EXHIBIT "A"

SPECIFICATIONS FOR CONSTRUCTION WITHIN TALBOT COUNTY ROADWAYS

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SPECIFICATIONS FOR CONSTRUCTION WITHIN TALBOT COUNTY ROADWAYS

INTRODUCTION

Applicability

These requirements apply to all construction, reconstruction, maintenance, and other work activities performed within County Roadways.

Additional technical standards

All work shall be performed in accordance with these specifications and the standards set forth in:

1. *Talbot County Roadway and Storm Drainage Design & Construction Standards;*
2. *Talbot County Roads Ordinance*;
3. *Standard Specifications for Construction and Materials,* Maryland Department of Transportation/State High Administration (MSHA) most recent edition as supplemented from time to time;
4. *A Guide for Accommodating Utilities within Highway Right-of-Way,* and the *Public Right-of-Way Accessibility Guidelines* (PROWAG) the American Association of State Highway and Transportation Officials (AASHTO)issued by the U.S. Architectural and Transportation Barriers Compliance Board (the Access Board); and,
5. *Manual on Uniform Traffic Control Devices* (MUTCD), U.S. Department of Transportation as modified by the Maryland State Highway Administration (MD-MUTCD).

Conflicts

In the event of any conflict between the standards, that provision which is more strict or provides the higher standard shall govern. The Superintendent shall resolve any conflict or ambiguity in any requirements or standards and his decision shall be final and binding.

Clarifications

The Talbot County Roads Superintendent (**"Superintendent"**) shall clarify any standards or requirements upon request of an applicant or permit holder. Failure to obtain clarification does

not excuse the applicant or permittee from strict compliance with all such standards and requirements.

The Superintendent may require such compliance at any time, including removal of any non-compliant work.

IMMEDIATE NOTIFICATION OF ALL EMERGENCY REPAIRS IS REQUIRED

Regular working hours: (Summer: 6:00 am to 2:30 pm; Winter: 6:30 a.m. to 3:00 p.m.)

If, during regular working hours, an emergency requires immediate work, repair, or service, the Owner and Contractor or subcontractor shall immediately notify the Superintendent by e-mail at talbotcountyroads@talbgov.org and by calling 410-770-8150.

Non-working hours:

For emergencies occurring during non-working hours, in addition to notice to the Superintendent, the Owner and Contractor also must immediately notify the Talbot Emergency Operations Center by calling 410-822-0095.

PERMITS

1. **Required.**

   Except for emergency repairs, no work shall be performed on any County Roadway without a valid Permit.

2. **Emergencies.**

   In addition to notifying the Superintendent and Talbot Emergency Operations Center of all emergency work, repair, or service, the Owner and Contractor shall apply for a permit not later than the next business day after beginning any emergency repairs.

3. **Who must apply.**

   Any property Owner, Contractor, subcontractor, municipality, municipal and other utilities, and broadband, cable, and telecommunications companies (**"Applicant"** or **"Permittee"**) are required to apply for and obtain a permit.

4. **Franchise or easement.**

   Applicants shall produce a copy of the franchise, easement, or other legal instrument that creates the Applicant's right to perform the work in the County Roadway. No

permit shall issue and no work shall be performed on any County Roadway without compliance with this requirement.

5. **Insurance and bonding.**

The Applicant shall provide proof of insurance and compliance with applicable bonding requirements. Except for utility work, the Superintendent may waive these requirements if the work, personnel, equipment and vehicles are located outside of the travel surface of roadway.

(A) Insurance

The Applicant seeking a permit to work within County Roadways must be adequately insured and shall submit a certificate of insurance at least once a year to the Superintendant. The Comprehensive General Liability and Automobile Liability Certificates of Insurance must show minimum coverage of $1,000,000 combined single limits for each occurrence and must include Talbot County as an additional insured. A certificate of insurance indicating that the applicant has worker's compensation and employer's liability coverage shall also be forwarded to the Superintendant. All equipment used on County roads must be properly insured and registered in the State of Maryland.

(B) Bonds

Upon request by the County, the Applicant shall provide and secure to the County a suitable bond, or other suitable performance guarantee, in form and amount satisfactory to the County, for the total amount required to repair or restore County Roadways to the reasonable satisfaction of the Superintendent, in an amount based on contract prices for performing such work as approved or as may be required by the Superintendent. If said work and installation are not completed in accordance with the permit requirements, and otherwise in strict accordance with the standards and specifications approved by the Superintendent, said bond shall be in default, and the County shall be entitled to recover on the same, provided notice of the defective or non-compliant work and of the County's intention to call the bond shall have been given by the County in writing to the Permittee at least 30 days prior to the date the bond will be called.

6. **Indemnification.**

Permittee shall indemnify and hold Talbot County, its officers, agents, and employees harmless from and against any and all liability, claims, suits, actions, causes of action, demands, and damages, including personal injuries and death, and all other losses, including, without limitation, litigation costs and reasonable attorneys fees arising from, related to, or connected with performance or failure to perform any work under or

related to any permit issued by the Superintendant for work within any County Roadway.

7. **Miss Utility.**

The Applicant shall provide a Miss Utility locate, if applicable. The Permittee is solely responsible for any damage to any existing utilities.

8. **Other requirements.**

These requirements are in addition to any applicable Public Works Agreement or Road Construction Agreement and all other applicable laws, ordinances, and regulations.

9. **Review and approval.**

The Superintendent shall review and approve all applications for permits and may conditionally approve, require additional information, detail or modifications, and shall disapprove any application that does not comply with applicable requirements.

10. **Fees.**

Applicants shall pay all applicable fees in accordance with an approved fee schedule.

SUBMITTAL STANDARDS

1. **General.**

All applications shall comply with the following submittal standards and specifications.

2. **Dimensioned sketch.**

The Superintendent may accept a legible dimensioned sketch if appropriate to adequately depict the location, nature, and scope of the proposed work.

3. **Detailed drawings.**

For projects requiring more detailed drawings, as determined by the Superintendent, the applicant shall submit three **(3) sets of plans** (unless submitted electronically) for all proposed construction activities. For plans larger than 11x17, one (1) paper set will be required prior to permit issuance.

Plans must be dimensioned drawings that include the following items, as applicable, within the proposed limits of work:

(A) Existing topographic and physical details.

(a) Paving – Existing and proposed edge of Pavement, curb and gutter, driveways, and sidewalks and PROWAG compliant ramps.

(b) Storm drain systems – inlets, manholes, pipes, outfalls and drainage swales or ditches.

(c) Stormwater management facilities – structural and vegetative.

(d) Other utility company facilities – poles, fire hydrants, conduits, pipes, vaults, transformers, valves, cleanouts, and associated equipment.

(e) Traffic Signal interconnect and fiber optics conduits and associated equipment.

(f) Trees and shrubs.

(g) Street lights.

(B) Existing rights-of-way and easements.

(a) Clearly depict all public right-of-way lines.

(b) Clearly depict all Public Utility Easements (PUE). Public Improvements Easements (PIE), and all other public and private easements and rights-of-ways.

(c) Unless already on file with the TCRD, the application shall include copies of recorded plats, easements or other instruments authorizing the proposed work at the proposed location.

(C) Proposed Utility Construction (installation, removal and relocation).

(a) Manholes, poles, hand holes, junction boxes, pedestals, street lights, vaults, conduit and pipe.

(b) New installation and/or relocation of poles shall be outside of sidewalks and ramps and must comply with PROWAG.

(c) Above ground meter panels/boxes and underground meter vault for private use shall be installed on private property.

(D) Proposed Paving, Grading and Drainage Construction

(a) Plan view of existing and proposed paving areas, cut/fill grading areas, limits of disturbance, drainage ways, pipes, culverts, drainage structures, curbs, gutters, sidewalks, pavement markings, signs, plantings, safety improvements, erosion and sediment control, and elevation information.

(b) Existing and proposed profiles of pavements, drainage ways, pipes, culverts, drainage structures and utilities.

(c) Details of pavement sections, connections/tie-in to existing structures, seeding/landscaping, erosion and sediment controls as necessary to adequately represent proposed construction work.

(d) Copies of all necessary approvals, permits, certifications, waivers, exceptions, licenses that may be necessary to perform the proposed work.

(e) Traffic control (maintenance of traffic) plan for the work area. Any proposed lane closures shall be authorized by the Superintendent.

(E) Coordination:

The coordination of construction schedules with the Roads Department is required to prevent conflicts with County Roadway resurfacing and maintenance programs and public demand to use roadway facilities. All Owners and Contractors are required to schedule construction projects to accommodate anticipated future road work activities.

(F) Method of construction and work type must be indicated:

(a) Excavation methods: trenching and directional boring, splicing cable through existing underground conduit and visual inspection, etc.

(b) Aerial work such as removing/installing of overhead cable and attaching/detaching equipment on existing pole.

(c) Manhole inspection for the future repairs.

(d) Roadwork such as undercutting, filling, base installation, paving, grading, drainage improvements, vegetation establishment, etc.

(G) Map reference:

Talbot County, Maryland Tax Map Reference (page/grid designation).

(H) MD-MUTCD.

The applicant shall comply with all applicable requirements of the Maryland Uniform Traffic Control Device (MD-MUTCD) for all work activities.

(I) Certificate of review or approval.

If plans are not prepared by MD licensed engineers, the plans shall have the certificate of review or approval from the utility company's representatives.

4. **Revisions.**

(A) Inadequate plans.

If plans are inadequate to fully show and describe all proposed work, revised plans, details, or conditions shall be prepared and submitted for review. Approved revisions shall become part of the permit.

(B) Resubmittals.

Revisions shall be resubmitted with the permit application number, all previous County comments, and a brief written response explaining how those comments have been addressed.

(C) Fees.

Additional plan reviews required by inadequate submissions shall incur additional permit review fees.

5. **New subdivisions.**

Roadway improvements, utility lines and/or house connections in new subdivisions shall be based on the approved grade establishment plan and Record Plat.

6. **Public Utility Easements.**

All utilities shall be located in a Public Utility Easement (**"PUE"**) if one exists. All underground utilities and associated above ground facilities such as pedestals, transformers, hand hole boxes, etc. must be placed within the existing PUE.

PRE-CONSTRUCTION REQUIREMENTS

1. **Pre-construction meeting.**

The Permittee shall schedule a pre-construction meeting with the Superintendant prior to beginning work. If site conditions reveal previous utility cuts, deteriorated pavement or other unusual conditions that may require pavement repairs such as mill and overlay, these or similar situations shall be discussed and resolved prior to beginning work.

2. **Traffic Manager.**

Unless waived by the Superintendant, a MSHA certified Traffic manager shall be on the construction site at all times that Contractor personnel, equipment and vehicles are

within the County Roadway. The Traffic Manager's name and emergency contact number(s) shall be provided to the Superintendant and the Permittee shall promptly update and communicate that information, as necessary, to the Superintendant until final inspection and approval.

3. **Holiday and week-end work.**

   Work on holidays and weekends shall not occur unless the Superintendant grants a written exception.

4. **Notice of commencement.**

   The Permittee shall notify the Talbot County Roads Department (**"TCRD"**) at least seventy-two (72) hours prior to the start of work by calling or e-mailing the office as noted on the permit. Permittees may also call the TCRD at 410-770-8150 for inspection requests. This requirement is not applicable to emergency repairs, provided the Owner and Contractor have provided the emergency notifications to the County required by these standards (see p. 2).

5. **Inspection fees.**

   Inspection fees shall be paid in accordance with the approved fee schedule.

CONSTRUCTION SPECIFICATIONS

1. **Project maintenance.**

   The Permittee shall maintain the work, equipment, and materials on-site in a clean and safe condition at all times and shall reimburse the County for any costs incurred related to emergency repairs or other work required to properly maintain the project during construction.

2. **Contractor identification.**

   Permittees shall display their or their contractors or subcontractors' names and telephone numbers on all construction vehicles and equipment working in the County Roadway.

3. **Permits and plans on site.**

   Permittees shall have a copy of the permit, approved construction plans, and traffic control plans on site at all times and shall make them available for inspection by County personnel upon demand and presentation of proper identification.

4. **MD-MUTCD.**

Vehicular and pedestrian traffic shall be maintained during all phases of construction in accordance with the *Maryland Manual on Uniform Traffic Control Devices* (MD-MUTCD)

5. **Other approvals.**

The Permittee is required to obtain all additional permits, permissions, and approvals required by any federal, State, or local agency or any third party.

6. **Utility pole replacement or relocation.**

Utility poles that are replaced or relocated shall be placed within the utility easement at the outermost property line of the County Roadway, or at the maximum distance from the Roadway, whichever is more distant.

7. **Directional boring.**

Directional boring under pavement shall be at least thirty-six inches (36") beneath base thickness of Bituminous or Portland-Cement pavements to the top of the bore. Pneumatic punching is acceptable; however, the Superintendant may rescind this method at any time if there is evidence of pavement damage as a result of this operation. Test pits and initial/final holes associated with directional boring operations shall not occur on the roadway pavement area unless authorized by the Superintendant.

8. **Service connections.**

Service connections to a new dwelling or a business within Roadway pavement can be accommodated. In addition to required patching as detailed herein, this work will require a full width and length mill and overlay on the pavement.

9. **Excavations.**

All conventional excavations in the paved section of the Roadway must be backfilled and capped with cold mix asphalt or protected with securely placed steel plate at the end of each work day and the Roadway fully re-opened to vehicular traffic.

(A) **Steel plates.**

When steel plates are used to cover an excavation on pavement, **the steel plates must be wedged with appropriate tie-ins to the existing road**. When steel plates are inlaid or recessed, the surface of the steel plate shall be flush with the adjacent pavement surface. All steel plates shall be at least one inch (1") thick. Steel plates must be large enough to allow a minimum of three feet (3') of bearing surface on all sides of the trench, unless otherwise approved by the Superintendent.

(B) **This Alternative bearing requirements.**

When bearing on all sides of the trench is impractical the Superintendant may allow alternative bearing requirements for steel plates. All alternatives must include a standard drawing depicting the proposed alternative and the method to be used to secure the plates. Steel plates abutted edge-to-edge can be welded together and anchored with pins on the four (4) outermost corners. Additional pins shall be spaced as necessary to assure the steel plates are secured. No corner of any steel plate shall overhang the excavated trench. Cold mix asphalt must be tapered from the height of the steel plate to the existing road surface for a minimum distance of one foot (1') ramping at 18:1 slope.

(C) **Warning signs.**

Advance warning signs indicating "STEEL PLATE AHEAD," installed in accordance with Chapter 6 of the MD-MUTCD, shall be properly posted and maintained throughout the use of steel plates on any project.

(D) **Winter markings and notifications.**

An orange or red post, with a minimum height of 48 inches (48") above grade, must be installed at the edge of pavement beside any steel plate between November 1 and April 15 to serve as an identification marker for snow removal operations. During this period, the Permittee must notify TCRD at 410-770-8150 and by e-mail to talbotcountyroads@talbgov.org at least forty-eight (48) hours in advance of the placement of steel plates, and must notify TCRD in the same manner promptly after the steel plates are removed.

(E) **Maximum limit on steel plate placement.**

Steel plates shall not remain in the roadway for over seven (7) calendar days without prior permission from the Superintendant.

10. Liability for open excavations.

The Permittee shall be responsible for all damages or injuries that occur from any open excavation, placement of a steel plate, or any act or omission in connection with or resulting from an open excavation on a County Roadway.

11. No open excavations after-hours.

No excavation may be left open after work hours without prior express permission from the Superintendant, and if permitted must be protected with traffic drums in accordance with applicable Traffic Control provisions and standards. If permitted to remain open by the Superintendant, excavations in unpaved sections of the County Roadway shall be either backfilled to grade, protected with an appropriate barrier, or

completely covered with lumber of sufficient thickness, at least two inches (2"), and completely surrounded with approved construction fencing, such as blazing orange warning fence at the end of each work day. Other proposed protection methods shall be approved by the Superintendant. Approval by the Superintendant shall not relieve the Permittee of liability for any damages or injuries that may occur.

12. On-site Traffic Manager required.

The Permittee shall have a MD SHA-certified Traffic Manager on-site who shall be in charge of the site within the traveled Roadway. The Traffic Manager shall be authorized to call in repair crews, if necessary, at any time. The Traffic Manager's name and emergency contact number(s) shall be provided to the Superintendant and this information shall be promptly updated and communicated to the Superintendant as necessary until final completion and project approval.

13. Maintenance and protection, Roadway and adjoining properties.

The County Roadway and adjacent and adjoining streets and private property shall be kept clean and free of soil, dirt and other debris at all times during construction. The Permittee and its subcontractors shall not drive/park vehicles over curbs, sidewalks or grassy areas or within the critical roots areas of roadside trees and shall not park or store materials or equipment on private property without the Owner's express permission.

14. Private driveways, notice, damages and repairs.

Permittees shall notify property Owners of the nature, scope, and duration of the work to be performed prior to crossing existing entrances to their properties. Property Owner access to driveways shall be maintained at all times. Permittee shall notify the Superintendant of damaged driveways. The following procedure shall apply for repair, unless otherwise directed by the Superintendent:

(A) Damaged asphalt driveways shall be sawcut a minimum of one foot (1') beyond the damaged area and replaced to the same depth as the existing depth with hot mix asphalt upon properly compacted subgrade. Driveway restoration shall include removal and restoration of the surface asphalt pavement from the edge of trench cut to the edge of pavement.

(B) Damaged concrete driveways shall be removed to the closest existing joint and replaced to the same depth as the existing depth with wire and 3,500 psi fiber reinforced concrete upon properly compacted subgrade.

(C) Notice. The Permittee shall notify the Superintendant prior to commencement of construction and upon completion of driveway restoration and repairs.

(D) Compliance with these requirements does not affect any property Owner's claim against any person causing damages to private property, nor do these requirements give any property Owner any claim against the County or its employees or agents.

15. Permanent and temporary patching.

(A) If a permanent patch is scheduled within one (1) week, temporary "cold patch" material may be used, otherwise proper temporary patching of conventional excavations, using hot mix asphalt (HMA), a minimum of six (6) inches thick, shall be made immediately upon the completion of backfilling. Permanent patches shall be completed within sixty (60) days of completion of the repair or new installation. Should approved suppliers for Talbot County be unavailable due to wintertime shut down, the allotted time period will be extended to include the shut down period as well. Documentation and a request for waiver must be submitted 30 days in advance to the Superintendent for those site specific instances where an extension of time can be justified. Restoration also shall be completed at this time.

(B) Wherever the edge of a patch encroaches within three feet (3') of the edge of the flexible pavement or the centerline of Roadway, the patch shall be extended to the edge of pavement or the centerline of Roadway. The minimum dimension of a patch is three feet (3') wide.

(C) The edges of the pavement shall be uniform and true to grade.

16. Trenches.

Trench excavation shall be the minimum size practical. Fill and backfill material must be at optimum moisture content; ±2%. Compaction shall be minimum 95% of the maximum dry density based upon AASHTO T-99, Method 'C.' All frozen material and/or organic material must be removed. When repairing trench cuts, all work will conform with applicable construction standards. The Superintendant may waive the compaction test, however, such waiver shall not relieve the Permittee from the obligation to remove, replace, or repair any resulting damage or settlement from inadequate compaction.

17. Manholes, inlets, valves and temporary water lines.

Manholes, inlets, valves and temporary water lines in a roadway that extend above bituminous concrete base shall be tapered with minimum slope of 18:1 using bituminous or concrete material. Any such temporary wedging material shall be removed at the time of permanent paving.

18. Pavement scratching and scarring.

The Permittee shall protect pavement on existing Roadways from scratching and scarring. Should scratching, gouging and/or scarring occur, the Permittee shall perform mill and overlay or other approved repairs to the damaged area as directed by the Superintendant.

19. Patch in rigid pavement for conventional road and trench cuts.

(A) The patch shall match the pre-existing material that was removed, other than soil, including joint pattern for pavement, sidewalk, curb and gutter, reinforcing and thickness of concrete and bituminous concrete overlay where applicable. Forming, finishing and all other construction methods shall comply with the current edition of the MSHA *Standards and Specifications for Construction and Materials*.

(B) The patch shall be extended nine inches (9") on each side beyond the limit of disturbed soil where the excavation is located. The existing concrete shall be sawed full depth prior to any excavation to provide a uniform edge line and shall conform to the following requirements. Emergency repairs will not require saw cutting prior to excavation. If the following requirements cannot be met, the pavement shall be removed to the nearest joint.

(a) Where a cut is made entirely within the limits of a slab, there shall be a minimum of two feet (2') to the nearest joint or edge of slab. Number 10 load transfer tie bars/dowels shall be spaced on four foot (4') centers longitudinally and one foot (1') centers transversely along all sides of the patch including adjacent curb and gutter. Dowels shall be 20 inches long and located at the center depth of the roadway slab.

(b) Where a transverse cut is made across the slab, the slab shall be removed from the cut to the nearest transverse edge in one direction only. All existing tie devices shall be utilized or replaced. Number 10 load transfer tie bars/dowels shall be spaced on one foot (1') centers along all four (4) sides of the patch. Dowels shall be 20 inches long and located at the center depth of the roadway slab.

(c) Where a longitudinal trench is cut the length of the slab, there shall be a minimum distance of four feet (4') to the nearest longitudinal joint or edge of slab. All existing tie devices shall be utilized or replaced. Number 10 load transfer tie bars/dowels shall be spaced on four foot (4') centers longitudinally and one foot (1') centers transversely along all sides of the patch including the adjacent curb and gutter. Dowels shall be 20 inches long and located at the center depth of the roadway slab.

(d) Where the existing concrete is broken or cracked, the Superintendant may require the removal of the concrete to the nearest joint.

(e) Only when no alternative is available will cuts be permitted on both sides of a longitudinal joint. In this case a detailed plan must be submitted showing the method of patching the area disturbed by the trench.

(C) When concrete pavement has been overlaid with bituminous concrete, the finished grade of the concrete patch shall match the finished grade of the existing concrete Roadway and the thickness of the bituminous concrete patch shall match the thickness of the existing bituminous concrete overlay. The bituminous concrete patch should extend two feet wider than that of the concrete patch to stagger construction joints.

(D) The Superintendent may approve alternatives to criteria of this section.

20. Patch in flexible pavement for conventional road and trench cuts.

(A) The patch shall be made in accordance with applicable construction standards.

(B) Flowable Fill for trench cut repairs and backfill may be used on a case by case basis. Flowable Fill shall meet the current *MSHA Specifications for Construction and Materials.*. The Superintendant shall make the final decision regarding the use of Flowable Fill.

(C) The Superintendant may consider alternatives to criteria of this section at his discretion.

21. Patch in Chip Seal Surface Treatment for Conventional Road and Trench Cuts

(A) The top one foot of backfill material shall be compacted CR-6 stone.

(B) Three coats of chip seal surface treatment shall be applied over patched area. This surface treatment should extend three feet beyond the edge of cut/trench in all directions or the edge of pavement, whichever is less.

(C) The Superintendant may consider alternatives to criteria of this section at his discretion.

22. Mill and overlay, generally.

A two inch (2") mill and overlay shall be required should the patch not meet the specifications as set forth by the current MSHA *Standards and Specifications for Construction and Materials.*

(A) A Full Width mill and overlay shall also be required if pavement cuts are necessary on newly constructed, reconstructed and resurfaced roadways and no alternative is available, such cuts will be permitted and will require a full width mill and overlay.

(B) Whenever a patch's geometry is non-standard, full width mill and overlay requirements will be determined on an individual basis by the Superintendant.

23. Mill and overlay, requirements.

All mill and overlay operations shall meet the following requirements:

(A) The mill and overlay will commence a minimum of two feet (2') beyond the outer limits of each utility patch in the pavement.

(B) The width of mill and overlay will be a minimum of one lane width or paving machine joint (12'). If the patch extends into a second lane, the mill and overlay must be extended to cover the second lane entirely.

(C) Perimeter milling of a minimum width of twenty four inches (24") is required on all pavement overlays.

24. Adjustments to structures and utility appurtenances.

(A) Where vertical adjustments to structures and utility appurtenances are made, the excavation **shall be limited to the minimum extent practical as determined by the Superintendant.**

(B) The pavement shall be removed twelve inches (12") beyond the limits of disturbed soil on all sides of the excavation.

(C) Select borrow or Graded Aggregate Stabilized Base (GASB) shall be used to backfill the excavation around the appurtenance to the limit of subgrade.

(D) Pavement patches shall conform to the patching standards contained herein and/or the existing material removed (other than soil), including joint pattern for pavement, sidewalk, curb and gutter, reinforcing and thickness of concrete and bituminous concrete overlay where applicable as determined by the Superintendant. Forming, finishing and all other construction methods shall comply with the current edition of the MSHA Standards and Specification for Construction Materials.

25. Pipelines, conduit, and cables.

Pipelines shall be a minimum of 36 inches below the finished ground surface. Buried cable TV conduit, telecommunication cables, and electrical cables should also meet this

standard unless otherwise authorized by the Superintendant, but in no case should these installations be less than 18 inches below the finished ground surface within the right-of-way.

26. Gas mains.

A minimum cover of 36 inches is required over all gas mains in accordance with Federal Regulations (49CFR, Section 192.327).

27. Storm drains, pipes/structures, utility clearances.

A minimum vertical clearance of twelve inches (12") and a minimum horizontal clearance of five feet (5'), wall-to-wall, shall be provided between storm drain pipes/structures and other utilities.

28. Vehicle parking.

No parking of vehicles shall occur on sidewalks or outside paved areas except when specifically shown on an approved site plan or with prior approval from the Superintendant and written permission from any affected property Owner. No parking of utility vehicles, storing of equipment or materials shall be allowed under any roadside tree.

29. Material and equipment storage.

No materials or equipment shall be stored in the County Roadway without prior written approval by the TCRD.

30. Speed humps.

When speed humps are affected by any pavement cuts, the entire hump shall be removed and replaced in accordance with the current TCRD guidelines unless directed otherwise by the Superintendant.

32. Requests and scheduling of inspections.

Permittees must request all required inspections by calling TCRD at 410-770-8150 at least seventy-two (72) hours in advance unless otherwise agreed by TCRD. Inspections are scheduled on a "first come, first served" basis. Availability may be limited due to TCRD staffing and existing scheduling conflicts.

33. Sodding and seeding.

All disturbed and graded areas adjacent to occupied residences shall be sodded in accordance with the current MSHA *Standard Specifications for Construction and Materials,*. All other areas may be seeded and straw mulched in accordance with

current MSHA Specifications with TCRD approval. Temporary seeding and straw mulching may be applied to those areas that require sod during periods outside the normal growing season in accordance with the following three conditions:

a. Seeded and straw mulched areas with insufficient germination or vegetative growth must be promptly re-seeded and re-mulched as directed by the Superintendant; and

b. Sod shall be placed during the next growing season in those areas where the Superintendant determines that insufficient germination or vegetative growth exists; and

c. Soil stabilization matting meeting the requirements of Section 709 of the current MSHA *Standards and Specifications for Construction and Materials* may be used in lieu of sod in ditch inverts with TCRD approval. Ditch inverts shall be lined and pinned with sod or matting for a minimum one foot (1') above flow depth or 18 inches above the ditch invert, whichever is greater.

The Permittee has the option of fine grading and seeding and straw mulching any disturbed areas having a width of less than 12 inches.

34. Notice to County of injury to persons or damage to County or private property

a. A permittee shall promptly provide written notice to the Superintendent of all injuries, including death, to any person occurring as a result of or caused by or during any work authorized by any permit.

b. A permittee shall promptly provide written notice of all damage to any County Roadway, County property, or to private property occurring as a result of or caused by or during any work authorized by any permit.

c. Failure to provide the written notice required by this section within 24 hours after the injury, death, or damage shall be a violation of the permit.

35. Notice to permittee of permit violations

The Superintendant may, at any time, deliver a written notice of a violation to the Permittee. The Permittee shall take all necessary corrective action as directed, within the time established by the Superintendant.

a. Failure to promptly perform all required corrective action as directed shall be a violation of the permit.

b. Lack of written notice does not waive any violation of the permit nor excuse any unsatisfactory performance by the Permittee, nor prevent the TCRD from taking

any action to require correction of any violation and strict performance with all permit requirements.

c. Lack of written notice does not prohibit or estop the Superintendant from later finding that any work is inadequate or noncompliant, or from issuing any finding that the permittee has failed any inspection, or from requiring removal and replacement of any inadequate, deficient, or defective work, or declining to accept the work, or declining to issue any intermediate or final approval.

36. Permit revocation.

The Superintendent may revoke any permit for failure to comply with any permit requirements or for violation of any law, ordinance, or regulation. Except for emergencies, no work shall be performed after any permit has been revoked until the circumstances that caused the revocation have been addressed, any violations corrected, the project brought into compliance with all requirements and the Superintendent reinstates the permit.

37. Permit expiration.

Permits expire one (1) year from the date of issuance or upon completion, final inspection, and acceptance of the work, whichever is sooner, unless the Superintendent or his designated representative specifies a shorter or longer term when issuing the permit.

a. Extension.

The Superintendent may approve a permit extension for good cause.

b. Renewal.

A Permittee shall renew a permit that expires without completion, inspection, and final County approval of the work.

c. Amendment.

The Superintendent may amend the beginning and completion dates for work under renewal permits to avoid conflict(s) with previously approved permits or emergency activities.

38. Restoration of County Roadways.

As a condition of TCRD final inspection and approval, the Permittee shall replace, repair, and restore the County Roadway to its pre-existing condition to the reasonable satisfaction of the Superintendent.

39. Final Inspection and acceptance.

Within 48-hours after all work is completed in accordance with the approved plans the permittee shall notify the Superintendant, who shall schedule the final inspection.

(A) Failure to call for final inspection.

The permittee's failure to contact the Superintendant for final inspection upon completion of the work will result in the permit remaining active and the Permittee remaining responsible for continued performance of all requirements until final inspection and approval.

(B) Incomplete or unsatisfactory work.

The Permittee shall complete all incomplete, inadequate, or unsatisfactory work, as determined by the Superintendant in accordance with the requirements of these specifications.

(C) Permit close-out.

The permit will be closed only after the final inspection and acceptance by the Superintendant.

40. One-year warranty, latent defects.

(A) One-year warranty.

A Permittee shall warrant all work performed in a County Roadway against all defects in workmanship and materials for a period of one (1) year after final acceptance.

(B) Latent defects.

After final acceptance and notwithstanding expiration of the one (1) year warranty period, the Permittee shall correct all latent defects in the work or materials that result in damage, deterioration, or other problems in County Roadways. Latent defects are defects that existed at the time of acceptance of the work but could not have been discovered by a reasonable inspection.

DEFINITIONS

AASHTO: American Association of State Highway & Transportation Officials

BITUMINOUS CONCRETE: Bituminous Concrete shall comply with the current Maryland State Highway Administration Specifications.

CONTRACTOR: Any individual or entity performing work within Talbot County road rights-of-ways.

CONVENTIONAL EXCAVATION: An excavation made through existing pavement utilizing conventional equipment such as jackhammers, pavement saws, backhoes, trackhoes, etc.

COUNTY ROAD All County roads, Roadways, and bridges throughout the County, and all property rights, easements, appurtenances, and rights-of-way associated with County roads, Roadways, and bridges.

EMERGENCY REPAIR: Repair necessary to restore a pre-existing service when a service interruption occurs or a repair necessary to prevent the loss of life or property.

GASB: Graded Aggregate for subbase courses in crushed stone aggregate, fine aggregate and water, all mechanically mixed.

MAJOR REPAIR: Repair beyond the necessary excavation resulting from the destruction of the pavement due to a utility rupture.

MD-MUTCD: Maryland Manual on Uniform Traffic Control Devices for Streets and Highways

MSHA: Maryland State Highway Administration

OWNER: Entity or individual employing or authorizing work performed by a Contractor within County Roadways.

PERMITTEE An individual, corporation, municipal corporation, partnership, association, and any other entity having legal existence who apply for or obtain any permit. For purposes of these regulations a "Permittee" includes contractors, subcontractors, property

owners, managing agents, and any other person who has applied for or, obtained a permit, or performed any work on a County Roadway pursuant to a permit issued by the TCRD.

PORTLAND CEMENT: Concrete pavement shall comply with the current MSHA Standards and Specifications for Construction and Materials. MSHA – Mix #6 concrete shall be used for all concrete work.

For concrete roadways, a commercially available accelerator of a type approved by the Engineer, capable of production of 500 PSI modulus of rupture strength in 24 hours or less shall be used.

PROWAG: Public Right-of-Way Accessibility Guidelines as issued by the U.S. Architectural and Transportation Barriers Compliance Board.

PUE: Public Utility Easements.

ROAD: The traffic bearing pavement, or driving surface, and associated base course, constructed and maintained within a Roadway.

ROADS ORDINANCE: Chapter 134 of the Talbot County Code.

ROADWAY: The land area comprising the entire width and length of any right-of-way or easement containing a road, including traffic surfaces, intersections, entrances, culs-de-sac, turnarounds, accesses, parking areas, public landings, shoulder areas, drainage ditches and structures, utilities and utility reservation areas, maintenance areas, plantings, vehicle clearances, and any other structures, signage or appurtenances needed for the safe and beneficial use of the roadway.

SELECT BORROW: Select Borrow shall be crushed stone or bank run gravel and shall comply with the current MSHA Standards and specifications for construction and materials. The maximum dry density shall not be less than 115 pounds per cu. ft. as determined by AASHTO, T-180 Method 'D'. Select Borrow shall be compacted to minimum 95% of maximum dry density per AASHTO, T-180, method 'D' where such test is practical with the material being used or until all lateral displacement and rutting has ceased.

SUBGRADE: This material shall have a California Bearing Ratio (CBR) of 10 or greater, or as otherwise approved by the Superintendent.

SUPERINTENDENT: The director of the Talbot County Roads Department or an authorized representative of the Talbot County Roads Department.

SURFACE TREATMENT:	Chip and seal road surfacing in accordance with MSHA Sandards and Specifications for Construction and Materials and Talbot County Roadway and Storm Drainage Design & Construction Standards.
TCDPW:	Talbot County Department of Public Works.
TCRD:	Talbot County Roads Department
UTILITY PATCH:	A patch that is required as the result of excavation in the subgrade to repair or place a utility line or appurtenance.

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