9456	1,330,051.1903	482.80
22	525,496.1262	1,330,057.8420	483.30
23	525,493.7719	1,330,044.9280	482.51
24	525,488.2442	1,330,053.0593	482.65
25	525,490.4247	1,330,059.7110	483.18
26	525,486.3802	1,330,047.3732	482.59

LEGEND

- ASPHALT TRAIL
- CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE

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DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY KBJ DRAWN BY KBJ CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

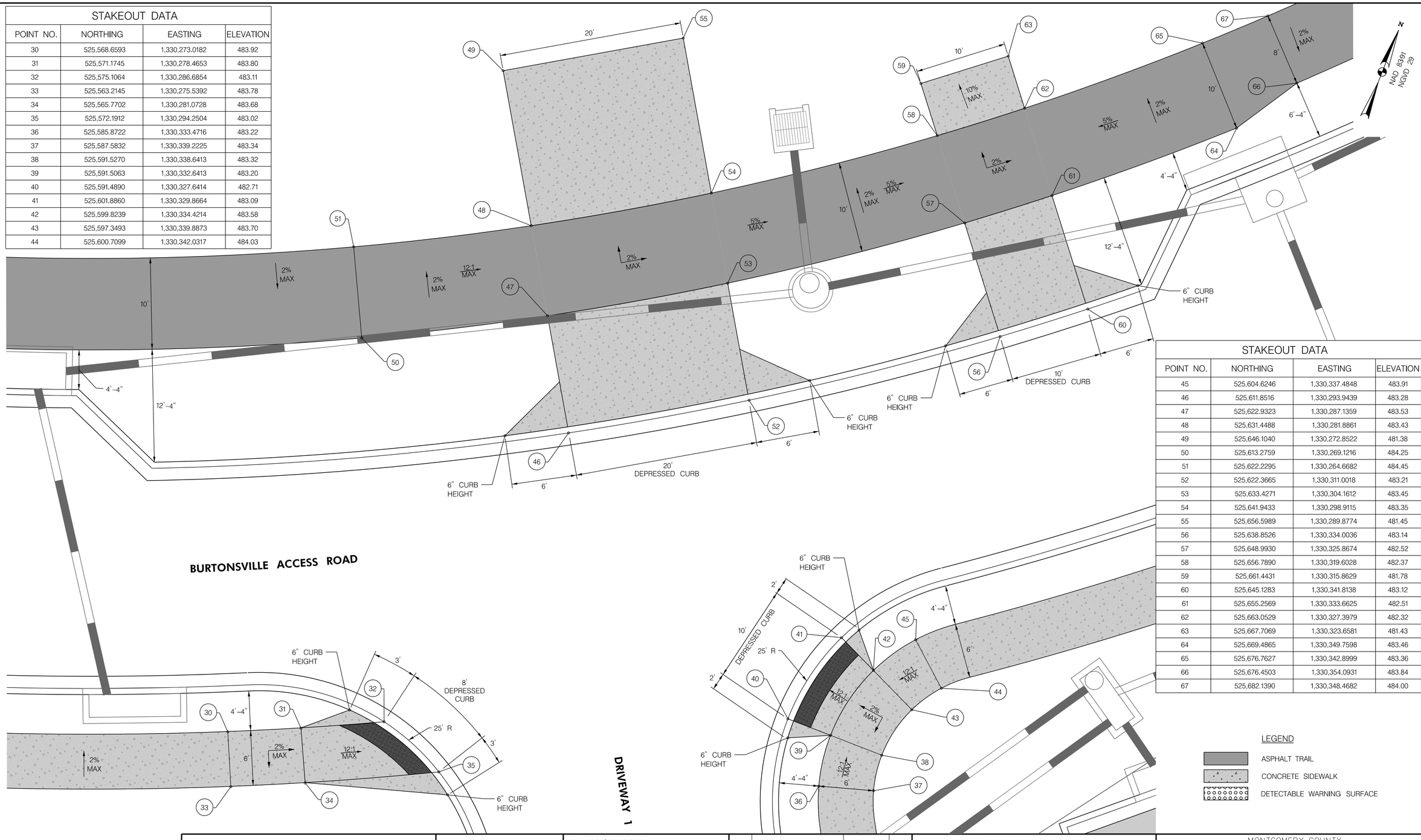
ADA DETAIL AND STAKEOUT

SCALE 1"=5' DATE NOVEMBER 23, 2022

DRAWING NO. DE-02 OF 07 SHEET NO. 18 OF 63

PLOTTED: 11/23/2022
FILE: \\ad.rkk.com\fs\Okun\Projects\2020\20097_MCDOTransp\Task 6 - Burtonsville Access Road\cadd\Plans\pDE-4902_BAR.dgn

STAKEOUT DATA			
POINT NO.	NORTHING	EASTING	ELEVATION
30	525,568.6593	1,330,273.0182	483.92
31	525,571.1745	1,330,278.4653	483.80
32	525,575.1064	1,330,286.6854	483.11
33	525,563.2145	1,330,275.5392	483.78
34	525,565.7702	1,330,281.0728	483.68
35	525,572.1912	1,330,294.2504	483.02
36	525,585.8722	1,330,333.4716	483.22
37	525,587.5832	1,330,339.2225	483.34
38	525,591.5270	1,330,338.6413	483.32
39	525,591.5063	1,330,332.6413	483.20
40	525,591.4890	1,330,327.6414	482.71
41	525,601.8860	1,330,329.8664	483.09
42	525,599.8239	1,330,334.4214	483.58
43	525,597.3493	1,330,339.8873	483.70
44	525,600.7099	1,330,342.0317	484.03



STAKEOUT DATA			
POINT NO.	NORTHING	EASTING	ELEVATION
45	525,604.6246	1,330,337.4848	483.91
46	525,611.8516	1,330,293.9439	483.28
47	525,622.9323	1,330,287.1359	483.53
48	525,631.4488	1,330,281.8861	483.43
49	525,646.1040	1,330,272.8522	481.38
50	525,613.2759	1,330,269.1216	484.25
51	525,622.2295	1,330,264.6682	484.45
52	525,622.3665	1,330,311.0018	483.21
53	525,633.4271	1,330,304.1612	483.45
54	525,641.9433	1,330,298.9115	483.35
55	525,656.5989	1,330,289.8774	481.45
56	525,638.8526	1,330,334.0036	483.14
57	525,648.9930	1,330,325.8674	482.52
58	525,656.7890	1,330,319.6028	482.37
59	525,661.4431	1,330,315.8629	481.78
60	525,645.1283	1,330,341.8138	483.12
61	525,655.2569	1,330,333.6625	482.51
62	525,663.0529	1,330,327.3979	482.32
63	525,667.7069	1,330,323.6581	481.43
64	525,669.4865	1,330,349.7598	483.46
65	525,676.7627	1,330,342.8999	483.36
66	525,676.4503	1,330,354.0931	483.84
67	525,682.1390	1,330,348.4682	484.00

LEGEND

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DESIGN SECTION
240–777–7221

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DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY KBJ DRAWN BY KBJ CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

ADA DETAIL AND STAKEOUT

SCALE 1"=5' DATE NOVEMBER 23, 2022

DRAWING NO. DE-03 OF 07 SHEET NO. 19 OF 63

PLOTTED: 11/23/2022
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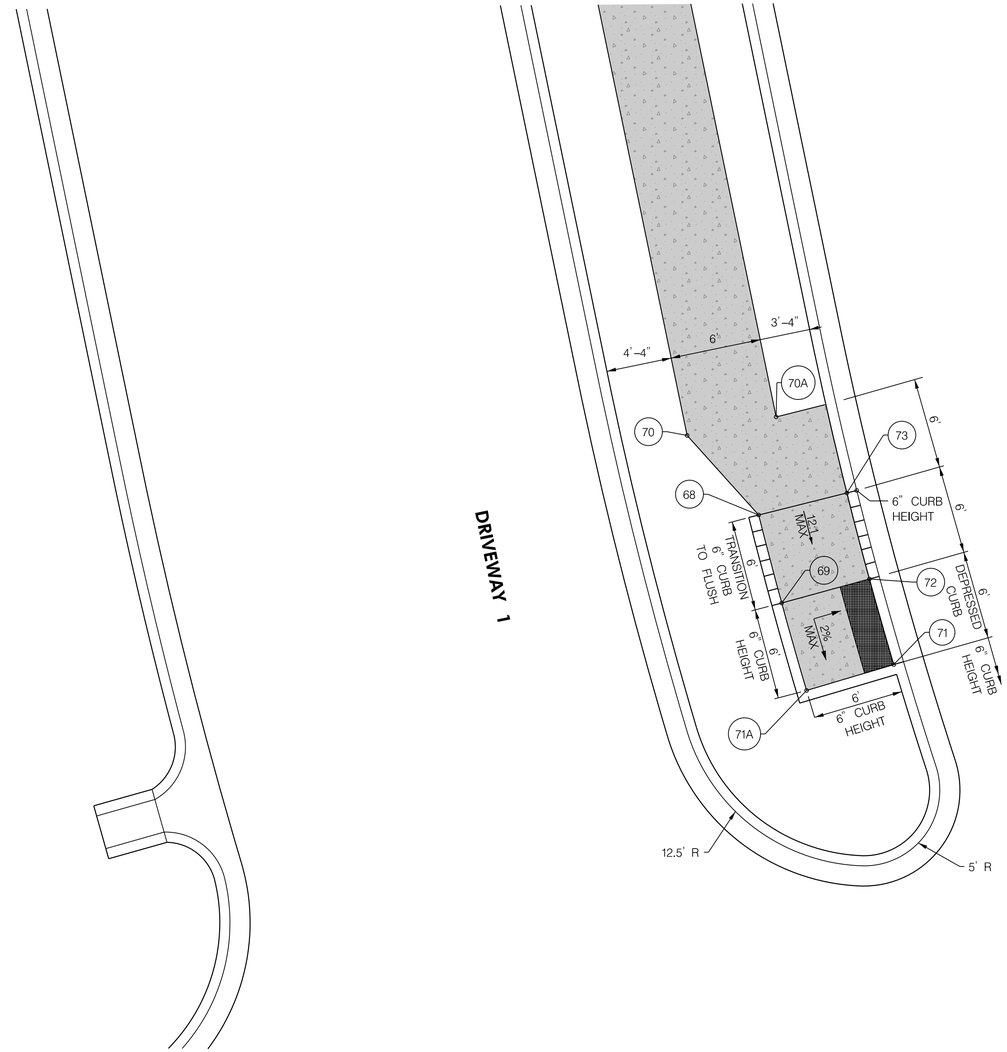

STAKEOUT DATA			
POINT NO.	NORTHING	EASTING	ELEVATION
68	525,528.7691	1,330,369.8674	482.87
69	525,523.7296	1,330,373.1296	482.49
70	525,532.2702	1,330,363.7396	482.91
70A	525,535.2761	1,330,368.9324	482.79
71	525,522.1865	1,330,381.4269	482.45
71A	525,518.7643	1,330,376.4986	482.57
72	525,527.0444	1,330,378.1308	482.37
73	525,531.9748	1,330,374.9393	482.75

LEGEND

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DESIGN SECTION
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NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY KBJ DRAWN BY KBJ CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

ADA DETAIL AND STAKEOUT

SCALE 1"=5' DATE NOVEMBER 23, 2022

DRAWING NO. DE-04 OF 07 SHEET NO. 20 OF 63

PLOTTED: 11/23/2022
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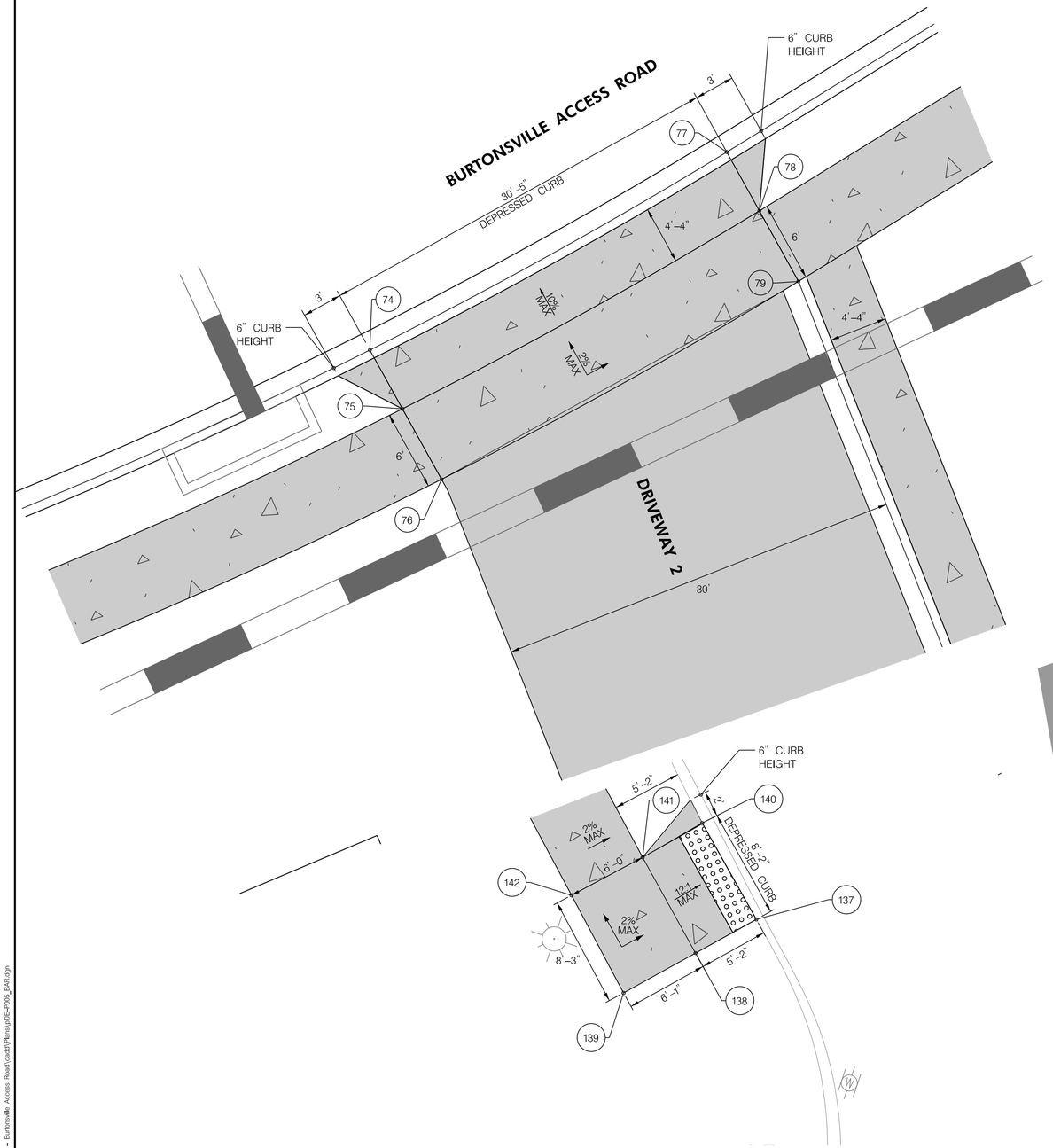

STAKEOUT DATA			
POINT NO.	NORTHING	EASTING	ELEVATION
74	525,649.9390	1,330,382.7432	483.11
75	525,646.5446	1,330,386.4202	483.33
76	525,642.4715	1,330,390.8325	483.38
77	525,672.2694	1,330,403.3604	483.15
78	525,668.8751	1,330,407.0373	483.49
79	525,664.8020	1,330,411.4495	483.54
129	526,107.1570	1,330,967.3163	490.21
130	526,108.5940	1,330,961.1949	490.67
131	526,109.1268	1,330,956.0982	490.76
132	526,110.1946	1,330,945.8830	490.96
133	526,112.9027	1,330,968.6652	490.48
134	526,114.3580	1,330,962.1773	490.78
135	526,114.9826	1,330,956.7596	490.87
136	526,116.3444	1,330,947.2752	491.06
137	525,952.3206	1,331,117.5462	493.03
138	525,948.5230	1,331,114.0327	493.46
139	525,944.0273	1,331,109.8733	493.58
140	525,957.8338	1,331,111.5158	492.86
141	525,954.0512	1,331,108.0576	493.29
142	525,949.7097	1,331,103.9163	493.41

LEGEND

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DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY KBJ DRAWN BY KBJ CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

ADA DETAIL AND STAKEOUT

SCALE 1"=5' DATE NOVEMBER 23, 2022

DRAWING NO. DE-05 OF 07 SHEET NO. 21 OF 63

PLOTTED: 11/23/2022
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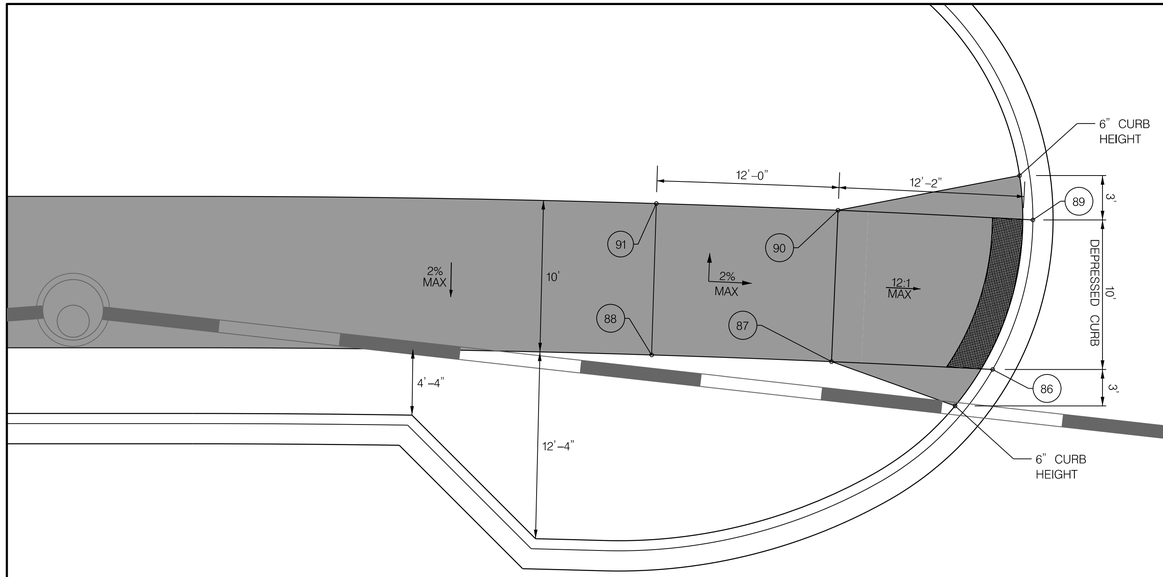
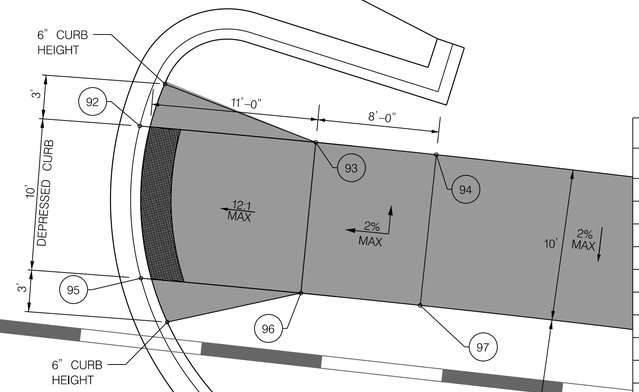
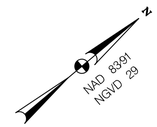
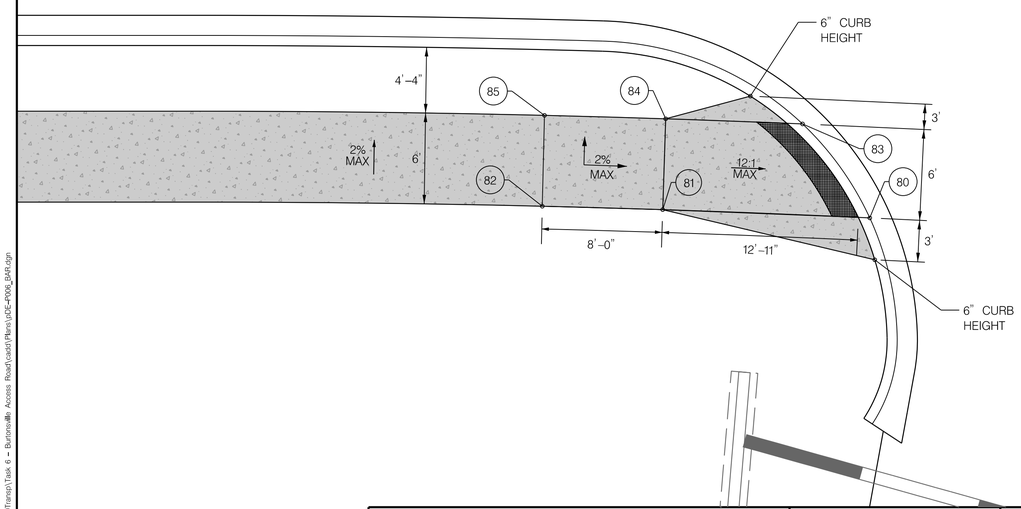


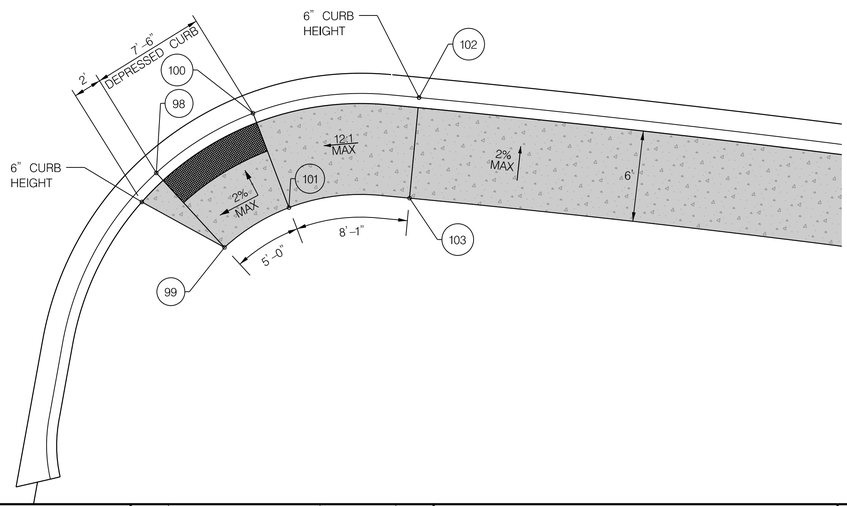




STAKEOUT DATA			
POINT NO.	NORTHING	EASTING	ELEVATION
80	525,894.3906	1,330,605.6478	484.80
81	525,884.2769	1,330,596.4390	485.81
82	525,878.3377	1,330,591.1562	485.65
83	525,894.9825	1,330,598.0415	484.90
84	525,888.2837	1,330,591.9729	485.69
85	525,882.3062	1,330,586.6560	485.53
86	525,931.7302	1,330,574.8257	484.46
87	525,923.9180	1,330,567.5892	484.78
88	525,915.1114	1,330,559.6179	485.39
89	525,940.1097	1,330,568.9756	484.40
90	525,930.6736	1,330,560.2161	484.68
91	525,921.7769	1,330,552.1633	485.19
92	525,961.4866	1,330,589.6968	484.92
93	525,969.6899	1,330,597.9890	485.21
94	525,975.2592	1,330,603.7320	485.86
95	525,955.0804	1,330,597.4327	485.10
96	525,962.5394	1,330,604.9797	485.41
97	525,968.0524	1,330,610.6646	486.06
98	525,917.9355	1,330,621.7971	485.16
99	525,918.2196	1,330,628.4577	485.40
100	525,925.3557	1,330,622.8881	485.44
101	525,923.1664	1,330,629.1851	485.68
102	525,934.4153	1,330,629.1445	485.56
103	525,929.6646	1,330,633.8216	486.30

BURTONSVILLE ACCESS ROAD





LEGEND

- ASPHALT TRAIL
- CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE

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100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY KBJ DRAWN BY KBJ CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

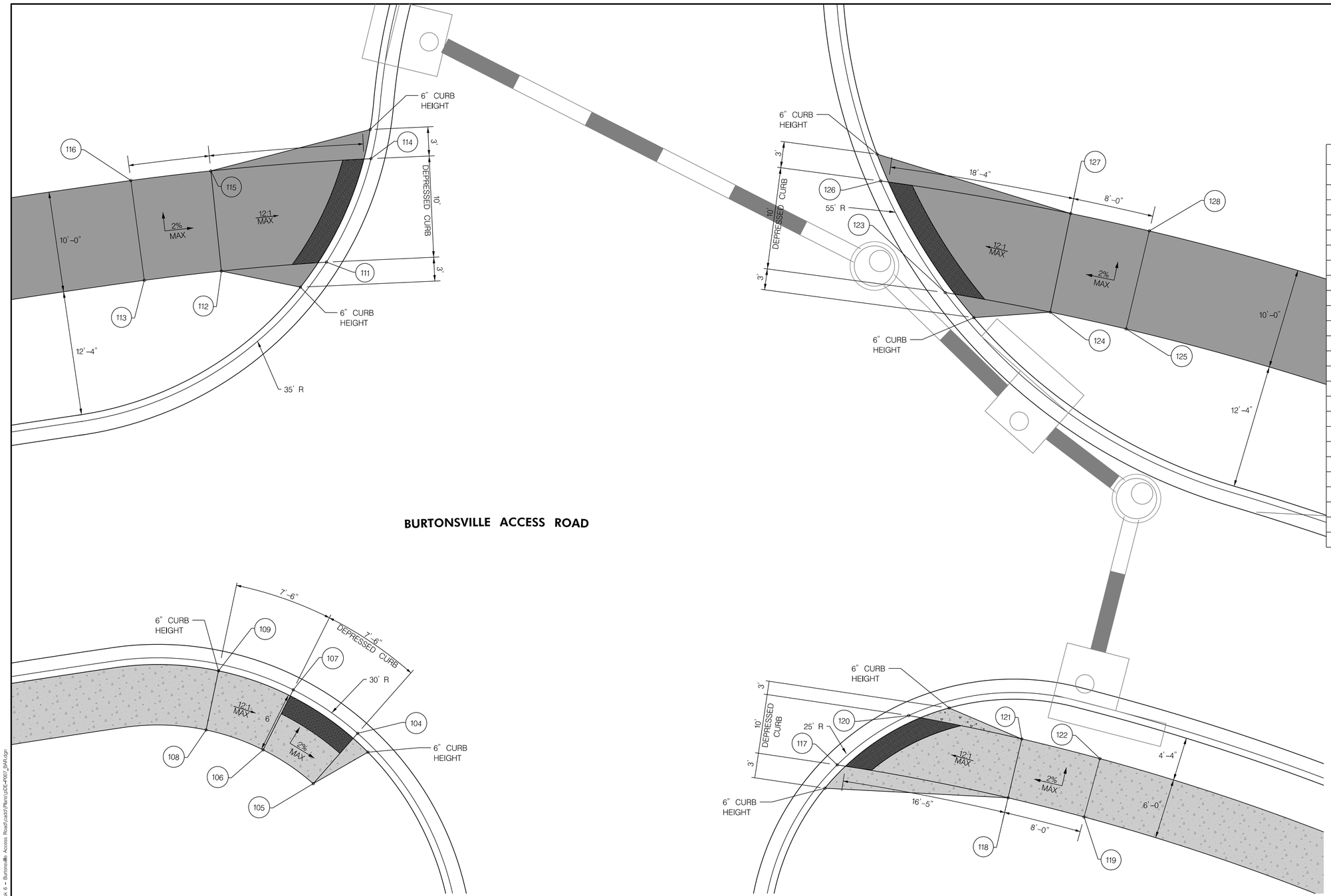
BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

ADA DETAIL AND STAKEOUT

SCALE 1"=5' DATE NOVEMBER 23, 2022

DRAWING NO. DE-06 OF 07 SHEET NO. 22 OF 63

PLOTTED: 11/23/2022
FILE: \\ad.rkk.com\Us\Cloud\Projects\2020\20097_MCDOT\Transp\Task 6 - Burtonsville Access Road\cadd\Plans\UDE-P006_BAR.dgn



STAKEOUT DATA			
POINT NO.	NORTHING	EASTING	ELEVATION
104	526,020.1441	1,330,747.1924	487.05
105	526,013.6422	1,330,745.7194	487.17
106	526,014.2045	1,330,739.7458	487.21
107	526,020.8671	1,330,739.5120	487.09
108	526013.2249	1,330,733.8263	487.74
109	526018.9693	1,330,732.0938	487.62
111	526,059.7250	1,330,722.0537	486.92
112	526,053.9421	1,330,713.3240	487.23
113	526,049.4674	1,330,707.0429	487.86
114	526,070.8517	1,330,721.0099	486.87
115	526,062.1693	1,330,707.6395	487.03
116	526,057.5276	1,330,701.1241	487.70
117	526,040.2058	1,330,790.4795	487.60
118	526,045.4675	1,330,806.9326	488.18
119	526,047.4134	1,330,814.4728	488.85
120	526,047.9093	1,330,794.3622	487.73
121	526,051.2497	1,330,805.3308	488.06
122	526,053.2487	1,330,813.0766	488.73
123	526,086.5053	1,330,777.4151	487.94
124	526,089.8001	1,330,787.5004	488.25
125	526,091.9430	1,330,794.9086	488.86
126	526,093.1582	1,330,766.4850	487.72
127	526,099.3653	1,330,784.5837	488.15
128	526,101.5882	1,330,792.2683	488.76

BURTONSVILLE ACCESS ROAD

LEGEND

- ASPHALT TRAIL
- CONCRETE SIDEWALK
- DETECTABLE WARNING SURFACE

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LICENSE NO.
EXPIRATION DATE:

OWNER/ADDRESS:
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DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY KBJ DRAWN BY KBJ CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

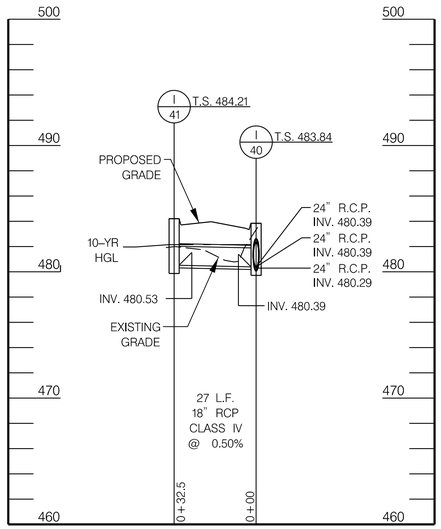
BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

ADA DETAIL AND STAKEOUT

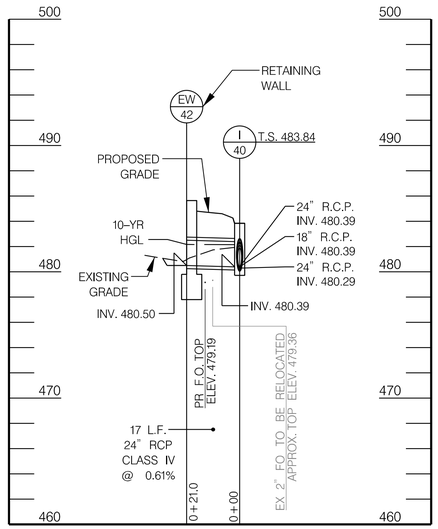
SCALE 1"=5' DATE NOVEMBER 23, 2022

DRAWING NO. DE-07 OF 07 SHEET NO. 23 OF 63

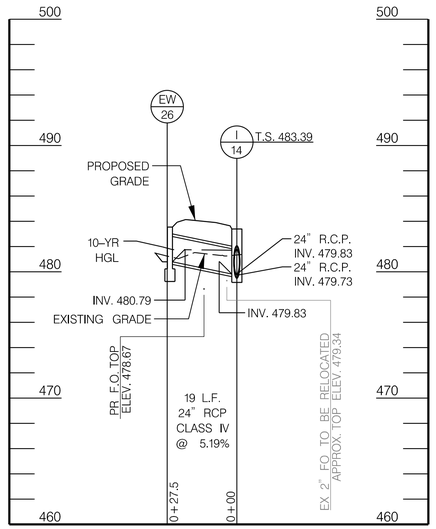
PLOTTED: 11/23/2022
FILE: \\ad.rkk.com\Vs\Cloun\Projects\2020\20097_MCDOT\Transp\Task 6 - Burtonsville Access Road\cads\Plans\pDE-P007_BAR.dgn



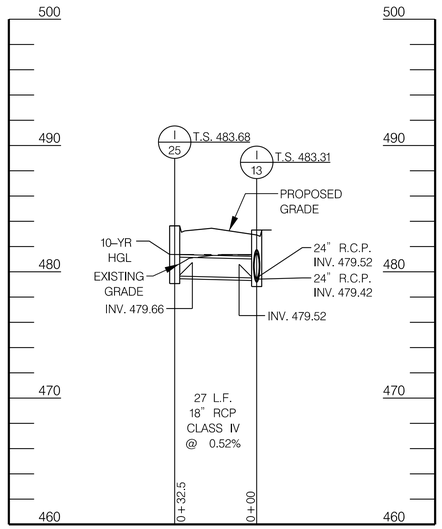
I–40 TO I–41



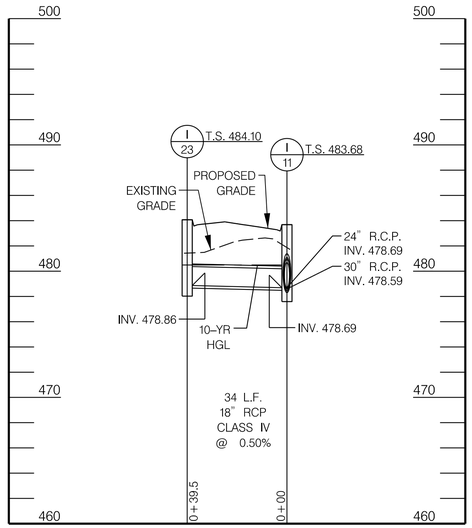
I–40 TO EW–42



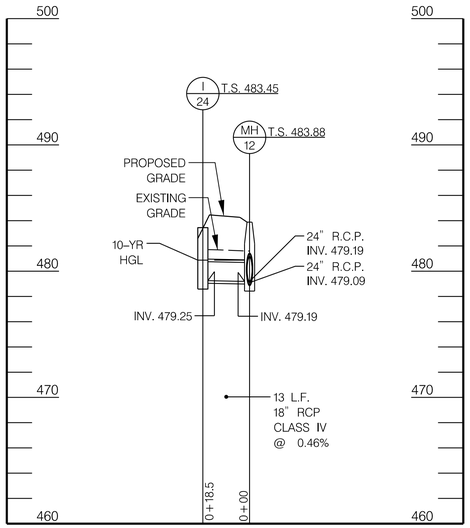
I–14 TO EW–26



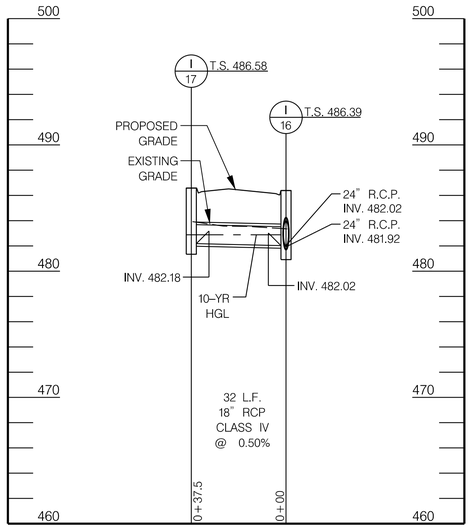
I–13 TO I–25



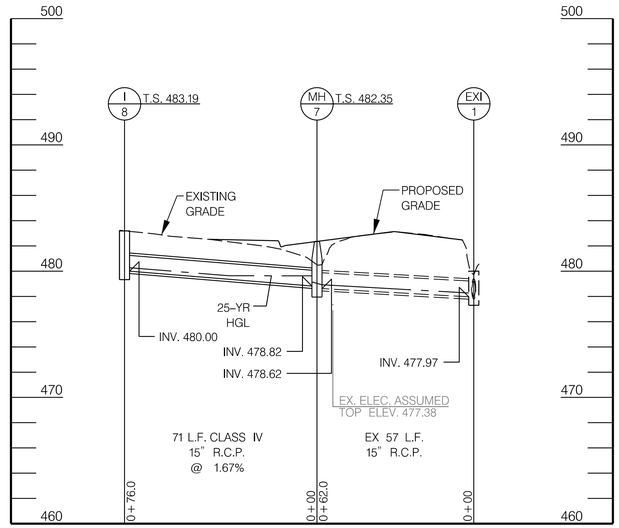
I–11 TO I–23



MH–12 TO I–24



I–16 TO I–17



EX–I TO I–8

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DESIGN SECTION
240–777–7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY ABD DRAWN BY ABD CHECKED BY MES

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

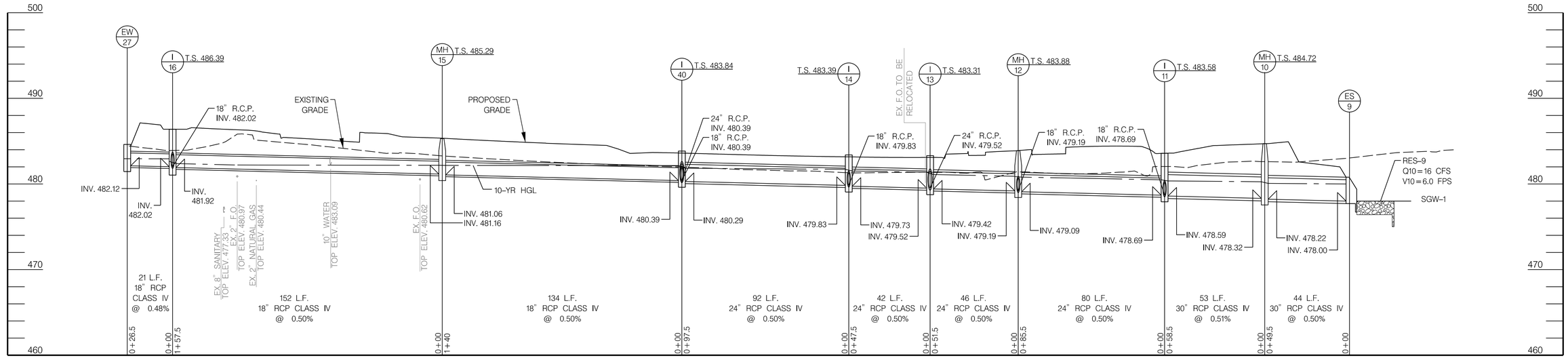
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

STORM DRAIN PROFILES

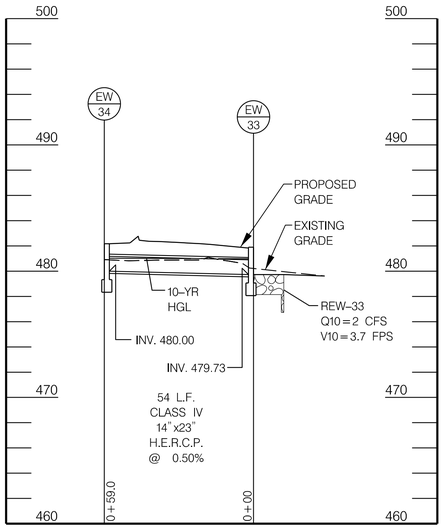
SCALE AS SHOWN (TYP) DATE NOVEMBER 23, 2022

SHEET NO. 24 OF 63

PLOTTED: 11/22/2022
FILE: \\ad.rkk.com\ds\Okun\Projects\2020\20097_MCDOTransp\Task 6 – Burtonsville Access Road\cadd\Plans\p2P–0001_BAR.dgn



ES-9 TO EW-27



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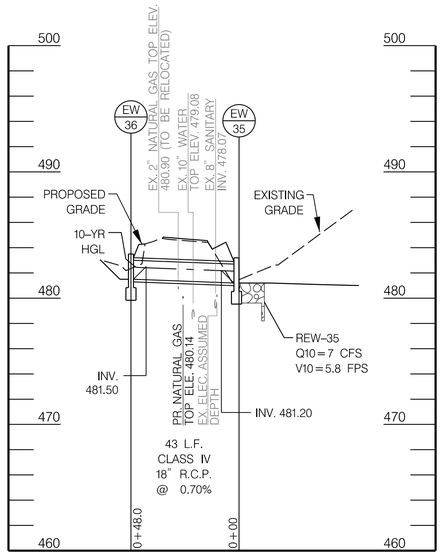

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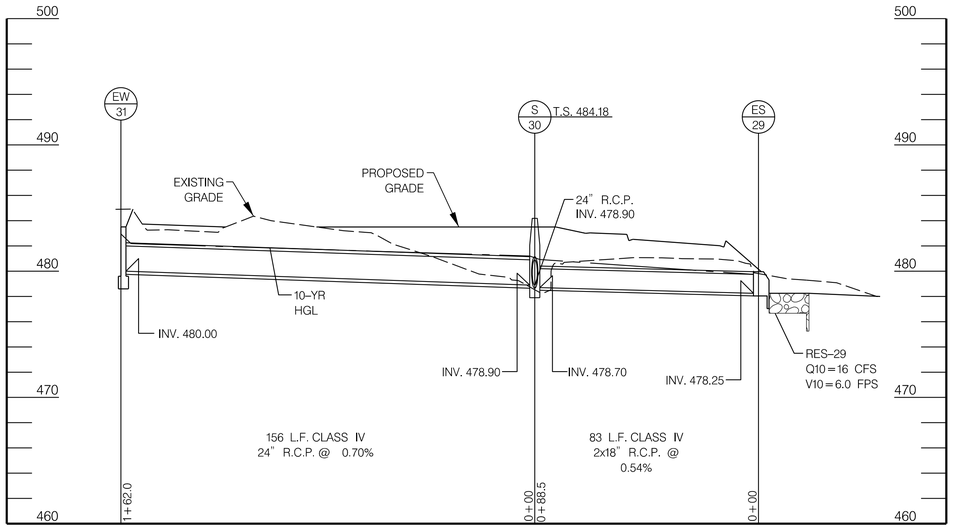

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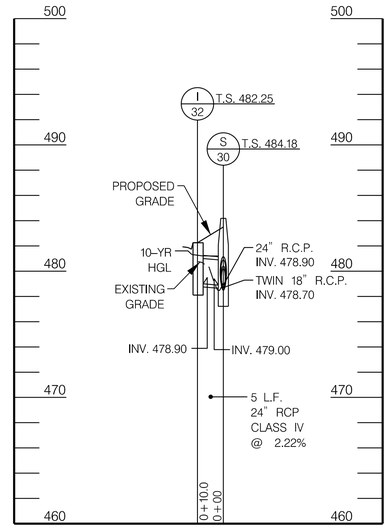

S-30 TO I-32

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DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY ABD DRAWN BY ABD CHECKED BY MES

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

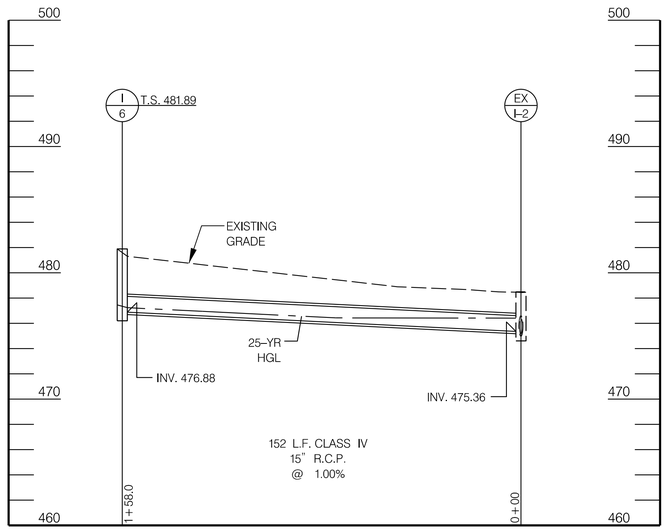
BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

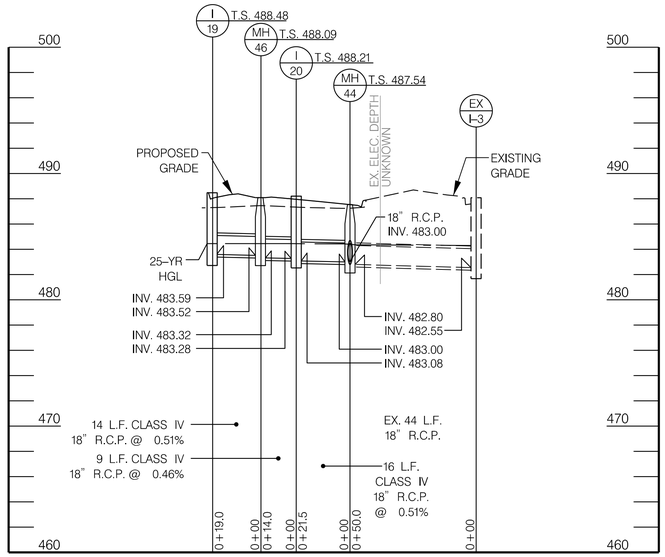
STORM DRAIN PROFILES

SCALE AS SHOWN (TYP) DATE NOVEMBER 23, 2022

PLOTTED: 11/23/2022
FILE: \\ad.rkk.com\lib\Okun\Projects\2020\20097_MCDOTransp\Task 6 - Burtonsville Access Road\cadd\Plans\pDP-0002_BAR.dgn



EX-I TO I-6



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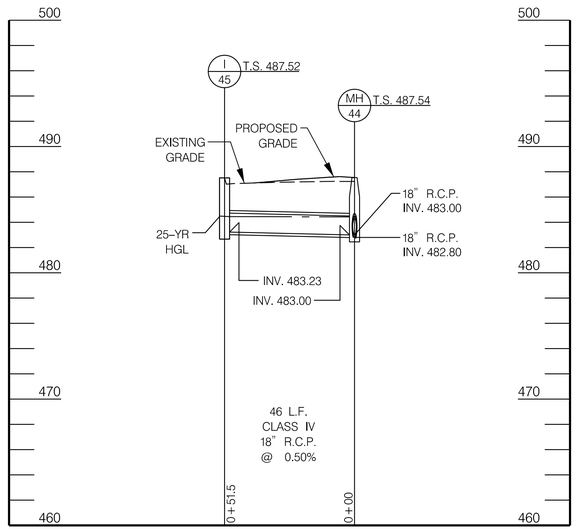
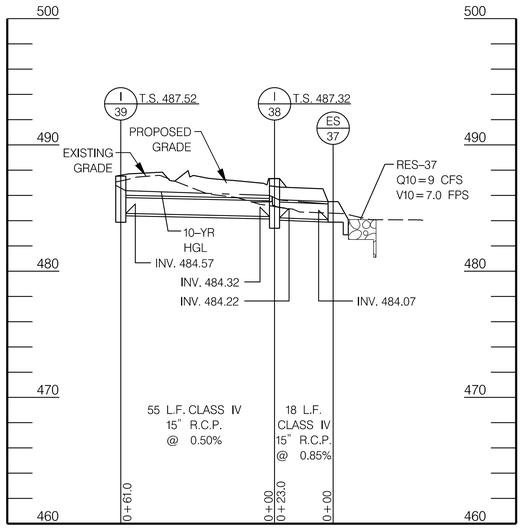
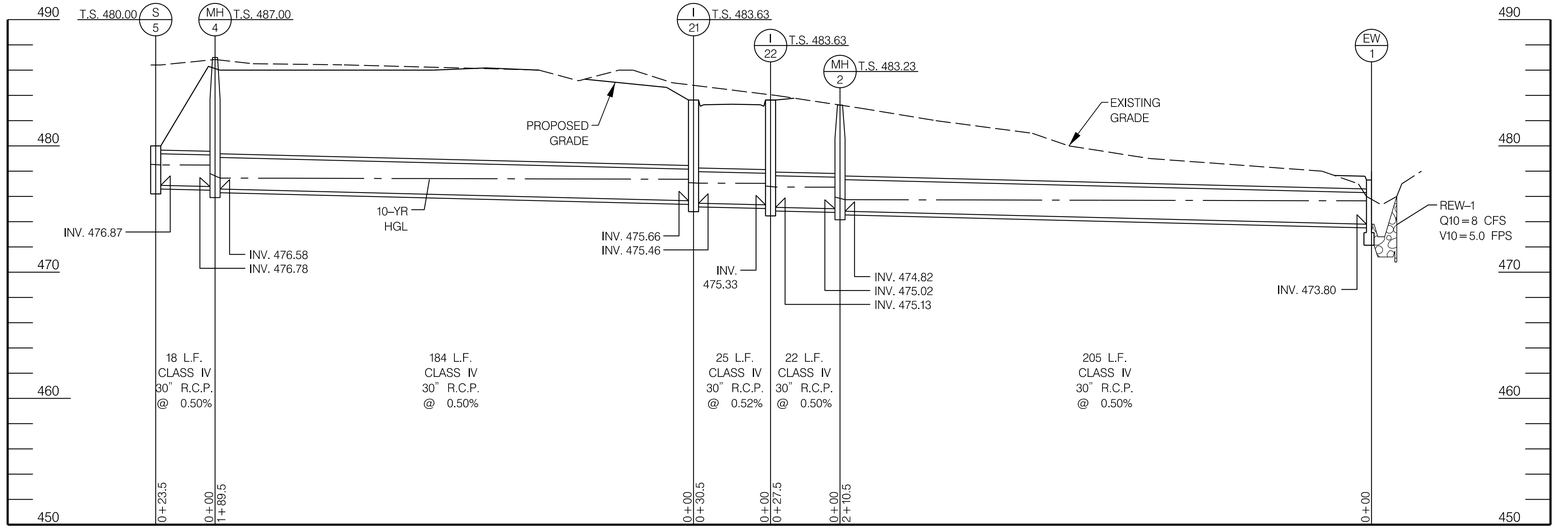


MH-44 TO I-45



ES-37 TO I-39



EW-1 TO S-5

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DESIGN SECTION
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DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

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Chief, Transportation Planning and Design Section — Date
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Chief, Division of Transportation Engineering — Date

DESIGNED BY ABD DRAWN BY ABD CHECKED BY MES

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

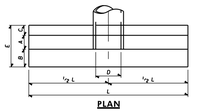
BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

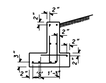
STORM DRAIN PROFILES

SCALE AS SHOWN (TYP) DATE NOVEMBER 23, 2022

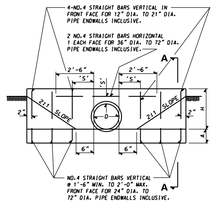
PLOTTED: 11/22/2022
FILE: \\atd.rkk.com\Jx\Cloud\Projects\2020\20097_MCDOTranes\Task 6 - Burtonsville Access Road\cadd\Plans\pDP-0003_BAR.dgn



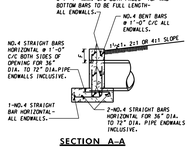
PLAN



DISPOSITION OF BARS DETAIL



ELEVATION



SECTION A–A

QUANTITIES FOR ESTIMATING PURPOSES ONLY

OPENING		DIMENSIONS						QUANTITIES	
D	AREA	A	B	C	E	F	H	L	CONC. C.Y.	STEEL LBS.
INCHES	SQ.FT.									
12	0.79	9"	6"	6"	1'-9"	1'-9"	6'-4"	6'-6"	0.61	41
15	1.23	9"	6"	6"	1'-9"	9"	7'-0"	7'-9"	0.77	47
18	1.77	9"	6"	6"	1'-9"	9"	7'-0"	7'-9"	0.95	54
21	2.40	9"	6"	6"	1'-9"	9"	7'-6"	10'-0"	1.14	70
24	3.14	9"	14"	6"	2'-5"	9"	7'-9"	11'-6"	1.56	80
27	3.98	9"	14"	6"	2'-5"	9"	7'-9"	11'-6"	1.82	88
30	4.91	9"	14"	6"	2'-5"	10"	7'-6"	14'-2"	2.22	98
33	5.94	9"	14"	6"	2'-5"	10"	7'-9"	15'-6"	2.48	105
36	7.07	12"	16"	10"	3'-2"	12"	7'-0"	16'-8"	4.16	182
42	9.62	12"	16"	10"	3'-2"	12"	7'-6"	19'-2"	5.07	206
48	12.57	12"	16"	10"	3'-2"	12"	8'-0"	21'-8"	6.09	244
54	15.90	12"	20"	12"	3'-8"	12"	8'-6"	24'-2"	7.62	275
60	19.64	12"	20"	12"	3'-8"	12"	8'-6"	26'-8"	8.82	304
72	28.27	12"	20"	12"	3'-8"	12"	9'-0"	31'-8"	11.46	377

'S' DISTANCES

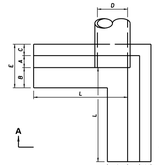
4" FOR 12" DIA. TO 21" DIA. PIPES INCLUSIVE.
6" FOR 24" DIA. TO 36" DIA. PIPES INCLUSIVE.
8" FOR 42" DIA. TO 72" DIA. PIPES INCLUSIVE.

GENERAL NOTES

SPECIFICATIONS: LATEST S.H.A.
CONCRETE SHALL BE MIX NO.2
REINFORCING: DEFORMED STEEL BARS–NO.4
CHAMFER: ALL EXPOSED EDGES 1"x1" OR AS DIRECTED

STANDARD TYPE C ENDWALL
METAL OR CONCRETE ROUND PIPE

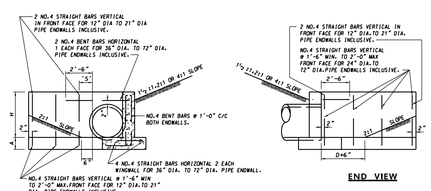
STANDARD NO. MD 354.01



PLAN

QUANTITIES FOR ESTIMATING PURPOSES ONLY

OPENING		DIMENSIONS							QUANTITIES	
D	AREA	A	B	C	E	H	L		CONC. C.Y.	STEEL LBS.
INCHES	SQ.FT.									
12	0.79	9"	6"	6"	1'-9"	1'-9"	3'-6"		0.76	55
15	1.23	9"	6"	6"	1'-9"	2'-0"	4'-3"		0.99	61
18	1.77	9"	6"	6"	1'-9"	2'-3"	5'-0"		1.17	68
21	2.40	9"	6"	6"	1'-9"	2'-6"	5'-9"		1.38	77
24	3.14	9"	14"	6"	2'-5"	2'-9"	6'-6"		1.84	106
27	3.98	9"	14"	6"	2'-5"	3'-0"	7'-3"		2.11	115
30	4.91	9"	14"	6"	2'-5"	3'-6"	8'-0"		2.57	140
33	5.94	9"	14"	6"	2'-5"	3'-9"	8'-9"		2.92	148
36	7.07	12"	16"	10"	3'-2"	4'-0"	9'-6"		4.09	235
42	9.62	12"	16"	10"	3'-2"	4'-6"	11'-0"		6.12	303
48	12.57	12"	16"	10"	3'-2"	5'-0"	12'-6"		7.34	341
54	15.90	12"	20"	12"	3'-8"	5'-6"	14'-0"		9.17	438
60	19.64	12"	20"	12"	3'-8"	6'-0"	15'-6"		10.86	496
72	28.27	12"	20"	12"	3'-8"	7'-0"	17'-0"		12.68	597



SECTION A–A

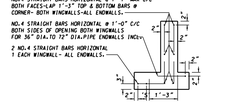
END VIEW

'S' DISTANCES

4" FOR 12" DIA. TO 21" DIA. PIPES INCLUSIVE.
6" FOR 24" DIA. TO 36" DIA. PIPES INCLUSIVE.
8" FOR 42" DIA. TO 72" DIA. PIPES INCLUSIVE.

GENERAL NOTES

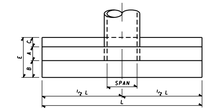
SPECIFICATIONS: LATEST S.H.A.
CONCRETE SHALL BE MIX NO.2
REINFORCING: DEFORMED STEEL BARS – NO.4
CHAMFER: ALL EXPOSED EDGES 1"x 1" OR AS DIRECTED.



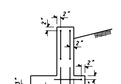
DISPOSITION OF BARS DETAIL

STANDARD TYPE E ENDWALL
METAL OR CONCRETE ROUND PIPE

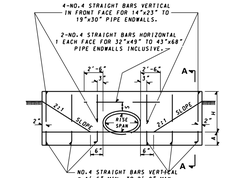
STANDARD NO. MD 356.01



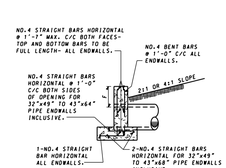
PLAN



DISPOSITION OF BARS DETAIL



ELEVATION



SECTION A–A

QUANTITIES FOR ESTIMATING PURPOSES ONLY

OPENING		DIMENSIONS							QUANTITIES	
D	AREA	A	B	C	E	F	H	L	CONC. C.Y.	STEEL LBS.
EQV. SPAN INCHES	SQ.FT.									
14X23	1.8	9"	8"	6"	1'-11"	12"	2'-2"	8'-7"	0.88	56
19X30	3.3	9"	8"	6"	1'-11"	12"	2'-6"	10'-6"	1.15	63
22X34	4.1	9"	14"	6"	2'-5"	13"	2'-11"	12'-6"	1.74	100
24X38	5.1	9"	14"	6"	2'-5"	13"	3'-1"	13'-6"	1.92	116
27X42	6.3	9"	14"	6"	2'-5"	13"	3'-4"	14'-10"	2.19	124
29X45	7.4	9"	14"	10"	2'-9"	14"	3'-7"	16'-0"	2.61	141
32X49	8.8	12"	16"	10"	3'-2"	14"	3'-10"	17'-0"	4.08	202
34X53	10.2	12"	16"	10"	3'-2"	14"	4'-0"	18'-0"	4.40	210
38X60	12.9	12"	16"	10"	3'-2"	15"	4'-5"	20'-4"	5.23	266
43X68	16.6	12"	20"	12"	3'-8"	15"	4'-10"	22'-8"	6.52	307

6" FOR 14" x 23" TO 27" x 42" INCLUSIVE.
8" FOR 29" x 45" TO 43" x 68" INCLUSIVE.

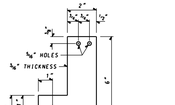
'S' DISTANCES

GENERAL NOTES

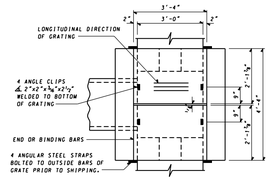
SPECIFICATIONS: LATEST S.H.A.
CONCRETE: SEE S.H.A. SPECIFICATIONS
REINFORCEMENTS: DEFORMED STEEL BARS NO.4
CHAMFER: ALL EXPOSED EDGES 1"x1" OR AS DIRECTED.

STANDARD TYPE C ENDWALL
HORIZONTAL ELLIPTICAL CONCRETE PIPE

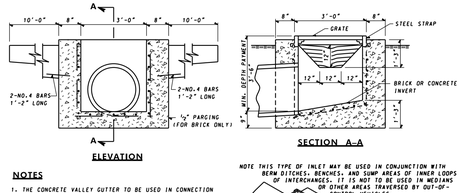
STANDARD NO. MD 355.02



END STRAP DETAIL



PLAN

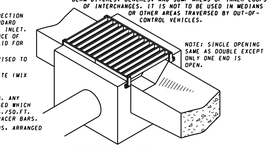


ELEVATION

SECTION A–A

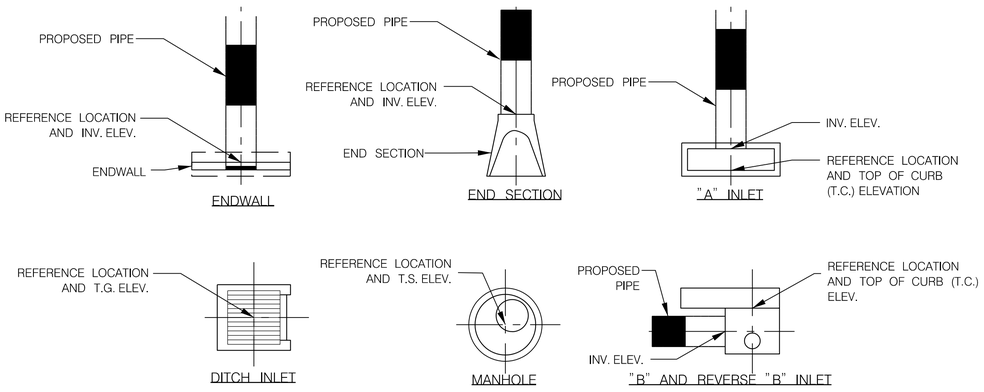
NOTES

1. THE CONCRETE VALLEY GUTTER TO BE USED IN CONJUNCTION WITH THIS INLET, WILL BE WARPED FROM THE STANDARD SECTION TO MEET THE SECTION AT THE END OF THE INLET. THIS TRANSITION WILL TAKE PLACE WITH A DISTANCE OF TEN (10) FEET FROM THE INLET. GUTTER TO BE PAID FOR SEPARATELY.
2. PIPE OUTLETS AND GUTTER APPROACHES CAN BE REVISED TO MEET EXISTING CONDITIONS.
3. INLET MAY BE CONSTRUCTED OF REINFORCED CONCRETE (MIX NO.2) OR BRICK. CHAMFER INSIDE CORNER ¾"x¾". REINFORCEMENT NO.4 BARS @ 6" C/C. 2" COVER.
4. GRATINGS ARE SUBJECT TO APPROVAL FOR EACH JOB. ANY TYPE OF SUBSTANTIAL TRANSVERSE BARS MAY BE USED WHICH WILL SUPPORT A MINIMUM UNIFORM LOAD OF 50 LBS./SQ.FT. THE TRANSVERSE BARS SHALL BE HELD RIGID BY SPACER BARS.
5. AREA TO BE MADE UP OF TWO EQUAL PANELED WIDTHS. ARRANGED FOR BOLTING TOGETHER IN THE FIELD.
6. ALL MATERIAL TO BE HOT DIPPED GALVANIZED.



ISOMETRIC VIEW
(DOUBLE OPENING SHOWN)

STANDARD SINGLE OR DOUBLE OPENING
TYPE K INLET OPEN-END GRATE
NON-TRAFFIC AREAS
STANDARD NO. MD 378.03



DRAINAGE STRUCTURE LOCATION REFERENCES

RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

OWNER/ADDRESS:
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240–777–7220
DESIGN SECTION
240–777–7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY ABD DRAWN BY ABD CHECKED BY MES

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

DRAINAGE DETAILS

SCALE N.T.S. DATE NOVEMBER 23, 2022

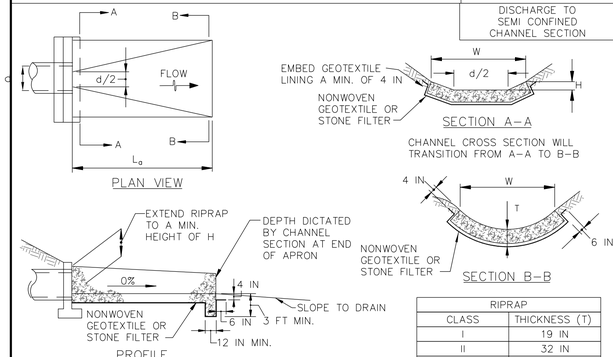
SHEET NO. 27 OF 63

PLOTTED: 11/22/2022
FILE: \\ad.rkk.com\fs\Cincur\Projects\2020\20097_MCDOTransp\Task 6 – Burtonsville Access Road\cadd\Plans\d20-0001_B4R.dgn

DETAIL D-4-1-A ROCK OUTLET PROTECTION I

STANDARD SYMBOL: ROP1

DISCHARGE TO SEMI CONFINED CHANNEL SECTION



RIPRAP	
CLASS	THICKNESS (T)
I	19 IN
II	32 IN
III	46 IN

CONSTRUCTION SPECIFICATIONS

1. RIPRAP AND STONE MUST CONFORM TO THE SPECIFIED CLASS.
2. USE NONWOVEN GEOTEXTILE AS SPECIFIED IN SECTION H-I MATERIALS, AND PROTECT FROM PUNCTURING, CUTTING, OR TEARING. REPAIR ANY DAMAGE OTHER THAN AN OCCASIONAL SMALL HOLE BY PLACING ANOTHER PIECE OF GEOTEXTILE OVER THE DAMAGED PART OR BY COMPLETELY REPLACING THE GEOTEXTILE. PROVIDE A MINIMUM OF ONE FOOT OVERLAP FOR ALL REPAIRS AND FOR JOINING TWO PIECES OF GEOTEXTILE TOGETHER.
3. PREPARE THE SUBGRADE FOR GEOTEXTILE OR STONE FILTER (⅜ TO 1½ INCH STONE FOR 6 INCH MINIMUM DEPTH) AND RIPRAP TO THE REQUIRED LINES AND GRADES. COMPACT ANY FILL REQUIRED IN THE SUBGRADE TO A DENSITY OF APPROXIMATELY THAT OF THE SURROUNDING UNDISTURBED MATERIAL.
4. EXTEND GEOTEXTILE AT LEAST 6 INCHES BEYOND EDGES OF RIPRAP AND EMBED AT LEAST 4 INCHES AT SIDES OF THE RIPRAP.
5. CONSTRUCT RIPRAP OUTLET TO FULL COURSE THICKNESS IN ONE OPERATION AND IN SUCH A MANNER AS TO AVOID DISPLACEMENT OF UNDERLYING MATERIALS. PLACE STONE FOR RIPRAP OUTLET IN A MANNER THAT WILL ENSURE THAT IT IS REASONABLY HOMOGENOUS WITH THE SMALLER STONES AND SPALLS FILLING THE VOIDS BETWEEN THE LARGER STONES. PLACE RIPRAP IN A MANNER TO PREVENT DAMAGE TO THE STONE FILTER BLANKET OR GEOTEXTILE. HAND PLACE TO THE EXTENT NECESSARY.
6. WHERE NO ENDWALL IS USED, CONSTRUCT THE UPSTREAM END OF THE APRON SO THAT THE WIDTH IS TWO TIMES THE DIAMETER OF THE OUTLET PIPE, AND EXTEND THE STONE UNDER THE OUTLET BY A MINIMUM OF 18 INCHES.
7. CONSTRUCT APRON WITH 0% SLOPE ALONG ITS LENGTH AND WITHOUT OBSTRUCTIONS. PLACE STONE SO THAT IT BLENDS IN WITH EXISTING GROUND.
8. MAINTAIN LINE, GRADE, AND CROSS SECTION. KEEP OUTLET FREE OF EROSION. REMOVE ACCUMULATED SEDIMENT AND DEBRIS. AFTER HIGH FLOWS INSPECT FOR SCOUR AND DISLODGED RIPRAP. MAKE NECESSARY REPAIRS IMMEDIATELY.

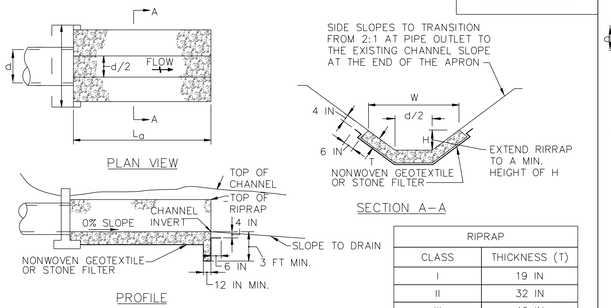
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL D-4-1-B ROCK OUTLET PROTECTION II

STANDARD SYMBOL: ROPII

DISCHARGE TO CONFINED CHANNEL SECTION



RIPRAP	
CLASS	THICKNESS (T)
I	19 IN
II	32 IN
III	46 IN

CONSTRUCTION SPECIFICATIONS

1. RIPRAP AND STONE MUST CONFORM TO THE SPECIFIED CLASS.
2. USE NONWOVEN GEOTEXTILE AS SPECIFIED IN SECTION H-I MATERIALS, AND PROTECT FROM PUNCTURING, CUTTING, OR TEARING. REPAIR ANY DAMAGE OTHER THAN AN OCCASIONAL SMALL HOLE BY PLACING ANOTHER PIECE OF GEOTEXTILE OVER THE DAMAGED PART OR BY COMPLETELY REPLACING THE GEOTEXTILE. PROVIDE A MINIMUM OF ONE FOOT OVERLAP FOR ALL REPAIRS AND FOR JOINING TWO PIECES OF GEOTEXTILE TOGETHER.
3. PREPARE THE SUBGRADE FOR GEOTEXTILE OR STONE FILTER (⅜ TO 1½ INCH STONE FOR 6 INCH MINIMUM DEPTH) AND RIPRAP TO THE REQUIRED LINES AND GRADES. COMPACT ANY FILL REQUIRED IN THE SUBGRADE TO A DENSITY OF APPROXIMATELY THAT OF THE SURROUNDING UNDISTURBED MATERIAL.
4. EXTEND GEOTEXTILE AT LEAST 6 INCHES BEYOND EDGES OF RIPRAP AND EMBED AT LEAST 4 INCHES AT SIDES OF RIPRAP.
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6. WHERE NO ENDWALL IS USED, CONSTRUCT THE UPSTREAM END OF THE APRON SO THAT THE WIDTH IS TWO TIMES THE DIAMETER OF THE OUTLET PIPE, AND EXTEND THE STONE UNDER THE OUTLET BY A MINIMUM OF 18 INCHES.
7. CONSTRUCT APRON WITH 0% SLOPE ALONG ITS LENGTH AND WITHOUT OBSTRUCTIONS. PLACE STONE SO THAT IT BLENDS IN WITH EXISTING GROUND.
8. MAINTAIN LINE, GRADE, AND CROSS SECTION. KEEP OUTLET FREE OF EROSION. REMOVE ACCUMULATED SEDIMENT AND DEBRIS. AFTER HIGH FLOWS INSPECT FOR SCOUR AND DISLODGED RIPRAP. MAKE NECESSARY REPAIRS IMMEDIATELY.

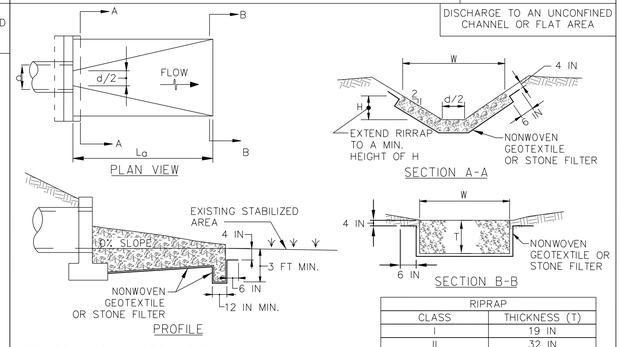
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL D-4-1-C ROCK OUTLET PROTECTION III

STANDARD SYMBOL: ROPIII

DISCHARGE TO AN UNCONFINED CHANNEL OR FLAT AREA



RIPRAP	
CLASS	THICKNESS (T)
I	19 IN
II	32 IN
III	46 IN

CONSTRUCTION SPECIFICATIONS

1. RIPRAP AND STONE MUST CONFORM TO THE SPECIFIED CLASS.
2. USE NONWOVEN GEOTEXTILE, AS SPECIFIED IN SECTION H-I MATERIALS, AND PROTECT FROM PUNCTURING, CUTTING, OR TEARING. REPAIR ANY DAMAGE OTHER THAN AN OCCASIONAL SMALL HOLE BY PLACING ANOTHER PIECE OF GEOTEXTILE OVER THE DAMAGED PART OR BY COMPLETELY REPLACING THE GEOTEXTILE. PROVIDE A MINIMUM OF ONE FOOT OVERLAP FOR ALL REPAIRS AND FOR JOINING TWO PIECES OF GEOTEXTILE TOGETHER.
3. PREPARE THE SUBGRADE FOR GEOTEXTILE OR STONE FILTER (⅜ TO 1½ INCH MINIMUM STONE FOR 6 INCH MINIMUM DEPTH) AND RIPRAP TO THE REQUIRED LINES AND GRADES. COMPACT ANY FILL REQUIRED IN THE SUBGRADE TO A DENSITY OF APPROXIMATELY THAT OF THE SURROUNDING UNDISTURBED MATERIAL.
4. EXTEND GEOTEXTILE AT LEAST 6 INCHES BEYOND EDGES OF RIPRAP AND EMBED AT LEAST 4 INCHES AT SIDES OF RIPRAP.
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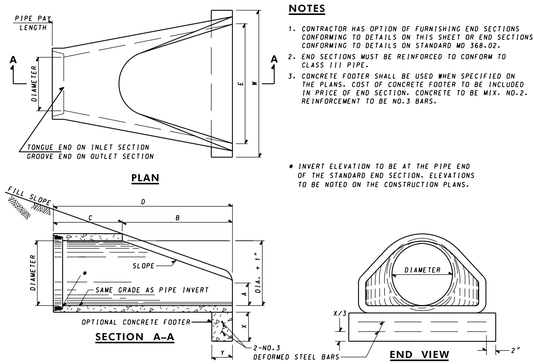
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION



NOTES

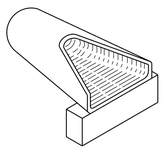
1. CONTRACTOR HAS OPTION OF FURNISHING END SECTIONS CONFORMING TO DETAILS ON THIS SHEET OR END SECTIONS CONFORMING TO DETAILS ON STANDARD NO 368.02.
2. END SECTIONS MUST BE REINFORCED TO CONFORM TO CLASS III PIPE.
3. CONCRETE FOOTER SHALL BE USED WHEN SPECIFIED ON THE PLANS. COST OF CONCRETE FOOTER TO BE INCLUDED IN PRICE OF END SECTION. CONCRETE TO BE MIX. NO.2. REINFORCEMENT TO BE NO.3 BARS.

* INVERT ELEVATION TO BE AT THE PIPE END OF THE STANDARD END SECTION. ELEVATIONS TO BE NOTED ON THE CONSTRUCTION PLANS.

QUANTITIES FOR ESTIMATING PURPOSES ONLY

DIMENSIONS								QUANTITIES		
CONCRETE END SECTION							CONCRETE FOOTER			
DIA.	SLOPE	A	B	C	D	E	W	X	Y	CONC. C.Y.	STEEL LBS.
12"	3:1	4"	2'-0"	4'-0¾"	6'-0¾"	2'-0"	3'-0"	12"	9"	0.08	24.00
15"	3:1	6½"	2'-4"	3'-10"	6'-2"	2'-6"	3'-6"	12"	9"	0.10	28.50
18"	3:1	10¼"	2'-2"	4'-0"	6'-2"	3'-0"	4'-0"	12"	9"	0.11	33.00
21"	3:1	9"	3'-0"	3'-1½"	6'-1½"	3'-6"	4'-6"	12"	9"	0.13	37.50
24"	3:1	11"	3'-1"	2'-8"	6'-3"	4'-0"	5'-0"	15"	9"	0.17	42.00
27"	3:1	10½"	4'-1½"	2'-0"	6'-1½"	4'-6"	5'-6"	15"	9"	0.19	46.50
30"	3:1	1'-1"	4'-5"	1'-10"	6'-3"	5'-0"	6'-0"	15"	9"	0.21	51.00
33"	3:1	1'-2"	4'-7"	2'-2"	6'-9"	5'-6"	6'-6"	15"	9"	0.23	55.50
36"	3:1	1'-3½"	5'-3"	3'-1"	8'-1½"	6'-0"	7'-3"	15"	9"	0.25	62.25
42"	3:1	1'-9¼"	5'-5"	2'-10"	8'-3"	6'-6"	7'-9"	15"	9"	0.27	66.75
48"	3:1	2'-1"	6'-0"	2'-2"	8'-2"	7'-0"	8'-6"	18"	12"	0.47	73.50
54"	2.4:1	2'-5"	5'-2"	2'-10"	8'-0"	7'-6"	9'-0"	18"	12"	0.50	78.00
60"	2:1	2'-7"	4'-11"	3'-8½"	8'-1½"	8'-0"	9'-6"	18"	12"	0.53	82.50
66"	2:1	2'-4"	6'-6"	1'-9"	8'-3"	8'-6"	10'-0"	18"	12"	0.56	87.00
72"	2:1	2'-10"	6'-6"	1'-9"	8'-3"	9'-0"	10'-9"	18"	12"	0.60	93.75

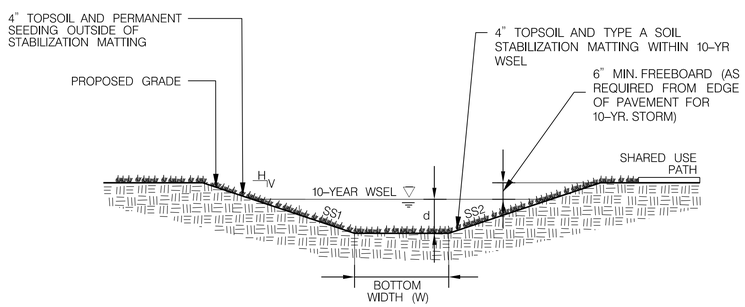
SEE NOTE 3 ABOVE FOR CONCRETE FOOTER



ISOMETRIC VIEW

STANDARD CONCRETE END SECTION ROUND CONCRETE PIPE

STANDARD NO. MD 368.01



DRAINAGE DITCH TYP. DETAIL

NOTE: FOR DRAINAGE DITCH SCHEDULE AND STABILIZATION MATTING SCHEDULE, SEE TABLES ON DD-03.

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DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY ABD DRAWN BY ABD CHECKED BY MES

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

DRAINAGE DETAILS

SCALE N.T.S. DATE NOVEMBER 23, 2022

02 SHEET NO. 28 OF 63

PLOTTED: 11/22/2022
FILE: \\ad.rkk.com\ls\Cloud\Projects\2020\20097_MCDOTransp\Task 6 – Burtonsville Access Road\cadd\Plans\d20-0002_BAR.dgn

STRUCTURE SCHEDULE - ENDWALLS AND END SECTIONS								
STRUCTURE NO.	STATION	OFFSET	VERTICAL DEPTH	TYPE	STD. REF.	T.C./T.G. OR T.S.	INV. OUT	NOTES
ES-37	109+51	39.74 RT	N/A	STD CONCRETE END SECTION	MD-368.01	485.78	484.07	DIAMETER = 15"
ES-9	101+93	64.57 LT	N/A	STD CONCRETE END SECTION	MD-368.01	480.79	478.00	DIAMETER = 30"
EW-1	100+71	243.09 RT	N/A	STD TYPE C ENDWALL	MD-354.01	477.30	473.80	DIAMETER = 30"
EW-26	104+80	37.78 LT	N/A	STD TYPE C ENDWALL	MD-354.01	483.54	480.79	DIAMETER = 24"
EW-27	108+71	43.28 LT	N/A	STD TYPE E ENDWALL	MD-356.01	484.62	482.12	DIAMETER = 18"
ES-29a	103+28	66.70 RT	N/A	STD CONCRETE END SECTION	MD-368.01	480.50	478.25	DIAMETER = 18"
ES-29	103+27	62.79 RT	N/A	STD CONCRETE END SECTION	MD-368.01	480.50	478.25	DIAMETER = 18"
EW-31	105+46	38.91 RT	N/A	STD TYPE C ENDWALL	MD-354.01	482.75	480.00	DIAMETER = 24"
EW-33	103+20	120.88 RT	N/A	STD 14"x23" HERCP TYPE C ENDWALL	MD-355.02	481.90	479.73	14"X23" ELLIPTICAL
EW-34	103+30	172.44 RT	N/A	STD 14"x23" HERCP TYPE C ENDWALL	MD-355.02	482.17	480.00	14"X23" ELLIPTICAL
EW-35	107+62	38.04 RT	N/A	STD TYPE C ENDWALL	MD-354.01	483.45	481.20	DIAMETER = 18"
EW-36	108+06	46.94 RT	N/A	STD TYPE C ENDWALL	MD-354.01	483.75	481.50	DIAMETER = 18"
EW-42	105+78	37.75 LT	N/A	SEE RETAINING WALL DETAILS	CUSTOM	N/A	480.50	

STRUCTURE SCHEDULE - MANHOLES								
STRUCTURE NO.	STATION	OFFSET	VERTICAL DEPTH	TYPE	STD. REF.	T.C./T.G. OR T.S.	INV. OUT	NOTES
MH-2	1001+87	40.63 LT	8.41	"A" MANHOLE	MC-510.01	483.23	474.82	DIAMETER = 60"
MH-4	100+87	201.84 LT	10.42	"A" MANHOLE	MC-510.01	487.00	476.58	DIAMETER = 72"
MH-7	100+54	4.47 LT	3.73	"A" MANHOLE	MC-510.01	482.35	478.62	DIAMETER = 48"
MH-10	102+22	28.20 LT	6.50	"A" MANHOLE	MC-510.01	484.72	478.22	DIAMETER = 60"
MH-12	103+76	22.28 LT	4.79	"A" MANHOLE	MC-510.01	483.88	479.09	DIAMETER = 60"
MH-15	107+17	27.51 LT	4.23	"A" MANHOLE	MC-510.01	485.29	481.06	DIAMETER = 48"
MH-44	110+15	26.55 LT	4.74	"A" MANHOLE	MC-510.01	487.54	482.80	DIAMETER = 48"
MH-46	110+43	8.90 LT	4.77	"A" MANHOLE	MC-510.01	488.09	483.32	DIAMETER = 48"
S-30	103+96	29.00 RT	5.48	JUNCTION BOX	CUSTOM	484.18	478.70	

STRUCTURE SCHEDULE - INLETS								
STRUCTURE NO.	STATION	OFFSET	VERTICAL DEPTH	TYPE	STD. REF.	T.C./T.G. OR T.S.	INV. OUT	NOTES
I-6	1002+20	29.67 LT	5.01	"A" INLET	MC-501.01	481.89	476.88	TOP WIDTH = 10'
I-8	1000+72	26.22 LT	3.19	"E" INLET	MC-504.01	483.19	480.00	
I-11	102+83	20.70 LT	5.09	"A" INLET	MC-501.01	483.68	478.59	TOP WIDTH = 10'
I-13	104+30	20.67 LT	3.89	REVERSE "B" INLET	MC-502.02	483.31	479.42	TOP WIDTH = 10'
I-14	104+80	20.00 LT	3.66	REVERSE "B" INLET	MC-502.02	483.39	479.73	TOP WIDTH = 10'
I-16	108+72	19.99 LT	4.47	"A" INLET	MC-501.01	486.39	481.92	TOP WIDTH = 10'
I-17	108+72	12.00 RT	4.40	"A" INLET	MC-501.01	486.58	482.18	TOP WIDTH = 10'
I-19	110+43	12.00 RT	4.89	REVERSE "B" INLET	MC-502.02	488.48	483.59	TOP WIDTH = 10'
I-20	110+32	17.13 LT	5.13	REVERSE "B" INLET	MC-502.02	488.21	483.08	TOP WIDTH = 10'
I-21	100+83	12.67 LT	8.17	"A" INLET	MC-501.01	483.63	475.46	TOP WIDTH = 10'
I-22	100+83	12.76 RT	8.50	"A" INLET	MC-501.01	483.63	475.13	TOP WIDTH = 10'
I-23	102+96	12.63 RT	5.24	"A" INLET	MC-501.01	484.10	478.86	TOP WIDTH = 10'
I-24	103+78	39.00 LT	4.20	"E" INLET	MC-504.01	483.45	479.25	
I-25	104+28	12.63 RT	4.02	"A" INLET	MC-501.01	483.68	479.66	TOP WIDTH = 10'
I-32	103+98	40.19 RT	3.35	"A" INLET	MC-501.01	482.25	478.90	TOP WIDTH = 5'
I-38	109+75	44.99 RT	3.10	"A" INLET	MC-501.01	487.32	484.22	TOP WIDTH = 10'
I-39	110+49	40.57 RT	2.95	"A" INLET	MC-501.01	487.52	484.57	TOP WIDTH = 10'
I-40	105+78	20.67 LT	3.31	REVERSE "B" INLET	MC-502.02	483.84	480.53	TOP WIDTH = 10'
I-41	105+78	12.67 RT	3.68	"A" INLET	MC-501.01	484.21	480.53	TOP WIDTH = 10'
I-45	109+71	47.63 LT	4.29	REVERSE "B" INLET	MC-502.02	487.52	483.23	TOP WIDTH = 10'
S-5	101+10	202.87 LT	3.13	STD. SINGLE OPENING TYPE K NON-TRAFFIC	MD 378.03	480.00	476.87	

STORM DRAIN PIPE SCHEDULE					
FROM	TO	SIZE	MATERIAL	CLASS	LENGTH (L.F)
MH-44	I-45	18"	RCP	CLASS IV	46
MH-44	I-20	18"	RCP	CLASS IV	15.8
I-20	MH-46	18"	RCP	CLASS IV	8.7
MH-46	I-19	18"	RCP	CLASS IV	13.6
ES-9	MH-10	30"	RCP	CLASS IV	44.1
MH-10	I-11	30"	RCP	CLASS IV	53.3
I-11	I-23	18"	RCP	CLASS IV	34.3
I-11	MH-12	24"	RCP	CLASS IV	79.9
MH-12	I-24	18"	RCP	CLASS IV	13.3
MH-12	I-13	24"	RCP	CLASS IV	46.4
I-13	I-25	24"	RCP	CLASS IV	27.4
I-13	I-14	24"	RCP	CLASS IV	42
I-14	EW-26	24"	RCP	CLASS IV	18.5
I-14	I-40	24"	RCP	CLASS IV	91.6
I-40	EW-42	24"	RCP	CLASS IV	16.7
I-40	I-41	18"	RCP	CLASS IV	27.3
I-40	MH-15	18"	RCP	CLASS IV	133.7
MH-15	I-16	18"	RCP	CLASS IV	151.7
I-16	EW-27	18"	RCP	CLASS IV	20.9
I-16	I-17	18"	RCP	CLASS IV	32
I-38	I-39	15"	RCP	CLASS IV	55.4
ES-37	I-38	15"	RCP	CLASS IV	17.7
EW-35	EW-36	18"	RCP	CLASS IV	42.6
ES-29a	S-30	18"	RCP	CLASS IV	83.1
ES-29	S-30	18"	RCP	CLASS IV	83.1
S-30	I-32	24"	RCP	CLASS IV	5
S-30	EW-31	24"	RCP	CLASS IV	156.4
EW-33	EW-34	14"X23"	HERCP	CLASS IV	53.6
EW-1	MH-2	30"	RCP	CLASS IV	205.3
MH-2	I-22	30"	RCP	CLASS IV	21.7
I-22	I-21	30"	RCP	CLASS IV	24.5
I-21	MH-4	30"	RCP	CLASS IV	184.2
MH-4	S-5	30"	RCP	CLASS IV	18.3
MH-7	I-8	15"	RCP	CLASS IV	70.7
EX-I-2	I-6	15"	RCP	CLASS IV	152.4

RIPRAP OUTFALL PROTECTION SCHEDULE								
LOCATION	RIPRAP ID	STATION	OFFSET	CLASS	TYPE	LEFT SIDE SLOPE	RIGHT SIDE SLOPE	DIMENSIONS
ES-9	RES-9	101+93	64.57 LT	I	III	0	0	10' (L) X 12.5' (W) X 19" (D)
ES-29	RES-29	103+27	62.79 RT	I	II	3:1	3:1	20' (L) X 12.5' (W) X 19" (D)
EW-33	REW-33	103+20	120.88 RT	I	II	3:1	3:1	13.5' (L) X 8' (W) X 19" (D)
EW-1	REW-1	100+71	243.09 RT	I	II	2:1	2:1	15' (L) X 21' (W) X 19" (D)
EW-35	REW-35	107+62	38.04 RT	I	II	3:1	3:1	10' (L) X 12' (W) X 19" (D)
ES-37	RES-37	109+51	39.74 RT	I	I	0	0	12' (L)X 12' (W) X 19" (D)
CURB CUT	CURB	103+20	97.66 RT	I	II	2:01	2:01	34' (L) X 6'(W) X 19" (D)

*ALL RIPRAP OUTFALL PROTECTION TO BE UNDERLAID WITH NON-WOVEN GEOTEXTILE SE

DITCH LINING SCHEDULE							
FROM	TO	SS1 (H:1V)	SS2 (H:1V)	d	W	TYPE	QUANTITY (S.Y.)
STA. 108+67, 44' LT	STA. 109+16, 52' LT	2.0	2.0	0.15	2.0	Type 'A' Matting	301
STA. 105+50, 38' RT	STA. 107+60, 39' RT	3.0	3.0	1.29	2.0	Type 'A' Matting	195

BURTONSVILLE ACCESS ROAD DITCH SCHEDULE				
STATION	DITCH INV. (FT)	OFFSET (FT)	LT OR RT	BOTTOM WIDTH (FT)
108+75	482.12	45	LT	2
109+25	483.06	45	LT	
105+50	480.04	40	RT	2
106+00	480.34	40	RT	
106+50	480.64	40	RT	
107+00	480.94	40	RT	
107+50	481.20	40	RT	

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PLOTTED: 11/22/2022
FILE: \\atl-fs\Projects\(Okun)\Projects\2020\20097_MCDOTransp\Task 6 – Burtonsville Access Road\cadd\Plans\pDO-0003_BAR.dgn

OWNER/ADDRESS:
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY ABD DRAWN BY ABD CHECKED BY MES

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

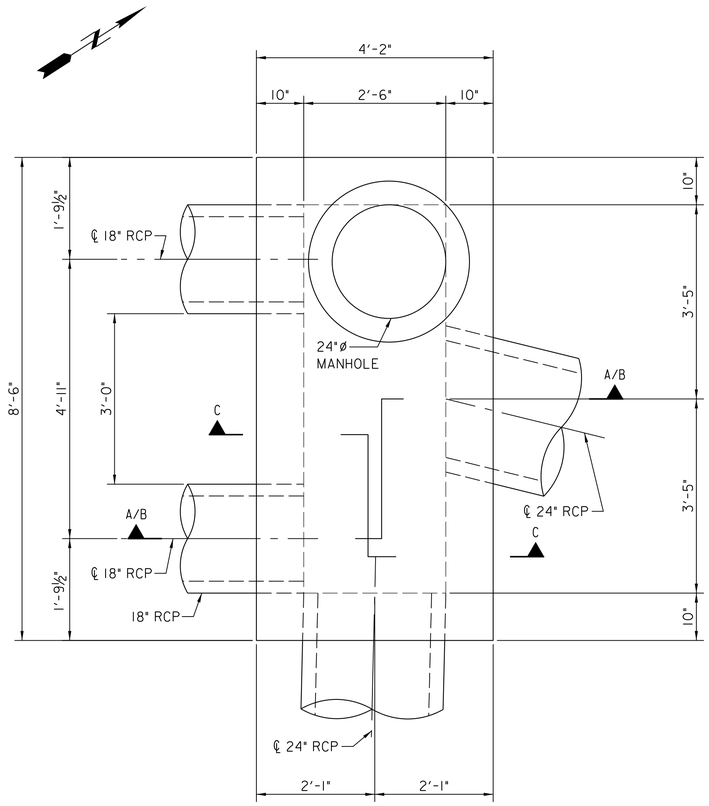
BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

DRAINAGE DETAILS

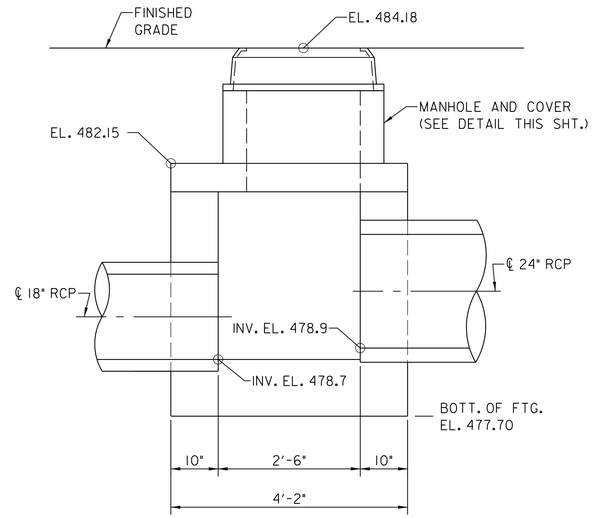
SCALE N.T.S. DATE NOVEMBER 23, 2022

03



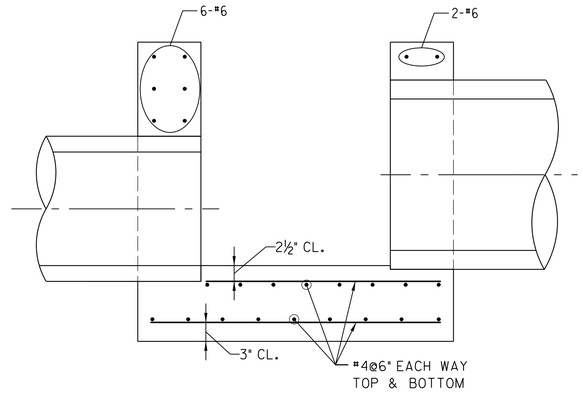
PLAN

SCALE: ¾" = 1'-0"



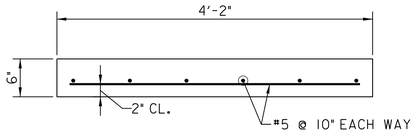
SECTION A–A

SCALE: ¾" = 1'-0"



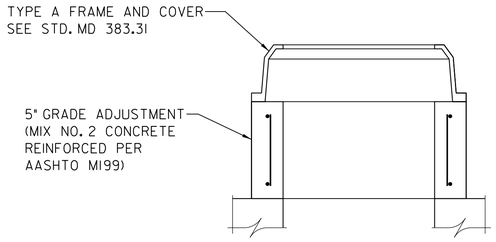
SECTION B–B

SCALE: 1" = 1'-0"



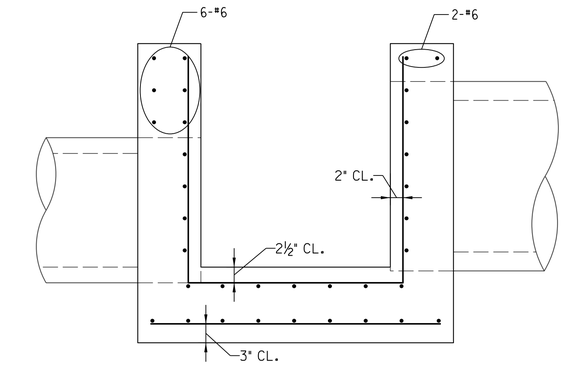
TOP SLAB SECTION

SCALE: 1" = 1'-0"



MANHOLE DETAILS

SCALE: 1" = 1'-0"



NOTE:
ALL REINFORCING #4@6" U.N.O.

SECTION C–C

SCALE: 1" = 1'-0"

DR-01

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PROFESSIONAL CERTIFICATION. I HEREBY CERTIFY THAT THESE DOCUMENTS WERE APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO.
EXPIRATION DATE:

OWNER/ADDRESS:
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY PGB DRAWN BY MHB CHECKED BY JSW

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

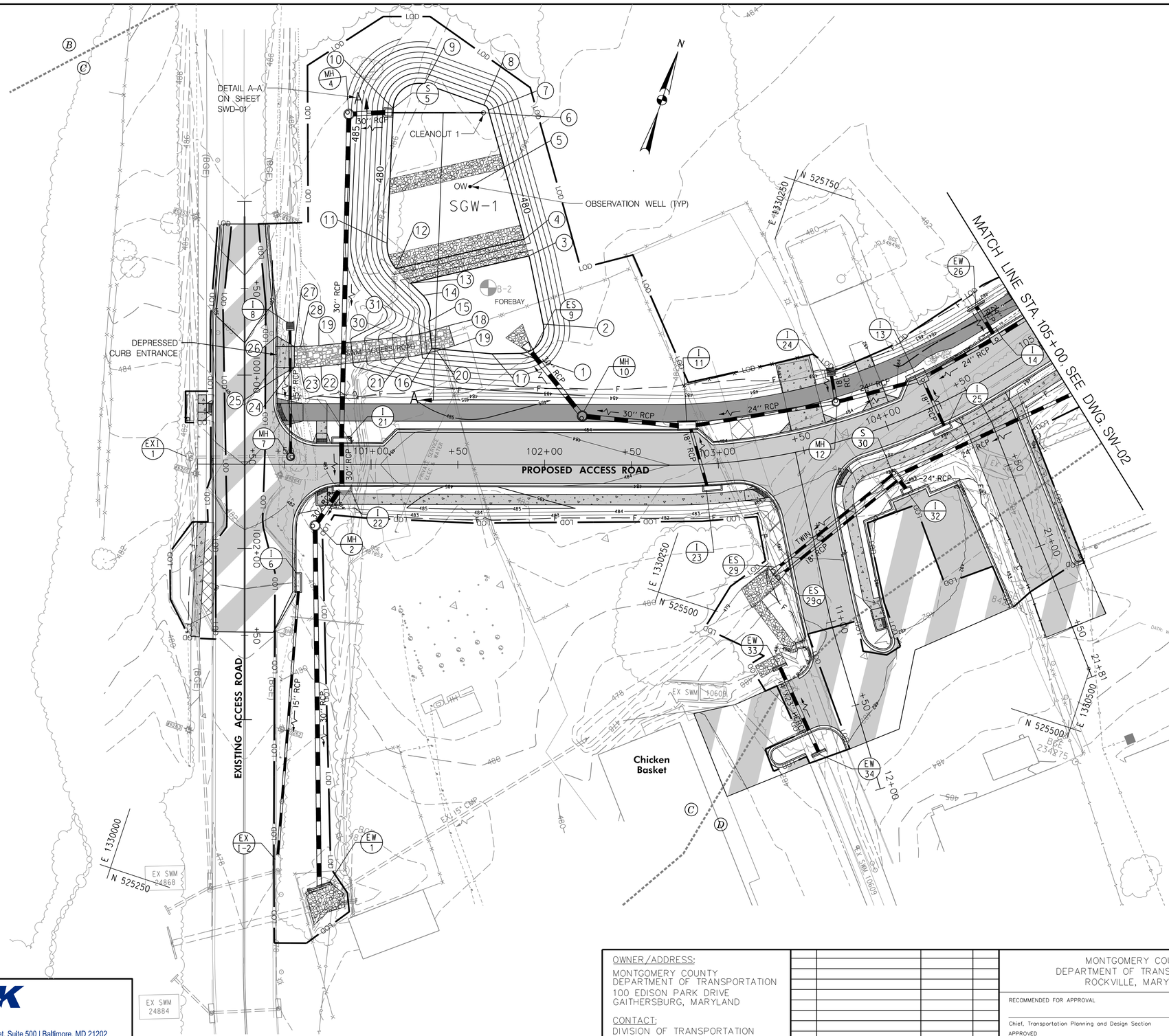
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD

JUNCTION BOX S-30 – DETAILS

SCALE AS NOTED DATE NOVEMBER 23, 2022

DRAWING NO. DD-04 OF 04 SHEET NO. 30 OF 63

PLOTTED: 11/23/2022
FILE: \\ad.rkk.com\fs\Cincur\Projects\2020\20097_MCDOTransp\Task 6 – Burtonsville Access Road\cadd\Plans\JST-DR01_BAR.dgn



SGW-1 STAKEOUT TABLE				
POINT	NORTHING	EASTING	ELEV.	NOTE
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
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20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				

UNDERDRAIN STAKEOUT TABLE				
POINT	NORTHING	EASTING	ELEV.	NOTE

NOTE: DPS DRAINAGE STATEMENT ON SHEET SW-03

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

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Chief, Division of Transportation Engineering — Date

DESIGNED BY ABD DRAWN BY DEA CHECKED BY MES

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

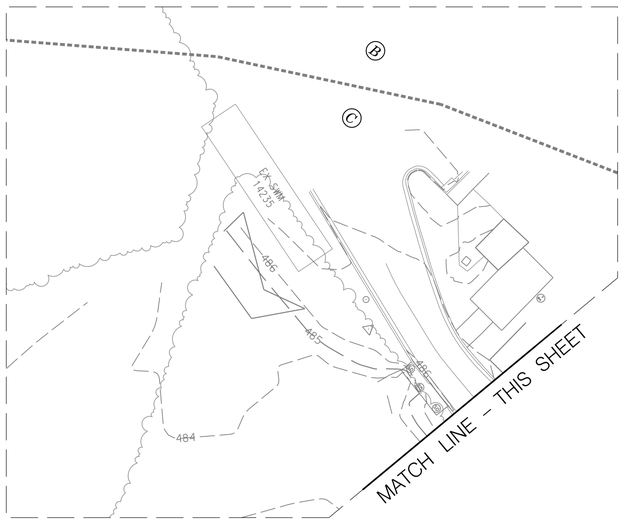
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

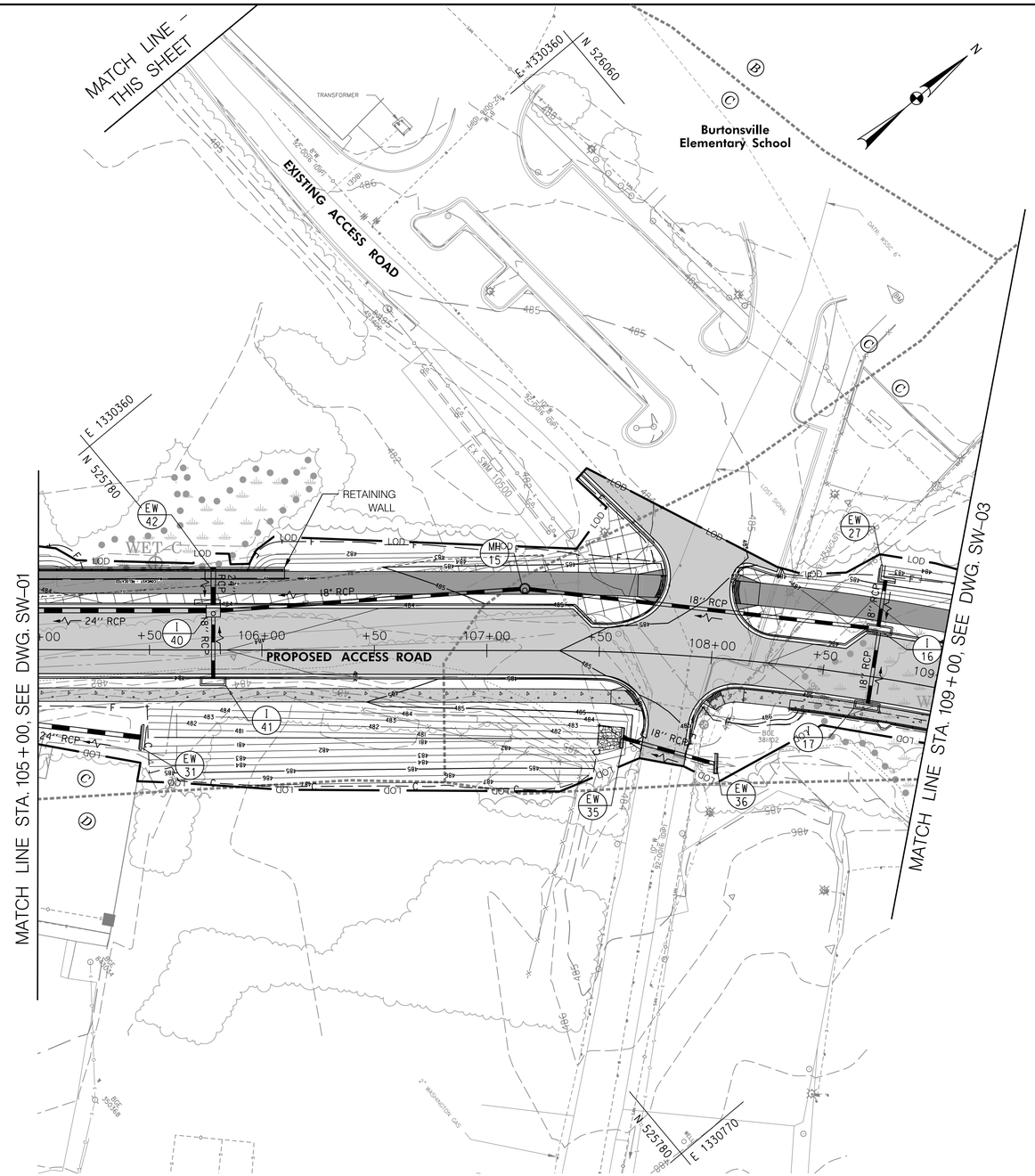
STORMWATER MANAGEMENT PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. SMSDR0003 SW- 01 OF 03 SHEET NO. 31 OF 63

PLOTTED: 11/23/2022
FILE: \\atlrkk.com\lib\Cloud\Projects\20001\20097_MCDOTramp\Task 6 - Burtonsville Access Road\cadd\Plans\pSW-0001_BAR.dgn





LEGEND

- FULL DEPTH PAVEMENT
- GRINDING AND RESURFACING
- ASPHALT TRAIL
- CONCRETE SIDEWALK
- LOD — LIMIT OF DISTURBANCE
- HYDROLOGIC SOIL BOUNDARY
- (B) HYDROLOGIC SOIL GROUP
- DRIVEWAY CONCRETE
- ROW LINE
- PROPERTY LINE
- EX. STORM DRAIN PIPE
- EXISTING TREELINE
- 430 EX. CONTOUR
- 430 PROP. CONTOUR
- I # PROPOSED INLET
- PROP. STORM DRAIN PIPE
- PROPOSED DITCH
- EXISTING SWM EASEMENT LINE
- RIPRAP

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

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100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240–777–7220
DESIGN SECTION
240–777–7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY ABD DRAWN BY DEA CHECKED BY MES

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

STORMWATER MANAGEMENT PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. SMSDR0003A SW-02 OF 03 SHEET NO. 32 OF 63

LEGEND

- FULL DEPTH PAVEMENT
- GRINDING AND RESURFACING
- ASPHALT TRAIL
- CONCRETE SIDEWALK
- LOD — LIMIT OF DISTURBANCE
- HYDROLOGIC SOIL BOUNDARY
- (B) HYDROLOGIC SOIL GROUP
- DRIVEWAY CONCRETE
- ROW LINE
- PROPERTY LINE
- EX. STORM DRAIN PIPE
- EXISTING TREELINE
- 430 EX. CONTOUR
- 430 PROP. CONTOUR
- I/# PROPOSED INLET
- PROP. STORM DRAIN PIPE
- PROPOSED DITCH
- EXISTING SWM EASEMENT LINE
- RIPRAP

DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Mitra Pedoeem
Director

October 8, 2020
Revised November 12, 2020

Dear Engineer/Developer:

Re: Mandatory Drainage Statement for Engineered Sediment Control Plans

Beginning November 1, 2020 all new applications for engineered sediment control permits must include the following Drainage Statement on the first plan sheet. This statement must be completed by the design engineer prior to DPS plan approval.

DRAINAGE STATEMENT

I understand that DPS approval of this sediment control/stormwater management plan is for demonstrated compliance with required environmental runoff treatment standards. This DPS sediment control/stormwater management plan approval does not relieve me of professional responsibility. I have analyzed the proposed design for sediment control permit no. _____ and hereby state that, based upon my background, training and experience, I have determined that the proposed improvements shown on this plan meet relevant laws and regulations. I further acknowledge that I have analyzed the post development drainage patterns for this project from the standpoint of my responsibilities under current Maryland Law and have determined that if permission is required from adjacent property owners, it has been obtained and copies of those permissions have been made available to DPS.

_____ _____
Engineer's Signature Date

_____
Printed Name

If you have any questions regarding these actions, please feel free to contact me at 240-777-6338.

Sincerely,

Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

DPS Montgomery County | Department of Permitting Services
2425 Reedie Drive, Wheaton, Maryland 20902 | 240-777-0311
www.montgomerycountymd.gov/permittingservices

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FILE: \\ad.rkk.com\fs\Cincur\Projects\2020\20097_MCDOTransp\1Task 6 – Burtonsville Access Road\Cadd\Plans\dSW-0003_BAR.dgn

OWNER/ADDRESS:
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

_____ _____
Chief, Transportation Planning and Design Section Date

APPROVED

_____ _____
Chief, Division of Transportation Engineering Date

DESIGNED BY ABD DRAWN BY DEA CHECKED BY MES

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

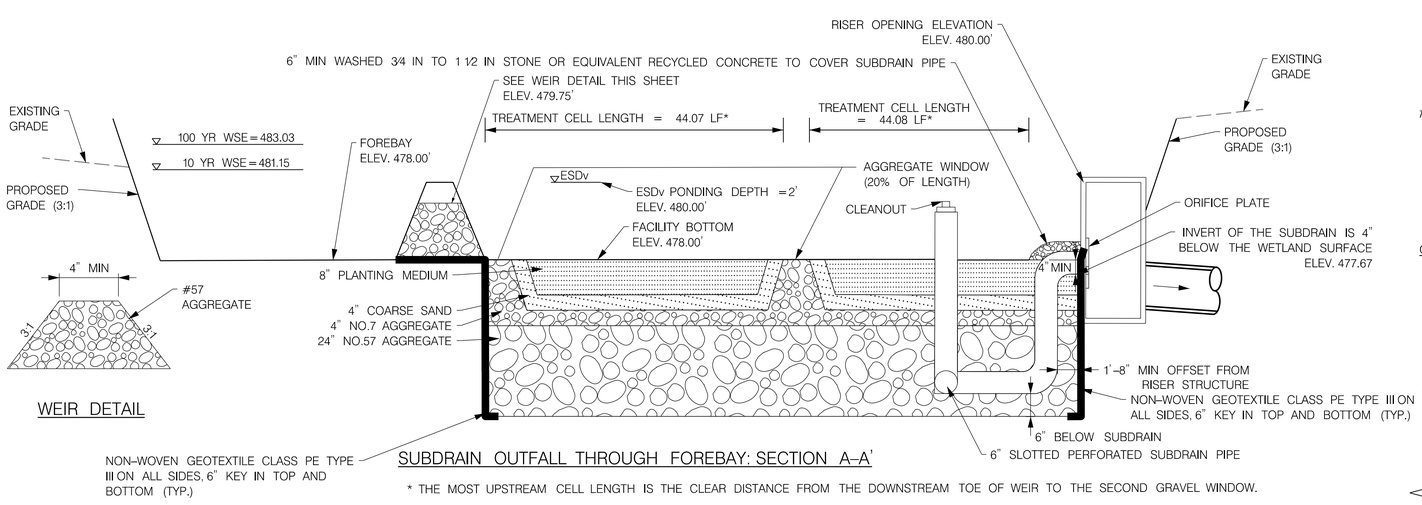
BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

STORMWATER MANAGEMENT PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. SMSDR0003B SW-03 OF 03 SHEET NO. 33 OF 63



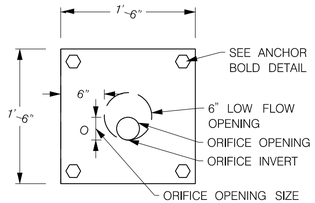
WEIR DETAIL

SUBDRAIN OUTFALL THROUGH FOREBAY: SECTION A-A'

* THE MOST UPSTREAM CELL LENGTH IS THE CLEAR DISTANCE FROM THE DOWNSTREAM TOE OF WEIR TO THE SECOND GRAVEL WINDOW.

SUBMERGED GRAVEL WETLAND TYPICAL SECTION

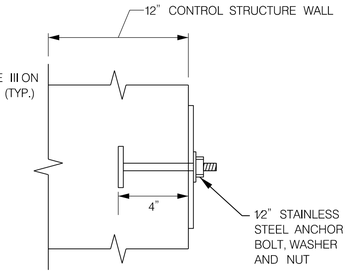
NOT TO SCALE



ORIFICE PLATE

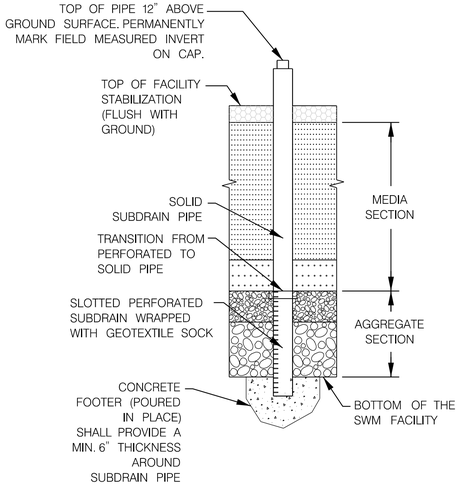
ORIFICE PLATE CONSTRUCTION NOTES:

1. 18" X 18" X 1/2" GALVANIZED STEEL ORIFICE PLATE.



ANCHOR BOLT

NOT TO SCALE



TYPICAL OBSERVATION WELL DETAIL

NOT TO SCALE

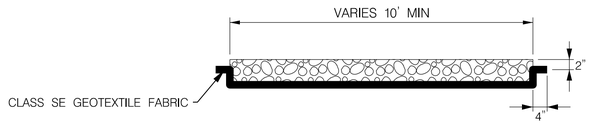
NOTES:

1.SEE MDSHA SECTION 316 OF SPECIFICATIONS FOR MATERIALS AND INSTALLATION.

SAND SPECIFICATIONS:

Washed ASTM C33 Fine Aggregate Concrete Sand is utilized for stormwater management applications in Montgomery County. In addition to the ASTM C33 specification, sand must meet ALL of the following conditions:

1. Sand must meet gradation requirements for ASTM C-33 Fine Aggregate Concrete Sand. AASHTO M-6 gradation is also acceptable.
2. Sand must be silica based … no limestone based products may be used. If the material is white or gray in color, it is probably not acceptable.
3. Sand must be clean. Natural, unwashed sand deposits may not be used. Likewise, sand that has become contaminated by improper storage or installation practices will be rejected.
4. Manufactured sand or stone dust is not acceptable under any circumstance.



GRAVEL ACCESS ROAD CROSS-SECTION

NOT TO SCALE

1. UNDERDRAIN PIPE

THE UNDERDRAIN PIPE CONSISTS OF 6-INCH DIAMETER SCHEDULE 40 OR STRONGER PERFORATED PVC PIPE AT 0.00% SLOPE. THE UNDERDRAIN PIPE WILL BE PLACED WITHIN THE GRAVEL LAYER. A MINIMUM OF THREE INCHES OF GRAVEL MUST BE PLACED UNDER THE PIPE, WITH A MINIMUM OF 6 INCHES OF GRAVEL OVER THE PIPE. PERFORATIONS MUST BE 3/8 INCH IN DIAMETER AND MUST BE LOCATED 4 INCHES ON CENTER, EVERY 90 DEGREES AROUND THE PIPE. PERFORATED PIPE MUST BEGIN AT LEAST 12" INSIDE THE FILTER MEDIA. IF THIS CANNOT BE ACHIEVED, THEN SIDES OF THE FILTER MEDIA MUST BE LINED WITH FILTER FABRIC. FILTER FABRIC MUST NOT BE WRAPPED AROUND THE UNDERDRAIN PIPE. AN ACCEPTABLE ALTERNATIVE TO PERFORATED PIPE IS 6"DIAMETER SCHEDULE 40 SLOTTED PVC PIPE WITH 0.125 INCH SLOTS. SLOTS SHALL BE 0.125 INCHES WIDE AND A MINIMUM OF 1.9 INCHES IN LENGTH, WITH A MINIMUM OF 4 SLOTS PER ROW AND 4 ROWS PER LINEAR FOOT OF PIPE.

2. GRAVEL BED

THE GRAVEL LAYER SURROUNDING THE UNDERDRAIN PIPE(S) MUST MEET MSHA SIZE #7 (TABLE 901A), AND MUST PROVIDE A MINIMUM OF 6 INCHES COVER OVER THE PIPE(S), AND MINIMUM 3 INCHES UNDER THE PIPE. NO GEOTEXTILE OR FILTER FABRIC IS ALLOWED TO BE PLACED HORIZONTALLY ANYWHERE WITHIN THE FILTER MEDIA. THE GRAVEL MUST BE CLEAN AND MUST BE STORED AND INSTALLED IN SUCH A MANNER THAT IT DOES NOT BECOME CONTAMINATED WITH SEDIMENT BEFORE OR AFTER INSTALLATION.

3. SAND BED

A MINIMUM 6-INCH FINE AGGREGATE SAND LAYER SHALL BE PROVIDED BELOW THE PLANTING MEDIUM. ASTM C33 OR AASHTO M6 FINE AGGREGATE CONCRETE SAND IS REQUIRED PER MONTGOMERY COUNTY SAND SPECIFICATIONS.

4. PLANTING MEDIUM

THE PLANTING MEDIUM SHALL BE 24"-48"THICK AND SHALL CONSIST OF 1/3 PERLITE OR SOLITE, 1/3 COMPOST AND 1/3 TOPSOIL. THE PERLITE SHALL BE COARSE GRADE HORTICULTURAL PERLITE. THE COMPOST SHALL BE HIGH GRADE COMPOST FREE OF STONES AND PARTIALLY COMPOSTED WOODY MATERIAL. THE TOPSOIL COMPONENT SHALL MEET THE FOLLOWING CRITERIA: CONTAIN NO MORE THAN 10% CLAY, 10-25% SILT AND 60-75% SAND AND BE FREE OF STONES, STUMPS, ROOTS OR OTHER SIMILAR OBJECTS LARGER THAN 2 INCHES.
THE FIRST LAYER OF THE PLANTING MEDIUM SHALL BE LIGHTLY TILLED TO MIX IT INTO THE 6-INCH SAND LAYER, SO AS NOT TO CREATE A DEFINITIVE BOUNDARY. THE PLANTING BED SHALL BE FLOODED AFTER PLACEMENT. ANY SETTLEMENT THAT OCCURS SHALL BE FILLED BACK TO THE DESIGN ELEVATION.

5. PLANT MATERIALS

PLANTS, THROUGH THEIR POLLUTANT UPTAKE AND EVAPO-TRANSPIRATION OF STORMWATER RUNOFF, PLAY A KEY ROLE IN THE OVERALL EFFECTIVENESS OF THE SUBMERGED GRAVEL WETLAND DEVICE. BOTH THE NUMBER AND TYPE OF TREE AND SHRUB PLANTINGS FOR THE SYSTEM MAY VARY, ESPECIALLY WHERE AESTHETICS OR OTHER CONSIDERATIONS ARE CRITICAL TO SITE DEVELOPMENT. WHILE NATIVE PLANTS ARE ENCOURAGED, THEY ARE NOT ALWAYS APPROPRIATE IN ALL SITUATIONS. WHILE NO HARD PLANTING RULE EXISTS, THE PLANTS SHOULD BE A MIX OF TREES, SHRUBS AND HERBACEOUS MATERIALS. HOWEVER, THERE SHOULD BE 2 TO 3 SHRUBS PLANTED PER TREE AND HERBACEOUS PLANTINGS SHALL MAKE UP 40% OF THE TOTAL NUMBER OF PLANTS. TREES SHALL BE A MINIMUM OF 1 ½IN. CALIPER, SHRUBS SHALL BE MINIMUM 2 GAL. SIZE AND HERBACEOUS PLANTS SHALL BE A MINIMUM OF 1 GAL SIZE. MATURE PLANT CANOPY SHOULD COVER 85% OF THE SUBMERGED GRAVEL WETLAND DEVICE. ALTERNATIVE PLANTING SCHEMES, INCLUDING USE OF GRASSES, MAY BE CONSIDERED IN SOME SITUATIONS, SO LONG AS THE PLANTING PLAN IS DESIGNED BY A REGISTERED LANDSCAPE ARCHITECT REGISTERED IN THE STATE OF MARYLAND, HOWEVER LAWN GRASSES ARE NOT APPROPRIATE FOR THESE FACILITIES. ALL PLANTINGS SHALL BE IN ACCORDANCE WITH THE MONTGOMERY COUNTY LANDSCAPE GUIDELINES. ALL LANDSCAPE PLANS MUST BE SEALED BY A REGISTERED LANDSCAPE ARCHITECT.
SINCE THE PLANTS ARE AN INTEGRAL PART OF THE SUBMERGED GRAVEL WETLAND SYSTEM, NO CHANGES TO THE APPROVED LANDSCAPE PLAN WILL BE ALLOWED UNLESS AN ALTERNATE PLANT LIST, PREPARED BY A REGISTERED LANDSCAPE ARCHITECT, HAS BEEN APPROVED BY DPS PRIOR TO INSTALLATION. SINCE PLANT AVAILABILITY CAN CHANGE, DPS SUGGESTS INCLUDING AN ALTERNATE PLANT LIST ON

CONSTRUCTION INSPECTION
CHECK-OFF LIST FOR SUBMERGED GRAVEL WETLANDS

STAGE	MCDPS INSPECTOR	OWNER/ DEVELOPER
MANDATORY NOTIFICATION: Inspection and approval of each practice is required at these points prior to proceeding with construction. The permittee is required to give the MCDPS Inspector twenty-four (24) hours notice (DPS telephone 240-777-0311). The DPS inspector may waive an inspection, and allow the owner/developer to make the required inspection per a prior scheduled arrangement which has been confirmed with the DPS inspector in writing. Work completed without MCDPS approval may result in the permittee having to remove and reconstruct the unapproved work. The permittee must maintain a "record set" of approved SC/SM plans on-site at all times. Upon completion of the project, a formal Stormwater Management As-Built must be submitted to MCDPS unless a Record Drawing Certification has been allowed instead. Each of the steps listed below must be verified by either MCDPS Inspector OR the Owner/Developer.	INITIALS/DATE	INITIALS/DATE
1. Excavation for Submerged Gravel Wetland facility conforms to approved plans		
2. Placement of stone backfill and underdrain system conforms to approved plans		
3. Connection pipes, observation wells, and/or grading conveyance to the facility constructer per the approved plans		
4. Placement of filter media conforms to approved plans		
5. Final grading and permanent stabilization conforms to approved plans		

TOTAL NUMBER OF SUBMERGED GRAVEL WETLAND FACILITIES INSTALLED PER THIS PERMIT:
APPROVED _____ CONSTRUCTED _____

RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

OWNER/ADDRESS:
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY ABD DRAWN BY DEA CHECKED BY MES

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

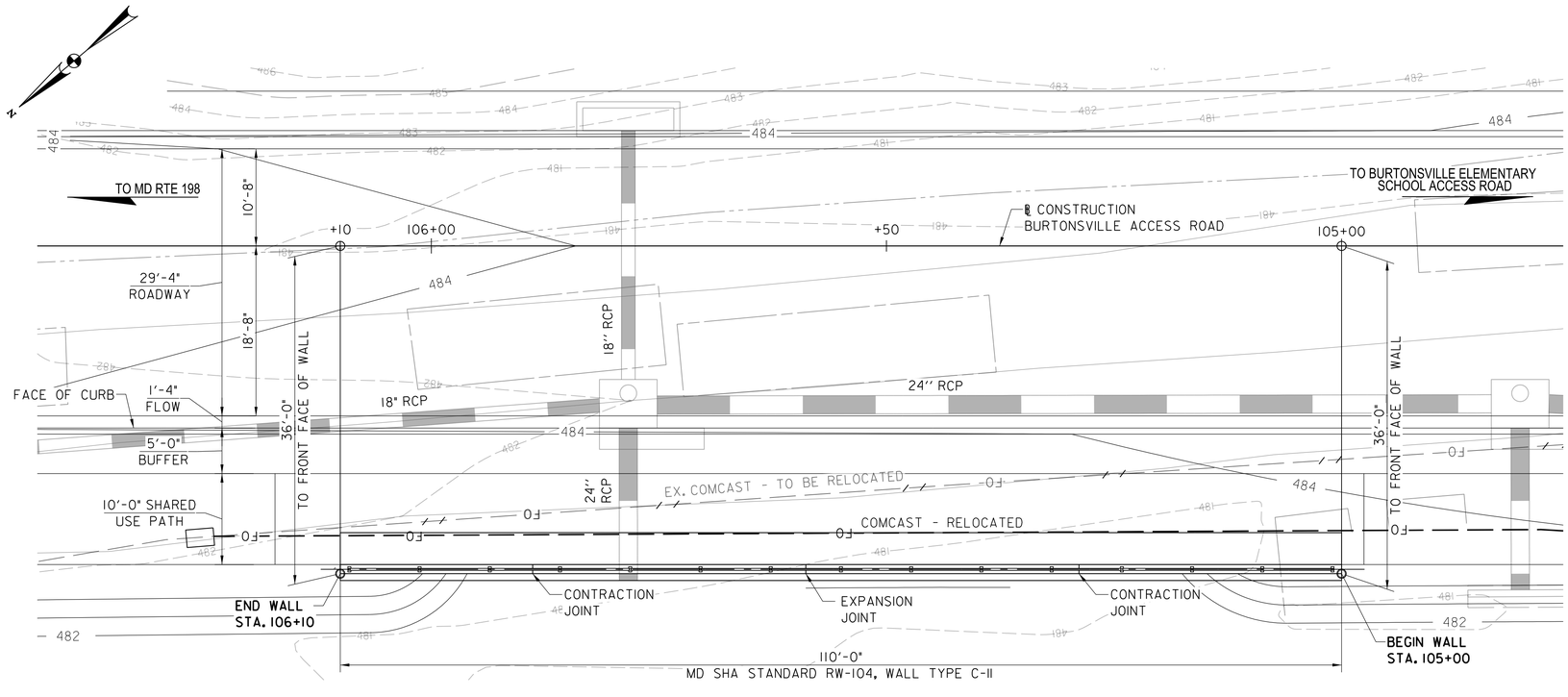
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

STORMWATER MANAGEMENT DETAILS

SCALE 1"=30' DATE NOVEMBER 23, 2022

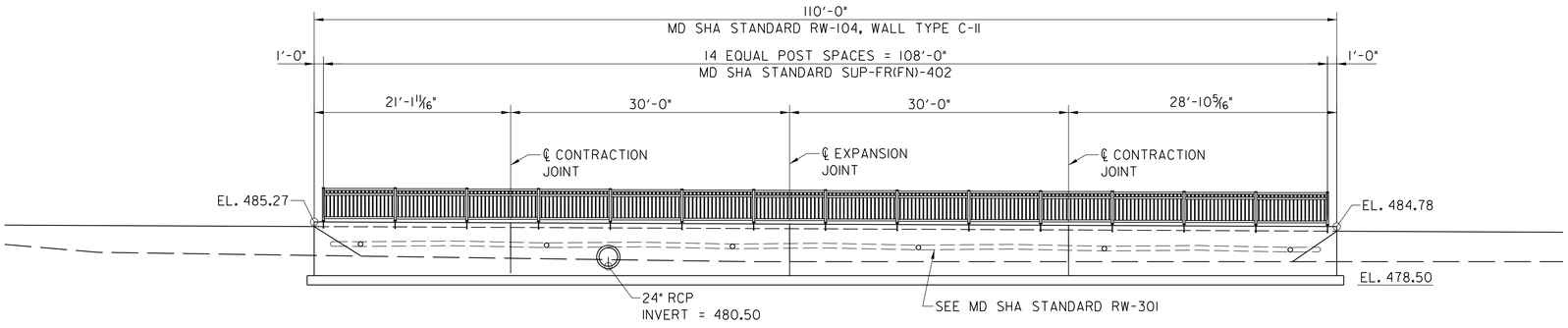
DRAWING NO. SMSDR0004 SWD-01 OF 01 SHEET NO. 34 OF 63

PLOTTED: 11/23/2022
FILE: \\ad.rkk.com\ls\Dbcurl\Projects\2020\20097_MCDOTransp\Task 6 - Burtonsville Access Road\cadd\Plans\dgn\W-0001_BAR.dgn



PLAN

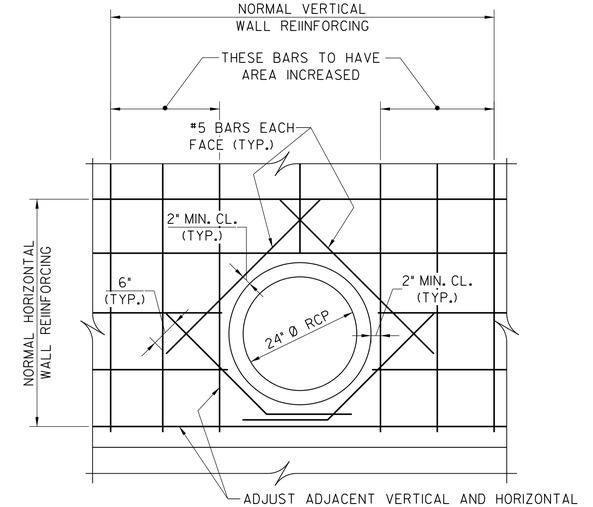
SCALE: 1/8" = 1'-0"



ELEVATION

SCALE: 1/8" = 1'-0"

THE ORIENTATION OF THIS WALL DOES NOT MATCH THE ORIENTATION OF THE HIGHWAY PLANS



REINFORCING DETAIL AT PIPE OPENING IN WALL

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

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PROFESSIONAL CERTIFICATION. I HEREBY CERTIFY THAT THESE DOCUMENTS WERE APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO.
EXPIRATION DATE:

OWNER/ADDRESS:
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY MCK DRAWN BY SAS CHECKED BY TMB

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

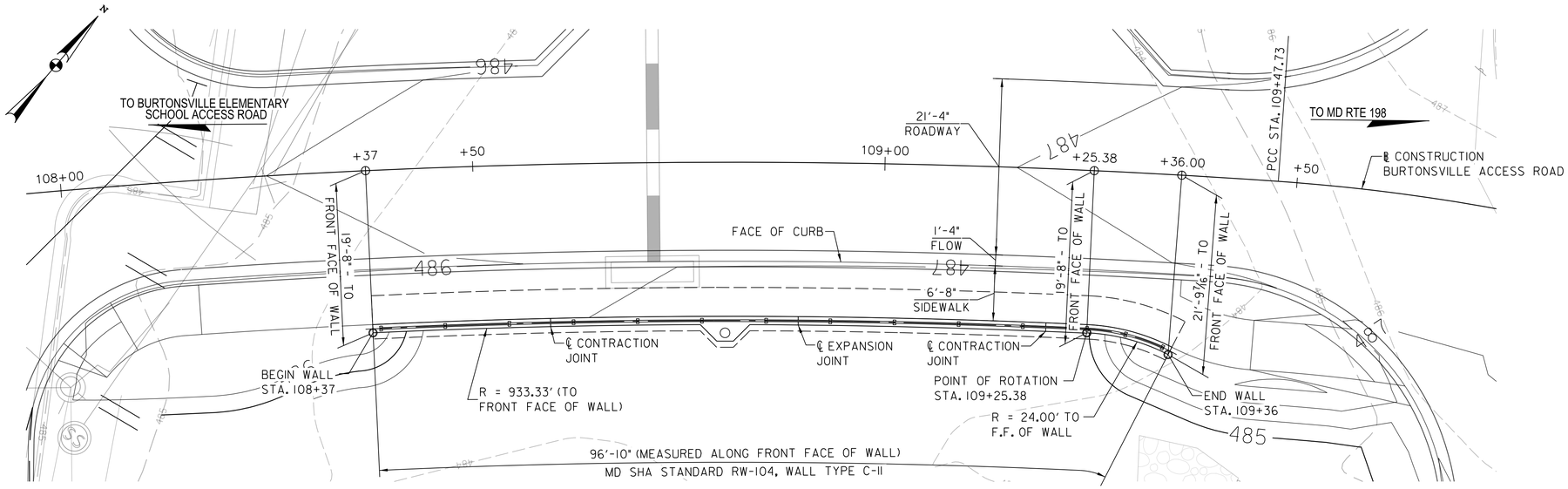
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD

RETAINING WALL 1 - PLAN AND ELEVATION

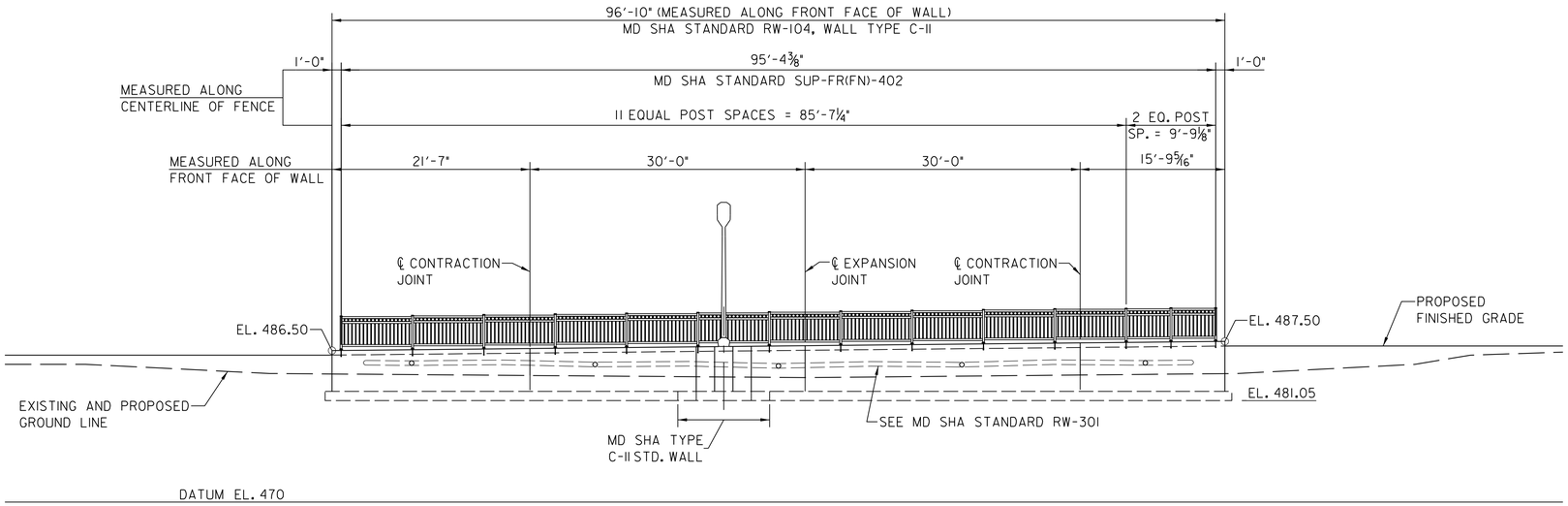
SCALE AS NOTED DATE NOVEMBER 23, 2022

DRAWING NO. RW-01 OF RW-XX SHEET NO. 35 OF 63

PLOTTED: 11/22/2022
FILE: \\ad.rkk.com\FS\Dkurl\Projects\2020\20097_MCDOT\ramp\Task 6 - Burtonsville Access Road\cadd\Plans\ustT-RW01_BAR.dgn



PLAN



DEVELOPED ELEVATION

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PLOTTED: 11/22/2022
FILE: \\atd.rkk.com\FS\Cloud\Projects\2020\20097_MCDOTranesp\Task 6 - Burtonsville Access Road\cadd\Plans\pST-RW02_BAR.dgn

PROFESSIONAL CERTIFICATION. I HEREBY CERTIFY THAT THESE DOCUMENTS WERE APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
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NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY PGB DRAWN BY MHB CHECKED BY JSW

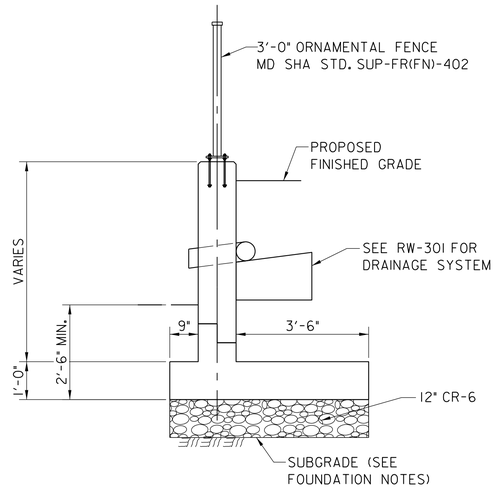
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD

RETAINING WALL 2 – PLAN AND ELEVATION

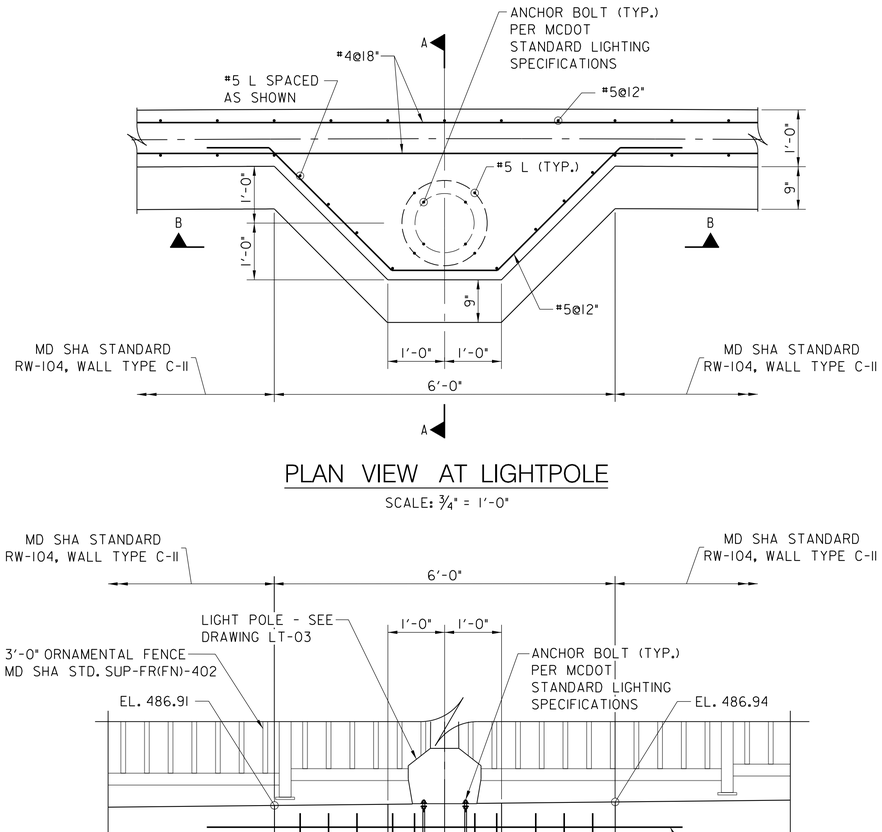
SCALE 1/8" = 1'-0" DATE NOVEMBER 23, 2022

DRAWING NO. RW-02 OF SHEET NO. 36 OF 63



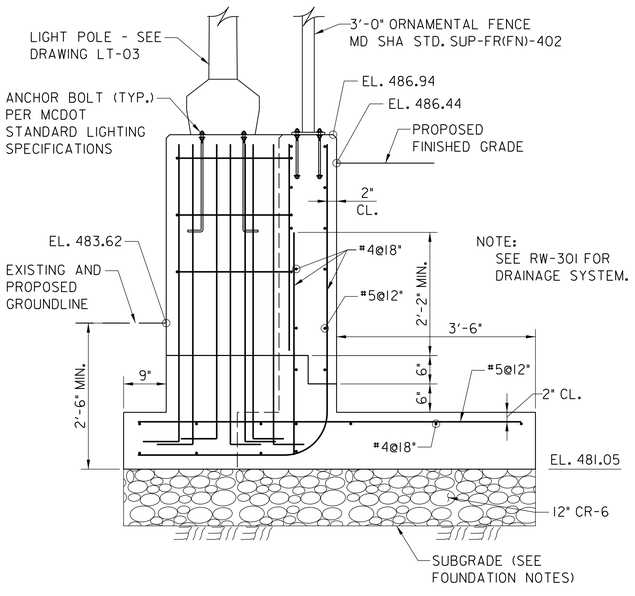
MD SHA STANDARD RW-104 TYPE C-II WALL

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



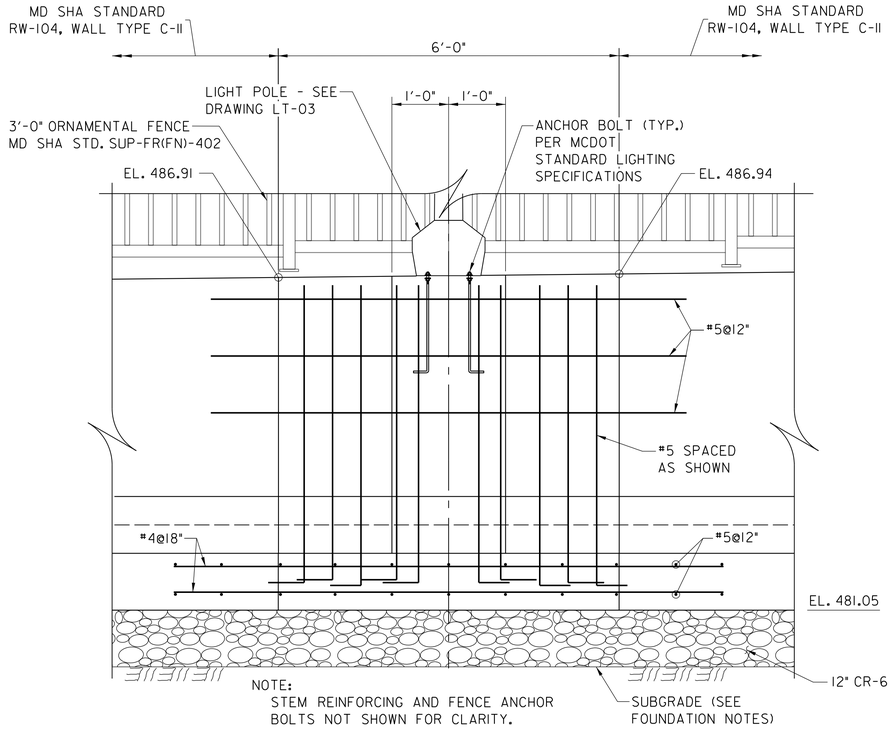
PLAN VIEW AT LIGHTPOLE

SCALE: 3/4" = 1'-0"



SECTION A-A

SCALE: 3/4" = 1'-0"



SECTION B-B

SCALE: 3/4" = 1'-0"

GENERAL NOTES:

SPECIFICATIONS: MDOT SHA STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS, DATED JULY 2022.

DESIGN: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, DATED 2017.

CONCRETE: ALL CONCRETE SHALL BE MIX NO. 3 (3500 PSI).

REINFORCING STEEL: REINFORCING STEEL SHALL CONFORM TO ASTM A 615 GRADE 60, WITH A YIELD STRENGTH FOR DESIGN OF fy = 60000 PSI.

ALL SPLICES NOT SHOWN SHALL BE LAPPED AS PER BAR LAP CHARTS.

FOUNDATION:

1. SPREAD FOOTINGS SHALL BEAR ON FIRM NATURAL SOILS OR CONTROLLED COMPACTED STRUCTURAL FILL CAPABLE OF SUPPORTING A FACTORED BEARING PRESSURE OF AT LEAST 2000 PSF.

2. THE CONTRACTOR SHALL RETAIN AN INDEPENDENT TESTING AGENCY TO TEST AND VERIFY THAT THE FOUNDATION SUBGRADE IS IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

3. AFTER EXCAVATION TO THE BEARING LEVEL, THE SOIL AT THE BEARING LEVEL SHALL BE DENSIFIED IN SITU. IF SOIL CANNOT BE DENSIFIED TO MEET THE BEARING REQUIREMENTS, THE SUBGRADE SHALL BE UNDERCUT TO THE DEPTH REQUIRED BY THE INDEPENDENT TESTING AGENCY AND SHALL BE BACKFILLED USING COMPACTED CR-6. THE FOUNDATION UNDERCUTTING SHALL EXTEND A MINIMUM OF 9-INCHES LATERALLY BEYOND THE FOOTING PERIMETER FOR EACH 12-INCHES BELOW THE FOOTING.

4. THE INDEPENDENT TESTING AGENCY SHALL SUBMIT A REPORT SIGNED AND SEALED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MARYLAND, STATING THAT THE FOUNDATION SUBGRADE COMPLIES WITH THE REQUIREMENTS OF THE PLANS AND SPECIFICATIONS.

5. NO FOUNDATION SHALL BE PLACED ONTO OR AGAINST SUBGRADES CONTAINING FREE WATER, FROST, ICE, OR OTHER DELETERIOUS MATERIAL.

A GEOTECHNICAL REPORT HAS BEEN PREPARED FOR THIS PROJECT BY RUMMEL, KLEPPER & KAHL, LLP. THIS REPORT IS FOR INFORMATIONAL PURPOSES ONLY AND SHALL NOT BE CONSIDERED TO BE PART OF THE CONTRACT DOCUMENTS. THE OPINIONS AND CONCLUSIONS OF RK&K REPRESENT RK&K'S INTERPRETATION OF THE SUBSURFACE CONDITIONS AND THE PLANNED CONSTRUCTION AT THE TIME THAT SUCH REPORT WAS PREPARED. IN ADDITION, THE DATA IN SUCH REPORT MAY NOT BE ADEQUATE FOR ANY ESTIMATING PURPOSES OF ANY CONTRACTOR, SUBCONTRACTOR, CONSULTANT, OR SUBCONSULTANT. FURTHERMORE, ANY CONTRACTOR, SUBCONTRACTOR, CONSULTANT, OR SUBCONSULTANT THAT MAKES USE OF THIS GEOTECHNICAL REPORT OR ANY INFORMATION SET FORTH THEREIN SHALL BE DEEMED TO RELEASE, DISCHARGE, AND RELINQUISH ANY CLAIMS OF ANY KIND THAT IT MAY HAVE NOW OR IN THE FUTURE AGAINST RK&K ARISING OUT OF OR OWING TO SUCH USE BY CONTRACTOR, SUBCONTRACTOR, CONSULTANT, OR SUBCONSULTANT.

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LICENSE NO.
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MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY PCB DRAWN BY MHB CHECKED BY JSW

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

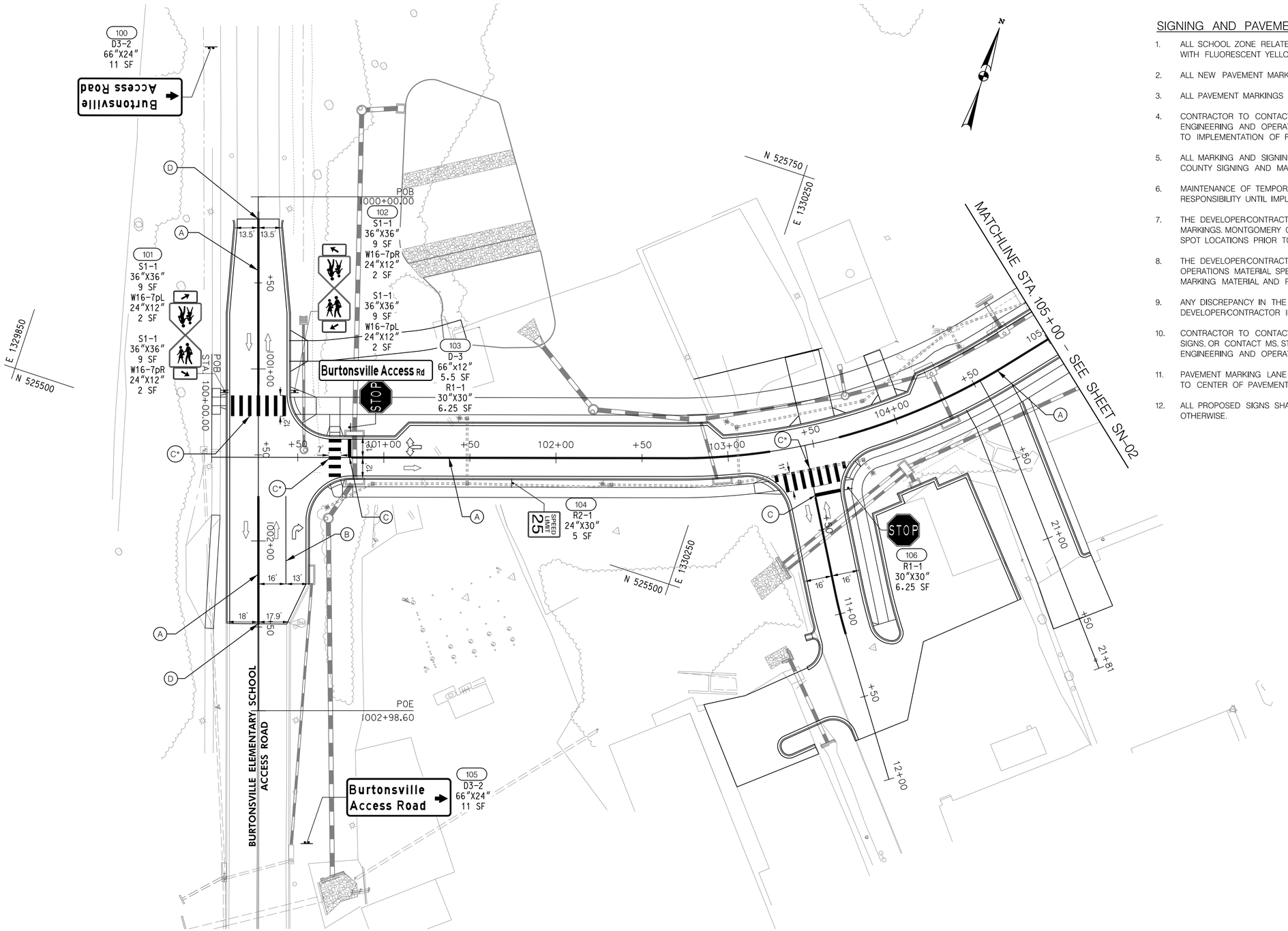
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD

GENERAL NOTES, TYPICAL SECTIONS & DETAILS

SCALE AS NOTED DATE NOVEMBER 23, 2022

DRAWING NO. RW-03 OF RW-XX SHEET NO. 37 OF ___

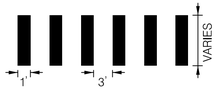
PLOTTED: 11/23/2022
FILE: \\adlrkk.com\FS\Cklvol\Projects\2020\20097_MCDOTransp\Task 6 – Burtonsville Access Road\cadd\Plans\dST-RW03_BAR.dgn



SIGNING AND PAVEMENT MARKING NOTES:

1. ALL SCHOOL ZONE RELATED SIGNING AND SCHOOL CROSSWALK SHALL BE FABRICATED WITH FLUORESCENT YELLOW GREEN SHEETING (FYG = FLUORESCENT YELLOW GREEN).
2. ALL NEW PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
3. ALL PAVEMENT MARKINGS AND SIGNS TO BE INSTALLED BY THE DEVELOPER/CONTRACTOR.
4. CONTRACTOR TO CONTACT MS. STELLA IGBINEDION OF THE MCDOT DIVISION OF TRAFFIC ENGINEERING AND OPERATION AT (240) 777–2190 NO LESS THAN 10 BUSINESS DAYS PRIOR TO IMPLEMENTATION OF FINAL PAVEMENT MARKING AND SIGNING.
5. ALL MARKING AND SIGNING SHOULD BE INSTALLED PER MUTCD AND/OR MONTGOMERY COUNTY SIGNING AND MARKING POLICY.
6. MAINTENANCE OF TEMPORARY PAVEMENT MARKINGS SHALL BE THE CONTRACTOR'S RESPONSIBILITY UNTIL IMPLEMENTATION OF FINAL SIGNING AND PAVEMENT MARKINGS.
7. THE DEVELOPER/CONTRACTOR SHALL SPOT LOCATE ALL PROPOSED SIGNS AND PAVEMENT MARKINGS. MONTGOMERY COUNTY TRAFFIC OPERATIONS WILL REVIEW AND APPROVE THE SPOT LOCATIONS PRIOR TO FINAL INSTALLATION OF SIGNS AND PAVEMENT MARKINGS.
8. THE DEVELOPER/CONTRACTOR SHALL SUBMIT TO MONTGOMERY COUNTY TRAFFIC OPERATIONS MATERIAL SPECIFICATIONS/SHOP DRAWINGS FOR SIGN AND PAVEMENT MARKING MATERIAL AND RECEIVE APPROVAL PRIOR TO FINAL INSTALLATION.
9. ANY DISCREPANCY IN THE FINAL SIGNING & MARKING SHOULD BE CORRECTED BY THE DEVELOPER/CONTRACTOR IMMEDIATELY.
10. CONTRACTOR TO CONTACT DEVELOPER FOR BLOCK NUMBERS ON ALL STREET NAME SIGNS, OR CONTACT MS. STELLA IGBINEDION OF THE MCDOT DIVISION OF TRAFFIC ENGINEERING AND OPERATION AT (240) 777–2190.
11. PAVEMENT MARKING LANE WIDTHS ARE MEASURED FROM CENTER OF PAVEMENT MARKING TO CENTER OF PAVEMENT MARKING.
12. ALL PROPOSED SIGNS SHALL BE INSTALLED ON A SINGLE TUBULAR POST UNLESS NOTED OTHERWISE.

CROSSWALK TYPICAL



D–3 SIGN DETAIL

1.5" RADIUS, 0.5" BORDER, WHITE ON GREEN
30% COMPRESSED

D3–2 SIGN DETAIL

2.25" RADIUS, 0.75" BORDER, WHITE ON GREEN
10% COMPRESSED

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

MERCADO CONSULTANTS, INC.

LEGEND

- (A) 5 INCH YELLOW THERMOPLASTIC PAVEMENT MARKINGS (DOUBLE, SOLID)
- (B) 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS (SOLID)
- (C) 24 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS (SOLID)
- (C*) 24 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS (SOLID), REFER TO CROSSWALK TYPICAL THIS SHEET
- (D) TIE–IN TO EXISTING PAVEMENT MARKING

TRAFFIC FLOW ARROW

STOP PROPOSED SIGN AND SUPPORT

OWNER/ADDRESS:
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240–777–7220
DESIGN SECTION
240–777–7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY ARJ DRAWN BY ARJ CHECKED BY MWM

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

SIGNING AND MARKING PLAN

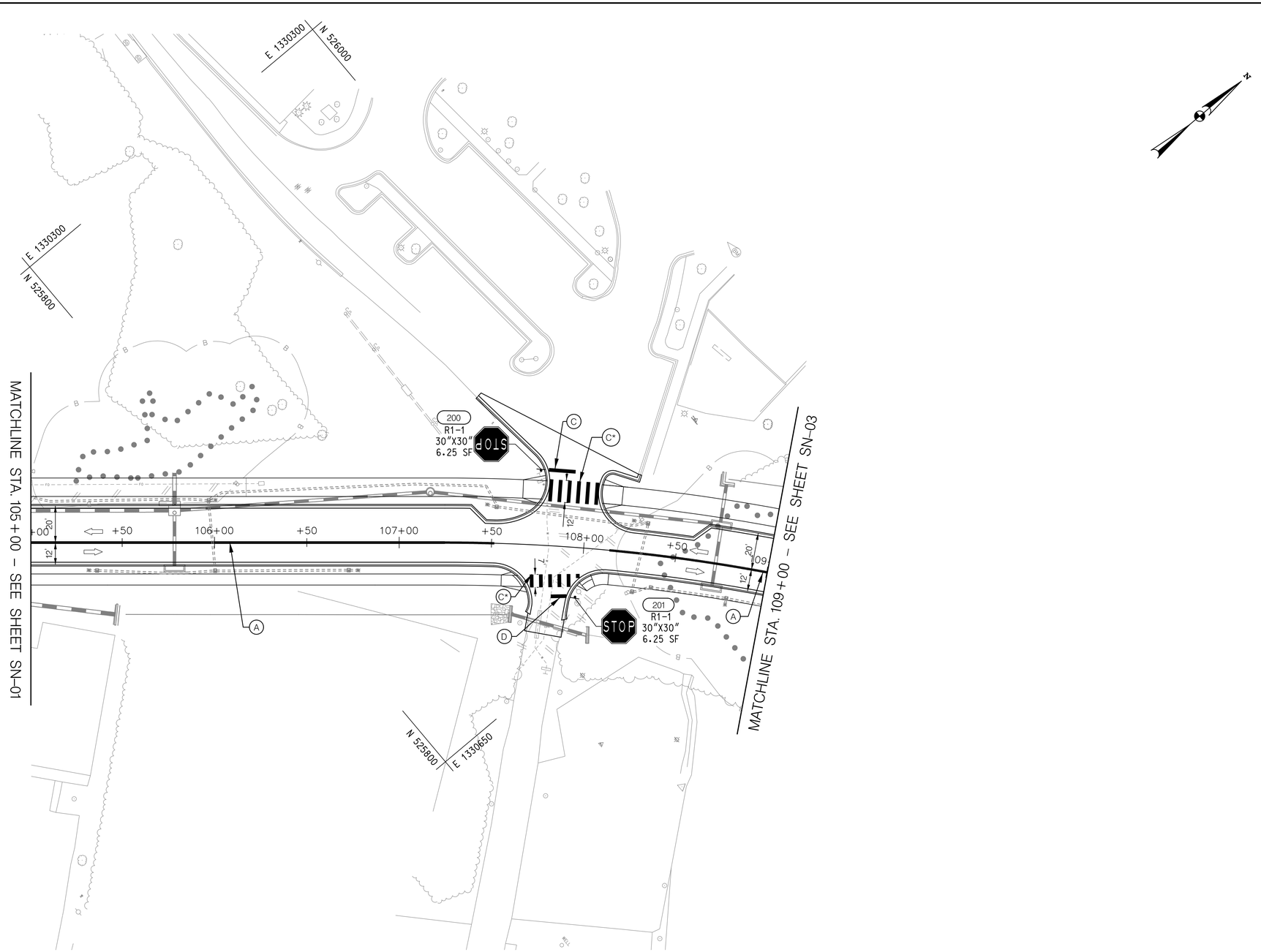
SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. SN–01 OF 03 SHEET NO. 40 OF 63

PLOTTED: 11/22/2022
FILE: P:\Projects\2026\2026.10 Burtonsville Access Rd\10 CADD\Civil\plSN-2001_BAR.dgn

SIGNING AND PAVEMENT MARKING NOTES:

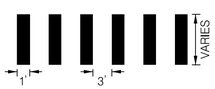
1. ALL SCHOOL ZONE RELATED SIGNING AND SCHOOL CROSSWALK SHALL BE FABRICATED WITH FLUORESCENT YELLOW GREEN SHEETING (FYG = FLUORESCENT YELLOW GREEN).
2. ALL NEW PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
3. ALL PAVEMENT MARKINGS AND SIGNS TO BE INSTALLED BY THE DEVELOPER/CONTRACTOR.
4. CONTRACTOR TO CONTACT MS. STELLA IGBINEDION OF THE MCDOT DIVISION OF TRAFFIC ENGINEERING AND OPERATION AT (240) 777-2190 NO LESS THAN 10 BUSINESS DAYS PRIOR TO IMPLEMENTATION OF FINAL PAVEMENT MARKING AND SIGNING.
5. ALL MARKING AND SIGNING SHOULD BE INSTALLED PER MUTCD AND/OR MONTGOMERY COUNTY SIGNING AND MARKING POLICY.
6. MAINTENANCE OF TEMPORARY PAVEMENT MARKINGS SHALL BE THE CONTRACTOR'S RESPONSIBILITY UNTIL IMPLEMENTATION OF FINAL SIGNING AND PAVEMENT MARKINGS.
7. THE DEVELOPER/CONTRACTOR SHALL SPOT LOCATE ALL PROPOSED SIGNS AND PAVEMENT MARKINGS. MONTGOMERY COUNTY TRAFFIC OPERATIONS WILL REVIEW AND APPROVE THE SPOT LOCATIONS PRIOR TO FINAL INSTALLATION OF SIGNS AND PAVEMENT MARKINGS.
8. THE DEVELOPER/CONTRACTOR SHALL SUBMIT TO MONTGOMERY COUNTY TRAFFIC OPERATIONS MATERIAL SPECIFICATIONS/SHOP DRAWINGS FOR SIGN AND PAVEMENT MARKING MATERIAL AND RECEIVE APPROVAL PRIOR TO FINAL INSTALLATION.
9. ANY DISCREPANCY IN THE FINAL SIGNING & MARKING SHOULD BE CORRECTED BY THE DEVELOPER/CONTRACTOR IMMEDIATELY.
10. CONTRACTOR TO CONTACT DEVELOPER FOR BLOCK NUMBERS ON ALL STREET NAME SIGNS, OR CONTACT MS. STELLA IGBINEDION OF THE MCDOT DIVISION OF TRAFFIC ENGINEERING AND OPERATION AT (240) 777-2190.
11. PAVEMENT MARKING LANE WIDTHS ARE MEASURED FROM CENTER OF PAVEMENT MARKING TO CENTER OF PAVEMENT MARKING.
12. ALL PROPOSED SIGNS SHALL BE INSTALLED ON A SINGLE TUBULAR POST UNLESS NOTED OTHERWISE.



N

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

CROSSWALK TYPICAL



MERCADO CONSULTANTS, INC.

LEGEND

- (A) 5 INCH YELLOW THERMOPLASTIC PAVEMENT MARKINGS (DOUBLE, SOLID)
- (B) 5 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS (SOLID)
- (C) 24 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS (SOLID)
- (C*) 24 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS (SOLID), REFER TO CROSSWALK TYPICAL, THIS SHEET
- (D) TIE-IN TO EXISTING PAVEMENT MARKING

TRAFFIC FLOW ARROW

PROPOSED SIGN AND SUPPORT

OWNER/ADDRESS:
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY ARJ DRAWN BY ARJ CHECKED BY MWM

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

SIGNING AND MARKING PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. SN-02 OF 03 SHEET NO. 41 OF 63

PLOTTED: 11/22/2022
FILE: P:\Projects\2020\2006.10 Burtonsville Access Rd\10 CADD\Civil\SN-2002_BAR.dgn

SIGNING AND PAVEMENT MARKING NOTES:

1. ALL SCHOOL ZONE RELATED SIGNING AND SCHOOL CROSSWALK SHALL BE FABRICATED WITH FLUORESCENT YELLOW GREEN SHEETING (FYG = FLUORESCENT YELLOW GREEN).
2. ALL NEW PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
3. ALL PAVEMENT MARKINGS AND SIGNS TO BE INSTALLED BY THE DEVELOPER/CONTRACTOR.
4. CONTRACTOR TO CONTACT MS. STELLA IGBINEDION OF THE MCDOT DIVISION OF TRAFFIC ENGINEERING AND OPERATION AT (240) 777-2190 NO LESS THAN 10 BUSINESS DAYS PRIOR TO IMPLEMENTATION OF FINAL PAVEMENT MARKING AND SIGNING.
5. ALL MARKING AND SIGNING SHOULD BE INSTALLED PER MUTCD AND/OR MONTGOMERY COUNTY SIGNING AND MARKING POLICY.
6. MAINTENANCE OF TEMPORARY PAVEMENT MARKINGS SHALL BE THE CONTRACTOR'S RESPONSIBILITY UNTIL IMPLEMENTATION OF FINAL SIGNING AND PAVEMENT MARKINGS.
7. THE DEVELOPER/CONTRACTOR SHALL SPOT LOCATE ALL PROPOSED SIGNS AND PAVEMENT MARKINGS. MONTGOMERY COUNTY TRAFFIC OPERATIONS WILL REVIEW AND APPROVE THE SPOT LOCATIONS PRIOR TO FINAL INSTALLATION OF SIGNS AND PAVEMENT MARKINGS.
8. THE DEVELOPER/CONTRACTOR SHALL SUBMIT TO MONTGOMERY COUNTY TRAFFIC OPERATIONS MATERIAL SPECIFICATIONS/SHOP DRAWINGS FOR SIGN AND PAVEMENT MARKING MATERIAL AND RECEIVE APPROVAL PRIOR TO FINAL INSTALLATION.
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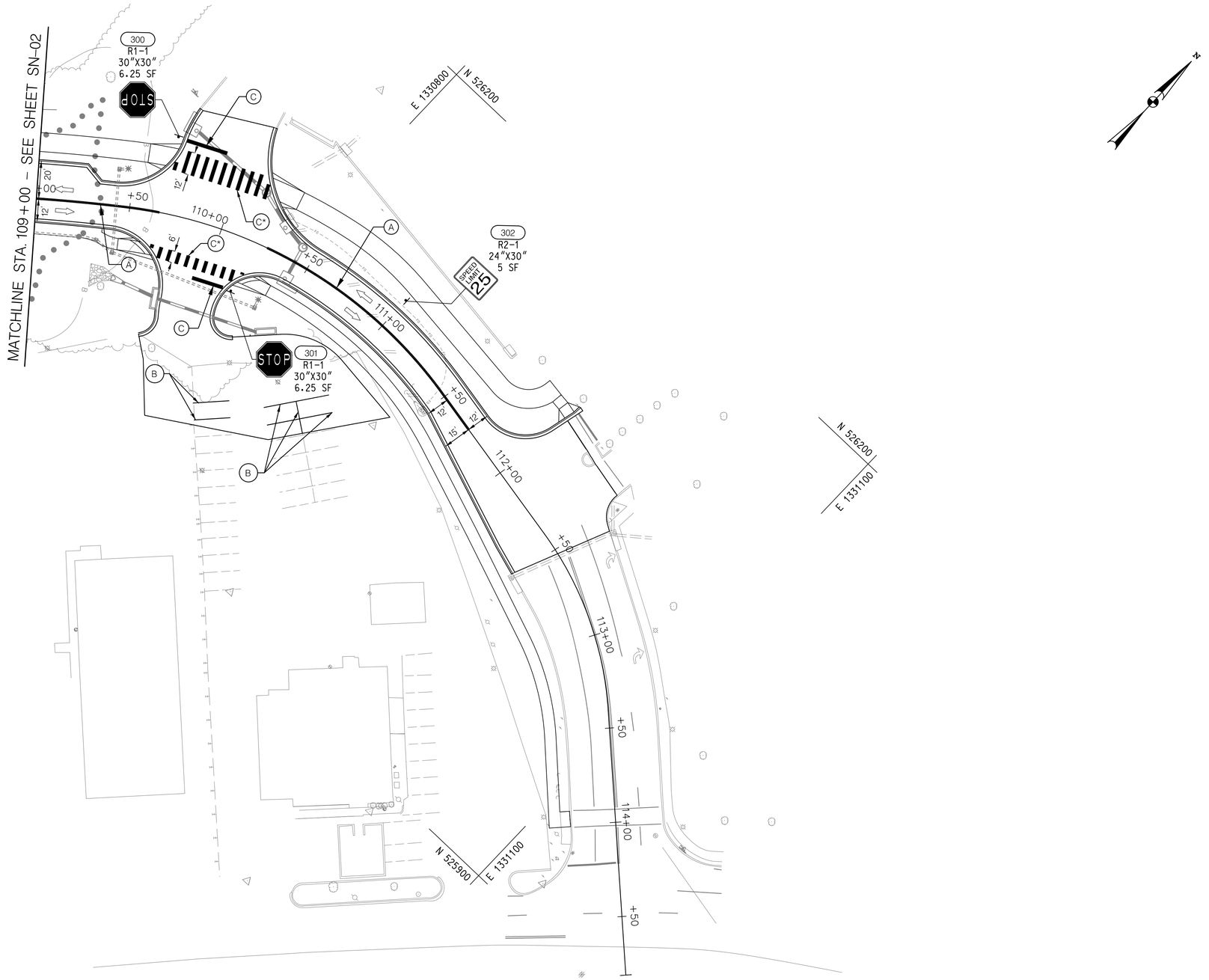
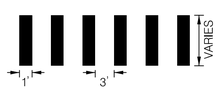
12. ALL PROPOSED SIGNS SHALL BE INSTALLED ON A SINGLE TUBULAR POST UNLESS NOTED OTHERWISE.



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

CROSSWALK TYPICAL



MERCADO CONSULTANTS, INC.

LEGEND

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- (C*) 24 INCH WHITE THERMOPLASTIC PAVEMENT MARKINGS (SOLID), REFER TO CROSSWALK TYPICAL, THIS SHEET
- (D) TIE-IN TO EXISTING PAVEMENT MARKING

TRAFFIC FLOW ARROW

STOP PROPOSED SIGN AND SUPPORT

OWNER/ADDRESS:
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY ARJ DRAWN BY ARJ CHECKED BY MWM

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

SIGNING AND MARKING PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. SN-03 OF 03 SHEET NO. 42 OF 63

PLOTTED: 11/22/2022
FILE: P:\Projects\2020\2020.10 Burtonsville Access Rd\10 CADD\Civil\pSN-2003_BAR.dgn

I. GENERAL REQUIREMENTS

A. A PRIME REQUIREMENT OF THIS CONTRACT IS THAT TWO (2) WAY TRAFFIC BE MAINTAINED AT ALL TIMES ALONG BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD, IN AN ORDERLY, EXPEDITIOUS AND SAFE MANNER UNLESS OTHERWISE NOTED IN THE PLANS. FLAGGER CONTROL CAN BE UTILIZED AS A METHOD OF MAINTAINING TWO WAY TRAFFIC. THE WIDTH OF ANY LANE SHALL REMAIN AT LEAST A MINIMUM OF TEN (10) FEET WIDE DURING ALL PHASES OF CONSTRUCTION.

B. UNLESS OTHERWISE APPROVED BY THE TRAFFIC ENGINEERING AND OPERATIONS SECTION, THE NUMBER OF LANES OF TRAFFIC ON BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD SHOWN ON THE T.C.P. SHALL BE MAINTAINED AT ALL TIMES.

C. THE PROJECT IS TO BE CONSTRUCTED UNDER TWO (2) MAJOR PHASES. THE SEQUENCE OF OPERATIONS FOR EACH OF THE VARIOUS CONSTRUCTION PHASES THEREUNDER REFERS SPECIFICALLY TO THE CRITICAL ITEMS OF WORK WHICH MUST BE COMPLETED DURING THAT CONSTRUCTION PHASE BEFORE THE NEXT SEQUENCE OF THE PHASE OF WORK MAY BE COMMENCED. THE LISTED ITEMS UNDER EACH PHASE ARE A SUGGESTED SEQUENCE OF WORK TO BE FOLLOWED TO PROVIDE FOR ORDERLY COMPLETION OF WORK. THE MANY OTHER ITEMS OF WORK WHICH ARE NOT LISTED AND WHICH MAY BE PERFORMED DURING ANY OF THE PHASES WITHOUT INTERRUPTING TRAFFIC OR AFFECTING THE CONSTRUCTION SCHEDULING AND DO NOT CONTROL THE OVERALL SCHEDULE FOR COMPLETING THE PROJECT ARE NOT LISTED.

D. A ROAD CLOSURE OF ANY DURATION SHALL REQUIRE THE SUBMITTAL OF A WRITTEN REQUEST TO THE DIVISION OF TRAFFIC ENGINEERING AND OPERATIONS WITH THE JUSTIFICATION AS TO WHY WORK ACTIVITY CANNOT OCCUR WHILE TRAFFIC IS BEING MAINTAINED. ANY ROAD CLOSURES SHALL REQUIRE ADDITIONAL TRAFFIC CONTROLS INCLUDING ADVANCE NOTIFICATION, APPROACH, AND DETOUR SIGNAGE, AS APPROVED BY THE DIVISION OF TRAFFIC ENGINEERING AND OPERATIONS.

E. ALL SIDEWALK CLOSURES SHALL REQUIRE THE APPROVAL OF DIVISION OF TRAFFIC ENGINEERING AND OPERATIONS. ANY SIDEWALK CLOSURE GREATER THAN TWO (2) WEEKS SHALL REQUIRE THE SUBMITTAL OF A WRITTEN REQUEST TO THE DIVISION OF TRAFFIC ENGINEERING AND OPERATIONS AND MAY REQUIRE ADDITIONAL TRAFFIC CONTROLS. SIDEWALK CLOSURES SHALL BE LIMITED TO OCCUR ONLY DURING THE ACTUAL WORK ACTIVITY. DURING CLOSURE, SIDEWALKS SHALL BE BARRICADED TO PHYSICALLY PREVENT PEDESTRIAN PASSAGE AND APPROPRIATE DETOURS SHALL BE POSTED. DURING ALL OTHER TIMES, PROVISIONS FOR SAFE PEDESTRIAN ACCESS THROUGH THE WORK AREA, VIA A TEMPORARY WALKWAY SHALL BE PROVIDED.

F. ANY WORK WITHIN THE TRAVELED PORTION OF THE ROADWAY WILL BE RESTRICTED TO THE HOURS OF 9:00 A.M. TO 3:30 P.M., MONDAY THRU FRIDAY. NO WORK ON HOLIDAYS OR WEEKENDS UNLESS WRITTEN EXCEPTION IS GRANTED IN WRITING BY THE COUNTY'S DPS INSPECTOR.

G. CONSTRUCTION ACTIVITY, LOADING OR UNLOADING OF EQUIPMENT SHALL NOT BLOCK ANY TRAFFIC LANE OTHER THAN THOSE DELINEATED WITHIN THE WORK ZONE.

H. EXCLUSIVE OF EMERGENCY WORK, THE CONTRACTOR SHALL CONTACT OCCUPANTS OF ALL ADJOINING PROPERTIES AND INFORM THEM OF THE SCOPE AND THE TIMING OF CONSTRUCTION. A MINIMUM OF 24 HOURS NOTIFICATION SHALL BE REQUIRED PRIOR TO THE COMMENCEMENT OF ANY ACTIVITY ON THE SITE.

I. ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS UNLESS PERMISSION FOR CLOSURE IS GRANTED BY THE PROPERTY OWNER/MANAGER. HOWEVER, ACCESSIBILITY FOR EMERGENCY VEHICLES SHALL BE MAINTAINED AT ALL TIMES.

J. PAVEMENT EXCAVATION SHALL BE LIMITED TO A MAXIMUM OF ONE TRAVEL LANE AT ANY TIME UNLESS OTHERWISE SPECIFIED ON THE TCP.

K. IF ANY TRAFFIC CONTROL SIGNS ARE TO BE PLACED ALONG A MDOT SHA ROADWAY, OR WITHIN THE LIMITS OF AN INCORPORATED AREAS, THE PERMITTEE SHALL NOTIFY THE APPROPRIATE AGENCY OF SIGNAGE TO BE INSTALLED.

L. NO HAZARDOUS MATERIALS SHALL BE STORED WITHIN PUBLIC RIGHT-OF-WAY. NO MATERIALS OR EQUIPMENT SHALL BE STORED ON THE ROADWAY SURFACE OR SIDEWALK DURING NON-WORK PERIODS. ALL STORED MATERIALS AND EQUIPMENT SHALL BE SET BACK AT LEAST SIX (6) FEET BEHIND THE CURB ALONG A CLOSED SECTION ROADWAY AND AT LEAST TWELVE (12) FEET FROM EDGE OF OPEN SECTION ROADWAY.

M. ANY EXCAVATION(S) IN THE ROADWAY SHALL BE PAVED TO LEVEL GRADE OR PLATED AND THE ROADWAY REOPENED TO ITS FULL CROSS-SECTION PRIOR TO THE END OF EACH WORK DAY." STEEL PLATES AHEAD" (W21-9) SIGNS SHALL BE PLACED APPROXIMATELY 250 FEET IN ADVANCE OF ANY STEEL PLATE. ANY EXCAVATIONS IN THE SIDEWALK SHALL BE BACKFILLED OR PLATED PRIOR TO THE END OF EACH WORKDAY AND SIDEWALK REOPENED TO ITS FULL CROSS SECTION.

A. TRAFFIC SHALL NOT BE PERMITTED WITHIN TEN (10) FEET OF ANY EXCAVATION THAT RESULTS IN A VERTICAL DROP-OFF OF MORE THAN FIVE (5) INCHES IN THE LEVEL OF PAVEMENT DURING NON-WORKING HOURS UNLESS PROTECTED BY TEMPORARY CONCRETE BARRIERS OR RAMPED WITH AGGREGATE MATERIAL AT A 3:1 OR FLATTER SLOPE FROM THE EDGE OF PAVEMENT. WHEN RAMPING IS UTILIZED, TTC DRUMS SHALL BE POSITIONED ADJACENT TO THE EDGE OF THE WORK AREA ON THE TRAFFIC SIDE OF THE SLOPE. REFER TO MCDOT STD NO. TCP-108.01 FOR DETAILS.

O. TRAFFIC SHALL NOT BE PERMITTED WITHIN TWO (2) FEET OF ANY EXCAVATION THAT RESULTS IN A VERTICAL DROP-OFF OF MORE THAN TWO (2) INCHES BUT NO MORE THAN FIVE (5) INCHES IN THE LEVEL OF PAVEMENT DURING NON-WORKING HOURS UNLESS EITHER RAMPED WITH AGGREGATE MATERIAL AT 3:1 OR FLATTER SLOPE, PROVIDED WITH AN ABUTTING WEDGE OF BITUMINOUS MATERIAL AT 3:1 OR FLATTER SLOPE OR PROTECTED BY TRAFFIC DRUMS.

P. IN AREAS WHERE A DROP-OFF IN THE LEVEL OF PAVEMENT IS TWO (2) INCHES OR LESS, TRAFFIC MAY BE ALLOWED TO FREELY CROSS UNDER THE FOLLOWING CONDITIONS:

1. WHERE LONGITUDINAL PAVING JOINTS OF TWO (2) INCHES OR LESS ARE EXPOSED TO TRAFFIC, WARNING SIGNS SHALL BE POSTED INDICATING "UNEVEN PAVEMENT" (W8-II MOD.). THESE SIGNS SHOULD BE PLACED 250 FEET IN ADVANCE OF THE UNEVEN JOINT AND BE SPACED AT APPROPRIATE INTERVALS THROUGHOUT THE AREA OF THE UNEVEN JOINT.

2. WHERE LATERAL PAVING JOINTS OF TWO (2) INCHES OR LESS ARE EXPOSED TO TRAFFIC, A *BUMP* (W8-1) SIGN SHALL BE POSTED 100 FEET IN ADVANCE OF THE JOINT.

3. WHEN MILLED PAVEMENT IS LEFT EXPOSED TO TRAFFIC, A *ROUGH ROAD (W8-8) OR *GROOVED PAVEMENT* (W8-8A) SIGN SHALL BE PLACED 250 FEET IN ADVANCE OF THE MILLED AREA.

Q. TEMPORARY TRAFFIC CONTROL SIGNS SHALL BE FLUORESCENT ORANGE HIGH PERFORMANCE WIDE ANGLE RETROREFLECTIVE SHEETING. PLACEMENT OF ALL SIGNS SHALL NOT INTERFERE WITH TRAVELED WAYS OR SIGHT DISTANCES OF ANY ROADWAY, STREET OR DRIVEWAY AS PER AASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, LATEST EDITION.

R. ALL EXISTING TRAFFIC CONTROL DEVICES THAT MUST BE REMOVED SHALL BE REPLACED IN THEIR PROPER LOCATION PRIOR TO THE COMPLETION OF THE PROJECT. COST FOR THE REPLACEMENT AND/OR REPAIR OF DEVICES DAMAGED AS A RESULT OF THE PROJECT SHALL BE ASSESSED TO THE CONTRACTOR.

S. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MOST RECENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

T. THE IMPLEMENTATION DATE AND CONTINUANCE OF THIS PROJECT MAY BE ALTERED AT THE DISCRETION OF THE COUNTY'S INSPECTOR IN THE EVENT OF CONFLICTS WITH PREVIOUSLY APPROVED OR EMERGENCY ACTIVITIES.

U. AT THE COMPLETION OF THE PERMITTED WORK ACTIVITY, CONDITIONS WITHIN THE PUBLIC SPACE SHALL BE FULLY RESTORED TO THOSE WHICH EXISTED PRIOR TO THE WORK ACTIVITY.

V. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL TEMPORARY TRAFFIC CONTROL DEVICES AT THE SITE.

W. ANY CHANGES TO TEMPORARY TRAFFIC CONTROL PLANS SHALL BE MADE IN WRITING AND APPROVED BY THE MONTGOMERY COUNTY TRAFFIC ENGINEERING AND OPERATIONS DIVISION.

X. ALL TTC DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TTC DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.

II. SPECIFIC TRAFFIC CONTROL REQUIREMENTS

A. MAINTENANCE OF TRAFFIC

1. FLAGGERS SHALL BE USED AT THE DIRECTION OF THE COUNTY INSPECTOR.

2. FLAGGERS SHALL USE STOP/SLOW PADDLES TO DIRECT TRAFFIC.

3. FLAGGERS SHALL BE MARYLAND STATE HIGHWAY ADMINISTRATION OR AATSA APPROVED FLAGGERS.

4. RADIO COMMUNICATION SHALL BE REQUIRED BETWEEN FLAGGERS AT THE DISCRETION OF THE COUNTY INSPECTOR OR UNDER THE FOLLOWING CONDITIONS:

   a. IF THE FLAGGERS CANNOT SEE EACH OTHER.

   b. IF THE LANE CLOSURE EXCEEDS 200 FEET.

5. AT LEAST ONE 10 FOOT TRAVEL LANE SHALL BE AVAILABLE FOR TRAFFIC AT ALL TIMES.

6. PROVISION SHALL BE MADE FOR SAFE MAINTENANCE OF PEDESTRIAN AND BICYCLE TRAFFIC, SUBJECT TO THE APPROVAL OF THE COUNTY'S DPS INSPECTOR.

B. INSTALLATION OF TRAFFIC CONTROL DEVICES

1. SIGNAGE, TRAFFIC DRUMS, TRAFFIC CONES, AND ARROW PANELS SHALL BE PLACED IN ACCORDANCE WITH THE APPROPRIATE TYPICAL SPACING CHART AND AS LISTED ON THE TRAFFIC CONTROL PLANS.

2. ALL SIGNS, TRAFFIC DRUMS AND CONES SHALL BE FULLY REFLECTORIZED WITH HIGH INTENSITY, REFLECTIVE SHEETING AS PER THE MUTCD.

3. ALL WARNING SIGNS, UNLESS OTHERWISE SPECIFIED, SHALL BE A MINIMUM OF 48" X 48", BLACK SYMBOL OR LEGEND ON ORANGE BACKGROUND AND DIAMOND SHAPED. PLACEMENT OF ALL SIGNS SHALL NOT INTERFERE WITH TRAVELED WAYS OR SIGHT DISTANCES OF ANY ROADWAY, STREET OR DRIVEWAY AS PER AASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, LATEST EDITION. ALL WARNING SIGNS NOT APPLICABLE TO THE ACTUAL SITUATION SHALL BE REMOVED OR COVERED DURING NON-APPLICABLE PERIODS.

4. FLASHING ARROW PANELS SHALL BE USED AT THE BEGINNING OF ANY LANE CLOSURE ON A MULTI-LANE ROADWAY. VARIABLE MESSAGE SIGNS (IF REQUIRED) SHALL BE PROVIDED TWO WEEKS BEFORE/AFTER AND DURING CONSTRUCTION. LOCATION AND MESSAGE TO BE DETERMINED BY ENGINEER.

5. WORK AREA AHEAD (W20-1 MODIFIED) SIGNS MUST BE INSTALLED AT THE END OF EACH WORK DAY WHEN TEMPORARY AGGREGATE RAMPING IS IMPLEMENTED.

6. DURING NIGHTTIME OPERATIONS, REFLECTORIZED TRAFFIC DRUMS SHOULD BE USED. HOWEVER, FOR EMERGENCY WORK ACTIVITIES, WHERE TRAFFIC DRUMS ARE NOT READILY AVAILABLE, REFLECTORIZED TRAFFIC CONES THAT ARE A MINIMUM OF TWENTY EIGHT (28) INCHES IN HEIGHT AND HAVING SIX (6) INCH AND FOUR (4) INCH REFLECTIVE COLLARS WITHIN THE TOP SIXTEEN (16) INCHES OF THE CONE MAY BE USED. ALL WORK AREAS LEFT UNATTENDED AT NIGHT SHALL BE DELINEATED WITH REFLECTORIZED TRAFFIC DRUMS.

7. CONTRACTOR SHALL EXCAVATE ONLY AS MUCH AS IS TO BE WORKED IN A DAY. IN CASE ANY EXCAVATED AREA IS LEFT OVERNIGHT, TEMPORARY CONCRETE BARRIERS SHALL BE PLACED SURROUNDING THAT AREA.

8. ALL PORTABLE SIGNS SHALL BE MOUNTED A MINIMUM OF ONE (I) FOOT ABOVE THE LEVEL OF THE ROADWAY, WITH HIGHER MOUNTING HEIGHTS DESIRABLE.

9. WHEN PAVEMENT MARKINGS HAVE BEEN OBLITERATED BY THE WORK ACTIVITY, THE PERMITTEE SHALL INSTALL ANY CRITICAL INTERIM PAVEMENT MARKINGS PRIOR TO THE END OF THE WORK DAY AS SPECIFIED BY THE COUNTY'S DPS INSPECTOR AND/OR THE DIVISION OF TRAFFIC ENGINEERING AND OPERATIONS.

   a. ON ROAD SECTIONS THAT ARE NOT SCHEDULED TO BE OVERLAID, ALL TEMPORARY PAVEMENT MARKINGS SHALL BE (REMOVABLE) DETOUR GRADE MARKING TAPE. ANY CONFLICTING MARKINGS WHICH NEED TO BE TEMPORARILY REMOVED ARE TO BE MASKED USING "3M REMOVABLE BLACK LANE MASK" OR AN APPROVED EQUAL.

   b. ON ROAD SECTIONS THAT ARE TO BE OVERLAID, TEMPORARY MARKINGS CAN BE EITHER TAPE OR PAINT. ANY CONFLICTING MARKINGS SHOULD BE REMOVED WITH A PAVEMENT GRINDER.

III. CONTACT INFORMATION

A. CONTACT THE MCDOT TRANSPORTATION MANAGEMENT CENTER 240-777-2100 BETWEEN 5:00 AM AND 11:00 PM TO INFORM THEM OF TEMPORARY LANE CLOSURES IN THE VICINITY OF ANY TRAFFIC SIGNALS.

B. CONTACT TRAFFIC ENGINEERING DESIGN AND OPERATIONS SECTION AT 240-777-2190 (A MINIMUM OF ONE WEEK PRIOR) TO COORDINATE ANY MINOR TRAFFIC SIGNAL RELOCATIONS TO FACILITATE THIS WORK ACTIVITY. MAJOR SIGNAL RELOCATIONS SHALL BE COORDINATED A MINIMUM OF THIRTY (30) DAYS IN ADVANCE OF THE PROJECT. THE PERMITTEE SHALL CONTACT THE MONTGOMERY COUNTY TECHNICAL CENTER AT 301-279-1291 A MINIMUM OF 48 HOURS PRIOR TO BEGINNING WORK TO HAVE TRAFFIC SIGNAL EQUIPMENT MARKED.

C. CONTACT TRAFFIC ENGINEERING STUDIED SECTION AT 240-777-2190 AT LEAST TEN (10) WORKING DAYS IN ADVANCE OF THE FINAL PAVING OPERATION TO SCHEDULE THE INSTALLATION OF PERMANENT PAVEMENT MARKINGS AND SIGNS.

D. CONTACT MS. STELLA O. IGBINEDION AT 240-777-2190 TO REQUEST ANY FIELD ASSISTANCE BY THE MCDOT DIVISION OF TRAFFIC ENGINEERING AND OPERATION.

PHASE 1 SEQUENCE OF CONSTRUCTION

1. GENERAL

   DURING PHASE 1, TRAFFIC SHALL BE MAINTAINED ON THE EXISTING ROADWAYS. THE CONSTRUCTION EFFORT SHALL BE DIRECTED TO COMPLETING THE PORTION OF THE BURTONSVILLE ACCESS ROAD AS DESCRIBED BELOW, STORM WATER MANAGEMENT FACILITY AND STORM DRAIN SYSTEM.

   PRIOR TO THE COMMENCEMENT OF WORK, THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNERS AS TO THE DURATION OF THE PROPOSED WORK AS SPECIFIED IN THE SPECIAL PROVISIONS. THE CONTRACTOR CAN ALSO INFORM THE OWNER OF ANY EQUIPMENT THAT NEEDS TO BE RELOCATED.

   THE FINAL 1½" ASPHALT SUPERPAVE FOR SURFACE COURSE FOR THE BURTONSVILLE ACCESS ROAD SHALL NOT BE PLACED UNTIL THE COMPLETION OF PHASE 2 WORK.

2. SEQUENCE OF CONSTRUCTION

   A. INSTALL ALL TEMPORARY SIGNING AND MARKING REQUIRED FOR THE INITIAL CONSTRUCTION WORK TO BE PERFORMED UNDER PHASE 1. IF NECESSARY, COVER TEMPORARY SIGNS UNTIL SUCH TIME THAT THEIR MESSAGE ARE APPLICABLE.

   B. PRIOR TO COMMENCING ANY WORK AT ANY GIVEN LOCATION, THE INSTALLATION OF ALL NECESSARY SEDIMENT CONTROL FACILITIES REQUIRED FOR PHASE I CONSTRUCTION MUST BE COMPLETED AND HAVE THE APPROVAL OF THE EROSION AND SEDIMENT CONTROL INSPECTOR.

   C. CONSTRUCT BURTONSVILLE ACCESS ROAD, ENTRANCES, AND SIDEWALK FROM STA. 100+00 TO 109+86, STORMWATER MANAGEMENT AND STORM DRAIN SYSTEM AS SHOWN ON THE TCP PLANS. ALL CONSTRUCTION ACTIVITY THAT IMPACTS SCHOOL PROPERTY MUST BE COORDINATED WITH THE SCHOOL ADMINISTRATION PRIOR TO THE START OF WORK, AND DONE IN ACCORDANCE WITH DIRECTIVES INCLUDED ELSEWHERE IN THE CONTRACT DOCUMENTS.

   D. INSTALL ALL PERMANENT SIGNS AND MARKING (PAVEMENT MARKING TAPE) AS SHOWN ON THE SIGNING AND MARKING PLANS ALONG THE CONSTRUCTED PORTION OF THE BURTONSVILLE ACCESS ROAD.

PHASE 2 SEQUENCE OF CONSTRUCTION

1. GENERAL

   DURING PHASE 2, TRAFFIC SHALL BE MAINTAINED ON THE EXISTING ROADWAYS AND PORTIONS OF ROADWAY CONSTRUCTED DURING PHASE 1. THE CONSTRUCTION EFFORT SHALL BE DIRECTED TO COMPLETING THE PORTION OF THE BURTONSVILLE ACCESS ROAD AS DESCRIBED BELOW AND STORM DRAIN SYSTEM.

   PRIOR TO THE COMMENCEMENT OF WORK, THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNERS AS TO THE DURATION OF THE PROPOSED WORK AS SPECIFIED IN THE SPECIAL PROVISIONS. THE CONTRACTOR CAN ALSO INFORM THE OWNER OF ANY EQUIPMENT THAT NEEDS TO BE RELOCATED.

   THE FINAL 1½" ASPHALT SUPERPAVE FOR SURFACE COURSE FOR THE BURTONSVILLE ACCESS ROAD SHALL NOT BE PLACED UNTIL THE COMPLETION OF PHASE 2 WORK.

2. SEQUENCE OF CONSTRUCTION

   A. INSTALL ALL TEMPORARY SIGNING AND MARKING REQUIRED FOR THE INITIAL CONSTRUCTION WORK TO BE PERFORMED UNDER PHASE 2. IF NECESSARY, COVER TEMPORARY SIGNS UNTIL SUCH TIME THAT THEIR MESSAGE ARE APPLICABLE.

   B. PRIOR TO COMMENCING ANY WORK AT ANY GIVEN LOCATION, THE INSTALLATION OF ALL NECESSARY SEDIMENT CONTROL FACILITIES REQUIRED FOR PHASE I CONSTRUCTION MUST BE COMPLETED AND HAVE THE APPROVAL OF THE EROSION AND SEDIMENT CONTROL INSPECTOR.

   C. CONSTRUCTION BURTONSVILLE ACCESS ROAD, ENTRANCES, AND SIDEWALK FROM STA. 109+86 TO 112+50 AND STORM DRAIN SYSTEM AS SHOWN ON THE TCP PLANS. REDIRECT THE BURTONSVILLE SHOPPING CENTER ENTRANCE AROUND THE PROPOSED ROADWAY IMPROVEMENTS THAT ARE TO BE CONSTRUCTED DURING THIS PHASE OF CONSTRUCTION. ACCESS TO THE REAR OF THE SHOPPING CENTER WILL BE MAINTAINED VIA THE PORTION OF THE BURTONSVILLE ACCESS ROAD CONSTRUCTION DURING PHASE 1.

   D. AFTER COMPLETING THE PROPOSED ROADWAY, COMPLETE THE FOLLOWING AS A LAST ORDER OF WORK:

   MILL, WEDGE AND/OR LEVEL EXISTING ROADWAY AS NECESSARY IN PREPARATION FOR THE FINAL SURFACE COURSE.

   PLACE FINAL SURFACE COURSE AND COMPLETE THE FINAL PAVEMENT MARKING AND REMAINING PERMANENT SIGNING. MAINTAIN TRAFFIC DURING THE FINAL PAVING OPERATION USING MCDOT STD. TCP-102.02 AND TCP-105.01-07. MAINTAIN TRAFFIC DURING THE FINAL PAVEMENT OPERATION USING MCDOT STD. TCP-102.06.

MERCADO
CONSULTANTS, INC.

OWNER/ADDRESS:
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION
ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

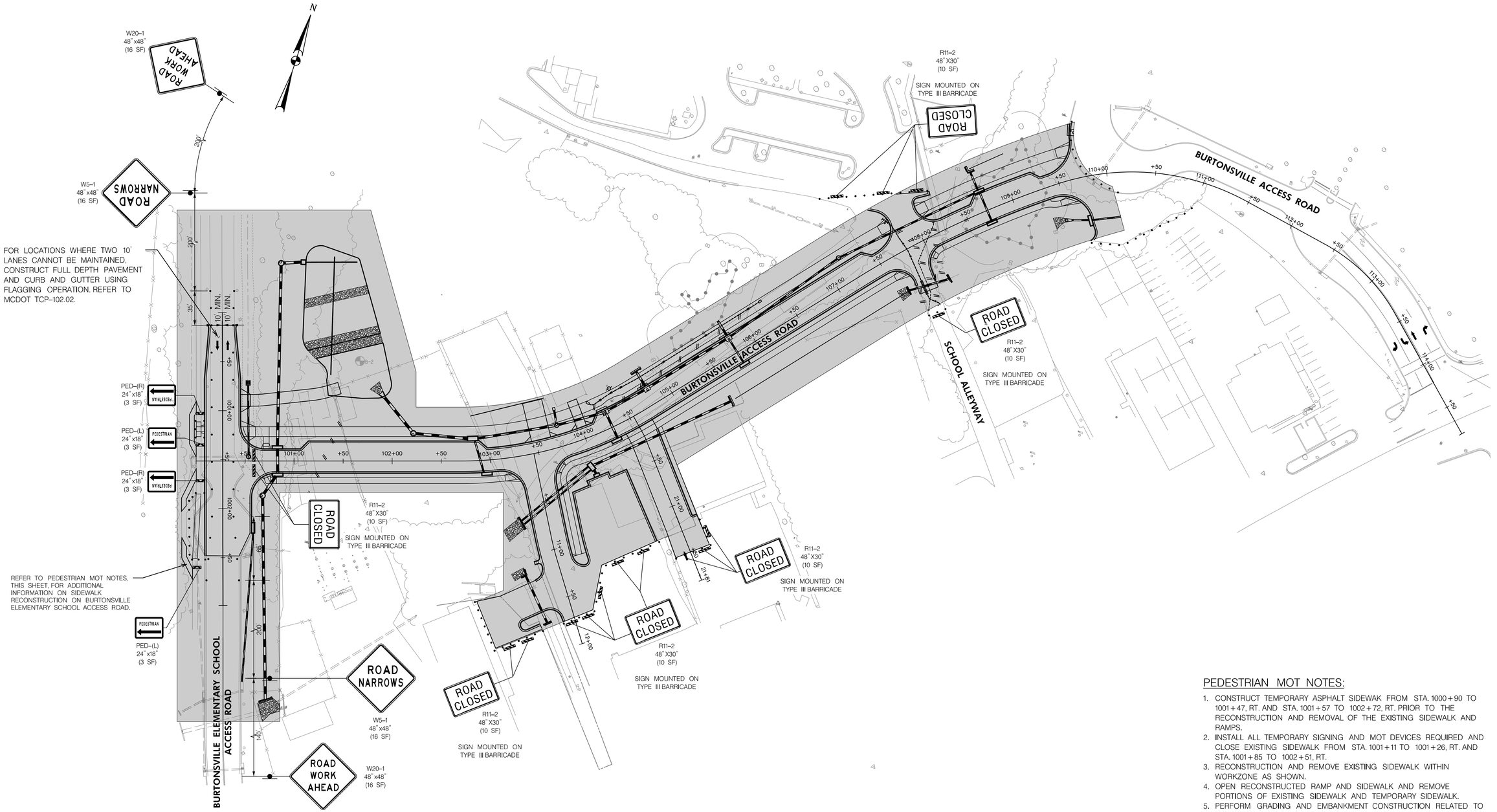
TRAFFIC CONTROL PLAN

SCALE 1"=50' DATE NOVEMBER 23, 2022

DESIGNED BY ARJ DRAWN BY ARJ CHECKED BY MWM

DRAWING NO. TC-01 OF 03 SHEET NO. 43 OF 63

PLOTTED: 11/22/2022
FILE: P:\Projects\2026\2026.10 Burtonsville Access Rd\10 CADD\Civil\plMT-N001_BAR.dgn



PEDESTRIAN MOT NOTES:

1. CONSTRUCT TEMPORARY ASPHALT SIDEWAK FROM STA. 1000 + 90 TO 1001 + 47, RT. AND STA. 1001 + 57 TO 1002 + 72, RT. PRIOR TO THE RECONSTRUCTION AND REMOVAL OF THE EXISTING SIDEWALK AND RAMPS.
2. INSTALL ALL TEMPORARY SIGNING AND MOT DEVICES REQUIRED AND CLOSE EXISTING SIDEWALK FROM STA. 1001 + 11 TO 1001 + 26, RT. AND STA. 1001 + 85 TO 1002 + 51, RT.
3. RECONSTRUCTION AND REMOVE EXISTING SIDEWALK WITHIN WORKZONE AS SHOWN.
4. OPEN RECONSTRUCTED RAMP AND SIDEWALK AND REMOVE PORTIONS OF EXISTING SIDEWALK AND TEMPORARY SIDEWALK.
5. PERFORM GRADING AND EMBANKMENT CONSTRUCTION RELATED TO THE SIDEWALK RECONSTRUCTION.

MERCADO
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LEGEND

- CURRENT WORKZONE
- DRUMS
- TEMPORARY TRAFFIC SIGN TYPE III BARRICADE
- DETECTABLE BARRICADE

DETECTABLE BARRICADES SHALL EXTEND AT LEAST 36" ABOVE THE PATHWAY WITH THE BOTTOM OF THE BARRICADE NO MAORE THAN 12 INCHES ABOVE THE PATHWAY AND SHALL EXTEND THE FULL WIDTH OF THE CLOSURE.

DETECTABLE BARRIER WILL BE PAID UNDER THE TYPE III BARRICADE PAY ITEM.

- TRAFFIC FLOW ARROW

OWNER/ADDRESS:
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GAITHERSBURG, MARYLAND

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MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

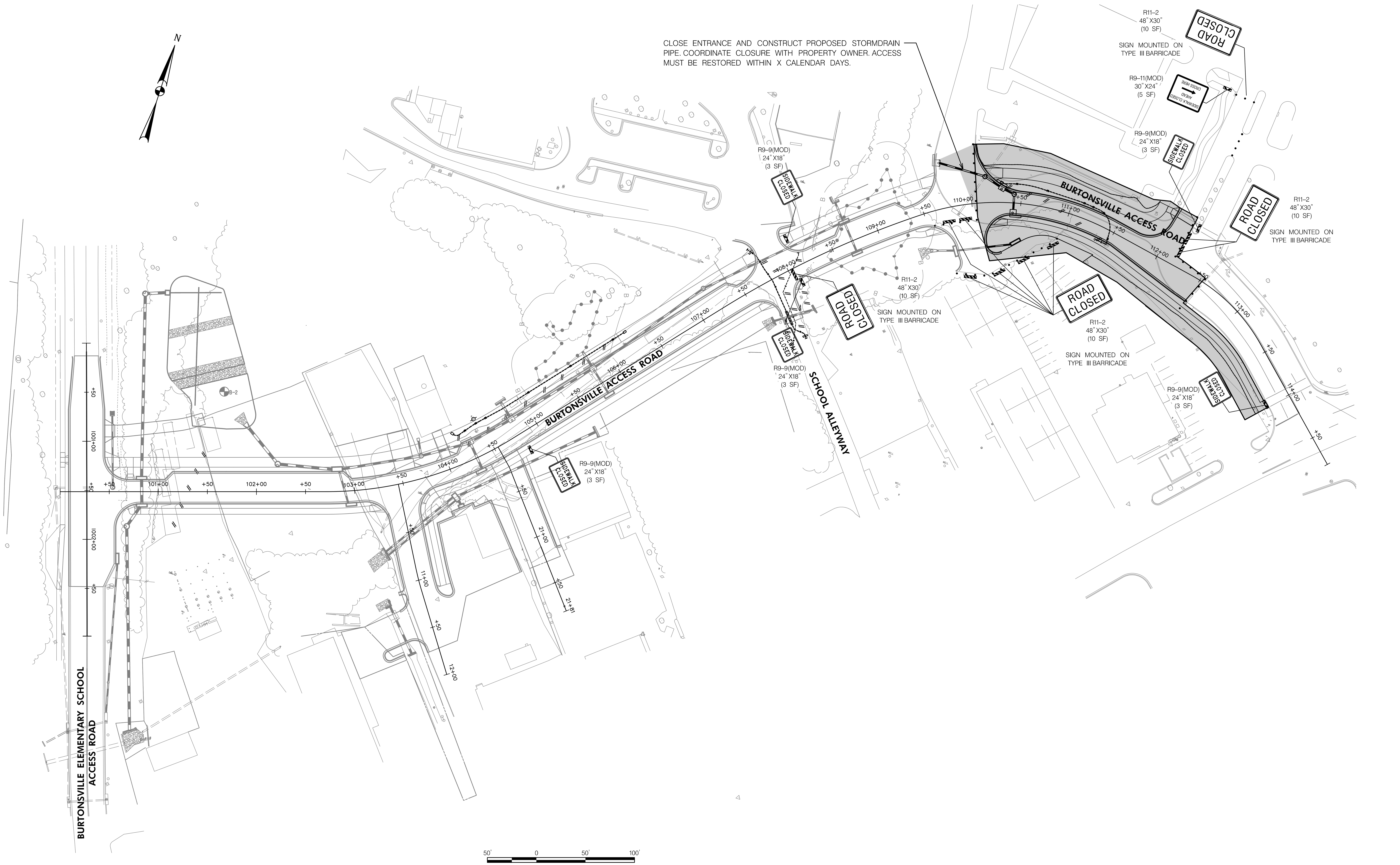
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

TRAFFIC CONTROL PLAN

SCALE 1"=50' DATE NOVEMBER 23, 2022

DRAWING NO. TC–02 OF 03 SHEET NO. 44 OF 63

PLOTTED: 11/22/2022
FILE: P:\Projects\2020\2020.10 Burtonsville Access Rd\10 CADD\Civil\uMT-P100_BARR.dgn



LEGEND

- CURRENT WORKZONE
- DRUMS
- TEMPORARY TRAFFIC SIGN
- TYPE III BARRICADE
- DETECTABLE BARRICADE

DETECTABLE BARRICADES SHALL EXTEND AT LEAST 36" ABOVE THE PATHWAY WITH THE BOTTOM OF THE BARRICADE NO MAORE THAN 1½ INCHES ABOVE THE PATHWAY AND SHALL EXTEND THE FULL WIDTH OF THE CLOSURE.

DETECTABLE BARRIER WILL BE PAID UNDER THE TYPE III BARRICADE PAY ITEM.

- TRAFFIC FLOW ARROW

MERCADO
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Chief, Transportation Planning and Design Section — Date

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Chief, Division of Transportation Engineering — Date

DESIGNED BY ARJ DRAWN BY ARJ CHECKED BY MWM

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

TRAFFIC CONTROL PLAN

SCALE 1"=50' DATE NOVEMBER 23, 2022

DRAWING NO. TC-03 OF 03

SHEET NO. 45 OF 63

PLOTTED: 11/22/2022
FILE: P:\Projects\2026\2026.10 Burtonsville Access Rd\10 CADD\Civil\pMT-P102_BAR.dgn

EROSION AND SEDIMENT CONTROL - GENERAL NOTES

STANDARD EROSION AND SEDIMENT CONTROL NOTES

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

2. THE PERMITTEE MUST OBTAIN INSPECTION AND APPROVAL BY DPS AT THE FOLLOWING POINTS:
   A. AT THE REQUIRED PRE-CONSTRUCTION MEETING.
   B. FOLLOWING INSTALLATION OF SEDIMENT CONTROL MEASURES AND PRIOR TO ANY OTHER LAND DISTURBING ACTIVITY.
   C. DURING THE INSTALLATION OF A SEDIMENT BASIN OR STORMWATER MANAGEMENT STRUCTURE AT THE REQUIRED INSPECTION POINTS (SEE INSPECTION CHECKLIST ON PLAN). NOTIFICATION PRIOR TO COMMENCING CONSTRUCTION IS MANDATORY.
   D. PRIOR TO REMOVAL OR MODIFICATION OF ANY SEDIMENT CONTROL STRUCTURE(S).
   E. PRIOR TO FINAL ACCEPTANCE.

3. THE PERMITTEE SHALL CONSTRUCT ALL EROSION AND SEDIMENT CONTROL MEASURES PER THE APPROVED PLAN AND CONSTRUCTION SEQUENCE, SHALL HAVE THEM INSPECTED AND APPROVED BY THE DEPARTMENT PRIOR TO BEGINNING ANY OTHER LAND DISTURBANCES, SHALL ENSURE THAT ALL RUNOFF FROM DISTURBED AREAS IS DIRECTED TO THE SEDIMENT CONTROL DEVICES, AND SHALL NOT REMOVE ANY EROSION OR SEDIMENT CONTROL MEASURE WITHOUT PRIOR PERMISSION FROM THE DEPARTMENT.

4. THE PERMITTEE SHALL PROTECT ALL POINTS OF CONSTRUCTION INGRESS AND EGRESS TO PREVENT THE DEPOSITION OF MATERIALS ONTO TRAVERSED PUBLIC THOROUGHFARE(S). ALL MATERIALS DEPOSITED ONTO PUBLIC THOROUGHFARE(S) SHALL BE REMOVED IMMEDIATELY.

5. THE PERMITTEE SHALL INSPECT PERIODICALLY AND MAINTAIN CONTINUOUSLY IN EFFECTIVE OPERATING CONDITION, ALL EROSION AND SEDIMENT CONTROL MEASURES UNTIL SUCH TIME AS THEY ARE REMOVED WITH PRIOR PERMISSION FROM THE DEPARTMENT. THE PERMITTEE IS RESPONSIBLE FOR IMMEDIATELY REPAIRING OR REPLACING ANY SEDIMENT CONTROL MEASURES WHICH HAVE BEEN DAMAGED OR REMOVED BY THE PERMITTEE OR ANY OTHER PERSON.

6. FOLLOWING INITIAL SOIL DISTURBANCE OR RE-DISTURBANCE, PERMANENT OR TEMPORARY STABILIZATION MUST BE COMPLETED WITHIN:

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

   B) SEVEN (7) CALENDAR DAYS AS TO ALL OTHER DISTURBED OR GRADED AREAS ON THE PROJECT SITE NOT UNDER ACTIVE GRADING.

   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.

7. THE PERMITTEE SHALL APPLY SOD, SEED, AND ANCHORED STRAW MULCH, OR OTHER APPROVED STABILIZATION MEASURES TO ALL DISTURBED AREAS WITHIN SEVEN (7) CALENDAR DAYS AFTER STRIPPING AND GRADING ACTIVITIES HAVE CEASED ON THAT AREA. MAINTENANCE SHALL BE PERFORMED AS NECESSARY TO ENSURE CONTINUED STABILIZATION. ACTIVE CONSTRUCTION AREAS SUCH AS BORROW OR STOCKPILE AREAS, ROADWAY IMPROVEMENTS, AND AREAS WITHIN FIFTY (50) FEET OF A BUILDING UNDER CONSTRUCTION MAY BE EXEMPT FROM THIS REQUIREMENT, PROVIDED THAT EROSION AND SEDIMENT CONTROL MEASURES ARE INSTALLED AND MAINTAINED TO PROTECT THOSE AREAS.

8. PRIOR TO REMOVAL OF SEDIMENT CONTROL MEASURES, THE PERMITTEE SHALL STABILIZE ALL CONTRIBUTORY DISTURBED AREAS WITH REQUIRED SOIL AMENDMENTS AND TOPSOIL, USING SOD OR AN APPROVED PERMANENT SEED MIXTURE AND AN APPROVED ANCHORED MULCH. WOOD FIBER MULCH MAY ONLY BE USED IN SEEDING SEASON WHEN THE SLOPE DOES NOT EXCEED 10% AND GRADING HAS BEEN DONE TO PROMOTE SHEET FLOW DRAINAGE. AREAS BROUGHT TO FINISHED GRADE DURING THE SEEDING SEASON SHALL BE PERMANENTLY STABILIZED WITHIN SEVEN (7) CALENDAR DAYS OF ESTABLISHMENT. WHEN PROPERTY IS BROUGHT TO FINISHED GRADE DURING THE MONTHS OF NOVEMBER THROUGH FEBRUARY, AND PERMANENT STABILIZATION IS FOUND TO BE IMPRACTICAL, AN APPROVED TEMPORARY SEED AND STRAW ANCHORED MULCH SHALL BE APPLIED TO DISTURBED AREAS. THE FINAL PERMANENT STABILIZATION OF SUCH PROPERTY SHALL BE COMPLETED PRIOR TO THE FOLLOWING APRIL 15.

9. THE SITE PERMIT, WORK, MATERIALS, APPROVED SC/SM PLANS, AND TEST REPORTS SHALL BE AVAILABLE AT THE SITE FOR INSPECTION BY DULY AUTHORIZED OFFICIALS OF MONTGOMERY COUNTY.

10. SURFACE DRAINAGE FLOWS OVER UNSTABILIZED CUT AND FILL SLOPES SHALL BE CONTROLLED BY EITHER PREVENTING DRAINAGE FLOWS FROM TRAVERSING THE SLOPES OR BY INSTALLING MECHANICAL DEVICES TO LOWER THE WATER DOWN SLOPE WITHOUT CAUSING EROSION. DIKES SHALL BE INSTALLED AND MAINTAINED AT THE TOP OF CUT OR FILL SLOPES UNTIL THE SLOPE AND DRAINAGE AREA TO IT ARE FULLY STABILIZED, AT WHICH TIME THEY MUST BE REMOVED AND FINAL GRADING DONE TO PROMOTE SHEET FLOW DRAINAGE. MECHANICAL DEVICES MUST BE PROVIDED AT POINTS OF CONCENTRATED FLOW WHERE EROSION IS LIKELY TO OCCUR.

11. PERMANENT SWALES OR OTHER POINTS OF CONCENTRATED WATER FLOW SHALL BE STABILIZED WITHIN 3 CALENDAR DAYS OF ESTABLISHMENT WITH SOD OR SEED WITH AN APPROVED EROSION CONTROL MATTING OR BY OTHER APPROVED STABILIZATION MEASURES.

12. SEDIMENT CONTROL DEVICES SHALL BE REMOVED, WITH PERMISSION OF THE DEPARTMENT, WITHIN THIRTY (30) CALENDAR DAYS FOLLOWING ESTABLISHMENT OF PERMANENT STABILIZATION IN ALL CONTRIBUTORY DRAINAGE AREAS. STORMWATER MANAGEMENT STRUCTURES USED TEMPORARILY FOR SEDIMENT CONTROL SHALL BE CONVERTED TO THE PERMANENT CONFIGURATION WITHIN THIS TIME PERIOD AS WELL.

13. NO PERMANENT CUT OR FILL SLOPE WITH A GRADIENT STEEPER THAN 3:1 WILL BE PERMITTED IN LAWN MAINTENANCE AREAS OR ON RESIDENTIAL LOTS. A SLOPE GRADIENT OF UP TO 2:1 WILL BE PERMITTED IN NONMAINTENANCE AREAS PROVIDED THAT THOSE AREAS ARE INDICATED ON THE EROSION AND SEDIMENT CONTROL PLAN WITH A LOW-MAINTENANCE GROUND COVER SPECIFIED FOR PERMANENT STABILIZATION. SLOPE GRADIENT STEEPER THAN 2:1 WILL NOT BE PERMITTED WITH VEGETATIVE STABILIZATION.

14. THE PERMITTEE SHALL INSTALL A SPLASH BLOCK AT THE BOTTOM OF EACH DOWNSPOUT UNLESS THE DOWNSPOUT IS CONNECTED BY A DRAIN LINE TO AN ACCEPTABLE OUTLET.

15. FOR FINISHED GRADING, THE PERMITTEE SHALL PROVIDE ADEQUATE GRADIENTS SO AS TO PREVENT WATER FROM STANDING ON THE SURFACE OF LAWNS MORE THAN TWENTY-FOUR (24) HOURS AFTER THE END OF A RAINFALL, EXCEPT IN DESIGNATED DRAINAGE COURSES AND SWALE FLOW AREAS, WHICH MAY DRAIN AS LONG AS FORTY-EIGHT (48) HOURS AFTER THE END OF A RAINFALL.

16. SEDIMENT TRAPS OR BASINS ARE NOT PERMITTED WITHIN 20 FEET OF A BUILDING WHICH IS EXISTING OR UNDER CONSTRUCTION. NO BUILDING MAY BE CONSTRUCTED WITHIN 20 FEET OF A SEDIMENT TRAP OR BASIN.

17. ALL INLETS IN NON-SUMP AREAS SHALL HAVE ASPHALT BERMS INSTALLED AT THE TIME OF BASE PAVING ESTABLISHMENT.

18. THE SEDIMENT CONTROL INSPECTOR HAS THE OPTION OF REQUIRING ADDITIONAL SEDIMENT CONTROL MEASURES, AS DEEMED NECESSARY.

19. ALL TRAP ELEVATIONS ARE RELATIVE TO THE OUTLET ELEVATION, WHICH MUST BE ON EXISTING UNDISTURBED GROUND.

20. VEGETATIVE STABILIZATION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL.

21. SEDIMENT TRAP(S)/BASIN(S) SHALL BE CLEANED OUT AND RESTORED TO THE ORIGINAL DIMENSIONS WHEN SEDIMENT HAS ACCUMULATED TO THE POINT OF ONE-HALF (1/2) THE WET STORAGE DEPTH OF THE TRAP/BASIN (1/4 THE WET STORAGE DEPTH FOR ST-III) OR WHEN REQUIRED BY THE SEDIMENT CONTROL INSPECTOR.

22. SEDIMENT REMOVED FROM TRAPS/BASINS SHALL BE PLACED AND STABILIZED IN APPROVED AREAS, BUT NOT WITHIN A FLOODPLAIN.

23. ALL SEDIMENT BASINS AND TRAPS MUST BE SURROUNDED WITH A WELDED WIRE SAFETY FENCE. THE FENCE MUST BE AT LEAST 42 INCHES HIGH, HAVE POSTS SPACED NO FARTHER APART THAN 8 FEET, HAVE MESH OPENINGS NO GREATER THE TWO INCHES IN WIDTH AND FOUR INCHES IN HEIGHT, WITH A MINIMUM OF 14 GAUGE WIRE. SAFETY FENCE MUST BE MAINTAINED IN GOOD CONDITION AT ALL TIMES.

24. NO EXCAVATION IN THE AREAS OF EXISTING UTILITIES IS PERMITTED UNLESS THEIR LOCATION HAS BEEN DETERMINED. CALL "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF WORK.

25. OFF-SITE SPOIL OR BORROW AREAS MUST HAVE PRIOR APPROVAL BY DPS.

26. SEDIMENT TRAP/BASIN DEWATERING FOR CLEANOUT OR REPAIR MAY ONLY BE DONE WITH THE DPS INSPECTOR'S PERMISSION. THE INSPECTOR MUST APPROVE THE DEWATERING METHOD FOR EACH APPLICATION. THE FOLLOWING METHODS MAY BE CONSIDERED:

   A. PUMP DISCHARGE MAY BE DIRECTED TO ANOTHER ON-SITE SEDIMENT TRAP OR BASIN, PROVIDED IT IS OF SUFFICIENT VOLUME AND THE PUMP INTAKE IS FLOATED TO PREVENT AGITATION OR SUCTION OF DEPOSITED SEDIMENTS; OR
   B. THE PUMP INTAKE MAY UTILIZE A REMOVABLE PUMPING STATION AND MUST DISCHARGE INTO AN UNDISTURBED AREA THROUGH A NON-EROSIVE OUTLET; OR
   C. THE PUMP INTAKE MAY BE FLOATED AND DISCHARGE INTO A DIRT BAG (12 OZ. NON-WOVEN FABRIC), OR APPROVED EQUIVALENT, LOCATED IN AN UNDISTURBED BUFFER AREA.

   REMEMBER: DEWATERING OPERATION AND METHOD MUST HAVE PRIOR APPROVAL BY THE DPS INSPECTOR.

27. THE PERMITTEE MUST NOTIFY THE DEPARTMENT OF ALL UTILITY CONSTRUCTION ACTIVITIES WITHIN THE PERMITTED LIMITS OF DISTURBANCE PRIOR TO THE COMMENCEMENT OF THOSE ACTIVITIES.

28. TOPSOIL MUST BE APPLIED TO ALL PERVIOUS AREAS WITHIN THE LIMITS OF DISTURBANCE PRIOR TO PERMANENT STABILIZATION IN ACCORDANCE WITH MDE "STANDARDS AND SPECIFICATIONS FOR SOIL PREPARATION, TOPSOILING, AND SOIL AMENDMENTS".

VEGETATIVE STABILIZATION
PERMANENT AND TEMPORARY SEEDING, SODDING AND MULCHING

I. SITE PREPARATION

PERMANENT OR TEMPORARY STABILIZATION SHALL BE COMPLETED WITHIN (A.) SEVEN CALENDAR DAYS AS TO THE SURFACE OF ALL SEDIMENT CONTROL PRACTICES SUCH AS DIVERSIONS, GRADE STABILIZATION STRUCTURES, BERMS, DIKES, GRASSED WATERWAYS, SEDIMENT BASINS, PERIMETER SLOPES AND ALL SLOPES GREATER THAN 3 HORIZONTAL TO 1 VERTICAL (3:1) AND (B.) FOURTEEN DAYS AS TO ALL OTHER DISTURBED OR GRADED AREAS ON THE PROJECT SITE.

II. SEEDBED PREPARATION AND SEEDING APPLICATION

THE TOP LAYER OF SOIL SHALL BE LOOSENED, LIMED AND FERTILIZED BY RAKING, DISCING OR HARROWING OR OTHER ACCEPTABLE MEANS BEFORE SEEDING. FLAT AREAS AND SLOPES UP TO 3 TO 1 GRADE SHALL BE LOOSE AND FRIABLE TO A DEPTH OF AT LEAST 3 INCHES. SLOPES STEEPER THAN 3 TO 1 SHALL HAVE THE TOP 1-3 INCHES OF SOIL LOOSE AND FRIABLE BEFORE SEEDING.

APPLY SEED UNIFORMLY WITH A CYCLONE SEEDER, DRILL CULTIPACKER, SEEDER OR HYDROSEEDER ON A FIRM MOIST SEEDBED.

III. SOIL AMENDMENTS

LIME AND FERTILIZE ACCORDING TO SOIL TESTS IN LIEU OF SOIL TEST APPLY THE FOLLOWING:

DOLOMITIC: 2 TONS PER ACRE OR 92 LBS./1000 (PERMANENT AND SODDING) SQ. FT.
LIMESTONE: 1 TON PER ACRE OR 46 LB./1000 SQ. FT. (TEMPORARY)
FERTILIZER: 10-10-10 OR EQUIVALENT AT 1000 LBS. PER ACRE OR 23 LBS. PER 1000 SQ. FT. (PERMANENT AND SODDING) 10-10-10 OR EQUIVALENT AT 600 LBS. PER ACRE OR 15 LBS./1000 SQ. FT. (TEMPORARY)

IV. SEDIMENT CONTROL PRACTICE SEEDING

SEED: ANNUAL RYEGRASS 40 LBS./ACRE OR 1.0 LBS./1000 SQ. FT.
DATE: 3/1 TO 5/15 AND 8/1 TO 10/15
SEED: FOXTAIL MILLET 30 LBS./ACRE OR 0.7 LBS./1000 SQ. FT.
DATE: 5/16 TO 7/31

V. TEMPORARY SEEDING: PER GROWING SEASON

SEED: ANNUAL RYEGRASS 40 LBS./ACRE OR 1.0 LBS./1000 SQ. FT.
DATE: 3/1 TO 5/15 AND 8/1 TO 10/15
SEED: FOXTAIL MILLET 30 LBS./ACRE OR 0.7 LBS./1000 SQ. FT.
DATE: 5/16 TO 7/31

VI. PERMANENT SEEDING

SEED: TALL FESCUE 60 LBS./ACRE OR 1.38 LBS./1000 SQ. FT. AND KENTUCKY BLUEGRASS 40 LBS./ ACRE OR 0.92 LBS./1000 SQ. FT.
DATE: 3/1 TO 10/15 IRRIGATION REQUIRED

VII. MULCHING

ALL SEEDINGS REQUIRE MULCHING. USE MULCH ONLY DURING NON-SEEDING DATES UNTIL SEEDING CAN BE DONE.

MULCH SHALL BE UNROTTED, UNCHOPPED SMALL GRAIN STRAW APPLIED AT A RATE OF 1½ TO 2 TONS/ACRE OR 70-90 LBS./1000 SQ. FT. (2 BALES). MULCH MATERIALS SHALL BE RELATIVELY FREE OF ALL KINDS OF WEEDBEDS AND SHALL BE FREE OF PROHIBITED NOXIOUS WEEDS. SPREAD MULCH UNIFORMLY MECHANICALLY OR BY HAND. MULCH ANCHORING SHALL BE ACCOMPLISHED IMMEDIATELY AFTER MULCH PLACEMENT TO MINIMIZE LOSS BY WIND OR WATER. THIS MAY BE DONE BY MULCH NETTINGS, MULCH ANCHORING TOLL, PEG AND TWINE, OR LIQUID MULCH BINDERS.

LIQUID MULCH BINDER SHALL BE RAPID CURING APPLIED AT A RATE OF 200 GAL./ACRE OR 5 GAL./1000 SQ. FT.
SLOPES 8 FT. OR MORE HIGH USE 348 GAL/ACRE OR 8 GAL./1000 SQ. FT.

VIII. SODDING

CLASS OF TURFGRASS SOD SHALL BE MARYLAND OR VIRGINIA STATE CERTIFIED, OR MARYLAND OR VIRGINIA STATE APPROVED SOD. SOD SHALL BE HARVESTED, DELIVERED AND INSTALLED WITHIN A PERIOD OF 36 HOURS. SOD IS TO BE LAID WITH THE LONG EDGES PARALLEL TO THE CONTOUR WITH STAGGERED JOINTS WITH ALL ENDS TIGHTLY ABUTTING AND NOT OVER LAPPING. SOD SHALL BE ROLLED AND THOROUGHLY WATERED WITHIN 8 HOURS OF INSTALLATION. DAILY WATERING TO MAINTAIN 4 INCH DEPTH OF MOISTURE FOR THE FIRST WEEK IS REQUIRED IN THE ABSENCE OF RAINFALL. SOD IS NOT TO BE APPLIED ON FROZEN GROUND.

IX. MAINTENANCE

A. IRRIGATION: WHEN SOIL MOISTURE BECOMES DEFICIENT, IRRIGATE TO PREVENT LOSS OF STAND OF PROTECTIVE VEGETATION.
B. REPAIRS: IF STAND IS INADEQUATE FOR EROSION CONTROL, OVERSEED AND FERTILIZE USING HALF OF THE RATES ORIGINALLY APPLIED. IF STAND IS OVER 60% DAMAGED, REESTABLISH FOLLOWING ORIGINAL RATES AND PROCEDURES.

NOTES: USE OF THIS INFORMATION DOES NOT PRECLUDE MEETING ALL THE REQUIREMENTS OF THE 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL VEGETATIVE PRACTICES.

SC0002

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MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY EL DRAWN BY EL CHECKED BY MWM

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

EROSION AND SEDIMENT CONTROL PLAN NOTES

SCALE N/A DATE NOVEMBER 23, 2022

DRAWING NO. ES-01 OF 07 SHEET NO. 46 OF 63

PLOTTED: 11/22/2022
FILE: P:\Projects\2026\2026.10 Burtonsville Access Rd\10 CADD\ESC\pES-N000_BAR.dgn

EROSION AND SEDIMENT CONTROL SEQUENCE OF CONSTRUCTION:

1. PRIOR TO CLEARING TREES, INSTALLING SEDIMENT CONTROL MEASURES, OR GRADING, A PRECONSTRUCTION MEETING MUST BE CONDUCTED ON-SITE WITH THE MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICES (MCDPS) SEDIMENT CONTROL INSPECTOR (240) 777-0311 (48 HOURS NOTICE) AND THE MNCPPC, PLANNING DEPARTMENT, PLANS ENFORCEMENT INSPECTOR (301) 495-4550 (48 HOURS NOTICE), THE OWNERS REPRESENTATIVE, AND THE SITE ENGINEER. IN ORDER FOR THE MEETING TO OCCUR, THE APPLICANT MUST PROVIDE ONE PAPER SET OF APPROVED SEDIMENT CONTROL PLANS TO MCDPS SEDIMENT CONTROL INSPECTOR AT THE PRECONSTRUCTION MEETING. IF NO PLANS ARE PROVIDED, THE MEETING SHALL NOT OCCUR AND WILL NEED TO BE RESCHEDULED PRIOR TO COMMENCING ANY WORK.
2. THE LIMITS OF DISTURBANCE MUST BE FIELD MARKED PRIOR TO CLEARING OF TREES, INSTALLATION OF SEDIMENT CONTROL MEASURES, CONSTRUCTION, OR OTHER LAND DISTURBING ACTIVITIES.
3. THE PERMITTEE MUST OBTAIN WRITTEN APPROVAL FROM THE MNCPPC INSPECTOR, CERTIFYING THAT THE LIMITS OF DISTURBANCE AND TREE PROTECTION MEASURES ARE CORRECTLY MARKED AND INSTALLED PRIOR TO COMMENCING ANY CLEARING.
4. CLEAR AND GRADE FOR INSTALLATION OF SEDIMENT CONTROL DEVICES.
5. INSTALL ALL SEDIMENT CONTROL DEVICES AS SHOWN ON PLANS. ONCE THE SEDIMENT CONTROL DEVICES ARE INSTALLED, THE PERMITTEE MUST OBTAIN WRITTEN APPROVAL FROM THE MCDPS INSPECTOR BEFORE PROCEEDING WITH ANY ADDITIONAL CLEARING, GRUBBING OR GRADING.
6. INSTALL STORM DRAIN S-5 TO EW-1, AT S-5 INSTALL TEMPORARY RCP END SECTION INSTEAD OF RISER. INSTALL EW-1 UNDER A THREE DAY DRY PERIOD. INSTALL INLET PROTECTION ON NEWLY INSTALLED INLETS.
7. INSTALL SEDIMENT TRAP ST 1.1.
8. INSTALL STORM DRAIN SYSTEM ALONG PROPOSED BURTONSVILLE ACCESS ROAD. INSTALL INLET PROTECTION ON NEWLY INSTALLED INLETS.
9. PLACE FILL TO BOTTOM OF PROPOSED SIDEWALK ON NORTH SIDE OF BURTONSVILLE ACCESS ROAD FROM 100+50 TO 109+75.
10. CONSTRUCT STORM DRAIN FROM S-30 TO EW-29. PROVIDE POSTIVE GRADING TO ENSURE STORM WATER CAN ENTER S-30 AT UPSTREAM END FROM EXISTING DRAINAGE DITCH.
11. INSTALL DITCH BETWEEN STA. 107+00, RT AND EW-31 WITH TSSMC-1.
12. INSTALL EW-31 TO S-30 AND CONSTRUCT REMAINDER OF DITCH FROM 107+00, RT TO EW-35 WITH TSSMC-1 UNDER A THREE DAY DRY PERIOD.
13. INSTALL 1-6 TO EX-1-2 AND 1-8 TO MH-3. INSTALL INLET PROTECTION ON NEWLY INSTALLED INLETS.
14. PLACE FILL FOR PROPOSED ROADWAY AND SOUTH SIDEWALK FOR BURTONSVILLE ACCESS ROAD FROM 100+50 TO 109+75.
15. INSTALL STORM DRAIN 1-19 TO 1-45. INSTALL INLET PROTECTION ON NEWLY INSTALLED INLETS.
16. CONSTRUCT BURTONSVILLE ACCESS ROAD FROM APPROX 109+75 TO 100+00 AS WELL AS ADJACENT SIDEWALK AND PEDESTRIAN PATH.
17. INSTALL EW-36 TO EW-35 UNDER A THREE DAY DRY PERIOD.
18. INSTALL STORM DRAIN 1-39 TO ES-37 UNDER THREE DAY DRY PERIOD. INSTALL INLET PROTECTION ON NEWLY INSTALLED INLETS.
19. CONSTRUCT REMAINING PORTION OF BURTONSVILLE ACCESS ROAD AND ADJACENT PATHS.
20. STABILIZE ALL DISTURBED AREAS.
21. REMOVE SEDIMENT CONTROL DEVICES AFTER WRITTEN APPROVAL OF ENGINEER AND MCDPS INSPECTOR.
22. FLUSH ALL STORM DRAINS LEADING TO SEDIMENT TRAP.
23. ONCE ALL AREAS CONTRIBUTING TO SEDIMENT TRAP ARE STABILIZED, AND WITH WRITTEN APPROVAL FROM MCDPS INSPECTOR, CONVERT SEDIMENT TRAP USED DURING CONSTRUCTION TO ITS PERMANENT STORMWATER MANAGEMENT FACILITY AND CONFIGURATION. REMOVAL OF SEDIMENT AND SEDIMENT LADEN WATER AND PERMANENT STABILIATION OF POND SLOPES SHALL BE DONE IN ACCORDANCE WITH DPS GUIDELINES.

LIMIT OF DISTURBANCE COORDINATES:

LIMIT OF DISTURBANCE		
NO	NORTHING	EASTING
1	525622.7303	1329942.1321
2	525568.4868	1329955.4826
3	525528.9465	1329968.5236
4	525524.4639	1329954.9322
5	525507.3637	1329960.5721
6	525511.9199	1329974.3867
7	525481.7261	1329984.3450
8	525474.7160	1329984.2726
9	525457.1394	1329990.7981
10	525454.2742	1329982.3222
11	525433.6829	1329975.4683
12	525407.8415	1329984.2058
13	525390.2357	1330001.7338
14	525394.2170	1330016.2457
15	525447.6311	1329998.6060
16	525457.6319	1330001.9633
17	525576.4935	1329960.4803
18	525624.3299	1329949.8353
19	525240.3471	1330102.5788
20	525287.2837	1330086.8540
21	525441.1774	1330036.7614
22	525463.8100	1330022.1790
23	525467.9510	1330020.3710
24	525506.8682	1330008.9878
25	525587.1415	1329982.8826
26	525629.2006	1329964.5961
27	525639.0240	1329991.4987
28	525724.8434	1329962.7807
29	525765.2599	1329995.4044
30	525773.7486	1330020.9967
31	525752.9791	1330088.6444
32	525663.1161	1330148.9490
33	525679.9093	1330175.1049
34	525620.0567	1330228.4809
35	525658.0450	1330291.3170
36	525652.9243	1330307.3592
37	525674.9860	1330333.0644
38	525686.2689	1330339.9516
39	525727.1475	1330372.2780
40	525676.7615	1330446.1455
41	525656.1915	1330425.1147
42	525592.9494	1330477.6503
43	525590.1384	1330474.2815
44	525589.5868	1330471.3796
45	525567.3445	1330453.4719
46	525555.9893	1330446.9715
47	525554.6715	1330445.4671
48	525574.4391	1330428.1514
49	525556.2280	1330405.2240
50	525594.1030	1330374.7770

LIMIT OF DISTURBANCE		
NO	NORTHING	EASTING
51	525575.6043	1330351.8393
52	525534.8225	1330375.5134
53	525513.9765	1330392.2312
54	525506.8413	1330386.2678
55	525504.6374	1330372.7210
56	525520.1169	1330363.9422
57	525504.0839	1330339.3703
58	525448.7790	1330382.9714
59	525433.6653	1330363.6820
60	525436.7472	1330360.7461
61	525422.7397	1330345.3821
62	525433.1362	1330336.8088
63	525447.2939	1330352.3376
64	525470.0560	1330331.7815
65	525465.2272	1330326.4850
66	525476.6845	1330312.8903
67	525484.1690	1330319.2402
68	525488.7050	1330281.7860
69	525516.1464	1330288.3676
70	525536.5003	1330302.8818
71	525559.1127	1330290.3306
72	525546.6928	1330261.2331
73	525504.3600	1330136.4911
74	525487.5624	1330076.0191
75	525483.5950	1330058.6484
76	525470.9039	1330055.6833
77	525289.6827	1330120.5820
78	525279.1435	1330134.1884
79	525269.1584	1330138.5843
80	525247.0453	1330122.8613
81	525739.3259	1330385.2019
82	525742.9823	1330395.1551
83	525781.9424	1330429.5347
84	525786.4080	1330427.4158
85	525796.8216	1330436.4627
86	525794.3755	1330440.5044
87	525800.8083	1330445.6630
88	525807.1591	1330442.9623
89	525816.8916	1330443.4109
90	525916.7884	1330533.9089
91	525938.9149	1330528.3405
92	525936.5591	1330510.2242
93	525943.2010	1330509.3231
94	525979.9776	1330597.2904
95	525986.9841	1330607.4856
96	526001.9995	1330618.9951
97	526018.6362	1330622.3180
98	526035.0875	1330641.3134
99	525950.0759	1330663.9338
100	525897.7718	1330653.6401

LIMIT OF DISTURBANCE		
NO	NORTHING	EASTING
101	525891.2859	1330638.6313
102	525878.5018	1330623.2506
103	525841.8521	1330611.8557
104	525747.7550	1330532.1656
105	525714.5628	1330500.4196
106	525700.6504	1330487.8246
107	525707.0420	1330482.4540
108	526053.7808	1330668.5161
109	526064.1021	1330699.0300
110	526072.9821	1330714.6514
111	526093.3190	1330711.1942
112	526093.9832	1330715.6505
113	526114.3724	1330751.4951
114	526097.8237	1330765.3255
115	526109.7119	1330803.1338
116	526113.6620	1330820.9237
117	526115.4772	1330841.7291
118	526110.7065	1330914.8681
119	526115.5675	1330918.5215
120	526114.5710	1330925.1375
121	526109.2044	1330929.9823
122	526106.3244	1330936.4841
123	526111.3531	1330943.0101
124	526117.7796	1330946.3260
125	526117.8516	1330971.1966
126	526107.3660	1330968.7350
127	526096.6479	1331014.9427
128	526080.0599	1331024.9968
129	526028.6067	1331003.0643
130	526023.0382	1331023.9705
131	526015.2919	1331044.4015
132	526002.2619	1331065.7000
133	525977.6805	1331094.2456
134	525949.0680	1331123.4532
135	525945.5406	1331126.1983
136	525939.1474	1331118.1837
137	525940.7363	1331107.5246
138	525954.9928	1331092.0526
139	525983.3906	1331059.3247
140	526000.1117	1331028.8376
141	526012.8480	1330994.9500
142	526043.0439	1330898.4304
143	526048.0639	1330863.1496
144	526035.3702	1330841.1621
145	526016.2642	1330828.3065
146	526006.5897	1330817.5864
147	525991.1960	1330804.0284
148	525983.8115	1330773.1783
149	525985.1398	1330771.3494
150	525989.1233	1330770.6542
151	525993.3312	1330769.0186
152	526000.2765	1330760.1717
153	525991.1497	1330749.0528
154	525982.7783	1330732.7351
155	525991.4853	1330726.0099
156	525995.0319	1330717.1364

MERCADO CONSULTANTS, INC.

OWNER/ADDRESS:
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY EL DRAWN BY EL CHECKED BY MWM

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

EROSION AND SEDIMENT SEQUENCE OF CONSTRUCTION

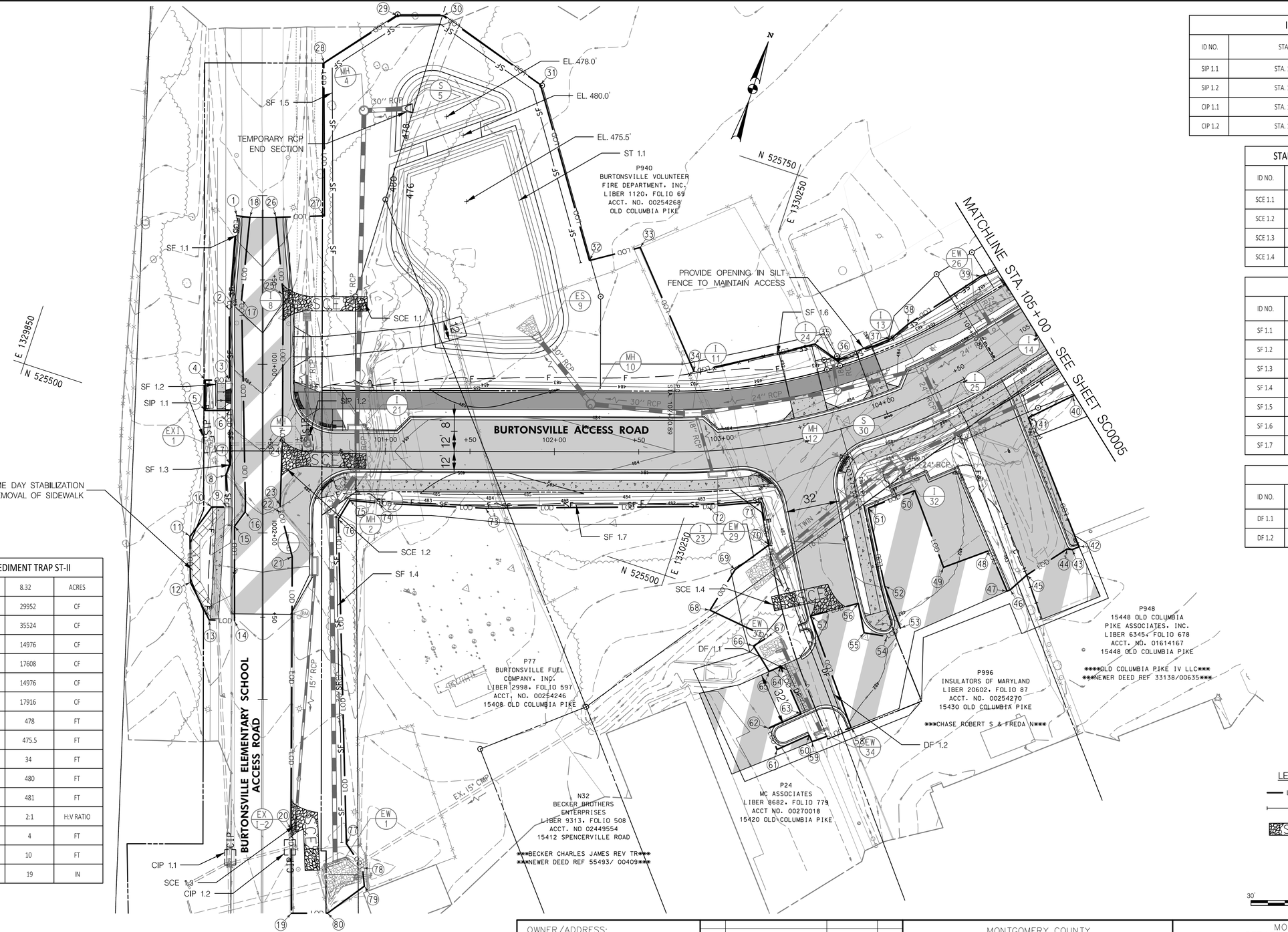
SCALE N/A DATE NOVEMBER 23, 2022

DRAWING NO. ES-02 OF 07

SHEET NO. 47 OF 63

SC0003

PLOTTED: 11/22/2022
FILE: P:\Projects\2020\2026.10 Burtonsville Access Rd\10 CADD\ESD\pES-A001_BAR.dgn



INLET PROTECTION (IP)			
ID NO.	STATION	QUANTITY	DRAINAGE AREA (AC)
SIP 1.1	STA. 1001+47, RT	1 EA	0.23
SIP 1.2	STA. 1001+47, LT	1 EA	0.27
CIP 1.1	STA. 1004+95, RT	1 EA	0.19
CIP 1.2	STA. 1004+86, LT	1 EA	0.25

STABILIZED CONSTRUCTION ENTRANCE (SCE)		
ID NO.	QUANTITY	STATION
SCE 1.1	1 EA	STA. 1000+65, LT
SCE 1.2	1 EA	STA. 1001+55, LT
SCE 1.3	1 EA	STA. 1004+70, LT
SCE 1.4	1 EA	STA. 103+30, RT

SILT FENCE		
ID NO.	QUANTITY	STATION
SF 1.1	100 LF	STA. 1000+13 TO 1001+10, RT
SF 1.2	17 LF	STA. 1001+10 TO 1001+27, RT
SF 1.3	72 LF	STA. 1001+27 TO 1001+95, RT
SF 1.4	207 LF	STA. 1001+80 TO 1003+83, LT
SF 1.5	380 LF	STA. 100+68 TO 102+15, LT
SF 1.6	165 LF	STA. 103+25 TO 105+00, LT
SF 1.7	272 LF	STA. 100+79 TO 103+20, RT

DIVERSION FENCE		
ID NO.	QUANTITY	STATION
DF 1.1	31 LF	STA. 103+19 TO 103+25, RT
DF 1.2	41 LF	STA. 103+34 TO 103+39, RT

STONE/RIPRAP OUTLET SEDIMENT TRAP ST-II		
DRAINAGE AREA	8.32	ACRES
TOTAL STORAGE REQUIRED	29952	CF
TOTAL STORAGE PROVIDED	35524	CF
WET STORAGE REQUIRED	14976	CF
WET STORAGE PROVIDED	17608	CF
DRY STORAGE REQUIRED	14976	CF
DRY STORAGE PROVIDED	17916	CF
EXISTING GROUND ELEVATION AT OUTLET (WET STORAGE ELEVATION)	478	FT
TRAP BOTTOM ELEVATION	475.5	FT
WEIR LENGTH	34	FT
WEIR CREST (DRY STORAGE) ELEVATION	480	FT
TOP EMBANKMENT ELEVATION	481	FT
SIDE SLOPE	2:1	H:V RATIO
EMBANKMENT TOP WIDTH	4	FT
OUTLET PROTECTION - LENGTH	10	FT
OUTLET PROTECTION - DEPTH	19	IN

LEGEND

- LOD — LIMITS OF DISTURBANCE
- SF — SILT FENCE
- SCE — STABALIZED CONSTRUCTION ENTRANCE

30' 0 30' 60'

SCALE: 1" = 30'

SC0004

MERCADO CONSULTANTS, INC.

NOTES:

1. FOR LIMIT OF DISTURBANCE COORDINATES, SEE SHEET SC0003.

OWNER/ADDRESS:
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY EL DRAWN BY EL CHECKED BY MWM

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

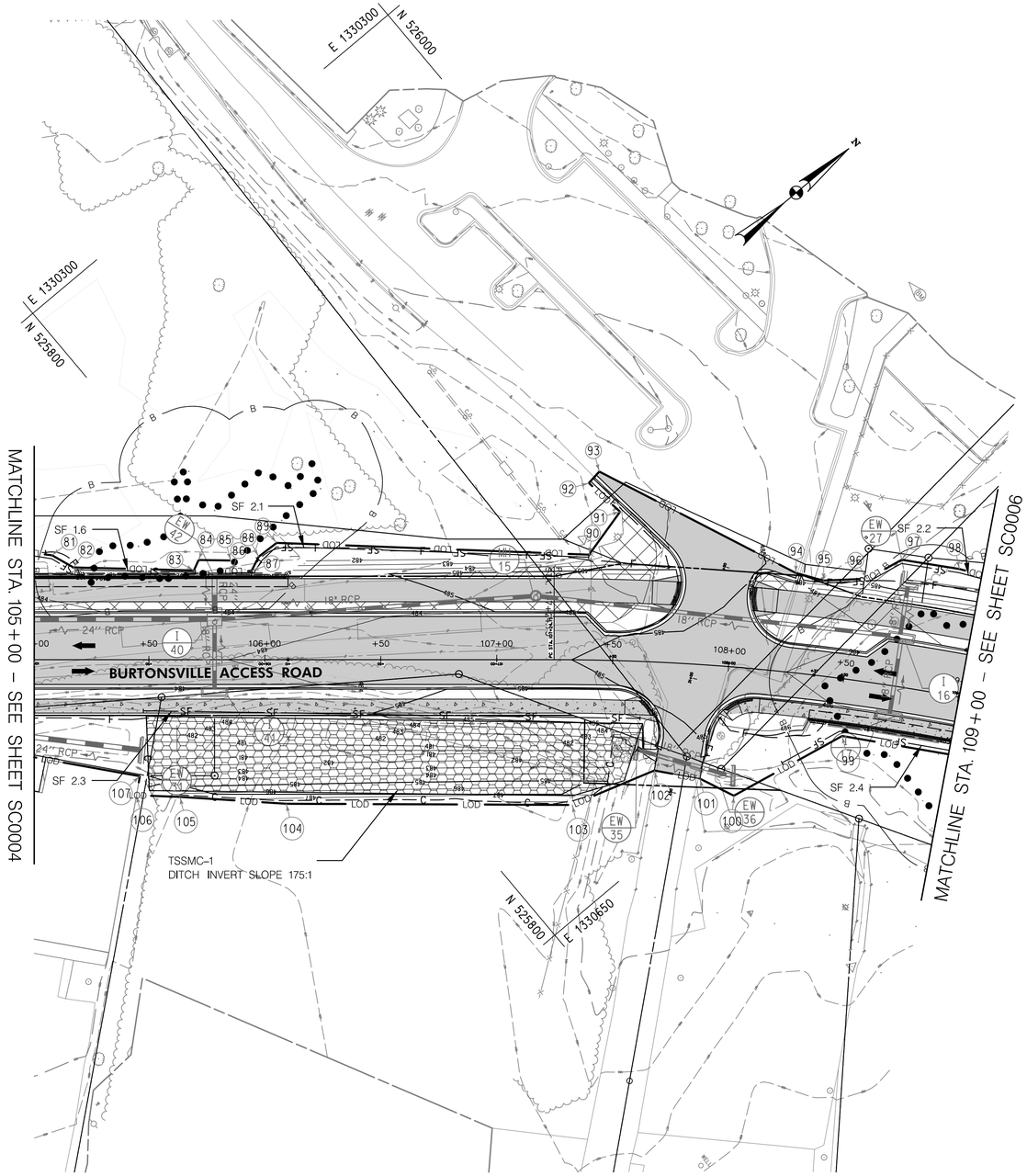
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

EROSION AND SEDIMENT CONTROL PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. ES-03 OF 07 SHEET NO. 48 OF 63

PLOTTED: 11/22/2022
FILE: P:\Projects\2006\2006.10 Burtonsville Access Rd\10 CADD\ESC\pESI-P001_BAR.dgn



SILT FENCE		
ID NO.	QUANTITY	STATION
SF 1.6	71 LF	STA. 105+00 TO 105+70, LT
SF 2.1	159 LF	STA. 105+86 TO 107+39, LT
SF 2.2	75 LF	STA. 108+33 TO 109+00,LT
SF 2.3	214 LF	STA. 105+48 TO 107+63, RT
SF 2.4	76 LF	STA. 108+27 TO 109+00, RT

NOTES:

1. SF 2.3 SHALL NOT BE INSTALLED UNTIL AFTER INSTALLATION OF DITCH WITH TSSMC-1 AND BEFORE PLACING FILL FOR ROADWAY AND SOUTH SIDEWALK.
2. FOR LIMIT OF DISTURBANCE COORDINATES, SEE SHEET SC0003.

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

SC0005

LEGEND

- LOD — LIMITS OF DISTURBANCE
- SF — SILT FENCE
- WETLAND
- B — WETLAND BUFFER
- SCE — STABALIZED CONSTRUCTION ENTRANCE

MERCADO CONSULTANTS, INC.

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DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
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MONTGOMERY COUNTY
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ROCKVILLE, MARYLAND

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Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY EL DRAWN BY EL CHECKED BY MWM

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

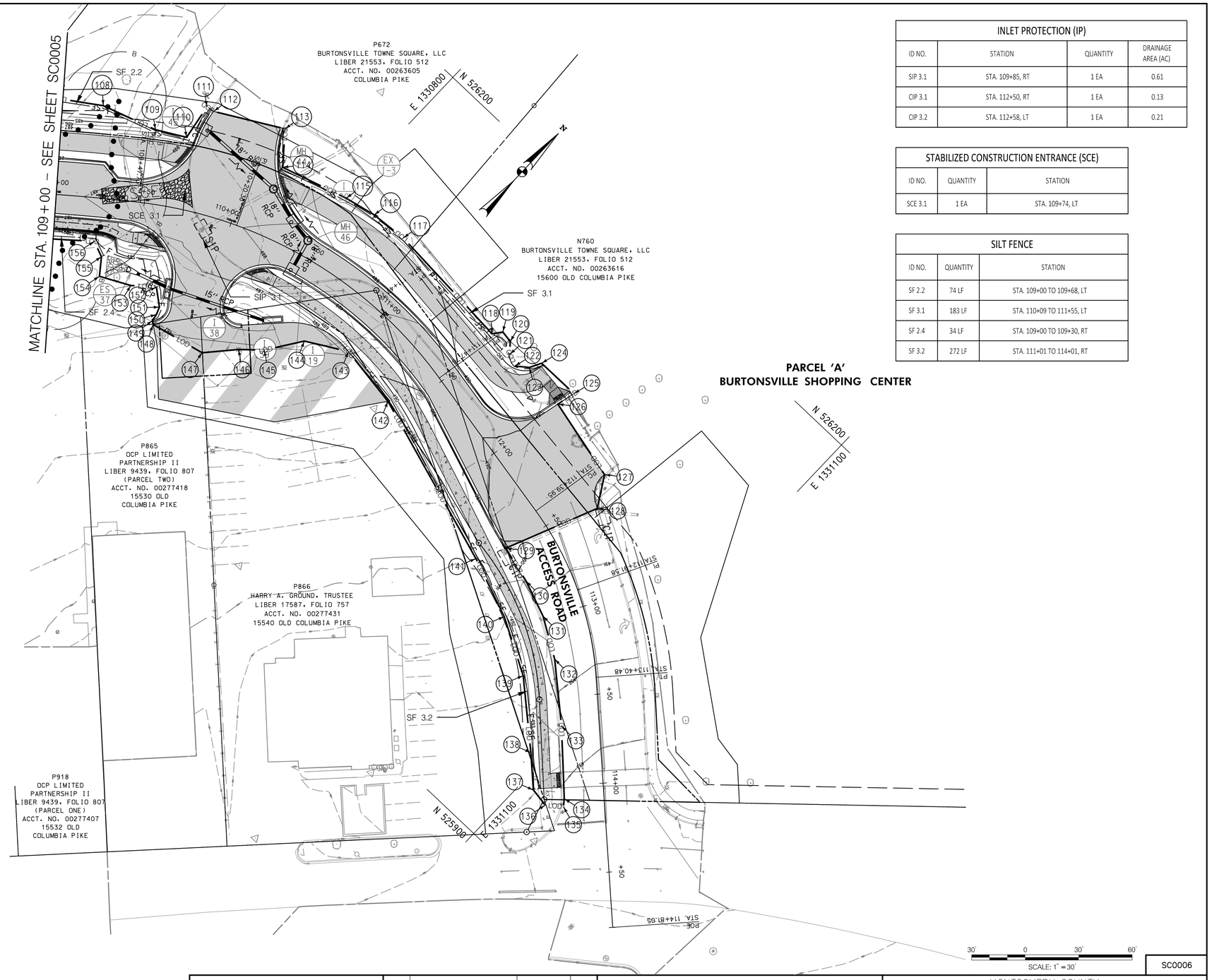
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

EROSION AND SEDIMENT CONTROL PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. ES-04 OF 07 SHEET NO. 49 OF 63

PLOTTED: 11/22/2022
FILE: P:\Projects\2020\2006.00 Burtonsville Access Rd\10 CADD\ESC\pES-P002_BA1.dgn



INLET PROTECTION (IP)			
ID NO.	STATION	QUANTITY	DRAINAGE AREA (AC)
SIP 3.1	STA. 109+85, RT	1 EA	0.61
CIP 3.1	STA. 112+50, RT	1 EA	0.13
CIP 3.2	STA. 112+58, LT	1 EA	0.21

STABILIZED CONSTRUCTION ENTRANCE (SCE)		
ID NO.	QUANTITY	STATION
SCE 3.1	1 EA	STA. 109+74, LT

SILT FENCE		
ID NO.	QUANTITY	STATION
SF 2.2	74 LF	STA. 109+00 TO 109+68, LT
SF 3.1	183 LF	STA. 110+09 TO 111+55, LT
SF 2.4	34 LF	STA. 109+00 TO 109+30, RT
SF 3.2	272 LF	STA. 111+01 TO 114+01, RT

NOTES:

1. FOR LIMIT OF DISTURBANCE COORDINATES, SEE SHEET SC0003.

LEGEND

- LOD — LIMITS OF DISTURBANCE
- SF — SILT FENCE
- WETLAND
- B — WETLAND BUFFER
- SCE — STABALIZED CONSTRUCTION ENTRANCE

MERCADO CONSULTANTS, INC.

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MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY EL DRAWN BY EL CHECKED BY MWM

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

EROSION AND SEDIMENT CONTROL PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. ES-05 OF 07

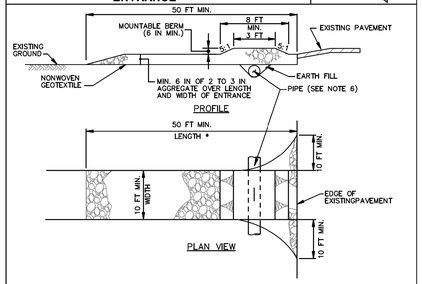
SHEET NO. 50 OF 63

SC0006

PLOTTED: 11/22/2022
FILE: P:\Projects\2020\2006.00 Burtonsville Access Rd\10 CADD\ESC\pES-P005_BA5.dgn

DETAIL B-1 STABILIZED CONSTRUCTION ENTRANCE

STANDARD SYMBOL: SCE



CONSTRUCTION SPECIFICATIONS

1. PLACE STABILIZED CONSTRUCTION ENTRANCE IN ACCORDANCE WITH THE APPROVED PLAN. VEHICLES MUST TRAVEL OVER THE ENTIRE LENGTH OF THE SCE. USE MINIMUM LENGTH OF 50 FEET (*)30 FEET FOR SINGLE RESIDENCE LOT). USE MINIMUM WIDTH OF 10 FEET. FLARE SCE 10 FEET MINIMUM AT THE EXISTING ROAD TO PROVIDE A TURNING RADIUS.
2. PIPE ALL SURFACE WATER FLOWING TO OR DIVERTED TOWARD THE SCE UNDER THE ENTRANCE, MAINTAINING POSITIVE DRAINAGE. PROTECT PIPE INSTALLED THROUGH THE SCE WITH A MOUNTABLE BERM WITH 5:1 SLOPES AND A MINIMUM OF 12 INCHES OF STONE OVER THE PIPE. PROVIDE PIPE AS SPECIFIED ON APPROVED PLAN. WHEN THE SCE IS LOCATED AT A HIGH SPOT AND HAS NO DRAINAGE TO CONVEY, A PIPE IS NOT NECESSARY. A MOUNTABLE BERM IS REQUIRED WHEN SCE IS NOT LOCATED AT A HIGH SPOT.
3. PREPARE SUBGRADE AND PLACE NONWOVEN GEOTEXTILE, AS SPECIFIED IN SECTION H-1 MATERIALS.
4. PLACE CRUSHED AGGREGATE (2 TO 3 INCHES IN SIZE) OR EQUIVALENT RECYCLED CONCRETE (WITHOUT REBAR) AT LEAST 6 INCHES DEEP OVER THE LENGTH AND WIDTH OF THE SCE.
5. MAINTAIN ENTRANCE IN A CONDITION THAT MINIMIZES TRACKING OF SEDIMENT. ADD STONE OR MAKE OTHER REPAIRS AS CONDITIONS DEMAND TO MAINTAIN CLEAN SURFACE, MOUNTABLE BERM, AND SPECIFIED DIMENSIONS. IMMEDIATELY REMOVE STONE AND/OR SEDIMENT SPILLED, DROPPED, OR TRACKED ONTO ADJACENT ROADWAY BY VACUUMING, SCRAPING, AND/OR SWEEPING. WASHING ROADWAY TO REMOVE MUD TRACKED ONTO PAVEMENT IS NOT ACCEPTABLE UNLESS WASH WATER IS DIRECTED TO AN APPROVED SEDIMENT CONTROL PRACTICE.

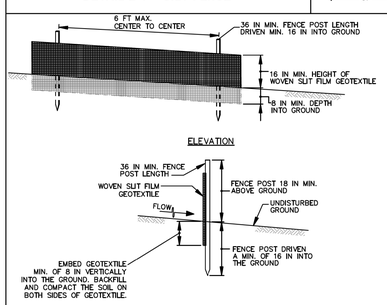
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

B.2

DETAIL E-1 SILT FENCE

STANDARD SYMBOL: SF



1 OF 2

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

E.2

DETAIL E-1 SILT FENCE

STANDARD SYMBOL: SF

CONSTRUCTION SPECIFICATIONS

1. USE WOOD POSTS 1¾ X 1¾ ± 1/8 INCH (MINIMUM) SQUARE CUT OF SOUND QUALITY HARDWOOD. AS AN ALTERNATIVE TO WOODEN POST USE STANDARD "T" OR "U" SECTION STEEL POSTS WEIGHING NOT LESS THAN 1 POUND PER LINEAR FOOT.
2. USE 36 INCH MINIMUM POSTS DRIVEN 16 INCH MINIMUM INTO GROUND NO MORE THAN 6 FEET APART.
3. USE WOVEN SLIT FILM GEOTEXTILE AS SPECIFIED IN SECTION H-1 MATERIALS AND FASTEN GEOTEXTILE SECURELY TO UPSLOPE SIDE OF FENCE POSTS WITH WIRE TIES OR STAPLES AT TOP AND MID-SECTION.
4. PROVIDE MANUFACTURER CERTIFICATION TO THE AUTHORIZED REPRESENTATIVE OF THE INSPECTION/ENFORCEMENT AUTHORITY SHOWING THAT THE GEOTEXTILE USED MEETS THE REQUIREMENTS IN SECTION H-1 MATERIALS.
5. EMBED GEOTEXTILE A MINIMUM OF 8 INCHES VERTICALLY INTO THE GROUND. BACKFILL AND COMPACT THE SOIL ON BOTH SIDES OF FABRIC.
6. WHERE TWO SECTIONS OF GEOTEXTILE ADJOIN: OVERLAP, TWIST, AND STAPLE TO POST IN ACCORDANCE WITH THIS DETAIL.
7. EXTEND BOTH ENDS OF THE SILT FENCE A MINIMUM OF FIVE HORIZONTAL FEET UPSLOPE AT 45 DEGREES TO THE MAIN FENCE ALIGNMENT TO PREVENT RUNOFF FROM GOING AROUND THE ENDS OF THE SILT FENCE.
8. REMOVE ACCUMULATED SEDIMENT AND DEBRIS WHEN BULGES DEVELOP IN SILT FENCE OR WHEN SEDIMENT REACHES 25% OF FENCE HEIGHT. REPLACE GEOTEXTILE IF TORN. IF UNDERMINING OCCURS, REINSTALL FENCE.

2 OF 2

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

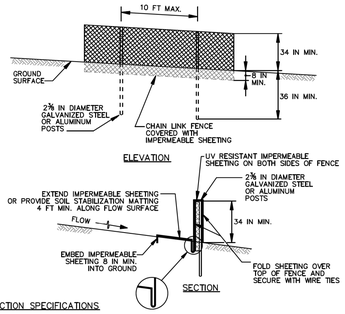
U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

E.3

DETAIL C-9 DIVERSION FENCE

STANDARD SYMBOL: DF

MAXIMUM DRAINAGE AREA = 2 ACRES



CONSTRUCTION SPECIFICATIONS

1. USE 42 INCH HIGH, 9 GAUGE OR THICKER CHAIN LINK FENCING (2⅜ INCH MAXIMUM OPENING).
2. USE 2⅜ INCH DIAMETER GALVANIZED STEEL POSTS OF 0.095 INCH WALL THICKNESS AND SIX FOOT LENGTH SPACED NO FURTHER THAN 10 FEET APART. THE POSTS DO NOT NEED TO BE SET IN CONCRETE.
3. FASTEN CHAIN LINK FENCE SECURELY TO THE FENCE POSTS WITH WIRE TIES.
4. SECURE 10 MIL OR THICKER UV RESISTANT, IMPERMEABLE SHEETING TO CHAIN LINK FENCE WITH TIES SPACED EVERY 24 INCHES AT TOP, MID SECTION, AND BELOW GROUND SURFACE.
5. EXTEND SHEETING A MINIMUM OF 4 FEET ALONG FLOW SURFACE AND EMBED END A MINIMUM OF 8 INCHES INTO GROUND. SOIL STABILIZATION MATTING MAY BE USED IN LIEU OF IMPERMEABLE SHEETING ALONG FLOW SURFACE.
6. WHEN TWO SECTIONS OF SHEETING ADJOIN EACH OTHER, OVERLAP BY 6 INCHES AND FOLD WITH SEAM FACING DOWNGRADE.
7. KEEP FLOW SURFACE ALONG DIVERSION FENCE AND POINT OF DISCHARGE FREE OF EROSION. REMOVE ACCUMULATED SEDIMENT AND DEBRIS. MAINTAIN POSITIVE DRAINAGE. REPLACE IMPERMEABLE SHEETING IF TORN. IF UNDERMINING OCCURS, REINSTALL FENCE.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

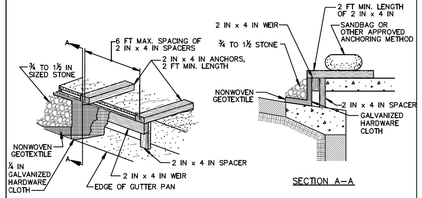
U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

C.27

DETAIL E-9-3 CURB INLET PROTECTION

STANDARD SYMBOL: CIP

MAXIMUM DRAINAGE AREA = ¼ ACRE



CONSTRUCTION SPECIFICATIONS

1. USE NOMINAL 2 INCH x 4 INCH LUMBER
2. USE NONWOVEN GEOTEXTILE AS SPECIFIED IN SECTION H-1 MATERIALS.
3. NAIL THE 2x4 WEIR TO 9 INCH LONG VERTICAL SPACERS (MAXIMUM 6 FEET APART).
4. ATTACH A CONTINUOUS PIECE OF ¾ INCH GALVANIZED HARDWARE CLOTH, WITH A MINIMUM WIDTH OF 30 INCHES AND A MINIMUM LENGTH OF 4 FEET LONGER THAN THE THROAT OPENING, TO THE 2x4 WEIR, EXTENDING IT 2 FEET BEYOND THROAT ON EACH SIDE.
5. PLACE A CONTINUOUS PIECE OF NONWOVEN GEOTEXTILE OF THE SAME DIMENSIONS AS THE HARDWARE CLOTH OVER THE HARDWARE CLOTH AND SECURELY ATTACH TO THE 2x4 WEIR.
6. PLACE THE ASSEMBLY AGAINST THE INLET THROAT AND NAIL TO 2x4 ANCHORS (MINIMUM 2 FEET LENGTH). EXTEND THE ANCHORS ACROSS THE INLET TOP AND HOLD IN PLACE BY SANDBAGS OR OTHER APPROVED ANCHORING METHOD.
7. INSTALL END SPACERS A MINIMUM OF 1 FOOT BEYOND THE ENDS OF THE THROAT OPENING.
8. FORM THE HARDWARE CLOTH AND THE GEOTEXTILE TO THE CONCRETE GUTTER AND FACE OF CURB TO SPAN THE INLET OPENING. COVER THE HARDWARE CLOTH AND GEOTEXTILE WITH CLEAN ¾ TO 1½ INCH STONE OR EQUIVALENT RECYCLED CONCRETE.
9. AT NON-SUMP LOCATIONS, INSTALL A TEMPORARY SANDBAG OR ASPHALT BERM TO PREVENT INLET BYPASS.
10. STORM DRAIN INLET PROTECTION REQUIRES FREQUENT MAINTENANCE. REMOVE ACCUMULATED SEDIMENT AFTER EACH RAIN EVENT TO MAINTAIN FUNCTION AND AVOID PREMATURE CLOGGING. IF INLET PROTECTION DOES NOT COMPLETELY DRAIN WITHIN 24 HOURS AFTER A STORM EVENT, IT IS CLOGGED. WHEN THIS OCCURS, REMOVE ACCUMULATED SEDIMENT AND CLEAN, OR REPLACE GEOTEXTILE AND STONE.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

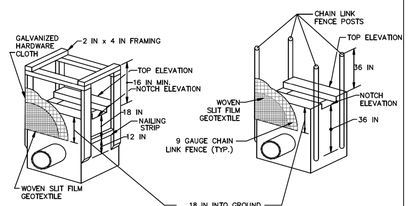
U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

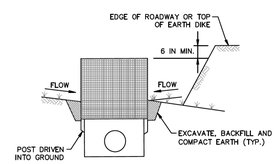
E.27

DETAIL E-9-1 STANDARD INLET PROTECTION

STANDARD SYMBOL: SIP

TYPE A MAXIMUM DRAINAGE AREA = ¾ ACRE
TYPE B MAXIMUM DRAINAGE AREA = 1 ACRE





1 OF 2

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

E.24

DETAIL E-9-1 STANDARD INLET PROTECTION

STANDARD SYMBOL: SIP

CONSTRUCTION SPECIFICATIONS

1. USE WOVEN SLIT FILM GEOTEXTILE AS SPECIFIED IN SECTION H-1 MATERIALS.
2. EXCAVATE COMPLETELY AROUND THE INLET TO A DEPTH OF 18 INCHES BELOW THE NOTCH ELEVATION.
3. FOR TYPE A, USE NOMINAL 2 INCH X 4 INCH CONSTRUCTION GRADE LUMBER POSTS, DRIVEN 1 FOOT INTO THE GROUND AT EACH CORNER OF THE INLET. PLACE NAIL STRIPS BETWEEN THE POSTS ON THE ENDS OF THE INLET. ASSEMBLE THE TOP PORTION OF THE 2X4 FRAME AS SHOWN. STRETCH ¾ INCH GALVANIZED HARDWARE CLOTH TIGHTLY AROUND THE FRAME AND FASTEN SECURELY. FASTEN GEOTEXTILE SECURELY TO THE HARDWARE CLOTH WITH TIES SPACED EVERY 24 INCHES AT THE TOP AND MID SECTION. EMBED GEOTEXTILE AND HARDWARE CLOTH A MINIMUM OF 18 INCHES BELOW THE WEIR CREST. THE ENDS OF THE GEOTEXTILE MUST MEET AT A POST, BE OVERLAPPED AND FOLDED, THEN FASTENED TO THE POST.

   FOR TYPE B, USE 2⅜ INCH DIAMETER GALVANIZED STEEL POSTS OF 0.095 INCH WALL THICKNESS AND 6 FOOT LENGTH, DRIVEN A MINIMUM OF 36 INCHES BELOW THE WEIR CREST AT EACH CORNER OF THE STRUCTURE. FASTEN 9 GAUGE OR HEAVIER CHAIN LINK FENCE, 42 INCHES IN HEIGHT, SECURELY TO THE FENCE POSTS WITH WIRE TIES. FASTEN GEOTEXTILE SECURELY TO THE CHAIN LINK FENCE WITH TIES SPACED EVERY 24 INCHES AT THE TOP AND MID SECTION. EMBED GEOTEXTILE AND CHAIN LINK FENCE A MINIMUM OF 18 INCHES BELOW THE WEIR CREST.
4. BACKFILL AROUND THE INLET IN LOOSE 4 INCH LIFTS AND COMPACT UNTIL SOIL IS LEVEL WITH THE NOTCH ELEVATION ON THE ENDS AND TOP ELEVATION ON THE SIDES.
5. STORM DRAIN INLET PROTECTION REQUIRES FREQUENT MAINTENANCE. REMOVE ACCUMULATED SEDIMENT AFTER EACH RAIN EVENT TO MAINTAIN FUNCTION AND AVOID PREMATURE CLOGGING. IF INLET PROTECTION DOES NOT COMPLETELY DRAIN WITHIN 24 HOURS AFTER A STORM EVENT, IT IS CLOGGED. WHEN THIS OCCURS, REMOVE ACCUMULATED SEDIMENT AND CLEAN, OR REPLACE GEOTEXTILE AND STONE.

2 OF 2

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

E.25

SC0007

MERCADO CONSULTANTS, INC.

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240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY EL DRAWN BY EL CHECKED BY MWM

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

EROSION AND SEDIMENT DETAILS

SCALE N/A DATE NOVEMBER 23, 2022

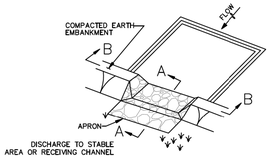
DRAWING NO. ES-06 OF 07 SHEET NO. 51 OF 63

PLOTTED: 11/22/2022
FILE: P:\Projects\2020\2020.10 Burtonsville Access Rd\10 CADD\ESC\pES-D001_B40.dgn

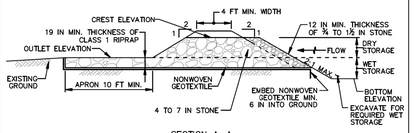
DETAIL G-1-2 STONE/RIPRAP OUTLET SEDIMENT TRAP ST-II

STANDARD SYMBOL: ST-II

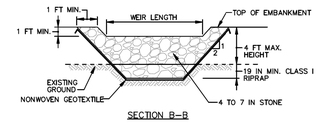
MAXIMUM DRAINAGE AREA = 10 ACRES



ISOMETRIC VIEW



SECTION A–A



SECTION B–B

1 OF 3

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

G.11

DETAIL G-1-2 STONE/RIPRAP OUTLET SEDIMENT TRAP ST-II

STANDARD SYMBOL: ST-II

CONSTRUCTION SPECIFICATIONS

1. CONSTRUCT TRAP IN SUCH A MANNER THAT EROSION AND WATER POLLUTION ARE AVOIDED.
2. CLEAR, GRUB, AND STRIP ANY VEGETATION AND ROOT MAT FROM THE AREA UNDER THE EMBANKMENT AND TRAP BOTTOM.
3. USE FILL MATERIAL FREE OF ROOTS, WOODY VEGETATION, OVERSIZED STONES, ROCKS, ORGANIC MATERIAL, OR OTHER OBJECTIONABLE MATERIAL FOR THE EMBANKMENT.
4. CONSTRUCT TOP OF EMBANKMENT 1 FOOT MINIMUM ABOVE WEIR CREST. COMPACT THE EMBANKMENT BY TRAVERSING WITH EQUIPMENT WHILE IT IS BEING CONSTRUCTED.
5. MAKE ALL CUT AND FILL SLOPES 2:1 OR FLATTER.
6. PLACE NONWOVEN GEOTEXTILE, AS SPECIFIED IN SECTION H–1 MATERIALS, OVER THE BOTTOM AND SIDES OF OUTLET AND APRON PRIOR TO PLACEMENT OF RIPRAP. OVERLAP SECTIONS OF GEOTEXTILE AT LEAST 1 FOOT WITH THE SECTION NEAREN TO THE TRAP PLACED ON TOP. EMBED GEOTEXTILE AT LEAST 6 INCHES INTO EXISTING GROUND AT ENTRANCE OF OUTLET CHANNEL.
7. USE CLEAN 4 TO 7 INCH RIPRAP TO CONSTRUCT THE WEIR. USE CLASS I RIPRAP FOR THE APRON. USE OF RECYCLED CONCRETE EQUIVALENT IS ACCEPTABLE.
8. PLACE 1 FOOT OF CLEAN ¾ TO 1½ INCH STONE OR EQUIVALENT RECYCLED CONCRETE ON THE UPSTREAM FACE OF THE WEIR.
9. CONSTRUCT AND MAINTAIN THE OUTLET ACCORDING TO APPROVED PLAN, AND IN SUCH A MANNER THAT EROSION AT OR BELOW THE OUTLET DOES NOT OCCUR.
10. STABILIZE THE EMBANKMENT AND INTERIOR SLOPES WITH SEED AND MULCH. STABILIZE POINTS OF CONCENTRATED INFLOW AS SHOWN ON APPROVED PLAN.
11. REMOVE SEDIMENT AND RESTORE TRAP TO ORIGINAL DIMENSIONS WHEN SEDIMENT HAS ACCUMULATED TO CLEANOUT ELEVATION (50% OF WET STORAGE DEPTH). DEPOSIT REMOVED SEDIMENT IN AN APPROVED AREA AND IN SUCH A MANNER THAT IT WILL NOT ERODE. KEEP POINTS OF INFLOW AND OUTFLOW AS WELL AS INTERIOR OF THE TRAP FREE FROM EROSION, AND REMOVE ACCUMULATED DEBRIS. MAINTAIN EMBANKMENTS TO CONTINUOUSLY MEET REQUIREMENTS FOR ADEQUATE VEGETATIVE ESTABLISHMENT IN ACCORDANCE WITH SECTION B–4 VEGETATIVE STABILIZATION. REMOVE ANY TREES, BRUSH, OR OTHER WOODY VEGETATION GROWING ON EMBANKMENT OR NEAR PRINCIPAL SPILLWAY. MAINTAIN LINE, GRADE, AND CROSS SECTION.
12. WHEN DEWATERING TRAP, PASS REMOVED WATER THROUGH AN APPROVED SEDIMENT CONTROL PRACTICE.
13. UPON REMOVAL, GRADE AND STABILIZE THE AREA OCCUPIED BY TRAP.

2 OF 3

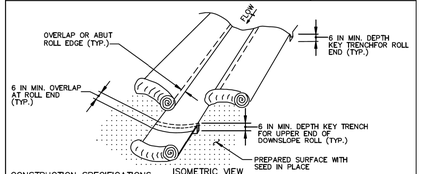
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

G.12

DETAIL B-4-6-A TEMPORARY SOIL STABILIZATION MATTING CHANNEL APPLICATION

STANDARD SYMBOL: TSSMC – + lb./ft² (* INCLUDE SHEAR STRESS)



ISOMETRIC VIEW

CONSTRUCTION SPECIFICATIONS

1. USE MATTING THAT HAS A DESIGN VALUE FOR SHEAR STRESS EQUAL TO OR HIGHER THAN THE SHEAR STRESS DESIGNATED ON APPROVED PLANS.
2. USE TEMPORARY SOIL STABILIZATION MATTING MADE OF DEGRADABLE (LASTS 6 MONTHS MINIMUM) NATURAL OR MAN–MADE FIBERS (MOSTLY ORGANIC). MAT MUST HAVE UNIFORM THICKNESS AND DISTRIBUTION OF FIBERS THROUGHOUT AND BE SMOLDER RESISTANT. CHEMICALS USED IN THE MAT MUST BE NON–LEACHING AND NON–TOXIC TO VEGETATION AND SEED GERMINATION AND NON–INJURIOUS TO THE SKIN. IF PRESENT, NETTING MUST BE EXTRUDED PLASTIC WITH A MAXIMUM MESH OPENING OF 2x2 INCHES AND SUFFICIENTLY BONDED OR SEWN ON 2 INCH CENTERS ALONG LONGITUDINAL AXIS OF THE MATERIAL TO PREVENT SEPARATION OF THE NET FROM THE PARENT MATERIAL.
3. SECURE MATTING USING STEEL STAPLES, WOOD STAKES, OR BIODEGRADABLE EQUIVALENT. STAPLES MUST BE "U" OR "I" SHAPED STEEL WIRE HAVING A MINIMUM GAUGE OF NO. 11 AND NO. 8 RESPECTIVELY. "U" SHAPED STAPLES MUST AVERAGE 1 TO 1½ INCHES WIDE AND BE A MINIMUM OF 6 INCHES LONG. "I" SHAPED STAPLES MUST HAVE A MINIMUM 8 INCH MAIN LEG, A MINIMUM 1 INCH SECONDARY LEG, AND A MINIMUM 4 INCH HEAD. WOOD STAKES MUST BE ROUGH–SAWN HARDWOOD, 12 TO 24 INCHES IN LENGTH, 1x3 INCH IN CROSS SECTION, AND WEDGE SHAPED AT THE BOTTOM.
4. PERFORM FINAL GRADING, TOPSOIL APPLICATION, SEEDBED PREPARATION, AND PERMANENT SEEDING IN ACCORDANCE WITH SPECIFICATIONS. PLACE MATTING WITHIN 48 HOURS OF COMPLETING SEEDING OPERATIONS UNLESS END OF WORKDAY STABILIZATION IS SPECIFIED ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.
5. UNROLL MATTING IN DIRECTION OF WATER FLOW, CENTERING THE FIRST ROLL ON THE CHANNEL CENTERLINE. WORK FROM CENTER OF CHANNEL OUTWARD WHEN PLACING ROLLS. LAY MAT SMOOTHLY AND FIRMLY ON THE SEEDED SURFACE. AVOID STRETCHING THE MATTING.
6. KEY–IN UPSTREAM END OF EACH MAT ROLL BY DIGGING A 6 INCH (MINIMUM) TRENCH AT THE UPSTREAM END OF THE MATTING. PLACING THE ROLL END IN THE TRENCH, STAPLING THE MAT IN PLACE, REPLACING THE EXCAVATED MATERIAL, AND TAMPING TO SECURE THE MAT END.
7. OVERLAP OR ABUT THE ROLL EDGES PER MANUFACTURER RECOMMENDATIONS. OVERLAP ROLL ENDS BY 6 INCHES (MINIMUM), WITH THE UPSTREAM MAT OVERLAPPING ON TOP OF THE NEXT DOWNSTREAM MAT.
8. STAPLE/STAKE MAT IN A STAGGERED PATTERN ON 4 FOOT (MAXIMUM) CENTERS THROUGHOUT AND 2 FOOT (MAXIMUM) CENTERS ALONG SEAMS, JOINTS, AND ROLL ENDS.
9. ESTABLISH AND MAINTAIN VEGETATION SO THAT REQUIREMENTS FOR ADEQUATE VEGETATIVE ESTABLISHMENT ARE CONTINUOUSLY MET IN ACCORDANCE WITH SECTION B–4 VEGETATIVE STABILIZATION.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

B.38

PLOTTED: 11/22/2022
FILE: P:\Projects\2020\J2026.10 Burtonsville Access Rd\10 CADD\ESC\pES-0000_BAR.dgn

MERCADO CONSULTANTS, INC.

OWNER/ADDRESS:
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100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

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DESIGN SECTION
240–777–7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY EL DRAWN BY EL CHECKED BY MWM

SC0008

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

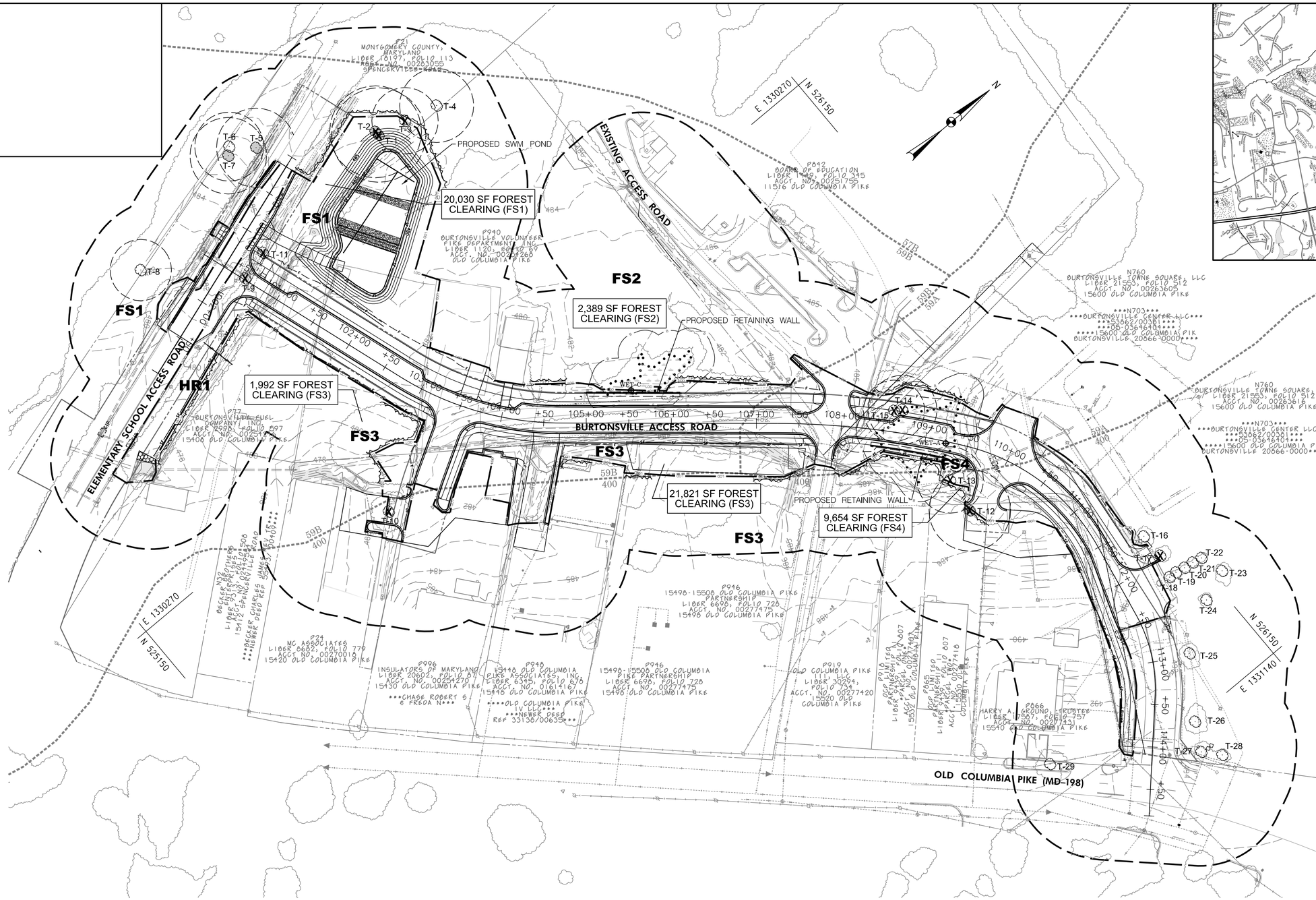
BURTONSVILLE ACCESS ROAD

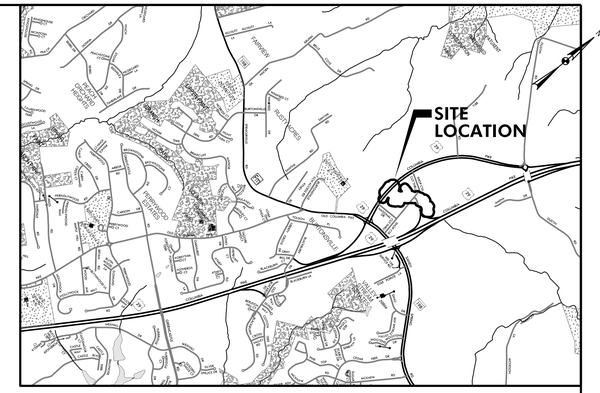
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

EROSION AND SEDIMENT DETAILS

SCALE N/A DATE NOVEMBER 23, 2022

DRAWING NO. ES–07 OF 07 SHEET NO. 52 OF 63





VICINITY MAP
SCALE: 1" = 2000'

NOTES:

1. SEE SHEETS NR-02 THROUGH NR-04 FOR TREE REMOVAL TABLE, PLANTING SCHEDULES, DETAILS, AND NOTES.
2. TREE PROTECTION FENCE IS SHOWN OUTSDE OF THE LOD FOR GRAPHICAL PURPOSES ONLY.
3. WHERE LOD INTERFERES WITH CRZ, ROOT PRUNE ALONG LOD OR EDGE OF EXCAVATION AS DIRECTED BY MARYLAND LICENSED TREE EXPERT.

60' 0 60' 120'
SCALE: 1" = 60'

Christina Simini 11-23-2022

Maryland DNR Qualified Professional — Date
Name: Christina Simini
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csimini@rkk.com

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P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
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PLOTTED: 11/21/2022
FILE: \\atd.rkk.com\dfs\Cloud\Projects\2020\20097_MCDOTransp\Task 6 - Burtonsville Access Road\cadd\Plans\pNR-0001_BAR.dgn

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NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY CAS DRAWN BY DEA CHECKED BY MH

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD
NRI / FSD & TREE SAVE PLAN

BASE MAP #220NE04 & 221NE04 TAX MAP #KS561 & KS562
ePlan #42022251E
SCALE 1"=60' DATE NOVEMBER 23, 2022

DRAWING NO. NR-01 OF 04 SHEET NO. 53 OF 63

RESOURCE DATA TABLE		
FEATURE	SQUARE FEET	ACRES
TOTAL FORESTED AREA	54,147	1.24
WETLANDS	4,606	0.11
FORESTED WETLANDS	1,739	0.04
100-YEAR FLOODPLAIN	0	0
FORESTED FLOODPLAIN AREA	0	0
STREAM BUFFER AREA	0	0
FORESTED STREAM BUFFER AREA	0	0

NOTE: ALL SQUARE FOOTAGE AND ACREAGE REFERS TO IMPACTS WITHIN LOD. FORESTED AREA DOES NOT INCLUDE FOREST IN WETLANDS.

TREE CONDITION ASESSMENT GUIDELINES:

EXCELLENT – healthy tree with exceptional growth form; no visible defects; well-formed crown; few minor dead branches acceptable; this tree condition is rare.

GOOD – healthy tree; very minor defects/decay acceptable with callous forming/complete; well-formed crown; minor lean and/or few minor/major dead branches acceptable; vines may be growing along trunk but not present within crown.

FAIR– health questionable/stress evident; structurally sound tree; defects present that do not affect structural integrity; moderate lean; minor/major dead branches may be present; crown not broken out but not necessarily well formed or even; vines may be growing along trunk and within crown.

Ex. *Fair tree could be experiencing insect damage or exhibit a growth form that makes it very susceptible to wind damage in an open setting.*

POOR – significant health problems; may be structurally unsound; may be dead or dying; may contain significant decay; may have broken or missing top/crown; may have heavy lean; vines may be significantly affecting tree health.

Note: These guidelines were developed in-house based on the professional judgment of our Certified Arborists and other senior environmental staff.

SOILS TABLE							
Map Unit Symbol	Map Unit Name	K-Factor*	Hydric Rating**	Highly Erodible	Drainage Class	Serpentine Soil	Prime Agricultural
400	Urban land	-	0	No	-	No	No
57B	Chillum silt loam, 3 to 8 percent slopes	0.49	0	No	Well drained	No	Yes
59A	Belstville silt loam, 0 to 3 percent slopes	0.37	0	No	Moderately well drained	No	No
59B	Belstville silt loam, 3 to 8 percent slopes	0.49	0	No	Moderately well drained	No	No

*Erodibility Coefficient - Value assigned to soil types by NRCS. K > 0.35 are considered to be highly erodible soils outside of Montgomery County.

**Hydric Rating - Value is based on the percentage of hydric soils within the soil type. Non-hydric soils have a value of 0, predominatly non-hydric soils have a value between 0 and 33, partially hydric soils have a value between 33 and 66, predominantly hydric soils have a value between 66 and 99, and hydric soils have a value of 100.

TREE INVENTORY TABLE						
Tree Number	Scientific Name	Common Name	DBH	Condition	Removed	Comment
T-1^	*Quercus palustris*	Pin oak	37	Fair	Yes	Broken branches and dieback in crown, large branch removed, and unbalanced crown.
T-2^	*Quercus coccinea*	Scarlet oak	36	Good	Yes	Minor broken branches in the lower canopy.
T-3*	*Nyssa sylvatica*	Black gum	26	Fair	Yes	Broken branches in the crown, thin crown.
T-4*	*Carya glabra*	Pignut hickory	29	Good	No	Twin trunks splits above DBH and some broken branches in crown.
T-5^	*Quercus velutina*	Black oak	31	Fair	No	Twin trunks splits above DBH, branch dieback and broken branches in crown, and thin crown.
T-6*	*Quercus coccinea*	Scarlet oak	27	Fair	No	Leaning, unbalanced crown, and interfering branches from adjacent trees.
T-7^	*Quercus coccinea*	Scarlet oak	30	Fair	No	Twin trunks 27" stem, irregular branching structure, and included bark.
T-8*	*Carya tomentosa*	Mockernut hickory	24	Good	No	Slightly unbalanced crown.
T-9	*Ailanthus altissima*	Tree of heaven	5	Fair	Yes	Trunk wound, cracked and rotting bark on trunk, branch dieback in crown, and thin crown.
T-10	*Quercus palustris*	Pin oak	20	Fair	Yes	Minor deadwood in the lower canopy, dead branches, and dieback in the crown.
T-11	*Pinus virginiana*	Virginia pine	6	Fair	Yes	Twin trunks, one additional 5 inch, unbalanced crown, needle dieback, and located on slope along road.
T-12^	*Acer saccharinum*	Silver maple	32	Fair	Yes	Triple trunk above dbh, water sprouts, trunk damage, and large branch removed in lower canopy.
T-13*	*Acer rubrum*	Red maple	26	Fair	Yes	Bend in leader, exposed roots, and vines into crown.
T-14*	*Acer rubrum*	Red maple	27	Fair	Yes	Twin trunks splits above DBH, dead branches in crown, included bark, and exposed roots.
T-15*	*Juniperus virginiana*	Eastern red cedar	24	Fair	Yes	Needle and branch dieback in crown, vines entering crown from adjacent shrubs.
T-16	*Gleditsia triacanthos*	Thornless honey locust	3	Good	No	Four stems, three additional, 2 inches each.
T-17	*Zelkova serrata*	Japanese zelkova	9	Fair	Yes	Peeling and rotting bark, old guy wire never removed and now growing into trunk.
T-18	*Lagerstroemia sp.*	Crape myrtle	3	Good	No	Twin trunks, one additional 2 inch stem, minor pruning wounds healed.
T-19	*Lagerstroemia sp.*	Crape myrtle	2	Good	No	Triple trunks, two additional 2 inch stems, minor pruning wounds healed.
T-20	*Lagerstroemia sp.*	Crape myrtle	3	Good	No	Triple trunks two additional 3 inch stems, minor pruning wounds healed.
T-21	*Lagerstroemia sp.*	Crape myrtle	3	Good	No	Triple trunks two additional 3 inch stems, minor pruning wounds healed.
T-22	*Lagerstroemia sp.*	Crape myrtle	3	Good	No	Triple trunks, one 3 inch and one 2 inch, minor pruning wounds healed.
T-23	*Zelkova serrata*	Japanese zelkova	7	Poor	No	10 inch trunk wound rotting, trunk damage, old guy wire never removed trunk growing around it.
T-24	*Zelkova serrata*	Japanese zelkova	7	Good	No	Minor included bark.
T-25	*Zelkova serrata*	Japanese zelkova	5	Fair	No	Bark damage and rotting trunk wounds observed, dead branches in crown.
T-26	*Zelkova serrata*	Japanese zelkova	7	Good	No	Minor included bark, old guy wire never removed trunk growing around it.
T-27	*Zelkova serrata*	Japanese zelkova	7	Good	No	Minor included bark, old guy wire never removed trunk growing around it.
T-28	*Zelkova serrata*	Japanese zelkova	6	Good	No	Minor included bark, old guy wire never removed trunk growing around it.
T-29	*Pyrus calleryana*	Bradford pear	14	Fair	No	Slight lean, trunk wounds partially healed and partially rotting, topped, and utility pruning.

NOTE: Significant trees denoted with *. Specimen trees denoted with ^.

FOREST STAND DELINEATION - Methods

The investigation methods employed for this forest stand delineation were based on the Montgomery County Code Chapter 22A using methodology described in the *Environmental Guidelines, Guidelines for Environmental Management of Development in Montgomery County* (Maryland-National Capitol Park and Planning Commission (M-NCPPC), 2000); and *Trees, Approved Technical Manual* ((MNCPPC), 1992). The *Trees, Approved Technical Manual* defines a forest as "a biological community dominated by trees and other woody plants covering a land area of 10,000 square feet or greater. Forest includes (1) areas that have at least 100 trees per acre with at least 50% of those having a two-inch or greater diameter at 4.5 feet above the ground and larger; and (2) forest areas that have been cut but not cleared. Forest does not include orchards."

Topographic maps, soil surveys, and digital aerial photographs were reviewed to identify on-site soils and probable forest stand boundaries prior to field investigations. Forest stands were delineated based on community type, successional stage, and overall forest condition. An inventory of all individual and roadside trees outside of forest stands at diameter at breast height (4.5 feet, DBH), significant trees (≥ 24 inches and < 30 inches DBH), and specimen trees (≥ 30 inches DBH or 75% of the size of the state champion), if applicable, was completed within the study area. Species, DBH, and condition were recorded for each of the inventoried trees. The condition of each tree was assessed by an ocular estimation of growth form, visible signs of decay, live crown ratio, and indications of disease or insect infestation. Each inventoried tree was numbered consecutively and flagged with blue flagging. Data obtained from the field reconnaissance were collected with an iPad, and trees were located using GPS followed by traditional survey.

FOREST STAND DELINEATION – Results

RK&K environmental scientists conducted a walkthrough forest stand delineation within the project study area in October 2021. The field investigation identified four forest stands, designated as FS1, FS2, FS3, and FS4; one hedgerow, designated as H1; and 29 individual, roadside, significant, or specimen trees within the project study area.

FS1: Late-successional White Oak Association Forest

Forest stand 1 (FS1) is a late-successional White Oak Association forest located on the southwest side of the project study area, north of the intersection of Spencerville Road and Old Columbia Pike. Canopy closure is approximately 90 percent and the stand contains inclusions of significant and specimen trees. Dominant canopy species in FS1 are within the 12 to 20 inch and 20 to 30 inch DBH size and include southern red oak (*Quercus falcata*), pin oak (*Quercus palustris*), blackgum (*Nyssa sylvatica*), and white oak (*Quercus alba*). The understory is dominated by blackgum, pignut hickory (*Carya glabra*), sweet cherry (*Prunus avium*), and American holly (*Ilex opaca*). The herbaceous layer is dominated by greenbrier (*Smilax rotundifolia*), Amur honeysuckle (*Lonicera maackii*), wintercreeper (*Euonymus fortunei*), and low-bush blueberry (*Vaccinium pallidum*). Downed woody debris is approximately 40 percent and invasive species cover is approximately 10 percent. Invasive species present include bush honeysuckle and wintercreeper. Overall, the forest stand is in good condition with a high retention value due to inclusion of significant and specimen trees and successional stage.

FS2: Mid-successional Silver Maple-American Elm Association Forest

Forest stand 2 (FS2) is a mid-successional Silver Maple-American Elm Association forest located south of and adjacent to Burtonsville Elementary School and surrounds Wetland C. Canopy closure is approximately 70 percent. Dominant canopy species in FS2 are within the 6 to 11 inch and 12 to 20 inch DBH size class and include red maple (*Acer rubrum*) and American elm (*Ulmus americana*). Dead green ash (*Fraxinus pennsylvanica*) was observed throughout the stand and inclusions of silver maple (*Acer saccharinum*) and eastern cottonwood (*Populus deltoides*) were observed. The understory is dominated by Amur honeysuckle, green ash, Bradford pear (*Pyrus calleryana*), common persimmon (*Diospyros virginiana*), willow species (*Salix* sp.), and poison ivy (*Toxicodendron radicans*). Dominant species in the herbaceous layer include multiflora rose (*Rosa multiflora*), Japanese stilt grass (*Microstegium vimineum*), deer-tongue grass (*Dichanthelium clandestinum*), and poison ivy. Downed woody debris is approximately 30 percent and invasive species cover is approximately 45 percent. Invasive species present include Bradford pear, Japanese stilt grass, and multiflora rose. Overall, the stand is in fair condition with a high retention value due to its location within nontidal wetland buffers.

FS3: Early-successional Red Maple Association Forest

Forest stand 3 (FS3) is an early-successional Red Maple Association forest located south of Wetlands B and C and surrounds several businesses. Canopy closure is approximately 40 percent. Dominant canopy species in FS3 are within the 6 to 11 inch DBH size class with inclusions of trees greater than 12 inches DBH and include red maple, willow species, eastern cottonwood, and black locust (*Robinia pseudoacacia*). The understory is dominated by Amur honeysuckle, willow species, silk tree (*Albizia julibrissin*), and green ash. Dominant species in the herbaceous layer include Virginia creeper (*Parthenocissus quinquefolia*), grape species (*Vitis* sp.), and Japanese honeysuckle (*Lonicera japonica*). Downed woody debris is approximately 35 percent and invasive species cover is approximately 75 percent. Invasive species present include silk tree and Japanese honeysuckle. Overall, the stand is in fair condition with a low retention value due to high invasive species cover, trash throughout the stand, and the absence of wetland features, waterway features, or significant/specimen trees.

FS4: Mid-successional Silver Maple-American Elm Association Forest

Forest stand 4 (FS4) is a mid-successional Silver Maple-American Elm Association Forest located between Burtonsville Elementary School and the Burtonsville Town Shopping Center and includes Wetland A. Three significant trees and dead ash trees in the center of the stand were observed within FS4. Canopy closure is approximately 40 percent. Dominant canopy species in FS4 are within the 6 to 11 inch and 12 to 20 inch DBH size class and include red maple and silver maple. The understory is dominated by green ash, common persimmon, multiflora rose, pin oak, grape species, and amur honeysuckle. Some willow species and eastern red cedar (*Juniperus virginiana*) were also observed in the understory. Dominant species in the herbaceous layer include Virginia creeper, greenbrier, poison ivy, Japanese stilt grass, English ivy (*Hedera helix*), aster species, and deer-tongue grass. Downed woody debris is approximately 80 percent and invasive species cover is approximately 50 percent. Invasive species present include Japanese stilt grass and English ivy. Overall, the stand is in fair condition with a high retention value due to its function as a buffer for a forested wetland and inclusion of several significant and one specimen tree.

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PLOTTED: 1/21/2022
FILE: \\atl.rkk.com\ltr\Cloud\Projects\2020\20097_MCDOTranes\Task 6 - Burtonsville Access Road\cadd\Plans\sht\NR-0002_BAR.dgn

OWNER/ADDRESS:
MONTGOMERY COUNTY
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100 EDISON PARK DRIVE
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240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY CAS DRAWN BY DEA CHECKED BY MH

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

NRI / FSD NOTES AND TABLES

BASE MAP #220NE04 & 221NE04 TAX MAP #KS561 & KS562
ePlan #42022251E
SCALE _____ DATE NOVEMBER 23, 2022

DRAWING NO. NR-02 OF 04 SHEET NO. 54 OF 63

TREE SAVE NOTES:

1. TREE SAVE PLAN WAS PREPARED BY CHRISTINA SIMINI, QP, CA, LTE. FIELD DATA COLLECTED BY STACEY YOUNG, QP, AND ANITA ALEXANDER, QP, ON OCTOBER 11 AND 13, 2021.
2. SEE FOREST STAND DELINEATION RESULTS ON SHEET NR-02 FOR DESCRIPTION OF FOREST STANDS.
3. THE PROPOSED LIMITS OF DISTURBANCE ARE 175,970 SF, WHICH INCLUDES 55,886 SF OF FOREST REMOVAL (1,739 SF WITHIN WETLANDS). THE PROPOSED WORK ALSO INCLUDES THE REMOVAL OF 11 INDIVIDUAL TREES - FOUR SIGNIFICANT TREES, THREE SPECIMEN TREES, AND FOUR ROADSIDE TREES.
4. THREE SPECIMEN TREES (TOTAL DBH OF 105") WILL BE REMOVED AS A RESULT OF THE PROJECT. SPECIMEN TREE IMPACTS WILL BE MITIGATED ON-SITE WITH 1" OF REPLACEMENT FOR EVERY 4" OF CALIPER REMOVED. SEE LANDSCAPE PLANS ON SHEETS 60 THROUGH 63 FOR MITIGATION REQUIREMENTS.
5. FOREST IMPACTS WILL BE MITIGATED BY REFORESTATION AT A 1:1 RATIO. SEE LANDSCAPE PLANS ON SHEETS 60 THROUGH 63 FOR MITIGATION REQUIREMENTS.

FOREST STAND DESCRIPTION TABLE

CATEGORY	FS1	FS2	FS3	FS4
ACREAGE*	0.48	0.07	0.56	0.27
DOMINANT/CO-DOMINANT SPECIES	Southern red oak, pin oak, black gum, white oak	Red maple, American elm	Red maple, willow species, eastern cottonwood, black locust	Red maple and silver maple
SIZE CLASS	12-20" and 20-30"	6-11" and 12-20"	6-11"	6-11" and 12-20"
PERCENT CANOPY CLOSURE	90	70	40	40
NUMBER OF CANOPY LAYERS	3	3	3	3
% OF FOREST FLOOR COVERED BY HERBACEOUS PLANTS	25	80	85	90
% DOWNED WOODY MATERIAL	40	30	35	80
INVASIVE SPECIES	Bush honeysuckle and wintercreeper	Bradford pear, Japanese stilt grass, multiflora rose	Silk tree and Japanese honeysuckle	Japanese stilt grass and English ivy
CONDITION	Good	Fair	Fair	Fair
FUNCTION	High habitat value	Moderate habitat value	Low habitat value	Moderate habitat value
RETENTION POTENTIAL	Priority Area 1 - High - inclusion of multiple significant and specimen trees	Priority Area 1 - High - inclusion of wetland	Priority Area 3 - Low - no wetlands or waterways, no significant/specimen trees, early successional stage	Priority Area 1 - High - inclusion of wetland, multiple significant, and one specimen trees
TRANSPLANT AND REGENERATION POTENTIAL	Moderate	Moderate	Moderate	Moderate
FIELD OBSERVATIONS	Specimen and significant trees within forest stand, mature successional stage, low invasive cover, sparse herbaceous layer.	Emergent wetlands on edge of forest stand, inclusion of Bradford pear stand, may have previously had different hydrology.	Dead ash trees, sparse herbaceous layer, trash throughout, ditch running through stand, steep slopes	Forested wetland within center of forest stand, some significant and one specimen tree, dead green ash in center of forested wetland.

*Within LOD

NRI/FSD NOTES:

1. THE PROJECT STUDY AREA IS LOCATED ON THE BELOW PRIVATE PARCELS:
   a. TAX ID NO. 05-00251755, OWNED BY BOARD OF EDUCATION, 15516 OLD COLUMBIA PIKE, BURTONSVILLE, MD, 6.81 AC;
   b. TAX ID NO. 05-03646404, OWNED BY BURTONSVILLE CENTER LLC, OLD COLUMBIA PIKE, BURTONSVILLE, MD, 26.25 AC;
   c. TAX ID NO. 05-00277431, OWNED BY ARBAIZA INVESTMENTS OF BURTONSVILLE, 15540 OLD COLUMBIA PIKE, BURTONSVILLE, MD, 1.05 AC;
   d. TAX ID NO.S 05-00277418 & 05-00277407, OWNED BY OCP LIMITED PARTNERSHIP 2, 15530 & 15532 OLD COLUMBIA PIKE, BURTONSVILLE, MD, 0.47 & 0.36 AC;
   e. TAX ID NO. 05-00277420, OWNED BY OLD COLUMBIA PIKE 3RD LLC, 15520 OLD COLUMBIA PIKE, BURTONSVILLE, MD, 0.74 AC;
   f. TAX ID NO. 05-00277475, OWNED BY 15498-15508 OCP PTNSHP, 15498 OLD COLUMBIA PIKE, BURTONSVILLE, MD, 1.93 AC;
   g. TAX ID NO.S 05-01614167 & 05-01614156, OWNED BY OLD COLUMBIA PIKE IV LLC, 15448 & 15440 OLD COLUMBIA PIKE, BURTONSVILLE, MD, 0.59 & 0.27 AC;
   h. TAX ID NO. 05-00254270, OWNED BY ROBERT S & FREDA N CHASE, 15430 OLD COLUMBIA PIKE, BURTONSVILLE, MD, 1.00 AC;
   i. TAX ID NO. 05-00270018, OWNED BY MC ASSOCIATES, 15420 OLD COLUMBIA PIKE, BURTONSVILLE, MD, 0.95 AC;
   j. TAX ID NO. 05-00254246, OWNED BY BURTONSVILLE FUEL COMPANY INC, 15408 OLD COLUMBIA PIKE, BURTONSVILLE, MD, 1.44 AC;
   k. TAX ID NO. 05-00249945, OWNED BY M-NCPPC, 15501 ATHEY RD, BURTONSVILLE, MD, 15.42 AC;
   l. TAX ID NO. 05-00254268, OWNED BY BURTONSVILLE VOLUNTEER FIRE DEPARTMENT, OLD COLUMBIA PIKE, BURTONSVILLE, MD, 3.78 AC;
   m. TAX ID NO. 05-00283055, OWNED BY MONTGOMERY COUNTY MARYLAND, SPENCERVILLE RD, BURTONSVILLE, MD, 3.06 AC;
   n. TAX ID NO. 05-02449554, OWNED BY JAMES CHARLES BECKER, REV TR, 15412 SPENCERVILLE CT, SPENCERVILLE, MD, 0.41 AC;
   o. AND STATE OF MARYLAND RIGHT-OF-WAY (NO TAX ID NO. OR PARCEL INFORMATION). THE TOTAL PROJECT STUDY AREA IS 16.40 ACRES. THE PROJECT LOD IS 4.19 ACRES.
2. PROPERTY BOUNDARIES WERE OBTAINED FROM PUBLICLY AVAILABLE MONTGOMERY COUNTY GIS DATA. SOILS DATA WERE OBTAINED FROM THE MONTGOMERY COUNTY SOIL SURVEY.
3. DIAMETERS OF INDIVIDUAL, SIGNIFICANT, OR SPECIMEN TREES WERE MEASURED AT DBH USING A FORESTRY DIAMETER TAPE. THE TREE INVENTORY IDENTIFIED 29 INDIVIDUAL TREES OUTSIDE OF FOREST STANDS, AND 7 SIGNIFICANT (24"-29" DBH) TREES AND 5 SPECIMEN TREES (>30" DBH) WITHIN FOREST STANDS IN THE PROJECT STUDY AREA. NO NATIONAL, STATE, OR COUNTY CHAMPION TREES OR TREES AT 75% OF THE CURRENT STATE CHAMPION WERE OBSERVED WITHIN THE PROJECT STUDY AREA.
4. NRI/FSD PLANS WERE PREPARED BY CHRISTINA SIMINI, QP, CA. FIELD DATA COLLECTED BY STACEY YOUNG, QP, AND ANITA ALEXANDER, QP, ON OCTOBER 11 AND 13, 2021.
5. A WETLAND AND WATERWAY DELINEATION WAS CONDUCTED WITHIN THE PROJECT STUDY AREA AND FEATURE BOUNDARIES WERE COLLECTED USING TRADITIONAL SURVEY AND GPS. ONE INTERMITTENT WATERWAY WAS IDENTIFIED AND ONE PALUSTRINE FORESTED WETLAND AND ONE PALUSTRINE EMERGENT WETLAND WAS IDENTIFIED WITHIN THE PROJECT STUDY AREA DURING FIELD INVESTIGATIONS.
6. 100-YEAR FLOODPLAIN DATA ARE FROM FEDERAL FEMA GIS DATA. PANEL NO.S 24031C0380D AND 24031C0385D (EFFECTIVE DATE 9/29/2006) – ZONE X ARE OF MINIMAL FLOOD HAZARD WITHIN THE PROJECT STUDY AREA. FEMA FLOODPLAIN MAPPING INDICATES THAT NO 100-YEAR FLOODPLAIN IS LOCATED WITHIN THE PROJECT STUDY AREA.
7. AREAS OF STEEP SLOPES (25% OR GREATER) OCCUR ALONG THE EDGE OF BURTONSVILLE ACCESS ROAD BETWEEN THE TWO AREAS OF FOREST STAND 1 AND WITHIN THE EASTERN PORTION OF FOREST STAND 1; ALONG THE NORTHERN EDGE OF FOREST STAND 2; THE CENTER LENGTH OF FOREST STAND 3; AND SMALL AREAS OF FOREST STAND 4.
8. AN RTE INFORMATION REQUEST LETTER WAS SUBMITTED TO DNR-WH ON NOVEMBER 17, 2021. A LETTER RESPONSE FROM DNR-WH DATED JANUARY 4, 2022, INDICATES THAT THERE ARE NO STATE RTE RECORDS WITHIN THE BOUNDARIES OF THE PROJECT STUDY AREA. THE MDNR-ERP ONLINE AQUATIC RESOURCES PRE-SCREENING TOOL DID NOT INDICATE THE PRESENCE OF ANY SENSITIVE SPECIES PROJECT REVIEW AREAS OR TROUT POPULATIONS WITHIN THE BURTONSVILLE ACCESS ROAD PROJECT STUDY AREA. THE MAJORITY OF THE PROJECT STUDY AREA IS WITHIN A TIER II CATCHMENT WITH ASSIMILATIVE CAPACITY. A USFWS IPAC ONLINE DATABASE SEARCH CONDUCTED ON OCTOBER 21, 2021, INDICATES THAT ONE FEDERAL THREATENED SPECIES, THE NORTHERN LONG-EARED BAT (NLEB) (*MYOTIS SEPTENTRIONALIS*) MAY OCCUR, AND NO CRITICAL HABITATS OCCUR WITHIN THE PROJECT STUDY AREA. SINCE THE BURTONSVILLE ACCESS ROAD PROJECT PROPOSES TO CLEAR LESS THAN 15 ACRES OF FOREST AND DOES NOT CONTAIN WATERWAYS, THE PROJECT WILL NOT HAVE AN ADVERSE EFFECT ON NLEB HABITAT.
9. NO RTE SPECIES WERE OBSERVED ON SITE.
10. A CULTURAL RESOURCE INFORMATION REQUEST SENT ON NOVEMBER 18, 2021. A RESPONSE RECEIVED FROM MONTGOMERY COUNTY PLANNING ON DECEMBER 15, 2021, INDICATED THAT NO HISTORIC AND CULTURAL RESOURCES WOULD BE AFFECTED WITHIN THE PROJECT STUDY AREA.
11. THE PROJECT AREA IS LOCATED WITHIN THE ANACOSTIA RIVER WATERSHED (MDE 8-DIGIT 02140205) AND THE ROCKY GORGE DAM WATERSHED (MDE 8-DIGIT 02131107), BOTH WITH THE DESIGNATED STREAM USE CLASS I-P, WATER CONTACT RECREATION, PROTECTION OF AQUATIC LIFE, AND PUBLIC WATER SUPPLY.
12. THE PROJECT IS LOCATED OUTSIDE OF SPECIAL PROTECTION AND PRIMARY MANAGEMENT AREAS.
13. FIELD SURVEY WAS CONDUCTED FOR THE MAJORITY OF THE PROJECT STUDY AREA AND SUPPLEMENTED WITH 2-FOOT GIS CONTOURS.
14. THE PURPOSE OF THE PROJECT IS TO EXTEND BURTONSVILLE ACCESS ROAD FROM THE INTERSECTION OF BURTONSVILLE TOWN SQUARE SHOPPING CENTER AT OLD COLUMBIA PIKE/MD-198 TO THE BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD, LOCATED IN SILVER SPRING, MONTGOMERY COUNTY, MARYLAND. THE PROJECT INCLUDES THE CONSTRUCTION OF THE BURTONSVILLE ACCESS ROAD (DISTANCE OF APPROXIMATELY 1,300 LINEAR FEET), A 10-FOOT-WIDE SHARED USE PATH ON THE NORTH SIDE OF THE BURTONSVILLE ACCESS ROAD, MODIFICATIONS TO EXISTING DRIVEWAYS AND PARKING LOTS, AND ADJUSTMENTS TO EXISTING CURB LINES AND SIDEWALKS WHERE THE BURTONSVILLE ACCESS ROAD CONNECTS TO OLD COLUMBIA PIKE/MD-198 AND THE BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD.
15. THIS PROJECT QUALIFIES FOR AN FCP EXEMPTION UNDER SECTIONS 22A-5(E) AND 22A-9. SEE TREE SAVE NOTES FOR DETAILS ON FOREST CLEARING AND TREE REMOVALS.
16. THE COMMERICAL PROPERTIES ARE ZONED AS COMMERCIAL RESIDENTIAL TOWN AND THE SCHOOL PROPERTY IS ZONED AS RURAL. ALL PROPERTIES ARE WITHIN THE DISTRICT 5 ELECTION DISTRICT.

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PLOTTED: 12/2/2022
FILE: \\adrkk.com\ds\Cincur\Projects\2020\20097_MCDOTransp\Task 6 – Burtonsville Access Road\cadd\Plans\xNR-0003_Ed45.dgn

OWNER/ADDRESS:
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY CAS DRAWN BY DEA CHECKED BY MH

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

NRI / FSD NOTES AND TABLES

BASE MAP #220NE04 & 221NE04 TAX MAP #KS561 & KS562
ePlan #42022251E
SCALE _____ DATE NOVEMBER 23, 2022

DRAWING NO. NR-03 OF 04 SHEET NO. 55 OF 63

INSPECTIONS

All field inspections must be requested by the applicant.

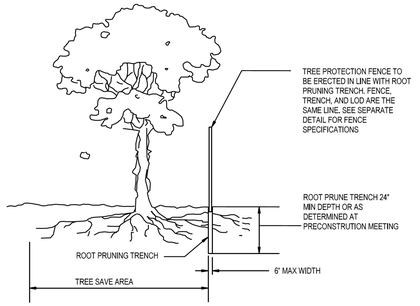
Field Inspections must be conducted as follows:

Plans without Planting Requirements

1. After the limits of disturbance have been staked and flagged, but before any clearing or grading begins.
2. After necessary stress reduction measures have been completed and protection measures have been installed, but before any clearing and grading begin and before release of the building permit.
3. After completion of all construction activities, but before removal of tree protection fencing, to determine the level of compliance with the provision of the forest conservation.

Additional Requirements for Plans with Planting Requirements

4. Before the start of any required reforestation and afforestation planting.
5. After the required reforestation and afforestation planting has been completed to verify that the planting is acceptable and prior to the start the maintenance period.
6. 2 years after reforestation and afforestation have been completed, to determine survival and assess necessary maintenance activities for the remaining duration of the maintenance and management period.
7. At the end of the maintenance period to determine the level of compliance with the provisions of the planting plan, and if appropriate, release of the performance bond.



NOTES:

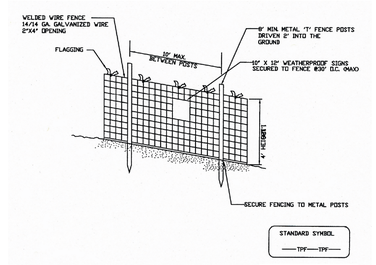
1. RETENTION AREAS WILL BE SET AS PART OF THE REVIEW PROCESS AND PRECONSTRUCTION MEETING.
2. BOUNDARIES OF RETENTION AREAS MUST BE STAKED AT THE PRECONSTRUCTION MEETING AND FLAGGED PRIOR TO TRENCHING.
3. EXACT LOCATION OF TRENCH SHALL BE DETERMINED IN THE FIELD IN COORDINATION WITH THE FOREST CONSERVATION (FC) INPECTOR .
4. TRENCH SHOULD BE IMMEDIATELY BACKFILLED WITH EXCAVATED SOIL OR OTHER ORGANIC SOIL AS SPECIFIED PER PLAN OR BY THE FC INSPECTOR.
5. ROOTS SHALL BE CLEANLY CUT USING VIBRATORY KNIFE OR OTHER ACCEPTABLE EQUIPMENT.
6. ALL PRUNING MUST BE EXECUTED WITH LOD SHOWN ON PLANS OR AS AUTHORIZED IN WRITING BY THE FC INSPECTOR.

ROOT PRUNING DETAIL

NTS

Tree Protection Fence Detail

Not to scale



NOTES

1. Practice may be combined with sediment control fencing.
2. Location and limits of fencing should be coordinated in field with arborist.
3. Boundaries of protection area should be staked prior to installing protective device.
4. Root damage should be avoided.
5. Protection signage is required.
6. Fencing shall be maintained throughout construction.

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

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

Pre-Construction

1. An on-site pre-construction meeting is required after the limits of disturbance have been staked and flagged and before any land disturbance.

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

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

3. A Maryland Licensed Tree expert must perform, or directly supervise, the implementation of all stress reduction measures. Documentation of the process (including photographs) may be required by the Forest Conservation Inspector, and will be determined at the pre-construction meeting.

4. Temporary tree protection devices must be installed per the approved Tree Save Plan and prior to any land disturbance. The Forest Conservation Inspector, in coordination with the DPS Sediment Control Inspector, may make field adjustments to increase the survivability of trees and forest shown as saved on the approved plan.

5. Tree protection fencing must be installed and maintained by the property owner for the duration of construction project and must not be altered without prior approval from the Forest Conservation Inspector. All construction activity within protected tree and forest areas is prohibited. This includes the following activities:
   a. Parking or driving of equipment, machinery or vehicles of any type.
   b. Storage of any construction materials, equipment, stockpiling, fill, debris, etc.
   c. Dumping of any chemicals (i.e., paint thinner), mortar or concrete remainder, trash, garbage, or debris of any kind.
   d. Felling of trees into a protected area.
   e. Trenching or grading for utilities, irrigation, drainage, etc.

6. Forest and tree protection signs must be installed as required by the Forest Conservation Inspector. The signs must be waterproof and wording provided in both English and Spanish.

During Construction

7. Periodic inspections will be made by the Forest Conservation Inspector. Corrections and repairs to tree protection devices must be completed within the timeframe given by the Inspector.

8. The property owner must immediately notify the Forest Conservation Inspector of any damage to trees, forests, understory, ground cover, and any other undisturbed areas shown on the approved plan. Remedial actions, and the relative timeframes to restore these areas, will be determined by the Forest Conservation Inspector.

Post-Construction

9. After construction is completed, but before tree protection devices have been removed, the property owner must request a final inspection with the Forest Conservation Inspector. At the final inspection, the Forest Conservation Inspector may require additional corrective measures, which may include:
   a. Removal, and possible replacement, of dead, dying, or hazardous trees
   b. Pruning of dead or declining limbs
   c. Soil aeration
   d. Fertilization
   e. Watering
   f. Wound repair
   g. Clean up of retention areas, including trash removal

10. After the final inspection and completion of all corrective measures the Forest Conservation Inspector will request all temporary tree and forest protection devices be removed from the site. Removal of tree protection devices that also operate for erosion and sediment control must be coordinated with both DPS and the Forest Conservation Inspector and cannot be removed without permission of the Forest Conservation Inspector. No additional grading, sodding, or burial may take place after the tree protection fencing is removed.

11. Long-term protection measures, including permanent signage, must be installed per the approved plan. Installation will occur at the appropriate time during the construction project. Refer to the approved plan drawing for the long-term protection measures to be installed.

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PLOTTED: 1/25/2022
FILE: \\atlrkk.com\lib\Cloud\Projects\2020\20097_MCDOTranes\Task 6 – Burtonsville Access Road\cadd\Plans\xNR-0004_BAR.dgn

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240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY CAS DRAWN BY DEA CHECKED BY MH

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD

SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

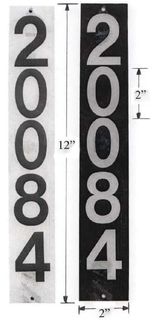
NRI / FSD TREE SAVE DETAILS

BASE MAP #220NE04 & 221NE04 TAX MAP #KS561 & KS562
ePlan #42022251E
SCALE _____ DATE NOVEMBER 23, 2022

DRAWING NO. NR-04 OF 04 SHEET NO. 56 OF 63

GENERAL NOTES

1. THE PROPOSED ROADWAY LIGHTING SHALL BE SINGLE PHASE 120/240V WITH AN OPERATING VOLTAGE OF 240V.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THIS PLAN ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE PROPOSED EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
3. THE CONTRACTOR SHALL ARRANGE A MEETING WITH BGE, THE PROJECT ENGINEER, AND THE MCDOT TO ENSURE THAT POWER IS AVAILABLE WHEN REQUIRED.
4. THE PROPOSED LIGHT FIXTURES SHALL BE WASHINGTON GLOBE 70 WATT LED LUMINAIRES WITH TYPE III DISTRIBUTION. ALL LED FIXTURE CHOICES MUST BE APPROVED BY MCDOT AND BGE.
5. BGE SHALL INSTALL THREE RUNS OF NO. 10 AWG CABLE BETWEEN THE POST-TOP LUMINAIRE AND THE ADJACENT BGE SPLICE BOX. ONE RUN SHALL INCLUDE GREEN INSULATION AND SHALL BE CONNECTED TO THE GROUNDING LUG OR GROUND ROD TO PROVIDE FOR GROUNDING OF THE LUMINAIRE. 3 FT OF EACH CABLE SHALL BE COILED IN THE SPLICE BOX FOR CONNECTION BY BGE.
6. ALL PROPOSED CABLE ENERGIZING PROPOSED LIGHTING STRUCTURES SHALL BE NEW.
7. THE LIGHT POLES, FOUNDATIONS, CONDUITS, CABLES AND ANCILLARY LIGHTING EQUIPMENT ALONG BURTONSVILLE ACCESS ROAD WILL BE WIRED, ENERGIZED, AND MAINTAINED BY BGE FOR MCDOT.
8. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY IN CASE OF DAMAGE TO AN EXISTING FACILITY.
9. LIGHTING STRUCTURES SHALL HAVE A MINIMUM LATERAL OFFSET OF 2 FEET FROM THE SHARED USE PATH.
10. ALL CONNECTIONS BETWEEN GROUND RODS AND GROUND CABLE SHALL BE BY EXOTHERMIC WELD.
11. ALL PROPOSED LIGHT STRUCTURE LOCATIONS SHALL BE MARKED IN THE FIELD AND TEST PITS COMPLETED PRIOR TO INSTALLATION. THE CONTRACTOR MUST VERIFY THE LOCATION OF ALL EXISTING UTILITIES AND FINAL GRADE ELEVATIONS PRIOR TO INSTALLATION OF THE LIGHTING EQUIPMENT. THE CONTRACTOR SHALL COORDINATE THE STAKE OUT OF THE LIGHT POLE WITH BGE AND MCDOT. THE CONTRACTOR SHALL MAINTAIN APPROPRIATE CLEARANCES FROM ALL EXISTING UNDERGROUND AND OVERHEAD UTILITIES.
12. ALL HANDBOXES, CONDUITS UNDER PAVEMENT AND LIGHTING STRUCTURES SHALL BE STAKED OUT AND EVERY LOCATION APPROVED BY THE ENGINEER BEFORE ANY WORK IS PERFORMED.
13. THE CONTRACTOR SHALL CAP AND ABANDON ALL EXISTING CONDUITS AND REMOVE ALL EXISTING CABLES THAT ARE NO LONGER IN USE.
14. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF LIGHT POLES, SPLICE BOXES AND CONDUITS WITH THE INSTALLATION OF PROPOSED DRAINAGE STRUCTURES AND STORM WATER MANAGEMENT FACILITIES. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
15. RIGHT OF WAY SHOWN ON THE PLANS IS APPROXIMATE AND BASED ON THE BEST AVAILABLE INFORMATION.
16. CLEARING AND GRUBBING REQUIRED FOR INSTALLATION OF LIGHTING STRUCTURES, SPLICE BOXES CONDUITS, ETC. WILL NOT BE MEASURED AND THE COST WILL BE TO THE PERTINENT BID ITEM.
17. ALL TRENCHING MUST BE BACKFILLED AND RESTORED TO ITS ORIGINAL CONDITION ON THE SAME WORKING DAY ON WHICH IT WAS OPENED. AREAS WHICH ARE NOT RESEEDED, MULCHED OR SODDED MUST BE COVERED TO PREVENT EROSION.
18. ALL SOIL REMOVED FOR HANDBOXES, LIGHT POLES, ETC. MUST BE COVERED TO PREVENT EROSION. SOIL NOT USED FOR BACKFILL MUST BE DISPOSED OF TO THE ENGINEER'S SATISFACTION ON THE SAME WORKING DAY THE BACKFILL IS COMPLETED.
19. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR POLES, CONDUITS, ETC. BY HAND. HAND DIGGING FOR INSTALLATION OR REMOVAL OF EQUIPMENT SHALL BE INCIDENTAL TO THE PERTINENT ITEMS IN THE EQUIPMENT LIST. NO ADDITIONAL COMPENSATION WILL BE PROVIDED FOR HAND DIGGING.
20. ALL LIGHTING EQUIPMENT AND MATERIALS SHALL BE SUBMITTED TO MCDOT FOR APPROVAL PRIOR TO BEING INSTALLED. SEE SPECIAL PROVISIONS FOR LIGHT SPECIFICATIONS.
21. ALL POLES SHALL BE INSTALLED WITH POLE ID TAGS, AS DETAILED ON THIS SHEET.
22. BGE SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING ALL CONDUITS, SPLICE BOXES, AND GROUND RODS. EMPTY CONDUITS SHALL BE INSTALLED WITH PULL STRINGS.
23. THE CONTRACTOR SHALL COORDINATE THE WIRING AND ENERGIZING OF THE PROPOSED LIGHTING SYSTEM WITH BGE. UTILITY COORDINATION SHALL BE INCIDENTAL TO INSTALLATION OF THE LIGHT POLES AND LUMINAIRES.
24. CONTACT MR. GEORGE DOWNIE (301-549-4347 OR GFDOWNIE@PEPCO.COM) TO OBTAIN WRITTEN APPROVAL OF THE LIGHTING FACILITIES PRIOR TO THE INSTALLATION.
25. SPLICE BOXES SHALL BE PLACED SUCH THAT THE LONG EDGE IS PARALLEL TO THE SHARED USE PATH.
26. ALL SWEEP BENDS ARE TO BE A MINIMUM OF 2 FT. IN RADIUS.
27. 1/4 IN. NYLON PULL- LINE IS TO BE INSTALLED IN EACH CONDUIT DUCT.
28. BGE SHALL INSTALL TRACEABLE MARKING TAPE 12 IN. ABOVE EACH CONDUIT RUN.
29. MAXIMUM BENDS PER CONDUIT RUN SHALL BE 180 DEGREES.
30. INSTALLATION OF ALL UNDERGROUND LIGHTING FACILITIES ARE ALSO SUBJECT TO BGE INSPECTION AND WRITTEN APPROVAL BEFORE CONCEALMENT. FAILURE TO OBTAIN SUCH INSPECTION WILL RESULT IN THE COVERING OF FACILITIES AT THE CONTRACTOR'S EXPENSE, CALL 301-670-8808 OR 301-670-8828 BETWEEN 7:00 AM AND 9:00 AM OR 3:00 PM AND 4:00 PM, TWO (2) WORKING DAYS IN ADVANCE TO ARRANGE INSPECTION.
31. THE CONTRACTOR SHALL CONTACT BGE SIX (6) WEEKS PRIOR TO STARTING LIGHTING WORK TO COORDINATE POWER SOURCE LOCATIONS.
32. LIGHTING EQUIPMENT TO BE MOUNTED OR EMBEDDED IN RETAINING WALLS WILL BE COORDINATED WITH DTEO AND DETAILED IN SUBSEQUENT SUBMISSIONS.



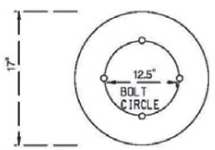
POLE TAG DETAIL

LIGHTING ITEM LIST

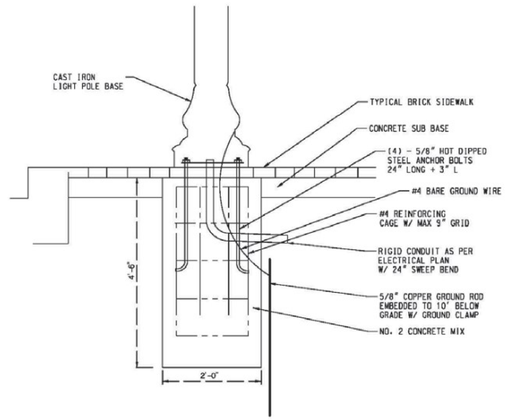
ITEM NO.	DESCRIPTION	UNIT	LT-02	LT-03	QUANTITY
8000	1-CONDUCTOR ELECTRICAL CABLE (NO. 10 A.W.G.) THWN — COPPER	LF	565	255	820
8000	FURNISH AND INSTALL LUMINAIRE	EA	9	5	14
8000	2" POLYVINYL CHLORIDE ELECTRICAL CONDUIT (SCHEDULE 80) (TRENCHED)	LF	80	25	105
8000	4" POLYVINYL CHLORIDE ELECTRICAL CONDUIT (SCHEDULE 80) (TRENCHED)	LF	950	415	1365
8000	4" POLYVINYL CHLORIDE ELECTRICAL CONDUIT (SCHEDULE 80) (2ND CONDUIT WITHIN ONE SLOT OR TRENCH)	LF	950	415	1365
8000	GROUND ROD, 3/4" DIAMETER X 10' LENGTH WITH CLAMP	EA	13	9	22
8000	FURNISH AND INSTALL SPLICE BOX (BGE)	EA	13	9	22
8000	FURNISH AND INSTALL 12' CAST IRON LIGHT POLE	EA	9	5	14
8000	CONCRETE FOUNDATION	CY	4.8	2.7	7.4

NOTE: LIGHTING ITEMS ARE LISTED FOR REFERENCE ONLY. BGE SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING ALL EQUIPMENT RELATED TO STREET LIGHTING.

WASHINGTON GLOBE FIXTURE



BOLT CIRCLE PATTERN



FOUNDATION DETAIL

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ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

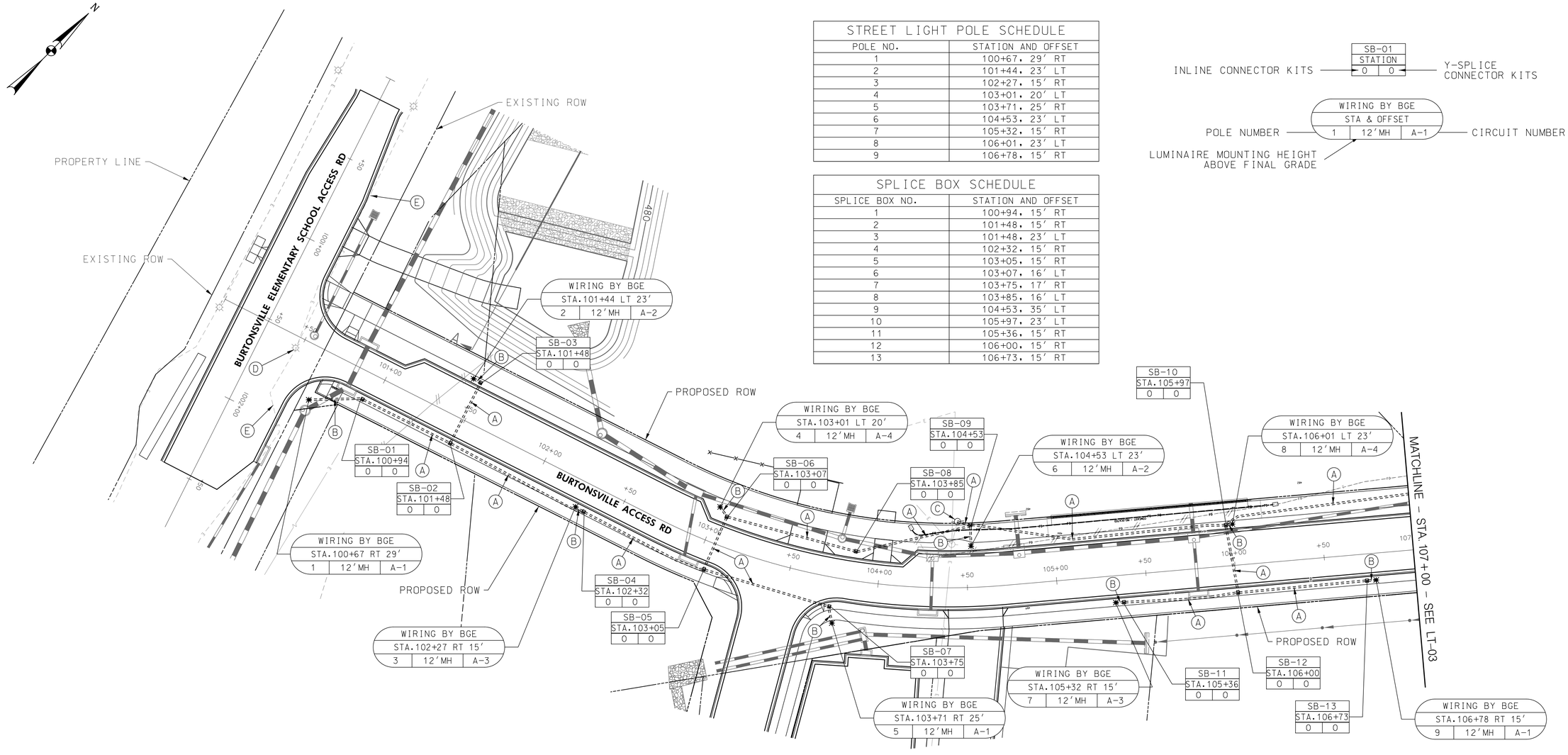
DESIGNED BY SJC DRAWN BY SJC CHECKED BY WFW

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING
BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD
LIGHTING GENERAL NOTES

SCALE NONE DATE NOVEMBER 23, 2022

DRAWING NO. LT-01 OF 03 SHEET NO. 57 OF 63

PLOTTED: 11/23/2022
FILE: \\ad.rkk.com\Vs\Cloun\Projects\2020\20097_MCDOT\Transp\Task 6 - Burtonsville Access Road\cadd\Plans\cL-T-0001_BAR.dgn



STREET LIGHT POLE SCHEDULE

POLE NO.	STATION AND OFFSET
1	100+67, 29' RT
2	101+44, 23' LT
3	102+27, 15' RT
4	103+01, 20' LT
5	103+71, 25' RT
6	104+53, 23' LT
7	105+32, 15' RT
8	106+01, 23' LT
9	106+78, 15' RT

SPLICE BOX SCHEDULE

SPLICE BOX NO.	STATION AND OFFSET
1	100+94, 15' RT
2	101+48, 15' RT
3	101+48, 23' LT
4	102+32, 15' RT
5	103+05, 15' RT
6	103+07, 16' LT
7	103+75, 17' RT
8	103+85, 16' LT
9	104+53, 35' LT
10	105+97, 23' LT
11	105+36, 15' RT
12	106+00, 15' RT
13	106+73, 15' RT

CONSTRUCTION DETAILS

✷ 12' CAST IRON POLE WITH 70W LED WASHINGTON GLOBE LUMINAIRE

Ⓜ BGE SPLICE BOX

A. INSTALL 2-4 IN. SCHEDULE 40, PVC CONDUITS - TRENCHED WITH PULL STRING AND TRACER TAPE.

B. INSTALL 1-2 IN. SCHEDULE 40 PVC CONDUIT - TRENCHED WITH PULL STRING AND TRACER TAPE.

C. STUB CONDUITS AT UTILITY POLE FOR POWER SERVICE.

D. EXISTING STREETLIGHT POLE TO BE REMOVED. FOUNDATION TO BE REMOVED 12 IN. BELOW GRADE AND BACKFILLED. CIRCUIT(S) SHALL BE DISCONNECTED AND MADE SAFE.

E. EXISTING STREETLIGHT CONDUIT TO BE CAPPED AND ABANDONED OR REMOVED AS NEEDED. CIRCUIT(S) SHALL BE DISCONNECTED AND MADE SAFE.

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

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ROCKVILLE, MARYLAND

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APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY SJC DRAWN BY SJC CHECKED BY WFW

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

LIGHTING PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. LT-02 OF 03 SHEET NO. 58 OF 63

PLOTTED: 11/23/2022
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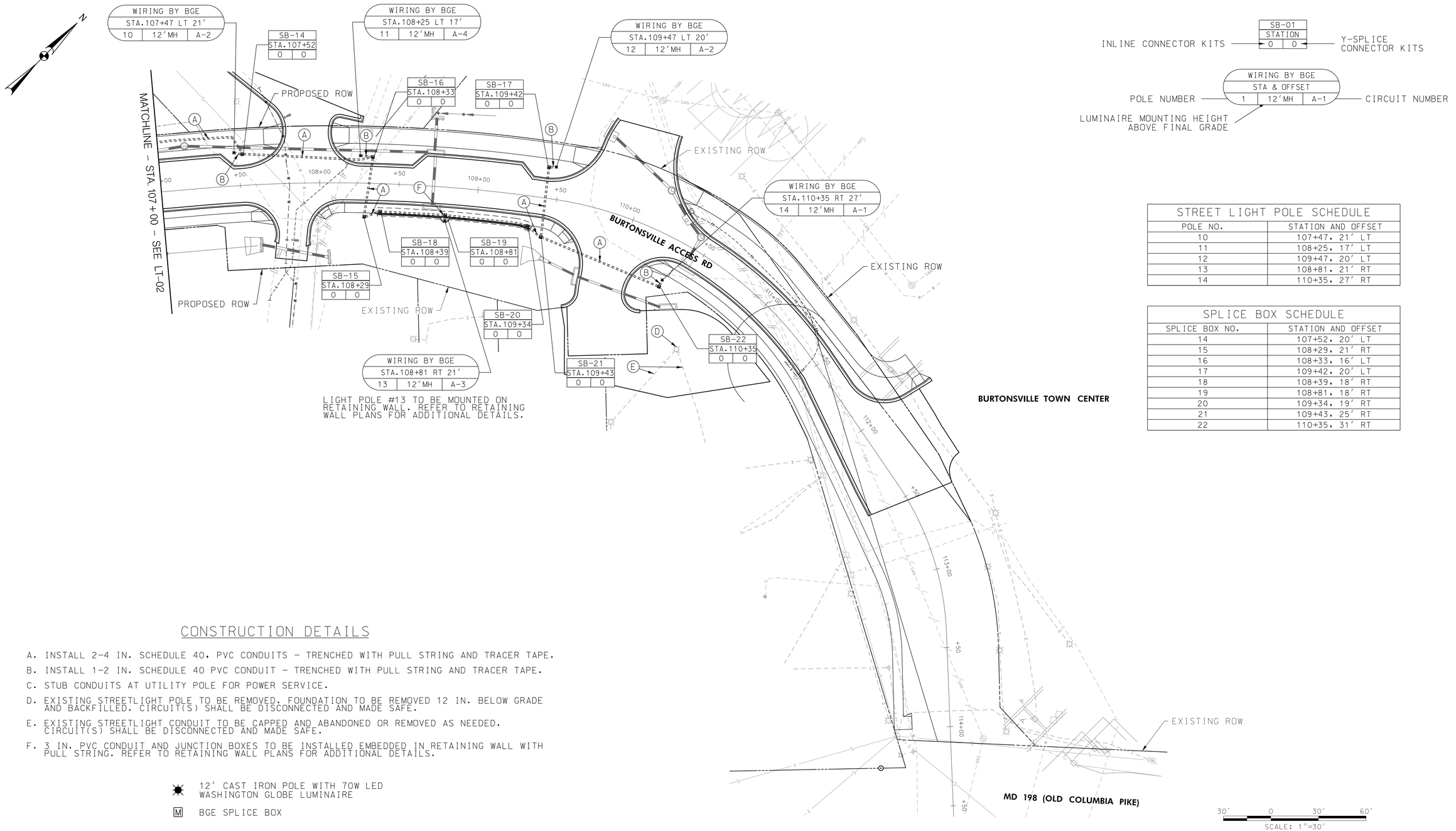

INLINE CONNECTOR KITS — SB-01 | STATION | 0 | 0 — Y-SPLICE CONNECTOR KITS

WIRING BY BGE | STA & OFFSET | 1 | 12'MH | A-1

POLE NUMBER — CIRCUIT NUMBER

LUMINAIRE MOUNTING HEIGHT ABOVE FINAL GRADE

BURTONSVILLE TOWN CENTER

STREET LIGHT POLE SCHEDULE	
POLE NO.	STATION AND OFFSET
10	107+47, 21' LT
11	108+25, 17' LT
12	109+47, 20' LT
13	108+81, 21' RT
14	110+35, 27' RT

SPLICE BOX SCHEDULE	
SPLICE BOX NO.	STATION AND OFFSET
14	107+52, 20' LT
15	108+29, 21' RT
16	108+33, 16' LT
17	109+42, 20' LT
18	108+39, 18' RT
19	108+81, 18' RT
20	109+34, 19' RT
21	109+43, 25' RT
22	110+35, 31' RT

CONSTRUCTION DETAILS

A. INSTALL 2-4 IN. SCHEDULE 40, PVC CONDUITS - TRENCHED WITH PULL STRING AND TRACER TAPE.

B. INSTALL 1-2 IN. SCHEDULE 40 PVC CONDUIT - TRENCHED WITH PULL STRING AND TRACER TAPE.

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E. EXISTING STREETLIGHT CONDUIT TO BE CAPPED AND ABANDONED OR REMOVED AS NEEDED. CIRCUIT(S) SHALL BE DISCONNECTED AND MADE SAFE.

F. 3 IN. PVC CONDUIT AND JUNCTION BOXES TO BE INSTALLED EMBEDDED IN RETAINING WALL WITH PULL STRING. REFER TO RETAINING WALL PLANS FOR ADDITIONAL DETAILS.

12' CAST IRON POLE WITH 70W LED WASHINGTON GLOBE LUMINAIRE

M BGE SPLICE BOX

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MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
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BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BURTONSVILLE ELEMENTARY ACCESS ROAD

LIGHTING PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. LT-03 OF 03 SHEET NO. 59 OF 63

PLOTTED: 11/23/2022
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PLANT SCHEDULE – THIS SHEET

KEY	QTY.	BOTANICAL / COMMON NAME	SIZE	ROOT	COMMENTS
SHADE /MAJOR TREES					
UA	5	Ulmus americana 'Jefferson' / American Elm	2.5" cal.	B&B	Full Crown, Central Leader
NS	6	Nyssa sylvatica / Black Gum	2.5" cal.	B&B	Full Crown, Central Leader
QB	4	Quercus bicolor / Swamp White Oak	2.5" cal.	B&B	Full Crown, Central Leader
ZS	8	Zelkova serrata / Japanese Zelkova	2.5" cal.	B&B	Full Crown, Central Leader
399		SY UPLAND MEADOW ESTABLISHMENT			
762		LF TREE PROTECTION FENCE (TPF)			
2,338		SY LOWLAND MEADOW ESTABLISHMENT			
5,251		SY TURFGRASS SOD ESTABLISHMENT (TSE)			

LEGEND

- EXISTING TREE LINE
- PROPOSED TREE LINE
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- EXISTING WETLAND
- B — WETLAND BUFFER
- TPF — TREE PROTECTION FENCE (TPF)/ROOT PRUNING
- TURFGRASS SOD ESTABLISHMENT (TSE)
- LOWLAND MEADOW ESTABLISHMENT
- UPLAND MEADOW ESTABLISHMENT

TREE INVENTORY

T-01: 37" PIN OAK, POOR
T-02: 36" SCARLET OAK, GOOD
T-03: 26" BLACK GUM, FAIR
T-04: 29" PIGNUT HICKORY, GOOD
T-05: 31" BLACK OAK, FAIR
T-06: 27" SCARLET OAK, FAIR
T-07: 30" SCARLET OAK, FAIR
T-08: 24" MOCKERNUT HICKORY, GOOD
T-09: 5" TREE OF HEAVEN, GOOD
T-10: 20" PIN OAK, FAIR
T-11: 6" VIRGINIA PINE, FAIR

SCALE: 1"=30'

MAHAN **RYKIEL**
LANDSCAPE ARCHITECTURE
URBAN DESIGN & PLANNING

OWNER/ADDRESS:
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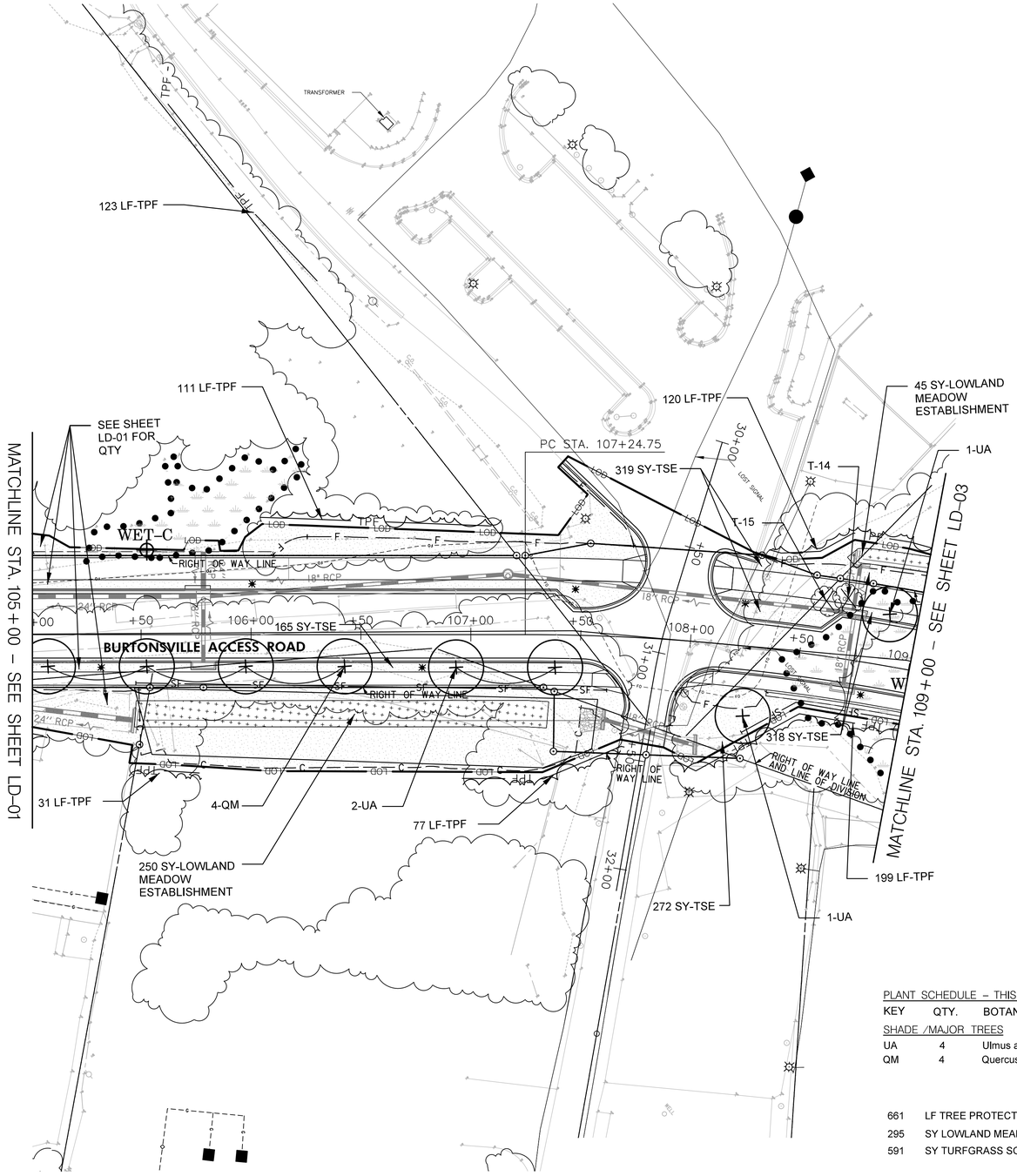
BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BUTONSVILLE ELEMENTARY ACCESS ROAD

LANDSCAPE PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. LD-01 OF 04 SHEET NO. 60 OF 63

PLOTTED: Tuesday, November 22, 2022 AT 09:38 AM
FILE: S:\20 Projects\20027 Burtonsville Access Road\MRA\03 95 percent\CAD\pLD-P00_BAR.dgn



TREE INVENTORY

T-14: 27" RED MAPLE, FAIR
T-15: 24" EASTERN RED CEDAR, FAIR

LEGEND

- EXISTING TREE LINE
- PROPOSED TREE LINE
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- EXISTING WETLAND
- B — WETLAND BUFFER
- TPF — TREE PROTECTION FENCE (TPF)/ROOT PRUNING
- TURFGRASS SOD ESTABLISHMENT (TSE)
- LOWLAND MEADOW ESTABLISHMENT
- UPLAND MEADOW ESTABLISHMENT

PLANT SCHEDULE – THIS SHEET

KEY	QTY.	BOTANICAL / COMMON NAME	SIZE	ROOT	COMMENTS
SHADE /MAJOR TREES					
UA	4	Ulmus americana 'Jefferson' / American Elm	2.5" cal.	B&B	Full Crown, Central Leader
QM	4	Quercus macrocarpa / Bur Oak	2.5" cal.	B&B	Full Crown, Central Leader

661 LF TREE PROTECTION FENCE (TPF)
295 SY LOWLAND MEADOW ESTABLISHMENT
591 SY TURFGRASS SOD ESTABLISHMENT (TSE)

MAHAN RYKIEL
LANDSCAPE ARCHITECTURE
URBAN DESIGN & PLANNING

OWNER/ADDRESS:
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND

CONTACT:
DIVISION OF TRANSPORTATION ENGINEERING
240-777-7220
DESIGN SECTION
240-777-7221

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
ROCKVILLE, MARYLAND

RECOMMENDED FOR APPROVAL
Chief, Transportation Planning and Design Section — Date
APPROVED
Chief, Division of Transportation Engineering — Date

DESIGNED BY MIM DRAWN BY KAA CHECKED BY SCS

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BUTONSVILLE ELEMENTARY ACCESS ROAD

LANDSCAPE PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. LD-02 OF 04 SHEET NO. 61 OF 63

PLOTTED: Tuesday, November 22, 2022 AT 11:33 AM
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PLANT SCHEDULE – THIS SHEET

KEY	QTY.	BOTANICAL / COMMON NAME	SIZE	ROOT	COMMENTS
SHADE /MAJOR TREES					
UA	2	Ulmus americana 'Jefferson' / American Elm	2.5" cal.	B&B	Full Crown, Central Leader
ZS	6	Zelkova serrata / Japanese Zelkova	2.5" cal.	B&B	Full Crown, Central Leader

76 LF TREE PROTECTION FENCE (TPF)

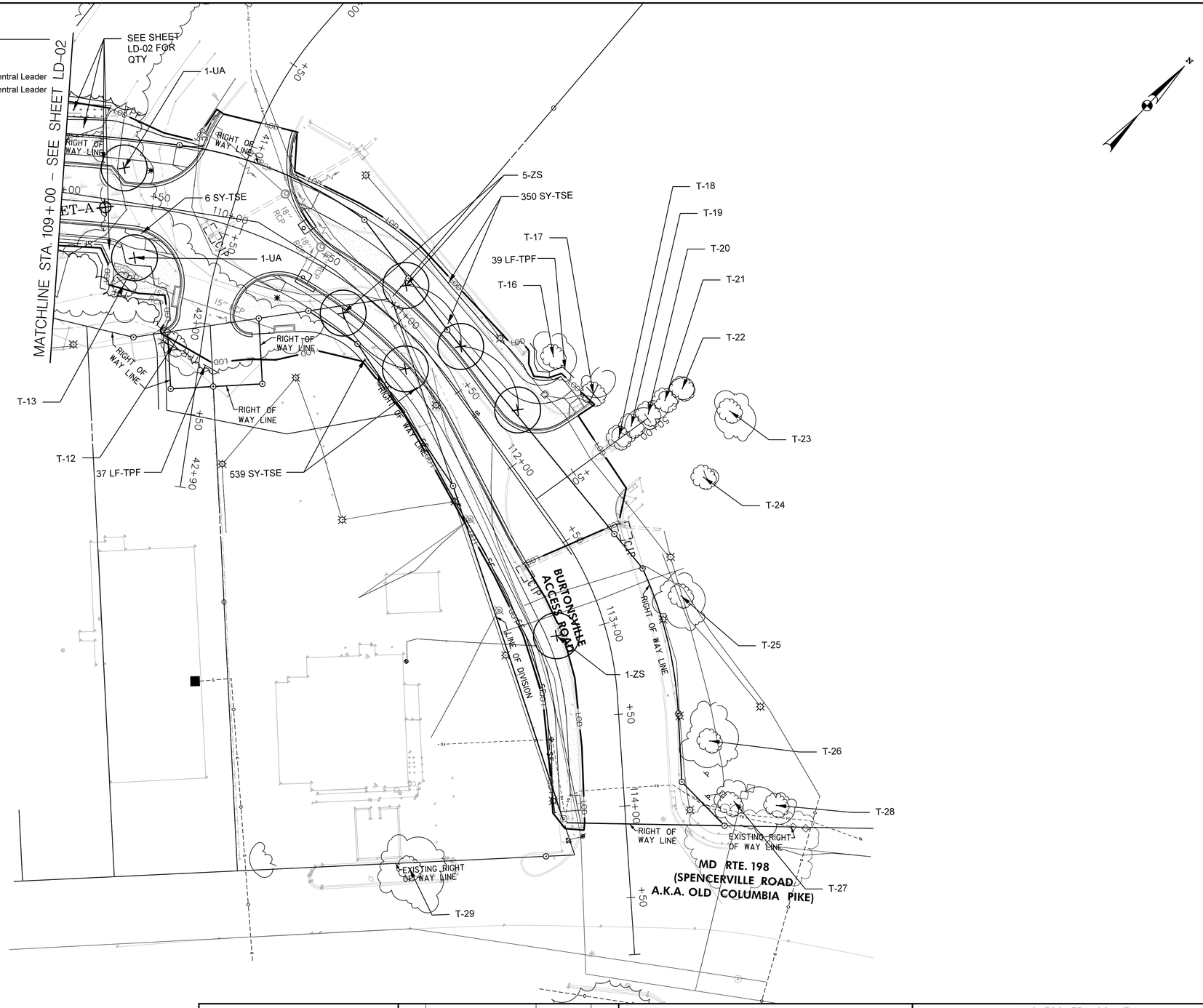
895 SY TURFGRASS SOD ESTABLISHMENT (TSE)

TREE INVENTORY

T-12: 32" SUGAR MAPLE, FAIR
T-13: 26" RED MAPLE, FAIR
T-16: 3" THORNLESS HONEY LOCUST, GOOD
T-17: 9" JAPANESE ZELKOVA, FAIR
T-18: 3" CRAPE MYRTLE, GOOD
T-19: 2" CRAPE MYRTLE, GOOD
T-20: 3" CRAPE MYRTLE, GOOD
T-21: 3" CRAPE MYRTLE, GOOD
T-22: 3" CRAPE MYRTLE, GOOD
T-23: 7" JAPANESE ZELKOVA, POOR
T-24: 7" JAPANESE ZELKOVA, GOOD
T-25: 5" JAPANESE ZELKOVA, FAIR
T-26: 7" JAPANESE ZELKOVA, GOOD
T-27: 7" JAPANESE ZELKOVA, GOOD
T-28: 6" JAPANESE ZELKOVA, GOOD
T-29: 14" BRADFORD PEAR, FAIR

LEGEND

- EXISTING TREE LINE
- PROPOSED TREE LINE
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- EXISTING WETLAND
- WETLAND BUFFER
- TREE PROTECTION FENCE (TPF)/ROOT PRUNING
- TURFGRASS SOD ESTABLISHMENT (TSE)
- LOWLAND MEADOW ESTABLISHMENT
- UPLAND MEADOW ESTABLISHMENT



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

MAHAN RYKIEL
LANDSCAPE ARCHITECTURE
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Chief, Transportation Planning and Design Section — Date

APPROVED

Chief, Division of Transportation Engineering — Date

DESIGNED BY MIM DRAWN BY KAA CHECKED BY SCS

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION ENGINEERING

BURTONSVILLE ACCESS ROAD
SPENCERVILLE ROAD TO
BUTONSVILLE ELEMENTARY ACCESS ROAD

LANDSCAPE PLAN

SCALE 1"=30' DATE NOVEMBER 23, 2022

DRAWING NO. LD-03 OF 04 SHEET NO. 62 OF 63

PLOTTED: Tuesday, November 22, 2022 AT 11:52 AM
FILE: S:\02 Projects\20027 Burtonsville Access Road\MRA\03 95 percent\CAD\pLD-P003_BAR.dgn

TREE INVENTORY TABLE

Tree Number	Common Name	Scientific Name	To Be Removed	DBH	Condition	Comment
T1†	Pin oak	*Quercus palustris*	X	37	Fair	Broken branches and dieback in crown, large branch removed, and unbalanced crown.
T2†	Scarlet oak	*Quercus coccinea*	X	36	Good	Minor broken branches in the lower canopy.
T3*	Black gum	*Nyssa sylvatica*	X	26	Fair	Broken branches in the crown, thin crown.
T4*	Pignut hickory	*Carya glabra*		29	Good	Twin trunks splits above DBH and some broken branches in crown.
T5†	Black oak	*Quercus velutina*		31	Fair	Twin trunks splits above DBH, branch dieback and broken branches in crown, and thin crown.
T6*	Scarlet oak	*Quercus coccinea*		27	Fair	Leaning, unbalanced crown, and interfering branches from adjacent trees.
T7†	Scarlet oak	*Quercus coccinea*		30	Fair	Twin trunks 27" stem, irregular branching structure, and included bark.
T8*	Mockernut hickory	*Carya tomentosa*		24	Good	Slightly unbalanced crown.
T9	Tree of heaven	*Ailanthus altissima*	X	5	Fair	Trunk wound, cracked and rotting bark on trunk, branch dieback in crown, and thin crown.
T10	Pin oak	*Quercus palustris*	X	20	Fair	Minor deadwood in the lower canopy, dead branches, and dieback in the crown.
T11	Virginia pine	*Pinus virginiana*	X	6	Fair	Twin trunks, one additional 5 inch, unbalanced crown, needle dieback, and located on slope along road.
T12†	Silver maple	*Acer saccharinum*	X	32	Fair	Triple trunk above dbh, water sprouts, trunk damage, and large branch removed in lower canopy.
T13*	Red maple	*Acer rubrum*	X	26	Fair	Bend in leader, exposed roots, and vines into crown.
T14*	Red maple	*Acer rubrum*	X	27	Fair	Twin trunks splits above DBH, dead branches in crown, included bark, and exposed roots.
T15*	Eastern red cedar	*Juniperus virginiana*	X	24	Fair	Needle and branch dieback in crown, vines entering crown from adjacent shrubs.
T16	Thornless honey locust	*Gleditsia triacanthos*		3	Good	Four stems, three additional, 2 inches each.
T17	Japanese zelkova	*Zelkova serrata*	X	9	Fair	Peeling and rotting bark, old guy wire never removed and now growing into trunk.
T18	Crape myrtle	*Lagerstroemia sp.*		3	Good	Twin trunks, one additional 2 inch stem, minor pruning wounds healed.
T19	Crape myrtle	*Lagerstroemia sp.*		2	Good	Triple trunks, two additional 2 inch stems, minor pruning wounds healed.
T20	Crape myrtle	*Lagerstroemia sp.*		3	Good	Triple trunks two additional 3 inch stems, minor pruning wounds healed.
T21	Crape myrtle	*Lagerstroemia sp.*		3	Good	Triple trunks two additional 3 inch stems, minor pruning wounds healed.
T22	Crape myrtle	*Lagerstroemia sp.*		3	Good	Triple trunks, one 3 inch and one 2 inch, minor pruning wounds healed.
T23	Japanese zelkova	*Zelkova serrata*		7	Poor	10 inch trunk wound rotting, trunk damage, old guy wire never removed trunk growing around it.
T24	Japanese zelkova	*Zelkova serrata*		7	Good	Minor included bark.
T25	Japanese zelkova	*Zelkova serrata*		5	Fair	Bark damage and rotting trunk wounds observed, dead branches in crown.
T26	Japanese zelkova	*Zelkova serrata*		7	Good	Minor included bark, old guy wire never removed trunk growing around it.
T27	Japanese zelkova	*Zelkova serrata*		7	Good	Minor included bark, old guy wire never removed trunk growing around it.
T28	Japanese zelkova	*Zelkova serrata*		6	Good	Minor included bark, old guy wire never removed trunk growing around it.
T29	Bradford pear	*Pyrus calleryana*		14	Fair	Slight lean, trunk wounds partially healed and partially rotting, topped, and utility pruning.

NOTE: Significant trees denoted with *. Specimen trees denoted with †.

MASTER PLANT SCHEDULE

KEY	QTY.	BOTANICAL / COMMON NAME	SIZE	ROOT	COMMENTS
SHADE /MAJOR TREES					
UA	11	Ulmus americana 'Jefferson' / American Elm	2.5" cal.	B&B	Full Crown, Central Leader
NS	6	Nyssa sylvatica / Black Gum	2.5" cal.	B&B	Full Crown, Central Leader
QB	4	Quercus bicolor / Swamp White Oak	2.5" cal.	B&B	Full Crown, Central Leader
QM	4	Quercus macrocarpa / Bur Oak	2.5" cal.	B&B	Full Crown, Central Leader
ZS	14	Zelkova serrata "Green Vase" / Japanese Zelkova	2.5" cal.	B&B	Full Crown, Central Leader
399	SY UPLAND MEADOW ESTABLISHMENT				
1,499	TREE PROTECTION FENCE (TPF) & ROOT PRUNING				
2,633	SY LOWLAND MEADOW ESTABLISHMENT				
6,737	SY TURFGRASS SOD ESTABLISHMENT (TSE)				

GENERAL NOTES

1. SWALES: OFFSET THE EDGE OF MULCHED BEDS OR INDIVIDUAL PLANTING PITS AT LEAST 7' FROM THE CENTERLINE OF DRAINAGE SWALES, EXCEPT WHERE OTHERWISE DIRECTED BY THE ENGINEER. LARGER SETBACKS MAY BE REQUIRED FOR HIGH VOLUME OR HIGH VELOCITY SWALES WITH CHECK DAMS OR OTHER DEVICES. DO NOT INSTALL SHRUBS BETWEEN THE ROADWAY SHOULDER AND ROADSIDE DRAINAGE SWALES WITHOUT PRIOR PLANTING LAYOUT APPROVAL OF THE LANDSCAPE ARCHITECT OR POJECT ENGINEER.
2. TREE PLANTING SETBACKS:
   a. NO TREES SHALL BE LOCATED IN CLEAR ZONES ADJACENT TO TRAVEL LANES OR IN INTERSECTION SIGHT TRIANGLES.
   b. MAINTAIN OFFSETS FROM OVERHEAD ELECTRIC LINES AS PER THE FOLLOWING BASED ON SIZE AT MATURITY:
      i. OFFSET SMALL STREES (UNDER 20' HT AT MATURITY) 20' FROM UTILITY POLES.
      ii. OFFSET MEDIUM TREES (20-50' HT AT MATURITY) AND MEDIUM AND LARGE COLUMNAR TREES 20' WIDE AT MATURITY) 30' FROM WIRES AND POLES.
      iii. OFFSET LARGE TREES (OVER 50' HT AT MATURITY) 50' FROM WIRES AND POLES.
   c. INSTALL TREES AT LEAST 10' FROM THE CENTERLINE OF WATER, GAS, AND SANITARY SEWER LINES. ADDITIONAL SETBACKS MAY BE REQUIRED BY THE OWNER OF THE UTILITY.
   d. INSTALL TREES AT LEAST 10' PLUS HALF THE DIAMETER OF UNDERGROUND STORM DRAIN PIPES.
   e. INSTALL TREES AT LEAST 7' FROM BACK OF TRAFFIC BARRIER POSTS.
   f. INSTALL SHADE TREES AND UPRIGHT/COLUMNAR ORNAMENTAL TREES AT LEAST 6' BACK FROM THE BACK OF CURB IN CLOSED-SECTION MEDIAN PLANTINGS.
   g. INCREASE SETBACKS FROM ROADS, SIDEWALKS, TRAFFIC CONTROL DEVICES AND STRUCTURES FOR MULTI-STEMMED AND/OR BROAD-SPREADING ORNAMENTAL TREES TO MAINTAIN NECESSARY BRANCH CLEARANCE.

MITIGATION NOTES

SPECIMEN TREE MITIGATION:
THREE SPECIMEN TREES (TOTAL DBH OF 105") WILL BE MITIGATED FOR AT A RATE OF 1" REPLACEMENT FOR EVERY 4" REMOVED. REPLACEMENT TREES TO BE OF LIKE CHARACTER TO THOSE REMOVED.
=26.25" TOTAL DBH (11 TREES)

ROADSIDE STREET TREE MITIGATION:
SIX ROADSIDE TREES WITHIN THE ROW WILL BE MITIGATED FOR AT A RATE OF 3 TREES REPLACED FOR EVERY 1 TREE REMOVED.
=18 TREES

FOREST MITIGATION:
THE 54,147 SF OF FOREST IMPACTS WILL BE MITIGATED AT A RATIO OF 1:1, WITH "FOREST" DEFINED AS A DENSITY OF 100 STEMS (2" DBH OR GREATER) PER ACRE.
=54,147 SF (124 TREES)

TOTAL MITIGATION REQUIRED: 153 TREES

PROPOSED MITIGATION (ON-SITE): 47 TREES

NOTES:

1. WETLAND IMPACTS ARE LESS THAN 5,000 SF, AND DO NOT REQUIRE MITIGATION.
2. MITIGATION REQUIREMENTS NOT MET BY THE PROPOSED PLANTINGS WILL BE ADDRESSED AS FEE-IN-LIEU, AT A RATE OF $1.30 /SF OF IMPACT. SEE SECTION 22A-12(g) OF THE MONTGOMERY COUNTY CODE.

MAHAN RYKIEL
LANDSCAPE ARCHITECTURE
URBAN DESIGN & PLANNING

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LANDSCAPE PLAN

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