

TOPOGRAPHY LEGEND

- | | |
|--|--|
| <ul style="list-style-type: none"> RUINS OR FOUNDATIONS FLAGPOLE ALL TYPE FENCES FENCE ON RETAINING WALL RETAINING WALL GUARD POSTS & CABLE POSTS OR GUARD POSTS STEEL GUARD RAIL RAILROAD R.R. SWITCH R.R. GUYWIRE R.R. SIGNAL R.R. CONTROL BOX & TRAFFIC CONTROL BOX TRAFFIC LIGHT LIGHT POLE UTILITY AND LIGHT POLE UTILITY, LIGHT POLE WITH TRANSFORMER UTILITY POLE UTILITY POLE WITH TRANSFORMER GUY POLE STREET SIGN LIGHT POLES WITH CATWALK & TRANSFORMERS UTILITY POLES WITH CATWALK & TRANSFORMERS TELEPHONE OVERHEAD TRAFFIC CONTROL SWITCH FIRE HYDRANT DROP INLET CATCH BASIN BILLBOARD MANHOLE GAS VENT PIPE WATER OR GAS VALVE - WATER METER FIRE OR POLICE CALL BOX; CALL BOX ON UTILITY POLE GRATE UNDERGROUND PIPE CELLAR ENTRANCE NO-CURB (CURB LABELED) R.R. CROSSING GATE UTILITY, LIGHT POLE WITH FIRE OR POLICE BOX BASE OR SURVEY LINE DITCH - SEED AND MULCH DITCH - SOLID SODDING DITCH - PAVED PLACED RIPRAP DITCH CULVERT - PROPOSED GROUND ELEVATION GRADE ELEVATION MARSH | <ul style="list-style-type: none"> HEDGE TREE TREELINE TRAIL (LABELED) CULVERT - EXISTING STREAM OR SHORE LINE INTERMEDIATE CONTOUR INDEX CONTOUR DEPRESSION - NO DRAINAGE AREA B.M. 3 BENCH MARK STA. A-2 TRAVERSE POINT 500 PHOTOGRAMMETRIC ELEVATION EL. 1055 FIELD ELEVATION AVE. AVENUE BIT. BITUMINOUS BLK. BLOCK BR. BRICK CONC. CONCRETE DWG. DWELLING F.P. FLAGPOLE F.B. FLOWER BED FR. FRAME GAR. GARAGE G.R. GUARD RAIL L.P. LAMP POST MFG. MANUFACTURING MAS. MASCHERY MTL. METAL RET. ST. RETAIL STORE R.W./RET.W. SIGN SH. SHINGLE STN. STATION STO. STONE STY. STORY T. TRANSFORMER BE 904 BUILDING OR TANK ELEVATION |
|--|--|

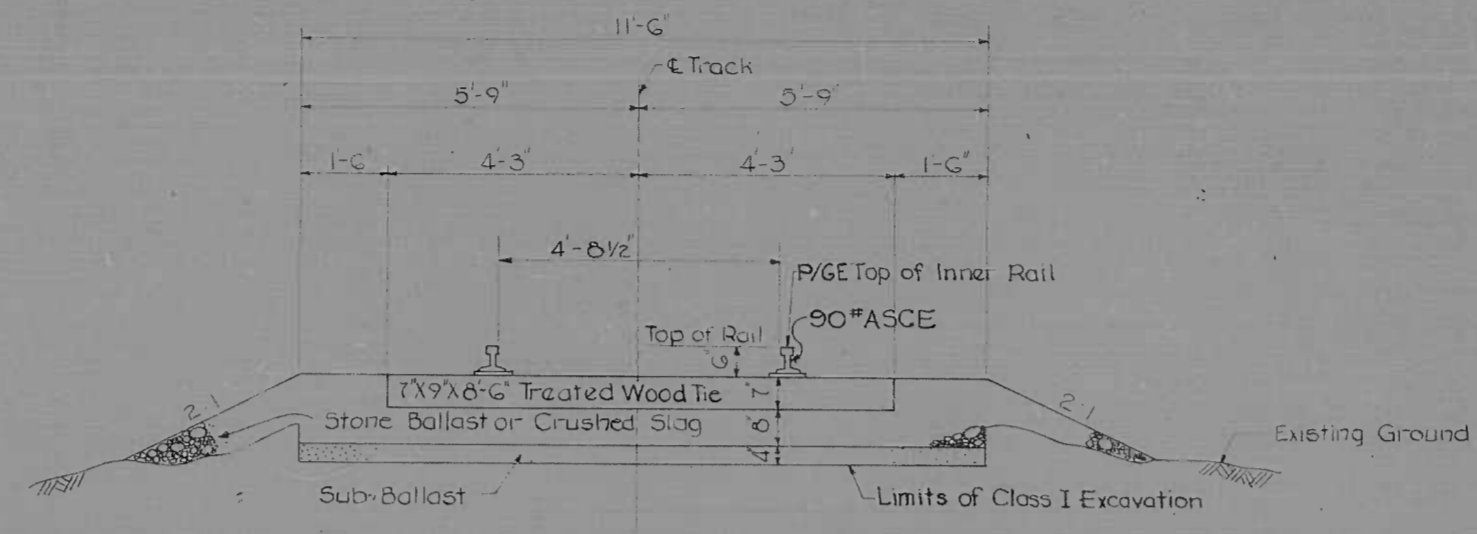
ABBREVIATIONS

- | | |
|------------|---|
| B.C.C.M.P. | Bituminous Coated Corrugated Metal Pipe |
| B.M. | Bench Mark |
| CL | Center Line |
| Elev. | Elevation |
| P/G.L. | Profile Ground Line |
| P.G.L. | Profile Grade Line |
| P/C | Point of Crown |
| P/R | Point of Rotation |
| P/G.E. | Profile Grade Elevation |
| R.C.C.P. | Reinforced Cement Concrete Pipe |
| S.E. | Superelevation |
| S.D.D. | Surface Drain Ditch |
| S.D. | Side Ditch |
| STD. PL. | Standard Plate |
| RE | Remove Existing Culvert Pipe |
| PSF | Pounds Per Square Foot |
| N.T.S. | Not to Scale |
| PSI | Pounds Per Square Inch |

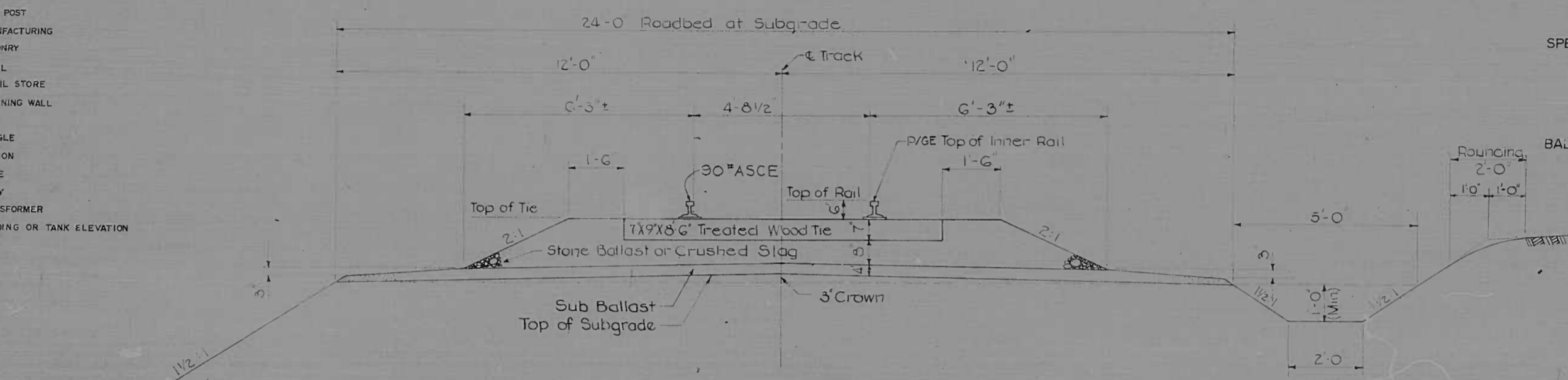
| | | | | |
|--------------------|-------|--------------------|-----------|--------------|
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
| 2 | MD | I-95-4(28)36 | 2 | 20 |

EXPLANATORY NOTES AND REFERENCES

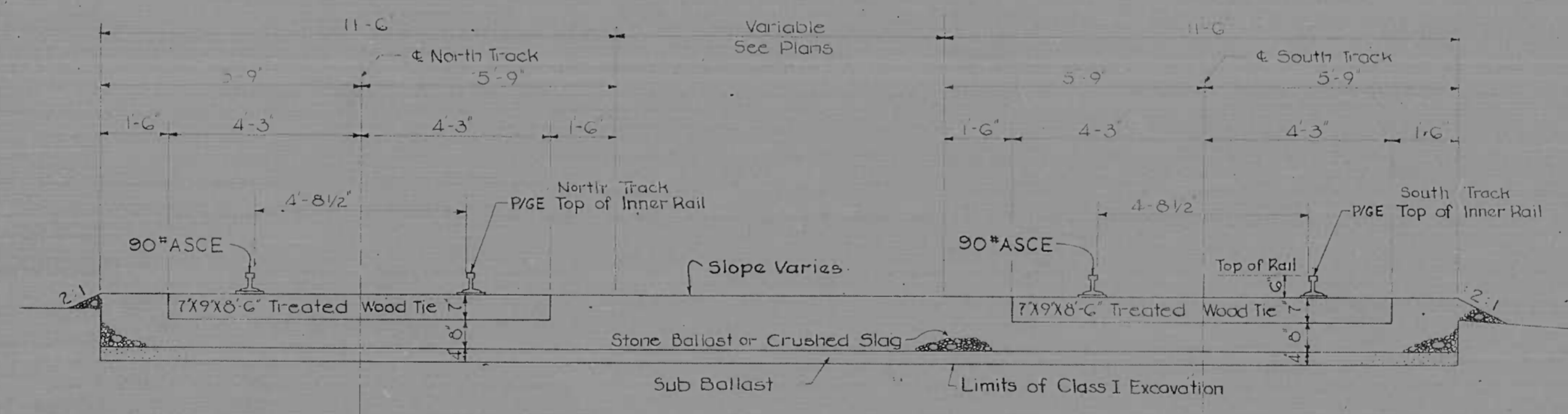
- VERTICAL CONTROL**
The Location and Elevations of Bench Marks are Shown on The Plans. All Elevations Shown are Based on U.S.C. & G.S. Datum of 1929.
- DITCHES**
All Side Ditches on This Project Will be 2' in Width Unless Otherwise Noted on The Plans. Ditches Will be Located as Shown on Plans.
- INVERT ELEVATIONS**
All Invert Elevations are Approximate and May be Modified to Meet Conditions Encountered During Installation of Drainage Structures.
- MATERIALS SALVAGED IN CONSTRUCTION**
These Materials Shall Become The Property of The Contractor and Shall be Removed From The Site of Construction.
- HORIZONTAL CONTROL**
The Project is Oriented to Conform With The Baltimore City Grid System.
- SPECIFICATIONS**
Maryland State Roads Commission Specifications for Materials, Highways, Bridges, and Incidental Structures Dated March, 1968 and Revisions Thereof or Additions Thereto Included in The Proposal and Special Provisions.
- BALLAST SECTION**
Stone or Slag Ballast Will be Laid Level With Top of Tie, Extending Level 1'-6" Beyond Tie End.
On Curves Maintain Sub-Ballast Section as Shown and Maintain "B" Stone Ballast or Crushed Slag Under The Low Rail. Where Necessary, Ballast Section should be Widened Slightly on The High Side of Curve to Hold Slope to Not Greater Than 2 to 1.



Station 0+00 to Station 1+50



Station 1+50 to Station 6+95
Station 10+76 to Station 18+18



Station 18+18 to Station 19+73

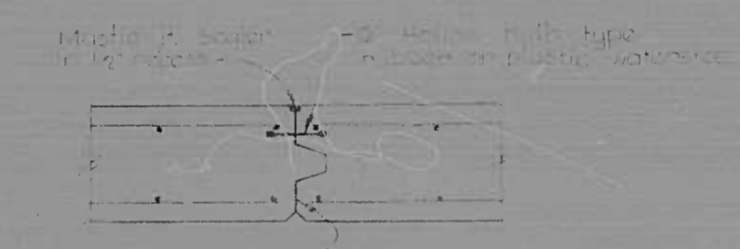
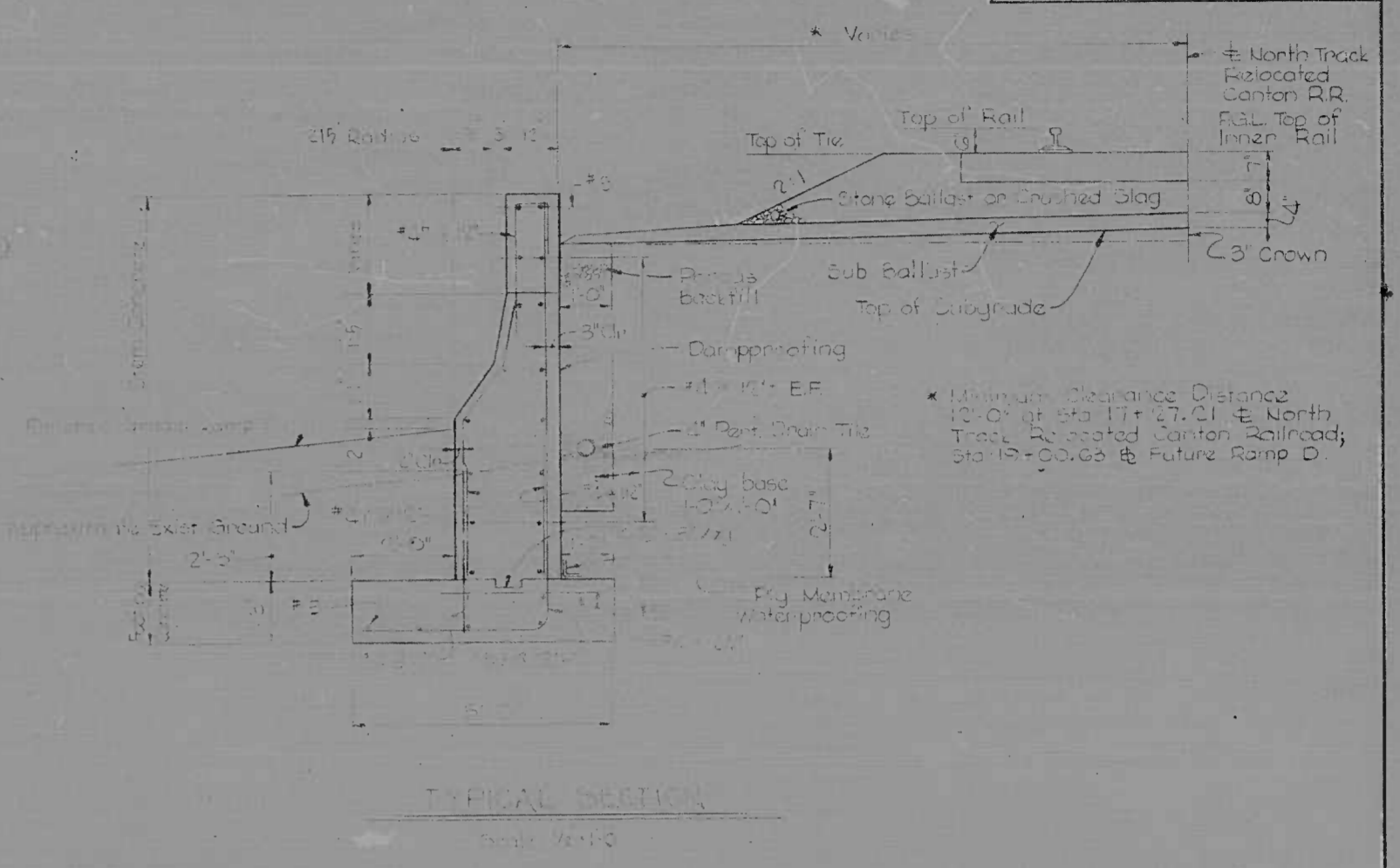
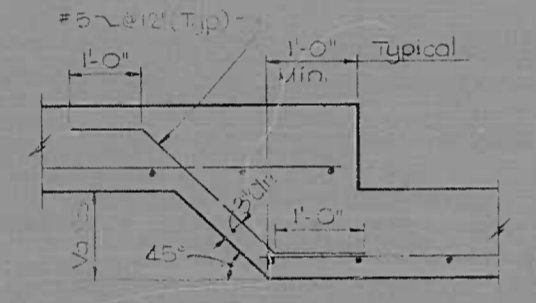
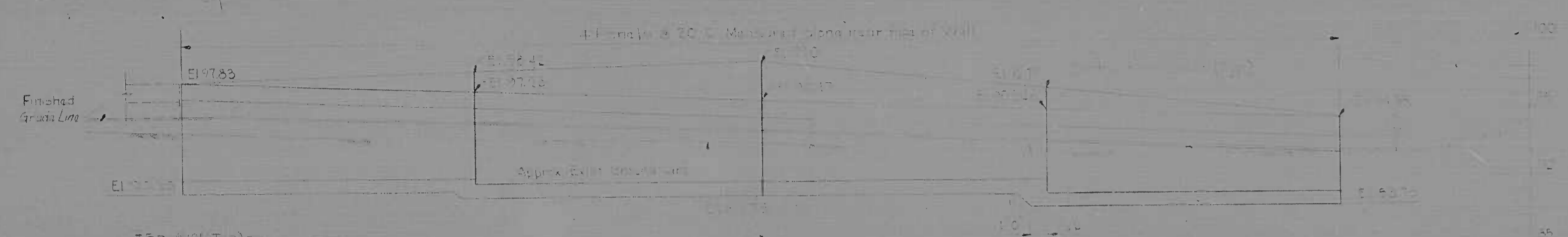
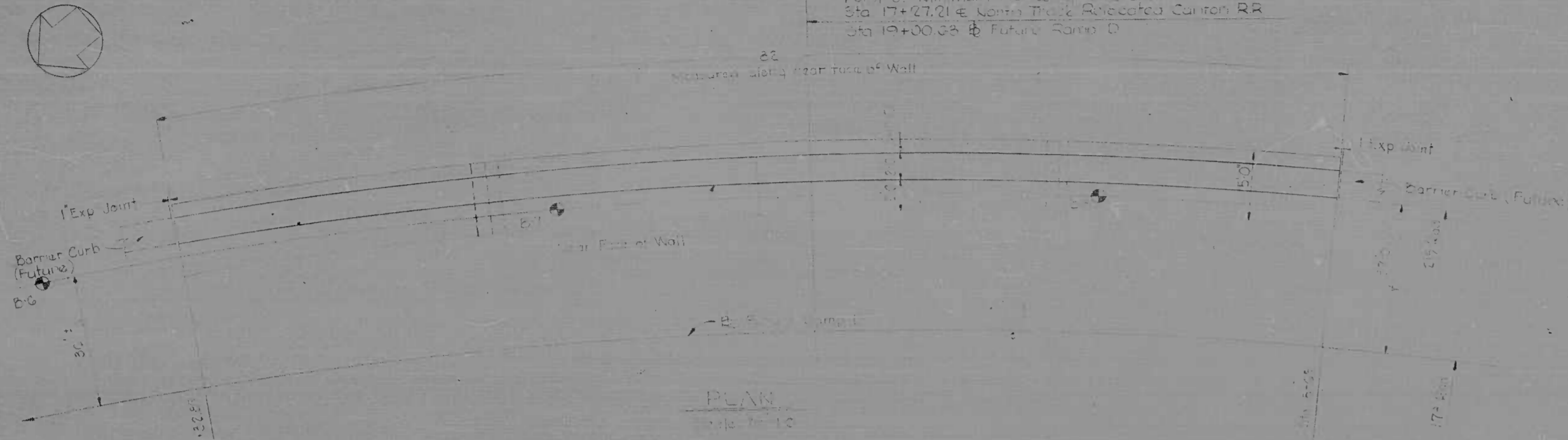
RELOCATED CANTON R.R. SPUR

Ballast Section
Scale 1/2"=1'

| | | | |
|-----------|--|--|---|
| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY |
| | KNOERLE, BENDER, STONE & ASSOC., INC. AND MATZ, D'ELIUS & ASSOC., INC. CONSULTING ENGINEERS 311 N. CALVERT STREET BALTIMORE, MARYLAND 21202 | RELOCATED CANTON RAILROAD SPUR OVER INTERSTATE ROUTE 95 | DRAWN BY JKK TRACED BY JKK DES. BY JWC CHK. BY DES F.A.P. NO. I-95-4(28)36 S.R.C. NO. BC. 246-25-815 BALTO. CITY NO. 1962 |
| | | SCALE AS SHOWN | DATE AUGUST 15, 1969 |
| | | | SHEET NO. 2 of 20 |

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|--------------------|-----------|--------------|
| 2 | MD. | I-95-4(28)36 | 10 | 20 |

Point of Minimum Horizontal Clearance
Sta 17+27.01 @ North Track Relocated Canton RR
Sta 19+00.00 @ Future Ramp D



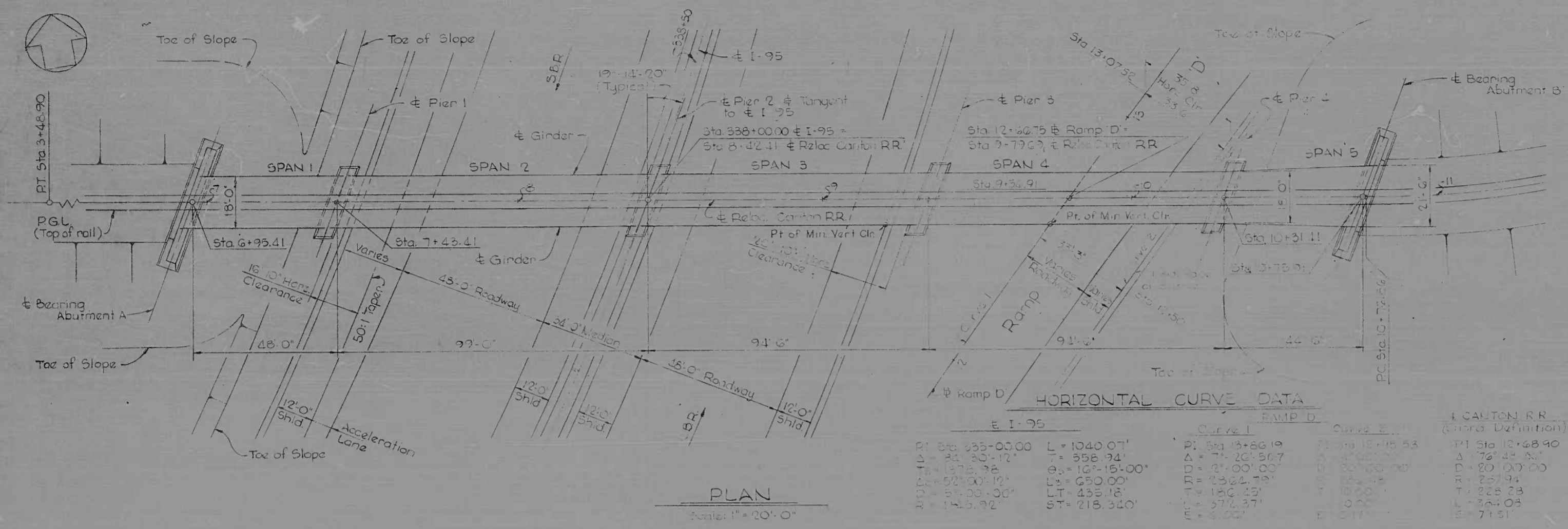
| BORING NO. | DEPTH (ft) | SOIL DESCRIPTION |
|--------------|------------|---|
| BORING NO. 6 | 1-5 | Soft Black & Brown Wet Loamy Silty Clay |
| | 5-11 | |
| | 11-14 | |
| | 14-23 | |
| | 23-30 | Loose, Brown to Red Mottled Clay |
| BORING NO. 7 | 1-2 | |
| | 2-3 | |
| BORING NO. 8 | 1-2 | |
| | 2-3 | |

- NOTES:
1. Test borings were made in accordance with Standard Specifications for Road and Bridge Construction, Section 906-106.7.
 2. A minimum of three borings are required for each structure. Additional borings may be required if the soil conditions are not uniform.
 3. A minimum of three borings are required for each structure. Additional borings may be required if the soil conditions are not uniform.
 4. A minimum of three borings are required for each structure. Additional borings may be required if the soil conditions are not uniform.

- NOTES:
1. Design shall conform to the Standard Specifications and Details for Retaining Walls, Section 906-106.7, and Section 906-106.8, and Section 906-106.9, and Section 906-106.10, and Section 906-106.11, and Section 906-106.12, and Section 906-106.13, and Section 906-106.14, and Section 906-106.15, and Section 906-106.16, and Section 906-106.17, and Section 906-106.18, and Section 906-106.19, and Section 906-106.20.
 2. The design shall be checked by the Designer and the Engineer.
 3. The design shall be checked by the Designer and the Engineer.

| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY |
|-----------|---|---|--|
| | KNOBLE, BENDER, STONE & ASSOC., INC. BALTIMORE, MARYLAND | | |
| | MAIZ, CHILDS & ASSOC., P.C. CONSULTING ENGINEERS 541 N. CALVERT STREET BALTIMORE, MARYLAND | | |
| | | RELOCATED CANTON R.R. OVER I-95 RETAINING WALL AT RAMP "D" | |
| | | SCALE: AS NOTED | DATE: |
| | | DRAWN BY: V.J.H. TRACED BY: | DES. BY: D.S. CHK. BY: J.S.P. |
| | | F.A.P. NO. I-95-4(28)36 S.R.C. NO. BC 246 25 815 BALTO. CITY NO. 1962 | SHEET NO. 10 OF 20 |

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------------|-----------|--------------|
| 2 | MD. | I-95-4(2)36 | 11 | 20 |



| E I-95 | | RAMP D | | CANTON R.R. (Grade Definition) | |
|--------------------|-----------------|-------------------|------------|--------------------------------|------------|
| Curve A | Curve B | Curve C | Curve D | Curve E | Curve F |
| Pt. Sta. 935+00.00 | L = 1040.07' | Pt. Sta. 13+86.19 | L = 75.26' | Pt. Sta. 10+48.90 | L = 75.26' |
| PI = 935.33+17.2 | T = 396.94' | PI = 13+26.567 | L = 27.00' | PI = 10+24.5 | L = 27.00' |
| TA = 935.98 | EA = 107-15-00" | PI = 13+00.00 | L = 27.00' | PI = 10+00.00 | L = 27.00' |
| TA = 935.98 | EA = 107-15-00" | PI = 13+00.00 | L = 27.00' | PI = 10+00.00 | L = 27.00' |
| TA = 935.98 | EA = 107-15-00" | PI = 13+00.00 | L = 27.00' | PI = 10+00.00 | L = 27.00' |
| TA = 935.98 | EA = 107-15-00" | PI = 13+00.00 | L = 27.00' | PI = 10+00.00 | L = 27.00' |

GENERAL NOTES

Specifications: Maryland S.R.C. Specifications and Errata to Specifications dated March, 1968 and Special Provisions for Materials and Construction. AREA - Current Specifications for design.

Loading: Cooper E-80, Diesel Impact.

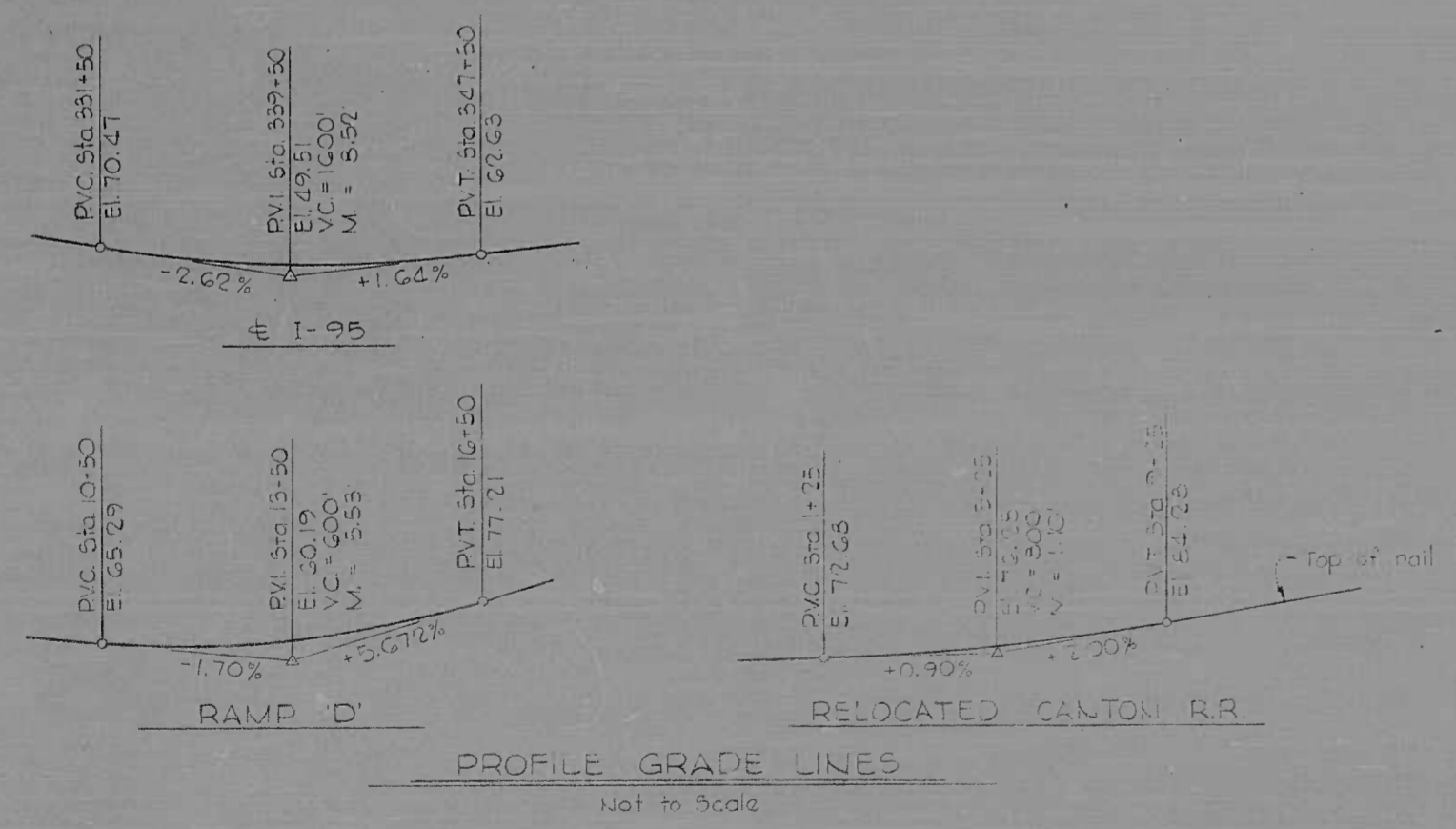
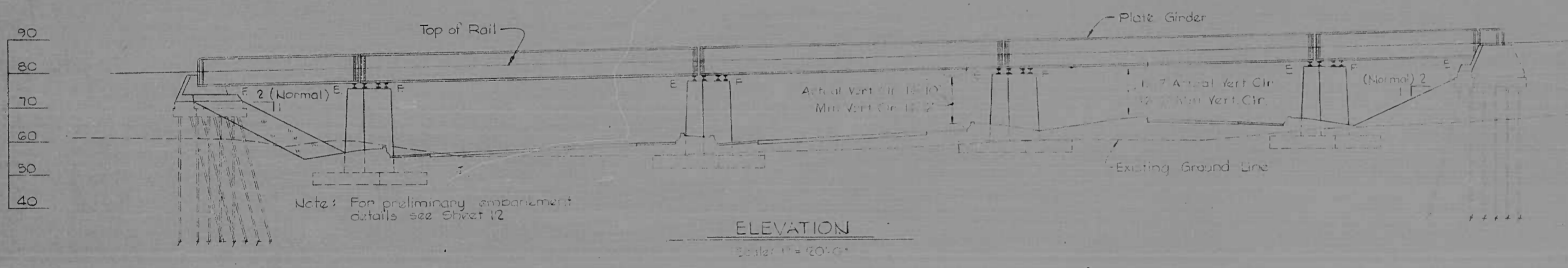
Concrete: Class A-1 concrete shall have a minimum compressive strength of 3000 psi at 28 days. See Special Provisions.

Chamfers: All exposed corners of concrete shall be chamfered 3/4" x 3/4" with milled chamfer strips, unless otherwise noted.

Reinforcing Steel: Reinforcing steel shall be intermediate grade. All splices shall be lapped a minimum of 24 bar diameters unless otherwise noted. Minimum cover for any bar shall be 2" unless otherwise noted.

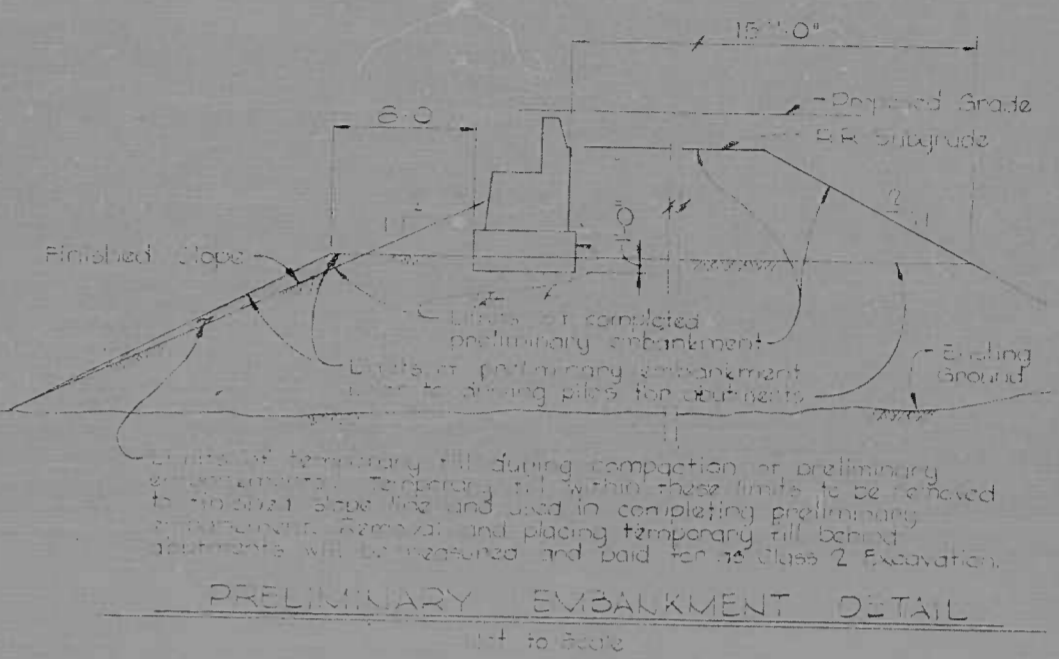
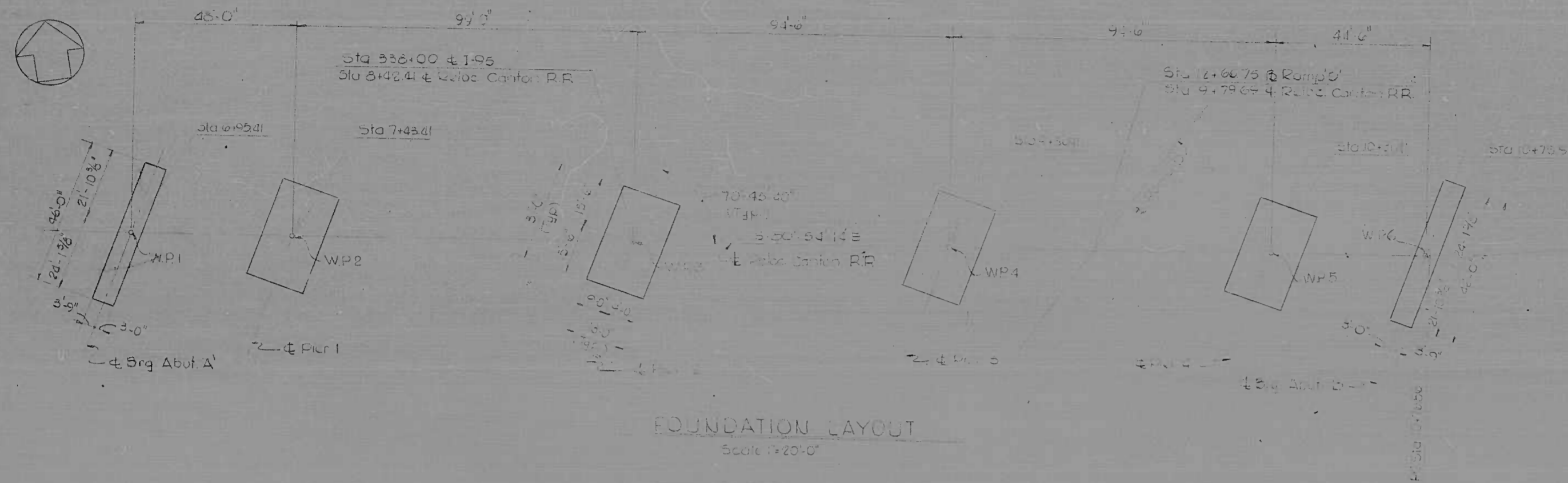
Structural Steel: All structural steel shall be A.S.T.M. Designation A588. See Special Provisions A-34 when noted.

Elevation: See Special Provisions.



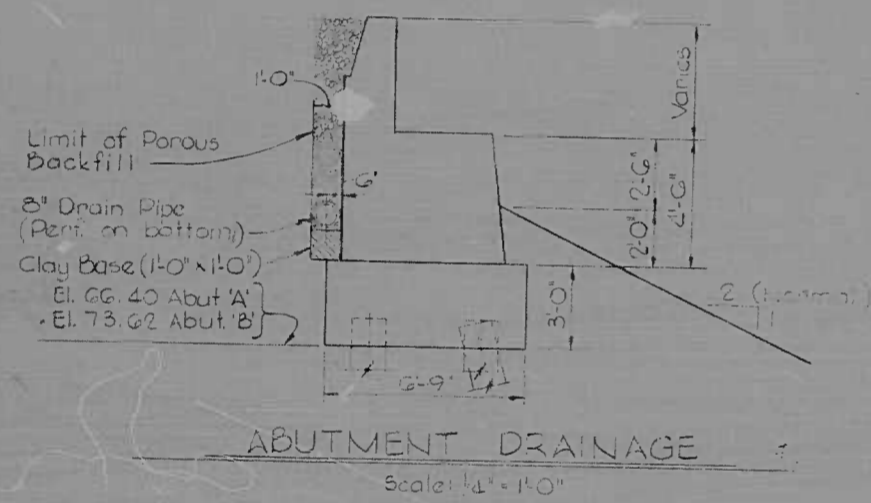
| | | | | | |
|-----------|--|---|-----------------|--|---------------|
| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & | | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY | |
| | ENDRE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 8817 E. BALTIMORE STREET BALTIMORE, MARYLAND 21208 | RELOCATED CANTON R.R. OVER I-95 GENERAL PLAN AND ELEVATION | | DRAWN BY: FRO | DES. BY: PLT |
| | | SCALE: AS NOTED | DATE: JUNE 1969 | TRACED BY: | CHK. BY: D.S. |

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|--------------------|-----------|--------------|
| 2 | MD | I-95-4(28)36 | 12 | 20 |



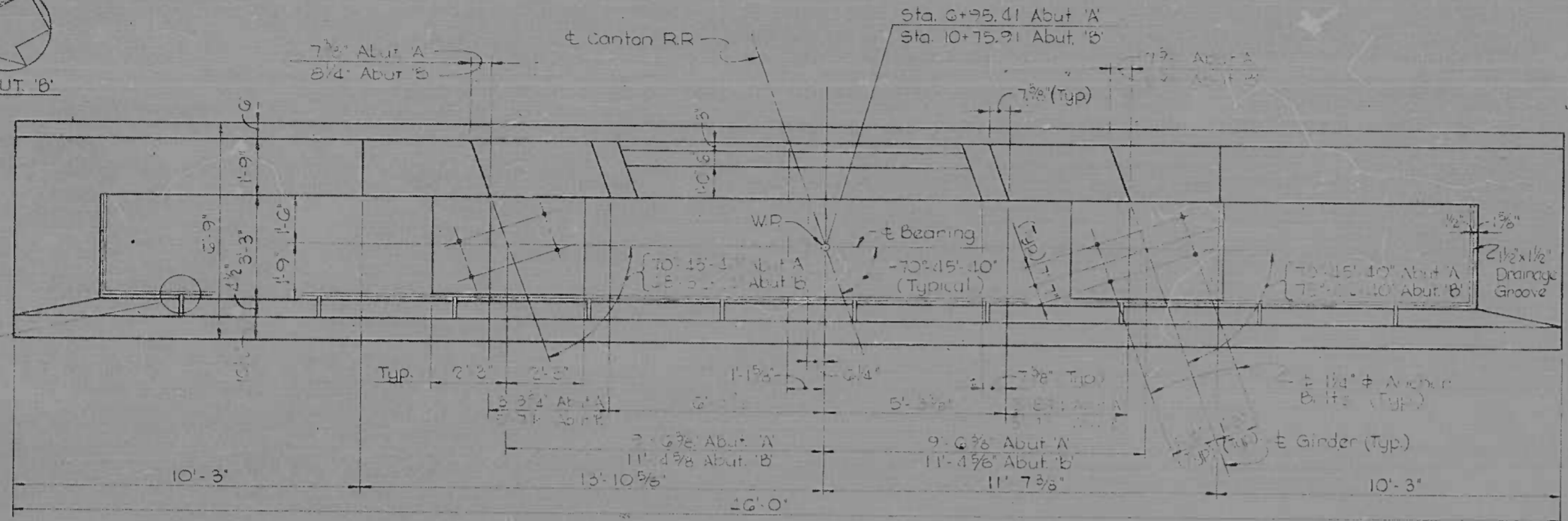
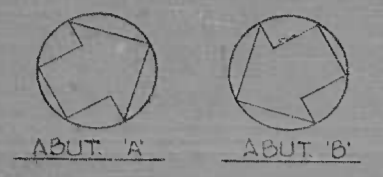
FOUNDATION LAYOUT
Scale 1/20'-0"

| W.P. COORDINATES | |
|------------------|----------|
| N | E |
| 1 | 2141.95 |
| 2 | 2294.93 |
| 3 | 23094.28 |
| 4 | 23187.97 |
| 5 | 23221.31 |
| 6 | 23325.25 |

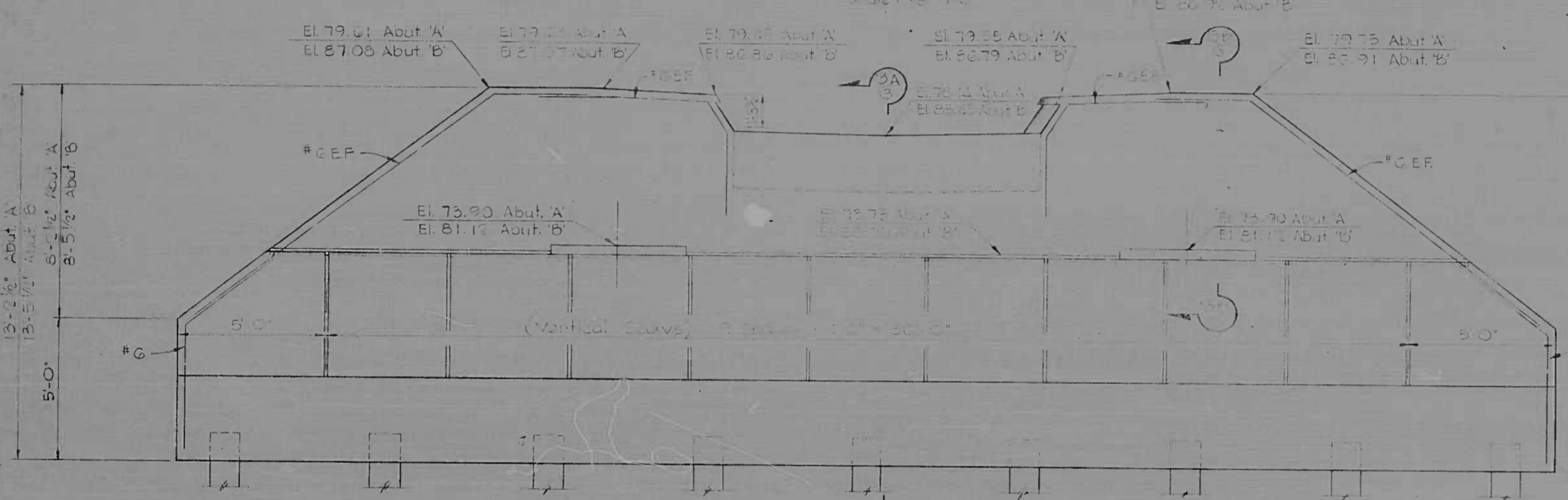


| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY |
|-----------|--|--|--|
| | ENDERLE, BENDER, SPEER & ASSOCIATES, INC. 1117 BROADWAY, BALTIMORE, MD. CORPORATE ENGINEERS BALTIMORE, MARYLAND | RELOCATED CANTON R.R. OVER I-95 FOUNDATION PLAN | DRAWN BY: J.L.C. TRACED BY: J.L.C. F.A.P. NO. I-95-4(28)36 S.R.C. NO. BC 246-25-815 BALTO. CITY NO. 1962 |
| | | SCALE: AS NOTED | DATE: JUNE 1962 |
| | | | DES. BY: P.L.T. CHK. BY: J.L.C. SHEET NO. 12 OF 20 |

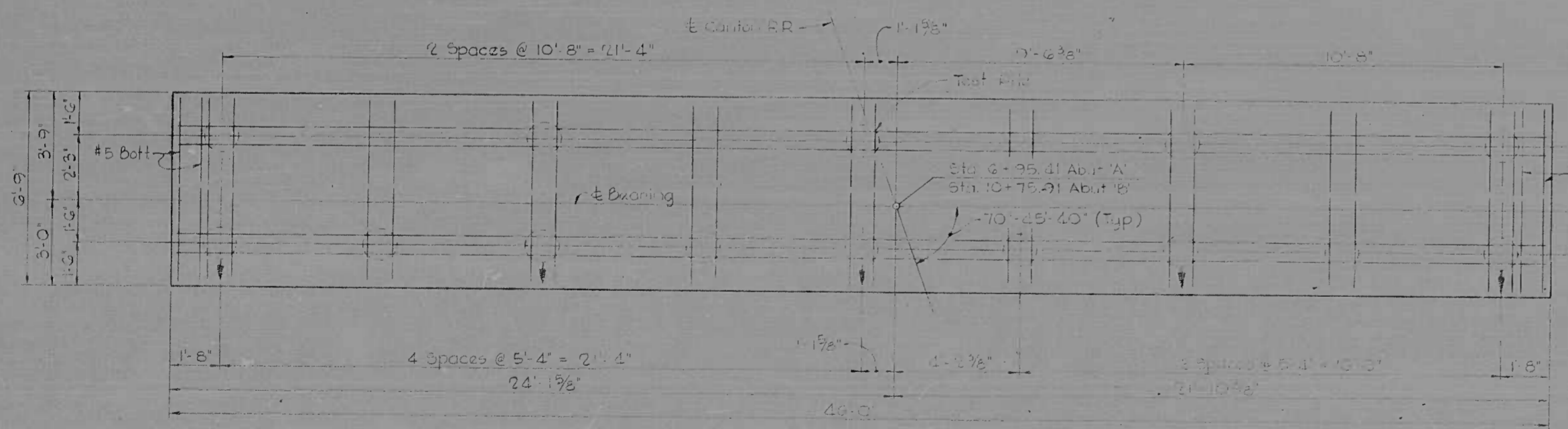
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|--------------------|-----------|--------------|
| 2 | MD. | I-95-4(2B)36 | 13 | 20 |



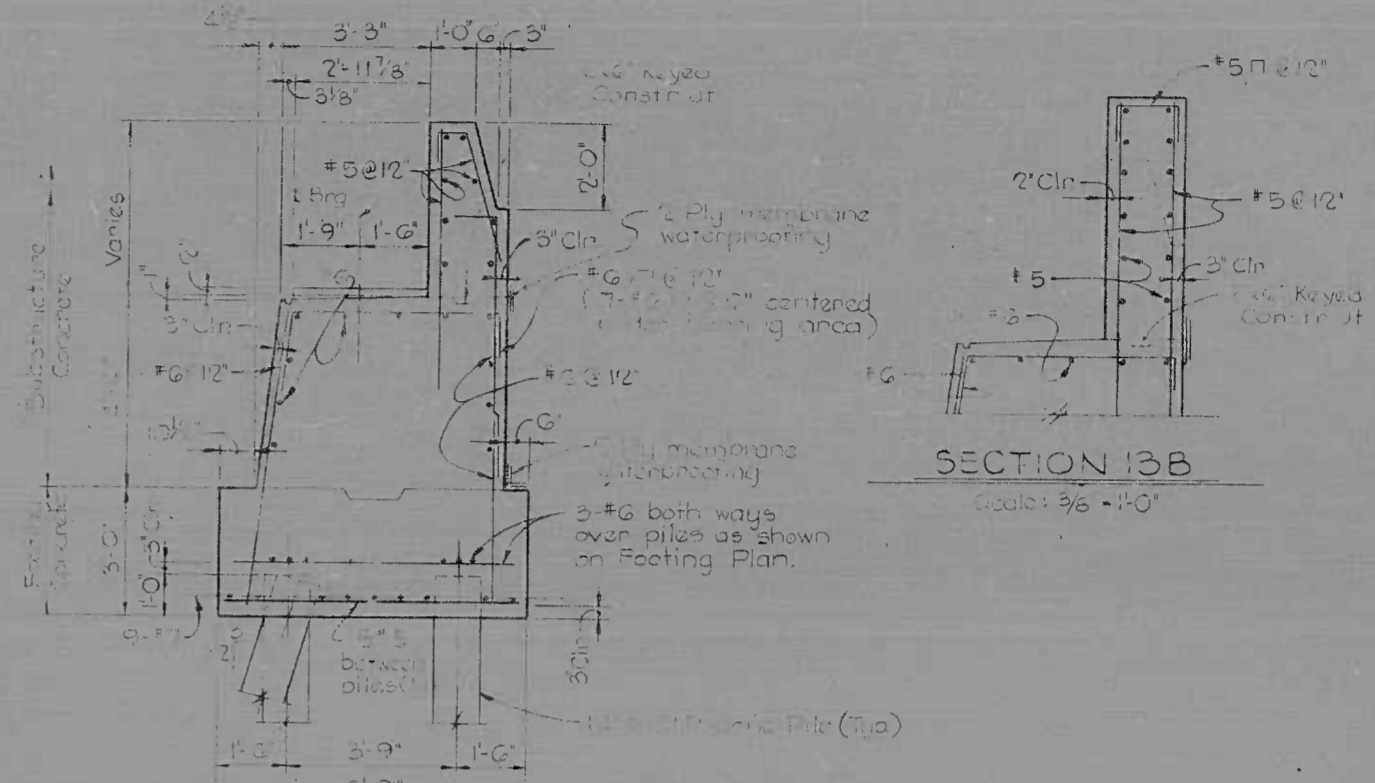
PLAN



ELEVATION



FOOTING PLAN

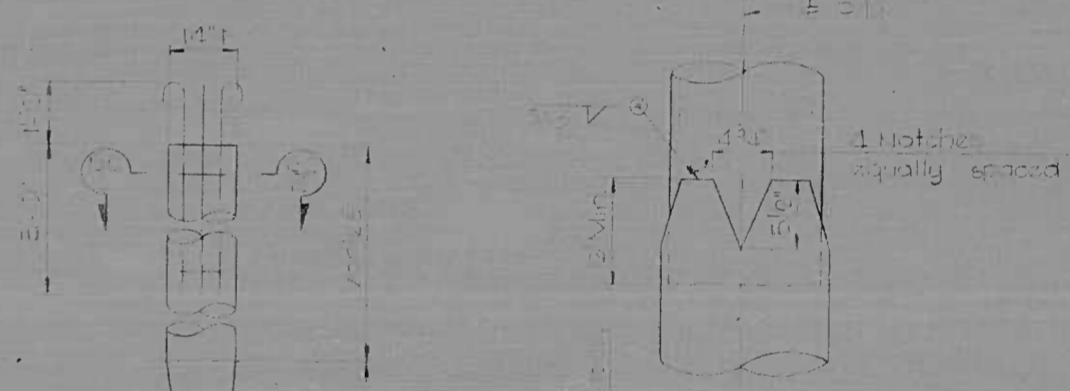


SECTION 13 A

SECTION 13 B



SECTION 13 C



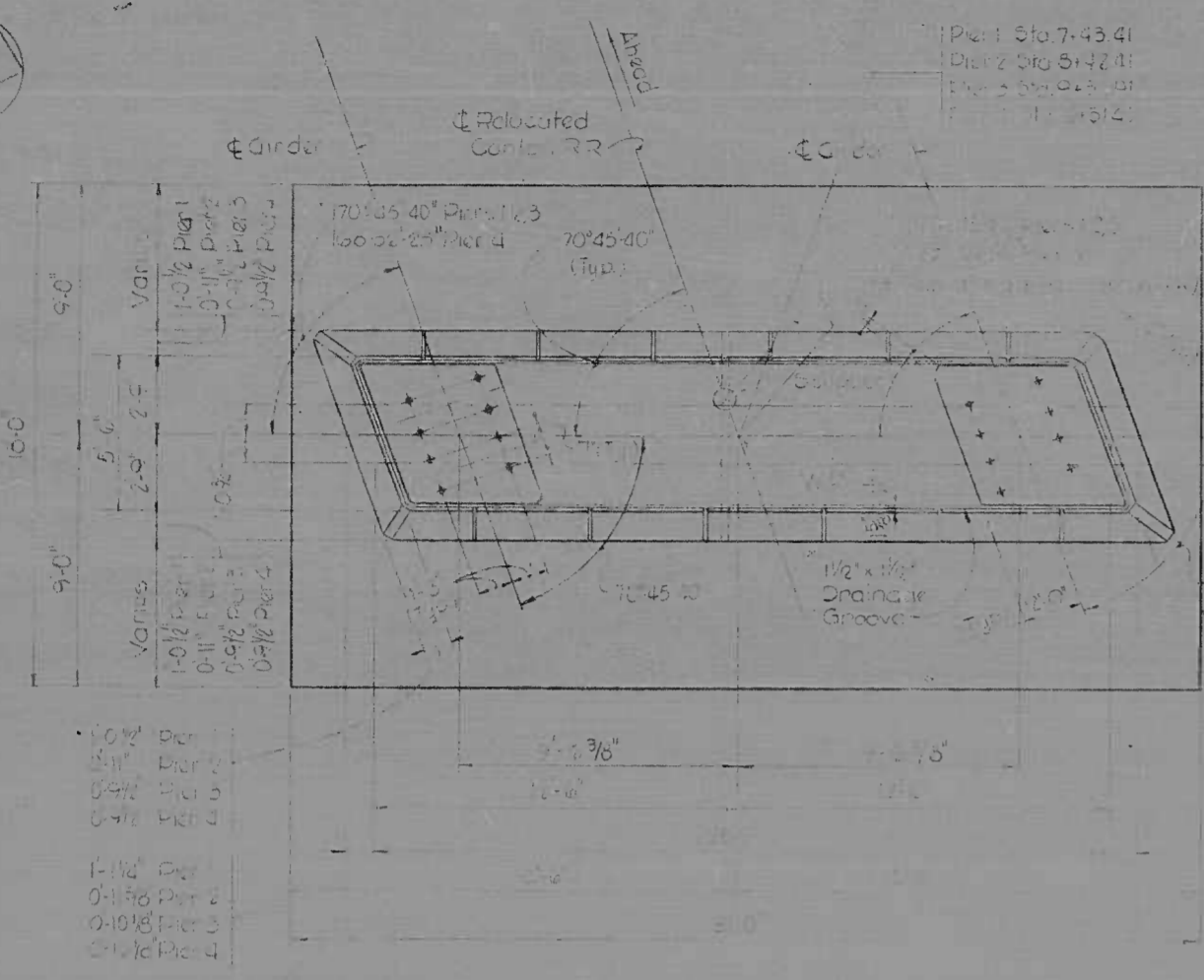
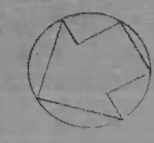
HEAVY DUTY PILE SPICE

CIP CONCRETE PILE DETAILS

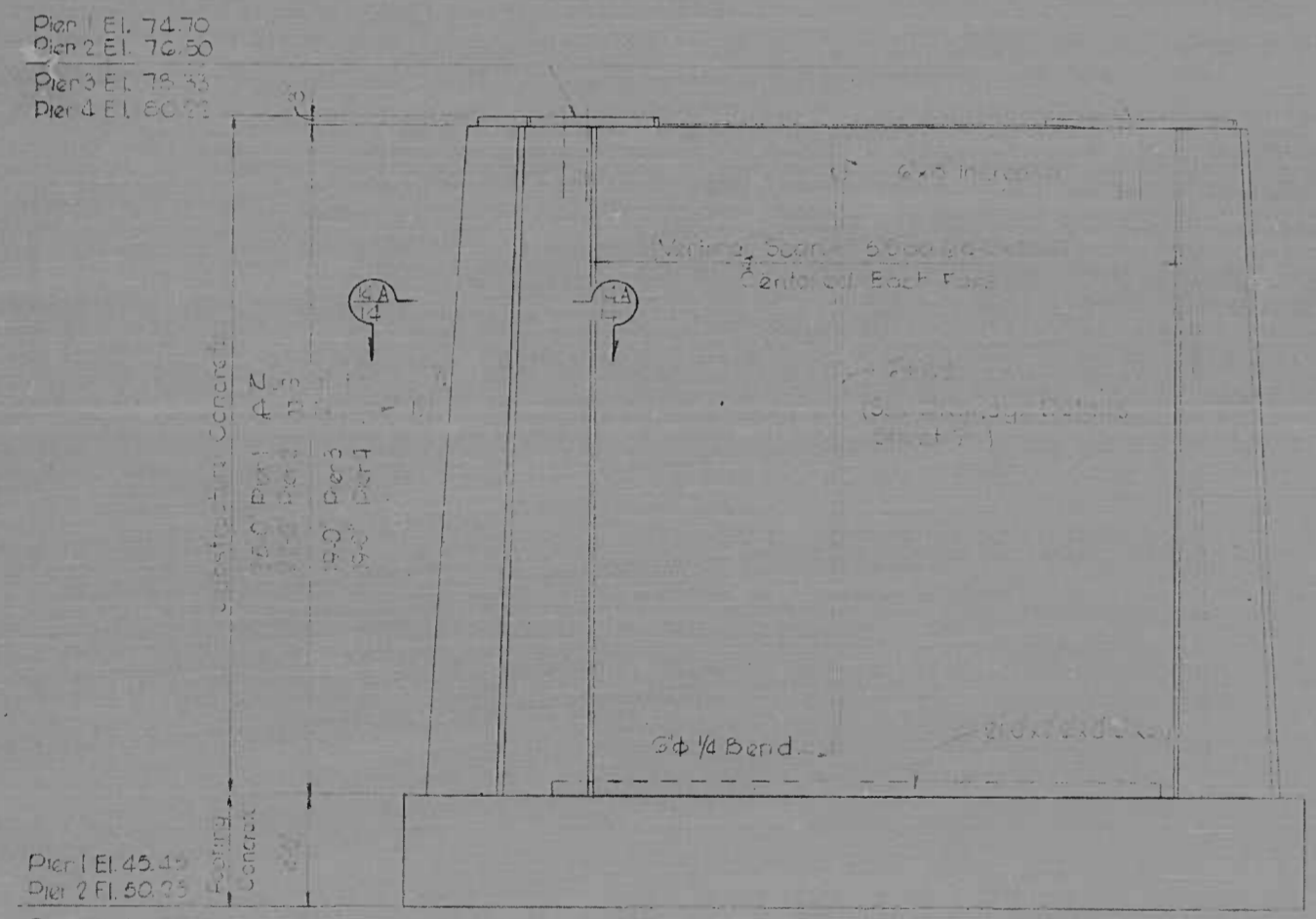
- NOTES
1. All steel work shall be galvanized.
 2. All steel work shall be painted with a minimum of two coats of primer and two coats of top coat.
 3. Bridge walls shall be poured with structural steel reinforcement.
 4. Reinforcement shall be cast in place.
 5. See detail for abutment groove detail.

| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY |
|-----------|---|---|--|
| | KOENIG, BROWN, SCOTT & ASSOC., INC. 1427 E. JONES RD., BALTO., MD. CONSULTING ENGINEERS | RELOCATED CANTON, R.R. OVER I-95 ABUTMENTS | DRAWN BY: PLS TRACED BY: PLS F.A.P. NO. I-95-4(2B)36 S.R.C. NO. BC 246-25-815 BALTO. CITY NO. 1962 |
| | | SCALE: AS NOTED | DATE: JUN 1969 |
| | | | DES. BY: PLS CHK. BY: PLS SHEET NO. 13 OF 20 |

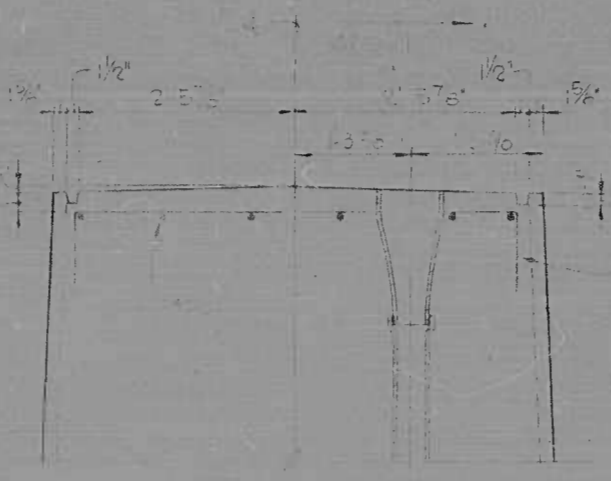
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|--------------------|-----------|--------------|
| 2 | MD. | I-95-4(28)36 | 14 | 20 |



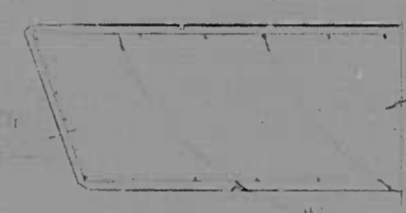
PLAN PIER 1 THRU PIER 4
Scale: 1/4" = 1'-0"



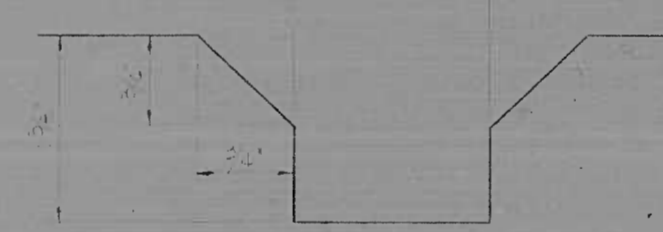
ELEVATION PIER 1 THRU PIER 4
Scale: 1/4" = 1'-0"



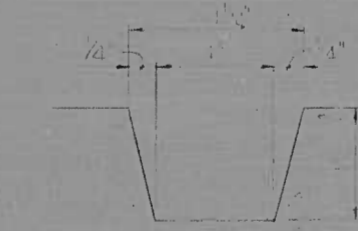
DETAIL A



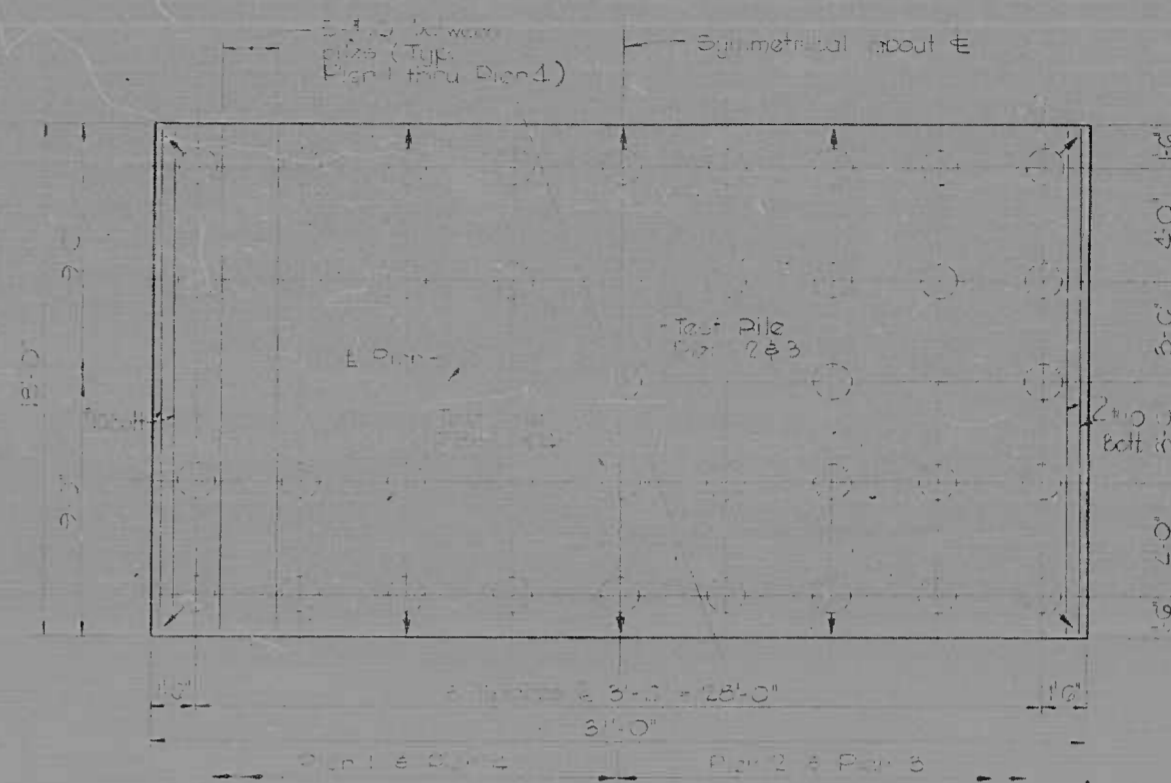
SECTION 1A
Not to Scale



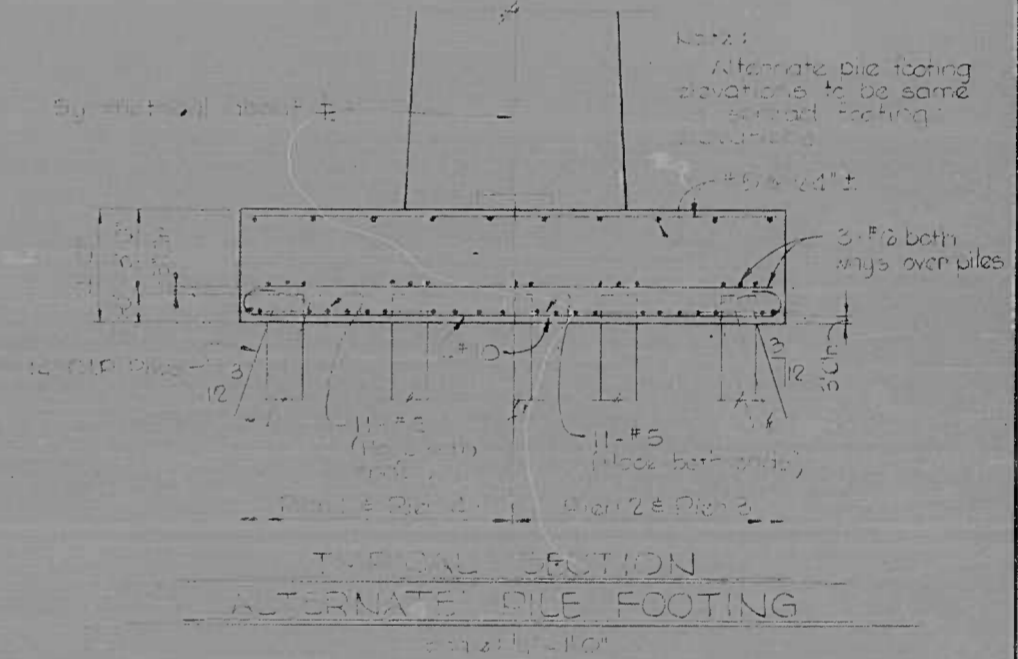
SCORE DETAIL
Not to Scale



DRAINAGE GROOVE DETAIL
Not to Scale



ALTERNATE PILE FOOTING - PIER 1 THRU 4

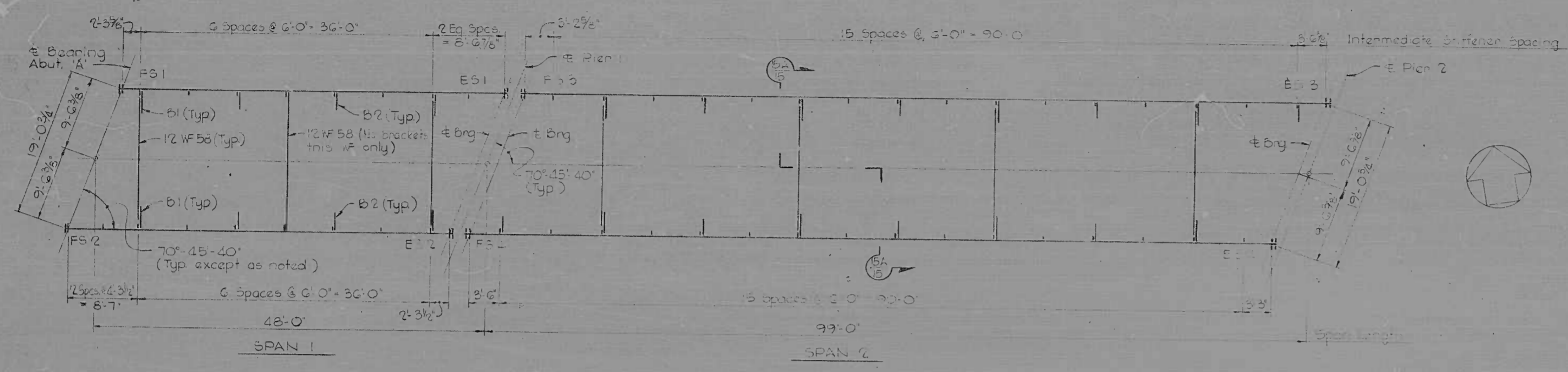


TYPICAL SECTION
ALTERNATE PILE FOOTING

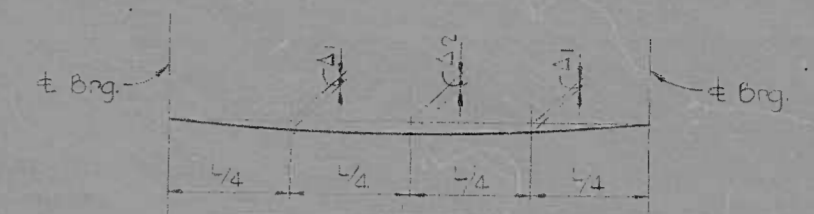
- Notes:
1. See detail for dimensions.
 2. All dimensions are in feet and inches.
 3. All dimensions are in feet and inches.
 4. All dimensions are in feet and inches.

| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY |
|-----------|---|---|--|
| | KNOERLE, BENDER, STONE & ASSOC., INC. MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 411 N. AVONNE STREET BALTIMORE, MARYLAND 21201 | RELOCATED CANTON R.R. OVER I-95 PIERS | DRAWN BY: J.S.L. TRACED BY: J.S.L. F.A.P. NO. I-95-4(28)36 S.R.C. NO. BC 246-25-815 BALTO. CITY NO. 1962 |
| | | SCALE: AS NOTED | DATE: JUNE 1969 |
| | | | SHEET NO. 14 of 20 |

| | | | | |
|--------------------|-------|--------------------|-----------|--------------|
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
| 2 | MD. | I-95-4(28)36 | 15 | 20 |

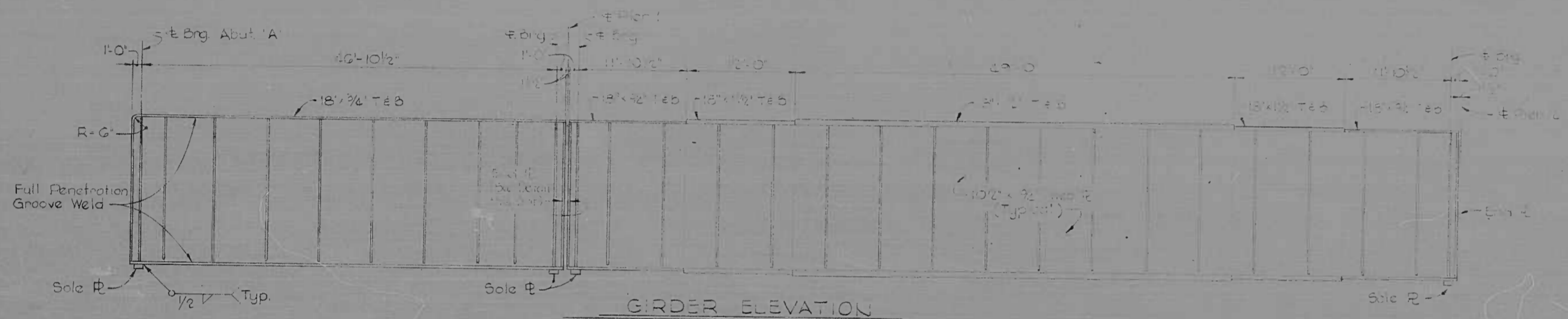


FRAMING PLAN
Scale: 1/4"=1'-0"

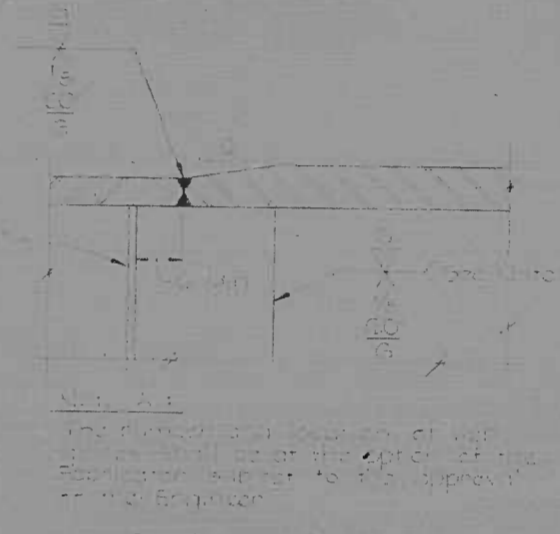


DEAD LOAD DEFLECTION DIAGRAM
Not to Scale

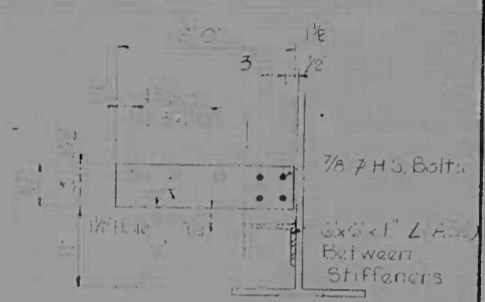
| | SPAN 1 | SPAN 2 | SPAN 3 | SPAN 4 | SPAN 5 |
|------------|--------|--------|--------|--------|--------|
| Deflection | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Camber | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



GIRDER ELEVATION
Not to Scale

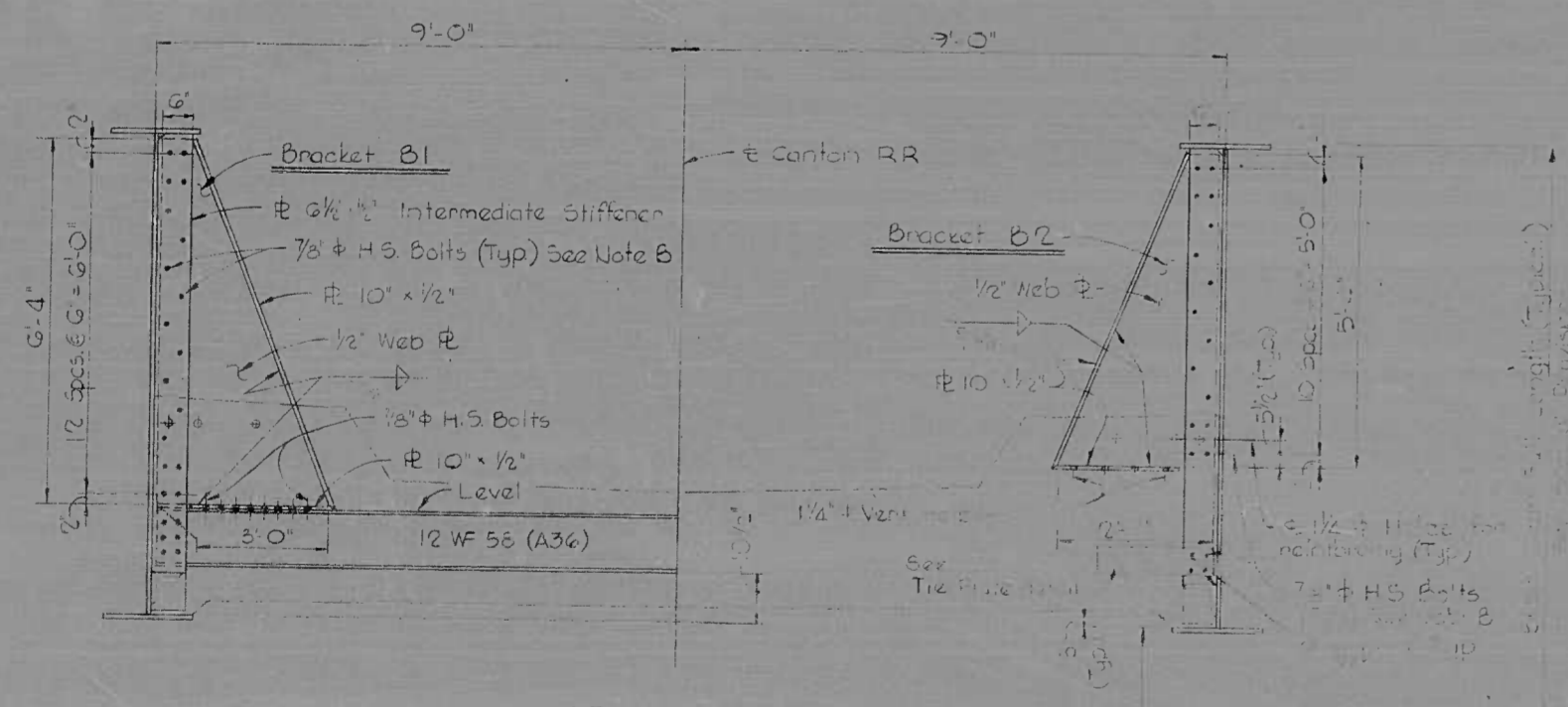


SHOP SPICE
Not to Scale

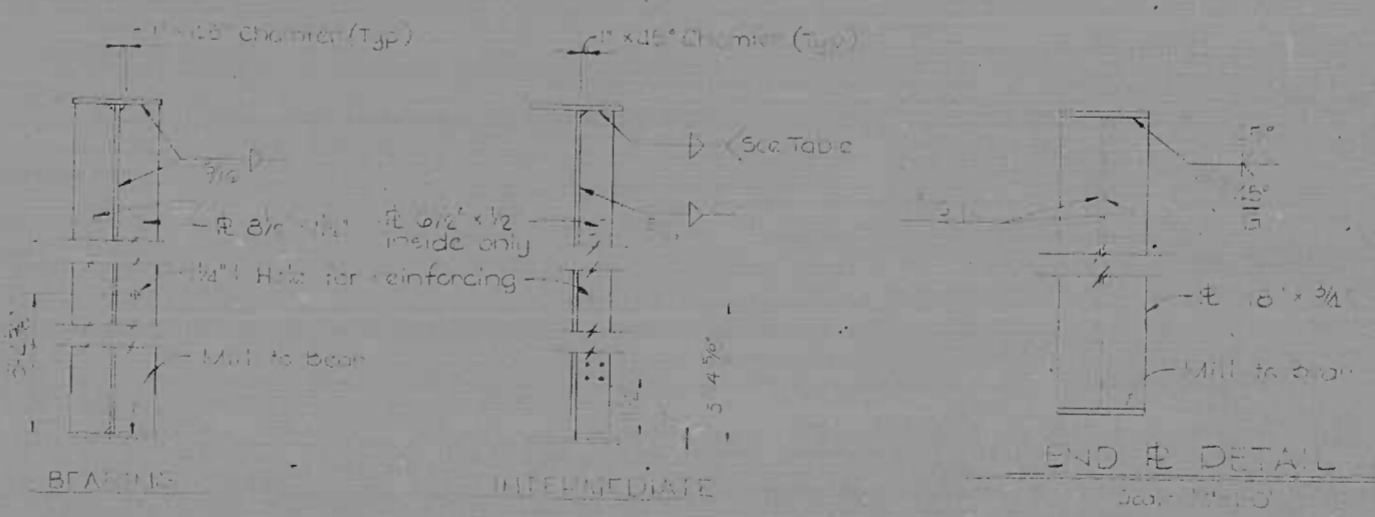


TIE PLATE DETAIL
Scale: 3/4"=1'-0"

| Member Thickness | Minimum Size | Maximum Size |
|------------------|--------------|--------------|
| 1/2" | 3/16" | 5/16" |
| 3/4" | 1/4" | 3/8" |
| 1" | 1/4" | 3/8" |
| 1 1/4" | 1/4" | 3/8" |
| 1 1/2" | 1/4" | 3/8" |
| 2" | 1/4" | 3/8" |



SECTION B-A
Scale: 1/2"=1'-0"

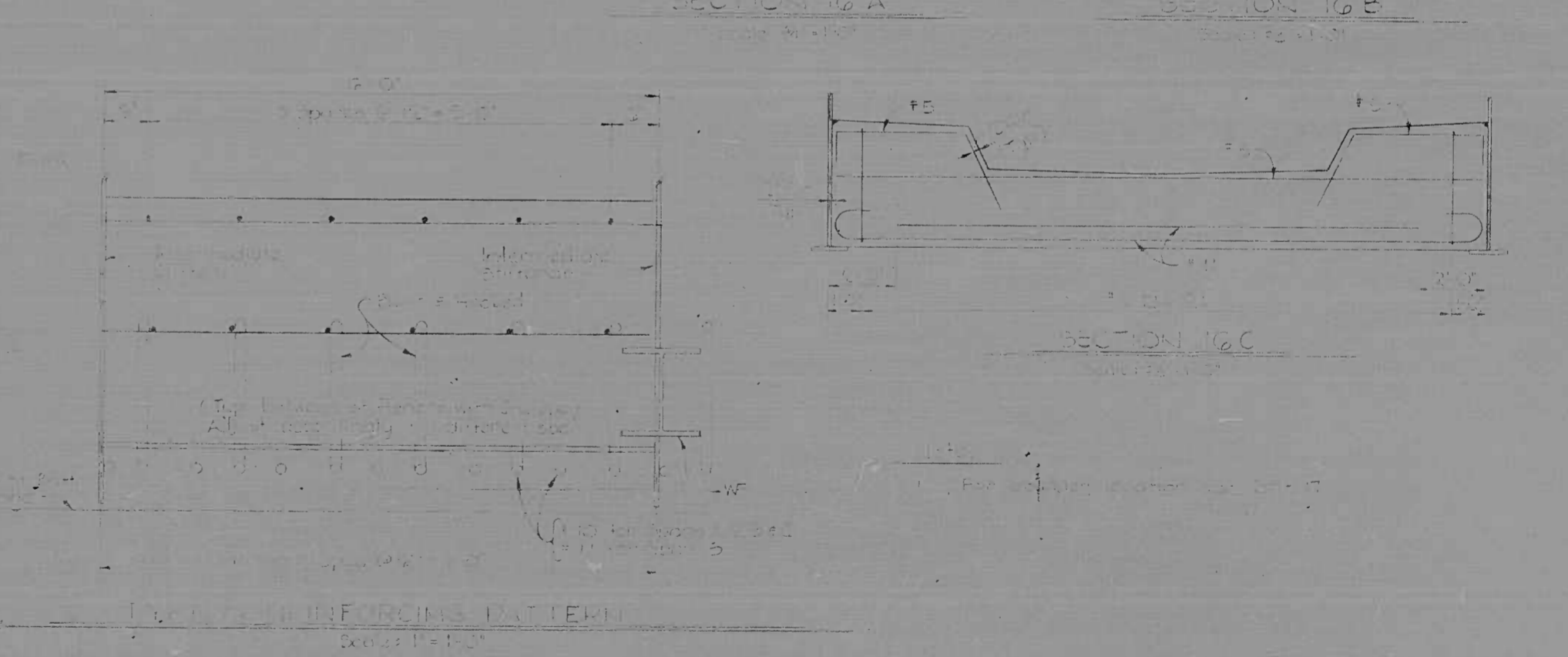
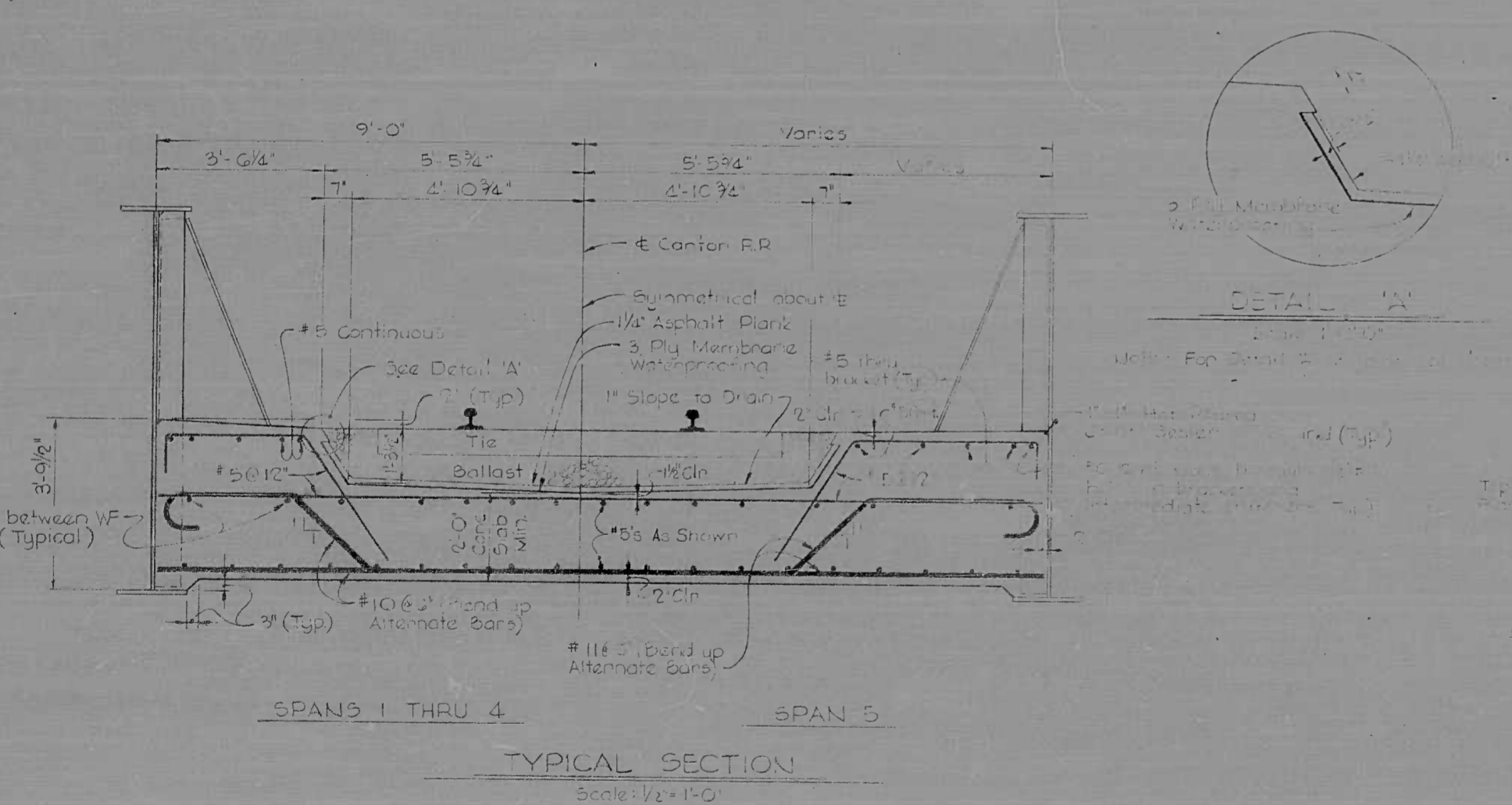
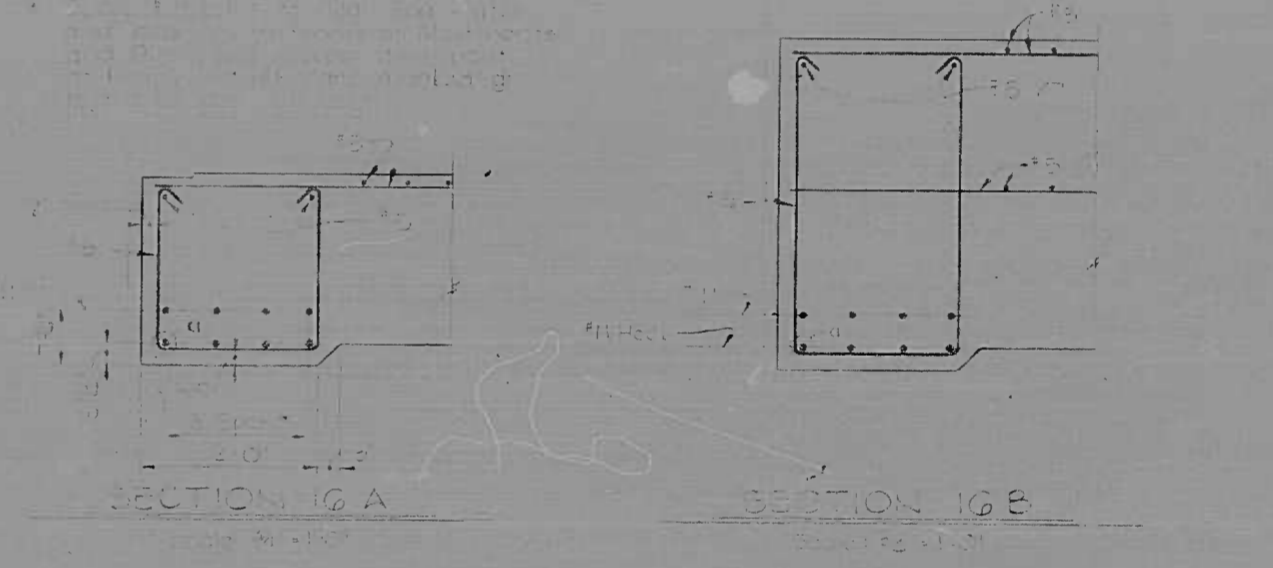
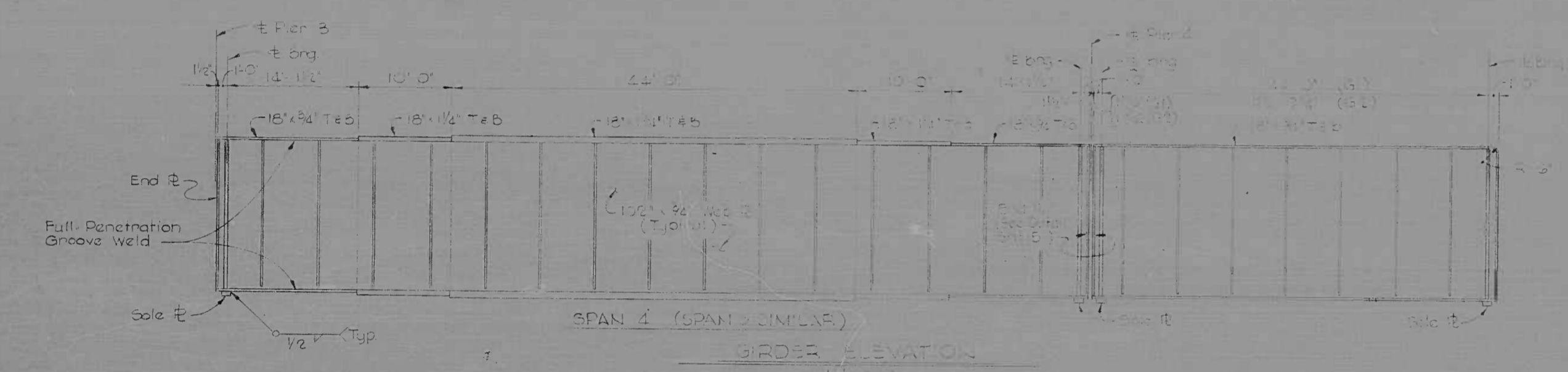
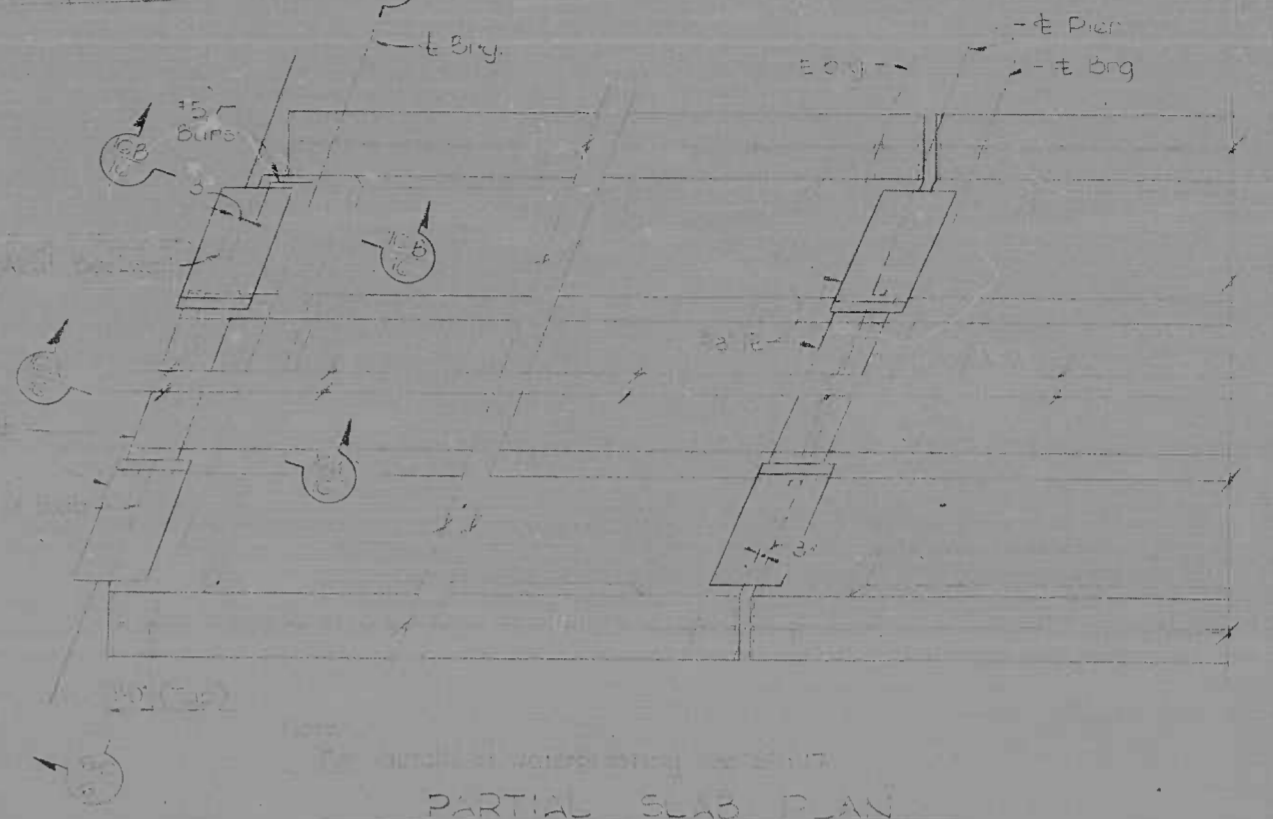
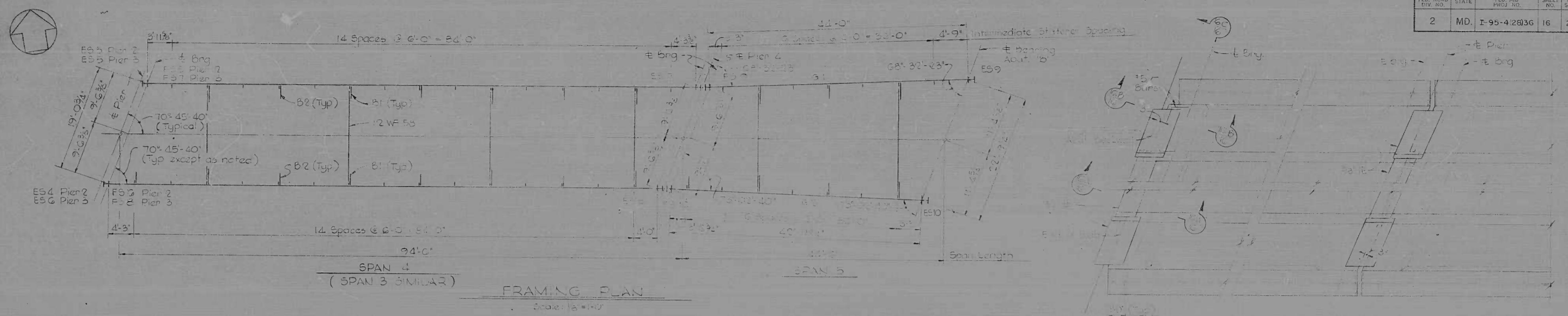


STIFFENER DETAILS
Scale: 1/2"=1'-0"

Note B:
All bolts shall have the same weathering qualities as the A-588 structural steel (see Special Provisions) except for the standard bearing and shear connections, standard H.S. bolts conforming to ASTM Designation A 307 shall be used.

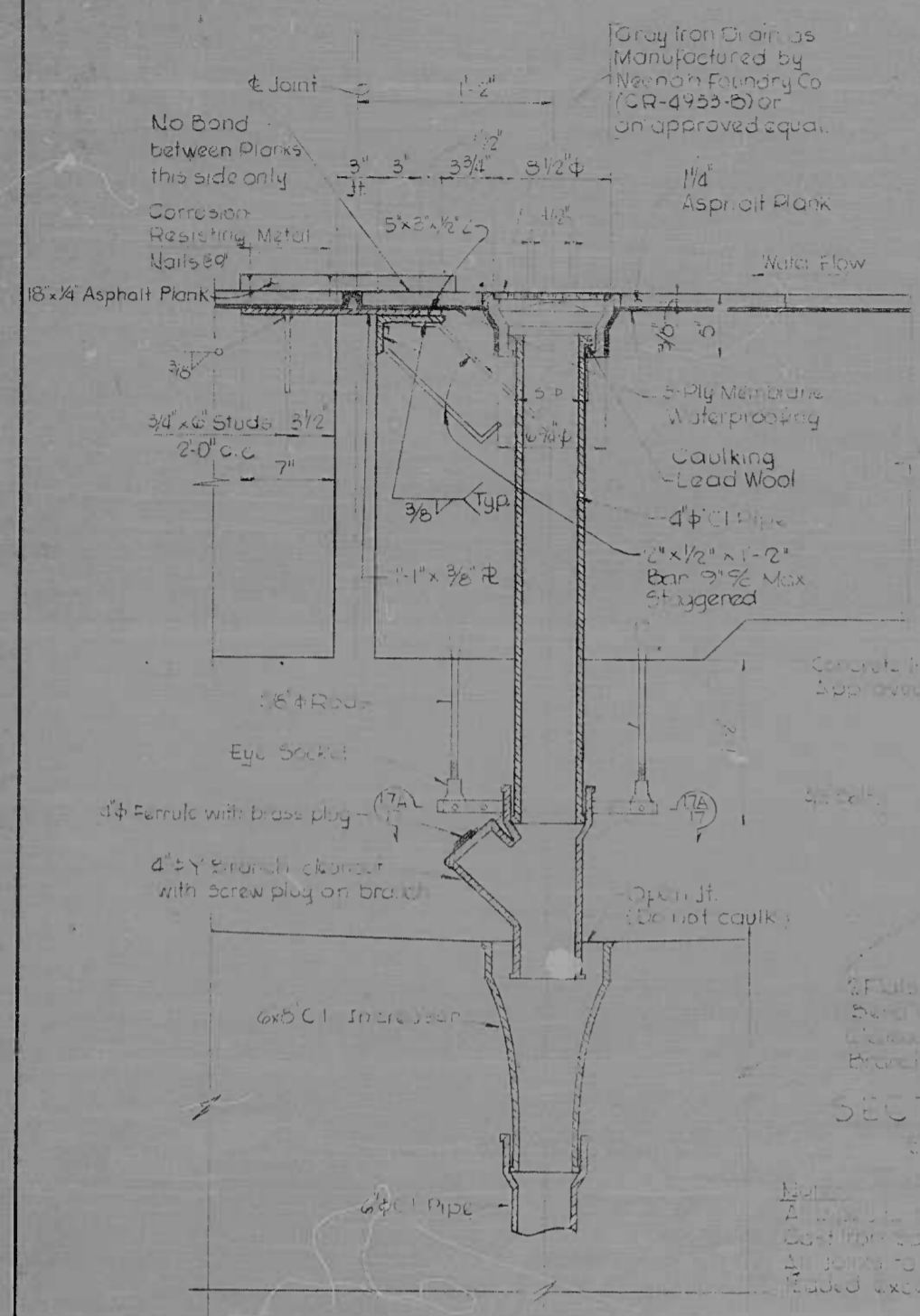
| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY | |
|-----------|--|--|--|
| | KOWRLE, BENDER, STONE & ASSOC., INC. MATZ, DILLON & ASSOC., INC. CONSULTING ENGINEERS 100 BALTIMORE STREET BALTIMORE, MARYLAND 21201 | RELOCATED CANTON RR. OVER I-95 FRAMING SPANS 1 & 2 AND DETAILS | DRAWN BY: [Signature] TRACED BY: [Signature] F.A.P. NO. I-95-4(28)36 S.R.C. NO. BC 245-25-815 BALTO. CITY NO. 1962 |
| | | SCALE: AS NOTED | DATE: JUNE 1969 |
| | | | DES. BY: [Signature] CHK. BY: [Signature] SHEET NO. 15 OF 20 |

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------------|-----------|--------------|
| 2 | MD. | I-95-42836 | 16 | 20 |

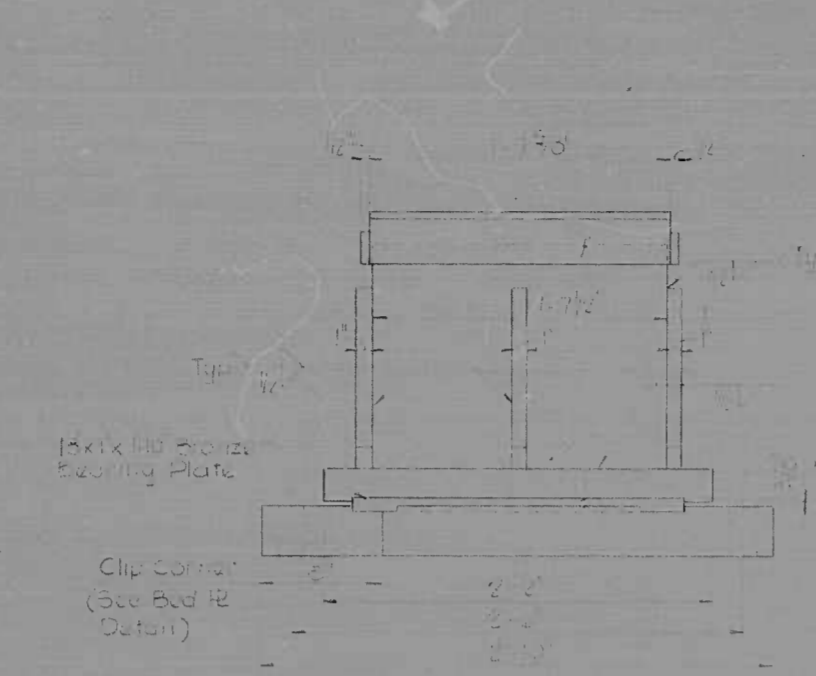


| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY |
|-----------|---|---|---|
| | KNOERLE, BENDER, STONE & ASSOC., INC. HATZ, GUILLES & ASSOC., INC. CONSULTING ENGINEERS 341 H. CALVERT STREET BALTIMORE, MARYLAND 21202 | RELOCATED CANTON R.R. OVER I-95 FRAMING SPANS 3, 4 & 5 AND DETAILS | DRAWN BY: [blank] TRACED BY: [blank] F.A.P. NO. I-95 (28)36 S.R.C. NO. BC 246-25-815 BALTO. CITY NO. 1962 |
| | | SCALE: AS NOTED | DATE: JUNE 1962 |
| | | | DES. BY: [blank] CHK. BY: [blank] SHEET NO. 16 of 20 |

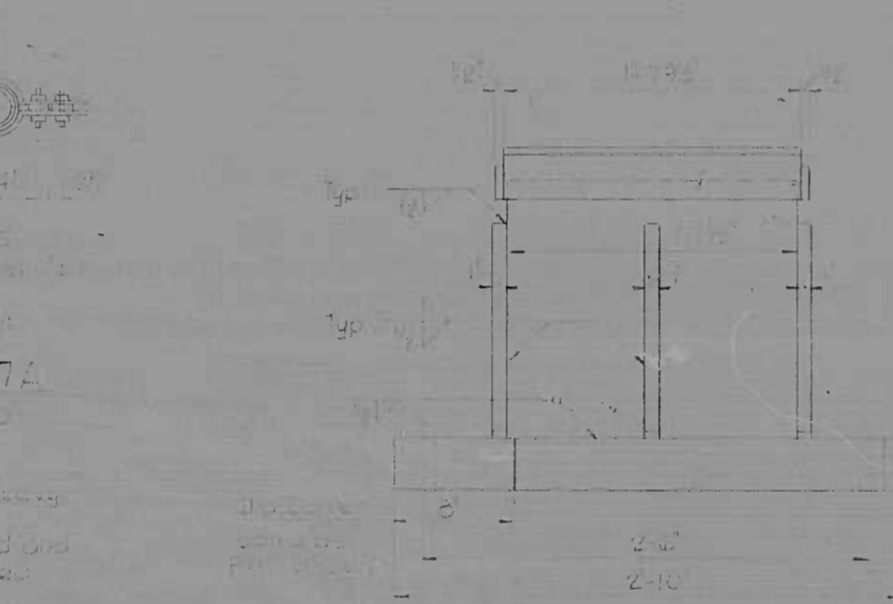
| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------------|-----------|--------------|
| 2 | MD. | I-95-4(2B)36 | 17 | 20 |



EXPANSION JOINT & SCUPPER DETAILS AT PIERS
Scale 1/2"=1'-0"

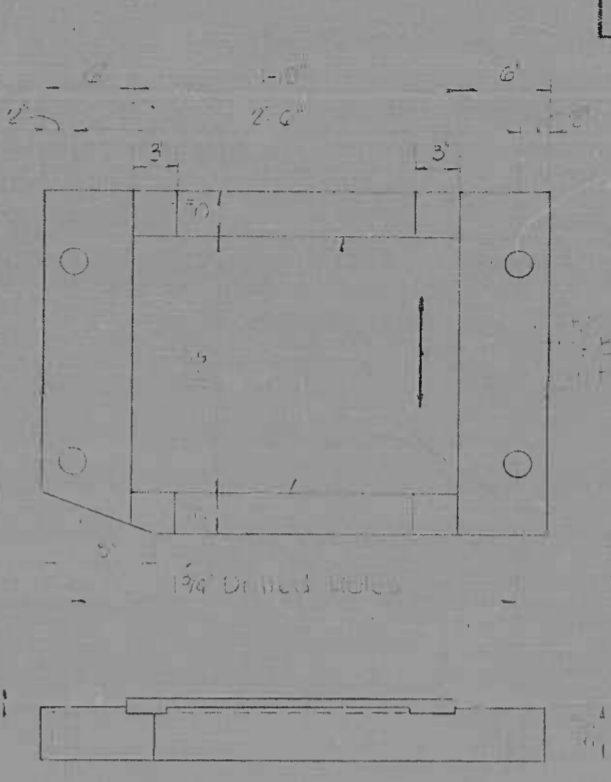


EXPANSION SHOE SECTION 17B

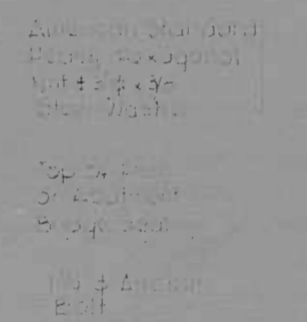


FIXED SHOE SECTION 17C

Note: Shoes shall be placed after installation except for machined surfaces, top or side plate may be fitted to bed plates, see Special Provisions.



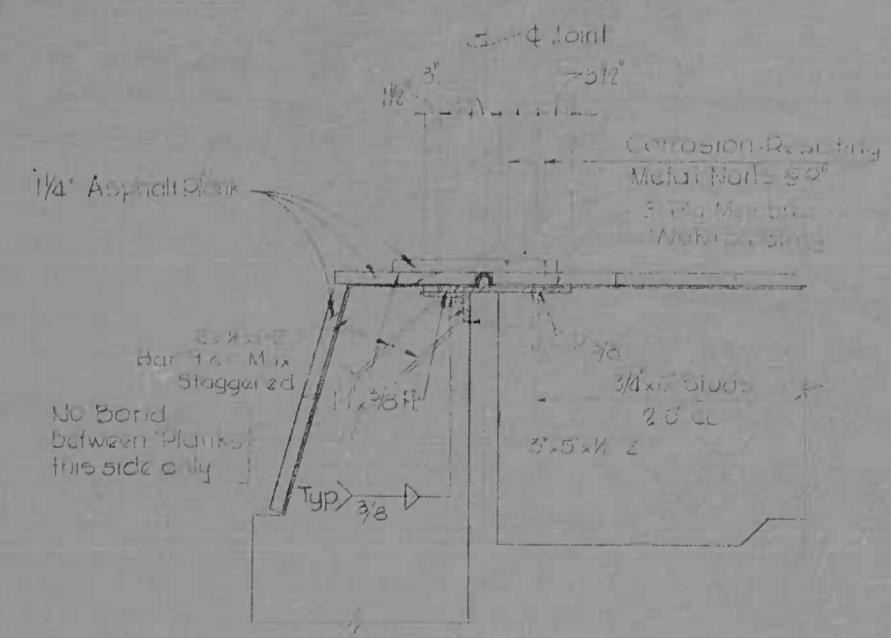
BED PLATE SECTION 17D



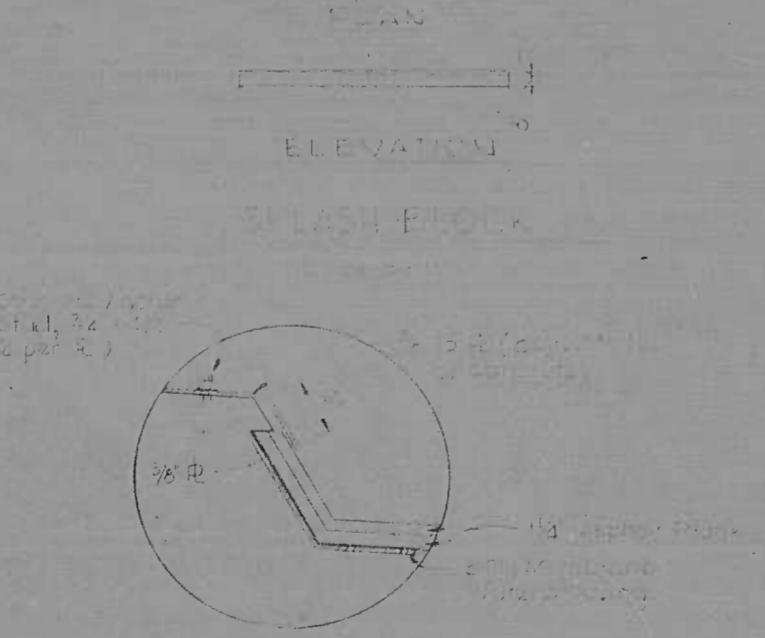
ANCHOR BOLT SECTION 17E

| SECTION | C | H | LOCATION | |
|---------|------|-----|----------|-----|
| | | | C | H |
| 17A | 15.0 | 1.0 | 15.0 | 1.0 |
| | 15.0 | 1.0 | 15.0 | 1.0 |
| | 15.0 | 1.0 | 15.0 | 1.0 |
| | 15.0 | 1.0 | 15.0 | 1.0 |
| 17B | 15.0 | 1.0 | 15.0 | 1.0 |
| | 15.0 | 1.0 | 15.0 | 1.0 |
| | 15.0 | 1.0 | 15.0 | 1.0 |
| | 15.0 | 1.0 | 15.0 | 1.0 |
| 17C | 15.0 | 1.0 | 15.0 | 1.0 |
| | 15.0 | 1.0 | 15.0 | 1.0 |
| | 15.0 | 1.0 | 15.0 | 1.0 |
| | 15.0 | 1.0 | 15.0 | 1.0 |
| 17D | 15.0 | 1.0 | 15.0 | 1.0 |
| | 15.0 | 1.0 | 15.0 | 1.0 |
| | 15.0 | 1.0 | 15.0 | 1.0 |
| | 15.0 | 1.0 | 15.0 | 1.0 |

SHOES & ANCHOR BOLT DETAILS

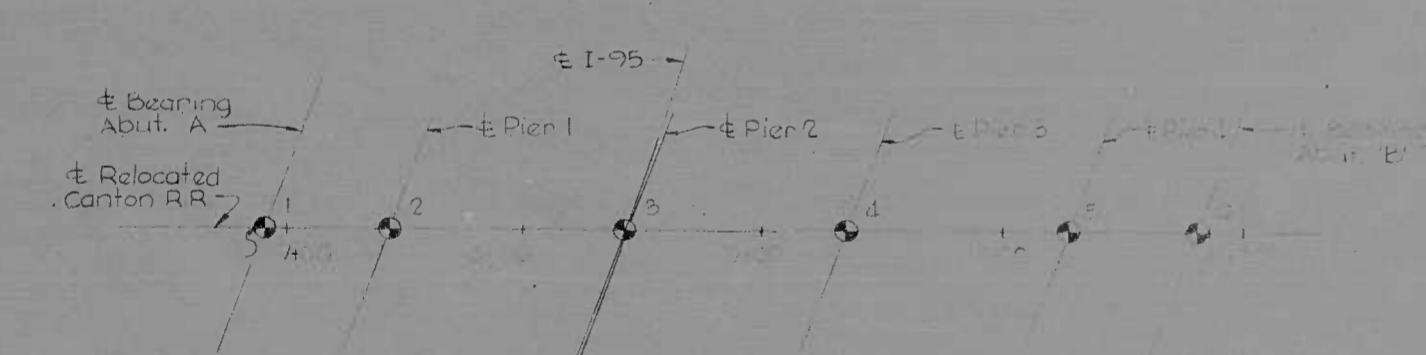
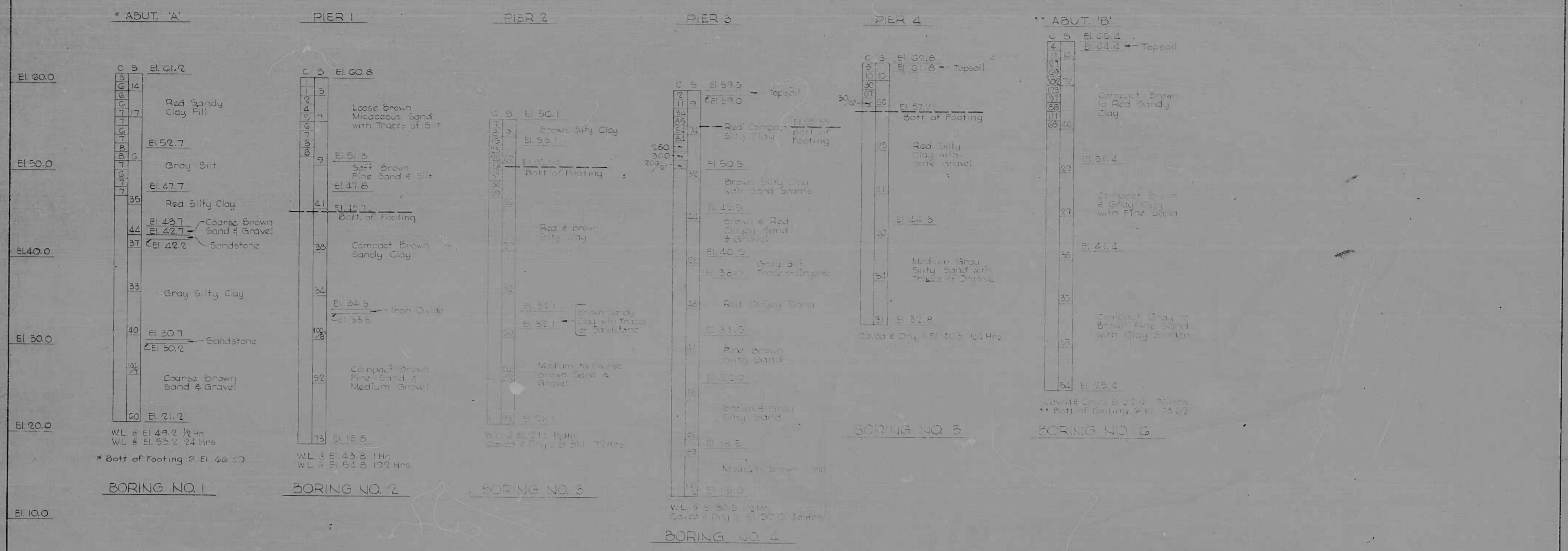


TYPICAL JOINT DETAIL AT ABUTMENT
Scale 1/2"=1'-0"



DETAIL 'A' (AT JOINT)
Scale 1/2"=1'-0"

| | | | |
|-----------|--|--|--|
| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY |
| | KROERLE, BLEICHER, STONE & ASSOC., INC. MATT CHESNUT & ASSOC., INC. CONSULTING ENGINEERS 431 N. CALVERT STREET BALTIMORE, MARYLAND 21202 | RELOCATED CANTON R.R. OVER I-95 MISCELLANEOUS DETAILS | DRAWN BY TRACED BY F.A.P. NO. I-95-4(2B)36 S.R.C. NO. BR 246-25-815 BALTO. CITY NO. 1962 |
| | | SCALE: AS NOTED | DATE: JUNE 1969 |
| | | | DES. BY CHK. BY SHEET NO. 17 OF 20 |



| Boring No. | Station | Offset |
|------------|---------|--------|
| 1 | 7+00.0 | + |
| 2 | 7+12.0 | + |
| 3 | 8+12.0 | + |
| 4 | 9+12.0 | + |
| 5 | 10+12.0 | + |
| 6 | 11+12.0 | + |

NOTES:

1. All borings were made in March 1969.
2. A 200 lb weight (bearing plate) was used for all borings. The footings are 30" x 30" x 18" (bearing 40,000 lbs).
3. A 100 lb weight was used for all borings. The footings are 30" x 30" x 18" (bearing 20,000 lbs).

| | | | |
|-----------------|---|---|-----------------------|
| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY | |
| | ANDERLY, BENDER, STONE & ASSOC., INC. MAYZ, COTTS & ASSOC., INC. CONSULTING ENGINEERS 311 N. CALVERT STREET BALTIMORE, MARYLAND 21201 | DRAWN BY TRACED BY | DES. BY CHK. BY |
| SCALE: AS NOTED | | DATE: JUNE 1969 | |
| | | F.A.P. NO. I-95-42636 S.R.C. NO. BC 246-25.8 BALTO. CITY NO. 1962 | SHEET NO. 18 OF 20 |

BORROW PROJECT

| STATION | | CUT | EMBANKMENT | TOP SOIL | | UNSUITABLE MATERIAL | | CLASS "2" | CUT ADJUSTED | CUT DENSIFIED | REMARKS |
|---------|-----|-----|------------|----------|------|---------------------|------|-----------|--------------|---------------|--------------------------------|
| FROM | TO | | | CUT | FILL | CUT | FILL | | | | |
| 0+ | 1+ | 82 | | | | | | | 82 | 80 | NOTE: S.F. FOR ALL CUTS = 0.97 |
| 1+ | 7+ | | 11,000 | | | | | 217 | | | SIDE DITCH LT. & RT. |
| 8+ | 18+ | | | | | | | 113 | | | SIDE DITCH RT. |
| 10+ | 17+ | | | | | | | 70 | | | SIDE DITCH LT. |
| 10+ | 18+ | | 15,000 | | | | | | | | |
| 18+ | 19+ | 218 | | | | | | | 218 | 210 | |
| TOTALS | | 300 | 26,000 | 0 | 0 | 0 | 0 | 400 | 300 | 290 | |

SUMMARY OF EARTHWORK

| | |
|---|--|
| <p>CLASS "1" EXCAVATION</p> <p>CUT 300 CU. YDS.</p> <p>PLUS TOP SOIL REMOVED UNDER FILL 0 CU. YDS.</p> <p>PLUS ROOT MAT REMOVED UNDER FILL (IF ANY) 0 CU. YDS.</p> <p>TOTAL CLASS "1" EXCAVATION 300 CU. YDS.</p> <p>EXCAVATION AVAILABLE FOR EMBANKMENT</p> <p>TOTAL CLASS "1" EXCAVATION 300 CU. YDS.</p> <p>MINUS:</p> <p>TOP SOIL REMOVED IN CUT 0 CU. YDS.</p> <p>TOP SOIL REMOVED UNDER FILL 0 CU. YDS.</p> <p>ROOT MAT REMOVED IN CUT 0 CU. YDS.</p> <p>ROOT MAT REMOVED UNDER FILL (IF ANY) 0 CU. YDS.</p> <p>CUT ADJUSTED 300 CU. YDS.</p> <p>CUT DENSIFIED 290 CU. YDS.</p> <p>PLUS CLASS "2" EXCAVATION AVAILABLE FOR EMBANKMENT 0 CU. YDS.</p> <p>TOTAL EXCAVATION NOT AVAILABLE FOR EMBANKMENT 290 CU. YDS.</p> <p>TOTAL EXCAVATION AVAILABLE FOR EMBANKMENT 0 CU. YDS.</p> | <p>EMBANKMENT REQUIRED</p> <p>EMBANKMENT 26,000 CU. YDS.</p> <p>REFILL FOR TOP SOIL REMOVED UNDER FILL 0 CU. YDS.</p> <p>REFILL FOR ROOT MAT REMOVED UNDER FILL (IF ANY) 0 CU. YDS.</p> <p>EMBANKMENT REQUIRED 26,000 CU. YDS.</p> <p>EXCAVATION AVAILABLE FOR EMBANKMENT 0 CU. YDS.</p> <p>BORROW REQUIRED 26,000 CU. YDS.</p> <p>BORROW DENSIFICATION (0.97%) 25,500 CU. YDS.</p> <p>TOTAL BORROW 26,000 CU. YDS.</p> |
| <p>CLASS "1-A" EXCAVATION</p> <p>UNDERCUTTING 2,800 CU. YDS.</p> <p>TOTAL CLASS "1-A" EXCAVATION 2,800 CU. YDS.</p> | <p>SELECT BORROW EXCAVATION OR EQUIVALENT</p> <p>CAPPING 0 CU. YDS.</p> <p>REFILL FOR CLASS "1-A" EXCAVATION 1,400 CU. YDS.</p> <p>SELECT BORROW 1,400 CU. YDS.</p> <p>SELECT BORROW DENSIFICATION (0.97%) 1,350 CU. YDS.</p> <p>TOTAL SELECT BORROW 1,400 CU. YDS.</p> |
| <p>CLASS "2" EXCAVATION</p> <p>FROM GRADING TABLE 400 CU. YDS.</p> <p>TOTAL CLASS "2" EXCAVATION 400 CU. YDS.</p> <p>FROM GRADING SHEET NOT AVAILABLE FOR FILL 400 CU. YDS.</p> <p>TOTAL CLASS "2" AVAILABLE FOR EMBANKMENT 0 CU. YDS.</p> | <p>PROPOSAL QUANTITIES</p> <p>ITEM PROPOSAL QUANTITIES</p> <p>CLASS "1" EXCAVATION 300 CU. YDS.</p> <p>CLASS "1-A" EXCAVATION 2,800 CU. YDS.</p> <p>CLASS "2" EXCAVATION 400 CU. YDS.</p> <p>BORROW EXCAVATION 29,500 CU. YDS.</p> <p>CONTINGENT BORROW EXCAVATION 1,000 CU. YDS.</p> <p>SELECT BORROW EXCAVATION 1,400 CU. YDS.</p> <p>CONTINGENT SELECT BORROW EXCAVATION 1,500 CU. YDS.</p> |

NOTE: THE QUANTITY "REFILL FOR CLASS "1-A" EXCAVATION" INCLUDES 50% OF THE COMPUTED QUANTITY FOR "UNDERCUTTING". THE REMAINING 50% OF "UNDERCUTTING" SHOULD BE LISTED UNDER "CONTINGENT SELECT BORROW EXCAVATION".

| | | | |
|-----------|---|--|---|
| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY |
| | KROERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CILLIS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202 | RELOCATED CANTON RAILROAD SPUR OVER INTERSTATE ROUTE 95 | DRAWN BY L.B.P. TRACED BY L.B.P. F.A.P. NO. I-95-4(28)36 S.R.C. NO. 85-130-15-11 BALTO. CITY NO. 1967 |
| | | SCALE: NONE | DATE: AUGUST 15, 1969 |
| | | | DES. BY J.W.C. CHK. BY D.E.S. SHEET NO. 19 of 20 |

SUMMARY OF QUANTITIES

| LUMP SUM ITEMS | | | | | STRUCTURE ITEMS | | | | | SHOULDER ITEMS | | | | |
|----------------|-----------------------|--------------------|-------------------|-------------------------------------|----------------------------|-----------------------|--------------------|-------------------|--|----------------|-----------------------|--------------------|-------------------|--|
| UNIT | IDENTIFICATION NUMBER | ESTIMATED QUANTITY | PROPOSAL QUANTITY | | UNIT | IDENTIFICATION NUMBER | ESTIMATED QUANTITY | PROPOSAL QUANTITY | | UNIT | IDENTIFICATION NUMBER | ESTIMATED QUANTITY | PROPOSAL QUANTITY | |
| LS | 101 | LS | LS | CL 3 EXCAV/STRUCTURES | CY | 401 | 670 | 670 | REMOVE EXISTING FENCE | LF | 601 | 250 | 275 | |
| LS | 102 | LS | LS | SUBFOUNDATION DRILLING | LF | 402 | 100 | 100 | 7 FT CHAIN LINK FENCE/BARBED WIRE (CONTINGENT) | LF | 602 | 190 | 210 | |
| LS | 103 | LS | LS | 14 CIP CONC PILE FUR/DR | LF | 403 | 910 | 910 | 8 5/8 IN DIA. TERMINAL POST FOR 7 FT. CHAIN LINK FENCE | E.A. | 603 | 2 | 2 | |
| LS | 104 | LS | LS | 14 CIP CON. T-PILE FUR/DR | LF | 404 | 70 | 70 | GATE FOR CHAIN LINK FENCE | E.A. | 604 | 2 | 2 | |
| LS | 105 | LS | LS | 14 CIP CONC PILE SPLICE | E.A. | 405 | 28 | 28 | TERMINAL POST FOR 7 FT. CHAIN LINK FENCE (3 IN. DIA.) | E.A. | 605 | 4 | 4 | |
| | | | | FOOTING CONCRETE | CY | 406 | 400 | 400 | RESET EXISTING FENCE | LF | 606 | 190 | 210 | |
| | | | | SUBSTRUCTURE CONCRETE | LS | 407 | LS | LS | | | | | | |
| | | | | SUPERSTRUCTURE CONCRETE | LS | 408 | LS | LS | | | | | | |
| | | | | CONTINGENT CONCRETE FOR BRIDGE | CY | 409 | 10 | 10 | | | | | | |
| | | | | CL C CONC. SUBFOUNDATION | CY | 410 | 20 | 20 | | | | | | |
| | | | | FOOT CONC RET WALL | CY | 411 | 20 | 20 | | | | | | |
| | | | | STEM CONC RET WALL | LS | 412 | LS | LS | | | | | | |
| | | | | CONT CONC/RET WALLS | CY | 413 | 10 | 10 | | | | | | |
| | | | | FAB STR. STEEL | LS | 414 | LS | LS | | | | | | |
| | | | | PILE LOAD TEST | E.A. | 415 | 1 | 1 | | | | | | |
| GRADING ITEMS | | | | | ROADSIDE IMPROVEMENT ITEMS | | | | | | | | | |
| UNIT | IDENTIFICATION NUMBER | ESTIMATED QUANTITY | PROPOSAL QUANTITY | | UNIT | IDENTIFICATION NUMBER | ESTIMATED QUANTITY | PROPOSAL QUANTITY | | | | | | |
| CY | 201 | 300 | 300 | CLASS 1 EXCAVATION | SY | 701 | 8,500 | 9,350 | | | | | | |
| CY | 202 | 2,800 | 2,800 | CLASS 1-A EXCAVATION | SY | 702 | 8,500 | 9,350 | | | | | | |
| CY | 203 | 400 | 400 | CLASS 2 EXCAVATION | SY | 703 | 500 | 550 | | | | | | |
| CY | 204 | 26,800 | 29,500 | BORROW EXCAVATION | | | | | | | | | | |
| CY | 205 | 1,000 | 1,000 | CONTINGENT BORROW EXCAVATION | | | | | | | | | | |
| CY | 206 | 1,450 | 1,500 | SELECT BORROW EXCAVATION | | | | | | | | | | |
| CY | 207 | 1,450 | 1,500 | CONTINGENT SELECT BORROW EXCAVATION | | | | | | | | | | |
| DRAINAGE ITEMS | | | | | UTILITY ITEMS | | | | | | | | | |
| UNIT | IDENTIFICATION NUMBER | ESTIMATED QUANTITY | PROPOSAL QUANTITY | | UNIT | IDENTIFICATION NUMBER | ESTIMATED QUANTITY | PROPOSAL QUANTITY | | | | | | |
| LF | 301 | 36 | 40 | 18" R.C. PIPE CL 4 | LF | 801 | 2,230 | 2,400 | | | | | | |
| LF | 302 | 110 | 120 | REMOVE PIPE CULVERTS | LF | 802 | 2,230 | 2,400 | | | | | | |
| LF | 303 | 32 | 100 | 48" R.C. PIPE CL 5 | LF | 803 | 1,900 | 2,100 | | | | | | |
| LF | 304 | 22 | 24 | 18" B.C.C.M.P. TYA 14 GA | | | | | | | | | | |
| E.A. | 305 | 2 | 2 | STD. C.WALL 18" PIPE | | | | | | | | | | |
| CY | 306 | 30 | 33 | CL B CONC/MISC STRUCT. | | | | | | | | | | |
| E.A. | 307 | 2 | 2 | END SECT/18" C.M. PIPE | | | | | | | | | | |
| CY | 308 | 50 | 55 | CL 3 EXCAV/INGD CONSTR. | | | | | | | | | | |

| | | | |
|-----------|---|--|---|
| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY |
| | KWOERLE, BERGER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202 | RELOCATED CANTON RAILROAD SPUR OVER INTERSTATE ROUTE 95 | DRAWN BY: JWC TRACED BY: JWC F.A.P. NO. 1-95-4(26)36 S.R.C. NO. RC 245-11-95 BALTO. CITY NO. 1000 |
| | | SCALE: NONE | DATE: AUGUST 15, 1969 |
| | | | DES. BY: JWC CHK. BY: DES SHEET NO. 20 of 20 |

B.M. 775G
Brass screw in S end of Sewer
at N.W. Cor. Kane St. and Fair Ave.
Elev. 53.12

B.M. 7734
Brass Disk in Conc. sign post base
N.W. Cor. Eastern Ave. and Kane St.
Elev. 94.48

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|--------------------|-----------|--------------|
| 2 | MD. | I-95-4(28)36 | 3 | 20 |

For Railroad Highway
Grade Crossing Protection
at Kane Street See
Sheet No. 8 and
Special Provisions

C Constr. Sta. 0+58
22" 18" B.C.M. Pipe Type A 14 Gg.
2" End Sections for 18" C.M. Pipe
Remove Existing Pipe

Approximate Limits of Man-made Fill
(2-69)

C Constr. Sta. 2+20
36" 18" R.C.C. Pipe Class 4
2" Std. C Headwalls

Chord Definition
Δ = 57° 02' 43.5"
Dc = 24'-00"-00"
R = 24.00'
T = 130.70'
L = 237.69'
E = 33.22'
SE = 1'
Gage 4'-9"

Low Saturated Area (2-69)

For Profile and Grade
See Sheet No. 7

| (F1) | (F2) |
|------------------|------------------|
| Δ = 90° 00' 00" | Δ = 120° 38' 45" |
| Dc = 27' 84' 36" | Dc = 76' 23' 40" |
| R = 175.88' | R = 75.00' |
| T = 175.88' | T = 131.61' |
| L = 276.27' | L = 157.92' |
| E = 72.85' | E = 76.45' |
| SE = 0.08' | |

MATCH LINE SEE SHEET NO. 4

| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY |
|-----------|---|--|--|
| | KNOX, BENDER, STONE & ASSOC., INC. AND MATZ, GUMBS & ASSOC., INC. CONSULTING ENGINEERS 241 N. CALVERT STREET BALTIMORE, MARYLAND 21202 | RELOCATED CANTON RAILROAD SPUR OVER INTERSTATE ROUTE 95 | DRAWN BY: WFF TRACED BY: WFF F.A.P. NO. I-95-4(28)36 S.R.C. NO. BC-246-25-812 BALTO. CITY NO. 1962 |
| | | SCALE: 1" = 40' | DATE: AUG 12, 1969 |
| | | | DRAWN BY: WFF DES. BY: JWC CHK. BY: RES SHEET NO. 3 of 20 |

EMTMC-GA
 Metal T-Bar & Cap Sta. 54+28.75
 I-95 Survey S. 4.311.555
 E. 22,899.279 Elev. 61.84

MATCH LINE SEE SHEET NO. 3

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------------|-----------|--------------|
| 2 | MD. | I-95-42836 | 4 | 20 |

- (10) Ponded Water (2-C9)
- Δ - 84° 30' 12"
 - TB - 1378.96
 - AX - 52° 00' 12"
 - DD - 5° 00' 00"
 - TT - 1145.92
 - L - 538.94
 - L - 1040.07
 - Q - 16° 15' 00"
 - Ls - 650.00
 - LT - 435.18
 - ST - 218.34
 - SE - 0.02%

Constr. Sta. 6+70
 Remove & Replace
 92" 48" RCC Pipe With
 48" RCC Pipe Class 3
 Class A Bedding
 With Conc.
 (Cl. B Conc.)
 For Details Conc. Grade
 & Profile - Storm Drain
 See Sheet No. 9

Sta. 55+82.75 & Survey
 Sta. 6+79.80 & Reloc.
 Canton R.R. Spur

Chord Definition
 Δ = 76° 48' 56.4"
 Dx = 20° 00' 00"
 R = 287.94'
 T = 228.28'
 L = 364.06'
 SE = 1° 51'
 Page 4-9

For Profile and Grade
 See Sheet No. 7

- (11)
- Δ - 7° 26' 50.7"
 - Dc - 72° 00' 00"
 - R - 286.18'
 - T - 189.45'
 - L - 327.57'
 - SE - 0.024%

| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY |
|-----------|---|---|--|
| | KENDRICK, BENIGER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202 | RELOCATED CANTON RAILROAD OVER INTERSTATE ROUTE 95 | DRAWN BY: WFF TRACED BY: WFF F.A.P. NO. I-95-42836 S.R.C. NO. BC 246-75-205 BALTO. CITY NO. 1556 |
| | | SCALE: 1" = 40' | DES. BY: JWC CHK. BY: QFS SHEET NO. 4 OF 20 |

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|--------------------|-----------|--------------|
| 2 | MD | I-95-412836 | 5 | 20 |

B.M.#7753
 Brass screw in W end of Conc. Retaining wall, S.E. Cor. Eastern Ave. and 45th St. 140' E. of City Boundary. Elev. 122.062



| | | | |
|------------------|------------------|--------------------|------------------|
| (A1) | (A2) | (B2) | (B3) |
| Δ = 99° 03' 38" | Δ = 90° 00' 00" | Δ = 43° 31' 55.9" | Δ = 9° 03' 37.7" |
| Dc = 257' 48.32' | Dc = 33' 18' 41" | Dc = 32' 11' 19.1" | Dc = 25' 07' 47" |
| R = 272.00' | R = 172.00' | R = 174.00' | R = 228.00' |
| T = 260.21' | T = 112.00' | T = 71.25' | T = 13.07' |
| L = 383.82' | L = 270.18' | L = 135.55' | L = 36.05' |
| E = 120.04' | E = 71.24' | E = 13' 73" | E = 0.71' |
| SE = 0.08% | SE = 0.08% | SE = 0.08% | SE = 0.08% |

For Profile and Grade. See Sheet No. 7

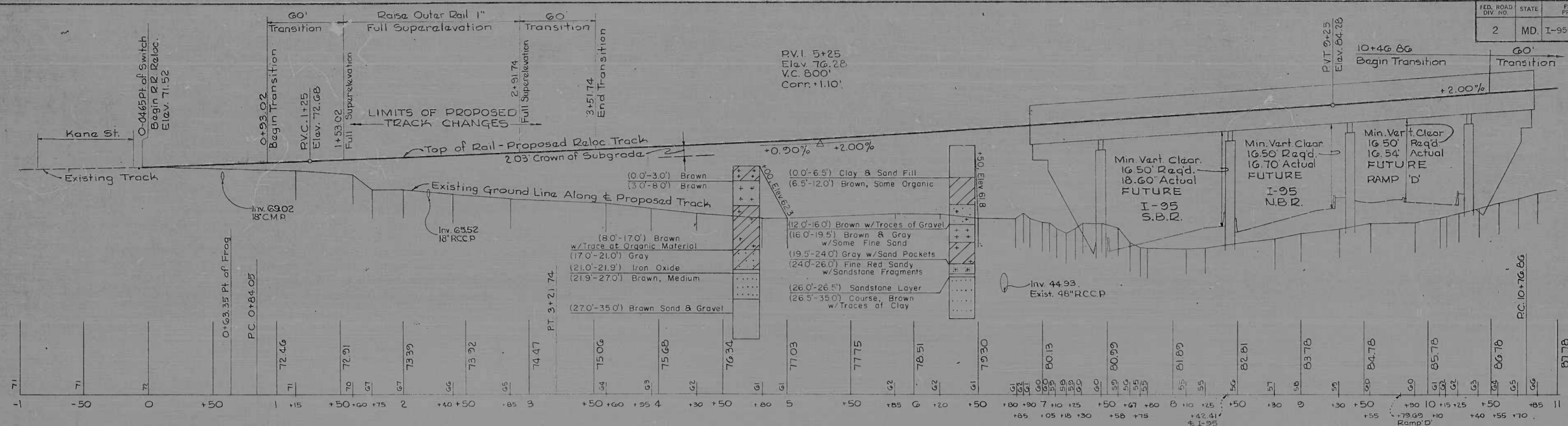
| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY |
|-----------------|---|--|--|
| | KINDIG, BENDER, STONE & ASSOC., INC. AND MATZ, D'UNDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202 | RELOCATE CANTON RAILROAD SPUR OVER INTERSTATE ROUTE 95 | DRAWN BY WFF DES. BY JWC TRACED BY WFF CHK. BY DES F.A.P. NO. I-95-412836 S.R.C. NO. BC 246-25-85 BALTO. CITY NO. 1882 |
| SCALE: 1" = 40' | DATE: AUGUST 16, 1969 | SHEET NO. 5 | TOTAL SHEETS 20 |

| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------------|-----------|--------------|
| 2 | MD. | I-95-42836 | 6 | 20 |

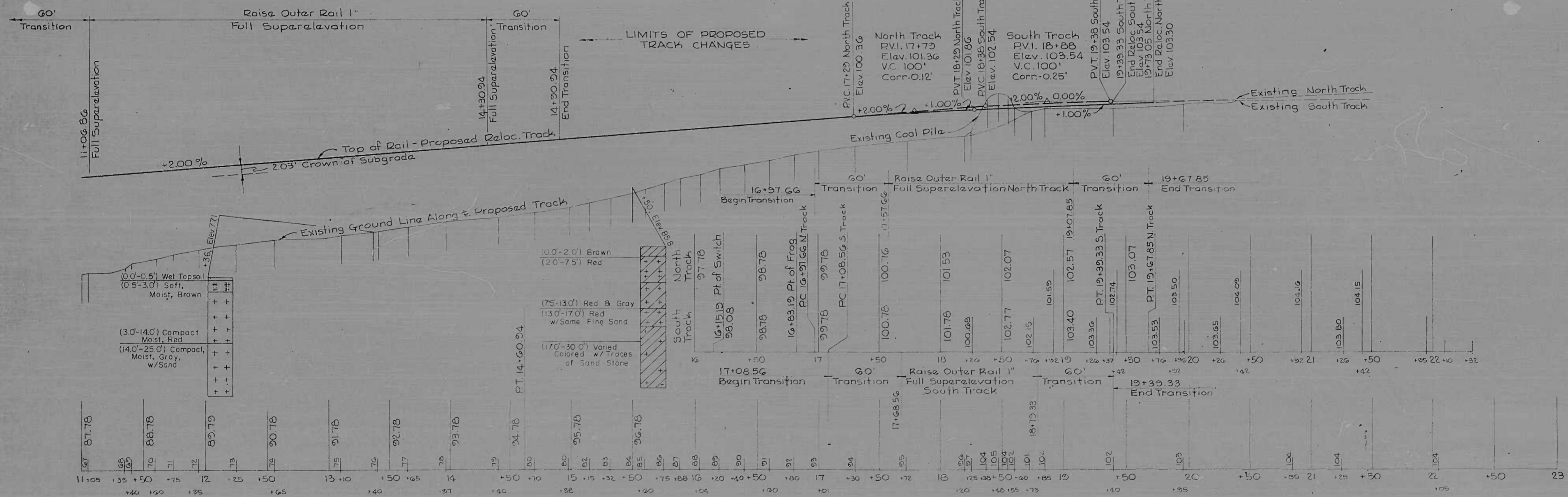


| | | | |
|-----------|---|--|---|
| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY |
| | KNOERLE, BENDER, STORR & ASSOC., INC. 140 MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202 | RELOCATED CANTON RAILROAD SPUR OVER INTERSTATE ROUTE 95 | DRAWN BY: WEF TRACED BY: WFF F.A.P. NO. I-95-42836 S.R.C. NO. BC 248-25-013 BALTO. CITY NO. 182 |
| | | SCALE: 1"=40' | DATE: AUGUST 15, 1963 |
| | | | DES. BY: JWC CHK. BY: DEJ SHEET NO. 6 of 20 |

| | | | | |
|--------------------|-------|--------------------|-----------|--------------|
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
| 2 | MD | I-95-4(28)36 | 7 | 20 |



RELOCATED CANTON R.R. SPUR
Datum 25



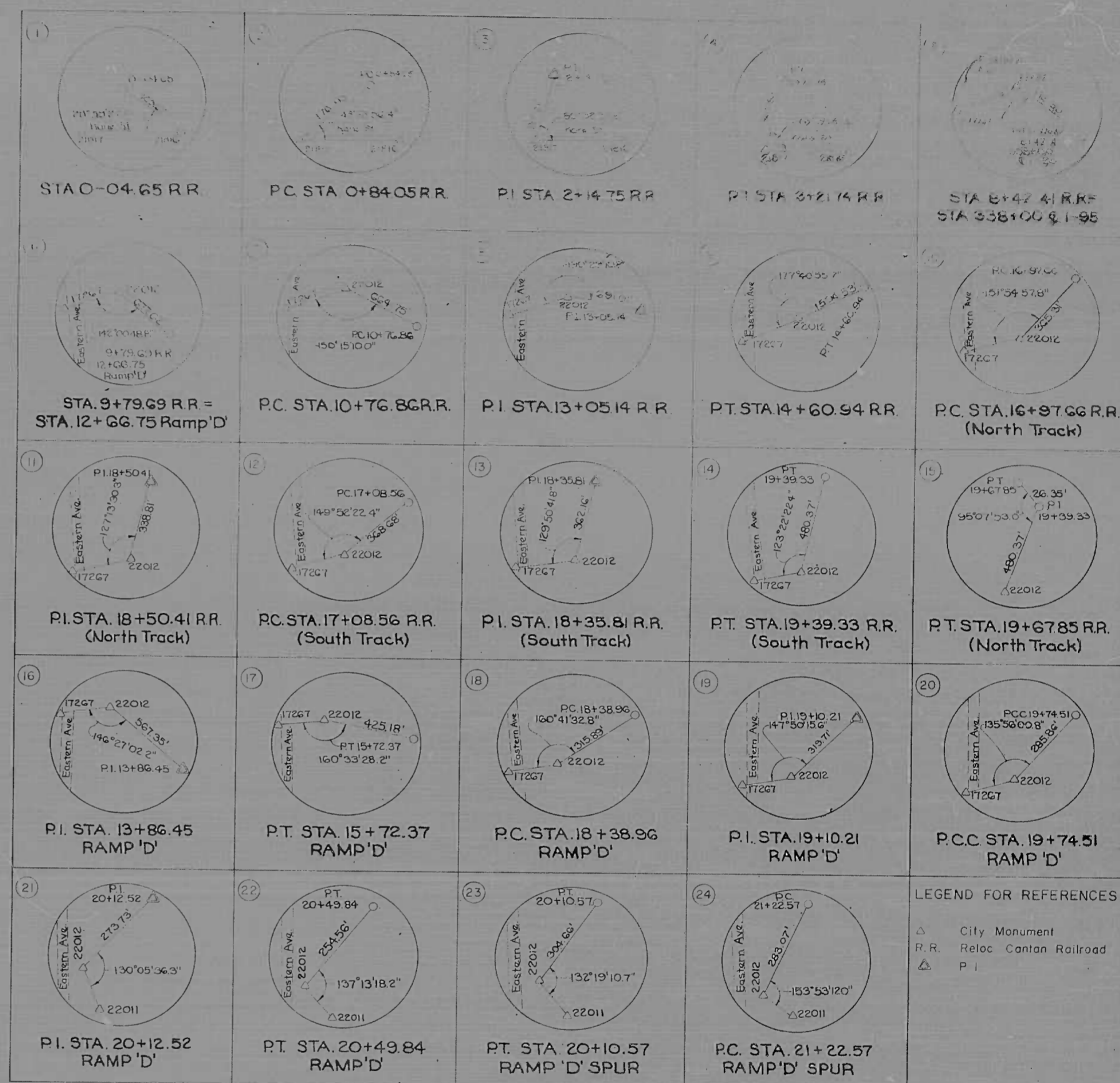
RELOCATED CANTON R.R. SPUR
Datum 25

| | | | | | |
|---------------------------------|--|--|--|--|------------------------------|
| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & | | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY | |
| | KRUELE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202 | RELOCATED CANTON - RAILROAD SPUR OVER INTERSTATE ROUTE 95 | | DRAWN BY: JWC TRACED BY: RFD | DES. BY: JWC CHK. BY: DES |
| SCALE: HOR. 1"=40' VERT. 1"=10' | | DATE: AUGUST 15, 1969 | | F.A.P. NO. I-95-4(28)36 S.R.C. NO. BC 246-25-015 BALTO. CITY NO. 1962 | SHEET NO. 7 of 20 |

COORDINATES

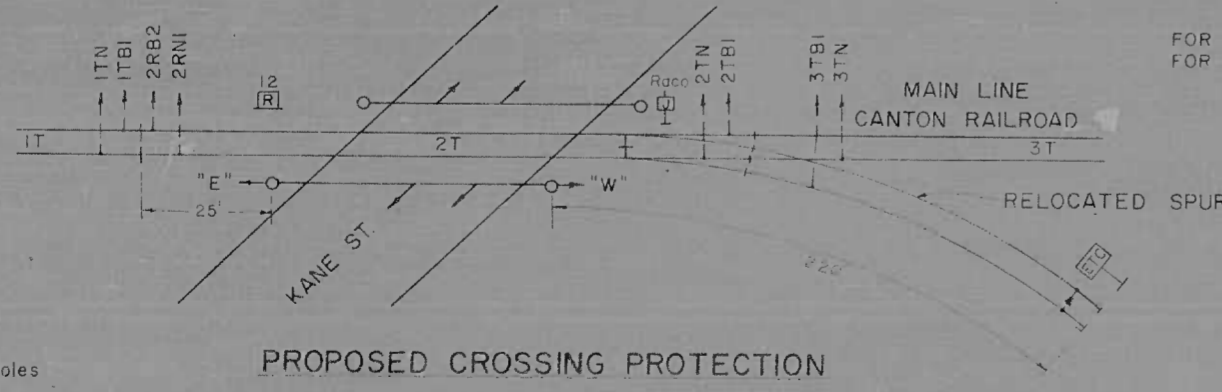
| POINT NUMBER | LOCATION | NORTH COORDINATE | EAST COORDINATE | BEARING | POINTS |
|--------------|---|------------------|-----------------|-------------------|----------|
| 1 | STA 0+04.65 R.R. | -4276.8215 | 22305.2387 | | |
| 2 | P.C. STA. 0+84.05 R.R. | -4210.2676 | 22363.9656 | | |
| 3 | P.I. STA. 2+14.75 R.R. | -4113.2181 | 22451.5048 | N 42° 03' 32.5" E | 21 TO 3 |
| 4 | P.T. STA. 3+21.74 R.R. | -4133.8801 | 22580.5584 | | |
| 5 | STA 8+42.41 R.R. = STA 338+00 C 1-95 | -4216.1936 | 23094.6853 | | |
| 6 | STA 9+79.69 R.R. = STA 12+66.75 Ramp 'D' | -4237.8969 | 23230.2402 | S 87° 54' 14.0" E | 31 TO 8 |
| 7 | P.C. STA. 10+76.86 R.R. | -4253.2576 | 23326.1829 | | |
| 8 | P.I. STA. 13+05.14 R.R. | -4289.3468 | 23551.5935 | | |
| 9 | P.T. STA. 14+60.94 R.R. | -4078.1090 | 23638.1441 | | |
| 10 | P.C. STA. 16+97.66 R.R. (NORTH TRACK) | -3859.0676 | 23727.4921 | N 22° 16' 43.6" E | 8 TO 11 |
| 11 | P.I. STA. 18+50.41 R.R. (NORTH TRACK) | -3717.7184 | 23785.2072 | | |
| 12 | P.C. STA. 17+08.56 R.R. (SOUTH TRACK) | -3851.8649 | 23739.3247 | | |
| 13 | P.I. STA. 18+35.81 R.R. (SOUTH TRACK) | -3741.0433 | 23801.8541 | N 29° 25' 49.6" E | 12 TO 13 |
| 14 | P.T. STA. 19+39.33 R.R. (SOUTH TRACK) | -3734.6650 | 23928.9393 | N 87° 07' 36.3" E | 13 TO 14 |
| 15 | P.T. STA. 19+67.85 R.R. (NORTH TRACK) | -3710.013 | 23938.3691 | | |
| 16 | P.I. STA. 13+86.45 RAMP 'D' | -4148.8873 | 23310.2804 | | |
| 17 | P.T. STA. 15+72.37 RAMP 'D' | -4028.4993 | 23452.6522 | | |
| 18 | P.C. STA. 18+38.96 RAMP 'D' | -3856.3647 | 23656.2199 | N 49° 46' 57.8" E | 16 TO 19 |
| 19 | P.I. STA. 19+10.21 RAMP 'D' | -3810.3573 | 23710.6286 | | |
| 20 | P.C.C. STA. 19+74.51 RAMP 'D' | -3739.5145 | 23718.2624 | N 06° 09' 01.9" E | 20 TO 21 |
| 21 | P.I. STA. 20+12.52 RAMP 'D' | -3701.7225 | 23722.3349 | | |
| 22 | P.T. STA. 20+49.84 RAMP 'D' | -3664.6533 | 23713.9269 | N 12° 46' 46.3" W | 21 TO 22 |
| 23 | P.T. STA. 20+10.57 RAMP 'D' SPUR | -3701.6837 | 23755.2343 | | |
| 24 | P.C. STA. 21+22.57 RAMP 'D' SPUR | -3589.8282 | 23749.5481 | N 02° 54' 37.0" W | 23 TO 24 |

REFERENCES

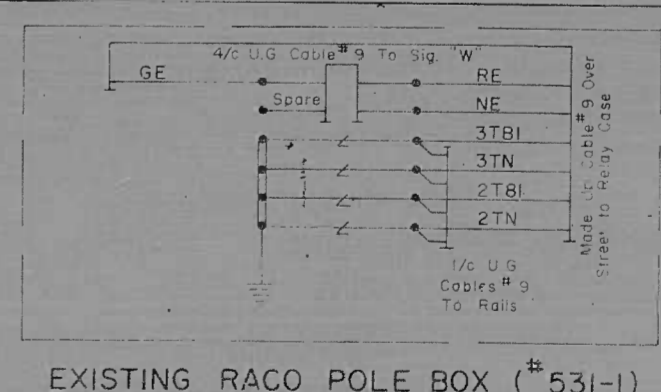
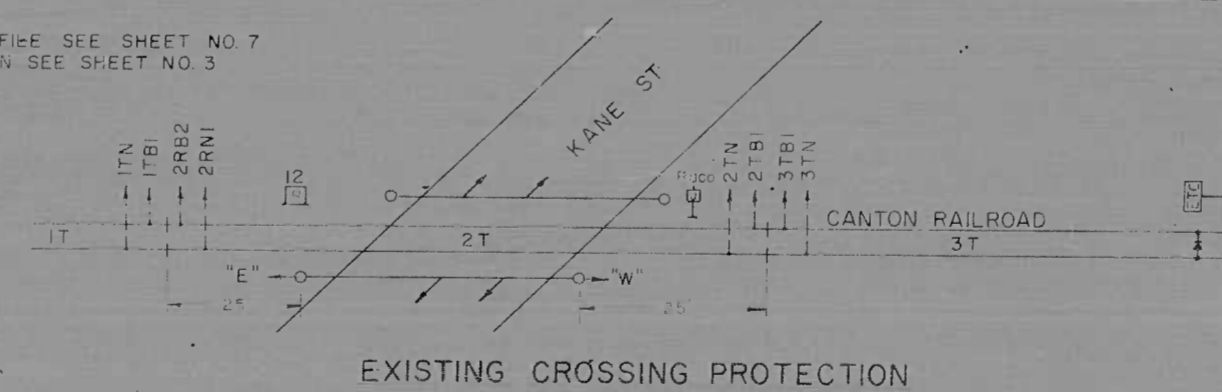


GRADE CROSSING LEGEND

- Track Connections
- Rectifier
- End Track Circuit Sign
- Insulated Joint
- Insulated Switch Rod
- Overhead Traffic Signals
- Traffic Signal Support Poles



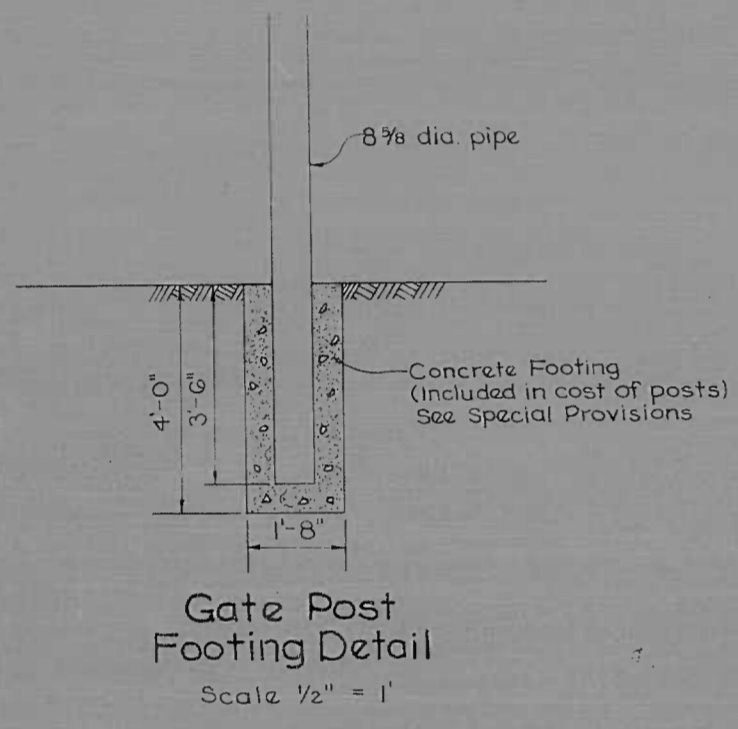
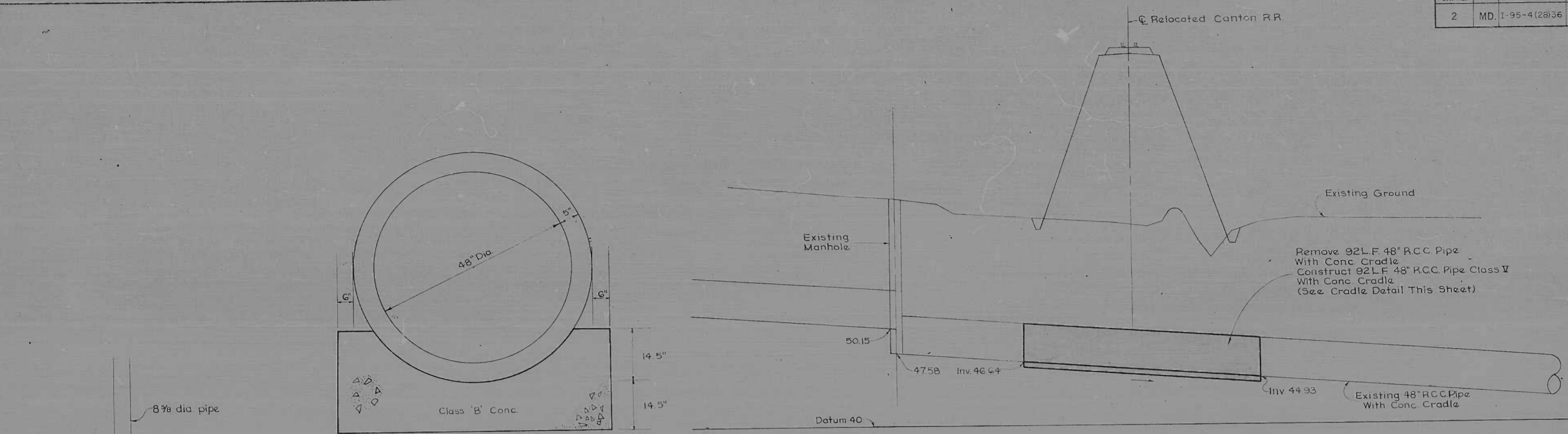
FOR PROFILE SEE SHEET NO. 7
FOR PLAN SEE SHEET NO. 3



GRADE CROSSING AT KANE STREET

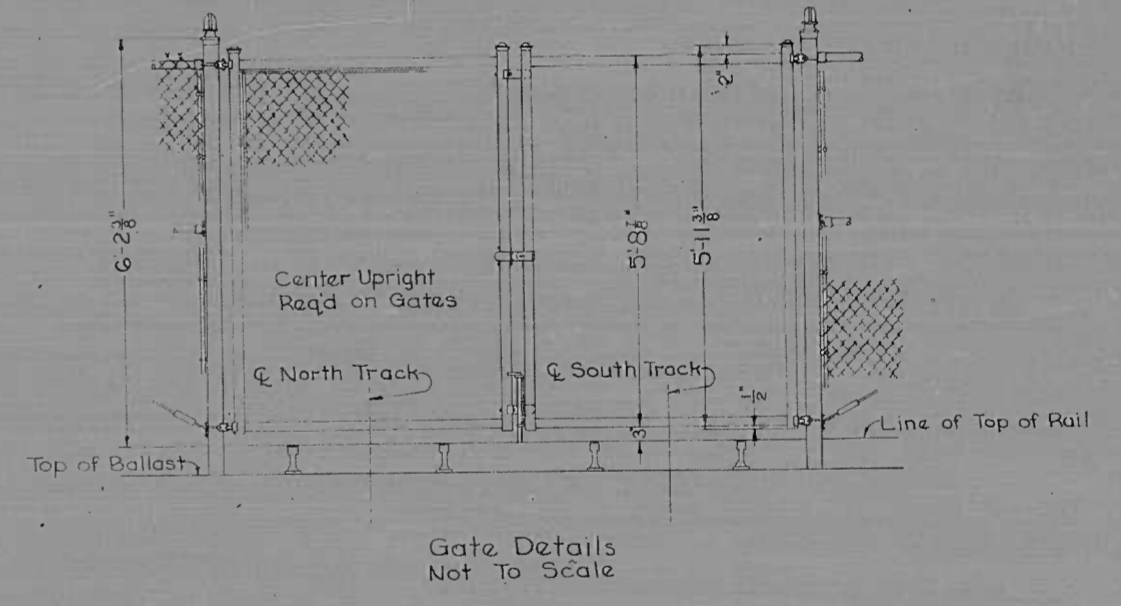
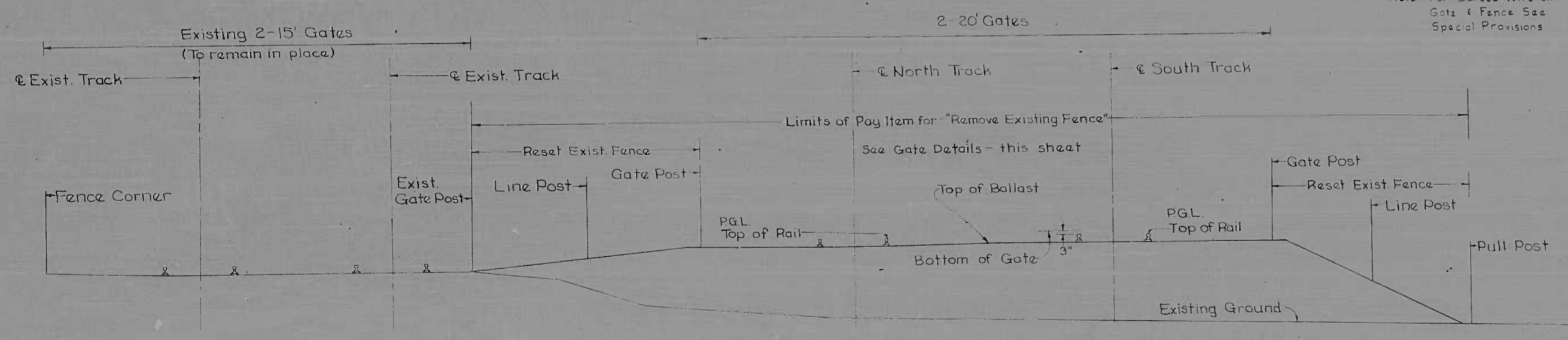
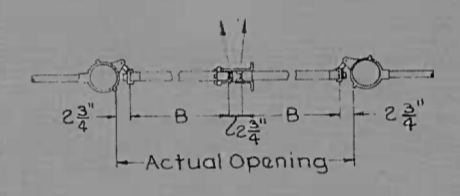
| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY |
|-----------------|---|--|--|
| | KINDERLE, BENDER, STONE & ASSOC., INC. MATT. CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202 | RELOCATED CANTON RAILROAD SPUR OVER INTERSTATE ROUTE 95 | DRAWN BY: J.G.C. TRACED BY: J.D.M. F.A.P. NO. I-95-4 (28) 36 S.R.C. NO. B.C. 246-25-815 BALTO. CITY NO. 1962 |
| SCALE: AS SHOWN | DATE: AUGUST 15, 1969 | DES. BY: J.G.C. CHK. BY: D.E.S. | SHEET NO. 8 OF 20 |

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|--------------------|-----------|--------------|
| 2 | MD | I-95-4(28)36 | 9 | 20 |



Concrete Cradle For 48" R.C.C.P. Class V For Plan See Sheet No 4 Scale 1" = 1'

48" Storm Drain Sta G+70 For Plan See Sheet No 4 Scale 1" = 20' Horiz 1" = 5' Vert



Chain Link Fence Details Profile-West Property Line - Crosse & Blackwell Scale 1" = 5'

| | | | |
|-----------|---|--|--|
| REVISIONS | CONSULTANT | CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS | STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY |
| | KROERLE, BENDER, STONE & ASSOC., INC. MATTZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202 | RELOCATED CANTON RAILROAD SPUR OVER INTERSTATE ROUTE 95 | DRAWN BY J.D.M. TRACED BY J.D.M. F.A.P. NO. I-95-4(28)36 S.R.C. NO. BC 246-25-815 BALTO. CITY NO. 1962 |
| | | SCALE: As Shown | DATE: August 15, 1969 |
| | | | SHEET NO. 9 of 20 |

INDEX OF SHEETS

- 1 TITLE SHEET AND LOCATION PLAN
- 2 TYPICAL SECTIONS
- 3 PLAN STA 0-0465 TO STA 5+20
- 4 PLAN STA 5+20 TO STA 15+90
- 5 PLAN STA 15+90 TO STA 19+73
- 6 PLAN
- 7 PROFILE STA 0-0465 TO STA 19+73
- 8 REFERENCES, COORDINATES, GRADE CROSSING PROTECTION
- 9 DETAILS- CHAIN LINK FENCE, 48" STORM DRAIN
- 10 RETAINING WALL AT RAMP 'D'
- 11 GENERAL PLAN AND ELEVATION
- 12 FOUNDATION PLAN
- 13 ABUTMENTS
- 14 PIERS
- 15 FRAMING SPANS 1&2 AND DETAILS
- 16 FRAMING SPANS 3,4&5 AND DETAILS
- 17 MISCELLANEOUS DETAILS
- 18 BORING LOGS
- 19 EARTHWORK SUMMARY
- 20 SUMMARY OF QUANTITIES

| | | | | |
|--------------------|-------|--------------------|-----------|--------------|
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
| 2 | MD. | I-95-4(28)36 | 1 | 20 |

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
AND
STATE ROADS COMMISSION OF MARYLAND
INTERSTATE DIVISION FOR BALTIMORE CITY

FEDERAL AID PROJECT NO. I-95-4(28)36
STATE ROADS COMMISSION PROJECT NO. BC 246-25-815
CITY OF BALTIMORE BUREAU OF ENGINEERING,
HIGHWAY ENGINEERING DIVISION CONTRACT NO. 1962

INTERSTATE ROUTE 95

RELOCATED CANTON RAILROAD SPUR OVER INTERSTATE ROUTE 95

| FIELD BOOKS | |
|-----------------------|----------------------|
| BOOK NO. | DESCRIPTION |
| I-95 003 | Topo, Cross Sections |
| I-95 005 | Traverse |
| I-95 007 | Topo, Cross Sections |
| Reference Sheet No. 8 | Control Points |

SOIL LEGEND

| | | | |
|--|-------------------------------|--|---|
| | A-2-4 SILTY SAND | | A-7 CLAY |
| | A-2-7 CLAYEY SAND | | A-7-2 SANDY CLAY |
| | A-4 SILT | | A-7-4 SILTY CLAY |
| | A-3 SAND, NON-PLASTIC | | A-4-7 CLAYEY SILT |
| | PLAN LOCATION OF SOIL BORINGS | | PLAN LOCATION OF GOW BORINGS |
| | IN PLACE DRY DENSITY (DEPTH) | | GENERAL LOCATION OF REQUIRED MATERIAL REMOVAL |

PGF. 0 % MOISTURE (DATE)

PROFILE VERTICAL SCALE 1"=10'

LL - LIQUID LIMIT PI - PLASTICITY INDEX N.P. - NON-PLASTIC
M.D.B. O.M.C. - MAXIMUM DRY DENSITY AND OPTIMUM MOISTURE CONTENT AS DETERMINED BY A.A.S.H.O. DESIGNATION T-99 METHOD 'C'

UNLESS OTHERWISE NOTED ON PLANS ALL SOIL SURVEY BORINGS FOR CONSTRUCTION WERE LEFT OPEN FOR 24 HOURS WITH NO EXCESS MOISTURE OR FRESH WATER ENCOUNTERED DURING TIME OF SOIL SURVEY (10/68 & 1/69-2/69) BORING DATA FOR STRUCTURES IS INDICATED ON RESPECTIVE PLAN SHEETS



RIGHT OF WAY LINES SHOWN ON THESE PLANS DO NOT INCLUDE EASEMENT. 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 THE APPROPRIATE RIGHT OF WAY PLAT OR PLATS.

| | | | | | | | |
|--|---|---|--|--|--|--|--|
| <p>CHECKED BY:</p> <p>BUREAU OF ENGINEERING</p> <p>WATER DIVISION</p> <p>WASTE WATER DIVISION</p> <p>HIGHWAY ENGINEERING DIVISION</p> <p>SURVEY AND RECORDS DIVISION</p> <p>BUREAU OF UTILITY OPERATIONS</p> <p>LIGHTING SECTION</p> <p>CONDUIT SECTION</p> <p>HIGHWAY MAINTENANCE DIV.</p> <p>HIGHWAY MAINTENANCE DIV.</p> <p>DEPARTMENT OF TRANSIT AND TRAFFIC</p> | <p>INITIALS DATE</p> <p><i>R. J. K. [Signature]</i> 8/16/69</p> <p><i>M. A. H. [Signature]</i> 8/16/69</p> <p><i>[Signature]</i> 8/16/69</p> <p><i>G. L. N. [Signature]</i> 8/16/69</p> <p><i>G. L. N. [Signature]</i> 8/16/69</p> <p>INITIALS DATE</p> <p><i>[Signature]</i> 8/16/69</p> | <p>CITY OF BALTIMORE</p> <p>DEPARTMENT OF PUBLIC WORKS</p> <p>APPROVAL RECOMMENDED</p> <p><i>C. Edward [Signature]</i></p> <p>HEAD, BUREAU OF ENGINEERING</p> <p>APPROVED</p> <p><i>[Signature]</i></p> <p>DIRECTOR OF PUBLIC WORKS</p> | <p>PREPARED BY</p> <p>KNOERLE, BENDER, STONE & ASSOCIATES, INC.</p> <p>AND</p> <p>MATZ, CHILDS, & ASSOCIATES, INC.</p> <p>CONSULTING ENGINEERS</p> <p>BALTIMORE, MARYLAND</p> <p>AUGUST 15, 1969</p> <p>DATE</p> | <p>CANTON RAILROAD COMPANY</p> <p>REVIEWED AND APPROVED</p> <p><i>[Signature]</i></p> <p>Vice President</p> <p>DATE</p> <p>11/69</p> | <p>STATE ROADS COMMISSION OF MARYLAND</p> <p>REVIEWED AND APPROVAL RECOMMENDED</p> <p><i>[Signature]</i> 8/21/69</p> <p>CHIEF, BUREAU OF ENGINEERING</p> <p>APPROVAL RECOMMENDED</p> <p><i>[Signature]</i> 8/21/69</p> <p>CHIEF ENGINEER</p> | <p>APPROVAL RECOMMENDED</p> <p><i>[Signature]</i> 9/14/69</p> <p>DEPUTY CHIEF ENGINEER - DEVELOPMENT</p> <p>APPROVED</p> <p><i>[Signature]</i></p> <p>CHIEF ENGINEER</p> | <p>U. S. DEPARTMENT OF TRANSPORTATION</p> <p>FEDERAL HIGHWAY ADMINISTRATION -</p> <p>BUREAU OF PUBLIC ROADS</p> <p>APPROVED</p> <p>DIVISION ENGINEER</p> <p>DATE</p> |
|--|---|---|--|--|--|--|--|