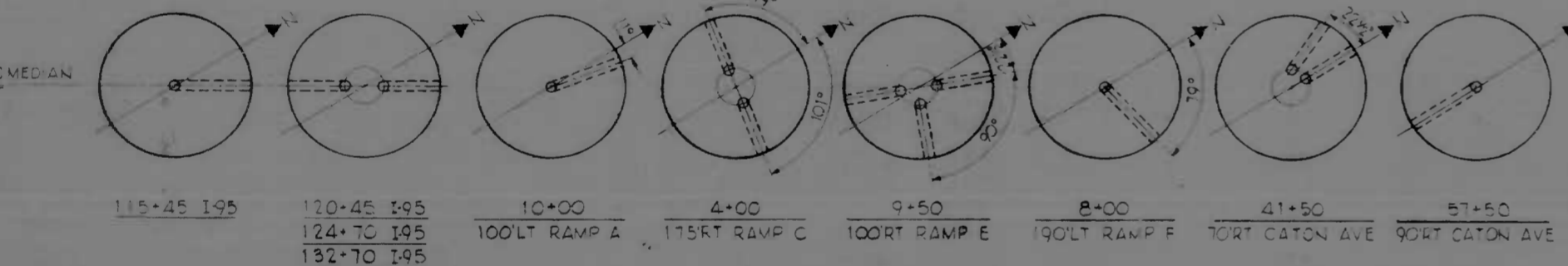


NOTES:
 1- ALL FOUNDATIONS FOR HIGH MAST LIGHTING STANDARDS SHOWN ON THIS SHEET ARE EXISTING.
 2- ALL FOUNDATIONS FOR SIGNS SHOWN ON THIS SHEET ARE PART OF THIS CONTRACT.

- LEGEND**
- HIGH MAST LIGHTING STANDARD-6 LUMINAIRES NUMBER INDICATES CIRCUIT.
 - HIGH MAST LIGHTING STANDARD-9 LUMINAIRES NUMBER INDICATES CIRCUIT.
 - DIRECT BURIAL CABLE DUCT WITH PARALLEL #2 BARE GROUND CONDUCTOR
 - UNDERGROUND CONDUIT CROSSING (SEE SCHEDULE)
 - EXISTING 4\"/> UNDERGROUND CONDUIT CROSSING (STEEL)
 - DUCT MARKER
 - STREET LIGHTING STANDARD
 - LIGHTING JUNCTION BOX
 - UNDERGROUND TRANSIT AND TRAFFIC DUCT (PVC)
 - TRANSIT AND TRAFFIC CONDUIT IN WALL (STEEL)
 - LIGHTING CONDUIT IN WALL (STEEL)
 - FUTURE CANTILEVER SIGN STRUCTURE
 - FUTURE BRIDGE SIGN STRUCTURE
 - SUBSTATION-DISTRIBUTION PANEL
 - MANHOLE
 - TRANSIT AND TRAFFIC JUNCTION BOX
 - HANDBOX
 - GRADE MOUNTED EMERGENCY TELEPHONE POST
 - BARRIER WALL MOUNTED EMERGENCY TELEPHONE POST



SCHEDULE OF CONDUIT CROSSINGS
 (ALL CONDUIT 4\"/>

LOCATION	STATION	APPROX LENGTH (FEET)	USE	REMARKS
1-95 NBL	114+00	110	T & T	AUGER OR JACK
1-95 NBL	117+00	45	T & T	AUGER OR JACK
1-95 NBL	118+60	125	FUT SIGN LG	AUGER OR JACK
1-95 NBL	120+00	85	T & T	AUGER OR JACK
1-95 NBL SBL	126+00	65	T & T	AUGER OR JACK
1-95 NBL	132+00	85	T & T	AUGER OR JACK
1-95 NBL	135+65	130	EMERG TEL	EXISTING ZIV
1-95 SBL	114+00	90	T & T	AUGER OR JACK
1-95 SBL	120+00	105	T & T	AUGER OR JACK
1-95 SBL	132+00	85	T & T	AUGER OR JACK
1-95 SBL	135+75	110	EMERG TEL	EXISTING
RAMP A-CATON AVE	119+50	45	T & T	AUGER OR JACK
RAMP C-CATON AVE	119+50	35	FUT SIGN LG	EXISTING
RAMP C-CATON AVE	119+50	35	LIGHTING	EXISTING
RAMP E-CATON AVE	124+50	35	LIGHTING	EXISTING
RAMP E-CATON AVE	124+50	35	LIGHTING	EXISTING
RAMP F-CATON AVE	129+50	35	LIGHTING	EXISTING
CATON AVE	114+00	10	LIGHTING	EXISTING
CATON AVE	117+00	60	FUT SIGN LG	AUGER OR JACK
CATON AVE	117+00	145	LIGHTING	EXISTING
1-95 NBL-NBL	111+10	175	EMERG TEL	AUGER OR JACK
RAMP E-CATON AVE	124+70	35	EMERG TEL	EXISTING

SCHEDULE OF TRANSIT AND TRAFFIC MANHOLES, HANDBOXES AND JUNCTION BOXES

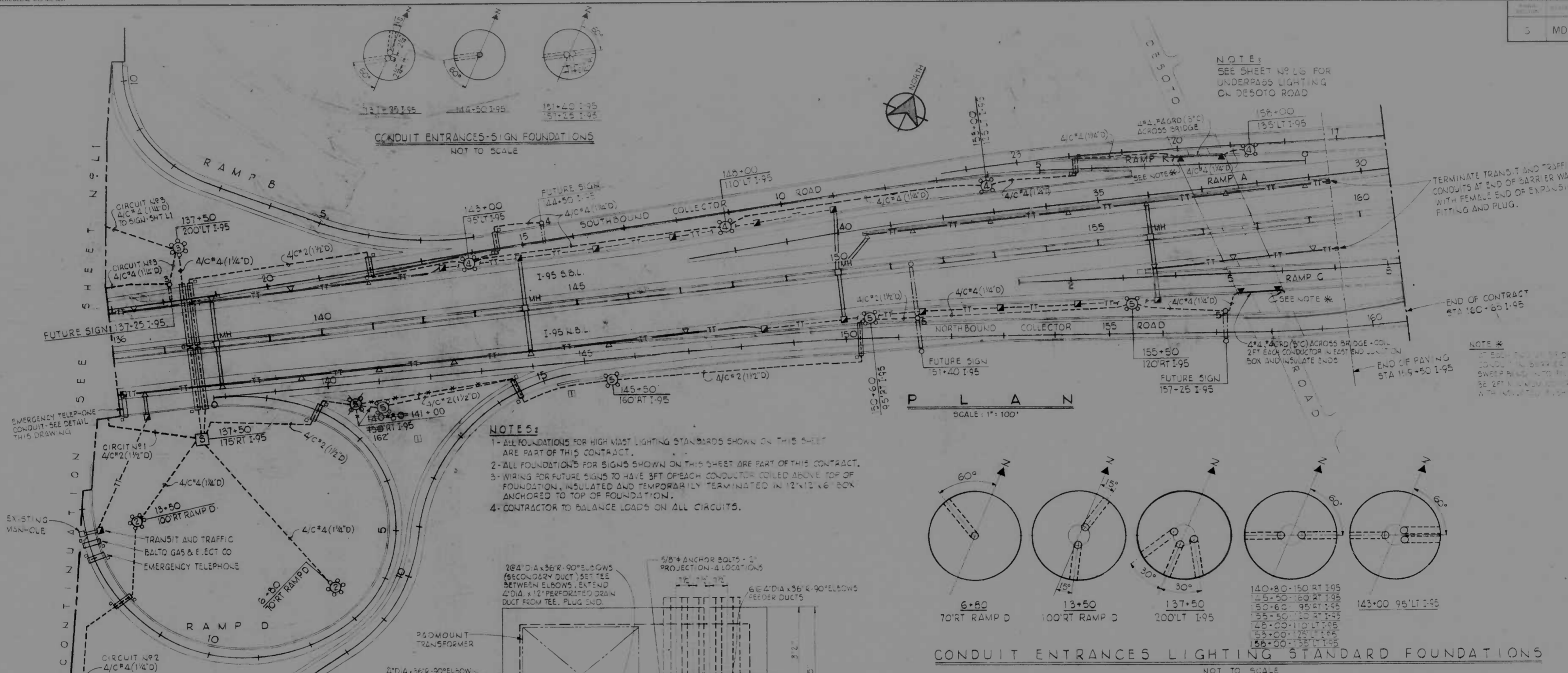
LOCATION	STATION	DESCRIPTION	LOCATION	STATION	DESCRIPTION
1-95 NBL	111+00P	HANDBOX	1-95 SBL	111+00L	HANDBOX
1-95 NBL	112+90R	HANDBOX	1-95 SBL	112+50L	HANDBOX
1-95 NBL	114+00R	HANDBOX	1-95 SBL	114+00L	HANDBOX
1-95 NBL	115+50R	HANDBOX	1-95 SBL	115+50L	HANDBOX
1-95 NBL	117+00R	J.B. TYPE TT4	1-95 SBL	117+00L	HANDBOX
1-95 NBL	117+00R	MANHOLE	1-95 SBL	118+50L	HANDBOX
1-95 NBL	118+90R	J.B. TYPE TT3	1-95 SBL	120+00L	HANDBOX
1-95 NBL	120+00R	J.B. TYPE TT4	1-95 SBL	121+50L	HANDBOX
1-95 NBL	121+50R	J.B. TYPE TT3	1-95 SBL	123+00L	HANDBOX
1-95 NBL	123+00R	J.B. TYPE TT3	1-95 SBL	126+00L	MANHOLE
1-95 NBL	124+50R	J.B. TYPE TT3	1-95 SBL	127+50L	HANDBOX
1-95 NBL	126+00R	J.B. TYPE TT4	1-95 SBL	129+00L	HANDBOX
1-95 NBL	127+50R	J.B. TYPE TT3	1-95 SBL	130+50L	HANDBOX
1-95 NBL	129+50R	J.B. TYPE TT3	1-95 SBL	132+00L	HANDBOX
1-95 NBL	130+50R	J.B. TYPE TT3	1-95 SBL	133+50L	J.B. TYPE TT4
1-95 NBL	132+00R	J.B. TYPE TT4	1-95 SBL	135+00L	J.B. TYPE TT3
1-95 NBL	133+50R	J.B. TYPE TT3	RAMP A-CATON AVE	119+50R	HANDBOX
1-95 NBL	135+00R	J.B. TYPE TT3	RAMP A-CATON AVE	124+70R	HANDBOX
1-95 MEDIAN	114+00	MANHOLE			
1-95 MEDIAN	117+00	MANHOLE			
1-95 MEDIAN	132+00	MANHOLE			

NOTES:
 1- ALL CONDUITS IN BRIDGE SLAB AND BRIDGE PIERS ARE EXISTING.
 2- ALL JUNCTION BOXES AND HANDBOXES ARE EXISTING.
 3- ALL WORK UNDER THIS CONTRACT.
 4- ALL UNDERPASS LIGHTING SHALL BE WALL MOUNTED-SEE SHEET 10.
 5- UNDERPASS LUMINAIRE BALLASTS TO BE 277VOLT.
 6- PROVIDE INTERNAL GLASS SHIELD ON SIDE OF LUMINAIRE BEING ONCOMING TRAFFIC.

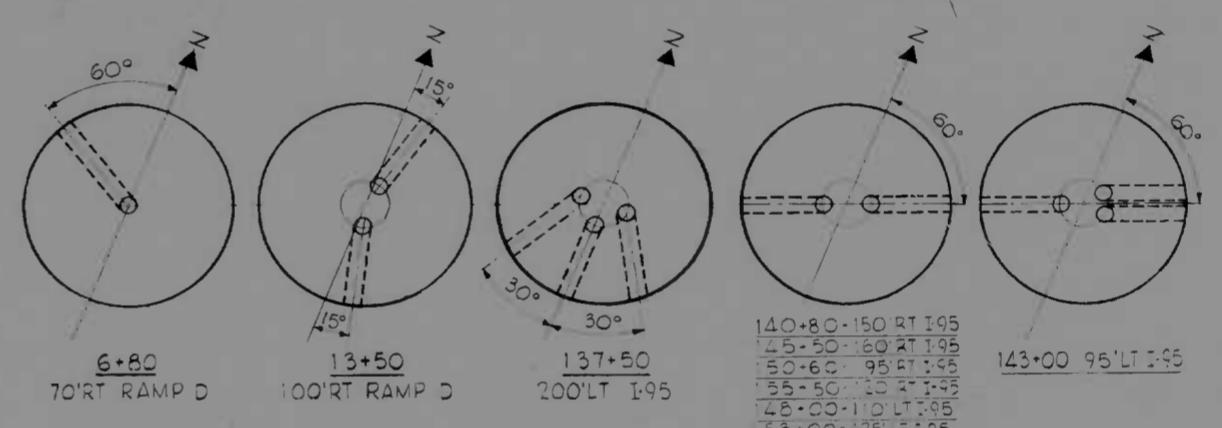
**PLAN-UNDERPASS LIGHTING
 I-95 UNDER CATON AVENUE**
 SCALE: 1\"/>

**LIGHTING AND TRANSIT AND TRAFFIC PLAN
 CITY LINE TO CATON AVENUE**
 SCALE: 1\"/>

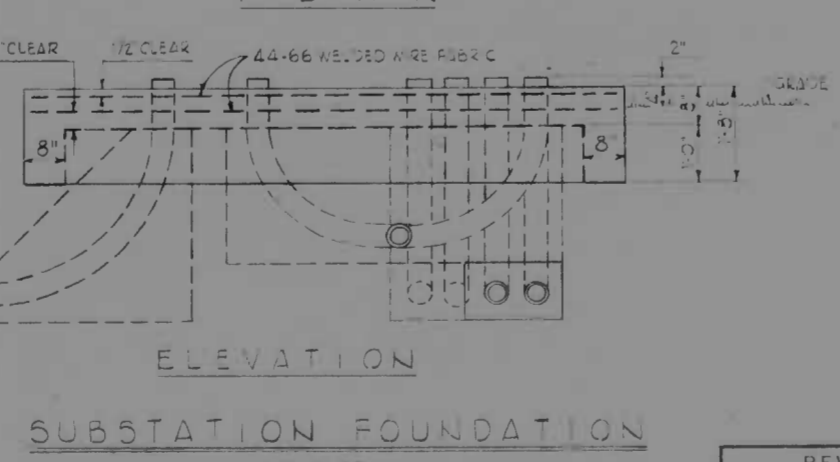
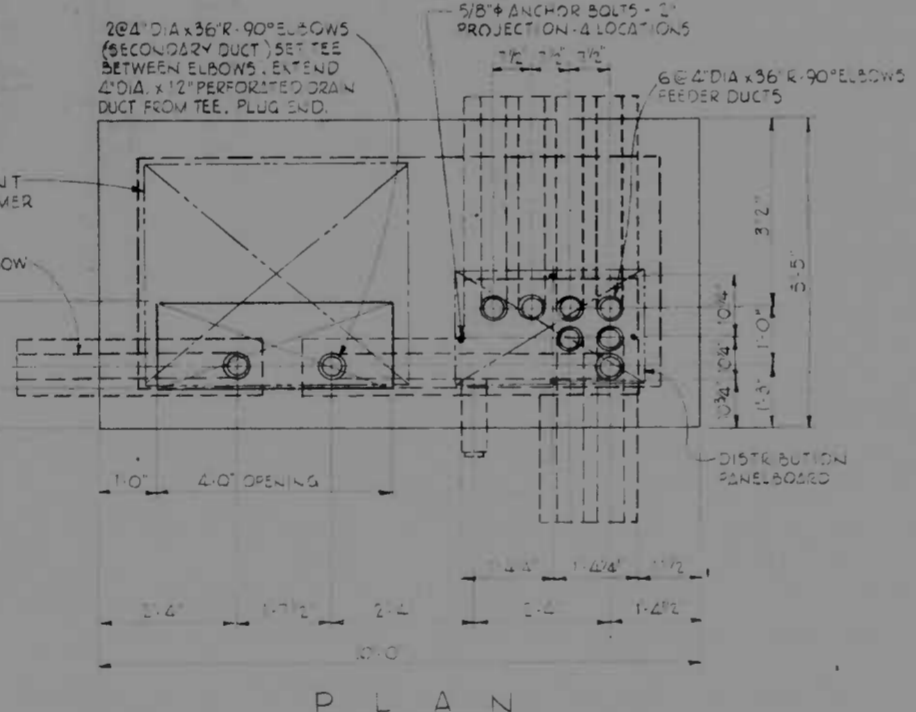
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WEBBERLEY & ASSOC., INC. CONSULTING ENGINEERS 1100 PATTON MILLS BALTIMORE, MD	INTERSTATE 95 CATON AVENUE TO 200 EAST OF DE SOTO ROAD	DRAWN BY: JHL TRACED BY: JHL DES. BY: JHL CHK. BY: JHL
			F.A.P. NO. I-95-415930 S.R.C. NO. 86-248-26-88 BALTO. CITY NO. 2195



- NOTES:**
- 1- ALL FOUNDATIONS FOR HIGH MAST LIGHTING STANDARDS SHOWN ON THIS SHEET ARE PART OF THIS CONTRACT.
 - 2- ALL FOUNDATIONS FOR SIGNS SHOWN ON THIS SHEET ARE PART OF THIS CONTRACT.
 - 3- WIRING FOR FUTURE SIGNS TO HAVE 3FT OR EACH CONDUCTOR COILED ABOVE TOP OF FOUNDATION, INSULATED AND TEMPORARILY TERMINATED IN 1/2" X 1/2" X 6" BOX ANCHORED TO TOP OF FOUNDATION.
 - 4- CONTRACTOR TO BALANCE LOADS ON ALL CIRCUITS.



CONDUIT ENTRANCES LIGHTING STANDARD FOUNDATIONS
NOT TO SCALE



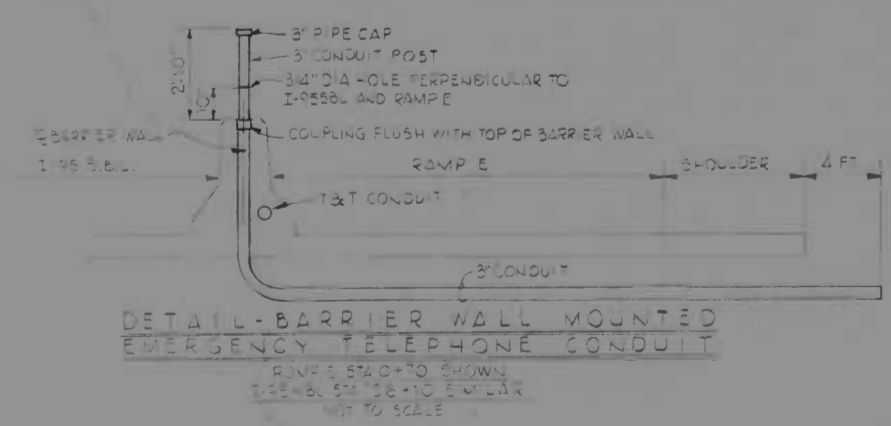
SCHEDULE OF CONDUIT CROSSINGS
(ALL CONDUIT 4" DIA EXCEPT AS NOTED)

LOCATION	STATION	APPROX LENGTH (FT)	USE	REMARKS
I-95 NBL	136+10	50	EMERG TEL	3" DIA
I-95 NBL	136+50	50	T & T	
I-95 NBL	137+50	120	LIGHTING	2" W
I-95 NBL	138+00	85	T & T	
I-95 NBL	144+00	90	T & T	
I-95 NBL	150+00	95	T & T	
I-95 NBL	156+00	65	T & T	
I-95 NBL	158+00	115	T & T	
I-95 SBL	137+50	120	LIGHTING	2" W
I-95 SBL	138+00	85	T & T	
I-95 SBL	144+00	90	T & T	
I-95 SBL	150+00	110	T & T	
I-95 SBL	150+00/150+60	75	T & T	
I-95 SBL	156+00	70	T & T	
RAMP D-CATON AVE	2+00	36	LIGHTING	
RAMP D-CATON AVE	12+00	36	LIGHTING	
RAMP D-CATON AVE	13+00	35	EMERG TEL	3" DIA
RAMP D-CATON AVE	13+30	30	ELEC SERVICE	3" DIA CO.
RAMP D-CATON AVE	3+50	30	T & T	
RAMP G-CATON AVE	1+50	36	EMERG TEL	3" DIA
RAMP G-CATON AVE	2+00	36	FUT SIGN LG	
RAMP G-CATON AVE	14+50	36	LIGHTING	
NB COLLECTOR RD	150+25	54	LIGHTING	
SB COLLECTOR RD	15+00	34	FUT SIGN LG	
SB COLLECTOR RD	18+00	38	LIGHTING	
RAMP A	4+50	25	LIGHTING	

SCHEDULE OF TRANSIT AND TRAFFIC MANHOLES, HANDBOXES AND JUNCTION BOXES

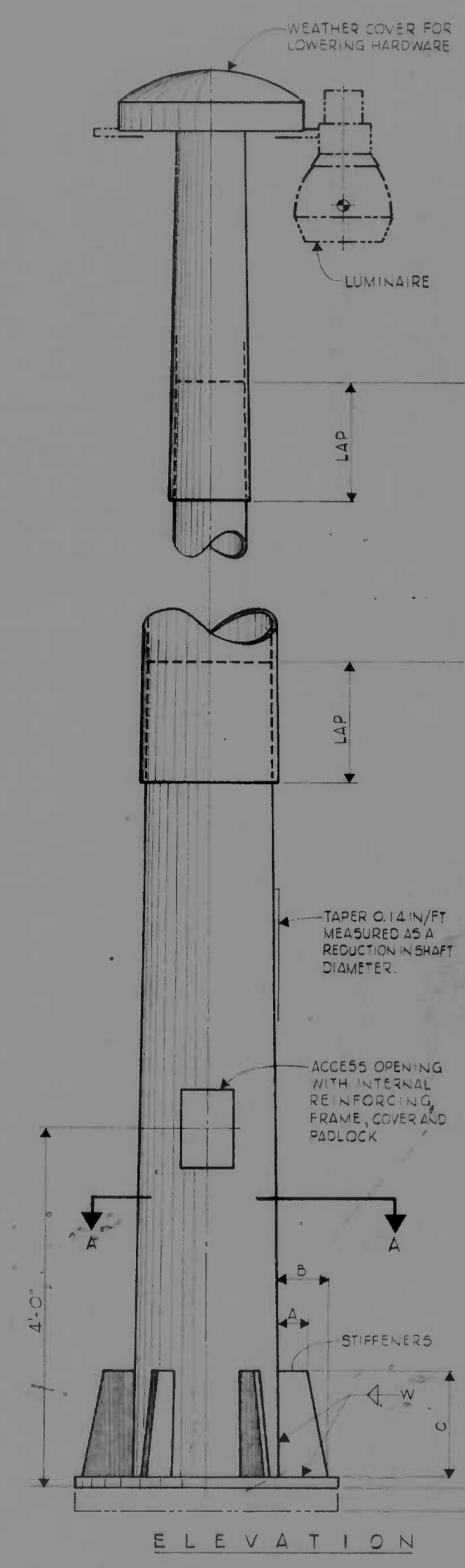
LOCATION	STATION	DESCRIPTION	LOCATION	STATION	DESCRIPTION
I-95 NBL	136+50R	J.B. TYPE TT4	I-95 SBL	136+50L	J.B. TYPE TT3
I-95 NBL	138+00R	J.B. TYPE TT4	I-95 SBL	138+00L	J.B. TYPE TT2
I-95 NBL	138+50R	J.B. TYPE TT3	I-95 SBL	139+50L	J.B. TYPE TT3
I-95 NBL	141+00R	J.B. TYPE TT3	I-95 SBL	141+00L	J.B. TYPE TT1
I-95 NBL	142+50R	J.B. TYPE TT3	I-95 SBL	142+50L	HANDBOX
I-95 NBL	144+00R	J.B. TYPE TT4	I-95 SBL	144+00L	HANDBOX
I-95 NBL	143+50R	J.B. TYPE TT3	I-95 SBL	143+50L	HANDBOX
I-95 NBL	147+00R	J.B. TYPE TT1	I-95 SBL	147+00L	HANDBOX
I-95 NBL	148+50R	HANDBOX	I-95 SBL	150+60L	J.B. TYPE TT2
I-95 NBL	150+00R	HANDBOX	I-95 SBL	151+50L	J.B. TYPE TT1
I-95 NBL	151+50R	HANDBOX	I-95 SBL	153+00L	J.B. TYPE TT1
I-95 NBL	153+00R	HANDBOX	I-95 SBL	154+50L	J.B. TYPE TT1
I-95 NBL	156+00R	J.B. TYPE TT2	I-95 SBL	156+00L	J.B. TYPE TT2
I-95 NBL	157+50R	J.B. TYPE TT5	I-95 SBL	157+50L	J.B. TYPE TT5
I-95 NBL	157+00R	J.B. TYPE TT1	I-95 SBL	157+00L	J.B. TYPE TT1
I-95 NBL	136+50R	HANDBOX	RAMP D-CATON AVE	13+50	HANDBOX
I-95 MEDIAN	138+00	MANHOLE	RAMP D-DESOTO RD	40+03R	HANDBOX
I-95 MEDIAN	144+00	MANHOLE	RAMP D-DESOTO RD	41+53R	HANDBOX
I-95 MEDIAN	150+00	MANHOLE	RAMP D-DESOTO RD	1+11R	HANDBOX
I-95 MEDIAN	156+00	MANHOLE	RAMP D-DESOTO RD	3+60R	HANDBOX

LIGHTING AND TRANSIT AND TRAFFIC PLAN
CATON AVENUE TO EAST OF DESOTO ROAD



DETAIL - BARRIER WALL MOUNTED EMERGENCY TELEPHONE CONDUIT
NOT TO SCALE

REVISIONS 1 REVISED 3-10-78 REV NEW SIGNALING LIGHT RAMP AND EXTENDED BARRIER	CONSULTANT BAKER-WIBBERLEY & ASSOC., INC CONSULTING ENGINEERS HAGERSTOWN, MD BALTIMORE, MD	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY



STRUCTURAL REQUIREMENTS - LIGHTING STANDARDS

LUMINAIRE TYPE	HEIGHT OF POLE (FEET)	NOMINAL BASE DIA (INCHES)	SECTION A		SECTION B		SECTION C		SECTION D		SECTION E		SECTION F	
			LENGTH FEET	GAGE AWG	LENGTH FEET	GAGE AWG	LENGTH FEET	GAGE AWG	LENGTH FEET	GAGE AWG	LENGTH FEET	GAGE AWG	LENGTH FEET	GAGE AWG
A	80	17.5	20	3	20	7	20	11	20	11	-	-	-	-
	85	17.5	20	3	20	7	15	7	15	11	15	11	-	-
	90	17.5	20	3	20	7	20	7	15	11	15	11	-	-
	95	17.5	20	3	20	3	20	7	20	7	15	11	-	-
	100	17.5	20	0	20	3	20	7	20	7	20	7	-	-
	105	21.5	20	0	20	3	20	7	15	7	15	7	15	11
B	110	21.5	20	0	20	3	20	7	20	7	15	7	15	11
	115	21.5	20	0	20	3	20	3	120	7	20	7	15	11
	120	21.5	20	7-7	20	0	20	3	20	3	20	7	20	7
	100	17.5	20	7-7	20	0	20	3	20	3	20	7	-	-
	110	21.5	20	7-7	20	0	20	3	20	3	15	3	15	7
	120	21.5	20	3-7	20	7-7	20	0	20	0	20	3	20	3

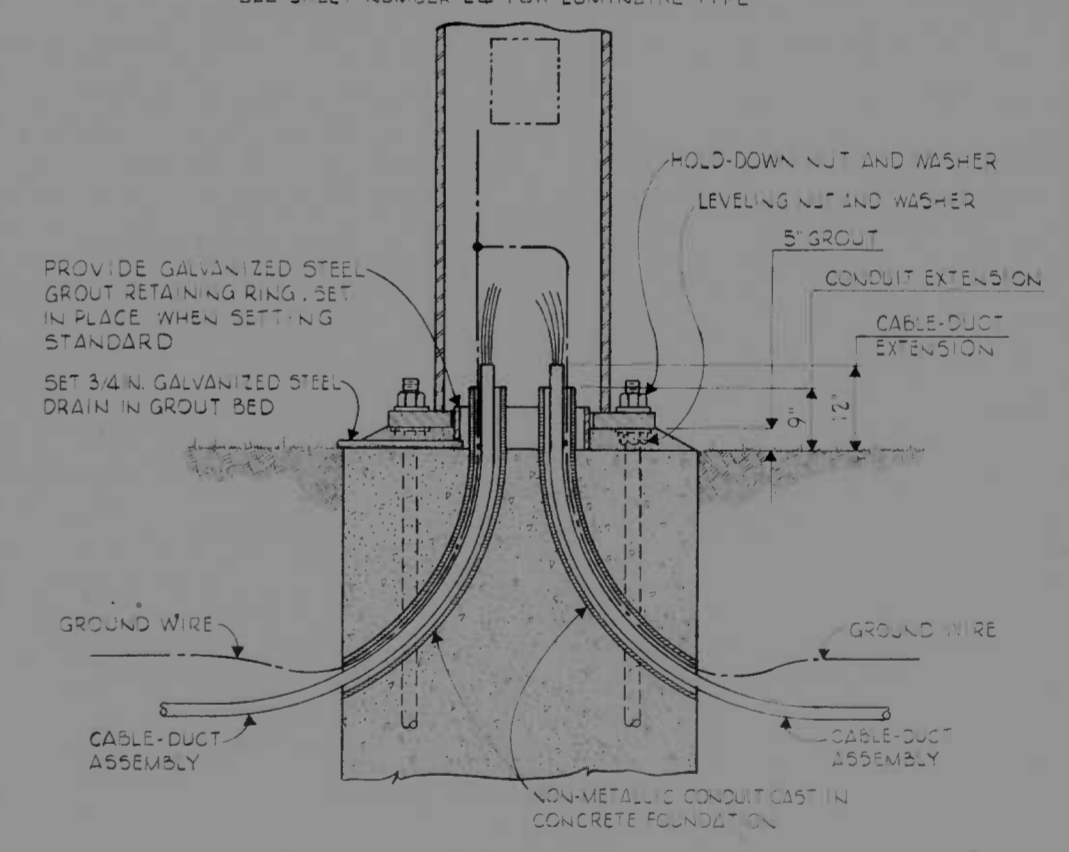
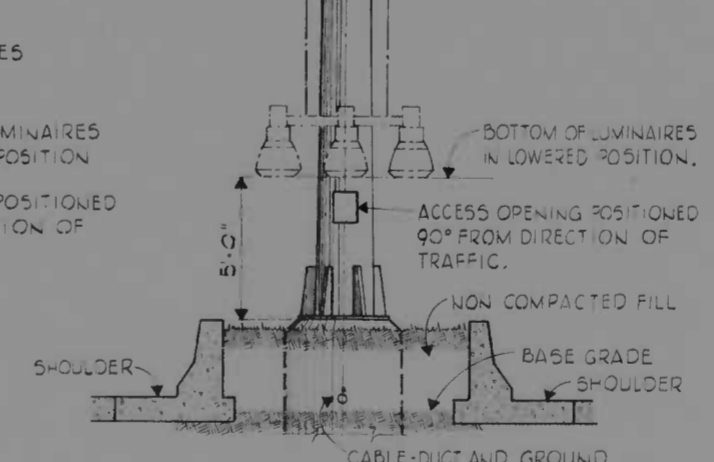
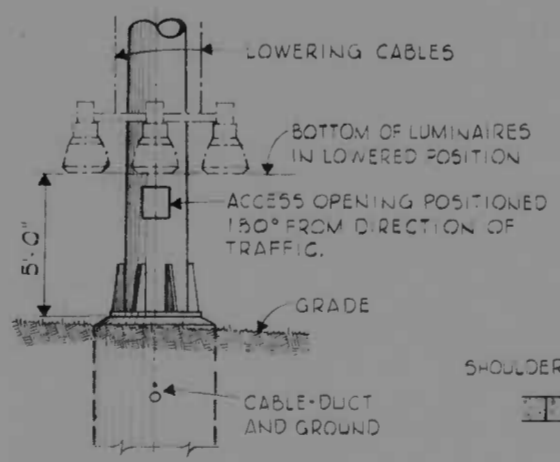
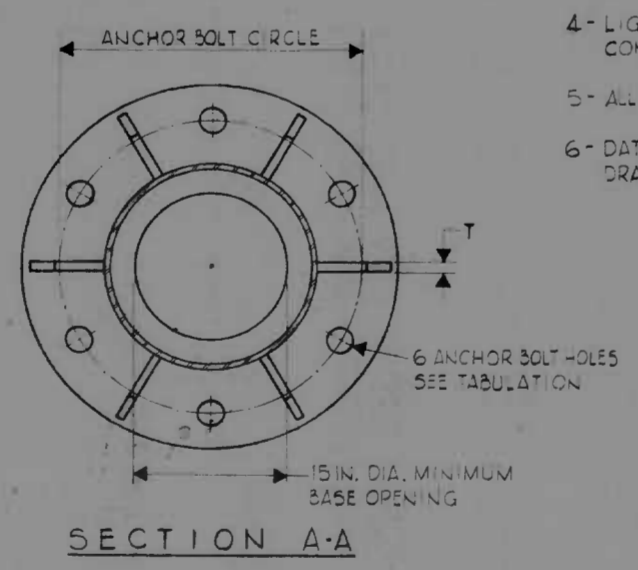
BASE DATA - LIGHTING STANDARDS

(DIMENSIONS IN INCHES UNLESS OTHERWISE NOTED)

BASE TYPE	BASE PLATE		ANCHOR BOLT HOLES				ANCHOR BOLT WASHERS		DIMENSIONS - STIFFENERS					
	DIAMETER INCHES	THICKNESS INCHES	BOLT HOLE DIAMETER INCHES	NO. HOLES REQUIRED	BOLT DIAMETER INCHES	HOLE DIAMETER INCHES	DIAMETER INCHES	THICKNESS INCHES	NUMBER REQUIRED	A	B	C	T	W
I	33	1 1/2	25	6	2 1/4	2 1/2	6 1/4	3/4	6	3 3/4	6 3/4	12	3/8	5/16
II	38 1/2	1 3/4	30 1/2	6	2 3/8	2 3/8	7 1/2	1	6	4 1/2	7 1/2	16	3/8	5/16
III	36 1/2	1 3/4	30 1/2	6	2 1/2	2 3/4	7 1/2	1	6	4 1/2	7 1/2	16	3/8	5/16

NOTE: CONTRACTOR SHALL VERIFY EXISTING ANCHOR BOLTS TO MATCH BASE TYPE SPECIFIED.

- #### GENERAL NOTES:
- STRUCTURAL DESIGN IS BASED ON AASHTO SPECIFICATION FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS FOR HIGHWAY LUMINAIRES, DATED 1971.
 - MAXIMUM ALLOWABLE SHAFT DEFLECTION IS 8FT-0IN. AT TOP.
 - THE DESIGN PROVIDES FOR MOUNTING NINE 75LB LUMINAIRES WITH A TOTAL PROJECTED AREA OF 30 SQUARE FEET.
 - LIGHTING STANDARDS SHALL BE FABRICATED FROM WEATHERING STEEL CONFORMING TO ASTM SPECIFICATION A-508.
 - ALL FILLET WELDS FOR STIFFENER PLATES TO BE BUILT UP TO OBTAIN FULL THROAT THICKNESS.
 - DATA SHOWN IS TAKEN FROM STATE HIGHWAY ADMINISTRATION STANDARD DRAWING.



STRUCTURAL DETAILS LIGHTING STANDARDS
 NOT TO SCALE

INSTALLATION DETAILS - LIGHTING STANDARDS
 NOT TO SCALE

TABULATION OF LIGHTING STANDARDS

STATION	LOCATION	POLE HEIGHT (FEET)	BASE TYPE	LUMINAIRE TYPE	BASE ELEVATION (E)
115+25	I-95 MEDIAN	100	II	C	164.67
120+25	I-95 MEDIAN	100	II	C	156.42
124+70	I-95 MEDIAN	100	II	A	151.17
132+70	I-95 MEDIAN	120	II	B	138.67
10+00	RAMP A - CATON AVE	120	II	A	124.17
9+50	RAMP B - CATON AVE	110	II	B	116.67
57+50	CATON AVE	100	II	A	115.67
8+00	RAMP F - CATON AVE	120	II	A	129.17
4+00	RAMP C - CATON AVE	100	II	B	162.17
41+50	CATON AVE	100	II	B	171.67
6+80	RAMP D - CATON AVE	100	I	A	167.42
13+50	RAMP D - CATON AVE	80	I	A	181.82
137+50	I-95 200 FT LT	110	III	A	127.22
140+50	I-95 150 FT AT 162 FT RL	100	I	D	136.12
143+00	I-95 95 FT LT	100	I	D	139.92
145+50	I-95 160 FT RT	100	I	D	121.02
148+00	I-95 110 FT LT	100	I	D	121.92
150+60	I-95 95 FT RT	100	I	D	125.22
153+00	I-95 125 FT LT	100	I	D	124.92
155+50	I-95 120 FT RT	100	I	D	143.72
158+00	I-95 135 FT LT	100	I	D	147.62

FOUNDATIONS ARE IN PLACE

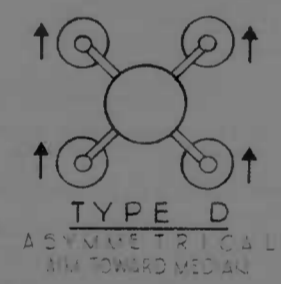
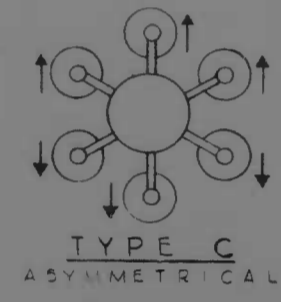
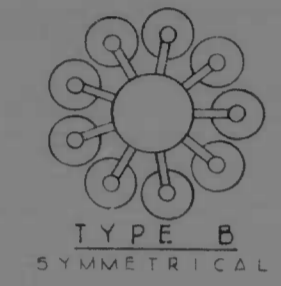
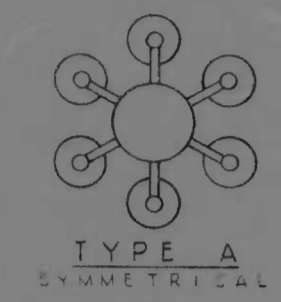
SEE SHEET NUMBER L4 FOR LUMINAIRE TYPE

* TABULATED SECTION LENGTHS DO NOT INCLUDE LAP JOINT. LAP JOINT PRODUCED BY TELESCOPING SECTIONS AND SHALL HAVE A MINIMUM LENGTH EQUAL TO TWO SHAFT DIAMETERS AS DETERMINED BY MEASURING THE MINIMUM DIAMETER OF THE INNER TELESCOPING SECTION.

REVISIONS 01 REVISED 3-21-75 P.E.M. FOR CATCH BASIN SET	CONSULTANT BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS BAKER BROWN, MD BALTIMORE, MD	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD		DRAWN BY J.H.L. TRACED BY I.A.P. NO. 1-58-100110 S.P.C. NO. 80-100-80 BALTO. CITY NO. 2195	DESIGNED BY P.C.C. CHECKED BY F.L.C. SHEET NO. (11)
SCALE: HORIZ. 1"=40' VERT. 1"=10' DATE:			

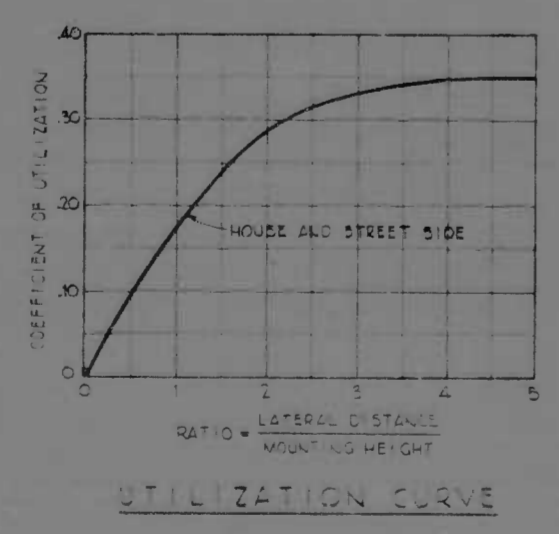
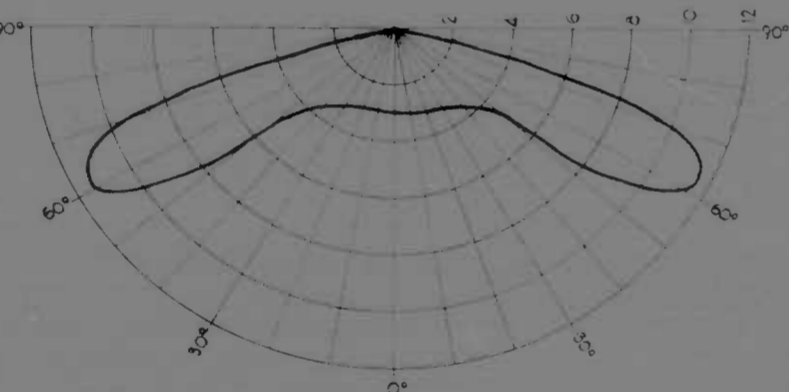
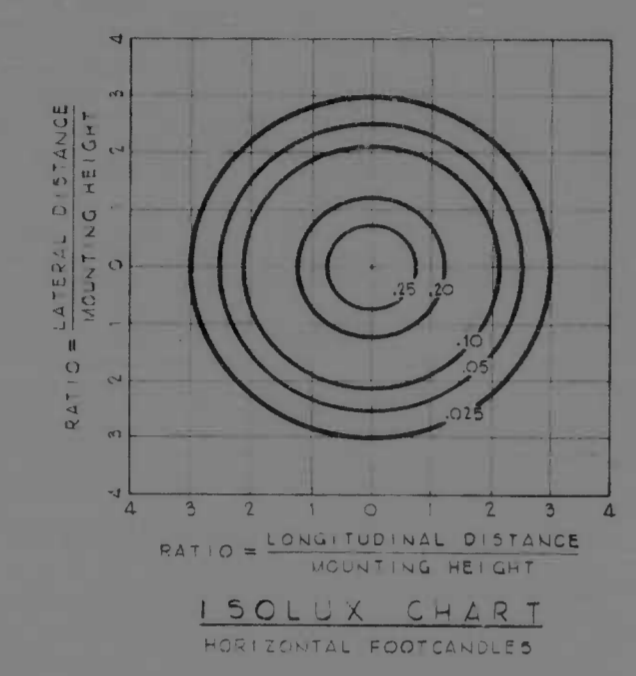
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-95-4(5)130	4	(11)

MOUNTING ARRANGEMENTS

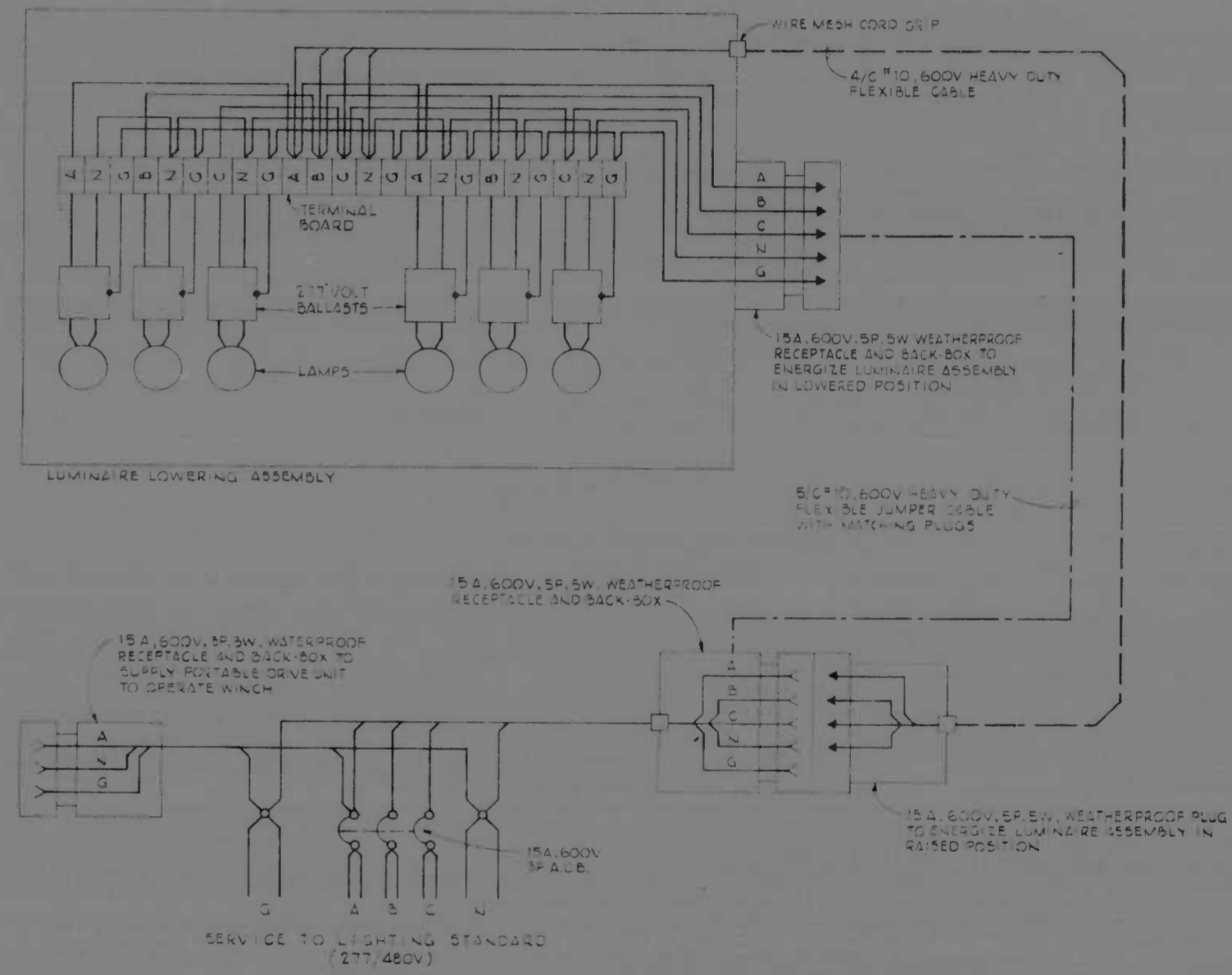
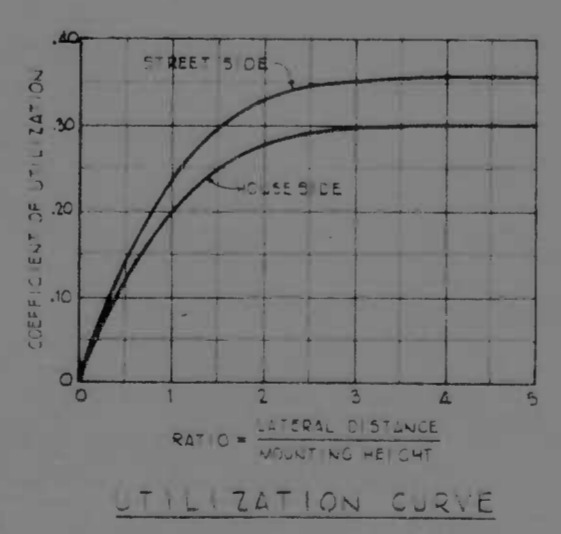
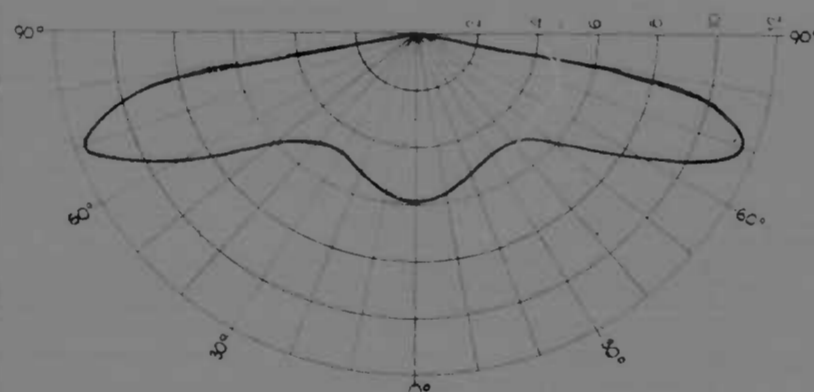
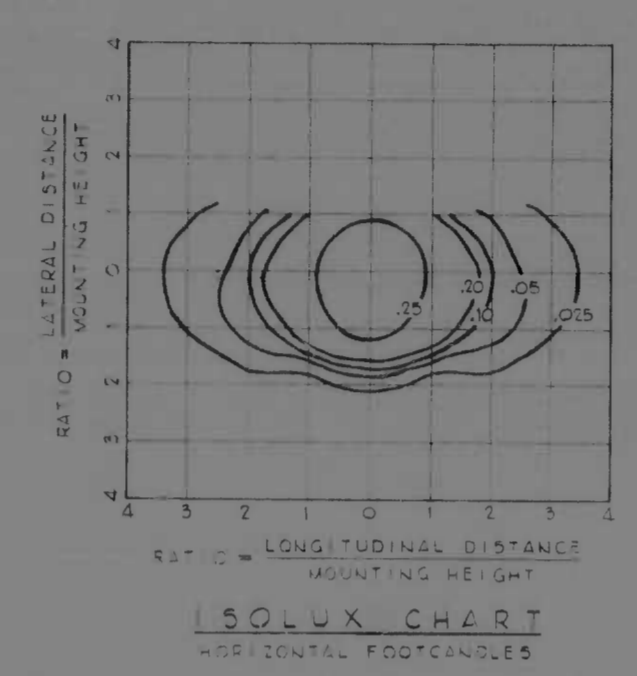


TYPICAL PHOTOMETRIC DATA
ONE 400W SODIUM VAPOR LAMP (47000 LUMENS)-100FT MOUNTING HEIGHT-INITIAL VALUES

SYMMETRICAL IES TYPE V

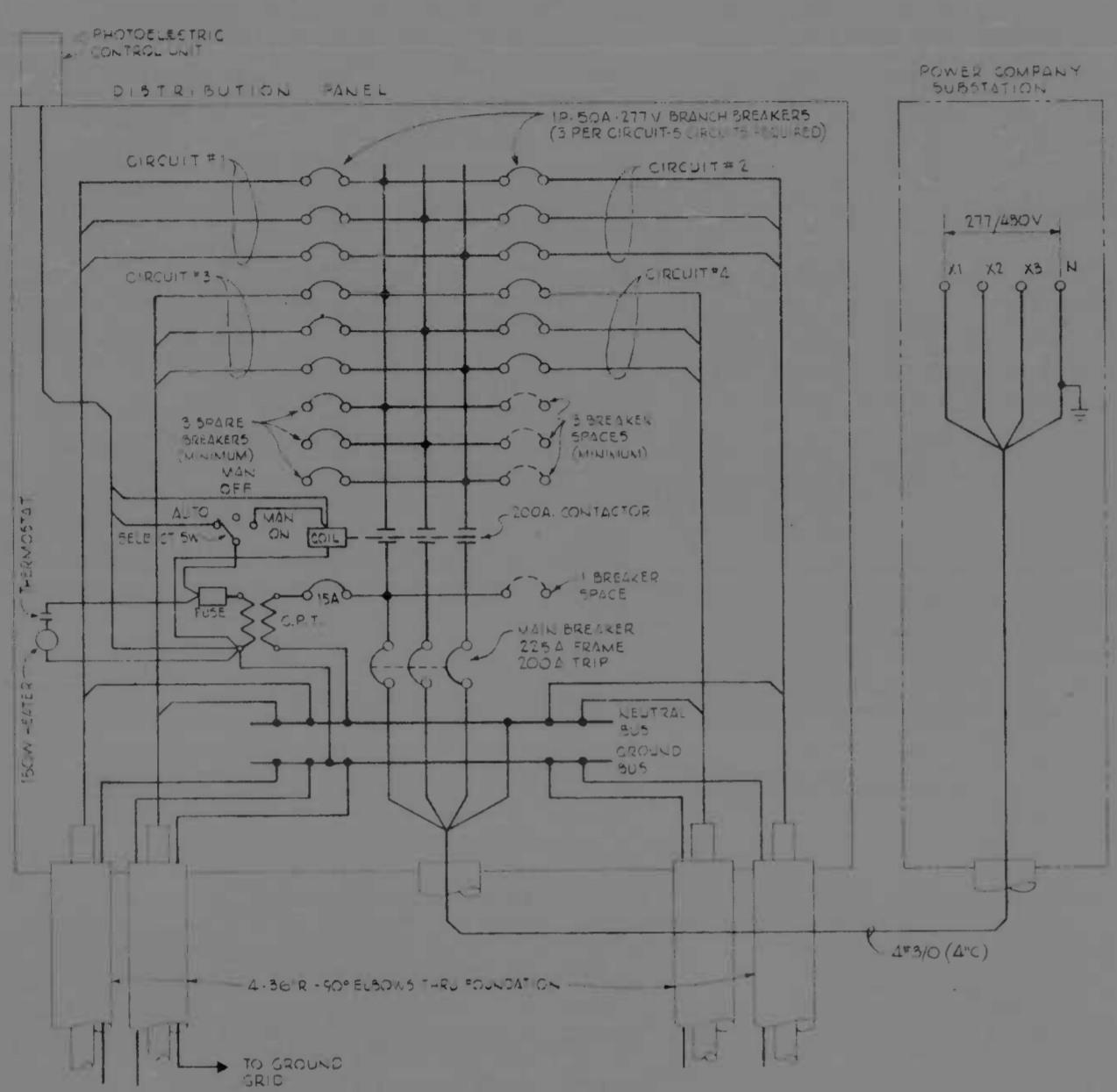


ASYMMETRICAL IES TYPE III

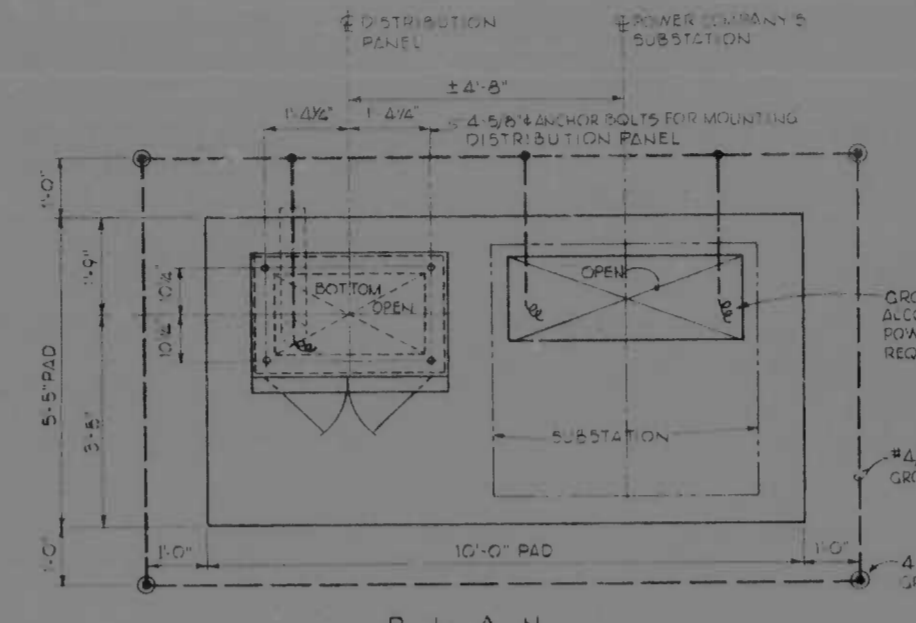


LIGHTING DETAILS

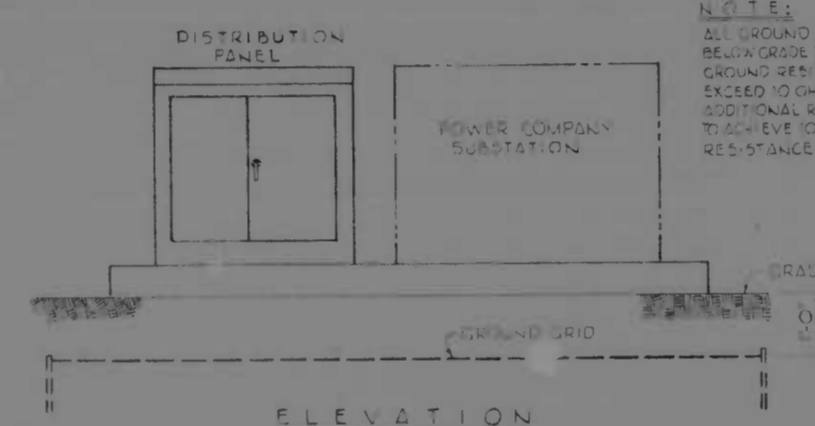
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DE SOTO ROAD	DRAWN BY: [Signature] CHECKED BY: [Signature] F.A.P. NO. I-95-4(5)130 S.R. NO. 80-246-24-85 BALTO. CITY NO. 2788
		SCALE: HORIZ. 1" = 40' VERT. 1" = 10'	SHEET NO. (11) OF 12



SCHEMATIC DIAGRAM



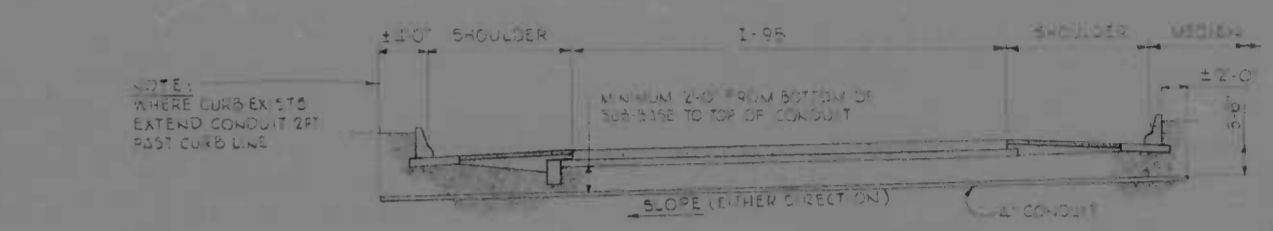
PLAN



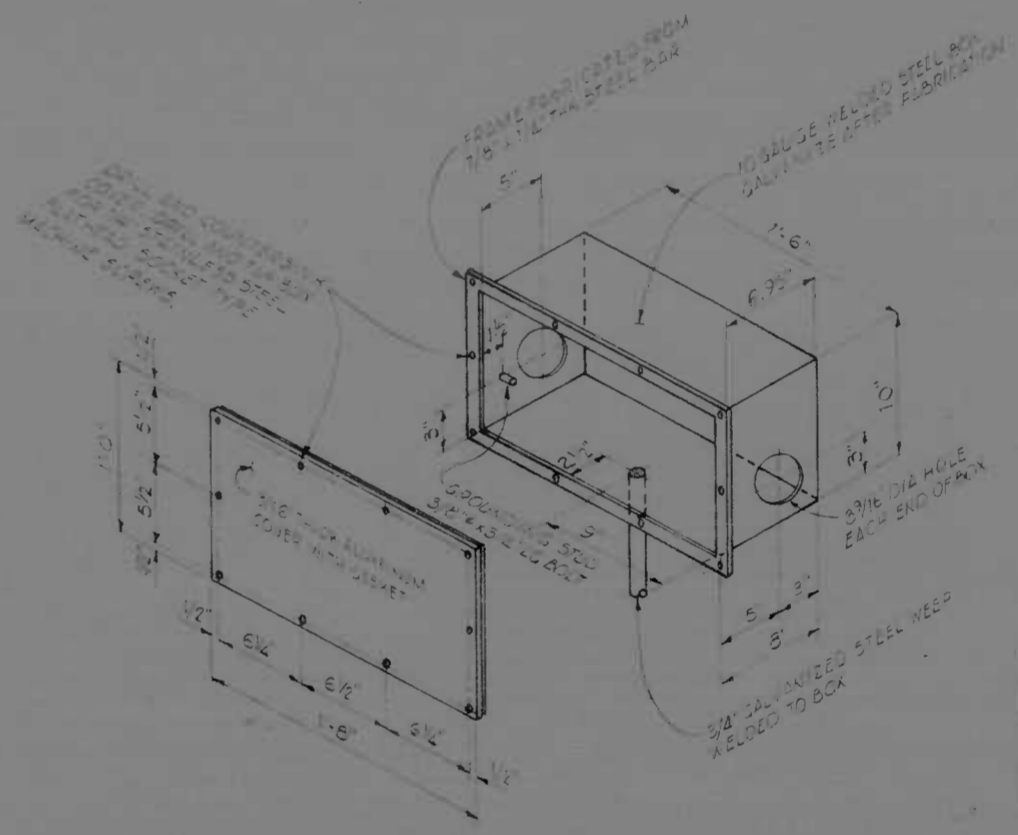
ELEVATION

INSTALLATION DETAILS

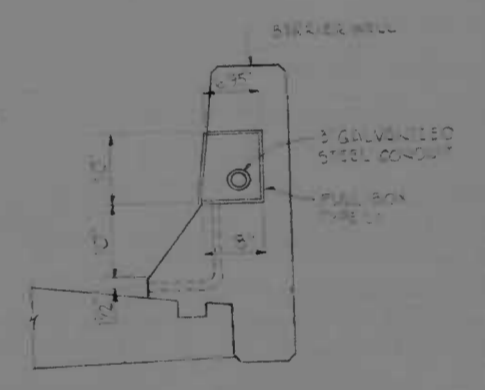
NOTE: ALL GROUND CONNECTIONS BELOW GRADE TO BE BRAZED. GROUND RESISTANCE NOT TO EXCEED 10 OHMS. IF NECESSARY, ADDITIONAL RODS ARE NECESSARY TO ACHIEVE 10 OHM MAXIMUM RESISTANCE.



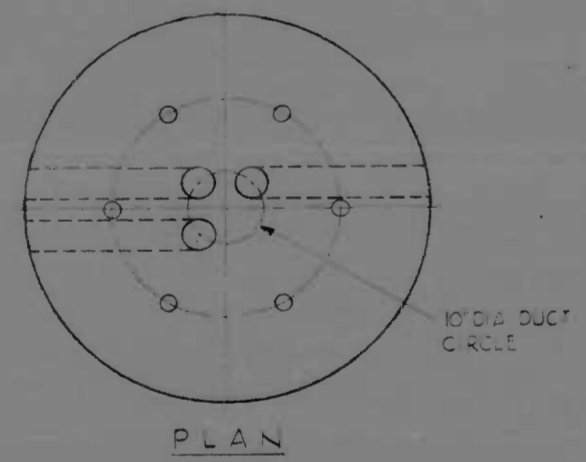
TYPICAL CONDUIT CROSSING UNDER I-95
CROSSINGS UNDER RAMPS AND STREETS SIMILAR



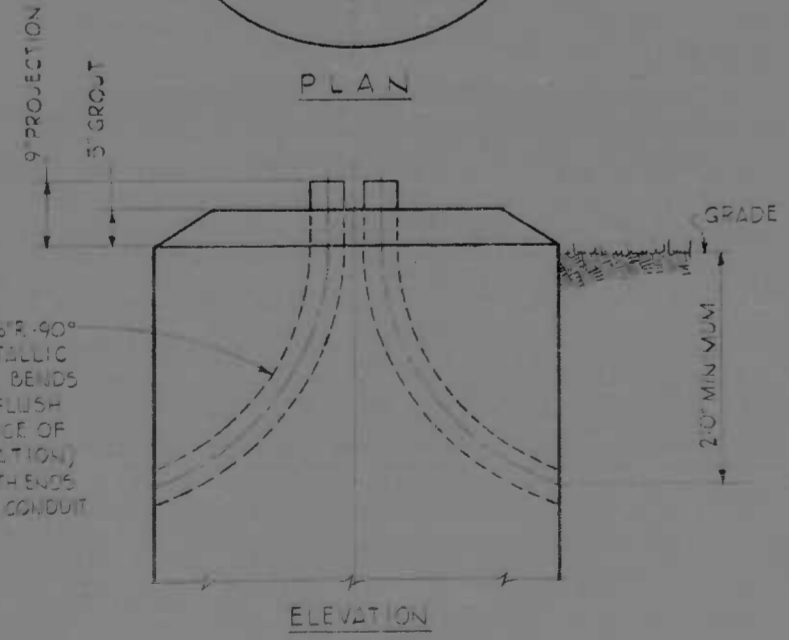
DETAIL - LIGHTING PULL BOX TYPE L1
SCALE: 1/2"=1'-0"



MOUNTING DETAIL IN BARRIER WALL

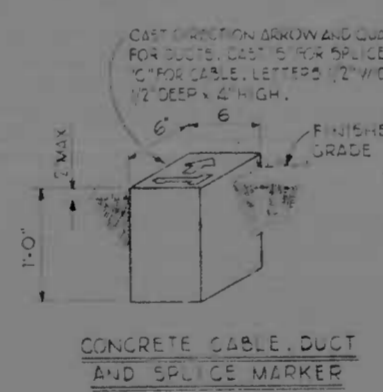


PLAN

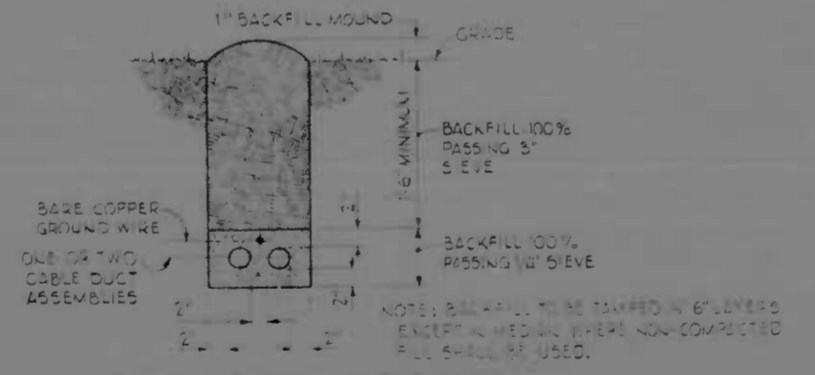


ELEVATION

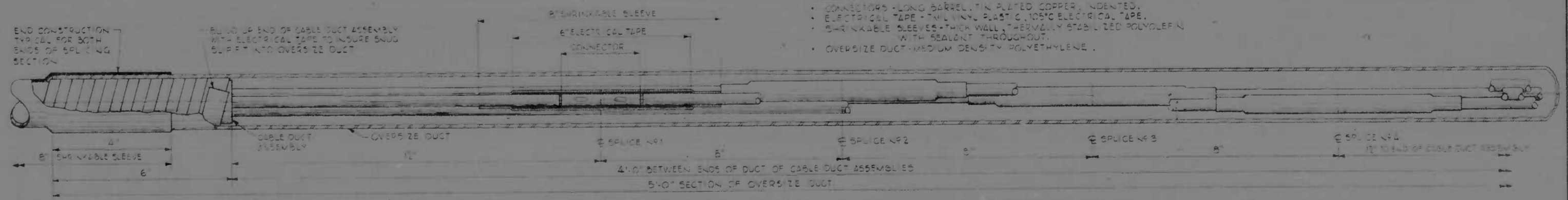
DETAIL - THREE WAY DUCT ENTRANCE IN LIGHTING STANDARD FOUNDATION
SINGLE AND TWO WAY DUCT ENTRANCES SIMILAR



CONCRETE CABLE DUCT AND SPLICE MARKER



TYPICAL DETAIL CABLE DUCT ASSEMBLY AND GROUND CONDUCTOR INSTALLATION



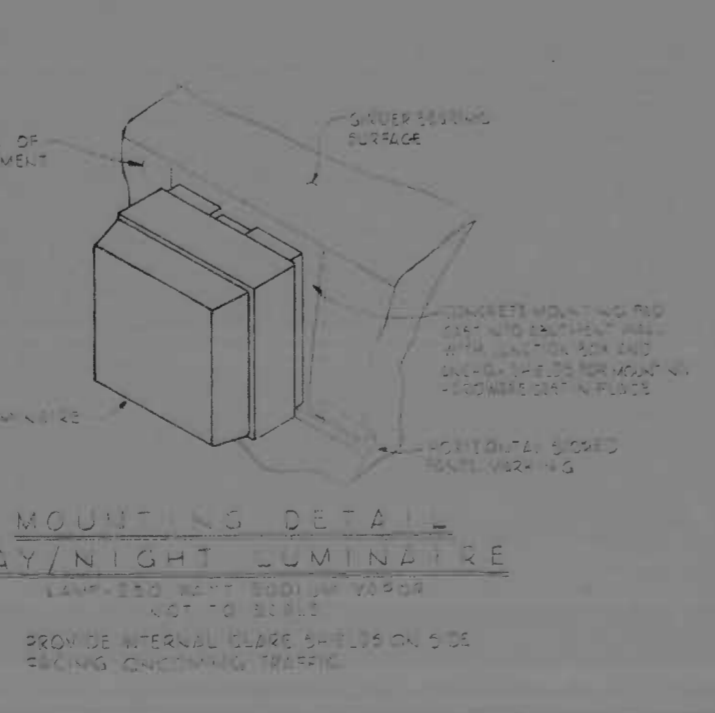
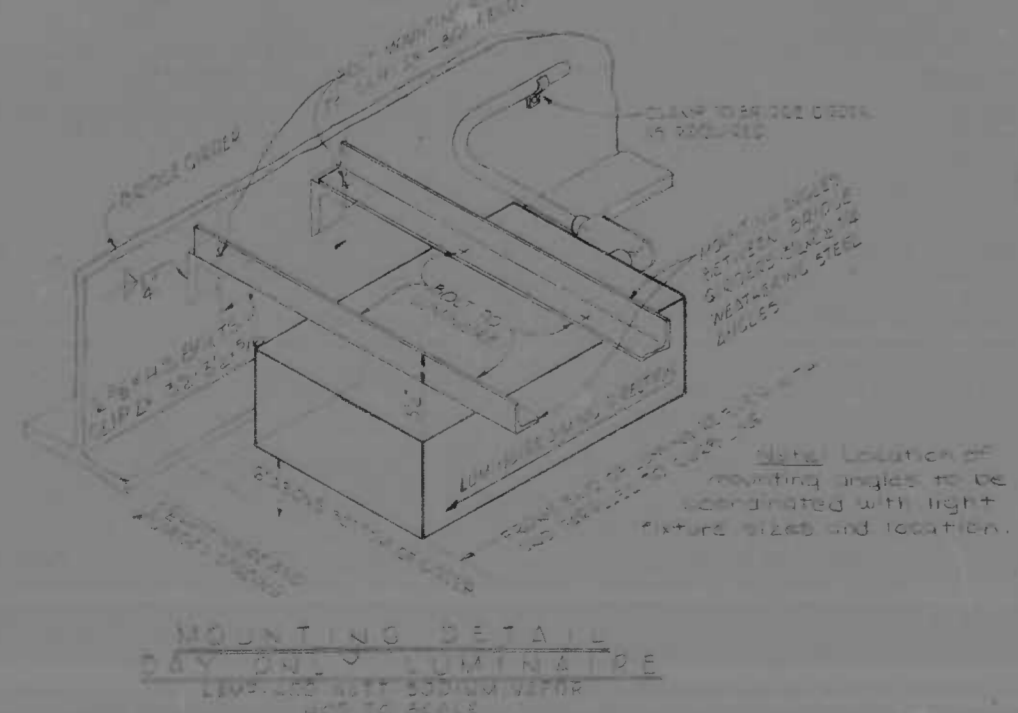
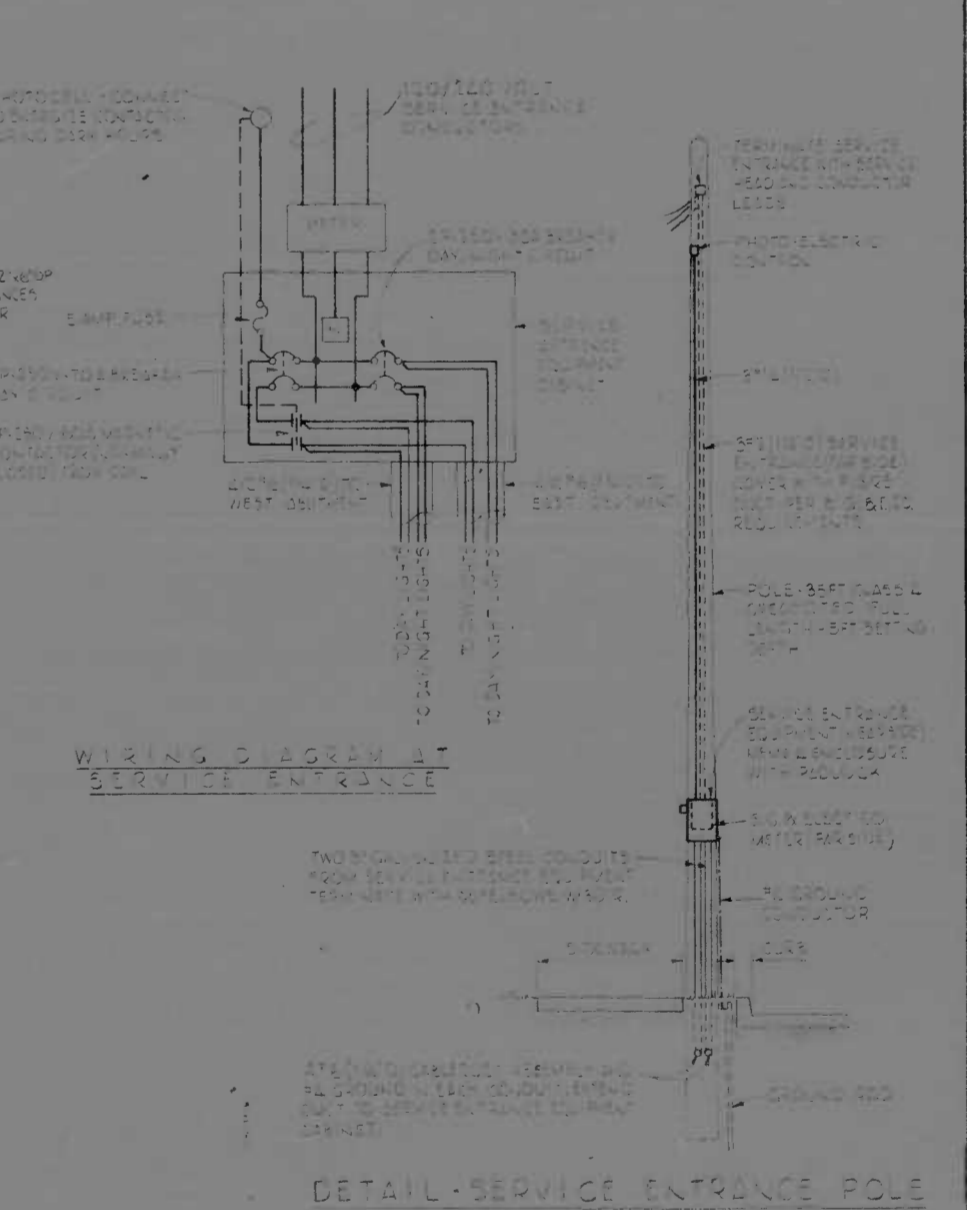
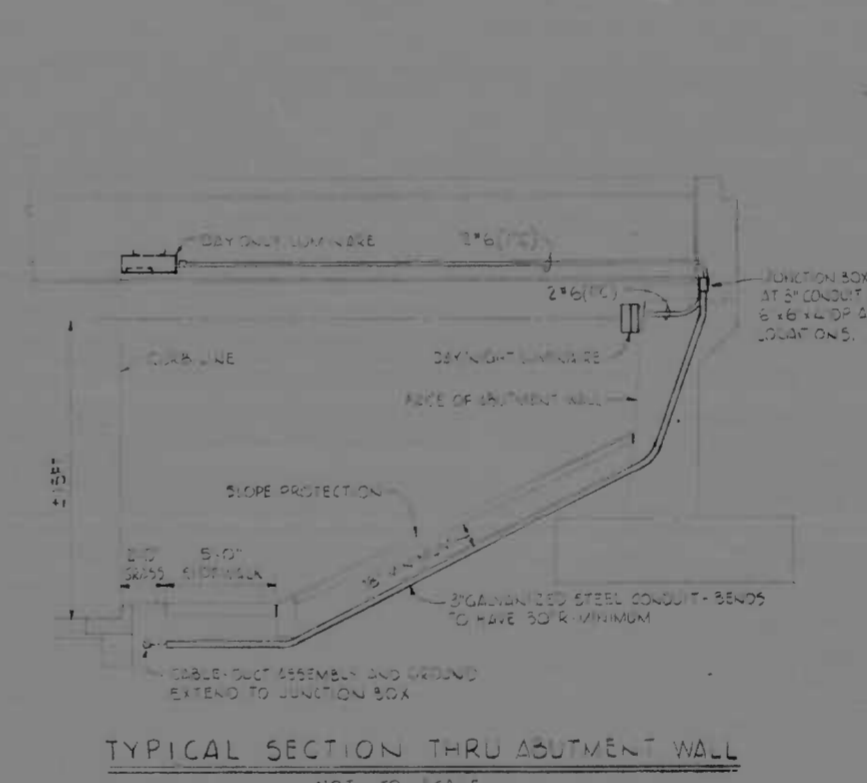
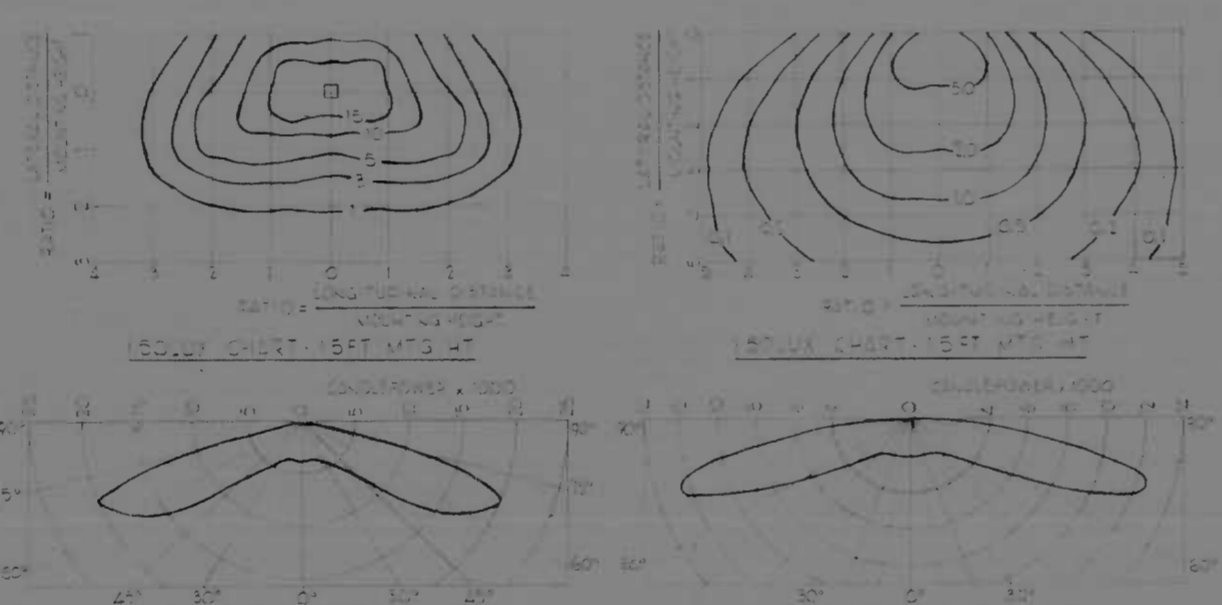
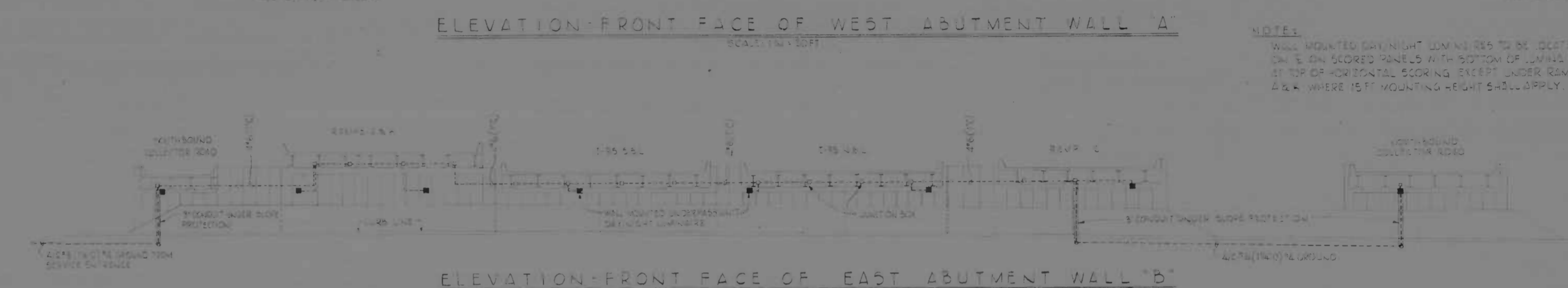
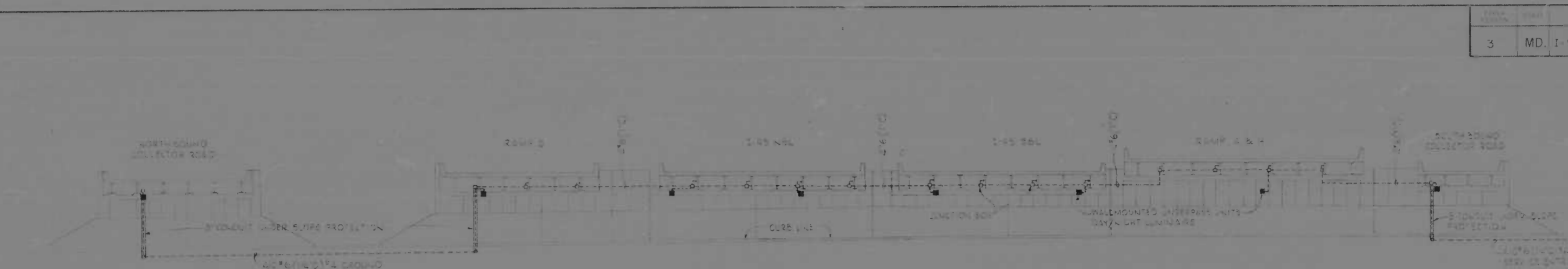
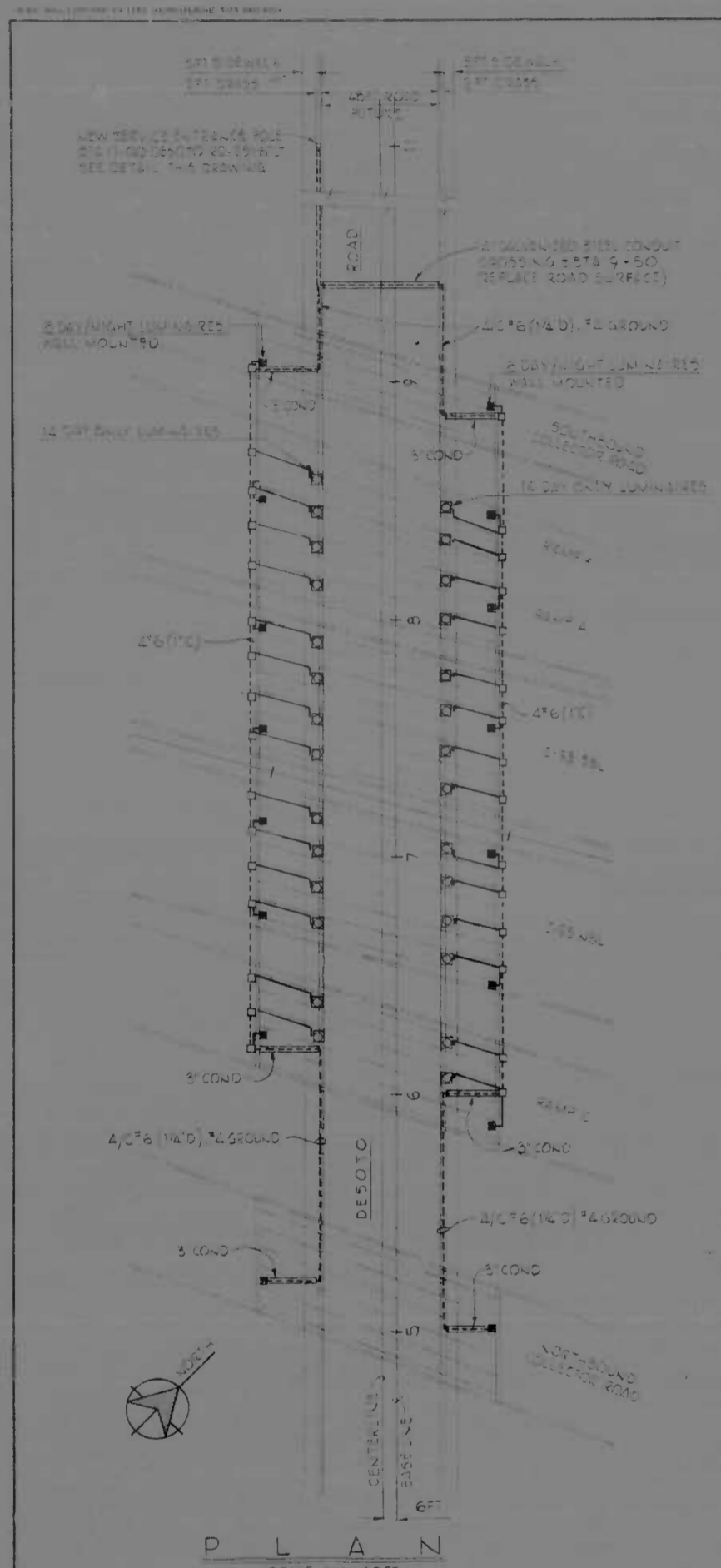
CABLE DUCT UNDERGROUND SPLICE DETAIL

- SPLICE COMPONENTS
- CONNECTORS - LONG BARREL, TIN PLATED COPPER, IDENTIFIED.
 - ELECTRICAL TAPE - THIN VINYL PLASTIC (10M) ELECTRICAL TAPE.
 - SHRINKABLE SLEEVES - THICK WALL, HERMETICALLY STABILIZED POLYOLEFIN WITH ADHESIVE THROUGHOUT.
 - OVERSIZE DUCT - MEDIUM DENSITY POLYETHYLENE.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD BALTIMORE, MD	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: R.C.C. CHECKED BY: R.C.C. F.A.P. NO. I-95-415930 S.R.C. NO. 80-246-56-815 BALTO. CITY NO. 2195

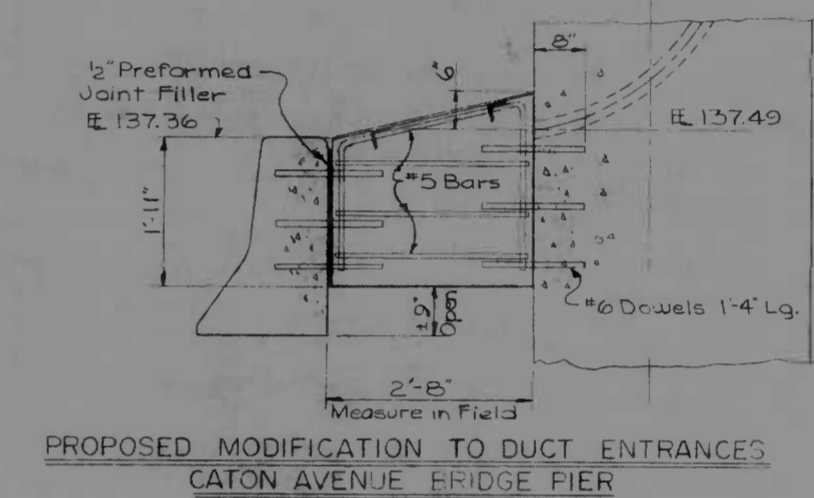
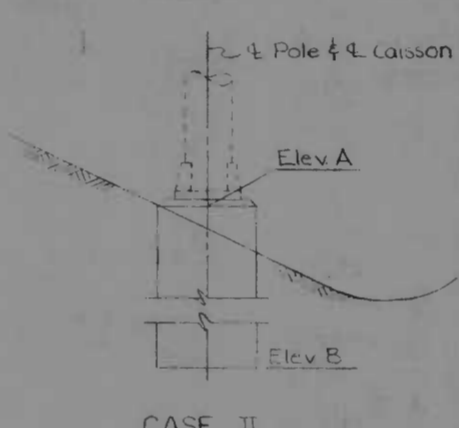
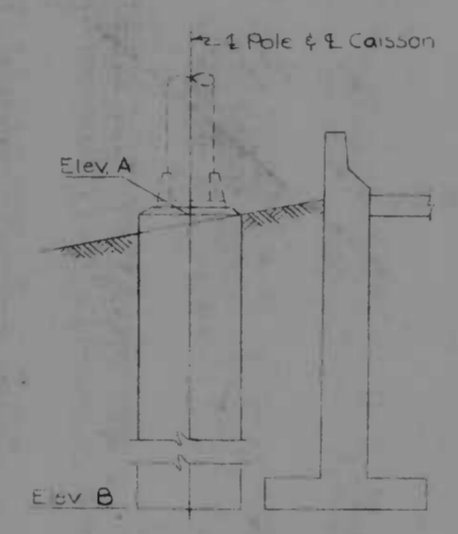
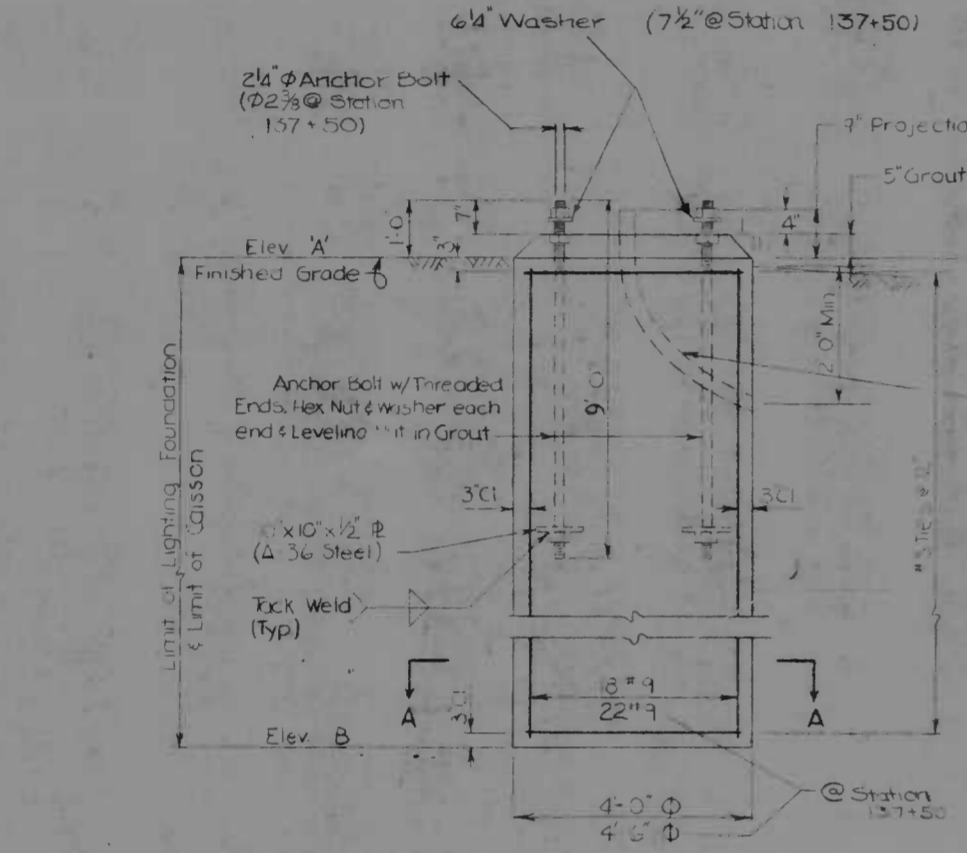
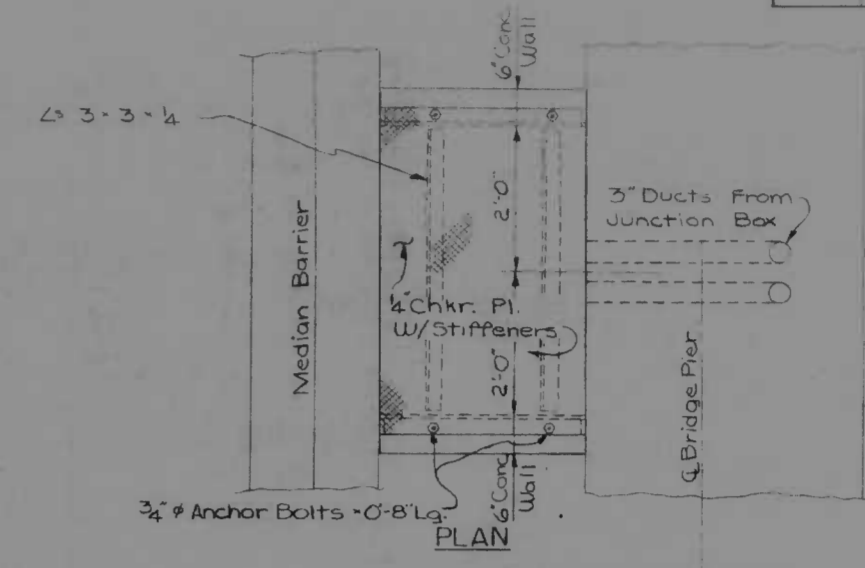
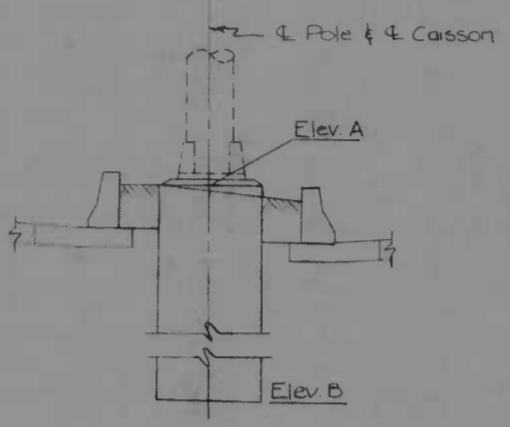
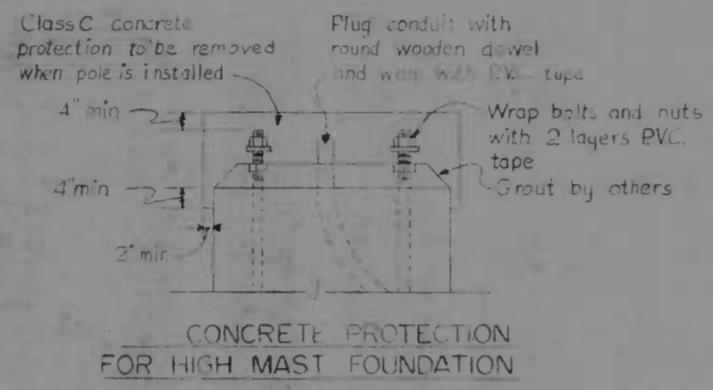
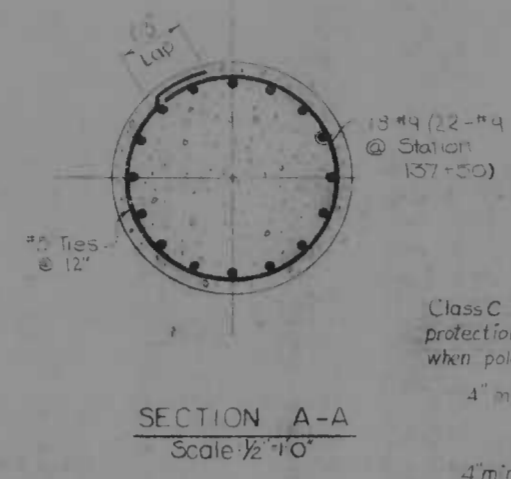
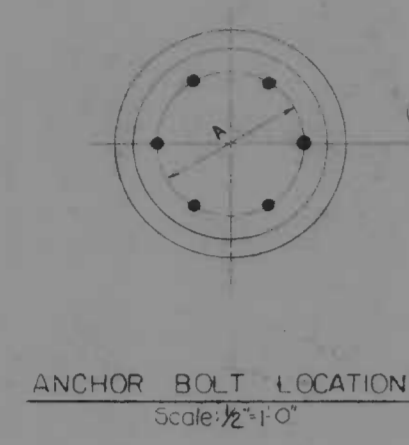
SCALE: HORIZ. 1"=40' VERT. 1"=10' DATE:

ELECTRICAL DETAILS



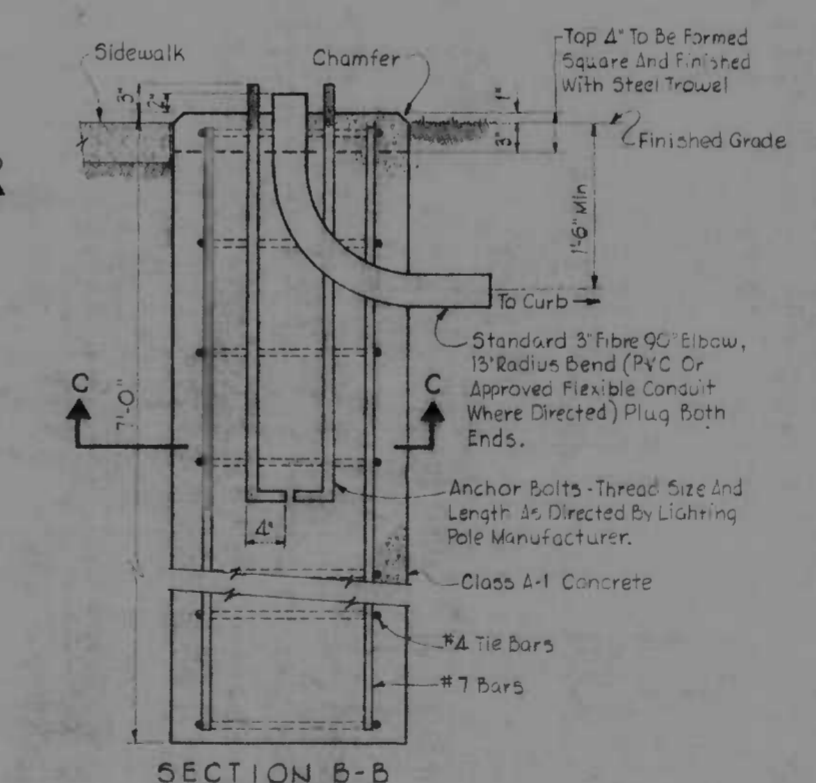
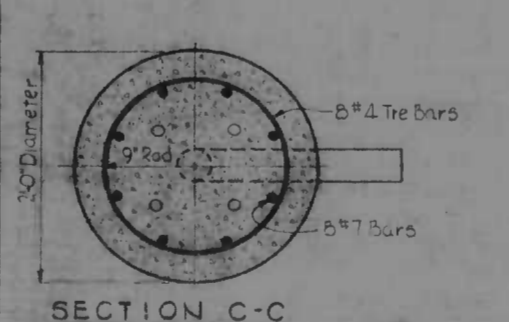
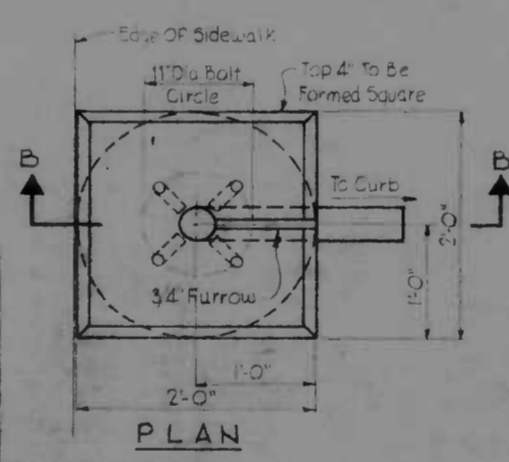
NOTE 1
ALL UNDERPASS LUMINAIRES TO BE PROVIDED WITH 240 VOLT BALLASTS.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY & ASSOC. INC. CONSULTING ENGINEERS	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: JCS TRACED BY: JCS F.A.P. NO. I-95-415930 S.H.A. NO. 86-11058-B11 BALTCITY NO. 2198
		SCALE: HORIZ. 1" = 40' VERT. 1" = 4'	DATE: _____ SHEET NO. 11 OF 11



- GENERAL NOTES
- SPECIFICATION: May find DRG specifications and refer to specifications dated March 1968. Special Provisions for Materials and Construction and SHC Specification for the Design and Construction of Structural Supports for Highway Bridges, Part A, A. S. H. C. Standard Specification for Highway Bridges Part 2.
 - DESIGN WIND PRESSURE: as per wind velocity of 80 MPH dependent on height of pole.
 - CONCRETE: Class A-1 Concrete shall have a minimum compressive strength of 3000 PSI. 28 days for Reinforced Concrete Design for 1200 PSI, see Special Provisions.
 - CHAMFER: All exposed corners of concrete shall be chamfered (X) with milled chamfer strips.
 - REINFORCING STEEL: Reinforcing steel shall conform to ASTM designation A 615 Grade 40 or Grade 60, unless otherwise specified. Minimum of 2 #4 bars diameter unless otherwise noted. Minimum cover for any bars shall be 3" unless otherwise noted.
 - ANCHOR BOLTS: All anchor bolts shall be steel with yield strength of 50,000 PSI, ultimate strength (min.) 70,000 PSI, and the top 1'-0" shall be hot dip galvanized. Nuts and Washers shall be galvanized. Conduit nut threads to fit galvanized bolt threads.
 - EXISTING UTILITIES: Existing conduits, pipes, mains, overhead lines, surface construction, etc. which may affect the work of this project have been shown on the Plans and recorded data. However, the Engineer does not warrant or guarantee the accuracy or completeness of this information. It shall be the responsibility of the Contractor to locate and protect all existing facilities which might be affected by this work or its operations.
 - Maximum design foundation bearing pressure 3,000 PSI.

POLE HEIGHT	STATION	OFFSET TO C FOUNDATION	A Bolt Circle	ELEV. 'A'	ELEV. 'B'	SOIL BORING DATA	
						NO	STATION
100'	137+50	70' Rt. Ramp D	25"	167.0	145.0	LR-1	50' Rt. Ramp D
100'	137+50	100' Rt. Ramp D	25"	167.4	162.4	LR-2	131+50 100' Rt. Ramp D
110'	137+50	200' Lt. 1-95	30 1/2"	146.2	135.6	LR-3	137+50 200' Lt. 1-95
100'	143+00	160' Lt. 1-95	25"	139.7	118.1	LR-4	
100'	143+00	25' Lt. 1-95	25"	139.5	119.2	LR-2	143+00 100' Lt. 1-95
100'	143+00	160' Rt. 1-95	25"	140.6	114.7	LR-3	145+50 160' Rt. 1-95
100'	143+00	110' Lt. 1-95	25"	131.5	120.2	LR-4	148+00 110' Lt. 1-95
100'	150+50	22' Rt. 1-95	25"	144.8	124.2	LR-5	150+50 100' Rt. 1-95
110'	150+50	120' Lt. 1-95	25"	144.5	124.7	LR-6	
100'	150+50	120' Rt. 1-95	25"	143.7	114.7	LR-6	155+50 120' Rt. 1-95
100'	158+00	135' Lt. 1-95	25"	147.4	127.8	LR-7	



STREET LIGHT POLE FOUNDATION
Scale: 1 1/4" = 1'-0"

REVISIONS [] REVISED 3-21-75 REM REV. ELEV. A & B AT STA. 141+00	CONSULTANT BAKER WEBERLEY & ASSOC., INC. CONSULTING ENGINEERS BELLEVILLE, MD. BELLEVILLE, MD.	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS INTERSTATE ROUTE 1-95 HIGH MAST LIGHTING FOUNDATION DETAILS SCALE: 1/2" = 1'-0"	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY DRAWN BY: [] TRACED BY: [] F.A.P. NO. 1-95-410330 S.R.C. NO. 112-212-1-1-1-1 BALTO. CITY NO. 2195
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BORING NO. LR 1
Sta. 137+75
100' R.M. Mainline I-95
Surface Elev. 165.7

Depth (Feet)	Soil Description
1	
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3	
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BORING NO. LR 2
Sta. 138+00
100' R.M. Mainline I-95
Surface Elev. 167.5

Depth (Feet)	Soil Description
1	
2	Brown moist sandy silt
3	
4	
5	Brown moist sandy silt trace organic gravel
6	
7	
8	
9	
10	Brown moist sandy silt trace of clay
11	
12	
13	
14	
15	Brown moist clay, sandy silt
16	

BORING NO. LR 3
Sta. 137+50
100' R.M. Mainline I-95
Surface Elev. 167.5

Depth (Feet)	Soil Description
1	
2	
3	Brown moist med. dense micaceous silty sand
4	
5	
6	
7	Brown moist med. dense silty sand
8	
9	
10	Trace clay
11	
12	
13	White moist med. dense micaceous silty sand
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BORING NO. LR 4
Sta. 142+00
100' R.M. Mainline I-95
Surface Elev. 138.2

Depth (Feet)	Soil Description
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BORING NO. LR 5
Sta. 137+50
100' R.M. Mainline I-95
Surface Elev. 146.2

Depth (Feet)	Soil Description
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BORING NO. LR 6
Sta. 145+50
100' R.M. Mainline I-95
Surface Elev. 165.4

Depth (Feet)	Soil Description
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BORING NO. LR 5
Sta. 150+50
100' R.M. Mainline I-95
Surface Elev. 154.2

Depth (Feet)	Soil Description
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BORING NO. LR 6
Sta. 155+50
100' R.M. Mainline I-95
Surface Elev. 142.4

Depth (Feet)	Soil Description
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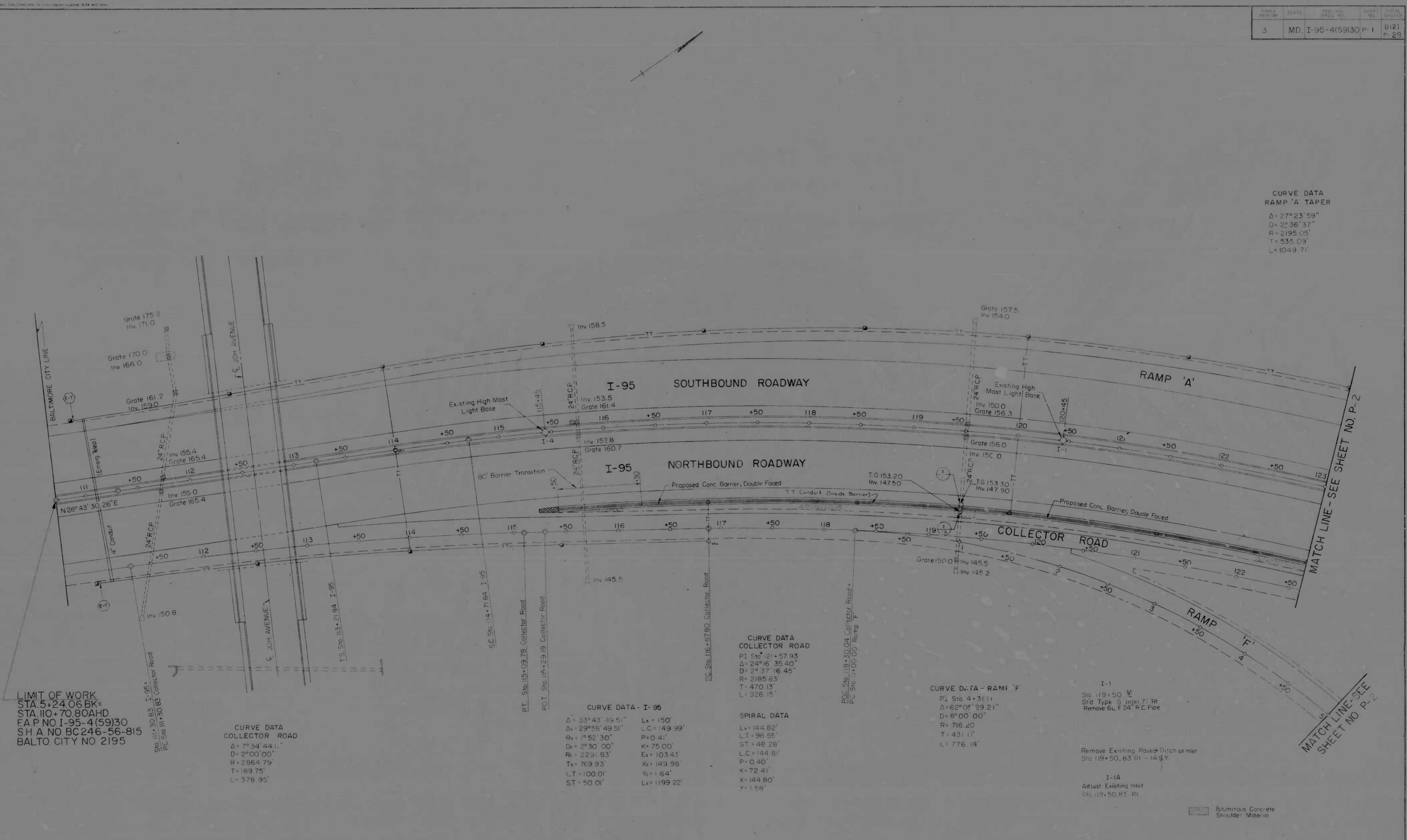
BORING DATA NOTE

1. 10.13 found log samples were taken between 3-7-73 and 8-20-73 with Flight Augers.
2. 10.14 split spoon sample were taken using 2 1/2" O.D. spoon, 6140 lb. hammer with a 30" drop between August, 1973 and March, 1974. Each boring used hollow stem augers.
3. WL indicates water level elevation at completion of boring.
4. Boring Cased by R.A. Awadallah.
5. Depth is measured from Existing Ground.

REVISIONS	CONSULTANT	CITY OF BALTIMORE		STATE ROADS COMMISSION OF MARYLAND	
		DEPARTMENT OF PUBLIC WORKS		INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSTATE HIGHWAY ROUTE 195		DRAWN BY	
		H. MAST LIGHTING FOUNDATION		DES. BY	
		6300 BOWEN		TRACED BY	
		SCALE: 1"=10'		DATE	
				SHEET NO.	
				BALTO. CITY NO.	

3	MD. I-95-4(59)30 P-1	(112)	P-29
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CURVE DATA
RAMP 'A' TAPER
 $\Delta = 27^{\circ}23'59''$
 $D = 23'36'37''$
 $R = 2195.05'$
 $T = 535.09'$
 $L = 1049.71'$



LIMIT OF WORK
 STA 5+24.06 BK=
 STA 110+70.80 AHD
 F.A.P. NO I-95-4(59)30
 S.H.A. NO BC246-56-815
 BALTO. CITY NO. 2195

CURVE DATA
COLLECTOR ROAD
 $\Delta = 7^{\circ}34'44.1''$
 $D = 2^{\circ}00'00''$
 $R = 2864.79'$
 $T = 189.75'$
 $L = 378.95'$

CURVE DATA - I-95
 $\Delta = 33^{\circ}43'49.51''$ $L_s = 150'$
 $\Delta_c = 29^{\circ}59'49.51''$ $L_c = 149.99'$
 $\theta_s = 1^{\circ}52'30''$ $P = 0.41$
 $D_s = 2^{\circ}30'00''$ $K = 75.00'$
 $R = 2251.83'$ $E_s = 103.43'$
 $T_s = 769.93'$ $X_c = 149.98'$
 $L_T = 100.01'$ $Y_c = 1.64'$
 $S_T = 50.01'$ $L_c = 1199.22'$

SPIRAL DATA
 $L_1 = 144.82'$
 $L_T = 96.55'$
 $ST = 48.28'$
 $L_C = 144.81'$
 $P = 0.40$
 $K = 72.41$
 $X = 144.80'$
 $Y = 1.58'$

CURVE DATA - RAMP 'F'
 P_1 Sta 4+31.11
 $\Delta = 62^{\circ}05'29.21''$
 $D = 8^{\circ}00'00''$
 $R = 716.20'$
 $T = 431.11'$
 $L = 776.14'$

I-1
 Sta 119+50 M
 Std Type S Inlet 7" R
 Remove 6L F24" R/C Pipe

Remove Existing Paved Ditch at Inlet
 Sta 119+50, B3 Rt - 14 1/2 Y

I-1A
 Adjust Existing Inlet
 Sta 119+50, B3 Rt

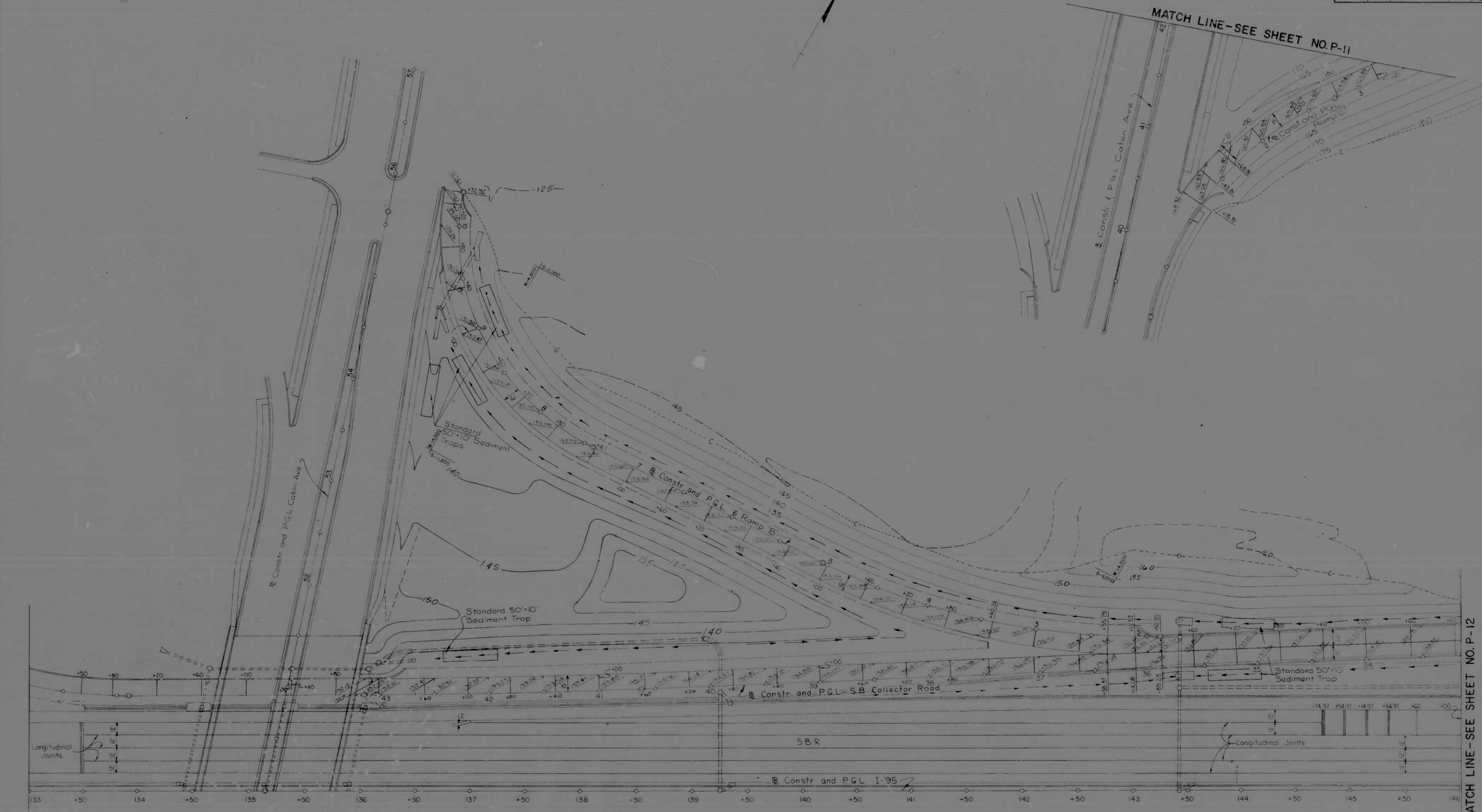
Aluminous Concrete
Shoulder Material

FOR TYPICAL SECTION SHOWING PROPOSED
DOUBLE FACED CONCRETE BARRIER SEE
SHEET NO. T-6

FOR LIGHTING, TRANSIT AND TRAFFIC
DETAILS SEE SHEET NOS L-1, L-10

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS Baltimore, Md. Baltimore, Md.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY TRACED BY K A F F.A.P. NO. 1-95-4(59)30 S.H.A. NO. BC-246-56-815 BALTO. CITY NO. 2195
		SCALE: 1" = 40'	DATE: _____ SHEET NO. (112)

PROJECT NO.	3
PROJ. NO.	MD. I-95-4(59)30 P-10
SHEET NO.	(112)
TOTAL SHEETS	28



MATCH LINE-SEE SHEET NO. P-11

MATCH LINE-SEE SHEET NO. P-12

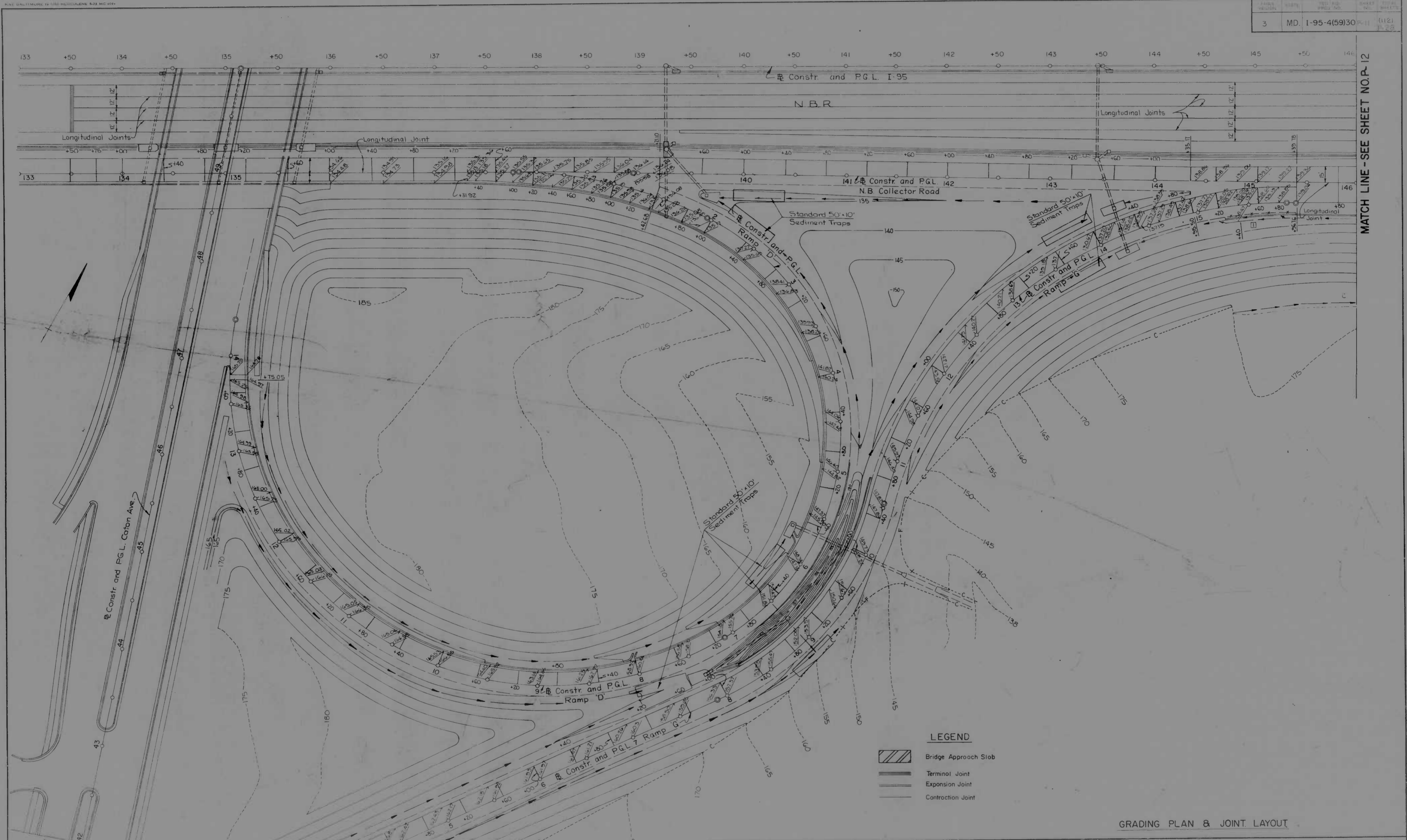
LEGEND

- Bridge Approach Slab
- Terminal Joint
- Expansion Joint
- Contraction Joint

GRADING PLAN & JOINT LAYOUT

REVISIONS 	CONSULTANT BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD - BALTIMORE, MD.	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD		DRAWN BY: D.P.M. TRACED BY: D.P.M. F.A.P. NO. I-95-4(59)30 S.R.C. NO. BC 246-56-815 BALTO. CITY NO. 2/95
SCALE: 1" = 40'		DATE:	DES. BY: _____ CHK. BY: _____ SHEET NO. (112) OF 28

3	MD. I-95-4(59)30	(112)
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GRADING PLAN & JOINT LAYOUT

MATCH LINE-SEE SHEET NO. P-10

REVISIONS (1) REVISED 3-21-75 RE: EXTENDED BARRIER	CONSULTANT BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS WAGERSTOWN, MD - BALTIMORE, MD	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD		DRAWN BY: D.F.M. TRACED BY: C.F.M. F.A.P. NO. I-95-4(59)30 S.R.C. NO. BC 246-56-B16 BALD. CITY NO. 2195	DES. BY: CLK BY: SHEET NO. (112) OF 25
		SCALE: 1"=40'		DATE:	SHEET NO. (112) OF 25



MATCH LINE - SEE SHEET NO. P-108-P-11

MATCH LINE - SEE SHEET NO. P-13

- LEGEND**
- Bridge Approach Slab
 - Terminal Joint
 - Expansion Joint
 - Contraction Joint

GRADING PLAN & JOINT LAYOUT

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. - BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: PFM TRACED BY: PFM F.A.P. NO. I-95-419932 P.R.C. NO. 95-446-56-215 BALTO. CITY NO. 2155
		SCALE: 1" = 40'	DATE: _____ CHK BY: _____ SHEET NO. (12) P.L.R. or T.S.

MATCH LINE - SEE SHEET NO. P-13



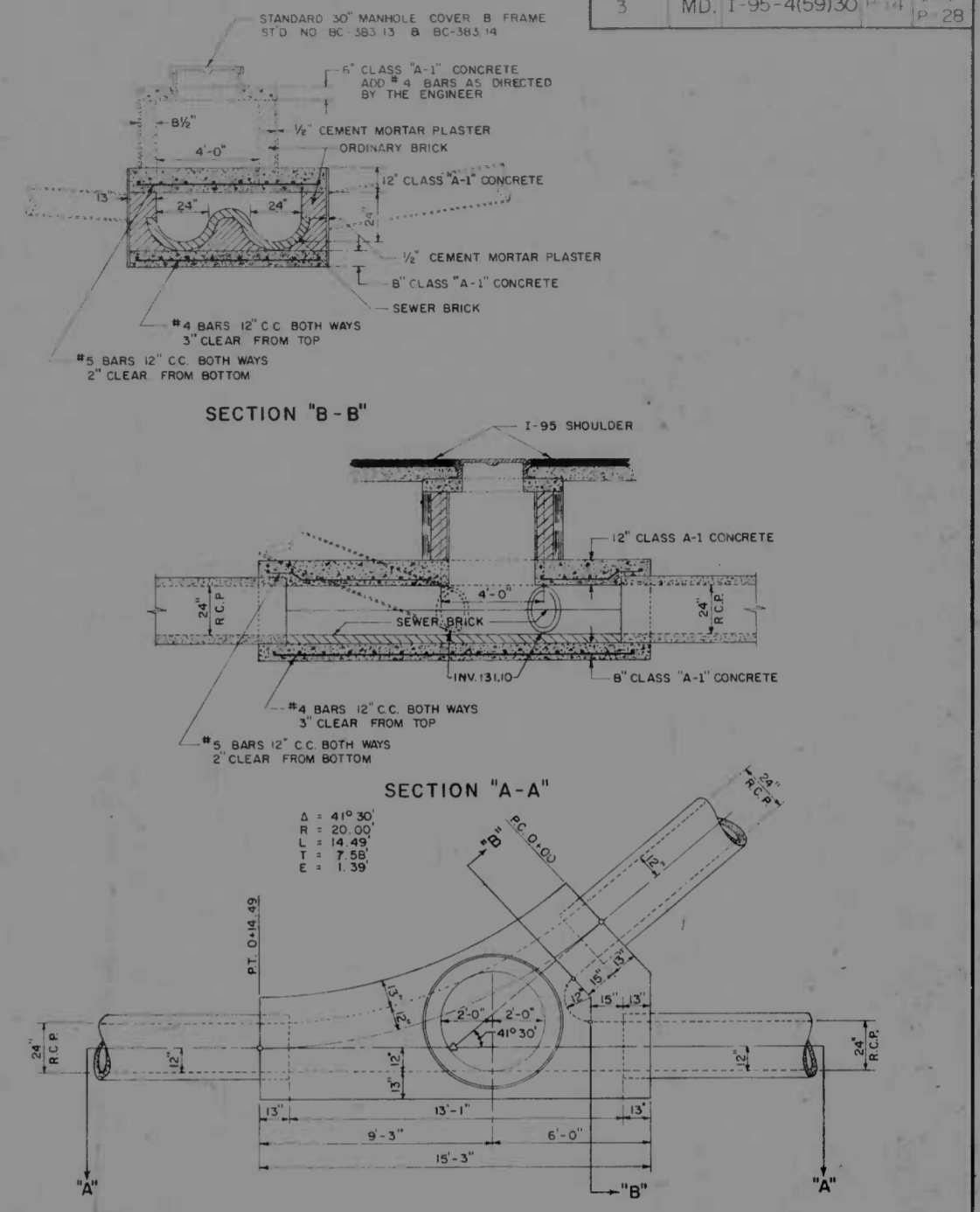
- LEGEND**
- Bridge Approach Slab
 - Terminal Joint
 - Expansion Joint
 - Construction Joint

GRADING PLAN & JOINT LAYOUT

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD		DESIGNED BY THALIB B. W.	DRAWN BY A. J. B.
	SCALE 1" = 40'	DATE	BALTO. CITY NO. 200'	SHEET NO. 113	TOTAL SHEETS 115

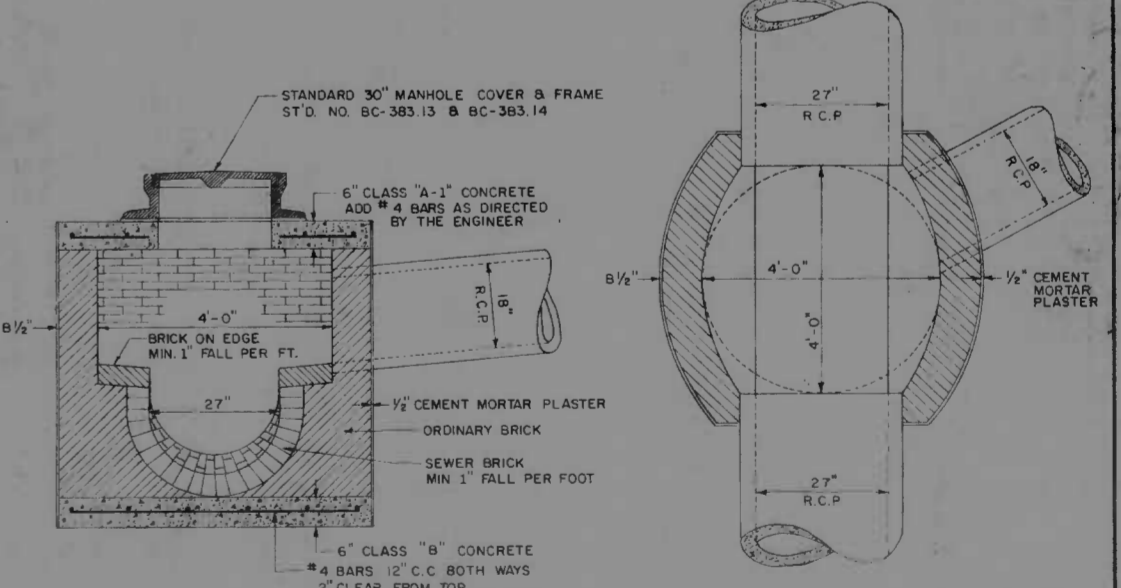
INLET SCHEDULE						
NO.	TYPE	LOCATION	CROSS SLOPE 1/4"	TOP	INV. OUT	REMARKS
1	ST'D. S	STA. 118+50 M.L., 77' RT.	0.060	153.30	147.90	
1A	EXIST. K	STA. 118+50 M.L., 85' RT.	0.020	153.20	147.50	ADJUST EXIST. INLET
2	ST'D. S	STA. 123+50 M.L., 77' RT.	0.060	148.50	142.70	
2A	EXIST. K	STA. 123+50 M.L., 83' RT.	0.020	148.20	142.50	ADJUST EXIST. INLET
3	ST'D. S	STA. 125+88 M.L., 77' RT.	0.060	148.75	141.25	
3A	EXIST. K	STA. 125+88 M.L., 83' RT.	0.020	148.50	140.20	ADJUST EXIST. INLET
4	ST'D. S	STA. 129+60 M.L., 77' RT.	0.060	140.40	130.80	
4A	EXIST. K	STA. 129+60 M.L., 83' RT.	0.020	140.40	131.00	ADJUST EXIST. INLET
5A	EXIST. K	STA. 134+26 M.L., 80' RT.	0.028	134.53	130.08	ADJUST EXIST. INLET
6A	EXIST. K	STA. 134+98 M.L., 80' RT.	0.028	134.45	130.89	ADJUST EXIST. INLET
7A	EXIST. K	STA. 135+72 M.L., 80' RT.	0.028	134.67	130.00	ADJUST EXIST. INLET
7	ST'D. S	STA. 134+28 M.L., 75' RT.	0.060	134.61	130.00	
8	ST'D. S	STA. 135+00 M.L., 75' RT.	0.060	134.52	130.70	
9	ST'D. S	STA. 135+73 M.L., 75' RT.	0.060	134.67	129.93	
10	ST'D. S	STA. 134+61 M.L., 75' LT.	0.060	133.05	128.34	
11	ST'D. S	STA. 135+32 M.L., 75' LT.	0.060	133.06	128.15	
12	ST'D. S	STA. 136+08 M.L., 75' LT.	0.060	133.32	128.62	
13	ST'D. F COMB.	STA. 137+00 RAMP D, 16' RT.	0.029	164.97	161.80	
14	SPECIAL K	STA. 136+50 M.L., 125' LT.		130.00	128.73	
14A	ST'D. K	STA. 9+25 RAMP D, 26' LT.		130.00	126.50	
15	ST'D. S	STA. 139+35 M.L., 85' LT.	0.060	134.82	131.32	
16	ST'D. S DOUBLE	STA. 139+35 M.L., 5' LT.	0.060	134.96	131.46	
17	ST'D. S DOUBLE	STA. 139+35 M.L., 5' RT.	0.060	136.67	133.10	
18	ST'D. S	STA. 139+35 M.L., 80' RT.	0.060	136.43	132.90	
19	ST'D. S	STA. 139+15 M.L., 83' RT.	0.028	136.22	132.73	
20	ST'D. E COMB.	STA. 1+60 RAMP D, 16' RT.	0.095	134.64	131.14	
21	ST'D. K	STA. 139+65 M.L., 120' RT.		134.86	131.36	
22	ST'D. K	STA. 5+68 RAMP D, 26.5' RT.		147.77	143.14	
23	ST'D. K	STA. 7+90 RAMP G, 29' LT.		159.00	151.90	
24	ST'D. K	STA. 14+20 RAMP G, 17' RT.		135.00	131.50	
25	ST'D. K	STA. 14+25 RAMP G, 28' LT.		136.80	130.78	
26	ST'D. S	STA. 143+35 M.L., 90' LT.	0.028	134.53	135.03	
27	ST'D. S	STA. 143+56 M.L., 89' RT.	0.060	138.39	134.89	
28	ST'D. S DOUBLE	STA. 143+55 M.L., 5' RT.	0.060	138.56	135.06	
29	ST'D. S DOUBLE	STA. 143+55 M.L., 5' LT.	0.060	137.06	133.56	
30	ST'D. S	STA. 143+55 M.L., 90' LT.	0.060	136.87	133.37	
31	ST'D. K	STA. 35+70 S.B. COLL. RD., 43' RT.		135.50	132.00	
32	ST'D. S	STA. 35+70 S.B. COLL. RD., 29' RT.	0.016	137.67	131.40	
33	ST'D. K	STA. 35+70 S.B. COLL. RD., 10' LT.		135.00	130.85	
34	ST'D. K	STA. 147+50 M.B. COLL. RD., 35' RT.		140.70	137.00	
35	ST'D. S	STA. 147+50 M.B. COLL. RD., 28' RT.	0.060	139.36	132.50	
36	ST'D. S	STA. 147+60 M.L., 90' RT.	0.060	140.39	135.00	
37	ST'D. S DOUBLE	STA. 147+60 M.L., 5' RT.	0.060	140.58	135.00	
38	ST'D. S DOUBLE	STA. 147+60 M.L., 5' LT.	0.060	139.08	134.00	
39	ST'D. S	STA. 147+80 M.L., 93' LT.	0.060	139.51	132.00	
40	ST'D. K	STA. 147+60 M.L., 122' LT.		138.70	131.50	
41	ST'D. S	STA. 31+40 S.B. COLL. RD., 29' RT.	0.016	139.34	132.00	
42	ST'D. E	STA. 149+05 M.L., 60' LT.		140.30	136.80	
43	ST'D. K	STA. 150+46 M.B. COLL. RD., 30' RT.		142.42	138.92	
44	ST'D. S	STA. 150+46 M.B. COLL. RD., 23' RT.	0.060	141.17	137.90	
45	ST'D. S	STA. 150+52 M.B. COLL. RD., 27' LT.	0.012	142.50	139.00	
46	ST'D. K	STA. 150+25 M.B. COLL. RD., 35' LT.		140.80	137.30	
47	ST'D. S	STA. 150+53 M.L., 90' RT.	0.060	141.85	138.35	
48	ST'D. S DOUBLE	STA. 150+51 M.L., 5' RT.	0.060	142.04	138.54	
49	ST'D. S DOUBLE	STA. 150+51 M.L., 5' LT.	0.060	140.54	137.04	
50	ST'D. E	STA. 150+51 M.L., 67' LT.	0.060	140.73	137.23	
51	ST'D. S	STA. 39+73 RAMP A, 36' RT.	0.060	141.73	136.22	
52	ST'D. K	STA. 26+21 S.B. COLL. RD., 20' LT.		139.40	135.90	
53	ST'D. S	STA. 25+00 S.B. COLL. RD., 10' LT.	0.012	142.03	134.17	
54	ST'D. S	STA. 36+54 RAMP A, 6' LT.	0.035	142.69	139.19	
55	ST'D. S	STA. 36+45 RAMP A, 36' RT.	0.031	142.74	138.74	
56	ST'D. S	STA. 5+37 RAMP K, 2' LT.	0.019	141.73	138.23	
57	ST'D. S DOUBLE	STA. 156+70 M.L., 5' RT.	0.060	140.50	137.00	
58	ST'D. S DOUBLE	STA. 156+67 M.L., 5' LT.	0.060	140.34	136.84	
59	ST'D. S	STA. 156+50 M.L., 65' LT.	0.060	140.68	137.18	
60	ST'D. S	STA. 33+55 RAMP A, 6' LT.	0.028	145.00	141.50	
61	ST'D. S	STA. 2+72 RAMP K, 15' RT.	0.003	144.15	140.00	
62	ST'D. S	STA. 20+58 S.B. COLL. RD., 8' LT.	0.026	140.55	137.05	
63	ST'D. S	STA. 156+05 M.B. COLL. RD., 12' RT.	0.060	142.00	138.50	
64	ST'D. S	STA. 156+87 M.L., 6' LT.	0.060	140.50	137.00	
65	ST'D. S	STA. 4+53 RAMP G, 6' LT.	0.052	141.79	136.07	
66	ST'D. S	STA. 3+40 RAMP C, 36' RT.	0.057	141.88	136.50	
67	ST'D. S	STA. 4+40 RAMP C, 36' RT.	0.047	141.57	136.32	
68	ST'D. K	STA. 4+40 RAMP C, 67' RT.		136.00	132.50	

STORM DRAIN MANHOLE SCHEDULE						
NO.	TYPE	LOCATION	COORDINATES		REMARKS	
			SOUTH	WEST		
1A	EXIST. S.M.H.	STA. 136+08 M.L., 116' LT.	11,908.05	14,546.37	ADJUST FOR 90° R.C.P.	
2A	EXIST. S.M.H.	STA. 42+75 CATON AVE., C.I.	12,242.89	14,099.60	ADJUST EXIST. S.M.H.	
1	S.M.H.	STA. 136+16.67 M.L., 121.52' LT.	11,938.97	14,541.55		
2	S.M.H.	STA. 136+12.34 M.L., 125.43' LT.	11,923.23	14,235.63		
3	MOD.	STA. 139+25 M.L., 93' LT.	11,771.74	14,238.26		
4	S.M.H.	STA. 139+25 M.L., Centerline	11,352.65	14,218.59		
5	MOD.	STA. 139+25 M.L., 85' RT.	11,426.60	14,211.48		
6	S.M.H.	STA. 5+68 RAMP D, 27' LT.	11,58.85	13,823.17		
7	S.M.H.	STA. 9+00 RAMP G, 20' LT.	11,77.05	14,834.10		
8	S.M.H.	STA. 143+48 M.L., 99' RT.	11,228.20	13,801.16		
9	S.M.H.	STA. 143+45 M.L., Centerline	11,145.55	13,848.00		
10	S.M.H.	STA. 143+57 M.L., 90' LT.	11,050.37	13,885.89		
11	S.M.H.	STA. 147+50 M.L., 93' RT.	11,029.36	13,447.89		
12	S.M.H.	STA. 147+50 M.L., Centerline	10,945.84	13,495.66		
13	S.M.H.	STA. 147+50 M.L., 11' LT.	10,816.57	13,551.88		
14	S.M.H.	STA. 147+50 M.L., 100' LT.	10,832.75	13,559.77		
15	S.M.H.	STA. 31+50 S.B. COLL. RD., 30' RT.	10,855.91	13,673.16		
16	S.M.H.	STA. 150+42 M.L., 98' RT.	10,887.11	13,193.31		
17	S.M.H.	STA. 150+42 M.L., Centerline	10,801.86	13,241.68		
18	S.M.H.	STA. 150+42 M.L., 68' LT.	10,745.31	13,279.68		
19	S.M.H.	STA. 39+62 RAMP A, 50' RT.	10,692.54	13,203.29		
20	S.M.H.	STA. 36+54 RAMP A, 46' RT.	10,540.15	13,039.40		
21	S.M.H.	STA. 156+56 M.L., Centerline	10,499.09	12,777.47		
22	S.M.H.	STA. 156+38 M.L., 63' LT.	10,453.16	12,758.19		
23	S.M.H.	STA. 20+67 S.B. COLL. RD., 8' LT.	10,385.20	12,820.11		
24	S.M.H.	STA. 4+37 RAMP C, 10' LT.	10,551.73	12,658.64		
25	S.M.H.	STA. 4+53 RAMP C, 33' RT.	10,583.42	12,620.36		
26	S.M.H.	STA. 157+02 M.B. COLL. RD., 41' LT.	10,616.71	12,587.34		
27	S.M.H.	STA. 157+26 M.B. COLL. RD., 20' RT.	10,663.03	12,540.96		
28	S.M.H.	STA. 158+25 M.L., Centerline	10,415.76	12,560.84		
29	S.M.H.	STA. 6+10 RAMP C, 13' LT.	10,473.44	12,499.24		



SPECIAL STRUCTURE - BELLMOUTH FOR 24" R.C. PIPE
85' RT. OF M.L. STA. 139+25
Scale: 1/4" = 1'-0"

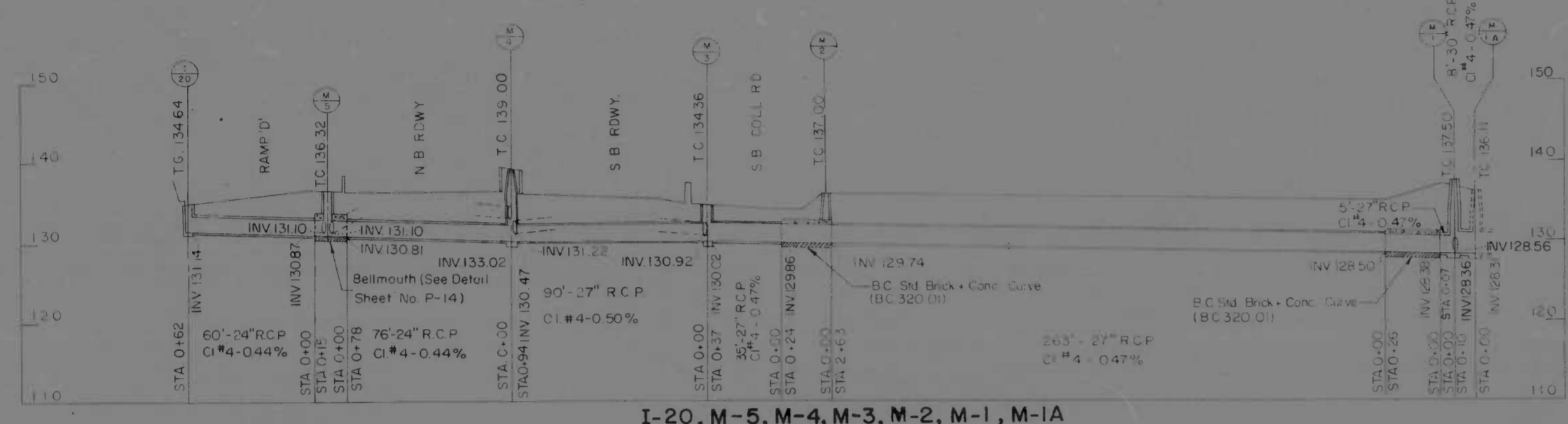
INLET SCHEDULE (CONT.)						
69	ST'D. S	STA. 167+20 M.B. COLL. RD., 30' LT.	0.028	141.07	137.57	
70	ST'D. S	STA. 157+35 M.B. COLL. RD., 12' RT.	0.060	140.64	137.14	
71	ST'D. S	STA. 1+24 RAMP K, 10' RT.	0.016	145.84	139.85	
72	ST'D. S	STA. 31+99 RAMP A, 6' LT.	0.028	146.56	134.00	
73	ST'D. S	STA. 157+92 M.L., 64' LT.	0.060	139.24	135.74	
74	ST'D. S DOUBLE	STA. 158+07 M.L., 5' LT.	0.060	138.87	135.26	
75	ST'D. S DOUBLE	STA. 158+17 M.L., 5' RT.	0.060	138.80	135.30	
76	ST'D. S	STA. 158+27 M.L., 66' RT.	0.060	138.80	135.30	
77	ST'D. S	STA. 6+09 RAMP C, 36' RT.	0.031	133.83	136.39	
78	ST'D. S	STA. 5+36 RAMP C, 6' LT.	0.056	139.83	135.81	
79	ST'D. E COMB.	STA. 4+35 DESOTO RD., 18' LT.	0.016	115.20	112.20	
80	ST'D. E COMB.	STA. 4+25 DESOTO RD., 16' RT.	0.016	114.58	111.00	



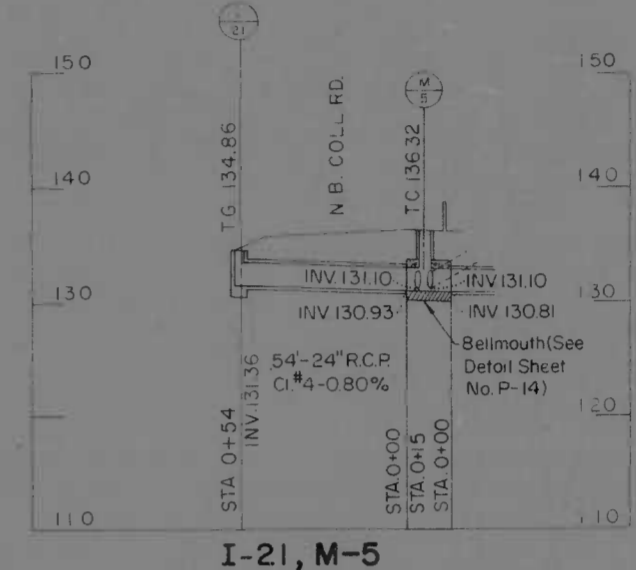
SPECIAL STRUCTURE - MODIFIED MANHOLE
85' RT. OF M.L. STA. 139+25
93' LT. OF M.L. STA. 139+25
Scale: 1/2" = 1'-0"

REVISIONS 1) REVISED 4/22/75 REA Revised Inlet Schedule	CONSULTANT BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD - BALTIMORE, MD	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS INTERSTATE 95 CATON AVENUE TO 200 EAST OF DESOTO ROAD	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY DRAWN BY D.P.M. TRACED BY D.P.M. F.A.P. NO. I-95-4(59)30 S.R.C. NO. B.C. 246-56-815 BALTO. CITY NO. 2105
DES. BY: _____ CHK. BY: _____		SHEET NO. (112) OF 128	

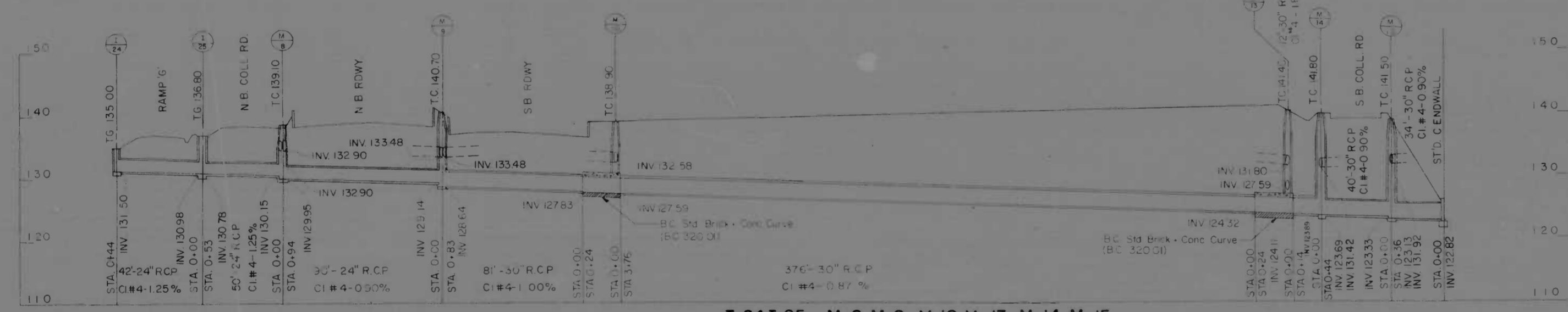
DATE	SCALE	DES. NO.	SHEET NO.	TOTAL SHEETS
3	MD	I-95-4(59)30	P. 15	(112) P. 28



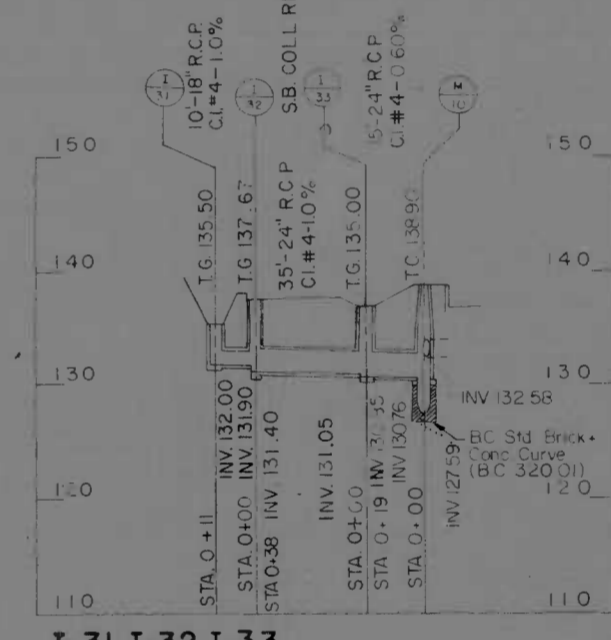
I-20, M-5, M-4, M-3, M-2, M-1, M-1A



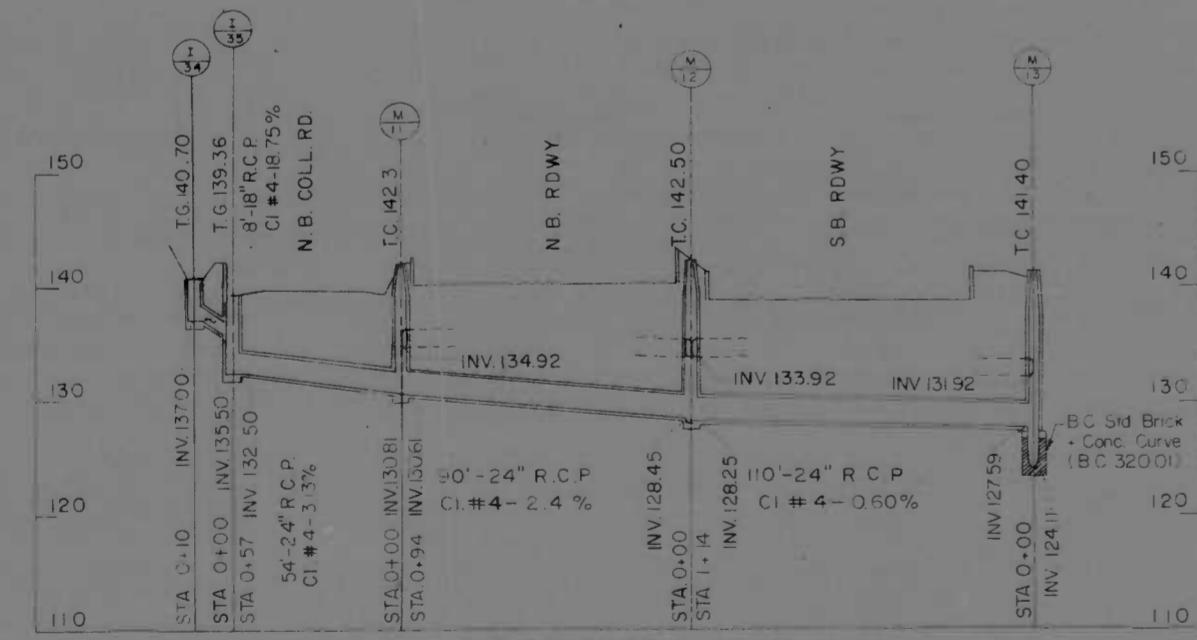
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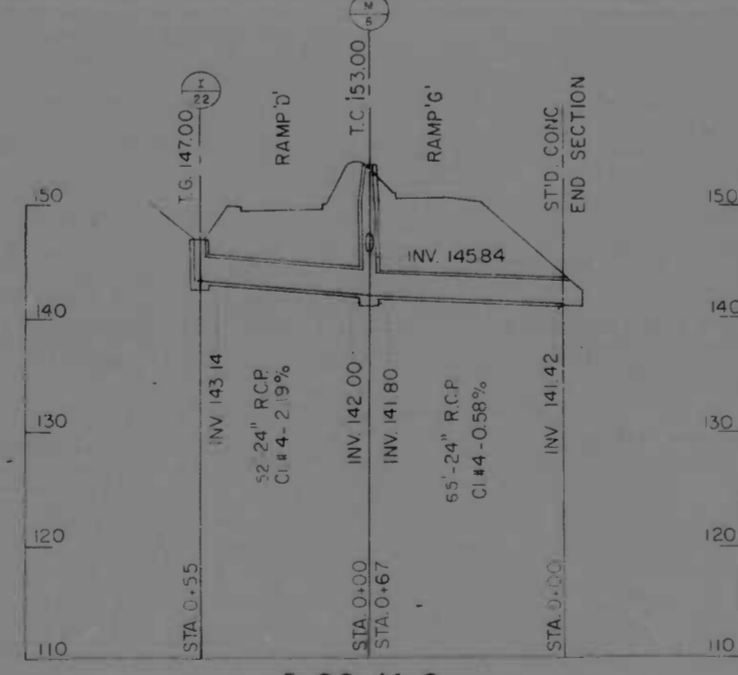
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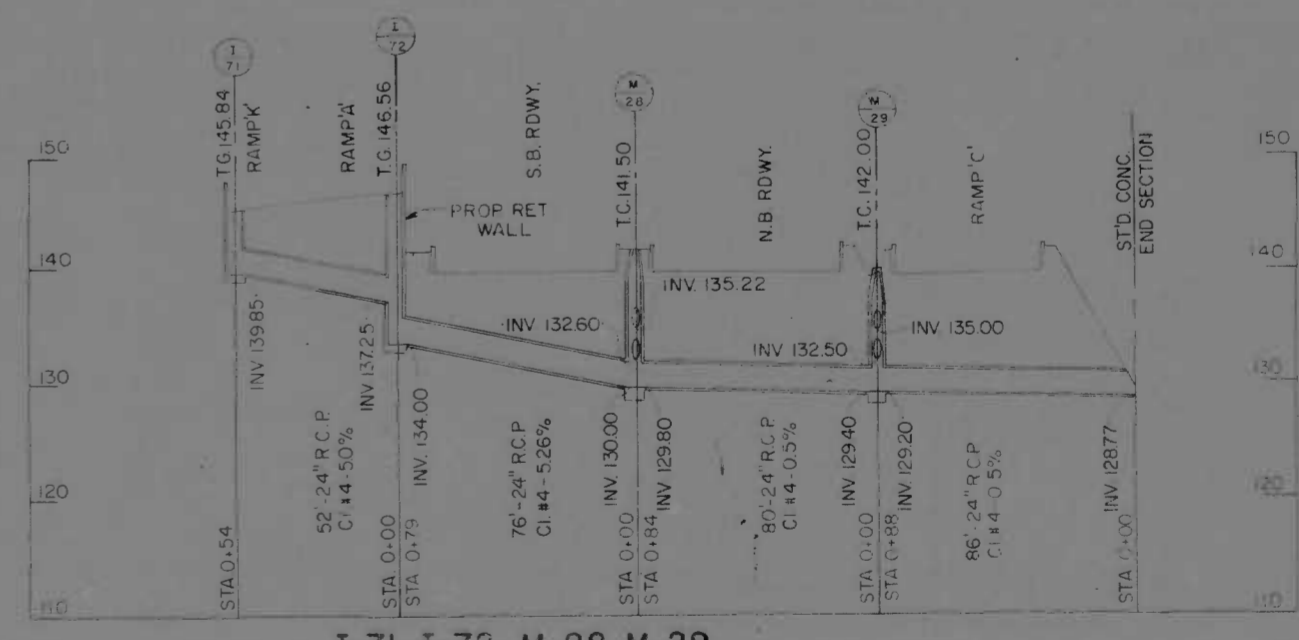
I-31, I-32, I-33



I-34, I-35, M-11, M-12, M-13



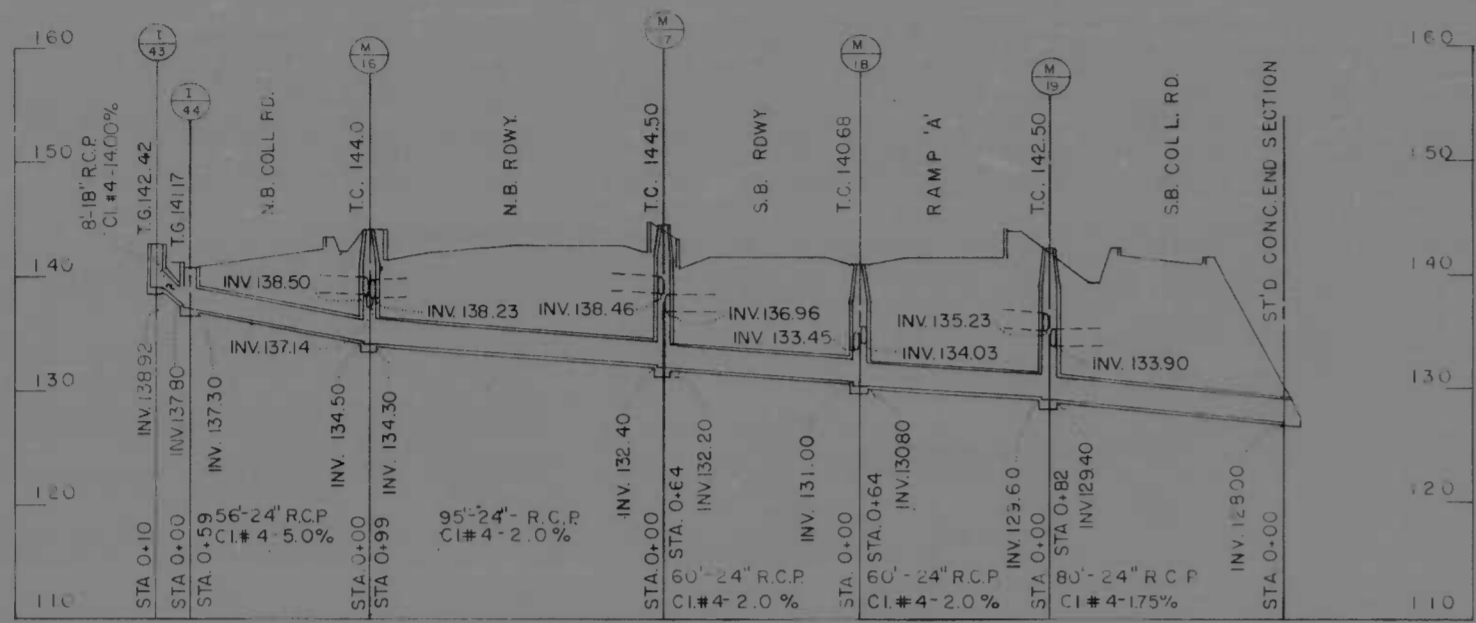
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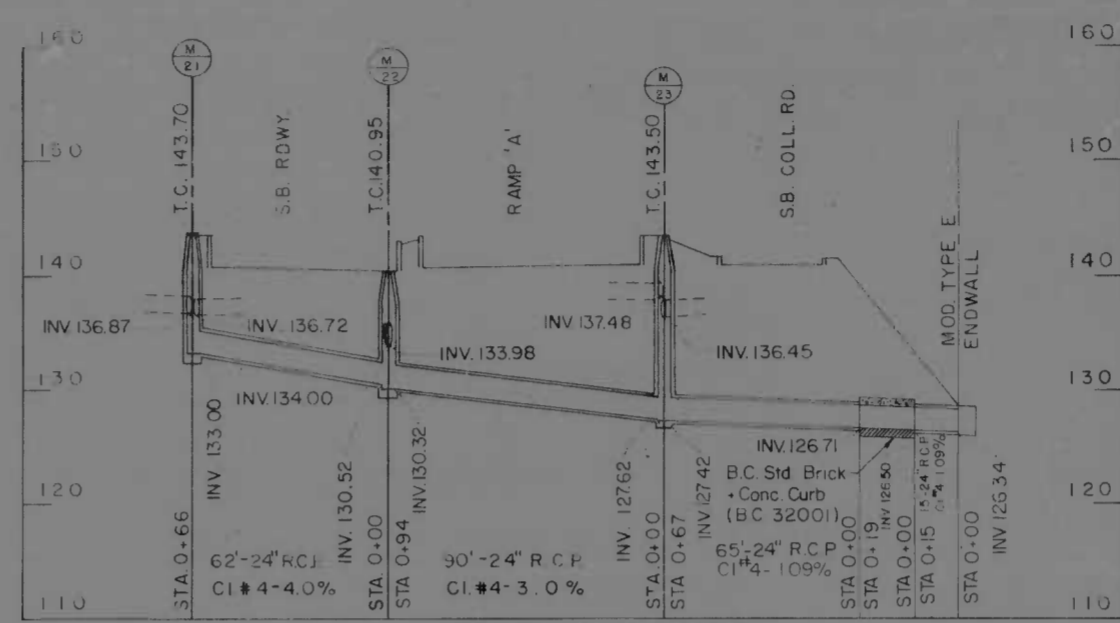
I-71, I-72, M-28, M-29

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	BAKER WHITCRELEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. - BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF BESOTO ROAD	DRAWN BY: _____ TRACED BY: _____ F.A.P. NO. I-95-4(59)30 S.P.C. NO. 95-246-56-813 BALTO. CITY NO. 7187
		SCALE: 1" = 40'	DATE: _____ SHEET NO. (112) P. 28

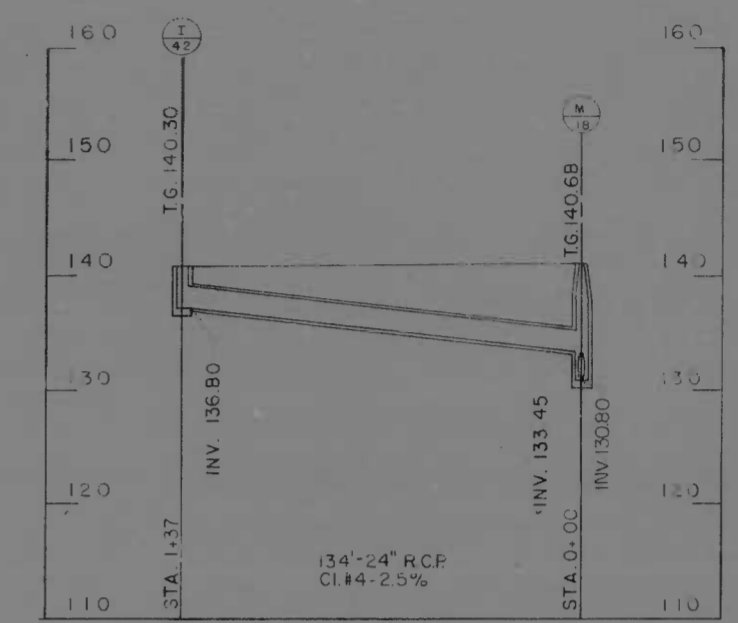
AREA	STATE	F.P. NO.	PART NO.	TOTAL SHEETS
3	MD.	I-95-459.30	P-16	(112)
				P. 25



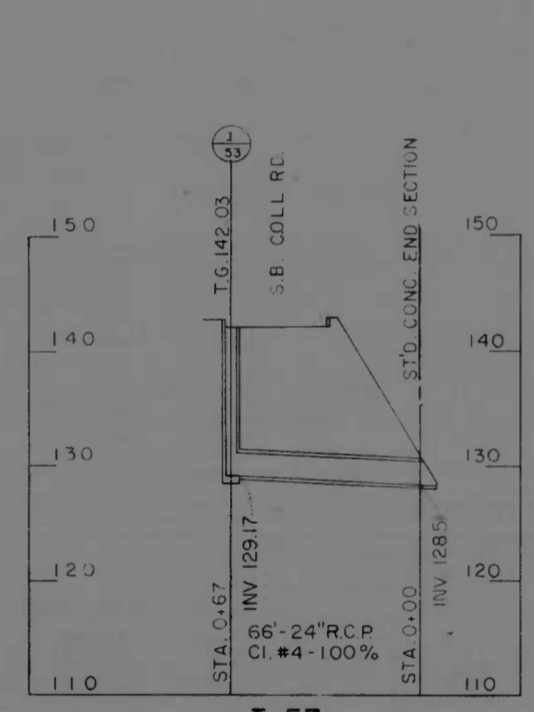
I-43, I-44, M-16, M-17, M-18, M-19



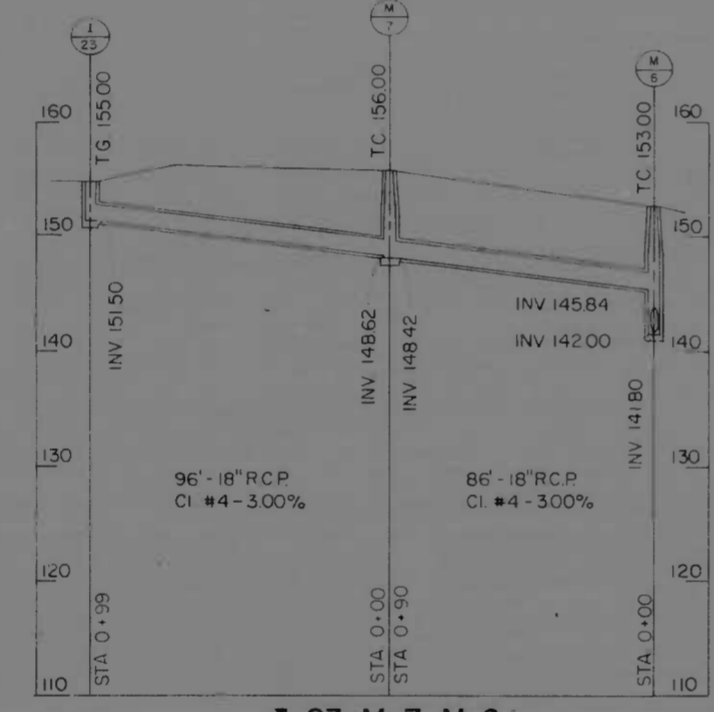
M-23, M-22, M-23



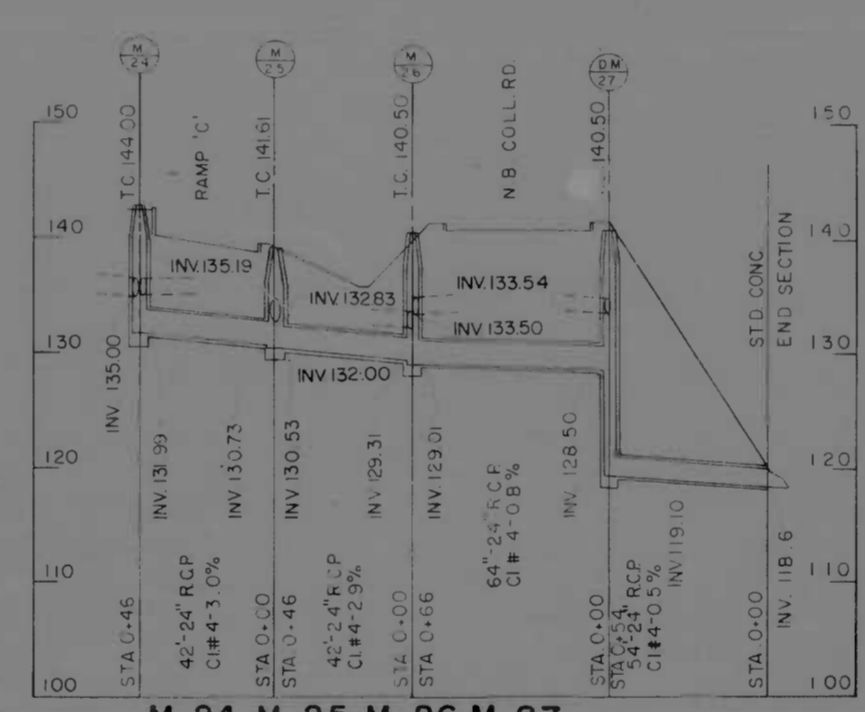
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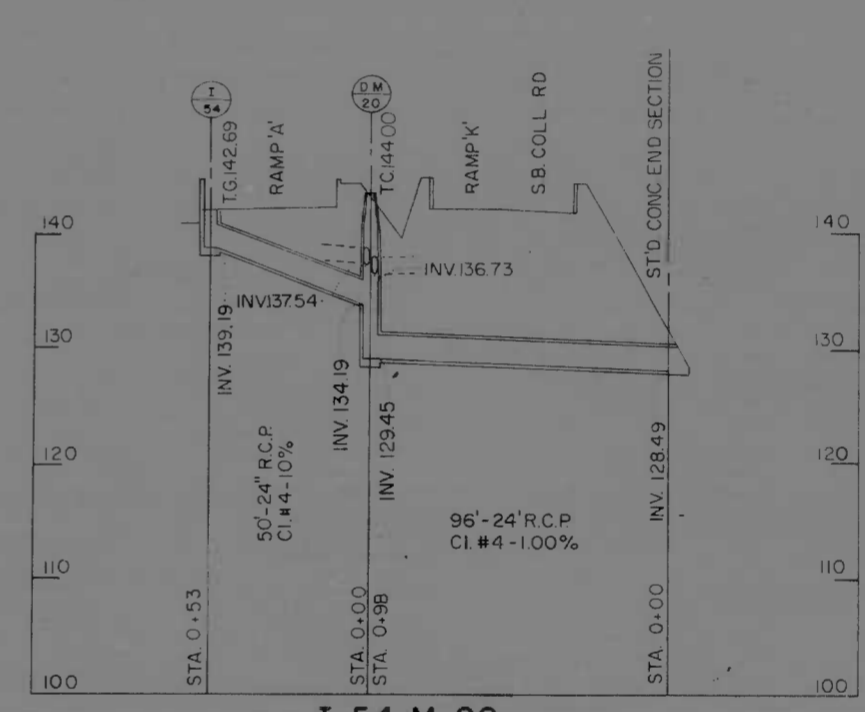
I-53



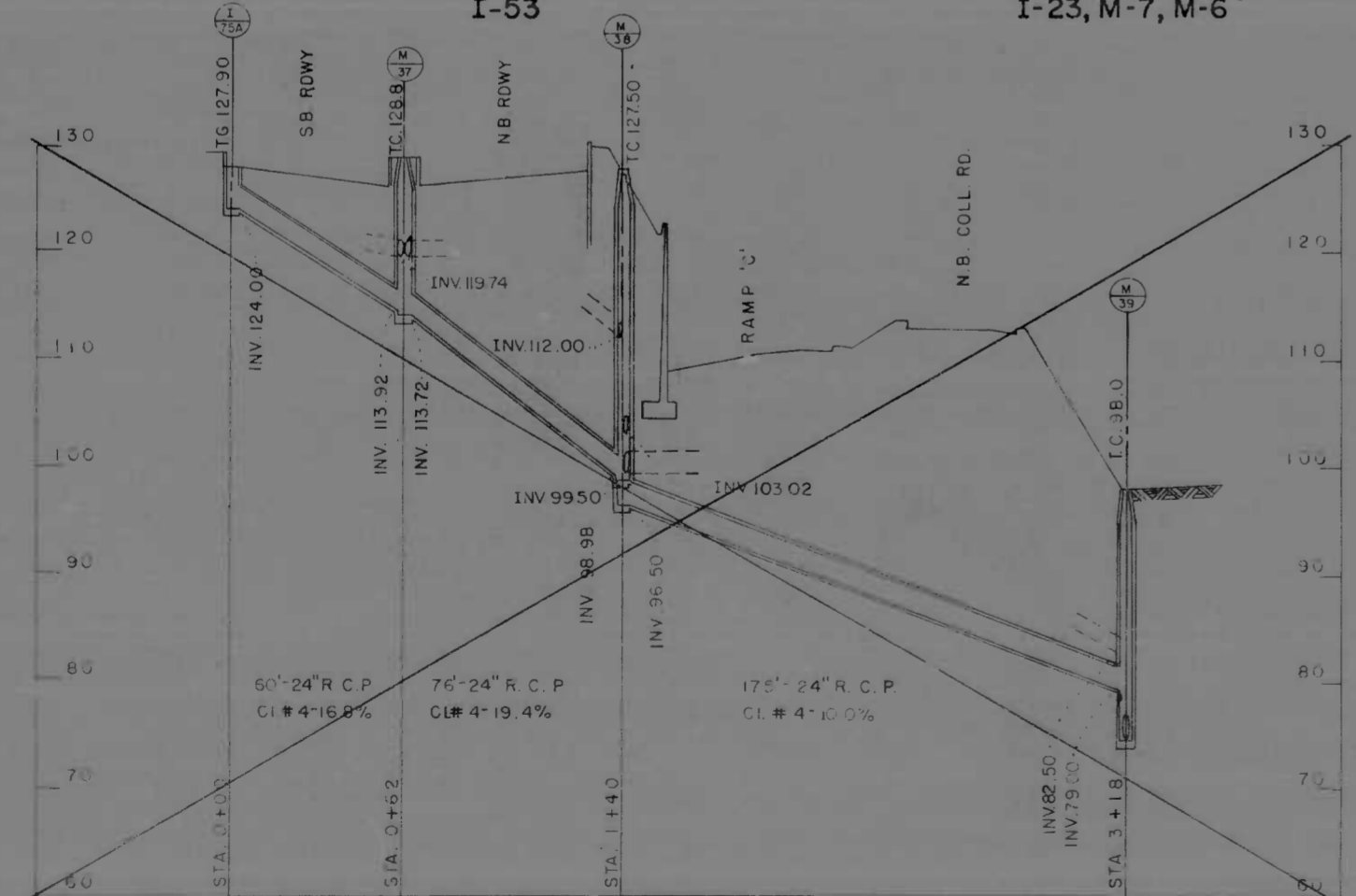
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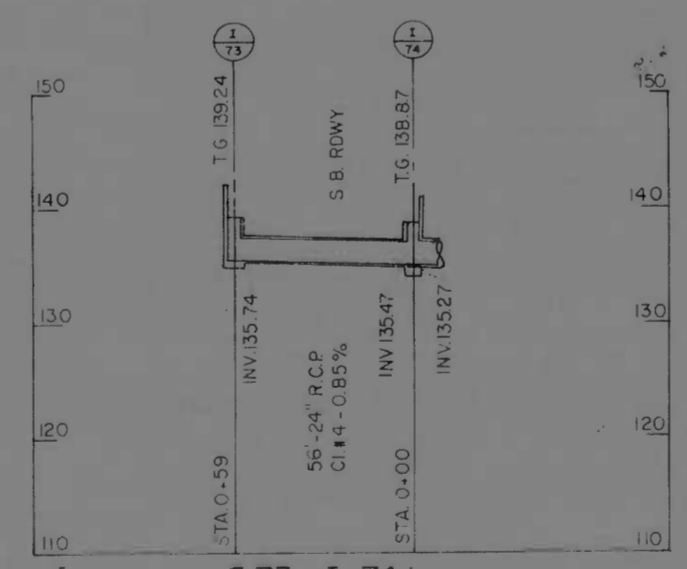
M-24, M-25, M-26, M-27



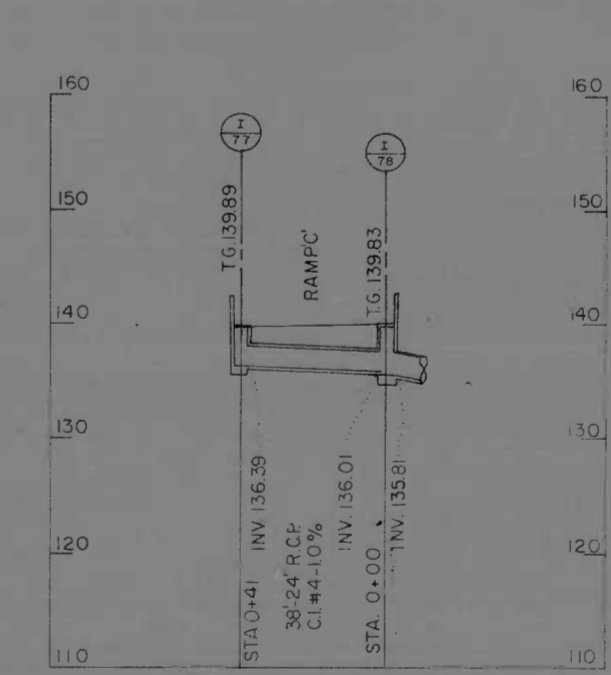
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I-75A, M-37, M-38, M-39
(NOT IN THIS CONTRACT)



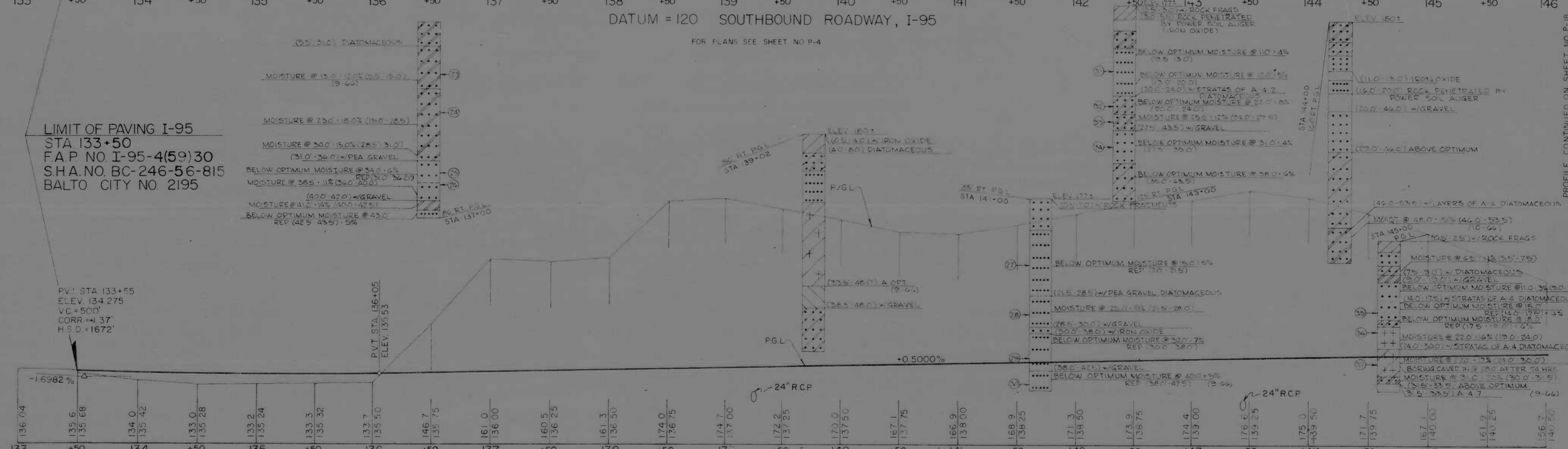
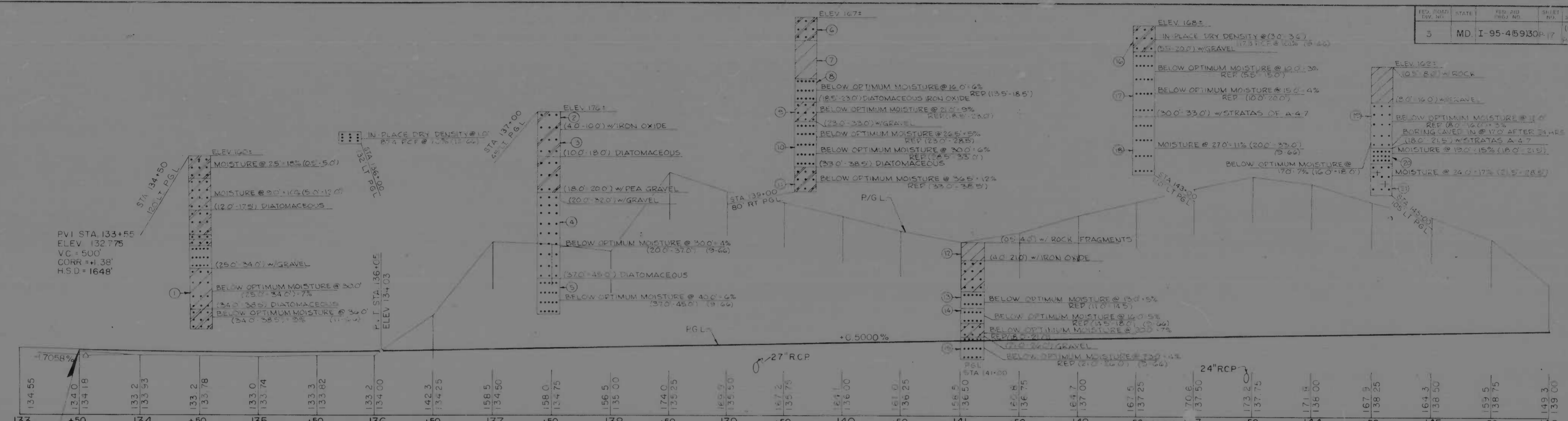
I-73, I-74



I-77, I-78

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. - BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY TRACED BY F.A.P. NO. I-95-4 (5)130 S.R.C. NO. BC 246-56-815 BALTO. CITY NO. 1195
		SCALE: 1"=40'	DES. BY CHK. BY SHEET NO. (112) P. 25

REG. ROAD NO.	STATE	REG. NO.	SHEET NO.	TOTAL SHEETS
3	MD	I-95-45930	17	(112)



LIMIT OF PAVING I-95
 STA 133+50
 F.A.P. NO. I-95-4(59)30
 S.H.A. NO. BC-246-56-815
 BALTO. CITY NO. 2195

P.V.I. STA 133+55
 ELEV. 134.275
 VC = 500'
 CORR = +1.37'
 H.S.D. = 1672'

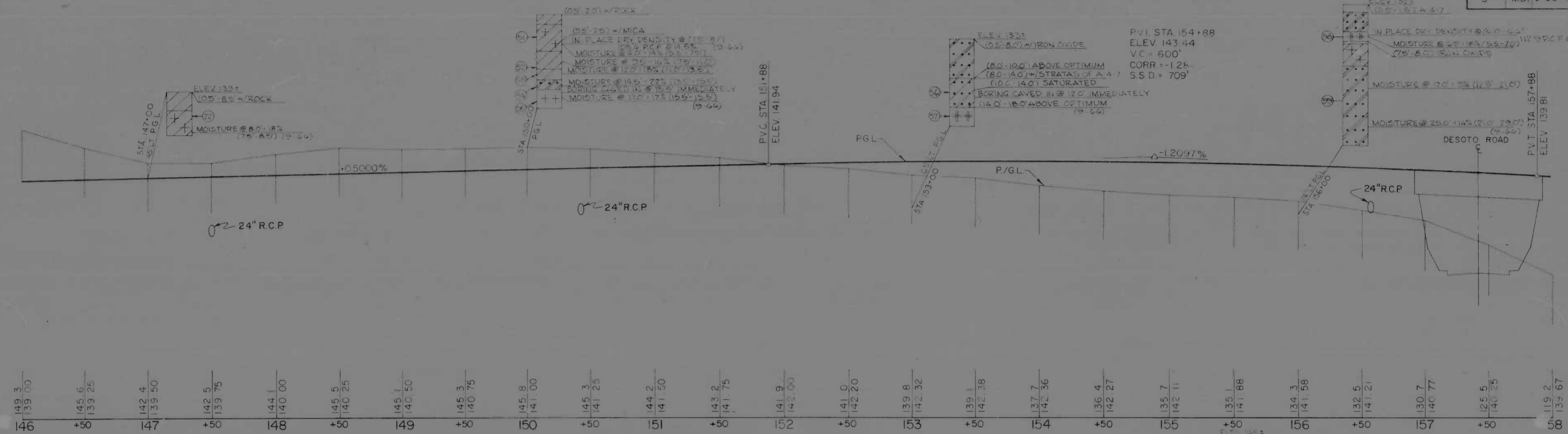
P.V.I. STA 136+05
 ELEV. 135.53

DATUM = 120 SOUTHBOUND ROADWAY, I-95
 FOR PLANS SEE SHEET NO. P-4

DATUM = 120 NORTHBOUND ROADWAY, I-95
 FOR PLANS SEE SHEET NO. P-5

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200 EAST OF DESOTO ROAD	DRAWN BY: [Signature] TRACED BY: [Signature] F.A.P. NO. I-95-45930 S.H.A. NO. BC-246-56-815 BALTO. CITY NO. 2195
		SCALE: HORIZ. 1"=40' VERT. 1"=10'	DES. BY: [Signature] CHK. BY: [Signature] SHEET NO. 17 TOTAL SHEETS 112

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	I-95-4(59)30P-18	(112)	P-28



DATUM = 90 SOUTHBOUND ROADWAY, I-95

FOR PLANS SEE SHEET NO P-6



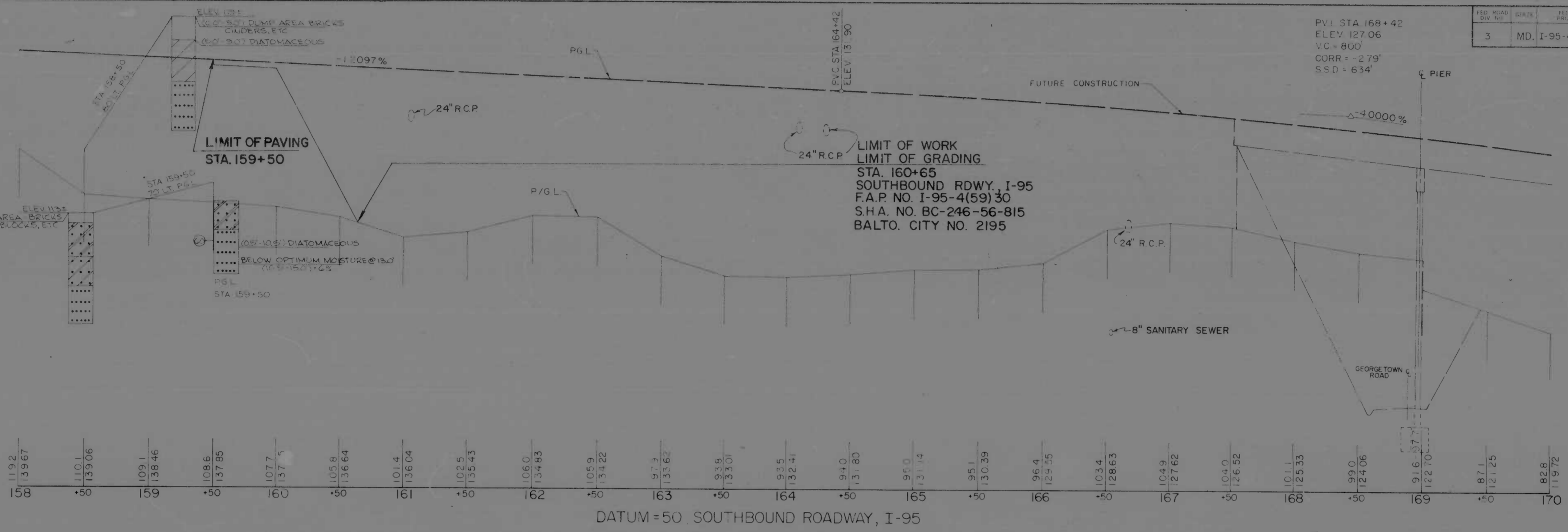
DATUM = 90 NORTHBOUND ROADWAY, I-95

FOR PLANS SEE SHEET NO P-6

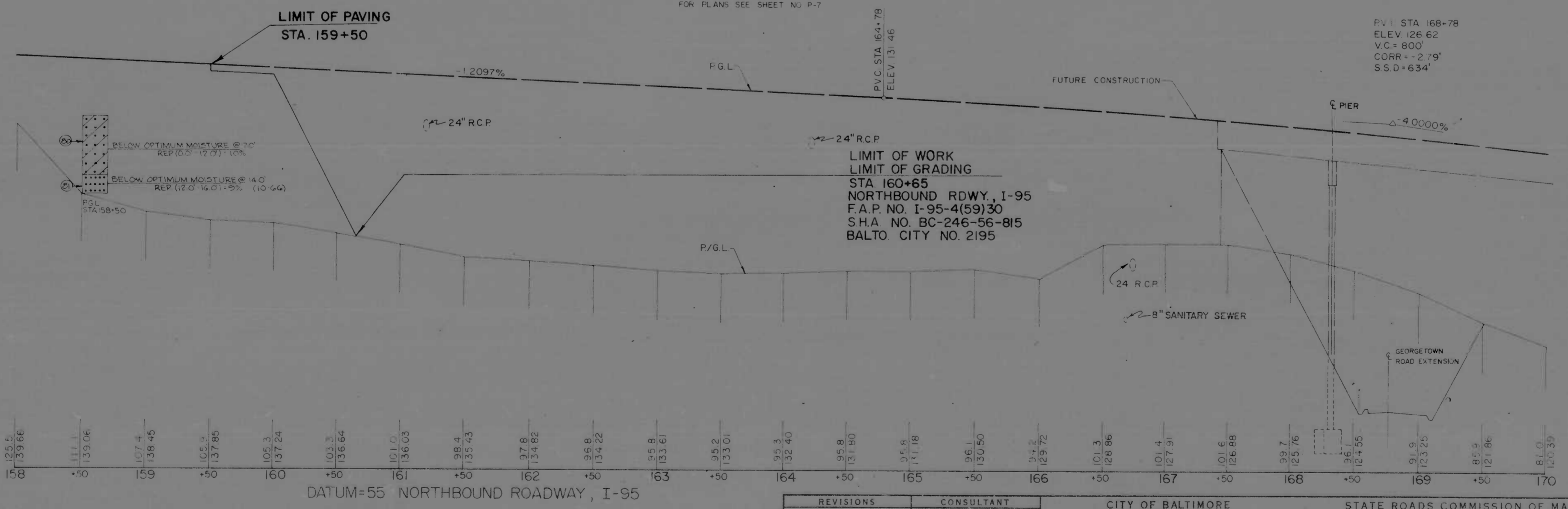
REVISIONS (None listed)	CONSULTANT BAKER-WIBBERLEY & ASSOC. INC. CONSULTING ENGINEERS HAGERSTOWN, MD BALTIMORE, MD	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSTATE 95 CATON AVENUE TO 200 EAST OF DESOTO ROAD		DRAWN BY: [Signature] TRACED BY: [Signature]	DES. BY: CHK. BY:
SCALE: HORIZ 1"=40' VERT 1"=10' DATE:		F.A.P. NO. I-95-4(59)30 S.R.C. NO. BC 246-56-815 BALTO. CITY NO. 2195		DATE:	

PROFILE CONTINUED ON SHEET NO P-19

MS&E



FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-95-4(59)30	19	(112)



REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: [Signature] TRACED BY: [Signature] DES. BY: [Signature] CHK. BY: [Signature]
		SCALE: HORIZ. 1"=40' VERT. 1"=10'	F.A.P. NO. I-95-4(59)30 S.R.C. NO. BC-246-56-815 BALTO. CITY NO. 2195
		DATE: _____	SHEET NO. (112) OF 28

3	MD	I-95-4(59)30 P-2	1/23	1/28
---	----	------------------	------	------

CURVE DATA- RAMP 'A'
 P.I. Sta 12+47.82
 $\Delta = 44^{\circ} 01' 18.23''$
 $D = 8^{\circ} 00' 00''$
 $R = 716.20'$
 $L = 580.27'$
 $T = 289.52'$

CURVE DATA RAMP 'E'
 P.I. Sta 1+72.22
 $\Delta = 36^{\circ} 36' 01.20''$
 $D = 14^{\circ} 19' 26.20''$
 $R = 400.00'$
 $L = 255.52'$
 $T = 132.25'$

CURVE DATA- RAMP 'F'
 P.I. Sta 4+31.11
 $\Delta = 62^{\circ} 05' 29.21''$
 $D = 8^{\circ} 00' 00''$
 $R = 716.20'$
 $L = 776.14'$
 $T = 431.11'$

CURVE DATA - I-95
 $\Delta = 33^{\circ} 43' 49.51''$ $L = 150'$
 $\Delta = 29^{\circ} 58' 49.51''$ $L = 149.99'$
 $\Delta = 1^{\circ} 52' 30''$ $P = 0.4'$
 $\Delta = 2^{\circ} 30' 00''$ $K = 75.00'$
 $\Delta = 22^{\circ} 48' 33''$ $E = 102.43'$
 $\Delta = 75^{\circ} 53'$ $X = 149.98'$
 $L = 100.01'$ $Y = 1.64'$
 $S = 50.01'$ $Y = 1199.22'$

CURVE DATA - COLLECTOR ROAD
 P.I. Sta 12+57.93 $L = 144.82'$
 $\Delta = 20^{\circ} 15' 35.90''$ $L = 196.55'$
 $\Delta = 2^{\circ} 37' 16.45''$ $L = 48.28'$
 $R = 2185.63'$ $L = 144.81'$
 $T = 470.13'$ $P = 0.40'$
 $L = 926.15'$ $K = 72.41'$
 $X = 144.90'$
 $Y = 1.58'$

LIMIT OF PAVING
 STA 133+50
 FA P NO. I-95-4(59)30
 S.H.A. NO. BC 246-56-815
 BALTO. CITY NO. 2195

Note: Any Conventional Concrete Pavement Constructed Under Adjacent Project To Be Removed Under Item Removal Of Existing Pavement

Remove Existing Faced Ditch Inlet
 Sta 123+60, M 53' R1 - 14 SY
 Sta 125+68, M 63' R1 - 14 SY
 Sta 129+60, M 83' R1 - 14 SY

I-2A, I-3A, I-4A
 Adjust Existing Inlets
 Sta 123+60, M 83' R1
 Sta 125+68, M 63' R1
 Sta 129+60, M 83' R1

I-2
 Sta 123+60, M 77' R1
 Sta 125+68, M 63' R1
 Remove 6L F-24" RC Pipe

I-4
 Sta 129+60, M 83' R1
 Sta 125+68, M 63' R1
 Remove 6L F-24" RC Pipe

I-3
 Sta 125+68, M 63' R1
 Sta 123+60, M 77' R1
 Remove 6L F-24" RC Pipe

Bluminous Concrete Shoulder Material

FOR TYPICAL SECTION SHOWING PROPOSED DOUBLE FACED CONCRETE BARRIER SEE SHEET NO. T-8

FOR LIGHTING DETAILS SEE SHEET NOS. L-1, L-10

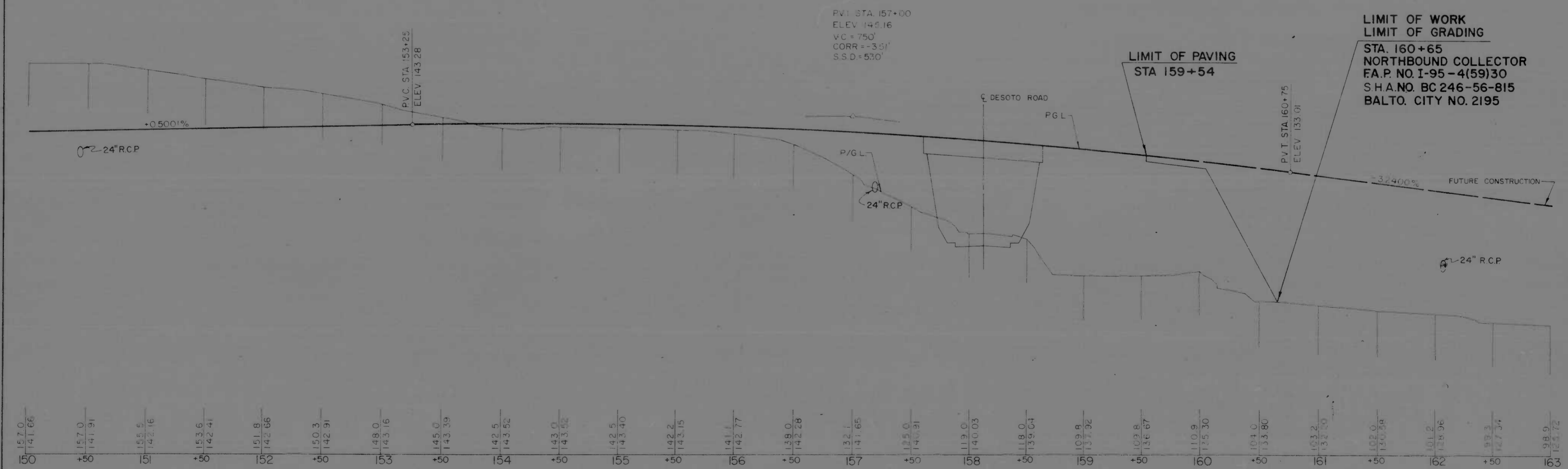
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WHERRY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD BALTIMORE, MD	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: K.A.F. TRACED BY: K.A.F. F.A.P. NO. I-95-4(59)30 S.H.A. NO. BC-246-56-815 BALTO. CITY NO. 2195
		SCALE: 1" = 40'	DATE: _____

FED. ROAD DIST. NO.	STATE	F.H.A. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-95-4(59)30	P-20	(112) P. 28



DATUM = 120 NORTHBOUND COLLECTOR RD

FOR PLANS SEE SHEET NO'S P-5 & P-6



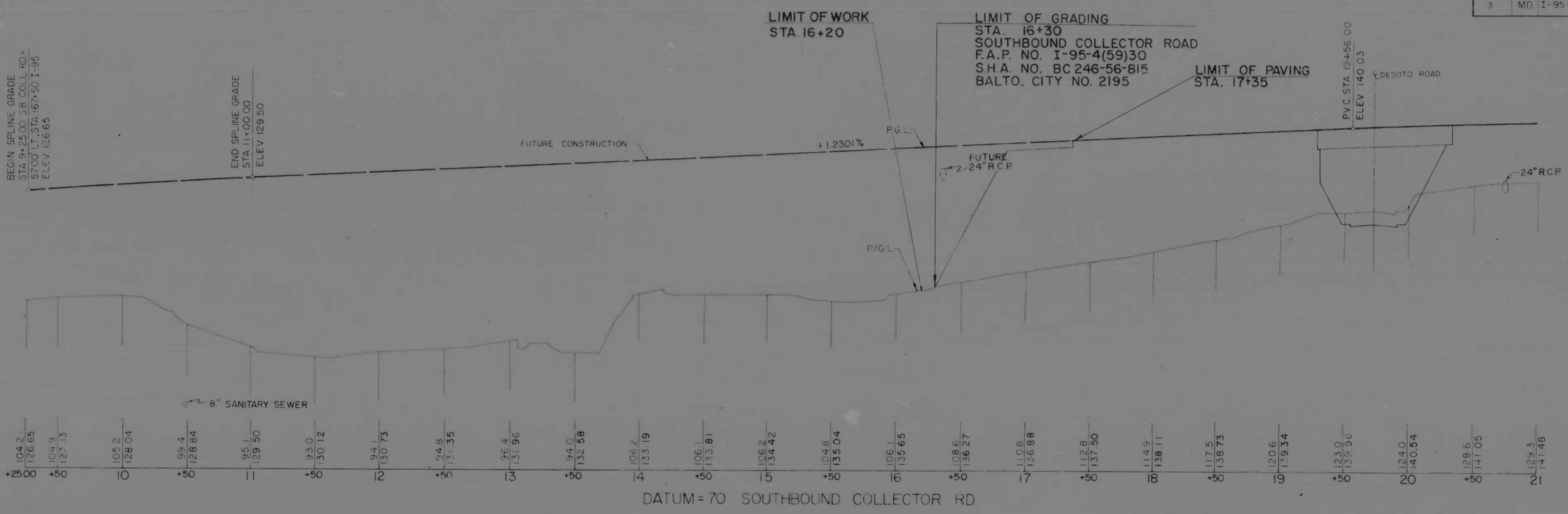
DATUM = 70 NORTHBOUND COLLECTOR RD CONT'D.

FOR PLANS SEE SHEET NO'S P-6 & P-7

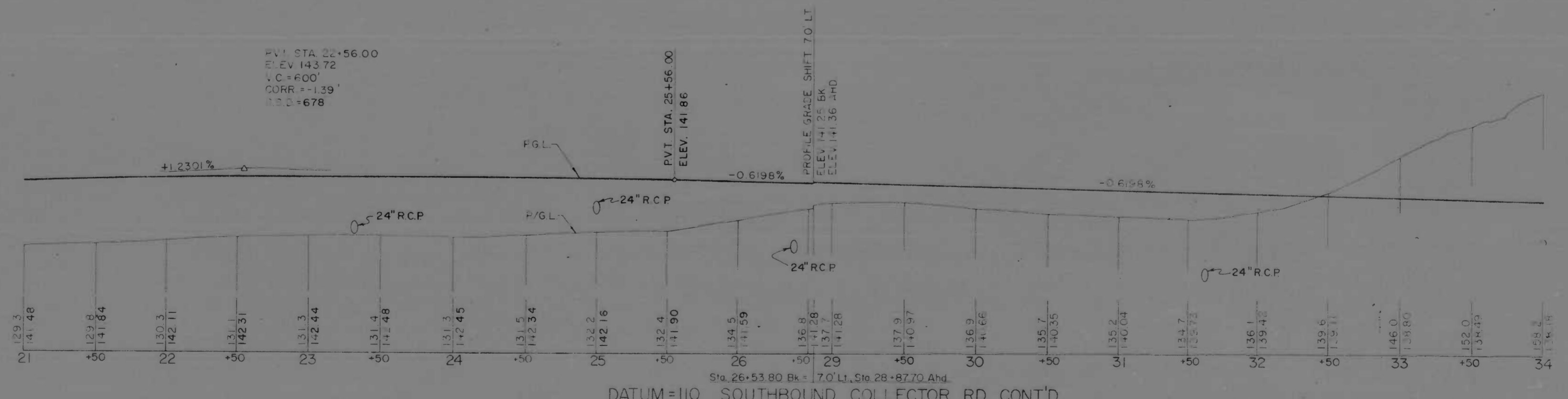
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD		DRAWN BY _____ TRACED BY _____	DES. BY _____ CHK. BY _____
SCALE: HORIZ. 1"=40'		VERT. 1"=4'		DATE _____	
				F.A.P. NO. I-95-4(59)30	SHEET NO. (112)
				S.R.C. NO. BC-246-56-815	P-20 OF 28
				BALTO. CITY NO. 2195	

MD BALTIMORE 17-0455

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	I-95-4(59)30	21	(112)



DATUM = 70 SOUTHBOUND COLLECTOR RD.
FOR PLANS SEE SHEET NO'S P-5 & P-6

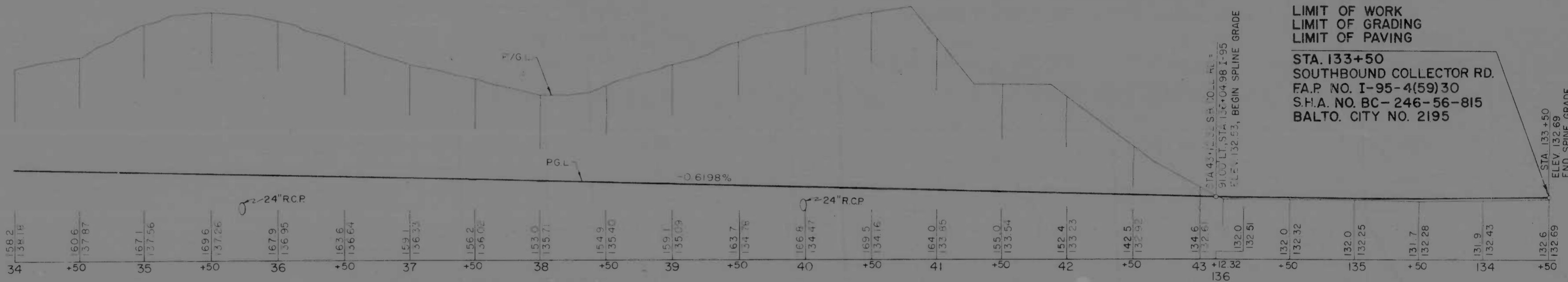


DATUM = 110 SOUTHBOUND COLLECTOR RD CONT'D.
FOR PLANS SEE SHEET NO'S P-4 & P-6

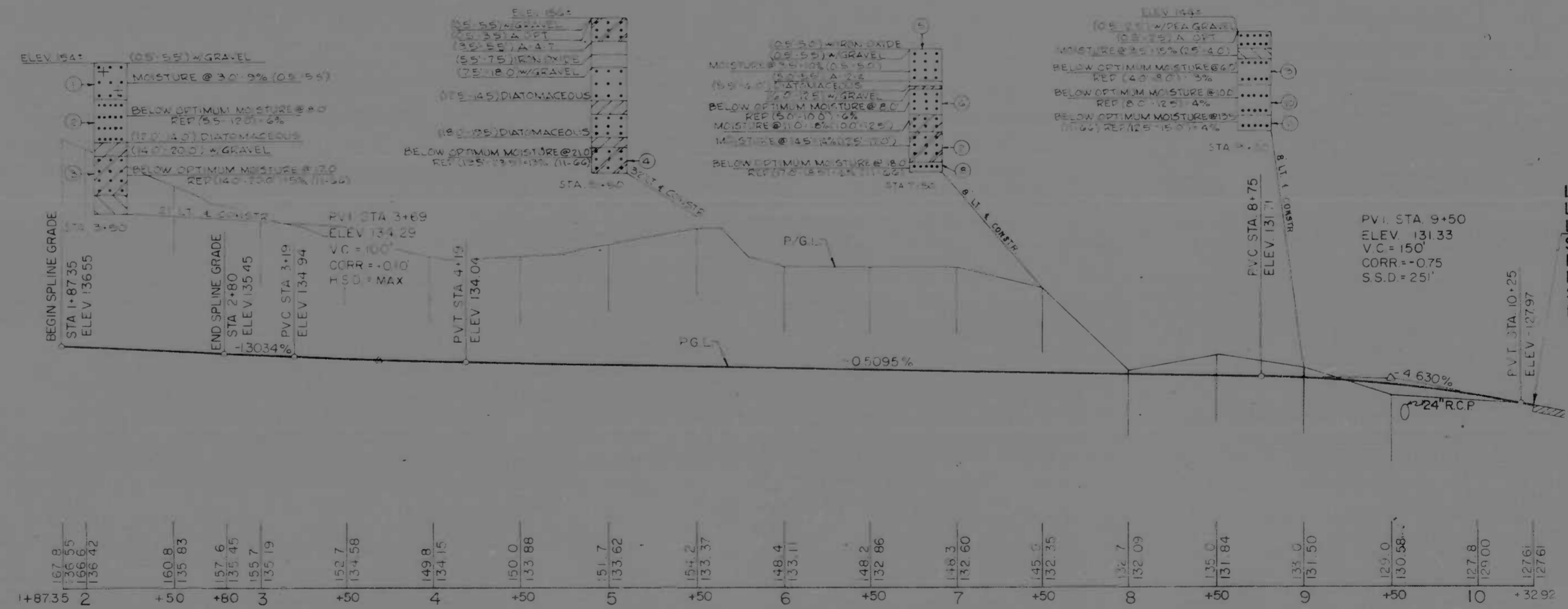
PROFILE CONTINUED ON SHEET NO P-22

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	BAKER-WIBBERLEY & ASSOCIATES, INC. CONSULTING ENGINEERS ROBERTSON, MD BALTIMORE, MD	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD		DRAWN BY	DES. BY
		SCALE HORIZ. 1"=40'	VERT. 1"=10'	DATE	SHEET NO. 21 OF 112

FILE NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-95-4(59)30	P-22	(112)



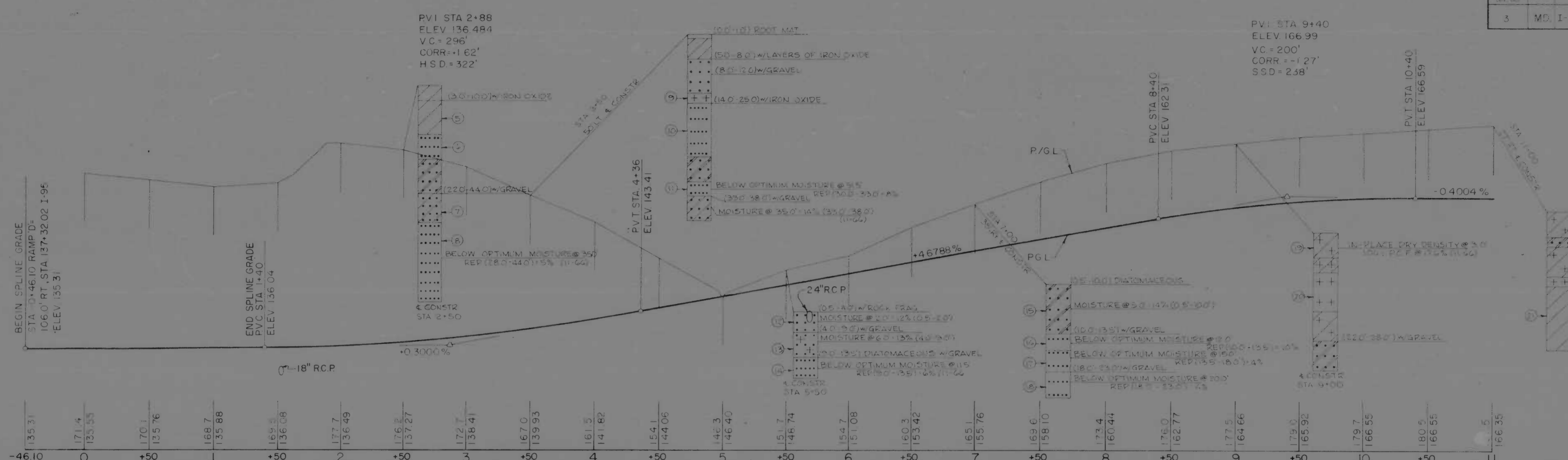
LIMIT OF WORK
LIMIT OF GRADING
LIMIT OF PAVING
STA. 133+50
SOUTHBOUND COLLECTOR RD.
F.A.P. NO. I-95-4(59)30
S.H.A. NO. BC-246-56-815
BALTO. CITY NO. 2195



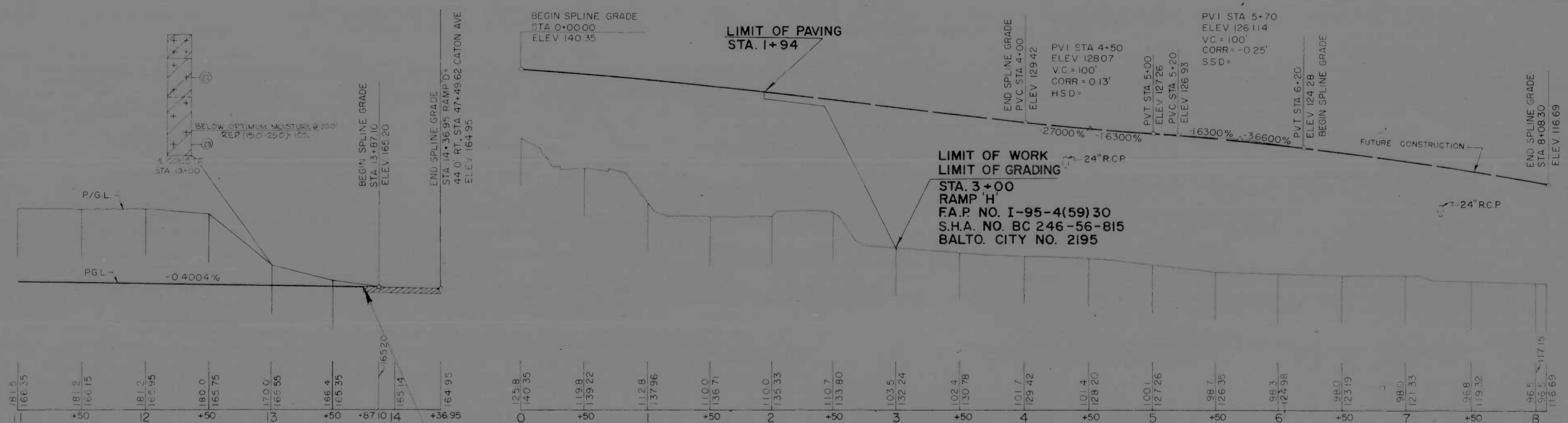
LIMIT OF WORK
LIMIT OF GRADING
LIMIT OF PAVING
STA. 10+32.92
RAMP 'B'
F.A.P. NO. I-95-4(59)30
S.H.A. NO. BC-246-56-815
BALTO. CITY NO. 2195

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD BALTIMORE, MD	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD		DRAWN BY	DES. BY
		SCALE: HORIZ. 1"=40'	VERT. 1"=10'	DATE	SHEET NO.
					(112) P-22

FED. ROAD DIST. NO.	STATE	FED. RES. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	I-95-4(59)30	23	(112)



DATUM = 115 RAMP 'D' AT CATON AVE.
 FOR PLANS SEE SHEET NO P-5

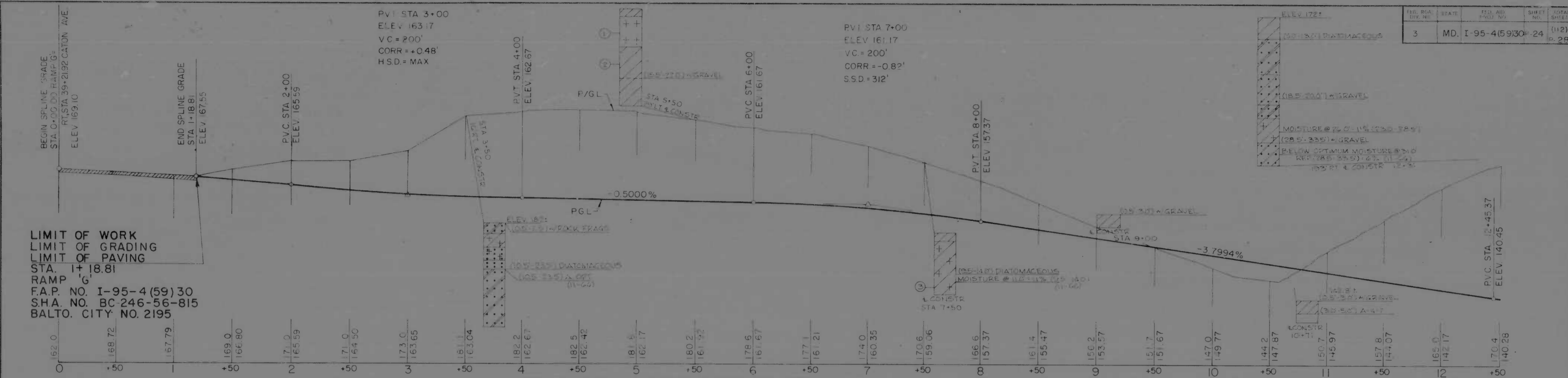


DATUM = 140 RAMP 'D' AT CATON AVE. CONT'D
 FOR PLANS SEE SHEET NO P-5

LIMIT OF WORK
LIMIT OF GRADING
LIMIT OF PAVING
 STA. 13+75.05
 RAMP 'D'
 F.A.P. NO. I-95-4(59)30
 S.H.A. NO. BC-246-815
 BALTO. CITY NO. 2195

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DEROTU ROAD	DRAWN BY TRACED BY F.A.P. NO. I-95-4(59)30 S.H.A. NO. BC-246-815 BALTO. CITY NO. 2195
		SCALE: HORIZ. 1"=40'	DATE

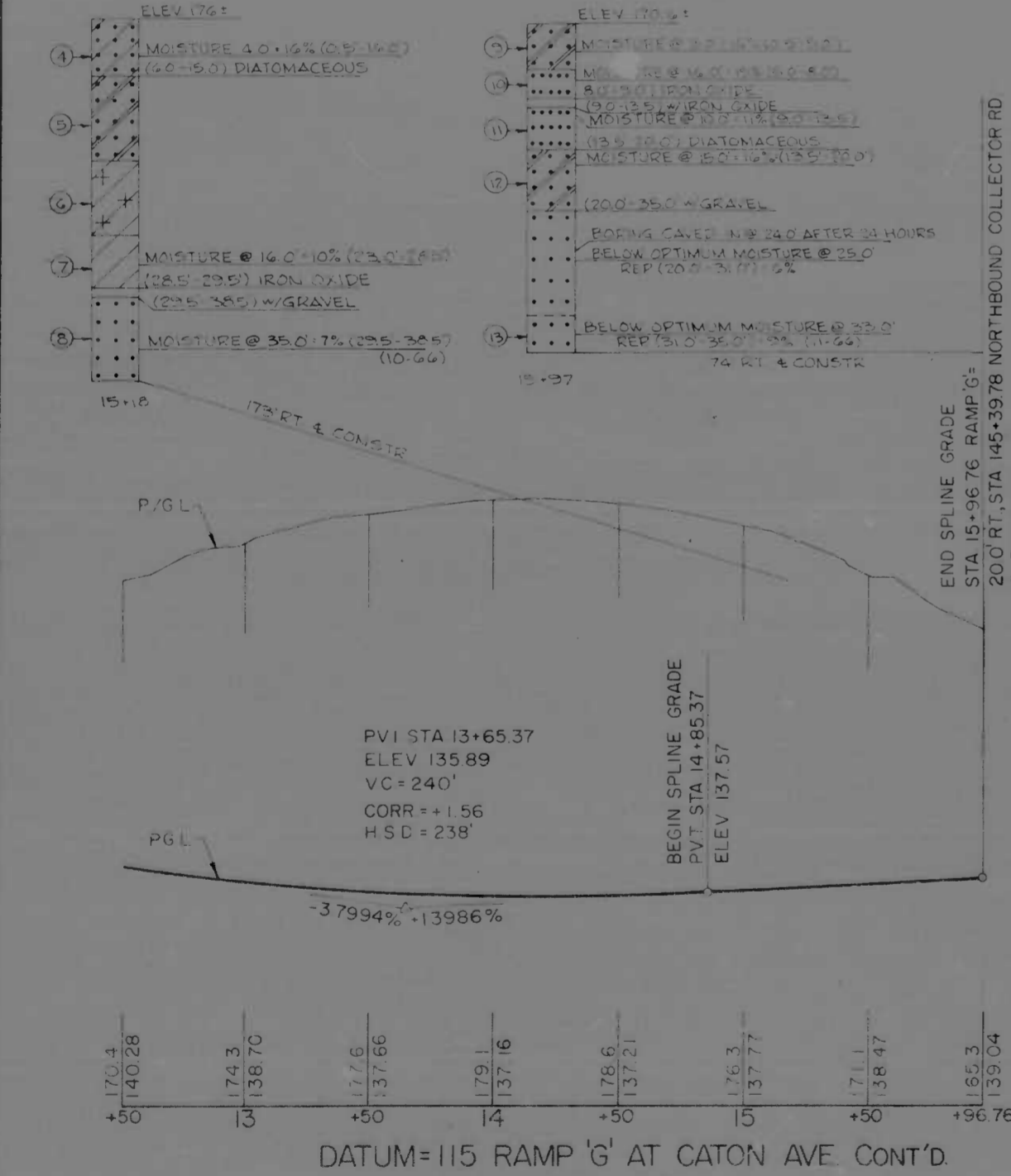
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	I-95-4(59)30P-24	(12)	28



LIMIT OF WORK
LIMIT OF GRADING
LIMIT OF PAVING
STA. 1+18.81
RAMP 'G'
F.A.P. NO. I-95-4(59)30
S.H.A. NO. BC 246-56-815
BALTO. CITY NO. 2195

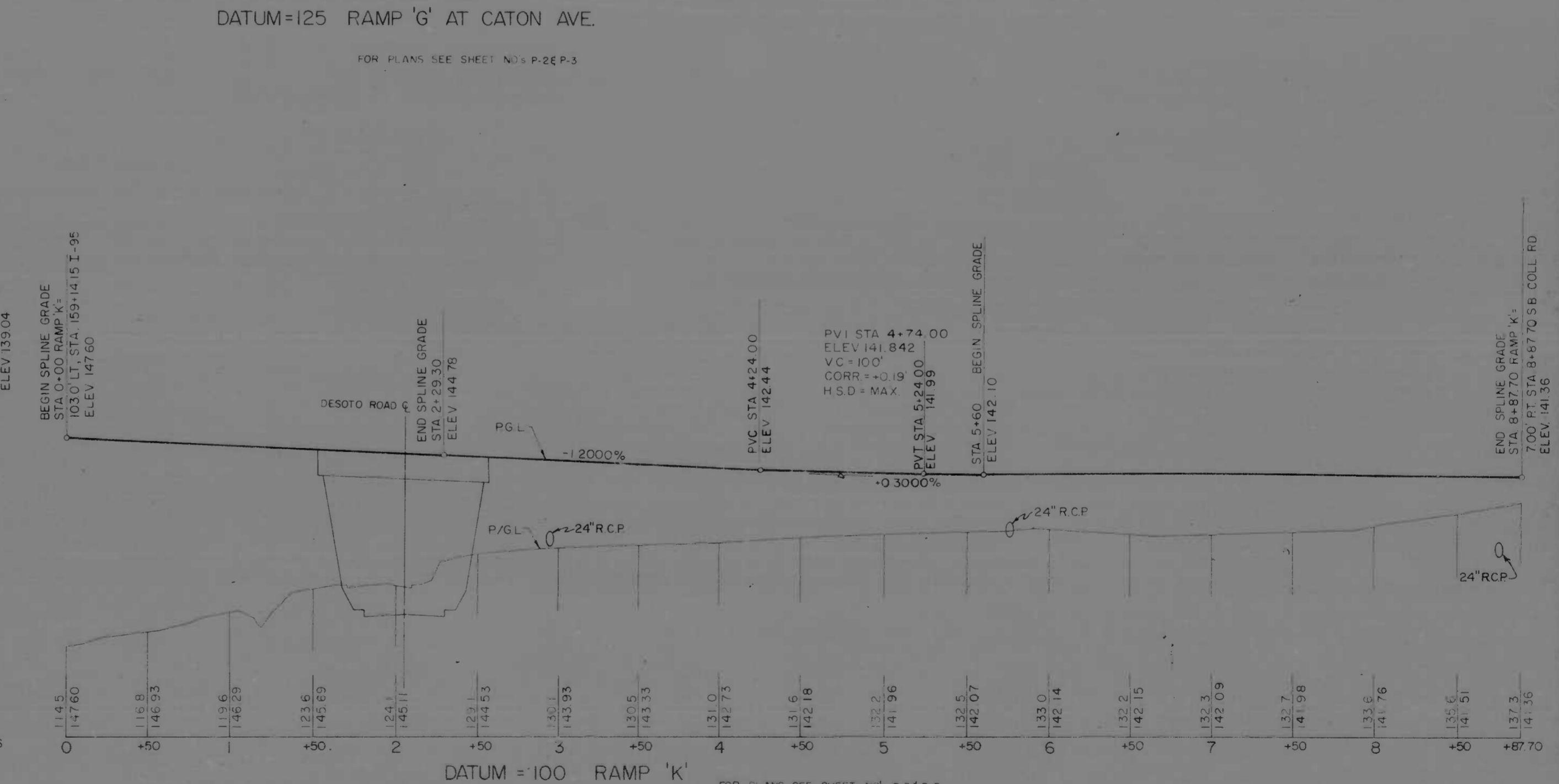
DATUM = 125 RAMP 'G' AT CATON AVE.

FOR PLANS SEE SHEET NO'S P-2&P-3



DATUM = 115 RAMP 'G' AT CATON AVE. CONT'D.

FOR PLANS SEE SHEET NO'S P-3&P-5



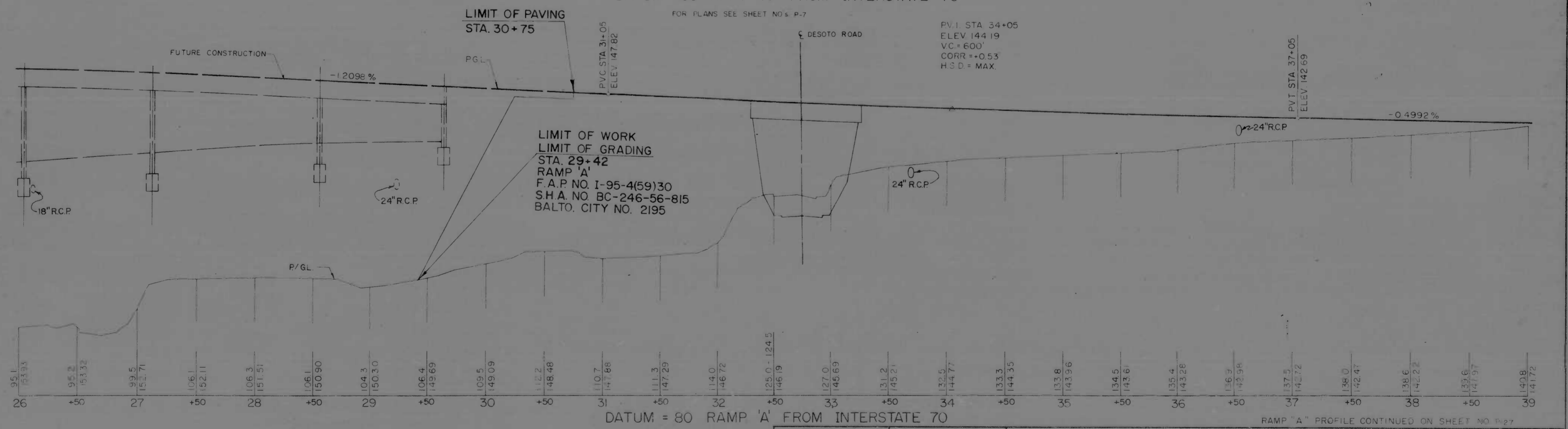
DATUM = 100 RAMP 'K'

FOR PLANS SEE SHEET NO'S P-3&P-5

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS BALTIMORE, MD. BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY _____ DES. BY _____ TRACED BY _____ CHK. BY _____ F.A.P. NO. I-95-4(59)30 S.H.A. NO. BC 246-56-815 BALTO. CITY NO. 2195
		SCALE: HORIZ 1"=40' VERT. 1"=10'	SHEET NO. 12 of 28

1/2" = 10' VERT

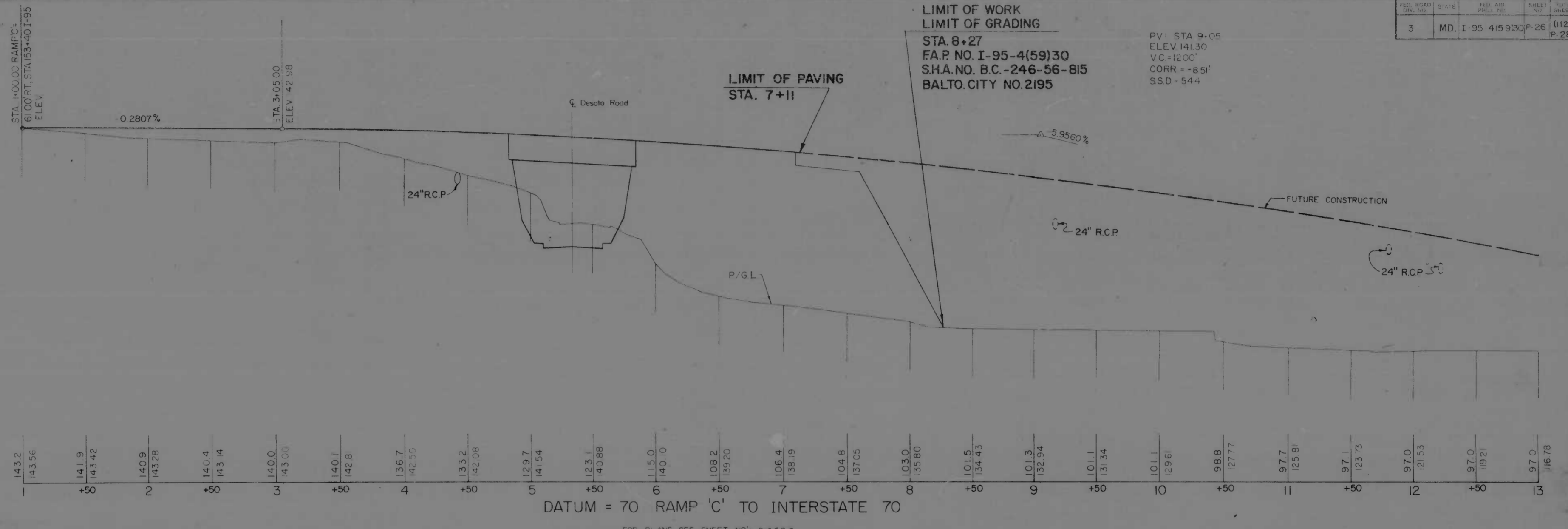
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-95-4(59)30	P-25	(12)



FOR PLANS SEE SHEET NO'S P-6 & P-7

RAMP 'A' PROFILE CONTINUED ON SHEET NO P-27

REVISIONS CONSULTANT BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS BALTIMORE, MD.	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: _____ TRACED BY: _____ F.A.P. NO. I-95-4(59)30 S.H.A. NO. BC-246-56-815 BALTO. CITY NO. 2195
SCALE HORIZ. 1" = 40' VERT. 1" = 10' DATE: _____	DES. BY: _____ CHK. BY: _____ SHEET NO. 25 OF 28	DATE: _____

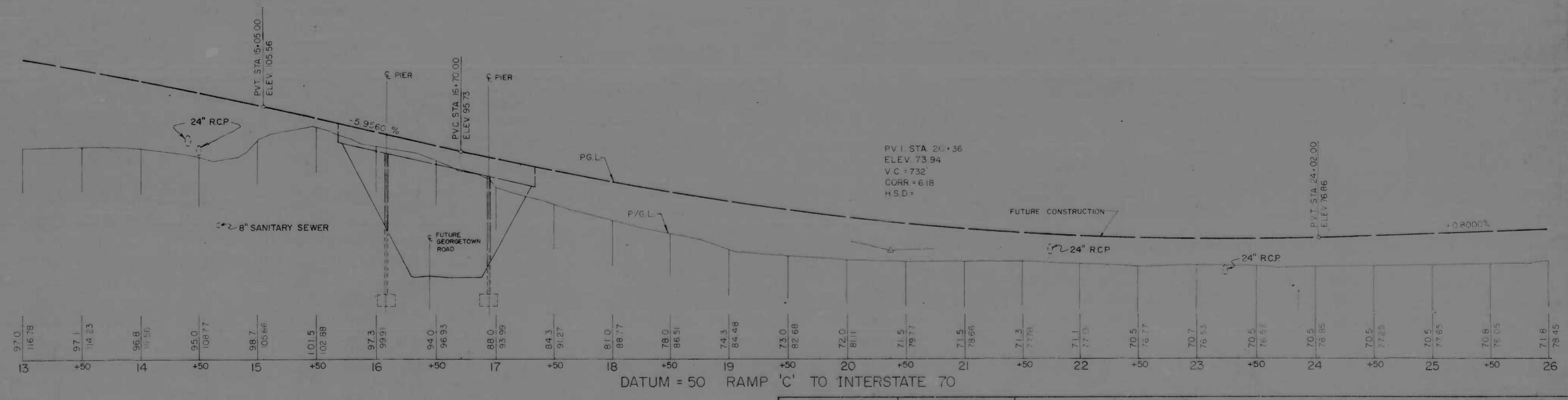


FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-95-415930	P-26	(112) P. 28

LIMIT OF WORK
LIMIT OF GRADING
STA. 8+27
F.A.P. NO. I-95-4(59)30
S.H.A. NO. B.C.-246-56-815
BALTO. CITY NO. 2195

PVI STA 9+05
ELEV 141.30
V.C. = 1200'
CORR = -8.51'
SSD = 544

DATUM = 70 RAMP 'C' TO INTERSTATE 70
FOR PLANS SEE SHEET NO'S P-6&P-7

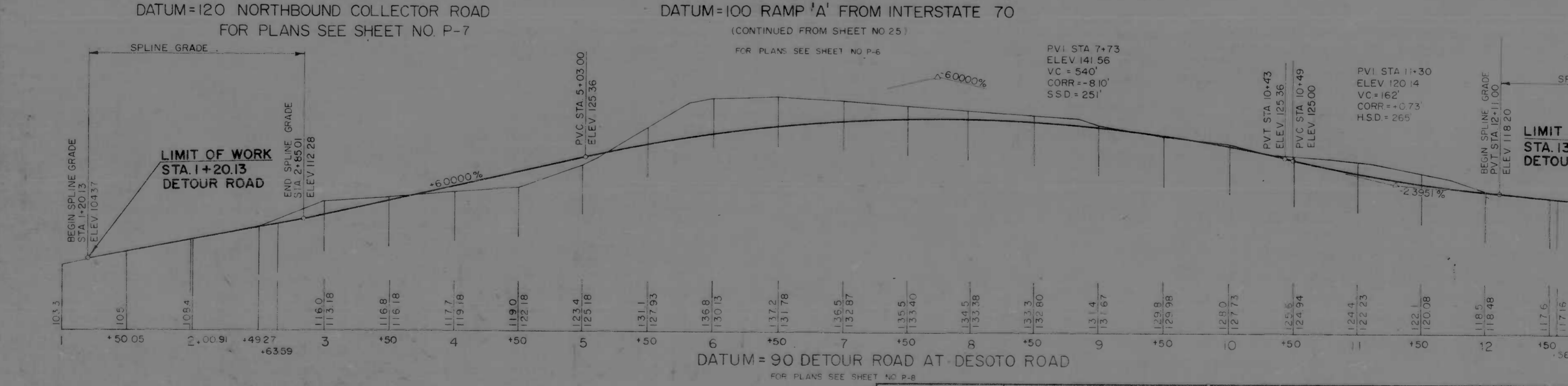
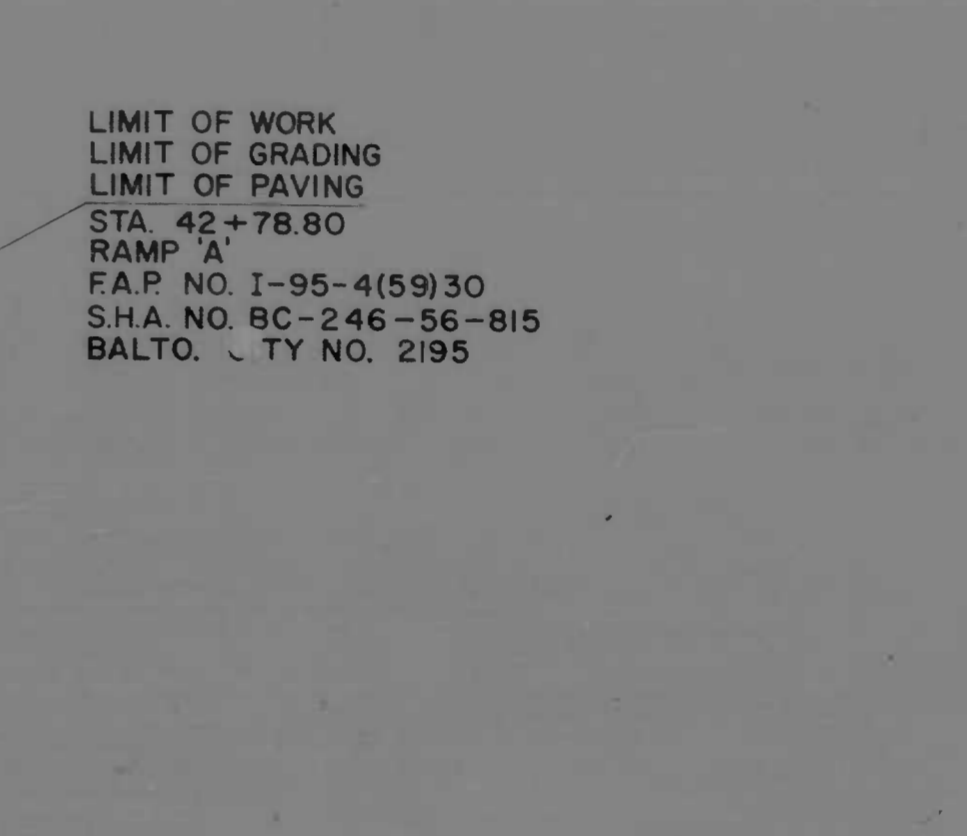
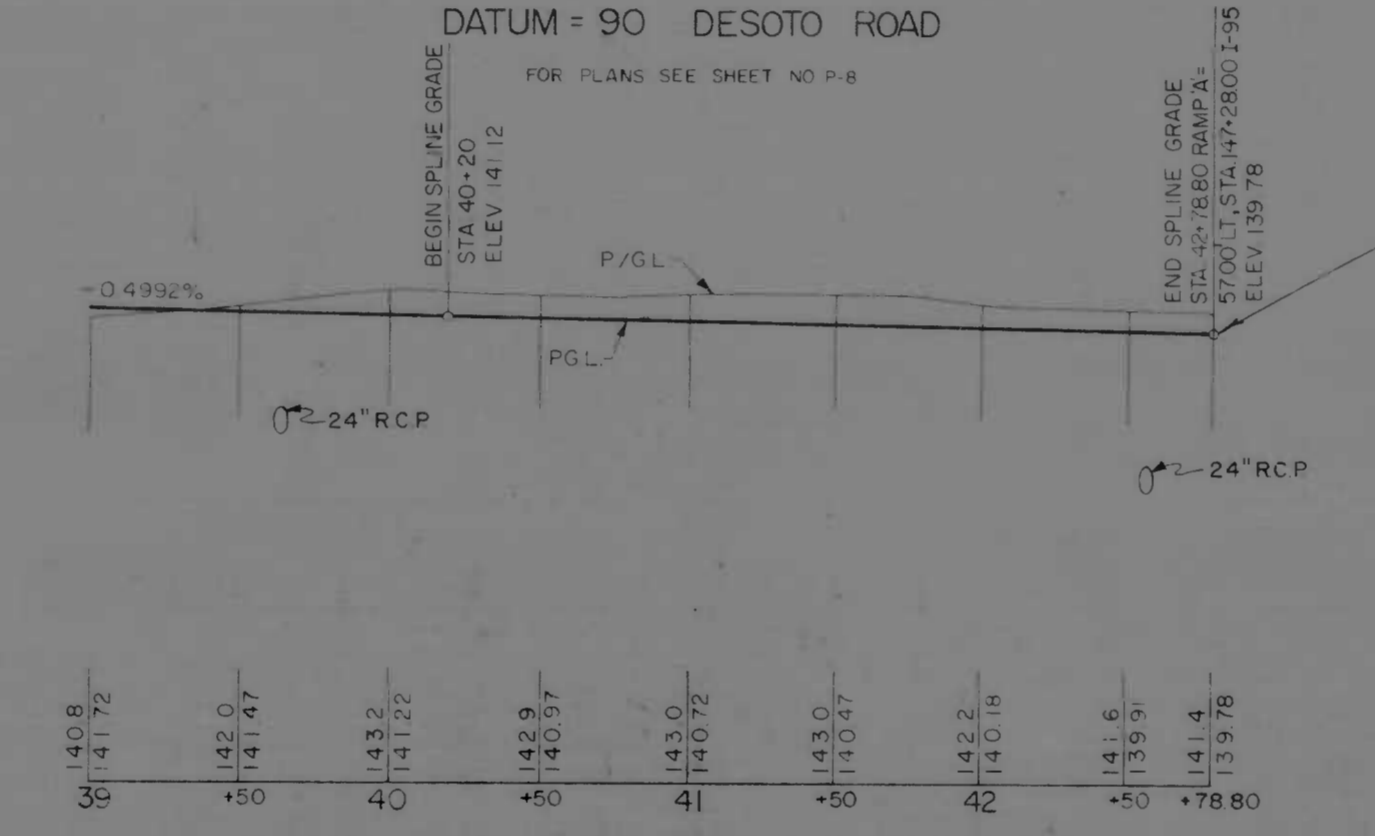
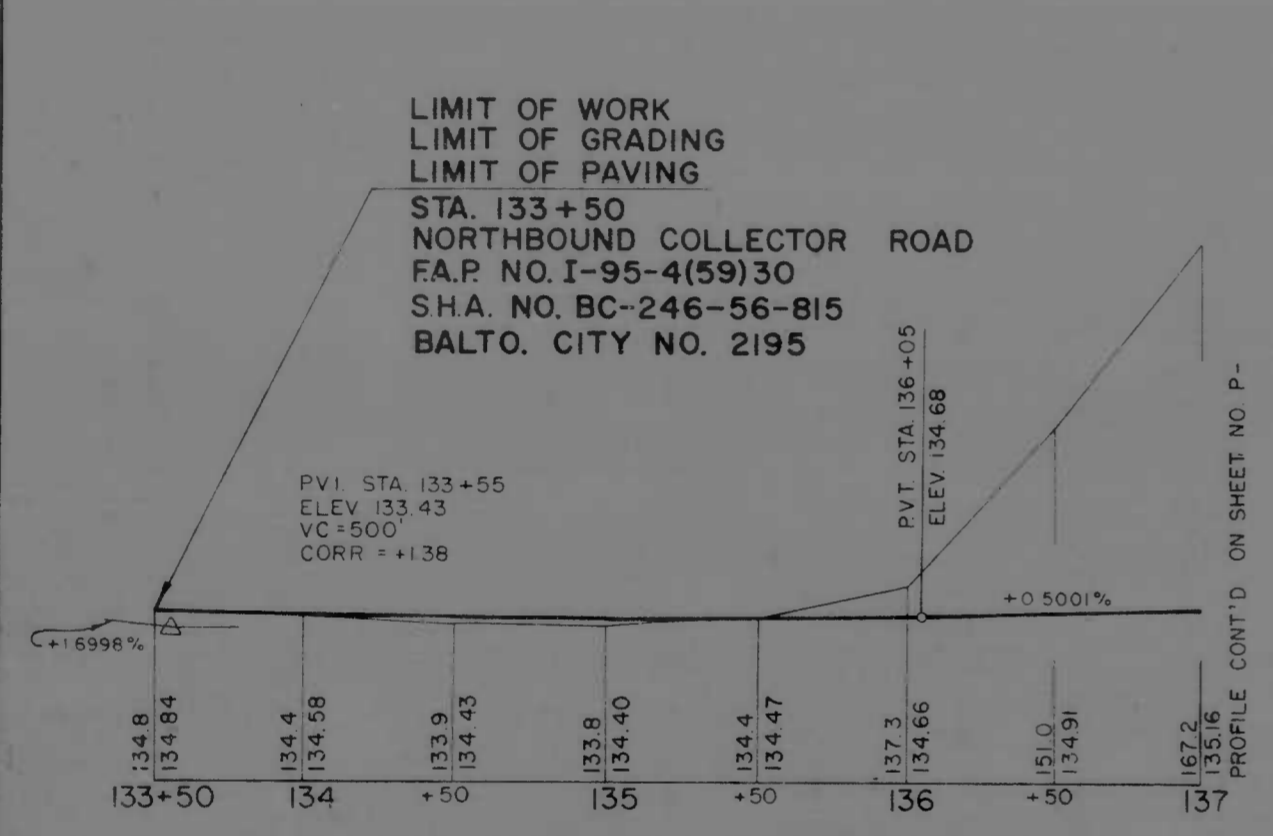
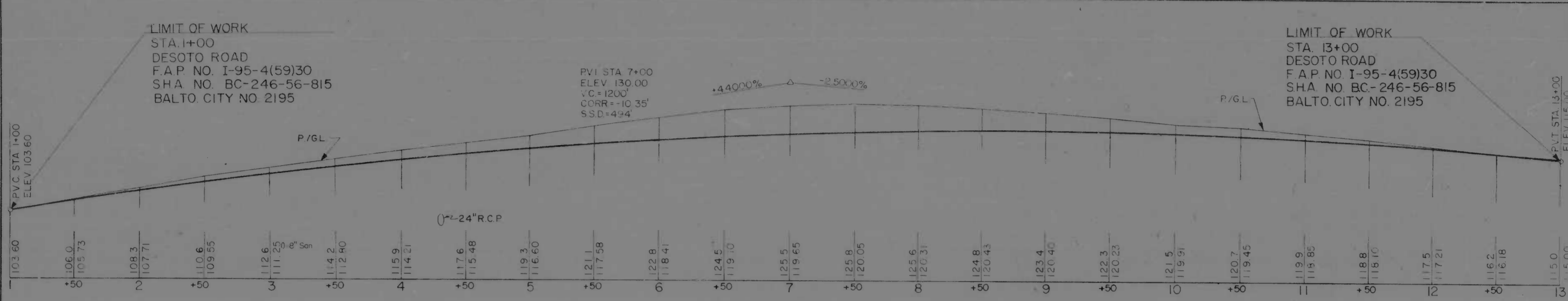


PVI STA 20+36
ELEV 73.94
V.C. = 732'
CORR = 6.18
H.S.D. =

DATUM = 50 RAMP 'C' TO INTERSTATE 70
FOR PLANS SEE SHEET NO'S P-6

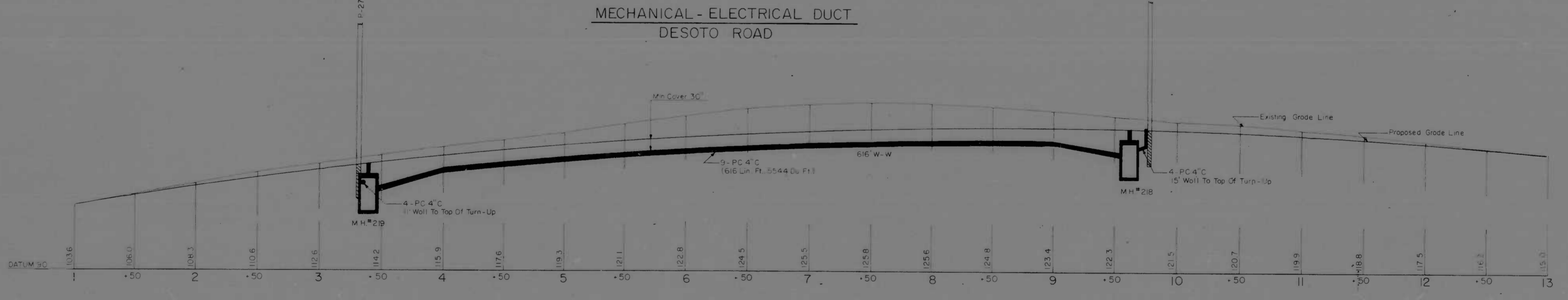
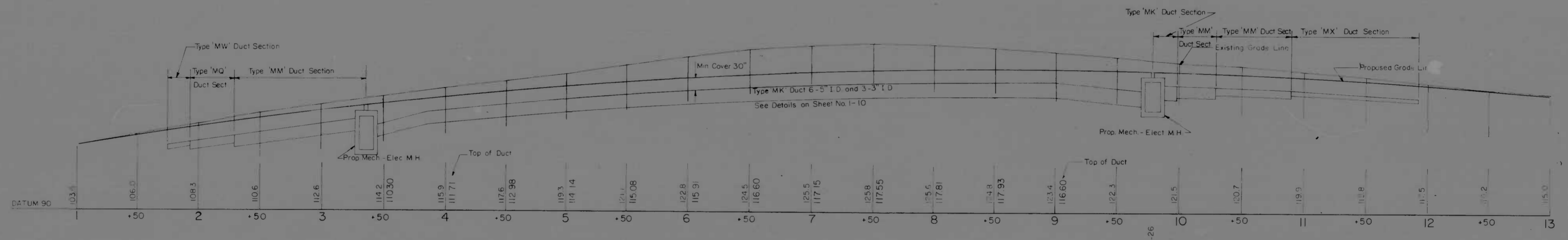
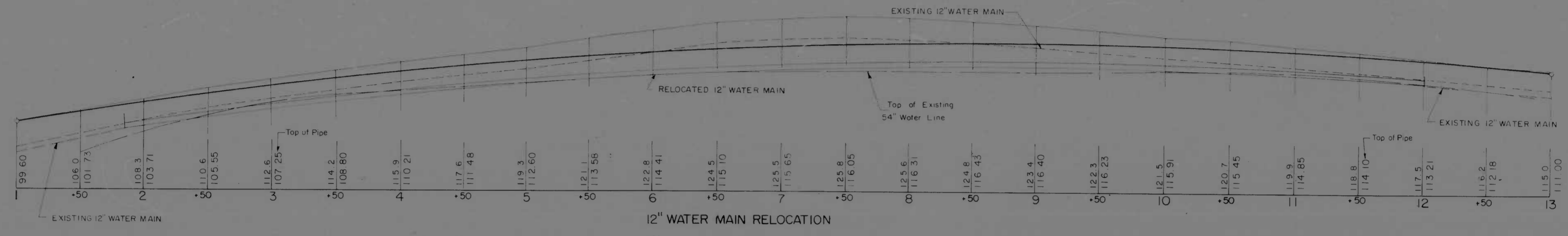
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	BAWER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD		DRAWN BY	DES. BY
		SCALE: HORIZ. 1" = 40' VERT. 1" = 10'		TRACED BY	CHK. BY
		DATE		F.A.P. NO. I-95-415930	SHEET NO. (112)
				S.H.A. NO. B.C.-246-56-815	P. 26 of P. 28
				BALTO. CITY NO. 2195	

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	I-95-4(59)30	27	(112) 28



REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	BAKER-WIMBERLEY & ASSOC., INC. CONSULTING ENGINEERS	INTERSTATE - 95 CATON AVENUE TO 200 EAST OF DESOTO ROAD		DRAWN BY: _____ DES. BY: _____ TRACED BY: _____ CHK. BY: _____	
	BALTIMORE, MD.	SCALE: HORIZ. 1"=50' VERT. 1"=10'		F.A.P. NO. I-95-4(59)30 S.R.C. NO. BC-246-56-815 BALTO. CITY NO. 2195	
		DATE: _____		SHEET NO. (112) 28	

PROJECT NO.	STATE	F.I.L. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	D-95-4(59)301-28	112	P-28



REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBERLEY & ASSOC., INC. CONSULTING ENGINEERS WHEELERSVILLE, MD 21159	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY TRACED BY F.A.P. NO. 95-485073 S.P.C. NO. 85-24-25-85 BALTO. CITY NO. 5185
		SCALE: HORIZ. 1"=40' VERT. 1"=4' DATE	DES. BY CHK. BY SHEET NO. 112 P. 28 OF 28

CURVE DATA - RAMP 'E'
 PI Sta 11+71.42
 Δ=90°00'00"
 D=177.40' (13.95)
 R=242.00'
 L=380.13'
 T=242.00'

CURVE DATA - RAMP 'E'
 PI Sta 13+36.66
 Δ=135°44'34"
 D=134.27' (10.21)
 R=238.00'
 L=104.43'

CURVE DATA - CATON AVE
 PI Sta 56+84.72
 Δ=47°52'46.7"
 D=190.00' (14.30)
 R=286.479'
 L=122.13'
 T=244.12'

CURVE DATA - SOUTHBOUND COLLECTOR RD
 PI Sta 41+87.34
 Δ=2°30'00" Rt
 D=1400.00'
 R=5729.58'
 L=250.00'
 E=1.36'

I-10
 Sta 134+61 M
 Std. Type S Inlet, 75" Lt
 8" R.C. Pipe

I-11
 Sta 135+32 M
 Std. Type S Inlet, 75" Lt
 8" R.C. Pipe

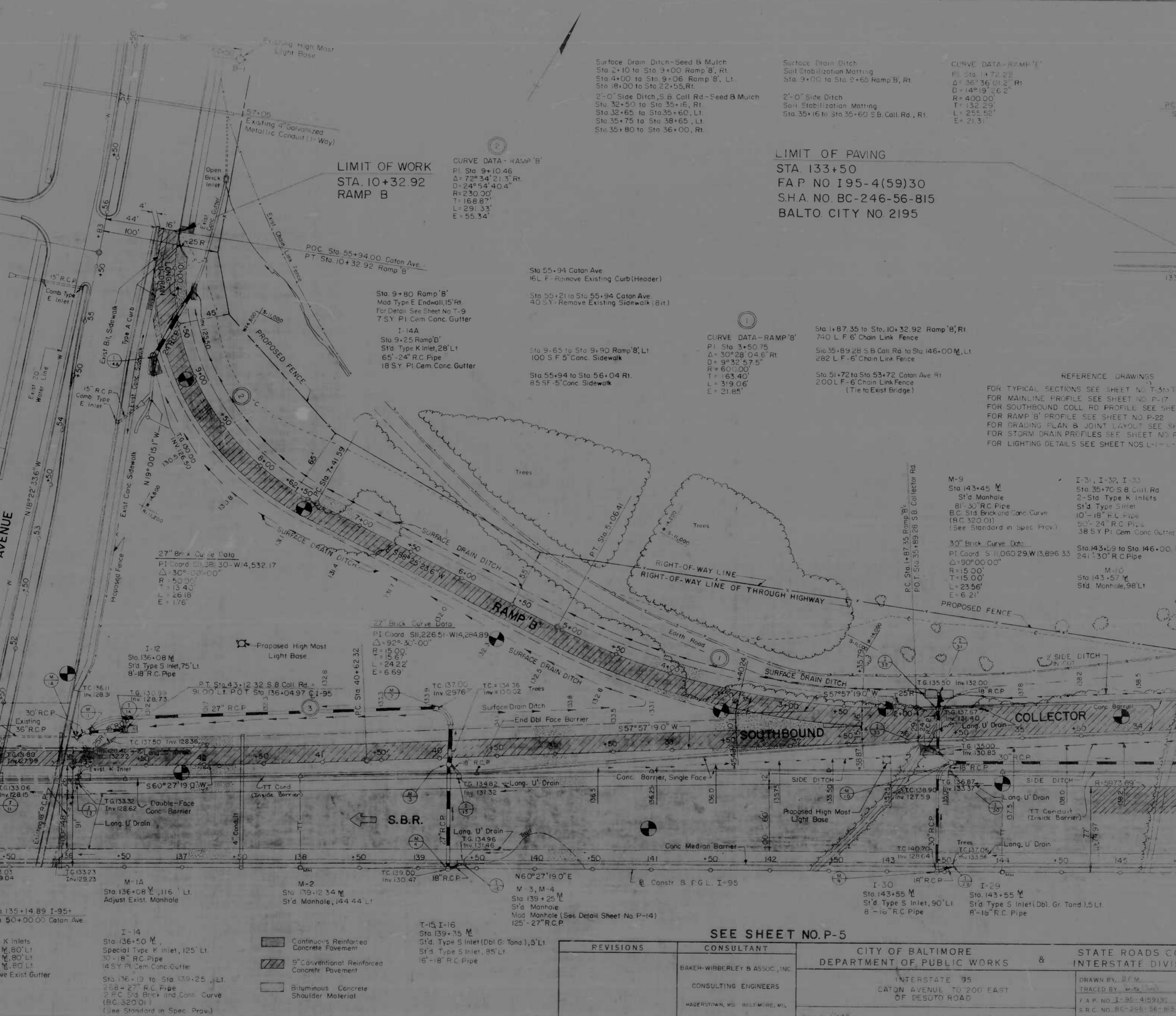
M-1
 Sta 136+66.7 M (21.52' Lt)
 Std. Manhole
 8" 30" R.C. Pipe

M-2
 Sta 139+12.34 M
 Std. Manhole, 144.44' Lt

M-3, M-4
 Sta 139+25 M
 Std. Manhole (See Detail Sheet No P-14)
 125'-27" R.C.P.

I-14
 Sta 136+50 M
 Special Type K Inlet, 125' Lt
 14 S.Y. Pl. Cem. Conc. Gutter

I-15, I-16
 Sta 139+35 M
 Std. Type S Inlet (Dbl. G. Tand), 9' Lt
 Std. Type S Inlet, 85' Lt
 16" R.C. Pipe



NO.	DATE	DESCRIPTION
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REFERENCE DRAWINGS
 FOR TYPICAL SECTIONS SEE SHEET NO. T-501-10
 FOR MAINLINE PROFILE SEE SHEET NO. P-17
 FOR SOUTHBOUND COLL. RD PROFILE SEE SHEET NO. P-22
 FOR RAMP 'B' PROFILE SEE SHEET NO. P-22
 FOR GRADING PLAN & JOINT LAYOUT SEE SHEET NO. P-10
 FOR STORM DRAIN PROFILES SEE SHEET NO. P155P-16
 FOR LIGHTING DETAILS SEE SHEET NOS. L-1 & L-2

M-9
 Sta 143+45 M
 Std. Manhole
 8" 30" R.C. Pipe
 B.C. Std. Box and Conc. Curve
 (R.C. 320 Q1)
 (See Standard in Spec. Prov.)

M-10
 Sta 143+57 M
 Std. Manhole, 98' Lt

I-31, I-32, I-33
 Sta 143+70 S.B. Coll. Rd
 2-Std. Type K Inlets
 Std. Type S Inlet
 10"-18" R.C. Pipe
 50"-24" R.C. Pipe
 18 S.Y. Pl. Cem. Conc. Gutter

I-34
 Sta 143+59 to Sta 146+00 Lt
 24" 30" R.C. Pipe

M-11
 Sta 143+55 M
 Std. Type S Inlet, 90" Lt
 8" 16" R.C. Pipe

I-29
 Sta 143+55 M
 Std. Type S Inlet (Dbl. Gr. Tand), 1.5 Lt
 8" 16" R.C. Pipe

NO.	DATE	DESCRIPTION
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SEE SHEET NO. P-5

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

INTERSTATE 95
 CATON AVENUE TO 200 EAST OF DESOTO ROAD

SCALE: 1"=40'
 DATE: _____

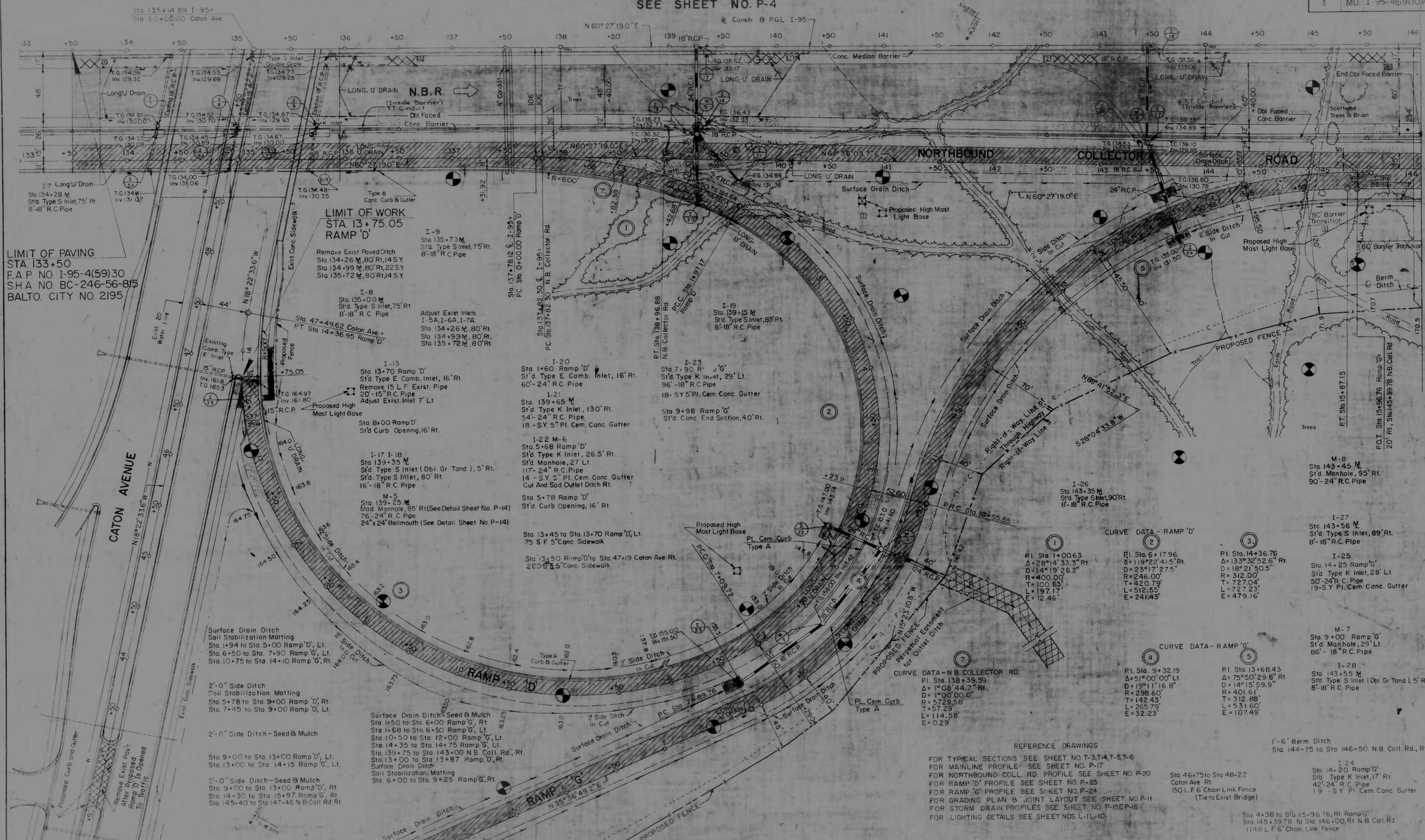
DRAWN BY: B.P.M.
 TRACED BY: _____
 F.A.P. NO. 195-4(59)30
 S.R.C. NO. BC-246-56-815
 BALTO. CITY NO. 2195

SHEET NO. 1121
 P-23

SEE SHEET NO. P-4

REV. NO.	DATE	BY	REASON
3	MD I-95-4(5)930		(112) P-28

MATCH LINE - SEE SHEET NO. P-6



LIMIT OF PAVING
STA 133+50
F.A.P. NO. I-95-4(5)930
SHA NO. BC-246-56-815
BALTO. CITY NO. 2195

LIMIT OF WORK
STA 13+75.05
RAMP 'D'

Remove Exist Raved Ditch
Sta 134+26 M, 80' R.I., 14 S.Y.
Sta 134+99 M, 80' R.I., 22 S.Y.
Sta 135+72 M, 80' R.I., 14 S.Y.

I-9
Sta 135+73 M
Std. Type S Inlet, 75' Rt.
8'-18" R.C. Pipe

I-8
Sta 135+00 M
Std. Type S Inlet, 75' Rt.
8'-18" R.C. Pipe

Adjust Exist Inlets
Sta 134+26 M, 80' Rt.
Sta 134+99 M, 80' Rt.
Sta 135+72 M, 80' Rt.

I-13
Sta 13+70 Ramp 'D'
Std. Type E Comb. Inlet, 16' Rt.
20'-15" R.C. Pipe
Adjust Exist Inlet 7' Lt.

I-10
Sta 139+65 M
Std. Type K Inlet, 130' Rt.
54'-24" R.C. Pipe
18'-5" S.Y. Pl. Cem. Conc. Gutter

I-17 I-18
Sta 133+35 M
Std. Type S Inlet (Dbl. Gr. Tond.), 5' Rt.
Std. Type S Inlet, 80' Rt.
16'-18" R.C. Pipe

M-5
Sta 139+25 M
Mod. Manhole, 85' Rt. (See Detail Sheet No. P-14)
76'-24" R.C. Pipe
24" x 24" Bellmouth (See Detail Sheet No. P-14)

I-20
Sta 1+60 Ramp 'D'
Std. Type E Comb. Inlet, 16' Rt.
60'-24" R.C. Pipe

I-21
Sta 139+65 M
Std. Type K Inlet, 130' Rt.
54'-24" R.C. Pipe
18'-5" S.Y. Pl. Cem. Conc. Gutter

I-22 M-6
Sta 5+68 Ramp 'D'
Std. Type K Inlet, 26.5' Rt.
Std. Manhole, 27' Lt.
17'-24" R.C. Pipe
14'-5" S.Y. Pl. Cem. Conc. Gutter
Cut And Sd Outlet Ditch Rt.

I-23
Sta 7+90 Ramp 'G'
Std. Type K Inlet, 29' Lt.
96'-18" R.C. Pipe
18'-5" S.Y. Pl. Cem. Conc. Gutter

I-24
Sta 13+45 to Sta 13+70 Ramp 'D', Lt.
75 S.F. 5" Conc. Sidewalk

I-25
Sta 14+25 Ramp 'G'
Std. Type K Inlet, 28' Lt.
50'-24" R.C. Pipe
19'-5" S.Y. Pl. Cem. Conc. Gutter

I-26
Sta 143+35 M
Std. Type S Inlet, 90' Rt.
8'-18" R.C. Pipe

I-27
Sta 143+56 M
Std. Type S Inlet, 89' Rt.
8'-18" R.C. Pipe

I-28
Sta 143+55 M
Std. Type S Inlet (Dbl. Gr. Tond.), 5' Rt.
8'-18" R.C. Pipe

- Continuous Reinforced Concrete Pavement
- 9" Conventional Reinforced Concrete Pavement
- Bituminous Concrete Shoulder Material
- 9" Conv. Rein. Conc. With Black Colorant

NO.	REVISIONS	DATE
1	REVISED 3-21-78 REM. REV. LOCATION LIGHT BASE AND EXTENDED BARRIER	11/05/76

CONSULTANT
BAKER-WIBBERLEY & ASSOC., INC.
CONSULTING ENGINEERS
HAGERSTOWN, MD. BALTIMORE, MD.

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
INTERSTATE 95
CATON AVENUE TO 200' EAST
OF DESOTO ROAD

STATE ROADS COMMISSION OF MARYLAND
INTERSTATE DIVISION FOR BALTIMORE CITY

DRAWN BY: D.P.M.
TRACED BY: V.P.
F.A.P. NO. I-95-4(5)930
S.R.C. NO. BC-246-56-815
BALTO. CITY NO. 2195

DES. BY:
CHK. BY:

SHEET NO. (112) P. 5 OF P. 28

REFERENCE DRAWINGS
FOR TYPICAL SECTIONS SEE SHEET NO. T-3T-4, T-5, T-6
FOR MAINLINE PROFILE SEE SHEET NO. P-17
FOR NORTHBOUND COLL. RD. PROFILE SEE SHEET NO. P-20
FOR RAMP 'D' PROFILE SEE SHEET NO. P-23
FOR RAMP 'G' PROFILE SEE SHEET NO. P-24
FOR GRADING PLAN & JOINT LAYOUT SEE SHEET NO. P-11
FOR STORM DRAIN PROFILES SEE SHEET NO. P-15 & P-16
FOR LIGHTING DETAILS SEE SHEET NOS. L-1 & L-10

CURVE DATA - RAMP 'D'

1
P.I. Sta. 1+00.63
Δ = 28°14'33.3" Rt.
D = 141'9" 25.6'
R = 400.00'
T = 100.63'
L = 197.17'
E = 12.46'

2
P.I. Sta. 6+17.96
Δ = 119°22'41.5" Rt.
D = 23°17'27.5"
R = 246.00'
T = 420.79'
L = 512.54'
E = 241.43'

3
P.I. Sta. 14+36.76
Δ = 133°32'52.6" Rt.
D = 18°21'50.5"
R = 312.00'
T = 727.04'
L = 727.23'
E = 479.16'

CURVE DATA - RAMP 'G'

4
P.I. Sta. 9+32.19
Δ = 51°00'00" Lt.
D = 19°11'16.8"
R = 298.60'
T = 142.43'
L = 265.79'
E = 32.23'

5
P.I. Sta. 13+68.43
Δ = 75°50'29.8" Rt.
D = 14°15'59.9"
R = 401.01'
T = 312.88'
L = 531.60'
E = 107.49'

CURVE DATA - N.B. COLLECTOR RD.

P.I. Sta. 138+39.59
Δ = 1°08'44.7" Rt.
D = 1°00'00.0"
R = 5729.58'
T = 57.29'
L = 114.58'
E = 0.29'

1'-6" Berm Ditch
Sta. 144+75 to Sta. 146+50 N.B. Coll. Rd., Rt.

M-24
Sta. 14+24 Ramp 'G'
Std. Type K Inlet, 17' Rt.
42'-24" R.C. Pipe
19'-5" S.Y. Pl. Cem. Conc. Gutter

M-7
Sta. 9+00 Ramp 'G'
Std. Manhole, 29' Lt.
86'-18" R.C. Pipe

MATCH LINE - SEE SHEET NO. P-2

REFERENCE DRAWINGS

FOR TYPICAL SECTIONS SEE SHEET NOS. T-1, T-2, T-3
 FOR MAINLINE PROFILES SEE SHEET NO. P-19
 FOR SOUTHBOUND COLL. RD PROFILE SEE SHEET NO. P-21
 FOR NORTHBOUND COLL. RD PROFILE SEE SHEET NO. P-20
 FOR RAMP 'A' PROFILE SEE SHEET NO. P-25
 FOR RAMP 'K' PROFILE SEE SHEET NO. P-24
 FOR RAMP 'C' PROFILE SEE SHEET NO. P-26
 FOR RAMP 'H' PROFILE SEE SHEET NO. P-23
 FOR DESOTO ROAD PROFILE SEE SHEET NO. P-24
 FOR LIGHTING DETAILS SEE SHEET NOS. L-1, L-2

CURVE DATA-NB COLL. RD
 PI Sta 159+49.94
 $\Delta = 14^\circ 34' 36.0''$ LT
 $D = 7740.00'$ LT
 $R = 2864.79'$
 $T = 191.95'$
 $L = 363.33'$
 $E = 6.42'$

CURVE DATA-RAMP 'A'
 PI Sta 19+43.41
 $\Delta = 14^\circ 34' 36.0''$ RT
 $D = 8204.365'$
 $R = 16^\circ 15' 00''$
 $Dc = 6730.00'$
 $Rc = 881.47'$
 $Ts = 1640.10'$
 $LT = 334.75'$
 $ST = 167.95'$
 $Ls = 500.00'$
 $Lc = 1262.72'$

2'-0" SIDE DITCH-Seed & Mulch
 Sta 6+36 to Sta 7+61 Ramp 'C', Lt
 Sta 6+40 to Sta 7+61 Ramp 'C', Rt

I-72
 Sta 31+99 Ramp 'A'
 Std. Type S Inlet, 6 Lt.
 76'-24" R.C. Pipe

M-28
 Sta 158+25 M
 Std. Manhole, 6
 80'-24" R.C. Pipe

I-74
 Sta 158+07 M
 Std. Type S Inlet (Dbl. Gr. Tand.), 5 Lt.
 20'-24" R.C. Pipe

I-77
 Sta 6+09 Ramp 'C'
 Std. Type S Inlet, 36 Rt.
 38'-24" R.C. Pipe

I-78
 Sta 5+96 Ramp 'C'
 Std. Type S Inlet, 6 Lt.
 16'-24" R.C. Pipe

I-76
 Sta 158+27 M
 Std. Type S Inlet, 66 Rt.
 26'-18" R.C. Pipe

CURVE DATA-RELOCATED R.B.D. RAILROAD SPUR
 PI Sta 4+37.31
 $\Delta = 83^\circ 46' 38.4''$ LT
 $D = 14^\circ 00' 00''$ (Chord Def.)
 $R = 410.276'$
 $T = 367.97'$
 $L = 4596.57'$
 $E = 140.54'$

CURVE DATA-RELOCATED R.B.D. RAILROAD SPUR
 PI Sta 10+34.22
 $\Delta = 31^\circ 55' 53.8''$ LT
 $D = 10^\circ 00' 00''$ (Chord Def.)
 $R = 572.96'$
 $T = 163.92'$
 $L = 319.32'$
 $E = 22.99'$

CURVE DATA-SB COLL. RD
 PI Sta 13+70.00
 $\Delta = 6^\circ 35' 00''$ LT
 $D = 5000.00'$
 $R = 1145.92'$
 $T = 65.91'$
 $L = 131.67'$
 $E = 61.69'$

CURVE DATA-I-95
 PI Sta 178+43.66
 $\Delta = 30^\circ 19' 47.4''$ RT
 $D = 20^\circ 07' 47.4''$
 $Dc = 8^\circ 06' 00''$
 $Rc = 1909.86'$
 $Ts = 898.54'$
 $LT = 360.38'$
 $ST = 180.34'$
 $Ls = 540.00'$
 $Lc = 670.99'$

I-75
 Sta 158+11 M
 Std. Type S Inlet (Dbl. Gr. Tand.), 5 Rt.
 16'-18" R.C. Pipe

I-76
 Sta 158+27 M
 Std. Type S Inlet, 66 Rt.
 26'-18" R.C. Pipe

I-78
 Sta 5+96 Ramp 'C'
 Std. Type S Inlet, 6 Lt.
 16'-24" R.C. Pipe

FOR GRADING PLAN & JOINT LAYOUT SEE SHEET NO. P-13
 FOR STORM DRAIN PROFILES SEE SHEET NO. P-15

MATCH LINE - SEE SHEET NO. P-6



CURVE DATA-RAMP 'H'
 PI Sta 1+65.34
 $\Delta = 11^\circ 32' 05.6''$ LT
 $D = 3^\circ 30' 00''$
 $R = 1637.02'$
 $T = 165.34'$
 $L = 329.57'$
 $E = 9.32'$

CURVE DATA-RAMP 'C'
 PI Sta 14+380
 $\Delta = 4^\circ 00' 00''$ LT
 $D = 13^\circ 19' 30.0''$
 $R = 793'$
 $T = 265.66'$
 $L = 146.81'$

CURVE DATA-RAMP 'C'
 PI Sta 20+06.25
 $\Delta = 25^\circ 39' 00''$ LT
 $D = 7^\circ 00' 00''$
 $R = 818.51'$
 $Tc = 186.34'$
 $Lc = 366.43'$
 $Ec = 20.94'$

CURVE DATA-GEORGETOWN ROAD EXT
 PI Sta 745.08
 $\Delta = 80^\circ 48' 49.5''$ LT
 $D = 62^\circ 19' 43''$
 $R = 900'$
 $T = 76.61'$
 $L = 126.94'$
 $E = 28.19'$

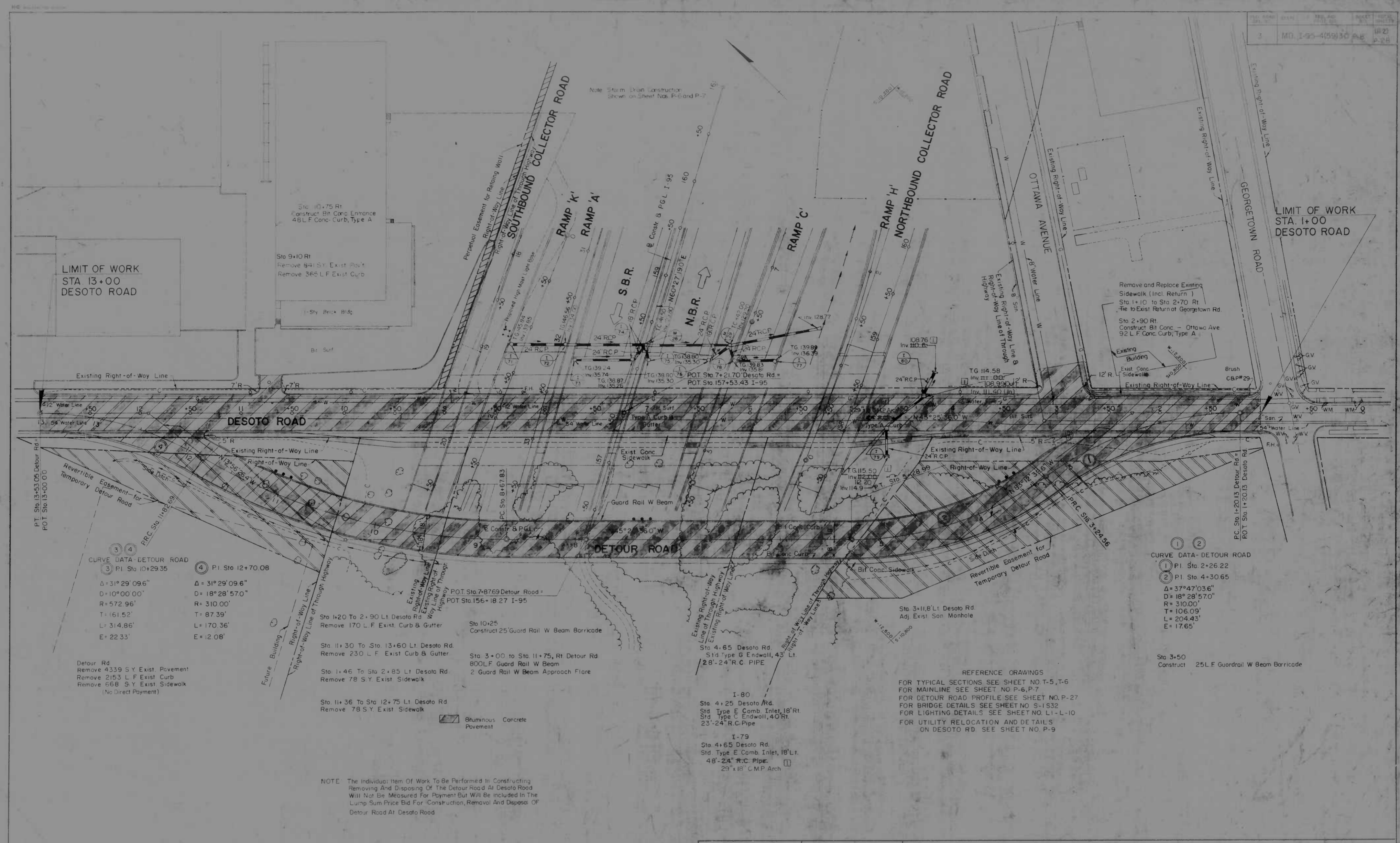
- 3' Conventional Reinforced Concrete Pavement
- Bituminous Concrete Shoulder Material
- Bituminous Concrete Pavement
- Concrete Reinforced with black colorant

REVISIONS	CONSULTANT
Revised Median Shield 11/09/74	BAKER W/BERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 INTERSTATE 95
 CATION AVENUE TO 200' EAST
 OF DESOTO ROAD

STATE ROADS COMMISSION OF MARYLAND
 INTERSTATE DIVISION FOR BALTIMORE CITY
 DRAWN BY: J.M.
 TRACED BY: J.M.
 F.A.P. NO. I-95-415930
 S.R.C. NO. BC-246-56-815
 BALTO. CITY NO. 2195

DES. BY: [Blank]
 CHK. BY: [Blank]
 SCALE: 1" = 40'
 DATE: [Blank]
 SHEET NO. 1121
 Part of P-28



LIMIT OF WORK
STA 13+00
DESOTO ROAD

LIMIT OF WORK
STA 1+00
DESOTO ROAD

CURVE DATA - DETOUR ROAD

③ P.I. Sta 10+29.35	④ P.I. Sta 12+70.08
$\Delta = 31^\circ 29' 09.6''$	$\Delta = 31^\circ 29' 09.6''$
$D = 10^\circ 00' 00''$	$D = 18^\circ 28' 57.0''$
$R = 572.96'$	$R = 310.00'$
$T = 161.52'$	$T = 87.39'$
$L = 314.86'$	$L = 170.36'$
$E = 22.33'$	$E = 12.08'$

CURVE DATA - DETOUR ROAD

① P.I. Sta 2+26.22	② P.I. Sta 4+30.65
$\Delta = 37^\circ 47' 03.6''$	$\Delta = 37^\circ 47' 03.6''$
$D = 18^\circ 28' 57.0''$	$D = 18^\circ 28' 57.0''$
$R = 310.00'$	$R = 310.00'$
$T = 106.09'$	$T = 106.09'$
$L = 204.43'$	$L = 204.43'$
$E = 17.65'$	

Detour Rd.
Remove 4239 S.Y. Exist. Pavement
Remove 2153 L.F. Exist. Curb
Remove 668 S.Y. Exist. Sidewalk
(No Direct Payment)

NOTE: The Individual Item Of Work To Be Performed In Constructing Removing And Disposing Of The Detour Road At Desoto Road Will Not Be Measured For Payment But Will Be Included In The Lump Sum Price Bid For Construction, Removal And Dispose Of Detour Road At Desoto Road

REFERENCE DRAWINGS
FOR TYPICAL SECTIONS SEE SHEET NO. T-5, T-6
FOR MAINLINE SEE SHEET NO. P-6, P-7
FOR DETOUR ROAD PROFILE SEE SHEET NO. P-27
FOR BRIDGE DETAILS SEE SHEET NO. S-132
FOR LIGHTING DETAILS SEE SHEET NO. L1-L10
FOR UTILITY RELOCATION AND DETAILS ON DESOTO RD. SEE SHEET NO. P-9

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
1. Addendum No. 1 7/15/74	BAKER-WIBBERLEY & ASSOC., INC.	INTERSTATE 33 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: B.M. CHECKED BY: B.M. DATE: 7/15/74
2. Addendum No. 2 7/18/74	CONSULTING ENGINEERS		F.A.P. NO. 1-95-455130 L.R.C. NO. 244-28-813 BALTO. CITY NO. 2195
3. REVISED 1/22/75	HAEREMANN, INC. BALTIMORE, MD.	SCALE: 1" = 40'	SHEET NO. 1121 P. 28 OF P. 28

GRADING TABLE

FED. ROAD DIST. NO. STATE PROJ. AND SHEET NO. SHEET NO. OF SHEETS
 3 MD. I-95-4(59)30-0-1 (12) 12

STATION		CUT	EMBANKMENT		TOP SOIL		UNSUITABLE MATERIAL		CLASS '2'	CUT ADJUSTED	CUT DENSIFIED	REMARKS
FROM	TO		BELOW CAPPING	CAPPING	CUT	FILL	CUT	FILL				
1+95												NOTE: S.F. for all Cuts 0.90
133+50	157+85	468,381	42,795						456,633	410,979		1-95 Coll. Rds., Ramps A,C,K
136+50	157+50	3,685	3,685			11,738	3,665					6" Root Matting
144+50	147+50							77				Berm Ditch Rt. (Rt. of N.B. Coll. Rd.)
147+50	155+50							1,879				Side Ditch Lt. (Rt. of S.B. Coll. Rd.)
156+20	157+85							42				Side Ditch Rt. (Rt. of N.B. Coll. Rd.)
157+00	160+00	791	791				791					Dump Area Removed Under Fill, Refill
157+43	160+53		94,753									1-95 Coll. Rds., Ramps A,C,K,B,H
RAMP B AT CATON AVE												
4+07	10+32.92	23,115	12						22,132	19,919		Exc. B Emb. Ramp B
4+07	7+50					560						6" Root Matting
7+00	10+32.92	12	12									6" Topsoil
RAMP D AT CATON AVE												
2+38	13+87.10	49,815	75						48,277	43,449		Exc. Ramp D
2+38	11+50					1,538						6" Root Matting
RAMP G AT CATON												
1+19	13+25	51,466	372						49,837	44,853		Exc. B Emb. Ramp G
2+70	13+25	81	81			1,629	81					6" Root Matting
DE SOTO ROAD												
1+00	13+00	10,075	880			2,819			7,556	6,900		Exc. B Emb. Desoto Road
DETOUR ROAD AT DE SOTO ROAD												
1+50	13+58	5,559	370						5,559	5,003		Exc. B Emb. Detour Road
3+12	5+29							46				Side Ditch Lt.
8+79	13+08							16				Side Ditch Lt.
TOTALS												
		612,980	143,826		423	17,964	4,557	2,060	590,004	531,073		

SUMMARY OF EARTHWORK	
CLASS 1 EXCAVATION	
CUT	608,411 Cu Yds
Plus Topsoil Removed Under Fill	120 Cu Yds
Plus Unsuitable Material Removed Under Fill	4,507 Cu Yds
Total Class 1 Excavation	612,980 Cu Yds
EXCAVATION AVAILABLE FOR EMBANKMENT	
Total Class 1 Excavation	612,980 Cu Yds
Minus: Top Soil Removed From Cut	423 Cu Yds
Top Soil Removed Under Fill	120 Cu Yds
Unsuitable Material Removed in Cut	17,964 Cu Yds
Unsuitable Material Removed Under Fill	4,557 Cu Yds
Cut Adjustment	290,004 Cu Yds
Plus Class 2 Excavation Available for Embankment	531,073 Cu Yds
Total Excavation Available for Embankment	532,822 Cu Yds
CLASS 2 EXCAVATION	
From Grading Table	2,060 Cu Yds
From Pipe Sheets	202 Cu Yds
Total Class 2 Excavation	2,262 Cu Yds
Estimated Loss Due to Handling and Densification	241 Cu Yds
From Pipe Sheets - Not Available for Embankment	202 Cu Yds
Total Class 2 Excavation Available for Embankment	1,819 Cu Yds
EMBANKMENT REQUIRED	
Embankment	139,257 Cu Yds
Refill for Topsoil Removed Under Fill	120 Cu Yds
Refill for Unsuitable Material Removed Under Fill	4,507 Cu Yds
Embankment Required	143,826 Cu Yds
Excavation Available for Embankment	532,822 Cu Yds
Waste	388,996 Cu Yds
CONTINGENT SELECT BORROW EXCAVATION	
Refill for Class 1-A Excavation in Wet Cuts	7,440 Cu Yds
Cont. Select Borrow	7,440 Cu Yds
Cont. Select Borrow Densification (@20%)	1,488 Cu Yds
Total Contingent Select Borrow	8,928 Cu Yds
CLASS 1-A EXCAVATION	
For Undercutting	7,440 Cu Yds
Total Class 1-A Excavation	7,440 Cu Yds

ESTIMATED EARTHWORK AND PROPOSAL QUANTITIES					
KEY	PAY ITEM	CONT. QUANT.	EST. QUANT.	PROP. QUANT.	REMARKS
①	CLASS 1 EXCAVATION		612,980 C.Y.	613,500	
②	CLASS 1-A EXCAVATION		7,440 C.Y.	7,500	
③	CLASS 2 EXCAVATION		2,262 C.Y.	2,300	
④	CONT. SEL. BORROW EXCAVATION	8,928 C.Y.		9,000	
⑤	CONTINGENT BORROW EXCAVATION	1,000 C.Y.		1,000	

REVISIONS	CONSULTANT DAVEY-WISBERLEY & ASSOC., INC. CONSULTING ENGINEERS	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DE SOTO ROAD	DRAWN BY PEPPER TRACED BY PEPPER F.A.P. NO. I-95-4(59)30 S.R.C. NO. BC 246-56-815 BALTO. CITY NO. 2195
	SCALE	DATE
		DES. BY CHK. BY SHEET NO. 12

SUMMARY OF QUANTITIES

3 MD 1-95-4(59)30 Q10 1121
9-12

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	CONTINGENT QUANTITY	PROPOSAL QUANTITY	FINAL QUANTITY
PRELIMINARY ITEMS						
101	CLEARING AND GRUBBING	L.S.	L.S.		L.S.	
102	ENGINEERS FACILITIES	L.S.	L.S.		L.S.	
103	MAINTENANCE OF TRAFFIC	L.S.	L.S.		L.S.	
104	CONSTRUCTION STAKEOUT	L.S.	L.S.		L.S.	
105	MOBILIZATION	L.S.	L.S.		L.S.	
106	ON THE JOB TRAINING	HR.	8,000		8,000	
GRADING ITEMS						
201	CLASS 1 EXCAVATION	C.Y.	612,980		612,980	
202	CLASS 1-A EXCAVATION	C.Y.	7,440		7,500	
203	CLASS 2 EXCAVATION	C.Y.	2,262		2,300	
204	CONTINGENT BORROW EXCAVATION	S.Y.		1,000	1,000	
205	SELECT BORROW EXCAVATION	C.Y.		8,928	9,000	
206	TEST PIT EXCAVATION	C.Y.		400	400	
207	REMOVAL OF EXISTING CURB	L.F.	402		410	
208	REMOVAL OF EXISTING COMB. CURB & GUTTER	L.F.	400		410	
209	REMOVAL OF EXISTING PAVEMENT	S.Y.	894		900	
210	REMOVAL OF EXISTING SIDEWALK	S.Y.	216		220	
211	REMOVAL OF EXISTING GUTTER	S.F.	156		160	
212	CONSTRUCTION, REMOVAL & DISPOSAL OF DETOUR ROAD AT DESOTO ROAD	L.S.	L.S.		L.S.	
213	REMOVAL OF TEMPORARY RAMP D	L.S.	L.S.		L.S.	
214	REMOVAL OF EXISTING MASONRY	C.Y.		50	50	
DRAINAGE ITEMS						
301	CLASS 3 EXCAVATION FOR INCIDENTAL CONSTRUCTION	C.Y.		100	100	
302	TRIMMING EXISTING DITCHES	L.F.		25	25	
303	15" R.C. PIPE, CLASS 4	L.F.	20		20	
304	18" R.C. PIPE, CLASS 4	L.F.	964		964	
305	24" S.C. PIPE, CLASS 4	L.F.	336		336	
306	27" S.C. PIPE, CLASS 4	L.F.	333		333	
307	30" R.C. PIPE, CLASS 4	L.F.	55		55	
308	REMOVAL OF OLD CULVERTS ANY SIZE	L.F.	39		50	
309	REMOVAL OF OLD INLETS ANY SIZE OR TYPE	EA.	3		3	
310	STANDARD TYPE C ENDWALL FOR 24" PIPE	EA.	1		1	
311	STANDARD TYPE C ENDWALL FOR 30" PIPE	EA.	1		1	
312	STANDARD TYPE G ENDWALL FOR 24" R.C. PIPE	EA.	1		1	
313	STANDARD CONC. END SECTION FOR 18" R.C. PIPE	EA.	1		1	
314	STANDARD CONC. END SECTION FOR 24" R.C. PIPE	EA.	5		5	
315	STANDARD TYPE E INLET - MINIMUM DEPTH	EA.	2		2	
316	STANDARD TYPE E INLET - VERTICAL DEPTH	L.F.	---		---	
317	STANDARD TYPE E COMBINATION INLET - MINIMUM DEPTH	EA.	4		4	
318	STANDARD TYPE E COMBINATION INLET - VERTICAL DEPTH	L.F.	1		1	
319	STANDARD TYPE X INLET, SINGLE GRATE - MINIMUM DEPTH	EA.	15		15	
320	STANDARD TYPE X INLET, SINGLE GRATE - VERTICAL DEPTH	L.F.	7		7	
321	SPECIAL TYPE X INLET, NON TRAFFIC AREAS - MINIMUM DEPTH	EA.	1		1	
322	SPECIAL TYPE X INLET, NON TRAFFIC AREAS - VERTICAL DEPTH	L.F.	---		---	
323	STANDARD TYPE S INLET, SINGLE GRATE - MINIMUM DEPTH	EA.	46		46	
324	STANDARD TYPE S INLET, SINGLE GRATE - VERTICAL DEPTH	L.F.	63		63	
325	STANDARD TYPE S INLET, DOUBLE GRATE TANDEM - MINIMUM DEPTH	EA.	12		12	
326	STANDARD TYPE S INLET, DOUBLE GRATE TANDEM - VERTICAL DEPTH	L.F.	5		5	
327	ADJUST EXISTING INLET	EA.	8		8	
328	STANDARD STORM WATER MANHOLE, 30" INCH COVER - MINIMUM DEPTH	EA.	25		25	
329	STANDARD STORM WATER MANHOLE, 30" INCH COVER - VERTICAL DEPTH	L.F.	2039		2100	
330	ADJUST EXISTING MANHOLE	EA.	2		2	

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	CONTINGENT QUANTITY	PROPOSAL QUANTITY	FINAL QUANTITY
DRAINAGE ITEMS (CONT.)						
331	CLASS P-1 CONCRETE FOR MISCELLANEOUS STRUCTURES	C.Y.		15	15	
332	CLASS B CONCRETE FOR MISCELLANEOUS STRUCTURES	C.Y.		15	15	
333	ORDINARY BRICK MASONRY FOR MISCELLANEOUS STRUCTURES	C.F.		5	5	
334	SUBGRADE DRAINS	L.F.		200	200	
335	UTILITY TRENCH UNDERDRAIN	L.F.		100	100	
336	6" PERFORATED CIRCULAR PIPE LONGITUDINAL UNDERDRAIN	L.F.	20,115		20,200	
337	6" PERFORATED CIRCULAR PIPE UNDERDRAIN	L.F.		100	100	
338	6" CIRCULAR PIPE UNDERDRAIN OUTLETS	L.F.	669		680	
339	AGGREGATE BACKFILL FOR UNDERDRAINS	C.Y.	649	10	700	
340	TEMPORARY SLOPE DRAIN	L.F.	119	50	130	
341	5" CONCRETE GUTTER	S.Y.	273		280	
342	9" STONE FILLED WIRE MATTRESS	S.Y.	119		130	
343	MODIFIED TYPE E ENDWALL FOR 24" PIPE, STA. 20+67 S.B. COLL. RD. CT.	EA.	1		1	
344	MODIFIED TYPE E ENDWALL FOR 24" PIPE, STA. 9+80 RAMP B, RT.	EA.	1		1	
345	24" PIPE CONNECTION BRICK CURVE	EA.	1		1	
346	27" PIPE CONNECTION BRICK CURVE	EA.	2		2	
347	30" PIPE CONNECTION BRICK CURVE	EA.	2		2	
348	24" x 24" BELLMOUTH - STA. 139+25	EA.	1		1	
349	MODIFIED STORM WATER MANHOLE, 30" COVER	EA.	2		2	
350	STANDARD DROP MANHOLE, 30" COVER, MINIMUM DEPTH	EA.	2		2	
351	STANDARD DROP MANHOLE, 30" COVER, VERTICAL DEPTH	L.F.	29		29	

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY B. ASSOC. INC. CONSULTING ENGINEERS HAGERSTOWN, MD - BALTIMORE, MD	INTERSTATE 95 CATON AVENUE TO 300' EAST OF DESOTO ROAD	DRAWN BY TRACED BY F.A. NO. 1 OF 4159/30 A.R.C. NO. 00-46704-RS BALTO. CITY NO. 2195
		SCALE: NO SCALE	DATE
			SHEET NO. 4121 Q-10 OF Q-12

SUMMARY OF QUANTITIES

3 MD 1-95 (4159) XI(2) 11 (112) Q-12

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	CONTINGENT QUANTITY	PROPOSAL QUANTITY	FINAL QUANTITY
STRUCTURE ITEMS						
401	CLASS 2 EXCAVATION FOR STRUCTURES	C.Y.	3,474		3,474	
402	12" DIAMETER CAST-IN-PLACE CONCRETE PILES, FURNISHED, DRIVEN, FILLED, ETC.	L.F.	20,888		20,888	
403	12" DIAMETER CAST-IN-PLACE CONCRETE TEST PILES, FURNISHED, DRIVEN, FILLED, ETC.	L.F.	573		573	
404	12" DIAMETER CAST-IN-PLACE CONCRETE PILE SPLICES	EA.	552		552	
405	FOOTING CONCRETE FOR NORTHBOUND COLLECTOR ROAD OVER DESOTO ROAD	C.Y.	201		201	
406	FOOTING CONCRETE FOR RAMP C OVER DESOTO ROAD	C.Y.	199		199	
407	FOOTING CONCRETE FOR I-95 OVER DESOTO ROAD	C.Y.	327		327	
408	FOOTING CONCRETE FOR RAMPS A & K OVER DESOTO ROAD	C.Y.	199		199	
409	FOOTING CONCRETE FOR SOUTHBOUND COLLECTOR ROAD OVER DESOTO ROAD	C.Y.	138		138	
410	SUBSTRUCTURE CONCRETE FOR NORTHBOUND COLLECTOR ROAD OVER DESOTO ROAD	L.S.	L.S.		L.S.	
411	SUBSTRUCTURE CONCRETE FOR RAMP C OVER DESOTO ROAD	L.S.	L.S.		L.S.	
412	SUBSTRUCTURE CONCRETE FOR I-95 OVER DESOTO ROAD	L.S.	L.S.		L.S.	
413	SUBSTRUCTURE CONCRETE FOR RAMPS A & K OVER DESOTO ROAD	L.S.	L.S.		L.S.	
414	SUBSTRUCTURE CONCRETE FOR SOUTHBOUND COLLECTOR ROAD OVER DESOTO ROAD	L.S.	L.S.		L.S.	
415	SUPERSTRUCTURE CONCRETE FOR NORTHBOUND COLLECTOR ROAD OVER DESOTO ROAD	L.S.	L.S.		L.S.	
416	SUPERSTRUCTURE CONCRETE FOR RAMP C OVER DESOTO ROAD	L.S.	L.S.		L.S.	
417	SUPERSTRUCTURE CONCRETE FOR I-95 OVER DESOTO ROAD	L.S.	L.S.		L.S.	
418	SUPERSTRUCTURE CONCRETE FOR RAMPS A & K OVER DESOTO ROAD	L.S.	L.S.		L.S.	
419	SUPERSTRUCTURE CONCRETE FOR SOUTHBOUND COLLECTOR ROAD OVER DESOTO ROAD	L.S.	L.S.		L.S.	
420	SUBFOUNDATION CONCRETE	C.Y.	90		90	
421	FOOTING CONCRETE FOR RETAINING WALL FROM STA. 16+25 TO STA. 19+29 S.B. COLL. ROAD	C.Y.	588		588	
422	FOOTING CONCRETE FOR RETAINING WALL FROM STA. 33+44 TO STA. 36+00 RAMP A	C.Y.	48		48	
423	FOOTING CONCRETE FOR RETAINING WALL FROM STA. 30+00 TO STA. 32+17 RAMP A	C.Y.	98		98	
424	STEM CONCRETE FOR RETAINING WALL FROM STA. 16+25 TO STA. 19+29 S.B. COLL. ROAD	L.S.	L.S.		L.S.	
425	STEM CONCRETE FOR RETAINING WALL FROM STA. 33+44 TO STA. 36+00 RAMP A	L.S.	L.S.		L.S.	
426	STEM CONCRETE FOR RETAINING WALL FROM STA. 30+00 TO STA. 32+17 RAMP A	L.S.	L.S.		L.S.	
427	CONTINGENT CONCRETE FOR REINFORCED CONCRETE RETAINING WALLS	C.Y.	30		30	
428	FABRICATED STRUCTURAL STEEL FOR NORTHBOUND COLLECTOR ROAD OVER DESOTO ROAD	L.S.	L.S.		L.S.	
429	FABRICATED STRUCTURAL STEEL FOR RAMP C OVER DESOTO ROAD	L.S.	L.S.		L.S.	
430	FABRICATED STRUCTURAL STEEL FOR I-95 OVER DESOTO ROAD	L.S.	L.S.		L.S.	
431	FABRICATED STRUCTURAL STEEL FOR RAMPS A & K OVER DESOTO ROAD	L.S.	L.S.		L.S.	
432	FABRICATED STRUCTURAL STEEL FOR SOUTHBOUND COLLECTOR ROAD OVER DESOTO ROAD	L.S.	L.S.		L.S.	
433	STEEL STUD SHEAR DEVELOPERS FOR NORTHBOUND COLLECTOR ROAD OVER DESOTO ROAD	L.S.	L.S.		L.S.	
434	STEEL STUD SHEAR DEVELOPERS FOR RAMP C OVER DESOTO ROAD	L.S.	L.S.		L.S.	
435	STEEL STUD SHEAR DEVELOPERS FOR I-95 OVER DESOTO ROAD	L.S.	L.S.		L.S.	
436	STEEL STUD SHEAR DEVELOPERS FOR RAMPS A & K OVER DESOTO ROAD	L.S.	L.S.		L.S.	
437	STEEL STUD SHEAR DEVELOPERS FOR SOUTHBOUND COLLECTOR ROAD OVER DESOTO ROAD	L.S.	L.S.		L.S.	
438	4" CONCRETE SLOPE PROTECTION, FOR NORTHBOUND COLLECTOR ROAD OVER DESOTO ROAD	S.Y.	457		457	
439	4" CONCRETE SLOPE PROTECTION, FOR RAMP C OVER DESOTO ROAD	S.Y.	535		535	
440	4" CONCRETE SLOPE PROTECTION, FOR I-95 OVER DESOTO ROAD	S.Y.	601		601	
441	4" CONCRETE SLOPE PROTECTION, FOR RAMPS A & K OVER DESOTO ROAD	S.Y.	342		342	
442	4" CONCRETE SLOPE PROTECTION, FOR SOUTHBOUND COLLECTOR ROAD OVER DESOTO ROAD	S.Y.	162		162	
443	CONTINGENT CONCRETE FOR BRIDGES	C.Y.		60	60	
444	APPROACH SLAB CONCRETE	S.Y.	1,291		1,291	
445	LIGHTING FOUNDATION	L.S.	L.S.		L.S.	
446	CONTINGENT LIGHTING FOUNDATION	L.F.		20	20	
447	SUBFOUNDATION DRILLING	L.F.		1,000	1,000	
448	PILE LOAD TEST	EA.	4		4	
449	EPDXY COATING FOR REINF. STEEL IN SUPERSTR. N.B. COLL. ROAD OVER DE. SOTO RD.	L.S.	L.S.		L.S.	
450	EPDXY COATING FOR REINFORCING STEEL IN SUPERSTR. RAMP C OVER DESOTO RD.	L.S.	L.S.		L.S.	
451	EPDXY COATING FOR REINF. STEEL IN SUPERSTR. I-95 OVER DESOTO RD.	L.S.	L.S.		L.S.	
452	EPDXY COATING FOR REINF. STEEL IN SUPERSTR. RAMPS A&K OVER DESOTO RD.	L.S.	L.S.		L.S.	
453	EPDXY COATING FOR REINF. STEEL IN SUPERSTR. S.B. COLL. RD. OVER DESOTO RD.	L.S.	L.S.		L.S.	
454	QUATERNARY EPDXY COATING FOR REINF. STEEL	L.B.		1,000	1,000	
455	EPDXY PROTECTING COATING FOR BRIDGE PARAPET	S.Y.	632		632	
456	EPDXY PROTECTING COATING FOR CONCRETE BARRIER	S.Y.	8,847		8,847	
PAVING ITEMS						
500	6" SUB-BASE USING CRUSHER RUN	S.Y.	53,522		53,522	
502	3" DENSE GRADED STABILIZED AGGREGATE BASE COURSE	S.Y.	3,788		3,788	
503	PUSHER RUN AGGREGATE FOR MAINTENANCE OF TRAFFIC	TON		100	100	
504	BITUMINOUS CONCRETE USING SAND/S/STONE OR SLAB	TON	266		270	
505	BITUMINOUS CONCRETE USING SAND/S/STONE	TON	300		300	
506	BITUMINOUS CONCRETE USING SAND/S/STONE	TON	1271		1,511	
507	3" REINFORCED CEMENT CONCRETE PAVEMENT, R/C	S.Y.	26,814		26,971	
508	8" CONTINUOUS REINFORCED CEMENT CONCRETE PAVEMENT, R/C	S.Y.	23,474		23,600	

ITEM NO.	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	CONTINGENT QUANTITY	PROPOSAL QUANTITY	FINAL QUANTITY
PAVING ITEMS (CONT.)						
509	CALCIUM CHLORIDE	TON		25	25	
510	TERMINAL JOINT	L.F.	120		120	
511	BITUMINOUS CONCRETE FOR MAINTENANCE OF TRAFFIC, STONE OR SLAG	TON		400	400	
SHOULDER ITEMS						
601	3" STABILIZED SHOULDERS, DENSE GRADED STABILIZED AGGREGATE	S.Y.	24,524		24,600	
602	4" STABILIZED SHOULDERS, DENSE GRADED STABILIZED AGGREGATE	S.Y.	16,337		16,400	
603	VARIABLE DEPTH STABILIZED SHOULDERS, DENSE GRADED STABILIZED AGGREGATE	S.Y.	18,226		18,300	
604	BITUMINOUS CONCRETE SHOULDERS SAND/S/STONE	TON	3,868		3,900	
605	STANDARD TYPE A CURB 8" x 18"	L.F.	676		680	
606	STANDARD TYPE B CURB 6" x 18"	L.F.	1,340		1,400	
607	STANDARD TYPE B COMB. CURB & GUTTER 24" GUTTER PAN, 9" DEPTH	L.F.	2,023		2,050	
608	STANDARD TYPE R COMB. CURB & GUTTER 18" GUTTER PAN, 10" DEPTH	L.F.	1,071		1,100	
609	STANDARD CURB OPENING	EA.	2		2	
610	5" CONCRETE SIDEWALK	S.F.	6,728		6,800	
611	GUARDRAIL W. BEAM	L.F.	515		550	
612	GUARDRAIL W. BEAM BARRICADE	L.F.	50		50	
613	GUARDRAIL W. BEAM TRAIL END ANCHORAGE	EA.	2		2	
614	6' CHAIN LINK FENCE	L.F.	5,540		5,600	
615	TERMINAL POST FOR CHAIN LINK FENCE	EA.	42		42	
616	10" PLAIN CEMENT CONCRETE SHOULDER	S.Y.	8,927		9,000	
617	HI-DRY CUSHION ENERGY ABSORBING DEVICE	EA.	2		2	
618	STANDARD CONCRETE BARRIER, SINGLE FACE	L.F.	14,851		14,900	
619	STANDARD CONCRETE BARRIER, DOUBLE FACE	L.F.	3,613		3,650	
LANDSCAPING ITEMS						
701	PLACING SALVAGED TOP SOIL, 2" DEPTH	S.Y.	435		450	
702	TOP SOIL FURNISHED AND PLACED, 2" DEPTH	S.Y.	72,869		73,000	
703	SEEDING AND MULCHING	S.Y.	70,819		71,000	
704	SOLID SODDING	S.Y.	272		300	
705	SOIL STABILIZATION MATTING	S.Y.	2,998		2,998	
706	SOIL MIX	C.Y.	2,203		2,225	

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER WILBERLEY & ASSOC. INC. CONSULTING ENGINEERS HAGERSTOWN, MD. & BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY TRACED BY F.A.P. NO. 1-37-817-35 S.R.C. NO. 21-746-76-35 BALTO. CITY NO. 2198
		SCALE: NO SCALE	DATE
			DES. BY CHK. BY SHEET NO. 112 OF 12

SUMMARY OF QUANTITIES

3 MD. 2195-4159-300-12 (112)
Q-12

ITEM NO	ITEM DESCRIPTION	UNIT	ESTIMATED QUANTITY	CONTINGENT QUANTITY	PROPOSAL QUANTITY	FINAL QUANTITY
UTILITY ITEMS						
801	TRANSIT AND TRAFFIC HANO BOXES	EA.	33		33	
802	TRANSIT AND TRAFFIC MANHOLES	EA.	9		9	
803	TRANSIT AND TRAFFIC OR LIGHTING JUNCTION BOXES	EA.	41		41	
804	MARKERS FOR CABLE, DUCT AND SPLICES	EA.	52		52	
805	TRENCHING FOR CABLE DUCT	L.F.	11,150		11,150	
806	80 FT. HIGH MAST LIGHTING STANDARD	EA.	1		1	
807	100 FT. HIGH MAST LIGHTING STANDARD	EA.	15		15	
808	110 FT. HIGH MAST LIGHTING STANDARD	EA.	2		2	
809	120 FT. HIGH MAST LIGHTING STANDARD	EA.	3		3	
810	HIGH MAST LUMINAIRES	EA.	122		122	
811	WALL MOUNTED UNDERPASS LUMINAIRES	EA.	28		28	
812	DAY LIGHTING UNDERPASS LUMINAIRES	EA.	28		28	
813	ELECTRICAL INSTALLATION IN HIGH MAST LIGHTING STANDARDS	EA.	21		21	
814	ELECTRICAL DRIVE UNIT FOR LOWERING MECHANISM	EA.	2		2	
815	8" CAST IRON PIPE AND FITTINGS	L.F.	5		10	
816	12" CAST IRON PIPE AND FITTINGS	L.F.	1,030		1,050	
817	REMOVAL OF EXISTING 12" WATER MAIN	L.F.	500		500	
818	REMOVAL OF EXISTING 8" WATER MAIN	L.F.	6		10	
819	6" FIRE HYDRANT AND VALVE	EA.	1		1	
820	REMOVAL OF EXISTING FIRE HYDRANT	EA.	1		1	
821	RELOCATION OF 1" WATER SERVICE 3/4" METER	EA.	1		1	
822	ADJUST EXISTING SANITARY MANHOLE	EA.	1		1	
823	TYPE 'M' DUCT SECTION 6-5" I.D. FIBRES 2W x 3H, 3-3" I.D. FIBRES 3W x 1H	L.F.	715		715	
824	PRE-CAST MECHANICAL ELECTRICAL MANHOLE	EA.	2		2	
825	CONTINGENT CLASS A CONCRTE FOR BUTTRESSES	C.Y.		10	10	
826	POLE CONNECTION FOR ROUND STANDPIPE	EA.	8		8	
827	CONDUIT INSTALLATION AT DESOTO ROAD	L.S.	L.S.		L.S.	
828	WIRE AND CABLE FOR CATON AVENUE UNDERPASS LIGHTING	L.S.	L.S.		L.S.	
829	WIRE AND CABLE INSTALLATION AT DESOTO ROAD	L.S.	L.S.		L.S.	
830	CONTROL AND DISTRIBUTION EQUIPMENT AT CATON AVENUE	L.S.	L.S.		L.S.	
831	CONTROL AND DISTRIBUTION EQUIPMENT AT DESOTO ROAD	L.S.	L.S.		L.S.	
832	NO. 4 GROUND WIRE	L.F.	11,420		11,420	
833	4/C - NO. 4 - 1 1/4" CABLE DUCT	L.F.	10,900		10,900	
834	4/C - NO. 4 - 1 1/2" CABLE DUCT	L.F.	1,300		1,300	
835	GROUND RODS	EA.	4		4	
836	GLARE SHIELDS	EA.	45		45	
837	3" GALVANIZED STEEL CONDUIT - CONCRETE ENCASED	L.F.	5,630		5,630	
838	3" TRANSIT AND TRAFFIC DUCT - DIRECT BURIAL - PVC	L.F.	4,520		4,520	
839	3" GALVANIZED STEEL CONDUIT - DIRECT BURIAL	L.F.	123		123	
840	4" GALVANIZED STEEL CONDUIT - DIRECT BURIAL	L.F.	1,788		1,788	
841	3" GALVANIZED STEEL CONDUIT - AUGERED OR JACKED	L.F.	35		35	
842	4" GALVANIZED STEEL CONDUIT - AUGERED OR JACKED	L.F.	1,212		1,212	
843	TYPE 'M' DUCT SECTION 4-5" I.D. FIBRES 2W x 2H, 3-3" I.D. FIBRES 3W x 1H	L.F.	60		60	
844	TYPE 'M' DUCT SECTION 2-5" I.D. FIBRES 2W x 1H, 3-3" I.D. FIBRES 3W x 1H	L.F.	90		90	
845	TYPE 'M' DUCT SECTION 2-5" I.D. FIBRES 2W x 1H	L.F.	245		245	
846	TYPE 'M' DUCT SECTION 3-3" I.D. FIBRES 3W x 1H	L.F.	125		125	
847	EMERGENCY TELEPHONE STATION	EA.	4		4	
848	STREET LIGHTING STANDARD FOUNDATION	EA.	4		4	
849	30' LIGHT STANDARD - 10' BRACKET	EA.	4		4	
850	400 W. STREET LIGHTING LUMINAIRE	EA.	4		4	

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER WIBBERLEY & ASSOC, INC CONSULTING ENGINEERS HAGERSTOWN, MD. - BALTIMORE, MD	INTERSTATE 35 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY TRACED BY FAP NO. 1-95-4159-33 SAC NO. BC 246-56-815 BALTO. CITY NO. 2195
		SCALE: NO SCALE	DES. BY CHK. BY SHEET NO. Q-12 of Q-12 (112)

SUMMARY OF QUANTITIES

3 MD. 1-95-4(59)30 C. 4 0121
12-12

LOCATION	GRADING						REINFORCED CONCRETE PIPE												DRAINAGE												REMARKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	CLASS. EAC	REMOVAL OF CURB	REMOVAL OF EXIST. CURB	REMOVAL OF EXIST. SIDEWALK	REMOVAL OF EXIST. PAVEMENT	REMOVAL OF EXIST. PAVEMENT	15"	18"	24"	30"	36"	42"	48"	54"	60"	66"	72"	78"	84"	90"	96"	102"	108"	114"	120"	126"	132"	138"	144"	150"		156"	162"	168"	174"	180"	186"	192"	198"	204"	210"	216"	222"	228"	234"	240"	246"	252"	258"	264"	270"	276"	282"	288"	294"	300"	306"	312"	318"	324"	330"	336"	342"	348"	354"	360"	366"	372"	378"	384"	390"	396"	402"	408"	414"	420"	426"	432"	438"	444"	450"	456"	462"	468"	474"	480"	486"	492"	498"	504"	510"	516"	522"	528"	534"	540"	546"	552"	558"	564"	570"	576"	582"	588"	594"	600"	606"	612"	618"	624"	630"	636"	642"	648"	654"	660"	666"	672"	678"	684"	690"	696"	702"	708"	714"	720"	726"	732"	738"	744"	750"	756"	762"	768"	774"	780"	786"	792"	798"	804"	810"	816"	822"	828"	834"	840"	846"	852"	858"	864"	870"	876"	882"	888"	894"	900"	906"	912"	918"	924"	930"	936"	942"	948"	954"	960"	966"	972"	978"	984"	990"	996"	1002"	1008"	1014"	1020"	1026"	1032"	1038"	1044"	1050"	1056"	1062"	1068"	1074"	1080"	1086"	1092"	1098"	1104"	1110"	1116"	1122"	1128"	1134"	1140"	1146"	1152"	1158"	1164"	1170"	1176"	1182"	1188"	1194"	1200"	1206"	1212"	1218"	1224"	1230"	1236"	1242"	1248"	1254"	1260"	1266"	1272"	1278"	1284"	1290"	1296"	1302"	1308"	1314"	1320"	1326"	1332"	1338"	1344"	1350"	1356"	1362"	1368"	1374"	1380"	1386"	1392"	1398"	1404"	1410"	1416"	1422"	1428"	1434"	1440"	1446"	1452"	1458"	1464"	1470"	1476"	1482"	1488"	1494"	1500"	1506"	1512"	1518"	1524"	1530"	1536"	1542"	1548"	1554"	1560"	1566"	1572"	1578"	1584"	1590"	1596"	1602"	1608"	1614"	1620"	1626"	1632"	1638"	1644"	1650"	1656"	1662"	1668"	1674"	1680"	1686"	1692"	1698"	1704"	1710"	1716"	1722"	1728"	1734"	1740"	1746"	1752"	1758"	1764"	1770"	1776"	1782"	1788"	1794"	1800"	1806"	1812"	1818"	1824"	1830"	1836"	1842"	1848"	1854"	1860"	1866"	1872"	1878"	1884"	1890"	1896"	1902"	1908"	1914"	1920"	1926"	1932"	1938"	1944"	1950"	1956"	1962"	1968"	1974"	1980"	1986"	1992"	1998"	2004"	2010"	2016"	2022"	2028"	2034"	2040"	2046"	2052"	2058"	2064"	2070"	2076"	2082"	2088"	2094"	2100"	2106"	2112"	2118"	2124"	2130"	2136"	2142"	2148"	2154"	2160"	2166"	2172"	2178"	2184"	2190"	2196"	2202"	2208"	2214"	2220"	2226"	2232"	2238"	2244"	2250"	2256"	2262"	2268"	2274"	2280"	2286"	2292"	2298"	2304"	2310"	2316"	2322"	2328"	2334"	2340"	2346"	2352"	2358"	2364"	2370"	2376"	2382"	2388"	2394"	2400"	2406"	2412"	2418"	2424"	2430"	2436"	2442"	2448"	2454"	2460"	2466"	2472"	2478"	2484"	2490"	2496"	2502"	2508"	2514"	2520"	2526"	2532"	2538"	2544"	2550"	2556"	2562"	2568"	2574"	2580"	2586"	2592"	2598"	2604"	2610"	2616"	2622"	2628"	2634"	2640"	2646"	2652"	2658"	2664"	2670"	2676"	2682"	2688"	2694"	2700"	2706"	2712"	2718"	2724"	2730"	2736"	2742"	2748"	2754"	2760"	2766"	2772"	2778"	2784"	2790"	2796"	2802"	2808"	2814"	2820"	2826"	2832"	2838"	2844"	2850"	2856"	2862"	2868"	2874"	2880"	2886"	2892"	2898"	2904"	2910"	2916"	2922"	2928"	2934"	2940"	2946"	2952"	2958"	2964"	2970"	2976"	2982"	2988"	2994"	3000"	3006"	3012"	3018"	3024"	3030"	3036"	3042"	3048"	3054"	3060"	3066"	3072"	3078"	3084"	3090"	3096"	3102"	3108"	3114"	3120"	3126"	3132"	3138"	3144"	3150"	3156"	3162"	3168"	3174"	3180"	3186"	3192"	3198"	3204"	3210"	3216"	3222"	3228"	3234"	3240"	3246"	3252"	3258"	3264"	3270"	3276"	3282"	3288"	3294"	3300"	3306"	3312"	3318"	3324"	3330"	3336"	3342"	3348"	3354"	3360"	3366"	3372"	3378"	3384"	3390"	3396"	3402"	3408"	3414"	3420"	3426"	3432"	3438"	3444"	3450"	3456"	3462"	3468"	3474"	3480"	3486"	3492"	3498"	3504"	3510"	3516"	3522"	3528"	3534"	3540"	3546"	3552"	3558"	3564"	3570"	3576"	3582"	3588"	3594"	3600"	3606"	3612"	3618"	3624"	3630"	3636"	3642"	3648"	3654"	3660"	3666"	3672"	3678"	3684"	3690"	3696"	3702"	3708"	3714"	3720"	3726"	3732"	3738"	3744"	3750"	3756"	3762"	3768"	3774"	3780"	3786"	3792"	3798"	3804"	3810"	3816"	3822"	3828"	3834"	3840"	3846"	3852"	3858"	3864"	3870"	3876"	3882"	3888"	3894"	3900"	3906"	3912"	3918"	3924"	3930"	3936"	3942"	3948"	3954"	3960"	3966"	3972"	3978"	3984"	3990"	3996"	4002"	4008"	4014"	4020"	4026"	4032"	4038"	4044"	4050"	4056"	4062"	4068"	4074"	4080"	4086"	4092"	4098"	4104"	4110"	4116"	4122"	4128"	4134"	4140"	4146"	4152"	4158"	4164"	4170"	4176"	4182"	4188"	4194"	4200"	4206"	4212"	4218"	4224"	4230"	4236"	4242"	4248"	4254"	4260"	4266"	4272"	4278"	4284"	4290"	4296"	4302"	4308"	4314"	4320"	4326"	4332"	4338"	4344"	4350"	4356"	4362"	4368"	4374"	4380"	4386"	4392"	4398"	4404"	4410"	4416"	4422"	4428"	4434"	4440"	4446"	4452"	4458"	4464"	4470"	4476"	4482"	4488"	4494"	4500"	4506"	4512"	4518"	4524"	4530"	4536"	4542"	4548"	4554"	4560"	4566"	4572"	4578"	4584"	4590"	4596"	4602"	4608"	4614"	4620"	4626"	4632"	4638"	4644"	4650"	4656"	4662"	4668"	4674"	4680"	4686"	4692"	4698"	4704"	4710"	4716"	4722"	4728"	4734"	4740"	4746"	4752"	4758"	4764"	4770"	4776"	4782"	4788"	4794"	4800"	4806"	4812"	4818"	4824"	4830"	4836"	4842"	4848"	4854"	4860"	4866"	4872"	4878"	4884"	4890"	4896"	4902"	4908"	4914"	4920"	4926"	4932"	4938"	4944"	4950"	4956"	4962"	4968"	4974"	4980"	4986"	4992"	4998"	5004"	5010"	5016"	5022"	5028"	5034"	5040"	5046"	5052"	5058"	5064"	5070"	5076"	5082"	5088"	5094"	5100"	5106"	5112"	5118"	5124"	5130"	5136"	5142"	5148"	5154"	5160"	5166"	5172"	5178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SUMMARY OF QUANTITIES

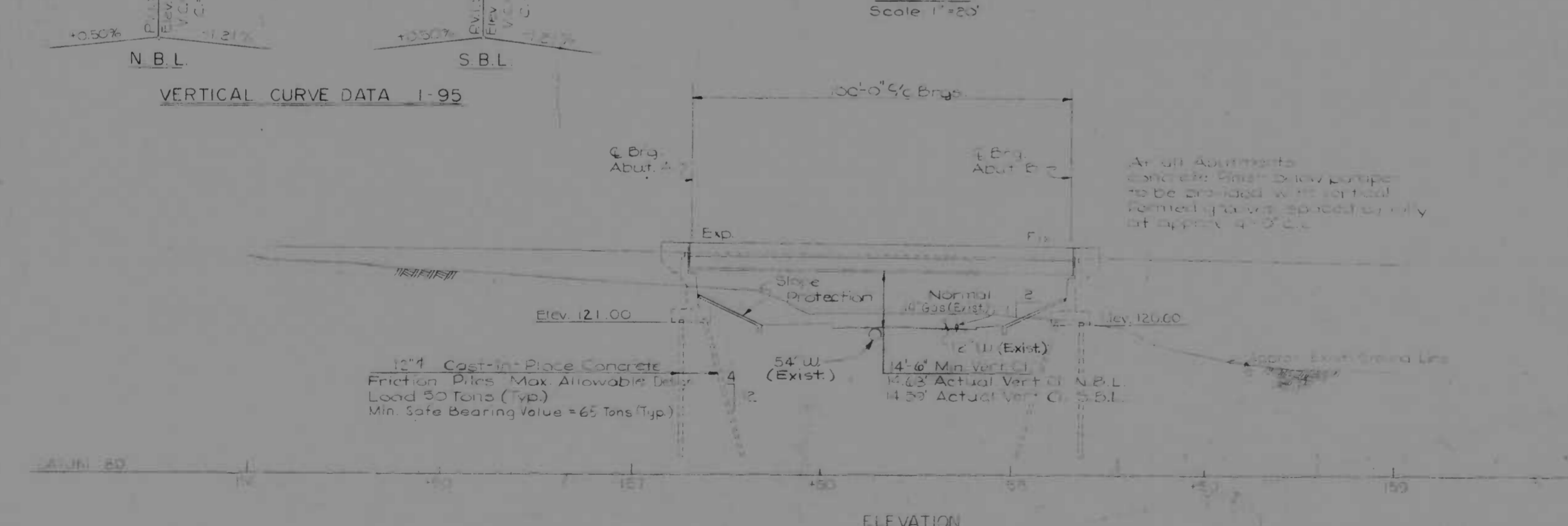
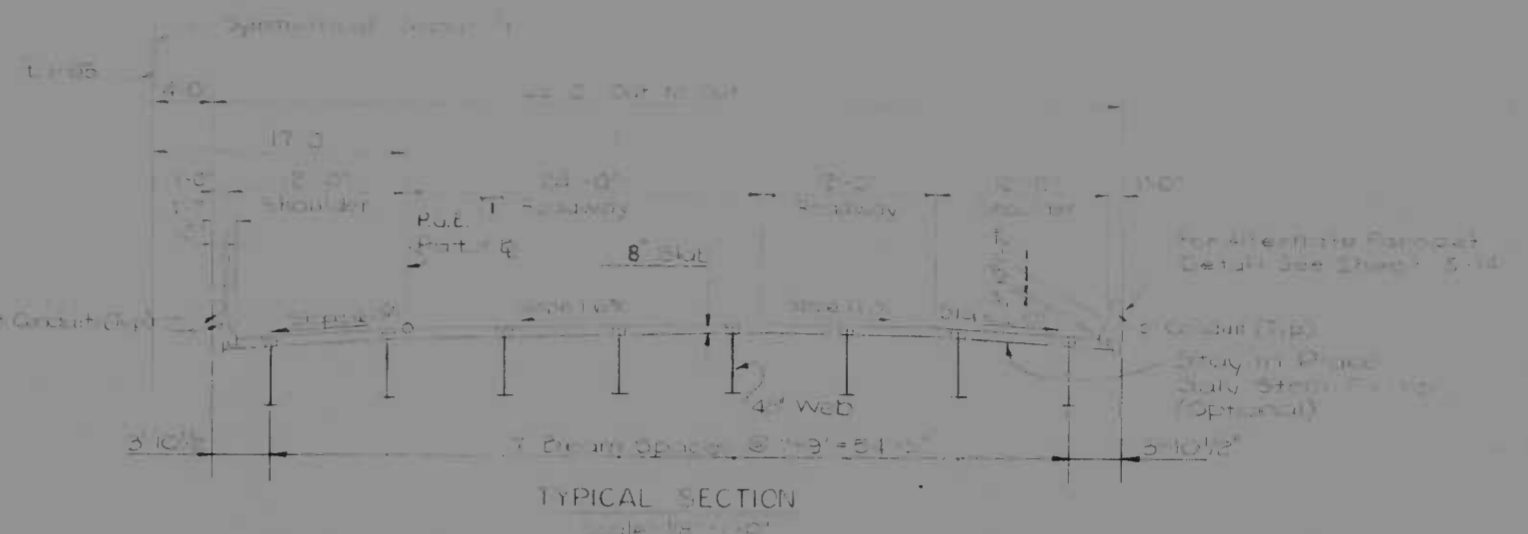
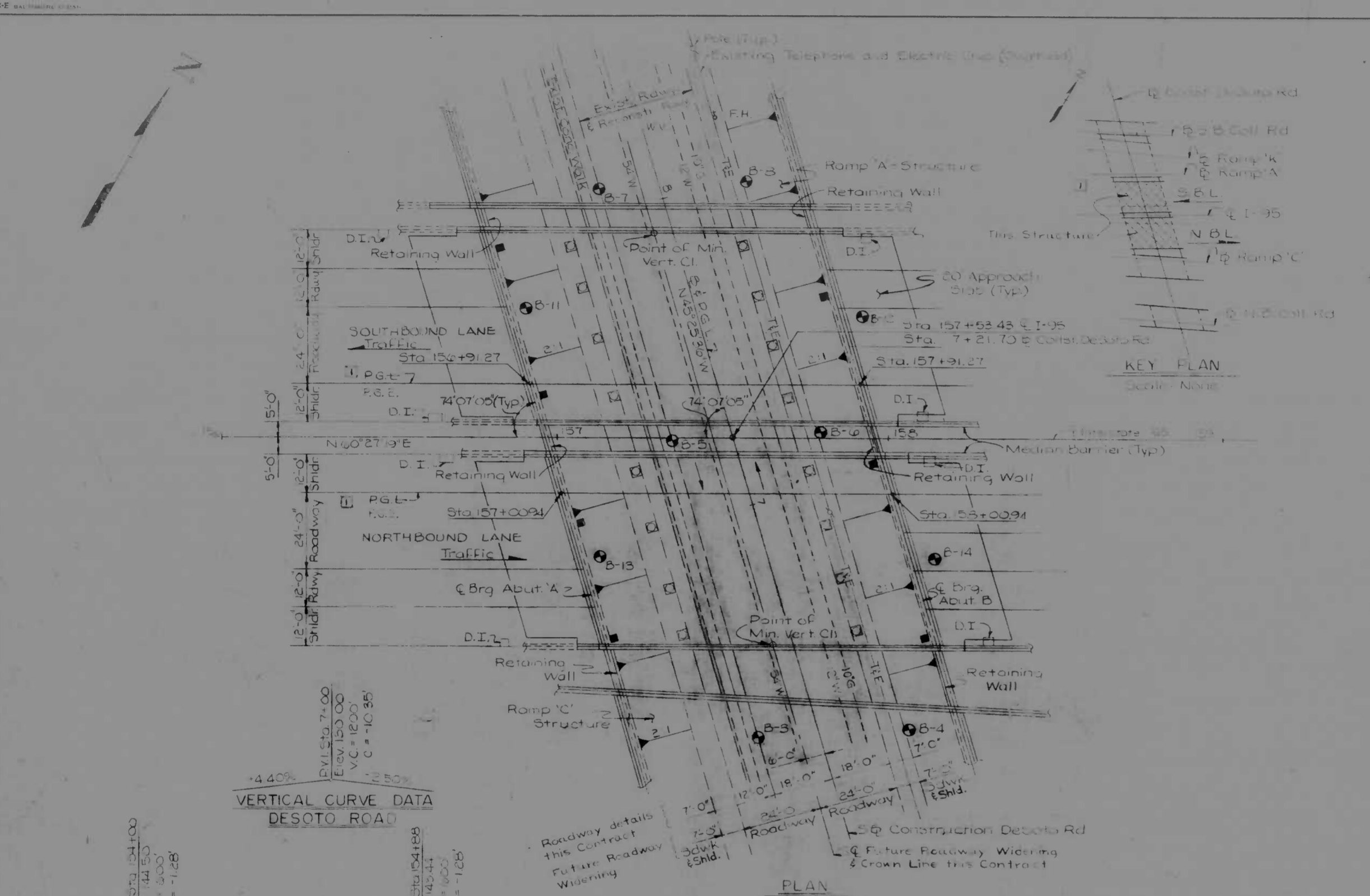
SHEET NO. 112
 OF 112
 Q-6
 MD. 195-4(59)30

LOCATION	PAVING										SHOULDERS										LANDSCAPING										REMARKS
	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	
SHEET NO. P-1																															
MAINLINE																															
115+50 - 123+00																															
NB COLL RD																															
115+44 - 122+61																															
SHEET NO. P-2																															
MAINLINE																															
121+00 - 131+50																															
NB COLL RD																															
122+61 - 133+50																															
SHEET NO. P-3																															
CATON AVE																															
40+80 - 40+80																															
RAMP G																															
1+00 - 4+38																															
1+18B - 3+45																															
SURVEY & LT RAMP F																															
0+20 - 1+52																															
SHEET NO. P-4																															
MAINLINE																															
133+50 - 146+00																															
133+50 - 146+00																															
CATON AVE																															
51+72 - 53+72																															
55+94 - 56+04																															
S B COLL RD																															
133+50M - 33+50																															
35+16 - 35+60																															
5+42 RAMP B - 33+50																															
35+89.28 - 146+00M																															
36+75.05 - 37+45																															
RAMP B																															
1+87.35 - 10+32.92																															
2+00 - 10+20																															
2+35.79 - 10+32.92																															
9+00 - 9+65																															
9+65 - 9+90																															
SHEET NO. P-5																															
MAINLINE																															
133+50 - 146+00																															
133+50 - 146+00																															
N B COLLECTOR RD																															
133+50 - 146+00																															
138+36.35 - 139+21.10																															
144+35.17 - 145+39.78																															
145+39.78 - 146+00																															
TOTAL THIS SHEET																															

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	RAFFERTY W. BRIDGES & ASSOCIATES CONSULTING ENGINEERS HARRISBURG, MD. BALTIMORE, MD.		DRAWN BY: [Name] CHECKED BY: [Name] F.A.P. NO.: 195-4(59)30 S.R.C. NO.: BC 246.56.815 BALTO. CITY NO.: 2195
		SCALE: _____	DATE: _____

SHEET NO. 112
 OF 112
 Q-6
 MD. 195-4(59)30

NO.	DATE	BY	APP.
3	MD	Y	W



GENERAL NOTES:

- Design Specifications:** S.R.C. Specifications and Amendments March 1968, and Special Provisions, A.A.S.H.O. Standard Specifications for Highway Bridges dated 1972 and Interim Specifications dated 1974, except as modified by the Engineering Design Criteria for Baltimore City Interstate Highways. Reinforced concrete design of bridge deck slabs $f_c = 1050$ psi, all other concrete $f_c = 1250$ psi.
- Loading:** HS20-44 or Two 24000 lb. axes spaced 4'-0" apart with full dynamic allowance.
- Concrete:** Concrete shall have the following minimum compressive strengths at 28 days: Deck and Slab 4500 psi, Substructure 5000 psi.
- Chamfer:** All exposed corners of concrete shall be chamfered 3/4" x 3/4" using milled chamfer strips, unless otherwise noted on the plans.
- Steel Bar Reinforcement:** Steel Bar Reinforcement shall conform to A.C.I. designation A-75, yield 47,000 psi and splices shall have a minimum lap length of 24" for lap splices. All Bar Reinforcement shall be placed in the lower portion of the member.
- Structural Steel:** All Steel Bar Reinforcement shall be placed in the lower portion of the member.
- Excavation:** See Special Provisions.
- Benches:** Indicates Bridge Benches.
- Epoxy Coating:** Two coats of pure epoxy coating shall be applied to all abutment seats, pedestals, abutment backwalls and exposed portion of abutment slabs directly below abutment seats.

LIST OF DRAWINGS

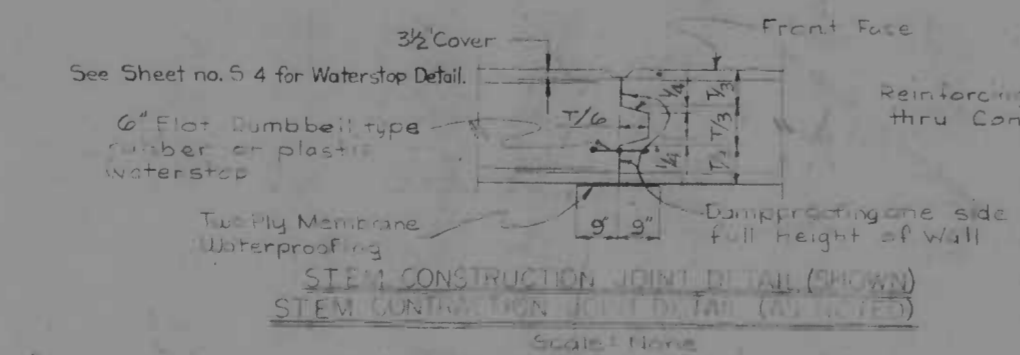
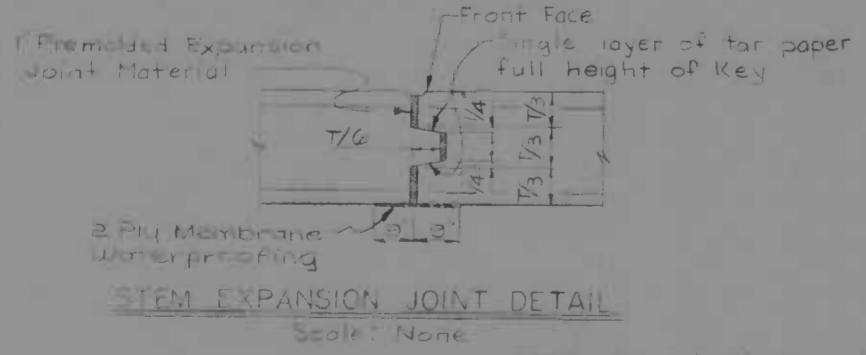
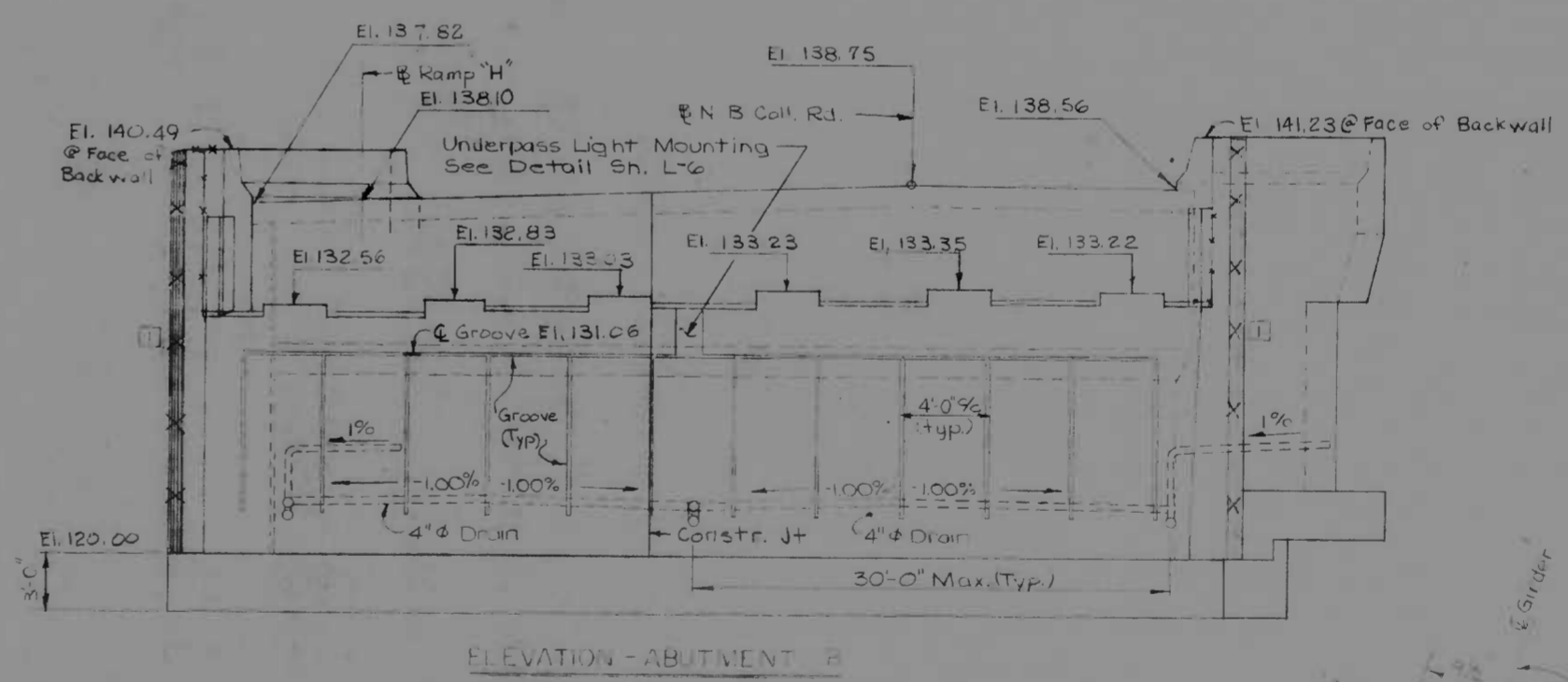
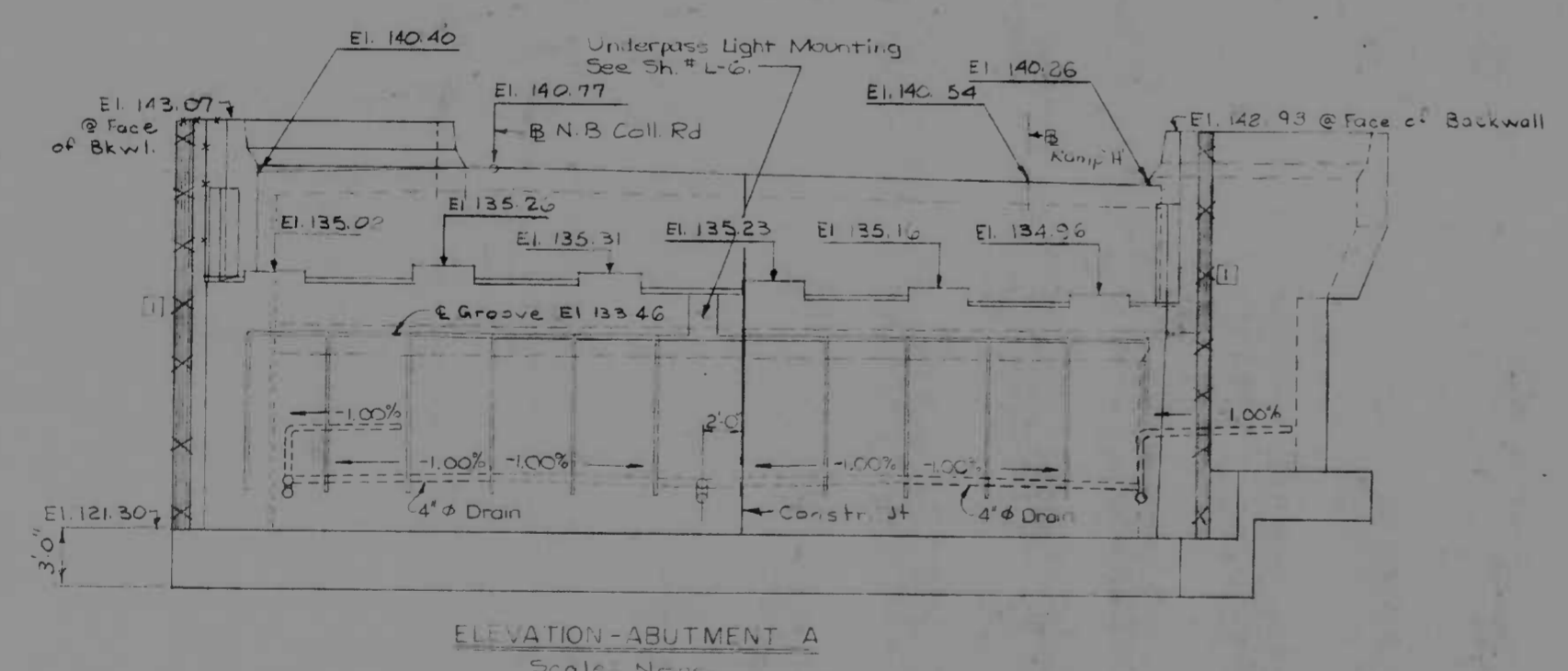
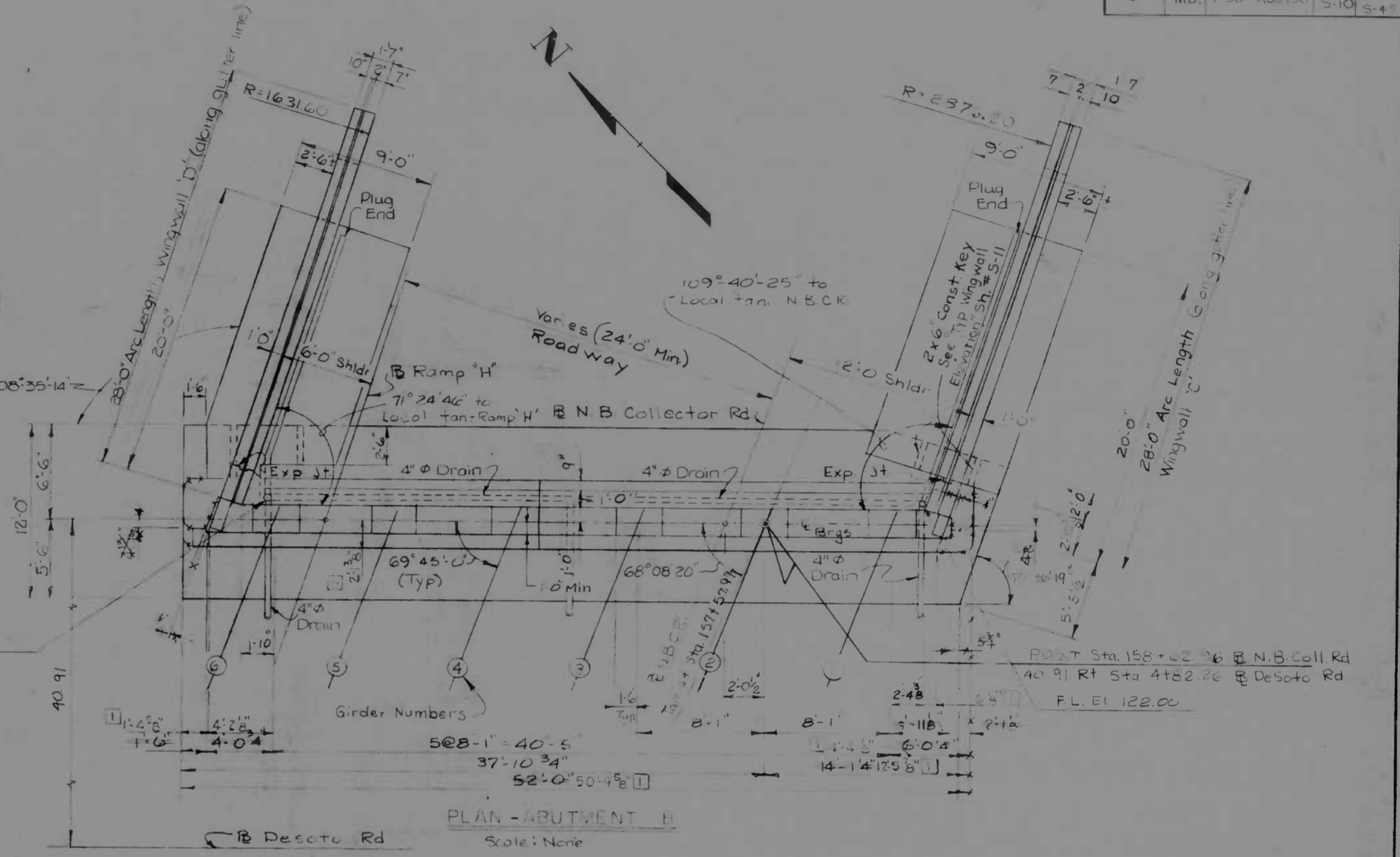
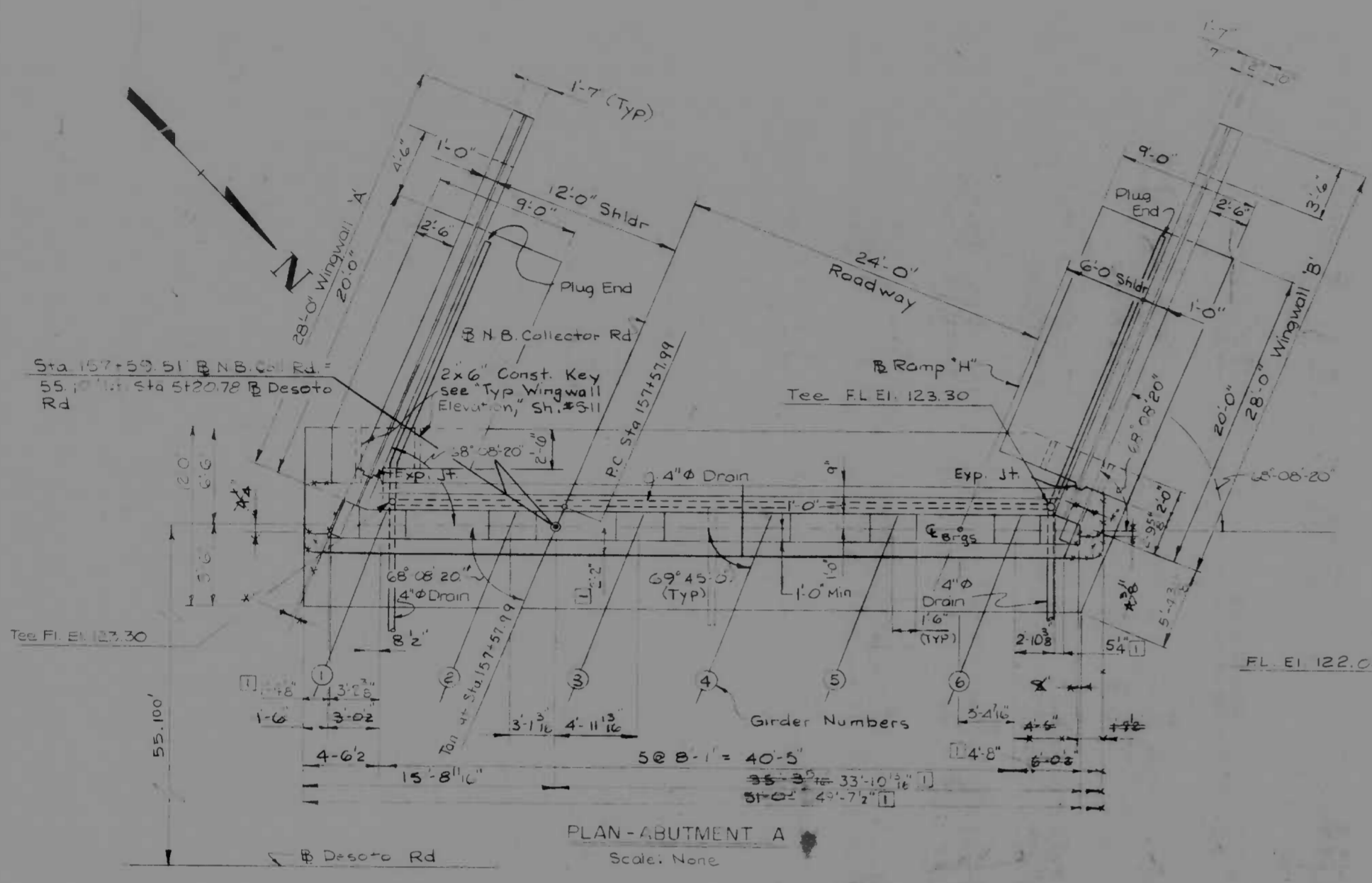
TITLE	SHEET NO.
GENERAL PLAN WITH ELEVATION	1-1
ABUTMENT DETAILS	1-2
PIER DETAILS	1-3
ROADWAY DETAILS	1-4
GENERAL DETAILS	1-5
STRUCTURE ELEVATION	1-6
SKETCHES & ELECTRICAL DETAILS	1-7

BENCH MARKS: BM #8 R.R. Spike in center of triple 8" Wild Cherry, 172' Rt. \pm I-95 Sta. 156+31 (El. 142.10)
 BM #9 Cut around High Point on base of Cyclone Fence post (6" Pst. from corner), 16" Rt. \pm I-95 Sta. 160+30 (El. 103.96)

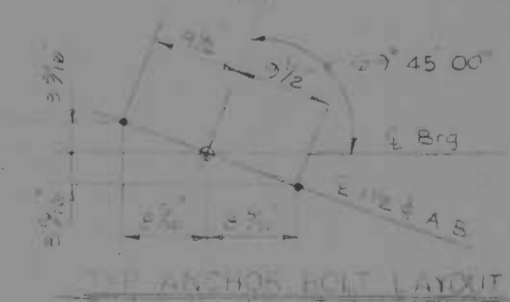
Under Bridge Lighting: \blacksquare = Wall Mounted Fixture
 \square = Fixture Mounted Under Support
 See Details for Lighting Details Sheet 1-1-1

REVISIONS 1. DD 7/18/74 R.P.	CONSULTANT BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS Hagerstown, Md. Baltimore, Md.	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSTATE HIGHWAY ROUTE 70 BALTIMORE, MD GENERAL PLAN & ELEVATION		DRAWN BY: _____ TRACED BY: _____ F.A.P. NO.: _____ S.R.C. NO.: _____ BALTO. CITY NO.: _____	DIS. BY: _____ CHK. BY: _____ SHEET NO.: _____

FILE NO.	SCALE	DATE	SHEET NO.	TOTAL SHEETS
3	MD	1-95-4159130	5-10	(112)

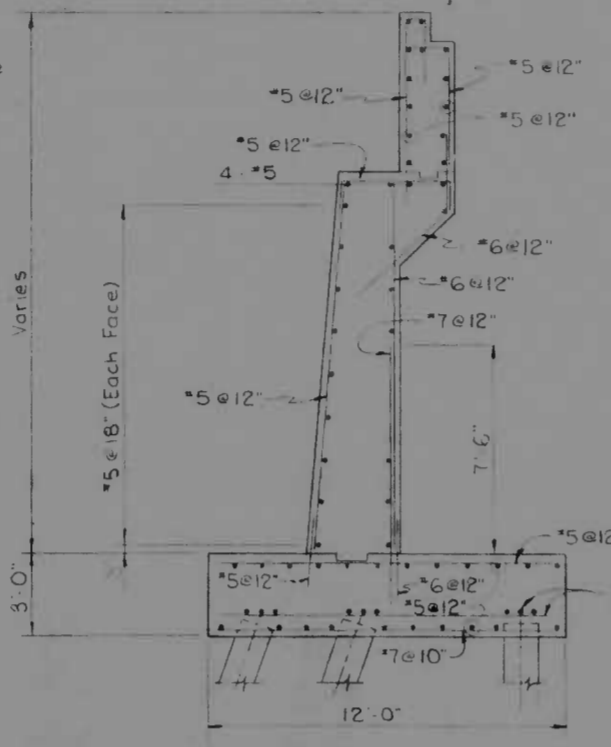
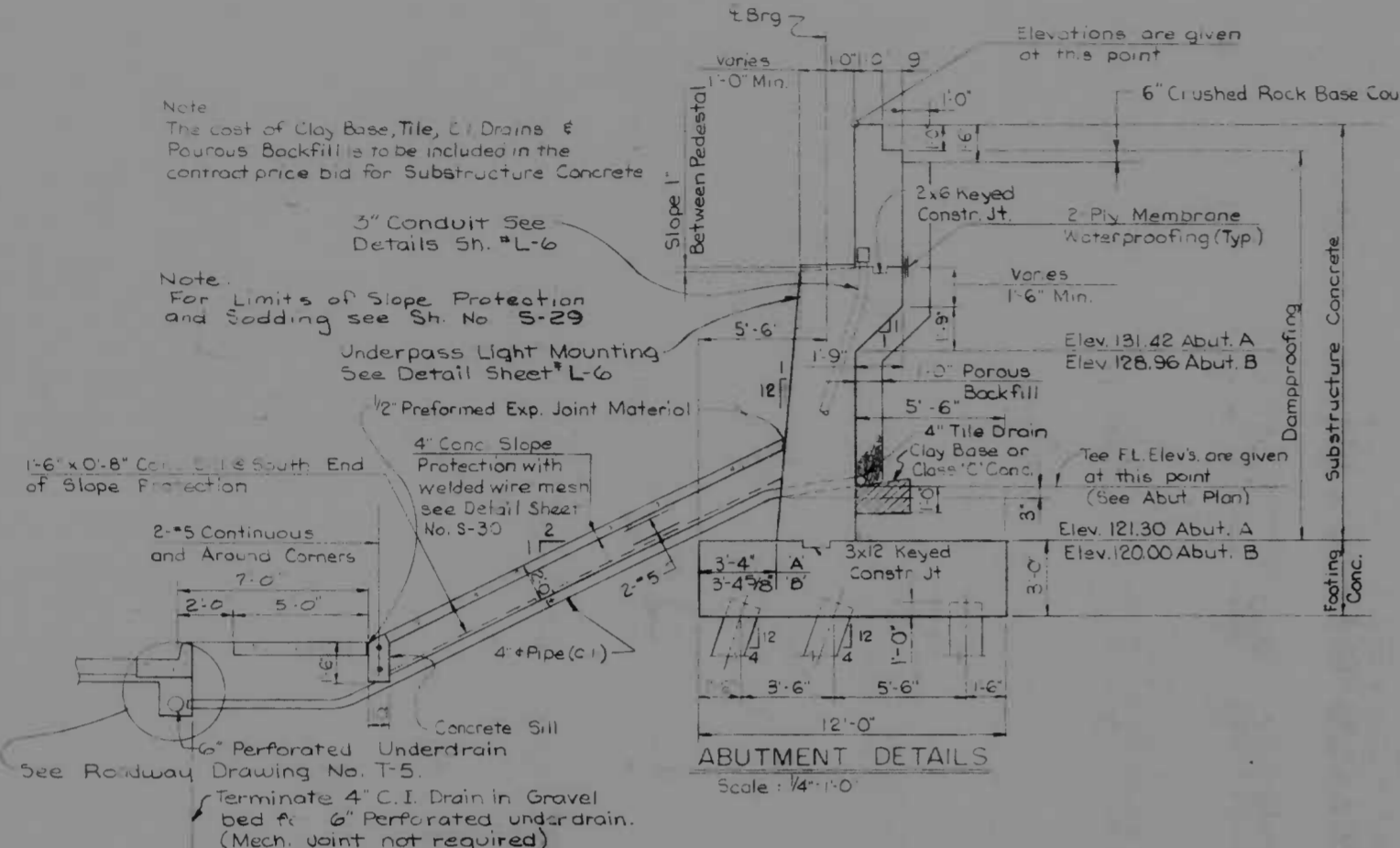


- Notes:
 1. For Legend See Sheet 5-11.
 2. Concrete Backwall above beam seat shall not be poured until Deck Slab Concrete is in place.
 3. For Details of Wingwall, See Sheet 5-11.
 4. All embedment lengths for Reinforcement shall be 24 Bar Diameters.
 5. Batterhead Piles are indicated thus: (O) →
 6. Beam Bearing Elevations are set to permit use of Stay-in-Place Forms.
 7. (●) Donates Working Bars.
 8. For Preliminary Embankment and Excavation Details, See Sh. no. 5-30.

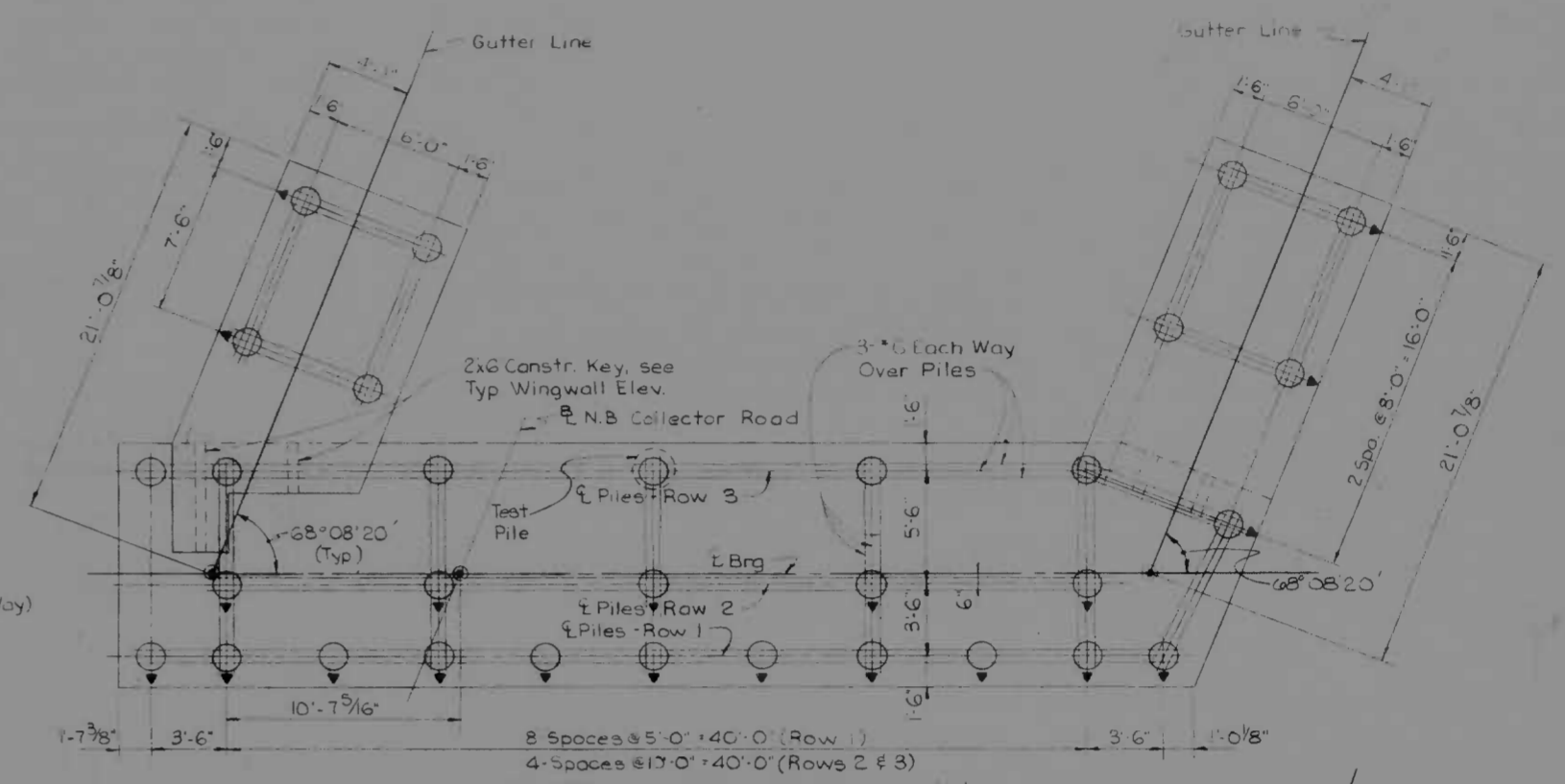


REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
11 JS 4-27-75 Rev. General Details, and Plan Dim.	WAKE, WILBERLEY & ASSOCIATES CONSULTING ENGINEERS Baltimore, Md.	INTERSTATE HIGHWAY ROUTE 135 NORTHBOUND COLLECTOR OVER DESOTO RD ABUTMENTS A & B	DRAWN BY: JEL TRACED BY: JEL F.A.P. NO. 1-95-4159130 S.R.C. NO. BC-256-16-B15 BALTO. CITY NO. 2135
SCALE: 1" = 1'-0" unless noted		DATE: 5-23-74	SHEET NO. 5-10

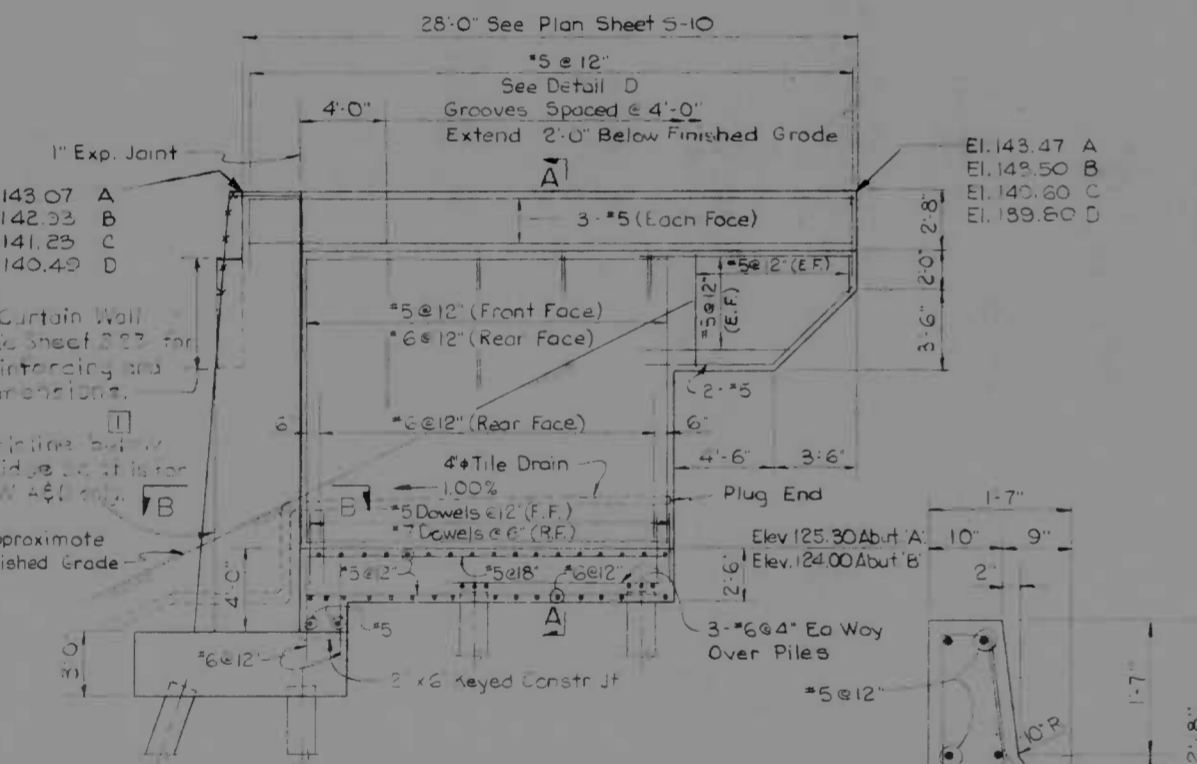
DES. SHEET NO.	DATE	REV. NO.	SHEET NO.	TOTAL SHEETS
3	MD	1-95-45530	5-11	(118) 5-47



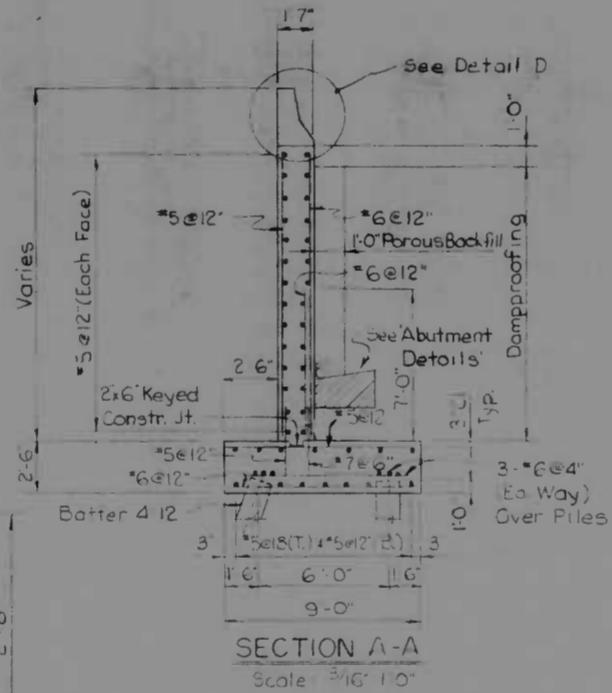
NORMAL ABUTMENT REINFORCEMENT
Scale: 1/4" = 1'-0"



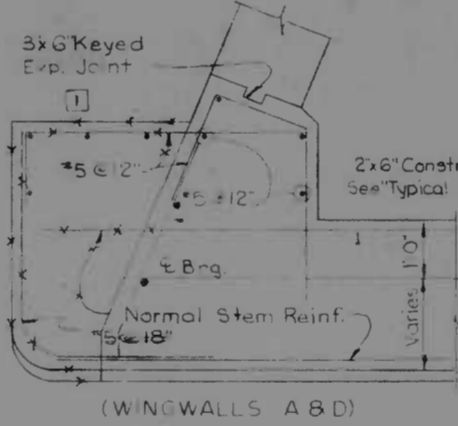
FOOTING PLAN - ABUTMENT 'A'
Scale: 3/16" = 1'-0"



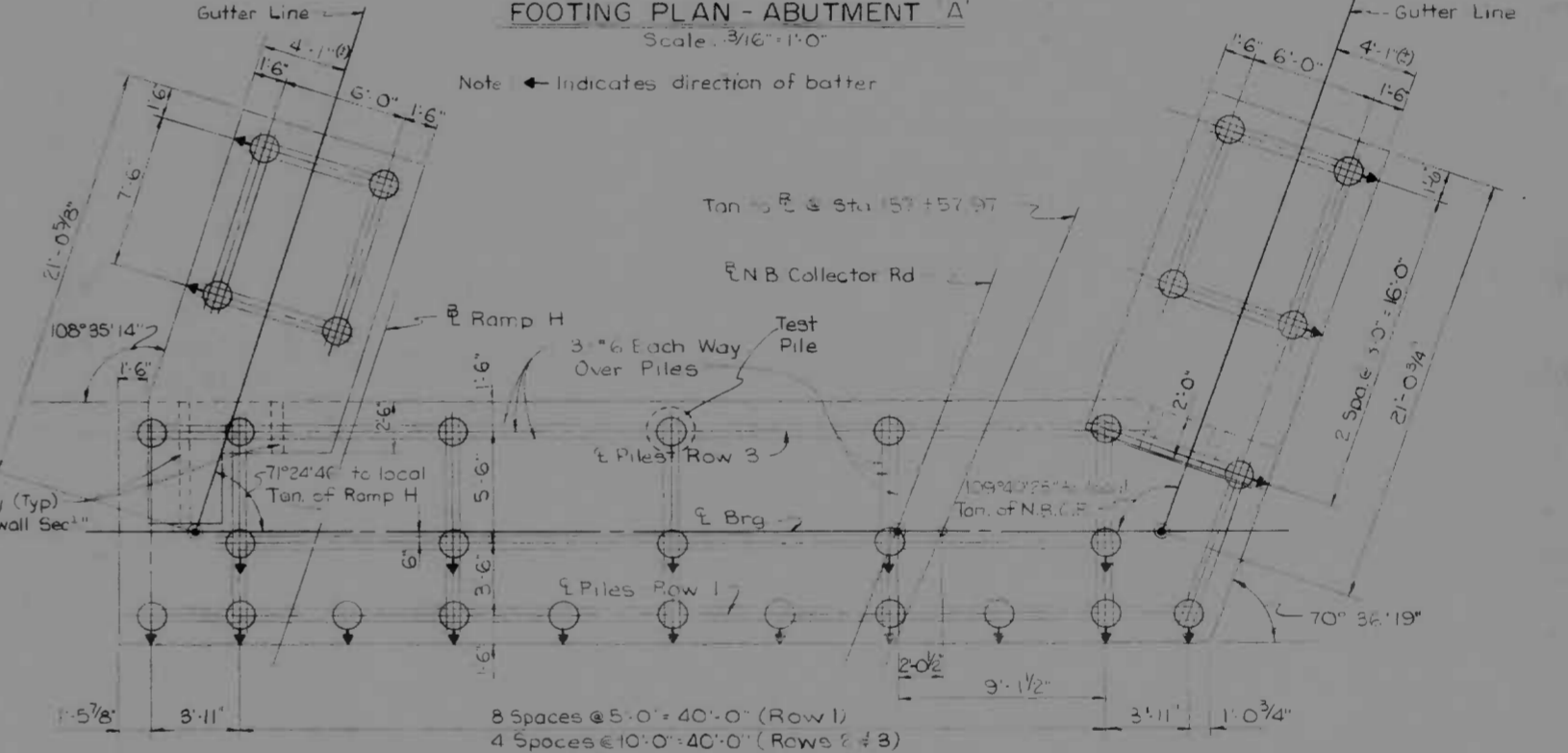
TYPICAL WINGWALL ELEVATION
Scale: 3/16" = 1'-0"



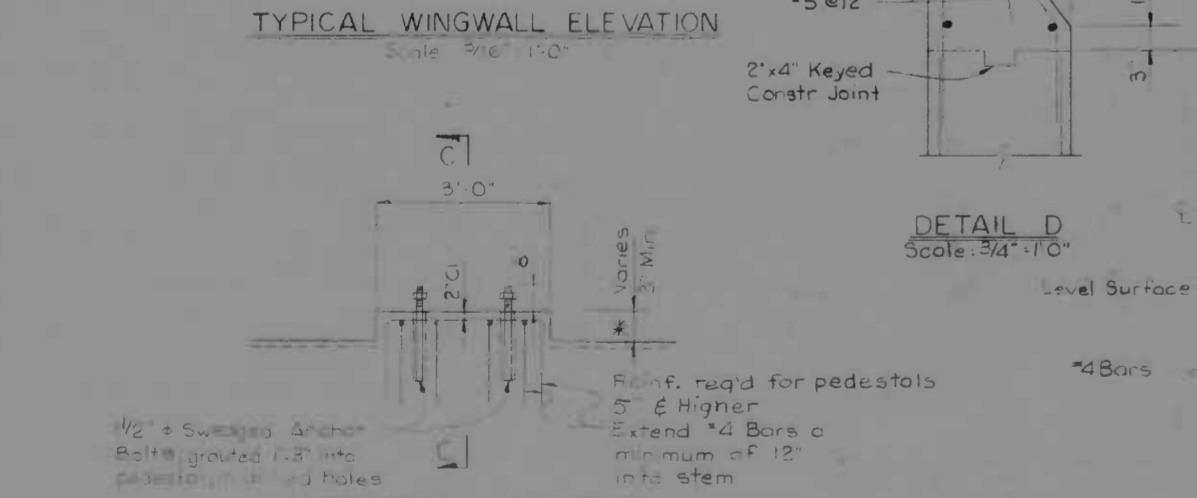
SECTION A-A
Scale: 3/16" = 1'-0"



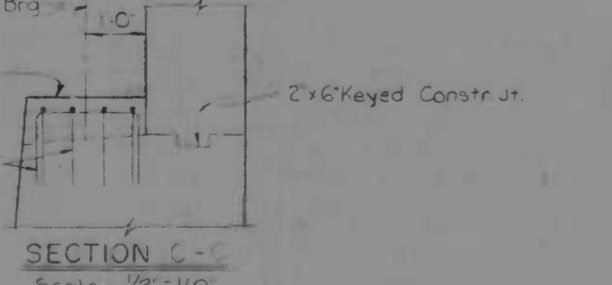
SECTION B-B
Scale: 1/2" = 1'-0"



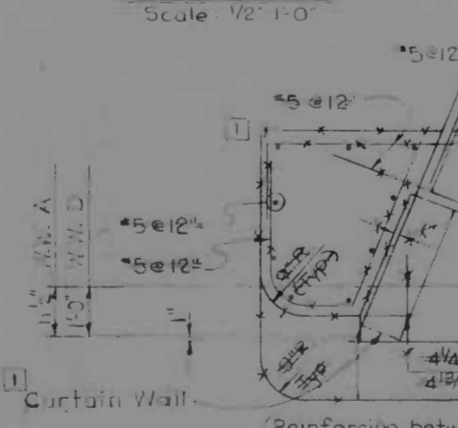
FOOTING PLAN - ABUTMENT 'B'
Scale: 3/16" = 1'-0"



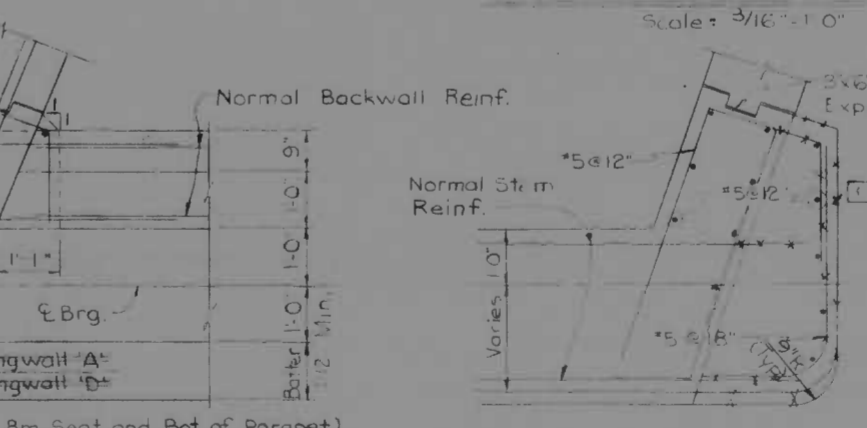
PEDESTAL ELEVATION
Scale: 1/2" = 1'-0"



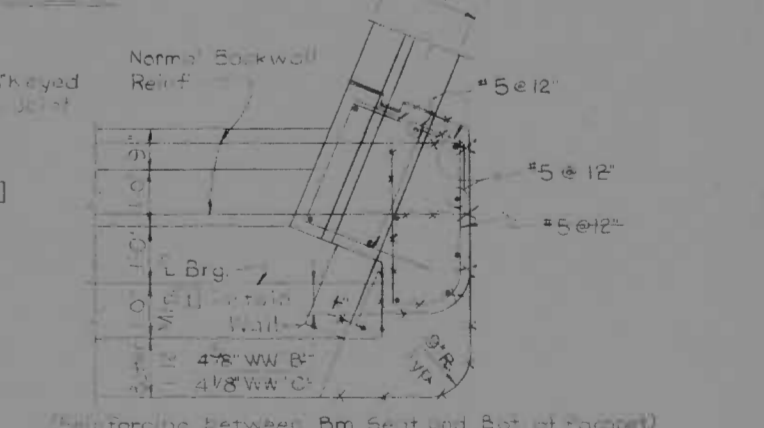
SECTION C-C
Scale: 1/2" = 1'-0"



CORNER DETAIL
Scale: 1/2" = 1'-0"



SECTION B-B (C)
Scale: 1/2" = 1'-0"



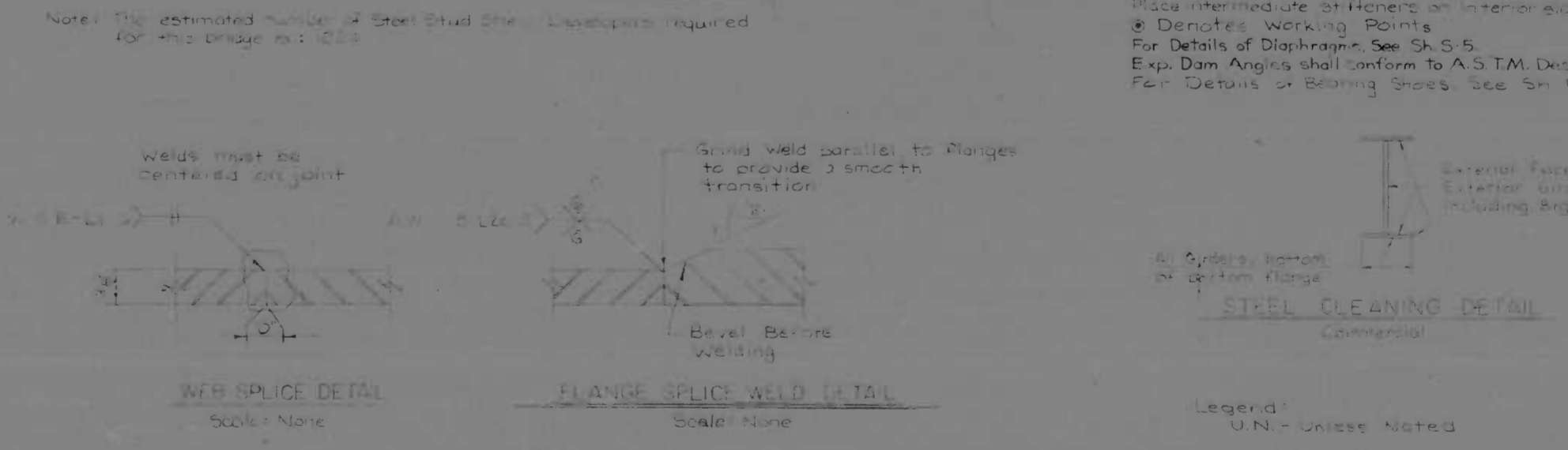
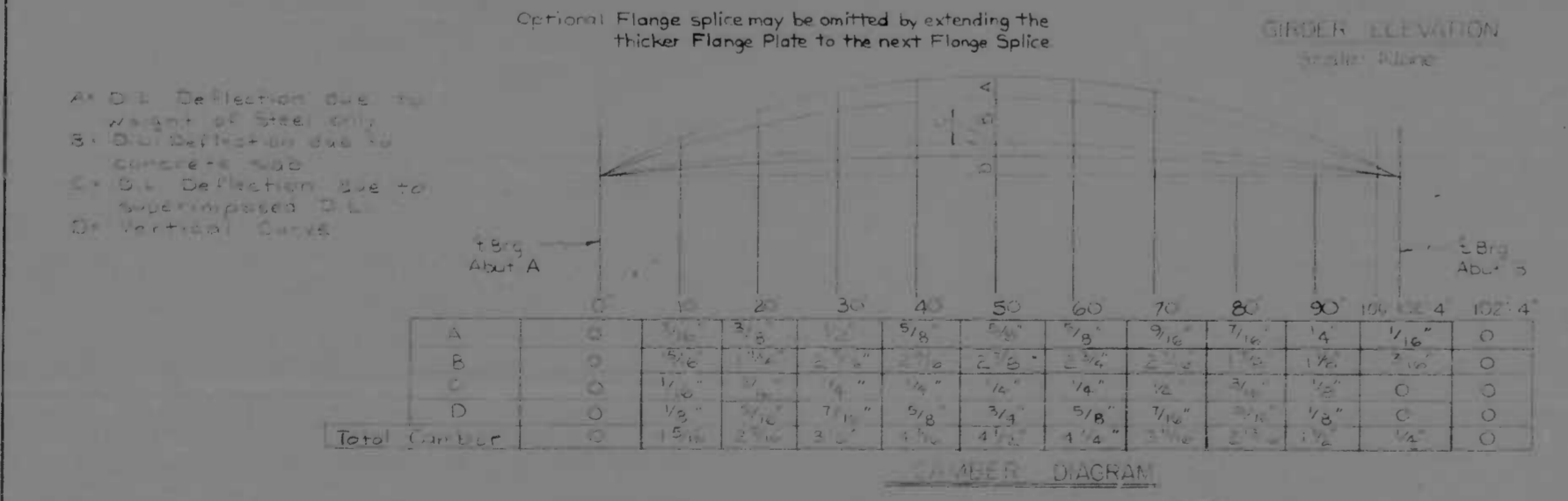
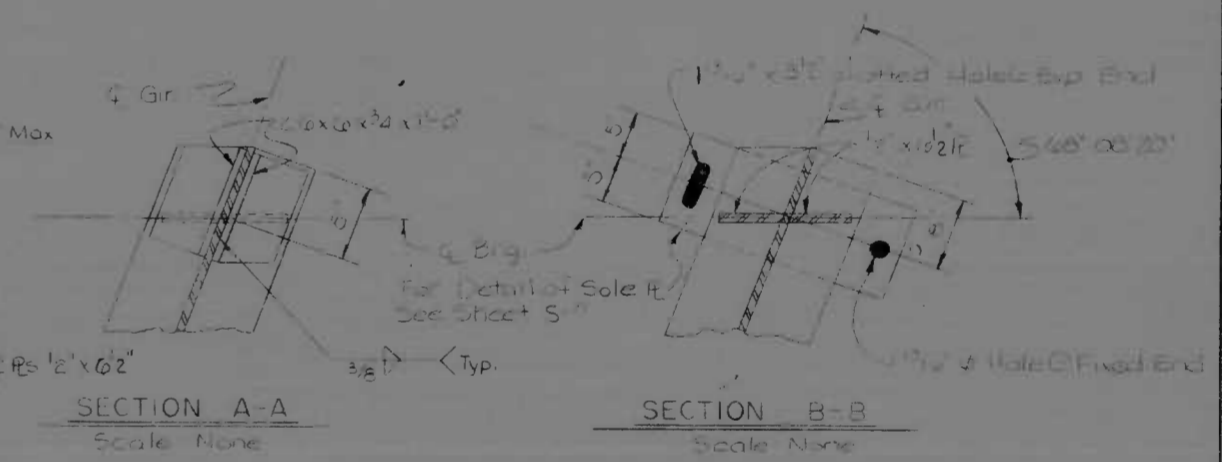
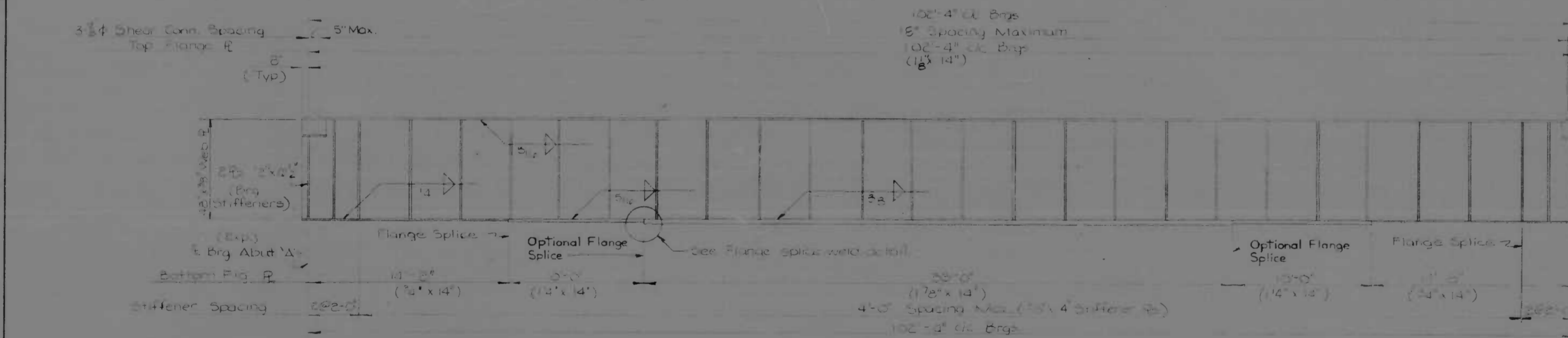
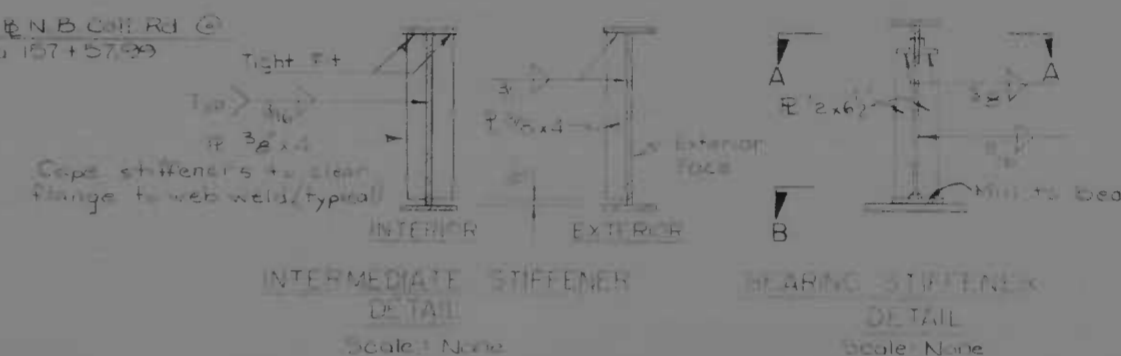
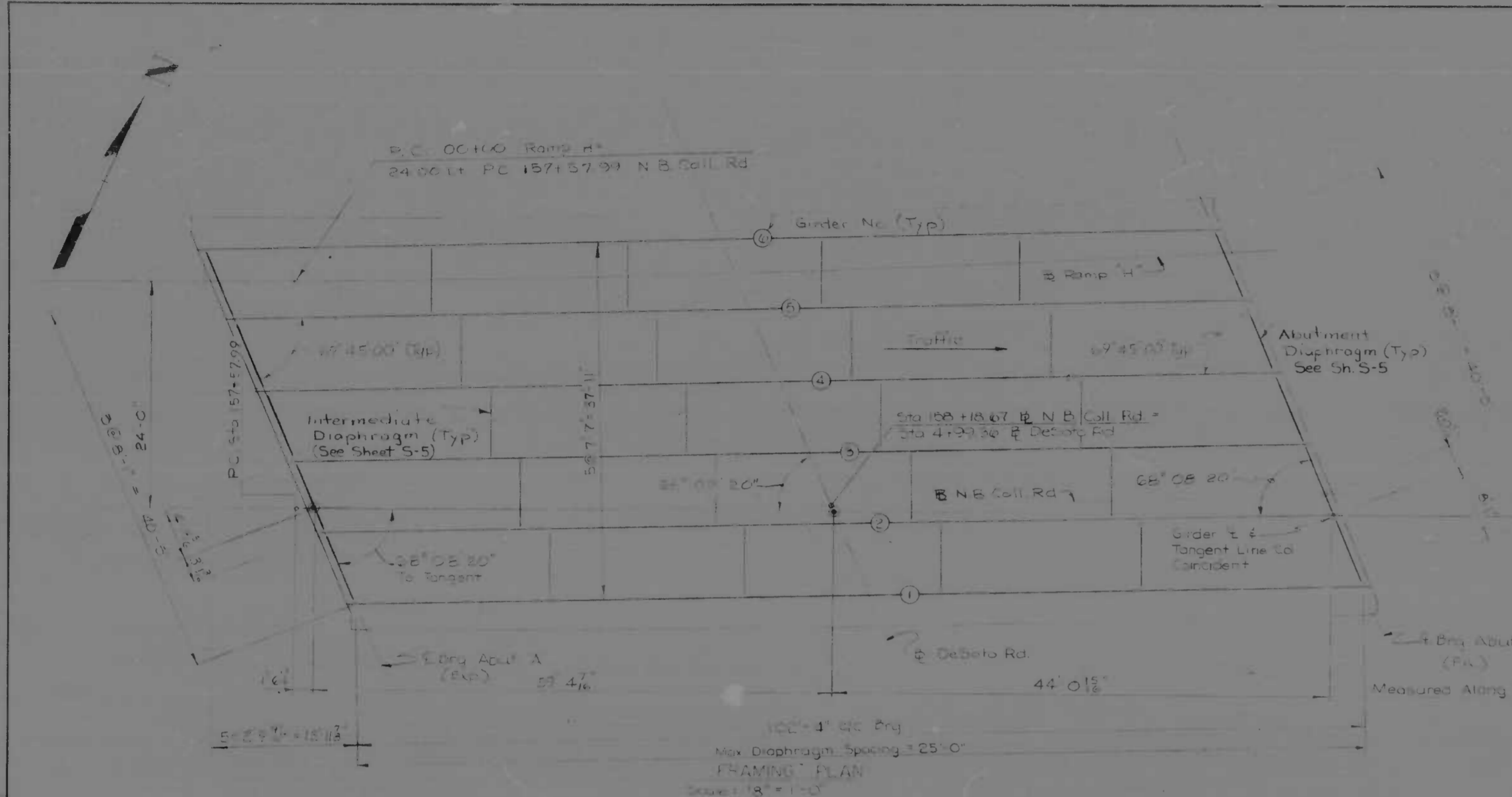
CORNER DETAIL (C)
Scale: 1/2" = 1'-0"

Legend:
E.F. Each Face
F.F. Front Face
R.F. Rear Face
T Top
B Bottom
F.L. Flow Line

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
1. J.S. 4-22-75 Rev. Corner Details.	BAKER WILBERLEY & ASSOC. INC. CONSULTING ENGINEERS Hagerstown, MD. Baltimore, MD.	INTERSTATE HIGHWAY ROUTE 795 NORTHBOUND COLLECTOR OVER DEBUTO IN ABUTMENT DETAILS	DRAWN BY: [Signature] TRACED BY: [Signature] F.A.P. NO. 1-95-45530 S.R.C. NO. RC-246-56-815 BALTO. CITY NO. 2199

SCALE: AS NOTED DATE: 9-24-74 SHEET NO. 5-11 OF 5-47

FED. ROAD DIST. NO.	STATE	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	1-95-4(59)30	15	113



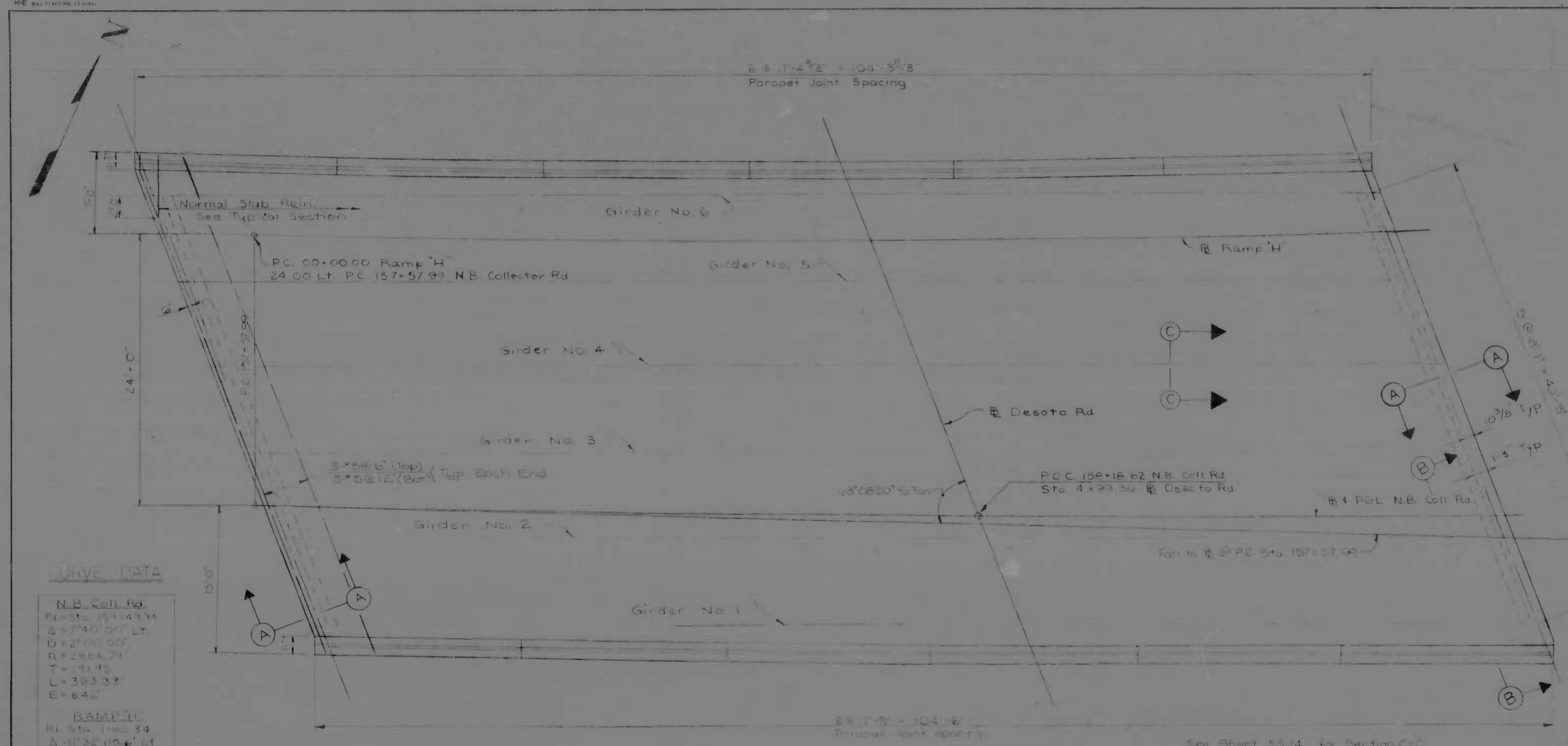
NOTES:
 All structural steel shall conform to A.S.T.M. Designation A-588.
 All dimensions shall be Imperial dimensions.
 Place intermediate stiffeners on interior side of flange beams.
 ⊙ Denotes Working Points.
 For Details of Diaphragms, See Sh. 5-5.
 Exp. Dam Angles shall conform to A.S.T.M. Designation A-36.
 For Details of Bearing Shoes, See Sh. No. 5-7.

STEEL CLEANING DETAIL
 Commercial

Legend:
 U.N. - Unless Noted

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & INTERSTATE HIGHWAY ROUTE 1-95 NORTHBOUND COLLECTOR OVER DESOTO RD FRAMING PLAN B. STEEL DETAILS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER & PERREY & ASSOCIATES CONSULTING ENGINEERS Hagerstown, Md. Baltimore, Md.	SCALE: 3/8"=1'-0" DATE: 5-24-74	DRAWN BY: [Signature] DES. BY: [Signature] TRACED BY: [Signature] CHK. BY: [Signature] F.A.P. NO. 1-95-4(59)30 SHE. NO. BC 256-56-B15 BALTO. CITY NO. 2195

FILE NO.	SHEET	FILE NO.	SHEET	FILE NO.
3	MD	1-95-4159-30	5-13	5-45

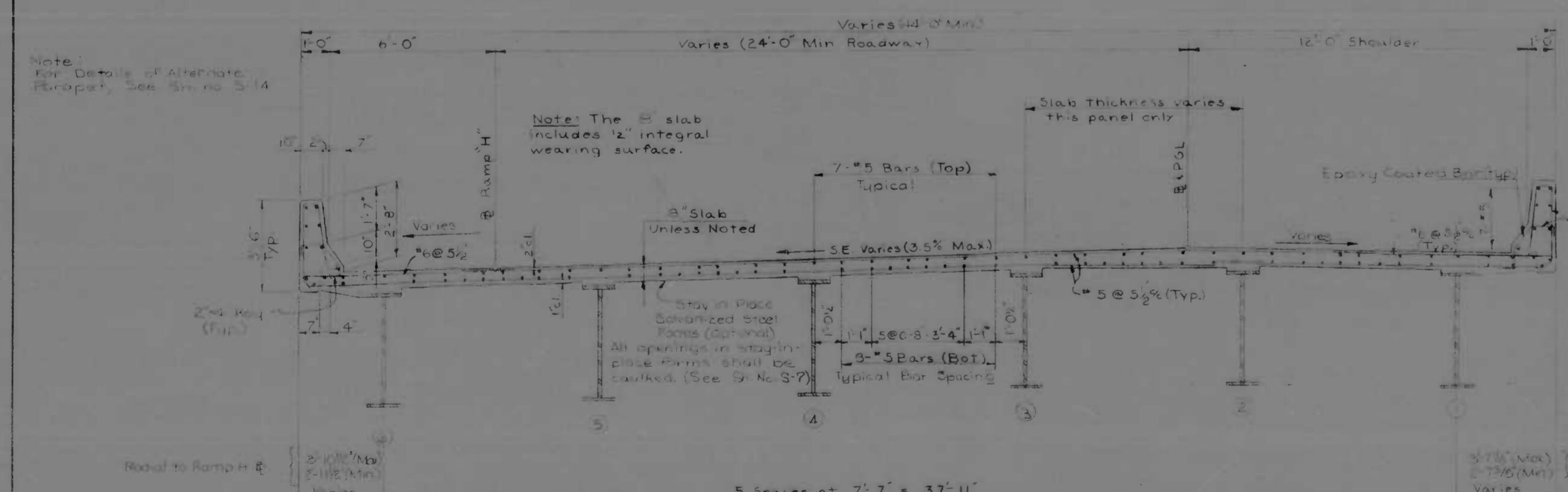
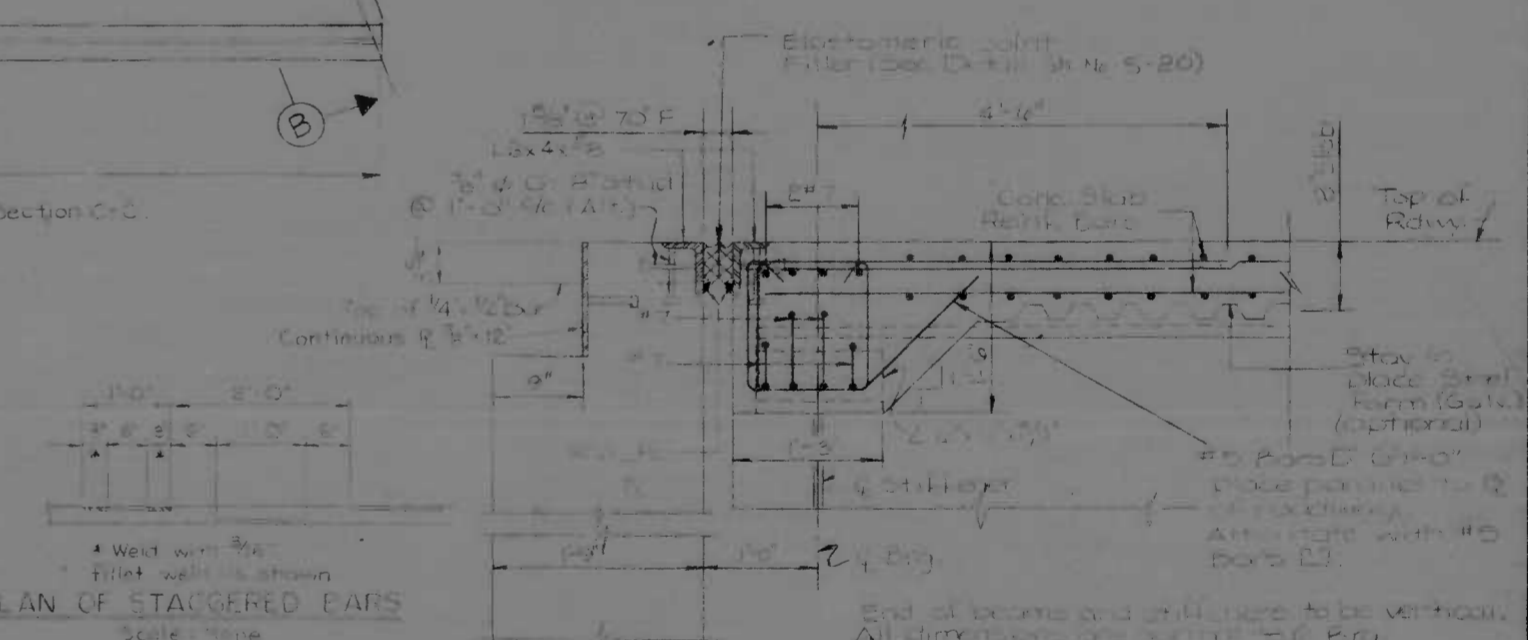
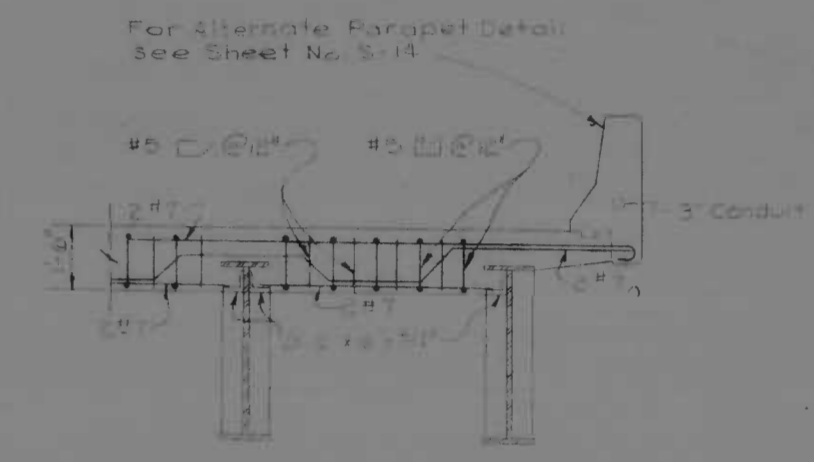


DRIVE DATA

N.B. Coll. Rd
 R=31.1744 ft
 Δ=7°40'00" Lt.
 D=2700.00'
 R=2864.70'
 T=151.95'
 L=383.23'
 E=642'

RAMP 'H'
 R=31.1744 ft
 Δ=7°40'00" Lt.
 D=2700.00'
 R=2864.70'
 T=151.95'
 L=383.23'
 E=642'

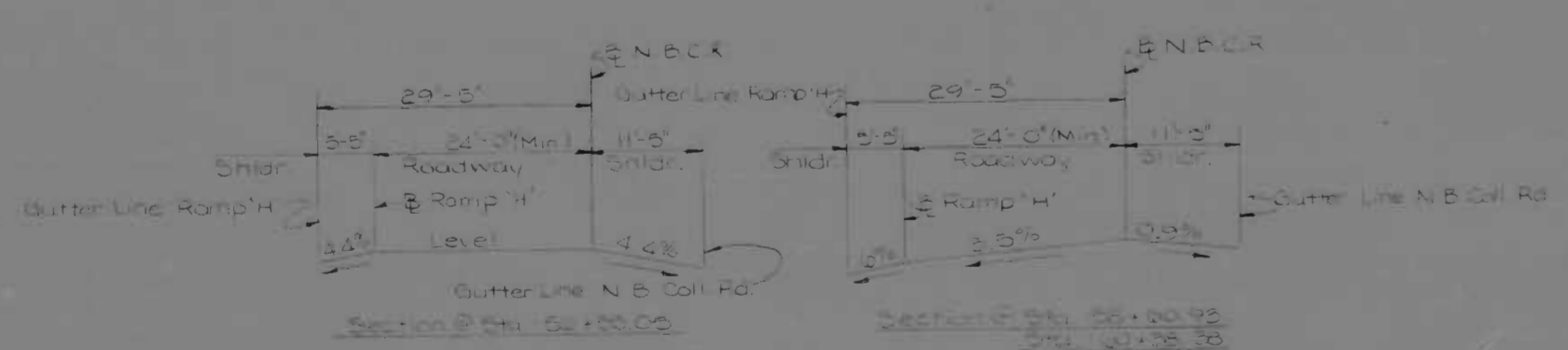
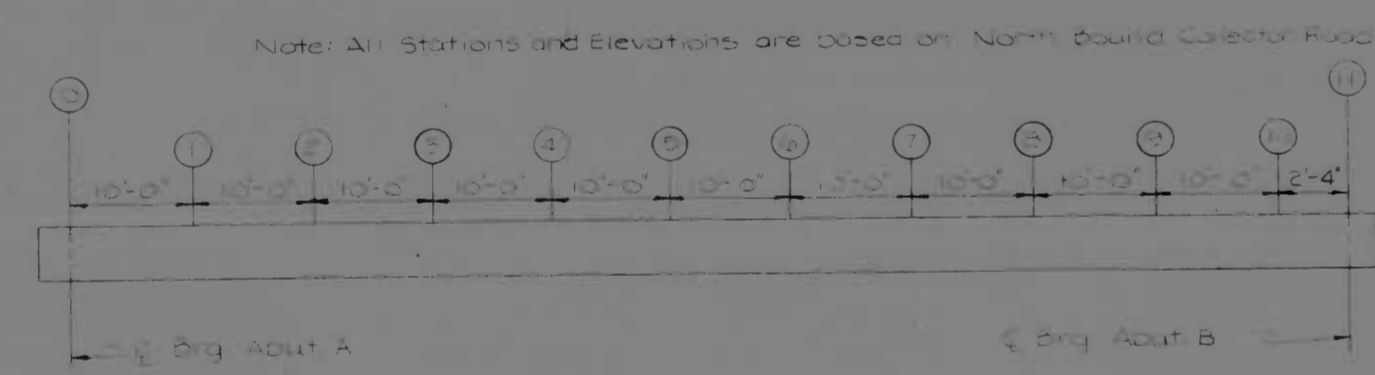
SLAB PLAN
Scale: 1/4"=1'-0"



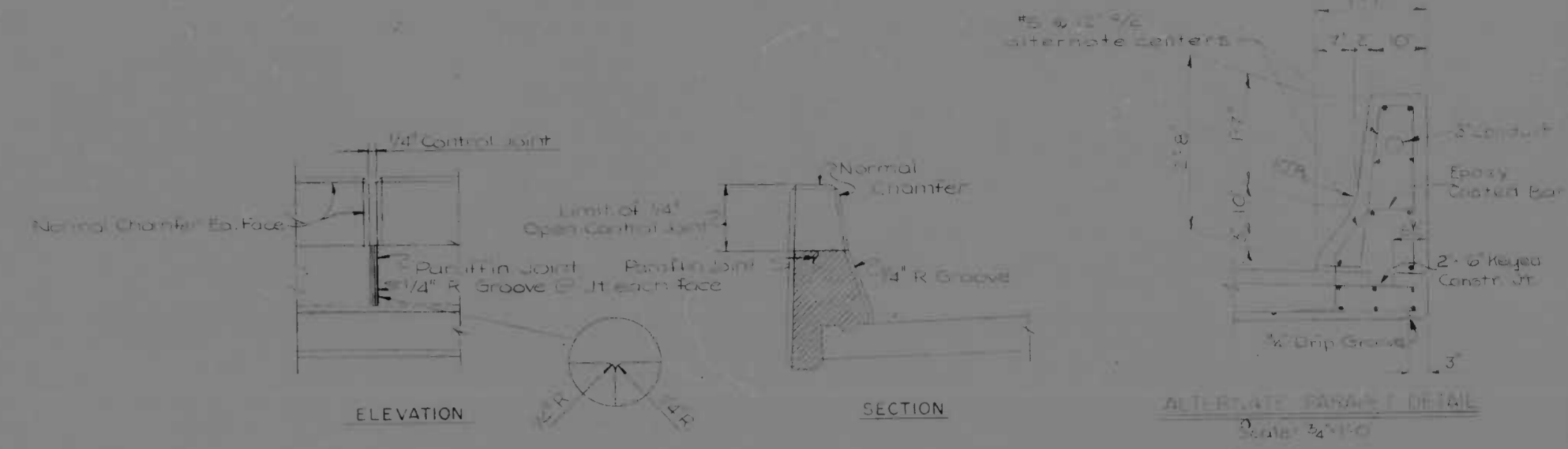
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	PAUL W. WILBERRY & ASSOC., INC. CONSULTING ENGINEERS Hagerstown, Md. Baltimore, Md.	INTERSTATE HIGHWAY ROUTE 1-95 NORTHBOUND COLLECTOR OVER DESOTO RD SLAB PLAN	DRAWN BY: W. C. BOND TRACED BY: W. C. BOND F.A.P. NO. 1-95-4159-30 S.R.C. NO. BC-246-56-B15 BALTO. CITY NO. 1017
		SCALE: 3/8"=1'-0"	DATE: 5-24-74 SHEET NO. 5-13

DES. DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	1-95-4(59)30	5-14	19-1

		FINISHED ROADWAY ELEVATIONS											
		1	2	3	4	5	6	7	8	9	10	11	
RAMP 'H'	Sta.	57+63.45										58+45.44	
	P.G.L.	140.75										138.70	
	F.G.	140.47	140.27	140.11	139.95	139.79	139.62	139.44	139.25	139.09	138.87	138.47	
	Sta.	57+60.44											58+42.91
	P.G.L.	140.72											138.71
	F.G.	140.43	140.50	140.33	140.16	139.98	139.80	139.61	139.41	139.21	139.01	138.70	
	Sta.	57+57.43											58+40.17
	P.G.L.	140.75											138.82
	F.G.	140.70	140.52	140.35	140.14	139.94	139.74	139.54	139.33	139.11	138.9	138.47	
	Sta.	57+54.44											58+37.42
	P.G.L.	140.85											138.89
	F.G.	140.38	140.43	140.23	140.08	139.82	139.61	139.39	139.17	138.94	138.71	138.4	
Sta.	57+51.43											58+34.45	
P.G.L.	140.88											138.84	
F.G.	140.54	140.35	140.14	139.92	139.71	139.48	139.25	139.02	138.78	138.55	138		
Sta.	57+48.42											58+31.47	
P.G.L.	140.92											139.0	
F.G.	140.36	40.4	39.5	39.5	39.48	39.27	38.98	38.74	38.50	38.24	38.0		
Sta.	57+45.44	57+41.02	57+39.98	57+39.34	57+39.0	57+38.5	57+38.0	57+37.5	57+37.0	57+36.5	57+36.0	58+33.4	
P.G.L.	140.67	140.63	140.58	139.91	139.75	139.58	139.40	139.22	139.02	138.84	138.5		
F.G.	140.38	40.63	140.28	139.91	139.75	139.58	139.40	139.22	139.02	138.84	138.5		
Sta.	57+42.41	57+39.50	57+39.50	57+39.50	57+39.50	57+39.50	57+39.50	57+39.50	57+39.50	57+39.50	57+39.50	58+30.4	
P.G.L.	140.70											138.78	
F.G.	40.75	40.68	140.41	140.23	140.04	139.85	139.64	139.40	139.20	139.02	138.85		
Sta.	57+39.36	57+39.36	57+39.36	57+39.36	57+39.36	57+39.36	57+39.36	57+39.36	57+39.36	57+39.36	57+39.36	58+27.4	
P.G.L.	140.91											138.97	
F.G.	40.62	140.82	140.10	139.88	139.66	139.43	139.21	138.97	138.71	138.4	138.1		
Sta.	57+47.71	57+57.71	57+67.71	57+77.71	57+87.71	57+97.71	58+07.71	58+17.71	58+27.71	58+37.71	58+47.71	58+48.4	
P.G.L.	140.84											139.01	
F.G.	40.24	140.09	139.83	139.60	139.38	139.14	138.88	138.6	138.33	138.0	137.7		

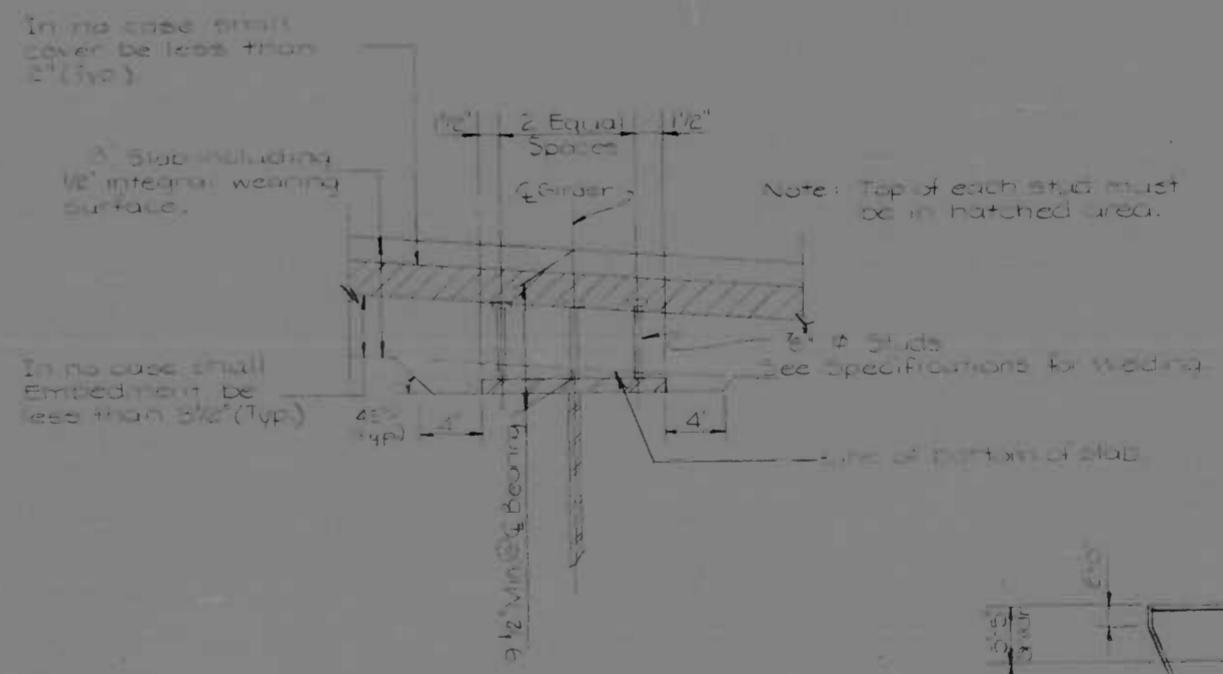


CROSS SLOPE DETAILS
Scale: None

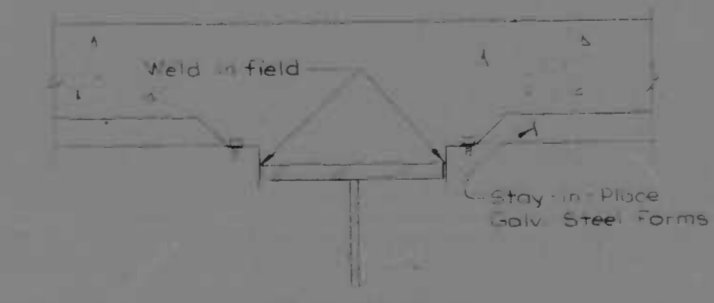


PARAFFIN JOINT DETAIL
Scale: None

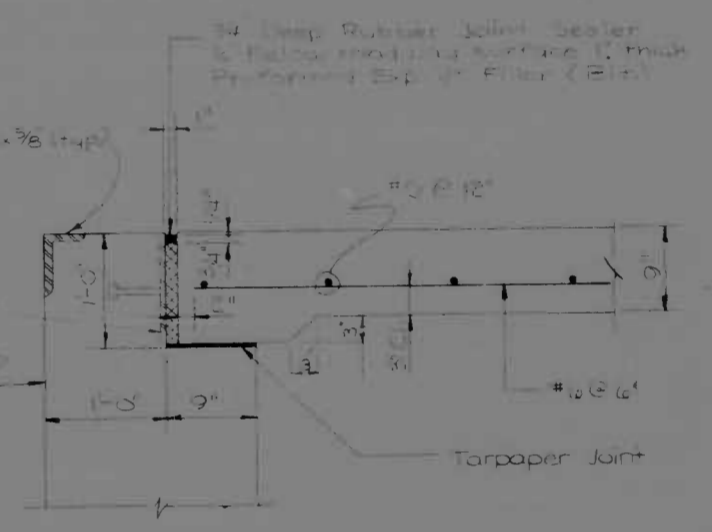
Note:
Joints shall be formed by pouring alternate sections. The pour of adjacent sections shall have a two (2) day delay between pours. In order to form a water tight joint, a paraffin coating shall be applied at every joint. No reinforcing steel shall pass thru the joint.



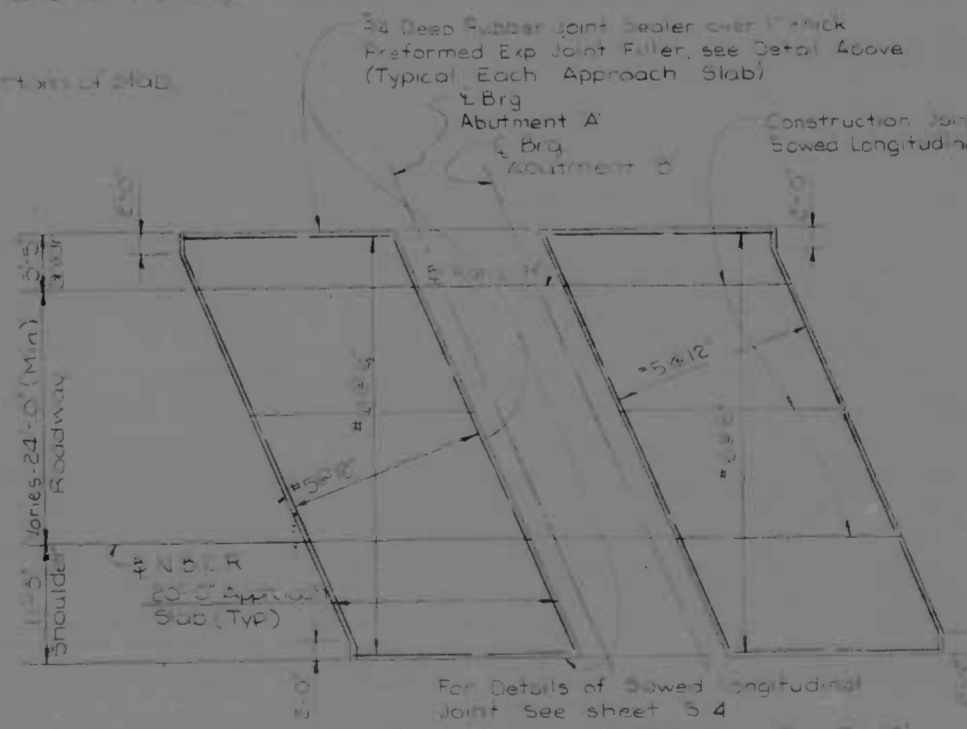
STUD & HAUNCH DETAIL
Scale: None



SECTION C-C
Scale: None
(Use with Stay in Place Steel Forms)



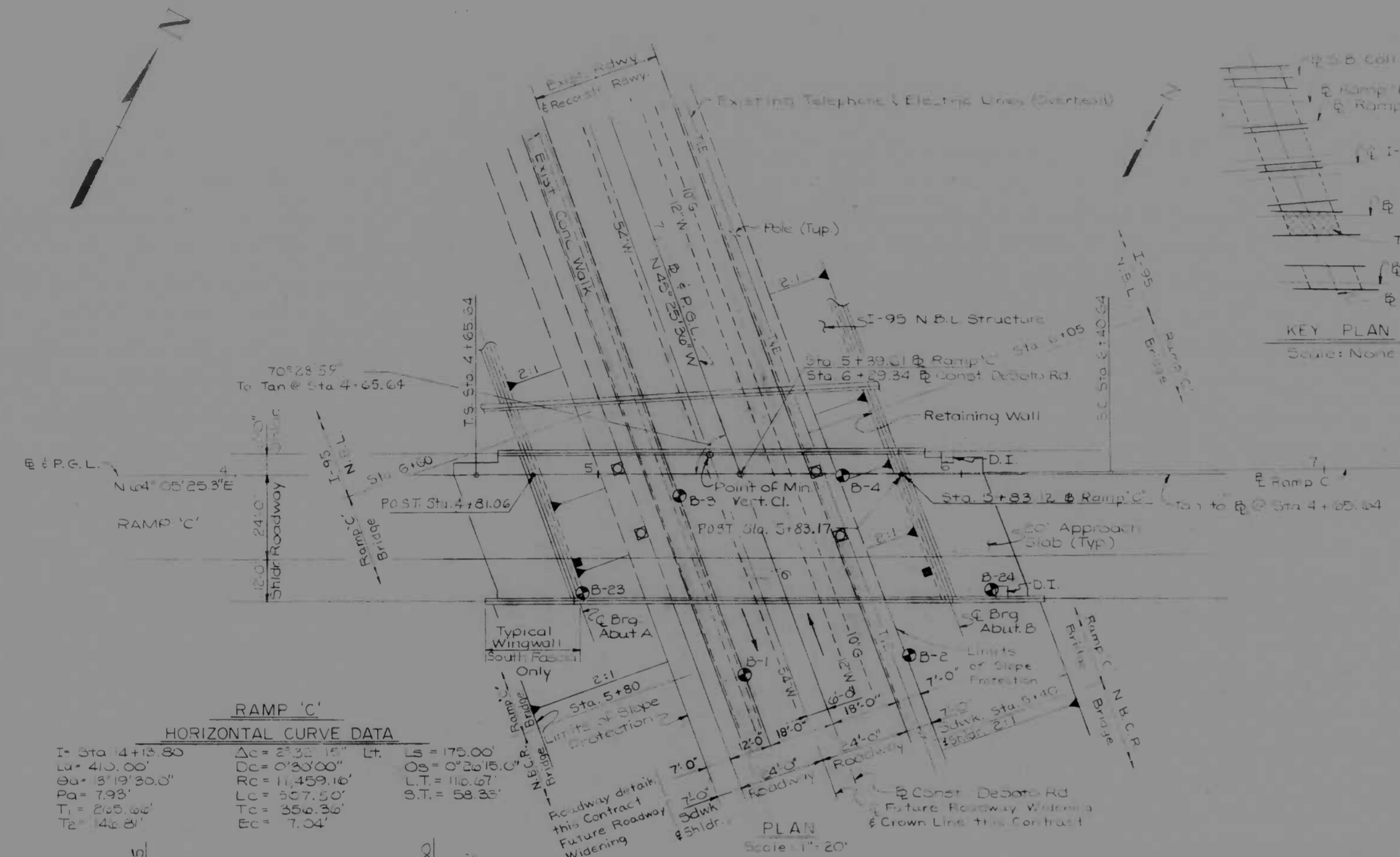
APPROACH SLAB DETAIL
Scale: 1/4\"/>



APPROACH SLAB A
Scale: None

APPROACH SLAB B
Scale: None

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER WILBERLEY ASSOC. INC. CONSULTING ENGINEERS Baltimore, Md. 21201, Md.	INTERSTATE HIGHWAY ROUTE 10 NORTHERND COLLECTION & RAMP 'H' FINISHED HWY ELEV. & MISC. DETAILS	DRAWN BY: [Signature] TRACED BY: [Signature] F.A.P. NO. 1-95-4(59)30 S.R.C. NO. BC 246-56-B15 BALTO. CITY NO. 1195
		SCALE: AS SHOWN	DATE: 5-24-74
			SHEET NO. 3 of 19



RAMP 'C'

HORIZONTAL CURVE DATA

PI Sta. 4+13.80	ΔC = 2°30'15"	Lt. = 170.00'
LC = 410.00'	DC = 0'12'00"	OS = 0'20'16.0"
EA = 8°19'30.0"	RC = 11,459.16'	L.T. = 110.07'
PA = 7.93'	LC = 507.50'	S.T. = 58.35'
T1 = 200.00'	TC = 350.30'	
T2 = 146.00'	EC = 7.04'	

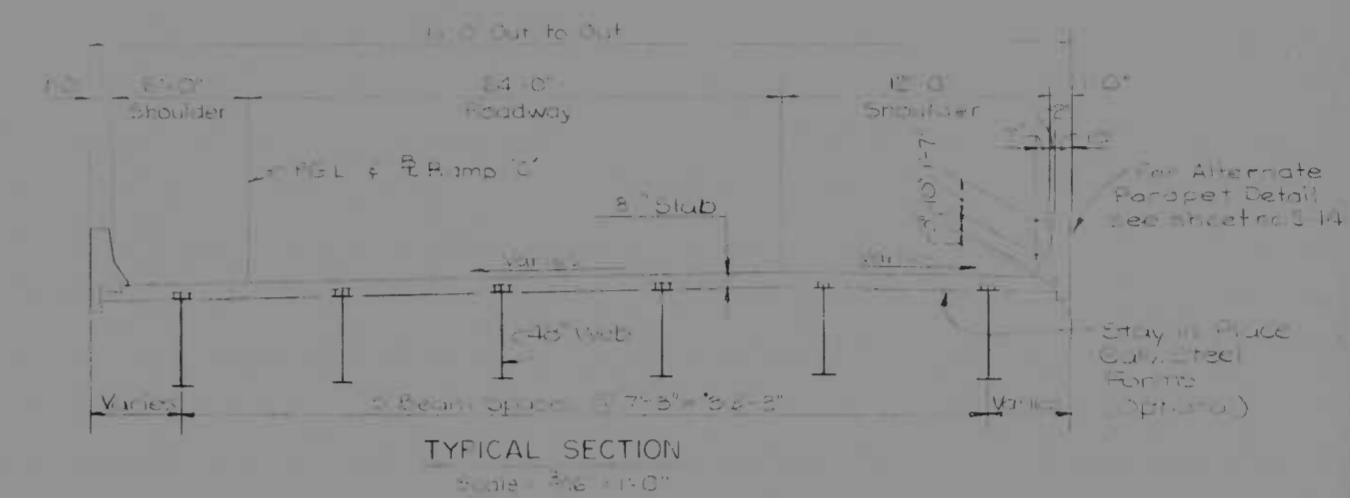
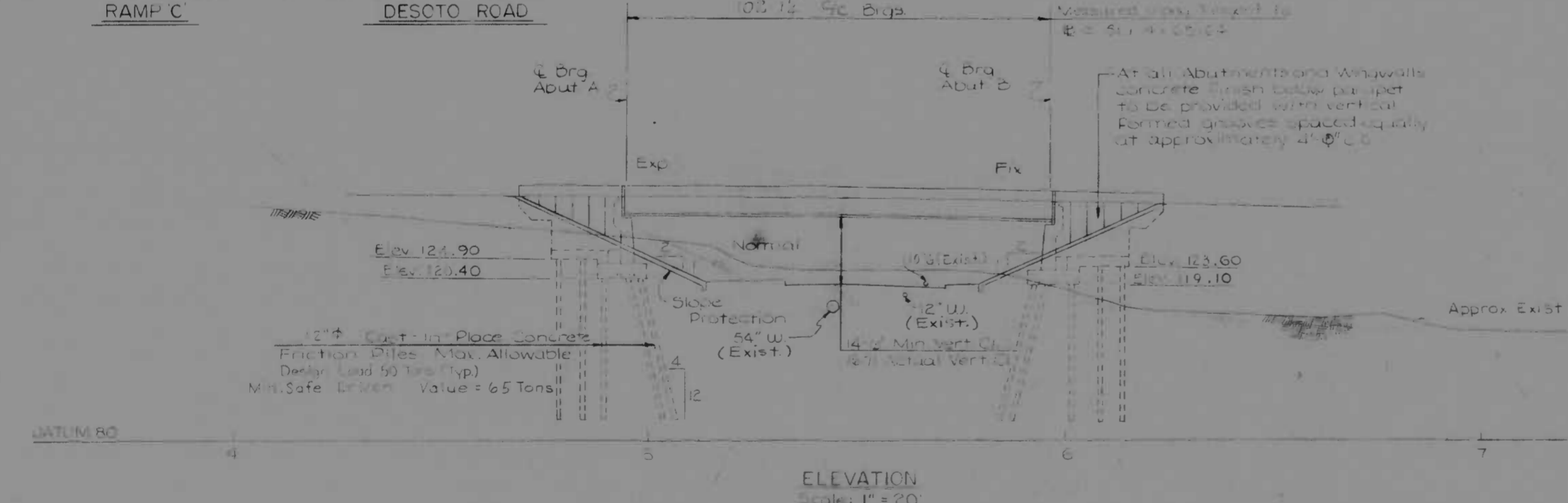
VERTICAL CURVE DATA

RAMP 'C'

PVI Sta. 2+05	Elev. 141.30	L = 100
BVI Sta. 1+05	Elev. 140.00	
EVI Sta. 3+05	Elev. 142.60	
Grade 1	-0.22%	
Grade 2	+5.95%	

DESOTO ROAD

PVI Sta. 7+00	Elev. 150.00	L = 100
BVI Sta. 6+00	Elev. 149.35	
EVI Sta. 8+00	Elev. 150.65	
Grade 1	+4.40%	
Grade 2	-2.50%	



LIST OF DRAWINGS

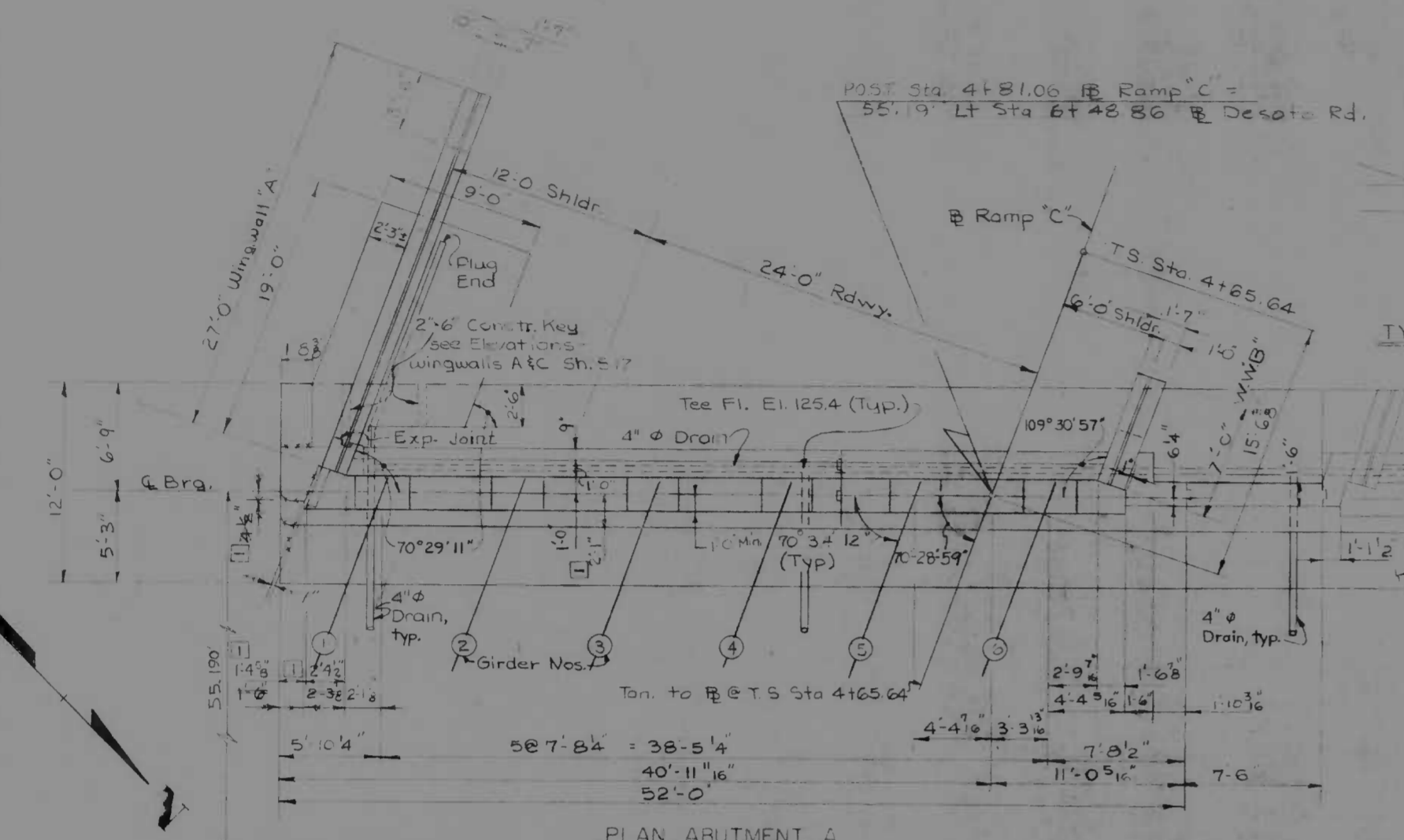
TITLE	SHEET NO.
GENERAL PLAN & ELEVATION	1
ABUTMENT A & B	2
ABUTMENT DETAILS	3
FRAMING PLAN & STEEL DETAILS	4
SLAB PLAN	5
PIERS & PILES	6
RETAINING WALL	7
BRIDGE LIGHTING	8
CONCRETE	9
STEEL	10
BRIDGE LIGHTING	11
TYPICAL DETAILS	12

GENERAL NOTES:

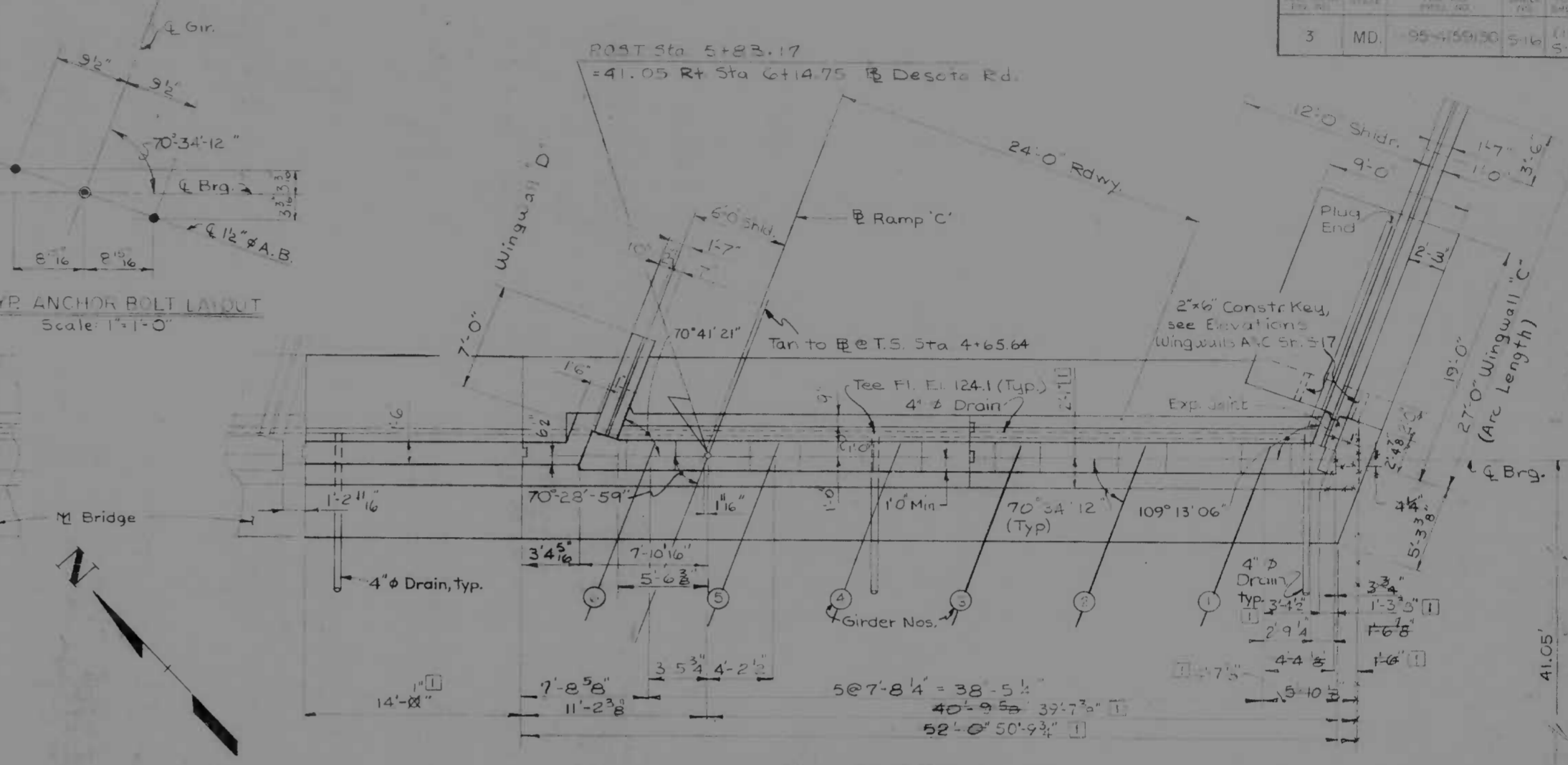
- Design Specifications:** S.R.C. Specifications and Standardized Minimum and Special Provisions, A.A.S.H.O. Standard Specifications for Highway Bridges, dated 1973, and interim specifications dated 1975, as amended by the Engineering Design Criteria for Baltimore City Interstate Highways, Reinforced concrete design at bridge deck slabs for 1980 and all other concrete for 1983.
- Loading:** HS20-44 or two 24,000 lb. axles spaced 4'-0" apart whichever governs.
- Concrete:** Concrete shall have the following minimum compressive strengths at age 28 days: Deck and Parapet 4500 psi, Superstructure 5000 psi.
- Chamfers:** All exposed corners of concrete shall be chamfered 3/4" x 3/4" using milled chamfer bit (1/2") unless otherwise noted on the plans.
- Steel Bar Reinforcement:** Steel Bar Reinforcement shall conform to A.S.T.M. designation A-615, grade 40 and all bars shall have a minimum length of 33 bar diameters. All Bar Reinforcement shall have a 2" lap joint unless otherwise noted. All steel reinforcement shall be lap spliced at least 100% of the required length.
- Structural Steel:** Structural Steel shall be A.S.T.M. designation A-572, grade 50, unless otherwise noted. See Special Provisions.
- Bearing:** Indicated Bridge bearing.
- Bench Marks:** See Sheet 95-455-1.
- Epoxy Coating:** Two coats of pure epoxy coating shall be applied to all abutment, pier, pedestal, abutment backwalls and exposed portion of abutment stems directly below abutment seats.
- Under Bridge Lighting:**
 - = Wall Mounted Fixture
 - = Fixture attached under superstructure
 - For Details see Lighting Details Sheet 95-455-11

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
1. 01/14/84 PAMP - 3rd DE	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS Hagerstown, Md. Baltimore, Md.	INTERSTATE HIGHWAY ROUTE 110 RAMP 'C' OVER DESOTO RD. GENERAL PLAN & ELEVATION	DRAWN BY: [Signature] TRACED BY: [Signature] F.A.P. NO. 95-455-30 S.R.C. NO. DC-95-54-BD BALTO. CITY NO. 2-25

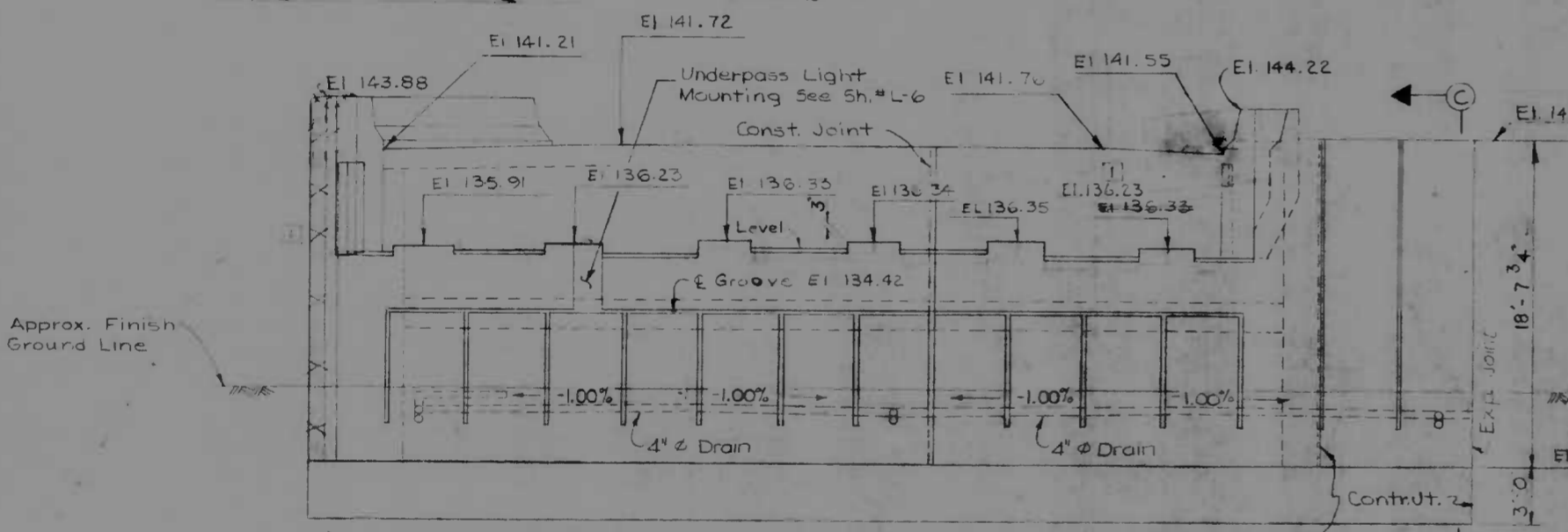
REV. NO.	DATE	BY	CHKD.	TOTAL
3	MD 95-456130	5/16	(119)	5/4



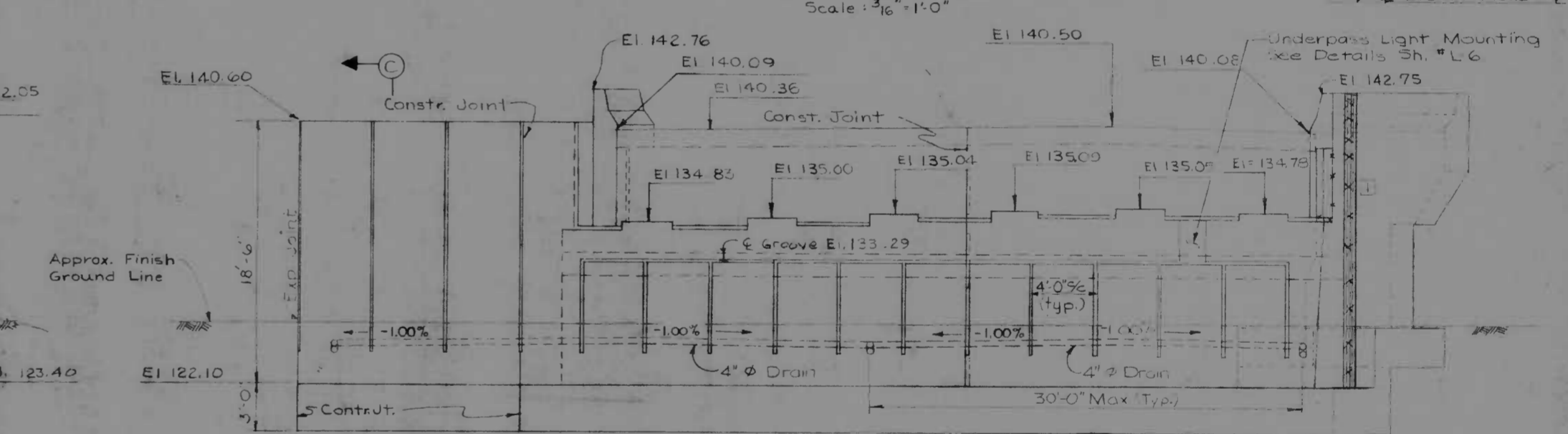
PLAN ABUTMENT A
Scale: 3/16" = 1'-0"



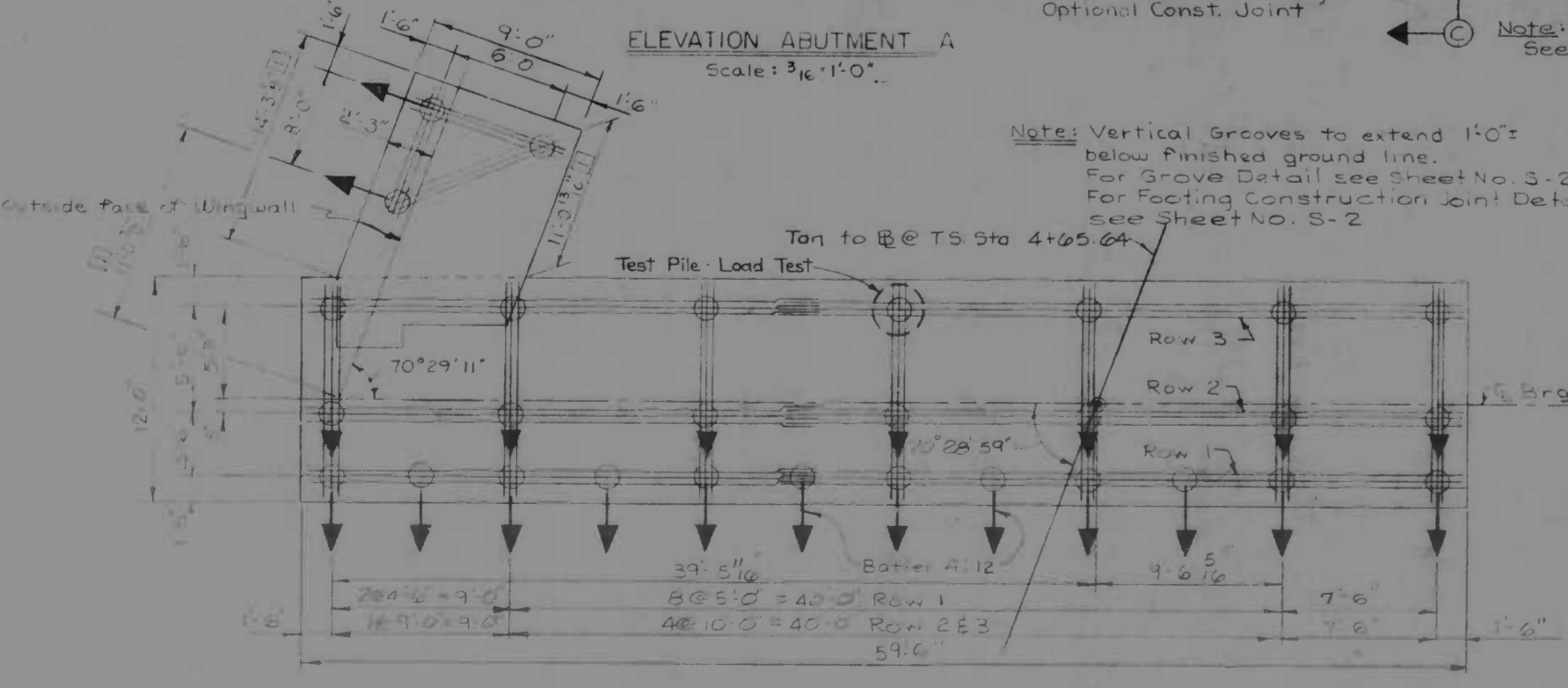
PLAN ABUTMENT B
Scale: 3/16" = 1'-0"



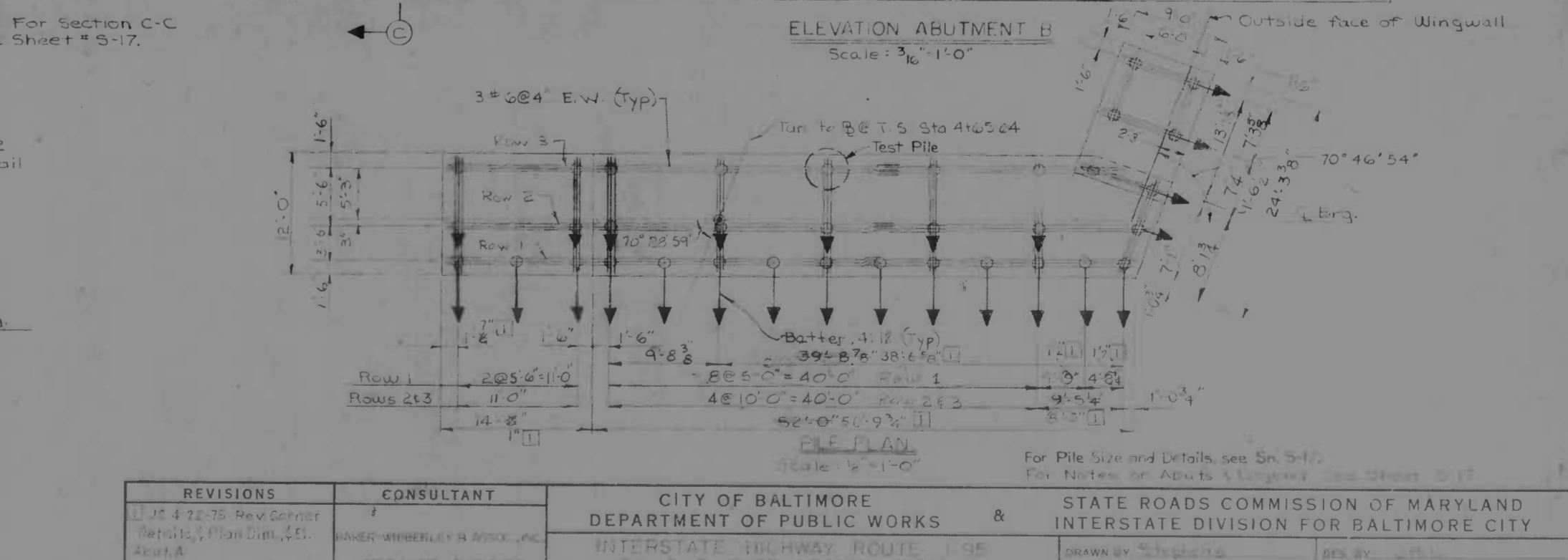
ELEVATION ABUTMENT A
Scale: 3/16" = 1'-0"



ELEVATION ABUTMENT B
Scale: 3/16" = 1'-0"



PILE PLAN
Scale: 3/16" = 1'-0"

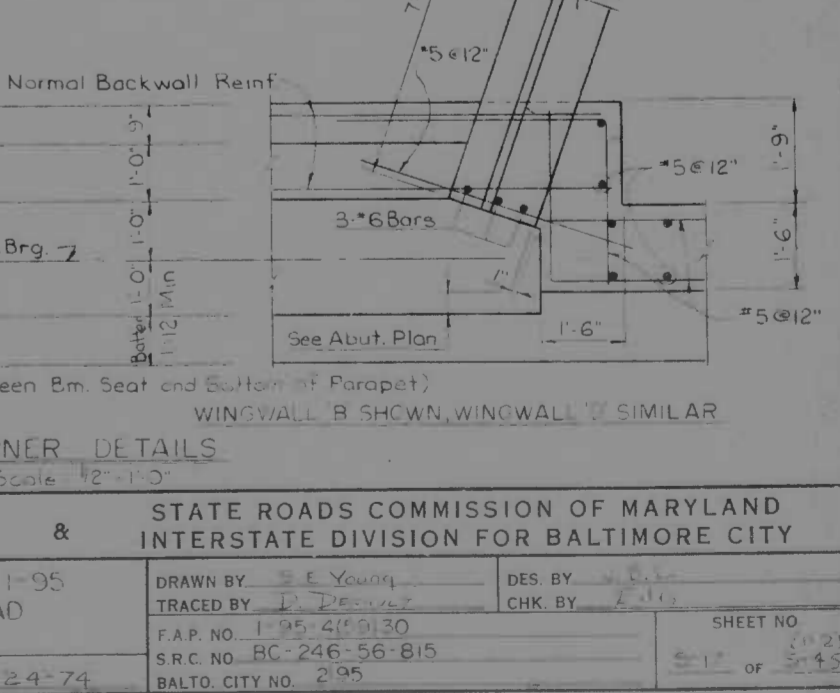
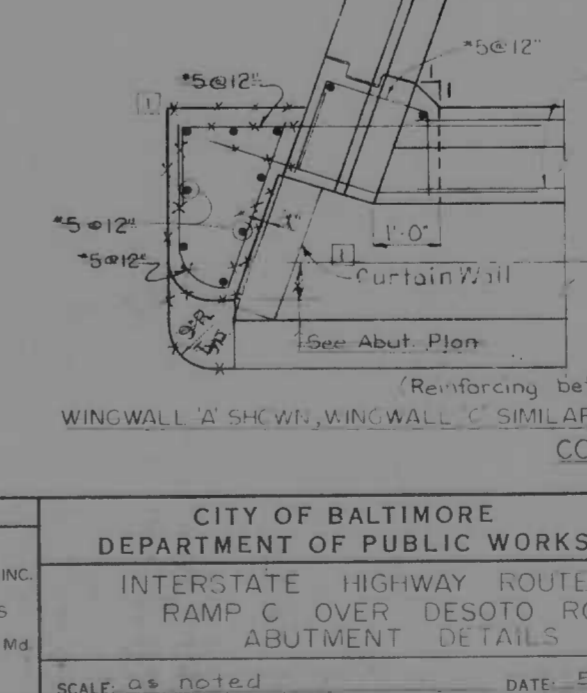
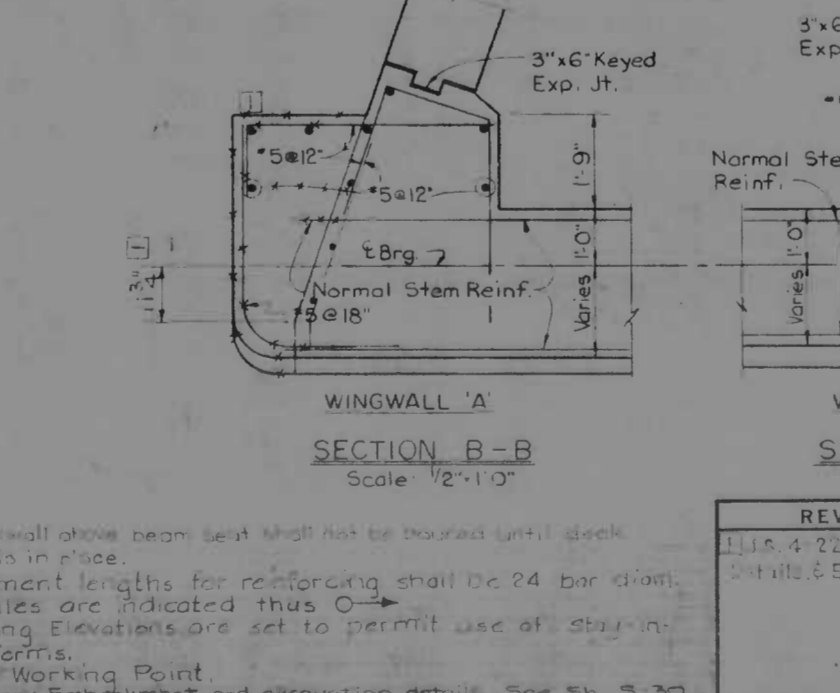
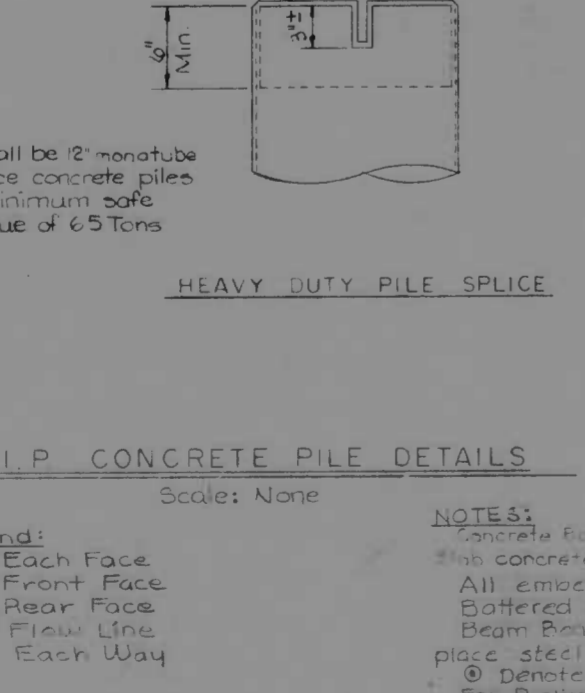
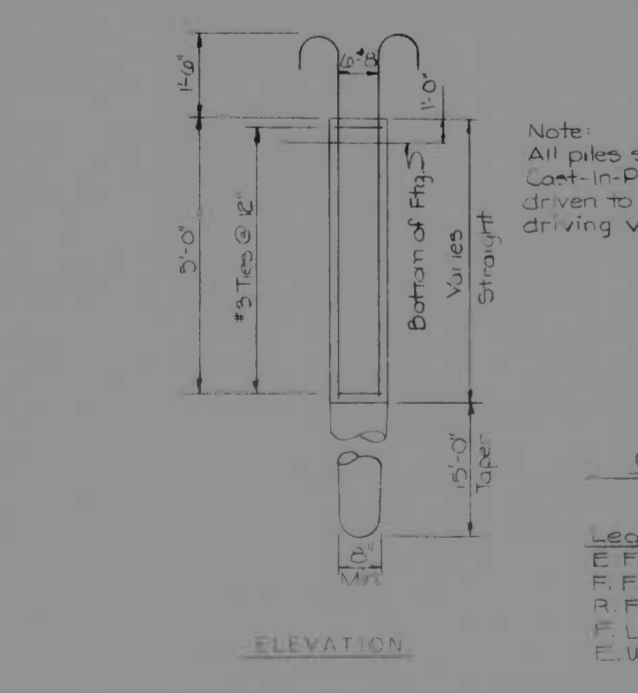
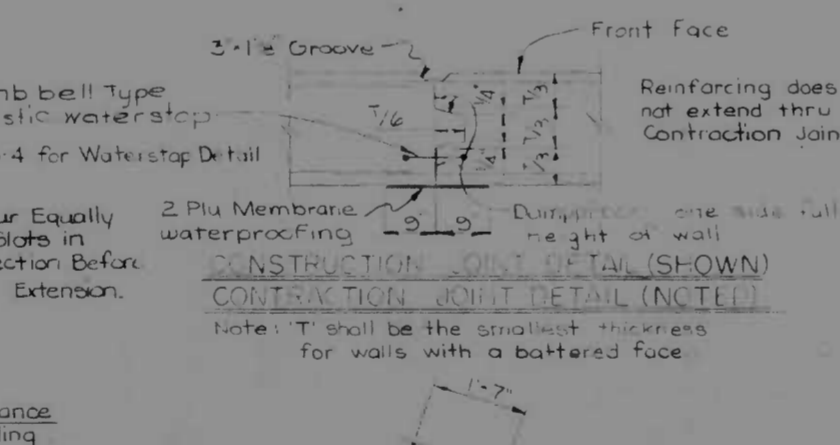
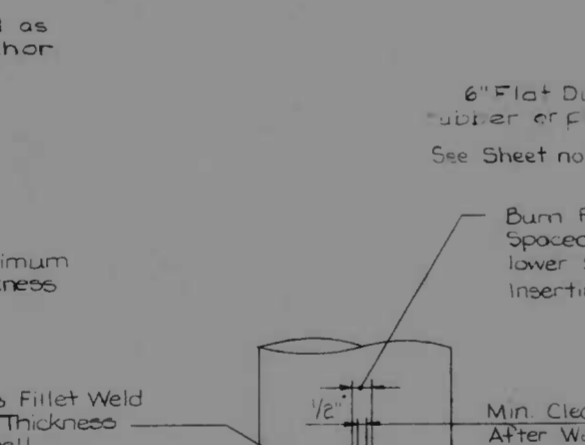
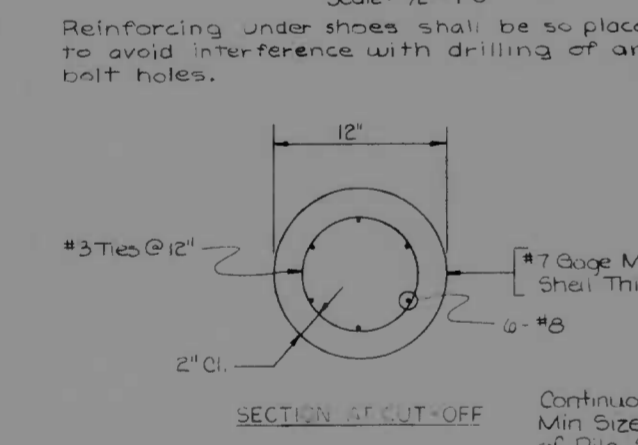
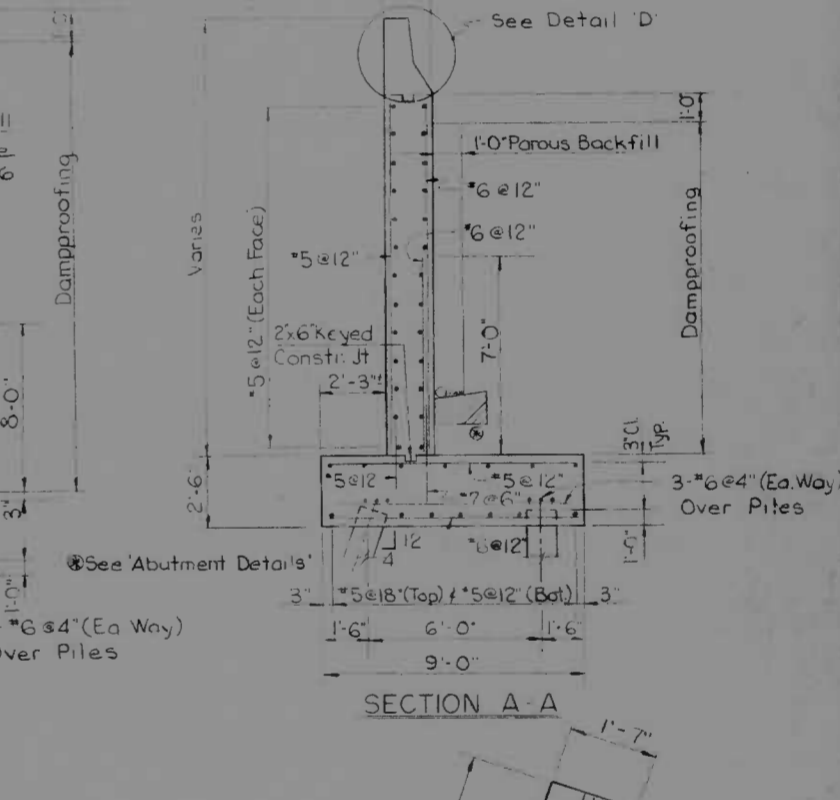
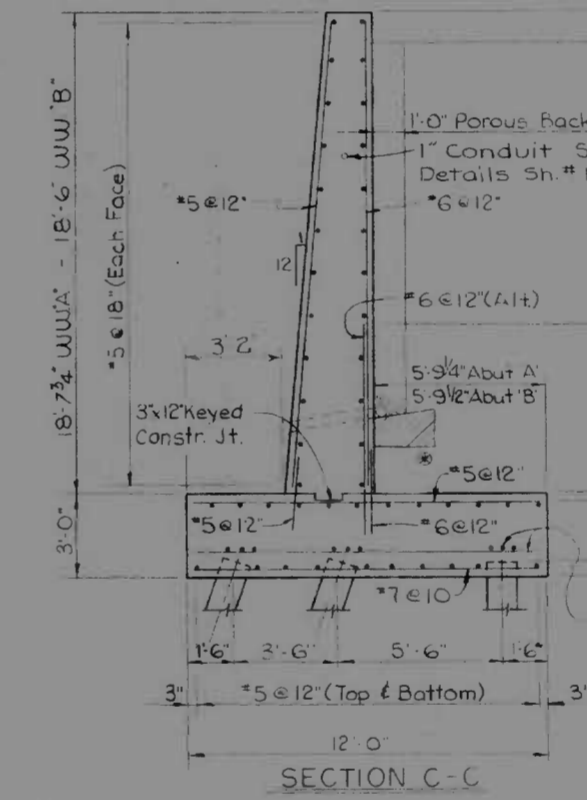
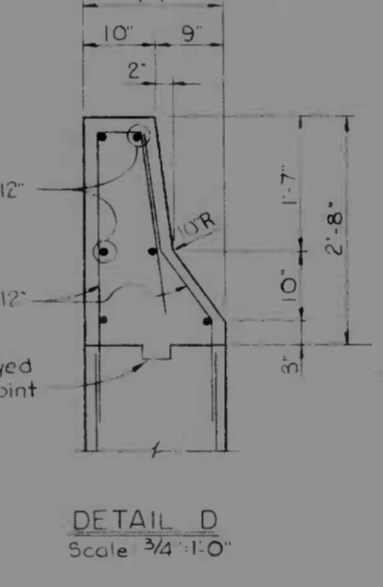
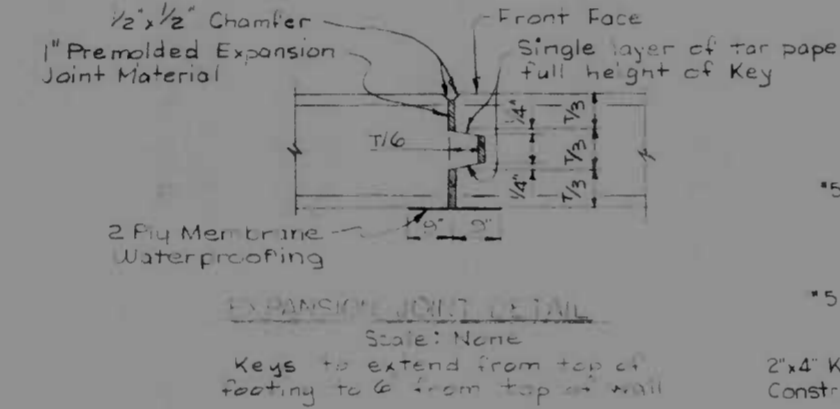
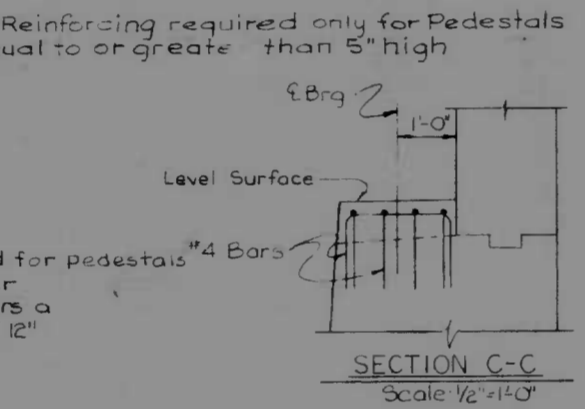
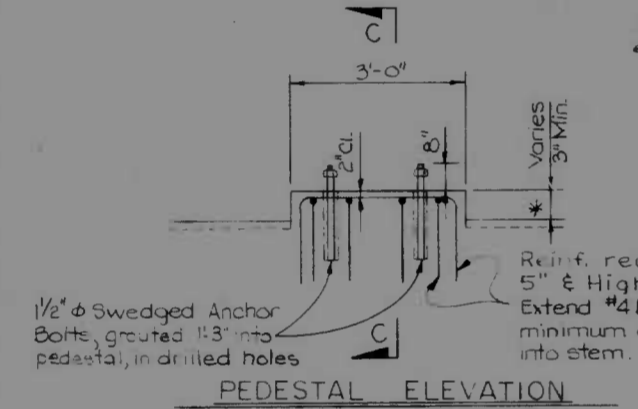
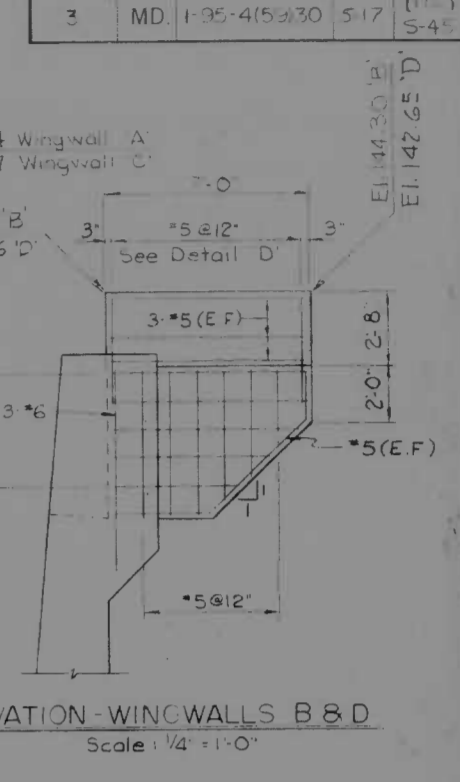
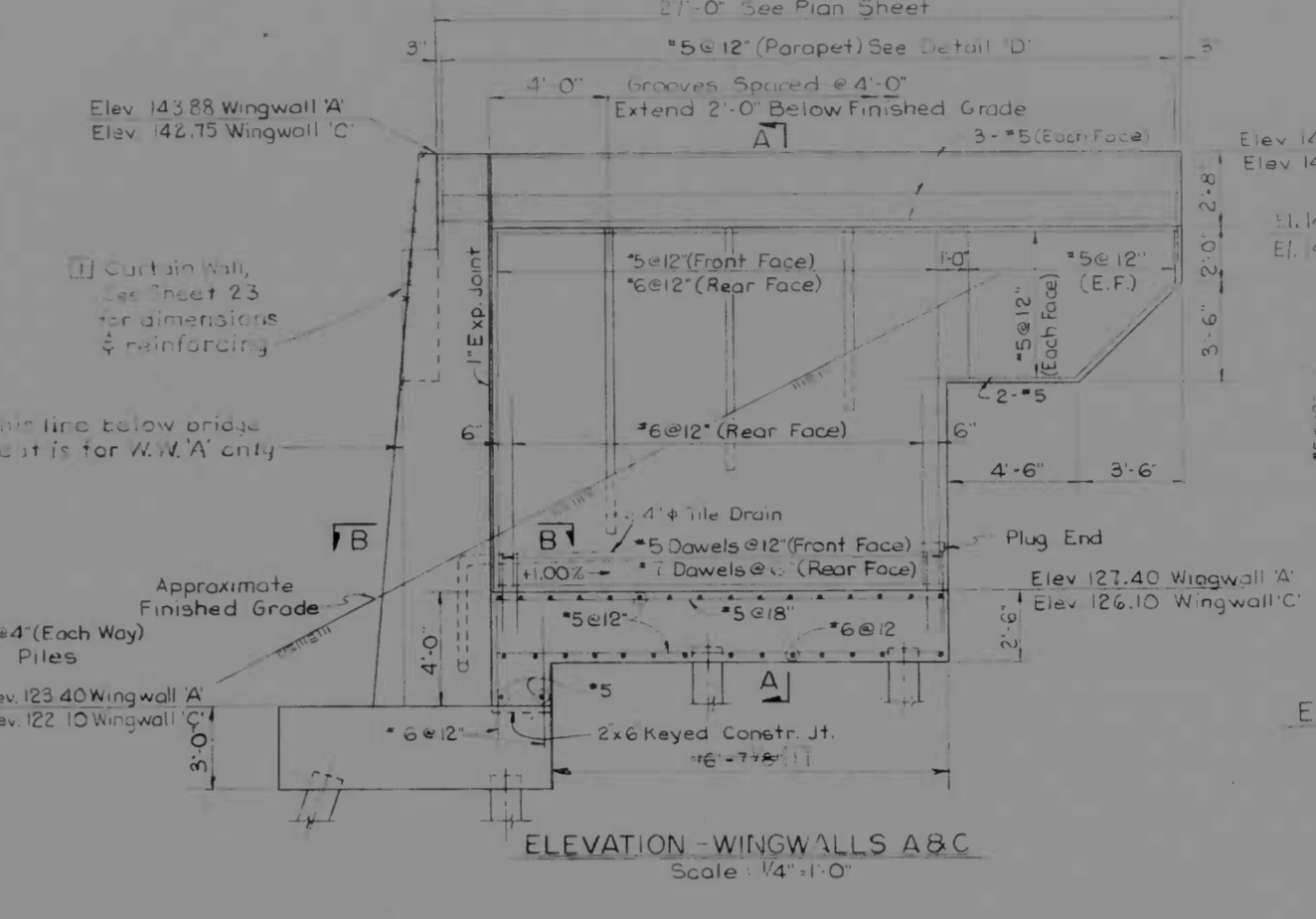
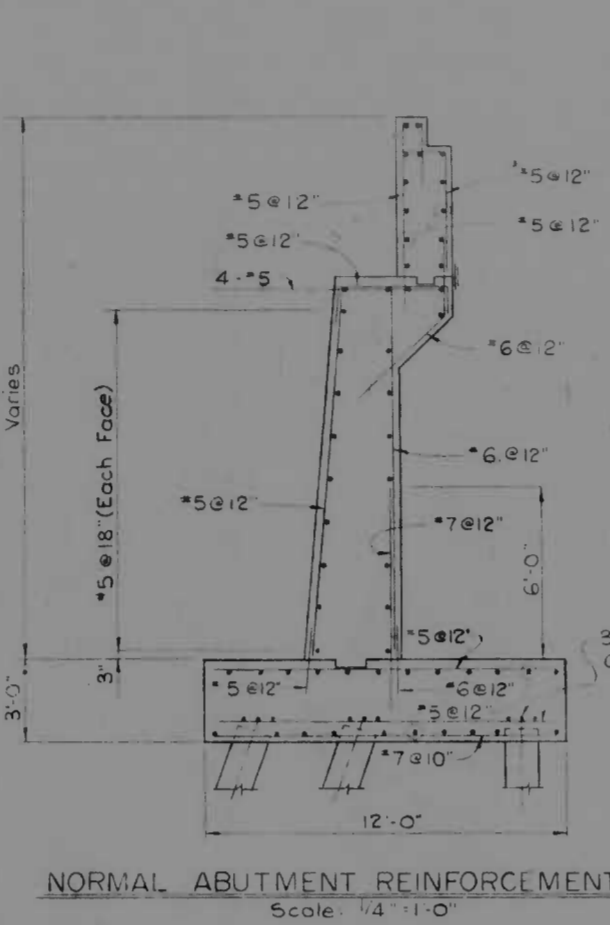
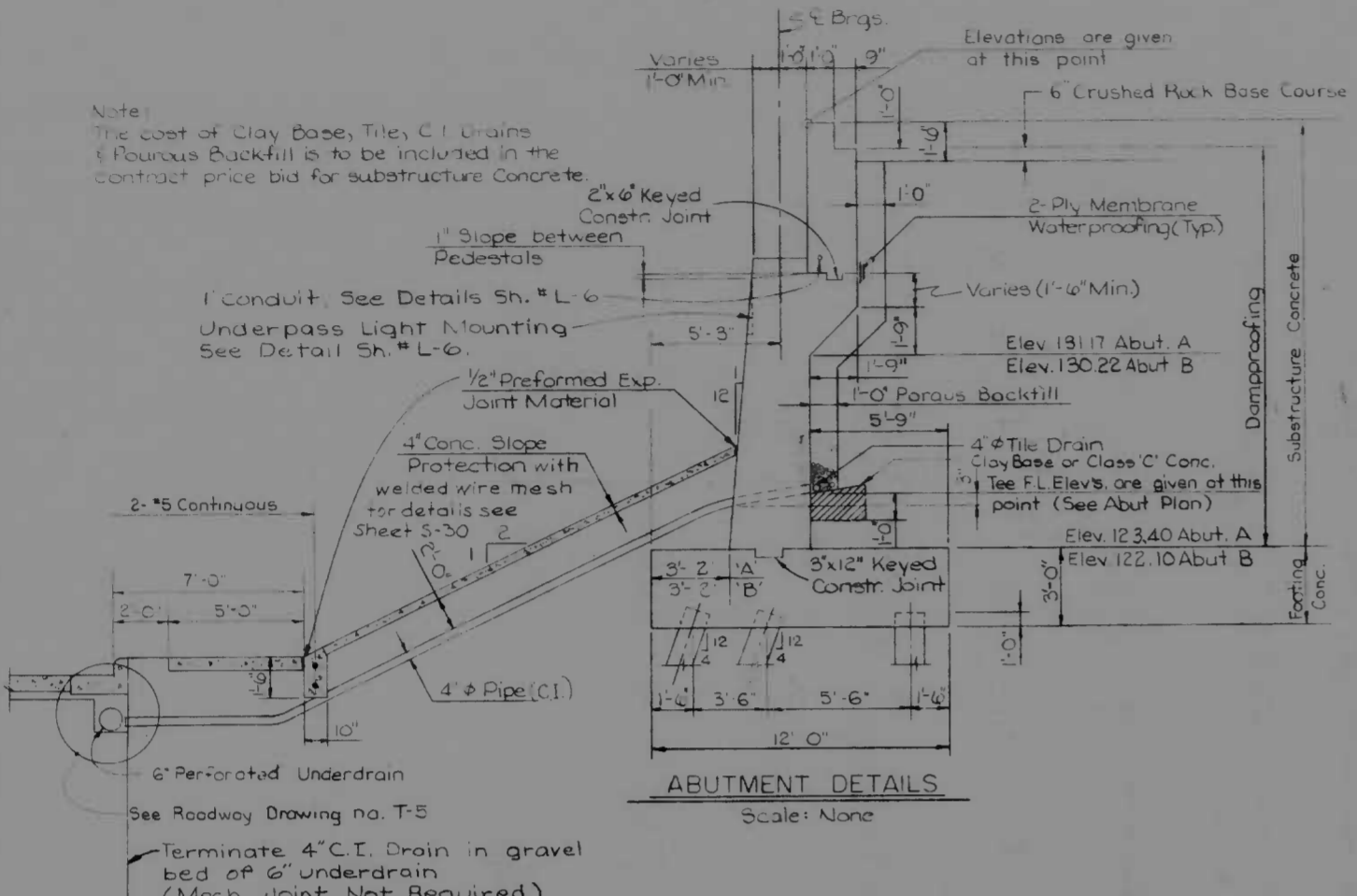


PILE PLAN
Scale: 3/16" = 1'-0"

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
1. 4-22-75 Rev. Corner Details, Plan and Elevation Sheet A	BAKER-WHITFIELD & ASSOCIATES CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.	INTERSTATE HIGHWAY ROUTE 195 RAMP C OVER DESOTO ROAD ABUTMENTS A & B	DRAWN BY: [Signature] CHECKED BY: [Signature] DATE: 5-23-74

REV. NO.	DATE	BY	CHK.	SHEET NO.	TOTAL SHEETS
3	MD 1-95-415-30			5-17	(11) 5-4

Note:
The cost of Clay Base, Tile, C.I. Drains & Porous Backfill is to be included in the contract price bid for substructure concrete.

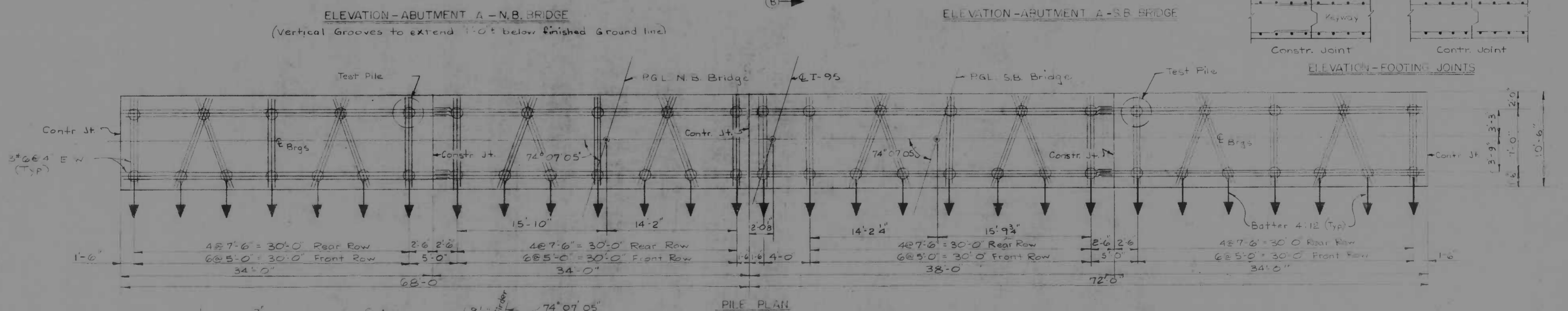
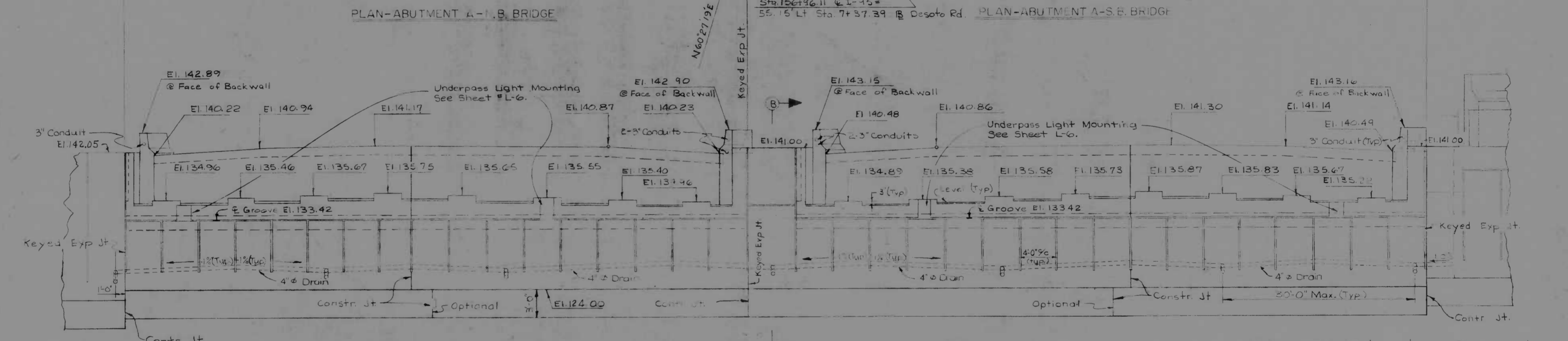
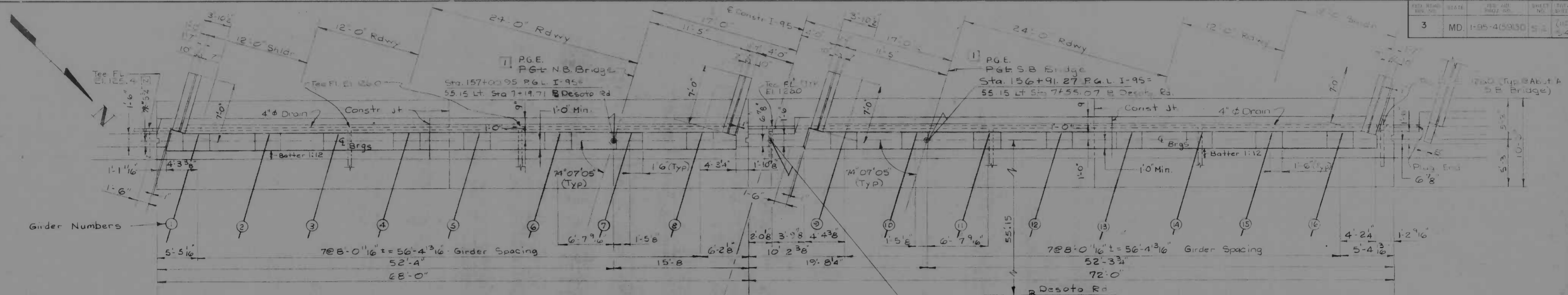


Legend:
E.F. Each Face
F.F. Front Face
R.F. Rear Face
F.L. Flaw Line
E.W. Each Way

NOTE:
Concrete Backfill above beam seat shall not be poured until steel slab concrete is in place.
All abutment lengths for reinforcing shall be 24 bar diam.
Battered Piles are indicated thus O
Beam Bearing Elevations are set to permit use of stay-in-place steel forms.
⊙ Denotes Working Point.
For Preliminary Embankment and excavation details, See Sh. 3-30

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
1. 11.24.72: Rev. Cont'd. Details & Elev. W.W. A & C	BAKER WILBERLEY & ASSOC., INC. CONSULTING ENGINEERS Hagerstown, Md. Baltimore, Md.	INTERSTATE HIGHWAY ROUTE 1-95 RAMP C OVER DESOTO ROAD ABUTMENT DETAILS	DRAWN BY: J. E. Young TRACED BY: J. E. Young F.A.P. NO.: 1-95-415-30 S.R.C. NO.: BC-246-56-B15 BALTO. CITY NO.: 295
SCALE: as noted	DATE: 5-24-74		DES. BY: J. E. Young CHK. BY: J. E. Young SHEET NO.: 5-17 OF 5-45

PROJ. NO.	STATE	DES. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	1-95-4(59)30	5	14

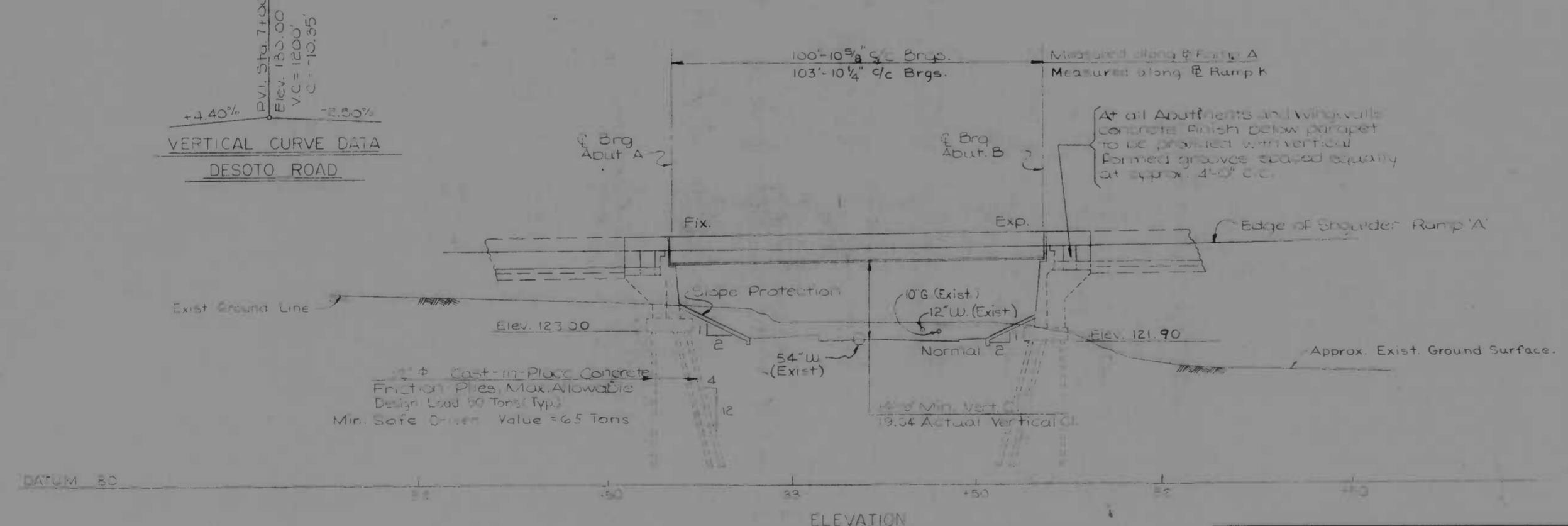
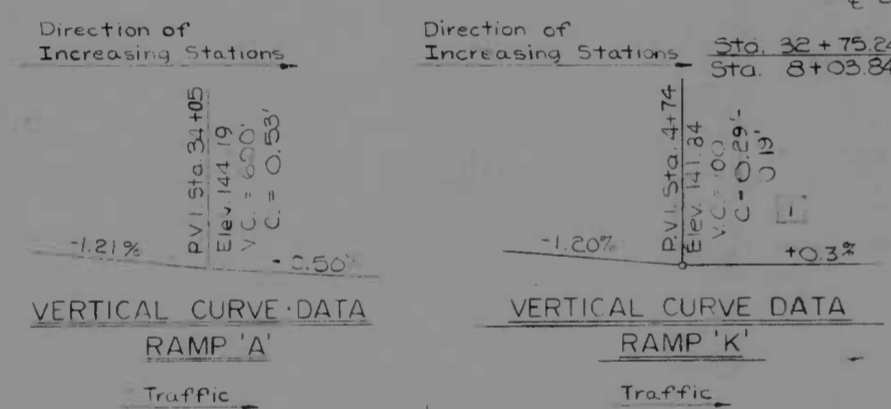
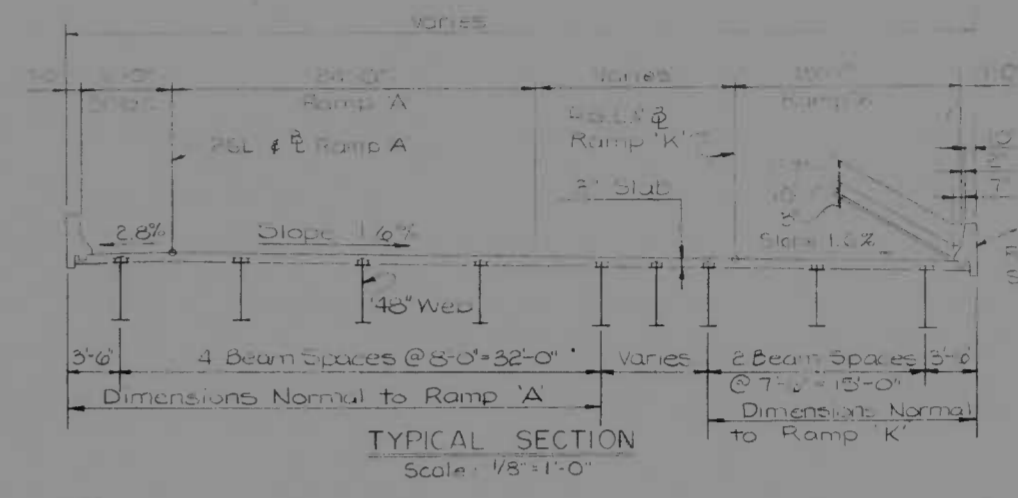
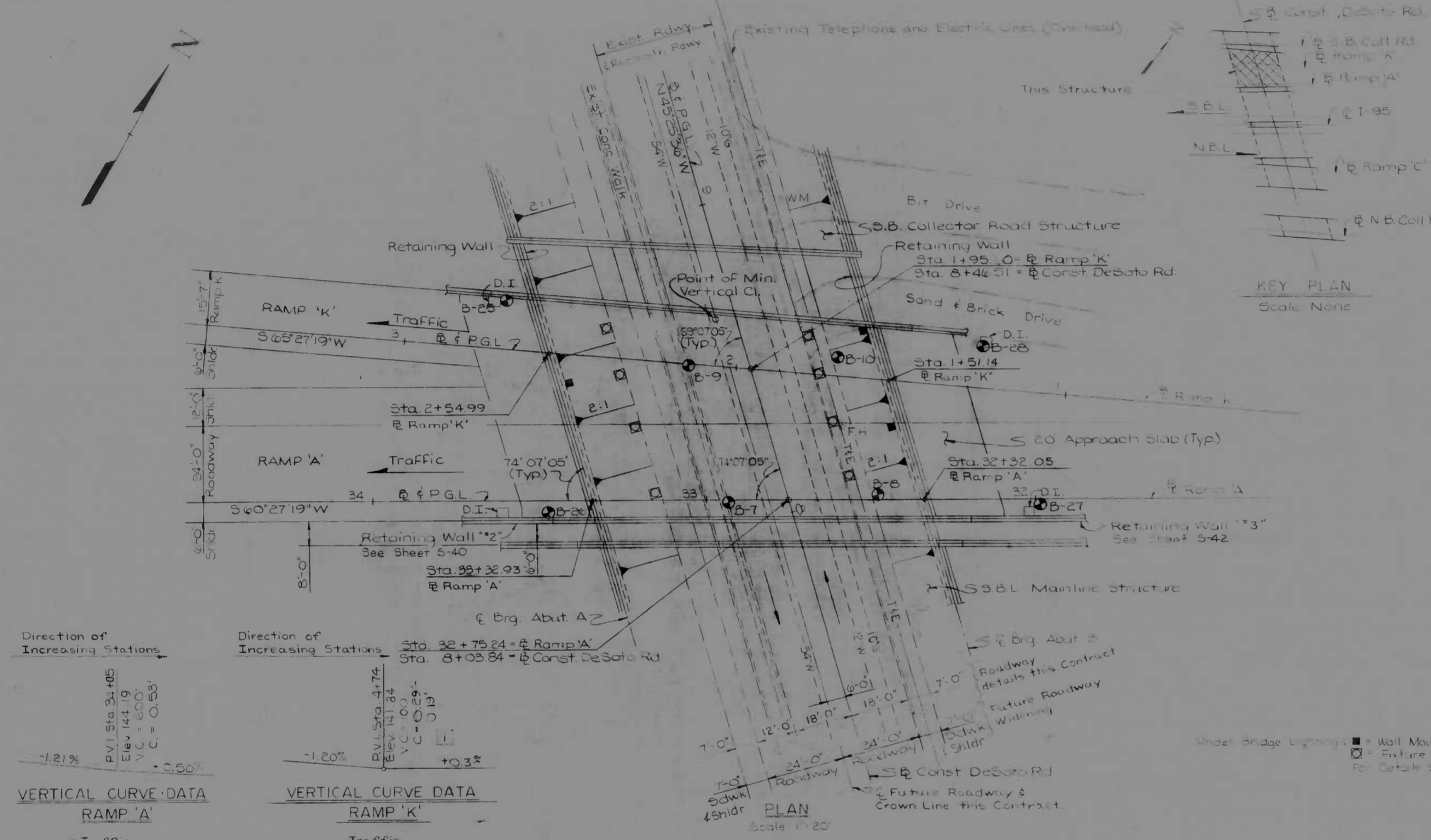


REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
1 DD 3/18/74 P.G.E.	BAKER-WIBERLEY & ASSOCIATES CONSULTING ENGINEERS Hagerstown, Md. Baltimore, Md.	INTERSTATE HIGHWAY ROUTE 155 MAINLINE OVER DESOTO ROAD ABUTMENT A	DRAWN BY: [Signature] TRACED BY: [Signature] F.A.P. NO. 1-95-4(59)30 S.R.C. NO. BC-246-56-818 BALTO. CITY NO. 114
2 LS 4/22/75 Rev. Plan Dim. Abut. A		SCALE: 3/16" = 1'-0"	DES. BY: [Signature] CHK. BY: [Signature] SHEET NO. 5 OF 14

Proj. No.	Sheet No.	Proj. No.	Sheet No.	Total Sheets
3	MD 1-95-4(50)30	3	5-20	115

		FINISHED ROADWAY ELEVATIONS										
		①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪
RAMP 'C'	Grade Center											
	Sta.	4+92.79										5+04.71
	PGL	141.82										140.17
	FG	141.82	141.82	141.82	141.82	140.92	140.81	140.70	140.58	140.46	140.33	140.17
	Sta.	4+93.27										5+05.18
	PGL	141.82										140.17
	FG	141.82	141.53	141.44	141.33	141.22	141.11	140.99	140.87	140.74	140.61	140.47
	Sta.	4+93.75										5+05.64
	PGL	141.82										140.17
	FG	141.70	141.62	141.51	141.41	141.29	141.17	141.05	140.92	140.79	140.65	140.51
	Sta.	4+94.23										5+06.10
	PGL	141.82										140.17
FG	141.65	141.51	141.39	141.26	141.13	141.00	140.86	140.71	140.56	140.41	140.25	
Sta.	4+94.71										5+06.57	
PGL	141.82										140.17	
FG	141.50	141.31	141.17	141.02	140.87	140.71	140.54	140.37	140.20	140.02	140.03	
Sta.	4+95.19										5+07.00	
PGL	141.82										140.17	
FG	141.35	141.11	140.92	140.73	140.53	140.33	140.13	139.93	139.73	139.53	140.03	
Sta.	4+95.67										5+07.47	
PGL	141.82										140.17	
FG	141.15	140.85	140.62	140.39	140.15	139.90	139.65	139.40	139.15	138.90	140.03	
Sta.	4+96.15										5+07.94	
PGL	141.82										140.17	
FG	140.95	140.65	140.38	140.11	139.83	139.55	139.27	138.99	138.71	138.43	140.03	
Sta.	4+96.63										5+08.41	
PGL	141.82										140.17	
FG	140.75	140.40	140.08	139.75	139.42	139.09	138.76	138.43	138.10	137.77	140.03	
Sta.	4+97.11										5+08.88	
PGL	141.82										140.17	
FG	140.55	140.15	139.78	139.40	139.01	138.62	138.23	137.84	137.45	137.06	140.03	
Sta.	4+97.59										5+09.35	
PGL	141.82										140.17	
FG	140.35	139.90	139.48	139.05	138.62	138.19	137.76	137.33	136.90	136.47	140.03	
Sta.	4+98.07										5+09.82	
PGL	141.82										140.17	
FG	140.15	139.65	139.18	138.71	138.24	137.77	137.30	136.83	136.36	135.89	140.03	
Sta.	4+98.55										5+10.29	
PGL	141.82										140.17	
FG	139.95	139.40	138.83	138.26	137.69	137.12	136.55	135.98	135.41	134.84	140.03	
Sta.	4+99.03										5+10.76	
PGL	141.82										140.17	
FG	139.75	139.15	138.53	137.91	137.29	136.67	136.05	135.43	134.81	134.19	140.03	
Sta.	4+99.51										5+11.23	
PGL	141.82										140.17	
FG	139.55	138.90	138.23	137.56	136.89	136.22	135.55	134.88	134.21	133.54	140.03	
Sta.	4+99.99										5+11.70	
PGL	141.82										140.17	
FG	139.35	138.65	137.93	137.21	136.49	135.77	135.05	134.33	133.61	132.89	140.03	
Sta.	5+00.47										5+12.17	
PGL	141.82										140.17	
FG	139.15	138.40	137.63	136.86	136.09	135.32	134.55	133.78	133.01	132.24	140.03	
Sta.	5+00.95										5+12.64	
PGL	141.82										140.17	
FG	138.95	138.15	137.33	136.51	135.69	134.87	134.05	133.23	132.41	131.59	140.03	
Sta.	5+01.43										5+13.11	
PGL	141.82										140.17	
FG	138.75	137.90	137.03	136.16	135.29	134.42	133.55	132.68	131.81	130.94	140.03	
Sta.	5+01.91										5+13.58	
PGL	141.82										140.17	
FG	138.55	137.65	136.73	135.81	134.89	133.97	133.05	132.13	131.21	130.29	140.03	
Sta.	5+02.39										5+14.05	
PGL	141.82										140.17	
FG	138.35	137.40	136.43	135.46	134.49	133.52	132.55	131.58	130.61	129.64	140.03	
Sta.	5+02.87										5+14.52	
PGL	141.82										140.17	
FG	138.15	137.15	136.13	135.11	134.09	133.07	132.05	131.03	130.01	129.00	140.03	
Sta.	5+03.35										5+14.99	
PGL	141.82										140.17	
FG	137.95	136.90	135.83	134.76	133.69	132.62	131.55	130.48	129.41	128.34	140.03	
Sta.	5+03.83										5+15.46	
PGL	141.82										140.17	
FG	137.75	136.65	135.53	134.41	133.29	132.17	131.05	129.93	128.81	127.70	140.03	
Sta.	5+04.31										5+15.93	
PGL	141.82										140.17	
FG	137.55	136.40	135.23	134.06	132.89	131.72	130.55	129.38	128.21	127.04	140.03	
Sta.	5+04.79										5+16.40	
PGL	141.82										140.17	
FG	137.35	136.15	134.93	133.71	132.49	131.27	130.05	128.83	127.61	126.40	140.03	
Sta.	5+05.27										5+16.87	
PGL	141.82										140.17	
FG	137.15	135.90	134.63	133.36	132.09	130.82	129.55	128.28	127.01	125.74	140.03	
Sta.	5+05.75										5+17.34	
PGL	141.82										140.17	
FG	136.95	135.65	134.33	133.01	131.69	130.37	129.05	127.73	126.41	125.10	140.03	
Sta.	5+06.23										5+17.81	
PGL	141.82										140.17	
FG	136.75	135.40	134.03	132.66	131.29	129.92	128.55	127.18	125.81	124.44	140.03	
Sta.	5+06.71										5+18.28	
PGL	141.82										140.17	
FG	136.55	135.15	133.73	132.31	130.89	129.47	128.05	126.63	125.21	123.80	140.03	
Sta.	5+07.19										5+18.75	
PGL	141.82										140.17	
FG	136.35	134.90	133.43	131.96	130.49	129.02	127.55	126.08	124.61	123.14	140.03	
Sta.	5+07.67										5+19.22	
PGL	141.82										140.17	
FG	136.15	134.65	133.13	131.61	130.09	128.57	127.05	125.53	124.01	122.50	140.03	
Sta.	5+08.15										5+19.69	
PGL	141.82										140.17	
FG	135.95	134.40	132.83	131.26	129.69	128.12	126.55	124.98	123.41	121.84	140.03	
Sta.	5+08.63										5+20.16	
PGL	141.82										140.17	
FG	135.75	134.15	132.53	130.91	129.29	127.67	126.05	124.43	122.81	121.20	140.03	
Sta.	5+09.11										5+20.63	
PGL	141.82										140.17	
FG	135.55	133.90	132.23	130.56	128.89	127.22	125.55	123.88	122.21	120.54	140.03	
Sta.	5+09.59										5+21.10	
PGL	141.82										140.17	
FG	135.35	133.65	131.93	130.21	128.49	126.77	125.05	123.33	121.61	119.90	140.03	
Sta.	5+10.07										5+21.57	
PGL	141.82										140.17	
FG	135.15	133.40	131.63	129.86	128.09	126.32	124.55	122.78	121.01	119.24	140.03	
Sta.	5+10.55										5+22.04	
PGL	141.82										140.17	
FG	134.95	133.15	131.33	129.51	127.69	125.87	124.05	122.23	120.41	118.60	140.03	
Sta.	5+11.03											

NO.	DATE	BY	CHK.
3	MD	150-48830	5-21



LIST OF REVISIONS

NO.	DATE	DESCRIPTION
1	5-21	GENERAL PLAN & ELEVATION
2	5-21	ABUTMENTS A & B
3	5-21	ABUTMENT DETAILS
4	5-21	FRAMING PLAN & STEEL DECK
5	5-21	SLAB & RAFTERS
6	5-21	UNDER BRIDGE LIGHTING
7	5-21	LIGHTING & ELECTRICAL DETAILS
8	5-21	TYPICAL DETAILS

GENERAL NOTES:

Design Specifications: S.R.C. Specifications and Emenda dated March 1965 and typical Provisions, A.A.S.H.O. 3rd. and 4th. Editions, for Maryland Bridges dated 1973 and interim specifications dated 1974, except as modified by the Engineering Design Criteria for Baltimore City, Interstate Highways, Reinforced Concrete Deck on a Truss Deck Slab, Rev. 1-1982, and other concrete Rev. 1-1982.

Loading: 4320-44 lb. Two 24000 lb. axles spaced 4'-0" apart, wheel over governing.

Concrete: Concrete shall have the following minimum compressive strengths at age 28 days: Deck & Rafters 4500 psi, Superstructure 2000 psi.

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

Steel Bar Reinforcement: Steel Bar Reinforcement shall conform to A.S.T.M. designation A-615, grade 60 and splices shall have a minimum strength of 1.4 bar diameters. All Bar Reinforcement shall have a minimum lap length of 48 bar diameters, except as noted. All steel shall be epoxy coated deck slabs and Rafters.

Structural Steel: Structural Steel shall be A.S.T.M. designation A-588 (50ksi yield strength). See Special Provisions.

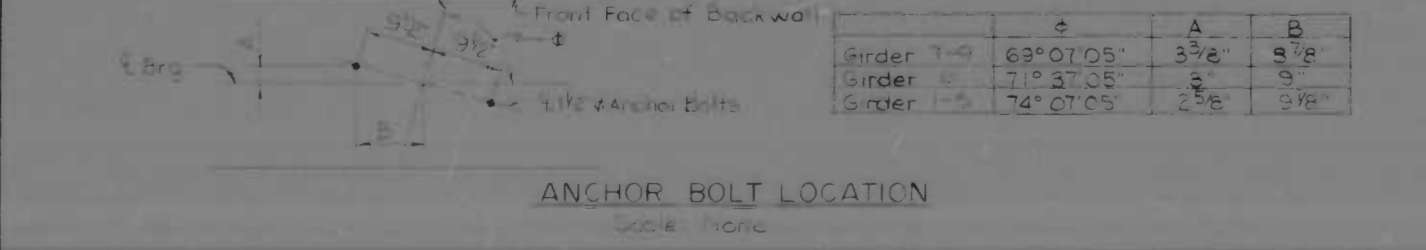
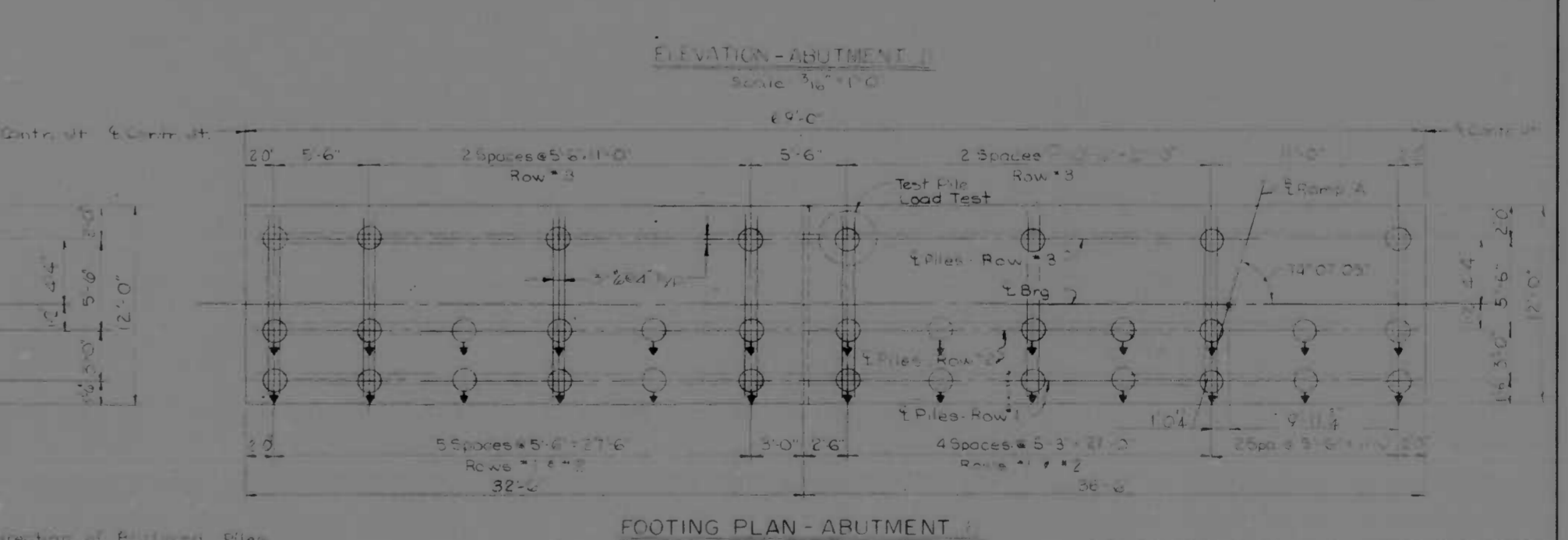
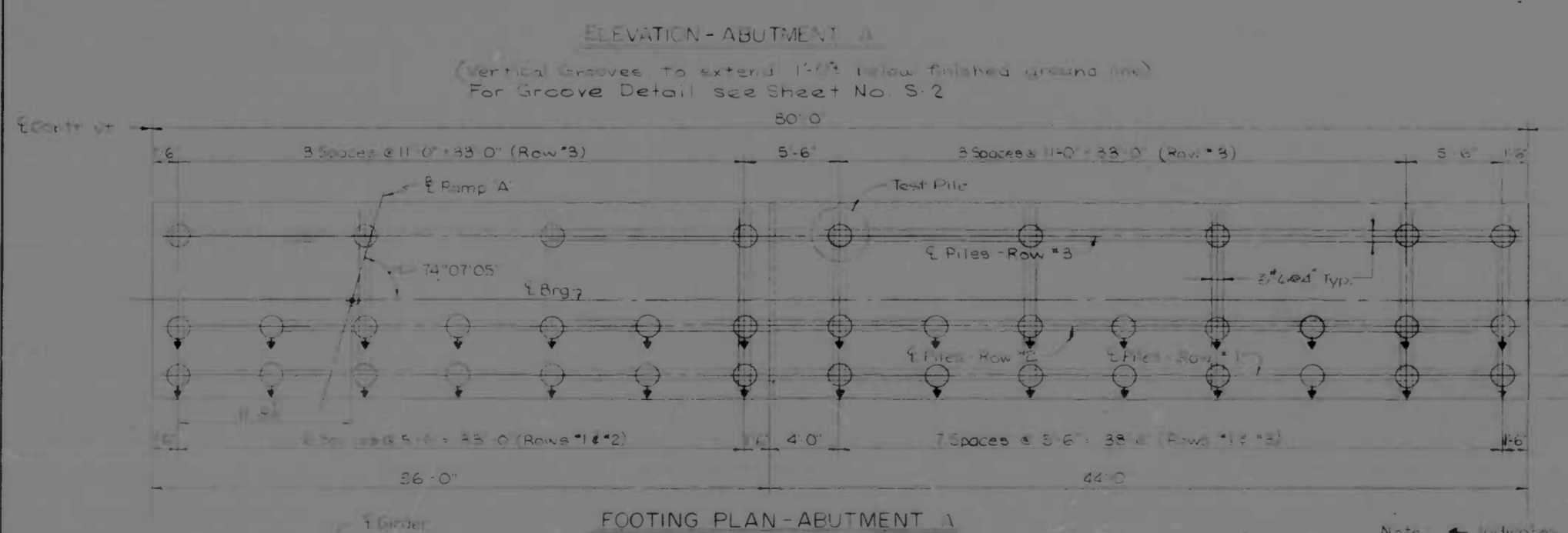
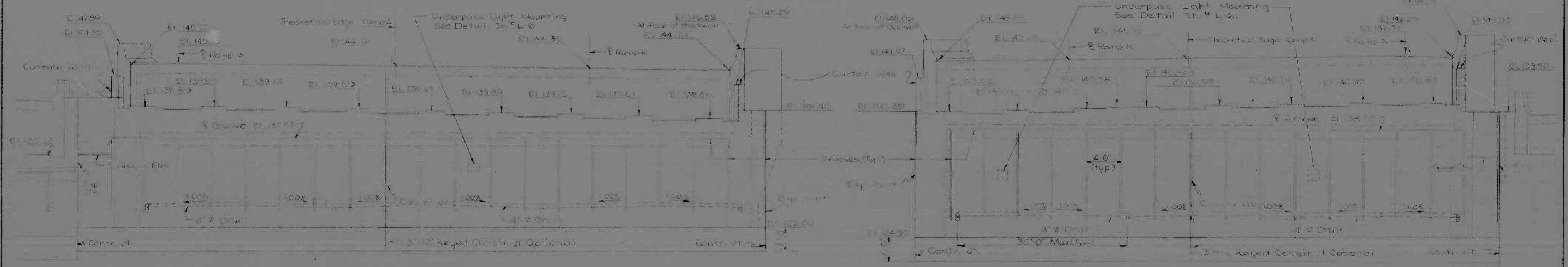
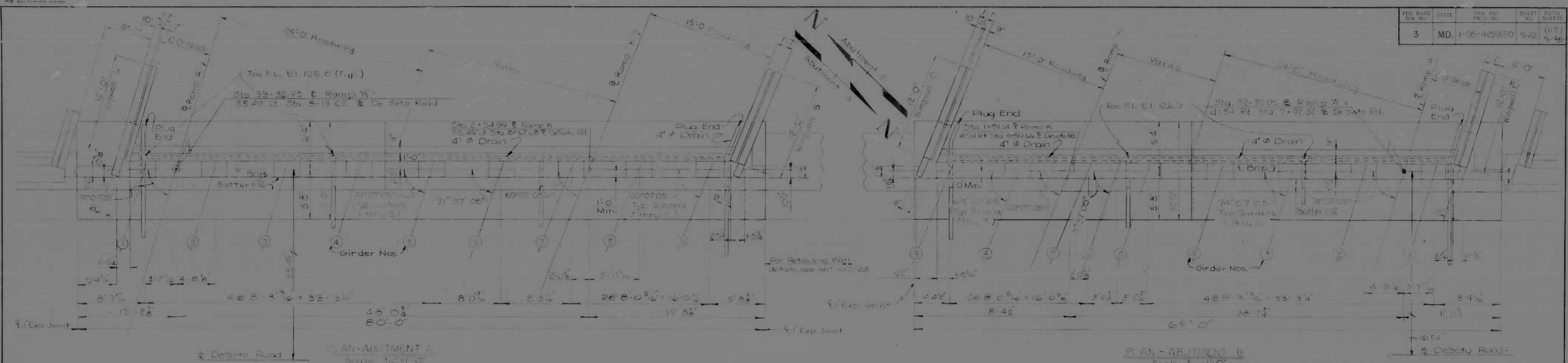
Painting: See Special Provisions.

Bench Marks: See sheet 5-1.

Epoxi Coating: Two coats of pure epoxy coating shall be applied to all abutment seats, abutment backwalls and exposed portion of abutment stems directly below abutment seats.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
1. REV. 5/21/74 RAMP 'K' V.C. DATA	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS Hagerstown, Md. Baltimore, Md.	INTERSTATE HIGHWAY ROUTE 192 RAMP 'A' & 'K' OVER DESOTO RD GENERAL PLAN & ELEVATION	DRAWN BY: [Signature] DES. BY: [Signature] TRACED BY: [Signature] CHK. BY: [Signature]
		SCALE: 1/8" = 1'-0"	F.P. NO. 150-48830 SHEET NO. 1 OF 2 S.R.C. NO. BALTO-58-815 BALTO. CITY NO. 2175

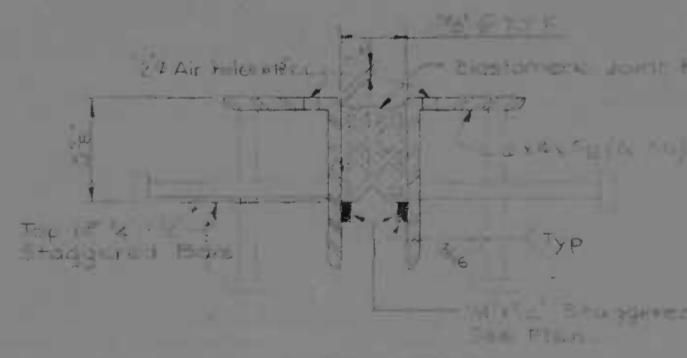
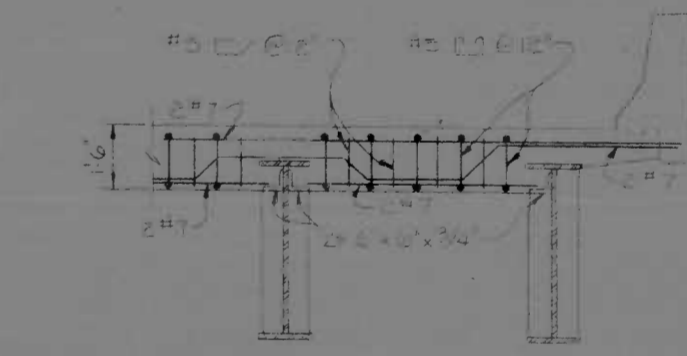
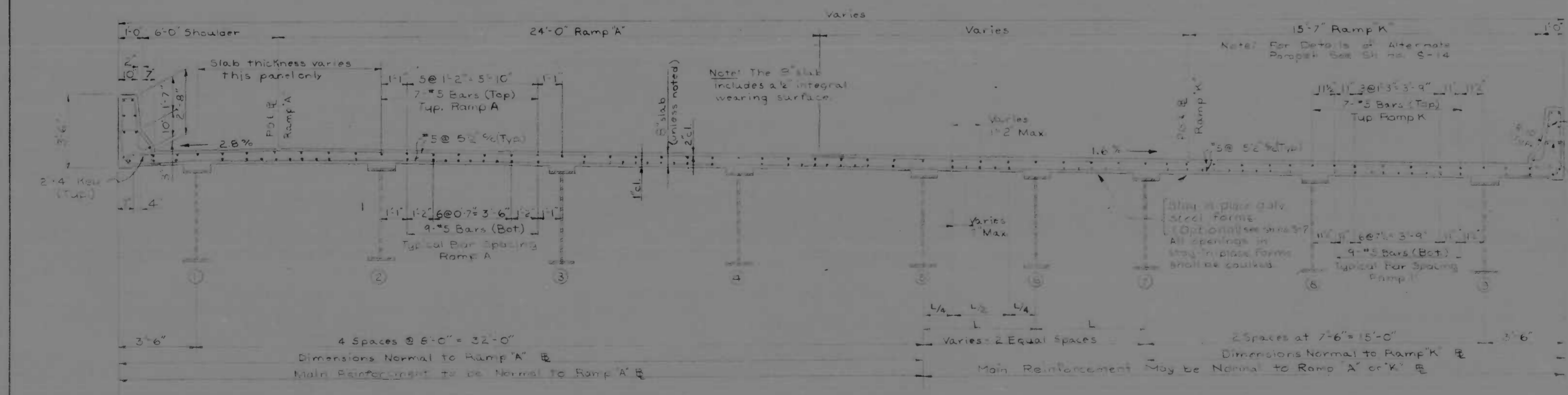
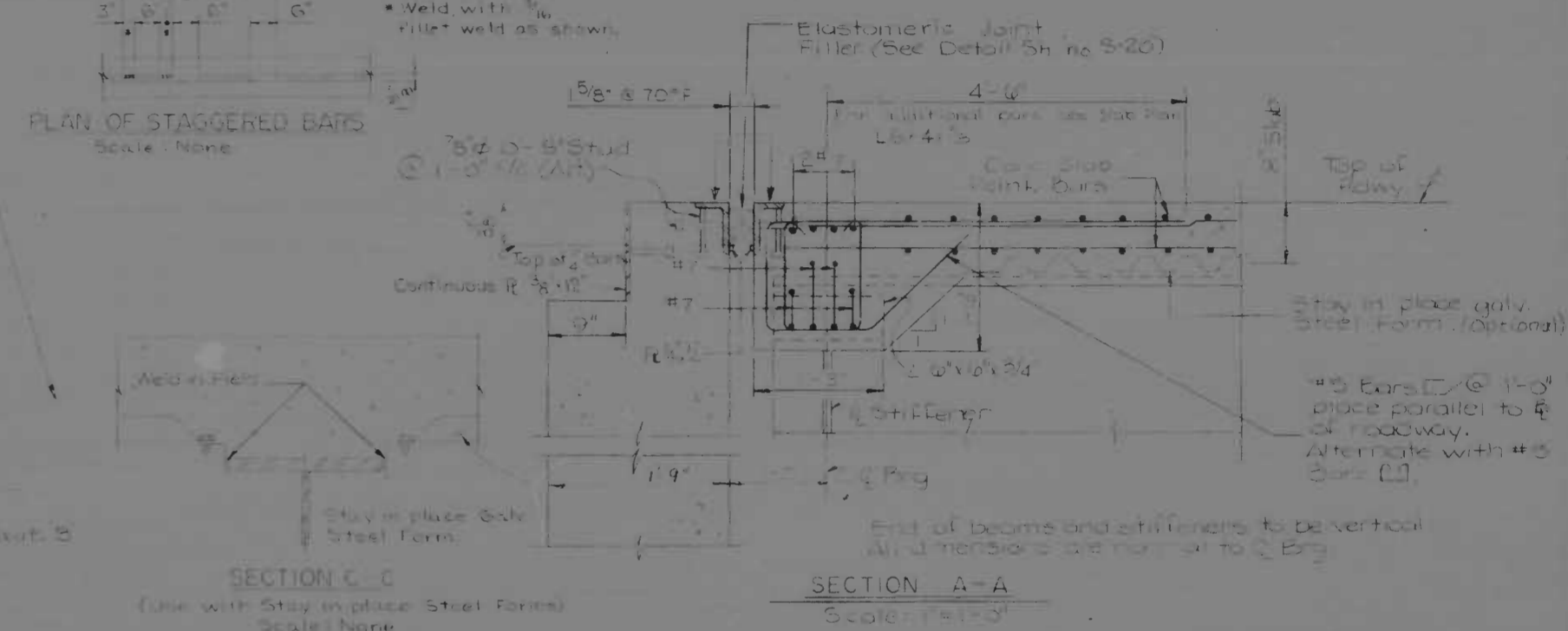
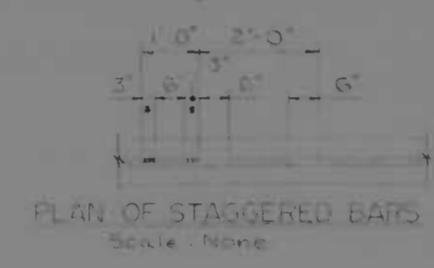
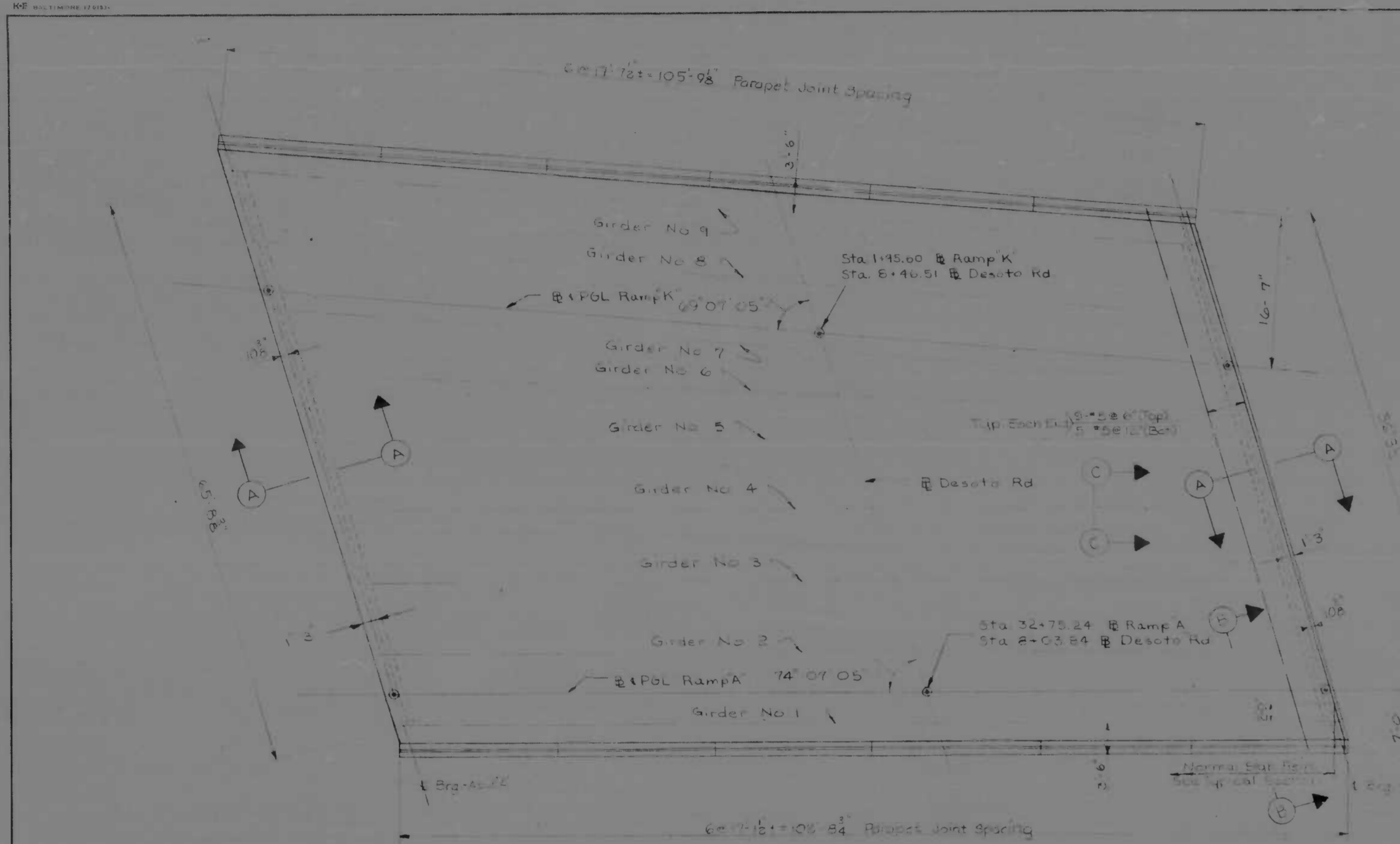
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	I-95-4(5)20	5-22	(12)



REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	WHEATLEY & ASSOCIATES ENGINEERS Hagerstown, Md.	INTERSTATE HIGHWAY ROUTE 195 RAMP 5 B OVER DESOTO ROAD ABUTMENTS A & B	DRAWN BY: [Signature] TRACED BY: [Signature] F.A.P. NO. I-95-4(5)20 S.R.C. NO. BC-212-56-615 BALTO. CITY NO. 2125

DATE: 5-24-74

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	1-35-11(00)30	3	5

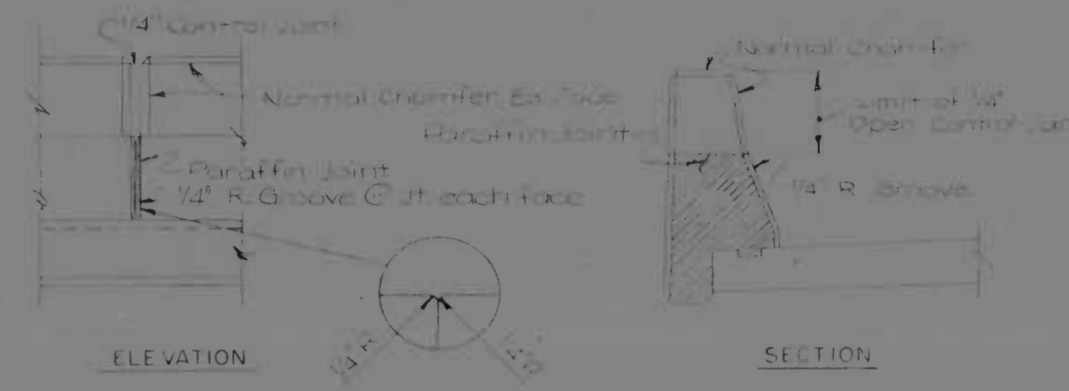


Note: Longitudinal reinforcing to be parallel to adjacent beams. If additional splices are required, top bars shall be spliced at 1/4 between girders, bottom bars shall be spliced at 1/4 of girders as shown on typical section.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WHITNEY & ASSOCIATES CONSULTING ENGINEERS Baltimore, Md. Baltimore, Md.	INTERSTATE HIGHWAY ROUTE 1-95 RAMPS A B K OVER DESOTO RD SLAB PLAN	DRAWN BY: W.K. Bopp TRACED BY: W.K. Bopp F.P. NO. 1-35-2150-30 P.L. NO. BC 241-56-314 BALTO CITY NO. 2195

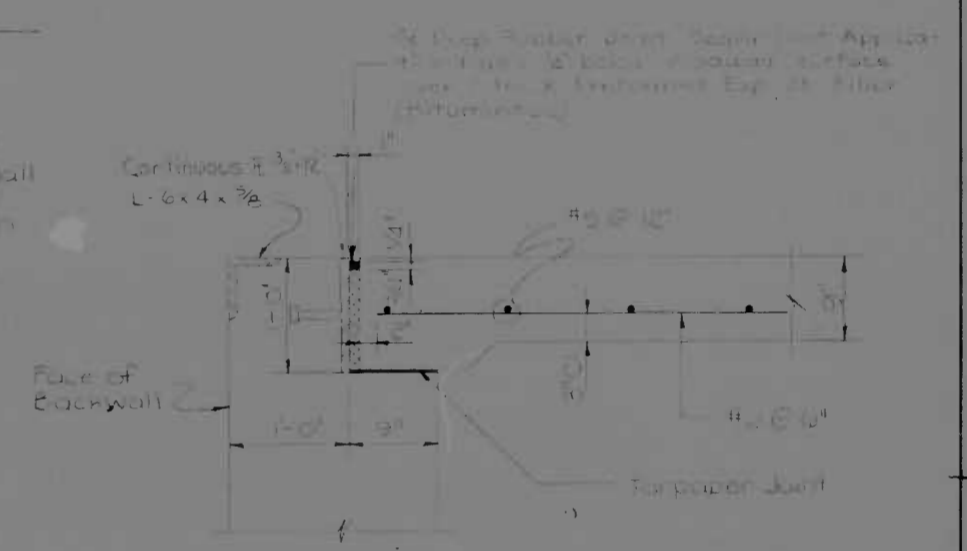
REV. NO.	DATE	BY	CHKD.	APP'D.
3	MD	1-25-74	5/24	5/24

		FINISHED ROADWAY ELEVATIONS											
		①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	
RAMPS "A, B, K"	Grade #1	Sta.	25+31.95									25+31.95	
		PBL	145.35										145.35
		FG	145.35	145.37	145.47	145.57	145.67	145.77	145.87	145.97	146.07	146.17	146.25
	Grade #2	Sta.	25+34.21										25+34.21
		PBL	145.36										145.36
		FG	145.36	145.38	145.47	145.57	145.67	145.77	145.87	145.97	146.07	146.17	146.25
	Grade #3	Sta.	25+32.65										25+32.65
		PBL	145.35										145.35
		FG	145.35	145.38	145.47	145.57	145.67	145.77	145.87	145.97	146.07	146.17	146.25
	Grade #4	Sta.	25+33.72										25+33.72
		PBL	145.31										145.31
		FG	145.31	145.33	145.47	145.57	145.67	145.77	145.87	145.97	146.07	146.17	146.25
Grade #5	Sta.	25+41.04										25+41.04	
	PBL	145.39										145.39	
	FG	145.39	145.41	145.52	145.62	145.72	145.82	145.92	146.02	146.12	146.22	146.33	
Grade #6	Sta.	25+43.24										25+43.24	
	PBL	145.37										145.37	
	FG	145.37	145.39	145.48	145.58	145.68	145.78	145.88	145.98	146.08	146.18	146.25	
Grade #7	Sta.	25+45.52										25+45.52	
	PBL	145.35										145.35	
	FG	145.35	145.37	145.46	145.56	145.66	145.76	145.86	145.96	146.06	146.16	146.25	
Grade #8	Sta.	25+47.71										25+47.71	
	PBL	145.33										145.33	
	FG	145.33	145.35	145.44	145.54	145.64	145.74	145.84	145.94	146.04	146.14	146.25	
Grade #9	Sta.	25+49.93										25+49.93	
	PBL	145.31										145.31	
	FG	145.31	145.33	145.42	145.52	145.62	145.72	145.82	145.92	146.02	146.12	146.25	
Grade #10	Sta.	25+51.39										25+51.39	
	PBL	145.38										145.38	
	FG	145.38	145.40	145.49	145.59	145.69	145.79	145.89	145.99	146.09	146.19	146.25	
Grade #11	Sta.	25+52.93										25+52.93	
	PBL	145.37										145.37	
	FG	145.37	145.39	145.48	145.58	145.68	145.78	145.88	145.98	146.08	146.18	146.25	
Grade #12	Sta.	25+59.72										25+59.72	
	PBL	145.30										145.30	
	FG	145.30	145.32	145.41	145.51	145.61	145.71	145.81	145.91	146.01	146.11	146.25	
Grade #13	Sta.	25+41.25										25+41.25	
	PBL	145.31										145.31	
	FG	145.31	145.33	145.42	145.52	145.62	145.72	145.82	145.92	146.02	146.12	146.25	
Grade #14	Sta.	25+43.25										25+43.25	
	PBL	145.31										145.31	
	FG	145.31	145.33	145.42	145.52	145.62	145.72	145.82	145.92	146.02	146.12	146.25	
Grade #15	Sta.	25+45.25										25+45.25	
	PBL	145.31										145.31	
	FG	145.31	145.33	145.42	145.52	145.62	145.72	145.82	145.92	146.02	146.12	146.25	

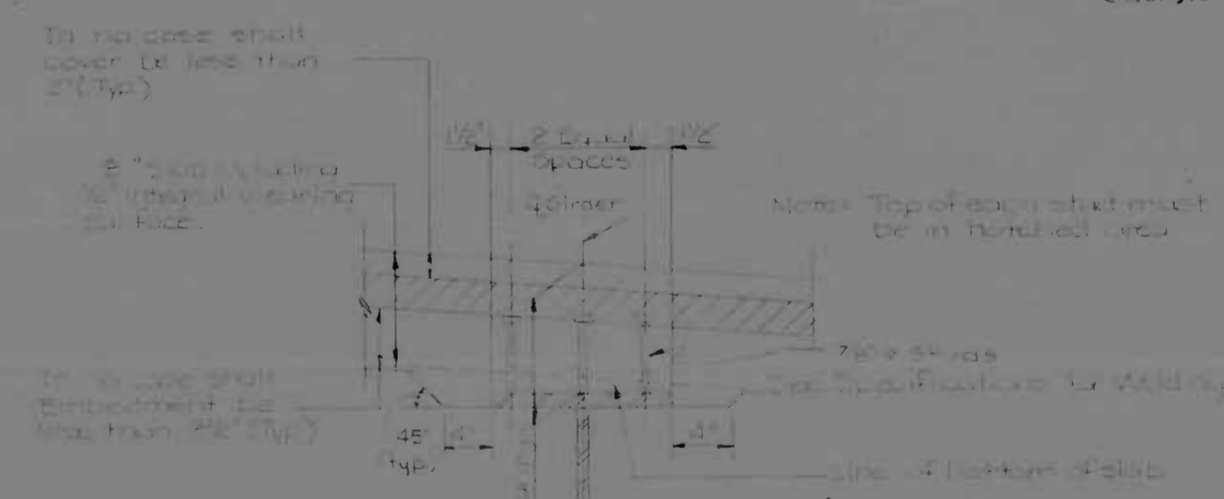


PARAFFIN JOINT DETAIL
Scale: None

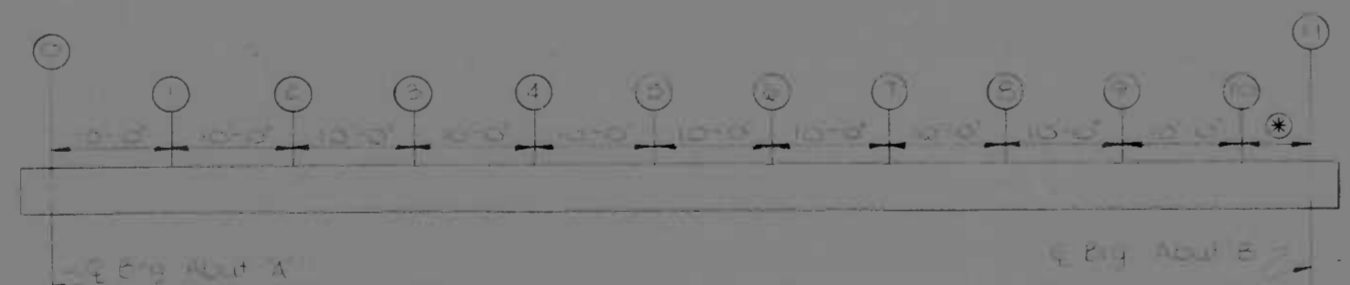
Note: Joints shall be formed by pouring alternate sections. The pour of adjacent sections shall have a two (2) day delay between pours. In order to form a water tight joint, a paraffin coating shall be applied at every joint. No reinforcing steel shall pass thru the joint. For Alternate Parapet Detail See Sheet S-14.



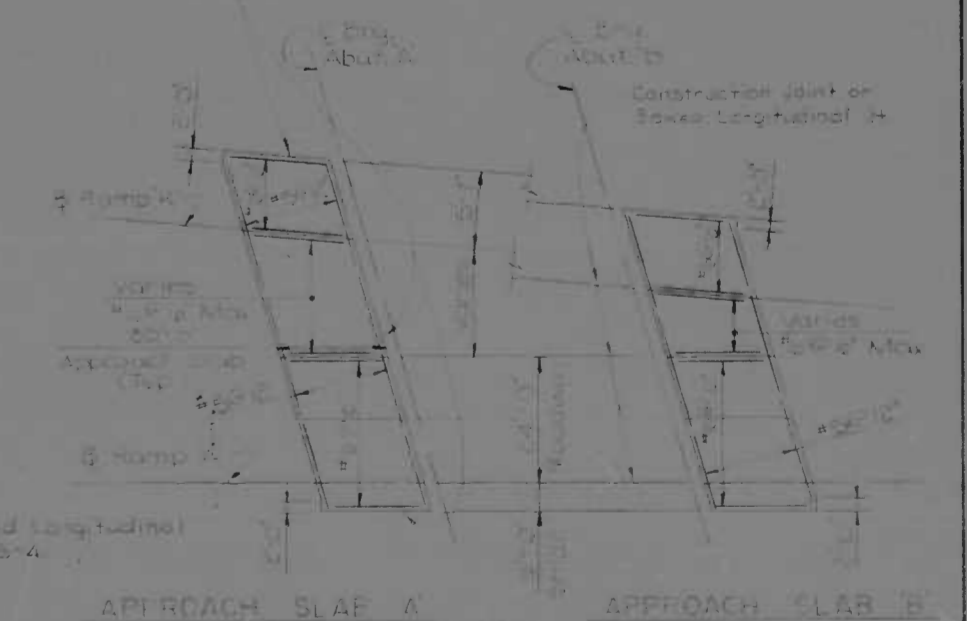
APPROACH SLAB DETAIL
Scale: 1/4\"/>



STUD & HAUNCH DETAIL
Scale: None



CROSS SLOPE DETAIL
Scale: None

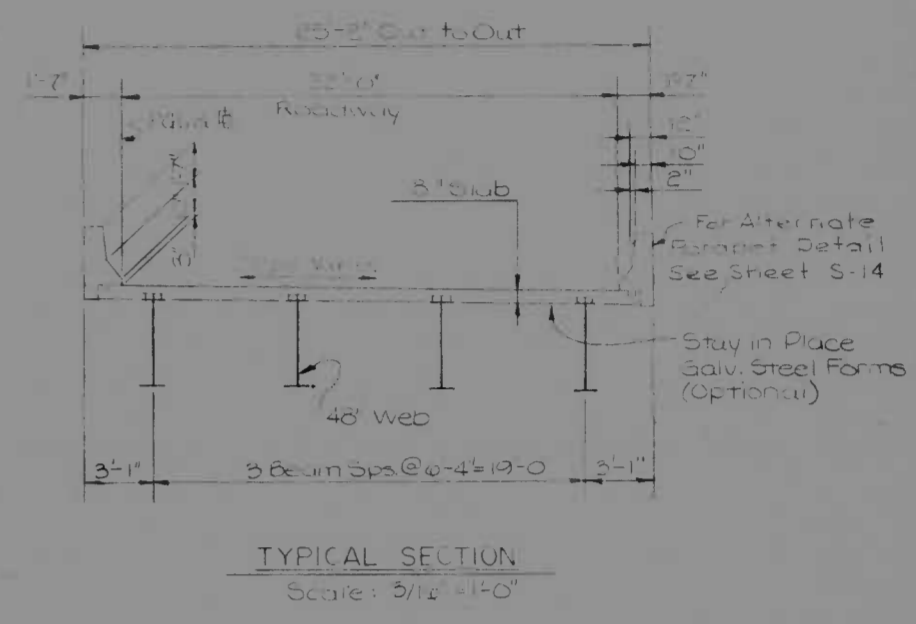
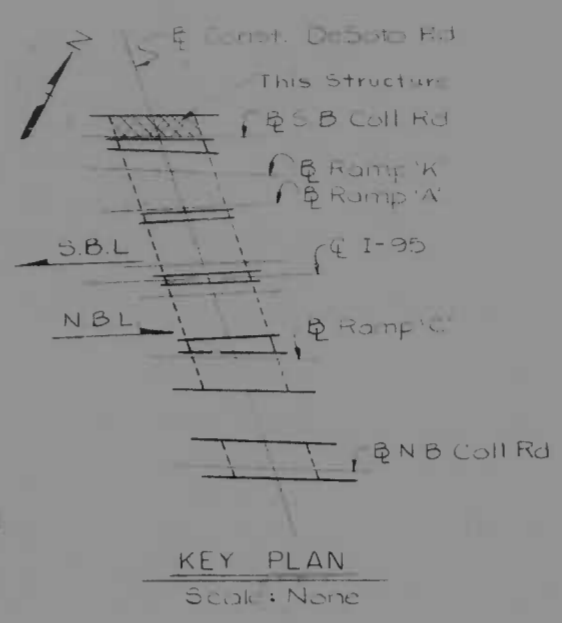
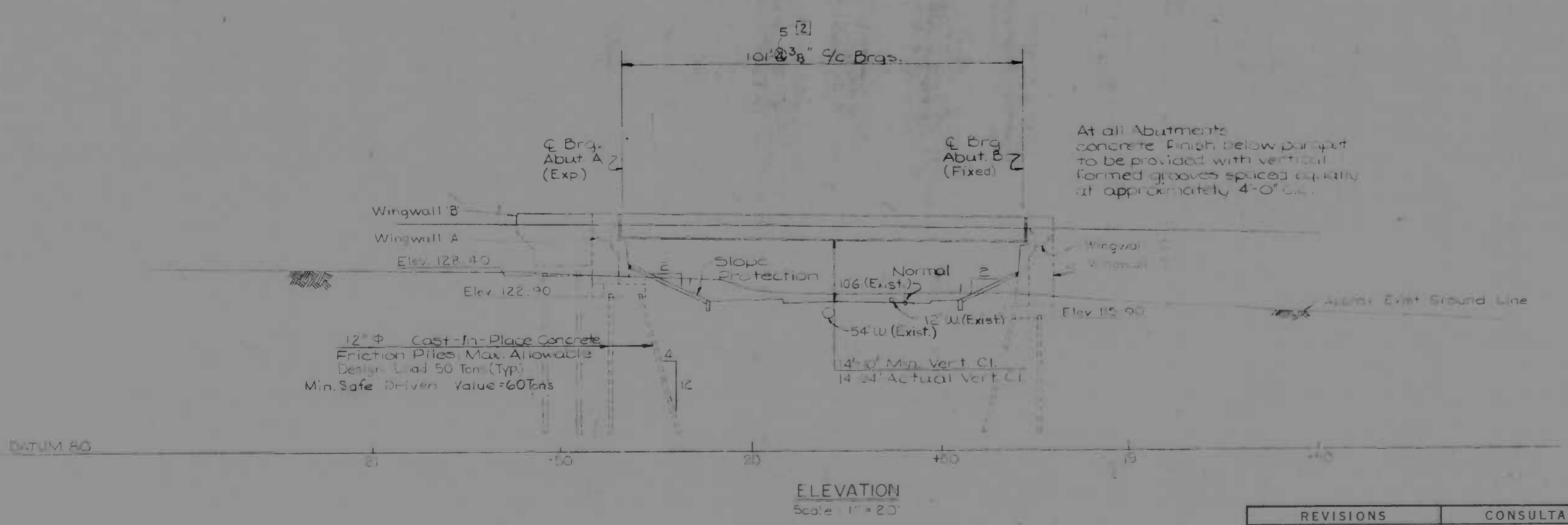
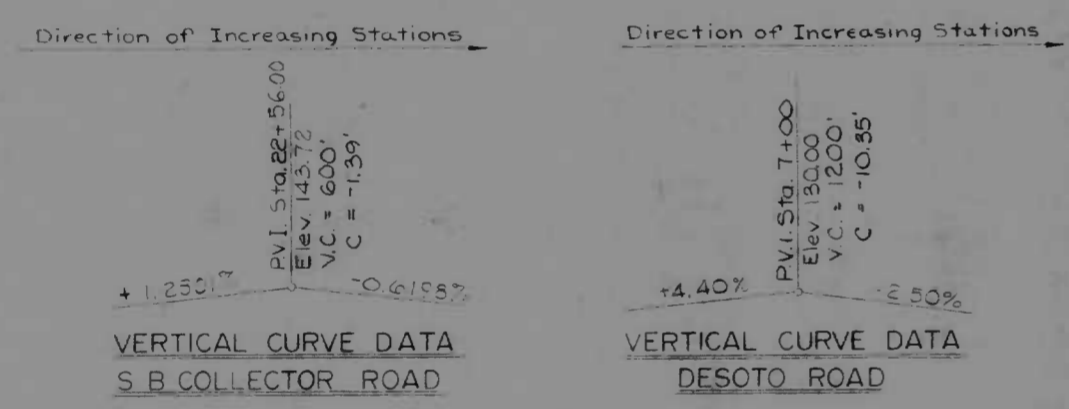
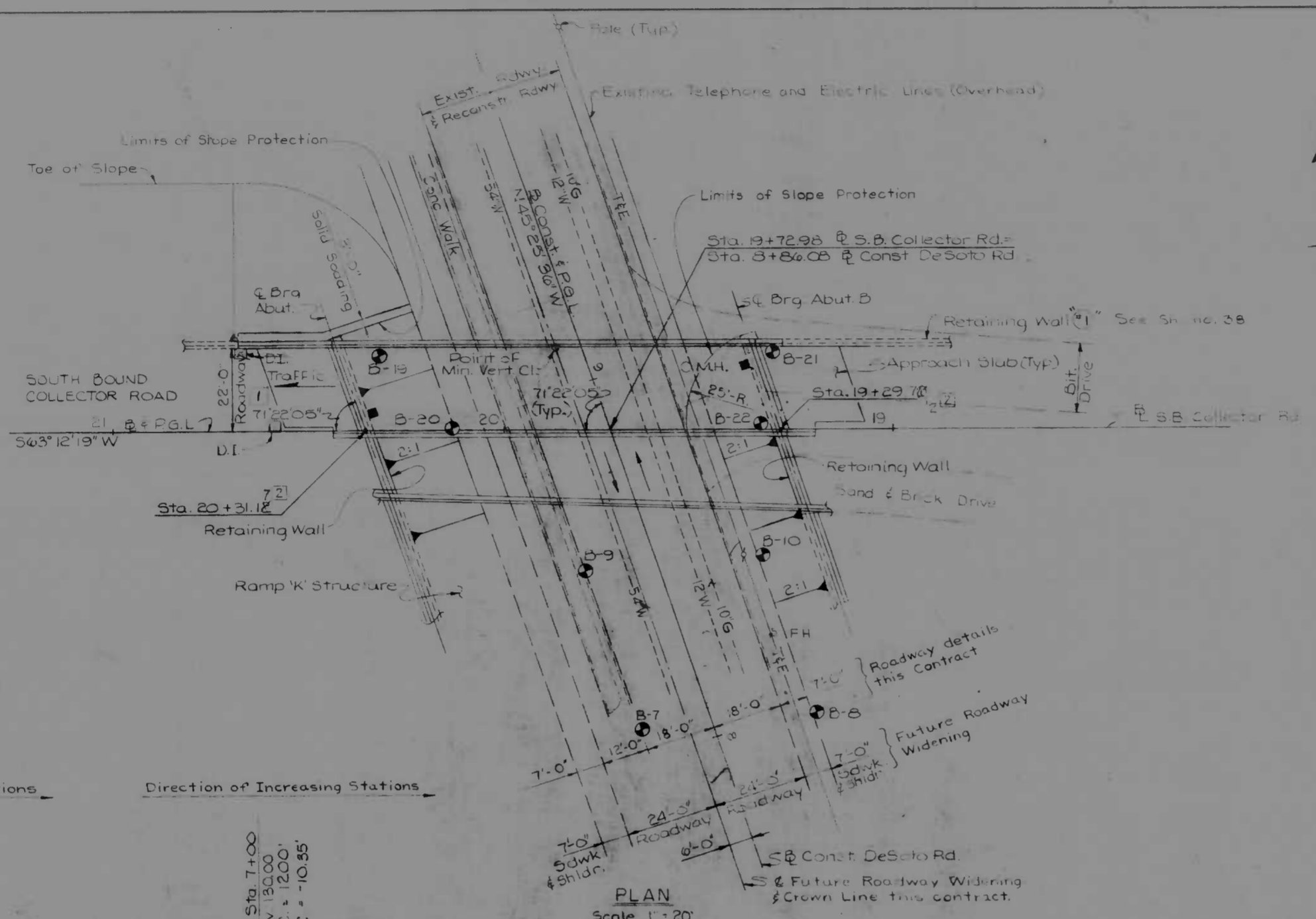
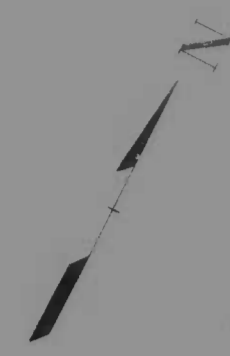


APPROACH SLAB A
Scale: None

APPROACH SLAB B
Scale: None

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	ROBERT W. HENNING & ASSOCIATES	INTERSTATE HIGHWAY ROUTE 1-30 RAMPS A, B & K OVER RICHMOND RD. FINISHED ROADWAY & MISC. DETAILS	DRAWN BY: [] TRACED BY: [] F.P. NO. 1-95-2-50-30 S.R.C. NO. RC-246-25-215 BALD. CITY NO. 2195
		SCALE: AS SHOWN	DATE: 6-24-74

NO.	DATE	BY	REASON
3	MD-195-45930	S-23	0123 0545



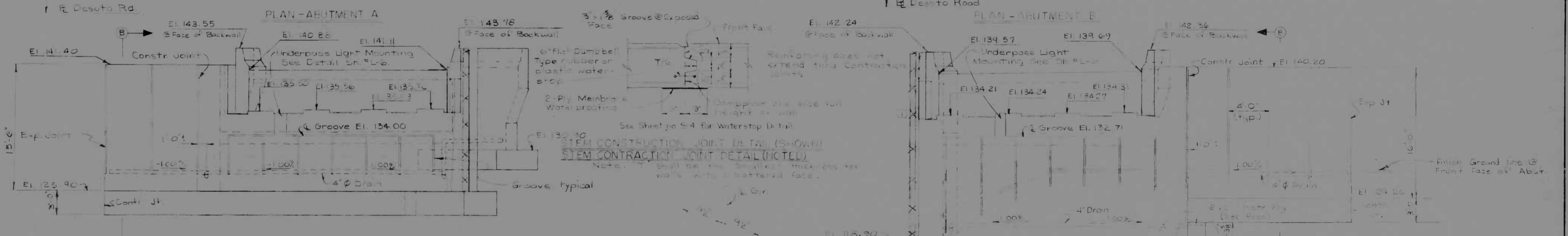
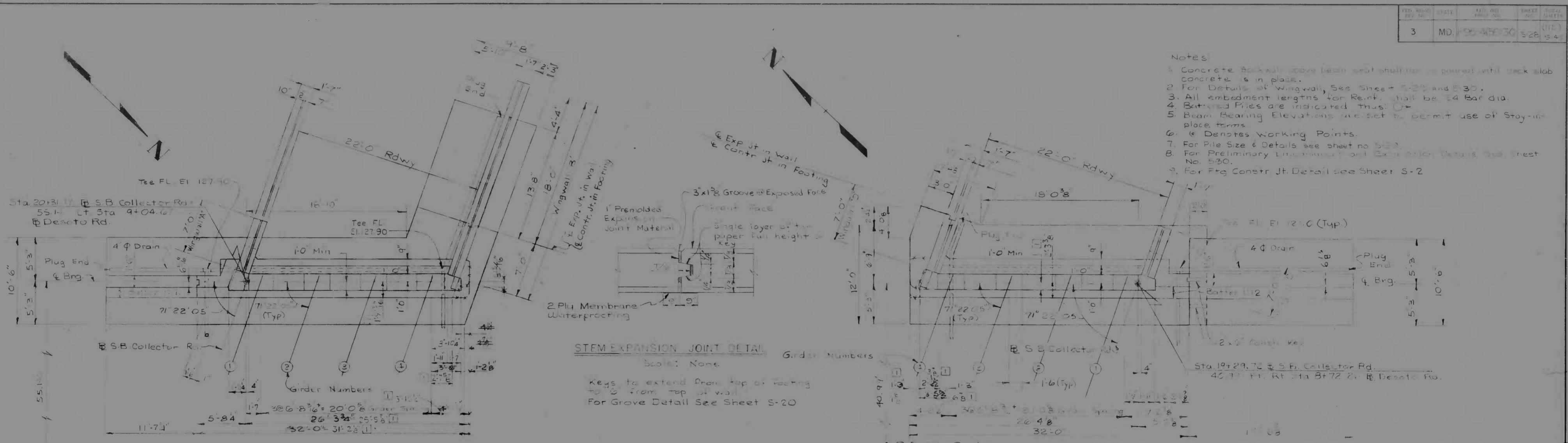
LIST OF DRAWINGS

TITLE	SHEET NO.
GENERAL PLAN & ELEVATIONS	6-27
ABUTMENTS A & B	3-27
ABUTMENT DETAILS	3-3
MISC. ABUTMENT DETAILS	3-3
FRAMING PLAN & STEEL DETAILS	3-3
SLAB PLAN & FINISHED ROADWAY ELEV.	3-3
RETAINING WALL & ELECTRICAL DETAILS	11-30
TYPICAL DETAILS	5-7

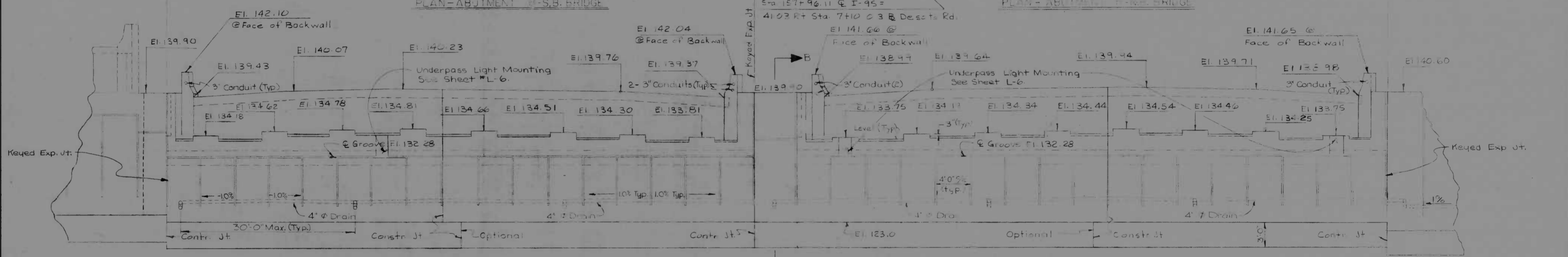
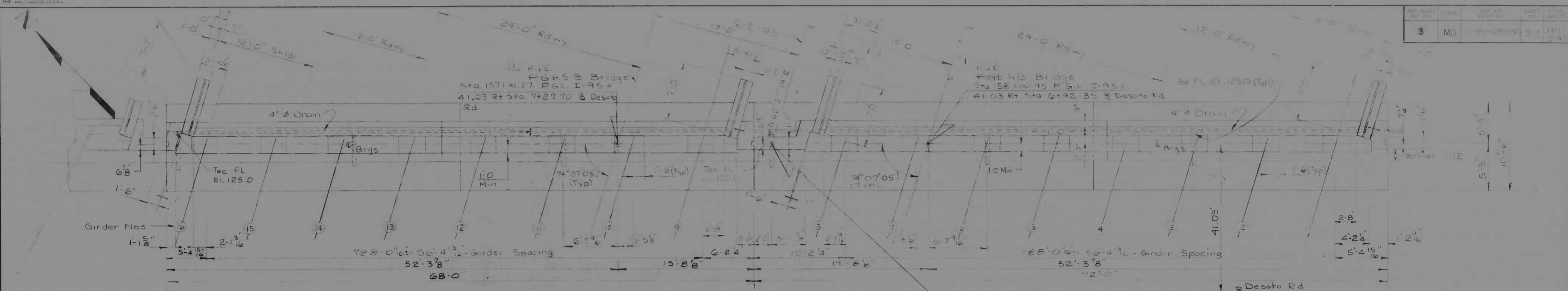
- GENERAL NOTES:
- Design Specifications: S.R.C. Specifications and Manual, dated March 1948, and Special Provisions, A.A.S.H.O. Standard Specifications for Highway Bridges, dated 1973, and interim specifications, dated 1974, except as modified by the Engineering Design Criteria for Baltimore City Interstate Highways. Reinforced concrete design at bridge deck slabs: $f_c = 1200$ psi; all other concrete $f_c = 1200$ psi.
 - Loading: 4520-44 or Two 24000 lb. wheels spaced 4'-0" apart whichever governs.
 - Concrete: Concrete shall have the following minimum compressive strengths at age 28 days: Deck and Parapet 4500 psi; Substructure 3000 psi.
 - Chamfer: All exposed corners of concrete shall be chamfered 3/4" x 3/4" using milled chamfer strips, unless otherwise noted on the plans.
 - Steel Bar Reinforcement: Steel Bar Reinforcement shall conform to A.S.T.M. designation A-615 and A-616 and shall have a minimum length of 24 bar diameters. All bar Reinforcement shall have a 2" minimum cover except as noted. All steel bar reinforcement shall be galvanized and primed to resist rust.
 - Structural Steel: Structural Steel shall be A.S.T.M. designation A-588 ($f_y = 50,000$ psi). See Special Provisions.
 - Bearings: Indicates Bridge Bearings.
 - Bench Marks: See Sheet D-1.
 - Epoxy Coating: Two coats of pure epoxy coating shall be applied to all abutment seats, cast-in-place concrete, abutment backwalls, and exposed portion of abutment stems directly below abutment seats.
 - Under Bridge Lighting:
 - = Wall Mounted Fixture
 - = Fixture attached under superstructure
 For Details See Lighting Details, Sheet No. 10-1.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
1. DD 3/17/74 UPON UNIT REVIEW 2/13/74 Rev. Plan & Elev.	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS Hagerstown, Md. Baltimore, Md.	DR. J. W. HARRIS GENERAL PLAN & ELEVATION	DRAWN BY: [Signature] DES. BY: [Signature] TRACED BY: [Signature] F.A.P. NO. [Number] S.R.C. NO. [Number] BALTO. CITY NO. [Number]
SCALE: 1" = 20'		DATE: 10-27-74	SHEET NO. 112

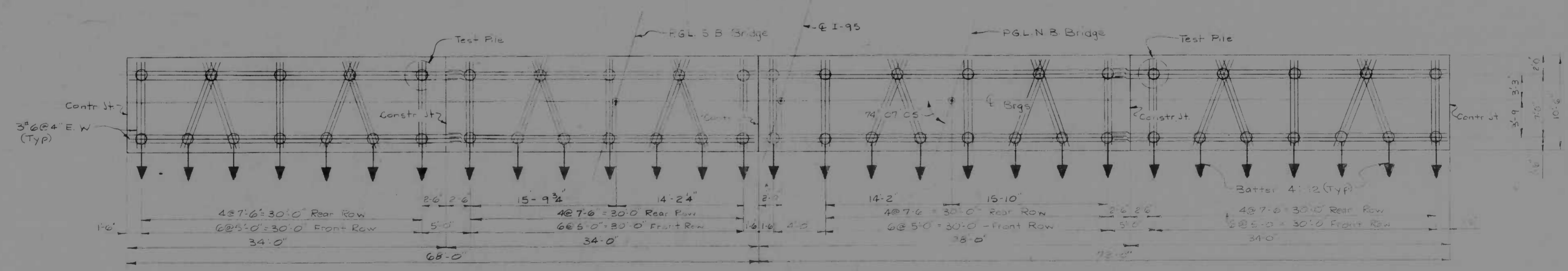
FILE NO.	DATE	BY	REVISION
3	MD 195-455130	5-26-74	(12)



REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
1. 4-12-75 Rev. Concrete Details - Plan Dia.			
		INTERSTATE DIVISION FOR BALTIMORE CITY SOUTHBOUND COLLECTOR ROAD WITH DE-010 RC ABUTMENTS A & B	DRAWN BY: [Signature] TRACED BY: [Signature] F.A.P. NO. 195-455130-20 S.R.C. NO. 200-50-015 BALTO. CITY NO. 2195
		SCALE: 3/8" = 1'-0" DATE: 5-24-74	DES. BY: [Signature] CHK. BY: [Signature] SHEET NO. 122



(Vertical Grooves to Extend 2'-0" ± Below Finished Ground Line)

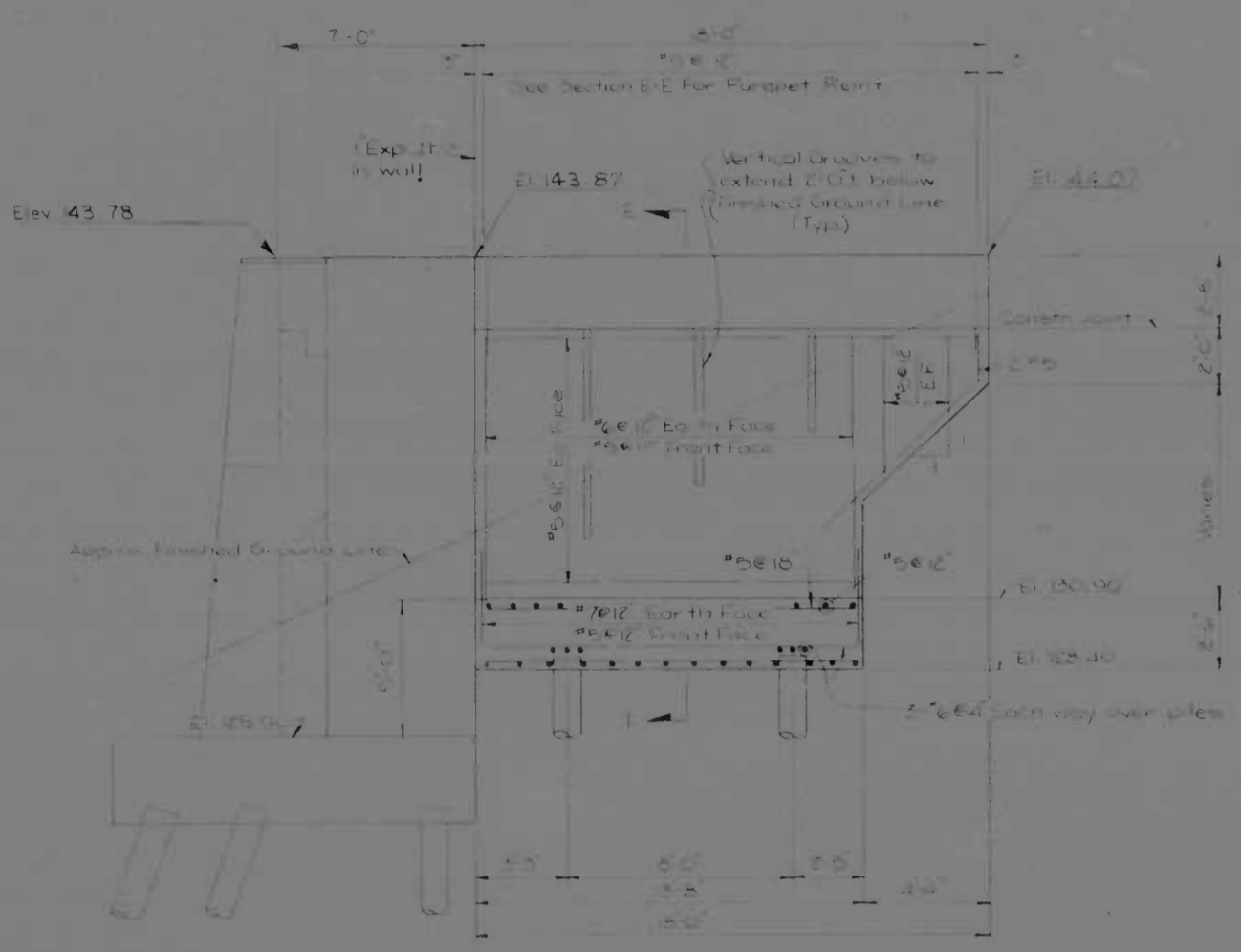


- Notes:
- Concrete Backwall above beam seat shall not be poured until Deck Slab Concrete is in place.
 - For details of wingwall, See Sheet S-4.
 - All embedment lengths for Reinforcement shall be 24 bar diameters.
 - Battered Piles are indicated thus: \odot
 - Beam Bearing Elevations are set to permit use of Stay-in-Place forms.
 - \oplus Denotes Working Points.
 - For Pile Size and Details see Sheet S-4.
 - For Preliminary Embankment and Excavation Details, See Sheet S-30.

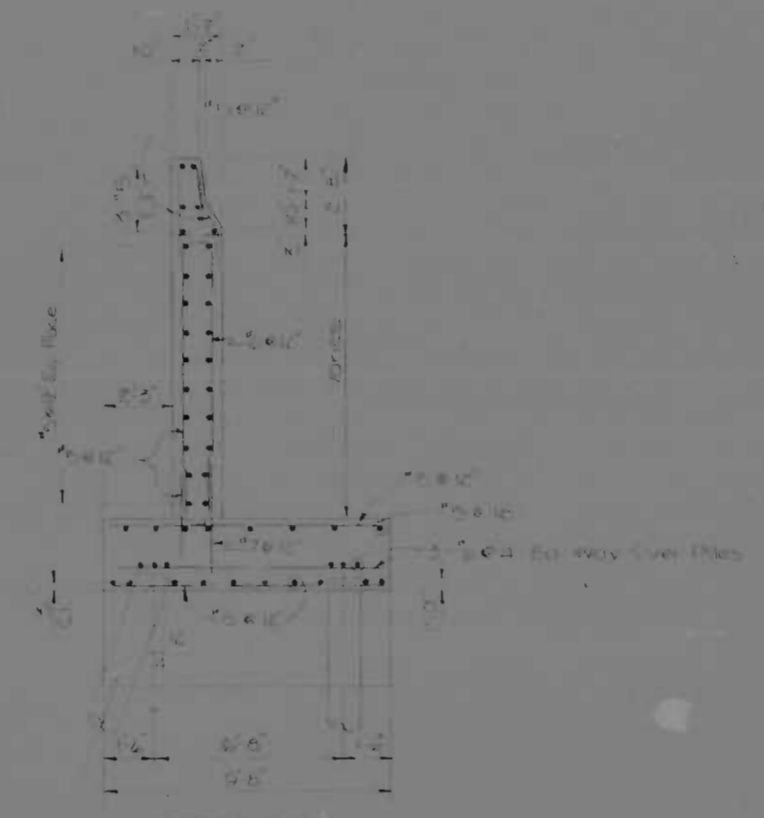
Legend:
 E.W. Each Way
 E.F. Each Face
 F.L. Flow Line

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
1) DE 3, 1, 74	HAVER-WHERELEY & ASSOC., INC. CONSULTING ENGINEERS HIGHTSTOWN, N.J. 08520, N.J.	INTERSTATE HIGHWAY ROUTE 1-95 MAINLINE OVER DESOTO ROAD ABUTMENT B		DRAWN BY: J. J. ...	DES. BY: J. L. ...
		SCALE: 3/8" = 1'-0" unless noted		DATE: 9-24-74	CHK. BY: ...
				F.P. NO. 1-95-1-50150	SHEET NO. 1 of 1
				S.R.C. NO. EC-756-56-515	
				BALTO. CITY NO. 2195	

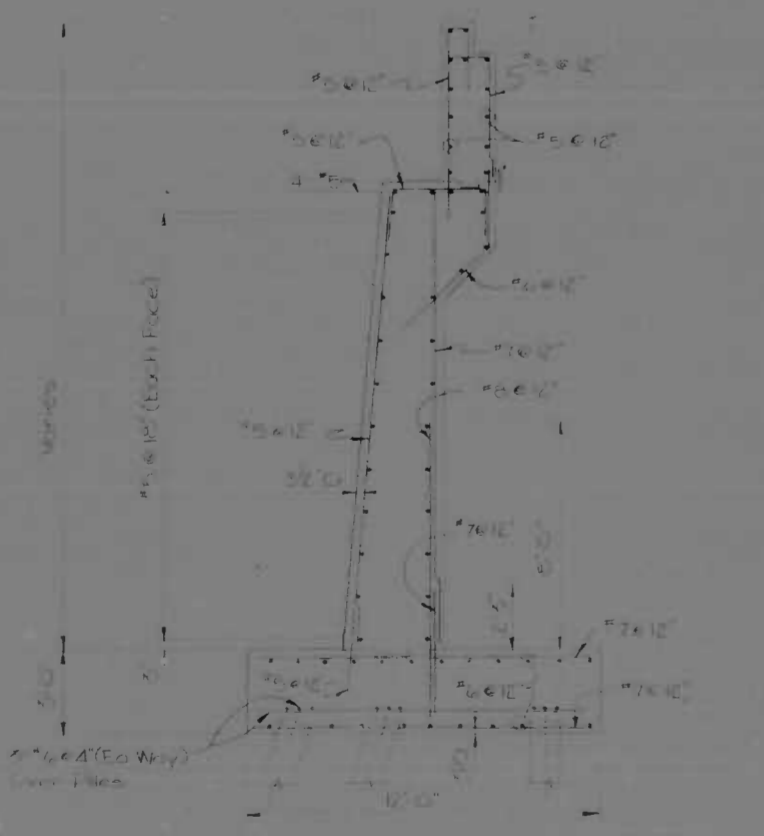
SHEET NO.	3
TOTAL SHEETS	4



ELEVATION WINGWALL 'B'
Scale: 1/4"=1'-0"

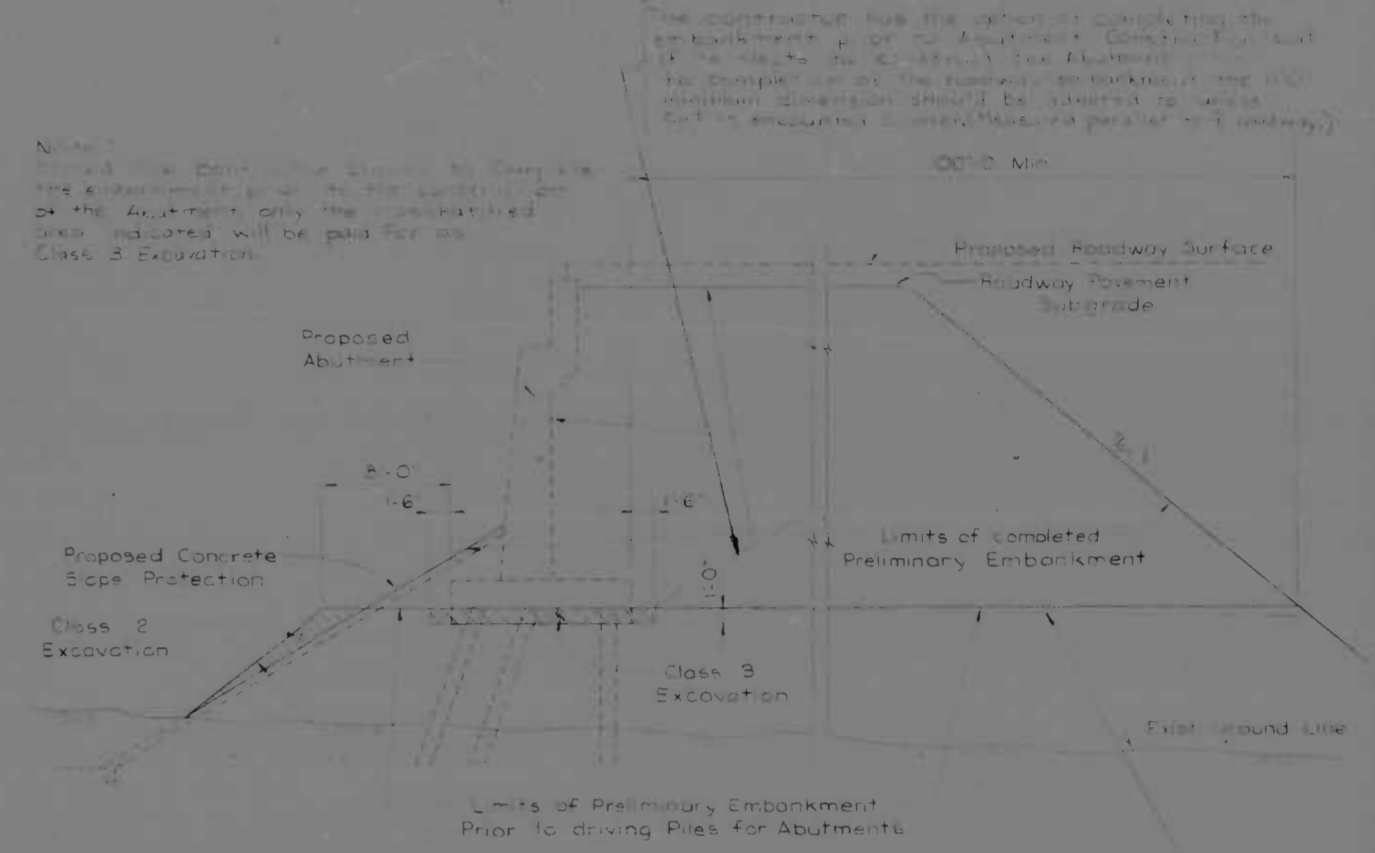


SECTION 1-1
Scale: 1/4"=1'-0"

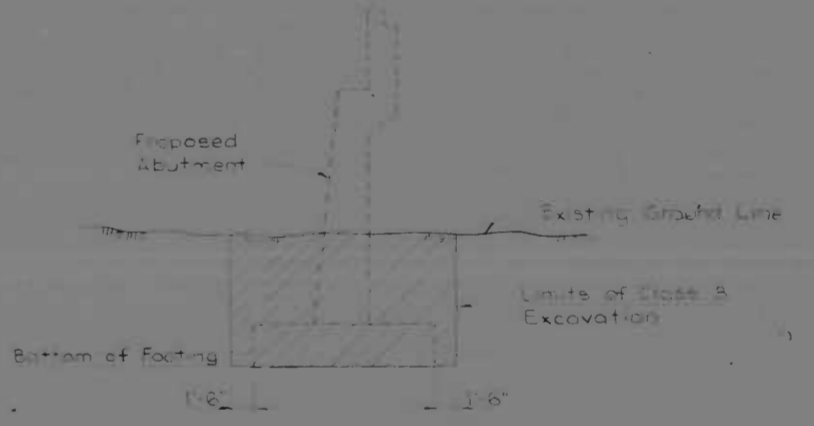


NORMAL ABUTMENT REINFORCING - ABUTMENT 'B'
Scale: 1/4"=1'-0"

For Normal Abutment Reinforcing, Refer to Detail No. 3-25



PRELIMINARY EMBANKMENT DETAIL
Scale: 1/4"=1'-0"



EXCAVATION DETAIL
Scale: 1/4"=1'-0"

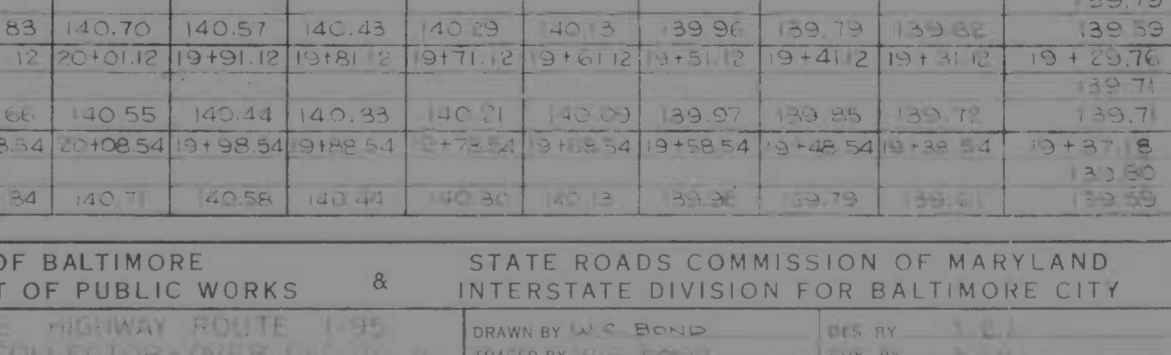
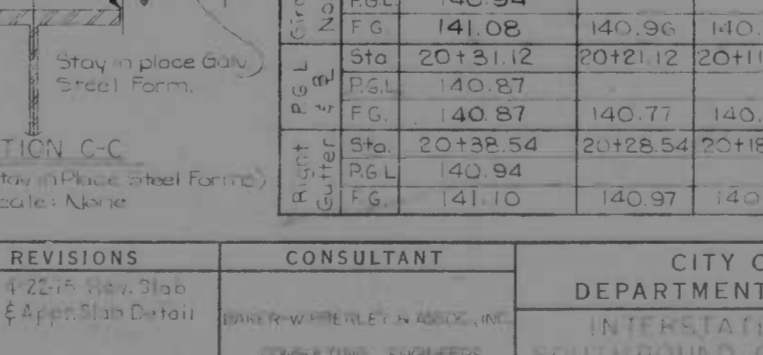
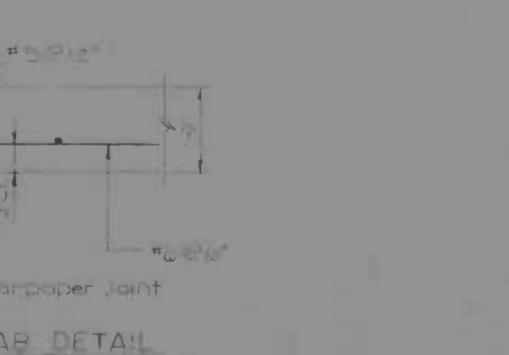
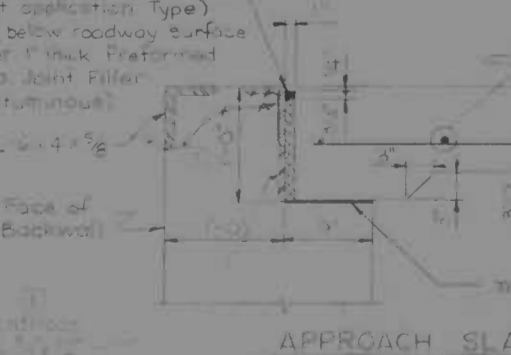
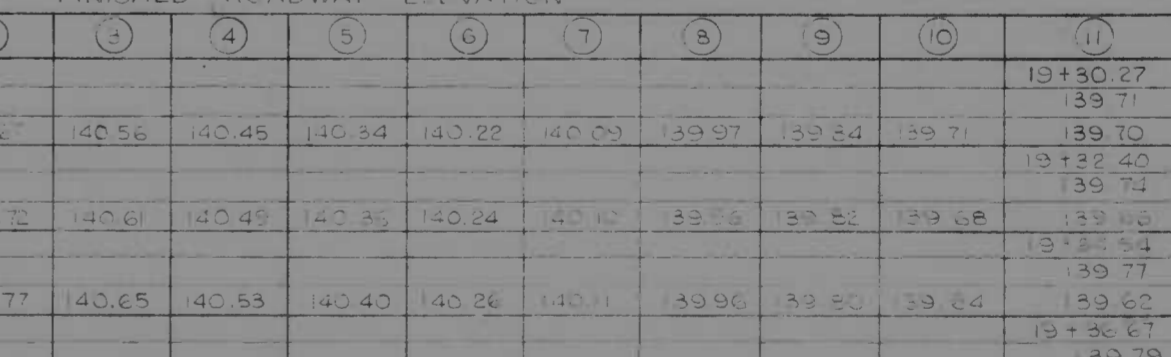
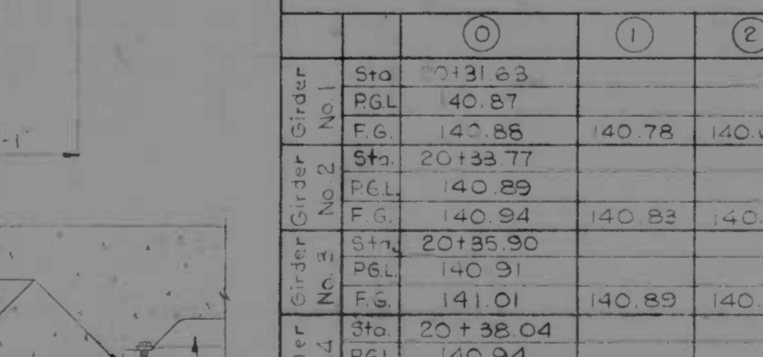
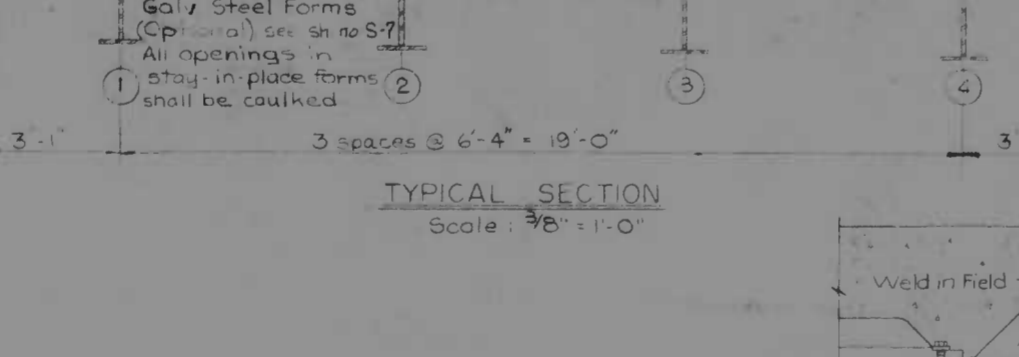
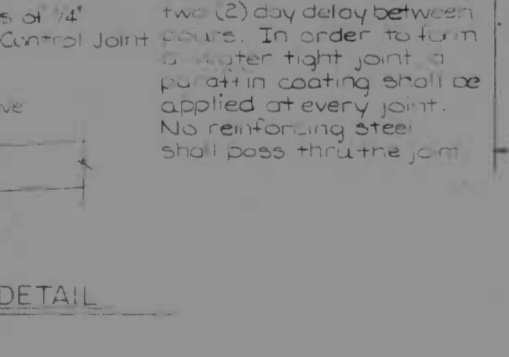
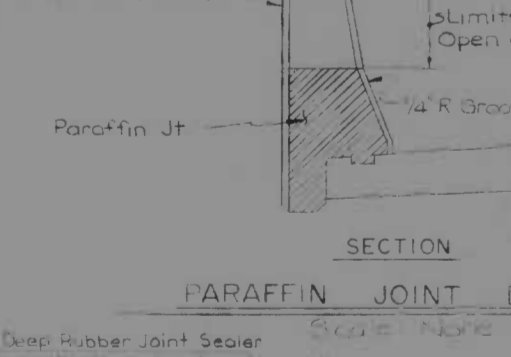
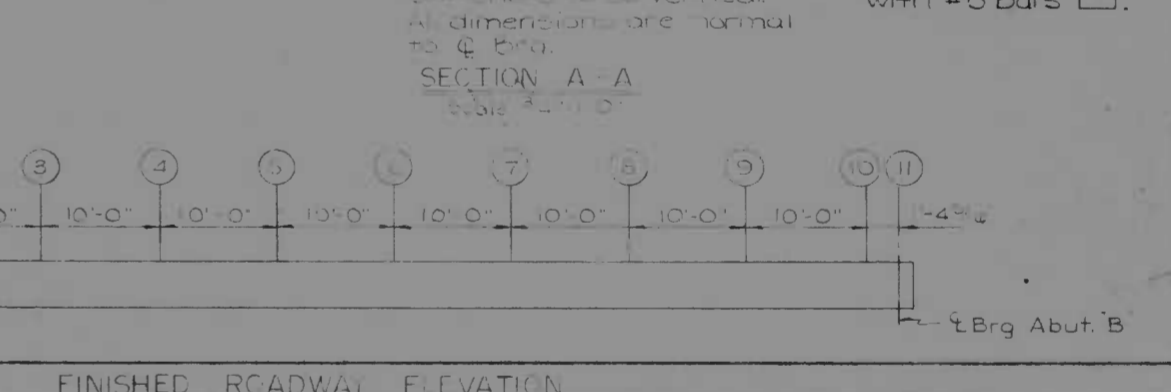
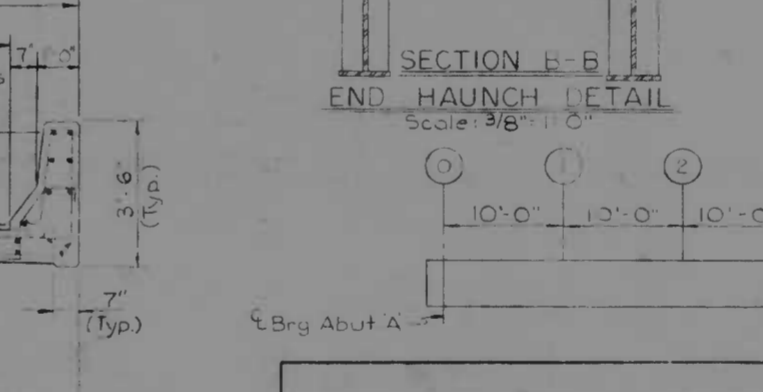
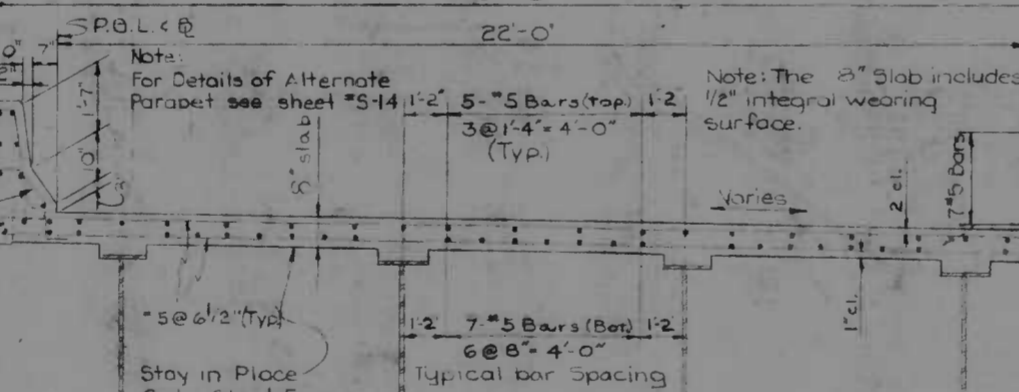
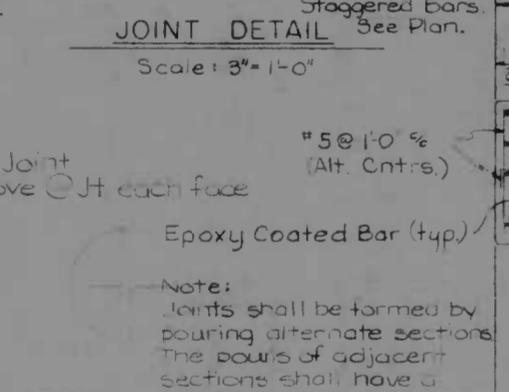
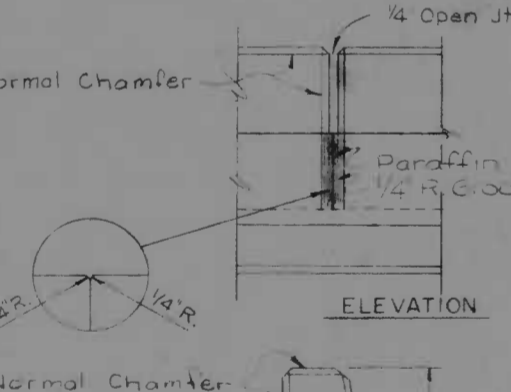
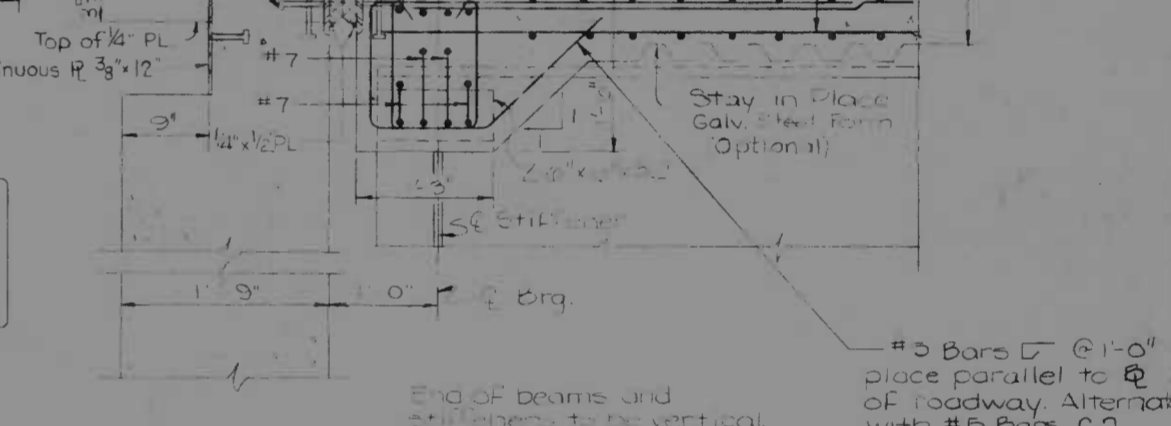
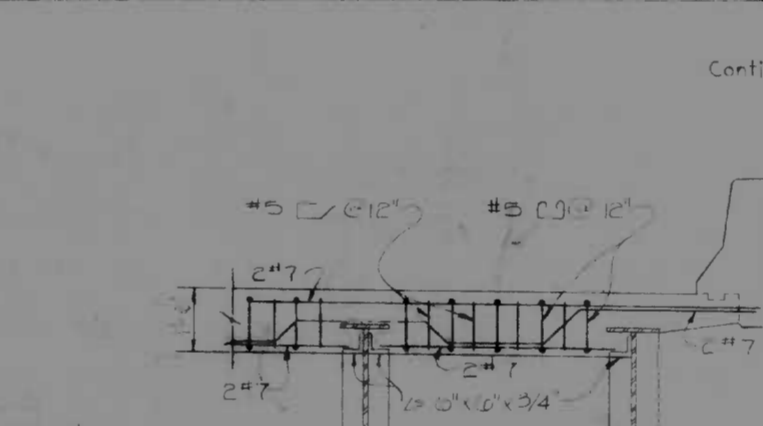
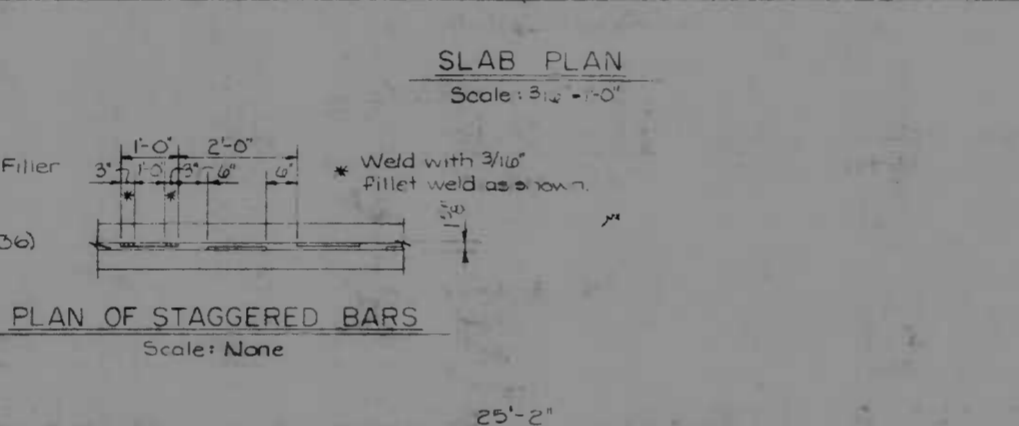
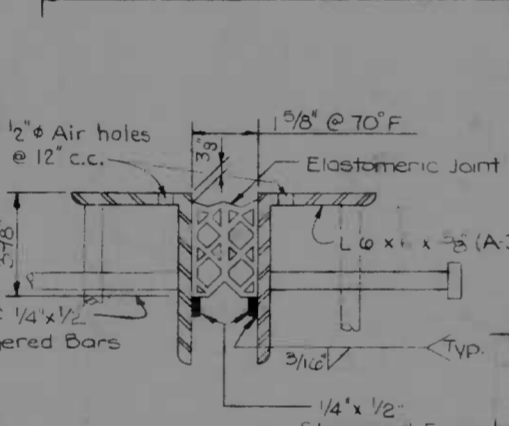
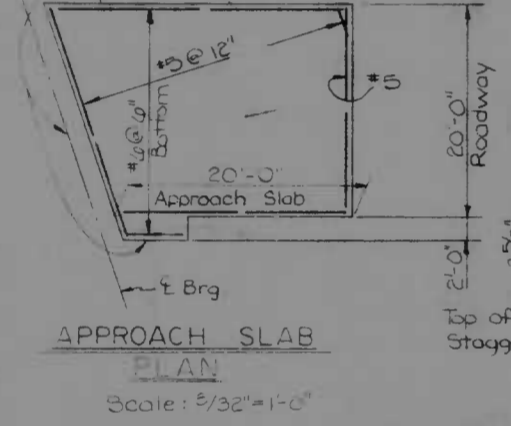
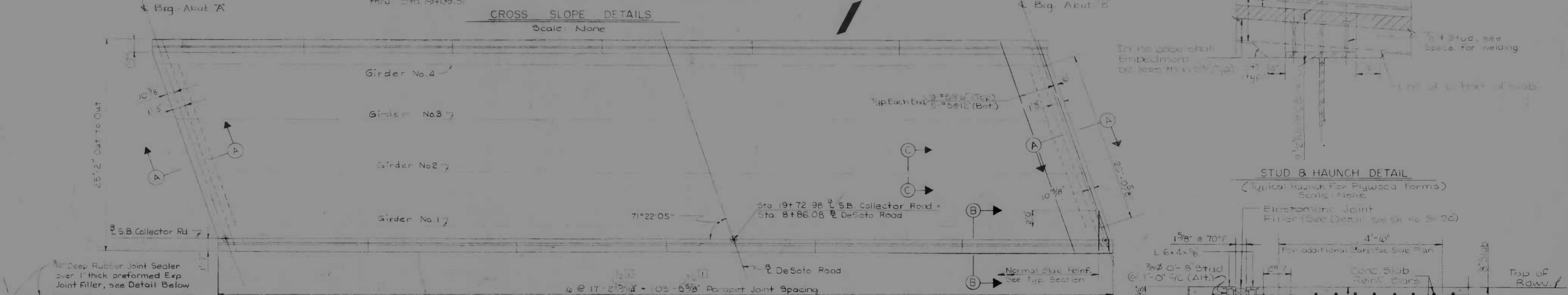
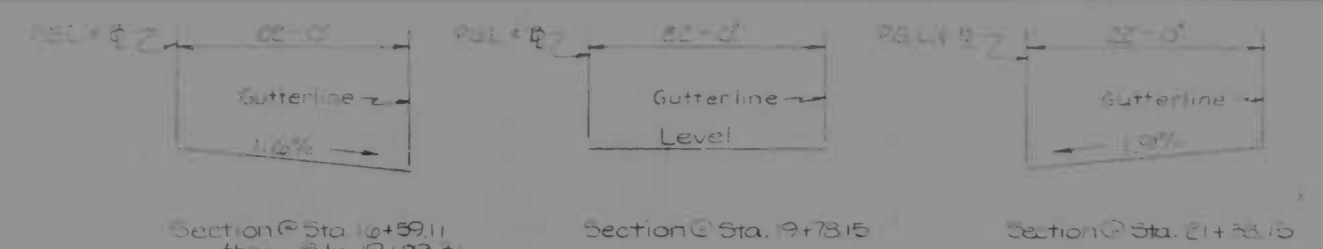


CONCRETE SLOPE PROTECTION DETAILS
Scale: 1/4"=1'-0"

NOTE
For Notes on Abutments, See Sheet No. 3-28

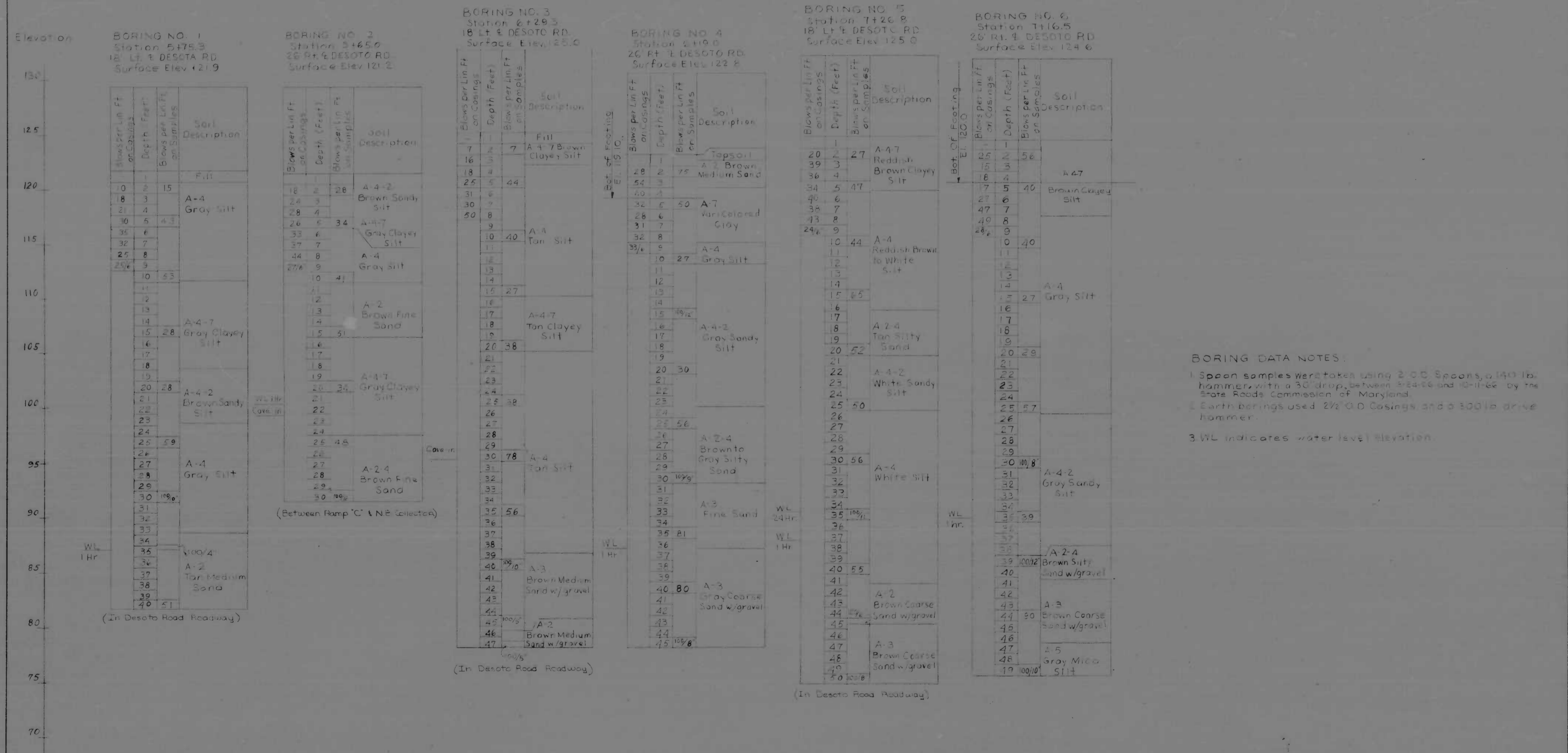
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	ROKER WISEWELL & ASSOCIATES CONSULTING ENGINEERS Hagerstown, MD Baltimore, MD	INTERSTATE DIVISION PROJECT #30 STATE ROAD 202 FOR OVER RECONSTRUCTION CONCRETE SLOPE PROTECTION DETAILS SCALE: 1/4"=1'-0" DATE: 5-24-74	DRAWN BY: [Name] TRACED BY: [Name] F.A.P. NO.: [Number] S.R.C. NO.: [Number] BALTO. CITY NO.: [Number]

NO.	DATE	BY	CHKD.
3	MO.		

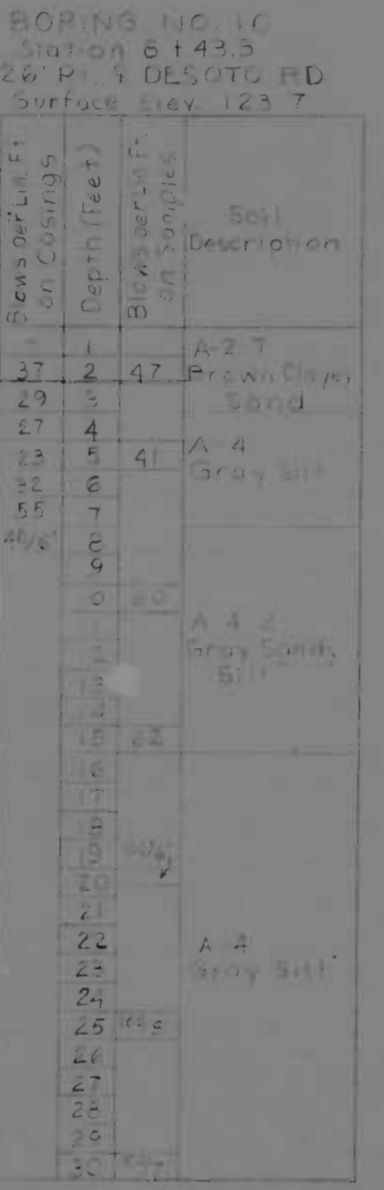
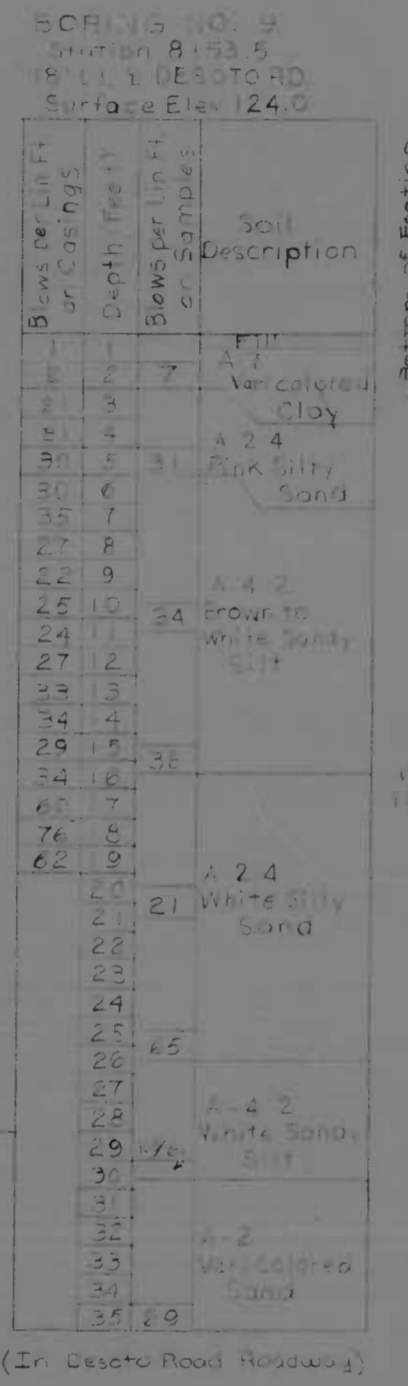
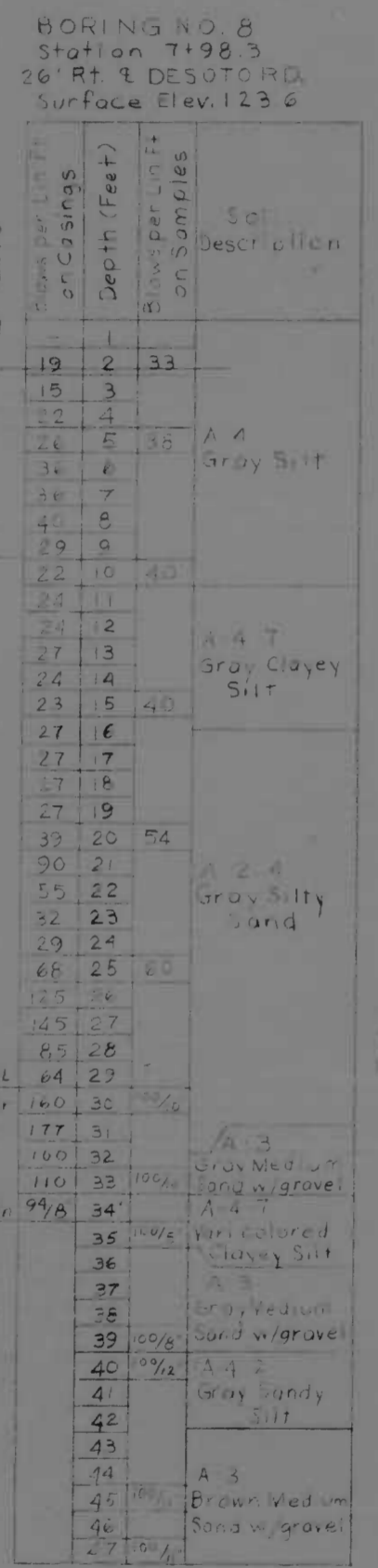
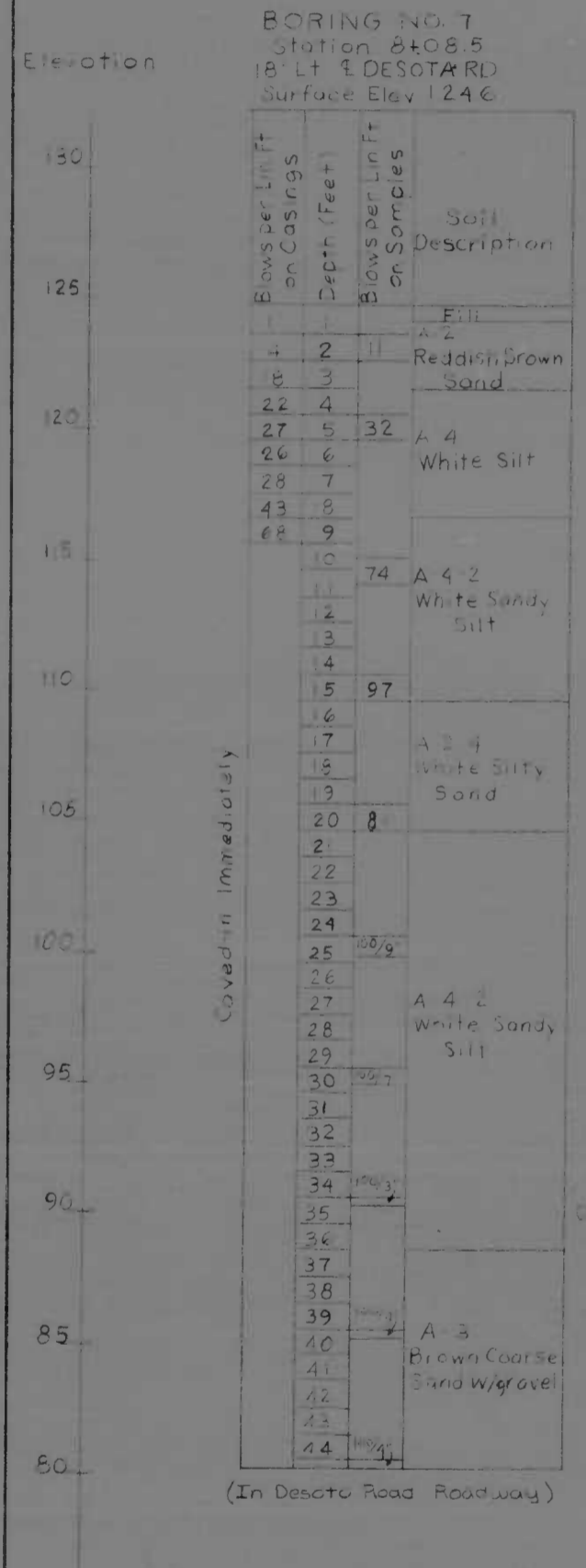


		0	1	2	3	4	5	6	7	8	9	10	11
Girder No. 4	Sta	20+31.63											19+50.27
	P.G.L.	140.87											139.71
	F.G.	140.85	140.78	140.67	140.56	140.45	140.34	140.22	140.09	139.97	139.84	139.71	139.70
Girder No. 3	Sta	20+33.77											19+32.40
	P.G.L.	140.89											139.74
	F.G.	140.94	140.83	140.72	140.61	140.49	140.36	140.24	140.12	139.96	139.82	139.68	139.66
Girder No. 2	Sta	20+35.90											18+24.54
	P.G.L.	140.91											139.77
	F.G.	141.01	140.89	140.77	140.65	140.53	140.40	140.26	140.11	139.96	139.80	139.64	139.62
Girder No. 1	Sta	20+38.04											19+36.67
	P.G.L.	140.94											139.79
	F.G.	141.08	140.96	140.83	140.70	140.57	140.43	140.29	140.13	139.96	139.79	139.62	139.59
Center Line	Sta	20+31.12	20+21.12	20+11.12	20+01.12	19+91.12	19+81.12	19+71.12	19+61.12	19+51.12	19+41.12	19+31.12	19+23.76
	P.G.L.	140.87											139.71
	F.G.	140.87	140.77	140.66	140.55	140.44	140.33	140.21	140.09	139.97	139.85	139.72	139.71
S.B. Collector Rd	Sta	20+39.54	20+28.54	20+18.54	20+08.54	19+98.54	19+88.54	19+78.54	19+68.54	19+58.54	19+48.54	19+38.54	19+37.18
	P.G.L.	140.94											139.80
	F.G.	141.10	140.97	140.84	140.71	140.58	140.44	140.30	140.13	139.96	139.79	139.61	139.55

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSTATE HIGHWAY ROUTE 195 SOUTHBOUND COLLECTOR-OVER DRIVE SLAB PLAN & FINISHED ROADWAY ELEVATION	SCALE: 1/8" = 1'-0"
DATE: 5-24-71	DRAWN BY: W.S. BOND	DESIGNED BY: J.C. BOND	SHEET NO. 11



REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & INTERSTATE HIGHWAY ROUTE 195 OVER DESOTO ROAD CORE BORINGS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD., BALTIMORE, MD.	DRAWN BY: I. J. TRACED BY: S. R. F.A.P. NO.: F-95-415(130) S.R.C. NO.: 65-241-56-713 BALTO. CITY NO.: 6195	DES. BY: CHK. BY: SHEET NO.: 33 OF 40



See Sheet No. 33 for BORING DATA NOTES

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY								
	BAKER WILKINSON & ASSOCIATES CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.	INTERSTATE HIGHWAY ROUTE 140 OVER DESOTO ROAD CORE BORINGS	<table border="1"> <tr> <td>DRAWN BY</td> <td>DES. BY</td> </tr> <tr> <td>TRACED BY</td> <td>CHK. BY</td> </tr> <tr> <td>F.A.P. NO.</td> <td>SHEET NO.</td> </tr> <tr> <td>S.R.C. NO.</td> <td>BALTO. CITY NO.</td> </tr> </table>	DRAWN BY	DES. BY	TRACED BY	CHK. BY	F.A.P. NO.	SHEET NO.	S.R.C. NO.	BALTO. CITY NO.
DRAWN BY	DES. BY										
TRACED BY	CHK. BY										
F.A.P. NO.	SHEET NO.										
S.R.C. NO.	BALTO. CITY NO.										
		SCALE 4" = 10'	DATE 10-2-74								

FILE NO.	DATE	REV. NO.	DATE	SHEET NO.	TOTAL SHEETS
3	MD.	1-05-450100	5-36	111	5-45



BORING DATA NOTES:

1. Soils were sampled using heavy duty 2000 specimen sampler. Sampler with 1.50' drop, between 60-75 and 50-75 by P. H. Woodbury, Inc.
2. Earth tapping used; rubber stem sampler used in 15' clay, dense specimens.
3. WL indicates water level elevation.

REVISIONS	CONSULTANT MORRIS, WHEATLEY & ASSOCIATES CONSULTING ENGINEERS 1700 W. BALTIMORE AVE. BALTIMORE, MD.	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSTATE HIGHWAY ROUTE 100 OVER DESOTO ROAD CORE BORINGS			
SCALE: 1" = 10'		DATE: 5-31-74		DRAWN BY: J. E. B. / J. E. B.	DES. BY: J. E. B. / J. E. B.
				TRACED BY: J. E. B. / J. E. B.	CHK. BY: J. E. B. / J. E. B.
				F.A.P. NO. 1 25 412 510	SHEET NO. 111
				S.R.C. NO. RC 248 51 815	TOTAL SHEETS 5-45
				BALTO. CITY NO. 2195	

BORING NO. B-23
Sta. 5+12.0
77 Ft. DeSoto Road
Surface Elev. 152

Depth (feet)	Soil Description
0	Soil
1	Soil
2	Soil
3	Soil
4	Soil
5	Soil
6	Soil
7	Soil
8	Soil
9	Soil
10	Soil
11	Soil
12	Soil
13	Soil
14	Soil
15	Soil
16	Soil
17	Soil
18	Soil
19	Soil
20	Soil
21	Soil
22	Soil
23	Soil
24	Soil
25	Soil
26	Soil
27	Soil
28	Soil
29	Soil
30	Soil
31	Soil
32	Soil
33	Soil
34	Soil
35	Soil
36	Soil
37	Soil
38	Soil
39	Soil
40	Soil
41	Soil
42	Soil
43	Soil
44	Soil
45	Soil
46	Soil
47	Soil
48	Soil
49	Soil
50	Soil

Bottom of Boring
Elev. 151.0

Depth (feet)	Soil Description
1	Soil
2	Soil
3	Soil
4	Soil
5	Soil
6	Soil
7	Soil
8	Soil
9	Soil
10	Soil
11	Soil
12	Soil
13	Soil
14	Soil
15	Soil
16	Soil
17	Soil
18	Soil
19	Soil
20	Soil
21	Soil
22	Soil
23	Soil
24	Soil
25	Soil
26	Soil
27	Soil
28	Soil
29	Soil
30	Soil
31	Soil
32	Soil
33	Soil
34	Soil
35	Soil
36	Soil
37	Soil
38	Soil
39	Soil
40	Soil
41	Soil
42	Soil
43	Soil
44	Soil
45	Soil
46	Soil
47	Soil
48	Soil
49	Soil
50	Soil

BORING NO. B-24
Sta. 5+76.0
77 Ft. DeSoto Road
Surface Elev. 150

Depth (feet)	Soil Description
0	Soil
1	Soil
2	Soil
3	Soil
4	Soil
5	Soil
6	Soil
7	Soil
8	Soil
9	Soil
10	Soil
11	Soil
12	Soil
13	Soil
14	Soil
15	Soil
16	Soil
17	Soil
18	Soil
19	Soil
20	Soil
21	Soil
22	Soil
23	Soil
24	Soil
25	Soil
26	Soil
27	Soil
28	Soil
29	Soil
30	Soil
31	Soil
32	Soil
33	Soil
34	Soil
35	Soil
36	Soil
37	Soil
38	Soil
39	Soil
40	Soil
41	Soil
42	Soil
43	Soil
44	Soil
45	Soil
46	Soil
47	Soil
48	Soil
49	Soil
50	Soil

Bottom of Boring
Elev. 122.50

BORING NO. B-26
Sta. 5+200
77 Ft. DeSoto Road
Surface Elev. 153

Depth (feet)	Soil Description
0	Soil
1	Soil
2	Soil
3	Soil
4	Soil
5	Soil
6	Soil
7	Soil
8	Soil
9	Soil
10	Soil
11	Soil
12	Soil
13	Soil
14	Soil
15	Soil
16	Soil
17	Soil
18	Soil
19	Soil
20	Soil
21	Soil
22	Soil
23	Soil
24	Soil
25	Soil
26	Soil
27	Soil
28	Soil
29	Soil
30	Soil
31	Soil
32	Soil
33	Soil
34	Soil
35	Soil
36	Soil
37	Soil
38	Soil
39	Soil
40	Soil
41	Soil
42	Soil
43	Soil
44	Soil
45	Soil
46	Soil
47	Soil
48	Soil
49	Soil
50	Soil

Bottom of Boring
Elev. 123.50

BORING NO. B-28
Sta. 5+54.0
77 Ft. DeSoto Road
Surface Elev. 153

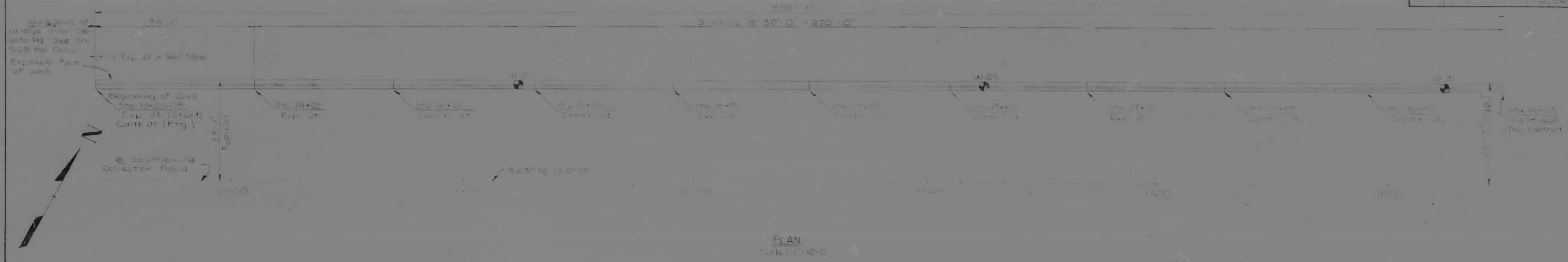
Depth (feet)	Soil Description
0	Soil
1	Soil
2	Soil
3	Soil
4	Soil
5	Soil
6	Soil
7	Soil
8	Soil
9	Soil
10	Soil
11	Soil
12	Soil
13	Soil
14	Soil
15	Soil
16	Soil
17	Soil
18	Soil
19	Soil
20	Soil
21	Soil
22	Soil
23	Soil
24	Soil
25	Soil
26	Soil
27	Soil
28	Soil
29	Soil
30	Soil
31	Soil
32	Soil
33	Soil
34	Soil
35	Soil
36	Soil
37	Soil
38	Soil
39	Soil
40	Soil
41	Soil
42	Soil
43	Soil
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46	Soil
47	Soil
48	Soil
49	Soil
50	Soil

Bottom of Boring
Elev. 121.0

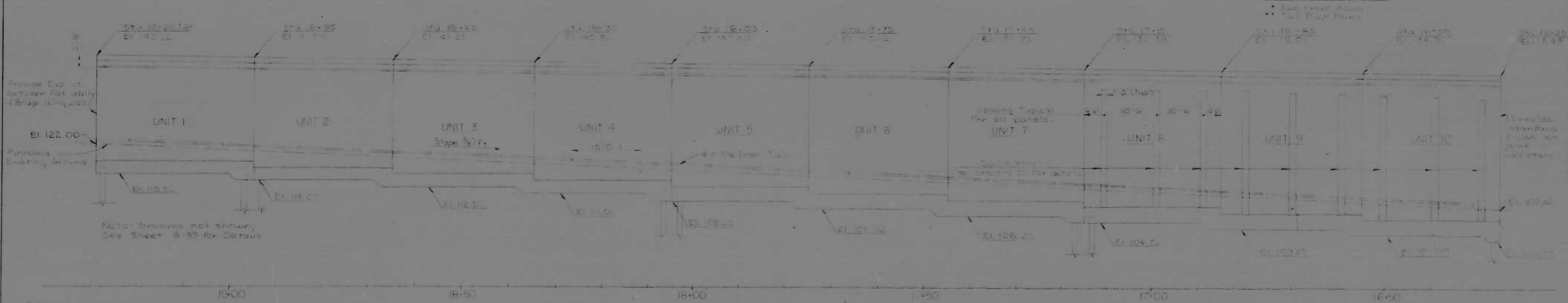
See sheet No. 52 for details, Data Borings

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE HIGHWAY ROUTE 135 OVER DESOTO ROAD
	PAUL WHITELY & ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND		DRAWN BY: GARY L. AUSTIN TRACED BY: GARY L. AUSTIN F.P. NO. 1-55-4-0000 S.C. NO. PC-246-27-85 BALTO. CITY NO. 215
		SCALE: 1" = 10'	DATE: 5-24-74
			CHK. BY: [] SHEET NO. 53 OF 54

NO. SHEET	DATE	BY	CHK.
3	MD	1-10-49	5-20



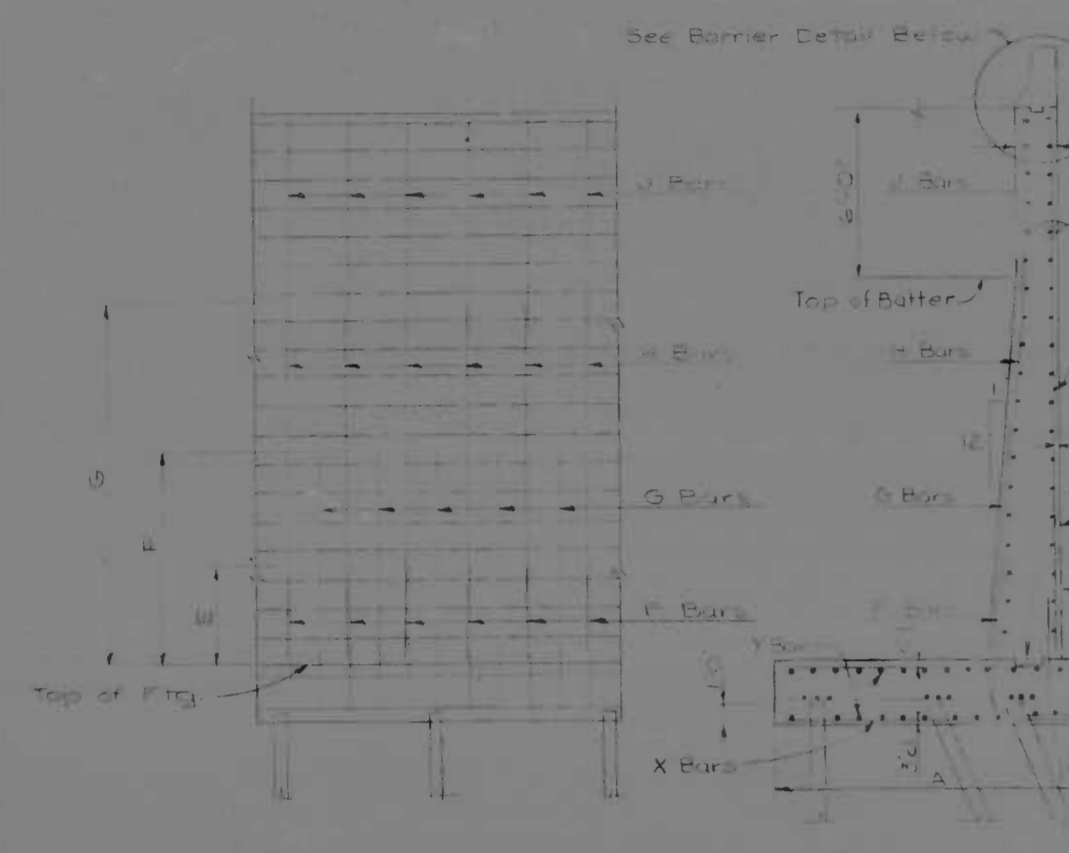
UNIT	S1	S2	S3
1	4'-0"	4'-0"	4'-0"
2	4'-0"	4'-0"	4'-0"
3	4'-0"	4'-0"	4'-0"
4	4'-0"	4'-0"	4'-0"
5	4'-0"	4'-0"	4'-0"
6	4'-0"	4'-0"	4'-0"
7	4'-0"	4'-0"	4'-0"
8	4'-0"	4'-0"	4'-0"
9	4'-0"	4'-0"	4'-0"
10	4'-0"	4'-0"	4'-0"



REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	RAVICH WRIGHT & ASSOCIATES CONSULTING ENGINEERS 1000 Mt. Airy, Baltimore, Md.	INTERSTATE HIGHWAY ROUTE 1-95 RETAINING WALL NO. 1 ADJACENT TO SOUTHBOUND COLLECTOR ROAD	DRAWN BY: W.J.L. B. CHD DES. BY: TRACED BY: W.J.L. B. CHD CHK. BY: F.A.P. NO. 1-95-41000 S.R.C. NO. 1-95-41000 BALTO. CITY NO. 1000

NO.	DATE	BY	CHKD.	REVISIONS
3	MD	10/24/75	5/30	5/45

Note: For Detail of piles pattern see Sheet No. 5-26

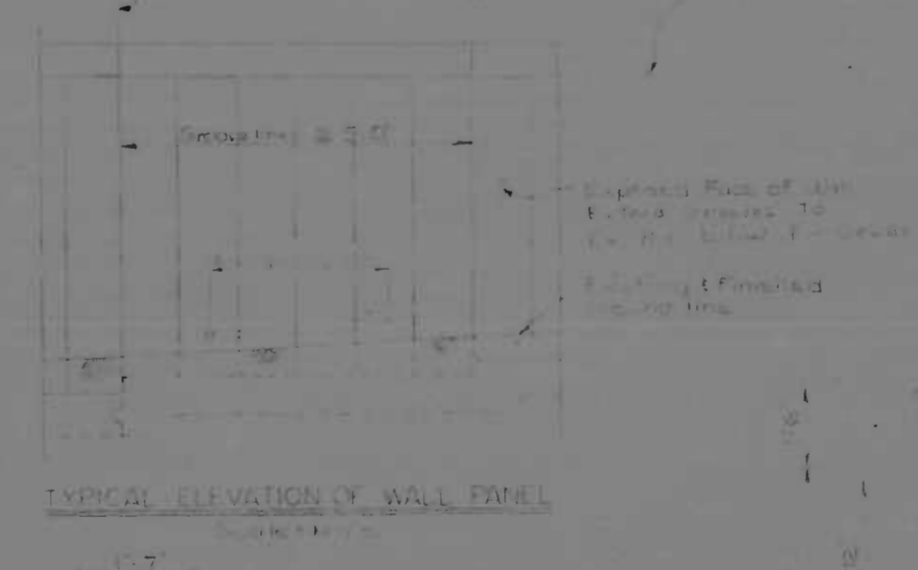


ELEVATION OF 11'-0" WALL
TYPICAL SECTION UNITS 1/8, 1/4, 1/2
Scale: None

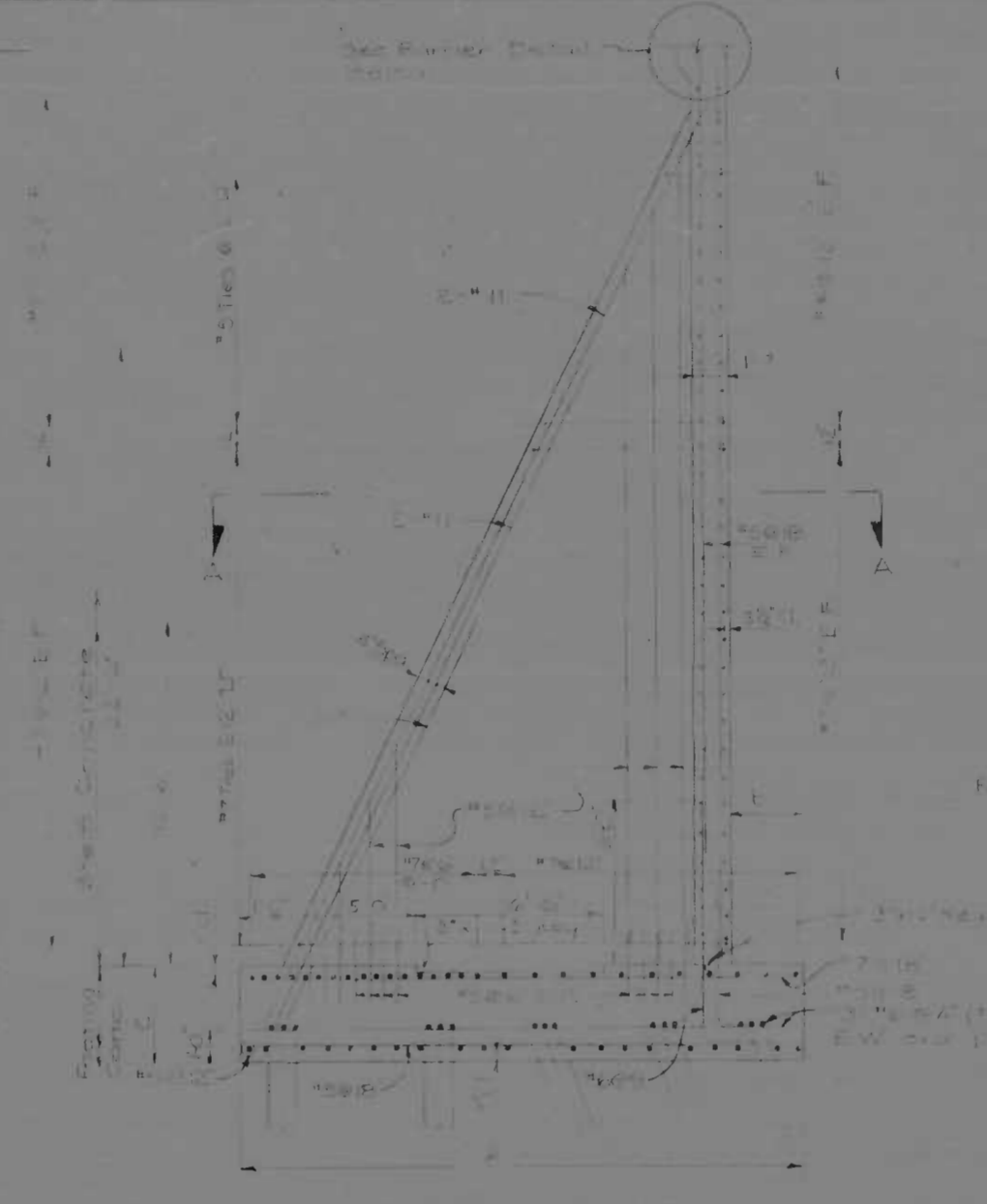
DIMENSIONS			
UNIT	A	B	C
1	12'-6"	3'-0"	2'-5"
2	13'-0"	3'-0"	2'-9"
3	13'-6"	3'-3"	3'-0"
4	14'-0"	3'-3"	3'-0"
5	14'-2"	3'-6"	3'-3"
6	14'-9"	3'-6"	3'-3"
7	15'-6"	3'-0"	3'-6"
8	16'-6"	2'-6"	3'-6"
9	17'-0"	2'-6"	3'-6"
10	18'-6"	2'-6"	3'-6"



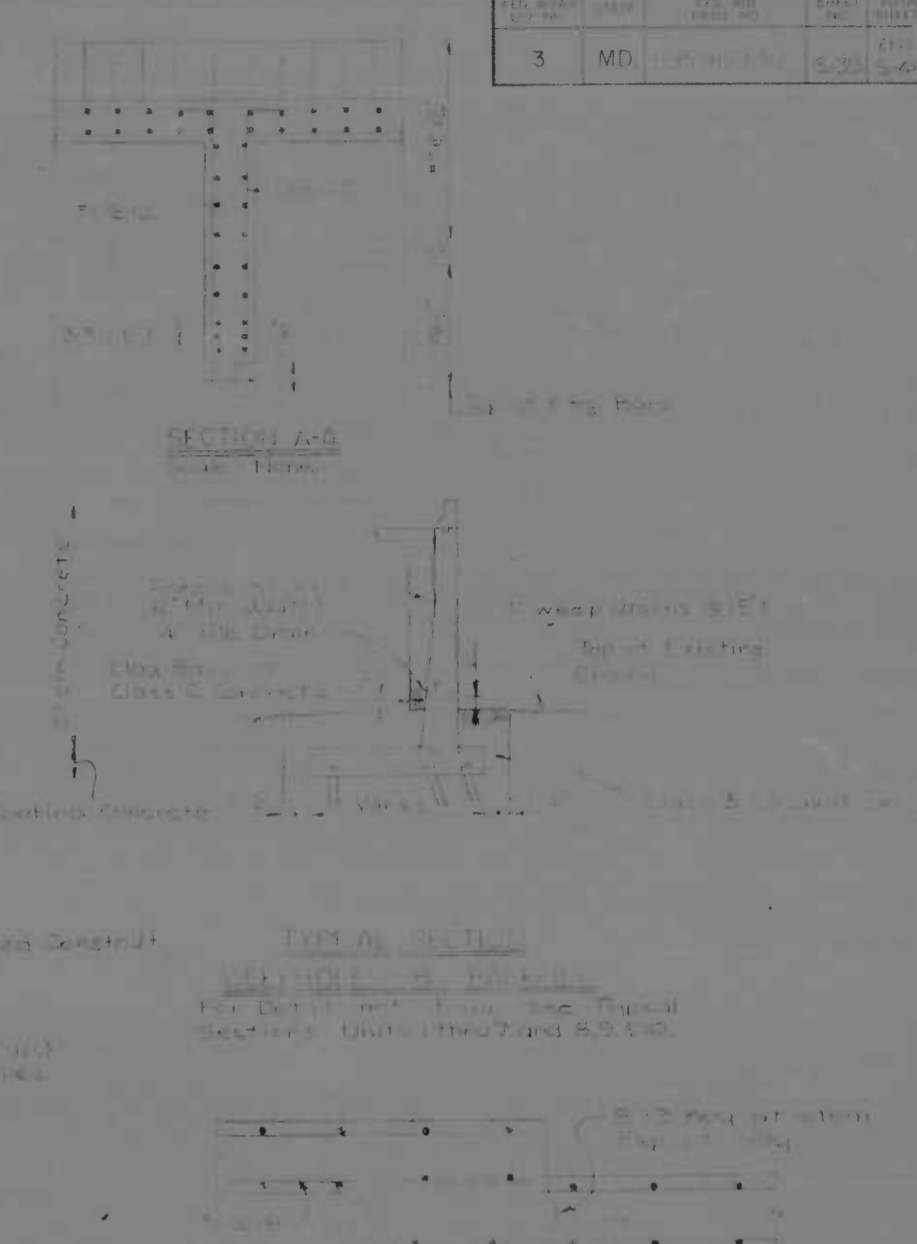
TYPICAL SECTION UNITS 1/8, 1/4, 1/2
Scale: None



TYPICAL ELEVATION OF WALL PANEL
Scale: None

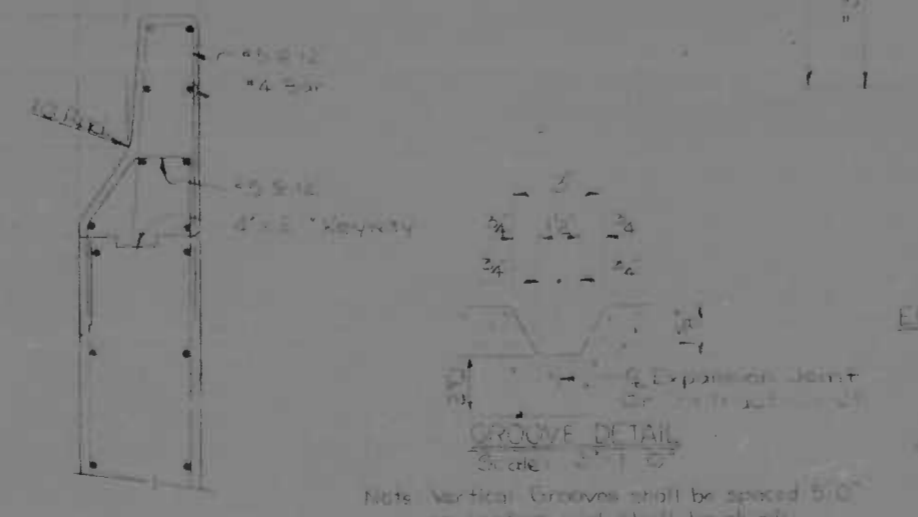


TYPICAL SECTION UNITS 1/8, 1/4, 1/2
Scale: None

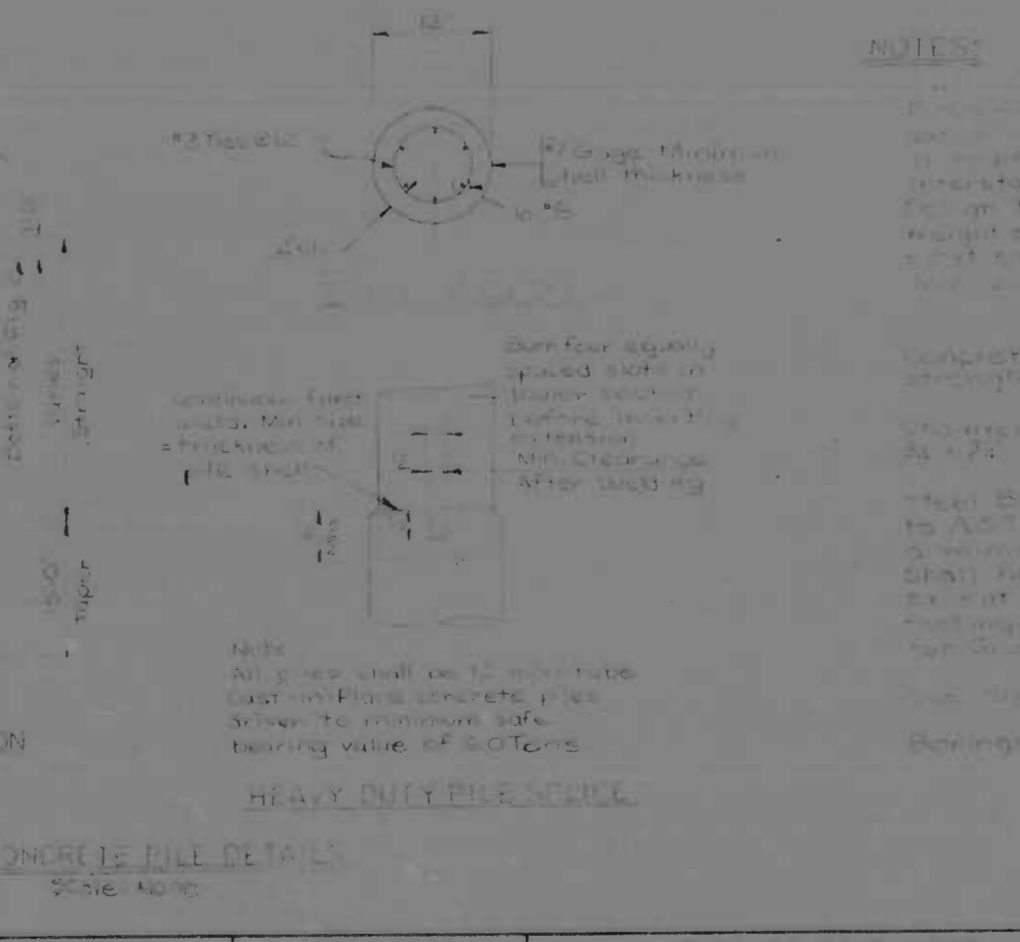


TYPICAL SECTION UNITS 1/8, 1/4, 1/2
Scale: None

REINFORCEMENT										
UNIT	J Bar	K Bar	L Bar	M Bar	N Bar	O Bar	P Bar	Q Bar	R Bar	X Bar
1	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"
2	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"
3	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"
4	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"
5	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"
6	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"
7	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"	#2 @ 12"



DETAIL OF BARRIER
Scale: 3/4" = 1'-0"



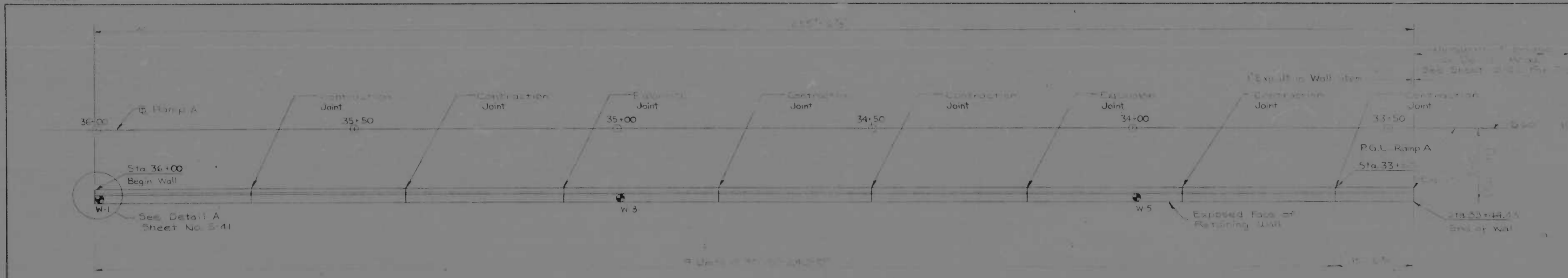
HEAVY DUTY PILE SCREW
ELEVATION
Scale: None

NOTES:

- Concrete shall be placed in 12" lifts and compacted thoroughly.
- Reinforcement shall be placed in concrete before concrete is poured.
- Expansion joints shall be placed at 10' intervals.
- Vertical grooves shall be spaced 5'-0" on centers and shall be 1/2" deep.
- Heavy duty pile screws shall be installed in concrete.
- Barings shall be installed in concrete.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
1	10/24/75	INTERSTATE HIGHWAY ROUTE 105 RETAINING WALL NO. 1 ADJACENT TO SOUTHWEST COLLECTION	SCALE: 3/4" = 1'-0" DATE: 10/24/75

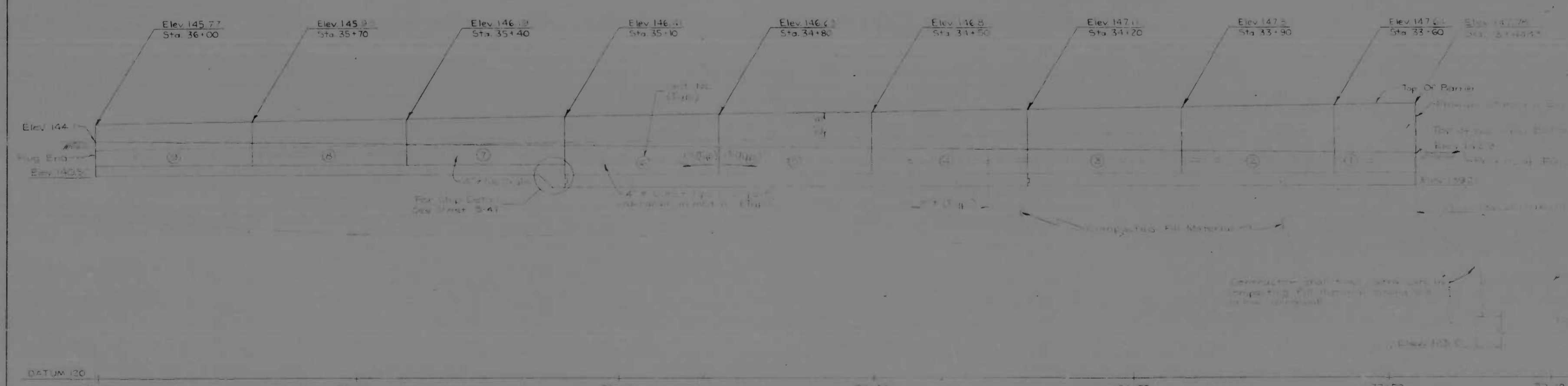
NO. FROM SHEET	DATE	BY	SCALE	TOTAL SHEETS
3	MD	06-40/970	2'-0" = 1'-0"	45



PLAN



FOOTING PLAN

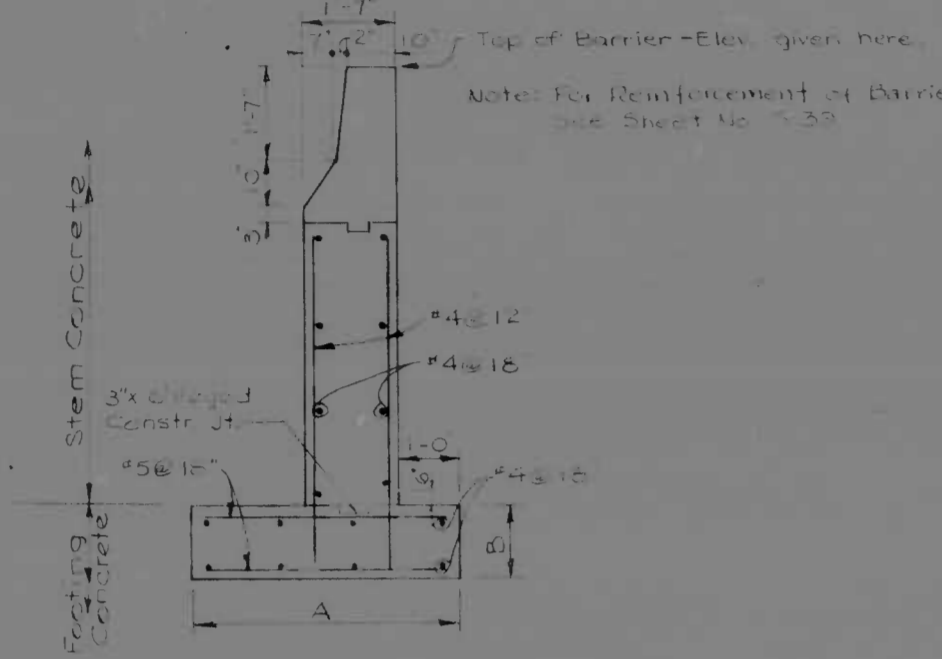


ELEVATION
Scale Horizontal 1" = 10'-0"
Vertical 1" = 3'-0"

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	OWNER: MARYLAND STATE HIGHWAY DEPARTMENT CONSULTANT: ENGINEERS CORPORATION, INC., BALTIMORE, MD.	INTERSTATE HIGHWAY ROUTE I-83 RETAINING WALL NO. 2 ADJACENT TO RAMP A		DRAWN BY: [Signature]	CHK BY: [Signature]
		SCALE: 0'-0" = 1'-0"	DATE: [Date]	BALTO. CITY NO. [Number]	SHEET NO. [Number]

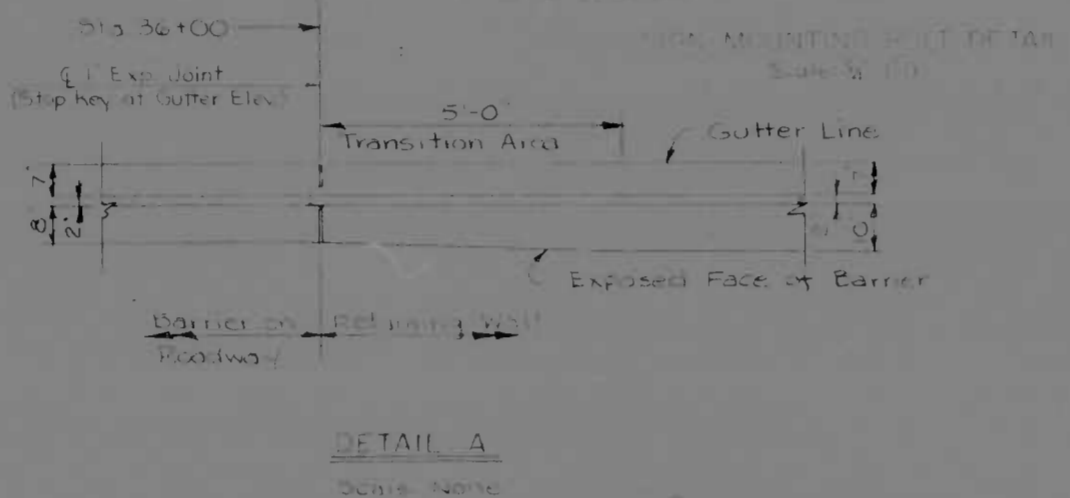
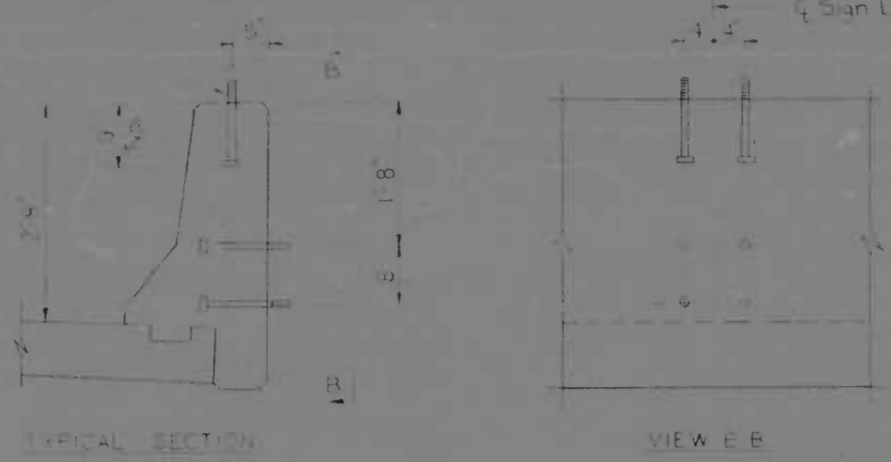
REV. NO.	DATE	BY	CHK.	SHEET NO.	TOTAL SHEETS
3	MD	105-425433	15.41	11	15

All bolts shall be 1/2" dia. galvanized steel bolts with square head and 2" x 1/4" plate washer at head.

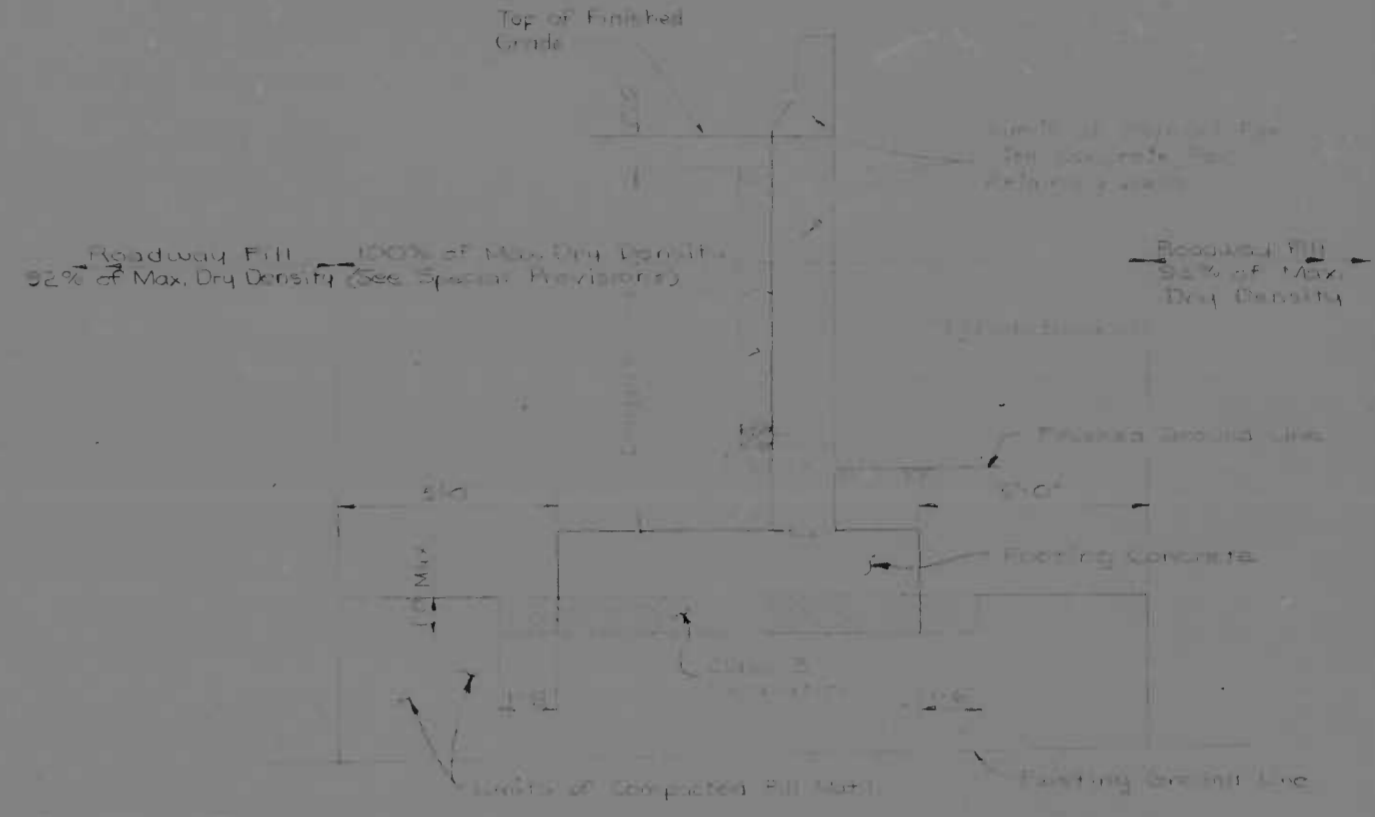


Unit	A	B
① thru ⑥	4'-0"	1'-3"
⑦ & ⑧	4'-0"	1'-0"

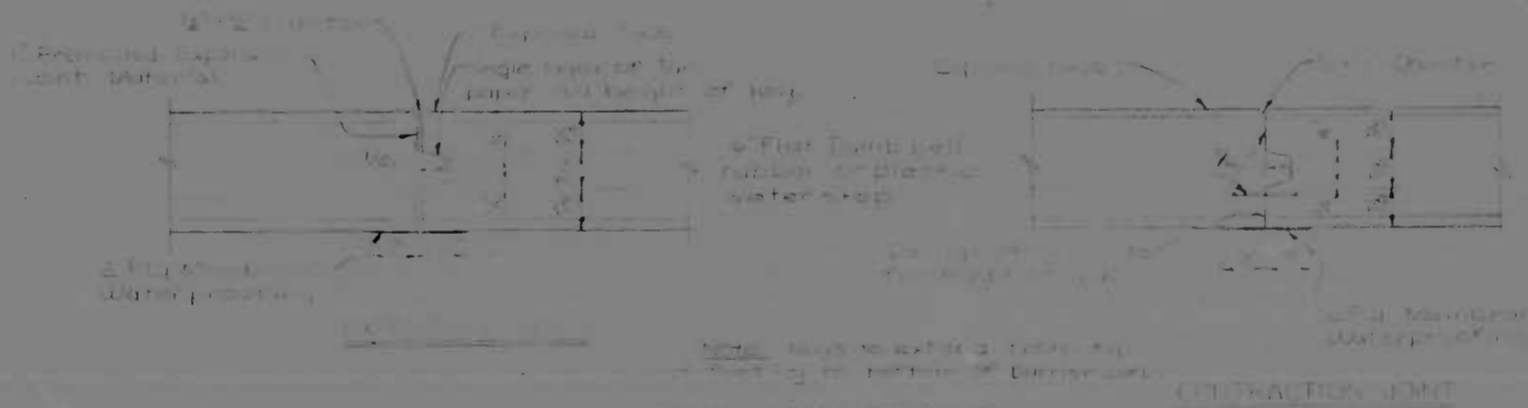
TYPICAL SECTION
SCALE: NONE



DETAIL A
SCALE: NONE

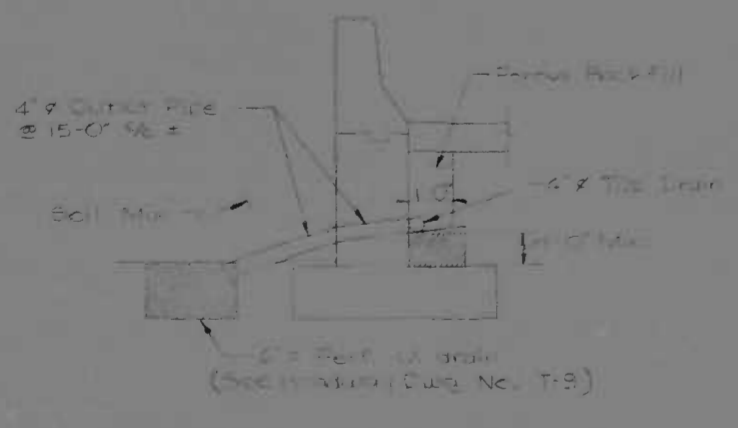


LIMITS OF EXISTING AND PROPOSED WORK
SCALE: NONE

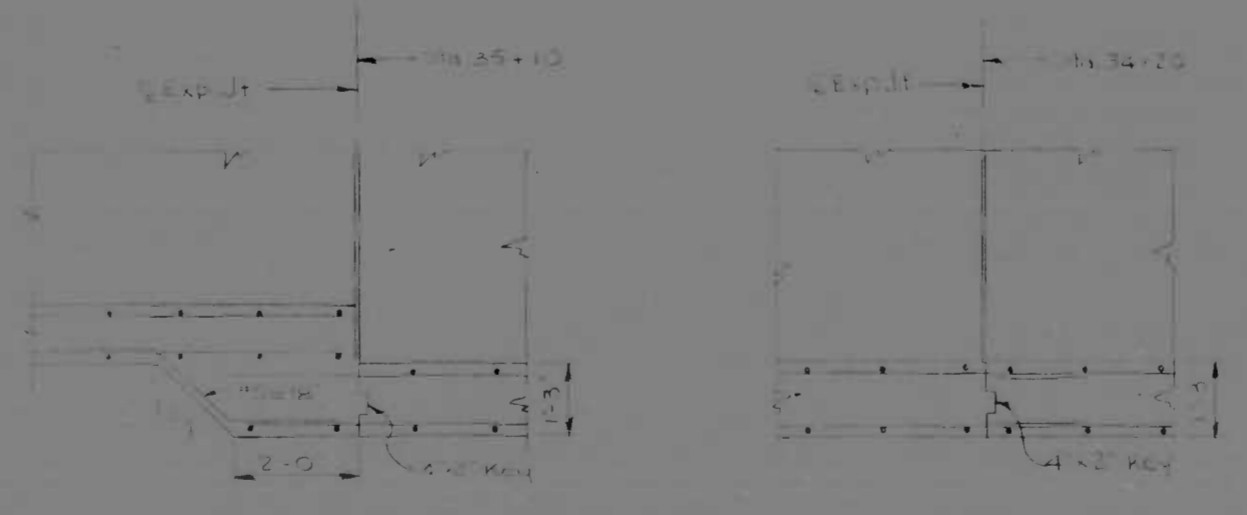


WAVE JOINT DETAIL
SCALE: NONE

CONTRACTION JOINT
SCALE: NONE



TYPICAL SECTION
WEEPHOLES & BACKFILL
SCALE: NONE



FOOTINGS & RETAINING WALL DETAILS
SCALE: NONE

NOTES:

1. All concrete shall be placed and finished in accordance with the provisions of the Standard Specifications for Highway Construction, Section 201, and the Special Provisions for this project. All concrete shall be placed and finished in accordance with the provisions of the Standard Specifications for Highway Construction, Section 201, and the Special Provisions for this project.

2. All steel reinforcement shall be placed and finished in accordance with the provisions of the Standard Specifications for Highway Construction, Section 202, and the Special Provisions for this project.

3. All steel reinforcement shall be placed and finished in accordance with the provisions of the Standard Specifications for Highway Construction, Section 202, and the Special Provisions for this project.

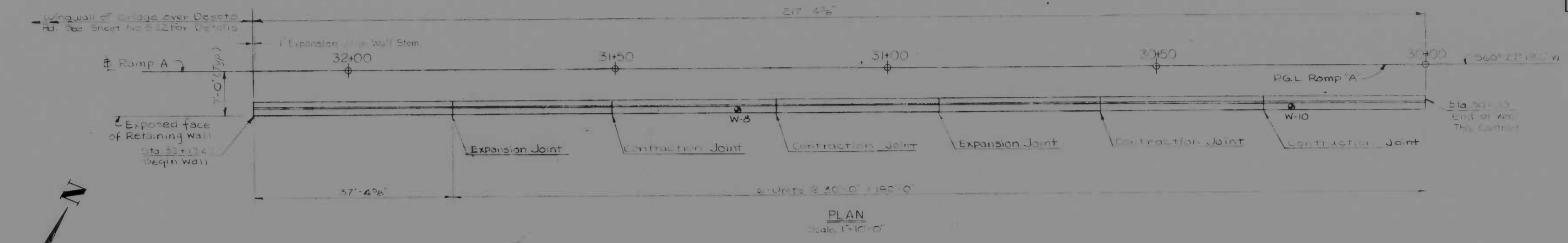
4. All steel reinforcement shall be placed and finished in accordance with the provisions of the Standard Specifications for Highway Construction, Section 202, and the Special Provisions for this project.

5. All steel reinforcement shall be placed and finished in accordance with the provisions of the Standard Specifications for Highway Construction, Section 202, and the Special Provisions for this project.

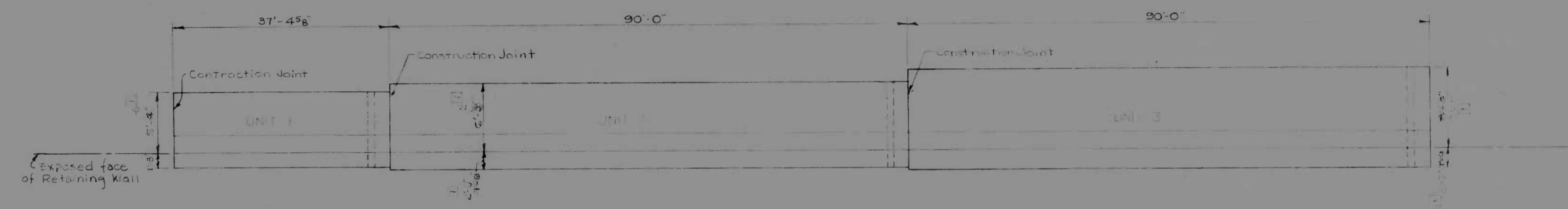
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER WILSON & ASSOCIATES CONSULTING ENGINEERS 1000 W. BALTIMORE AVE. BALTIMORE, MD.	INTERSTATE HIGHWAY ROUTE 1-33 RETAINING WALL NO. 1 ADJACENT TO RAMP A	DRAWN BY: T.S.P. TRACED BY: T.S.P. F.A.P. NO. 105-425433 S.R.C. NO. 105-425433 BALTO. CITY NO. 105-425433
		SCALE: AS NOTED	DES. BY: T.S.P. CHK. BY: T.S.P. SHEET NO. 11

RE BALTIMORE 17121

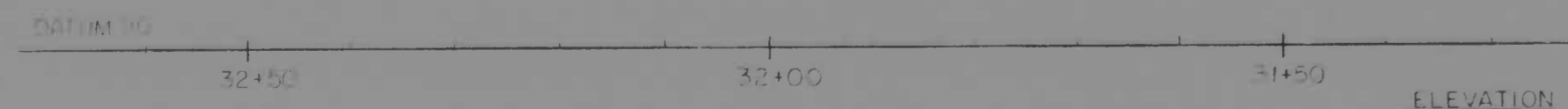
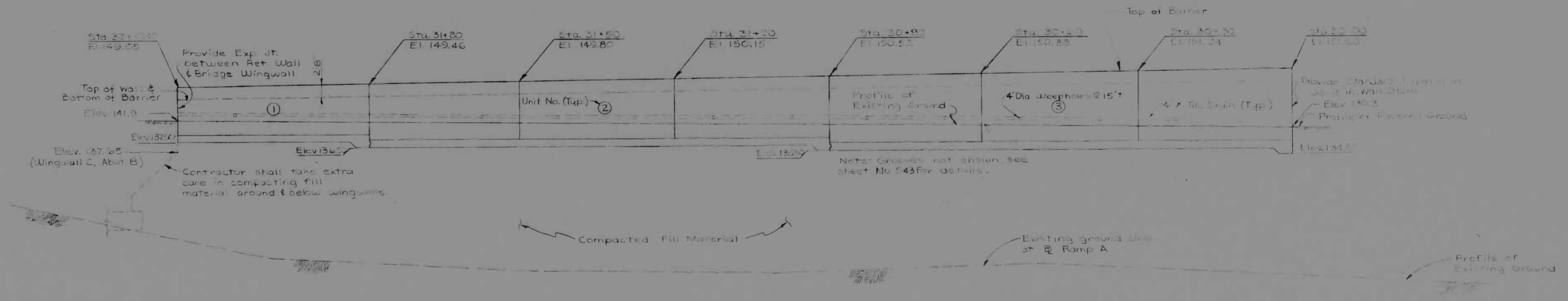
FILE NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	1-96-4(59)30	542	545



PLAN
Scale: 1"=10'-0"



FOOTING PLAN
Scale: 1"=10'-0"

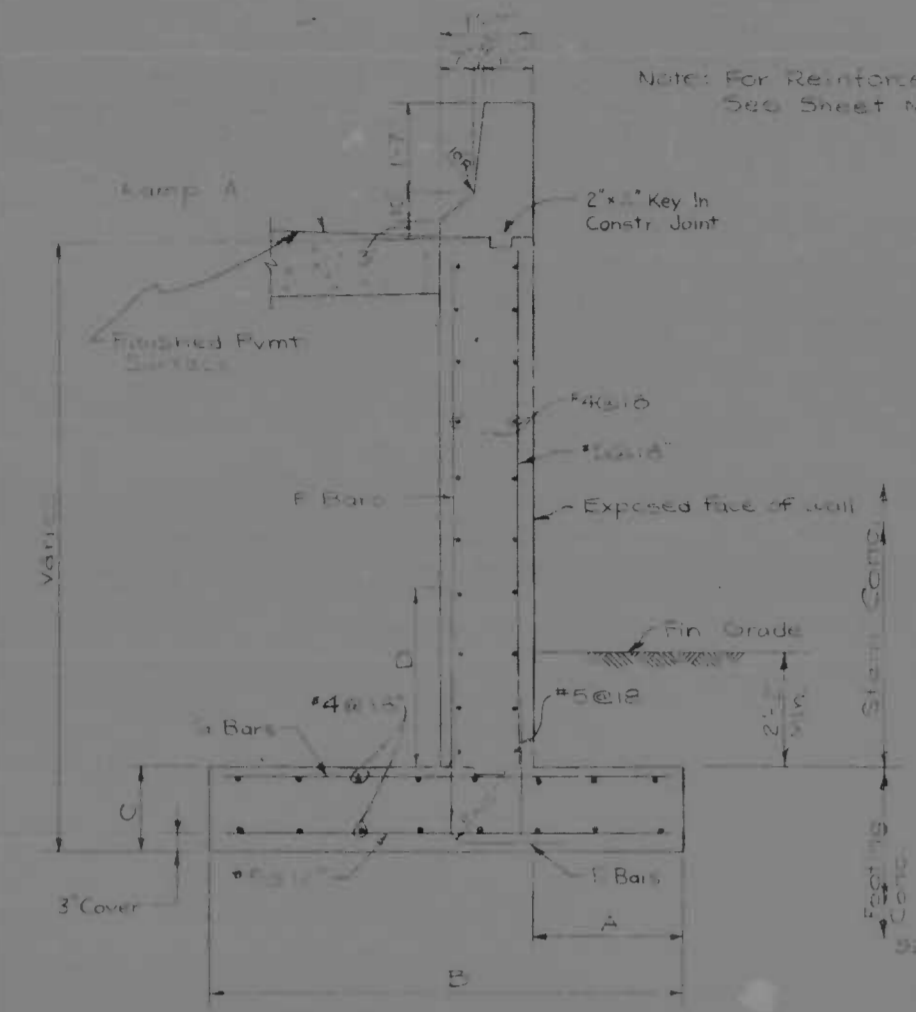


ELEVATION
Scale: 1"=10'-0"

REVISIONS 11.25.4-22-75 Rev. Fig. Plan	CONSULTANT BAKER-WHITFIELD & ASSOC., INC. CONSULTING ENGINEERS Hagerstown, Md. Baltimore, Md.	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSTATE (I-70) ROUTE 130 RETAINING WALL NO. 3 ADJACENT TO RAMP A IS R			
SCALE: 1"=10'-0"		DATE: 11-25-75		SHEET NO. 542 OF 545	

NO. SHEET	OF NO.	NO. AND DATE	DATE
3	MD	1954-12-30	5-43

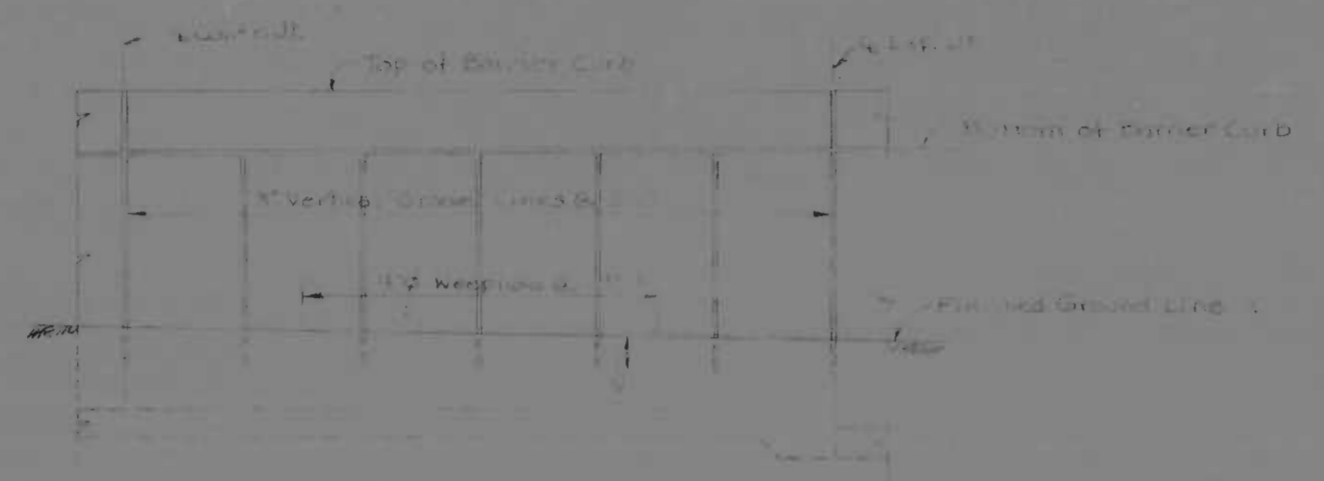
Note: For Reinforcement of Barrier Curb See Sheet No. 3-33.



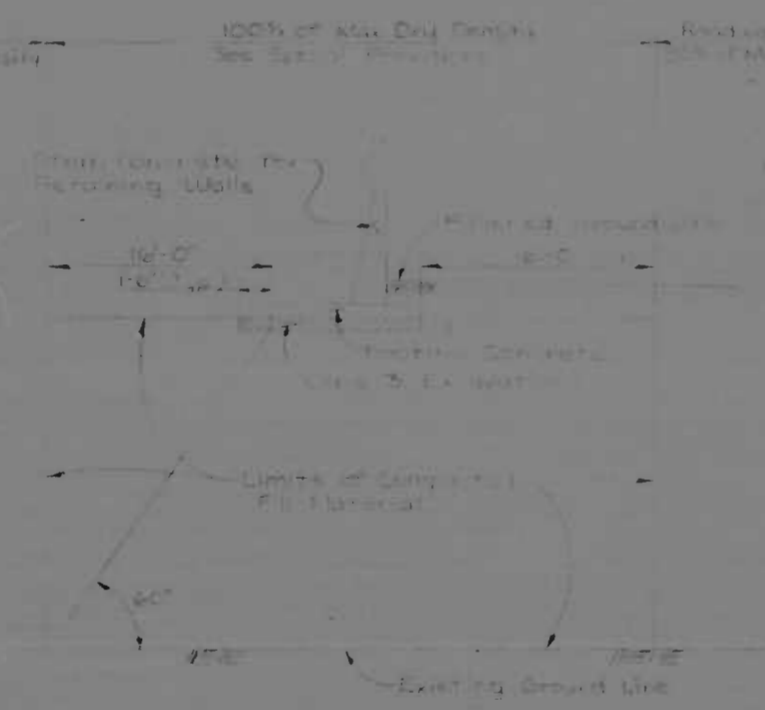
TYPICAL SECTION
Scale: None

WALL DIMENSIONS				
UNIT	A	B	C	D
1	1'-0"	3'-0"	1'-5"	1'-5"
2	1'-0"	3'-0"	1'-5"	1'-5"
3	1'-0"	3'-0"	1'-5"	1'-5"

REINFORCING STEEL BARS			
UNIT	E BARS	F BARS	G BARS
1	#4 @ 12"	#4 @ 12"	#4 @ 12"
2	#4 @ 12"	#4 @ 12"	#4 @ 12"
3	#4 @ 12"	#4 @ 12"	#4 @ 12"



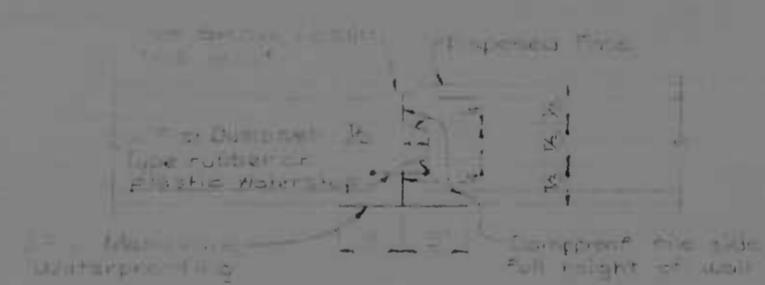
TYPICAL ELEVATION OF WALL PANEL
Scale: None



LIMIT OF PAYMENT FOR CONSTRUCTION ITEMS
Scale: None

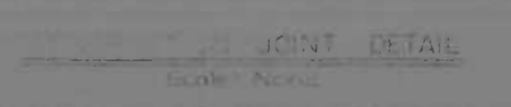


FLAT ON INCLINATION WALL
Scale: None

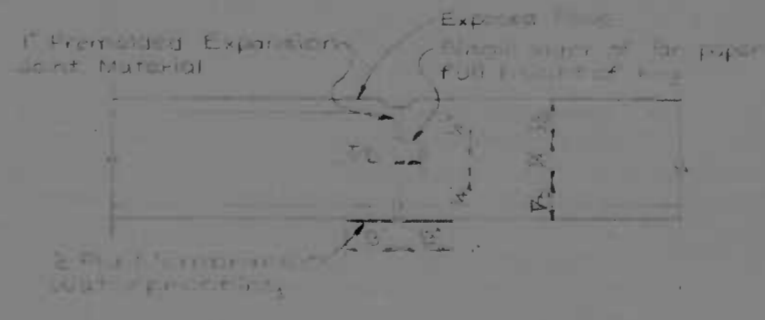


GROOVE DETAIL
Scale: 3/16" = 1'-0"

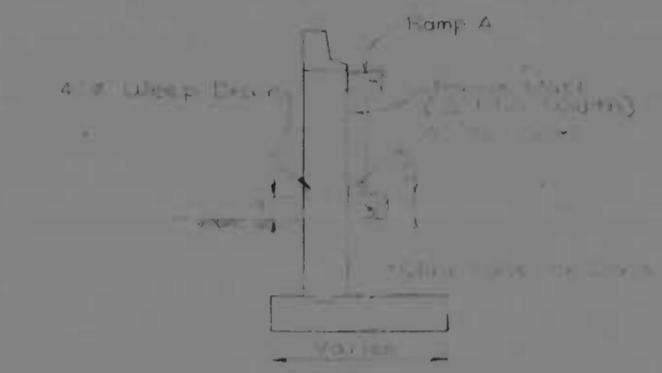
Note: Vertical Grooves shall be spaced 5'-0" and shall be plumb.



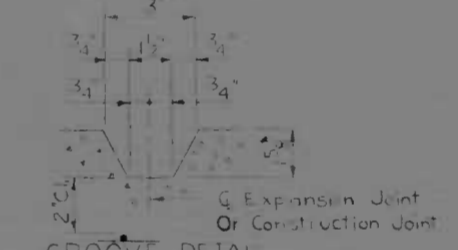
JOINT DETAIL
Scale: None



EXPANSION JOINT DETAIL
Scale: None



TYPICAL SECTION
WEEPHOLE & BACKFILL
Scale: None



GROOVE DETAIL
Scale: 3/16" = 1'-0"

Note: Vertical Grooves shall be spaced 5'-0" and shall be plumb.

NOTES

1. The wall shall be constructed in accordance with the specifications for Retaining Walls, Section 201-1.1, of the Standard Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended, and the Supplemental Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended.

2. The wall shall be constructed in accordance with the specifications for Retaining Walls, Section 201-1.1, of the Standard Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended, and the Supplemental Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended.

3. The wall shall be constructed in accordance with the specifications for Retaining Walls, Section 201-1.1, of the Standard Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended, and the Supplemental Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended.

4. The wall shall be constructed in accordance with the specifications for Retaining Walls, Section 201-1.1, of the Standard Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended, and the Supplemental Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended.

5. The wall shall be constructed in accordance with the specifications for Retaining Walls, Section 201-1.1, of the Standard Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended, and the Supplemental Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended.

6. The wall shall be constructed in accordance with the specifications for Retaining Walls, Section 201-1.1, of the Standard Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended, and the Supplemental Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended.

7. The wall shall be constructed in accordance with the specifications for Retaining Walls, Section 201-1.1, of the Standard Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended, and the Supplemental Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended.

8. The wall shall be constructed in accordance with the specifications for Retaining Walls, Section 201-1.1, of the Standard Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended, and the Supplemental Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended.

9. The wall shall be constructed in accordance with the specifications for Retaining Walls, Section 201-1.1, of the Standard Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended, and the Supplemental Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended.

10. The wall shall be constructed in accordance with the specifications for Retaining Walls, Section 201-1.1, of the Standard Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended, and the Supplemental Specifications for Construction of Public Works, Baltimore, Maryland, 1954 Edition, as amended.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BARK-WIBERLEY & ASSOCIATES CONSULTING ENGINEERS Baltimore, Md.	INTERSTATE HIGHWAY ROUTE 195 RETAINING WALL NO. 3 ADJACENT TO RAMPS A & B	DRAWN BY: [Signature] TRACED BY: [Signature] T & P NO.: [Signature] S & C NO.: [Signature] BALTO. CITY NO.: [Signature]
		SCALE: AS NOTED	DATE: 5-26-74



BORING NO. W24
Station 142+08
118' L.T. to Manhole I-95
Surface Elev. 102.7

Depth (feet)	Blows per 1 ft. (N 60°)	Soil Description
1		
2		
3		
4		
5	20	Brown moist med dense to loose sand w/ glass brick, conc. tm, Rubber wood
6		
7		
8		
9		
10	11	
11		
12		
13		
14	27	Brown & Grey moist med dense fine clayey silty sand
15		
16		
17		
18		
19		
20	37	Brown & Grey moist dense to med dense silty fine to coarse sand w/ some quartz trace of clay
21		
22		
23		
24		
25	28	
26		
27		
28		
29		
30	44	Flowing Grey moist silt to hard clayey silt w/ some fine sand
31		
32		
33		
34		
35	17	

BORING NO. W27
Station 158+43
137' L.T. to Manhole I-95
Surface Elev. 117.4

Depth (feet)	Blows per 1 ft. (N 60°)	Soil Description
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15	26	
16		
17		
18		
19		
20	47	
21		
22		
23		
24		
25	46	

BORING NO. W29
Station 159+43
169' L.T. to Manhole I-95
Surface Elev. 112.7

Depth (feet)	Blows per 1 ft. (N 60°)	Soil Description
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
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27		
28		
29		
30		
31		
32		
33		
34		
35		

BORING NO. W31
Station 160+43
124' L.T. to Manhole I-95
Surface Elev. 109.7

Depth (feet)	Blows per 1 ft. (N 60°)	Soil Description
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
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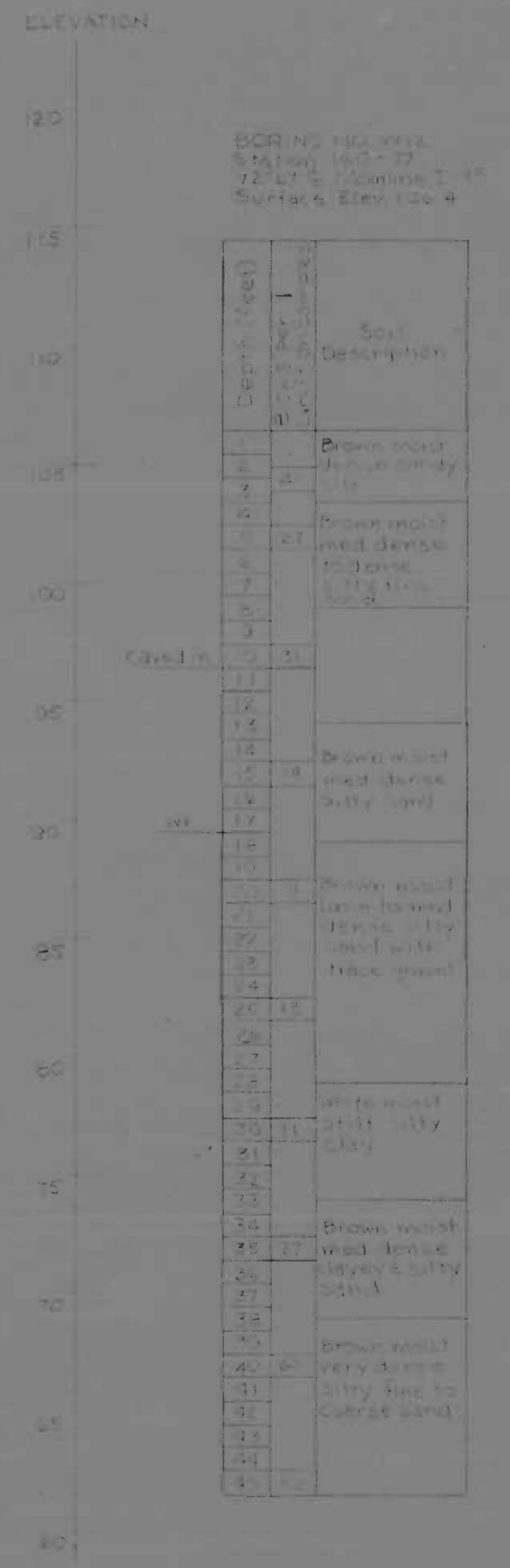
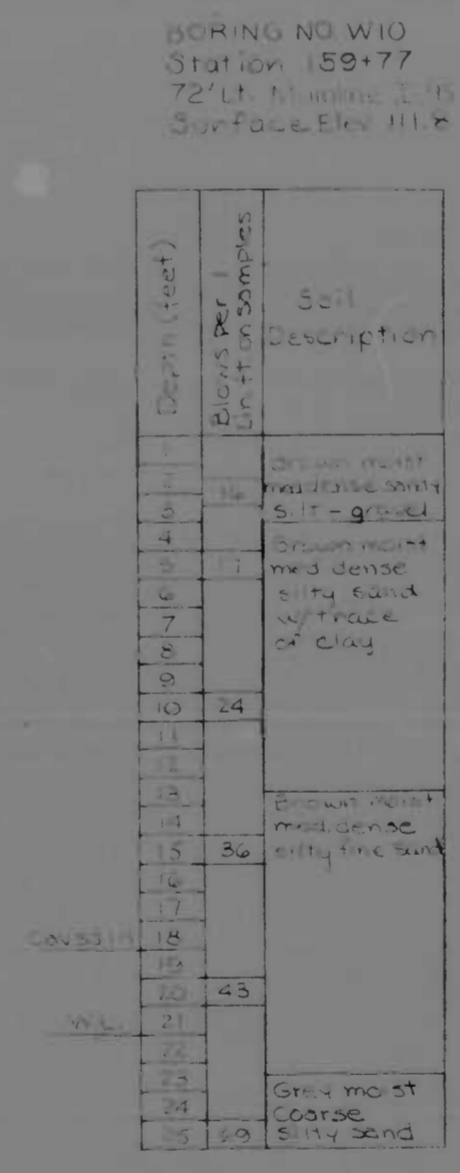
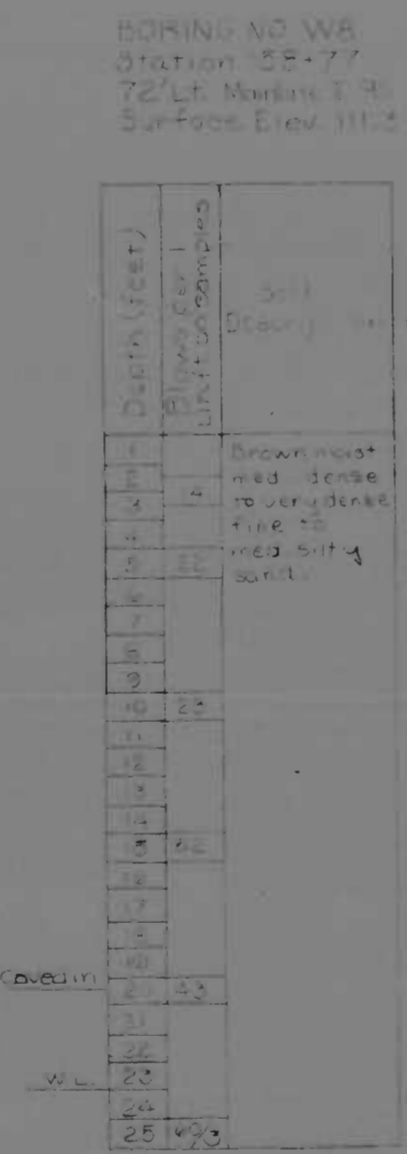
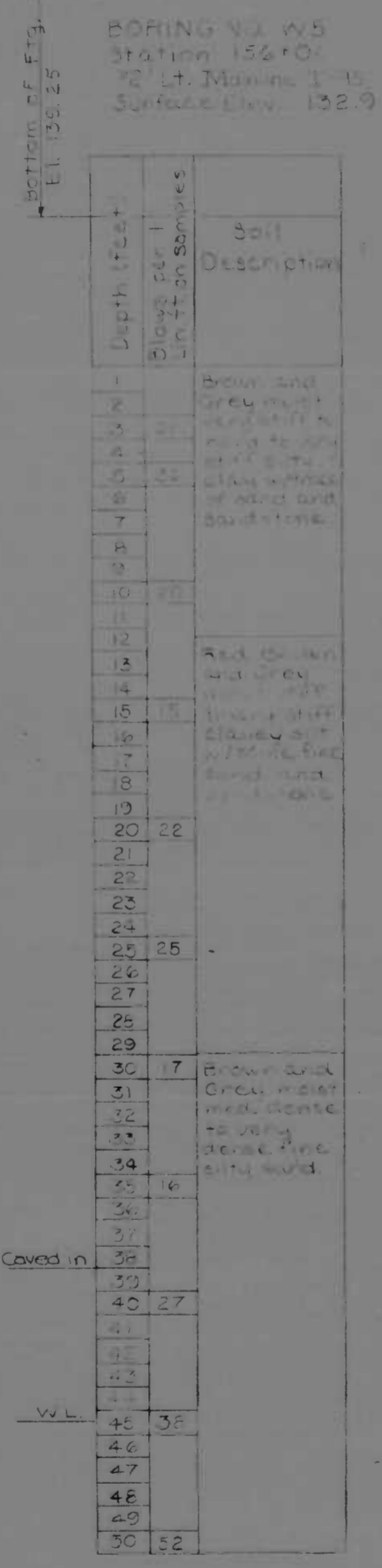
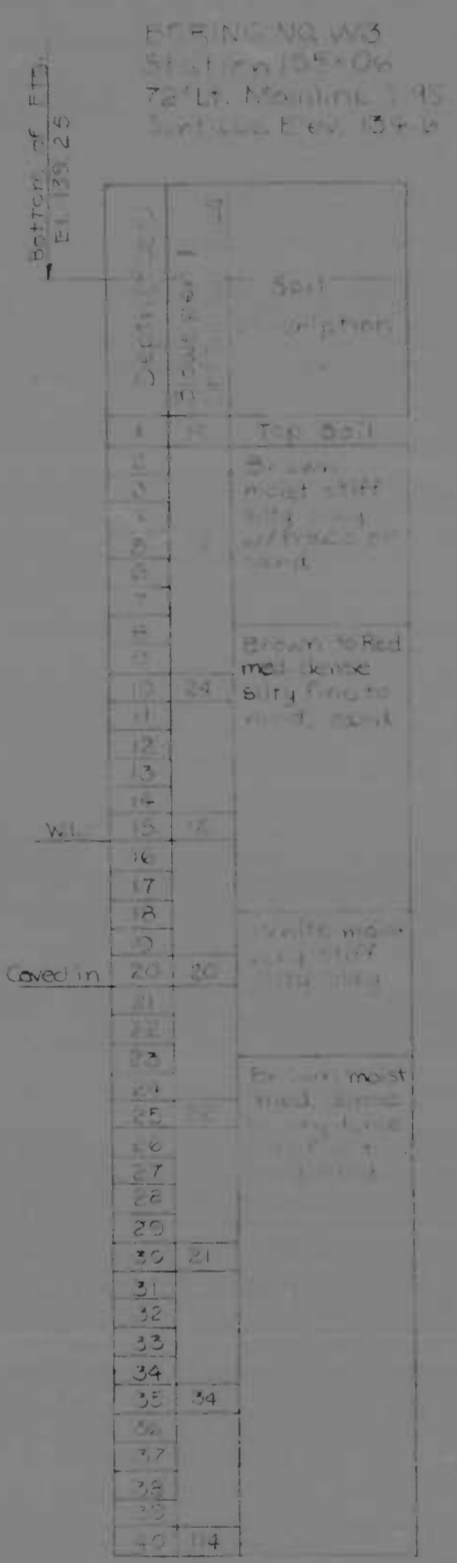
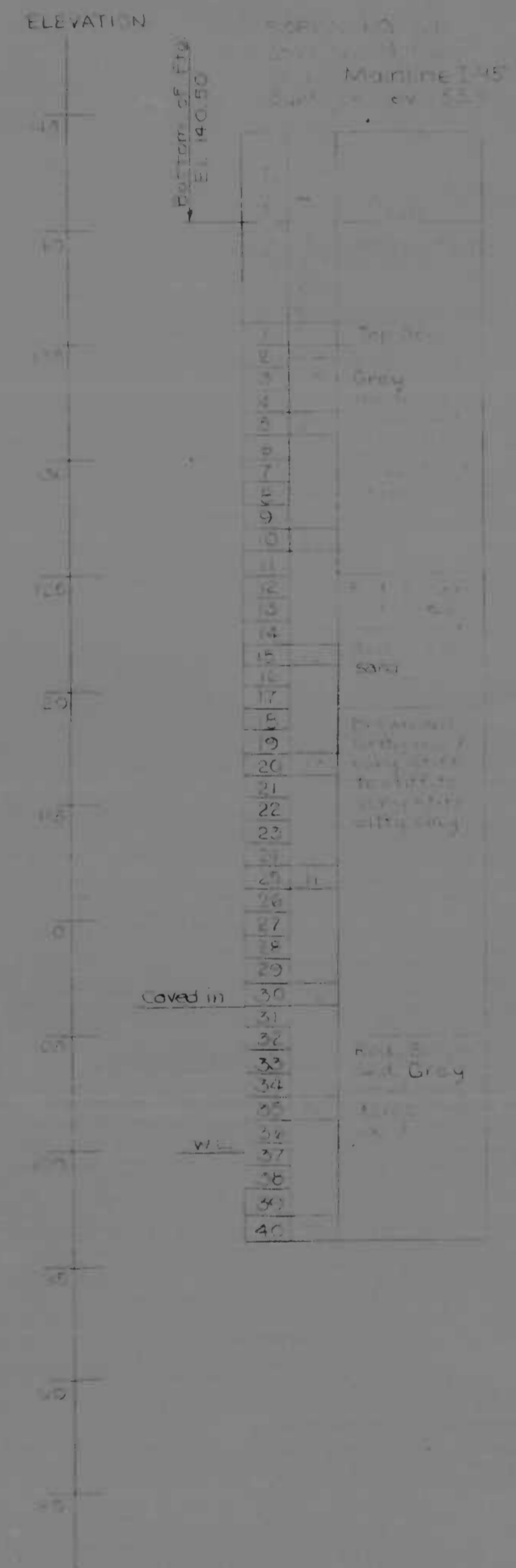
BORING NO. W35
Station 161+43
159' L.T. to Manhole I-95
Surface Elev. 110.7

Depth (feet)	Blows per 1 ft. (N 60°)	Soil Description
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
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35		

See Sheet 7 for boring notes.

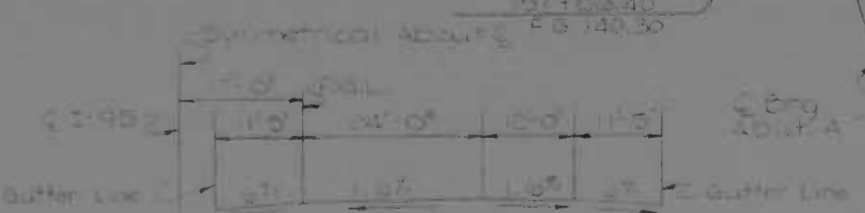
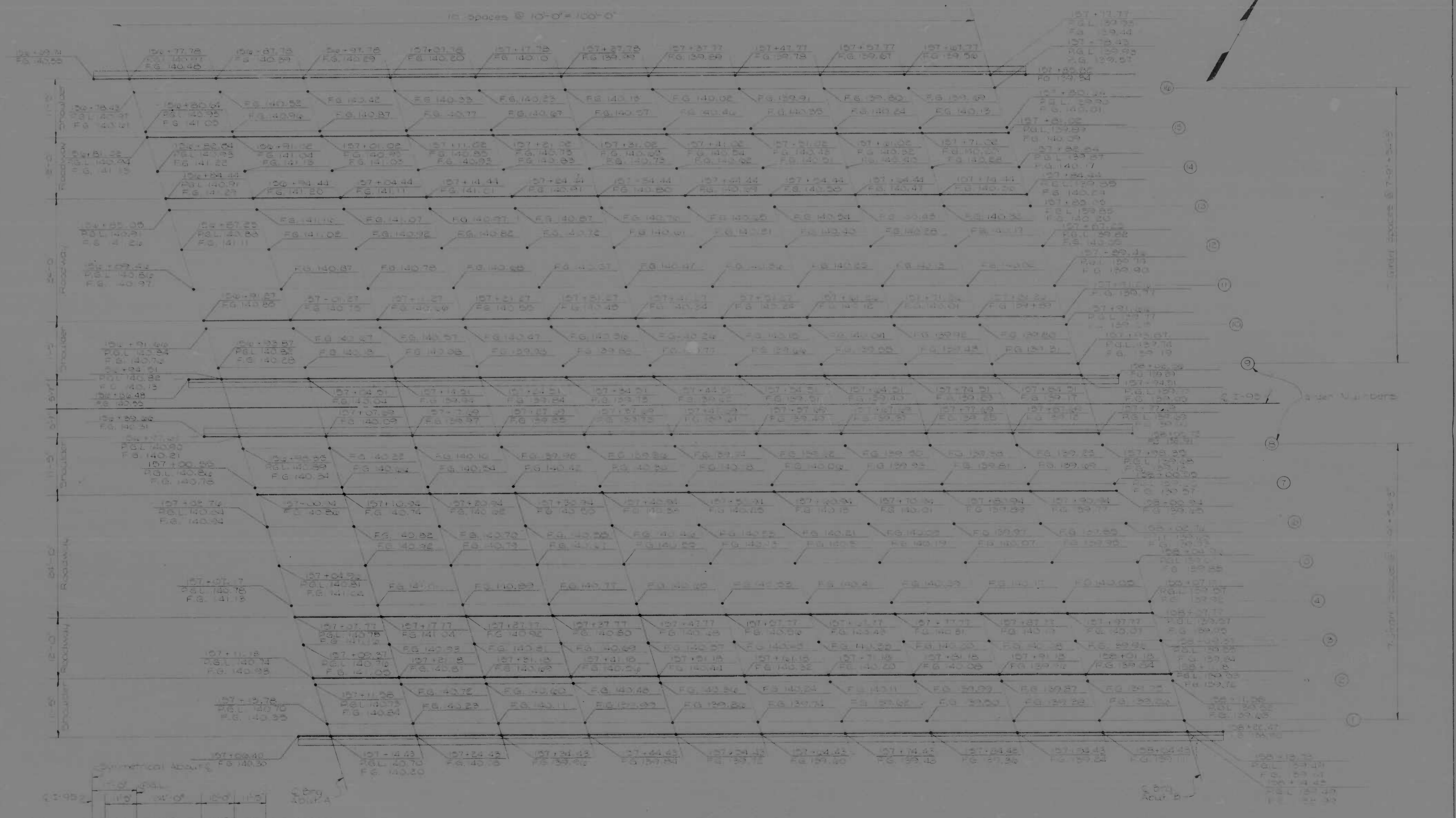
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS &		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	INTERSTATE HIGHWAY ROUTE 195 RETAINING WALL CORE BORINGS	DRAWN BY	CHK BY	SHEET NO.	
	SCALE: 1" = 10'	DATE: 10/74	BRLD. CITY NO.		544 of 545

FILE NO.	DATE	NO. OF SHEETS	SHEET NO.	TOTAL SHEETS
3	MD	1-95-415930	545	545



- NOTES**
1. Soil samples were taken using 2" O.D. split & MCID sampler with a 50 drop, between 2" & 10" by the Area Associates, Inc.
 2. Depth borings used 3" O.D. Chicago and a 30" L. drive hammer.
 3. WL indicates water level elevations.

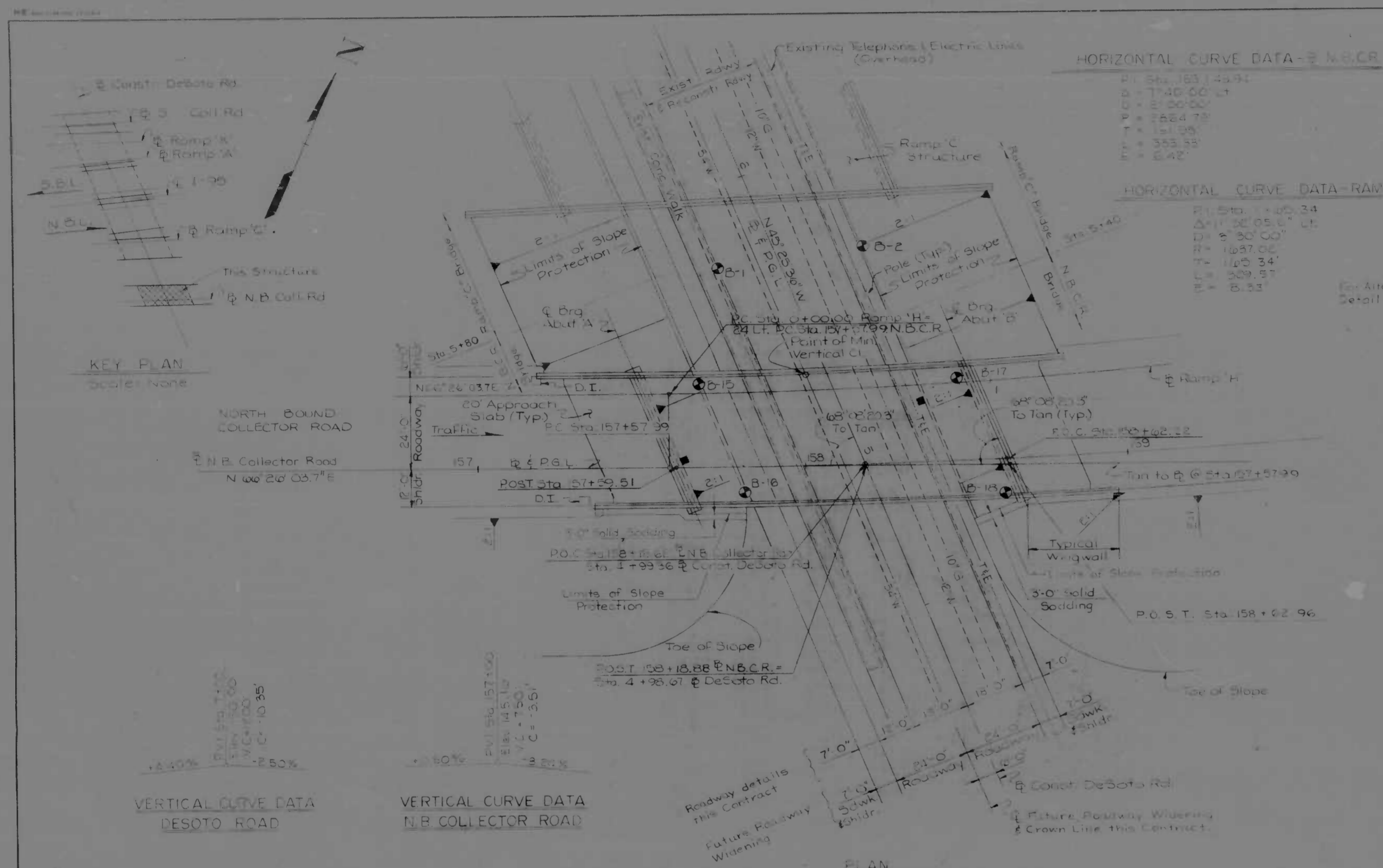
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIGBERLEY & ASSOC., INC. CONSULTING ENGINEERS Hagerstown, Md. Baltimore, Md.	INTERSTATE HIGHWAY ROUTE 1-95 RETAINING WALL NO. 2 C NO. 3 CORE BORINGS	DRAWN BY: J.F. CHECKED BY: J.F. F.P. NO. 1-95-415930 S.R.C. NO. 86-246-16-B15 BALD. CITY NO. 4195
		SCALE: 1/4" = 1'-0"	DATE: 1-24-74



CROSS SLOPE DETAIL
Scale: None

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	DAVID A. HENLEY & ASSOCIATES CONSULTING ENGINEERS 1400 N. WASHINGTON BLVD. BALTIMORE, MD.	INTERSTATE HIGHWAY ROUTE 195 MAINLINE OVER DEPOT ROAD SUPERSTRUCTURE ELEVATIONS	DRAWN BY: [Signature] TRACED BY: [Signature] F.A.P. NO. 1-95-40530 S.R.C. NO. 80-246-56-615 BALTO. CITY NO. 4199
		SCALE: NONE	DATE: 5-24-71

PROJECT NO.	DATE	SCALE	BY	CHECKED
3	MD	1-95-4(5900)	9/9	11/1

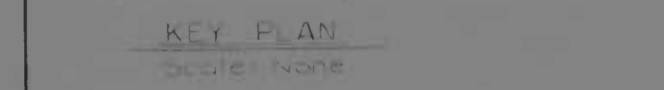
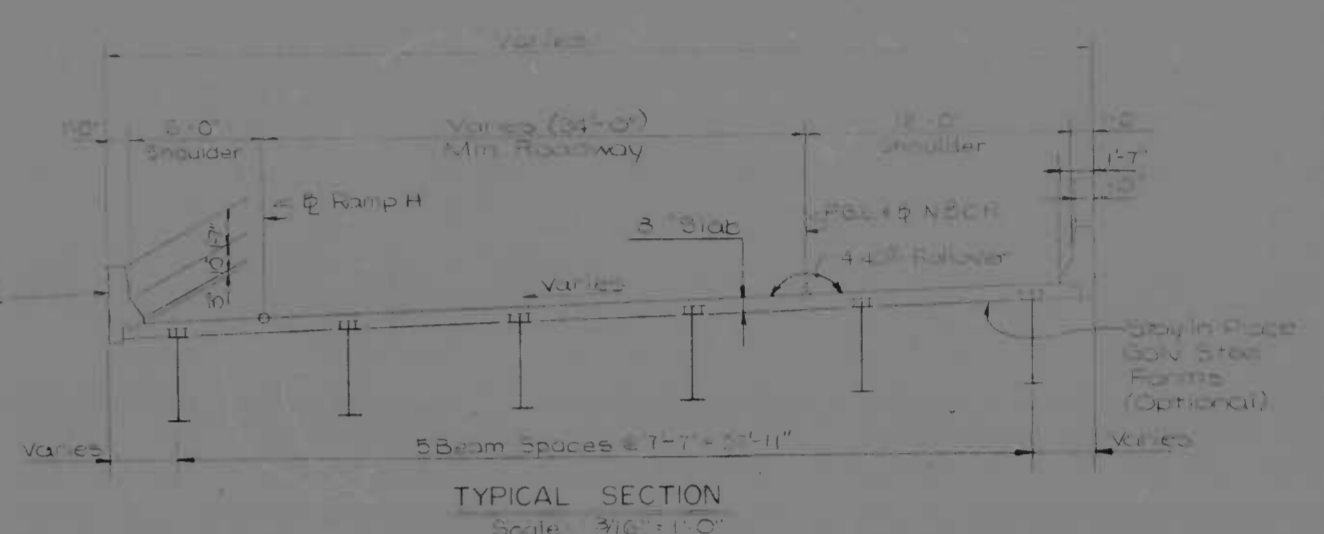


HORIZONTAL CURVE DATA - N.B.C.R.

PI	Sta. 153 + 44.91
PC	7 + 40.00
PT	8 + 20.00
LC	1664.75
TA	101.95
EA	353.33
EA'	6.42'

HORIZONTAL CURVE DATA - RAMP 'H'

PI	Sta. 145 + 34
PC	12 + 00.00
PT	13 + 00.00
LC	1027.00
TA	110.34
EA	309.57
EA'	8.53'



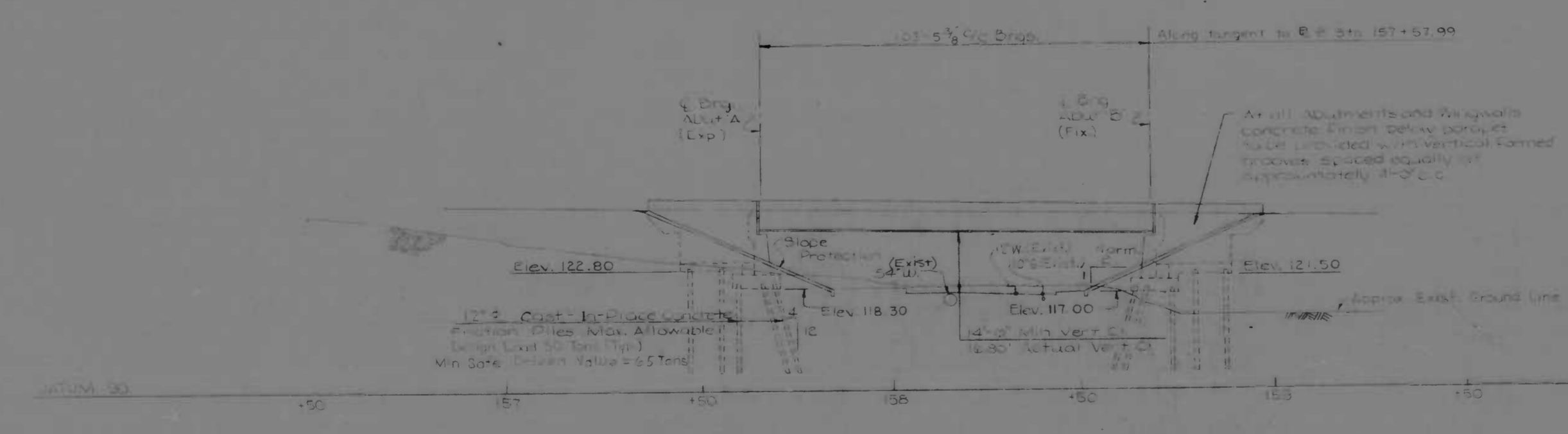
VERTICAL CURVE DATA DESOTO ROAD

PI	Sta. 157 + 00
PC	155 + 00
PT	159 + 00
LC	1000
TA	10.95
EA	250%

VERTICAL CURVE DATA N.B. COLLECTOR ROAD

PI	Sta. 157 + 00
PC	155 + 00
PT	159 + 00
LC	1000
TA	10.95
EA	250%

PLAN
Scale: 1" = 20'



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

LIST OF DRAWINGS

TITLE	SHEET NO.
GENERAL PLAN & ELEVATION	5-9
ABUTMENTS A & B	5-10
ABUTMENT DETAILS	5-11
PAVING PLAN & STEEL DETAILS	5-12
SLAB PLAN	5-13
FOUNDATION AND TYPICAL DETAILS	5-14
UNDER BRIDGE LIGHTING	5-15
LISTING & TYPICAL DETAILS	5-16
TYPICAL DETAILS	5-17

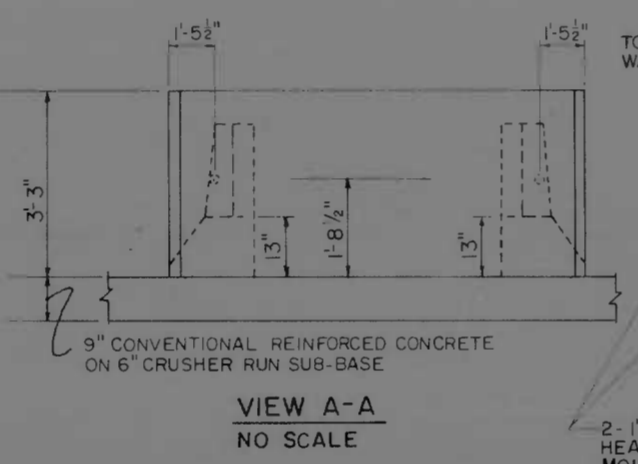
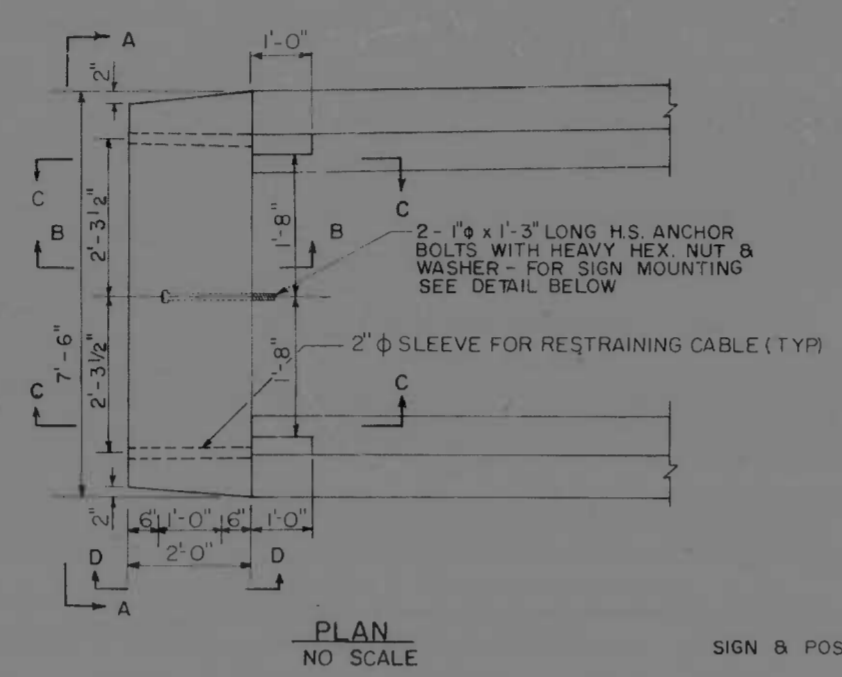
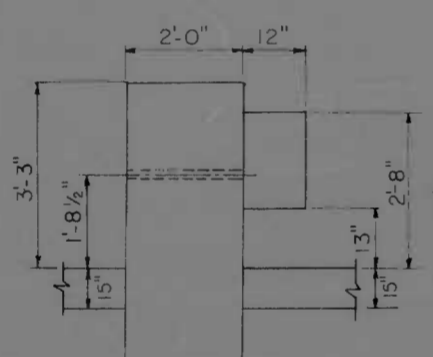
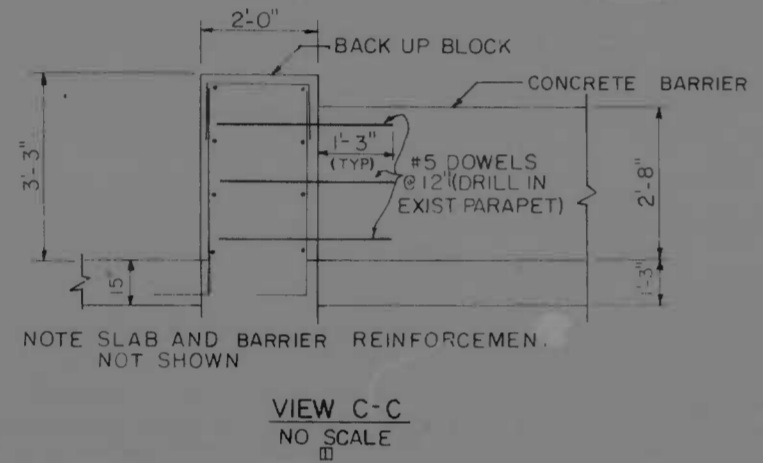
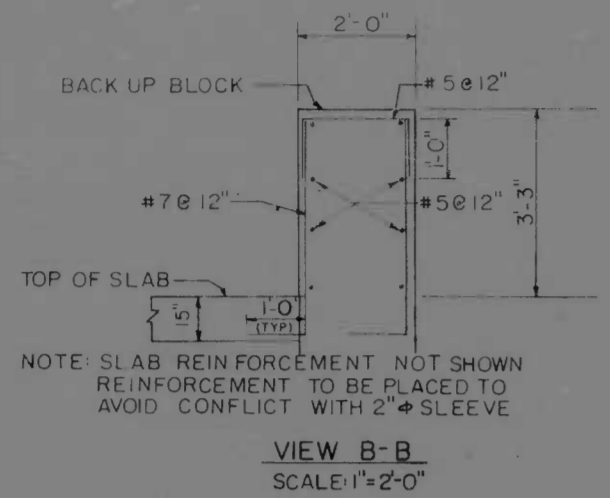
GENERAL NOTES:

- Design specifications:** S.R.C. Specifications and Errata dated March 1998, and Section Provisions, A.A.S.H.O. Standard Specifications for Highway Bridges dated 1973 and interim specifications dated 1974, as modified by the Engineering Design Criteria for Baltimore City Interstate Highways. Reinforced concrete design shall be in accordance with ACI 318-95, all other materials per 1995 spec.
- Loadings:** HS20-44 on Two 24000 lb axles spaced 14'-0" apart with 10000 lb axle.
- Concrete:** Concrete shall have the following minimum compressive strength at age 28 days: Deck and Pier (per 4500 psi), 4500 psi; 3000 psi.
- Concrete:** All exposed corners of concrete shall be chamfered with a 3/4" radius. Chamfered number strips shall be placed on all chamfers.
- Steel Bar Reinforcement:** Steel Bar Reinforcement shall conform to A615, Grade 60, except for 40# and 60# and splices shall meet a minimum yield strength of 60 ksi. All Bar Reinforcement shall have a minimum lap length except as noted. All Steel Reinforcement in Bridge Deck Slabs and Structural Steel shall be A572M, Grade 50 (A36 (Lower) per Special Provisions).
- Excavation:** See Special Provisions.
- Benchmarks:** Indicated Bridge Benchmarks.
- Bench Marks:** See Sheet 5-1.
- Epoxy Coating:** Two coats of pure epoxy coating shall be applied to all abutment seats, pedestals, abutment backfills and exposed portion of abutment stems directly below abutment seats.
- Under Bridge Lighting:**
 - Wall Mounted Fixture
 - Fixture attached under substructure
 For Details See Lighting Details Sheet No. 5-14.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY & ASSOC./INC. CONSULTING ENGINEERS Hagerstown, Md. Baltimore, Md.		
		DRAWN BY: [Signature] TRACED BY: [Signature] F.A.P. NO.: [Number] S.R.C. NO.: [Number] BALTO. CITY NO.: [Number]	
		DATE: 3/14/79 SCALE: 1/4" = 1'-0"	

REV. NO.	DATE	BY	CHK.
3	MD. I-95-4(59)30 T 10		

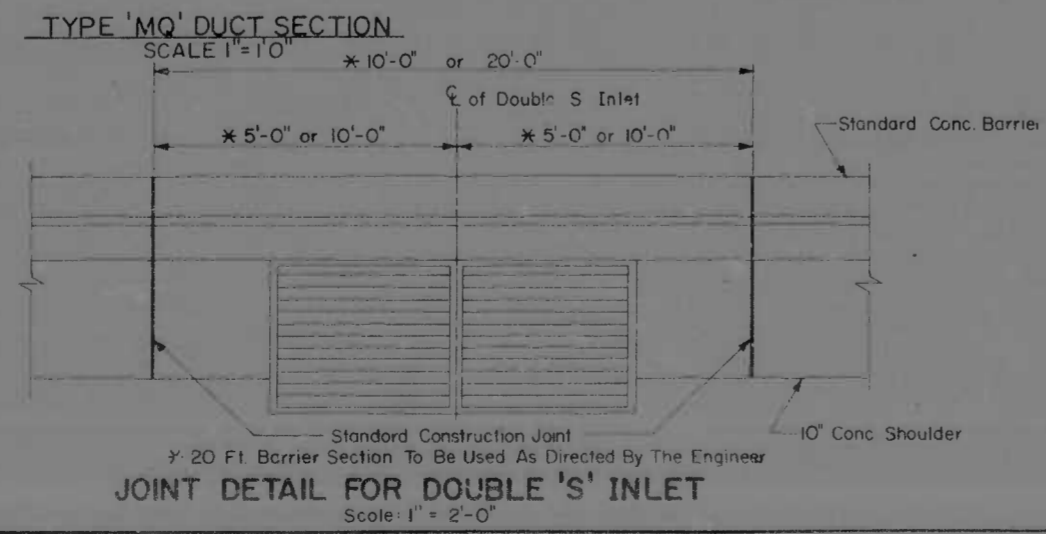
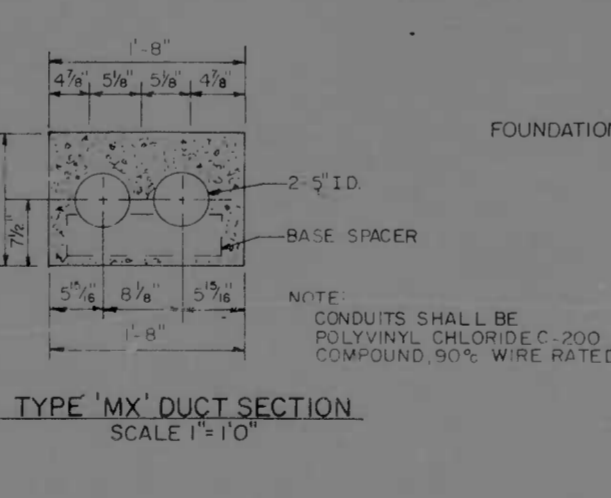
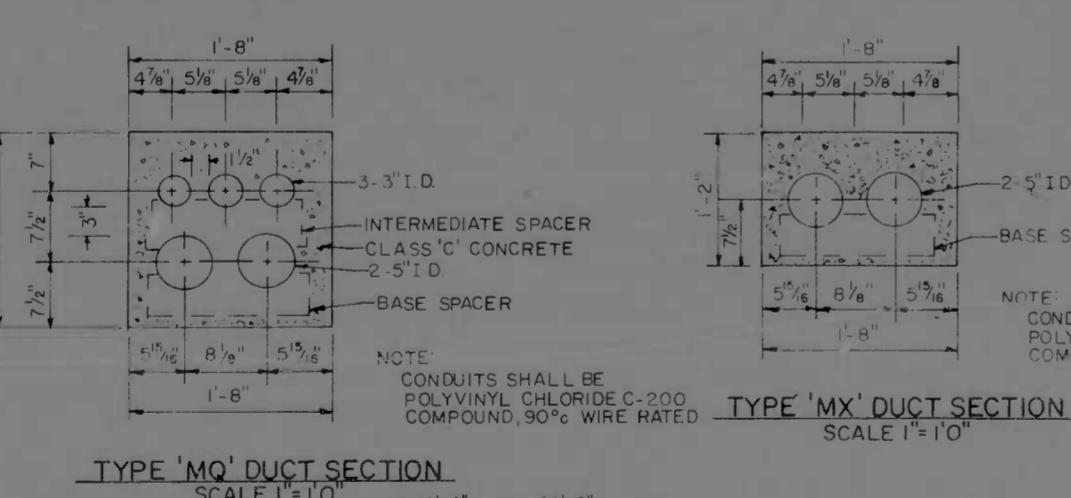
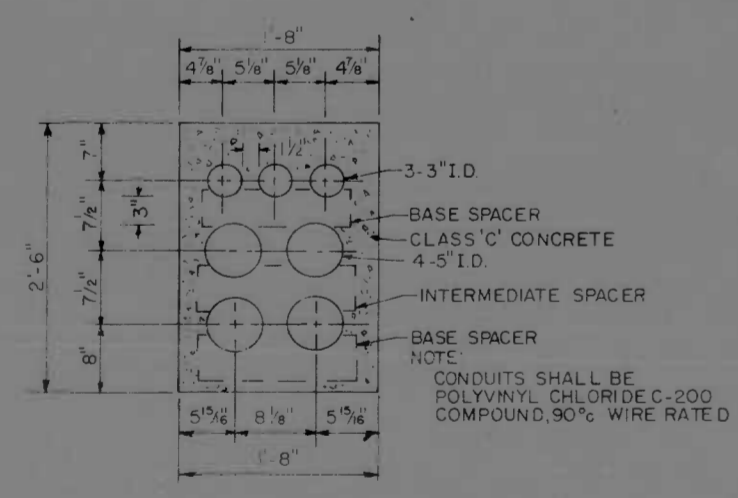
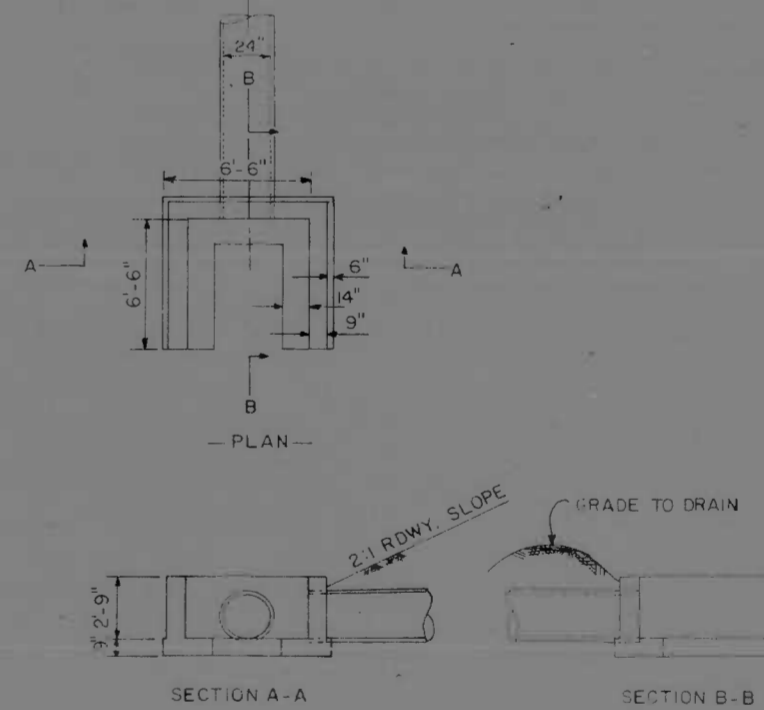
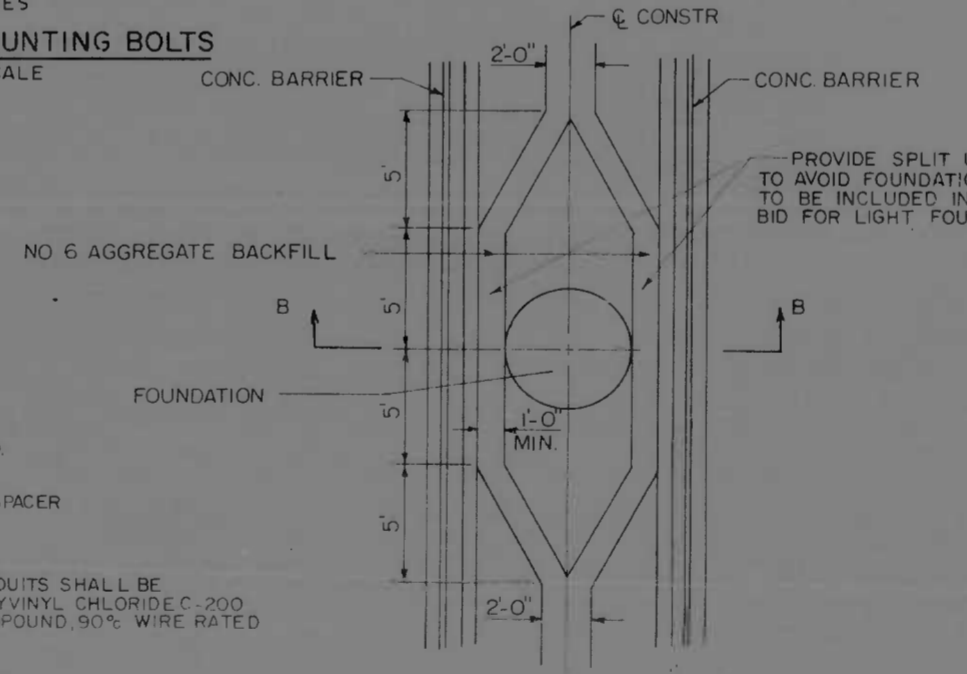
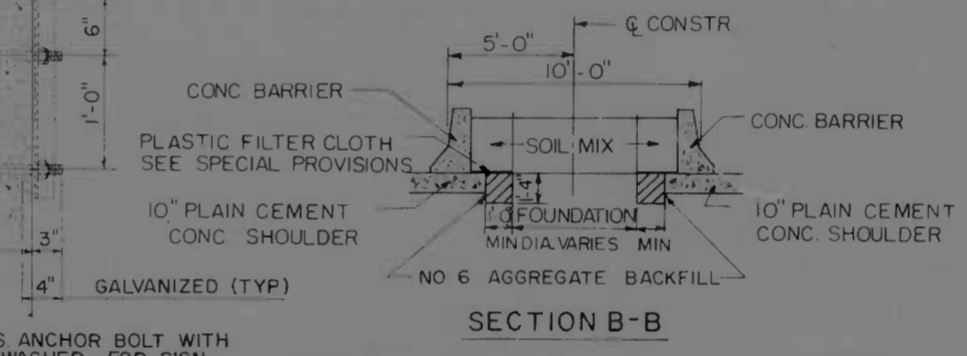
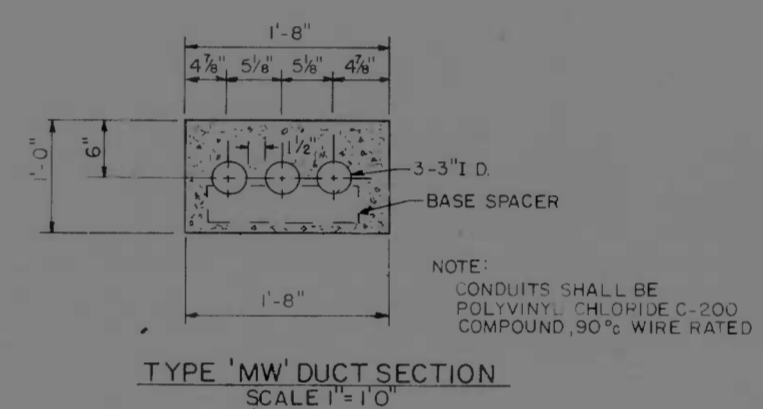
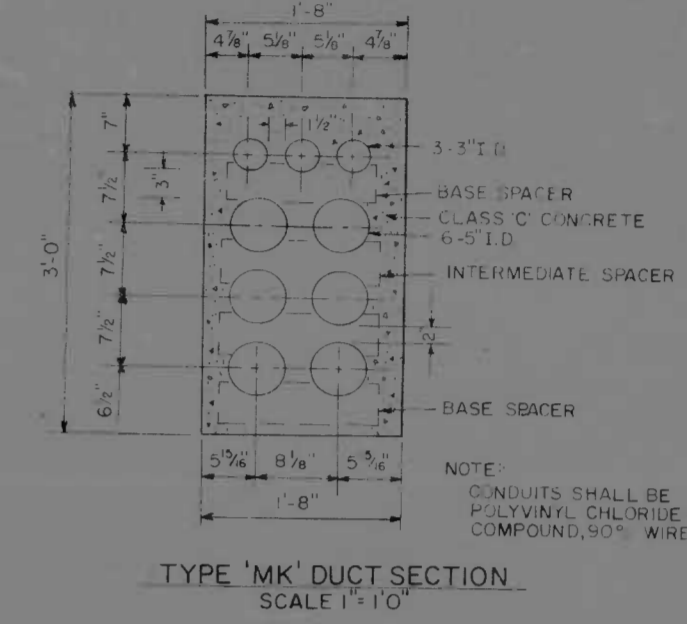
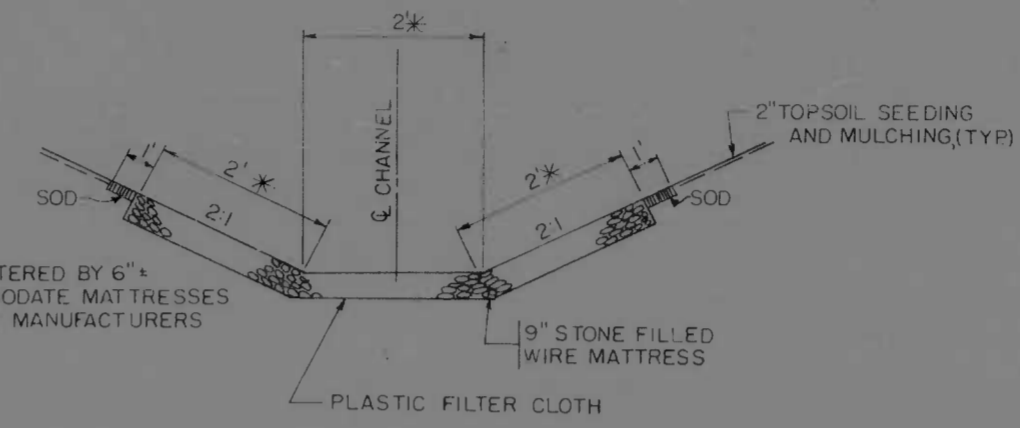
BACK-UP WALL FOR ENERGY ABSORPTION DEVICE



DETAIL - SIGN MOUNTING BOLTS

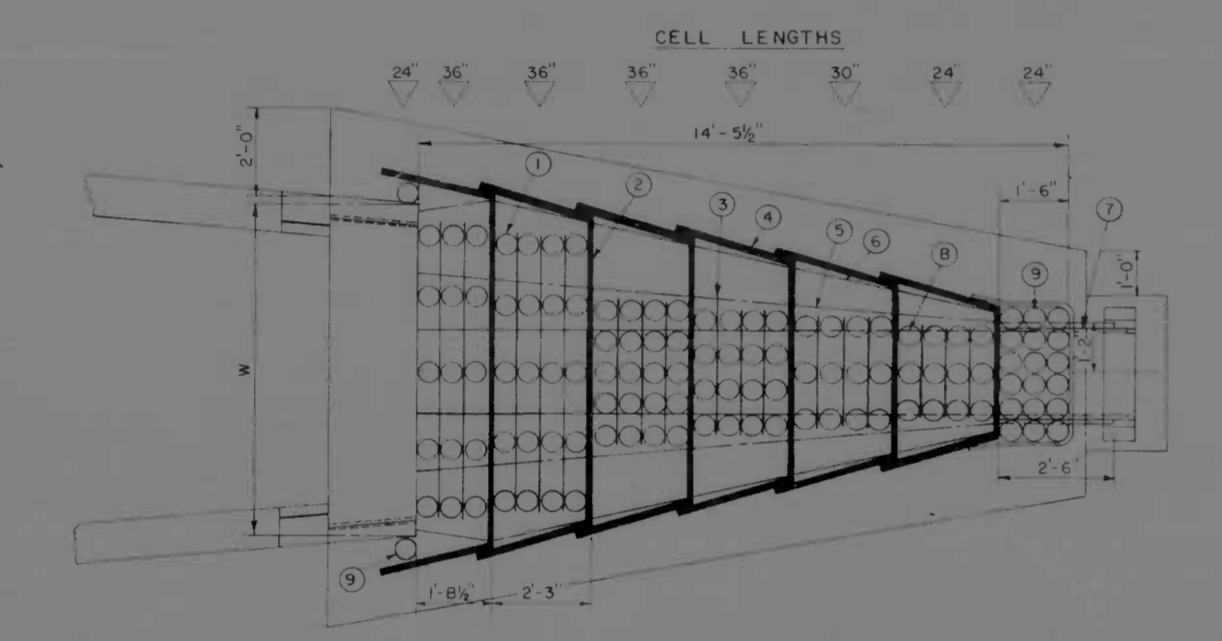
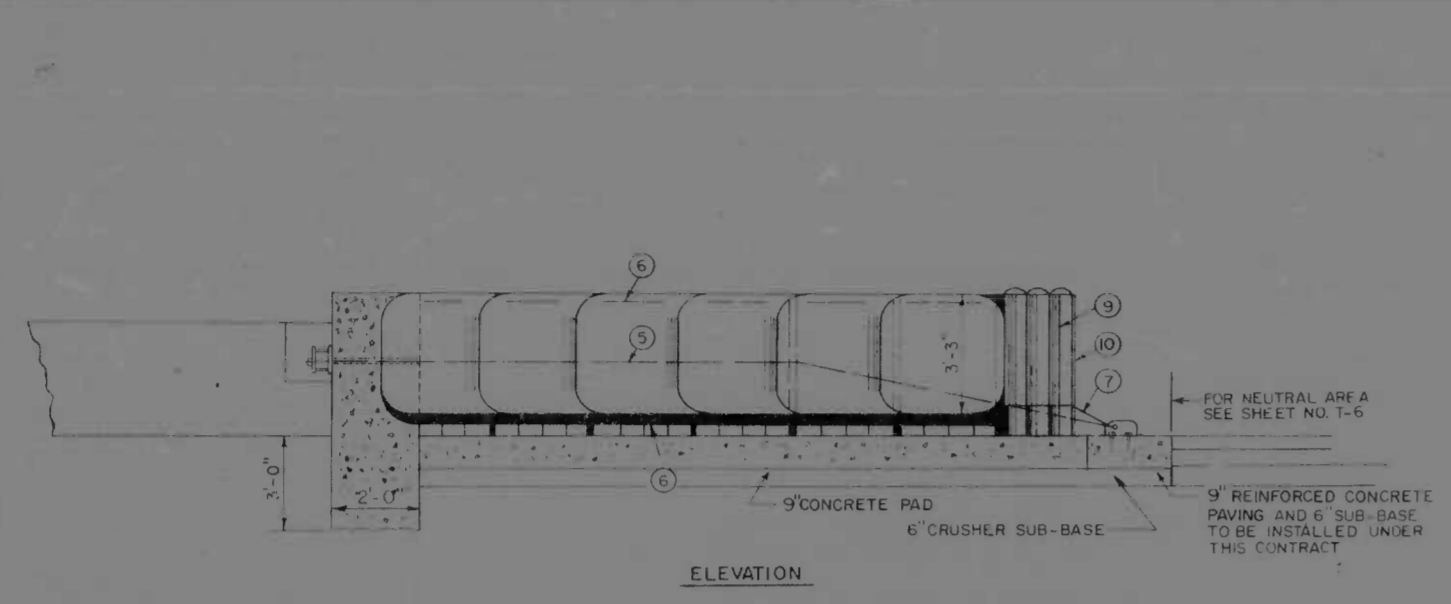


- NOTES:
- 1- THE CONTRACTOR SHALL VERIFY LOCATION OF ANCHOR BOLTS IN BACK-UP WALL PRIOR TO FABRICATION OF SPECIAL SIGNS.
 - 2- ANCHOR BOLTS IN BACK-UP WALL SHALL CONFORM TO THE REQUIREMENTS OF A.S.T.M. DESIGNATION A.S.T.M. A-25



REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIRBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: W.G.P. TRACED BY: W.G.P. F.A.P. NO. I-95-4(59)30 S.H.C. NO. 301.155-54.81.1 BALTO. CITY NO. 719
		SCALE: AS SHOWN	DATE: _____ DES. BY: _____ CHK. BY: _____ SHEET NO. 112 OF 118

MOD. E ENDWALL STA. 20+67 S.B. COLL. RD. RT.



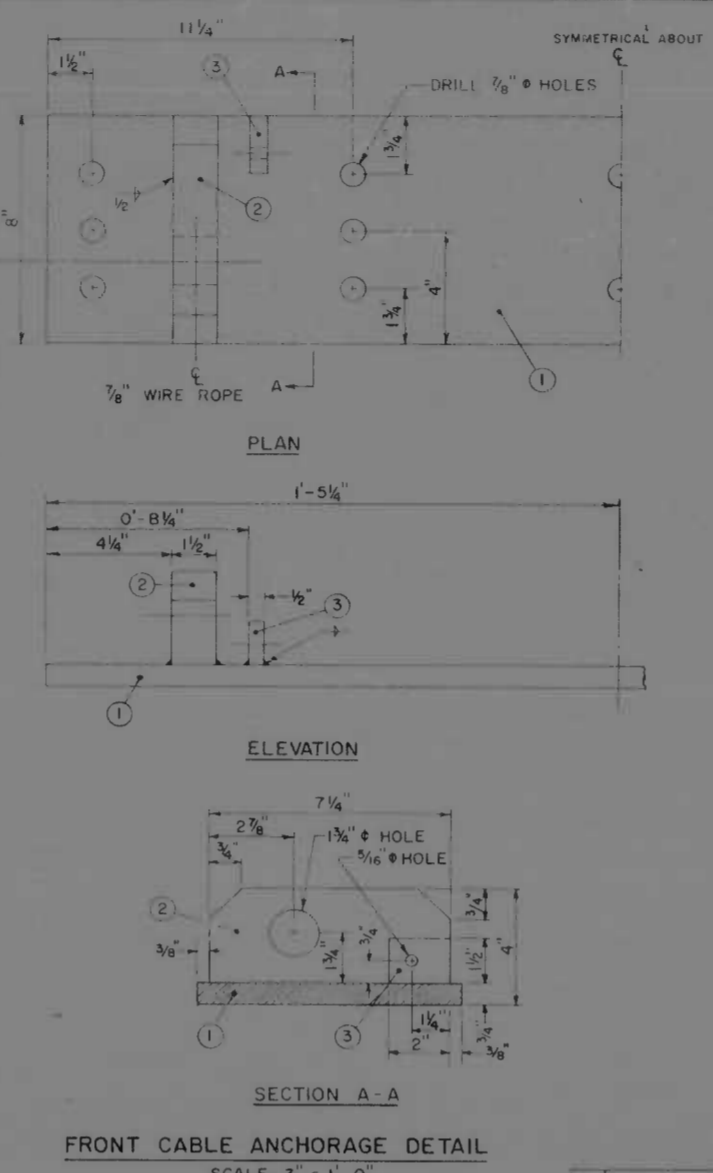
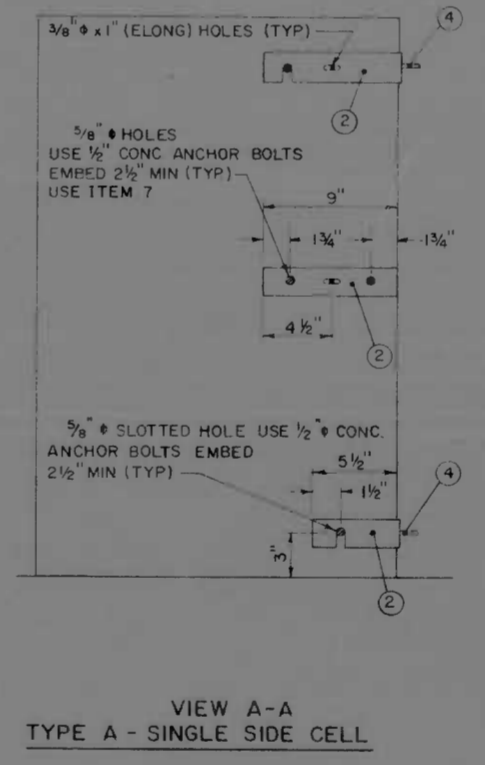
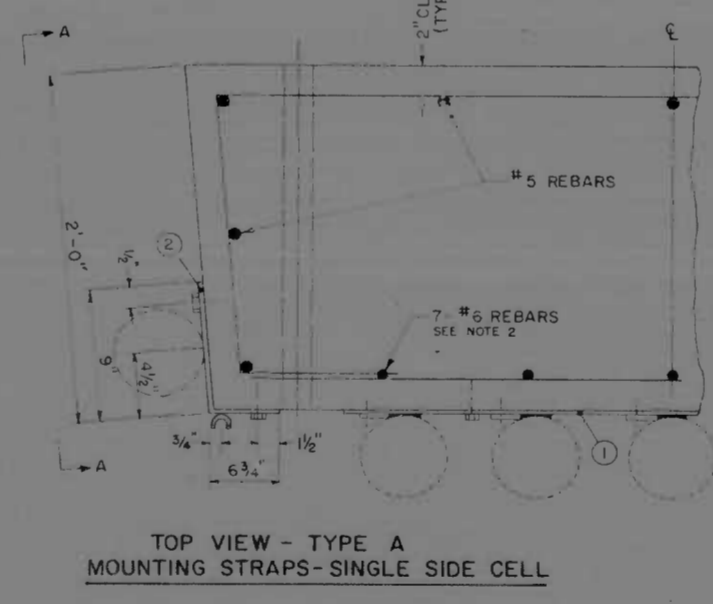
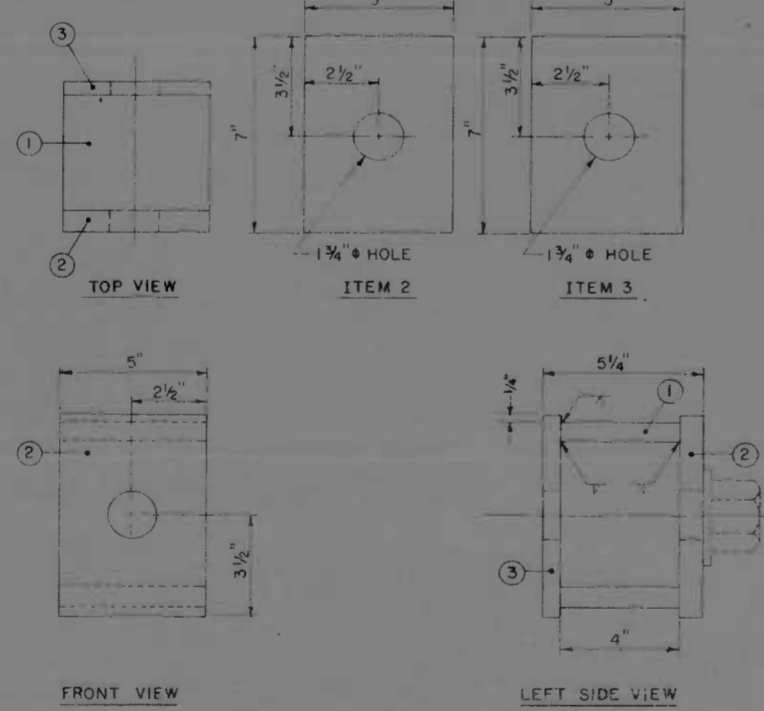
DESIGN VELOCITY 60 MPH
AVERAGE G'S 1.11
ESTIMATED FORCE ON BACKUP STRUCTURE TO KIPS (PEAK)

LEGEND

- ① HI-DRO CUSHION CELLS
- ② DIAPHRAGMS
- ③ INTERIOR PANELS
- ④ FENDER PANELS
- ⑤ RESTRAINING CABLES
- ⑥ PULL-OUT CABLES
- ⑦ SECONDARY CABLES
- ⑧ SLIDE STRAPS
- ⑨ STD VINYL CELL
- ⑩ SAFETY-FLEX BELT

TABULATION OF WIDTH

MODEL NO.	DESCRIPTION	WIDTH - W
11307565	Sta. 3+35 Lt. Ramp 'C'	3'-0"
20971565	Sta. 4+10 Lt. Ramp 'K'	7'-6"

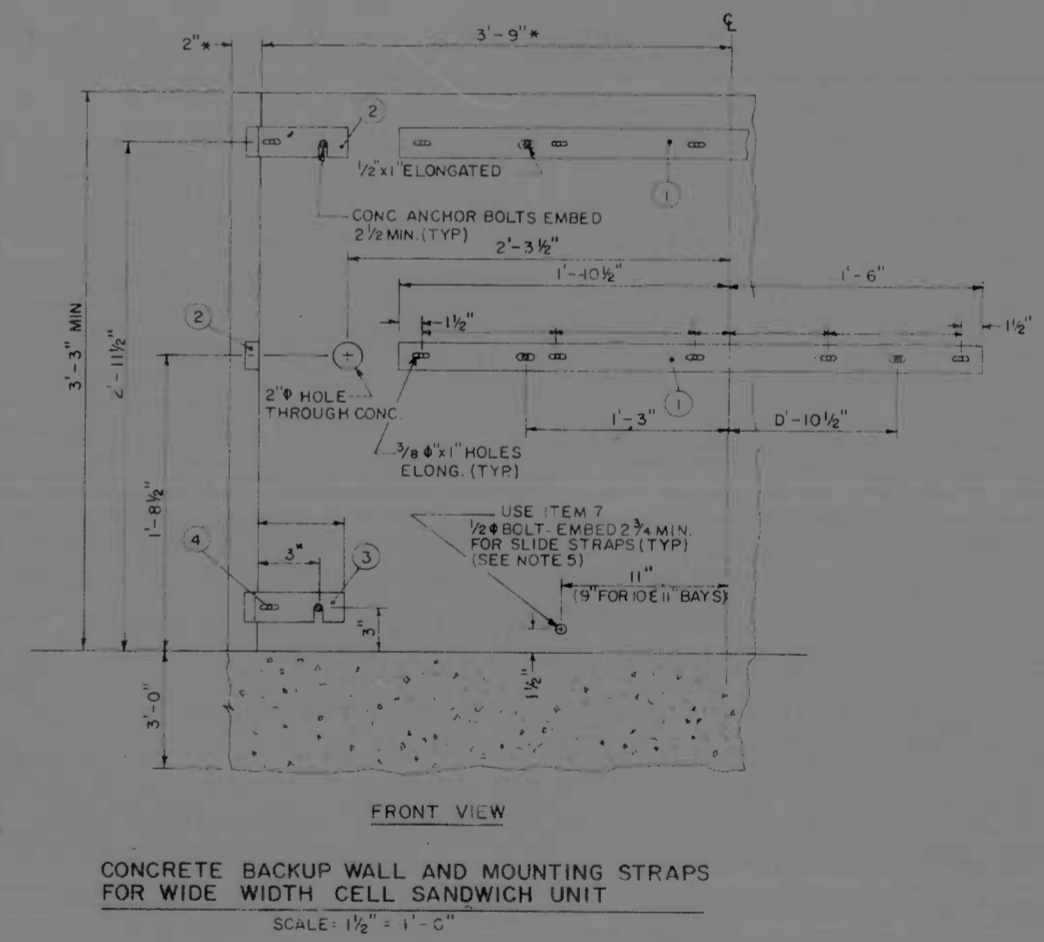


MATERIALS LIST

ITEM	STOCK NO.	DESCRIPTION	REQ'D
1		BAR 5"x3"x4"	2
2		5"x3"x7"	1
3		5"x1/2"x7"	1
1		3/4"x2"x2'-0 1/2"	1
2		1 1/2"x3/4"x2'-1/4"	2
3		1/2"x1 1/2"x2"	2
1		FB 2"x1/2"x3"	2
2		2"x1/2"x1'-2 1/2"	4
3		2"x1/2"x9"	2
4		CABLE CLIPS 3/8"	4
5		CARRIAGE BOLTS 1/2"x4"	4
6		CONC. ANCHOR BOLTS 3/8"x4"	8

NOTES

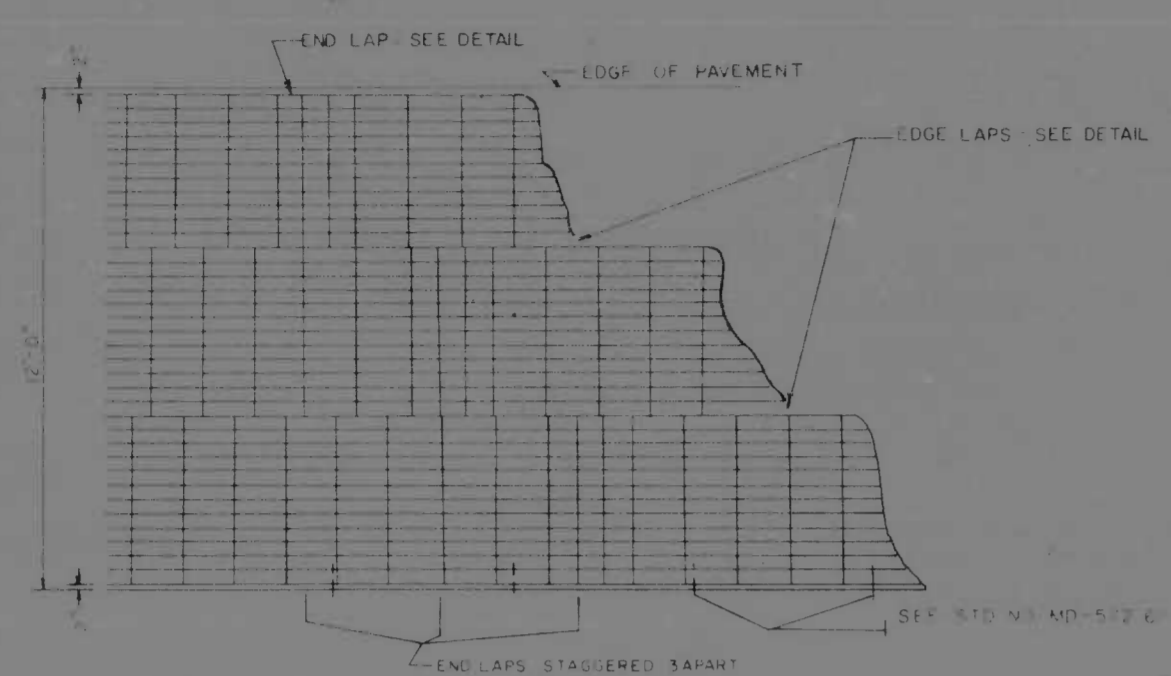
- ANCHORS PREFERRED
- BOLTS MIN REQ'D PLACED SYMM ABOUT PLATE
- ANCHOR BOLTS SHALL BE 3/8"-10x6/4 MOLLY PARABOLTS



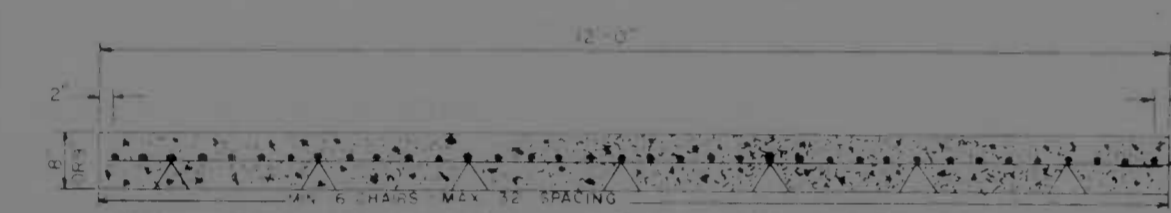
NOTES

- DIMENSIONS SUGGESTED FOR NEW CONST. - MAY VARY WHEN USING AN EXISTING WALL
- VERTICAL REINFORCEMENT IN FRONT FACE SHALL BE 7'-6" EQUALLY SPACED
- 10'-7" EQUALLY SPACED WOULD BE REQUIRED FOR WALL 1'-0" THICK. ALL OTHER REINFORCEMENT SHALL BE 5/8" APPROX 10' C/S.
- IF CONC BACKUP IS LOCATED ON CONC DECK, ALL VERTICAL STEEL SHALL BE DOWELLED INTO DECK
- MAX OVERTURNING MOMENT AT DECK LINE WILL BE APPROX 1265 KIP-IN FOR SHORT DURATIONS OF 424 MILLISECONDS
- IF DESIRED THIS BOLT CAN BE RELOCATED TO A POINT 1/4" FORWARD OF BACKUP INTO DECK
- SLIDE STRAPS ARE PRE-DRILLED TO ALLOW FOR EITHER CHISEL
- BACK BLOCK TO BE CONSTRUCTED UNDER ROADWAY PORTION OF CONTRACT SEE DETAIL ON SHEET NO. T-3

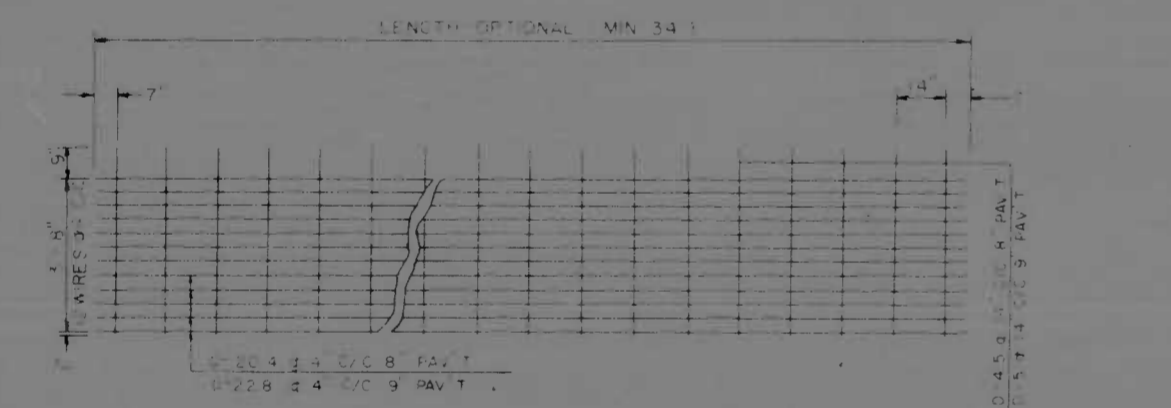
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.	INTERSTATE .95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: TRACED BY: D.E.T. DES. BY: CHK. BY: F.A.P. NO. I-95-4159130 S.R.C. NO. BC.246-36-815 BALTO. CITY NO. 2195
		SCALE: AS SHOWN	DATE: SHEET NO. 0121 T-18



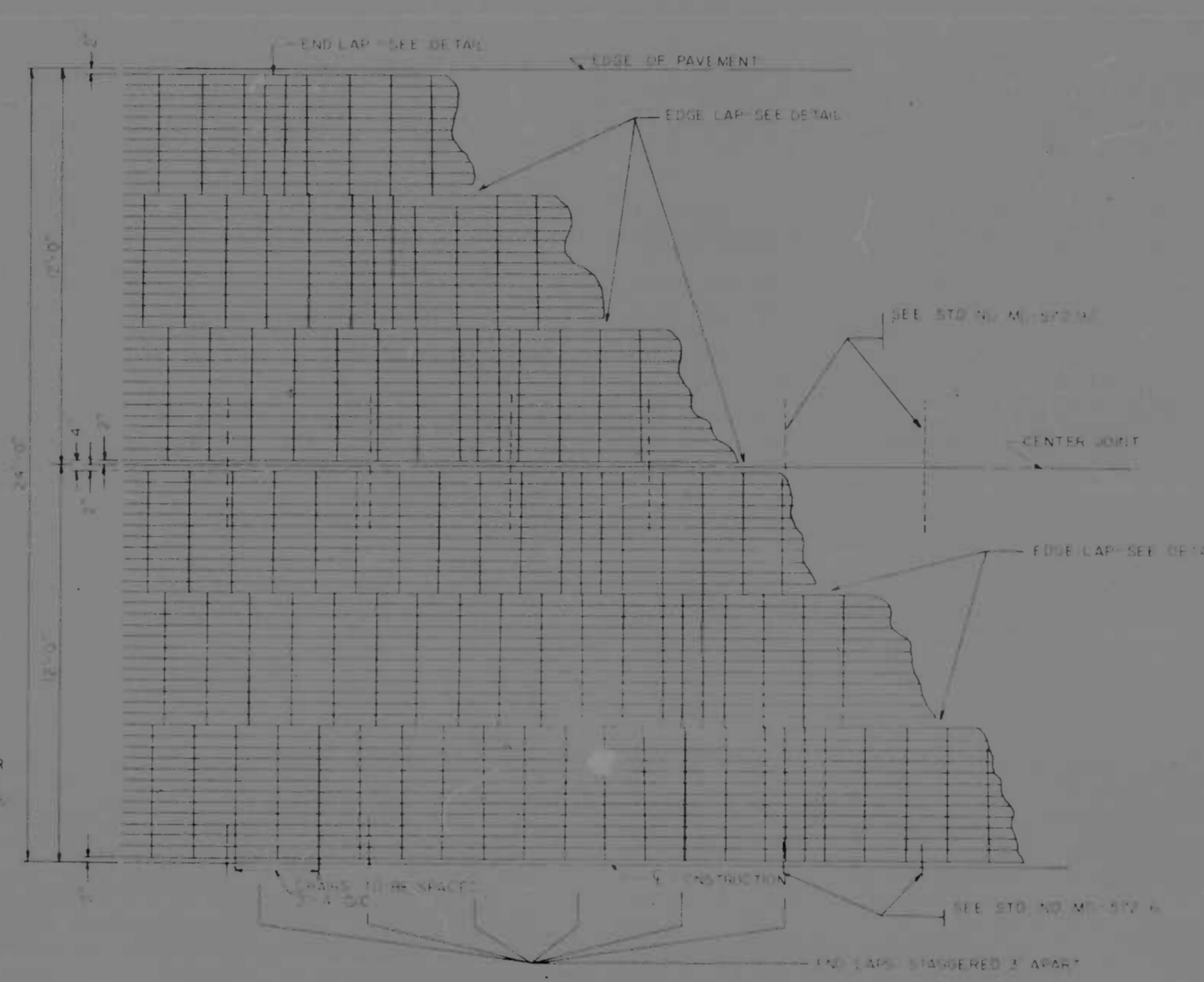
PLAN
SCALE 3/8" = 1'-0"



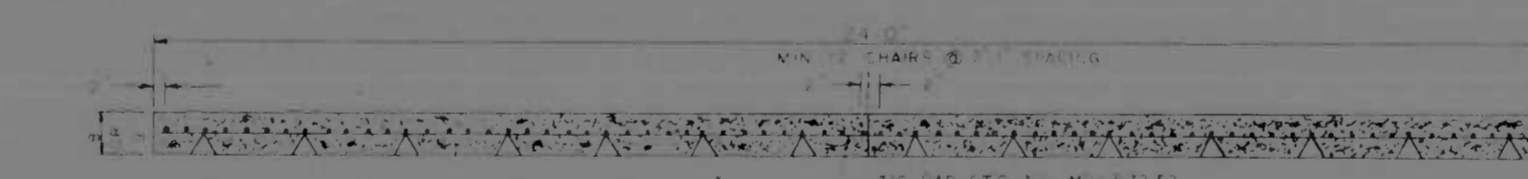
TRANSVERSE SECTION
SCALE 3/4" = 1'-0"



TYPICAL FABRIC SHEET
SCALE 3/8" = 1'-0"



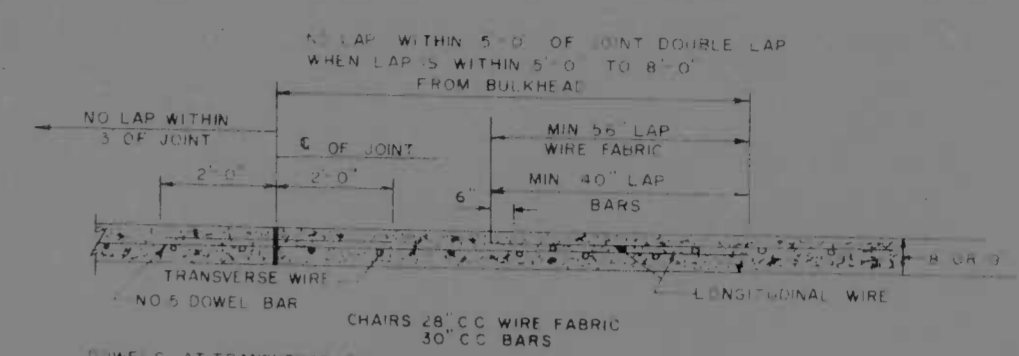
PLAN
SCALE 3/8" = 1'-0"



TRANSVERSE SECTION
SCALE 3/4" = 1'-0"

NOTE: THE SHEET OF WELDED DEFORMED STEEL WIRE FABRIC WHEN PRELACED SHALL BE SUPPORTED IN POSITION BY CHAIR SUPPORTS OF ANY TYPE SATISFACTORY AND CAPABLE OF PROVIDING ADEQUATE SUPPORT UNTIL THE CONCRETE IS PLACED THROUGH THE OPENINGS. SHEETS OF WELDED DEFORMED STEEL WIRE FABRIC MAY BE REPLACED WITH THE TRANSVERSE WIRE FABRIC SHOWN.

NOTE: THERE WILL BE NO 8" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT ON THIS PROJECT.

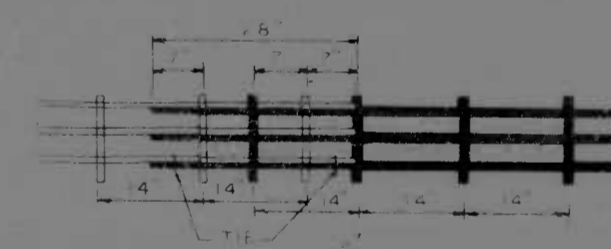


BULKHEAD JOINT AND LAP DETAIL
REINFORCEMENT BY MECHANICAL MEANS
SCALE 1/2" = 1'-0"

REINFORCEMENT BY MECHANICAL MEANS IS USED THE BAR OR WIRE FABRIC MATS SHALL BE DOUBLE LAPPED AS SHOWN ABOVE. WHEN THE OPTION OF PLACING REINFORCEMENT ON CHAIRS OR CHAIR BARS IS USED THE BAR OR WIRE FABRIC MATS SHALL BE LAPPED AS SHOWN ON SHEET NO. 13.



EDGE LAP DETAIL
SCALE 1/2" = 1'-0"

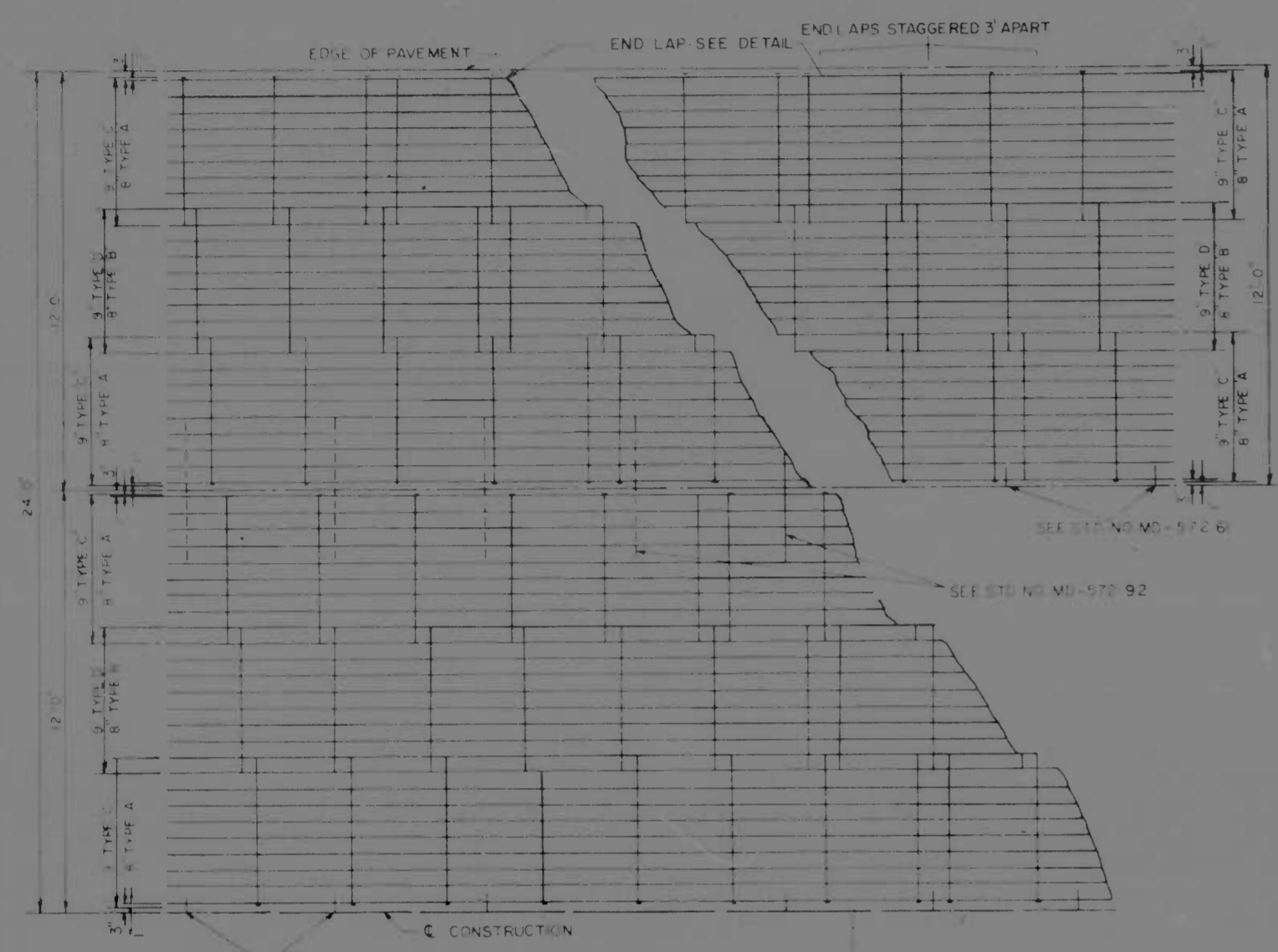


END LAP DETAIL
SCALE 1/2" = 1'-0"

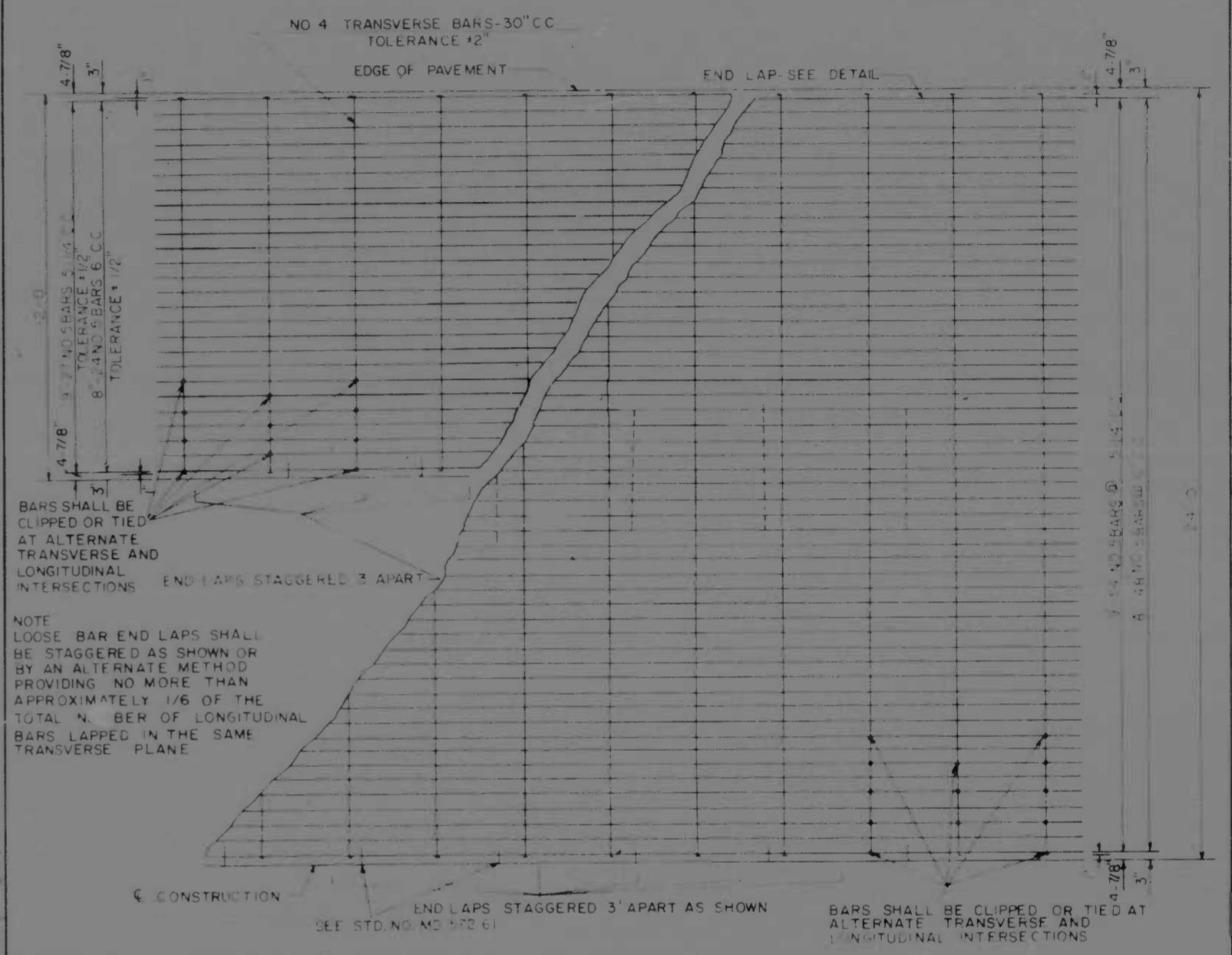
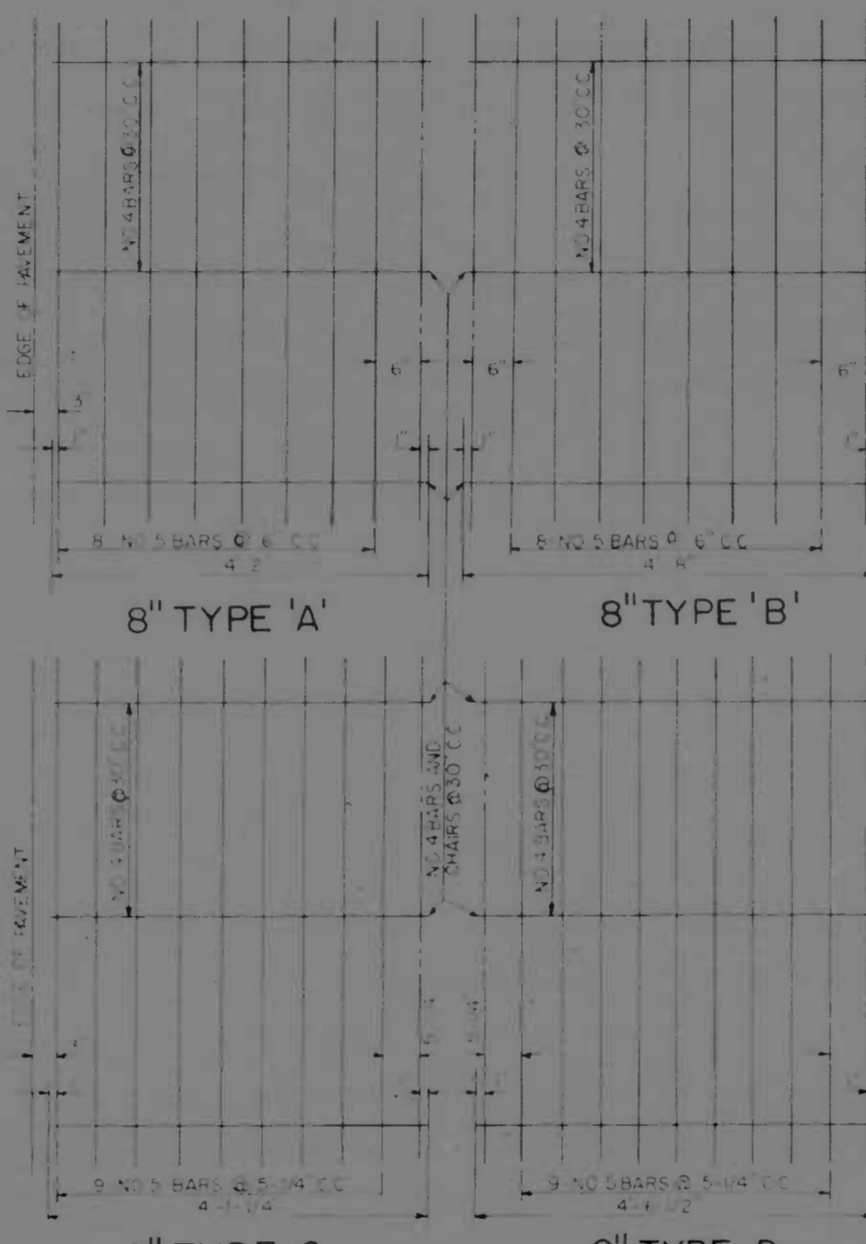
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

WELDED DEFORMED STEEL WIRE FABRIC REINFORCEMENT

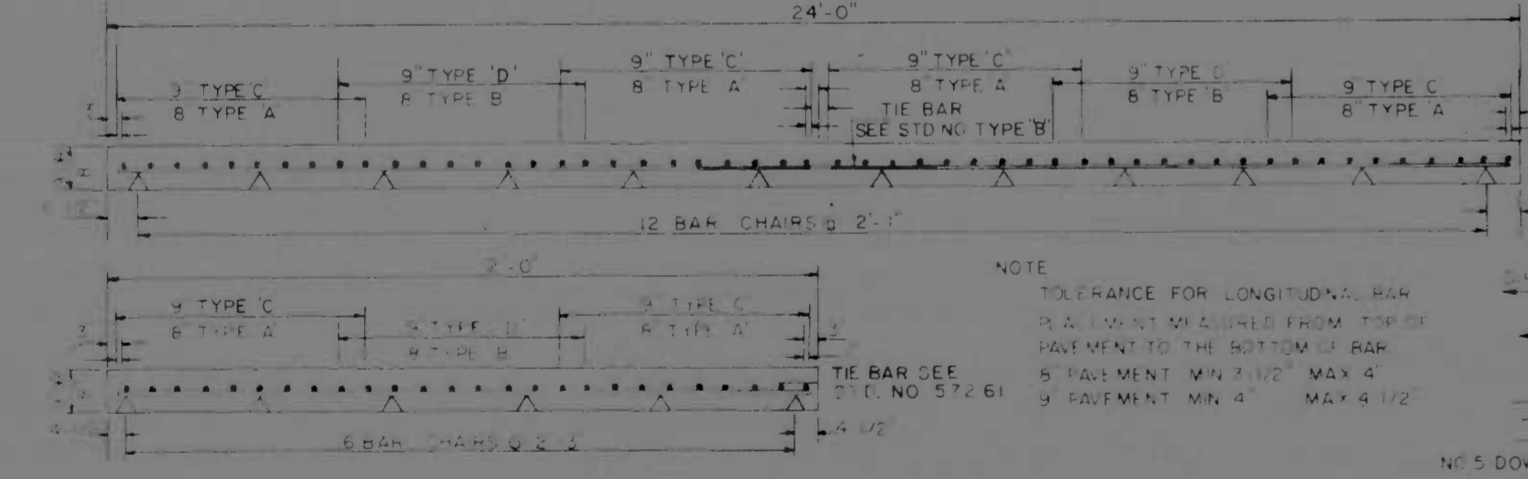
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS INDERSIDEWALK, BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: I.D.B. CHECKED BY: I.D.B. F.P. NO. 1-95-4(59)30 SHEET NO. 85-746-24-615 BALTIMORE, MD.
		SCALE: AS SHOWN	DATE: APRIL 1995



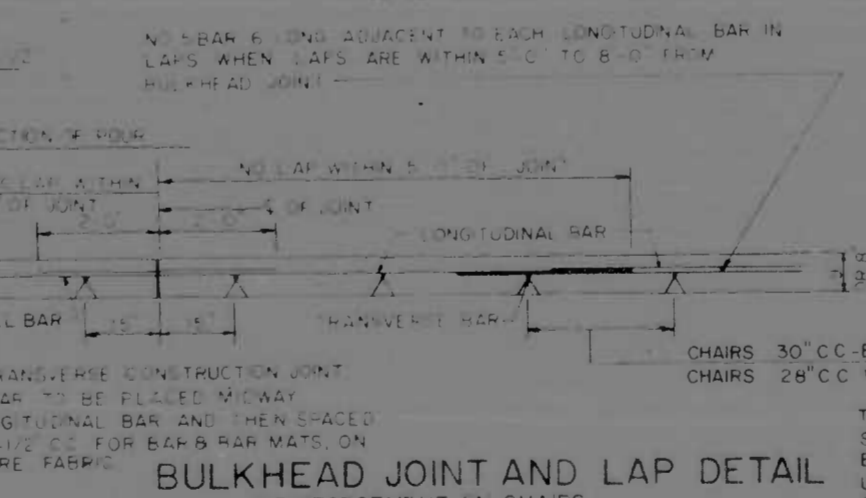
PLAN - BAR MATS
SCALE 3/8" = 1'-0"
LENGTH OPTIONAL 35' MINIMUM



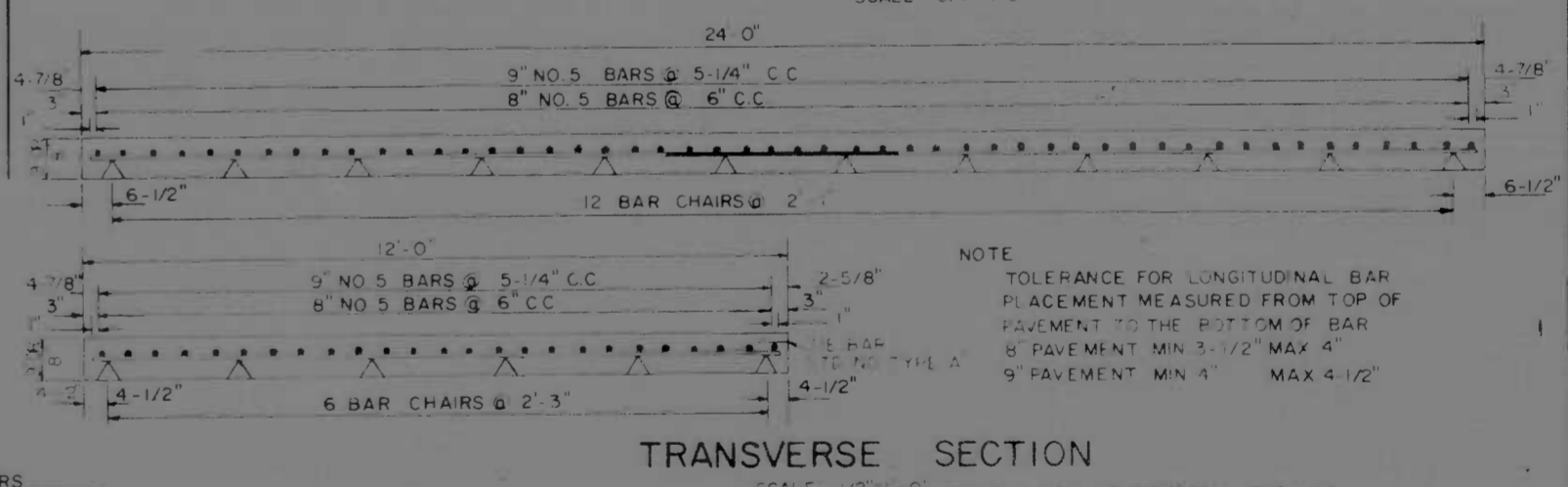
PLAN - LOOSE BARS
SCALE 3/4" = 1'-0"



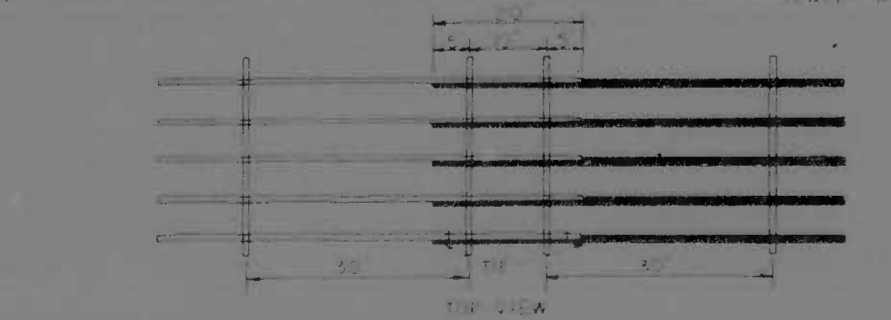
TRANSVERSE SECTION
SCALE 1/2" = 1'-0"



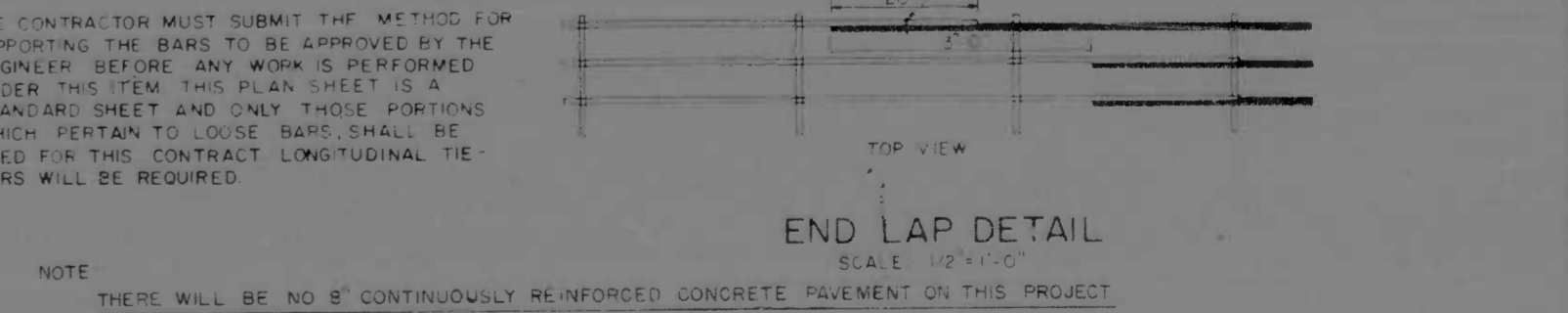
EDGE LAP DETAIL - BAR MATS
NOT TO SCALE



TRANSVERSE SECTION
SCALE 1/2" = 1'-0"



END LAP DETAIL
SCALE 3/4" = 1'-0"

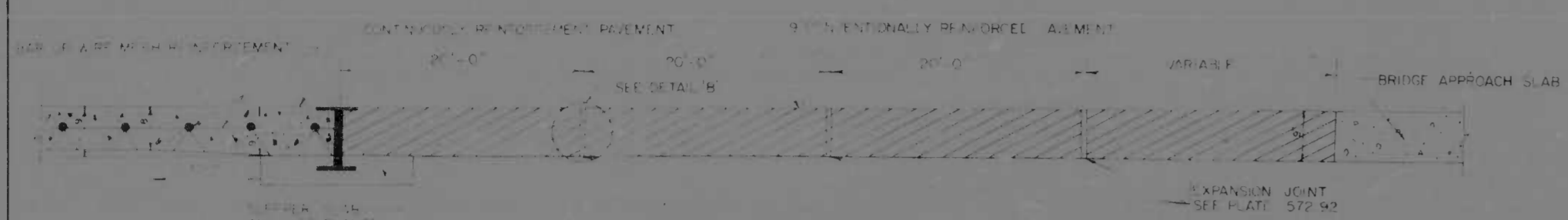


END LAP DETAIL
SCALE 1/2" = 1'-0"

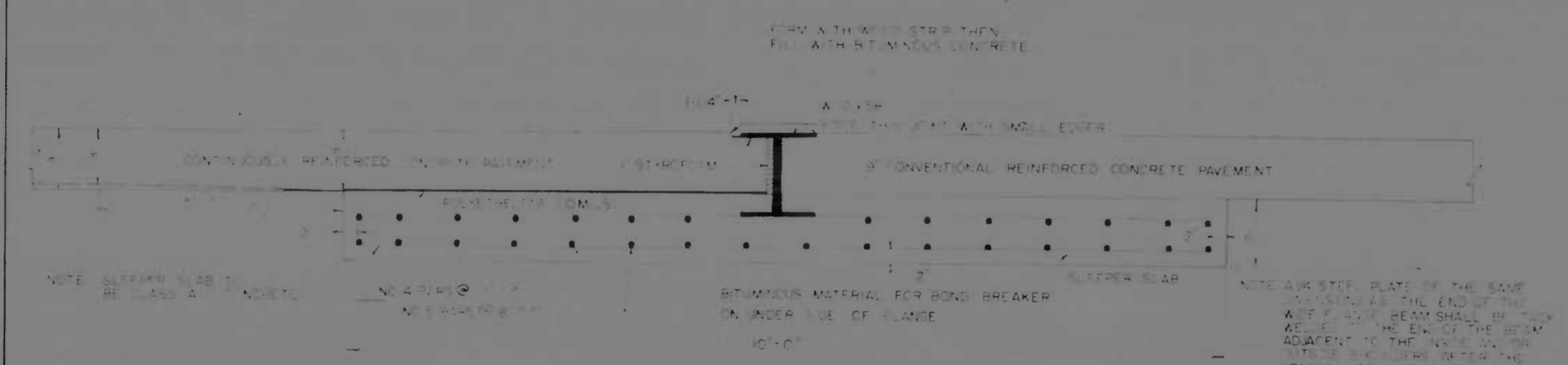
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT
BAR STEEL REINFORCEMENT

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER WILBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DELSOTO ROAD	DRAWN BY: JCR CHECKED BY: JCR DATE: APRIL 1973
		SCALE AS SHOWN	DATE: APRIL 1973

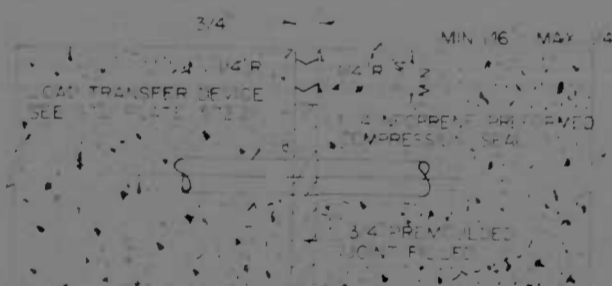
3 MD 1-95-415930 P-14 (112) 218



TERMINAL JOINT LAYOUT
NOT TO SCALE



DETAIL 'A'
SLEEPER SLAB AND WIDE FLANGE TERMINAL JOINT
SCALE 3/4" = 1'-0"



EXPANSION JOINT DETAIL 'B'
SCALE 3/4" = 1'-0"



WIDE FLANGE BEAM ANGLE TIE
NOT TO SCALE

TERMINAL JOINT
BAR MATS, BARS, WIRE FABRIC

NOTE
THERE WILL BE NO 8" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT ON THIS PROJECT

SAWED JOINT

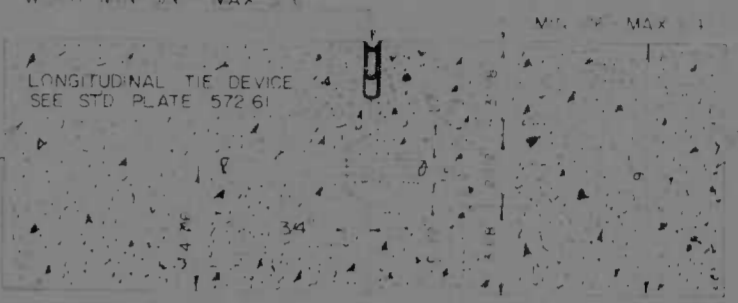
DEPTH MIN 1/4" TO PERMIT INSTALLATION OF 7/8" NEOPRENE PREFORMED COMPRESSION SEAL WIDTH MIN 3/8" MAX 5/8"



LONGITUDINAL CONSTRUCTION JOINT FOR 12' WIDTH PAVING WITH 8" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT.

SAWED JOINT

DEPTH MIN 1/4" TO PERMIT INSTALLATION OF 7/8" NEOPRENE PREFORMED COMPRESSION SEAL WIDTH MIN 3/8" MAX 5/8"



LONGITUDINAL CONSTRUCTION JOINT FOR 8' WIDTH PAVING WITH 8" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT.

SAWED JOINT

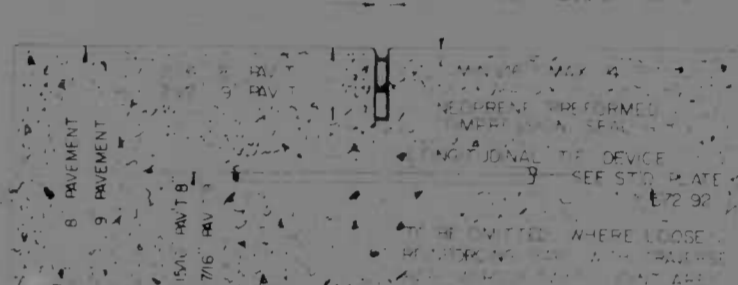
DEPTH MIN 1/4" TO PERMIT INSTALLATION OF 7/8" NEOPRENE PREFORMED COMPRESSION SEAL WIDTH MIN 3/8" MAX 5/8"



LONGITUDINAL CONSTRUCTION JOINT FOR 14' WIDTH PAVING WITH 8" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT.

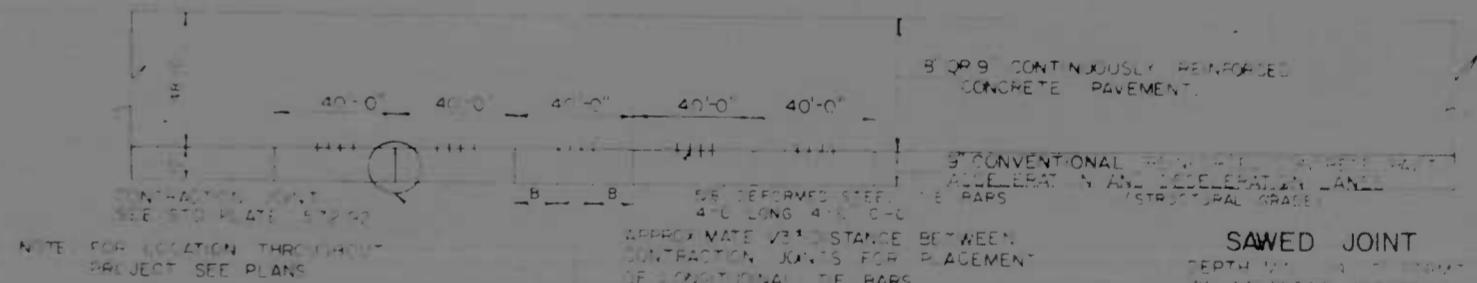
SAWED JOINT DUMMY JOINT TOOLED JOINT

DEPTH MIN 1/4" TO PERMIT INSTALLATION OF 7/8" NEOPRENE PREFORMED COMPRESSION SEAL WIDTH MIN 3/8" MAX 5/8"



LONGITUDINAL CONSTRUCTION JOINT FOR 14' WIDTH PAVING WITH 8" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT AND UNDER 9" CONVENTIONAL REINFORCED CONCRETE PAVEMENT. SAW JOINT IN 72 HOURS.

DETAILS OF LONGITUDINAL CONSTRUCTION JOINTS
SCALE 3/4" = 1'-0"



PLAN
SCALE 1/4" = 1'-0"

SAWED JOINT
DEPTH MIN 1/4" TO PERMIT INSTALLATION OF 7/8" NEOPRENE PREFORMED COMPRESSION SEAL WIDTH MIN 3/8" MAX 5/8"



LONGITUDINAL KEY JOINT ('B' DISTANCE)
SCALE 3/4" = 1'-0"

9" CONVENTIONAL REINFORCED CONCRETE PAVEMENT
ADJACENT TO 8" OR 9" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT JOINT DETAILS

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY & ASSOCIATES, INC. CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 900' EAST OF DESOTO ROAD SCALE AS SHOWN DATE JUNE 1972	DRAWN BY SLD 7/80 TRACED BY SLD 1/82 F&E NO 1-95-415930 I&E NO BC 246-56-B15 BALTO CITY NO 2195

FED. ROAD DIV. NO.	STATE	FED. PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	I-95-4(59)30	T-15	(12) T-18

SOIL LEGEND

	DUMP MAT'L		A-6, SWAMP MUCK
	A-3, SAND, NON-PLASTIC		A-4, 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'

LL - 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.

I-95 SOILS TEST DATA

NO.	LL	P.I.	MAX. DEN. & OPT. MOIST.
1	N.P.	N.P.	122 P.C.F. @ 11.7%
2	21	4	
3	21	3	
4	21	N.P.	
5	N.F.	N.P.	
6	21	4	
7	22	6	
8	N.P.	N.P.	
9	N.P.	N.P.	
10	N.P.	N.P.	
11	23	2	124 P.C.F. @ 10.4%
12	25	7	
13	N.P.	N.P.	128 P.C.F. @ 10.3%
14	N.P.	N.P.	
15	N.P.	N.P.	
16	21	4	
17	N.P.	N.P.	
18	N.P.	N.P.	
19	N.P.	N.P.	127 P.C.F. @ 8.2%
20	N.P.	N.P.	
21	N.P.	N.P.	121 P.C.F. @ 9.0%
22	24	7	133 P.C.F. @ 8.6%
23	32	12	124 P.C.F. @ 11.4%
24	N.P.	N.P.	
25	18	N.P.	
26	19	4	
27	17	3	
28	N.P.	N.P.	112 P.C.F. @ 11.2%
29	N.P.	N.P.	
30	N.P.	N.P.	118 P.C.F. @ 10.6%
31	N.P.	N.P.	132 P.C.F. @ 8.5%
32	N.P.	N.P.	111 P.C.F. @ 13.3%
33	N.P.	N.P.	
34	19	2	131 P.C.F. @ 8.5%
35	18	N.P.	
36	16	1	
37	45	29	
38	31	16	

I-95 SOILS TEST DATA

NO.	LL	P.I.	MAX. DEN. & OPT. MOIST.
1	28	9	128 P.C.F. @ 10.0%
2	24	6	127 P.C.F. @ 10.9%
3	25	6	
4	24	N.P.	125 P.C.F. @ 10.3%
5	40	21	121 P.C.F. @ 12.4%
6	N.P.	N.P.	127 P.C.F. @ 10.6%
7	40	21	122 P.C.F. @ 13.0%
8	54	31	119 P.C.F. @ 15.4%
9	22	2	
10	N.P.	N.P.	
11	42	19	125 P.C.F. @ 13.6%
12	37	18	
13	33	14	123 P.C.F. @ 11.5%
14	39	18	120 P.C.F. @ 13.7%
15	N.P.	N.P.	
16	28	10	122 P.C.F. @ 10.2%
17	21	3	125 P.C.F. @ 10.7%
18	26	9	128 P.C.F. @ 9.9%
19	31	13	128 P.C.F. @ 10.2%
20	19	1	129 P.C.F. @ 9.5%
21	34	15	
22	N.P.	N.P.	122 P.C.F. @ 9.5%
23	N.P.	N.P.	118 P.C.F. @ 9.0%
24	N.P.	N.P.	
25	26	N.P.	134 P.C.F. @ 8.2%
26	34	14	
27	24	7	
28	N.P.	N.P.	
29	36	16	
30	23	5	
31	N.P.	N.P.	
32	N.P.	N.P.	107 P.C.F. @ 12.2%

RAMP 'B' SOILS TEST DATA

NO.	LL	P.I.	MAX. DEN. & OPT. MOIST.
1	32	16	
2	N.P.	N.P.	
3	N.P.	N.P.	
4	27	4	
5	20	2	
6	19	4	
7	22	3	126 P.C.F. @ 10.3%
8	N.P.	N.P.	113 P.C.F. @ 13.9%
9	N.P.	N.P.	100 P.C.F. @ 16.0%
10	N.P.	N.P.	116 P.C.F. @ 13.8%
11	N.P.	N.P.	114 P.C.F. @ 12.9%

RAMP 'G' SOILS TEST DATA

NO.	LL	P.I.	MAX. DEN. & OPT. MOIST.
1	31	15	
2	24	8	130 P.C.F. @ 9.3%
3	25	8	
4	21	14	128 P.C.F. @ 10.8%
5	N.P.	N.P.	126 P.C.F. @ 9.9%
6	38	13	127 P.C.F. @ 10.8%
7	20	9	130 P.C.F. @ 9.8%
8	22	6	
9	22	4	
10	N.P.	N.P.	
11	N.P.	N.P.	129 P.C.F. @ 9.4%
12	21	2	
13	23	6	

RAMP 'D' SOILS TEST DATA

NO.	LL	P.I.	MAX. DEN. & OPT. MOIST.
5	30	11	127 P.C.F. @ 12.5%
6	N.P.	N.P.	123 P.C.F. @ 10.9%
7	23	6	
8	N.P.	N.P.	
9	37	17	
10	N.P.	N.P.	128 P.C.F. @ 9.0%
11	N.P.	N.P.	118 P.C.F. @ 12.5%
12	23	5	130 P.C.F. @ 10.2%
13	29	11	
14	N.P.	N.P.	
15	22	4	
16	N.P.	N.P.	120 P.C.F. @ 11.7%
17	N.P.	N.P.	110 P.C.F. @ 11.4%
18	N.P.	N.P.	
19	31	10	
20	45	24	121 P.C.F. @ 13.7%
21	24	5	
22	10	13	124 P.C.F. @ 12.0%
23	26	7	128 P.C.F. @ 11.4%

SYMBOL LEGEND

EXISTING	PROPOSED

EXISTING	PROPOSED

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKFP-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: PEPPER TRACED BY: F.A.P. NO. I-95-4(59)30 S.R.C. NO. BC 246-56-815 BALTO. CITY NO. 2155
		SCALE: _____ DATE: _____	DES. BY: _____ CHK. BY: _____ SHEET NO. (12) T-15 T-18

CURVE DATA

LOCATION	CURVE	ΔC	D	L	T	R	θ	LS	LT	ST
I-95	1	20°07'47.4"	3°00'00"	670.49'	898.58'	1909.86'	8°06'00"	580.00'	350.38'	180.33'
RAMP A	A-1	82°04'36.5"	6°30'00"	1262.72'	1640.10'	881.87'	16°15'00"	500.00'	331.75'	167.35'
RAMP A	A-2	0°37'13.9"	1°30'00"	41.85'	220.98'	3819.72'	1°50'00"	200.00'	133.34'	66.67'
RAMP C	C-1	2°22'15"	0°30'00"	507.50'	253.79'	11499.16'	0°28'15"	175.00'	116.67'	58.33'

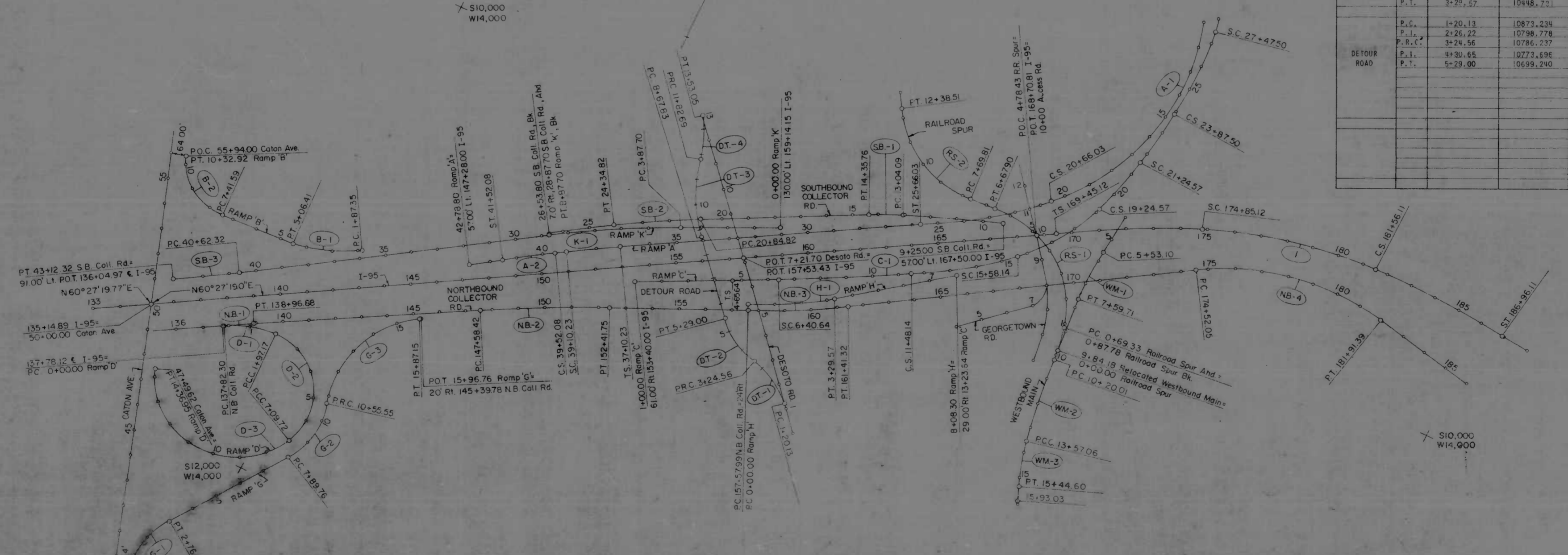
CURVE DATA

LOCATION	CURVE NO.	Δ	D	R	T	L
RAMP B	B-1	30°28'10.6"	9°32'17.6"	600.00'	163.40'	319.06'
RAMP B	B-2	72°18'21.2"	24°54'40.4"	230.00'	168.87'	231.33'
RAMP B	B-3	28°14'33.3"	14°19'26.2"	400.00'	100.63'	197.17'
RAMP D	D-1	119°22'41.5"	23°17'27.6"	246.00'	420.73'	512.55'
RAMP D	D-2	133°32'52.6"	18°21'40.5"	312.00'	727.04'	727.23'
RAMP D	D-3	52°45'38.0"	19°05'54.9"	300.00'	149.06'	276.69'
RAMP G	G-1	51°00'00.0"	18°11'16.8"	298.60'	142.43'	255.79'
RAMP G	G-2	76°00'29.8"	14°15'59.9"	101.61'	312.88'	531.60'
RAMP G	G-3	76°00'29.8"	14°15'59.9"	101.61'	312.88'	531.60'
N.B. COLL. RD.	N.B.-1	1°08'14.7"	1°00'00.0"	5729.58'	57.25'	114.58'
N.B. COLL. RD.	N.B.-2	4°50'00.0"	1°00'00.0"	5729.58'	241.81'	483.33'
N.B. COLL. RD.	N.B.-3	7°40'00.0"	2°00'00.0"	2864.79'	191.95'	383.33'
S.B. COLL. RD.	S.B.-1	0°35'10.0"	5°00'00.0"	1145.92'	65.91'	131.67'
S.B. COLL. RD.	S.B.-2	5°15'00.0"	1°30'00.0"	3819.72'	175.12'	350.00'
S.B. COLL. RD.	S.B.-3	2°30'00.0"	1°00'00.0"	5729.58'	25.02'	790.00'
RAMP K	K-1	7°30'00.0"	1°00'00.0"	3819.72'	250.36'	500.00'
RAMP H	H-1	1°22'	3°30'00.0"	1637.02'	165'	329'
DESOTO RD.	DT-1, DT-2	37°47'103.6"	16°28'15.0"	310.00'	106.09'	204.43'
DETOUR RD.						

COORDINATE TABLES

LOCATION	POINT	STATION	COORDINATES		FORWARD BEARING
			SOUTH	WEST	
I-95	P.O.T.	135+14.89			N60°27'19.0"E
	T.S.	169+45.12	9863.423	11685.973	N60°27'19.0"E
	P.I.	173+05.50	9685.720	11272.455	N60°33'13.0"E
	S.C.	174+85.12	9619.785	11104.597	N68°53'19.0"E
	P.T.	178+35.12	9495.849	10789.074	N88°41'08.4"E
RAMP A	P.I.	181+56.11	9488.071	10450.171	N88°41'08.4"E
	P.T.	183+36.45	9483.932	10269.876	S83°12'53.6"E
	S.T.A.	186+96.11	9526.509	9912.022	S83°12'53.6"E
	C.S.	20+66.03	9758.221	11655.889	S44°12'19.0"W
	P.T.	22+33.98	9876.619	11772.992	S60°27'19.0"W
RAMP B	P.I.	38+43.57	10673.642	13175.635	S58°27'19.0"W
	P.T.	39+10.23	10670.025	13232.756	S58°27'19.0"W
	C.S.	39+10.23	10670.025	13232.756	S58°27'19.0"W
	P.I.	39+31	10718.816	13250.684	S58°19'38.2"W
	C.S.	39+52.08	10729.802	13268.492	S58°19'38.2"W
RAMP C	P.C.	1+67.35	11027.738	13936.353	S57°57'19.0"W
	P.I.	3+50.75	11114.434	14074.856	S85°25'23.6"W
	P.T.	5+56.41	11118.930	14238.192	S85°25'23.6"W
	P.C.	7+41.59	11125.401	14473.290	S85°25'23.6"W
	P.T.	9+10.46	11130.048	14642.094	N19°00'15.1"W
RAMP D	P.T.	10+32.92	10970.385	14697.083	N19°00'15.1"W
	P.C.	0+00.00	11517.297	14268.902	N60°27'19.0"E
	P.I.	1+00.63	11467.675	14201.356	N85°41'52.3"E
	P.C.C.	1+97.17	11465.388	14100.75	N85°41'52.3"E
	P.T.	6+17.96	11455.826	13680.064	S28°04'23.8"W
RAMP E	P.C.C.	7+09.72	11827.103	13876.109	S28°04'23.8"W
	P.I.	18+35.76	12468.586	14220.284	N18°22'33.6"W
	P.T.	18+36.95	11778.621	14449.484	N18°22'33.6"W
	T.S.	4+65.64	10548.211	12623.410	N60°05'25.3"E
	P.I.	5+82.21	10497.233	12518.470	N62°39'10.3"E
RAMP F	S.C.	6+40.64	10471.344	12466.196	N62°39'10.3"E

LOCATION	POINT	STATION	COORDINATES		FORWARD BEARING
			SOUTH	WEST	
RAMP G	P.C.	0+00.00	12565.873	14193.827	N18°22'33.6"W
	P.I.	1+49.06	12423.498	14237.982	N35°26'43.2"E
	P.T.	2+76.02	12302.314	14131.170	N35°26'43.2"E
	P.C.	7+89.76	11895.206	13852.408	N58°56'19.2"E
	P.T.	9+42.19	11769.419	13769.811	N15°23'10.8"W
RAMP H	P.R.C.	10+55.55	11332.098	13807.260	N15°23'10.8"W
	P.I.	13+68.43	11330.435	13890.275	N6°36'03.7"E
	P.T.	15+87.15	11176.155	13618.081	N61°36'103.7"E
	P.C.	137+82.30	11515.235	14285.265	N60°27'19.0"E
	P.I.	138+39.59	11486.985	14235.824	N61°36'103.7"E
N.B. COLL. RD.	P.T.	138+96.88	11459.738	14185.029	N61°36'103.7"E
	P.C.	147+58.43	11049.981	13477.167	N61°36'103.7"E
	P.I.	150+00.23	10934.974	13214.357	N61°36'103.7"E
	P.T.	152+41.75	10836.269	12993.814	N66°26'103.7"E
	P.C.	157+57.99	10631.908	12519.630	N66°26'103.7"E
S.B. COLL. RD.	P.I.	159+49.94	10555.165	12343.685	N68°46'103.7"E
	P.T.	161+41.32	10455.636	12179.551	N58°46'103.7"E
	P.C.	13+04.09	10041.020	12139.579	S69°47'18.9"W
	P.I.	13+70.00	10063.790	12201.427	S69°47'18.9"W
	P.T.	14+35.76	10026.500	12260.256	S63°12'19.0"W
RAMP I	P.C.	20+84.62	10386.091	12839.621	S63°12'19.0"W
	P.I.	22+59.94	10465.035	12936.940	S57°57'19.0"W
	P.T.	24+34.82	10557.952	13144.380	S57°57'19.0"W
	P.C.	40+62.32	11303.407	14321.835	S57°57'19.0"W
	P.I.	41+87.34	11369.640	14427.906	S60°27'19.0"W
RAMP J	P.T.	43+12.32	11431.388	14536.670	S60°27'19.0"W
	P.C.	3+87.70	10443.240	12886.338	S57°57'19.0"W
	P.I.	6+38.05	10547.240	13114.073	S65°27'19.0"E
	P.T.	8+87.70	10680.075	13276.285	S65°27'19.0"E
	RAMP K	P.C.	0+00.00	11600.409	12579.225
RAMP L	P.I.	1+65.24	10543.805	12377.671	N59°51'16.1"E
	P.T.	3+29.57	10448.721	12242.397	N54°51'58.1"E
	P.C.	1+20.13	10873.234	12194.164	N45°25'136.0"W
	P.I.	2+26.22	10798.778	12269.737	N45°25'136.0"W
	P.R.C.	3+24.56	10786.237	12375.083	N83°12'39.6"W
DETOUR ROAD	P.I.	4+30.65	10773.696	12480.428	N83°12'39.6"W
	P.T.	5+29.00	10699.240	12556.001	N45°25'136.0"W

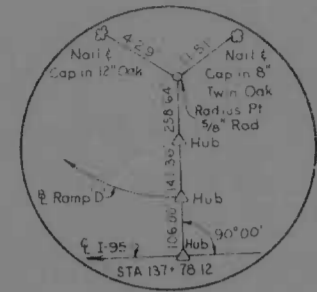


REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	BAKER WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD		DRAWN BY D.P.M. TRACED BY D.P.M.	DES. BY CHK. BY
		SCALE: 1"=200'	DATE:	F.A.P. NO. I-95-45930	SHEET NO. (12) OF 112
				S.R.C. NO. EQ-286-56-815	
				BALTO. CITY NO. 2193	

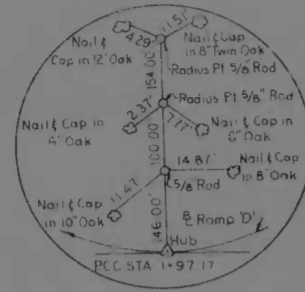
REFERENCE POINTS

BENCH MARKS

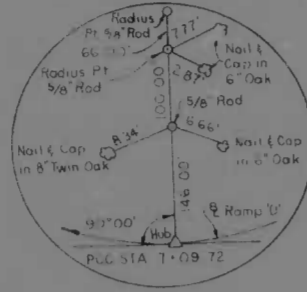
DATE	REVISED	BY	REASON
3	MD, I-95-415930	T-17	(112) T-15



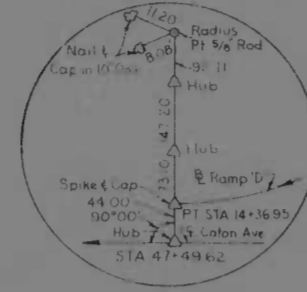
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P.C. STA. 0+00



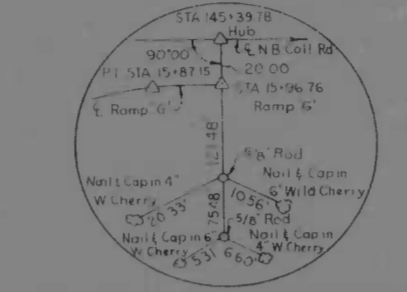
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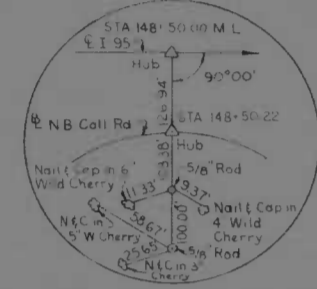
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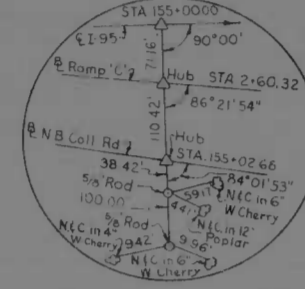
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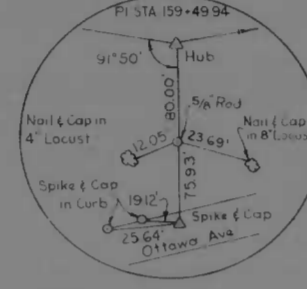
NORTHBOUND COLLECTOR ROAD
P.O.T. STA. 145+39.78



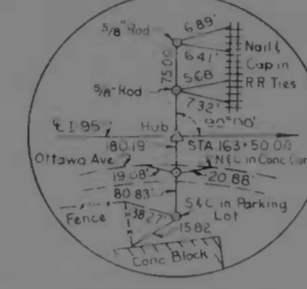
NORTHBOUND COLLECTOR ROAD
P.O.C. STA. 148+50.22



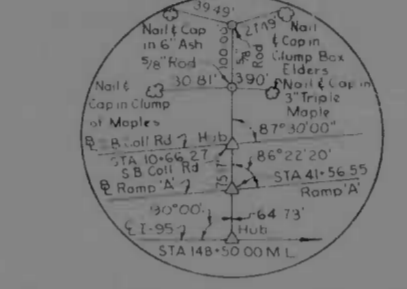
I-95 - STA 155+00.00
RAMP 'C' - STA 2+60.32
NORTHBOUND COLLECTOR ROAD - STA 155+02.68



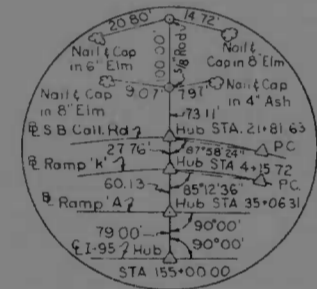
NORTHBOUND COLLECTOR ROAD
P.I. STA. 159+49.94



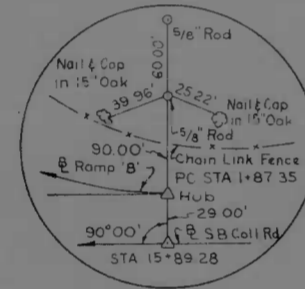
INTERSTATE ROUTE 95
STA 163+50.00



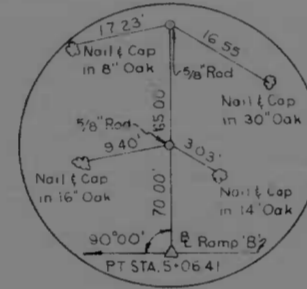
I-95 - STA 148+50.00
RAMP 'A' - STA 41+56.55
SOUTHBOUND COLLECTOR ROAD - STA 40+66.27



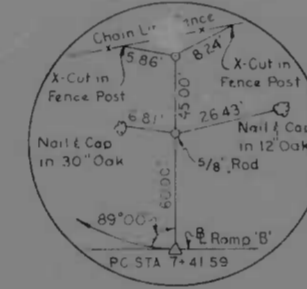
RAMP 'A' - STA 35+06.31
RAMP 'K' - STA 4+15.72
SOUTHBOUND COLLECTOR ROAD - STA 21+81.63



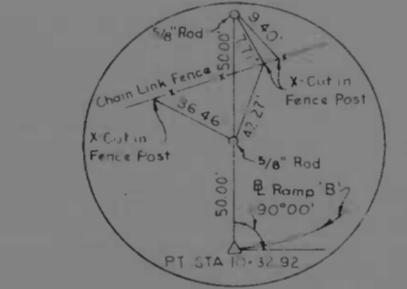
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P.C. STA. 1+87.35



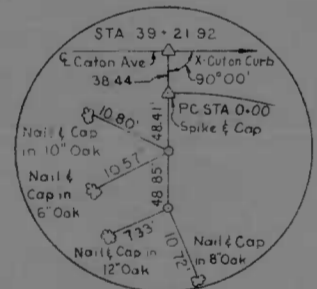
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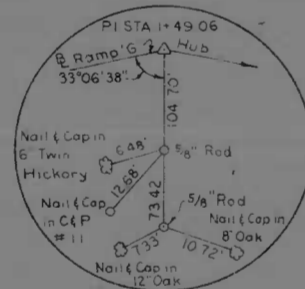
RAMP 'B'
P.C. STA. 7+41.59



RAMP 'B'
P.T. STA. 10+32.92



RAMP 'G'
P.C. STA. 0+00.00



RAMP 'G'
P.I. STA. 1+49.06

Bench Mark No. 1
RR Spike In 20" Oak
132' Lt. Of C Sta. 140+43
Elev. 156.84

Bench Mark No. 2
RR Spike In 8" Ash
195' Rt. Of C Sta. 144+76
Elev. 175.91

Bench Mark No. 3
RR Spike In 20" Dead Maple
171' Lt. Of C Sta. 150+36
Elev. 138.32

Bench Mark No. 4
RR Spike In Center Of Triple 8" Wild Cherry
172' Rt. Of C Sta. 156+31
Elev. 142.10

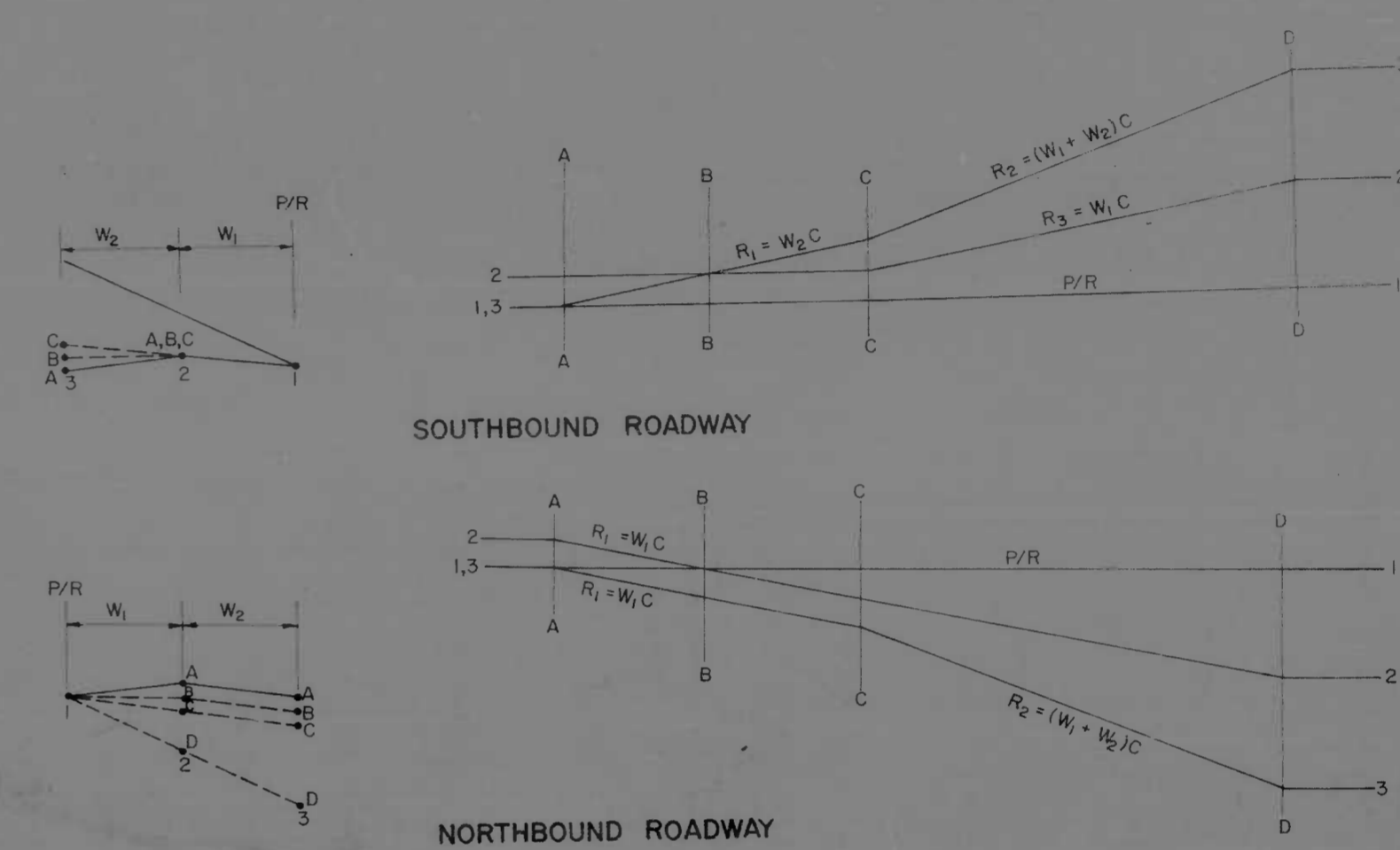
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAVERSTOWN, MD. BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: _____ DIS. BY: _____ TRACED BY: _____ CRK. BY: _____ F.A.P. NO. I-95-415930 S.R.C. NO. BC-246-56-B15 SCALE: _____ DATE: _____
			SHEET NO. (112) T-17 OF T-15

SUPERELEVATION DATA

FED. ROAD DIST. NO.	STATE	PLAN AND PROFILE NO.	SHEET NO.	TOTAL SHEETS
3	MD	I-95-4(59)30	T-18	(112)

DESCRIPTION	STATION	REMARKS	C, R, % _e FACTORS
I-95 Northbound Roadway and Southbound Roadway	167+85.12	Last Normal	
	169+45.12	T.S.	S/E = 0.054%
	171+05.12	Plane Inclined	C = 0.0001
	174+85.12	S.C. - First Full Super	
	181+56.11	C.S. - Last Full Super	
	185+36.11	Plane Inclined	
Northbound Collector Road	146+25.09	Last Normal	
	147+58.42	P.C.	
	148+25.09	First Full Super	
	151+75.08	Last Full Super	S/E = 0.032%
	152+41.75	P.T.	C = 0.00008
	153+75.08	First Normal	200' Min. R.O.
	154+95.05	Last Normal	
	156+55.05	Level	C = 0.0001
	157+57.99	P.C.	
	158+60.93	First Full Super	S/E = 0.035%
Southbound Collector Road	160+38.38	Last Full Super	C = 0.00017
	161+41.32	P.T.	
	162+44.26	Level	C = 0.0001
	164+04.26	First Normal	
	10+88.58	Last Normal	
	11+57.42	Level	
	13+04.09	P.C.	S/E = 0.057%
	13+77.42	First Full Super	C = 0.000259
	13+77.42	Last Full Super	R = 0.0057
	14+35.76	P.T.	
Ramp 'A'	15+97.42	Level	
	16+66.26	First Normal	
	19+09.31	Last Normal	
	19+78.15	Level	
	20+84.82	P.C.	
	21+38.15	First Full Super	S/E = 0.019%
	23+81.49	Last Full Super	C = 0.00012
	24+34.82	P.T.	160' Min. R.O.
	25+41.49	Level	
	26+10.33	First Normal	
Ramp 'B' at Caton Avenue Interchange	39+28.99	Last Normal	
	40+62.32	P.C.	
	41+28.99	First Full Super	S/E = 0.032%
	42+45.65	Last Full Super	C = 0.00008
	43+12.32 = 136+04.97	P.T.	200' Min. R.O.
	44+45.65 = 134+71.64	First Normal	
	3+05.64	Last Normal	C = 0.0001
	4+65.64	T.S. - Level	S/E = 0.016%
	6+40.64	S.C. - First Full Super	C = 0.00009
	11+48.14	C.S. - Last Full Super	S/E = 0.016%
Ramp 'C'	15+58.14	S.C. - First Full Super	S/E = 0.060%
	19+24.57	C.S. - Last Full Super	C = 0.00017
	21+24.57	S.C. - First Full Super	S/E = 0.060%
	21+24.57	S.C. - First Full Super	S/E = 0.042%
	0+00.00	P.C.	C = 0.00009
	0+53.33	First Full Super	
	2+76.53	Last Full Super	S/E = 0.042%
	3+29.57	P.T.	160' Min. R.O.
	4+36.53	First Normal	C = 0.00026
	Ramp 'H'	0+00.00	P.C.
0+53.33		First Full Super	
2+76.53		Last Full Super	S/E = 0.042%
3+29.57		P.T.	160' Min. R.O.
4+36.53		First Normal	C = 0.00026

DESCRIPTION	STATION	REMARKS	C, R, % _e FACTORS
Ramp 'B' at Caton Avenue Interchange	1+87.35	Last Normal - P.C.	
	3+40.23	Nose - 0.04%	S/E = 0.076%
	4+16.67	First Full Super	C = 0.00026
	4+54.80	Last Full Super	
	5+06.41	P.T.	C = 0.00038
	6+09.64	First Normal	R = 0.0062
	6+33.46	Last Normal	
	7+41.59	P.C.	
	7+95.65	First Full Super	S/E = 0.090%
	10+32.92	Level - P.T.	R = 0.0073
Ramp 'D' at Caton Avenue Interchange	8+35.66	Last Full Super	C = 0.00046
	137+31.92 M.L. Sta.	Last Normal	
	137+78.12 =		
	0+00.00	P.C.	S/E = 0.095%
	1+57.77	First Full Super	R = 0.0062
	1+97.17	P.C.C. - Last Full Super	
	2+06.72	First Full Super	S/E = 0.099%
	7+00.17	Last Full Super	R = 0.0067
	7+09.72	P.C.C. - First Full Super	
	10+41.95	Last Full Super	S/E = 0.095%
Ramp 'G' at Caton Avenue Interchange	13+75.05	Exist. Slope 0.0175	C = 0.0002
	1+18.81	Exist. Slope 0.0365%	
	2+22.37	First Full Super	S/E = 0.095%
	2+30.54	Last Full Super	C = 0.00056
	2+76.69	P.T.	
	3+70.39	First Normal	
	6+65.32	Last Normal	S/E = 0.096%
	7+89.76	P.C.	
	8+51.98	First Full Super	
	8+95.55	Last Full Super	S/E = 0.096%
Ramp 'A'	10+55.55	Level - P.R.C.	C = 0.0006
	12+13.88	First Full Super	
	14+05.63	Last Full Super	S/E = 0.095%
	15+87.15	P.T.	C = 0.0006
	15+96.76	First Normal	S/E = 0.095%
	3+03.31	T.S.	
	4+36.64	Last Normal	
	8+03.31	S.C. - First Full Super	S/E = 0.06%
	20+66.03	C.S. - Last Full Super	C = 0.00012
	24+32.70	First Normal	
Ramp 'K'	25+66.03	S.T.	
	35+50.23	Last Normal	C = 0.0001
	37+10.23	T.S. - Level	
	39+10.23	S.C. - First Full Super	S/E = 0.028%
	39+52.08	C.S. - Last Full Super	C = 0.00014
	41+52.08	S.T. - Level	
	43+12.08	First Normal	C = 0.0001
	2+33.83	Last Normal	
	2+81.03	Level	S/E = 0.019%
	3+87.70	P.C.	160' Min. R.O.
Ramp 'K'	4+41.03	First Full Super	C = 0.00019
	6+80.50	Last Full Super	S/E = 0.019%
	8+40.50	Level	160' Min. R.O.
	8+87.70	P.T. - First Normal	C = 0.00019



Point of Rotation (P/R) at 1 (Lt. & Rt. Curve)
 AA - Last Normal Section
 BB - Half Level Section
 CC - Plane Inclined Section
 DD - First Full SE Section
 R = Rate of Change in Elevation of Given Point on the Pavement with Respect to P/R
 C = Rate of Change of Pavement Cross-Slope in the Transition Area

METHOD OF SUPERELEVATION
(NO SCALE)

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: D.P.M. TRACED BY: D.P.M. F.A.P. NO. I-95-4(59)30 S.R.C. NO. BC 246-56-016 BALTD. CITY NO. 215
		SCALE: NONE	DES. BY: _____ CHK. BY: _____ SHEET NO. (112) T-18 OF T-18

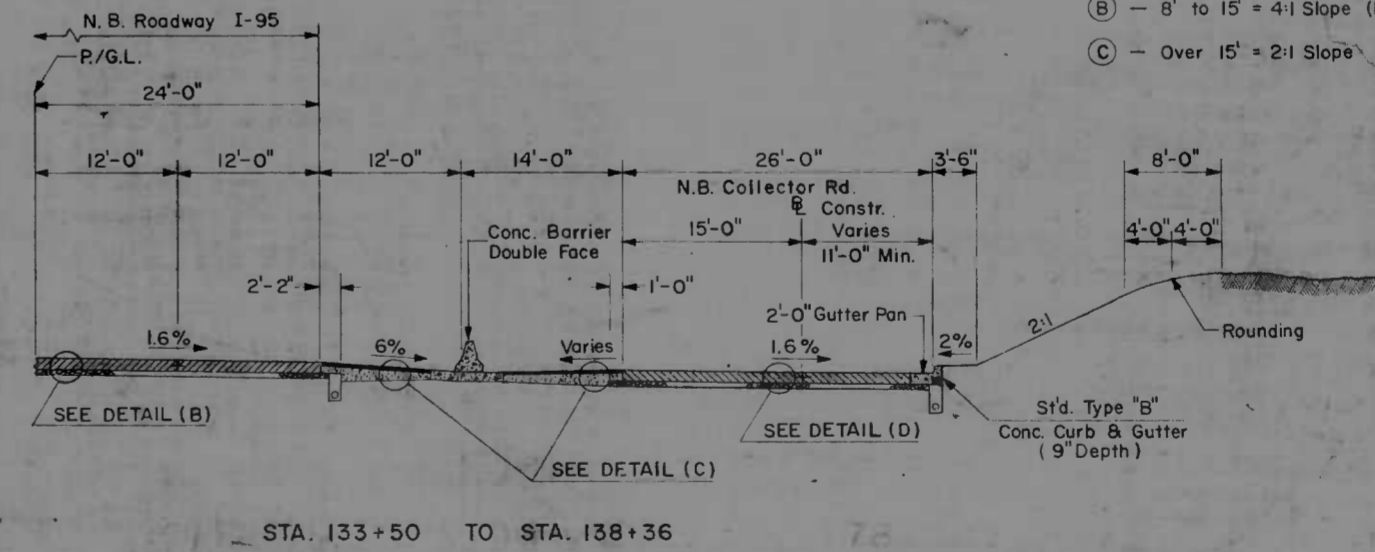
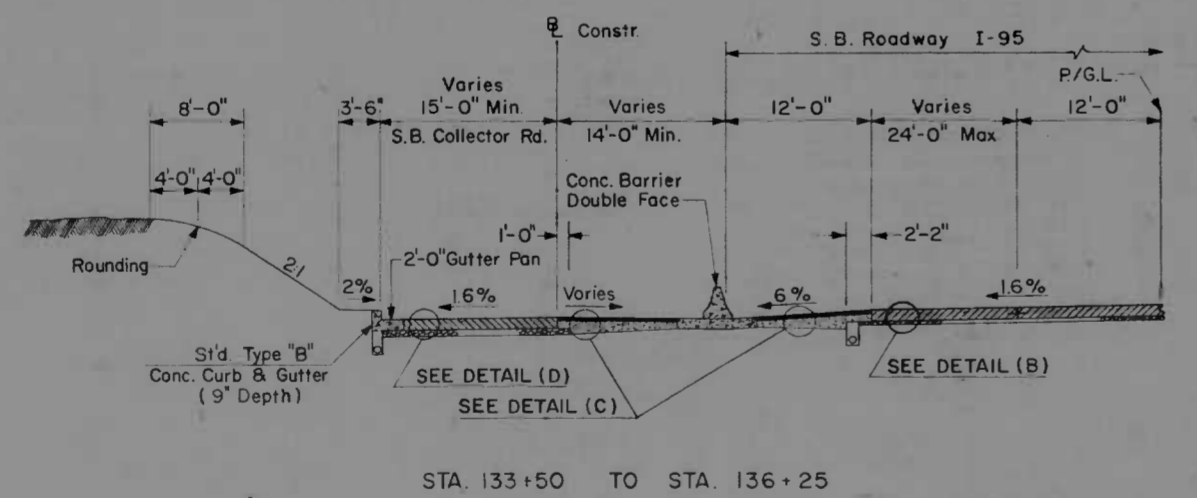
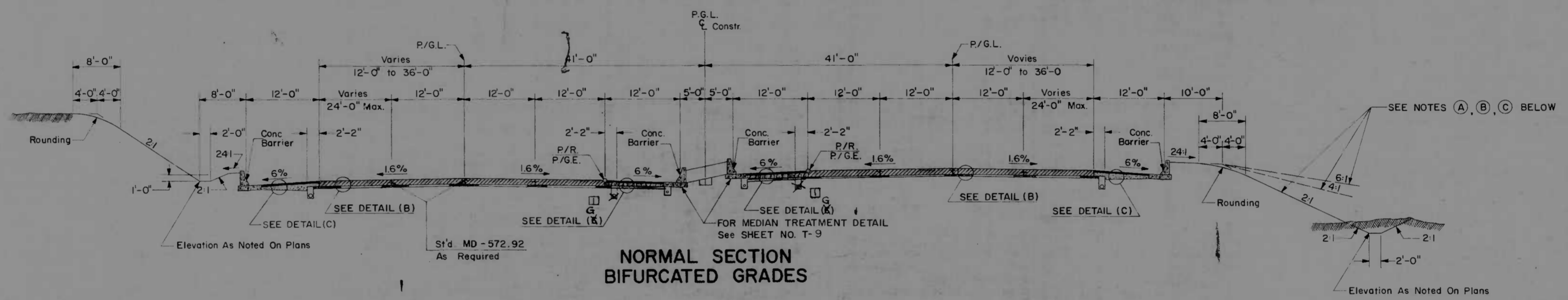
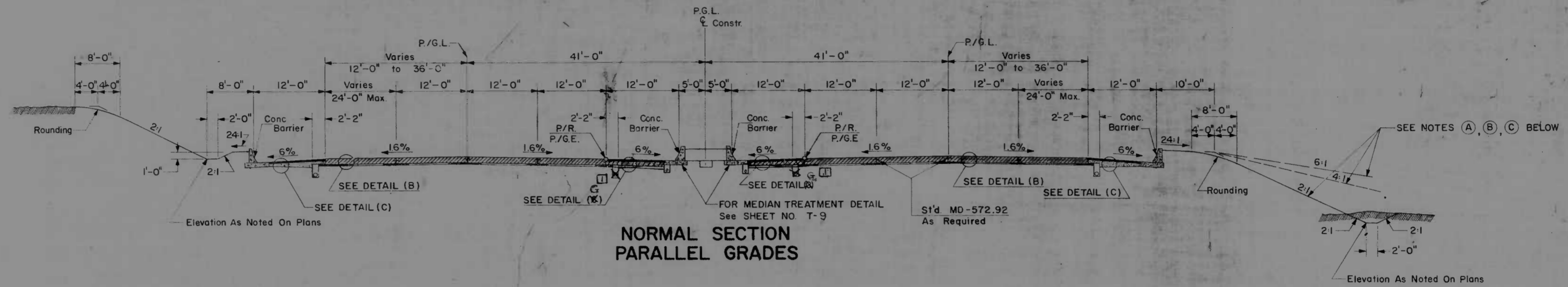
INDEX OF SHEETS

FEED ROAD E.V. NO.	ROUTE	FILE AND PROJECT NO.	SHEET NO.	TOTAL SHEETS
3		MD. I-95-469/30T-2	112	112

T1	TITLE SHEET	P24	PROFILE SHEET - RAMP G AT CATON AVENUE RAMP K
T2	INDEX OF SHEETS	P25	PROFILE SHEET - RAMP A FROM I-70 STA. 29+42 TO STA. 39+00
T3 - T14	TYPICAL SECTIONS & DETAILS	P26	PROFILE SHEET - RAMP C TO I-70 STA. 1+00 TO STA. 8+27
T15	LEGENDS - SOILS & PLANS	P27	PROFILE SHEET - NORTHBOUND COLL. RD. STA. 133+50 TO STA. 137+00 DESOTO ROAD DETOUR ROAD RAMP A FROM I-70 STA. 39+00 TO STA. 42+78.80
T16	GEOMETRIC SCHEMATIC AND COORDINATE TABLES	P28	PROFILE SHEET - WATER, MECHANICAL AND ELECTRICAL DUCT UNDER DESOTO ROAD
T17	REFERENCE POINTS & BENCH MARKS	S1 - S8	STRUCTURE DETAILS - MAINLINE OVER DESOTO ROAD
T18	SUPERELEVATION TABLES	S9 - S14	STRUCTURE DETAILS - NORTHBOUND COLLECTOR ROAD OVER DESOTO ROAD
P1	PLAN SHEET - MAINLINE STA. 110+70.80 TO 123+00 N.B. COLLECTOR ROAD STA. 113+30.04 TO STA. 122+60	S15 - S20	STRUCTURE DETAILS - RAMP C OVER DESOTO ROAD
P2	PLAN SHEET - MAINLINE STA. 123+00 TO STA. 133+00 N.B. COLLECTOR ROAD STA. 122+60 TO 133+00	S21 - S26	STRUCTURE DETAILS - RAMPS A & K OVER DESOTO ROAD
P3	PLAN SHEET - TEMPORARY RAMP D	S27 - S32	STRUCTURE DETAILS - SOUTHBOUND COLLECTOR ROAD OVER DESOTO ROAD
P4	PLAN SHEET - S.B. ROADWAY, MAINLINE STA. 133+00 TO STA. 146+00 RAMP B AT CATON AVENUE. S.B. COLLECTOR ROAD, STA. 33+15 TO STA. 43+12.32	S33 - S37	SOIL BORINGS
P5	PLAN SHEET - N.B. ROADWAY, MAINLINE STA. 133+00 TO STA. 146+00 N.B. COLLECTOR ROAD, STA. 133+00 TO STA. 146+00 RAMP G AT CATON AVE. STA. 3+45 TO STA. 15+96.76 RAMP D AT CATON AVENUE	S38 - S39	RETAINING WALL NO. 1
P6	PLAN SHEET - MAINLINE STA. 146+00 TO STA. 158+00 - N.B. COLLECTOR ROAD STA. 146+00 TO STA. 158+00 - S.B. COLLECTOR ROAD STA. 18+80 TO STA. 43+15 - RAMP A FROM I-70, STA. 32+03 TO STA. 42+78.80 - RAMP C TO I-70, STA. 1+00 TO STA. 5+63 - RAMP K STA. 1+18 TO STA. 8+87.70	S40 - S41	RETAINING WALL NO. 2
P7	PLAN SHEET - MAINLINE STA. 158+00 TO STA. 160+65 - N.B. COLLECTOR ROAD, STA. 158+00 TO STA. 160+65 - S.B. COLLECTOR ROAD, STA. 16+20 TO STA. 18+80 - RAMP A FROM I-70, STA. 29+42 TO STA. 32+03 - RAMP C TO I-70, STA. 5+63 TO STA. 8+27 - RAMP K O-00 TO STA. 1+18 - RAMP H TO STA. 1+95	S42 - S43	RETAINING WALL NO. 3
P8	PLAN SHEET - DESOTO ROAD & DETOUR ROAD	S44	SOIL BORINGS FOR RETAINING WALL NO. 1
P9	PLAN SHEET - UTILITY RELOCATIONS AND DETAILS ON DESOTO ROAD	S45	SOIL BORINGS FOR RETAINING WALL NOS. 2 & 3
P10	PLAN SHEET - GRADING & JOINT LAYOUT FOR SHEET NO. P-4	L1-L9	LIGHTING DETAILS
P11	PLAN SHEET - GRADING & JOINT LAYOUT FOR SHEET NO. P-5	Q-1	GRADING SHEET
P12	PLAN SHEET - GRADING & JOINT LAYOUT FOR SHEET NO. P-6	Q2-Q12	QUANTITY SHEETS
P13	PLAN SHEET - GRADING & JOINT LAYOUT FOR SHEET NO. P-7		
P14	INLET AND MANHOLE SCHEDULE AND SPECIAL DETAILS		
P15 - P16	PROFILE SHEET - STORM SEWERS		
P17	PROFILE SHEET - MAINLINE STA. 133+00 TO STA. 146+00		
P18	PROFILE SHEET - MAINLINE STA. 146+00 TO STA. 158+00		
P19	PROFILE SHEET - MAINLINE STA. 158+00 TO STA. 160+65		
P20	PROFILE SHEET - N.B. COLLECTOR ROAD STA. 137+82.30 TO STA. 160+65		
P21	PROFILE SHEET - S.B. COLLECTOR ROAD STA. 16+30 TO STA. 34+00		
P22	PROFILE SHEET - S.B. COLLECTOR ROAD STA. 34+00 TO STA. 43+12.32 RAMP B AT CATON AVENUE		
P23	PROFILE SHEET - RAMP D AT CATON AVENUE RAMP H		

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: PLEPPER TRACED BY: PLEPPER F.A.P. NO. I-95-469/30 S.R.C. NO. BC 240-56-815 BALTO. CITY NO. 7195
		SCALE	DATE
			DES. BY: CHK. BY:
			SHEET NO. T-2 of T-18

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.
3	MD.	I-95-4(59)30	T-3

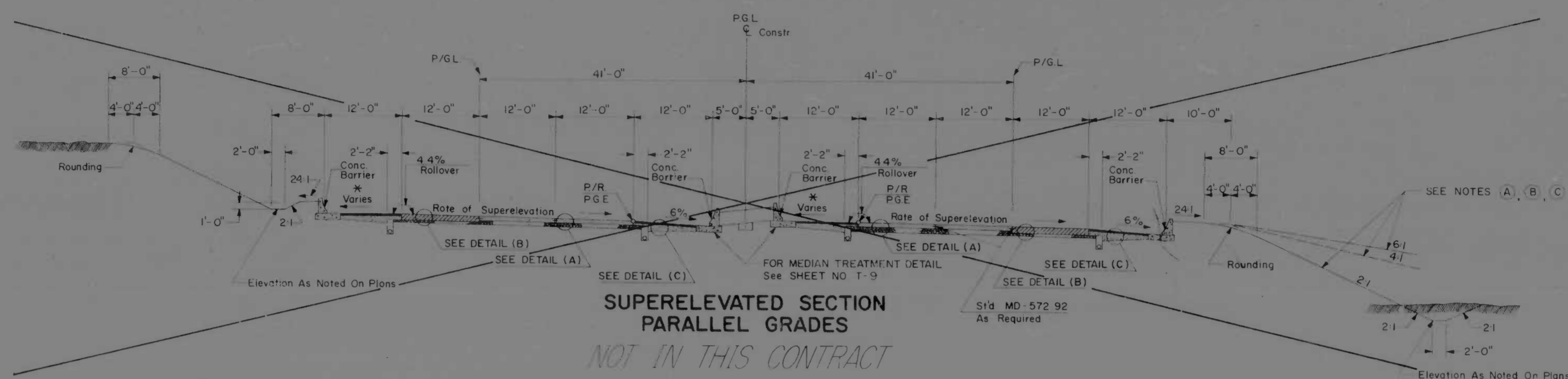


- NOTES:
- (A) - 0' to 8' = 6:1 Slope (Max. 48')
 - (B) - 8' to 15' = 4:1 Slope (Max. 60')
 - (C) - Over 15' = 2:1 Slope

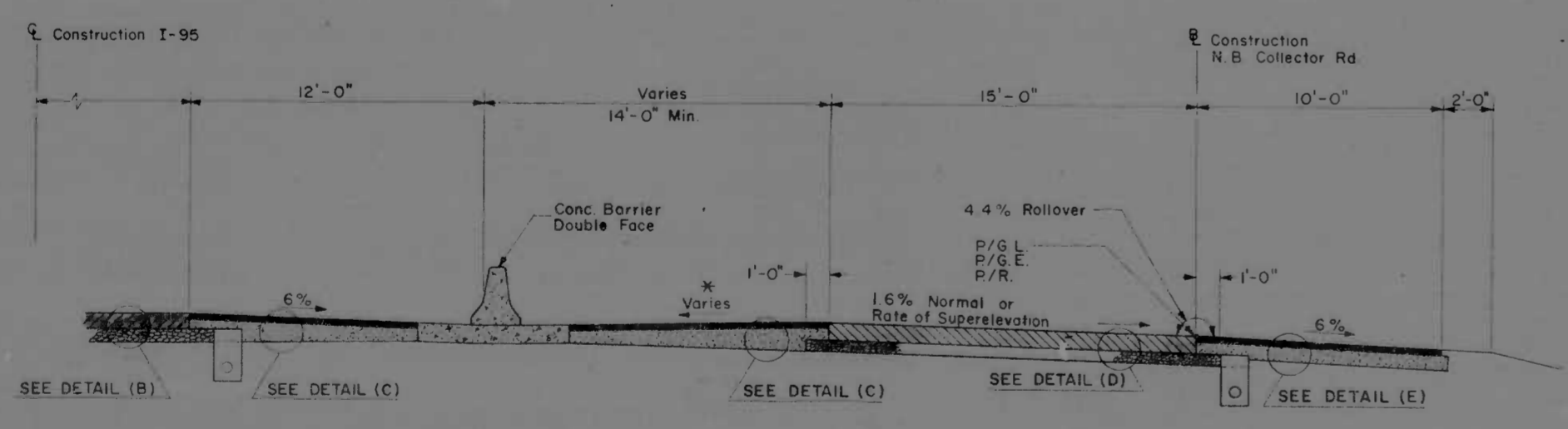
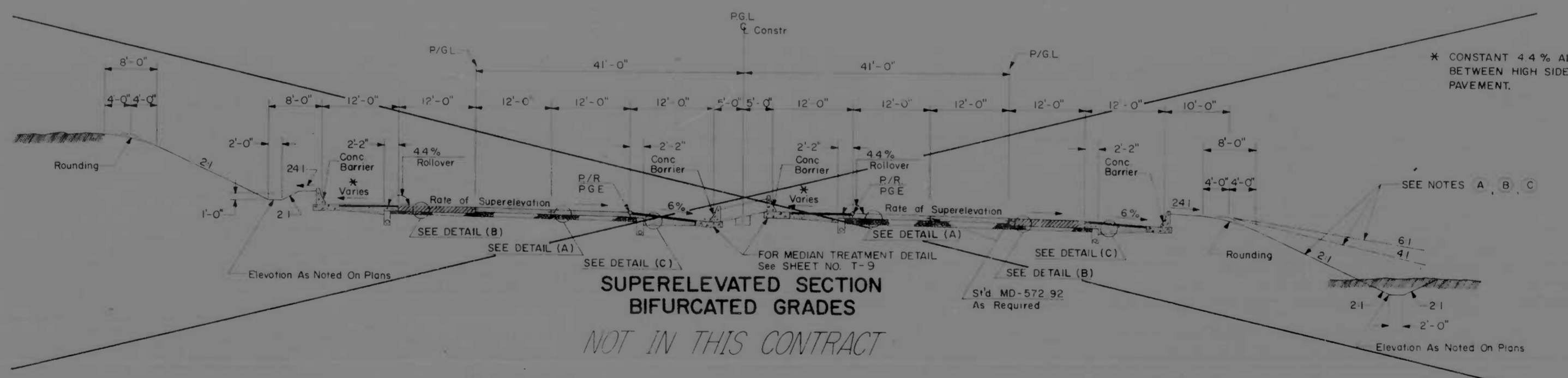
FOR PAVING DETAILS
SEE SHEET NO. T-

REVISIONS [] Revised Median Shoulder 1/10/76		CONSULTANT BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. - BALTIMORE, MD.		CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
SCALE: 1" = 10'		DATE:		DRAWN BY: D.E.T.		DES. BY:	
				TRACED BY: D.E.T.		CHK. BY:	
				F.A.P. NO. I-95-4(59)30		SHEET NO. 112	
				S.R.C. NO. BC-246-56-815		T-3 of T-18	
				BALTO. CITY NO. 2195			

FILE NO.	DATE	REV. NO.	SHEET NO.	TOTAL SHEETS
3	MD I-95-4(59)30	T-4	(112)	1-16

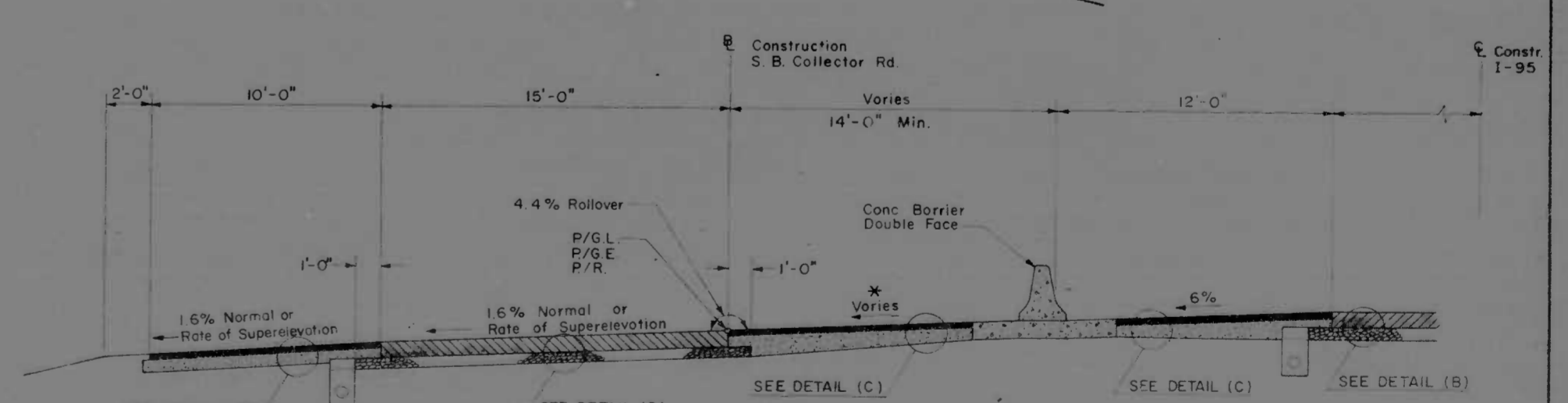


- NOTES
- A - 0' to 8' = 6:1 Slope (Max 4')
 - B - 8' to 15' = 4:1 Slope (Max 6')
 - C - Over 15' = 2:1 Slope



NORTHBOUND COLLECTOR ROAD
Scale: 1/4" = 1'-0"

STA. 139+21 TO STA. 144+35



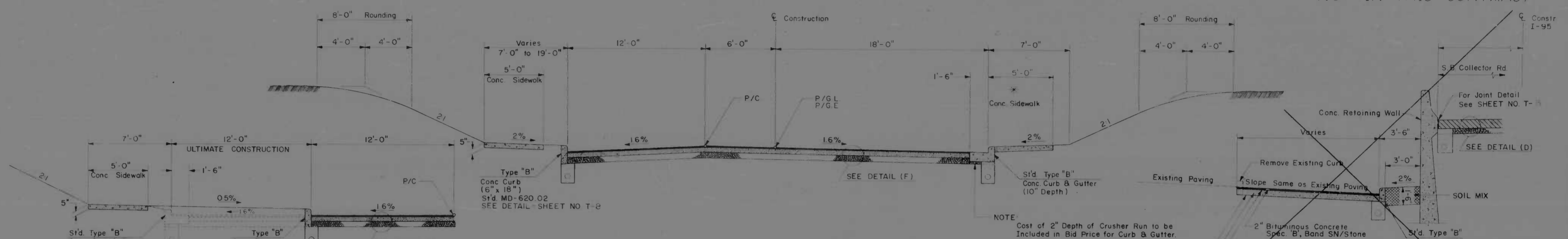
SOUTHBOUND COLLECTOR ROAD
Scale: 1/4" = 1'-0"

STA. 37+45 TO STA. 42+95

FOR PAVING DETAILS
SEE SHEET NO. T-8

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD. - BALTIMORE, MD.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: DET TRACED BY: DET F.A.P. NO. I-95-4(59)30 S.R.C. NO. BC-246-56-815 BALTO. CITY NO. 2195
		SCALE: 1" = 10'	DATE: _____ DES. BY: _____ CHK. BY: _____ SHEET NO. I-8 OF T-8

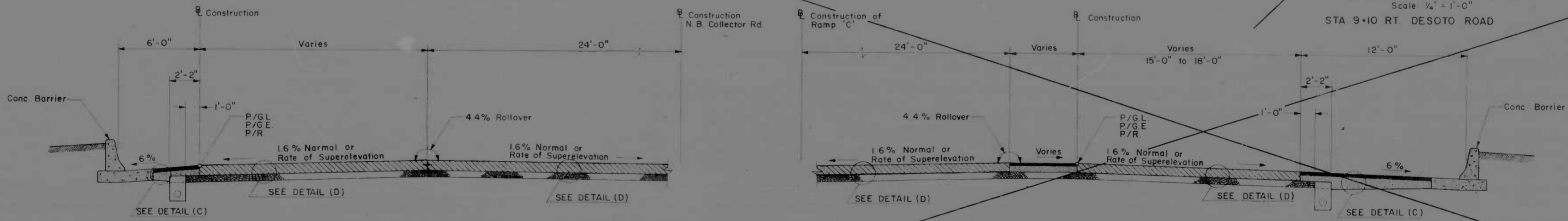
REV. NO.	DATE	BY	CHKD.	TOTAL SHEETS
3	MD. I-95-4(59)30	T-5		(112) T-13



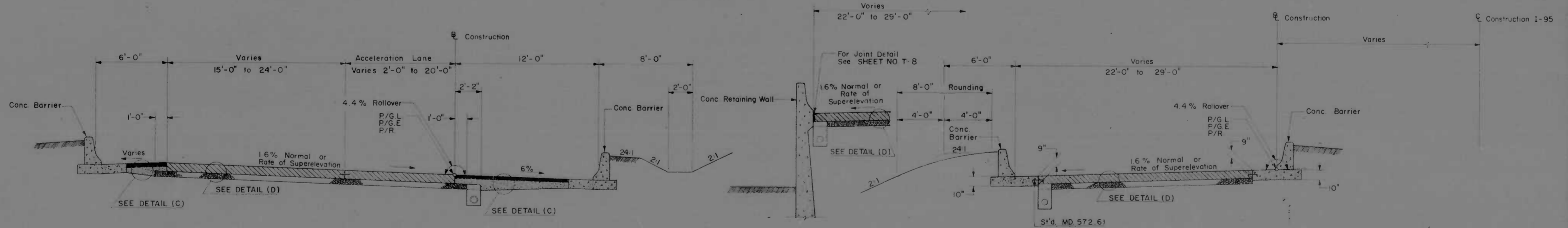
TYPICAL SECTION - DESOTO ROAD GRADING UNDER BRIDGES
Scale 1/4" = 1'-0"
Sta 4+00 to Sta. 10+50 LEFT ONLY

TYPICAL SECTION - DESOTO ROAD
Scale 1/4" = 1'-0"
STA 1+00 TO STA. 13+00

TYPICAL - ENTRANCE
Scale 1/4" = 1'-0"
STA 9+10 RT. DESOTO ROAD



TYPICAL SECTION - RAMP 'H' I-70 INTERCHANGE
Scale 1/4" = 1'-0"
STA 1+25 TO STA 1+94 RAMP 'H'

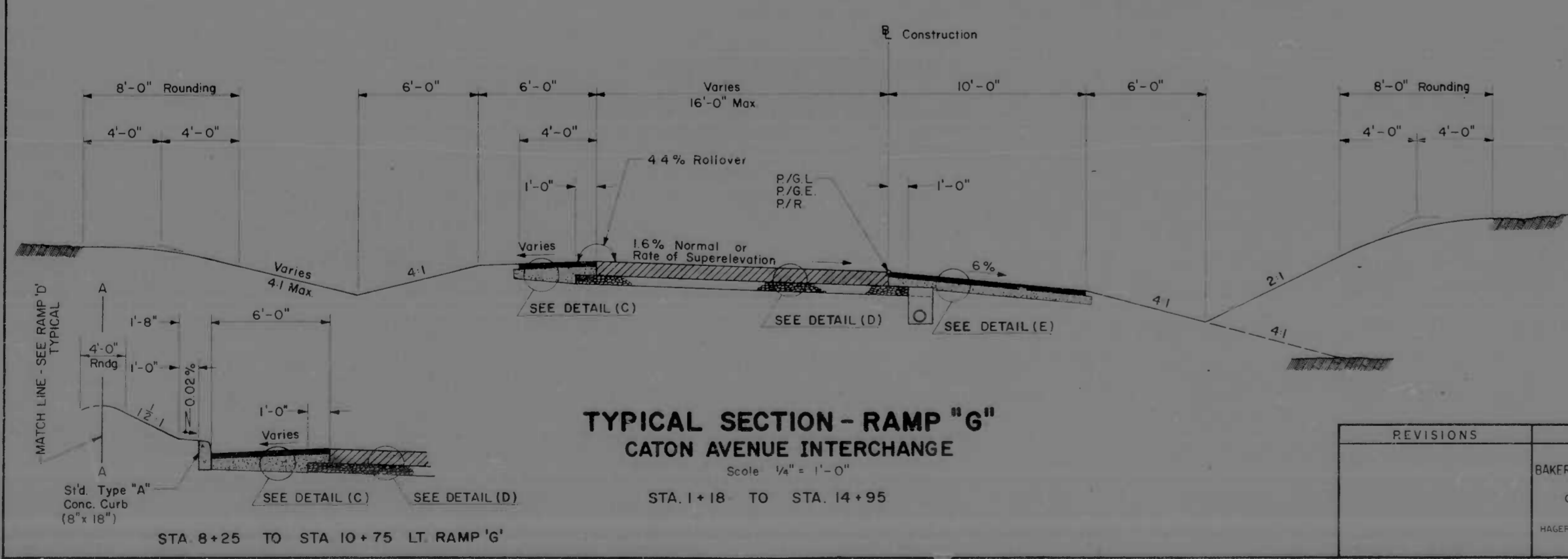
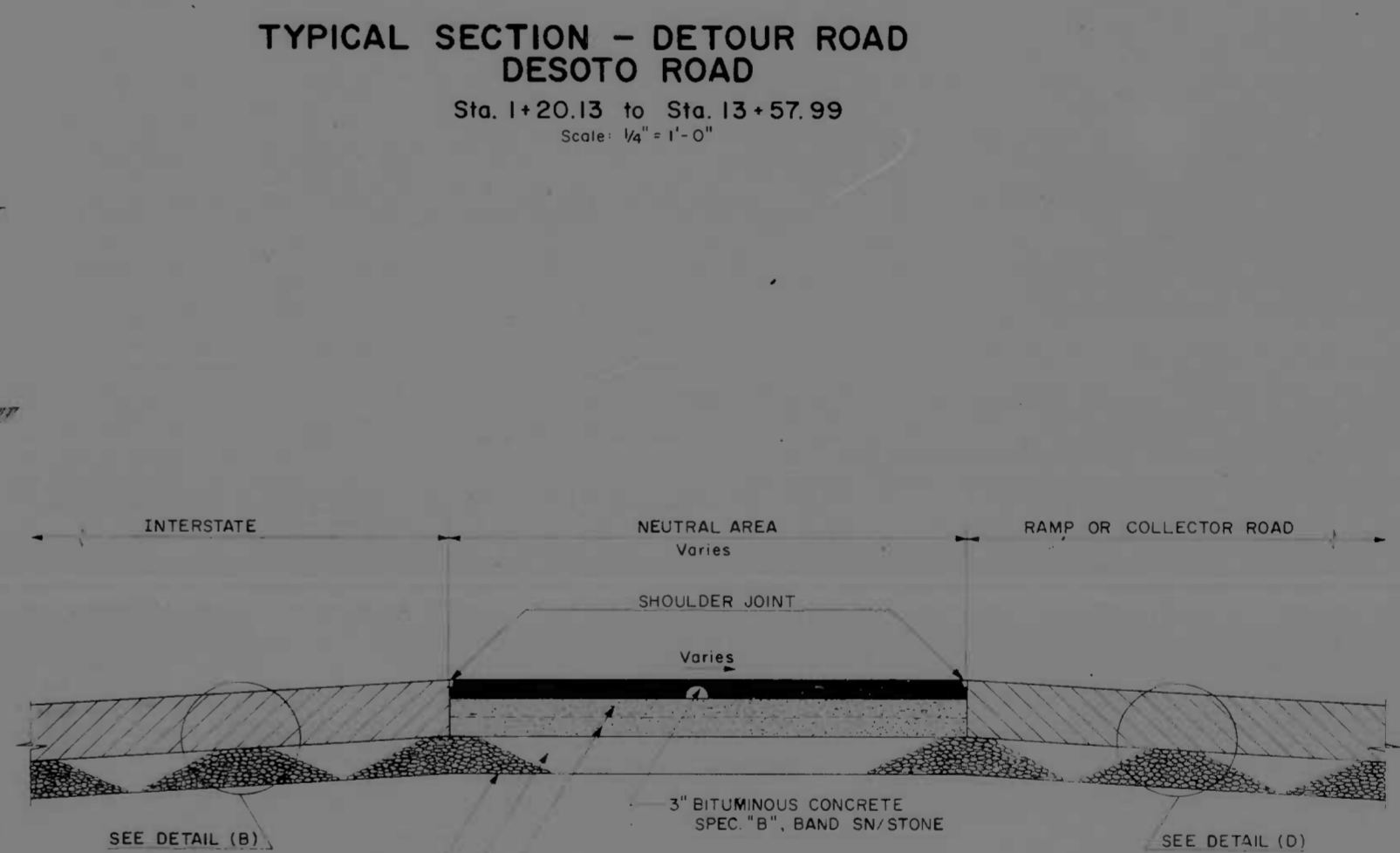
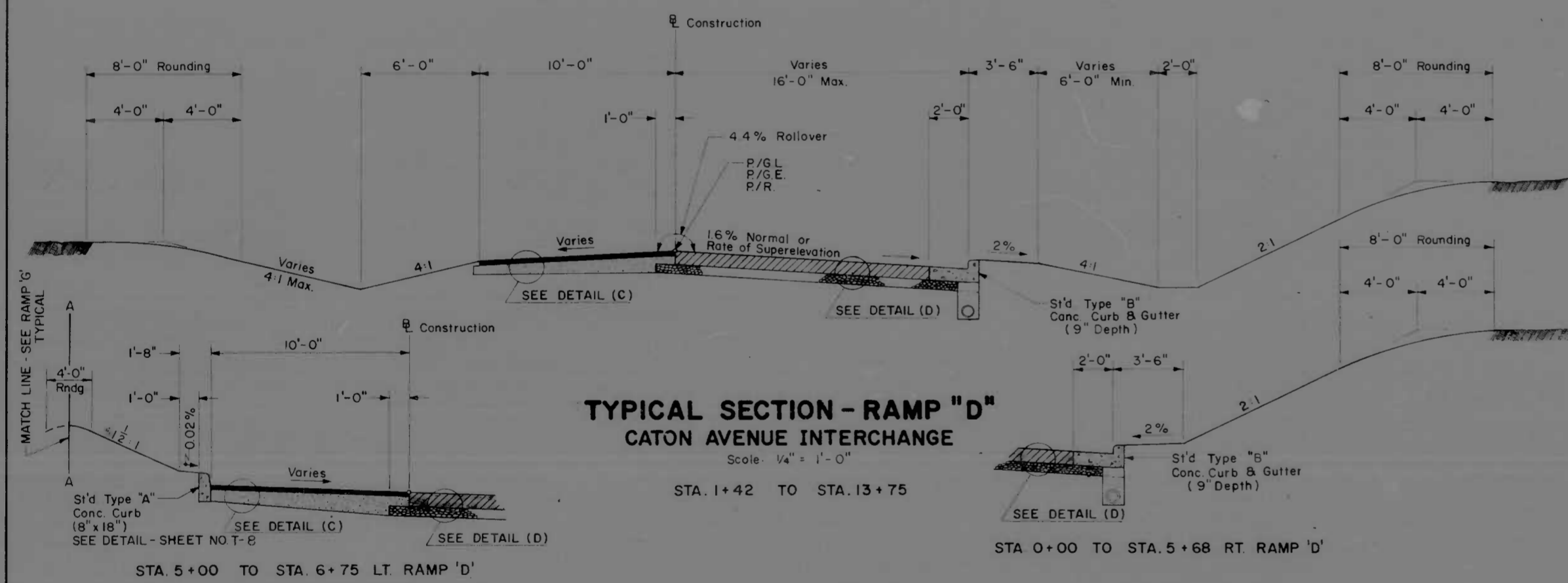
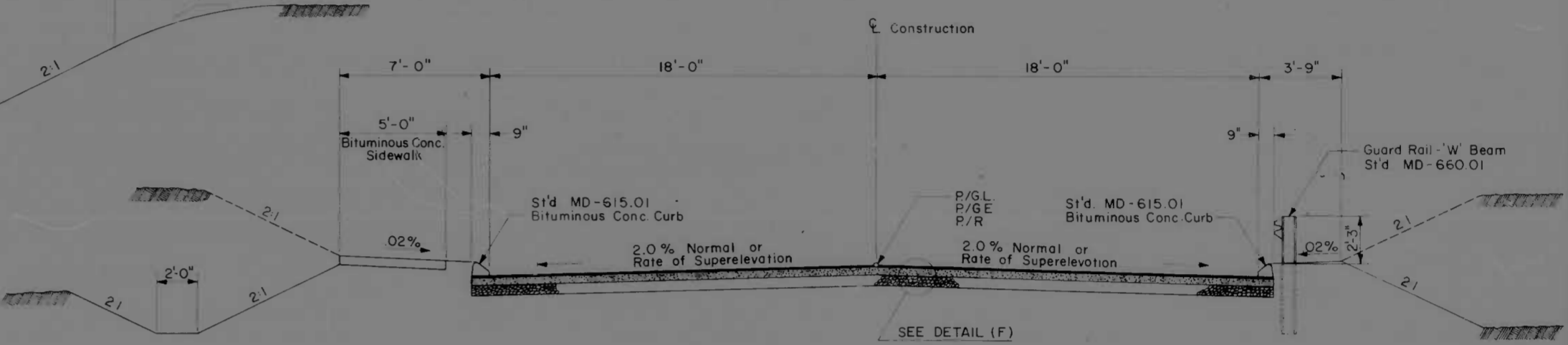
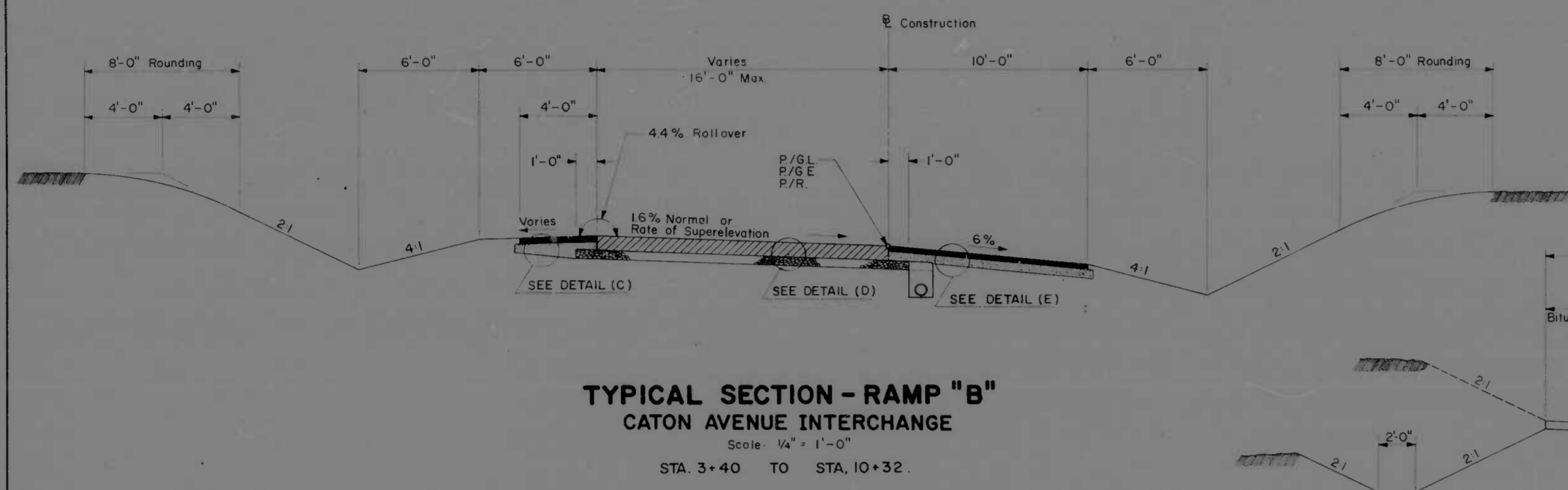


TYPICAL SECTION - NORTH BOUND COLLECTOR ROAD
Scale 1/4" = 1'-0"
STA. 145+39 TO STA. 157+40
STA. 158+84 TO STA. 159+54

TYPICAL SECTION - SOUTH BOUND COLLECTOR ROAD
Scale 1/4" = 1'-0"
STA. 28+88 TO STA. 35+89 W=29'
STA. 17+35 TO STA. 22+64 W=22'

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD - BALTIMORE, MD	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: D.E.T. TRACED BY: D.E.T. F.A.P. NO. I-95-4(59)30 S.R.C. NO. B-246-56-815 BALTO. CITY NO. 2195
		SCALE: AS SHOWN	DATE
			DES. BY: CHK. BY:
			SHEET NO. T-5 OF T-13

FED. ROAD DIST. NO.	STATE	SEE PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	T-95-4(59)30	T-6	(112)
				T-18



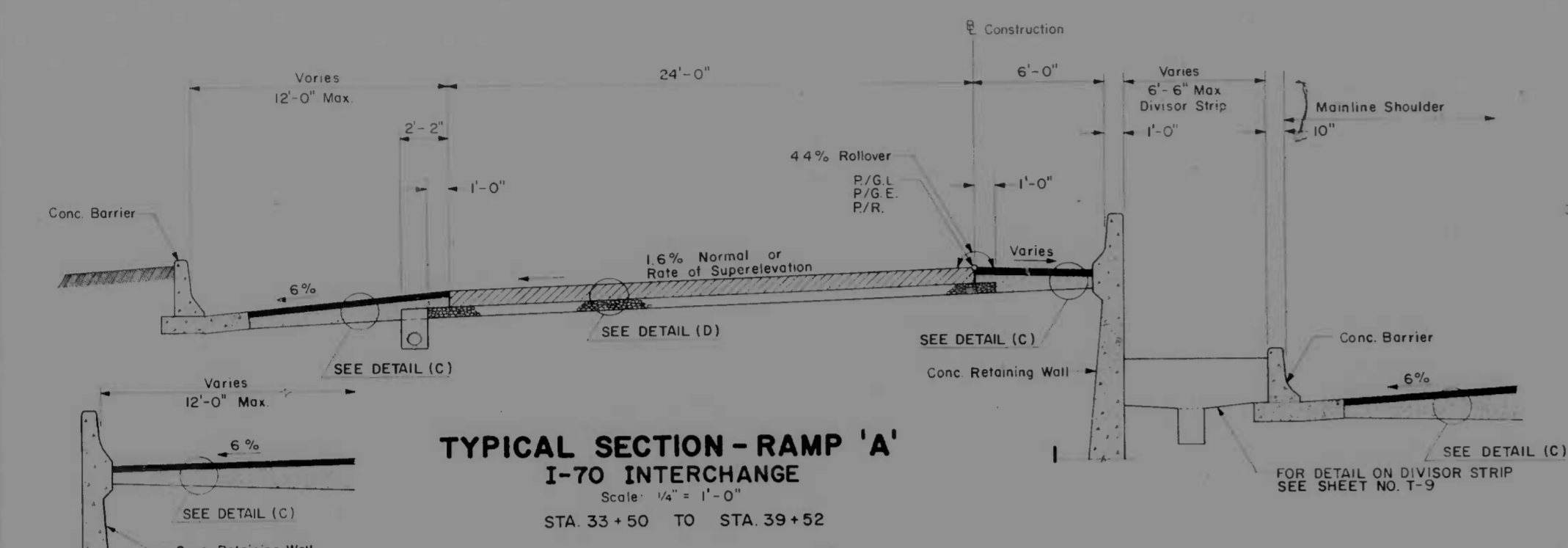
NEUTRAL AREA TREATMENT

NO SCALE		
STA. 138+36 TO STA. 139+21	N.B. COLLECTOR ROAD	
STA. 144+35 TO STA. 145+39	N.B. COLLECTOR ROAD	
STA. 36+75 TO STA. 37+45	S.B. COLLECTOR ROAD	
STA. 22+64 TO STA. 23+34	S.B. COLLECTOR ROAD	
STA. 147+28 TO STA. 150+54	MAINLINE	
STA. 153+40 TO STA. 155+80	MAINLINE	
STA. 33+66 TO STA. 35+18	RAMP 'K'	

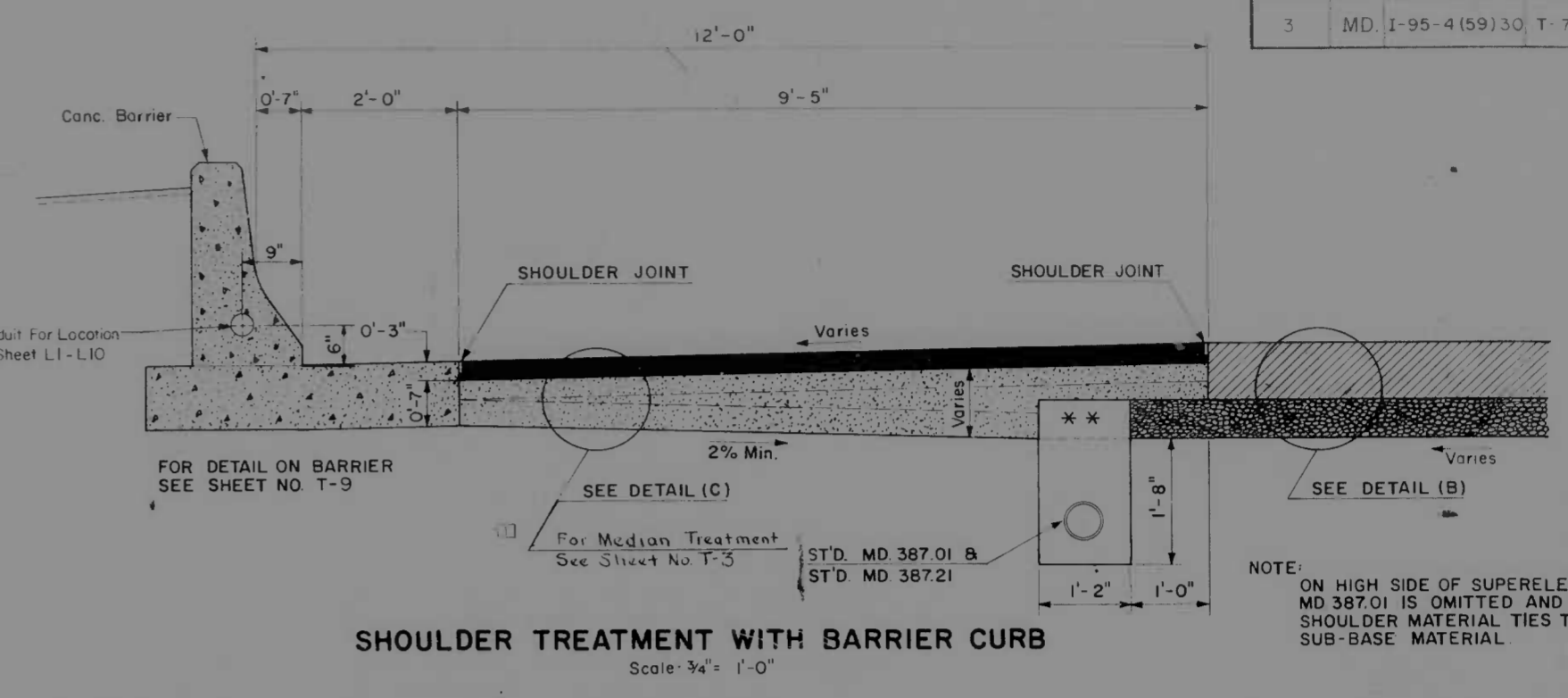
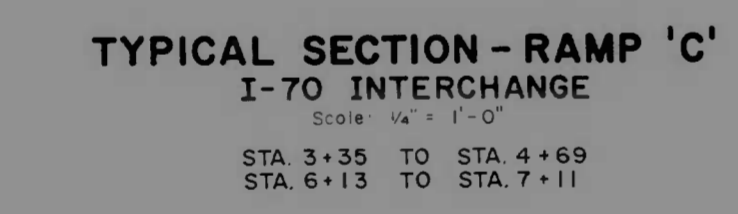
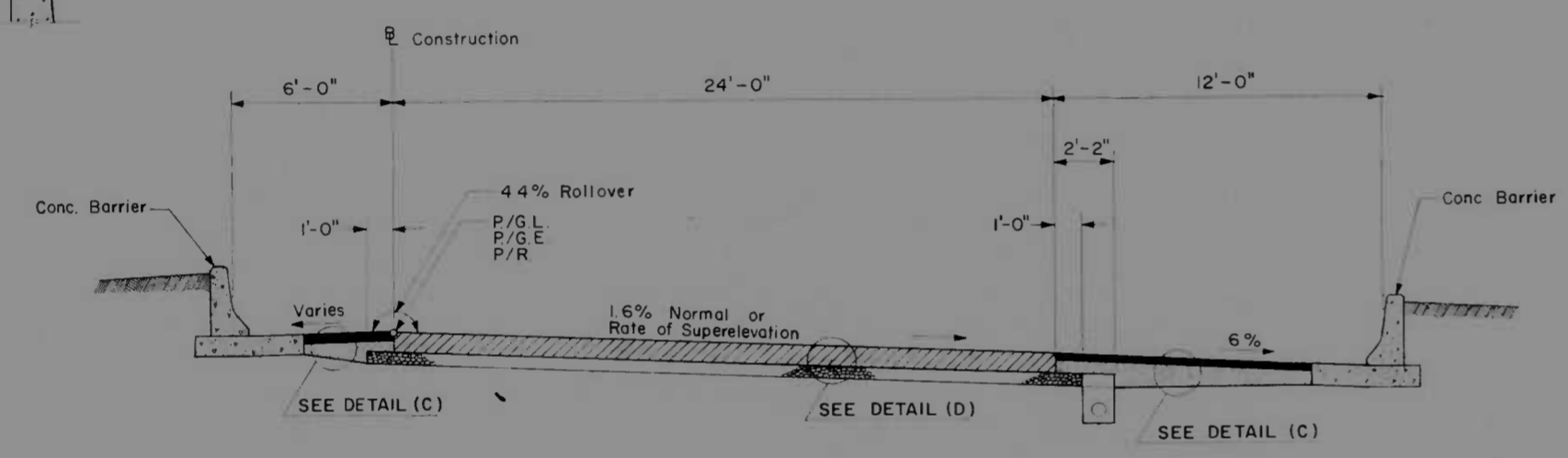
FOR PAVING DETAILS
SEE SHEET NO. T-8

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD - BALTIMORE, MD	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: D.E.T. TRACED BY: D.E.T. F.A.P. NO. I-95-4(59)30 S.R.C. NO. BC-246-56-815 BALTO. CITY NO. 2195
		SCALE: AS SHOWN	DATE: _____ SHEET NO. 112 T-6 OF T-18

REV. NO.	DATE	BY	APP'D.
3	MD I-95-4(59)30	T-7	T-1B

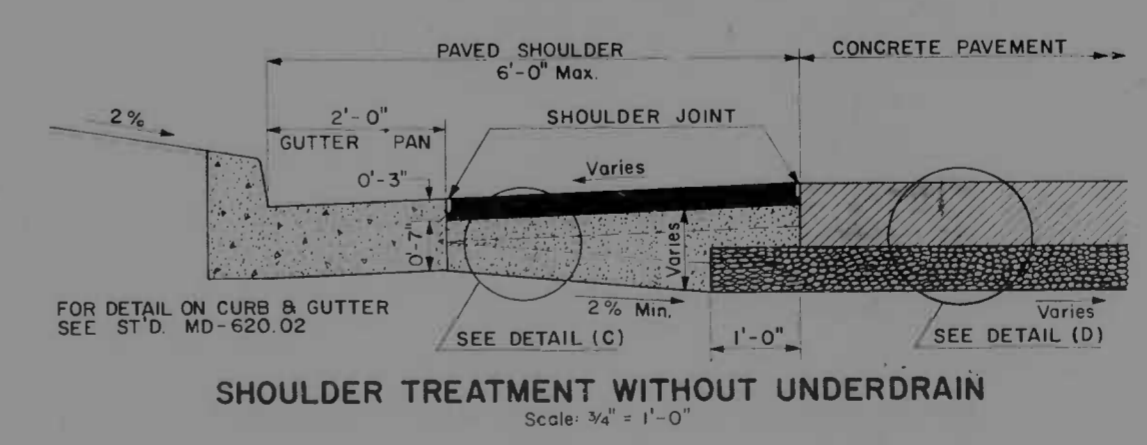
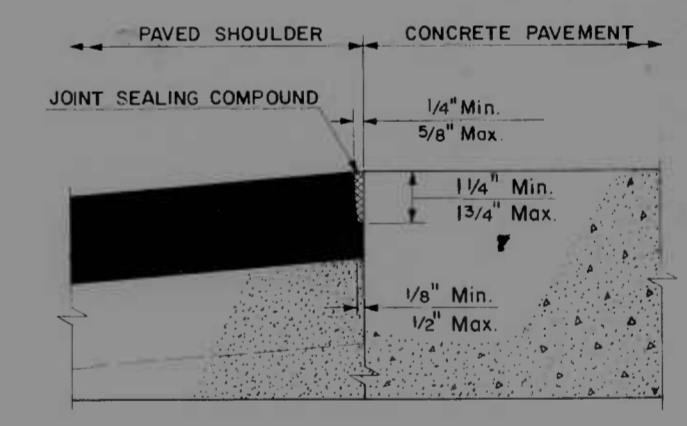
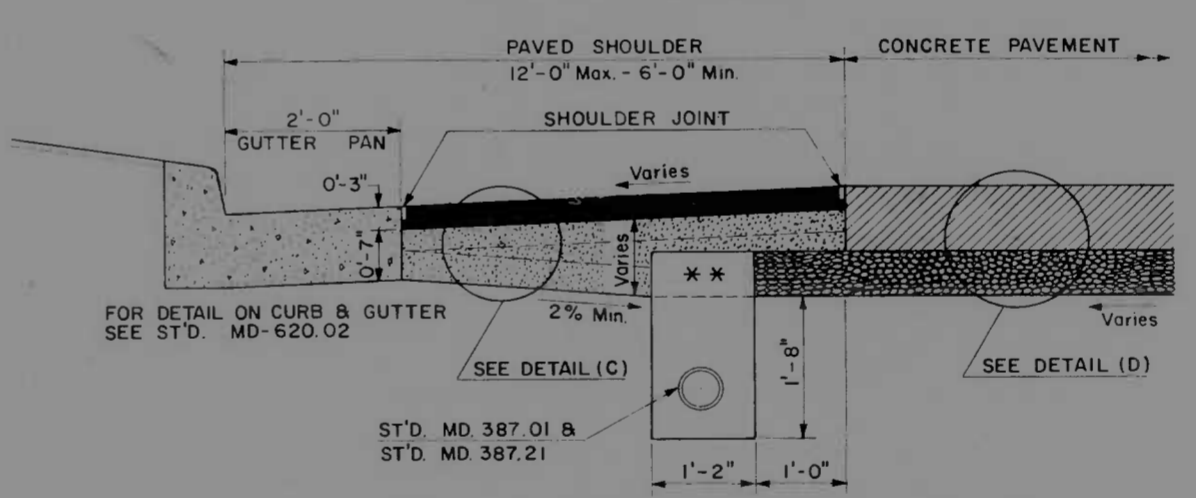
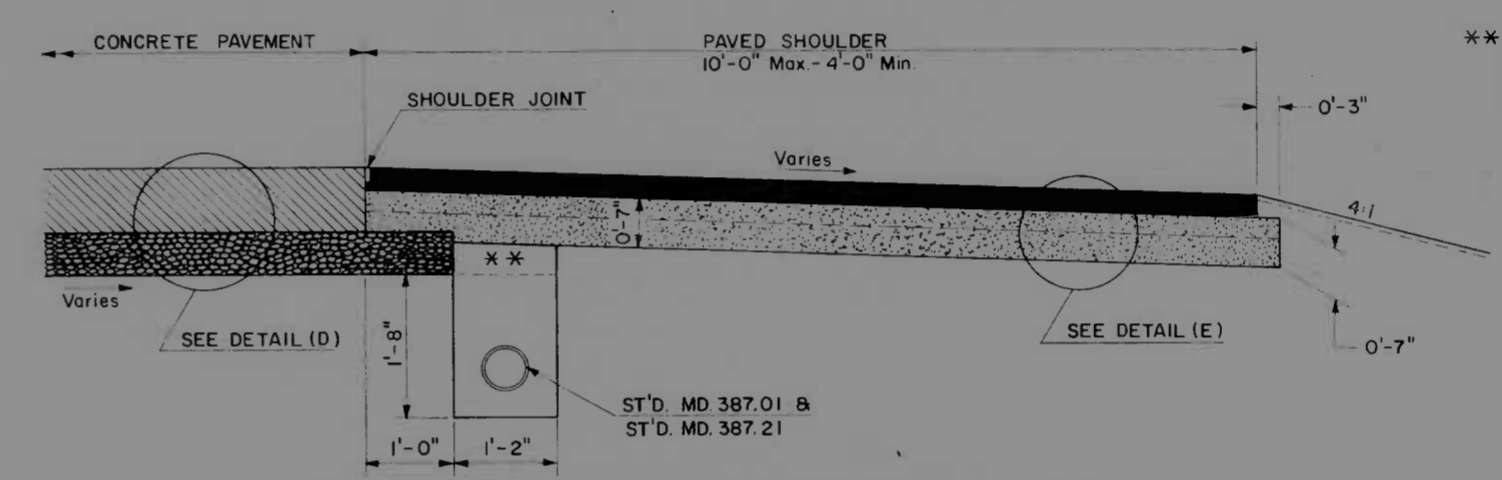


[STA. 30+00 TO STA. 32+17 LT. RAMP 'A'
[STA. 33+44 TO STA. 36+00 LT. RAMP 'A'



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

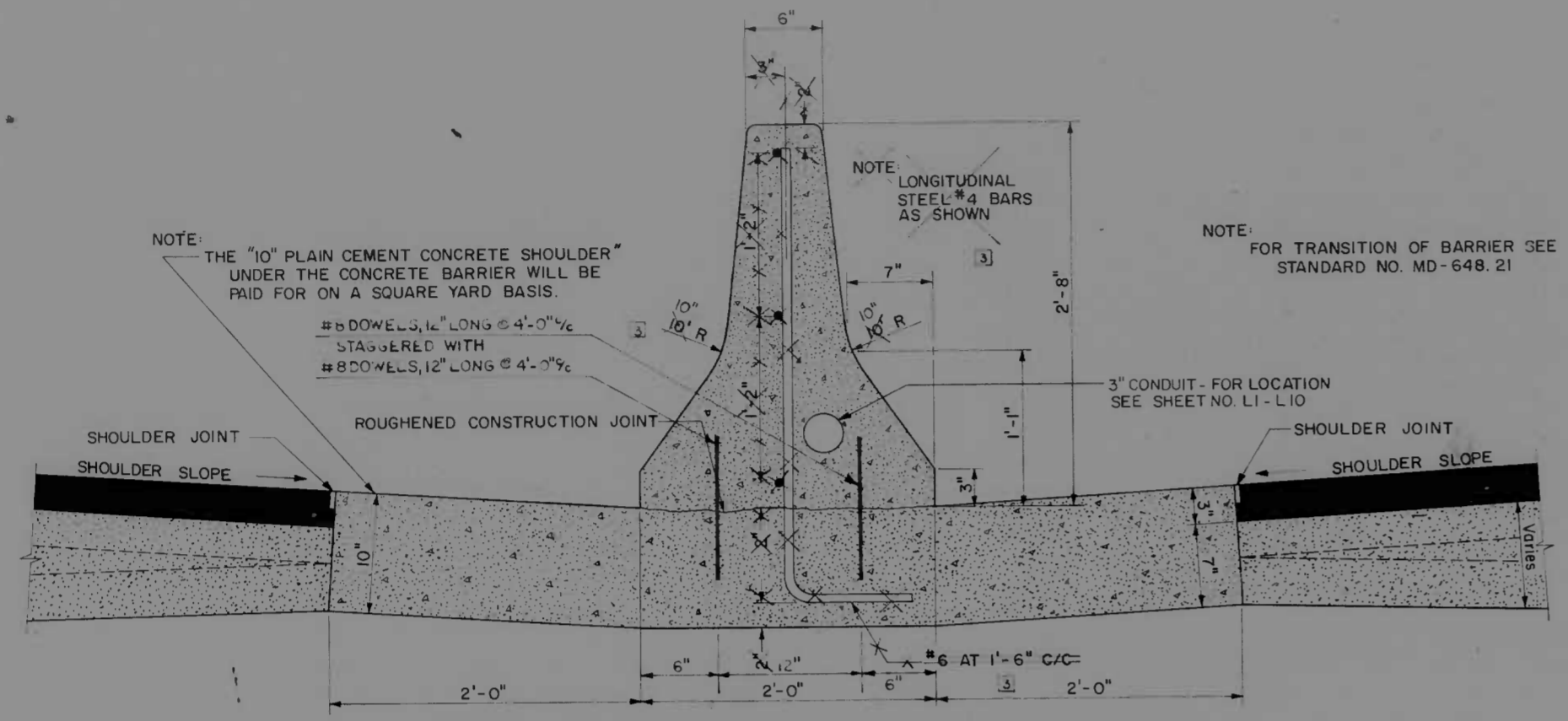
** NO. 6 AGGREGATE (See Std MD 387.21)
TO BE INCLUDED IN THE PRICE
BID FOR UNDERDRAIN.



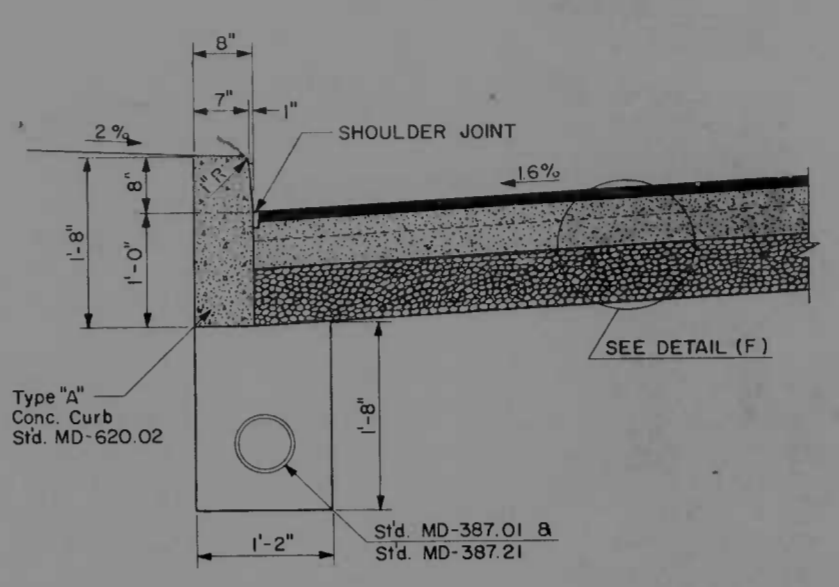
FOR PAVING DETAILS
SEE SHEET NO. T-8

REVISIONS 1) Revised Median Shld 1/25/76	CONSULTANT BAKER-WIBBERLEY & ASSOC., INC. CONSULTING ENGINEERS HAGERSTOWN, MD - BALTIMORE, MD	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD.		DRAWN BY: D.E.T. TRACED BY: D.E.T.	DES. BY: CHK. BY:
SCALE: AS SHOWN		DATE:		F.A.P. NO. I-95-4(59)30 S.R.C. NO. BC-246-56-815 BALTO. CITY NO. 2195	

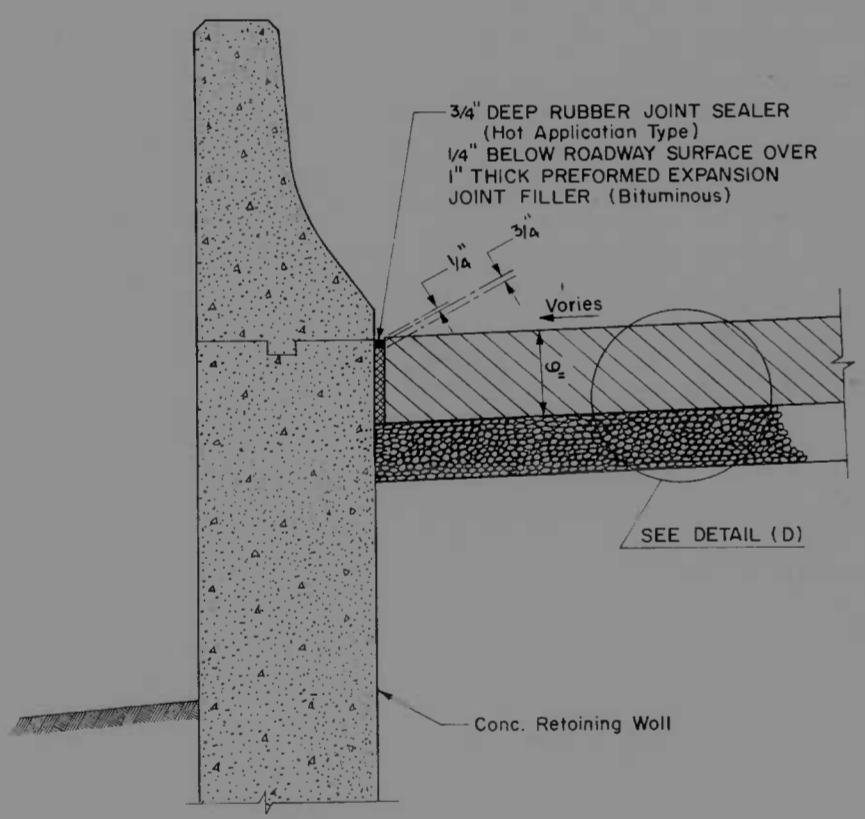
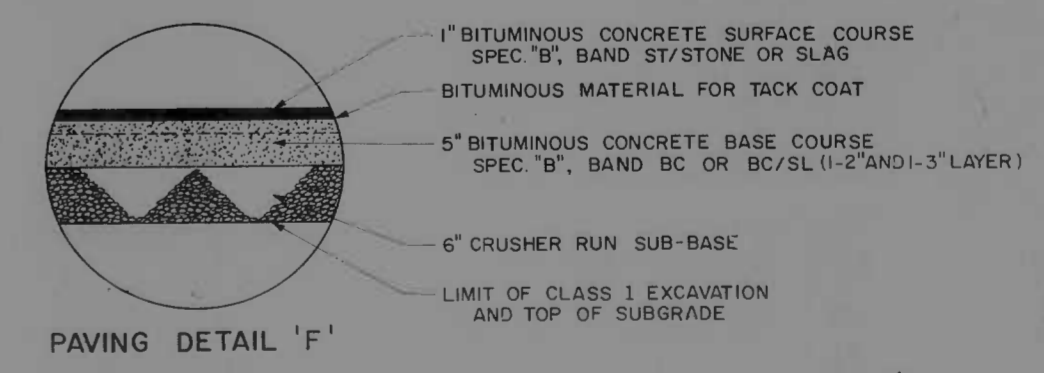
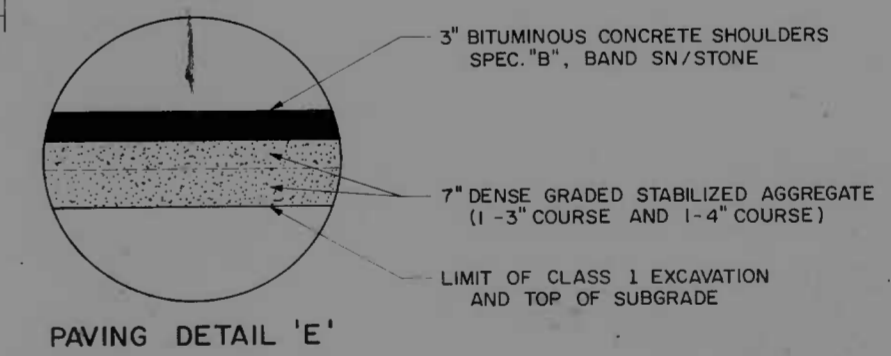
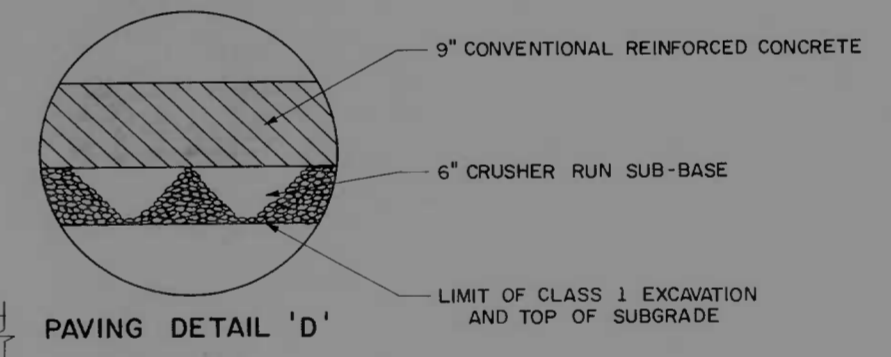
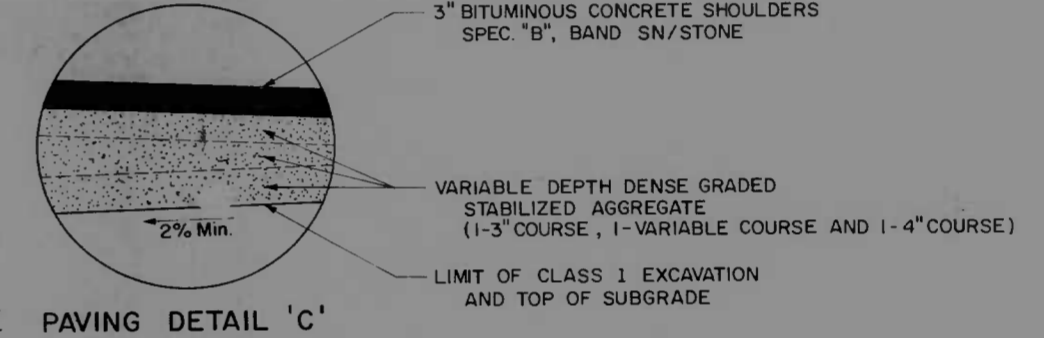
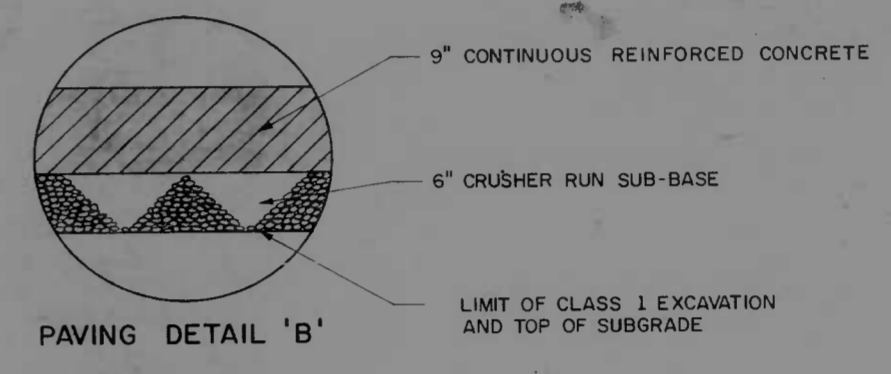
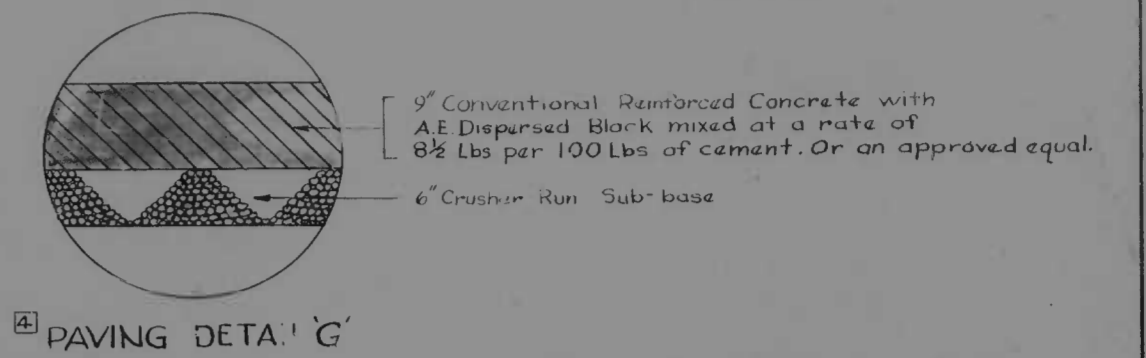
SHEET NO.	112
TITLE	T-8
DATE	1-95
PROJECT	MD. I-95-4(59)30
STATE	MD.
CITY	BALTIMORE



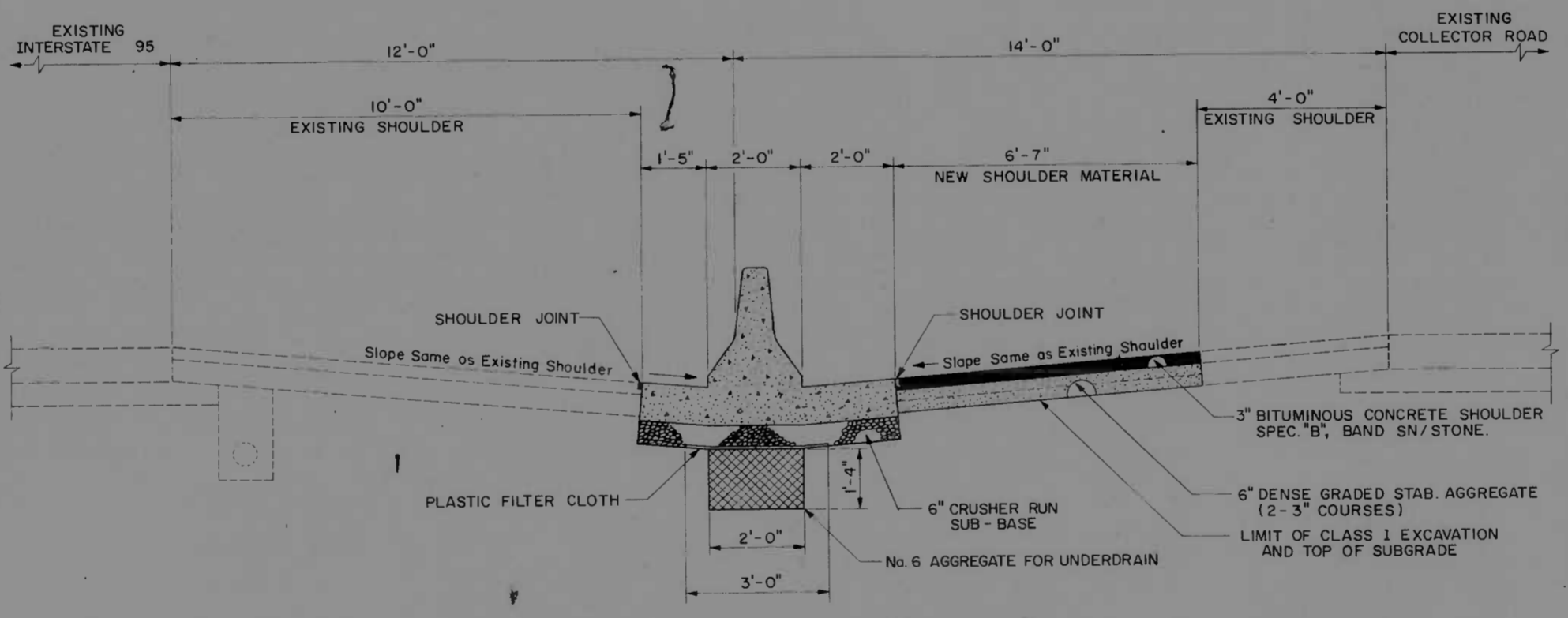
STANDARD CONCRETE BARRIER - DOUBLE FACE
Scale: 1/2" = 1'-0"



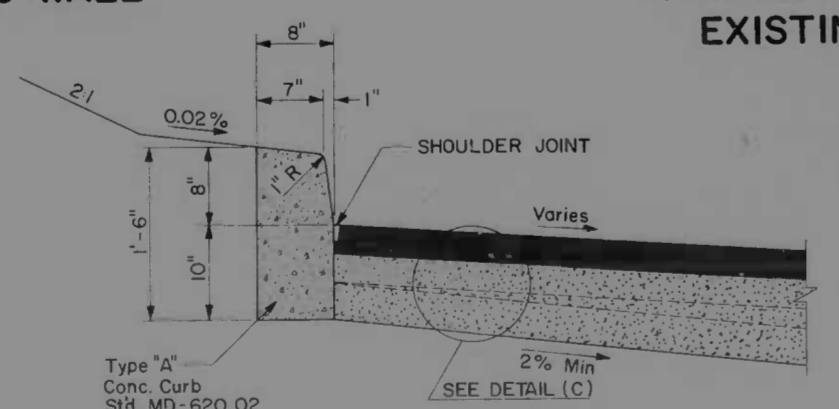
PAVEMENT TREATMENT WITH CONC. CURB DESOTO ROAD
NO Scale



JOINT DETAIL - RETAINING WALL
Scale: 1" = 1'-0"



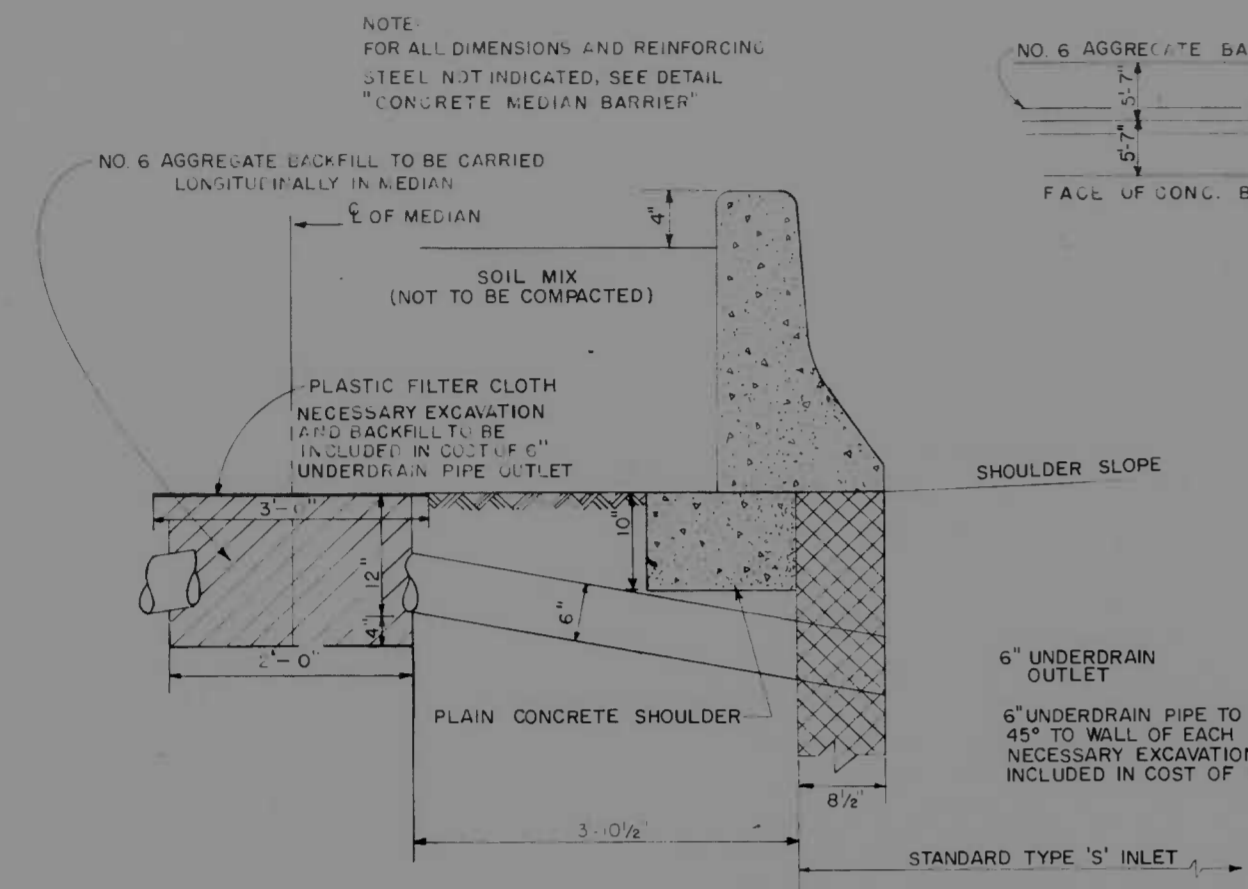
TYPICAL SECTION - DOUBLE FACE BARRIER ON EXISTING I-95 AND COLLECTOR ROAD
Scale: 1/2" = 1'-0"



SHOULDER TREATMENT WITH CONC. CURB RAMP 'D' CATON AVENUE INTERCHANGE
Scale: 1" = 1'-0"

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
2] Addendum No. 2 7/18/74	BAKER-WIBBERLEY & ASSOC., INC.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: D.E.T. DES. BY: D.E.T.
3] Revised 9/15/74 S.M.	CONSULTING ENGINEERS		TRACED BY: D.E.T. CHK. BY:
4] Add Riving detail 11/5/76	HAGERSTOWN, MD. - BALTIMORE, MD.		F.A.P. NO. I-95-4(59)30 SHEET NO. (112)
		SCALE: AS SHOWN DATE:	S.R.C. NO. BC-246-56-815 T-8 of T-12
			BALTO. CITY NO. 2195

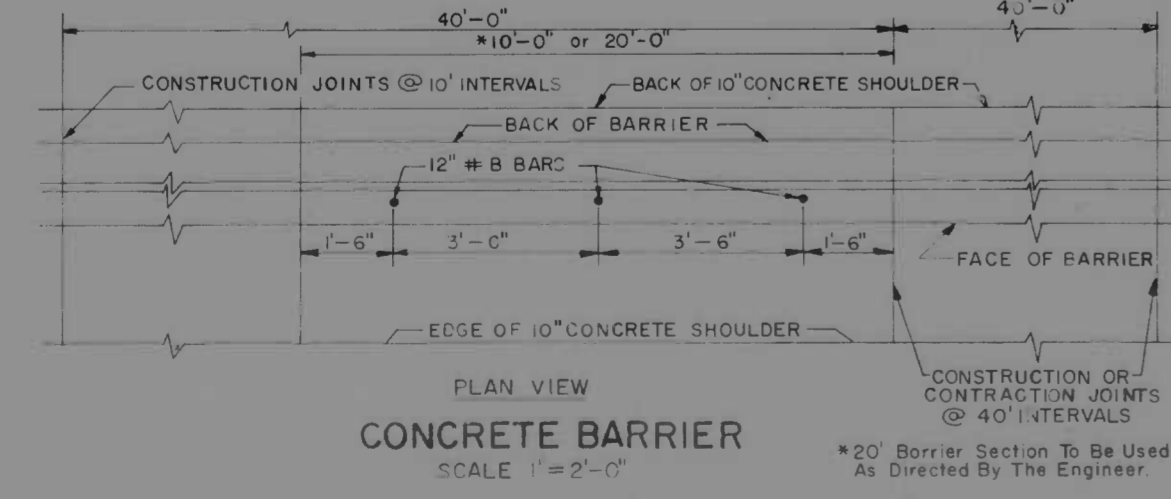
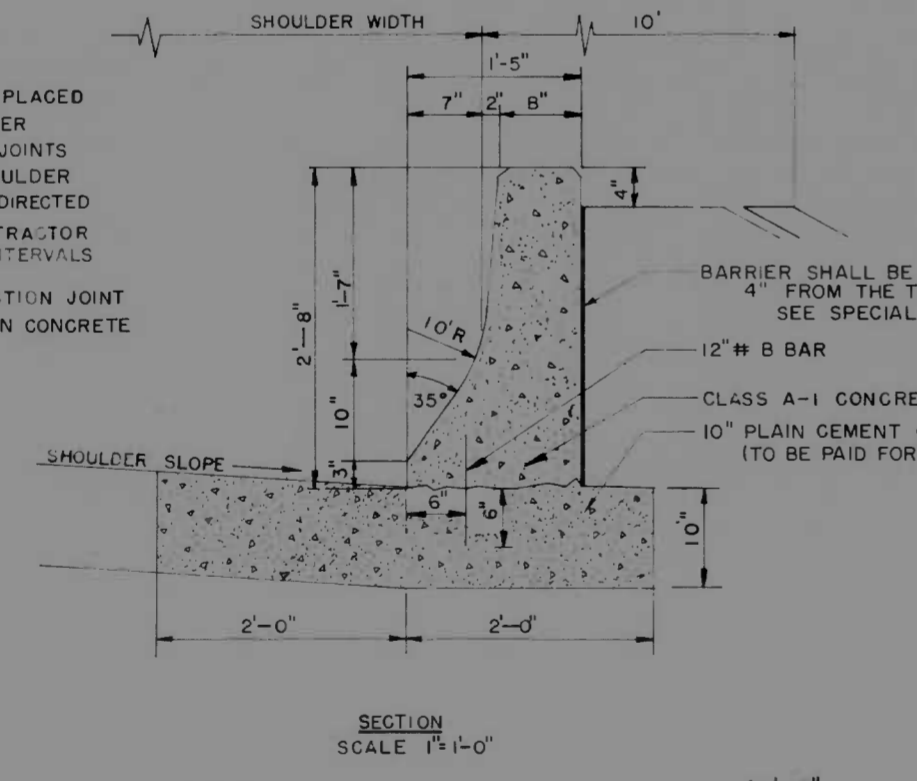
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	I-95-459/30	T-9	(112)



CONCRETE MEDIAN BARRIER AT STANDARD CLASS 'S' INLET
NO SCALE

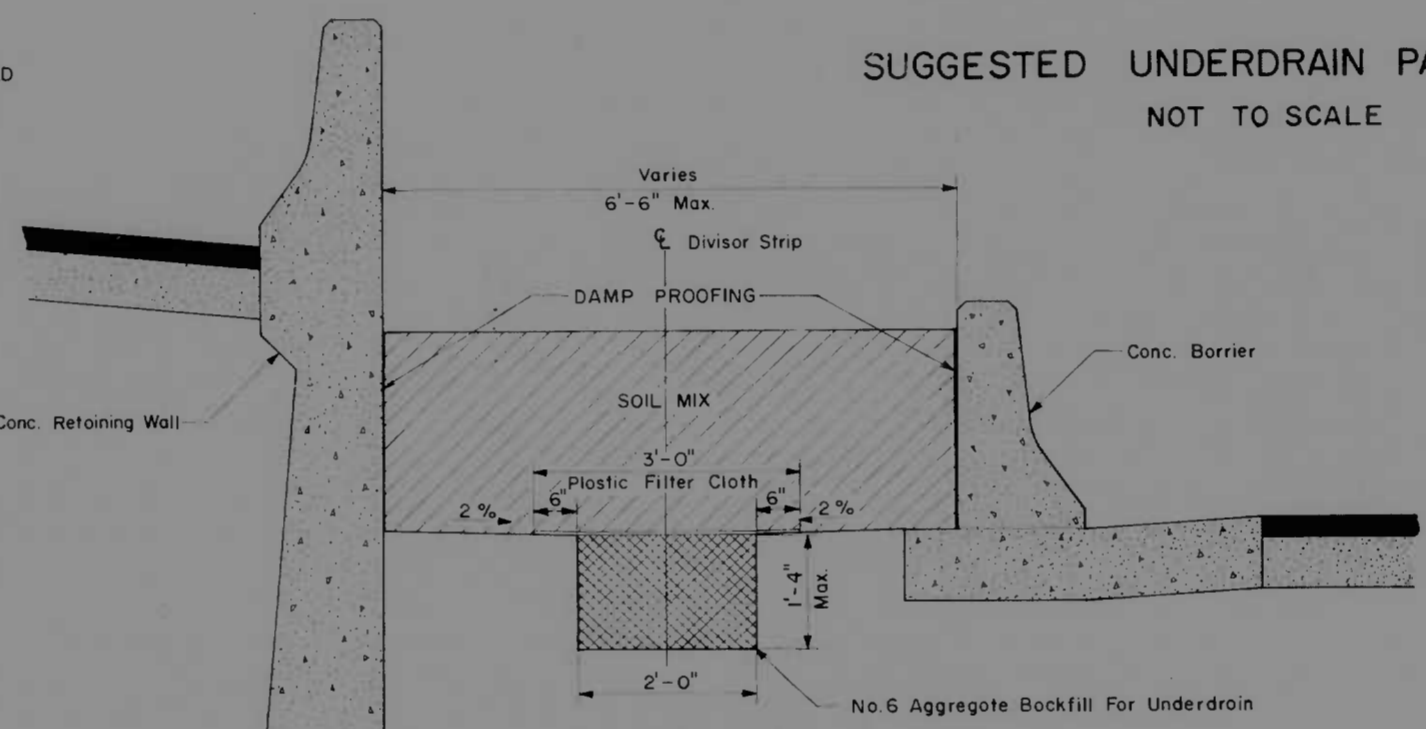
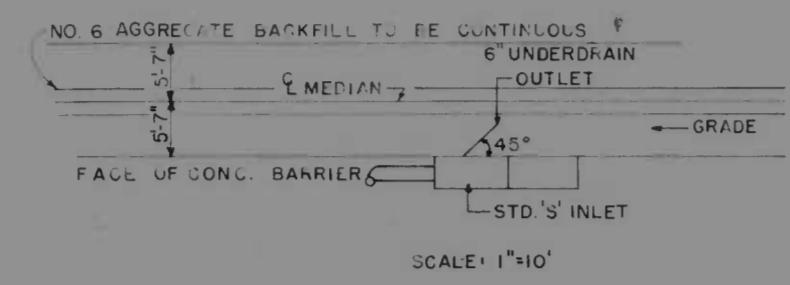
NOTE:

- CONSTRUCTION JOINT TO BE PLACED IN UPPER PORTION OF BARRIER AT 10' INTERVALS TO MATCH JOINTS AT 10' PLAIN CONCRETE SHOULDER WHERE POSSIBLE. WHERE DIRECTED BY THE ENGINEER, THE CONTRACTOR CAN POUR 20' JOINTS IN INTERVALS.
- CONSTRUCTION OR CONTRACTION JOINT TO BE PLACED IN 10' PLAIN CONCRETE SHOULDER EVERY 40'.

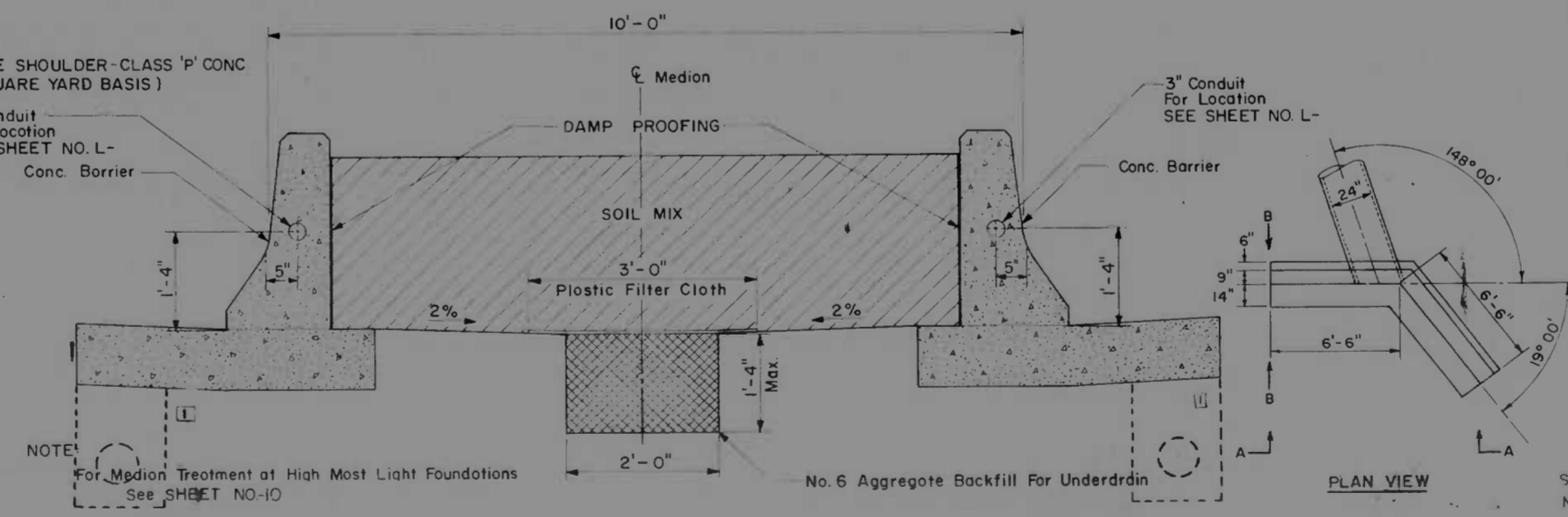


CONCRETE BARRIER
SCALE 1" = 2'-0"

*20' Barrier Section To Be Used As Directed By The Engineer.

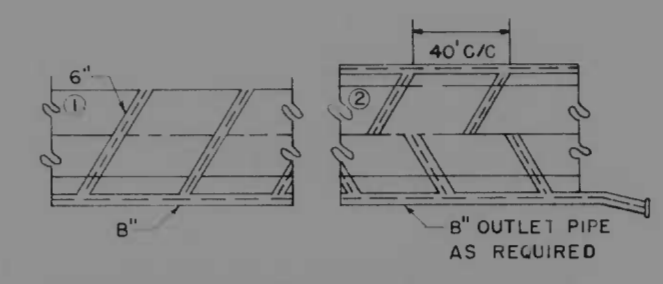


DIVISOR STRIP DETAIL
Scale: 3/4" = 1'-0"



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

SEE SRC STD PLATE MD-387.01 USING SUB-SURFACE DRAINAGE DITCH SECTION



SUGGESTED UNDERDRAIN PATTERN
NOT TO SCALE

EXPLANATORY NOTES

- A.A.S.H.O.
ANY REFERENCE ON PLANS OR IN SPECIAL PROVISIONS TO A.A.S.H.O. SHOULD REFER TO A.A.S.H.O. AS APPLICABLE.
- STANDARD PLATES
WHEN REFERENCE IS MADE TO STANDARD PLATES, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY THAT THE STANDARD PLATES IN HIS POSSESSION ARE THE LATEST STATE ROADS COMMISSION STANDARD PLATES AT THE TIME OF ADVERTISEMENT.
- INVERT ELEVATION
ALL INVERT ELEVATIONS ARE APPROXIMATE, AND MAY BE MODIFIED TO MEET CONDITIONS ENCOUNTERED DURING INSTALLATION OF DRAINAGE STRUCTURES, WHERE APPROVED BY THE ENGINEER.
- PROFILE GRADE
THE PROFILE GRADE ELEVATIONS ARE BASED ON THE BASELINE OF SURVEY STATIONS.
- LANDSCAPING AND DITCH LINING
ALL CONSTRUCTION SLOPES BEYOND THE OUTSIDE OF SHOULDER, INCLUDING SURFACE DRAIN DITCHES AND SIDE DITCHES, SHALL BE TREATED WITH 2" OF TOP SOIL AND SEEDED AND MULCHED. EXCEPTIONS TO THIS ARE NOTED ON THE PLANS RELATIVE TO DITCH LINING.
- UNDERDRAIN
6" PERFORATED CIRCULAR LONGITUDINAL PIPE UNDERDRAIN USING NO. 6 AGGREGATE.
NOTE: IN AREAS OF ROCK REFUSAL, SUB-GRADE DRAINS SHALL BE INSTALLED IN LIEU OF UNDERDRAIN. REFER TO THE APPLICABLE STATE ROADS COMMISSION STANDARD PLATES.
- ROUNDING
ROUNDING ON SLOPES 20' OR MORE IN LENGTH IS TO BE 10' ROUNDING ON SLOPES LESS THAN 20' IN LENGTH IS TO BE 1/2 THE LENGTH OF THE CUT SLOPE.
NOTE: THE LENGTH OF THE CUT SLOPE TO BE DETERMINED BY MEASURING ALONG THE SLOPE SURFACE.
- GRID SYSTEM
ALL BEARINGS AND COORDINATES SHOWN HEREIN ARE REFERRED TO THE TRUE MERIDIAN AND COORDINATE SYSTEM ADOPTED BY THE BALTIMORE CITY SURVEY CONTROL SYSTEM.
- DATUM
ALL ELEVATIONS SHOWN HEREIN ARE REFERENCED TO THE DATUM AS ADOPTED BY THE BALTIMORE CITY SURVEY CONTROL SYSTEM.
- 6' CHAIN LINK FENCE
THE CHAIN LINK FENCE SHALL BE OF THE TYPE AND DESIGN AND ERECTED AT LOCATIONS SHOWN ON THE PLANS, OR WHERE DIRECTED BY THE ENGINEER. GENERALLY, THE FENCE WILL BE LOCATED ONE FOOT (1') INSIDE OF "RIGHT-OF-WAY" LINE OF THROUGH HIGHWAY.
- SIGHT DISTANCE
STOPPING SIGHT DISTANCE FOR CREST VERTICAL CURVES IS BASED ON A HEIGHT OF OBJECT = 0.50' AND A HEIGHT OF EYE = 3.75'. HEADLIGHT SIGHT DISTANCE FOR SAG VERTICAL CURVE IS BASED ON A HEIGHT OF HEADLIGHT = 2.0' AND AN UPWARD DIVERGENCE OF BEAM = 1°.
- EXISTING UTILITIES
EXISTING UTILITY LOCATIONS SHOWN ON PLANS ARE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE EXACT LOCATION PRIOR TO COMMENCING THE WORK. THE NECESSARY RELOCATION AND/OR ADJUSTMENT OF THE EXISTING UTILITIES WILL BE PERFORMED BY OTHERS UNLESS PROVIDED FOR IN THE PROPOSAL OR SPECIAL PROVISIONS.
- NOTE: Disposition of Reinforcing Bars Same As For Std. Type E Endwall

MOD. E ENDWALL STA 9+80 RAMP B, RT.
NO SCALE

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE ROADS COMMISSION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
1 Revised Median Shld 11/05/76	BAKER - WIRBERLEY & ASSOC., INC. CONSULTING ENGINEERS Baltimore, Md.	INTERSTATE 95 CATON AVENUE TO 200' EAST OF DESOTO ROAD	DRAWN BY: _____ TRACED BY: _____ F.A.P. NO. I-95-459/30 S.R.C. NO. BC 246-56-815 BALTO. CITY NO. 2195
		SCALE: _____ DATE: _____	DES. BY: _____ CHK. BY: _____ SHEET NO. T-9 of 112

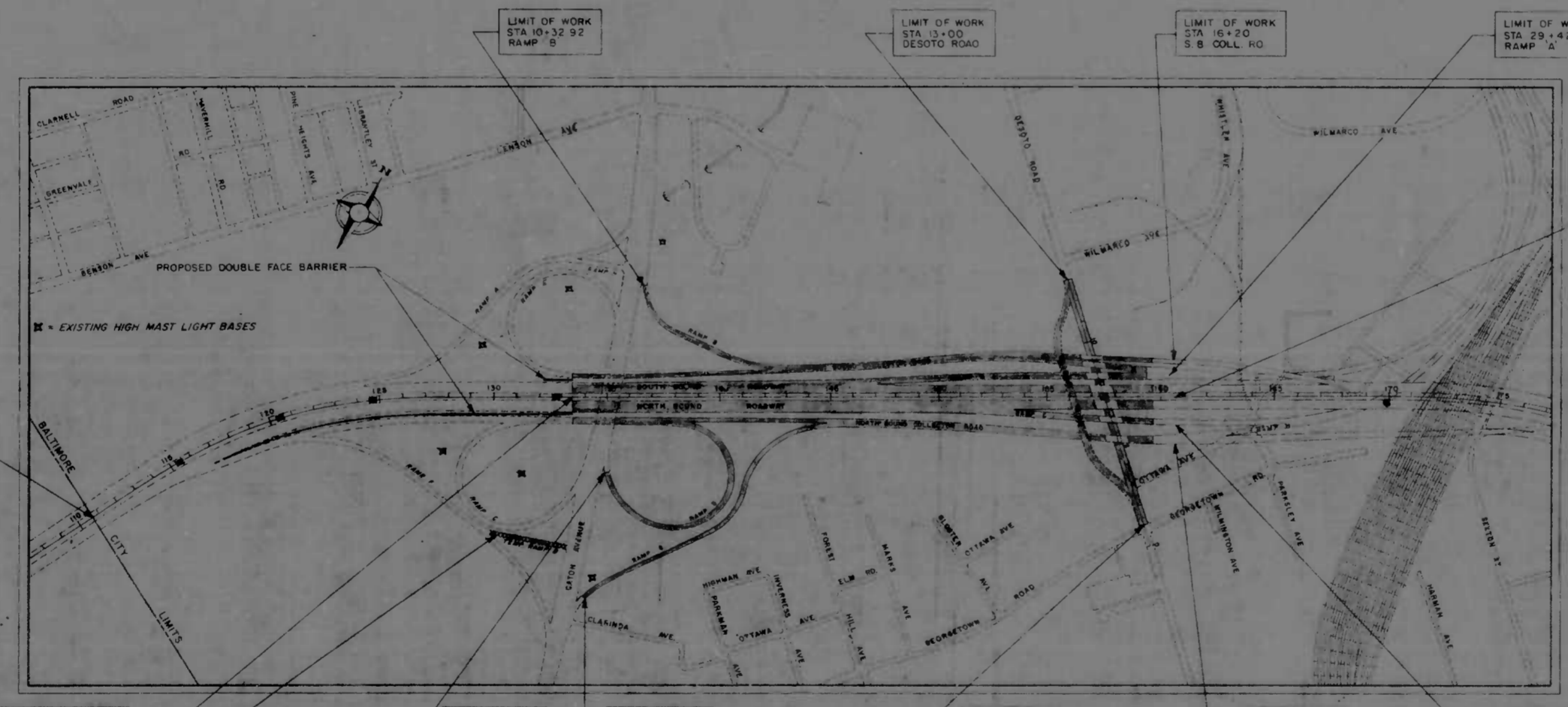
ABBREVIATIONS

BIT	BITUMINOUS	P.V.C.	POINT OF VERTICAL CURVATURE
BLDG.	BUILDING	P.V.T.	POINT OF VERTICAL TANGENCY
CL	CLASS	R.C.P.	REINFORCED CONCRETE PIPE
COMB.	COMBINATION	S/E	SUPERELEVATION
DWY.	DRIVEWAY	SAN	SANITARY
EST.	ESTABLISHED	S.D.	STORM DRAIN
EX/EXIST	EXISTING	STD.	STANDARD
MAC	MACADAM	V.V.	VALVE VAULT
MAT.	MATERIAL	P/G.E.	PROFILE GRADE ELEVATION
P.C.	POINT OF CURVATURE	P/C	POINT OF CROWN
P.I.	POINT OF INTERSECTION	H.S.D.	HEADLIGHT SIGHT DISTANCE
P.G.L.	PROFILE GRADE LINE	S.S.D.	STOPPING SIGHT DISTANCE
P/GL	PROFILE GROUND LINE	P.V.R.C.	POINT OF VERTICAL REVERSE CURVATURE
P.C.C.	POINT OF COMPOUND CURVE		
P.T.	POINT OF TANGENCY	P/R	POINT OF ROTATION
B.C.C.M.P.	BITUMINOUS COATED CORRUGATED METAL PIPE	G.R.	GUARD RAIL
		M.H.	MANHOLE
BLK	BLOCK	N.B.R.	NORTHBOUND ROADWAY
E.M.	BENCH MARK	RET. W.	RETAINING WALL
BR	BRICK	S. & M.	SEED & MULCH
C.I.P.	CAST IRON PIPE	S.D.	SIDE DITCH
CONC.	CONCRETE	S.B.R.	SOUTHBOUND ROADWAY
DWG.	DWELLING	STA.	STATION
ELEV.	ELEVATION	STY.	STORY
F.H.	FIRE HYDRANT	SURF.	SURFACE
FR	FRAME	U.D.	UNDERDRAIN
GAR.	GARAGE	V.P.	VITRIFIED PIPE
G	GAS LINE	W.	WATER LINE
G.M.	GAS MAIN	W.M.	WATER METER
G.V.	GAS VALVE	T.C.	TOP OF COVER
INV.	INVERT	T.G.	TOP OF GRATE

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
AND
STATE HIGHWAY ADMINISTRATION OF MARYLAND
INTERSTATE DIVISION FOR BALTIMORE CITY
FEDERAL AID PROJECT NO. I-95-4(59)30
STATE HIGHWAY ADMINISTRATION PROJECT NO. BC 246-56-815
CITY OF BALTIMORE BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION CONTRACT NO. 2195
INTERSTATE ROUTE 95
FROM CATON AVENUE TO 200 FEET
EAST OF DESOTO ROAD

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."

FOR INDEX OF SHEETS - SEE SHEET NO. T-2



FIELD BOOKS	
BOOK NO.	DESCRIPTION
INTERSTATE 95	
I-95-030	ALIGNMENT, PROFILE & CROSS SECTIONS
I-95-031	CONTROLS & TOPOGRAPHY
I-95-032	CROSS SECTIONS
I-95-033	CROSS SECTIONS
I-95-034	CONTROLS & PROFILES
I-95-036	CROSS SECTIONS
I-95-037	CROSS SECTIONS

DATA	INTERSTATE 95		DESOTO ROAD	
	1966	1990	1966	1990
ADT	81,400	120,400	5,000	8,000
DHV	6,512	9,632	400	640
% TRUCKS ADT	10%	10%	10%	10%
% TRUCKS DHV	5%	5%	7%	7%
DIRECT DISTRIB.		60%		50%

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 APPROPRIATE RIGHT OF WAY PLAT OR PLATS.

LOCATION PLAN
 SCALE 1" = 400'
 DESIGN SPEED - 60 M.P.H.
 LENGTH OF PROJECT - 0.514 MILE

CITY OF BALTIMORE
APPROVED
David B. Cooper 5/29/74
SEDIMENTATION & EROSION CONTROL REPRESENTATIVE

CHECKED BY	INITIALS	DATE
BUREAU OF ENGINEERING	<i>R.K. [unclear]</i>	5/29/74
WATER DIVISION	<i>W.H.H. [unclear]</i>	5/29/74
WASTE WATER DIVISION	<i>V.R. [unclear]</i>	5/29/74
HIGHWAY ENGINEERING DIVISION	<i>[unclear]</i>	5/29/74
SURVEY AND RECORDS DIVISION	<i>[unclear]</i>	5/29/74
BUREAU OF UTILITY OPERATIONS	<i>[unclear]</i>	5/29/74
LIGHTING SECTION - HIGHWAY MAINTENANCE DIV.	<i>[unclear]</i>	5/29/74
CONDUIT SECTION - HIGHWAY MAINTENANCE DIV.	<i>[unclear]</i>	5/29/74
DEPARTMENT OF TRANSIT AND TRAFFIC	<i>J.W.E.</i>	5/29/74

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
APPROVAL RECOMMENDED
[Signature] 5/29/74
HEAD, BUREAU OF ENGINEERING
APPROVED
[Signature] 5/29/74
DIRECTOR OF PUBLIC WORKS

PREPARED BY
BAKER-WIBBERLEY & ASSOC., INC.
CONSULTING ENGINEERS
HAGERSTOWN, MD. BALTIMORE, MD.
[Signature] 5/29/74
DATE

STATE ROADS COMMISSION OF MARYLAND
REVIEWED AND APPROVAL RECOMMENDED
[Signature] 5/29/74
CHIEF, BUREAU OF DESIGN
APPROVAL RECOMMENDED
[Signature] 5/29/74
CHIEF, INTERSTATE DIVISION FOR BALTIMORE CITY
APPROVED
[Signature] 5/29/74
CHIEF ENGINEER

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
DIVISION ENGINEER