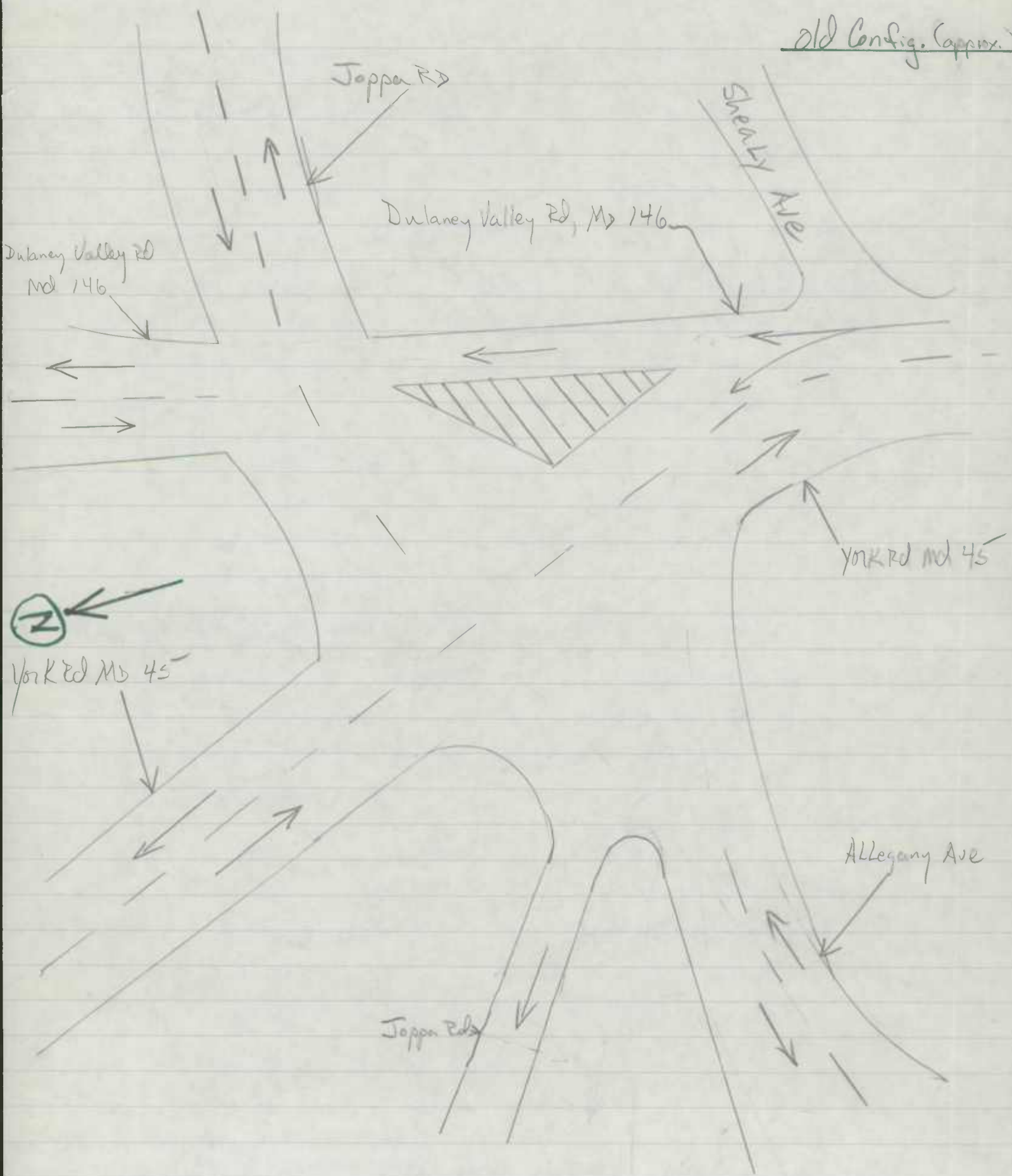


old Config. (approx.)



Joppa Rd

Dulaney Valley Rd, Md 146

Shealy Ave

Dulaney Valley Rd
Md 146

York Rd Md 45

York Rd Md 45

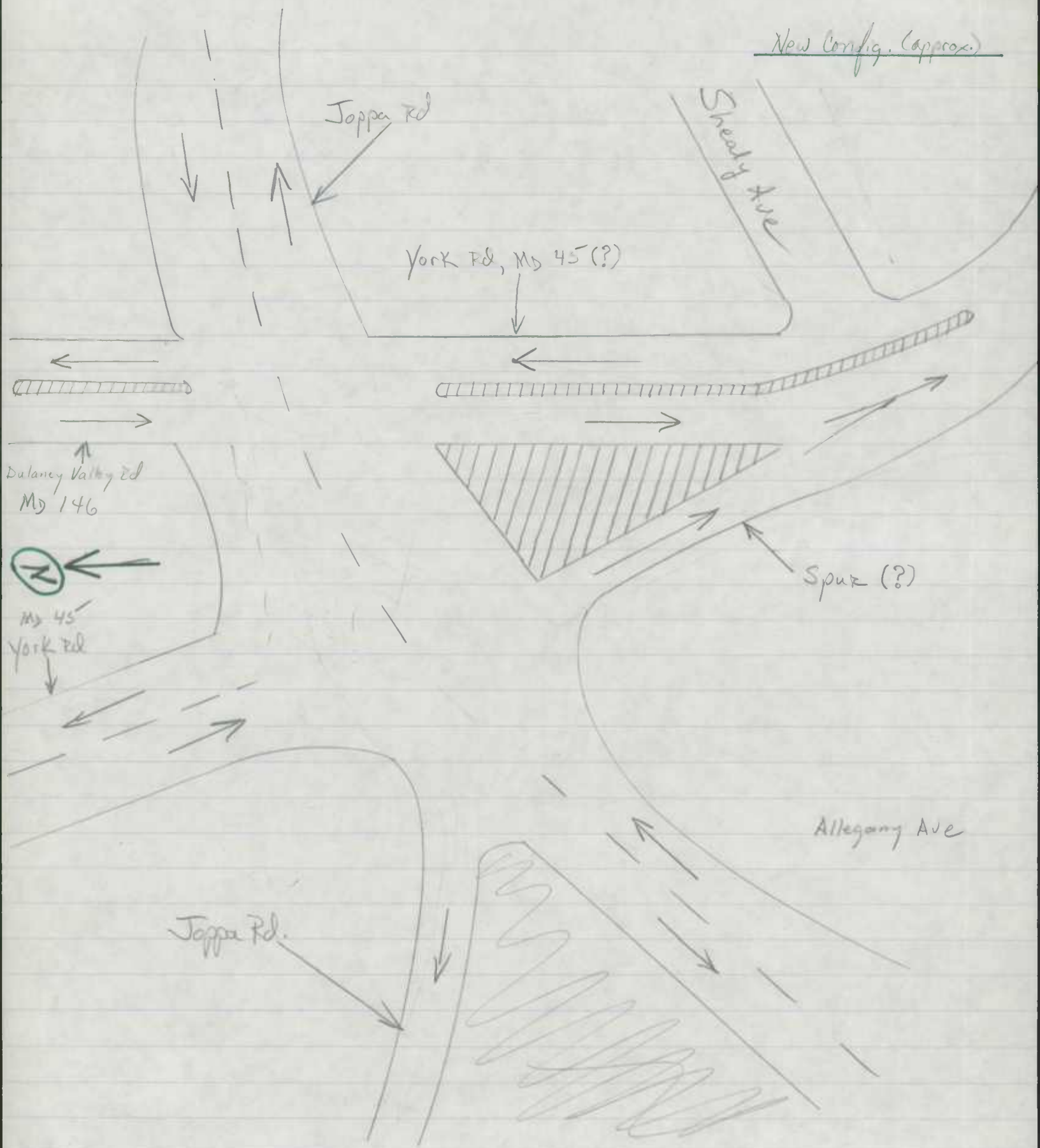
Allegany Ave

Joppa Rd

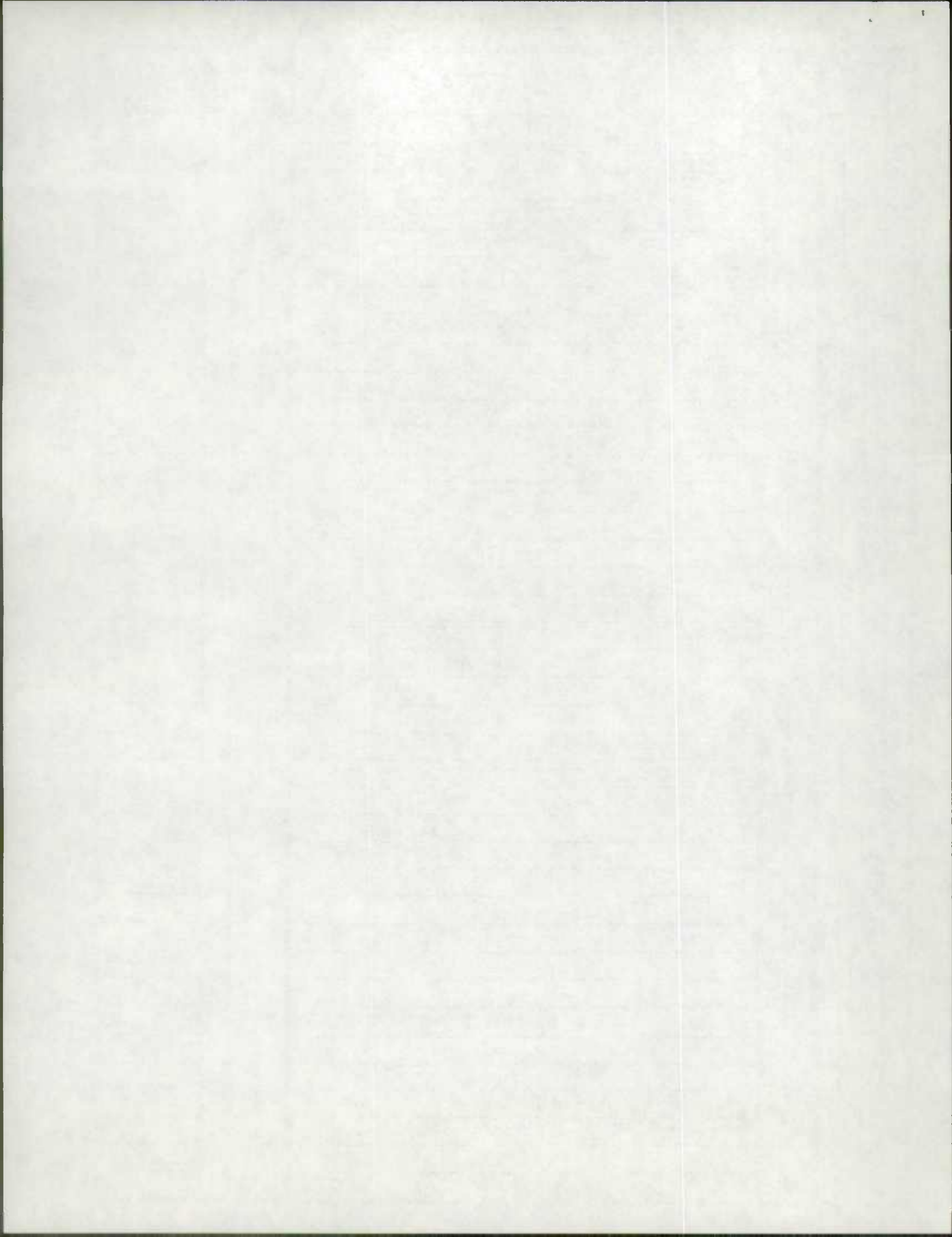
②

11

New Config. (Approx.)







MARYLAND STATE HIGHWAY ADMINISTRATION

ROAD INVENTORY SHEET

Party Chief BB
Recorder FR
Assistant _____
Map No./Dir. 1 N
State Coordinates 912-571

Road No. MD. 146
Road Name DULANEY VALLEY RD.
County BALT.
Date 10-26-83
Sheet No. 1 OF 9

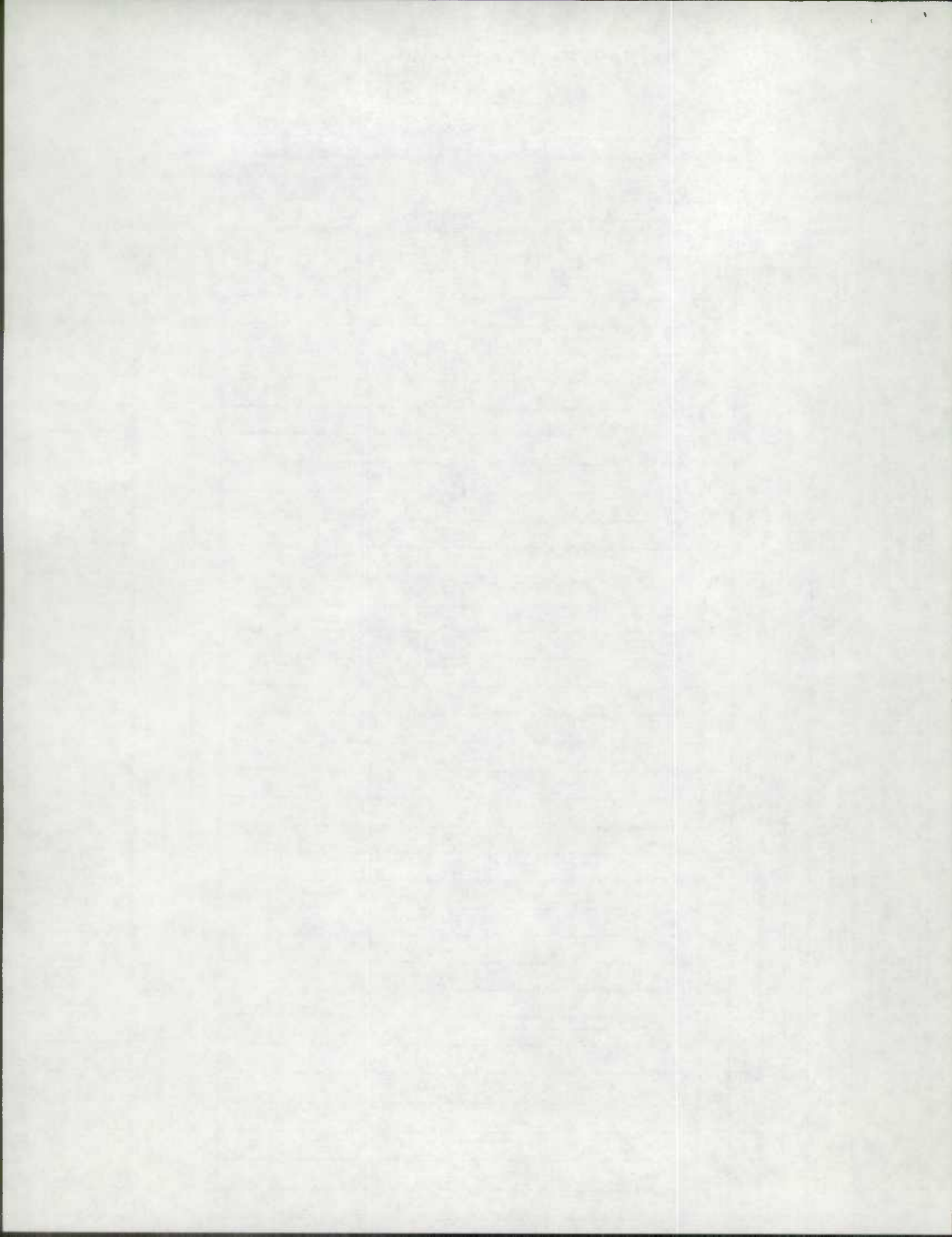
34-9
221-89
JE EM

TRAFFIC CONTROLS: STOP SIGN=SS,
TRAFFIC LIGHT=T.L.,
FLASHING RED BALL=F.R.

TRAFFIC RESTRICTIONS: A.M. PEAK,
P.M. PEAK, A.M./P.M. PEAK, NO PARKING
ANYTIME=N.P., COMM/IND. ACCESS=E

SYSTEM						TRAFFIC			LINE DIAGRAM				TRAFFIC			PAVEMENT DATA	
FED. AID.	FUNCT. CLASS.	HWY. SYS.	HPMS SAMPLE	PRKG. REST.	COMM/IND. ACCESS	CONTROL	COMM/IND. ACCESS	PRKG. REST.	LINE DIAGRAM				CONTROL	COMM/IND. ACCESS	PRKG. REST.	PAVEMENT DATA	
									SOUTHERLY RD CO. 1160							X	
									10' I 0 37								
									10' I 0 34								
									SPUR 0 31							2-24' I 1/2" C-LT. OUT 1/2" C-INS. 10' ISH 2 OUT. R 4 M L	
									FRANKSWAY CO 0 29 1164							X	
									10' I 0 26								
									10' I 0 24								
									10' I 0 22								
									10' I 0 21								
									DULANEY VALLEY SHOPPING CTR 0 19							E	
									TOWSON TOWN CENTER 0 16							E	
									10' I 0 10							E	
									Hechts 0 06							X 46' I 1/2" C-C 4 M L	
									INVESTMENT PL 51165 0 06							X 4 M L	
									12' I 0 00							50' I 1/2" C-C 4 M L	
									YORK MD. 0 00 CO. 1400							X 4 M L	

FAV 3025
ORIGIN OTHER PRIN. ART



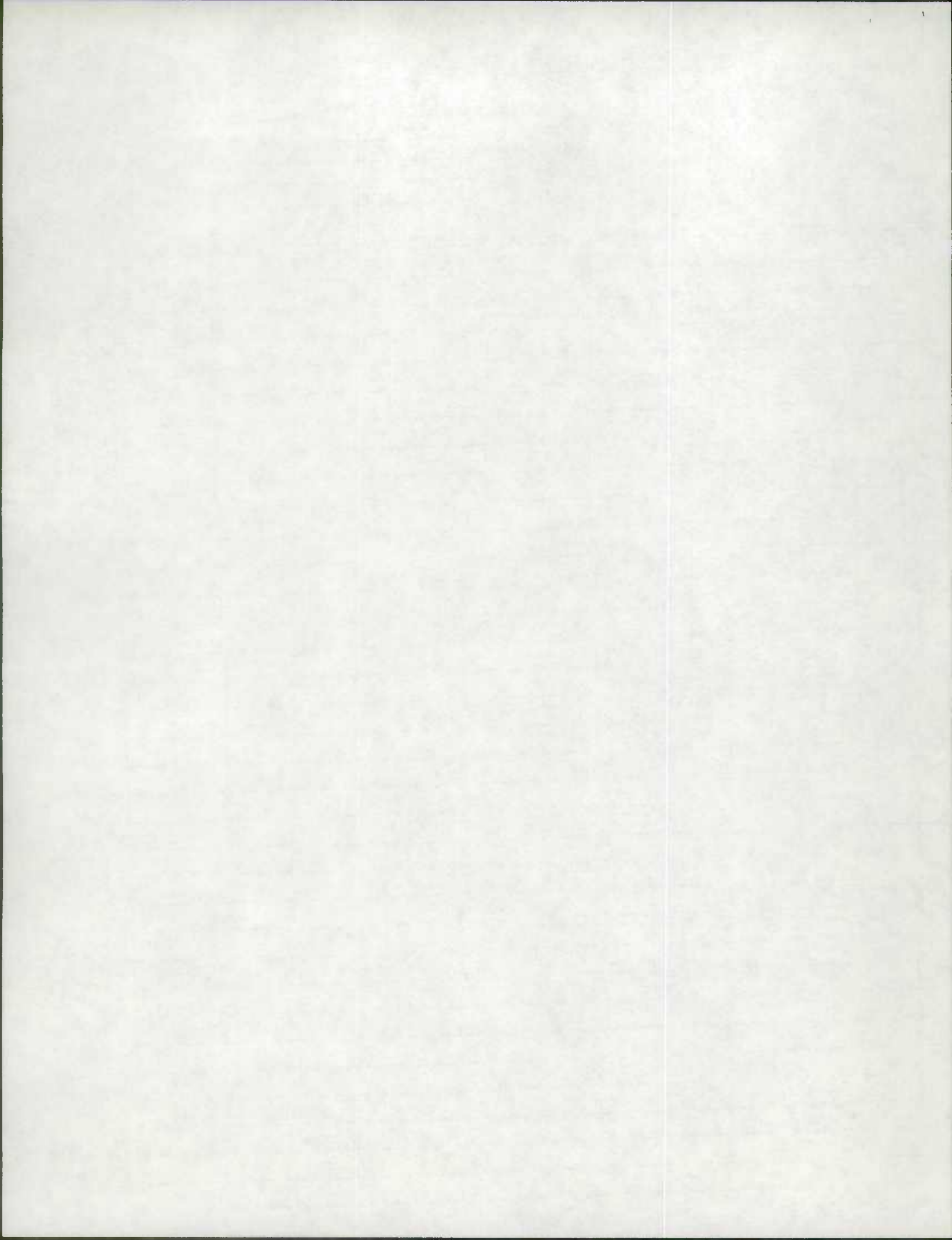
ROAD INVENTORY SHEET

MAP 16

Road No. Co 1400
 Road Name JOPPA RD
 Sheet No. 12 OF 17
 Date 6-10-70
 County BALTIMORE

		734		
	BOSLEY			
		733	1153	
		731	EXIT SCHOOL	
15°	AL.	729		
	OP 9061			
	BALTIMORE AVE	725		36' I-C-C
	Co 1173			
	BALTIMORE AVE	724	BALTIMORE AVE.	
	Co 1174		Co 1474 73-70	X
	OP 9063		6219	
	CHURCH HALL	721		
	AL.			
	WASHINGTON	713	1172	
	Co 1364			
	ALLENBY AVE.	709		10° ↑ 20' I-C-C
		701		X
		700		
	YORK RD	699	45	2-20' I C-C
	MD			
	DULANEY	696	146	4' J MED
	MD			20° ↑ X
	DELAWARE AVE	689		44' I-C-C
	Co 1171			X
		686	ENT. SHOPPING CENTER	
				SAME

FASU 9-11-70
 URBAN
 RURAL
 SUBURBAN
 INTERMEDIATE
 HIGHWAY
 SIDEWAY

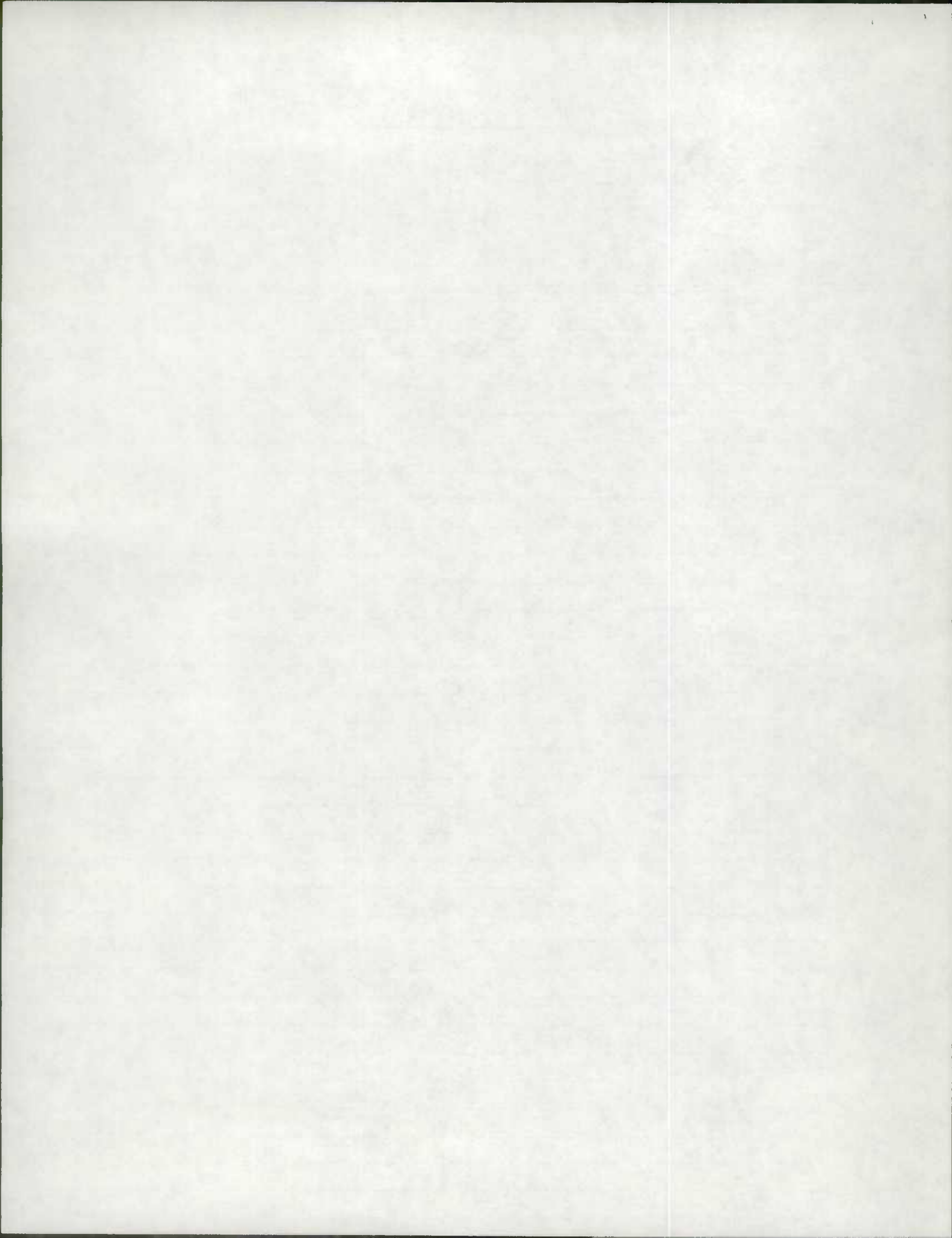


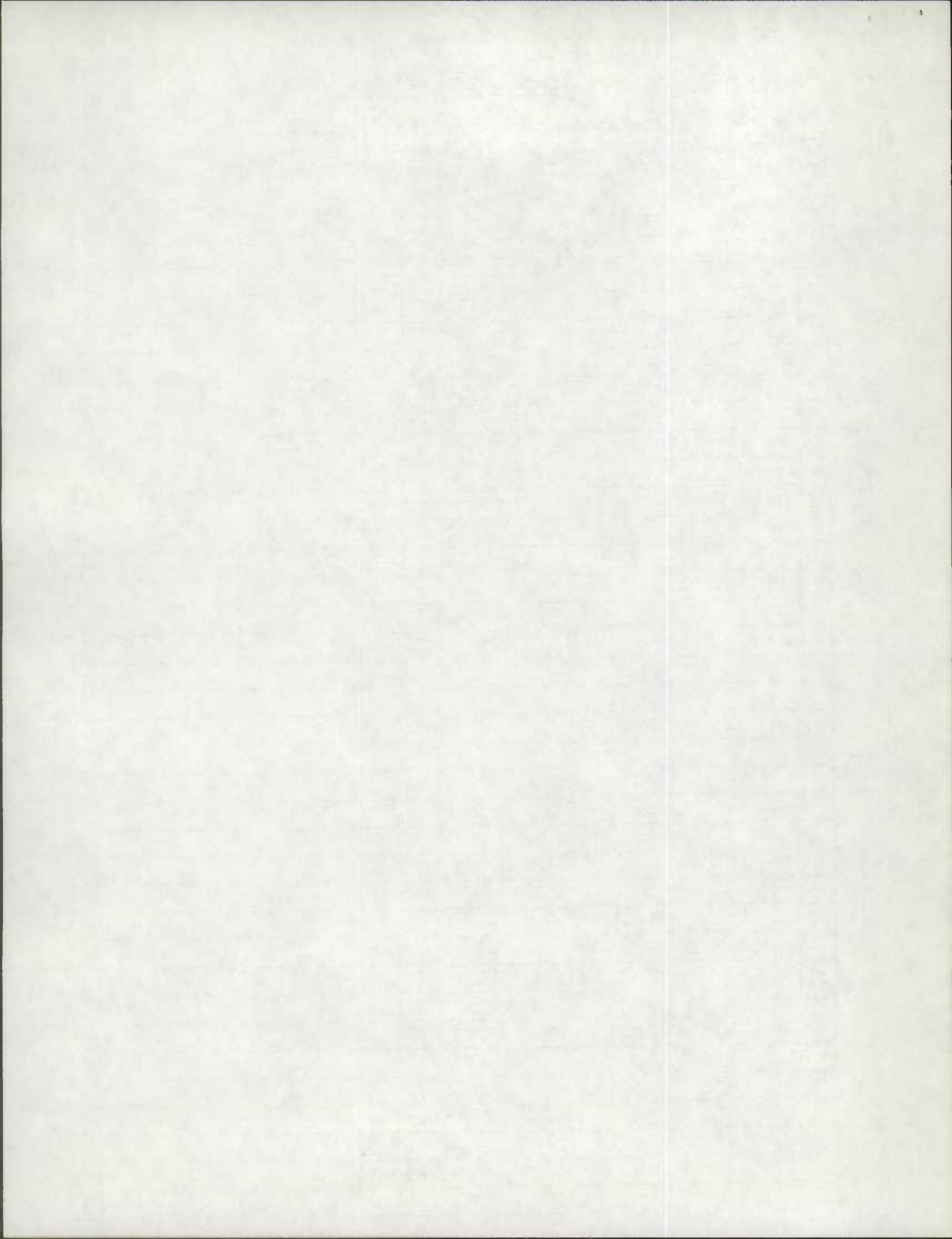
ROAD INVENTORY SHEET

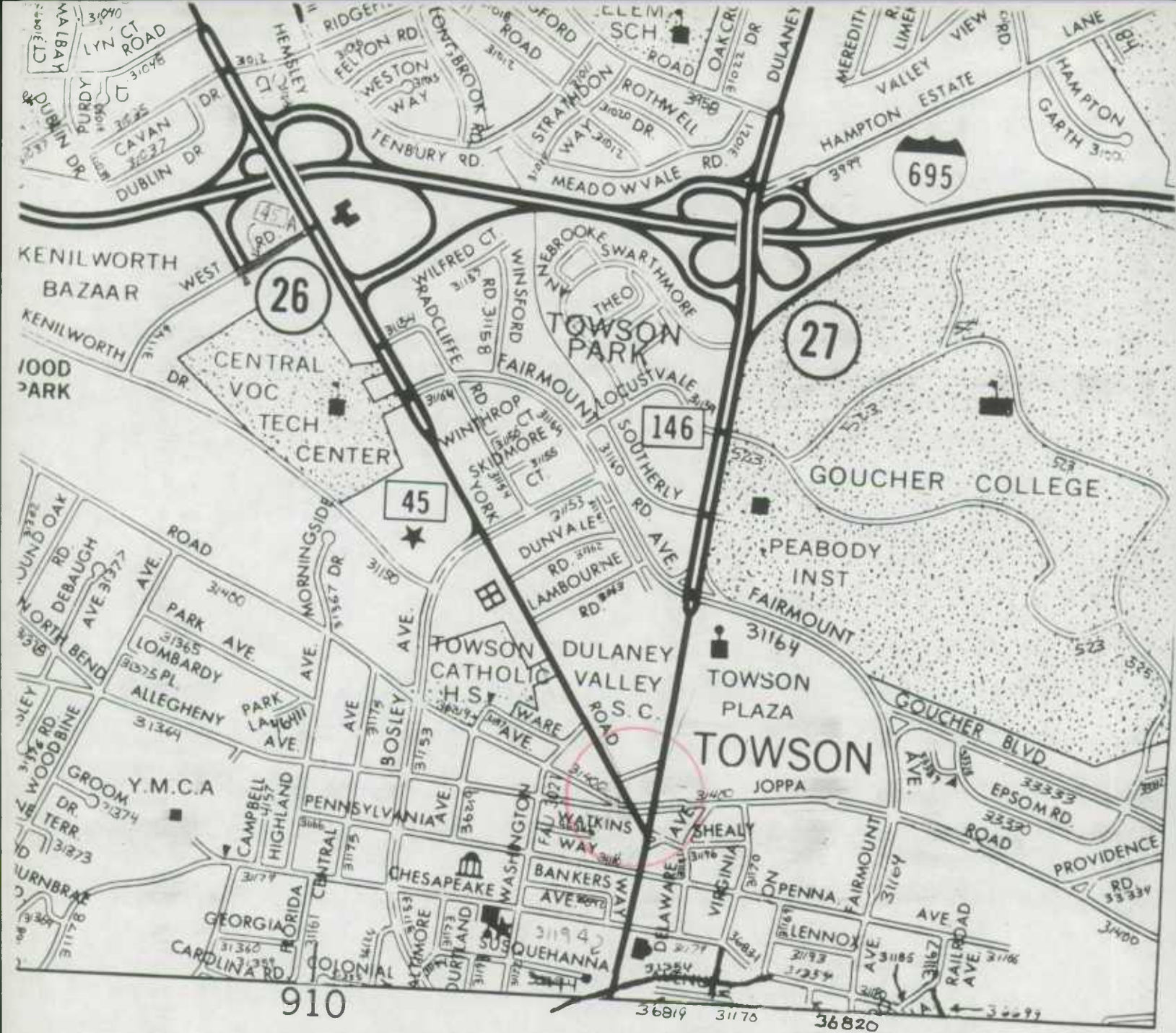
Party Chief T. LANDON
 Recorder W. WARFIELD
 Chainman _____

Road No. MD 45
 Name YORK RD
 Sheet No. 6 OF 46
 Date 10-23-69
 County BALTIMORE

FAU 3021 URBAN COLLECTOR	* * *	WASHINGTON AVE Co. 1172	228 S.L.		X
FA LOCAL		B-GAS	226		
FA LOCAL		B-PLUMBING	225		
NON URBAN LOCALS		B-INSURANCE	224	BEG. CEM	
NON URBAN LOCALS		B-REST.	221	B-INVESTMENT INVESTMENT R. OFFRES	
FAU LOCALS		B-GUN SHOP	219	Co. 1165	
NON FAU LOCALS		B-GAS	218	4 B	
NON FAU LOCALS			215		40' ICC 2 MARKED TFC LANES
URBAN		ALLEGANY AVE Co. 1364	214	JOPPA RD VALLEY RD RD Co. 1400	X
URBAN			213		
URBAN			212		
URBAN			211		
FAU 3025 OTHER URBAN LOCALS	* * *	CROSS WALK	210	SHEALEY AVE Co. 1196	25' ICC RT. 22' I CC LT. 4' J MED 2 MARKED TFC LANES PC
FAU 3025 OTHER URBAN LOCALS	* * *		209		
FAU 3025 OTHER URBAN LOCALS	* * *		208		X
FAU 3025 OTHER URBAN LOCALS	* * *		205		45' ICC 30' TRAP TO 50' ICC 2 MARKED TFC LANES







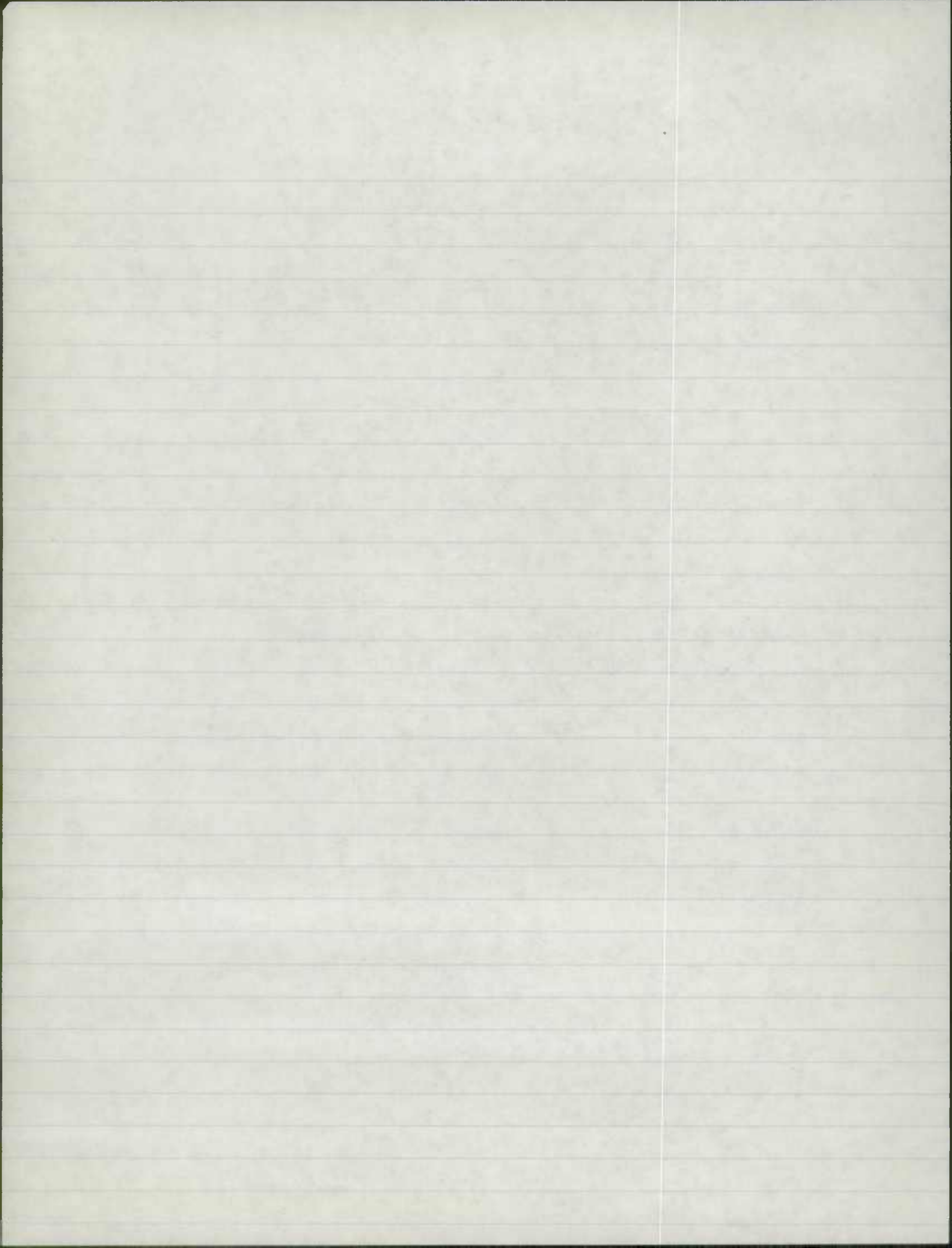
910 METROPOLITAN AREA MAP SERIES
HIGHWAY INDEX MAP

MAP NO. C-12 B
 BALTIMORE CC. REVISED: JAN. 1, 1987

B 134-3-471

I first noticed the problem Thurs. 7/7/88 - 2/100's of Joppa Rd are also tatted as Md 45, York Rd. I pulled the cover sheet + plans to the Reconstruction of Md 146, Dulaney Valley Rd. From these plans ~~submitted~~ and ~~re~~ viewing the photolog record and studying past + present inventory records of this intersection, it appears that Md 126 originally extended approx 2/100^{ths} mile south of the Dulaney Valley Rd / York Rd / Joppa Rd intersection, and was a one way section going north starting around Shealy Ave. York Rd was a continuous ^{two way} section going south to north.

Sometime around 1975 the intersection was changed so Dulaney Valley Rd would directly intersect with Md 45 York Rd to alleviate traffic congestion. Md 45's inventory was changed to reflect new intersection pattern, as was Md 146. However, Joppa Rd inventory was not changed, nor was Allegany Ave. Also, the new inventory of York Rd carried part of Joppa Rd, Co 1400. As far as I can determine, SHA didn't obtain Right of Way to this section of Joppa Rd, so it remains a County owned and maintained Rd.



69/10

F. H. W. A. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.		1	11

INDEX OF SHEETS

SHT. NO.	TITLE
1	TITLE SHEET
2	TYPICAL CROSS SECTIONS OF IMPROVEMENT
3	TYPICAL CROSS SECTIONS OF IMPROVEMENT
4	PLAN-DULANEY VALLEY ROAD-STA 30+00 TO STA 35+00
5	PLAN-DULANEY VALLEY ROAD-STA 35+00 TO STA 39+98.20
6	PLAN-DULANEY VALLEY ROAD-STA 39+98.20 TO STA 45+00
7	PROFILES - DULANEY VALLEY ROAD - STA 30+50 TO STA 46+00 JOPPA ROAD - STA 10+50 TO STA 8+00
8	PLAN & ELEVATION - CONCRETE RETAINING WALL - LT STA 34+ TO 36+
9	PLAN & ELEVATION - CONCRETE RETAINING WALL - RT STA 32+ TO 36+
10	DETAIL - 3.0 FT. CHAIN LINK FENCE
11	SUMMARY OF CONTRACT ITEMS
10A	PLAN & ELEVATION - CONCRETE RETAINING WALL - LT STA. 39+ TO 40+

**STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION**

STATE HIGHWAY ADMINISTRATION



PLANS OF PROPOSED HIGHWAY

FEDERAL AID PROJECT NO.
S.H.A. CONTRACT NO. B 134-3-471
MD. RTE. 146 - FAIRMOUNT AVE. TO JOPPA ROAD

SOIL LEGEND

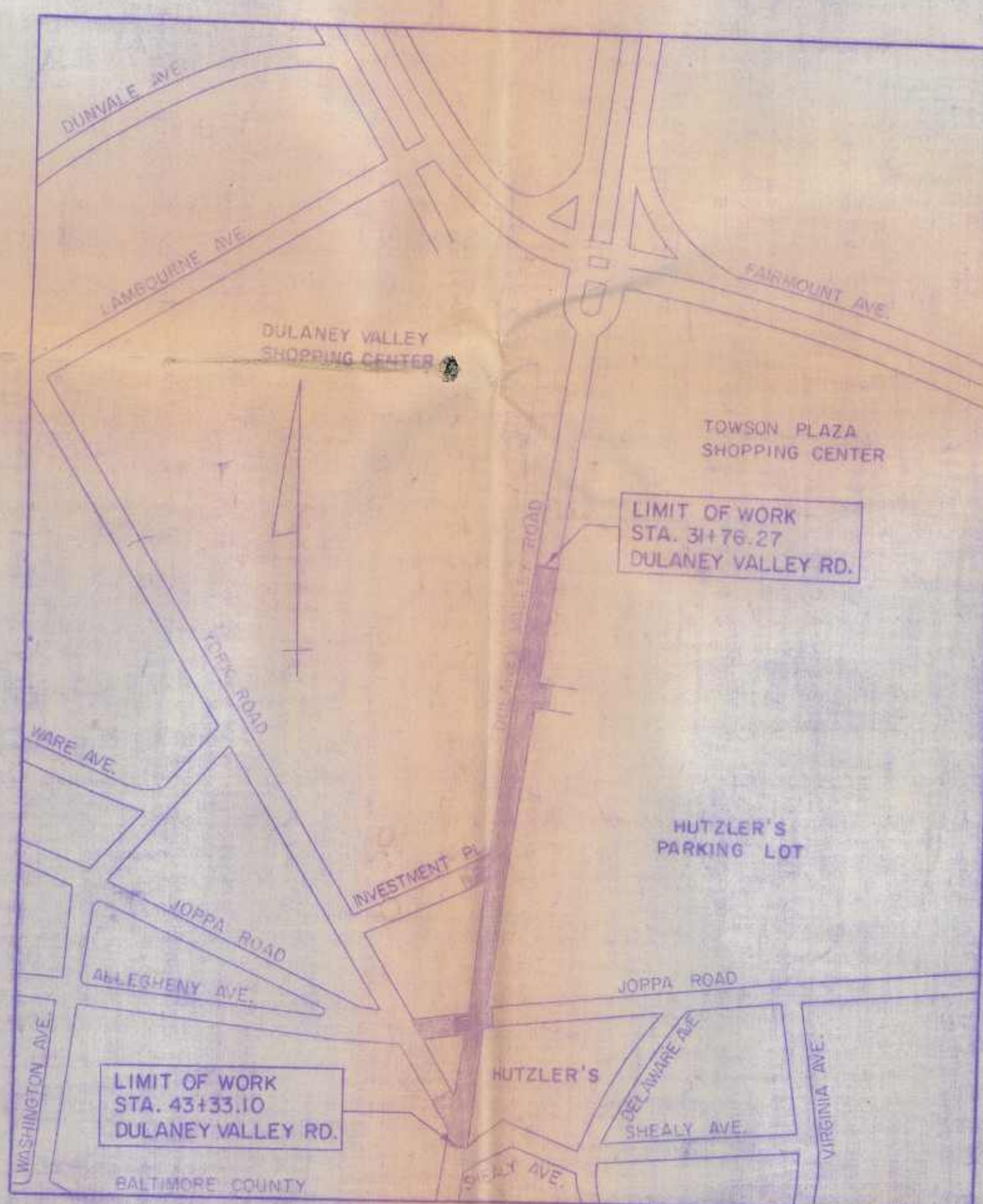
	A-3, SAND, NON-PLASTIC		A-4-2, SANDY SILT
	A-2, SAND AND FINES		A-5, SILT
	A-2-H, SILTY SAND		A-4, SILT

PROFILE VERTICAL SCALE: 1"=10', HORIZONTAL SCALE: NONE
BORING TARGETS ARE NOT TO SCALE
L.L. - LIQUID LIMIT
P.I. - PLASTICITY INDEX
O.M.C. - OPTIMUM MOISTURE CONTENT
M.D.D. & O.M.C. PER A.A.S.H.O. T-180, METHOD 'C'

PLAN LOCATION OF SOIL BORINGS
M.D.D. - MAXIMUM DRY DENSITY
N.P. - NON-PLASTIC
P.C.F. - POUNDS PER CUBIC FOOT

UNLESS OTHERWISE NOTED ON PLANS, ALL SOIL SURVEY BORINGS FOR ROADWAY CONSTRUCTION WERE LEFT OPEN FOR 24 HOURS WITH NO EXCESS MOISTURE OR FREE WATER ENCOUNTERED DURING THE TIME OF SOIL SURVEY

	APPROXIMATE LOCATION OF REQUIRED MATERIAL REMOVAL
	APPROXIMATE LOCATION OF REQUIRED REMOVAL - BITUMINOUS OVERLAY ONLY



SCALE: 1"=250'

- DESIGN TRAFFIC DATA -

DESCRIPTION	1971	1994
A. D. T.	16350	27800
D. H. V.	10%	15%
DIRECTIONAL DISTRIBUTION D. H. V.	65%	55%
PERCENT TRUCKS - A. D. T.	3%	3%
PERCENT TRUCKS - D. H. V.	1%	1%
DESIGN SPEED	50 M.P.H.	

SURVEY BOOKS
CROSS SECTION BOOK NO. 18230
TOPO BOOK NO. 18229
REFERENCE BOOK NO. 11147

CONVENTIONAL SIGNS

STATE AND NATIONAL LINE		CULVERTS	
COUNTY LINE		RETAINING WALL	
CITY OR VILLAGE		DROP INLET	
GUARD RAIL		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	

REVIEWED AND APPROVAL RECOMMENDED
A. K. Rogers 9/24/73
CHIEF, BUREAU OF BRIDGE DESIGN

REVIEWED AND APPROVAL RECOMMENDED
W. J. Jones 9/25/73
CHIEF, BUREAU OF HIGHWAY DESIGN

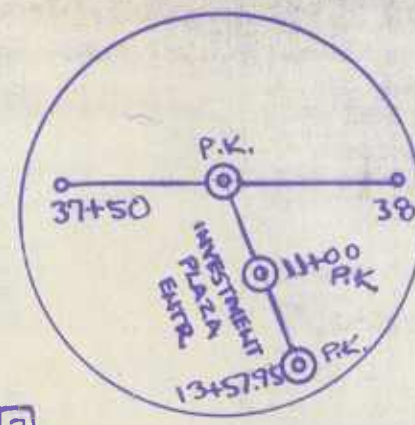
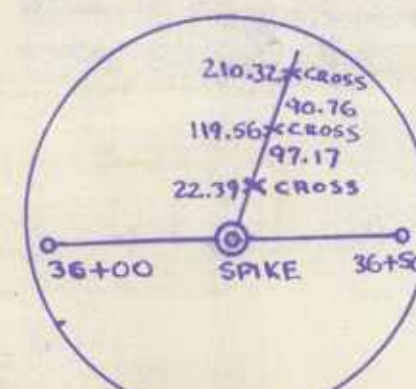
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED _____ DATE _____
DIVISION ENGINEER

APPROVAL RECOMMENDED
William B. Smith 9/26/73
DEPUTY CHIEF ENGINEER - DEVELOPMENT

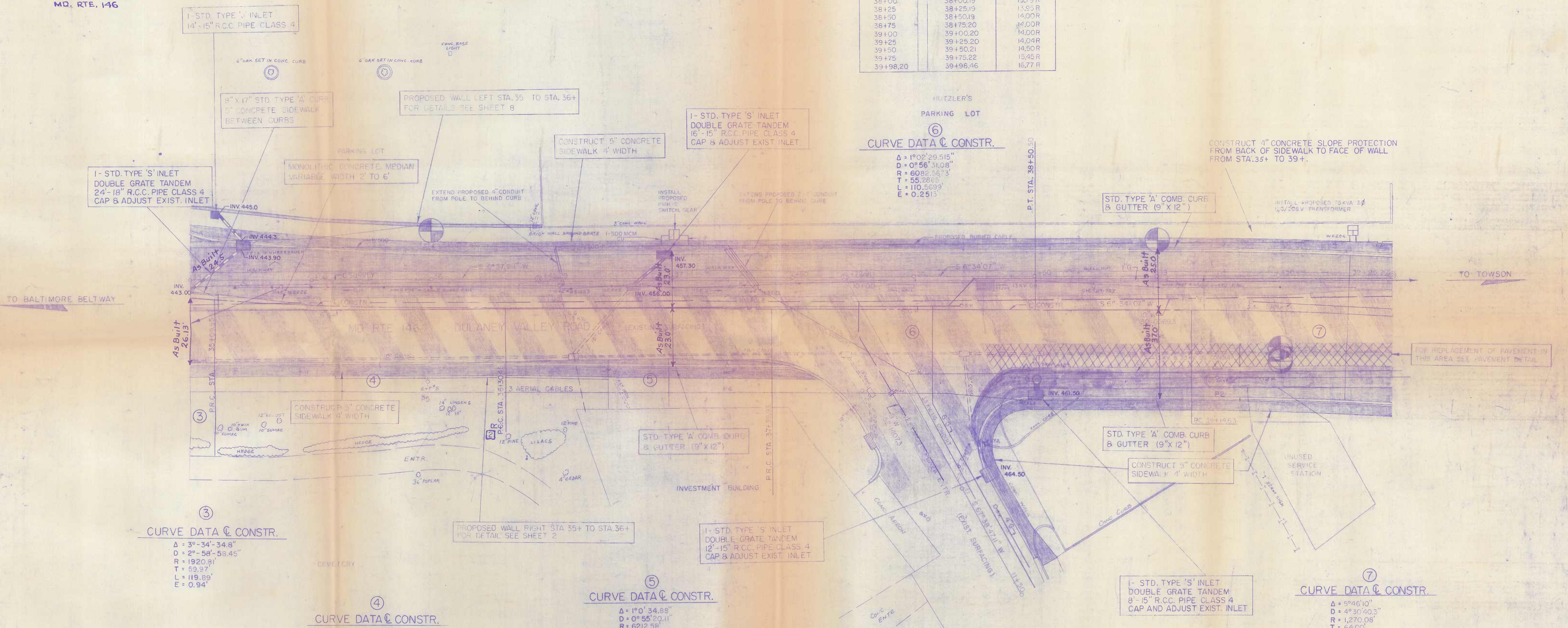
APPROVED
Hubert J. Down 9/26/73
CHIEF ENGINEER

STATIONS ON C. SURVEY	STATIONS ON C. CONSTRUCTION	OFFSET DISTANCES
35+00	35+00.08	7.71' R
35+25	35+25.18	9.19' R
35+50	35+50.16	10.40' R
35+75	35+75.17	11.28' R
36+00	36+00.18	11.83' R
36+25	36+25.18	12.06' R
36+45.29	36+45.47	12.08' R
36+50	36+50.18	12.09' R
36+75	36+75.18	12.22' R
37+00	37+00.18	12.45' R
37+25	37+25.18	12.78' R
37+50	37+50.18	13.51' R
37+72.91	37+73.10	13.19' R
37+75	37+75.19	13.53' R
38+00	38+00.19	13.79' R
38+25	38+25.19	13.95' R
38+50	38+50.19	14.00' R
38+75	38+75.20	14.00' R
39+00	39+00.20	14.00' R
39+25	39+25.20	14.04' R
39+50	39+50.21	14.50' R
39+75	39+75.22	15.45' R
39+98.20	39+98.46	16.77' R



3 Sta. 36+45.29
MD. RTE. 146

3 Sta. 37+72.91
MD. RTE. 146



3 CURVE DATA @ CONSTR.
 $\Delta = 3^\circ - 34' - 34.8''$
 $D = 2^\circ - 58' - 53.45''$
 $R = 1920.81$
 $T = 69.97$
 $L = 119.89'$
 $E = 0.94'$

4 CURVE DATA @ CONSTR.
 $\Delta = 3^\circ - 35' - 35.27''$
 $D = 2^\circ - 58' - 55.07''$
 $R = 1921.41$
 $T = 60.27$
 $L = 120.50'$
 $E = 0.95'$

5 CURVE DATA @ CONSTR.
 $\Delta = 1^\circ - 0' - 34.66''$
 $D = 0^\circ - 55' - 20.11''$
 $R = 6212.58$
 $T = 54.74$
 $L = 109.48'$
 $E = 0.24'$

7 CURVE DATA @ CONSTR.
 $\Delta = 5^\circ - 46' - 10''$
 $D = 4^\circ - 30' - 40.3''$
 $R = 1270.08$
 $T = 64.00$
 $L = 127.89'$
 $E = 1.61'$

6 HUTZLER'S PARKING LOT
 CURVE DATA @ CONSTR.
 $\Delta = 1^\circ - 02' - 29.515''$
 $D = 0^\circ - 56' - 31.09''$
 $R = 6082.1573$
 $T = 55.2868$
 $L = 110.5693'$
 $E = 0.2513'$

APPROXIMATE LOCATION OF REQUIRED MATERIAL REMOVAL (AS DIRECTED BY ENGINEER)
 APPROXIMATE LOCATION OF REQUIRED REMOVAL - BITUMINOUS OVERLAY ONLY (AS DIRECTED BY ENGINEER)

SCALE PLAN: 1 IN. = 20 FT.

REVISIONS
2 REVISED NOV. 29, 1973
3 REVISED 1-10-74
As Built 6-5-78

STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 BUREAU OF HIGHWAY DESIGN
 MD. RTE. 146 - FAIRMOUNT AVE. TO JOPPA RD.
 CONT. NO. B-134-3-471 F. A. P. NO. SHEET NO. 5 OF 11
 PREL. TRAC. BY GROUP 10 FINAL TRAC. BY GROUP 10

II
CURVE DATA & CONSTR.

$\Delta = 19^\circ 30' 40''$
 $D = 28^\circ 08' 43.8''$
 $R = 202.57$
 $T = 35.00'$
 $L = 69.32'$
 $E = 2.99'$

4 Proposed Wall Left Sta. 39+ to Sta. 40+. For Detail See Sheet No. 10A

As Built Added 2' E Inlets for Drainage in Curb - 1 in Slope Protection Used Frames & Gate Off of Inlets. No Longer Needed Add 15" R.C.C.P.

EXIST. PIPE TO BE SET BACK BY OTHERS

INSTALL PROPOSED 3" CONDUIT FOR TRAFFIC CONTROL SUPPLY B. ST. LIGHTS

1- STD. TYPE 'S' INLET DOUBLE GRATE TANDEM 10'-15" R.C.C. PIPE CLASS 4 CAP & ADJUST EXIST. INLET

7
CURVE DATA & CONSTR.

$\Delta = 5^\circ 46' 10''$
 $D = 49^\circ 50' 40.3''$
 $R = 1,270.08'$
 $T = 64.00'$
 $L = 127.99'$
 $E = 1.91'$

1- STD. TYPE 'S' INLET DOUBLE GRATE TANDEM 22'-15" R.C.C. PIPE CLASS 4 CAP AND ADJUST EXIST. INLET

CONSTRUCT 4' MONOLITHIC MEDIAN

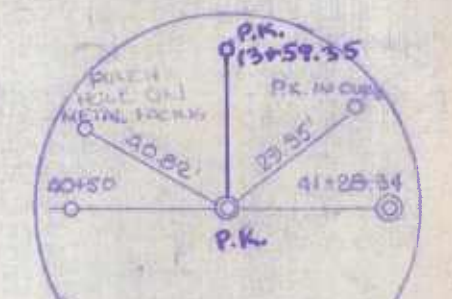
1- STD. TYPE 'A' COMB. CURB & GUTTER (9' X 2')

10
CURVE DATA & CONSTR.

$\Delta = 30^\circ 46' 8.1''$
 $D = 18^\circ 59' 39.1''$
 $R = 301.65'$
 $T = 83.00'$
 $L = 161.99'$
 $E = 11.21'$

SCALE PLAN: 1 IN. = 20 FT.

BENCH MARK NO. 5
 SQUARE FILED ON STREET CURB FACING 22.5' RT. JOPPA RD. SPUR STA. 10+43.5 ELEV. 464.63'



9
CURVE DATA & CONSTR.

$\Delta = 16^\circ 26' 55''$
 $D = 119^\circ 20' 02''$
 $R = 505.53'$
 $T = 73.07'$
 $L = 145.13'$
 $E = 5.25'$

8
CURVE DATA & CONSTR.

$\Delta = 16^\circ 26' 55''$
 $D = 22^\circ 44' 30.6''$
 $R = 251.94'$
 $T = 35.91'$
 $L = 72.33'$
 $E = 2.62'$

NOTE: (A)(B) & (C) - ADJUST EXISTING MANHOLES TO MEET PROPOSED GRADE.

APPROXIMATE LOCATION OF REQUIRED MATERIAL REMOVAL (AS DIRECTED BY ENGINEER)

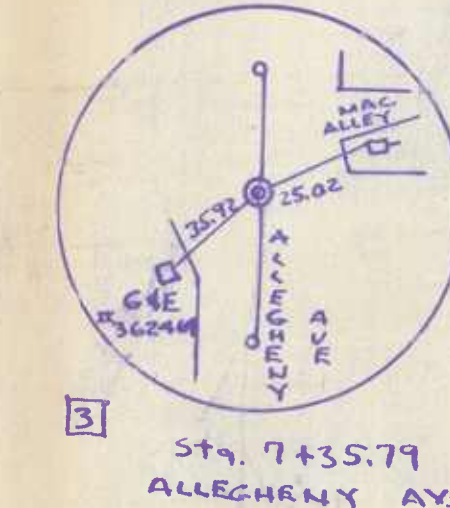
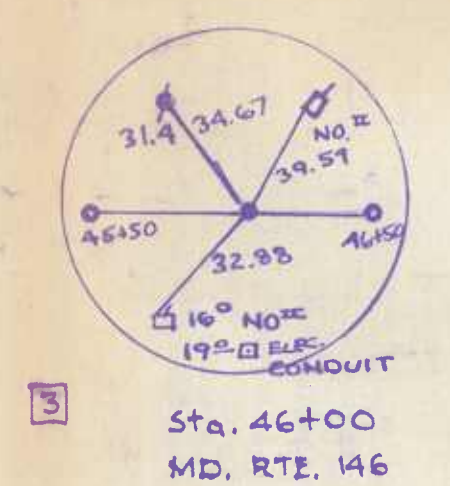
APPROXIMATE LOCATION OF REQUIRED REMOVAL - BITUMINOUS OVERLAY ONLY (AS DIRECTED BY ENGINEER)

NOTE: THE LOCATION OF EXISTING UNDERGROUND UTILITIES & OBSTRUCTIONS IS NOT GUARANTEED CORRECT. CONTRACTOR TO VERIFY LOCATION & DEPTH OF ALL UNDERGROUND OBSTRUCTIONS BEFORE PROCEEDING WITH CONSTRUCTION.

STATIONS ON SURVEY	STATIONS ON CONSTRUCTION	OFFSET DISTANCES
39+98.20	39+98.46	16.77 R
40+00	40+00.26	16.89 R
40+25	40+25.34	18.82 R
40+50	40+50.95	21.23 R
40+75	40+75.56	23.76 R
40+84.56	40+85.49	24.75 R
41+00	41+00.71	26.28 R
41+25	41+25.83	28.81 R
41+28.34	41+29.19	29.15 R
41+50	41+47.92	29.00 R
41+75	41+72.92	29.00 R
42+00	41+97.92	29.00 R
42+25	42+22.93	26.40 R
42+50	42+48.12	25.41 R
42+75	42+73.75	19.82 R
43+00	42+93.68	8.95 R
43+19.83	43+20.01	7.16 R
43+25	43+25.29	7.41 R
43+50	43+50.65	3.16 R
43+75	43+75.83	0.20 R
44+00	44+00.89	1.82 L
44+25	44+25.90	2.00 L
44+50	44+50.90	2.00 L

STATIONS ON SURVEY	STATIONS ON EDGE OF TURNING LANE	OFFSET DISTANCES
41+50	41+67.58	41.00 R
41+75	41+92.58	41.00 R
42+00	42+17.58	41.00 R
42+25	42+42.58	41.00 R
42+50	42+67.58	39.55 R
42+75	42+93.60	32.90 R
43+00	43+21.54	20.38 R
43+19.83	43+43.20	11.63 R
43+25	43+48.70	9.81 F
43+50	43+74.69	2.78 R
43+75	44+00.00	1.08 L
44+00	44+26.03	2.00 L

STATIONS ON SURVEY JOPPA RD.	STATIONS ON CONSTRUCTION	OFFSET DISTANCES
6+50	6+50.00	1.50 R
6+75	6+75.00	1.41 R
7+00	7+00.06	0.25 L
7+25	7+25.35	4.02 L
7+35.79	7+36.39	6.32 L
7+50	7+48.79	5.51 L
7+75	7+73.80	5.98 L
7+90.74	7+89.60	7.34 L
8+00	7+98.94	8.53 L
8+25	8+24.38	13.22 L
8+38.29	8+34.07	16.00 L
8+50	8+45.78	16.00 L
8+75	8+70.78	16.00 L
9+00	8+95.78	16.00 L
9+25	9+20.78	16.00 L
9+50	9+45.79	16.00 L
9+75	9+70.85	14.83 L
10+00	9+95.96	9.42 L
10+25	10+24.57	10.00 L
10+50	10+49.57	10.00 L



REVISIONS		
3	REVISED	1-10-74
4	REVISED	2-19-74
	As built	6-5-78

STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

BUREAU OF HIGHWAY DESIGN
 MD. RTE. 146 - FAIRMONT AVE. TO JOPPA RD.

CONT. NO. B-134-3-471 F. A. P. NO. SHEET NO. 6 OF 11
 PREL. TRAC. BY GROUP 10 FINAL TRAC. BY GROUP 10