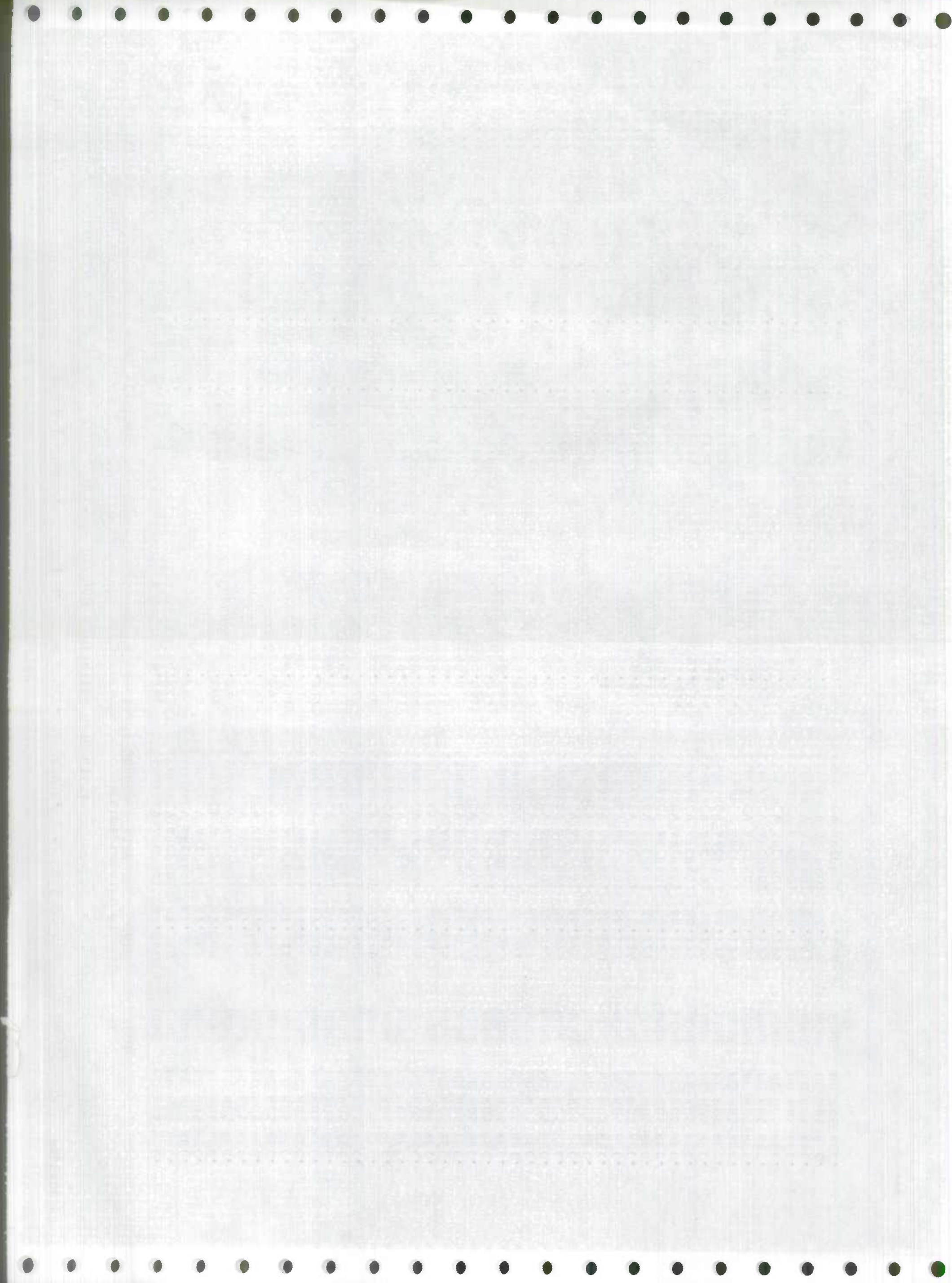


*Call Ed Bridges
Mon 11-27
321-3455
11-24-89
KP
*Done
KP*

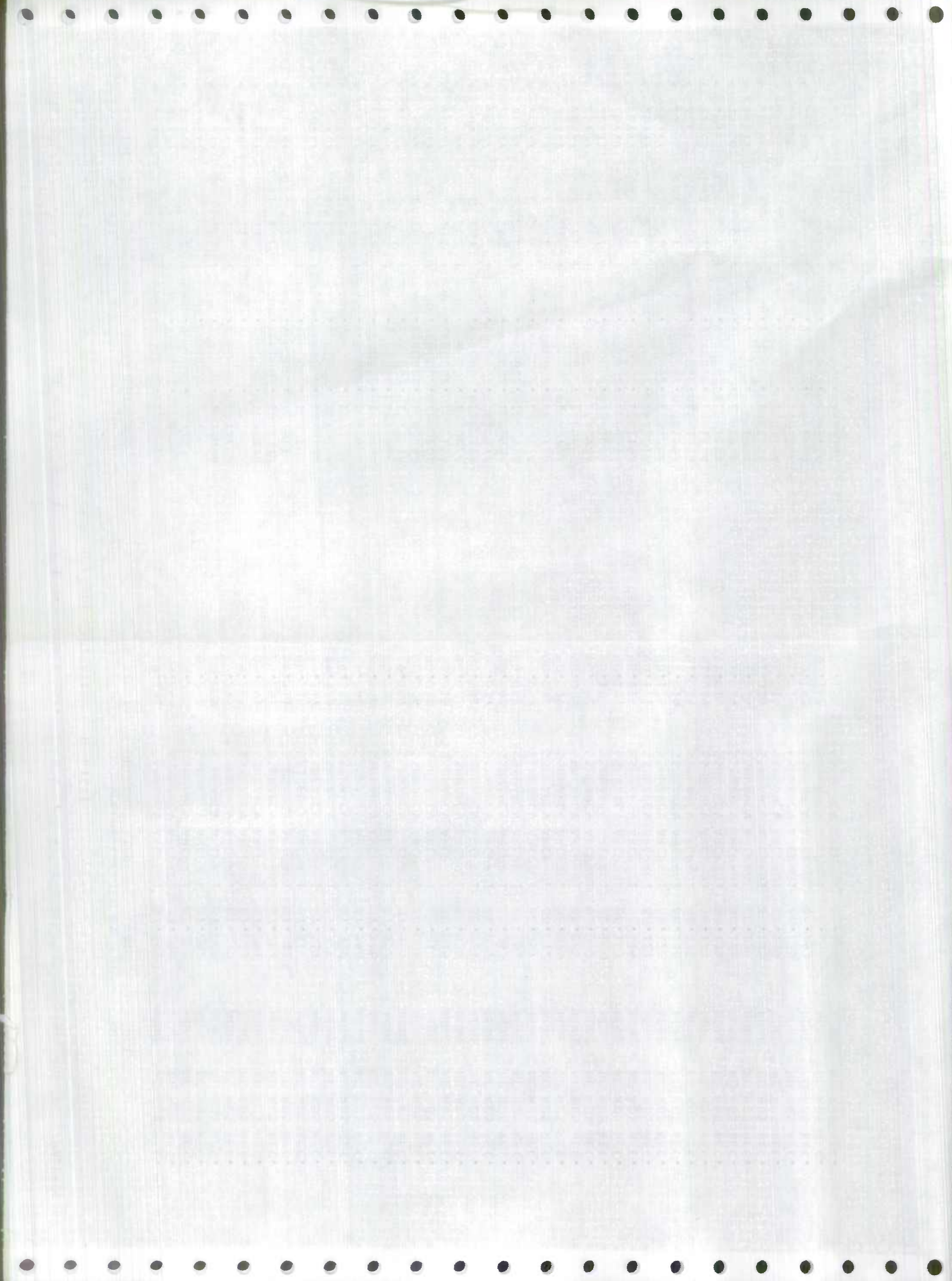
CONSTRUCTION CONTRACT PROGRESS REPORT
DATA SUPPORT GROUP
HIGHWAY INFORMATION SERVICES DIVISION

CO	CONTRACT NUMBER	ROL NUM	LOCATION	AWARDED	NOTICE TO PROCEED	---%--- COMPL FOR	ACCEPT FOR MAINT.	PROJECT COMPLETE	DATE OF INVENTORY
012	H-385-415	MD	US 40 TO MAGNOLIA (1.99 MI.)	10/13/53	11/02/53	100	/ /	12/31/53	03/08/54
012	H-360-2-420	MD	<i>North</i> N. OF FALLSTON TO POCOCK RD N. E. OF RUTLEDGE	04/02/57	04/24/57	100	05/21/59	05/21/59	11/20/59
012	H-360-3-420	MD0152	<i>Middle</i> GRADE, DRAIN, WIDEN, RELOCATE, FLEXIBLE PAVEMENT STOCKTON RD S. OF STOCKTON TO N. OF FALLSTON	07/03/58	07/31/58	100	/ /	10/29/61	/ /
012	H-360-6-471	MD0152	E. OF EXISTING MOUNTAIN RD	01/11/71	02/08/71	100	10/24/72	10/13/72	/ /
012	H-360-5-471	MD0152	<i>South</i> GRADE, DRAIN & PAVE US 40 TO STOCKTON RD	09/08/72	10/09/72	100	08/20/75	08/20/75	/ /
012	H-674-477	MD0152	POCOCK RD TO MD 146	08/07/74	10/02/74	100	10/25/74	10/18/74	/ /
012	H-673-477	MD0152	RESURFACING (BITUMINOUS CONCRETE)	02/19/75	06/23/75	100	08/07/75	08/07/75	/ /
012	H-705-0-477	MD0152	RESURFACE (BITUMINOUS CONCRETE) & SAFETY IMPROVEMENT	08/04/76	/ /	100	06/23/77	04/15/77	/ /
012	H-725-501-477	MD0152	RESURFACE INCLUDING OLD FALLSTON RD TO POCOCK RD	06/27/77	/ /	100	04/28/78	04/28/78	/ /
012	AW-625-504-485	MD0152	INSTALLATION OF CONTROL BEACON @ PLEASANTVILLE RD	09/20/82	09/20/82	100	/ /	/ /	/ /
012	H-821-501-477	MD0152	RESURFACING STOCKTON RD TO E. OF US 1	10/13/82	11/16/82	100	06/10/83	06/08/83	08/22/83
012	H-848-501-485	MD0152	MODIFY CONTROL BEACON @ PLEASANTVILLE RD	04/24/84	05/16/84	100	09/21/84	08/16/84	01/31/85



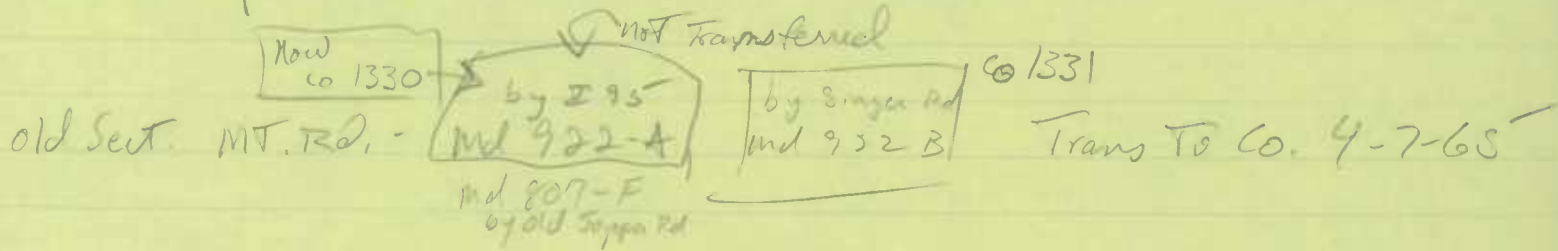
CONSTRUCTION CONTRACT PROGRESS REPORT
DATA SUPPORT GROUP
HIGHWAY INFORMATION SERVICES DIVISION

CO	CONTRACT NUMBER	ROUTE NUMBER	DESCRIPTION	LOCATION	AWARDED	NOTICE TO PROCEED	--X-- COMPL	ACCEPT FOR MAINT.	PROJECT COMPLETE	DATE OF INVENTORY
012	H-385-415	MD0152	RESURFACING - BITUMINOUS CONCRETE	US 40 TO MAGNOLIA (1.99 MI.)	10/13/53	11/02/53	100	/ /	12/31/53	03/08/54
012	H-360-2-420	MD0152	GRADE, DRAIN, RELOCATION, FLEXIBLE PAVEMENT	<i>North</i> N. OF FALLSTON TO POCOCK RD N. OF RUTLEDGE	04/02/57	04/24/57	100	05/21/59	05/21/59	11/20/59
012	H-360-3-420	MD0152	GRADE, DRAIN, WIDEN, RELOCATE, FLEXIBLE PAVEMENT	<i>Middle</i> STOCKTON RD S. OF STOCKTON TO N. OF FALLSTON	07/03/58	07/31/58	100	/ /	10/29/61	/ /
012	H-360-6-471	MD0152	CONSTRUCTION OF STEEL GIRDER BR.	E. OF EXISTING MOUNTAIN RD	01/11/71	02/08/71	100	10/24/72	10/13/72	/ /
012	H-360-5-471	MD0152	GRADE, DRAIN & PAVE	<i>South</i> US 40 TO STOCKTON RD	09/08/72	10/09/72	100	08/20/75	08/20/75	/ /
012	H-674-477	MD0152	RESURFACE, MODIFY DRAIN & EXISTING SHOULDERS	POCOCK RD TO MD 146	08/07/74	10/02/74	100	10/25/74	10/18/74	/ /
012	H-673-477	MD0152	RESURFACING (BITUMINOUS CONCRETE)	US 1 TO CARRS MILL RD	02/19/75	06/23/75	100	08/07/75	08/07/75	/ /
012	H-705-0-477	MD0152	RESURFACE (BITUMINOUS CONCRETE) & SAFETY IMPROVEMENT	US 40 TO EDGEWOOD ARSENAL	08/04/76	/ /	100	06/23/77	04/15/77	/ /
012	H-725-501-477	MD0152	BEARERS BRUBBERS INCLUDING	OLD FALLSTON RD TO POCOCK RD	06/27/77	/ /	100	04/28/78	04/28/78	/ /
012	AW-625-504-485	MD0152	INSTALLATION OF CONTROL BEACON	@ PLEASANTVILLE RD	09/20/82	09/20/82	100	/ /	/ /	/ /
012	H-821-501-477	MD0152	RESURFACING	STOCKTON RD TO E. OF US 1	10/13/82	11/16/82	100	06/10/83	06/08/83	08/22/83
012	H-848-501-485	MD0152	MODIFY CONTROL BEACON	@ PLEASANTVILLE RD	04/24/84	05/16/84	100	09/21/84	08/16/84	01/31/85



Mountain Rd

- Transfer map - from US 40 to Md 7 - Transferred



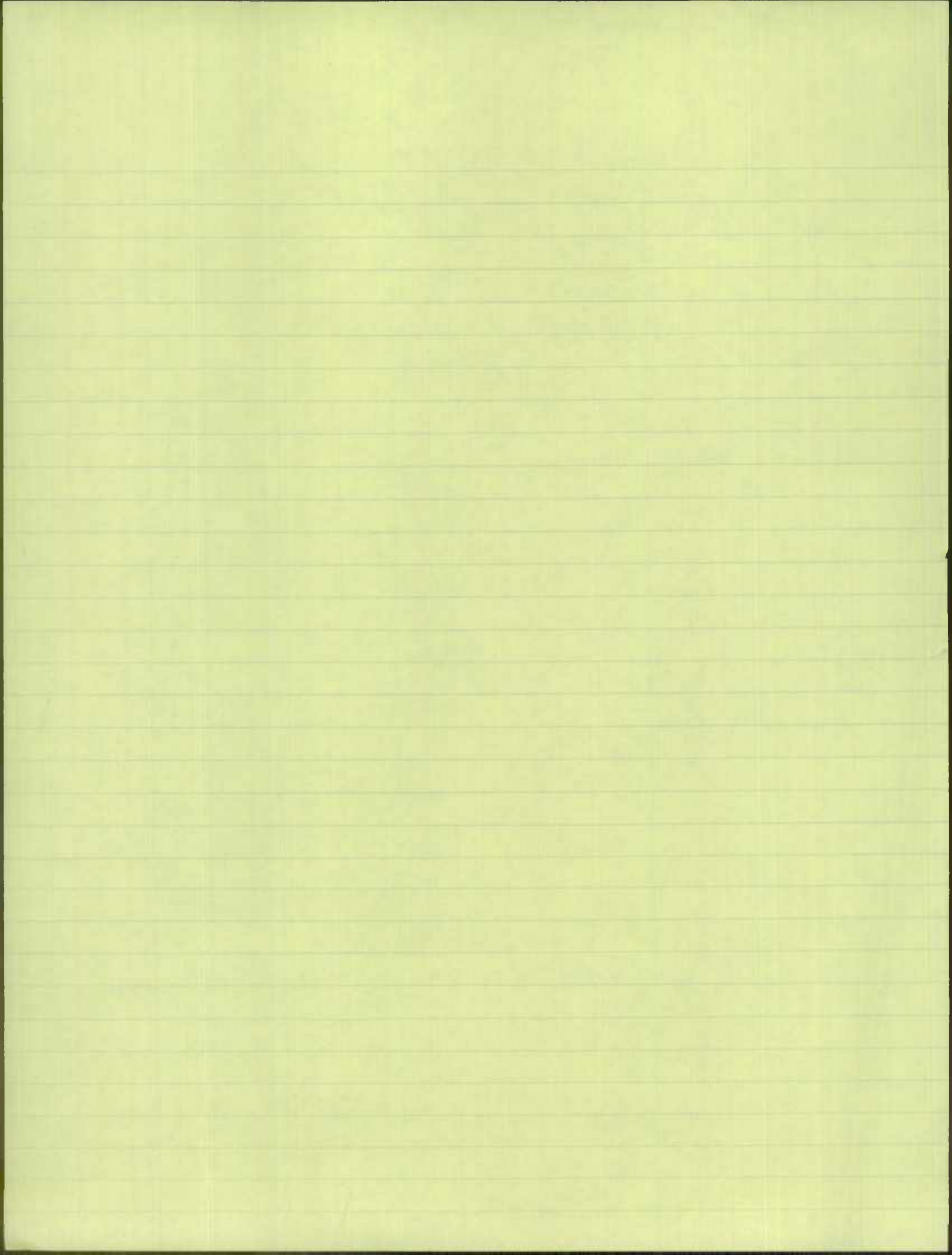
Md 7 N. To Harford Rd - Earth

Harford To post Train - ^{old} ~~pl~~ b.t.

post Train To Madonna - Dirt

Transferred Co To St. - US 40 TO Md 7 - 1953

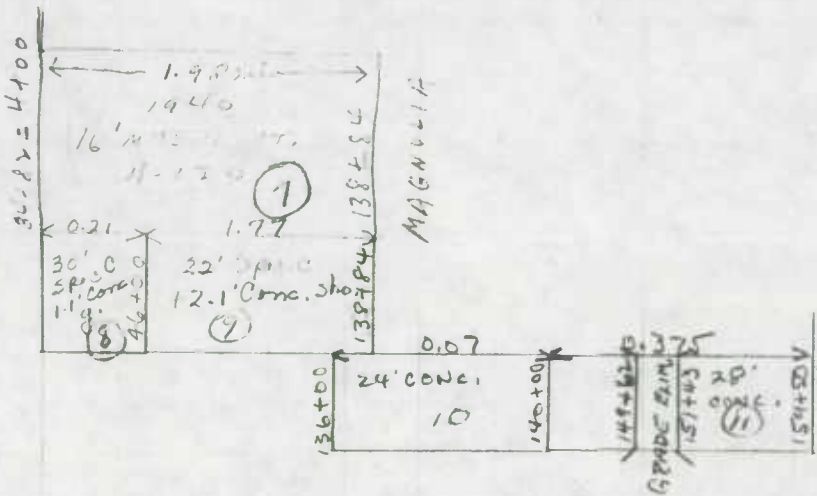
US 40 Toward ¹⁹⁸ Magnolia - Records. 1940, 41



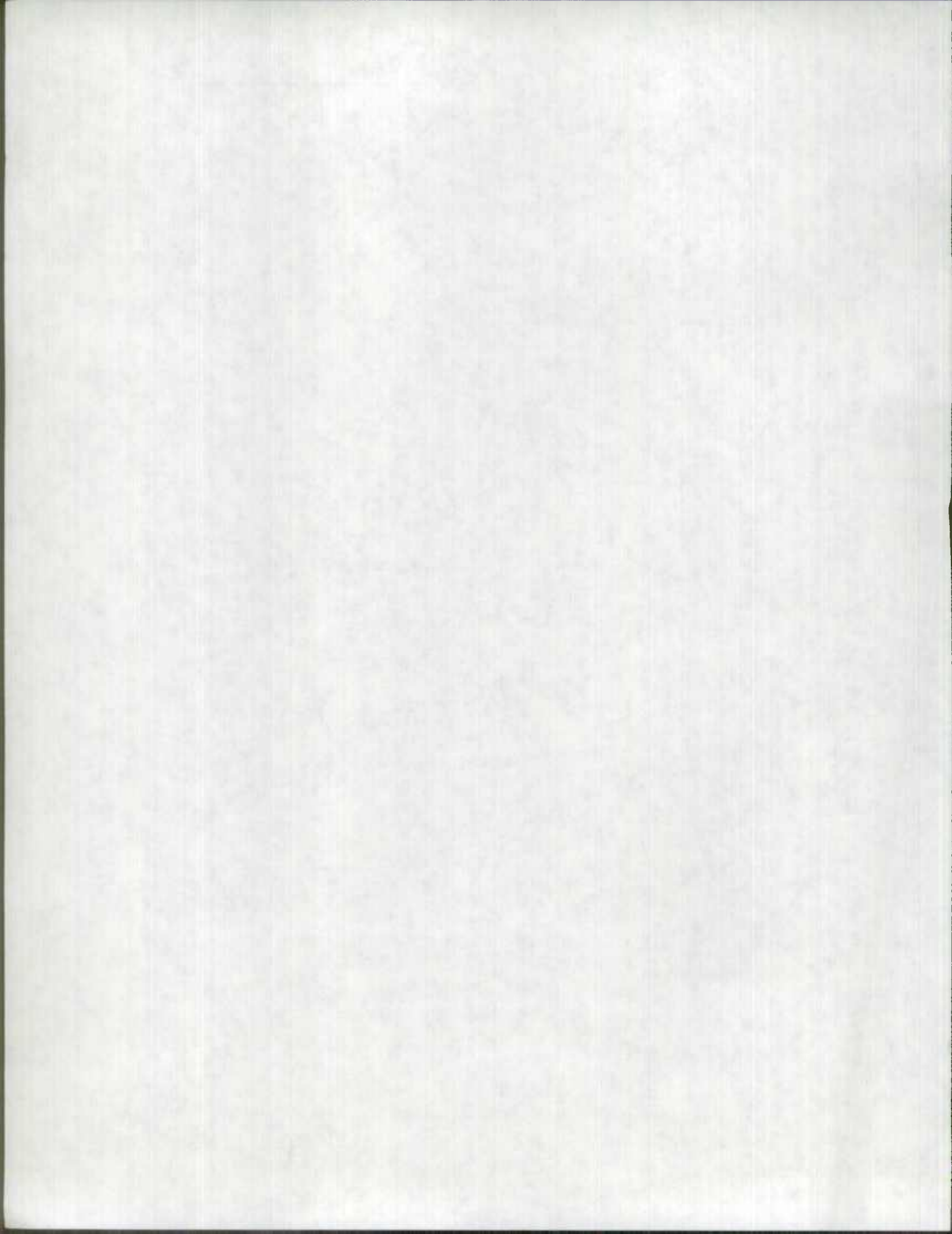
STATE ROUTE # 152
FROM RUTLEDGE TO US-40

MILEAGE = 12.46

16.64 mi/2.5



121
5.18
1.39





LAMBERT CONFORMAL CONIC PROJECTION
MAGNETIC DEVIATION
BALTIMORE CO 1984
CORNER OF THE MAP IS AVAILABLE FOR PUBLIC USE AS A
WORKING COPY FROM THE STATE HIGHWAY ADMINISTRATION.

MEMORANDUM OF ACTION OF FREDERICK GOTTEMOELLER
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

March 22, 1978

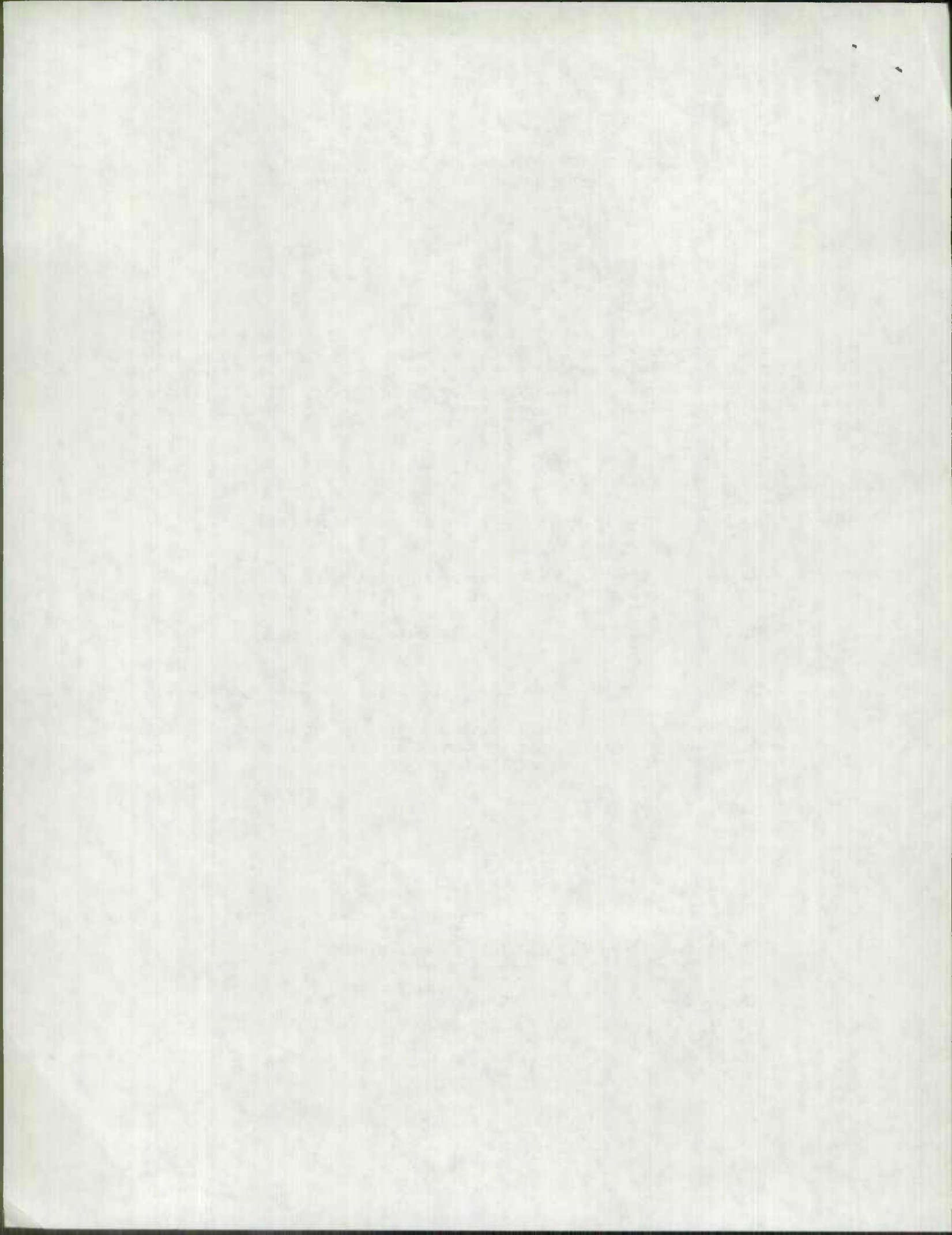
Director Gottemoeller, Office of Planning and Preliminary Engineering executed Agreement dated March 22, 1978 between the State Highway Administration, the Maryland Transportation Authority and Harford County, Maryland, relative to the transfer by the Highway Administration to Harford County of the following described sections of State constructed roads subject to the conditions more fully set forth in the agreement.

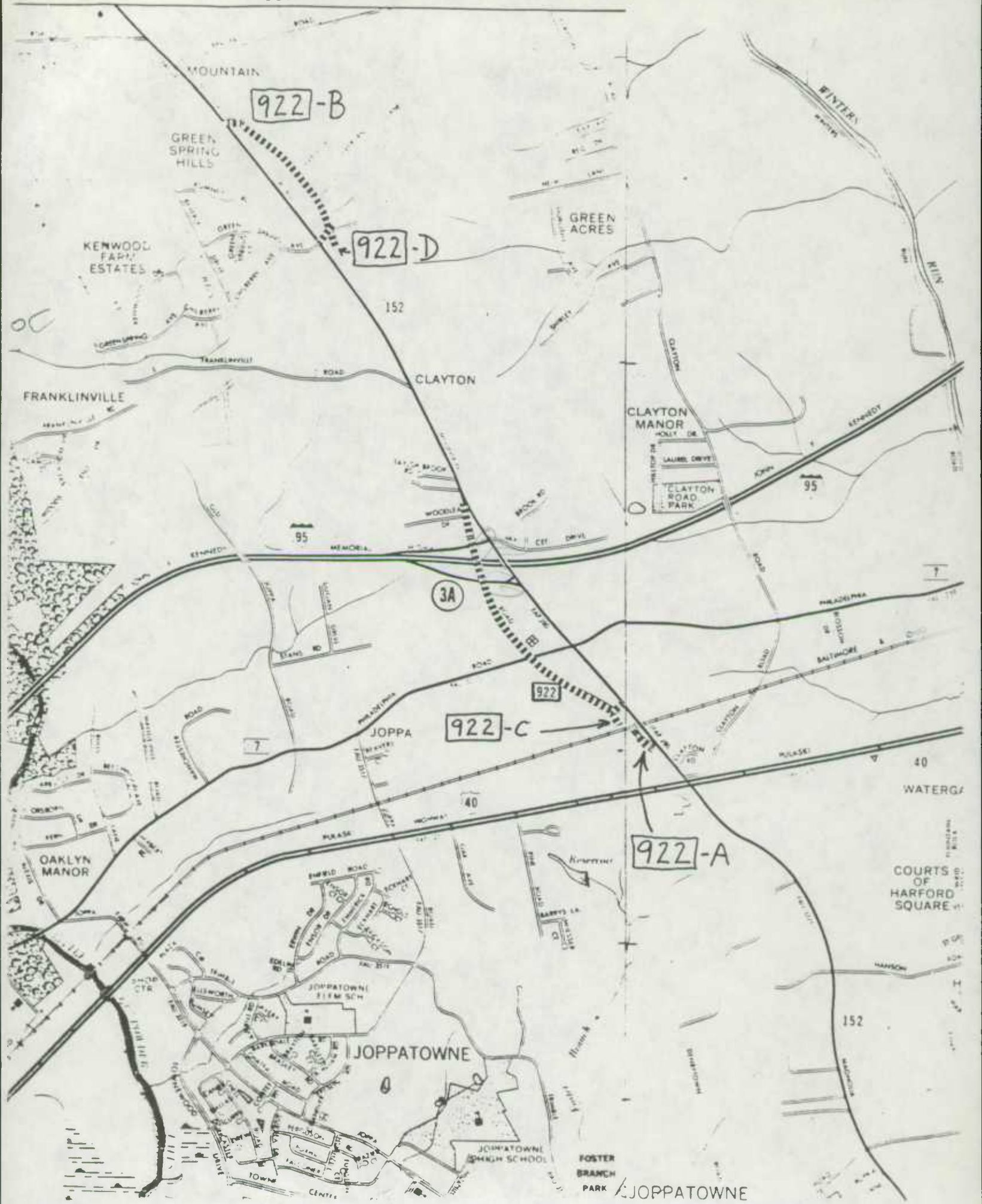
- Md. 922 - from Md. 152 northerly over I-95 to Md. 152 a distance of 0.90+ mile.
- Md. 922-A - from Md. 152 to the B&O Railroad a distance of 0.06+ mile.
- Md. 922-B - from Md. 152 at Green Spring Avenue to Md. 152 a distance of 0.54+ mile.
- Md. 922-C - from Md. 922 to the B&O Railroad a distance of 0.07+ mile.
- Md. 922-D - from Md. 922-B to a road end a distance of 0.03+ mile.

Said agreement had previously been executed by the Executive Secretary of the Maryland Transportation Authority and the County Executive Harford County and approved as to form and legal sufficiency by Administrative Special Attorney Norman Polski.

Copies to:

N. B. Friese	E. J. Dougherty
H. G. Downs	C. P. Hyatt
A. W. Tate	E. S. Freedman
A. L. Gardner	C. Lee
F. Gottemoeller	P. S. Jaworski
C. W. Reese	J. T. Neukam
H. J. Pistel	R. C. Davison
J. N. Day	E. K. Roche
T. Hicks	Harford County
R. C. Pazourek	Secretary's File
W. F. Lins	S.H.A. Harford County





922-B

922-D

922-C

922-A

3A

COURTS OF HARFORD SQUARE

FOSTER BRANCH PARK JOPPATOWNE

JOPPATOWNE

JOPPATOWNE ELEMENTARY SCHOOL

FRANKLINVILLE

CLAYTON

CLAYTON MANOR

KENWOOD FARM ESTATES

GREEN SPRING HILLS

GREEN ACRES

WINTERS

RIVER

95

40

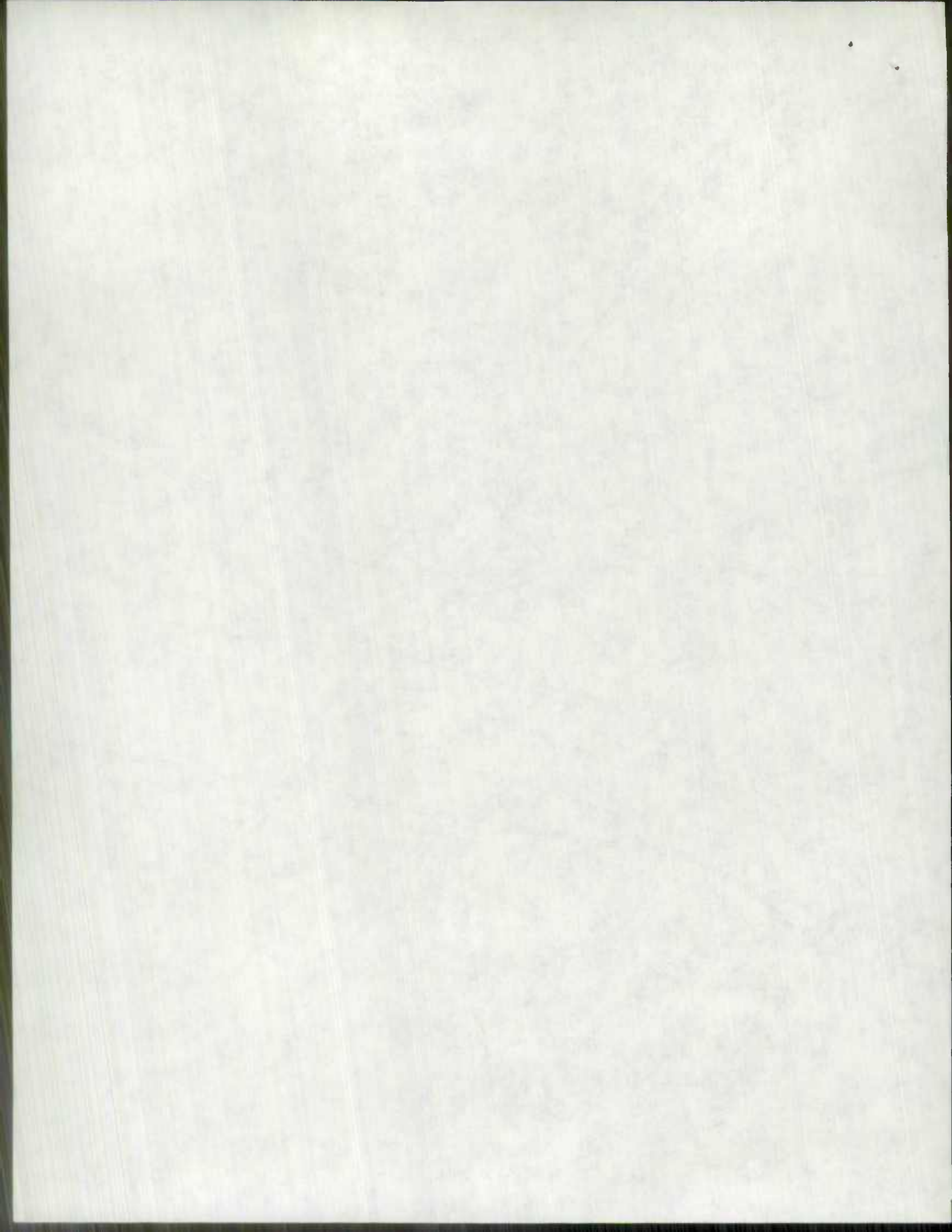
WATERGATE

152

7

40

7



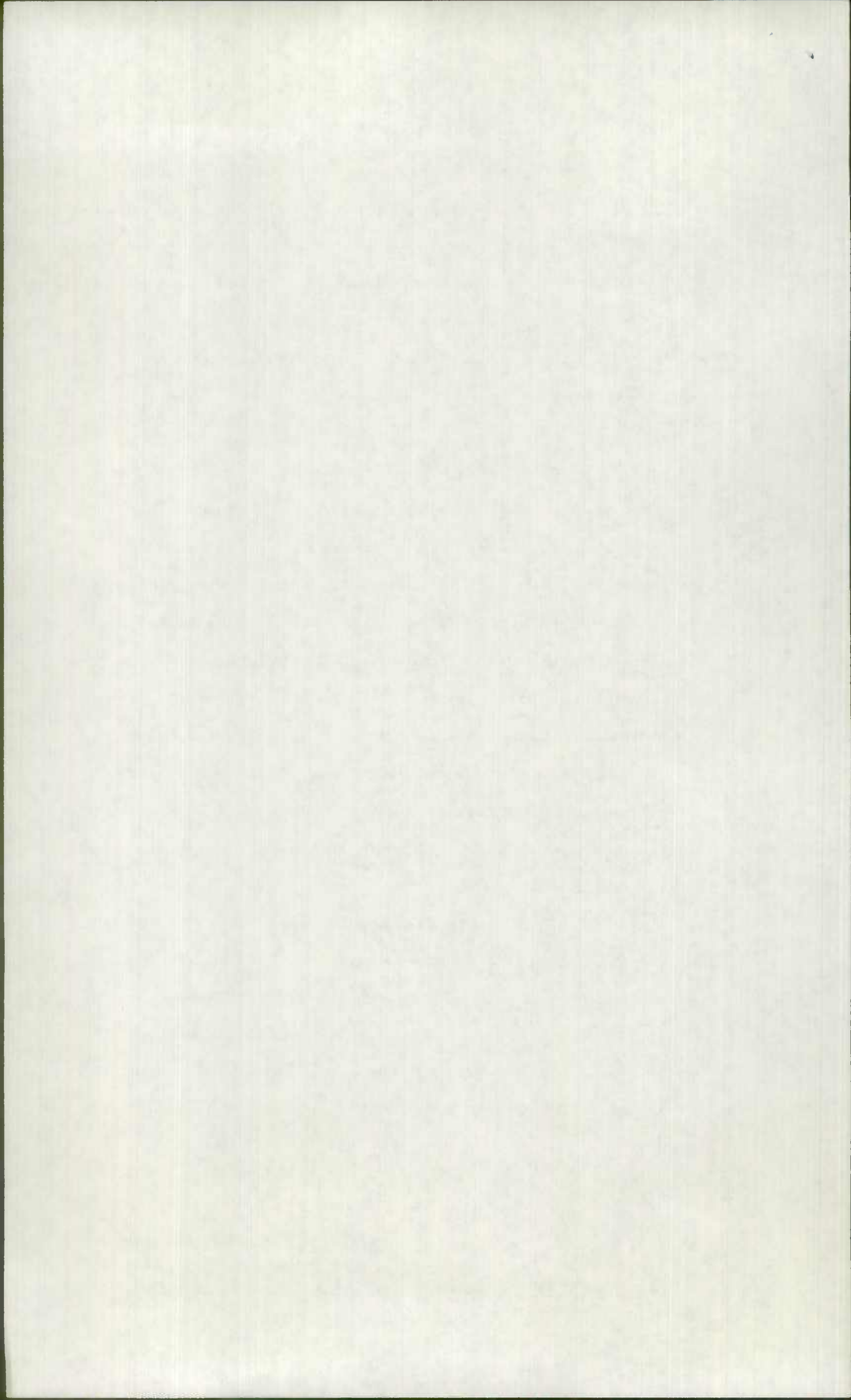
THIS AGREEMENT, executed in triplicate made this 22nd day of MARCH, 1978, by and between the State Highway Administration of the Department of Transportation of Maryland hereinafter referred to as "Highway Administration", party of the first part, and the Maryland Transportation Authority of the Department of Transportation of Maryland, hereinafter referred to as the "Authority", party of the second part, and Harford County, Maryland, hereinafter referred to as "County", party of the third part;

WHEREAS, under authority contained in Section 208C of Article 41 of the Annotated Code of Maryland, the Maryland Transportation Authority of the Department of Transportation was created, transferring all power, authority, obligations, functions, duties and discretion heretofore granted to the State Roads Commission of Maryland relating to the financing, operation and maintenance and repairs of the John F. Kennedy Memorial Highway and any other toll revenue project authorized and provided for under Article 89B of the Annotated Code of Maryland, and;

WHEREAS, the "Authority" is authorized and empowered under Sections 141 and 144 of Article 89B of the Annotated Code of Maryland to construct, maintain, repair and ~~operate~~ operate this highway or any part or parts thereof as it may determine, and;

WHEREAS, it is the responsibility of the "Authority", party of the second part, to perform major repairs to the Structure #HX 071 that carries Md. 922 over the John F. Kennedy Memorial Highway.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Highway Administration of the Department of Transportation of Maryland is empowered to transfer State Highways, or portions thereof, to the Governing Bodies of the several



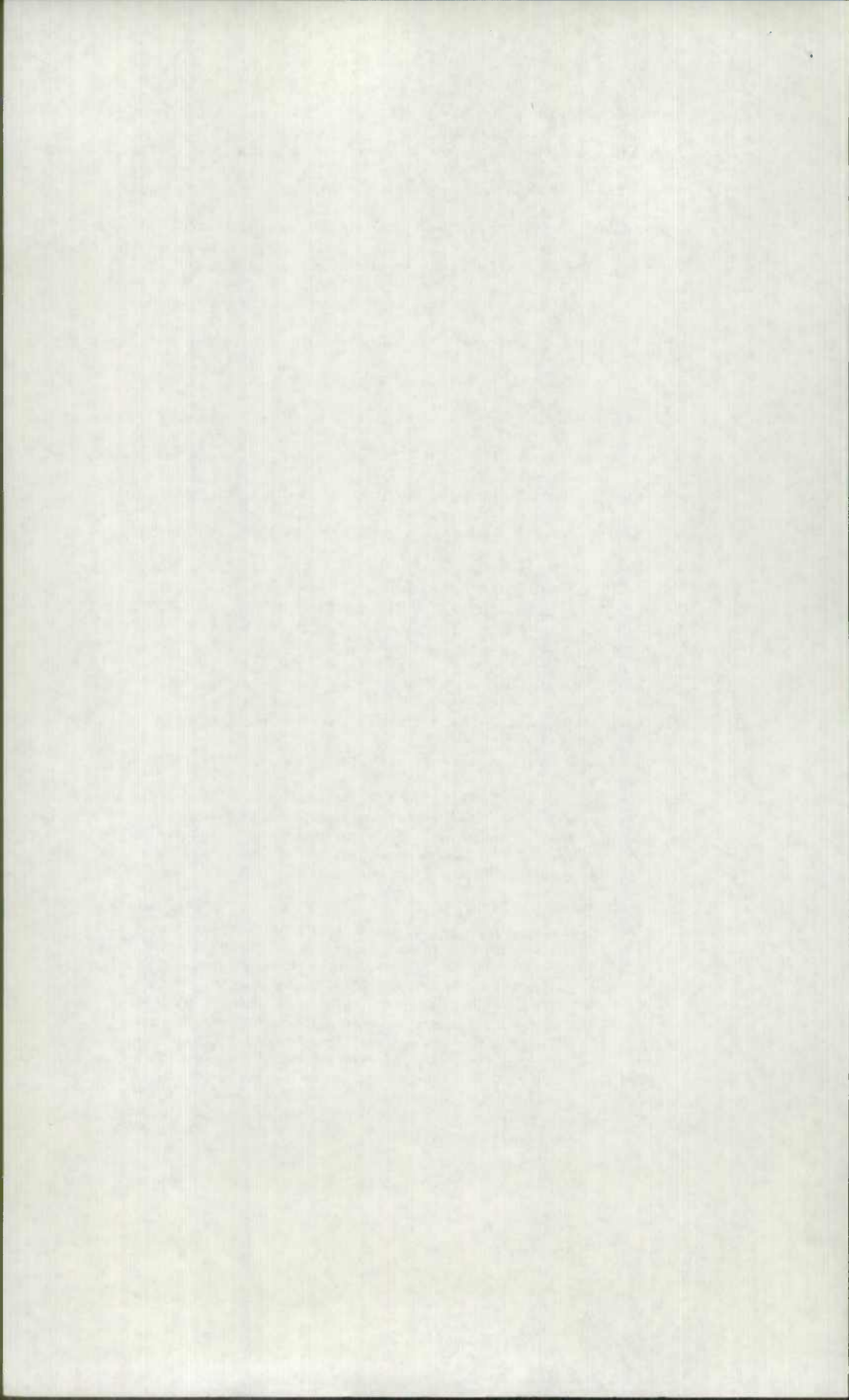
Counties of Maryland, for the purpose of reducing the cost of road maintenance, and the Governing Bodies of the several Counties of Maryland are empowered to transfer County roads, or portions thereof, to the State Highway Administration of the Department of Transportation of Maryland, for the purpose of reducing the cost of road maintenance, and;

WHEREAS, it has been determined that the conveyance of the subject sections of State roads to the County Highway System will result in a reduction in the cost of road maintenance, and;

WHEREAS, the "Highway Administration", party of the first part, has agreed to transfer the hereinafter described sections of roads which heretofore were constructed by the State to the "County", party of the third part, and the "County", has agreed to accept the same as an integral part of the County Highway System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of the sum of \$10.00 payable by each party hereto to the other, the receipt whereof is hereby acknowledged, and in further consideration of the mutual covenants and conditions hereinafter set forth to be kept and performed, the parties hereto do hereby agree as follows:

1. The "Authority", party of the second part, will perform at its sole expense repairs except minor road surface repairs and snow removal to the bridge (Structure Number HX 071) that carries Md. 922 (Old Md. 152) over the John F. Kennedy Memorial Highway (I-95).
2. The "County", party of the third part, will at its sole expense, remove all snow and perform minor road surface repairs to the bridge (Structure Number HX 071) that carries Md. 922 (Old Md. 152) over the John F. Kennedy Memorial Highway. Minor road surface repairs are defined and mutually understood to include sealing surface cracks, patching small cavitations not more than two inches in depth and patching curb faces and tops. Where a floor defect extends through the floor slab, such as a crack, hole or cavitation that exposes the reinforcing steel, then the "County", shall promptly advise the "Authority". The "Authority" will then make the required structural repairs to the floor slab.



IT IS UNDERSTOOD AND AGREED without the necessity of any further agreement between the parties hereto that the "Highway Administration", party of the first part, does hereby transfer, convey and quitclaim unto the "County" and the "County", party of the third part, does hereby accept such transfer from the "Highway Administration", the following described roads as a part of the County Highway System:

Md. 922 - From Md. 152 northerly over I-95 to Md. 152 a distance of 0.90 ± mile.

Md. 922 A - From Md. 152 to the B&O Railroad a distance of 0.06 ± mile.

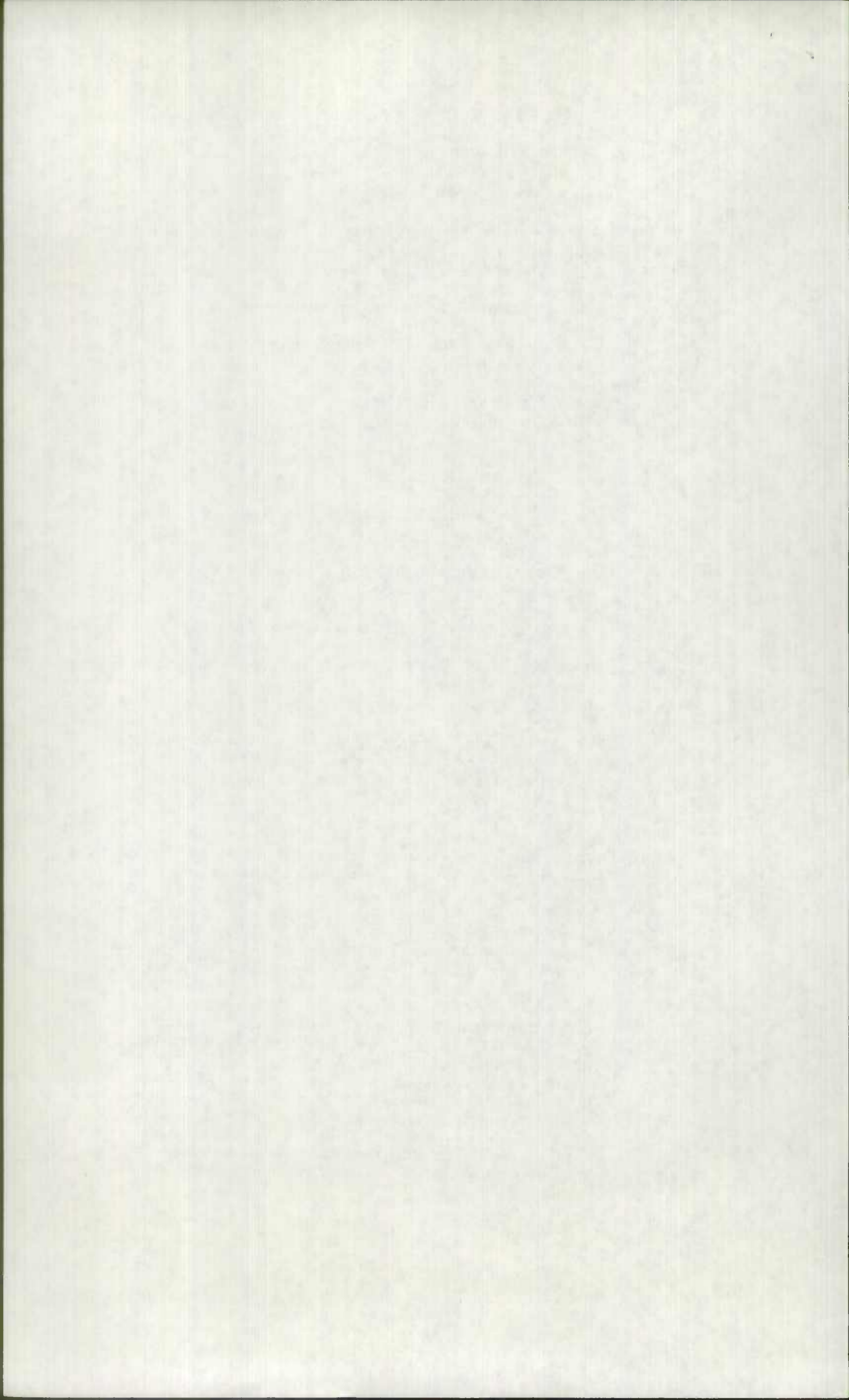
Md. 922 B - From Md. 152 at Green Spring Ave. to Md. 152 a distance of 0.54 ± mile.

Md. 922 C - From Md. 922 to the B&O Railroad a distance of 0.07 ± mile.

Md. 922 D - From Md. 922 B to a road end a distance of 0.03 ± mile.

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the foregoing sections of state constructed highways is authorized under the following conditions:

1. The foregoing mileage will be included in the County's road inventory as of December 1 of the year following completion of the resurfacing of the roadways by the "Highway Administration".
2. The basis for the allocation of funds will include the additional 1.60 ± miles in the allocation to the "County" beginning July 1 of the year following the year and date set forth in Item 1, hereof.
3. The effective date for the transfer of title to these sections is the date of completion of the indicated improvement by the "Highway Administration" set forth in Item 1, hereof.
4. The transfer of said roads as of the date set forth in Item 3 hereof is made on an As-Is-Basis with respect to the existing rights-of-way and to the existing condition of the roads involved, including all appurtenances and bridge structures, with the exception of that bridge (Structure Number HX 071) that carries Md. 922 (Old Md. 152) over the John F. Kennedy Memorial Highway, which shall be maintained by the parties in accordance with the provisions regarding repairs and snow removal set forth above.



IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in triplicate by their proper officers thereunto duly authorized the day and year first above written.

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

Clyde P. Hyatt

By: Fredrick C. Gattmoller
Director, Office of Planning and Preliminary Engineering

APPROVED:

A. M. Brantner
Chief, Bureau of Highway Statistics

Approved as to form and legal sufficiency this 6 day of March, 1978.

Norman Paleki
Administrative Special Attorney

MARYLAND TRANSPORTATION AUTHORITY

WITNESS:

Andrew Smith

By: Thomas K. Foley
Executive Secretary

APPROVED:

Approved as to form and legal sufficiency this 20th day of March, 1978.

Thomas K. Foley
Assistant Attorney General and Counsel
to Maryland Department of Transportation
~~Department of Transportation~~
Transportation Authority

HARFORD COUNTY, MARYLAND

ATTEST:

Sarah F. Rex

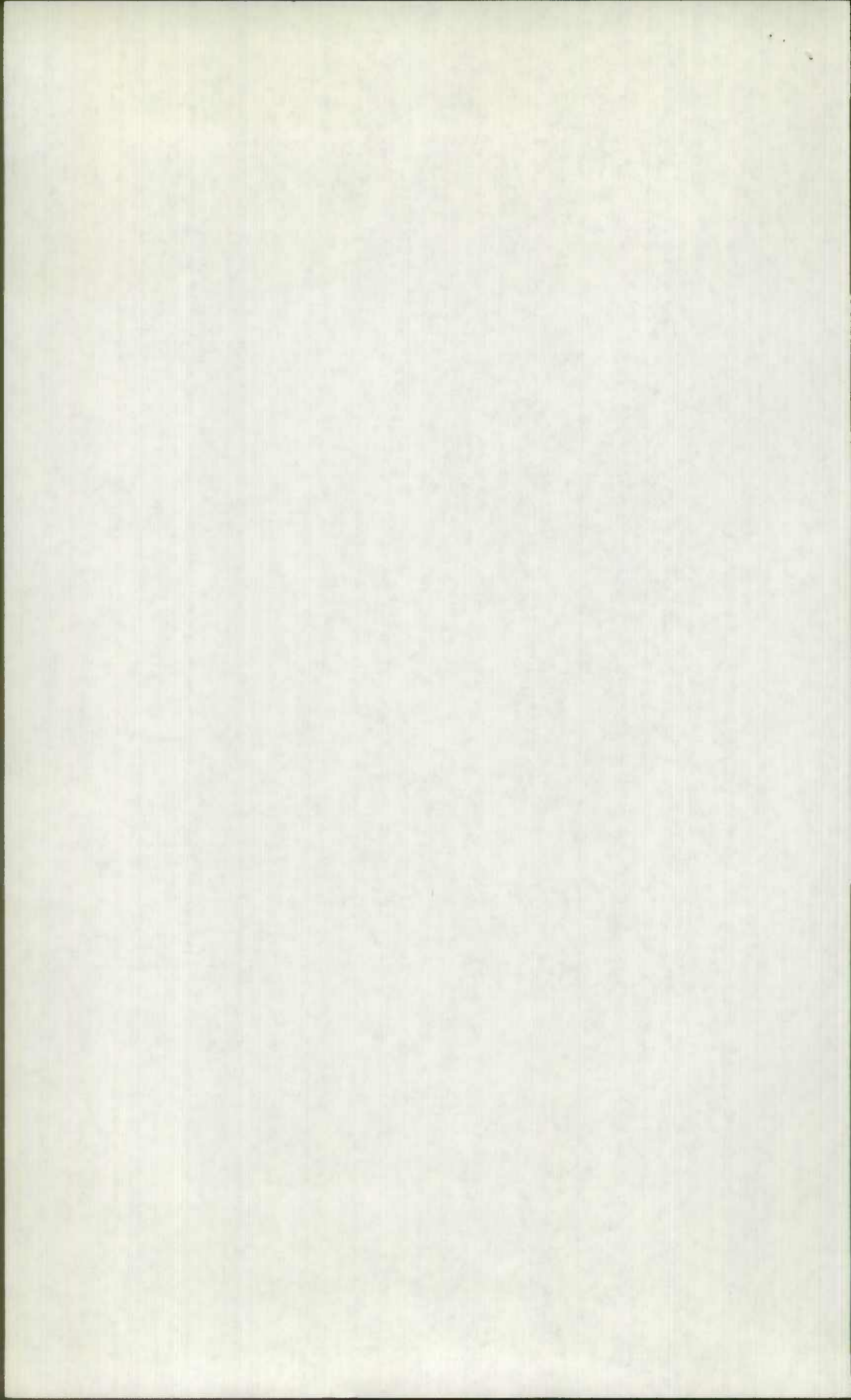
By: [Signature]
County Executive

APPROVED:

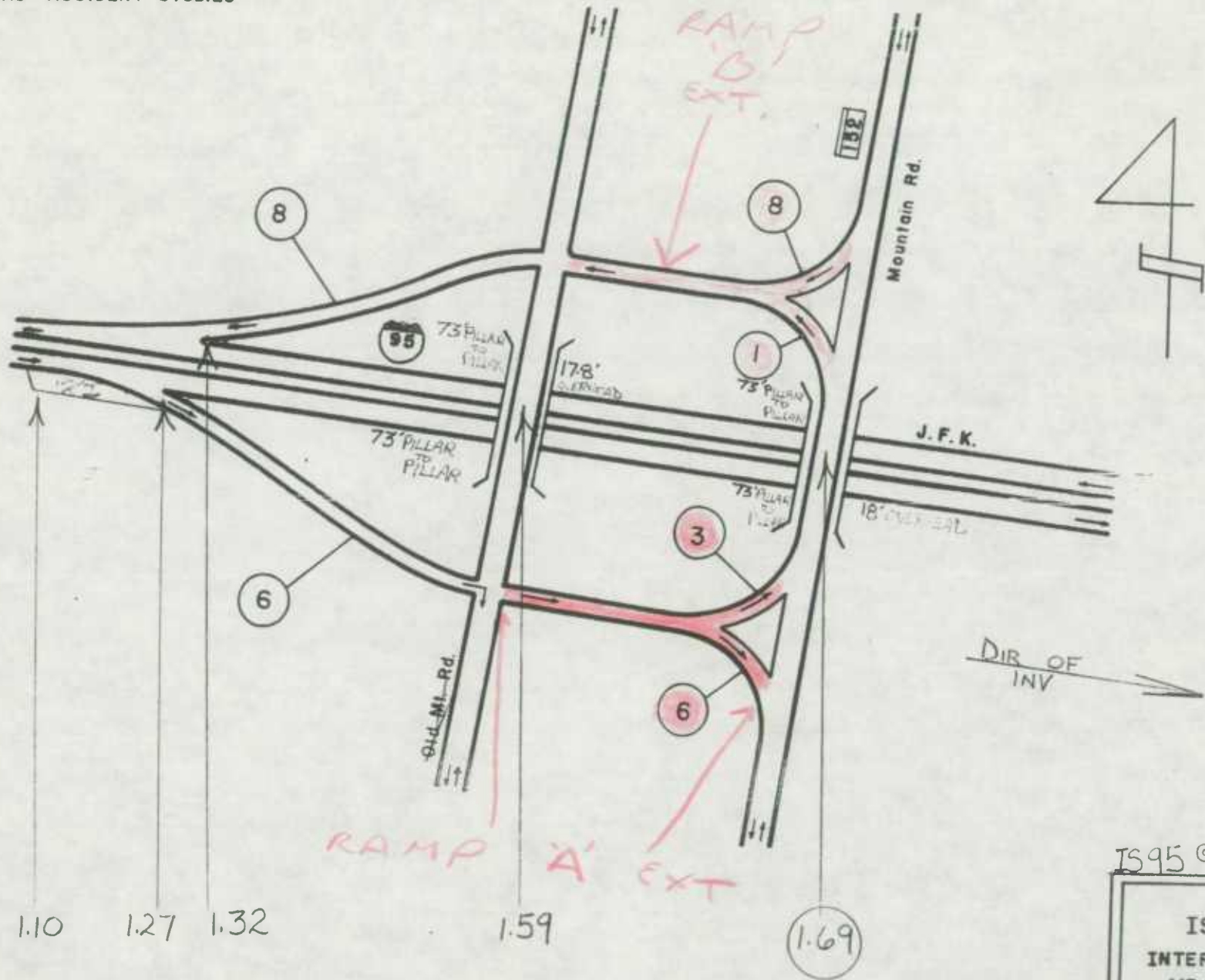
Approved as to form and legal sufficiency this 1st day of July, 1978.

Richard [Signature]
Director of Public Works

[Signature]
Dist. County Attorney

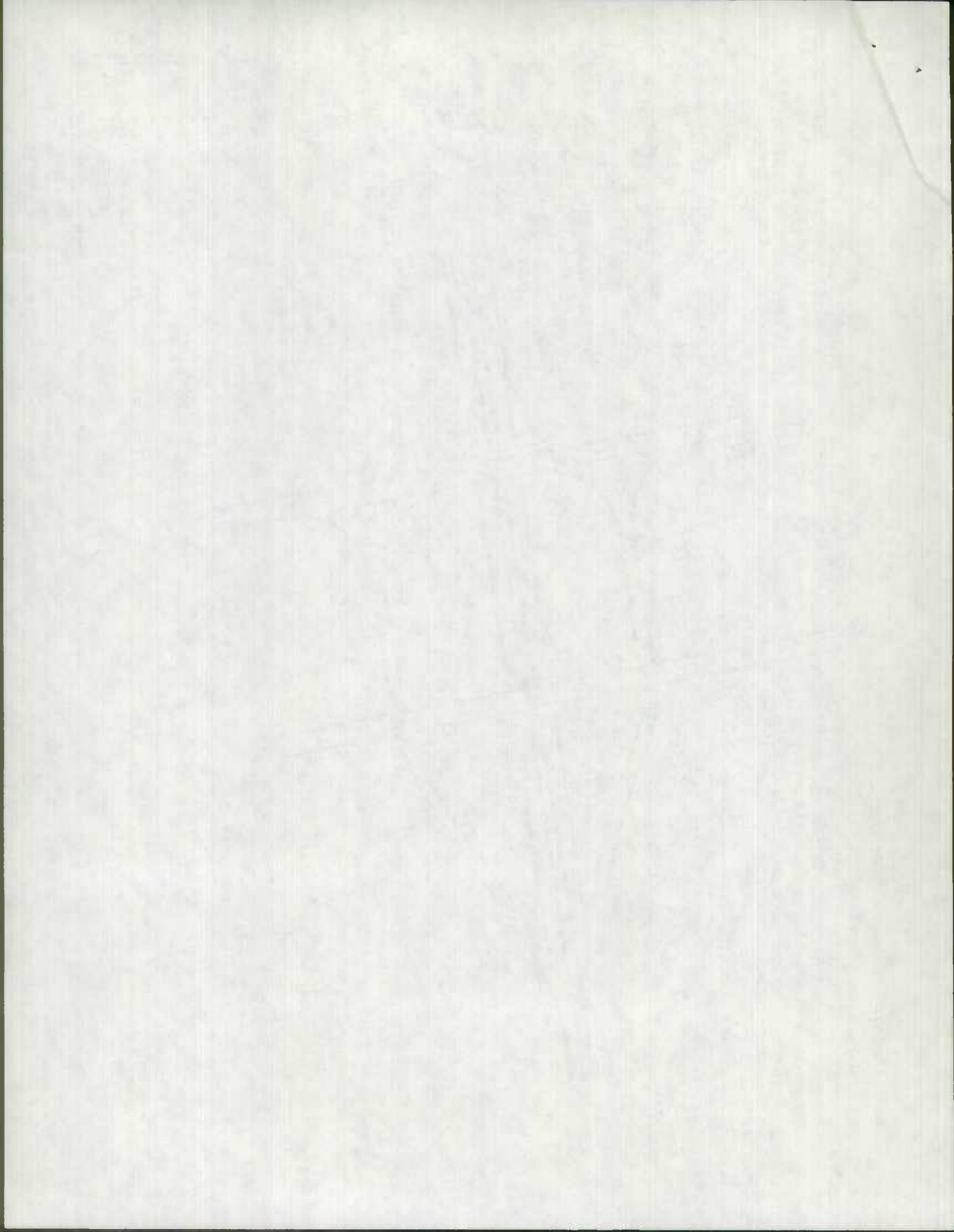


MARYLAND STATE HIGHWAY ADMINISTRATION
BUREAU ACCIDENT STUDIES



IS95 @ (1.69)

IS-95 INTERCHANGE AT MD 152 12-03
--



90095030121

ROAD INVENTORY SHEET

~~MD~~ 2003

Party Chief JE
Recorder NS
Assistant _____
Map No./Dir. 1
State Coordinates _____

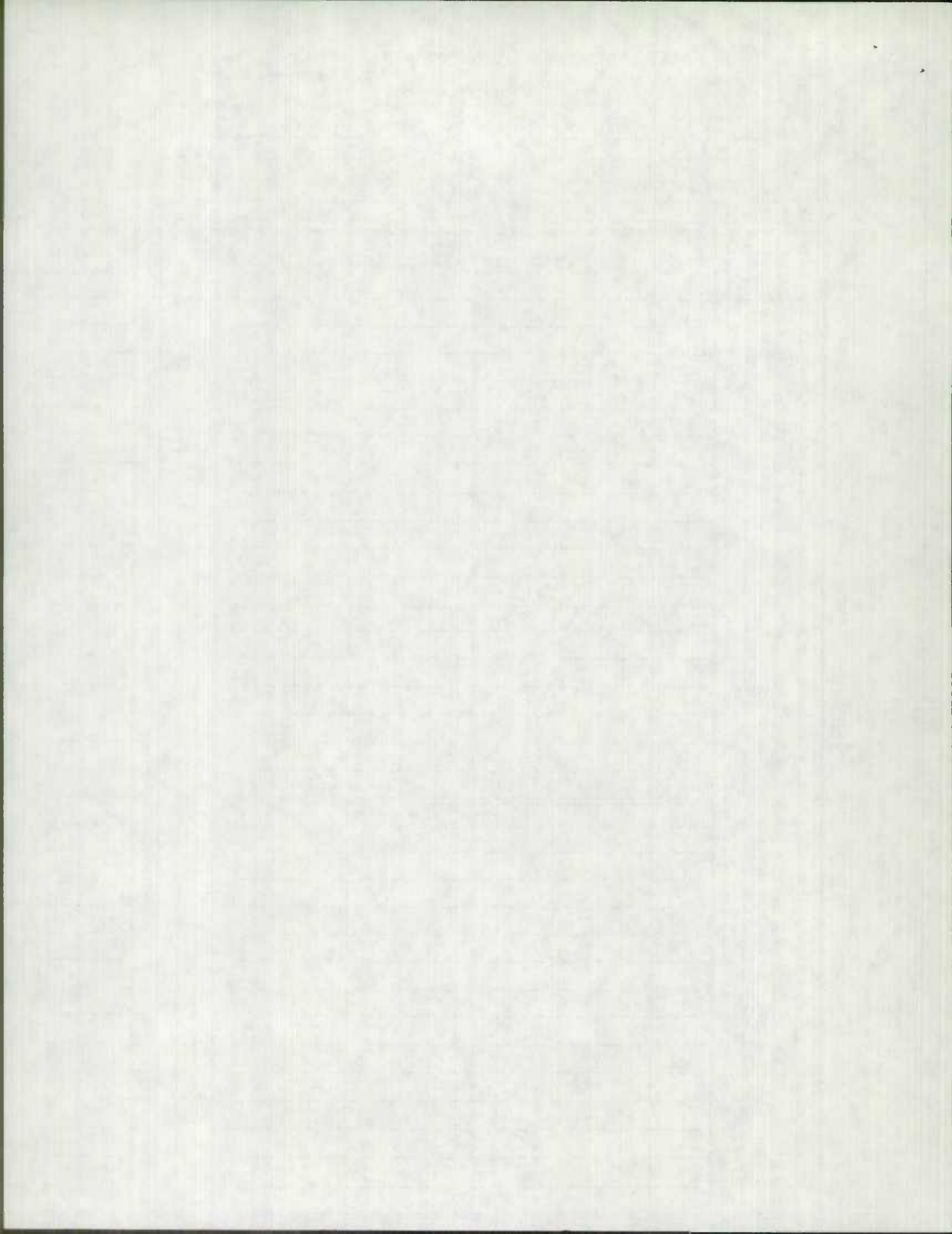
Road No. RAMP # 3
Road Name FROM RAMP # 6 TO MD 152
County HARFORD
Date 8 / 23 / 83
Sheet No. 1 OF 1

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

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

LINE DIAGRAM

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.	
										<u>16' I</u> <u>2-8' F.S.HDS</u> <u>36' CW</u>



ROAD INVENTORY SHEET

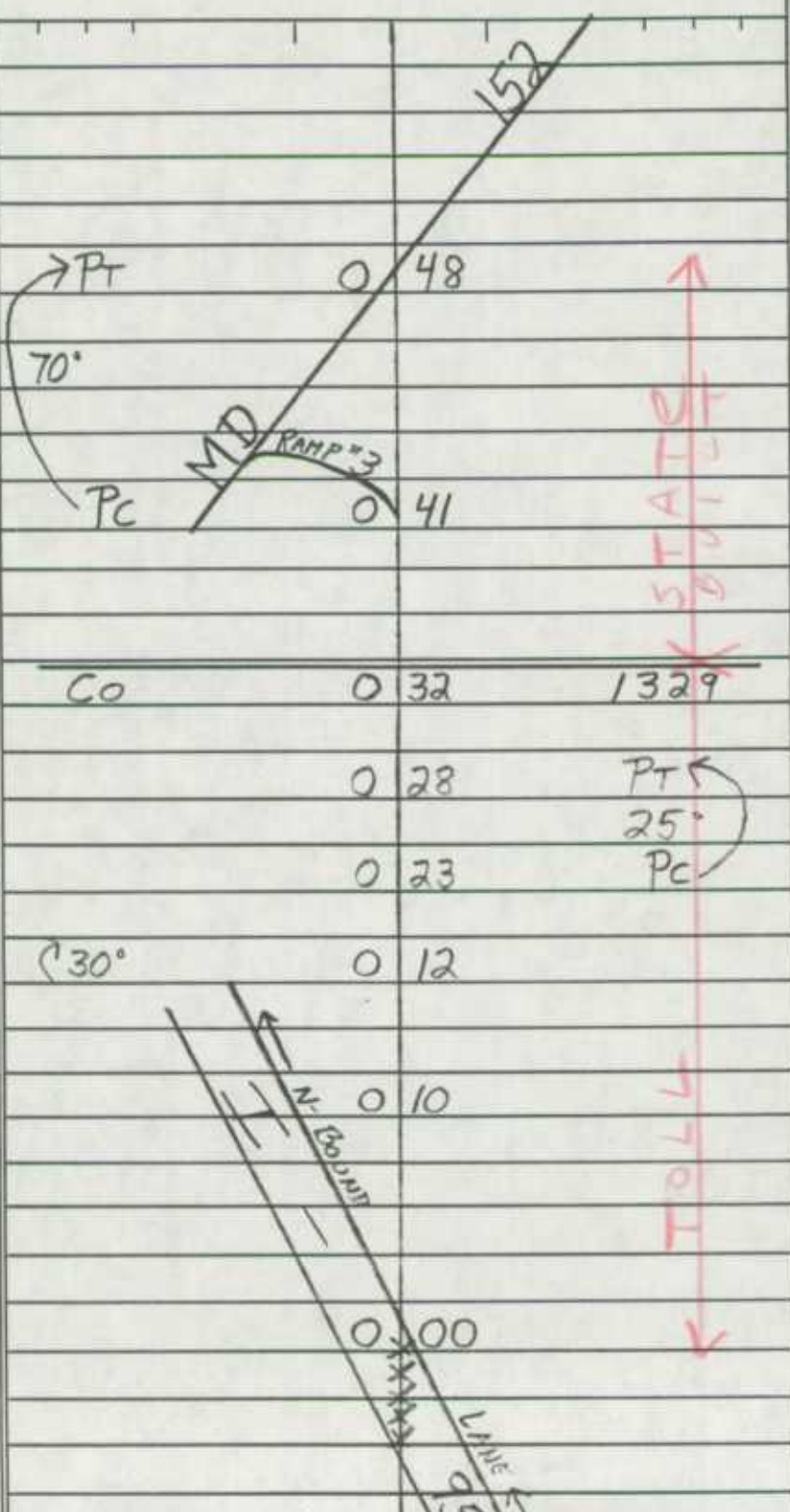
Party Chief JE
 Recorder NS
 Assistant _____
 Map No./Dir. 1
 State Coordinates _____

Road No. RAMP # 6
 Road Name FROM I-95 NORTH TO MD 152-SOUTH
 County HARFORD
 Date 8/23/83
 Sheet No. 1 OF 1

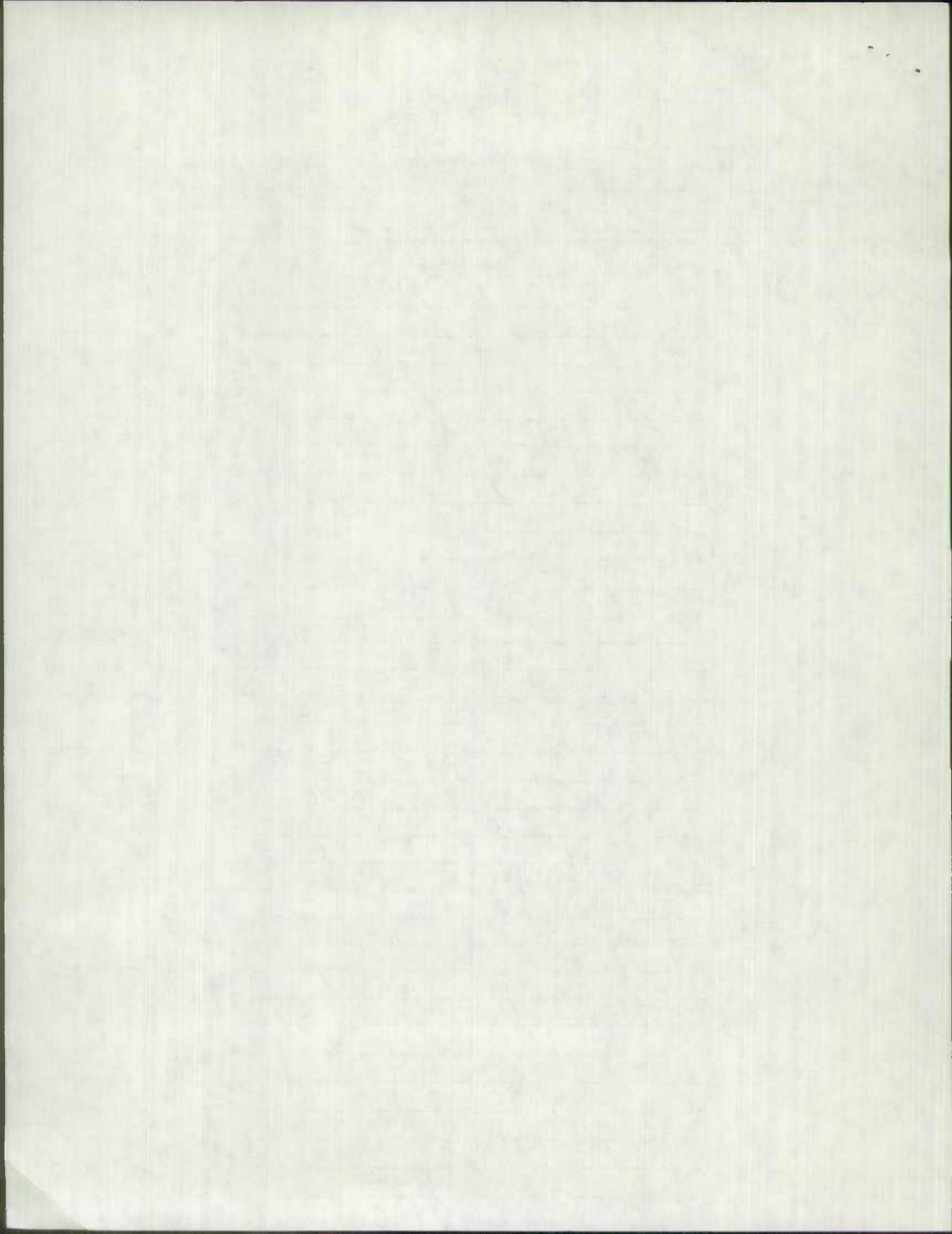
TRAFFIC CONTROLS: STOP SIGN=S.S.,
 TRAFFIC LIGHT=T.L.,
 FLASHING RED BALL=F.R.

TRAFFIC CODES
 PARKING 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	TRAF. REST.	COM/IND. ACCESS	CONTROL	COM/IND. ACCESS	TRAF. REST.	LINE	STATION	TRAFFIC	PAVEMENT DATA	
									MD RAMP #3	0 48		15' I	
									PC	0 41		29' G SHDS	
									Co	0 32	1329	36' CW	
										0 28	PT		
										0 23	25°		
										0 12	PC	15' J	
									30°			28' I SHDS	
										0 10		32' CW	
												17' I	
												10' I SHLD. PT.	
												12' I SHLD. LT.	
										0 00		40' CW	



TRAFFIC DATA: 15' I, 29' G SHDS, 36' CW, 15' J, 28' I SHDS, 32' CW, 17' I, 10' I SHLD. PT., 12' I SHLD. LT., 40' CW



Drawn 53

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.
2	MD.	

INDEX OF SHEETS

- SHEET NO.
- TITLE SHEET AND LAYOUT
 - TYPICAL CROSS-SECTIONS OF IMPROVEMENTS - MAINLINE
 - 3.83A- TYPICAL CROSS-SECTIONS OF IMPROVEMENTS - SPURS; EXPLANATORY NOTES AND REFERENCES.
 - 4.84A- DRAINAGE AND ROADWAY DETAILS & METHODS OF SEDIMENTATION AND EROSION CONTROL
 - PLAN; M.L. STA. 0+00 TO STA. 13+00
 - PLAN; M.L. STA. 13+00 TO STA. 24+00; REL. CLAYTON RD. STA. 0+00 TO STA. 3+; PLAN-PROFILE: SPUR LT. M.L. STA. 18+75.
 - PLAN; REL. CLAYTON RD. STA. 3+ TO STA. 8+26.40; PROFILE; REL. CLAYTON RD. PLAN-PROFILE: SPUR RT. REL. CLAYTON RD. STA. 5+82.
 - PROFILE; M.L. STA. 0+00 TO STA. 24+00.
 - PLAN; M.L. STA. 24+00 TO STA. 33+00. PLAN-PROFILE: SPUR LT. M.L. STA. 27+19.
 - PLAN; M.L. STA. 33+00 TO STA. 43+00. PLAN-PROFILE: MD. RTE. 7
 - PROFILE; M.L. STA. 24+00 TO STA. 43+00.
 - PLAN; M.L. STA. 43+00 TO STA. 57+61.70; RAMP 'A' EXTENDED AND LT. TURN LANE
 - 12A- PROFILE RAMP 'A' RAMP 'B' EXTENDED, GRADING PLAN RAMP 'A' & 'B' EXTENDED
 - PLAN; M.L. STA. 57+61.70 TO STA. 69+00; RAMP 'B' EXTENDED AND RT. LANE REL. JAYCEE DR.
 - PLAN; J.F.K. MEM. HWY. STA. 624+00 TO STA. 634+, REL. JAYCEE DR., FUTURE REL. JAYCEE DR., FUTURE RPS. 'C' & 'D' AND BROCK RD.
 - PLAN; J.F.K. MEM. HWY. STA. 634+ TO STA. 645+00, FUTURE RPS. 'C' & 'D'
 - PLAN; J.F.K. MEM. HWY. STA. 608+00 TO STA. 620+00, RAMP 'A' EXTENDED
 - DELETED
 - PROFILE; M.L. STA. 43+00 TO STA. 60+50.
 - PROFILE; M.L. STA. 60+50 TO STA. 69+00, SPUR LT. M.L. STA. 70+25, TAYLOR BROOK LANE, FRANKLINVILLE RD.
 - PLAN-PROFILE; M.L. STA. 69+00 TO STA. 82+54.74 BK = STA. 85+18.95 AHD. PLAN-SPUR LT. M.L. STA. 70+25 AND TAYLOR BROOK LANE.
 - PLAN-PROFILE; M.L. STA. 82+54.74 BK = STA. 85+18.95 AHD. TO STA. 98+00; PLAN-FRANKLINVILLE RD.
 - PLAN-PROFILE; M.L. STA. 98+00 TO STA. 110+00.
 - PLAN-PROFILE; M.L. STA. 110+00 TO STA. 122+50.
 - PLAN; M.L. STA. 122+50 TO STA. 134+00, GREENSPRING AVE.
 - PROFILE; M.L. STA. 122+50 TO STA. 134+00, GREENSPRING AVE., SPUR RT. 149+50 AND REL. SINGER RD.
 - PLAN; M.L. STA. 134+00 TO STA. 147+50.
 - PROFILE; M.L. STA. 134+00 TO STA. 147+50, REL. JERUSALEM RD.; REL. STOCKTON RD.
 - PLAN-PROFILE; M.L. STA. 147+50 TO STA. 150+45.90 BK = STA. 152+20.65 AHD. TO P.R.C. 161+63.50; PLAN-SPUR RT. M.L. STA. 149+50.
 - PLAN-PROFILE; M.L. STA. 161+63.50 TO STA. 174+50. PLAN-REL. SINGER RD. AND REL. JERUSALEM RD.
 - PLAN-PROFILE; M.L. STA. 174+50 TO STA. 186+50; PLAN-REL. JERUSALEM RD.
 - PLAN-PROFILE; M.L. STA. 186+50 TO PT. 191+91.24 BK = STA. 191+93.51 AHD. TO STA. 195+00; PLAN-REL. STOCKTON RD.
 - PROFILE: RELOCATED JAYCEE DR., BROCK ROAD & ENTRANCES.
 - PROFILE: ENTRANCES RIGHT OF MAINLINE.
 - SUPERELEVATION DIAGRAMS & CHARTS - MD. RTE. 152.
 - SUPERELEVATION DIAGRAMS & CHARTS - MD. RTE. 152.
 - SUMMARY OF QUANTITIES
 - 30A- PLAN AND PROFILE JERUSALEM ROAD RELOCATION - DELETE FROM CONTRACT
 - DESIGN CONTROLS PLAN AND PROFILE - JERUSALEM ROAD RELOCATION

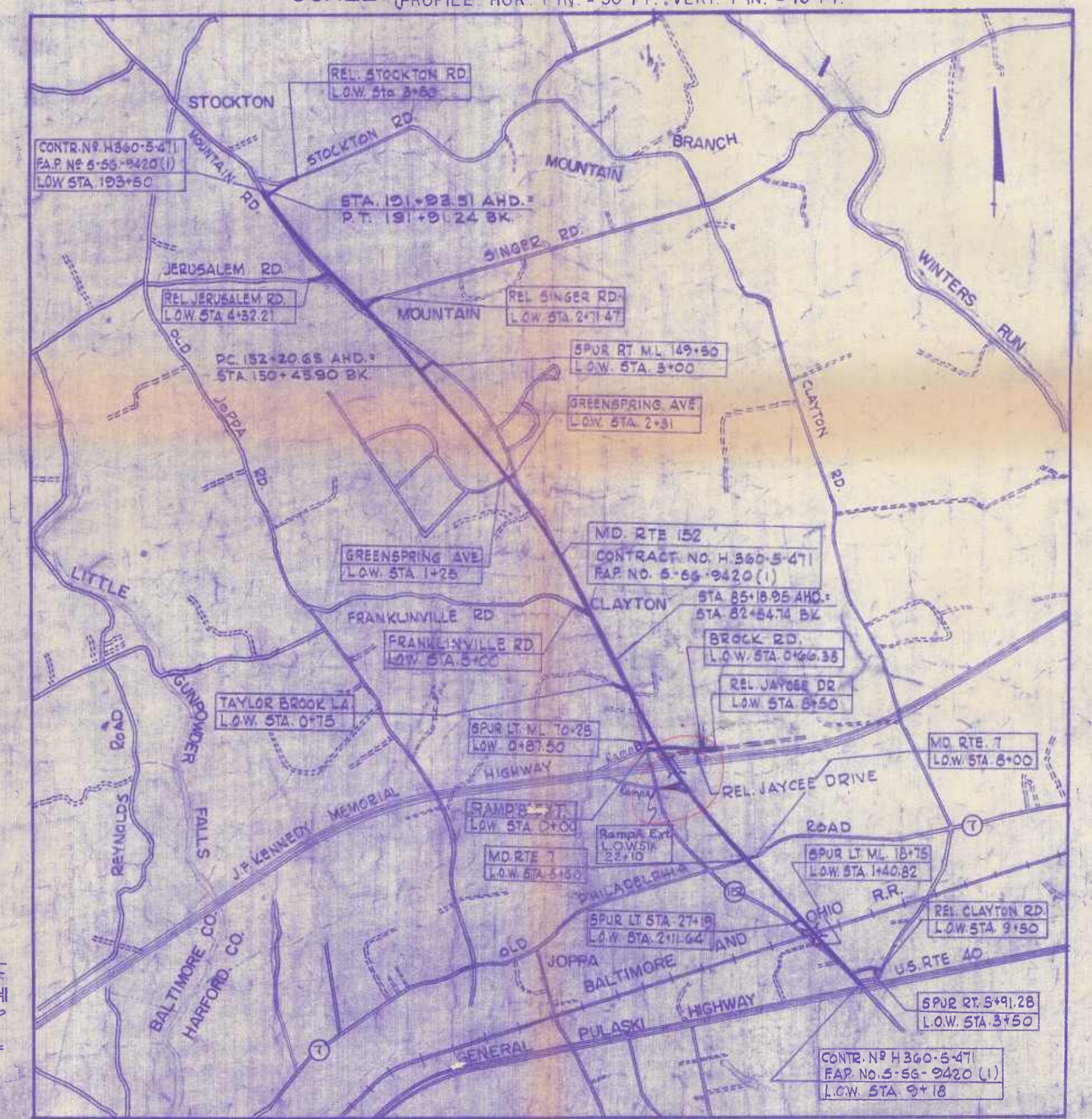
STATE OF MARYLAND STATE ROADS COMMISSION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

FEDERAL AID PROJECT NO. MARYLAND ROUTE 152 U.S. ROUTE 40 TO STOCKTON ROAD

CONTRACT NO. H-360-5471

SCALE (PLAN) 1 IN. = 50 FT. (PROFILE) HOR. 1 IN. = 50 FT., VERT. 1 IN. = 10 FT.



LOCATED IN HARFORD COUNTY
LOCATION PLAN

SCALE 1:24,000
MILEAGE = 3.407 MILES

NOTE: "RIGHT-OF-WAY LINES SHOWN ON THESE PLANS DO NOT INCLUDE EASEMENTS, THEY ARE FOR ASSISTANCE IN INTERPRETING THE PLANS. THESE LINES DO NOT REPRESENT THE OFFICIAL PROPERTY ACQUISITION LINES. FOR OFFICIAL FEE RIGHT-OF-WAY AND EASEMENT INFORMATION, SEE APPROPRIATE RIGHT-OF-WAY PLAT OR PLATES."

DESIGN SPEED - 60 M.P.H.
ACCESS LIMITED & CONTROLLED
A.D.T. = 4800 1969; 13,500 1992
D.H.V. = 576 1969; 1620 1992
DIR. DISTR. = 75% 1969; 75% 1992
PERCENTAGE TRUCKS - A.D.T. = 8% 1969; 8% 1992
PERCENTAGE TRUCKS - D.H.V. = 3% 1969; 3% 1992

CONVENTIONAL SIGNS

EXISTING GAS LINE	---	EXISTING WATER LINE	---
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	DATUM LINE
BASE OR SURVEY LINE	---	GRADE ELEVATION	DATUM LINE
MAINLINE PAVEMENT & STATE ROADS	---	SURFACE DRAIN DITCH OR SWALE	---
COUNTY OR TOWN ROAD PAVEMENT	---	SIDE OR FLAT BOTTOM DITCH	---
ENTRANCE PAVEMENT	---	PAVED DITCH OR CHANNEL	---
PAVED ENERGY DISSIPATING GUTTER	---	NEW CULVERT OR STORM DRAIN	---

FOR DETAILS OF GULVERTS, ETC. SEE STANDARD SHEET.
STATE SPECIFICATIONS AND STANDARD PLANS ON FILE IN BUREAU OF PUBLIC ROADS.

- SURVEY BOOK NO.
- 16736 - RESTAKED & SURVEY STA. 0+00 TO STA. 82+54.74 BK = 85+18.95 AHD. TO STA. 150+45.90 AHD. TO STA. 191+91.24 BK = 191+93.51 AHD. & SPUR STAKEOUT INCLUDING & REFERENCES.
 - 16797 - BENCH MARKS, UPDATED M.L. CROSS SECTIONS, & UPDATED & ADDITIONAL SPUR CROSS SECTIONS
 - 16798 - BENCH MARKS, UPDATED M.L. CROSS SECTIONS & UPDATED & ADDITIONAL SPUR CROSS SECTION
 - 16796 - UPDATED M.L. & SPUR TOPO.
 - 16737 - UPDATED M.L. & SPUR TOPO. & CROSS SECTIONS
 - 16852 - UPDATED M.L. & SPUR TOPO & CROSS SECTIONS
 - 10591 - & SURVEY STA. 0+00 TO STA. 6+98.52, ALTERNATE ALIGNMENT STA. 6+98.52 TO STA. 85+18.95, & SURVEY STA. 85+18.95 AHD. TO STA. 150+45.90 BK = STA. 152+20.65 AHD. TO STA. 161+63.50, ALTERNATE ALIGNMENT STA. 161+63.50 TO STA. 191+91.24 BK = STA. 191+93.51 AHD., & SURVEY STA. 191+93.51 TO STA. 279+00, ROADWAY & DRAINAGE SPURS.
 - 13406 - & SURVEY STA. 6+98.52 TO STA. 82+54.74 BK = STA. 85+18.95 AHD.
 - 11819 - & SURVEY STA. 161+63.50 TO STA. 191+91.24 BK = STA. 191+93.51 AHD., M.L. CROSS SECTIONS STA. 170+50 TO STA. 191+91.24 BK = STA. 191+93.51 AHD., SPUR CROSS SECTIONS & TOPO.
 - 13683 - ALTERNATE INTERCHANGE LAYOUT AT J.F.K., RAMPS 'A', 'B', 'D', 'E', 'E' SPUR & 'F' & RAMP 'D' CROSS SECTIONS.
 - 13735 - ALTERNATE INTERCHANGE LAYOUT AT J.F.K., RAMP 'F' & JAYCEE DRIVE TOPO, RAMP 'A' & 'B' CROSS SECTIONS.
 - 13736 - ALTERNATE INTERCHANGE LAYOUT AT J.F.K., RAMPS 'C' & 'E' TOPO & ALIGNMENT, RAMPS 'E', 'E' SPUR & 'C' CROSS-SECTIONS.
 - 13737 - ALTERNATE INTERCHANGE LAYOUT AT J.F.K., RAMP 'C' SPUR, STREAM SURVEY & TOPO, RAMP 'C', RAMP 'C' SPUR & STREAM SPUR CROSS SECTIONS.
 - 13472 - TOPO, JAYCEE DRIVE SPUR, J.F.K. TIE TO EXISTING MD. RTE. 152.
 - 11847 - MD RTE 7 TOPO, M.L. CROSS SECTIONS STA. 35+00 TO STA. 40+00 & STA. 85+18.95 TO STA. 90+00
 - 10592 - & SURVEY STA. 194+00 AHD. & TOPO.
 - 11967 - DITCH SPUR TOPO & CROSS SECTIONS LT. OF STA. 199+24.25
 - 10261 - ORIGINAL TOPO TRAVERSE STA. 0+00 TO STA. 63+52.44 WITH SPURS LT. & RT., SPUR CROSS SECTIONS
 - 10557 - CROSS SECTIONS: M.L. STA. 0+00 TO STA. 6+98.52, ALTERNATE ALIGNMENT STA. 6+98.52 TO STA. 49+00 & SPURS.
 - 13454 - CROSS SECTIONS: M.L. STA. 6+98.52 TO STA. 41+03.53; STA. 73+95.20 TO STA. 82+50 & SPURS
 - 13235 - CROSS SECTIONS: M.L. STA. 40+00 TO STA. 41+03.53; STA. 42+50 TO STA. 82+50 & SPURS
 - 10555 - CROSS SECTIONS: ALTERNATE ALIGNMENT STA. 49+00 TO STA. 85+18.95; M.L. STA. 85+18.95 TO STA. 95+50 & SPURS.
 - 10556 - CROSS SECTIONS: M.L. STA. 96+00 TO STA. 170+63.50, ALTERNATE ALIGNMENT STA. 170+63.50 TO STA. 188+50 & SPURS.
 - 10697 - CROSS SECTIONS: M.L. STA. 147+00 TO STA. 156+55, ALTERNATE ALIGNMENT STA. 189+00 TO STA. 191+93.51, M.L. STA. 191+93.51 TO STA. 197+
 - 13455 - PROFILE: M.L. STA. 40+00 TO STA. 77+00
 - 17586 - TOPO, CROSS SECTIONS - RAMP B EXTENDED
 - 17587 - TOPO, CROSS SECTIONS - RAMP A EXTENDED
 - 18428 - CROSS SECTIONS - M.L. STA. 104+92 TO STA. 155+00

FOR SOIL LEGEND SEE SHEET 3

ABBREVIATIONS

A.D.T.	- AVERAGE DAILY TRAFFIC	B.C.C.M.P.	- BITUMINOUS COATED CORRUGATED METAL PIPE
D.H.V.	- DESIGN HOURLY VOLUME	B.C.C.M.P.A.	- BITUMINOUS COATED CORRUGATED METAL PIPE ARCH
M.L.	- MAINLINE	GA.	- GAUGE
R.G.L.	- PROFILE GRADE LINE	L.S.D.	- LEFT SIDE DITCH INVERT
P/C	- POINT OF CROWN	R.S.D.	- RIGHT SIDE DITCH INVERT
P/R	- POINT OF ROTATION	L.S.D.D.	- LEFT SURFACE DRAIN DITCH INVERT
P/G.L.	- PROFILE OF THE GROUND LINE	R.S.D.D.	- RIGHT SURFACE DRAIN DITCH INVERT
P/G.E.	- PROFILE GRADE ELEVATION	O.D.	- OUTLET DITCH INVERT
S.E.	- SUPERELEVATION	I.D.	- INLET DITCH INVERT
S.S.D.	- STOPPING SIGHT DISTANCE	U.D.	- UNDERDRAIN PIPE
&	- CENTERLINE	INV.	- INVERT
B.	- BASELINE	H.P.	- HIGH POINT
STA.	- STATION	L.S.B.D.	- LEFT SIDE BERM DITCH
R.C.C.P.	- REINFORCED CONCRETE CULVERT PIPE	D.	- DEPTH
L.O.W.	- LIMIT OF WORK		

EFFECTIVE JULY 1, 1971, IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 526 OF THE ACTS OF THE 1970 GENERAL ASSEMBLY, WHEREVER THE TITLE "STATE ROADS COMMISSION" AND/OR TERM "COMMISSION" IS USED, IT SHALL BE CONSTRUED TO BE "THE STATE HIGHWAY ADMINISTRATION."

WHITMAN, REQUARDT & ASSOCIATES
ENGINEERS FOR DESIGN

REVIEWED AND APPROVAL RECOMMENDED
CHIEF BUREAU TECHNICAL SERVICES
APPROVAL RECOMMENDED
DEPUTY CHIEF ENGINEER - DEVELOPMENT
APPROVED
CHIEF ENGINEER

INDEX OF SHEETS

- SHEET NO. 1 TITLE PAGE AND LAYOUT
- SHEET NO. 2 TYPICAL CROSS SECTIONS OF IMPROVEMENT
- " " 3 TYPICAL CROSS SECTIONS OF IMPROVEMENT
- " " 4 TYPICAL CROSS SECTIONS OF IMPROVEMENT
- " " 5 TYPICAL CROSS SECTIONS OF IMPROVEMENT
- " " 6 PLAN & PROFILE STA. 191 TO STA. 199
- " " 7 PLAN & PROFILE STA. 199 TO STA. 211
- " " 8 PLAN & PROFILE STA. 211 TO STA. 223
- SHEET NO. 9 PLAN & PROFILE STA. 223 TO STA. 235
- " " 10 PLAN & PROFILE STA. 235 TO STA. 247
- " " 11 PLAN & PROFILE STA. 247 TO STA. 259
- " " 12 PLAN & PROFILE STA. 259 TO STA. 271
- " " 13 PLAN & PROFILE STA. 271 TO STA. 72
- " " 14 PROFILE OLD JOPPA ROAD, ROAD APPROACH & ENTRANCES
- " " 15 PLAN STA. 72 TO STA. 84
- SHEET NO. 16 PROFILE STA. 72 TO STA. 84
- " " 17 PLAN STA. 84 TO STA. 97
- " " 18 PROFILE STA. 84 TO STA. 97
- " " 19 PLAN STA. 97 TO STA. 108+59.58
- " " 20 PROFILE STA. 97 TO STA. 108+59.58
- " " 21 PLAN & PROFILE STA. 108+59.58 TO STA. 121+17.53=167+26.31
- " " 22 PLAN & PROFILE STA. 167+26.31 TO STA. 154
- " " 23 PLAN & PROFILE STA. 154 TO STA. 141
- SHEET NO. 24 PLAN & PROFILE STA. 141 TO STA. 128
- " " 25 PLAN & PROFILE STA. 128 TO STA. 116
- " " 26 PLAN STA. 116 TO STA. 103
- " " 27 PROFILE STA. 116 TO STA. 103 & CONNELLY ROAD
- " " 28 PLAN STA. 103 TO STA. 94+97
- SHEET NO. 29 PROFILE STA. 103 TO STA. 94+97 & WATERSVALE ROAD
- " " 30 SINGLE 10' x 8' BOX CULVERT AT STA. 276+45 (DETAIL SHEET)
- " " 31 GRADING TABLE
- " " 32 SUMMARY OF QUANTITIES
- " " 33 SUMMARY OF QUANTITIES
- " " 34 SUMMARY OF QUANTITIES
- SHEET NO. 35 SUMMARY OF QUANTITIES
- SHEET NO. 36 SUMMARY OF QUANTITIES

STATE OF MARYLAND
STATE ROADS COMMISSION

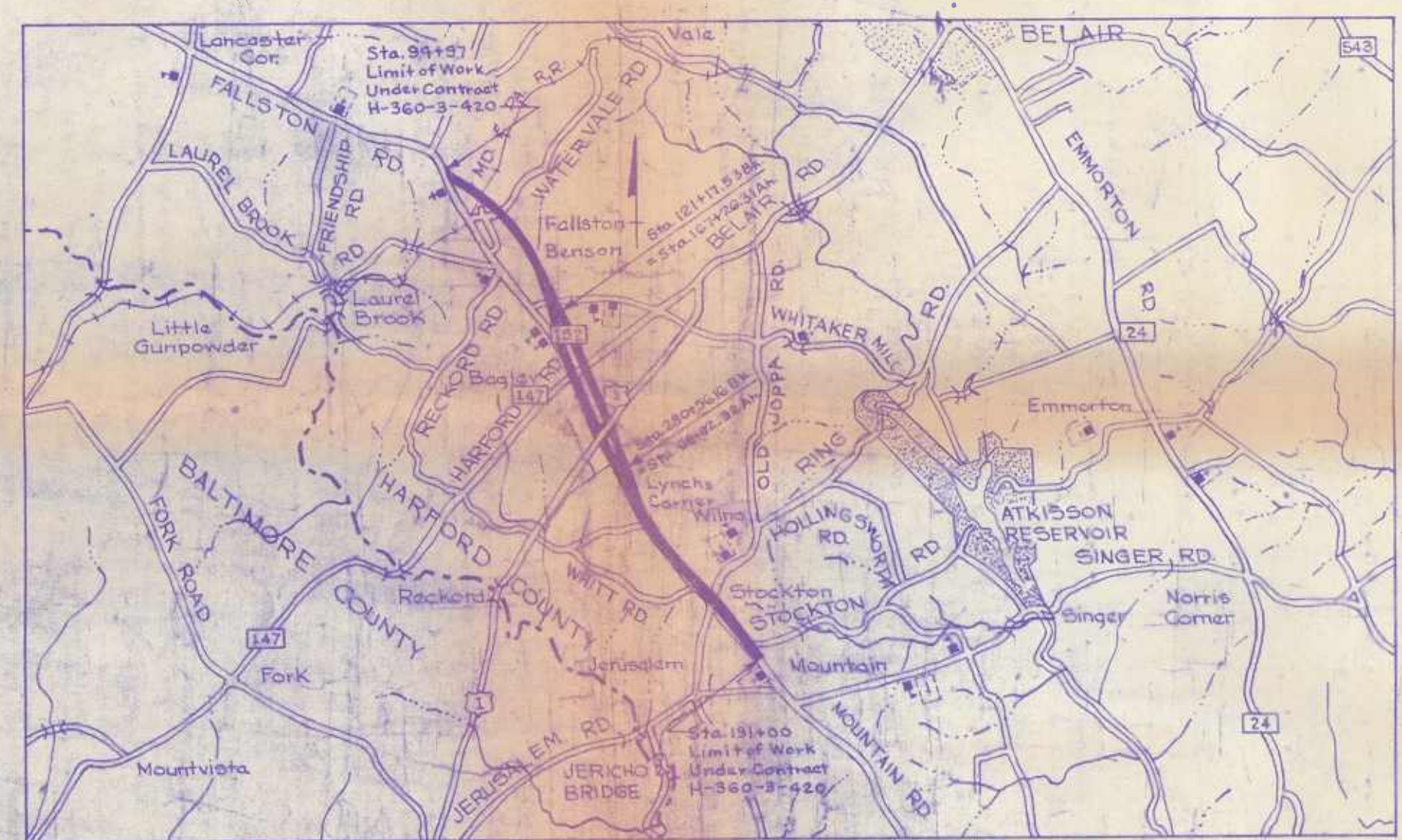
PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

FEDERAL AID PROJECT NO.

(MD. RTE. NO. 152) 2.5 MI. N. OF U.S. RTE. NO. 40 TWD. SCARFF

SCALE { PLAN, 1 IN. = 50 FT.
PROFILE, HOR. 1 IN. = 50 FT. VERT. 1 IN. = 10 FT.

CONTRACT NO. H-360-3-420



LOCATION PLAN

LENGTH OF PROJECT: 4.057 MI.

SCALE: 1" = 1 MI.

DESIGN SPEED - 60 M.P.H.
EXCEPT IN RESTRICTED ZONE

ACCESS CONTROLLED BETWEEN
THE FOLLOWING LIMITS:
STA. 200+32.86 TO STA. 234+40 ON LT.
STA. 200+32.86 TO STA. 243+ ON RT.
STA. 100+ TO STA. 114+ ON LT.
STA. 100+ TO STA. 114+ ON RT.
STA. 156+ TO STA. 98+ ON LT.
STA. 156+ TO STA. 92+ ON RT.
- AND AT INTERSECTIONS.

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	DATUM LINE 174.6
BASE OR SURVEY LINE	-----	GRADE ELEVATION	DATUM LINE 81.7

DETAILS OF CULVERTS, ETC. SEE STANDARD SHEET.
SPECIFICATIONS AND STANDARD PLANS ON FILE IN BUREAU OF PUBLIC ROADS.

REVIEWED & APPROVAL / RECOMMENDED
11-29-57
Clarence W. Lawson
ENGINEER OF ROAD DESIGN

APPROVAL RECOMMENDED
12/4/57
W. H. Goldstein
DIRECTOR OF HIGHWAY CONSTR.

APPROVED
Norman M. Burtch 12/4/57
CHIEF ENGINEER

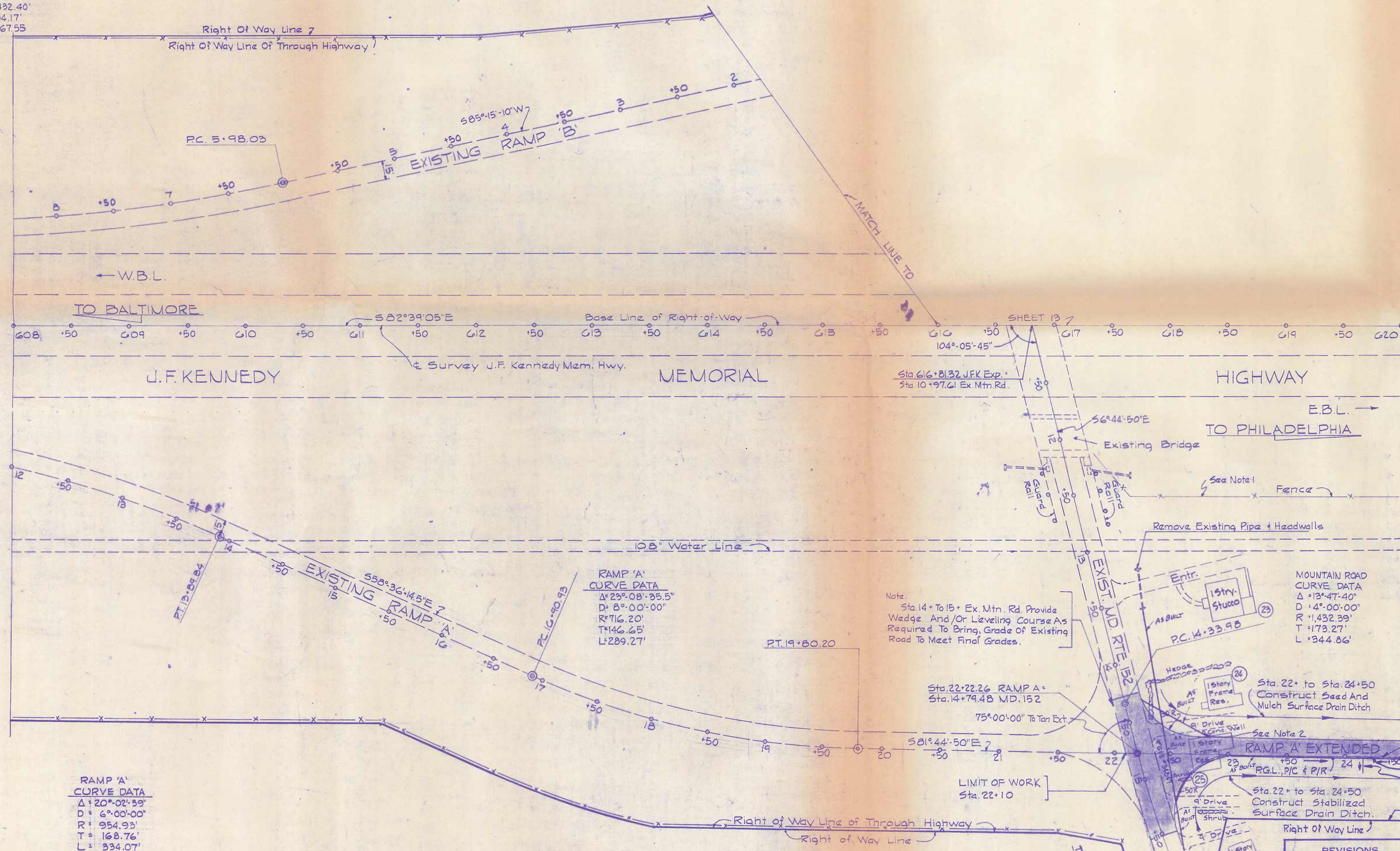
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED
DIVISION ENGINEER

MICROFILM

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.		16	47

RAMP 'B'
CURVE DATA
 $\Delta = 10^{\circ}42'07.5''$
 $D = 4^{\circ}00'00''$
 $R = 1432.40'$
 $T = 134.17'$
 $L = 267.55'$



B.M. * 7B
 Spike in 20' Oak, 163.0' Lt.
 @ S.B.L. Sta. 51+00
 Elev. 153.64

Note-1 Remove & Salvage Existing Right Of Way Fence Sta. 617+ To Sta. 620+
 Rt. B JFK Expressway - Reset Fence Sta. 22+ To Sta. 24+ Rt. B Ramp
 'A' Extended. See Detail Sheet No. 35.
 Note-2 Backfill & Cap Existing Wall As Directed By The Engineer.
 See Detail Sheet No. 4

CROSS REFERENCES
 RAMP 'A' EXTENDED
 1. For Typical Section See Sheet 3A
 2. For Profile Grade Line - See Sheet 12A

Note:
 Sta. 14+ To 15+ Ex. Mtn. Rd. Provide
 Wedge And/Or Leveling Course As
 Required To Bring Grade Of Existing
 Road To Meet Final Grades.

MOUNTAIN ROAD
 CURVE DATA
 $\Delta = 13^{\circ}47'40''$
 $D = 4^{\circ}00'00''$
 $R = 1432.39'$
 $T = 173.27'$
 $L = 344.86'$

RAMP 'A'
CURVE DATA
 $\Delta = 120^{\circ}02'59''$
 $D = 4^{\circ}00'00''$
 $R = 954.93'$
 $T = 168.76'$
 $L = 334.07'$

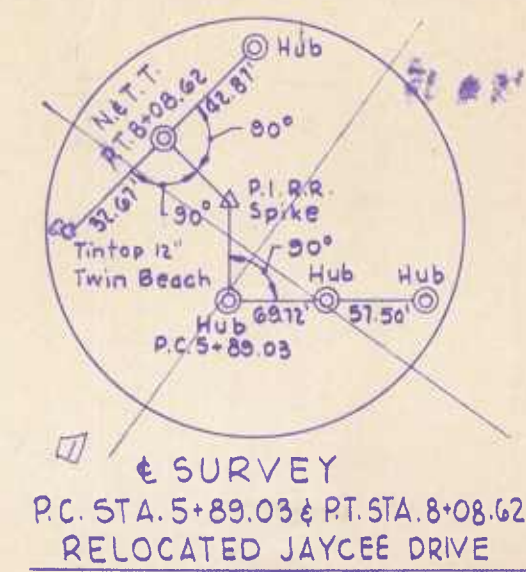
SCALE PLAN: 1 IN. = 50 FT.
 FOR R/W SEE PLAT NOS. 37019, 37020, 37021

REVISIONS	
AS BUILT	4-17-78

STATE OF MARYLAND
 STATE ROADS COMMISSION
 MARYLAND ROUTE "152"
 U.S. ROUTE 40 TO STOCKTON ROAD

CONT. NO. H-360-5-471 F. A. P. NO. SHEET NO. 16 OF 47
 PREL. TRAC. BY E.B. & A. FINAL TRAC. BY

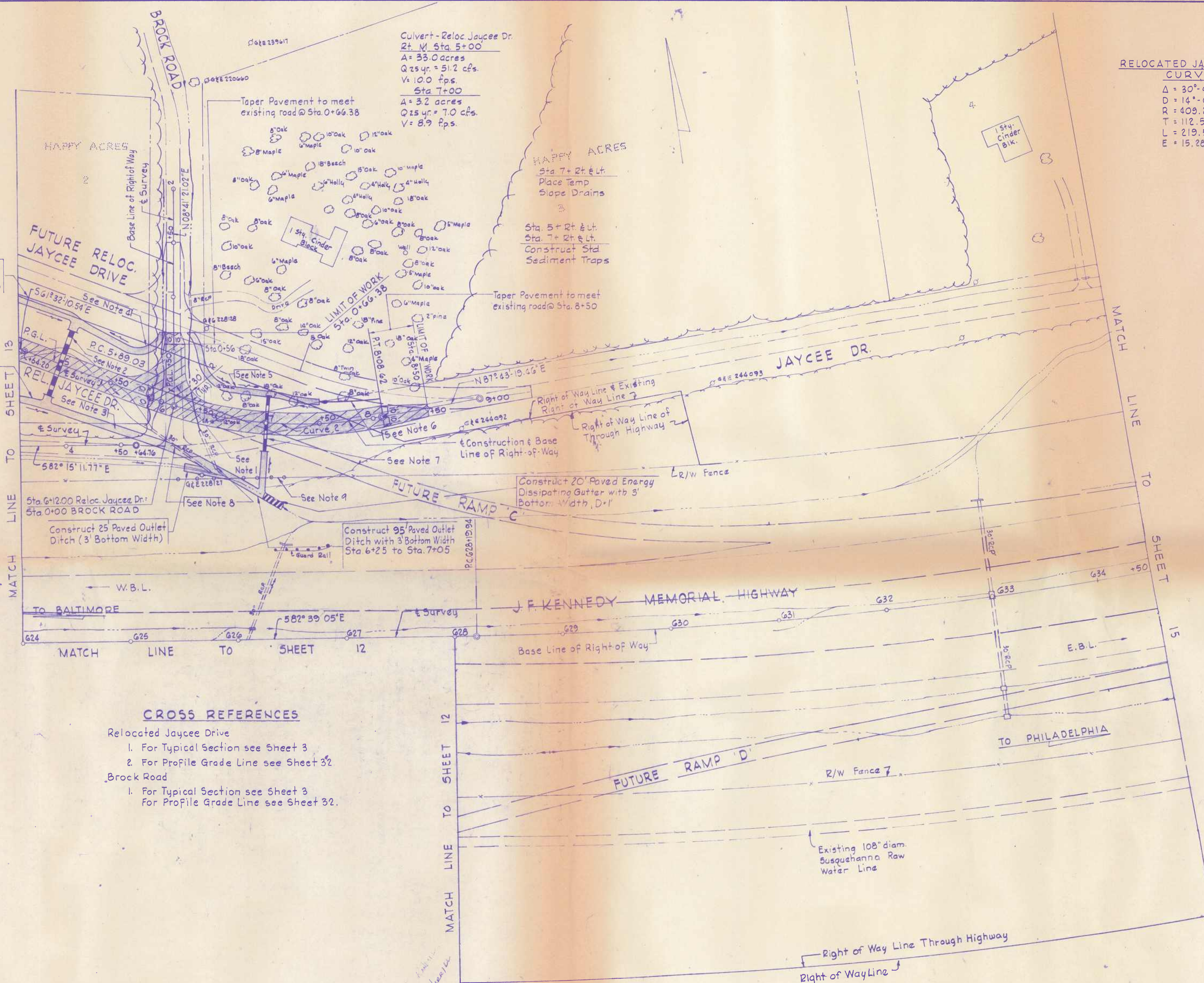
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.		14	47



RELOCATED JAYCEE DRIVE CURVE 2
 $\Delta = 30^\circ 44' 30''$
 $D = 14^\circ 00' 00''$
 $R = 409.26'$
 $T = 112.50'$
 $L = 219.59'$
 $E = 15.26'$

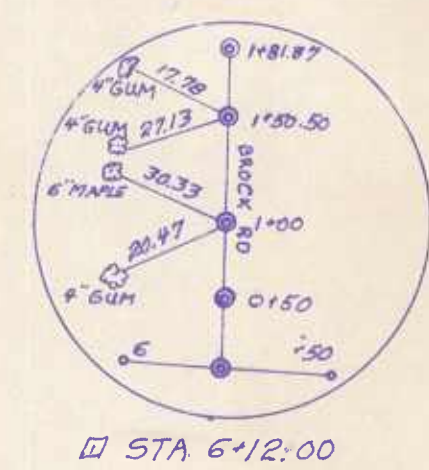
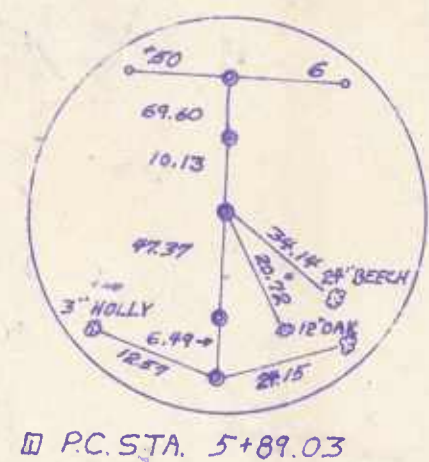
J.F. KENNEDY MEMORIAL HWY.
 $\Delta = 26^\circ 57' 58''$ Lt.
 $D = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 315.87'$
 $L = 1,797.74'$
 $E = 108.26'$

Culvert - Reloc Jaycee Dr.
 21' M. Sta. 5+00
 A = 33.0 acres
 Q 25 yr = 51.2 cfs.
 V = 10.0 fps
 Sta. 7+00
 A = 32 acres
 Q 25 yr = 7.0 cfs.
 V = 8.9 fps.



- Note 1: Warp Brock Road pavement slopes to meet Relocated Jaycee Drive pavement grade.
- Note 2: Sta. 5+00
 64'-42" B.C.C.M.P. (Type 'C') 12 ga.
 10' Paved Inlet Ditch Lt.
 1 - Standard Type 'C' Wall Lt. (Inv. 117.8)
 1 - Standard Type 'C' Wall Rt. (Inv. 116.2)
 8' Paved Outlet Ditch Rt.
- Note 3: Sta. 4+95 to Sta. 6+25
 Construct Paved Side Ditch (3' Bottom Width)
- Note 4: Sta. 5+05 Relocated Jaycee Drive to Sta. 0+66 Brock Road. Construct Paved Side Ditch (Transition to meet existing ditch) Lt. Sta. 0+66 Brock Rd.)
- Note 5: Sta. 0+66 Brock Rd. to Sta. 7+50 Relocated Jaycee Drive
 Construct Paved Side Ditch. From edge of shoulder grade @ 4:1 for 4' then maintain 2:1 slope to invert (Transition to meet existing ditch) Rt. Sta. 0+66 Brock Rd.)
- Note 6: Sta. 7+50 to Sta. 8+10
 Construct Seed & Mulch Surface Drain Ditch
 Transition surface drain ditch from 1' depth @ Sta. 7+50 to 0' depth @ Sta. 8+10. At Sta. 8+10 grade @ 2:1 slope from edge of shoulder to existing ground.
- Note 7: Sta. 7+00
 47'-18" B.C.C.M.P. (Type 'C') 14 ga.
 2 - Standard End Sections (Inv. 115.0 Lt - Inv. 114.0 Rt.)
 38' Paved Outlet Ditch (2' Bottom Width)
- Note 8: Remove Existing Pipes.
- Note 9: Relocated Jaycee Drive Sta. 6+ to Sta. 7+
 Remove & Salvage existing Right of Way fence during construction of drainage ditches. Reset Salvaged fence in its original location upon completion of construction.
 For Details See Sheet 35.

- CROSS REFERENCES**
- Relocated Jaycee Drive
 - 1. For Typical Section see Sheet 3
 - 2. For Profile Grade Line see Sheet 32
 - Brock Road
 - 1. For Typical Section see Sheet 3
 - For Profile Grade Line see Sheet 32.



SCALE PLAN: 1 IN. = 50 FT.
 FOR R/W SEE PLATS NOS. 37919, 34446, 37978, & 34452

REVISIONS	
REVISION	1-4-73

STATE OF MARYLAND
 STATE ROADS COMMISSION
 MARYLAND ROUTE 152
 U.S. ROUTE 40 TO STOCKTON RD

CONT. NO. H360-5-471 F. A. P. NO. SHEET NO. 14 OF 47
 PREL. TRAC. BY R.W.L., B.H.B. FINAL TRAC. BY S.V.O., G.F.N.

TO U.S. ROUTE 40

To Stockton Road

Sta. 2+27 Ramp 'B' Ext.
Sta. 2+47 Rt. Turn Lane
Sta. 62+47 Lt. Md. Rte. 152
Sta. 63+27 Rt. Md. Rte. 152
Sta. 66+27 Lt. Md. Rte. 152
Sta. 2+47 Reloc. Jaycee Drive
Sta. 4+27 Reloc. Jaycee Drive
Construct Std. Sediment Traps

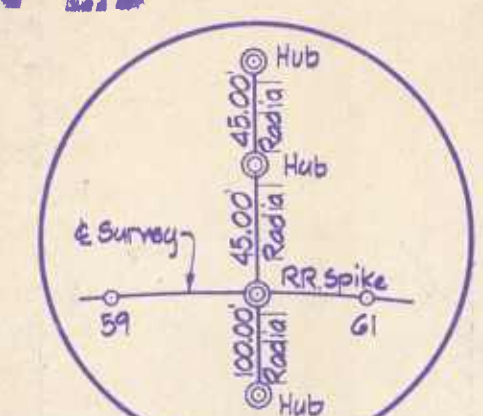
Sta. 61+81.32 J.F.K. Exp.
Sta. 10+97.61 Md. Rte. 152

Culvert - Ramp 'B' Ext.
Sta. 2+42
A: 5.8 acres
Q: 25 cfs.
V: 7.5 f.p.s.

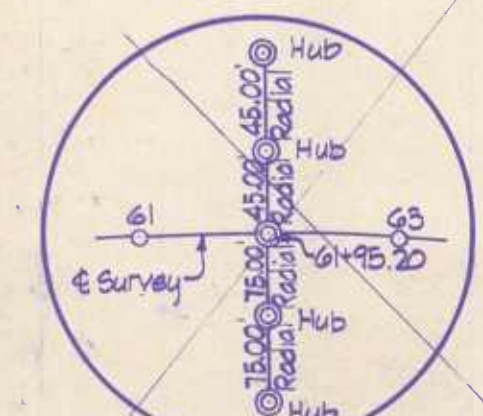
RM # 88 - Spike In @ Eddy Pole
228123 Lt. @ S.B.L.
Sta. 60+75
Elev. 133.17'

☉ SURVEY CURVE DATA
Δ = 16° 27' 30"
D = 0° 30' 00"
R = 11,459.16'
T = 1657.25'
L = 3291.67'
E = 119.22'
S.E. Rate = Remove Crown
For S.E. Diagrams & Charts
See Sheet 34.

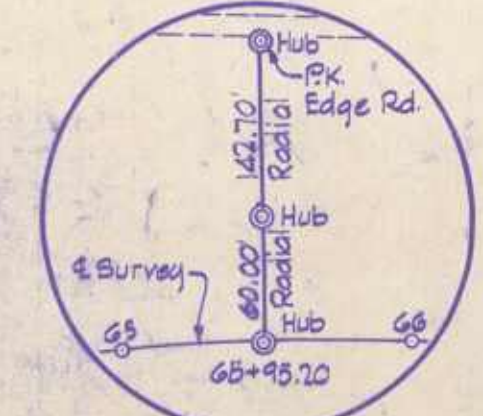
RELOCATED JAYCEE DRIVE CURVE 1
Δ = 34° 00' 00"
D = 14° 00' 00"
R = 409.26'
T = 125.12'
L = 242.86'
E = 18.70'



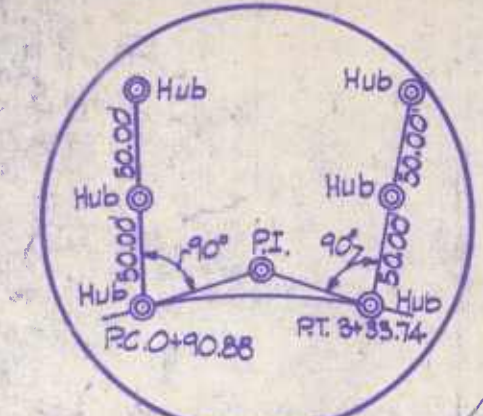
☉ SURVEY STA. 59+85



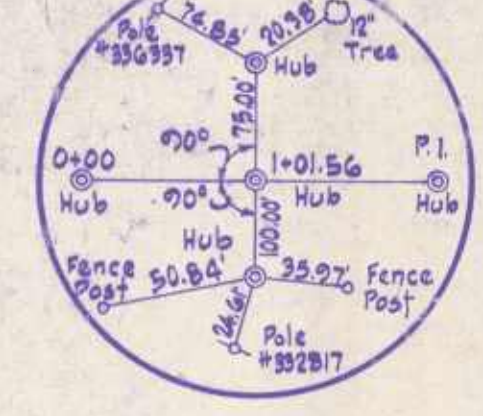
☉ SURVEY STA. 61+15.20



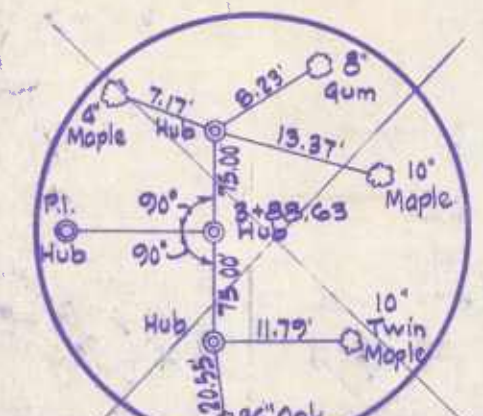
☉ SURVEY STA. 65+95.20



☉ SURVEY P.C. 0+90.88 & P.T. 3+33.74



P.C. 1+01.56 RIGHT TURN LANE



P.T. 3+88.63 RIGHT TURN LANE

☉ SURVEY CURVE DATA

RELOCATED JAYCEE DRIVE CURVE 1

Sta. 4+50 To Sta. 4+75 Construct Paved Side Ditch

Sta. 2+75 To Sta. 4+40 Construct Paved Side Ditch (3' Bottom Width)

STA. 61+95.20

RT. STA. 3+88.63

RT. STA. 3+88.63

RT. STA. 3+88.63

RT. STA. 3+88.63

SCALE PLAN: 1 IN = 50 FT.
FOR 12/W SEE PLAT NOS. 34446, 34448, 37021

MATCH LINE TO SHEET 16

LIMIT OF WORK STA. 0+00



- Note 1: Construct Standard Type 'A' Combination Curb & Gutter. For Detail See Sheet 3.
- Note 2: Nose Down Curb. For Detail See Sheet 4.
- Note 3: Tie Standard Type 'A' Combination Curb & Gutter To Bridge Parapet
- Note 4: Construct Standard Type 'A' Combination Curb & Gutter. For Curb & Gutter Detail See Sheet 3. For Method of Construction See Detail Sheet 4.
- Note 5: Construct Shoulder As Shown. Transition From Normal Shoulder Slope To Bridge Cross Slope At A Rate Of 1:150.
- Note 6: Bridge By Others. Contract H 360-6-471.
- Note 7: Existing Ground Contours Indicate Extent Of Embankment Constructed By Bridge Contractors For Future Details See Sheet 18. Also See Special Provisions. For Plan of Initial Embankment By Others See Contract H 360-6-471 Sheet 11.
- Note 8: Warp Ramp 'B' Extended Pavement Slopes To Meet Existing Md. Rte. 152 Pavement Grade.
- Note 9: Warp Relocated Jaycee Drive Pavement Slopes To Meet Mainline Pavement Grade.
- Note 10: 1- Standard Type 'E' Combination (Top Elev. 145.0 Inv. Elev. 141.5) 8'-15" B.C.C.M.P. 16 ga. 1'-15" B.C.C.M.P. 45' Bend Remove 4' Ex. 15" B.C.C.M.P. For Details of Inlet Location & Curbing See Sheet 4.
- Note 11: Construct 20' Paved Side Ditch
- Note 12: Sta. 60+20 To 61+00 Construct Paved Side Ditch (3' Bottom Width).
- Note 13: Sta. 0+80 To Sta. 2+70 Construct Stabilized Side Ditch.
- Note 14: Standard Metal End Section For 30" C.M.P. 50' Left Sta. 2+50 @ Rt. Turn Lane 192 LF 30" B.C.C.M.P. Type 'C' No. 14 Gauge Standard Metal End Section For 30" C.M.P. 30' Rt. Sta. 2+90 @ Ramp 'B' Ext.
- Note 15: Sta. 0+60 To 2+75 Construct Seed & Mulch Side Ditch (Sta. 2+60 To Sta. 2+75 Trans. Bottom Width From 1.5' To 3').
- Note 16: Sta. 64+25 To Sta. 66+75 Construct Paved Surface Drain Ditch.
- Note 17: Sta. 1+10 To 4+50 Construct Seed & Mulch Side Ditch.
- Note 18: M.L. Sta. 58+27 To Sta. 59+47 Reset Right Of Way Fence Removed & Salvaged By Others Under Contract H 360-6-471 As Indicated. For Details See Sheet 35.
- Note 19: Sta. 61+94 20'-6" Underdrain Outlet Pipe & Headwall. Sed. 2' Width For 5' Length @ Headwall Outfall.
- Note 20: Sta. 0+ To Sta. 1+ Remove & Salvage 50' Of Existing Guard Rail.
- Note 21: M.L. Sta. 59+ To 59+ Lt. & M.L. Sta. 59+ To Sta. 59+ Rt. Where Curb & Gutter Is Adjacent To M.L. Construct Paved Shoulder Using The Mainline Pavement Section For The Full Width of Shoulder To Std. Type 'A' Combination Curb & Gutter. Extend Dense Graded Stabilized Aggregate Base Course Beneath The Curb & Gutter To The Back Face Of Curb.
- Note 22: Std. 'K' Inlet (Single Grate) 36" Lt. Sta. 2+75 @ Ramp 'B' Ext. Inv. Elev. 136.50' 42' LF 15" B.C.C.M.P. Type 'C' No. 14 Gauge 1-15'x30" B.C.C.M.P. Tee Connection.

CROSS REFERENCE

- Main Line:
 - For Typical Section See Sheet 2
 - For Profile Grade Line See Sheet 18 & 19
- Relocated Jaycee Drive:
 - For Typical Section See Sheet 3
 - For Profile Grade Line See Sheet 32
- Ramp 'B' Extended @ Rt. Turn Lane:
 - For Typical Section See Sheet No. 3A
 - For Profile See Sheet No. 12A
 - For Grading Plan of Rt. Turn Lane & Island Area See Plan Sheet No. 12A

REVISIONS	
AS BUILT	4-17-78
REVISION	1-4-73

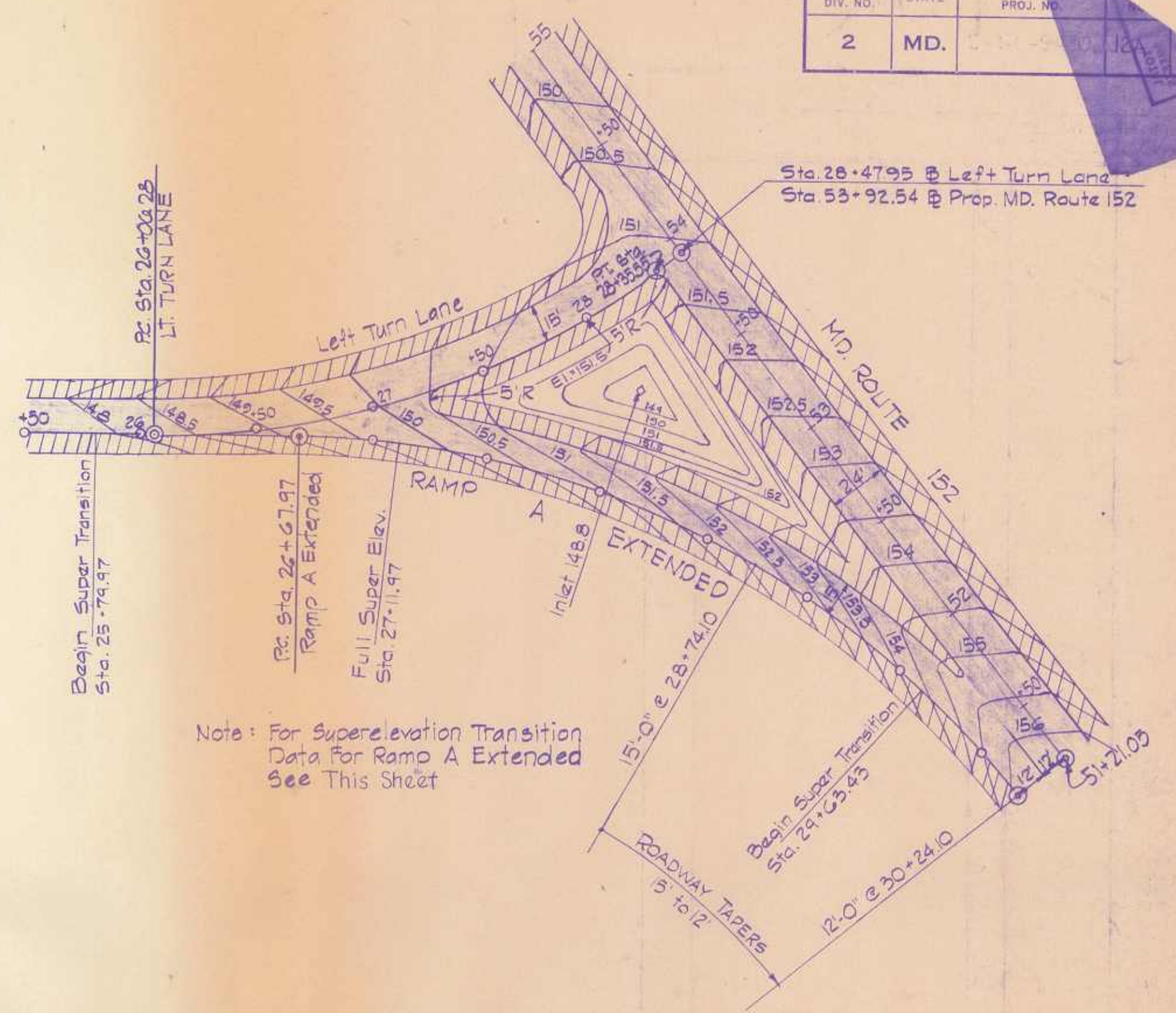
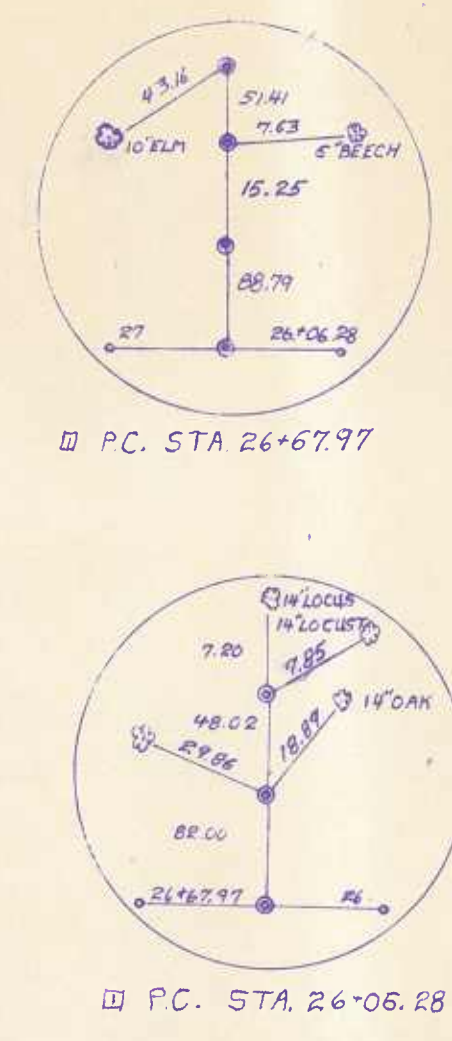
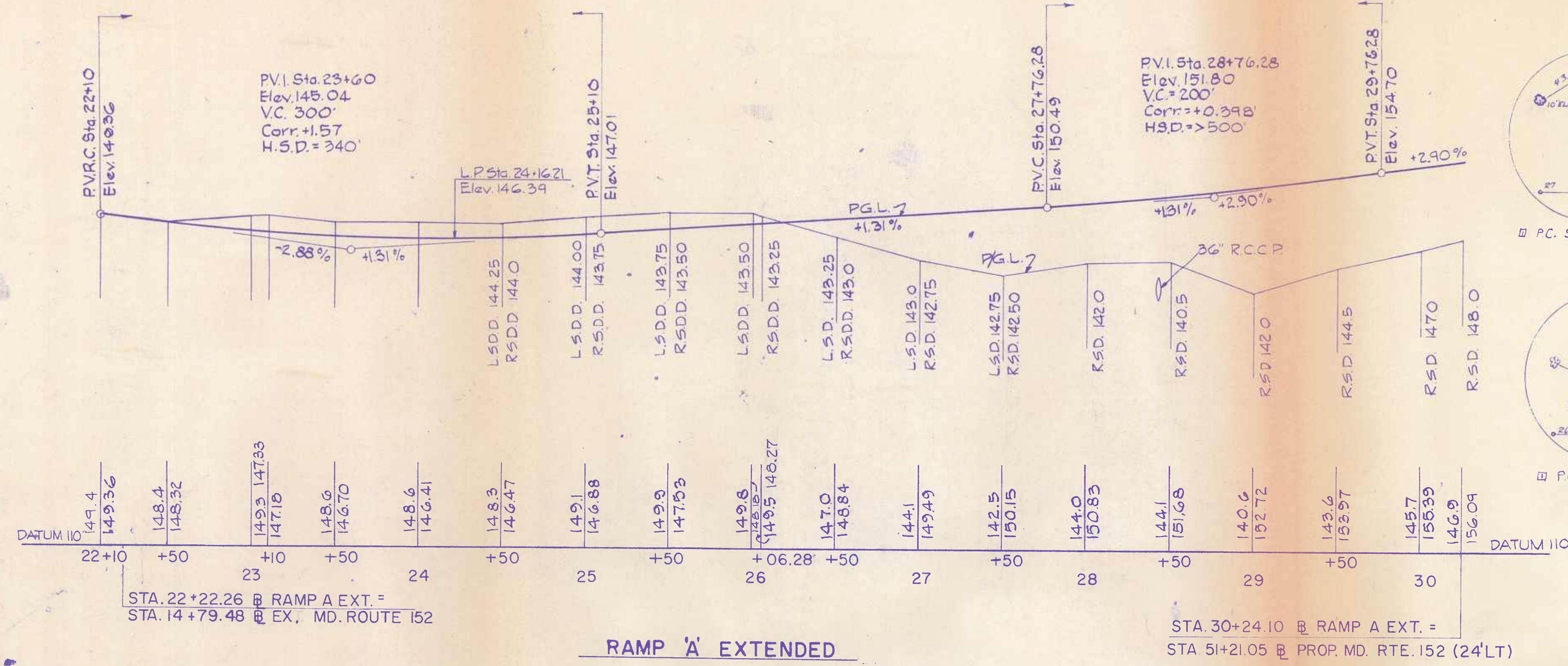
STATE OF MARYLAND
STATE ROADS COMMISSION
MARYLAND ROUTE 152
U.S. ROUTE 40 TO STOCKTON

CONT. NO. H-360-5-471 F. A. P. NO. SHEET NO. 13 OF 47
PREL. TRAC. BY E.B. & A. FINAL TRAC. BY

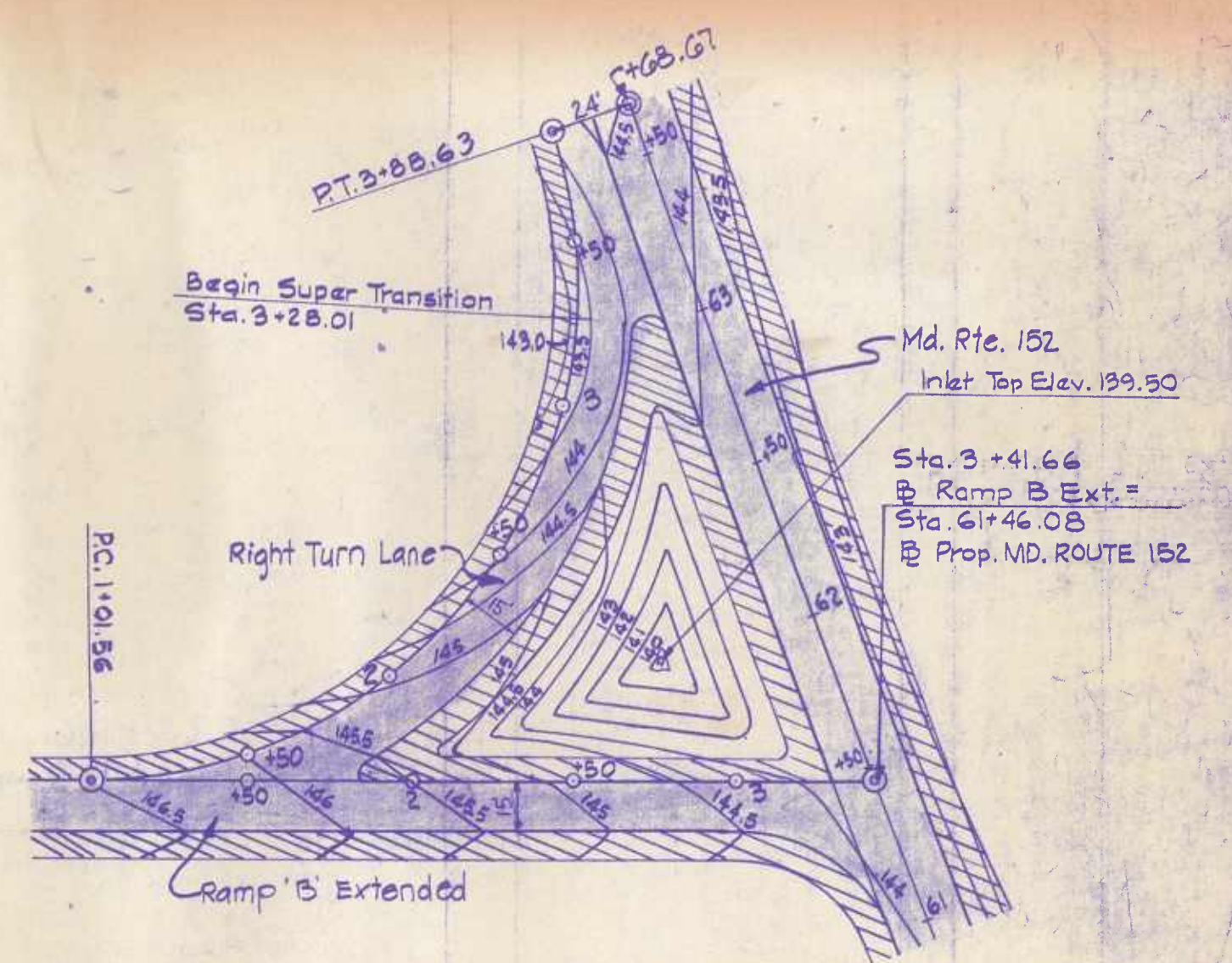
Sta. 60+ To Sta. 61+
Sta. 66+ To Sta. 69+
Remove 6" Root Mat

Sta. 59+ To Sta. 60+ Lt. Construct
100' Beam Type Guard Rail
1Ea. Beam Type Approach Flare
1Ea. Beam Anchorage @ Structure
Sta. 59+ To Sta. 59+ Lt. Construct
50' Beam Type Guard Rail
1Ea. Beam Type Approach Flare
1Ea. Beam Anchorage @ Structure

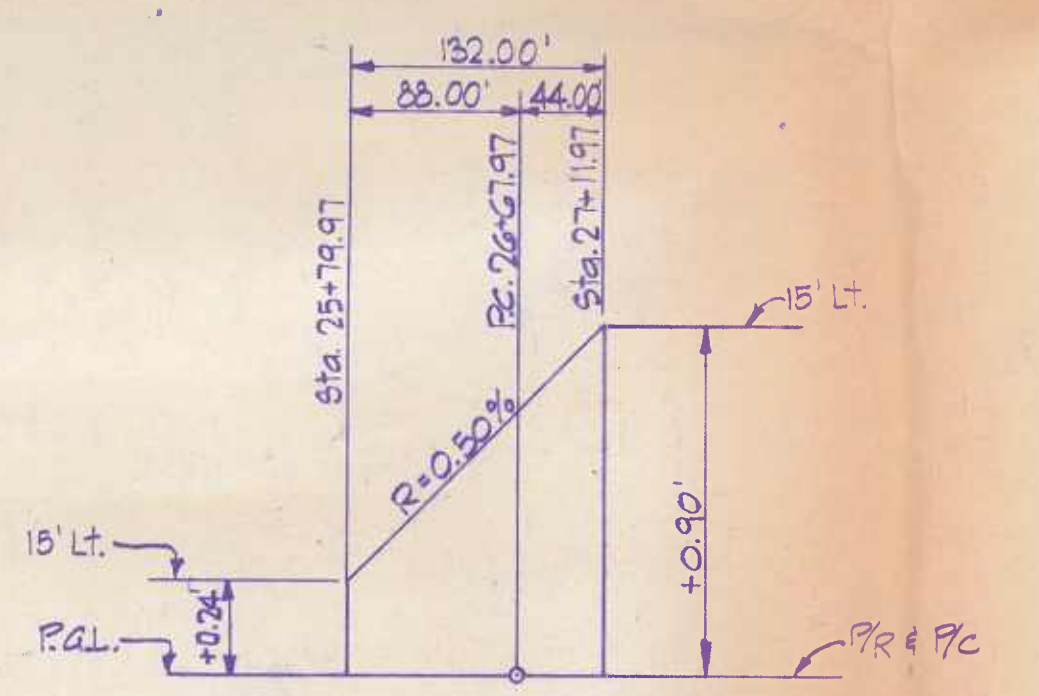
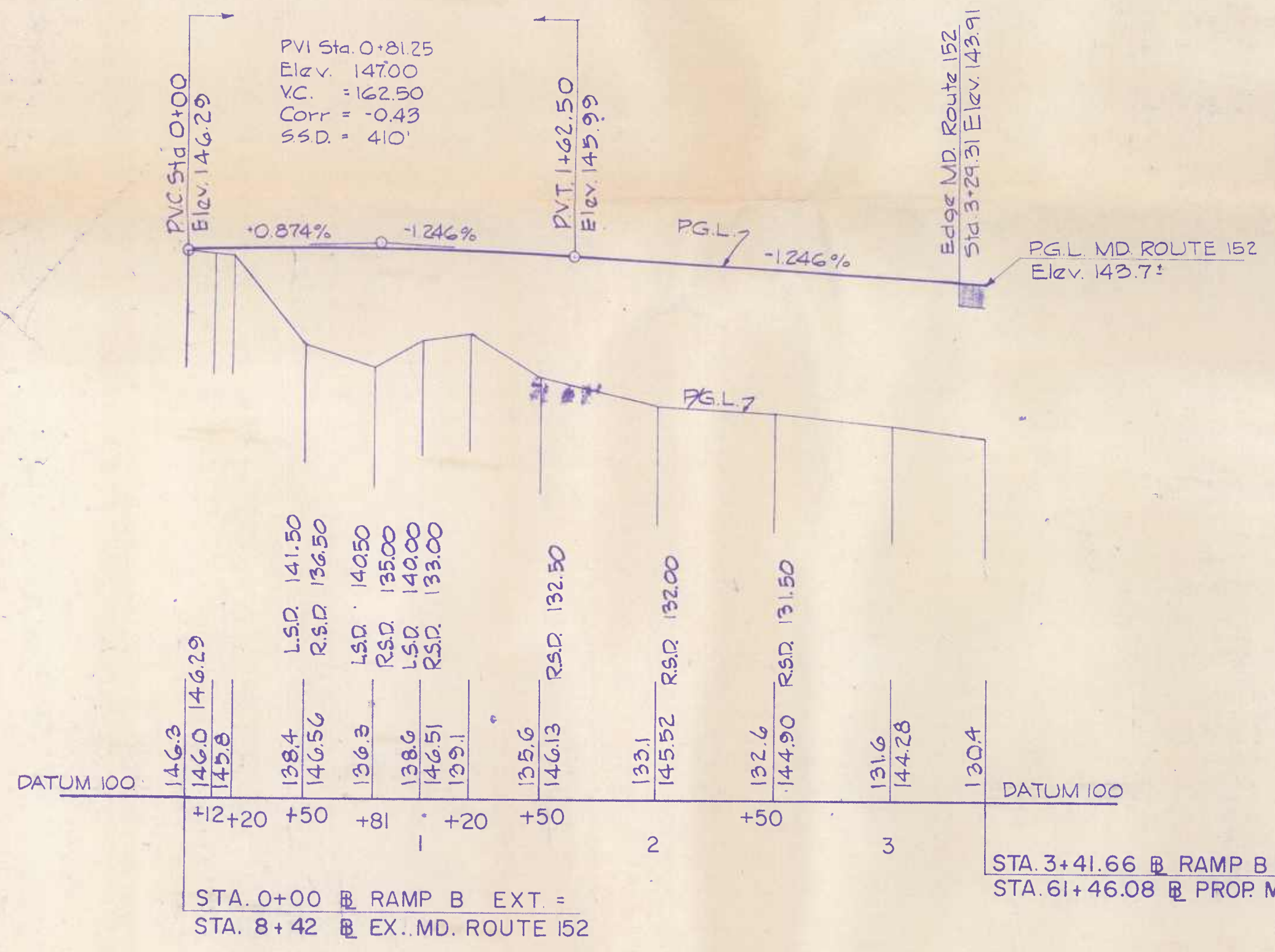
Sta. 66+ to Sta. 66+
Remove 6" Root Mat



GRADING PLAN
RAMP 'A' EXTENDED AT MD. ROUTE 152

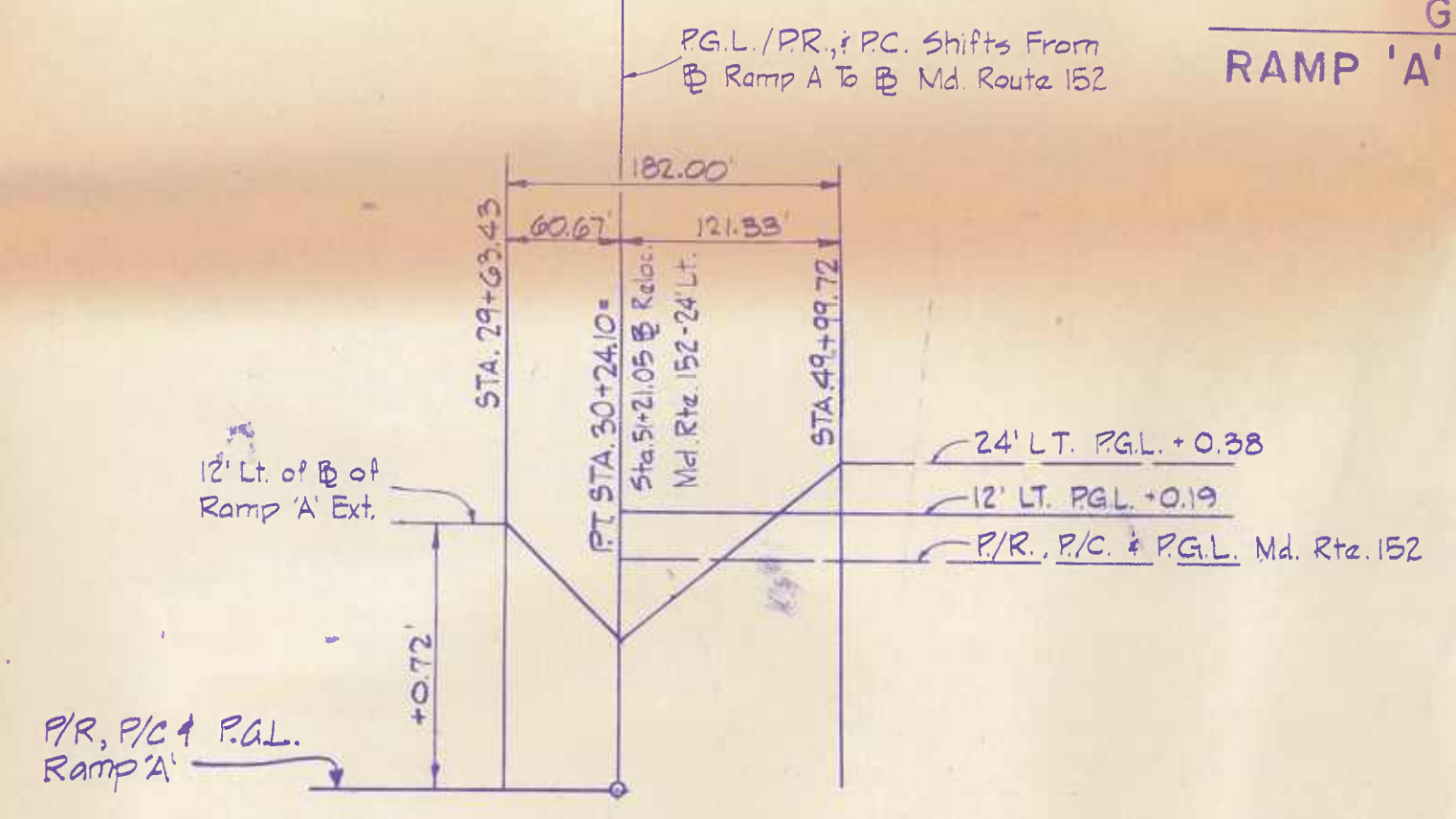


GRADING PLAN
RAMP 'B' EXTENDED AT MD. ROUTE 152



METHOD OF TRANSITION - RAMP A EXTENDED
PC 26+67.97
NORMAL CROWN TO 0.060' S.E.
14'-19'-26.22' CURVE RT.

15' LT.	CORR	P.A.L.	STATION	REMARKS
148.16	+24	147.92	25+79.97	NORMAL SECTION
148.57	+34	148.18	26+00	
148.64	+37	148.27	26+06.28	
148.98	+47	148.51	26+28	
149.43	+59	148.84	26+50	
149.75	+68	149.07	26+67.97	P.C.
149.89	+72	149.17	26+75	
150.33	+84	149.49	27+00	
150.55	+90	149.65	27+11.97	FULL S.E.

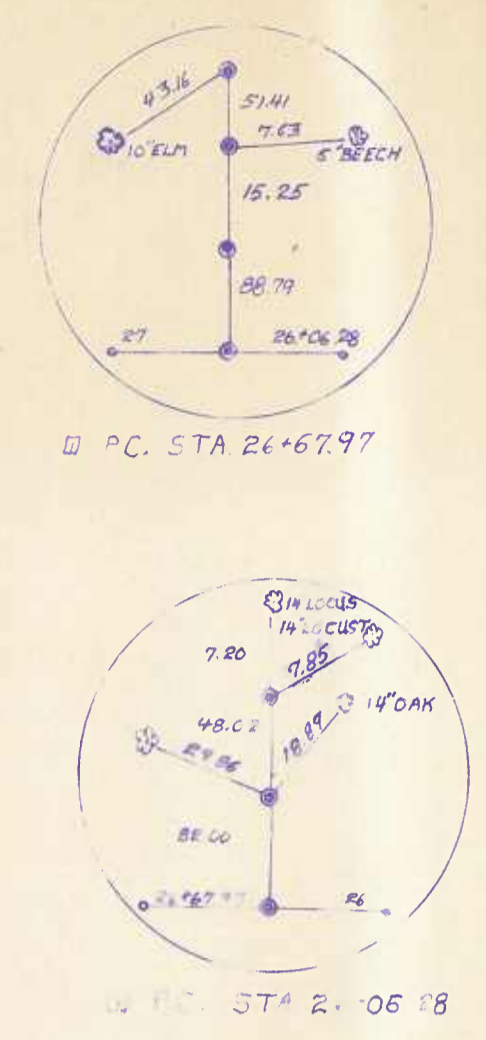
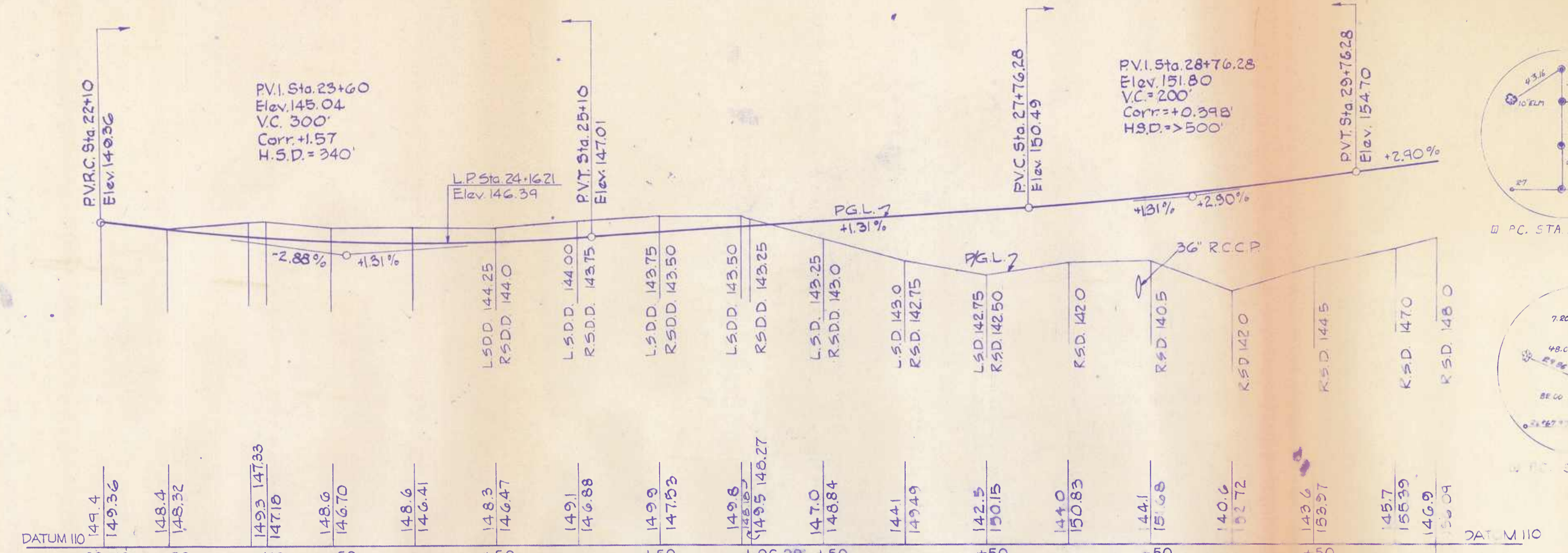


METHOD OF TRANSITION - RAMP A EXTENDED
P.T. 30+24.10 = STA. 31+21.05 @ RELOC. MD. RTE. 152 - 24' LT.
0.060' S.E. TO NORMAL CROWN
14'-19'-26.22' CURVE RT.

RAMP 'A'		TRANSITION ELEVATIONS				RELOCATED MD. RTE. NO. 152				REMARKS
STATION	ELEV.	24' LT.	CORR	12' LT.	CORR	P.A.L.	STATION	ELEV.	REMARKS	
29+63.43	12.96	154.70	+71	154.70					FULL S.E.	
29+76.28	12.48	155.95	+56	155.39						
30+00										
30+24.10	156.09	-22	156.50	+19	156.31	31+00	156.31	31+00	P.T.	
	156.09	-12	157.00	+19	156.81	31+00	156.81	31+00		
	157.42	.00	157.81	+19	157.47	+75				
	158.18	+13	158.24	+19	158.05	+50				
	158.76	+27	158.90	+19	158.71	+25				
	159.76	+38	159.57	+19	159.38	50+00				
	159.76	+38	159.57	+19	159.38	29+99.72				

SCALE PLAN: 1 IN. = 50 FT.
PROFILE: HOR. 1 IN. = 50 FT.; VERT. 1 IN. = 10 FT.

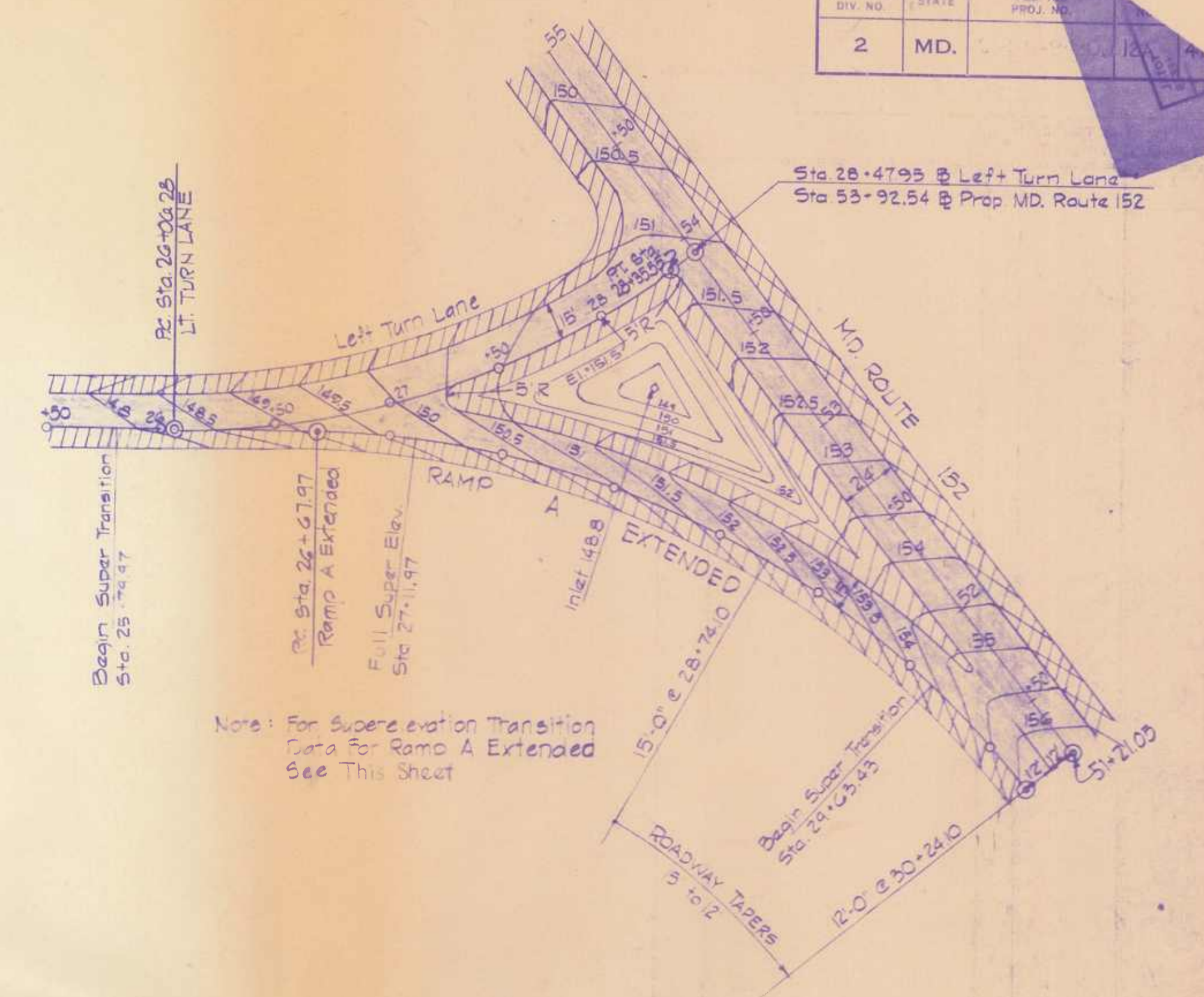
REVISIONS	
REVISION	1-4-73



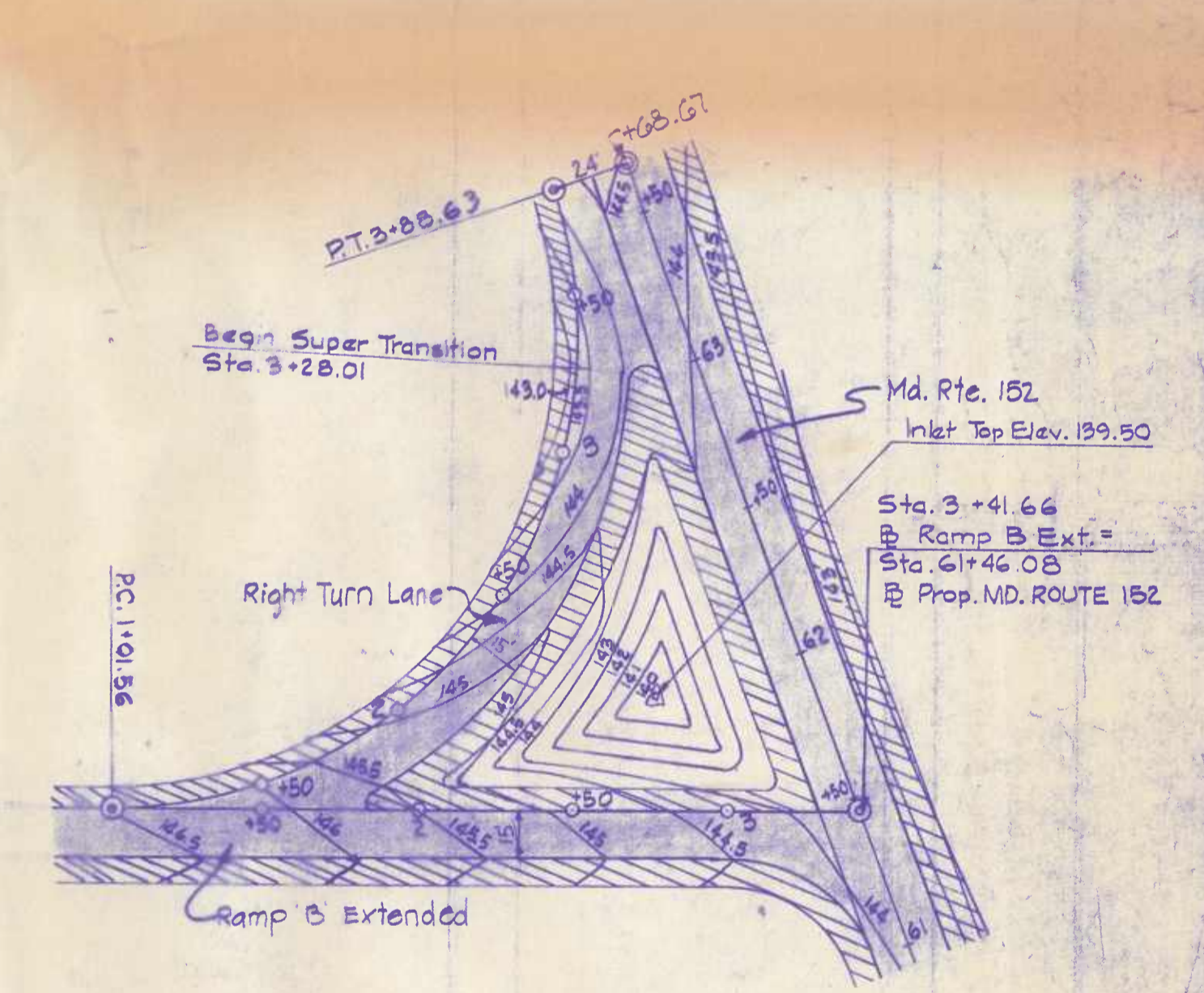
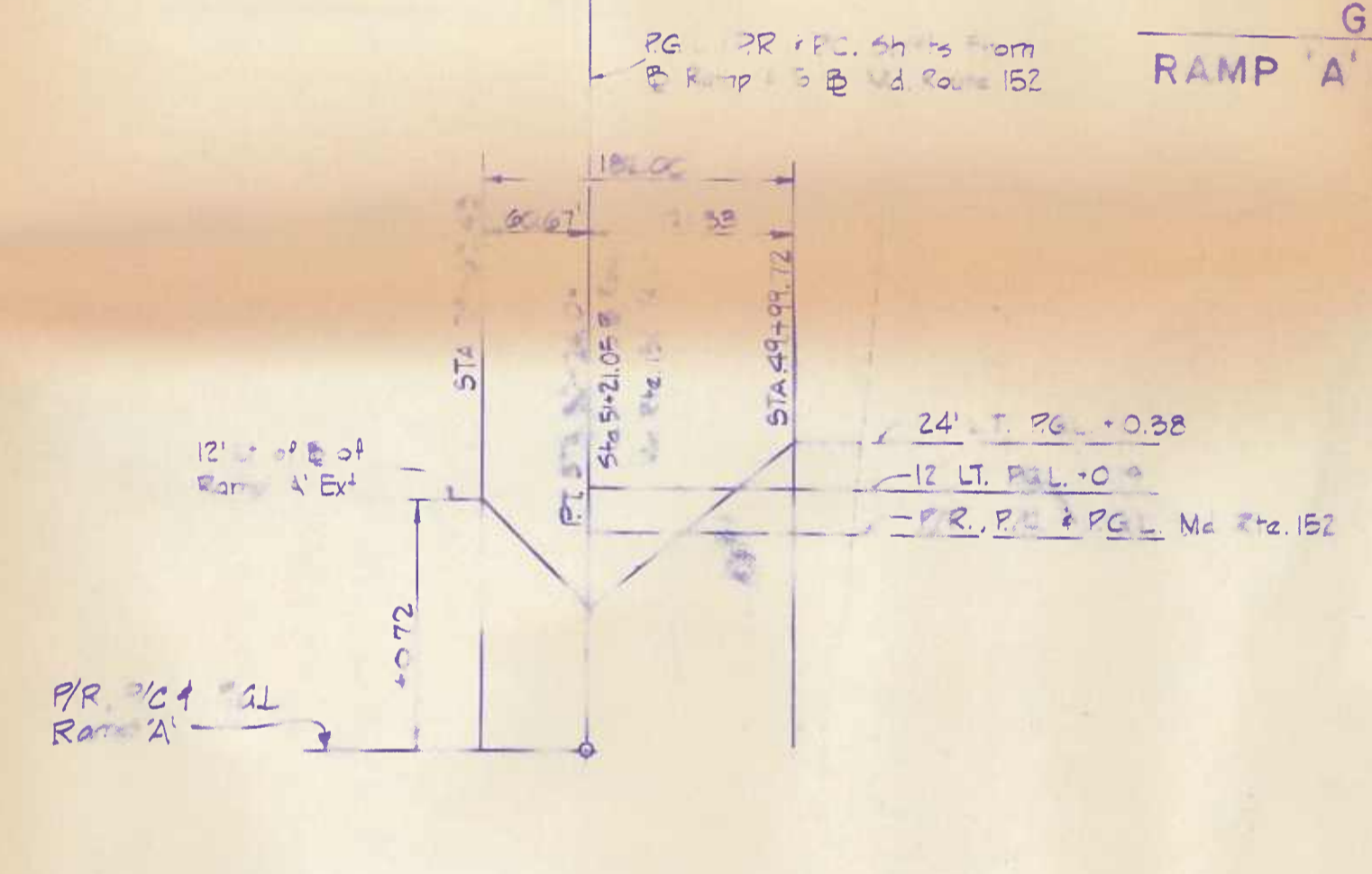
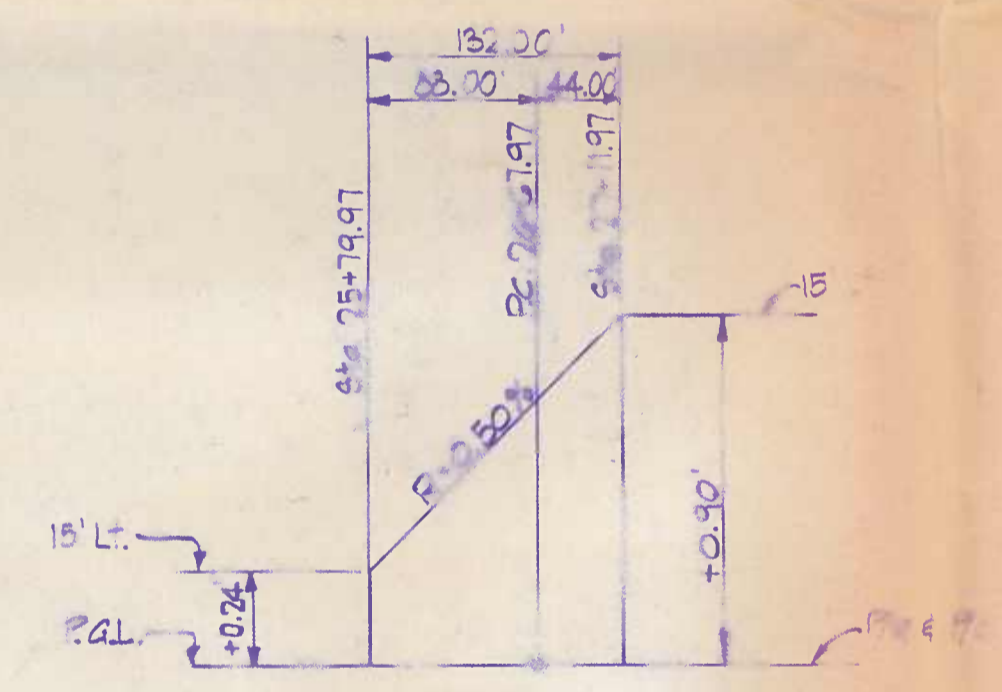
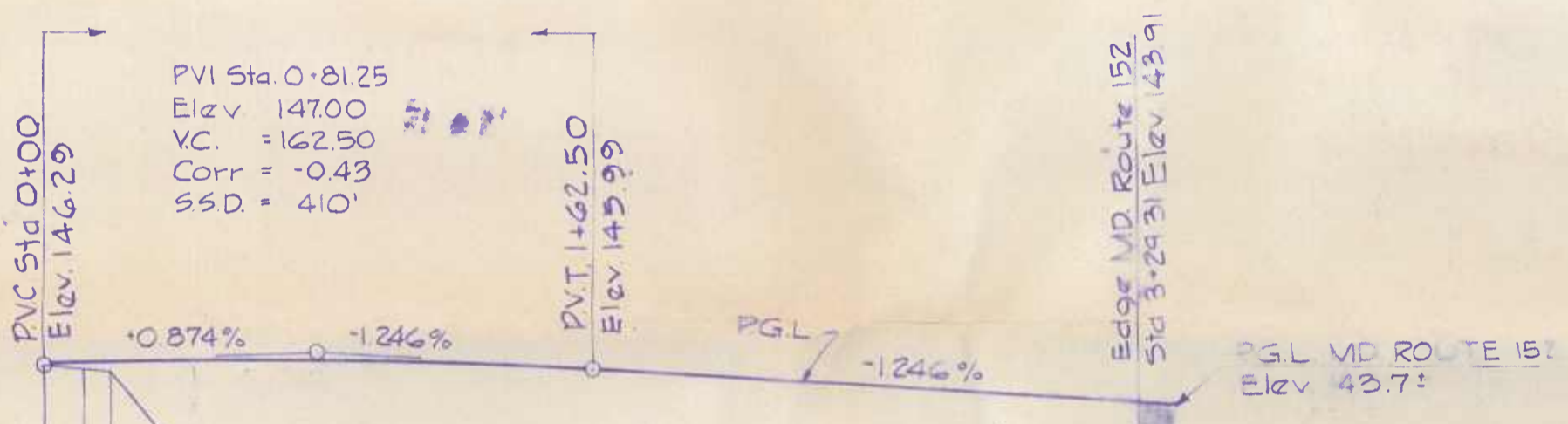
STA. 22+22.26 RAMP A EXT. = STA. 14+79.48 EX., MD. ROUTE 152

STA 30+24.10 RAMP A EXT. = STA 51+21.05 PROP MD. RTE 152 (24' LT)

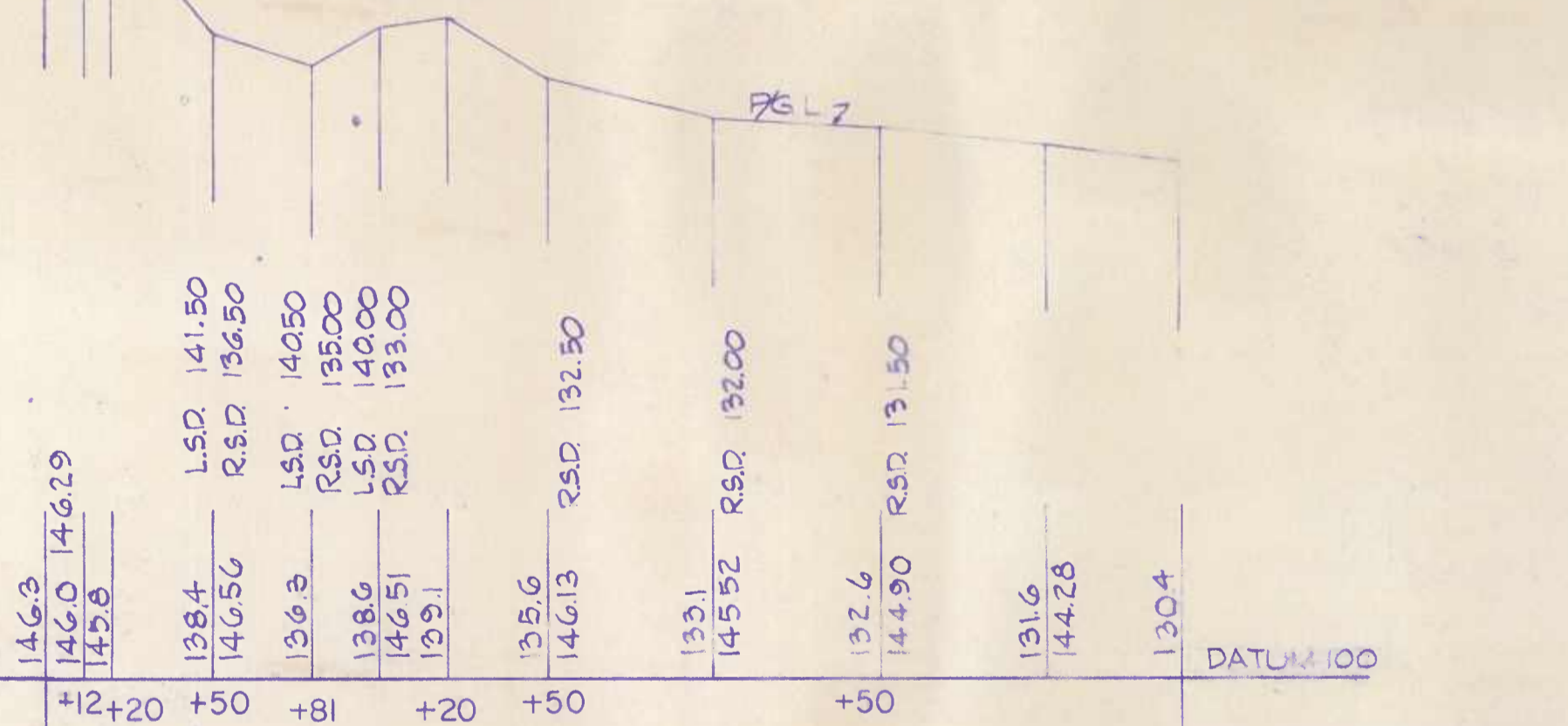
RAMP 'A' EXTENDED



**GRADING PLAN
RAMP 'A' EXTENDED AT MD. ROUTE 152**



**GRADING PLAN
RAMP 'B' EXTENDED AT MD. ROUTE 152**



METHOD OF TRANSITION - RAMP 'A' EXTENDED
PC 26+67.97
NORMAL CROWN TO 0.000/1.5%.
12' @ 24' x 12' @ CURVE RT

METHOD OF TRANSITION - RAMP 'B' EXTENDED
PC 30+24.10 STA 51+21.05 @ RELOC. MD. RTE 152-24 LT.
0.000/1.5% TO NORMAL CROWN
12' @ 24' x 12' @ CURVE RT

STA 0+00 RAMP B EXT. = STA 8+42 EX., MD. ROUTE 152

STA 3+41.66 RAMP B EXT. = STA 61+46.08 PROP MD. ROUTE 152

RAMP 'B' EXTENDED

STATION	TRANSITION ELEVATION	REMARKS	
148.57	+3	145.16	3+00
148.96	+3	145.57	3+00
148.96	+47	145.57	26+00
147.43	+4	143.25	26+00
147.15	+2	143.00	26+00
147.15	+1	142.17	26+75
150.33	+84	142.17	+40
150.55	+10	142.17	PT 26+90

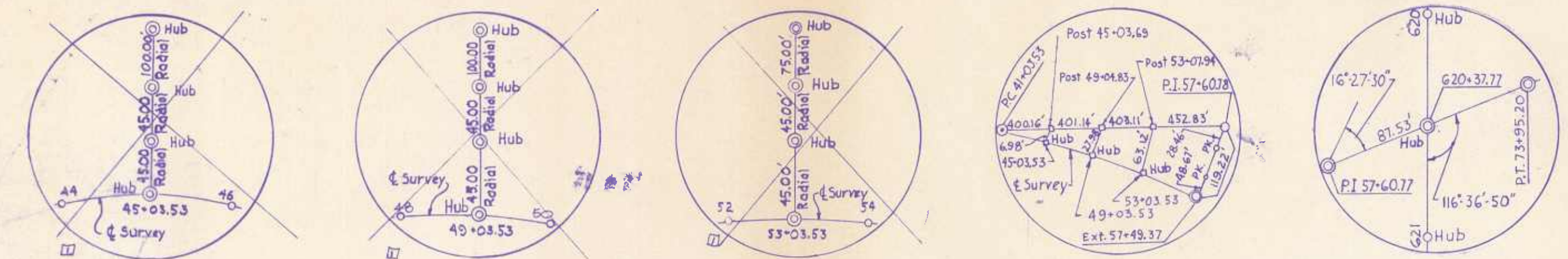
TRANSITION ELEVATION		RELOC. MD. RTE NO 152					REMARKS
STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	REMARKS	
148.57	+3	145.16	3+00	148.57	+3	145.16	3+00
148.96	+3	145.57	3+00	148.96	+3	145.57	3+00
148.96	+47	145.57	26+00	148.96	+47	145.57	26+00
147.43	+4	143.25	26+00	147.43	+4	143.25	26+00
147.15	+2	143.00	26+00	147.15	+2	143.00	26+00
147.15	+1	142.17	26+75	147.15	+1	142.17	26+75
150.33	+84	142.17	+40	150.33	+84	142.17	+40
150.55	+10	142.17	PT 26+90	150.55	+10	142.17	PT 26+90

SCALE: PLAN 1 IN. = 50 FT., PROFILE: HOR. 1 IN. = 50 FT., VERT. 1 IN. = 10 FT.

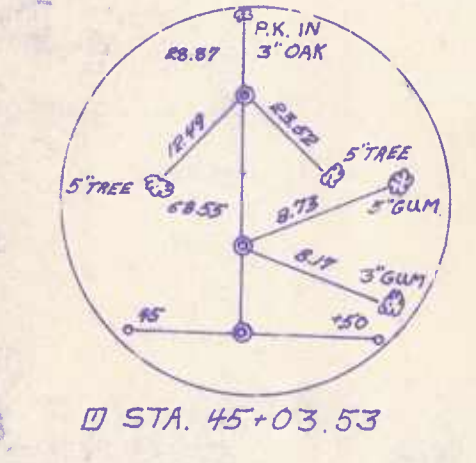
REVISIONS	
REVISION	1-4-73

STATE OF MARYLAND
STATE ROADS COMMISSION
MARYLAND ROUTE 152
U.S. ROUTE 40 TO STOCKTON ROAD

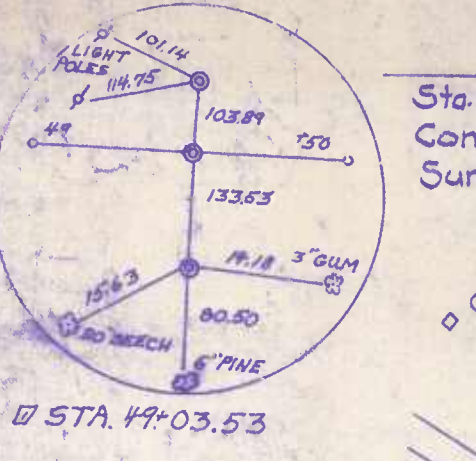
CONT. NO. H-360-5-471 F. A. P. NO. 122 SHEET NO. 2A OF 47
PREL. TRAC. BY E. B. A. FINAL TRAC. BY



SURVEY STA. 45+03.53
 SURVEY STA. 49+03.53
 SURVEY STA. 53+03.53
 SURVEY STA. 57+49.37
 SURVEY J.F. KENNEDY MEM. HWY. STA. 62+37.77

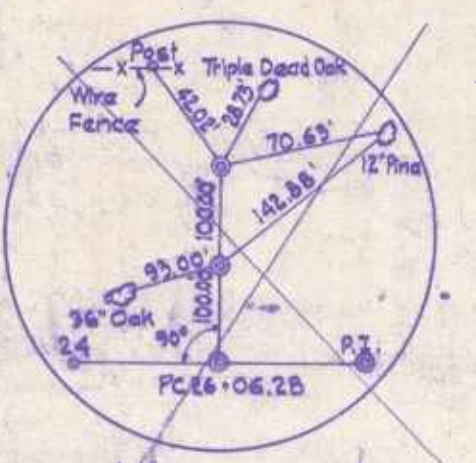


STA. 45+03.53

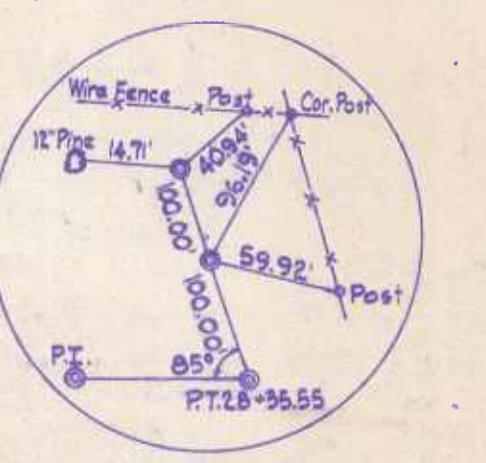


STA. 47+03.53

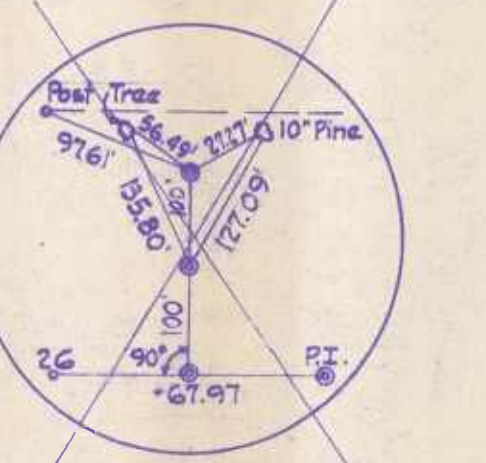
CURVE DATA
 $\Delta = 16^{\circ} 27' 30''$
 $D = 0^{\circ} 30' 00''$
 $R = 11,459.16'$
 $T = 1,657.25'$
 $L = 9,291.22'$
 $E = 119.22'$
 S.E. Rate = Remove Crown For S.E. Diagrams And Charts See Sht. 34



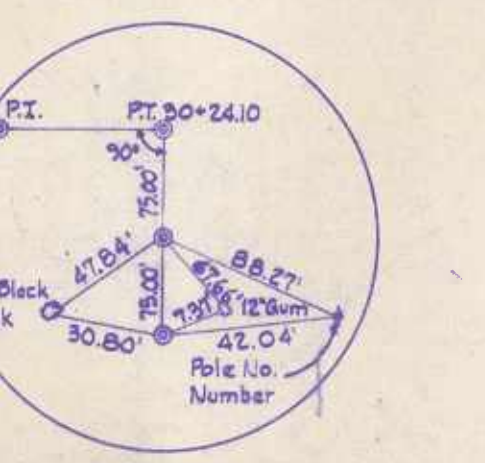
PC STA. 26+06.28
 LEFT TURN LANE
 SEE SHEET 12A



P.T. STA. 28+35.55
 LEFT TURN LANE



PC STA. 26+67.97
 RAMP 'A' EXT.
 SEE SHEET 12A



P.T. STA. 30+24.10
 RAMP 'A' EXT.

SCALE 1 IN. = 50 FT.
 FOR R/W SEE PLAT 40B, 37D1B, 37D1C

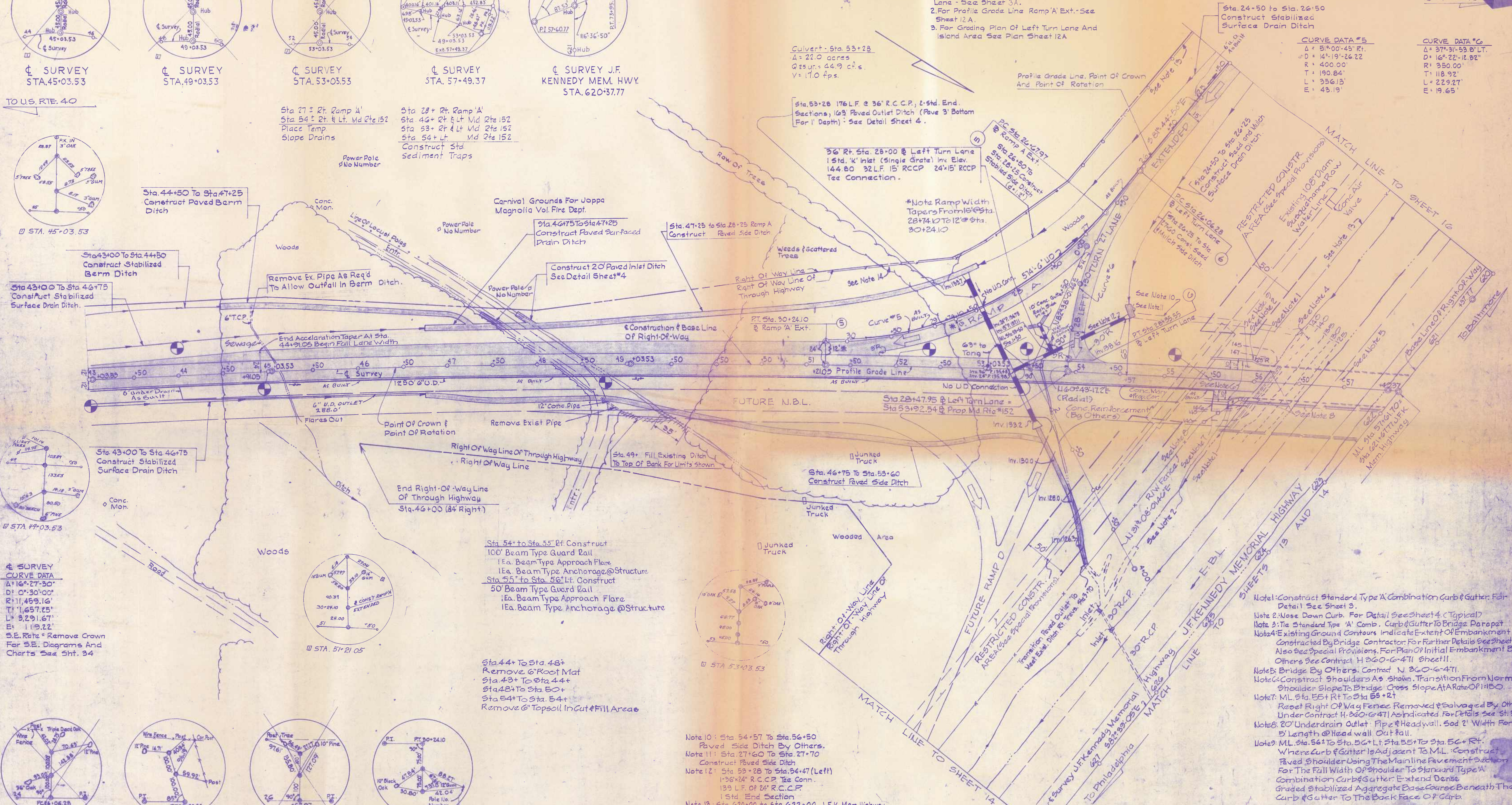
B.M. *78 Spike in 20' Oak, 163.0' LT.
 E.S.B.L. Sta. 51+00
 Elev. 153.64

CROSS REFERENCES

- MAINLINE**
 1. For Typical Section See Sheet 2
 2. For Profile Grade Line See Sheet 18
SPURS
 1. For Typical Section For Ramps And Left Turn Lane - See Sheet 3A.
 2. For Profile Grade Line Ramp 'A' Ext. - See Sheet 12A.
 3. For Grading Plan Of Left Turn Lane And Island Area See Plan Sheet 12A

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
2	MD.		12 OF 47

TO STOCKTON RD



CURVE DATA #5

$\Delta = 5^{\circ} 00' 45''$
$D = 14^{\circ} 19' 26.22''$
$R = 400.00'$
$T = 190.84'$
$L = 356.13'$
$E = 43.19'$

CURVE DATA #6

$\Delta = 37^{\circ} 31' 53''$
$D = 16^{\circ} 22' 12.02''$
$R = 350.00'$
$T = 118.92'$
$L = 229.27'$
$E = 19.65'$

Culvert - Sta. 53+28
 $A = 22.0$ acres
 $Q = 54.9$ cfs
 $V = 17.0$ fps.

Sta. 53+28 176 L.F. @ 36" R.C.C.P., 2-Std. End Sections, 163 Paved Outlet Ditch (Pave 3' Bottom For 1' Depth) - See Detail Sheet 4.

*Note Ramp Width Tapers From 15' @ Sta. 28+74.10 To 12' @ Sta. 30+24.10

Sta. 24+50 to Sta. 26+50
 Construct Stabilized Surface Drain Ditch

MATCH LINE TO SHEET 16
 RESTRICTED CONSTR. AREA (See Special Provisions) Existing 108" Dam Suburban Water Line (Conc. Air Valve)

- Note 1: Construct Standard Type 'A' Combination Curb & Gutter. For Detail See Sheet 3.
 Note 2: Nose Down Curb. For Detail See Sheet 4 (Typical)
 Note 3: Tie Standard Type 'A' Comb. Curb & Gutter To Bridge Parapet
 Note 4: Existing Ground Contours Indicate Extent Of Embankment Constructed By Bridge Contractor. For Further Details See Sheet 18 Also See Special Provisions For Plan Of Initial Embankment By Others See Contract H 260-6-471 Sheet 11.
 Note 5: Bridge By Others. Contract N 860-6-471.
 Note 6: Construct Shoulders As Shown. Transition From Normal Shoulder Slope To Bridge Cross Slope At A Rate Of 1:150.
 Note 7: ML Sta. 55+RT To Sta. 55+RT
 Reset Right Of Way Fence Removed & Salvaged By Others Under Contract H 260-6-471 As Indicated For Details See St. 35
 Note 8: 20' Underdrain Outlet Pipe & Headwall. Sod 2' Width For 5' Length @ Headwall Outfall.
 Note 9: ML Sta. 56+L To Sta. 56+L To Sta. 56+RT. Where Curb & Gutter Is Adjacent To M.L. Construct Paved Shoulder Using The Mainline Pavement Section For The Full Width Of Shoulder To Standard Type 'A' Combination Curb & Gutter. Extend Dense Graded Stabilized Aggregate Base Course Beneath The Curb & Gutter To The Back Face Of Curb.

REVISIONS

REVISION	DATE
As Built	4-73
	4-77

STATE OF MARYLAND
 STATE ROADS COMMISSION
 MARYLAND ROUTE 152
 U.S. ROUTE 40 TO STOCKTON ROAD

CONT. NO. H-360-5-471 F. A. P. NO. SHEET NO. 12 OF 47
 PREL. TRAC. BY: E.B.A. FINAL TRAC. BY:



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

MEMORANDUM

To: Mr. Steven Clarke, Road Conveyances and Easements, Office of Real Estate, SHA

From: Mr. Kevin Powers, HISD, SHA

A handwritten signature in black ink, appearing to read 'Kevin Powers'.

Date: December 12, 1997

Subject: Maryland Route 582

Dear Mr. Clarke,

Thank you for calling our office yesterday and requesting copies of HISD's records concerning the transfer of Maryland Route 582 in Montgomery County.

As best as can be determined, this road from Brookeville Road to Gregg Road was originally slated for transfer in the agreement between the State Roads Commission and Montgomery County dated August 22, 1968. However this transfer was contingent upon a reconstruction that was apparently not completed until around 1972. Additionally (and I'm reading between the lines here), the construction was part of a "Defense Access Road Project Contract" and may have altered the roadway significantly enough to warrant the execution of revised road transfer agreements.

Whatever the intentions, Maryland Route 582 from Brookeville Road to Riggs Road was transferred to Montgomery County in 1972. The portion from Riggs Road to Gregg Road was transferred in 1973.

I trust the documents attached with this memorandum will assist you in your research. If I can be of further assistance, please call me at (410) 545-5518 or e-mail me at any time.

CC: Mr. Michael Baxter

Mr. Joseph Benedetta

(410) 545-5518

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

