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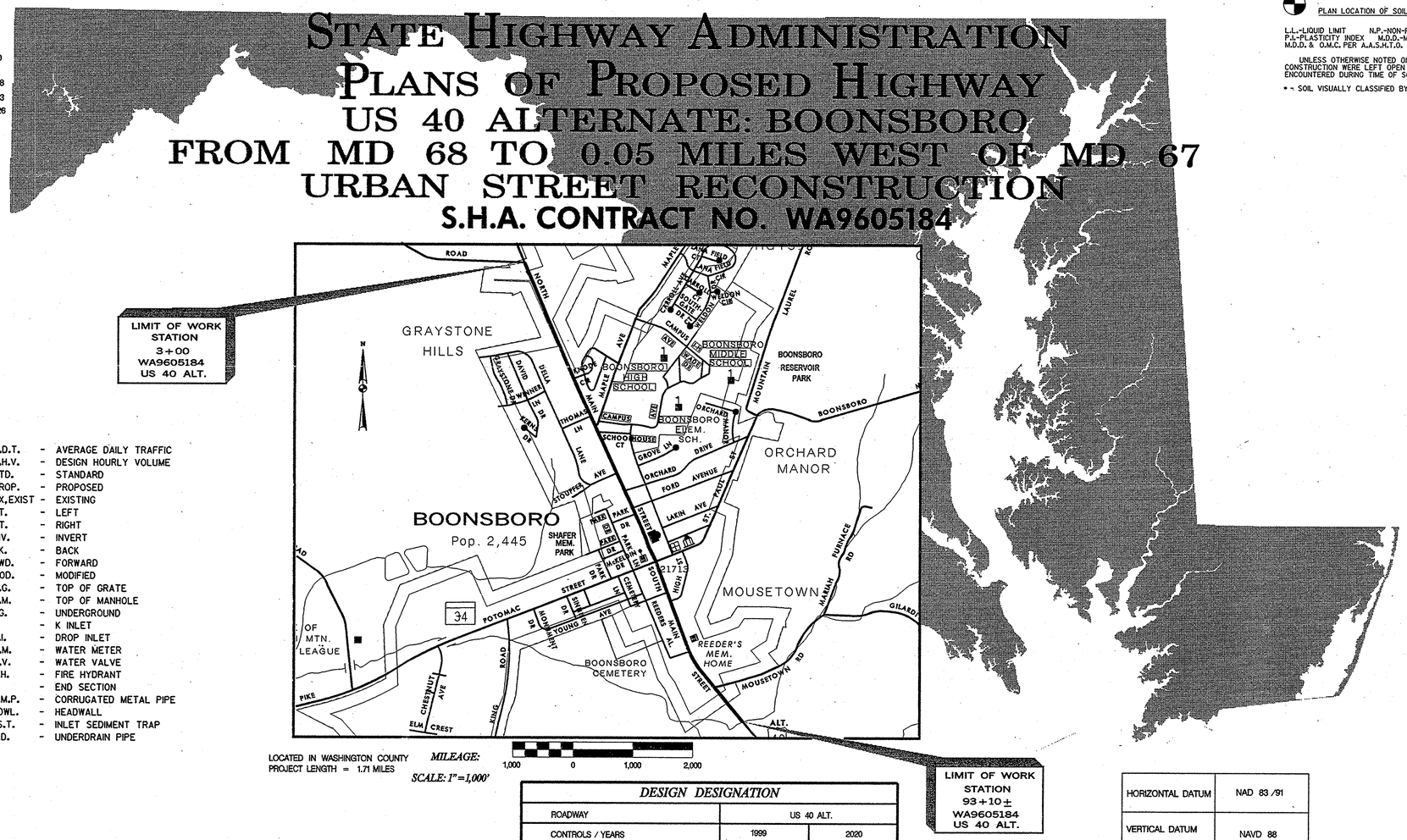
Maryland Department of Transportation

STATE HIGHWAY ADMINISTRATION
PLANS OF PROPOSED HIGHWAY
US 40 ALTERNATE: BOONSBORO
FROM MD 68 TO 0.05 MILES WEST OF MD 67
URBAN STREET RECONSTRUCTION
S.H.A. CONTRACT NO. WA9605184



LOCATED IN WASHINGTON COUNTY
PROJECT LENGTH = 1.71 MILES

MILEAGE:
SCALE: 1" = 1,000'
1,000 0 1,000 2,000

ABBREVIATIONS

℄	TRAVERSE LINE	A.D.T.	AVERAGE DAILY TRAFFIC
℄	CENTERLINE	D.H.V.	DESIGN HOURLY VOLUME
ß	BASELINE	STD.	STANDARD
P.C.	POINT OF CURVE	PROP.	PROPOSED
P.T.	POINT OF TANGENT	EX,EXIST	EXISTING
P.I.	POINT OF INTERSECTION	LT.	LEFT
P.G.L.	PROFILE GRADE LINE	RT.	RIGHT
P./G.E.	PROFILE GRADE ELEVATION	INV.	INVERT
P./C.	POINT OF CROWN	BK.	BACK
P./G.L.	PROFILE GROUND LINE	FWD.	FORWARD
P./R.	POINT OF ROTATION	MOD.	MODIFIED
P.R.C.	POINT OF REVERSE CURVE	T.G.	TOP OF GRATE
P.O.T.	POINT ON TANGENT	T.M.	TOP OF MANHOLE
P.V.R.C.	POINT ON VERTICAL REVERSE CURVE	UG.	UNDERGROUND
S./E.	SUPER ELEVATION	K	K INLET
V.C.L.	VERTICAL CURVE LENGTH	D.I.	DROP INLET
S.S.D.	STOPPING SIGHT DISTANCE	W.M.	WATER METER
CORR.	CORRECTION	W.V.	WATER VALVE
H.P.	HIGH POINT	F.H.	FIRE HYDRANT
B.M.	BENCH MARK	E	END SECTION
EL,ELEV.	ELEVATION	C.M.P.	CORRUGATED METAL PIPE
STA.	STATION	HDWL.	HEADWALL
SHT.	SHEET	I.S.T.	INLET SEDIMENT TRAP
R/W	RIGHT OF WAY	U.D.	UNDERDRAIN PIPE

CONVENTIONAL SIGNS

PROPOSED MEDIAN BARRIER
ELECTRICAL HAND BOX - SIGNALS — H.B.
BURIED UTILITY LINES & NO. OF CABLES — 4
STATE, COUNTY OR CITY LINES
PROPOSED TRAFFIC BARRIER
EXISTING TRAFFIC BARRIER
FENCE LINE
RIGHT OF WAY LINE
EXISTING ROADWAY
RAILROAD
BASE OR SURVEY LINE
FIRE HYDRANT

PROPOSED CULVERT
EXISTING CULVERT
EXISTING DROP INLET
UTILITY POLE
MARSH
HEDGE
GROUND ELEVATION — DATUM LINE 175.6
GRADE ELEVATION — DATUM LINE 176.2

DESIGN DESIGNATION

ROADWAY	US 40 ALT.	
CONTROLS / YEARS	1999	2020
AVERAGE DAILY TRAFFIC (A.D.T.)	10,900	16,000
DESIGN HOURLY VOLUME (D.H.V.)	10%	10%
DIRECTIONAL DISTRIBUTION	52%	52%
% TRUCKS - A.D.T.	7%	7%
% TRUCKS - D.H.V.	8%	8%
DESIGN SPEED M.P.H.	40 M.P.H.	
FUNCTIONAL CLASSIFICATION	MINOR ARTERIAL	
CONTROL OF ACCESS	NONE	
INTENSITY OF DEVELOPMENT	RURAL	
TERRAIN	ROLLING	
ANTICIPATED POSTED SPEED	30 M.P.H.	

SOILS LEGEND

A-2-7, CLAYEY SAND
A-5, SILT
A-4, SILT
A-7-2, SANDY CLAY
A-4-2, SANDY SILT
PLAN LOCATION OF STORM WATER MANAGEMENT BORINGS - SEE SPECIAL PROVISIONS FOR TEST RESULTS
PLAN LOCATION OF SOIL BORINGS
BORING TARGETS AND PROFILES
SCALE: HORIZONTAL-NONE
VERTICAL-1" = 10

L.L.-LIQUID LIMIT N.P.-NON-PLASTIC O.M.C.-OPTIMUM MOISTURE CONTENT
P.I.-PLASTICITY INDEX M.D.D.-MAXIMUM DRY DENSITY P.C.F.-POUNDS PER CUBIC FOOT
M.D.D. & O.M.C. PER A.A.S.H.T.O. DESIGNATION T-180, METHOD C

UNLESS OTHERWISE NOTED ON PLANS, ALL SURVEY BORINGS FOR ROADWAY CONSTRUCTION WERE LEFT OPEN FOR 24 HOURS WITH NO EXCESS MOISTURE OR FREE WATER ENCOUNTERED DURING TIME OF SOIL SURVEY. (3/96)

* - SOIL VISUALLY CLASSIFIED BY DRILLER

STANDARD SPECIFICATIONS BOOK, BOOK OF STANDARDS AND MUTCD

ALL WORK ON THIS PROJECT SHALL CONFORM TO: THE MARYLAND DEPARTMENT OF TRANSPORTATION, STATE HIGHWAY ADMINISTRATION'S SPECIFICATIONS ENTITLED STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS DATED OCTOBER 1993 AND THE COMPANION MANUAL ENTITLED GENERAL PROVISIONS FOR CONSTRUCTION CONTRACTS REVISIONS THEREOF OR ADDITIONS THERETO; THE SPECIAL PROVISIONS INCLUDED IN THE INVITATION FOR BIDS BOOK; THE ADMINISTRATIONS BOOK OF STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES AND THE LATEST MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)

THE DESIGN OF THIS PROJECT HAS INCORPORATED FACILITIES FOR THE ELDERLY AND HANDICAPPED IN COMPLIANCE WITH STATE AND FEDERAL LEGISLATION

RIGHT OF WAY

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

UTILITIES

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

ENVIRONMENTAL INFORMATION

MDE # 00-SF-0145

ALL STORMWATER MANAGEMENT FACILITIES CONSTRUCTED FOR CONTRACT NO. WA9605184 SHALL BE INSPECTED BIANNUALLY WITH MAINTENANCE PROVIDED WHEN REQUIRED. SEDIMENT AND EROSION CONTROL REGULATIONS WILL BE STRICTLY ENFORCED DURING CONSTRUCTION.

OWNERS / DEVELOPERS CERTIFICATION :

I / WE HEREBY CERTIFY THAT ANY CLEARING, GRADING, CONSTRUCTION AND/OR DEVELOPMENT WILL BE DONE PURSUANT TO THIS PLAN, AND THAT ANY RESPONSIBLE PERSONNEL INVOLVED IN THE CONSTRUCTION PROJECT WILL HAVE A CERTIFICATE OF ATTENDANCE AT A MARYLAND DEPARTMENT OF THE ENVIRONMENT APPROVED TRAINING PROGRAM FOR THE CONTROL OF SEDIMENT AND EROSION BEFORE BEGINNING THE PROJECT. I HEREBY AUTHORIZE THE RIGHT OF ENTRY FOR PERIODIC ON-SITE EVALUATION BY STATE OF MARYLAND, DEPARTMENT OF THE ENVIRONMENT, COMPLIANCE INSPECTORS.

STANDARD STABILIZATION NOTE :

"FOLLOWING INITIAL SOIL DISTURBANCE OR REDISTURBANCE, PERMANENT OR TEMPORARY STABILIZATION SHALL BE COMPLETED WITHIN SEVEN (7) CALENDAR DAYS AS TO THE SURFACE OF ALL PERIMETER CONTROLS, DIKES, SWALES, DITCHES, PERIMETER SLOPES, AND ALL SLOPES GREATER THAN 3 HORIZONTAL TO 1 VERTICAL (3:1), AND FOURTEEN DAYS (14) AS TO ALL OTHER DISTURBED OR GRADED AREAS ON THE PROJECT SITE."

HORIZONTAL DATUM	NAD 83 /91
VERTICAL DATUM	NAVD 88

COMPLETENESS OF DOCUMENTS

THE STATE HIGHWAY ADMINISTRATION SHALL ONLY BE RESPONSIBLE FOR THE COMPLETENESS OF DOCUMENTS OBTAINED DIRECTLY FROM THE STATE HIGHWAY ADMINISTRATION'S CASHIER'S OFFICE. FAILURE TO ATTACH ADDENDA MAY CAUSE THE BID TO BE IRREGULAR.

R-O-W PLAT NUMBERS	*SURVEY BOOK NUMBERS*	*REVISIONS*
55358	22125 24556 24988	

REVIEWED AND APPROVAL RECOMMENDED
Fred Crosier 2-3-00
DISTRICT ENGINEER

Kirk G. McCallum 2/3/00
APPROVAL RECOMMENDED
Robert L. Douglas 2/4/00
DEPUTY CHIEF ENGINEER, HIGHWAY DEVELOPMENT

APPROVED
Douglas R. Rose 2/4/00
CHIEF ENGINEER, STATE HIGHWAY ADMINISTRATION