FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-306S(4)	E-2	E-5 (133)

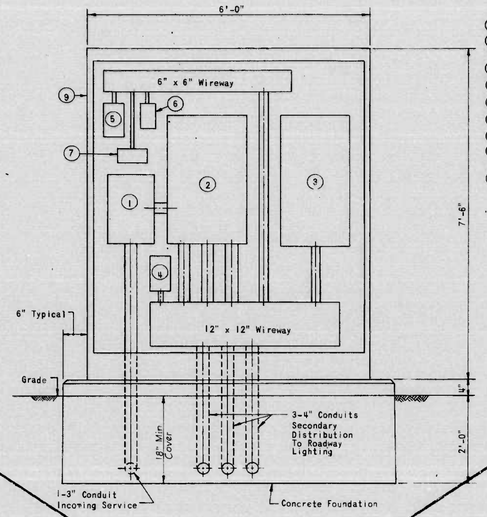
SCHEDULE OF PANEL DP NO. 9 (SPLIT BUS)
480/277 VOLTS. 3-PHASE. 4-WIRE. 225 A. BUS CAPACITY. MAIN LUGS ONLY

CIRCUIT NUMBER	EQUIPMENT SERVED	CONNECTED LOAD KW	PHASE AND VOLTS	BRANCH CIRCUIT BREAKERS: NO. OF POLES	FRAME SIZE	TRIP SIZE	WIRING: NO.	SIZE	CONDUIT	AMPS AT 277 VOLTS	LENGTH OF BRANCH CIRCUIT HOMERUN	CONNECTED LAMP LOAD
1	CONTROL TRANSFORMER	1 KW	1 480	3	100 A.	20 A.	2	12 12G	3/4"	—	—	—
2	SPARE — SPLIT BUS	—	3 480	3	100 A.	20 A.	—	— —	—	—	—	—
3	LUMINAIRE NOS. 101. 102. 103	3 KW	1 277	1	100 A.	20 A.	2	4 6G	SEE PLAN	10.83	1100'	6-400 W. H.P.S.
4	LUMINAIRE NOS. 303. 601. 602. 603. 701. 702	3 KW	1 277	1	100 A.	20 A.	2	1 6G		10.83	1560'	6-400 W. H.P.S.
5	LUMINAIRE NOS. 104. 201. 202	3 KW	1 277	1	100 A.	20 A.	2	4 6G		10.83	500'	6-400 W H.P.S.
6	LUMINAIRE NOS. 304. 604. 605. 606. 705. 706	3 KW	1 277	1	100 A.	20 A.	2	1 6G		10.83	1550'	6-400 W. H.P.S.
7	LUMINAIRE NOS. 203. 301. 302	3 KW	1 277	1	100 A.	20 A.	2	4 6G		10.83	550'	6-400 W. H.P.S.
8	LUMINAIRE NOS. 204. 205. 305. 306. 323. 307. 308. 309. 607.608. 220	3 KW	1 277	1	100 A.	20 A.	2	4 6G		10.83	1050'	5-250 W / 6-400 W H.P.S.
9	LUMINAIRE NOS. 221.222.310.311.312. 313.314.324.612.613.614.710.711	2.84 KW	1 277	1	100 A.	20 A.	2	4 6G		10.25	1500'	11-150 W / 7-250 W H.P.S.
10	LUMINAIRE NOS. 609. 703. 704. 709. 610. 611	2.6 KW	1 277	1	100 A.	20 A.	2	1 6G		9.38	2000'	3-400 W / 3-250 W H.P.S.
11	LUMINAIRE NOS. 105. 106. 107. 108. 109. 208. 509. 510. 511	3.42 KW	1 277	1	100 A.	20 A.	2	1 6G		12.34	1500'	9-250 W / 3-400 W H.P.S.
12	SIGN NO. -5	0.885 KW	1 277	1	100 A.	20 A.	2	4 6G		3.36	860'	3-250 W. M.V.
13	SIGN NO. [illegible] 6-43	1.18 KW	1 277	1	100 A.	20 A.	2	4 6G		4.48	320'	4-250 W. M.V.
14	LUMINAIRE NOS. 210. 211. 401. 402. 506	1.92 KW	1 277	1	100 A.	20 A.	2	4 6G		6.93	650'	5-250 W. H.P.S.
15	LUMINAIRE NOS. 209. 315. 316. 317. 318. 319. 507. 508	2.56 KW	1 277	1	100 A.	20 A.	2	4 6G		9.24	650'	8-250 W. H.P.S.
16	LUMINAIRE NOS. 320. 321. 403. 404. 405. 406. 407	1.88 KW	1 277	1	100 A.	20 A.	2	4 6G		6.79	950'	4-250 W / 1-150 W H.P.S.
17	LUMINAIRE NOS. 217. 218. 219. 408. 409. 410. 411. 412. 413. 414	3.2 KW	1 277	1	100 A.	20 A.	2	4 6G		11.55	950'	10-250 W.
18	SPARE	—	1 277	1	100 A.	20 A.	—	— —	—	—	—	—
19	LUMINAIRE NOS. 322. 415. 615. 616. 622. 614. 620. 617. 618. 621. 712	3.4 KW	1 277	1	100 A.	20 A.	2	1 6G	SEE PLAN	12.27	2100'	6-250 W H.P.S.
20 THRU 24	SPARES	—	1 277	1	100 A.	20 A.	—	— —	—	—	—	—

Luminaire Numbers: Not Included In This Contract: 217. 218. 219. 302. 303. 304. 306 THRU 309. 311 THRU 314. 317. 318. 319. 322 408 THRU 415. 601 THRU 622. 701 THRU 706. 709 THRU 712

[1] THIS SHEET VOID SUPERSEDED BY SHEET NO. E-2a

NOTE: Cabinet Shown With Doors Open.

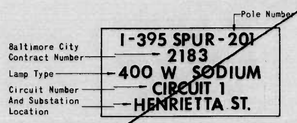


PANEL DP NO. 9

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

1. 200 Amp. 3 Pole, 4 Wire Main Breaker
2. 480/277 Volts A.C. Distribution Panel - "DP" Split Bus Type
3. 200 Amp. 3 Pole Contactor "CI" Mechanically Held
4. 1 KVA Control Transformer
5. Astronomic Time Clock
6. Electrically Held Relay "RI" Lighting Control
7. Selector Switch For "TC" Or "PE" And Toggle Switch Bypass
8. Photoelectric Control "PE" (Remote Mounted On Luminaire No. 209 - Ramp E-E)
9. 90"x72"x24" Double Door Cabinet NEMA-12

NOTE: Pole Identification Markers Not Required For Poles On Russell Street.

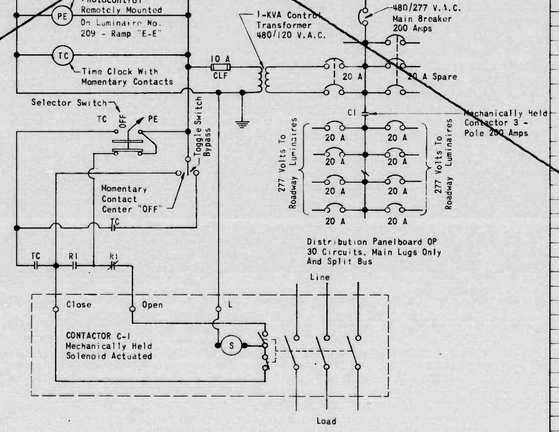


DETAIL - IDENTIFICATION MARKER

Scale: Full Size

Notes: Pole Identification Marker 7' Above Finished Grade On Curb Side Of Pole.

Black Characters On White Field.



SCHEMATIC DIAGRAM
ROADWAY LIGHTING - POWER AND CONTROL

No Scale

LIGHTING AND JOINT USE POLE FOUNDATIONS

POLE NO.	TYPE: FNDN.	TYPE: FIXTURE	STATION	LOCATION	REMARKS
101	F-2	B	181+75 S.B. I-395	14' Left	
102	F-2	B	183+21 S.B. I-395	11.5' Left	
103	F-2	B	184+67 S.B. I-395	11.5' Left	
104	F-2	B	186+13 S.B. I-395	11.5' Left	
105	F-1	D	3+64 Ramp F	8' Right	
106	F-1	D	4+88 Ramp F	8' Right	
107	F-1	O	6+12 Ramp F	8' Right	
108	F-1	D	7+36 Ramp F	8' Right	
109	F-1	D	8+60 Ramp F	8' Right	
201	F-2	B	187+59 S.B. I-395	11.5' Left	
202	-	B	188+95 N.B. I-395	On Parapet	
203	-	B	190+65 N.B. I-395	On Parapet	
204	-	J	187+87 N.B. I-395	Left	Under Structure
205	-	J	189+90 N.B. I-395	Right	Under Structure
208	F-1	D	9+84 Ramp F	8' Right	
209	-	O	3+55 Ramp EE	On Retaining Wall	
210	F-1	D	3+40 Ramp E	30' Right	
211	F-1	D	5+77 Ramp E	30' Right	
212	F-4	L	2+40 Russell St.	Left	6' Behind Curb
213 Joint Use	F-6	L	3+36 Russell St.	Left	6' Behind Curb
214	F-4	L	5+48 Russell St.	Left	6' Behind Curb
215	F-4	L	2+77 Russell St.	Right	9.5' Behind Curb *
216	F-4	L	5+48 Russell St.	Right	6' Behind Curb *
220	-	J	188+33 N.B. I-395	Left	Under Structure
221	-	J	188+35 S.B. I-395	Right	Under Structure
222	-	J	188+80 S.B. I-395	Right	Under Structure
301	-	B	192+35 N.B. I-395	On Parapet	
305	-	K	192+93 N.B. I-395	Left	Under Structure
310	-	K	193+26 S.B. I-395	Right	Under Structure
315	-	D	4+85 Ramp E-E	On Parapet	
316	-	D	6+15 Ramp E-E	On Parapet	
320	-	D	12+24 Ramp E	On Parapet	
321	-	D	192+69 N.B. I-395	On Parapet	
323	-	K	191+96 N.B. I-395	Left	Under Structure
324	-	K	192+31 S.B. I-395	Right	Under Structure
401	F-1	D	7+02 Ramp E	12' Right	
402	-	D	8+37 Ramp E	On Retaining Wall	
403	-	D	9+67 Ramp E	On Parapet	
404	-	D	10+94 Ramp E	On Parapet	
405	-	K	9+81 Ramp E	Right	Under Structure
406	-	K	10+58 Ramp E	Right	Under Structure
407	-	K	11+34 Ramp E	Right	Under Structure
501	F-4	L	6+38 Russell St.	Left	6' Behind Curb
502	F-4	L	7+28 Russell St.	Left	7' Behind Curb
503	F-4	L	8+18 Russell St.	Left	7' Behind Curb
504	F-5	L	9+08 Russell St.	Left	6' Behind Curb Joint Use Strain Pole
505	F-4	L	6+38 Russell St.	Right	5' Behind Curb *
506	F-1	D	2+25 Ramp EE	28' Left	
507	F-1	D	0+95 Ramp EE	6' Right	
508	F-1	D	0+35 Ramp EE	6' Left	
509	F-4	M	7+28 Russell St.	67.5' Right	
510	F-4	M	8+18 Russell St.	64' Right	
511	F-5	M	9+08 Russell St.	61' Right	Joint Use Strain Pole
901 Joint Use	F-6	-	3+46 Russell St.	℄	Traffic Signal Pole
902 Joint Use	F-6	-	3+66 Russell St.	Right	2.5' Behind Curb, Traffic Signal Pole *
903	F-5	-	9+89 Russell St.	58.5' Right	Joint Use Strain Pole
904	F-7	-	5+01 Russell St.	Right	10' Behind Curb. Pole By Others *
905	F-7	-	5+01 Russell St.	Left	6' Behind Curb. Pole By Others
425	F-3	W	4+33 Fremont Ave.	11.5' Right	Decorative Light

* Foundation In Close Proximity To Existing 115 KV Duct Line EXERCISE EXTREME CARE IN CONSTRUCTING FOUNDATION AND CONDUITS!

REVISIONS	CONSULTANT		
[1] Sheet Void...See Sheet No. E-2a Red Line Rev No. 1...6/19/13	RUMMEL, KLEPPER & KAHL	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	& STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	CONSULTING ENGINEERS	I-395 SPUR 600' W TO 600' E OF RUSSELL ST	
	BALTIMORE, MARYLAND	ELECTRICAL DETAILS	
		SCALE: AS NOTED DATE:	DRAWN BY R.E.E. DES. BY TRACED BY R.L.J. CHK. BY
			F.A.P. NO. I-395-8(10) M-306S(4) SHA NO. BC 255-9-815 BC 231-24-815 BALTO. CITY NO. 2183
			SHEET NO. E-2 OF E-5

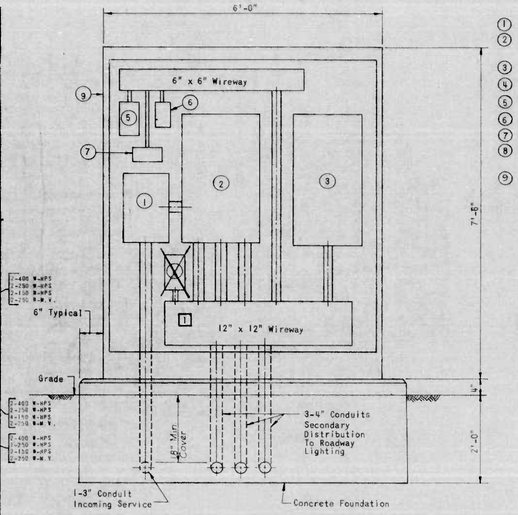
FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(4)	E-2	E-5 (193)

SCHEDULE OF PANEL DP NO. 9 (SPLIT BUS)
480/277 VOLTS. 3-PHASE. 4-WIRE. 225 A. BUS CAPACITY. MAIN LUGS ONLY

CIRCUIT NUMBER	EQUIPMENT SERVED	CONNECTED LOAD KW	PHASE AND VOLTS	BRANCH CIRCUIT BREAKERS NO. OF POLES	BRANCH CIRCUIT BREAKERS FRAME SIZE	BRANCH CIRCUIT BREAKERS TRIP SIZE	WIRING NO.	WIRING SIZE	WIRING CONDUIT	AMPS AT 277 VOLTS	LENGTH OF BRANCH CIRCUIT HOMERUN	CONNECTED LAMP LOAD
1	CONTROL TRANSFORMER	1 KW	1 / 480	2	100 A.	15 A.	2	12	3/4"	—	—	—
2	SPARE (SPLIT BUS)	—	3 / 480	3	100 A.	20 A.	—	—	—	—	—	—
3	LUMINAIRE NOS. 242,245,248, SIGN G-3	3.295 KW	1 / 277	1	100 A.	20 A.	2	2 8G	SEE PLAN	11.90	1270'	8-400 W.MPS 4 P.S. 1-250 W.M.V.
4	LUMINAIRE NOS. 203,212,223,713 SIGNS G-2a & G-1	2.705 KW	1 / 277	1	100 A.	20 A.	2	2 8G		9.77	1570'	3-400 W.MPS 1-250 W.MPS 3-250 W.M.V.
5	LUMINAIRE NOS. 238,244,247 SIGN G-3	3.295 KW	1 / 277	1	100 A.	20 A.	2	4 8G		11.90	1125'	8-400 W.MPS 1-250 W.M.V.
6	LUMINAIRE NOS. 201,209,219,609,714 SIGNS G-2a, G-2b & G-1	3.025 KW	1 / 277	1	100 A.	20 A.	2	2 8G		10.92	1870'	3-400 W.MPS 2-250 W.MPS 3-250 W.M.V.
7	LUMINAIRE NOS. 226,243,246 SIGN G-3	3.295 KW	1 / 277	1	100 A.	20 A.	2	4 8G		11.90	985'	8-400 W.MPS 1-250 W.M.V.
8	LUMINAIRE NOS. 206,215,610,801,814, 819, SIGNS G-2b & G-1	2.63 KW	1 / 277	1	100 A.	20 A.	2	2 8G		9.49	1570'	—
9	LUMINAIRE NOS. 225,240,249,252,255, 259, SIGN G-4a	2.395 KW	1 / 277	1	100 A.	20 A.	2	4 8G		8.65	1385'	1-400 W.MPS 5-250 W.MPS 1-250 W.M.V.
10	LUMINAIRE NOS. 208,220,614,802,815, 816,820,823, SIGN G-3a	2.79 KW	1 / 277	1	100 A.	20 A.	2	2 8G		10.07	1185'	2-400 W.MPS 3-250 W.MPS 2-250 W.M.V.
11	LUMINAIRE NOS. 222,239,250,253,256, 258, SIGN G-4a	2.395 KW	1 / 277	1	100 A.	20 A.	2	4 8G		8.65	1260'	1-400 W.MPS 5-250 W.MPS 1-250 W.M.V.
12	LUMINAIRE NOS. 204,216,615,803,808, 817,818,824, SIGNS G-3a, G-3b	3.03 KW	1 / 277	1	100 A.	20 A.	2	2 8G		10.93	1255'	
13	LUMINAIRE NOS. 227,241,251,254,257, SIGNS G-4a, G-4b	2.37 KW	1 / 277	1	100 A.	20 A.	2	4 8G		8.56	1135'	1-400 W.MPS 4-250 W.MPS 2-250 W.M.V.
14	LUMINAIRE NOS. 213,224,715,804,822, SIGN G-3b	2.31 KW	1 / 277	1	100 A.	20 A.	2	2 8G		8.34	1110'	3-400 W.MPS 3-250 W.MPS 1-250 W.M.V.
15	LUMINAIRE NOS. 229,232,235,260,263, 266,805	2.44 KW	1 / 277	1	100 A.	20 A.	2	4 8G		8.81	890'	7-250 W.MPS 1-150 S.MPS
16	LUMINAIRE NOS. 205,211,218,622	1.28 KW	1 / 277	1	100 A.	20 A.	2	4 8G		4.62	2180'	4-250 W.MPS
17	LUMINAIRE NOS. 228,231,234,236,261, 264,267,806	2.44 KW	1 / 277	1	100 A.	20 A.	2	4 8G		8.81	1120'	7-250 W.MPS 1-150 S.MPS
18	LUMINAIRE NOS. 210,217,711	0.96 KW	1 / 277	1	100 A.	20 A.	2	4 8G		3.47	1920'	3-250 W.MPS
19	LUMINAIRE NOS. 221,230,233,237,262, 265,268,807	2.44 KW	1 / 277	1	100 A.	20 A.	2	4 8G		8.81	1270'	3-250 W.MPS 1-150 S.MPS
20	LUMINAIRE NOS. 207,214,712,826	1.16 KW	1 / 277	1	100 A.	20 A.	2	4 8G		4.19	2050'	3-250 W.MPS 1-150 S.MPS
21 THRU 24	SPARES											

Luminaire Numbers Not Included In This Contract: 200 THRU 237, 609,610,611,615,622, 711 THRU 715, 818,819,820,822,823,824,826 SIGNS G-1, G-2a, G-2b, G-3a, G-3b

NOTE: Cabinet Shown With Doors Open.

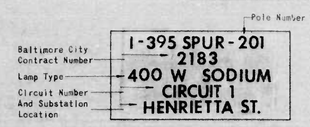


PANEL DP NO. 9

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

1. 200 Amp. 3 Pole, 4 Wire Main Breaker
2. 480/277 Volts A.C. Distribution Panel - "DP" Split Bus Type
3. 200 Amp. 3 Pole Contactor "C1" Mechanically Held
4. [redacted] 1
5. Astronomic Time Clock
6. Electrically Held Relay "R1" Lighting Control
7. Selector Switch For "TC" Or "PE" And Toggle Switch Bypass
8. Photoelectric Control "PE" (Remote Mounted On Luminaire No. 209 - Ramp E-E)
9. 90"×72"×24" Double Door Cabinet NEMA-12

NOTE: Pole Identification Markers Not Required For Poles On Russell Street.

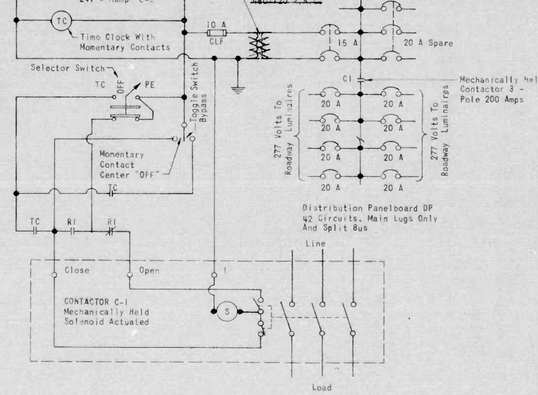


DETAIL - IDENTIFICATION MARKER

Scale: Full Size

Notes: Pole Identification Marker 7' Above Finished Grade On Curb Side Of Pole.

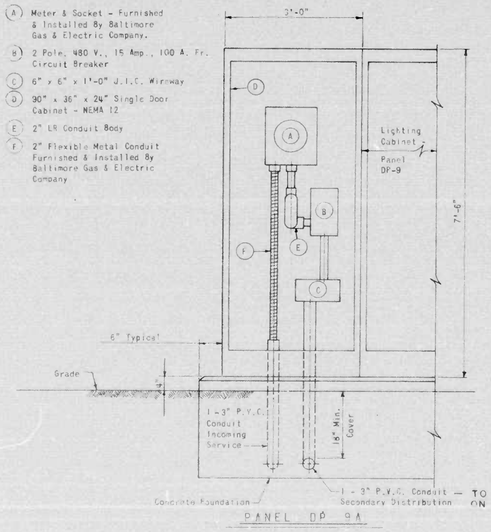
Black Characters On White Field.



SCHEMATIC DIAGRAM
ROADWAY LIGHTING - POWER AND CONTROL

No Scale

(A) Meter & Socket - Furnished & Installed By Baltimore Gas & Electric Company.
(B) 2 Pole, 480 V., 15 Amp., 100 A. Fr. Circuit Breaker
(C) 6" x 6" x 1'-0" J.I.C. Wireway
(D) 90" x 36" x 24" Single Door Cabinet - NEMA 12
(E) 2" LB Conduit Body
(F) 2" Flexible Metal Conduit Furnished & Installed By Baltimore Gas & Electric Company



PANEL DP 9A

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

LIGHTING AND JOINT USE POLE FOUNDATIONS

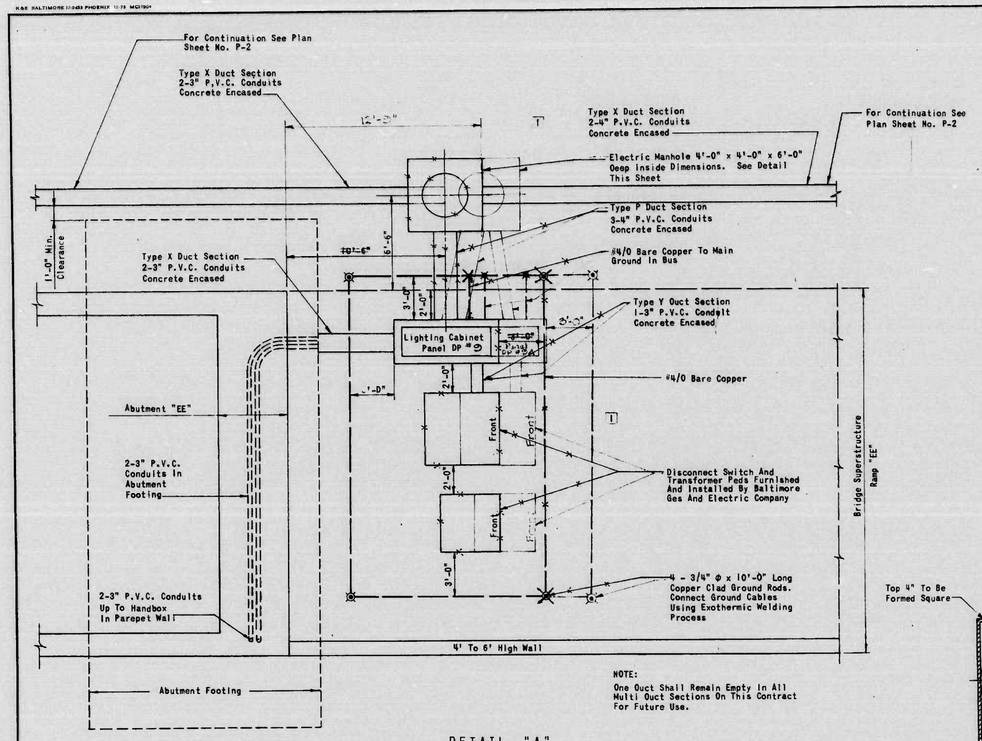
POLE NO.	TYPE FNDN.	TYPE FIXTURE	STATION	LOCATION	REMARKS
248	F-2	B	181+75 S.B. I-395	14' Left	
247	F-2	B	183+21 S.B. I-395	11.5' Left	
246	F-2	B	184+67 S.B. I-395	11.5' Left	
245	F-2	B	186+13 S.B. I-395	11.5' Left	
249	F-1	D	3+64 Ramp F	8' Right	
250	F-1	D	4+88 Ramp F	8' Right	
251	F-1	D	6+12 Ramp F	8' Right	
252	F-1	D	7+36 Ramp F	8' Right	
253	F-1	D	8+60 Ramp F	8' Right	
244	F-2	B	187+59 S.B. I-395	11.5' Left	
243	-	B	188+96 N.B. I-395	On Parapet	
242	-	B	190+65 N.B. I-395	On Parapet	
801	-	J	187+87 N.B. I-395	Left	Under Structure
808	-	J	189+90 N.B. I-395	Right	Under Structure
254	F-1	D	9+84 Ramp F	5' Right	
241	-	D	3+55 Ramp EE	On Retaining Wall	
261	F-1	D	3+40 Ramp E	30' Right	
262	F-1	D	5+77 Ramp E	30' Right	
809	F-4	L	2+40 Russell St.	Left	6' Behind Curb
810 Joint Use	F-6	L	3+36 Russell St.	Left	6' Behind Curb
811	F-4	L	5+48 Russell St.	Left	6' Behind Curb
812	F-4	L	2+77 Russell St.	Right	9.5' Behind Curb *
813	F-4	L	5+48 Russell St.	Right	6' Behind Curb *
802	-	J	188+33 N.B. I-395	Left	Under Structure
803	-	J	188+35 S.B. I-395	Right	Under Structure
804	-	J	188+80 S.B. I-395	Right	Under Structure
238	-	B	192+35 N.B. I-395	On Parapet	
816	-	K	192+93 N.B. I-395	Left	Under Structure
817	-	K	193+26 S.B. I-395	Right	Under Structure
240	-	D	4+85 Ramp E-E	On Parapet	
239	-	D	6+15 Ramp E-E	On Parapet	
267	-	D	12+24 Ramp E	On Parapet	
268	-	D	192+69 N.B. I-395	On Parapet	
814	-	K	191+96 N.B. I-395	Left	Under Structure
815	-	K	192+31 S.B. I-395	Right	Under Structure
263	F-1	D	7+02 Ramp E	12' Right	
264	-	D	8+37 Ramp E	On Retaining Wall	
265	-	D	9+67 Ramp E	On Parapet	
266	-	D	10+94 Ramp E	On Parapet	
805	-	K	9+81 Ramp E	Right	Under Structure
806	-	K	10+58 Ramp E	Right	Under Structure
807	-	K	11+34 Ramp E	Right	Under Structure
501	F-4	L	6+38 Russell St.	Left	6' Behind Curb
502	F-4	L	7+28 Russell St.	Left	7' Behind Curb
503	F-4	L	8+18 Russell St.	Left	7' Behind Curb
504	F-5	L	9+08 Russell St.	Left	6' Behind Curb Joint Use Strain Pole
505	F-4	L	6+38 Russell St.	Right	5' Behind Curb *
260	F-1	(2) D	2+25 Ramp EE	28' Left	
258	F-1	D	0+95 Ramp EE	6' Right	
259	F-1	D	0+35 Ramp EE	6' Left	
255	F-4	M	7+28 Russell St	47.5' Right	
256	F-4	M	8+18 Russell St	64' Right	
257	F-5	M	9+08 Russell St.	61' Right	Joint Use Strain Pole
901 Joint Use	F-6	-	3+96 Russell St.	℄	Traffic Signal Pole
902 Joint Use	F-6	-	3+66 Russell St.	Right	2.5' Behind Curb, Traffic Signal Pole *
903	F-5	-	9+89 Russell St.	58.5' Right	Joint Use Strain Pole
904	F-7	-	5+01 Russell St.	Right	10' Behind Curb Pole By Others *
905	F-7	-	5+01 Russell St.	Left	6' Behind Curb, Pole By Others
417	F-3	W	4+33 Fremont Ave.	11.5' Right	Decorative Light

* Foundation In Close Proximity To Existing 115 KV Duct Line EXERCISE EXTREME CARE IN CONSTRUCTING FOUNDATION AND CONDUITS!

REVISIONS	CONSULTANT		
[1] Added New Sheet Red Line Rev No1. ~~Deleted~~ DELETE KVA TRANS-FORMER 6/19/79.	RUMMEL., KLEPPER & KAHL CONSULTING ENGINEERS BALTIMORE, MARYLAND	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		I-395 SPUR 600' W. TO 600' E OF RUSSELL ST	DRAWN BY REE TRACED BY RLJ DES. BY CHK. BY
		ELECTRICAL DETAILS	F.A.P. NO. I-395-8(10) M-3065(4) SHEET NO. E-2
		SCALE AS NOTED DATE	BALTIMORE CITY BC 255 - 815 BC 231-24-815 E-2 OF E-5

RATIO - 24

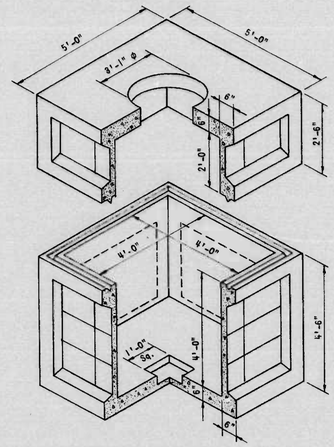
FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(4)	E-3	E-5 (193)



NOTE:
One Duct Shall Remain Empty In All Multi Duct Sections On This Contract For Future Use.

DETAIL "A"

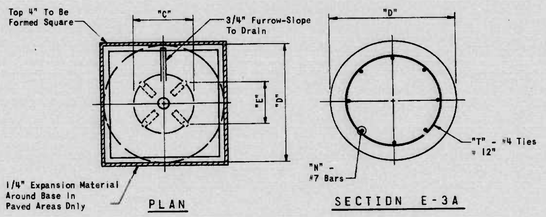
Scale: 1/4" = 1'-0"



Provide Knockouts One Per Wall:
3'-0" Wide x 1'-0" High, Top Half
3'-0" Wide x 3'-0" High, Bottom Half

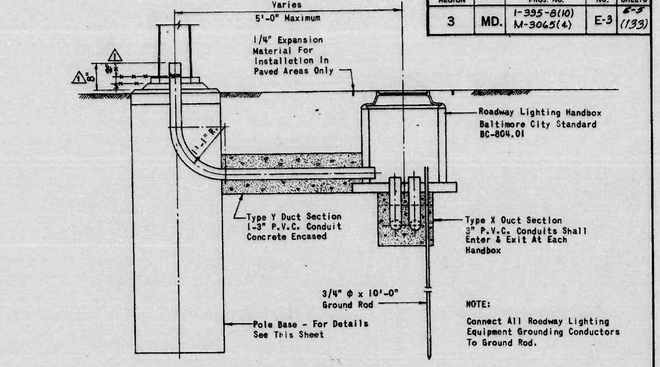
ELECTRICAL MANHOLE

No Scale



PLAN

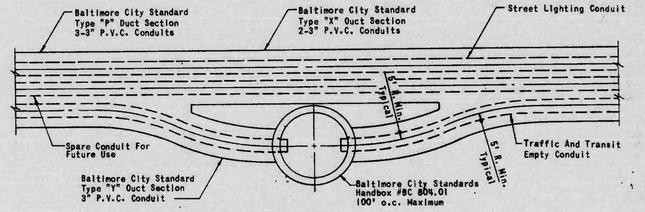
SECTION E-3A



UNDERGROUND RACEWAYS AT POLE AND HANDBOXES

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

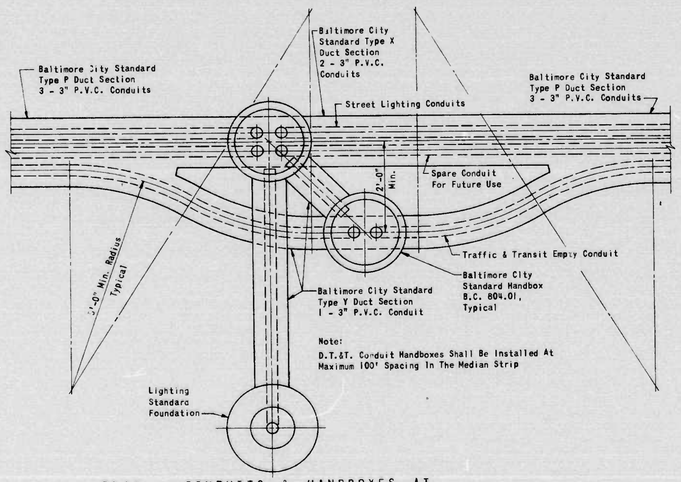
At Median Strip Only



PLAN - CONDUITS AT DEPARTMENT OF TRAFFIC AND TRANSIT HANDBOX

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

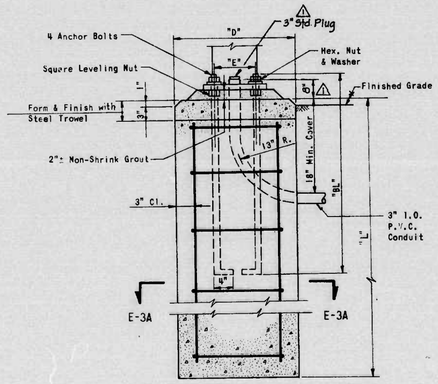
Note: At Median Strip Only



Note:
D.T.&T. Conduit Handboxes Shall Be Installed At Maximum 100' Spacing In The Median Strip

PLAN - CONDUITS & HANDBOXES AT MEDIAN STRIP LIGHTING STANDARDS

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



ELEVATION

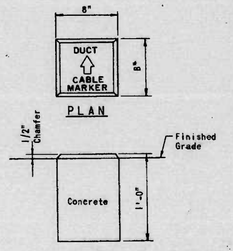
FNDN. TYPE	FNDN. DIA. "D"	FNDN. DEPTH "L"	NO. VERT. #7 REBARS "N"	NO. # TIES "T"	ANCHOR BOLTS SIZE	ANCHOR BOLTS LENGTH "BL"	ANCHOR BOLTS CIRCLE "C"	ANCHOR BOLTS SPACE "E"	REMARKS
F-1	24"	72"	6	6	1¼"	44"	11"	7¾"	
F-2	24"	90"	8	7	1¾"	44"	15"	10⅝"	
F-3	18"	54"	5	5	⅝"	32"	8"	5⅝"	
F-4	24"	72"	8	6	1¾"	44"	15"	10⅝"	
F-5	—	84"	—	—	—	—	—	—	Use Balto. City Std. BC 885.07 (Sht. 2 of 3)
F-6		114"	—	—	—	—	—	—	Use Balto. City Std. BC 885.07 (Sht. 3 of 3) *
F-7	—	72"	—	—	—	—	—	—	Use Balto. City Std BC 885.01 (28' Pole Height)

* BC 885.07 (Sht. 3 of 3) Is Modified To Require The Contractor To Furnish Anchor Bolts And Template

Note: Set Anchor Bolts & Bolt Circles In Accordance With The Template Furnished By The Pole Manufacturer. Bolt Projections To Be Set To Accommodate Each Pole Type Used On The Project.

POLE FOUNDATION DETAILS

Not To Scale



DUCT AND CABLE MARKER

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

REVISIONS	CONSULTANT
⚠ Addendum No 2 ..... 10/8/76	RUMMEL, KLEPPER & KAHL
1 Revised Detail A Red Line Rev. No 1 ..... 6/19/79	CONSULTING ENGINEERS
	BALTIMORE, MARYLAND

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS

&

STATE HIGHWAY ADMINISTRATION OF MARYLAND
INTERSTATE DIVISION FOR BALTIMORE CITY

I-395 SPUR
600' W. TO 600' E. OF RUSSELL ST.
ELECTRICAL DETAILS

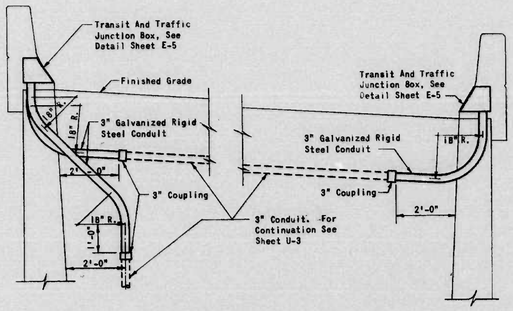
SCALE: AS NOTED DATE:

DRAWN BY R.E.E. DES. BY
TRACED BY R.L.J. CHK BY
F.A.P. NO. I-395-8(10) M-3065(4)
S.H.A. NO. BC 255-3-815 BC 231-24-815
BALTO. CITY NO. 2183

SHEET NO. E-3 OF E-5

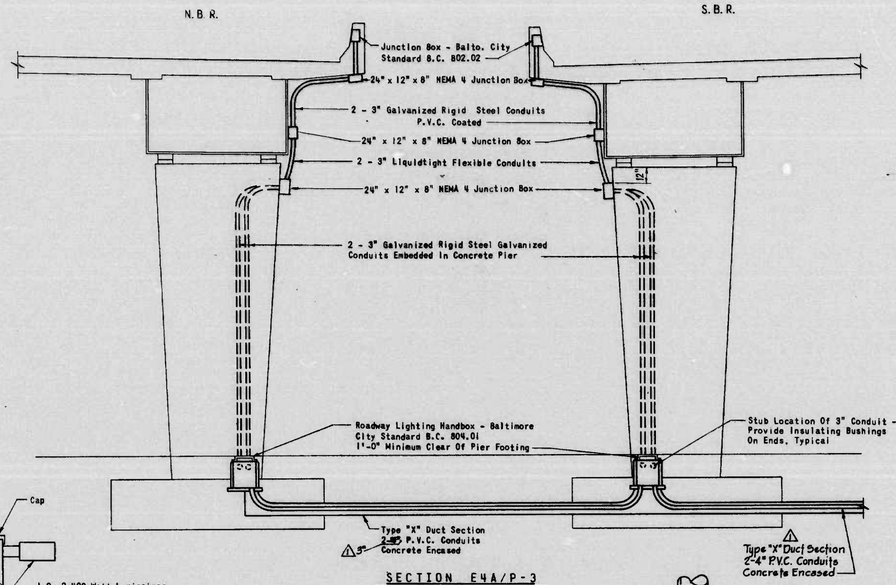
RATIO - 24

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(4)	E-4	E-5



SECTION AT STA. 183+25 N.B.R.

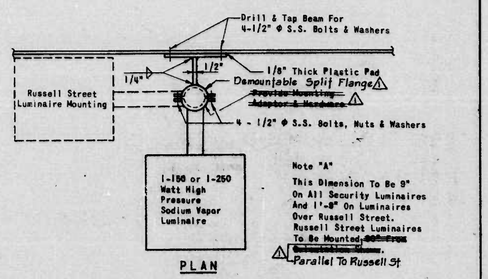
Scale: 1/2" = 1'-0"



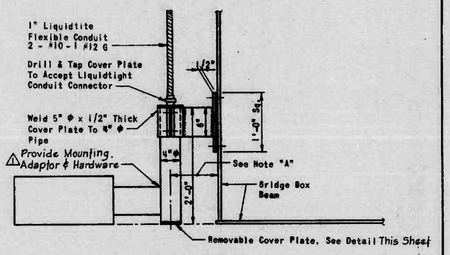
SECTION E4A/P-3

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

Facing Median



PLAN

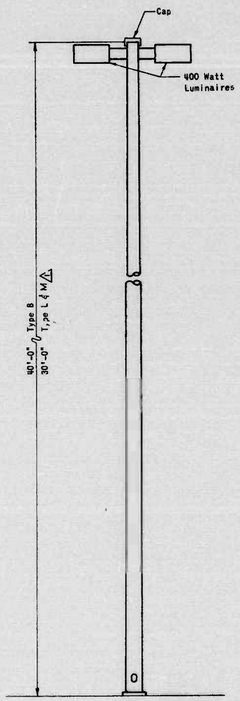


ELEVATION

MOUNTING DETAIL

TYPE "J" & "K" LUMINAIRES

Scale: 1" = 1'-0"



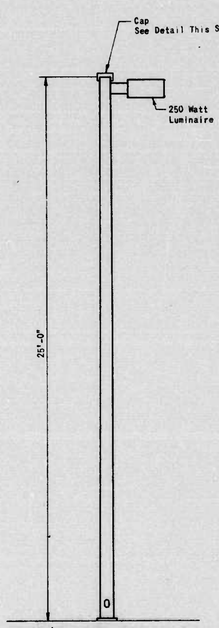
ELEVATION - ROADWAY LIGHTING

STANDARD AND LUMINAIRE

TYPE - B AND L & M

TYPE B SHOWN

[1] Pole Nos. 101 Thru 104, 201, 212, 214 Thru 216, 501 Thru 505, 509 Thru 511

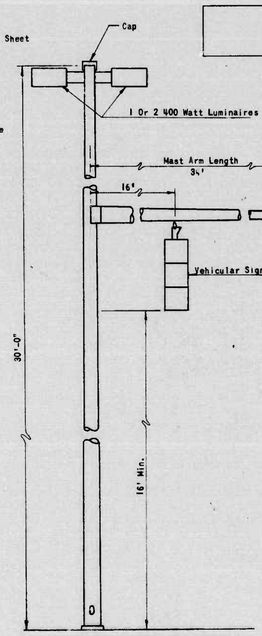


ELEVATION - ROADWAY LIGHTING

STANDARD AND LUMINAIRE

TYPE D

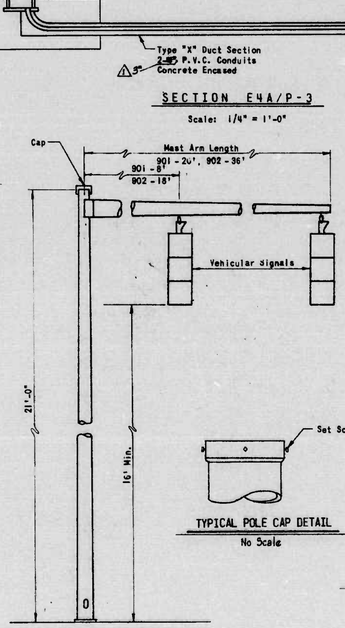
[1] Pole Nos. 208 Thru 209, 211, 215, 216, 220, 221, 301 Thru 306, 506 Thru 508



ELEVATION - JOINT USE

STANDARD ROADWAY LIGHTING AND TRAFFIC SIGNALS

[1] Pole 218



ELEVATION - TRAFFIC SIGNALS

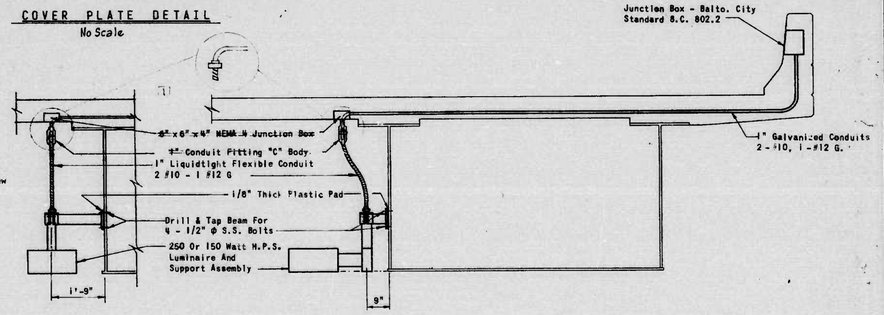
Pole No. 901 & 902

COVER PLATE DETAIL

No Scale

TYPICAL POLE CAP DETAIL

No Scale



TYPICAL LUMINAIRE

RUSSELL STREET

TYPICAL ROADWAY OR SECURITY LUMINAIRE UNDER BRIDGE

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

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
Addendum No 2 10/6/78	RUMMEL, KLEPPER & KAHL	I-395 SPUR	DRAWN BY / DES BY
Revised Pole Nos. & Luminaire Detail Red Line Rev No 1 6/15/79	CONSULTING ENGINEERS	600' W TO 600' E OF RUSSELL ST.	TRACED BY / CHK. BY
	BALTIMORE, MARYLAND	ELECTRICAL DETAILS	F.A.P. NO I-395-8(10) M-3065(4)
		SCALE: AS NOTED DATE:	S.H.A. NO BC 255-9-815 BC 231-24-815
			BALTO. CITY NO. 2183

SHEET NO. E-4 OF E-5

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(110) M-3065(4)	P-1	P-23 (133)

LIMIT OF WORK
N.B.R. STA. 181+30
S.B.R. STA. 181+40
RAMP 'F' STA. 3+35
FAP NO. I-395-8(10) M 3065(4)
SHA NO. BC 255-9-815 BC 231-24-815
BALTO CITY NO. 2183

Note:
Ridgely's Delight Park, Fremont Avenue And Proposed Bike Path To Be Constructed Under Contract No. 2180.

Note:
Remove Existing Track Systems In Fremont Ave. And Ridgely St. Within Limits Of Construction.

RIDGELY'S DELIGHT PARK

CONWAY ST.

FREMONT AVE.

BURGUNDY ST.

HOUSER ST.

RIDGELY ST.

BARRE ST.

N.B.R. I-395 SPUR

S.B.R. I-395 SPUR

RAMP 'F'

Base Line Of Construction Fremont Ave.

24" D.I. To Be Constructed Under Contract No. 2180

Connect To Existing Fixture

Ex. D.I. To Be Abandoned Under Contract No. 2180

Concrete Barrier

Proposed Retaining Wall

Proposed Bike Path (See Note Above)

Right Of Way Line Of Through Highway

Base Line Of Survey & Base Line Of Constr. S.B.R.

Base Line Of Survey & Base Line Of Constr. Ramp F

Proposed Fence

Proposed B.C. Type A Curb

5' Concrete Sidewalk

Existing Transformer & Light Poles For Caplan Glass

Existing Transformer To Be Relocated By B.G.&E. Co.

Relocate Light Approx. 2.5' To The West. Location To Be Approved By The Engineer.

Existing Fence

Proposed Sidewalk (By Others Under Cont. No. 2585)

Approx. Location Prop. C & P Tel.

Existing Drain to be Removed. For Detail See, Sheet No. P-17

Remove Existing Paving Remaining In Barre St As Class '1' Excavation," Grade Area To Drain. Place Temporary Seeding

Brick Paving

Existing Fence

Sta 3+ To 6+
Remove 365 L.F. Of Existing Chain Link Fence After Utility Adjustments Have Been Made And New Fence Has Been Placed.

DRAINAGE NOTES

For Storm Drain Pipe Profiles See Sheet Nos. P-12 & P-13
For Storm Drain Structure Schedules See Sheet No. P-16
Remove Existing 8'-6" Brick & Stone Drain From Lt Of Ramp 'F' Sta. 8+06± To Rt Of Ramp 'F' Sta 8+57±, and Remove Existing 8'-3" Brick & Stone Drain From Lt Sta 183+40± N.B.R. To Rt. Sta 185+50± S.B.R.

(1) Abandon Existing Inlet
(2) Abandon Existing Manhole
(3) Remove Existing Manhole
(4) Remove Existing Inlet

Construct Concrete Barrier
N.B. I-395 Spur Rt. Sta. 181+ To Sta. 186+ ..... 540 L.F.
S.B. I-395 Spur Lt. Sta. 181+ To Sta. 187+ ..... 558 L.F.
N.B. I-395 Spur Lt. Sta 181+ To Sta. 182+28.33 ..... 92 L.F.
S.B. I-395 Spur Rt. Sta. 181+40 To Sta. 181+95.75 ..... 58 L.F.

Construct Std. Type A Comb. Curb & Gutter (24" x 11").
Ramp 'F' Sta. 3+ To Sta. 8+ Lt. ..... 560 L.F.
Ramp 'F' Sta. 3+ To Sta. 9+ Rt. ..... 572 L.F.

Construct Std. BC Type A Curb
Ramp 'F' Sta. 3+ To 6+ Rt. ..... 305 L.F.

Construct 8 Foot Chain Link Fence
Ramp 'F' Sta. 3+ To 6+ Rt. ..... 346 L.F.*

* 290 L.F. Of This Fence To Be Attached To Top Of Retaining Wall

For Electrical General Notes, Legend And Design Criteria See Sheet No. E-1

Note:
For Profile I-395 Spur, See Sheet No. P-7
For Profile Ramp 'F', See Sheet No. P-11
For Retaining Wall Details, See Sheet No. S-50
For Geometry, See Sheet No. T-0

Locate Conduit As Close To Proposed Curb As Possible In Order To Clear Tree Planting To Be Located 7' From Face Of Curb

REVISIONS	CONSULTANT
Addendum No. 2 ... 10/6/78	RUMMEL, KLEPPER & KAHL
1 Changed Pole Nos. And Circuitry. Red Line Rev. No. 1 ... 6/13/79	CONSULTING ENGINEERS BALTIMORE, MARYLAND

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS

&

STATE HIGHWAY ADMINISTRATION OF MARYLAND
INTERSTATE DIVISION FOR BALTIMORE CITY

I-395 SPUR
600' W. TO 600' E. OF RUSSELL ST.
PLAN – STA. 181 + TO STA. 187 + 00

SCALE: 1"=20'-0" DATE:

DRAWN BY: DES. BY:
TRACED BY: CHK. BY:
F.A.P. NO. I-395-8(10) M-3065(4)
S.H.A. NO. BC 255-9-815 BC 231-24-815
BALTO. CITY NO. 2183

SHEET NO. P-1 OF P-23

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(4)	P-16	P-23 (133)

STRUCTURE SCHEDULE

INLET SCHEDULE

NO.	TYPE	LOCATION	TOP OF GRATE	INVERT	REMARKS
1	Std. Type 'S' Inlet (Single Grate)	12.00' Rt. Sta. 183+18 N.B.R. I-395 Spur	38.6	31.62	
2	Std. Type 'S' Inlet (D.G.T.)	45.21' Lt. Sta. 184+00 N.B.R. I-395 Spur	37.18	33.26	Build Adj. To Ret. Wall See Detail Sh. No. P-18
3	Std. Type 'S' Inlet (D.G.T.)	6.00' Lt. Sta. 184+29 S.B.R. I-395 Spur	40.31	33.00	
4	Std. Type 'S' Inlet (D.G.T.)	45.21' Lt. Sta. 186+55 N.B.R. I-395 Spur	49.09	43.65	Build Adj. To Ret. Wall See Detail Sh. No. P-18
5	Std. Type 'S' Inlet (D.G.T.)	6.00' Lt. Sta. 186+90 S.B.R. I-395 Spur	50.88	45.22	
6	Std. Type 'E' Inlet	20.00' Lt. Sta. 5+10 Ramp F	31.04	26.01	
7	Single WR Inlet	14.50' Rt. Sta. 6+05 Ramp F	31.27	25.90	SHA Std. No. MD 374.06
8	Std. Type 'E' Inlet	20.00' Lt. Sta. 6+84 Ramp F	28.65	22.80	
9	Std. Type 'E' Inlet	20.00' Lt. Sta. 7+60 Ramp F	28.13	22.25	
10	Std. Type 'S' Inlet (Single Grate)	32.00' Lt. Sta. 9+90 Ramp F	26.2	22.34	
10A	Single WR Inlet	14.50' Rt. Sta. 9+90 Ramp F	26.92	22.92	SHA Std. No. MD 374.06
11	Std. Type 'E' Inlet	2.00' Rt. Sta. 10+00 Ramp F	26.19	20.60	
12	Std. Type 'E' Inlet	24.00' Rt. Sta. 5+50 Ramp E	33.51	27.40	
13	Std. Type 'E' Inlet	6.00' Rt. Sta. 7+40 Ramp E	37.89	32.15	
14	Std. Type 'E' Inlet	2.00' Rt. Sta. 12+01 Ramp F	24.94	19.60	
15	Single WR Inlet	14.50' Rt. Sta. 11+75 Ramp F	25.52	21.00	SHA Std. No. MD 374.06
16	Std. Type 'E' Inlet	2.00' Rt. Sta. 11+75 Ramp F	24.88	19.30	
17	Std. Type 'E' Inlet	2.00' Rt. Sta. 11+20 Ramp F	25.15	19.75	
18	Std. Type 'E' Inlet	± Sta. 1+90 Ramp EE	28.12	22.60	
19	Std. Type 'E' Inlet	23.5'± Rt. Sta. 2+26 Ramp E	27.68	22.20	Build Adj. To Curb
20	Std. Type 'S' Inlet (Single Grate)	28.00' Rt. Sta. 2+56 Ramp E	28.4	22.79	
21	Std. Type 'E' Inlet	42.00' Lt. Sta. 5+10 ℄ Russell St.	26.87	21.00	
22	Std. Type 'E' Inlet	24.00' Rt. Sta. 3+50 Ramp E	28.92	23.68	See Sheet No. P-18
23	Std. Type 'E' Inlet	± Sta. 0+55 Ramp EE	25.10	20.40	
24	Std. Type 'E' Inlet	42.00'± Rt. Sta. E+82 ℄ Russell St.	25.3	22.00	
25	Std. Type 'S' Inlet (Single Grate)	37.00' Rt. Sta. 10+30 Ramp F	25.0	20.80	
26	Std. Type 'S' Inlet (D.G.T.)	42.00'± Rt. Sta. 5+11 ℄ Russell St.	26.58	22.50	
27	Std. Type 'E' Inlet	52.0'± Lt. Sta. 7+19 ℄ Russell St.	24.4	18.65	
28	Std. Type 'E' Inlet	52.0'± Lt. Sta. 7+42 ℄ Russell St.	24.1	17.40	
Ex. I-1	Existing Inlet	42.00'± Rt. Sta. 5+28± ℄ Russell St.			
1 Ex. I-2	Existing Inlet	16'± Rt. Sta. 4+78± ℄ Ramp 'E-E'	24.68	Ex. Drain	Adjust Inlet To Meet New Grade
1 I-29	Std. Type 'E' Inlet	13'± Rt. Sta. 4+92± ℄ Ramp 'E-E'	24.20	Ex. Drain	Construct Inlet To Connect To Ex. Drain *
1 I-30	Std. Type 'E' Inlet	28'± Rt. Sta. 5+34± ℄ Ramp 'E-E'	24.2	20.4	*
1 I-31	Std. Type 'E' Inlet	68'± Rt. Sta. 4+90± ℄ Ramp 'E-E'	24.14	Ex. Drain	Construct Inlet To Connect To Ex. Drain *

1 * Construct Inlet Adjacent To Proposed Curb

BRICK 'Y' SCHEDULE

NO.	TYPE	LOCATION	INVERT	REMARKS
1	18" x 15" Pipe Connection Brick Y	Left Of Sta. 7+65 Ramp F	20.51	Brick 'Y' Layout See Sheet No. P-17
2	18" x 15" Pipe Connection Brick Y	Left Of Sta. 6+20 Ramp F	23.56	Brick 'Y' Layout See Sheet No. P-17
	Bellmouth	15'± Rt. Sta. 5+07± Ramp EE		See Sheet No. P-19

MANHOLE SCHEDULE

NO.	TYPE	LOCATION	TOP OF COVER	INVERT OUT	COORDINATES SOUTH	COORDINATES WEST	REMARKS
1	Std. Storm Water Manhole	2.00' Rt. Sta. 183+10 N.B.R. I-395 Spur	35.87	24.39	5747.2422	2609.5356	
2	Std. Storm Water Manhole	2.00' Rt. Sta. 183+94 N.B.R. I-395 Spur	39.47	31.83	5796.1964	2541.0681	
3	Std. Storm Water Manhole	2.00' Rt. Sta. 184+68 N.B.R. I-395 Spur	42.65	34.79	5833.3131	2476.8701	
4	Std. Storm Water Manhole	2.00' Rt. Sta. 185+55 N.B.R. I-395 Spur	46.39	38.61	5869.3237	2397.4842	
5	Std. Storm Water Manhole	2.00' Rt. Sta. 186+45 N.B.R. I-395 Spur	49.83	42.50	5900.2115	2312.8981	
6	Std. Drop Manhole	12.00' Lt. Sta. 8+05 Ramp F	28.02	12.2	5939.2330	2407.4916	
7	Std. Storm Water Manhole	12.00' Lt. Sta. 6+86 Ramp F	28.92	22.03	5890.1595	2514.3471	
8	Std. Storm Water Manhole	12.00' Lt. Sta. 5+11 Ramp F	31.37	25.66	5796.1893	2659.2632	
9	Std. Storm Water Manhole	9.00' Rt. Sta. 9+97 Ramp F	28.06	20.25	6085.2611	2290.7211	
10	Std. Storm Water Manhole	42.00' Rt. Sta. 5+50 Ramp E	28.00	22.35	5985.3597	1899.9743	
11	Std. S.W. Manhole Mod. Type 1	48.00' Rt. Sta. 6+37 Ramp E	27.0	14.98	5948.9543	1820.7301	See Sheet No. P-18
13	Std. Storm Water Manhole	10.00' Rt. Sta. 5+49 Ramp EE	24.8	14.90	6190.2992	1793.4354	
14	Std. Storm Water Manhole	39.00' Lt. Sta. 192+44 N.B.R. I-395 Spur	26.7	16.50	6065.4434	1735.6802	
15	Std. Storm Water Manhole	60.00' Rt. Sta. 8+79 Ramp E	28.1	20.98	5843.5721	1602.5499	
16	Std. Storm Water Manhole	14.00' Rt. Sta. 11+05 Ramp F	26.36'	17.19	6186.1915	2294.1957	Frame & Cover Install., Detail See Sh. R-17
17	Std. Storm Water Manhole	14.00' Rt. Sta. 11+05 Ramp F	25.84	17.99	6242.9375	2311.3647	Frame & Cover Install., Detail See Sh. P-17
18	Std. S.W. Manhole Mod. Type 1	5.00' Rt. Sta. 1+06 Ramp E	27.22	15.70	6222.5127	2145.1347	See Sheet No. P-18
19	Std. S.W. Manhole Mod. Type 1	5.00' Rt. Sta. 2+22 Ramp E	27.92	15.94	6183.0867	2130.6575	See Sheet No. P-18
20	Std. S.W. Manhole Mod. Type 1	18.00' Rt. Sta. 3+38 Ramp E	29.10	16.54	6087.4278	2070.7673	See Sheet No. P-18
21	Std. Storm Water Manhole	23.00' Lt. Sta. 10+19 Ramp F	27.0	16.50	6100.1383	2255.2639	
Ex. M-1	Existing Manhole	Right Sta. 0+47 Ramp EE					Adjust To Top Of Cover El. 25.1
Ex. M-2	Existing Manhole	8'± Lt. Sta. 6+37 Ramp E					Adjust Manhole Stack, See Detail Sheet No. U-8
Ex. M-3	Existing Manhole	40'± Lt. Sta. 7+47 ℄ Russell St.					

Notes:
All Std. Type E Inlets To Conform To City Of Balto. Std. No. BC 376.13.
All Std. Type S Inlet Single Grate To Conform To City Of Balto. Std. No. BC 379.01
All Std. Type S Inlets (D.G.T.) To Conform To City Of Balto. Std. No. BC 379.21
Top Of Grate Elevation, Station And Offset Are Referenced To Center Line Of Inlet At Face Of Curb For Inlets Constructed Adjacent To Curb Ro Curb And Gutter
For Single WR Inlets Constructed Adjacent To Bike Path Or Walkway See Grading Detail Sheet No. P-17
For Brick Wye Layout See Sheet No. P-17
For Inlets Constructed Adjacent To Retaining Walls See Detail Sheet No. P-18
All Std. Storm Water Manholes To Conform To City Of Balto. Std. Nos. BC 383.01 Or BC 383.02
All Std. Drop Manholes To Conform To City Of Balto. Std. No. BC 383.03
For Detail Of Std. SW Manhole Mod. Type 1 See Sheet No. P-18
For Installation Of Manhole Frame And Cover On Manhole 11 And 12 See Detail On Sheet No. P-17

EXPLANATORY NOTES AND REFERENCES

ROOF DRAINS

Any Existing Roof Drain Encountered During Construction, Which Has Not Been Indicated On The Plans, Shall Be Connected To The Curb Line Using 4" P.V.C. Pipe Where Directed By The Engineer.

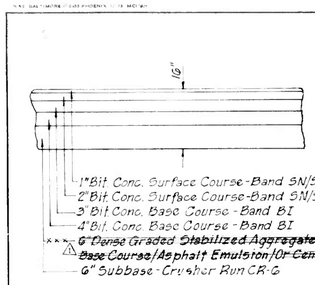
PIPE CONNECTIONS TO EXISTING MASONRY DRAINS

Prior To Removing Any Masonry For Connecting Proposed Storm Drainage Systems Into Existing Circular Drains, All Overburden Shall Be Removed From The Existing Drain For A Length Of 2-1/2 Feet Each Side Of The Centerline Of The Proposed Pipe Connection And Transversely To Vertical Planes Which Pass Through The Interior Lateral Width Of The Existing Drain. All Costs In Removing And Backfilling Overburden Shall Be Incidental To The Price Bid For The Respective Pipe Items In The Proposal.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY		
1 Added To Inlet Schedule Red Line Rev No. 1 6/19/19	RUMMEL, KLEPPER & KAHL CONSULTING ENGINEERS BALTIMORE, MARYLAND	1-395 SPUR 600'W. TO 600'E. OF RUSSELL ST. STRUCTURE SCHEDULE SCALE: NOT TO SCALE DATE:	DRAWN BY: DES. BY: TRACED BY: CHK. BY: F.A.P. NO. I-395-8(10) M-3065(4) S.H.A. NO. BC-255-3-815 BC 231-24-815 BALTO. CITY NO.	SHEET NO. P-16 OF P-23

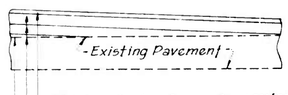
RATIO - 24

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(4)	P-2	P 23 (193)



PAVEMENT TYPE 'B'

Not To Scale



PAVEMENT TYPE 'C'

Not To Scale

Construct Std. Type 'A' Comb. Curb & Gutter (24"x11")

Ramp 'E' Sta. 2+ To Sta 5+ Rt.	228 L.F.
Ramp 'E' Sta. 2+ To Sta 4+ Lt.	205 L.F.
Ramp 'F' Sta. 9+ To Sta 10+ Rt.	112 L.F.
Ramp 'F' Sta. 9+ To Sta 10+ Lt.	135 L.F.
Russell St. Sta. 5+ Rt.	50 L.F.
Russell St. Sta. 2+ Rt.	74 L.F.
Construct Std. Type 'A' Comb. Curb & Gutter (24"x10") Henrietta St. Connection Rt. & Lt.	254 L.F.
	392 L.F. [1]

Construct 5" Concrete Sidewalk
Henrietta St. Connection Rt. ..... 216 S.F.

Construct Bituminous Concrete Curb
Sta. 5+ Lt. Ramp 'E' In Lee St. ..... 47 L.F.

Construct BC Type A Curb
Rt. Of Henrietta St. Connection ..... 12 L.F.

Construct Concrete Barrier

N. B. I-395 Spur Sta 186+ To Sta 186+ Rt.	30 L.F.
S. B. I-395 Spur Sta 187+ To Sta 187+ Lt.	36 L.F.
Ramp 'E-E' Sta 2+ To Sta 3+ Lt.	75 L.F.
Ramp 'E' Sta. 4+ To Sta 5+ Lt.	80 L.F.
Ramp 'E' Sta. 5+ To Sta. 6+ Rt.	156 L.F.

DRAINAGE NOTES

For Storm Drain Pipe Profiles See Sheet Nos. P.13, P.14 & P.15
For Storm Drain Structure Schedules See Sheet No. P.16

Right Of Way Line Of Through Highway

1. Abandon Existing Inlet
2. Abandon Existing Manhole
4. Remove Existing Inlet
A. Connect 8" D.I.P. To Scupper Downspouts - See Bridge Drainage Detail Sheet No. S-44

For Electrical General Notes, Legend And Design Criteria, See Sheet No. E-1

B.M. #8383 - Brass Screw In S Corner Of Concrete Base For Street Light E.S. Russell Street, On Projected S Curb Line Of Barre Street. Elev. 30.045

Note: Ridgely's Delight Park, Proposed Bike Path And Proposed Sidewalk To Be Constructed Under Contract No. 2180. Retaining Wall & Berm Adjacent To Russell St. To Be Built By Others Under D.H.C.D. Contract

Note: Remove Existing Track Systems In Fremont Ave. Within Limits Of Construction

Terminate Cables In Handbox And Provide 3' Additional Length On Each Cable For Future Splices. Insulate Ends Of All Cables And Identify With Cable Markers

Locate Conduit As Close To Proposed Curb As Possible In Order To Clear Tree Future Tree Planting.

Connect Exist. Direct Burial Cable To Handbox

Connect Exist. Direct Burial Cable To Handbox

End Of Right Of Way Line Of Through Highway

Proposed Bike Path

Existing Sidewalk

Remove Exist. Service Rd. Pavement Russell St. Sta 3+80 To Sta 5+ Lt. As Cl. 1 Excav. Grade Area To Drain, Place 4" Topsoil, Seed & Mulch

Proposed Construction Under Contract No. 2491

Provide Timber Bulkhead 15' Lt. Sta 4+59 @ Ramp 'E'

Scupper Drain 8" D.I.P. TH. CL. 54 Min. 2% Grade

Extend 3" Metallic Conduit To Handbox Installed Under Contract No. 2180

Base Line Of Survey & Base Line Of Constr. N.B.R.

Face Of Abutment

Concrete Barrier

Base Line Of Survey & Base Line Of Constr. S.B.R.

3-3" Spare Conduits

Scupper Drain 8" D.I.P. TH. CL. 54 Min. 2% Grade

115 KV Electrical Power Systems, Exercise Extreme Care, During Working Operations, This Entire Area

BEGIN STRUCTURE

Extend 3" Metallic Conduit To Handbox Installed Under Contract No. 2180

Existing Drain To Remain In Service

Base Line Of Survey & Base Line Of Constr. Russell St.

Construct Temporary Sidewalk (7' Wide)

Note: Pole Nos. 904 & 905 Contractor To Construct Foundation Only. Strain Poles To Be Furnished By T & T.

Right Of Way Line Of Through Highway

Note
For Profile I-395 Spur, See Sheet No. P.7 & P.8
For Profile Ramp 'E', See Sheet No. P.9
For Profile Ramp 'E-E', See Sheet No. P.10
For Profile Ramp 'F' See Sheet No. P.11
For Retaining Wall Details, See Sheet Nos. S.50 & S.58
For Geometry, See Sheet No. T.9

Modify Curb To Accommodate Future Pedestrian Ramp

Proposed Retaining Wall

Proposed Concrete Barrier

Adjust Existing Inlet

Notes
A - Power Distribution Cabinet, No. 9 Transformer Disconnect Switch And Manhole - See Detail 'A' Sheet No. E-3
B - Mount Remote Photocontrol Cell On Top Of Luminaire No. 203 And Run 2-#10 Down To Distribution Cabinet No. 9.
C - Existing Street Lights To Remain In Service Until New Street Lights Are In Service.

DP-3,4,5,6,7,8,9,10,11,12,13,14 108-#2, #4, #6-#6 G In Type X Duct Section 2-4" P.V.C. Conduits Concrete Encased.

REVISIONS	CONSULTANT
Addendum No. 2 10/6/78	RUMMEL, KLEPPER & KAHL
Addendum No. 5 11/6/78	CONSULTING ENGINEERS
Changed Pole No's. And Circuitry, Revised Henrietta St. Red Line Rev. No. 1 ... 6/13/79	BALTIMORE, MARYLAND

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS

&

STATE HIGHWAY ADMINISTRATION OF MARYLAND
INTERSTATE DIVISION FOR BALTIMORE CITY

I-395 SPUR
600'W. TO 600'E. OF RUSSELL ST.
PLAN - STA. 187+00 TO STA. 192+00

SCALE: 1"=20'-0" DATE:

DRAWN BY: DES. BY:
TRACED BY: CHK. BY:

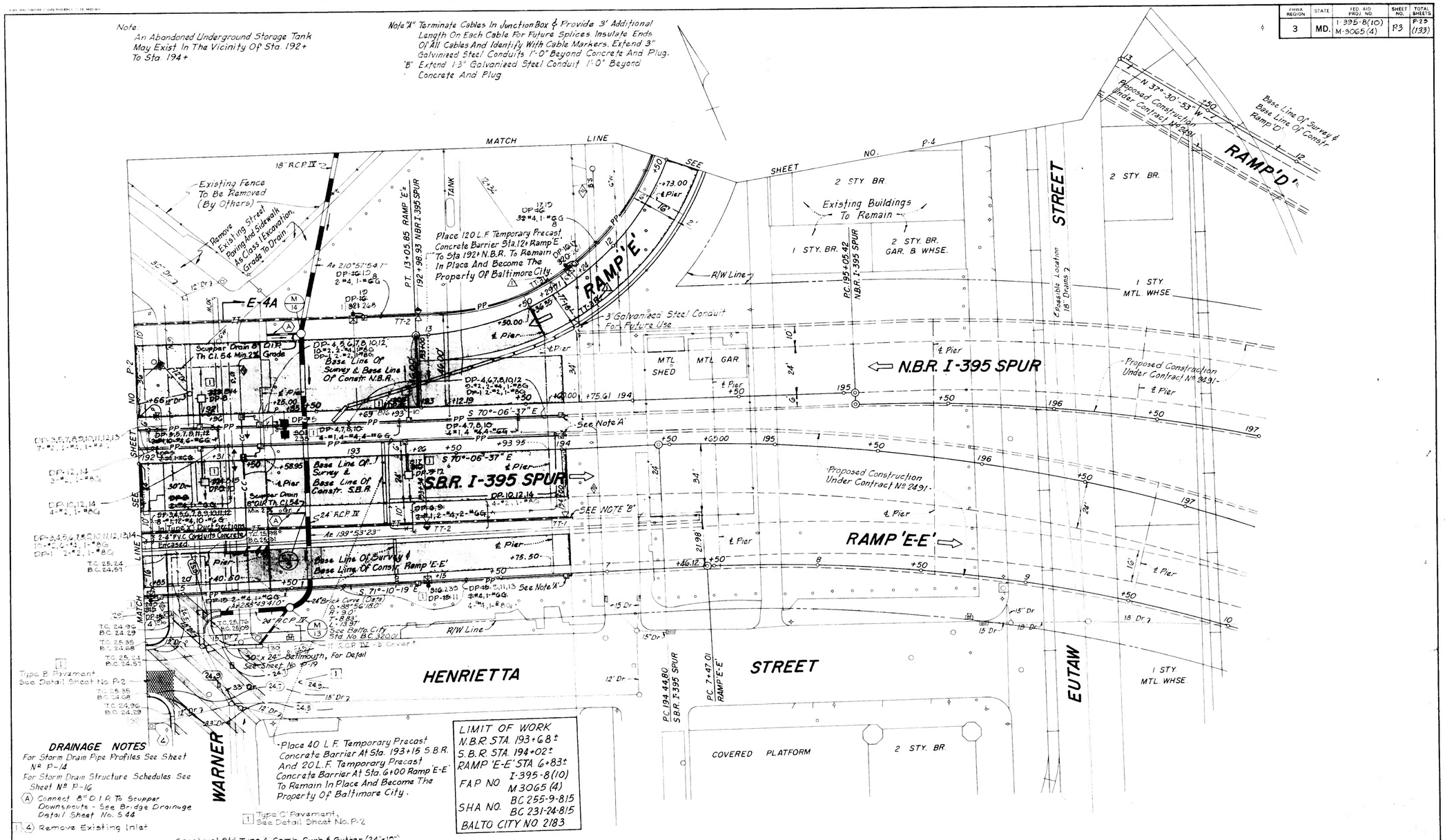
F.A.P. NO. I-395-8(10) M-3065(4)
S.H.A. NO. BC 255-9-8.5 BC 231-24-8.15
BALTO. CITY NO. 2183

SHEET NO. P-2 OF P-23

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(4)	P3	P-23 (133)

Note:
An Abandoned Underground Storage Tank May Exist In The Vicinity Of Sta. 192+ To Sta. 194+

Note "A" Terminate Cables In Junction Box & Provide 3' Additional Length On Each Cable For Future Splices. Insulate Ends Of All Cables And Identify With Cable Markers. Extend 3" Galvinized Steel Conduits 1'-0" Beyond Concrete And Plug.
"B" Extend 1.3" Galvanized Steel Conduit 1'-0" Beyond Concrete And Plug.



DRAINAGE NOTES
For Storm Drain Pipe Profiles See Sheet No. P-14
For Storm Drain Structure Schedules See Sheet No. P-16
(A) Connect 8" D.I.P. To Scupper Downspouts - See Bridge Drainage Detail Sheet No. S 44
1 4) Remove Existing Inlet

Construct Std. Type A Comb. Curb & Gutter (24"x10")
1 Henrietta St. & Warner St. Intersection..... 161 L.F.

Place 40 L.F. Temporary Precast Concrete Barrier At Sta. 193+15 S.B.R. And 20 L.F. Temporary Precast Concrete Barrier At Sta. 6+00 Ramp 'E-E' To Remain In Place And Become The Property Of Baltimore City.

LIMIT OF WORK
N.B.R. STA. 193+68±
S.B.R. STA. 194+02±
RAMP 'E-E' STA. 6+83±
F.A.P. NO. I-395-8(10) M 3065 (4)
SHA NO. BC 255-9-815 BC 231-24-815
BALTO. CITY NO. 2183

Note:
For Profile I-395, See Sheet No. P-8
For Profile Ramp 'E', See Sheet No. P-9
For Profile Ramp 'E-E' See Sheet No. P-10
For Geometry, See Sheet No. T-9

For Electrical General Notes, Legend And Design Criteria, See Sheet No. E-1

REVISIONS	CONSULTANT
1 Addendum No. 2 10/6/78	RUMMEL, KLEPPER & KAHL
1 Changed Pole No's And Circuitry, Revised Henrietta & Wagner Sts. Red Line Rev No. 1 6/19/79	CONSULTING ENGINEERS BALTIMORE, MARYLAND

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

I-395 SPUR
600' W. TO 600' E. OF RUSSELL ST.
PLAN - STA 192+00 TO STA 197+

SCALE 1"=20'-0" DATE

DRAWN BY DES BY
TRACED BY CHK. BY

F.A.P. NO.	I-395-8(10)	M-3065(4)
S.H.A. NO.	BC 255-9-815	BC 231-24-815
BALTO. CITY NO.	2183	

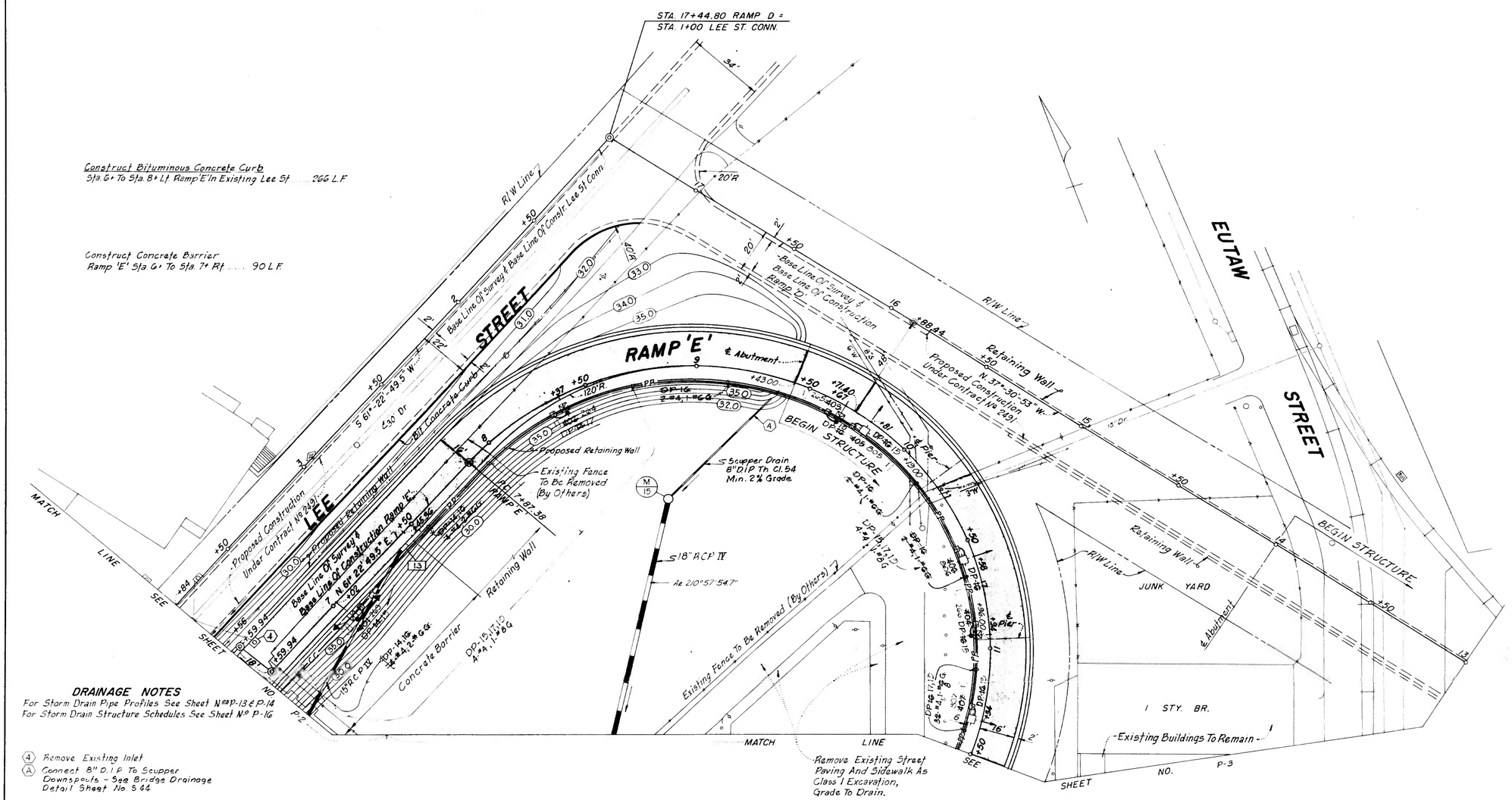
SHEET NO. P3 OF P-23

RATIO - 24

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(6)	P4	P-23 (133)

Construct Bituminous Concrete Curb
Sta. 6+ To Sta. 8+ Lt. Ramp 'E' In Existing Lee St ..... 266 L.F.

Construct Concrete Barrier
Ramp 'E' Sta. 6+ To Sta. 7+ Rt. ..... 90 L.F.



DRAINAGE NOTES
For Storm Drain Pipe Profiles See Sheet Nos P-13 & P-14
For Storm Drain Structure Schedules See Sheet No. P-16

(4) Remove Existing Inlet
(A) Connect 8" D.I.P. To Scupper Downspouts - See Bridge Drainage Detail Sheet No. S-42

Note
For Profile Ramp 'E' See Sheet No. P-9
For Geometry, See Sheet No. T-3
For Retaining Wall Details See Sheet S-58

For Electrical General Notes, Legend And Design Criteria, See Sheet No. E-1

REVISIONS	CONSULTANT
1 Changed Pole No's. And Circuitry. Red Line Rev. No 1. 6/18/79	RUMMEL, KLEPPER & KAHL CONSULTING ENGINEERS BALT-MORE, MARYLAND

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

I-395 SPUR
600' W. TO 600' E. OF RUSSELL ST.
PLAN - RAMP 'E' - STA. 6+ TO STA. 11+

SCALE: 1"=20'-0" DATE:

DRAWN BY: DES. BY:
TRACED BY: CHK. BY:
F.A.P. NO. I-395-8(10) M-3065(6)
S.H.A. NO. BC 255-3-815 BC 231-24-815
BALTO. CITY NO. 2183

SHEET NO. P-4 OF P-23.

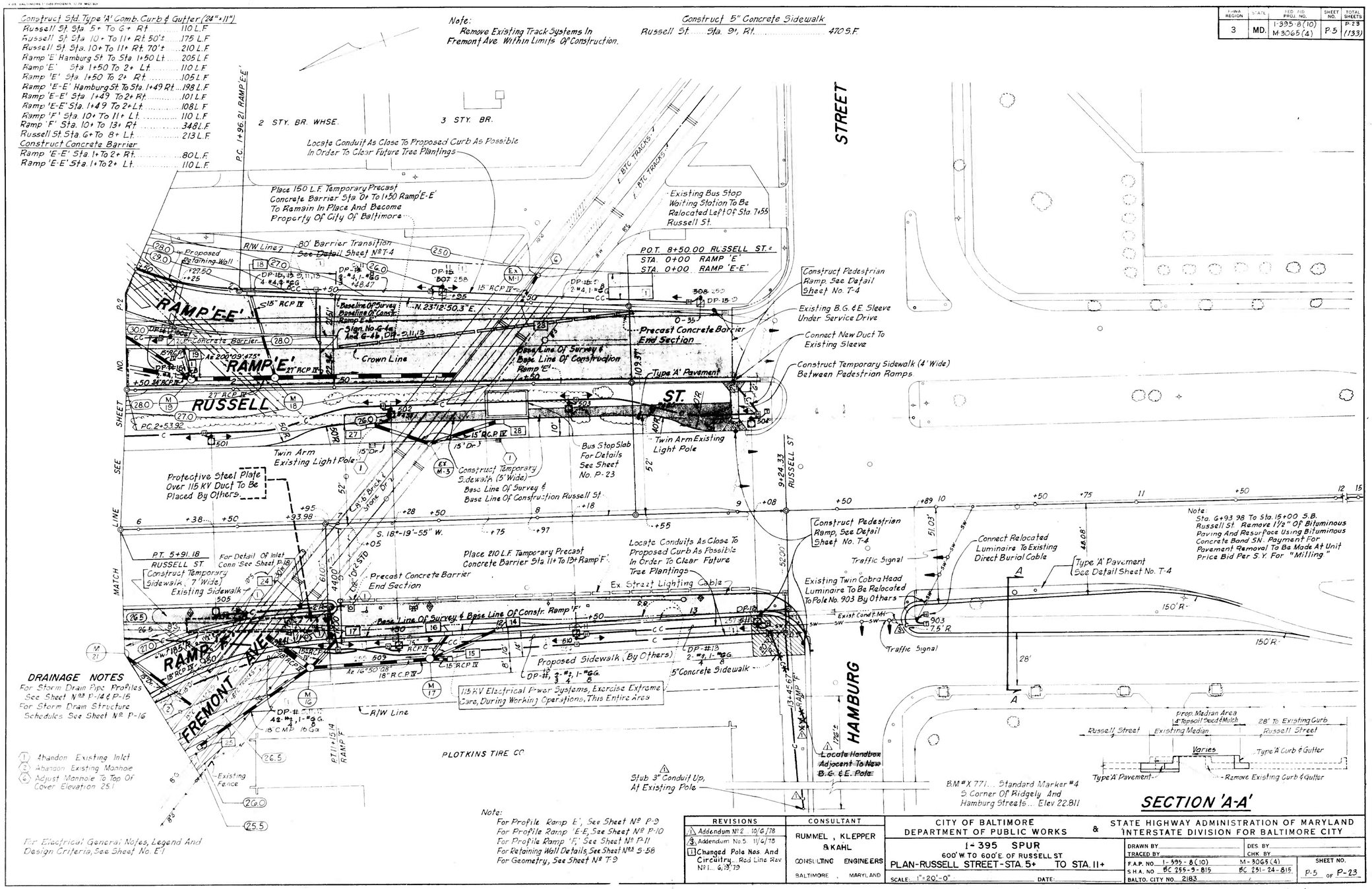
FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(4)	P.5	P.23 (133)

Construct Std. Type 'A' Comb. Curb & Gutter (24"×11")
Russell St. Sta. 5+ To 6+ Rt. ..... 110 L.F.
Russell St. Sta. 10+ To 11+ Rt. 50'± ..... 175 L.F.
Russell St. Sta. 10+ To 11+ Rt. 70'± ..... 210 L.F.
Ramp 'E' Hamburg St. To Sta. 1+50 Lt. ..... 205 L.F.
Ramp 'E' Sta. 1+50 To 2+ Lt. ..... 110 L.F.
Ramp 'E' Sta. 1+50 To 2+ Rt. ..... 105 L.F.
Ramp 'E-E' Hamburg St. To Sta. 1+49 Rt. ..... 198 L.F.
Ramp 'E-E' Sta. 1+49 To 2+ Rt. ..... 101 L.F.
Ramp 'E-E' Sta. 1+49 To 2+ Lt. ..... 108 L.F.
Ramp 'F' Sta. 10+ To 11+ Lt. ..... 110 L.F.
Ramp 'F' Sta. 10+ To 13+ Rt. ..... 348 L.F.
Russell St. Sta. 6+ To 8+ Lt. ..... 213 L.F.

Construct Concrete Barrier
Ramp 'E-E' Sta. 1+ To 2+ Rt. ..... 80 L.F.
Ramp 'E-E' Sta. 1+ To 2+ Lt. ..... 110 L.F.

Note:
Remove Existing Track Systems In Fremont Ave. Within Limits Of Construction.

Construct 5" Concrete Sidewalk
Russell St. ..... Sta. 9+, Rt. ..... 470 S.F.



DRAINAGE NOTES
For Storm Drain Pipe Profiles See Sheet Nos. P-14 & P-15
For Storm Drain Structure Schedules See Sheet No. P-16

1. Abandon Existing Inlet
2. Abandon Existing Manhole
3. Adjust Manhole To Top Of Cover Elevation 25.1

For Electrical General Notes, Legend And Design Criteria, See Sheet No. E-1

Note:
For Profile Ramp 'E', See Sheet No. P-9
For Profile Ramp 'E-E', See Sheet No. P-10
For Profile Ramp 'F', See Sheet No. P-11
For Retaining Wall Details, See Sheet Nos. S-58
For Geometry, See Sheet No. T-9

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY		
1. Addendum No. 2 10/6/78	RUMMEL, KLEPPER & KAHL	I-395 SPUR 600' W. TO 600' E. OF RUSSELL ST.	DRAWN BY	DES. BY
2. Addendum No. 5 11/6/78	CONSULTING ENGINEERS	PLAN-RUSSELL STREET-STA. 5+ TO STA. 11+	TRACED BY	CHK. BY
3. Changed Pole Nos. And Circuitry, Rad. Line Rev. No. 1... 6/13/79	BALTIMORE, MARYLAND	SCALE: 1"=20'-0" DATE:	F.A.P. NO. I-395-8(10) M-3065(4)	SHEET NO. P-5 OF P-23
			S.H.A. NO. BC 255-3-815 BC 231-24-815	
			BALTO. CITY NO. 2183	

RATIO - 24

K&E BALTIMORE 19 1183 HERCULENE 12-73 MC1780•

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(4)	Q-3	Q-5 (133)

TABULATION OF QUANTITIES

UTILITIES

LOCATION	HANDBOX FOR TRAFFIC DEVICES	HANDBOX FOR MECHANICAL-ELECTRICAL DEVICES	STRANDED COPPER WIRE: #10 AWG TYPE THWN/THHN	STRANDED COPPER WIRE: ~~#6~~ 8 AWG TYPE THWN/THHN	STRANDED COPPER WIRE: #4 AWG TYPE THWN/THHN	STRANDED COPPER WIRE: ~~#4~~ 2 AWG TYPE THWN/THHN	#4/0 AWG BARE STRANDED COPPER WIRE (GROUND MAT)	FUSIBLE DISCONNECT PLUG	PVC CONDUIT & FITTINGS - 3 IN.	SPLICES AND TAPS	GROUND ROD 3/4 IN. ROUND - 10 FT. SECTION	MARKERS	DISTRIBUTION CABINET NO. 9
ITEM NO.	801	802	803	804	805	806	807	808	809	810	811	812	813
UNIT	EA.	EA.	L.F.	L.F.	L.F.	L.F.	L.F.	EA.	L.F.	EA.	EA.	EA.	LS
PLAN SHEET P1													
N.B.R. I-395 SPUR [1]		6	400	~~850~~ 550	~~1650~~ 850	~~180~~ 1100		6		18	6	12	
S.B.R. I-395 SPUR [1]				~~85~~ 55	~~170~~ 380								
RAMP 'F' [1]		5	500	~~550~~ 535	1075	~~1130~~ 0		5		15	5	10	
FREMONT AVE. [1]		1	100	130	260			1		3	1	1	
PLAN SHEET P2													
N.B.R. I-395 SPUR [1]		1	600	~~3500~~ 565	~~5050~~ 3030	~~1050~~ 2330		6		90	1	1	
S.B.R. I-395 SPUR [1]		1	225	~~1550~~ 390	~~2460~~ 360	~~720~~ 780		2	50	60	1	3	
Ramp 'E' [1]		4	200	~~1110~~ 795	~~1765~~ 4175	~~460~~ 0		2		36	4	10	
Ramp 'E-E' [1]			100	~~265~~ 330	~~530~~ 1200		75	1		6			LS
Ramp 'F' [1]		1	100	~~110~~ 120	480	~~220~~ 0		1		3	1	1	
RUSSELL ST.	5	5									5	8	
PLAN SHEET P3													
N.B.R. I-395 SPUR [1]		1	160	~~1860~~ [illegible]	~~2540~~ 1420	~~700~~ 1925		3		84	1	2	
S.B.R. I-395 SPUR [1]		1	60	~~1443~~ 235	~~1930~~ 430	~~950~~ 470		2		21	1	1	
RAMP 'E' [1]			200	~~175~~ 210	~~350~~ 505			2		6			
RAMP 'E-E' [1]			200	~~205~~ 230	~~410~~ 320			2		9			
PLAN SHEET P4													
RAMP 'E' [1]		1	400	~~677~~ 545	~~1355~~ 2075			7		27	1	2	
PLAN SHEET P5													
RUSSELL ST.	1	12									8	14	
RAMP 'E' [1]		1	100	~~25~~ 30	~~45~~ 60			1		3	1	1	
RAMP 'E-E' [1]		2	200	~~285~~ 315	~~570~~ 310			2		6	2	3	
RAMP 'F' [1]		3	300	340	1060	~~680~~ 0		3		9	3	7	
PLAN SHEET U-3	2												
PLAN SHEET U-4													
PLAN SHEET U-5													
PLAN SHEET U-6													
PLAN SHEET U-7													
PLAN SHEETS SN-1 THRU SN-3													
TOTALS (QUANTITIES) [1]	8	45	~~3745~~ 3845	~~13030~~ 5655	~~18825~~ 20990	~~6070~~ 6605	75	46	50	396	41	76	LS
TOTALS (PROPOSAL QUANTITIES) [1]	8	45	~~3800~~ 3900	~~14000~~ 5700	~~20000~~ 22000	~~6100~~ 6700	100	50	50	400	45	80	LS

LOCATION	ROADWAY LIGHT STANDARDS: 25 FOOT	ROADWAY LIGHT STANDARDS: 30 FOOT	ROADWAY LIGHT STANDARDS: 40 FOOT	JOINT USE POLE: NO. 810 (~~213~~) [1]	JOINT USE POLE: NO. 901	JOINT USE POLE: NO. 902	JOINT USE STRAIN POLE NOS. 9?3, 5?4 & ~~511~~ 257 [1]	SECURITY LIGHTING LUMINAIRE TYPE J	SECURITY LIGHTING LUMINAIRE TYPE K	ROAD LIGHTING LUMINAIRE TYPE M	ROAD LIGHTING LUMINAIRE: TYPE B - INSTALL & TEST	ROAD LIGHTING LUMINAIRE: TYPE D - INSTALL & TEST	ROAD LIGHTING LUMINAIRE: TYPE L - INSTALL & TEST	ROAD LIGHTING LUMINAIRE: TYPE M - INSTALL & TEST	SECURITY LIGHTING LUMINAIRE: TYPE J INSTALL & TEST	SECURITY LIGHTING LUMINAIRE: TYPE K INSTALL & TEST
ITEM NO.	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829
UNIT	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.	EA.
PLAN SHEET P1																
N.B.R. I-395 SPUR [1]			4								4					
S.B.R. I-395 SPUR [1]																
RAMP 'F' [1]	5											5				
FREMONT AVE. [1]																
PLAN SHEET P2																
N.B.R. I-395 SPUR [1]			3					3			3				3	
S.B.R. I-395 SPUR [1]								2							2	
Ramp 'E' [1]	2											2				
Ramp 'E-E' [1]	1											1				
Ramp 'F' [1]	1											1				
RUSSELL ST.		4		1	1	1							5			
PLAN SHEET P3																
N.B.R. I-395 SPUR [1]			1						2		1					2
S.B.R. I-395 SPUR [1]									2							2
RAMP 'E' [1]	2											2				
RAMP 'E-E' [1]	2											2				
PLAN SHEET P4																
RAMP 'E' [1]	4								3			4				3
PLAN SHEET P5																
RUSSELL ST.		4					3						5			
RAMP 'E' [1]	1											2				
RAMP 'E-E' [1]	2											2				
RAMP 'F' [1]		2								3				3		
PLAN SHEET U-3																
PLAN SHEET U-4																
PLAN SHEET U-5																
PLAN SHEET U-6																
PLAN SHEET U-7																
PLAN SHEETS SN-1 THRU SN-3																
TOTALS (QUANTITIES) [1]	20	10	8	1	1	1	3	5	7	3	8	21	10	3	5	7
TOTALS (PROPOSAL QUANTITIES) [1]	20	10	8	!	1	1	3	5	7	3	8	21	10	3	5	7

LOCATION	DECORATIVE LIGHT FIXTURE TYPE W - INSTALL & TEST	TYPE K DUCT SECTION, 8-5 IN. I.D. DUCTS - 2W x 4H	TYPE PMC DUCT SECTION 3-3 IN. I.D. DUCTS 3W x 1H & 16-5 IN. I.D. DUCTS	TYPE P DUCT SECTION 3 - 4 IN. I.D. 3W x 1H	TYPE P DUCT SECTION 3 - 3 IN. I.D. 3W x 1H	TYPE X DUCT SECTION 2 - 4 IN. I.D. 2W x 1H	TYPE X DUCT SECTION 2 - 3 IN. I.D. 2W x 1H	TYPE Y DUCT SECTION 1 - 3 IN. I.D.	3 IN. METALLIC CONDUIT AND FITTINGS	MANHOLE MECHANICAL ELECTRICAL: E-1	MANHOLE MECHANICAL ELECTRICAL: E-2	MANHOLE MECHANICAL ELECTRICAL: E-3	MANHOLE MECHANICAL ELECTRICAL: E-4 PRECAST	PROTECTIVE SLAB FOR UTILITIES	30" PRESTRESSED CONC. STEEL CYLINDER PIPE & FITTINGS	6" FIRE HYDRANT
ITEM NO.	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845
UNIT	EA.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	L.F.	EA.	EA.	EA.	EA.	LF	L.F.	EA.
PLAN SHEET P1																
N.B.R. I-395 SPUR [1]					525			40	5							
S.B.R. I-395 SPUR [1]							85		5							
RAMP 'F' [1]							550	50								
FREMONT AVE. [1]	1						150									
PLAN SHEET P2																
N.B.R. I-395 SPUR [1]					80			10								
S.B.R. I-395 SPUR [1]				50		45	120						1			
Ramp 'E' [1]							475	20								
Ramp 'E-E' [1]																
Ramp 'F' [1]							110	10								
RUSSELL ST.							670	50	~~150~~ 156 △3							
PLAN SHEET P3																
N.B.R. I-395 SPUR [1]							20		60							
S.B.R. I-395 SPUR [1]						90			60							
RAMP 'E' [1]																
RAMP 'E-E' [1]																
PLAN SHEET P4																
RAMP 'E' [1]							90	10								
PLAN SHEET P5																
RUSSELL ST.								~~750~~ 764 △3								
RAMP 'E' [1]							20	10								
RAMP 'E-E' [1]							285	20								
RAMP 'F' [1]							340	40								
PLAN SHEET U-3									197							
PLAN SHEET U-4		18	85			67		23			1	1		54	110	
PLAN SHEET U-5			171							1						1
PLAN SHEET U-6																
PLAN SHEET U-7																
PLAN SHEETS SN-1 THRU SN-3																
TOTALS (QUANTITIES) [1]	1	18	256	50	605	202	2915	~~1033~~ 1047 △3	~~477~~ 483 △3	1	1	1	1	54	110	1
TOTALS (PROPOSAL QUANTITIES) [1]	1	20	256	50	610	205	3000	1100	500	1	1	1	1	56	113	1

LOCATION	INSTALL PLUG CLAMP, CAP, OR PLUG & BUTTRESS	BULKHEAD EXISTING UTILITIES	ABANDON EXISTING SANITARY OR MECH-ELEC MANHOLE	ADJUST EXISTING UTILITY SURFACE FEATURE TO PROJECT FINISHED GRADE	REMOVE EXISTING LIGHT POLE FOUNDATION	DELINEATORS TYPE 1	DELINEATORS TYPE 2	SIGN LIGHTING SYSTEM	GUIDE SIGN PANELS SHEET ALUMINUM	GUIDE SIGN PANELS EXTRUDED ALUMINUM	STANDARD TRAFFIC SIGNS	RELOCATE PARKING LOT LIGHT, RT. OF RAMP F, STA. 4+97	STANDARD SANITARY MANHOLE	REMARKS
ITEM NO.	846	847	848	849	850	851	852	853	854	855	856	857	858	
UNIT	EA.	C.Y.	EA.	EA.	EA.	EA.	EA.	L.S.	S.F.	S.F.	EA.	EA.	L.F.	
PLAN SHEET P1														
N.B.R. I-395 SPUR [1]					2			L.S.						
S.B.R. I-395 SPUR [1]														
RAMP 'F' [1]								L.S.				1		
FREMONT AVE. [1]														
PLAN SHEET P2														
N.B.R. I-395 SPUR [1]														
S.B.R. I-395 SPUR [1]					2									
Ramp 'E' [1]					2									
Ramp 'E-E' [1]					1									
Ramp 'F' [1]														
RUSSELL ST.					5									
PLAN SHEET P3														
N.B.R. I-395 SPUR [1]					1									
S.B.R. I-395 SPUR [1]														
RAMP 'E' [1]					1									
RAMP 'E-E' [1]					1									
PLAN SHEET P4														
RAMP 'E' [1]					1									
PLAN SHEET P5														
RUSSELL ST.					5									
RAMP 'E' [1]								L.S.						
RAMP 'E-E' [1]														
RAMP 'F' [1]					1									
PLAN SHEET U-3														
PLAN SHEET U-4	3	3	8	5									28	
PLAN SHEET U-5	1	2	2	2										
PLAN SHEET U-6		1	1											
PLAN SHEET U-7		2	7											
PLAN SHEETS SN-1 THRU SN-3						30	80		18.33	~~315~~ 327.5 △3	11			
TOTALS (QUANTITIES) [1]	4	8	18	7	22	30	80	L.S.	18.33	~~315~~ 327.5 △3	11	1	28	
TOTALS (PROPOSAL QUANTITIES) [1]	6	10	18	10	22	30	80	L.S.	19	~~315~~ 328 △3	11	1	30	

REVISIONS

△3 Addendum Nº 5.... 11/6/78

[1] Revised Quant. Items 803 Thru 806... Red Line Rev. Nº 1... 6/19/79

CONSULTANT

RUMMEL, KLEPPER & KAHL
CONSULTING ENGINEERS
BALTIMORE, MARYLAND

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

I-395 SPUR
600' W. TO 600' E. OF RUSSELL ST.
TABULATION OF QUANTITIES

SCALE: ______ DATE: ______

DRAWN BY ______ DES. BY ______
TRACED BY ______ CHK. BY ______
F.A.P. NO. I-395-8(10) M-3065(4)
S.H.A. NO. BC 255-9-815 BC 231-24-815
BALTO. CITY NO. 2183

SHEET NO. Q-3 OF Q-5

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(4)	Q-5	Q-5 (133)

SUMMARY OF QUANTITIES

NO.	ITEM	UNIT	INTERSTATE	METRO	NON-PART.	QUANTITY	CONTINGENT QUANTITY	PROPOSAL QUANTITY
	UTILITY ITEMS							
801	HANDBOX FOR TRAFFIC DEVICES	EA.	2	6		8		8
802	HANDBOX FOR MECHANICAL ELECTRICAL DEVICES	EA.	10	35		45		45
803	#10 AWG TYPE THWN/THHN STRANDED COPPER WIRE	L.F.	1,565	2,180	[1]	~~3,745~~ 3845	3,900	~~3,810~~
[1] 804	#~~8~~6 AWG TYPE THWN/THHN STRANDED COPPER WIRE	L.F.	7,994	5,036	[1]	~~13,030~~ 5655	5,700	~~14,000~~
805	#4 AWG TYPE THWN/THHN STRANDED COPPER WIRE	L.F.	11,475	2,350	[1]	~~18,825~~ 20,990	22,000	~~20,000~~
[1] 806	#~~1~~2 AWG TYPE THWN/THHN STRANDED COPPER WIRE	L.F.	3,943	3,127	[1]	~~8,070~~ 6605	6,700	~~8,100~~
807	#4/0 AWG BARE STRANDED COPPER WIRE (GROUND MAT)	L.F.	75			75		100
808	FUSIBLE DISCONNECT PLUG	EA.	19	27		46		50
809	PVC CONDUIT & FITTINGS - 3 IN.	L.F.	50			50		50
810	SPLICES AND TAPS	EA.	230	166		396		400
811	GROUND ROD 3/4 IN ROUND - 10 FT. SECTION	EA.	10	31		41		45
812	MARKERS	EA.	17	59		76		80
813	DISTRIBUTION CABINET NO. 9	L.S.	L.S.			L.S.		LUMP SUM
814	ROADWAY LIGHT STANDARDS - 25 FOOT	EA.	5	15		20		20
815	ROADWAY LIGHT STANDARDS - 30 FOOT	EA.		10		10		10
816	ROADWAY LIGHT STANDARDS - 40 FOOT	EA.	8			8		8
817	JOINT USE POLE NO. ~~213~~ 810 [1]	EA.		1		1		1
818	JOINT USE POLE NO. 901	EA.		1		1		1
819	JOINT USE POLE NO. 902	EA.		1		1		1
820	JOINT USE STRAIN POLE NOS. 903, 504 & ~~511~~ 257 [1]	EA.		3		3		3
821	SECURITY LIGHTING LUMINAIRE - TYPE J	EA.	5			5		5
822	SECURITY LIGHTING LUMINAIRE - TYPE K	EA.	4	3		7		7
823	ROAD LIGHTING LUMINAIRE, TYPE M	EA.		3		3		3
824	ROAD LIGHTING LUMINAIRE, TYPE B - INSTALL & TEST	EA.	8			8		8
825	ROAD LIGHTING LUMINAIRE, TYPE D - INSTALL & TEST	EA.	5	16		21		21
826	ROAD LIGHTING LUMINAIRE, TYPE L - INSTALL & TEST	EA.		10		10		10
827	ROAD LIGHTING LUMINAIRE, TYPE M - INSTALL & TEST	EA.		3		3		3
828	SECURITY LIGHTING LUMINAIRE, TYPE J - INSTALL & TEST	EA.	5			5		5
829	SECURITY LIGHTING LUMINAIRE, TYPE K - INSTALL & TEST	EA.	4	3		7		7
830	DECORATIVE LIGHT FIXTURE - TYPE W - INSTALL & TEST	EA.		1		1		1
831	TYPE K DUCT SECTION, 8-5 IN. I.D. DUCTS - 2W x 4H	L.F.	9	9		18		20
832	TYPE PMC DUCT SECTION, 3-3 IN. I.D. DUCTS - 3W x 1H & 16-5 IN I.D. DUCTS	L.F.	128	128		256		256
833	TYPE P DUCT SECTION, 3 - 4 IN. I.D. 3W x 1H	L.F.	50			50		50
834	TYPE P DUCT SECTION, 3 - 3 IN. I.D. 3W x 1H	L.F.	430	175		605		610
835	TYPE X DUCT SECTION, 2 - 4 IN. I.D. 2W x 1H	L.F.	202			202		205
836	TYPE X DUCT SECTION, 2 - 3 IN. I.D. 2W x 1H	L.F.	503	2,412		2,915		3,000
837	TYPE Y DUCT SECTION, 1 - 3 IN. I.D.	L.F.	53	994 ~~[illegible]~~ △3		1047 ~~[illegible]~~		1,100
838	3 IN. METALLIC CONDUIT AND FITTINGS	L.F.	327	156 ~~[illegible]~~ △3		483 △3 ~~[illegible]~~		500
839	MANHOLE - MECHANICAL ELECTRICAL - E-1	EA.	1			1		1
840	MANHOLE - MECHANICAL ELECTRICAL - E-2	EA.	1			1		1
841	MANHOLE - MECHANICAL ELECTRICAL - E 3	EA.		1		1		1
842	MANHOLE - MECHANICAL ELECTRICAL - E-4 PRECAST	EA.		1		1		1
843	PROTECTIVE SLAB FOR UTILITIES	L.F.		54		54		56
844	30" PRESTRESSED CONC. STEEL CYLINDER PIPE & FITTINGS	L.F.	105	5		110		113
845	6" FIRE HYDRANT	EA.		1		1		1
846	INSTALL PLUG CLAMP, CAP, OR PLUG & BUTTRESS	EA.	2	2		4		6
847	BULKHEAD EXISTING UTILITIES	C.Y.	4	4		8		10
848	ABANDON EXISTING SANITARY OR MECH-ELEC MANHOLE	EA.	6	12		18		18
849	ADJUST EXISTING UTILITY SURFACE FEATURE TO PROJECT FINISHED GRADE	EA.	2	5		7		10
850	REMOVE EXISTING LIGHT POLE FOUNDATION	EA.	7	15		22		22
851	DELINEATORS TYPE 1	EA.	30			30		30
852	DELINEATORS TYPE 2	EA.	15	65		80		80
853	SIGN LIGHTING SYSTEM	L.S.	L.S.	L.S.		L.S.		LUMP SUM
854	GUIDE SIGN PANELS SHEET ALUMINUM	S.F.	18.33	145.50 △3		△3 18.33		△3 19
855	GUIDE SIGN PANELS EXTRUDED ALUMINUM	S.F.	182.00	~~133.00~~		327.50 ~~315.00~~		328 ~~315~~
856	STANDARD TRAFFIC SIGNS	EA.	7	4		11		11
857	RELOCATE PARKING LOT LIGHT, RT. OF RAMP F, STA. 4+97	EA.			1	1		1
858	STANDARD SANITARY MANHOLE	L.F.		28		28		30

NO.	ITEM	UNIT	INTERSTATE	METRO	NON-PART.	QUANTITY	CONTINGENT QUANTITY	PROPOSAL QUANTITY

EARTHWORK ANALYSIS

CLASS I EXCAVATION

TOTAL CLASS I EXCAVATION ~~10,878~~ C.Y. 11,695 △2

EXCAVATION AVAILABLE FOR EMBANKMENT

SELECT BORROW EXCAVATED FOR RETAINING WALLS & ABUTMENT ~~[illegible]~~ C.Y. 7503 △2
MINUS SELECT BORROW BACKFILL FOR RETAINING WALLS & ABUTMENT ~~[illegible]~~ C.Y. 4808 △2

SELECT BORROW MATERIAL AVAILABLE FOR EMBANKMENT 2,695 C.Y.
EXCAVATION TO BE WASTED (~~10,878~~ 11,695 △2 C.Y. - ~~[illegible]~~ 7,503 △2 C.Y.) 4,192 C.Y.

BORROW REQUIRED

EMBANKMENT 4,554 C.Y.
EXCAVATION AVAILABLE 0

EMBANKMENT REQUIRED 4,554 C.Y.

TOTAL BORROW EXCAVATION (15% SHRINKAGE) 5,237 C.Y.

CLASS I-A EXCAVATION

MATERIAL UNSUITABLE AS A RESULT OF PROOF ROLLING. (BELOW EXISTING GROUND IN FILLS AND BELOW SUBGRADE IN CUTS) 2,816 C.Y.

TOTAL CLASS I-A EXCAVATION 2,816 C.Y.

SELECT BORROW REQUIRED

EMBANKMENT 45,095 C.Y.
REPLACE I-A EXCAVATION 2,816 C.Y.
MINUS EXCAVATION AVAILABLE 2,695 C.Y.

EMBANKMENT REQUIRED 45,216 C.Y.

TOTAL SELECT BORROW EXCAVATION (15% SHRINKAGE) 51,998 C.Y.

EARTHWORK TABULATION

DESCRIPTION	CLASS I EXCAVATION	BORROW	SELECT BORROW	REMARKS
I-395, Sta. 181+ to 187+	1292		34,955	Preliminary Embankment (Incls. Refill For Unsuitable Material)
I-395, Sta. 181+ to 187+			2,086	Additional Fill Due To Settlement
I-395, Sta. 181+ to 187+	△2 ~~[illegible]~~* 7503			Excavation Required For Wall Construction (See Detail Sheet No. T-5)
Russell St.	790	180		
Ramp E	469	2004	5,406	
Ramp EE	241	479	2,648	
Ramp F	1400	1891		
TOTAL	△2 ~~10,878~~ 11,695 C.Y.	4,554 C.Y.	45,095 C.Y.	

*Select Borrow Material

REVISIONS
△2 Addendum Nº 3 ...... 10/23/78
△3 Addendum Nº 5 ...... 11/6/78
[1] Revised Quant. Items 803 Thru 806... Red Line Rev. Nº1... 6/19/79

CONSULTANT: RUMMEL, KLEPPER & KAHL
CONSULTING ENGINEERS
BALTIMORE, MARYLAND

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

I-395 SPUR
600' W. TO 600' E. OF RUSSELL ST.
SUMMARY OF QUANTITIES

SCALE: DATE:

DRAWN BY DES. BY
TRACED BY CHK. BY
F.A.P. NO. I-395-8(10) M-3065(4)
S.H.A. NO. BC 255-3-815 BC 231-24-815
BALTO. CITY NO. 2183

SHEET NO. Q-5 OF Q-5

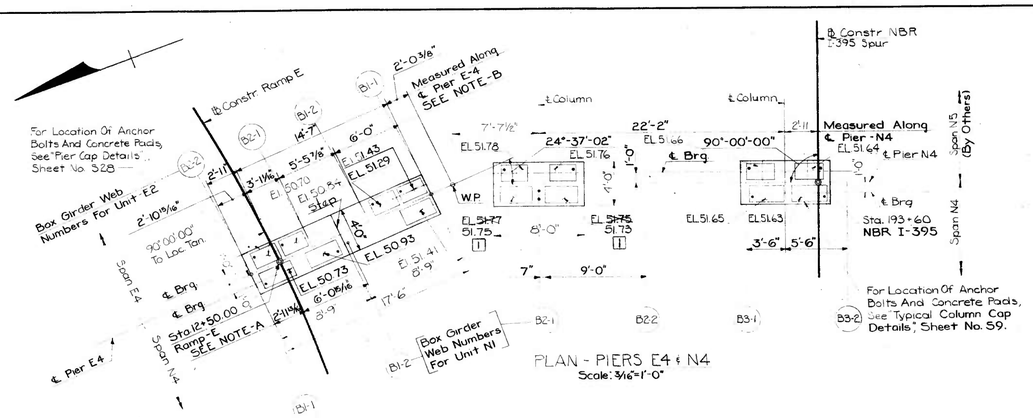
RATIO - 24

K&E BALTIMORE 10 1133 HERCULENE MC 8979

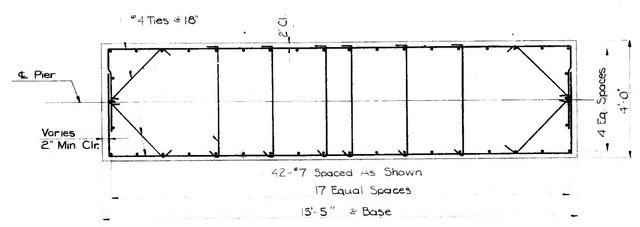
FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(4)	S10	559 133

NOTE - A
Dimensions To ℄ Webs Of Box Girder Measured Along ℄ Bearing @ Span N4. See Sheet S12 For Cross Girder & Shoe Locations & Types.

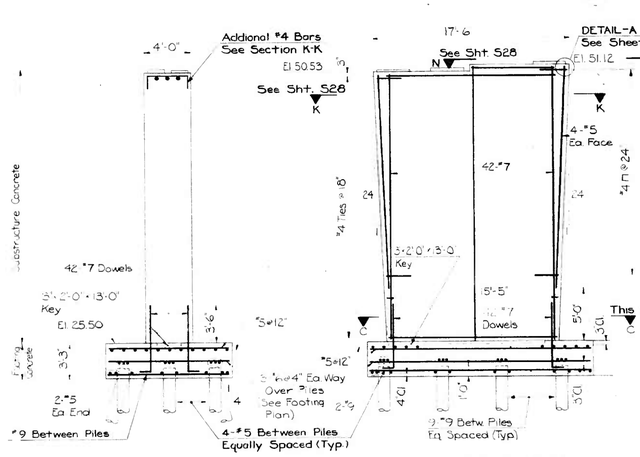
NOTE - B
Dimensions To ℄ Webs Of Box Girder Measured Along ℄ Bearing @ Span - E4



PLAN - PIERS E4 & N4
Scale: 3/16"=1'-0"

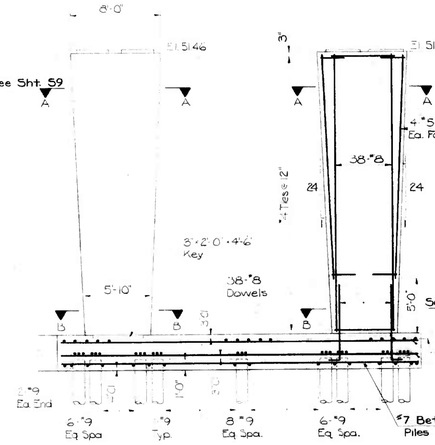


SECTION C-C
Scale: 1/2" = 1'-0"

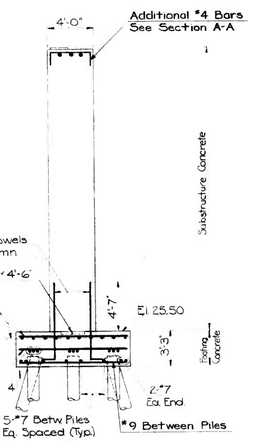


TYPICAL SECTION - PIER E4
Scale 3/16"=1'-0"

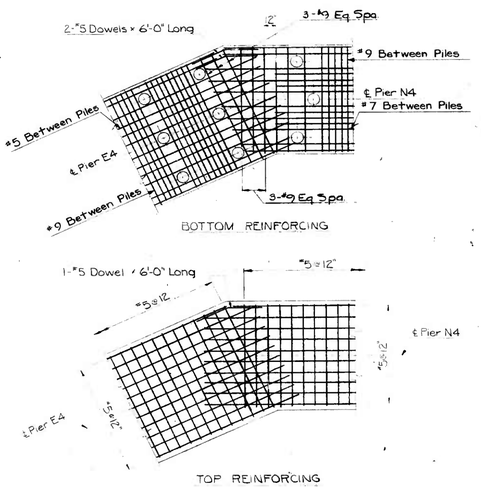
ELEVATION - PIER E4
Scale 3/16"=1'-0"



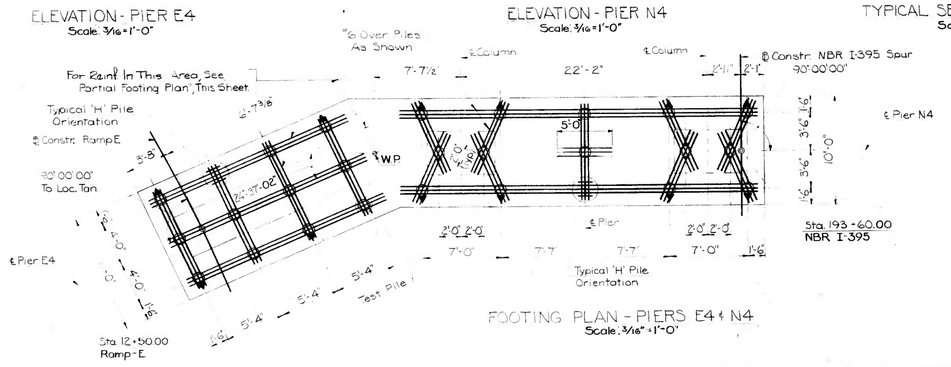
ELEVATION - PIER N4
Scale 3/16"=1'-0"



TYPICAL SECTION - PIER N4
Scale: 3/16"=1'-0"



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



FOOTING PLAN - PIERS E4 & N4
Scale: 3/16" = 1'-0"

NOTES:
1. For Sections A-A & B-B, See Sheet No. S9.
2. For Shoe Details See Sheet Nos. S41 & S42
3. Pile Symbols -
   - ⊕ Indicates Plumb Pile
   - ◯ Indicates Pile Battered 1:4
   - ▼ In Direction Shown
4. See Sheet No. S18 For Pad Detail, Pile Reinforcing Detail & Pile Types.

REVISIONS	CONSULTANT
1 Revised Top Of Pier Elev. 6/19/79	RUMMEL, KLEPPER & KAHL CONSULTING ENGINEERS BALTIMORE, MARYLAND

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

I-395 SPUR
600' W. TO 600' E. OF RUSSELL ST.
N. B. R. PIERS NO. N4 & E4

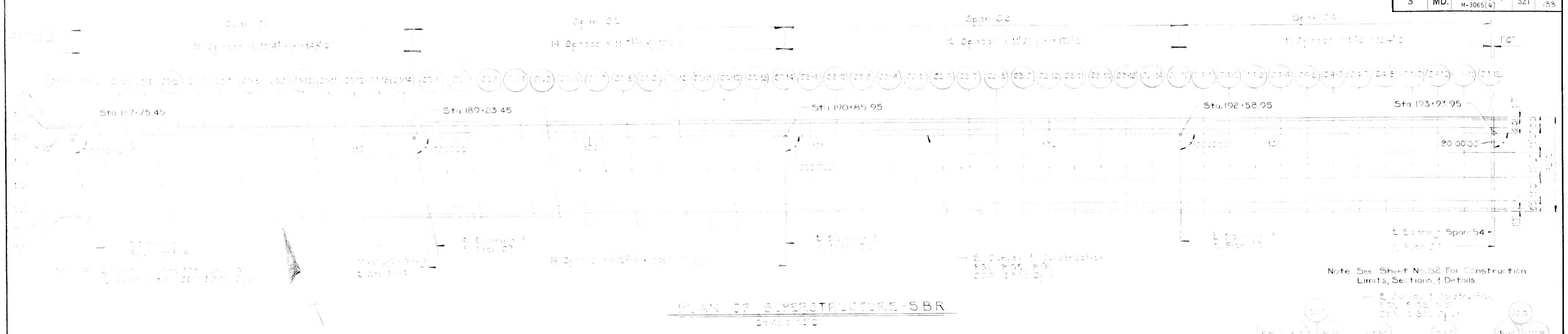
SCALE: AS NOTED DATE: AUGUST, 1978

DRAWN BY H.J.F. DES. BY T.V.R.
TRACED BY H.J.F. CHK. BY

F.A.P. NO.	I-395-8(10)	M-3065(4)
S.H.A. NO.	BC 755-9-815	BC 231-24-815
BALTO. CITY NO.	2183	

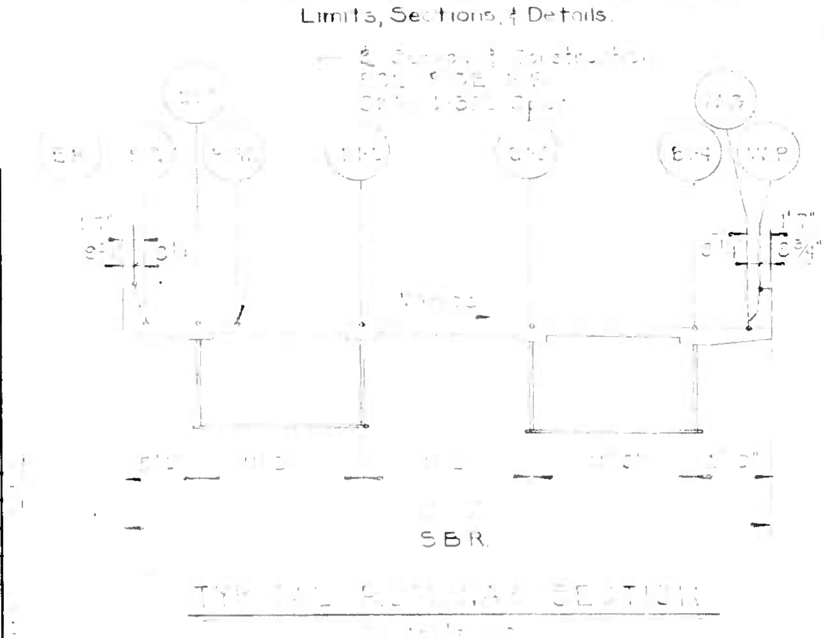
SHEET NO. S10 OF S59

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(4)	S21	559 133



PLAN OF SUPERSTRUCTURE - S.B.R.

Note: See Sheet No. S2 For Construction Limits, Sections, & Details.



ELEVATION SCHEDULE - SBR

		S1-1	S1-2	S1-3	S1-4	S1-5	S1-6	S1-7	S1-8	S1-9	S1-10	S1-11	S1-12	S1-13	S1-14
E.P.	Finished Grade	56.28	56.60	56.90	57.20	57.48	57.76	58.02	58.27	58.50	58.73	58.95	59.15	59.35	59.53
E.G.	Finished Grade	53.45	53.77	54.07	54.37	54.65	54.93	55.19	55.44	55.67	55.90	56.12	56.32	56.52	56.70
B1-1	Station	187+74.95	187+86.33	187+97.72	188+09.10	188+20.48	188+31.87	188+43.25	188+54.64	188+66.02	188+77.41	188+88.79	189+00.18	189+11.56	189+22.95
	P.G.L. Elevation	53.53	53.83	54.13	54.41	54.69	54.95	55.20	55.44	55.67	55.90	56.11	56.31	56.49	56.67
	Finished Grade	53.50	53.81	54.11	54.40	54.68	54.95	55.20	55.45	55.68	55.90	56.12	56.32	56.51	56.69
P.GE	Finished Grade	53.54	53.84	54.14	54.42	54.70	54.96	55.21	55.45	55.68	55.91	56.12	56.31	56.50	56.68
B1-2	Station	187+77.08	187+88.47	187+99.85	188+11.24	188+22.62	188+34.01	188+45.39	188+56.78	188+68.16	188+79.55	188+90.93	189+02.32	189+13.70	189+25.08
	P.G.L. Elevation	53.58	53.89	54.18	54.46	54.74	55.00	55.25	55.49	55.72	55.94	56.14	56.34	56.53	56.71
	Finished Grade	53.66	53.95	54.22	54.50	54.75	55.00	55.24	55.48	55.70	55.91	56.11	56.30	56.48	56.65
B2-1	Station	187+79.26	187+90.64	188+02.02	188+13.41	188+24.79	188+36.18	188+47.56	188+58.95	188+70.33	188+81.72	188+92.10	189+04.49	189+15.87	189+27.26
	P.G.L. Elevation	53.64	53.94	54.24	54.52	54.79	55.05	55.29	55.53	55.76	55.98	56.18	56.38	56.56	56.74
	Finished Grade	53.81	54.08	54.34	54.59	54.82	55.05	55.28	55.50	55.71	55.91	56.10	56.28	56.44	56.60
B2-2	Station	187+81.39	187+92.75	188+04.16	188+15.55	188+26.93	188+38.32	188+49.70	188+61.09	188+72.47	188+83.85	188+95.24	189+06.62	189+18.01	189+29.39
	P.G.L. Elevation	53.70	54.00	54.29	54.57	54.84	55.09	55.34	55.58	55.80	56.02	56.22	56.41	56.60	56.77
	Finished Grade	53.95	54.20	54.44	54.67	54.89	55.09	55.31	55.52	55.72	55.91	56.08	56.25	56.40	56.55
W.G.	Finished Grade	53.99	54.23	54.47	54.69	54.90	55.11	55.32	55.53	55.72	55.90	56.08	56.24	56.39	56.53
W.P.	Finished Grade	56.82	57.06	57.30	57.52	57.73	57.94	58.16	58.36	58.56	58.74	58.91	59.07	59.23	59.37

		S2-1	S2-2	S2-3	S2-4	S2-5	S2-6	S2-7	S2-8	S2-9	S2-10	S2-11	S2-12	S2-13	S2-14
E.P.	Finished Grade	59.71	58.88	60.04	60.18	60.32	60.44	60.55	60.65	60.74	60.82	60.88	60.93	60.97	61.00
E.G.	Finished Grade	56.88	57.05	57.21	57.35	57.48	57.61	57.72	57.82	57.91	57.99	58.05	58.10	58.13	58.16
B1-1	Station	189+34.59	189+46.23	189+57.88	189+69.52	189+81.16	189+92.81	190+04.45	190+16.09	190+27.73	190+39.38	190+51.02	190+62.66	190+74.31	190+85.95
	P.G.L. Elevation	56.84	57.01	57.15	57.29	57.42	57.54	57.64	57.74	57.82	57.89	57.95	58.00	58.04	58.07
	Finished Grade	56.86	57.03	57.18	57.32	57.45	57.57	57.68	57.77	57.86	57.93	57.99	58.04	58.08	58.11
P.GE	Finished Grade	56.85	57.01	57.16	57.30	57.42	57.54	57.64	57.74	57.82	57.89	57.95	58.00	58.04	58.07
B1-2	Station	189+36.57	189+48.07	189+59.56	189+71.05	189+82.54	189+94.03	190+05.52	190+17.01	190+28.50	190+39.99	190+51.48	190+62.97	190+74.46	190+85.95
	P.G.L. Elevation	56.87	57.03	57.18	57.31	57.43	57.55	57.65	57.74	57.82	57.89	57.95	58.00	58.04	58.07
	Finished Grade	56.81	56.96	57.09	57.22	57.34	57.44	57.54	57.62	57.70	57.76	57.82	57.87	57.90	57.93
B2-1	Station	189+38.59	189+49.93	189+61.26	189+72.60	189+83.93	189+95.27	190+06.60	190+17.94	190+29.27	190+40.61	190+51.94	190+63.28	190+74.62	190+85.95
	P.G.L. Elevation	56.90	57.05	57.20	57.33	57.45	57.56	57.66	57.75	57.83	57.90	57.96	58.00	58.04	58.07
	Finished Grade	56.74	56.88	57.00	57.12	57.22	57.31	57.40	57.47	57.53	57.58	57.64	57.69	57.73	57.75
B2-2	Station	189+40.58	189+51.76	169+62.94	189+74.12	169+85.31	189+96.49	190+07.67	190+18.85	190+30.04	190+41.22	190+52.40	190+63.59	190+74.77	190+85.95
	P.G.L. Elevation	56.93	57.08	57.22	57.34	57.46	57.57	57.57	57.67	57.76	57.83	57.90	57.96	58.00	58.04
	Finished Grade	56.68	56.80	56.91	57.01	57.10	57.18	57.26	57.32	57.37	57.41	57.47	57.51	57.55	57.58
W.G.	Finished Grade	56.66	56.78	56.88	56.98	57.07	57.14	57.21	57.27	57.31	57.36	57.41	57.46	57.50	57.52
W.P.	Finished Grade	59.49	59.61	59.72	59.81	59.90	59.98	60.04	60.10	60.15	60.19	60.25	60.29	60.33	61:01

ELEVATION SCHEDULE - S.B.R.

S3-1	S3-2	S3-3	S3-4	S3-5	S3-6	S3-7	S3-8	S3-9	S3-10	S3-11	S3-12	S3-13	S3-14	S3-15		
61.01	61.02	61.03	61.00	60.97	60.93	60.88	60.82	60.77	60.71	60.65	60.59	60.53	60.48	60.42	Finished Grade	E.P.
[illegible]	58.18	58.18	58.16	58.13	58.10	58.05	57.99	57.93	57.87	57.82	57.76	57.70	57.64	57.59	Finished Grade	E.G.
190+97.48	191+09.02	191+20.55	191+32.08	191+43.62	191+55.15	191+66.68	191+78.22	191+89.75	192+01.28	192+12.82	192+24.35	192+35.88	192+47.42	192+58.95	Station	B1-1
58.08	58.09	58.08	58.07	58.04	58.00	57.95	57.89	57.84	57.78	57.72	57.66	57.61	57.55	57.49	P.G.L. Elevation	
[illegible]	58.13	58.12	58.11	58.08	58.04	57.99	57.94	57.88	57.82	57.76	57.70	57.65	57.59	57.53	Finished Grade	
58.08	58.09	58.08	58.07	58.04	58.00	57.95	57.89	57.84	57.78	57.72	57.66	57.61	57.55	57.49	Finished Grade	P.GE
190+97.48	191+09.02	191+20.55	191+32.08	191+43.62	191+55.15	191+66.68	191+78.22	191+89.75	192+01.28	192+12.82	192+24.35	192+35.88	192+47.42	192+58.95	Station	B1-2
58.08	58.09	58.08	58.07	58.04	58.00	57.95	57.89	57.84	57.78	57.72	57.66	57.61	57.55	57.49	P.G.L. Elevation	
[illegible]	[illegible]	57.95	57.93	57.90	57.87	57.82	57.76	57.70	57.64	57.59	57.53	57.47	57.41	57.36	Finished Grade	
190+97.48	191+09.02	191+20.55	191+32.08	191+43.62	191+55.15	191+66.68	191+78.22	191+89.75	192+01.28	192+12.82	192+24.35	192+35.88	192+47.42	192+58.95	Station	B2-1
58.08	58.09	58.08	58.07	58.04	58.00	57.95	57.89	57.84	57.78	57.72	57.66	57.61	57.55	57.49	P.G.L. Elevation	
[illegible]	[illegible]	57.77	57.75	57.73	57.69	57.64	57.58	57.52	57.47	57.41	57.35	57.29	57.23	57.18	Finished Grade	
190+97.48	191+09.02	191+20.55	191+32.08	191+43.62	191+55.15	191+66.68	191+78.22	191+89.75	192+01.28	192+12.82	192+24.35	192+35.88	192+47.42	192+58.95	Station	B2-2
58.08	58.09	58.08	58.07	58.04	58.00	57.95	57.89	57.84	57.78	57.72	57.66	57.61	57.55	57.49	P.G.L. Elevation	
[illegible]	57.60	57.59	57.58	57.55	57.51	57.46	57.40	57.35	57.29	57.23	57.17	57.12	57.06	57.00	Finished Grade	
[illegible]	[illegible]	57.54	57.52	57.49	57.46	57.41	57.35	57.29	57.23	57.18	57.12	57.06	57.00	56.95	Finished Grade	W.G.
[illegible]	[illegible]	60.37	60.36	[illegible]	60.29	60.24	60.18	60.13	60.07	60.01	59.95	59.89	59.84	59.78	Finished Grade	W.P.

S4-1	S4-2	S4-3	S4-4	S4-5	S4-6	S4-7	S4-8	S4-9	S4-10	S4-11	S4-12		
60.36	60.31	60.25	60.20	60.14	60.08	60.03	59.97	59.92	59.87	59.83	59.78	Finished Grade	E.P.
57.53	57.47	57.42	57.36	57.31	57.25	57.20	57.14	57.08	57.04	56.99	56.95	Finished Grade	E.G.
192+70.12	192+81.28	192+92.45	193+03.62	193+14.78	193+25.95	193+37.12	193+48.28	193+59.45	193+70.62	193+81.78	193+92.95	Station	B1-1
57.43	57.38	57.32	57.27	57.21	57.16	57.10	57.04	56.99	56.93	56.88	56.82	P.G.L. Elevation	
57.48	57.42	57.36	57.31	57.25	57.20	57.14	57.08	57.03	56.98	56.93	56.87	Finished Grade	
57.43	57.38	57.32	57.27	57.21	57.16	57.10	57.04	56.99	56.93	56.88	56.82	Finished Grade	P.GE
192+70.12	192+81.28	192+92.45	193+03.62	193+14.78	193+25.95	193+37.12	193+48.28	193+59.45	193+70.62	193+81.78	193+92.95	Station	B1-2
57.43	57.38	57.32	57.27	57.21	57.16	57.10	57.04	56.99	56.93	56.88	56.82	P.G.L. Elevation	
57.30	57.24	57.19	57.13	57.08	57.02	56.96	56.91	56.85	56.79	56.71	56.64	Finished Grade	
192+70.12	192+81.28	192+92.45	193+03.62	193+14.78	193+25.95	193+37.12	193+48.28	193+59.45	193+70.62	193+81.78	193+92.95	Station	B2-1
57.43	57.38	57.32	57.27	57.21	57.16	57.10	57.04	56.99	56.93	56.88	56.82	P.G.L. Elevation	
57.12	57.07	57.01	56.95	56.90	56.84	56.79	56.73	56.67	56.59	56.50	56.41	Finished Grade	
192+70.12	192+81.28	192+92.45	193+03.62	193+14.78	193+25.95	193+37.12	193+48.28	193+59.45	193+70.62	193+81.78	193+92.95	Station	B2-2
57.43	57.38	57.32	57.27	57.21	57.16	57.10	57.04	56.99	56.93	56.88	56.82	P.G.L. Elevation	
56.95	56.89	56.83	56.78	56.72	56.67	56.61	56.55	56.50	56.40	56.29	56.17	Finished Grade	
56.89	56.83	56.78	56.72	56.67	56.61	56.56	56.50	56.44	56.34	56.22	56.10	Finished Grade	W.G.
59.72	59.67	59.61	59.56	59.50	59.44	59.39	59.33	59.28	59.17	59.05	58.93	Finished Grade	W.P.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	RUMMEL KLEPPER & KAHL CONSULTING ENGINEERS BALTIMORE MARYLAND	I-395 SPUR 600' W. TO 600' E. OF RUSSELL ST. S.B.R. SUPERSTRUCTURE ELEVATIONS
		DRAWN BY M.F.D. DES. BY T.A.S. TRACED BY M.F.D. CHK. BY
		F.A.P. NO. SHEET NO.

RATIO - 24

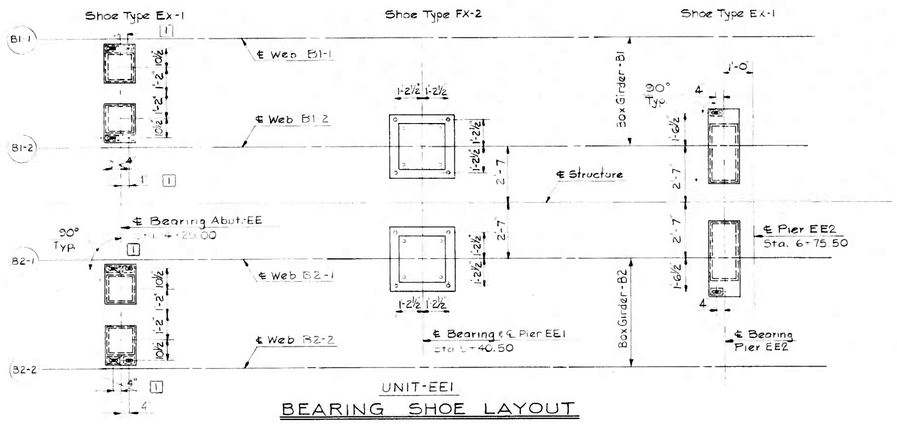
FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(4)	S25	S59 133

DEFLECTION SCHEDULE UNIT EE1

DESCRIPTION	BOX WEB NO.	SPAN EE1										SPAN EE2									
		℄ BEARING ABUT. EE	1/10 PT.	1/5 PT.	3/10 PT.	2/5 PT.	1/2 PT.	3/5 PT.	7/10 PT.	4/5 PT.	9/10 PT.	℄ BEARING PIER NO. EE1	1/10 PT.	1/5 PT.	3/10 PT.	2/5 PT.	1/2 PT.	3/5 PT.	7/10 PT.	4/5 PT.	9/10 PT.	℄ BEARING PIER NO. EE2
DEFLECTION DUE TO DEAD LOAD OF STEEL BOX GIRDERS	B1-1	0	1/8	3/16	1/4	1/4	1/4	3/16	1/16	0	0	0	1/16	1/4	7/16	9/16	11/16	3/4	11/16	1/2	1/4	0
	B1-2	0	1/8	3/16	1/4	1/4	1/4	3/16	1/16	0	0	0	1/16	1/4	7/16	9/16	11/16	3/4	11/16	1/2	1/4	0
	B2-1	0	1/8	3/16	1/4	1/4	1/4	3/16	1/16	0	0	0	1/16	1/4	7/16	9/16	11/16	3/4	11/16	1/2	1/4	0
	B2-2	0	1/8	3/16	1/4	1/4	1/4	3/16	1/16	0	0	0	1/16	1/4	7/16	9/16	11/16	3/4	11/16	1/2	1/4	0
DEFLECTION DUE TO DEAD LOAD OF CONCRETE ROADWAY SLAB	B1-1	0	3/8	11/16	13/16	7/8	3/4	9/16	5/16	1/16	-1/16	0	5/16	13/16	1 7/16	2 1/16	2 7/16	2 9/16	2 5/16	1 3/4	15/16	0
	B1-2	0	3/8	11/16	13/16	7/8	3/4	9/16	5/16	1/16	-1/16	0	5/16	13/16	1 7/16	2 1/16	2 7/16	2 9/16	2 5/16	1 3/4	15/16	0
	B2-1	0	3/8	11/16	13/16	7/8	3/4	9/16	5/16	1/16	-1/16	0	5/16	13/16	1 7/16	2 1/16	2 7/16	2 9/16	2 5/16	1 3/4	15/16	0
	B2-2	0	3/8	11/16	13/16	7/8	3/4	9/16	5/16	1/16	-1/16	0	5/16	13/16	1 7/16	2 1/16	2 1/16	2 9/16	2 5/16	1 3/4	15/16	0
DEFLECTION DUE TO DEAD LOAD OF CONCRETE PARAPETS STAY-IN-PLACE STEEL FORMS AND FUTURE WEARING SURFACE	B1-1	0	1/8	3/16	1/4	1/4	1/4	3/16	1/8	1/16	0	0	1/8	1/4	7/16	5/16	11/16	11/16	5/8	1/2	1/4	0
	B1-2	0	1/8	3/16	1/4	1/4	1/4	3/16	1/8	1/16	0	0	1/8	1/4	7/16	5/16	11/16	11/16	5/8	1/2	1/4	0
	B2-1	0	1/8	3/16	1/4	1/4	1/4	3/16	1/8	1/16	0	0	1/8	1/4	7/16	9/16	11/16	11/16	5/8	1/2	1/4	0
	B2-2	0	1/8	3/16	1/4	1/4	1/4	3/16	1/8	1/16	0	0	1/8	1/4	7/16	9/16	11/16	11/16	5/8	1/2	1/4	0
DEFLECTION DUE TO DEAD LOAD OF CONCRETE OVERLAY	B1-1	0	0	1/16	1/16	1/16	1/16	1/16	0	0	0	0	0	1/16	1/8	3/16	3/16	3/16	3/16	1/8	1/16	0
	B1-2	0	0	1/16	1/16	1/16	1/16	1/16	0	0	0	0	0	1/16	1/8	3/16	3/16	3/16	3/16	1/8	1/16	0
	B2-1	0	0	1/16	1/16	1/16	1/16	1/16	0	0	0	0	0	1/16	1/8	3/16	3/16	3/16	3/16	1/8	1/16	0
	B2-2	0	0	1/16	1/16	1/16	1/16	1/16	0	0	0	0	0	1/16	1/8	3/16	3/16	3/16	3/16	1/8	1/16	0
DEFLECTION DUE TO TOTAL DEAD LOAD	B1-1	0	5/8	1 1/8	1 3/8	1 7/16	1 5/16	1	1 2	1/8	-1/16	0	1/2	1 3/8	2 7/16	3 3/8	4	4 3/16	3 3/16	2 7/8	1 1/2	0
	B1-2	0	5/8	1 1/8	1 3/8	1 7/16	1 5/16	1	1/2	1/8	-1/16	0	1/2	1 3/8	2 7/16	3 3/8	4	4 3/16	3 3/16	2 7/8	1 1/2	0
	B2-1	0	5/8	1 1/8	1 3/8	1 7/16	1 5/16	1	1/2	1/8	-1/16	0	1/2	1 3/8	2 7/16	3 3/8	4	4 3/16	3 3/16	2 7/8	1 1/2	0
	B2-2	0	5/8	1 1/8	1 3/8	1 7/16	1 5/16	1	1/2	1/8	-1/16	0	1/2	1 3/8	2 7/16	3 3/8	4	4 3/16	3 3/16	2 7/8	1 1/2	0
VERTICAL CURVE CORRECTION	B1-1	0	-1/4	-1/2	-5/8	-13/16	-1 1/16	-1 1/16	-11/16	-13/16	-5/8	0	2 5/8	5 1/16	7 7/16	9	9 5/8	9 1/4	8 1/16	6 1/8	3 1/2	0
	B1-2	0	-1/4	-3/8	-5/8	-3/4	-13/16	-15/16	-13/16	-13/16	-1/2	0	2 5/8	5 3/16	7 9/16	9 1/8	9 13/16	9 1/2	8 1/4	6 1/4	3 5/8	0
	B2-1	0	0	-1/8	-1/4	-3/8	-1/2	-5/8	-3/4	-5/8	-1/4	0	2 1/2	4 15/16	7 1/16	9 1/4	9 13/16	9 3/4	8 1/2	6 1/2	3 3/4	0
	B2-2	0	0	-1/8	-1/8	-1/8	-1/4	-1/4	-3/8	-1/4	-1/8	0	2 5/8	5 1/4	7 13/16	9 3/8	10 1/16	9 15/16	8 3/4	6 3/4	3 3/4	0
TOTAL DEAD LOAD DEFLECTION PLUS VERTICAL CURVE CORRECTION	B1-1	0	3/8	5/8	3/4	5/8	1/8	-7/16	-13/16	-11/16	-11/16	0	3 1/8	6 1/16	9 1/8	12 3/8	13 5/8	13 1/16	11 7/8	9	5	0
	B1-2	0	3/8	3/4	3/4	11/16	1/2	1/16	-11/16	-11/16	-9/16	0	3 1/8	6 9/16	10	12 1/2	13 13/16	13 11/16	12 1/16	9 1/8	5 1/8	0
	B2-1	0	5/8	1	1/8	1 1/16	1 3/16	3/8	-1/4	-1/2	-5/16	0	3	6 5/16	10 1/8	12 5/8	13 13/16	13 15/16	12 5/16	9 3/8	5 1/4	0
	B2-2	0	5/8	1	1 1/4	1 5/16	1 1/16	3/4	-1/8	-1/8	-3/16	0	3 1/8	6 5/8	10 1/4	12 3/4	14 1/16	14 1/8	12 9/16	9 5/8	5 1/4	0

NOTES:

1. DIMENSIONS GIVEN IN SCHEDULE ARE MINIMUM AND IN INCHES.
2. ALL BOX GIRDERS SHALL BE CAMBERED FOR TOTAL DEAD LOAD DEFLECTION PLUS VERTICAL CURVE CORRECTION AS SHOWN IN THE SCHEDULE. THE CAMBER TOLERANCE IS NOTHING UNDER TO ONE HALF (1/2) INCH OVER.
3. ALL DEFLECTIONS AND VERTICAL CURVE CORRECTIONS GIVEN IN SCHEDULE WERE CALCULATED ALONG A STRAIGHT LINE BETWEEN ADJACENT SUPPORTS.



UNIT-EE1

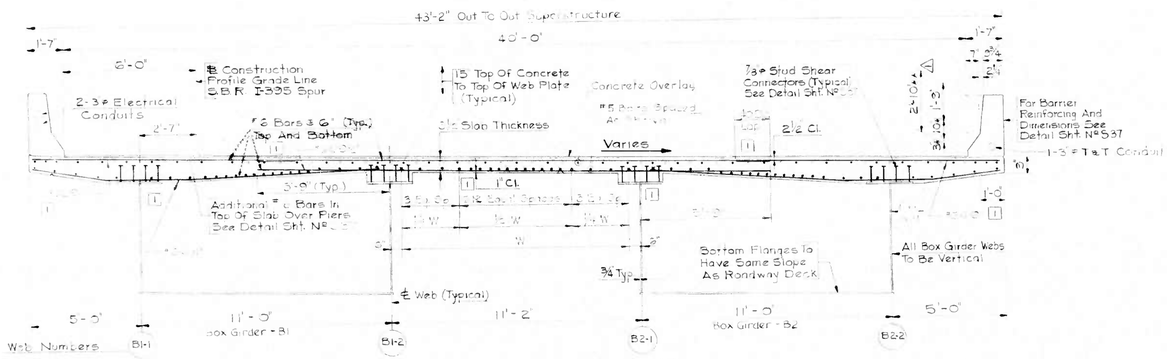
BEARING SHOE LAYOUT

No Scale

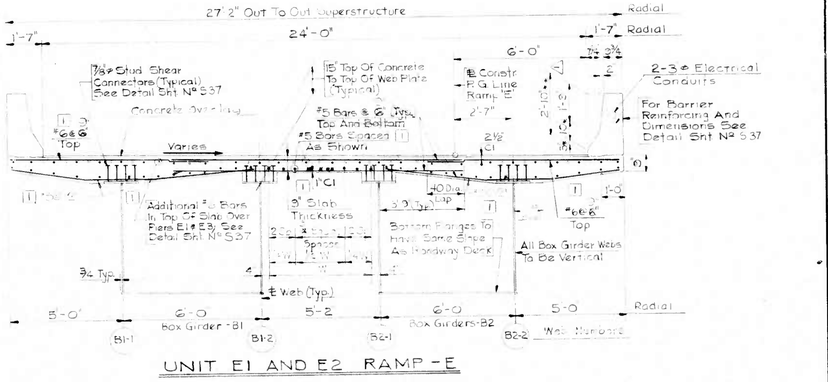
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY		
[1] Revised Location Of Slope At Abut EE 6/19/73	RUMMEL, KLEPPER & KAHL CONSULTING ENGINEERS BALTIMORE MARYLAND	I-395 SPUR 600' W. TO 600' E. OF RUSSELL ST. RAMP EE DEFLECTION SCHEDULE & BEARING SHOE LOCATION PLAN	DRAWN BY W.F.B. TRACED BY W.F.B. DES BY T.H.Y. CHK BY	SHEET NO. S25 OF S59
		SCALE: AS NOTED DATE: AUGUST, 1973	F.A.P. NO. I-395-8(10) M-3065(4) S.H.A. NO. BC 255-9-815 BC 231-24-815 BALTO. CITY NO. 2183	

RATIO - 24

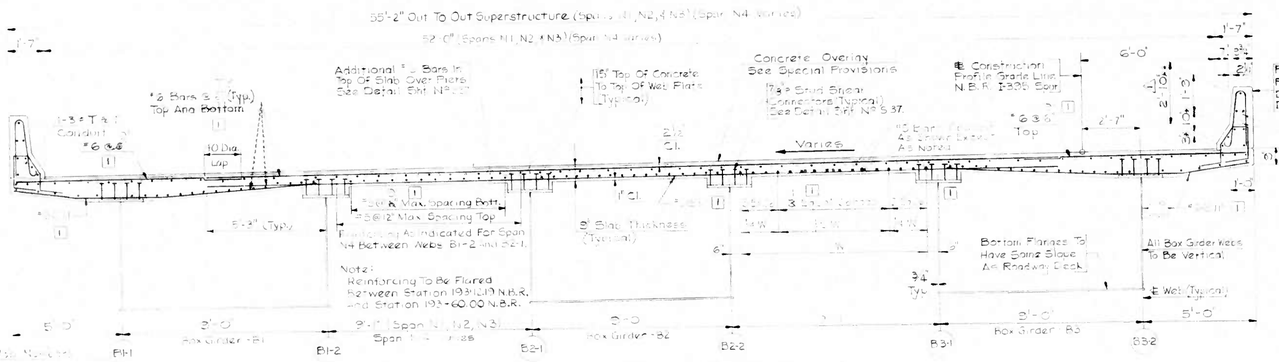
FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(4)	S33	139



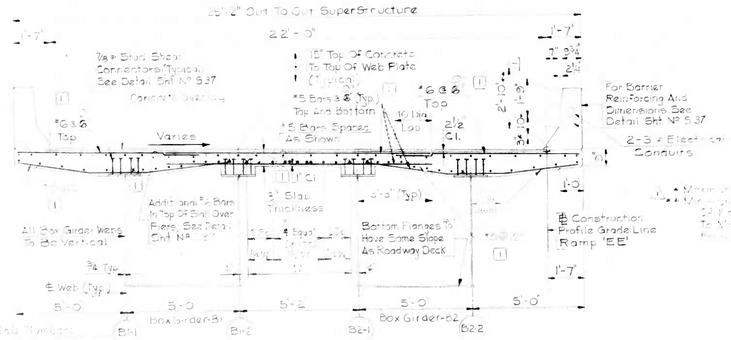
UNIT S1 S.B.R. I-395 SPUR



UNIT E1 AND E2 RAMP - E



UNIT N1 N.B.R. I-395 SPUR



UNIT EE-1 RAMP-EE

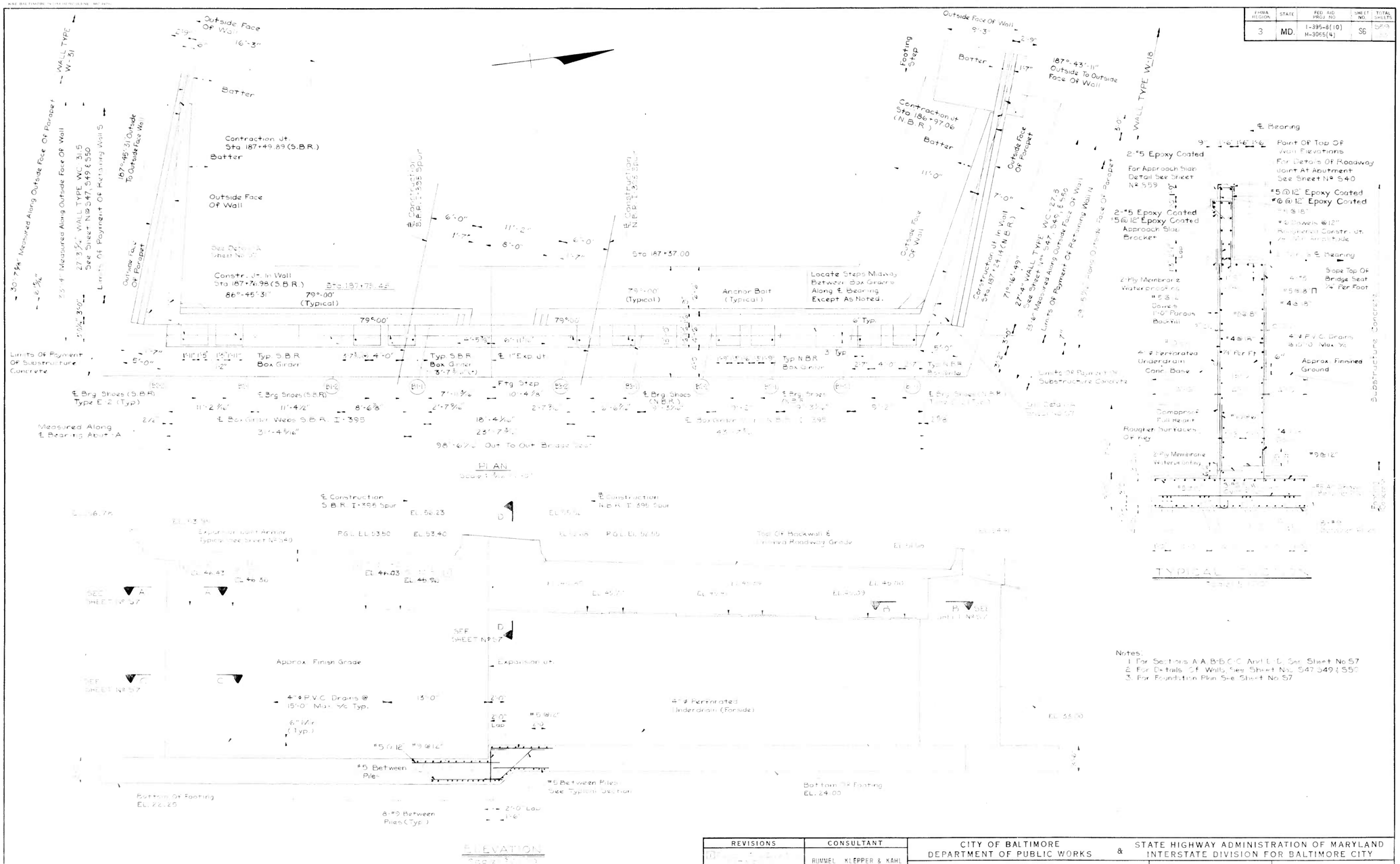
TOLERANCE FOR REINFORCING IN TOP OF DECK SLAB

No Scale

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
Approach L (0.1 mi.) Ramp "EE"	RUMMEL KLEPPER & KAHL CONSULTING ENGINEERS BALTIMORE MARYLAND	I-395 SPUR 600' W. TO 600' E. OF RUSSELL ST. TYPICAL CROSS SECTIONS
		DRAWN BY W.G.B. TRACED BY W.G.B. DES. BY T.H.Y. CHK. BY
		SCALE 1/8" = 1'-0" DATE
		F.A.P. NO. I-395-8(10) M-3065(4) SHEET NO.
		S.H.A. NO. BC 255-9-815 BC 231-24-815 S33 OF 139
		RAILTO CITY NO. 2183

RATIO - 24

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(4)	56	59

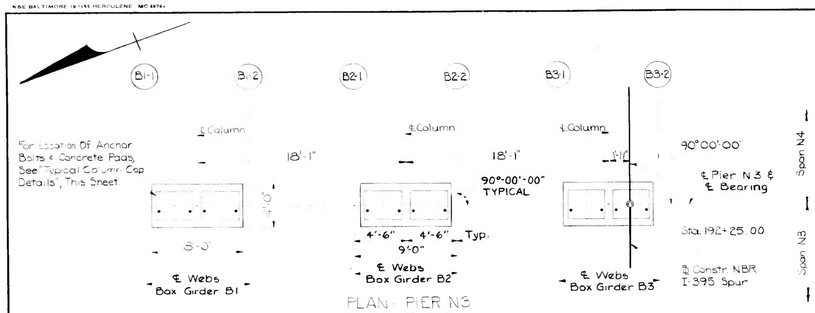


REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY		
NO. DATE BY	RUMMEL KLEPPER & KAHL CONSULTING ENGINEERS BALTIMORE MARYLAND	I-395 SPUR 400' W. TO 600' E. OF RUSSELL ST. ABUTMENT "A" - PLAN & ELEVATION	DRAWN BY J.L.S. TRACED BY J.L.S.	DES. BY T.H.Y. CHK. BY
		SCALE AS NOTED DATE	F.A.P. NO. I-395-4(10) M-3065(4) S.H.A. NO. BC 250-3-816 BC 251-24-816 BALTO. CITY NO. 2193	SHEET NO. 56 OF 550

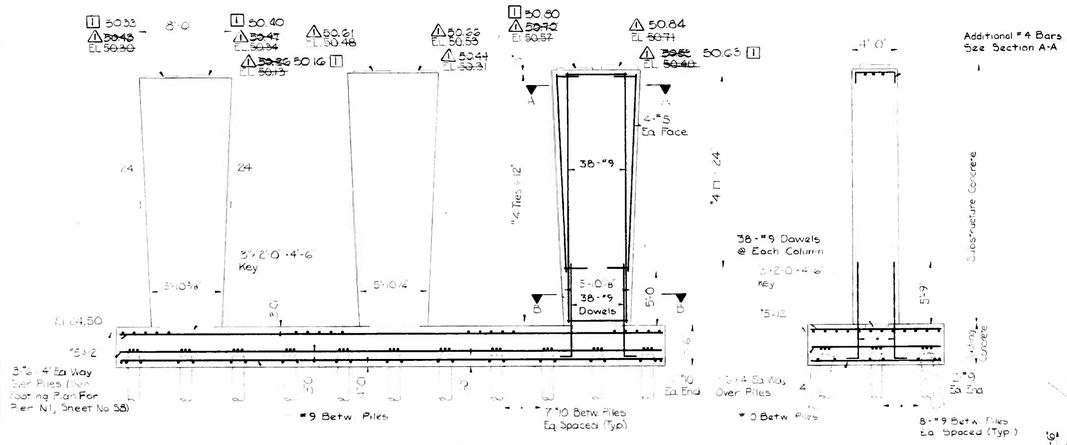
RATIO - 24

N.B.E. BALTIMORE 19193 HERCULENE MC 4974

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(4)	S9	559 133

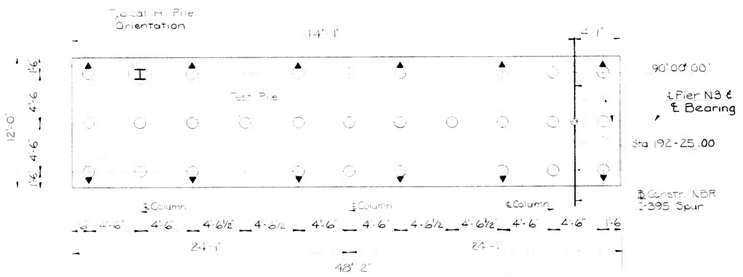


PLAN - PIER N3
Scale 3/16" = 1'-0"

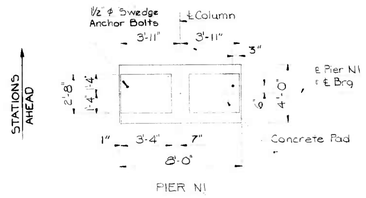


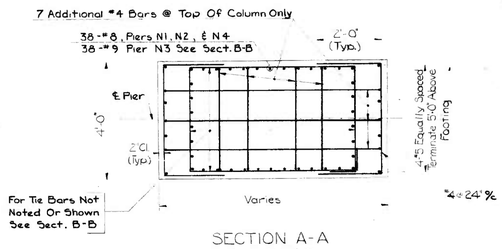
ELEVATION - PIER N3
Scale : 3/16" = 1'-0"

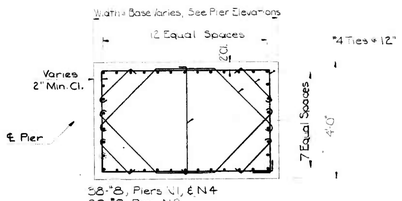
TYPICAL SECTION - PIER N3
Scale : 3/16" = 1'-0"

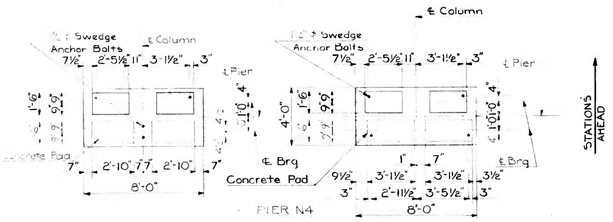


FOOTING PLAN - PIER N3
Scale : 3/16" = 1'-0"









TYPICAL COLUMN CAP DETAILS
Scale: ¾" = 1'-0"

NOTES:
1. Pile Symbols -
   - Indicates Plumb Pile
   - Indicates Pile Battered 1:4
   - In direction shown.
2. For Pile Reinforcing Detail, See Sheet No. S18.
3. For Anchor Bolt Detail, See Sheet Nos. S41 & S42.
4. For Reinforcing in Concrete Pads, See Sheet No. S18.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY		
⚠ Addendum #2 10-6-78 1 Revised Top Of Pier Elevations 6/1979	RUMMEL, KLEPPER & KAHL CONSULTING ENGINEERS BALTIMORE, MARYLAND	I-395 SPUR 600' W. TO 600' E. OF RUSSELL ST. N.B.R. PIER NO. N3 & DETAILS	DRAWN BY H.J.F. DES. BY T.V.R. TRACED BY H.J.F. CHK. BY	
		SCALE: AS NOTED DATE: AUGUST, 1978	F.A.P. NO. I-395-8(10) M-3065(4) S.H.A. NO. BC 255-9-815 BC 231-24-815 BALTO. CITY NO. 2183	SHEET NO. S9 OF S59

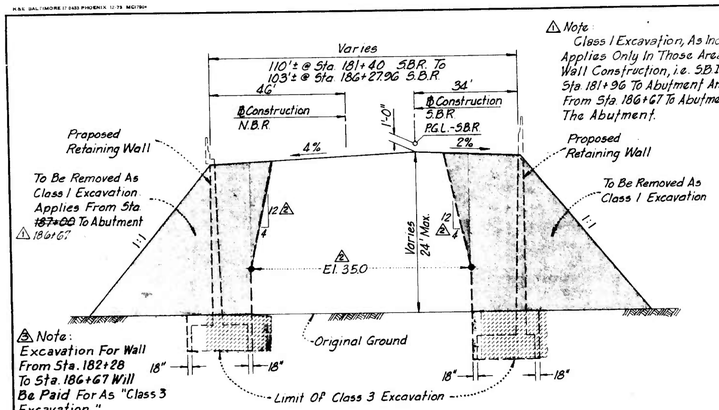
RATIO - 24

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-3065(4)	T-2	T-10 (133)

INDEX OF DRAWINGS

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
[1] Red Line Revision No 1 6/19/79	RUMMEL, KLEPPER & KAHL CONSULTING ENGINEERS BALTIMORE, MARYLAND	I-395 SPUR 600' W. TO 600' E. OF RUSSELL ST. INDEX OF DRAWINGS
		SCALE: _____ DATE: _____
		DRAWN BY C.E.B. DES. BY HMH TRACED BY C.E.B. CHK. BY HMH
		F.A.P. NO. I-395-8(10) M-3065(4) S.H.A. NO. BC 255-9-315 BC 201-24-815 BALTO. CITY NO. 2183
		SHEET NO. T-2 OF T-10

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	I-395-8(10) M-306.5(4)	T-5	T-10 (1.33)



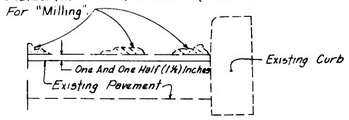
⚠ Note:
Class 1 Excavation, As Indicated, Applies Only In Those Areas Requiring Wall Construction, i.e. S.B.T. 395 From Sta. 181+96 To Abutment And N.B.T. 395 From Sta. 186+67 To Abutment, And At The Abutment.

⚠ Note:
Excavation For Wall From Sta. 182+28 To Sta. 186+67 Will Be Paid For As "Class 3 Excavation."

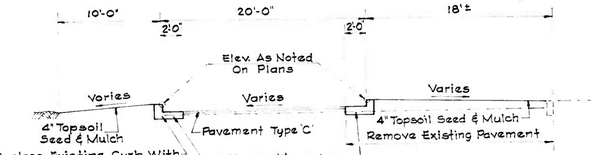
EMBANKMENT CONSTRUCTION
Sta. 181+ To Sta. 187+

NO SCALE

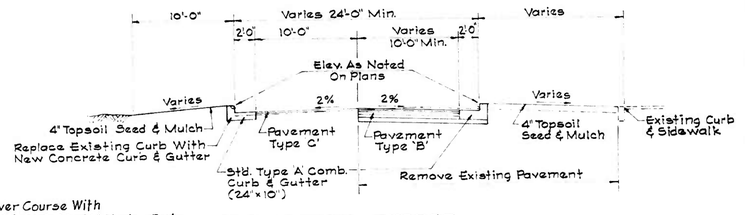
Note:
Existing Excess Bituminous Material Build Up Shall Be Removed During "Milling". Cost Of Removing Excess Shall Be Considered Incidental To Cost Bid Per Square Yard For "Milling"



EXCESS REMOVAL DETAIL

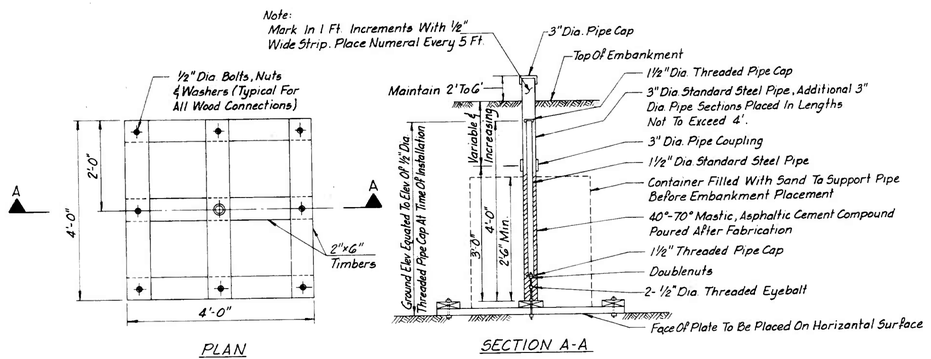


1 WARNER STREET
SCALE: 1"=6'-0"



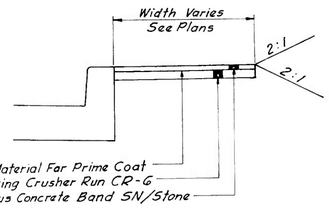
1 HENRIETTA STREET
SCALE: 1"=6'-0"

Note:
Mark In 1 Ft. Increments With ½" Wide Strip. Place Numeral Every 5 Ft.



SETTLEMENT PLATE

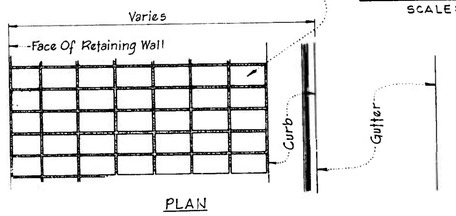
NO SCALE



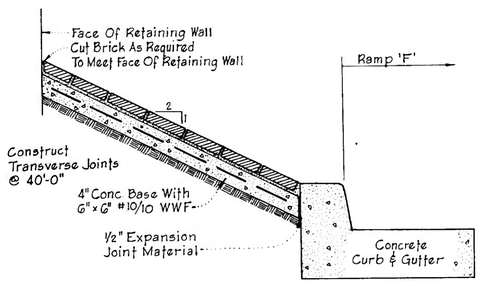
TEMPORARY SIDEWALK DETAIL

NO SCALE

7 Brick Paver Course With Mortared Joints Set In ¾" Mortar Bed



PLAN



SECTION

BRICK PAVING DETAIL

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
⚠ Addendum No 2... 10/6/78 ⚠ Addendum No 3... 10/23/78 ⚠ Addendum No 5... 11/6/78 1 Added Typ Sections, Red Line Rev No 1... 6/19/79	RUMMEL, KLEPPER & KAHL CONSULTING ENGINEERS	I-395 SPUR 600' W. TO 600' E. OF RUSSELL ST. MISCELLANEOUS DETAILS SCALE: AS NOTED DATE:	DRAWN BY: WRH DES. BY: ERS TRACED BY: WRH CHK. BY: HMH F.A.P. NO. I-395-8(10) M-306.5(4) S.H.A. NO. BC 255-9-BR BC 231-24-BR BALTO. CITY NO. 2183 SHEET NO. T-5 OF T-10