

Construct MSHA Std. MD. 655.11 Sidewalk Ramp Method 'B' (except where noted) Where Listed Below:

- W.B. Roadway - 2' Constr.  
 Sta. 412+25, 1' Lt. 4' 3" Rt.  
 Sta. 417+50, 50' Lt.  
 Sta. 417+55, 50' Lt.  
 Sta. 418+45, 1' Lt. - Island Opening  
 Sta. 418+45, 5' Lt.  
 Sta. 418+48, 41' Rt.  
 Sta. 418+58, 60' Lt.  
 Sta. 419+11, 1' Lt.  
 Sta. 419+11, 10' Lt.  
 Sta. 419+11, 55' Lt. - Island Opening  
 Sta. 419+15, 35' Rt.
- T.O. Roadway - 2' Constr.  
 Sta. 410+15, 50' Lt. 4' 3" Rt.  
 Sta. 411+67, 25' Rt.  
 Sta. 412+25, 55' Rt.  
 Sta. 415+10, 45' Rt.  
 Sta. 415+60, 50' Rt.  
 Sta. 414+10, 50' Rt.  
 Sta. 414+60, 50' Rt.  
 Sta. 417+20, 65' Rt.  
 Sta. 417+51, 65' Rt.  
 Sta. 418+14, 5' Rt. 4' 17" Lt.  
 Sta. 418+16, 32' Lt.  
 Sta. 418+20, 66' Rt.  
 Sta. 418+72, 65' Rt.  
 Sta. 418+80, 5' Rt. 4' 40" Lt.

LIMIT OF WORK  
W.B./FRANKLIN ST.  
STA. 412+04

LIMIT OF WORK  
E.B./MULBERRY ST.  
STA. 409+65

NOTE: The construction of grading, paving, curb and gutter, storm water facilities and utilities beyond the Limit of Work, as indicated on the plans shall be performed as part of this Contract.

Sta. 414+15, 180' Lt. & Constr. E.B.R.  
 Construct 24" Wide Depressed Curb At Entr. (MSHA Std. MD. 620.01) Centered on Parking Lot Aisle. Construct Entrance As Shown Using 5/8" Bit. Conc. Curb MD. 615.01 along Curb Returns.

Sta. 411+20, Lt. & Constr. E.B.R.  
 Construct 5/8" Conc. Stairway MD. 657.02 Having 7 Treads At 5' Width, Using Two MD. 627.01 5/8" Ornamental Handrails (One Each Side). Stairway to Have 5/8" Conc. Walk Platform Leading to Parking Lot.

Sta. 411+25 to Sta. 412+20, Rt. & Constr. E.B.R.  
 Construct 120' L.F. of 5/8" Bit. Conc. Curb MD. 615.01 Along The Parking Lot At The Top of Cut Slope. Curb to Face Lot.

Sta. 412+55 to Sta. 419+20, Rt. & Constr. Mulberry St.  
 Bus Stop Presently at This Location Shall be Abandoned. New Bus Stop to be Constructed on the Northeast Corner of Saratoga and Smallwood Streets. See Bus Pad Layout, This Sheet.

Sta. 413+47 to Sta. 414+75, 65' Lt. & Constr. E.B.R.  
 Construct 4' Wide Bit. Conc. Spillway From The Back of Inlet 1-117 to the Parking Lot, Located to That Located 24' North. Overlay Corner of Exist. Parking Lot to Create Swale to Drain Lot to Spillway. Place 125' L.F. of Bit. Conc. Curb MD. 615.01 Where Shown. Remove Existing Pavement for Entr. and Spillway Grade Area to Drain Place Topsoil, Seed and Mulch.

Sta. 418+04 to Sta. 418+92 & Constr. E.B.R.  
 Construct 48' L.F. of Variable Width Monolithic Conc. Median Type A - Std. MD. 645.01

Construct 5/8" Conc. Driveway Entrance in Accordance With MSHA Std. MD. 500.01 to the width specified below. Remove Driveway as Indicated by the grade shown on the cross-sections.  
 Sta. 415+00, Lt. 25' wide - Bit.  
 Sta. 415+50, Lt. 30' wide - Bit.

Sta. 415+00 to Sta. 417+50, Lt. & Constr. W.B.R.  
 Remove Existing Pavement. Grade as Indicated on Drainage Plan. Place Topsoil, Seed and Mulch.

Sta. 415+00 to Sta. 417+50, Lt. & Constr. W.B.R.  
 Remove Existing Pavement. Grade as Indicated on Drainage Plan. Place Topsoil, Seed and Mulch.

Sta. 415+00 to Sta. 417+50, Lt. & Constr. W.B.R.  
 Remove Existing Pavement. Grade as Indicated on Drainage Plan. Place Topsoil, Seed and Mulch.

Sta. 415+00 to Sta. 417+50, Lt. & Constr. W.B.R.  
 Remove Existing Pavement. Grade as Indicated on Drainage Plan. Place Topsoil, Seed and Mulch.

Sta. 415+00 to Sta. 417+50, Lt. & Constr. W.B.R.  
 Remove Existing Pavement. Grade as Indicated on Drainage Plan. Place Topsoil, Seed and Mulch.

Sta. 415+00 to Sta. 417+50, Lt. & Constr. W.B.R.  
 Remove Existing Pavement. Grade as Indicated on Drainage Plan. Place Topsoil, Seed and Mulch.

Sta. 415+00 to Sta. 417+50, Lt. & Constr. W.B.R.  
 Remove Existing Pavement. Grade as Indicated on Drainage Plan. Place Topsoil, Seed and Mulch.

Sta. 415+00 to Sta. 417+50, Lt. & Constr. W.B.R.  
 Remove Existing Pavement. Grade as Indicated on Drainage Plan. Place Topsoil, Seed and Mulch.

Sta. 415+00 to Sta. 417+50, Lt. & Constr. W.B.R.  
 Remove Existing Pavement. Grade as Indicated on Drainage Plan. Place Topsoil, Seed and Mulch.

Sta. 415+00 to Sta. 417+50, Lt. & Constr. W.B.R.  
 Remove Existing Pavement. Grade as Indicated on Drainage Plan. Place Topsoil, Seed and Mulch.

Sta. 415+00 to Sta. 417+50, Lt. & Constr. W.B.R.  
 Remove Existing Pavement. Grade as Indicated on Drainage Plan. Place Topsoil, Seed and Mulch.

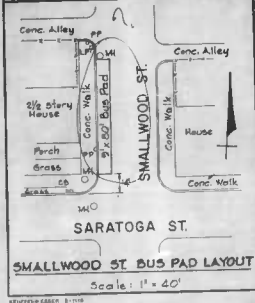
Sta. 415+00 to Sta. 417+50, Lt. & Constr. W.B.R.  
 Remove Existing Pavement. Grade as Indicated on Drainage Plan. Place Topsoil, Seed and Mulch.

Sta. 415+00 to Sta. 417+50, Lt. & Constr. W.B.R.  
 Remove Existing Pavement. Grade as Indicated on Drainage Plan. Place Topsoil, Seed and Mulch.

3	MD.	IX-335-111
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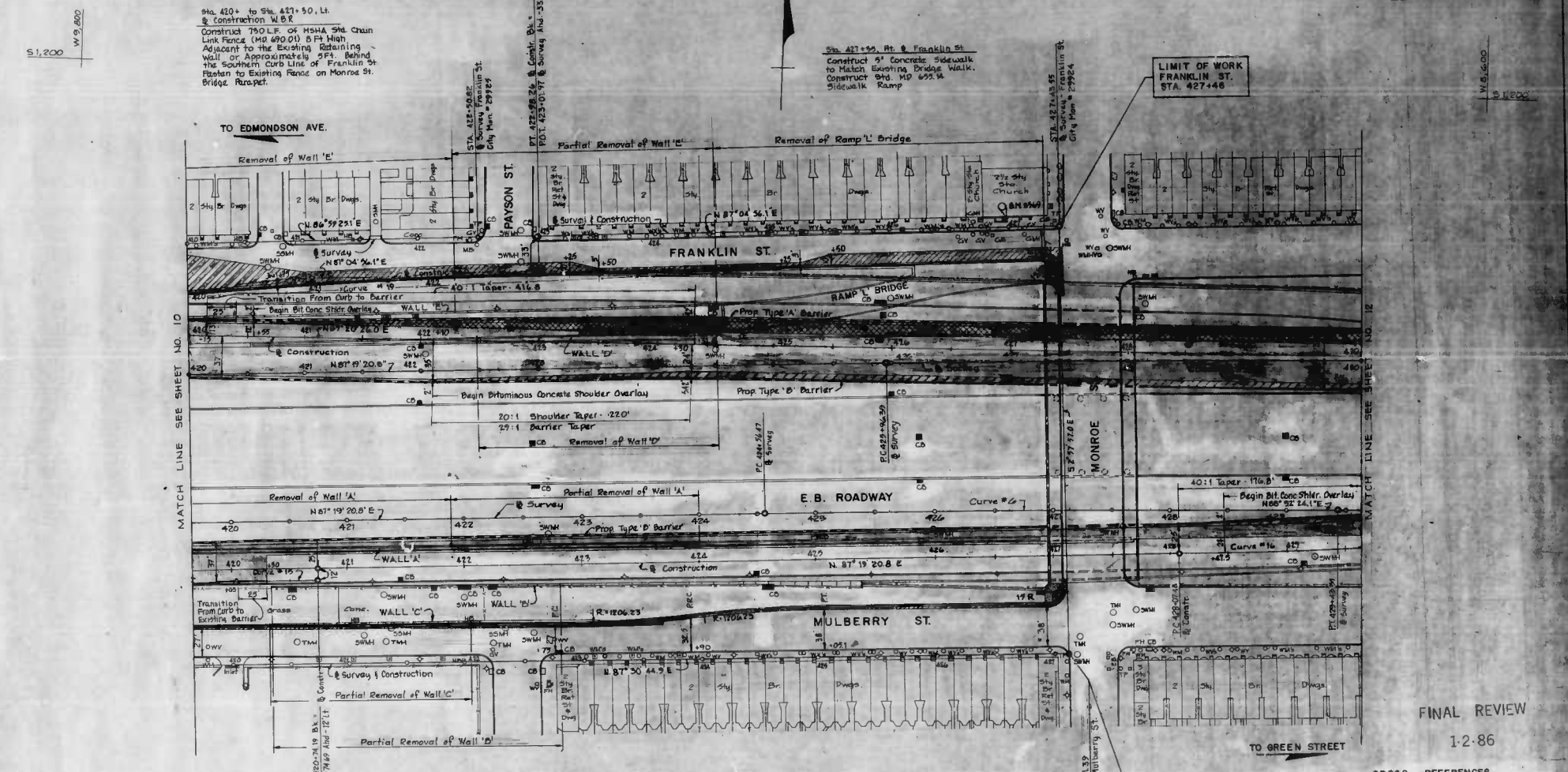
FINAL REVIEW  
1-2-86

CROSS REFERENCES	SHEET NO.
Stakeout Data and Bench Marks	3
Profile - E.B.R. and W.B.R.	15
Profile - Pulaski St., Franklin St., Mulberry St.	17
Erosion and Sediment Control Plan	23
Drainage and Utility Plan	26
Drainage Profiles	28, 31, 32
Structural Detail and Reconstruction	34, 35
Lighting	34
Signage	34



REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	WHITMAN, REARDY AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS ROADWAY PLAN-STA 409+ TO STA. 420+	DRAWN BY: DES. BY: TRACED BY: CHK. BY: F.A.P. NO. IX-335-111 S.H.A. NO. BC III-105-B15 BALTO. CITY NO. 3390
		SCALE: 1" = 40'	DATE: JAN. 1986

FED. REGION	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	MD	14-555-111		11	29



MATCH LINE SEE SHEET NO. 10

MATCH LINE SEE SHEET NO. 12

NOTE: The construction of grading, paving, curb and gutter, storm water facilities and utilities beyond the Limit of Work, as indicated on the plans shall be performed as part of this Contract.

Sta. 422+19 to Sta. 425+40 Rt. & Construction E.B.R.  
Remove and Salvage Existing Temporary Section of Chain Link Fence.

Sta. 427+00, Lt. & Mulberry St.  
Construct 5' Concrete Sidewalk to PC of Curb Return, Construct Sta. MD 655.14 Sidewalk Ramp.

Sta. 419+ to Sta. 425+40 Rt. & Construction E.B.R.  
Construct 5' LE of MSHA Old Chain Link Fence (MD-690.01) 8 Ft. High Adjacent to the Existing Retaining Wall or Approximately 5 Ft. Behind the southern Concrete Barrier of the Eastbound Roadway. Fasten to Existing Fence Behind Concrete Barrier @ Sta. 425+40.

LIMIT OF WORK  
MULBERRY ST.  
STA. 427+11

LIMIT OF WORK  
FRANKLIN ST.  
STA. 427+46

FINAL REVIEW  
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CROSS REFERENCES

ITEM	SHEET NO.
Siteout Data and Bench Marks	5
Final E.B.R. and W.B.R.	15
Erosion and Sediment Control Plan	19
Drainage and Utility Plan	23
Drainage Profiles	26
Structural Demolition and Reconstruction	30, 31, 33
Lighting	35

REVISIONS	CONSULTANT WHITMAN, REQUARDT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSTATE ROUTE 70 TERMINUS WITH FRANKLIN / MULBERRY STREETS ROADWAY PLAN-STA 420+ TO STA 430+		DRAWN BY TERMINUS	DES. BY CNK
SCALE: 1" = 40'		DATE: JAN. 1986		SHEET NO. 11 of 29	

1" = 2,000  
W 3,800

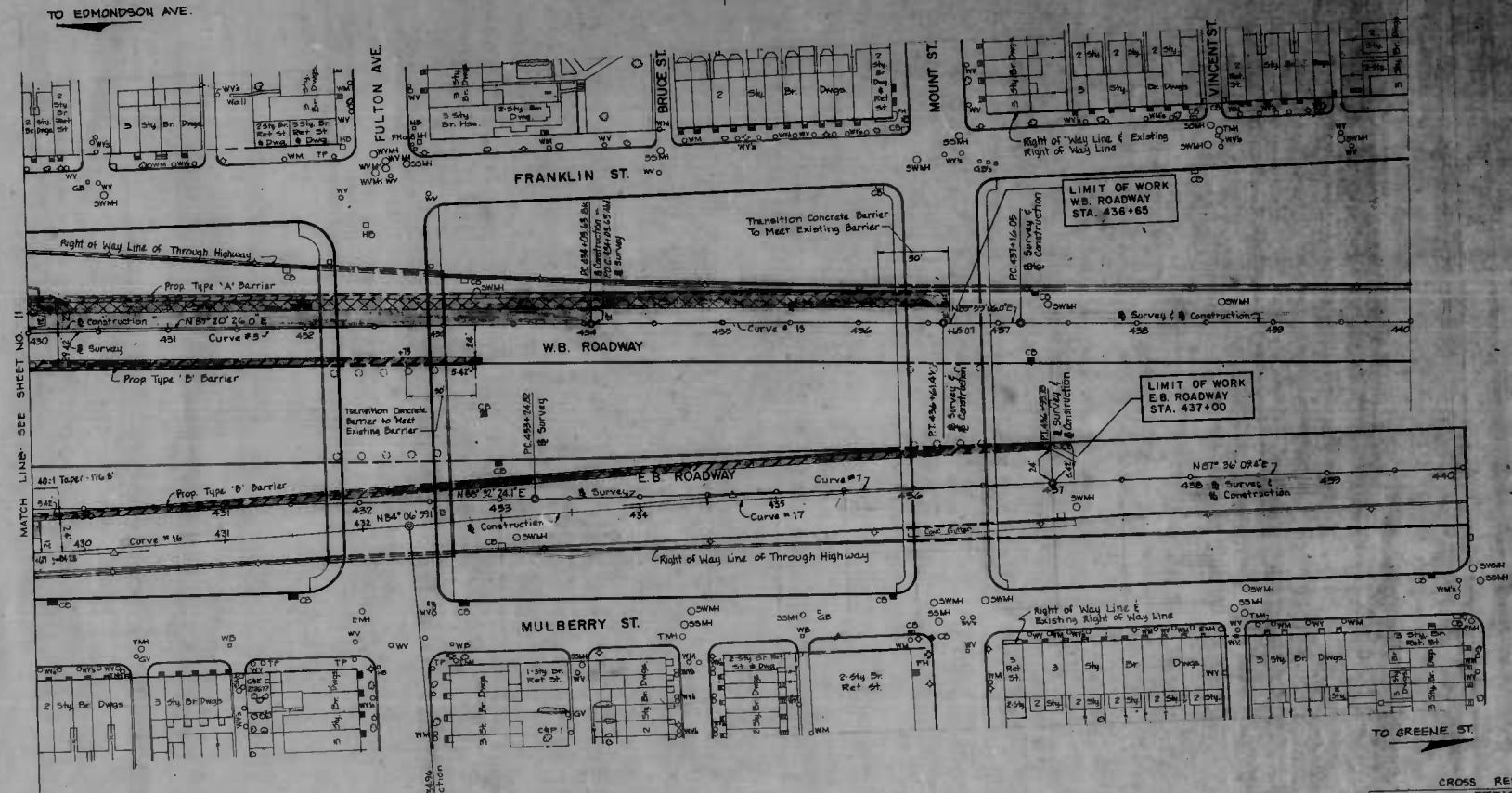
1" = 2,000  
W 3,800



MO. W-330-111

51,200  
W.B. 800

W.T. 200  
51,200



MATCH LINE - SEE SHEET NO. 11

FINAL REVIEW  
1-2-86

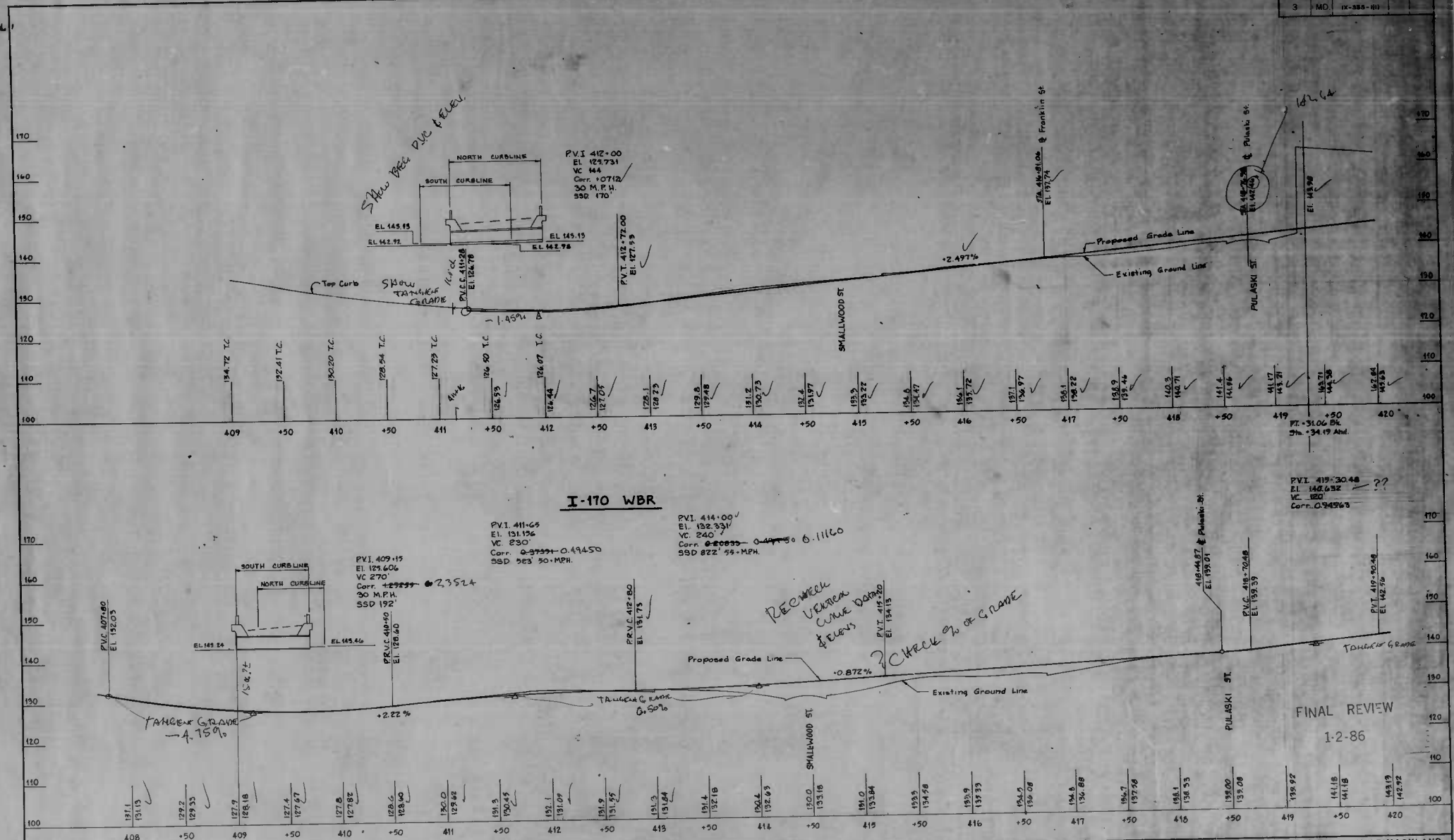
51,800  
W.B. 800

NOTE: The construction of grading, paving, curb and gutter, storm water facilities and utilities beyond the Limit of Work, as indicated on the plans shall be performed as part of this Contract.

CROSS REFERENCES	
ITEM	SHEET NO.
Stakeout Data and Bench Marks	5
Profile - E.B.R. and W.B.R.	14
Profile - Franklin St.	16
Erosion and Sediment Control Plan	16
Drainage and Utility Plan	24
Drainage Profiles	26
Structural Demolition and Reconstruction	56
Lighting	56
Signing	

REVISIONS	CONSULTANT WHITMAN, REQUARD AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS ROADWAY PLAN-STA. 430+ TO STA. 440+		DRAWN BY TRACED BY F.A.P. NO. IX-335-111 S.H.A. NO. 9C 311-106-215 BALTO. CITY NO. 3090	DES. BY CHK. BY
SCALE: 1" = 40'		DATE: JAN. 1986			

FED. REGION	STATE	DES. NO.	PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	MD	IX-335-(H)		13	39

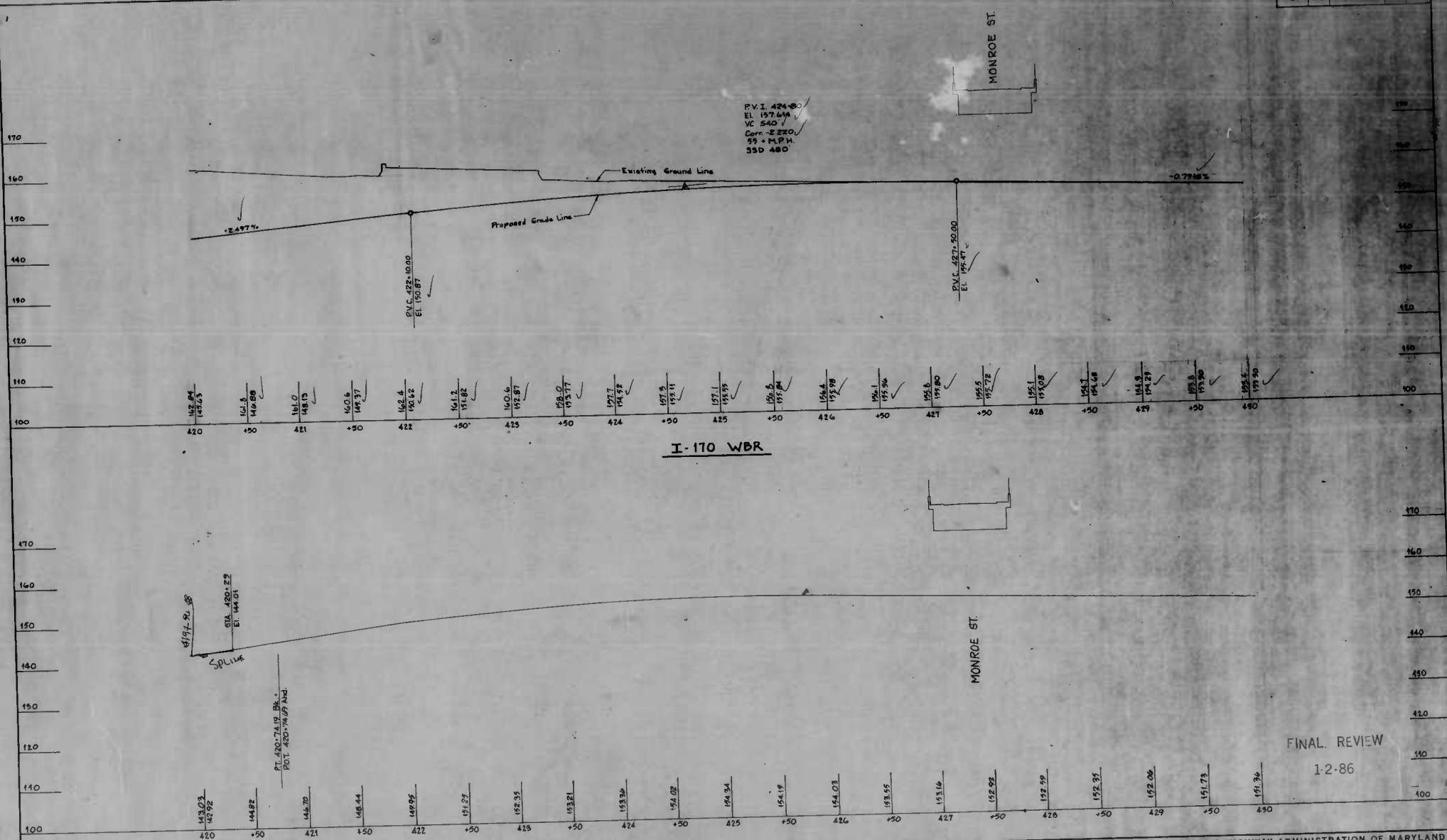


FINAL REVIEW  
1-2-86

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	WHITMAN, REQUARDT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS ROADWAY PROFILE-STA. 409+ TO STA. 420+ W.B.R. & E.B.R.	DRAWN BY: _____ CHECKED BY: _____ DES. BY: _____ CHK. BY: _____ SHEET NO. 13 of 39

SCALE: HORIZ. 1" = 40' VERT. 1" = 10' DATE: JAN. 1986 BALTO. CITY NO. 3080

AREA	STATE	PROJECT	SHEET	TOTAL
3	MD.	X-338-(11)		



I-170 WBR

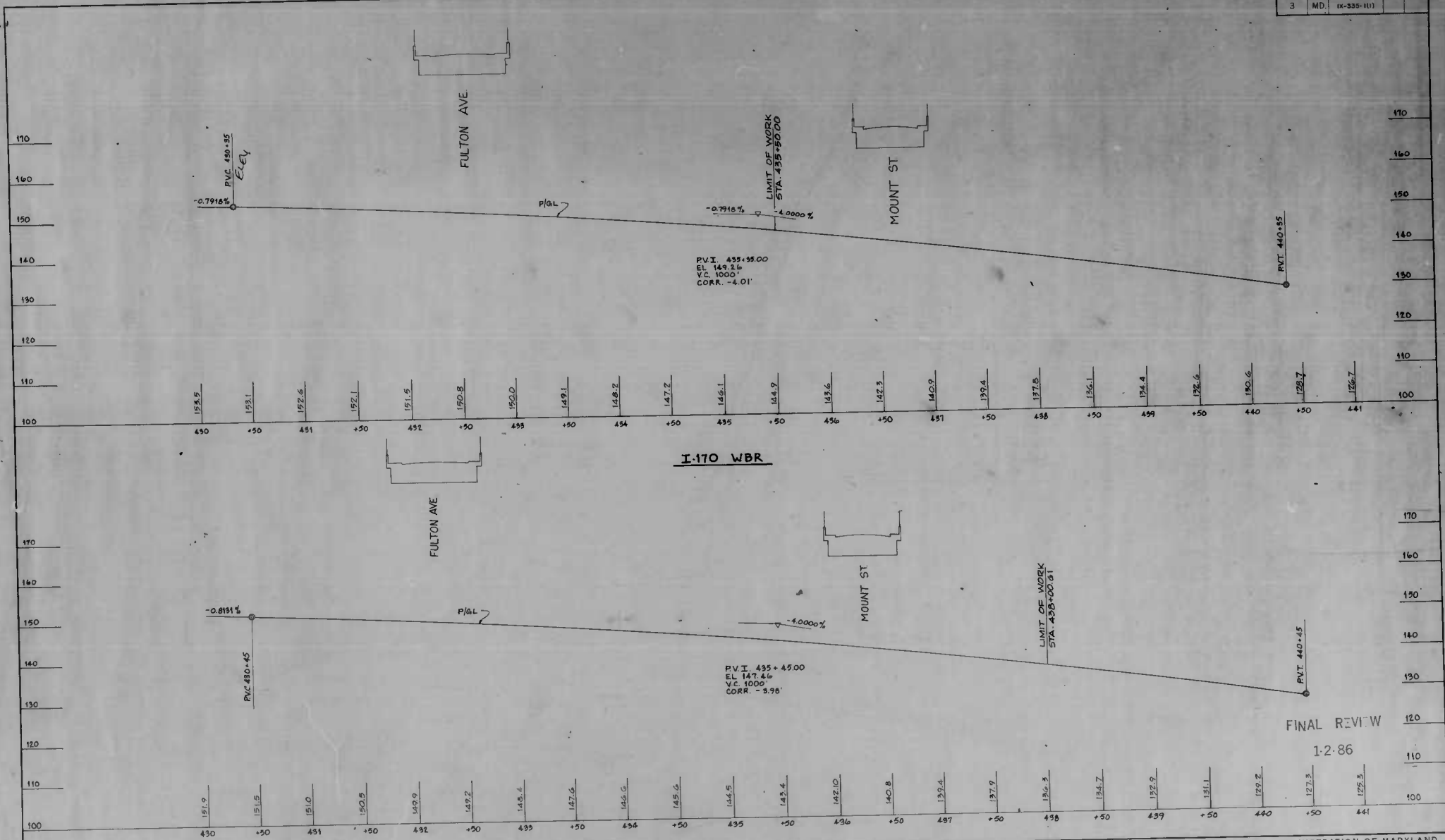
I-170 EBR

FINAL REVIEW  
1-2-86

REVISIONS CONSULTANT WHITMAN, REDGARDT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS ROADWAY PROFILE STA 420+ TO STA 430+ W.B.R. & E.B.R.	DRAWN BY TRACKED BY F.A.P. NO. X-338-(11) S.H.A. NO. EC 311-198-819 BALTY. TY NO. 3050
SCALE: HORIZ. 1"=40' VERT. 1"=10' DATE: JAN. 1986		



FED. REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX-335-1(1)		



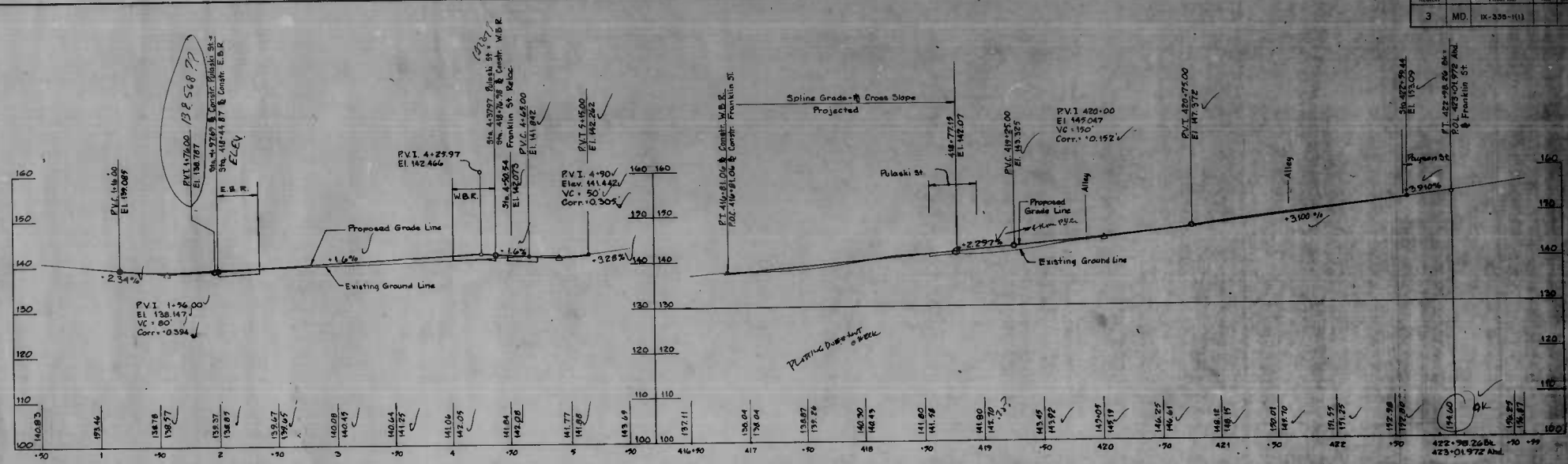
FINAL REVIEW  
1:2-86

**I-110 EBR**

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	WHITMAN, REQUARDT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	INTERSTATE ROUTE 70 TERMINUS WITH FRANKLIN / MULBERRY STREETS ROADWAY PROFILE STA. 430+ TO STA 440+ WBR B EBR.	DRAWN BY: _____ CHECKED BY: _____ DES. BY: _____ F.A.P. NO. IX-335-1(1) SHA NO. BC 311-106-815 BALTO. CITY NO. 3050
		SCALE: HORZ. 1"=40' VERT. 1"=10'	DATE: JAN. 1986

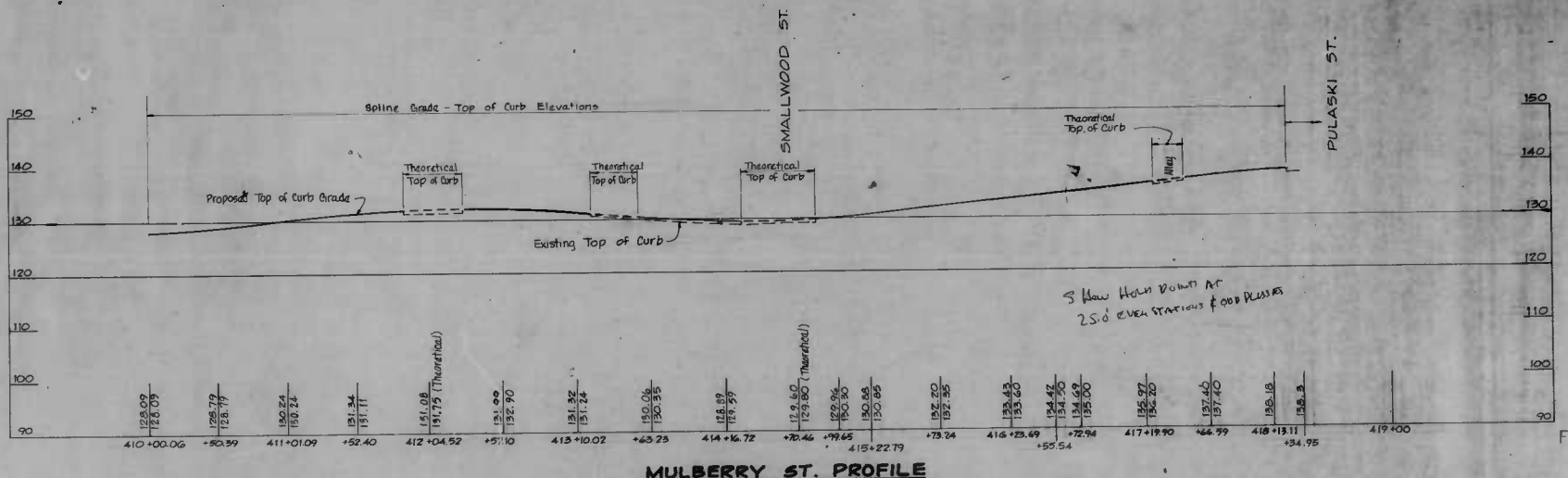
SHEET NO.  
15 of 19

FIG. NO.	STATE	PROJ. NO.	SHEET NO.
3	MD.	K-358-1(1)	



**PULASKI ST. PROFILE**

**FRANKLIN ST. PROFILE**



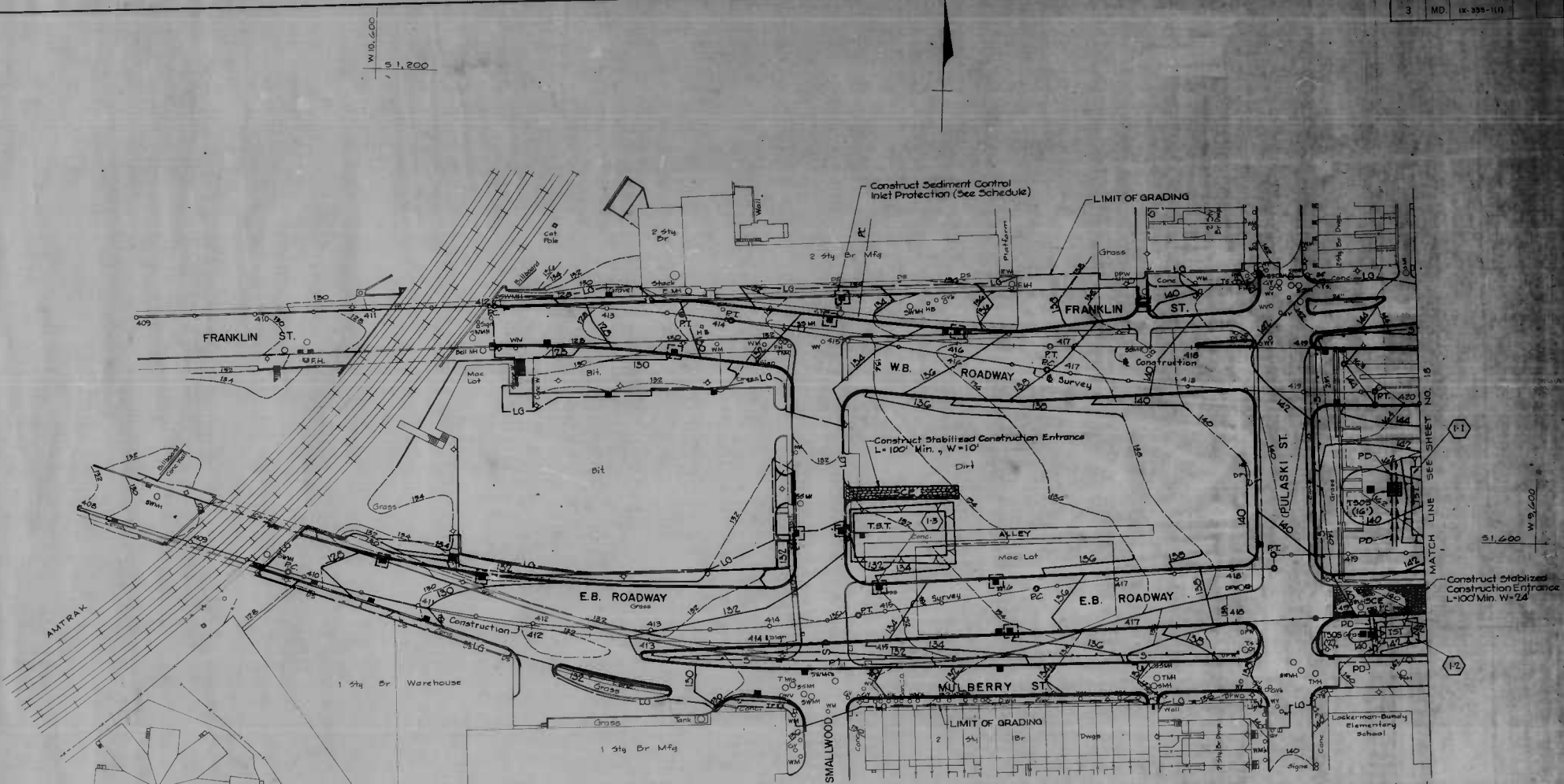
**MULBERRY ST. PROFILE**

FINAL REVIEW

1-2-86

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	WHITMAN, REARDY AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS ROADWAY PROFILE PULASKI ST, FRANKLIN ST, MULBERRY ST.	DRAWN BY _____ DES. BY _____ TRACED BY _____ CHK. BY _____ F.A.P. NO. IX-358-1(1) S.H.A. NO. - B.C. 311-158-815 BALTO. CITY NO. - 3050
SCALE: HORZ. 1"=40' VERT. 1"=10'		DATE: JAN. 1986 SHEET NO. 16 of 39	

3 MD. IX-335-1(1)



Temporary Sediment Control Inlet Protection Construction Schedule  
 Sta. 415+ WBR Rt.  
 Sta. 414+ WBR Lt.  
 Sta. 415+ WBR Lt.  
 Sta. 416+ WBR Lt.  
 Sta. 417+ WBR Lt.  
 Sta. 410+ EBR Lt.  
 Sta. 411+ EBR Lt.  
 Sta. 414+ EBR Lt.  
 Sta. 414+ EBR Lt.  
 Sta. 415+ EBR Lt.  
 Sta. 416+ EBR Lt. & Rt.

SEDIMENT TRAP CONSTRUCTION SCHEDULE								
TRAP NO.	TRAP TYPE	DRAIN AREA ACRES	STORAGE CAP. CF	TREATMENT SIZE FT.	DEPTH FT.	STORAGE PROVIDED CF	WEIR LENGTH FT.	EMBANKMENT HEIGHT FT.
1-1	STONE OUTLET	3.25	5850	60x30	2	6450	13	2
1-2	STONE OUTLET	0.95	1000	30x10	2.5	1015	2	1
1-3	STORM INLET	1.80	3256	40x30	1	3200	-	-

Temporary Sediment Control Silt Fence Construction Schedule  
 Sta. 419+ To Sta. 420+ WBR Rt. & Lt. - 310 LF  
 Sta. 413+ To Sta. 415+ EBR Rt. - 515 LF

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\* BOTTOM DIMENSIONS  
 \*\* BASED ON 1:1 SIDE SLOPES

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS EROSION AND SEDIMENT CONTROL PLAN STA. 409+ TO STA. 420+		DES. BY	SHEET NO.
	WHITMAN, REQUARDT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND			CHK. BY	17 OF 39
		SCALE: 1" = 40'		DATE: JAN. 1986	

S 2,000  
 W 10,800

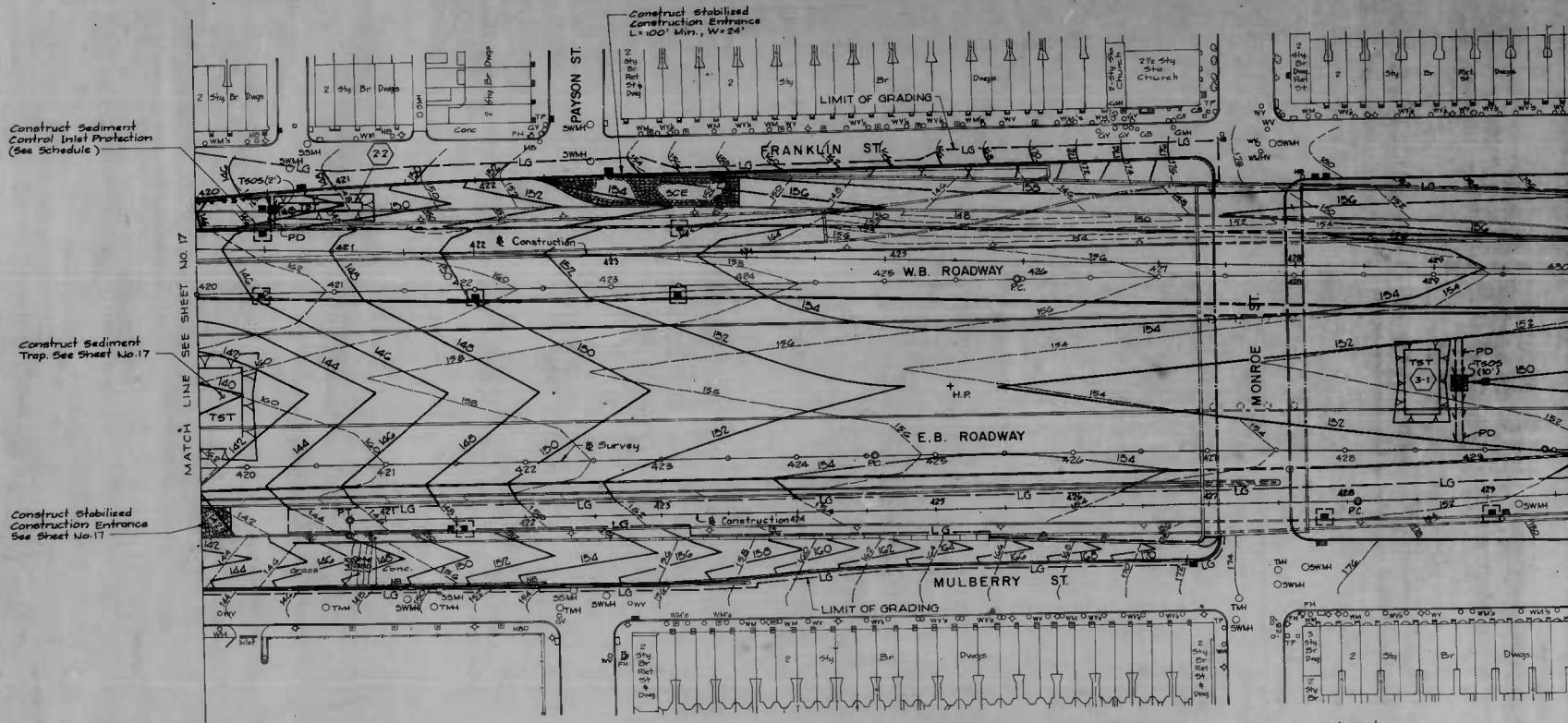
S 1,200  
 W 10,200



FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
	MD.	IX-335-101		

S1,200  
W 9,000

W 5,600  
S1,200



Construct Sediment Control Inlet Protection (See Schedule)

Construct Sediment Trap See Sheet No.17

Construct Stabilized Construction Entrance See Sheet No.17

MATCH LINE SEE SHEET NO. 17

MATCH LINE SEE SHEET NO. 19

Temporary Sediment Control Inlet Protection Construction Schedule  
 Sta. 420+ WBR Lt. # Rt.  
 Sta. 422+ WBR Rt.  
 Sta. 423+ WBR Lt. # Rt.  
 Sta. 421+ EBR Rt.  
 Sta. 427+ EBR Rt.  
 Sta. 429+ EBR Rt.

TRAP NO.	TRAP TYPE	DRAIN AREA ACRES	STORAGE REQ'D. CF	TRAP SIZE FT.	STORAGE DEPTH FT.	STORAGE PROVIDED CF	WEIR LENGTH FT.	EMBANK. HEIGHT FT.
2-1	STONE OUTLET	1.45	2610	50x25	2	2808	6	2
2-2	STONE OUTLET	0.47	840	60x5	2.5	1,172	2	1

Temporary Sediment Control Silt Fence Construction Schedule  
 Sta. 420+ To Sta. 420+ WBR Lt. - 55 LF

\* BOTTOM DIMENSIONS  
 \*\* BASED ON 1:1 SIDE SLOPES

FINAL REVIEW  
 1-2-86

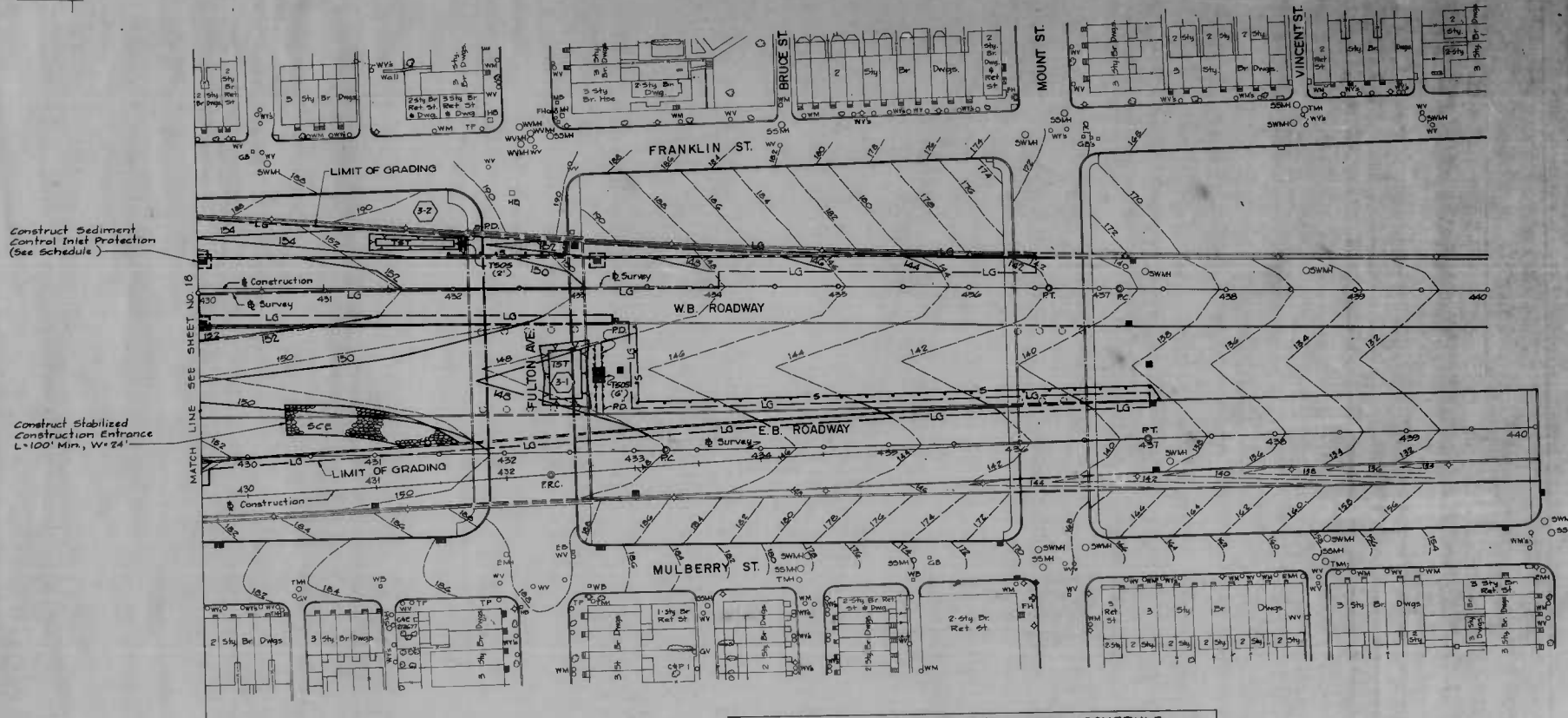
S2,000  
W 9,800

REVISIONS	CONSULTANT WHITMAN, REQUARDT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS EROSION AND SEDIMENT CONTROL PLAN-STA 420+ TO STA. 430+		SCALE: 1" = 40'	DATE: JAN. 1986
		DRAWN BY:	DES. BY:	SHEET NO.	
		TRACED BY:	CHK. BY:	18 of 39	
		F.A.P. NO. IX-335-101		BALTO. CITY NO. 5020	
		S.H.A. NO. BC 311-108-015			

FED. PROJ. NO.	STATE	FED. AID DIST.	PROJECT NO.
3	MD.	IX-335-1(1)	

51,200  
W.B. 800

51,200  
W.T. 600



51,800  
W.B. 800

Temporary Sediment Control Silt Fence Construction Schedule  
Sta. 433+ To Sta. 437+EBR Lt. 485 LF  
Sta. 431+ To Sta. 432+WBR Lt. 100 LF

Temporary Sediment Control Inlet Protection Construction Schedule  
Sta. 430+ WBR Lt. # RT  
Sta. 435+ WBR Lt.

SEDIMENT TRAP CONSTRUCTION SCHEDULE							
TRAP NO.	TRAP TYPE	Drain Area	Storage Req'd	Trap Size	Storage Provided	Storage Weir	Embank.
		Acres	CF	FT.	CF	FT.	FT.
3-1	STONE OUTLET	1.12	2016	40x25	2	2268	G
3-2	STONE OUTLET	0.50	900	60x5	2.5	1,172	2

\* BOTTOM DIMENSIONS  
\*\* BASED ON 1:1 SIDE SLOPES

FINAL REVIEW  
1-2-86

REVISIONS	CONSULTANT WHITMAN, REQUARDT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS EROSION AND SEDIMENT CONTROL PLAN-STA. 430+ TO STA. 437+		DRAWN BY TRACED BY F.A.P. NO. IX-335-1(1) S.H.A. NO. RC 311-106-B15	DES. BY CHK. BY
SCALE: 1" = 40'		DATE: JAN. 1, 1986		BALTO. CITY NO. 3050	



FEDERAL REGION	STATE	FED. AID PROJ. NO.	FED. AID DIST. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX-335-101			

**LEGEND**

EXISTING	PROPOSED	EXISTING	PROPOSED
BENCH MARK	ROADWAY, DRIVEWAY, SIDEWALK	FIRE HYDRANT	TELEPHONE HANDBOX IN SHOULDER
BASELINE OF SURVEY FOR EXISTING STREETS	CONCRETE CURB AND GUTTER	JOINT USE POLE	DITCH, GRASS (SEED AND MULCH)
BASELINE OF CONSTRUCTION FOR PROPOSED ROADWAYS	CONCRETE BARRIER	TRAFFIC SIGNAL POLE	DITCH, PAVED (CONCRETE)
BALTIMORE CITY MOUNDMENT	MANHOLE	UTILITY POLE	PULLBOX FOR TRANSIT AND TRAFFIC SERVICE
ROADWAY, DRIVEWAY, SIDEWALK SEE SYMBOLS ON THIS SHEET FOR VARIOUS TYPES OF PROPOSED PAVING	TREE	GUY POLE	CONDUIT
CONCRETE CURB AND GUTTER	ALL TYPE FENCES	TELEPHONE HANDBOX IN SHOULDER	PEDESTAL BASE AND PULLBOX FOR ROADWAY LIGHT STANDARD
BITUMINOUS CONCRETE CURB	PAVING OR GRADING CONTOURS	MECHANICAL - ELECTRICAL HAND BOX IN SHOULDER	PULLBOX FOR TELEPHONE SERVICE
CONCRETE BARRIER	RIGHT OF WAY LINE	DITCH, GRASS (SEED AND MULCH)	PULLBOX FOR ELECTRICAL SERVICE
MANHOLE	RETAINING WALL	DITCH, PAVED (CONCRETE)	OVERHEAD SIGN FOUNDATIONS
TREE	WATER MAIN, WATER VALVE, WATER METER	DITCH, GRASS (SEED AND MULCH)	CANTILEVER SIGN FOUNDATIONS
ALL TYPE FENCES	SANITARY SEWER LINE, MANHOLE	DITCH, PAVED (CONCRETE)	JOINT USE SIGN FOUNDATION (SIGN-LIGHT)
PAVING OR GRADING CONTOURS	STORM DRAINS, MANHOLE, WYES	DITCH, GRASS (SEED AND MULCH)	JOINT USE SIGN FOUNDATION (SIGN TRAFFIC)
RIGHT OF WAY LINE	TELEPHONE DUCT (UNDERGROUND)	DITCH, PAVED (CONCRETE)	ABANDON EXISTING PIPES AND DRAINAGE STRUCTURES
RETAINING WALL	GAS MAIN, GAS VALVE AND BOX	DITCH, GRASS (SEED AND MULCH)	REMOVE EXISTING PIPES AND DRAINAGE STRUCTURES
WATER MAIN, WATER VALVE, WATER METER	ELECTRIC CONDUIT (UNDERGROUND)	DITCH, PAVED (CONCRETE)	
SANITARY SEWER LINE, MANHOLE	CURB OPENING INLET	DITCH, GRASS (SEED AND MULCH)	
STORM DRAINS, MANHOLE, WYES	GRATE INLET	DITCH, PAVED (CONCRETE)	
TELEPHONE DUCT (UNDERGROUND)	UNDERDRAIN	DITCH, GRASS (SEED AND MULCH)	
GAS MAIN, GAS VALVE AND BOX		DITCH, PAVED (CONCRETE)	
ELECTRIC CONDUIT (UNDERGROUND)		DITCH, GRASS (SEED AND MULCH)	
CURB OPENING INLET		DITCH, PAVED (CONCRETE)	
GRATE INLET		DITCH, GRASS (SEED AND MULCH)	
UNDERDRAIN		DITCH, PAVED (CONCRETE)	

**EXPLANATORY NOTES AND REFERENCES**

**SPECIFICATIONS**  
STATE OF MARYLAND, DEPARTMENT OF TRANSPORTATION/STATE HIGHWAY ADMINISTRATION, BALTIMORE, MARYLAND, ENTITLED "STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS" DATED JANUARY 1982; AS AMENDED BY THE INTERSTATE DIVISION FOR BALTIMORE CITY STANDARD PROVISIONS DATED NOVEMBER 1983, REVISIONS AND ADDITIONS THERETO, TOGETHER WITH ALL SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL FORM.

**VERTICAL CONTROL**  
THE LOCATIONS AND ELEVATIONS OF BENCH MARKS ARE SHOWN ON SHEET NO. 5  
ALL ELEVATIONS SHOWN ARE BASED ON BALTIMORE CITY DATUM.

**HORIZONTAL CONTROL**  
THE PROJECT IS ORIENTED TO CONFORM WITH THE BALTIMORE CITY GRID SYSTEM.

**STANDARD PLATES**  
ALL BALTIMORE CITY STANDARD PLATES REFERRED TO IN THE PLANS ARE INCLUDED IN THE SPECIAL PROVISIONS.

**MAINTENANCE OF TRAFFIC**  
SPECIAL ATTENTION IS DIRECTED TO THE REQUIREMENTS FOR MAINTENANCE OF TRAFFIC DURING THE CONSTRUCTION OF THIS PROJECT. SEE SPECIAL PROVISIONS AND THE MAINTENANCE OF TRAFFIC PLAN SHEET FOR CONSTRUCTION PHASES REQUIRED.

**EXISTING UTILITIES**  
- THE CONTRACTOR SHALL NOTIFY "MISS UTILITY" AT 1-800-257-7777 AT LEAST TWO (2) DAYS PRIOR TO WORK, STATING (A) NATURE OF WORK, (B) LOCATION OF JOB AND CONTRACT NUMBER AND (C) TIME AND DATE FOR STARTING WORK TO ALLOW BALTIMORE GAS AND ELECTRIC CO. AND C. & P. TELEPHONE COMPANY TIME TO MARK LOCATIONS OF THEIR FACILITIES.  
- EXISTING UTILITY LOCATIONS SHOWN ON PLANS ARE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE EXACT LOCATIONS PRIOR TO COMMENCING WORK AND TO PROTECT THEM DURING CONSTRUCTION. THE NECESSARY RELOCATION AND/OR ADJUSTMENT OF THE EXISTING UTILITIES WILL BE PERFORMED BY OTHERS UNLESS OTHERWISE PROVIDED FOR IN THE PROPOSAL OR SPECIAL PROVISIONS.

**DRAINAGE AND UTILITY STRUCTURE ADJUSTMENTS**  
THE CONTRACTOR SHALL VERTICALLY ADJUST ALL MANHOLES, INLETS, VALVE BOXES AND ALL OTHER STRUCTURES TO FINISHED GRADE.

**OBSTRUCTIONS**  
"OBSTRUCTIONS" ARE SHOWN ON THE DRAWINGS FOR CONVENIENCE OF THE CONTRACTOR ONLY, AND THE CITY DOES NOT WARRANT OR GUARANTEE THE CORRECTNESS OR THE COMPLETENESS OF THE INFORMATION GIVEN THE CONTRACTOR MUST VERIFY ALL SUCH INFORMATION TO HIS SATISFACTION.

**SEMIOTIC AND EROSION CONTROL**  
IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PREPARE AND SUBMIT A DETAILED EROSION AND SEDIMENT CONTROL PLAN FOURTEEN (14) DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK. THE PLAN SHALL BE IN ACCORDANCE WITH THE BALTIMORE CITY EROSION AND SEDIMENT CONTROL MANUAL AND THE 1983 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL AND SHALL BE REVIEWED IN ACCORDANCE WITH THESE DOCUMENTS BY THE BALTIMORE CITY EROSION AND SEDIMENT CONTROL REPRESENTATIVE. NO WORK INVOLVING LAND DISTURBANCE CAN COMMENCE UNTIL THE CONTRACTOR OBTAINS THE REPRESENTATIVE'S APPROVAL ON THE PLAN.

**CLEARING AND GRUBBING**  
SPECIAL ATTENTION IS DIRECTED TO THE FACT THAT NO CLEARING, DEMOLITION, GRUBBING OR GRADING MAY COMMENCE FOR THE PROJECT UNTIL THE CONTRACTOR HAS AN APPROVED SEDIMENT AND EROSION CONTROL PLAN AND THE LIMITS ARE STAKED IN THE FIELD AND APPROVED BY THE ENGINEER. NO CLEARING WILL BE ALLOWED BEYOND PROJECT LIMITS.

**MATERIALS SALVAGED IN CONSTRUCTION**  
THESE MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE OF CONSTRUCTION EXCEPT FOR THOSE ITEMS PROVIDED FOR SALVAGE AS SHOWN ON THE PLANS OR IN THE SPECIAL PROVISIONS.

**STORM DRAINS**  
- IF APPROVED BY THE ENGINEER PROPOSED INVERT ELEVATIONS MAY BE MODIFIED TO MEET CONDITIONS ENCOUNTERED DURING INSTALLATION OF UNDERGROUND FACILITIES.  
- GRAVEL CRODLES SHALL BE PLACED UNDER ALL DRAINS.

**ELECTRICAL**  
- ALL POLES, LUMINAIRES AND HAND BOX FRAMES AND COVERS BEING REMOVED SHALL BECOME THE PROPERTY OF THE CITY OF BALTIMORE.  
- LIGHT POLES AND LUMINAIRES BEING REMOVED CAN BE RE-USED IF SO DIRECTED BY THE ENGINEER.  
- ADJUST ALL EXISTING MANHOLE AND HAND BOX FRAMES AND COVERS TO NEW GRADE ELEVATIONS.  
- CONTRACTOR SHALL EXERCISE EXTREME CAUTION DURING EXCAVATION, SO AS NOT TO DAMAGE EXISTING DUCTBANKS. THE ENGINEER MAY DIRECT THAT DUCTBANKS BE HAND EXCAVATED.

SEE SEDIMENT AND EROSION CONTROL DETAIL SHEET FOR APPLICABLE ABBREVIATIONS AND LEGENDS

**ABBREVIATIONS**

Bitt	BITUMINOUS	H.B.R.	NORTHBOUND ROADWAY
Const.	BASELINE OF CONSTRUCTION	P./C.	POINT OF CROWN
Survey	BASELINE OF SURVEY	P./G.E.	PROFILE GRADE ELEVATION
B.M.	BENCH MARK	P./G.L.	PROFILE GRADE LINE
B	BRICK	P./G.L.	PROFILE GROUND LINE
C.B.	CATCH BASIN	P./R	POINT OF ROTATION
C.I.P.	CAST IRON PIPE	P.S.	POLICE SIGNAL
Conc.	CONCRETE	R.C.P.	REINFORCED CONCRETE PIPE
C.O.	CLEANOUT	Ret. St.	RETAIL STORE
C & P	CHESAPEAKE & POTOMAC TELEPHONE CO.	Ret. W.	RETAINING WALL
D.I.P.	DUCTILE IRON PIPE	S.B.R.	SANITARY SEWER LINE
O.P.V.	TRANSIT AND TRAFFIC CONDUIT	S.B.R.	SOUTHBOUND ROADWAY
O.S.	DOWN SPOUTS	S.E.	SUPERELEVATION
Dwg.	DWELLING	S.L.	STREET LIGHT
E.B.	ELECTRICAL BOX	S. & M.	SEED AND MULCH
E.B.R.	EASTBOUND ROADWAY	S.M.H.	SANITARY MANHOLE
Elev	ELEVATION	S.S.D.	STOPPING SIGHT DISTANCE
E.M.	ELECTRIC MANHOLE	St.	STATION
F.H.	FIRE HYDRANT	S.T.D.	SINGLE TILE DUCT
F.A.B.	FIRE ALARM BOX	Sty	STORY
F.M.	FORCE MAIN	S.W.H.	STORM WATER MANHOLE
Fr	FRAME	T. & T.	TRANSIT AND TRAFFIC
G.	GAS MAIN	TMH	TELEPHONE MANHOLE
Gar.	GARAGE	T.G.	TOP OF GRATE
G.B.	GAS BOX	T.S.	TRAFFIC SIGNAL POLE
G & E	GAS AND ELECTRIC CO.	U.D.	UNDERDRAIN
G.M.H.	GAS MANHOLE	V.C.P.	VITRIFIED CLAY PIPE
G.V.	GAS VALVE	V.C.P.X.	VITRIFIED CLAY PIPE EXTRA STRENGTH
H.B.	HAND BOX	W	WATER MAIN
H.S.D.	HEADLIGHT SIGHT DISTANCE	W.B.R.	WESTBOUND ROADWAY
Inv	INVERT	W.H.	WATER METER
J.B.	JUNCTION BOX	W.H.V.	WATER MANHOLE VALVE
Mac.	MACADAM	W.V.	WATER VALVE
Mas.	MASONRY		
M.E.	MECHANICAL ELECTRICAL		
Mfg.	MANUFACTURING		
M.H.	MANHOLE		
M.T.D.	MULTI TERRA COTTA DUCT		

**PROPOSED PAVING LEGEND**

	REINFORCED CONCRETE PAVING - CONVENTIONALLY REINFORCED.
	BITUMINOUS CONCRETE SHOULDER
	PLAIN CEMENT CONCRETE BARRIER BASE WITH BITUMINOUS CONCRETE WEARING SURFACE.
	BITUMINOUS CONCRETE PAVING - FULL DEPTH PAVEMENT OR SHOULDER
	BITUMINOUS CONCRETE RESURFACING OF EXISTING PAVING.
	CONCRETE SIDEWALK
	PAVEMENT TO BE REMOVED BEYOND GRADING LIMITS
	PEDESTRIAN RAMP EXPOSED AGGREGATE

*Handwritten note: Show a symbol for stripping & resurfacing*

FINAL REVIEW

1-2-86

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	WHITMAN, REQUARDT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	INTERSTATE ROUTE 770 TERMINUS WITH FRANKLIN / MULBERRY STREETS ROADWAY LEGEND AND GENERAL NOTES	
SCALE: NONE		DATE: JAN. 1986	DES. BY: CHK. BY: DRAWN BY: T.R.C.E.D. BY: F.A.P. NO. IX-335-101 S.H.A. NO. EC 311-106-B15 BALTO. CITY NO. 3090
			SHEET NO. 1 OF 27

GENERAL NOTES

1. DESCRIPTION

This work shall consist of the application of measures throughout the life of the project to control erosion and minimize the sedimentation of rivers, streams and impoundments (lakes, reservoirs, bays and coastal waters). The measures shall include, but are not limited to, the use of berms, dikes, sediment traps, filters, silt fences, aggregate, sod, grasses and other approved methods. Erosion and sediment control measures as described herein and approved by M.D.A. shall be applied to erodible material exposed by any activity on this project.

Erosion and sediment control measures shall be coordinated with the construction of permanent drainage facilities such as pipes, culverts, headwalls, ditch paving, flumes, etc., which shall be constructed concurrent with the commencement of the grading operation to ensure economic, effective and continuous erosion and sediment control.

2. TEMPORARY CONTROLS

In accordance with natural resources articles, Title 8, Subtitle 11, SEDIMENT CONTROL, annotated code of Maryland Regulations, and Baltimore City Ordinance 1013, the contractor will provide temporary pollution control measures for the purpose of providing continuous erosion and sediment control for the duration of the project.

3. STANDARDS AND SPECIFICATIONS

State Highway Administration's standard specifications titled "Standard Specifications for Construction & Materials", dated January 1982, and revision thereto, and additions thereto included in these contract documents.

The Contractor will comply with all requirements of the 1983 "Maryland Standards and Specifications for Soil Erosion and Sediment Control" (and amendments), and the Baltimore City Erosion and Sediment Control Manual.

This information must be present on the project at all times.

4. DEFINITIONS

**CLEARING:** Shall mean the clearing of trees, brush, shrubs, down timber, rotten wood, rubbish, and any other vegetation (except where excluded by the definition for grubbing), as well as the removal of fences and incidental structures.

**GRUBBING:** Shall mean the removal from the ground of all stumps, roots and stubs, brush, forest litter, organic material and debris.

**DISTURBED AREA:** Shall mean an area where clearing, grubbing and/or grading has been initiated.

5. CLEARING AND GRUBBING

Erosion and sediment control measures will be implemented at the beginning of the clearing portion of this operation. Clearing will be restricted to the grading unit currently active. See section 201.03.03 of the Specifications for the definition of a "grading unit".

6. STABILIZATION/LIMITS OF DISTURBANCE

Other than listed below, one (1) grading unit (750,000 sq.ft.) of area that has been grubbed can be actively graded at one time. When one grading unit or part of one unit of grubbed and graded area has been stabilized, then another unit of equal CLEARED area can be grubbed and graded. Areas are to be permanently or temporarily stabilized when site development work, grading, or other earth disturbing activities cease to be continuous for a period to exceed 14 calendar days. Perimeter control, dikes, weirs, ditches, perimeter slopes and any other slopes greater than 3:1 shall be stabilized within 7 calendar days following grading or construction of these areas.

Earthwork balance, that is borrow from a cut used as fill at a location distant from the cut, consideration will be allowed for greater than one unit of grubbed and graded areas in such cases, one unit of cut and one grading unit of fill will be allowed to be grubbed and graded. Greater than one unit of grubbed and graded area shall be allowed for interchange construction. When wet soil conditions are encountered, the Contractor will be allowed to grub and grade another unit, providing the initial unit has been properly stabilized.

No slope shall be left disturbed for more than 7 days without the benefit of temporary stabilization.

The most stringent requirements for stabilization under EXCAVATION, EMBANKMENT or STABILIZATION/LIMITS OF DISTURBANCE will be preferentially enforced.

7. MAINTENANCE

Sediment traps, sediment basins, ditches, silt fences, stone outlet structures, earth berms, etc., shall be maintained during the winter months and other times when the project is closed down. The maintenance intervals shall be as specified in the DOT/SHA "Standard Specifications", the "1983 Maryland Standards and Specifications for Soil Erosion and Sediment Control", the "Baltimore City Erosion and Sediment Control Manual", Special Provisions and Plans, or when directed by the Engineer.

Traps will be cleaned when they are 50% filled. Silt Fence and Stone Outlet Structures shall have sedimentation removed when it reaches 50% the height of the Control Device. These spots will be removed from the Project Site.

Controls will be inspected immediately following rain storms. The Contractor will immediately repair controls when damaged.

8. STOCKPILED MATERIAL

Salvaged topsoil will be placed in designated, well drained (and away from live streams and in accordance with approved erosion and sediment control measures). It shall be placed in piles or neat configurations and seeded with temporary seed immediately after final shaping of the pile in accordance with section 703 of the DOT/SHA Standard Specifications. The Contractor will provide an adequate quantity of silt fence to control the perimeter of the stockpile until such time vegetation is established. If he elects, the Contractor, with the approval of the Engineer, may construct an Earth Berm in lieu of Silt Fence. The cost of these controls will be incidental to the appropriate salvaged topsoil item(s).

9. EXCAVATED MATERIAL

Material excavated for the construction of sediment traps will not be stockpiled in the area of the trap. It will either be placed in an embankment or sealed. Excavation from cuts to be used for embankments will not be stockpiled unless perimeter controls are utilized. All excavated material shall be placed on the high side whenever possible and confined to an area where it will not obstruct the normal flow of drainage courses. All costs for these controls will be borne by the Contractor.

10. DOWNSLOPE DISCHARGE

Sediment-laden dewatering discharge must be directed to an approved sediment trapping measure prior to release from the site. No passing from foundation and/or utility excavations will be allowed directly into City System unless it is filtered by way of Sediment Traps or Filter.

11. FILTER CLOTH

Filter cloth will be used with ALL Riprap ditches (by type), Temporary Stone Outlet Structures (TSOS), Inlet Sediment Traps (IST) and Stabilized Construction Entrances (SCE). With types I and II Riprap, TSOS, IST and light duty SCE, type "A" filter cloth will be used. Type "B" filter cloth will be used with type III Riprap and heavy duty SCE.

A light duty SCE is used where most travel will be single axle vehicles with an occasional multi-axle truck and the area has been graded to or near subgrade. A heavy duty SCE is where the area is rough graded and the majority of the traffic is multi-axle. When being used with Riprap or TSOS the maximum drop height for the stone will be 1 ft. to prevent tearing of the cloth.

The filter cloth will be a woven or nonwoven fabric consisting only of continuous chain polymeric filaments or yarns of polyester. The fabric will be inert to commonly encountered chemicals, hydro-carbons, acids, rot resistant and conform to the following properties:

FABRIC PROPERTY	TYPE 'A'	TYPE 'B'	TEST METHOD
Grab Tensile Strength	200 lbs	220 lbs	ASTM D-1682
Elongation @ Failure	50 %	40 %	ASTM D-1682
Mullen Burst Strength	190 lbs	450 lbs	ASTM D-3776
Equivalent Opening	40-60	125 lbs	ASTM D-751 MOD.
Puncture Strength	40-60	40-60	US BTD, Sieve No - 02215
Aggregate Depth (SCE)	6 in (min)	10 in (min)	-

Fabric not meeting these specifications may only be used when design procedure and supporting documentation are supplied to determine aggregate depth and fabric strength.

12. MAINTENANCE

Continuous inspection and maintenance of all Sediment Control devices will be required.

13. INSPECTION

The Contractor shall notify in writing the Baltimore City Sediment Control Representative at least three working days prior to starting any work.

On all sites with disturbed areas in excess of two acres, the permittee shall request that a Baltimore City Erosion and Sediment Control Inspector inspect and approve the work, conducted at the stages of construction specified below, to ensure accordance with the approved erosion and sediment control plan, the grading or building permit, and this Manual:

- a. Upon completion of installation of perimeter erosion and sediment controls, prior to proceeding with any other earth disturbance or grading. Other building or grading inspection approvals may not be authorized until initial approval by the inspection agency is made; AND
- b. Upon final stabilization before removal of sediment controls.

SPECIAL NOTES AND/OR DETAILS

OPTIONAL CONTROLS

On slopes, where in the opinion of the Engineer, controls at the toe of fill slopes (Silt Fence) and other controls such as incremental stabilization, temporary berms, etc., are not effectively controlling erosion, the following will be implemented immediately:

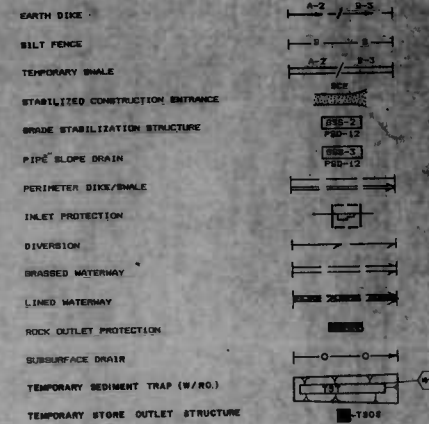
- 1. Maximum allowable slope length contributing runoff to a Silt Fence structure is listed below:

SLOPE RATIO	SLOPE LENGTH
2:1	30 ft.
3:1	75 ft.
4:1	125 ft.
5:1	175 ft.
Flatter than 5:1	200 ft.

- 2. Where slope gradient changes through the drainage area, the steepest slope section shall be used.

- 3. Maximum drainage area for overland flow to a control shall not exceed 1/2 acre per 100 feet of that control.

LIST OF STANDARD SYMBOLS



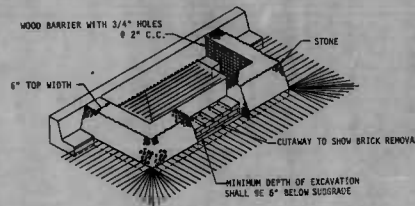
FINAL REVIEW

1-2-86

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	WHITMAN, REQUART AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS EROSION AND SEDIMENT CONTROL GENERAL NOTES	DRAWN BY: _____ TRACED BY: _____ F.A.P. NO. IX-338-111 S.H.A. NO. FC-BAL-108-B18 BALTO. CITY NO. 3080
		SCALE: NONE	DATE: JAN., 1986
			CHEK. BY: _____ SHEET NO. 20 of 39



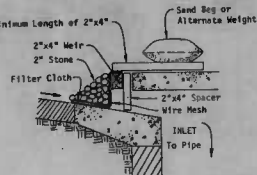
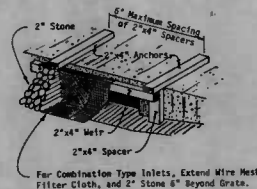
**INLET PROTECTION DETAIL**  
SOIL EROSION & SEDIMENT CONTROL  
TO BE UTILIZED IN ALL BUMP AREAS ON CURBS AND/OR GRATE INLETS



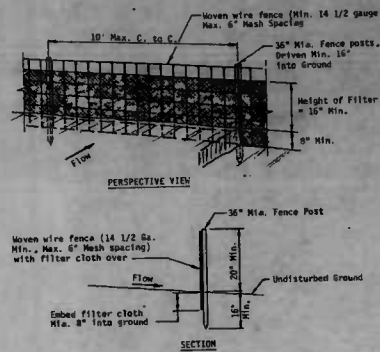
NOTE:  
No excavation necessary when filter is required around inlets on paved areas.

- Structure shall be inspected after each storm and repairs made as needed.
- Construction operations shall be carried out in such a manner that erosion and water pollution is minimized.
- The structure shall be removed when drainage area has been properly stabilized.
- The crushed stone used in the outlet shall meet ASTM designation M33, size No. 2 or 24 or its equivalent such as M33A No. 2. Gravel, meeting the above gradation, may be used if crushed stone is not available. Crusher run is not acceptable.

**CURB INLET PROTECTION DETAIL**  
TO BE UTILIZED ON INLETS ON GRADE FOR GRATE AND/OR CURB INLETS.



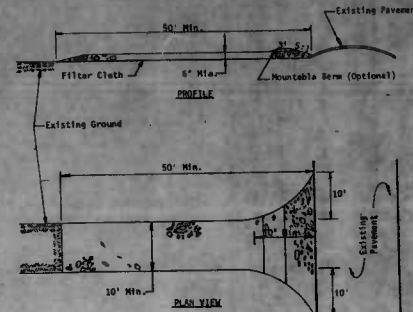
**BILT FENCE**



- CONSTRUCTION NOTES FOR FABRICATED BILT FENCE**
1. Woven wire fence to be fastened securely to fence posts with wire ties or staples.
  2. Filter cloth to be fastened securely to woven wire fence with ties spaced every 24" at top and side sections.
  3. When two sections of filter cloth adjoin each other, they shall be overlapped by six inches and folded.
  4. Maintenance shall be performed as needed and material removed when "bulges" develop in the silt fence.

POSTS: Steel, either T or U type or 2" hardwood  
FENCE: Woven wire, 14 1/2 ga., 6" Max. mesh opening.  
FILTER CLOTH: Filter F, Mifalt 100X, Stabilinks T140X or approved equal.  
PREFABRICATED UNIT: Geofab, Envirofence, or approved equal.

**STABILIZED CONSTRUCTION ENTRANCE**



**CONSTRUCTION SPECIFICATIONS**

1. STONE SIZE - Use 2" stone, or reclaimed or recycled concrete equivalent.
2. LENGTH - As required, but not less than 50 feet (except on a single residence lot where a 30 foot minimum length would apply).
3. THICKNESS - Not less than six (6) inches.
4. WIDTH - Ten (10) foot minimum, but not less than the full width at points where ingress or egress occurs.
5. FILTER CLOTH - Will be placed over the entire area prior to placing of stone. Filter will not be required on a single family residence lot.
6. SURFACE WATER - All surface water flowing or diverted toward construction entrances shall be piped across the entrance. If piping is impractical, a mountable base with 5:1 slopes will be permitted.
7. MAINTENANCE - The entrance shall be maintained in a condition which will prevent tracking or flowing of sediment onto public right-of-way. This may require periodic top dressing with additional stone as conditions demand and repair and/or cleanout of any measures used to trap sediment. All sediment spilled, dropped, soaked or tracked onto public right-of-way must be removed immediately.
8. MACHINES - Wheels shall be cleaned to remove sediment prior to entrance onto public right-of-way. When washing is required, it shall be done on an area stabilized with stone and which drains into an approved sediment trapping device.
9. Periodic inspection and needed maintenance shall be provided after each rain.

**STONE OUTLET SEDIMENT TRAP**

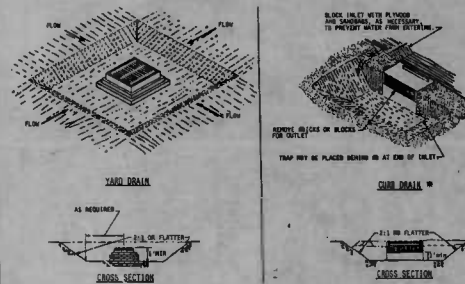


OPTION: A one foot layer of 2" stone may be placed on the upstream side of the trap in place of the embedded filter cloth.

**CONSTRUCTION SPECIFICATIONS**

1. Area under embankment shall be cleared, grubbed and stripped of vegetation and root mat. The pool area shall be cleared.
2. The fill material for the embankment shall be free of roots and woody vegetation as well as oversized stones, rocks, organic material or other objectionable material. The embankment shall be constructed by traversing with equipment while it is being constructed.
3. All cut and fill slopes shall be 2:1 or flatter.
4. The stone used in the outlet shall be washed, crushed and screened to a 1" thickness of 3" aggregate placed on the top-grade side of the trap. A 2" filter cloth embedded in the trap.
5. Sediment shall be removed and trap restored to its original dimensions when the sediment has accumulated to 1/2 the design depth of the trap.
6. The structure shall be inspected after each rain and repairs made as needed.
7. Construction operations shall be carried out in such a manner that erosion and water pollution is minimized.
8. The structure shall be removed and the area stabilized when the drainage area has been properly stabilized.

**STORM INLET SEDIMENT TRAP**  
(DRAINAGE AREA LESS THAN 5 ACRES)



**CONSTRUCTION SPECIFICATIONS**

1. Sediment shall be removed and trap restored to its original dimensions when the sediment has accumulated to half the design depth of the trap. Removed sediment shall be deposited in a suitable area and in such a manner that it will not erode.
2. The structure shall be inspected after each rain and repairs made as needed.
3. Construction operations shall be carried out in such a manner that erosion and water pollution shall be minimized.
4. The sediment trap shall be removed and area stabilized when the remaining drainage area has been properly stabilized.
5. All cut and fill slopes shall be 2:1 or flatter.

NOTE:  
Where curb is in place, provide a 1 ft. side opening in the curb or use a sandbag dam to force water over the curb to the trap.

**TEMPORARY EROSION AND SEDIMENT CONTROL SHEET**

SHEET NO. 1

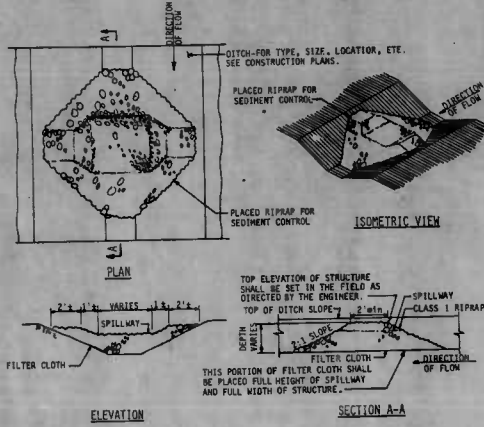
FINAL REVIEW

NOT TO SCALE

1-2-86

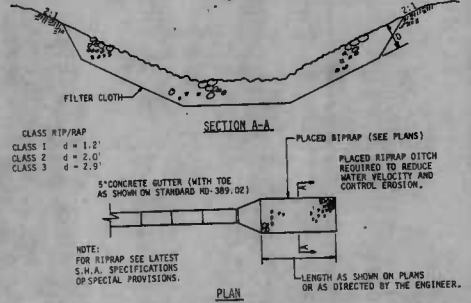
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	WHITMAN, REQUARDT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS EROSION AND SEDIMENT CONTROL STANDARD DETAILS	DRAWN BY: [ ] TRACED BY: [ ] F.A.P. NO. IX-335-111 SHA NO. EC 311-106-815 BALTO. CITY NO. 3000
		SCALE: NONE	DATE: JAN. 1986
			SHEET NO. 21 of 39

TEMPORARY STONE OUTLET STRUCTURE



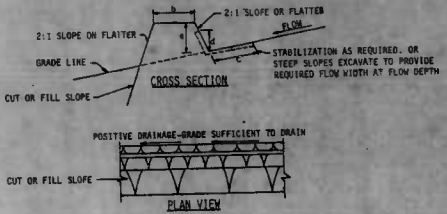
- Intended for use in existing, proposed and temporary ditches of all kinds as shown on plans or as directed by the engineer.
- For locations of outlet structures refer to construction plans.
- The outlet structures shall be inspected after each rain, and the stone shall be replaced when the outlet structure ceases to function as intended due to washout, construction traffic damage, silt accumulation among the stone, etc. However, in any case, the silt shall be cleaned out when trap is 50% full.
- Temporary stone outlet structures shall be removed when they have served their usefulness so as not to block or impede storm flow or drainage.

PLACED RIPRAP DITCH



NOTE: All dimensions and locations not indicated, for items appearing on this drawing or on the plans, shall be directed by the engineer.

EARTH DIKE



	DIKE "A" (5 ac. or less)	DIKE "B" (5-10 ac.)
a - DIKE HEIGHT	18"	36"
b - DIKE WIDTH	24"	36"
c - FLOW WIDTH	4'	6'
d - FLOW DEPTH	8"	15"

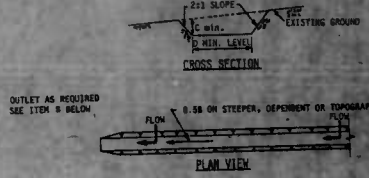
CONSTRUCTION SPECIFICATIONS

- All dikes shall be compacted with earth-moving equipment.
- All dikes shall have positive drainage to an outlet.
- Top width may be wider and side slopes may be flatter if desired to facilitate crossing by construction traffic.
- Field location should be adjusted as needed to utilize a stabilized safe outlet.
- Earth dikes should have an outlet that functions with a minimum of erosion. Runoff shall be conveyed to a sediment trapping device such as a sediment trap or sediment basin where either the dike channel or the drainage area above the dike are not adequately stabilized.
- Stabilization shall be: (A) in accordance with standard specifications for seed and straw mulch or straw mulch if not in seeding season, (B) flow channel as per the chart below.

TYPE OF TREATMENT	CHANNEL GRADE	FLOW CHANNEL STABILIZATION	
		DIKE "A" (5 ac. or less)	DIKE "B" (5-10 ac.)
1	0.5-3.0%	Seed and straw mulch	Seed and straw mulch
2	3.1-5.0%	Seed and straw mulch	Seed using Jute or Excelsior
3	5.1-8.0%	Seed with Jute or Sod; 2" stone	Lined Riprap 4-8"
4	8.1-20%	Lined Riprap 4-8"	Engineering design

- Stone to be 2" stone, or recycled concrete equivalent, in a layer at least 3 inches in thickness and be pressed into the soil with construction equipment.
  - Riprap to be 4-8 inches in a layer at least 8 inches thick and pressed into the soil.
  - Approved equivalents can be substituted for any of the above materials.
- Periodic inspection and required maintenance must be provided after each rain event.

TEMPORARY SWALE



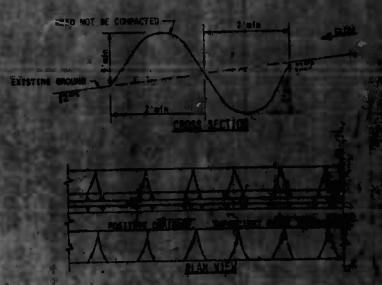
CONSTRUCTION SPECIFICATIONS

- All temporary swales shall have uninterrupted positive grade to an outlet.
- Diverted runoff from a disturbed area shall be conveyed to a sediment trapping device.
- Diverted runoff from an undisturbed area shall outlet into an undisturbed stabilized area at non-erosive velocity.
- All trees, brush, stumps, obstructions, and other objectionable material shall be removed and disposed of so as not to interfere with the proper functioning of the swale.
- The swale shall be excavated or shaped to line, grade, and cross section as required to meet the criteria specified herein and be free of bank projections or other irregularities which will impede normal flow.
- Fills shall be compacted by earth moving equipment.
- All earth removed and not needed for construction shall be placed so that it will not interfere with the functioning of the swale.
- Stabilization shall be as per the chart below.

TYPE OF TREATMENT	CHANNEL GRADE	FLOW CHANNEL STABILIZATION	
		"A" (5 ac. or less)	"B" (5-10 ac.)
1	0.5-3.0%	Seed and straw mulch	Seed and straw mulch
2	3.1-5.0%	Seed and straw mulch	Seed using Jute or Excelsior
3	5.1-8.0%	Seed with Jute or Excelsior; sod	Lined Riprap 4-8" Recycled Conc. Equiv.
4	8.1-20%	Lined 4-8" Riprap	Engineered design

- Periodic inspection and required maintenance must be provided after each rain event.

PERIMETER DIKE/SWALE



CONSTRUCTION SPECIFICATIONS

- All perimeter ditches shall have uninterrupted positive grade to an outlet.
- Diverted runoff from a disturbed area shall be conveyed to a sediment trapping device.
- Diverted runoff from an undisturbed area shall outlet into an undisturbed stabilized area at non-erosive velocity.
- The swale shall be excavated or shaped to line, grade, and cross section as required to meet the criteria specified in the standard specifications.
- Stabilization of the area disturbed by the dike and swale shall be done in accordance with the standard specifications for seed and straw mulch, and shall be done within 10 days.
- Periodic inspection and required maintenance must be provided after each rain event.

MAX. DRAINAGE AREA LIMIT: 2 ACRES.

TEMPORARY EROSION AND SEDIMENT CONTROL SHEET

SHEET NO. 2

NOT TO SCALE

FINAL REVIEW

1-2-86

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	WHITMAN, REARDY AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	INTERSTATE ROUTE 770 TERMINUS WITH FRANKLIN / MULBERRY STREETS EROSION AND SEDIMENT CONTROL STANDARD DETAILS	DRAWN BY: _____ CHECKED BY: _____ DES. BY: _____ F.P. NO. 18-338-1(1) S.H.A. NO. BC 3H-108-818 SCALE: NONE DATE: JAN., 1986 BALTO. CITY NO. 3050

SHEET NO. 22 of 39

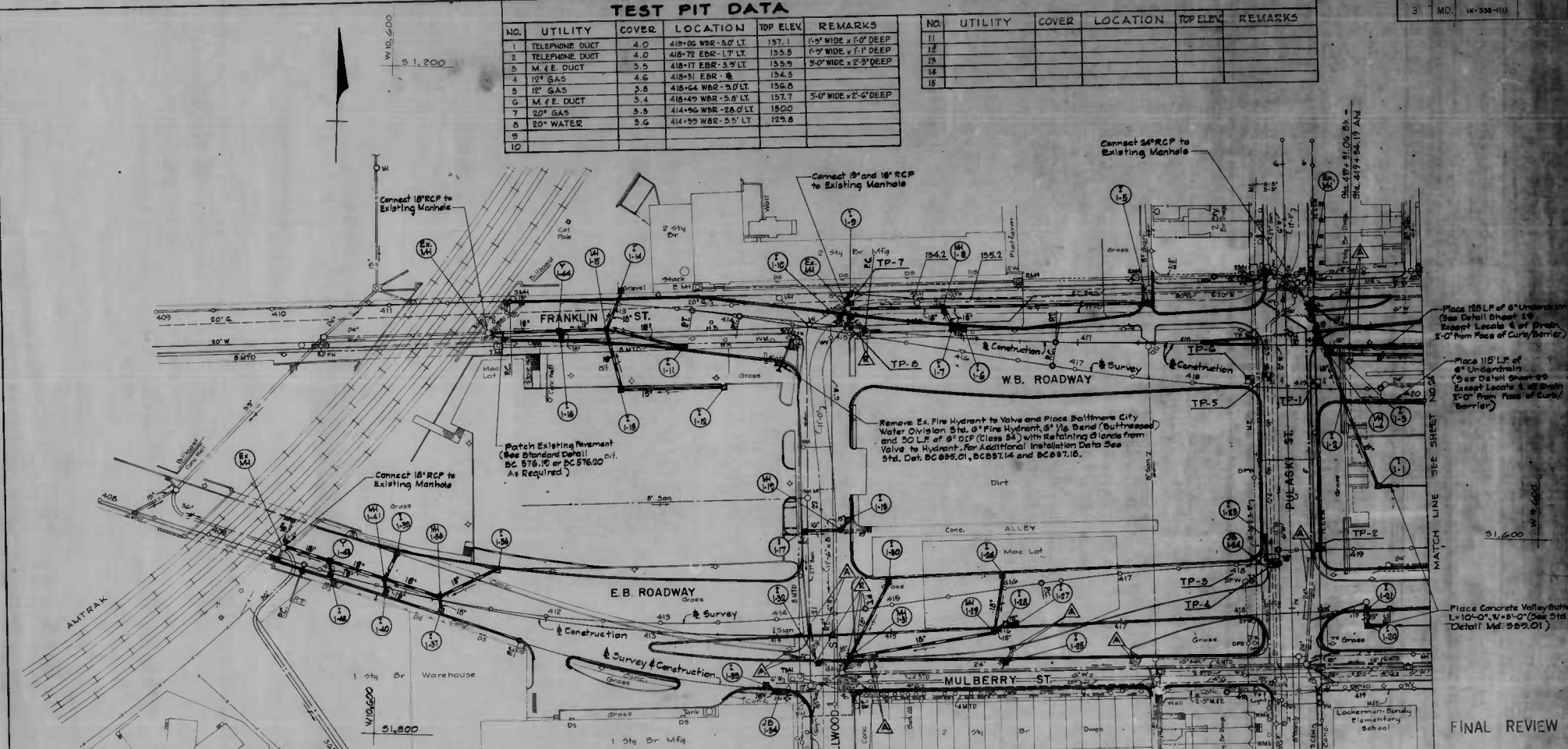


TEST PIT DATA

NO.	UTILITY	COVER	LOCATION	TOP ELEV.	REMARKS
1	TELEPHONE DUCT	4.0	418+00 WBR-3.0' LT.	157.1	10" WIDE x 10" DEEP
2	TELEPHONE DUCT	4.0	418+72 EBR-LT LT.	155.5	10" WIDE x 10" DEEP
3	M. I.E. DUCT	3.5	418+17 EBR-3.0' LT.	155.5	30" WIDE x 2'-0" DEEP
4	12" GAS	4.6	418+31 EBR - "	154.3	
5	12" GAS	2.8	418+64 WBR-3.0' LT.	156.8	
6	M. I.E. DUCT	3.4	418+49 WBR-3.5' LT.	157.7	5'-0" WIDE x 2'-0" DEEP
7	20" GAS	3.8	414+92 WBR-2.8' LT.	150.0	
8	20" WATER	3.6	414+95 WBR-3.5' LT.	125.8	
9					
10					

NO.	UTILITY	COVER	LOCATION	TOP ELEV.	REMARKS
11					
12					
13					
14					
15					

3	MD.	18-338-111
---	-----	------------



STORM DRAIN STRUCTURE CONSTRUCTION SCHEDULE

NO.	TYPE	STO. DETAIL	CHANNEL TYPE	LOCATION	REMARKS
I-1	K	WD 378.05	-	Sta. 418+00 - 112.0' Rt. W.B.R.	
I-2	S	BC 379.01	-	Sta. 418+27 - 48.00' Rt. W.B.R.	
I-3	S	BC 379.01	-	Sta. 418+15 - 1.00' Lt. W.B.R.	
WH-4	Storm	BC 389.01	5	Sta. 419+12 - 7.00' Rt. W.B.R.	
I-4	Del. S	BC 379.01	-	Sta. 417+00 - 35.0' Lt. Franklin St	
I-5	S	BC 379.01	-	Sta. 418+00 - 18.00' Lt. W.B.R.	
I-6	S	BC 379.01	-	Sta. 415+90 - 13.00' Lt. W.B.R.	
I-7	S	BC 379.01	-	Sta. 415+80 - 47.0' Lt. W.B.R.	
WH-8	Storm	BC 383.01	10	Sta. 414+95 ± - 32.0' Lt. W.B.R.	Reconstruct Ex. Inlet into K Inlet
I-9	Del. S	BC 379.01	-	Sta. 414+95 ± - 32.0' Lt. W.B.R.	
I-10	S	BC 379.01	-	Sta. 414+90 - 18.00' Lt. W.B.R.	
I-11	S	BC 379.01	-	Sta. 414+60 - 37.00' Rt. W.B.R.	
I-12	S	BC 379.01	-	Sta. 413+98 - 64 ± Rt. W.B.R.	
I-13	S	BC 379.01	-	Sta. 413+00 - 74 ± Rt. W.B.R.	
I-14	Del. S	BC 379.01	-	Sta. 413+02 - 11.0' Lt. W.B.R.	
WH-15	Storm	BC 389.01	2	Sta. 412+50 - 23.00' Rt. W.B.R.	
I-16	S	BC 379.01	-	Sta. 412+50 - 37.00' Rt. W.B.R.	
I-17	Del. S	BC 379.01	-	Sta. 414+25 ± - 45.0' Lt. E.B.R.	
I-18	Del. S	BC 379.01	-	Sta. 414+05 ± - 105.0' Lt. E.B.R.	
WH-19	Storm	BC 383.01	2	Sta. 414+58 ± - 0.15' Lt. E.B.R.	Construct on Ex. 15" RCP
I-20	K	WD 378.05	-	Sta. 419+10 15.0' Rt. E.B.R.	

CONTINUED

I-21	Del. S	BC 379.01	-	Sta. 418+11 ± - 1.00' Rt. E.B.R.	Modify Ex. Inlet
I-22	Del. S	BC 379.01	-	Sta. 2+65 - 25.00' Lt. Pulaski St	
JB 1-34	See Sht. 20	-	-	Sta. 2+55 ± - 18.0' Lt. Pulaski St	Reconstruct Inlet into Junction Box
I-25	S	BC 379.01	-	Sta. 416+00 ± 27.00' Lt. Mulberry St	Construct on Ex. 18" RCP
I-26	S	BC 379.01	-	Sta. 416+00 - 49.00' Lt. E.B.R.	
I-27	S	BC 379.01	-	Sta. 416+00 - 1.00' Rt. E.B.R.	
I-28	S	BC 379.01	-	Sta. 415+90 - 7.0' Rt. E.B.R.	
WH-29	Storm	BC 389.01	2	Sta. 415+00 - 49.00' Lt. E.B.R.	
I-30	S	BC 379.01	-	Sta. 415+00 - 21.0' Rt. E.B.R.	Construct on Ex. 18" RCP
WH-31	Storm	BC 389.01	2	Sta. 414+40 ± - 25.0' Lt. Mulberry St	Construct on Ex. 15" RCP
I-32	S	BC 379.01	-	Sta. 414+00 - Mulberry St	
I-33	S	BC 379.01	-		

CONTINUED

JB 1-34	See Sht. 20	-	-	Sta. 414+55 - 5.0' Lt. Mulberry St	Reconstruct Ex. Inlet into Junction Box
I-35	See Sht. 20	-	-	Sta. 414+55 - Mulberry St	Replace Headpiece
I-36	S	BC 379.01	-	Sta. 411+50 - 40.00' Lt. E.B.R.	
I-37	S	BC 379.01	-	Sta. 411+10 - Mulberry St	
WH-38	Storm	BC 389.01	2	Sta. 411+05 - 4.0' Lt. E.B.R.	
I-39	S	BC 379.01	-	Sta. 410+00 - 36.00' Lt. E.B.R.	
I-40	S	BC 379.01	-	Sta. 410+00 - Mulberry St	
WH-41	Storm	BC 389.01	2	Sta. 410+65 - 8.00' Lt. E.B.R.	
I-42	S	BC 379.01	-	Sta. 410+10 - Mulberry St	
Y-43	Typ. Brick	BC 318.01	-	Sta. 410+08 - 10.0' Lt. E.B.R.	± Radius = 4'-0"
Y-44	Typ. Brick	BC 318.01	-	Sta. 412+47 - 20.0' Rt. W.B.R.	± Radius = 4'-0"

REVISIONS

CONSULTANT  
WHITMAN, REARDANT AND ASSOCIATES  
CONSULTING ENGINEERS  
BALTIMORE, MARYLAND

CITY OF BALTIMORE  
DEPARTMENT OF PUBLIC WORKS  
INTERSTATE ROUTE 170 TERMINUS  
WITH FRANKLIN / MULBERRY STREETS  
DRAINAGE AND UTILITIES-PLAN  
STA 409+ TO STA 420+

STATE HIGHWAY ADMINISTRATION OF MARYLAND  
INTERSTATE DIVISION FOR BALTIMORE CITY

SCALE: 1" = 40'

DATE: JAN. 1986

DRAWN BY: [ ]  
CHECKED BY: [ ]  
DES. BY: [ ]  
CHK. BY: [ ]

F.A.P. NO. 18-338-111  
SHA NO. BC 311-106-818  
BALTO. CITY NO. 3050

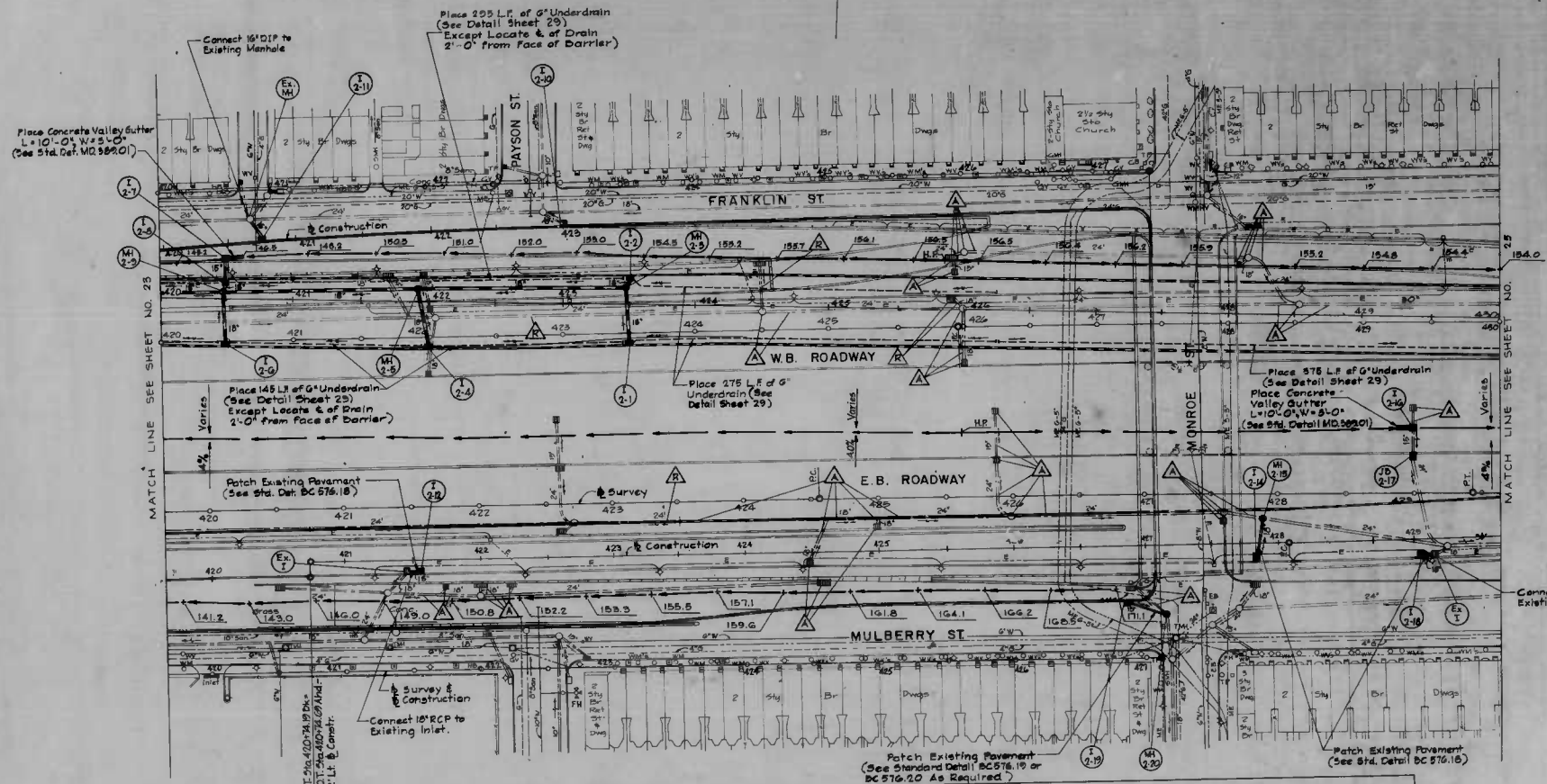
SHEET NO. 23 OF 39

FINAL REVIEW  
1-2-86

FED. REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	IX-338-1(1)		

51,200  
W 9,600

51,200  
W 9,600



STORM DRAIN STRUCTURE CONSTRUCTION SCHEDULE

NO.	TYPE	STD. DETAIL	CHANNEL TYPE	LOCATION	REMARKS
I2-1	S	PC579.01	-	Sta. 423+50-52.15 Rt. W.B.R.	
I2-2	S	PC579.01	-	Sta. 423+50-51.58 Lt. W.B.R.	
MH2-3	STORM	PC589.01	-	Sta. 423+42-15.58 Lt. W.B.R.	
I2-4	S	PC579.01	-	Sta. 421+00-57.00 Rt. W.B.R.	
MH2-5	STORM	PC589.01	2	Sta. 421+92-9.05 Lt. W.B.R.	
I2-6	S	PC579.01	-	Sta. 420+50-57.00 Rt. W.B.R.	
I2-7	S	PC579.01	-	Sta. 420+50-52.0 Lt. W.B.R.	
I2-8	S	PC579.01	-	Sta. 420+50-15.88 Lt. W.B.R.	
MH2-9	STORM	PC589.01	2	Sta. 420+47-5.88 Lt. W.B.R.	
I2-10	See Sheet 29	-	-	Sta. 423+00±-1.00 Rt. Franklin St.	Modify Existing Inlet
I2-11	S	PC579.01	-	Sta. 420+75-1.00 Rt. Franklin St.	
I2-12	S	PC579.01	-	Sta. 421+55 Rt. E.B.R.	

CONSTRUCTION SCHEDULE (CONTINUED)

NO	TYPE	STD. DETAIL	CHANNEL TYPE	LOCATION	REMARKS
I2-14	S	PC579.01	-	Sta. 427+85-12 Ft. E.B.R.	
MH2-15	STORM	PC589.01	12	Sta. 427+00-12.0 Lt. E.B.R.	Construct on Ex. 24" RCP
I2-16	K	AD-378.05	-	Sta. 429+02-86.0 Lt. E.B.R.	Construct on Ex. 15" RCP
JB2-17	See Sheet 29	-	-	Sta. 429+02-68.0 Lt. E.B.R.	Reconstruct Inlet
I2-18	S	PC579.01	-	Sta. 425+08 Rt. E.B.R.	
I2-19	DR-1-S	PC579.21	-	Sta. 428+85-45.2 Lt. Mulberry St.	
MH2-20	STORM	PC589.01	6	Sta. 427+15-99.2 Lt. Mulberry St.	Construct on Ex. 15" RCP

FINAL REVIEW

1-2-86

REVISIONS CONSULTANT WHITMAN, REARDON AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY ST. STREETS DRAINAGE AND UTILITIES-PLAN STA. 420+ TO STA. 430+ SCALE: 1"=40' DATE: JAN. 1986	DRAWN BY: _____ DES. BY: _____ CHECKED BY: _____ SHEET NO. 24 OF 39
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53,000  
W 9,600

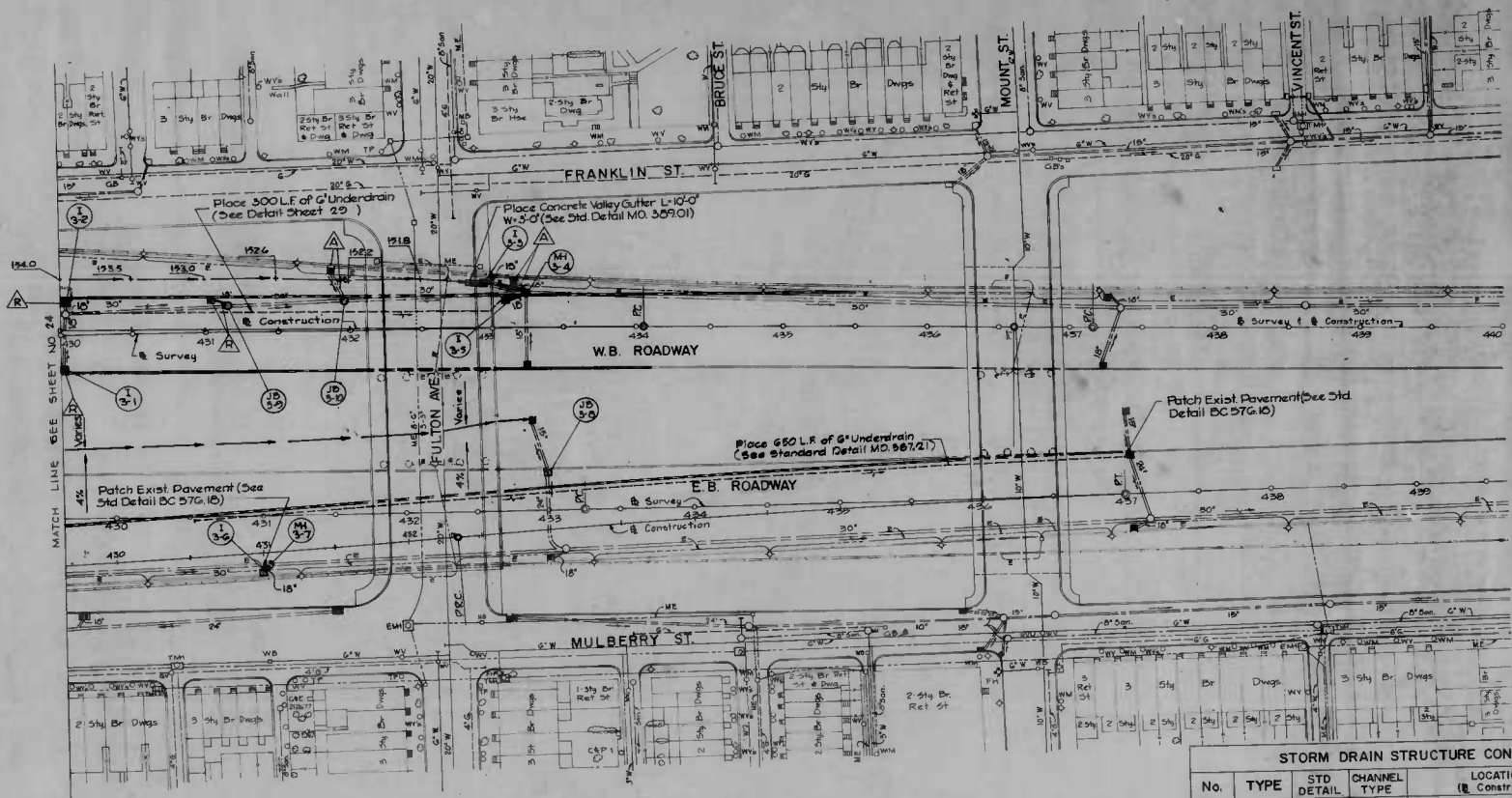
REDFLEISSER 11118



PROJECT NO.	STATE	FED. AID DIST. NO.	SHEET NO.	TOTAL SHEETS
3	MD	IX-335-(11)		

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W.A. 800

51,200  
W.A. 400



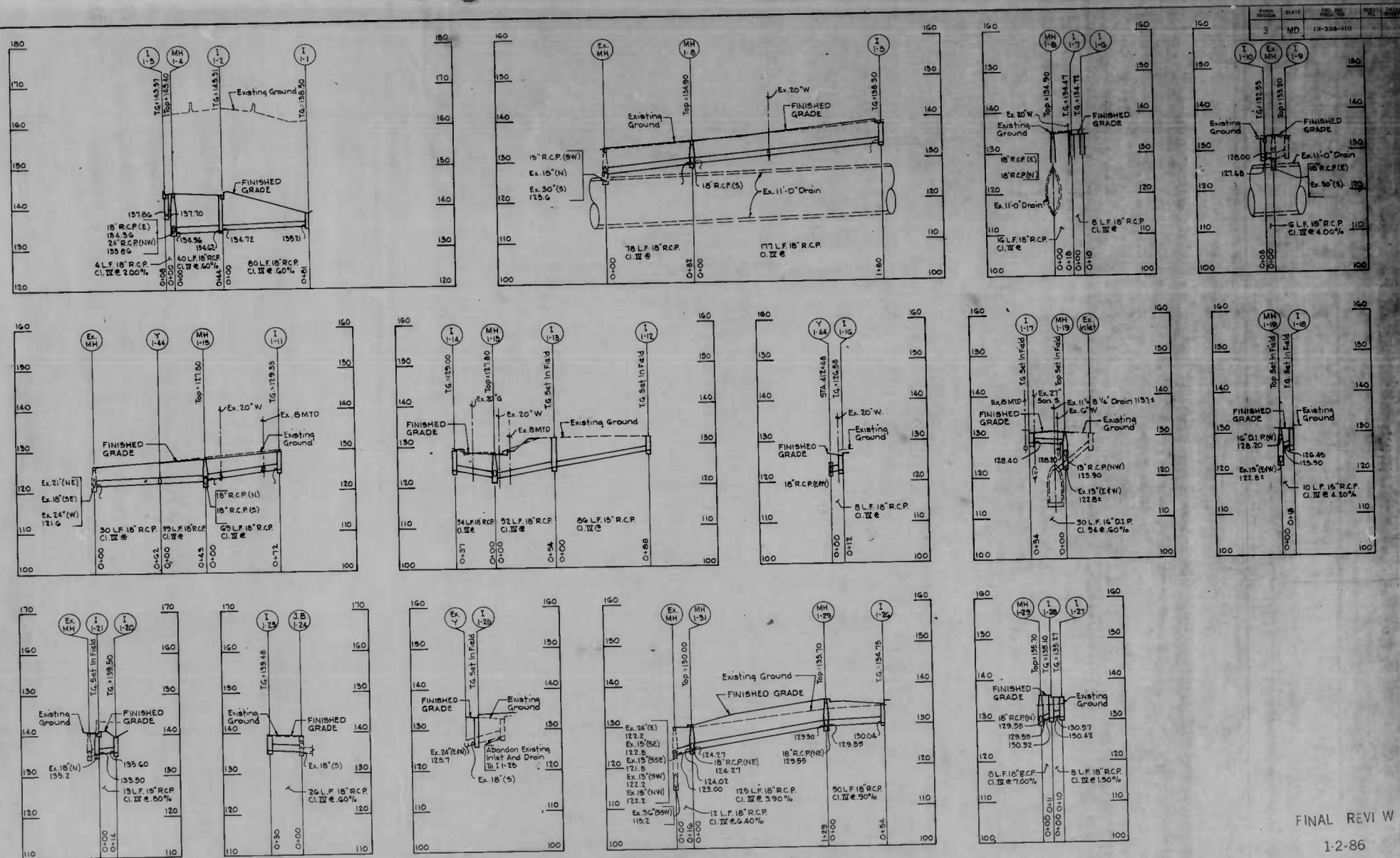
MATCH LINE SEE SHEET NO 24

FINAL REVIEW  
1-2-86

No.	TYPE	STD DETAIL	CHANNEL TYPE	LOCATION (Construction)	REMARKS
I 3-1	S	BC 37901	—	Sta. 430+02.2 - 29.42 Rt. W.B.R.	Construct on Ex. 18" RCP
I 3-2	S	BC 37901	—	Sta. 430+08.1 - 23.42 Lt. W.B.R.	Construct on Ex. 18" RCP
I 3-3	K	MD 37805	—	Sta. 432+95 - 31.8" Rt. W.B.R.	
M 3-4	See Sht 29	—	—	Sta. 433+25 - 26.8" Lt. W.B.R.	Reconstruct Stack (Offset)
I 3-5	S	BC 37901	—	Sta. 433+10 - 23.42 Lt. W.B.R.	
I 3-6	S	BC 37901	—	Sta. 431+00 - 44.59" Rt. E.B.R.	
M 3-7	Storm	BC 38201	12	Sta. 431+03 - 9 04 Rt. E.B.R.	Construct on Ex. 30" RCP
J B 3-8	See Sht 29	—	—	Sta. 433+00 - 20.5" Lt. E.B.R.	Reconstruct Inlet
J B 3-9	See Sht 29	—	—	Sta. 431+10 - 17.0" Lt. W.B.R.	Reconstruct MH
J B 3-10	See Sht 29	—	—	Sta. 431+97.5 - 18.0" Lt. W.B.R.	Reconstruct MH

51,800  
W.A. 800

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS DRAINAGE AND UTILITIES-PLAN STA. 430+ TO STA. 437+		SCALE 1" = 40'	DATE JAN., 1986
	WHITMAN, REQUARD AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	DRAWN BY	CHK. BY	F.A. NO. IX-335-(11)	SHEET NO. 25 of 39
				K.A. NO. BC 311-106-815	BALTO. CITY NO. 3080



Note: Pipe Elevations are Inverts Unless Indicated Otherwise.

**STORM DRAIN PROFILES**

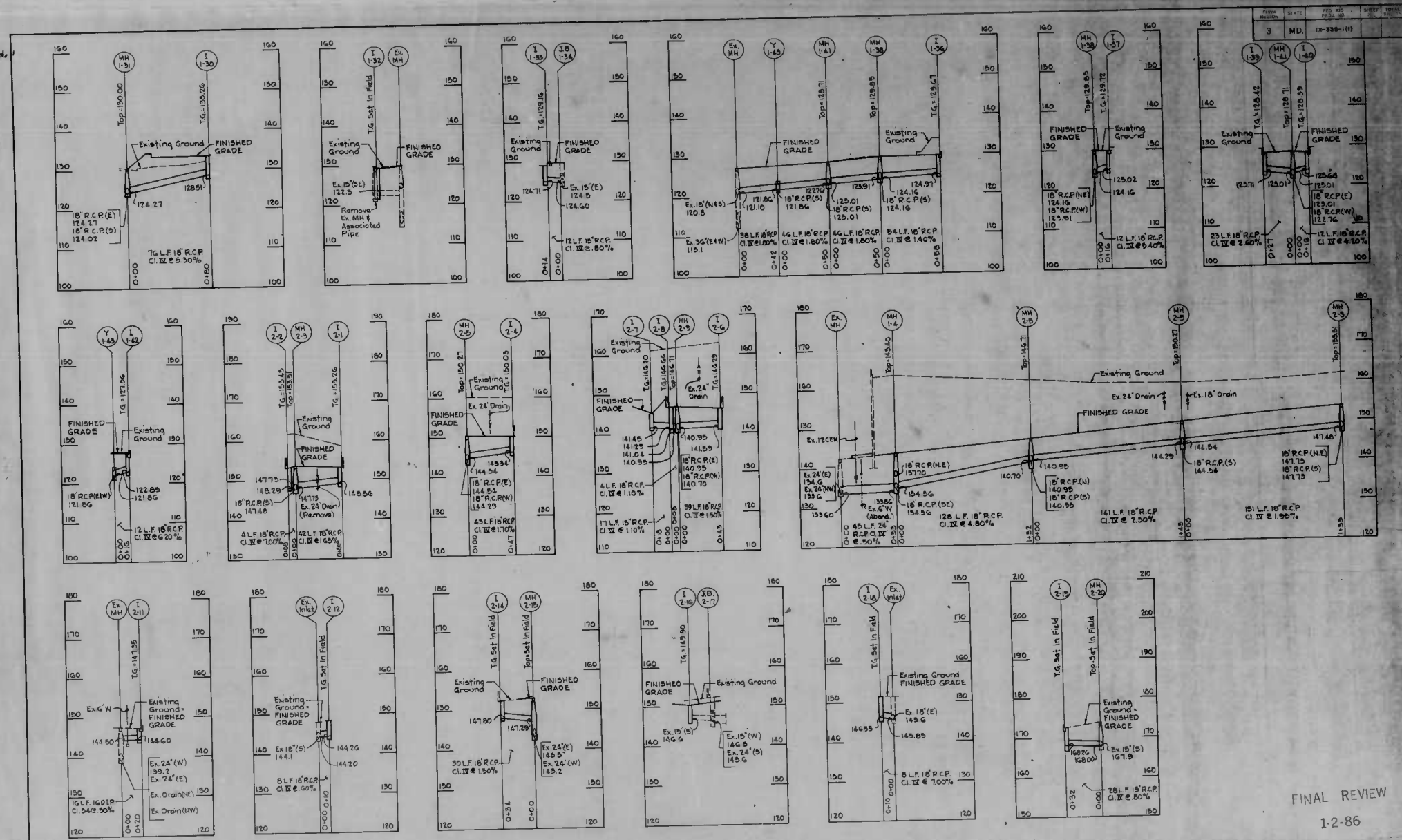
SCALE HORIZ 1" = 40'  
VERT 1" = 10'

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS DRAINAGE AND UTILITIES - PROFILES	
	WHITMAN, REAGOROT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	DRAWN BY F.A.P. NO. DC-335-111	DES. BY CHK. BY
		DATE: JAN. 1986	SHEET NO. 26 of 39

FINAL REVI W

1-2-86





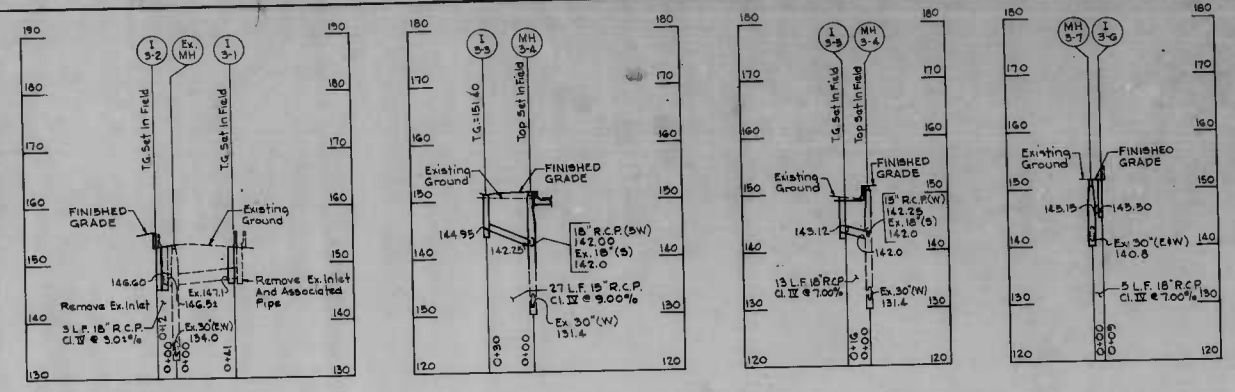
Note: Pipe Elevations are Inverts Unless Indicated Otherwise.

**STORM DRAIN PROFILES**  
 SCALE: HORIZ. 1" = 40'  
 VERT. 1" = 10'

FINAL REVIEW  
 1-2-86

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	WHITMAN, HOWARD AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS DRAINAGE AND UTILITIES-PROFILES	DRAWN BY: _____ TRACED BY: _____ DES. BY: _____ CHK. BY: _____ F.A.P. NO. IX-335-111 S.H.A. NO. 85-311-106-815 BALTD. CITY NO. 3090
SCALE: AS NOTED	DATE: JAN. 1986		SHEET NO. 27 OF 39

FED. REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	IX-335-101		



Note: Pipe Elevations are Inverts Unless Indicated Otherwise.

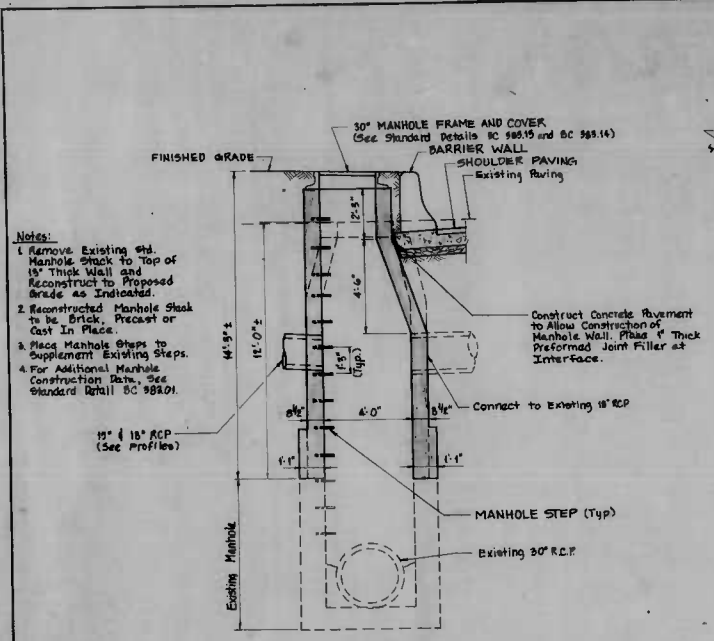
**STORM DRAIN PROFILES**  
 SCALE: HORIZ. 1"=40'  
 VERT. 1"=10'

FINAL REVIEW  
 1-2-86

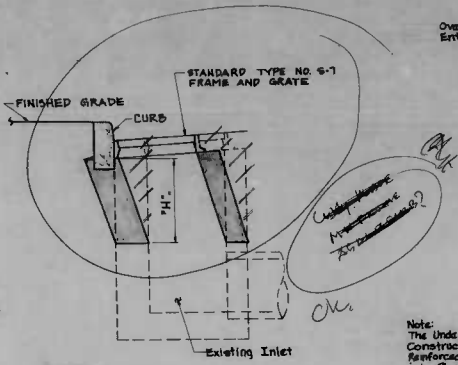
REVISIONS	CONSULTANT WHITMAN, REQUADT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY ST STREETS DRAINAGE AND UTILITIES - PROFILES		DRAWN BY K.A.P. NO. IX-335-101	DES. BY CHK. BY
SCALE: AS NOTED		DATE: JAN. 1986		SHEET NO. 28 of 39	



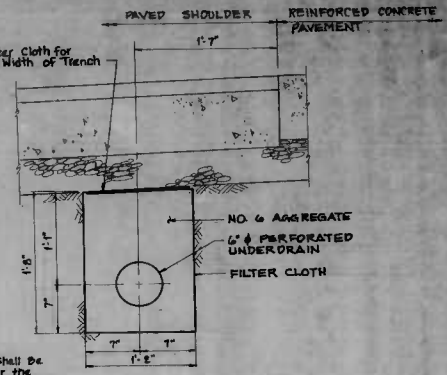
FEDERAL REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	TX-335-1(1)		



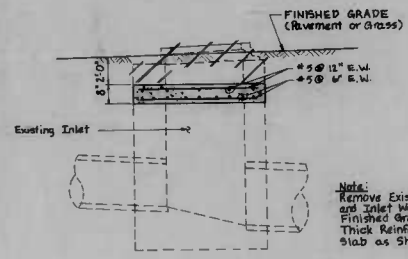
**DETAIL**  
**RECONSTRUCT EXISTING MANHOLE STACK (OFFSET)**  
NOT TO SCALE



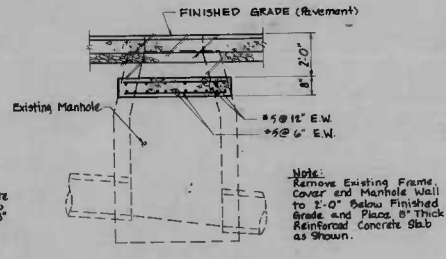
**MODIFY EXISTING INLET**  
NOT TO SCALE



**DETAIL**  
**6" UNDERDRAIN**  
NOT TO SCALE



**RECONSTRUCT EXISTING INLET INTO JUNCTION BOX**  
NOT TO SCALE



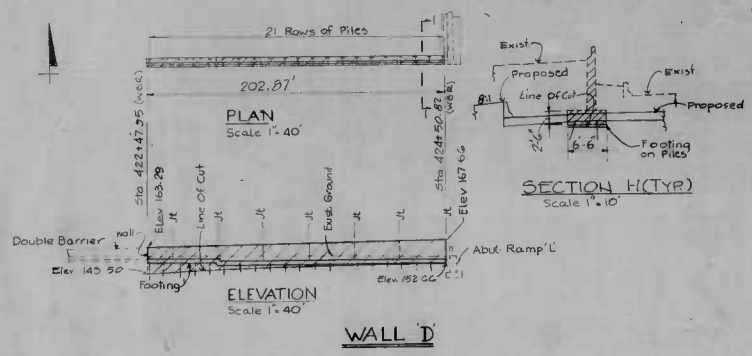
**RECONSTRUCT EXISTING MANHOLE INTO JUNCTION BOX**  
NOT TO SCALE

FINAL REVIEW  
1-2-86

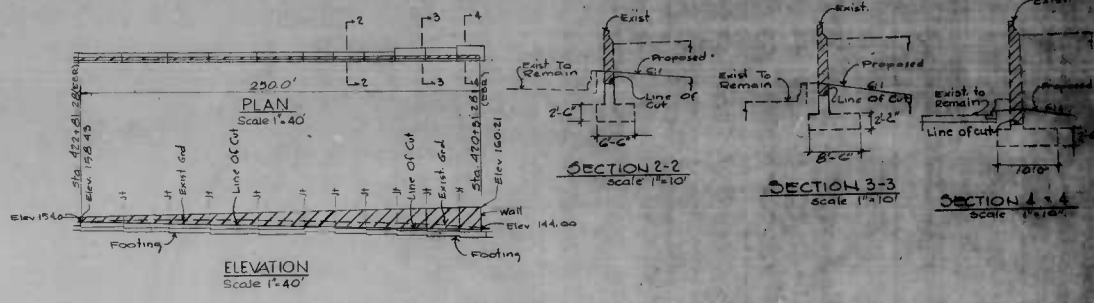
REVISIONS	CONSULTANT	CITY OF BALTIMORE		STATE HIGHWAY ADMINISTRATION OF MARYLAND	
		DEPARTMENT OF PUBLIC WORKS		INTERSTATE DIVISION FOR BALTIMORE CITY	
	WHITMAN, REQUARDT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS		DRAWN BY	DES. BY
		DRAINAGE AND UTILITIES - DETAILS		TRACED BY	CHK. BY
		SCALE: NOT TO SCALE	DATE: JAN., 1986	F.A.P. NO. K-328-1(1)	S.H.A. NO. BS-311-106-815
				BALTO. CITY NO. 3030	SHEET NO. 29 of 39



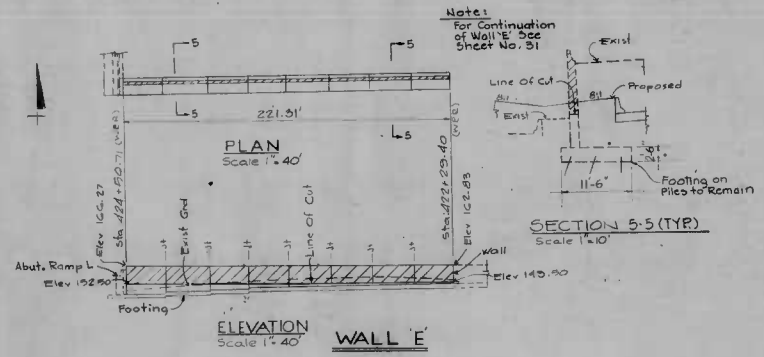
FED. PROJ. NO.	STATE	FED. AID DIST. NO.	SHEET NO.	TOTAL SHEETS
3	MD	1X-335-111		



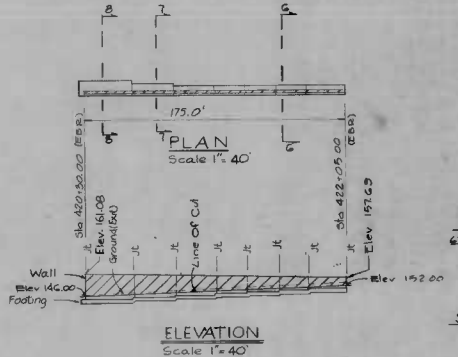
**WALL D**



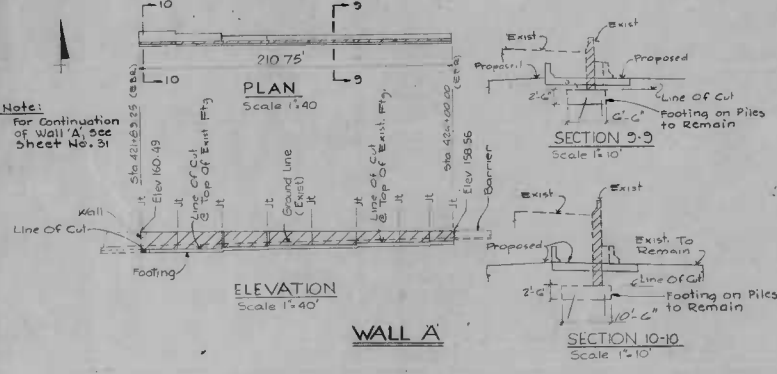
**WALL B**



**WALL E**



**WALL C**



**WALL A**

- NOTES**
- For further information, see drawings W-1 to W-10 of W-37 and S-1 to S-3 of S-30, Baltimore City No. 219-8; SHA No. BC-253-G-819 and FAP No. 1-170-8(7)
  - Blasting not permitted.

**LEGEND**  
 Portion to be removed

**FINAL REVIEW**  
 1-2-86



REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	WARABA ENGINEERING, INC. 5900 CLOVER ROAD BALTIMORE MD. 21215 (301) 664-0900	INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS STRUCTURAL DEMOLITION AND RECONSTRUCTION RETAINING WALLS 'A', 'B', 'C', 'D', AND 'E'		DRAWN BY: B.D. PRADHAN DES. BY: B.D. PRADHAN CHECKED BY: J.S.S. deA F.A.P. NO. 1X-335-111 S.H.A. NO. BC 311-106-818 BALTO. CITY NO. 3050	
SCALE: AS SHOWN		DATE: JAN. 1986		SHEET NO. 20 of 39	

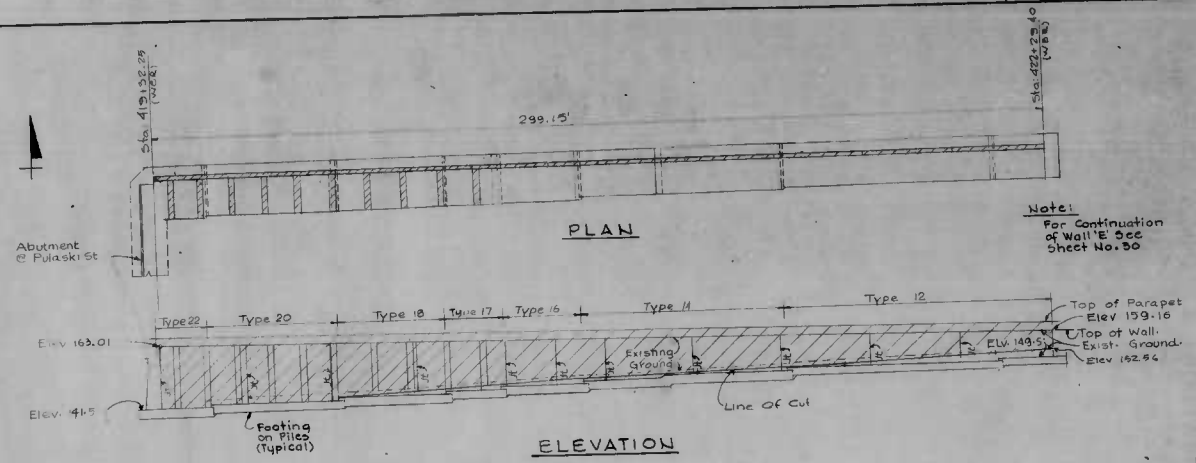


JOB NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX-335-101		

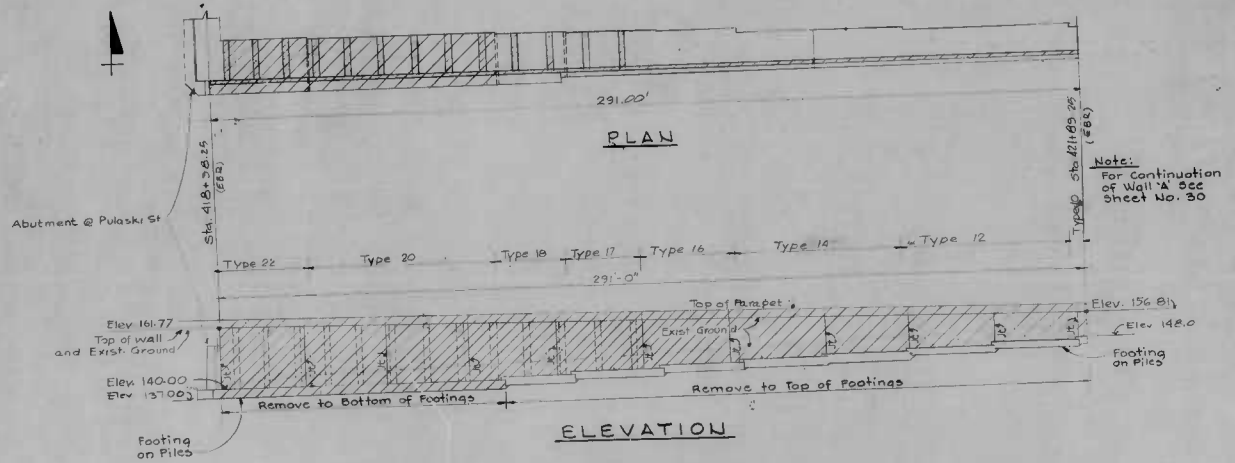
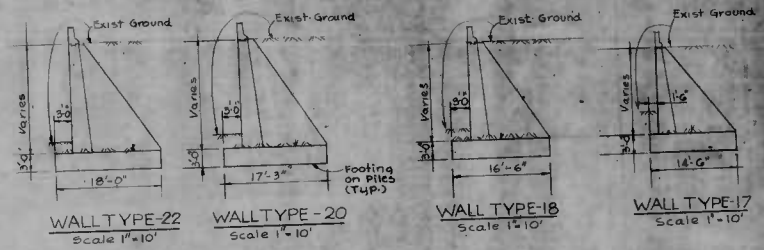
**NOTES**

1. For further information, see drawings 5-1 to 5-16 Baltimore City No. 2084; F.A.P. No. I-70-8(5) 2; S.R.C. No. BC-253-4-513 and sheet R-4 of R-30, Baltimore City No. 2155; F.A.P. No. I-70-8(7); S.H.A. No. BC-259-6-815.

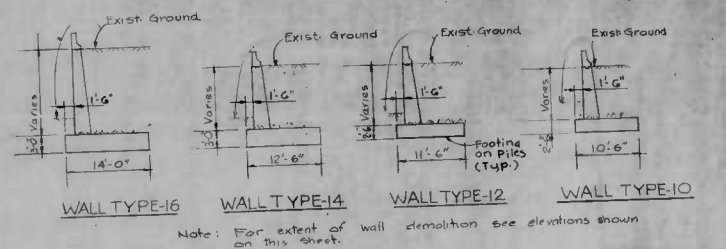
Note:  
For Continuation  
of Wall 'E' See  
Sheet No. 30



**WALL 'E' (NORTH WALL)**  
Scale: 1" = 20'



**WALL 'A' (SOUTH WALL)**  
Scale: 1" = 20'



Note: For extent of wall demolition see elevations shown on this sheet.

FINAL REVIEW  
1-2-86

LEGEND Portion to be removed.

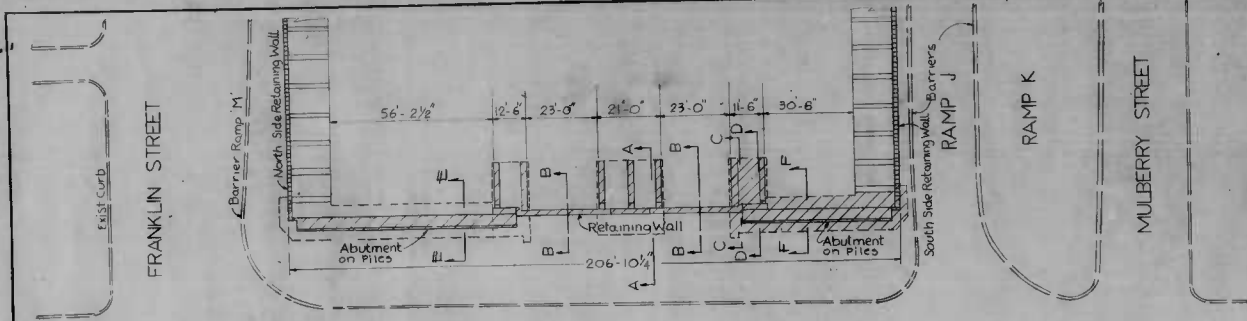


REVISIONS	CONSULTANT	CITY OF BALTIMORE & STATE HIGHWAY ADMINISTRATION OF MARYLAND	
	MARABA ENGINEERING, INC. 5800 CLOVER ROAD BALTIMORE MD. 21205 (301) 664-0900	DEPARTMENT OF PUBLIC WORKS INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS STRUCTURAL DEMOLITION AND RECONSTRUCTION RETAINING WALLS 'A' AND 'E'	INTERSTATE DIVISION FOR BALTIMORE CITY
		DRAWN BY: B.D. PRADHAN	DES. BY: B.D. PRADHAN
		TRACED BY:	CHK. BY: Jose' de la Cruz
		F.A.P. NO. IX-335-101	SHEET NO.
		S.H.A. NO. BC-311-105-815	31 of 39
		BALTO. CITY NO. 3050	
		SCALE: AS SHOWN	DATE: JAN. 1986

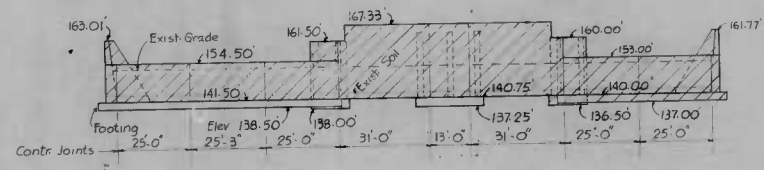
FED. HIGHWAY DISTRICT	STATE	FED. AID PROJ. NO.	PROJECT NO.	SHEET NO.
3	MD	IX-335-1(1)		

**NOTES**

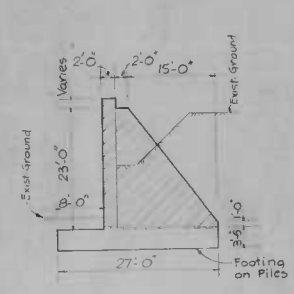
1. For further information, see drawings S-2, S-3, S-5 of S-16 of F.A.P. NO. 1-70-8(5)2, S.R.C. NO. BC-259-4-815, Baltimore City NO. 2084



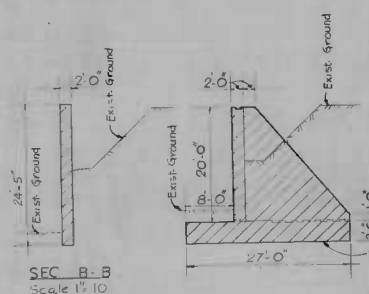
**PLAN**  
Scale 1" = 20'



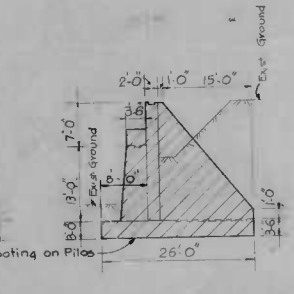
**ELEVATION**  
Scale 1" = 20'



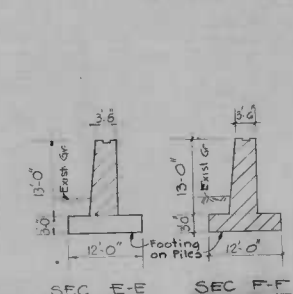
**SEC A-A**  
Scale 1" = 10'



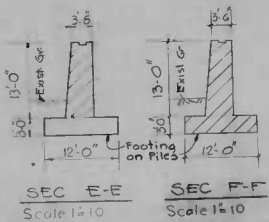
**SEC B-B**  
Scale 1" = 10'



**SEC C-C**  
Scale 1" = 10'



**SEC D-D**  
Scale 1" = 10'



**SEC E-E**  
Scale 1" = 10'

**SEC F-F**  
Scale 1" = 10'

**LEGEND**  
[Hatched Area] Portion to be removed

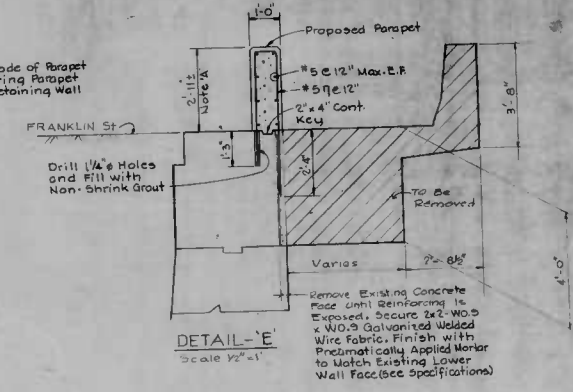
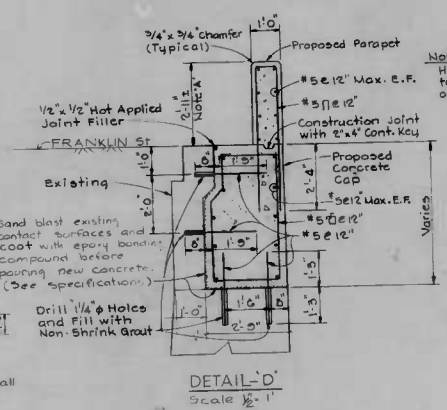
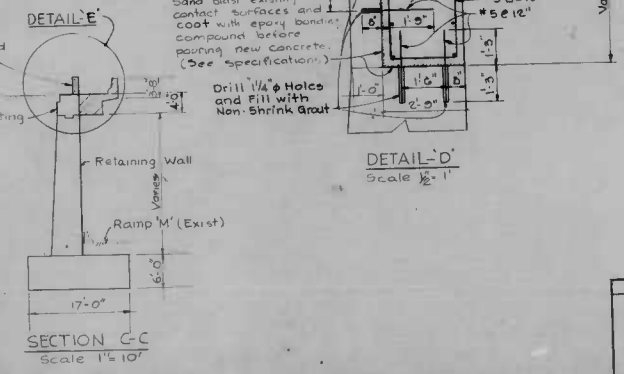
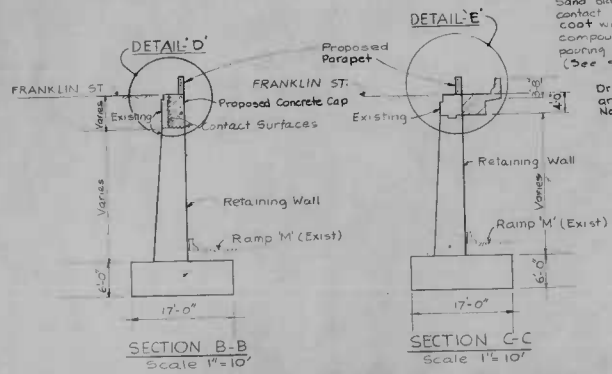
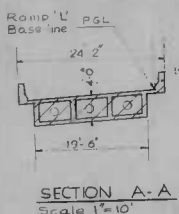
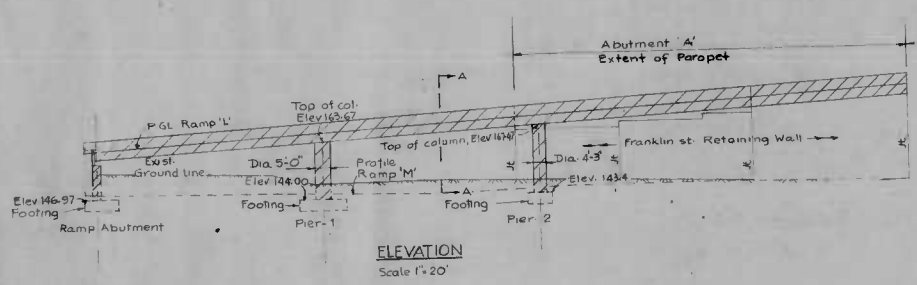
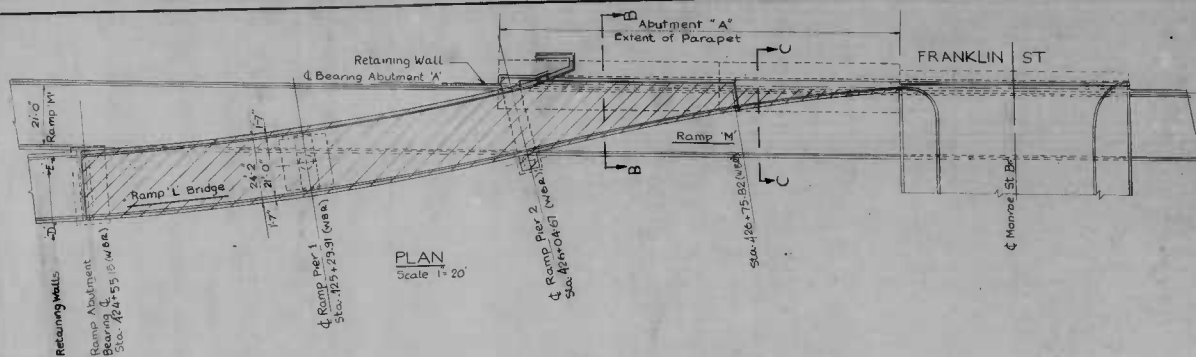
FINAL REVIEW  
1-2-86



**ABUTMENT WALL**

REVISIONS	CONSULTANT	CITY OF BALTIMORE & STATE HIGHWAY ADMINISTRATION OF MARYLAND	
	MARABA ENGINEERING, INC. 5800 CLOVER ROAD BALTIMORE MD. 21215 (301) 664-0900	DEPARTMENT OF PUBLIC WORKS	INTERSTATE DIVISION FOR BALTIMORE CITY
		INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS STRUCTURAL DEMOLITION AND RECONSTRUCTION ABUTMENT WALL	
		DRAWN BY B.D. PRADHAN TRACED BY	DES. BY B.D. PRADHAN CHK. BY J. J. C. Brite
		F.A.P. NO. IX-335-1(1) S.H.A. NO. BC-NI-106-815	SHEET NO. 38 of 39
		SCALE AS SHOWN	DATE JAN. 1986 BALTO. CITY NO. 3050

FED. PROJ. NO.	STATE	FED. AID PROJ. NO.	PROJECT NO.
3	MD	IX-338-NH	



LEGEND  
[Hatched Area] Portion to be removed

NOTES

- For Plans, Elevations, sections and details of existing structures see construction drawings of City of Baltimore Dept. of Public Works & State Hwy Administration of Md. Interstate Division for Baltimore City, with F.A.P. NO. 1-170-8(7); S.R.C. NO. BC-259-6-815 and Baltimore City NO. 219B.
- Under the references provided in note 1, see the following:  
For Cross Sectional details, see dwg. B46 of B-83  
For Elevation & details of Abutment A, see dwg. B2 of B83  
For Section at Abutment A, see drawing B4 of B83  
For details of Pier No. 1, see dwg. B9 of B83  
For details of Pier No. 2, see dwg. B10 of B83  
For Superstructure details, see dwg. B15 of B83  
For Longitudinal section and details, see dwg. B19 of B83  
For Ramp Abutment, see dwg. B6 of B83
- Blasting not permitted.
- Pier Nos 1 & 2 and Ramp Abutment are to be removed to top of their footings.
- Ramp 'L' Bridge to be removed from nominal Sta. 424+55.15 to Sta. 426+75.82 (N.S.R.)
- Concrete for Parapet and Fill along Abutment A shall have compressive strength to 5500 PSI.
- All Reinforcing steel shall comply with ASTM A615, Grade 60, and shall be epoxy coated.
- Removal of Retaining Walls, Abutments and Piers shall be to not less than 2'-0" below Proposed Grade.
- Dimensions given for existing construction are based on available data. Contractor shall verify dimensions in the field prior to proceeding with the work.
- Stationing noted on Plans pertains to Base Line Survey.

FINAL REVIEW  
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REVISIONS	CONSULTANT WARABA ENGINEERING, INC. 3800 CLOVER ROAD BALTIMORE, MD. 21215 (301) 664-0900	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN MULBERRY STREETS STRUCTURAL DEMOLITION AND RECONSTRUCTION RAMP 'L' BRIDGE	DRAWN BY B.D. PRADHAN DES. BY B.D. PRADHAN TRACED BY F.A.P. NO. IX-338-1111 S.H.A. NO. BC-311-108-815 BALTO. CITY NO. 3050	SHEET NO. 33 of 39
	SCALE: AS SHOWN	DATE: JAN., 1986		



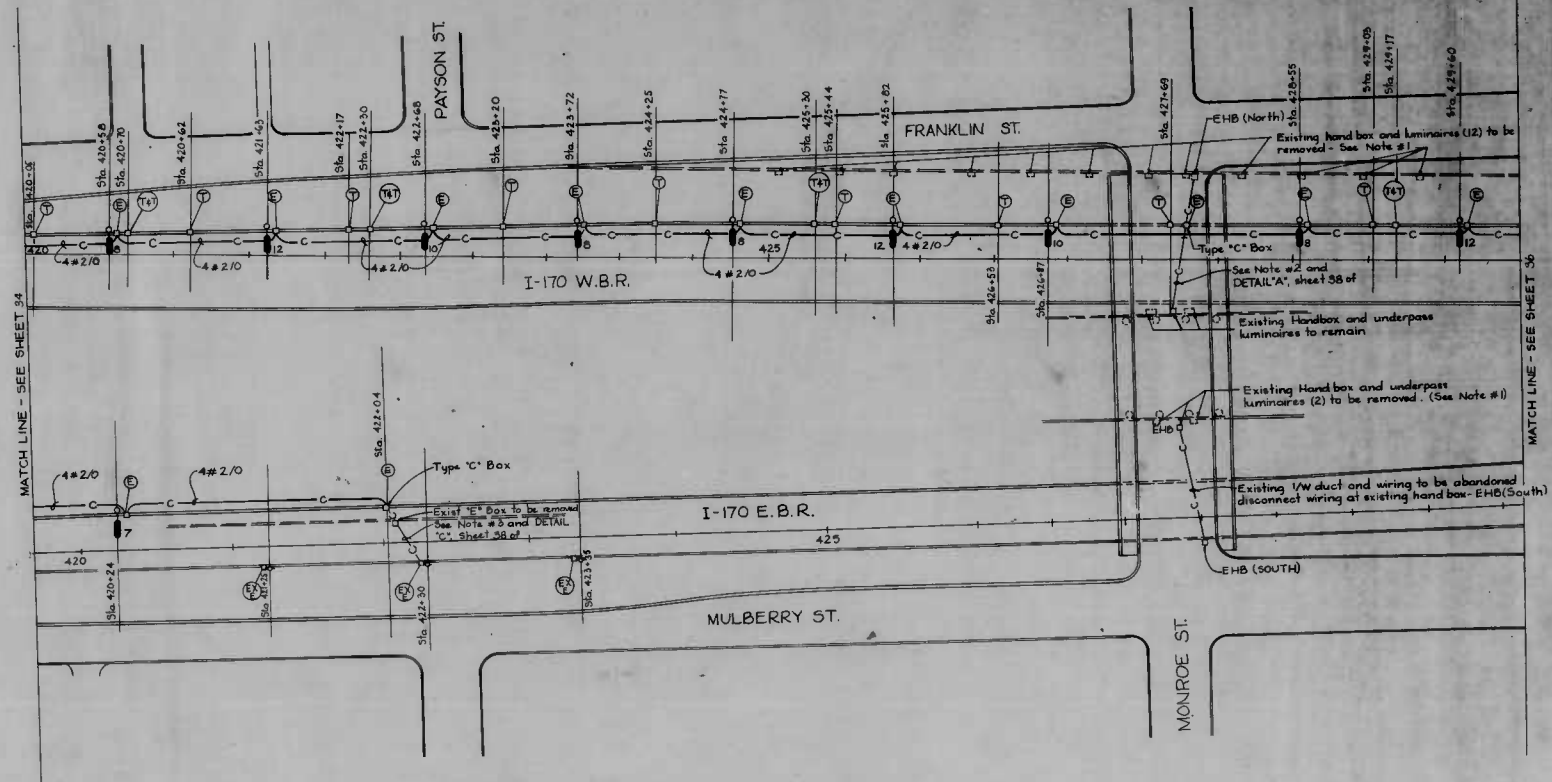


NOTES

FED. DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	DC 335-1(1)	35	

- 4. For General Notes, see sheet 2 of
- 5. For Legend, see Sheet 2 of

1. Existing materials and equipment being removed shall be turned over to city for use.
2. Existing 1/2" duct bank and wiring between new Type "C" box and EHB (North) to be abandoned. Reconnect and splice existing conductors to new conductors in new Type "C" box. See DETAIL "A", sheet 38 of
3. Remove existing 3" conduit and elbow for length required to perform necessary conduit splice, see DETAIL "C", sheet 38 of. Provide a 3/2" PVC conduit sleeve as shown in DETAIL "B", sheet 38 of, extending new 3" conduit to new Type "C" box. Remove existing 3" 2/0 from EX. "E" box being removed to EX. "E" box to remain at Sta. 422+30 (E.B.R.). Provide and splice new 4" 2/0 from EX. "E" box at Sta. 422+30 (E.B.R.) through new Type "C" box at Sta. 422+04 (E.B.R.) and as indicated.



NEW POLES									
NO.	LOCATION	STATION	BOLT CIRCLES SPACING (IN.)	BOLT HEIGHT (IN.)	POLE HEIGHT (FT)	ARM LENGTH (FT)	MTG. HEIGHT (FT)	CHIT NG.	BASE DETAIL
108	N.B. ROADWAY	420+58	13 1/2	9 3/4	35	12	40	8	BC60(0)
109	N.B. ROADWAY	421+65	13 1/2	9 3/4	35	12	40	8	BC60(0)
110	W.B. ROADWAY	422+68	13 1/2	9 3/4	35	12	40	8	BC60(0)
111	W.B. ROADWAY	423+72	13 1/2	9 3/4	35	12	40	8	BC60(0)
112	W.B. ROADWAY	424+77	13 1/2	9 3/4	35	12	40	8	BC60(0)
113	W.B. ROADWAY	425+82	13 1/2	9 3/4	35	12	40	8	BC60(0)
114	W.B. ROADWAY	426+87	13 1/2	9 3/4	35	12	40	8	BC60(0)
115	W.B. ROADWAY	428+55	13 1/2	9 3/4	35	12	40	8	BC60(0)
116	W.B. ROADWAY	429+60	13 1/2	9 3/4	35	12	40	8	BC60(0)
125	E.B. ROADWAY	420+24	13 1/2	9 3/4	35	12	40	8	BC60(0)

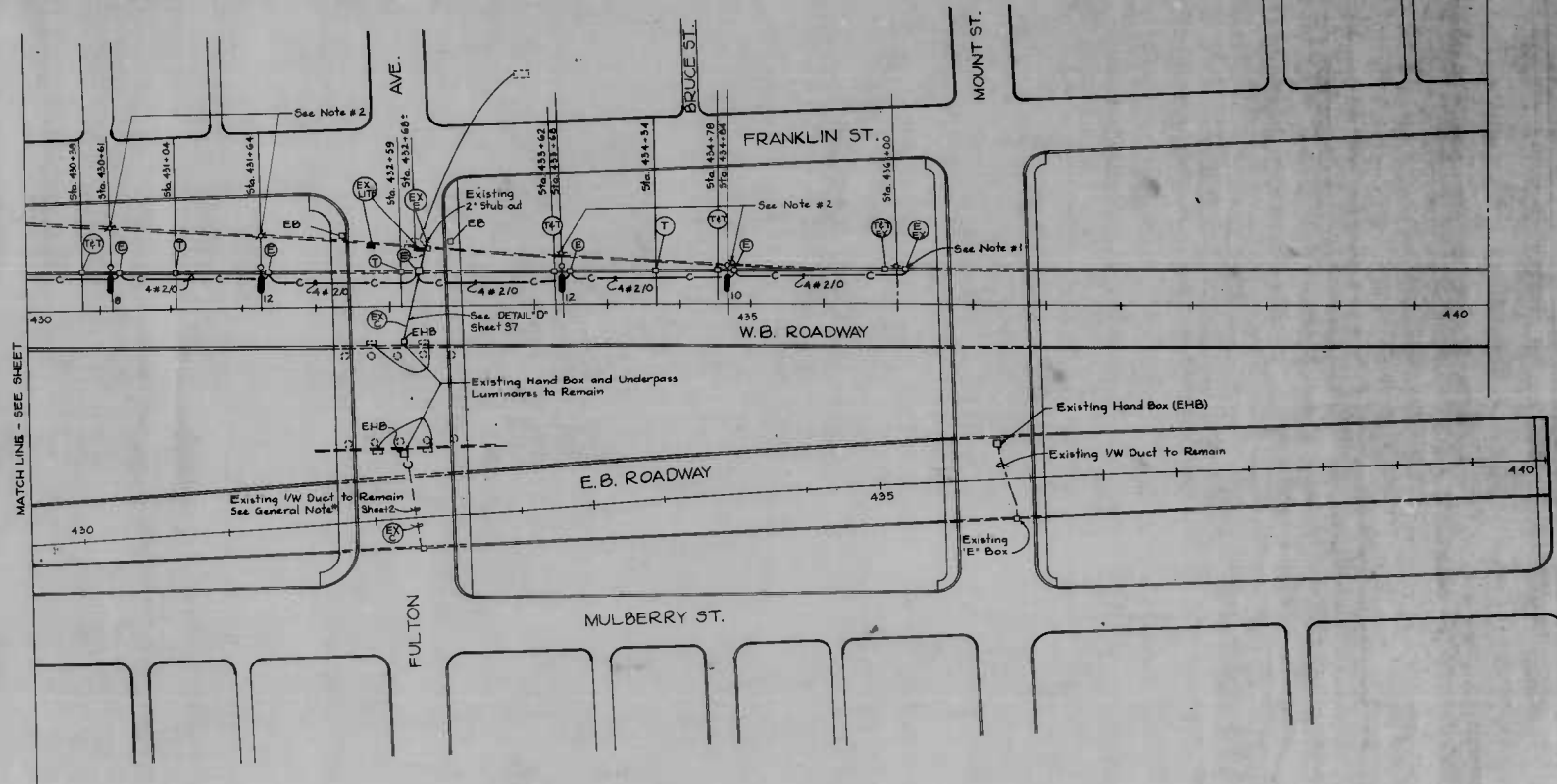
FINAL REVIEW  
1-2-86

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS LIGHTING PLAN - STA 420+00 TO STA 430+00	DATE: JAN. 1985
		SCALE: 1" = 40' = 0"	DATE: JAN. 1985
		DRAWN BY: _____	DES. BY: _____
		TRACED BY: _____	CHK. BY: _____
		F.A.P. NO. IX 335-1(1)	SHEET NO. 35 of 39
		R.I.A. NO. BC 31-106-85	
		BALTO. CITY NO. 2050	

COUNTY	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX 335-101	36	

**NOTES**

1. Remove existing 4#2/0 in existing 3" conduit in concrete barrier between existing "E" boxes at poles located at Sta. 430+00 and near Sta 434+84, and replace with new 4#2/0 between new "E" box of new pole located at Sta 434+84 and existing pole at Sta 430+00, and continue wiring as indicated, making all required connections.
2. Existing poles & luminaires being removed shall be turned over to city forces.
3. Remove existing 3" conduit for length required to perform necessary conduit splice. See DETAIL "D", sheet 38 of . Provide a 3/2" PVC conduit sleeve as shown in DETAIL "B", sheet 38 of . extending new 3" conduit to new type "C" box.
4. For General Notes, See Sheet 2 of
5. For Legend, See Sheet 2 of



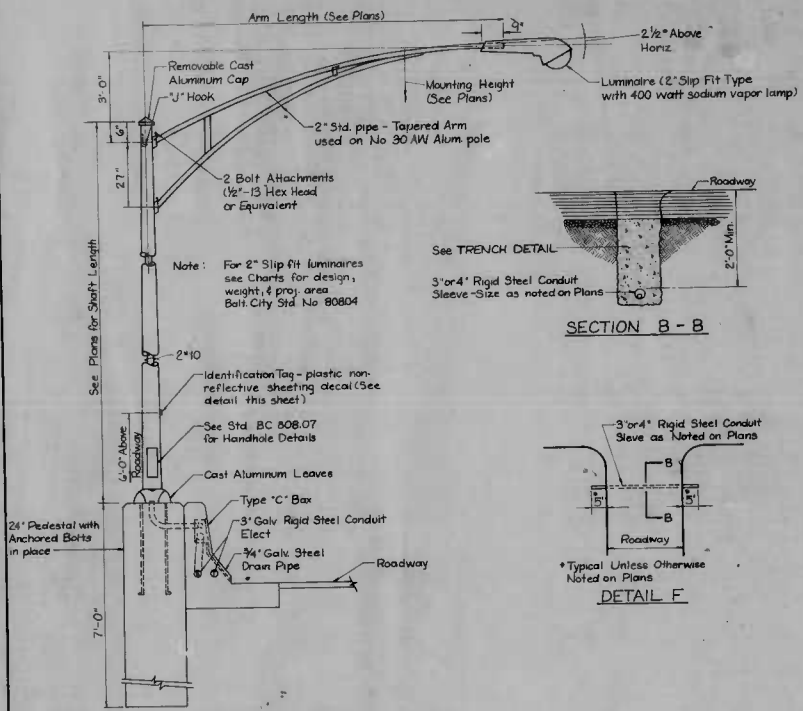
FINAL REVIEW  
1-2-86

NEW POLES									
NO.	LOCATION	STATION	BOLT CIRCLE (IN)	BOLT SPACING (IN)	POLE HEIGHT (FT)	ARM LENGTH (FT)	MTG HEIGHT (FT)	CURT NO.	BASE DETAIL
117	W.B. ROADWAY	430+61	13 1/2	9 3/8	35	12	40	8	BC801.01
118	W.B. ROADWAY	431+64	13 1/2	9 3/8	35	12	40	12	BC801.01
119	W.B. ROADWAY	433+66	13 1/2	9 3/8	35	12	40	12	BC801.01
120	W.B. ROADWAY	434+84	13 1/2	9 3/8	35	12	40	10	BC801.01

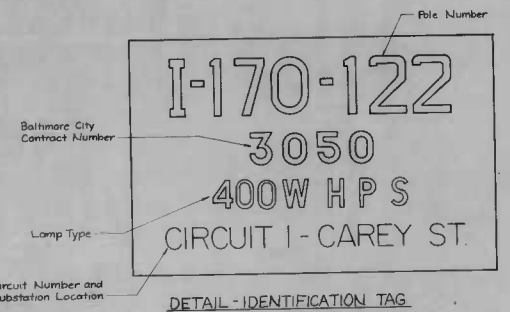
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS LIGHTING PLAN - STA 430+00 TO STA. 440+00			
		DRAWN BY	DES. BY	CHK. BY	SHEET NO.
		TRACED BY			36 of 39
		F.A.P. NO. IX 335-101	S.H.A. NO. EC-311-105-815	BALTO. CITY NO. 3050	
		SCALE: 1"=40'-0"	DATE: JAN. 1985		



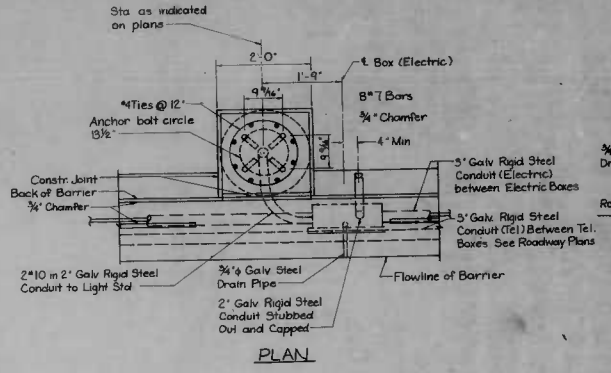
FED. PROJ. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX 335-1(1)	37	



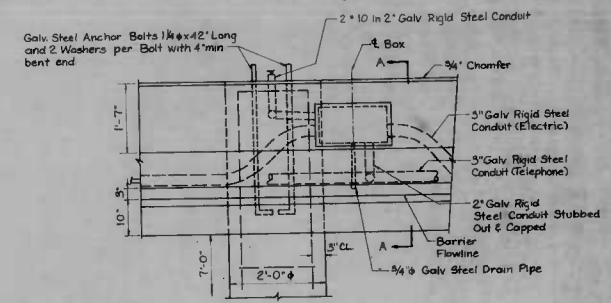
TYPICAL LIGHTING STANDARD  
DETAIL "L"



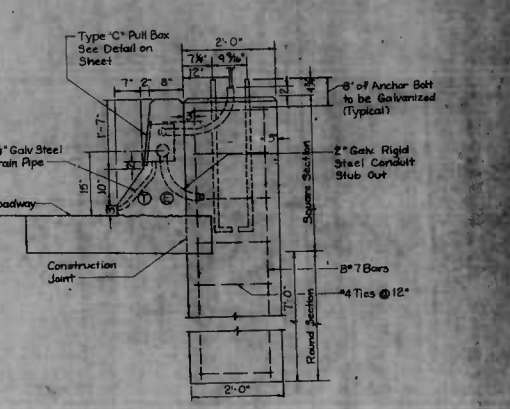
DETAIL - IDENTIFICATION TAG  
Scale: Full Size  
NOTE: BLACK CHARACTERS ON WHITE FIELD



PLAN

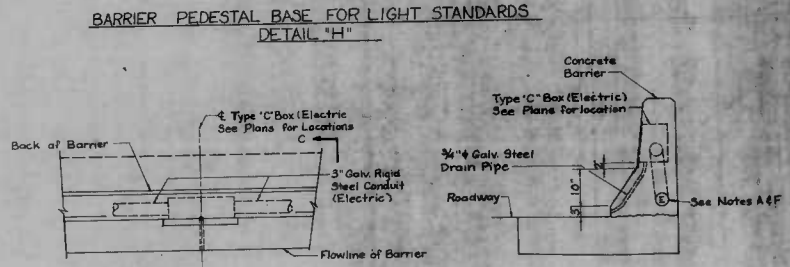


ELEVATION



SECTION A-A

- NOTES**
- Note A: 3" Galv. Rigid Steel Conduit (Electric) in Barrier bypasses Telephone, and/or Transit and Traffic boxes, enters & exits Electric boxes within Roadway Concrete Barrier.
  - Note B: 3" Galv. Rigid Steel Conduit (Telephone) in Barrier bypasses Electric, and/or Transit and Traffic boxes, enters & exits Telephone boxes within Roadway Concrete Barrier.
  - Note C: For Number & Size of Conductors, See plans, Sheet 34 to Sheet 36.
  - Note D: 3" Galv. Rigid Steel Conduit (Transit and Traffic) in Barrier bypasses Telephone, and/or Electric boxes, enters & exits Transit and Traffic boxes within Roadway Concrete Barrier.



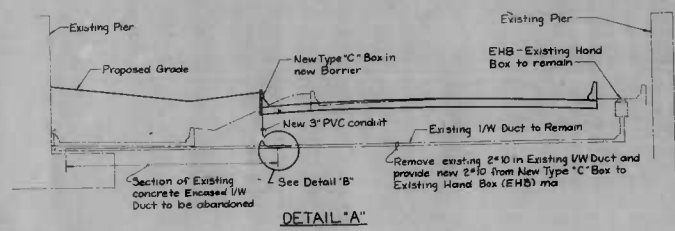
PLAN

SECTION C-C

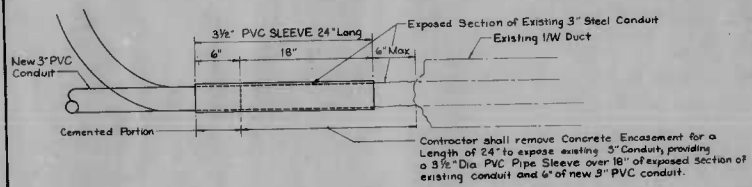
ELECTRIC JUNCTION BOX INSTALLATION  
DETAIL "I" FINAL R:VI W  
1-2-86

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
		INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS LIGHTING DETAILS	DRAWN BY: _____ DES. BY: _____ CHECKED BY: _____ F.A.P. NO. IX 335-1(1) S.H.A. NO. BC 311-106-815 BALTO. CITY NO. 3050
		SCALE: NONE	DATE: JAN 1986
			SHEET NO. 37 of 39

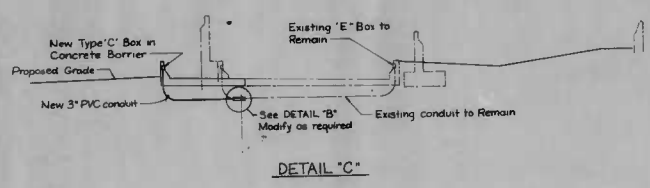
FINAL REVISION	DATE	BY	CHK. BY
3	MD	X 335-101	38



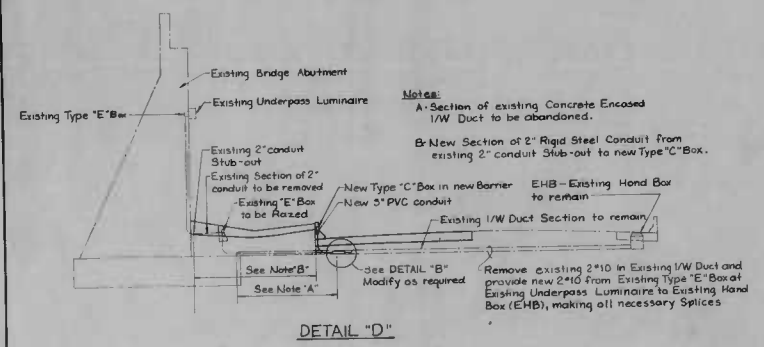
DETAIL "A"



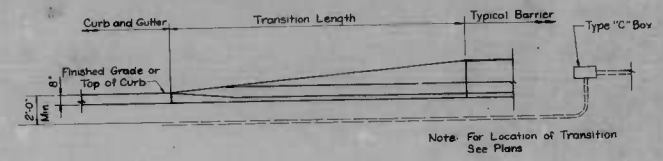
DETAIL "B"



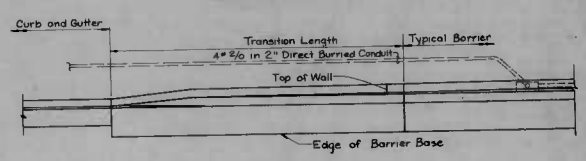
DETAIL "C"



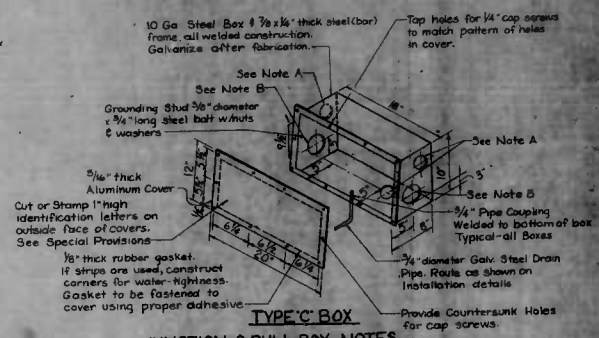
DETAIL "D"



ELEVATION



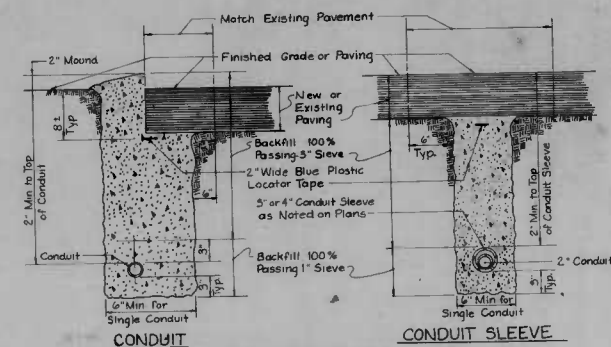
TRANSITION FROM BARRIER TO CURB  
DETAIL "E"



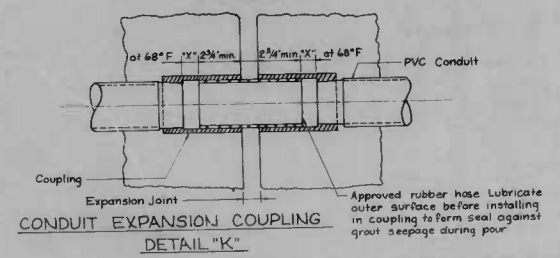
TYPE "C" BOX

**JUNCTION & PULL BOX NOTES**  
 A. 2 1/2" Diameter, if Required, for Conduit Termination See Roadway Plans & Details.  
 B. 3 3/8" Diameter, if Required, for Conduit Termination See Roadway Plans & Details.

DETAIL "J"



TRENCH DETAILS  
DETAIL "G"



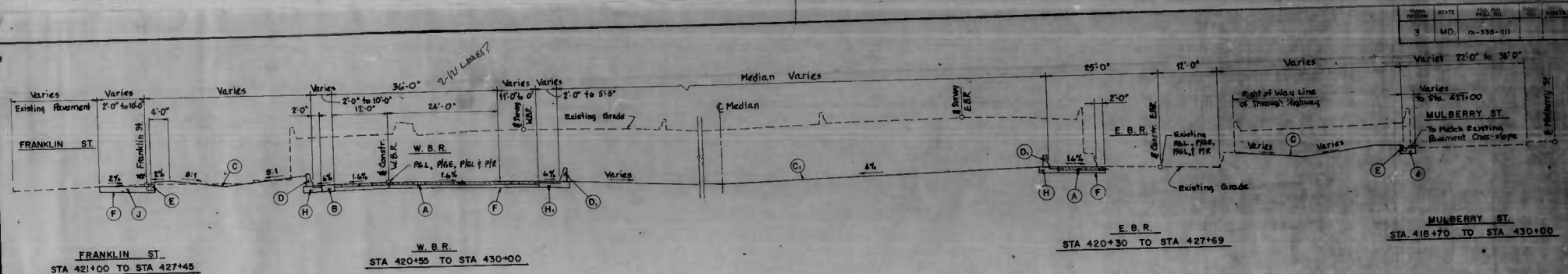
CONDUIT EXPANSION COUPLING  
DETAIL "K"

FINAL REVIEW  
1-2-86

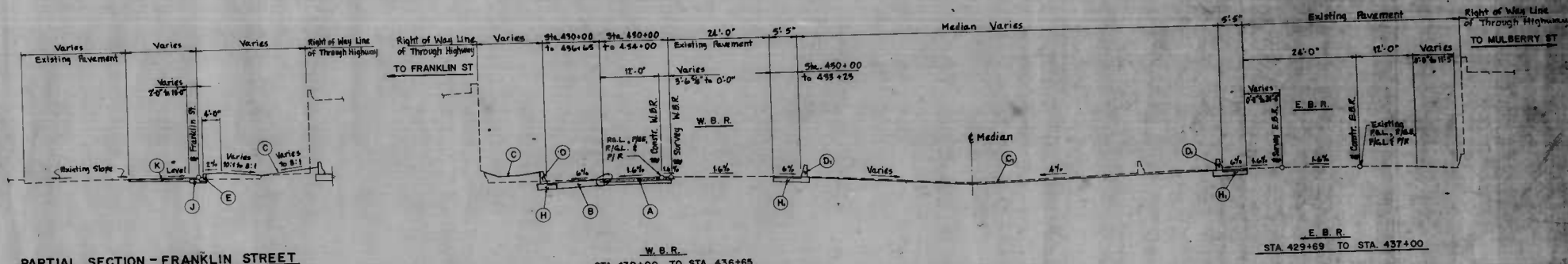
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
		INTERSTATE ROUTE 70 TERMINUS WITH FRANKLIN / MULBERRY STREETS LIGHTING DETAIL	DRAWN BY: TRAEBL BY: DES. BY: CHK. BY:
		SCALE: NONE	F.A.P. NO. IX 335-101 S.H.A. NO. BC 30-106-815 BALTO. CITY NO. 3050
		DATE: JAN 1985	SHEET NO. 38 of 39





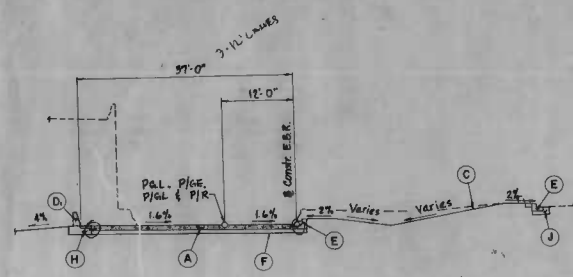


TYPICAL SECTION

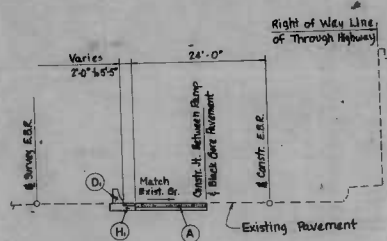


PARTIAL SECTION - FRANKLIN STREET  
STA 420+00 TO STA 421+00

TYPICAL SECTION



PARTIAL SECTION E.B.R.  
STA 418+70 TO STA 420+30



PARTIAL SECTION E.B.R.  
STA 427+69 TO STA 430+69

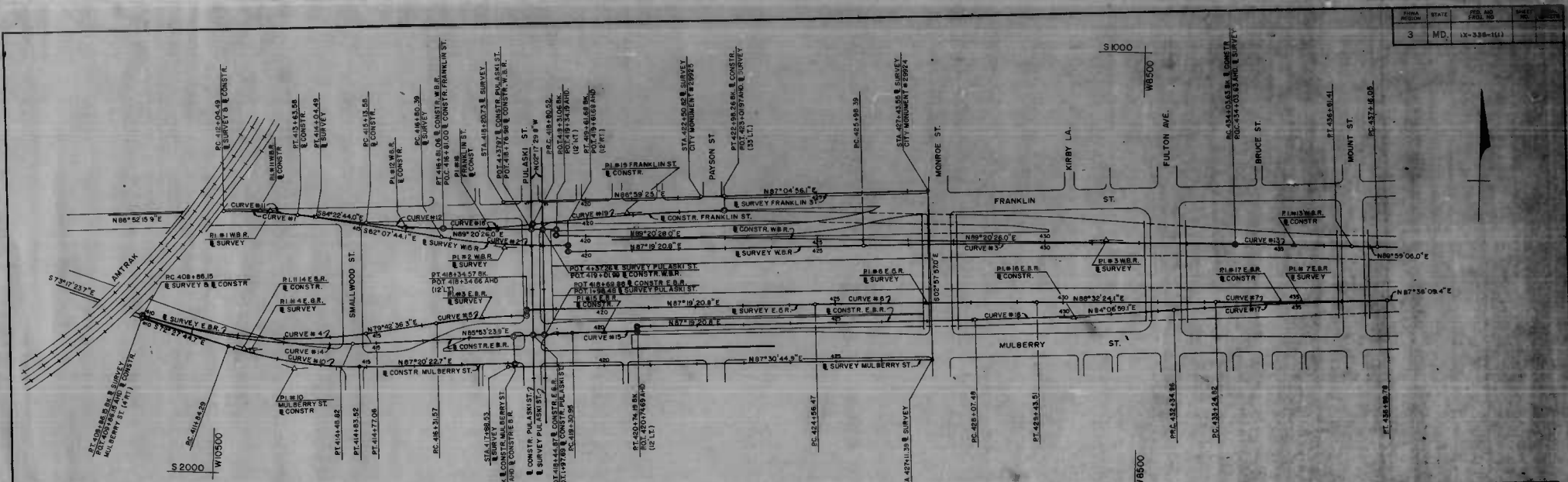


TYPICAL SECTION PULASKI STREET

FINAL REVIEW  
1-2-86

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	WHITMAN, REQUARD AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS ROADWAY TYPICAL SECTIONS	DRAWN BY: _____ DES. BY: _____ SHEET NO. 4 of 39
		SCALE: 1" = 10'	DATE: JAN. 1986 BALTO. CITY NO. 7750

FORM	STATE	FEET AND INCHES	DATE
3	MD.	1X-338-(11)	



WESTBOUND ROADWAY		
STATION	COORDINATES	
	SOUTH	WEST
SURVEY		
P.C. N12+04.486	1408.775	10492.797
P.I. CURVE NO. 11	1408.300	10392.038
P.T. N14+04.486	1417.037	10283.275
P.C. N16+08.386	1426.820	10179.974
P.I. CURVE NO. 2	1474.135	9880.285
P.T. N18+01.683 BK =	1467.546	9739.362
P.O.T. N19+01.685 AHD -12' RT.	1477.532	9739.784
P.C. N21+06.390	1449.883	9104.720
P.I. CURVE NO. 3	1425.002	8572.708
P.T. N23+01.412 CONSTR.	1424.863	8040.157
P.C. N27+10.05		
CONSTRUCTION		
P.C. N12+04.486	1408.775	10492.797
P.I. CURVE NO. 11	1408.300	10392.038
P.T. N14+04.486	1417.037	10283.275
P.C. N16+08.386	1426.820	10179.974
P.I. CURVE NO. 2	1474.135	9880.285
P.T. N18+01.683 BK =	1467.546	9739.362
P.O.T. N19+01.685 AHD -12' RT.	1477.532	9739.784
P.C. N21+06.390	1449.883	9104.720
P.I. CURVE NO. 3	1425.002	8572.708
P.T. N23+01.412 CONSTR.	1424.863	8040.157
P.C. N27+10.05		

EASTBOUND ROADWAY		
STATION	COORDINATES	
	SOUTH	WEST
SURVEY		
P.C. N09+86.154	1640.899	10684.235
P.I. CURVE NO. 4	1721.810	10424.695
P.T. N14+77.083	1877.135	10178.013
P.C. N16+31.870	1840.836	10028.507
P.I. CURVE NO. 5	1931.378	9926.884
P.T. N18+34.156 BK =	1826.630	9825.047
P.O.T. N18+34.156 AHD -12' LT.	1814.643	9825.607
P.C. N20+56.474	1585.895	9204.471
P.I. CURVE NO. 6	1574.210	8661.211
P.T. N22+43.808	1568.014	8717.765
P.C. N23+24.824	1558.269	8336.572
P.I. CURVE NO. 7	1563.622	8140.146
P.T. N26+09.78 CONSTR.	1536.879	7951.822
CONSTRUCTION		
P.C. N09+86.154	1640.899	10684.235
P.I. CURVE NO. 4	1721.810	10424.695
P.T. N14+77.083	1877.135	10178.013
P.C. N16+31.870	1840.836	10028.507
P.I. CURVE NO. 5	1931.378	9926.884
P.T. N18+34.156 BK =	1826.630	9825.047
P.O.T. N18+34.156 AHD -12' LT.	1814.643	9825.607
P.C. N20+56.474	1585.895	9204.471
P.I. CURVE NO. 6	1574.210	8661.211
P.T. N22+43.808	1568.014	8717.765
P.C. N23+24.824	1558.269	8336.572
P.I. CURVE NO. 7	1563.622	8140.146
P.T. N26+09.78 CONSTR.	1536.879	7951.822

FRANKLIN STREET		
STATION	COORDINATES	
	SOUTH	WEST
SURVEY		
STA. N18+20.73	1370.877	9885.283
STA. N22+50.82 MON. 200' 25'	1348.295	9455.759
STA. N23+01.97 AHD. =	1345.091	9104.673
P.T. N24+08.26 CONSTR. 33' RT.		
STA. N27+43.05 MON. 200' 25'	1323.213	8683.649
CONSTRUCTION		
P.O.C. N16+81.00	1434.170	10017.375
P.I. CURVE NO. 18	1433.021	9917.510
P.R.C. N18+80.52	1418.860	9818.642
P.I. CURVE NO. 19	1369.288	9611.733
P.T. N22+08.26 BK. =	1378.848	9402.969
STA. N29+01.97 SURVEY 33' LT.		

PULASKI STREET		
STATION	COORDINATES	
	SOUTH	WEST
SURVEY		
STA. 0+00.00	1858.537	9778.976
STA. N1+08.482	1870.213	9786.012
STA. N+37.299	1831.627	9708.460
STA. 6+22.050	1246.984	9803.849
CONSTRUCTION		
STA. 0+00.00	1859.536	9803.955
STA. N1+08.482	1872.000	9811.861
STA. N+37.299	1831.615	9821.408
STA. 6+22.050	1247.684	9828.829

MULBERRY STREET		
STATION	COORDINATES	
	SOUTH	WEST
SURVEY		
STA. N17+88.83	1744.001	9885.905
STA. N27+11.39	1703.948	8843.923
CONSTRUCTION		
STA. N09+86.154 W. E.S.R. BK. =	1640.899	10684.235
P.O.T. N09+86.154 AHD. -12' RT.	1653.731	10685.386
P.C. N11+84.286	1718.434	10470.462
P.I. CURVE NO. 10	1759.990	10332.305
P.T. N14+83.515	1751.973	10181.285
P.O.T. N14+83.515 BK. =	1736.675	9852.048
P.O.C. N16+80.263 W. E.S.R. BK. =	1675.201	9856.320
61.622' LT.		

BENCH MARKS		
NO.	DESCRIPTION	ELEVATIONS
B.M. 4257	BALTIMORE CITY - BRASS SCREW SET IN TOP OF SOUTH ABUTMENT WEST SIDE OF ONE-HEAD CROSSING, FRANKLIN STREET AND ANTRAK OVERPASS.	149.835
B.M. 8369	BALTIMORE CITY - CUT IN EAST END OF BOTTOM OF CONCRETE STEP, SOUTH ENTRANCE TO I STR. STONE CHURCH AT NORTH WEST CORNER OF FRANKLIN STREET AND MONROE STREET.	177.117

CURVE DATA							
CURVE NO.	Δ	Dc	R	T	Lc	E	S.E.
1	11°00'00.0"	5°30'00"	1041.7811	100.388	200.000	4.819'	
2	10°32'55.1"	3°45'00"	1827.8871	141.047	281.297	6.167'	
3	2°38'48.2"	0°15'00"	22818.312	532.607	1085.022	6.188'	
4	27°00'00.0"	0°30'00"	1041.7811	250.100	400.000	20.801'	
5	7°36'44.6"	3°45'00"	1827.8871	101.848	202.896	3.277'	
6	1°13'03.3"	0°15'00"	22818.312	243.826	467.033	1.294'	
7	0°56'14.7"	0°15'00"	22818.312	167.488	374.967	0.767'	
10	20°11'52.7"	6°45'00"	848.826	151.183	299.229	13.359'	
11	8°46'00.1"	5°30'00"	1041.7811	79.701	159.091	3.132'	0.010'/FT.
12	6°16'50.0"	3°45'00"	1827.8871	83.826	167.488	2.288'	0.010'/FT.
13	0°38'40.0"	0°15'00"	22818.312	138.860	257.777	0.382'	
14	20°49'12.4"	4°30'00"	1273.280	233.614	482.682	21.308'	0.010'/FT.
15	1°26'57.0"	1°00'00"	5729.579	71.828	133.249	0.448'	0.010'/FT.
18	3°12'12.7"	0°45'00"	7639.437	213.701	427.470	2.991'	0.010'/FT.
17	3°20'10.295"	0°45'00"	7639.437	232.485	444.828	3.637'	
18	7°28'47.8"	3°45'00"	1827.8871	99.875	199.465	3.261'	0.010'/FT.
19	15°13'17.6"	1°15'00"	4983.662	209.011	417.244	1.753'	0.010'/FT.

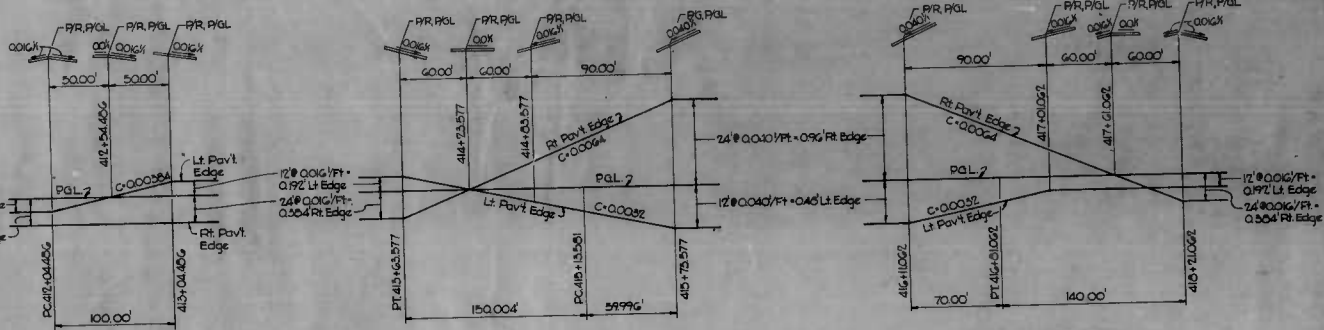
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	WHITMAN, REARDANT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS ROADWAY STAKEOUT DATA AND BENCH MARKS		DRAWN BY TRACED BY F.A.P. NO. 1X-338-(11) S.N.A. NO. 83-311-08-816 BALTO. CITY NO. 3030	
SCALE: 1" = 100'		DATE: JAN. 1988		DES. BY CHK. BY SHEET NO. 5 of 39	

1-2-86

FINAL REVIEW



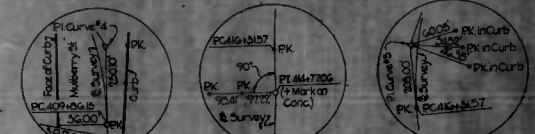
AREA	STATE	FED. RD. DIST. NO.	PROJECT NO.
3	MD.	IX-335-101	



CURVE NO. 11 W.B.R.

CURVE NO. 12 W.B.R. INTO S.E.

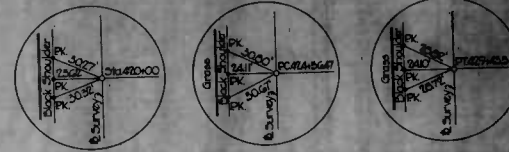
CURVE NO. 12 W.B.R. OUT OF S.E.



PC 409+86.15 B, PI CURVE #4, SURVEY-E.B.R.

PT 414+77.08 B, PI CURVE #4 (+Mark on Conc), SURVEY-E.B.R.

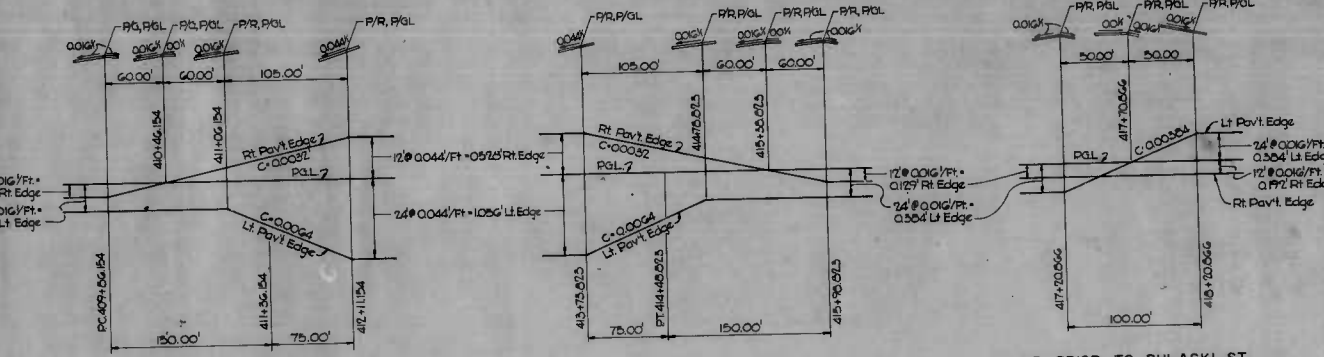
PI CURVE #5 B, PC 416+31.57, SURVEY-E.B.R.



STA 420+00, SURVEY-E.B.R.

PC 424+56.47, SURVEY-E.B.R.

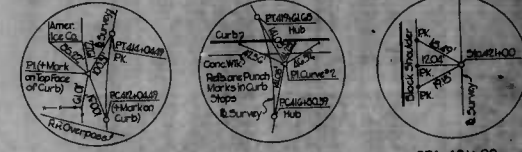
PT 429+43.51, SURVEY-E.B.R.



CURVE NO. 14 E.B.R.

CURVE NO. 14 E.B.R.

E.B.R. PRIOR TO PULASKI ST.

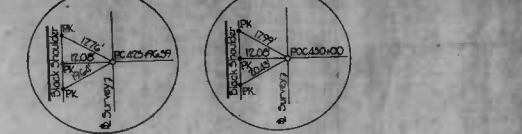


PC 412+04.49, PI CURVE #1, SURVEY-W.B.R.

PT 414+04.49, SURVEY-W.B.R.

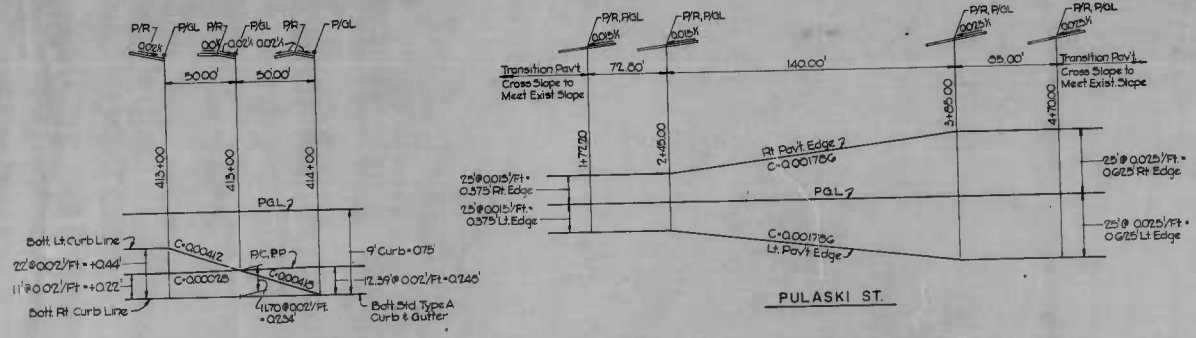
PC 416+80.39, PI CURVE #2, SURVEY-W.B.R.

PT 419+61.68, SURVEY-W.B.R.



PC 425+96.39, SURVEY-W.B.R.

P.C. 430+00, SURVEY-W.B.R.



PULASKI ST.

TRANSITION DIAGRAM MULBERRY ST.

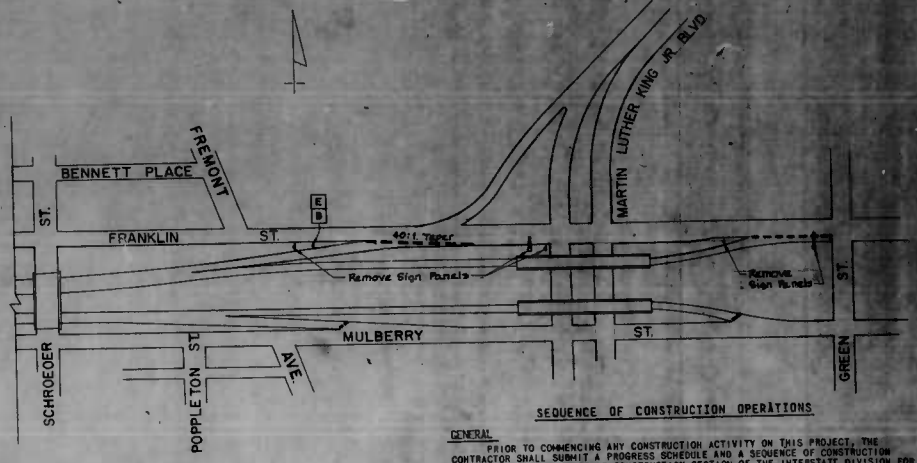
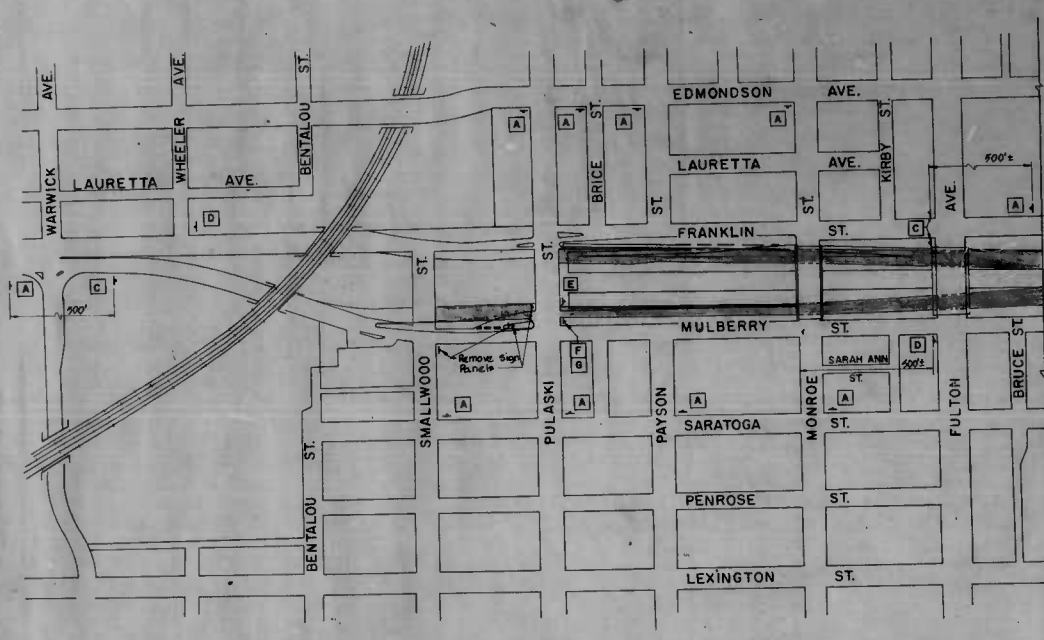
FINAL REVIEW

1:2-86

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	WHITMAN, REGARDUPT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS SUPERELEVATION TRANSITION DIAGRAMS AND STAKEOUT REFERENCES	DRAWN BY: TRACER BY: DES. BY: CHK. BY:
		SCALE: NONE	DATE: JAN., 1988
			SHEET NO. 6 of 39



PROJECT NO.	STATE	DES. NO.	DATE
3	MD.	IX-330-111	



SEQUENCE OF CONSTRUCTION OPERATIONS

**GENERAL**  
 PRIOR TO COMMENCING ANY CONSTRUCTION ACTIVITY ON THIS PROJECT, THE CONTRACTOR SHALL SUBMIT A PROGRESS SCHEDULE AND A SEQUENCE OF CONSTRUCTION OPERATIONS TO THE CHIEF OF CONSTRUCTION SECTION OF THE INTERSTATE DIVISION FOR BALTIMORE CITY AND OBTAIN HIS APPROVAL.  
 THE SCHEDULE SHALL PROVIDE FOR COMPLETION OF THE PROJECT WITHIN THE CONTRACT TIME AND SHALL TAKE INTO CONSIDERATION ALL WORK TO BE PERFORMED INCLUDING UTILITY RELOCATIONS, MAINTENANCE OF TRAFFIC REQUIREMENTS, COORDINATION OF WORK WITH OTHERS, ETC.  
 THE SEQUENCE OF OPERATIONS REFERS TO THE CRITICAL ITEMS OF WORK WHICH MUST BE COMPLETED BEFORE ANOTHER ITEM OF WORK MAY BE COMMENCED. THE WORK ITEMS OF WORK WHICH MAY BE PERFORMED AT ANY TIME AND NOT CONTROL THE OVERALL SCHEDULE OF COMPLETION ARE NOT INCLUDED.

SUGGESTED SEQUENCE OF CONSTRUCTION

**STAGE I. A.** PLACE APPROPRIATE ADVANCED WARNING SIGNS AS INDICATED AND REMOVE EXISTING I-120 SIGNS.  
**B.** CLOSE I-170 TO TRAFFIC BY PLACING TEMPORARY PRECAST CONCRETE BARRIERS (MBA STD. MD-MD-688-32) ACROSS THE W.B.R. ENTRANCE RAMP BETWEEN PEARL ST. AND FRENCH AVENUE AND THE E.B.R. ENTRANCE RAMP BETWEEN SMALLWOOD STREET AND PULASKI STREET. ALSO PLACE BARRIERS ACROSS BOTH EXIT RAMP ON THE E.B.R. NEAR MARTIN LUTHER KING JR. BLVD. GAPS IN THE BARRIERS SHALL BE LEFT ON THE ENTRANCE AND EXIT RAMP WEST OF M.L.K.JR. BLVD. TO ALLOW CONSTRUCTION VEHICLES A MEANS OF INGRESS AND EGRESS. THE EXISTING ENTRANCE AND EXIT RAMP TO PULASKI STREET MAY ALSO BE UTILIZED AS CONSTRUCTION ENTRANCES MAINTAIN TRAFFIC ON FRANKLIN, MULBERRY, PULASKI AND SMALLWOOD STREETS.  
**C.** CONSTRUCT THE E.B.R. AND THE W.B.R. BETWEEN PULASKI STREET AND MOUNT STREET AND THE E.B.R. FROM SMALLWOOD STREET TO PULASKI STREET.

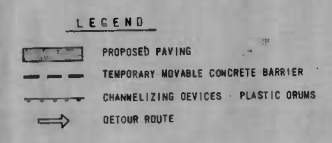
**STAGE II. A.** PLACE APPROPRIATE ADVANCED WARNING SIGNS AS INDICATED TO DIVIDE TRAFFIC ON FRANKLIN STREET AND MULBERRY STREET INTO A DETOUR RIGHT LANE AND A THROUGH LEFT LANE. DIRECT THROUGH TRAFFIC PAST CONSTRUCTION AREA VIA CHANNELIZATION DEVICES. FRANKLIN STREET TRAFFIC SHOULD BE DIVERTED ADJACENT TO THE EXISTING NORTH CURB LINE AND MULBERRY STREET TRAFFIC SHOULD BE DIVERTED ADJACENT TO THE SOUTH CURB LINE. CLOSE SMALLWOOD STREET TO THROUGH TRAFFIC AT MULBERRY STREET. RETAIN ACCESS TO THE AMTRAK PARKING FACILITY VIA SMALLWOOD ST. AT FRANKLIN ST.  
**B.** CONSTRUCT THE E.B.R. AND W.B.R. BETWEEN THE AMTRAK UNDERPASSES AND THE NEW CONSTRUCTION EAST OF SMALLWOOD ST. THE NEW ROADWAYS SHOULD BE A MINIMUM OF TWENTY FOUR (24) FEET WIDE WHERE TIEING INTO THE EXISTING PAVING AT THE AMTRAK UNDERPASSES. CONSTRUCT ALL CHANGES TO THE AMTRAK PARKING LOT WHICH WILL NOT IMPED THE MOVEMENT OF PATRONIZING VEHICLES. CONSTRUCT THE E.B.R. ENTRANCE INTO SMALLWOOD ST. IN ITS ENTIRETY. CONSTRUCT THE SOUTHERN CURB LINE OF FRANKLIN ST. TO INCLUDE THE THROUGH LANE CHANNELIZATION. CONSTRUCT THE NORTH CURB LINE OF MULBERRY ST. BETWEEN PULASKI ST. AND MONROE ST.

**STAGE III. A.** DIVERT MULBERRY ST. THROUGH TRAFFIC DNTO THE NEWLY CONSTRUCTED LANES OF THE E.B.R. CHANNELIZING THEM BACK DNTO MULBERRY ST. AT PULASKI ST. DIVERT FRANKLIN ST. THROUGH TRAFFIC DNTO THE NEWLY CONSTRUCTED LANES OF THE W.B.R. PLACE TEMPORARY PAVING THROUGH PORTIONS OF THE MEDIAN ISLANDS AT PULASKI ST. USING SIX (6) INCHES OF BITUMINOUS CONCRETE AND SIX (6) INCHES DENSE GRADED AGGREGATE BASE TO ACCOMPLISH A SMOOTH TRANSITION BETWEEN THE NEW AND EXISTING ROADWAYS AS NECESSARY AND AS DIRECTED BY THE ENGINEER.  
**B.** CONSTRUCT THE EXTERIOR LANE OF THE E.B.R. AND MULBERRY ST. TO PULASKI ST. CONSTRUCT THE REMAINING PORTION OF THE W.B.R. AT THE AMTRAK UNDERPASS AND REMOVE OLD FRANKLIN ST. TO PULASKI ST. MAINTAIN INGRESS AND EGRESS TO THE MANUFACTURING BUSINESSES ON THE NORTH AND SOUTH SIDES OF FRANKLIN AND MULBERRY ST'S. AT ALL TIMES.  
**C.** DIVERT PULASKI ST. TRAFFIC TO TWO LANES (ONE IN EACH DIRECTION) ADJACENT TO THE WEST CURB LINE. CONSTRUCT THE EASTERN TWO LANES OF PULASKI ST. MAINTAINING CROSS STREET TRAFFIC AT ALL TIMES.

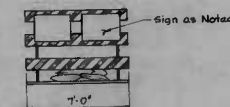
SEQUENCE OF CONSTRUCTION OPERATIONS (CONTINUED)

**STAGE III. D.** DIVERT PULASKI ST. TRAFFIC TO THE NEWLY CONSTRUCTED EASTERN PORTION OF PULASKI ST. (MIN. TWO LANES-ONE IN EACH DIRECTION.) CONSTRUCT THE WESTERN TWO LANES OF PULASKI ST. MAINTAINING CROSS STREET TRAFFIC AT ALL TIMES. USE SAME ADVANCED WARNING SIGN LAYOUT AS THAT WHICH WAS USED FOR NORTHBOUND TRAFFIC.  
**E.** COMPLETE ALL GRADING, PAVING, DRAINAGE, WALL REMOVAL AND RECONSTRUCTION AND OTHER MISCELLANEOUS WORK THROUGHOUT THE PROJECT. WHEREVER POSSIBLE, PORTIONS OF THIS WORK ARE TO BE PERFORMED CONCURRENT TO THE PREVIOUSLY LISTED WORK ITEMS.  
**F.** UPON COMPLETION OF THE PERMANENT TRAFFIC SIGNAL INSTALLATIONS AND SIGNING, REMOVE ALL DETOUR ROUTING AND OPEN THE COMPLETED ROADWAYS TO TRAFFIC.

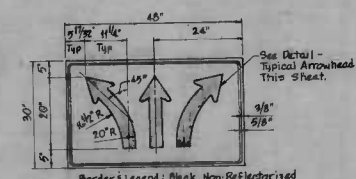
**STAGE III. A.** DIVERT MULBERRY ST. THROUGH TRAFFIC DNTO THE NEWLY CONSTRUCTED LANES OF THE E.B.R. CHANNELIZING THEM BACK DNTO MULBERRY ST. AT PULASKI ST. DIVERT FRANKLIN ST. THROUGH TRAFFIC DNTO THE NEWLY CONSTRUCTED LANES OF THE W.B.R. PLACE TEMPORARY PAVING THROUGH PORTIONS OF THE MEDIAN ISLANDS AT PULASKI ST. USING SIX (6) INCHES OF BITUMINOUS CONCRETE AND SIX (6) INCHES DENSE GRADED AGGREGATE BASE TO ACCOMPLISH A SMOOTH TRANSITION BETWEEN THE NEW AND EXISTING ROADWAYS AS NECESSARY AND AS DIRECTED BY THE ENGINEER.  
**B.** CONSTRUCT THE EXTERIOR LANE OF THE E.B.R. AND MULBERRY ST. TO PULASKI ST. CONSTRUCT THE REMAINING PORTION OF THE W.B.R. AT THE AMTRAK UNDERPASS AND REMOVE OLD FRANKLIN ST. TO PULASKI ST. MAINTAIN INGRESS AND EGRESS TO THE MANUFACTURING BUSINESSES ON THE NORTH AND SOUTH SIDES OF FRANKLIN AND MULBERRY ST'S. AT ALL TIMES.  
**C.** DIVERT PULASKI ST. TRAFFIC TO TWO LANES (ONE IN EACH DIRECTION) ADJACENT TO THE WEST CURB LINE. CONSTRUCT THE EASTERN TWO LANES OF PULASKI ST. MAINTAINING CROSS STREET TRAFFIC AT ALL TIMES.



STAGE I  
 SCALE: 1" = 200'



TYPE III BARRICADE  
 Not to Scale



TYPICAL SIGN DETAIL  
 Scale: 3/8" = 1'-0"

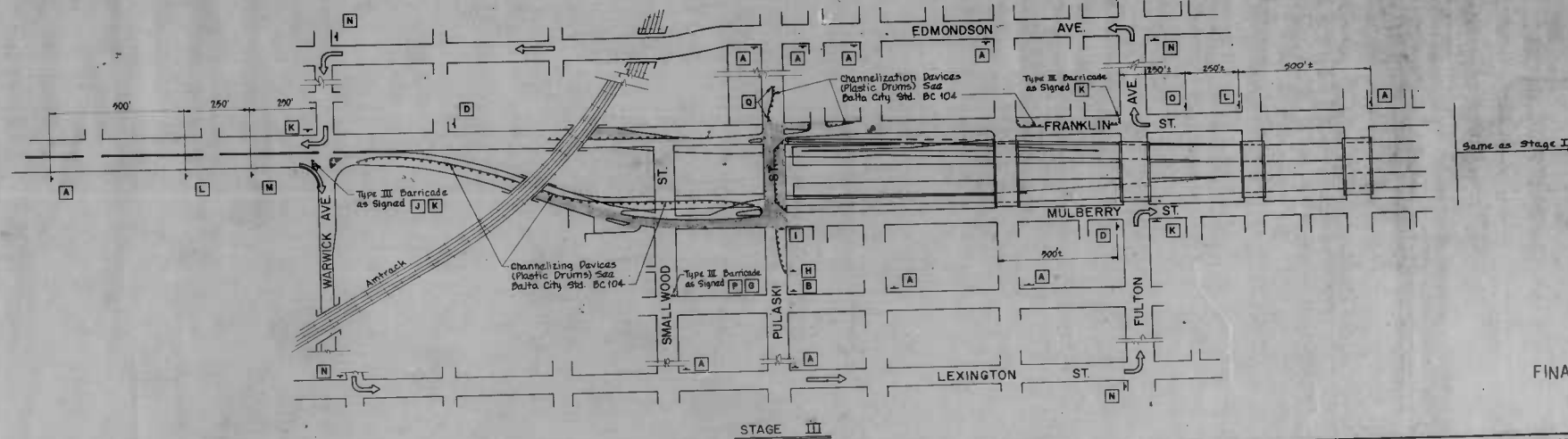
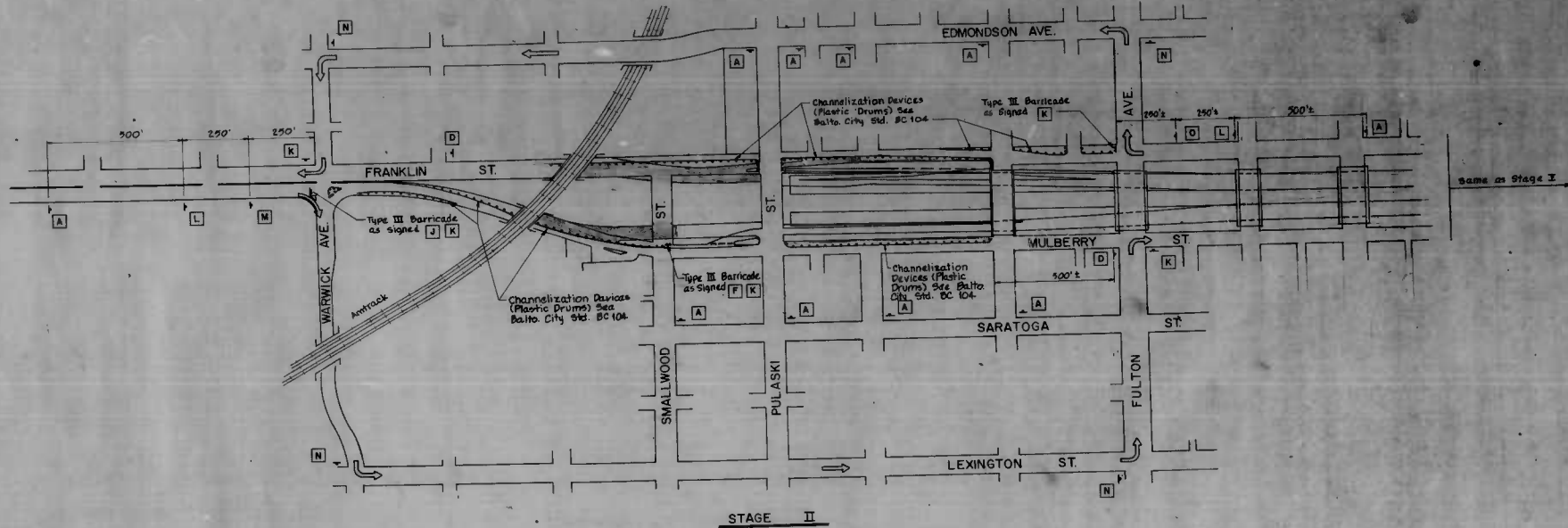


W20-1 1/8" x 1/8"	W20-1 (MODIFIED) 1/8" x 1/8"	W20-1 1/8" x 1/8"	G20-2 00" x 24"	RS-1 30" x 30"
ROAD CONSTRUCTION AHEAD	CONSTRUCTION VEHICLES ONLY	ROAD CONSTRUCTION AHEAD	NO CONSTRUCTION	DO NOT ENTER
A	B	C	D	E
R11-2 1/8" x 30"	W1-1DR 1/8" x 1/8"	W1-4 30" x 30"	W3-3 1/8" x 1/8"	W2-1 (MODIFIED) 30" x 30"
ROAD CLOSED	LANE	LANE	LANE	DETOUR
F	G	H	I	J
W20-2 1/8" x 1/8"	MADE SIGN-SEE MAINT. OF TRAFFIC T-15	W1-GR (MODIFIED) 30" x 24"	MADE SIGN-SEE MAINT. OF TRAFFIC T-15	R11-4 80" x 30"
DETOUR 500 FT	LANE	DETOUR	DETOUR	STREET CLOSED TO THRU TRAFFIC
L	M	N	O	P
				Q

FINAL REVIEW  
 1-2-86

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	WITMAN, REQUARDT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS ROADWAY MAINTENANCE OF TRAFFIC PLAN	DRAWN BY: DES. BY: TRACED BY: CHK. BY:
		SCALE: AS SHOWN	DATE: JAN. 1986
			F.A.P. NO. IX-330-111 S.H.A. NO. BC-311-KB-815 BALTO. CITY NO. 3000
			SHEET NO. 7 of 39

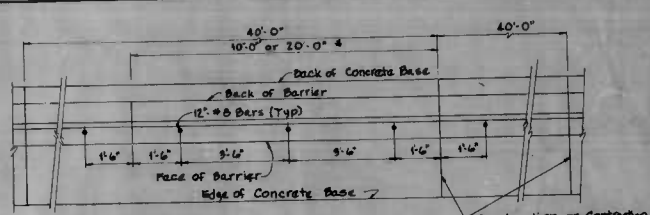
FED. AID PROJ. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
	3 MD	IX-335-1(1)		



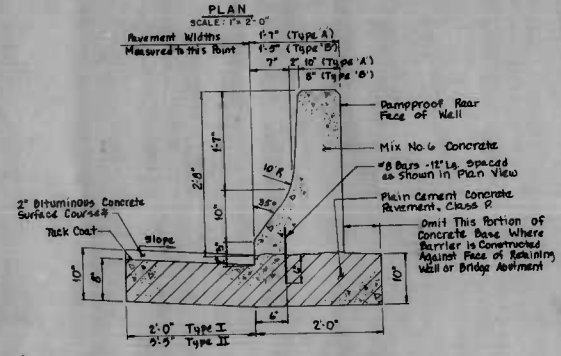
FINAL REVIEW  
1-2-86

REVISIONS	CONSULTANT WHITMAN, REQUARD AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS ROADWAY MAINTENANCE OF TRAFFIC PLAN	DES. BY: _____ CHK. BY: _____
SCALE: 1" = 200'		DATE: JAN., 1986	SHEET NO. 8 of 39

DATE	STATE	DES. NO.	SHEET NO.
3	MD	1X-338-111	

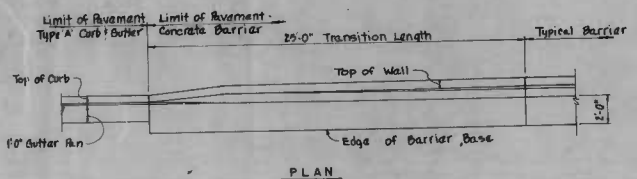
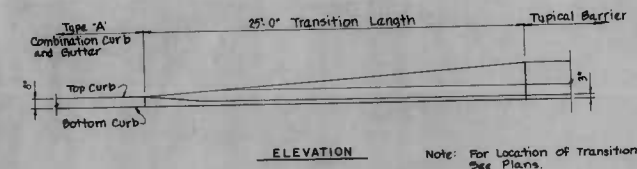


\* 10' Section to be used on tangents and 10' section to be used on curves.

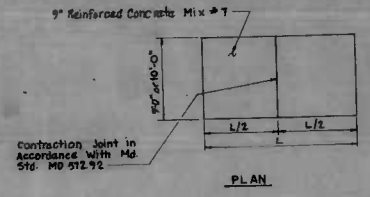


\* Sta. 480+15 to Sta. 420+55, W.B.M. Lt.  
 Sta. 419+60 to Sta. 422+10, W.B.R. Rt.  
 Sta. 419+05 to Sta. 420+50, E.B.R. Rt.  
 Sta. 419+10 to Sta. 428+17, E.B.R. Lt.  
 Barrier Base to be Full Depth Concrete with 2" Bituminous Concrete Surface Course Omitted.

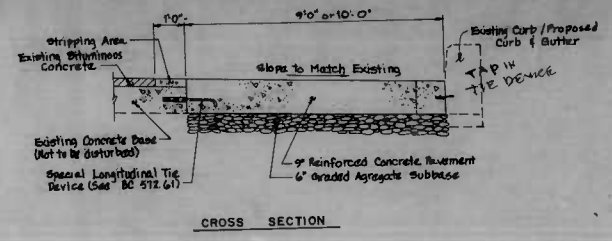
TYPICAL SECTION  
 NOT TO SCALE  
**CONCRETE BARRIER**



STANDARD TRANSITION FROM  
**BARRIER TO CURB**  
 SCALE: 1" = 4'-0"



10'-0" PREFERABLE



**BUS PAD**  
 NOT TO SCALE

FINAL REVIEW  
 1-2-86

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	WHITMAN, REQUARDT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND	INTERSTATE ROUTE 170 TERMINUS WITH FRANKLIN / MULBERRY STREETS CONCRETE BARRIER AND MISCELLANEOUS DETAILS	DRAWN BY: [ ] TRACED BY: [ ] DES. BY: [ ] CHK. BY: [ ]
		SCALE: AS SHOWN	DATE: JAN. 1986
			SHEET NO. 2 of 39



FED. REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX-335-1(1)		

SHEET NO.	DESCRIPTION
1	TITLE
2	LEGEND AND GENERAL NOTES
3 & 4	TYPICAL SECTIONS
5	STAKEOUT DATA AND BENCH MARKS
6	SUPERELEVATION TRANSITION DIAGRAMS AND STAKEOUT REFERENCES
7 & 8	MAINTENANCE OF TRAFFIC PLAN
9	CONCRETE BARRIER AND MISCELLANEOUS DETAILS
10	PLAN-STA. 409+ TO STA. 420+
11	PLAN-STA. 420+ TO STA. 430+
12	PLAN-STA. 430+ TO STA. 440+
13	PROFILE-STA. 409+ TO STA. 420+ W.B.R. & E.B.R.
14	PROFILE-STA. 420+ TO STA. 430+ W.B.R. & E.B.R.
15	PROFILE-STA. 430+ TO STA. 440+ W.B.R. & E.B.R.
16	PROFILE-PULASKI ST, FRANKLIN ST, MULBERRY ST.

EROSION AND SEDIMENT CONTROL	
17	PLAN-STA. 409+ TO STA. 420+
18	PLAN-STA. 420+ TO STA. 430+
19	PLAN-STA. 430+ TO STA. 437+
20	GENERAL NOTES
21	STANDARD DETAILS
22	STANDARD DETAILS

DRAINAGE AND UTILITIES	
23	PLAN-STA. 409+ TO STA. 420+
24	PLAN-STA. 420+ TO STA. 430+
25	PLAN-STA. 430+ TO STA. 437+
26	PROFILES
27	PROFILES
28	PROFILES
29	DETAILS

STRUCTURAL DEMOLITION AND RECONSTRUCTION	
30	RETAINING WALLS 'A', 'B', 'C', 'D' AND 'E'
31	RETAINING WALLS 'A' AND 'E'
32	ABUTMENT WALL
33	RAMP 'L' BRIDGE

LIGHTING	
34	PLAN-STA. 409+00 TO STA. 420+00
35	PLAN-STA. 420+00 TO STA. 430+00
36	PLAN-STA. 430+00 TO STA. 440+00
37	DETAILS
38	DETAILS

**SIGNING**

SUMMARY OF QUANTITIES	
39	SUMMARY OF QUANTITIES

**RIGHT OF WAY PLATS**

- 1-170-4
- 1-170-5
- 1-170-6

**CITY OF BALTIMORE  
DEPARTMENT OF PUBLIC WORKS  
AND  
STATE HIGHWAY ADMINISTRATION OF MARYLAND  
INTERSTATE DIVISION FOR BALTIMORE CITY**

**INTERSTATE ROUTE 170 TERMINUS  
WITH FRANKLIN/MULBERRY STREETS**

**FEDERAL AID PROJECT NO. IX-335-1(1)  
STATE HIGHWAY ADMINISTRATION PROJECT NO. BC 311-106-815  
CITY OF BALTIMORE, CONTRACT NO. 3050**



LOCATION PLAN  
SCALE 1"=500'

DESIGN SPEED=40 MPH WHERE POSSIBLE  
LENGTH OF PROJECT = 0.56 MILES

BALTIMORE CITY SURVEY BOOKS	
BOOK NO.	DESCRIPTION
Book No. 1	E.B.R. & W.B.R. TRAVERSE, CROSS-SECTIONS & CENTER LINE PROFILE; MULBERRY & FRANKLIN STS. TOPOGRAPHY & CROSS-SECTIONS.
Book No. 2	MULBERRY & FRANKLIN STS. TOPOGRAPHY, TEST PIT & UTILITY LOCATIONS; RAMP 'J' E.B.R. CROSS-SECTIONS, PULASKI ST. TRAVERSE & CROSS-SECTIONS.

TRAFFIC DATA				
COMPLETE TRAFFIC DATA				
	EASTBOND ROADWAY	WESTBOND ROADWAY	MULBERRY STREET	FRANKLIN STREET
MAXIMUM CURVATURE	4°30'00"	5°30'00"	6°48'00"	3°48'00"
MAXIMUM GRADE	3.8 %	2.5 %		3.10 %

FINAL REVIEW

1-2-86

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

V.C.F. III  
203 JAN 86

NOTE: EFFECTIVE JULY 1, 1971, IN ACCORDANCE WITH THE PROVISION 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."

CHECKED BY: BUREAU OF WATER AND WASTEWATER ENGINEERING DIVISION WASTE WATER ENGINEERING DIVISION BUREAU OF HIGHWAYS HIGHWAY ENGINEERING DIVISION LIGHTING SECTION - HIGHWAY MAINT. DIV. ENVIRONMENTAL SERVICES DIVISION BUREAU OF CONSTRUCTION MANAGEMENT SURVEY AND RECORDS DIVISION UTILITIES SECTION - I.D.B.C. DEPARTMENT OF TRANSIT AND TRAFFIC SEDIMENTATION & EROSION CONTROL - I.D.B.C.	INITIALS	DATE	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS APPROVAL RECOMMENDED HEAD, BUREAU OF ENGINEERING APPROVED DIRECTOR OF PUBLIC WORKS	PREPARED BY WHITMAN, REQUARDT AND ASSOCIATES CONSULTING ENGINEERS BALTIMORE, MARYLAND DATE	INTERSTATE DIVISION FOR BALTIMORE CITY APPROVED SEDIMENTATION AND EROSION CONTROL OFFICER DATE	STATE HIGHWAY ADMINISTRATION OF MARYLAND REVIEWED AND APPROVAL RECOMMENDED CHIEF, BUREAU OF DESIGN DATE APPROVAL RECOMMENDED APPROVED DEPT. INTERSTATE DIVISION FOR BALTIMORE CITY DATE CHIEF ENGINEER DATE	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION APPROVED DIVISION ENGINEER DATE