(C-5)

CURVE DATA

DELTA = 19°18′22.6″ LT.
Dc = 6°59′14.2″
R = 820.00′
T = 139.48′
L = 276.31′
E = 11.78′

(C-6)

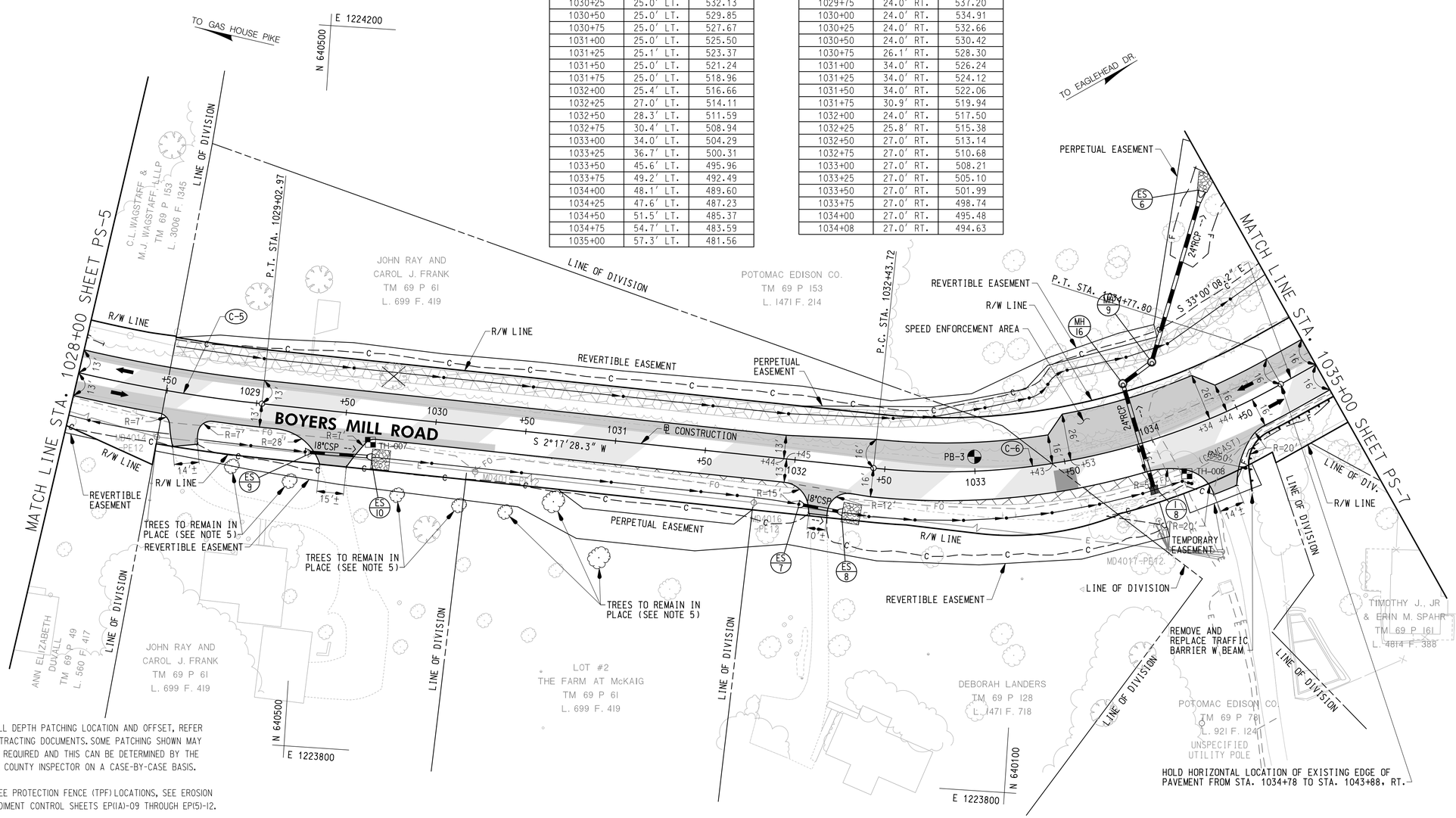
CURVE DATA

DELTA = 35°17′36.5″ LT.
Dc = 15°04′40.2″
R = 380.00′
T = 120.88′
L = 234.08′
E = 18.76′

SIDE DITCH/SWM BIO-SWALE STAKEOUT		
℄ REFERENCE STATION	OFFSET	INVERT ELEVATION
1028+50	25.0′ LT.	545.22
1028+75	25.0′ LT.	544.52
1029+00	25.0′ LT.	543.07
1029+25	25.0′ LT.	540.90
1029+50	25.0′ LT.	538.72
1029+75	25.0′ LT.	536.56
1030+00	25.0′ LT.	534.40
1030+25	25.0′ LT.	532.13
1030+50	25.0′ LT.	529.85
1030+75	25.0′ LT.	527.67
1031+00	25.0′ LT.	525.50
1031+25	25.1′ LT.	523.37
1031+50	25.0′ LT.	521.24
1031+75	25.0′ LT.	518.96
1032+00	25.4′ LT.	516.66
1032+25	27.0′ LT.	514.11
1032+50	28.3′ LT.	511.59
1032+75	30.4′ LT.	508.94
1033+00	34.0′ LT.	504.29
1033+25	36.7′ LT.	500.31
1033+50	45.6′ LT.	495.96
1033+75	49.2′ LT.	492.49
1034+00	48.1′ LT.	489.60
1034+25	47.6′ LT.	487.23
1034+50	51.5′ LT.	485.37
1034+75	54.7′ LT.	483.59
1035+00	57.3′ LT.	481.56

SIDE DITCH/SWM BIO-SWALE STAKEOUT		
℄ REFERENCE STATION	OFFSET	INVERT ELEVATION
1028+00	24.3′ RT.	546.15
1028+25	24.6′ RT.	546.38
1028+50	24.1′ RT.	546.60
1028+75	24.0′ RT.	545.80
1029+00	24.0′ RT.	544.18
1029+25	24.0′ RT.	541.52
1029+50	24.0′ RT.	539.38
1029+75	24.0′ RT.	537.20
1030+00	24.0′ RT.	534.91
1030+25	24.0′ RT.	532.66
1030+50	24.0′ RT.	530.42
1030+75	26.1′ RT.	528.30
1031+00	34.0′ RT.	526.24
1031+25	34.0′ RT.	524.12
1031+50	34.0′ RT.	522.06
1031+75	30.9′ RT.	519.94
1032+00	24.0′ RT.	517.50
1032+25	25.8′ RT.	515.38
1032+50	27.0′ RT.	513.14
1032+75	27.0′ RT.	510.68
1033+00	27.0′ RT.	508.21
1033+25	27.0′ RT.	505.10
1033+50	27.0′ RT.	501.99
1033+75	27.0′ RT.	498.74
1034+00	27.0′ RT.	495.48
1034+08	27.0′ RT.	494.63

SOIL BORING DATA					
ID	STATION	OFFSET	ELEV.	NORTHING	EASTING
PB-3	BOYERS MILL 1033+00	8′ LT.	508.07	640,128.6843	1,223,984.6293



NOTE:

1. FOR FULL DEPTH PATCHING LOCATION AND OFFSET, REFER TO CONTRACTING DOCUMENTS. SOME PATCHING SHOWN MAY NOT BE REQUIRED AND THIS CAN BE DETERMINED BY THE ON-SITE COUNTY INSPECTOR ON A CASE-BY-CASE BASIS.

2. FOR TREE PROTECTION FENCE (TPF) LOCATIONS, SEE EROSION AND SEDIMENT CONTROL SHEETS EP(1A)-09 THROUGH EP(5)-12.

ADDITIONAL NOTES:

3. WHERE SPECIMEN TREES ARE TO REMAIN, PERFORM ROOT PRUNING IN ACCORDANCE WITH THE ROOT PRUNING DETAIL ON SHEET ES-03.

4. POTOMAC EDISON WILL NEED TO BE ABLE TO ACCESS THEIR PROPERTY AT ALL TIMES TO BOTH SUBSTATION PROPERTIES.

5. TREES TO REMAIN IN PLACE. CONTRACTOR TO EXERCISE EXTREME CAUTION AROUND TREE SO NO DAMAGE IS DONE TO IT.

6. WHEN CLEARING AND GRUBBING TO INSTALL AND DURING THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES WITHIN THE TEMPORARY EASEMENT AREAS, (BETWEEN THE LIMITS OF PERMANENT GRADING AND LIMIT OF DISTURBANCE), THE CONTRACTOR SHALL MAKE EVERY POSSIBLE ATTEMPT TO AVOID UNNECESSARY DISTURBANCE TO EXISTING TREES, STRUCTURES AND LANDSCAPING WITHIN THE AREA. THE CONTRACTOR SHALL PRESENT THE ENGINEER WITH POSSIBLE OPTIONS TO MINIMIZE DISTURBANCES TO THESE ITEMS FOR APPROVAL.

LEGEND

- FULL DEPTH RECONSTRUCTION
- FULL DEPTH PATCHING
- GRIND / RESURFACING
- PAVEMENT REMOVAL
- TYPE B SOIL STABILIZATION MATTING
- COBBLESTONE STAMPED PORTLAND CEMENT CONCRETE
- PLAIN PORTLAND CEMENT CONCRETE
- TRAFFIC FLOW ARROW
- 1059 +50 ℄ CONSTRUCTION
- SOIL BORING
- UTILITY TEST PITS

30′ 0 30′ 60′
SCALE: 1″=30′

REMOVE AND REPLACE TRAFFIC BARRIER W BEAM
78 L.F. - BOYERS MILL STA. 1034+39 TO 1035+00, RT.

TRAFFIC BARRIER END TREATMENTS
1 EA. TYPE L (MD-605.13) - BOYERS MILL STA. 1034+60, RT.

TYPE B SOIL STABILIZATION MATTING
631 S.Y. - BOYERS MILL STA. 1028+50 TO 1035+00, LT.

CLASS 1 RIPRAP FOR CHANNEL PROTECTION WITH END SECTION (SS-1)
13 S.Y. - BOYERS MILL STA. 1029+72, RT. (L=10′) 13 S.Y. - BOYERS MILL STA. 1032+36, RT. (L=10′)

CLASS 1 RIPRAP FOR OUTFALL PROTECTION WITH END SECTION (SS-1)
12 S.Y. - BOYERS MILL STA. 1034+92, LT. (L=10′)

DRIVEWAY ENTRANCE SCHEDULE*		
STATION	TIE-IN OFFSET	WIDTH
1028+62.3	13′ RT.	16′
1029+45.7	13′ RT.	15′
1032+16.6	14′ RT.	10′
1034+27.5	16′ RT.	14′

*SEE SHEET 8 FOR DRIVEWAY DETAIL

ROADWAY PLAN KEY

FREDERICK COUNTY, MARYLAND
DIVISION OF PUBLIC WORKS
DEPARTMENT OF ENGINEERING AND CONSTRUCTION MANAGEMENT
OFFICE OF TRANSPORTATION ENGINEERING
FREDERICK COUNTY, MARYLAND

BOYERS MILL ROAD FROM GAS HOUSE PIKE TO NORTH OF LAKE LINGANORE ROADWAY PLAN

DATE: JUNE 2016 SCALE: 1″=30′

PROJECT NO: C28412 DWG. 21 OF 132

WALLACE MONTGOMERY
ENGINEERS·PLANNERS·SURVEYORS·CONSTRUCTION MANAGERS
10150 York Road, Suite 200
Hunt Valley, Maryland 21030
410.494.9093 Tel / 410.667.0925 Fax
www.WallaceMontgomery.com
A Limited Liability Partnership

CROSS REFERENCE	
ITEM	SHEET NOs.
TYPICAL SECTIONS	TS-1 TO TS-3
SUPERELEVATION CHARTS	SE-1
PIPE & DRAINAGE SCHEDULE	SS-1
GEOMETRIC LAYOUT SHEETS	GS-1 TO GS-3
ROADWAY PLAN SHEETS	PS-1 TO PS-12
ROADWAY PROFILE SHEETS	PR-1 TO PR-13
TRAFFIC CONTROL SHEETS	TC-1 TO TC-7
EROSION & SEDIMENT CONTROL PLANS	EP-1 TO EP(5)-12
SIGNING & MARKING PLANS	SN-1 TO SN-12
LANDSCAPE PLAN SHEETS	LD-1 TO LD-14
RESPECTIVE RIGHT-OF-WAY PLATS	PLAT NO. 408-420

M:\PROJ\20702\08\Roadway Design_Cadd_\pHD-P006_BMR.dgn
Wednesday, June 01, 2016 AT 11:23 AM