



Maryland Department of Transportation

STATE HIGHWAY ADMINISTRATION

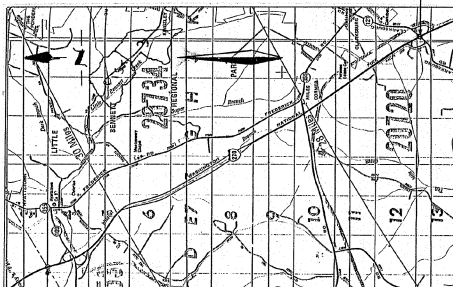
PLANS OF PROPOSED HIGHWAY

INDEX OF SHEETS

1. TITLE SHEET
2. TYPICAL SECTIONS
3. PLAN STA. 181+00 TO STA. 208+00
4. PLAN STA. 208+00 TO STA. 268+00
5. PLAN STA. 268+00 TO STA. 328+00
6. PLAN STA. 328+00 TO STA. 385+00
7. PLAN STA. 385+00 TO STA. 409+50 FRED. CO. LINE
- 8,9. SUMMARY OF QUANTITIES

FEDERAL AID PROJECT NO. IR-IRG-270-7(IIT) 67
S.H.A. CONTRACT NO. M500-501-377

SAFETY AND RESURFACING ON I-270-FREDERICK CO. LINE TO MD 121 (CLARKSBURG ROAD)- TOTAL LENGTH OF 4.31 MI.

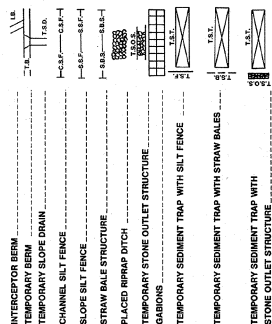
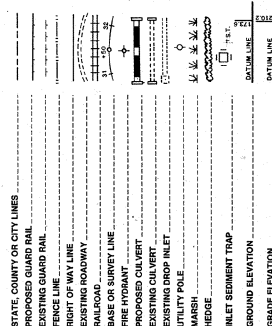


LIMIT OF WORK
FREDERICK CO. LINE
STA. 409+50

LIMIT OF WORK
MD 121
STA. 181+00

SCALE: 1 IN. = 0.5 MI.

CONVENTIONAL SIGNS



DESIGN DESIGNATION			
CONTROLS/YEARS	1985	2005	
AVERAGE DAILY TRAFFIC (A.D.T.)	43,000	70,000	
DESIGN HOURLY VOLUME (D.H.V.)	17%	9%	
DIRECTIONAL DISTRIBUTION	75%	65%	
% TRUCKS A.D.T.	12%	11%	
% TRUCKS D.H.V.	5%	3%	

OWNERS/DEVELOPER'S CERTIFICATION
I/We hereby certify that any clearing, grading, construction and/or development will be done in accordance with the approved plans and specifications. We warrant that the project is in compliance with all applicable laws, regulations, and orders of the Department of Natural Resources approved training program for the control of sediment and erosion. We warrant that the project is in compliance with all applicable laws, regulations, and orders of the Department of Natural Resources approved training program for the control of sediment and erosion.

REVIEWED AND APPROVAL RECOMMENDED
Highway Metropolitan District Engineer

APPROVED
Chief Engineer

AS BUILT

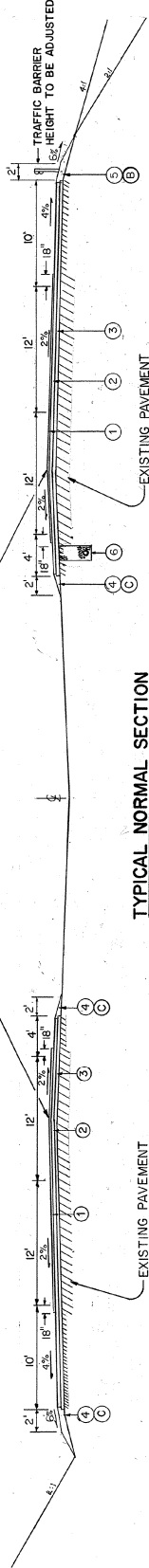
4-1-91

SECTION NO.	3	MD.	AD AND PROJ NO.	SHEET NO.	TOTAL SHEETS
				2	9

SOUTH BOUND ROADWAY

CROWN POINT OF EXIST. ROADWAY

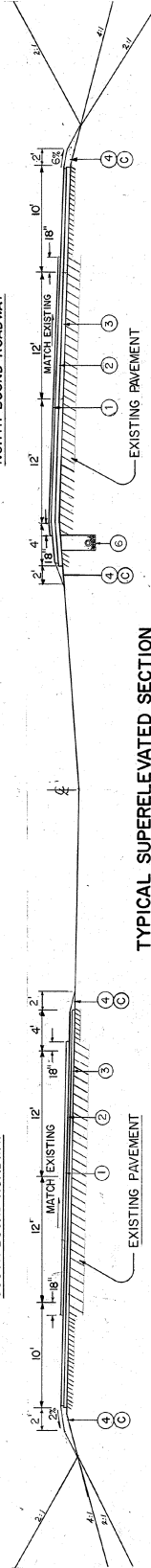
NORTH BOUND ROADWAY



TYPICAL NORMAL SECTION

SOUTH BOUND ROADWAY

NORTH BOUND ROADWAY



TYPICAL SUPERELEVATED SECTION

LEGEND:

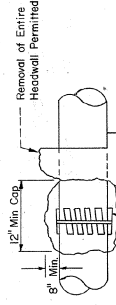
- 3/4" Plant mix Seal.
- 1-1/2" Bituminous Concrete Surface Course
- 2" Nominal Depth Bituminous Concrete Weige and Level Course.
- 2" Nominal Depth Top Soil, Seed and Mulch for Edge of Shoulder Adjustment.
- 2" Nominal Depth Graded aggregate for Edge of Shoulder Adjustment at "W" beam Traffic barriers.
- Standard Underdrain at locations Specified and/or as Directed by the Engineer.



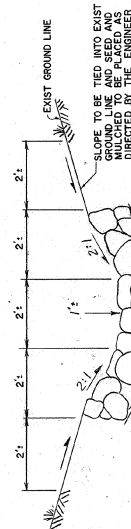
Plan View Symbol
For Milling Operation



Plan View Symbol
For Shoulders Overlay

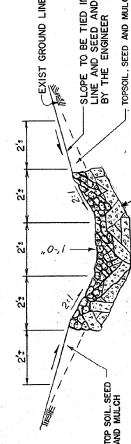


Min. Single Brick Row—
Lock with Mortar Cap or
Metal Band with Mortar Bed



TYPICAL RIP RAP DITCH SECTION

USE 4:1 SLOPE FOR FRONT AND 4:1 SLOPE FOR
BACK WHEN DITCH IS PARALLEL TO ROADWAY.



TYPICAL RAMP SECTION

USE 4:1 SLOPE FOR FRONT AND 4:1 SLOPE
FOR BACK WHEN GUTTER IS PARALLEL TO
ROADWAY.

PIPE CONNECTION DETAIL

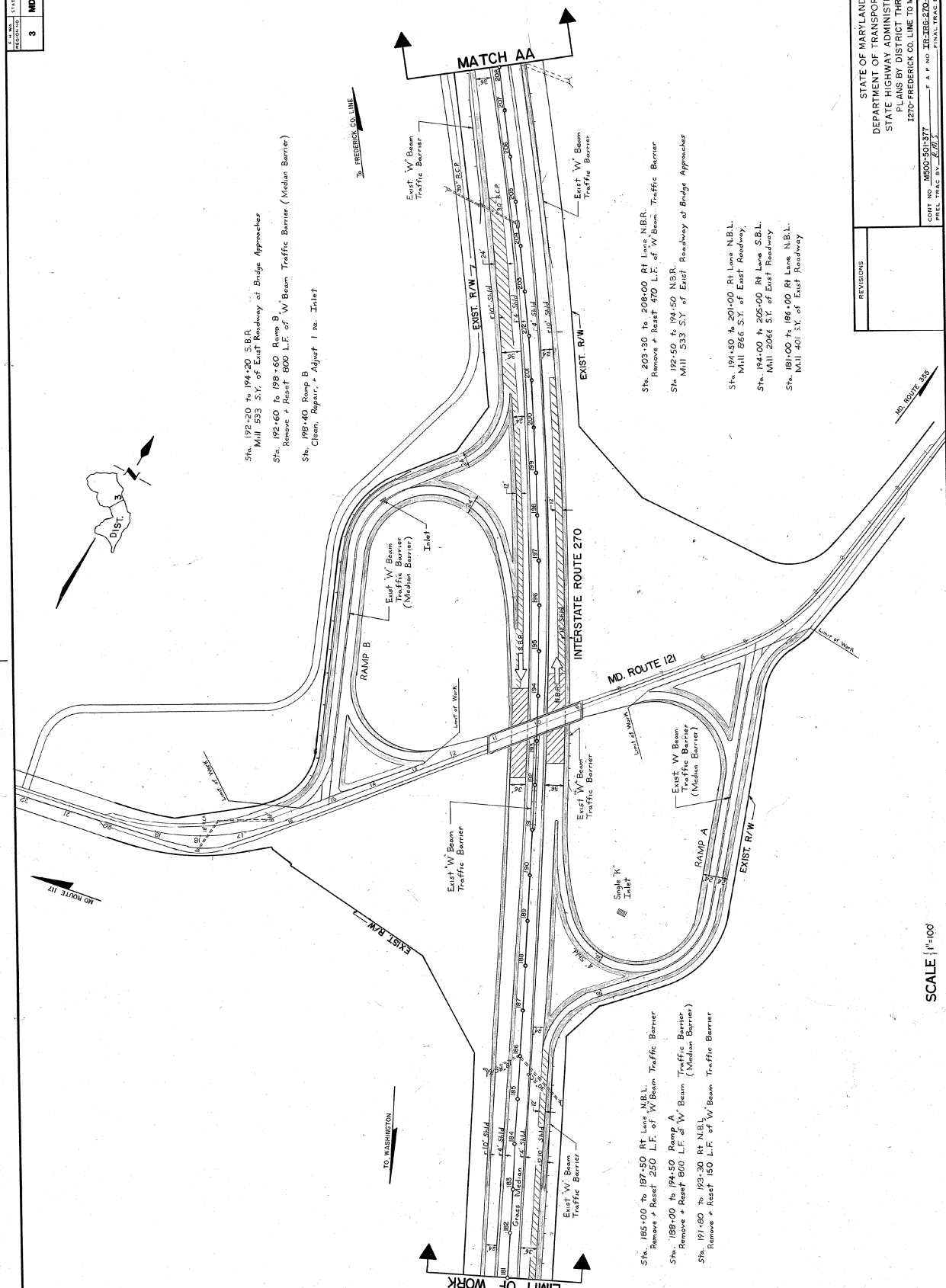
SCALE (NOT TO SCALE)

REVISIONS	REVISED 1-17-06
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STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PLANS BY DISTRICT THREE
1-270-FREDERICK CO. LINE TO MD 121

CONTRACT NO.	MD-501-377	F & P NO.	12-126-220-7107157	SHEET NO.	2 OF 9
PREPARED BY	PSF	FINAL TRAC BY	PSF		

3	MD	3	9
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Sta. 192+20 to 194+20 S.B.R.
Mill 533 S.Y. of East Roadway at Bridge Approaches
Sta. 192+60 to 198+60 Ramp B
Remove & Reinf 800 L.F. of W Beam Traffic Barrier (Median Barrier)
Sta. 198+40 Ramp B
Clean, Repair, & Adjust 1 no. Inlet

Sta. 203+30 to 209+00 Rt Lane N.B.L.
Remove & Reinf 470 L.F. of W Beam Traffic Barrier
Sta. 192+50 to 194+50 N.B.R.
Mill 533 S.Y. of East Roadway at Bridge Approaches

Sta. 194+50 to 201+00 Rt Lane N.B.L.
Mill 866 S.Y. of East Roadway
Sta. 194+00 to 205+00 Rt Lane S.B.L.
Mill 2066 S.Y. of East Roadway
Sta. 191+00 to 196+00 Rt Lane N.B.L.
Mill 401 S.Y. of East Roadway

Sta. 185+00 to 187+50 Rt Lane N.B.L.
Remove & Reinf 250 L.F. of W Beam Traffic Barrier
Sta. 188+00 to 194+50 Ramp A
Remove & Reinf 600 L.F. of W Beam Traffic Barrier (Median Barrier)
Sta. 191+00 to 193+30 Rt N.B.L.
Remove & Reinf 150 L.F. of W Beam Traffic Barrier

STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PLANS BY DISTRICT THREE 127D-FREDERICK CO. LINE TO MD 121	REVISIONS
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SCALE 1"=100'

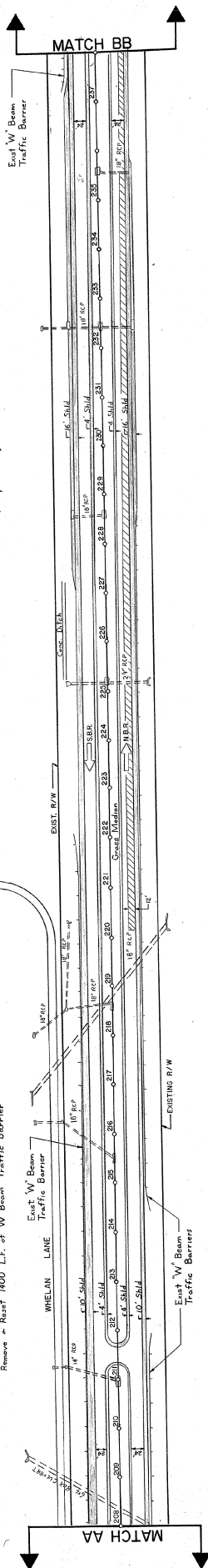
CONF NO. MD-501-377 FILED, TRACED BY: J.B.S.	DESIGN NO. 127D-270-700-87 SHEET NO. 3 OF 9
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3	MD	4	9
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Sta. 225+25 to 227+00 Rt Lane S.B.R.
Remove & Breakup 17' S.Y. of East Ditch for Rip Rap
Sta. 228+60 Rt Lane S.B.R.
Clean, Repair & Adjust 1 ea Inlet
Sta. 232+40 Rt Lane S.B.R.
Clean, Repair & Adjust 1 ea Inlet

INTERSTATE ROUTE 270

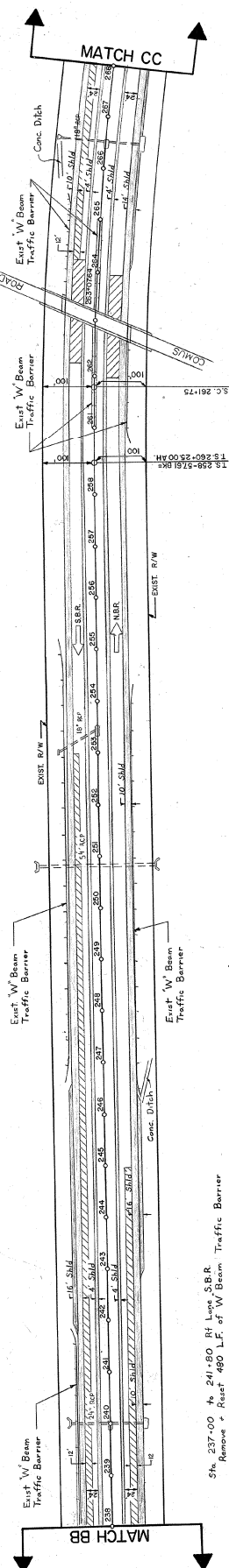
Sta. 208+00 to 222+00 Rt Lane S.B.R.
Remove & Reset 1400 L.F. of W Beam Traffic Barrier
Sta. 208+00 to 212+00 Rt Lane N.B.R.
Remove & Reset 400 L.F. of W Beam Traffic Barrier
Sta. 214+40 to 228+40 Rt Lane N.B.R.
Remove & Reset 1400 L.F. of W Beam Traffic Barrier



Sta. 220+00 to 245+00 Rt Lane N.B.R.
Mill 3333 S.Y. of East Roadway
Sta. 238+00 to 253+00 Rt Lane S.B.R.
Mill 2000 S.Y. of East Roadway
Sta. 264+00 to 268+00 Rt Lane S.B.R.
Mill 554 S.Y. of East Roadway

Sta. 245+80 to 246+30 Rt Lane S.B.R.
Remove & Breakup 34 S.Y. of East Ditch for Rip Rap
Sta. 253+50 to 265+50 Rt Lane S.B.R. Traffic Barrier
Remove & Reset 200 L.F. of W Beam
Sta. 266+50 Rt Lane N.B.R.
Clean, Repair & Adjust 1 ea Inlet (Single K)
Sta. 262+30 to 264+30 S.B.R.
Mill 533 S.Y. of East Roadway at Bridge Approaches
Sta. 268+00 to 269+00 N.B.R.
Mill 533 S.Y. of East Roadway at Bridge Approaches

INTERSTATE ROUTE 270



Sta. 237+00 to 241+80 Rt Lane S.B.R.
Remove & Reset 480 L.F. of W Beam Traffic Barrier
Sta. 246+40 to 254+40 Rt Lane N.B.R.
Remove & Reset 500 L.F. of W Beam Traffic Barrier
Sta. 246+40 to 255+00 Rt Lane S.B.R.
Remove & Reset 860 L.F. of W Beam Traffic Barrier
Sta. 246+40 to 246+70 Rt Lane N.B.R.
Clean 30 L.F. of East Conc. Gutter

REVISIONS

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PLANS BY DISTRICT THREE
1270-FREDERICK CO. LINE TO MD 121

SCALE | PLAN 1 IN. = 100 FT.

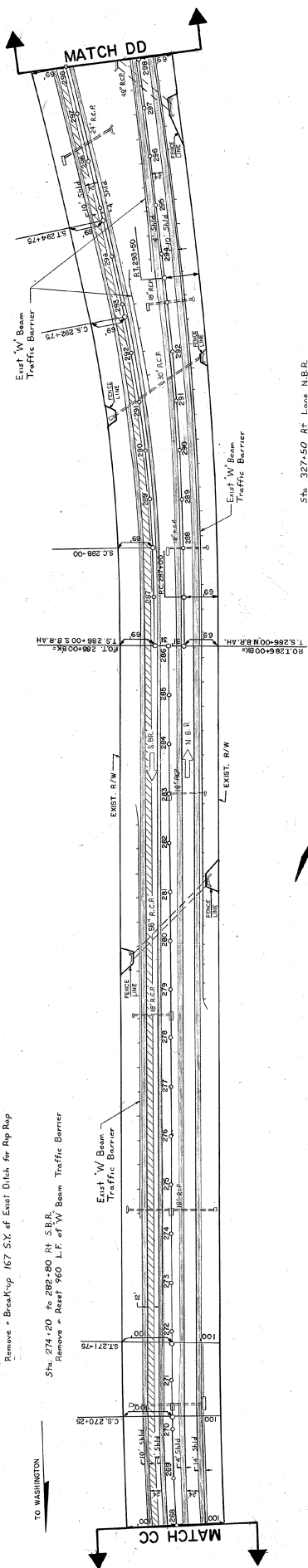
CONTRACT NO. 14500-501-377
SHEET NO. 4 OF 9
F&P NO. 28386-370-7/17/17
FINAL TRAC BY: BLS

Sta. 278+50 to 298+50 Rt Lane N.B.R.
Remove + Reset 2000 L.F. of W Beam Traffic Barrier

Sta. 270+50 Rt Lane N.B.R.
Clean, Repair + Adjust Inlet

Sta. 272+00 to 274+50 Rt Lane N.B.R.
Remove + Break-up 167 S.Y. of East Ditch for Rip Rap

Sta. 274+20 to 292+50 Rt Lane S.B.R.
Remove + Reset 560 L.F. of W Beam Traffic Barrier

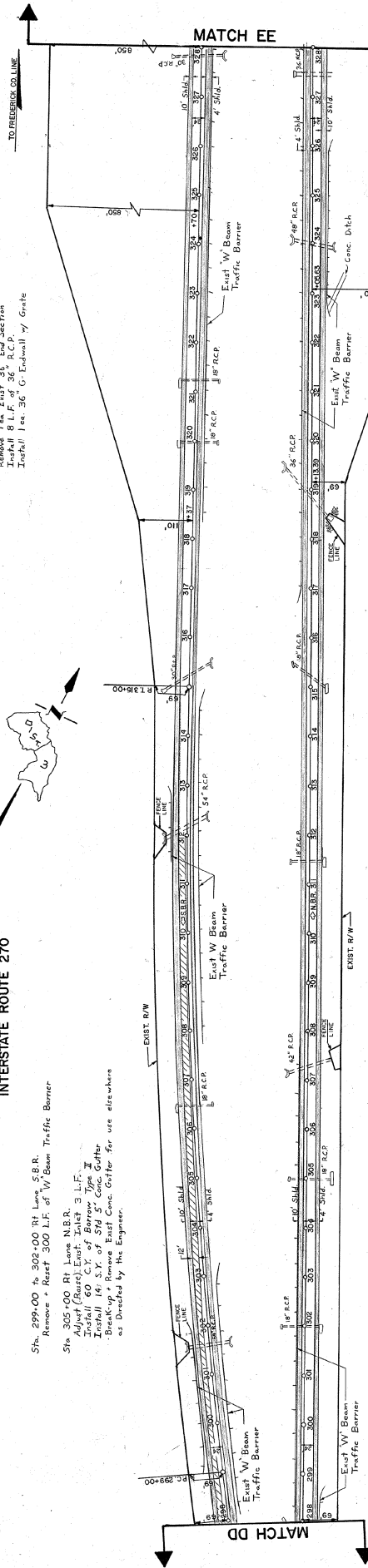


INTERSTATE ROUTE 270

Sta. 299+00 to 302+00 Rt Lane S.B.R.
Remove + Reset 300 L.F. of W Beam Traffic Barrier

Sta. 305+00 Rt Lane N.B.R.
Adjust (Repair) East Inlet 3 L.F.
Install 60 C.Y. of Borrow Type II
Break-up + Remove Exst Conc. Gutter for use elsewhere
as Directed by the Engineer.

Sta. 327+50 Rt Lane N.B.R.
Remove + Reset 25 L.F. of Section
Install 8 L.F. of 36" R.C.P.
Install 1ea 36" G-Endwall w/ Gutter



Sta. 329+00 to 312+00 Rt Lane S.B.R.
Mill 5867 S.Y. of East Roadway

Sta. 311+50 to 313+00 Rt Lane S.B.R.
Remove + Reset 150 L.F. of W Beam Traffic Barrier

Sta. 318+50 Rt Lane N.B.R.
Install 34 S.Y. of Rip Rap - Type 1 of East Outlet

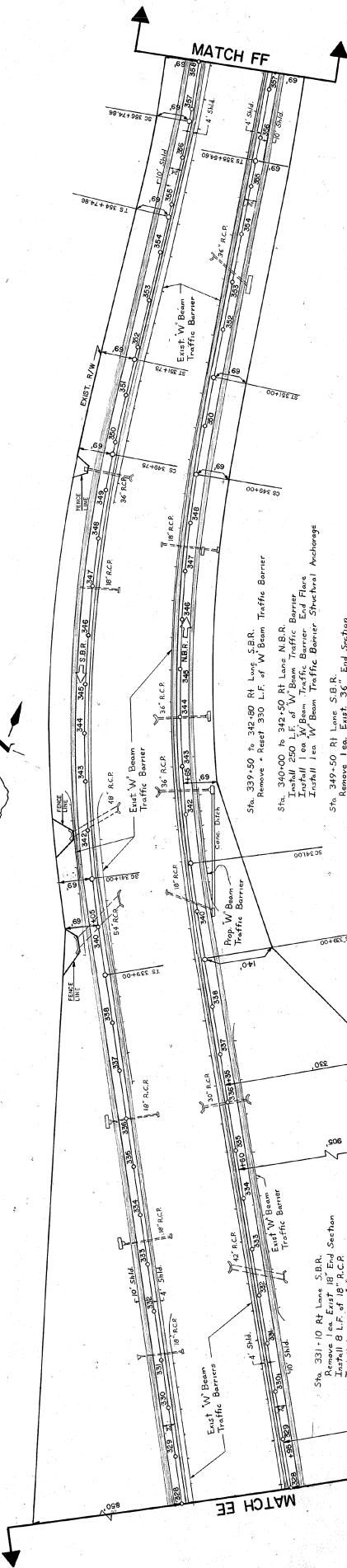
Sta. 322+50 to 326+00 Rt Lane N.B.R.
Remove + Reset 350 L.F. of W Beam Traffic Barrier

Sta. 322+50 to 322+80 Rt Lane N.B.L.
Remove + Break-up 20 S.Y. of East Ditch for Rip Rap
Install Type I Rip Rap as Required

SCALE 1" = 100 FT

3	MD	6	9
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INTERSTATE ROUTE 270



Sta. 377+00 to 380+40 R/L Lane N.B.R.
Remove + Break-up 227 S.Y. of Exst Ditch for R/L Rap

Sta. 377+00 to 385+00 R/L Lane N.B.R.
Remove + Reasf 800 L.F. of W' Beam
Traffic Barrier
Sta. 385+00 to 389+80 R/L Lane S.B.R.
Remove + Reasf 380 L.F. of W' Beam
Traffic Barrier
Sta. 389+80 to 390+00 R/L Lane S.B.R.
Remove + Reasf 20 L.F. of W' Beam
Traffic Barrier
Sta. 390+00 to 391+00 R/L Lane S.B.R.
Remove + Reasf 10 L.F. of W' Beam
Traffic Barrier
Sta. 391+00 to 392+00 R/L Lane S.B.R.
Remove + Reasf 10 L.F. of W' Beam
Traffic Barrier
Sta. 392+00 to 393+00 R/L Lane S.B.R.
Remove + Reasf 10 L.F. of W' Beam
Traffic Barrier
Sta. 393+00 to 394+00 R/L Lane S.B.R.
Remove + Reasf 10 L.F. of W' Beam
Traffic Barrier
Sta. 394+00 to 395+00 R/L Lane S.B.R.
Remove + Reasf 10 L.F. of W' Beam
Traffic Barrier
Sta. 395+00 to 396+00 R/L Lane S.B.R.
Remove + Reasf 10 L.F. of W' Beam
Traffic Barrier
Sta. 396+00 to 397+00 R/L Lane S.B.R.
Remove + Reasf 10 L.F. of W' Beam
Traffic Barrier
Sta. 397+00 to 398+00 R/L Lane S.B.R.
Remove + Reasf 10 L.F. of W' Beam
Traffic Barrier
Sta. 398+00 to 399+00 R/L Lane S.B.R.
Remove + Reasf 10 L.F. of W' Beam
Traffic Barrier
Sta. 399+00 to 400+00 R/L Lane S.B.R.
Remove + Reasf 10 L.F. of W' Beam
Traffic Barrier

INTERSTATE ROUTE 270

Sta. 358+20 to 362+00 R/L Lane N.B.R.
Remove + Reasf 380 L.F. of W' Beam Traffic Barrier
Sta. 365+80 to 366+80 R/L Lane S.B.R.
Remove + Reasf 100 L.F. of W' Beam Traffic Barrier
Sta. 371+20 to 373+20 R/L Lane S.B.R.
Remove + Reasf 200 L.F. of W' Beam Traffic Barrier

TO FREDERICK CO. LINE

P.C.C. 362+94.95 (A.M.)

P.C.C. 363+35.55 (B.M.)

P.C.C. 363+75.12 (B.M.)

P.C.C. 363+94.95 (A.M.)

P.C.C. 363+94.95 (A.M.)

P.C.C. 363+94.95 (A.M.)

P.C.C. 363+94.95 (A.M.)

P.C.C. 363+94.95 (A.M.)

P.C.C. 363+94.95 (A.M.)

P.C.C. 363+94.95 (A.M.)

P.C.C. 363+94.95 (A.M.)

P.C.C. 363+94.95 (A.M.)

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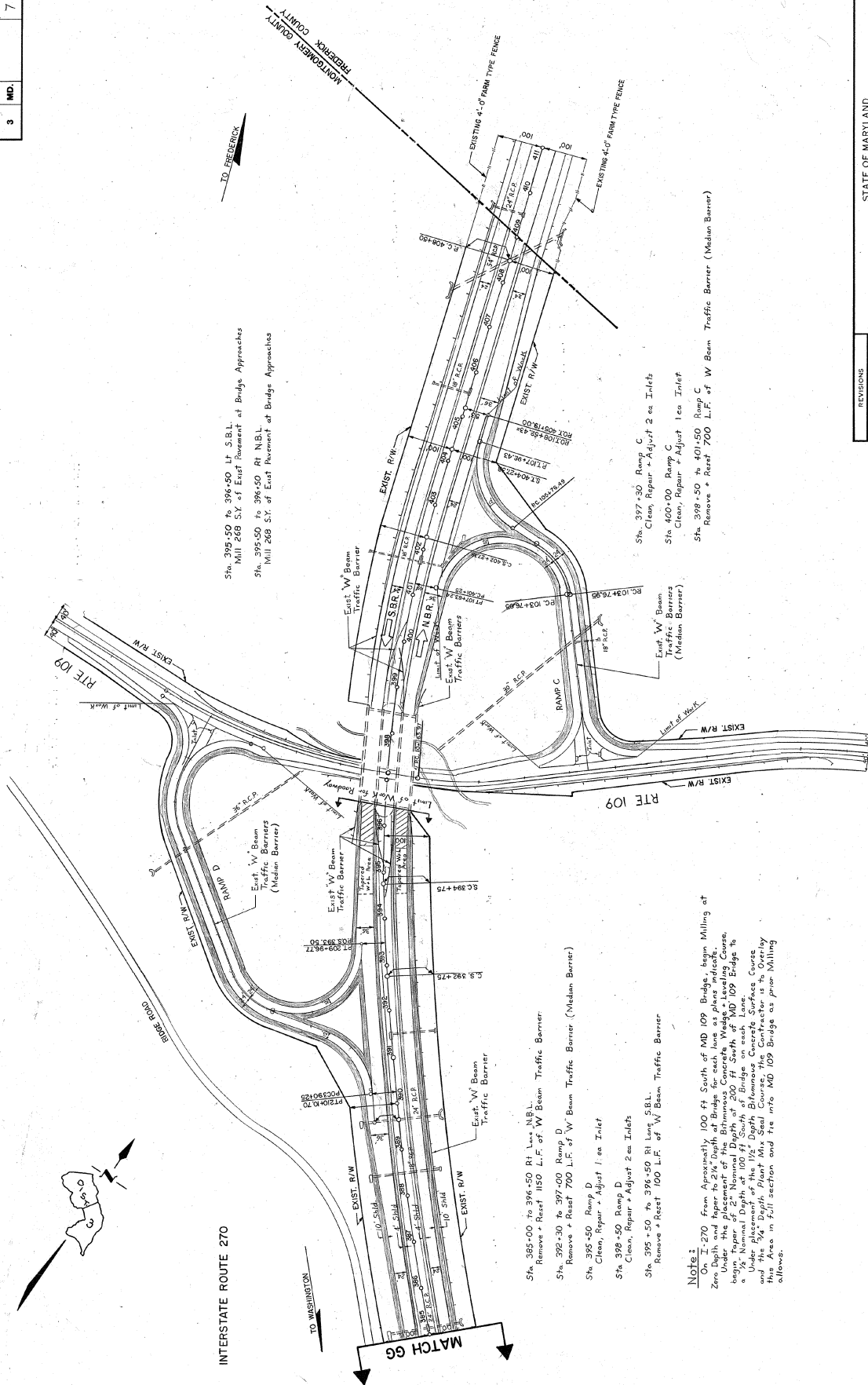
REVISIONS

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PLANS BY DISTRICT THREE
1270-FREDERICK CO. LINE TO MD 121

CONTRACT NO. MD-501-377
PREL. TRAC BY: R.B.S.
P. & P. NO. 38-286-270-271/272
SHEET NO. 6 OF 9

SCALE 1"=100'

3	MD	7	9
3	MD	7	9



SCALE 1"=100'

STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PLANS BY DISTRICT THREE 1270-FREDERICK CO. LINE TO MD 121	REVISIONS REVISED 1-17-96
CONF. NO. MD-501-377 PREL. TRAC. BY R.B.S.	CONF. NO. 2B-198-270-701/87 SHEET NO. 7 OF 9 FINAL TRAC. BY R.B.S.

SUMMARY OF QUANTITIES

Stations										Preliminary										Grading										Drainage										Paving										Shoulders										Landscaping																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
										Construction Stakeout										Maintenance of Traffic										Engineers Office + 3										Arrow Boards										W/Coat of Asphalt Cement - Cont										Stripes Markings										Class I Excavation - Cont										Class I-A Excavation - Cont										Borrow Excavation Type II										Adjust Inlet for Vertical Depth										Clean, Repair & Adjust										Remove & Breakup Exist										Ditch for Rip Rap										Clean Exst Conc. Gutter										Install STD 5" Conc. Gutter										Install Class I Rip Rap										Remove 36" End Section										Install 36" R.C. Pipe										Remove 18" End Section										Install 18" R.C. Pipe										Install 6" G. 36" Endwall										Instal Replacement Grate										W/Grate										Instal Single R Inlet										Class II Excavation										Straw Bales at Inlets										Slope Filter Fence - Cont										Install Double "V" Inlet w/Grate										# 57 Stone - Cont										Matching to Sediment Control - Cont										6" Underdrain Pipe										6" Underdrain Pipe										Class III Excavation - Cont										Aggregate Backfill #57 for Underdrain - Cont										Thermoplastic Pavement Markings - Solid White										Thermoplastic Pavement Markings - Solid Yellow										Wedge & Level Course										1 1/2" Bit Conc										3/4" Plant Mix Seal										Asphalt Cement										Anth - Shipping										Calcium Chloride - Cont										Milling Operation of Bituminous Concrete Roadway										Remove & Reset W Beam Traffic Barrier										Traffic Barrier										Install W Beam Traffic Barrier										Remove W Beam Traffic Barrier										Install W Beam Traffic Barrier										Remove W Beam Traffic Barrier										1 1/2" Bit Conc										3/4" Plant Mix Seal										Asphalt Cement										Anth - 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