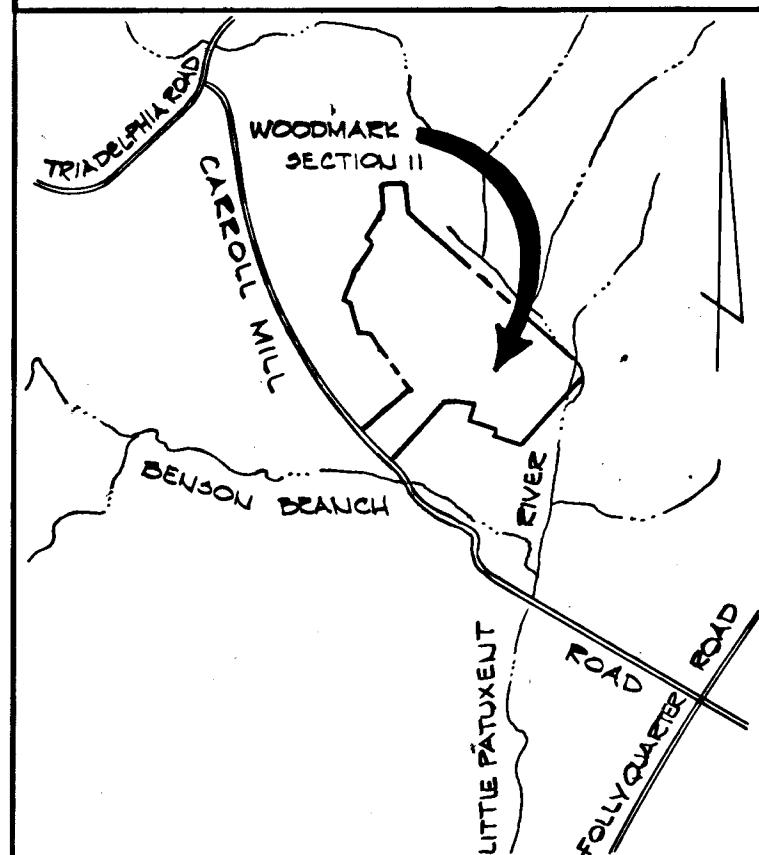
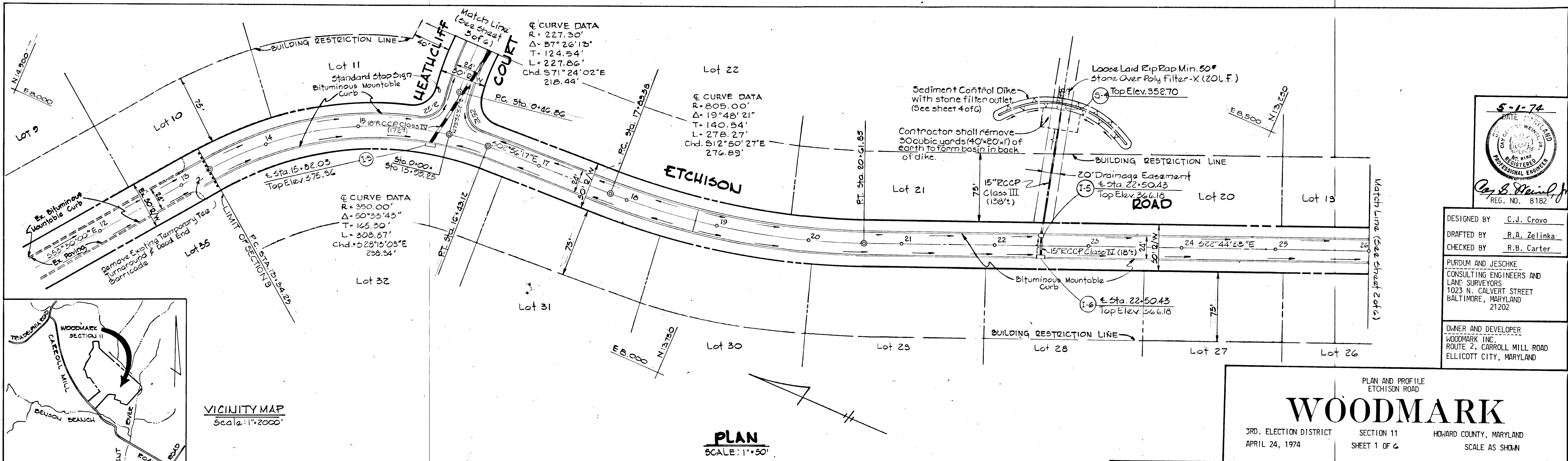


DATE
BY
PLAN
NOTE BOOK
NO.

DATE
BY
PROFILE
NOTE BOOK
NO.



PLAN AND PROFILE
ETCHISON ROAD

WOODMARK

3RD. ELECTION DISTRICT SECTION 11 HOWARD COUNTY, MARYLAND
 APRIL 24, 1974 SHEET 1 OF 6 SCALE AS SHOWN

5-1-74
 DATE
 REGISTERED PROFESSIONAL ENGINEER
 REG. NO. 8182
 C. S. S. S.

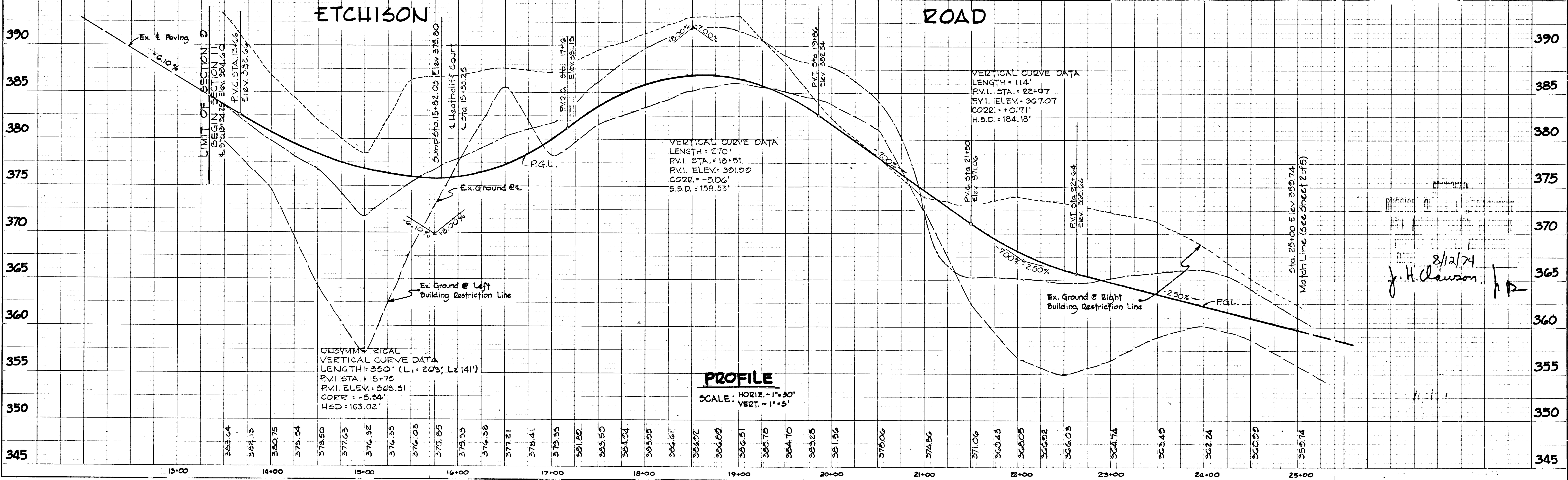
DESIGNED BY C.J. Crovo
 DRAFTED BY R.A. Zelinka
 CHECKED BY R.B. Carter

PURDUM AND JESCHKE
 CONSULTING ENGINEERS AND
 LAND SURVEYORS
 1023 N. CALVERT STREET
 BALTIMORE, MARYLAND
 21202

OWNER AND DEVELOPER
 WOODMARK INC.
 ROUTE 2, CARROLL MILL ROAD
 ELLICOTT CITY, MARYLAND

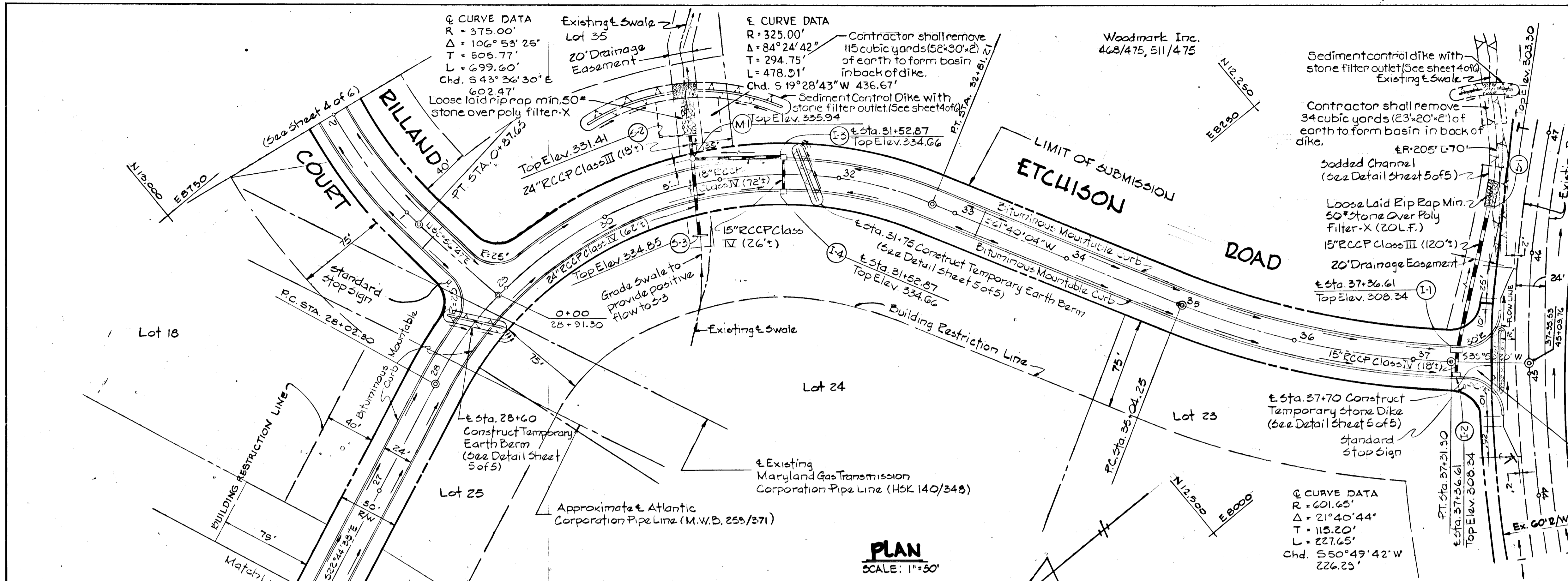
S. A. McLeod 8/27/74
 Chief, Bureau of Highways Date

Chief, Division of Land Development and Transportation Planning Date



8/12/74
J. H. Dawson J.P.

DATE	
BY	
REVISIONS	
NO.	
PLAN	
NOTE BOOK	
ALIGNMENT CHECKED	
RT. OF WAY CHECKED	
NO.	



5-1-74
DATE

R.A. Zelinka
REG. NO. 8182

DESIGNED BY C.J. Crovo
 DRAFTED BY R.A. Zelinka
 CHECKED BY R.B. Carter

PURDUM AND JESCHKE
 CONSULTING ENGINEERS AND
 LAND SURVEYORS
 1023 N. CALVERT STREET
 BALTIMORE, MARYLAND
 21202

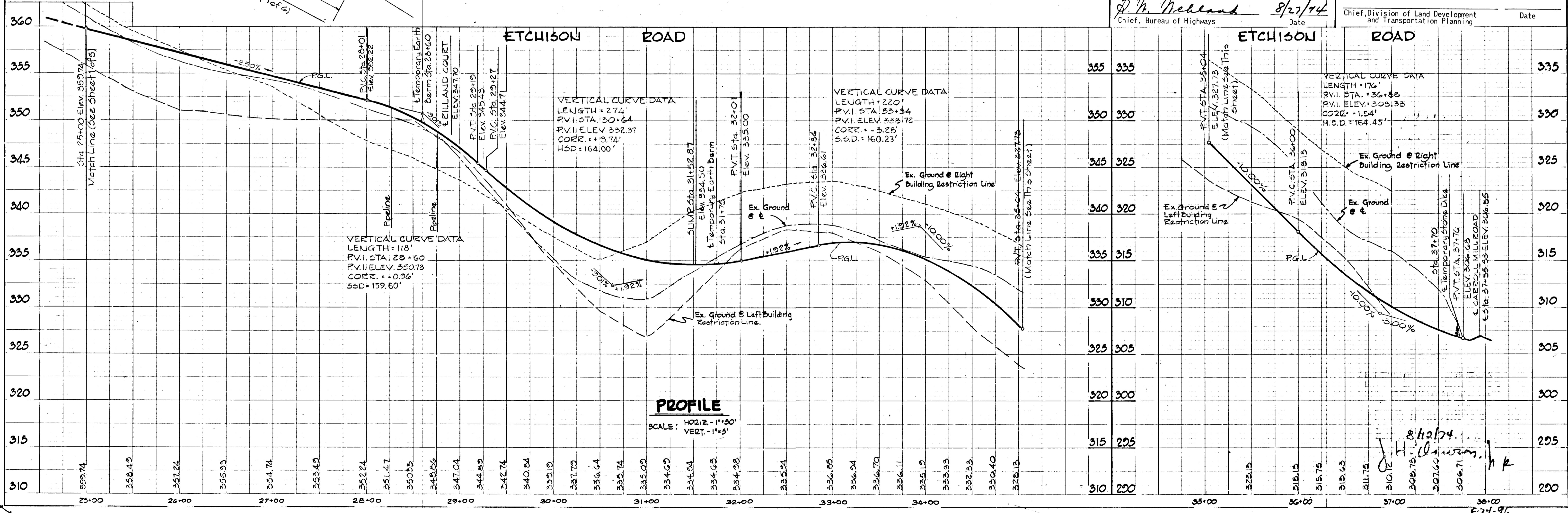
OWNER AND DEVELOPER
 WOODMARK INC.
 ROUTE 2, CARROLL MILL ROAD
 ELLICOTT CITY, MARYLAND

PLAN AND PROFILE
 ETCHISON ROAD

WOODMARK

3RD. ELECTION DISTRICT SECTION 11 HOWARD COUNTY, MARYLAND
 APRIL 24, 1974 SHEET 2 OF 6 SCALE AS SHOWN

DATE	
BY	
REVISIONS	
NO.	
PROFILE	
NOTE BOOK	
GRADES CHECKED	
R.M.'S. NOTED	
PLAN VERIFICATION CHECKED	
NO.	



S. P. McLeod 8/27/74
 Chief, Bureau of Highways Date

Chief, Division of Land Development and Transportation Planning Date

DATE	
BY	
NO.	
PLAN	
NO.	

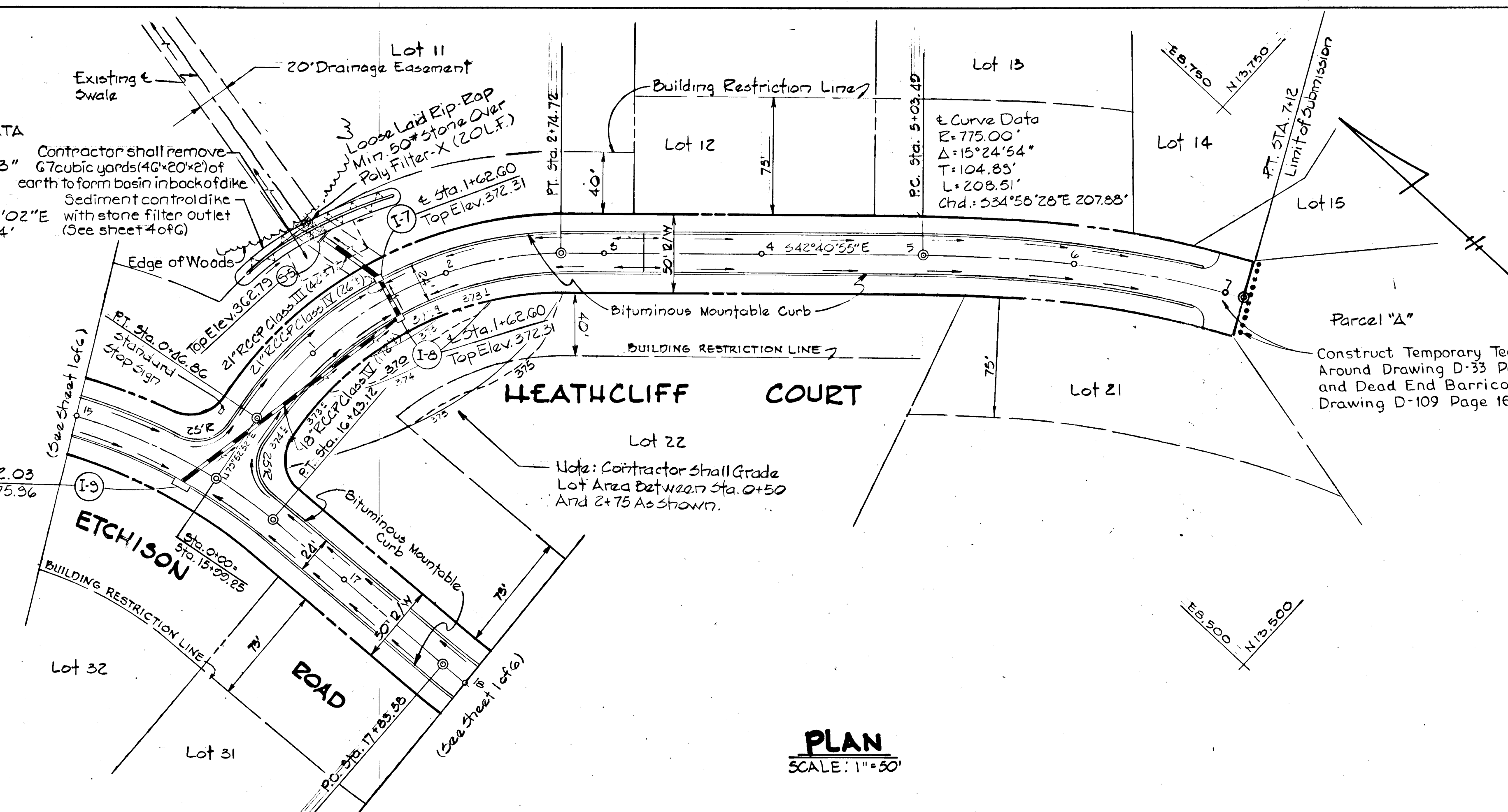
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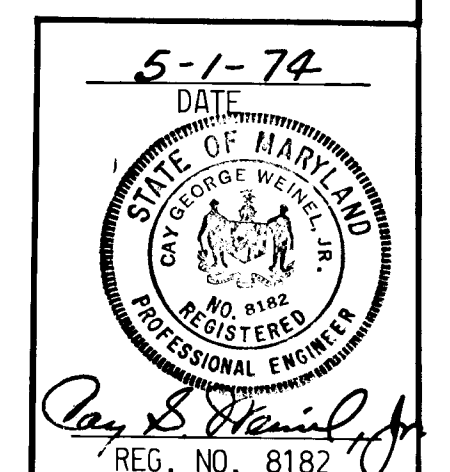
Curve Data
 $R=227.30'$
 $\Delta=57^{\circ}26'13''$
 $T=124.54'$
 $L=227.86'$
 $Chd.=571^{\circ}24'02''E$
 $218.44'$

Contractor shall remove
 67 cubic yards (46'x20'x2') of
 earth to form basin in back of dike
 Sediment control dike
 with stone filter outlet
 (See sheet 4 of 6)

Curve Data
 $E=775.00'$
 $\Delta=15^{\circ}24'54''$
 $T=104.85'$
 $L=208.51'$
 $Chd.=534^{\circ}56'28''E$
 $207.88'$



PLAN
 SCALE: 1"=50'



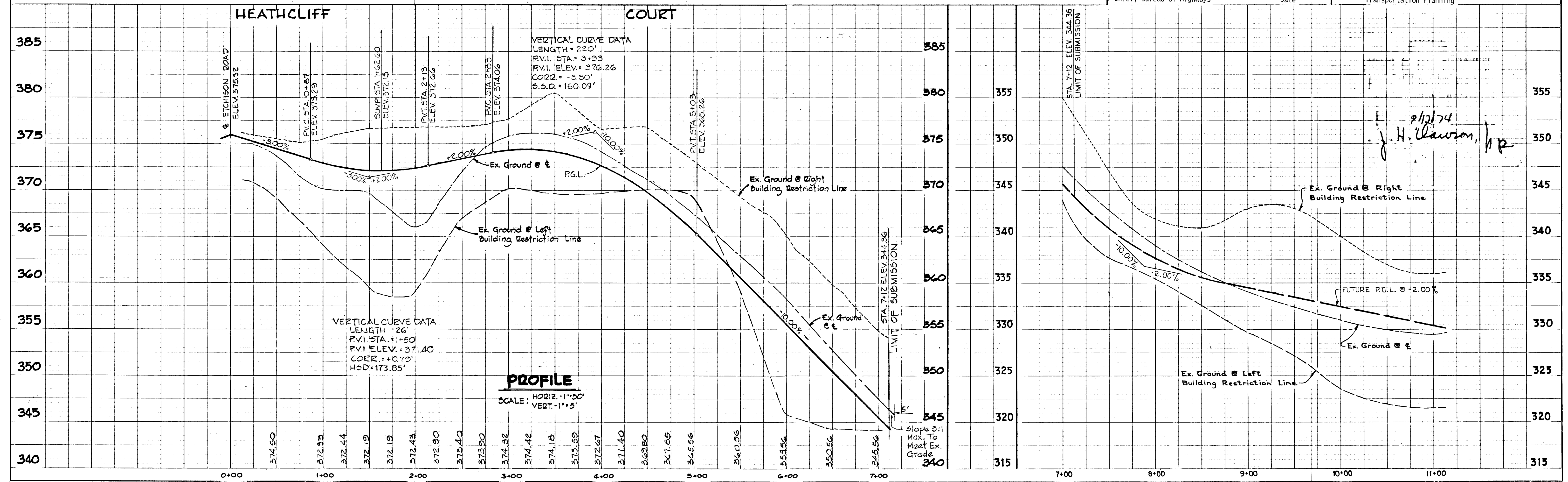
DESIGNED BY C.J. Crovo
 DRAFTED BY R.A. Zelinka
 CHECKED BY R.B. Carter
 PURDUM AND JESCHKE
 CONSULTING ENGINEERS AND
 LAND SURVEYORS
 1023 N. CALVERT STREET
 BALTIMORE, MARYLAND
 21202
 OWNER AND DEVELOPER
 WOODMARK INC.
 ROUTE 2, CARROLL MILL ROAD
 ELLICOTT CITY, MARYLAND

PLAN AND PROFILE
 HEATHCLIFF COURT

WOODMARK

3RD. ELECTION DISTRICT SECTION 11 HOWARD COUNTY, MARYLAND
 APRIL 24, 1974 SHEET 3 OF 6 SCALE AS SHOWN

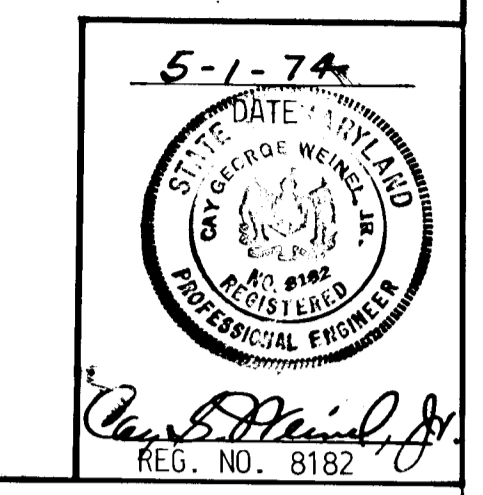
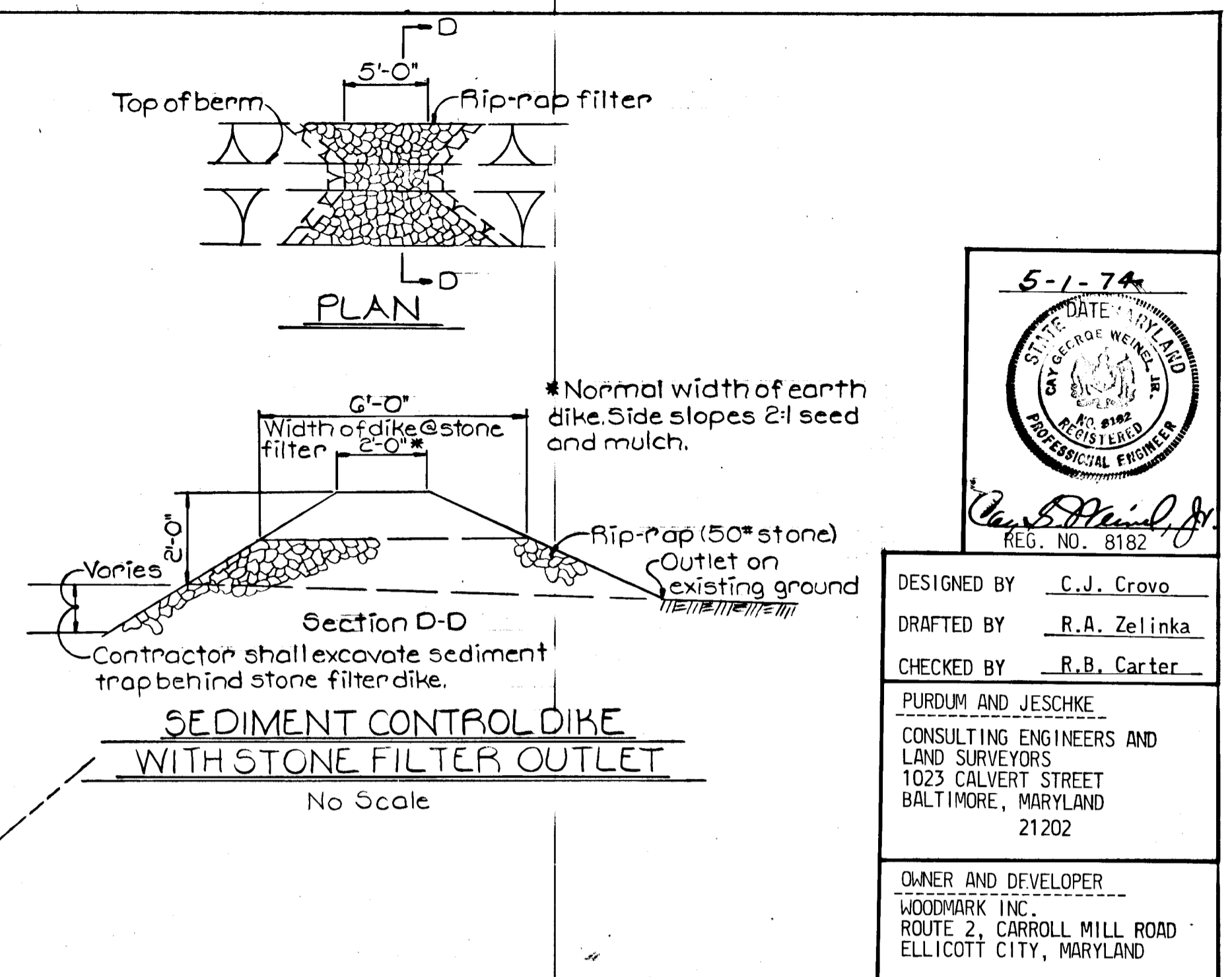
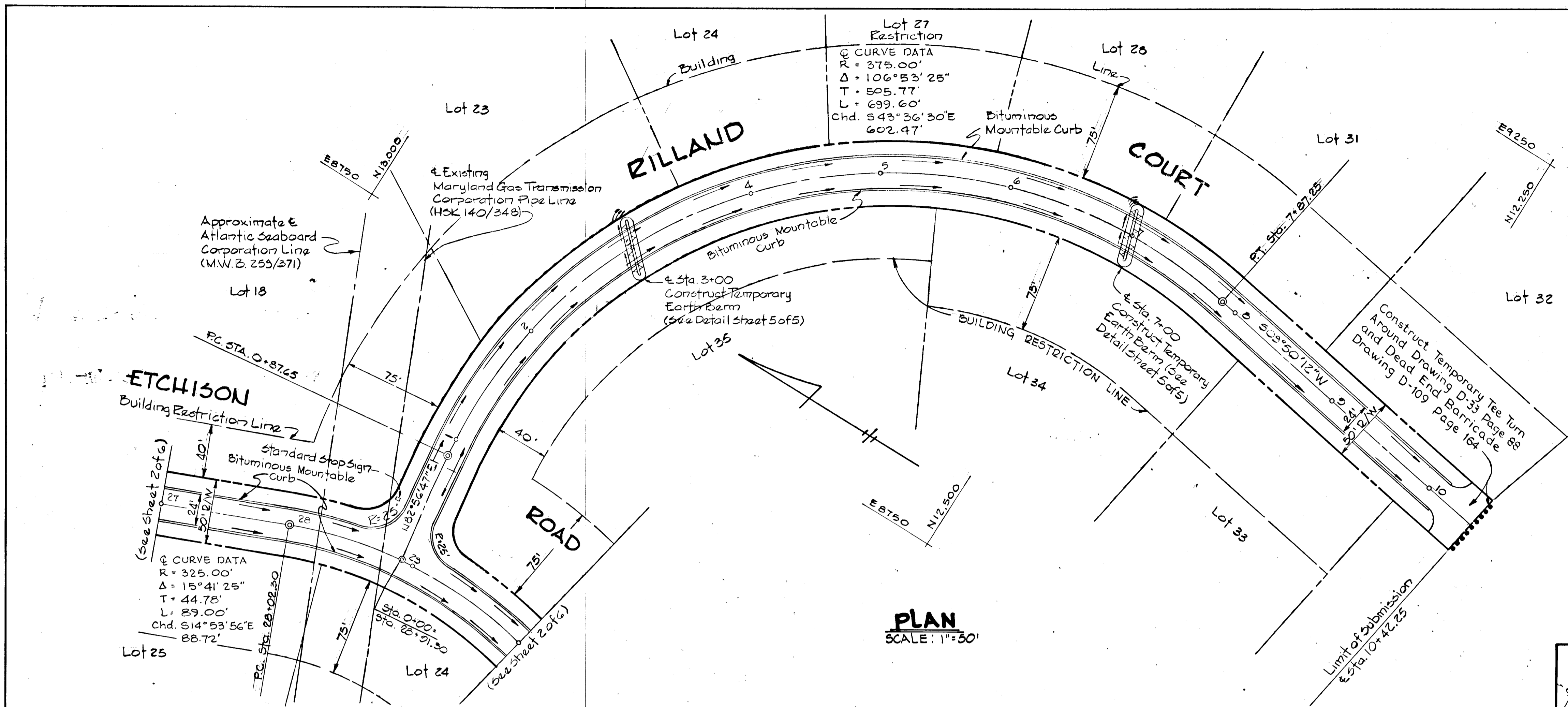
D. P. McKeand 8/27/74
 Chief, Bureau of Highways Date
 Chief, Division of Land Development and Transportation Planning Date



8/27/74
J. H. Lawson, Jr.

DATE	
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NO.	
PLAN	
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NO. OF FIGURES	
NO. OF NOTES	
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NO. OF FIGURES	
NO. OF NOTES	
NO. OF CHECKS	
NO. OF REVISIONS	



DESIGNED BY C.J. Grovo
 DRAFTED BY R.A. Zelinka
 CHECKED BY R.B. Carter

PURDUM AND JESCHKE
 CONSULTING ENGINEERS AND
 LAND SURVEYORS
 1023 CALVERT STREET
 BALTIMORE, MARYLAND
 21202

OWNER AND DEVELOPER
 WOODMARK INC.
 ROUTE 2, CARROLL MILL ROAD
 ELLICOTT CITY, MARYLAND

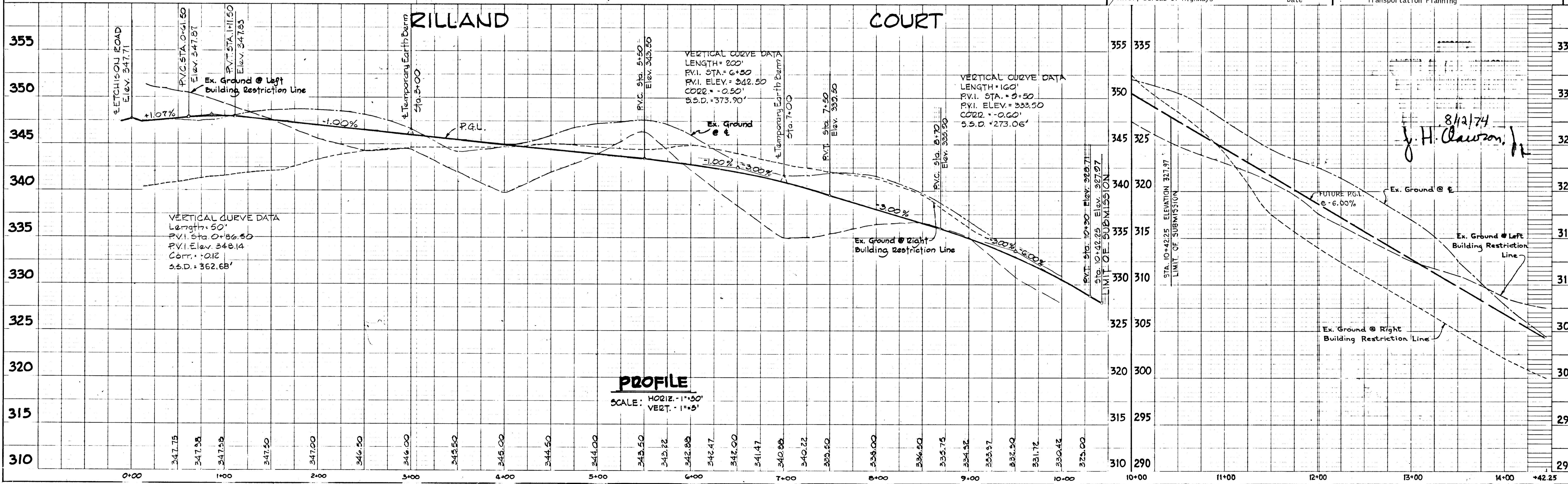
PLAN AND PROFILE
 RILLAND COURT

WOODMARK

3RD. ELECTION DISTRICT SECTION 11 HOWARD COUNTY, MARYLAND
 APRIL 24, 1974 SHEET 4 OF 6 SCALE AS SHOWN

J.P. McKeane 8/29/74
 Chief, Bureau of Highways Date

Chief, Division of Land Development and Transportation Planning Date



DEVELOPER'S CERTIFICATE
 I certify that all development and/or construction will be done according to this plan of development and plan for Erosion and Sediment Control, and I also authorize periodic on-site inspection by The Howard Soil Conservation District or their authorized agents, as are deemed necessary. Deviation from this plan will not be made unless authorized by the Howard Soil Conservation District.
 Woodmark, Inc.
 Mark A. Wakefield, Jr. 5/1/74
 MARK A. WAKEFIELD, JR. PRESIDENT DATE

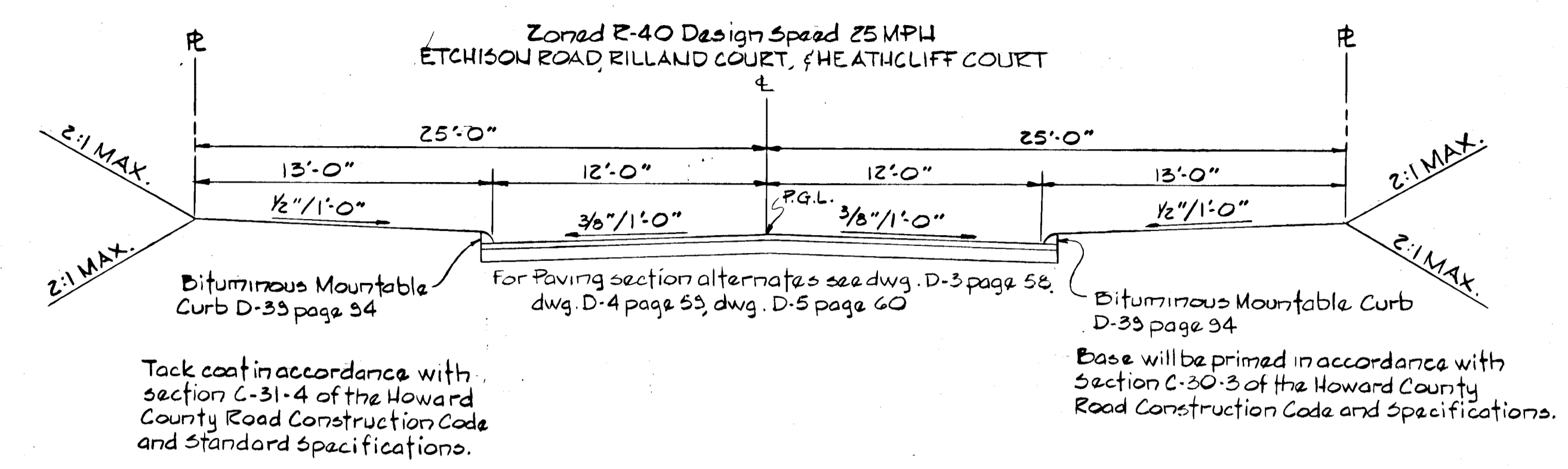
ENGINEER'S CERTIFICATE
 I certify that this plan for Erosion and Sediment Control represents a practical and workable plan based on my personal knowledge of the site conditions and that it was prepared in accordance with the requirements of the Howard Soil Conservation District.
 J. A. Nelson 5-1-74
 Signature of Engineer DATE

Reviewed for Howard County Soil Conservation District and meets Technical Requirements.
 J. A. Nelson 8-26-74
 U.S. Soil Conservation Service DATE

This development plan is approved for Soil Erosion and Sediment Control by the Howard Soil Conservation District.
 J. A. Nelson 8-26-74
 APPROVED: District Coordinator DATE
 Howard Soil Conservation District

SEDIMENT CONTROL NOTES

- The developer shall notify the Howard County Soil Conservation District at least 24 hours prior to beginning any construction shown hereon (465-3180).
- Berms, sediment traps, etc., to be constructed prior to any onsite grading or disturbance to any existing surface material, and are to be stabilized as soon as constructed.
- All sediment control structures to remain in place until permission for their removal has been obtained from the Howard Soil Conservation District. (465-3180 or 465-5000 Ext. 291).
- All graded areas not to be sodded shall be stabilized by seeding and mulching in accordance with the following:
 - Site Preparation:
 - Harrow or disc in areas proposed to be seeded the following materials at the specified rate to a depth of 3":
 - Pulverized limestone at 1 1/2 tons/acre.
 - Commercial fertilizer 5-10-10 at 3/4 tons/acre.
 - Super phosphate at 600 lbs/acre.
 - Seeding:
 - Sow the following seed mixture at the rate of 200 lbs/acre with a mechanical spreader.
 - 20% Annual Rye Grass
 - 80% Kentucky 31 Fescue
 - The seeded area shall then be raked with a York Rake (minimum of 2 passes), covered and compacted with Cultipacker or other approved method.
 - Mulching:
 - Seeded areas shall be uniformly mulched immediately after seeding with unweathered small grain straw at the rate of 1 1/2 to 2 tons/acre.
 - Tie mulch down with liquid asphalt at 0.1 gal/s.y. or emulsified asphalt at 0.04 gal/s.y.



BENCH MARKS
 B.M.R.R.S. ELEV. 387.58
 Railroad spike in 12" Hickory
 9'± South of ES-1
 B.M.R.R.S.
 Railroad spike set in C & P #19
 63'± N.W. of ES-6.

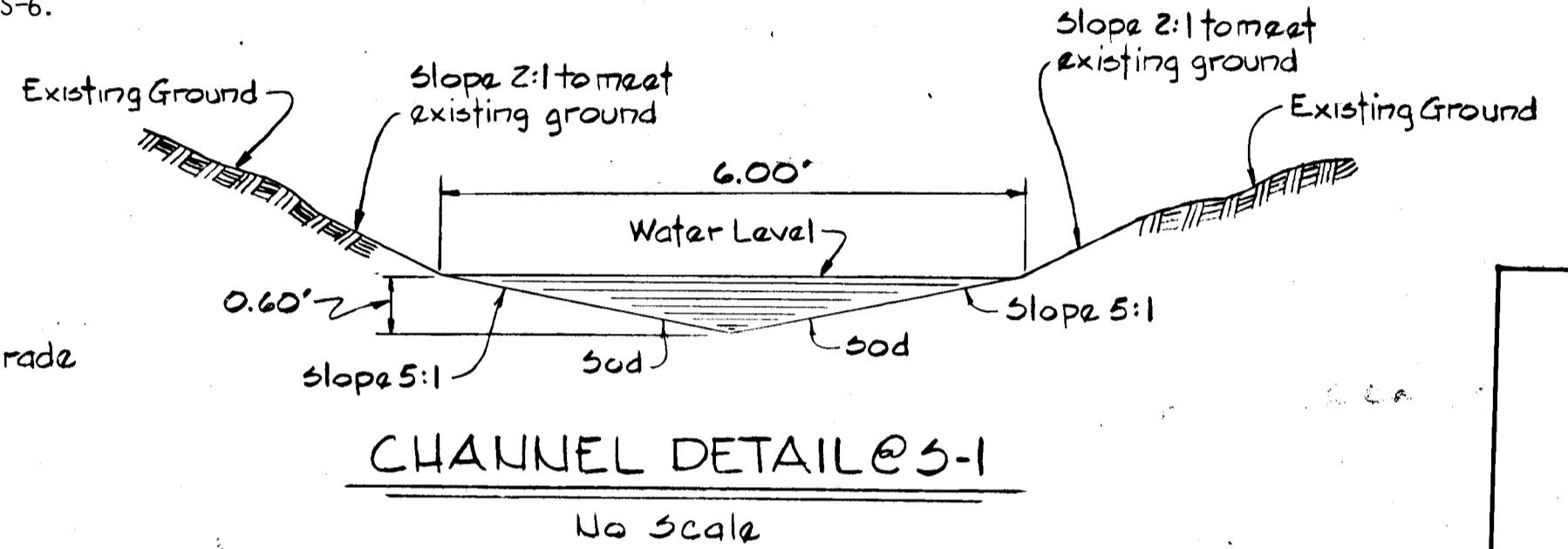
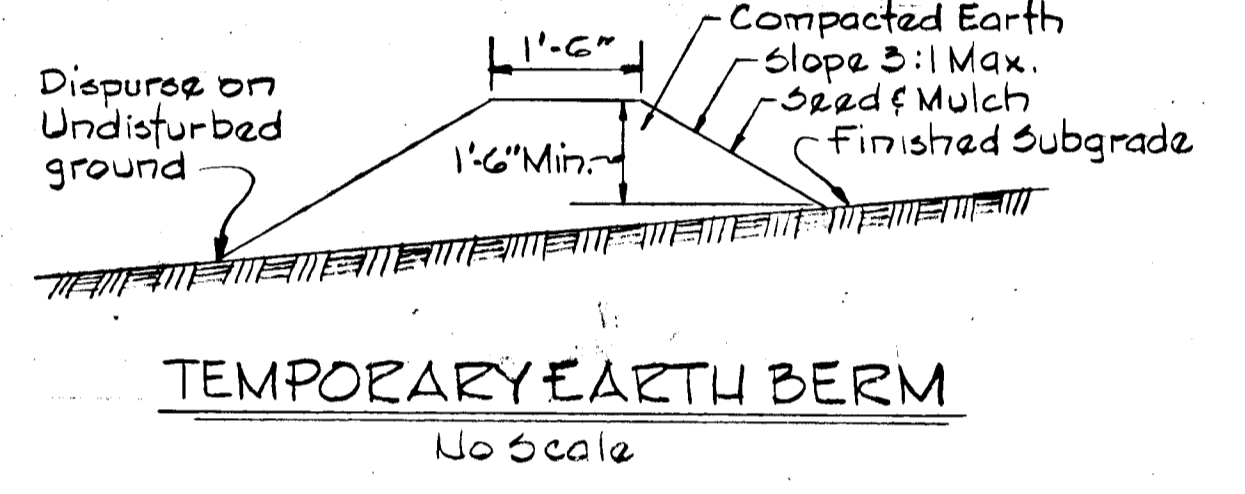
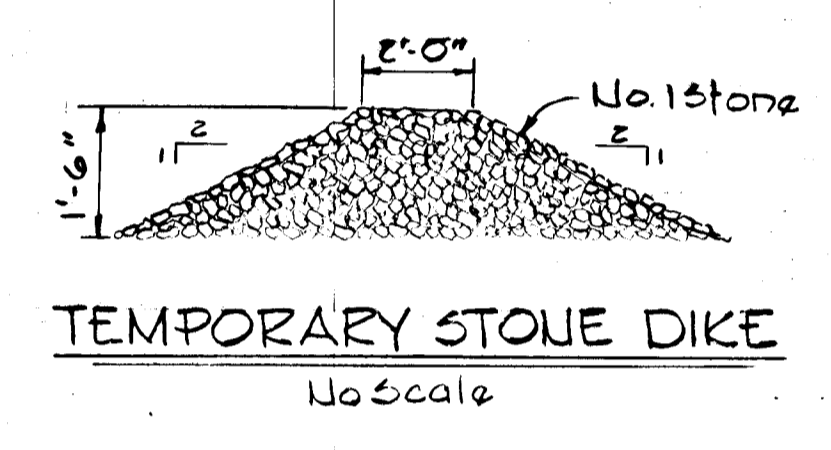
TYPICAL SECTION
 No Scale

STRUCTURE SCHEDULE

STRUCTURE	TYPE	INV. IN	INV. OUT	TOP ELEV.	STD. DETAIL
I-1	DEPR. SINGLE DEP. S+ COMB.	304.23	303.98	308.34	-
I-2	DEPR. SINGLE DEP. S+ COMB.	-	304.40	308.34	-
I-3	A-5	330.87	330.62	334.66	P. 119-A DWG. D-64A
I-4	A-5	-	331.03	334.66	P. 119-A DWG. D-64A
I-5	DEPR. SINGLE DEP. S+ COMB.	360.64	360.39	366.18	-
I-6	DEPR. SINGLE DEP. S+ COMB.	-	362.18	366.18	-
I-7	A-5	365.49	365.24	372.31	P. 119-A DWG. D-64A
I-8	A-5	367.81	367.56	372.31	P. 119-A DWG. D-64A
I-9	A-10	-	371.75	375.96	P. 119-A DWG. D-64A
S-1	TYPE "C"	-	301.30	303.30	P. 107-DWG. D-52
S-2	TYPE "C"	-	328.66	331.41	P. 107-DWG. D-52
S-3	TYPE "C"	332.10	-	334.85	P. 107-DWG. D-52
S-4	TYPE "C"	-	350.70	352.70	P. 107-DWG. D-52
S-5	TYPE "C"	-	360.29	362.79	P. 107-DWG. D-52
M-1	STANDARD	330.17	329.42	335.85	P. 158-DWG. D-108

GENERAL NOTES

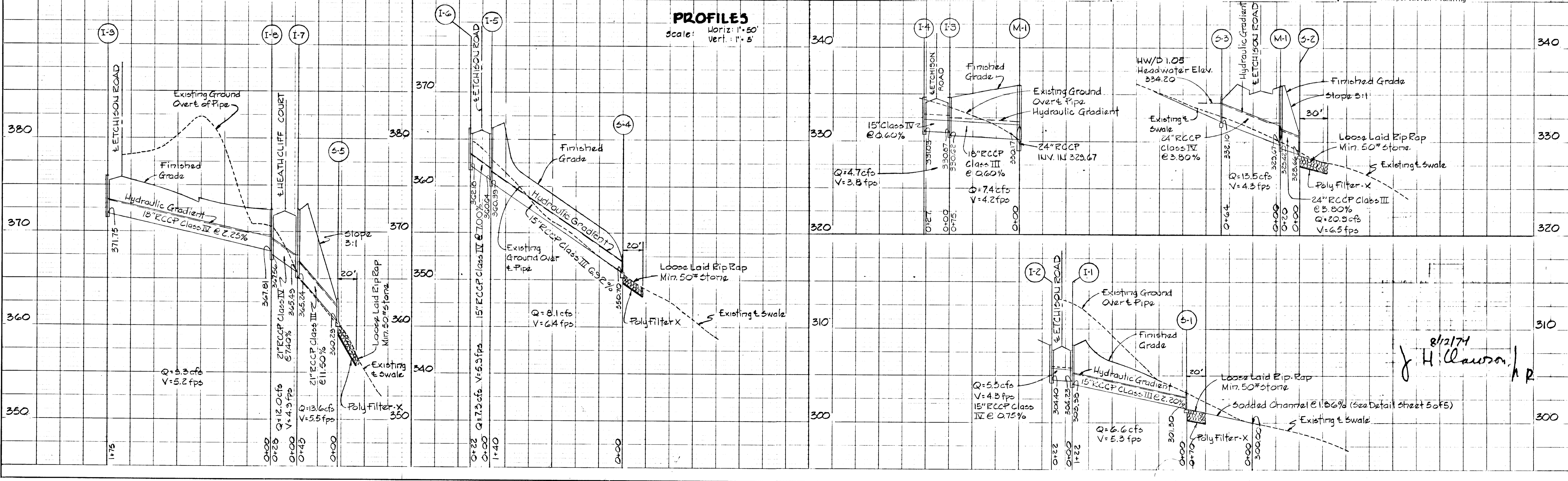
- All construction shown hereon shall be in accordance with the Howard County Road Construct Code and Standard Specifications dated November 27, 1962 and revised August 1968.
- Reference to page and drawing numbers shown hereon and referred to the above mentioned Road Construction Code and Standard Specifications.
- Design Speed 25 Miles Per Hour.



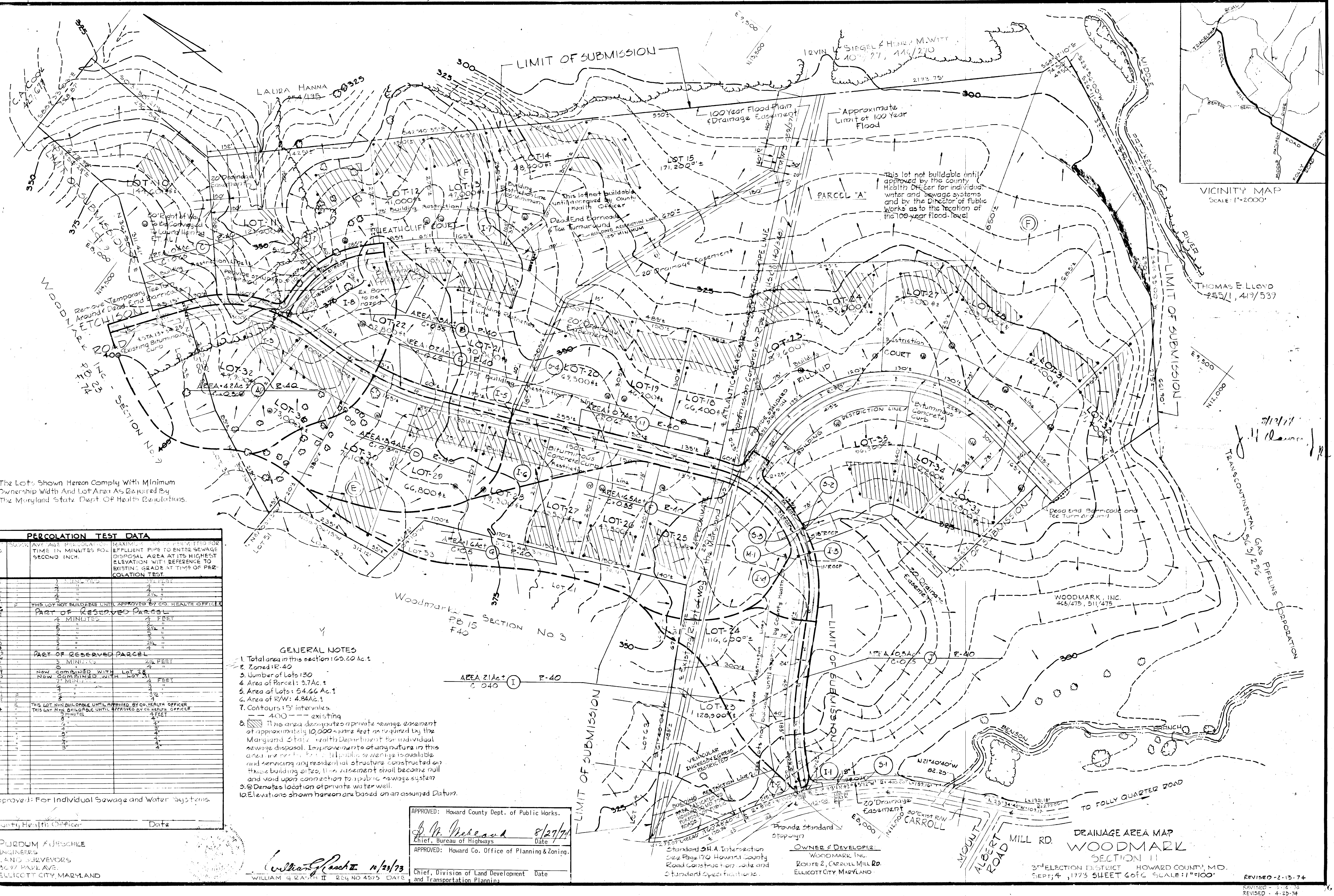
CHANNEL DESIGN DATA @ 5-1
 A=1.80' P=3.06' E=0.63
 R^{2/3}=0.703 S=1.86% S/2=0.1364
 N=0.03 Water Depth=0.6'
 V=1.48E x R^{2/3} x S^{1/2} V=49.50 x 0.703 x 0.1364
 V=4.7fps Q=A x V Q=1.80 x 4.7 Q=8.5 cfs

STORM DRAIN PROFILES AND SEDIMENT CONTROL DETAILS
WOODMARK
 3RD. ELECTION DISTRICT SECTION 11 HOWARD COUNTY, MARYLAND
 APRIL 24, 1974 SHEET 5 OF 6 SCALE AS SHOWN

B. A. McNeel 8/27/74
 Chief, Bureau of Highways Date
 Chief, Division of Land Development and Transportation Planning Date



DATE
 BY
 SUPERVISOR
 NOTE BOOK
 GRADES CHECKED
 S. M. A. NOTES
 STRUCTURE NOTATIONS CHECKED



VICINITY MAP
SCALE: 1"=2000'

THOMAS E. LLOYD
255/1, 419/539

The Lots Shown Hereon Comply With Minimum Ownership Width And Lot Area As Required By The Maryland State Dept. Of Health Regulations.

PERCOLATION TEST DATA			
Block	Lot	Average Percolation Time in Minutes for Second Inch	Maximum Permitted for Effluent Pipe to Enter Sewage Disposal Area at its Highest Elevation with Reference to Existing Grade at Time of Percolation Test
1	10	12	1/2 FEET
1	11	15	1/2 FEET
1	12	18	1/2 FEET
1	13	20	1/2 FEET
1	14	22	1/2 FEET
1	15	25	1/2 FEET
1	16	28	1/2 FEET
1	17	30	1/2 FEET
1	18	32	1/2 FEET
1	19	35	1/2 FEET
1	20	38	1/2 FEET
1	21	40	1/2 FEET
1	22	42	1/2 FEET
1	23	45	1/2 FEET
1	24	48	1/2 FEET
1	25	50	1/2 FEET
1	26	52	1/2 FEET
1	27	55	1/2 FEET
1	28	58	1/2 FEET
1	29	60	1/2 FEET
1	30	62	1/2 FEET
1	31	65	1/2 FEET
1	32	68	1/2 FEET
1	33	70	1/2 FEET
1	34	72	1/2 FEET
1	35	75	1/2 FEET

- GENERAL NOTES**
- Total area in this section: 69.20 Ac ±
 - Zoned: R-40
 - Number of Lots: 30
 - Area of Parcel: 9.7 Ac ±
 - Area of Lots: 54.66 Ac ±
 - Area of RW: 4.84 Ac ±
 - Contours: 5' intervals.
 - 400' existing
 - This area designates a private sewage easement of approximately 10,000 square feet as required by the Maryland State Health Department for individual sewage disposal. Improvements of any nature in this area are restricted. If public sewerage is available and servicing any residential structure constructed on these building sites, the easement shall become null and void upon connection to public sewerage system.
 - ⊙ Denotes location of private water well.
 - Elevations shown hereon are based on an assumed datum.

Approved: For Individual Sewage and Water Systems.
County Health Officer _____ Date _____

APPROVED: Howard County Dept. of Public Works.
J. M. McLeod 8/27/74
Chief, Bureau of Highways Date
APPROVED: Howard Co. Office of Planning & Zoning.
William G. Rahn II 10/23/73
Chief, Division of Land Development Date and Transportation Planning

OWNER & DEVELOPER:
WOODMARK, INC.
ROUTE 2, CARROLL MILL RD.
ELICOTT CITY, MARYLAND

DRAINAGE AREA MAP
WOODMARK SECTION II
3rd ELECTION DISTRICT HOWARD COUNTY, MD.
SEP; 4, 1973 SHEET 6 OF 6 SCALE: 1"=100'

REVISED - 2-13-74
REVISED - 1-14-75
REVISED - 4-23-74