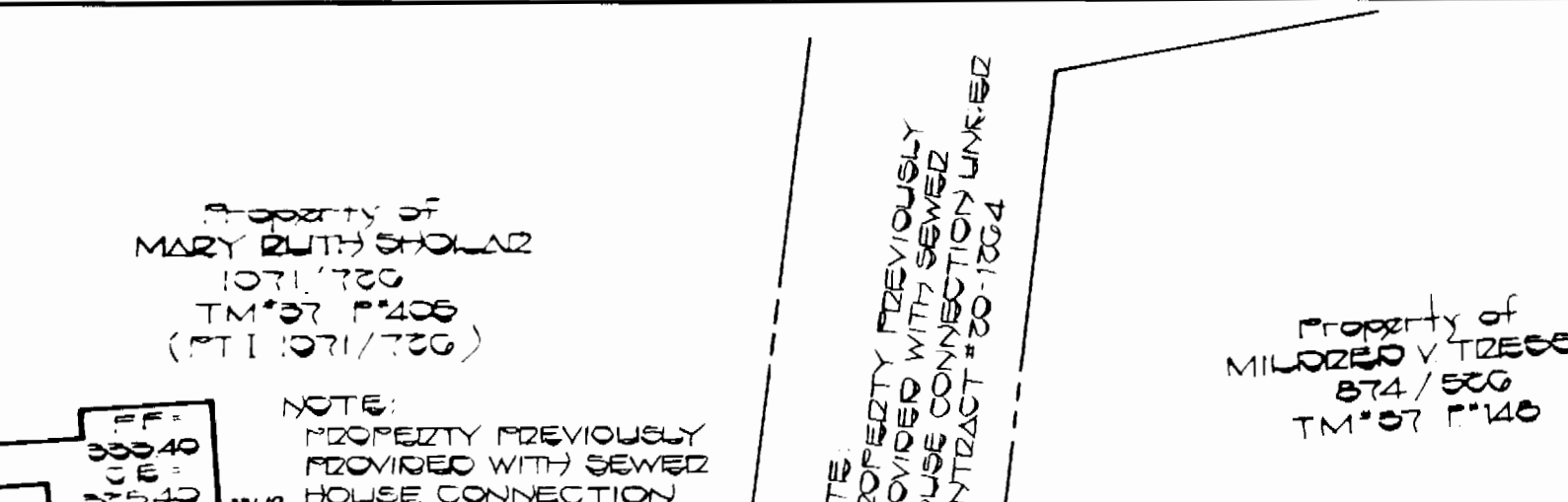
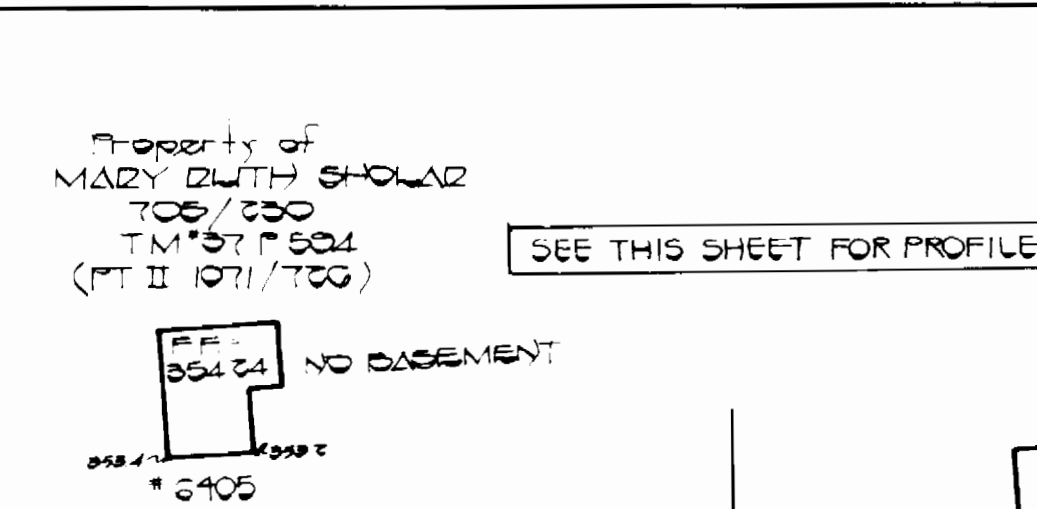
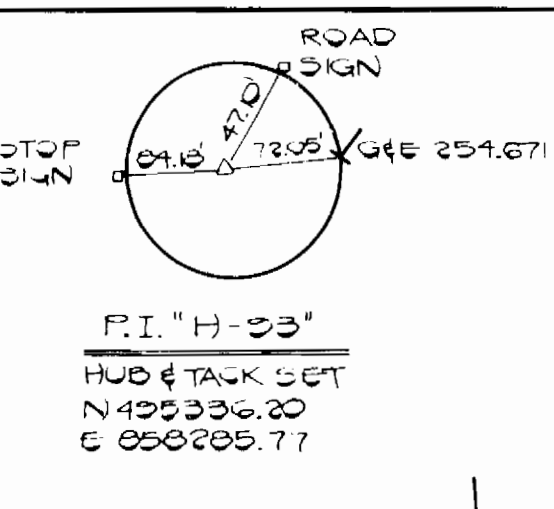


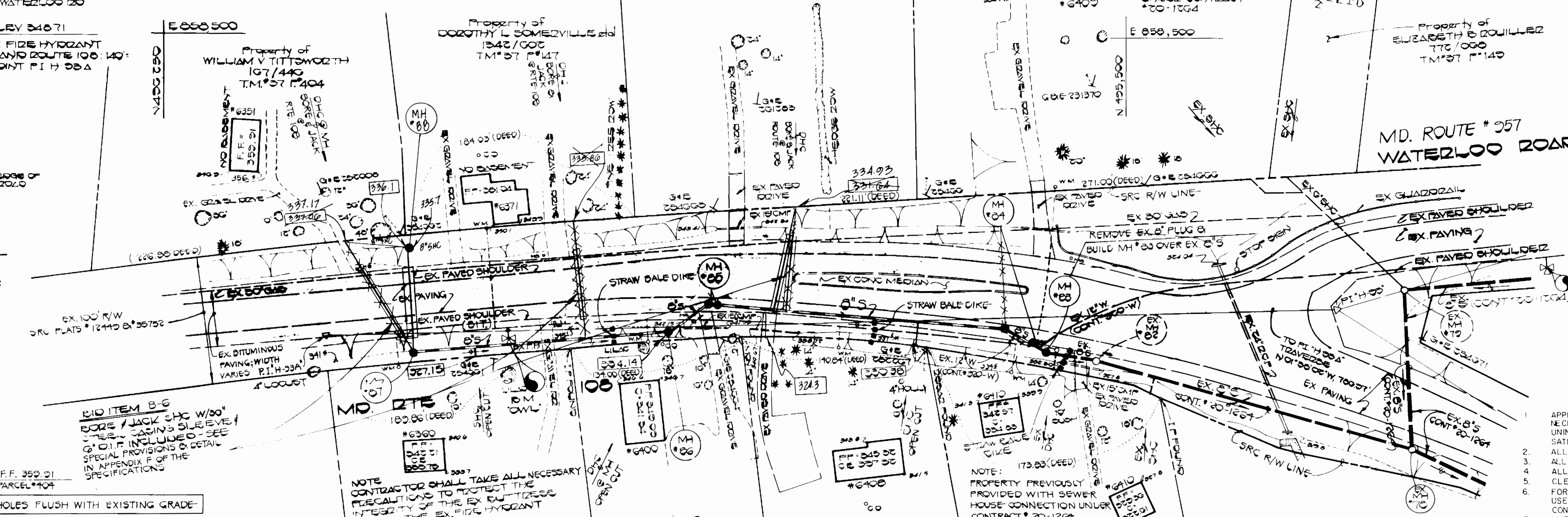
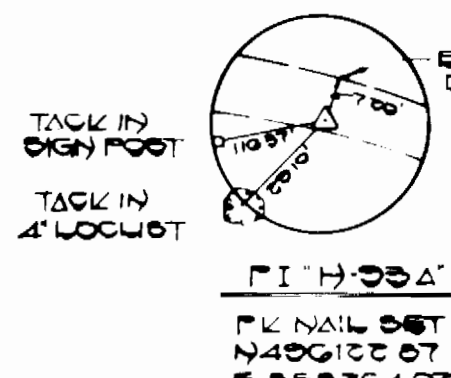
RESTORATION SCHEDULE	
STA TO STA	MATERIAL
MH #83 TO MH #84 STA 0+00 TO STA 0+16±	SOLID SODDING
MH #83 TO MH #84 STA 0+16± TO STA 0+37	BITUMINOUS CONCRETE - SEE SHA PERMIT SOLID SODDING FOR DISTURBED AREAS OFF EDGE OF SHOULDER
MH #84 TO MH #85 MH #85 TO MH #86 STA 0+00 TO STA 0+12±	BITUMINOUS CONCRETE - SEE SHA PERMIT SOLID SODDING FOR DISTURBED AREAS OFF EDGE OF SHOULDER
MH #85 TO MH #86 STA 0+12± TO STA 0+39	SOLID SODDING
MH #86 TO MH #87	CRUSHER RUN @ EXIST. GRAVEL DRIVEWAY



BENCH MARKS

BM #27 ELEV 332.33
BODY BOLT ON EX. FH, 100' SOUTH OF P.I. "H-93" IN WATERLOO RD

BM "OWL" ELEV 340.71
BONNET BOLT ON EX. FIRE HYDRANT WEST SIDE OF MARYLAND ROUTE 108, 140' SOUTH OF TRAVERSE POINT P.I. "H-93A"



NOTE: CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE UTILITIES OF THIS EX. FIRE HYDRANT BEHIND THE EX. FIRE HYDRANT

PLAN
1" = 50'

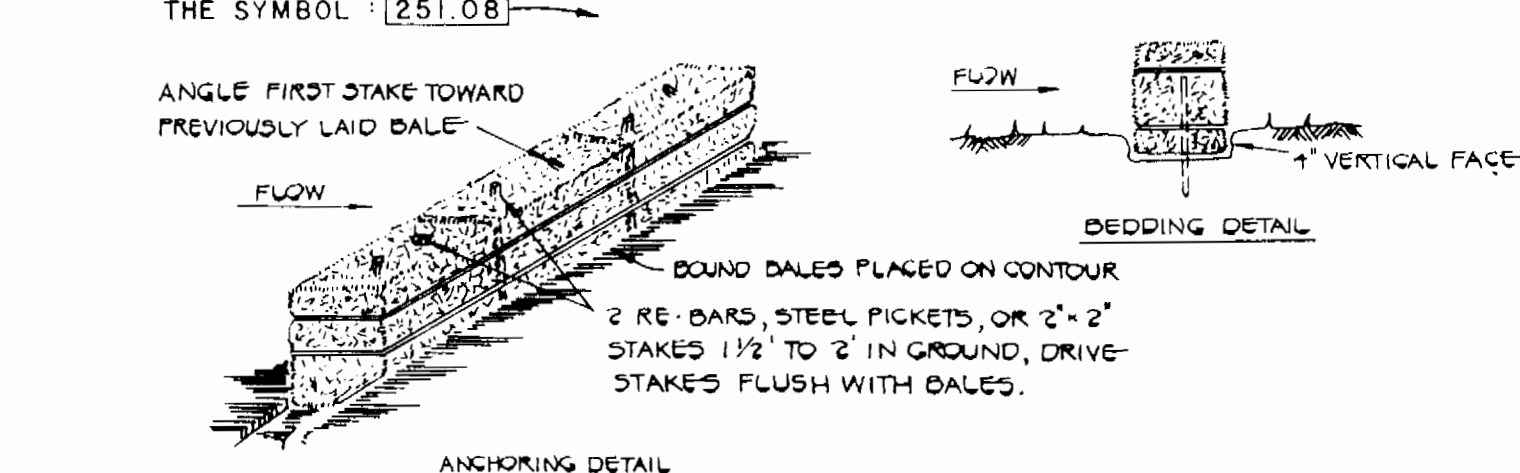
QUANTITIES			
ITEM	ESTIMATED	"AS-BUILT"	SUPPLIER
8" SEWER MAIN	511 L.F.		
6" D.I.P. SHC W/30" STEEL CASING SLEEVE	175 L.F.		
6" SHC (OPEN CUT)	140 L.F.		
MANHOLES	5 EACH		

SEWER MAIN STAKE-OUT TABLE		
MANHOLE	DISTANCE ALONG TRAVERSE	OFFSET
MH #83	228', P.I. "H-93" TO P.I. "H-93A"	28' LEFT
MH #84	259', P.I. "H-93" TO P.I. "H-93A"	8' LEFT
MH #85	489', P.I. "H-93" TO P.I. "H-93A"	18' RIGHT
MH #86	520', P.I. "H-93" TO P.I. "H-93A"	4' LEFT
MH #87	721', P.I. "H-93" TO P.I. "H-93A"	15' LEFT

SEDIMENT CONTROL MEASURES FOR THIS CONTRACT WILL BE IMPLEMENTED IN ACCORDANCE WITH SECTION 219 OF THE HOWARD COUNTY DESIGN MANUAL AND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL IN DEVELOPING AREAS.

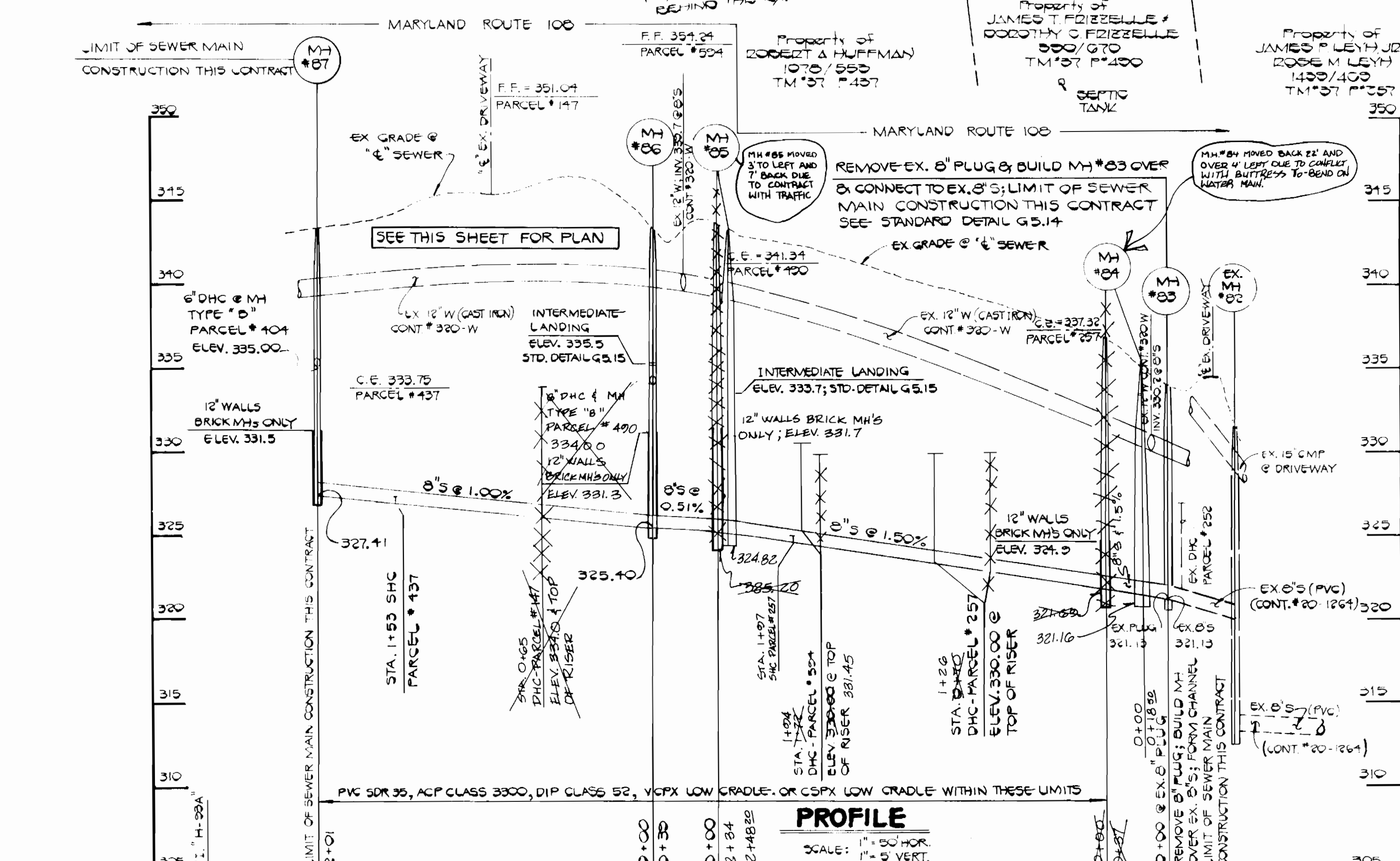
REVIEWED FOR HOWARD COUNTY SOIL CONSERVATION DISTRICT AND MEETS TECHNICAL REQUIREMENTS. THIS PLAN IS APPROVED FOR EROSION AND SEDIMENT CONTROL BY THE HOWARD COUNTY SOIL CONSERVATION DISTRICT. APPROVED: *John M. Helton* 6-18-87 *Stephen L. Hut* 6/17/87

- GENERAL NOTES**
- APPROXIMATE LOCATION OF EXISTING MAINS ARE SHOWN THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT EXISTING MAINS AND SERVICES AND MAINTAIN UNINTERRUPTED SUPPLY ANY DAMAGE INCURRED SHALL BE REPAIRED IMMEDIATELY TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
 - ALL HORIZONTAL CONTROLS ARE BASED ON MARYLAND STATE COORDINATES.
 - ALL VERTICAL CONTROLS ARE BASED ON U.S.G.S. DATUM.
 - ALL PIPE ELEVATIONS SHOWN ARE INVERT ELEVATIONS.
 - CLEAR ALL UTILITIES BY A MINIMUM OF 6".
 - FOR DETAILS NOT SHOWN ON THE DRAWINGS, AND FOR MATERIALS AND CONSTRUCTION METHODS, USE HOWARD COUNTY DESIGN MANUAL, VOLUME IV, STANDARD SPECIFICATIONS AND DETAILS FOR CONSTRUCTION. THE CONTRACTOR SHALL HAVE A COPY OF VOLUME IV ON THE JOB.
 - WHERE TEST PITS HAVE BEEN MADE ON EXISTING UTILITIES, THEY ARE NOTED BY THE SYMBOL [] AT THE LOCATION OF THE TEST PIT. A NOTE OR NOTES CONTAINING THE RESULTS OF THE TEST PIT OR PITS IS INCLUDED ON THE DRAWINGS. EXISTING UTILITIES IN THE VICINITY OF THE PROPOSED WORK FOR WHICH TEST PITS HAVE NOT BEEN DUG SHALL BE VERIFIED BY THE CONTRACTOR TO HIS OWN SATISFACTION. ANY DAMAGE TO EXISTING FACILITIES DUE TO THE CONTRACTOR'S NEGLIGENCE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
 - CONTRACTOR SHALL NOTIFY THE FOLLOWING UTILITIES OR AGENCIES AT LEAST FIVE WORKING DAYS BEFORE STARTING WORK SHOWN ON THESE PLANS:
C & P TELEPHONE COMPANY - 1-800-257-7777
STATE HIGHWAY ADMINISTRATION - 531-5533
BALTIMORE GAS & ELECTRIC CO. - CONTRACTOR SERVICES 850-4620
BALTIMORE GAS & ELECTRIC CO. - UNDERGROUND DAMAGE CONTROL - 859-9004
BALTIMORE GAS & ELECTRIC CO. - TROUBLE SHOOTING - 298-9001
MISS UTILITY - 1-559-0100
COLONIAL PIPELINE CO. - 795-1390
BUREAU OF UTILITIES, HOWARD COUNTY DEPARTMENT OF PUBLIC WORKS - 992-2366
 - TREES AND SHRUBS ARE TO BE PROTECTED FROM DAMAGE TO MAXIMUM EXTENT. TREES AND SHRUBS LOCATED WITHIN THE CONSTRUCTION STRIP ARE NOT TO BE REMOVED OR DAMAGED BY THE CONTRACTOR.
 - CONTRACTOR SHALL REMOVE TREES, STUMPS AND ROOTS ALONG THE LINE OF EXCAVATION. PAYMENT FOR SUCH REMOVAL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONSTRUCTION OF THE MAIN.
 - ALL SEWER MAINS SHALL BE C.S.P.X., R.C.S.P., V.C.P.X., A.C.P. CLASS 24" OR P.V.C. UNLESS OTHERWISE NOTED.
 - THE CONTRACTOR SHALL PROVIDE A JOINT IN ALL SEWER MAINS WITHIN 2'-0" OF EXTERIOR MANHOLE WALL.
 - ALL MANHOLES SHALL BE 4'-0" INSIDE DIAMETER UNLESS OTHERWISE NOTED.
 - T.B. DENOTES TEST BORING.
 - MANHOLES SHOWN WITH 12" AND 16" WALLS ARE FOR BRICK MANHOLES ONLY.
 - MANHOLES DESIGNATED WT IN PLAN AND PROFILE SHALL HAVE WATER TIGHT FRAME AND COVERS. STANDARD DETAIL GS 52 WHERE WATER TIGHT MANHOLE FRAME AND COVER IS USED. SET TOP OF FRAME 1'-6" ABOVE FINISHED GRADE UNLESS OTHERWISE NOTED ON THE DRAWINGS.
 - HOUSES WITH THE SYMBOL "C.N.S." INDICATES THAT THE CELLAR CANNOT BE SERVED.
 - INVERTS OF THE SEWER HOUSE CONNECTIONS AT THE PROPERTY LINE ARE INDICATED BY THE SYMBOL []



STRAW BALE DIKE

- BALES SHALL BE PLACED AT THE TOE OF A SLOPE OR ON THE CONTOUR AND IN A ROW WITH ENDS TIGHTLY ADJUTING THE ADJACENT BALES.
- EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4 INCHES, AND PLACED SO THE BINDINGS ARE HORIZONTAL.
- BALES SHALL BE SECURELY ANCHORED IN PLACE BY EITHER TWO STAKES OR RE-BARS DRIVEN THROUGH THE BALE. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD THE PREVIOUSLY LAID BALE AT AN ANGLE TO FORCE THE BALES TOGETHER. STAKES SHALL BE DRIVEN FLUSH WITH THE BALE.
- INSPECTION SHALL BE FREQUENT AND REPAIR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
- BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.



DEPARTMENT OF PUBLIC WORKS
HOWARD COUNTY, MARYLAND
DIRECTOR OF PUBLIC WORKS: *Robert M. Belinger* 6-9-87
CHIEF, BUREAU OF UTILITIES

FISHER, COLLINS AND CARTER, INC.
CONSULTING ENGINEERS AND LAND SURVEYORS
8388 COURT AVENUE
ELLCOTT CITY, MARYLAND
461-2855
TERRELL A. FISHER

DESIGNER	DATE	BY	NO.	REVISION	DATE
J.P.W.K.					
J.O.					
T.A.F.					

PLAN AND PROFILE
SEWER MAINS
600 SCALE MAP NO. 37 BLOCK NO.

ROUTE 108 SEWER MAIN EXTENSION
CAPITAL PROJECT NO. S-6053
CONTRACT NO. 20-1624
SIXTH ELECTION DISTRICT
HOWARD COUNTY, MARYLAND
SCALE AS SHOWN
SHEET 1 OF 1
AS-BUILT MARCH 6, 1992