

MEMORANDUM

August 16, 1989

TO: Mike Baxter

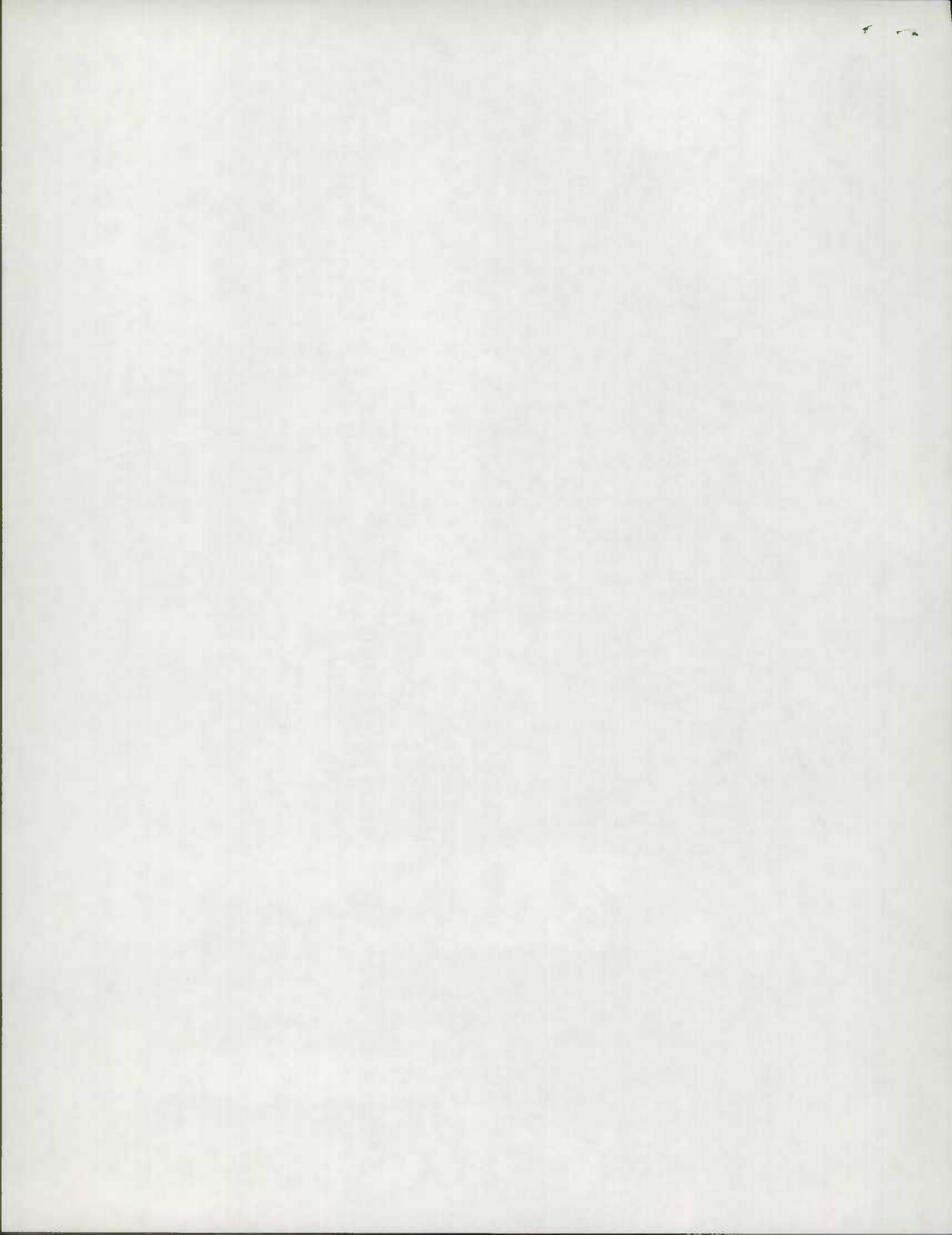
FROM: Kevin Powers

REGARDING: MD 210 service roads (P-878-4-371)

Approximately a year or two ago, I happened to look at one of the grid maps for Prince Georges county, and I saw a road to the east of MD 210 and south of Farmington Road that looked suspiciously like a service road that State Highway would have built. We had just finished applying a number of new state route numbers to some similar roads, owing to the dualization of MD 210, and this road might have been one I had missed.

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DUALIZATION OF MD 210

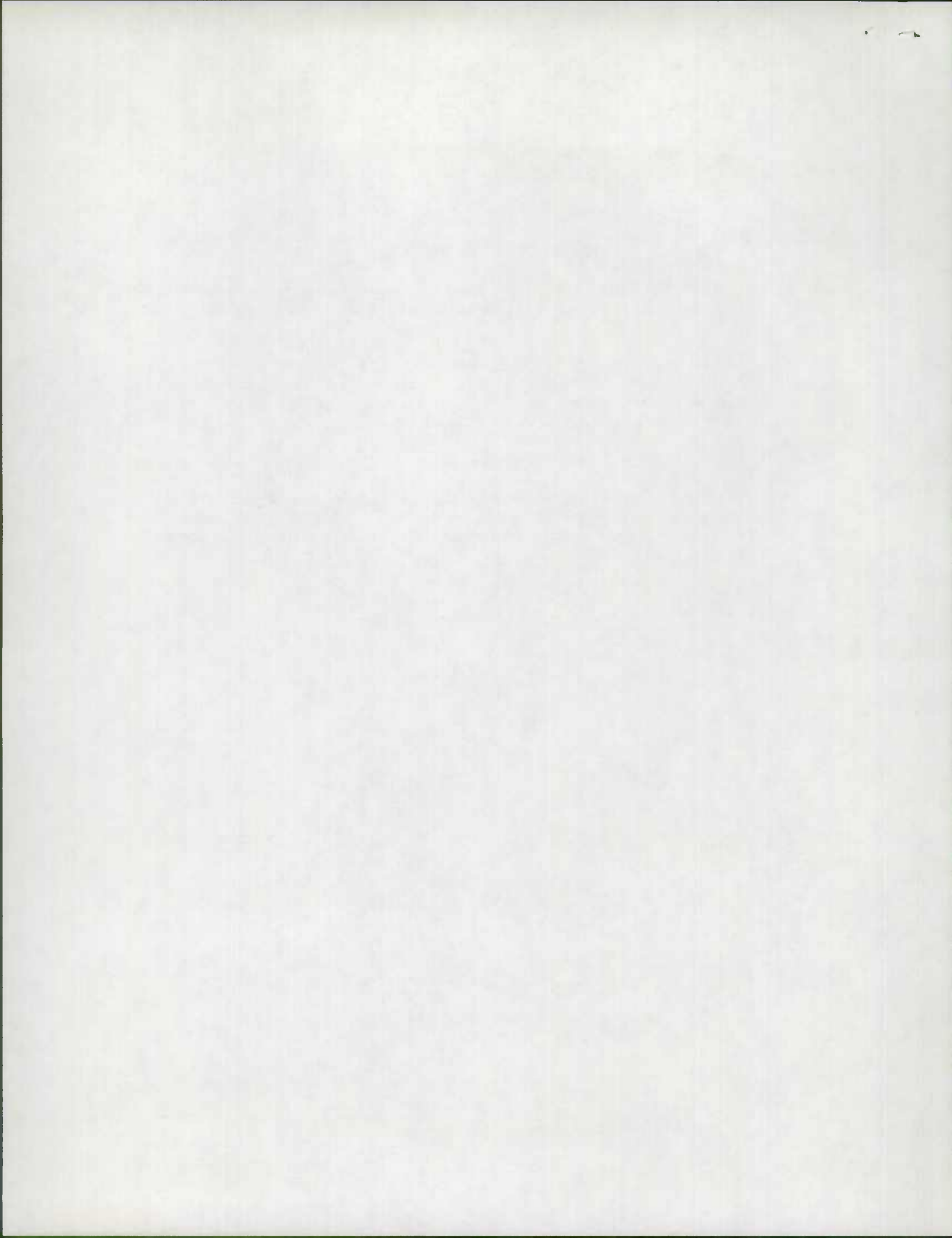
DATA CONCERNING FARMINGTON RD., EAST AND WEST FRONTAGE RDS.

CONTRACT # P-878-4-371

Farmington Rd. (Co.154) - widened, resurfaced from 0.08 mi.+/- east of MD 210 to 0.05 mi.+/- west of MD 210.

East Frontage Rd. - built by contract # P-878-4-371 - not picked up until accidentally noticed by state section personnel (me) - no previous route number - from Farmington Rd. extending southerly for a distance of 0.34 miles +/-.

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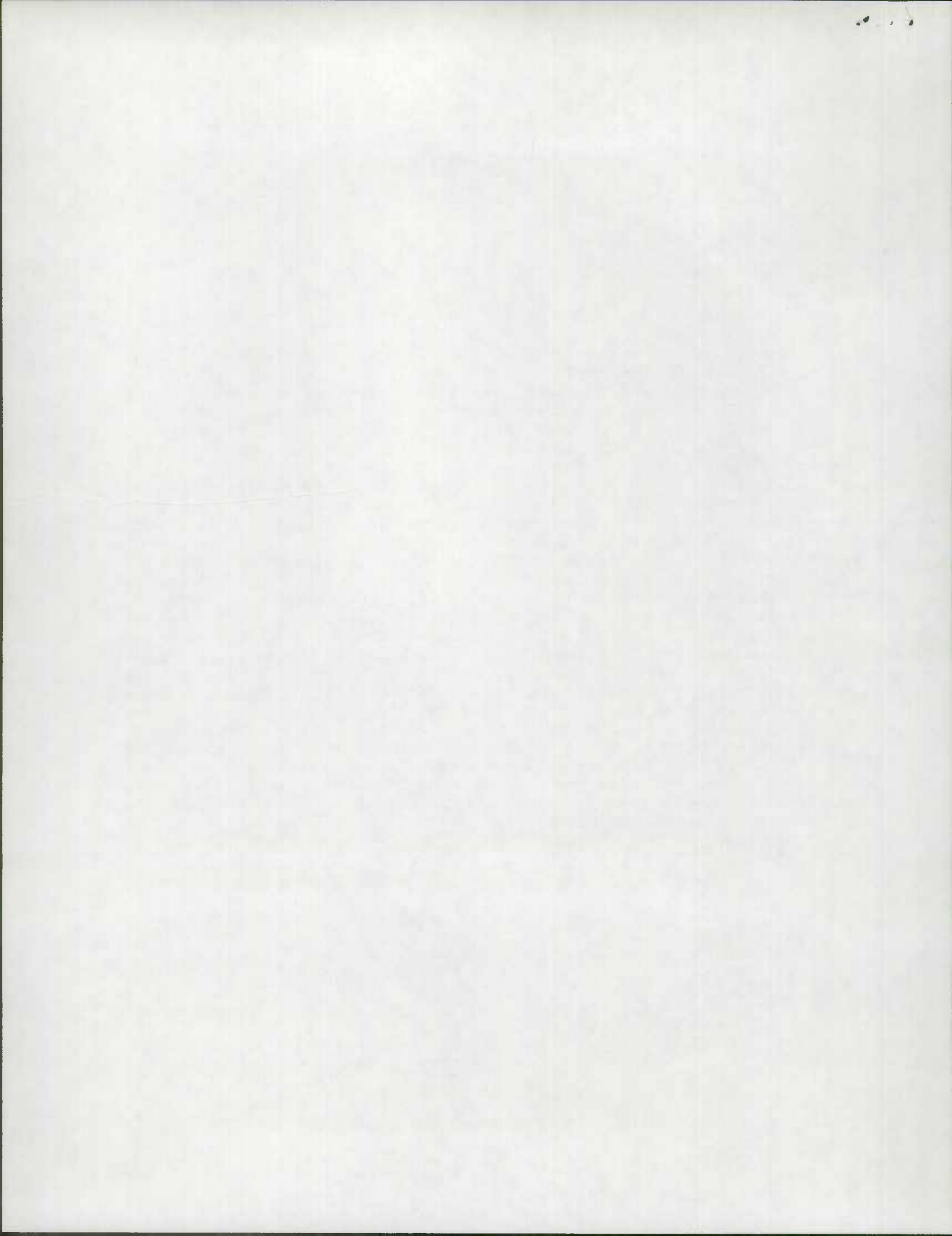
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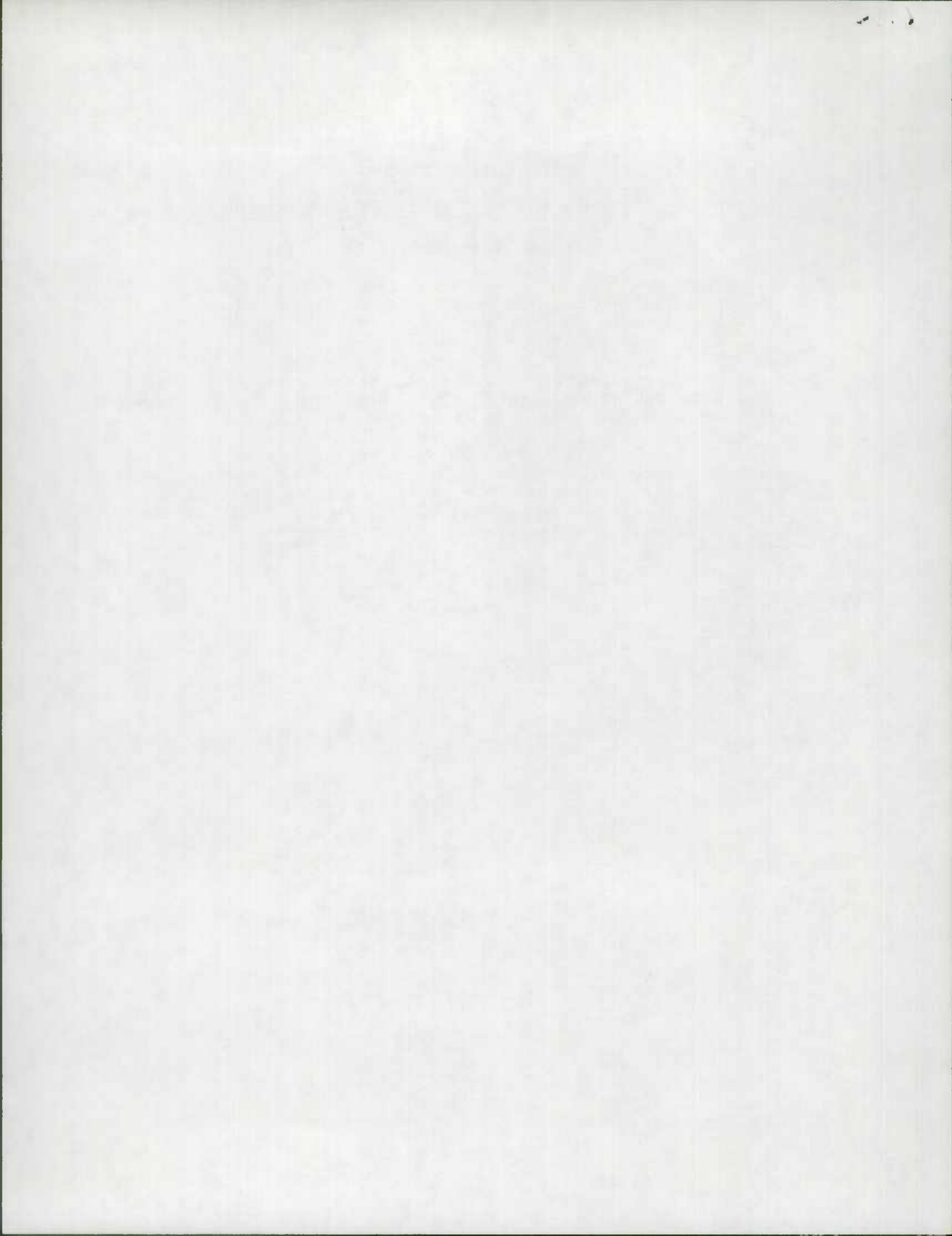
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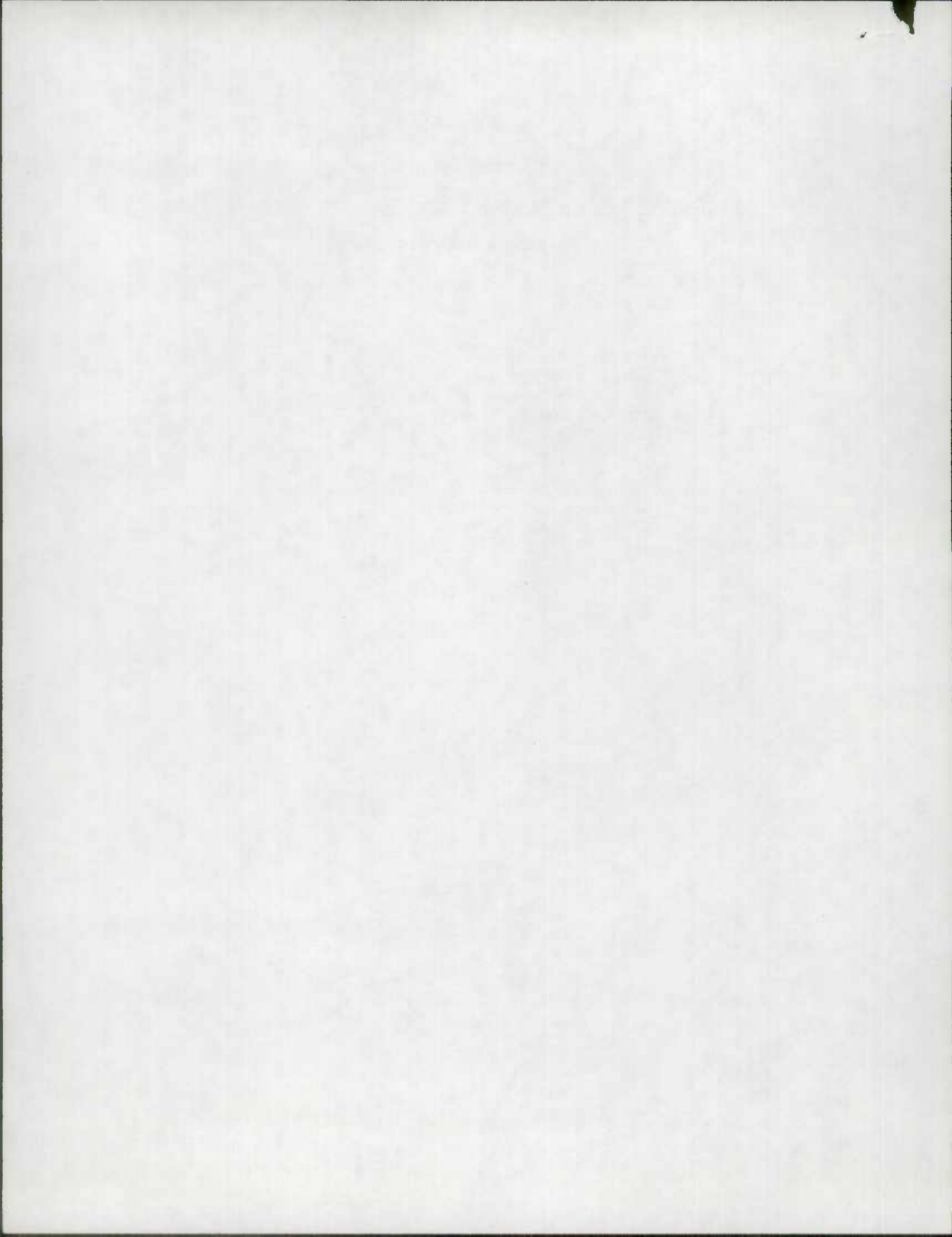
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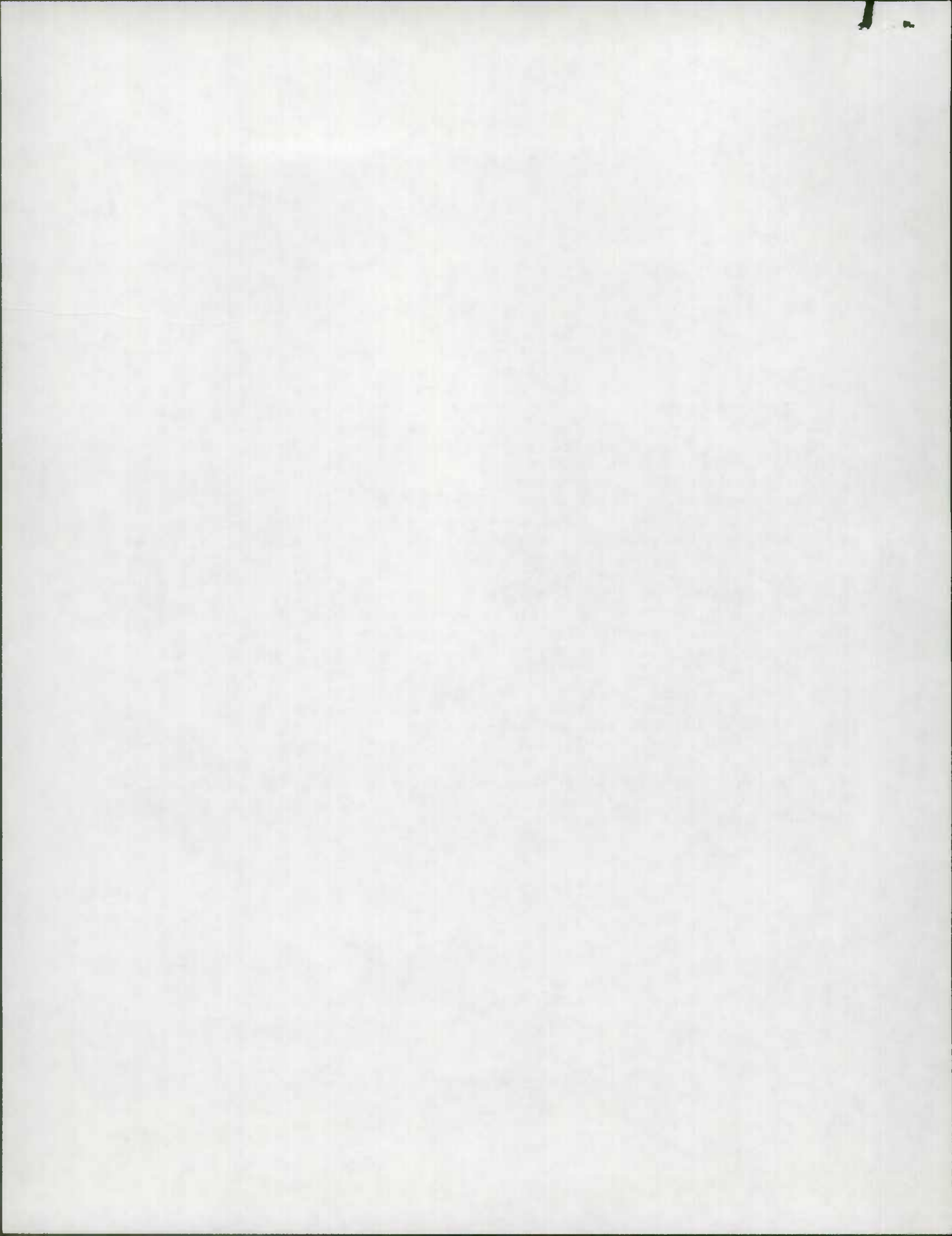
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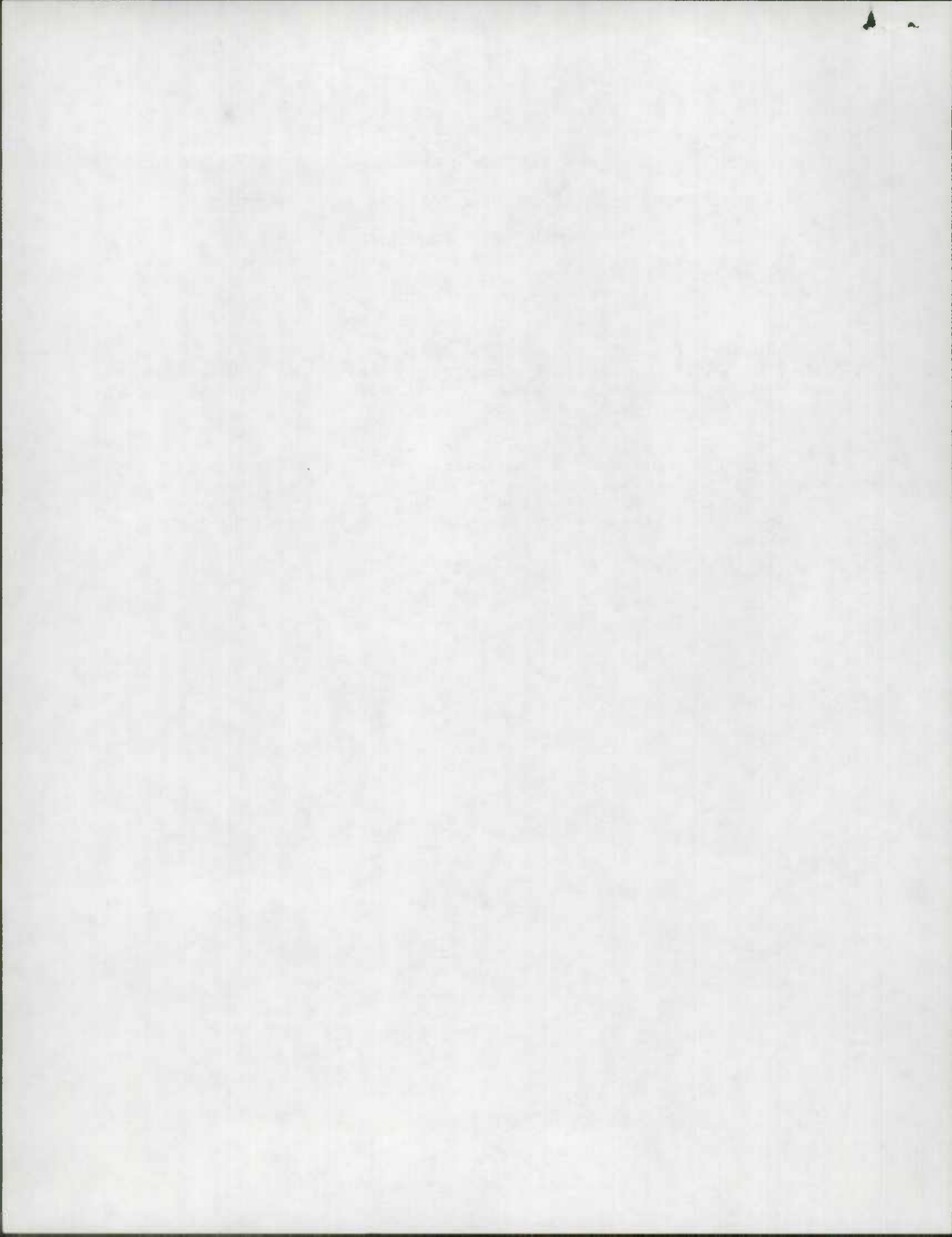
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PRINCIPAL ARTERIAL				OTHER				MINOR ARTERIAL			
FEDERAL-AID OTHER PRIMARY		NON-FEDERAL-AID		FEDERAL-AID OTHER PRIMARY		NON-FEDERAL-AID		FEDERAL-AID OTHER PRIMARY		NON-FEDERAL-AID	
RUR	INJ	FAT	N-F	RUR	INJ	FAT	N-F	RUR	INJ	FAT	N-F
100	59	1926	70	3446	12	18	0	0	0	0	0
76	2491	82	4154	6	98						

DATA EDUCATIONAL EXPERIMENT 1957-58

CONTINUED

PAGE 10



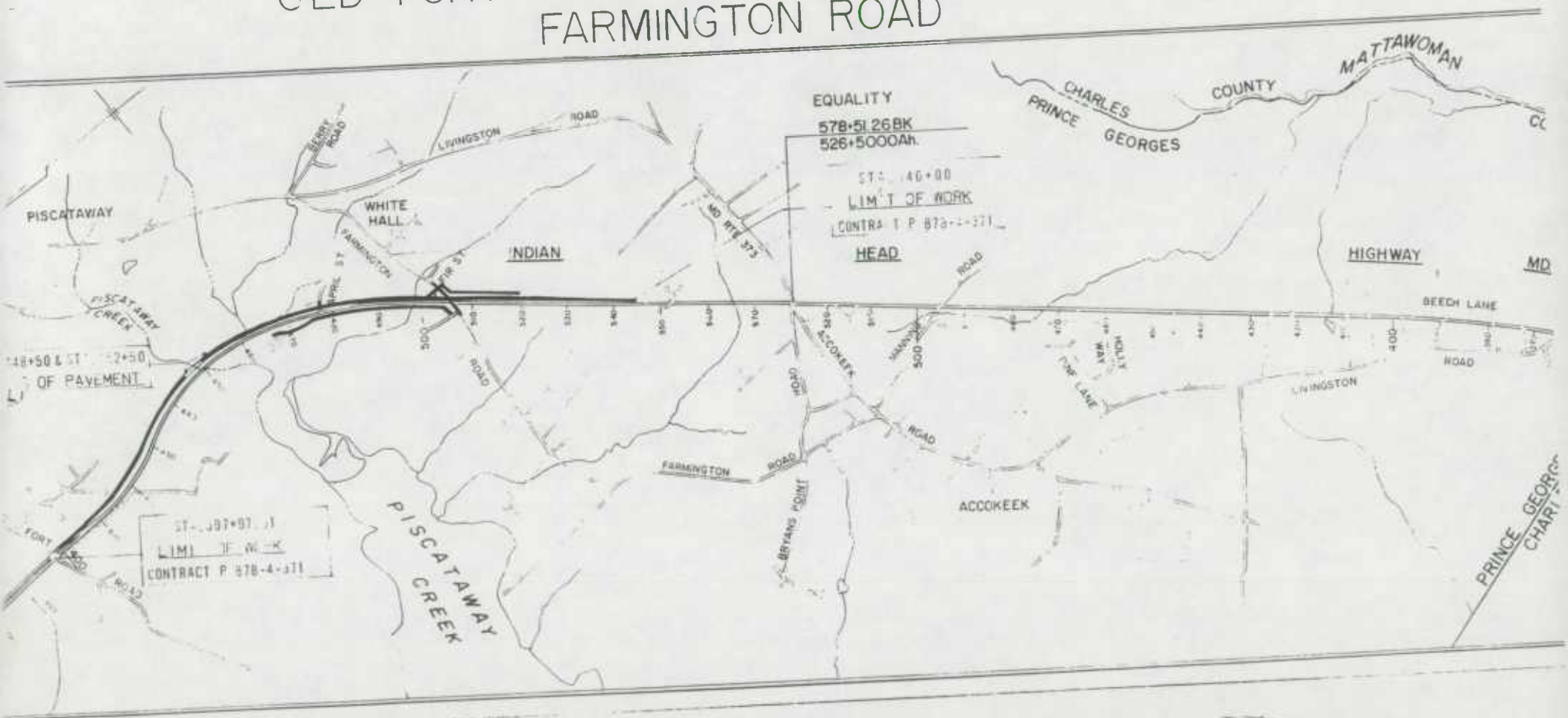
# PLANS OF PROPOSED HIGHWAY

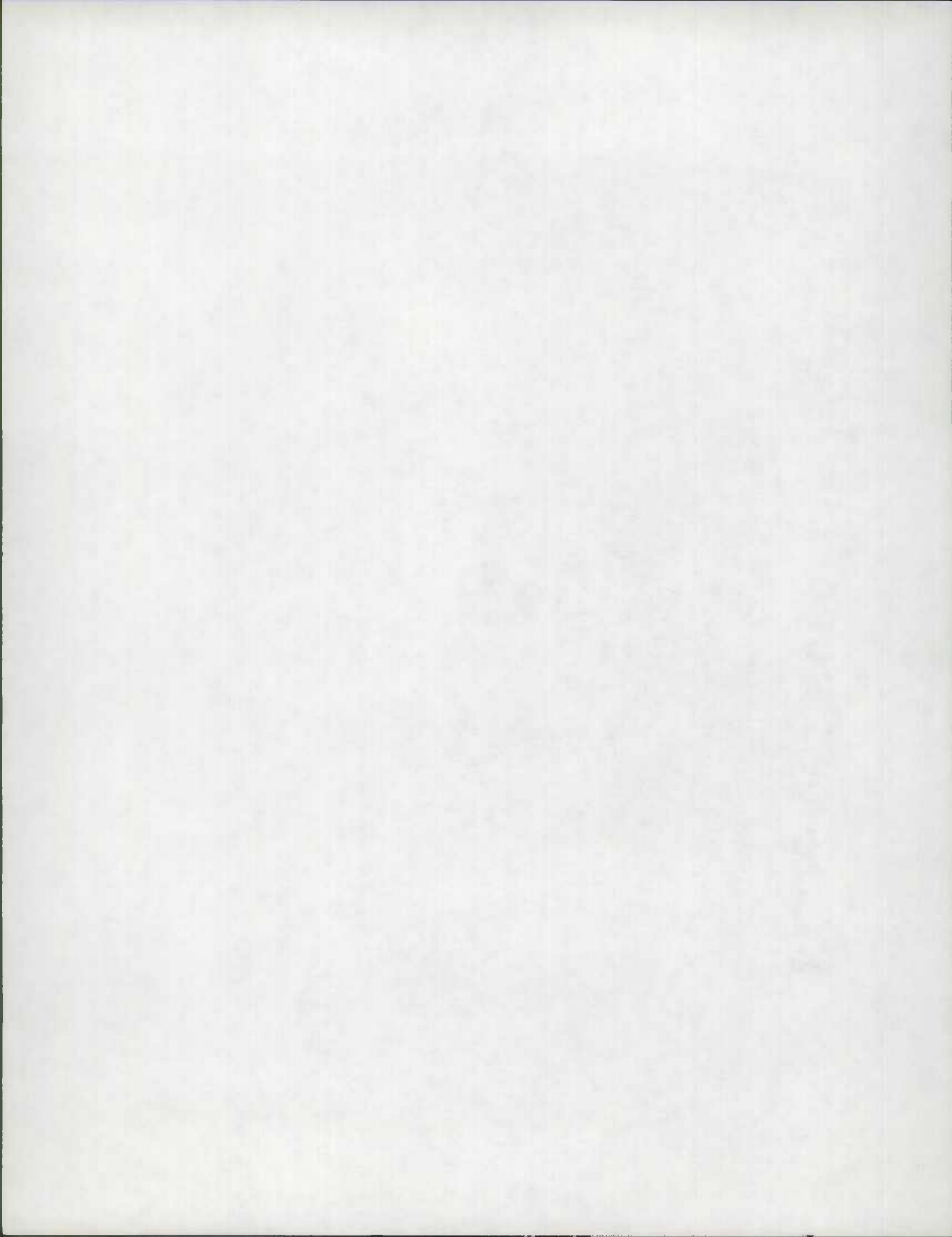
P 878 004 371

FEDERAL AID PROJECT NO. F-263-1-(6)

S.H.A. CONTRACT NO. P 878-4-371

## M.D. ROUTE 210 DUALIZATION OLD FORT ROAD TO 0.75 MILES SOUTH OF FARMINGTON ROAD





P-878-4-371

Dualization of MD 210 - Old Farm Rd to .75 mi. South of Farmington Rd

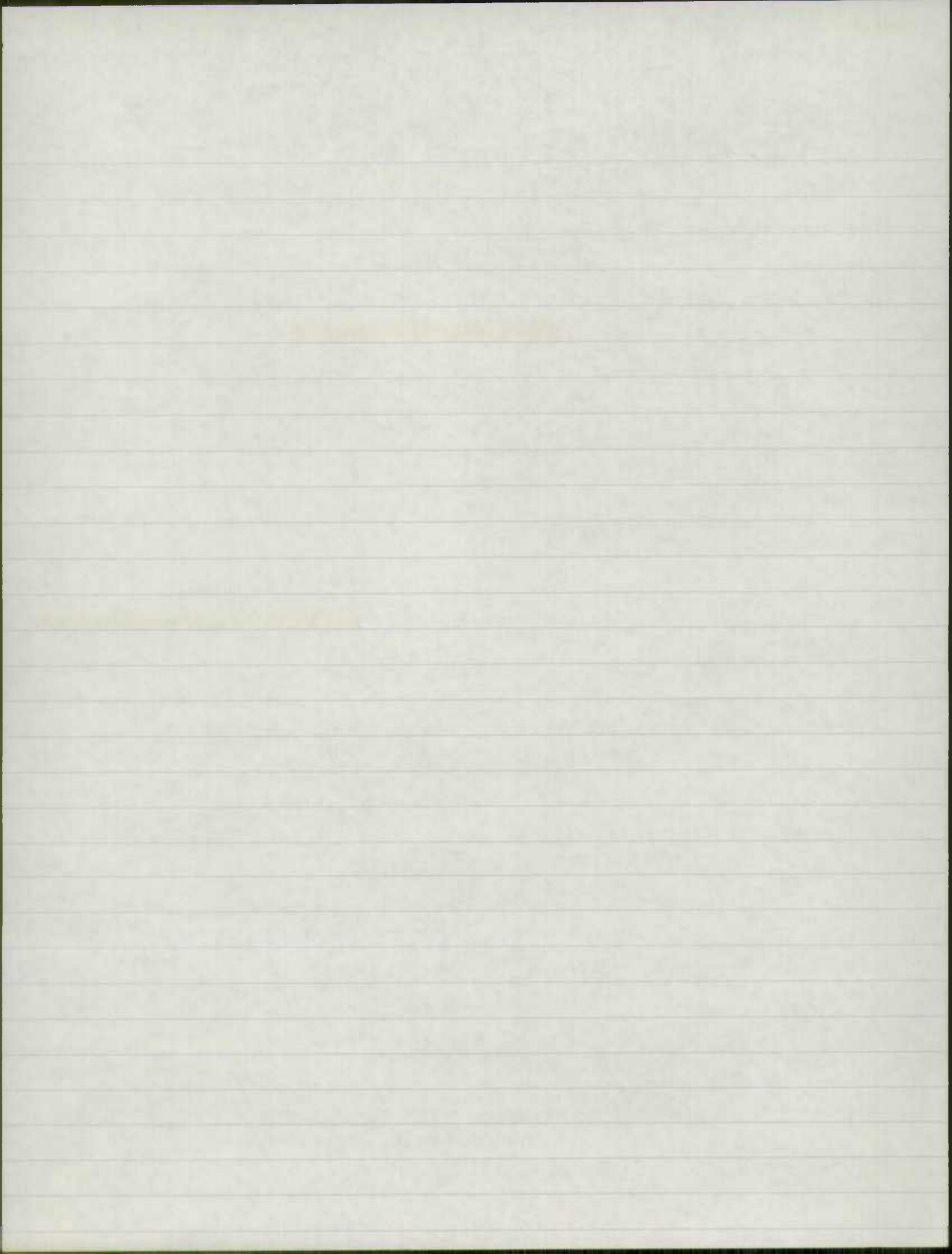
Data Concerning Farmington Rd, East and West Frontage Rds.

Co. 154

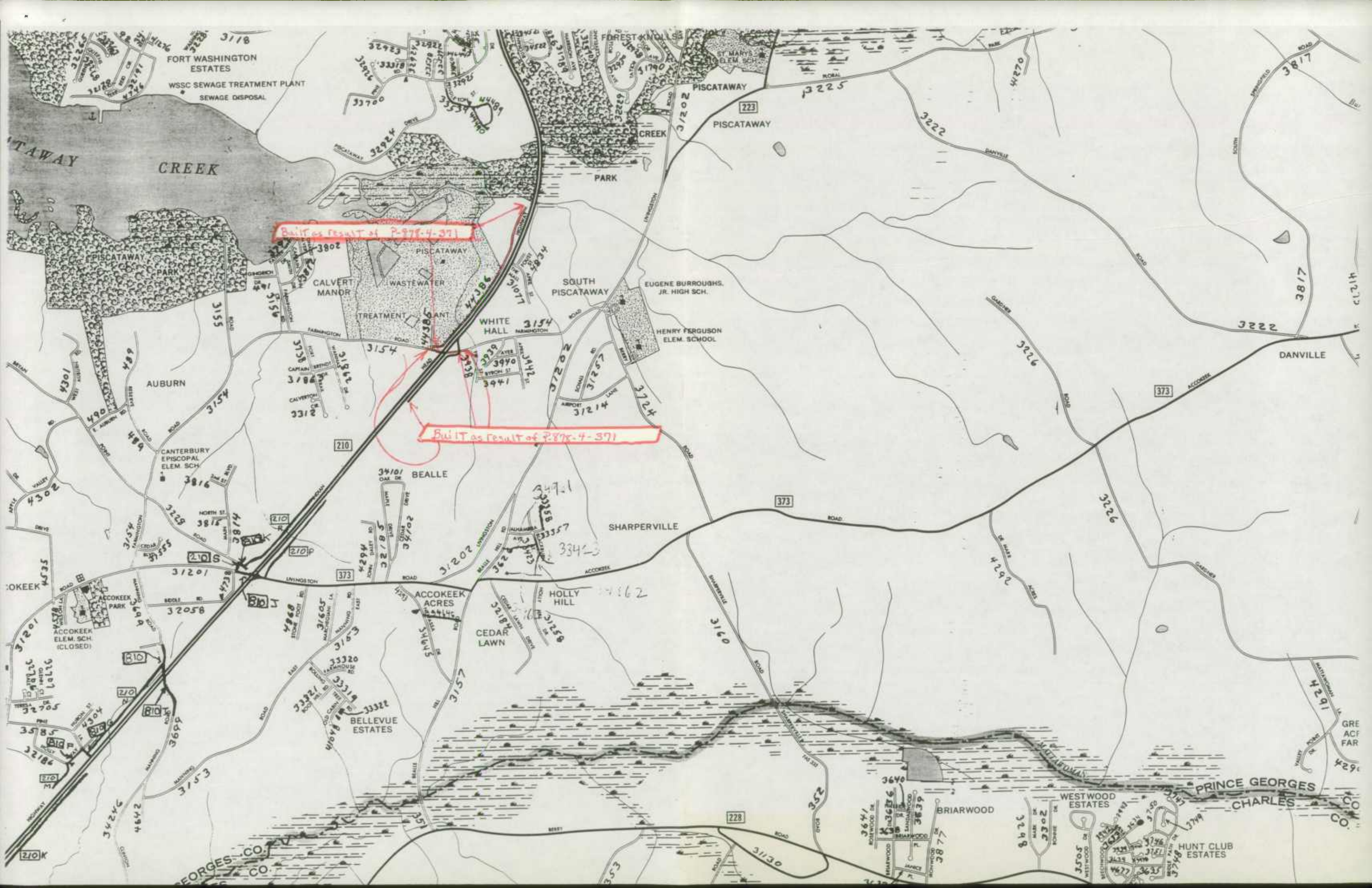
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FORT WASHINGTON ESTATES  
WSSC SEWAGE TREATMENT PLANT  
SEWAGE DISPOSAL

Built as result of P-977-4-371

Built as result of P-877-4-371

PISCATAWAY CREEK

PISCATAWAY  
223  
PISCATAWAY

SOUTH PISCATAWAY

EUGENE BURROUGHS, JR. HIGH SCH.  
HENRY FERGUSON ELEM. SCHOOL

WHITE HALL

SHARPERVILLE

PRINCE GEORGES  
CHARLES CO.

PRINCE GEORGES CO.

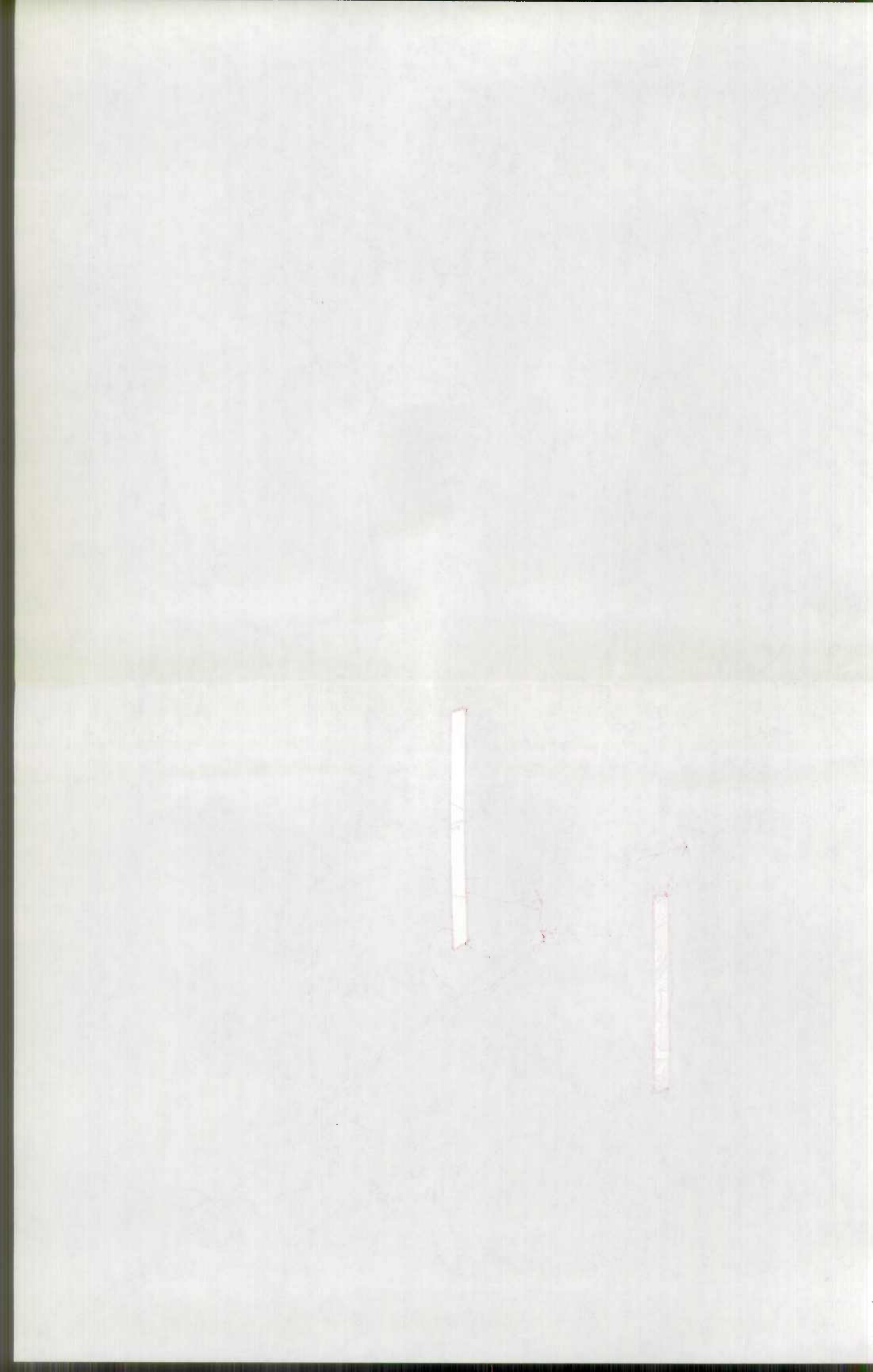
WESTWOOD ESTATES

BRIARWOOD

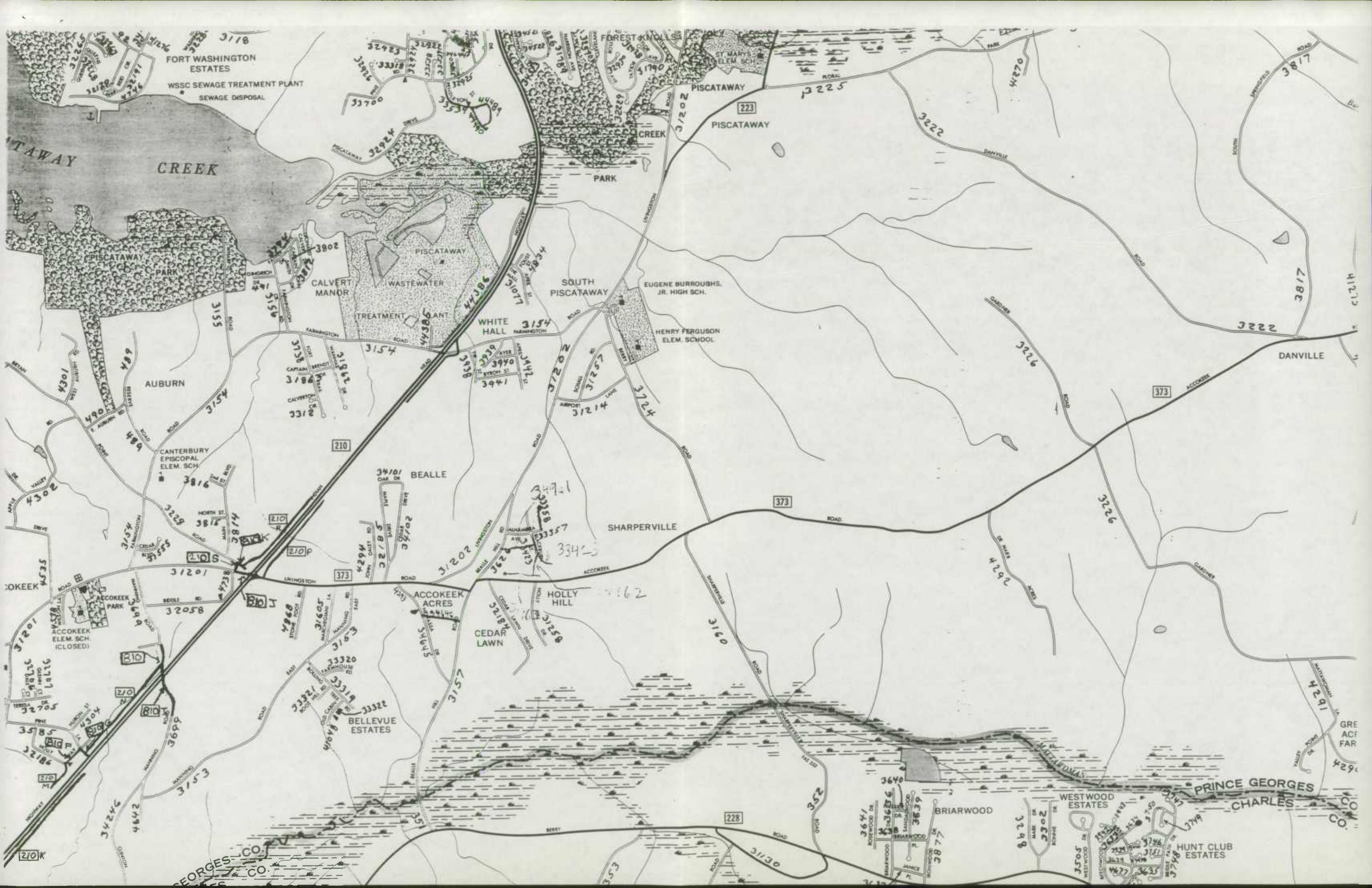
HUNT CLUB ESTATES

GREACFAR









FORT WASHINGTON ESTATES

WSSC SEWAGE TREATMENT PLANT  
SEWAGE DISPOSAL

PISCATAWAY CREEK

PISCATAWAY  
PISCATAWAY

SOUTH PISCATAWAY

EUGENE BURROUGHS, JR. HIGH SCH.

HENRY FERGUSON ELEM. SCHOOL

WHITE HALL

CALVERT MANOR

WASTEWATER TREATMENT PLANT

AUBURN

CANTERBURY EPISCOPAL ELEM. SCH.

BEALLE

SHARPERVILLE

HOLLY HILL

CEDAR LAWN

ACCOKEEK ACRES

BELLEVUE ESTATES

PRINCE GEORGES  
CHARLES CO.

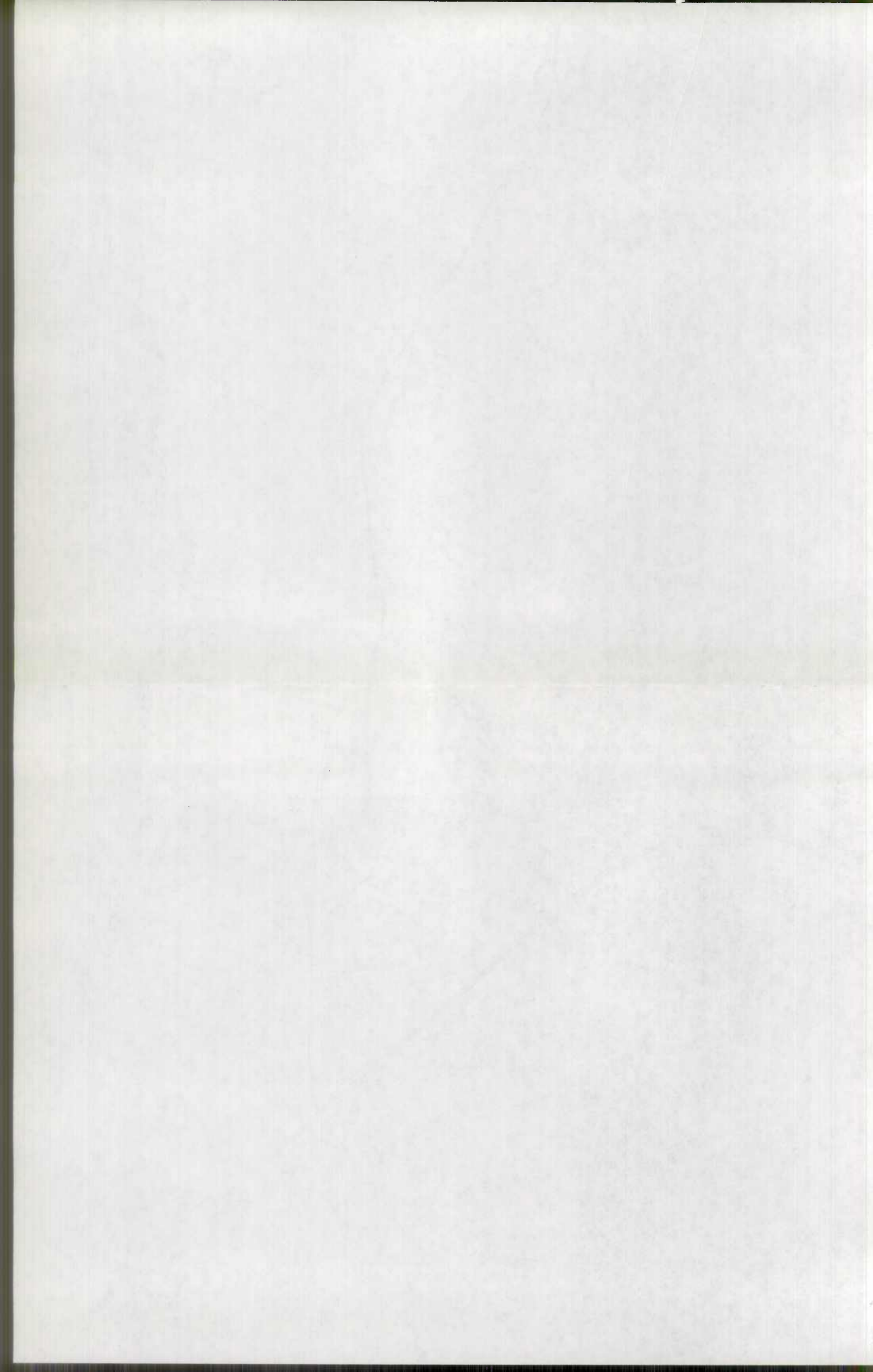
WESTWOOD ESTATES

BRIARWOOD

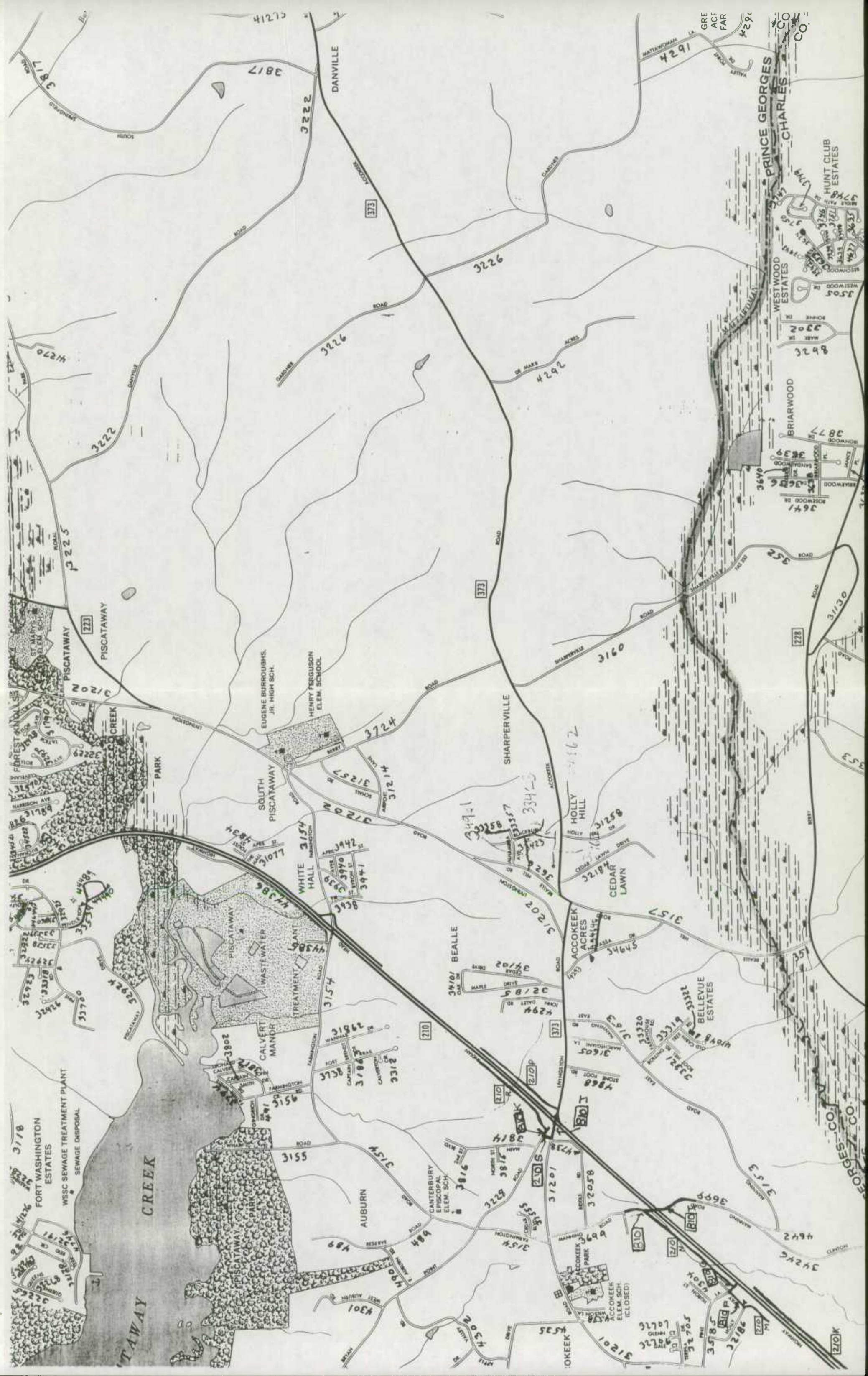
HUNT CLUB ESTATES

PRINCE GEORGES CO.  
CHARLES CO.

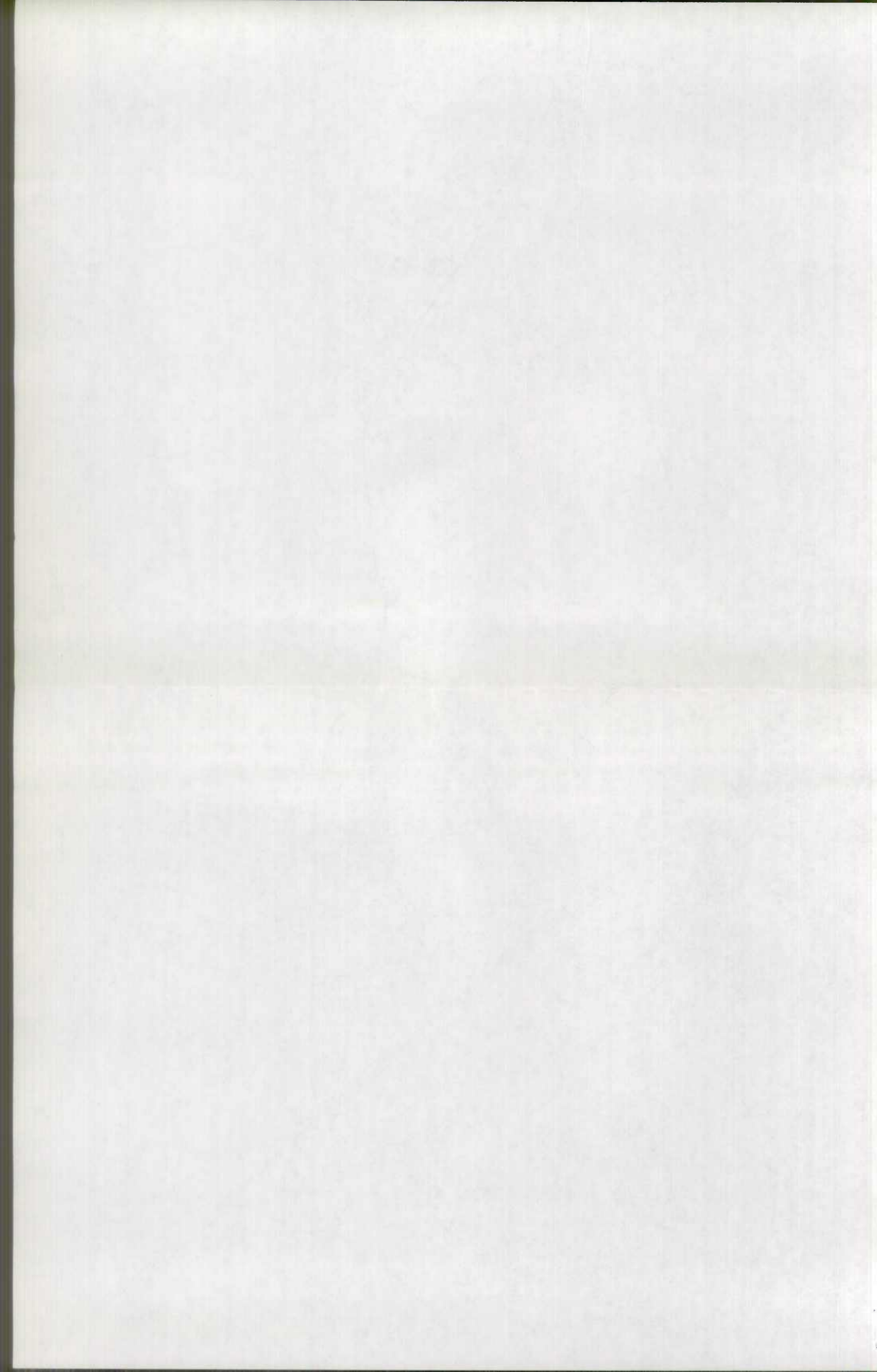








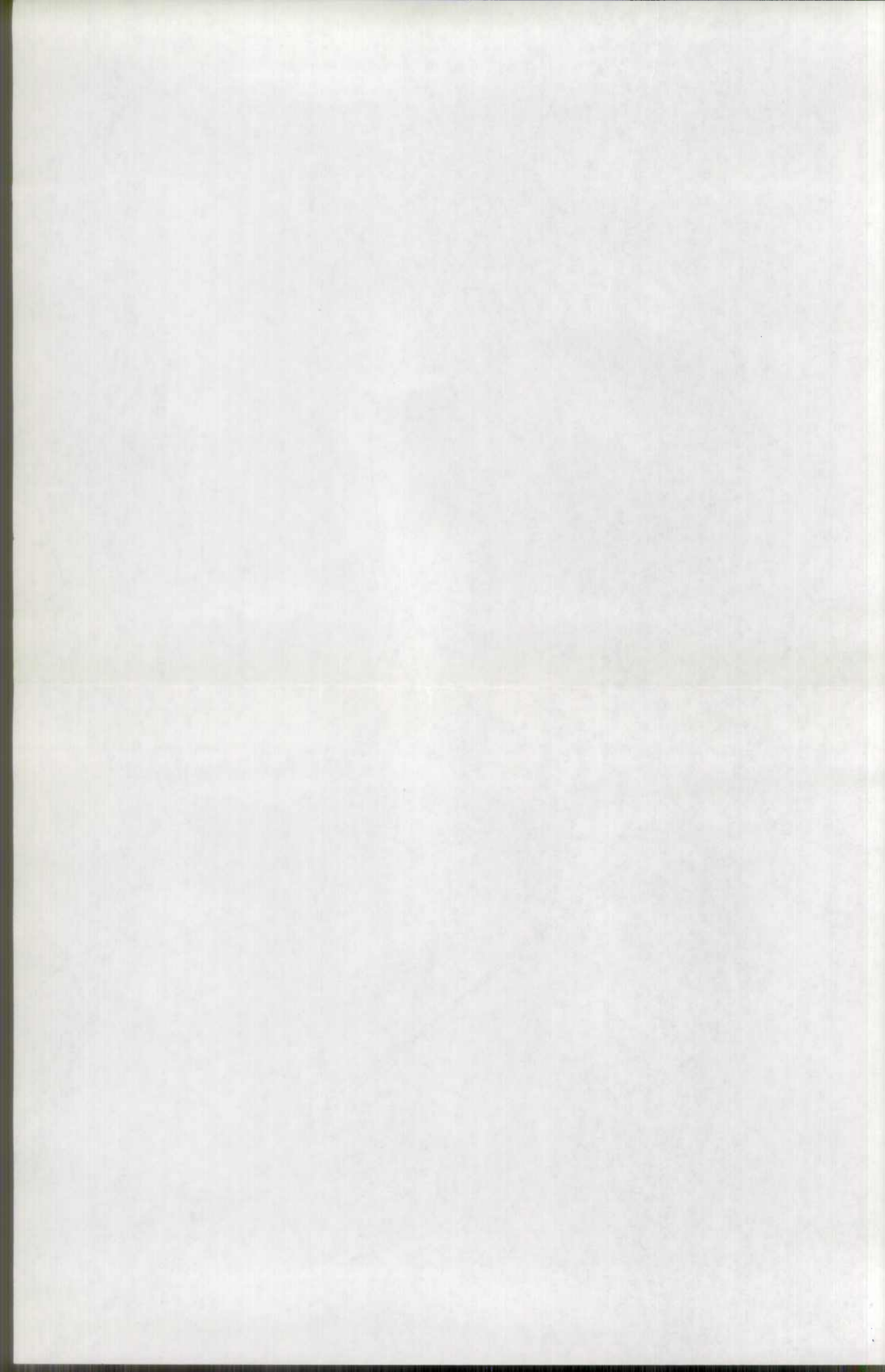


















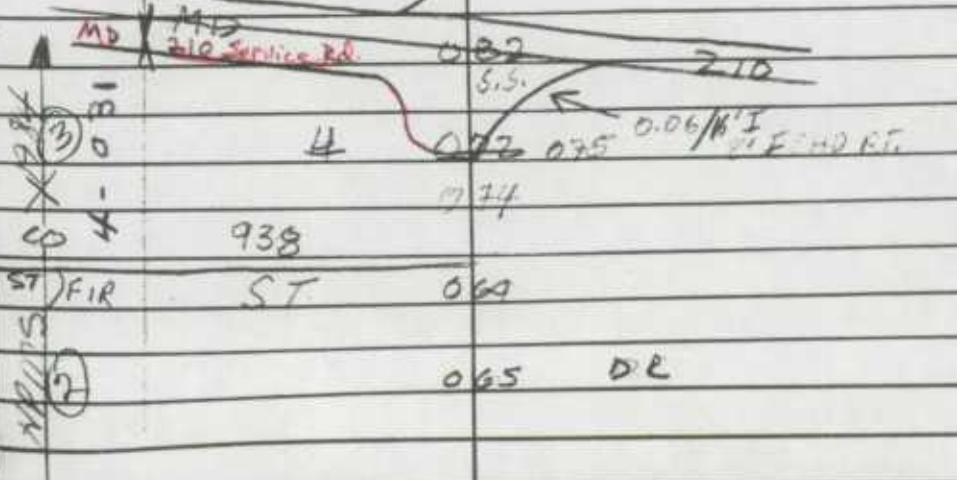
ROAD INVENTORY SHEET

Party Chief \_\_\_\_\_  
 Recorder \_\_\_\_\_  
 Chairman \_\_\_\_\_

Road No. CO 154  
 Name FARMINGTON RD  
 Sheet No. 2055  
 Date 8-8-68  
 County PRINCE GEO

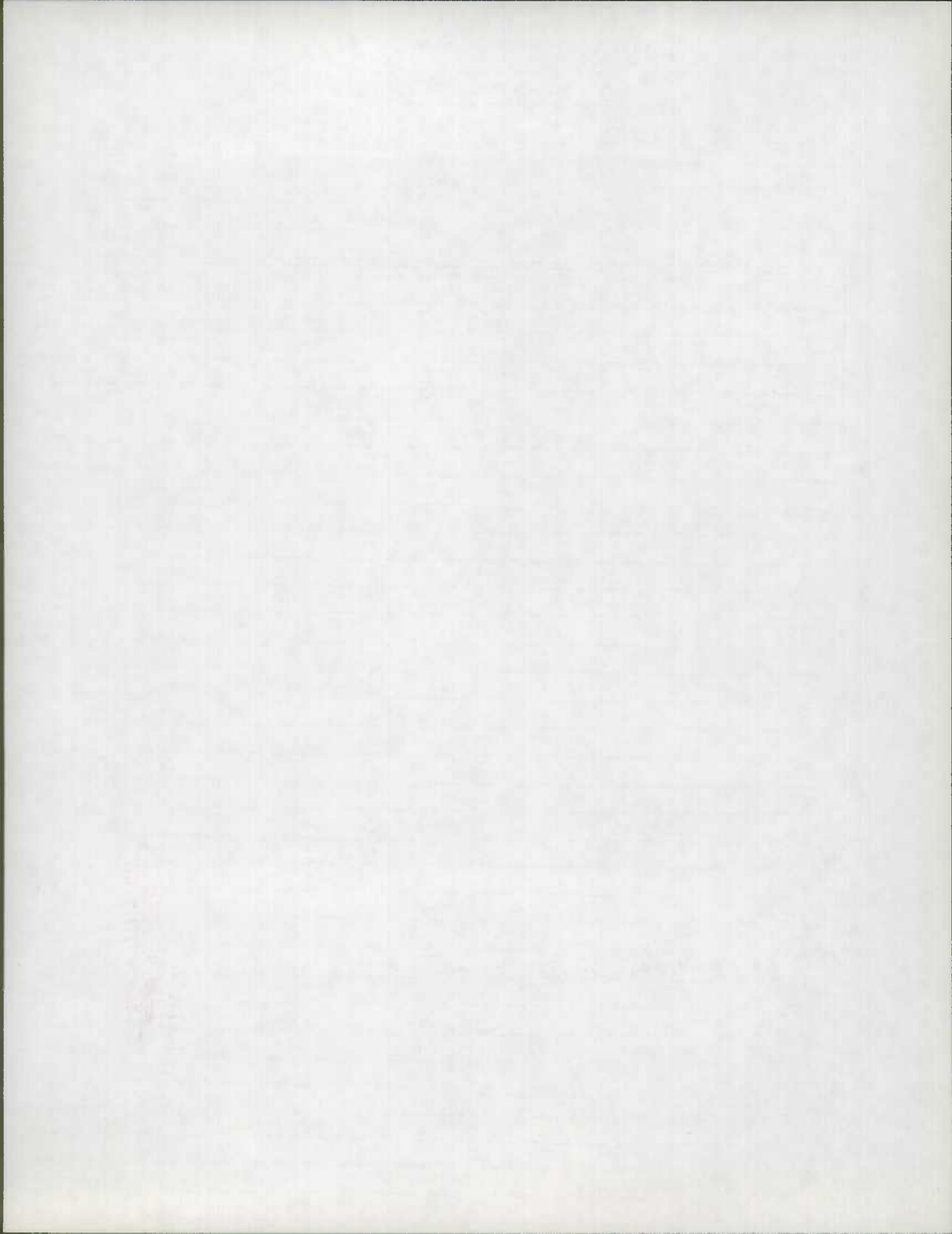
				145	H	
				142	H	
				138	H	
			CO	1862		
			WANNAS	DE	136	
FA	RURAL			H	133	H
NON	LOCAL			H	131	
						18'E
				125	0.50 MI	FARM
				120	DE	
						17'I
			H	400'	107	24'CW
		4-217			087	SEWAGE PLANT EST
					083	85 H
					082	210
					077	075 0.06/16'I
					074	
					938	
					ST	069
						065 DE

XX  
 ART. URBAN  
 OTHER PAV.  
 (1) ST  
 (2) FIR  
 (3) PARK  
 (4) H-OBI



15' 1/2" side  
 24' I  
 10' 5" M. 40'  
 17' I CN  
 23' E SW  
 24' I  
 2-10' ISW  
 2' M









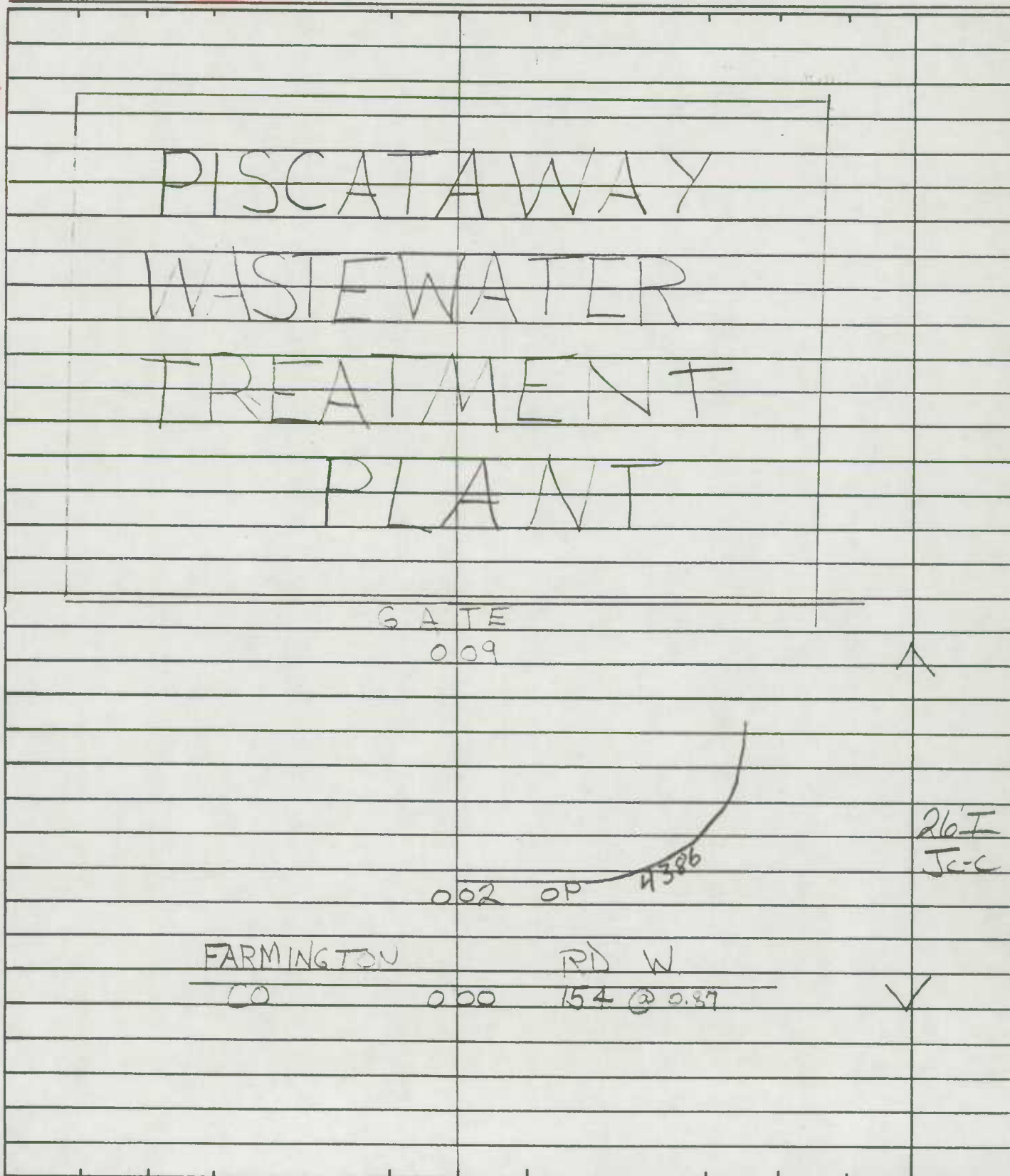
ROAD INVENTORY SHEET

Party Chief FR  
Recorder JE  
Helper \_\_\_\_\_

Road No. OP 4385  
Road Name (ENT TO SEWAGE TREATMENT RD)  
Sheet No. 1 of 1  
Date 2-23-72  
County Prince Georges  
State Coordinates 400-310

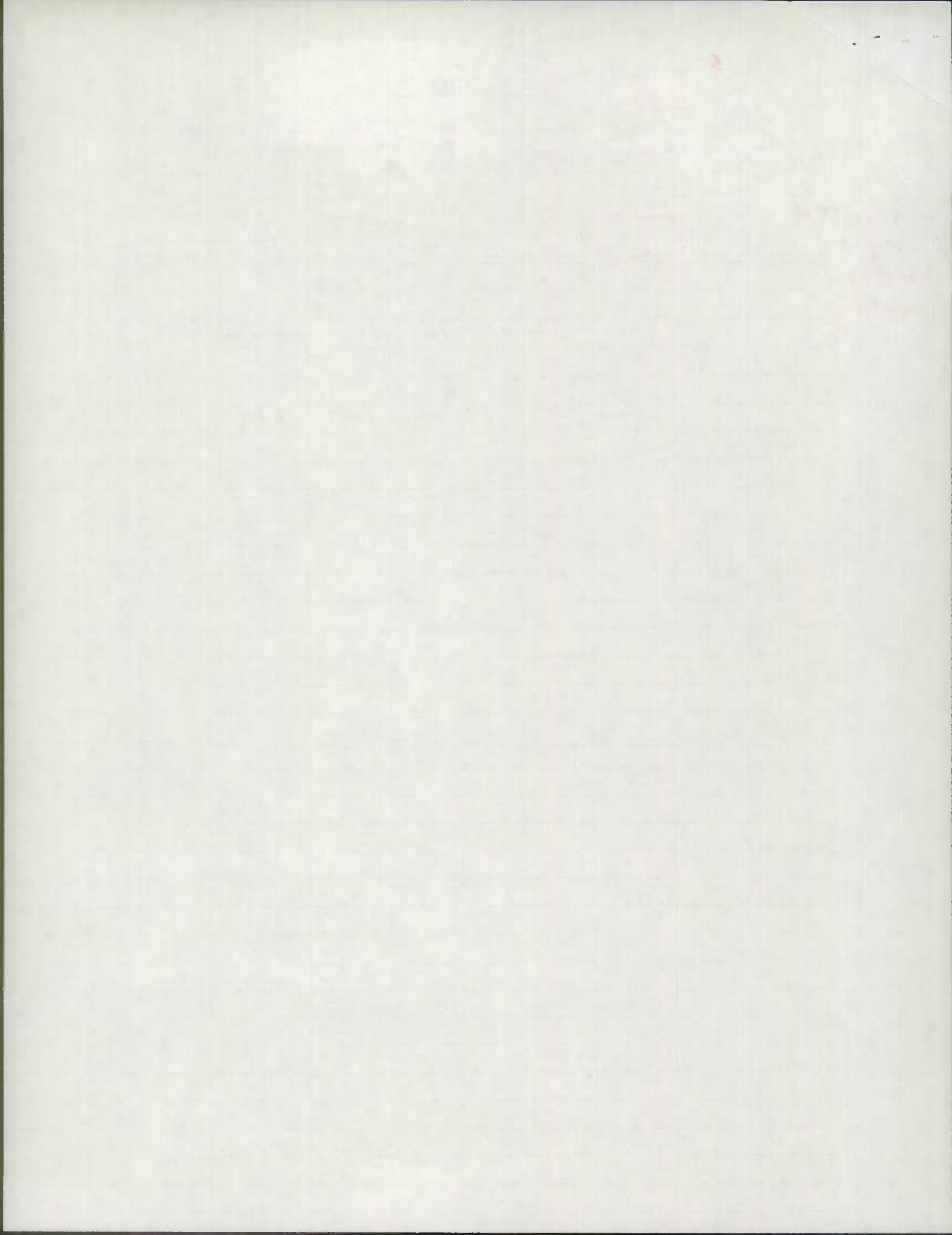
Map No. 81-248 1411

*NOT A RESULT of  
Co. imp. -  
picked up  
incidentally*



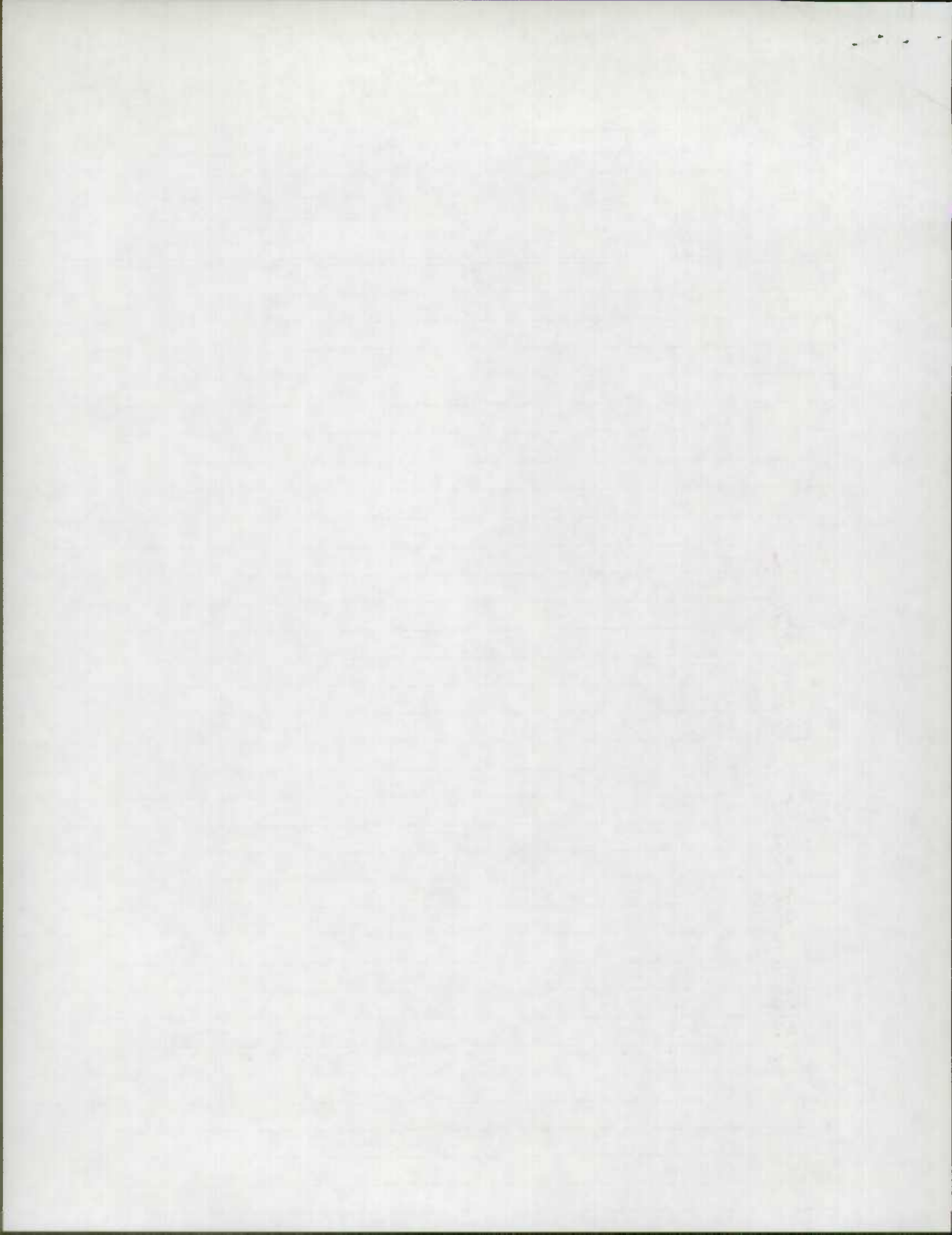
26-I  
Je-c

✓



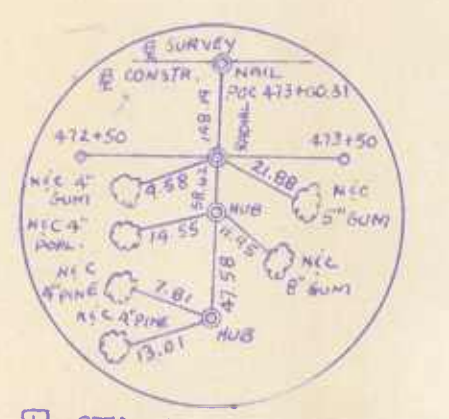
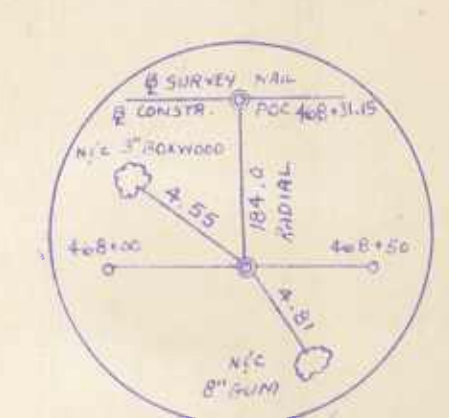
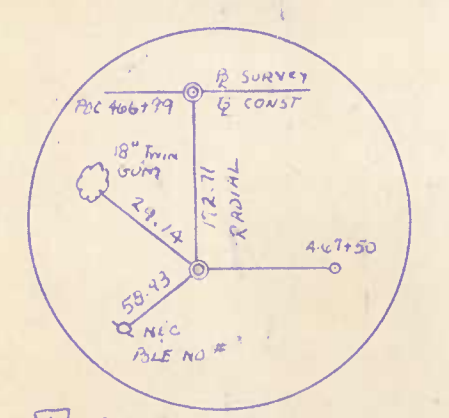








F.H.W.A. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.			



STA. 466+00 TO STA. 471+40 LT.  
545 L.F. - SOD SIDE DITCH: W = 1.5'; D = 1.5'

**CURVE DATA**  
 $\Delta = 23^{\circ}10'00.0''$   
 $D = 00^{\circ}39'00.0''$   
 $R = 8,814.73.5'$   
 $T = 1,806.73'$   
 $L = 3,964.10'$   
 $E = 183.26'$   
 $S.E. = 2.0\%$

AS BUILT  
97.0

STA. 471+57 TO STA. 472+50 LT.  
 1 - 18" C.M.P. ELBOWS; 16 GA.  
 1 - STD. END SECTION  
 CLASS 5 STONE CHANNEL PROTECTION  
 (SIDE DITCH) W = 1.5'; D = 1.0'; T = 12"

AS BUILT

33' LT. 1 STD. TYPE 'K' INLET, SINGLE GRATE  
 TOP ELEV. = 34.7; INV. 31.2  
 10' R.C.C.P. 80.0 L.F.  
 108' LT. - 1 STD. TYPE 'K' INLET, DOUBLE GRATE TANDEN  
 TOP ELEV. = 34.3; INV. IN. = 31.1; INV. OUT. = 30.3

BENCH MARK #CE 25  
 S.I.P.A. SPIKE IN A 6" ELM  
 175.0' LT. OF STA. 475+95  
 ELEV. 30.69

STA. 472+65 TO STA. 476+00 LT. N.W.R.  
 335 L.F. - SOD 'V' DITCH: D = 0.5'

STA. 466+00 TO STA. 476+00  
 985 L.F. - SOD MEDIAN DITCH: D = 0.75'

WEST FRONTAGE ROAD  
 STA. 470+05 TO STA. 472+00 LT.  
 195 L.F. - SOD 'V' DITCH  
 STA. 469+50 TO STA. 471+50 RT.  
 200 L.F. - SOD 'V' DITCH

WEST FRONTAGE ROAD  
 STA. 472+00 TO STA. 476+00 LT.  
 400 L.F. - SOD SURFACE DRAIN DITCH: D = 1.0'

WEST FRONTAGE ROAD RT.  
 STA. 471+50 TO STA. 476+00  
 450 L.F. - SOD SURFACE DRAIN DITCH: D = 0.75'

STA. P.C. 467+00.75 WEST FRONTAGE RD.

STA. P.C. 468+30.97 WEST FRONTAGE RD.

STA. P.C. 472+97.24 WEST FRONTAGE

TO WASHINGTON

TO INDIAN HEAD

STA. 467+00.75  
 LIMIT OF WORK  
 WEST FRONTAGE RD.  
 MEET EXISTING CONSTRUCTION

STA. 467+00 TO STA. 470+00  
 ADDITIONAL SEDIMENT AND EROSION CONTROL  
 MEASURES MAY BE REQUIRED BY THE ENGINEER.

OMIT SURFACE DRAIN DITCHES RT. & LT.  
 STA. 467+00.75 TO STA. 469+75 RT.  
 & STA. 470+30 LT. WEST FRONTAGE ROAD

SCALE PLAN: 1 IN. = 50 FT.

**MCA**   
**MCA ENGINEERING CORPORATION**  
 CONSULTING ENGINEERS  
 BALTIMORE, MARYLAND

REVISIONS	
Revised	8-21-80
AS BUILT	11-26-82

STATE OF MARYLAND  
 DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION  
 MARYLAND ROUTE 210 QUALIZATION FROM OLD FORT ROAD TO 0.75 MILE SOUTH OF FARMINGTON ROAD  
 PLAN - STA. 466+00 TO STA. 476+00

CONT. NO. P 876-4-371 F. A. P. NO. SHEET NO. 23 OF 48  
 PREL. TRAC. BY FINAL TRAC. BY



F.H.W.A. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.			

STA. 481+50 TO STA. 484+20 LT. N.B.R.  
 1 - GUARD RAIL 'W' BEAM TRAIL END SECTION  
 200 L.F. - GUARD RAIL 'W' BEAM  
 1 - GUARD RAIL 'W' BEAM END FLARE

STA. 482+00 TO STA. 482+50 LT.  
 TRANSITION TO 2:1 FILL SLOPE  
 STA. 482+50 TO STA. 483+50 LT.  
 TRANSITION FILL SLOPE FROM  
 2:1 TO 4:1

CLASS 4 STONE FILLED WIRE BASKET  
 CHANNEL PROTECTION (SIDE DITCH)  
 STA. 482+50 TO 483+50 LT. N.B.R.  
 100 L.F. W=1.5'; T=9"; D=1.0'  
 STA. 481+50 TO 482+50 LT. N.B.R.  
 100 L.F. W=1.5'; T=9"; D=1.0'

STA. 483+50 TO STA. 488+00 LT.  
 400 L.F. - SOD SIDE DITCH W=1.5'; D=1.0'

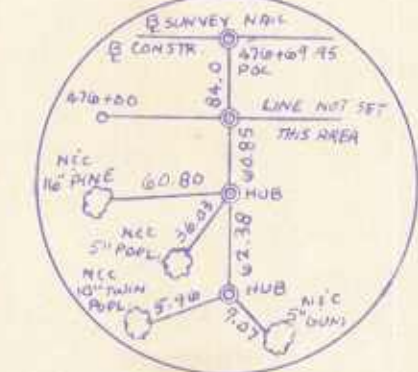
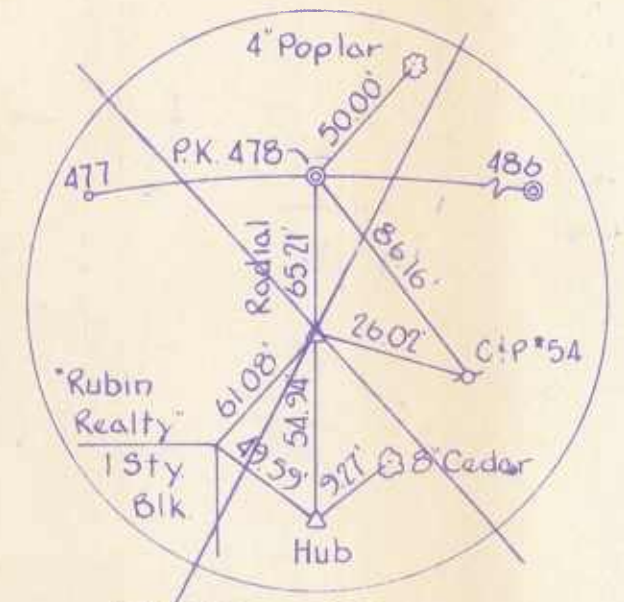
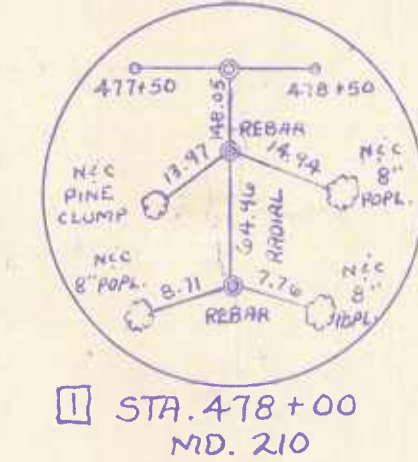
AS BUILT  
 STA. 481+50 TO  
 STA. 478+25 TO STA. 488+00  
 940 L.F. - SOD MEDIAN DITCH; D = 0.5'

STA. 476+00 TO STA. 477+50 LT. N.B.R.  
 150 L.F. - SOD 'V' DITCH; D = 0.5'

STA. 482+50 - 151' LT.  
 5 L.F. - CLASS 4, STONE FILLED,  
 WIRE BASKET CHANNEL  
 PROTECTION W=8'; T=1'; D=9"  
 1 - MODIFIED TYPE 'C' ENDWALL  
 (MODIFICATION CONSISTS OF  
 ADAPTING STANDARD ENDWALL  
 TO TWIN PIPES)  
 30" R.C.C.P. 221.6  
 REMOVE EXISTING ENDWALL AND  
 1 LENGTH OF PIPE PER BARREL.

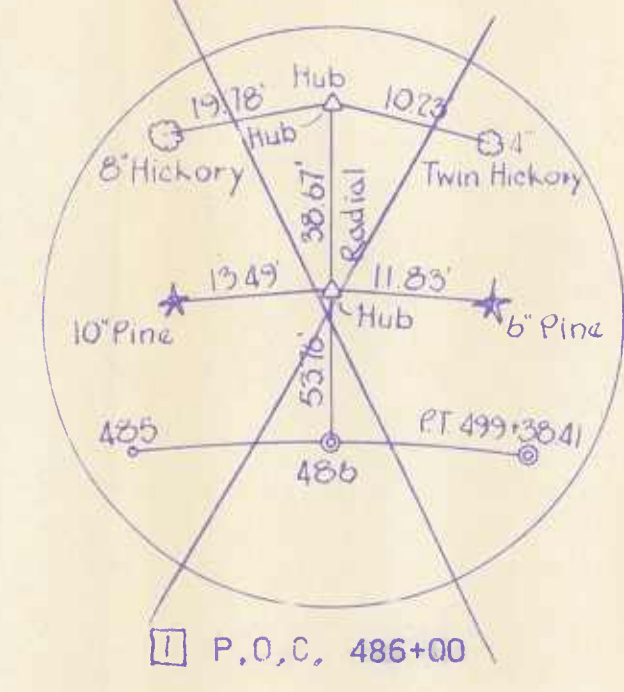
BM # 25-A S.H.A. Spike in Pole No #  
 283.0' LT S.B.L. of Sta 478+22  
 MD. H.C. 210 Elev. 44.58  
 BK. # 20358

CURVE DATA  
 $\Delta = 23^{\circ}10'00.0''$   
 $D = 00^{\circ}39'00.0''$   
 $R = 8,814.735'$   
 $T = 1,806.73'$   
 $L = 3,564.10'$   
 $E = 183.26'$

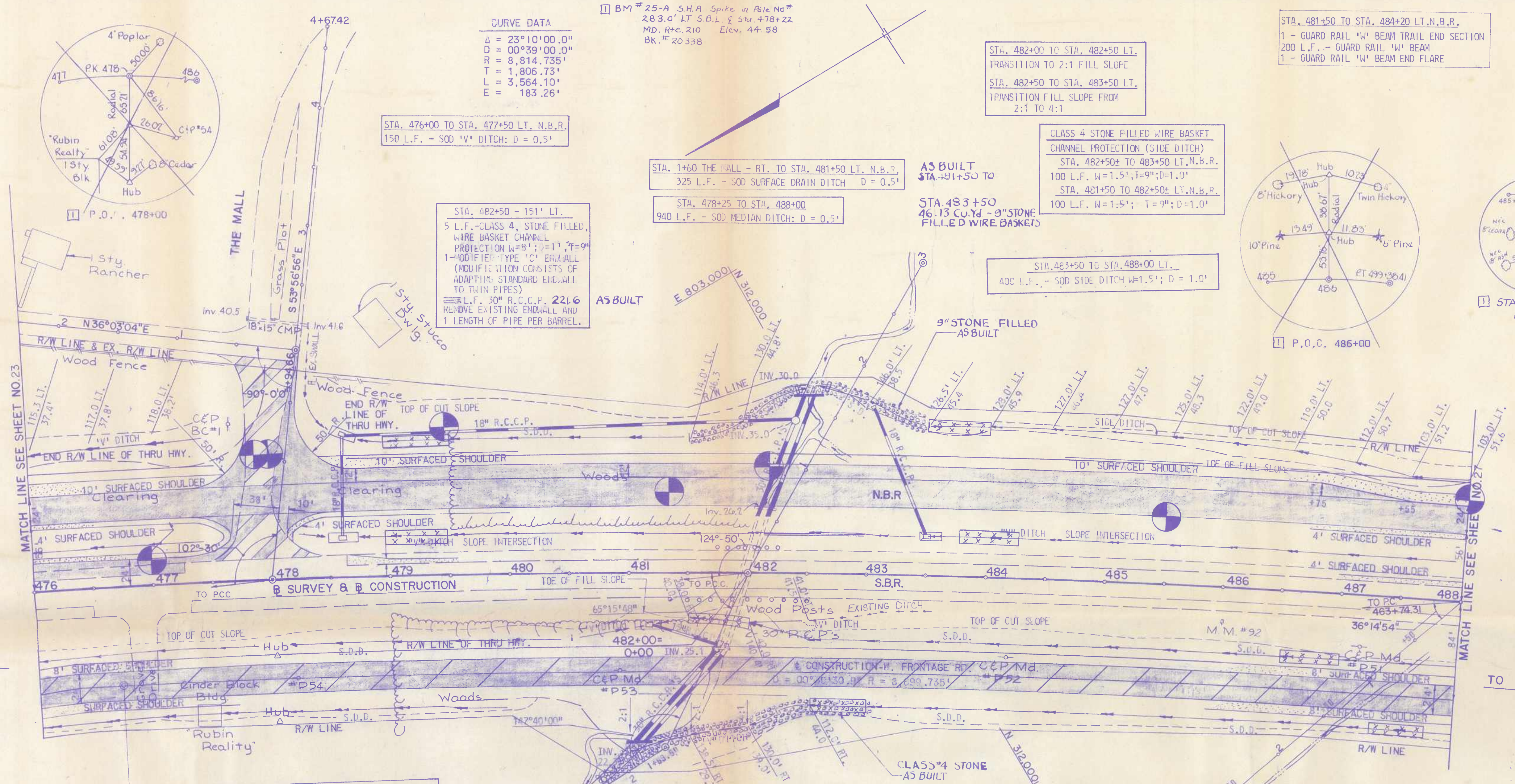


STA. P.C.C. 476+69.95  
 WEST FRONTAGE RD

STA. 476+00 TO STA. 477+50  
 150 L.F. - SOD MEDIAN DITCH; D = 0.5'



STA. 486+00  
 MD. 210



ST'D. TEMPORARY SEDIMENT TRAPS  
 STA. 479+25 LT. N.B.R.  
 STA. 483+25 LT. N.B.R.  
 STA. 482+75 RT. W. FRONTAGE RD.  
 STA. 486+75 LT. W. FRONTAGE RD.  
 STA. 487+50 RT. W. FRONTAGE RD.

ST'D. TEMPORARY MEDIAN SEDIMENT TRAPS  
 STA. 479+25 LT.  
 STA. 481+75 RT.  
 STA. 484+00 LT.

TEMPORARY STRAW BALE DIKE  
 SEDIMENT TRAP - TYPE 'A'  
 STA. 481+20 RT. W. FRONTAGE RD.

TEMPORARY STRAW BALE DIKE  
 SEDIMENT TRAP - TYPE 'B'  
 STA. 482+34 LT. N.B.R.  
 STA. 482+62 LT. N.B.R.

WEST FRONTAGE ROAD  
 STA. 476+00 TO STA. 480+50 LT.  
 450 L.F. - SOD SURFACE DRAIN DITCH; D = 0.75'

STA. 476+00 TO STA. 480+00 RT.  
 400 L.F. - SOD SURFACE DRAIN DITCH; D = 0.5'

STA. 481+75 - 147' RT.  
 REMOVE EXISTING ENDWALL & PIPE AS REQUIRED.  
 30" L.F. - 30" R.C.C.P. CURVE FOR TWIN 30" PIPES.  
 1 - MODIFIED TYPE 'C' ENDWALL  
 (MODIFICATION CONSISTS OF  
 ADAPTING STANDARD ENDWALL TO  
 TWIN PIPES)  
 CUT NEW OUTLET DITCH FOR 85' AS SHOWN  
 85 L.F. CLASS 4 STONE FILLED WIRE BASKET  
 CHANNEL PROTECTION; W=8'; D=1.0'; T=9"

STA. 478+60 33.0' LT.  
 1 - ST'D. TYPE 'K' INLET, SINGLE GRATE  
 TOP ELEV. 41.7, INV. = 38.2  
 30" L.F. 18" R.C.C.P.

CURVE DATA  
 CURVE STRUCTURES  
 $\Delta = 23^{\circ}00'00''$   
 $T = 15.00'$   
 $ST = 3.05'$   
 $L = 6.02'$

STA. 478+60 120' LT. TO STA. 482+40' ± 129.0' LT.  
 1 - ST'D. TYPE 'K' INLET, SINGLE GRATE  
 TOP ELEV. = 43.0; INV. = 37.9; INV. OUT = 37.3  
 30" L.F. - 18" R.C.C.P. @ 0.5%  
 1 - ST'D. MANHOLE; TOP ELEV. = 44.5; INV. IN. = 29.10  
 INV. OUT = 28.94; INV. 18" R.C.C.P. = 35.0

WEST FRONTAGE ROAD  
 STA. 480+50 TO STA. 482+90 RT.  
 200 L.F. - GUARD RAIL 'W' BEAM  
 2 EA. - GUARD RAIL 'W' BEAM END FLARES

AS BUILT  
 STA. 481+15 - 44' RT.  
 30" L.F. - 30" R.C.C.P. CURVE  
 TOP ELEV. 40.75 INV. 37.5  
 15" L.F. 18" R.C.C.P.  
 CONNECT TO BRICK OR CONCRETE CURVE.

WEST FRONTAGE ROAD  
 STA. 482+50 TO STA. 488+00 RT.  
 550 L.F. - SOD SURFACE DRAIN DITCH; D = 0.5'

AS BUILT  
 STA. 483+50 35' LT.  
 1 - ST'D. TYPE 'K' INLET, DOUBLE GRATE TANDER  
 TOP ELEV. = 47.2; INV. 43.7  
 L.F. - 18" R.C.C.P.  
 1 - ST'D. END SECTION

WEST FRONTAGE ROAD LT.  
 STA. 482+50 TO STA. 488+00  
 550 L.F. SOD SURFACE DRAIN DITCH; D = 1.0'  
 STA. 480+50 TO STA. 482+50 LT.  
 225 L.F. SOD 4:1 'V' DITCH; D = 1.0'

AS BUILT  
 WEST FRONTAGE ROAD RT.  
 STA. 481+00 TO STA. 482+50  
 CLASS 4, STONE FILLED WIRE  
 BASKET CHANNEL PROTECTION  
 D = 0.5'; T = 9"

AS BUILT  
 STA. 481+75 TO STA. 483+00 RT.  
 64.80 CU. YD. CLASS 4 STONE FILLED  
 WIRE BASKETS  
 AS BUILT

SCALE PLAN: 1 IN. = 50 FT.

MCA ENGINEERING CORPORATION  
 CONSULTING ENGINEERS  
 BALTIMORE, MARYLAND

REVISIONS  
 11 Revised 8-21-80  
 AS BUILT 11-26-82

STATE OF MARYLAND  
 DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION  
 MARYLAND ROUTE 210 QUALIFICATION FROM OLD FORT ROAD TO 0.75 MILE SOUTH OF FARMINGTON ROAD  
 PLAN - STA. 476+00 TO STA. 488+00  
 CONT. NO. P 878-4-271 F. A. P. NO. SHEET NO. 26 OF 48  
 PREL. TRAC. BY FINAL TRAC. BY



BM # CE 26 S.H.A. Spike in Pole No#  
C&P # P-44 77' RT. of C. S.B.L.  
Sta. 492+29 MD. Rte. 210  
Elev. 59.79 BK # 20338

BM # 26-A S.H.A. Spike in 12" Pine  
150.0' RT. of C. S.B.L. Sta. 491+92  
MD. Rte. 210 Elev. 57.75

**CURVE DATA**  
A = 23°10'00.0"  
DD = 00°39'00.0"  
RR = 8,814.74'  
TT = 1,806.73'  
LL = 3,564.10'  
E = 183.26'

F.H.W.A. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.			

STA. 497+50 TO STA. 498+00 LT. N.B.R.  
TRANSITION FILL SLOPE FROM 4:1 TO 2:1  
STA. 498+50 TO STA. 499+00 LT. N.B.R.  
TRANSITION FILL SLOPE FROM 2:1 TO 4:1

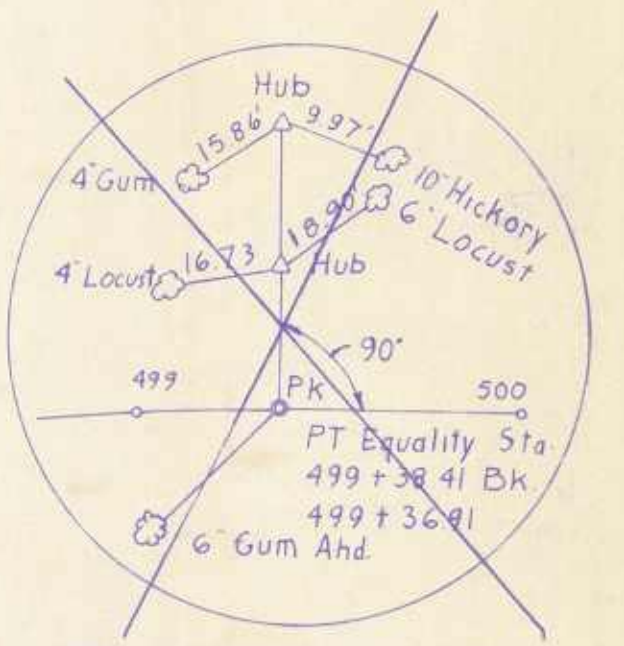
STA. 497+00 TO STA. 500+00 LT. N.B.R.  
234 L.F. - GUARD RAIL 'W' BEAM  
1 - TRAIL END ANCHORAGE  
1 - GUARD RAIL 'W' BEAM END FLARE

STA. 488+00 TO STA. 497+00 LT. N.B.R.  
900 L.F. - SOD SURFACE DRAIN DITCH; D = 0.75'  
STA. 488+00 TO STA. 500+00  
1,190 L.F. - SOD MEDIAN DITCH; D = 0.75'

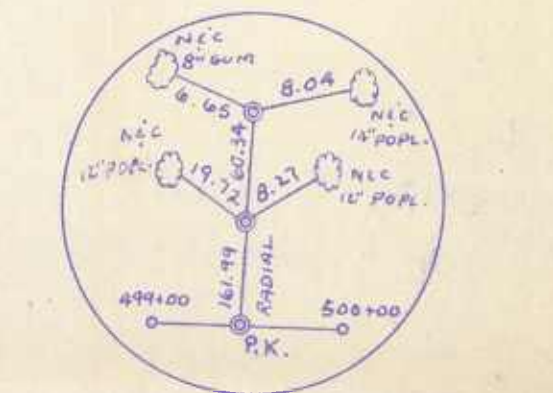
STA. 498+00 33' LT.  
1 - STD. TYPE 'K' INLET, SINGLE GRATE  
TOP ELEV. 58.3; INV. ELEV. 54.9  
L.F. - 15" R.C.C.P.  
CONNECT PIPE TO BOX CULVERT.

STA. 497+00 TO NEW WINGWALL  
PLACE STRAW BALES ALONG TOE OF NEW EMBANKMENT UNTIL SUCH TIME AS SLOPES ARE STABILIZED WITH GOOD STAND OF GRASS.

STA 498+00 TO STA 500+00 LT.  
25.0 CU YD CLASS 4 STONE  
FILLED WIRE BASKETS  
AS BUILT



P.T. 499+36.41

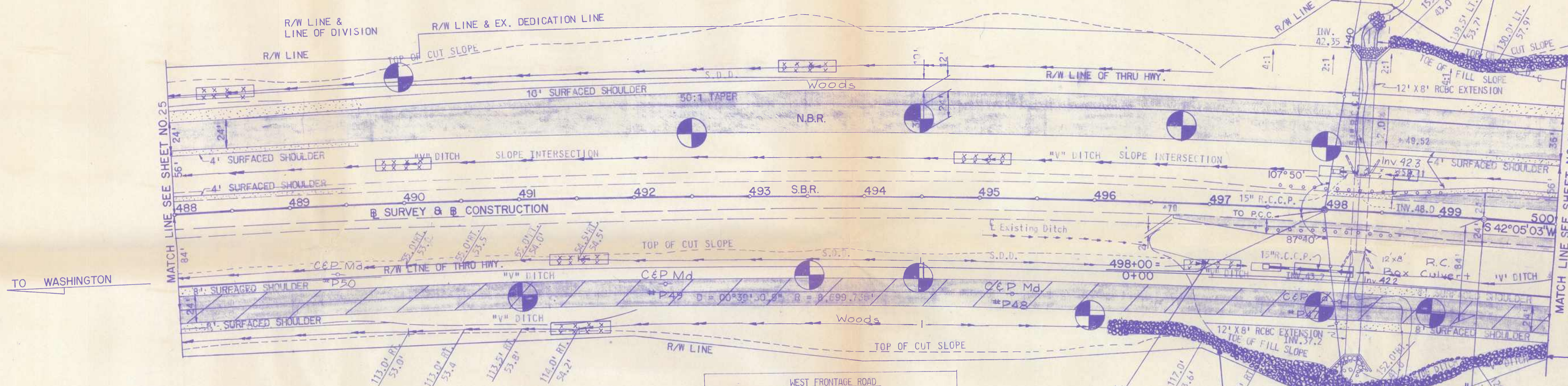


STA 499+36.41 Bk =  
STA PT. 499+36.91 AHD.  
MD. 210

STA 498+31 LT & RT  
157.53 CU YD CLASS 4 STONE FILLED  
WIRE BASKETS 12"  
AS BUILT

STA. 496+31 RT. & LL.  
CUT & PAVE INLET & OUTLET DITCHES WITH CLASS 4  
FILLED WIRE BASKET CHANNEL PROTECTION  
CONSTRUCT 12'-X-8" REINFORCED CONCRETE BOX  
CULVERT EXTENSIONS AS SHOWN.  
FOR DETAILS SEE SHEETS 7 THRU 9.

WEST FRONTAGE ROAD  
.497+00 TO STA. 499+37.83 BK. RT.  
150 L.F. - GUARD RAIL 'W' BEAM  
2 - GUARD RAIL 'W' BEAM END FLARES



STD. TEMPORARY SEDIMENT TRAPS  
STA. 488+50 LT. N.B.R.  
STA. 493+50 LT. N.B.R.  
STA. 491+50 LT. & RT. W. FRONTAGE RD.  
STA. 496+50 RT. W. FRONTAGE RD.  
STA. 497+00 LT. W. FRONTAGE RD.  
STA. 498+00 LT. W. FRONTAGE RD.

STD. TEMPORARY MEDIAN SEDIMENT TRAPS  
STA. 490+00  
STA. 495+00  
STA. 498+50

TEMPORARY STRAW BALE DIKE  
SEDIMENT TRAPS - TYPE 'B'  
STA. 498+00 RT. W. FRONTAGE RD.  
STA. 498+50 RT. W. FRONTAGE RD.  
STA. 498+58 LT. N.B.R.  
STA. 500+00 LT. N.B.R.

WEST FRONTAGE ROAD  
SOD 'V' DITCH  
STA. 490+00 TO STA. 491+50; 150 L.F.; D = 0.5'  
STA. 496+50 TO STA. 497+40; 90 L.F.; D = 0.5'  
STA. 490+00 TO STA. 491+50; 150 L.F.; D = 0.5'

WEST FRONTAGE ROAD  
SOD SURFACE DRAIN DITCH  
STA. 488+00 TO STA. 490+00 LT.; 200 L.F.; D = 0.5'  
STA. 491+50 TO STA. 496+50 LT.; 500 L.F.; D = 0.5'  
STA. 488+00 TO STA. 490+00 RT.; 200 L.F.; D = 0.75'  
STA. 491+50 TO STA. 496+50 RT.; 500 L.F.; D = 0.5'

STA. 497+50 53.0' RT.  
1 STD. TYPE 'K' INLET, SINGLE GRATE  
TOP ELEV. 53.4; INV. 49.9  
L.F. - 15" R.C.C.P.  
CONNECT 15" PIPE TO BOX CULVERT.

CLASS 4 STONE FILLED WIRE BASKET CHANNEL  
PROTECTION - SIDE DITCH - W=2.0', D=0.5', T=9"  
STA. 498+00 TO STA. 500+00 LT. N.B.R.  
STA. 496+50 TO STA. 498+00 RT. N.B.R.  
STA. 498+35 TO STA. 500+00 RT. N.B.R.  
AS BUILT

STA 498+31 RT YD  
16.67 SQ YD. CLASS #5  
STONE FOR EROSION CONTROL  
AS BUILT

STA 496+00 TO STA 500+00 RT  
48.67 CU YD. CLASS 4 STONE  
FILLED WIRE BASKETS 9"  
AS BUILT

SCALE PLAN: 1 IN. = 50 FT.

**MCA** **ENGINEERING CORPORATION**  
CONSULTING ENGINEERS  
BALTIMORE, MARYLAND

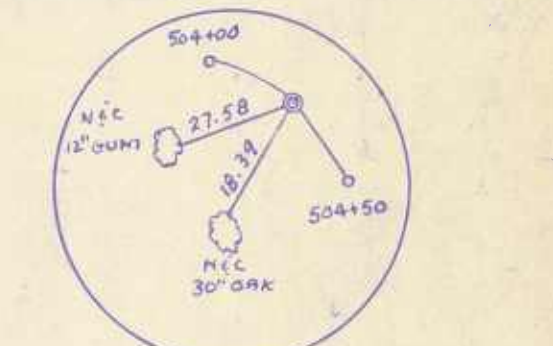
REVISIONS  
1 Revised 8-21-80  
AS BUILT 11-26-82

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
MARYLAND ROUTE 210 DUALIZATION FROM OLD FORT ROAD TO 0.75 MILE SOUTH OF FARMINGTON ROAD  
PLAN - STA. 488+00 TO STA. 500+00  
CONT. NO. P 878-4-371 F.A.P. NO. SHEET NO. 27 OF 48  
PREL. TRAC. BY FINAL TRAC. BY

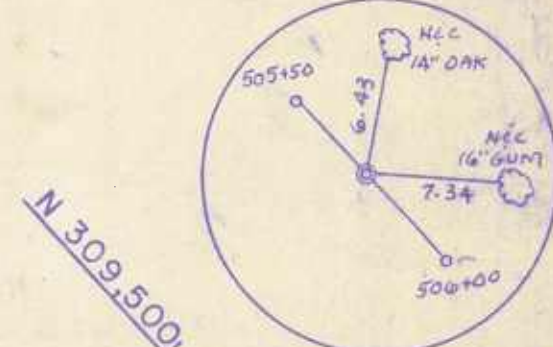


F.H.W.A. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.			

BENCH MARK MBOS #0-111  
STANDARD DISK STAMPED "D-111, 1966, USC & GS", SET FLUSH IN CONCRETE BASE OF POWER SUB-STATION 165' RT. OF STA. 506+48 ELEV. = 69.235



STA. P.C. 504+34.42 EAST FRONTAGE RD.



STA. P.C. 505+82.48 EAST FRONTAGE RD.

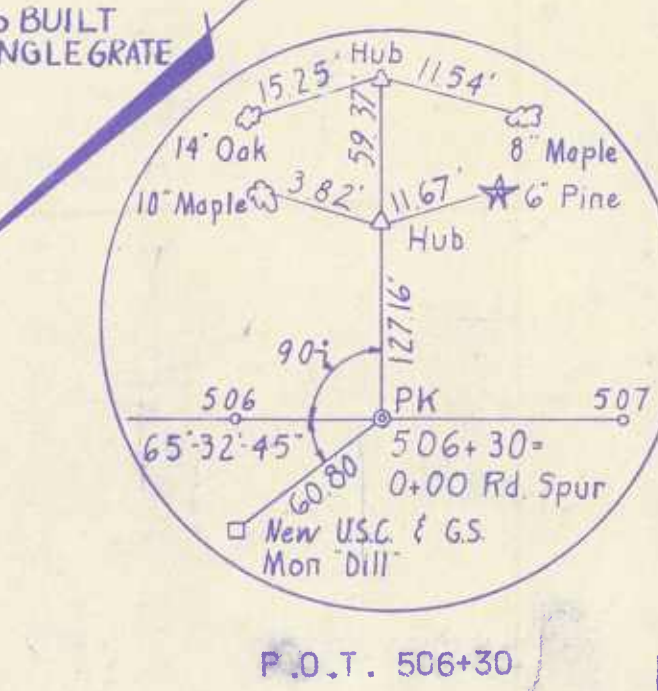
CURVE DATA  
EAST FRONTAGE ROAD

L = 86°15'08.8"	Δ = 06°09'34.2"	Δ 44°55'14.6"
R = 52.00'	R = 1377.240'	R = 100.00'
T = 48.70'	T = 74.10'	T = 41.34'
L = 78.28'	L = 148.06'	L = 78.40'
E = 19.25'	E = 1.31'	E = 8.21'

FOR PROFILE OF 54" C.M.P. SEE SHEET 39

FARMINGTON ROAD TRAV. 2+50 RT.  
1 - STD. TYPE 'K' INLET, OPEN END GRATE, OPEN BOTH ENDS.  
TOP ELEV. 63.5, INV. 60.0  
L.F. = 18" C.M.P., 16 GA.

DRAIN SPUR LT. 503+60  
STA. 1+45; 20' LT.  
1 - STD. TYPE 'K' INLET, SINGLE GRATE, TOP ELEV. 61.2;  
INV. ELEV. 58.1;  
L.F. = 15" C.M.P.; 16 GA.  
CONNECT TO PRE-FAB MH.  
BOX-IN INLET WITH STRAW BALES UNTIL SUCH TIME AS ISLAND AREA IS STABILIZED WITH GOOD STAND OF GRASS.



EAST FRONTAGE ROAD  
STA. 504+50 TO STA. 505+50 LT.  
100 L.F. - SOD SIDE DITCH; W = 1.5'; D = 0.5'

AS BUILT  
STA. 511+30 RT. L.F.  
REMOVE EXISTING ENDWALL AND ONE LENGTH OF PIPE PER BARREL  
L.F. = 30' R.C.C. PIPE 48" Ø  
1 - MODIFIED TYPE 'C' ENDWALL (MODIFICATION CONSISTS OF ADAPTING THE STANDARD ENDWALL TO THIN BARREL.)

EAST FRONTAGE ROAD  
STA. 505+50 TO STA. 512+00 LT.  
650 L.F. - SOD SURFACE DRAIN DITCH; D = 0.5'

FARMINGTON ROAD E. STA. 6+75 TO STA. 7+40 LT.  
65 L.F. - SOD 'V' DITCH; D = 0.5'

FARMINGTON RD. E. STA. 7+50 LT. TO STA. 511+00 LT.  
625 L.F. - SOD 'V' DITCH; D = 0.75'

AS BUILT  
STA. 507+65 RT. W. FRONTAGE RD. TO STA. 1+50 RT. TREATMENT PLANT RD. AND STA. 507+30 LT. W. FRONTAGE RD. TO STA. 0+43 RT. TREATMENT PLANT RD.  
158 L.F. - STD. TYPE 'A' COMBINATION CURB & GUTTER; 12" GUTTER PAN; 8" DEPTH.

AS BUILT  
STA. 506+66 TO STA. 507+37 RT.  
L.F. = STD. TYPE 'A' COMBINATION CURB & GUTTER - 1 FT. GUTTER PAN; 8" DEPTH. PAVE ISLAND WITH 6" GRAVEL BASE 2" BITUMINOUS CONCRETE BASE

AS BUILT  
STA. 506+50 TO STA. 512+00  
550 L.F. - SOD MEDIAN DITCH; D = 0.75'

AS BUILT  
STA. 3+60 FARMINGTON ROAD LT. UPSTREAM TO STA. 509+15 RT. LT.  
415 L.F. - SOD SURFACE DRAIN DITCH; D = 0.5'

LIMIT OF WORK  
STA. 5+00 TRAV. HEEL INTO EXISTING PAVEMENT

N.B.R. & EAST FRONTAGE ROAD CONNECTION - RT.  
STA. 500+00 TO FARMINGTON ROAD  
405 L.F. - SOD 'V' DITCH; D = 0.5'

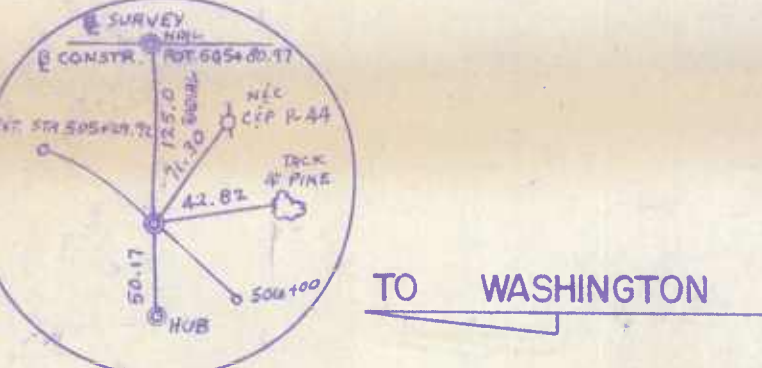
STA. 500+00 TO STA. 505+45  
545 L.F. - SOD MEDIAN DITCH; D = 0.5'

FARMINGTON ROAD LT. TO EAST FRONTAGE ROAD  
STA. 504+50  
245 L.F. - SOD 'V' DITCH; D = 0.5'

CURVE DATA  
EAST FRONTAGE ROAD

Δ = 47°29'28.5"
D = 38°11'49.9"
R = 150.00'
T = 65.99'
L = 124.33'
E = 13.87'

EAST FRONTAGE ROAD STA. 504+50 29.5' LT. TO WEST FRONTAGE ROAD STA. 503+47 63' RT.  
CUT INLET DITCH AS SHOWN AND LINE WITH CLASS 5 STONE CHANNEL PROTECTION  
W = 5'; D = 1.0'; T = 12"  
1 - STD. B-54 HEADWALL  
492 L.F. - 54" C.M.P.; 14 GA.  
1 - 3 PIECE ELBOW  
1 - SPECIAL PREFABRICATED MANHOLE (SEE DETAIL SHEET)  
1 - STD. METAL END SECTION  
CLASS 5 STONE CHANNEL PROTECTION  
W = 4'; D = 1.0'; T = 12"  
1 - 54" X 18" PIPE CONNECTION



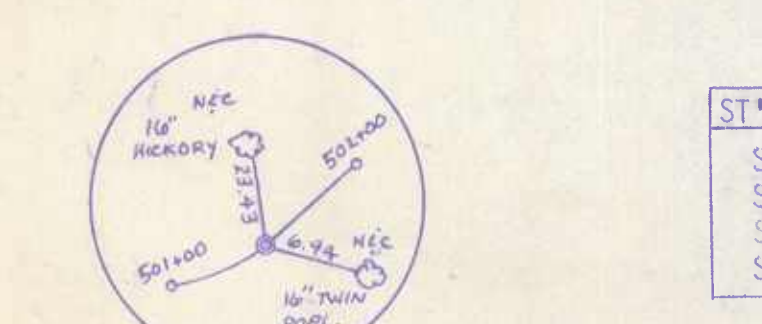
STA. P.T. 505+80.97 WEST FRONTAGE RD.

STA. 500+00 TO STA. 505+75 RT. W.  
575 L.F. - SOD 'V' DITCH; D = 0.5'

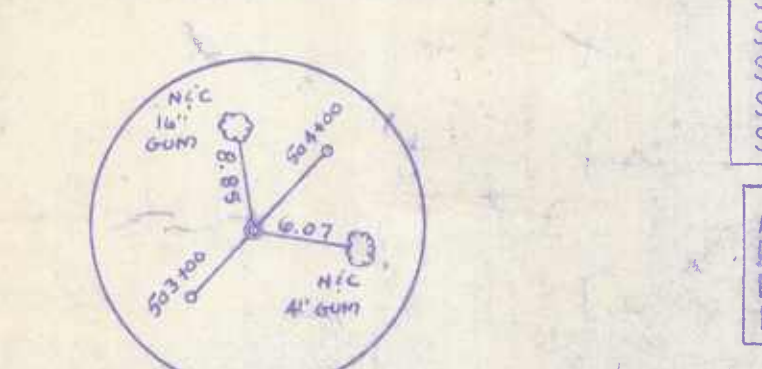
STA. 505+75 RT. W. TO STA. 2+55 RT. FARMINGTON ROAD  
250 L.F. - SOD S.D.D.; D = 0.5'



STA. P.C. 500+16.32 EAST FRONTAGE RD.



STA. P.T. 501+40.65 EAST FRONTAGE RD.



STA. P.C. 503+56.14 EAST FRONTAGE RD.

WEST FRONTAGE ROAD  
STA. 500+00 TO 502+60 RT.  
260 L.F. - SOD SURFACE DRAIN DITCH; D = 0.5'

STD. TEMPORARY SEDIMENT TRAPS  
STA. 500+00 LT. N.B.R.  
STA. 505+00 LT. E. FRONTAGE RD.  
STA. 510+00 LT. E. FRONTAGE RD.

STD. TEMPORARY MEDIAN SEDIMENT TRAPS  
STA. 502+75 RT. S.B.R.  
STA. 510+00 LT. N.B.R.  
STA. 8+00 LT. FARMINGTON RD. G  
STA. 3+00 LT. FARMINGTON RD. C

TEMPORARY STRAW BALE DIKE SEDIMENT TRAPS - TYPE 'A'  
STA. 500+00 RT. W. FRONTAGE RD.  
STA. 507+45 RT. W. FRONTAGE RD.  
STA. 2+40 RT. FARMINGTON RD.  
STA. 0+45 RT. TREATMENT PLANT RD.  
STA. 504+35 LT. E. FRONTAGE RD.

ADDITIONAL SEDIMENT AND EROSION CONTROL MEASURES IN THE FARMINGTON ROAD VICINITY MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

AS BUILT  
STA. 503+50 LT. & RT.  
ITEM #355  
118 Cu. Yd. BRICK MASONRY

AS BUILT  
STA. 503+50 RT.  
10.13 9" CLASS 4 STONE WIRE BASKETS

AS BUILT  
STA. 503+50 RT.  
60.0 SQ. YD. CLASS #5 STONE FOR CHANNEL PROTECTION

WEST FRONTAGE ROAD  
STA. 503+50 TO STA. 504+50 RT.  
120 L.F. CLASS 4 STONE FILLED WIRE BASKET CHANNEL PROTECTION  
W=2'; D=1'; T=9"

WEST FRONTAGE ROAD  
STA. 504+45 TO STA. 507+60 RT.  
315 L.F. - SOD SURFACE DRAIN DITCH; D = 0.5'

AS BUILT  
-48.0

WEST FRONTAGE ROAD LT.  
STA. 505+50 TO EX. 12" R.C.C.P.  
285 L.F. - SOD SURFACE DRAIN DITCH; D = 0.5'

WEST FRONTAGE ROAD  
STA. 504+45 TO STA. 507+60 RT.  
315 L.F. - SOD SURFACE DRAIN DITCH; D = 0.5'

TREATMENT PLANT ROAD  
STA. 1+39  
1 - STD. END SECTIONS  
L.F. = 15" C.M.P.  
CUT & SOD CHANNEL DITCH TO EX. DITCH

AS BUILT  
STA. 1+50  
16.04 S.Y. CONC. PATCH

SCALE PLAN: 1 IN. = 50 FT.

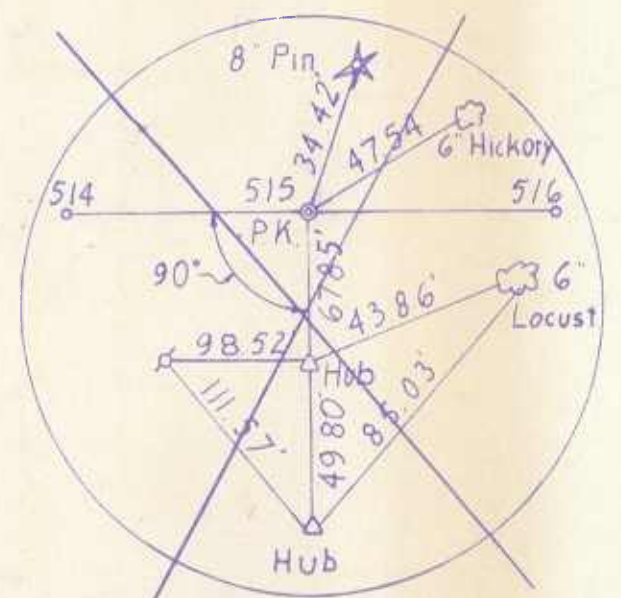
MCA ENGINEERING CORPORATION  
CONSULTING ENGINEERS  
BALTIMORE, MARYLAND

REVISIONS  
Revised 8-21-80  
As BUILT 11-26-82

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
MARYLAND ROUTE 210 DUALIZATION FROM OLD FORT ROAD TO 0.75 MILE SOUTH OF FARMINGTON ROAD  
PLAN - STA. 500+00 TO STA. 512+00  
CONT. NO. P 8794-371 F. A. P. NO. SHEET NO. 29 OF 41  
PREL. TRAC. BY JKB FINAL TRAC. BY JKB



F.H.W.A. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.			



STA. 514+00 TO STA. 515+00 RT.  
TRANSITION FILL SLOPE FROM  
4:1 TO 2:1.

EAST FRONTAGE ROAD  
STA. 513+60 TO STA. 514+50 LT.  
97.78 Sq. Yd.  
As Built  
90 L.F. CLASS 5 STONE CHANNEL  
PROTECTION; W=1.5'; D=0.5'; T=12"

BENCH MARK #CE 27  
S.H.A. SPIKE IN POWER POLE (NO. )  
71' RT. OF STA. 518+97  
ELEV. 87.90

STA. 513+55 195' LT.  
1 - MODIFIED TYPE 'E' ENDWALL  
(MODIFICATION CONSISTS OF ADAPTING  
ST'D. ENDWALL TO TWIN PIPES)  
492 L.F. - 30" R.C.C.P. 469.4 As Built  
REMOVE EXISTING ENDWALL AND 1 LENGTH  
OF PIPE PER BARREL.

EAST FRONTAGE ROAD  
STA. 514+50 TO STA. 521+00 LT.  
650 L.F. - SOD SIDE DITCH; W=1.5'; D = 0.75'

EAST FRONTAGE ROAD  
STA. 513+25 TO STA. 521+00 RT.  
775 L.F. - SOD 'V' DITCH; D = 0.75'

STA. 512+30 TO STA. 521+40 LT.  
910 L.F. - SOD MEDIAN DITCH; D = 0.5'

STA. 521+50 110.0' LT.  
1 - STD. TYPE 'K' INLET, SINGLE GRATE  
TOP ELEV. 113.9; INV. IN 110.0;  
INV. CUT 110.4  
1 - 18" C.M.P. ELBOW AT OUTLET END  
1 - ST'D. END SECTION  
45.0 As Built  
18.0 Sq. Yd.  
40 L.F. CLASS 5 STONE CHANNEL  
PROTECTION; D = 1.0'; T = 12"

STA. 521+65 TO STA. 524+00 LT.  
235 L.F. - SOD SURFACE DRAIN DITCH; D = 0.5'

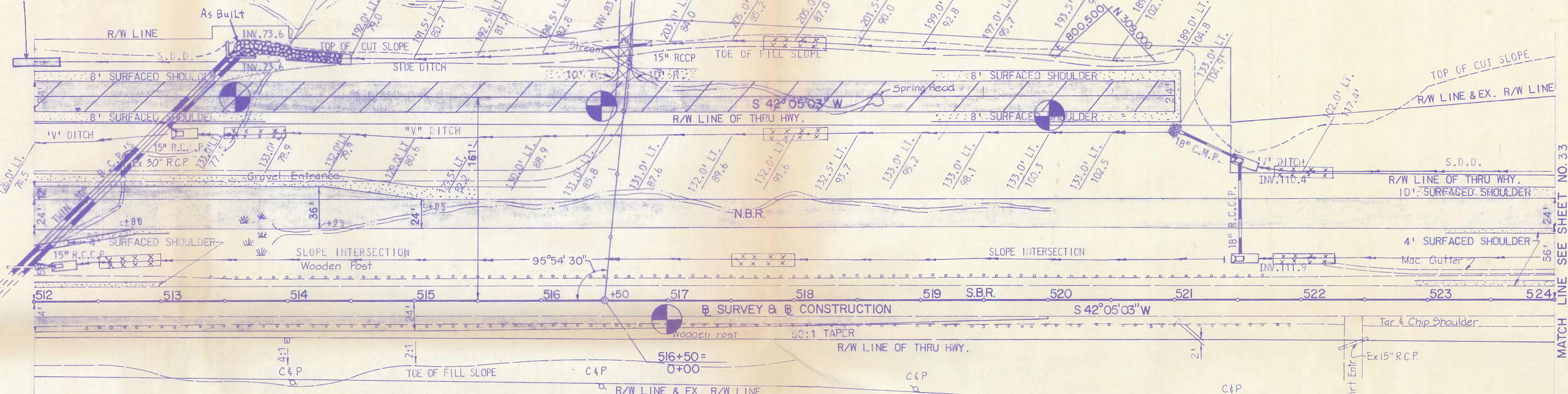
STA. 521+60 TO STA. 522+00 LT.  
40 L.F. - CLASS 5 STONE CHANNEL PROTECTION;  
D = 0.5' T = 12"

STA. 521+65 TO STA. 524+00  
235 L.F. - SOD MEDIAN DITCH; D = 0.5'

EAST FRONTAGE ROAD  
STA. 512+00 TO STA. 513+40 LT.  
140 L.F. - SOD SURFACE DRAIN DITCH; D = 0.5'

STA. 512+00 TO STA. 513+00 LT.  
100 L.F. - SOD 'V' DITCH; D = 0.5'

P.O.T. 515+00  
STA. 512+00 Lt. 32.0 L.F.  
Old Pipe Culvert  
Removal As Built



STA. 513+15 133.0' LT.  
1 - ST'D. TYPE 'K' INLET, SINGLE GRATE  
TOP ELEV. 77.0; INV. 73.6  
4 L.F. - 15" R.C.C.P. 19.3 As Built  
1 - 30" X 15" R.C.C.P. PIPE CONNECTION

STA. 512+15 28' LT.  
1 - ST'D. TYPE 'K' INLET, SINGLE GRATE  
TOP ELEV. 78.2; INV. 74.7  
4 L.F. - 15" R.C.C.P. 12.4 As Built  
1 - 30" X 15" R.C.C.P. PIPE CONNECTION

STA. 514+00 TO STA. 521+00 RT.  
662 L.F. OF GUARD RAIL 'W' BEAM  
1 - ST'D. END FLARE

ST'D. TEMPORARY SEDIMENT TRAPS  
STA. 514+25 LT. E. FRONTAGE ROAD  
STA. 518+00 LT. & RT. E. FRONTAGE RD.  
STA. 513+75 LT. N.B.R.  
STA. 522+00 LT. N.B.R.

ST'D. TEMPORARY MEDIAN SEDIMENT TRAPS  
STA. 512+75  
STA. 517+18  
STA. 522+00

STA. 521+50 33' LT.  
1 - ST'D. TYPE 'K' INLET, SINGLE GRATE  
TOP ELEV. 115.4; INV. 111.9  
4 L.F. - 18" R.C.C.P.

TO WASHINGTON

TO INDIAN HEAD

MATCH LINE SEE SHEET NO. 29

MATCH LINE SEE SHEET NO. 33

SCALE PLAN: 1 IN. = 50 FT.

**MCA**

**MCA ENGINEERING CORPORATION**  
CONSULTING ENGINEERS  
BALTIMORE, MARYLAND

REVISIONS	
1	Revised 8-21-80 AS BUILT 11-26-82

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
MARYLAND ROUTE 210 DUALIZATION FROM OLD FORT ROAD TO 0.75 MILE SOUTH OF FARMINGTON ROAD  
PLAN - STA. 512+00 TO STA. 524+00

CONT. NO. P 878-4-371 F. A. P. NO. SHEET NO. 31 OF 48  
PREL. TRAC. BY FINAL TRAC. BY