

Industrial Dr. Ext  
Contract M-248-505-372

Montgomery Co

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Industrial Dr

No state number Assigned

John Warnick







June 22, 1993

**INDUSTRIAL DRIVE EXTENSION  
CONSTRUCTED UNDER STATE HIGHWAY CONSTRUCTION CONTRACT NUMBER  
M 248-505-372**

Industrial Drive originally began at Gaither Road, County Route 213, and ended at a cul de sac for a total distance of 0.33 mile. During the construction of Interstate Route 370, Industrial Drive was partially scarified under contract number M 248-503-372. The road length was reduced to a total distance of 0.26 mile (see attachment).

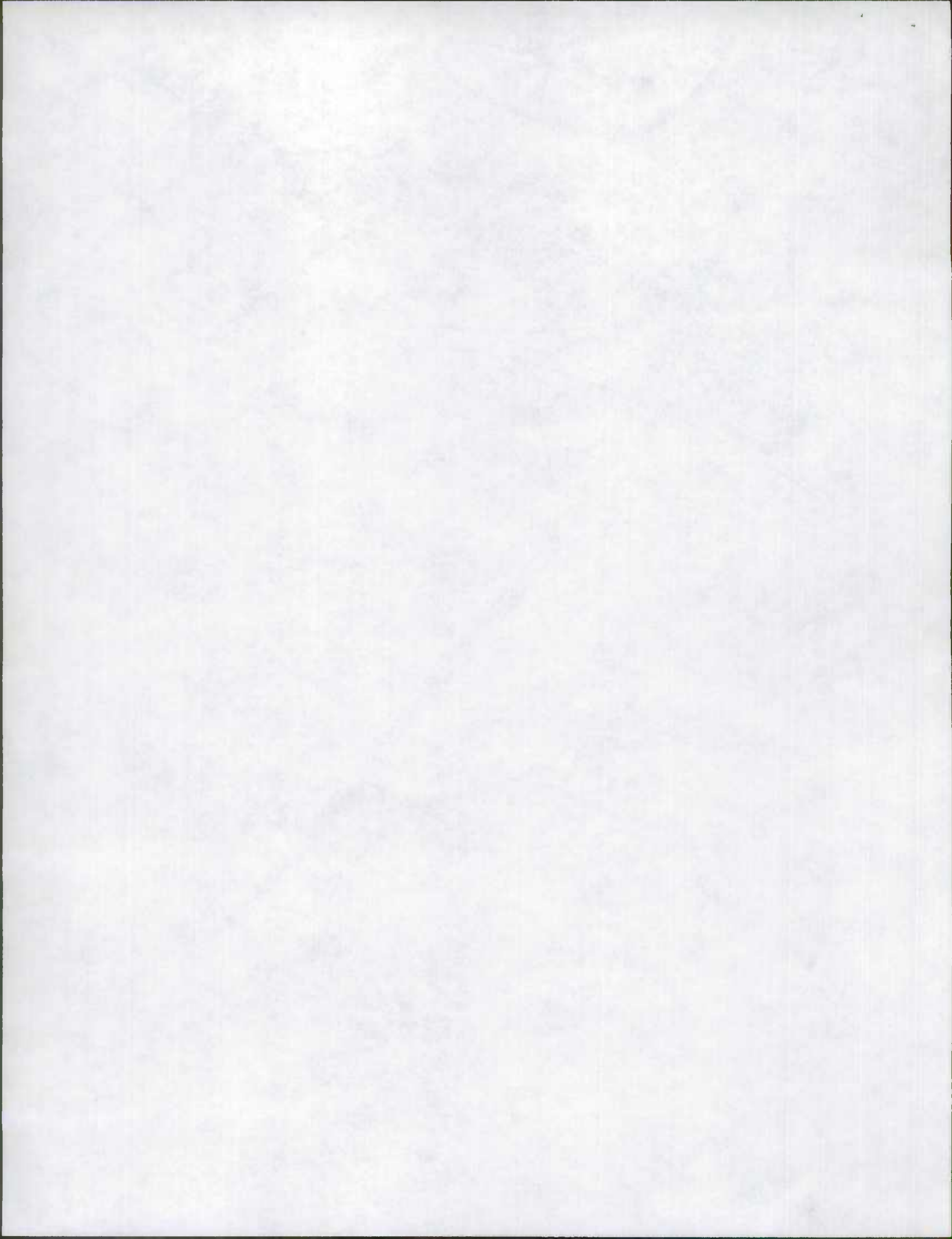
Contract number M 248-595-372 plans show the extension of Industrial Drive and the construction of structure number 15155 to carry Industrial Drive over Interstate Route 370. The extension would have added approximately 0.23 to 0.26 mile onto the existing road. This road has been reinventoried twice, once in 1990 and again in 1992. The road had not been extended at that time, and construction was still underway. A "Request for Field Inventory" has been written, and, upon reinventory, a state route number should be assigned to the extended section of this road, beginning at the present road end and ending at the limits of construction (milepoints 0.26 to 0.50, +\ -).







GA  
MONT





SHA 51.3-8  
11-15-72

11-10-72

ROAD INVENTORY SHEET

Party Chief T. LANDON  
Recorder M. ZALENSKI  
Helper \_\_\_\_\_

Road No. Co. 2944  
Road Name INDUSTRIAL DR  
Sheet No. 1 of 1  
Date 2-15-73  
County Texas  
State Coordinates 746-468

89-ex #19  
BB/AL  
3-26-90  
A/T  
91 co. ex #  
50-22  
7-7-92

Map No. 25

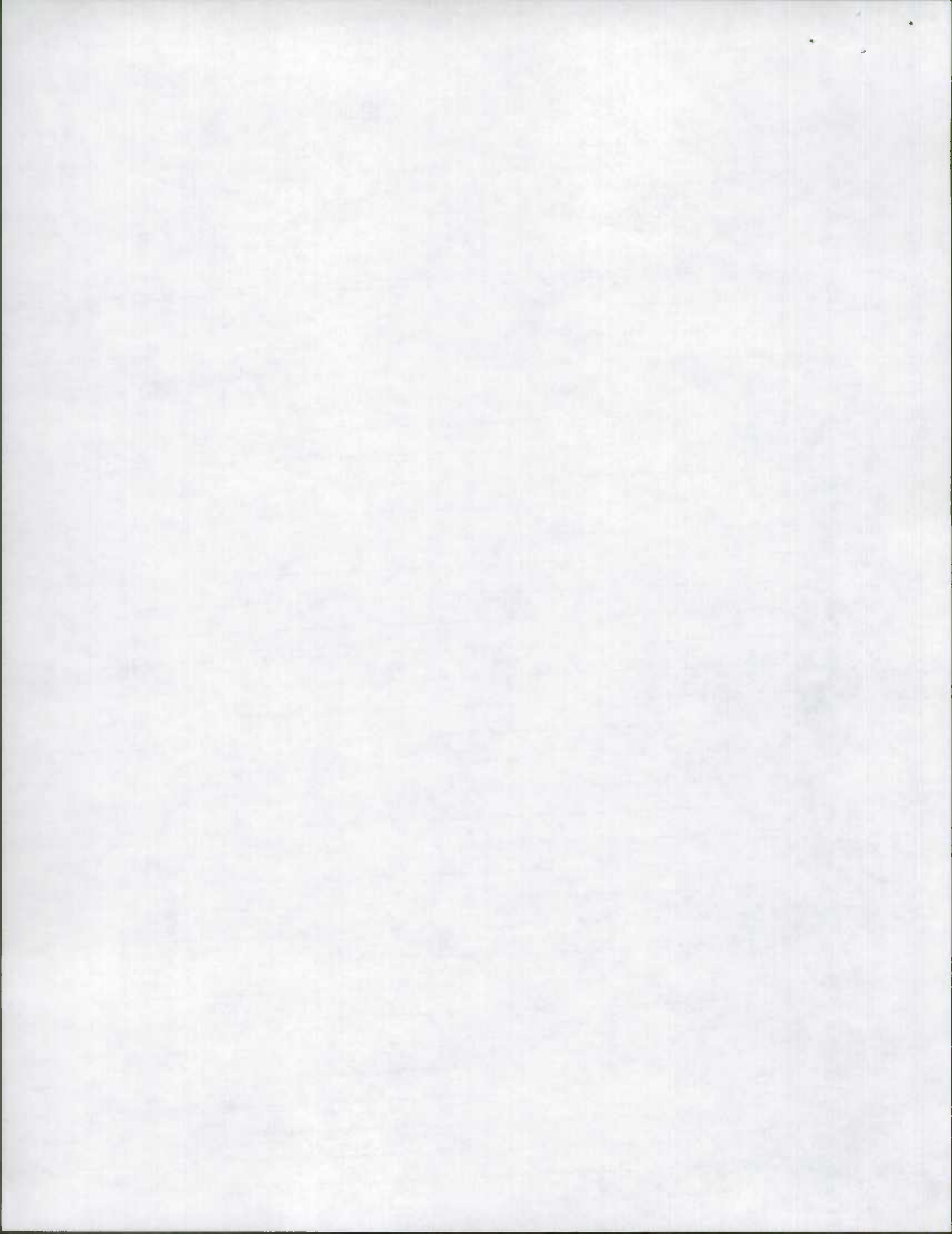
Road partially scarified under Contract #  
M-248-503-371

DE  
CUE 033 SAC

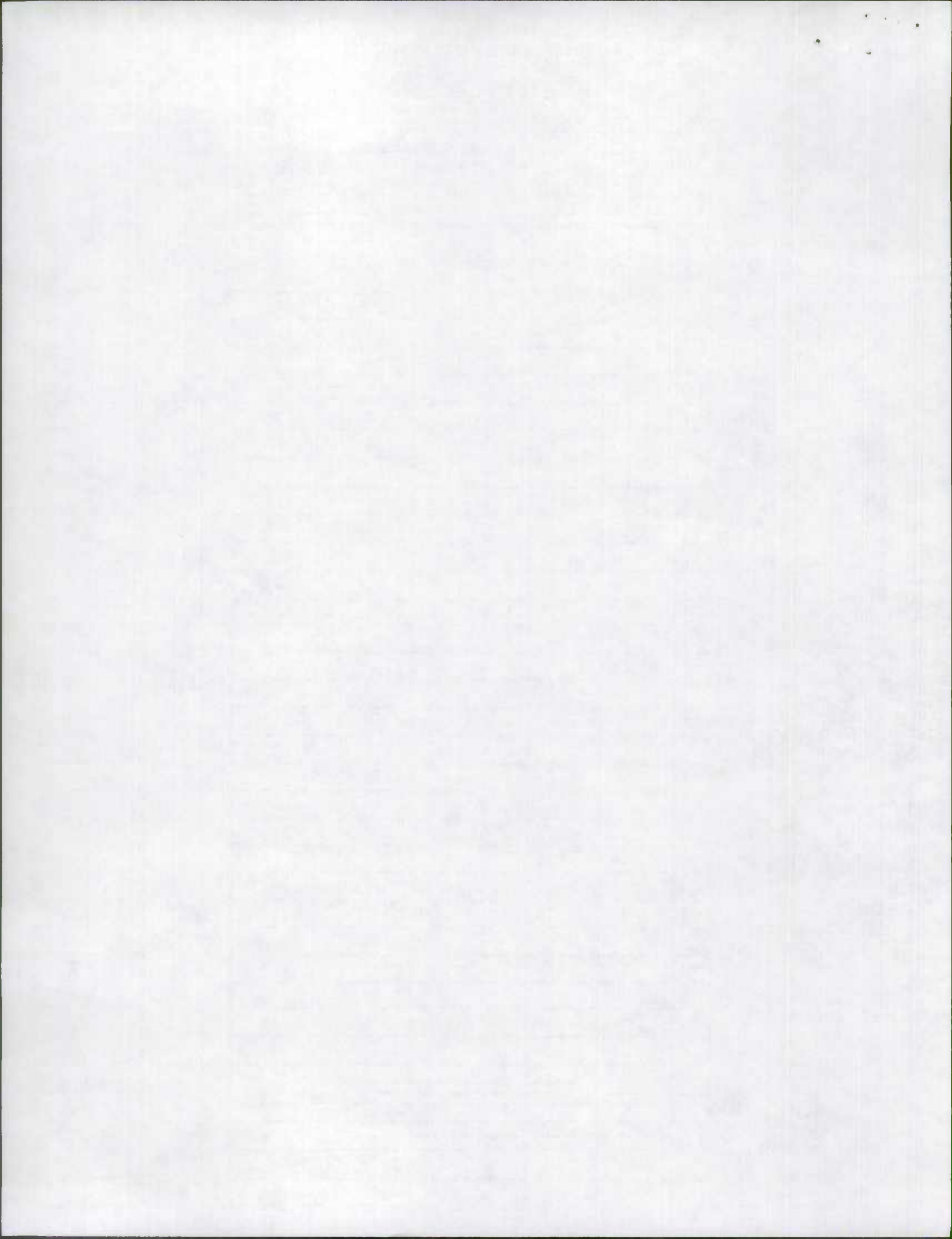
x x x x  
Road 026 END

GAITHER  
Co 000 Rd 213

48' I  
J'c-c





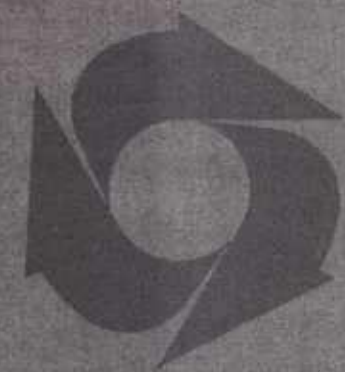




F.A.P. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	AC-I-370-(13)0	1	41

**INDEX OF SHEETS**

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4	ROADWAY PROFILE
5	MISCELLANEOUS DETAILS
6 TO 10	SEDIMENT AND EROSION CONTROL DETAILS
11	PLAN AND ELEVATION-BRIDGE NO. 15155
12	FOUNDATION LAYOUT PLAN
13	ABUTMENT 'A' PLAN AND ELEVATION
14	ABUTMENT 'B' PLAN AND ELEVATION
15	ABUTMENTS-WINGWALL ELEV. & FOOT PLAN
16	ABUTMENT AND WINGWALL SECTION
17	PIER DETAILS
18	TYPICAL SECTION
19	FRAMING PLAN AND GIRDER DETAILS
20	CAMBER SCHEDULE AND GIRDER DETAILS
21 TO 22	FINISHED ROADWAY ELEVATIONS
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26	STRATIION DETAILS
27 TO 34	STANDARD DETAILS
35 TO 36	BRIDGE MOUNTED SIGN SUPPORTS
37 TO 40	SIGNING PLANS
41	SUMMARY OF QUANTITIES

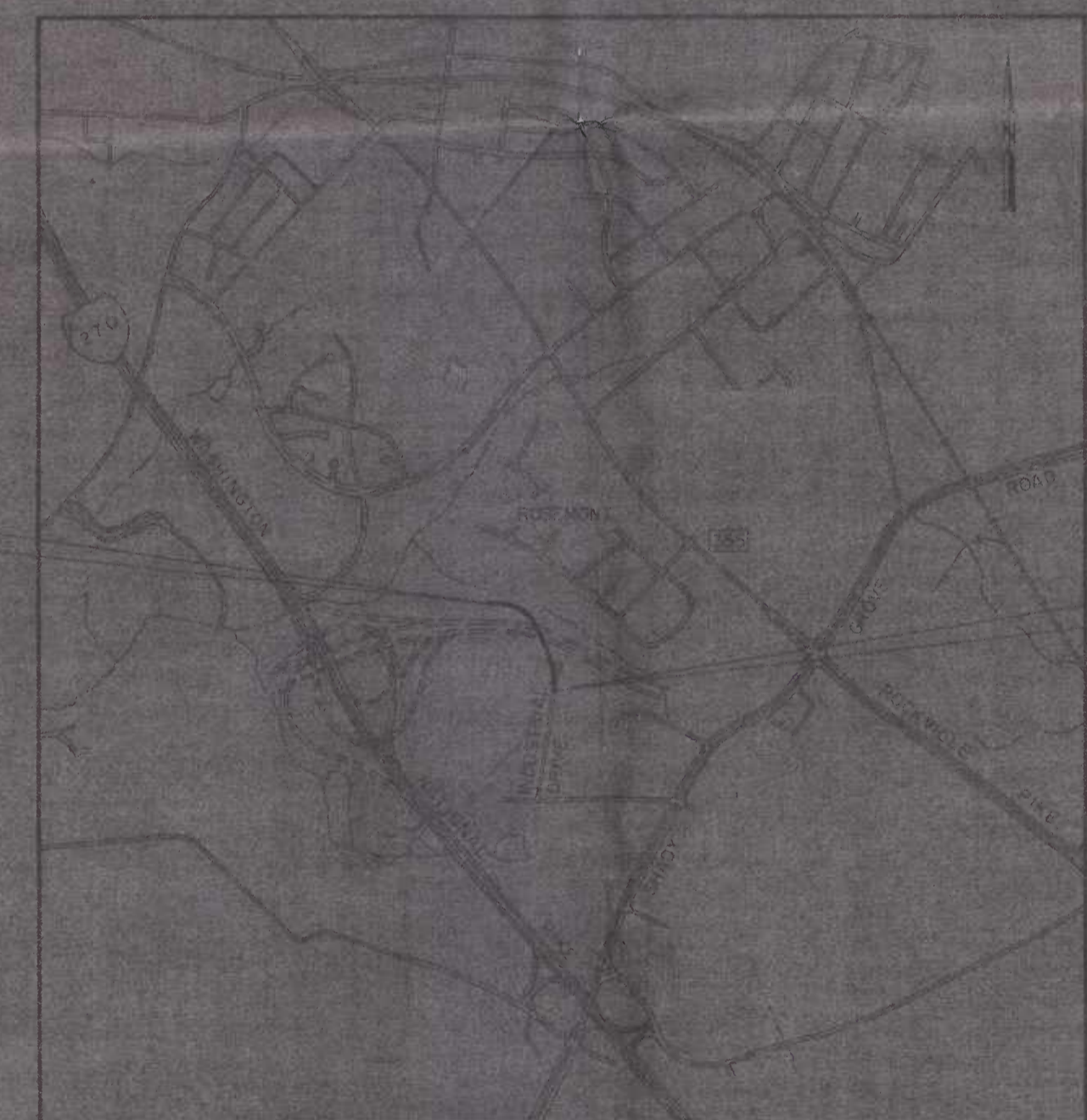


**Maryland Department of Transportation**

**STATE HIGHWAY ADMINISTRATION**  
**PLANS FOR**  
**BRIDGE NO. 15155**  
**AND APPROACH ROADWAYS**  
**ON INDUSTRIAL DRIVE**  
**EXTENDED OVER I-370**

Revision No. 1 Sheets 1 to 1, 3, 5, 7 1/20/88

F.A.P. NO. AC-I-370-I(13)0  
 SHA. NO. M 248-505-372  
 LENGTH = 0.259 MILES



LOCATED IN MONTGOMERY COUNTY  
 LOCATION MAP  
 SCALE: 1" = 2000'

LIMIT OF WORK  
 CONTRACT M 248-505-372  
 F.A.P.  
 INDUSTRIAL DRIVE  
 STA. 20+15

LIMIT OF WORK  
 CONTRACT M 248-505-372  
 F.A.P.  
 INDUSTRIAL DRIVE  
 STA. 6+30

RIGHT OF WAY AND EASEMENT LINES SHOWN ON THESE PLANS ARE FOR ASSISTANCE IN INTERPRETING THE PLANS THEY ARE NOT OFFICIAL.

All Stormwater Management Facilities that are a Part of this Project will be Inspected Annually by the State WMA Maintenance Provided when Required.

SEDIMENT & EROSION CONTROL REGULATIONS WILL BE STRICTLY ENFORCED DURING CONSTRUCTION

OWNERS/DEVELOPERS' CERTIFICATION  
 I/WE HEREBY CERTIFY THAT ANY CLEARING, GRADING, CONSTRUCTION AND/OR DEVELOPMENT INVOLVED IN THE CONSTRUCTION PROJECT WILL HAVE A CERTIFICATE OF ATTENDANCE AT A DEPARTMENT OF NATURAL RESOURCES APPROVED TRAINING PROGRAM FOR THE CONTROL OF SEDIMENT AND EROSION BEFORE BEGINNING THE PROJECT.

P.E. SHOWN BELOW DID NOT SUPERVISE WORK SHOWN ON SHEET NOS. 12-17

**CONVENTIONAL SIGNS**

STATE AND NATIONAL LINE	-----	CULVERTS	-----
COUNTY LINE	-----	RETAINING WALL	-----
CITY OR VILLAGE	-----	DROP INLET	-----
TRAFFIC BARRIER	-----	TROLLEY POLE	-----
FENCE LINE	-----	POWER POLE	-----
UNFENCED PROPERTY	-----	TELEPHONE OR TELEGRAPH POLE	-----
RIGHT OF WAY LINE	-----	MARSH	-----
TRAVELED WAY	-----	HEDGE	-----
RAILROADS	-----	GROUND ELEVATION	-----
BASE OR SURVEY LINE	-----	GRADE ELEVATION	-----

**DESIGN TRAFFIC DATA**

A. D. T.  
 D. H. V.  
 DIRECTIONAL DISTRIBUTION  
 PERCENT TRUCKS-A. D. T.  
 PERCENT TRUCKS-D. H. V.  
 DESIGN SPEED 30 M.P.H.

ENVIRODYNE ENGINEERS, INC.  
 BALTIMORE, MARYLAND

MANENDRA R. JHA, P.E.

REVIEWED AND APPROVAL RECOMMENDED  
*James P. Hattery* 10/14/87  
 CHIEF, BUREAU OF BRIDGE DESIGN

APPROVAL RECOMMENDED  
*E.S. Freedman* 10/14/87  
 DEPUTY CHIEF ENGINEER, BRIDGE DEVELOPMENT

APPROVED  
*Manendra R. Jha* 10/14/87  
 CHIEF ENGINEER, STATE HIGHWAY ADMINISTRATION

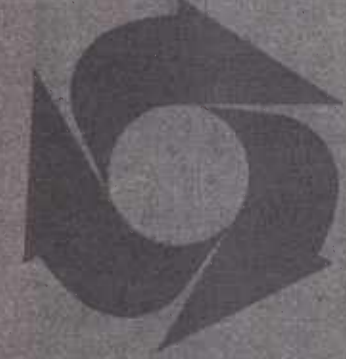


F.H.W.A. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	AC-I-370-1(13)0	1	41

BB Revision No. 1, Sheet No. 1, 2, 3, 7, 1/20/85

**INDEX OF SHEETS**

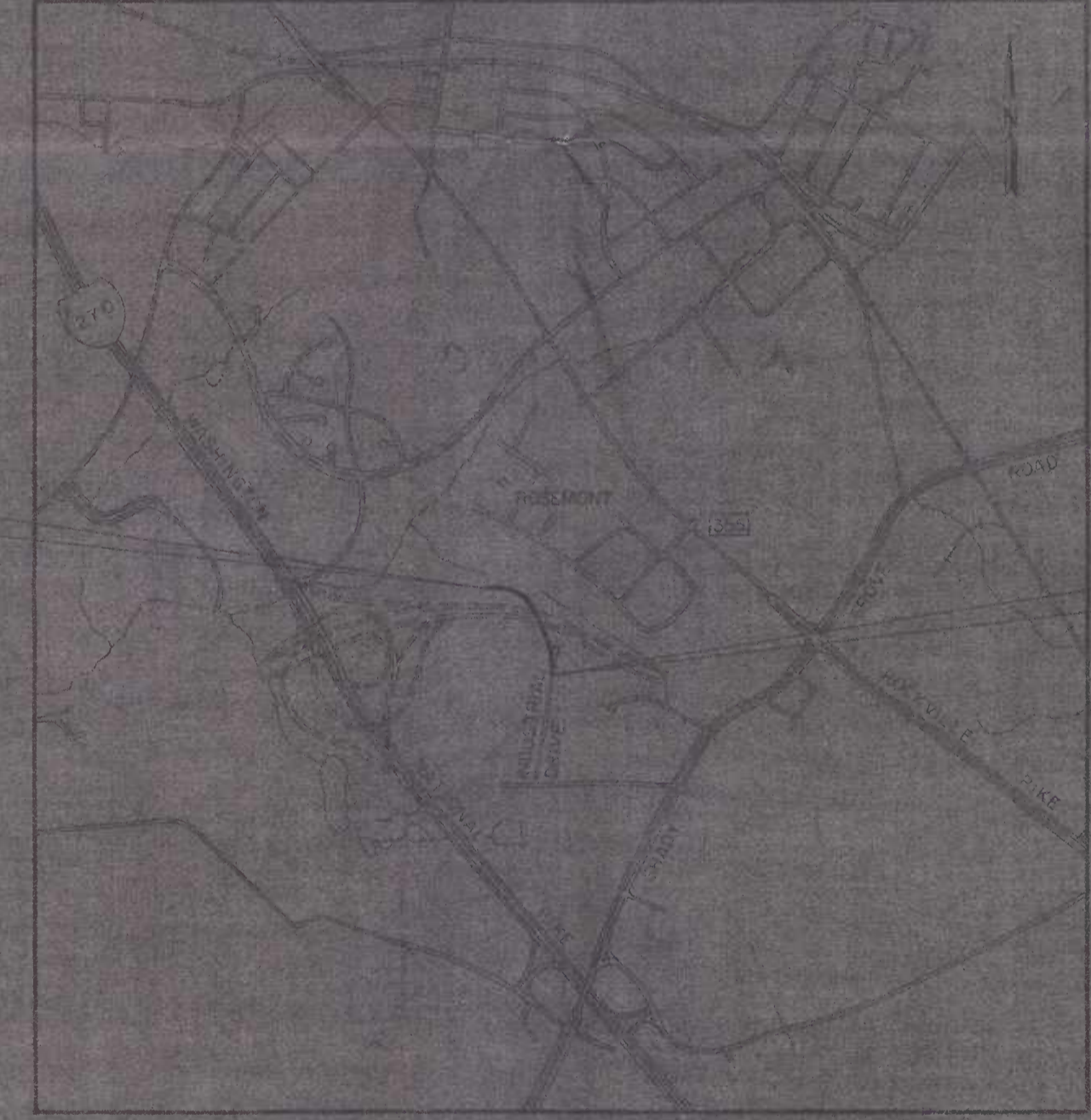
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APPROVED  
*Manvendra B. Jha* 10/14/87  
 CHIEF ENGINEER, STATE HIGHWAY ADMINISTRATION



B.M.#12 ELEV. 470.91  
 R.R. SPIKE SET IN 12" SYCAMORE, 1 FOOT RIGHT OF I-370 TRAVERSE LINE STA. 76+20  
 F.B. #31062 PAGE 13

CONSTRUCTION I-370 E.B.R. CURVE No. 5  
 $\Delta = 27^{\circ}-04'-58.4''$   
 $D = 3^{\circ}-02'-34.9''$   
 $R = 1882.86'$   
 $T = 453.48'$   
 $L = 890.00'$   
 $E = 63.84'$   
 $S/E = 0.078 \text{ Ft./Ft.}$

CONSTRUCTION I-370 W.B.R. CURVE No. 28  
 $\Delta = 13^{\circ}-15'-42.3''$   
 $D = 2^{\circ}-42'-48.5''$   
 $R = 2111.52'$   
 $T = 245.46'$   
 $L = 488.73'$   
 $E = 14.22'$   
 $S/E = 0.078 \text{ Ft./Ft.}$

CONSTRUCTION I-370 E.B.R. & W.B.R. SPIRAL DATA  
 C.S. STA. 123+20.00 TO S.T. STA. 131+00.00  
 $L_s = 78000'$   
 $9_s = 11^{\circ}-42'-00''$   
 $L_T = 52114'$   
 $S_T = 261.04'$

CONST. INDUSTRIAL DR. CURVE No. 2  
 $\Delta = 65^{\circ}-18'-45.5''$   
 $D_c = 15^{\circ}-00'-00''$   
 $R = 381.07'$   
 $T = 244.31'$   
 $L = 435.42'$   
 $E = 71.72'$   
 $S.E. = 3.3\%$

SURVEY INDUSTRIAL DR. CURVE No. 2A  
 $\Delta = 24^{\circ}-45'-00''$   
 $D_c = 12^{\circ}-30'-00''$   
 $R = 453.37'$   
 $T = 100.57'$   
 $L = 198.00'$   
 $E = 40.90'$

SURVEY INDUSTRIAL DR. CURVE No. 3  
 $\Delta = 40^{\circ}-33'-45.5''$   
 $D_c = 19^{\circ}-00'-00''$   
 $R = 301.56'$   
 $T = 111.44'$   
 $L = 213.49'$   
 $E = 19.93'$

SURVEY 4 CONST. INDUSTRIAL DR. CURVE No. 1  
 $\Delta = 24^{\circ}-00'-00''$   
 $D_c = 10^{\circ}-30'-00''$   
 $R = 545.67'$   
 $T = 115.99'$   
 $L = 228.57'$   
 $E = 12.19'$   
 $S.E. = 3.5\%$

**DRAINAGE NOTES**

- CONSTRUCT STD COG-15 INLET (MD. 374.31)  
 1-EA. Sta. 9+10, Lt. T/C 436.98 INV. W. 482.1 INV. OUT. 481.9  
 1-EA. Sta. 17+00, Lt. T/C 475.33 INV. OUT. 470.36
- CONSTRUCT STD COG-10 INLET (MD. 374.31)  
 1-EA. Sta. 8+50, Lt. T/C 487.95 INV. OUT. 482.98
- CONSTRUCT 18" R.C.P.  
 Sta. 8+50 to Sta. 9+10 - 60 L.F., Lt.  
 Sta. 9+10 - 70 L.F., Lt.
- CONSTRUCT 18" C.M.P.  
 Sta. 17+00 - 34 L.F., Lt.  
 Sta. 19+27 - 64 L.F., Lt.
- CONSTRUCT 12" C.M.P.  
 Sta. 19+00 - 34 L.F., Lt.  
 INV. 418.1
- CONSTRUCT 6" P.V.C.  
 Sta. 19+00 - 34 L.F., Lt.  
 INV. 447.6
- CONSTRUCT 6" P.V.C. UNDERDRAIN (U.D.) MD. 387.01  
 Sta. 7+00 to Sta. 10+30, Lt. - 380 L.F.  
 Sta. 14+25 to Sta. 19+25, Lt. - 500 L.F.
- CONSTRUCT 6" UNDERDRAIN OUTLET (MD. 387.01)  
 Sta. 19+25, Lt. - 25 L.F.
- CONSTRUCT ANCHORAGE AT STRUCTURE  
 1-EA. Sta. 10+24, Rt.  
 1-EA. Sta. 10+64, Lt.  
 1-EA. Sta. 14+16, Rt.  
 1-EA. Sta. 14+58, Lt.
- CONNECT UNDERDRAIN TO INLET  
 Sta. 8+50, Lt.  
 Sta. 9+10, Lt.  
 Sta. 17+00, Lt.
- CONSTRUCT STD. TRAFFIC BARRIER W BEAM  
 Sta. 7+49 to Sta. 10+24, Rt. (275 L.F.)  
 Sta. 9+76 to Sta. 10+64, Lt. (88 L.F.)  
 Sta. 14+16 to Sta. 19+16, Rt. (500 L.F.)  
 Sta. 14+58 to Sta. 19+20, Lt. (462 L.F.)
- CONSTRUCT 50 L.F. TRAFFIC BARRIER BARRICADE and MOUNT SIGN "ROAD CLOSED"
- CONSTRUCT TYPE II ANCHORAGE  
 1-EA. Sta. 7+49, Rt.  
 1-EA. Sta. 9+76, Lt.
- CONSTRUCT INLET SEDIMENT TRAPS (I.S.T.)  
 Sta. 8+50, Lt.  
 Sta. 9+10, Lt.  
 Sta. 17+00, Lt.

Sta. 8+00 to Sta. 11+00, Lt.  
 CONSTRUCT DIVERSION DIKE/SWALE TO DIVERT CLEAR WATER FROM CONSTRUCTION.

Sta. 7+00 to Sta. 11+30, Rt.  
 Sta. 13+50 to Sta. 19+75, Lt. & Rt.  
 CONSTRUCT SLOPE SILT FENCE (SSF) AROUND CONSTRUCTION AREA AT TOP OF PREVIOUSLY PLACED EMBANKMENT.

Sta. 19+30  
 CONSTRUCT BITUMINOUS CURB TO DIRECT WATER TO DRAIN (65 L.F.)

LIMIT OF WORK Sta. 20+15

