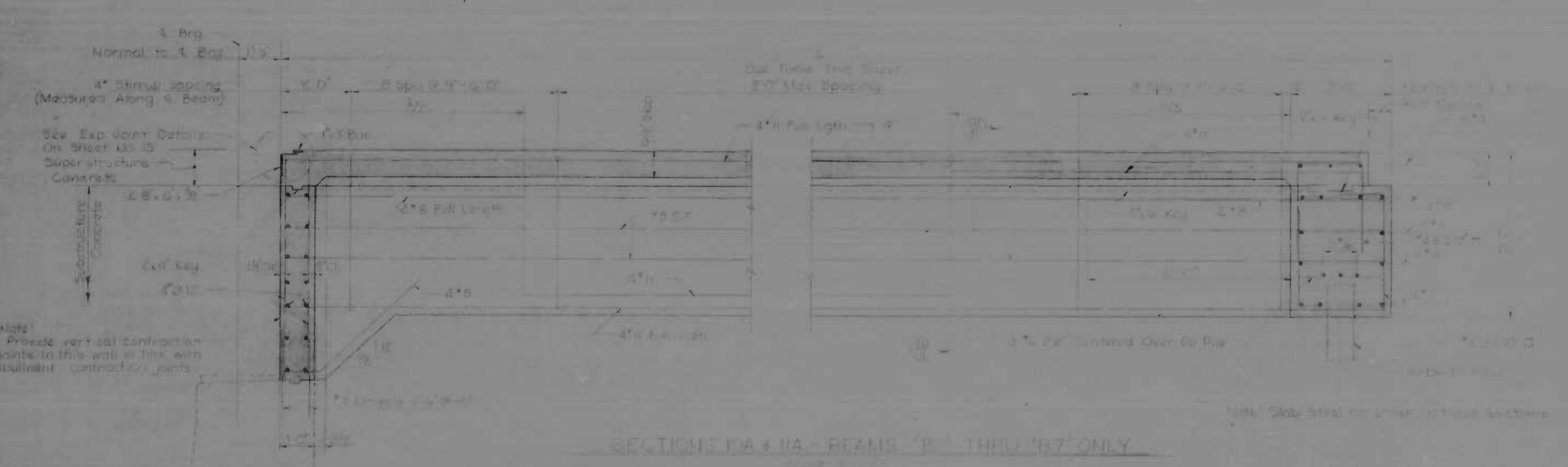
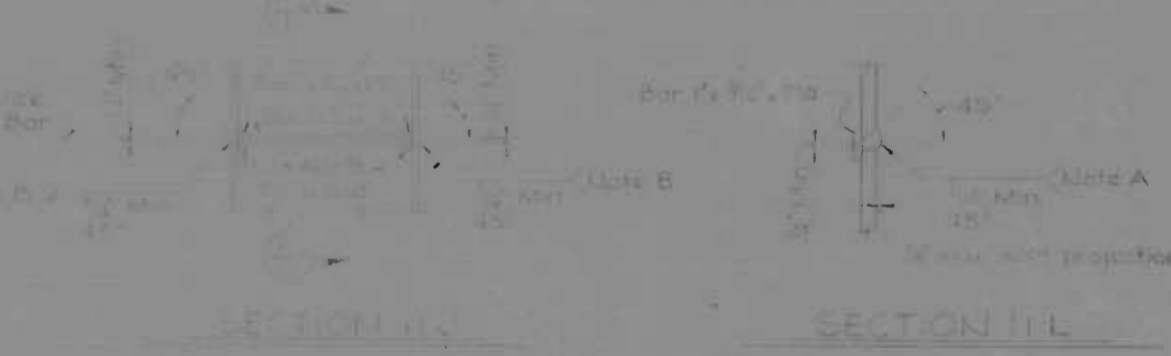
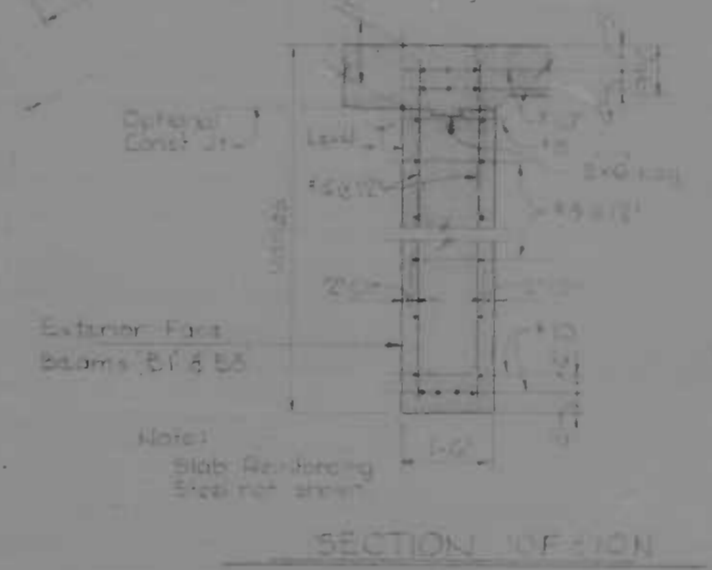
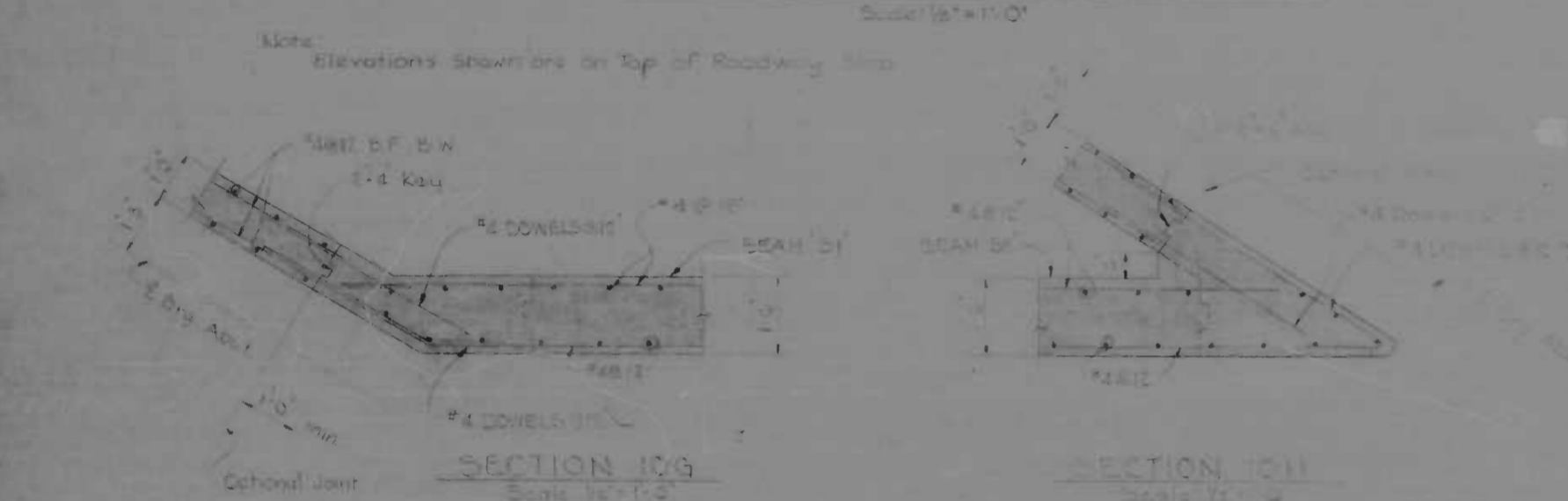
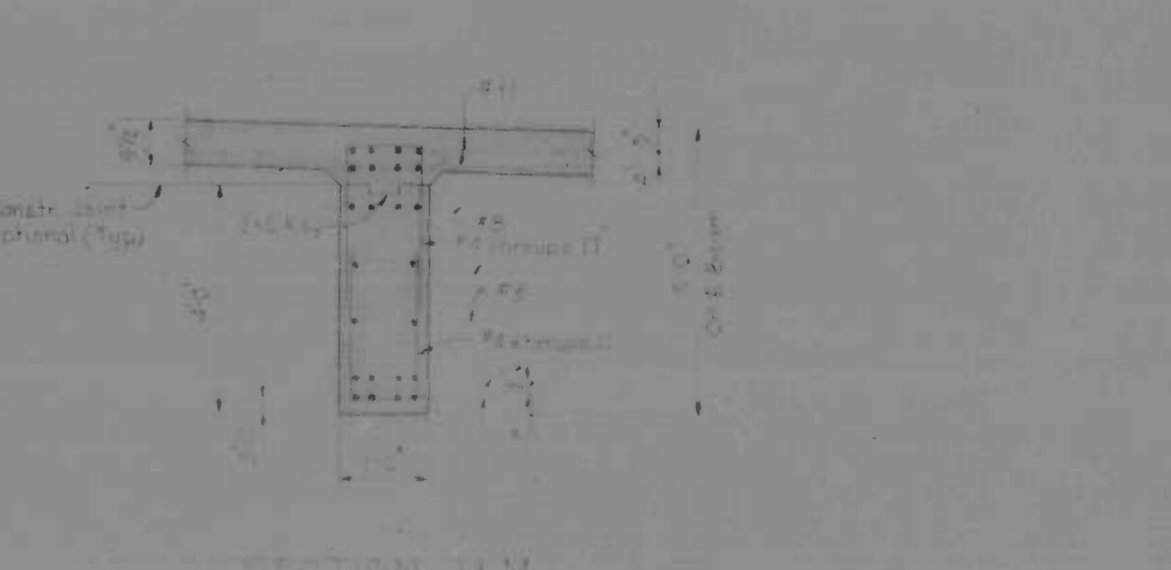


Beam No.	Span A	Span B
B1	45'-0 3/4"	72'-1 1/2"
B2	45'-0 3/4"	72'-1 1/2"
B3	45'-0 3/4"	72'-1 1/2"
B4	45'-0 3/4"	72'-1 1/2"
B5	45'-0 3/4"	72'-1 1/2"
B6	45'-0 3/4"	72'-1 1/2"
B7	45'-0 3/4"	72'-1 1/2"



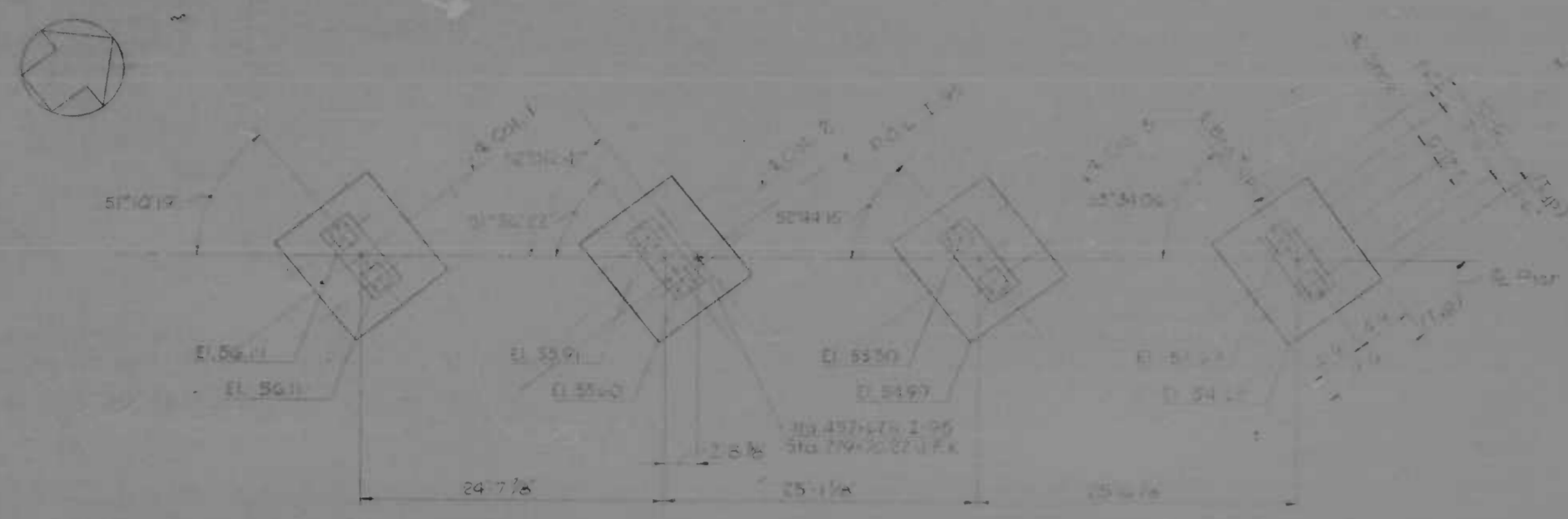
NOTE: END OF WELD SHALL BE ON ONE END OF EACH BAR. SEE NOTE B FOR WELD DETAIL. WELD SHALL BE ON ONE END OF EACH BAR. END OF WELD MUST BE WITHIN THE FLANGE. SEE DETAIL (10) OF P. 2.

FOR NOTES SEE DETAILMENT A SHEET 15.3 OF 15.

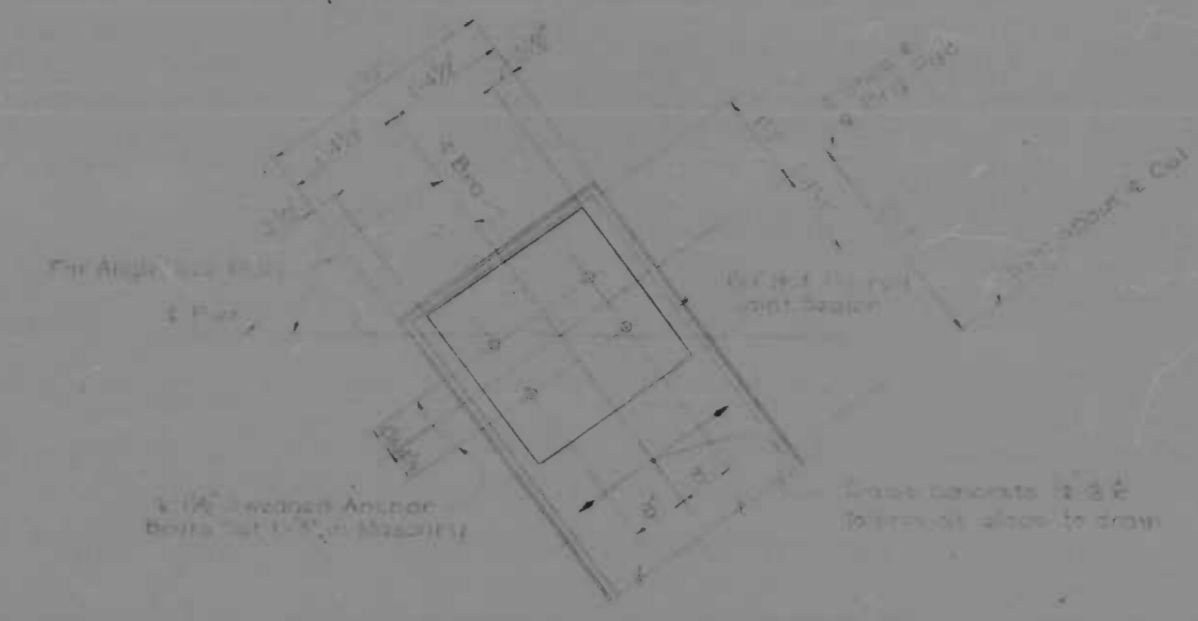


REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
10/7/50 - FULL SECTION	KNOVELL, BENNETT, STONE & ASSOC., INC. NATE PERDUE & ASSOC., INC. CONSULTING ENGINEERS 301 N. CALVERT STREET BALTIMORE, MARYLAND 21202	SBR I-95 OVER KENNEDY MEMORIAL HWY. APPROACH SPAN 'B'	DRAWN BY: A.G.S. CHECKED BY: F.R.O. F.P. NO. 1-95-4331-36 S.R.C. NO. BC 246-30-9/5 DATE: OCT 1950
		SCALE: As Noted	DESIGNED BY: R.L.C. CHECKED BY: P.S. SHEET NO. 20

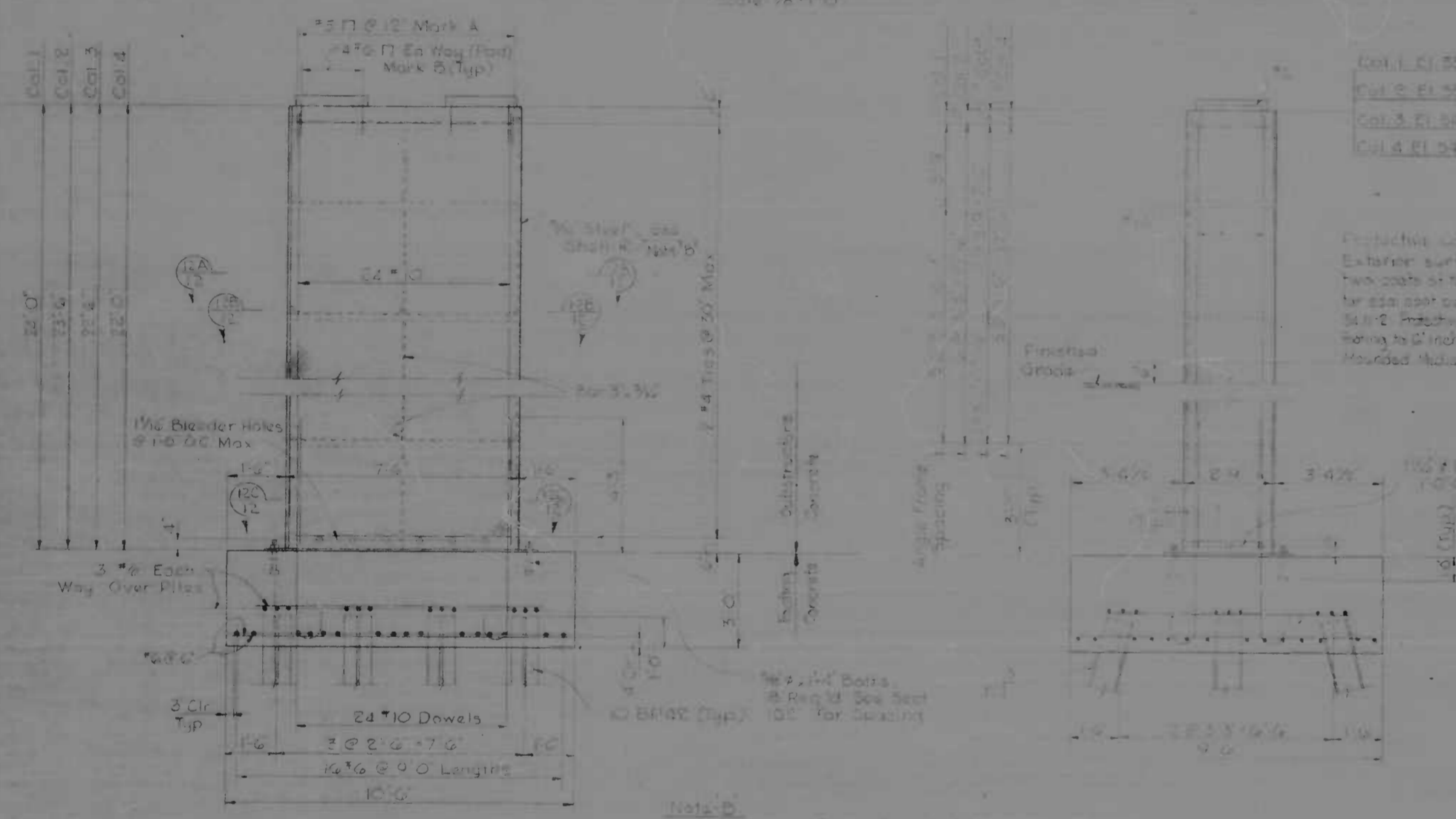
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(33)36	12	20



PLAN
Scale 1/8" = 1'-0"

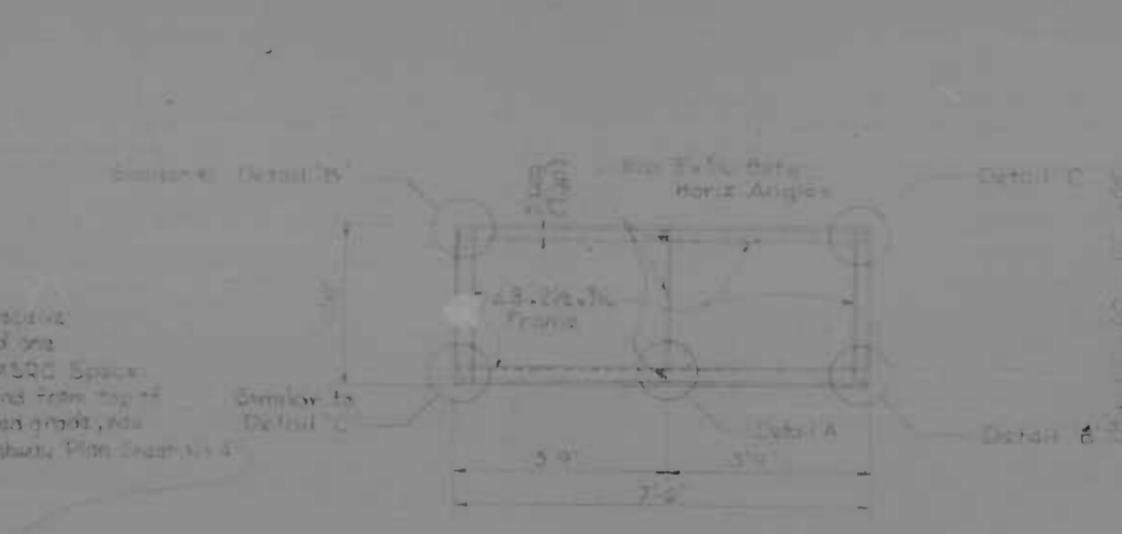


TYP. BEARING PAD DETAIL
Scale 3/4\"/>



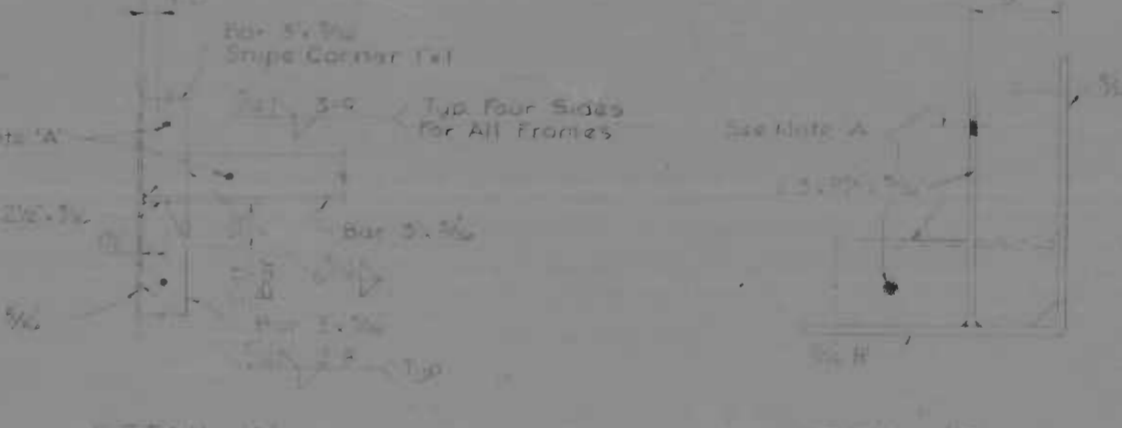
FRONT ELEVATION
Scale 1/8\"/>

END ELEVATION
Scale 1/8\"/>



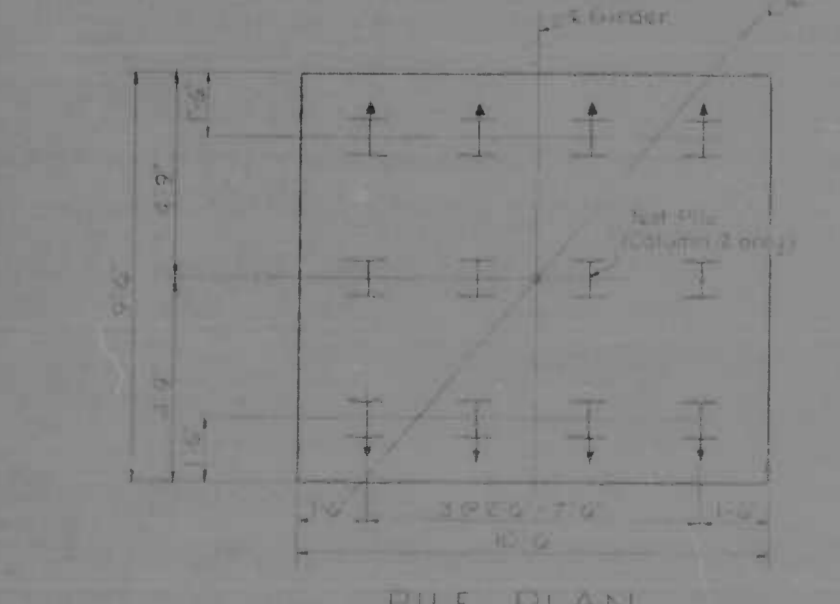
SECTION 12B
Scale 1/2\"/>

SECTION 13B
Scale 1/2\"/>

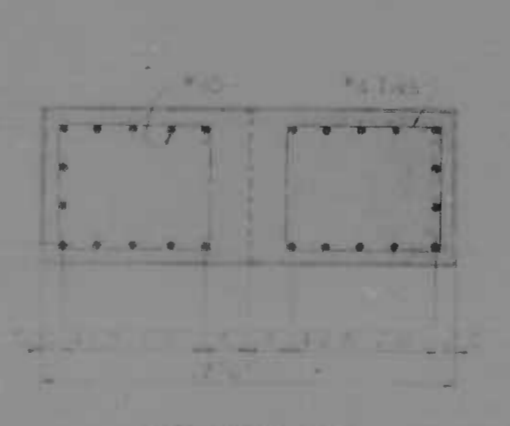


DETAIL A
Scale 1/2\"/>

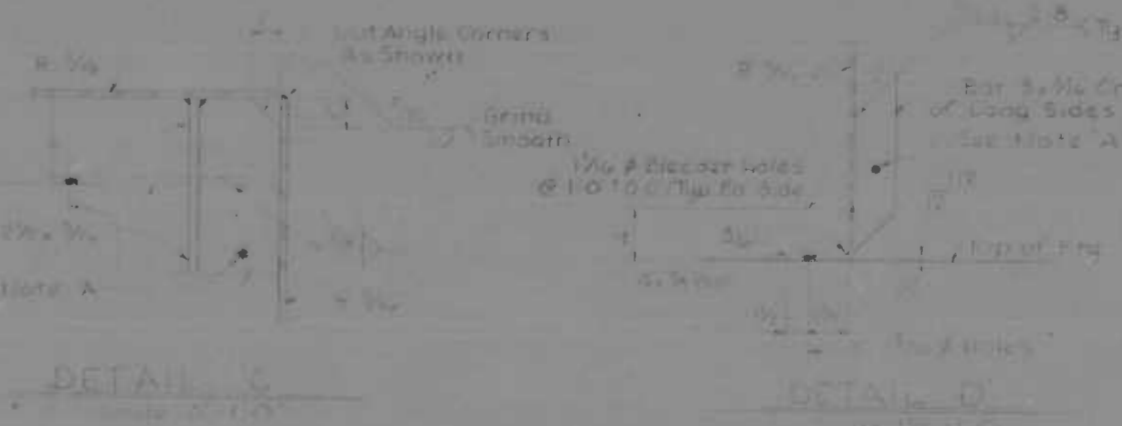
DETAIL B
Scale 1/2\"/>



PILE PLAN
Scale 1/8\"/>



SECTION 12A
Scale 1/2\"/>



DETAIL C
Scale 1/2\"/>

DETAIL D
Scale 1/2\"/>

Note D: Exterior surfaces of steel shall be blast cleaned after fabrication. Refer Spec. Provisions.

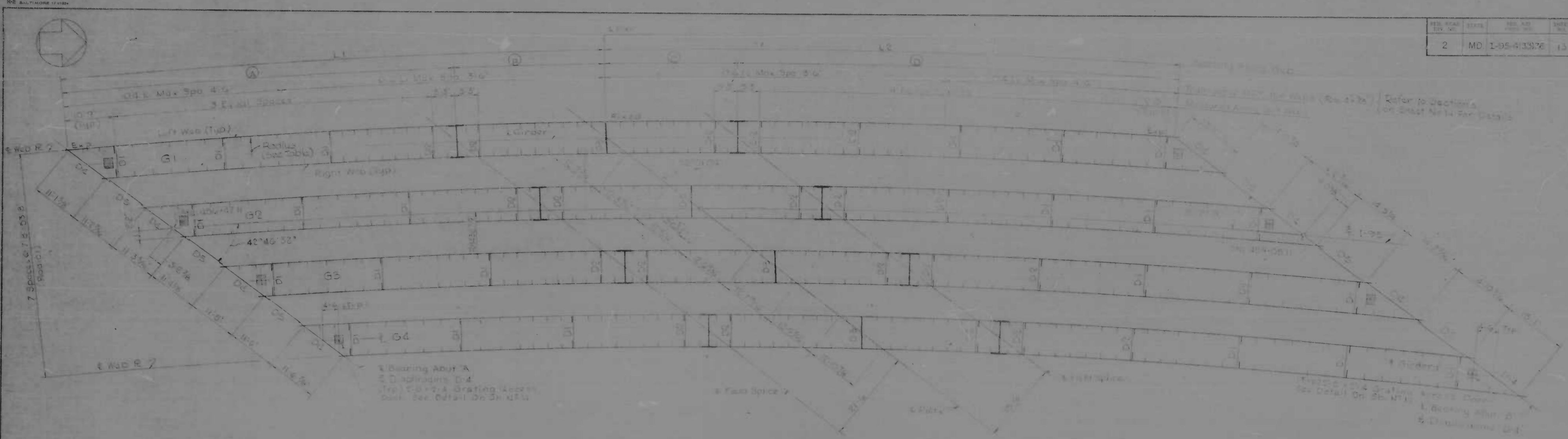
Protective Coating: Exterior surfaces shall receive two coats of primer and one top coat conforming to MSQC, Spack 36-2. Patches coating treatment from top of footing to 6 inches above finished grade, plus rounded bottom detail on highway. Prime coat MS-4.

Note A: Provide 1/2\"/>

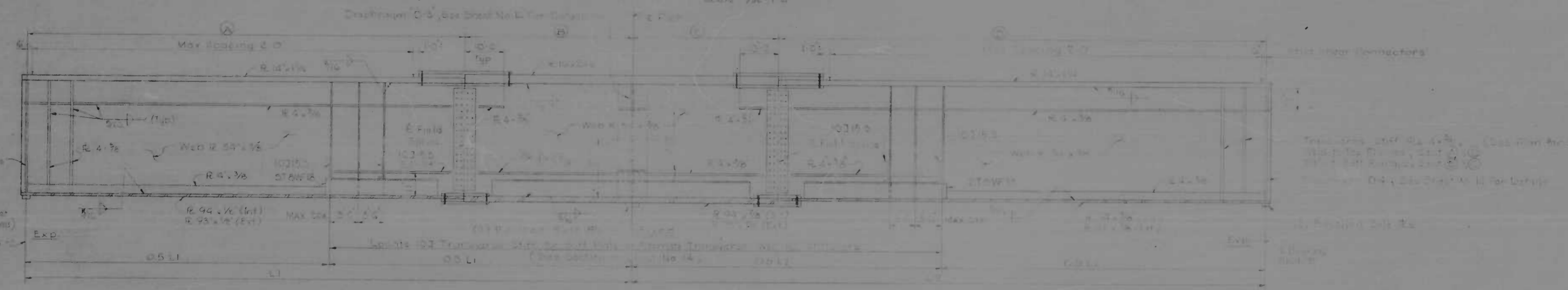
- NOTES
1. All piles shall be Steel Bearing Piles 20 BF 120 weight to a minimum safe bearing value of 65 tons or to practical refusal. Steel caps not required.
 2. 1 indicates plumb pile.
 3. 2 indicates batter pile, slope of batter 5%.
 4. Care in concrete pour shall not result in any voids greater than 1000\"/>

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	ORVILLE W. HARRIS, INC., INC. 1000 W. BALTIMORE AVE. BALTIMORE, MD.	SBR I-95 OVER KENNEDY MEMORIAL HWY PIER	DRAWN BY: A.G.S. DES. BY: R.L.C. I.P.F. NO. I-95-4(33)36 C.R.C. NO. BC 246-30-915 BALTO. CITY NO. 127
		SCALE: AS NOTED	DATE: OCT 1969
			SHEET NO. 12 OF 20

REV. NO.	DATE	BY	CHKD.
2	MD 1-95-413376	AS	19



FRAMING PLAN
Scale 1/2" = 1'-0"



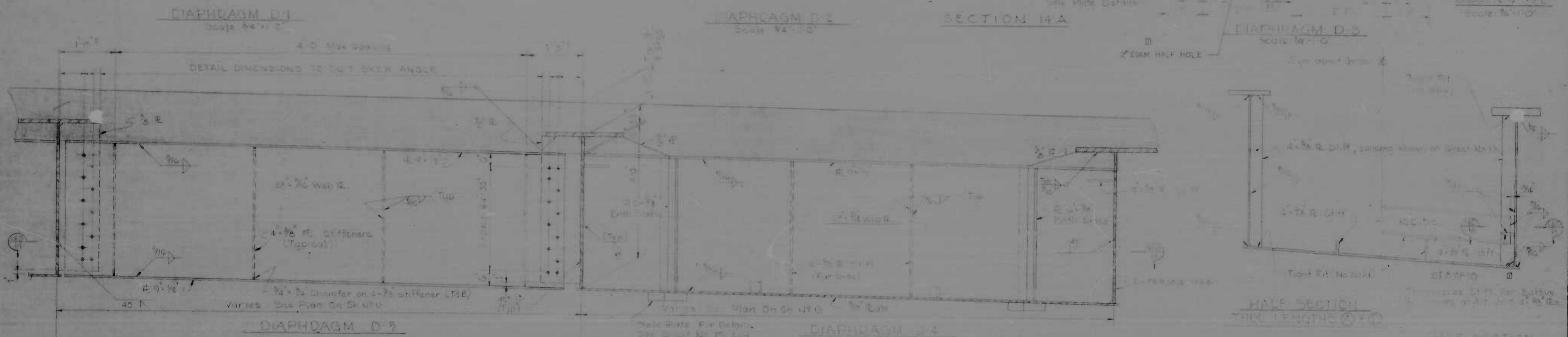
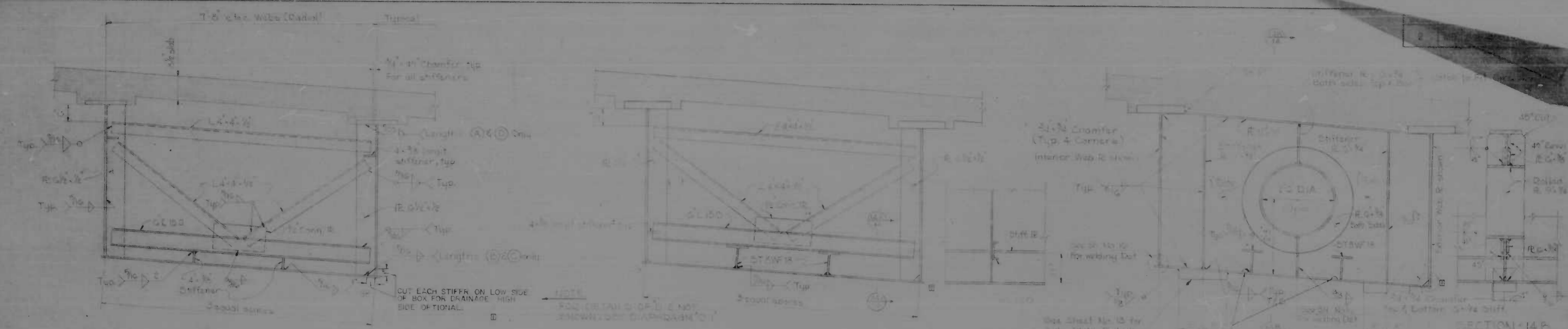
TYPICAL LONGITUDINAL SECTION OF GIRDER
Scale 1/2" = 1'-0"

NOTE:
Detail materials shown will be required for design.
See sheets of and in for details of stiffeners, diaphragms,
side plates, girders, and shear studs.
Exposed surfaces of all steel members as indicated on typical
cross section shall be painted as shown on sheet 19.
Weights of web plates for bottom flange plate shall be
as detailed on sheet 19.

TABLE OF DIMENSIONS							
	L	L1	A	B	C	D	R
G1 Left Web	112-3 1/2"	112-3 1/2"	85-6 3/8"	57-0 1/2"	7 1/8"	95-5 1/8"	100 1/2"
G1 Right Web	115-0"	115-0"	80-0 3/4"	53-8 3/8"	28-9 1/4"	107-0"	105 7/8"
G2 Left Web	119-3 1/2"	119-3 1/2"	89-9 7/8"	61-6 3/8"	30-0 1/2"	101-5 1/8"	107 1/2"
G2 Right Web	115-4 1/2"	115-4 1/2"	81-1 1/2"	54-5 3/8"	30-4 1/4"	107 1/2"	100 1/2"
G3 Left Web	112-6 3/4"	112-6 3/4"	91-1 1/4"	65-0 1/2"	31-1 1/2"	104-10 3/8"	103 1/2"
G3 Right Web	117-1 1/2"	117-1 1/2"	83-2 1/4"	58-0 1/2"	20-11 1/4"	105-6 3/8"	103 1/2"
G4 Left Web	128-3 1/2"	128-3 1/2"	92-7 1/4"	66-8 3/8"	31-8 3/8"	106-3 1/8"	107 1/2"
G4 Right Web	115-4 1/2"	115-4 1/2"	84-5 1/4"	56-0"	31-5 1/8"	108-9 1/8"	109 1/2"

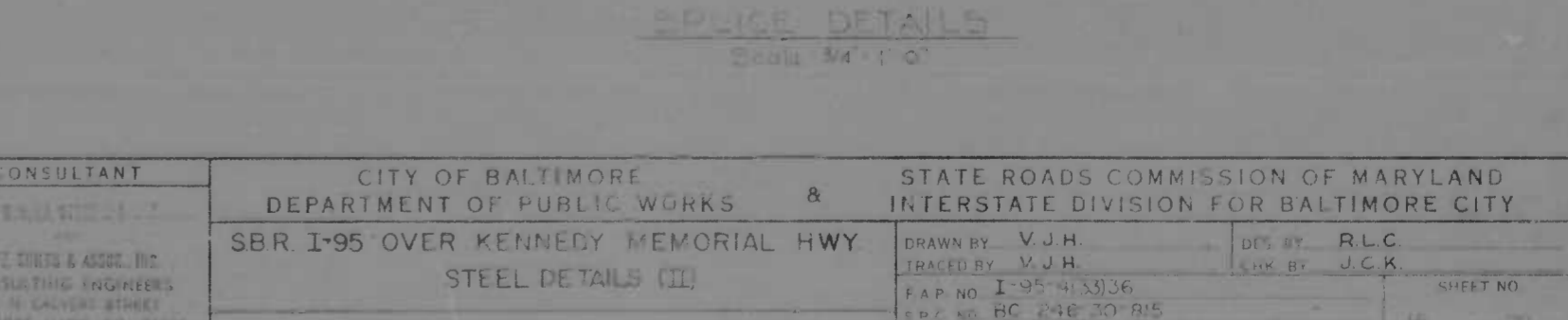
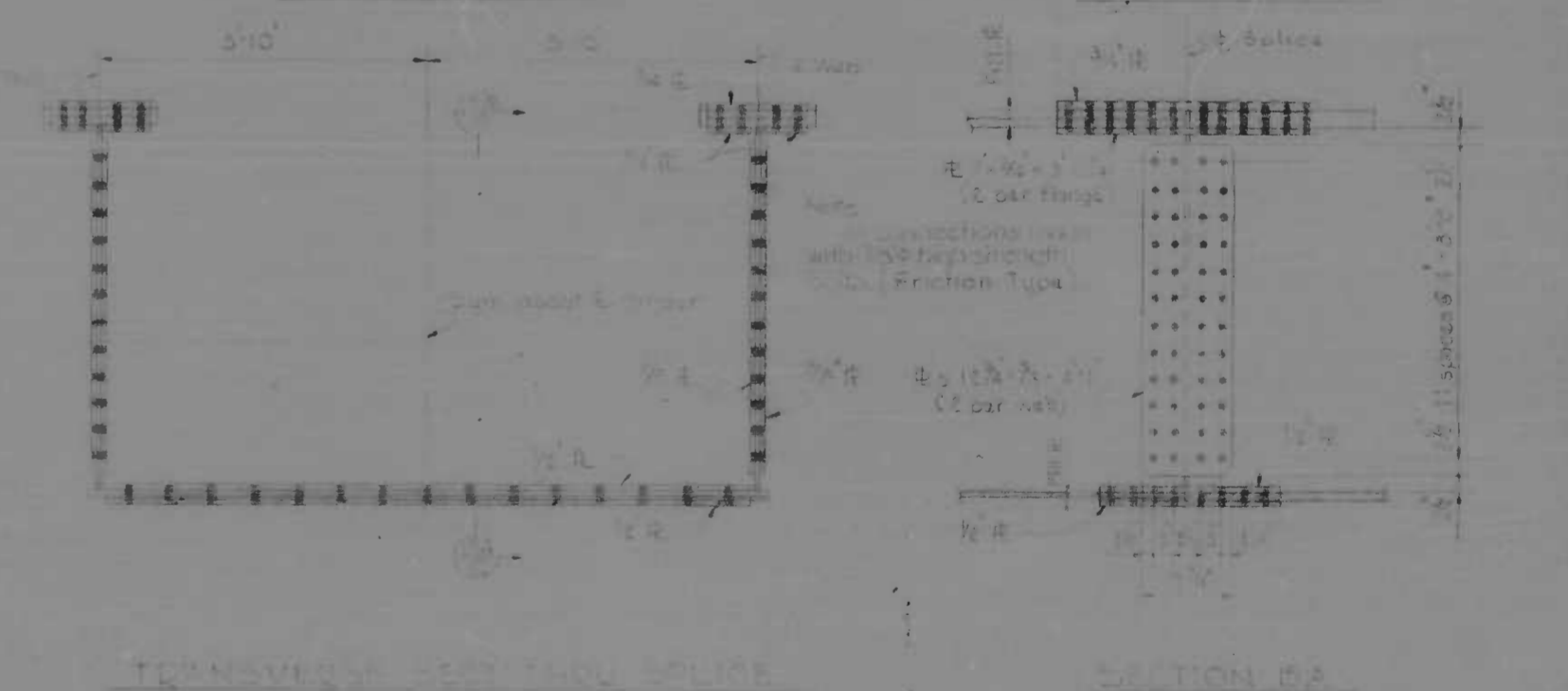
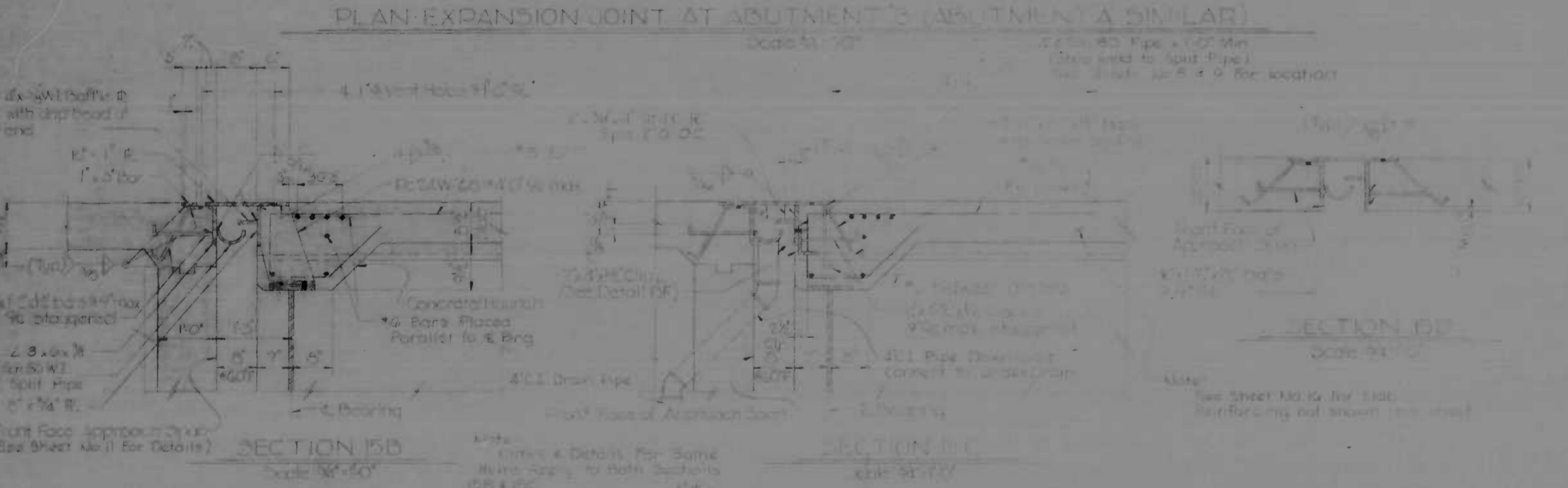
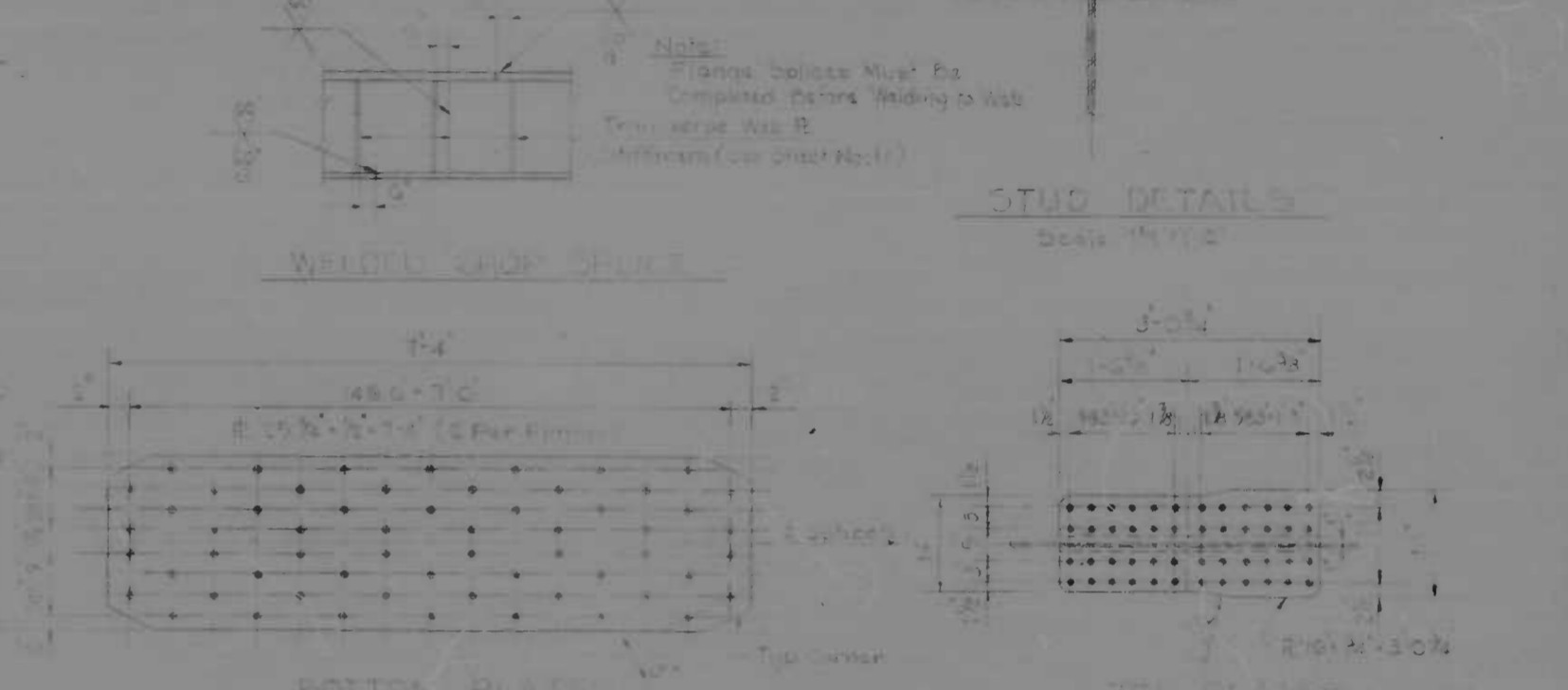
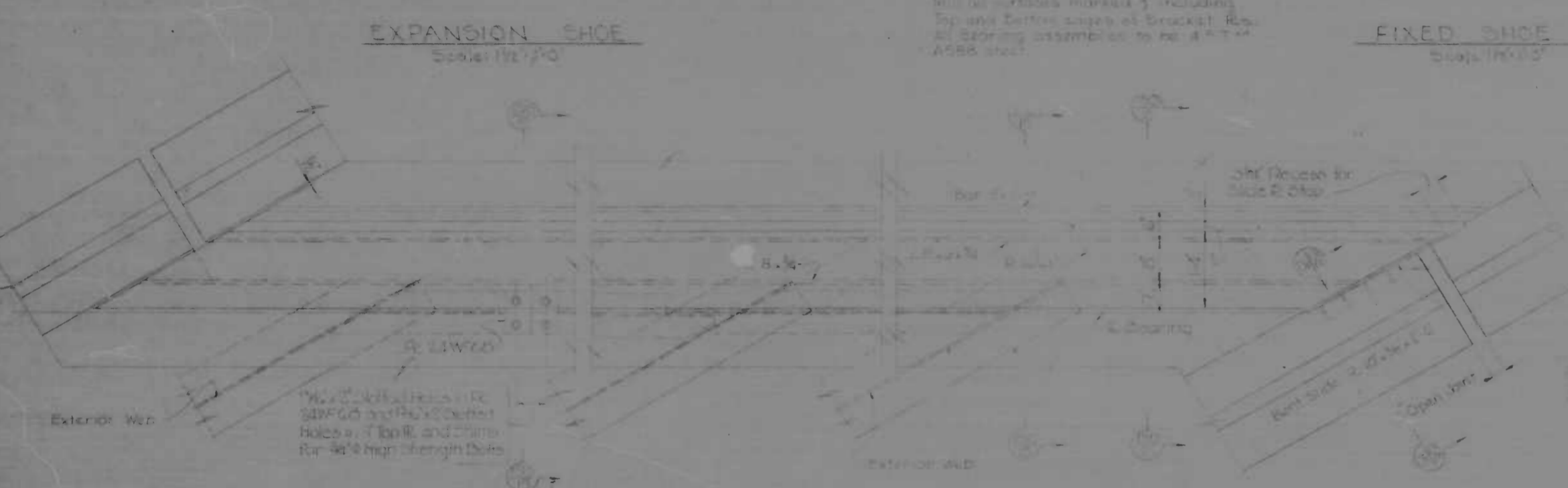
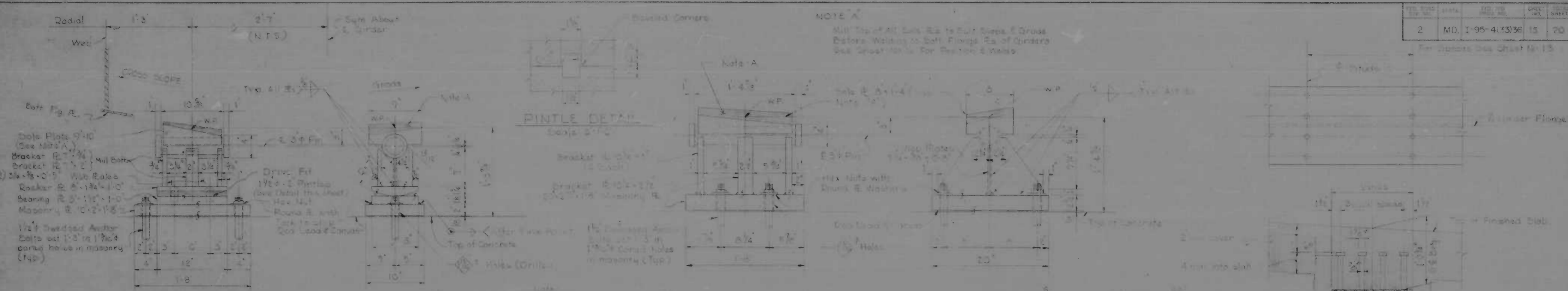
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	PAUL CRANE & BOND, INC. CONSULTING ENGINEERS 100 N. CALVERT STREET BALTIMORE, MARYLAND 21202	SBR I-95 OVER KENNEDY MEMORIAL HWY FRAMING PLAN AND DETAILS	DRAWN BY: A.G.S. TRACED BY: A.G.S. DATE: 1-95-413376 SHEET NO. BC 246-30-9-5 BALTO. CITY NO. 197
		SCALE: AS NOTED	DATE: OCT. 1969

MS 2011-10-11-11



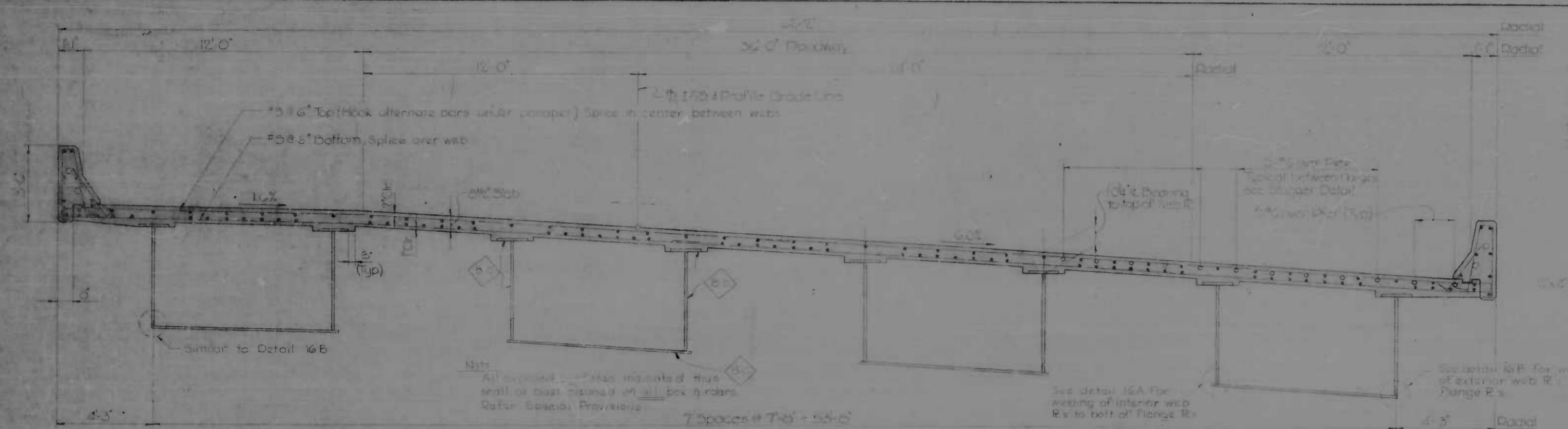
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
1 2/2/70	WALKER & ASSOC., INC. CONSULTING ENGINEERS 100 N. CALVERT STREET BALTIMORE, MARYLAND 21202	SBR I-95 OVER KENNEDY MEMORIAL HWY. STEEL DETAILS (I)	DRAWN BY: V.J.H. CHECKED BY: R.L.C. DATE: OCT 1969
2 11/10/70 RE-DESIGN REVISION		SCALE: AS NOTED	SHEET NO. 15 OF 20

REV. NO.	DATE	BY	CHK. BY	SHEET NO.
2	MD, I-95-4(3)36	15	20	

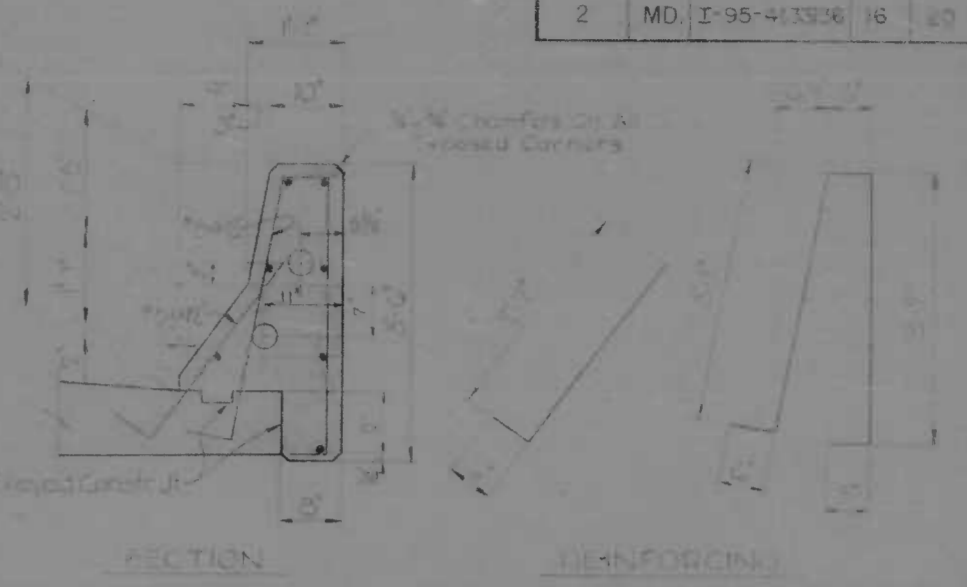


REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	INTERNATIONAL STEEL CO. ATC STEEL & ASSOC. INC. CONSULTING ENGINEERS 211 S. LEXINGTON STREET BALTIMORE, MARYLAND 21202	SBR I-95 OVER KENNEDY MEMORIAL HWY STEEL DETAILS (II)	DRAWN BY: V.J.H. TRACED BY: V.J.H. F.A.P. NO. I-95-4(3)36 S.P.C. NO. RC 248 20-115 BALTO CITY NO. 197
		SCALE: AS NOTED	DATE: OCT. 1969
			DES. BY: R.L.C. CHK. BY: J.C.K. SHEET NO. 18 OF 20

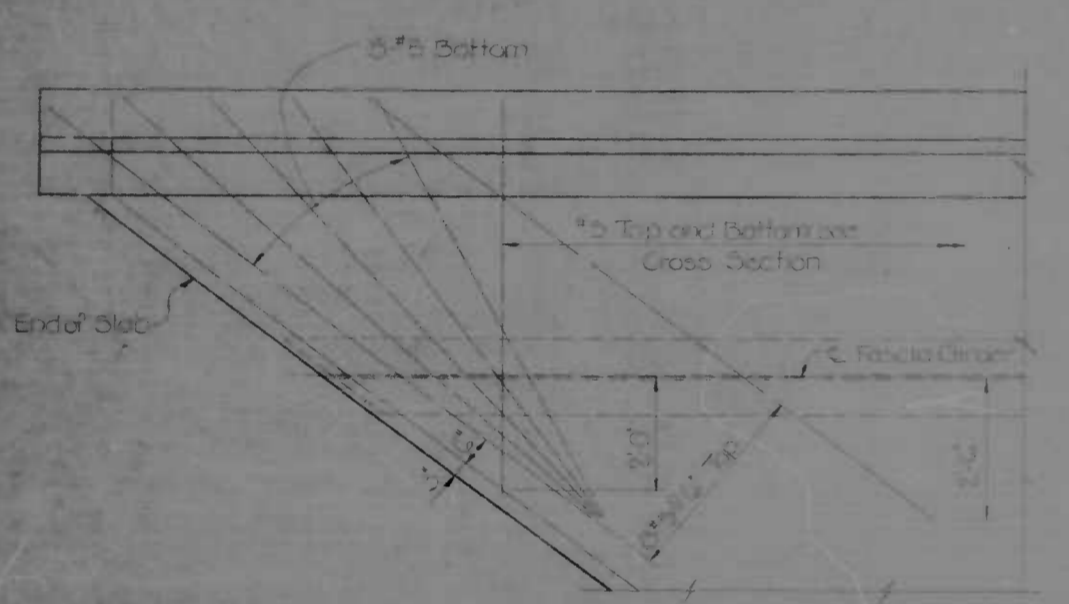
FED. ROAD DIST. NO.	STATE	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-413336	16	40



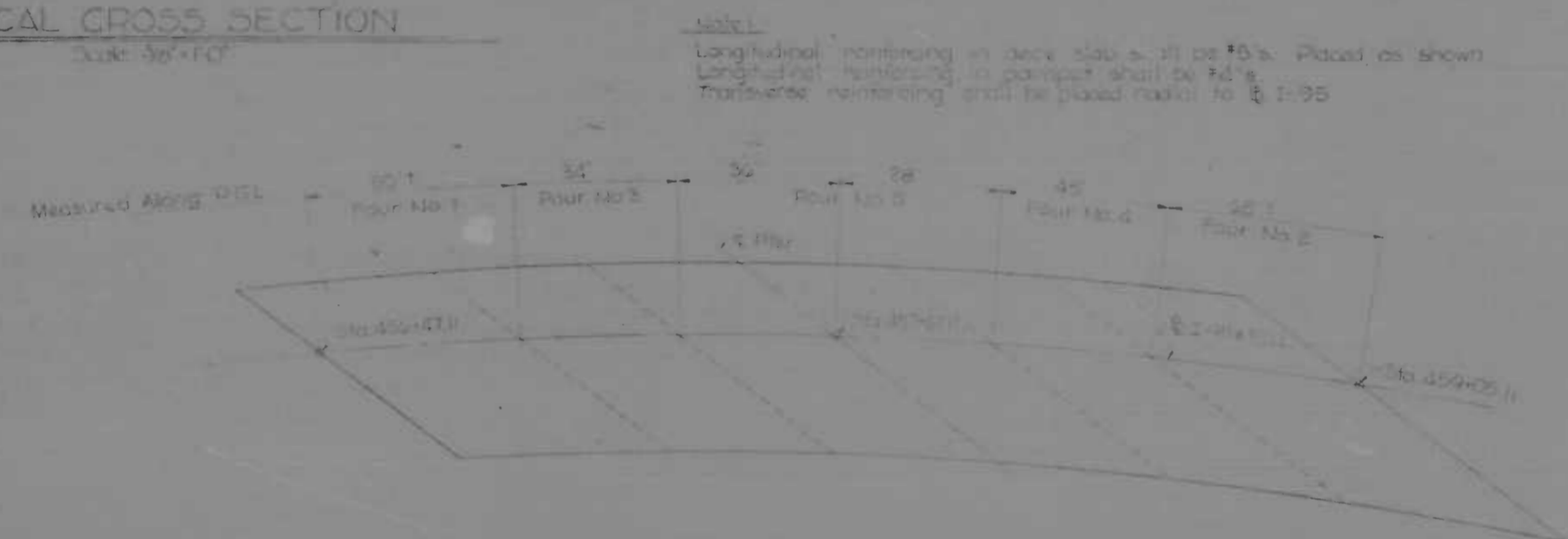
TYPICAL CROSS SECTION
Scale 3/8"=1'-0"



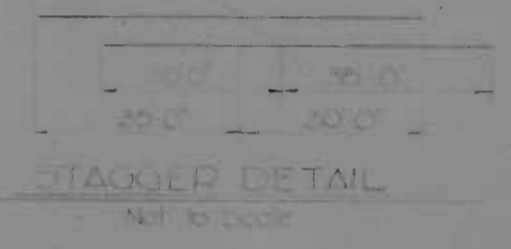
PARAPET DETAILS
Scale 3/8"=1'-0"



TYPICAL SLAB REINFORCING AT ACUTE CORNERS
Scale 1/2"=1'-0"



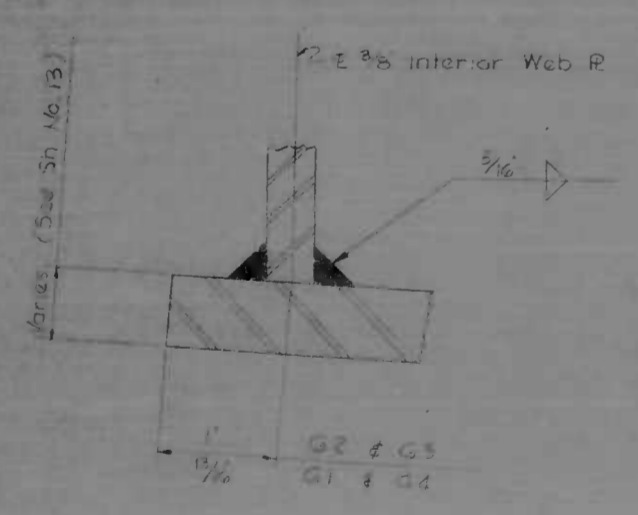
POURING SEQUENCE DIAGRAM
Not to Scale



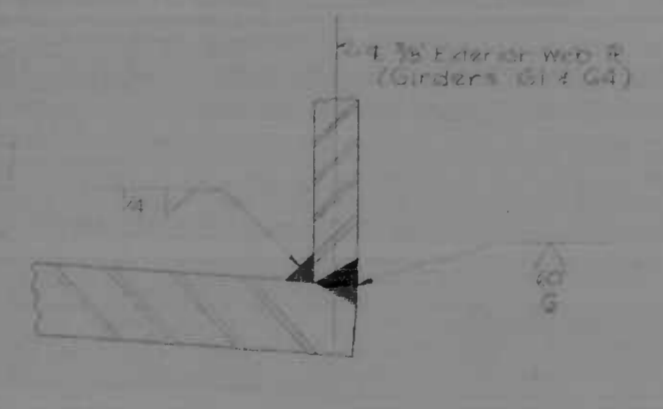
STAGGER DETAIL
Not to Scale

Note: The pouring sequence for the bridge deck shall be in the numerical order indicated, with at least 24 hours between pours. Pours 1 and 2 may be made simultaneously, but some delay provided, first pour is placed with enough retarder to insure it being air-dry plastic at time second pour is completed. Pours 3 and 4 may be made simultaneously under same conditions. Boundaries between pours shall be set parallel to 1/4" from.

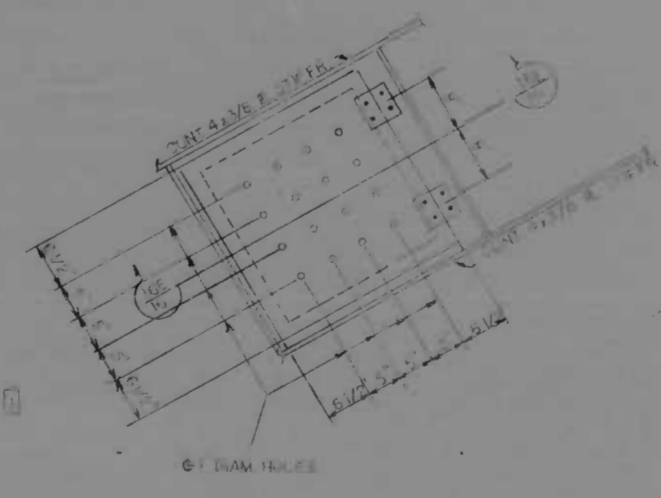
ERECTION PROCEDURE: Before starting the work of erection the contractor must submit to the Interstate Division for Baltimore City for approval shop drawings indicating his method of erection and the amount and character of equipment he proposes to use. The approval of the Interstate Division for Baltimore City shall not be considered as relieving the contractor of the responsibility for the safety of his method of erection or of the handling of the work. The contractor shall be responsible for the compliance with the plans and specifications. The work shall be done until final approval has been obtained.



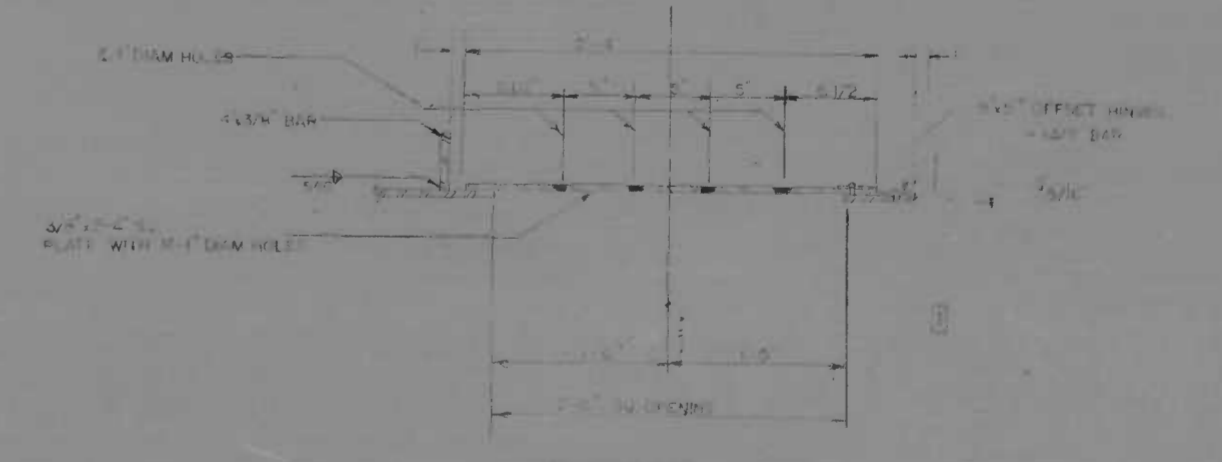
DETAIL 16A
Scale - Full Size



DETAIL 16B
Scale - Full Size



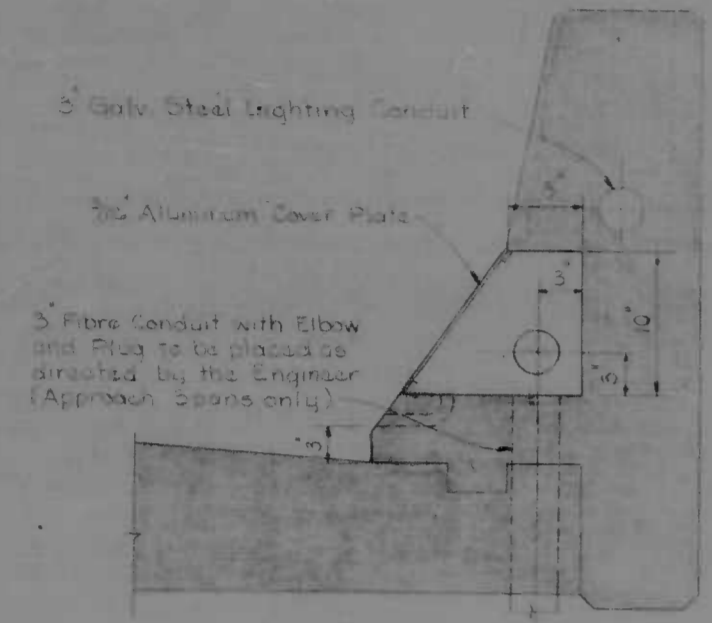
ACCESS DOOR DETAIL
Scale 3/4"=1'-0"



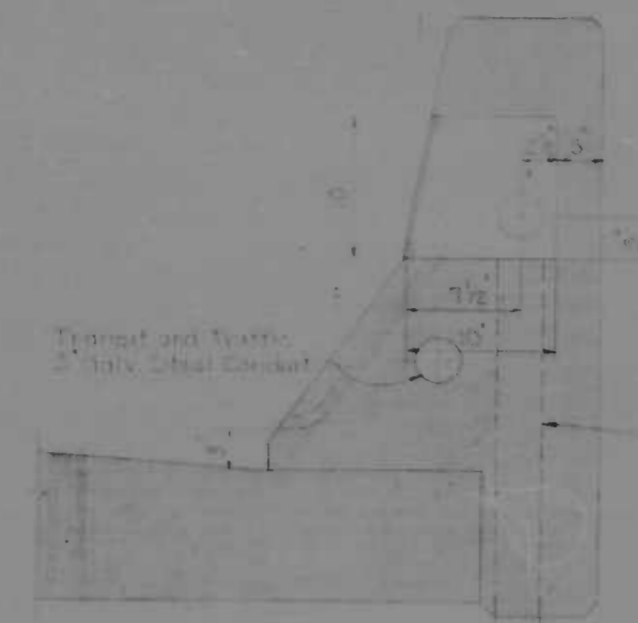
SECTION 16E
Scale 3/8"=1'-0"

REVISIONS 1 9/13/70 REVISED ACCESS DOOR	CONSULTANT KNOXELL, BENDER, STONE & ASSOC., INC. and WALK, CYRUS & PETER, INC. CONSULTING ENGINEERS 150 N. CALVERT STREET BALTIMORE, MARYLAND 21202	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		S.R. I-95 OVER KENNEDY MEMORIAL HWY TYPICAL SECTION AND DETAILS			
SCALE: AS NOTED		DATE: OCT 1969			

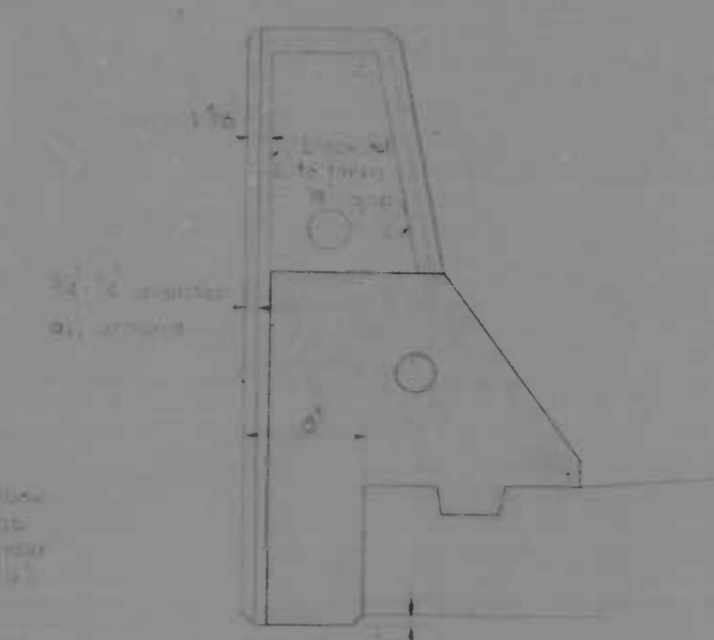
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD	I-95-4C(3)36	17	20



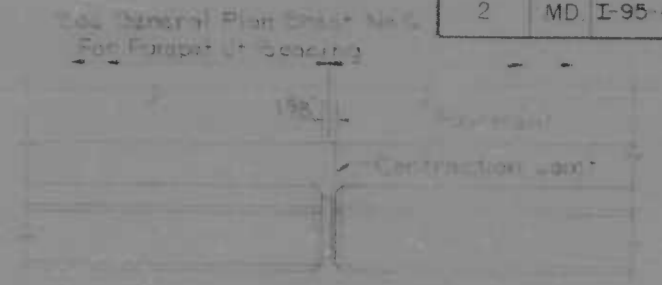
SECTION - IIA
Scale 1/4"=1'-0"



SECTION - IIB
Scale 1/4"=1'-0"



SECTION - IIC
Scale 1/4"=1'-0"



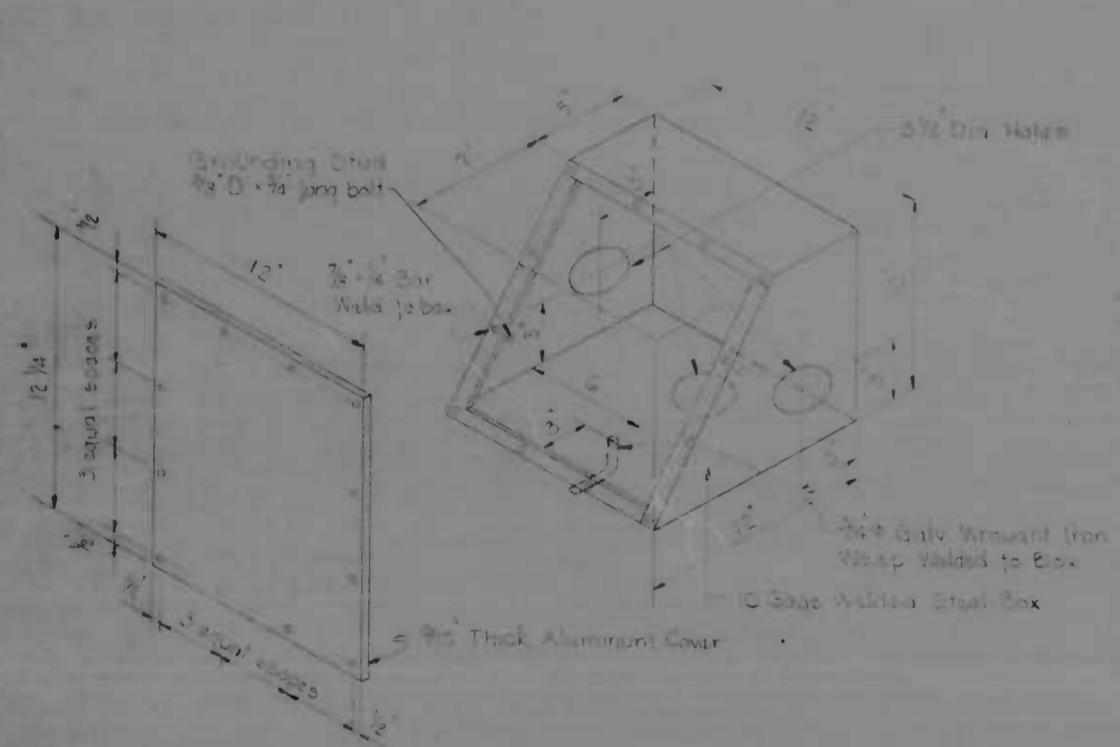
PLAN



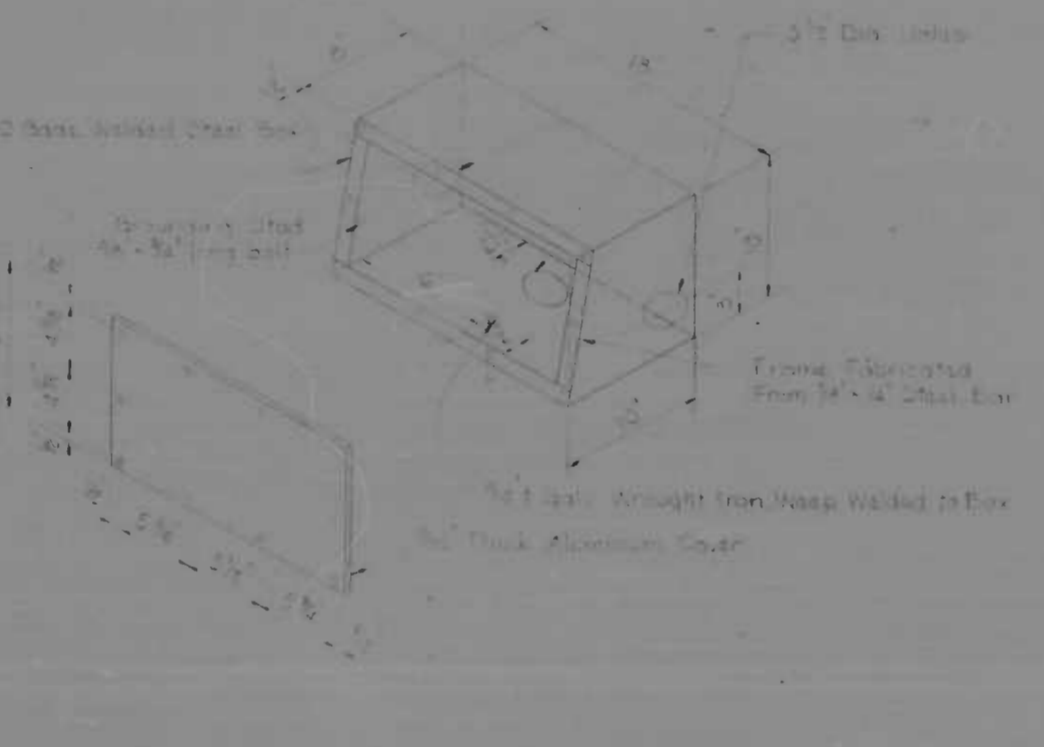
EXTERIOR ELEVATION



INTERIOR ELEVATION



TYPICAL HAND BOX DETAILS FOR TRANSIT AND TRAFFIC

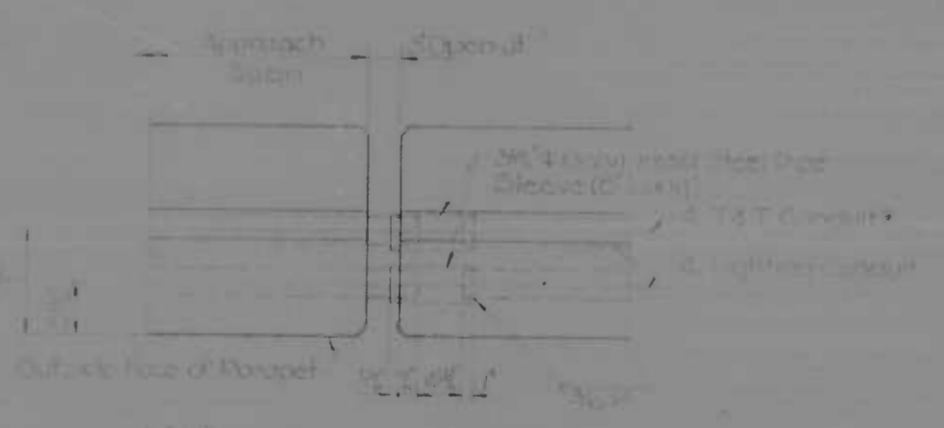


TYPICAL HAND BOX DETAILS FOR LIGHTING

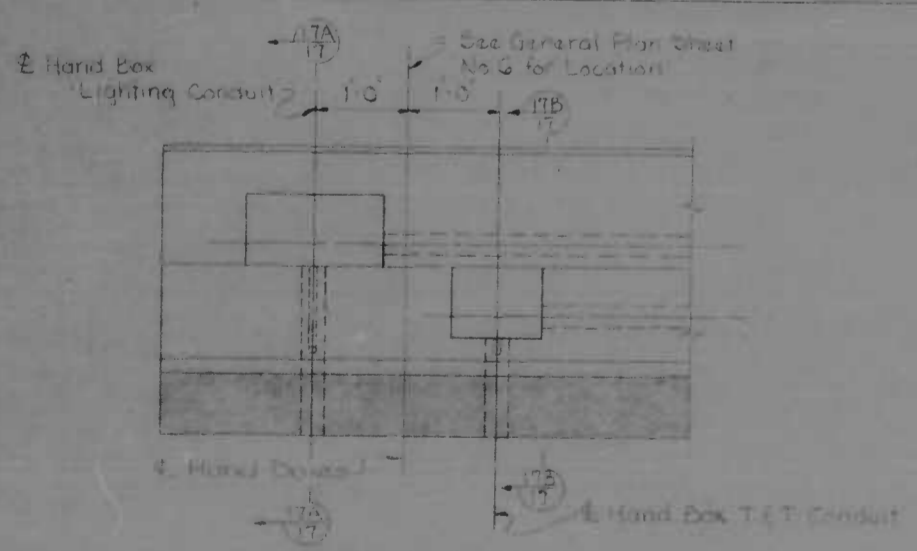


JOINT DETAIL

PARAPET JOINT DETAILS



DETAIL OF FIBRE CONDUITS AT EXPANSION JOINT
Scale 1/4"=1'-0"

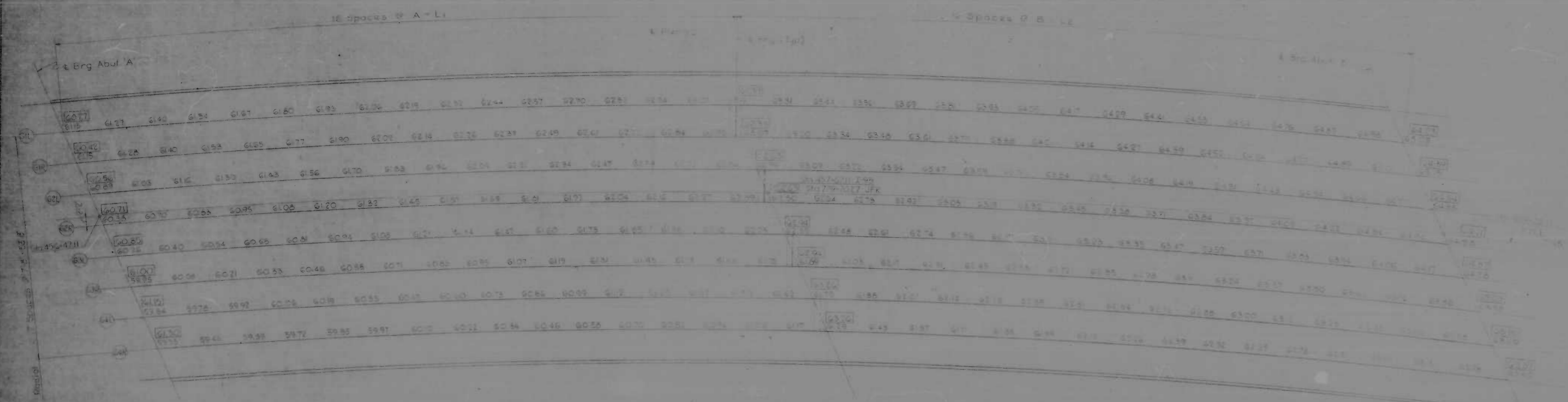


DETAIL - C

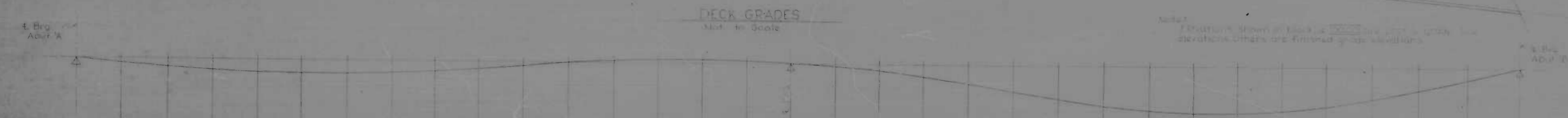
Location of Hand Boxes as shown at Abutment A - 2 Piers
Location of Hand Boxes opp. hand of Abutment - 5
Scale 3/4"=1'-0"

Notes:
Minor deviation from box dimensions will be allowed if construction details so require. Such cases after approval of the Interstate Division for Baltimore City.
All box covers to be aluminum alloy with anodized or sheet metal. Face of cover flush with face of concrete. Systems of reinforcing bars between cover and box flanges. Drill and tap holes in box flanges and fasten cover to box with 1/2" (minimum) steel countersunk Phillips head bolts.
Box shall be set upon parapet. Reinforcing bars shall be set in accordance with inside dimensions.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	EMERLE, READER, STONE & ASSOC., INC. AND WATZ, CUNEO & ASSOC., INC. CONSULTING ENGINEERS 441 N. CALVERT STREET BALTIMORE, MARYLAND 21202	SBR I-95 OVER KENNEDY MEMORIAL HWY. PARAPET JOINT & LIGHTING CONDUIT DETAILS	DRAWN BY: V.J.H. CHECKED BY: J.S.P. DESIGNED BY: V.J.H. SCALE: AS NOTED DATE: OCT. 1969 BALTO. CITY NO. 1971
			SHEET NO. 17 OF 20



Dead Load Deflection Diagram (Δ Total)



Span	Material	Stationing																	
		6071	6075	6080	6085	6090	6095	6100	6105	6110	6115	6120	6125	6130	6135	6140	6145	6150	
G1	Δ Steel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Δ Concrete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Δ S.D.L.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Δ Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Req'd Camber	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
G2	Δ Steel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Δ Concrete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Δ S.D.L.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Δ Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Req'd Camber	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
G3	Δ Steel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Δ Concrete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Δ S.D.L.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Δ Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Req'd Camber	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
G4	Δ Steel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Δ Concrete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Δ S.D.L.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Δ Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Req'd Camber	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	LI	A	LE	B
61 Left	125.57%	125.57%	125.57%	125.57%
62 Left	125.57%	125.57%	125.57%	125.57%
63 Left	125.57%	125.57%	125.57%	125.57%
64 Left	125.57%	125.57%	125.57%	125.57%
65 Left	125.57%	125.57%	125.57%	125.57%
66 Left	125.57%	125.57%	125.57%	125.57%
67 Left	125.57%	125.57%	125.57%	125.57%
68 Left	125.57%	125.57%	125.57%	125.57%
69 Left	125.57%	125.57%	125.57%	125.57%
69 Right	125.57%	125.57%	125.57%	125.57%



REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROAD COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KIMBERLIE BENDER STONE & ASSOC., INC. MATT CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	SBR I-95 OVER KENNEDY MEMORIAL HWY DECK GRADES	DRAWN BY: AGS CHECKED BY: JCS DATE: OCT 1963

BORROW PROJECT

STATION		EMBANKMENT	TOP SOIL		UNSUITABLE MATERIAL		CLASS "2"	CUT ADJUSTED	CUT DENSIFIED	REMARKS
FROM	TO		CUT	FILL	CUT	FILL				
454-	457-	33,300				03	170			NOTE: 5% FOR ALL CUTS - 10% SIDE DITCH RT
458-	46-	34,068				402				
470-	483-	2,718								
TOTAL		70,086				405	170	0	0	

CLASS "1" EXCAVATION

CUT	0	CU YDS
PLUS TOP SOIL REMOVED UNDER FILL	0	CU YDS
PLUS ROOT MAT REMOVED UNDER FILL	-495	CU YDS
TOTAL CLASS "1" EXCAVATION	495	CU YDS
EXCAVATION AVAILABLE FOR EMBANKMENT		
TOTAL CLASS "1" EXCAVATION	495	CU YDS
MINUS		
TOP SOIL REMOVED IN CUT	-0	CU YDS
TOP SOIL REMOVED UNDER FILL	-0	CU YDS
ROOT MAT REMOVED IN CUT	-0	CU YDS
ROOT MAT REMOVED UNDER FILL	-495	CU YDS
000	00	YDS
PLUS CLASS "2" EXCAVATION AVAILABLE FOR EMBANKMENT	-395	CU YDS
TOTAL EXCAVATION AVAILABLE FOR EMBANKMENT	395	CU YDS

EMBANKMENT REQUIRED

EMBANKMENT	70,086	CU YDS
REFILL FOR TOP SOIL REMOVED UNDER FILL	0	CU YDS
REFILL FOR ROOT MAT REMOVED UNDER FILL	-495	CU YDS
EMBANKMENT REQUIRED	70,601	CU YDS
EXCAVATION AVAILABLE FOR EMBANKMENT	-395	CU YDS
BORROW REQUIRED	70,206	CU YDS
BORROW DENSIFICATION (0.97)	+2,110	CU YDS
TOTAL BORROW	72,316	CU YDS

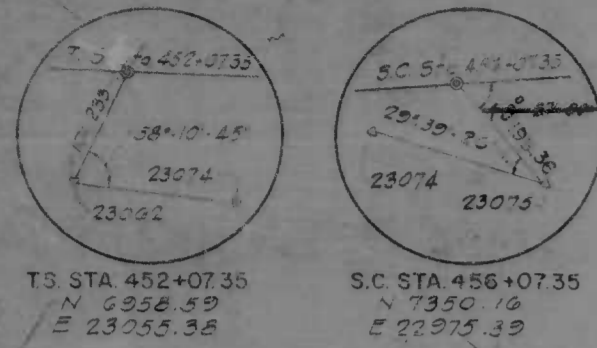
CLASS "2" EXCAVATION

FROM GRADING TABLE	170	CU YDS
FROM BRIDGE EMBANKMENT	265	CU YDS
TOTAL CLASS "2" EXCAVATION	435	CU YDS
LOSS DUE TO HANDLING AND DENSIFICATION	-45	CU YDS
TOTAL CLASS "2" EXCAVATION AVAILABLE FOR FILL	390	CU YDS

PROPOSAL QUANTITIES

CLASS "1" EXCAVATION	500	CU YDS
CLASS "2" EXCAVATION	4,000	CU YDS
CLASS "3" EXCAVATION	480	CU YDS
BORROW EXCAVATION	72,300	CU YDS
CONTINGENT BORROW EXCAVATION	6,000	CU YDS
SELECT BORROW EXCAVATION	1,000	CU YDS

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
		INTERSTATE ROUTE 95 SOUTHBOUND ROADWAY OVER KENNEDY MEMORIAL HIGHWAY	DRAWN BY: J.E.C. TRACED BY: J.E.C. SCALE: NONE
			DATE: 11/13/88 SHEET NO: 19 OF 20



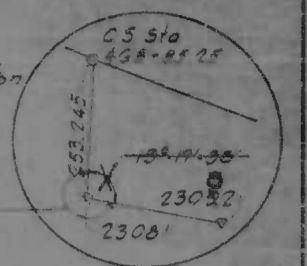
TS STA 452+07.35
N 2958.59
E 23055.38

S.C. STA 456+07.35
N 7350.16
E 22975.39

B.M. 7707 Elev 52.508
Brass marker in concrete base
(U.S.C.S. B.M. #210) W side Kennedy
Hwy. at N end of bridge over
Moore's Run

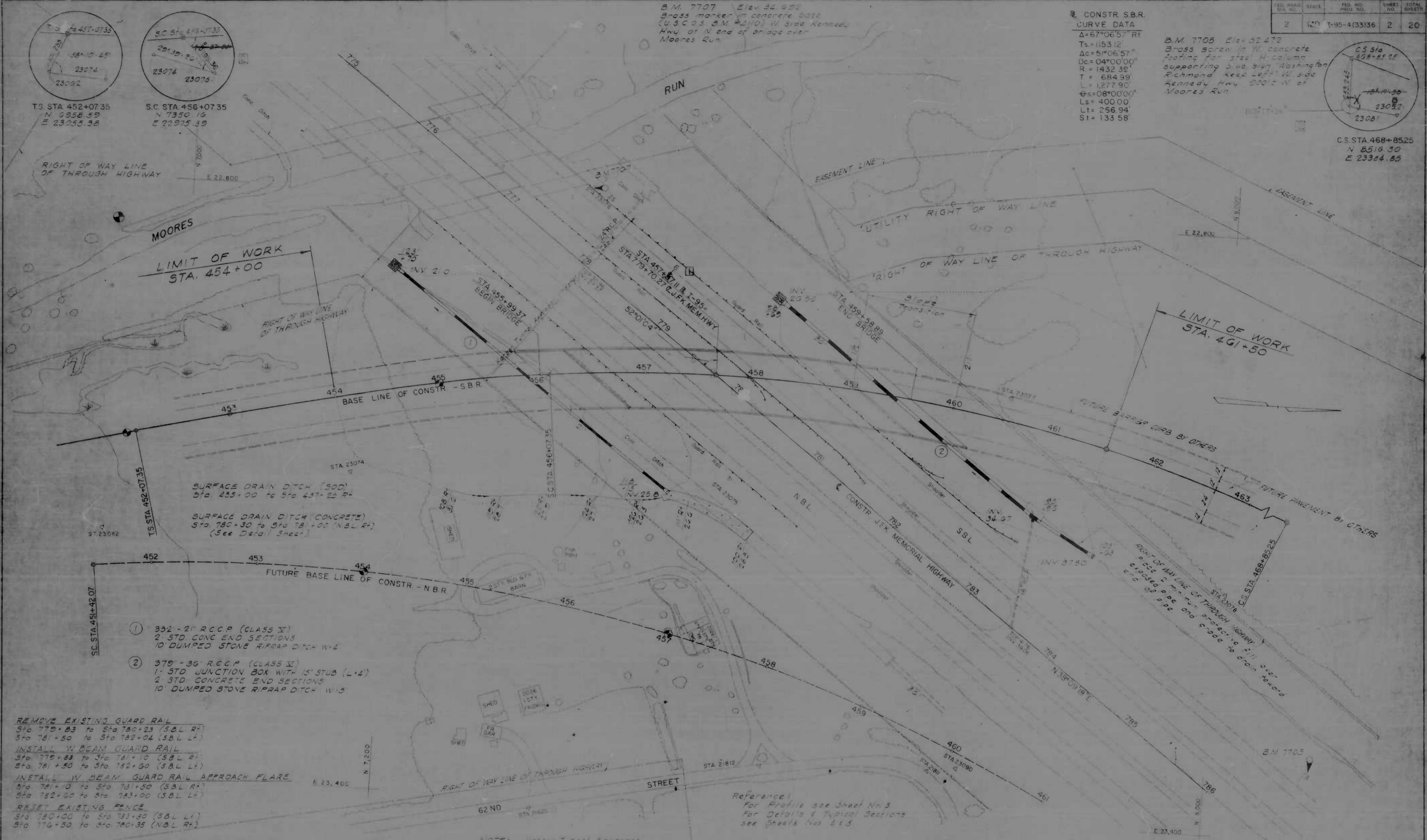
CONSTR. S.B.R.
CURVE DATA
Δ=67°06'57" RT
Ts=1153.12
Ac=61°06'57"
Dc=04°00'00"
R=1432.38'
T=684.99'
L=1277.90'
P=108°00'00"
Ls=400.00'
Lt=256.94'
St=133.58'

B.M. 7705 Elev 52.472
Brass screw in W concrete
footing for steel H-column
supporting blue sign Washington
Richmond Keys 447' W side
Kennedy Hwy 500' E of
Moore's Run



C.S. STA 468+85.25
N 8516.30
E 23324.85

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD	T-95-4(33)36	2	20



SURFACE DRAIN DITCH (SOD)
Sta 455+00 to Sta 457+25 R-

SURFACE DRAIN DITCH (CONCRETE)
Sta 780+30 to Sta 78+00 (N.B.L. R-)
(See Detail Sheet)

- ① 332'-21" RCCP (CLASS V)
2 STD CONC END SECTIONS
10 DUMPED STONE RIPRAP DITCH W/2
- ② 378'-36" RCCP (CLASS V)
1- STD JUNCTION BOX WITH 15' STUB (L+L)
2 STD CONCRETE END SECTIONS
10 DUMPED STONE RIPRAP DITCH W/2

REMOVE EXISTING GUARD RAIL
Sta 775+83 to Sta 780+23 (S.B.L. R-)
Sta 781+50 to Sta 782+04 (S.B.L. L+)

INSTALL W BEAM GUARD RAIL
Sta 775+83 to Sta 781+10 (S.B.L. R-)
Sta 781+50 to Sta 782+60 (S.B.L. L+)

INSTALL W BEAM GUARD RAIL APPROACH FLARE
Sta 781+10 to Sta 781+50 (S.B.L. R-)
Sta 782+60 to Sta 783+00 (S.B.L. L+)

RAISE EXISTING FENCE
Sta 780+00 to Sta 783+50 (S.B.L. L+)
Sta 776+50 to Sta 780+35 (N.B.L. R-)

NOTE: Harbor Tunnel Approach
emergency telephone call box underground
(S.B.L. Sta 776+10 L+) and stone ground
located on Right-of-Way Fence
(N.B.L. Sta 776+30 to Sta 780+35) to be
relocated by others

Reference:
For Profile see Sheet No 3
For Details & Typical Sections
see Sheets Nos 8 & 5

REVISIONS	CONSULTANT
2/18/77 CORRECT STATION	
1/1/78 CORRECT DATA	

CONSULTANT
AMERICAN ROAD & BUILDING CO., INC.

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS &
STATE ROADS COMMISSION OF MARYLAND
INTERSTATE ROUTE 95
SOUTHBOUND ROADWAY OVER
KENNEDY MEMORIAL HIGHWAY

DRAWN BY: M.S.F.	CHKD BY: J.L.C.
TRACED BY: M.S.F.	CHKD BY: R.V.C.
F.P. NO. I-95-4(33)36	
S.R.C. NO. BC 456-30 812	
BALTO. CITY NO. 1971	

SCALE: 1" = 40'

SHEET NO. 2 OF 20

SUMMARY OF QUANTITIES

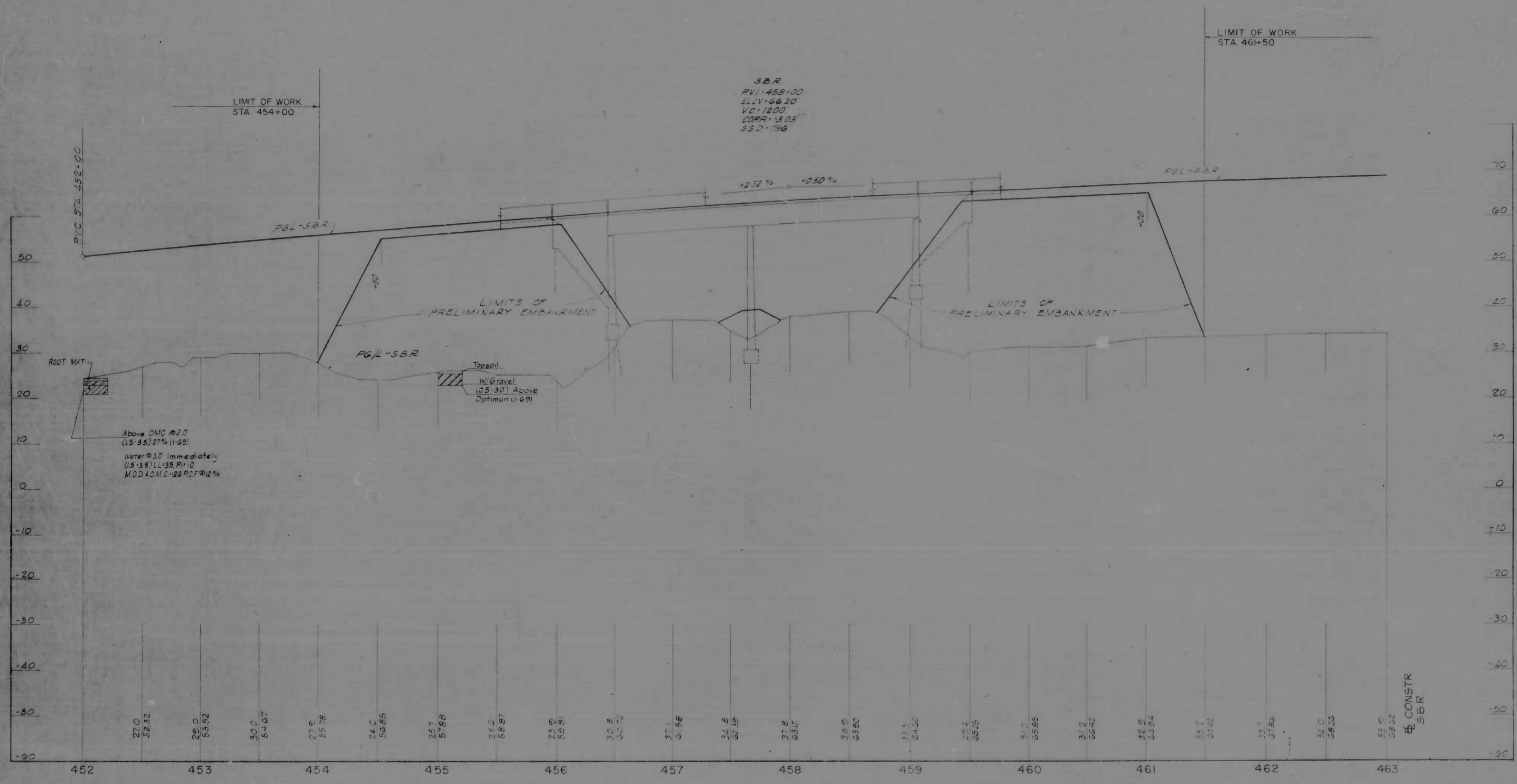
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
2	MD	I-95-4133	20	20	20

IDENT NO	PAY ITEM	UNIT	EST QUAN	CONT QUAN	PROP QUAN	FINAL QUAN
PRELIMINARY ITEMS						
101	CLEARING & GRUBBING	LS	LUMP SUM		LUMP SUM	
102	ENGINEERS FACILITY F.O.S	LS	LUMP SUM		LUMP SUM	
103	MAINTENANCE OF TRAFFIC	LS	LUMP SUM		LUMP SUM	
104	CONSTRUCTION STAKEOUT	LS	LUMP SUM		LUMP SUM	
105	MOBILIZATION	LS	LUMP SUM		LUMP SUM	
GRADING ITEMS						
201	CLASS 1' EXCAVATION	CY	495		500	
202	CLASS 11-A' EXCAVATION	CY		1000	1000	
203	CLASS 12' EXCAVATION	CY	439		440	
204	BORROW EXCAVATION	CY	72,316		72,320	
205	CONTINGENT BORROW EXCAVATION	CY		1000	1000	
206	SELECT BORROW EXCAVATION	CY		1000	1000	
207	TEST PIT EXCAVATION	CY		20	20	
208	REMOVAL OF EXISTING GUTTER	SY	360		360	
209	REMOVAL OF EXISTING MASONRY	CY	1		1	
DRAINAGE ITEMS						
301	CLASS 3' EXCAVATION FOR INCIDENTAL CONSTRUCTION	CY		50	50	
302	SELECT BACKFILL USING #6 AGGREGATE	CY		25	25	
303	SELECTED BACKFILL USING CR-G	CY		25	25	
304	15 IN. RC PIPE CL 5'	LF	4		4	
305	21 IN. RC PIPE CL 5'	LF	332		335	
306	36 IN. RC PIPE CL 5'	LF	379		380	
307	STANDARD JUNCTION BOX	EA	1		1	
308	CONCRETE END SECTION FOR 21 IN. RC PIPE	EA	2		2	
309	CONCRETE END SECTION FOR 36 IN. RC PIPE	EA	2		2	
310	CLASS P-1 CONCRETE FOR MISCELLANEOUS STRUCTURES	CY		2	2	
311	6 IN PERFORATED CIRCULAR PIPE UNDERDRAIN	LF		300	300	
312	6 IN CIRCULAR PIPE UNDERDRAIN OUTLET	LF		30	30	
313	8 IN CONCRETE GUTTER	SY	130		130	
314	CLASS 11' MEDIUM RIPRAP	SY	30		30	
STRUCTURE ITEMS						
401	CLASS 3' EXCAVATION FOR STRUCTURES	CY	760		760	
402	SUBFOUNDATION DRILLING	LF	100		100	
403	10 IN STEEL BEARING PILE @ 42"	LF	4,830		4,830	
404	10 IN STEEL BEARING TEST PILE @ 42"	LF	220		220	
405	10 IN STEEL BEARING PILE @ 42" PILE SPLICE	EA	40		40	

IDENT NO	PAY ITEM	UNIT	EST QUAN	CONT QUAN	PROP QUAN	FINAL QUAN
STRUCTURE ITEMS (CONT'D)						
406	FOOTING CONCRETE	CY	197		197	
407	SUBSTRUCTURE CONCRETE	LS	LUMP SUM		LUMP SUM	
408	SUPERSTRUCTURE CONCRETE	LS	LUMP SUM		LUMP SUM	
409	CONTINGENT CONCRETE FOR BRIDGES	CY	10		10	
410	CLASS 0' CONCRETE SUBFOUNDATION	CY	10		10	
411	FABRICATED STRUCTURAL STEEL	LS	LUMP SUM		LUMP SUM	
412	STONE FILLED WIRE MATTRESS SLOPE PROTECTION	SY	700		700	
413	SUBSTRUCTURE STEEL	LS	LUMP SUM		LUMP SUM	
PAVING ITEMS						
501	CRUSHER RUN AGGREGATE FOR MAINT OF TRAFFIC	TONS		25	25	
502	BITUMINOUS CONCRETE SPEC B FOR MAINTENANCE OF TRAFFIC	TONS		25	25	
503	CALCIUM CHLORIDE	TONS		5	5	
SHOULDER ITEMS						
601	W BEAM TYPE GUARD RAIL	LF	237		240	
602	GUARD RAIL W BEAM APPROACH FLARE	EA	2		2	
603	REMOVE EXISTING GUARD RAIL	LF	94		95	
604	RESET EXISTING FENCE	LF	735		740	
605	LINE POST FOR 6' CHAIN LINK FENCE	EA	18		20	
606	CORNER POST FOR 6' CHAIN LINK FENCE	EA	8		10	
607	6' CHAIN LINK FENCE WITH BARBED WIRE	LF	182		190	
608	END POST FOR 6' CHAIN LINK FENCE	EA	4		5	
LANDSCAPING ITEMS						
701	TOPSOIL FURNISHED & PLACED 2 IN DEPTH	SY	15,100		15,100	
702	TEMPORARY SEEDING	SY	4,400		4,400	
703	SEEDING & MULCHING	SY	15,100		15,100	
704	SOLID SODDING	SY	137		140	

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
		INTERSTATE ROUTE 95 SOUTHBOUND ROADWAY OVER KENNEDY MEMORIAL HIGHWAY	DRAWN BY: W.E.L. CHECKED BY: J.L.C. F.P. NO. I-95-4133-95 S.R.C. NO. BC 146,30-95 BALTO. CITY NO. 1971
		SCALE: NONE	SHEET NO. 20 OF 20

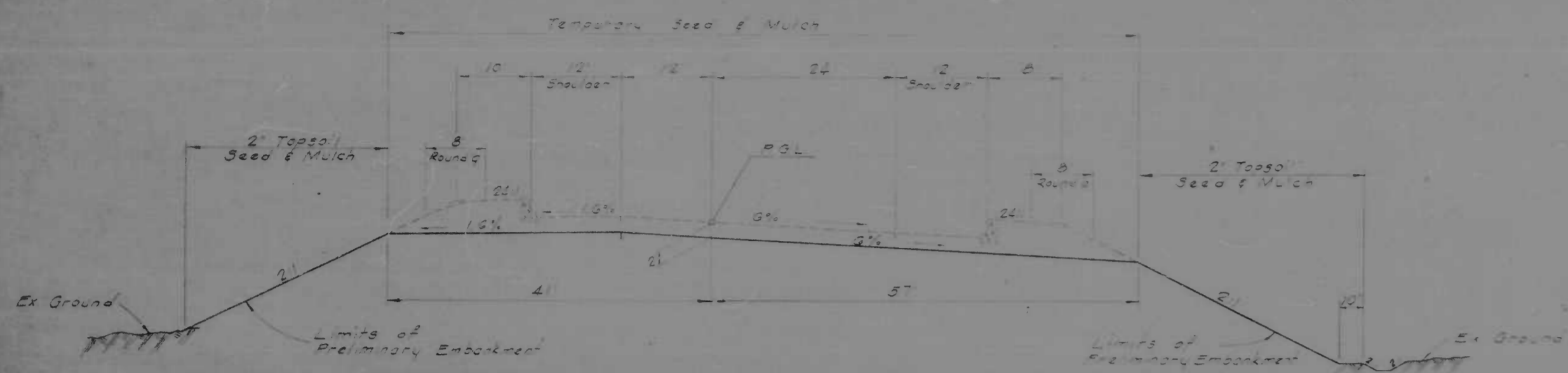
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(33)36	3	20



SOUTHBOUND ROADWAY STA. 452+00 - STA 463+00

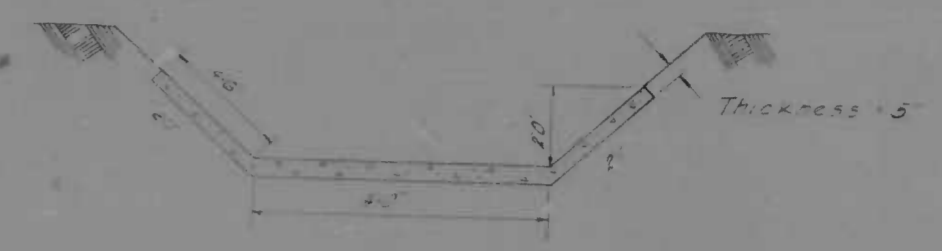
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	CONSULTANT J. L. C. & ASSOCIATES, INC. CONSULTING ENGINEERS 1000 W. BALTIMORE AVENUE BALTIMORE, MARYLAND 21201	INTERSTATE ROUTE 95 SOUTHBOUND ROADWAY OVER KENNEDY MEMORIAL HIGHWAY		DRAWN BY: J.E.L.	DES. BY: J.L.C.
		SCALE: HORIZ. 1" = 40' VERT. 1" = 10' DATE:		TRACED BY: J.E.L. F.A.P. NO. I-95-4(33)36 P.C.E. NO. BE 246-30-R18 BALTO. CITY NO. 1971	CHK. BY: R.W.C. SHEET NO. 3 of 20

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	1-95-4(33)36	4	20

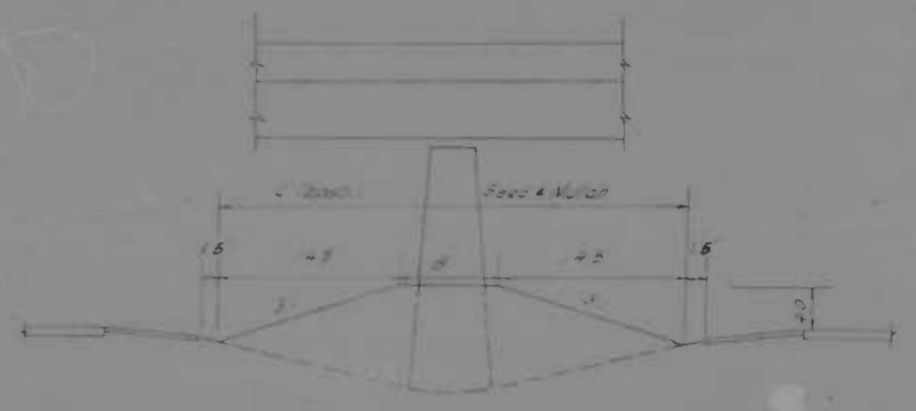


INTERSTATE ROUTE 95
SUPERELEVATED SECTION S.B.R.
PRELIMINARY EMBANKMENT

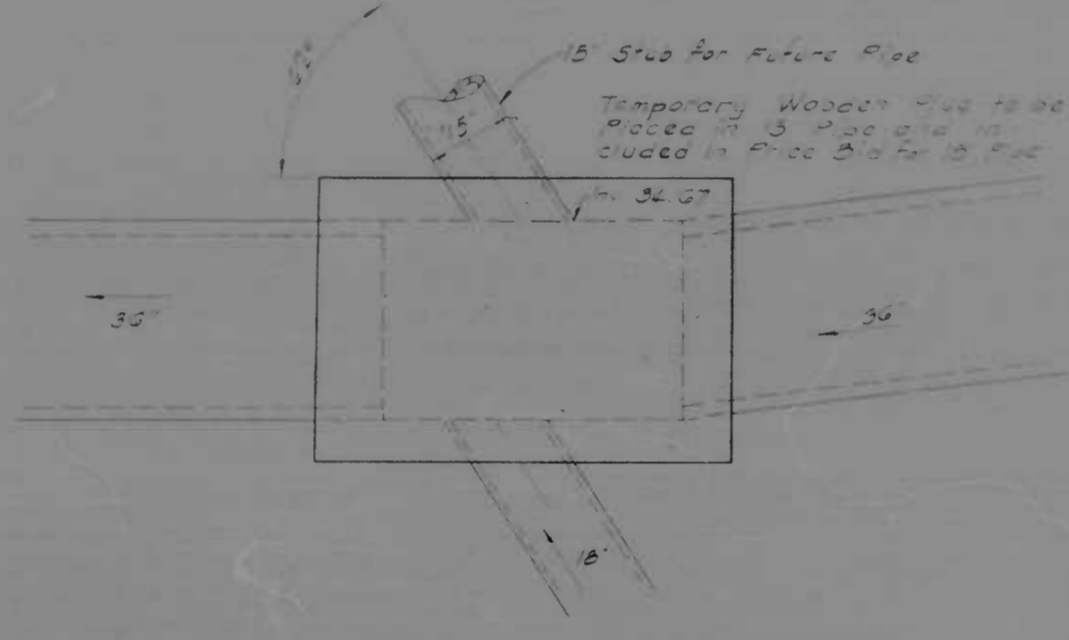
See Surface Drain Detail
Where shown on plans
w/ 2' or 3' depth
depth of 2' or 3'



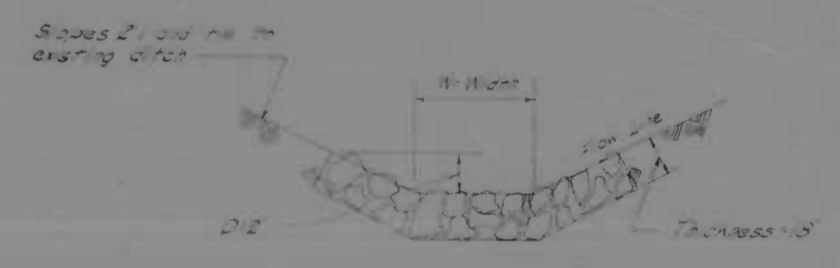
TYPICAL DITCH SECTION
N.B.L. STA 780+30 - STA 781+50 RT.



MOUNDED MEDIAN DETAIL



STANDARD JUNCTION BOX
WITH 15" STUB



DUMPED STONE RIPRAP DITCH

21" PIPE W=4'

36" PIPE W=5'

Stone to be Class 2 Riprap Class 2

EXPLANATORY NOTES & REFERENCES

VERTICAL CONTROL

The location and elevation of Bench Marks are shown on the plans. All elevations shown are based on Baltimore City datum.

HORIZONTAL CONTROL

This project is oriented to conform to the Baltimore City Grid System.

SPECIFICATIONS

The Specifications for this contract will be those of the State Roads Commission titled "Specifications for Materials, Highways, Bridges and Incidental Structures" dated March 1968 and revisions thereof or additions thereto included in the Proposal and the Special Provisions.

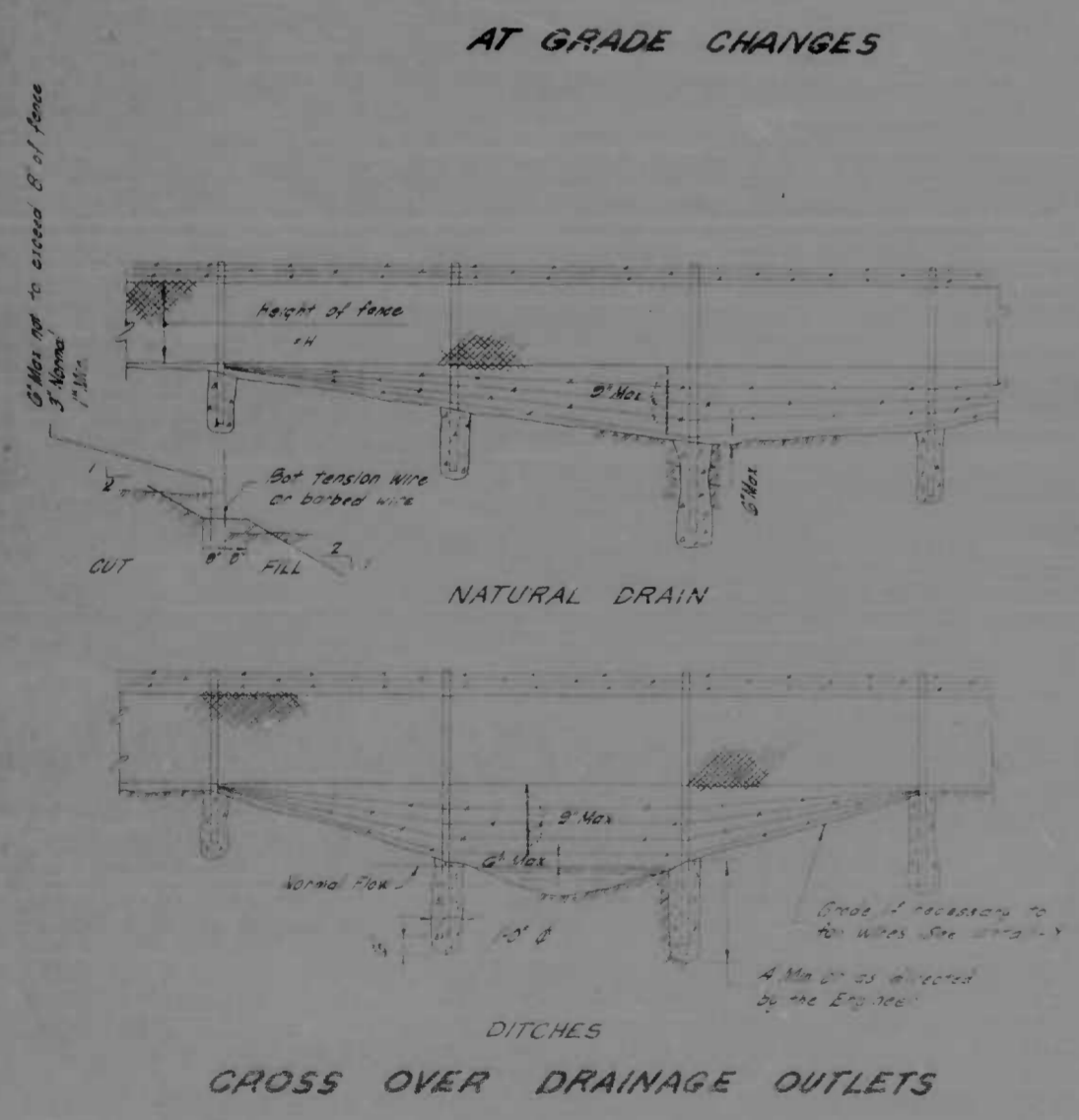
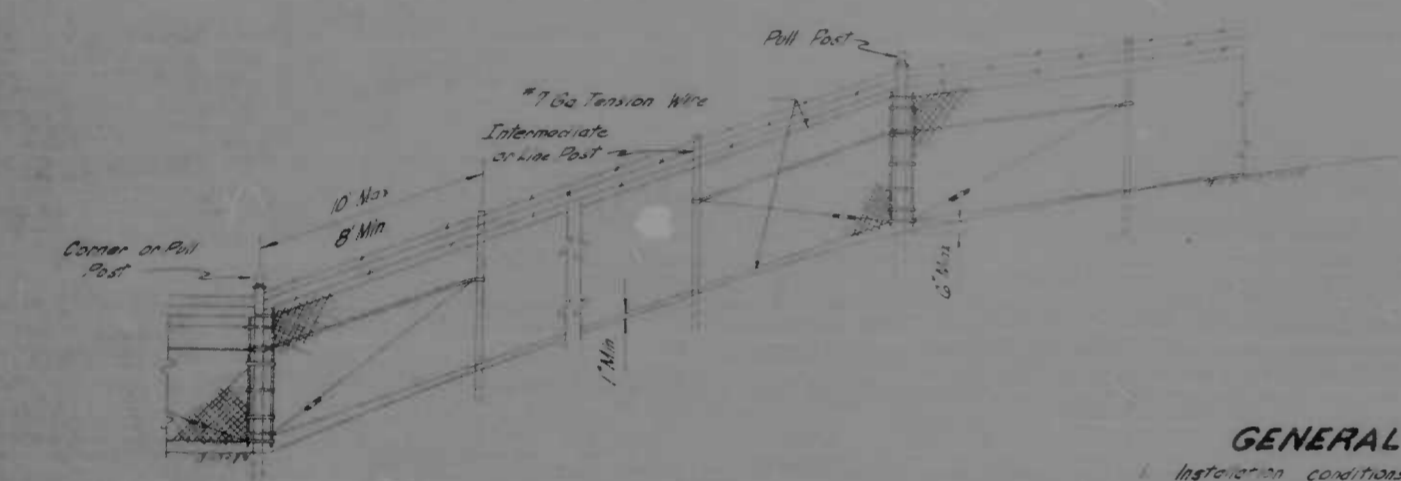
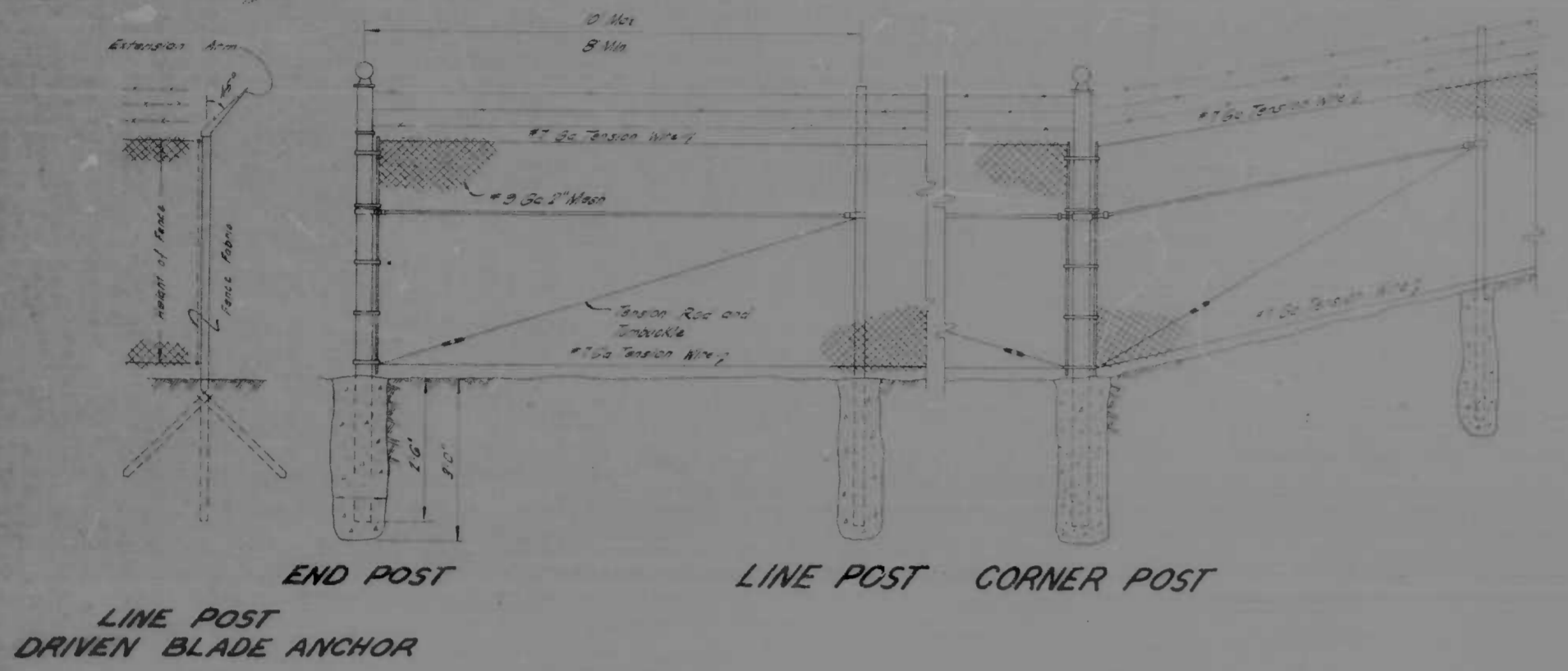
LANDSCAPING

2' Topsoil, Seed & Mulch is to be applied only to those areas of the ultimate section as shown. All temporary earth slopes will receive temporary seed & mulch only.

MISC. DETAILS

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
		INTERSTATE ROUTE 95 SOUTHBOUND ROADWAY OVER KENNEDY MEMORIAL HIGHWAY	DRAWN BY J.E.L. DES BY J.L.C. TRACED BY J.E.L. CHK BY P.W.C.
		SCALE NONE	F.A.P. NO. 1-95-4(33)36 S.R.C. NO. 246-30-R18 BALD. CITY NO. 1971
			SHEET NO. 4 of 20

FED. ROAD DIST. NO.	STATE	F.P.C. NO. (F.P.C. NO.)	SHEET NO.	TOTAL SHEETS
2	MD	75-4(33)36	5	20



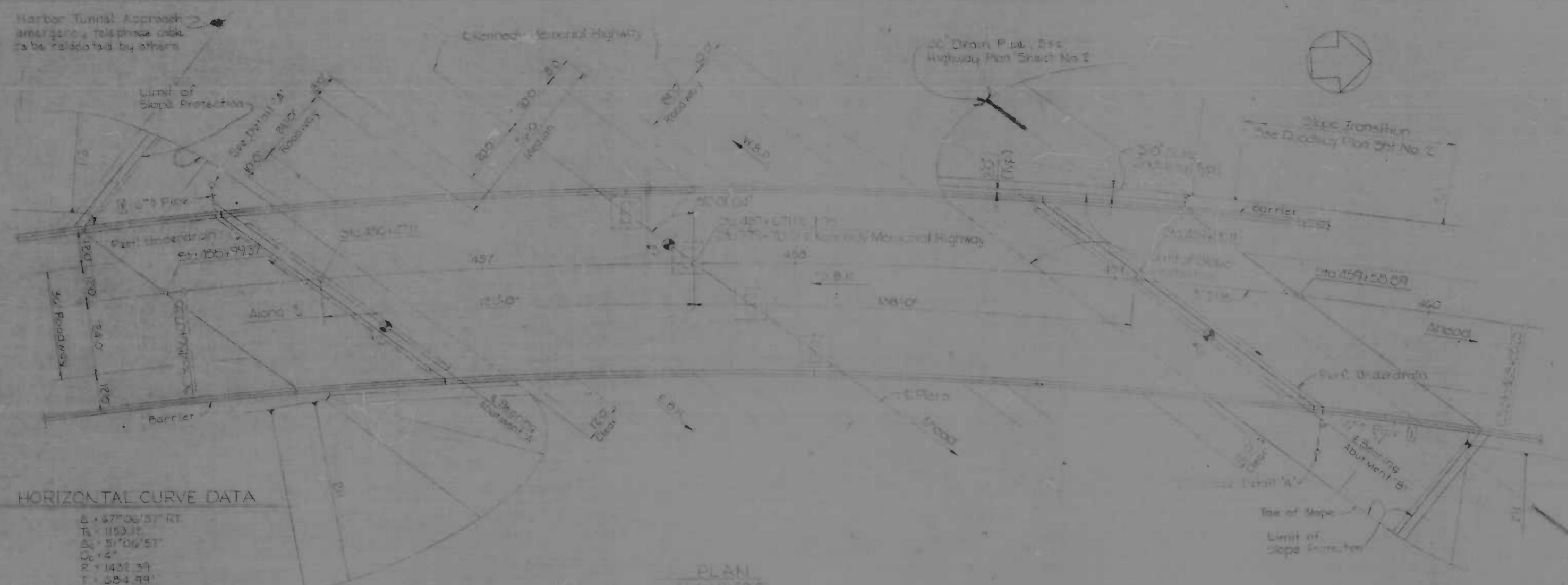
GENERAL NOTES - R/W FENCE

1. Installation conditions shown are typical and not to be construed as representative of all conditions. Occasional observation will be made as required or directed to meet field conditions.
2. The existing R/W fence shall remain until 3 strands of barbed wire shall be in place where indicated on the drawing.
3. Concrete fence along right of way shall using National Drain Company as indicated in the details of this sheet.
4. If there has been change in the proposed alignment, post assemblies shall not be required due to the increased number of horizontal curves for the proposed realignment of existing roads and bridge structures.
5. Riser fence along driven right of way shall use 8' Max and 10' Max strand lengths.
6. Unless otherwise directed concrete footings shall be provided for all line posts and end post posts.
7. Line posts supporting fence and barbed wire across drainage outlets and subjected to stream action shall be set in concrete footings as shown. Feet of additional length shall be used where required.
8. Driven Blade Anchors may be reused for line posts not supporting fence across drainage outlets.
9. Line Posts shall be on Approach Expressway side of fence along extension and supporting barbed wire on any double type fence shall project towards the Approach Expressway. Positions of extension arms supporting barbed wire from 45° off vertical to vertical shall be made in a distance of 10' to 15'.
10. All posts shall be installed at sharp breaks in vertical alignment and at points all centers in vertical line of fence in as directed by the Engineer. See detail of grade changes.
11. All end posts, pull posts, corner posts shall be spaced as shown.

MISC. DETAILS

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
		INTERSTATE ROUTE 95 SOUTHBOUND ROADWAY OVER KENNEDY MEMORIAL HIGHWAY	DRAWN BY J.E.L. CHECKED BY J.E.L. F.P.C. NO. I-95-4(33)36 S.P.C. NO. 246-30-B16 BALTO. CITY NO. 197
		SCALE: NONE	DIST. BY J.L.C. CHK. BY B.W.C. SHEET NO. 5 OF 20

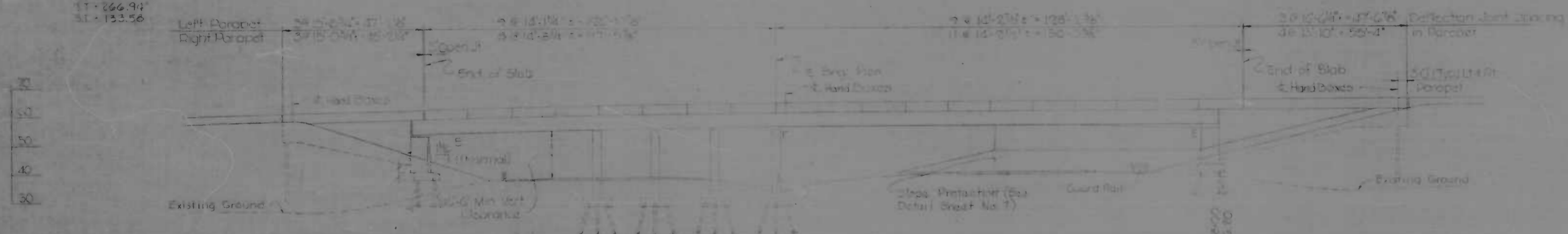
FED. ROAD DIST. NO.	STATE	NO. AND PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD	I-95-4(3)36	6	20



HORIZONTAL CURVE DATA

Δ = 47°06'37" RT
T = 1153.17
Δ = 5°06'57"
P.C. = 1421.34
T = 284.89
L = 1277.90
P.T. = 266.94
ΔT = 132.56

PLAN
Scale 1" = 20'



ELEVATION
Scale 1" = 20'

BORING NO. 2

5	EL 28.0	Coarse Gray Sand & Gravel
7	EL 23.0	Fine Brown & Gray Silty Sand
14	EL 20.0	Gray Silty Clay
16	EL 19.0	Coarse Gray Sand & Gravel
21	EL 11.1	Gray Decomposed Rock
24	EL 6.1	Rock Gabbro

W.L. #250-11h

BORING NO. 3

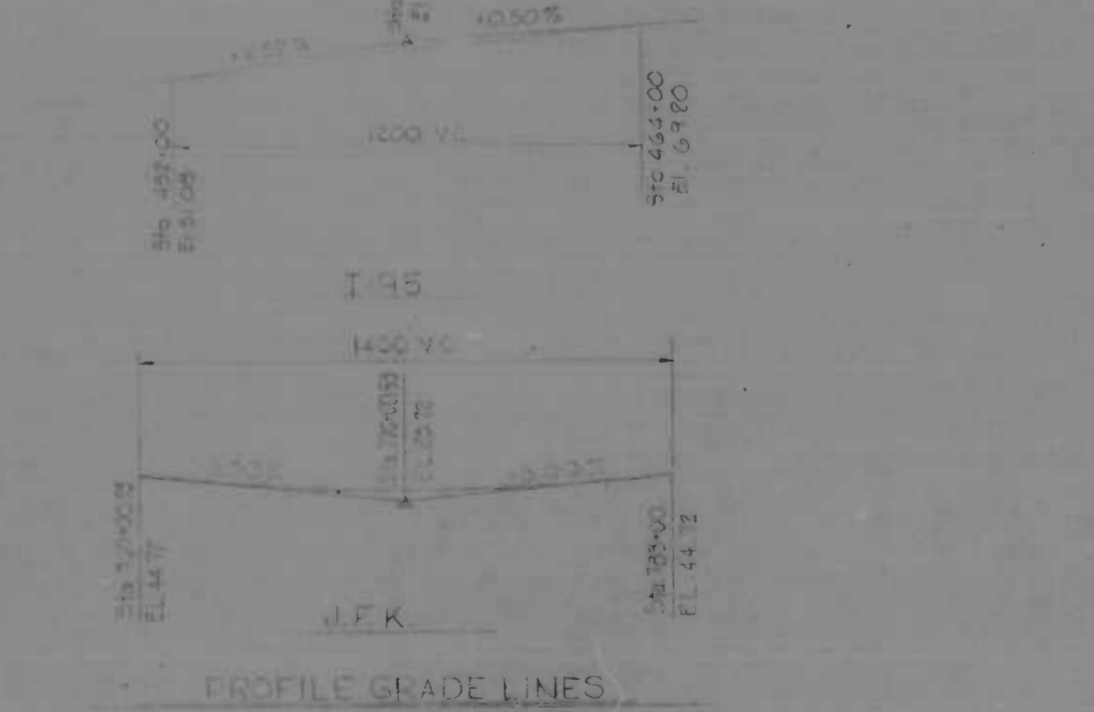
2	EL 31.5	Brown & Red Clayey Sand & Gravel Fill
3	EL 25.5	Medium Red & Gray Clayey Sand
4	EL 19.5	Gray Sandy Silt
14	EL 15.5	Coarse Gray Sand & Gravel
15	EL 15.5	Decomposed Rock
24	EL 11.5	Running in Ditch of Median

Scale 1" = 40' (Typ)

BORING NO. 4

1	EL 31.4	Gravel
2	EL 30.5	Medium Brown Fine Sand & Gravel with some Sandy Clay
3	EL 27.5	Soft Brown Fine Sand, some small gravel & trace of silt
4	EL 24.5	Compact Green Sandy Decomposed Rock
24	EL 7.7	W.L. #254-24h

Notes:
1. All borings made in February 1969.
2. Number of blows required to drive a 140 lb weight falling 30 inches.
3. Number of blows required to drive a 140 lb weight falling one foot using a 300 lb weight falling 30 inches.
4. Where no casing blows are indicated a 3" I.D. hollow stem auger was used.



PROFILE GRADE LINES
Not to Scale

GENERAL NOTES

- Specifications: AASHTO, Special Provisions for materials and construction, AASHTO Standard Specifications for Highway Bridges dated 1965 for design, including 1967 Interim Specifications. For reinforced concrete design, $f'_c = 4000 \text{ psi}$, except that the concrete in bridge deck slabs supported by steel beams has an $f'_c = 3500 \text{ psi}$.
- Loading: HS 20-44 or 10,000 lb. axles spaced 40' apart, whichever governs, with provision for future 12' wearing surface.
- Concrete: Class A1 Concrete shall have a minimum compressive strength of 3,000 psi at 28 days, see Special Provisions.
- Chamfers: All exposed corners of concrete shall be chamfered $4\frac{1}{2} \times 4\frac{1}{2}$ " with milled chamfer strips, except where indicated by the following notation on the plans "Chamfer".
- Reinforcing Steel: Reinforcing steel shall be intermediate grade. All splices shall be lapped a minimum of 14 bar diameters, unless otherwise noted. Minimum cover for any bar shall be 2" unless otherwise noted.
- Structural Steel: Structural steel shall be ASTM Designation A500, see Special Provisions.
- Excavation: See Special Provisions.
- Survey Mark: Brass marker in concrete, base 10.000 S. B.M. (1110) west side of Kennedy Hwy. at North end of bridge over Moore's Run, E.L. 34.292.

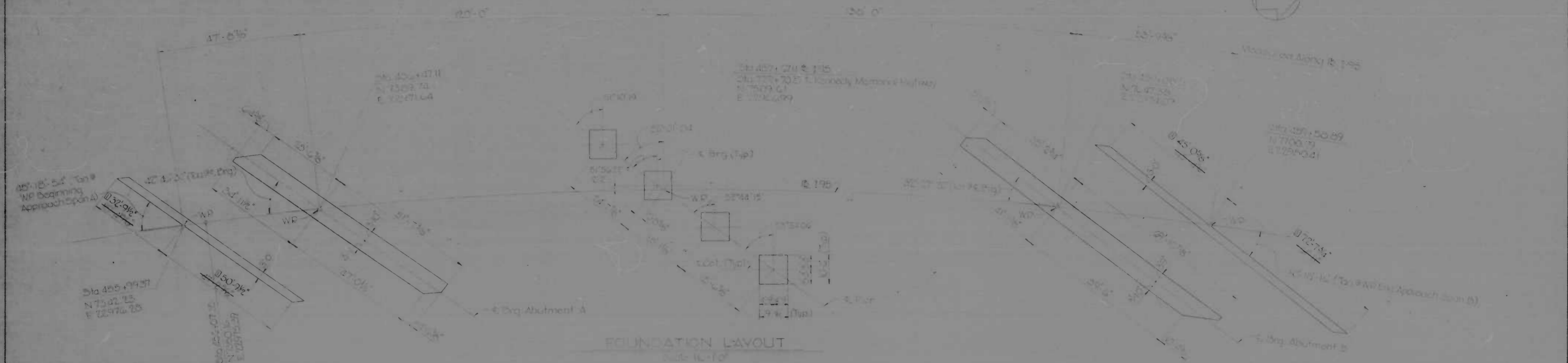
Indicates boring locations on this sheet for boring logs.



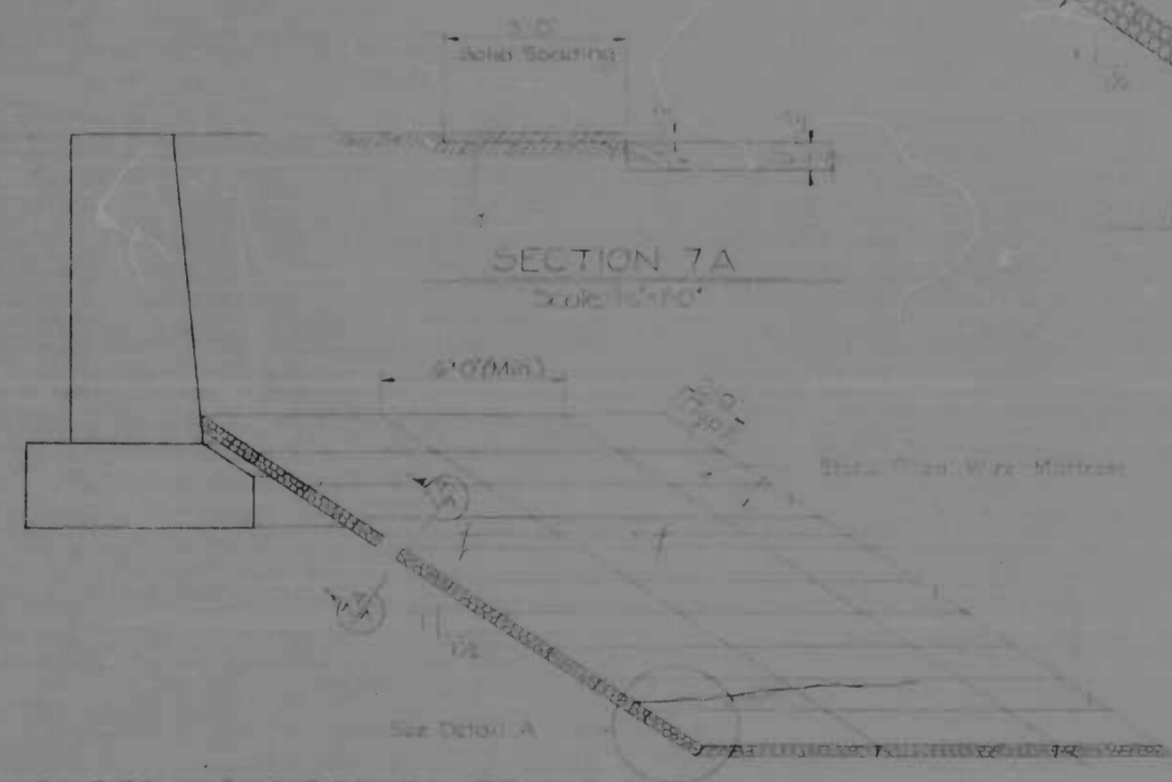
DETAIL 'A'

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
11-19-69 12-1-69 12-1-69	KIMMEL, BENDER, STONE & ASSOC., INC. 1100 N. WASHINGTON STREET BALTIMORE, MD 21202	DEPARTMENT OF PUBLIC WORKS SBR I-95 OVER KENNEDY MEMORIAL HWY. GENERAL PLAN	DRAWN BY: A.G.S. TRACED BY: A.G.S. F.A.P. NO. I-95-4(3)36 S.B.C. NO. BC 246-30 B15 BALTO. CITY NO. 1971
SCALE: As Noted		DATE: OCT 1969	DES. BY: T.L.T. CHK. BY: R.L.C. SHEET NO. 6 of 20

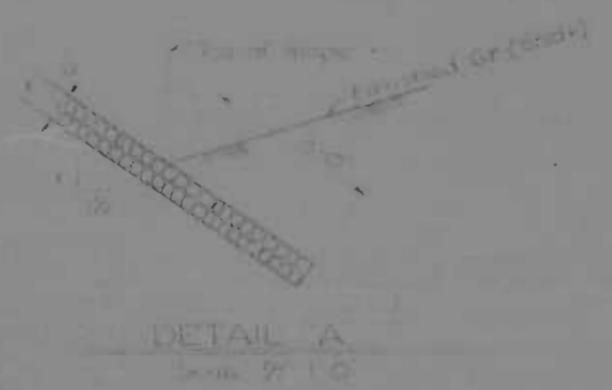
FED. ROAD DIST. NO.	STATE	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD	I-95-4(3)36	7	10



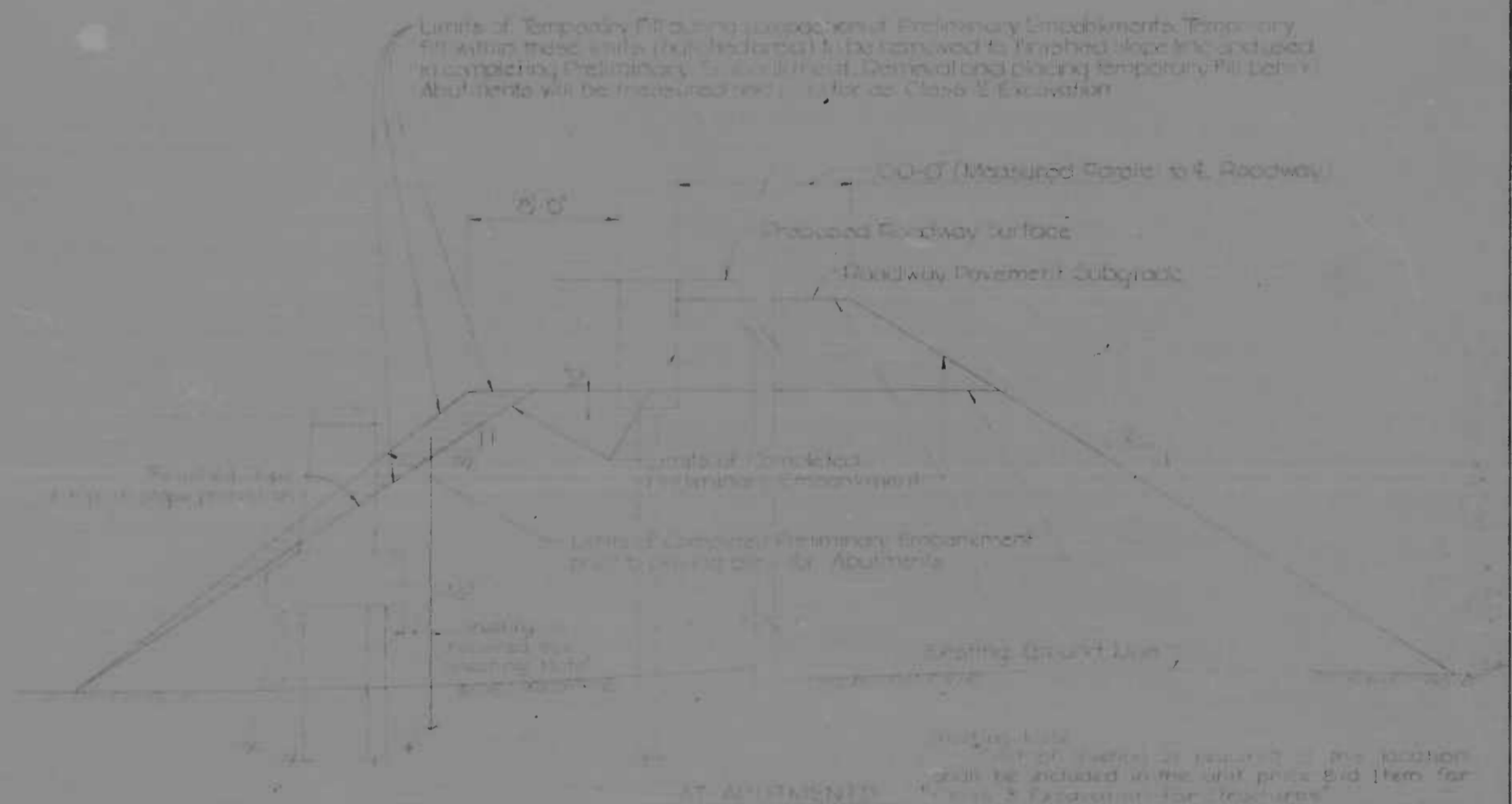
FOUNDATION LAYOUT
Scale 1/4" = 1'-0"



SLOPE PROTECTION DETAIL
Scale 1/4" = 1'-0"



DETAIL A
Scale 1/4" = 1'-0"



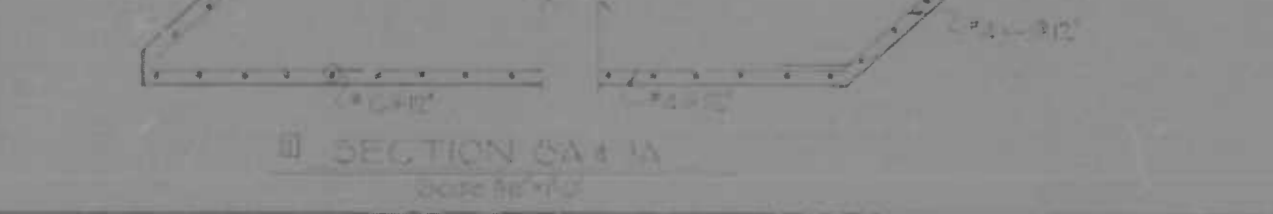
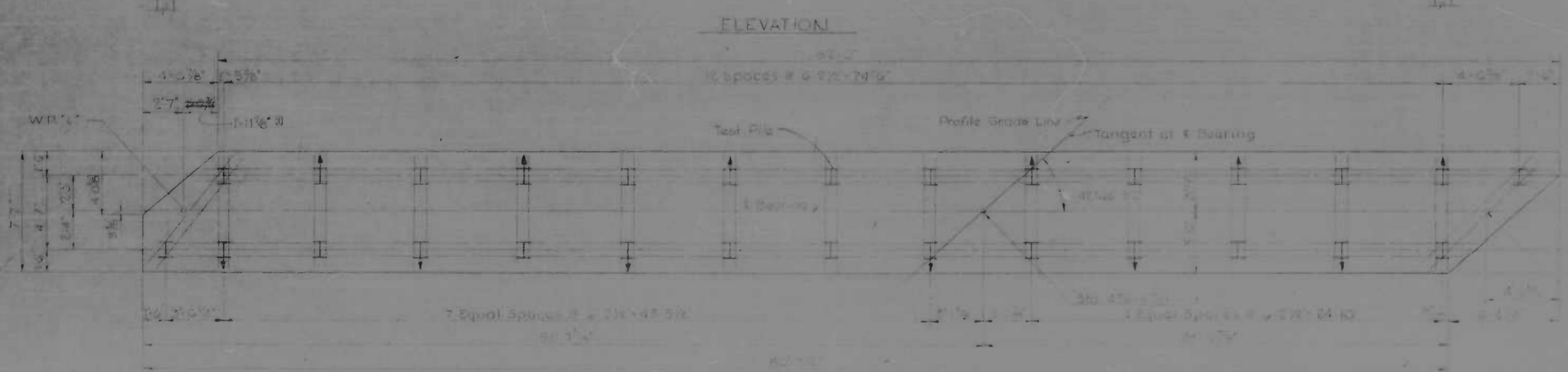
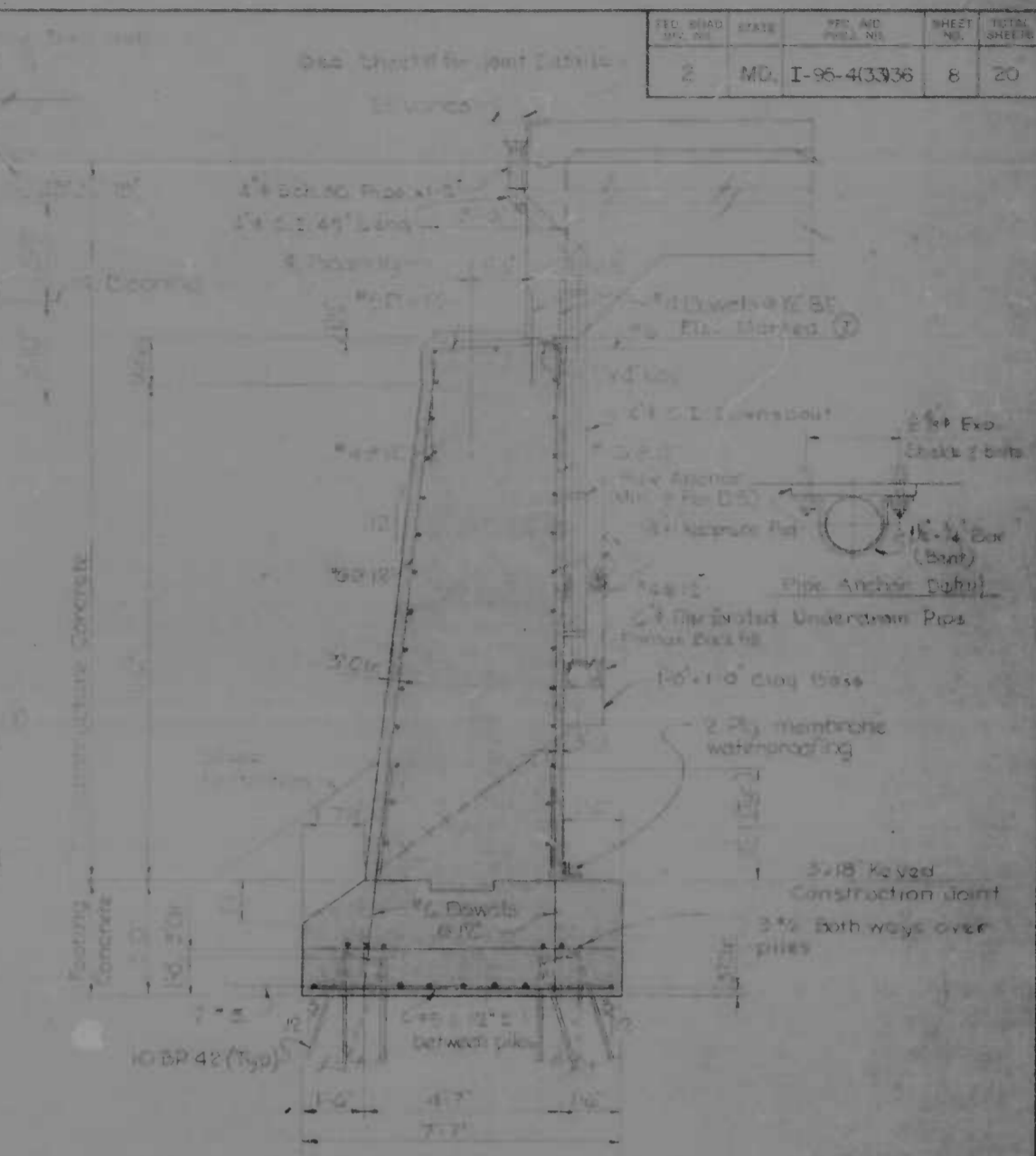
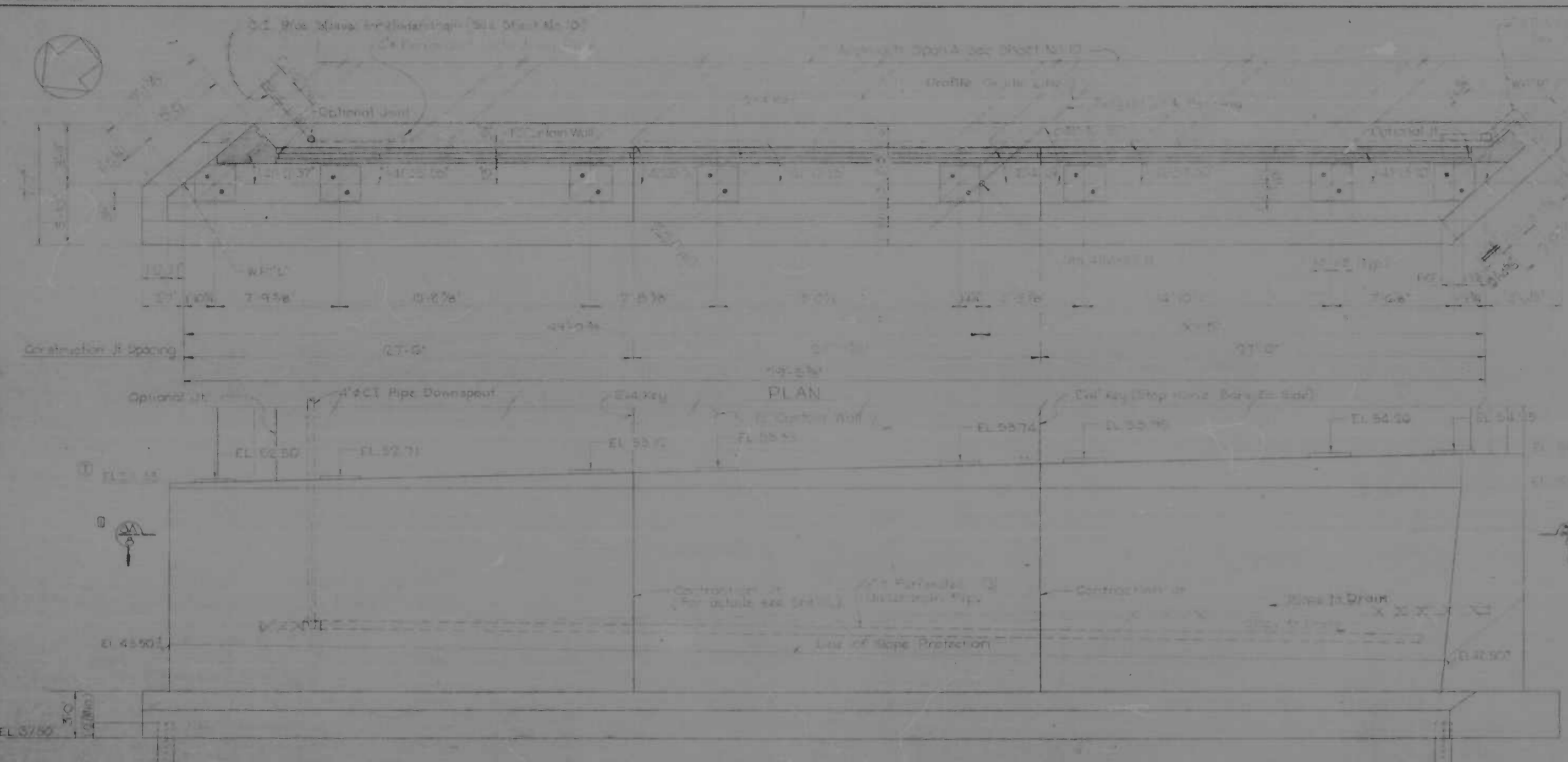
DELMINATORY EMBANKMENT DETAILS
Scale 1/4" = 1'-0"

Limits of Temporary Erection (Temporary Erection) shall be removed to finished slope line and used in construction of permanent embankment. Limits of Proposed Erection (Permanent Erection) shall be used in construction of permanent embankment. Abutments will be measured and set for Class 2 Excavation.

Notes: 1. All work shown on this drawing shall be included in the unit price bid item for "Slope Protection" and "Slope". The contractor shall submit a drawing showing the type and method of slope protection proposed for the engineer's approval before proceeding with this portion of the work.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
10/25/70 Approach Foundation Dimension	KIMBLE, SMITH, GIBBS & ASSOC., INC. 1000 WATSON & ASSOC. INC. CONSULTING ENGINEERS 100 N. CALVERT STREET BALTIMORE, MARYLAND 21202	SRR I-95 OVER KENNEDY MEMORIAL HWY. GEOMETRY LAYOUT, SLOPE PROTECTION & EMBANKMENTS	DRAWN BY: NMS TRACED BY: NMS P.A. NO. I-95-4(3)36 S.R.C. NO. BS-245-30-815 BALTO. CITY NO. 1971
SCALE AS NOTED		DATE OCT. 1969	DES. BY: RLC CHK. BY: DS SHEET NO. 7 of 20

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-43336	8	20



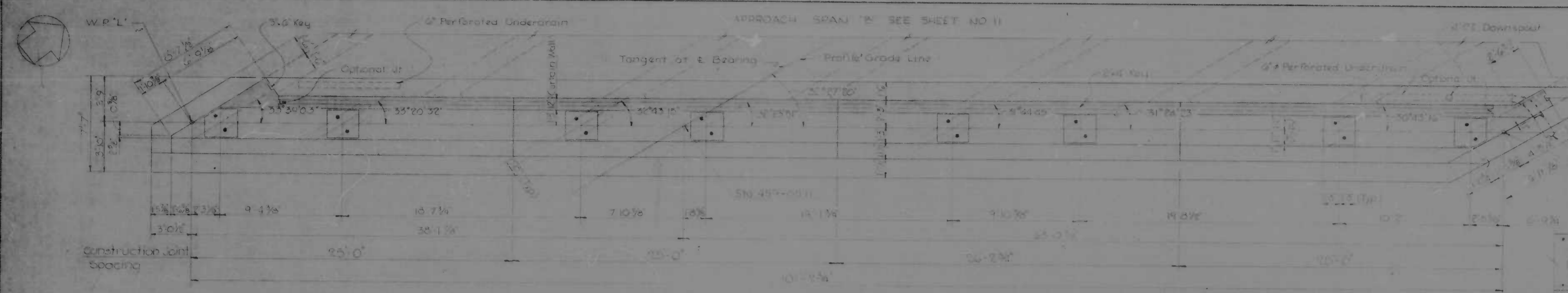
TYPICAL SECTION THRU ABUTMENTS A&B
Scale 3/8"=1'-0"

- NOTES:
1. All piles shall be Steel Bearing Piles 10BP42 driven to a minimum safe bearing value of 60 tons or to practical refusal. Steel caps for piles not required.
 2. I indicates plumb pile, includes batter pile, slope of batter 5:12.
 3. Spacing on approach spans shall be painted after structural steel is in place.
 4. For pile spacing details see sheet 10.

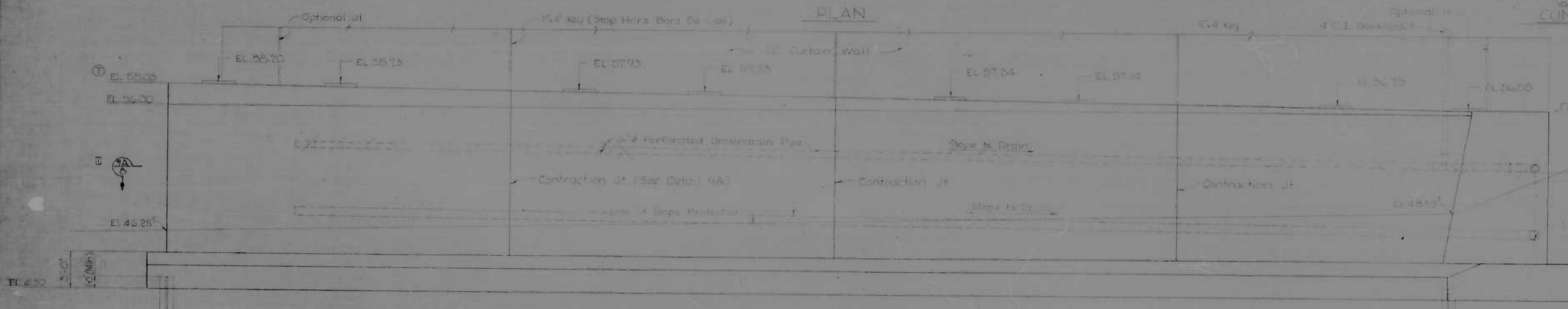
REVISIONS 1. 10/1/79 - Section SA 1 A and Footing Plan Revised 2. 10/1/79 - Pile Dimension	CONSULTANT KIMBLE, HENDER, STON & ASSOC., INC. 1000 W. BALTIMORE ST. BALTIMORE, MARYLAND 21201 RATE CROSS & LEISE, INC. CONSULTING ENGINEERS 100 W. BALTIMORE ST. BALTIMORE, MARYLAND 21201	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		SBR I-95 OVER KENNEDY MEMORIAL HWY. ABUTMENT A	
SCALE: As Noted		DATE: OCT 1979	DRAWN BY: A.S.S. TRACED BY: A.S.S. P.A.P. NO. I-95-43336 S.R.C. NO. SC 246-30-85 ESTD. CITY NO. 1971
			SHEET NO. 8 OF 20

RE: BALTIMORE I-95

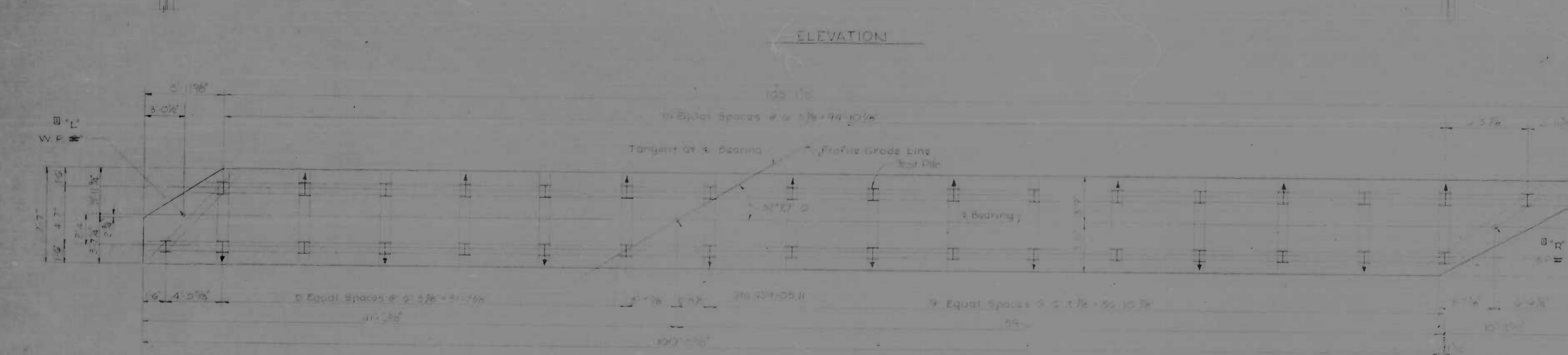
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(3)36	9	20



PLAN



ELEVATION



FOOTING PLAN
Scale 1/8" = 1'-0"



NOTES:
1. See sheet no. 8 for typical sections for abutments and notes.

REVISIONS 11/5/70 - Detail 9A Added APB Revised 11-70 - Change 11-70 - Change	CONSULTANT KIMBLE, BARNES, STONE & ASSOC., INC. 1101 8477 CHES & ANNE, MD. CONSULTING ENGINEERS 1111 W. CALVERT STREET BALTIMORE, MARYLAND 21202	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		SBR I-95 OVER KENNEDY MEMORIAL HWY ABUTMENT 'B'			
		DRAWN BY: AGS CHECKED BY: AGS DATE: OCT 1969	DESIGNED BY: R.L.C. CHECKED BY: J.L.T.	SCALE: As Noted	DATE: OCT 1969

INDEX OF SHEETS

1	TITLE SHEET
2	PLAN SHEET
3	PROFILE SHEET
4	MISC. DETAILS
5	MISC. DETAILS
6-8	S.B.R. I-95 BRIDGE OVER KENNEDY MEMORIAL HIGHWAY
9	LAYOUT SUMMARY
10	SUMMARY OF QUANTITIES

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-(33)36
STATE ROADS COMMISSION PROJECT NO. BC 246-30-815
CITY OF BALTIMORE BUREAU OF ENGINEERING,
HIGHWAY ENGINEERING DIVISION CONTRACT NO. 1971

SOIL LEGEND

A-4-2	
A-3	
A-4-7	

CONVENTIONAL SIGNS

EXISTING

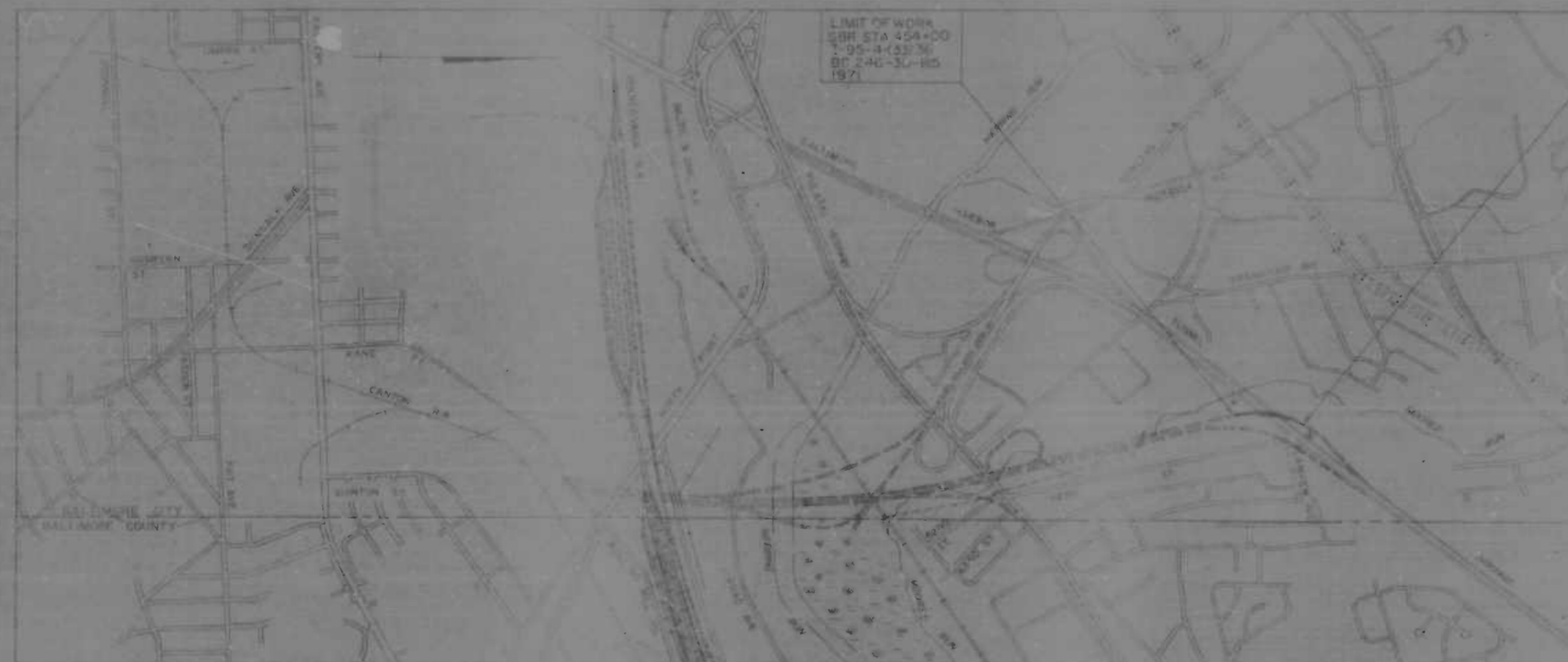
EXISTING STORM DRAIN	
GUARD RAIL	
TELEPHONE POLES	
POWER POLES	
HEDGE	
WOODS LINE	
MARSH	
STREAM	
FENCES WOOD	
FENCES WIRE	
BENCH MARK	
EXISTING ROADWAY	

PROPOSED

PROPOSED STORM DRAIN STRUCTURES	
RIGHT OF WAY LINE	
CORPORATE LIMITS	
PROPOSED GUARD RAIL	
APPROXIMATE SHADING LIMITS	
R.O.M.	
MOD.	
CONCRETE	
PLACED RIPRAP	

ABBREVIATIONS

M.D.S.C.	MARYLAND STATE ROADS COMMISSION	B.C.C.M.P.	BITUMEN COATED CORRUGATED METAL PIPE
S	SURVEY	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
C	CONST.	U.C.	UNDERCRAIN
S.M.	BENCH MARK	S.P.F.	STRUCTURAL PLATE PIPE
S.S.	SUPERELEVATION RATE	S.S.D.	STOPPING SIGHT DISTANCE
P.S.L.	PROFILE GRADE LINE	N.B.R.	NORTH BOUND ROADWAY
P.G.L.	PROFILE OF GROUND LINE	S.B.R.	SOUTH BOUND ROADWAY
P.A.C.	POINT OF APPLICATION OF	S.D.	SIDE DITCH
P.G.L.	PROFILE GRADE LINE	B.D.	BERM DITCH
P.O.C.	POINT OF CROWN	O.D.	OUTLET DITCH
P.R.	POINT OF ROTATION	S.D.D.	SURFACE DRAIN DITCH
V.D.	VERTICAL CURVE	CH. CH.	CHANNEL CHANGE
S.B.M.	SEED B MOUND	U.D.O.	UNDERDRAIN OUTLET PIPE
M.H.	MANHOLE	G.R.	GUARD RAIL
H.W.	HEADWALL	M.D.	MEAN DIVIDER
D.	DITCH	E.S.	PIPE CULVERT END SECTION
M.V.D.	MEAN VEE DITCH		



LOCATION PLAN
SCALE: 1"=1000'
DESIGN SPEED: 60 MPH
LENGTH OF PROJECT: 0.142 miles

FIELD BOOKS

BOOK NO.	DESCRIPTION
I-95-001	CROSS SECTIONS
I-95-002	TRAVERSE
I-95-009	TRAVERSE
I-95-010	CROSS SECTIONS

TRAFFIC DATA

	1970	1980
A.D.T.	26,800	62,000
D.H.V.		4,960
D.		60%
% Trucks A.D.T.		13%
% Trucks D.H.V.		7%

MAX. CURVE: 11° 40' 00"
MAX. GRADE: 2.52%

RIGHT OF WAY LINES SHOWN ON THESE PLANS DO NOT INCLUDE EASEMENTS. THEY ARE FOR REFERENCE 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.

CHECKED BY: DIVISION OF STRUCTURES WATER DESIGN WASTE WATER DIVISION HIGHWAYS ENGINEERING DIVISION SURVEY AND RECORDS DIVISION BUREAU OF UTILITY OPERATIONS LIGHTING SECTION HIGHWAY MAINTENANCE DIV.	INITIALS: <i>[Handwritten]</i> DATE: <i>[Handwritten]</i>	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS APPROVAL RECOMMENDED HEAD OF BUREAU OF ENGINEERING APPROVED CHIEF OF PUBLIC WORKS	PREPARED BY: ENGINEER, BENDER STONER ENGINEERING CO. 100 MATZIGALL BUILDING 629 CALVERT EXCHANGE BALTIMORE, MARYLAND	STATE ROADS COMMISSION OF MARYLAND REVIEWED AND APPROVAL RECOMMENDED CHIEF, BUREAU OF ENGINEERING APPROVAL RECOMMENDED CHIEF, DEPARTMENT OF HIGHWAYS FOR BALTIMORE CITY	APPROVAL RECOMMENDED CHIEF, DIVISION OF STRUCTURES APPROVED CHIEF, DIVISION OF UTILITY OPERATIONS	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION - BUREAU OF PUBLIC ROADS APPROVED DIVISION ENGINEER
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