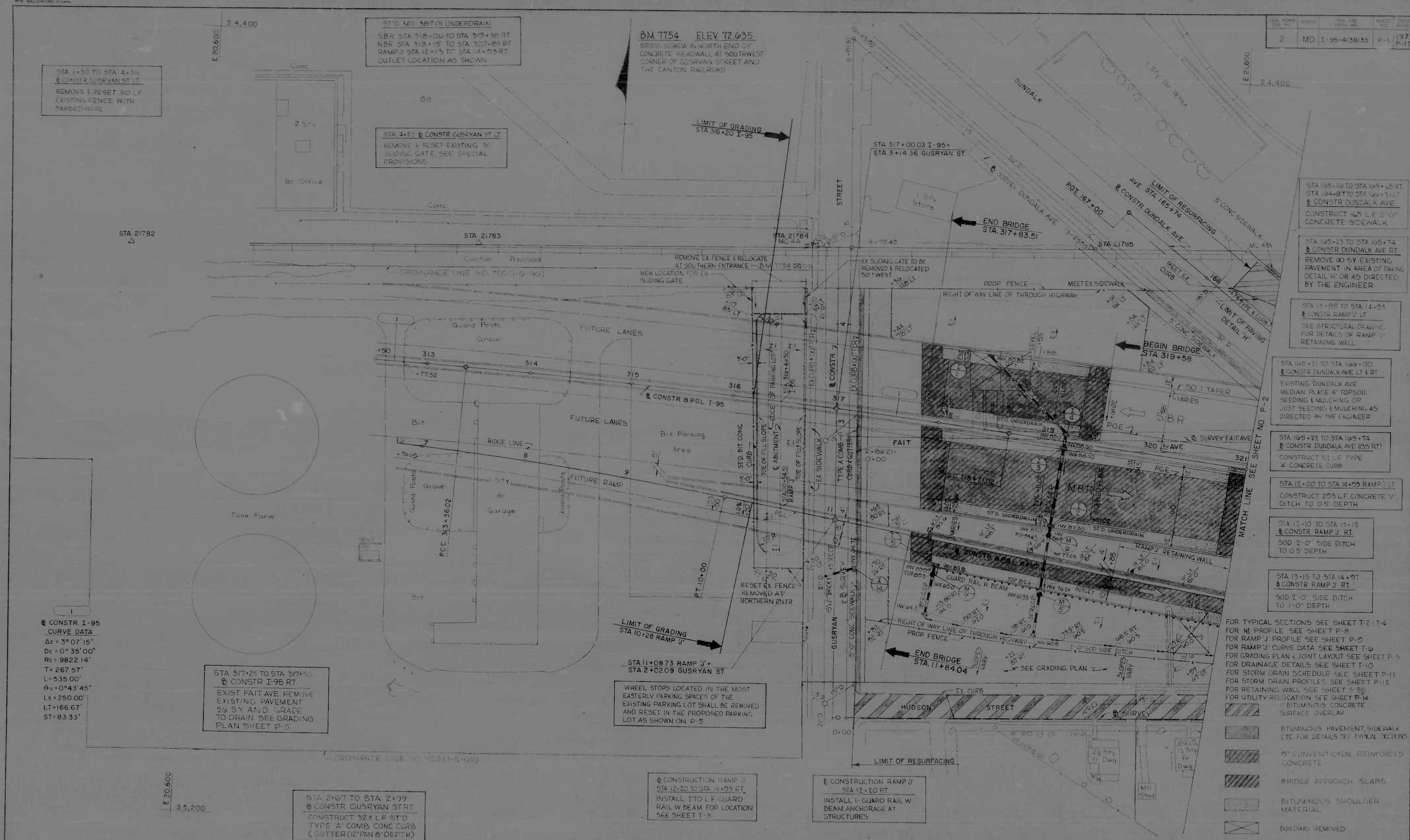


REVISIONS	CONSULTANT
	KNOERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202

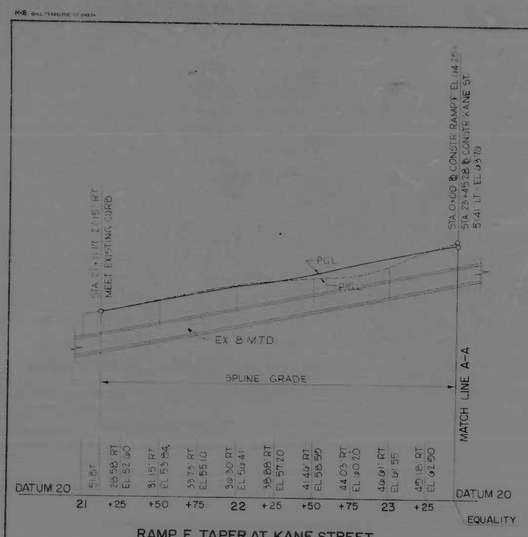
CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
&
STATE ROADS COMMISSION OF MARYLAND
INTERSTATE DIVISION FOR BALTIMORE CITY

INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET

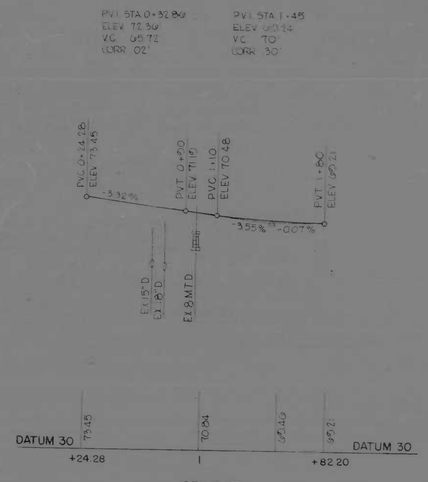
SCALE: 1" = 40'   DATE: JUN 2 1972

DRAWN BY J.W.S.   DES. BY K.H.
TRACED BY J.W.S.   CHK. BY K.H.
F.A.P. NO. I-95-4(38)35
S.R.C. NO. BC 246-35-815
BALTO. CITY NO. 1397
SHEET NO. (97) P-1 OF P-19

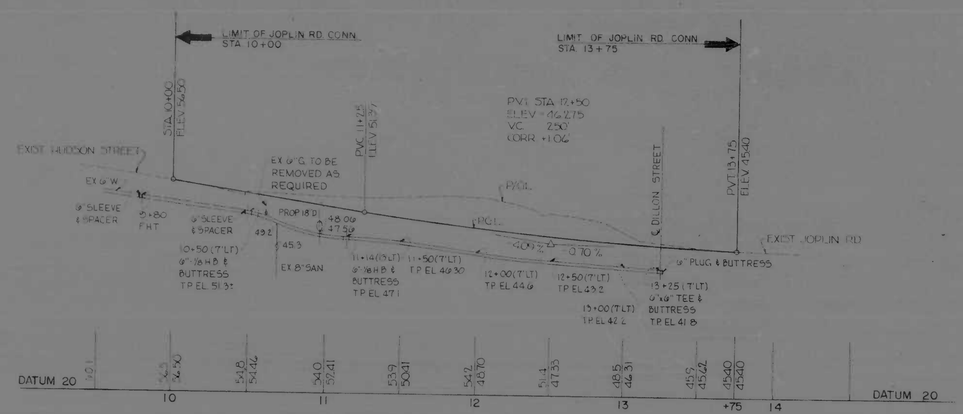
FED. ROAD SYS. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	P-10	(97) P-19



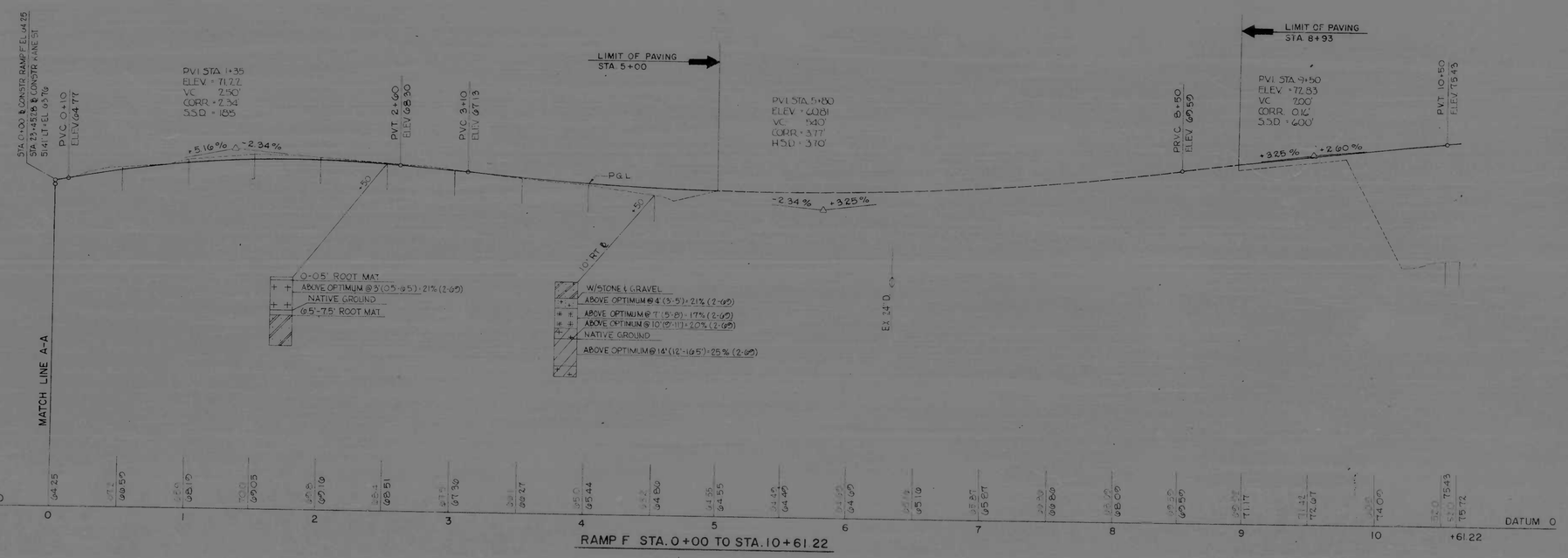
RAMP F TAPER AT KANE STREET



SPUR F
STA.0+24.28 TO STA.1+82.20



JOPLIN RD. CONN. STA. 10+00 TO STA. 14+00



RAMP F STA.0+00 TO STA.10+61.22

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, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.W.S. TRACED BY J.W.S. DES. BY K.H. CHK. BY K.H.
		SCALE: HORIZ. 1" = 40' VERT. 1" = 10' DATE: JUN 2 1972	F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) P-10 OF P-19

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	P-11	(97) P-19

INLET SCHEDULE

NO.	TYPE	LOCATION	CROSS SLOPE %	TOP	INV. OUT	REMARKS
1	STD 'S'	MAINLINE 76' LT 318+40	.016	95.57	90.82	
2	STD 'S'	MAINLINE 88' RT 319+25	.056	92.45	87.00	
3	STD 'S'	MAINLINE 5' RT 319+25	.025	93.98	88.40	
4	STD 'S'	MAINLINE 5' LT 319+25	.025	93.98	89.00	
5	STD 'S'	RAMP 'J' 25' RT 12+13	.060	87.49	83.50	
6						DELETED
7	STD 'S' COMB	JOPLIN RD CONN 17' RT 10+00	.030	52.21	48.70	
8	STD TYPE 'K'	RAMP 'J' 25' RT 18+33		49.50	46.75	DOUBLE GRATE
9	STD TYPE 'K'	RAMP 'J' 22' LT 18+50		49.00	46.70	DOUBLE GRATE
10	STD 'S' COMB	RAMP 'J' 5' LT 20+80	.010	45.70	39.80	
11	STD 'S' COMB	RAMP 'J' 16' RT 21+00	.020	45.05	39.60	
12	STD 'S' COMB	DUNDALK AVE 59' LT 150+00	.020	42.16	35.50	
13	STD 'S' COMB	SPUR 'F' 23' RT 1+33		68.68	63.20	
14	STD 'S' COMB	GUSRYAN ST 10' RT 1+50	.020	60.72	64.72	
15	STD 'S'	MAINLINE 88' RT 315+15	.021	93.69	90.13	FRAME AND GRATE TO BE SET BY OTHERS *

STORM DRAIN MANHOLE SCHEDULE

NO.	TYPE	LOCATION	CORDINATES SOUTH	CORDINATES EAST	REMARKS
1	STD. S.W.M.H.	RAMP 'J' 15' LT 18+65	5005.0500	21073.2325	STD CHANNEL NO 3
2	EXIST S.W.M.H.	RAMP 'J' 37' LT 18+21	5001.3025	22006.2914	ADJUST EXIST M.H. FOR 24" R.C.C.P. USING STD CHAN. # 11
3	EXIST S.W.M.H.	RAMP 'J' 46' LT 19+09	4999.3[illegible]7	22020.6058	ADJUST EXIST M.H. FOR 24" R.C.C.P. USING STD CHAN. # 11
4	EXIST S.W.M.H.	DUNDALK AVE 44' RT 164+33	4969.2001	21728.9358	ADJUST EXIST M.H. FOR RELOCATION OF 21" R.C.C.P.
5	STD. DROP M.H.	RAMP 'J' 32' RT 13+20	4928.1132	21432.2233	
6	STD. DROP M.H.	RAMP 'J' 28' LT 13+16	4868.1561	21437.3160	
7	STD. DROP M.H.	RAMP 'J' 32' RT 12+13	4912.9770	21326.4469	
8	STD. DROP M.H.	RAMP 'J' 32' RT 9+48	4873.4283	21064.8580	*

LEGEND

STD 'S' — STANDARD TYPE 'S' INLET - DOUBLE GRATE
STD 'S COMB — STANDARD TYPE 'S' COMB INLET - DOUBLE GRATE
STD. 'K' — STANDARD TYPE 'K' INLET - DOUBLE GRATE
S.W.M.H. — STANDARD STORM WATER MANHOLE - 30" COVER
STD DROP M.H. — STANDARD DROP MANHOLE - 30" COVER

STORM DRAIN SCHEDULE

SHEET NO. P-1

I-1, I-2, I-3, I-4, MH-5 & MH-6 — ℄ CONSTRUCTION 318+40 LT I-95 & ℄ CONSTRUCTION 319+25 LT & RT I-95
204 - 24" R.C.C.P. CLASS 4
4 - STD 'S' INLETS - DOUBLE GRATE
+8.8' EXTRA DEPTH FOR INLET
2 - STD DROP MANHOLES - 30" COVERS
+32.6' EXTRA DEPTH FOR MANHOLES
1 - STD END SECTION FOR 24" R.C.P.

I-5 & MH-7 — ℄ CONSTRUCTION 12+13 RAMP 'J' RT
52' - 18" R.C.C.P. CLASS 4
1 - STD 'S' INLET - DOUBLE GRATE
+0.5' EXTRA DEPTH FOR INLET
1 - STD DROP MANHOLE - 30" COVER
+21.3' EXTRA DEPTH FOR MANHOLE
1 - STD END SECTION FOR 18" R.C.P.

I-14 — ℄ CONSTRUCTION 1+50 GUSRYAN ST RT
34' - 15" R.C.C.P. CLASS 4
1 - STD 'S' COMB INLET - DOUBLE GRATE
+2.0' EXTRA DEPTH
1 - STD 21" x 15" PIPE CONN BRICK 'Y'

* I-15 & MH-8 — ℄ CONSTRUCTION 315+15 RT I-95
76' - 18" R.C.C.P. CLASS 4
1 - STD 'S' INLET - DOUBLE GRATE
+0.5' EXTRA DEPTH FOR INLET
1 - STD DROP MANHOLE - 30" COVER
+17.0' EXTRA DEPTH FOR MANHOLE
1 - STD END SECTION FOR 18" R.C.P.

* NOTE: INLET TO BE INSTALLED UNDER OPTIONAL CONSTRUCTION SEE SPECIAL PROVISIONS.

SHEET NO. P-2

I-7 — ℄ CONSTRUCTION 10+20 JOPLIN RD CONN LT & RT
68' - 18" R.C.C.P. CLASS 4
1 - STD 'S' COMB INLET - DOUBLE GRATE
+0.5' EXTRA DEPTH

I-8, M-1, M-2 & M-3 — ℄ CONSTRUCTION STA 18+33 RAMP 'J' RT.
42' - 21" R.C.C.P. CLASS 4
40' - 24" R.C.C.P. CLASS 4
1 - STD TYPE 'K' INLET - DOUBLE GRATE
1 - STD STORM WATER MANHOLE 30" COVER
+18' EXTRA DEPTH FOR MANHOLE

I-9 — ℄ CONSTRUCTION STA 18+50 RAMP 'J' LT
14' - 18" R.C.C.P. CLASS 4
1 - STD TYPE 'K' INLET - DOUBLE GRATE

I-10 — ℄ CONSTRUCTION STA 20+80 RAMP 'J' LT.
5' - 18" R.C.C.P. CLASS 4
1 - STD 'S' COMB INLET - DOUBLE GRATE
+2.90' EXTRA DEPTH
1 - 42" x 18" PIPE CONN. BRICK 'Y'

I-11 — ℄ CONSTRUCTION STA 21+00 RAMP 'J' RT.
24' - 18" R.C.C.P. CLASS 4
1 - STD 'S' COMB INLET - DOUBLE GRATE
+5.5' EXTRA DEPTH
1 - 42" x 18" PIPE CONN BRICK 'Y'

I-12 — ℄ CONSTRUCTION STA 150+00 DUNDALK AVE LT.
14' - 18" R.C.C.P. CLASS 4
1 - STD 'S' COMB INLET - DOUBLE GRATE
+3.7' EXTRA DEPTH

M-4 — ℄ CONSTRUCTION STA 164+33 DUNDALK AVE RT.
80' - 21" R.C.C.P. CLASS 4
1 - STD 21" x 36" PIPE CONN BRICK 'Y'

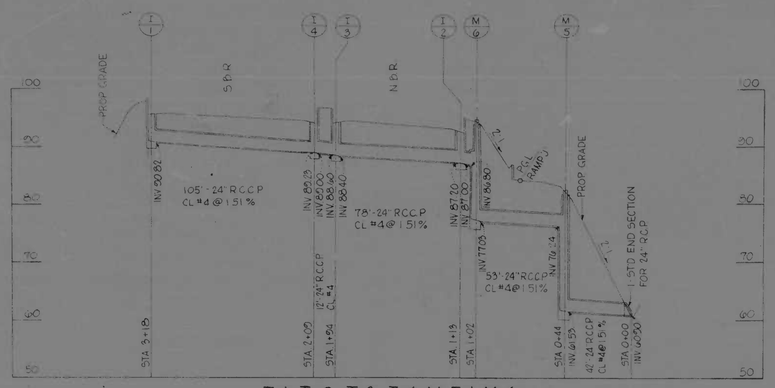
SHEET NO. P-3

I-13 — ℄ CONSTRUCTION STA 1+33 SPUR 'F' RT.
40' - 18" R.C.C.P. CLASS 4
1 - STD 'S' COMB INLET - DOUBLE GRATE
+2.5' EXTRA DEPTH
1 - 18" x 18" PIPE CONN BRICK 'Y'

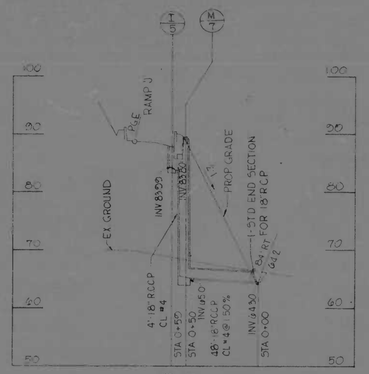
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KNOERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 941 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.W.S. TRACED BY J.W.S. DES. BY K.H. CHK. BY K.H.
		SCALE NO SCALE DATE JUNE 1972	F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) P-11 OF P-19

ME BALTIMORE 17-0451

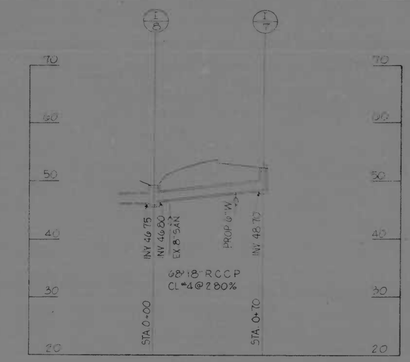
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	P-12	(97) P-19



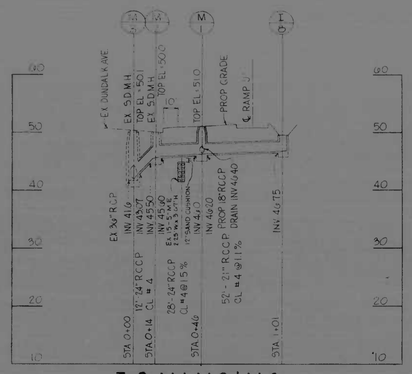
I-1, I-2, I-3, I-4, M-5 & M-6



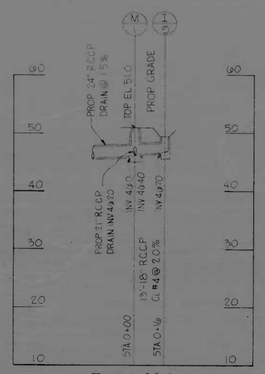
I-5



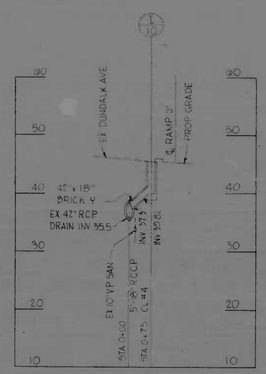
I-7 & I-8



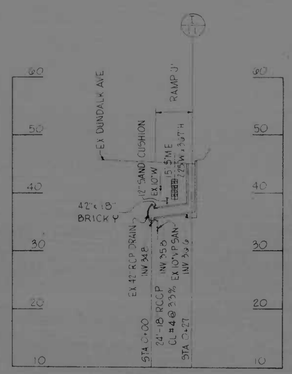
I-8, M-1, M-2 & M-3



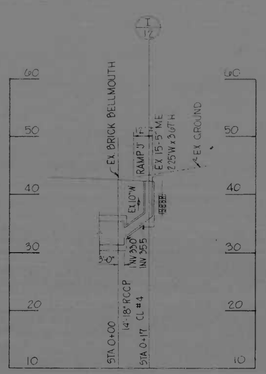
I-9 & M-1



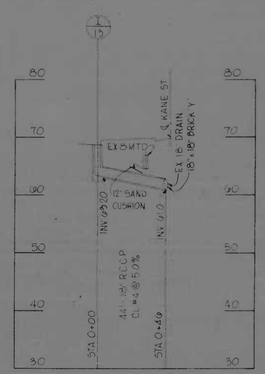
I-10



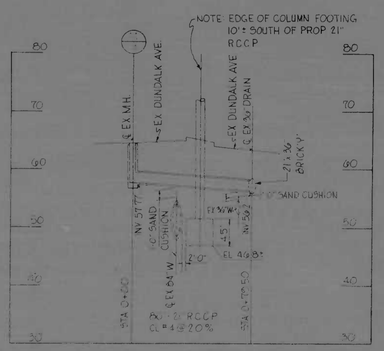
I-11



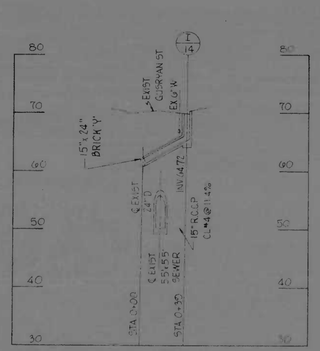
I-12



I-13



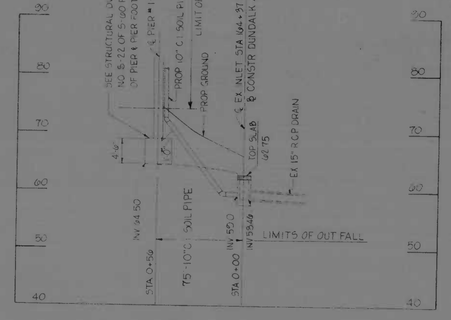
M-4



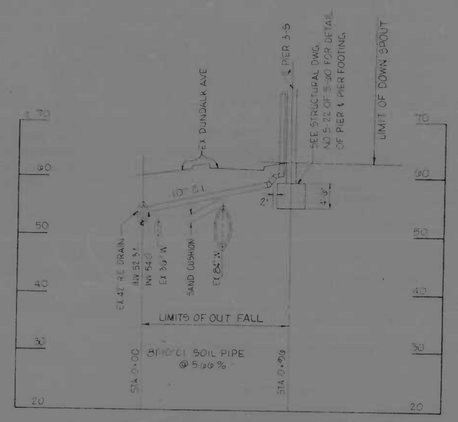
I-14

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, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY JWS DES BY KH TRACED BY JWS CHK BY JLC
		SCALE: HOR. 1" = 40' VERT. 1" = 10' DATE: JAN 5 1972	F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 216-35-815 BALTO. CITY NO. 1997 SHEET NO (97) P-12 OF P-19

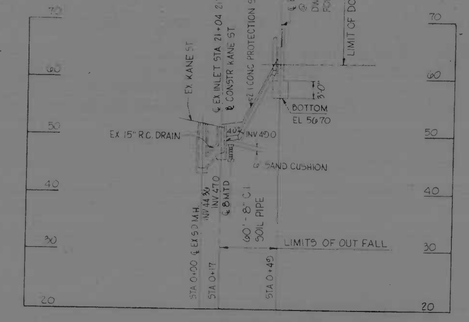
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	P-13	(97) P-19



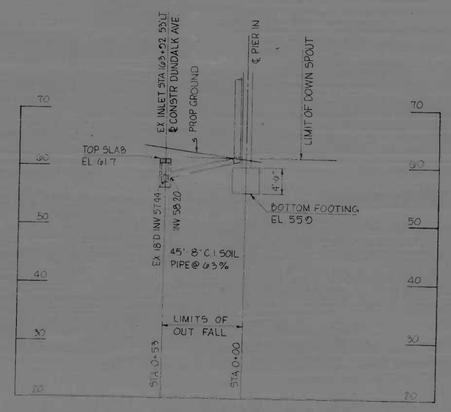
SYSTEM NO. 1
S.B.R.



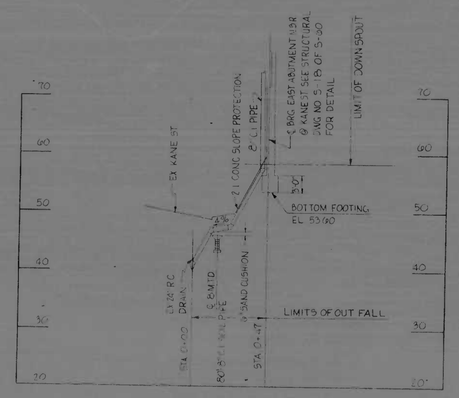
SYSTEM NO. 2
S.B.R.



SYSTEM NO. 3
S.B.R.



SYSTEM NO. 4
N.B.R.



SYSTEM NO. 5
N.B.R.

NOTE: EXISTING INLETS STA 103+92.59 LT AND STA 104+37.65 LT & CONSTR DUNDALK AVE REMOVE EXISTING FRAME AND GRATING AND INSTALL PRECAST SLABS AT ELEVATIONS AS SHOWN ON PLANS; CONSTRUCT PRECAST SLABS AS SHOWN ON SHEET P-17 COST OF REMOVING FRAME AND GRATING FURNISHING AND PLACING OF PRECAST SLABS, ADJUSTING INLET FOR SLAB, AND ALL INCIDENTAL CONSTRUCTION COSTS THERE OF SHALL BE INCLUDED IN THE PRICE BID FOR ADJUSTING INLET

NOTES: 1) FOR PLAN LOCATION SEE STRUCTURAL PLAN SHEET NO S-48
2) FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT SEE SPECIAL PROVISIONS

DOWN SPOUTS & OUT FALLS OF BRIDGE SCUPPERS

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	ANDERLE, WERNER, SEGNE & ASSOC., INC. AND MATZ, GREEN & ASSOC., INC. CONSULTING ENGINEERS 345 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.W.S. DES. BY K.H. TRACED BY J.W.S. CHK. BY J.L.C.
		SCALE: HOR. 1"=30' VERT. 1"=10' DATE JUN 2 1972	I.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) P-13 OF P-19

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)135	P-14	(97) P-19

BM 7754 ELEV 72.635
BRASS SCREW IN NORTH END OF CONCRETE HEADWALL AT SOUTH-WEST CORNER OF GUSRYAN STREET AND THE CANTON RAILROAD

STA 21782 · STA 21783 · STA 21784 BM 7754 · STA 21785 · CANTON RAILROAD · RR Crossing Sign MC 4A · RR Crossing Sign MC 4B · R/W LINE · Ordinance Line · Conc · Bit · 2 Sty · Br Office · 1 Sty Store · 1 Sty Br Garage · Tank Farm · Wall · Guard Posts · Gravel · Bit Parking Area · Gravel Parking Area · Bit to be Removed · Conc to be Removed · Fr Dwg to be Removed · Will Remain · 2½ Sty Fr Dwg · 1½ Sty Fr Dwg · N.H. Shed · 1 Sty Br

DUNDALK AVE · & SURVEY DUNDALK AVE · & CONSTR DUNDALK AVE · STREET · & SURVEY GUSRYAN ST · & CONSTR GUSRYAN ST · GUSRYAN · & CONSTR I-95 · & CONSTR RAMP J · FAIT AVE · & SURVEY FAIT AVE · HUDSON ST · & SURVEY HUDSON ST

For Pole Connection See Special Provisions

Prop Type X Duct For Detail See Special Provisions

TRANSIT & TRAFFIC DUCT

STA 319+00 80'-4" GALVANIZED STEEL CONDUIT

STA 319+00 20'-4" GALVANIZED STEEL CONDUIT

STA 319+80 20'-4" GALVANIZED STEEL CONDUIT

C.S. 318+71.02 6"

6" Water to be abandoned Fire Hydrante Valve to be Removed By City Forces.

Existing San. M.H. to be Abandoned

6" Water to be Abandoned & Valve and Fire Hydrant to be Removed By Contractor

New G Fire Hydrant & Valve Installation, For Details See Special Provisions

Ex G & T to be Relocated and used for New Installation, Sleeve & Spacer as Required

PROP. GAS BY G.E. CO.

Ex. Gas Main

6" Gas

6" W

8" San

STA. 0+30 GUSRYAN STREET RT

EXIST G.E. POLE NO. 103808 TO BE REMOVED TEMPORARILY FOR DETOUR RD UPON RESTORATION OF HUDSON AND GUSRYAN STREETS, THE POLE SHALL BE REINSTALLED AT THE SAME LOCATION THIS WORK IS TO BE DONE BY G & E COMPANY

MATCH LINE SEE SHEET NO P-15

SIGNING FOUNDATIONS			
LOCATION	DISTANCE	SIDE	REMARKS
320+75 I-95	93.25'	RT	SIGN

HAND BOXES			
LOCATION	DISTANCE	SIDE	REMARKS
1+83 GUSRYAN	25'	RT	DPW
2+99 GUSRYAN	25'	RT	DPW
2+92 GUSRYAN	25'	RT	DPW
3+45 GUSRYAN	25'	RT	DPW
318+12 I-95	0	℄	DTT
319+00 I-95	81.75'	RT	DTT
319+00 I-95	81.00	LT	DTT
319+45 I-95	0	℄	DTT

TYPICAL LIGHT STANDARDS 30' POLES *			
LOCATION	DISTANCE	SIDE	REMARKS
0+67 HUDSON	7' SURVEY	RT	
2+00 HUDSON	7' SURVEY	RT	
3+30 HUDSON	7' SURVEY	RT	

* TYPICAL LIGHT STANDARDS TO BE 30' ANCHOR BASE STANDARD - 12' BRACKET ARM WITH 175 WATT MERCURY VAPOR LUMINAIRE AND ROADWAY PEDESTAL FAN FOR 30' LIGHT STANDARD

UTILITY NOTES

1. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE SPECIAL PROVISIONS "UTILITIES" "WORK BY UTILITIES WITHIN LIMITS OF CONTRACT" AND "WORK TO BE DONE BY THE CITY", PRIOR TO STARTING OPERATIONS.
2. EXISTING WATER MAINS TO BE ABANDONED INCLUDING CAPPING MAINS AND HOUSE SERVICES, REMOVING VALVES, FIRE HYDRANTS AND SERVICE METERS, NECESSARY MATERIALS AND LABOR, SHALL BE ABANDONED BY BALTIMORE CITY UTILITY FORCES, EXCEPT AS SHOWN ON PLANS.
3. INSTALLATION OF FIRE HYDRANTS AND VALVES, ADJUSTMENT OF FRAME AND COVERS SHALL BE PERFORMED UNDER THIS CONTRACT, BY THE CONTRACTOR.
4. ALL GAS MAIN INSTALLATION, WORK INCIDENTAL TO ABANDONMENT OF EXISTING GAS MAINS AND GAS MAIN ALTERATIONS SHALL BE PERFORMED BY THE BALTIMORE GAS & ELECTRIC CO.

REFERENCE DRAWINGS	SHEET NO.
FOR I-95 STRUCTURE OVER DUNDALK AVE	S-13, S-53
FOR PLAN I-95	P-1
FOR PROFILE I-95	P-2
FOR PLAN RAMP J	P-3
FOR PROFILE RAMP J	P-3
FOR GRADING PLAN & JOINT LAYOUT	P-5
FOR STORM DRAIN SCHEDULE	P-11
FOR STORM DRAIN PROFILE	P-12
FOR FOUNDATION CONDUIT ENTRANCES	P-16
FOR LIGHTING OF HUMBLE PARKING LOT	P-4
FOR I-95 & RAMP J STRUCTURES OVER GUSRYAN STREET	S-1 to S-12
FOR MAINTENANCE OF TRAFFIC	P-19

UTILITY RELOCATION

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	RIDDLE, BENDER, STONE & ASSOC., INC. AND MATZ, ZIELIG & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.W.S. TRACED BY J.W.S. DES. BY A.L. CHK. BY J.L.C.
		SCALE 1" = 40' DATE JUN 2 1972	F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) P-14 OF P-19

CONTRACT NO.	NAME	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD. I-95-4(38)135	P-15	(97) P.19	

FOR CONTINUATION SEE PLAN SHEET NO. P-16

MATCH LINE SEE SHEET NO. P-16

MATCH LINE SEE SHEET NO. P-14

HIGH MAST LIGHTING FOUNDATIONS			
LOCATION	DISTANCE	SIDE	REMARKS
160+20 I-95	0	℄	
161+35 I-95	0	℄	
151+20 RAMP J	35'	RT	

TYPICAL LIGHT STANDARDS 30' POLES			
LOCATION	DISTANCE	SIDE	REMARKS
4+50 HUDSON	℄ SURVEY	RT	
10+50 JOPLIN RD	18' ℄ CONSTR	RT	
12+00 JOPLIN RD	18' ℄ CONSTR	RT	
13+60 JOPLIN RD	18' ℄ CONSTR	RT	

* TYPICAL LIGHT STANDARD TO BE 30' ANCHOR BASE STANDARD, BRACKET ARM WITH 175 WATT MERCURY VAPOR LUMINAIRE AND ROADWAY PEDESTAL FAN FOR 30' LIGHT STANDARD

HAND BOXES			
LOCATION	DISTANCE	SIDE	REMARKS
191+80 DUNDALK	45'	RT	D.P.W.*
155+35 DUNDALK	50'	RT	D.P.W.*

* H.B. TO BE INSTALLED AT 3" DUCT FOR LIGHT SUPPLY

NOTE A
1. THE BALTIMORE CITY BUREAU OF ENGINEERING WATER DIVISION SHALL BE NOTIFIED SEVEN WORKING DAYS PRIOR TO COMMENCING WORK FOR THE BRIDGE SUBSTRUCTURE IN THE DUNDALK AVE MEDIAN.
2. NO COVER SHALL BE REMOVED FROM THE 54" WATER MAIN.
3. THE CONTRACTOR SHALL SUPPORT THE SIDE OF TRENCH ADJACENT TO THE 54" WATER MAIN WITH SOLID INTERLOCKING STEEL SHEETING AS APPROVED BY THE ENGINEER. SEE SPECIAL PROVISIONS.
4. FOR PLACING PILES IN THE DUNDALK AVE MEDIAN SEE STRUCTURAL PLANS AND SPECIAL PROVISIONS.

NOTE 'C'
THE C&P TELEPHONE COMPANY SHALL OFFSET THIER 6 MTD LINE AT THE PIER FOOTING TO PROVIDE A MINIMUM CLEARANCE OF 1 FOOT BETWEEN THE FACE OF THE FOOTING AND FACE OF DUCT LINE

STA 163+57 ℄ CONSTR DUNDALK AVE
EXISTING 5'x11'x7'-0" M.E. MANHOLE TO BE REMOVED SEE SPECIAL PROVISIONS
NEW TYPE G 6'x14'x8" M.E. MANHOLE TO BE BUILT AS DETAILED IN SPECIAL PROVISIONS AND SHEET NO. P-16

NOTE 'B'
THE CONTRACTORS ATTENTION IS DIRECTED TO THE FACT THAT AN EXISTING 5-5 M.E. DUCT IS LOCATED IN THE WEST SIDE OF DUNDALK AVE AT RAMP 'J' TAPER. DURING THE CONSTRUCTION OPERATION EXTRA CARE SHOULD BE UTILIZED SO AS NOT TO DISTURB THE EXISTING DUCT.

STA 7+87 RT ℄ SURVEY HUDSON ST.
EXISTING INLET AND 15" DRAIN TO BE ABANDONED

STA 11+14 AND STA 10+37.05 LT ℄ CONSTR DUNDALK AVE
EXISTING INLETS TO BE CAPPED FOR DETAILS SEE SHEETS P-13 AND P-17

STA 160+29 LT ℄ CONSTR DUNDALK AVE
EXISTING INLET TO BE ABANDONED AND EXISTING 15" PIPE TO BE REMOVED SEE SPECIAL PROVISIONS

STA 7+23 ℄ SURVEY HUDSON ST LT TO STA 18+97 ℄ CONSTR DUNDALK AVE LT
EXISTING 15" R.C. DRAIN TO BE REMOVED SEE SPECIAL PROVISIONS

STA 156+50 LT ℄ CONSTR DUNDALK AVE
EXISTING INLET AND 15" DRAIN TO BE ABANDONED

6" WATER MAIN CROSSINGS

NO 1 STA 10+68 (3' LT)
PROP ELEV. 53.81
BOTTOM G.W. 45.20
TOP 8" SAN. 45.30
CLEARANCE 3.90

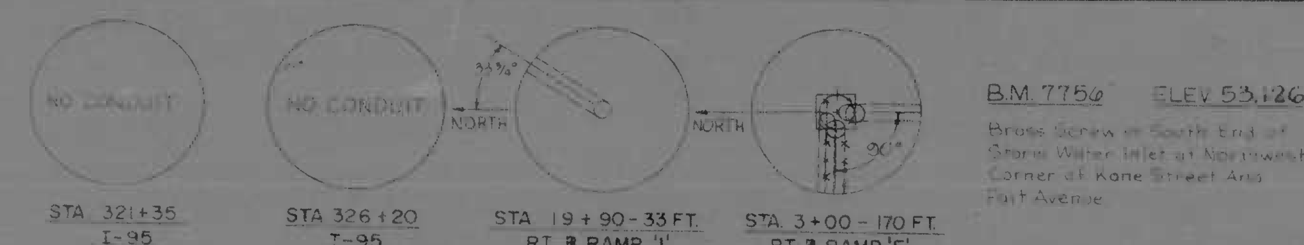
NO 2 STA 10+86 (6' LT)
PROP ELEV. 52.75
BOTTOM 18"D 48.06
TOP G.W. 47.56
CLEARANCE 0.50

REFERENCE DRAWINGS	SHEET NO.
FOR I-95 STRUCTURE OVER DUNDALK AVE	S-45, S-53
FOR PLAN I-95	P-2
FOR PROFILE I-95	P-3
FOR PLAN RAMP 'J'	P-4
FOR PROFILE RAMP 'J'	P-5
FOR GRADING PLAN & JOINT LAYOUT	P-9
FOR * STORM DRAIN SCHEDULE	P-11
FOR STORM DRAIN PROFILES	P-12
FOR FOUNDATION CONDUIT ENTRANCES	P-16
FOR MAINTENANCE OF TRAFFIC	P-19

UTILITY RELOCATION

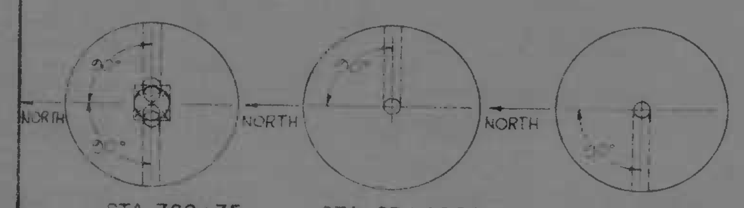
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	RINDERLE, DENDER, STONE & ASSOC., INC. AND MAYZ, CORLES & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.W.S. DES. BY A.L. TRACED BY J.W.S. CHK. BY J.L.C. F.A.P. NO. I-95-4(38)135 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) P-15 OF P-19
		SCALE 1" = 40' DATE	

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	M.D.	I-95-4(38)35	P-16	(97) P-19



HIGH MAST LIGHTING STANDARDS FOUNDATION CONDUIT ENTRANCES

NO SCALE



SIGN FOUNDATIONS CONDUIT ENTRANCES

NO SCALE

B.M. 7756 ELEV 53.126

Brass Screw in South End of Storm Water Inlet at Northwest Corner of Kane Street And Fait Avenue

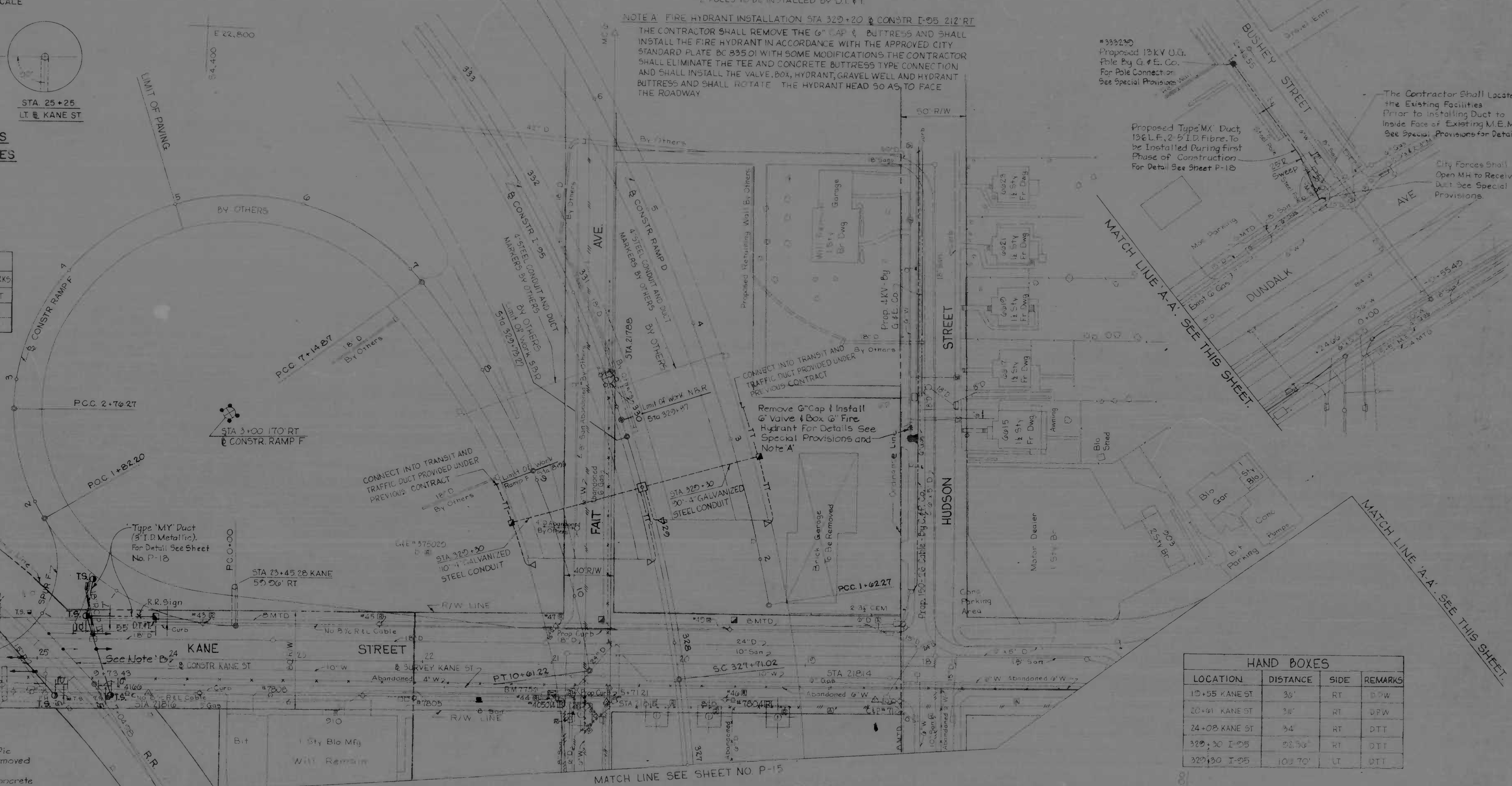
TRANSIT & TRAFFIC PEDESTALS FOR POLES			
LOCATION	DISTANCE	SIDE	TYPE
24+43 KANE ST	32'	LT	FOR 28' STEEL POLE
24+63 KANE ST	34'	RT	FOR 28' STEEL POLE
24+87 KANE ST	32'	LT	FOR 28' STEEL POLE
25+40 KANE ST	33'	RT	FOR 28' STEEL POLE
I-95 SPUR 'F'	28'	RT	FOR 20' STEEL POLE

NOTE: 1. TEMPLATE AND ANCHOR BOLTS TO BE FURNISHED BY D.T. & T.
2. POLES TO BE INSTALLED BY D.T. & T.

NOTE A: FIRE HYDRANT INSTALLATION STA 329+20 ℄ CONSTR I-95 212' RT

THE CONTRACTOR SHALL REMOVE THE 6" CAP & BUTTRESS AND SHALL INSTALL THE FIRE HYDRANT IN ACCORDANCE WITH THE APPROVED CITY STANDARD PLATE BC 835.01 WITH SOME MODIFICATIONS. THE CONTRACTOR SHALL ELIMINATE THE TEE AND CONCRETE BUTTRESS TYPE CONNECTION AND SHALL INSTALL THE VALVE, BOX, HYDRANT, GRAVEL WELL AND HYDRANT BUTTRESS AND SHALL ROTATE THE HYDRANT HEAD SO AS TO FACE THE ROADWAY

SIGNING & LIGHTING FOUNDATIONS			
LOCATION	DISTANCE	SIDE	REMARKS
3+00 RAMP 'F'	170'	RT	LIGHT
23+45.28 KANE	59.96'	RT	SIGN
25+25 KANE	33.25'	LT	SIGN



NOTE 'B': Four Existing Wood Transit & Traffic Poles, Signals and Wiring to be Removed by the Dept. of Transit & Traffic. The Contractor Shall Install Concrete Bases for 28 Foot Steel Poles and 20' Foot Steel Poles See Detail in the Special Provisions.

REFERENCE DRAWINGS	SHEET NO.
FOR I-95 STRUCTURE OVER DUNDALK AVE	S-13-S-53
FOR PLAN I-95	P-3
FOR PROFILE I-95	P-8
FOR PLAN RAMP 'F'	P-3
FOR PROFILE RAMP 'F'	P-10
FOR GRADING PLAN & JOINT LAYOUT	P-7
FOR STORM DRAIN SCHEDULE	P-11
FOR STORM DRAIN PROFILES	P-12

STA 20+85 45' LT ℄ CONSTR KANE ST

EXISTING INLET TO BE REMOVED AND 15 L.F. OF EXISTING 15" DRAIN TO BE REMOVED AND PLUGED. SEE SPECIAL PROVISIONS

STA 20+60-46 LT ℄ CONSTR KANE ST

EXISTING INLET AND 15" DRAIN TO BE ABANDONED

HAND BOXES			
LOCATION	DISTANCE	SIDE	REMARKS
19+55 KANE ST	36'	RT	DPW
20+61 KANE ST	36'	RT	DPW
24+08 KANE ST	34'	RT	DTT
329+30 I-95	92.90'	RT	DTT
329+30 I-95	102.70'	LT	DTT

UTILITY RELOCATION

REVISIONS	CONSULTANT
1 5/8/73 REVISED	KNOERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202

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

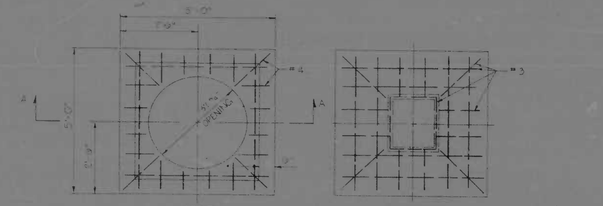
INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET

SCALE: 1" = 40' DATE: JUN 2 1972

DRAWN BY J.W.S. DES. BY A.L.
TRACED BY J.W.S. CHK. BY J.L.C.
F.A.P. NO. I-95-4(38)35
S.R.C. NO. BC 246-35-815
BALTO. CITY NO. 1997

SHEET NO. (97) P-16 OF P-19

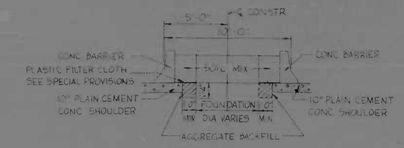
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	P-17	(97) P-19



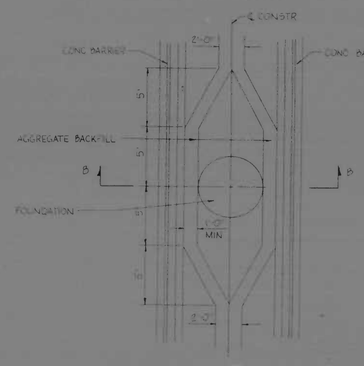
NOTE: THE CONTRACTOR HAS THE OPTION OF FURNISHING BUILT IN PLACE MANHOLES OR FURNISHING PREFABRICATED MANHOLES.

4'x4'x6' H.R. TRANSIT & TRAFFIC MANHOLE

NO SCALE

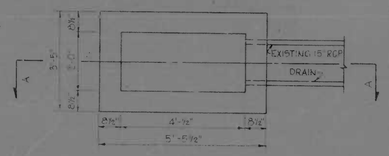


SECTION B-B



MEDIAN UNDERDRAIN TREATMENT FOR HIGH MAST LIGHTING & D.T.T. MANHOLES

NO SCALE

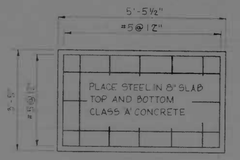


PLAN

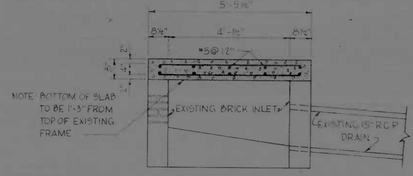
NOTES: REMOVE AND SALVAGE EXISTING FRAME AND GRATING AND STORE.
SLAB TO BE PRECAST AND SET IN PLACE AFTER INLET HAS BEEN ADJUSTED.

WALLS TO BE RAISED AND SALVAGE FRAME AND GRATING TO BE REPLACED DURING RESTORATION OF HUDSON AND GUSRYAN STREETS.

COST OF REMOVING AND SALVAGING FRAME AND GRATING, FURNISHING AND PLACING OF PRECAST CONCRETE SLAB, ADJUSTING INLET FOR SLAB AND RESTORATION OF INLET TO ORIGINAL CONDITION AND ALL INCIDENTAL CONSTRUCTION COSTS THEREOF SHALL BE INCLUDED IN THE PRICE BID FOR ADJUSTING INLET.



DETAIL OF TEMP. CONC. SLAB FOR EXISTING 'E' INLET

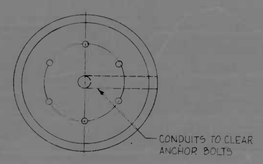


SECTION A-A

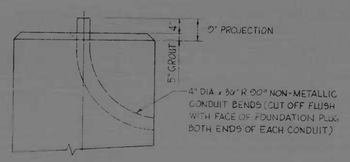
NOTE: EXISTING INLETS AT STA. 1+03+02, 53' LT AND STA. 1+04+37, 65' LT ℄ CONSTR. DUNDALK AVE. TO RECEIVE PRECAST CONCRETE SLABS AS DETAILED ABOVE. SLABS TO BE PERMANENT. SEE SHEETS P-2 AND P-19 FOR DETAILS.

DETAILS OF ADJUSTED INLET
RT. STA. 0+35 ℄ CONSTR. GUSRYAN ST.

SCALE 1/2" = 1'-0"



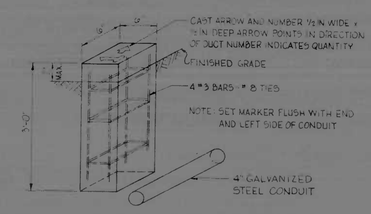
PLAN



ELEVATION

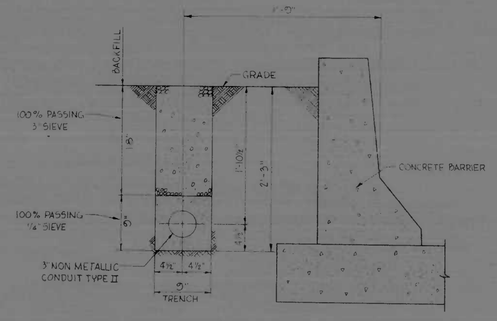
DUCT ENTRANCE IN LIGHTING AND SIGNING FOUNDATIONS

NO SCALE



CONCRETE DUCT MARKER

NO SCALE

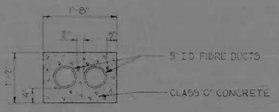


TRANSIT & TRAFFIC DUCT

NO SCALE

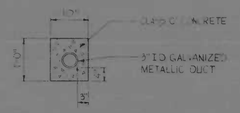
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KIMBALL, SCHEIN, STEIN & ASSOC., INC. AND MATZ, CURRIS & REISS, INC. CONSULTING ENGINEERS 501 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.W.S. DES. BY K.H. TRACED BY J.W.S. CHK. BY J.L.C.
		SCALE: AS SHOWN DATE: JUN 2 1970	F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) P-17 OF P-19

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	P-18	(97) P-19



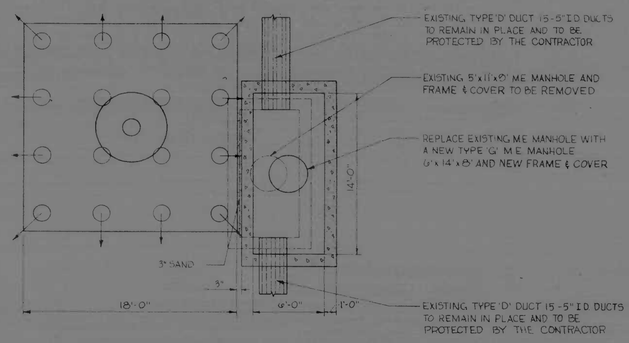
TYPE 'MX' DUCT SECTION

SCALE 3/4"=1'-0"



TYPE 'MY' DUCT SECTION

SCALE 3/4"=1'-0"

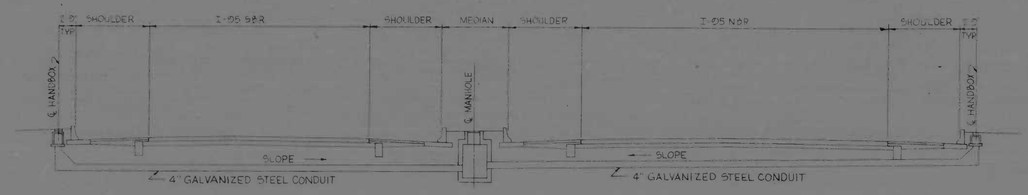


PLAN

TYPE 'G' M.E. MANHOLE STA. 163+57

DUNDALK AVE. LT.

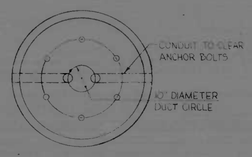
SCALE: 1"=5'-0"



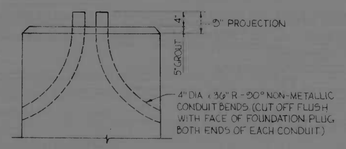
TRANSIT & TRAFFIC CROSSOVER

FOR LOCATION SEE PLANS

NO SCALE



PLAN

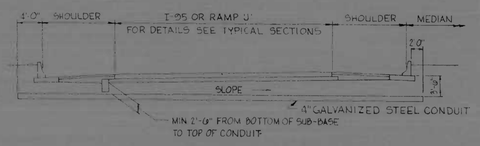


ELEVATION

TWO WAY DUCT ENTRANCE

IN LIGHTING & SIGNING FOUNDATIONS

NO SCALE

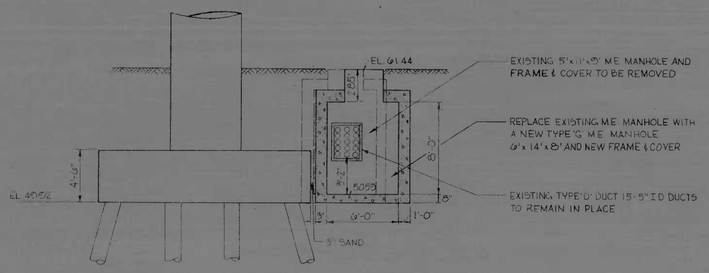


CONDUIT UNDER I-95 & RAMP 'J'

STA 319+80 I-95 N.B.R.

STA. 19+80 RAMP 'J'

NO SCALE



ELEVATION

TYPE 'G' M.E. MANHOLE STA. 163+57

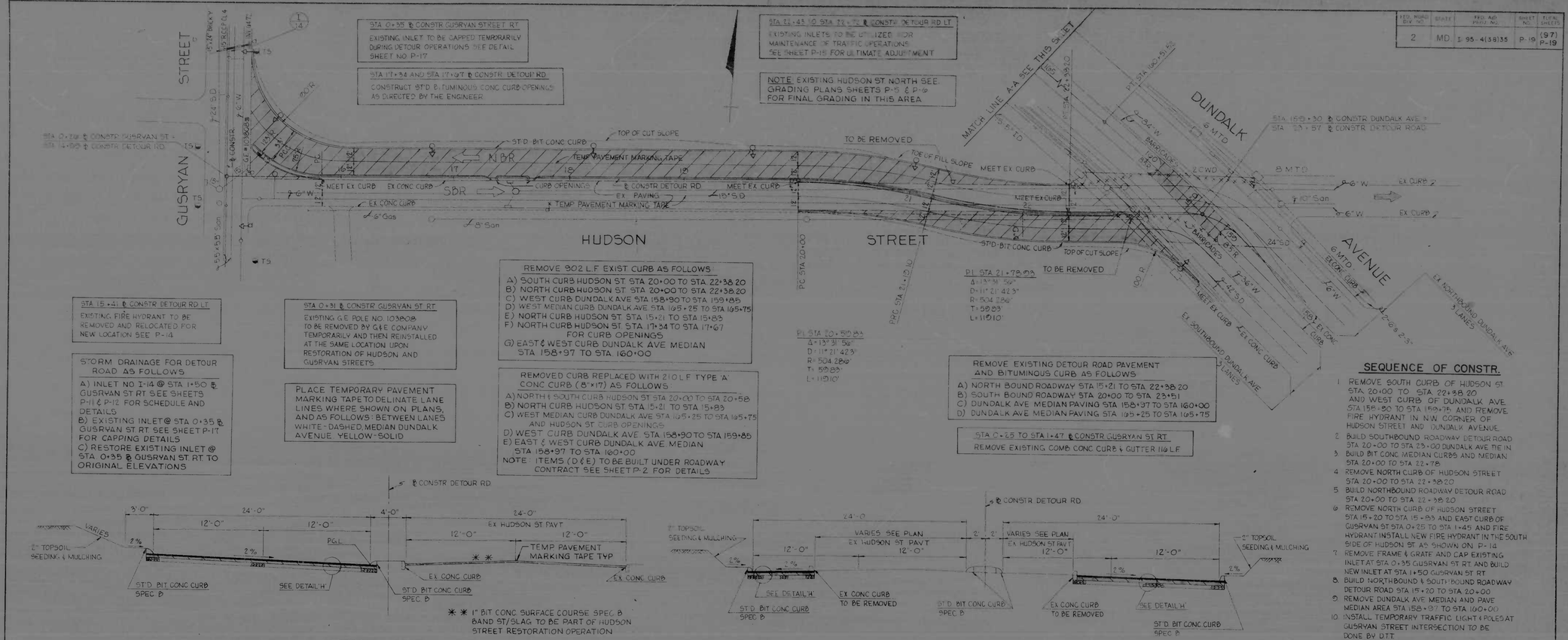
DUNDALK AVE. LT.

SCALE 1"=5'-0"

NOTE - EXISTING 5'x11'x6' M.E. MANHOLE TO BE REMOVED AND REPLACED BY A NEW TYPE 'G' 6'x14'x8' M.E. MANHOLE TO BE BUILT WITHOUT DISTURBING THE EXISTING TYPE 'D' DUCT A 3" CLEARANCE TO BE PROVIDED BETWEEN PIER FOOTING AND MANHOLE'S WEST WALL AND FILLED WITH SAND AS A CUSHION DURING THE CONSTRUCTION OPERATION. CABLES TO BE PROTECTED BY THE CONTRACTOR DURING CONSTRUCTION. BALTIMORE G.&E. CO. TO BE NOTIFIED THREE (3) WORKING DAYS PRIOR TO CONSTRUCTION. SEE SPECIAL PROVISIONS.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	GROBLE, BERGER, STONE & ASSOC., INC. AND KRTZ, COHEN & ASSOC., INC. CONSULTING ENGINEERS 361 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.W.S. DES. BY K.H. TRACED BY J.W.S. CHK. BY K.H. F.A.P. NO. I-95-4(38)35 P.R.E. NO. BC 246-35-815 BALTO. CITY NO. 1997
		SCALE AS SHOWN DATE N... 1972	SHEET NO. (97) P-18 OF P-19

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD	I 95-4(38)135	P-19	(97) P-19



SEQUENCE OF CONSTR.

1. REMOVE SOUTH CURB OF HUDSON ST STA 20+00 TO STA 22+38.20 AND WEST CURB OF DUNDALK AVE STA 158+90 TO STA 159+85 AND REMOVE FIRE HYDRANT IN N.W. CORNER OF HUDSON STREET AND DUNDALK AVENUE.
2. BUILD SOUTHBOUND ROADWAY DETOUR ROAD STA 20+00 TO STA 23+00 DUNDALK AVE TIE IN
3. BUILD BIT CONC MEDIAN CURBS AND MEDIAN STA 20+00 TO STA 22+78
4. REMOVE NORTH CURB OF HUDSON STREET STA 20+00 TO STA 22+38.20
5. BUILD NORTHBOUND ROADWAY DETOUR ROAD STA 20+00 TO STA 22+38.20
6. REMOVE NORTH CURB OF HUDSON STREET STA 15+20 TO STA 15+83 AND EAST CURB OF GUSRYAN ST STA 0+25 TO STA 1+45 AND FIRE HYDRANT INSTALL NEW FIRE HYDRANT IN THE SOUTH SIDE OF HUDSON ST AS SHOWN ON P-14
7. REMOVE FRAME & GRATE AND CAP EXISTING INLET AT STA 0+35 GUSRYAN ST RT AND BUILD NEW INLET AT STA 1+50 GUSRYAN ST RT
8. BUILD NORTHBOUND & SOUTHBOUND ROADWAY DETOUR ROAD STA 15+20 TO STA 20+00
9. REMOVE DUNDALK AVE MEDIAN AND PAVE MEDIAN AREA STA 158+97 TO STA 160+00
10. INSTALL TEMPORARY TRAFFIC LIGHT & POLES AT GUSRVAN STREET INTERSECTION TO BE DONE BY DTT
11. TEMPORARY DETOUR LIGHTING TO BE INSTALLED BY BALTIMORE G & E CO.
12. DIVERT NORTHBOUND TRAFFIC OF DUNDALK AVE INTO DETOUR ROAD AND DIVERT SOUTHBOUND TRAFFIC OF DUNDALK AVE INTO GUSRYAN STREET THEN DETOUR ROAD.
13. UPON COMPLETION OF BRIDGE ERECTION OVER DUNDALK AVE. AND AT THE DIRECTION OF THE ENGINEER THE BALTIMORE G & E CO SHALL REMOVE ALL TEMPORARY DETOUR ROAD LIGHTS. THE DTT SHALL REMOVE TEMPORARY TRAFFIC LIGHT & POLES AT GUSRYAN ST. INTERSECTION. THE CONTRACTOR SHALL RESTORE HUDSON ST FROM GUSRYAN ST INTERSECTION TO STA 10+00 JOPLIN ROAD CONN, & DUNDALK AVE ACCORDING TO PLANS AND SPECIFICATIONS.

LEGEND

- ONE WAY
- XXXX BARRICADE
- BIT CONC PAVEMENT
- O-D TEMPORARY POLES AND LIGHTS TO BE INSTALLED BY BALTIMORE GAS AND ELECTRIC COMPANY

TYPICAL SECTION DETOUR ROAD

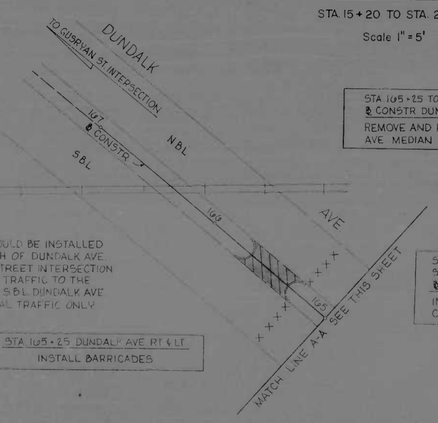
STA 15+20 TO STA 20+00

Scale 1" = 5'

TYPICAL SECTION DETOUR ROAD

STA 20+00 TO STA 23+00

Scale 1" = 5'

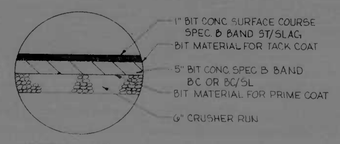


NOTE A SIGN SHOULD BE INSTALLED JUST NORTH OF DUNTALK AVE GUSRVAN STREET INTERSECTION DIRECTING TRAFFIC TO THE FACT THAT S.B.L. DUNDALK AVE IS FOR LOCAL TRAFFIC ONLY.

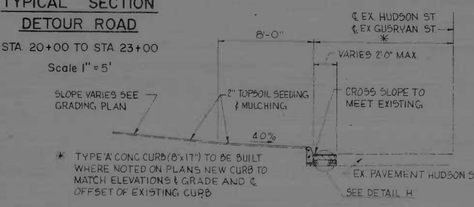
STA 165+25 DUNDALK AVE RT & LT
INSTALL BARRICADES

STA 105+25 TO STA 165+75 ℄ CONSTR DUNDALK AVE.
REMOVE AND PAVE DUNDALK AVE. MEDIAN

STA 165+25 RT & LT
STA 165+75 RT & LT
℄ CONSTR DUNDALK AVE
INSTALL 54 L.F. BIT. CONC CURB.



DETAIL 'H'



* TYPE 'A' CONC CURB (8"x17") TO BE BUILT WHERE NOTED ON PLANS. NEW CURB TO MATCH ELEVATIONS & GRADE AND ℄ OFFSET OF EXISTING CURB.

TYPICAL SECTION HUDSON & GUSRYAN STREETS CURB REPLACEMENT

Scale 1" = 5'-0"

REFERENCE DRAWINGS

FOR GRADING PLANS SEE SHEETS P-5 & P-6
FOR DRAINAGE DETAILS SEE SHEET T-10
FOR STORM DRAIN SCHEDULE SEE SHEET P-11
FOR STORM DRAIN PROFILES SEE SHEET P-12
FOR UTILITY RELOCATION SEE SHEETS P-14 & P-15

MAINTENANCE OF TRAFFIC

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KOONTZ, BOBBITT, BOSSE & ASSOC., INC. AND RITZ, CRIBB & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY JWS DES BY K.H TRACED BY JWS CHK BY J.L.C
		SCALE: AS SHOWN DATE	F.A.P. NO. I-95-4(38)135 SHEET NO. S.P.C. NO. BC 246-35-615 (97) BALTO. CITY NO. 1997 P-19 OF P-19

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35 P-2	(37) P-19	

STA 160+00 TO STA 163+04
STA 164+10 TO STA 165+21
℄ CONSTR DUNDALK AVE ℄ RT
CONSTRUCT 418 L.F. TYPE 'A' CONCRETE CURB

STA 158+07 TO STA 160+00
℄ CONSTR DUNDALK AVE. 8'-6" LT & RT
CONSTRUCT 209 L.F. TYPE 'A' CONCRETE CURB SEE DETOUR ROAD PLAN FOR SEQUENCE OF CONSTRUCTION & DETAILS

STA 159+45 TO STA 165+25
℄ CONSTR. DUNDALK AVE. 15' RT.
REMOVE EXISTING PAVEMENT 1041 SY. IN AREA OF PAVING DETAIL 'H' OR AS DIRECTED BY THE ENGINEER

STA 159+17 TO STA 165+46 RT ℄
STA 158+00 TO STA 164+87 LT
℄ CONSTR DUNDALK AVE.
CONSTRUCT 1259 L.F. 5'-0" CONCRETE SIDEWALK

STA 158+19 TO STA 159+56
℄ CONSTR DUNDALK AVE LT
INSTALL 137 L.F. GUARD RAIL W BEAM BARRICADE

STA 153+25 TO STA 160+31
℄ CONSTR DUNDALK AVE. 44'-6" LT
CONSTRUCT 206 L.F. STD TYPE 'A' CONC. CURB

STA 101+03 TO STA 101+28
STA 102+43 TO STA 102+77
℄ CONSTR DUNDALK AVE. 8'-6" LT
CONSTRUCT 54 L.F. TYPE 'A' CONCRETE CURB

STA 130+37.50 TO STA 130+50 ℄
STA 101+ TO 78 STA 104+82.50
℄ CONSTR. DUNDALK AVE
CONSTRUCT 2 MEDIAN BARRIER APPROACH FLARES WITH MEDIAN BARRIER END BLOCKS

STA 100+50 TO STA 104+70
℄ CONSTR DUNDALK AVE LT & RT
CONSTRUCT 838 L.F. GUARD RAIL W BEAM

2
℄ CONSTR I-95
CURVE DATA
Δ=84°30'12"
Ts=1378.38
Δc=52°00'12"
Dc=5°00'00"
Rc=1145.92'
T=558.94'
L=1040.07'
Θs=16°15'00"
Ls=650.00'
LT=435.17'
ST=218.34'

STA 14+87 TO STA 20+08 RAMP 'J' RT
STA 20+08 RAMP 'J' RT TO STA 156+56 DUNDALK AVE LT
STA 321+27 LT & 98 RT TO STA 17+00 RAMP 'J' LT
STA 17+00 TO STA 10+00 RAMP 'J' LT
INSTALL NEW 6' CHAIN LINK FENCE

AREA BOUNDED BY ORDINANCE LINE NO. 720 (1-9-66) AND EXISTING CURB DUNDALK AVE. TO STA. 327+00 TO BE GRADED TO DRAIN AND 4" TOPSOIL SEEDING & MULCHING TO BE PLACED AS DIRECTED BY THE ENGINEER

EXISTING HUDSON ST. FROM STA 10+00 JOPLIN RD CONN TO WEST SIDE EXISTING DUNDALK AVE. REMOVE EXIST. PVM'T 570 S.Y.

STA 158+20 TO STA 165+21
℄ CONSTR. DUNDALK AVE LT & RT
IN EXIST DUNDALK AVE MEDIAN PLACE 4" TOPSOIL SEEDING & MULCHING OR SEEDING AND MULCHING SEE TYPICAL SECTION

STA 103+92.53 LT AND
STA 104+37.05 LT
℄ CONSTR DUNDALK AVE.
EXISTING INLET TO BE CAPPED SEE CONC SLAB DETAIL ON SHEET NO P-17

STA 162+52 TO STA 163+41
℄ CONSTR DUNDALK AVE 44'-6" RT
CONSTRUCT 89 LF STD TYPE 'A' CONC CURB

STD MD 387.01 UNDERDRAIN
RAMP 'J' STA 14+93 TO STA 15+45 RT
OUTLET LOCATIONS AS SHOWN

STA 157+80 TO STA 158+25
℄ CONSTR DUNDALK AVE LT
CONSTRUCT 35 LF STD MONOLITHIC CONC MEDIAN FROM 4'-0"W TO 8'-0"W

STA 163+72 TO STA 164+42
℄ CONSTR DUNDALK AVE 44'-6" LT
CONSTRUCT 70 LF STD TYPE A CONC CURB

STA 321+00 TO STA 321+95
STA 322+82.1 TO STA 327+00
℄ CONSTR I-95 LT
EXISTING FAIT AVE REMOVE EXIST PAVEMENT 1,183 S.Y.
REMOVE EXIST CURB 850 L.F. AND GRADE TO DRAIN AS DIRECTED BY THE ENGINEER

STA 163+04 TO STA 164+10
℄ CONSTR DUNDALK AVE. 8'-6" LT & RT
REMOVE 556 L.F. CONC CURB RETURNS CONSTRUCT 212 L.F. STD TYPE 'A' CONC CURB

STA 15+52 TO STA 15+77
℄ CONSTR. RAMP 'J' LT
CONSTRUCT 25 BARRIER CURB TRANSITION SEE DETAIL SHEET NO T-4

STA 18+00 ℄ CONSTR RAMP 'J' RT
CONSTRUCT 1 STD CONC CURB OPENING

STA 14+93 TO STA 15+19
℄ CONSTR. RAMP 'J' LT.
CONSTRUCT 27 LF CONC 'V' DITCH TO 0.5' DEPTH

STA 15+19 TO STA 12+59
℄ CONSTR RAMP 'J' LT
CONSTRUCT 350 L.F. 2'-0" CONC. SIDE DITCH TO 0.5' DEPTH

STA 10+00 TO STA 15+35
℄ CONSTR. RAMP 'J' RT.
CONSTRUCT 230 L.F. 2'-0" CONC. SIDE DITCH TO 0.5' DEPTH

STA 14+97 TO STA 15+32
℄ CONSTR. RAMP 'J' LT.
SEE STRUCTURAL DRAWINGS FOR DETAILS OF RAMP 'J' RETAINING WALL

STA 14+93 TO STA 15+43
℄ CONSTR. RAMP 'J' RT.
INSTALL 50 L.F. W BEAM GUARD RAIL FOR LOCATION SEE SHEET P-8

STA 155+87 ℄ CONSTR DUNDALK AVE TO STA 20+22 ℄ CONSTR RAMP 'J' RT
CONSTRUCT 777 LF 2'-50" CONC SIDEWALK

AREA BORDERING ON SOUTH R/W LINE THROUGH HIGHWAY RAMP 'J' AND EAST R/W LINE JOPLIN ROAD CONN AND NORTH OF ORDINANCE LINE NO. 720 (1-9-66) AND NORTH OF BIT CONC PARKING AREA PLACE 4" TOPSOIL SEEDING & MULCHING AS DIRECTED BY THE ENGINEER

STA 14+05 TO STA 16+00
℄ CONSTR RAMP 'J' RT.
SOD SIDE DITCH TO 1.0' DEPTH

STA 15+43 TO STA 15+81
℄ CONSTR. RAMP 'J' RT.
INSTALL 1 GUARD RAIL W BEAM APPROACH FLARE

STA 15+77 TO STA 18+52
℄ CONSTR RAMP 'J' RT
TRANSITION SHOULDER FROM 3.42 TO 0.00' @ 0.04 S/V

STA 153+25 TO STA 160+31
℄ CONSTR DUNDALK AVE. 44'-6" LT
CONSTRUCT 206 L.F. STD TYPE 'A' CONC. CURB

STA 10+00 TO STA 13+75
℄ CONSTR JOPLIN RD CONN. RT
CONSTRUCT 375 L.F. 4'-0" CONC. SIDEWALK

STA 155+17.26 TO STA 153+25
℄ CONSTR DUNDALK AVE 44'-6" LT
REMOVE EXIST CURB 250 L.F.

STA 13+75 ℄ CONSTR JOPLIN RD CONN LT & RT
INSTALL 2 CONC. CURB TURNOUTS

MATCH LINE SHEET NO. P-3

MATCH LINE SEE SHEET NO. P-1

LIMIT OF RESURFACING STA 159+45

LIMIT OF PAVING DETAIL 'H'

BEGIN BRIDGE STA 321+03.50

0+00 DILLON STREET = 13+21 JOPLIN RD CONN

STA 0+40 ℄ CONSTR DILLON ST LT & RT
INSTALL 2 NOSE DOWN CURBS

STA 13+75 ℄ CONSTR JOPLIN RD CONN LT & RT
INSTALL 6'-0" x 10'-0" PLACED CLASS 1 MEDIUM RIP-RAP 18" DEEP

REFERENCE DRAWINGS
FOR TYPICAL SECTIONS SEE SHEET T2 - T-4
FOR 'M' PROFILE SEE SHEET P-5
FOR RAMP 'J' PROFILE SEE SHEET P-7
FOR RAMP 'J' CURVE DATA SEE SHEET T-6
FOR GRADING PLAN & JOINT LAYOUT SEE SHEET P-6
FOR DRAINAGE DETAILS SEE SHEET T-10
FOR STORM DRAIN SCHEDULE SEE SHEET P-11
FOR STORM DRAIN PROFILES SEE SHEET P-12
FOR UTILITY RELOCATION SEE SHEET P-15
FOR BARRIER-CURB TRANSITION SEE SHEET T-8
FOR JOPLIN RD CONN CURVE DATA SEE SHEET T-10
FOR RETAINING WALL SEE SHEET S-56
FOR SEDIMENTATION & EROSION CONTROL SEE SHEET P-6
FOR MAINTENANCE OF TRAFFIC PLAN SEE SHEET P-19
FOR PROFILE OF JOPLIN ROAD SEE SHEET P-10

- 1" BITUMINOUS CONCRETE SURFACE OVERLAY
- 9" CONVENTIONAL REINFORCED CONCRETE
- BRIDGE APPROACH SLABS
- BITUMINOUS PAVEMENT, SIDEWALK ETC FOR DETAILS SEE TYPICAL SECTIONS
- BITUMINOUS SHOULDER MATERIAL
- MONOLITHIC CONCRETE MEDIAN
- BUILDING REMOVED

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KNOERLE, BENDER, DEGRE & ASSOC., INC. AND MATZ, CURRS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET
		SCALE 1"=40' DATE JUN 2 1976
		DRAWN BY J.W.S. DES. BY K.H. TRACED BY J.W.S. CHK. BY J.L.C.
		F.A.P. NO. I-95-4(38)35 SHEET NO (97)
		S.R.C. NO. BC 246-36-815 P-2 of P-19
		BALTO. CITY NO. 1997

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	P-3	(97) P-19

STA 20+88 TO STA 25+05
℄ CONSTR KANE ST RT
REMOVE 407 LF EXIST COMB. CURB & GUTTER

STA 20+47 ℄ CONSTR KANE ST RT TO STA 0+37 ℄ CONSTR RAMP 'F' RT
CONSTRUCT 332 LF TYPE 'A' COMB. CONC. CURB & GUTTER (24" PAN, 8" DEPTH)

STA 23+83 TO STA 24+68
℄ CONSTR KANE ST RT
CONSTRUCT 85 LF 6'-0" CONC. SIDEWALK

STA 20+47 ℄ CONSTR KANE ST TO STA 0+53 ℄ CONSTR RAMP 'F'
CONSTRUCT 347 LF ± 6'-0" CONC SIDEWALK

STA 1+87 TO STA 5+25
℄ CONSTR RAMP 'F' LT
SOD 400 LF 6'-0" SIDE DITCH TO 0.5' DEPTH

STA 23+83 TO STA 24+70
℄ CONSTR KANE ST RT
CONSTRUCT 95 LF TYPE 'A' COMB. CONC. CURB & GUTTER (24" PAN, 8" DEPTH)

BM 7756 ELEV 53.126
BRASS SCREW IN SOUTH END OF STORM WATER INLET AT NORTHWEST CORNER OF KANE STREET AND FAIT AVENUE

E 22,800
S 4,400
CONC INLET DITCH BY OTHERS
42" RCP BY OTHERS
LIMIT OF PAVING STA 5+00 RAMP F
88' LT EL 54.8
60' LT EL 51.1
57' LT EL 50.0
45' LT EL 49.5
42' LT EL 49.0
40' LT EL 48.0
42' LT EL 47.0
EX. W BEAM GUARD RAIL
BY OTHERS
SEE GRADING PLAN
TOP OF CUT SLOPE
℄ RELOCATED CANTON R^R SPUR (BY OTHERS)
PT 3+21.47
2
℄ CONSTR I-95
CURVE DATA
Δ = 84°30'12"
Ts = 1378.98'
Δc = 52°00'02"
Dc = 5°00'00"
Rc = 1145.92'
T = 558.94'
L = 1040.07'
θs = 16°15'00"
Ls = 650.00'
LT = 435.17'
ST = 218.34'
℄ CONSTR RAMP F
SEE GRADING PLAT
PCC 2+76.27
POC 1+82.20
PC 0+64.05
PC 0+24.28
POT 25+61.0 KANE ST
SPUR F
F-1S
F-1
F-2
F-3
18" RCP (BY OTHERS)
15" RCP CL 4
TYPE 'A' COMB CURB & GUTTER
5'-0" CONC SIDEWALK
TOE OF FILL SLOPE
ORDANCE LINE NO. 720 (1-0-66)
10' RIGHT OF WAY
18'-0" BRICK WALL
INV 61.0
KANE STREET
℄ SURVEY KANE STREET
℄ CONSTR. KANE ST
STA. 21816
STA. 21815
STA. 21814
910
1 Sty Bio Mfg
Bit
PT 10+61.22
BM 7756
5+71.21
TYPE A COMB CURB & GUTTER
5'-0" CONC SIDEWALK
MEET EX CURB & GUTTER
10+55.21 ℄ RAMP 'F'
20+70.86 ℄ KANE ST.
END BRIDGE STA 328+70.47
327+83.93 ℄ I-95 =
20+00 ℄ KANE ST.
19 S.C. 327+71.02
POT 18+00
STA 21+00 TO STA 25+00
℄ CONSTR. KANE ST. RT.
REMOVE EXISTING SIDEWALK 140 S.Y.
STA 327+00 TO STA 327+71
℄ CONSTR. I-95 LT.
EXIST. FAIT AVENUE
REMOVE EXISTING PAVEMENT 148 S.Y.
REMOVE EXISTING CURB 135 L.F.
AND GRADE TO DRAIN AS DIRECTED BY THE ENGINEER
STD MD 38701 UNDERDRAIN
N.B.R. STA. 329+19 TO STA 329+70 RT
RAMP F STA 3+76 TO STA 9+40 RT
OUTLET LOCATIONS AS SHOWN
AREA BORDERING ON NORTH AND SOUTH SIDE OF ORDINANCE LINE NO 720 (1-0-66) AND EAST TO EXISTING CURB WEST SIDE OF KANE ST AND STA 327+00 ℄ CONSTR I-95 TO BE GRADED TO DRAIN & 4" TOPSOIL SEEDING & MULCHING TO BE PLACED AS DIRECTED BY THE ENGINEER
STA 20+49 TO STA 21+02
℄ CONSTR. KANE ST. LT
CONSTRUCT 50 L.F. ± TYPE 'A' COMB. CONC. CURB & GUTTER (24" PAN, 8" DEPTH) & 50 ± L.F. 5'-0" CONC. SIDEWALK
MATCH LINE SEE SHEET NO. P-2

BY OTHERS
333
332
331
330
329
328
327
AVE
FAIT
NBR
SBR
℄ CONSTR RAMP F
℄ CONSTR I-95
RIDGE LINE
18" RCP BY OTHERS
18" BLCMP = 14GA BY OTHERS
PCC 7+14.87
POC 7+14.87
18" BLCMP = 14GA BY OTHERS
18" RCP BY OTHERS
NOSE POINT 2' R.
NOSE POINT 2' R.
NOSE POINT 2' R.
SEE GRADING PLAN
SEE GRADING PLAN
SEE GRADING PLAN
LIMIT OF CUT SLOPE
LIMIT OF FILL SLOPE
STA 328+87 N.B.R.
STA 329+73 S.B.R.
STA 8+93.00 RAMP F
END BRIDGE STA 329+02.82
PCC 1+62.27
BC 246-35-815 1997
Z-PGE
PGE
HUDSON STREET
Retaining Wall (BY OTHERS)
1 Sty Garage Br Dwg
Motor Dealer
Conc Parking Area
Bio Shed
Bio Gar
Conc Pumps
Bit Parking
Fence
Awning
Gazebo
1 Sty Fr Dwg
Joint 1 Sty Fr Dwg
Bio Shed
Conc
Bit
E 22,800
S 5,400
S 5,200
E 22,200

NOTE THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT THE EMBANKMENT ON THE EAST SIDE OF KANE STREET AND OTHER ITEMS SHOWN ON THESE PLANS AS (BY OTHERS) MAY HAVE BEEN CONSTRUCTED PRIOR TO RECEIVING NOTICE TO PROCEED, SEE SP 1-3

REFERENCE DRAWINGS
FOR TYPICAL SECTIONS SEE SHEET T-2 - T-4
FOR ℳ PROFILE SEE SHEET P-8
FOR RAMP 'F' PROFILE SEE SHEET P-10
FOR RAMP 'F' CURVE DATA SEE SHEET T-8
FOR RAMP 'D' CURVE DATA SEE SHEET T-6
FOR GRADING PLAN & JOINT LAYOUT SEE SHEET P-7
FOR DRAINAGE DETAILS SEE SHEET T-10
FOR STORM DRAIN SCHEDULE SEE SHEET P-11
FOR STORM DRAIN PROFILES SEE SHEET P-12
FOR SHOULDER TRANSITIONS SEE SHEET T-9
FOR UTILITY RELOCATION SEE SHEET P-15

BUILDING REMOVED
9" CONVENTIONAL REINFORCED CONCRETE
BRIDGE APPROACH SLABS
BITUMINOUS PAVEMENT, SIDEWALK ETC. FOR DETAILS SEE TYPICAL SECTIONS
1" BITUMINOUS OVERLAY ON 8" CONVENTIONAL REINFORCED CONCRETE (CONTRASTING PAVEMENT)
BITUMINOUS SHOULDER MATERIAL

REVISIONS	CONSULTANT
	KAMBERLE, RENDRUM, STOWE & ASSOC., INC. AND KATZ, EHRLICH & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202

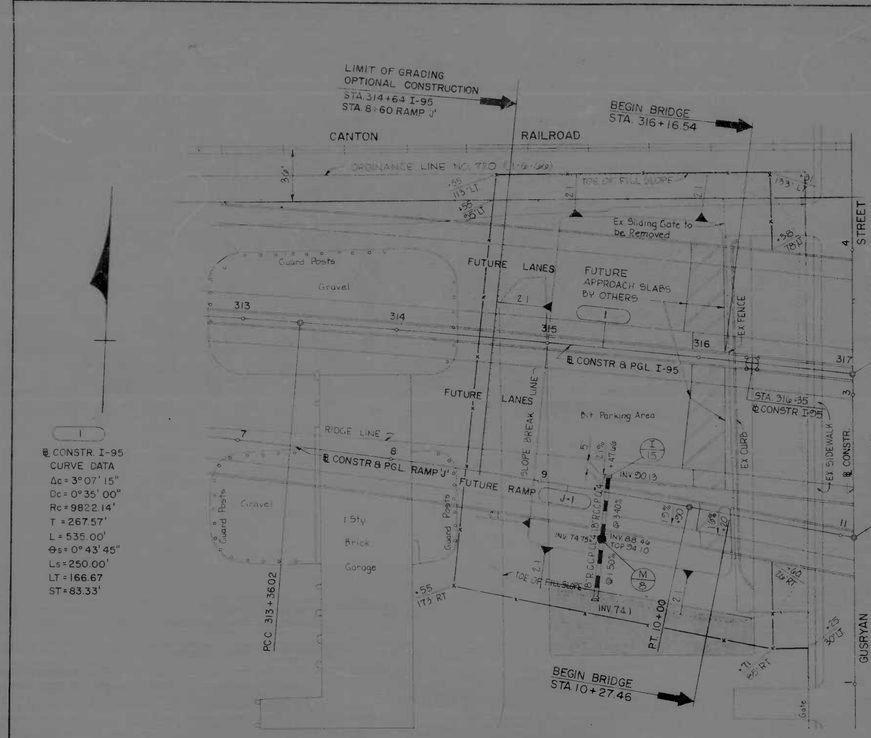
CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
&
STATE ROADS COMMISSION OF MARYLAND
INTERSTATE DIVISION FOR BALTIMORE CITY

INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET

SCALE: 1" = 40' DATE: JUN 2 1972

DRAWN BY J.W.S. TRACED BY J.W.S. DES BY K.H. CHK BY
F.A.P. NO. I-95-4(38)35
S.R.C. NO. BC 246-35-815
BALTO. CITY NO. 1997
SHEET NO. (97) P-3 OF P-19

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)135	P-4	(97) P-19



℄ CONSTR I-95
CURVE DATA
Δc = 3°07'15"
Dc = 0°35'00"
Rc = 9822.14'
T = 267.57'
L = 535.00'
Θs = 0°43'45"
Ls = 250.00'
LT = 166.67
ST = 83.33'

STA 4+20 ℄ CONSTR GUSRYAN ST LT
REMOVE EXISTING GATE

STA 1+25 TO STA 4+07 ℄ CONSTR GUSRYAN ST LT
STA 314+55 TO STA 316+55 ℄ CONSTR I-95 LT
REMOVE EXISTING 6' CHAIN LINK FENCE WITH BARBED WIRE

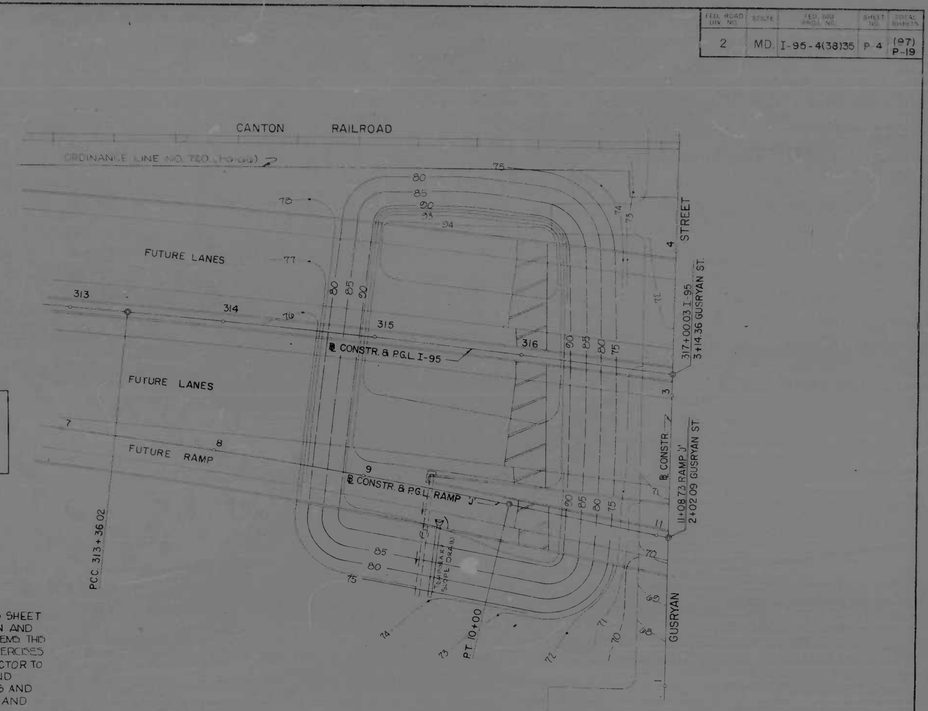
℄ CONSTR I-95
STA 314+55 TO STA 316+31 LT
STA 316+31 TO STA 314+38 LT
STA 314+55 LT TO STA 314+55 RT
STA 314+55 ℄ CONSTR I-95 RT TO STA 10+71
℄ CONSTR RAMP 'J' RT
STA 10+71 TO STA 10+60 ℄ CONSTR RAMP 'J' RT
STA 10+71 ℄ CONSTR RAMP 'J' RT TO STA 1+25
℄ CONSTR GUSRYAN ST LT
INSTALL NEW 6' CHAIN LINK FENCE

STA 314+55 (105 LT) ℄ CONSTR I-95
STA 1+25 (30' LT) ℄ CONSTR GUSRYAN ST
TIE NEW 6' CHAIN LINK FENCE TO EXIST 6' CHAIN LINK FENCE WITH BARBED WIRE

℄ CONSTR RAMP 'J'
STA 2+18 (69' RT AND SOUTHWARDLY) TO STA 10+56 (69' RT AND SOUTHWARDLY)
REMOVE EXISTING PAVEMENT 488 SQ YDS. GRADE TO DRAIN AND PLACE 4" TOPSOIL SEEDING AND MULCHING

REFERENCE DRAWINGS
FOR TYPICAL SECTIONS SEE SHEET T-2 - T-4
FOR ℄ PROFILE SEE SHEET P-8
FOR RAMP 'J' PROFILE SEE SHEET P-9
FOR RAMP 'J' CURVE DATA SEE SHEET T-9
FOR STORM DRAIN SCHEDULE SEE SHEET P-11
FOR SEDIMENT AND EROSION CONTROL SEE GRADING PLAN THIS SHEET

NOTE: THE CONSTRUCTION ITEMS SHOWN ON THIS SHEET COMPRISE PART OF OPTIONAL CONSTRUCTION AND APPEAR IN THE PROPOSAL AS CONTINGENT ITEMS. THIS WORK SHALL BE PERFORMED IF THE STATE EXERCISES THEIR OPTION AND NOTIFIES THE CONTRACTOR TO PROCEED WITH THIS WORK. SEE SPECIAL AND STRUCTURAL PLANS FOR ADDITIONAL ITEMS AND EXPLANATIONS. FUTURE APPROACH SLABS AND BARRIER CURBS BY OTHERS SHOWN FOR INFORMATION ONLY.

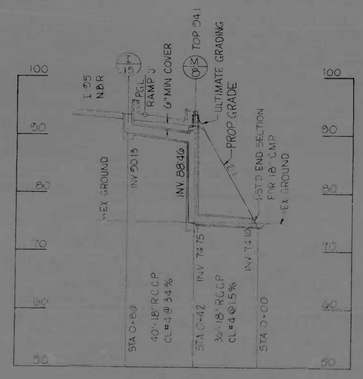


PLAN
SCALE 1" = 40'-0"

EXISTING PAVEMENT TO BE REMOVED

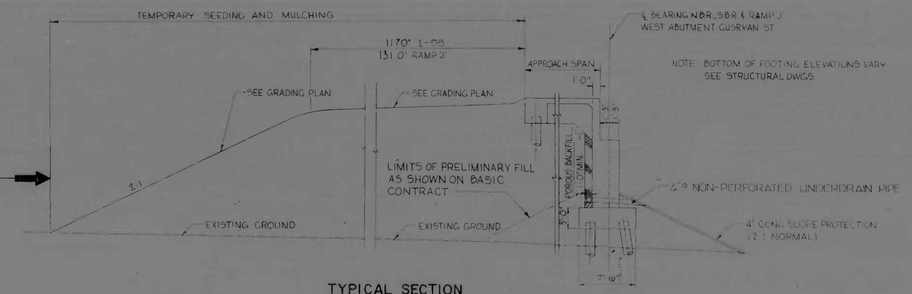
GRADING
SCALE 1" = 40'-0"

HIGH MAST LIGHTING FOUNDATIONS			
LOCATION	DISTANCE	SIDE	REMARKS
316+35 I-95	0	℄	NO CONDUIT ENTRANCE



I-15
SCALE HOR 1" = 40'-0"
VERT 1" = 10'-0"

LIMIT OF GRADING
OPTIONAL CONSTRUCTION
STA 314+64 I-95
STA 8+60 RAMP 'J'

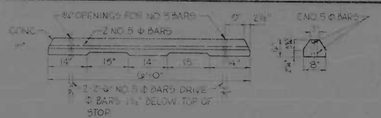


TYPICAL SECTION
FILL AT ABUTMENT
Scale 1/8" = 1'-0"

OPTIONAL CONSTRUCTION

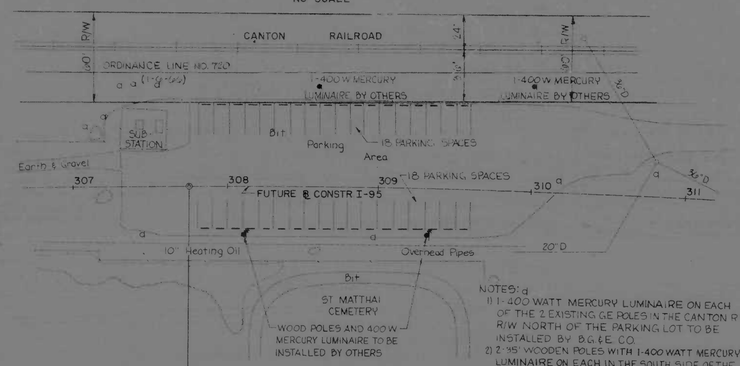
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KINBERLE, BENDER, BISCHE & ASSOC., INC. AND MATZ, CHILES & ASSOC., INC. CONSULTING ENGINEERS 843 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET SCALE AS SHOWN DATE JUN 2 1972	DRAWN BY J.W.S. DES. BY K.H. TRACED BY J.W.S. CHK BY J.L.C. F.A.P. NO. I-95-4(38)135 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) P-4 OF P-19

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	P-5	(97) P-19



PRECAST CONCRETE WHEEL STOP

NO SCALE



PLAN
PARKING LOT

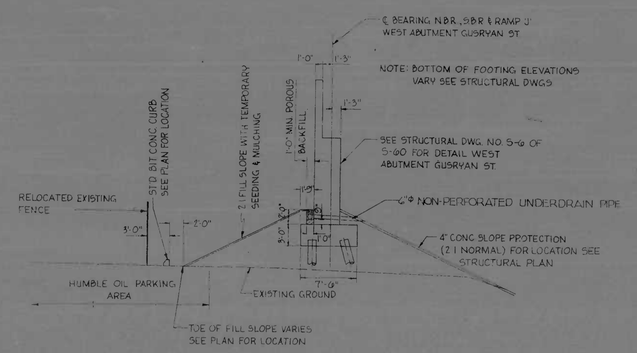
SCALE 1" = 40'-0"

NOTES:

1) 1-400 WATT MERCURY LUMINAIRE ON EACH OF THE 2 EXISTING G.E. POLES IN THE CANTON R.R. R/W NORTH OF THE PARKING LOT TO BE INSTALLED BY B.G.&E. CO.
2) 2-35' WOODEN POLES WITH 1-400 WATT MERCURY LUMINAIRE ON EACH IN THE SOUTH SIDE OF THE PARKING LOT AS SHOWN ON PLANS. TO BE INSTALLED BY B.G.&E. CO.
3) THE CONTRACTOR SHALL REMOVE ALL THE WHEEL STOPS FROM THE MOST EASTERLY PARKING SPACES OF THE EXISTING PARKING LOT AND REINSTALL AT NEW LOCATIONS SHOWN ON PLANS
4) ANY WHEEL STOPS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO ADDITIONAL COST
5) ALL PARKING STRIPINGS SHALL BE DONE BY THE CITY

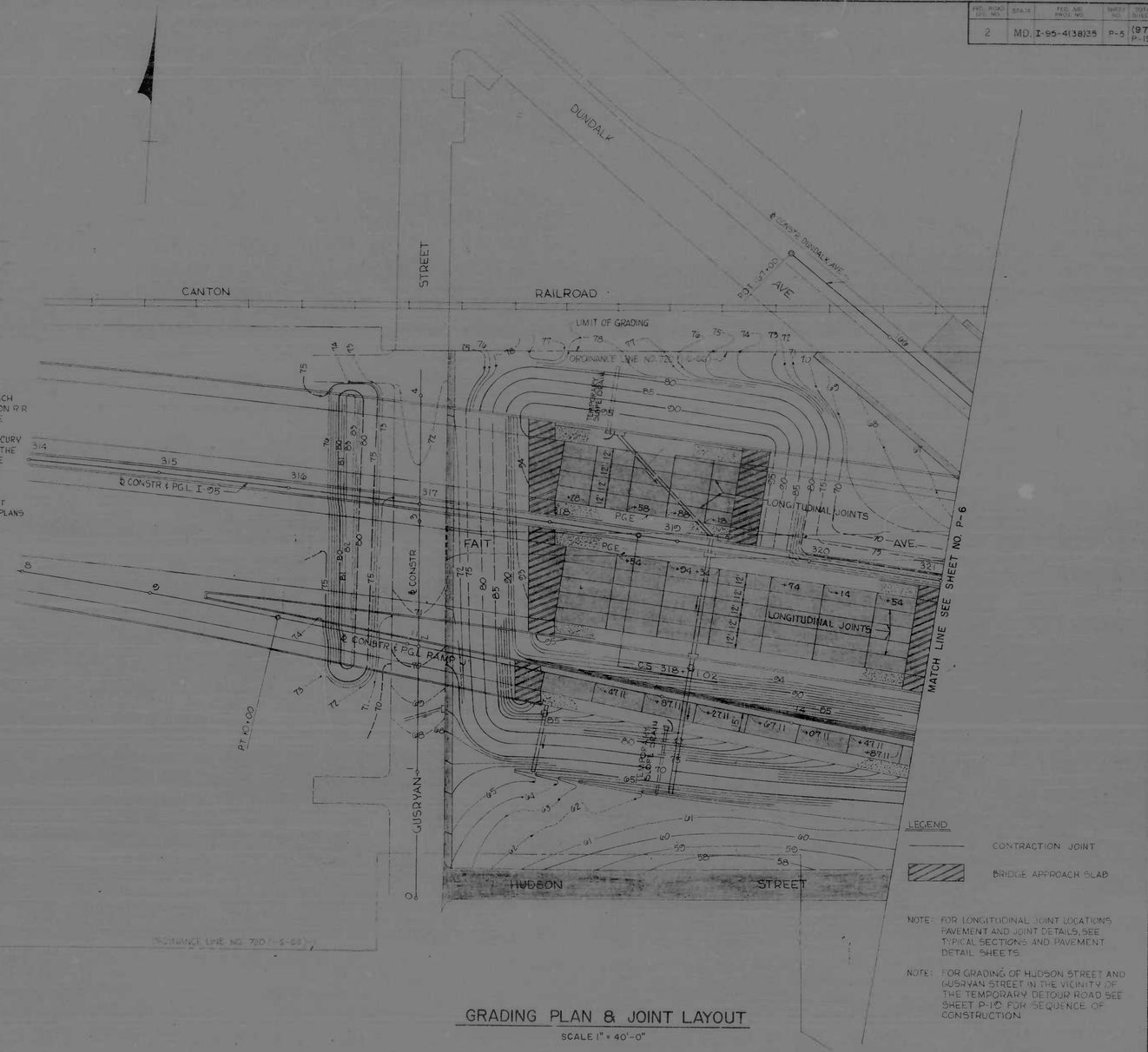
LIMIT OF WORK STA. 307+75.00 I-95

I-95-4(38)35
BC 246-35-815
1997



TYPICAL SECTION
FILL AT ABUTMENT

Scale 1/8" = 1'-0"



NOTE: FOR LONGITUDINAL JOINT LOCATIONS PAVEMENT AND JOINT DETAILS, SEE TYPICAL SECTIONS AND PAVEMENT DETAIL SHEETS.

NOTE: FOR GRADING OF HUDSON STREET AND GUSRYAN STREET IN THE VICINITY OF THE TEMPORARY DETOUR ROAD SEE SHEET P-16 FOR SEQUENCE OF CONSTRUCTION

GRADING PLAN & JOINT LAYOUT

SCALE 1" = 40'-0"

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 HATZ, OWENS & ASSOC., INC. CONSULTING ENGINEERS 841 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.W.S. TRACED BY J.W.S. DES. BY K.H. CHK. BY W.L.C.
		SCALE: AS SHOWN DATE: JUN 2 1972	F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) P-5 OF P-19

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	P-6	'97) P-19

GRADING PLAN & JOINT LAYOUT

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KINDERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILES & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET SCALE 1" = 40' DATE: JUN 2 1972	DRAWN BY J.W.S. DES. BY K.H. TRACED BY J.W.S. CHK. BY J.L.C. F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) P-6 OF P-19

SEQ. SHEET NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)135	P-7	(97) P-19

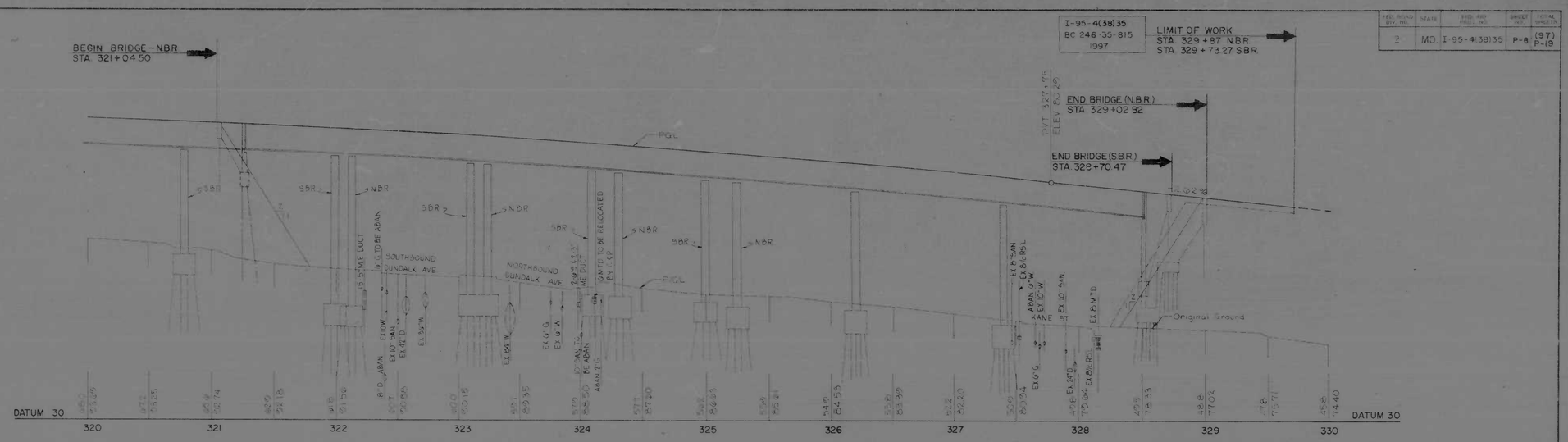
GRADING PLAN & JOINT LAYOUT

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 WATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.W.S. DES. BY K.H. TRACED BY J.W.S. CHK. BY J.L.C. F.A.P. NO. I-95-4(38)135 S.P.C. NO. 82.246.75.815 BALTO. CITY NO. 1997 SHEET NO. (97) P-7 OF P-19

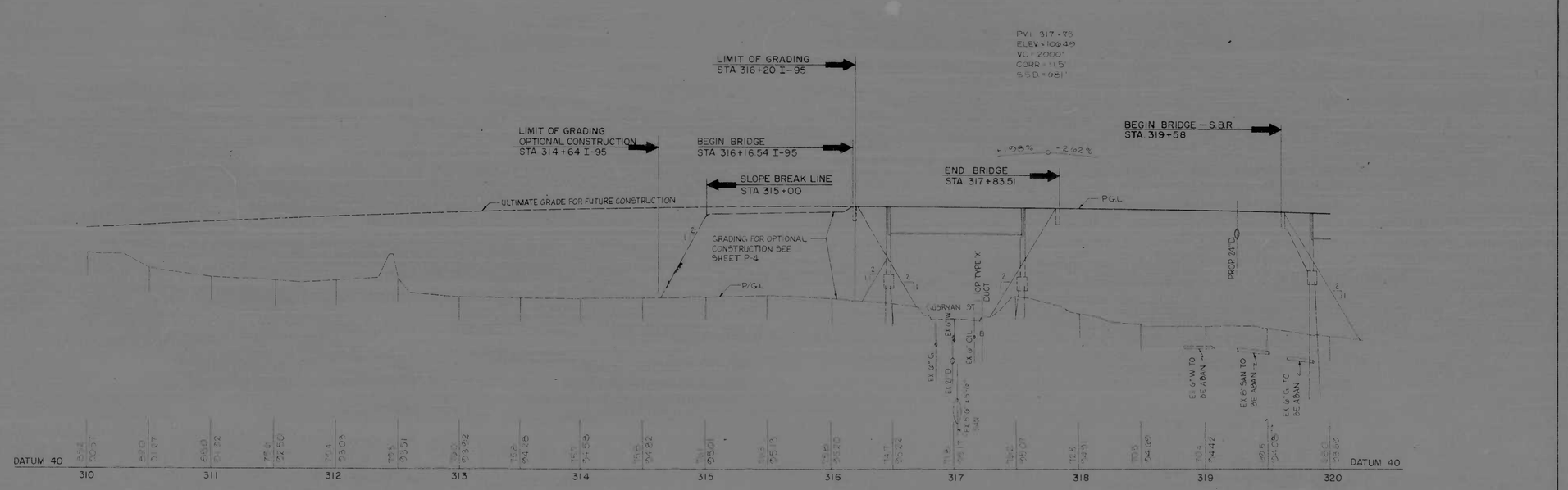
SCALE 1" = 40' DATE JUN 2 1972

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	P-8	(97) P-19

I-95-4(38)35
BC 246-35-815
1997



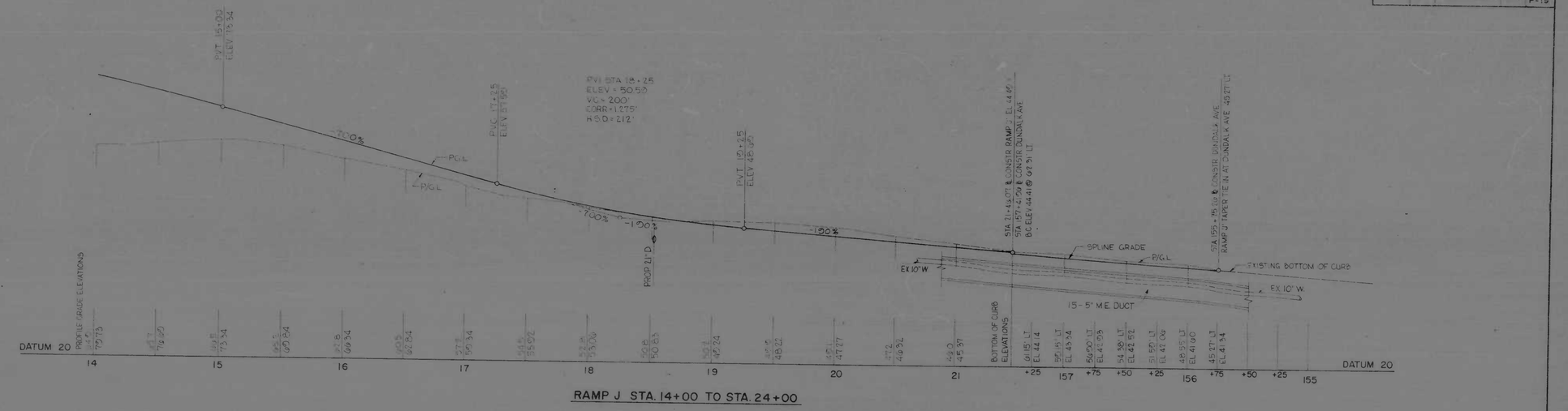
INTERSTATE 95 STA. 320+00 TO STA. 330+00



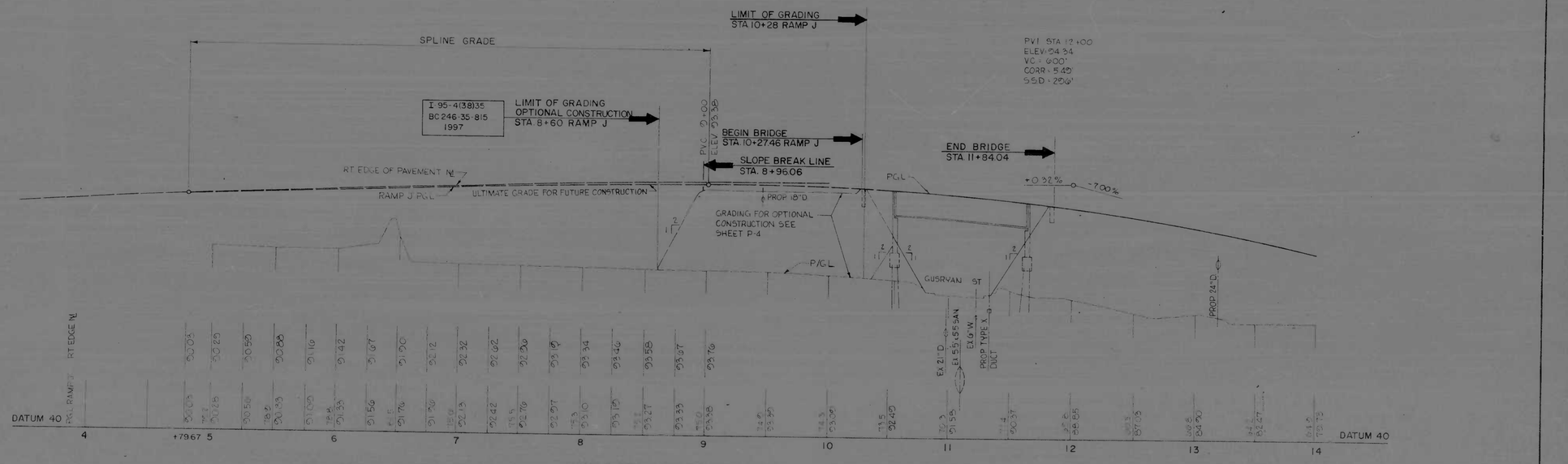
INTERSTATE 95 STA. 310+00 TO STA 320+00

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KNOBLE, BENDER, STONE & ASSOC. AND MATZ, CHLANG & ASSOC., INC. CONSULTING ENGINEERS 841 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.W.S. DES BY K.H. TRACED BY J.W.S. CHK BY K.H. F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) P-8 OF P-19
		SCALE: HORIZ.-1"=40' VERT 1"=10' DATE JUN 2 1972	

REVISIONS NO.	DATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	P-9	(97) P-19



RAMP J STA. 14+00 TO STA. 24+00



RAMP J STA. 4+00 TO STA. 14+00

REVISIONS	CONSULTANT
	KINDERALL, BEMMER, STONE & ASSOC., INC. AND HAETZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 343 N. GALVERT STREET BALTIMORE, MARYLAND 21202

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS

&

STATE ROADS COMMISSION OF MARYLAND
INTERSTATE DIVISION FOR BALTIMORE CITY

INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET

DRAWN BY J.W.S. TRACED BY J.W.S. DES. BY K.H. CHK. BY K.H.

SCALE HORIZ. 1" = 40' VERT. 1" = 10' DATE JUN 2 1972

F.A.P. NO. I-95-4(38)35
S.R.C. NO. BC 246-35-815
BALTO. CITY NO. 1997

SHEET NO. (97) P-9 OF P-19

EARTHWORK SUMMARY

STATION FROM	STATION TO	LOCATION	CUT	EMBANKMENT	TOPSOIL CUT	TOPSOIL FILL	CLASS 3	CUT ADJUSTED	CUT DENSIFIED	REMARKS
SHEET NO P-1										
315+5	316+5	I-95 RAMP J WEST OF GUSRYAN		1200		185				
316+5	318+5	I-95 NBR OVER GUSRYAN					158			
317+79	320+00	I-95 (SBR)		5435		304	139			
317+36	321+00	I-95 (NBR)		2423.5		648	50			
10+5	12+5	RAMP J OVER GUSRYAN ST					93			Includes Retaining Wall Excavation
11+45	15+10	RAMP "J"		1600		613				
SHEET NO P-2										
321+00	327+00	I-95 (SBR)					1195			
321+00	327+00	I-95 (NBR)		3460			477			
15+00	21+00	RAMP "J"	609	1,928		421		609	572	
155+75	35+80	DUNDALK AVENUE	175	26				175	165	
10+00	14+00	JOPLIN RD CONN	1662	38	278			1384	1301	
SHEET NO P-3										
321+00	324+37	I-95 (SBR)					820			
327+00	329+87	I-95 (NBR)					278			
10+20	3+00	RAMP F	3723	330				3723	3200	
21+11	24+00	KANE STREET	193	389				193	181	
MAINTENANCE OF TRAFFIC			3030	16	370			660	560	
TOTAL			19,392	76,064	648	2776	3,264	12,744	11,979	

OPTIONAL CONSTRUCTION

314+46	316+75	I-95 WEST OF GUSRYAN ST		21,082			50			Includes Quant. under Original Contract
8+60	10+80	RAMP J WEST OF GUSRYAN ST		5588						Includes Quant. under Original Contract
TOTAL				27,670						
LESS				1200						From Original Contract
TOTAL OPTIONAL CONSTR				26,470			50			

NOTE Densification Factor of 94% applied to all Cuts

CLASS 2 EXCAVATION

FROM DRAINAGE QUANTITY SHEET

TOTAL CLASS 2 EXCAVATION	312 C.Y.
LOSS DUE TO HANDLING AND DENSIFICATION (10%)	31 C.Y.
TOTAL CLASS 2 EXCAVATION AVAILABLE FOR EMBANKMENT	281 C.Y.

CLASS 3 EXCAVATION

FROM GRADING TABLE

TOTAL CLASS 3 EXCAVATION	3264 C.Y.
LOSS DUE TO HANDLING AND DENSIFICATION (10%)	326 C.Y.
TOTAL CLASS 3 EXCAVATION AVAILABLE FOR EMBANKMENT	2938 C.Y.

CLASS 3 EXCAVATION - OPTIONAL CONSTRUCTION

FROM GRADING TABLE

TOTAL CLASS 3 EXCAVATION	50 C.Y.
LOSS DUE TO HANDLING AND DENSIFICATION (10%)	5 C.Y.
TOTAL CLASS 3 EXCAVATION AVAILABLE FOR OPTIONAL CONSTRUCTION EMBANKMENT	45 C.Y.

LANDSCAPING QUANTITIES

LOCATION	2" TOPSOIL, SEEDING & MULCHING	LOCATION	4" TOPSOIL, SEEDING & MULCHING
SBR		DUNDALK AVE	
STA 317+27 TO STA 320+08 NBR	2171 SQ YDS	STA 158+90 TO STA 166+00 SBR	1262 SQ YDS
STA 317+36 TO STA 321+64 RAMP J	1678 SQ YDS	STA 323+00 TO STA 327+00 NBR	9600 SQ YDS
STA 11+42 TO STA 21+00 RAMP F	6761 SQ YDS	STA 324+00 TO STA 327+00 NBR & SBR	3433 SQ YDS
STA 0+00 TO STA 5+50 JOPLIN RD	8706 SQ YDS	STA 327+00 TO STA 327+50 RAMP J	1300 SQ YDS
STA 10+00 TO STA 13+50 KANE ST	756 SQ YDS	STA 18+40 TO STA 20+50	2044 SQ YDS
STA 21+00 TO STA 24+00	512 SQ YDS		
TOTAL	20,574 SQ YDS	TOTAL	18289 SQ YDS
PLUS 10%	2067 SQ YDS	PLUS 10%	1829 SQ YDS
TOTAL	22,741 SQ YDS	TOTAL	20118 SQ YDS
PROPOSAL QUANTITY	23,000 SQ YDS	PROPOSAL QUANTITY	20,200 SQ YDS

LANDSCAPING QUANTITIES OPTIONAL CONSTRUCTION

LOCATION	2" TOPSOIL, SEEDING & MULCHING
NBR & SBR	
STA 314+64 TO STA 316+75 RAMP J	4318 SQ YDS
STA 8+60 TO STA 10+80	1507 SQ YDS
TOTAL	5825 SQ YDS
PLUS 10%	582 SQ YDS
TOTAL	6407 SQ YDS
PROPOSAL QUANTITY	6500 SQ YDS

EARTHWORK ANALYSIS

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	Q-1	(97) Q-8

CLASS 1 EXCAVATION

CUT	13,392 C.Y.
PLUS TOPSOIL REMOVED UNDER FILL	2776 C.Y.
TOTAL CLASS 1 EXCAVATION	16,168 C.Y.
EXCAVATION AVAILABLE FOR EMBANKMENT	
TOTAL CLASS 1 EXCAVATION	16,168 C.Y.
MINUS: TOPSOIL REMOVED UNDER FILL	2776 C.Y.
TOPSOIL REMOVED IN CUT	648 C.Y.
CUT ADJUSTED	12,744 C.Y.
CUT DENSIFIED	11,979 C.Y.
CLASS 2 EXCAVATION	281 C.Y.
CLASS 3 EXCAVATION	2938 C.Y.
TOTAL EXCAVATION AVAILABLE FOR EMBANKMENT	15,198 C.Y.

EMBANKMENT REQUIRED

EMBANKMENT	76,064 C.Y.
PLUS REFILL FOR TOPSOIL REMOVED UNDER FILL	2776 C.Y.
TOTAL EMBANKMENT REQUIRED	78,840 C.Y.
EXCAVATION AVAILABLE FOR EMBANKMENT	15,198 C.Y.
BORROW REQUIRED	63,642 C.Y.
BORROW DENSIFICATION (10%)	6364 C.Y.
TOTAL BORROW REQUIRED	70,006 C.Y.

OPTIONAL CONSTRUCTION

TOTAL EMBANKMENT REQUIRED	26,670 C.Y.
CLASS 3 EXCAVATION AVAILABLE FOR EMBANKMENT	45 C.Y.
BORROW REQUIRED	26,625 C.Y.
BORROW DENSIFICATION (10%)	2662 C.Y.
TOTAL BORROW REQUIRED	29,287 C.Y.

PROPOSAL QUANTITIES

CLASS 1 EXCAVATION	16,200 C.Y.
CLASS 1-A EXCAVATION	1000 C.Y.
CLASS 2 EXCAVATION	350 C.Y.
BORROW EXCAVATION	70,100 C.Y.
CONTINGENT BORROW EXCAVATION	4000 C.Y.
CONTINGENT BORROW EXCAVATION FOR OPTIONAL CONSTRUCTION	30,000 C.Y.
CONTINGENT SELECT BORROW EXCAVATION	1000 C.Y.
CONTINGENT SELECT BORROW EXCAVATION FOR OPTIONAL CONSTRUCTION	500 C.Y.

TOPSOIL ANALYSIS

2" TOPSOIL REQUIRED - 23,000 SY ÷ 18	1278	C.Y.
4" TOPSOIL REQUIRED - 20,200 SY ÷ 9	2244	C.Y.
TOTAL TOPSOIL REQUIRED	3522	C.Y.
TOPSOIL AVAILABLE	3424	C.Y.
TOPSOIL NEEDED	98	C.Y.

TOPSOIL ANALYSIS OPTIONAL CONSTRUCTION

2" TOPSOIL REQUIRED - 6500 SY ÷ 18	361 C.Y.
TOTAL TOPSOIL REQUIRED	361 C.Y.
TOPSOIL AVAILABLE	17 C.Y.
TOPSOIL NEEDED	361 C.Y.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	RINGER, BERGER, STONE & ACKER, INC. AND GUTT, EHRLICH & ADAMS, INC. CIVIL ENGINEERING CONSULTANTS 341 N. CHARLES STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET

DRAWN BY M.S.F. DES. BY K.H.
TRACED BY M.S.F. CHK. BY K.H.
F.A.P. NO. I-95-4(38)35 SHEET NO. (97)
S.R.C. NO. BC 246-35-815 Q-1 OF Q-8
SCALE DATE JUN 2 1972
BALTO. CITY NO. 1997

SUMMARY OF QUANTITIES

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I 95 (-) 35	0-2	(97) 0-8

STATION	GRADING						DRAINAGE																																REMARKS
							R.C. PIPE CLASS 4																																		
	Class 2 Excavation		Removal Of Existing Curb	Removal Of Existing Comb Curb & Gutter	Removal Of Existing Pavement		Removal Of Existing Sidewalk		15"	18"	21"	24"	21"X15" Pipe Conn Brick 'Y'	18" X 18" Pipe Conn Brick 'Y'	36" X 21" Pipe Conn Brick 'Y'	42" X 18" Pipe Conn Brick 'Y'		Removal Of Old Pipe Culverts Any Size		8" Cast Iron Soil Pipe	10" Cast Iron Soil Pipe		Std Conc End Section For 18" R.C. Pipe	Std Conc. End Section For 24" R.C. Pipe		Std Type 'K' Inlet Double Grate Tandem Min-Depth		Std Type 'S' Inlet Double Grate Tandem Min.-Depth	Std Type 'S' Inlet Double Grate Tandem Vertical Depth		Std Type 'S' Comb Inlet Double Grate Tandem Min-Depth		Std Type 'S' Comb Inlet Double Grate Tandem Vertical Depth	
	C.Y.		L.F.	L.F.	S.Y.		S.Y.		L.F.	L.F.	L.F.	L.F.	E.A.	E.A.	E.A.	E.A.		L.F.		L.F.	L.F.		E.A.	E.A.		E.A.		E.A.		E.A.	L.F.		E.A.		L.F.	
PLAN SHEET P-1																																							
MAINLINE																																							
318+30 TO 321+25 RT												294																		4		88							
317+25 TO 321+80 RT			50		56																																	@ EXISTING FAIT AVE.
RAMP J																																							
2+13 RT										52																				1		05							
13+15 TO 14+07	110																						1																
GUSRYAN ST																																							
1+50 RT									34				1																						1		20		
DUNDALK AVE																																							
105+15 TO 105+74					40		54																																
PLAN SHEET P-2																																							
MAINLINE																																							
PIERS NO 1-5 & 5-1 IN																																							
92+30 TO 97+00			800		1208																45	150																OUTFALLS FOR DOPPER SYSTEMS SEE STRUCT. DWG. NO. P-13
RAMP J																																						@ EXISTING FAIT AVE.
18+33 RT & LT											32																	1											
18+50 TO 18+05 LT										14																		1										
20+85 LT										5						1																			1		25		
21+00 RT										24						1																			1		55		
14+87 TO 18+00	102																																						
DUNDALK AVE.																																							
180+00 LT										14																									1		37		
196+35 LT & RT											80			1																									
59+25 TO 60+30 LT												40																											
95+25 TO 100+35			250		1041		456											73																				RAMP J TAPER
103+04 TO 104+10			50		122																																	
JOPLIN ROAD																																							
10+26										28																									1		05		
HUDSON ST.					576																																	STA 10+00 JOPLIN RD CONN TO WEST DUNDALK AVE
PLAN SHEET P-3																																							
MAINLINE																																							
527+00 TO 535+87			135		148																140																	@ EAST BRIDGE ABUTMENT KANE ST
54UR F																																							
1+53 RT										46				1																					1		25		
KANE ST																																							
20+40 TO 25+10				407			140											20																					
DETOUR ROAD																																							
14+58 TO 25+97			525E	110	2490		339																																LT & RT DETOUR RD STA 155+00 TO STA 160+00 AND STA 165+00 E STA 160+00 DUNDALK AVE, STA 0+00 TO STA 1+47 GUSRYAN ST
GRAND TOTAL	31E		4,842	523	5,750		883		34	323	132	334	1	1	1	2		93		185	150		1	1		2	5		03		6		17.1					GRAND TOTAL
ITEM NUMBER	101		210	211	212		214		304	305	307	308	305	310	311	312		313		314	315		316	318		319	320		321		324	325						
OPTIONAL CONSTR																																							
515+19 RT					488					76																				1		05							
TOTAL					488					76																				1		05							TOTALS FOR OPTIONAL CONSTRUCTION ONLY
ITEM NUMBER					213					306													317						321		325							

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KROPLE, BENDER, STONE & ASSOC., INC. AND HATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.W.S. TRACED BY J.W.S. DES. BY K.H. CHK. BY K.H.
		SCALE: DATE: JUNE 1971	F.A.P. NO. I-95 4(38)135 S.H.C. NO. B.C. 246-3E, 8E BALTO. CITY NO. 1997 SHEET NO. (97) 0-2 or 0-8

SUMMARY OF QUANTITIES

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD	I-95-4(38)35	Q-3	(97) Q-8

DRAINAGE

STATION	Adjust Existing Inlet	Drop Manhole -30" Cover Min-Depth	Drop Manhole Vertical-Depth	Std. Storm Water Manhole 30" Cover Min. Depth	Std Storm Water Manhole Vertical Depth	Adjust Existing Manhole	Class P-I Concrete For Misc. Structures	Class A-I Concrete For Misc. Structures	Ordinary Brick Masonry For Misc Structures	6" Perforated Circular Longitudinal Underdrain	6" Perforated Circular Pipe Underdrain	8" Perforated Circular Pipe Underdrain	6" Circular Pipe Underdrain Outlets	8" Circular Pipe Underdrain Outlets	Aggregate Backfill For Underdrains	5" Concrete Gutter	Class I Medium Rip Rap	Temporary Slope Drains	REMARKS
	EA.	EA.	L.F.	EA.	L.F.	EA.	C.Y.	C.Y.	C.Y.	L.F.	L.F.	L.F.	L.F.	L.F.	C.Y.	S.Y.	S.Y.	L.F.	
PLAN SHEET P-1																			
MAINLINE																			
318 + 35 LT																		55	
319 + 25 RT		2	32.6																
318+00 TO 320+85 LT & RT										408			30						N.B.R. & S.B.R. I-95
RAMP J																			
12 + 13 RT		1	21.3																
12+00 TO 14+05 LT & RT										280			18			75			
13 + 10 RT																		55	
PLAN SHEET P-2																			
RAMP J																			
18 + 95 LT				1	18														
18 + 51 LT						1													
19 + 05 LT						1													
14+33 TO 18+55 LT & RT										80			18			310			
DUNDALK AVE																			
163 + 02 LT	1																		
164 + 33 RT						1													
164 + 37 LT	1																		
JOPLIN RD. CONN.																			
13 + 75 RT & LT																	14		
PLAN SHEET P-3																			
MAINLINE																			
329 + 15 TO 329 + 70										51			13						
RAMP F																			
8 + 99 TO 9 + 40										44			13						
DETOUR ROAD																			
GUSRYAN ST																			
0 + 35 RT	1							0.5											
GRAND TOTAL	3	3	53.9	1	18	3		0.5		868			92			391	14	110	GRAND TOTAL
ITEM NUMBER	326	327	329	331	332	333		334	335	336	338	339	340	341	342	343	346	347	344	
OPTIONAL CONSTR.																			
315 + 15 RT		1	17															50	
TOTAL		1	17															50	TOTALS FOR OPTIONAL CONSTRUCTION ONLY
ITEM NUMBER		328	330															345	

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KNEMEYER, MEDNICK, STONE & ASSOC., INC. AND HATZ, CHILUS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET
		SCALE: DATE JAN 1978
		DRAWN BY J.W.S. TRACED BY J.W.S. DES. BY K.H. CHK. BY K.H. F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246 35 815 BALTO. CITY NO. 1097 SHEET NO. (97) Q-3 OF Q-8

SUMMARY OF QUANTITIES

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHTS.
2	MD.	I-95-4(38)135	4	(97) Q-8

STATION	PAVEMENT: 6" Sub-Base Using Crusher Run (SY)	PAVEMENT: 3" Dense Graded Stabilized Aggregate Base Course (SY)	PAVEMENT: 3" Dense Graded Stabilized Aggregate Base Course With Asphalt Emulsion (SY)	PAVEMENT: Bituminous Material For Prime Coat (GAL)	PAVEMENT: Bituminous Concrete Spec B Using Bond ST/Slag (TON)	PAVEMENT: Bituminous Concrete Spec B Using Bond SN/Stone (TON)	PAVEMENT: Bituminous Concrete Spec B Using Bond BI Or BI/SL (TON)	PAVEMENT: Bituminous Concrete Spec B Using Bond BC Or BC/SL (TON)	PAVEMENT: 8" Conventional Reinforced Cement Concrete Pavement (SY)	PAVEMENT: 9" Conventional Reinforced Cement Concrete Pavement (SY)	SHOULDERS: 3" Stabilized Shoulder Dense Graded Stabilized Aggregate (SY)	SHOULDERS: 4" Stabilized Shoulders Dense Graded Stabilized Aggregate (SY)	SHOULDERS: Variable Depth Stabilized Shoulder Dense Graded Stabilized Aggregate (SY)	SHOULDERS: Bituminous Concrete Shoulder Spec B Using Bond SN/Stone (TON)	SHOULDERS: 10" Plain Cement Concrete Shoulders (SY)	SHOULDERS: Bituminous Concrete Curb Spec B (LF)	SHOULDERS: Std. Type A' Curb 8"X17" (LF)	SHOULDERS: Std. Type A' Comb Curb & Gutter 12" Gutter Pan, 8" Depth (LF)	SHOULDERS: Std. Type A' Comb. Curb & Gutter 24" Gutter Pan, 8" Depth (LF)	SHOULDERS: Std. Type A' Comb Curb & Gutter 12" Gutter Pan, 9" Depth (LF)	REMARKS
PLAN SHEET P-1																					
MAINLINE																					
318+09 TO 320+89	2033			300						2543	382	737	737	147	547						N.B.R. & S.B.R. I-95
317+80 TO 321+10	774																				APPROACH SLAB N.B.R. & S.B.R. I-95
RAMP J																					
13+07 TO 14+25	508			110						477	323	290	9	53	155						
11+80 TO 12+07	74																				APPROACH SLAB RAMP J
GUSRYAN ST																					
1+99 TO 2+10		7		1																	
DUNDALK AVE																252		32			
165+22 TO 165+74																	52				
HUDSON ST RESURFACING					40																
PLAN SHEET P-2																					
RAMP J																					
12+05 TO 20+97.90	1179			28						1088	89	89		18	41		1040				
RAMP J TAPER		409	476	80	12			51										613			
DUNDALK AVE																					
159+75.29 TO 165+74	1111			380	131			308													
JOPLIN RD CONN																	1255				
10+00 TO 13+75		1898		400	58		127														
FAIT AVE CLOSURE	30			11	1			8											781		
HUDSON ST RESURFACING					28																
PLAN SHEET P-3																					
MAINLINE																					
322+13 TO 325+87	811			86						748	250	215	215	43	107						N.B.R. & S.B.R. I-95
322+32 TO 325+40	590																				APPROACH SLABS N.B.R. & S.B.R. I-95
RAMP F																					
0+37 TO 3+42	1361			14		4			95	1228	40	20	20	7	82		867				INCLUDES GORE AREA @ S.B.R.
SPUR F																					
0+89 TO 1+82	170									103											
KANE ST																	116				
20+67 KANE ST TO D+93 RAMP F		707	707	144	21			91													
20+91 TO 24+98																			332		
																			154		
MAINT OF TRAFFIC	2740			961	134			763								2323	210	110			
TOTALS	11,062	3,596	1,243	2,535	432	4	127	1,222	95	6,204	1,378	1,354	987	269	972	2,575	3,540	301	496	781	
ITEM NUMBER	501	501	503	505	506	507	508	509	511	512	601	602	603	604	605	606	607	608	609	610	

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	RUSSELL, BENDER, BRINK & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET
		SCALE: — DATE: JUNE 1975
		DRAWN BY: J.W.S. DES. BY: K.H. TRACED BY: J.W.S. CHK. BY: P.H.
		F.A.P. NO. I-95-4(38)135 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1937
		SHEET NO. (97) Q-8

SUMMARY OF QUANTITIES

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	Q-5	(97) Q-8

STATION	SHOULDERS: Concrete Barrier L.F.	Std. Curb Opening EA.	Monolithic Concrete Median Variable Width Type 'A' 4'-0" To 8'-0" L.F.	5" Concrete Sidewalk S.F.	Guard Rail W/ Beam L.F.	Guard Rail W/ Beam Barricade L.F.	Guard Rail W/ Beam Median Barrier And Approach Flare EA.	Guard Rail W/ Beam Approach Flare EA.	Guard Rail W/ Beam Anchorage At Structures EA.	6 Ft. Chain Link Fence L.F.	Terminal Posts For 6 Ft. Chain Link Fence EA.	Remove And Reset Existing Fence L.F.	Remove Existing Fence L.F.	REMARKS
PLAN SHEET P-1														
MAINLINE														
318+00 TO 320+84	873													
312+30 TO 315+84										372	5			N.B.R. & S.B.R. I-95
RAMP J														
12+00 TO 13+85	231													
11+61 TO 14+03					270					404	5			RAMP J LT & RT.
GUSRYAN ST.														
1+47 TO 4+37				2050								310		
DUNDALK AVE.														
1165+16 TO 1169+31				820										
PLAN SHEET P-2														
RAMP J														
14+89 TO 20+87.85	43	1		350	50			1		883	5			
RAMP J TAPER				1035						123	1			
DUNDALK AVE.														
1155+75.16 TO 1165+74			35	6280	838	30	2							
HOPLIN RD. CONN.														
10+00 TO 13+75				1500										
PLAN SHEET P-3														
MAINLINE														
318+70 TO 320+73	311													
RAMP F														N.B.R. & S.B.R.
8+83 TO 10+60	67													
KANE ST.														
20+47 KANE ST TO 0+33 RAMP F				2082										
20+41 TO 24+68				750										
MAINT. OF TRAFFIC		2		171										
TOTALS	1,525	3	35	15,044	1,158	30	2	1	1	1,885	20	310		
ITEM NUMBER	611	612	613	614	615	616	617	618	619	620	622	624		
OPTIONAL CONSTR.														
314+55 TO 317+00										820	8		510	
TOTALS										820	8		510	TOTALS FOR OPTIONAL CONSTRUCTION ONLY
ITEM NUMBER										621	623		625	

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KPFFERLE, RENDER, STONE & ASSOC., INC. AND MATZ, GILES & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET
		SCALE DATE JUN 2 1972
		DRAWN BY J.W.S. DES. BY K.H. TRACED BY J.W.S. CHK. BY K.H. F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 245-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) Q-5 OF Q-8

SUMMARY OF QUANTITIES

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95 4(38)135	Q-6	(97) Q-8

UTILITIES

STATION	Roadway Pedestal Foundation (1in. Bolt Circle)	Pedestal Foundation For 28' Steel Pole	Pedestal Foundation For 20' Steel Pole	Transit And Traffic Duct	Hand Box For Traffic Devices	Hand Box For Mech. Elect Services.	Anchor Base Standard (2 Ft. Bracket Arm	175W Mercury Luminaire Built in Ballast And Auxiliary Equipment	250W Sodium Luminaire Built in Ballast And Auxiliary Equipment	Type 'X' Duct Section 2-4in I.D. Fibre	4 in Galvanized Steel Conduit	Type 'M' Duct Section 1-3in I.D. Metallic	Type MX Duct Section 2-5in I.D. Fibre	Type Y Duct Section 1-3in I.D. Fibre	Type 'G' Manhole Mechanical-Electrical	4'x4'x6' HR Manhole Transit And Traffic	Conduit Markers	6" Cast Iron Pipe & Fittings	6" Fire Hydrant & Valve	6" Valve & Vault	Removal of Fire Hydrants	Caisson Foundation For 4'-0" Diameter	Caisson Foundation For 4'-6" Diameter	REMARKS
	EA.	EA.	EA.	L.F.	EA.	EA.	EA.	EA.	EA.	L.F.	L.F.	L.F.	L.F.	L.F.	EA.	EA.	EA.	L.F.	EA.	EA.	EA.	L.F.	L.F.	
PLAN SHEET P-14																								
MAINLINE																								
310+20 TO 321+00				734	4				8		860					1	2						31	
RAMP J																								
10+28 TO 14+93									2															
GUSRYAN ST.																								
0+00 TO 5+00						4				205														
HUDSON ST.	5						3		3										1		1			GUSRYAN STREET TO MATCH LINE
PLAN SHEET P-15																								
MAINLINE																								
321+00 TO 327+00									10													57		
RAMP J																								
14+93 TO 21+46.07											20						2					21		
DUNDALK AVE.																								
155+75 TO 165+15						2								18	1									
JOPLIN RD CONN.																								
10+00 TO 13+75	3						3		3									305		1				
HUDSON ST.	1						1		1										1		1			MATCH LINE TO WEST OF DUNDALK AVE.
PLAN SHEET P-16																								
MAINLINE																								
327+00 TO 328+87				185	1				10		200					1								
RAMP F																								
3+00																						23		
8+83 TO 9+70				65	1																			
SPUR F																								
1+00 TO 1+82.20			1									30												
KANE ST.																								
18+00 TO 25+61.10		4			1	2					55												48	
HUDSON ST.																			1					EAST OF KANE STREET
BUSHEY ST.													130											EAST OF DUNDALK AVE.
TOTAL	7	4	1	984	7	8	7	7	30	205	480	85	130	18	1	2	4	305	3	1	2	101	70	
ITEM NUMBER	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	820	821	822	826	828	
OPTIONAL CONSTR																								
MAINLINE																								
312+35																						28		
TOTAL																						28		
ITEM NUMBER																						827		

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	ENGELL, BENNER, STONE & ASSOC., INC. AND MATZ, EHLERS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET SCALE: DATE:

DRAWN BY J.W.S. DES. BY K.H.
TRACED BY J.W.S. CHK. BY K.H.
F.A.P. NO. I-95-4(38)135
S.R.C. NO. PC 248-35-815
BALTO. CITY NO. 1997
SHEET NO. (97) Q-6 of Q-8

SUMMARY OF QUANTITIES

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	PROJECT NO.	TOTAL SHEETS
2	MD.	I-95-4(38)135	Q-7	(97) Q-8

IDENT NO	PAY ITEMS	UNIT	BALTO. CITY QUANT.	S.R.C. QUANT.	CONT. QUANT.	PROP. QUANT.	FINAL QUANT.
	PRELIMINARY ITEMS						
101	CLEARING AND GRUBBING	L.S.	LUMP SUM			LUMP SUM	
102	ENGINEERS FACILITY	L.S.	LUMP SUM			LUMP SUM	
103	MAINTENANCE OF TRAFFIC	L.S.	LUMP SUM			LUMP SUM	
104	CONSTRUCTION STAKEOUT	L.S.	LUMP SUM			LUMP SUM	
105	MOBILIZATION	L.S.	LUMP SUM			LUMP SUM	
106	ON THE JOB TRAINING	HR.	5,000			5,000	
	GRADING ITEMS						
201	CLASS 1 EXCAVATION	C.Y.	16,108			16,200	
202	CLASS 1-A EXCAVATION	C.Y.			1,000	1,000	
203	CLASS 2 EXCAVATION	C.Y.	312			330	
204	BORROW EXCAVATION	C.Y.	70,000			70,100	
205	CONTINGENT BORROW EXCAVATION	C.Y.			4,000	4,000	
206	CONTINGENT BORROW EXCAVATION FOR OPTIONAL CONSTR	C.Y.			30,000	30,000	
207	CONTINGENT SELECT BORROW EXCAVATION	C.Y.			1,000	1,000	
208	CONTINGENT SELECT BORROW EXCAVATION FOR OPTIONAL CONSTR	C.Y.			500	500	
209	TEST PIT EXCAVATION	C.Y.			150	150	
210	REMOVAL OF EXISTING CURB	L.F.	4,042			4,050	
211	REMOVAL OF EXISTING COMBINATION CURB AND GUTTER	L.F.	523			530	
212	REMOVAL OF EXISTING PAVEMENT	S.Y.	5,750			5,750	
213	CONTINGENT REMOVAL OF EXISTING PAVEMENT FOR OPTIONAL CONSTR	S.Y.			488	500	
214	REMOVAL OF EXISTING SIDEWALK	S.Y.	993			1,000	
	DRAINAGE ITEMS						
301	CLASS 3 EXCAVATION FOR INCIDENTAL CONSTRUCTION	C.Y.			50	50	
302	SELECTED BACKFILL USING NO 67 AGGREGATE	C.Y.			1,000	1,000	
303	SELECTED BACKFILL USING CRUSHER RUN	C.Y.			1,000	1,000	
304	15" RC PIPE, CLASS 4	L.F.	34			34	
305	18" RC PIPE, CLASS 4	L.F.	223			224	
306	CONTINGENT 18" RC PIPE, CLASS 4 FOR OPTIONAL CONSTRUCTION	L.F.			76	76	
307	21" RC PIPE, CLASS 4	L.F.	132			132	
308	24" RC PIPE, CLASS 4	L.F.	334			336	
309	21" x 15" PIPE CONNECTION, BRICK Y	EA.	1			1	
310	18" x 18" PIPE CONNECTION, BRICK Y	EA.	1			1	
311	30" x 21" PIPE CONNECTION, BRICK Y	EA.	1			1	
312	42" x 18" PIPE CONNECTION, BRICK Y	EA.	2			2	
313	REMOVAL OF OLD PIPE CULVERTS, ANY SIZE	L.F.	93			100	
314	8" CAST IRON SOIL PIPE	L.F.	185			185	
315	10" CAST IRON SOIL PIPE	L.F.	160			160	
316	STD. CONC. END SECTION FOR 18" RC PIPE	EA.	1			1	
317	CONTINGENT STD. CONC. END SECTION FOR 18" RC PIPE FOR OPTIONAL CONSTR.	EA.			1	1	
318	STD. CONC. END SECTION FOR 24" RC PIPE	EA.	1			1	
319	STD. TYPE 'K' INLET, DOUBLE GR. TAN., MIN. DEPTH	EA.	2			2	
320	STD. TYPE 'S' INLET, DOUBLE GR. TAN., MIN. DEPTH	EA.	5			5	
321	CONTIN. STD. TYPE 'S' INLET, DOUBLE GR. TAN., MIN. DEPTH FOR OPTIONAL CONSTR.	EA.			1	1	
322	STD. TYPE 'S' INLET, DOUBLE GR. TAN., VERT. DEPTH	L.F.	9.3			10	
323	CONTIN. STD. TYPE 'S' INLET, DOUBLE GR. TAN., VERT. DEPTH FOR OPTIONAL CONSTR.	L.F.			5	1	
324	STD. TYPE 'S' COMB. INLET, DOUBLE GR. TAN., MIN. DEPTH	EA.	6			6	
325	STD. TYPE 'S' COMB. INLET, DOUBLE GR. TAN., VERT. DEPTH	L.F.	17.1			18	
326	ADJUST EXISTING INLET	EA.	3			3	
327	DROP MANHOLE 30" COVER, MIN. DEPTH	EA.	3			3	
328	CONTINGENT DROP MANHOLE 30" COVER, MIN. DEPTH, FOR OPTIONAL CONSTR.	EA.			1	1	
329	DROP MANHOLE, VERTICAL DEPTH	L.F.	53.9			54	
330	CONTINGENT DROP MANHOLE, VERTICAL DEPTH, FOR OPTIONAL CONSTR.	L.F.			17	17	
331	STD. STORM WATER MANHOLE, 30" COVER, MIN. DEPTH	EA.	1			1	
332	STD. STORM WATER MANHOLE, VERTICAL DEPTH	L.F.	1.8			2	
333	ADJUST EXISTING MANHOLE	EA.	3			3	

IDENT. NO	PAY ITEMS	UNIT	BALTO. CITY QUANT.	S.R.C. QUANT.	CONT. QUANT.	PROP. QUANT.	FINAL QUANT.
	DRAINAGE ITEMS (CON'T.)						
334	CLASS P-1 CONCRETE FOR MISC. STRUCTURES	C.Y.			20	20	
335	CLASS A-1 CONCRETE FOR MISC. STRUCTURES	C.Y.	0.5			1	
336	ORDINARY BRICK MASONRY FOR MISC. STRUCTURES	C.Y.			10	10	
337	UTILITY TRENCH UNDERDRAIN	L.F.			100	100	
338	6" PERFORATED CIRCULAR PIPE LONGITUDINAL UNDERDRAIN	L.F.	268			300	
339	6" PERFORATED CIRCULAR PIPE UNDERDRAIN	L.F.			200	200	
340	8" PERFORATED CIRCULAR PIPE UNDERDRAIN	L.F.			200	200	
341	6" CIRCULAR PIPE UNDERDRAIN OUTLETS	L.F.	92			100	
342	8" CIRCULAR PIPE UNDERDRAIN OUTLETS	L.F.			50	50	
343	AGGREGATE BACKFILL FOR UNDERDRAINS	C.Y.			50	50	
344	TEMPORARY SLOPE DRAINS	L.F.	110			110	
345	CONTINGENT TEMPORARY SLOPE DRAINS, FOR OPTIONAL CONSTR.	L.F.			50	50	
346	5" CONCRETE GUTTER	S.Y.	391			400	
347	CLASS 1 MEDIUM RIPRAP	S.Y.	14			20	
	STRUCTURE ITEMS						
401	CLASS 3 EXCAVATION FOR STRUCTURES	C.Y.	3,204			3,204	
402	CONTINGENT CL. 3 EXCAVATION FOR STRUCTURES FOR OPTIONAL CONSTR.	C.Y.			50	50	
403	SUBFOUNDATION DRILLING	L.F.	200			200	
404	12" DIA. CAST-IN-PLACE CONC. PILES, FURN. & DRIVEN	L.F.	5,760			5,760	
405	14" DIA. CAST-IN-PLACE CONC. PILES, FURN. & DRIVEN	L.F.	23,190			23,190	
406	CONTIN. 14" DIA. CAST-IN-PLACE CONC. PILES, FURN. & DRIVEN FOR OPTIONAL CONSTR.	L.F.			1,170	1,170	
407	12" DIA. CAST-IN-PLACE CONC. TEST PILES, FURN. & DRIVEN	L.F.	320			320	
408	14" DIA. CAST-IN-PLACE CONC. TEST PILES, FURN. & DRIVEN	L.F.	1,380			1,380	
409	CONTIN. 14" DIA. CAST-IN-PLACE CONC. TEST PILES, FURN. & DRIVEN FOR OPT. CONSTR.	L.F.			140	140	
410	12" DIA. CAST-IN-PLACE CONC. PILE SPLICES	EA.	91			91	
411	14" DIA. CAST-IN-PLACE CONC. PILE SPLICES	EA.	380			380	
412	CONTIN. 14" DIA. CAST-IN-PLACE CONC. PILE SPLICES FOR OPTIONAL CONSTR.	EA.			10	10	
413	12" DIA. CAST-IN-PLACE CONC. PILE LOAD TEST	EA.	1			1	
414	14" DIA. CAST-IN-PLACE CONC. PILE LOAD TEST	EA.	3			3	
415	FOOTING CONC. FOR GUSRYAN ST. BRIDGES	C.Y.	341			341	
416	FOOTING CONC. FOR DUNDALK AVE. BRIDGES	C.Y.	1,787			1,787	
417	FOOTING CONC. FOR RETAINING WALL, N.B.R.	C.Y.	111			111	
418	FOOTING CONC. FOR RETAINING WALL, RAMP 'J'	C.Y.	91			91	
419	SUBSTRUCTURE CONC FOR ABUT GUSRYAN ST. BRIDGES	L.S.	LUMP SUM			LUMP SUM	
420	CONTIN. SUBSTRUCTURE CONC FOR ABUT FOR OPTIONAL CONSTR.	L.S.	LUMP SUM		LUMP SUM	LUMP SUM	
421	SUBSTRUCTURE CONC FOR ABUT DUNDALK AVE. BRIDGES	L.S.	LUMP SUM			LUMP SUM	
422	SUBSTRUCTURE CONC FOR PIERS DUNDALK AVE. BRIDGES	L.S.	LUMP SUM			LUMP SUM	
423	SUBSTRUCTURE CONC FOR RETAINING WALL N.B.R.	L.S.	LUMP SUM			LUMP SUM	
424	SUBSTRUCTURE CONC FOR RETAINING WALL RAMP 'J'	L.S.	LUMP SUM			LUMP SUM	
425	SUPERSTRUCTURE CONC FOR ABUT GUSRYAN ST. BRIDGES	L.S.	LUMP SUM			LUMP SUM	
426	CONTIN. SUPERSTRUCTURE CONC FOR ABUT FOR OPTIONAL CONSTR.	L.S.	LUMP SUM		LUMP SUM	LUMP SUM	
427	SUPERSTRUCTURE CONC FOR ABUT DUNDALK AVE BRIDGES	L.S.	LUMP SUM			LUMP SUM	
428	SUPERSTRUCTURE CONC FOR BRIDGE, GUSRYAN ST BR	L.S.	LUMP SUM		LUMP SUM	LUMP SUM	
429	SUPERSTRUCTURE CONC FOR BRIDGE, DUNDALK AVE BR	L.S.	LUMP SUM		LUMP SUM	LUMP SUM	
430	CLASS 'C' CONC. SUB-FOUNDATION	C.Y.	250			250	
431	CONTINGENT CONCRETE	C.Y.			250	250	
432	APPROACH SLAB CONCRETE	S.Y.	1,406			1,406	

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	GEDDES, BROWER, BEIRNE & ASSOC., INC. AND KETZ, CULLEN & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.W.S. DES. BY K.H. TRACED BY J.W.S. CHK. BY K.H. F.A.P. NO. I-95-4(38)135 S.R.C. NO. BC.246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) Q-7 & Q-8
	SCALE	DATE JUN 2 1972	

SUMMARY OF QUANTITIES

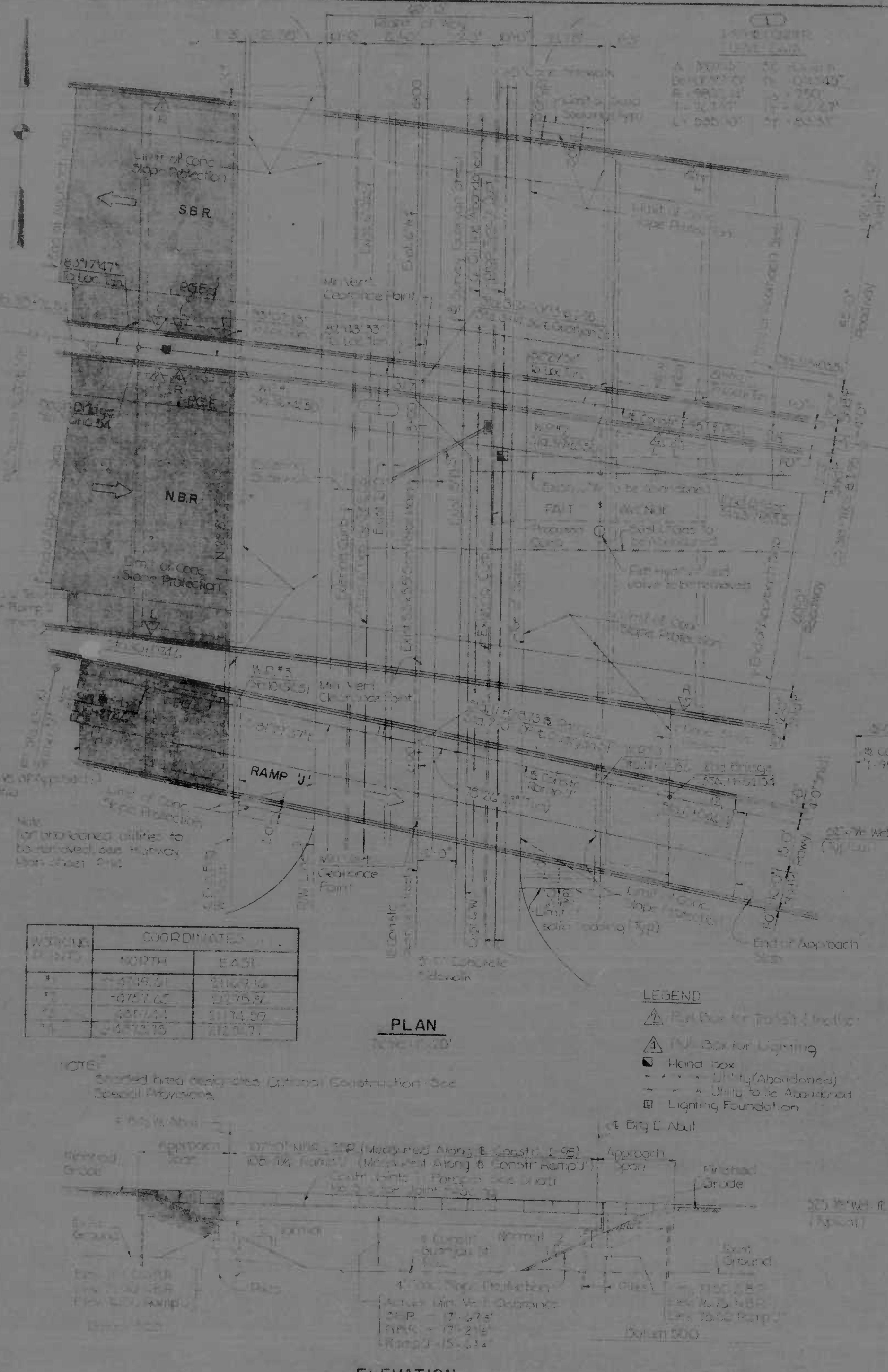
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	Q-8	(97) Q-8

IDENT. NO.	PAY ITEMS	UNIT	BALTO. CITY QUANT.	S.R.C. QUANT.	CONT. QUANT.	PROP. QUANT.	FINAL QUANT.
	STRUCTURE ITEMS (CON'T)						
433	FABRICATED STRUCTURAL STEEL (A-588) FOR GUSRYAN ST. BRIDGES	L.S.	LUMP SUM			LUMP SUM	
434	FABRICATED STRUCTURAL STEEL (A-588) FOR DUNDALK AVE. BRIDGES	L.S.	LUMP SUM			LUMP SUM	
435	4" CONC. SLOPE PROTECTION	S.Y.	3,040			3,040	
436	INTERLOCKING STEEL SHEET PILING	L.S.	LUMP SUM			LUMP SUM	
437	STEEL STUD SHEAR DEVELOPERS FOR GUSRYAN ST. BRIDGES	L.S.	LUMP SUM			LUMP SUM	
438	STEEL STUD SHEAR DEVELOPERS FOR DUNDALK AVE. BRIDGES	L.S.	LUMP SUM			LUMP SUM	
439	MODULAR EXPANSION JOINTS	L.F.	540			540	
	PAVING ITEMS						
501	6" SUB-BASE USING CRUSHER RUN	S.Y.	11,262			12,000	
502	3" DENSE GRADED STAB. AGGR. BASE COURSE	S.Y.	3,556			3,600	
503	5" DENSE GRADED STAB. AGGR. BASE COURSE WITH ASPHALT EMULSION	S.Y.	1,243			1,300	
504	CRUSHER RUN AGGR. FOR MAINT. OF TRAFFIC	TON			25	25	
505	BITUMINOUS MATERIAL FOR PRIME COAT	GAL	2,535			2,600	
506	BIT. CONC. SPEC. B USING BAND ST/SLAG	TON	432			440	
507	BIT. CONC. SPEC. B USING BAND SN/STONE	TON	4			4	
508	BIT. CONC. SPEC. B USING BAND BI OR BI/SL	TON	508			510	
509	BIT. CONC. SPEC. B USING BAND BC OR BC/SL	TON	1,222			1,230	
510	BIT. CONC. SPEC. B FOR MAINT. OF TRAFFIC, STONE OR SLAG	TON			25	25	
511	8" REINFORCED CEMENT CONC. PAVEMENT CLASS P	S.Y.	65			65	
512	9" REINFORCED CEMENT CONC. PAVEMENT CLASS P	S.Y.	6,284			6,300	
513	CALCIUM CHLORIDE	TON			5	5	
	SHOULDER ITEMS						
601	3" STAB. SHOULDERS, DENSE GRADED STAB. AGGR.	S.Y.	1,578			1,600	
602	4" STAB. SHOULDERS, DENSE GRADED STAB. AGGR.	S.Y.	1,354			1,400	
603	VARIABLE DEPTH STAB. SHOULDERS, DENSE GRADED STAB. AGGR.	S.Y.	987			1,000	
604	BIT. CONC. SHOULDER SPEC. B BAND SN/STONE	TON	263			270	
605	10" PLAIN CEMENT CONC. SHOULDERS	S.Y.	672			680	
606	BIT. CONC. CURB SPEC. B	L.F.	2,575			2,600	
607	STD. TYPE 'A' CURB 8" x 17"	L.F.	3,540			3,550	
608	STD. TYPE 'A' COMB. CURB & GUTTER, 12" GUTTER, 8" DEPTH	L.F.	361			370	
609	STD. TYPE 'A' COMB. CURB & GUTTER, 24" GUTTER, 8" DEPTH	L.F.	486			490	
610	STD. TYPE 'A' COMB. CURB & GUTTER, 12" GUTTER, 9" DEPTH	L.F.	781			790	
611	CONCRETE BARRIER	L.F.	1,525			1,550	
612	STD. CURB OPENING	EA.	3			3	
613	MONOLITHIC CONC. MEDIAN VARIABLE WIDTH TYPE 'A' 4'-0" TO 8'-0"	L.F.	35			35	
614	5" CONC. SIDEWALK	S.F.	15,044			15,100	
615	GUARD RAIL W BEAM	L.F.	1,158			1,160	
616	GUARD RAIL W BEAM BARRICADE	L.F.	30			30	
617	GUARD RAIL W BEAM MEDIAN BARRIER AND APPROACH FLARE	EA.	2			2	
618	GUARD RAIL W BEAM APPROACH FLARE	EA.	1			1	
619	GUARD RAIL W BEAM ANCHORAGE AT STRUCTURES	EA.	1			1	
620	6 FT. CHAIN LINK FENCE	L.F.	1,885			2,000	
621	CONTINGENT 6 FT. CHAIN LINK FENCE FOR OPTIONAL CONSTR.	L.F.			820	820	
622	TERMINAL POST FOR 6 FT. CHAIN LINK FENCE	EA.	20			20	
623	CONTIN. TERMINAL POSTS FOR 6 FT. CHAIN LINK FENCE FOR OPTIONAL CONSTR.	EA.			8	8	
624	REMOVE AND RESET EXISTING FENCE	L.F.	310			310	
625	CONTINGENT REMOVE EXISTING FENCE FOR OPTIONAL CONSTR.	L.F.			625	625	

IDENT. NO.	PAY ITEMS	UNIT	BALTO. CITY QUANT.	S.R.C. QUANT.	CONT. QUANT.	PROP. QUANT.	FINAL QUANT.
	LANDSCAPING ITEMS						
701	PLACING SALVAGED TOPSOIL 2" DEPTH	S.Y.	22,741			23,000	
702	PLACING SALVAGED TOPSOIL 4" DEPTH	S.Y.	13,314			13,300	
703	CONTIN TOPSOIL FURNISHED & PLACED 2" DEPTH FOR OPTIONAL CONSTR.	S.Y.			6,407	6,500	
704	TOPSOIL FURNISHED & PLACED 4" DEPTH	S.Y.	886			900	
705	TEMPORARY SEEDING	S.Y.			500	500	
706	CONTIN TEMPORARY SEEDING FOR OPTIONAL CONSTR	S.Y.			1,000	1,000	
707	SEEDING AND MULCHING	S.Y.	22,741			23,000	
708	CONTIN SEEDING AND MULCHING FOR OPTIONAL CONSTR	S.Y.			6,407	6,500	
709	SEEDING AND MULCHING FLAT AREAS	S.Y.	20,200			20,200	
710	SOLID SODDING	S.Y.	717			750	
711	SOIL MIX	C.Y.	226			230	
	UTILITY ITEMS						
801	ROADWAY PEDESTAL FOUNDATION 11" BOLT CIRCLE	EA.	7			7	
802	PEDESTAL FOUNDATION FOR 28' STEEL POLE	EA.	4			4	
803	PEDESTAL FOUNDATION FOR 20' STEEL POLE	EA.	1			1	
804	TRANSIT AND TRAFFIC DUCT	L.F.	984			1,000	
805	HANDBOX FOR TRAFFIC DEVICES	EA.	7			7	
806	HANDBOX FOR MECHANICAL ELECTRICAL SERVICE	EA.	8			8	
807	ANCHOR BASE STD. 12' BRACKET ARM	EA.	7			7	
808	175 WATT MERCURY LUMINAIRE BUILT IN BALLAST AND AUXILIARY EQUIP.	EA.	7			7	
809	250 WATT SODIUM LUMINAIRE BUILT IN BALLAST AND AUXILIARY EQUIP.	EA.	30			30	
810	TYPE X DUCT SECTION 2-4" I.D. FIBRE	L.F.	295			300	
811	4" GALVANIZED STEEL CONDUIT	L.F.	480			500	
812	TYPE MY DUCT SECTION 1-3" I.D. METALIC	L.F.	85			100	
813	TYPE MX DUCT SECTION 2.5" I.D. FIBRE	L.F.	136			150	
814	TYPE Y DUCT SECTION 1-3" I.D. FIBRE	L.F.	18			20	
815	TYPE G MANHOLE, MECHANICAL ELECTRICAL	EA.	1			1	
816	4'x4'x6' H.R. MANHOLE - TRANSIT AND TRAFFIC	EA.	2			2	
817	CONDUIT MARKERS	EA.	4			4	
818	WIRING FOR UNDERPASS LIGHTING	L.S.	LUMP SUM			LUMP SUM	
819	6" CAST IRON PIPE AND FITTINGS	L.F.	305			305	
820	6" FIRE HYDRANT AND VALVE	EA.	3			3	
821	6" VALVE AND VAULT	EA.	1			1	
822	REMOVAL OF FIRE HYDRANTS	EA.	2			2	
823	CLASS 'A' CONC. FOR BUTTRESSES AND ANCHORS	C.Y.			25	25	
824	CONTINGENT EXCAVATION BELOW SUBGRADE, ETC.	C.Y.			50	50	
825	CONTINGENT BORROW EXCAVATION FOR TRENCH BACKFILL	C.Y.			200	200	
826	CAISSON FOUNDATIONS FOR 4'-0" DIAMETER	L.F.	101			105	
827	CONTINGENT CAISSON FOUNDATIONS FOR 4'-0" DIAMETER	L.F.			28	30	
828	CAISSON FOUNDATIONS FOR 4'-6" DIAMETER	L.F.	78			80	

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KINDERLE, DEIBERT, STONE & ASSOC., INC. AND HATZ, CHILES & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET
		SCALE: NONE DATE: JUN 21 1972
		DRAWN BY J.W.S. TRACED BY J.W.S. DES. BY K.H. CHK. BY J.L.C.
		F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997
		SHEET NO. (97) Q-8 OF Q-8

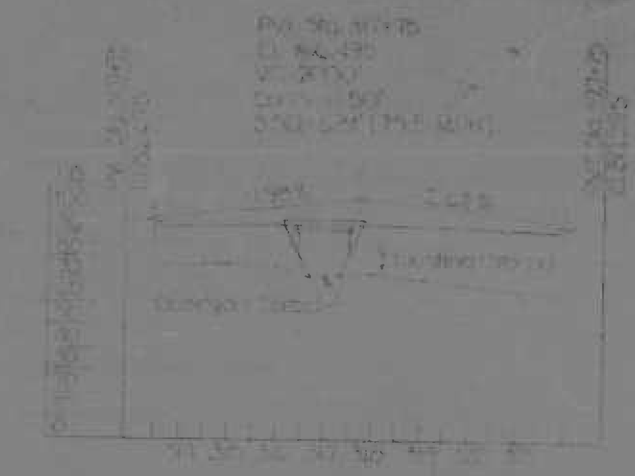
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-1	(97) S-60



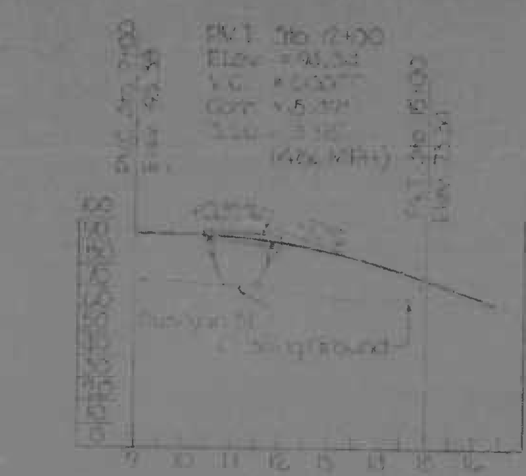
PLAN

NOTE: Shaded area designates Optional Construction - See Special Provisions.

ELEVATION



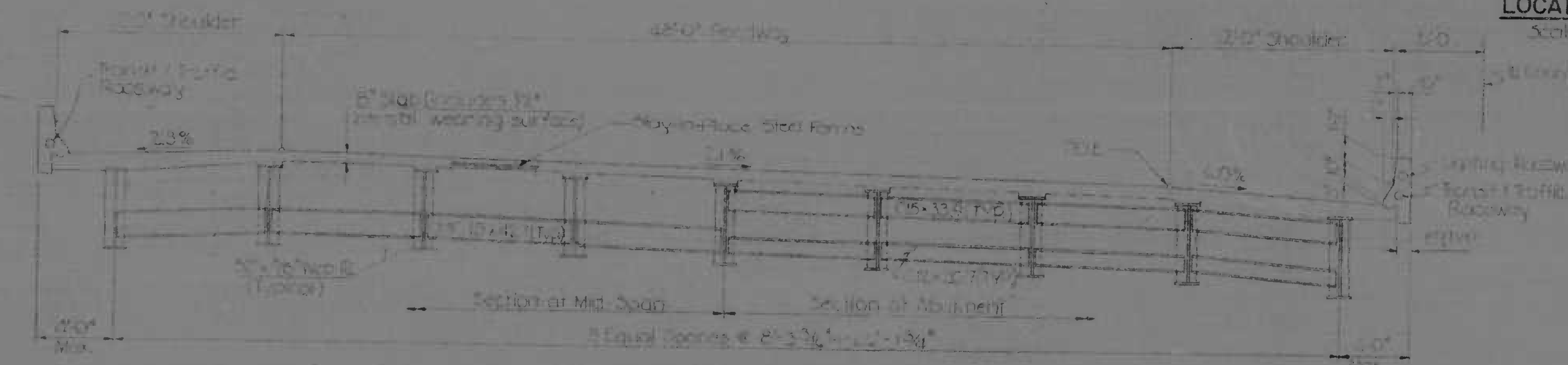
PROFILE I-95



PROFILE RAMP 'J'

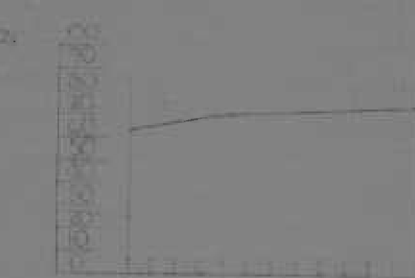
LOCATION PLAN

Scale 1"=2,000'

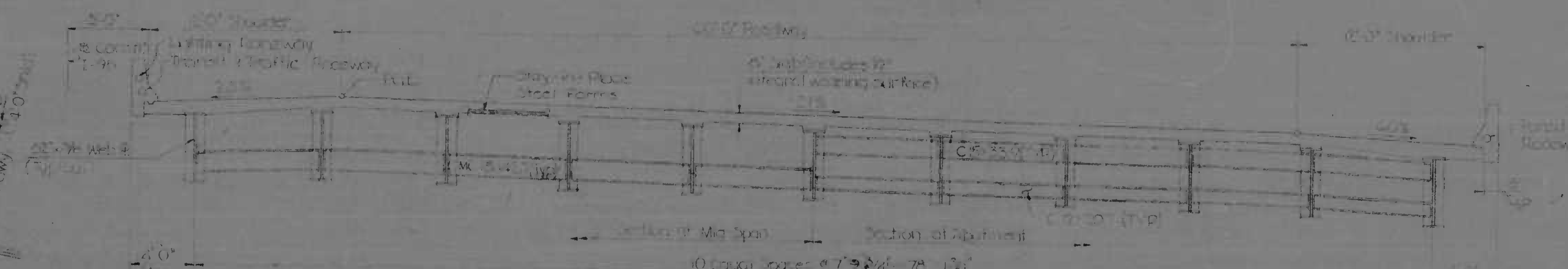


TYPICAL DECK SECTION - S.B.R.

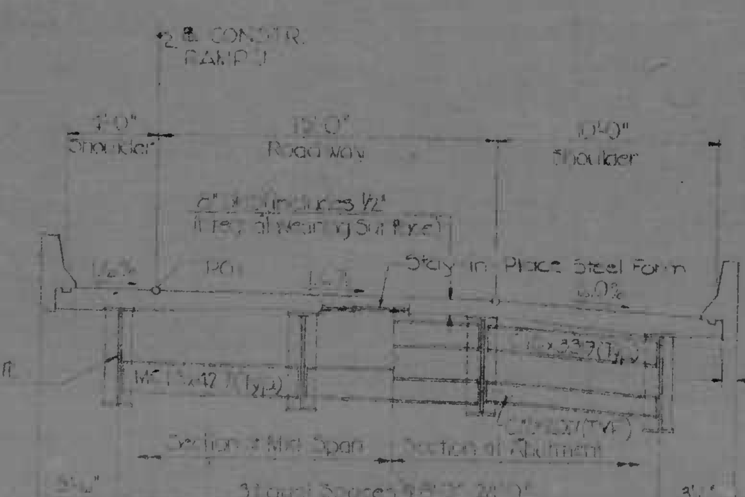
Note: For abandoned utilities to be removed see Highway Plan Sheet



PROFILE GUSRYAN STREET



TYPICAL DECK SECTION - N.B.R.



TYPICAL DECK SECTION - RAMP "J"

REFERENCES	SHEET NO.
S.B.R. West Abutment	S-2
N.B.R. West Abutment	S-3
S.B.R. East Abutment	S-4
N.B.R. East Abutment	S-5
Ramp J West & East Abutments	S-6
Approach Span Details	S-7
Framing Plan, Girder Elevation & Camber Table	S-8
Typical Deck Section	S-9
Superstructure Elevations	S-10
Bearing & Expansion Joint Details	S-11
Boring Data	S-12
Underpass Lighting	S-[illegible]
Superstructure Details	S-[illegible]
Substructure Details	S-[illegible]

GENERAL NOTES:

1. SPECIFICATIONS: S.R.C. Specifications and Errata to Specifications dated March 1968 and Special Provisions for materials and construction. AASHO Standard Specifications for Highway Bridges dated 1969, and 1970 Interim Specs. for design. For reinforced concrete design, fs 1200 psi except that the concrete in bridge deck slabs supported by steel stringers [illegible]
2. LOADING: HS 20-44 or 2-24,000 lb axles spaced 4' apart whichever governs, with provisions for [illegible] wearing surface.
3. CONCRETE: Class "A" Concrete shall have minimum compressive strength of [illegible] psi in 28 Days. See Special Provision.
4. CHAMFER: All exposed corners of concrete shall be chamfered 3/4"x3/4" [illegible] except where indicated by the following notation on the plan: "No Chamfer."
5. REINFORCING STEEL: Reinforcing steel shall conform to ASTM Designation A 615 [illegible]. All splices shall be lapped a minimum of [illegible] bar diameters unless otherwise noted. [illegible] otherwise noted.
6. STRUCTURAL STEEL: Structural steel shall be ASTM Designation A 36 [illegible] See Special Provisions.
7. [illegible]
8. [illegible]
9. Stay-in-Place steel forms shall be used on this contract.

REVISIONS	CONSULTANT		
	KNOERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY

INTERSTATE RTE. 95 & RAMP "J" OVER GUSRYAN STREET

GENERAL PLAN AND ELEVATION

SCALE: As Shown DATE: JUN 2 1972

DRAWN BY: J.R.H. TRACED BY: J.R.H. DES. BY: A.E. CHK. BY: M.S.C.

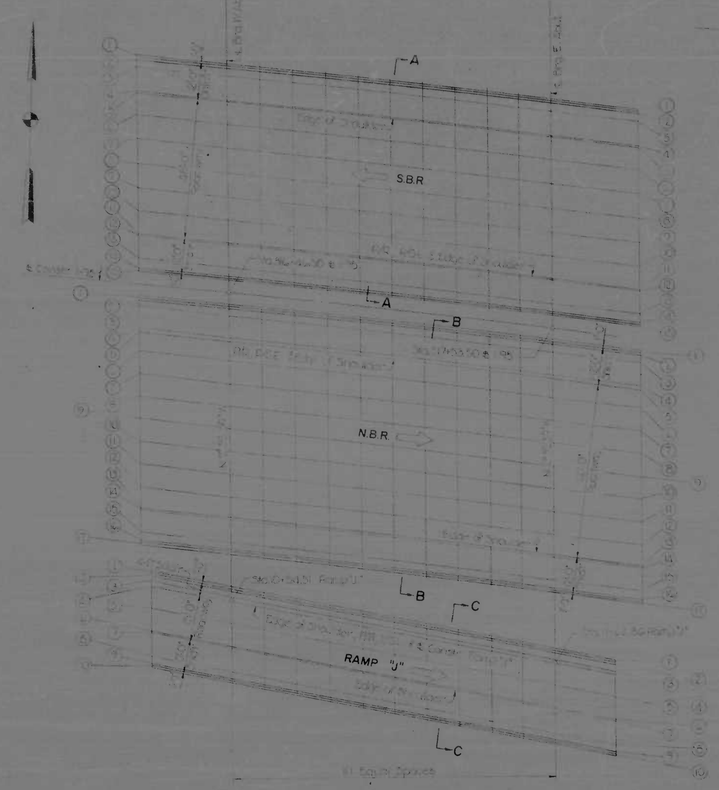
F.A.P. NO. I-95-4(38)35

S.R.C. NO. BC 246-35-815

BALTO. CITY NO. 1997

SHEET NO. S-1 of (97) S-60

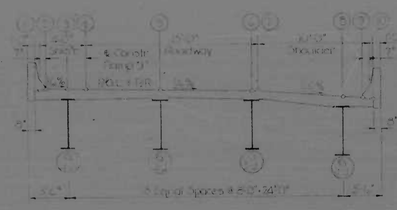
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-10	(97) S-60



SUPERSTRUCTURE ELEVATION - KEY PLAN

DESCRIPTION		℄ BRG W ABUT.	RAMP J											℄ BRG E ABUT.
STATION *		0+34.91	0+34.91	0+76.16	0+87.01	0+87.85	0+98.98	1+09.52	1+30.35	1+41.19	1+52.02	1+62.86	
1	NORTH KEY LINE	21.50	21.35	20.14	20.73	20.71	21.48	21.23	20.57	20.70	20.41	20.10	
2	NORTH CURB LINE	20.46	20.34	20.12	20.51	20.49	21.46	21.21	20.55	20.67	20.37	20.06	
3	GIRDER G 1-J	20.46	20.27	20.08	20.33	20.40	21.41	21.17	20.51	20.64	20.34	20.04	
4	℄ CONSTR. & P/G.L.	20.42	20.24	20.05	20.33	20.43	21.30	21.14	20.38	20.60	20.31	20.01	
5	GIRDER G 2-J	19.90	20.12	20.32	20.72	21.42	21.26	21.01	20.74	20.46	20.17	19.86	
6	GIRDER G 3-J	21.4	21.26	21.76	21.55	21.33	21.09	20.84	20.57	20.29	20.00	19.68	
7	EDGE OF SHOULDER	21.3	21.26	21.72	21.54	21.32	21.08	20.83	20.56	20.28	19.99	19.68	
8	GIRDER G 4-J	21.46	21.47	21.76	21.56	20.54	20.60	20.34	20.07	19.79	19.49	19.18	
9	SOUTH CURB LINE	21.53	21.36	21.16	20.94	20.71	20.47	20.23	19.96	19.67	19.37	19.06	
10	SOUTH KEY LINE	21.48	21.29	21.09	20.88	20.66	20.41	20.16	19.89	19.61	19.31	19.00	

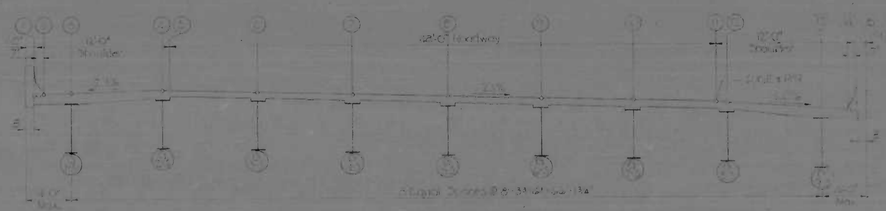
Note:
* Ramp J stations are shown for Line A & Centerline
** SBR I-95 Stations are shown for Line B PGE
*** NBR I-95 Stations are shown for Line D PGE



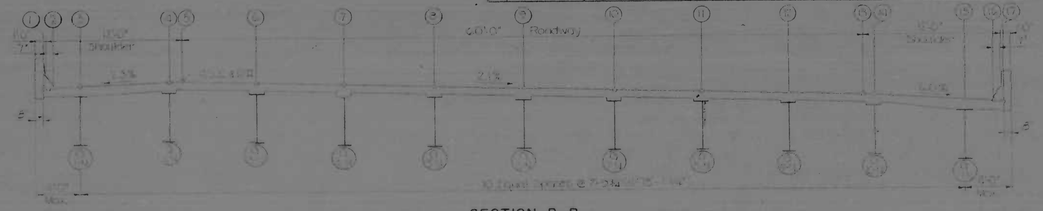
SECTION C-C

DESCRIPTION		℄ BRG W ABUT.	SBR I-95													℄ BRG E ABUT.
STATION**		3+44.45	3+55.13	3+65.82	3+76.50	3+87.18	3+97.86	4+08.54	4+19.22	4+29.90	4+40.58	4+51.27	
1	NORTH KEY LINE	35.94	35.94	35.94	35.93	35.92	35.91	35.89	35.88	35.86	35.83	35.81	
2	NORTH CURB LINE	35.96	35.96	35.96	35.95	35.94	35.93	35.91	35.90	35.88	35.86	35.83	
3	GIRDER G 1-S	36.0	36.01	36.01	36.01	36.00	35.98	35.97	35.95	35.93	35.91	35.88	
4	GIRDER G 2-S	36.20	36.20	36.20	36.19	36.19	36.17	36.16	36.14	36.12	36.10	36.07	
5	EDGE OF SHOULDER	36.23	36.22	36.22	36.21	36.20	36.19	36.18	36.16	36.14	36.11	36.09	
6	GIRDER G 3-S	36.07	36.07	36.06	36.05	36.04	36.03	36.02	36.00	35.98	35.96	35.93	
7	GIRDER G 4-S	35.90	35.88	35.87	35.86	35.86	35.84	35.82	35.80	35.78	35.75	35.73	
8	GIRDER G 5-S	35.73	35.72	35.71	35.70	35.69	35.68	35.66	35.65	35.63	35.60	35.58	
9	GIRDER G 6-S	35.55	35.55	35.54	35.53	35.52	35.51	35.49	35.47	35.45	35.43	35.40	
10	GIRDER G 7-S	35.38	35.37	35.36	35.35	35.34	35.33	35.31	35.30	35.27	35.25	35.23	
11	EDGE OF SHOULDER & P/G.E.	35.22	35.21	35.21	35.20	35.20	35.17	35.16	35.14	35.12	35.09	35.06	
12	GIRDER G 8-S	35.17	35.17	35.16	35.15	35.14	35.12	35.10	35.09	35.07	35.04	35.02	
13	GIRDER G 9-S	34.68	34.67	34.66	34.65	34.64	34.62	34.61	34.59	34.57	34.55	34.52	
14	SOUTH CURB LINE	34.53	34.53	34.52	34.51	34.50	34.48	34.47	34.45	34.43	34.40	34.35	
15	SOUTH KEY LINE	34.48	34.47	34.47	34.46	34.45	34.43	34.41	34.40	34.37	34.35	34.32	

DESCRIPTION		℄ BRG W ABUT.	NBR I-95													℄ BRG E ABUT.
STATION***		3+44.55	3+55.23	3+65.92	3+76.60	3+87.28	3+97.96	4+08.64	4+19.32	4+29.99	4+40.67	4+51.36	
1	NORTH KEY LINE	34.93	34.93	34.92	34.91	34.90	34.89	34.87	34.85	34.83	34.80	34.77	
2	NORTH CURB LINE	34.93	34.93	34.92	34.93	34.92	34.91	34.89	34.87	34.85	34.82	34.79	
3	GIRDER G 1-N	35.00	35.00	35.00	34.99	34.98	34.96	34.94	34.92	34.90	34.88	34.85	
4	GIRDER G 2-N	35.18	35.18	35.18	35.17	35.16	35.14	35.12	35.10	35.08	35.05	35.02	
5	EDGE OF SHOULDER & P/G.E.	35.22	35.21	35.20	35.19	35.18	35.17	35.15	35.13	35.11	35.08	35.05	
6	GIRDER G 3-N	35.08	35.07	35.07	35.06	35.04	35.03	35.01	34.99	34.97	34.94	34.91	
7	GIRDER G 4-N	34.82	34.81	34.80	34.80	34.78	34.76	34.74	34.72	34.70	34.67	34.65	
8	GIRDER G 5-N	34.58	34.58	34.54	34.53	34.51	34.50	34.48	34.46	34.43	34.41	34.38	
9	GIRDER G 6-N	34.50	34.58	34.57	34.56	34.55	34.53	34.51	34.49	34.47	34.44	34.41	
10	GIRDER G 7-N	34.42	34.42	34.41	34.39	34.38	34.36	34.35	34.32	34.30	34.27	34.25	
11	GIRDER G 8-N	34.26	34.25	34.24	34.23	34.21	34.20	34.18	34.16	34.13	34.11	34.08	
12	GIRDER G 9-N	34.09	34.09	34.08	34.06	34.05	34.03	34.01	33.99	33.97	33.94	33.91	
13	EDGE OF SHOULDER	33.95	33.95	33.94	33.93	33.91	33.90	33.88	33.85	33.83	33.80	33.77	
14	GIRDER G 10-N	33.88	33.87	33.86	33.85	33.83	33.82	33.80	33.77	33.75	33.73	33.70	
15	GIRDER G 11-N	33.41	33.40	33.39	33.38	33.36	33.34	33.32	33.30	33.28	33.25	33.23	
16	SOUTH CURB LINE	33.27	33.26	33.25	33.24	33.23	33.21	33.19	33.16	33.14	33.11	33.08	
17	SOUTH KEY LINE	33.21	33.21	33.20	33.18	33.17	33.15	33.13	33.11	33.08	33.06	33.03	

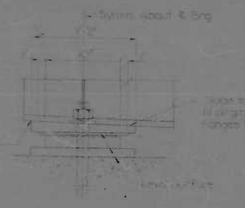


SECTION A-A

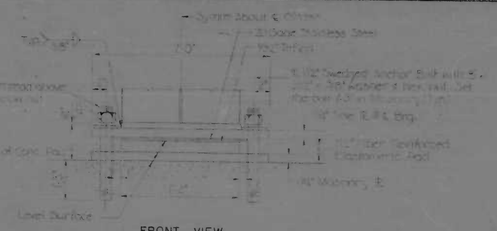


SECTION B-B

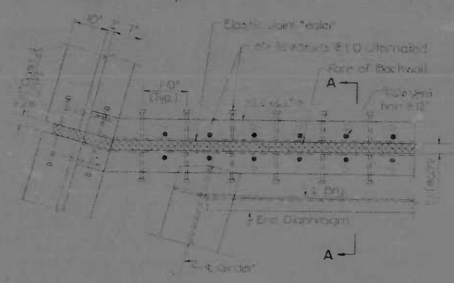
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KIDERLE, BENDER, STONE & ASSOC., etc. AND MATZ, CHILES & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 & RAMP "J" OVER GUSRYAN STREET SUPERSTRUCTURE ELEVATIONS	DRAWN BY J.R.H. TRACED BY J.R.H. DES. BY A.B.E. CHK. BY M.S.C. F.A.P. NO. I-95-4(38)35 G.R.C. NO. B.C.246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) S-10 OF S-60
		SCALE As Shown DATE JUN 2 1972	



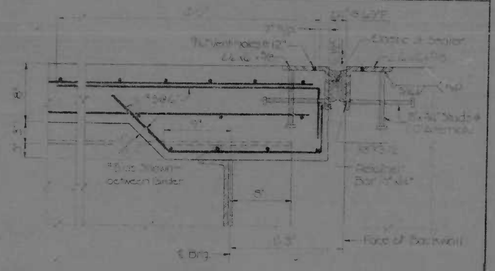
ELEVATION



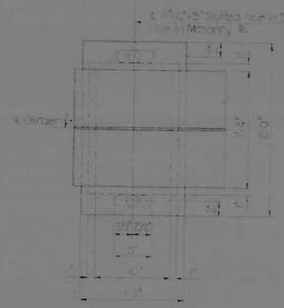
FRONT VIEW



PLAN

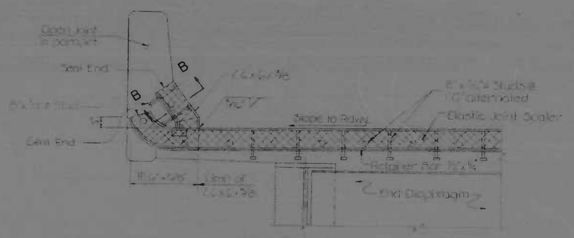


SECTION A-A



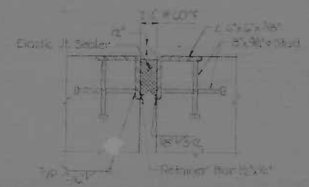
PLAN

EXPANSION BEARING TYPE - E 150

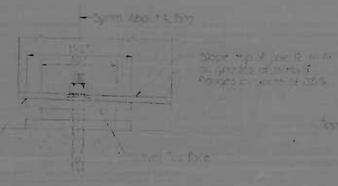


ELEVATION

ABUTMENT JOINT DETAILS



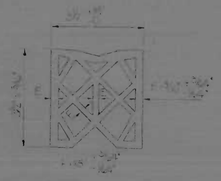
SECTION B-B



ELEVATION

FRONT VIEW

FIX BEARING TYPE - F 150



ELASTIC JOINT SEALER

Not to Scale

JOINT WIDTH DURING INSTALLATION

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-11	(97) S-60

REVISIONS	CONSULTANT
	KNOBLE, BENDER, STONE & ASSOC. IN AND MATZ, COLES & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS

INTERSTATE RTE 95 & RAMP "J" OVER GUSRYAN STREET
BEARING AND EXPANSION JOINT DETAILS

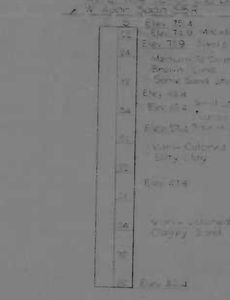
SCALE: As Shown DATE: JUN 2 1972

STATE ROADS COMMISSION OF MARYLAND
INTERSTATE DIVISION FOR BALTIMORE CITY

DRAWN BY J.R.H.	DES. BY A.B.E. & A.E.
TRACED BY J.R.H.	CHK. BY M.S.C.
F.A.P. NO. I-95-4(38)35	SHEET NO. (97) S-11 OF S-60
S.R.C. NO. B.C. 246-35-815	
BALTO. CITY NO. 1997	

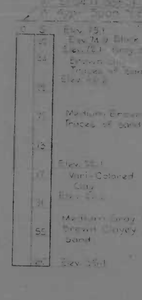
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4 (38)35	S-12	(97) S-60

BORING No. 1
Sta. 3+66 95' Lt ℄ Gusryan St



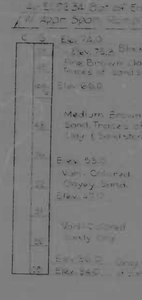
W.L. @ Elev. 12.0 1 Hr.

BORING No. 2
Sta. 2+78 95' Lt ℄ Gusryan St.



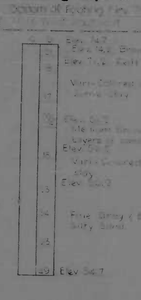
W.L. @ Elev. 51.5 2 Hrs.

BORING No. 3
Sta. 2+10 95' Lt. ℄ Gusryan St



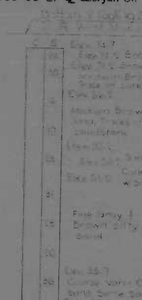
W.L. @ Elev. 30.5 24 Hrs.

BORING No. 4
Sta. 3+87 66' Lt ℄ Gusryan St



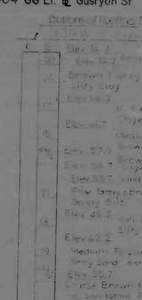
W.L. @ Elev. 13.5 24 Hrs.

BORING No. 5
Sta. 3+39 66' Lt. ℄ Gusryan St.



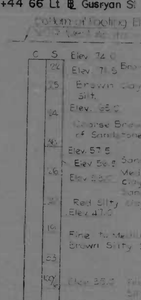
W.L. @ Elev. 10.5 ½ Hrs.
Water Closed (Dry @ Elev. 14.0 48 Hrs.

BORING No. 6
Sta. 3+04 66' Lt. ℄ Gusryan St



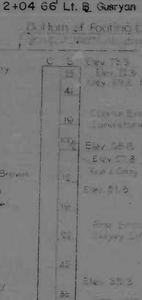
W.L. @ Elev. 19.0 ½ Hr.

BORING No. 7
Sta. 2+44 66' Lt ℄ Gusryan St



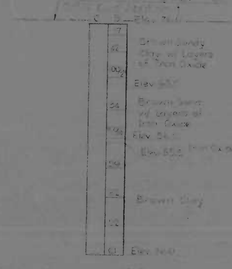
W.L. @ Elev. 29.0 ½ Hr.

BORING No. 8
Sta. 2+04 66' Lt. ℄ Gusryan St



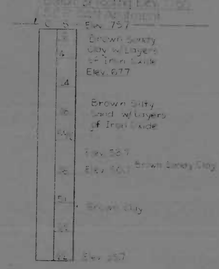
W.L. @ Elev. 38.0 ½ Hr.

BORING No. 9
Sta. 3+74 42' Rt ℄ Gusryan St.



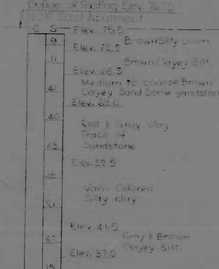
Caved in at 9'6" 1 Hr.

BORING No. 10
Sta. 3+26 42' Rt ℄ Gusryan St



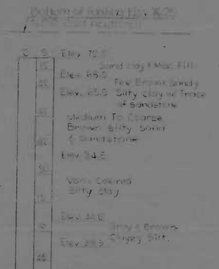
W.L. @ Elev. 36.0 1 Hr.
Caved @ Elev. 11.0 24 Hrs.

BORING No. 11
Sta. 2+91 42' Rt. ℄ Gusryan St



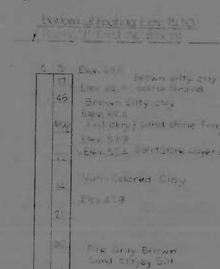
W.L. @ Elev. 30.5 1 Hr.

BORING No. 12
Sta. 2+30 42' Rt ℄ Gusryan St.



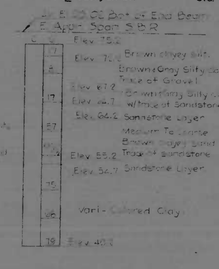
W.L. @ Elev. 14.0 1 Hr
Closed 24 Hrs.

BORING No. 13
Sta. 1+81 42' Rt ℄ Gusryan St.



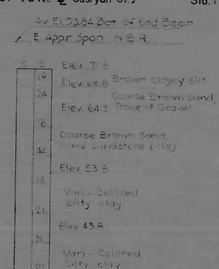
W.L. @ Elev. 21.0 1 Hr

BORING No. 14
Sta. 3+46 70' Rt. ℄ Gusryan St.



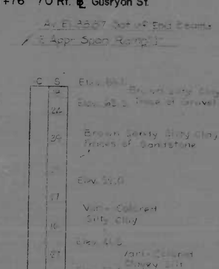
N% Water Table Available

BORING No. 15
Sta. 2+57 70' Rt. ℄ Gusryan St.



W.L. @ Elev. 12.0 1½ Hr
Closed

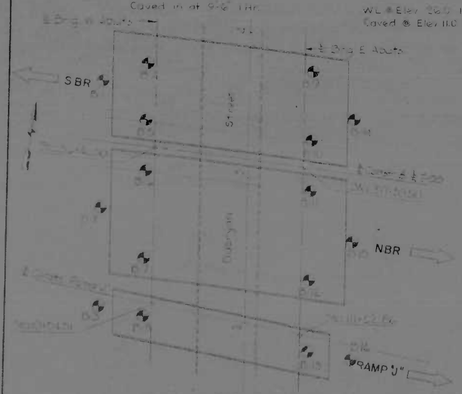
BORING No. 16
Sta. 1+76 70' Rt. ℄ Gusryan St



W.L. @ Elev. 20.5 16 Hrs.

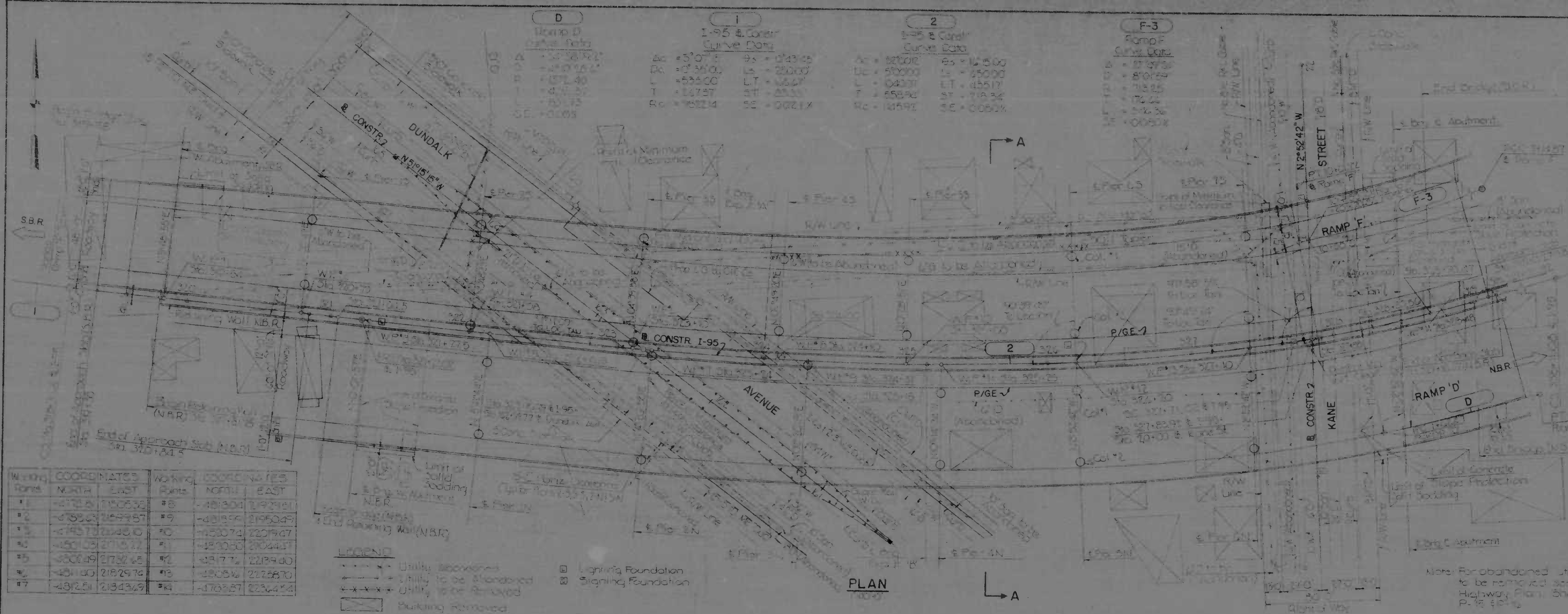
Notes:
1. N = Number of blows required to drive a (1½" Dia. Casing and Rod) using 300 lbs weight falling 30 inches on (1" no casing drives are shown 6 inches with out weight used)
2. N = Number of blows required to drive a 2" O.D. Sampling spoon one foot using a 140 lbs weight falling 30 inches

BORING LOCATION PLAN
1" = 40'-0"



REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KNOEBLE, BENDER, STONE & ASSOC., INC. AND MAEZ, CURRS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 & RAMP "J" OVER GUSRYAN STREET BORING DATA	DRAWN BY J.R.H. TRACED BY J.R.H. DES. BY A.E. CHK. BY M.S.C.
		SCALE: As Shown DATE: JUN 2 1972	F.A.P. NO. I-95-4(38)35 S.R.C. NO. B.C. 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) S-12 or S-60

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-13	(97) S-60

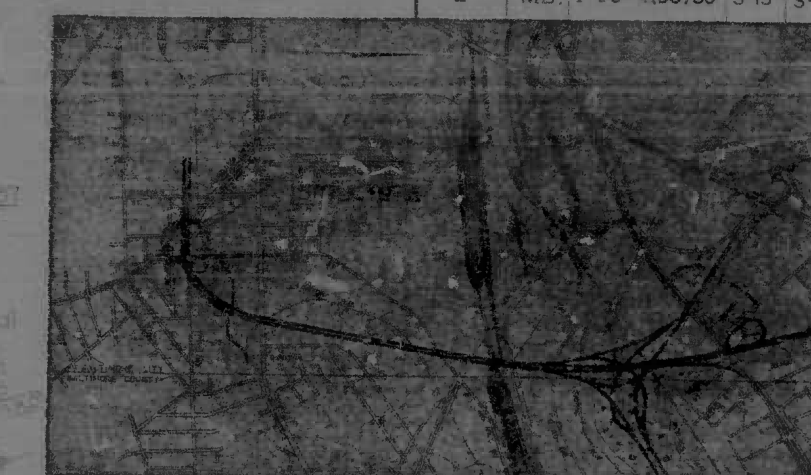


Working Points	COORDINATES NORTH	COORDINATES EAST	Working Points	COORDINATES NORTH	COORDINATES EAST
#1	-4172.61	21505.33	#8	-4813.04	21929.61
#2	-4788.63	21599.87	#9	-4818.96	21950.49
#3	-4795.73	21648.10	#10	-4520.74	22019.47
#4	-4501.03	21715.72	#11	-4530.60	22044.57
#5	-4800.49	21782.65	#12	-4817.74	22139.40
#6	-4811.00	21829.74	#13	-4805.16	22258.70
#7	-4812.51	21843.49	#14	-4783.87	22364.54

LEGEND

Utility Abandoned
Utility to be Abandoned
Utility to be Removed
Building Removed
Lighting Foundation
Signing Foundation

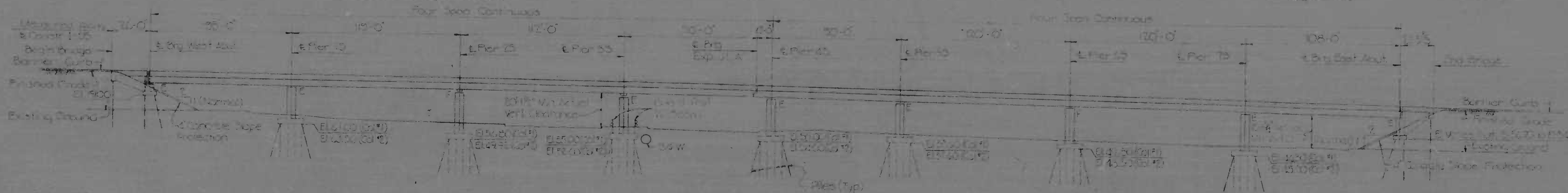
Note: For abandoned utilities to be removed see Highway Plan Sheets P-15 & P-16



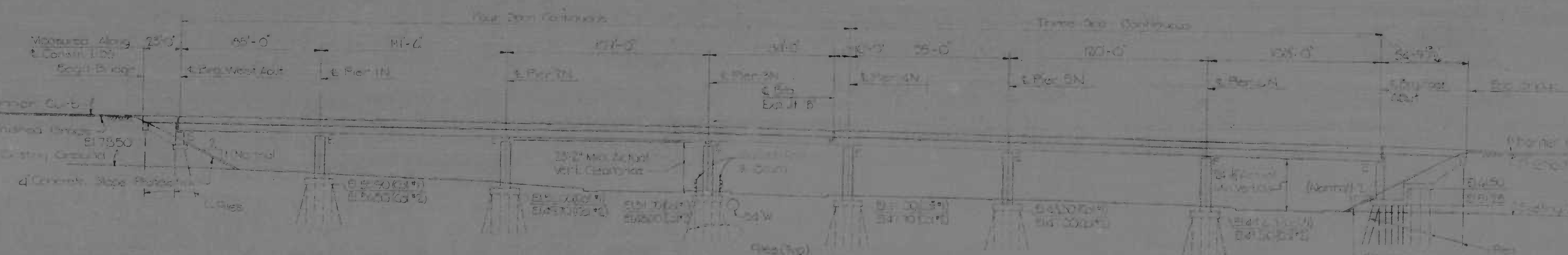
LOCATION PLAN

REFERENCES — SHEET NO.

Sections & Profiles — S-14
Abutments — S-16 to S-19
Approach Slabs Details — S-20 & S-21
Piers Plans & Details — S-22 to S-24
Framing Plans — S-25 to S-28
Cross Girders Elevation & Details — S-29 to S-34
Typical Deck Sections — S-35 & S-36
Camber Tables & Diagrams — S-37 to S-40
Superstructure Elevations — S-41 to S-44
Bearing Details & Plans — S-45
Expansion Joint Details — S-46 & S-47
Scupper Plans — S-48 & S-49
Underpass Lighting — S-51
Substructure Details — S-55
Superstructure Details — S-5
Boring Plans — S-5 to S-5
Retaining Wall N.B.R. — S-57
Bearing Details of Abutment — S-11
Section A-A — S-14
Erection Plans — S-50



ELEVATION S.B.R.



ELEVATION N.B.R.

GENERAL NOTES

1. SPECIFICATIONS: Maryland SRC Specifications and Errata in specifications dated March 1968 and Special Provisions for Materials and Construction. AASHO Standard Specifications for Highway Bridges dated 1969 and 1970 Interim Spec. for design. For reinforced concrete design f'c=1200 psi, except that the concrete in bridge deck slabs supported by steel beams has fc=1050 psi.
2. LOADING: HS 20-44 or 2-24,000 lb axle spaced 4' apart whichever governs, with provisions for future 2" wearing surface.
3. CONCRETE: Class "A" Concrete shall have a minimum compressive strength of 3,000 psi @ 28 Days. See Special Provisions.
4. CHAMFER: All exposed corners of concrete shall be chamfered 3/4" with milled chamfer strips, except where indicated by the following notation on the plans "Do Not Chamfer".
5. REINFORCING STEEL: Reinforcing steel shall conform to ASTM Designation A-615 Grade 40. All splices shall be lapped a minimum of 30 bar diameters unless otherwise noted. Minimum cover for any bar shall be 2" unless otherwise noted.
6. STRUCTURAL STEEL: Structural steel shall be A.S.T.M. Designation A-36. See Special Provisions.
7. FOUNDATIONS: Recommendations are given on Individual foundations.
8. Two coats of pure epoxy coating shall be applied to all abutment seats & the back face of all abutment backwalls.
9. Scupper Floor Steel Forms shall be used in this contract.

REVISIONS	CONSULTANT
	KNOERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202

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

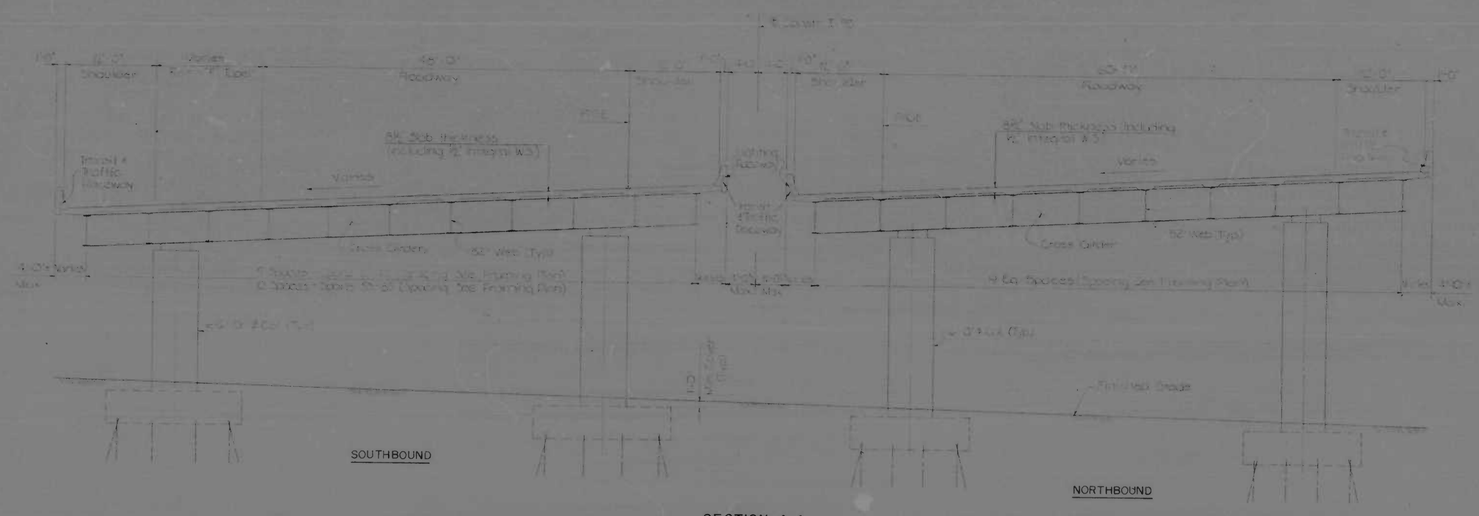
INTERSTATE RTE. 95 OVER DUNDALK AVE. AND KANE STREET

GENERAL PLAN & ELEVATION

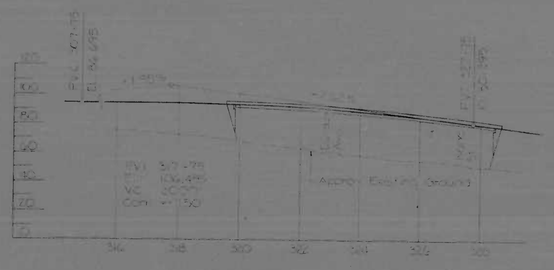
SCALE: As Shown
DATE: JUN 2 1972

DRAWN BY: L.M.W.
TRACED BY: L.M.W.
DES. BY: M.S.C.
CHK. BY: F.F.M.
F.A.P. NO. I-95-4(38)35
S.R.C. NO. BC 246-35-815
BALTO. CITY NO. 1997
SHEET NO. S-13 OF (97) S-60

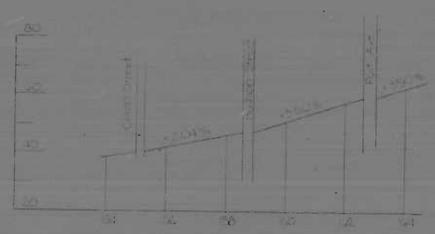
NO. ROAD DIV. NO.	ROUTE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)135	S-14	(97) S-60



SECTION A-A
I - 95

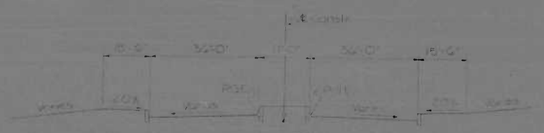


PROFILE - INTERSTATE ROUTE 95

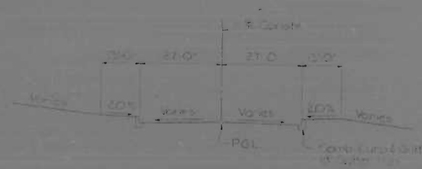


PROFILE - DUNDALK AVE.

PROFILE - KANE STREET



TYPICAL SECTION - DUNDALK AVE.



TYPICAL SECTION - KANE STREET

TYPICAL SECTION - I - 95

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KNOBLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE AND KANE STREET TRANSVERSE SECTIONS AND PROFILES	DRAWN BY E.W. TRACED BY E.W.	DES. BY M.S.C. CHK. BY F.F.M.
		SCALE As Shown DATE JUN 2 1972	F.A.P. NO. I-95-4(38)135 S.R.C. NO. BC 246-55-815 BALTO. CITY NO. 1997	SHEET NO. (97) S-14 OF S-60

FED. ROAD SEQ. NO.	STATE	FED. OR STATE PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-15	(97) S-60

BEAM LENGTH	
BEAM NO.	LENGTH
B-01	
B-02	
B-03	
B-04	
B-05	23'-0½"
B-06	
B-07	
B-08	
B-09	

TYPICAL BEARING PAD DETAILS

PLAN

ELEVATION

REAR FACE REINFORCING

SECTION A-A

FOOTING PLAN

REVISIONS	CONSULTANT
	KAMMERLE, BENDER, STUBK & ASSOC., INC. AND MATZ, GREEN & ASSOC., INC. CONSULTING ENGINEERS 343 N. CHARLES STREET BALTIMORE, MARYLAND 21202

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

INTERSTATE RTE. 95 OVER DUNDALK AVE. AND KANE STREET
WEST ABUTMENT S.B.R.

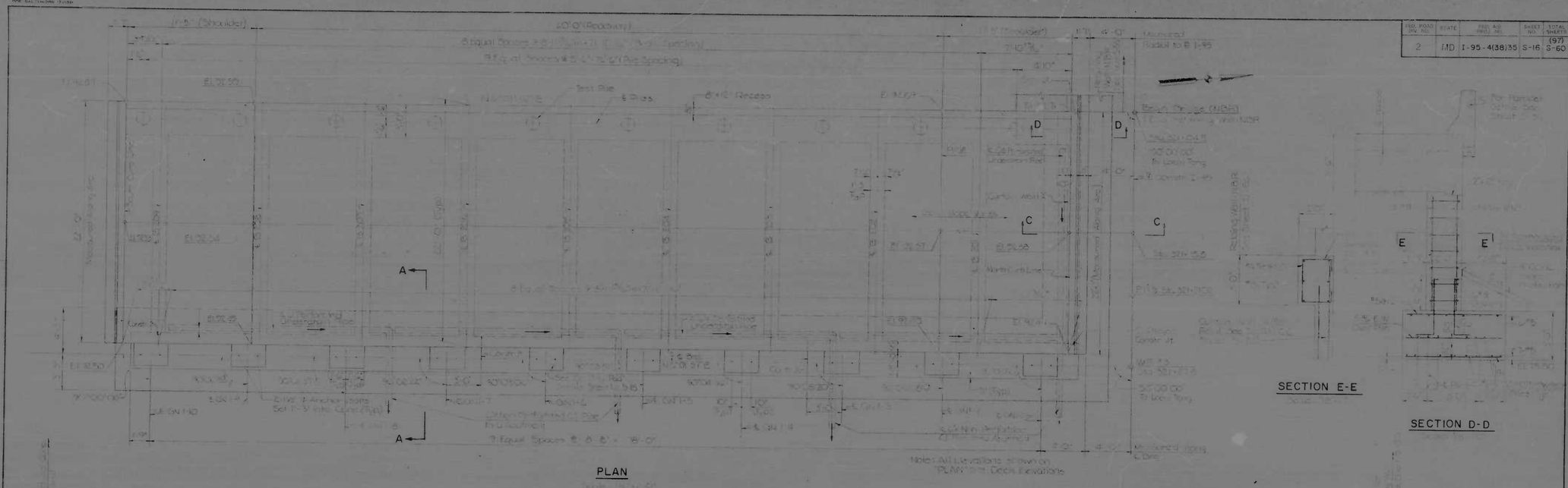
SCALE: As Shown DATE: JUN 2 1972

DRAWN BY P. D. & E. W. TRACED BY P. D. & E. W. DES. BY M.S.C. CHK. BY F.F.M.

F.A.P. NO. I-95-4(38)35
S.R.C. NO. B.C.246-35-815
BALTO. CITY NO. 1997

SHEET NO. S-15 (97) OF S-60

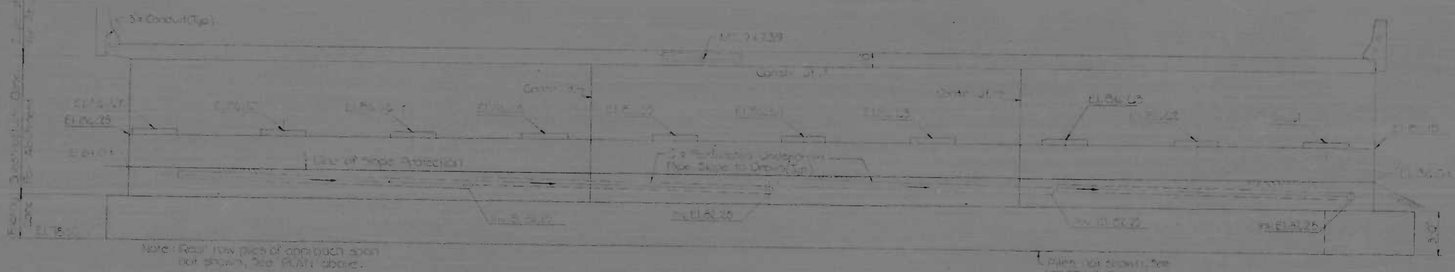
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD	I-95-4(38)35	S-16	(97) S-60



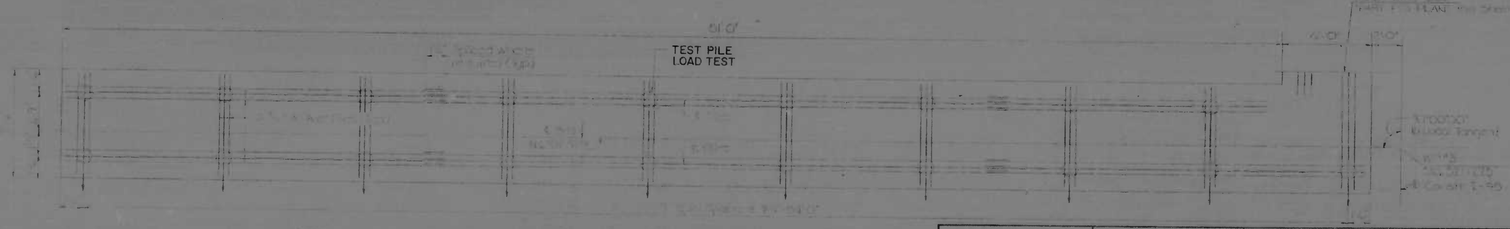
PLAN

SECTION E-E

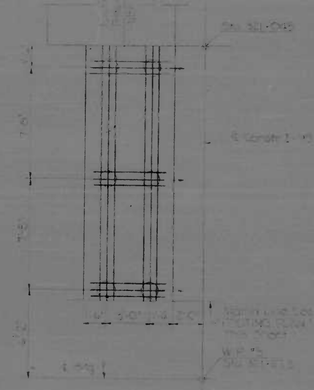
SECTION D-D



ELEVATION



FOOTING PLAN



PART FOOTING PLAN

LEGEND
○ Indicates Plumb Pile
◎ Indicates Batter Piles
(Arrow Direction of Batter)

Notes:
1. Estimated pile tip Elev. = 365'
2. All piles shall be Vibratube Cored, cast-in-place, Concrete Pile/Shell and minimum safe bearing value of 60 Tons.
3. WP Indicates Working Point

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KAMBERLE, DEHNER, STONE & ASSOC., INC. AND MATZ, GREEN & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 OVER DUNDALK AVE AND KANE STREET WEST ABUTMENT N.B.R. SCALE: As Shown DATE: JUN 2 1972	DRAWN BY P.D. & E.W. TRACED BY P.D. & E.W. DES. BY M.S.C. CHK. BY F.F.M. F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) S-16 OF S-60

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)135	S-17	(97) S-60

BEAM LENGTHS	
BEAM No.	LENGTH "L"
B 301	31'-7 1/2"
B 302	32'-0"
B 303	32'-4 3/4"
B 304	32'-9"
B 305	33'-1 1/2"
B 306	33'-5 3/4"
B 307	33'-10"
B 308	34'-2 1/4"
B 309	34'-6 1/2"
B 310	34'-10 3/4"
B 311	35'-3"

* Measured Along Arc

PLAN

ELEVATION

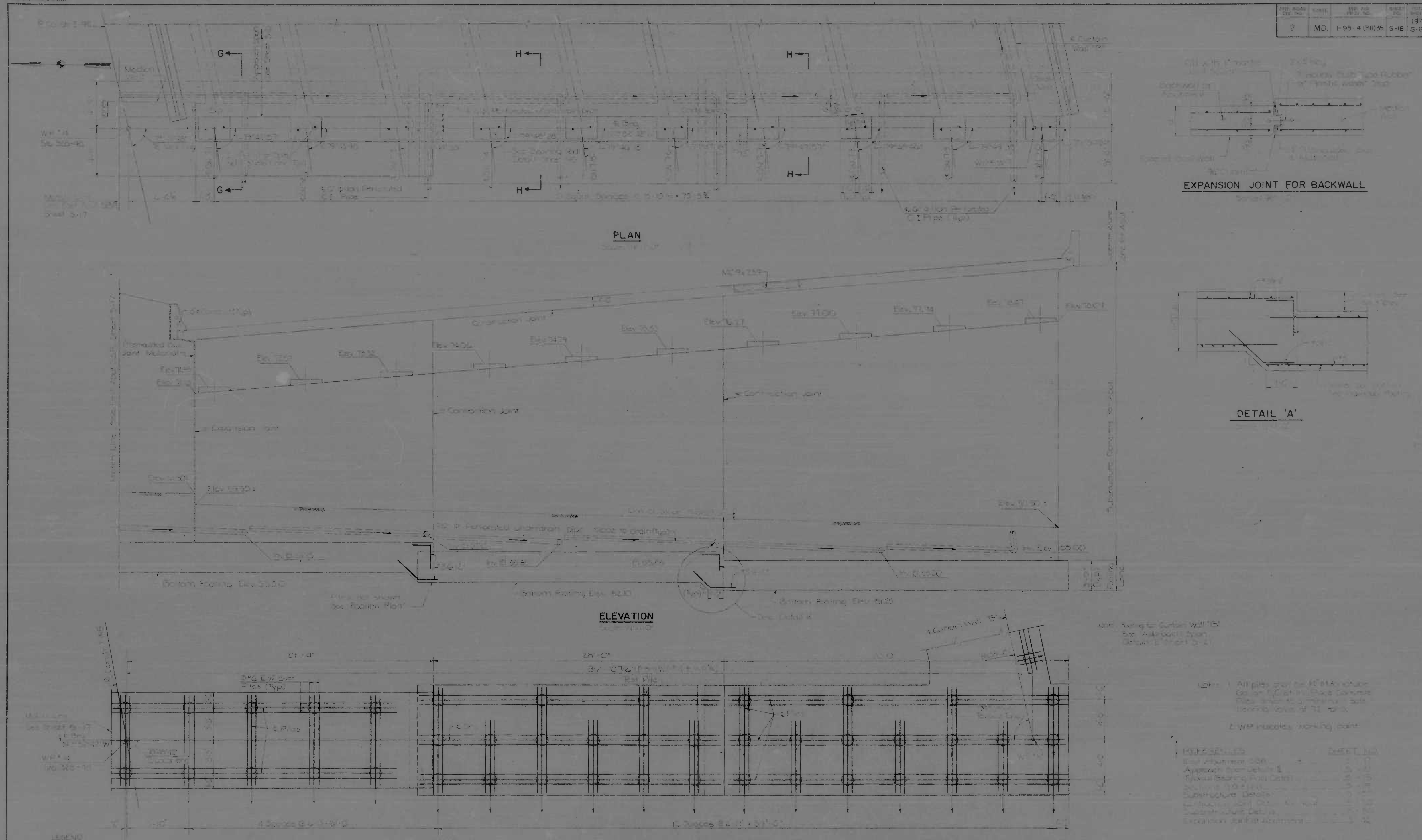
TEST PILE LOAD TEST

FOOTING PLAN

REFERENCES	SHEET NO.
West Abutment N.B.R.	S-15
Approach Slab Details	S-16
Section F-F thru G-G	S-17
Typ. Footing Plan Details	S-18
Summary of Quantities	S-19
Summary of Pile Data	S-20
Bearings	S-20
Bridge Seat at Abutments	S-20
Expansion Joint at Abutments	S-20

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KNOERLE, BERGER, STORR & ASSOC., INC. AND HATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE. AND KANE STREET EAST ABUTMENT S.B.R.	DRAWN BY P.D.D. & E.W. TRACED BY P.D.D. & E.W. DES. BY M.S.C. CHK. BY F.F.M.
		SCALE: As Shown DATE: JUN 2 1972	F.A.P. NO. I-95-4(38)135 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 997 SHEET NO. (97) S-17 OF S-60

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4 (38)35	S-18	(97) S-60



REVISIONS	CONSULTANT
	KNOERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202

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

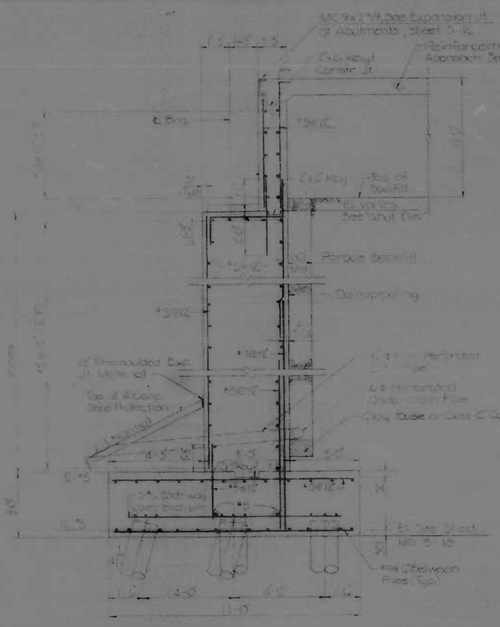
INTERSTATE RTE. 95 OVER DUNDALK AVE. AND KANE STREET

EAST ABUTMENT N.B.R.

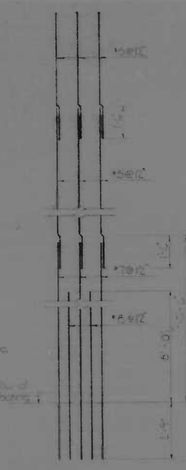
SCALE: As Shown   DATE: JUN 2 1972

DRAWN BY: P.DD. & E.W.   DES. BY: M.S.C.
TRACED BY: P.D.D. & E.W.   CHK. BY: E.F.M.
F.A.P. NO. I-95-4(38)35
S.R.C. NO. BC 246-35-815
BALTO. CITY NO. 1997
SHEET NO. (97) S-18 OF S-60

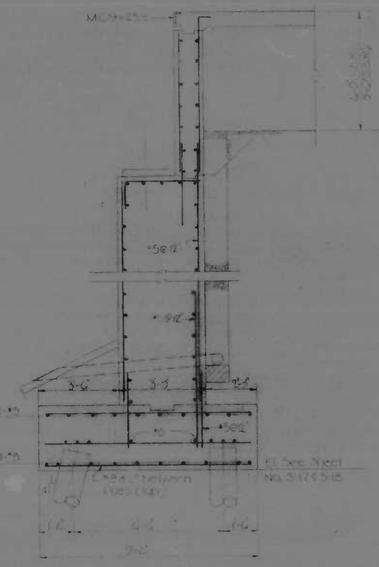
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-19	(97) S-60



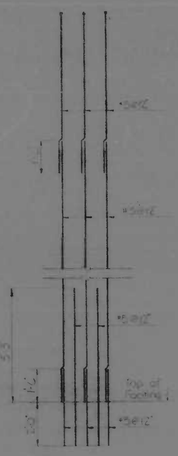
SECTION H-H



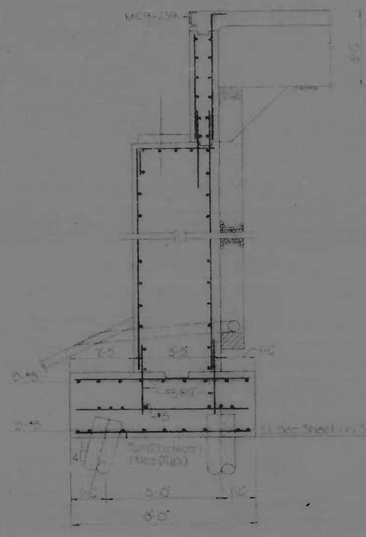
REAR FACE REINFORCING



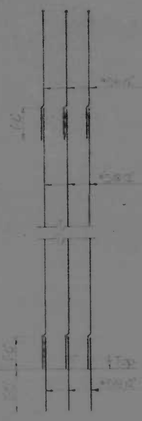
SECTION G-G



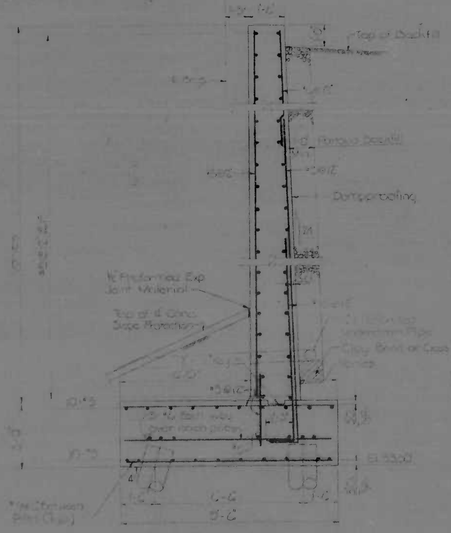
REAR FACE REINFORCING



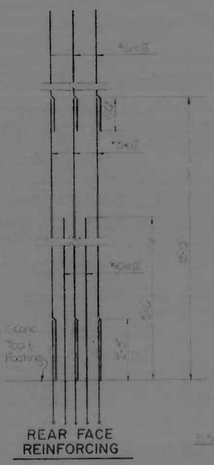
SECTION F-F



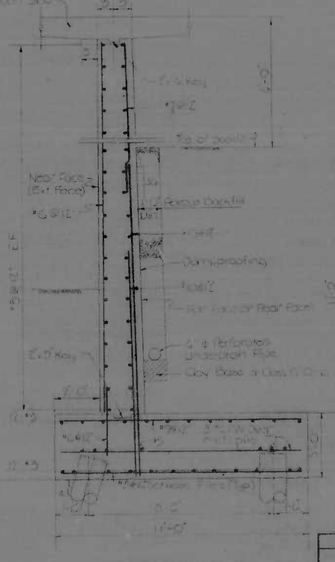
REAR FACE REINFORCING



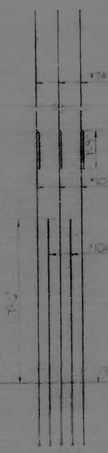
SECTION I-I



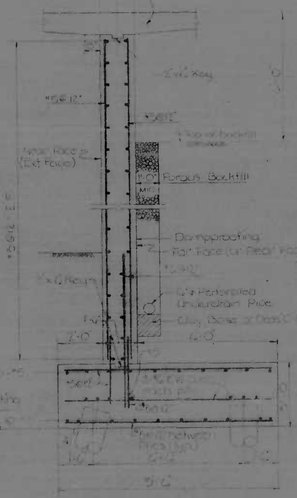
REAR FACE REINFORCING



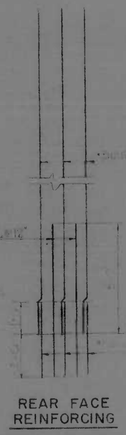
SECTION M-M



REAR FACE REINFORCING



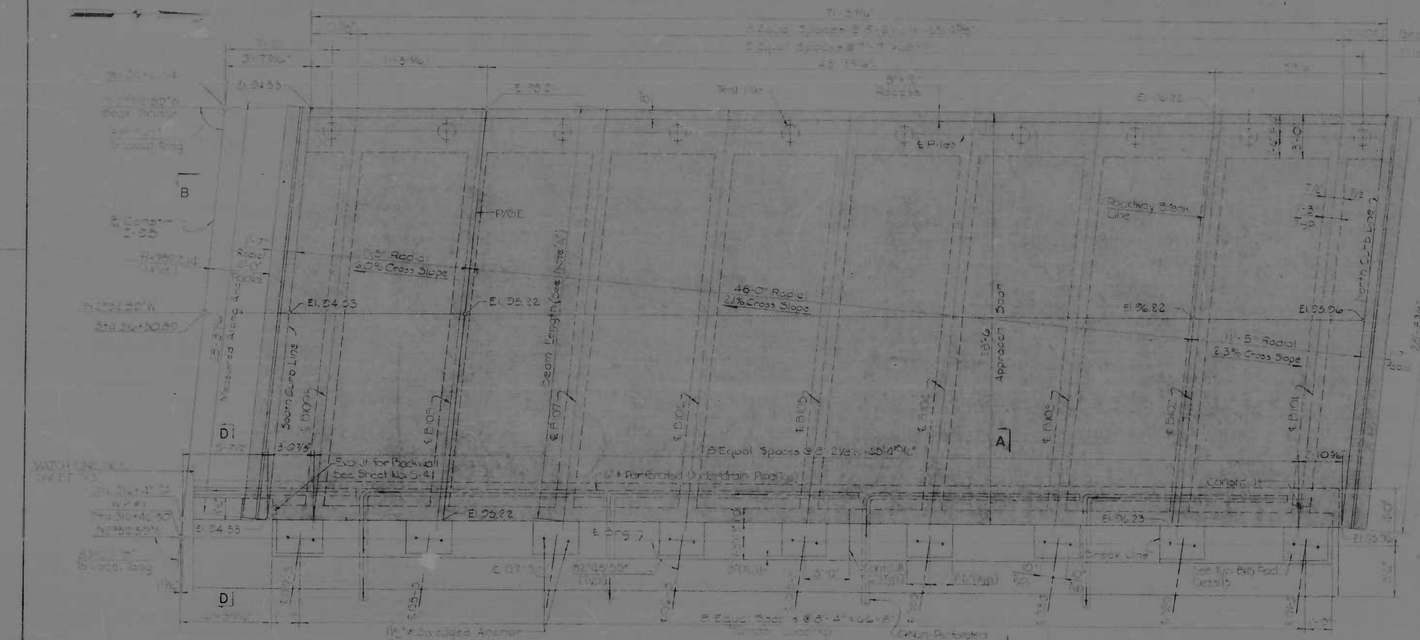
SECTION N-N



REAR FACE REINFORCING

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KNOBLE, BENDER, STONE & ASSOC., INC. AND MATZ, EHLDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE. AND KANE STREET EAST ABUTMENT DETAILS SCALE: 3/8" = 1'-0" DATE: JUN 2 1972	DRAWN BY: M.S.F. DES. BY: K.S.J. TRACED BY: M.S.F. CHK. BY: M.S.C. F.A.P. NO. I-95-4(38)35 SHEET NO. (97) S.R.C. NO. BC 246-35-815 S-19 of S-60 BALTO. CITY NO. 1997

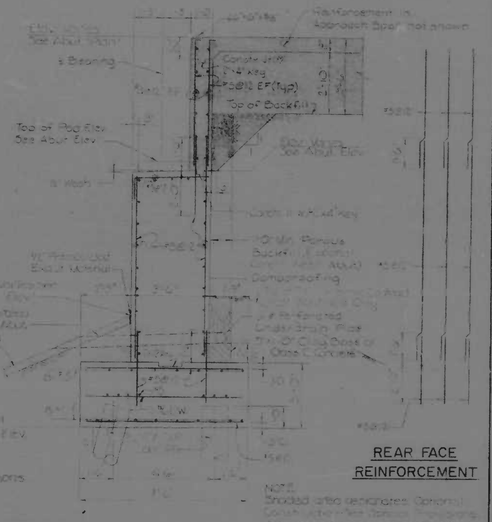
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-2	(97) S-60



PLAN

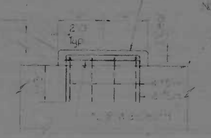
ELEVATION

FOOTING PLAN



REAR FACE REINFORCEMENT

SECTION A-A

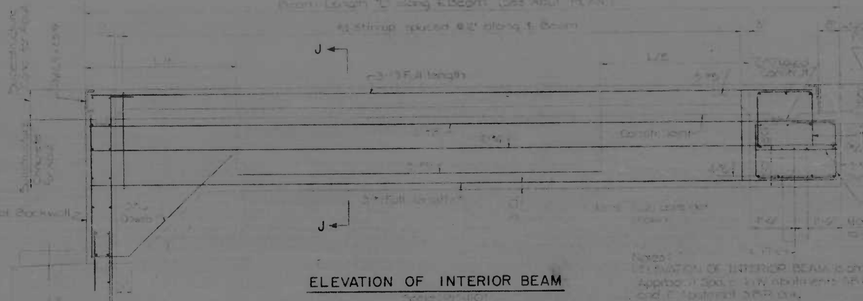


TYPICAL BEARING PAD DETAIL

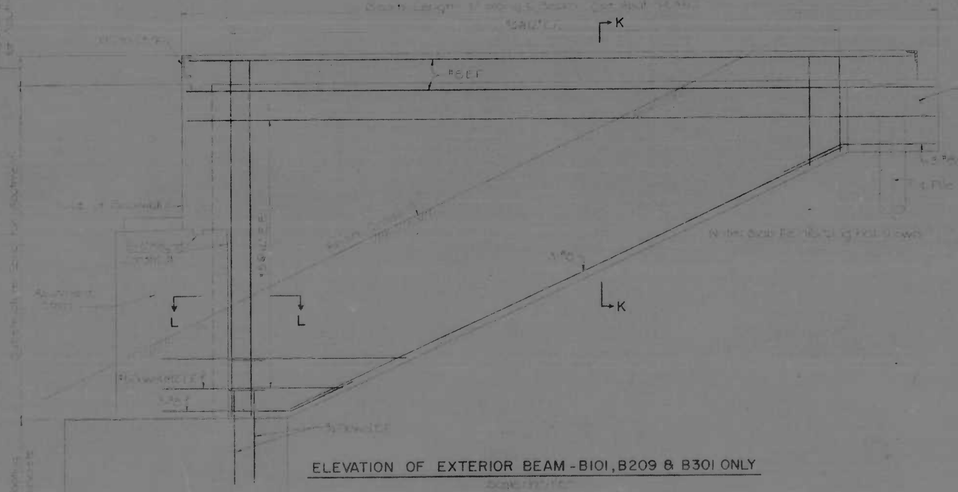
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KNOERLE, BENDER, STONE & ASSOC., INC. and MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 841 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 & RAMP "J" OVER GUSRYAN STREET S.B.R WEST ABUTMENT	DRAWN BY: P.D. TRACED BY: P.D. DES. BY: F.F. & A.E. CHK. BY: M.S.C.
		SCALE: As Shown DATE: JUN 2 1972	F.A.P. NO. I-95-4(38)35 S.B.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) S-2 of S-60

REG. PROJ. DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-20	19 & S-60

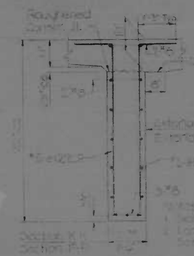
SECTION FOR APPROACH SPAN



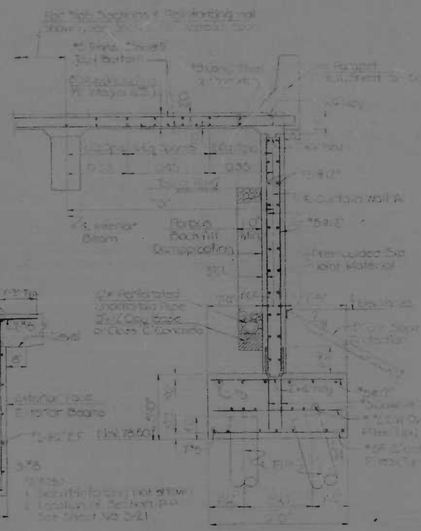
ELEVATION OF INTERIOR BEAM



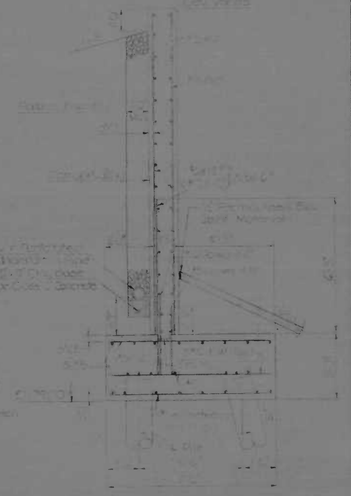
ELEVATION OF EXTERIOR BEAM - B101, B209 & B301 ONLY



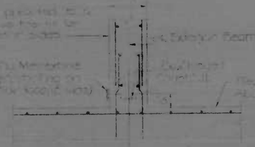
SECTION K-K SHOWN
(SECTION P-P SIMILAR)



SECTION C-C

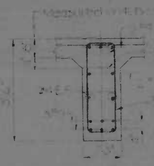


SECTION B-B

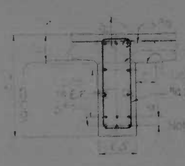


SECTION L-L

CONTRACTION JOINT FOR ABUTMENT



INTERIOR BEAM



BEAMS B-109 AND B-311 ONLY

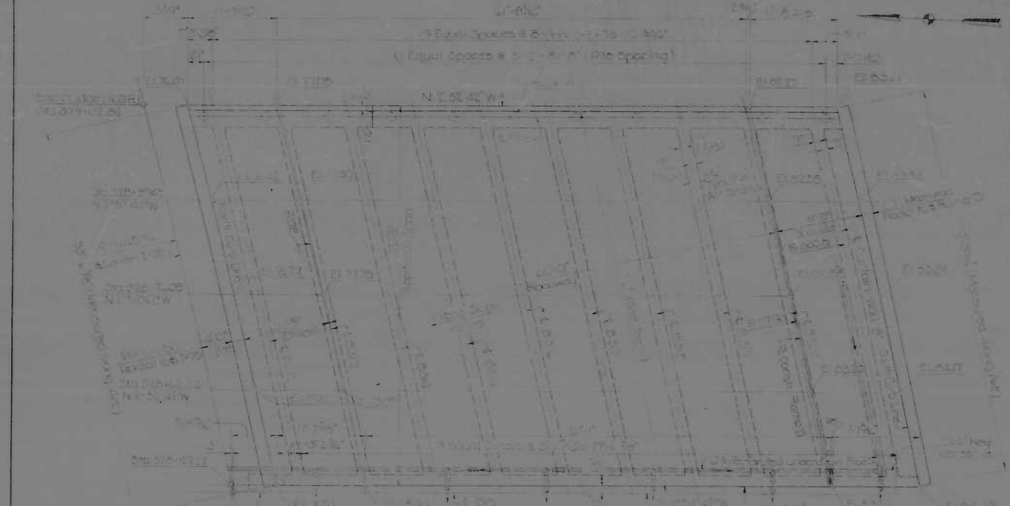
SECTION J-J

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	TERLE, BENDER, STONE & ASSOC., INC. AND MATZ, DULLES & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET TIMORE, MARYLAND 21202	INTERSTATE RTE. 95 OVER DUNDALK AVE. AND KANE STREET APPROACH SPAN DETAILS I SCALE: As Shown DATE: JUN 2 1972	DRAWN BY: E.W. DES. BY: M.S.C. TRACED BY: E.W. CHK. BY: F.F.M. F.A.P. NO.: I-95-4(36)35 SHEET NO. (97) S.R.C. NO.: B-246-36-815 S-20 OF S-60 BALTO. CITY NO. 1997

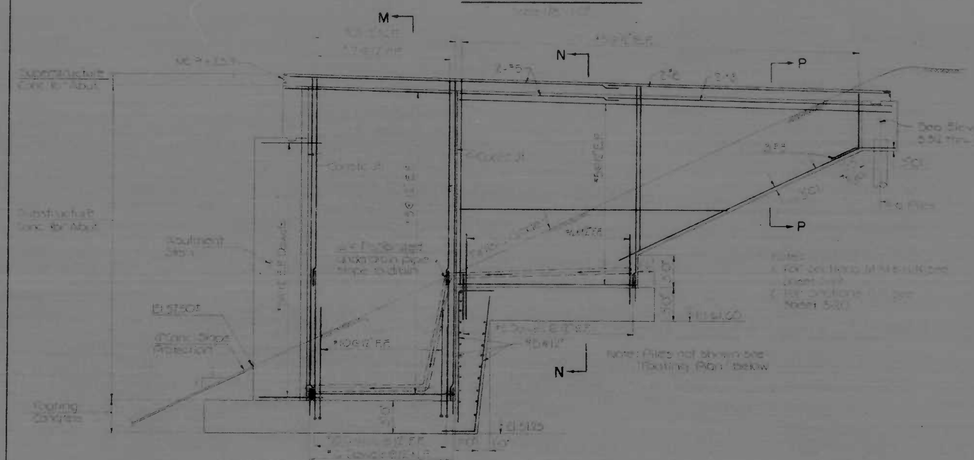
SHEET NO.	STATE	FED. AID PROJ. NO.	YEAR	TOTAL SHEETS
2	MD	I-95-4(38)35 S-21	1971	S-60

BEAM LENGTH	
BEAM NO.	LENGTH L
B313	40'-0"
B314	40'-0"
B315	40'-0"
B316	40'-0"
B317	40'-0"
B318	40'-0"
B319	40'-0"
B320	40'-0"
B312	39'-6"

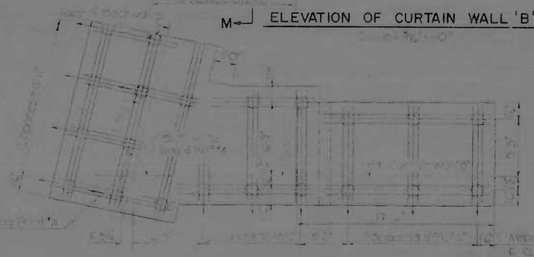
* Measured along Arc



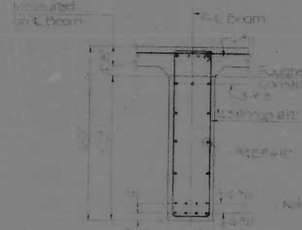
PLAN - APPROACH SPAN
EAST ABUTMENT N.B.R.



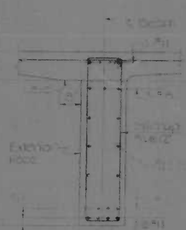
M ELEVATION OF CURTAIN WALL 'B'



FOOTING OF CURTAIN WALL 'B'

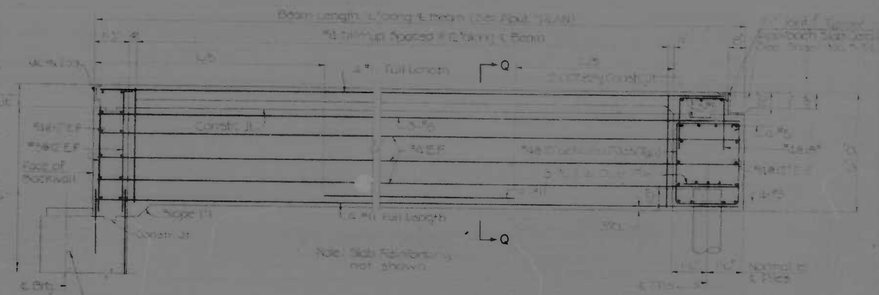


BEAMS B313 THRU B320

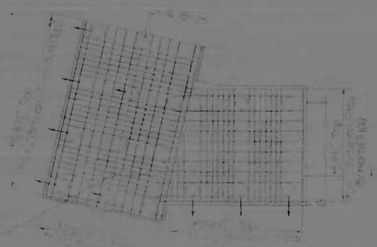


BEAM B312 ONLY

SECTION Q-Q



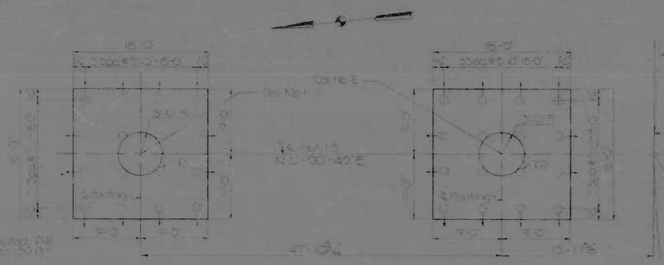
ELEVATION OF BEAMS B312 THRU B320



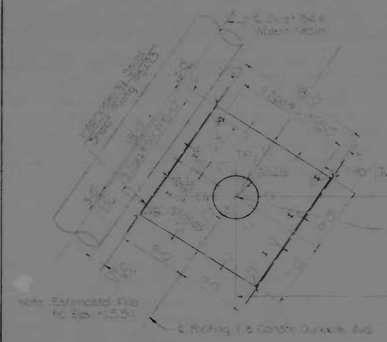
FOOTING REINFORCING FOR CURTAIN WALL 'B'

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, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 OVER DUNDALK AVE AND KANE STREET APPROACH SPANS DETAILS II	DRAWN BY J.R.H. DES. BY M.S.C. TRACED BY J.R.H. CHK. BY F.F.M.
		SCALE As Shown DATE JUN 2 19	F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) S-21 OF S-60

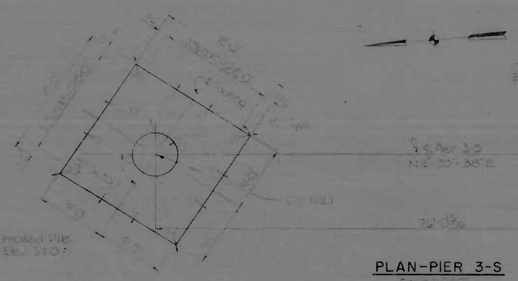
FED. ROAD DIV. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD	I-95-4(38)35	S-22	S-60 (97)



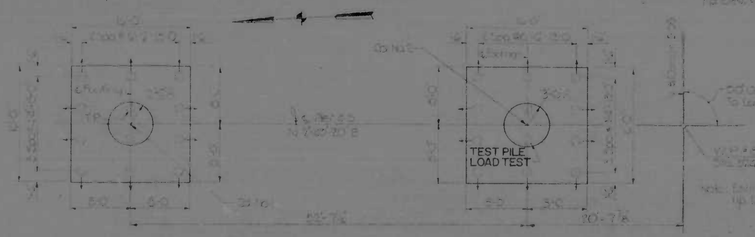
PLAN-PIER 1-S



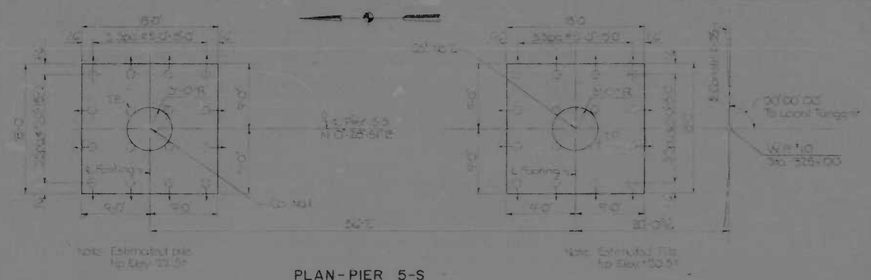
PLAN-PIER 2-S



PLAN-PIER 3-S

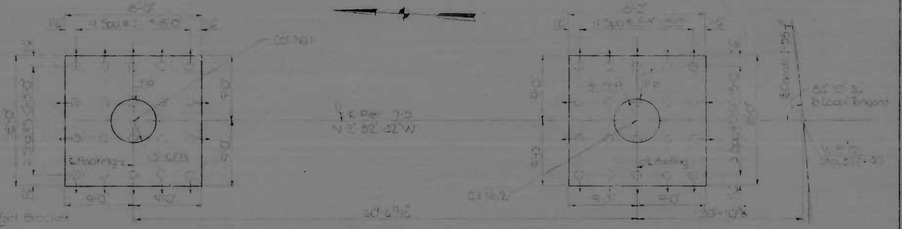


PLAN PIER 4-S



PLAN-PIER 5-S

PLAN-PIER 6-S



PLAN-PIER 7-S

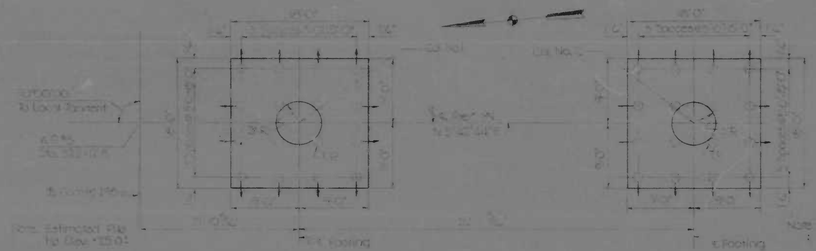
GUARD RAIL BRACKET DETAIL

BASE PLATE DETAIL

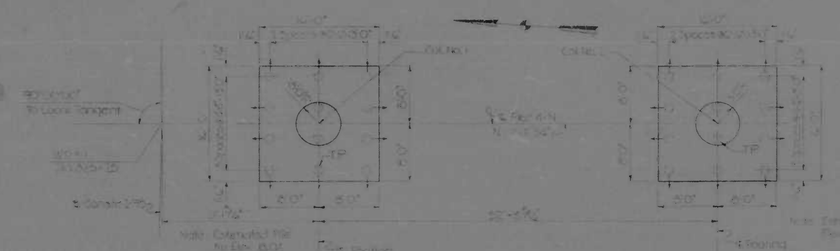
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	GOODELL, BEEBER, STONE & ASSOC., INC. AND MATZ, GREEN & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE AND KANE STREET PIER PLAN I S.B.R.	DRAWN BY L.M.W. TRACED BY L.M.W. DES. BY M.S.C. CHK. BY F.F.M.
		SCALE: As shown DATE JUN 2 1972	F.A.P. NO. I-95-4 (38) 35 S.R.C. NO. B.C. 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) S-22 OF S-60

SEQ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	SHEET TOTAL
2	MD.	I-95-4(38)135	S-23	S-60

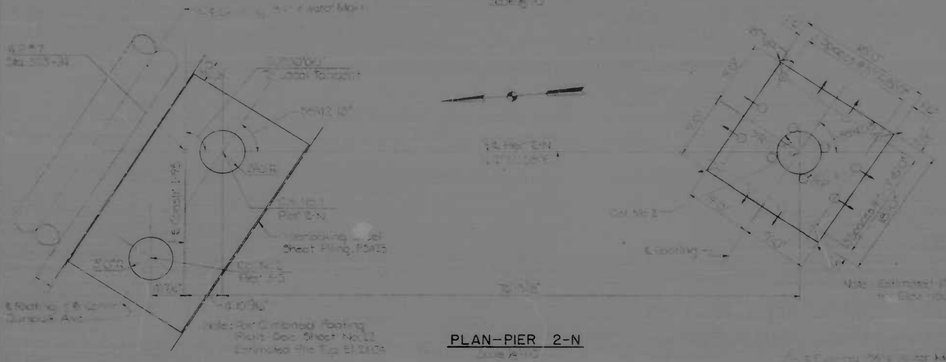
(97)



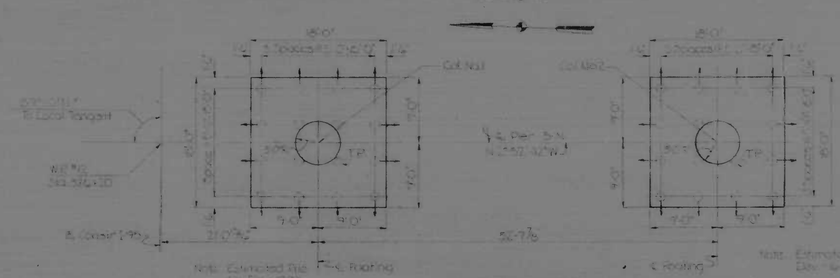
PLAN-PIER 1-N



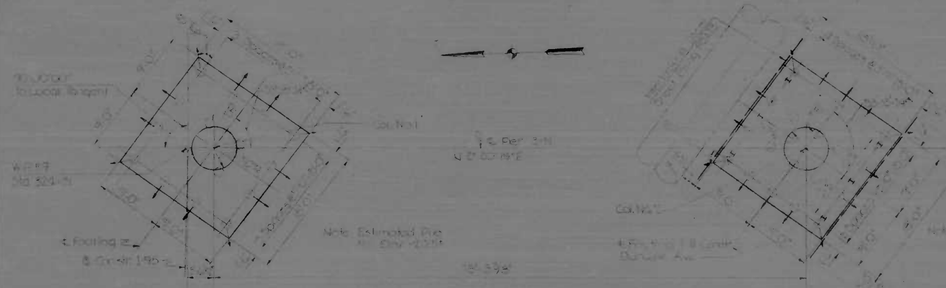
PLAN-PIER 4-N



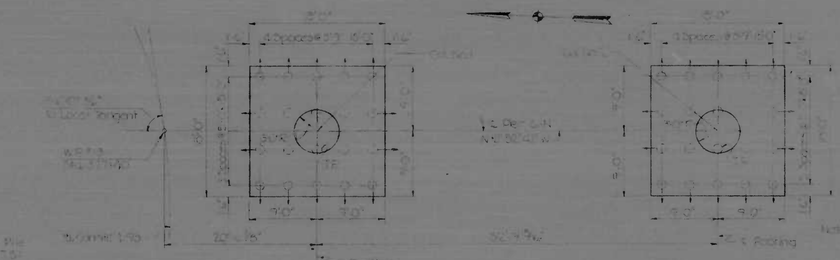
PLAN-PIER 2-N



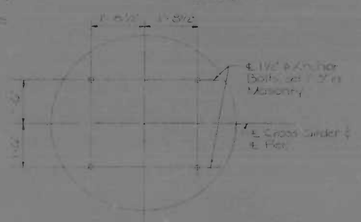
PLAN-PIER 5-N



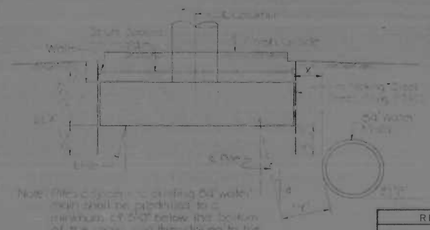
PLAN-PIER 3-N



PLAN-PIER 6-N



TYPICAL ANCHOR BOLTS LOCATION



FOOTING ADJACENT TO 84" WATER MAIN

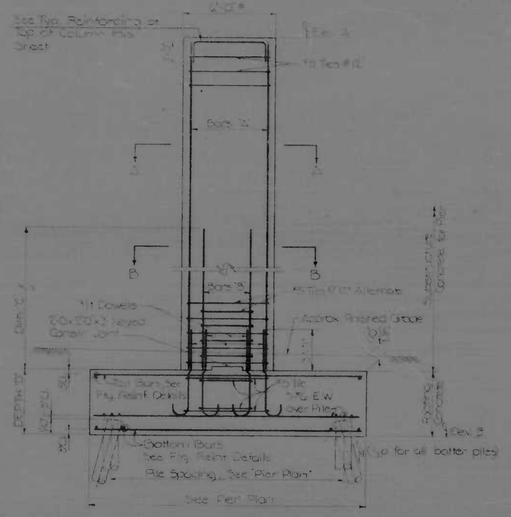
ELEVATIONS	SHEET NO.
General Plan and Elevation	S-15
Pier Details	S-24
Bearing Details & Pier	S-25
Reinforcing Pier III	S-27
Reinforcing Pier IV	S-28
Bearing Bolt Detail	S-31

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KINDERLE, DINDER, STONE & ASSOC., INC. AND MATT CHILDS & ASSOC., P.A. CONSULTING ENGINEERS 341 N. CHESTER STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE AND KANE STREET PIER PLAN II N.B.R. SCALE As Shown DATE JUN 2 1972

DRAWN BY	L.M.W.	DES. BY	M.S.C.
TRACED BY	L.M.W.	CHK. BY	F.F.M.
F.A.P. NO.	I-95-4(38)135		
S.R.C. NO.	RC 246-35-815		
BALTO. CITY NO.	1997		

SHEET NO. (97) S-23 OF S-60

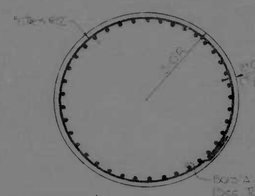
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-24	(97) S-60



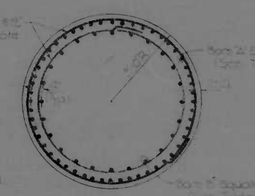
TYPICAL PIER ELEVATION

PIER NO.		ELEV 'A'	ELEV 'B'	DIM 'C'	BARS 'A'	BARS 'B'	DEPTH 'D'	TYPE FTG
1-S	COL. NO. 1	97.11	92.00		27 - #11		4'-6"	II
	COL. NO. 2	97.09	90.70		27 - #11		4'-6"	II
2-S	COL. NO. 1	90.79	86.80		27 - #11		5'-0"	III
	COL. NO. 2	88.63	84.92		27 - #11		4'-6"	II
3-S	COL. NO. 1	82.85	81.00		27 - #11		4'-0"	II
	COL. NO. 2	84.02	85.[illegible]		27 - #11		4'-6"	IV*
4-S	COL. NO. 1	80.46	78.30		27 - #11		4'-6"	I
	COL. NO. 2	82.29	81.00		27 - #11		4'-6"	I
5-S	COL. NO. 1	78.13	73.00		27 - #11		4'-6"	II
	COL. NO. 2	80.09	77.40		27 - #11		4'-6"	II
6-S	COL. NO. 1	74.26	71.30		39 - #11		5'-0"	III
	COL. NO. 2	78.01	72.30	8'-0"	39 - #11	24 - #11	5'-0"	III
7-S	COL. NO. 1	77.39	76.30	5'-0"	39 - #11	15 - #11	5'-0"	III
	COL. NO. 2	78.10	75.30	11'-0"	39 - #11	39 - #11	5'-0"	III
1-N	COL. NO. 1	88.50	88.40		27 - #11		4'-6"	II
	COL. NO. 2	87.07	86.30		27 - #11		4'-6"	II
2-N	COL. NO. 1	85.07	81.00		27 - #11		4'-6"	IV*
	COL. NO. 2	86.23	84.90		27 - #11		4'-6"	II
3-N	COL. NO. 1	81.35	81.30		27 - #11		4'-6"	II
	COL. NO. 2	84.34	85.00		39 - #11		5'-0"	III
4-N	COL. NO. 1	80.21	79.00		27 - #11		4'-6"	I
	COL. NO. 2	81.90	81.70		27 - #11		4'-6"	I
5-N	COL. NO. 1	79.42	78.30		27 - #11		4'-6"	II
	COL. NO. 2	81.32	81.00		39 - #11		4'-6"	II
6-N	COL. NO. 1	78.66	84.60		39 - #11		5'-0"	III
	COL. NO. 2	79.61	82.80	8'-0"	39 - #11	13 - #11	5'-0"	III

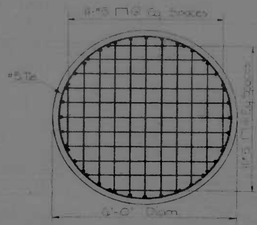
*Col. No. 2, Pier 3-S & Col. No. 1, Pier 2-N have a combined footing



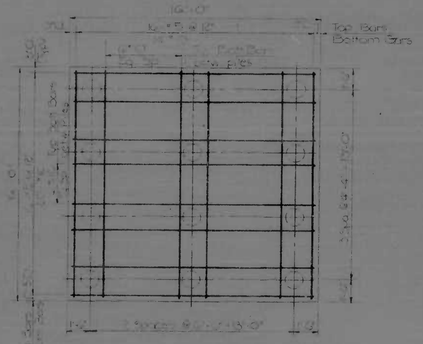
SECTION A-A



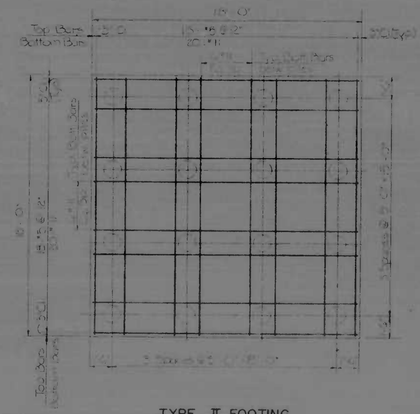
SECTION B-B



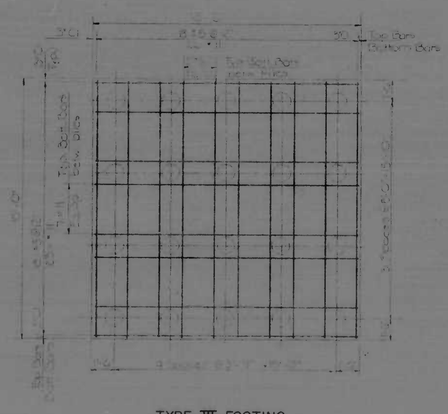
TYPICAL REINFORCEMENT AT TOP OF COLUMN



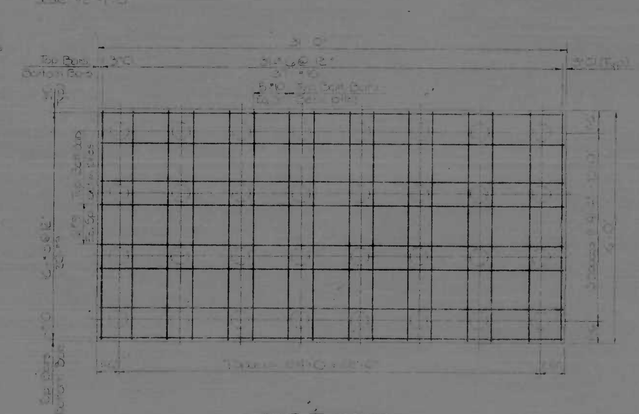
TYPE I FOOTING



TYPE II FOOTING



TYPE III FOOTING



TYPE IV FOOTING

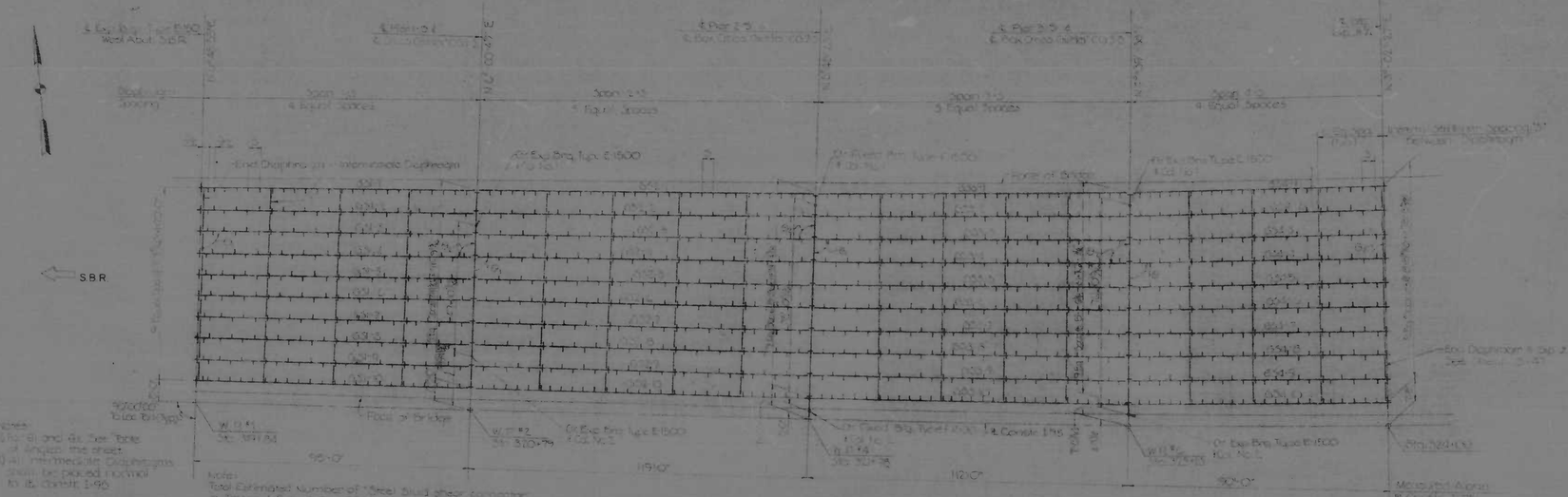
FOOTING REINFORCING DETAILS

Note: Bottom of piles not shown, see individual footing.

REFERENCES	SHEET NO.
Plan & Profile	S-16
Pier Plan & Elev.	S-23
Piling Details	S-26
Typical Anchor Bolt Location	S-28

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KIDDERLE, BENDER, STONE & ASSOC., INC. AND MATZ, EMLEN & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE AND KANE STREET PIER DETAILS	DRAWN BY L.M.W. & E.W. TRACED BY L.M.W. & E.W. DES. BY M.S.C. CHK. BY F.F.M.
		SCALE: As Shown DATE: JUN 2 1972	F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) S-24 OF S-60

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-25	(97) S-60



FRAMING PLAN

Scale 1"=50'

TYPICAL GIRDER ELEVATION

Scale 1"=10'

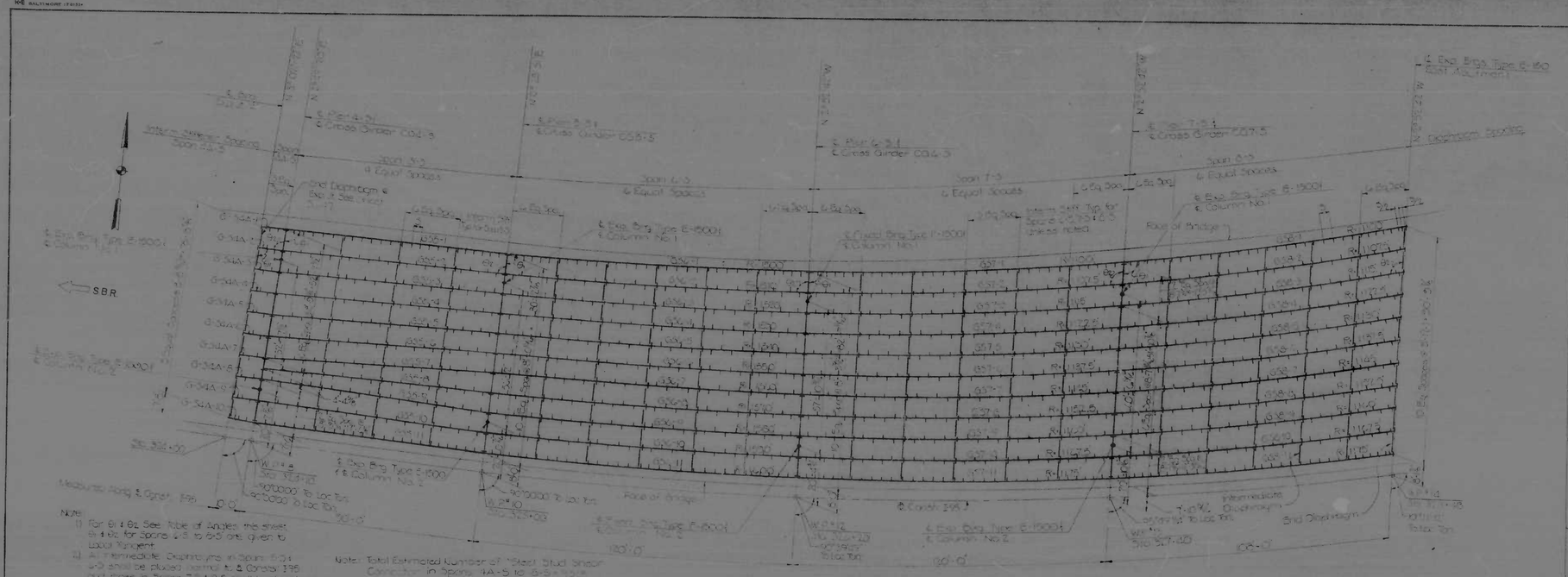
SPAN 1-S				SPAN 2-S					SPAN 3-S					SPAN 4-S			
TOP AND BOTTOM FLANGE				TOP AND BOTTOM FLANGE					TOP AND BOTTOM FLANGE					TOP AND BOTTOM FLANGE			
GIRDER	L	A	B	GIRDER	L	C	D	E	GIRDER	L	F	G	H	GIRDER	L	I	J
GS1-1				GS2-1					GS3-1					GS4-1			
GS1-2				GS2-2					GS3-2					GS4-2			
GS1-3				GS2-3					GS3-3					GS4-3			
GS1-4				GS2-4					GS3-4					GS4-4			
GS1-5				GS2-5					GS3-5					GS4-5			
GS1-6				GS2-6					GS3-6					GS4-6			
GS1-7				GS2-7					GS3-7					GS4-7			
GS1-8				GS2-8					GS3-8					GS4-8			
GS1-9				GS2-9					GS3-9					GS4-9			
GS1-10				GS2-10					GS3-10					GS4-10			

TABLE OF ANGLES		
	GIRDER	θ_1	θ_2
SPAN 1-S	GS1-1		
	GS1-2		
	GS1-3		
	GS1-4		
	GS1-5		
	GS1-6		
	GS1-7		
	GS1-8		
	GS1-9		
	GS1-10		
SPAN 2-S	GS2-1		
	GS2-2		
	GS2-3		
	GS2-4		
	GS2-5		
	GS2-6		
	GS2-7		
	GS2-8		
	GS2-9		
	GS2-10		
SPAN 3-S	GS3-1		
	GS3-2		
	GS3-3		
	GS3-4		
	GS3-5		
	GS3-6		
	GS3-7		
	GS3-8		
	GS3-9		
	GS3-10		
SPAN 4-S	GS4-1		
	GS4-2		
	GS4-3		
	GS4-4		
	GS4-5		
	GS4-6		
	GS4-7		
	GS4-8		
	GS4-9		
	GS4-10		

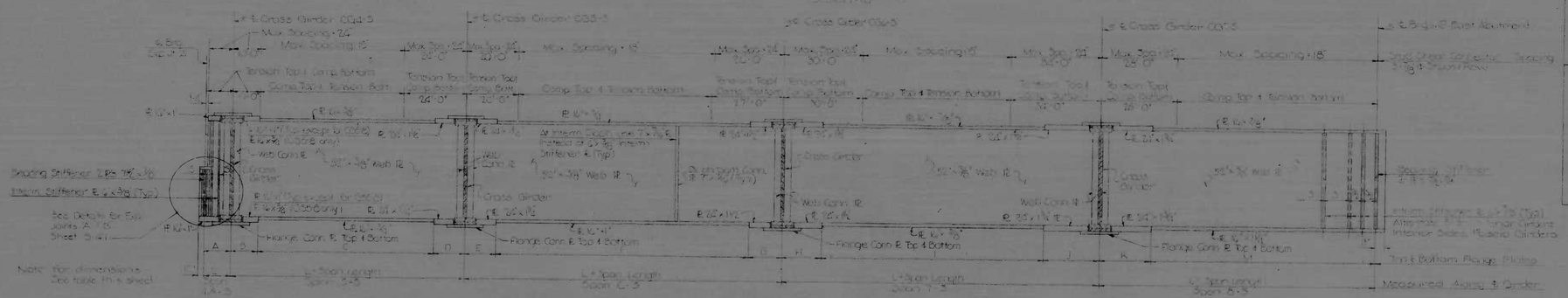
Notes:
All concrete and structural components and fracture critical steel to be fabricated and erected in accordance with the latest AASHTO Specifications and the Special Provisions.
All intermediate diaphragms and cross frames shall be placed normal to the girders.
All connections of flanges and webs of main plates shall be placed right against the tension flange and fillet welded in compression flange. All bearing stiffeners shall be milled to bear against tension flange and full penetration groove welded to compression flange. All stiffeners and fillet welds at corners shall be discontinued around corners.
All components shown are nominal dimensions.
All bearing stiffeners shall be placed vertical to the girder web.
Framing details at skewed supports shall be detailed to fit.
Framing details at skewed supports shall be detailed to fit.
Cutting of primary steel members for the passage of utilities will not be permitted.
Welding Details at Bearing, Details of Typical Deck Section, Typical Deck Reinforcement Details, Bearing Details at Abutments and Piers, Details of Joints, Details for Expansion Joint

Note:
Dimensions "A", "B", "C", "D" and "E" are measured from the Girder. The flange plates are to be sloped to meet flange connections as shown in inside girder connection details Sheets S-28 & S-30.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	&	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	[illegible] AND [illegible]	INTERSTATE RTE 95 OVER DUNDALK AVE. AND KANE STREET FRAMING PLAN I		DRAWN BY A.J.M. & J.R.W. DES. BY K.S.J. TRACED BY A.J.M. & J.R.W. CHK. BY M.S.C. F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) S-25 TO S-60
		SCALE: As Shown DATE JUN 2 1972		



FRAMING PLAN



TYPICAL GIRDER ELEVATION

SPAN 4A-S			SPAN 5-S					SPAN 6-S					SPAN 7-S					SPAN 8-S			
TOP & BOTT. FLANGE			TOP AND BOTTOM FLANGE					TOP AND BOTTOM FLANGE					TOP AND BOTTOM FLANGE					TOP AND BOTTOM FLANGE			
GIRDER	L	A	GIRDER	L	B	C	D	GIRDER	L	E	F	G	GIRDER	L	H	I	J	GIRDER	L	K	M
GS4A-1			GS5-1				12'-0	GS6-1				12'-0	GS7-1					GS8-1			
GS4A-2			GS5-2				12'-0	GS6-2				12'-0	GS7-2					GS8-2			
GS4A-3			GS5-3				12'-0	GS6-3				12'-0	GS7-3					GS8-3			
GS4A-4			GS5-4				12'-0	GS6-4				12'-0	GS7-4					GS8-4			
GS4A-5			GS5-5				12'-0	GS6-5				12'-0	GS7-5					GS8-5			
GS4A-6			GS5-6				12'-0	GS6-6				12'-0	GS7-6					GS8-6			
GS4A-7			GS5-7				12'-0	GS6-7				12'-0	GS7-7					GS8-7			
GS4A-8			GS5-8				12'-0	GS6-8				12'-0	GS7-8					GS8-8			
GS4A-9			GS5-9				12'-0	GS6-9				12'-0	GS7-9					GS8-9			
GS4A-10			GS5-10				12'-0	GS6-10				12'-0	GS7-10					GS8-10			
			GS5-11				12'-0	GS6-11				12'-0	GS7-11					GS8-11			

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-26	(97) S-60

TABLE OF ANGLES

	GIRDER	θ1	θ2
SPAN 4A-S	GS4A-1	90°-26-40"	89°-11-58"
	GS4A-2	90°-16-00"	89°-02-58"
	GS4A-3	90°-07-20"	88°-54-18"
	GS4A-4	89°-58-40"	88°-45-40"
	GS4A-5	89°-51-00"	88°-37-05"
	GS4A-6	89°-44-25"	88°-29-58"
	GS4A-7	89°-38-48"	88°-23-11"
	GS4A-8	89°-34-54"	88°-17-16"
	GS4A-9	89°-31-38"	88°-13-27"
	GS4A-10	89°-29-15"	88°-09-58"
SPAN 5-S	GS5-1	89°-27-45"	88°-08-10"
	GS5-2	89°-26-55"	88°-06-53"
	GS5-3	89°-26-05"	88°-05-53"
	GS5-4	89°-25-31"	88°-05-03"
	GS5-5	89°-25-15"	88°-04-37"
	GS5-6	89°-25-15"	88°-04-11"
	GS5-7	89°-25-50"	88°-04-22"
	GS5-8	89°-26-58"	88°-05-05"
	GS5-9	89°-28-45"	88°-07-13"
	GS5-10	89°-30-45"	88°-09-41"
	GS5-11	89°-33-34"	88°-13-01"
SPAN 6-S	GS6-1	89°-36-15"	
	GS6-2	89°-39-21"	89°-25-11"
	GS6-3	89°-42-36"	89°-29-17"
	GS6-4	89°-45-51"	89°-33-29"
	GS6-5	89°-48-50"	89°-37-42"
	GS6-6	89°-51-36"	89°-41-11"
	GS6-7	89°-53-50"	89°-43-59"
	GS6-8	89°-55-25"	89°-46-15"
	GS6-9	89°-56-21"	89°-47-46"
	GS6-10	89°-56-36"	89°-48-18"
	GS6-11	89°-56-05"	89°-48-01"
SPAN 7-S	GS7-1	89°-54-20"	89°-46-34"
	GS7-2	89°-50-04"	89°-41-15"
	GS7-3	89°-45-25"	89°-33-04"
	GS7-4	89°-40-48"	89°-24-43"
	GS7-5	89°-36-37"	89°-16-51"
	GS7-6	89°-33-11"	89°-10-04"
	GS7-7	89°-30-41"	89°-04-27"
	GS7-8	89°-28-28"	89°-01-38"
	GS7-9	89°-26-52"	88°-59-19"
	GS7-10	89°-25-54"	88°-57-52"
	GS7-11	89°-25-34"	88°-57-28"
SPAN 8-S	GS8-1	89°-25-36"	88°-58-51"
	GS8-2	89°-26-07"	88°-59-44"
	GS8-3	89°-27-04"	89°-01-14"
	GS8-4	89°-28-25"	89°-03-30"
	GS8-5	89°-30-09"	89°-06-30"
	GS8-6	89°-32-11"	89°-10-12"
	GS8-7	89°-34-30"	89°-14-30"
	GS8-8	89°-37-09"	89°-19-01"
	GS8-9	89°-39-49"	89°-23-54"
	GS8-10	89°-42-47"	89°-28-47"
	GS8-11	89°-45-55"	89°-33-35"

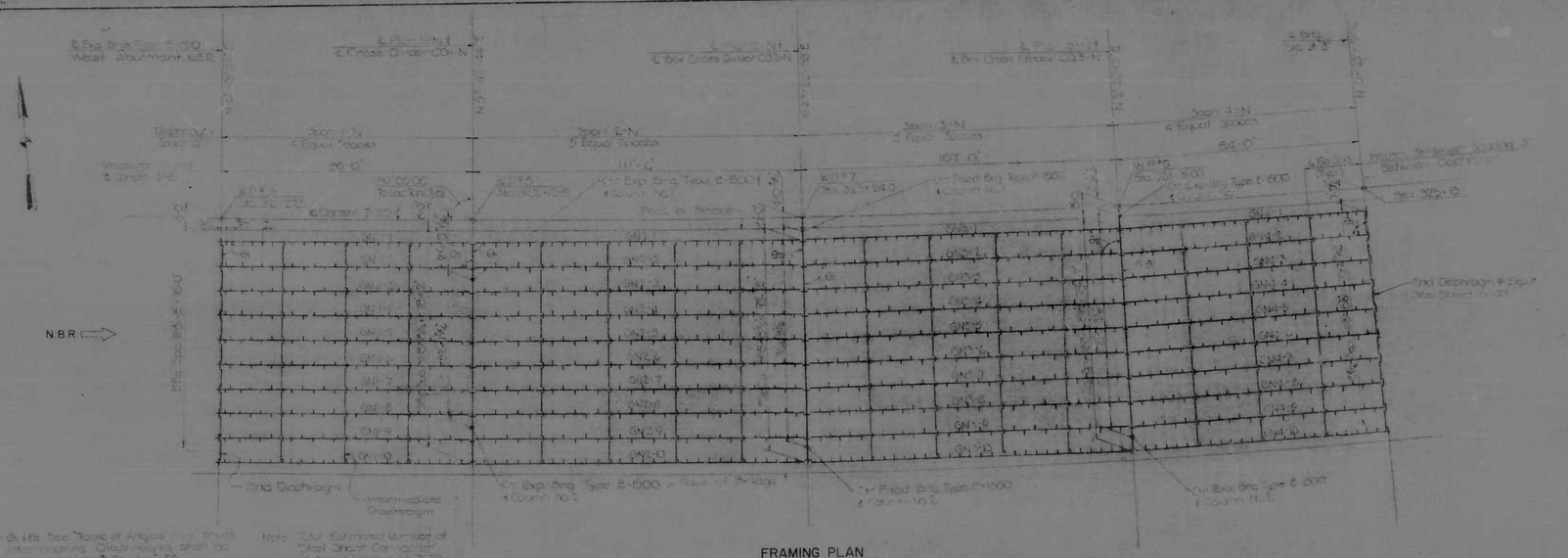
Note:
Dimensions A,B,C,D,E,F,G,H,I,J and K are measured from ℄ Cross Girder. The flange plates are to be cored to meet flange connector as shown in cross girder connection details Sheet No. S-35 thru S-36.

Note:
All notes shown on Framing Plan I apply to Framing Plan II.

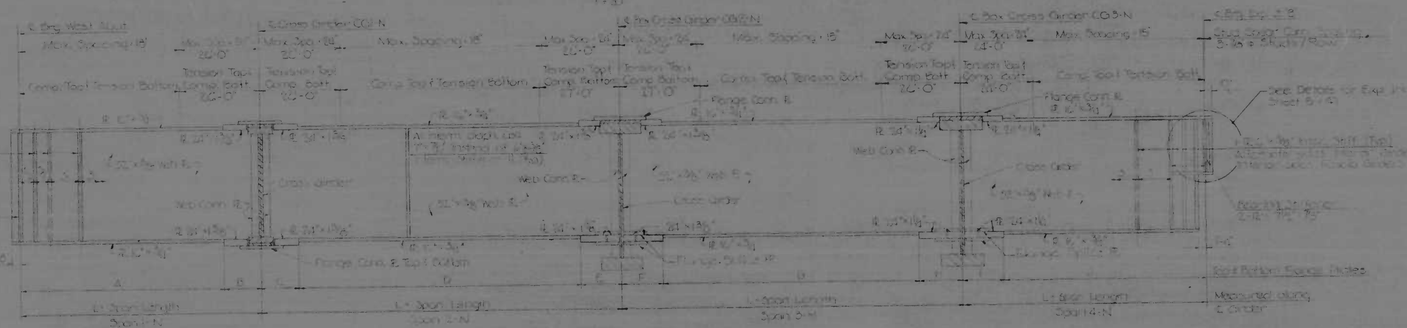
SHEET NO.
S-25
S-26
S-27
S-28
S-29
S-30
S-31
S-32
S-33
S-34
S-35

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KPMERE, BINDER, STONE & ASSOC., INC. AND MATZ, GREEN & ASSOC., INC. CONSULTING ENGINEERS 516 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE AND KANE STREET FRAMING PLAN II
		SCALE: As Shown DATE: JUN 2 1972
		DRAWN BY: A.J.M. & M.S.F. TRACED BY: A.J.M. & M.S.F. DES. BY: C.D.P. CHK. BY: M.S.C.
		F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC246-35-815 BALTO. CITY NO. 1997
		SHEET NO. (97) S-26 of S-60

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-27	(197) S-60



FRAMING PLAN



TYPICAL GIRDER ELEVATION

SPAN 1-N				SPAN 2-N					SPAN 3-N					SPAN 4-N			
TOP AND BOTTOM FLANGE				TOP AND BOTTOM FLANGE					TOP AND BOTTOM FLANGE					TOP AND BOTTOM FLANGE			
GIRDER	L	A	B	GIRDER	L	C	D	E	GIRDER	L	F	G	H	GIRDER	L	I	J
GN1-1				GN2-1					GN3-1					GN4-1			
GN1-2				GN2-2					GN3-2					GN4-2			
GN1-3				GN2-3					GN3-3					GN4-3			
GN1-4				GN2-4					GN3-4					GN4-4			
GN1-5				GN2-5					GN3-5					GN4-5			
GN1-6				GN2-6					GN3-6					GN4-6			
GN1-7				GN2-7					GN3-7					GN4-7			
GN1-8				GN2-8					GN3-8					GN4-8			
GN1-9				GN2-9					GN3-9					GN4-9			
GN1-10				GN2-10					GN3-10					GN4-10			

TABLE OF ANGLES		
	GIRDER	θ1	θ2
SPAN 1-N	GN1-1		
	GN1-2		
	GN1-3		
	GN1-4		
	GN1-5		
	GN1-6		
	GN1-7		
	GN1-8		
	GN1-9		
	GN1-10		
SPAN 2-N	GN2-1		
	GN2-2		
	GN2-3		
	GN2-4		
	GN2-5		
	GN2-6		
	GN2-7		
	GN2-8		
	GN2-9		
	GN2-10		
SPAN 3-N	GN3-1		
	GN3-2		
	GN3-3		
	GN3-4		
	GN3-5		
	GN3-6		
	GN3-7		
	GN3-8		
	GN3-9		
	GN3-10		
SPAN 4-N	GN4-1		
	GN4-2		
	GN4-3		
	GN4-4		
	GN4-5		
	GN4-6		
	GN4-7		
	GN4-8		
	GN4-9		
	GN4-10		

Note: All notes shown on Framing Plan I apply to Framing Plan III

Note:
Dimensions B, C, E, F, H and I are measured from ℄ Cross Girder. The flange plates are to be coped to meet flange dimensions as shown in typical girder connection details Sheets S-43 & S-44.

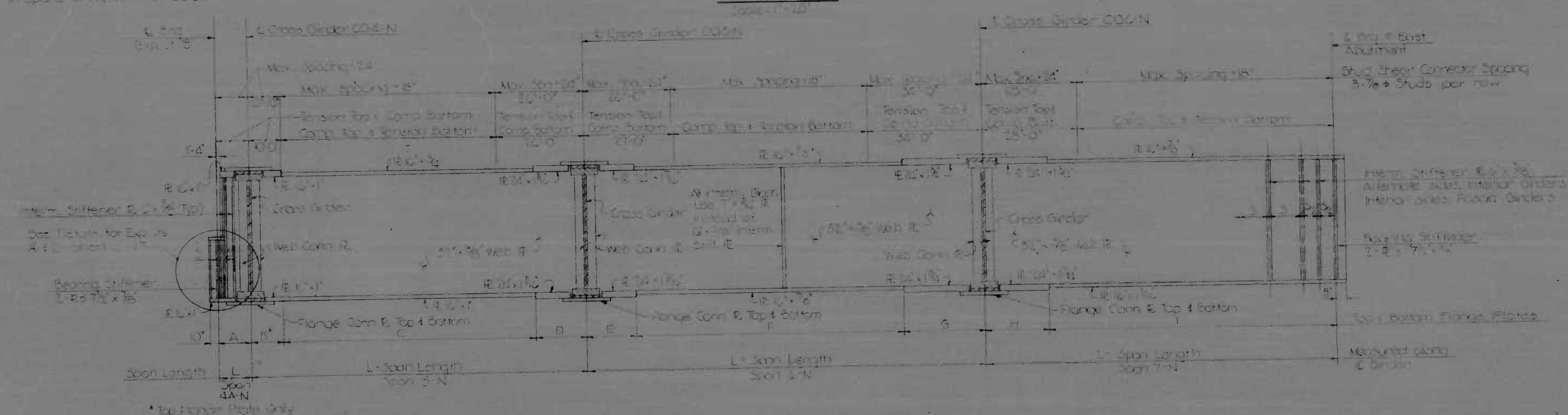
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	&	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	RAMSEY, BOSWELL, STONE & ASSOC., INC. and MATZ, CHILES & OSLER, INC. CONSULTING ENGINEERS 241 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE AND KANE STREET FRAMING PLAN III		DRAWN BY A.J.M. & M.S.F. DES. BY R.S.J. TRACED BY A.J.M. & M.S.F. CHK. BY M.S.C. F.A.P. NO. I-95-4(38)35 SHEET NO. (197) S.R.C. NO. BC 246-35-815 S-27 OF S-60 BALTO. CITY NO. 1997
		SCALE: As Shown DATE JUN 2 1972		

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-28	(97) S-60

FRAMING PLAN

Scale: 1" = 20'

Note: Total Estimated Number of "Steel Stud Shear Connector" in Spans 4A-N to 7-N = 6060



TYPICAL GIRDER ELEVATION

Not to Scale

* Top Flange Plate Only

Note: For dimensions See Table this sheet

TABLE OF ANGLES

SPAN	GIRDER	θ1	θ2
SPAN 4-N	GN4A-1	[illegible]	[illegible]
	GN4A-2	[illegible]	[illegible]
	GN4A-3	[illegible]	[illegible]
	GN4A-4	[illegible]	[illegible]
	GN4A-5	[illegible]	[illegible]
	GN4A-6	[illegible]	[illegible]
	GN4A-7	[illegible]	[illegible]
	GN4A-8	88°-55'-24"	[illegible]
	GN4A-9	88°-55'-05"	88°-36'-41"
	GN4A-10	88°-54'-47"	88°-36'-22"
SPAN 5-N	GN5-1	[illegible]	[illegible]
	GN5-2	[illegible]	[illegible]
	GN5-3	[illegible]	[illegible]
	GN5-4	[illegible]	[illegible]
	GN5-5	[illegible]	[illegible]
	GN5-6	[illegible]	[illegible]
	GN5-7	[illegible]	[illegible]
	GN5-8	[illegible]	[illegible]
	GN5-9	[illegible]	[illegible]
	GN5-10	[illegible]	[illegible]
SPAN 6-N	GN6-1	[illegible]	[illegible]
	GN6-2	[illegible]	[illegible]
	GN6-3	[illegible]	[illegible]
	GN6-4	[illegible]	[illegible]
	GN6-5	[illegible]	[illegible]
	GN6-6	[illegible]	[illegible]
	GN6-7	[illegible]	[illegible]
	GN6-8	[illegible]	[illegible]
	GN6-9	[illegible]	[illegible]
	GN6-10	[illegible]	[illegible]
SPAN 7-N	GN7-1	[illegible]	[illegible]
	GN7-2	[illegible]	[illegible]
	GN7-3	[illegible]	[illegible]
	GN7-4	[illegible]	[illegible]
	GN7-5	[illegible]	[illegible]
	GN7-6	[illegible]	[illegible]
	GN7-7	[illegible]	100°-12'-05"
	GN7-8	[illegible]	[illegible]
	GN7-9	[illegible]	[illegible]
	GN7-10	[illegible]	[illegible]

Notes:
1) For θ1 and θ2 See Table of Angles this sheet for curved girders (Spans 5-N thru 7-N). θ1 and θ2 are measured from tangent at ℄ Cross Girder or ℄ Brg. East Abutment.
2) All Intermediate Diaphragms in Span 5-N shall be placed normal to ℄ Constr. I-95 and those in Spans 6-N & 7-N shall be placed parallel to ℄ Pier 6-N.

SPAN 4A-N — TOP AND BOTTOM FLANGE

GIRDER	L	A
GN4A-1	[illegible]	[illegible]
GN4A-2	[illegible]	[illegible]
GN4A-3	[illegible]	[illegible]
GN4A-4	[illegible]	[illegible]
GN4A-5	[illegible]	[illegible]
GN4A-6	10'-3 5/8"	10'-3 5/8"
GN4A-7	[illegible]	[illegible]
GN4A-8	[illegible]	[illegible]
GN4A-9	[illegible]	[illegible]
GN4A-10	[illegible]	[illegible]

SPAN 5-N — TOP AND BOTTOM FLANGE

GIRDER	L	B	C	D
GN5-1	[illegible]	[illegible]	[illegible]	15'-0"
GN5-2	[illegible]	10'-0"	[illegible]	15'-0"
GN5-3	[illegible]	[illegible]	[illegible]	15'-0"
GN5-4	[illegible]	10'-0"	[illegible]	15'-0"
GN5-5	[illegible]	10'-0"	[illegible]	15'-0"
GN5-6	[illegible]	10'-0"	[illegible]	15'-0"
GN5-7	[illegible]	[illegible]	[illegible]	15'-0"
GN5-8	[illegible]	10'-0"	73'-2 9/16"	15'-0"
GN5-9	[illegible]	10'-0"	73'-7 1/8"	15'-0"
GN5-10	[illegible]	10'-0"	74'-0"	15'-0"

SPAN 6-N — TOP AND BOTTOM FLANGE

GIRDER	L	E	F	G
GN6-1	[illegible]	15'-0"	[illegible]	[illegible]
GN6-2	[illegible]	[illegible]	[illegible]	[illegible]
GN6-3	[illegible]	15'-0"	[illegible]	[illegible]
GN6-4	[illegible]	[illegible]	[illegible]	[illegible]
GN6-5	[illegible]	[illegible]	[illegible]	[illegible]
GN6-6	[illegible]	[illegible]	[illegible]	[illegible]
GN6-7	[illegible]	[illegible]	[illegible]	[illegible]
GN6-8	[illegible]	[illegible]	[illegible]	[illegible]
GN6-9	[illegible]	15'-0"	[illegible]	[illegible]
GN6-10	[illegible]	15'-0"	[illegible]	[illegible]

SPAN 7-N — TOP AND BOTTOM FLANGE

GIRDER	L	H	I
GN7-1	[illegible]	[illegible]	[illegible]
GN7-2	[illegible]	[illegible]	[illegible]
GN7-3	[illegible]	[illegible]	[illegible]
GN7-4	[illegible]	[illegible]	[illegible]
GN7-5	[illegible]	[illegible]	[illegible]
GN7-6	[illegible]	[illegible]	[illegible]
GN7-7	[illegible]	[illegible]	[illegible]
GN7-8	[illegible]	[illegible]	[illegible]
GN7-9	[illegible]	[illegible]	[illegible]
GN7-10	[illegible]	[illegible]	[illegible]

Note: Dimensions A, B, C, D and H are measured from ℄ Cross Girder. The flange plates are to be coped to meet flange connections as shown in cross girder connection details. Sheets S-33 & S-34

Note: All notes shown on Framing Plan I apply to Framing Plan II

REFERENCES — SHEET NO.
Framing Plan III — S-29
Cross Girder Elevation III — S-31
Cross Girder Elevation II — S-32
Girder Connection Details I — S-33
Girder Connection Details II — S-34
Typical Deck Section NBR — S-36
Diaphragm Details — S-42
Expansion Joint Details at Abutments — S-43
Details for Exp. Joints A & B — S-47
Superstructure Detail — S-56

REVISIONS	CONSULTANT
	KNOERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202

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

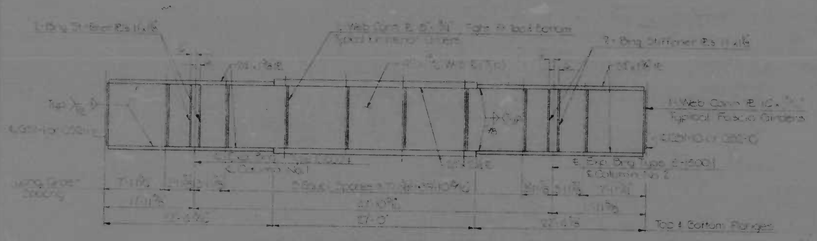
INTERSTATE RTE. 95 OVER DUNDALK AVE. AND KANE STREET

FRAMING PLAN IV

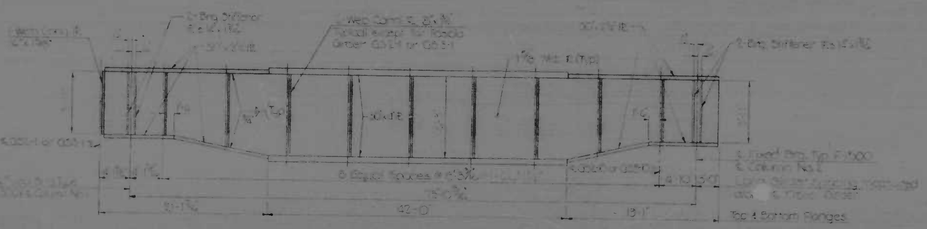
SCALE: As Shown DATE: JUN 2 1972

DRAWN BY: A.J.M. & M.S.F. DES. BY: C.D.P.
TRACED BY: A.J.M. & M.S.F. CHK. BY: M.S.C.
F.A.P. NO. I-95-4(38)35
S.R.C. NO. B.C. 246-35-815
BALTO. CITY NO. 1997
SHEET NO. (97) S-28 OF S-60

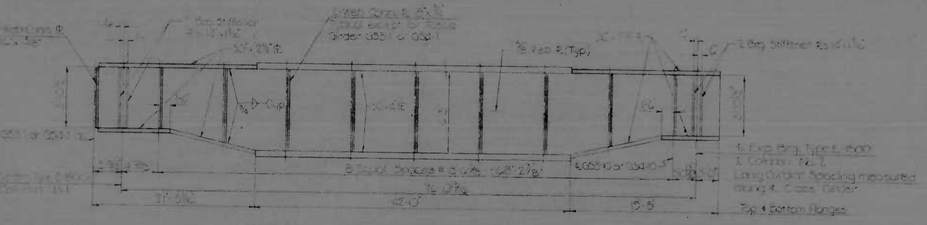
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)135	S-29	(97) S-60



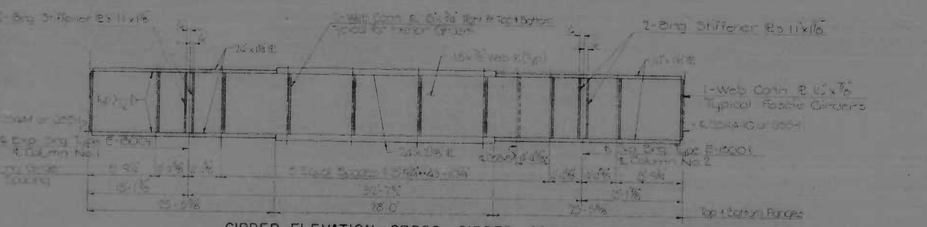
GIRDER ELEVATION — CROSS GIRDER CG1-S



GIRDER ELEVATION — CROSS GIRDER CG2-S



GIRDER ELEVATION — CROSS GIRDER CG3-S

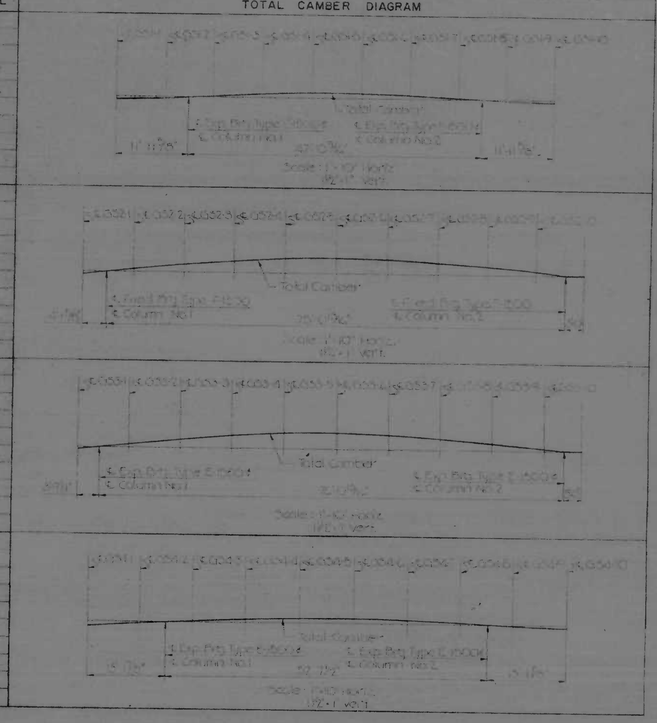


GIRDER ELEVATION — CROSS GIRDER CG4-S

CAMBER TABLE

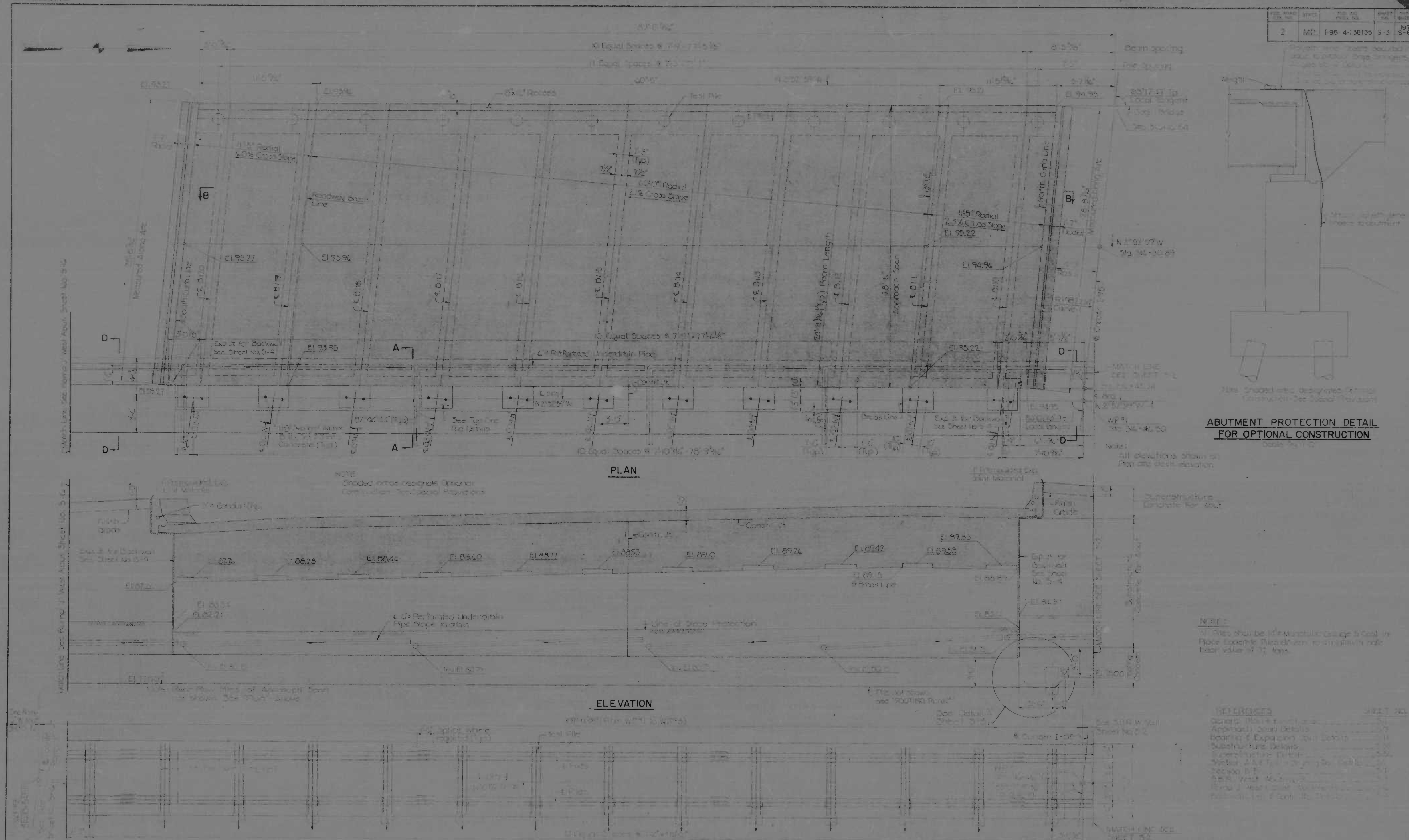
	LOCATION	STEEL	CONC.	SDL	TOTAL
CROSS GIRDER CG1-S	℄ GS1-1	1/16"	1/16"	-1/16"	1/16"
	℄ GS1-2	0	1/16"	0	1/16"
	℄ GS1-3	0	1/16"	0	1/16"
	℄ GS1-4	1/16"	1/16"	1/16"	3/16"
	℄ GS1-5	1/16"	1/16"	1/16"	3/16"
	℄ GS1-6	1/16"	1/16"	1/16"	3/16"
	℄ GS1-7	1/16"	1/16"	1/16"	1/16"
	℄ GS1-8	0	1/16"	0	1/16"
	℄ GS1-9	0	1/16"	0	1/16"
	℄ GS1-10	1/16"	1/16"	1/16"	3/16"
BOX CROSS GIRDER CG2-S	℄ GS2-1	1/16"	3/16"	1/16"	5/16"
	℄ GS2-2	1/16"	3/16"	1/16"	5/16"
	℄ GS2-3	1/16"	3/16"	1/16"	5/16"
	℄ GS2-4	1/16"	3/16"	1/16"	5/16"
	℄ GS2-5	1/16"	3/16"	1/16"	5/16"
	℄ GS2-6	1/16"	3/16"	1/16"	5/16"
	℄ GS2-7	1/16"	3/16"	1/16"	5/16"
	℄ GS2-8	1/16"	3/16"	1/16"	5/16"
	℄ GS2-9	1/16"	3/16"	1/16"	5/16"
	℄ GS2-10	1/16"	3/16"	1/16"	5/16"
BOX CROSS GIRDER CG3-S	℄ GS3-1	1/16"	3/16"	1/16"	5/16"
	℄ GS3-2	1/16"	3/16"	1/16"	5/16"
	℄ GS3-3	1/16"	3/16"	1/16"	5/16"
	℄ GS3-4	1/16"	3/16"	1/16"	5/16"
	℄ GS3-5	1/16"	3/16"	1/16"	5/16"
	℄ GS3-6	1/16"	3/16"	1/16"	5/16"
	℄ GS3-7	1/16"	3/16"	1/16"	5/16"
	℄ GS3-8	1/16"	3/16"	1/16"	5/16"
	℄ GS3-9	1/16"	3/16"	1/16"	5/16"
	℄ GS3-10	1/16"	3/16"	1/16"	5/16"
CROSS GIRDER CG4-S	℄ GS4A-1	1/16"	3/16"	1/16"	5/16"
	℄ GS4A-2	0	1/16"	0	1/16"
	℄ GS4A-3	0	1/16"	0	1/16"
	℄ GS4A-4	1/16"	1/16"	1/16"	3/16"
	℄ GS4A-5	1/16"	3/16"	1/16"	5/16"
	℄ GS4A-6	1/16"	3/16"	1/16"	5/16"
	℄ GS4A-7	1/16"	1/16"	1/16"	3/16"
	℄ GS4A-8	0	1/16"	0	1/16"
	℄ GS4A-9	0	1/16"	0	1/16"
	℄ GS4A-10	1/16"	1/16"	1/16"	3/16"

TOTAL CAMBER DIAGRAM



REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KIDDERLE, REIDER, STONE & ASSOC., INC. AND MATZ, CHERS & ASSOC., INC. CONSULTING ENGINEERS 561 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 OVER DUNDALK AVE. AND KANE STREET CROSS GIRDER ELEVATION I	DRAWN BY L.M.W. DES. BY C.D.P. & M.V.Z. TRACED BY L.M.W. CHK. BY M.S.C.
		SCALE: As Shown DATE JUN 21972	F.A.P. NO. I-95-4(38)135 SHEET NO. (97) S.R.C. NO. BC 246-35-815 S-29 OF S-60 BALTO. CITY NO. 1997

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4-(38)135	S-3	(97) S-60



REVISIONS	CONSULTANT
	KNOERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 841 N. CALVERT STREET BALTIMORE, MARYLAND 21202

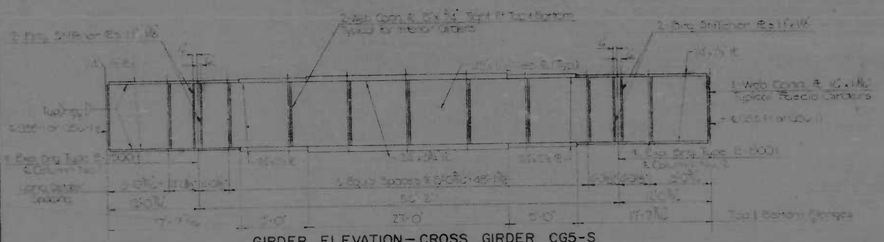
CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
&
STATE ROADS COMMISSION OF MARYLAND
INTERSTATE DIVISION FOR BALTIMORE CITY

INTERSTATE RTE. 95 & RAMP "J" OVER
GUSRYAN STREET
N.B.R. WEST ABUTMENT

SCALE: 1/4"=1'-0"
DATE: JUN 2 1972

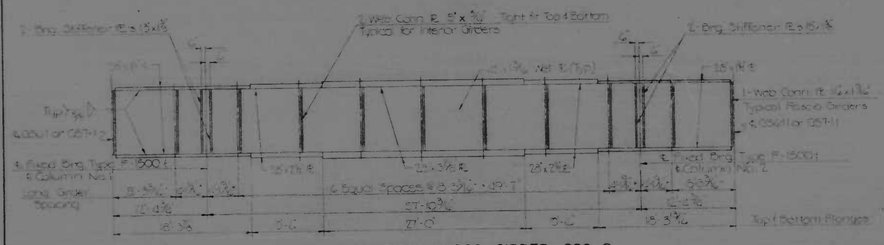
DRAWN BY J.R.H
TRACED BY J.R.H
DES. BY AE & ABE
CHK. BY M.S.C.
F.A.P. NO. I-95-4(38)135
S.R.C. NO. B.C. 246-35-815
BALTO. CITY NO. 1997
SHEET NO. S-3 OF (97) S-60

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	ADDN. SHEETS
2	MD.	I-95-4(38)35 S-30	S-60	31



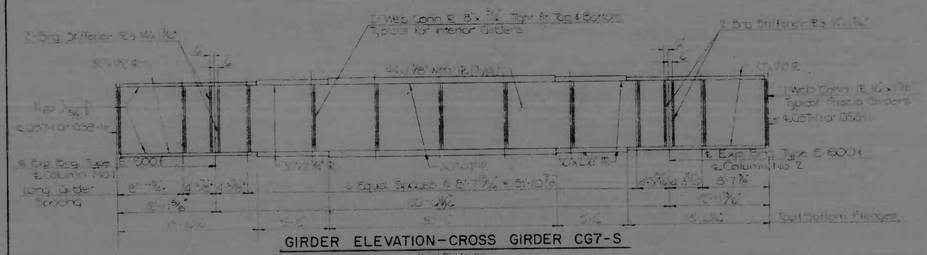
GIRDER ELEVATION – CROSS GIRDER CG5-S

Ye 1-0 Horiz.
No Scale Vert.



GIRDER ELEVATION – CROSS GIRDER CG6-S

Ye 1-0 Horiz.
No Scale Vert.



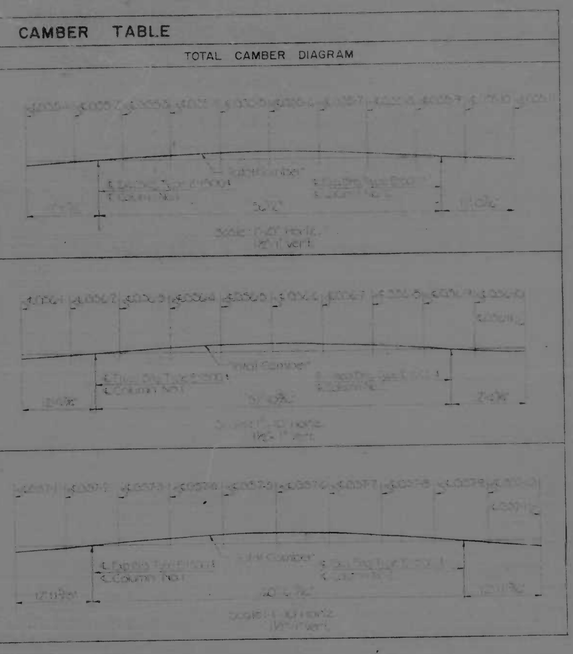
GIRDER ELEVATION – CROSS GIRDER CG7-S

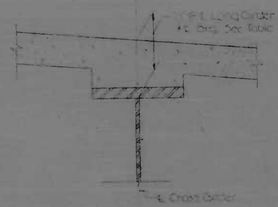
Ye 1-0 Horiz.
No Scale Vert.

CAMBER TABLE

	LOCATION	STEEL	CONC.	SDL	GEOMET	TOTAL
CROSS GIRDER CG5-S	℄ GS5-1	-1/16"	3/16"	-1/16"	0	1/16"
	℄ GS5-2	-1/16"	1/16"	0	0	0
	℄ GS5-3	1/16"	1/8"	1/16"	0	1/4"
	℄ GS5-4	1/8"	5/16"	1/8"	0	5/16"
	℄ GS5-5	3/16"	1/2"	1/8"	0	13/16"
	℄ GS5-6	3/16"	1/2"	3/16"	0	7/8"
	℄ GS5-7	3/16"	1/2"	1/8"	0	13/16"
	℄ GS5-8	1/8"	5/16"	1/16"	0	5/16"
	℄ GS5-9	1/16"	1/8"	1/16"	0	1/16"
	℄ GS5-10	-1/16"	-1/16"	0	0	-1/8"
	℄ GS5-11	-1/16"	-1/16"	1/16"	0	-1/16"
CROSS GIRDER CG6-S	℄ GS6-1	-1/8"	-1/8"	-1/16"	0	-1/16"
	℄ GS6-2	-1/16"	-1/8"	0	0	-3/16"
	℄ GS6-3	1/16"	1/8"	1/16"	0	1/4"
	℄ GS6-4	1/8"	3/8"	1/8"	0	5/8"
	℄ GS6-5	3/16"	1/2"	3/16"	0	7/8"
	℄ GS6-6	3/16"	1/2"	3/16"	0	7/8"
	℄ GS6-7	3/16"	1/2"	3/16"	0	7/8"
	℄ GS6-8	1/8"	3/8"	1/16"	0	5/8"
	℄ GS6-9	1/16"	1/8"	1/16"	0	1/4"
	℄ GS6-10	-1/16"	-1/8"	0	0	-3/16"
	℄ GS6-11	1/8"	-1/8"	1/16"	0	-1/16"
CROSS GIRDER CG7-S	℄ GS7-1	-1/8"	-3/8"	-1/16"	-3/16"	-7/16"
	℄ GS7-2	-1/16"	-1/8"	0	-1/16"	-3/16"
	℄ GS7-3	1/16"	1/8"	1/16"	1/16"	5/16"
	℄ GS7-4	1/16"	1/16"	1/16"	1/8"	3/8"
	℄ GS7-5	1/16"	1/16"	3/16"	3/16"	7/16"
	℄ GS7-6	1/16"	1/16"	1/16"	1/16"	1/4"
	℄ GS7-7	1/16"	1/16"	1/16"	1/16"	1/4"
	℄ GS7-8	1/16"	1/16"	1/8"	1/8"	1/4"
	℄ GS7-9	1/16"	1/8"	1/16"	1/16"	3/8"
	℄ GS7-10	-1/16"	-1/8"	0	-1/16"	-3/16"
	℄ GS7-11	1/8"	3/16"	1/16"	1/16"	3/16"

TOTAL CAMBER DIAGRAM





Cross GIRDER	C
CG1-S	1-3/4
CG2-S	1-3/4
CG3-S	1-3/4
CG4-S	1-3/4
CG5-S	1-3/4
CG6-S	1-1/2
CG7-S	1-5
CG1-N	1-3
CG2-N	1-3/4
CG3-N	1-3/4
CG4-N	1-3
CG5-N	1-4
CG6-N	1-4

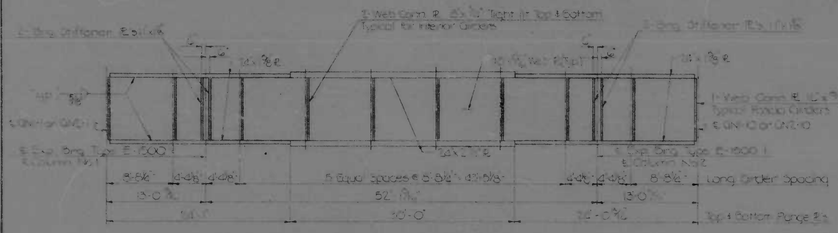
CONCRETE HAUNCH AT CROSS GIRDER

Note: For Welds and Connection Details see Plan of Splice Detail, Sheet S-50.

REFERENCE	SHEET NO.
General Plan & Elevation	S-01
Framing Plan II	S-03
Girder Connection Details	S-50
Camber Diagram	S-60
Framing Details	S-51
Superstructure Details	S-52

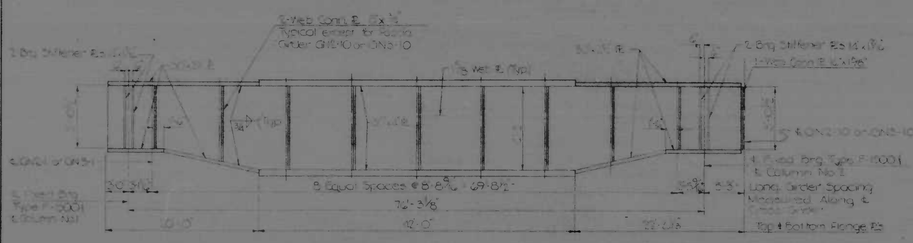
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY		
	KINDERLE, DEVRIES, STONE & ASSOC., INC. AND MATZ, GWINN & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 OVER DUNDALK AVE. AND KANE STREET CROSS GIRDER ELEVATION II	DRAWN BY L.M.W. TRACED BY L.M.W.	DES. BY C.D.P. & W.V.Z. CHK. BY M.S.C.
		SCALE As Shown DATE JUN 1972	F.A.P. NO. I-95-4(38)35 S.T.P.C. NO. BC 246-35-815 BALTO. CITY NO. 1997	SHEET NO. (97) S-30 or S-60

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	PART NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-31	(97) S-60



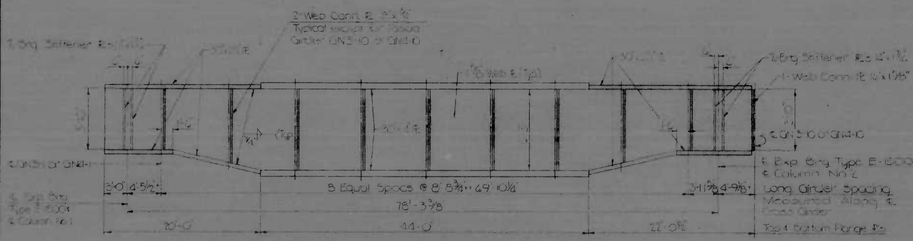
GIRDER ELEVATION - CROSS GIRDER CGI-N

1/8" = 1'-0" Horiz.
No Scale Vert.



GIRDER ELEVATION - CROSS GIRDER CG2-N

1/8" = 1'-0" Horiz.
No Scale Vert.



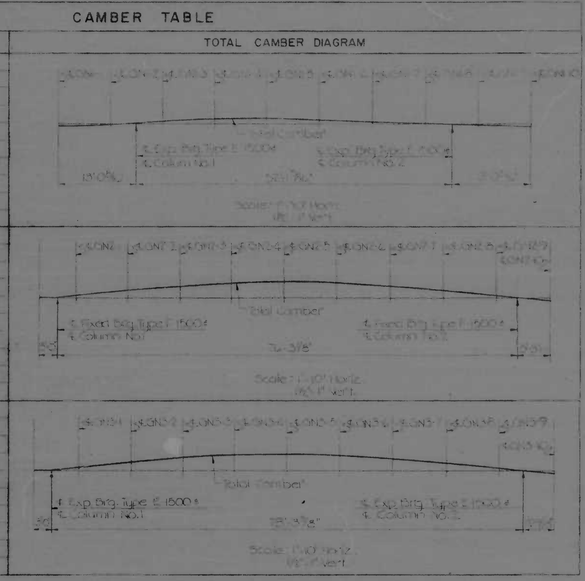
GIRDER ELEVATION - CROSS GIRDER CG3-N

1/8" = 1'-0" Horiz.
No Scale Vert.

CAMBER TABLE

	LOCATION	STEEL	CONC.	SDL	TOTAL
CROSS GIRDER CGI-N	℄ GNI-1	1"	-3/8"	1/2"	1 1/8"
	℄ GNI-2	0	-1 1/4"	0	-1 1/4"
	℄ GNI-3	0	-1 1/4"	0	-1 1/4"
	℄ GNI-4	1 1/4"	-2 3/4"	1/2"	-1"
	℄ GNI-5	1 3/8"	-3"	1/2"	-1 1/8"
	℄ GNI-6	1 1/8"	-2 3/8"	1/2"	-3/4"
	℄ GNI-7	1/2"	-1 1/4"	1/2"	-1/4"
	℄ GNI-8	0	-1/2"	0	-1/8"
	℄ GNI-9	0	-1/4"	0	-1/16"
	℄ GNI-10	-1/16"	-1/8"	1/16"	-1/8"
BOX CROSS GIRDER CG2-N	℄ GN2-1	-1/2"	-1 1/8"	1/2"	-1 1/8"
	℄ GN2-2	-1/2"	-1 1/8"	1/2"	-1 1/8"
	℄ GN2-3	1/2"	-1 1/2"	1/2"	-1/2"
	℄ GN2-4	3/4"	-1 1/4"	1/2"	-1/8"
	℄ GN2-5	1 1/16"	-2 3/8"	1 1/2"	-1/16"
	℄ GN2-6	1 1/16"	-2 3/8"	1 1/2"	-1/16"
	℄ GN2-7	1 1/4"	-2 7/8"	1 1/2"	-1/8"
	℄ GN2-8	1 1/16"	-2 3/8"	1 1/2"	-1/16"
	℄ GN2-9	1 1/2"	-3 1/8"	1 1/2"	-1/8"
	℄ GN2-10	-1/2"	-1/2"	-1/2"	-1/2"
BOX CROSS GIRDER CG3-N	℄ GN3-1	1/2"	-1/2"	1/2"	-1/2"
	℄ GN3-2	3/4"	-1 1/4"	1/2"	-1"
	℄ GN3-3	1/2"	-1 1/8"	1/2"	-1/8"
	℄ GN3-4	3/4"	-1 1/4"	1/2"	-1"
	℄ GN3-5	1"	-2 1/8"	1"	-1/8"
	℄ GN3-6	1"	-2 1/8"	1"	-1/8"
	℄ GN3-7	1/2"	-1"	1/2"	-1/2"
	℄ GN3-8	1"	-2 1/8"	1"	-1/8"
	℄ GN3-9	1 1/16"	-2 3/8"	1 1/2"	-1/16"
	℄ GN3-10	-1/16"	-1/8"	-1/16"	-1/8"

TOTAL CAMBER DIAGRAM

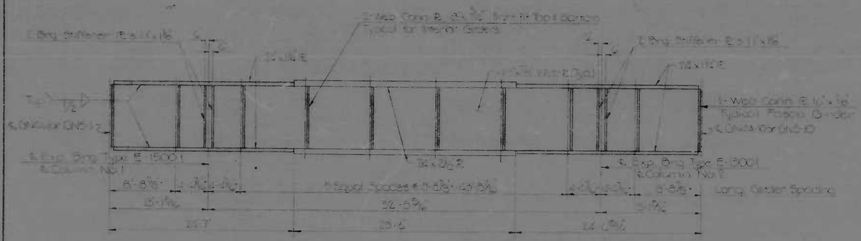


Note:
For Weld Sizes at Girder Splice Plate and Flange Splice Details, Sheet S-32.

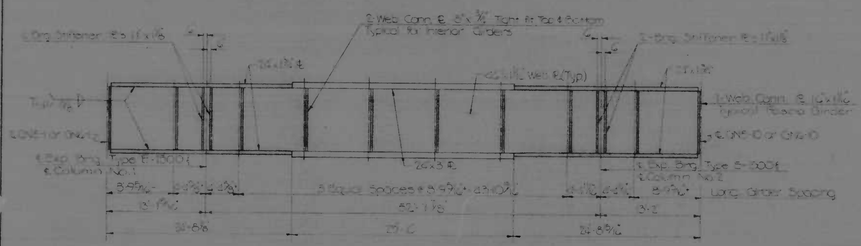
REFERENCES	SHEET NO.
General Plan & Elevation	S-10
Framing Plan III	S-27
Girder Elevation Detail	S-33
Camber Diagram & Table III	S-34
Framing Details III	S-35
Miscellaneous Details	S-60

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	RINKER, BENDER, STONE & ASSOC., INC. AND MATZ, EMERY & ASSOC., INC. CONSULTING ENGINEERS 343 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 OVER DUNDALK AVE. AND KANE STREET CROSS GIRDER ELEVATION III	DRAWN BY L.M.W. TRACED BY L.M.W. DES. BY C.D.P. & M.V.Z. CHK. BY M.S.C.
		SCALE As Shown DATE JUN 2 1972	F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) S-31 OF S-60

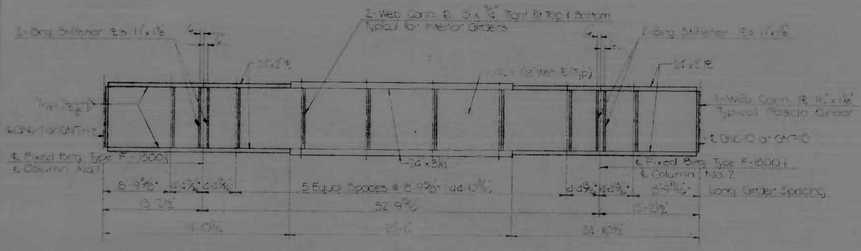
SEC. ROAD DES. NO.	COUNTY	SEC. P.O. PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-32	197 S-9



GIRDER ELEVATION—CROSS GIRDER CG4-N
3/8"=1'-0" Horiz.
No Scale Vert.



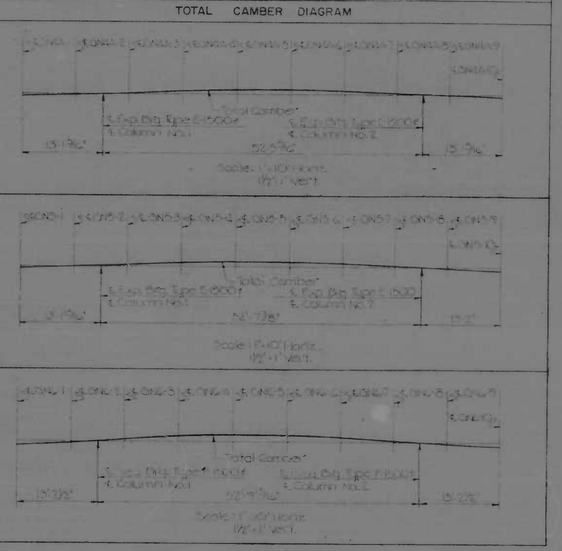
GIRDER ELEVATION—CROSS GIRDER CG5-N
3/8"=1'-0" Horiz.
No Scale Vert.



GIRDER ELEVATION—CROSS GIRDER CG6-N
3/8"=1'-0" Horiz.
No Scale Vert.

CAMBER TABLE

	LOCATION	STEEL	CONC	SDL	GEOMET.	TOTAL	TOTAL CAMBER DIAGRAM
CROSS GIRDER CG4-N	℄ GN4A-1	1/16"	-1/8"	-1/16"	0	-1/8"	
	℄ GN4A-2	0	-1/16"	0	0	-1/16"	
	℄ GN4A-3	0	1/8"	0	0	1/8"	
	℄ GN4A-4	1/16"	3/16"	1/16"	0	3/16"	
	℄ GN4A-5	1/8"	3/16"	1/8"	0	3/16"	
	℄ GN4A-6	1/8"	3/16"	1/8"	0	3/16"	
	℄ GN4A-7	1/16"	5/16"	1/16"	0	5/16"	
	℄ GN4A-8	0	1/8"	0	0	1/8"	
	℄ GN4A-9	0	-1/16"	0	0	-1/16"	
	℄ GN4A-10	-1/16"	-5/16"	-1/16"	0	-5/16"	
CROSS GIRDER CG5-N	℄ GN5-1	-1/16"	-7/16"	-1/16"	0	-7/16"	
	℄ GN5-2	0	-1/16"	0	0	-1/16"	
	℄ GN5-3	0	1/8"	0	0	1/8"	
	℄ GN5-4	1/16"	5/16"	1/16"	0	7/16"	
	℄ GN5-5	1/8"	7/16"	1/8"	0	11/16"	
	℄ GN5-6	1/8"	3/16"	1/8"	0	11/16"	
	℄ GN5-7	1/16"	5/16"	1/16"	0	7/16"	
	℄ GN5-8	0	1/8"	0	0	1/8"	
	℄ GN5-9	0	-1/16"	0	0	-1/16"	
	℄ GN5-10	-1/16"	-3/16"	1/16"	0	-5/16"	
CROSS GIRDER CG6-N	℄ GN6-1	-1/16"	-9/16"	-1/16"	-1/8"	-7/16"	
	℄ GN6-2	0	-1/16"	0	-1/16"	-1/8"	
	℄ GN6-3	0	1/8"	0	1/16"	3/16"	
	℄ GN6-4	1/8"	5/16"	1/16"	1/16"	5/16"	
	℄ GN6-5	1/8"	7/16"	1/8"	1/16"	7/16"	
	℄ GN6-6	1/8"	7/16"	1/8"	1/8"	9/16"	
	℄ GN6-7	1/8"	5/16"	1/16"	1/16"	9/16"	
	℄ GN6-8	1/16"	1/8"	0	1/16"	1/4"	
	℄ GN6-9	0	-1/16"	0	-1/16"	-1/8"	
	℄ GN6-10	-1/16"	-5/16"	1/16"	-1/16"	-7/16"	

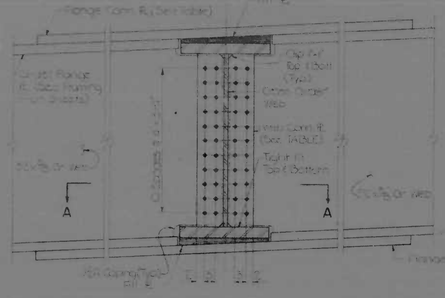


Note: For Modifications in Cross Section Flanges See Flange Splice Details, Sheet S-60

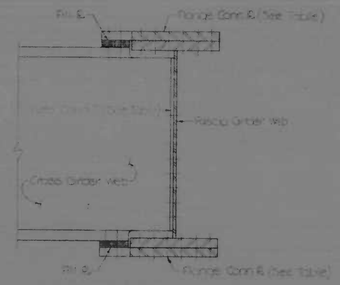
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KAMMELL, BERNER, STONE & ASSOC., INC. AND KATZ, GIBBS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 OVER DUNDALK AVE. AND KANE STREET CROSS GIRDER ELEVATION IV	DRAWN BY L.M.W. TRACED BY L.M.W. DES. BY C.D.P. & M.V.Z. CHK. BY M.S.C.
		SCALE As Shown DATE JUN 2 1972	F.A.P. NO. I-95-4(38)35 S.R.C. NO. B.C. 246-35-815 BALTO. CITY NO. 1997 SHEET NO. 1997 S-32 of S-60

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I [illegible]-4(38)135	S-33	1973 S-60

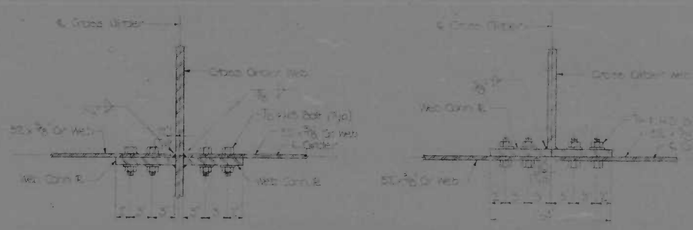
Notes: Web Connection Details are shown for interior girder. Fascia girder similar unless shown otherwise.
All girder connections shall be symmetrical top and bottom.



WEB CONNECTION DETAILS



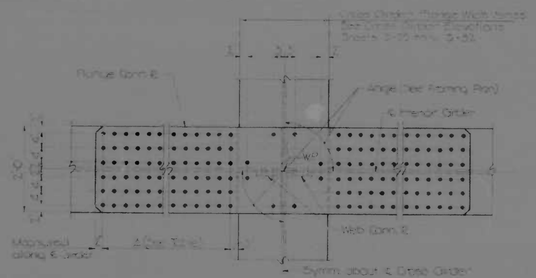
SECTION B-B



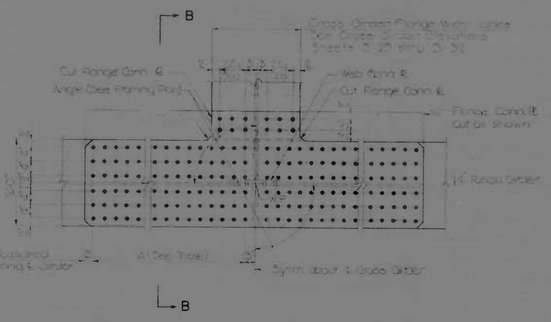
INTERIOR GIRDER

FASCIA GIRDER

SECTION A-A

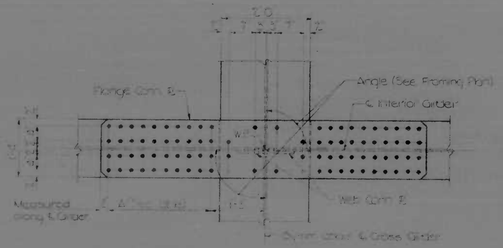


INTERIOR GIRDER

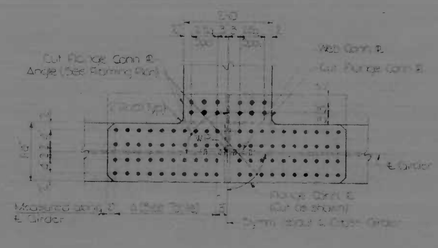


FASCIA GIRDER

24" FLANGE CONNECTION DETAILS



INTERIOR GIRDER



FASCIA GIRDER

16" FLANGE CONNECTION DETAILS
CROSS GIRDERS CG4-S & CG4-N ONLY

TABLE OF DIMENSIONS I

CROSS GIRDER	A	FLANGE CONN ℄ INTERIOR GIRDER	FLANGE CONN ℄ FASCIA GIRDER	WEB CONN ℄ INTERIOR GIRDER	WEB CONN ℄ FASCIA GIRDER
1-S	11 Spaces @ 3'-2 3/8"	24" x 1 1/2" x 9'-10"	30" x 1 1/2" x 7'-10"		
4-S	9 Spaces @ 3'-2 3/8"	24" x 1" x 7'-4"	28" x 1" x 5'-6"		
5-S	11 Spaces @ 3'-2 3/4"	24" x 1 1/4" x 8'-6"	30" x 1 1/8" x 6'-4"		
6-S	14 Spaces @ 3'-3 1/2"	24" x 1 1/2" x 11'-2"	36" x 1 1/2" x 7'-10"		
7-S	17 Spaces @ 3'-4 3/8"	24" x 1 3/4" x 13'-10"	36" x 1 3/4" x 9'-6"		
1-N	13 Spaces @ 3'-3 3/8"	24" x 1 3/4" x 9'-8"	30" x 1 3/8" x 7'-6"		
4-N	9 Spaces @ 3'-2 3/8"	24" x 1" x 7'-6"	28" x 1" x 5'-8"		
5-N	14 Spaces @ 3'-3 1/4"	24" x 1 1/4" x 9'-10"	30" x 1 1/8" x 7'-10"		
6-N	17 Spaces @ 3'-4 3/8"	24" x 1 3/4" x 11'-6"	36" x 1 3/4" x 9'-6"		

Note: No Flange Conn for Girder G1-S & G1-N at Cross Girder CG4-S & CG4-N

TABLE OF DIMENSIONS II

CROSS GIRDER	LOCATION AT	A	WEB CONN ℄	FLANGE CONN ℄
2-S	CG2-S (Fascia) *	7 Spaces @ 3'-2 3/8"	5/8" x 5'-6"	1" x 1'-0"
	CG1-S (Int.)	8 Spaces @ 3'-2 3/8"	5/8" x 6'-0"	1" x 1'-0"
3-S	CG4-S (Int.)	12 Spaces @ 3'-2 3/8"	5/8" x 8'-6"	1" x 1'-0"
2-N	CG1-N (Int.)	13 Spaces @ 3'-3 3/8"	5/8" x 9'-2"	1" x 1'-0"
	CG2-N (Fascia)	13 Spaces @ 3'-3 3/8"	5/8" x 7'-6"	1" x 1'-0"
3-N	CG3-N (Int.)	12 Spaces @ 3'-3 3/8"	5/8" x 8'-6"	1" x 1'-0"
	CG4-N (Fascia)	12 Spaces @ 3'-3 3/8"	5/8" x 6'-8"	1" x 1'-0"

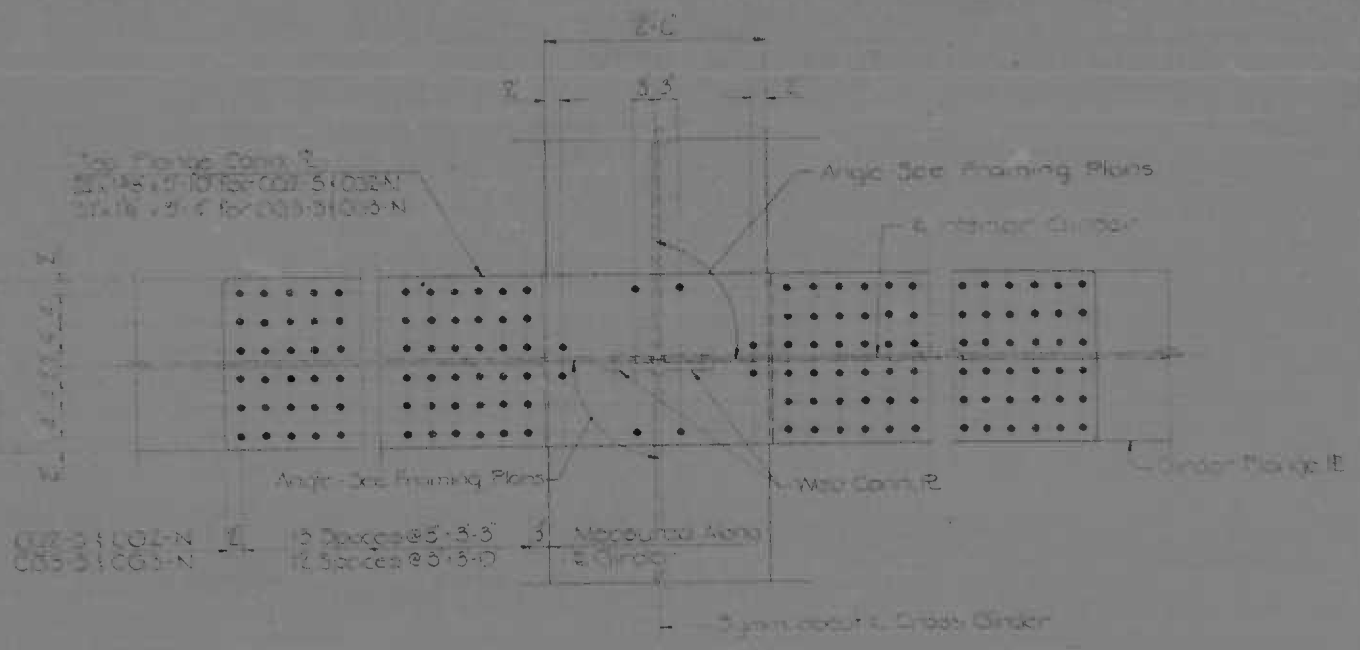
Note: * Fascia or Int indicates type of girder connection details as per Lead

NOTE
1. High strength weathering steel bolts conforming to ASTM A325 shall be used for all bolted connections.

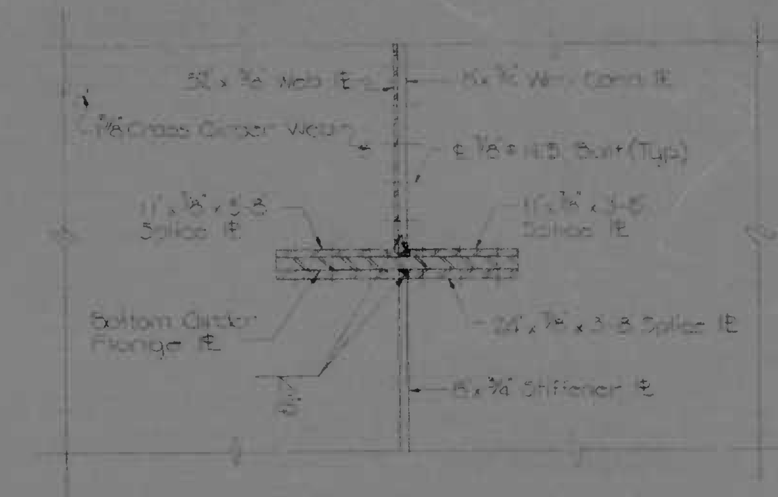
REFERENCE
FRAMING PLAN — SEE NO.
CROSS GIRDER ELEVATIONS — S-12 to S-24

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KINKEL, BEISER, STAGE & ASSOC., INC. AND KATZ, SIELDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CHARLES STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 OVER DUNDALK AVE AND KANE STREET GIRDER CONNECTION DETAILS I SCALE As Shown DATE JUN 2 1972	DRAWN BY JRH & LMW DES. BY CDP TRACED BY JRH & LMW CHK. BY MSC F.A.P. NO. I-95-4(38)135 SHEET NO. (97) S.P.C. NO. BC 246-35-915 S-33 of S-60 BALTO. CITY NO. 1997

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-34	(97) S-60

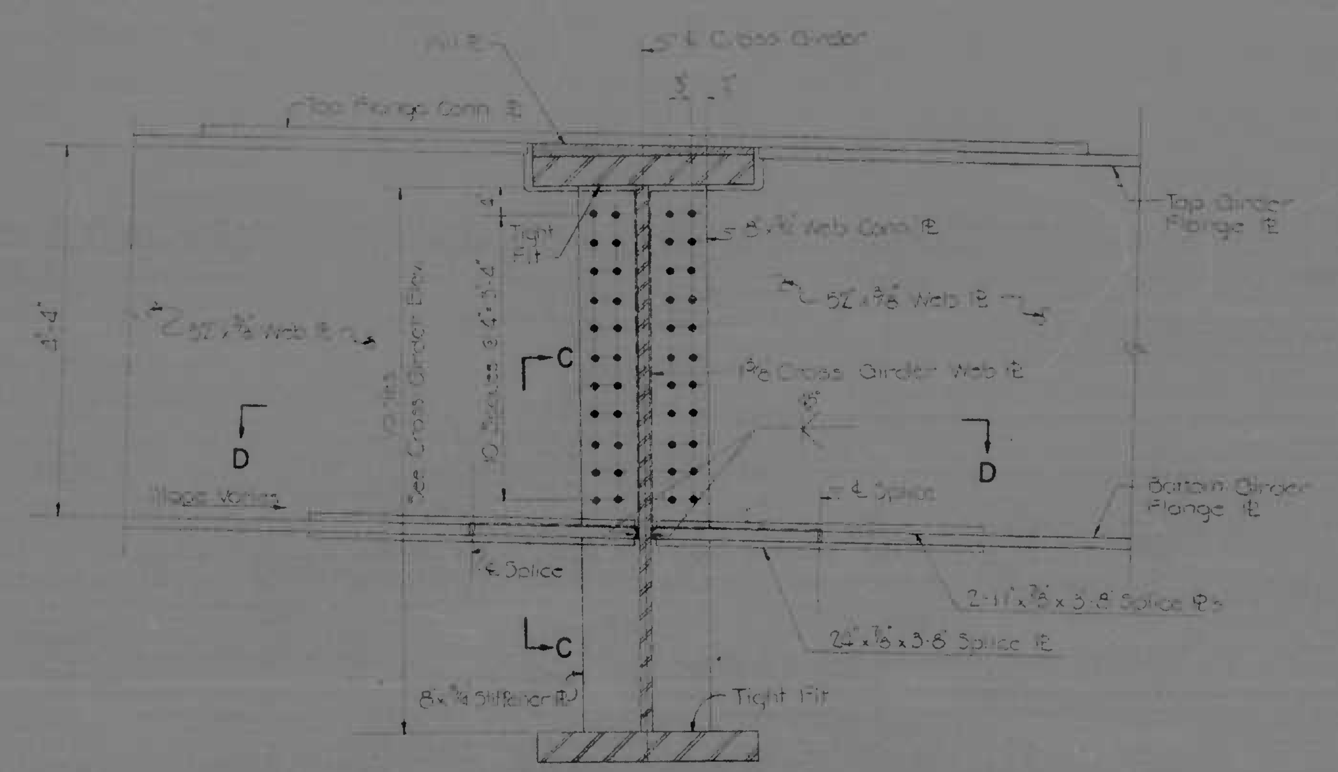


PLAN-TOP FLANGE

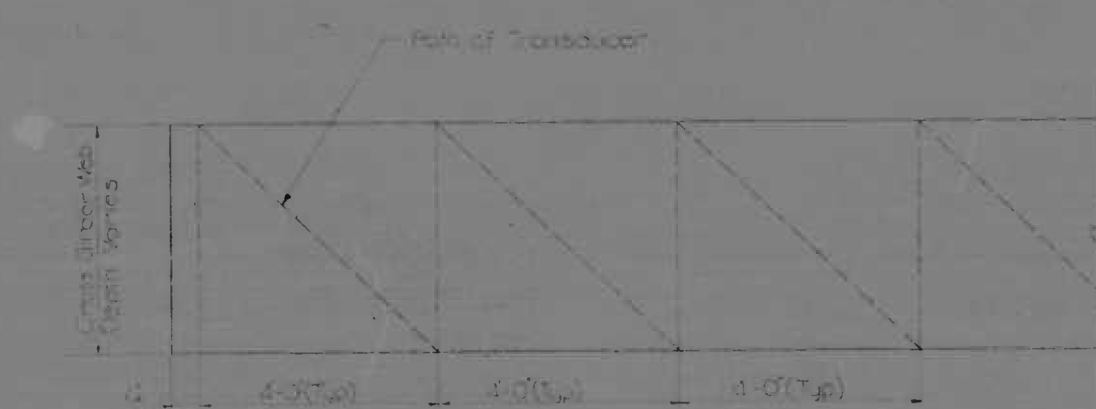


SECTION C-C

Scale: 1"=1'-0"



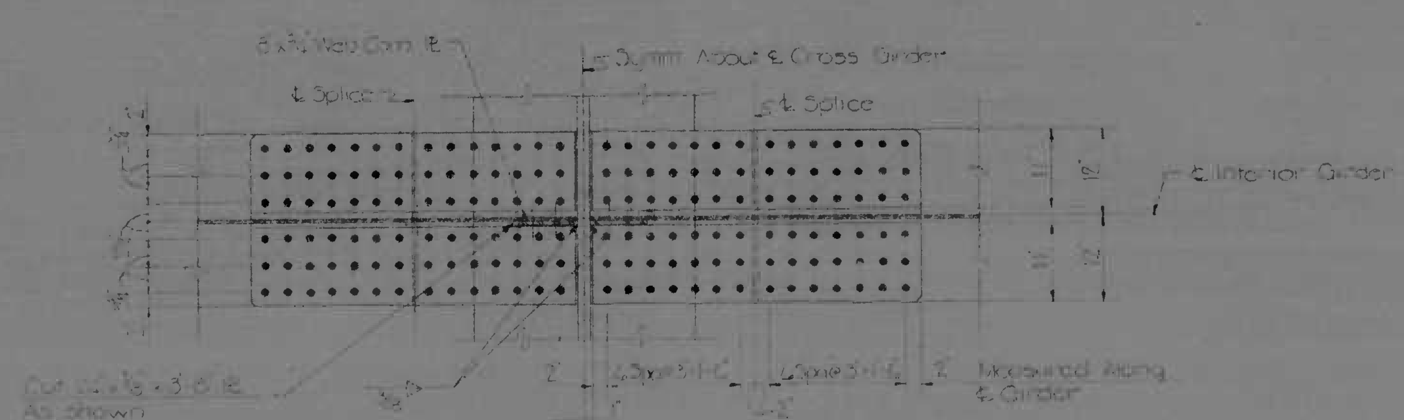
ELEVATION



ULTRASONIC 'Z' SCAN FOR CROSS GIRDER WEB

Scale: ½"=1'-0"

Note:
For 4'-0" typical Ultrasonic Z Scan
See Special Provisions



SECTION D-D

INTERIOR GIRDER CONNECTION DETAILS FOR CROSS GIRDERS 2-S, 3-S, 2-N AND 3-N

Scale: ⅜"=1'-0"

Note:
The details shown above are typical for interior girder connections of cross girders 2-S, 3-S, 2-N and 3-N, except as indicated in Table of Dimensions II sheet S-33.

Note:
⅞" ϕ High Strength weathering steel bolts conforming to A.S.T.M. A-325 shall be used for all bolted girder connections.

REFERENCES	SHEET NO.
Girder Connection Details I	S-33
Cross Girder Elevations I to II	S-25 to S-31

REVISIONS	CONSULTANT	
	GREINER, BENDER, STONE & ASSOC., INC. and HAZE, SHELBS & ASSOC., INC. CONSULTING ENGINEERS 245 N. CALVERT STREET BALTIMORE, MARYLAND 21202	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY

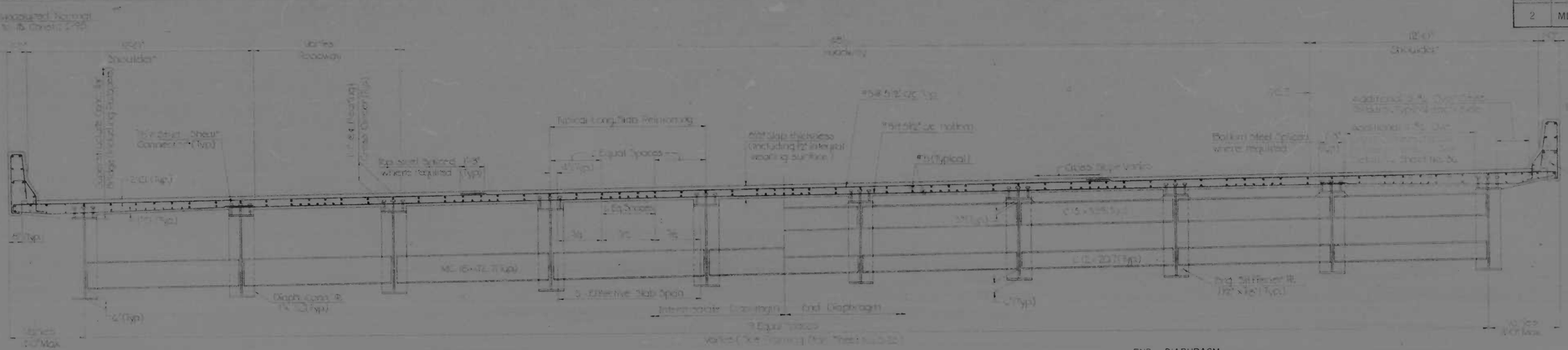
INTERSTATE RTE. 95 OVER DUNDALK AVE. AND KANE STREET

GIRDER CONNECTION DETAILS II

SCALE: As Shown DATE: JUN 2 1972

DRAWN BY: M.S.F. DES. BY: M.S.C.
TRACED BY: M.S.F. CHK. BY: F.E.M.
F.A.P. NO.: I-95-4(38)35
S.R.C. NO.: BC 246-35-815
BALTO. CITY NO.: 1997
SHEET NO. S-34 OF (97) S-60

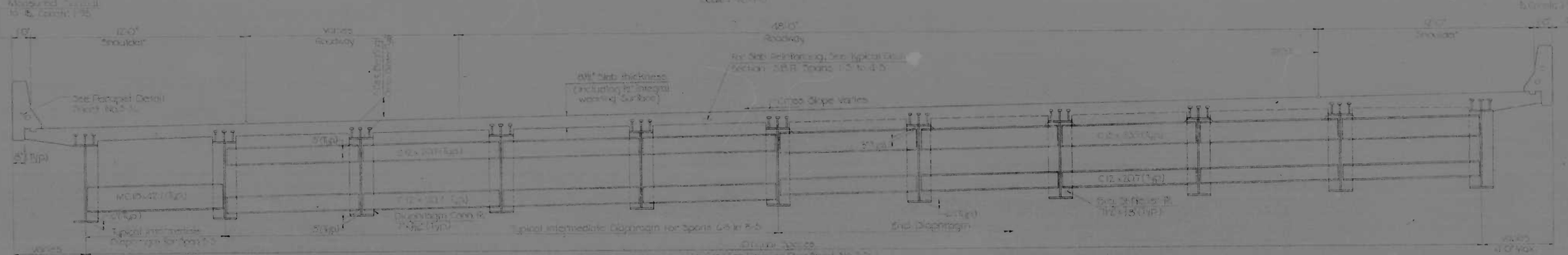
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD	I-95-4(38)35	S-35	197 S-60



INTERMEDIATE DIAPHRAGM

END DIAPHRAGM

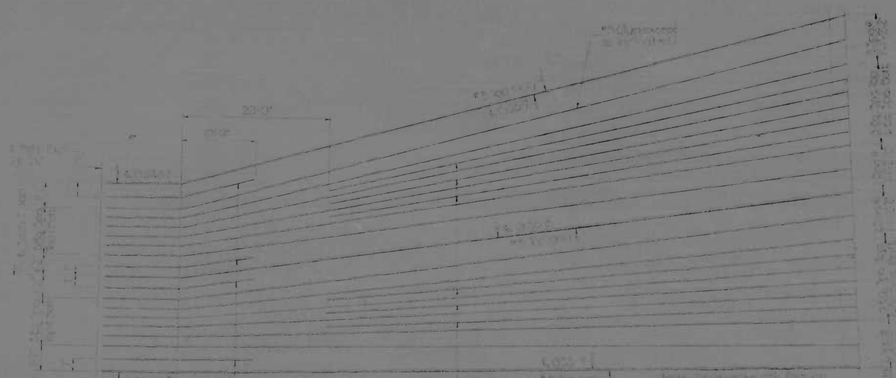
TYPICAL DECK SECTION - SPANS 1-S TO 4-S



INTERMEDIATE DIAPHRAGM

END DIAPHRAGM

TYPICAL DECK SECTION - SPANS 5-S TO 8-S

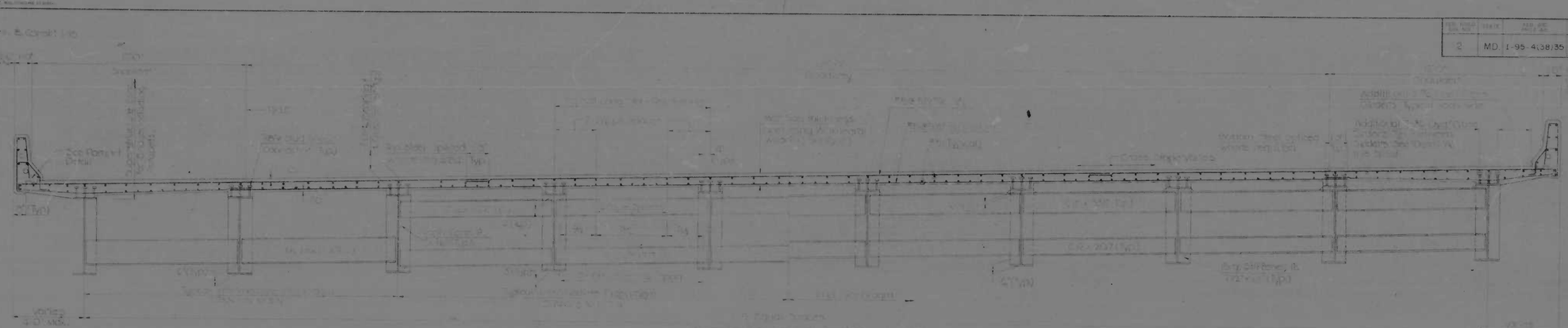


LONGITUDINAL SLAB REINFORCING BETWEEN GIRDERS GS5-7 AND GS5-9

SLAB REINFORCING AT ACUTE CORNER

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	ENGERUD, BOSWORTH, STONE & ASSOC., INC. AND MATZ, COLLIS & ASSOC., INC. CONSULTING ENGINEERS 901 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE. AND KANE STREET TYPICAL DECK SECTION S.B.R. SCALE As Shown DATE JUN 21 1972	DRAWN BY J.R.H. DES. BY M.S.C. & E.D.P. TRACED BY J.R.H. CHK. BY E.F.M. F.A.P. NO. I-95-4(38)35 SHEET NO. (197) S-35 of S-60 S.P.C. NO. BC 246-35-815 BALTO. CITY NO. 1997

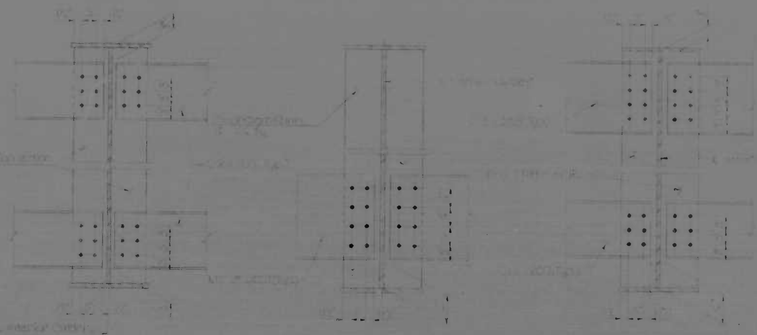
FED. ROAD SEQ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD	I-95-4(38)35	S-36	197 S-60



INTERMEDIATE DIAPHRAGM

TYPICAL DECK SECTION - SPANS 1-N TO 7-N

END DIAPHRAGM



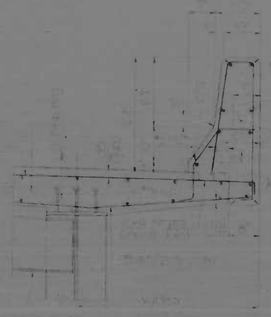
SPANS 6-S TO 8-S AND 5-N TO 7-N

SPANS 1-S TO 5-S AND 1-N TO 4-N

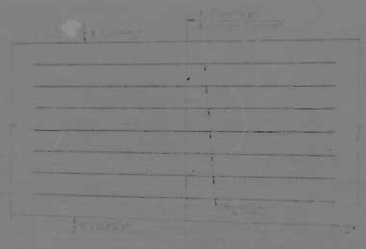
INTERMEDIATE DIAPHRAGM

END DIAPHRAGM

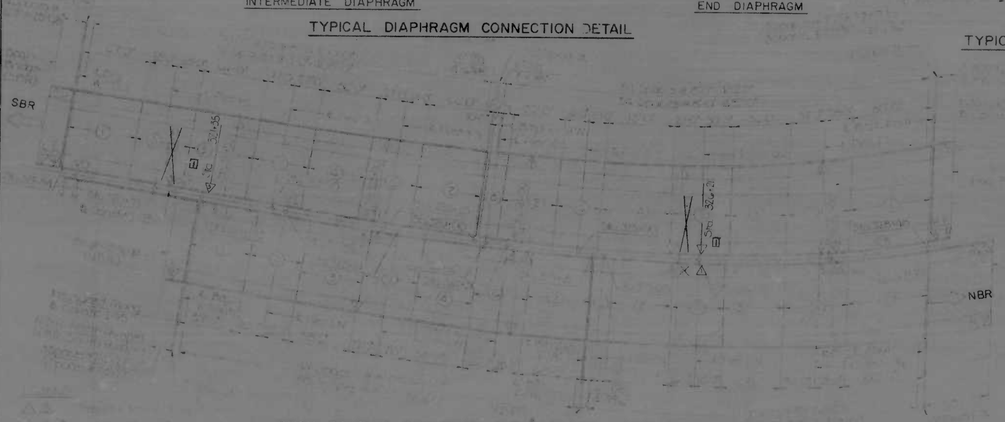
TYPICAL DIAPHRAGM CONNECTION DETAIL



TYPICAL PARAPET DETAIL



DETAIL A

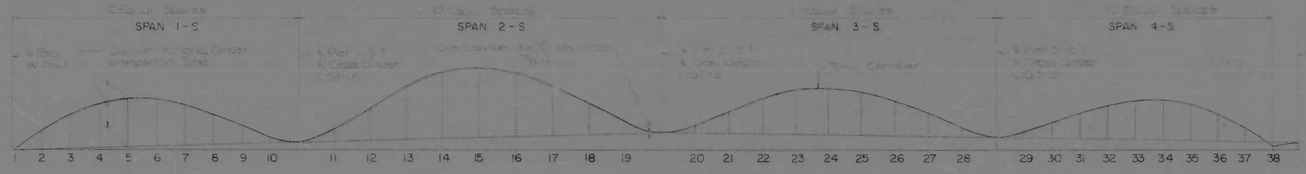


DECK POURING SEQUENCE AND PARAPET JOINT SPACING

ALTERNATE PARAPET DETAIL

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
1 REVISED 5/6/73	KNUDSEN, BOMBER, STONE & ASSOC., INC. AND MATZ, COLLINS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 OVER DUNDALK AVE AND KANE STREET TYPICAL DECK SECTION N.B.R.	DRAWN BY JRH DES. BY M.S.C. & C.O.E. TRACED BY JRH CHK. BY F.E.M. F.A.P. NO. I-95-4(38)35 SHEET NO. (97) E.R.F. NO. BC 245 35-815 S-36 OF S-60 B.T.O. CITY NO. 1997
	SCALE As Shown DATE JUN 2 1973		

NO.	MARK	REVISIONS	DATE	APPROVED
2	MD	I-95-4(38)35 S-37		1997 S-60



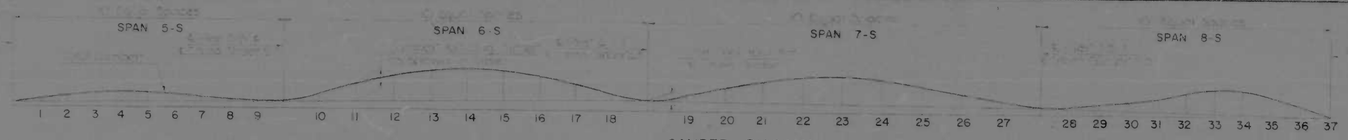
CAMBER DIAGRAM

CAMBER TABLE I S.B.R.

DESCRIPTION	℄ BRG WABT	SPAN 1-S									℄ PIER 1-S	SPAN 2-S									℄ PIER 2-S	SPAN 3-S									℄ PIER 3-S	SPAN 4-S									℄ BRG EXP AT 4-S	℄ PIER 4-S
POINT	1	2	3	4	5	6	7	8	9	10	CG1-S	11	12	13	14	15	16	17	18	19	CG2-S	20	21	22	23	24	25	26	27	28	CG3-S	29	30	31	32	33	34	35	36	37	38	CG4-S
GIRDER	GS1-1											GS2-1										GS3-1										GS4-1										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS1-2											GS2-2										GS3-2										GS4-2										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS1-3											GS2-3										GS3-3										GS4-3										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS1-4											GS2-4										GS3-4										GS4-4										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS1-5											GS2-5										GS3-5										GS4-5										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS1-6											GS2-6										GS3-6										GS4-6										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS1-7											GS2-7										GS3-7										GS4-7										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS1-8											GS2-8										GS3-8										GS4-8										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS1-9											GS2-9										GS3-9										GS4-9										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS1-10											GS2-10										GS3-10										GS4-10										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KNOERLE, BENDER, STUHR & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 331 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE AND KANE STREET CAMBER TABLE AND DIAGRAM I SCALE: Not To Scale DATE JUN 21 1972	DRAWN BY E.W. DES. BY C.V.T. TRACED BY E.W. CHK. BY M.S.C. F.A.P. NO. I-95-4(38)35 S.B.C. NO. 67 208 35 805 BALTO. CITY NO. 1997 SHEET NO. 1973 S-37 to S-60

SEQ. SHEET NO.	NAME	REG. NO. BRIDGE NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4138135 & 38 & 60		197



CAMBER DIAGRAM

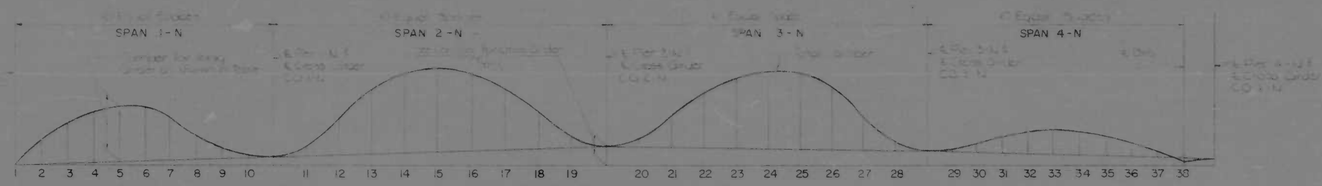
CAMBER TABLE II S.B.R.

DESCRIPTION	℄ PIER 4-S	SPAN 5-S									℄ PIER 5-S	SPAN 6-S									℄ PIER 6-S	SPAN 7-S									℄ PIER 7-S	SPAN 8-S									℄ ABUT. 8 ABUT
POINT	CG4-S	1	2	3	4	5	6	7	8	9	CG5-S	10	11	12	13	14	15	16	17	18	CG6-S	19	20	21	22	23	24	25	26	27	CG7-S	28	29	30	31	32	33	34	35	36	37
GIRDER	GS5-1										GS6-1										GS7-1										GS8-1										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS5-2										GS6-2										GS7-2										GS8-2										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS5-3										GS6-3										GS7-3										GS8-3										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS5-4										GS6-4										GS7-4										GS8-4										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS5-5										GS6-5										GS7-5										GS8-5										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS5-6										GS6-6										GS7-6										GS8-6										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS5-7										GS6-7										GS7-7										GS8-7										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS5-8										GS6-8										GS7-8										GS8-8										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS5-9										GS6-9										GS7-9										GS8-9										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS5-10										GS6-10										GS7-10										GS8-10										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										
GIRDER	GS5-11										GS6-11										GS7-11										GS8-11										
△ STEEL																																										
△ CONCRETE																																										
△ S.D.L.																																										
△ GEOMETRY																																										
TOTAL CAMBER																																										

REFERENCES	SHEET
Framing Plan I	3 OF
Framing Plan II	3 OF
Cross Girder Data I	3 OF
Cross Girder Data II	3 OF
Girder Splice Details	3 OF
Cross Girder Section	3 OF

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	JEKLE, BERGER, SIDOW & ASSOC., INC. HATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE AND KANE STREET CAMBER DIAGRAM II SCALE Not To Scale DATE	DRAWN BY J.R.H. DES. BY M.S.C. TRACED BY J.R.H. CHK. BY F.F.M. F.A.P. NO. I-95-4138135 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. S-38 OF S-60 (197)

REVISIONS	DES. STRESS PER SQ. INCH	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2		MD.	I-95-4(38)135	S-39	(87) S-60



CAMBER DIAGRAM

CAMBER TABLE III N.B.R.

DESCRIPTION	℄ BRG. ABUT.	SPAN 1-N										℄ PIER 1-N	SPAN 2-N										℄ PIER 2-N	SPAN 3-N									℄ PIER 3-N	SPAN 4-N									℄ BRG. EXP. ITE	℄ PIER 4-N
POINT	1	2	3	4	5	6	7	8	9	10	CG 1-N	11	12	13	14	15	16	17	18	19	CG 2-N	20	21	22	23	24	25	26	27	28	CG 3-N	29	30	31	32	33	34	35	36	37	38	CG 4-N
GIRDER	GN 1-1											GN 2-1											GN 3-1										GN 4-1										GN 4A-1
△ STEEL	0										0										0									0										0	
△ CONCRETE	0										0										0									0										0	
△ S.D.L.	0										0										0									0										0	
△ GEOMETRY	0										0										0									0										0	
TOTAL CAMBER	0										0										0									0										0	
GIRDER	GN 1-2											GN 2-2											GN 3-2										GN 4-2										GN 4A-2
△ STEEL	0										0										0									0										0	
△ CONCRETE	0										0										0									0										0	
△ S.D.L.	0										0										0									0										0	
△ GEOMETRY	0										0										0									0										0	
TOTAL CAMBER	0										0										0									0										0	
GIRDER	GN 1-3											GN 2-3											GN 3-3										GN 4-3										GN 4A-3
△ STEEL	0										0										0									0										0	
△ CONCRETE	0										0										0									0										0	
△ S.D.L.	0										0										0									0										0	
△ GEOMETRY	0										0										0									0										0	
TOTAL CAMBER	0										0										0									0										0	
GIRDER	GN 1-4											GN 2-4											GN 3-4										GN 4-4										GN 4A-4
△ STEEL	0										0										0									0										0	
△ CONCRETE	0										0										0									0										0	
△ S.D.L.	0										0										0									0										0	
△ GEOMETRY	0										0										0									0										0	
TOTAL CAMBER	0										0										0									0										0	
GIRDER	GN 1-5											GN 2-5											GN 3-5										GN 4-5										GN 4A-5
△ STEEL	0										0										0									0										0	
△ CONCRETE	0										0										0									0										0	
△ S.D.L.	0										0										0									0										0	
△ GEOMETRY	0										0										0									0										0	
TOTAL CAMBER	0										0										0									0										0	
GIRDER	GN 1-6											GN 2-6											GN 3-6										GN 4-6										GN4A-6
△ STEEL	0										0										0									0										0	
△ CONCRETE	0										0										0									0										0	
△ S.D.L.	0										0										0									0										0	
△ GEOMETRY	0										0										0									0										0	
TOTAL CAMBER	0										0										0									0										0	
GIRDER	GN 1-7											GN 2-7											GN 3-7										GN 4-7										GN 4A-7
△ STEEL	0										0										0									0										0	
△ CONCRETE	0										0										0									0										0	
△ S.D.L.	0										0										0									0										0	
△ GEOMETRY	0										0										0									0										0	
TOTAL CAMBER	0										0										0									0										0	
GIRDER	GN 1-8											GN 2-8											GN 3-8										GN 4-8										GN4A-8
△ STEEL	0										0										0									0										0	
△ CONCRETE	0										0										0									0										0	
△ S.D.L.	0										0										0									0										0	
△ GEOMETRY	0										0										0									0										0	
TOTAL CAMBER	0										0										0									0										0	
GIRDER	GN 1-9											GN 2-9											GN 3-9										GN 4-9										GN4A-9
△ STEEL	0										0										0									0										0	
△ CONCRETE	0										0										0									0										0	
△ S.D.L.	0										0										0									0										0	
△ GEOMETRY	0										0										0									0										0	
TOTAL CAMBER	0										0										0									0										0	
GIRDER	GN 1-10											GN 2-10											GN 3-10										GN 4-10										GN4A-10
△ STEEL	0										0										0									0										0	
△ CONCRETE	0										0										0									0										0	
△ S.D.L.	0										0										0									0										0	
△ GEOMETRY	0										0										0									0										0	
TOTAL CAMBER	0										0										0									0										0	

REVISIONS	CONSULTANT
	SHAFFER, BOWDEN, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND, 21202

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS

&

STATE ROADS COMMISSION OF MARYLAND
INTERSTATE DIVISION FOR BALTIMORE CITY

INTERSTATE RTE. 95 OVER DUNDALK AVE AND KANE STREET

CAMBER TABLE AND DIAGRAM III

SCALE: Not To Scale DATE: JUN 2 1972

DRAWN BY: E.W.	DES. BY: C.Y.T.
TRACED BY: E.W.	CHK. BY: M.S.C.
F.A.P. NO.	I-95-4(38)135
S.R.C. NO.	BC 246-35-615
BALTO. CITY NO. 1997	
SHEET NO.	(87) S-39 to S-60

JOB, ROAD OR STR. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-4	(97) S-60

PLAN

ELEVATION

FOOTING PLAN

CONTRACTION JOINT DETAIL

Not to Scale

EXPANSION JOINT FOR BACKWALL

REAR FACE REINFORCING

SECTION D-D

REVISIONS	CONSULTANT
	ANDRLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS

&

STATE ROADS COMMISSION OF MARYLAND
INTERSTATE DIVISION FOR BALTIMORE CITY

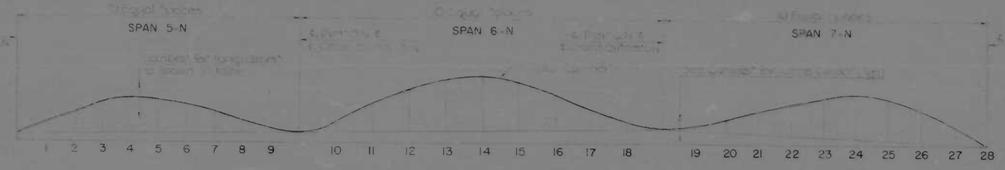
INTERSTATE RTE. 95 & RAMP "J" OVER GUSRYAN STREET

S.B.R. EAST ABUTMENT

SCALE: As Shown DATE: JUN 2 1972

DRAWN BY: P.D.	DES. BY: ABE & A.E.
TRACED BY: P.D.	CHK. BY: M.S.C.
F.A.P. NO.: I-95-4(38)35	SHEET NO. (97) S-4 of S-60
S.R.C. NO.: BC 246-35-815	
BALTO. CITY NO.: 1997	

FED. ROAD SEQ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4138(13)E	S-40	97



CAMBER DIAGRAM

CAMBER TABLE IV N.B.R.

DESCRIPTION	℄ PIER 4-N	SPAN 5-N									℄ PIER 5-N	SPAN 6-N									℄ PIER 6-N	SPAN 7-N									℄ BRG. E ABUT
POINT	CG 4-N	1	2	3	4	5	6	7	8	9	CG 5-N	10	11	12	13	14	15	16	17	18	CG 6-N	19	20	21	22	23	24	25	26	27	28
GIRDER		GN5-1										GN6-1										GN7-1									
△ STEEL																															
△ CONCRETE																															
△ S.D.L.																															
△ GEOMETRY																															
TOTAL CAMBER																															
GIRDER		GN5-2										GN6-2										GN7-2									
△ STEEL																															
△ CONCRETE																															
△ S.D.L.																															
△ GEOMETRY																															
TOTAL CAMBER																															
GIRDER		GN5-3										GN6-3										GN7-3									
△ STEEL																															
△ CONCRETE																															
△ S.D.L.																															
△ GEOMETRY																															
TOTAL CAMBER																															
GIRDER		GN5-4										GN6-4										GN7-4									
△ STEEL																															
△ CONCRETE																															
△ S.D.L.																															
△ GEOMETRY																															
TOTAL CAMBER																															
GIRDER		GN5-5										GN6-5										GN7-5									
△ STEEL																															
△ CONCRETE																															
△ S.D.L.																															
△ GEOMETRY																															
TOTAL CAMBER																															
GIRDER		GN5-6										GN6-6										GN7-6									
△ STEEL																															
△ CONCRETE																															
△ S.D.L.																															
△ GEOMETRY																															
TOTAL CAMBER																															
GIRDER		GN5 7										GN6-7										GN7-7									
△ STEEL																															
△ CONCRETE																															
△ S.D.L.																															
△ GEOMETRY																															
TOTAL CAMBER																															
GIRDER		GN5-8										GN6-8										GN7-8									
△ STEEL																															
△ CONCRETE																															
△ S.D.L.																															
△ GEOMETRY																															
TOTAL CAMBER																															
GIRDER		GN5-9										GN6-9										GN7-9									
△ STEEL																															
△ CONCRETE																															
△ S.D.L.																															
△ GEOMETRY																															
TOTAL CAMBER																															
GIRDER		GN5-10										GN6-10										GN7-10									
△ STEEL																															
△ CONCRETE																															
△ S.D.L.																															
△ GEOMETRY																															
TOTAL CAMBER																															

REVISIONS	CONSULTANT
	KNIGHT, SCHEER, STONE & ASSOC., INC. AND MAYS, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202

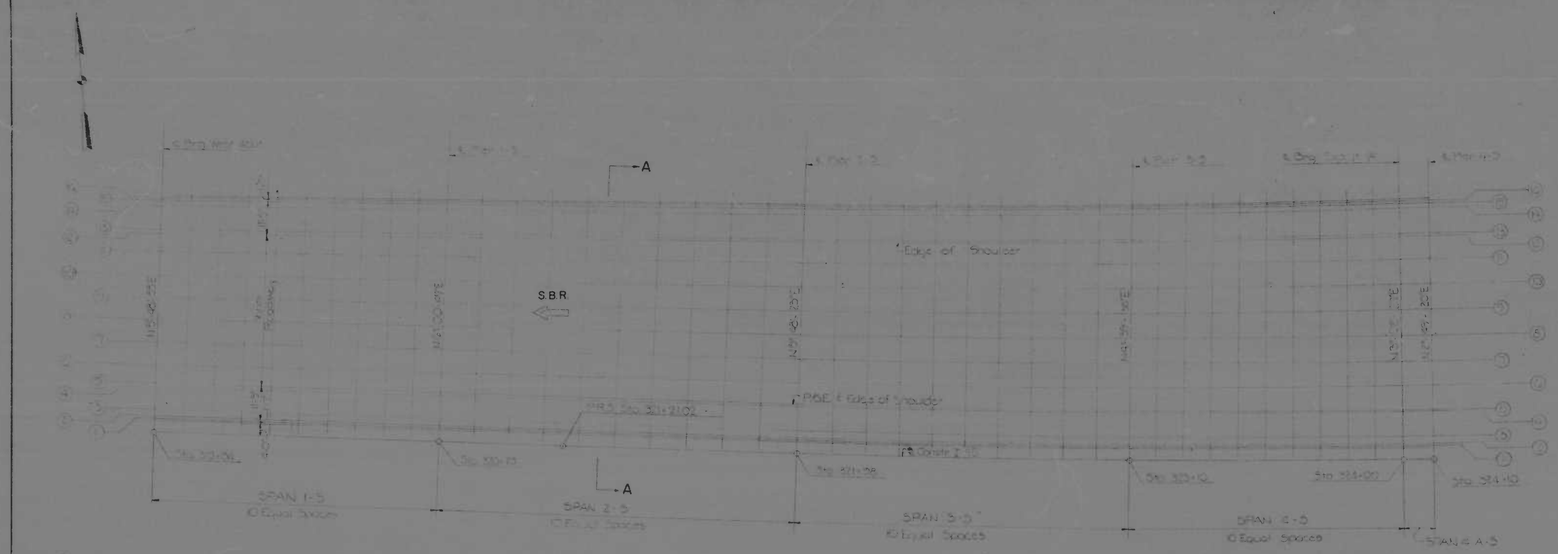
CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
&
STATE ROADS COMMISSION OF MARYLAND
INTERSTATE DIVISION FOR BALTIMORE CITY

INTERSTATE RTE 95 OVER DUNDALK AVE AND KANE STREET
CAMBER TABLE AND DIAGRAM IV

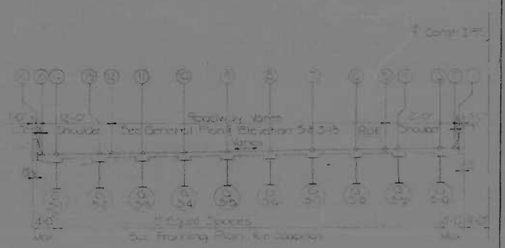
SCALE: Not To Scale
DATE: JUN 2 1972

DRAWN BY	J.R.H.	DES. BY	J.H.
TRACED BY	J.R.H.	CHK. BY	M.S.C.
F.A.P. NO.	I-95-4138(13)E	SHEET NO.	(97)
S.R.C. NO.	BC 246-35-815		S-40 OF S-60
BALTO. CITY NO.	1997		

FED. ROAD DIV. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-41	(57) S-60



SUPERSTRUCTURE ELEVATIONS — KEY PLAN



SECTION A-A
(TYPICAL.)

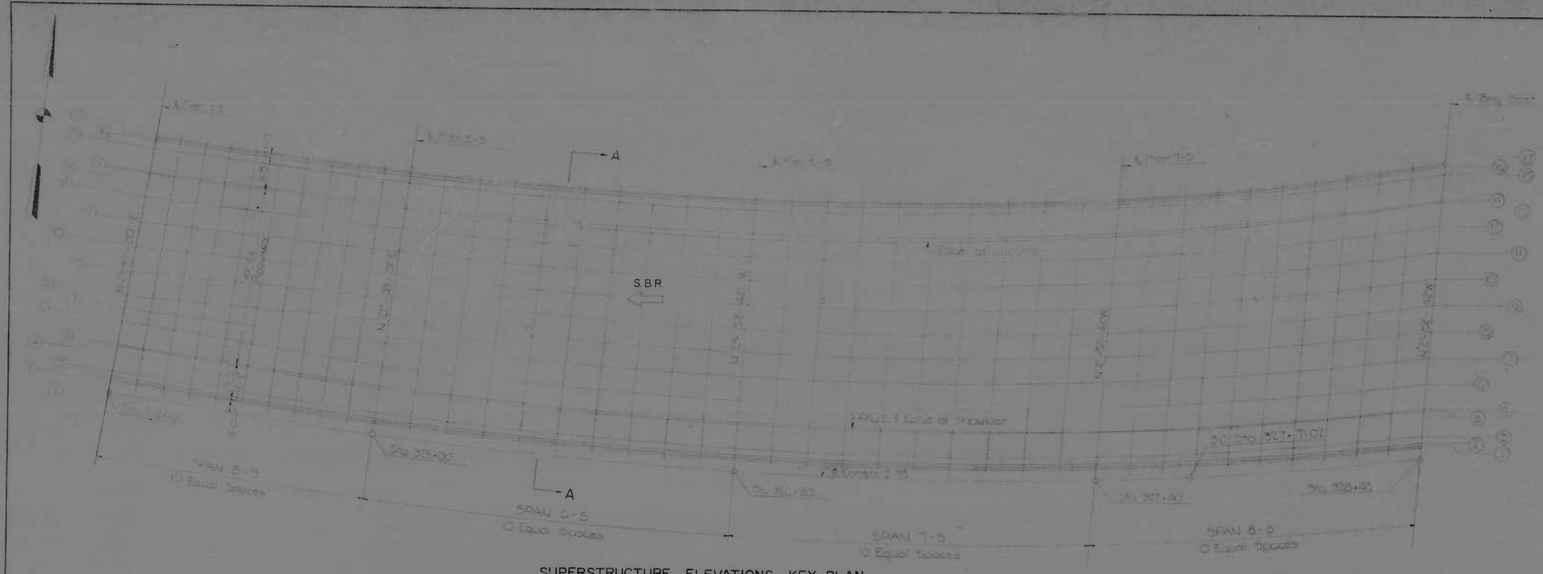
DESCRIPTION	℄ BRG. W. ABUT.	SPAN 1-S								℄ PIER 1-S	SPAN 2-S									℄ PIER 2-S	SPAN 3-S									℄ PIER 3-S	SPAN 4-S									℄ BRG. EXP. JT. A	℄ PIER 4-S
* STATION	320+ 84.00	319+ 15.50	320+ 00.00	320+ 18.49	320+ 51.01	320+ 54.01	320+ 80.44	320+ 83.45	321+ 50.00	321+ 53.00	321+ 69.65	321+ 72.65	321+ 89.31	321+ 92.31	321+ 96.57	321+ 99.57	322+ 26.21	322+ 29.21	322+ 45.79	322+ 48.79	322+ 58.00	322+ 61.00	322+ 77.58	322+ 80.58	322+ 97.17	323+ 00.17	323+ 16.73	323+ 19.73	323+ 36.28	323+ 39.28	323+ 55.86	323+ 58.86	323+ 75.43	323+ 78.43	323+ 95.01	323+ 98.01	324+ 14.58	324+ 17.58		
1 SOUTH KEY LINE		91.65	93.50	93.57	93.65	93.35	93.31	93.32	93.15	93.07	92.93	92.91	92.80	92.60	92.67	92.46	92.34	92.22	92.00	91.96	91.93	91.90	91.87	91.41	91.30	91.16	91.02	90.88	90.73	90.58	90.43	90.27	90.16	90.07	89.96	89.86	89.82	89.69	89.64	89.60	89.56	89.52	89.48	89.44	89.40	89.37	89.35
2 SOUTH CURB LINE		91.67	93.60	93.68	93.66	93.20	93.32	93.34	93.16	93.08	93.00	92.91	92.80	92.60	92.57	92.46	92.34	92.21	92.00	91.96	91.93	91.90	91.87	91.42	91.30	91.16	91.02	90.88	90.71	90.56	90.41	90.25	90.13	90.02	89.90	89.79	89.75	89.62	89.57	89.53	89.49	89.45	89.41	89.37	89.33	89.30	89.28
3 GIRDERS GS1-10 THRU GS4-10		91.70	93.69	93.56	93.49	93.41	93.34	93.26	93.18	93.00	93.01	92.92	92.81	92.65	92.58	92.45	92.33	92.21	92.03	91.94	91.91	91.87	91.83	91.40	91.28	91.11	90.97	90.82	90.67	90.52	90.36	90.20	90.08	89.97	89.84	89.80	89.66	89.61	89.58	89.55	89.51	89.47	89.43	89.39	89.35	89.32	89.30
4 GIRDERS GS1-9 THRU GS4-9		91.91	93.73	93.62	93.57	93.49	93.41	93.32	93.25	93.16	93.08	92.99	92.88	92.71	92.65	92.52	92.40	92.31	92.16	92.04	91.80	91.74	91.70	91.30	91.19	91.05	90.90	90.83	90.67	90.51	90.35	90.18	90.01	89.87	89.71	89.58	89.45	89.28	89.15	89.08	89.03	88.98	88.93	88.88	88.83	88.78	88.75
5 P/GE & EDGE OF SHOULDER		91.82	93.75	93.67	93.58	93.50	93.42	93.33	93.24	93.15	93.06	92.96	92.84	92.71	92.58	92.45	92.31	92.17	92.03	91.88	91.74	91.68	91.64	91.25	91.14	90.98	90.82	90.66	90.50	90.33	90.16	89.99	89.85	89.71	89.57	89.42	89.27	89.12	89.07	88.97	88.92	88.87	88.82	88.77	88.72	88.67	88.64
6 GIRDERS GS1-8 THRU GS4-8		91.79	93.78	93.70	93.62	93.53	93.45	93.36	93.29	93.19	93.09	92.99	92.86	92.74	92.59	92.44	92.30	92.19	92.00	91.84	91.68	91.62	91.56	91.20	91.09	90.93	90.77	90.70	90.53	90.38	90.22	90.06	89.92	89.78	89.64	89.49	89.34	89.19	89.14	89.04	88.99	88.94	88.89	88.84	88.79	88.74	88.71
7 GIRDERS GS1-7 THRU GS4-7		91.77	93.80	93.84	93.74	93.65	93.58	93.49	93.39	93.24	93.13	93.02	92.88	92.76	92.59	92.44	92.28	92.12	91.95	91.79	91.61	91.55	91.49	91.17	91.10	90.93	90.77	90.73	90.57	90.38	90.20	90.01	89.86	89.72	89.59	89.44	89.30	89.13	88.97	88.90	88.85	88.80	88.75	88.70	88.65	88.61	88.58
8 GIRDERS GS1-6 THRU GS4-6		91.75	91.83	93.93	93.85	93.72	93.62	93.51	93.40	93.29	93.17	93.06	92.91	92.79	92.60	92.45	92.26	92.03	91.91	91.78	91.55	91.49	91.43	91.16	91.00	90.81	90.62	90.43	90.24	90.04	89.84	89.63	89.45	89.26	89.08	88.91	88.73	88.55	88.51	88.40	88.35	88.30	88.25	88.20	88.15	88.11	88.08
9 GIRDERS GS1-5 THRU GS4-5		91.73	94.18	94.01	93.91	93.80	93.70	93.57	93.46	93.34	93.21	93.09	91.95	91.77	92.40	92.45	92.25	92.06	91.87	91.68	91.49	91.43	91.37	91.10	90.90	90.70	90.50	90.30	90.09	89.89	89.69	89.49	89.31	89.12	88.95	88.77	88.59	88.40	88.36	88.25	88.20	88.15	88.10	88.05	88.00	87.96	87.93
10 GIRDERS GS1-4 THRU GS4-4		91.71	94.23	94.11	94.00	93.88	93.76	93.64	93.51	93.38	93.25	93.12	91.98	91.80	92.41	92.46	92.23	92.03	91.83	91.63	91.42	91.31	91.21	91.01	90.80	90.59	90.38	90.17	89.96	89.76	89.56	89.36	89.17	88.98	88.80	88.62	88.44	88.27	88.21	88.15	88.09	88.03	87.97	87.91	87.85	87.80	87.76
11 GIRDERS GS1-3 THRU GS4-3		91.69	94.28	94.21	94.08	93.96	93.84	93.70	93.57	93.43	93.30	93.16	92.02	91.82	92.41	92.46	92.21	92.01	91.79	91.58	91.36	91.25	91.14	90.92	90.70	90.48	90.26	90.05	89.80	89.57	89.35	89.13	88.93	88.73	88.54	88.35	88.16	87.98	87.92	87.86	87.80	87.74	87.68	87.62	87.56	87.51	87.48
12 EDGE OF SHOULDER		91.54	94.41	94.28	94.16	94.03	93.91	93.75	93.61	93.45	93.29	93.13	92.00	91.81	91.62	92.41	92.20	91.98	91.76	91.53	91.30	91.20	91.09	90.87	90.61	90.35	90.10	89.81	89.51	89.25	89.01	88.78	88.57	88.36	88.15	87.96	87.77	87.59	87.53	87.47	87.41	87.35	87.29	87.23	87.17	87.12	87.09
13 GIRDERS GS1-2 THRU GS4-2		91.52	94.43	94.30	94.17	94.04	93.90	93.76	93.62	93.48	93.34	93.19	92.00	91.81	92.43	92.41	92.20	91.98	91.78	91.58	91.35	91.25	91.14	90.93	90.69	90.47	90.21	89.94	89.66	89.41	89.17	88.94	88.73	88.52	88.32	88.13	87.95	87.80	87.74	87.68	87.62	87.56	87.50	87.44	87.38	87.33	87.30
14 GIRDERS GS1-1 THRU GS4-1		91.46	94.59	94.50	94.35	94.21	94.07	93.93	93.78	93.63	93.48	93.33	92.22	92.03	92.43	92.41	92.18	91.98	91.78	91.58	91.37	91.25	91.14	90.94	90.73	90.51	90.29	90.07	89.84	89.61	89.39	89.18	88.98	88.78	88.59	88.41	88.24	88.09	88.03	87.97	87.91	87.85	87.79	87.73	87.68	87.63	87.60
15 NORTH CURB LINE		91.40	94.56	94.43	94.28	94.14	93.99	93.83	93.70	93.54	93.38	93.23	92.08	91.89	92.43	92.41	92.18	91.94	91.70	91.46	91.21	91.09	90.97	90.72	90.48	90.23	89.98	89.73	89.47	89.21	88.95	88.68	88.44	88.20	87.97	87.77	87.58	87.42	87.37	87.31	87.25	87.19	87.13	87.07	87.02	86.98	86.95
16 NORTH KEY LINE		91.38	94.57	94.45	94.32	94.18	94.04	93.88	93.70	93.55	93.40	93.24	92.09	91.88	92.42	92.41	92.17	91.94	91.70	91.45	91.20	91.08	90.95	90.71	90.47	90.22	89.97	89.72	89.46	89.20	88.95	88.69	88.45	88.21	87.98	87.78	87.59	87.43	87.38	87.32	87.26	87.20	87.14	87.08	87.03	86.99	86.97

* Stations are shown for Line 5 - P/GE

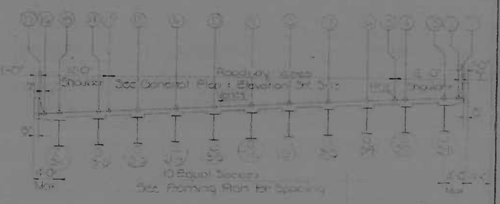
REFERENCES — SHEET NO.
Framing Plan I S-33
Typical Deck Section S.B.R. S-35
Cross Slope F-8

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KNOTTS, DENDER, STONE & ASSOC., INC. AND MATZ, CIMBIS & ASSOC., INC. CONSULTING ENGINEERS 641 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 OVER DUNDALK AVE. AND KANE STREET SUPERSTRUCTURE ELEVATIONS - I SCALE: As shown DATE: JUN 2 1972	DRAWN BY M.S.F. DES. BY I.H. & A.B.E. TRACED BY M.S.F. CHK. BY M.S.C. F.A.P. NO. I-95-4(38)35 S.H.C. NO. B.C. 246-35-815 BAL. TO. CITY NO. 1997 SHEET NO. (57) S-41 OF S-60

SHEET NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-42	S-60



SUPERSTRUCTURE ELEVATIONS - KEY PLAN



SECTION A-A
(TYPICAL)
Not to Scale

DESCRIPTION / STATION	℄ PIER 4-S	SPAN 5-S										℄ PIER 5-S	SPAN 6-S										℄ PIER 6-S	SPAN 7-S										℄ PIER 7-S	SPAN 8-S										℄ BRG E ABUT
	324+60.00	324+99	325+37.8	325+38	325+48.97	325+50.97	325+59.97	325+77.98	325+81	325+98.98	325+99.98	326+00.00	326+17.00	326+34.00	326+35.00	326+52.00	326+53.00	326+70.00	326+71.00	326+88.00	326+89.00	327+06.00	327+07.00	327+24.00	327+25.00	327+42.00	327+43.00	327+60.00	327+61.00	327+78.00	327+79.00	327+96.00	327+97.00	328+14.00	328+15.00	328+32.00	328+33.00	328+50.00	328+51.00	328+68.00	328+69.00	328+86.00	328+87.00	329+04.00	329+05.00	329+22.00	329+23.00	329+40.00
1 SOUTH KEY LINE	98.75	98.61	96.46	96.30	96.16	96.00	95.84	95.68	95.52	95.36	95.37	96.27	96.14	96.41	96.28	96.05	96.21	95.36	95.52	95.37	94.52	94.50	94.20	94.01	93.77	93.50	93.23	92.95	92.67	92.39	92.10	91.96	91.84	91.68	91.81	91.64	90.77	90.48	90.20	90.13	89.91	89.63	89.34	89.34	89.34	89.34
2 SOUTH CURB LINE	98.72	98.61	96.41	96.27	96.12	95.96	95.80	95.80	95.64	95.48	95.49	96.39	96.26	96.53	96.40	96.17	96.33	95.48	95.64	95.49	94.64	94.62	94.32	94.13	93.89	93.62	93.35	93.07	92.79	92.51	92.22	92.08	91.96	91.80	91.93	91.76	90.89	90.60	90.32	90.25	90.03	89.75	89.46	89.46	89.46	89.46
3 GIRDERS G5S-11 THRU G5B-11	98.66	98.60	96.24	96.18	96.02	95.86	95.70	95.70	95.54	95.38	95.39	96.29	96.16	96.43	96.30	96.07	96.23	95.38	95.54	95.39	94.54	94.52	94.22	94.03	93.79	93.52	93.25	92.97	92.69	92.41	92.12	91.98	91.86	91.70	91.83	91.66	90.79	90.50	90.22	90.15	89.93	89.65	89.36	89.36	89.36	89.36
4 GIRDERS G5S-10 THRU G5B-10	98.38	98.19	96.02	95.85	95.69	95.52	95.36	95.36	95.19	95.03	95.04	95.94	95.81	96.08	95.95	95.72	95.88	95.03	95.19	95.04	94.19	94.17	93.87	93.68	93.44	93.17	92.90	92.62	92.34	92.06	91.77	91.63	91.51	91.35	91.48	91.31	90.44	90.15	89.87	89.80	89.58	89.30	89.01	89.01	89.01	89.01
5 P/GE E EDGE OF SHOULDER	98.33	98.16	95.00	97.84	97.67	97.50	97.33	97.16	96.98	96.81	96.83	97.73	97.60	97.87	97.74	97.51	97.67	96.83	96.98	96.83	95.98	95.96	95.66	95.47	95.23	94.96	94.69	94.41	94.13	93.85	93.56	93.42	93.30	93.14	93.27	93.10	92.23	91.94	91.66	91.59	91.37	91.09	90.80	90.80	90.80	90.80
6 GIRDERS G5S-9 THRU G5B-9	98.08	97.88	97.70	97.89	97.56	97.18	97.01	96.83	96.66	96.48	96.31	97.21	97.08	97.34	97.21	96.98	97.14	96.31	96.47	96.31	95.47	95.45	95.14	94.95	94.71	94.44	94.16	93.89	93.61	93.33	93.04	92.90	92.78	92.62	92.75	92.58	91.71	91.42	91.14	91.07	90.85	90.57	90.28	90.28	90.28	90.28
7 GIRDERS G5S-8 THRU G5B-8	97.80	97.71	97.52	97.32	97.13	96.93	96.74	96.56	96.38	96.14	95.95	96.85	96.68	96.91	96.78	96.55	96.71	95.91	96.07	95.91	95.07	95.05	94.74	94.55	94.31	94.04	93.76	93.49	93.21	92.93	92.64	92.50	92.38	92.22	92.35	92.18	91.31	91.02	90.74	90.67	90.45	90.17	89.88	89.88	89.88	89.88
8 GIRDERS G5S-7 THRU G5B-7	97.76	97.54	97.33	97.12	96.90	96.67	96.47	96.25	96.03	95.80	95.58	96.50	96.33	96.56	96.43	96.20	96.36	95.56	95.71	95.56	94.71	94.69	94.38	94.19	93.96	93.69	93.41	93.14	92.86	92.58	92.29	92.15	92.03	91.87	92.00	91.83	90.96	90.67	90.39	90.32	90.10	89.82	89.53	89.53	89.53	89.53
9 GIRDERS G5S-6 THRU G5B-6	97.44	97.28	97.01	96.79	96.57	96.35	96.13	95.90	95.67	95.45	95.22	96.08	95.95	96.18	96.05	95.83	95.98	95.18	95.33	95.18	94.33	94.31	94.01	93.82	93.58	93.31	93.04	92.78	92.51	92.23	91.96	91.82	91.70	91.54	91.67	91.50	90.63	90.34	90.06	89.99	89.77	89.49	89.20	89.20	89.20	89.20
10 GIRDERS G5S-5 THRU G5B-5	97.15	96.91	96.73	96.47	96.24	96.01	95.78	95.55	95.32	95.09	94.86	95.66	95.58	95.73	95.62	95.40	95.57	94.73	94.88	94.73	93.88	93.86	93.56	93.37	93.13	92.86	92.59	92.32	92.04	91.77	91.49	91.35	91.23	91.07	91.20	91.03	90.16	89.87	89.59	89.52	89.30	89.02	88.73	88.73	88.73	88.73
11 GIRDERS G5S-4 THRU G5B-4	96.98	96.60	96.38	96.14	96.01	95.68	95.44	95.20	94.97	94.75	94.50	95.17	95.05	95.25	95.20	94.97	95.08	94.28	94.43	94.28	93.43	93.41	93.11	92.92	92.68	92.41	92.14	91.87	91.59	91.32	91.04	90.90	90.78	90.62	90.75	90.58	89.71	89.42	89.14	89.07	88.85	88.57	88.28	88.28	88.28	88.28
12 GIRDERS G5S-3 THRU G5B-3	96.78	96.29	96.06	95.82	95.58	95.34	95.10	94.86	94.61	94.37	94.12	93.78	93.66	93.72	93.78	93.64	93.78	93.08	93.23	93.08	92.23	92.21	91.91	91.72	91.48	91.21	90.94	90.68	90.41	90.13	89.86	89.72	89.60	89.44	89.57	89.40	88.53	88.24	87.96	87.89	87.67	87.39	87.10	87.10	87.10	87.10
13 EDGE OF SHOULDER	96.73	96.50	95.76	95.53	95.29	95.05	94.80	94.56	94.31	94.07	93.82	93.50	93.38	93.44	93.50	93.36	93.50	92.80	92.95	92.80	91.95	91.93	91.63	91.44	91.20	90.93	90.66	90.40	90.13	89.85	89.58	89.44	89.32	89.16	89.29	89.12	88.25	87.96	87.68	87.61	87.39	87.11	86.82	86.82	86.82	86.82
14 GIRDERS G5S-2 THRU G5B-2	96.66	96.38	95.71	95.50	95.28	95.01	94.76	94.51	94.26	94.01	93.76	93.42	93.27	93.32	93.38	93.24	93.38	92.68	92.83	92.68	91.83	91.81	91.51	91.32	91.08	90.81	90.54	90.28	90.01	89.73	89.46	89.32	89.20	89.04	89.17	89.00	88.13	87.84	87.56	87.49	87.27	86.99	86.70	86.70	86.70	86.70
15 GIRDERS G5S-1 THRU G5B-1	96.52	96.47	95.82	95.61	95.39	95.17	94.92	94.67	94.42	94.16	93.91	93.65	93.50	93.65	93.71	93.57	93.71	93.01	93.16	93.01	92.16	92.14	91.84	91.65	91.41	91.14	90.87	90.61	90.34	90.06	89.79	89.65	89.53	89.37	89.50	89.33	88.46	88.17	87.89	87.82	87.60	87.32	87.03	87.03	87.03	87.03
16 NORTH CURB LINE	96.47	96.51	95.86	95.70	95.54	95.38	95.23	95.08	94.93	94.77	94.62	94.28	94.15	94.28	94.34	94.20	94.34	93.64	93.79	93.64	92.79	92.77	92.47	92.28	92.04	91.77	91.50	91.24	90.97	90.69	90.42	90.28	90.16	90.00	90.13	89.96	89.09	88.80	88.52	88.45	88.23	87.95	87.66	87.66	87.66	87.66
17 NORTH KEY LINE	96.30	96.06	95.51	95.04	94.81	94.59	94.36	94.30	94.04	93.77	93.61	93.88	93.76	93.88	93.94	93.80	93.94	93.24	93.39	93.24	92.39	92.37	92.07	91.88	91.64	91.37	91.10	90.84	90.57	90.29	90.02	89.88	89.76	89.60	89.73	89.56	88.69	88.40	88.12	88.05	87.83	87.55	87.26	87.26	87.26	87.26

* Stations are shown for Line 5 P/GE

REFERENCES	SHEET NO.
Framing Plan I	S-40
Typical Deck Section SBR	S-38
Cross Slope	T-8

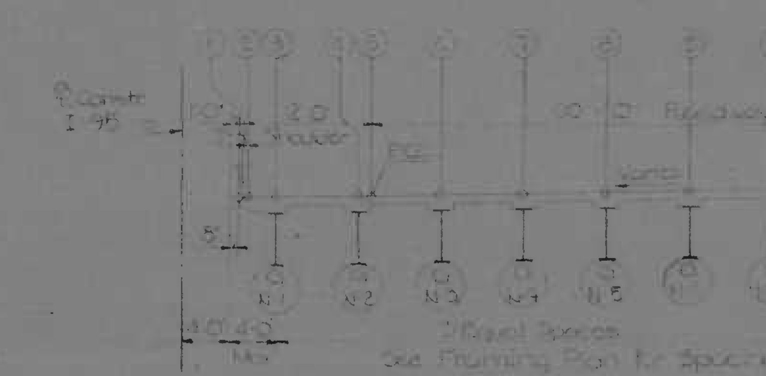
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	RAMIREZ, REDECKE, STONE & ASSOC., INC. AND MATZ, GREBE & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE. AND KANE STREET SUPERSTRUCTURE ELEVATIONS - II SCALE: As Shown DATE: JUN 2 1972

DRAWN BY M.S.F.	DES. BY I.H.E. ABE
TRACED BY M.S.F.	CHK. BY M.S.C.
F.A.P. NO. I-95-4(38)35	SHEET NO.
S.R.C. NO. BC 246-35-815	S-42 OF S-60
BALTO. CITY NO. 1997	

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-43	(97) S-60

SUPERSTRUCTURE ELEVATIONS - KEY PLAN

Scale 1"=20'



SECTION A-A
(TYPICAL)

Not to Scale

	DESCRIPTION	℄ BRG. W. ABUT.	SPAN 1-N									℄ PIER 1-N
	* STATION	321+27.50	321+36.01	321+44.51	321+53.02	321+61.52	321+70.02	321+78.52	321+87.02	321+95.51	322+04.01	322+12.50
1	NORTH KEY LINE	92.43	92.32	92.21	92.09	91.98	91.86	91.75	91.63	91.51	91.38	91.26
2	NORTH CURB LINE	92.43	92.32	92.21	92.10	91.98	91.87	91.75	91.63	91.51	91.39	91.27
3	GIRDERS GN1-1 THRU GN4-1	92.43	92.32	92.22	92.11	92.00	91.88	91.77	91.65	91.54	91.42	91.30
4	GIRDERS GN1-2 THRU GN4-2	92.44	92.34	92.24	92.14	92.04	91.93	91.83	91.72	91.61	91.50	91.39
5	P/G.E. & EDGE OF SHOULDER	92.44	92.34	92.24	92.14	92.04	91.94	91.83	91.72	91.62	91.51	91.39
6	GIRDERS GN1-3 THRU GN4-3	92.44	92.36	92.27	92.17	92.08	91.99	91.89	91.79	91.69	91.59	91.49
7	GIRDERS GN1-4 THRU GN4-4	92.45	92.37	92.29	92.21	92.12	92.04	91.95	91.86	91.77	91.68	91.58
8	GIRDERS GN1-5 THRU GN4-5	92.46	92.39	92.31	92.24	92.16	92.09	92.01	91.93	91.85	91.76	91.68
9	GIRDERS GN1-6 THRU GN4-6	92.46	92.40	92.34	92.27	92.21	92.14	92.07	92.00	91.92	91.85	91.77
10	GIRDERS GN1-7 THRU GN4-7	92.47	92.42	92.36	92.31	92.25	92.19	92.13	92.06	92.00	91.93	91.87
11	GIRDERS GN1-8 THRU GN4-8	92.48	92.45	92.39	92.34	92.29	92.24	92.19	92.13	92.08	92.02	91.96
12	EDGE OF SHOULDER	92.48	92.45	92.41	92.37	92.33	92.29	92.24	92.20	92.15	92.10	92.05
13	GIRDERS GN1-9 THRU GN4-9	92.48	92.45	92.41	92.37	92.33	92.29	92.25	92.20	92.16	92.11	92.06
14	GIRDERS GN1-10 THRU GN4-10	92.49	92.47	92.44	92.41	92.38	92.34	92.31	92.27	92.23	92.19	92.15
15	SOUTH CURB LINE	92.49	92.47	92.44	92.42	92.39	92.36	92.32	92.29	92.25	92.22	92.18
16	SOUTH KEY LINE	92.49	92.47	92.45	92.42	92.39	92.36	92.33	92.30	92.26	92.23	92.19

	DESCRIPTION	SPAN 2-N									℄ PIER 2-N
	* STATION	322+23.66	322+34.82	322+45.98	322+57.13	322+68.29	322+79.43	322+90.58	323+01.72	323+12.86	323+24.00
1	NORTH KEY LINE	91.09	90.92	90.75	90.58	90.40	90.22	90.04	89.85	89.66	89.47
2	NORTH CURB LINE	91.10	90.94	90.77	90.59	90.42	90.24	90.06	89.87	89.68	89.49
3	GIRDERS GN1-1 THRU GN4-1	91.13	90.97	90.80	90.63	90.45	90.28	90.10	89.92	89.74	89.55
4	GIRDERS GN1-2 THRU GN4-2	91.24	91.09	90.93	90.77	90.61	90.44	90.28	90.11	89.94	89.77
5	P/G.E. & EDGE OF SHOULDER	91.24	91.09	90.94	90.78	90.62	90.45	90.29	90.12	89.95	89.77
6	GIRDERS GN1-3 THRU GN4-3	91.35	91.20	91.06	90.91	90.76	90.61	90.45	90.30	90.14	89.98
7	GIRDERS GN1-4 THRU GN4-4	91.45	91.32	91.19	91.05	90.91	90.77	90.63	90.49	90.34	90.19
8	GIRDERS GN1-5 THRU GN4-5	91.56	91.44	91.32	91.19	91.07	90.94	90.81	90.67	90.54	90.40
9	GIRDERS GN1-6 THRU GN4-6	91.67	91.56	91.45	91.34	91.22	91.10	90.98	90.86	90.74	90.61
10	GIRDERS GN1-7 THRU GN4-7	91.77	91.68	91.58	91.48	91.38	91.27	91.16	91.05	90.94	90.83
11	GIRDERS GN1-8 THRU GN4-8	91.88	91.80	91.71	91.62	91.53	91.43	91.34	91.24	91.14	91.04
12	EDGE OF SHOULDER	91.98	91.91	91.84	91.76	91.68	91.59	91.51	91.42	91.33	91.23
13	GIRDERS GN1-9 THRU GN4-9	91.99	91.92	91.84	91.76	91.68	91.60	91.52	91.43	91.34	91.25
14	GIRDERS GN1-10 THRU GN4-10	92.10	92.03	91.97	91.90	91.84	91.77	91.69	91.62	91.54	91.46
15	SOUTH CURB LINE	92.12	92.07	92.01	91.94	91.88	91.81	91.74	91.67	91.59	91.51
16	SOUTH KEY LINE	92.14	92.08	92.02	91.96	91.90	91.83	91.76	91.69	91.61	91.53

	DESCRIPTION	SPAN 3-N									℄ PIER 3-N
	* STATION	323+34.11	323+45.42	323+56.13	323+66.85	323+77.53	323+88.23	323+98.93	324+09.62	324+20.31	324+31.00
1	NORTH KEY LINE	89.29	89.10	88.90	88.71	88.51	88.31	88.11	87.91	87.70	87.49
2	NORTH CURB LINE	89.31	89.12	88.93	88.74	88.54	88.34	88.14	87.94	87.73	87.52
3	GIRDERS GN1-1 THRU GN4-1	89.37	89.18	88.99	88.79	88.60	88.40	88.21	88.01	87.81	87.61
4	GIRDERS GN1-2 THRU GN4-2	89.59	89.41	89.23	89.05	88.87	88.68	88.50	88.31	88.12	87.94
5	P/G.E. & EDGE OF SHOULDER	89.60	89.43	89.25	89.07	88.89	88.71	88.52	88.33	88.14	87.95
6	GIRDERS GN1-3 THRU GN4-3	89.81	89.65	89.48	89.31	89.14	88.96	88.79	88.61	88.44	88.26
7	GIRDERS GN1-4 THRU GN4-4	90.04	89.88	89.72	89.56	89.40	89.24	89.08	88.92	88.75	88.59
8	GIRDERS GN1-5 THRU GN4-5	90.26	90.12	89.97	89.82	89.67	89.52	89.37	89.22	89.06	88.91
9	GIRDERS GN1-6 THRU GN4-6	90.48	90.35	[illegible]	90.08	89.94	89.80	89.66	89.52	89.38	89.24
10	GIRDERS GN1-7 THRU GN4-7	90.71	90.58	90.46	90.34	90.21	90.08	89.95	89.82	89.69	89.56
11	GIRDERS GN1-8 THRU GN4-8	90.93	90.82	90.71	90.59	90.48	90.36	90.24	90.12	90.01	89.89
12	EDGE OF SHOULDER	91.14	91.04	90.94	90.84	90.74	90.63	90.52	90.41	90.30	90.18
13	GIRDERS GN1-9 THRU GN4-9	91.15	91.05	90.95	90.85	90.75	90.64	90.53	90.43	90.32	90.21
14	GIRDERS GN1-10 THRU GN4-10	91.38	91.29	91.20	91.11	91.01	90.92	90.82	90.73	90.63	90.54
15	SOUTH CURB LINE	91.45	91.36	[illegible]	91.18	[illegible]	[illegible]	90.90	90.81	90.71	90.60
16	SOUTH KEY LINE	91.46	91.38	[illegible]	91.21	91.12	91.03	90.93	90.84	90.74	90.64

	DESCRIPTION	SPAN 4-N									℄ BRG. EXP. JT. 'B'	℄ PIER 4-N
	* STATION	324+39.41	324+47.81	324+56.21	324+64.62	324+73.02	324+81.42	324+89.82	324+98.21	325+06.61	[illegible]	[illegible]
1	NORTH KEY LINE	87.32	87.15	86.98	86.81	86.64	86.46	86.29	86.11	85.93	85.75	[illegible]
2	NORTH CURB LINE	87.36	87.19	87.02	86.85	86.68	86.50	86.33	86.15	85.97	85.79	[illegible]
3	GIRDERS GN1-1 THRU GN4-1	87.44	87.27	87.10	86.93	86.76	86.58	86.41	86.24	86.07	85.89	[illegible]
4	GIRDERS GN1-2 THRU GN4-2	87.78	87.61	87.45	87.29	87.12	86.96	86.80	86.63	86.47	[illegible]	[illegible]
5	P/G.E. & EDGE OF SHOULDER	87.79	87.64	87.48	87.31	[illegible]	87.00	86.83	[illegible]	86.50	[illegible]	[illegible]
6	GIRDERS GN1-3 THRU GN4-3	88.11	87.96	87.80	87.65	87.49	87.34	87.18	87.03	[illegible]	[illegible]	[illegible]
7	GIRDERS GN1-4 THRU GN4-4	88.44	88.30	88.15	88.01	87.86	87.72	87.57	[illegible]	87.28	[illegible]	[illegible]
8	GIRDERS GN1-5 THRU GN4-5	88.78	88.64	88.50	88.37	88.23	88.09	[illegible]	87.82	87.68	[illegible]	[illegible]
9	GIRDERS GN1-6 THRU GN4-6	89.11	88.98	88.86	88.73	88.60	88.47	88.34	[illegible]	88.09	87.96	87.81
10	GIRDERS GN1-7 THRU GN4-7	89.44	[illegible]	[illegible]	89.09	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
11	GIRDERS GN1-8 THRU GN4-8	89.78	89.67	89.56	[illegible]	[illegible]	[illegible]	89.12	89.01	[illegible]	[illegible]	[illegible]
12	EDGE OF SHOULDER	90.06	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
13	GIRDERS GN1-9 THRU GN4-9	90.11	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
14	GIRDERS GN1-10 THRU GN4-10	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
15	SOUTH CURB LINE	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
16	SOUTH KEY LINE	[illegible]	[illegible]	90.39	90.30	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

* Stations are shown for Line 5 - P/G.E.

REFERENCES	SHEET NO.
Framing Plan III	S-27
Typ. Deck Section N.B.R.	S-36
Cross Slope	T-8

REVISIONS

CONSULTANT

KNOERLE, BENDER, STONE & ASSOC., INC.
AND
MATZ, CHILDS & ASSOC., INC.
CONSULTING ENGINEERS
841 N. CALVERT STREET
BALTIMORE, MARYLAND, 21202

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

INTERSTATE RTE. 95 OVER DUNDALK AVE. AND KANE STREET

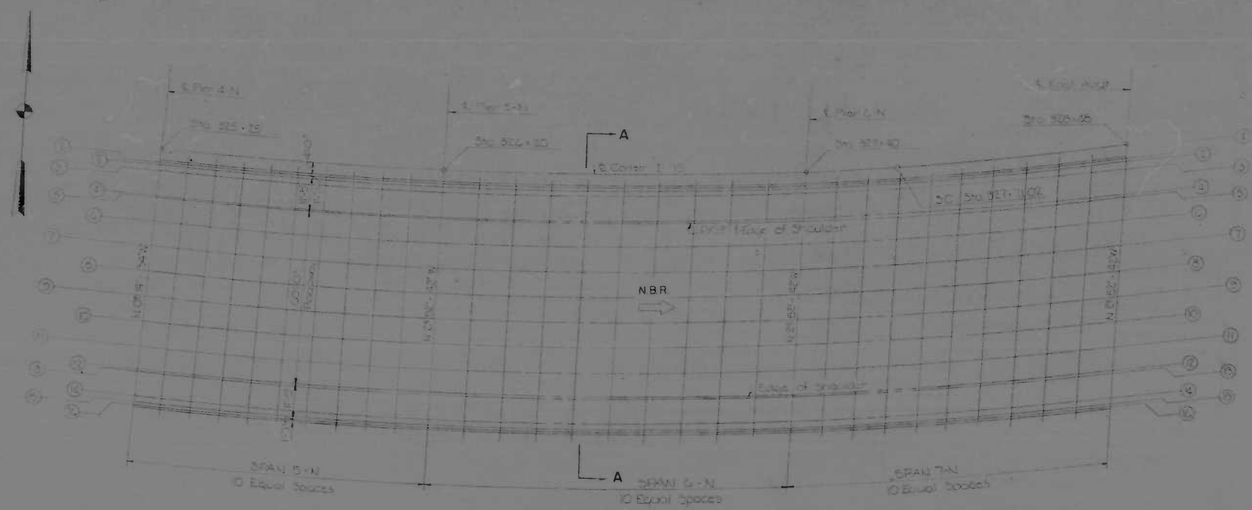
SUPERSTRUCTURE ELEVATIONS III

SCALE: As Shown DATE: JUN 2 1972

DRAWN BY: M.S.F. DES. BY: I.H. & ABE
TRACED BY: M.S.F. CHK. BY: M.S.C.
F.A.P. NO.: I-95-4(38)35
S.R.C. NO.: BC 246-35-815
BALTO. CITY NO.: 1997

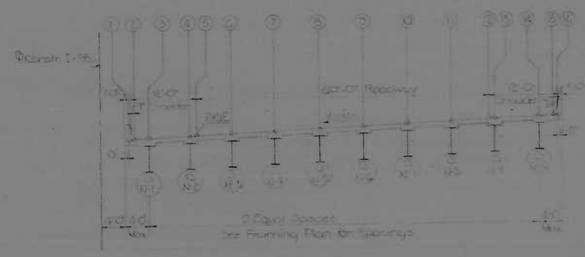
SHEET NO. S-43 OF (97) S-60

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS (97)
2	MD.	I-95-4(38)135	S-44	S-60



SUPERSTRUCTURE ELEVATIONS - KEY PLAN

Scale 1" = 10'



SECTION A-A
(TYPICAL)

Right to Ahead

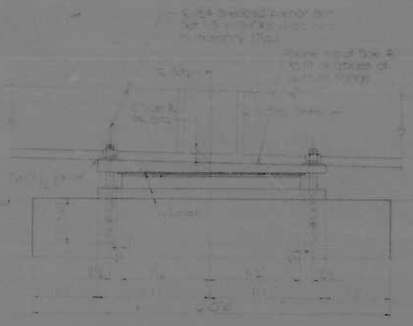
DESCRIPTION	℄ PIER 4-N	SPAN 5-N									℄ PIER 5-N	SPAN 6-N									℄ PIER 6-N	SPAN 7-N									℄ BRG E ABUT
* STATION	325+00.00	325+54.99	325+41.98	325+85.42	325+69.98	326+13.85	326+00.91	326+41.91	326+29.84	326+70.00	326+58.91	327+00.00	326+88.98	327+29.98	327+18.98	327+59.98	327+48.98	327+89.98	327+78.98	328+19.98	328+08.98	328+49.98	328+28	328+69.53	328+57.53	328+97.71	328+87.71	329+27.89	329+17.89	329+57.77	329+47.77	329+87.65	329+77.65	329+97.65
1 NORTH KEY LINE	8.59	8.92	8.81	8.89	8.82	8.86	8.81	8.87	8.80	8.87	8.82	8.80	8.70	8.86	8.76	8.86	8.75	8.84	8.73	8.83	8.70	8.78	8.028	8.100	7.971	7.942	7.917	7.883	7.855	7.827	7.798	7.770	7.742
2 NORTH CURB LINE	9.27	9.32	9.18	9.24	9.17	9.21	9.16	9.21	9.17	9.22	9.17	9.21	9.13	9.26	9.18	9.26	9.18	9.26	9.18	9.26	9.18	9.26	9.057	9.005	8.978	8.949	8.920	8.891	8.863	8.834	8.806	8.778	8.750
3 GIRDERS GN5-1 THRU GN7-1	8.60	8.69	8.578	8.907	8.856	8.908	8.845	8.921	8.869	8.926	8.876	8.934	8.835	8.936	8.846	8.946	8.856	8.956	8.866	8.966	8.876	8.976	8.080	8.021	7.992	7.964	7.935	7.906	7.878	7.849	7.821	7.793	7.765
4 GIRDERS GN5-2 THRU GN7-2	8.41	8.502	8.378	8.698	8.633	8.692	8.632	8.671	8.630	8.678	8.638	8.707	8.619	8.751	8.653	8.751	8.653	8.751	8.653	8.751	8.653	8.751	8.117	8.030	8.002	8.035	8.007	7.979	7.950	7.922	7.893	7.865	7.837
5 P/GE & EDGE OF SHOULDER	8.03	8.503	8.373	8.693	8.635	8.695	8.633	8.712	8.651	8.730	8.688	8.808	8.581	8.806	8.708	8.770	8.642	8.718	8.584	8.751	8.653	8.751	8.124	8.037	8.010	8.041	8.014	7.986	7.958	7.930	7.903	7.875	7.847
6 GIRDERS GN5-3 THRU GN7-3	8.284	8.438	8.317	8.638	8.570	8.630	8.570	8.650	8.590	8.650	8.650	8.659	8.493	8.807	8.550	8.633	8.532	8.738	8.570	8.751	8.653	8.751	8.184	8.158	8.132	8.106	8.079	8.052	8.025	7.998	7.971	7.944	7.918
7 GIRDERS GN5-4 THRU GN7-4	8.036	8.170	8.041	8.444	8.414	8.507	8.480	8.570	8.551	8.637	8.612	8.491	8.442	8.637	8.411	8.585	8.339	8.532	8.308	8.751	8.653	8.751	8.291	8.236	8.201	8.176	8.151	8.126	8.098	8.072	8.045	8.018	7.991
8 GIRDERS GN5-5 THRU GN7-5	7.788	7.922	7.802	8.183	8.171	8.299	8.287	8.430	8.401	8.583	8.548	8.341	8.318	8.494	8.270	8.435	8.220	8.376	8.169	8.751	8.653	8.751	8.318	8.284	8.270	8.256	8.239	8.195	8.171	8.145	8.118	8.091	8.065
9 GIRDERS GN5-6 THRU GN7-6	7.781	7.926	7.830	8.130	8.113	8.302	8.284	8.464	8.452	8.638	8.633	8.417	8.395	8.504	8.281	8.457	8.233	8.400	8.181	8.751	8.653	8.751	8.322	8.277	8.263	8.249	8.232	8.188	8.164	8.138	8.111	8.085	8.058
10 GIRDERS GN5-7 THRU GN7-7	8.033	8.209	8.135	8.780	8.765	8.750	8.734	8.770	8.708	8.846	8.670	8.640	8.625	8.907	8.886	8.864	8.844	8.973	8.902	8.981	8.869	8.973	8.516	8.430	8.408	8.386	8.365	8.343	8.318	8.291	8.264	8.238	8.212
11 GIRDERS GN5-8 THRU GN7-8	8.846	8.857	8.830	8.813	8.812	8.797	8.785	8.766	8.753	8.742	8.723	8.703	8.686	8.664	8.644	8.623	8.602	8.681	8.660	8.638	8.617	8.596	8.516	8.430	8.376	8.354	8.330	8.305	8.280	8.254	8.228	8.202	8.176
12 EDGE OF SHOULDER	8.001	8.801	8.678	8.803	8.801	8.838	8.828	8.911	8.907	8.896	8.740	8.751	8.733	8.751	8.733	8.751	8.733	8.751	8.733	8.751	8.733	8.751	8.516	8.463	8.442	8.418	8.393	8.367	8.342	8.316	8.289	8.263	8.237
13 GIRDERS GN° 9 THRU GN7-9	8.006	8.196	8.134	8.071	8.058	8.045	8.031	8.018	8.001	8.700	8.735	8.757	8.730	8.721	8.702	8.682	8.665	8.643	8.623	8.605	8.582	8.560	8.516	8.463	8.444	8.425	8.406	8.387	8.367	8.341	8.314	8.288	8.262
14 GIRDERS GN5-10 THRU GN7-10	8.030	8.059	8.028	8.016	8.004	8.572	8.560	8.547	8.534	8.519	8.678	8.811	8.796	8.777	8.760	8.742	8.723	8.705	8.686	8.667	8.645	8.630	8.516	8.463	8.447	8.430	8.412	8.396	8.377	8.358	8.337	8.311	8.284
15 SOUTH CURB LINE	8.280	8.048	8.016	8.004	8.012	8.000	8.000	8.000	8.000	8.000	8.957	8.821	8.806	8.788	8.771	8.754	8.737	8.721	8.706	8.688	8.669	8.650	8.516	8.463	8.447	8.430	8.412	8.396	8.378	8.358	8.337	8.311	8.284
16 SOUTH KEY LINE	8.063	8.032	8.041	8.030	8.017	8.006	8.003	8.001	8.018	8.028	8.036	8.822	8.810	8.794	8.777	8.760	8.743	8.726	8.708	8.690	8.670	8.650	8.516	8.463	8.447	8.430	8.412	8.396	8.378	8.358	8.337	8.311	8.284

* Stations are shown for Line 5 - P/GE.

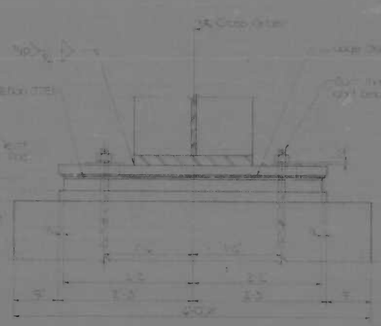
REFERENCES	SHEET NO.
Framing Plan III	S-18
Typ Desk Section NBR	S-24
Cross Slopes	T-8

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	RAMIREZ, REHNER, STONE & ASSOC., INC. AND RATZ, EHLEN & ASSOC., INC. CONSULTING ENGINEERS 343 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE. AND KANE STREET SUPERSTRUCTURE ELEVATIONS - IV	DRAWN BY: M.S.F. DES. BY: I.H. & A.B.E. TRACED BY: M.S.F. CHK. BY: M.S.C. F.A.P. NO. I-95-4(38)135 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) S-44 of S-60
		SCALE As Shown DATE JUN 2 1972	

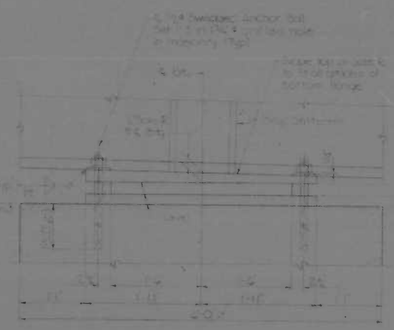
SEQ. NO.	DATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-45	(97) S-60



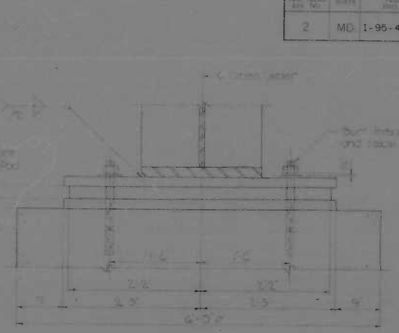
ELEVATION



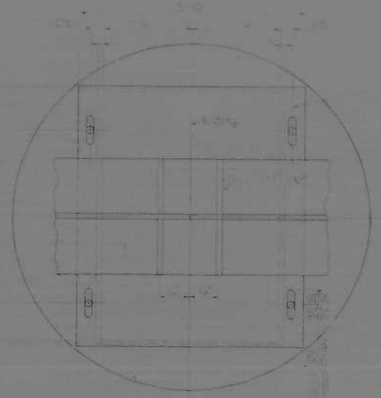
FRONT VIEW



ELEVATION

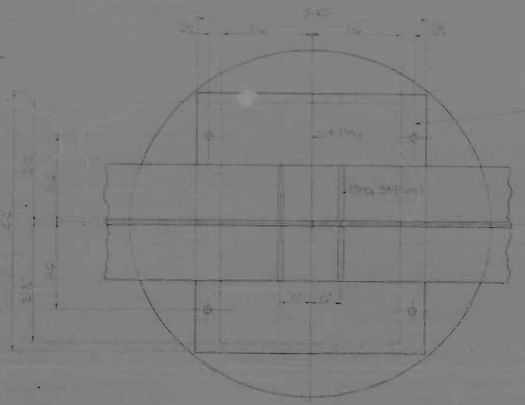


FRONT VIEW



PLAN

EXPANSION BEARING - TYPE E-1500



PLAN

FIX BEARING TYPE F-1500

Location	Sole Plate Thickness at ℄ of Bearing	Masonry Plate Thickness
Pier 7-S Column 1A2	2'-7/16"	1'-9/16"
Pier 8-N Column 1B2	2'-3 5/8"	1'-5/8"

Notes:
All Steel used in bearings shall conform to ASTM Designation A-588 .
All Anchor Bolts, Hex nuts and washers shall be of the same mechanical quality as A.S.T.M. A 325 Steel.
Epoxy Resin shall be applied on fix bearing area between the following:
Plate Surfaces Abutments and Masonry Plate
Plate Surfaces Abutments and Beam Plate
Sole Plate and Bed Plate Steel Plate
Epoxy Resin Bonding Compound shall be used at air temperature in between 50ºF and 70ºF.
Fixed bearing plate washers and nuts shall be non-hardening sealing compound or organic joint sealer.

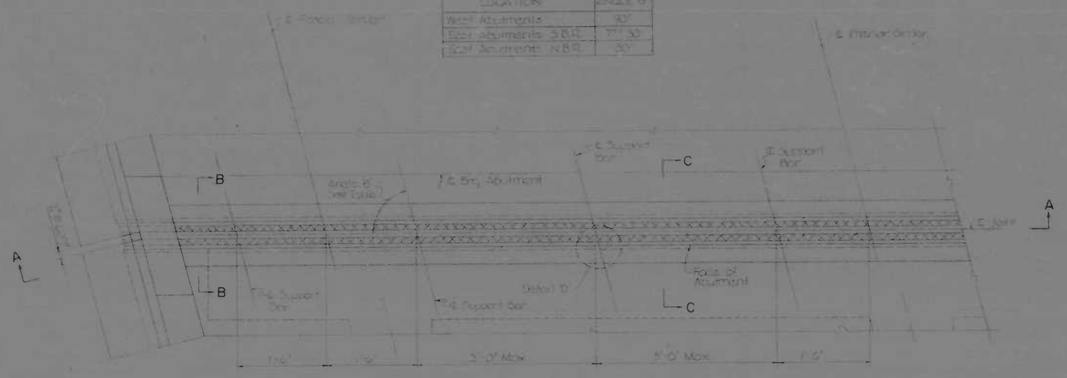
REFERENCES

	SHEET No.
Cross Girder Elevations	S-54 to S-56
Cross Girder Details	S-57

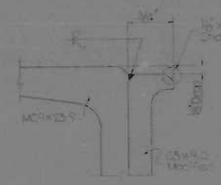
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY		
5/29/73 Revised Plate Thickness	KNOERLE, GERDER, STONE & ASSOC., INC. AND WATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 OVER DUNDALK AVE AND KANE STREET BEARING DETAILS AT PIERS	DRAWN BY L.M.W. DES. BY M.S.C. TRACED BY L.M.W. CHK. BY E.F.W.	
		SCALE As Shown DATE JUN 2 1972	F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-36-815 BALTO. CITY NO. 1997	SHEET NO. (97) S-45 to S-60

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	3-46	(97) S-60

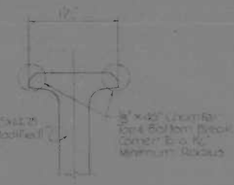
LOCATION	ANGLE θ
West Abutments	90°
East Abutments S.B.R.	77° 30'
East Abutments N.B.R.	90°



PART PLAN

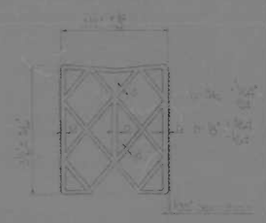


DETAIL 'A'
FULL Scale

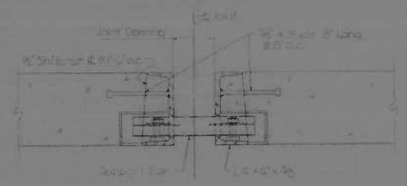


DETAIL 'B'
Full Scale

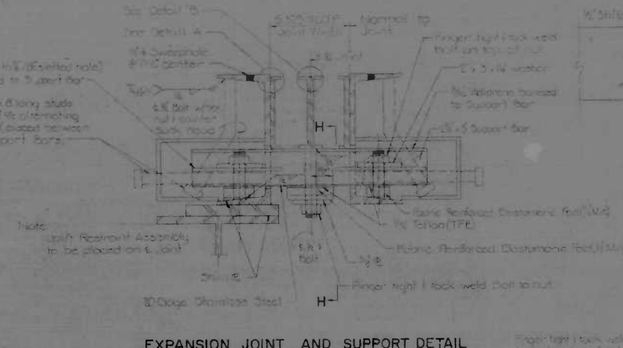
ACMA - EXPANSION JOINT SYSTEM	JOINT WIDTH (INCH)						
	3.1"	4.0"	5.0"	6.1"	7.0"	8.0"	9.0"
2M - 300	5.225	6.125	7.025	8.325	9.125	10.025	10.925
4M - 600	11.125	11.325	10.025	10.225	10.125	9.725	9.525



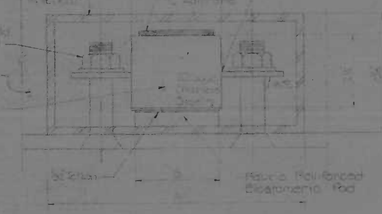
ELASTOMERIC COMPRESSION SEAL DETAIL



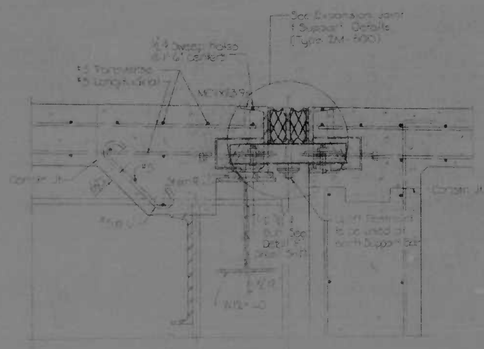
SECTION B-B



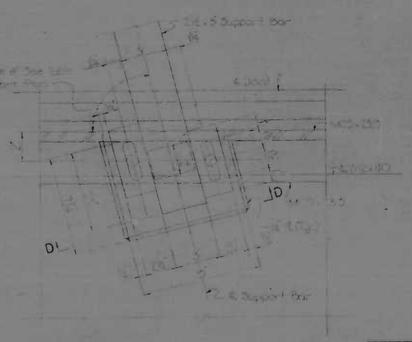
EXPANSION JOINT AND SUPPORT DETAIL
(TYPE 2M-300)



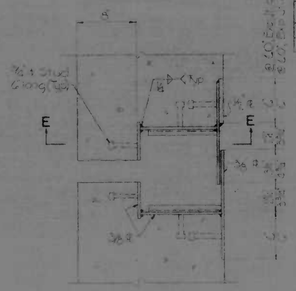
SECTION D-D



SECTION C-C

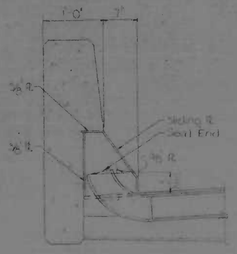


DETAIL 'D'



PARAPET EXPANSION JOINT DETAIL

ACMA EXPANSION JOINT SYSTEM	A	B	C
2M-300	3"	1 1/2"	3"
4M-600	6"	3"	4"



SECTION E-E

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	GROEHLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 OVER DUNDALK AVE AND KANE STREET EXPANSION JOINT AT ABUTMENTS	DRAWN BY A.J.M. DES. BY M.S.C. TRACED BY A.J.M. CHK. BY E.F.M. F.A.P. NO. I-95-4(38)35 S.P.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) S-46 OF S-60
		SCALE: As Shown DATE: JUN 2 1972	

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD	I-95-4(38)135S-47		(97) S-60

PART PLAN

END BRACKET DETAIL

DETAIL 'F'

SECTION F-F

PLAN

DETAIL 'G'

SECTION L-L

SECTION G-G

ELEVATION

PRESETTING DEVICE

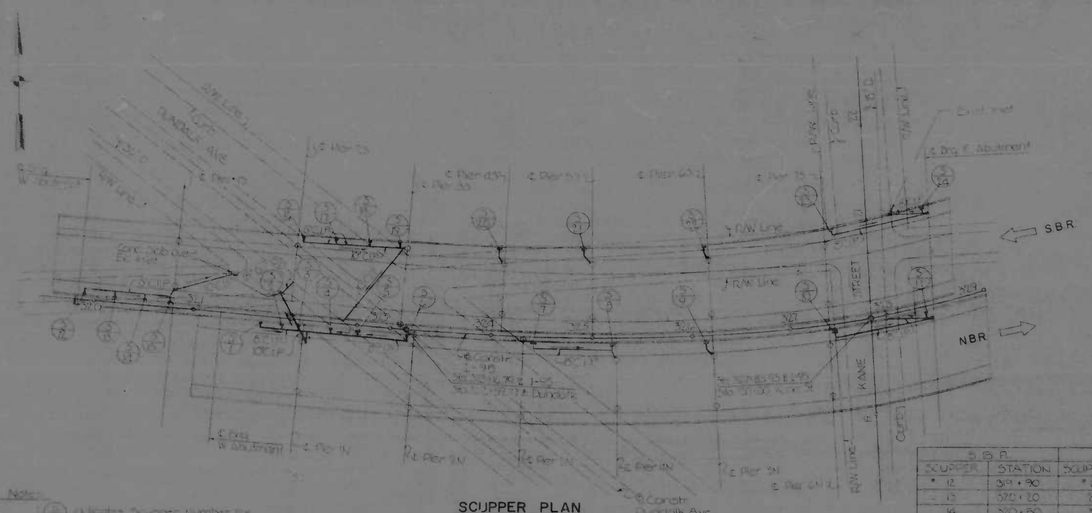
SECTION H-H

BEARING DETAIL

EXPANSION JOINT AND SUPPORT DETAILS
(TYPE 4M-600)

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	ANGERER, BERGER, STONE & ASSOC., INC. AND MATZ, GIELOW & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE. AND KANE STREET EXPANSION JOINTS "A" AND "B"	DRAWN BY J.R.H. TRACED BY J.R.H. DES. BY M.S.G. CHK. BY F.F.M. F.A.P. NO. I-95-4(38)135 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SCALE As Shown DATE JUN 2 1972 SHEET NO. (97) S-47 OF S-60

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-48	(97) S-60



SCUPPER PLAN

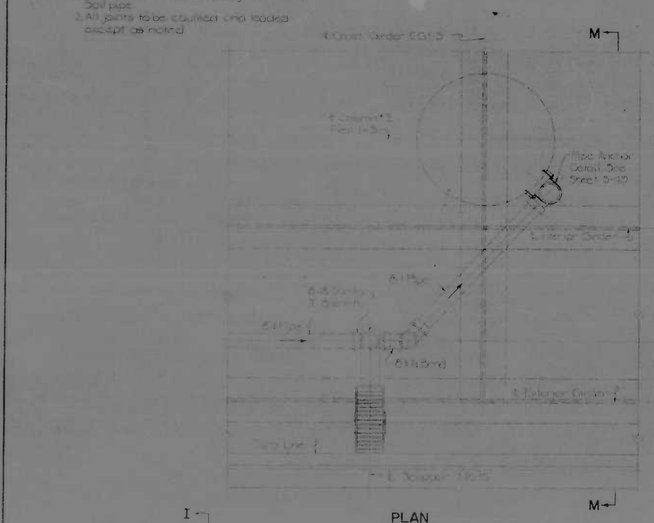
Note:
- Indicates Scupper number for Scupper Locations see Table.
1. All pipe to be Extra Heavy Cast Iron Soil pipe.
2. All joints to be caulked and leaded except as noted.

S.B.R. SCUPPER	S.B.R. STATION	N.B.R. SCUPPER	N.B.R. STATION
12	319+90	1	321+79
13	320+20	2	321+91
14	320+50	3	322+08
15	320+74	4	322+40
16	322+04	5	322+68
17	322+369	6	323+15
18	322+73	7	324+10
19	323+03.5	8	325+27
20	324+07	9	326+*
21	324+34	10	327+48
22	326+15	11	328+42
23	327+80		
24	328+64.5		

PLAN

ELEVATION

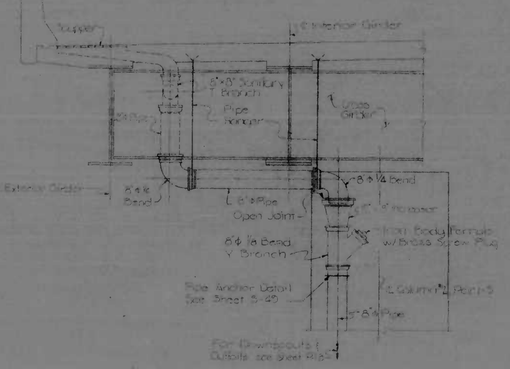
DRAINAGE AT PIER 3-S



PLAN

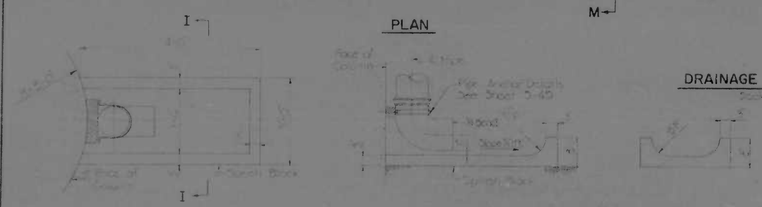
M

M



SECTION M-M

DRAINAGE AT PIER 1-S

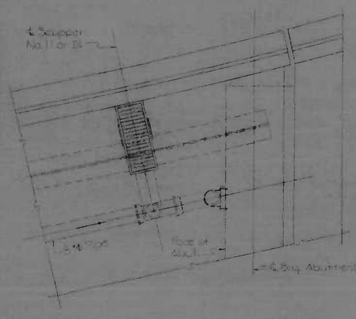


PLAN

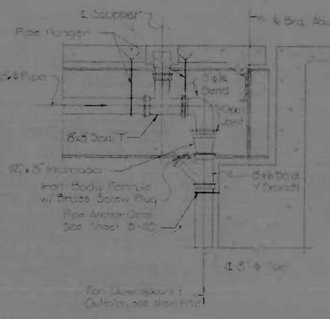
ELEVATION

SECTION I-I

SPLASH BLOCK DETAILS



PLAN



ELEVATION

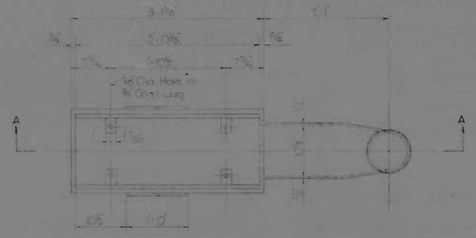
DRAINAGE AT EAST ABUTMENT

Notes:
1. Drainage at Piers 43,55,65,84 & 85 are similar.
2. Drainage at Pier 85 details shown on sheet.
3. Splash Block shall be used for Piers 43,55,65, 84 & 85 only.

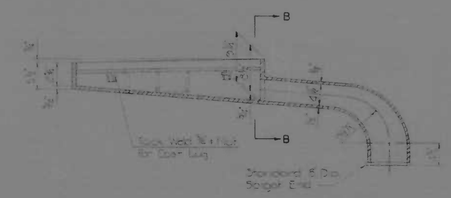
APPURTENANCE	SHEET NO.
Scupper Nos. 8	S-47
Downspouts and Outfalls	S-48

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BRACELL, ASSOCIATES, STONE & ASSOCS., INC. AND WATT, GRILLS & ASSOC., INC. CONSULTING ENGINEERS 243 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 OVER DUNDALK AVE. AND KANE STREET SCUPPER PLAN I	DRAWN BY A.J.M. TRACED BY A.J.M. DES. BY M.S.C. CHK. BY F.F.M. F.A.P. NO. I-95-4(38)35 S.N.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) S-48 OF S-60
		SCALE As Shown DATE JAN 2 1997	

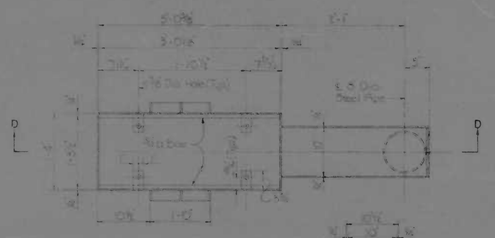
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-49	(97) S-60



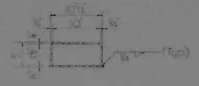
PLAN



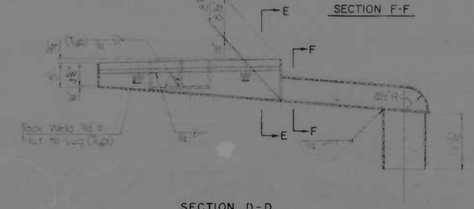
SECTION A-A



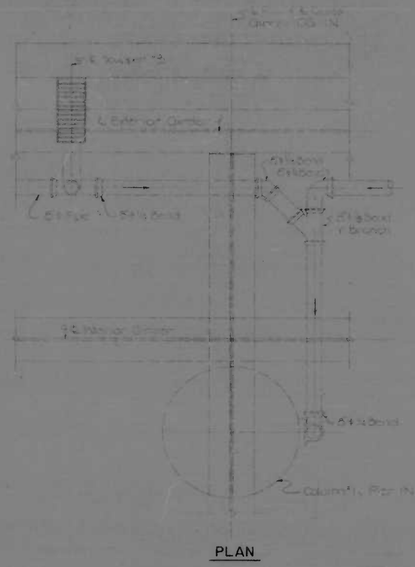
PLAN



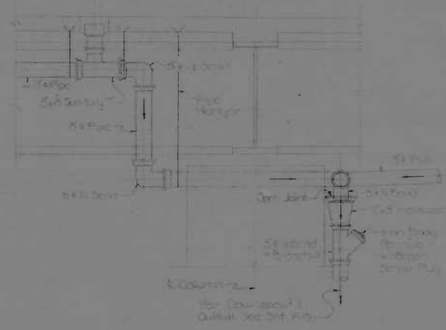
SECTION F-F



SECTION D-D

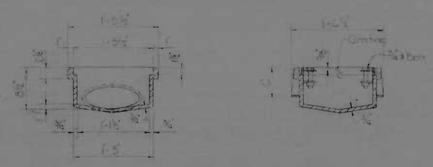


PLAN



ELEVATION

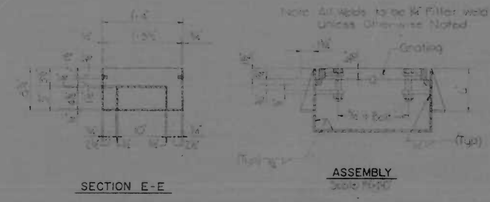
DRAINAGE AT PIER I-N



SECTION B-B

ASSEMBLY

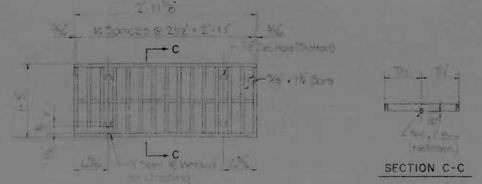
SCUPPER DETAILS - CAST IRON



SECTION E-E

ASSEMBLY

ALTERNATE SCUPPER - FABRICATED STEEL



SECTION C-C

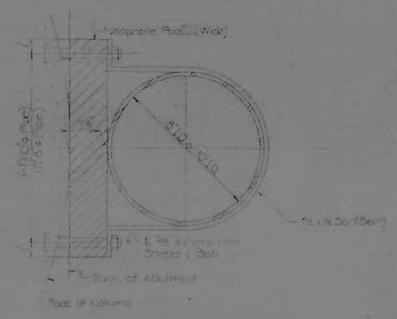
SCUPPER GRATE DETAILS

SCUPPER GRATE NOTES

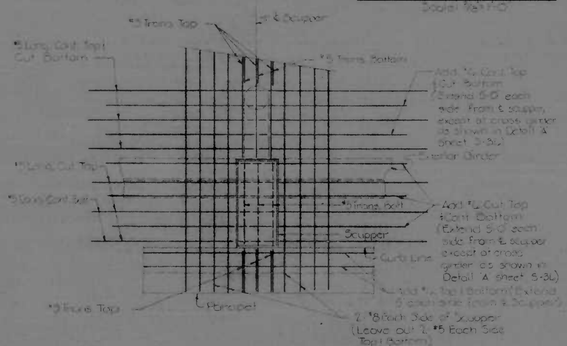
Material: Gratings to be structural steel as per A.S.T.M. serial designation A-36, galvanized as per A.S.T.M. serial designation A-123.

Welding: Scupper grating to be Fillet Welded or Electro-Pressure Welded.

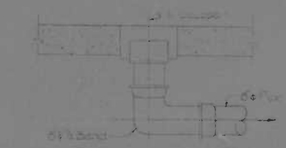
Assembly: The frames and gratings to have the opening surfaces finished so that gratings shall fit the frames without wedging and shall be interchangeable.



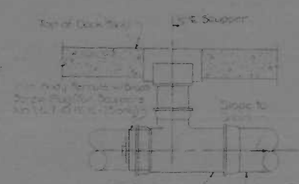
PIPE ANCHOR DETAIL



SECTIONAL PLAN AT SCUPPER



TYPE 'B' DRAIN AT SCUPPER



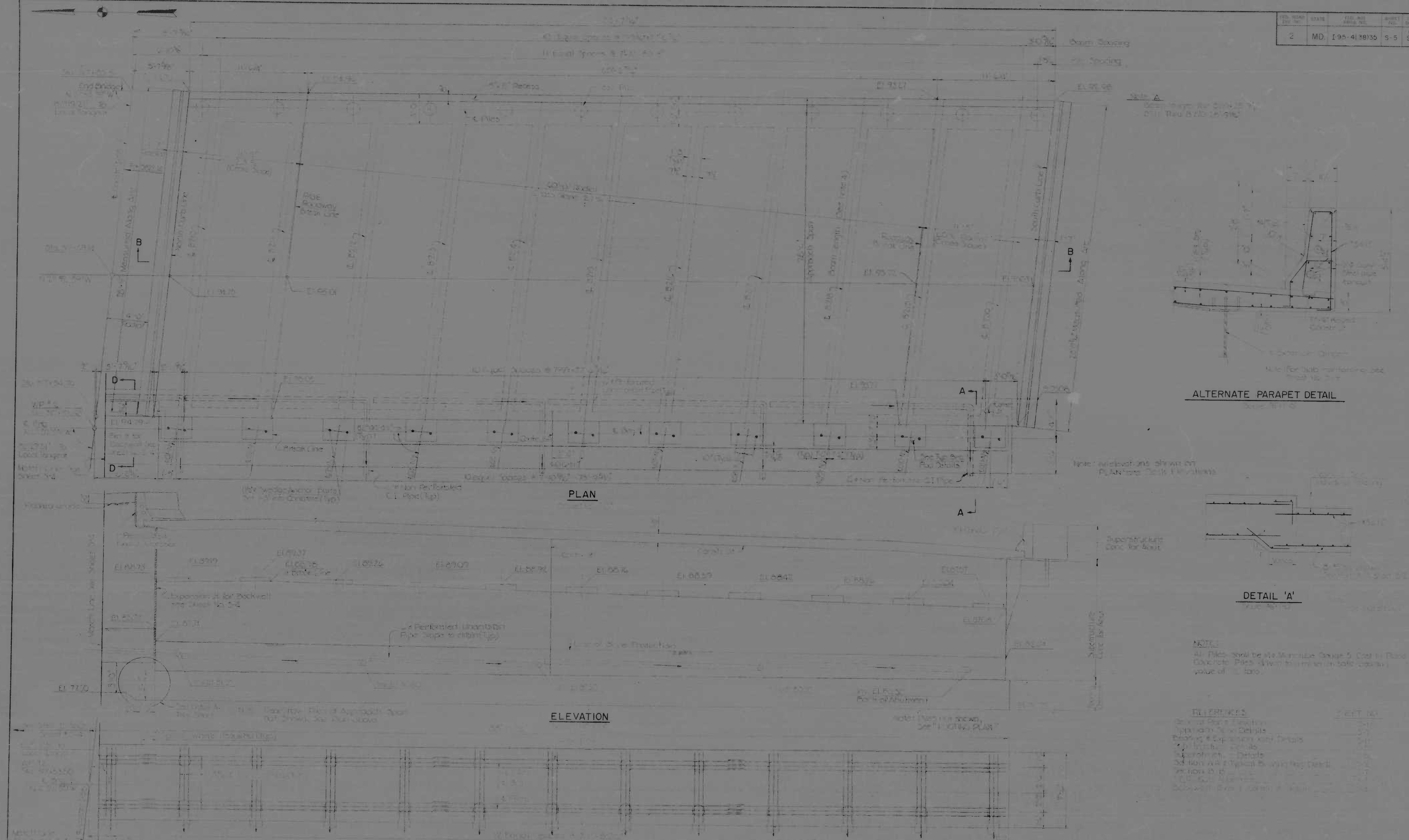
TYPE 'A' DRAIN AT SCUPPER

Notes:
1. All pipe to be Extra Heavy Cast Iron Soil Pipe.
2. All joints to be caulked and trowled except as noted.
3. Type A Drain at Scupper may be used in lieu of Type B Drain at Scupper.
4. Supports shall be of the same material as the Scupper.

REFERENCE
Scupper Plan I
Downspouts and Gutters

Scupper Notes:
Cast Iron
Scuppers to be gray cast iron as per A.S.T.M. serial designation A-48, Class No. 30 B.
Fabricated Steel
Scuppers to be fabricated of structural steel A.S.T.M. serial designation A-36, and galvanized as per A.S.T.M. serial designation A-123.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	RUCKLE, HERBERT, BYRNE & ASSOC., INC. AND HAYES, SEILER & ASSOC., INC. CONSULTING ENGINEERS 501 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE AND KANE STREET SCUPPER PLAN II	DRAWN BY M.S.F. DES. BY M.S.C. TRACED BY M.S.F. CHK. BY F.F.M.
		SCALE As Shown DATE JUN 2 1977	F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 546-35-815 BALTO. CITY NO. 1997
			SHEET NO. (97) S-49 OF S-60



FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-5	(97) S-60

REVISIONS	CONSULTANT
	KNOERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202

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

INTERSTATE RTE. 95 & RAMP "J" OVER
GUSRYAN STREET
N.B.R. EAST ABUTMENT

SCALE: As Shown
DATE: JUN 2 1972

DRAWN BY: J.R.H.
TRACED BY: J.R.H.
DES. BY: A.E. & A.B.E.
CHK. BY: M.S.C.
F.A.P. NO.: I-95-4(38)35
S.R.C. NO.: B.C. 246-35-815
BALTO. CITY NO.: 1997
SHEET NO.: S-5 OF (97) S-60

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	SHEET TOTAL
2	MD.	I-95-4(38)35	S-50	(97) S-60

SEQUENCE OF CONSTRUCTION KANE - DUNDALK VIADUCT

PHASE I

1. Construct all Pier Footings and Columns.
2. Construct all Intermediate Diaphragms.
3. Erect the following Steel Girders:

SOUTHBOUND	NORTHBOUND
CG1-S	CG1-N
CG2-S	CG2-N
CG3-S	CG3-N
CG1-3	

4. These Plate Girders shall be temporarily braced so that there will be no flipping and overturning.
5. Erect the following temporary supports:

SOUTHBOUND	NORTHBOUND
(S1)(1-2)	(N1)(1-2)
(S2)(1-2)	(N2)(1-2)
(S3)(1-2)	(N3)(1-2)
(S4)(1-2)	(N4)(1-2)
(S5)(1-2)	(N5)(1-2)
(S6)(1-2)	(N6)(1-2)
(S7)(1-2)	(N7)(1-2)

6. Erect Corresponding Main Girders of Spans 4A-5 thru 6A-5 and 4A-N thru 7-N consecutively. Erect Main Girders on temporary supports and/or Abutments to proper elevations (Shim on temporary supports as required) make field welds and Prange connections at Cross Girders. Make certain of proper web and flange alignment and plumbness prior to making connections. Erect Main Girders in the following sequential manner:

SOUTHBOUND	NORTHBOUND
(S6)(1-2) (S5)(1-2) (S4)(1-2)	(N6)(1-2) (N5)(1-2) (N4)(1-2)
(S5)(1-2) (S4)(1-2) (S3)(1-2)	(N5)(1-2) (N4)(1-2) (N3)(1-2)
(S4)(1-2) (S3)(1-2) (S2)(1-2)	(N4)(1-2) (N3)(1-2) (N2)(1-2)
(S3)(1-2) (S2)(1-2) (S1)(1-2)	(N3)(1-2) (N2)(1-2) (N1)(1-2)

7. Erect End and Intermediate Diaphragms on each span as the first pair of Main Girders are in place.
8. Remove all temporary supports except (S1)(1-2) (N1)(1-2)

PHASE II

1. Erect the following Plate Girders:

SOUTHBOUND	NORTHBOUND
CG1-S	CG1-N
CG2-S	CG2-N
CG3-S	CG3-N

These Plate Girders shall be temporarily braced so that there will be no flipping and overturning.

2. Erect the following Temporary Supports:

SOUTHBOUND	NORTHBOUND
(S1)(1-2)	(N1)(1-2)
(S2)(1-2)	(N2)(1-2)
(S3)(1-2)	(N3)(1-2)

3. Erect Corresponding Main Girders of Spans 1-S thru 3-S and 1-N thru 4-N consecutively. Erect Main Girders on temporary supports and/or Abutments to proper elevations (Shim on temporary supports as required) make field welds and Prange connections at Cross Girders. Make certain of proper web and flange alignment and plumbness prior to making connections. Erect Main Girders in the following sequential manner:

SOUTHBOUND	NORTHBOUND
(S3)(1-2) (S2)(1-2) (S1)(1-2)	(N3)(1-2) (N2)(1-2) (N1)(1-2)
(S2)(1-2) (S1)(1-2) (S0)(1-2)	(N2)(1-2) (N1)(1-2) (N0)(1-2)
(S1)(1-2) (S0)(1-2) (S-1)(1-2)	(N1)(1-2) (N0)(1-2) (N-1)(1-2)

4. Erect End and Intermediate Diaphragms on each span as the first pair of Main Girders are in place.
5. Remove all temporary supports in preparation for placement of deck concrete.
6. Place deck slab concrete as shown in Deck Slab Pouring Sequence Sheet S-56.

PLAN

SECTION A-A

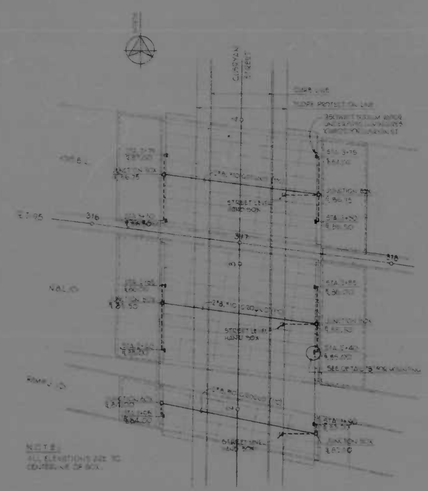
SECTION B-B

Notes:
1. The cost of Temporary Supports shall be included in the cost of structural steel.
2. Temporary Supports shall be designed, erected and furnished by the Contractor at no additional cost. Temporary Supports are Subject to the Engineer's Approval.
3. It is the Contractor's responsibility to ensure that all falsework and Temporary Supports are adequately protected against the traffic. Temporary barricade locations are shown on plan. Barricade Plans are Subject to the Approval of the Engineer.
4. The Contractor may submit his own Temporary Support Scheme - Subject to the Approval of the Engineer.
5. For Phases I and II Construction, See Special Provisions.

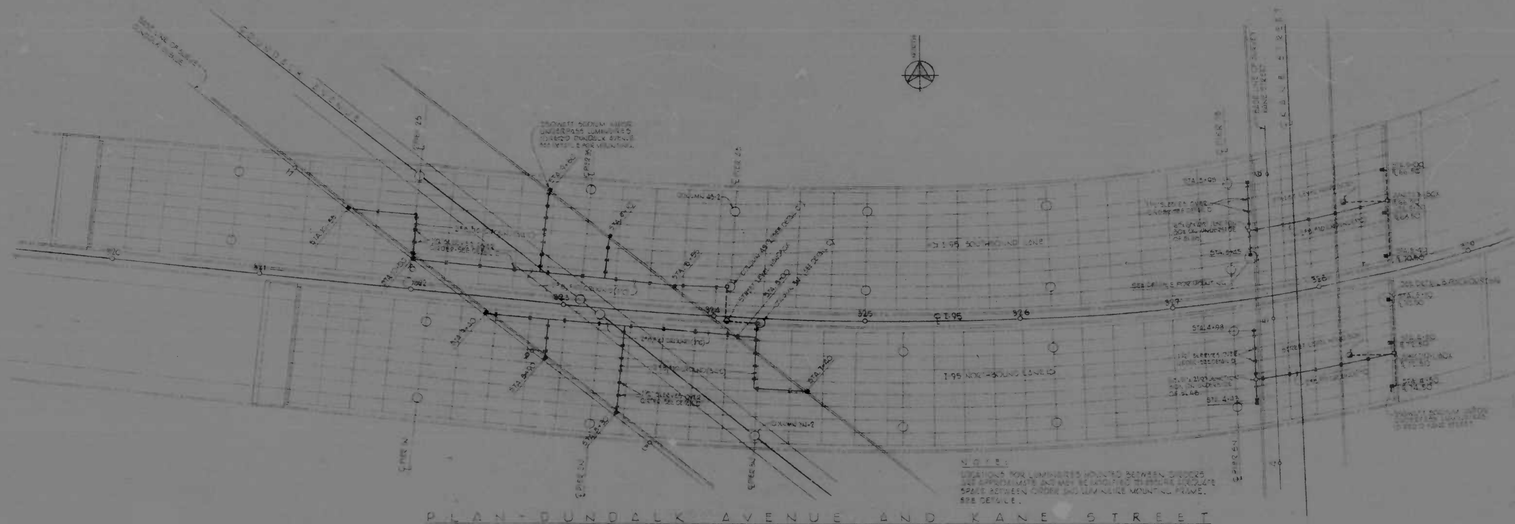
ELEVATION – TEMPORARY SUPPORT

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KNOERLE, BONIFER, STONE & ASSOC., INC. AND MATZ, SIMON & ASSOC., INC. CONSULTING ENGINEERS 847 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE. AND KANE STREET ERECTION PLAN	DRAWN BY L.M.W. TRACED BY L.M.W. DES. BY M.S.C. CHK. BY F.F.M.
		SCALE: As Shown DATE: JUN 2 1972	F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) S-50 OF S-60

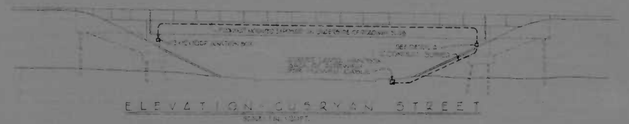
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD	I-95-4(38)135	S-51	(97) S-60



PLAN - GUSRYAN STREET

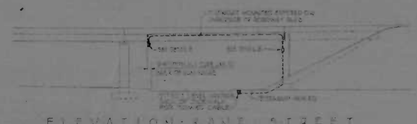


PLAN - DUNDALK AVENUE AND KANE STREET

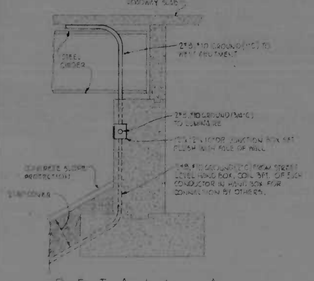


ELEVATION - GUSRYAN STREET

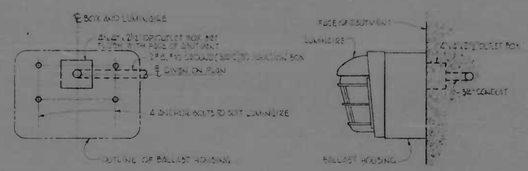
ELEVATION - DUNDALK AVENUE



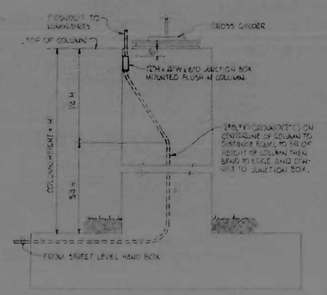
ELEVATION - KANE STREET



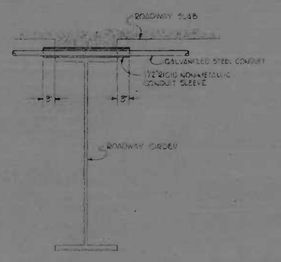
DETAIL A
ABUTMENT WALL



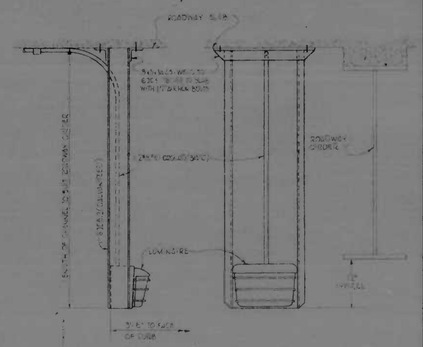
DETAIL B
LUMINAIRE MOUNTING ON ABUTMENT WALL



DETAIL C



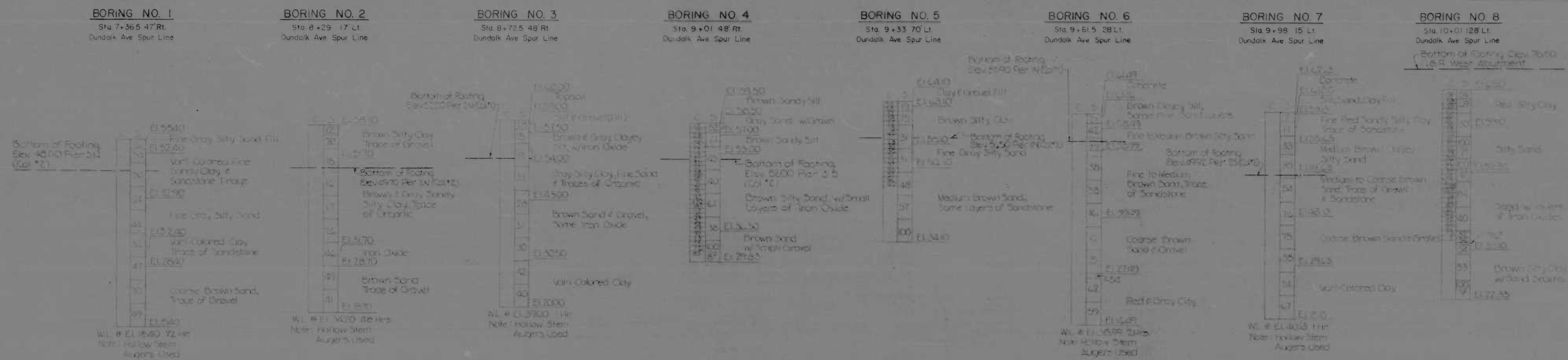
DETAIL D
CONDUIT SLEEVE OVER BOADWAY GIRDER

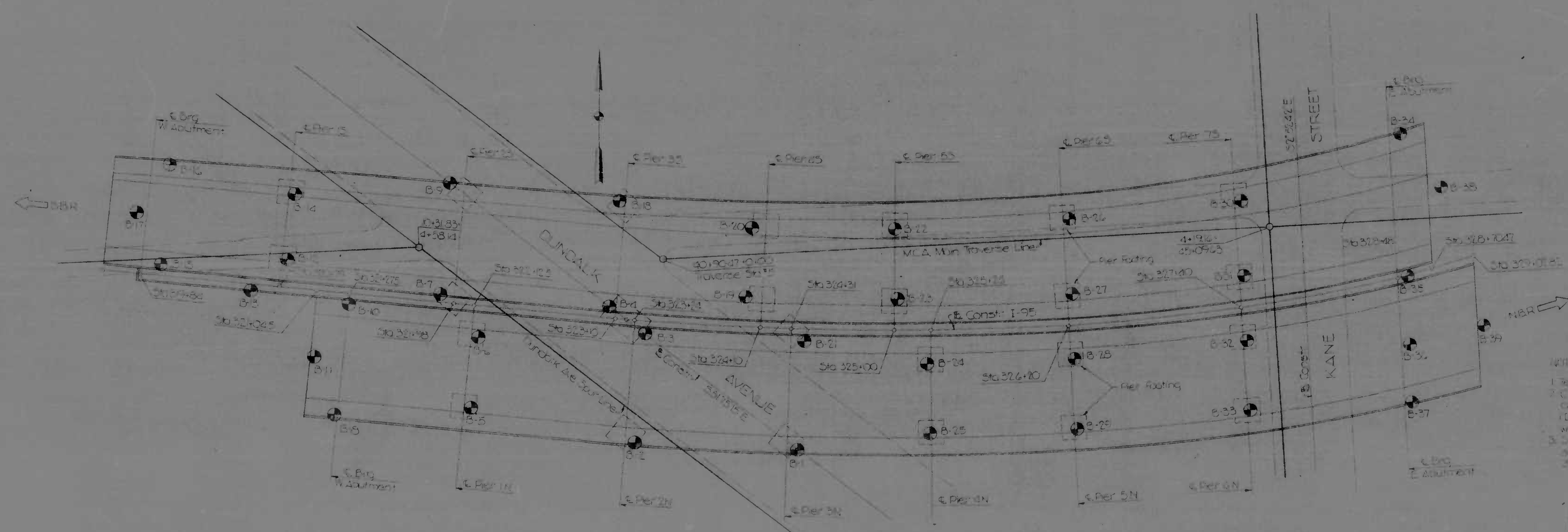


DETAIL E
BETWEEN GIRDER MOUNTING

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY		
	RINGELE, RINDER, STONE & ASSOC., INC. AND MATZ, GIBBS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVENUE AND KANE STREET UNDERPASS LIGHTING	DRAWN BY J.R.H. / TRACED BY J.R.H.	DES. BY F.F.M. / CHK. BY M.S.C.
		SCALE As Shown DATE JUN 2 1972	F.A.P. NO. I-95-4(38)135 / A.R.E. NO. BC.246-35-85 / BALTO. CITY NO. 1997	SHEET NO. (97) S-51 OF S-60

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-52	(197) S-60





BORING LOCATION PLAN

1" = 40'

NOTES:
1. Test Borings made in February 1971.
2. C - Number of blows required to drive a 2½" diameter casing one foot, using a 300 lb. weight falling 30 inches. (If no casing blows are shown a hollow stem auger was used.)
3. S - Number of blows required to drive a 2" O.D. sampling spoon one foot using a 140 lb. weight falling 30 inches.

REVISIONS	CONSULTANT
	KNOERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 241 N. CALVERT STREET BALTIMORE, MARYLAND 21202

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

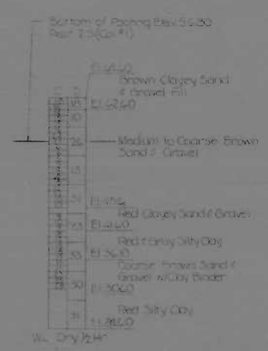
INTERSTATE RTE. 95 OVER DUNDALK AVE AND KANE STREET
BORING DATA I

SCALE: As Shown DATE: JUN 2 1972

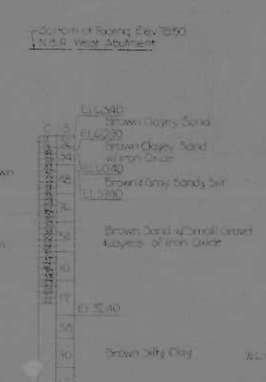
DRAWN BY	J.R.H.	DES. BY	M.S.C.
TRACED BY	J.R.H.	CHK. BY	F.F.M.
F.A.P. NO.	I-95-4(38)35	SHEET NO.	(97)
S.R.C. NO.	B.C. 246-35-815		S-52 OF S-60
BALTO. CITY NO.	1997		

FED. ROAD DIV. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)135	S-53	(97) S-60

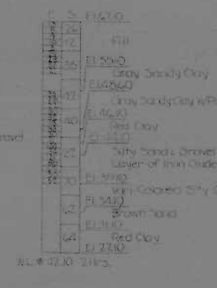
BORING NO. 9
Sta. 10+39.49 Rt.
Dundalk Ave. Spur Line



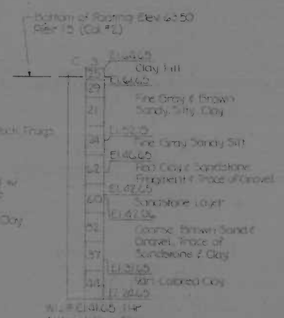
BORING NO. 10
Sta. 10+42 63' Lt.
Dundalk Ave. Spur Line



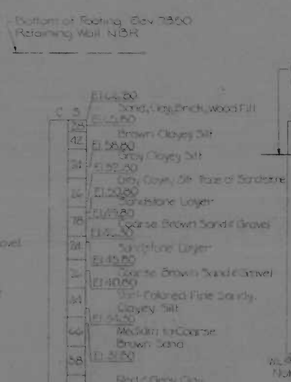
BORING NO. 11
Sta. 10+48.5 11' Lt.
Dundalk Ave. Spur Line



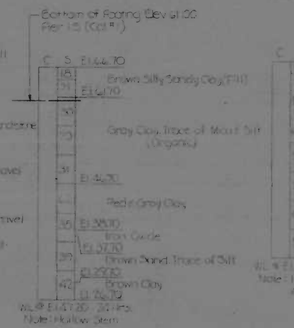
BORING NO. 12
Sta. 10+97.67' Lt.
Dundalk Ave. Spur Line



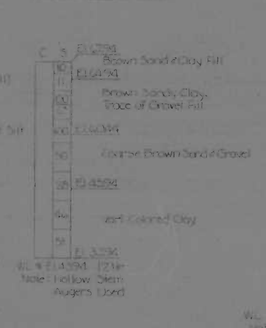
BORING NO. 13
Sta. 10+98.95 Lt.
Dundalk Ave. Spur Line



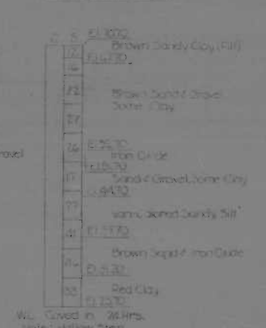
BORING NO. 14
Sta. 11+22.23' Lt.
Dundalk Ave. Spur Line



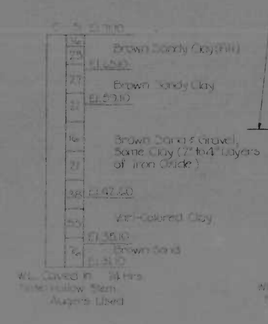
BORING NO. 15
Sta. 11+55.117' Lt.
Dundalk Ave. Spur Line



BORING NO. 16
Sta. 11+98.5 57' Lt.
Dundalk Ave. Spur Line

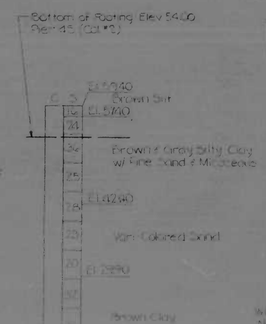


BORING NO. 17
Sta. 12+05.5 104' Lt.
Dundalk Ave. Spur Line

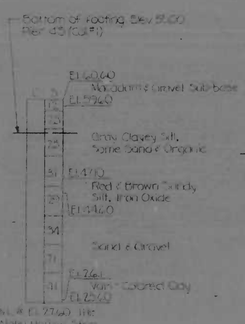


BORING NO. 18
Sta. 40+41 15' Lt.
M.C.A. Main Traverse Line

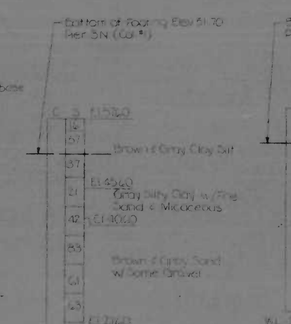
BORING NO. 19
Sta. 41+44.5' 31' Rt.
M.C.A. Main Traverse Line



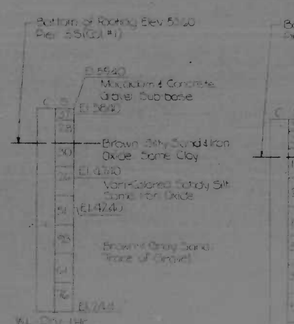
BORING NO. 20
Sta. 41+51 20' Lt.
M.C.A. Main Traverse Line



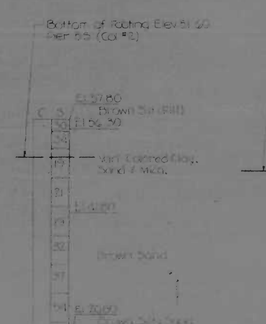
BORING NO. 21
Sta. 41+82 64' Rt.
M.C.A. Main Traverse Line



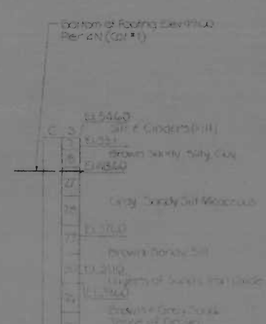
BORING NO. 22
Sta. 42+45 13' Lt.
M.C.A. Main Traverse Line



BORING NO. 23
Sta. 42+45 38' Rt.
M.C.A. Main Traverse Line



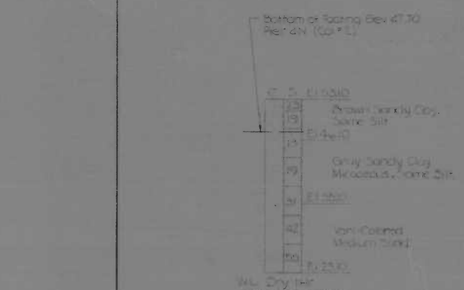
BORING NO. 24
Sta. 42+65 86' Rt.
M.C.A. Main Traverse Line



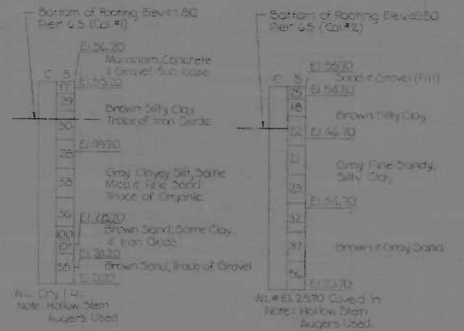
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	RAYMOND, KEMMER, STONE & ASSOC., INC. and MATT, GOLDS & ASSN., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET, BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE AND KANE STREET BORING DATA II SCALE: As Shown DATE: JUN 2 1972	DRAWN BY J.R.H. DES. BY M.S.C. TRACED BY J.R.H. CHK. BY F.E.M. F.A.P. NO. I-95-4(38)135 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) S-53 OF S-60

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-54	S-60 (97)

BORING NO. 25
Sta. 42+65.136' Rt.
M.C.A. Main Traverse Line

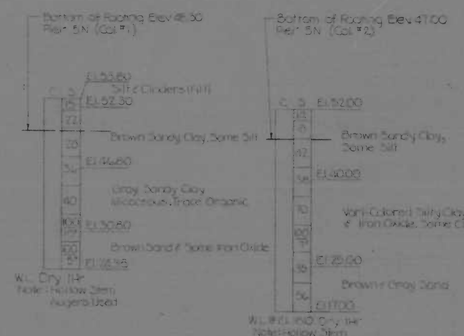


BORING NO. 26
Sta. 43+65 12' Lt.
M.C.A. Main Traverse Line

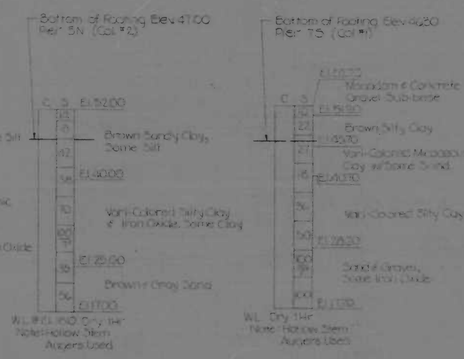


BORING NO. 27
Sta. 43+65 41' Rt.
M.C.A. Main Traverse Line

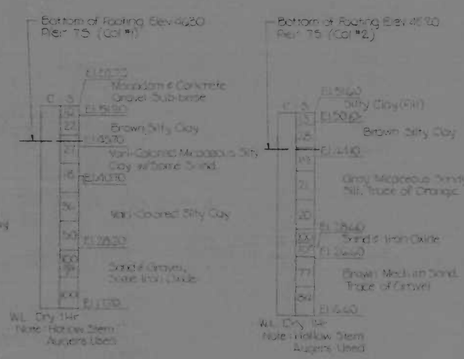
BORING NO. 28
Sta. 43+65 88'Rt.
M.C.A. Main Traverse Line



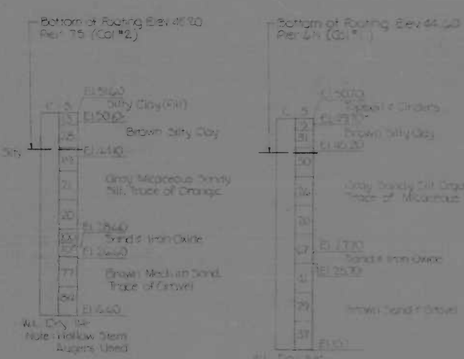
BORING NO. 29
Sta. 43+65 137' Rt.
M.C.A. Main Traverse Line



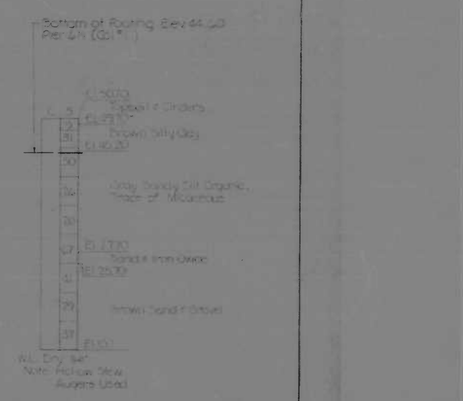
BORING NO. 30
Sta. 44+77 22' Lt.
M.C.A. Main Traverse Line



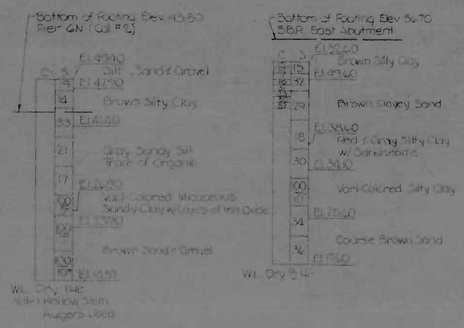
BORING NO. 31
Sta. 44+85 14' Rt.
M.C.A. Main Traverse Line



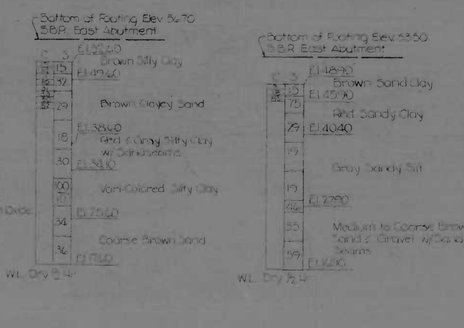
BORING NO. 32
Sta. 44+85 82' Rt.
M.C.A. Main Traverse Line



BORING NO. 33
Sta. 44+85.132' Rt.
M.C.A. Main Traverse Line

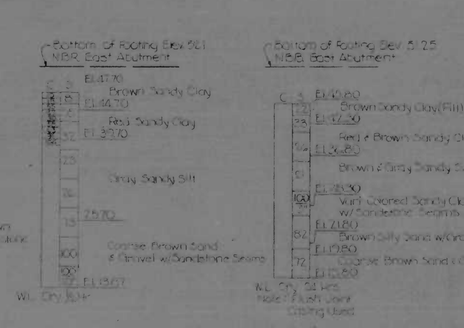


BORING NO. 34
Sta. 45+96 58' Lt.
M.C.A. Main Traverse Line

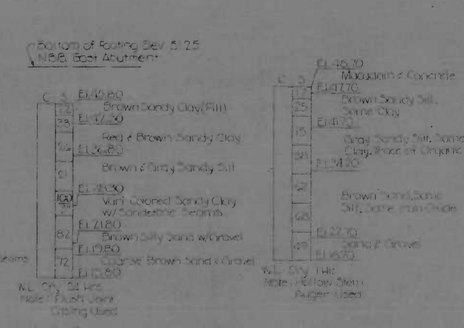


BORING NO. 35
Sta. 45+96 43' Rt.
M.C.A. Main Traverse Line

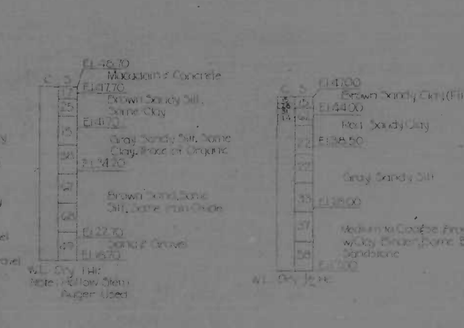
BORING NO. 36
Sta. 45+96 88' Rt.
M.C.A. Main Traverse Line



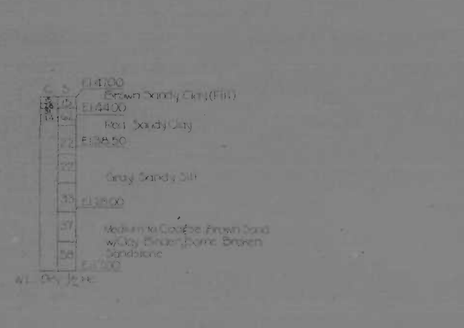
BORING NO. 37
Sta. 45+96 133' Rt.
M.C.A. Main Traverse Line



BORING NO. 38
Sta. 46+21 18' Lt.
M.C.A. Main Traverse Line



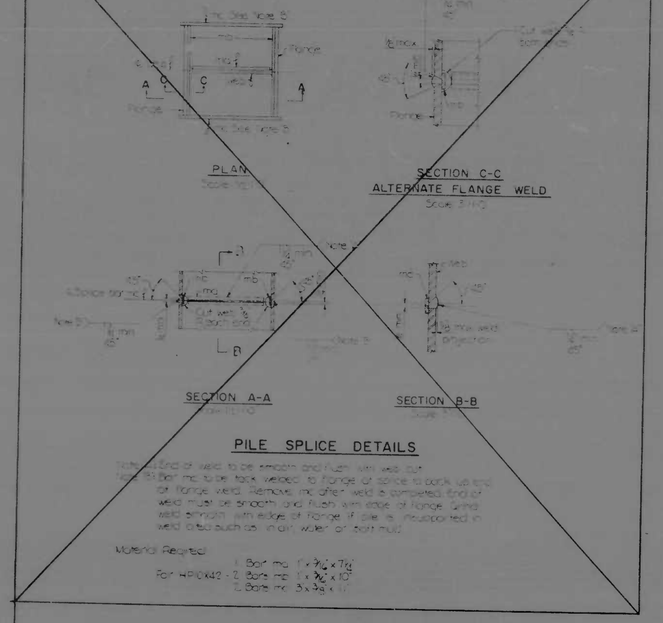
BORING NO. 39
Sta. 46+46 91'Rt.
M.C.A. Main Traverse Line



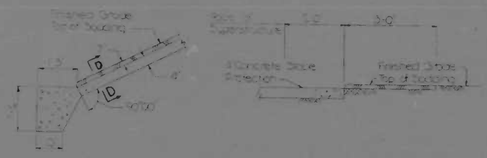
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	[illegible] AND KEITH, CROSS & ASSOC., INC. CONSULTANTS ENGINEERS 841 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 OVER DUNDALK AVE. AND KANE STREET BORING DATA III SCALE: As Shown DATE JUN 2 1972	DRAWN BY J.R.H. DES. BY M.S.C. TRACED BY J.R.H. CHK. BY E.F.M. F.A.P. NO. I-95-4(38)35 S.R.C. NO. B.C. 246-35-815 BALTO. CITY NO. 1997 SHEET NO. S-54 (97) or S-60

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(36)36	S-58	(97) S-60

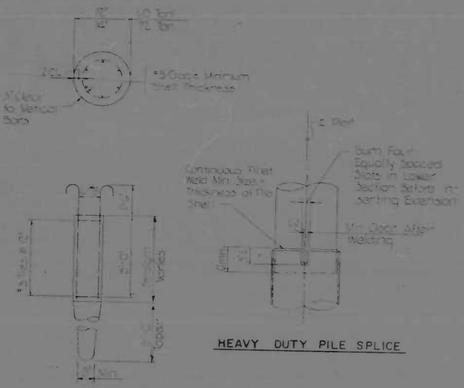
NOT IN THIS CONTRACT



PILE SPLICE DETAILS

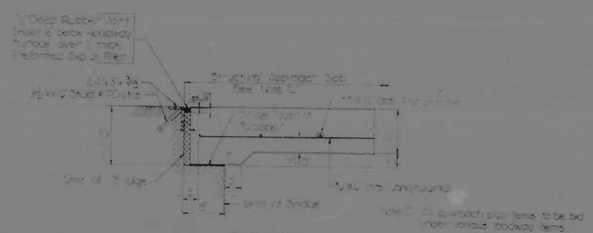


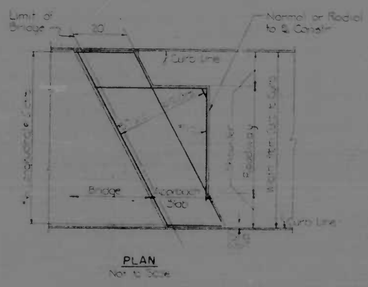
SLOPE PROTECTION DETAILS



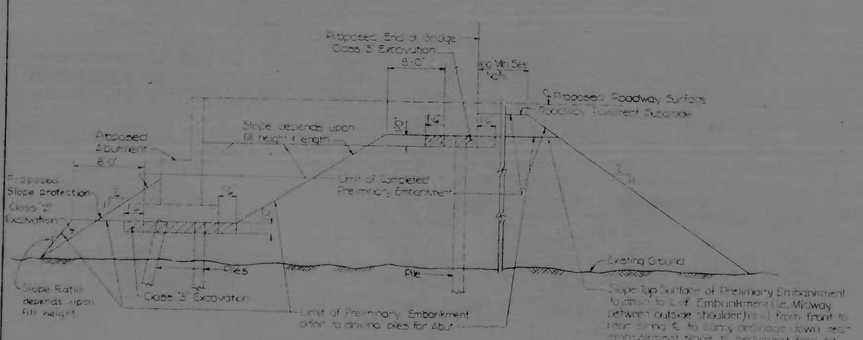
C.I.P. CONCRETE PILE DETAILS

NOTES





TYPICAL APPROACH SLAB DETAILS



Note: The Contractor has the option of completing the embankment prior to Abutment and approach slab construction, but is not elected to construct the Abutment and approach slab prior to completion of the roadway embankment the 100 minimum dimension should be adhered to, unless pile is encountered sooner (measured parallel to ℄ of roadway)

AT ABUTMENTS

PRELIMINARY EMBANKMENT DETAILS

Note:
Should the Contractor choose to complete the embankment prior to the construction of the abutment and approach slabs, only the cross-hatched areas indicated on the Preliminary Embankment Details will be paid for as Class '3' Excavation.

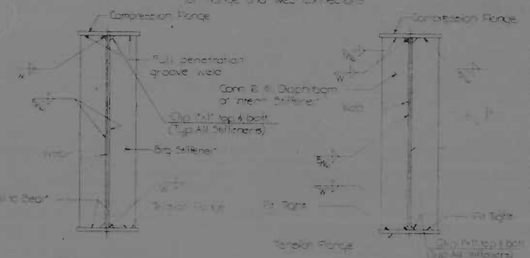
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KNOERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE 95 OVER DUNDALK AVE AND KANE STREET SUBSTRUCTURE DETAILS	DRAWN BY L.M.W. DES. BY M.S.C. TRACED BY L.M.W. CHK. BY F.F.M. F.A.P. NO. I-95-4(36)35 S.R.C. NO. BC 246-3 -81 BALTO. CITY NO. 1997 SHEET NO. (97) S-58 OF S-60
		SCALE As shown DATE JUN 2 1982	

FED. ROAD PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(36)36	S-56	(97) S-60

SIZE "W" OF CONTINUOUS FILLET WELD	
FLANGE & WEB THICKNESS	Weld Size "W"
Up to and incl. ¾"	¼"
Over ¾" to 1¼"	⅜"
Over 1¼"	½"

STRUCTURE	"T" (in)
I-95 & Ramp A Over Dundalk Ave.	7
I-95 Over Dundalk Ave. & Kane St.	7½

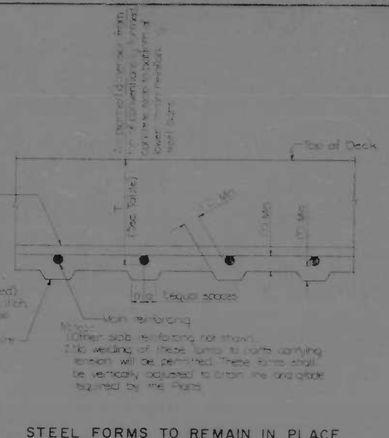
Note: Size "W" of continuous fillet weld is indicated for flange and web connections.



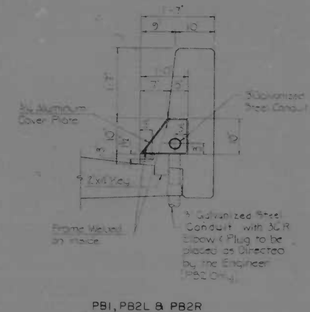
BEARING STIFFENER

INTERMEDIATE STIFFENER

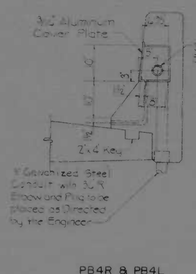
WELD DETAIL



STEEL FORMS TO REMAIN IN PLACE



PB1, PB2L & PB2R
TRANSIT & TRAFFIC

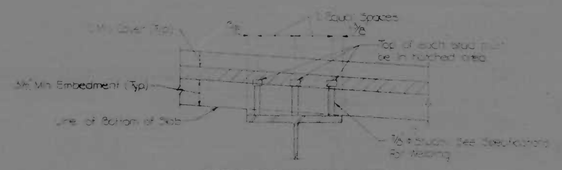


PB4R & PB4L

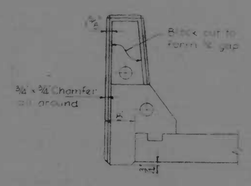
PB3 & PB5

LIGHTING

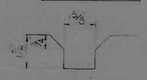
PULL BOX INSTALLATION IN PARAPET
Scale 3"=1'-0



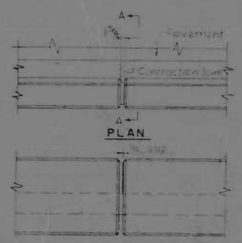
SHEAR CONNECTOR DETAIL



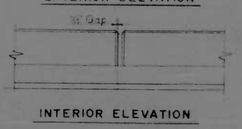
SECTION A-A



JOINT DETAIL

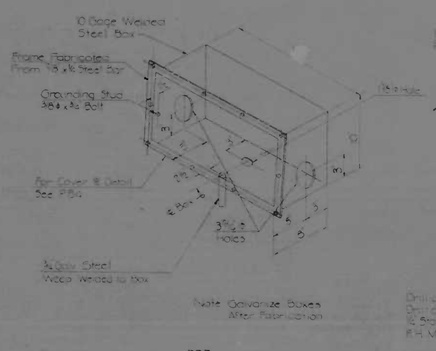


EXTERIOR ELEVATION

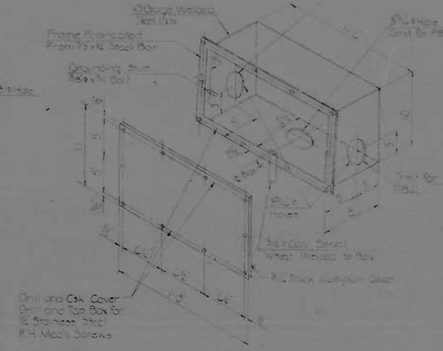


INTERIOR ELEVATION

PARAPET JOINT DETAILS
Not to Scale

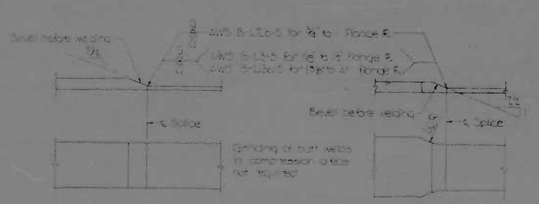


PB3



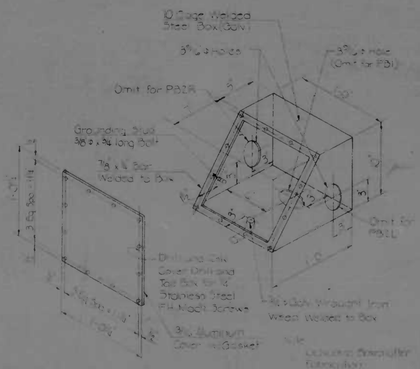
PB4 & PB5

TYPICAL PULL BOX DETAILS FOR LIGHTING
Scale 1½"=1'-0

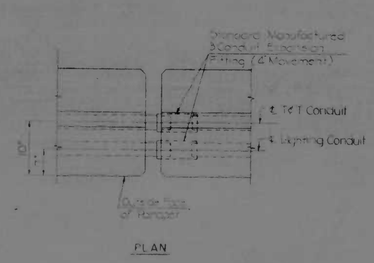


FLANGE SPLICE DETAILS

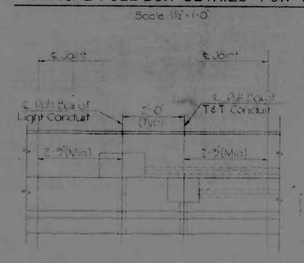
Note: Joint used is governed by thickness of material, type of joint or details of AWS. Joint designations refer to AWS D1.5 & joints shown are for illustrative purposes only. If welding is specified on welding symbol refer to AWS D2.0 for alternate joint designation.



TYPICAL PULL BOX DETAIL FOR TRANSIT AND TRAFFIC
PB1 - PB2L & PB2R
Scale 1½"=1'-0



DETAIL OF CONDUITS AT EXPANSION JOINT
Not to Scale

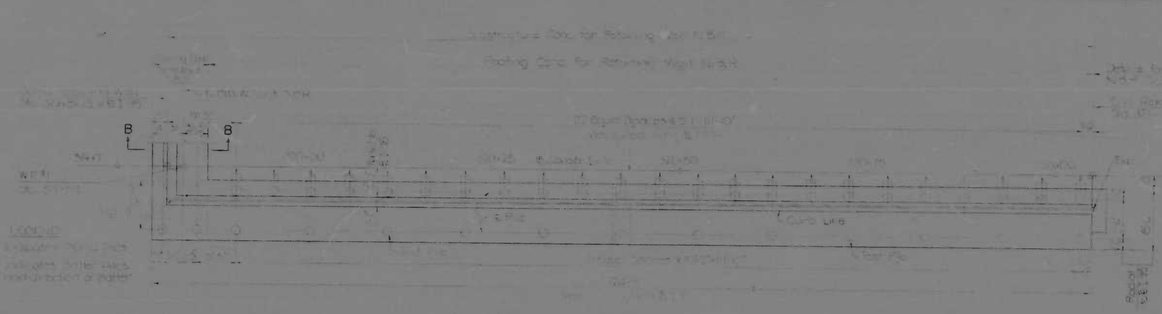


ELEVATION - PARAPET PULL BOX
Scale 1½"=1'-0

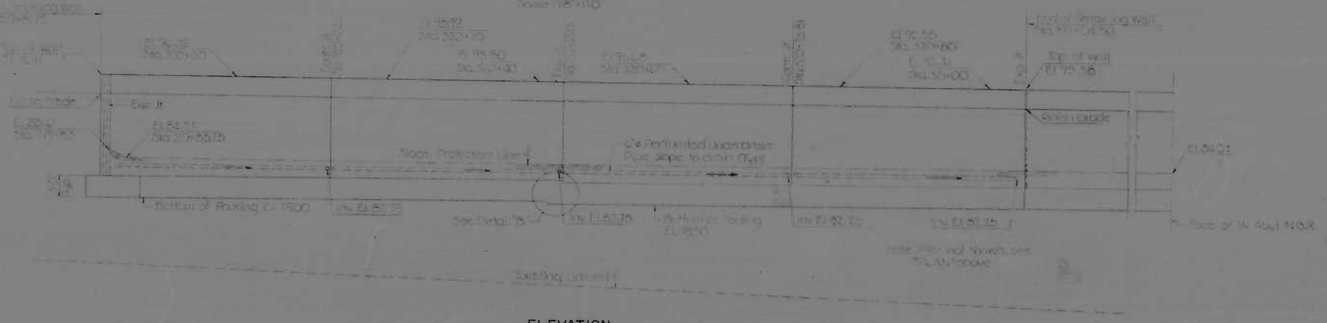
Notes:
Minor deviation from box dimensions will be allowed if construction designs so require. But only after approval by the Interstate Division for Baltimore City.
The box cover is to be of aluminum alloy with pebble or shot finish. The face of the cover must be flush with the face of concrete. A ¼" rubber gasket is to be fitted between the cover and box flanges. Drill and tap holes in box flanges and fasten cover to box with ½" dia. stainless steel countersunk Phillips head screws. Bolt use shall be not dipped galvanized after fabrication.
All box dimensions are inside dimensions.
For Roadway lighting see Sheets
For Pull Box locations see Sheets S-1 thru S-36.

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, COLBS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 OVER DUNDALK AVE. AND KANE STREET SUPERSTRUCTURE DETAILS	DRAWN BY: J.R.H. & M.S.F. TRACED BY: J.R.H. & M.S.F. DES. BY: M.S.C. CHK. BY: F.F.M.
		SCALE: As shown DATE: JUN 1997	F.A.P. NO. I-95-4(36)36 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. S-56 OF (97) S-60

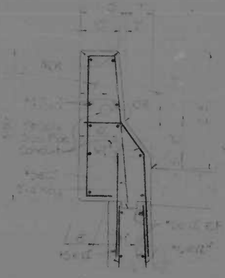
REV. NUMBER	DATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2		MD. I-95-4(38)135	S-57	(97) S-60



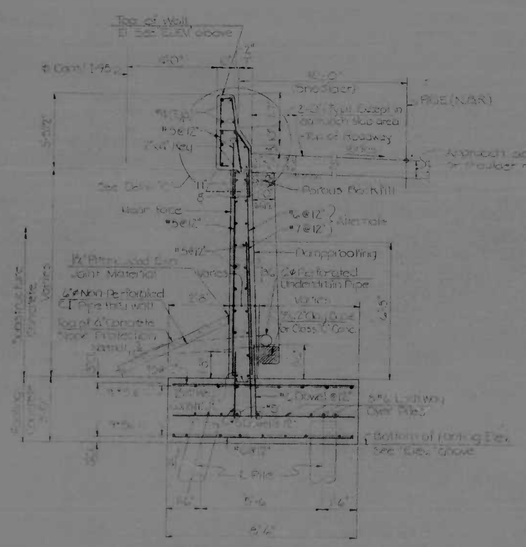
PLAN



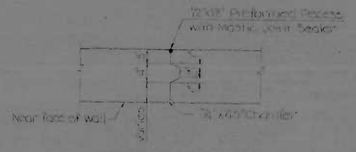
ELEVATION



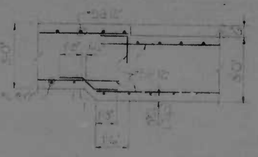
DETAIL 'C'



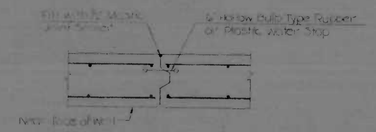
TYPICAL SECTION



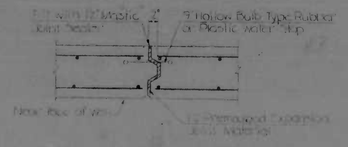
TYPICAL KEY DETAIL



DETAIL B



CONTRACTION JOINT



EXPANSION JOINT

SUMMARY OF QUANTITIES

ITEM	UNIT	QUANTITY
Class B Excavation	C.Y.	50
16"ø C.I.P. Conc. Pile	L.F.	1540
12"ø Conc. Test Pile	L.F.	100
16"ø Piles for Test	EA.	11
Class A Concrete	C.Y.	111
Reinf. Steel	LBS.	11,100
Class C Concrete	C.Y.	31

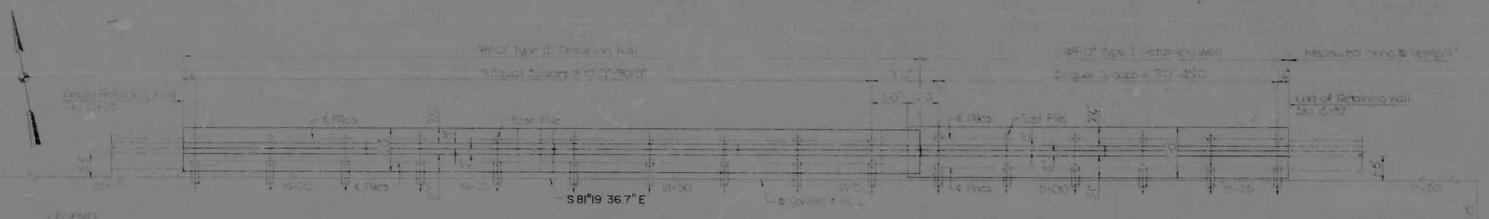
Note: Conc. slope protection items to be bid under bridge items.

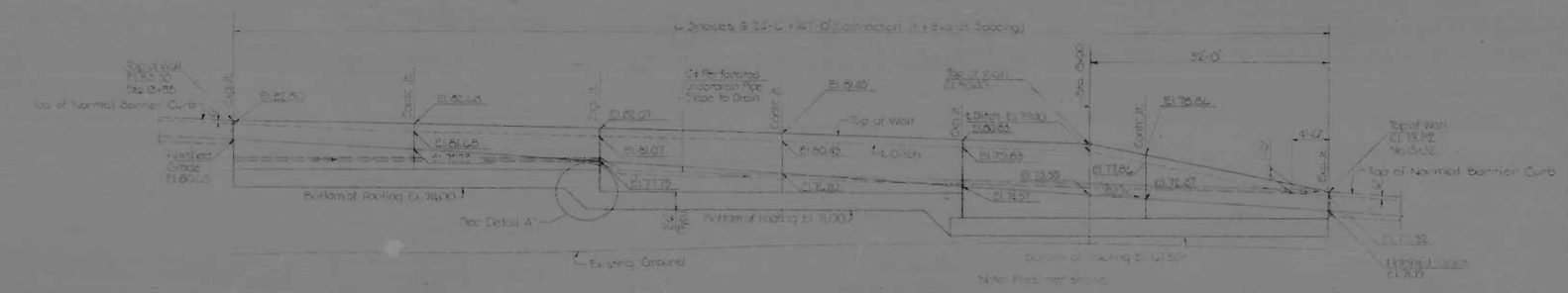
NOTES:
(1) All piles shall be 12 3/4 in outside diameter steel shell filled with concrete. Piles shall develop a minimum safe bearing value of 40 tons.
? For location of Section B-B See Sheet No. 3 & Estimated pile tip Elev. 53.5 ±

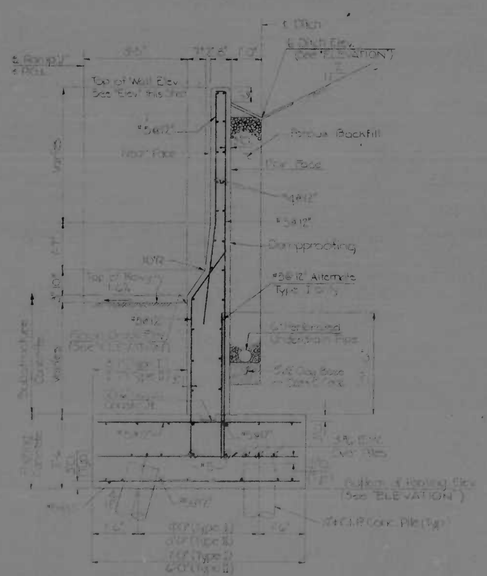
INDEX OF SHEETS	SHEET NO.
General Plan & Elevation	S-56
West Abutment & Pier	S-57
West Abutment & Pier	S-58
Pile Layout	S-59

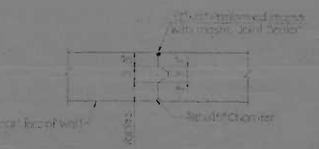
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KNOERLE, BENNER, STONE & ASSOC., INC. and MATZ, CHILES & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 N.B.R. RETAINING WALL	DRAWN BY J.R.H. TRACED BY J.R.H. DES. BY K.S.J. CHK. BY M.S.C.
		SCALE As Shown DATE JUN 1972	F.A.P. NO. I-95-4(38)135 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1097 SHEET NO. (97) S-57 OF S-60

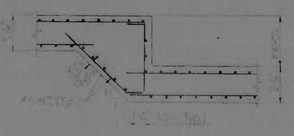
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-59	(97) S-60

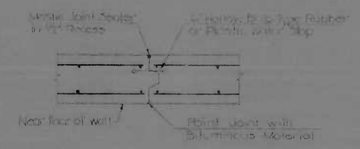


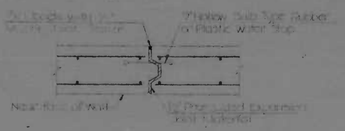










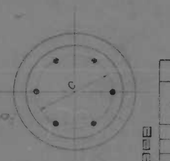


SUMMARY OF QUANTITIES		
ITEM	UNIT	QUANTITY
Class "B" Concrete	C.Y.	92
24" C.I.P. Conc. Pile	L.F.	1150
24" C.I.P. Test Pile	L.F.	60
Excavation for Base	C.Y.	30
Footing Concrete	C.Y.	91
Bituminous Felt	S.Y.	45
Weep Hole Pipe	L.F.	5

Notes:
1. All piles shall be 3/4 wall tube Gauge 5 cast-in-place concrete piles driven to minimum bearing value of 25 tons.
2. Terminal pile to Elev. 56.0 ±.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KNOERLS, BEHRER, STONE & ASSOC., INC. AND MATZ, EHRLICH & ASSOC., INC. CONSULTING ENGINEERS 343 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 RAMP "J" RETAINING WALL	DRAWN BY J.R.H. DES. BY A.B.E. TRACED BY J.R.H. CHK. BY M.S.C.
		SCALE: As Shown DATE JUN 2 1972	F.A.P. NO. I-95-4(38)35 S.R.C. NO. B.C. 246-35-815 BALTO. CITY NO. 1917 SHEET NO. (97) S-58 OF S-60

FED. ROAD SYS. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-59	(97) S-60

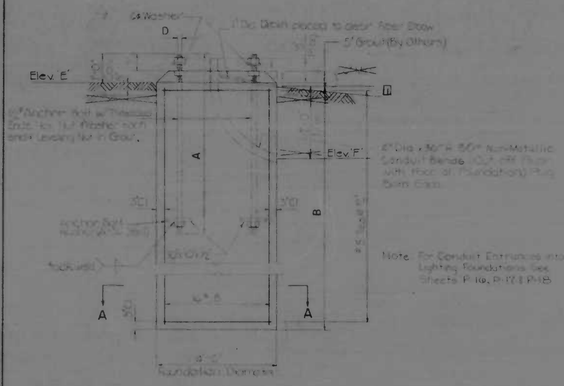


ANCHOR BOLT LOCATION

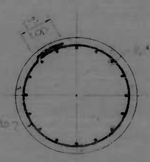
LIGHT POLE FOUNDATION DATA

ELEV 'E'	ELEV 'F'	POLE HEIGHT	FOOTING LOCATION		FOOTING AND ANCHOR BOLT DATA					BORING NO	BOTT OF FTG ELEV
			STATION	OFFSET TO ℄ FOUNDATION	A	B	C	D	CASE		
70.0	76.75	115	32+00	± Construction		35.0		2½	X	B-1A*	42.0
54.4	32.4	130	32+00	± construction		40.0	3.5	2½	VI	B-1A*	30.4
47.6	47.6	100	32+00	35 Right ℄ Ramp J		40.0	3.5	2¼	VI	B-1A	29.6
53.3	51.3	110	3+00	170 Right ℄ Ramp F		40.0	3.5	2½	VI	B-2A	31.3
66.5	64.25	110	32+00 A	± Construction I-95	6.0	34.0	3.0	2¼	X	B-1A*	42.5

△ To be built under Optional Construction
* For Boring data see Sheets S-61, S-62 & S-63
† For Boring data see sheet S-62



LIGHT POLE FOUNDATION



SECTION A-A

BORING NO. B-1A

Sta. 19+90 - 35' Rt. ℄ Ramp "J"

BORING NO. B-2A

Sta. 3+00 - 170' Rt. ℄ Ramp "F"

CASE I

CASE II

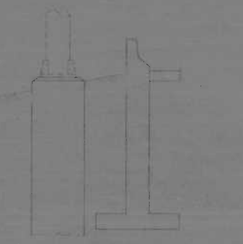
CASE III

CASE IV

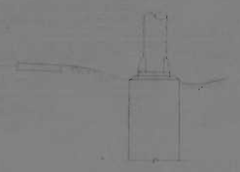
CASE V

CASE VI

CASE VII



CASE VIII



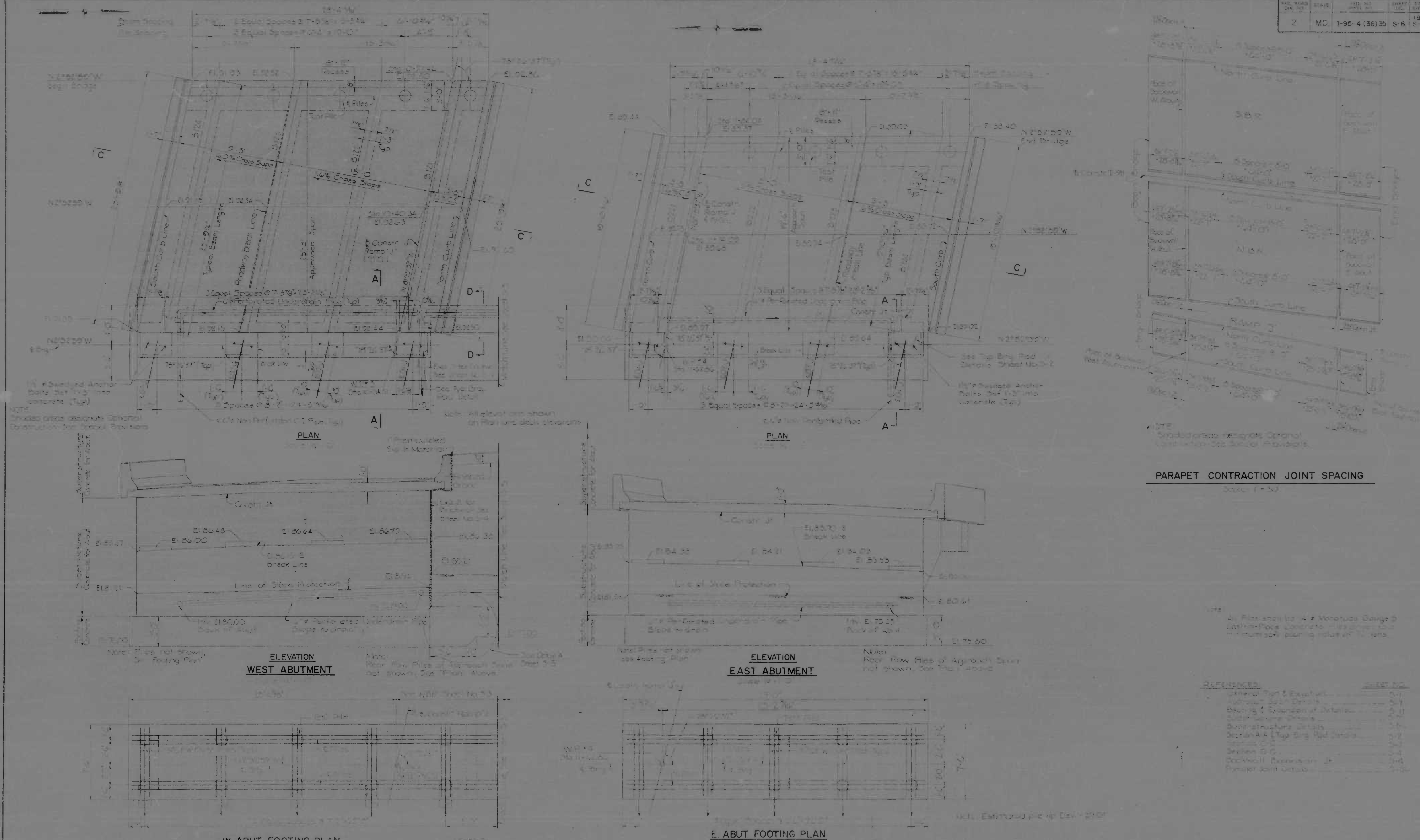
CASE IX

CASE X

DESIGN NOTE:

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
1 REVISED 5/8/73	FROELICH, RENNER, STONE & ASSOC., INC. AND KATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET LIGHTING FOUNDATION DETAILS SCALE As Shown DATE JUN 2 1972	DRAWN BY A.J.M. TRACED BY A.J.M. DES. BY D.L.T. & ASSC. CHK. BY D.M.P. F.A.P. NO. I-95-4(38)35 S.P.C. NO. BC 246 35 815 BALTO. CITY NO. 1997 SHEET NO. S-59 OF (97) S-60

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4 (38) 35	S-6	(97) S-60



REVISIONS	CONSULTANT
	KNOERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202

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

INTERSTATE RTE. 95 & RAMP "J" OVER
GUSRYAN STREET
WEST AND EAST ABUTMENT RAMP "J"

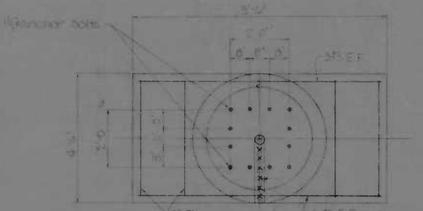
SCALE: As Shown DATE: JUN 2 1972

DRAWN BY PD
TRACED BY PD
DES. BY A.E. & A.B.E.
CHK. BY M.S.C.
F.A.P. NO. I-95-4(38)35
S.R.C. NO. BC 246-35-815
BALTO. CITY NO. 1997
SHEET NO. (97) S-6 of S-60

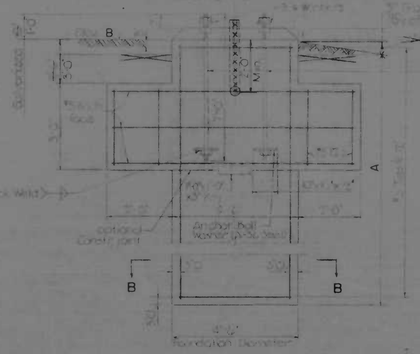
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-60	(97) S-60

SIGNING FOUNDATION

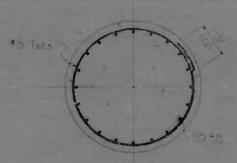
FOOTING LOCATION		FOOTING AND ANCHOR BOLT DATA			TYPE OF STRUCTURE	BORING NO.	BOTT OF FTG ELEV
STATION	OFFSET TO ℄ FOUNDATION	A	ELEV 'B'	CASE			
35+75	56.5' Right ℄ Kane St	5'	72	III			64.5
35+75	93.5' Right ℄ Kane St	7'	67	V			56.5
36+75	93.5' Left ℄ Kane St	6'	72	IV			50.66



ANCHOR BOLT LOCATION

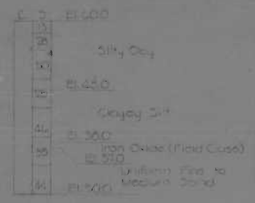


SIGN FOUNDATION

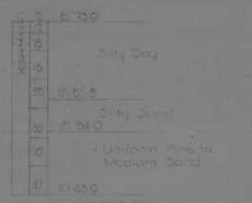


SECTION B-B

BORING NO. B-3A
Sta. 23 + 45.28 – 59.96' Rt ℄ Kane St



BORING NO. B-4A
Sta. 25+25 – 37.75' Lt ℄ Kane St



CASE I

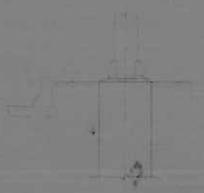
CASE II

CASE III

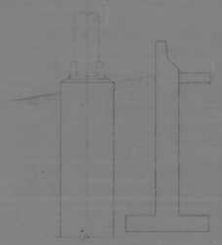
CASE IV

CASE V

CASE VI



CASE VII



CASE VIII

CASE IX

GENERAL NOTES

SPECIFICATIONS: Materials, workmanship and construction shall conform to the Standard Specifications for Highways and Bridges, 1974 Edition and all applicable Specifications, Policies and Standards of the American Association of State Highway and Transportation Officials (AASHTO) except as modified by the Standard Specifications for Highways and Bridges, 1978 Edition.

DESIGN SPECIFICATIONS:

CONCRETE: Class A (Structural) concrete shall be machine mixed, air entrained concrete with a minimum compressive strength of 3,000 psi at 28 days. Air entrainment to be between 4.5% and 7.5%. See Concrete Notes.

CLASS B: Unless otherwise shown, all concrete shall be machine mixed, air entrained concrete with a minimum compressive strength of 2,000 psi at 28 days.

REINFORCING STEEL: Reinforcing steel shall conform to ASTM Designation: A-615 Grade 60. All bars shall be bent around a pin of not less than the diameters as shown on the plans unless otherwise noted.

ANCHOR BOLTS: Anchor bolts shall conform to ASTM designation A-325.

MINIMUM SOIL FOUNDATION BEARING PRESSURE 4 TONS PER SQUARE FOOT.

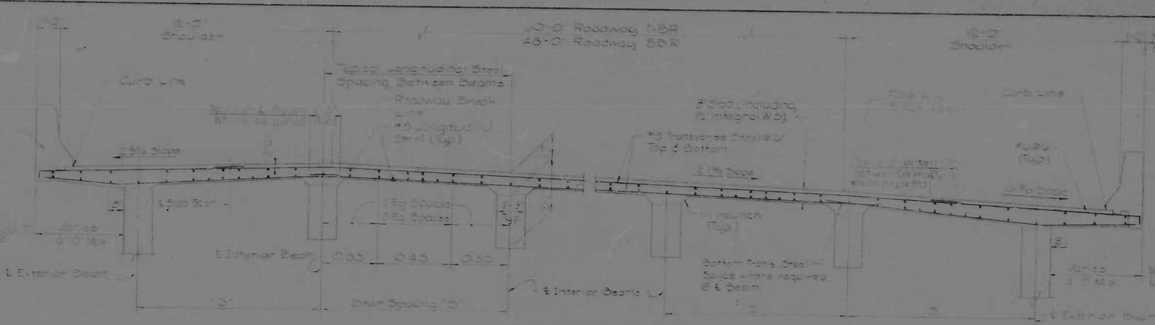
EXISTING UTILITIES: Existing conduits, pipes, ducts, overhead lines, or other obstructions encountered during the progress of the work, not shown on the plans or in the wrong location, shall be brought to the attention of the Engineer. Does not warrant or guarantee the accuracy of such information, nor shall he be responsible for the Contractor's failure to locate and preserve all utilities. Removal or relocation of such utilities shall be performed by the owners of the utilities or as directed by the Engineer.

HORIZONTAL ALIGNMENT: Design of all overhead signs so that the face of panels is normal with angles to centerline of roadway as shown on plans. All angles are to the nearest tenth of a degree. All curves are to the nearest foot.

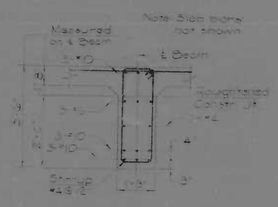
Notes:
1. For boring made in April 1974 a 2 1/2" diameter drive sampler was driven with a 300 lb. weight falling 30 inches for the initial 6 inches. The sampler was then driven an additional 12 inches and the number of blows recorded. For borings made in March 1978 a 3 1/2" diameter drive sampler was driven with a 140 lb. weight falling 30 inches.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
1. REVISED 5/8/78	KIMBERLY, BENDER, STONE & ASSOC., INC. AND WATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21...	INTERSTATE RTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET SIGNING FOUNDATION DETAILS SCALE As Shown DATE JUN 2 1972	DRAWN BY A.J.M. DES. BY D.L.T. & B.C.C. TRACED BY A.J.M. CHK. BY D.M.P. F.A.P. NO. I-95-4(38)35 SHEET NO. B.R.C. NO. BC 246-35-815 (97) S-59 OF S-60 BALTO. CITY NO. 1997

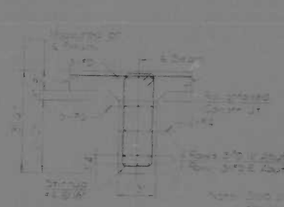
ID PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)135	S-7	(97) S-60



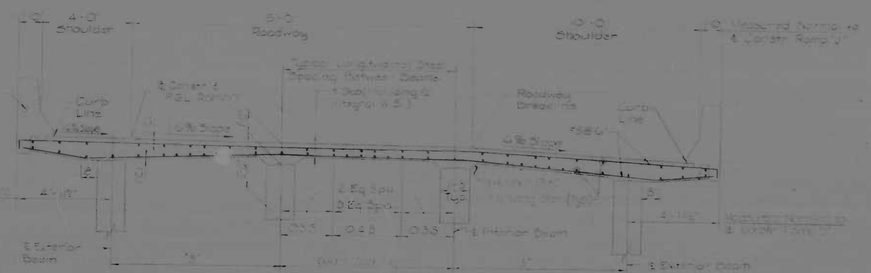
SECTION B-B



FOR SB & NB INT. BEAMS

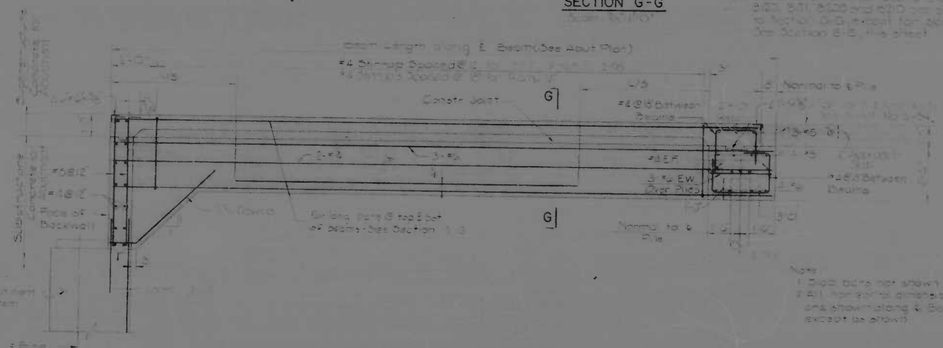


FOR RAMP "J" INT. BEAM

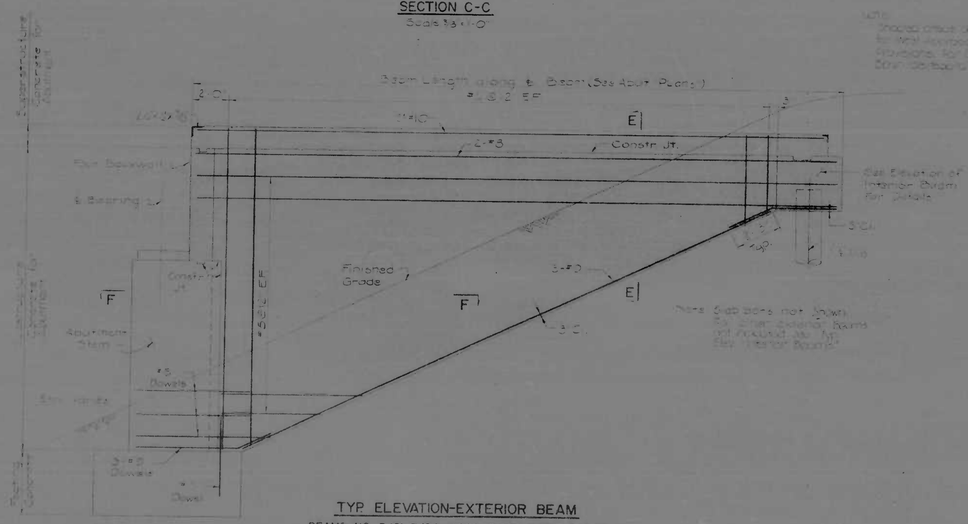


SECTION C-C

SECTION G-G

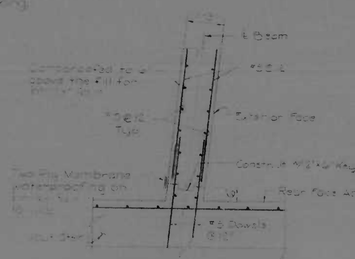


TYP. ELEVATION-INTERIOR BEAM

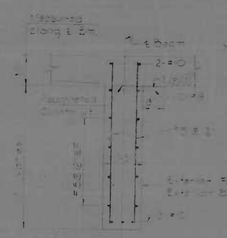


TYP. ELEVATION-EXTERIOR BEAM

BEAMS NO. B 101, B 124, B 202, B 220, B 221, & B 224

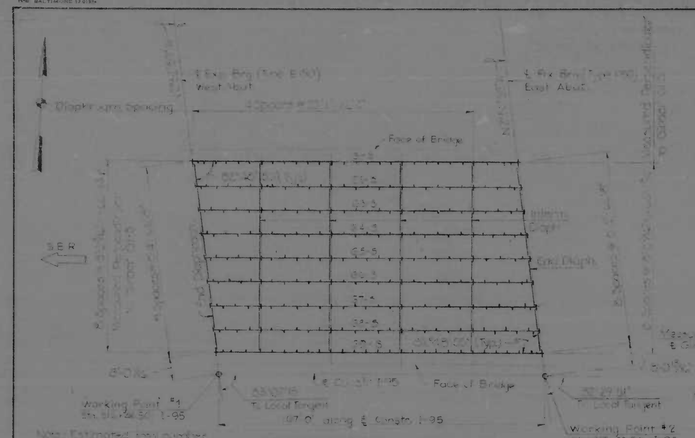


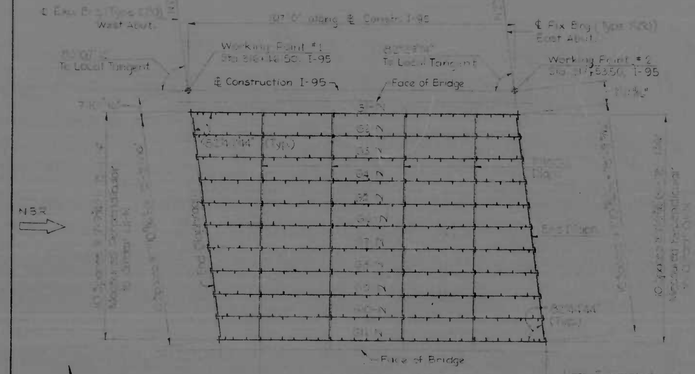
SECTION F-F

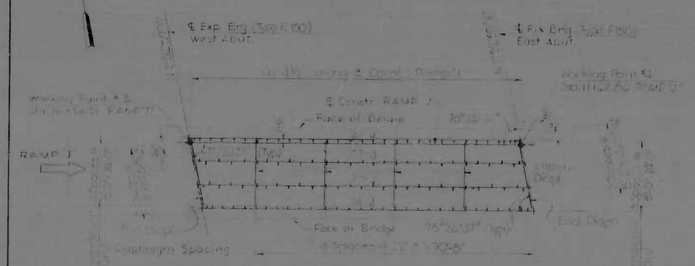


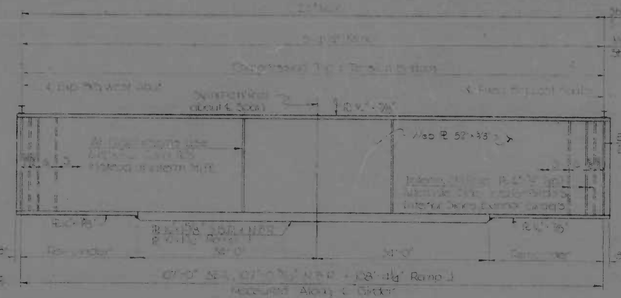
SECTION E-E

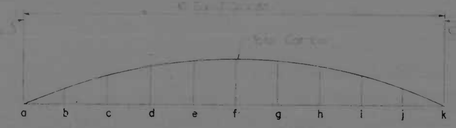
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KNOERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 941 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 & RAMP "J" OVER GUSRYAN STREET APPROACH SPAN DETAILS	DRAWN BY PD; TRACED BY PD; DES. BY F.P. & A.B.E.; CHK. BY M.S.C.; F.A.P. NO. I-95-4(38)135; S.R.C. NO. BC 246-35-815; BALTO. CITY NO. 1997; SHEET NO. S-7 OF S-60 (97)
		SCALE: As Shown DATE: JUN 2 1972	











FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	S-8	(97) S-60

Note: Estimated total number of Steel Stud Shear Developer = [illegible]

FRAMING PLAN S.B.R. I-95

Scale: 1" = 20'-0"

TYPICAL GIRDER ELEVATION

Not to Scale

Note: All intermediate diaphragms shall be placed normal to girders.

CAMBER DIAGRAM

Note: Estimated total number of Steel Stud Shear Developer = [illegible]

FRAMING PLAN N.B.R. I-95

Scale: 1" = 20'-0"

FRAMING PLAN - RAMP "J"

Scale: 1" = 20'-0"

Note: Estimated total number of Steel Stud Shear Developer = 690

CAMBER TABLE - RAMP 'J'

DESCRIPTION	℄ BRG W ABUT										℄ BRG E ABUT
POINT	a	b	c	d	e	f	g	h	i	j	k
GIRDER	[illegible]										
△STEEL	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1/4	[illegible]
△CONCRETE	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
△S.D.L.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
△GEOMETRY	[illegible]	3/4	1 3/8	1 13/16	[illegible]	2 1/8	[illegible]	1 13/16	1 3/8	3/4	[illegible]
TOTAL CAMBER	[illegible]	[illegible]	[illegible]	5 5/8	[illegible]	[illegible]	6	[illegible]	[illegible]	[illegible]	[illegible]
GIRDER	G4-J & G5-J										
△STEEL	0	1/4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1/4	0
△CONCRETE	0	15/16	[illegible]	[illegible]	2 3/4	[illegible]	[illegible]	[illegible]	[illegible]	15/16	0
△S.D.L.	0	1/4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1/2	1/4	0
△GEOMETRY	0	3/4	1 3/8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1 3/8	3/4	0
TOTAL CAMBER	0	[illegible]	[illegible]	5 5/8	[illegible]	[illegible]	[illegible]	5 3/4	[illegible]	2 3/16	0

Note: Cambers shown [illegible] in inches.

Notes:

[illegible] composite [illegible]

All structural steel shall conform to A.S.T.M. Designation A-588.

All [illegible] connection plates shall be placed [illegible] and fillet welded to compression flange.

All bearing stiffeners shall be milled to bear against tension flange and fillet welded to compression flange.

All stiffeners and the end of girders shall be vertical.

All dimensions shown are horizontal dimensions.

All bearing stiffeners shall be placed along ℄ Bearings except those [illegible] shall be placed normal to girders.

All anchor bolts, [illegible] quality of ASTM A588 steel.

CAMBER TABLE-SOUTHBOUND ROADWAY-I-95

DESCRIPTION	℄ BRG W ABUT										℄ BRG E ABUT
POINT	a	b	c	d	e	f	g	h	i	j	k
GIRDER	G1-S										
△STEEL	0	1/2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	7/16	1/4	0
△CONCRETE	0	1	1 7/8	2 9/16	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	0
△S.D.L.	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△GEOMETRY	0	[illegible]	1/4	3/8	7/16	7/16	[illegible]	3/8	1/4	1/8	0
TOTAL CAMBER	0	[illegible]	[illegible]	[illegible]	[illegible]	4 3/16	[illegible]	[illegible]	2 7/8	[illegible]	0
GIRDER	G2-S										
△STEEL	0	1/4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1/2	0
△CONCRETE	0	15/16	1 3/4	2 3/8	2 3/4	2 15/16	2 3/4	2 3/8	1 3/4	15/16	0
△S.D.L.	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3/8	[illegible]	0
△GEOMETRY	0	1/8	1/4	[illegible]	[illegible]	[illegible]	[illegible]	3/8	1/4	1/8	0
TOTAL CAMBER	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
GIRDER	G3-S Thru G7-S										
△STEEL	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△CONCRETE	0	[illegible]	1 3/4	2 3/8	[illegible]	[illegible]	[illegible]	[illegible]	1 3/4	[illegible]	0
△S.D.L.	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△GEOMETRY	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
TOTAL CAMBER	0	[illegible]	[illegible]	3 1/4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
GIRDER	G8-S										
△STEEL	0	1/4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1/4	0
△CONCRETE	0	15/16	1 3/4	2 3/8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△S.D.L.	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△GEOMETRY	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
TOTAL CAMBER	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
GIRDER	G9-S										
△STEEL	0	1/4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1/4	0
△CONCRETE	0	1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	0
△S.D.L.	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△GEOMETRY	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
TOTAL CAMBER	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0

CAMBER TABLE-NORTHBOUND ROADWAY-I-95

DESCRIPTION	℄ BRG W ABUT										℄ BRG E ABUT
POINT	a	b	c	d	e	f	g	h	i	j	k
GIRDER	G1-N										
△STEEL	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△CONCRETE	0	1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	0
△S.D.L.	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△GEOMETRY	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
TOTAL CAMBER	0	[illegible]	[illegible]	[illegible]	4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
GIRDER	G2-N										
△STEEL	0	1/4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△CONCRETE	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△S.D.L.	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△GEOMETRY	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
TOTAL CAMBER	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
GIRDER	G3-N Thru G[illegible]-N										
△STEEL	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△CONCRETE	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△S.D.L.	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△GEOMETRY	0	1/8	1/4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1/4	1/8	0
TOTAL CAMBER	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
GIRDER	G[illegible]-N										
△STEEL	0	1/4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1/4	0
△CONCRETE	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△S.D.L.	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△GEOMETRY	0	1/8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
TOTAL CAMBER	0	[illegible]	[illegible]	3 1/2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
GIRDER	G[illegible]-N										
△STEEL	0	1/4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1/4	0
△CONCRETE	0	1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△S.D.L.	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
△GEOMETRY	0	1/8	[illegible]	1/4	[illegible]	[illegible]	[illegible]	1/4	[illegible]	[illegible]	0
TOTAL CAMBER	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0

References — Sheet No.

General Plan & Elevation [illegible]

Diaphragm Details [illegible]

Superstructure Details [illegible]

Substructure Elevations [illegible]

Bearing Details [illegible]

REVISIONS	CONSULTANT
	KNOERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 641 N. CALVERT STREET BALTIMORE, MARYLAND 21202

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

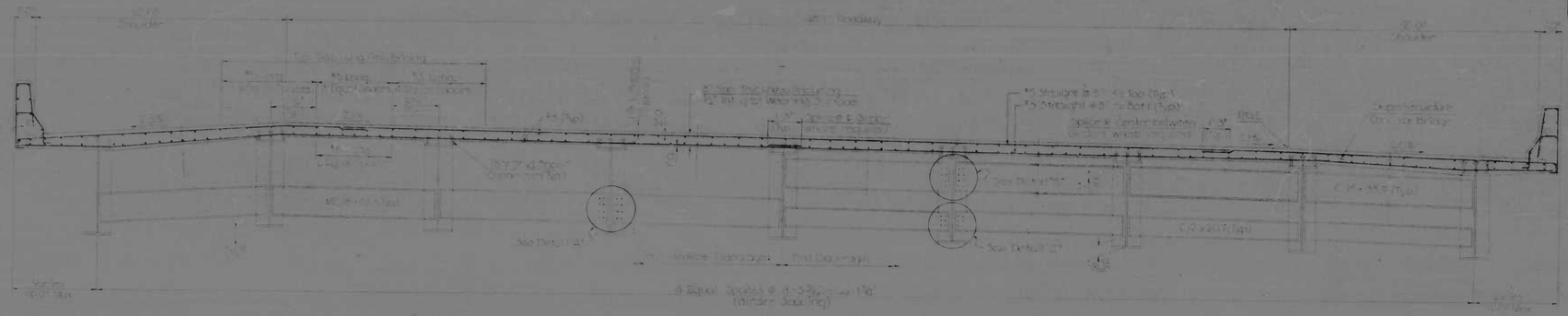
INTERSTATE RTE. 95 & RAMP "J" OVER
GUSRYAN STREET

FRAMING PLAN, GIRDER ELEVATION AND CAMBER TABLE

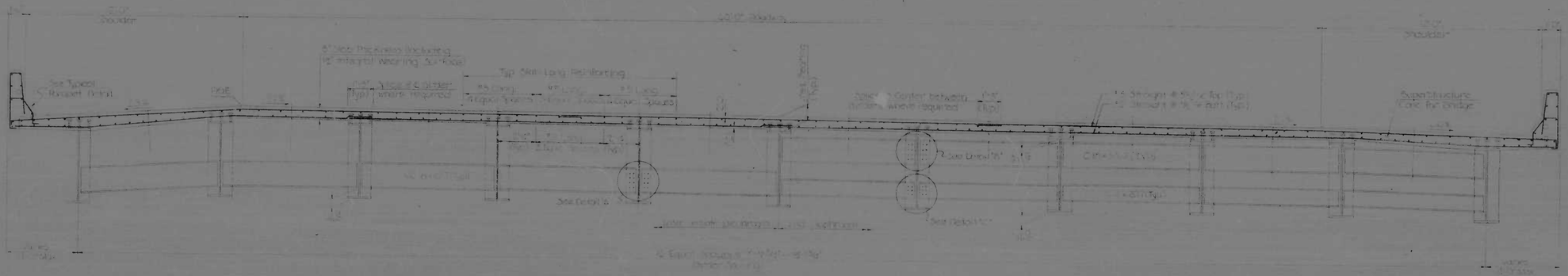
SCALE: As Shown
DATE: JUN 2 1972

DRAWN BY: J.R.H.
TRACED BY: J.R.H.
DES. BY: A.E. & A.B.E.
CHK. BY: M.S.C.
F.A.P. NO.: I-95-4(38)35
S.R.C. NO.: B.C. 246-35-815
BALTO. CITY NO.: 1997
SHEET NO. (97) S-8 OF S-60

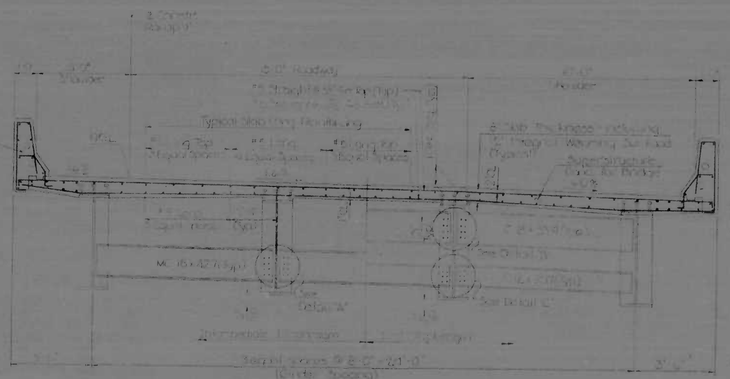
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	SHEET TOTAL
2	MD.	I-95-4(38)35	S-9	(97) S-60



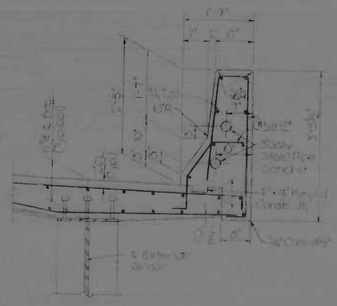
TYPICAL DECK SECTION - S.B.R.



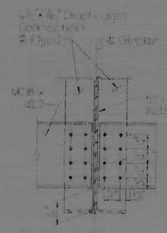
TYPICAL DECK SECTION - N.B.R.



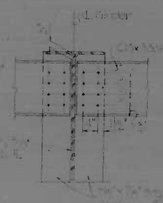
TYPICAL DECK SECTION - RAMP 'J'



TYPICAL PARAPET DETAIL

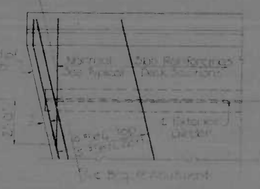


DETAIL "A"



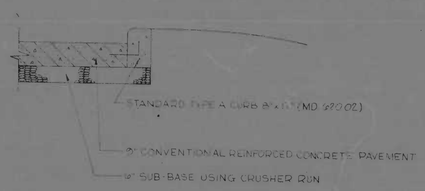
DETAIL "B"

DETAIL "C"



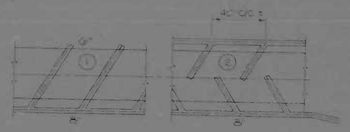
ACUTE CORNER SLAB REINF.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KINDERALL, DEMBER, STONE & ASSOC., INC. AND MATZ, COLLOR & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE RTE. 95 & RAMP "J" OVER GUSRYAN STREET TYPICAL DECK SECTIONS SCALE As Shown DATE JUN 2 1972	DRAWN BY J.R.H. TRACED BY J.R.H. DES. BY A.E. & J.R. CHK. BY M.S.C. F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 245-15-815 BALTO. CITY NO. 1997 SHEET NO. (97) S-9 OF S-60



RAMP CURB TREATMENT

SCALE 1"=2'-0"



CONTINGENT UNDERDRAIN PATTERN
SEE SRC STD PLATE MD 697.01 NOT TO SCALE
USING SUB-SURFACE
DRAINAGE DITCH SECTION

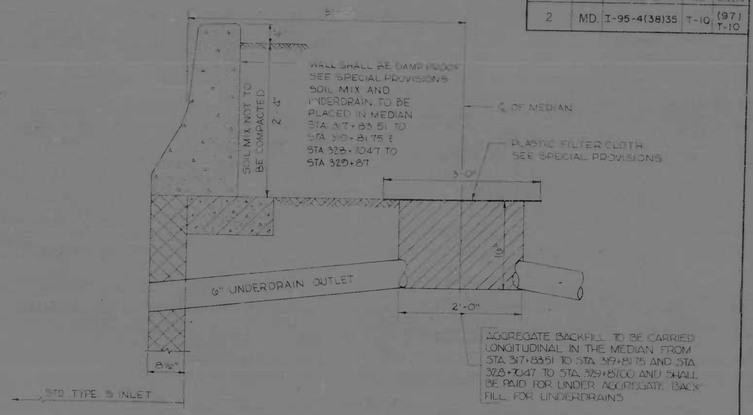
6" PERFORATED ROUND UNDERDRAIN LATERALS
8" PERFORATED ROUND UNDERDRAIN
8" OUTLET PIPES AS REQUIRED

① UNDERDRAIN LINE ONE SIDE LATERALS
② UNDERDRAIN LINE BOTH SIDES WITH STAGGERED LATERALS

TO BE CONSTRUCTED IF DIRECTED BY THE ENGINEER FOR CONTROL OF UNDERGROUND SPRING AND SUB-GRADE DRAINAGE PROBLEMS IN WET CUT AREAS. LOCATIONS AND TYPE AS DIRECTED BY THE ENGINEER

CONTINGENT UNDERDRAIN PATTERN

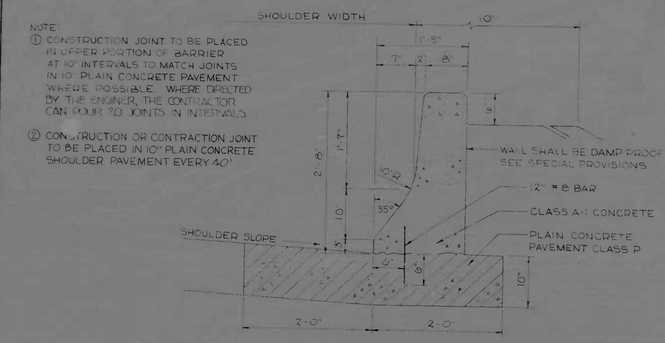
NO SCALE



MEDIAN TREATMENT AT INLET

NO SCALE

NOTE: FOR MEDIAN TREATMENT AT HIGH MAST LIGHT FOUNDATIONS AND TRANSIT AND TRAFFIC MANHOLE SEE SHEET NO P-17

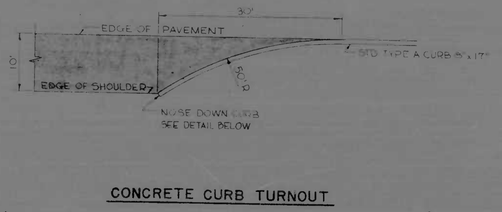


NOTE:
① CONSTRUCTION JOINT TO BE PLACED IN UPPER PORTION OF BARRIER AT 10' INTERVALS TO MATCH JOINTS IN 10" PLAIN CONCRETE PAVEMENT WHERE POSSIBLE. WHERE DIRECTED BY THE ENGINEER, THE CONTRACTOR CAN POUR 20' JOINTS IN INTERVALS.

② CONSTRUCTION OR CONTRACTION JOINT TO BE PLACED IN 10" PLAIN CONCRETE SHOULDER PAVEMENT EVERY 40'

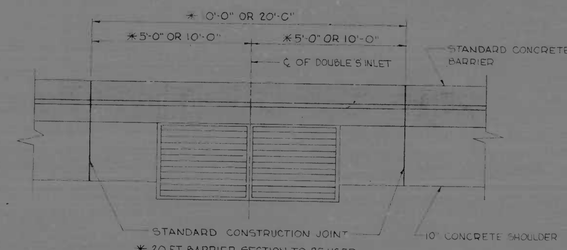
SECTION

SCALE 1"=1'-0"



CONCRETE CURB TURNOUT

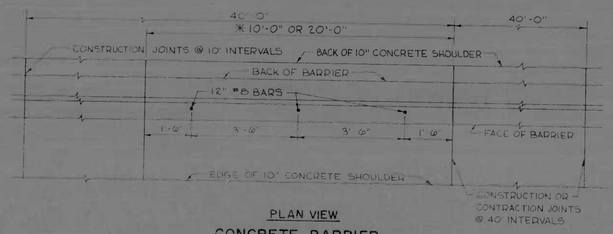
SCALE 1"=10'-0"



* 20 FT BARRIER SECTION TO BE USED AS DIRECTED BY THE ENGINEER

JOINT DETAIL FOR DOUBLE 'S' INLET

SCALE 1"=2'-0"

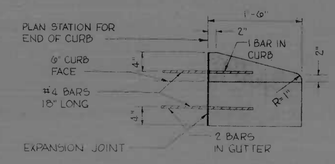


PLAN VIEW

CONCRETE BARRIER

SCALE 1"=2'-0"

* 20 FT. BARRIER SECTION TO BE USED AS DIRECTED BY THE ENGINEER



NOSED DOWN CURB

NO SCALE

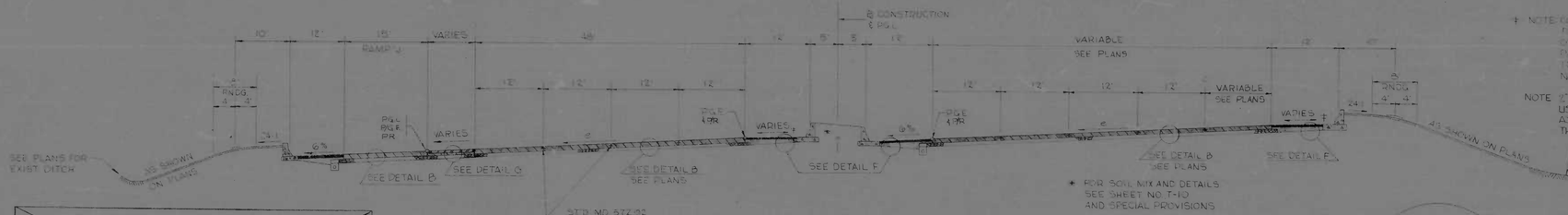
STATE ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	T-10	(97) T-10

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KNOBELL, BENDER, STRINE & ASSOC., INC. AND WATZ, EHRLOS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.W.S. DES BY K.H. TRACED BY J.W.S. CHK BY J.C.
		SCALE AS SHOWN DATE: JUN 2 1972	F.A.P. NO. I-95-4(38)35 SRC NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) T-10 OF T-10

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD	I-95-4(38)35 T-2		(97) T-10

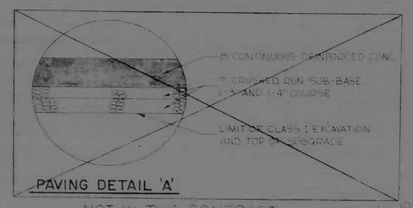
+ NOTE: CONSTANT 4.4% ALGEBRAIC DIFFERENCE TO BE MAINTAINED BETWEEN HIGH SIDE OF SHOULDER AND SUPERELEVATED PAVEMENT OR AS SHOWN IN SHOULDER TRANSITION DIAGRAMS. (SEE SHEET NO. T-12.)

NOTE 2" TOPSOIL, SEEDING & MULCHING SHALL BE USED ON ALL SLOPES AND GRADED AREAS AS SHOWN ON PLANS AND AS DIRECTED BY THE ENGINEER.



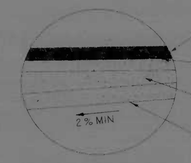
TYPICAL SECTION
INTERSTATE ROUTE 95

N.B.R. STA. 329+02.82 TO STA. 329+87.00
S.B.R. STA. 328+70.47 TO STA. 329+73.27
RAMP 'F' STA. 8+93.00 TO STA. 9+68.00
SCALE 1"=10'-0"



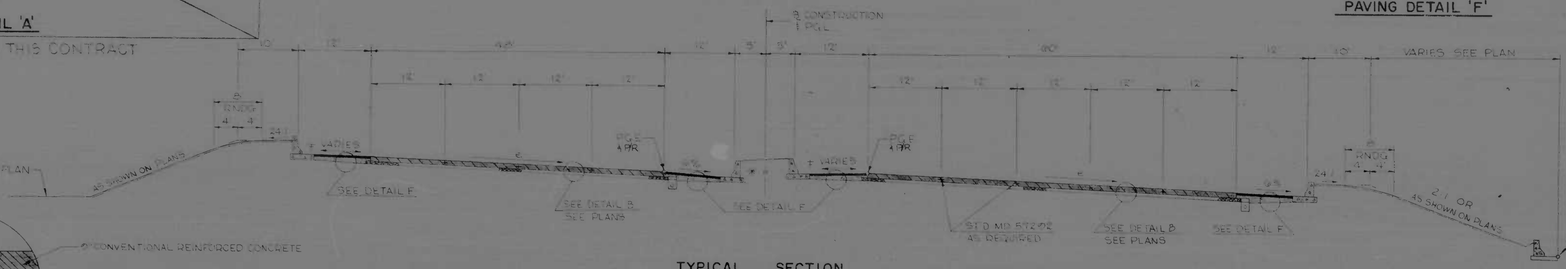
PAVING DETAIL 'A'

NOT IN THIS CONTRACT



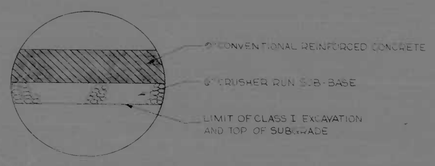
3" BITUMINOUS CONCRETE SHOULDERS SPEC B BAND SN STONE
BITUMINOUS MATERIAL FOR PRIME COAT
VARIABLE DEPTH DENSE GRADED STABILIZED AGGREGATE (1-3" COURSE, 1 VARIABLE COURSE, 1-4" COURSE)
LIMIT OF CLASS I EXCAVATION AND TOP OF SUBGRADE

PAVING DETAIL 'F'

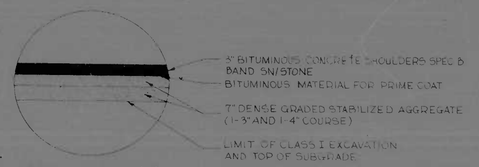


TYPICAL SECTION
INTERSTATE ROUTE 95

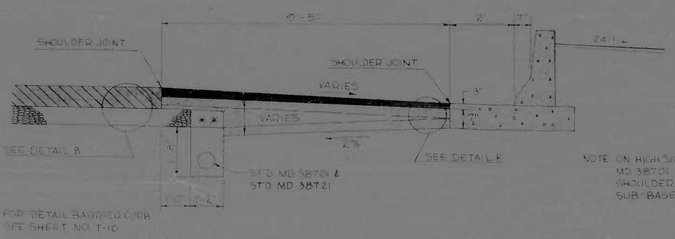
N.B.R. STA. 317+83.51 TO STA. 321+04.50
S.B.R. STA. 317+83.51 TO STA. 319+58.00
SCALE 1"=10'-0"



PAVING DETAIL 'B'

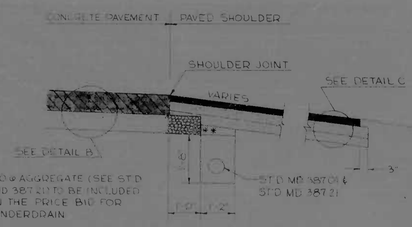


PAVING DETAIL 'C'



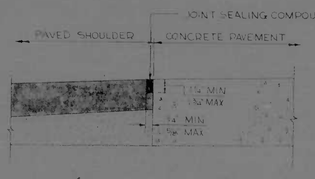
NOTE ON HIGH SIDE OF SUPERELEVATION MD 387.01 IS OMITTED AND SHOULDER MATERIAL TIES TO SUB-BASE MATERIAL

SHOULDER TREATMENT
WITH BARRIER CURB
SCALE 1"=2'



** NO. 6 AGGREGATE (SEE STD MD 387.01) TO BE INCLUDED IN THE PRICE BID FOR UNDERDRAIN

SHOULDER TREATMENT
WITHOUT BARRIER CURB
SCALE 1"=2'

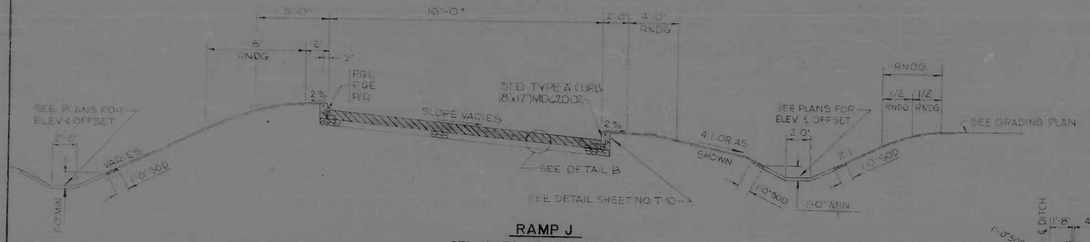


SHOULDER JOINT DETAIL
NO SCALE

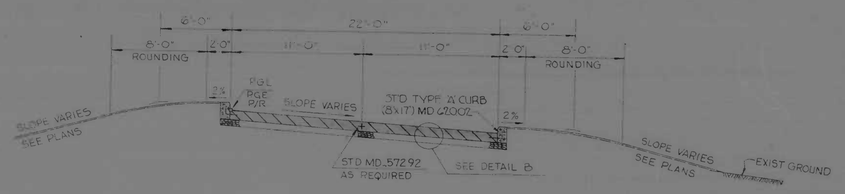
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	KNOEPLE, BOMBER, STONE & ASSOC., INC. AND MATZ, GILLIS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.W.S. DES. BY K.H. TRACED BY J.W.S. CHK. BY J.L.C. F.A.P. NO. I-95-4(38)35 SHEET NO. (97) S.R.C. NO. BC 246-35-815 T-2 OF T-10 BALTO. CITY NO. 1997
		SCALE: AS SHOWN DATE: JUN 2 1972	

NOTE: TOPSOIL, SEEDING & MULCHING SHALL BE USED ON ALL SLOPES AND GRADED AREAS AS SHOWN ON PLANS AND AS DIRECTED BY THE ENGINEER.

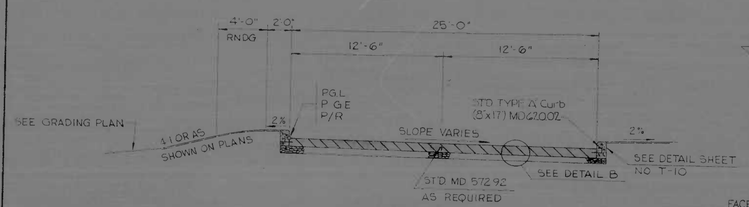
FED. PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	T-3	(97) T-10



RAMP J
STA. 15+75 TO STA. 20+22
NOT TO SCALE

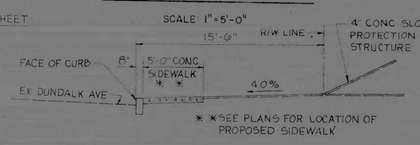


RAMP F
STA. 0+37.37 TO STA. 5+00
SCALE 1" = 5'-0"

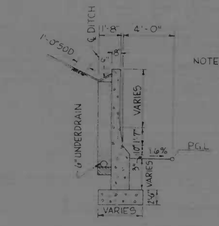


SPUR F
SCALE 1" = 5'-0"

EAST SIDE OF GUSRYAN ST.
SCALE: 1"=5'-0"

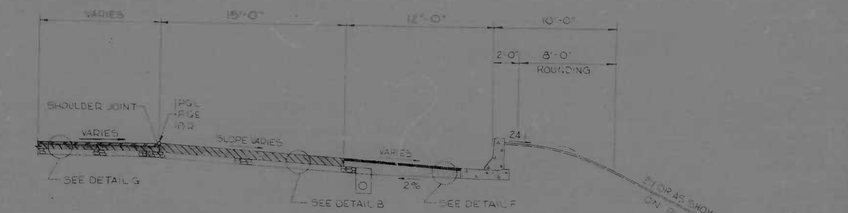


EAST & WEST SIDE OF DUNDALK AVE.
SCALE: 1"=5'-0"

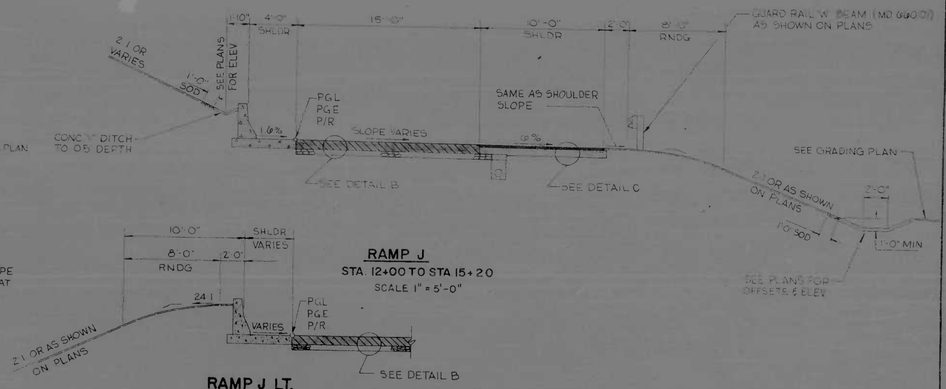


NOTE SEE STRUCTURAL DWGS FOR DETAILS

RAMP J RETAINING WALL
STA 13+85 TO STA. 15+32
SCALE 1" = 5'-0"

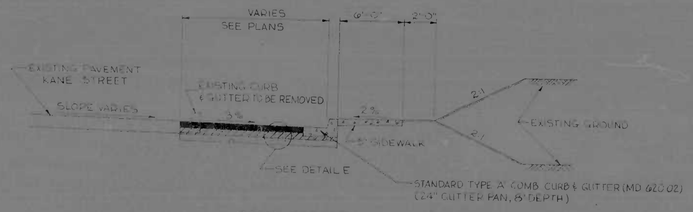


RAMP F
STA. 8+93 TO STA. 9+68
NOT TO SCALE

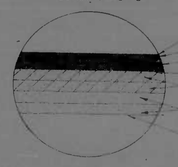


RAMP J
STA. 12+00 TO STA 15+20
SCALE 1" = 5'-0"

RAMP J LT.
STA. 15+20 TO STA 15+75
SCALE 1" = 5'-0"

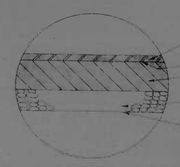


KANE STREET
SCALE 1" = 5'-0"



PAVING DETAIL 'E'

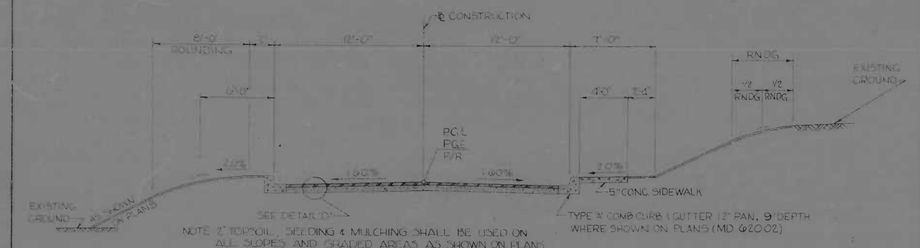
1" BITUMINOUS CONCRETE SURFACE COURSE SPEC. B BAND 9.5/SLAG
BITUMINOUS MATERIAL FOR TACK COAT
4" BITUMINOUS CONCRETE SPEC. B BAND 8C OR 8C/SL (2 COURSES)
BITUMINOUS MATERIAL FOR PRIME COAT
6" DENSE GRADED STABILIZED AGGREGATE BASE WITH ASPHALT EMULSION (2-3" COURSES)
6" DENSE GRADED STABILIZED AGGREGATE (2-3" COURSES)
LIMIT OF CLASS I EXCAVATION AND TOP OF SUBGRADE



PAVING DETAIL 'G'

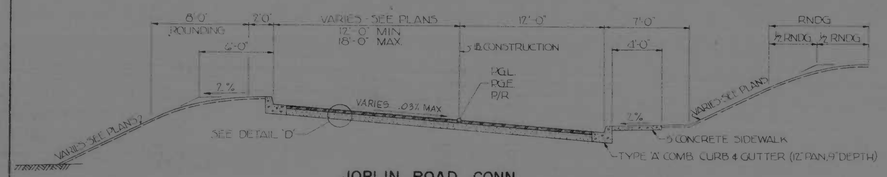
1" BITUMINOUS CONCRETE SPEC. B BAND 9.5/STONE
BITUMINOUS MATERIAL FOR TACK COAT
8" CONVENTIONAL REINFORCED CONCRETE
6" CRUSHER RUN SUB BASE
LIMIT OF CLASS I EXCAVATION AND TOP OF SUBGRADE

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	ANDERLE, BENDER, STONE & ASSOC., INC. AND MATZ, COLLOS & ASSOC., INC. CONSULTING ENGINEERS 842 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET SCALE AS SHOWN DATE JUN 2 1972	DRAWN BY J.W.S. DES. BY K.H. TRACED BY J.W.S. CHK. BY J.I.C. F.A.P. NO. I-95-4(38)35 SHEET NO. S.R.C. NO. BC 246-15-815 T-3 OF (97) T-10 BALTO. CITY NO. 1997

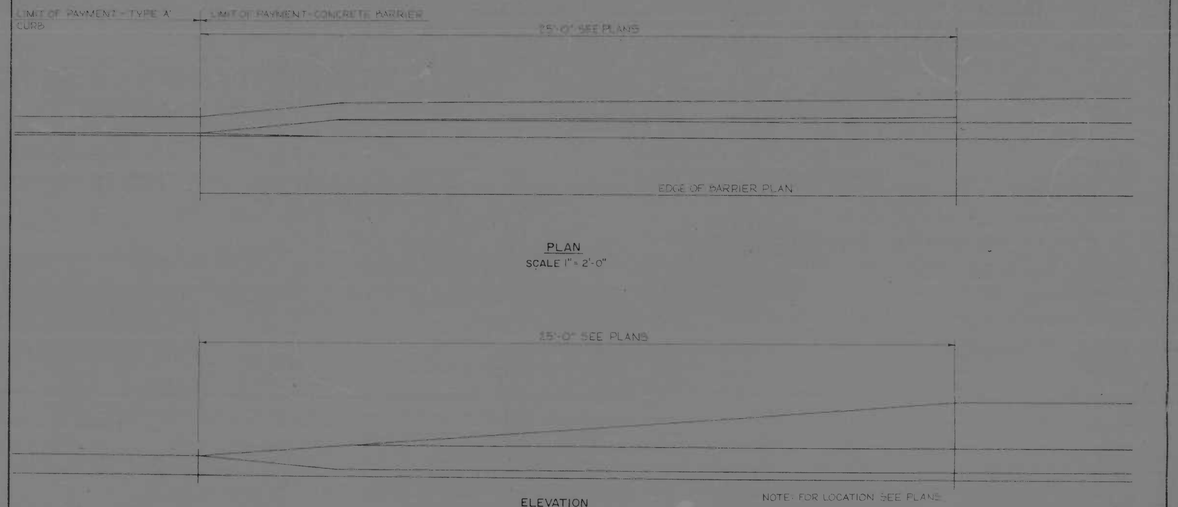


NOTE: 2" TOPSOIL, SEEDING & MULCHING SHALL BE USED ON ALL SLOPES AND GRADED AREAS AS SHOWN ON PLANS AND AS DIRECTED BY THE ENGINEER.

JOPLIN ROAD CONN.
STA. 11+4446 TO STA. 13+75
SCALE 1"=5'-0



JOPLIN ROAD CONN.
STA. 10+00 TO STA. 11+4446
SCALE 1" = 5'-0"

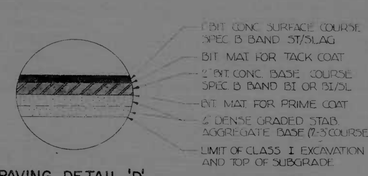


PLAN
SCALE 1" = 2'-0"

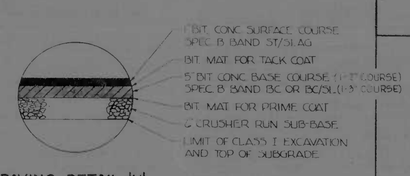
ELEVATION

NOTE: FOR LOCATION SEE PLANS

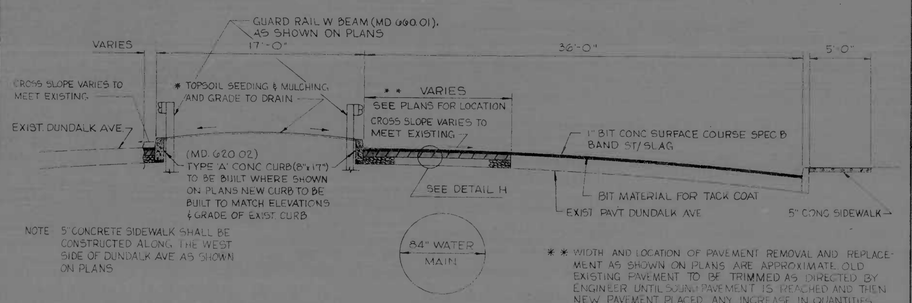
BARRIER-CURB TRANSITION
SCALE 1" = 2'-0"



PAVING DETAIL 'D'



PAVING DETAIL 'H'

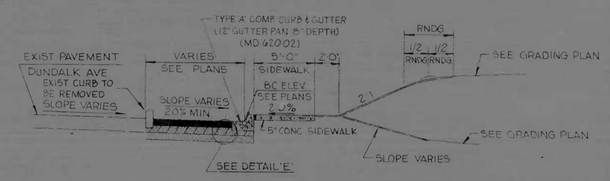


NOTE: 5' CONCRETE SIDEWALK SHALL BE CONSTRUCTED ALONG THE WEST SIDE OF DUNDALK AVE. AS SHOWN ON PLANS

** WIDTH AND LOCATION OF PAVEMENT REMOVAL AND REPLACEMENT AS SHOWN ON PLANS ARE APPROXIMATE. OLD EXISTING PAVEMENT TO BE TRIMMED AS DIRECTED BY ENGINEER UNTIL SOUND PAVEMENT IS REACHED AND THEN NEW PAVEMENT PLACED. ANY INCREASE IN QUANTITIES CAUSED BY REMOVING MORE PAVEMENT THAN IS SHOWN ON PLANS SHALL BE PAID FOR AT THE CONTRACT PRICE BID FOR THOSE ITEMS.

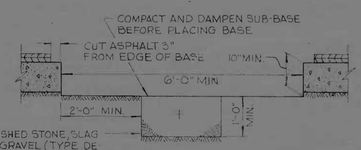
DUNDALK AVENUE RESURFACING
STA. 159+45 TO STA. 165+74
NOT TO SCALE

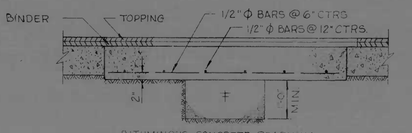
* 4" TOPSOIL SEEDING & MULCHING STA. 159+05 TO STA. 160+00 & STA. 160+90 TO STA. 164+50 IN DUNDALK AVE. MEDIAN. SEEDING MULCHING TO BE PLACED IN ALL OTHER AREAS DIRECTED BY THE ENGINEER.



STA. 155+87 DUNDALK AVE. TO STA. 20+22 RAMP 'J'
SCALE 1" = 5'-0"

† NOTES: BACKFILL IN TRENCH SHALL BE MATERIAL REMOVED THEREFROM OR BETTER AND, SHALL BE THOROUGHLY COMPACTED IN SIX (6) INCH LAYERS BY TAMPING OR BY SOME OTHER APPROVED METHOD TO WITHIN ONE (1) FOOT OF THE TOP OF SUB-GRADE THE REMAINING DEPTH OF THE TRENCH SHALL BE FILLED WITH THOROUGHLY COMPACTED, CRUSHED STONE, SLAG OR GRAVEL. WHENEVER SHEETING OR SHORING IS REQUIRED TO PREVENT CAVE-INS OR BELLYING DUE TO THE DEPTH OF TRENCH OR TYPE OF MATERIAL ENCOUNTERED, SHALL REMAIN IN PLACE, BUT CUT OFF ONE (1) FOOT BELOW THE BOTTOM OF THE REPLACED SURFACING. THE MINIMUM DEPTH OF THE REPLACED CONCRETE BASE OR CONCRETE ROADWAY SHALL BE TEN (10) INCHES. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH THE LATEST SRC SPECIFICATIONS.





CUTTING & REPAIRING ROAD OPENINGS
NOT TO SCALE

FED. AID PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	T-4	(97) T-10

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 KATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.W.S. DES. BY K.H. TRACED BY J.W.S. CHK. BY J.L.C.
		SCALE: AS SHOWN DATE: JUN 2 1970	F.A.P. NO. I-95-4(38)35 SHEET NO. (97) S.R.C. NO. BC 246-35-815 T-4 OF T-10 FALTB. CITY NO. 1297

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35 T 5		(97) T-10

SOIL LEGEND

- DUMP MAT'L.
- A-1, SWAMP MUCK
- A-3, SAND, NON-PLASTIC
- A-4-7, CLAYEY SILT
- A-2, SAND & FINES
- A-5, SILT WITH MICA AND/OR DECOMPOSED ROCK
- 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-4-2, SANDY SILT
- A-6, COLLOIDAL CLAY

PLAN LOCATION OF SOIL BORINGS

PLAN LOCATION OF GOW BORINGS

[ ] IN-PLACE DRY DENSITY (DEPTH)

____PCF @ ____% MOISTURE (DATE)

PROFILE VERTICAL SCALE 1"=10'

L.L. - LIQUID LIMIT P.I. - PLASTICITY INDEX N.P. - NON PLASTIC
M.D.D. & 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 ROADWAY CONSTRUCTION WERE LEFT OPEN FOR 24 HOURS WITH NO EXCESS MOISTURE OR FREE WATER ENCOUNTERED DURING TIME OF SOIL SURVEY (10/68 & 1/69-2/69) BORING DATA FOR STRUCTURES IS INDICATED ON RESPECTIVE PLAN SHEETS

ABBREVIATIONS

A.T.&T.	American Telephone & Telegraph Co.	Mtl.	Metal
B.C.C.M.P.	Bituminous Coated Corrugated Metal Pipe	N.B.R.	Northbound Roadway
Bit.	Bituminous	P/C	Point of Crown
℄ Constr.	Base Line of Construction	P.C.C.P.	Prestressed Concrete Cylinder Pipe
℄ Survey	Base Line of Survey	P/G.E.	Profile Grade Elevation
Blo.	Block	P.G.L.	Profile Grade Line
B.M.	Bench Mark	P/G.L.	Profile Ground Line
Br.	Brick	P/R.	Point of Rotation
C.I.P.	Cast Iron Pipe	R.C.P.	Reinforced Concrete Pipe
Conc.	Concrete	Ret. St.	Retail Store
C.W.D.	Creosote Wood Duct	Ret. W.	Retaining Wall
C.& P.	Chesapeake & Potomac Telephone Co.	S.	Sign
D.	Storm Drain	San.	Sanitary Sewer Line
Dwg.	Dwelling	S.B.R.	Southbound Roadway
Elev.	Elevation	S.D.	Side Ditch
F.H.	Fire Hydrant	S.D.D.	Surface Drain Ditch
F.M.	Force Main	S.E.	Superelevation
Fr.	Frame	Sh.	Shingle
G.	Gas Main	S. & M.	Seed and Mulch
Gar.	Garage	S.P.P.	Structural Plate Pipe
G.B.	Gas Box	S.S.D.	Stopping Sight Distance
G.& E.	Gas and Electric Co.	Sta.	Station
G.R.	Guard Rail	Std. Pl.	Standard Plate
G.V.	Gas Valve	Sto.	Stone
H.B.	Hand Box	Sty.	Story
H.S.D.	Headlight Sight Distance	T.	Transformer
H.W.	Headwall	U.D.	Underdrain
Mas.	Masonry	V.C.P.	Vitrified Clay Pipe
M.E.	Mechanical-Electrical	V.C.P.X.	Vitrified Clay Pipe Extra Strength
Mfg.	Manufacturing	W.	Water Main
M.H.	Manhole	W.M.	Water Meter
M.T.D.	Multi-Terra Cotta Duct	W.V.	Water Valve

LEGEND

EXISTING		PROPOSED
	Bench Mark	
	Horizontal Control Point	
	Roadway, Driveway, Sidewalk	
	Curb Line	
	Hedge	
	Tree	
	Marsh	
	Woods Line	
	Stream	
	Fence (Wood)	
	Fence (Wire)	
	Guard Rail	
	Right of Way Line	
	Baltimore City Limits	
	Ruins or Foundations	
	Retaining Wall	
	Railroad	
20	Contours	20
S W	Water Main	8"
S	Sanitary Sewer Line	8" San.
8	Storm Drain	18" RCP IV DR
4	Gas Main	4" Gas
	Underground Conduit	10-6½ & 2-3" M.E. 6 M.T.D.
	Culvert	24" RCP IV DR
	End Section	18" RCP IV DR
	Inlet (Curb Type)	
	Inlet (Drop or Grate Type)	
	Fire Hydrant	
	Manhole	
	Valve, Meter - Water	
	Valve, Box - Gas	
	Steel Pole	
	Wooden Pole (G.B.E., C.& P. etc.)	
	Wooden Pole With Light	
	Underpass Luminaire	U.L.
	Guy Pole	
	Transit & Traffic Pole - Wood	T.S.
	Transit & Traffic Pole - Metal	T.S.
	Traffic Signal	
	Traffic Control Box	T.C.
	Railroad Crossing Sign	
	Billboard, Sign	
	Transit & Traffic Sensor Element	
	Mechanical - Electrical Hand Box	
	Slope Limits (Toe of Fill)	
	" " (Top of Cut)	
	Ditch, Grass (Seed & Mulch)	
	" " (Sod)	
	Ditch, Paved (Concrete)	
	" " (Stone filled wire basket)	
	Placed Riprap (8" Thick)	
	Building - To Be Removed	
	Utility - To Be Removed	
	Utility - Abandoned - To be Abandoned	
	Utility Plug	
	Transit & Traffic Duct	TT
	Foundation For Cantilever Sign	
	Foundation For High Mast Light	
	Temporary Pole With Light	
	Parapet Pull Box	
	Conduit Crossover Markers	

EXPLANATORY NOTES AND REFERENCES

VERTICAL CONTROL
The Location and Elevations of Bench Marks are Shown on The Plans. All Elevations Shown are Based on Baltimore City Datum.

INVERT ELEVATIONS
All Invert Elevations are Approximate and May be Modified to Meet Conditions Encountered During Installation of Underground Facilities.

SIGHT DISTANCE
Stopping Sight Distance For Crest Vertical Curves is Based on a Height of Object = 0.33' and a Height of Eye = 3.0'. Headlight Sight Distance For Sag Vertical Curves is Based on a Height of Headlight = 2.0' and an Upward Divergence of Beam = 1°.

MATERIALS SALVAGED IN CONSTRUCTION
These Materials Shall Become The Property of The Contractor and Shall be Removed From The Site of Construction Except For Those Items Provided For Salvage as shown on the Plans and Special Provisions.

HORIZONTAL CONTROL
The Project is Oriented to Conform With The Baltimore City Grid System.

CLEARING AND GRUBBING
Special Attention is Directed to the Fact that no Clearing and Grubbing or Grading May Commence for this Project Until the Clearing Limits are Staked in the Field and Approved by the Engineer. No Clearing Will be Allowed Beyond Construction Limits. Clearing Limits are to be Staked in the Field by the Contractor.

DRAINAGE STRUCTURES
The Locations And Inverts of The Drainage Structures Are Subject to Modification as May be Required by Field Conditions, as Directed by The Engineer.

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, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.R.W., P.D.D. DES. BY J.L.C. TRACED BY J.R.W. CHK. BY R.W.C. F.A.P. NO. I-95-4(38)35 B.R. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) T-5 OF T-10
		SCALE None DATE JUN 2 1972	

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD	I-95-4(38)35	T-6	(97) T-10

COORDINATE TABLE

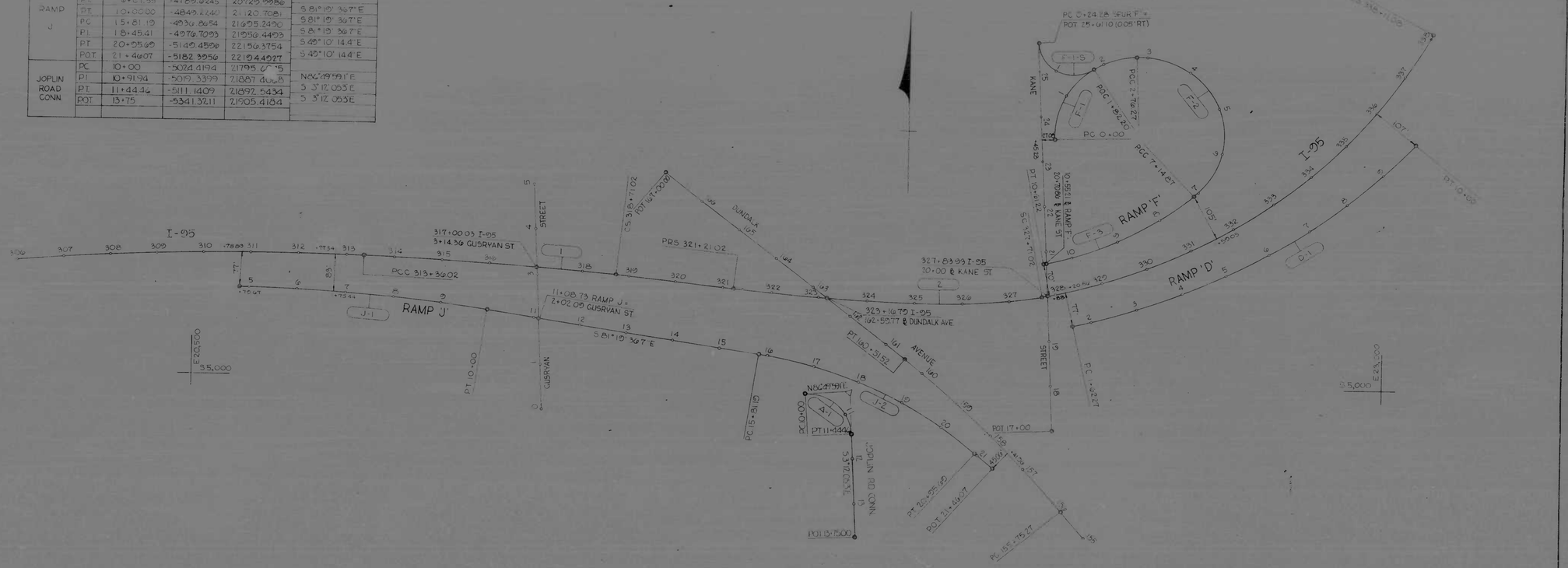
LOCATION	POINT	STATION	COORDINATES NORTH	COORDINATES EAST	TANGENT BEARING
I-95	POT	309+17.27	-4716.8617	20430.1069	
	PC	313+30.02	-4732.8781	20850.1429	S 87° 48' 57" E
	PI	316+03.59	-4743.0755	21126.5148	S 87° 48' 57" E
	CS	318+71.02	-4767.8140	21302.9351	S 84° 41' 42" E
	PI	319+54.35	-4775.5180	21475.9127	S 84° 41' 42" E
	PRS	321+21.02	-4783.0303	21641.6574	S 83° 57' 57" E
	PI	325+59.19	-4838.7853	22074.4109	S 83° 57' 57" E
	SC	327+71.02	-4800.0612	22283.2285	N 79° 47' 03" E
	PI	333+20.66	-4700.9281	22839.3791	N 79° 47' 03" E
	CS	338+11.08	-4806.4127	23095.8866	
RAMP D	POC	1+62.27	-4805.3420	22354.7673	
	PI	5+04.04	-4770.3393	22776.5735	N 77° 18' 26" E
	PT	10+00.00	-4450.7216	23067.7617	N 42° 20' 07" E
RAMP F	PC	0+00.00	-4451.4996	22311.7016	
	PI	1+75.88	-4275.8475	22302.7601	N 2° 54' 507" W
	POC	2+76.27	-4266.9080	22478.4.22	N 87° 05' 093" E
	PI	8+00.08	-4240.2755	23001.5558	N 87° 05' 093" E
	SCC	7+14.87	-4577.2224	22600.4870	S 49° 57' 573" W
	PI	8+01.53	-4290.3604	22465.2220	S 49° 57' 573" W
	POT	10+81.22	-4728.2267	22252.5547	S 77° 47' 209" W
SPUR F	PC	0+24.28	-4237.3102	22273.7532	
	PI	1+55.80	-4398.7501	22280.4545	S 2° 54' 507" E
	PRC	1+82.20	-4275.9953	22300.1269	N 56° 26' 25" E
RAMP J	POC	4+72.97	-4805.8446	20902.5880	
	PI	8+07.55	-4789.0245	20729.9986	S 81° 10' 367" E
	PT	10+00.00	-4842.2240	21120.7081	S 81° 10' 367" E
	PC	15+81.19	-4936.8654	21625.2490	S 8° 10' 367" E
	PI	18+45.41	-4976.7093	21956.4493	S 49° 10' 144" E
	PT	20+55.69	-5140.4500	22156.3754	S 49° 10' 144" E
	POT	21+46.07	-5182.3956	22194.4927	
JOPLIN ROAD CONN	PC	10+00	-5024.4194	21795.6°5	
	PI	10+91.94	-5019.3399	21887.6068	N66°49'59"E
	PT	11+44.46	-5111.1409	21892.5434	S 3°12.053 E
	POT	13+75	-5341.3211	21905.4184	S 3°12.053E

CURVE DATA

LOCATION	CURVE	Δ	D	L	T	R	Φ	L.S.	L.T.	S.T.	S.E.
I-95	1	9°07'13"	0°35'00"	513.00'	257.57'	9822.14'	0°45'45"	280.00'	146.87'	83.33'	.021%
	2	52°00'12"	5°00'00"	1040.07'	558.24'	1145.92'	10°15'00"	650.00'	435.17'	218.34'	.080%

CURVE DATA

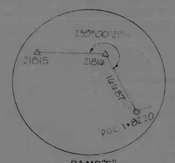
LOCATION	CURVE NO.	Δ	D	R	T	L	S.E.
RAMP D	D-1	34°58'.092"	8° 10' 28.8"	1372.48'	432.37'	838.73'	.080%
RAMP F	F-1	90°00'.00"	32° 34' 39"	175.88'	175.88'	276.27'	.100%
	F-2	142° 52' 48"	32° 34' 39"	175.88'	523.83'	438.60'	.100%
	F-3	21° 45' 23.4"	8° 01' 50"	713.25'	176.66'	346.36'	.080%
SPUR F	F-1-S	120° 38' 434"	76° 23' 40"	75.00'	131.61'	157.92'	
RAMP J	J-1	11° 46' 082"	11° 25' 30"	5834.72'	395.23'	787.68'	.013%
	J-2	32° 00' 23.3"	5° 15' 00"	1090.73'	204.22'	814.50'	.068%
CONN. RD	A-1	89° 57' 556"	62° 16' 41"	92.00	91.94	144.46	.050%



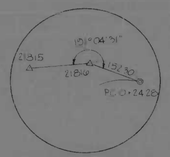
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	CHARLES, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 343 N. CALVERT STREET BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY J.W.S. TRACED BY J.W.S. DES. BY K.H. CHK. BY J.L.C.
		SCALE: 1" = 100' DATE: JUN 2 1972	F.A.P. NO. I-95-4(38)35 S.R.C. NO. BG.246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) T-6 OF T-10

FED. ROAD DIV. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(39)35	T-7	(97) T-10

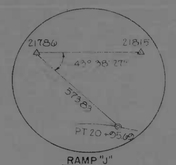
MAINLINE
P.O.S. STA. 323+16.79



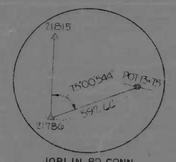
RAMP "F"
P.O.C. STA. 1+82.20



RAMP "F" SPUR
P.C. STA. 0+24.28



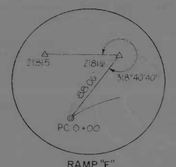
RAMP "J"
P.T. STA. 20+95.69



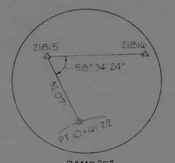
JOPLIN RD. CONN.
P.O.T. STA. 13+75.

DUNDALK AVE.
P.T. STA. 160+51.52

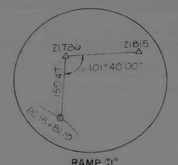
MAINLINE
P.R.S. STA. 321+21.02



RAMP "F"
P.C. STA. 0+00

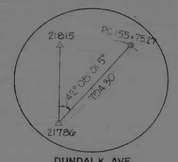


RAMP "F"
P.T. STA. 10+61.22

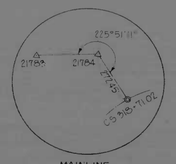


RAMP "J"
P.C. STA. 15+81.19

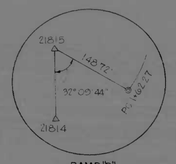
JOPLIN RD. CONN.
P.T. STA. 11+44.46



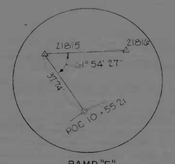
DUNDALK AVE.
P.C. STA. 155+75.27



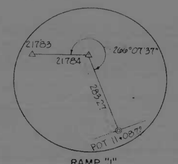
MAINLINE
C.S. STA. 318+71.02



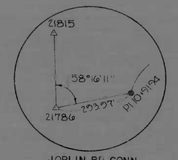
RAMP "D"
P.C. STA. 1+62.27



RAMP "F"
P.O.C. STA. 10+55.21

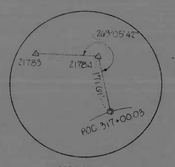


RAMP "J"
P.O.T. STA. 11+08.72

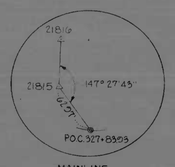


JOPLIN RD. CONN.
P.I. STA. 10+91.94

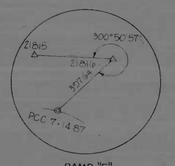
DUNDALK AVE.
P.O.T. STA. 155+00



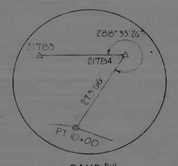
MAINLINE
P.O.C. STA. 317+00.03



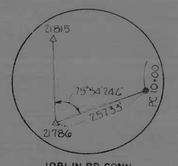
MAINLINE
P.O.C. STA. 327+83.93



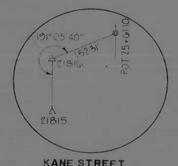
RAMP "F"
P.C.C. STA. 7+14.87



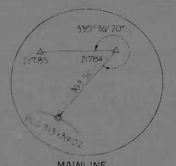
RAMP "J"
P.T. STA. 10+00



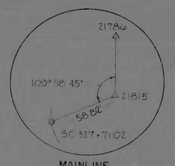
JOPLIN RD. CONN.
P.C. STA. 10+00



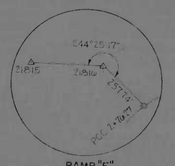
KANE STREET
P.O.T. STA. 25+61.10



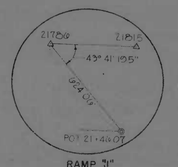
MAINLINE
P.C.C. STA. 313+36.02



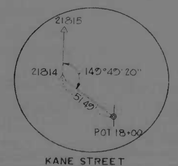
MAINLINE
S.C. STA. 327+71.02



RAMP "F"
P.C.C. STA. 2+76.27



RAMP "J"
P.O.T. STA. 21+46.07



KANE STREET
P.O.T. STA. 18+00

DUNDAL K AVE
P.O.T. STA. 167+00

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, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 941 N. CALVERT STREET BALTIMORE MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET SCALE DATE JUN 2 1972	DRAWN BY J.W.S. DES. BY K.H. TRACED BY J.W.S. CHK. BY J.L.C. F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1997 SHEET NO. (97) T-7 OF T-10

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35 T-8	(97) T-10	

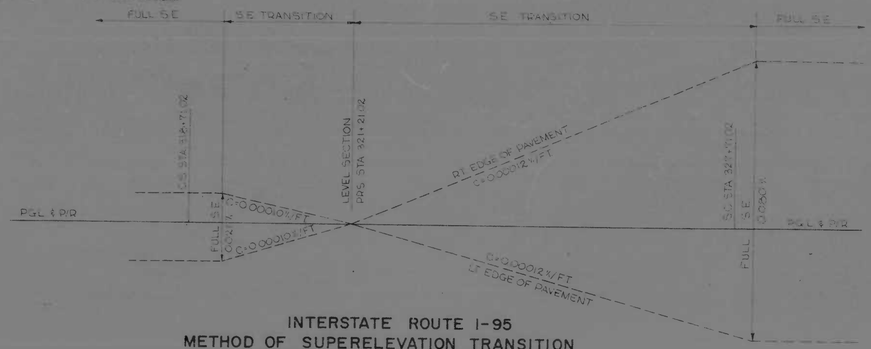
SUPERELEVATION TABLE

INTERSTATE ROUTE 95

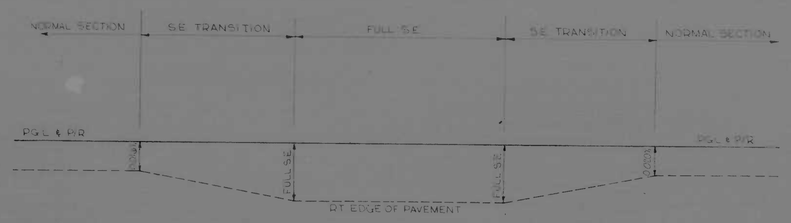
FULL SUPERELEVATION = .021 '/FT.

REMARKS	65'LT	53'LT	41'LT	29'LT	PGL & P/R	STATION	PGL & P/R	29'RT	41'RT	53'RT	65'RT	77'RT	REMARKS
END FULL SUPER	74.97	74.91	74.84	74.78	74.75	319+00	74.75	74.78	74.84	74.91	74.97	75.03	END FULL SUPER
	74.80	74.74	74.67	74.61		+25		74.61	74.67	74.74	74.80	74.86	
INCLINED PLANE	74.78	74.69	74.60	74.50	74.43	+38	74.43	74.50	74.60	74.69	74.78	74.88	INCLINED PLANE
	74.43	74.32	74.22	74.07	73.90	-75	73.90	73.92	74.04	74.17	74.30	74.43	
	73.92	73.81	73.70	73.58	73.41	320+00	73.41	73.45	73.56	73.68	73.79	73.91	
C=.00010 %/FT	73.94	73.83	73.71	73.60	73.43	+25	73.43	73.47	73.58	73.70	73.81	73.93	
	73.50	73.39	73.27	73.16	72.99	+63	72.99	73.03	73.14	73.26	73.37	73.49	C=.00010 %/FT
	73.22	73.11	73.00	72.88	72.71	+75	72.71	72.75	72.86	72.98	73.09	73.21	
	72.81	72.72	72.63	72.53	72.36	321+00	72.36	72.40	72.51	72.63	72.74	72.86	
S.T. LEVEL SECTION	72.51	72.42	72.33	72.23	72.06	+38	72.06	72.10	72.21	72.33	72.44	72.56	
	72.45	72.45	72.45	72.45	72.45	+63	72.45	72.45	72.45	72.45	72.45	72.45	S.T. LEVEL SECTION
	72.51	72.63	72.75	72.87	72.94	+75	72.94	72.98	73.09	73.21	73.32	73.44	
	72.81	72.93	73.05	73.17	73.34	322+00	73.34	73.38	73.49	73.61	73.72	73.84	
C=.00012 %/FT	73.10	73.22	73.33	73.44	73.61	+25	73.61	73.65	73.76	73.88	73.99	74.11	C=.00012 %/FT
	73.63	73.75	73.87	73.98	74.15	+63	74.15	74.19	74.30	74.42	74.53	74.65	
	73.74	73.86	73.98	74.09	74.26	+75	74.26	74.30	74.41	74.53	74.64	74.76	
PLANE INCLINED	74.06	74.24	74.41	74.59	74.86	323+00	74.86	74.90	75.01	75.13	75.24	75.36	PLANE INCLINED
	74.63	74.85	75.08	75.30	75.52	+38	75.52	75.56	75.67	75.79	75.90	76.02	
	74.71	74.93	75.15	75.37	75.59	+50	75.59	75.63	75.74	75.86	75.97	76.09	
	74.88	75.10	75.32	75.54	75.76	+75	75.76	75.80	75.91	76.03	76.14	76.26	
	75.30	75.52	75.74	75.96	76.18	324+00	76.18	76.22	76.33	76.45	76.56	76.68	
	75.96	76.18	76.40	76.62	76.84	+25	76.84	76.88	76.99	77.11	77.22	77.34	
C=.00012 %/FT	76.70	76.92	77.14	77.36	77.58	+50	77.58	77.62	77.73	77.85	77.96	78.08	C=.00012 %/FT
	76.98	77.20	77.42	77.64	77.86	+75	77.86	77.90	78.01	78.13	78.24	78.36	
	77.25	77.47	77.69	77.91	78.13	325+00	78.13	78.17	78.28	78.40	78.51	78.63	
	77.80	78.02	78.24	78.46	78.68	+25	78.68	78.72	78.83	78.95	79.06	79.18	
	78.14	78.36	78.58	78.80	79.02	+38	79.02	79.06	79.17	79.29	79.40	79.52	
	78.42	78.64	78.86	79.08	79.30	+50	79.30	79.34	79.45	79.57	79.68	79.80	
	78.81	79.03	79.25	79.47	79.69	+63	79.69	79.73	79.84	79.96	80.07	80.19	
	79.09	79.31	79.53	79.75	79.97	+75	79.97	80.01	80.12	80.24	80.35	80.47	
	79.53	79.75	79.97	80.19	80.41	326+00	80.41	80.45	80.56	80.68	80.79	80.91	
	80.09	80.31	80.53	80.75	80.97	+25	80.97	81.01	81.12	81.24	81.35	81.47	
	80.34	80.56	80.78	81.00	81.22	+50	81.22	81.26	81.37	81.49	81.60	81.72	
	79.91	80.41	80.90	81.40	81.80	+75	81.80	81.84	81.95	82.07	82.18	82.30	
	78.86	79.60	80.33	81.06	81.46	327+00	81.46	81.50	81.61	81.73	81.84	81.96	
	78.10	78.97	79.84	80.71	81.58	+25	81.58	81.62	81.73	81.85	81.96	82.08	
	77.32	78.23	79.13	80.04	80.94	+50	80.94	81.85	82.75	83.66	84.57	85.47	
SC	76.96	77.59	78.53	79.46	80.40	+71.06	80.40	81.34	82.27	83.21	84.14	85.08	SC
FULL SUPER	76.12	77.08	78.04	79.00	79.96	+87.60	79.96	80.92	81.88	82.84	83.80	84.76	FULL SUPER

FULL SUPERELEVATION = .080 '/FT



INTERSTATE ROUTE I-95
METHOD OF SUPERELEVATION TRANSITION
CURVE TO RIGHT AND LEFT



RAMP J
METHOD OF SUPERELEVATION TRANSITION
CURVE TO RIGHT

RAMP J

FULL SUPERELEVATION = .019 '/FT.

STATION	PGL & P/R	15'RT	REMARKS
9+50	33.18	32.80	END FULL SUPER
10+00	33.09	32.82	PT. C=.0010 %/FT
10+20	32.88	32.64	NORMAL SECTION

NORMAL SECTION

STATION	PGL & P/R	VAR. W	ELEV.	REMARKS
14+65.63	75.68	15'	75.44	END NORMAL SECTION
+75	75.65	15'	74.77	
+81.19	74.66	15'	74.35	
15+00	73.34	15.19	72.94	
+25	71.59	15.44'	71.07	C=.00030 %/FT.
+50	69.84	15.69'	69.19	
+75	68.09	15.94'	67.31	
+81.19	67.66	16'	66.85	PC
16+00	66.34	16'	65.44	
+25	64.59	16'	63.57	
+38.07	63.61	16'	62.52	BEGIN FULL SUPER

FULL SUPERELEVATION = .068 '/FT.

STATION	PGL & P/R	16' RT	REMARKS
10+35.69	48.40	47.40	END FULL SUPER
+50	48.22	47.20	
+75	47.74	46.84	
20+00	47.21	46.40	C=.00030 %/FT
+25	46.70	46.13	
+50	46.32	45.78	
+75	45.84	45.42	
+25.69	45.45	45.13	PT. BEGIN NORMAL SECTION

NORMAL SECTION

RAMP F

NORMAL SECTION

STATION	PGL & P/R	VAR. W	ELEV.	REMARKS
0+00	64.25	24.33'	62.87	END NORMAL SECTION
+25	65.51	25.0'	63.80	
+50	66.80	24.80'	63.70	
+75	67.49	23.08'	63.50	C=.00033 %/FT
1+00	68.19	22.80'	66.14	
+25	68.72	22.0'	66.56	
+30.79	68.81	22.0'	66.61	BEGIN FULL SUPER

FULL SUPERELEVATION = .100 '/FT.

STATION	PGL & P/R	VAR. W	ELEV	REMARKS
6+81.66	65.58	22.0'	63.38	END FULL SUPER
7+00	65.87	22.0'	63.77	
+14.87	66.14	22.0'	64.12	PCC
+25	66.33	21.59'	64.40'	C=.00024 %/FT
+50	66.86	20.39'	65.19	
+64.08	67.19	19.98'	65.62	BEGIN FULL SUPER

FULL SUPERELEVATION = .080 '/FT.

RAMP F
METHOD OF SUPERELEVATION TRANSITION
CURVE TO RIGHT

JOPLIN ROAD CONNECTION

NORMAL SECTION

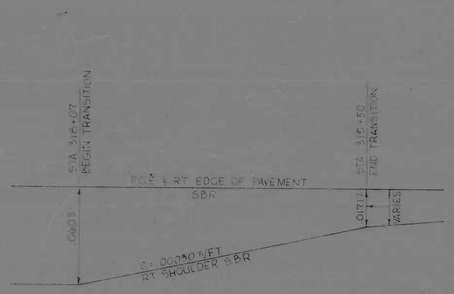
STATION	BC EL LT	X-SLOPE LT	VAR W LT	PGL & P/R	BC EL 12'RT	REMARKS
10+00	56.31	-.016%	12'	52.50	56.31	BEGIN TRANSITION
+16	55.85	-.00%	13.57'	52.85	55.66	HALF LEVEL
+75	55.67	+.009%	15.51'	53.15	55.79	C=.00100 %/FT
+37	55.46	+.016%	16.66'	53.79	55.00	PLANE INCLINED
+46	55.16	+.030%	17.91'	54.62	54.76	END TRANSITION

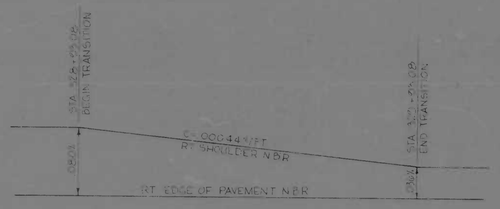
FULL SUPERELEVATION = .030 '/FT.

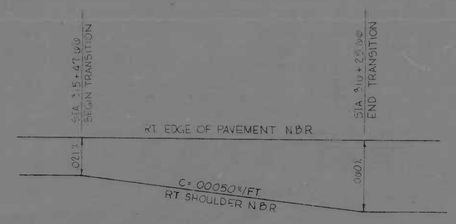
10+70.46	53.01	+.030%	17.91'	52.47	52.11	BEGIN TRANSITION
11+00	52.92	+.028.46%	17.84'	52.41	52.01	
+12.46	52.17	+.016%	16.66'	51.90	51.71	PLANE INCLINED
+250	51.64	+.005.62%	14.36'	51.49	51.70	C=.00100 %
+75.46	51.75	.00%	13.59'	51.25	51.04	HALF LEVEL
+442.6	50.43	.016%	12'	50.67	50.43	END TRANSITION

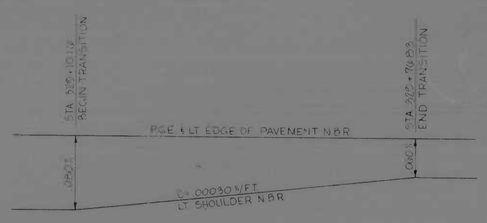
NORMAL SECTION

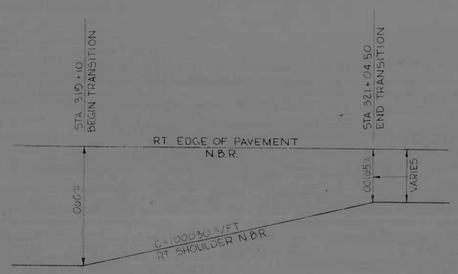
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	KNOBLE, BENDER, STONE & ASSOC., INC. AND HOETZ, CROLL & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET, BALTIMORE, MARYLAND 21202	INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET	DRAWN BY T.W. TRACED BY T.W. DES. BY K.H. CHK BY J.L.C.
		SCALE NO SCALE DATE JUN 2 1972	F.A.P. NO. I-95-4(38)35 S.R.C. NO. BC 246-35-815 BALTO. CITY NO. 1937 SHEET NO. (97) T-8 OF T-10

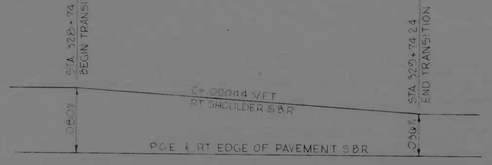


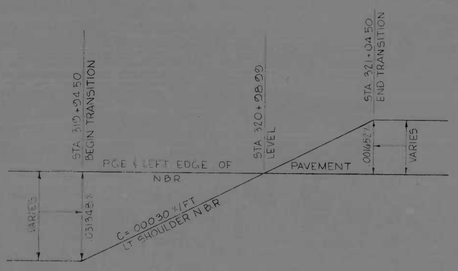


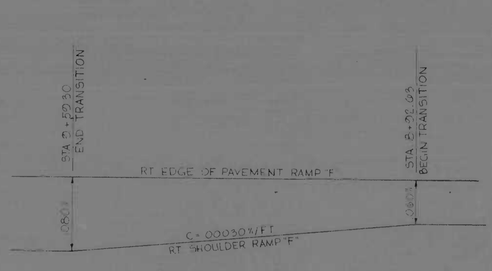












U.S. ROUTE SYM. NO.	STATE	F.A.P. AND PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	T-9	(97) T-10

SHOULDER TRANSITION DIAGRAMS

REVISIONS	CONSULTANT
	KNOERLE, BENDER, STONE & ASSOC., INC. AND MATZ, CHILDS & ASSOC., INC. CONSULTING ENGINEERS 341 N. CALVERT STREET BALTIMORE, MARYLAND 21202

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

INTERSTATE ROUTE 95 FROM THE WEST SIDE OF GUSRYAN STREET TO THE EAST SIDE OF KANE STREET

SCALE: NONE DATE: JUN 2 1972

DRAWN BY: J.W.S. DES. BY: K.H.
TRACED BY: J.W.S. CHK. BY: K.H.
F.A.P. NO. I-95-4(38)35
S.R.C. NO. BC 246-35-815
BALTO. CITY NO. 1997
SHEET NO. (97) T-9 OF T-10

FED. ROAD'S DIV. NO.	STATE	FED. NO. PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(38)35	T-1	(97) T-10

INDEX OF SHEETS

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(38)35
STATE ROADS COMMISSION PROJECT NO. BC 246-35-815
CITY OF BALTIMORE BUREAU OF ENGINEERING,
HIGHWAY ENGINEERING DIVISION CONTRACT NO. 1997

INTERSTATE ROUTE 95

FROM THE WEST SIDE OF GUSRYAN STREET
TO THE EAST SIDE OF KANE STREET

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

FIELD BOOKS

BOOK NO.	DESCRIPTION
I-95-001	LEVELS
I-95-002	MAINLINE TRAVERSE
I-95-004	UTILITIES
I-95-006	TOPOGRAPHY
I-95-008	CROSS SECTIONS
I-95-013	CROSS SECTIONS
I-95-014	TOPOGRAPHY
I-95-016	SPURS & TOPOGRAPHY
I-95-022	UTILITIES

LIMIT OF WORK
STA. 307+75 I-95
FAP NO. I-95-4(38)35
SRC NO. BC 246-35-815
BALTO. CITY NO. 1997

LIMIT OF WORK
STA. 329+73.27 I-95 S.B.R.
STA. 329+87 I-95 N.B.R.
STA. 8+93 RAMP "F"
FAP NO. I-95-4(38)35
SRC NO. BC 246-35-815
BALTO. CITY NO. 1997

* INDICATES APPROXIMATE LOCATIONS OF INFORMATIONAL SIGNS

LOCATION PLAN
SCALE 1"=1000'

DESIGN SPEED - 60 M.P.H.
LENGTH OF PROJECT 0.3068 MI.

TRAFFIC DATA

INTERSTATE 95 FROM GUSRYAN STREET TO KANE STREET		
1967 ADT	72,500	
1990 ADT	182,250	
1990 DHV	14,580	
TRUCK DHV	10%	
RAMP "F"		
1990 DHV	770	
RAMP "J"		
1990 DHV	520	
DUNDALK AVENUE		
	NORTH I-95	SOUTH I-95
1990 DHV	600	1,120
	MAX. CURVATURE	MAX. GRADE
MAINLINE	Dc = 5°00'00"	-2.62 %
RAMPS	Dc = 32°34'36"	-7.00%

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.

CITY OF BALTIMORE
APPROVED
DAVID A. CEARFOSS
SEDIMENTATION & EROSION CONTROL
REPRESENTATIVE

CHECKED BY:	INITIALS	DATE
BUREAU OF ENGINEERING		
WATER DIVISION	R.J.I. BAP	5-1-72
WASTE WATER DIVISION	J.A.H. BAP	5-1-72
HIGHWAY ENGINEERING DIVISION		
SURVEY AND RECORDS DIVISION		
BUREAU OF UTILITY OPERATIONS		
LIGHTING SECTION - HIGHWAY MAINTENANCE DIV.	G.N. BAP	5-1-72
CONDUIT SECTION - HIGHWAY MAINTENANCE DIV.	G.N. BAP	5-1-72
DEPARTMENT OF TRANSIT AND TRAFFIC	J.W.E.	5-1-72

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS

APPROVAL RECOMMENDED
HEAD, BUREAU OF ENGINEERING

APPROVED
DIRECTOR OF PUBLIC WORKS

PREPARED BY
KNOERLE, BENDER, STONE & ASSOCIATES, INC.
AND
MATZ CHILDS & ASSOCIATES, INC.
CONSULTING ENGINEERS
BALTIMORE, MARYLAND

JOHN L. CAHOON
JUN 21 1972
DATE

CANTON RAILROAD COMPANY

REVIEWED AND APPROVED
BY Dwight W. Rowe 5/12/72
Vice President
DATE

STATE ROADS COMMISSION OF MARYLAND

REVIEWED AND APPROVAL RECOMMENDED
CHIEF, BUREAU OF ENGINEERING 5/4/72

APPROVAL RECOMMENDED
DEPUTY CHIEF ENGINEER - DEVELOPMENT 5/4/72

APPROVAL RECOMMENDED
CHIEF, INTERSTATE DIVISION FOR BALTIMORE CITY 5/4/72

APPROVED
CHIEF ENGINEER 5/5/72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED
DIVISION ENGINEER DATE