



FACTUAL REPORT OF INVESTIGATION
FACTUAL REPORT ATTACHMENT

ATTACHMENT: Highway Plans

Woodlawn, MD

HWY23FH010

(97 pages)

STATE HIGHWAY ADMINISTRATION

S.H.A. CONTRACT NO. – BA0065172 FEDERAL AID PROJECT NO. – AC-NHPP-695-6(385)N I-695 FROM I-70 TO MD 43 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO) DESIGN-BUILD

INDEX OF SHEETS
SEE SHEET 2

GEOMETRIC DESIGN CRITERIA

THIS PROJECT WAS DESIGNED IN ACCORDANCE WITH THE 2018 PUBLICATION OF AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS."

STANDARD SPECIFICATIONS BOOK, BOOK OF STANDARDS AND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)

ALL WORK ON THIS PROJECT SHALL CONFORM TO: THE MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION (MDOT SHA) SPECIFICATIONS ENTITLED "STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS" DATED JULY 2019 REVISIONS THEREOF OR ADDITIONS THERETO; THE SPECIAL PROVISIONS INCLUDED IN THE INVITATION FOR BIDS BOOK; THE ADMINISTRATION'S "BOOK OF STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES" AND THE LATEST ADOPTED MUTCD.

RIGHT OF WAY

RIGHT OF WAY AND EASEMENT LINES SHOWN ON THESE PLANS ARE FOR ASSISTANCE IN INTERPRETING THE PLANS. THEY ARE NOT OFFICIAL FOR OFFICIAL FEE RIGHT OF WAY AND EASEMENT INFORMATION. SEE APPROPRIATE RIGHT OF WAY PLATS.

UTILITIES

THE LOCATION OF UTILITIES SHOWN ON THE PLANS ARE FOR INFORMATION AND GUIDANCE ONLY. NO GUARANTEE IS MADE OF THE ACCURACY OF SAID LOCATIONS.

ADA COMPLIANCE

THE DESIGN OF THIS PROJECT HAS INCORPORATED FACILITIES TO ACCOMMODATE PERSONS WITH DISABILITIES IN COMPLIANCE WITH STATE AND FEDERAL REQUIREMENTS.

ENVIRONMENTAL INFORMATION

ALL STORMWATER MANAGEMENT FACILITIES CONSTRUCTED FOR THIS CONTRACT SHALL BE INSPECTED AND MAINTAINED IN ACCORDANCE WITH THE MDOT SHA BEST MANAGEMENT PRACTICES (BMP) INSPECTION AND REMEDIATION PROGRAM.

STANDARD STABILIZATION NOTE:

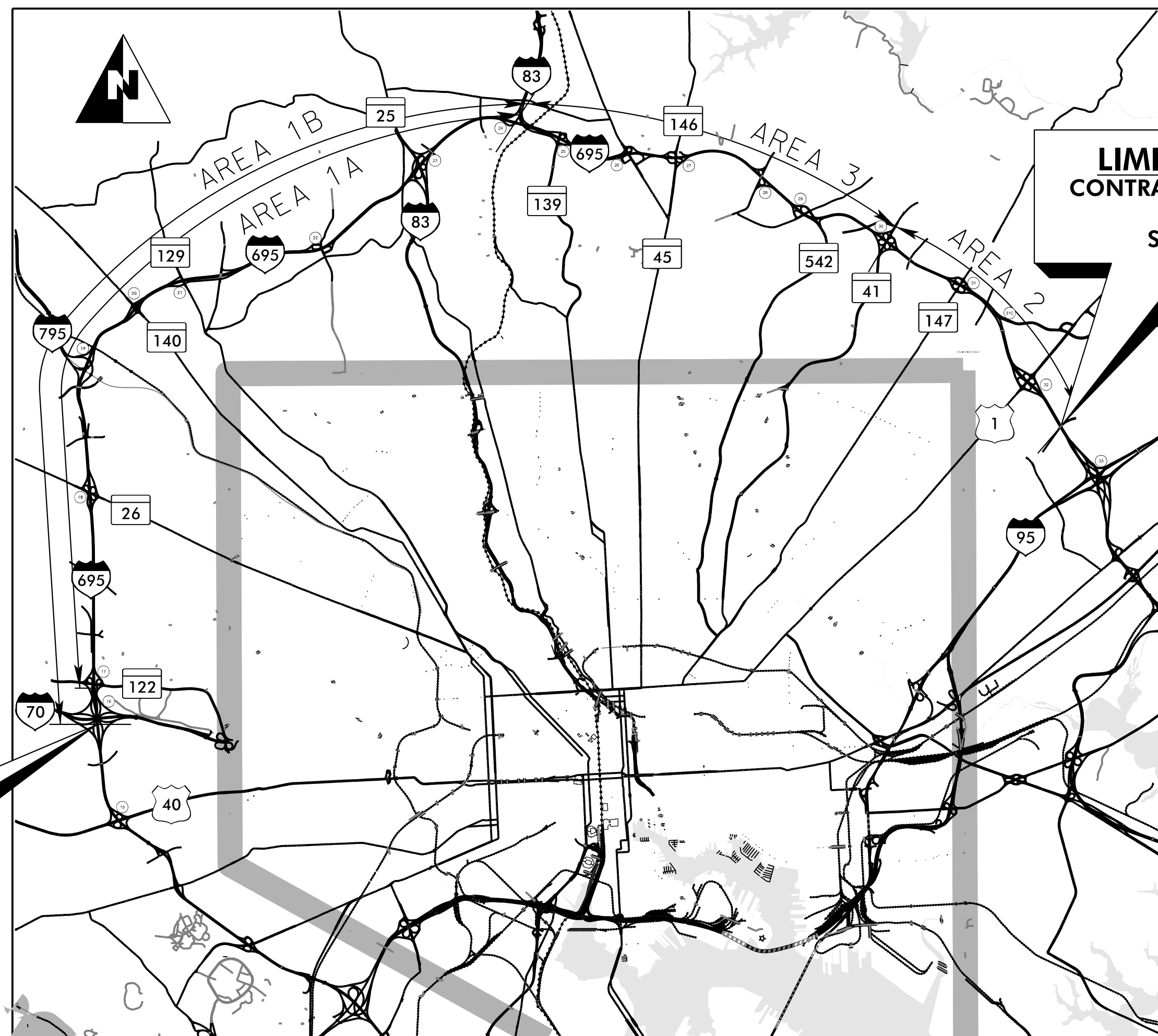
FOLLOWING INITIAL SOIL DISTURBANCE OR REDISTURBANCE, PERMANENT OR TEMPORARY STABILIZATION SHALL BE COMPLETED WITHIN THREE (3) CALENDAR DAYS AS TO THE SURFACE OF ALL PERIMETER CONTROLS, DIKES, SWALES, DITCHES, PERIMETER SLOPES, AND ALL SLOPES GREATER THAN 3 HORIZONTAL TO 1 VERTICAL (3:1), AND SEVEN DAYS (7) AS TO ALL OTHER DISTURBED OR GRADED AREAS ON THE PROJECT SITE.

OWNERS / DEVELOPERS CERTIFICATION:

I / WE HEREBY CERTIFY THAT ANY CLEARING, GRADING, CONSTRUCTION AND/OR DEVELOPMENT WILL BE DONE PURSUANT TO THIS PLAN, AND THAT ANY RESPONSIBLE PERSONNEL INVOLVED IN THE CONSTRUCTION PROJECT WILL HAVE A CERTIFICATE OF ATTENDANCE AT A MARYLAND DEPARTMENT OF THE ENVIRONMENT (MDE) APPROVED TRAINING PROGRAM FOR THE CONTROL OF SEDIMENT AND EROSION BEFORE BEGINNING THE PROJECT. I HEREBY AUTHORIZE THE RIGHT OF ENTRY FOR PERIODIC ON-SITE EVALUATION BY MDE COMPLIANCE INSPECTORS.

EXISTING STRUCTURES PLANS

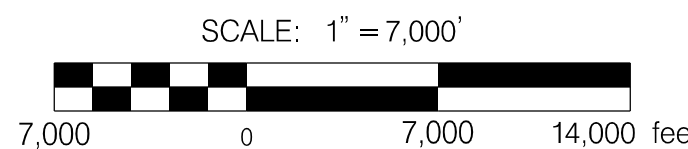
FOR THE CONVENIENCE AND INFORMATION OF BIDDERS, PRINTS OF PLANS OF EXISTING PERTINENT STRUCTURE(S) ARE INCLUDED WITH THIS CONTRACT. NO RESPONSIBILITY FOR THEIR ACCURACY OR COMPLETENESS IS ASSUMED BY THE MDOT SHA. DIMENSIONS, DETAILS, ETC., AS SHOWN THEREON MAY NOT BE AS BUILT.



LIMIT OF WORK INFORMATION
AREA 1A: 5183+00 TO 5775+00 (OUTER LOOP ONLY)
AREA 1B: 5135+00 TO 5775+00
AREA 2: 6063+00 TO 6251+00
AREA 3: 5775+00 TO 6063+00

HORIZONTAL DATUM	NAD 83 /2011
VERTICAL DATUM	NAVD 88

LIMIT OF WORK
CONTRACT NO. BA0065172
I-695
STA. 5135+00



BALTIMORE COUNTY LENGTH OF PROJECT: RTE. I-695 = 21.1 MILES

STORMWATER AND SEDIMENT CONTROL FINAL APPROVAL	MODIFICATIONS
APPROVED _____ DATE _____	
DIVISION CHIEF, PLAN REVIEW DIVISION	
PRD NO.: 20-PR-0038 EXPIRATION DATE: _____	

DESIGN DESIGNATION			
	I-695	ROADWAY	I-695 RAMPS
ROADWAY	I-695	ROADWAY	I-695 RAMPS
ROADWAY LENGTH (MILES)	21.1	ROADWAY LENGTH (MILES)	N/A
CONTROL YEARS	2040	CONTROL YEARS	2040
AVERAGE DAILY TRAFFIC (A.D.T.)	213,225	AVERAGE DAILY TRAFFIC (A.D.T.)	N/A
DESIGN HOURLY VOLUME (D.H.V.)	7%	DESIGN HOURLY VOLUME (D.H.V.)	N/A
DIRECTIONAL DISTRIBUTION	53%	DIRECTIONAL DISTRIBUTION	N/A
% TRUCKS (A.D.T.)	9%	% TRUCKS (A.D.T.)	N/A
% TRUCKS (D.H.V.)	7%	% TRUCKS (D.H.V.)	N/A
FUNCTIONAL CLASSIFICATION	URBAN INTERSTATE	FUNCTIONAL CLASSIFICATION	N/A
CONTROL OF ACCESS	FULL	CONTROL OF ACCESS	FULL
INTENSITY OF DEVELOPMENT	URBAN	INTENSITY OF DEVELOPMENT	URBAN
TERRAIN	ROLLING	TERRAIN	ROLLING
MAXIMUM SUPERELEVATION	6%	MAXIMUM SUPERELEVATION	8%
DESIGN SPEED (M. P. H.)	55	DESIGN SPEED (M. P. H.)	45 (30 FOR LOOPS)
ANTICIPATED POSTED SPEED (M. P. H.)	55	ANTICIPATED POSTED SPEED (M. P. H.)	N/A

SURVEY BOOK NUMBERS	RIGHT OF WAY PLAT NUMBERS	REVISIONS
20282		NOTE: SEE SHEET NO. 2 FOR LIST OF REVISED SHEET NUMBERS
32062		
32071		
25230		
25250		
24985		
25704		
32077		
32055		
32056		
32068		
32063		

PLAN ACCEPTED

THESE PLANS REFER TO:
SUBMITTAL 022 - FINAL ROADWAY & SWM - AREA 1B

*NOTE
ACCEPTANCE OF THESE PLANS BY THE ADMINISTRATION SHALL NOT RELIEVE THE DESIGN-BUILDER OF THEIR RESPONSIBILITY TO COORDINATE ALL DESIGN AND CONSTRUCTION ACTIVITIES TO ENSURE COMPLIANCE WITH THE CONTRACT REQUIREMENTS. IN SIGNING, SEALING AND SUBMITTING ANY SEGMENT OF THE COMPLETE PROJECT PLANS FOR DESIGN, THE DESIGN-BUILD TEAM SHALL BE RESPONSIBLE FOR ANY CHANGES NECESSARY TO ADDRESS COMMENTS ON FUTURE PLAN SUBMITTALS.

PLAN ACCEPTED FOR CONSTRUCTION

9/12/22
DATE

RK&K Rummel, Klepper & Kahl, LLP
700 EAST PRATT STREET | BALTIMORE, MD 21202
SUITE 500
PH: (410) 728-2900



SHEET NOS. AND OTHER CLARIFICATIONS

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
 MD LICENSE NO. 40794 EXPIRATION DATE: 06-16-2023

ABBREVIATIONS

AASHTO _____ American Association of State Highway Transportation Officials	HDWL _____ Headwall	RW or R/W _____ Right of Way
ADT _____ Average Daily Traffic	HERCP _____ Horizontal Elliptical Reinforced Concrete Pipe	RCP _____ Reinforced Concrete Pipe
AHD _____ Ahead	HP _____ High Point	RCPP _____ Reinforced Concrete Pressure Pipe
APPROX. _____ Approximate	IN _____ Inch	R.Q.D. _____ Rock Quality Designation
B or B/L _____ Baseline	I.S.T. _____ Inlet Sediment Trap	R.M. _____ Rootmat
BK _____ Back /Book	INV. _____ Invert	S _____ South
BIT _____ Bituminous	J.B. _____ Junction Box	SAN. _____ Sanitary Sewer
B.C. _____ Bituminous Concrete	K _____ K Inlet	SB or S/B _____ Southbound
B.M. _____ Bench Mark	L _____ Length	S.D. _____ Storm Drain
BOT. _____ Bottom	LF _____ Linear Feet	S.D.D. _____ Surface Drain Ditch
C.C. _____ Center of Curve	L.L. _____ Liquid Limit	S/E _____ Super Elevation
CAP _____ Corrugated Aluminum Pipe	LP _____ Low Point	SF _____ Silt Fence
CAPA _____ Corrugated Aluminum Pipe Arch	LP _____ Light Pole	SF _____ Square Feet
CATV _____ Cable Television	LT. _____ Left	SHT. _____ Sheet
C.B.R. _____ California Bearing Ratio	MAC. _____ Macadam	SPP _____ Structural Steel Plate Pipe
C or C/L _____ Centerline	M.C. _____ Moisture Content	SPPA _____ Structural Steel Plate Pipe Arch
CL _____ Class	MAX. _____ Maximum	S.P.T. _____ Standard Penetration Testing
CLF _____ Chainlink Fence	M.D.D. _____ Maximum Dry Content	SRP _____ Steel Spiral Rib Pipe -
CMP _____ Corrugated Metal Pipe	MOD. _____ Modified	Aluminized Type 2
C.O. _____ Cleanout	MIN. _____ Minimum	SRPA _____ Steel Spiral Rib Pipe Arch -
COMB. _____ Combination	N _____ North	Aluminized Type 2
CONC. _____ Concrete	NB _____ Northbound	SSD _____ Stopping Sight Distance
CONSTR. _____ Construction	NE _____ Northeast	SSF _____ Super Silt Fence
COR. _____ Corner	N.P. _____ Non-Plastic	STD. _____ Standard
CORR. _____ Correction	O.C. _____ On Center	STA. _____ Station
CPP-S _____ Corrugated Polyethylene Pipe - Type 'S'	OHE _____ Overhead Electric	SO. _____ Single Opening
CSP _____ Corrugated Steel Pipe - Aluminized Type 2	O.M. _____ Optimum Moisture	SY _____ Square Yards
CSPA _____ Corrugated Steel Pipe Arch -	PAV T. _____ Pavement	SWM _____ Stormwater Management
Aluminized Type 2	PC _____ Point of Curvature	T _____ Tangent
DC _____ Degree of Curve	PCC _____ Point of Compound Curvature	T _____ Telephone
D.H.V. _____ Design Hourly Volume	P/C _____ Point of Crown	T.C. _____ Top of Cover
D.I. _____ Drop Inlet	P/GE _____ Profile Grade Elevation	T.G. _____ Top of Grate
DIA. _____ Diameter	P.G.E. _____ Profile Ground Elevation	T or TL _____ Traverse Line
D.O. _____ Double Opening	P.G.L. _____ Profile Grade Line	T.M. _____ Top of Manhole
E _____ East	P/GL _____ Profile Ground Line	TRAV. _____ Traverse
E _____ Electric	P/R _____ Point of Rotation	TS _____ Temporary Swale
E _____ External Distance	P.I. _____ Plasticity Index	T.S. _____ Top of Slab
EA _____ Each	PI _____ Point of Intersection	T.S. _____ Topsoil
EB _____ Eastbound	POC _____ Point On Curve	TYP. _____ Typical
ELEV _____ Elevation	POT _____ Point On Tangent	U.D. _____ Under Drain
ES _____ End Section	PPWP _____ Polyvinyl Chloride Profile Wall Pipe	U.G. _____ Underground
EX or EXIST _____ Existing	PROP _____ Proposed	U.P. _____ Utility Pole
FT _____ Feet	PRC _____ Point of Reverse Curve	USDA _____ United States Department
F or FL _____ Flowline	PT _____ Point	of Agriculture
F.B.D. _____ Flat Bottom Ditch	PT _____ Point of Tangency	VCL _____ Vertical Clearance
F.H. _____ Fire Hydrant	PVC _____ Point of Vertical Curve	V.C.L. _____ Vertical Curve Length
FWD. _____ Forward	PVC _____ Polyvinyl Chloride	W _____ Water
G _____ Gas	PVI _____ Point of Vertical Intersection	W _____ West
G.V. _____ Gas Valve	PVRC _____ Point of Vertical Reverse Curve	WB _____ Westbound
H.B. _____ Handbox	PVT _____ Point of Vertical Tangency	WB _____ Wetland Buffer
HDPE _____ High Density Polyethylene	R _____ Radius	W.M. _____ Water Meter
	R.F. _____ Rock Fragments	W.S. _____ Wrapped Steel
	RT _____ Right	WUS _____ Waters of the United States
		W.V. _____ Water Valve

INDEX OF SHEETS

SHEET NO.	DWG. NO.	TITLE
1	-	TITLE SHEET
2	GN-01	GENERAL NOTES, ABBREVIATIONS, CONVENTIONAL SIGNS & INDEX
3-12	TS-01 - TS-10	TYPICAL SECTIONS
13-19	SE-01 - SE-07	SUPERELEVATIONS
20-21	DE-01 - DE-02	PAVEMENT DETAIL PLANS
22	DE-03	ITS & SWM MAINTENANCE ACCESS
23-28	DE-04 - DE-09	CONCRETE TRAFFIC BARRIER OVERLAY & TRANSITION DETAILS
29	GS-00	GEOMETRY LAYOUT PLAN
30-52	GS-01 - GS-23	GEOMETRY PLANS
53	LA-01	ROADWAY LAYOUT PLAN
54-112	PS-03 - PS-61	ROADWAY PLANS
113-172	PR-01 - PR-60	ROADWAY PROFILE PLANS
173-179	DD-01 - DD-07	DRAINAGE DETAIL PLANS
180-200	DP-01 - DP-21	DRAINAGE PROFILE PLANS
201-222	DS-01 - DS-22	DRAINAGE SCHEDULES
223-234	SW-01 - SW-12	STORMWATER MANAGEMENT PLANS AND AS-BUILT INFORMATION
235	MT-01	TEMPORARY TRAFFIC CONTROL GENERAL NOTES & SEQUENCE OF CONSTRUCTION
236	MT-02	TEMPORARY TRAFFIC CONTROL DETAILS
237	MT-03	TEMPORARY TRAFFIC CONTROL LAYOUT PLAN
238-324	MT-04 - MT-91	TEMPORARY TRAFFIC CONTROL PLANS
325-337	MT-92 - MT-103	TEMPORARY TRAFFIC CONTROL ADVANCED WARNING SIGN PLANS
338	EN-01	EROSION AND SEDIMENT CONTROL GENERAL NOTES
339-341	ED-01 - ED-03	EROSION AND SEDIMENT CONTROL DETAILS
342-409	ES-03 - ES-61	EROSION AND SEDIMENT CONTROL PLANS

INDEX NOTE

THE FOLLOWING SHEETS HAVE BEEN INTENTIONALLY LEFT OUT OF THE PLAN SET AND WILL BE ADDED VIA FUTURE REDLINE:

- o DRAWING PS-23; SHEET 74
- o DRAWING PS-28; SHEET 79
- o DRAWING PS-29; SHEET 80
- o DRAWING PS-30; SHEET 81
- o DRAWING PS-31; SHEET 82
- o DRAWING PS-42; SHEET 93
- o DRAWING PS-48; SHEET 99
- o DRAWING SW-06; SHEET 228
- o DRAWING ES-23; SHEET 371
- o DRAWING ES-28; SHEET 376
- o DRAWING ES-29; SHEET 377
- o DRAWING ES-30; SHEET 378
- o DRAWING ES-31; SHEET 379
- o DRAWING ES-42; SHEET 390
- o DRAWING ES-48; SHEET 396

GENERAL NOTES

- ALL EXISTING STORM DRAIN STRUCTURES, SEWER MANHOLES, VALVE BOXES, VAULTS, ETC. SHALL BE ADJUSTED BY THE CONTRACTOR TO MEET THE FINISHED GRADE ELEVATION, UNLESS THESE APPURTENANCES ARE ABANDONED OR REMOVED UNDER THIS CONTRACT.
- THE EXISTING UTILITIES AND OBSTRUCTIONS SHOWN ON THESE PLANS ARE FROM THE BEST AVAILABLE RECORDS AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY ALL UTILITY OWNERS CONCERNED AND MISS UTILITY PRIOR TO CONSTRUCTION ACTIVITIES.
- THE CONTRACTOR SHALL PROTECT AND NOT INTERRUPT EXISTING UTILITY SERVICES UNLESS OTHERWISE NOTED ON THE PLANS OR AUTHORIZED BY THE ENGINEER. SEE UTILITY STATEMENT.
- THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT THE SAFETY OF THE PUBLIC AND ALL WORKERS IS MAINTAINED AT ALL TIMES THROUGHOUT THE TERM OF THE CONTRACT. MOTORISTS SHALL BE GUIDED IN A CLEAR AND POSITIVE MANNER WHILE APPROACHING AND PASSING THROUGH CONSTRUCTION WORK AND EQUIPMENT AREAS.
- HORIZONTAL & VERTICAL CONTROL: THE LOCATION AND ELEVATION OF BENCH MARKS ARE SHOWN ON THE PLANS. ALL ELEVATIONS ARE IN FEET AND ARE BASED ON THE NAVD 88 & NAD 83 / 2011.
- WHERE REFERENCE IS MADE TO STANDARD PLATES, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE IN HIS POSSESSION THE LATEST UP-TO-DATE STANDARD PLATES AS OF THE DATE OF ADVERTISEMENT OF THESE PLANS. STANDARD PLATES ARE AVAILABLE AT WWW.ROADS.MARYLAND.GOV.
- REPAIRS TO UTILITIES OR PROPERTY DAMAGE AS A RESULT OF CONTRACTOR'S NEGLIGENCE OR METHOD OF OPERATION SHALL BE MADE AT NO ADDITIONAL COST TO THE ADMINISTRATION OR THE OWNER.
- MATERIAL REMOVED DURING CONSTRUCTION SHALL BECOME THE CONTRACTOR'S PROPERTY UNLESS OTHERWISE NOTED ON THE PLANS OR IN THE SPECIAL PROVISIONS.
- THE CONTRACTOR SHALL RESET ANY SIGN POSTS TO FACILITATE THE WORK, EXCEPT WHERE SPECIFIED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- SEVERAL PROPOSED DRAINAGE STRUCTURES AND PIPES WILL CONNECT TO EXISTING STORM DRAIN STRUCTURES AND PIPES. THE CONTRACTOR SHALL FIELD VERIFY INVERTS PRIOR TO ORDERING, FABRICATING OR CONSTRUCTING PROPOSED STORM DRAIN STRUCTURES.
- NO INSTREAM WORK IS PERMITTED IN USE IV STREAMS DURING THE PERIOD OF MARCH 1 THROUGH MAY 31, INCLUSIVE, DURING ANY YEAR. NO INSTREAM WORK IS PERMITTED IN USE III STREAMS DURING THE PERIOD OF OCTOBER 1 THROUGH APRIL 30, INCLUSIVE DURING ANY YEAR.
- IN AREAS WHERE A PROPOSED RUN OF TRAFFIC BARRIER W-BEAM IS TIED INTO AN EXISTING RUN OF TRAFFIC BARRIER W-BEAM, THE EXISTING BARRIER SHALL BE INSPECTED PER SP-605.

CONVENTIONAL SIGNS (SAMPLES)

PROPOSED MEDIAN BARRIER _____		FIRE HYDRANT _____	
ELECTRICAL HAND BOX - SIGNALS _____		HISTORIC BOUNDARY _____	
FLOW LINE _____		WETLAND BOUNDARY _____	
STATE, COUNTY OR CITY LINES _____		PROPOSED PIPE / CULVERT _____	
PROPOSED TRAFFIC BARRIER _____		EXISTING PIPE / CULVERT _____	
EXISTING TRAFFIC BARRIER _____		EXISTING DROP INLET _____	
PROPOSED FENCE LINE _____		UTILITY POLE _____	
EXISTING FENCE LINE _____		WETLAND _____	
RIGHT OF WAY LINE _____		WETLAND BUFFER _____	
EXISTING ROADWAY _____		WATERS OF THE U.S. _____	
RAILROAD _____		HEDGE / TREE LINE _____	
BASE LINE OR SURVEY LINE _____		BUSH / TREE _____	
PROPOSED TRENCH DRAIN _____		CONIFEROUS TREE _____	
ITS EQUIPMENT _____		GROUND ELEVATION _____	
(REFER TO SUB 042 & SUB 045 FOR DETAILS)		GRADE ELEVATION _____	
		PROPOSED SIGN STRUCTURES _____	
		(REFER TO SUB 046, 047 & 048 FOR DETAILS)	

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

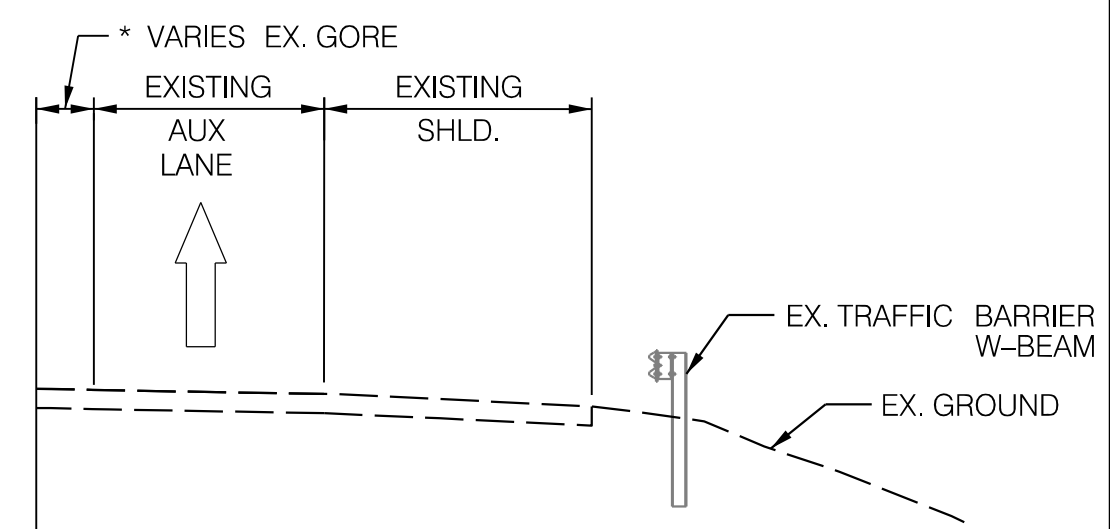
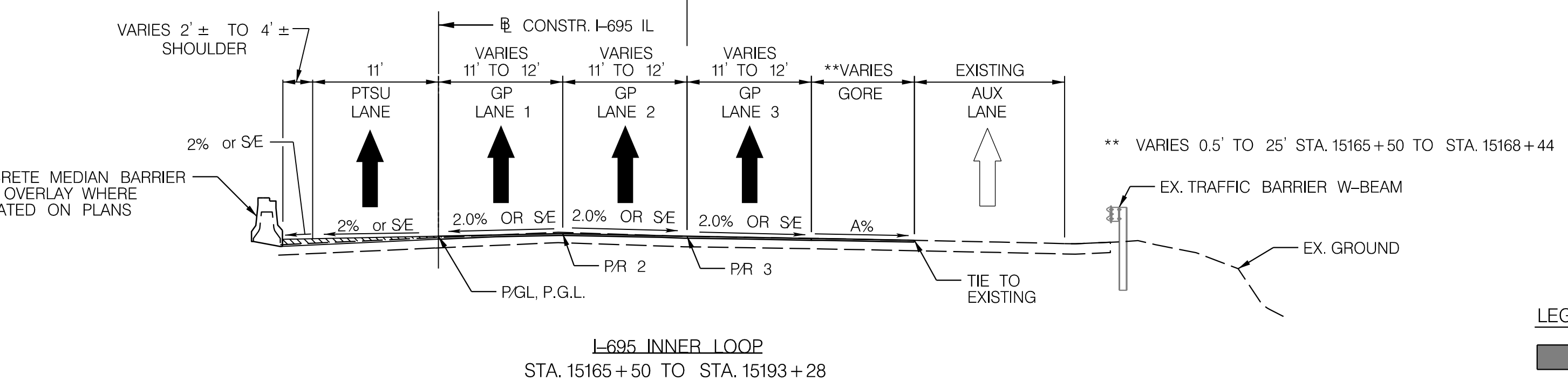
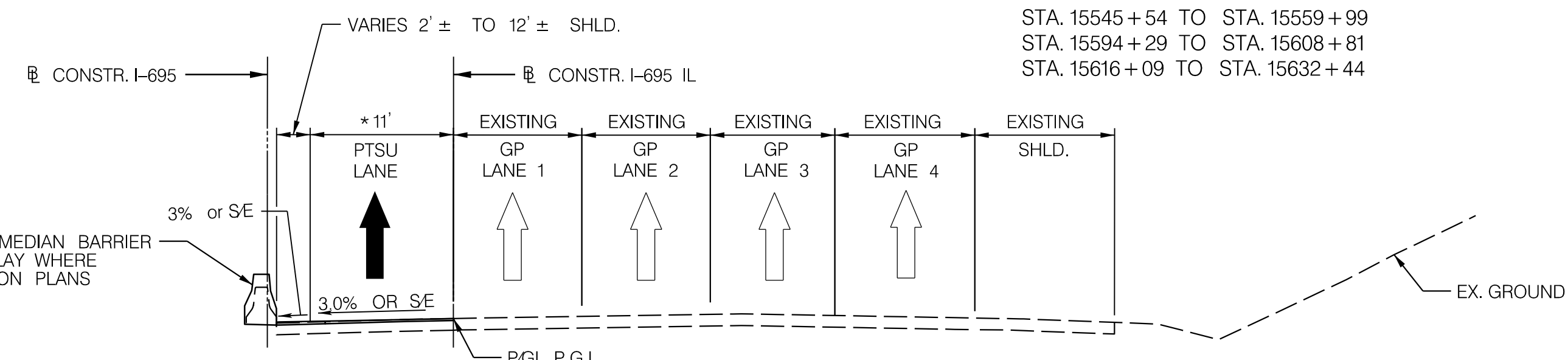
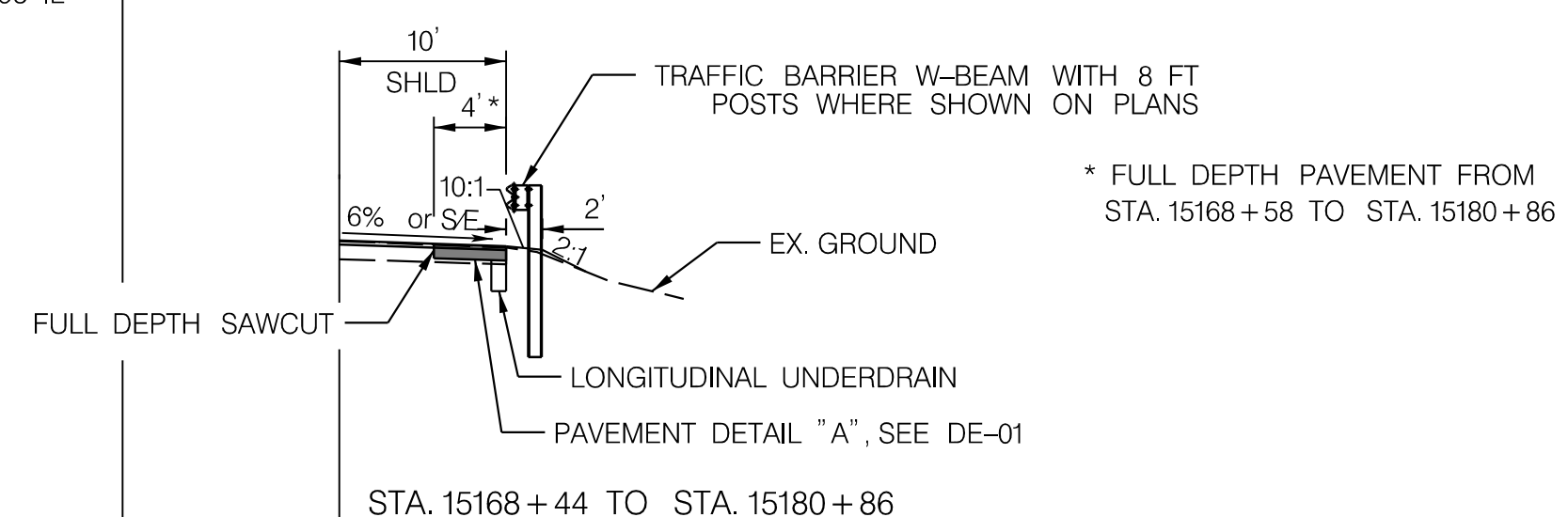
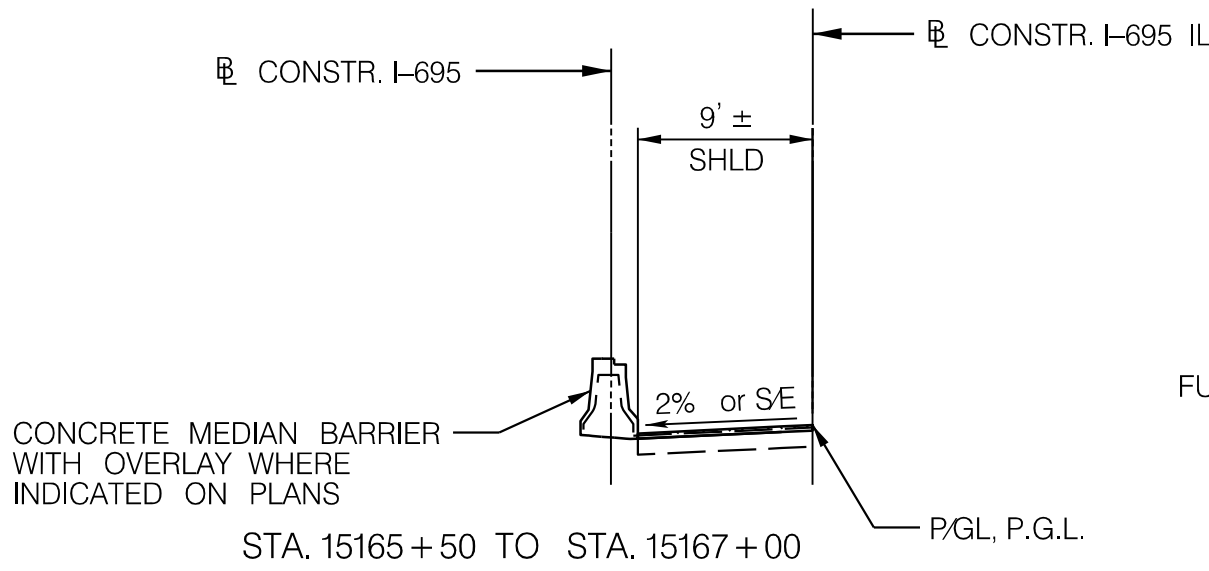
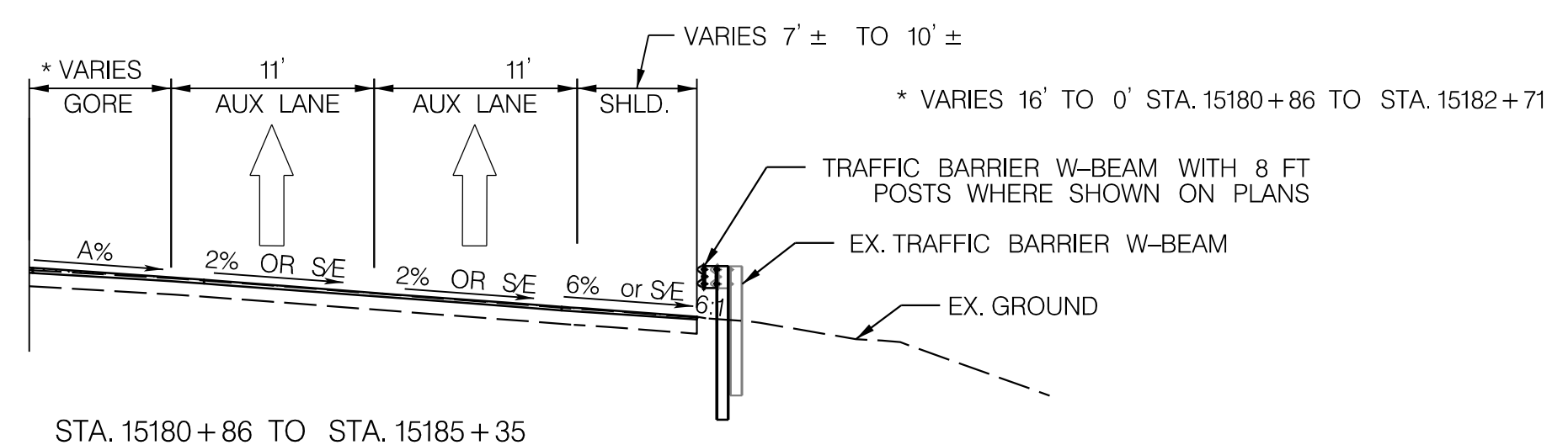
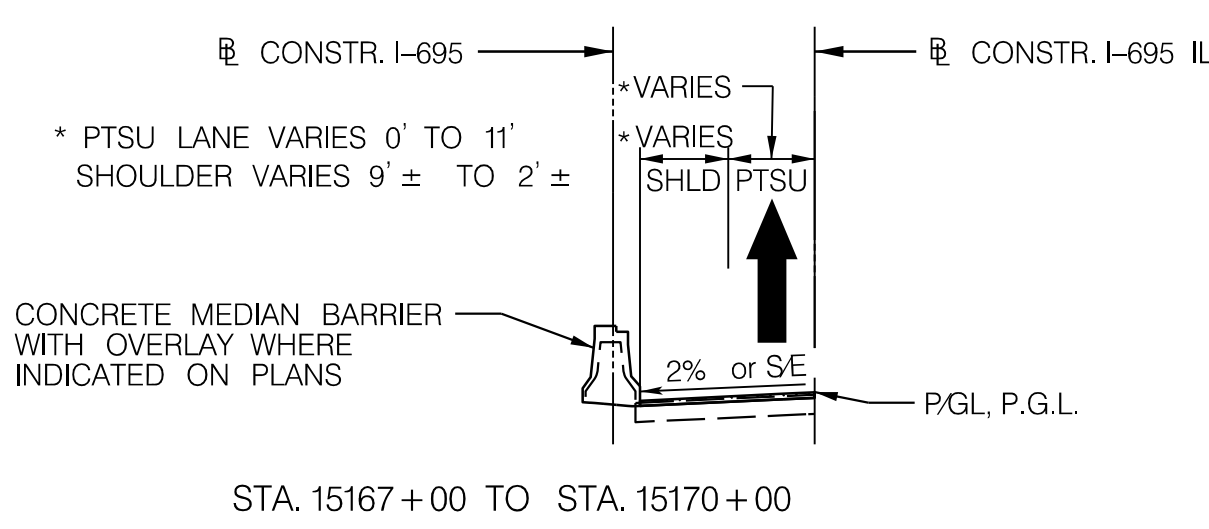
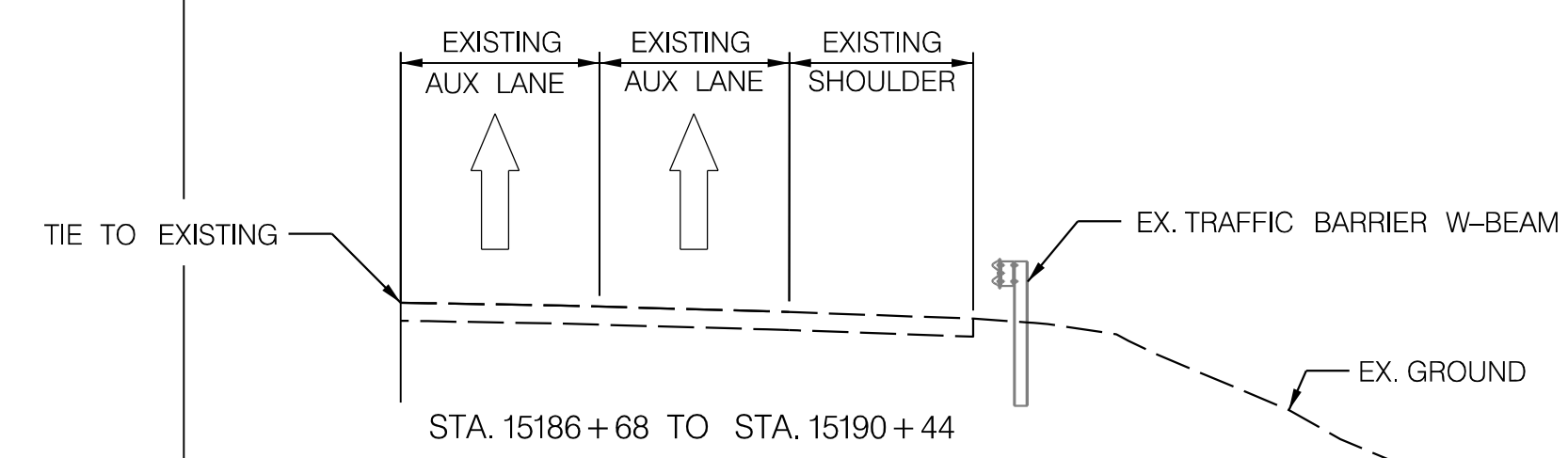
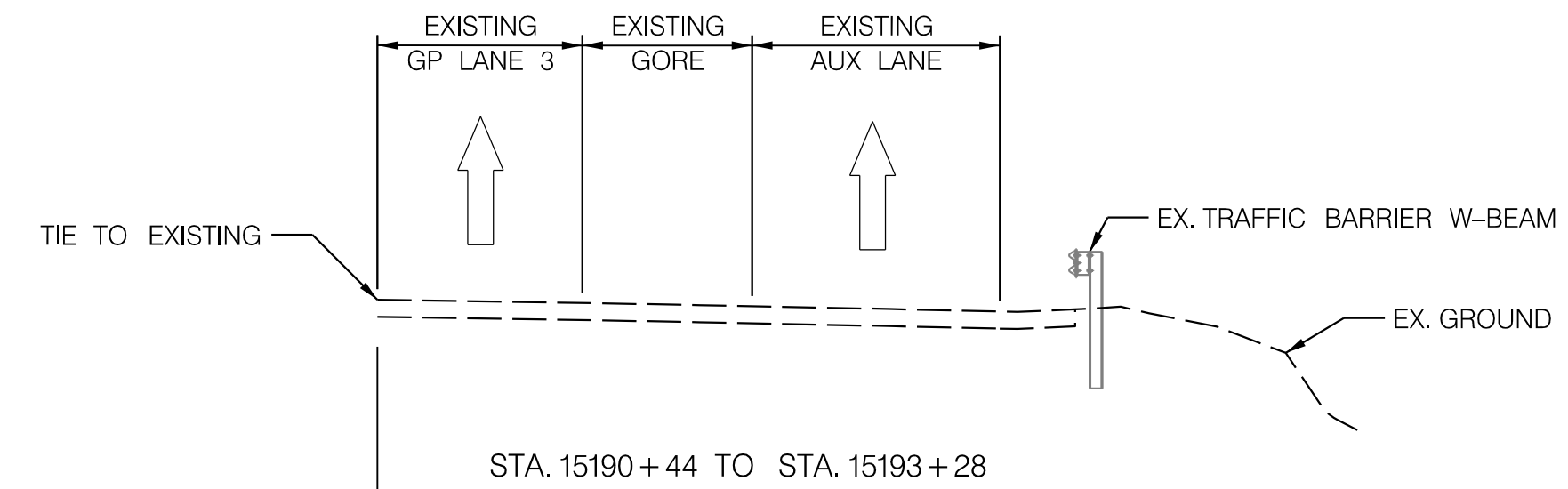
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

REVISIONS	NOTES AND ABBREVIATIONS SHEET
	SCALE _____ NTS _____ DATE _____ JULY 2022 _____ CONTRACT NO. _____ BA0065172 _____
	DESIGNED BY _____ KAF / MEG _____ COUNTY _____ BALTIMORE COUNTY _____
	DRAWN BY _____ KAF / MDG / AF / AWG _____ LOGMILE _____ 6.78 - 25.95 _____
	CHECKED BY _____ RLW / AKL _____
	MDE/PRD _____ 20-PR-0038 _____
	DRAWING NO. _____ GN-01 _____ OF GN-01 _____ SHEET NO. _____ 2 OF 409 _____

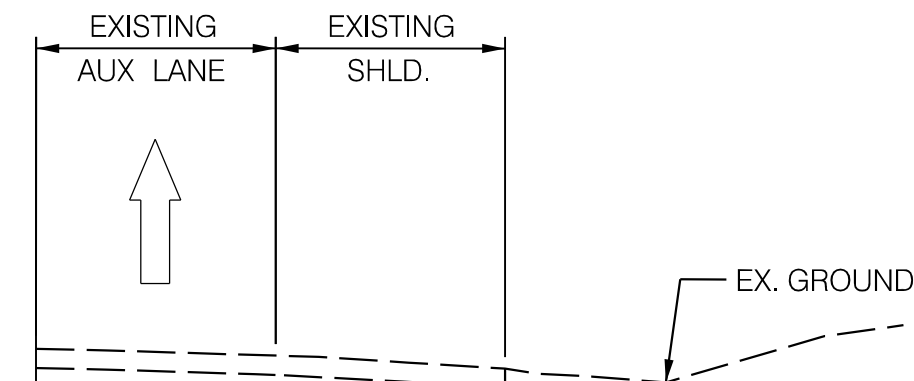
RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

START STATION	END STATION	A%
15165+50	15168+44	VARIABLES 1.7% TO 4.1%
15180+86	15182+14	VARIABLES 7.3% TO 2.1%

* VARIES 20' TO 0' STA. 15195+94 TO STA. 15197+22
 VARIES 0' TO 3' STA. 15307+00 TO STA. 15313+46
 3' STA. 15313+46 TO STA. 15322+70
 VARIES 3' TO 0' STA. 15322+70 TO STA. 15324+63
 VARIES 18' TO 0' STA. 15334+42 TO STA. 15335+34
 VARIES 21' TO 0' STA. 15471+44 TO STA. 15473+31
 VARIES 0' TO 26' STA. 15490+88 TO STA. 15494+09
 VARIES 22' TO 0' STA. 15541+72 TO STA. 15545+54
 VARIES 0' TO 32' STA. 15608+81 TO STA. 15609+95
 VARIES 23' TO 0' STA. 15614+22 TO STA. 15616+09



STA. 15195+94 TO STA. 15197+22
 STA. 15307+00 TO STA. 15324+63
 STA. 15334+42 TO STA. 15335+34
 STA. 15471+44 TO STA. 15473+31
 STA. 15490+88 TO STA. 15494+09
 STA. 15541+72 TO STA. 15545+54
 STA. 15608+81 TO STA. 15609+95
 STA. 15614+22 TO STA. 15616+09



STA. 15197+22 TO STA. 15216+91
 STA. 15297+64 TO STA. 15307+00
 STA. 15324+63 TO STA. 15334+42
 STA. 15335+34 TO STA. 15347+00
 STA. 15473+31 TO STA. 15481+74
 STA. 15545+54 TO STA. 15559+99
 STA. 15594+29 TO STA. 15608+81
 STA. 15616+09 TO STA. 15632+44

I-695 INNER LOOP
 STA. 15193+28 TO STA. 15352+37
 STA. 15465+26 TO STA. 15481+61
 STA. 15490+88 TO STA. 15501+92
 STA. 15535+00 TO STA. 15643+84

LEGEND

	PAVEMENT RECONSTRUCTION AND/OR WIDENING, REFER TO DWG. NO. DE-01 FOR DETAILS
	CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF OR ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, REFER TO DWG. NO. DE-03 FOR DETAILS
	PAVEMENT REMOVAL
	WEDGE AND LEVEL
	PAVEMENT INSTALLED UNDER SUBMITTAL 013 - AREA 1A

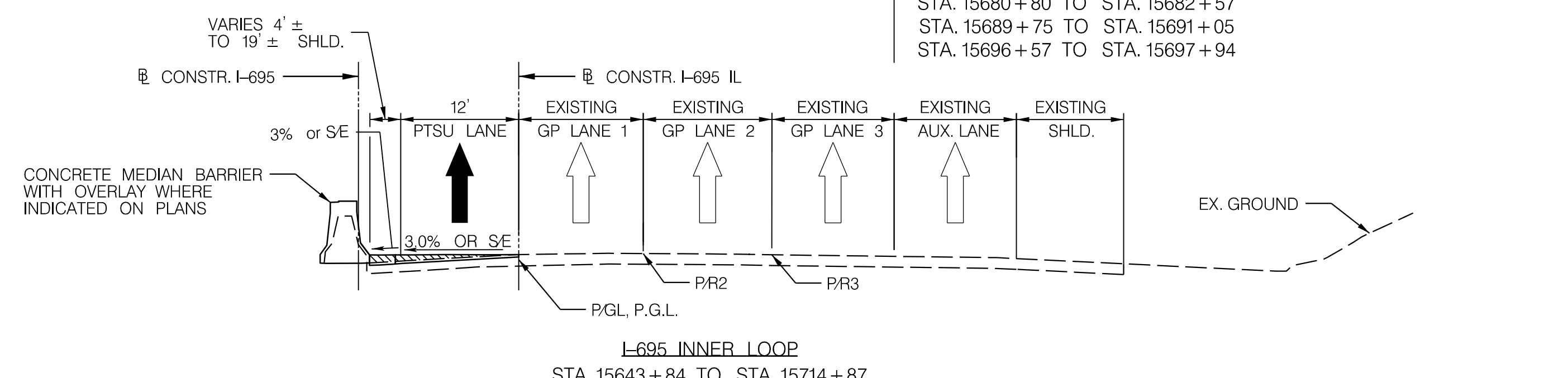
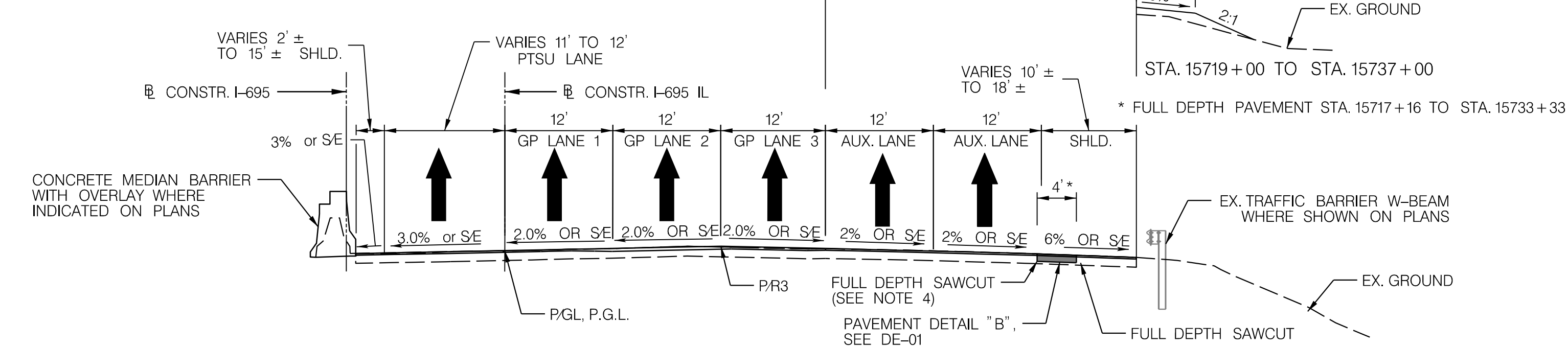
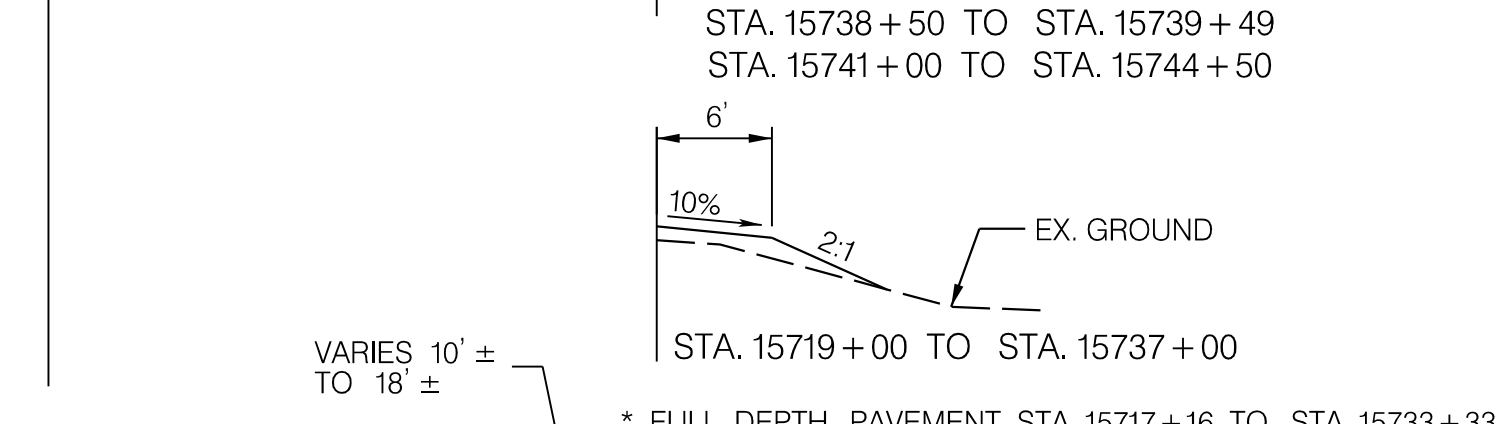
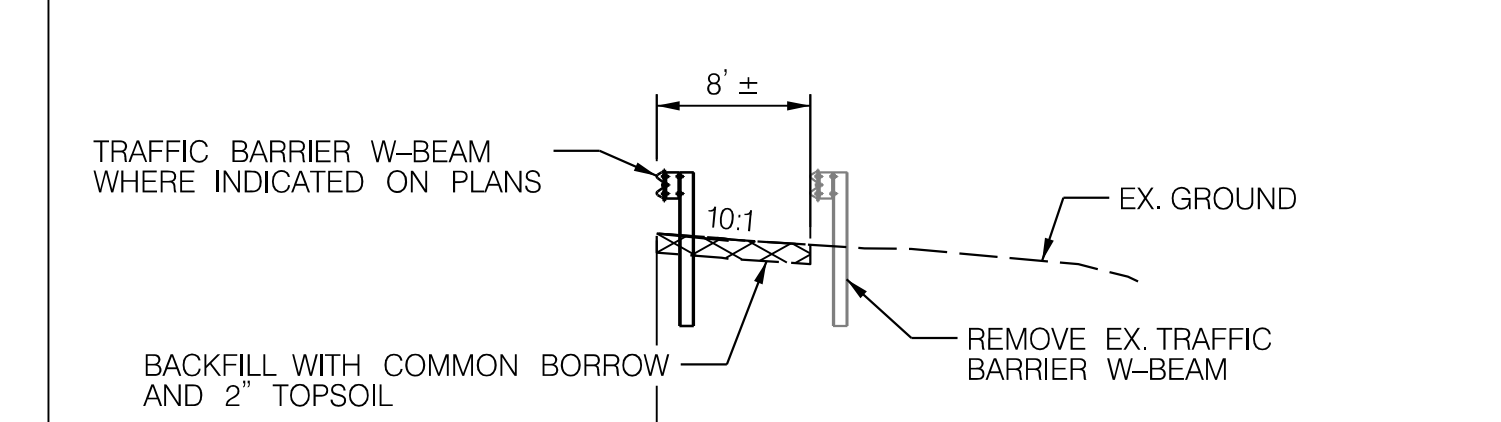
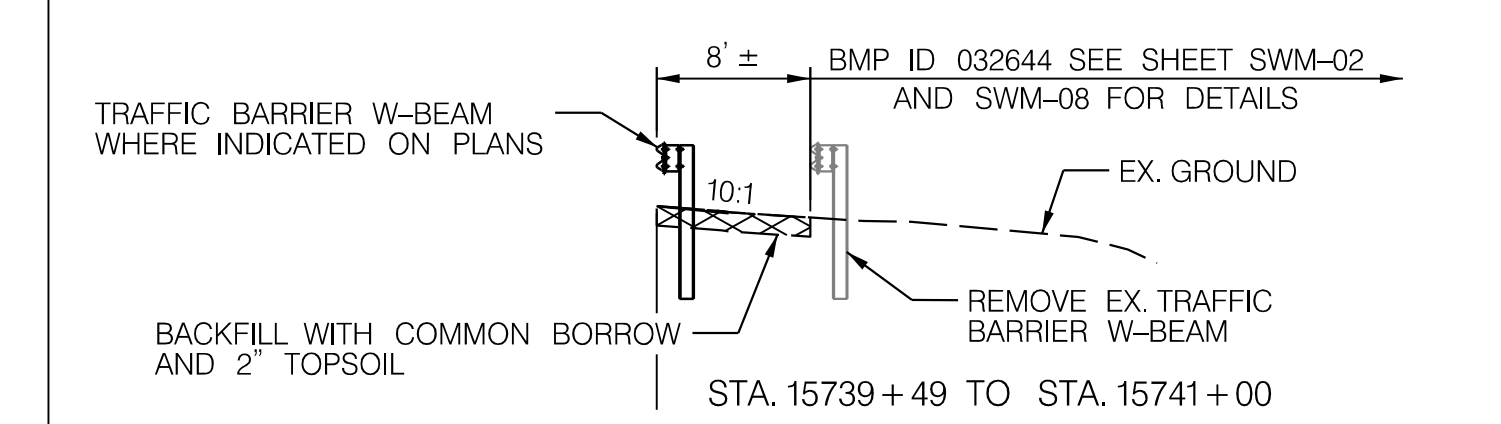
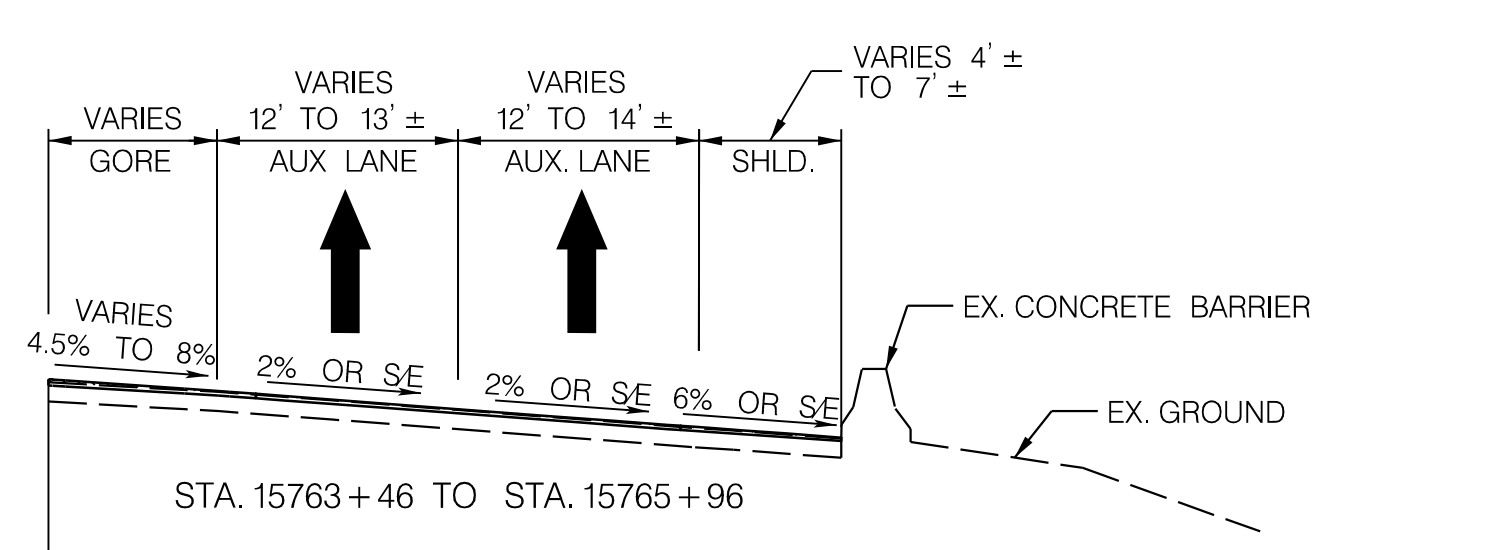
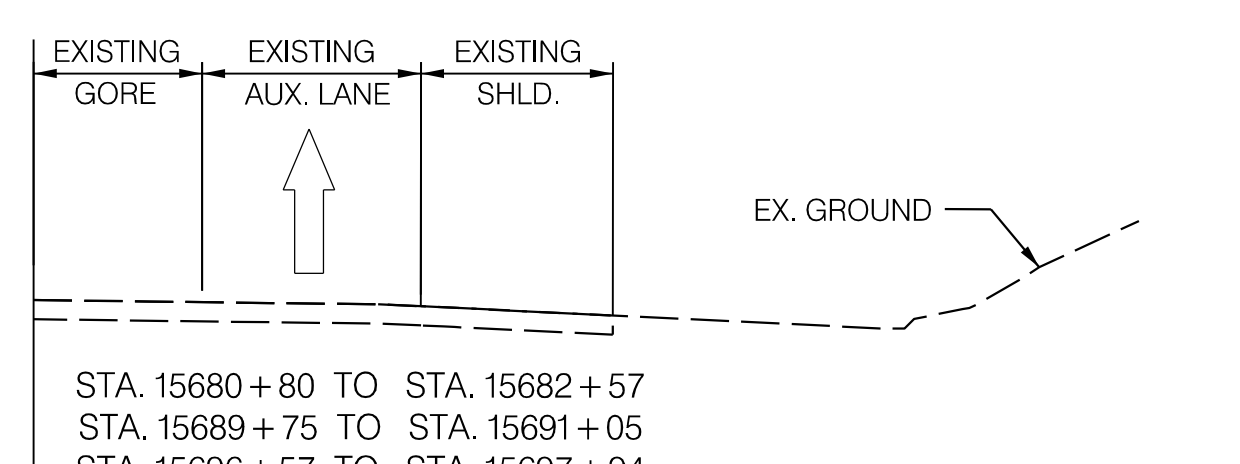
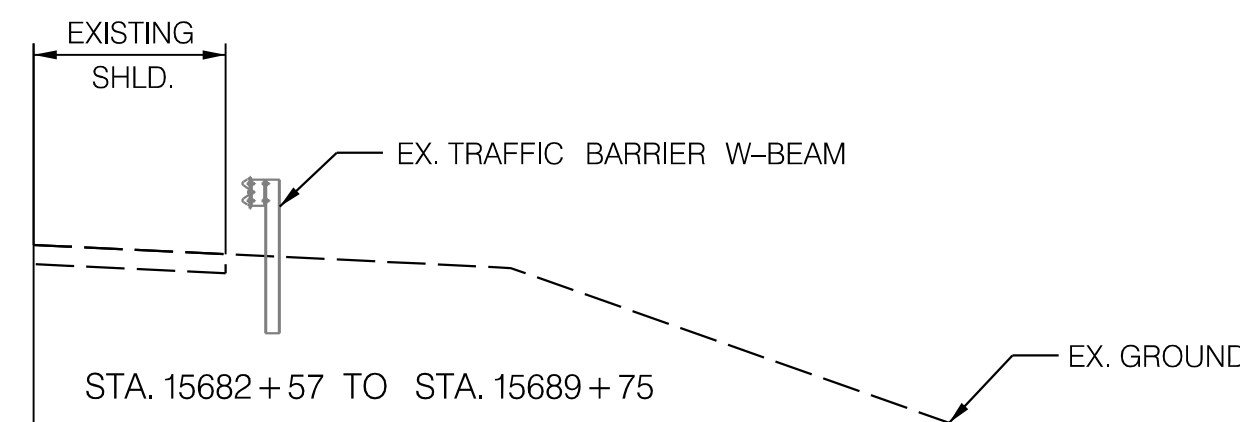
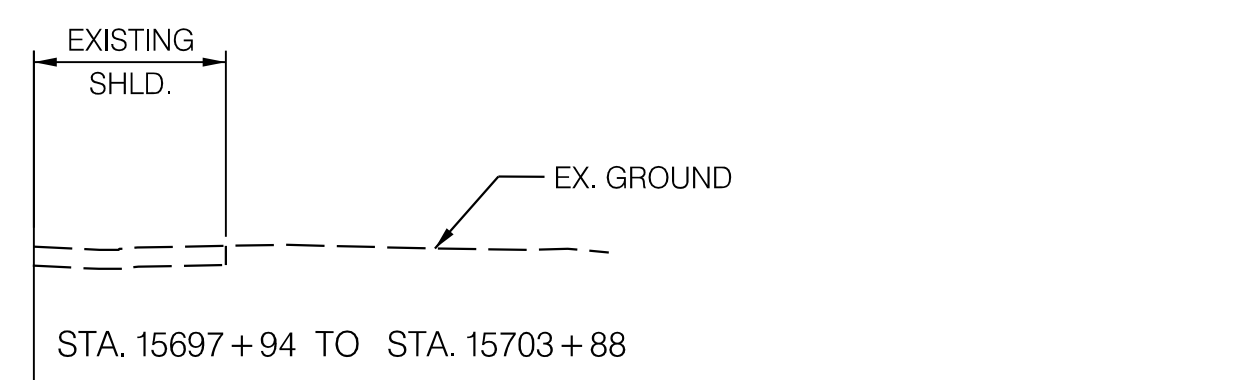
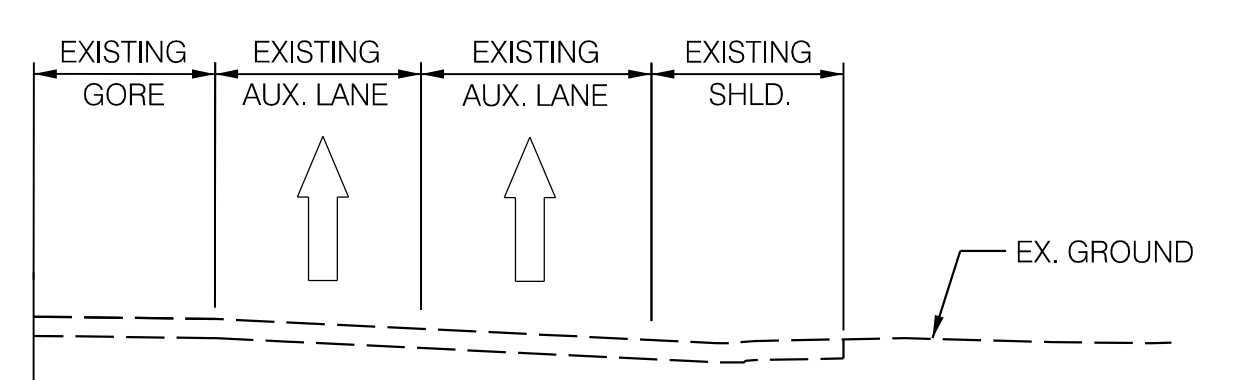
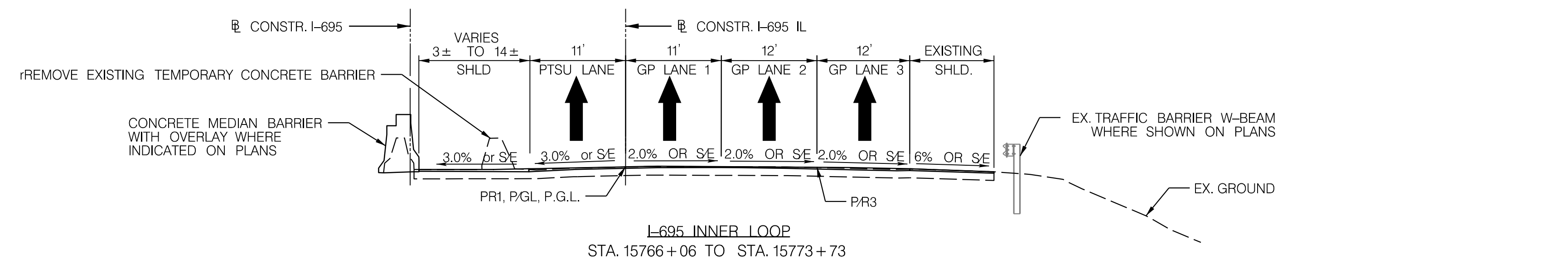
- NOTE:**
- REFER TO SUPERELEVATION DATA SHEETS (DRAWING NOS. SE-05-SE-07) FOR CROSS SLOPES DESIGNATED SE.
 - REFER TO LANDSCAPE PLANS FOR VEGETATION AND STABILIZATION MEASURES IN DISTURBED AREAS.
 - REFER TO DITCH SCHEDULE (DRAWING NOS. DS-21 - DS-22) FOR ROADSIDE DITCH SLOPES AND ELEVATIONS

MDOT
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS	TYPICAL SECTION
	SCALE 1" = 10' DATE JULY 2022 CONTRACT NO. BA0065172
	DESIGNED BY KAF / MEG COUNTY BALTIMORE COUNTY DRAWN BY KAF / MDG / AF / AWG LOGMILE CHECKED BY RLW / AKL MDE/PRD 20-PR-0038
	DRAWING NO. TS-01 OF TS-10 SHEET NO. 3 OF 409

RK&K
 P. 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions



- LEGEND**
- PAVEMENT RECONSTRUCTION AND/OR WIDENING, REFER TO DWG. NO. DE-01 FOR DETAILS
 - CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF OR ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, REFER TO DWG. NO. DE-03 FOR DETAILS
 - PAVEMENT REMOVAL
 - WEDGE AND LEVEL
 - PAVEMENT INSTALLED UNDER SUBMITTAL 013 - AREA 1A

- NOTE:**
1. REFER TO SUPERELEVATION DATA SHEETS (DRAWING NOS. SE-05-SE-07) FOR CROSS SLOPES DESIGNATED SE.
 2. REFER TO LANDSCAPE PLANS FOR VEGETATION AND STABILIZATION MEASURES IN DISTURBED AREAS.
 3. REFER TO DITCH SCHEDULE (DRAWING NOS. DS-21 - DS-22) FOR ROADSIDE DITCH SLOPES AND ELEVATIONS
 4. SAW CUT IS LOCATED ON THE EDGE OF THE EXISTING TRAVEL LANE.

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

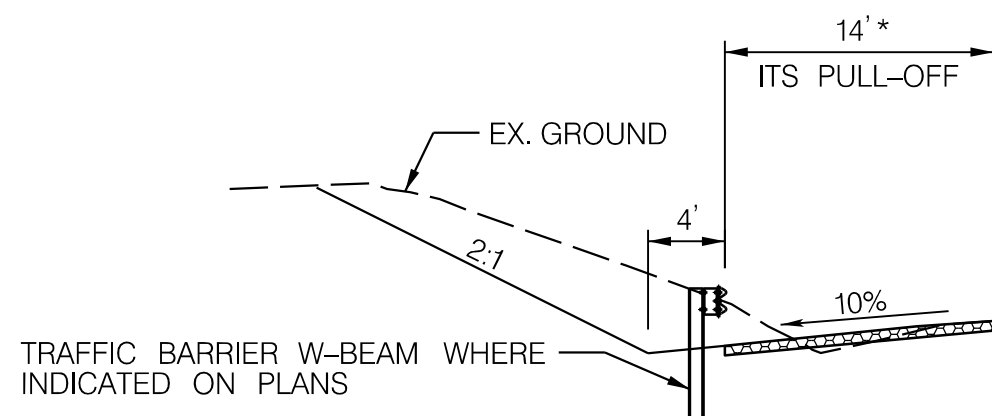
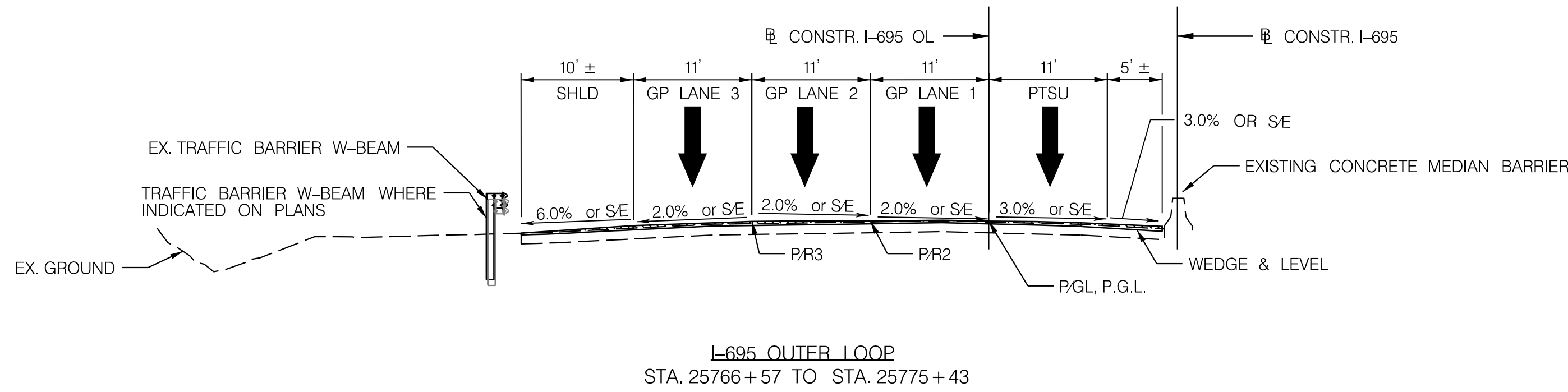
MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION

REVISIONS		TYPICAL SECTION	
SCALE 1" = 10'		DATE JULY 2022	CONTRACT NO. BA0065172
DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY		
DRAWN BY KAF / MDG / AF / AWG	LOGMILE		
CHECKED BY RLW / AKL			
MDE/PRD 20-PR-0038			
DRAWING NO. TS-03	OF TS-10	SHEET NO. 5	OF 409

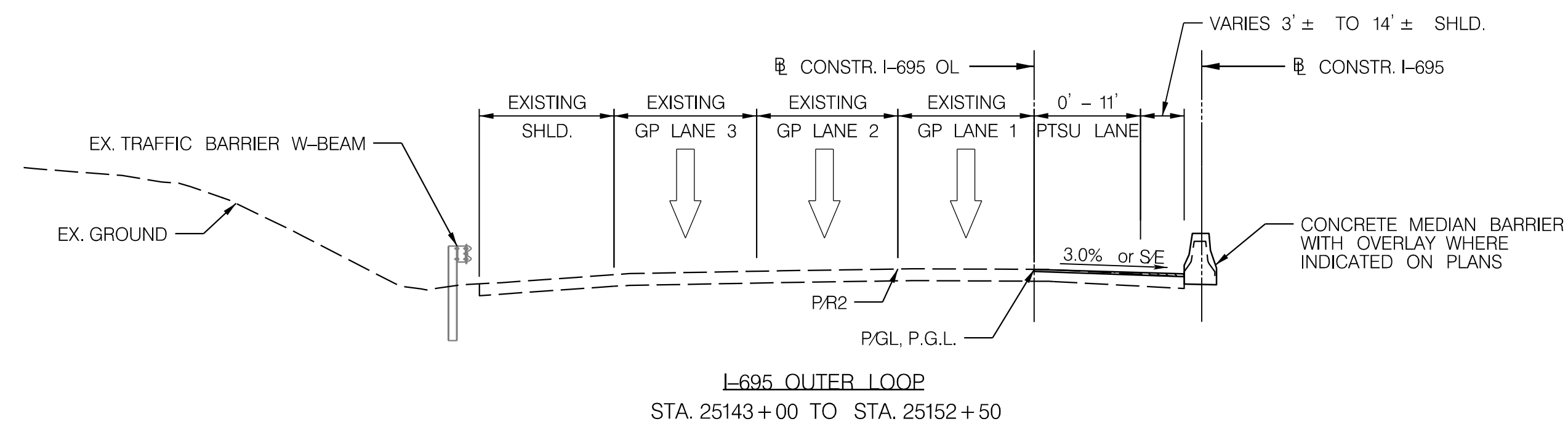
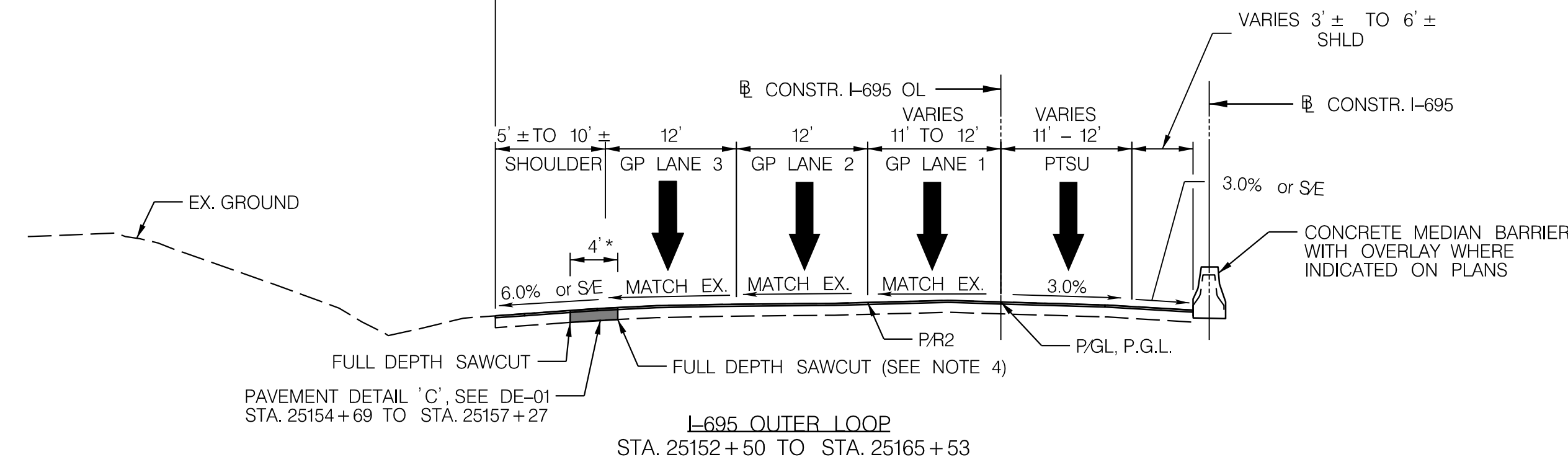
BY: bgrandizio

RK&K
P. 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

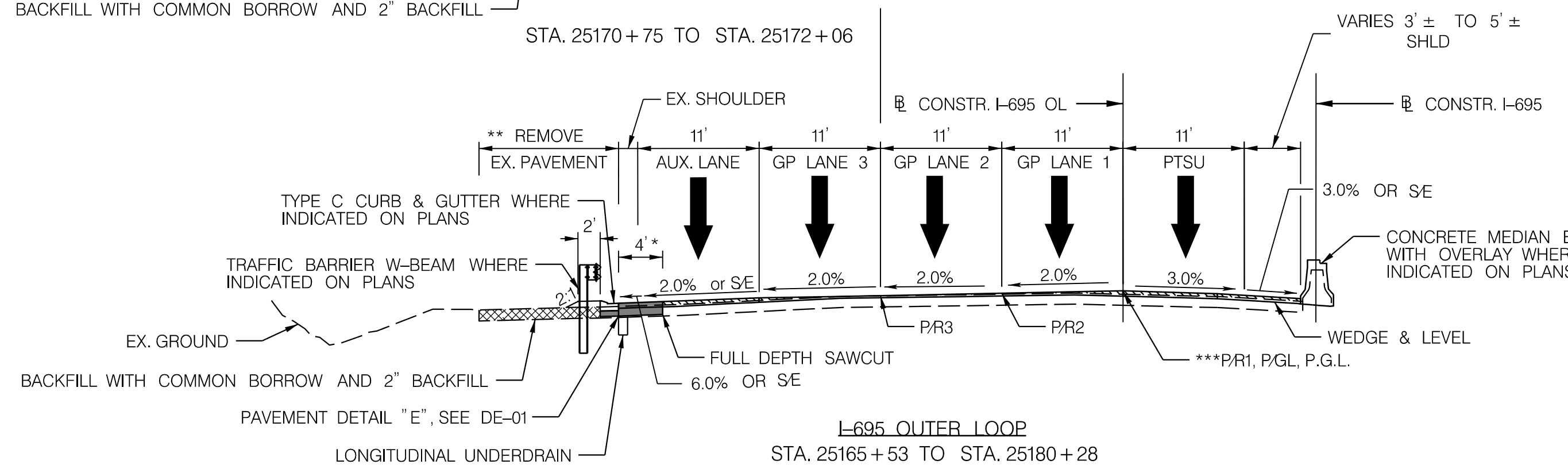
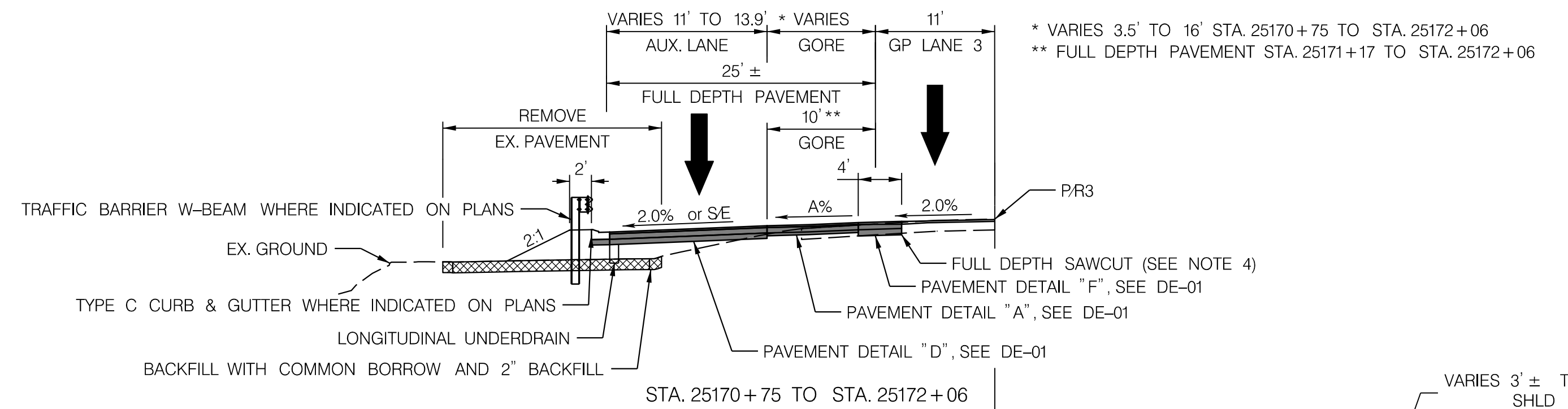
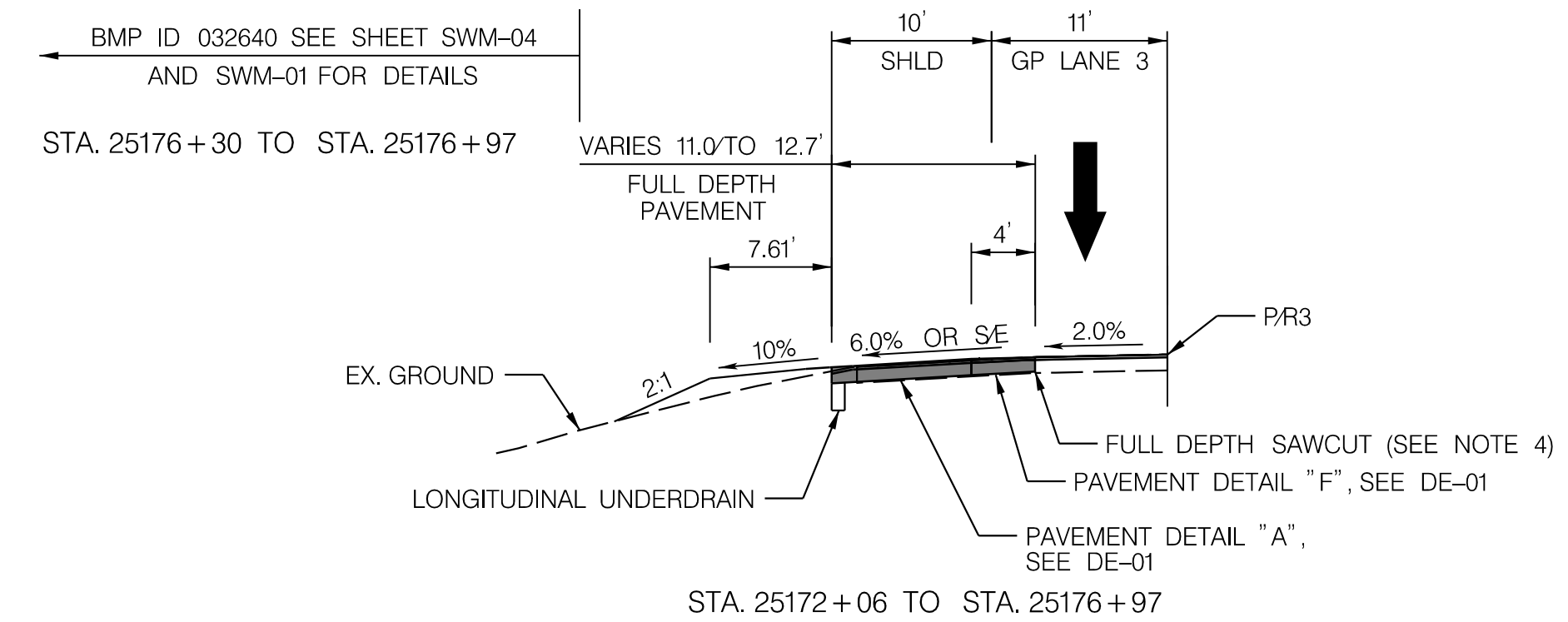
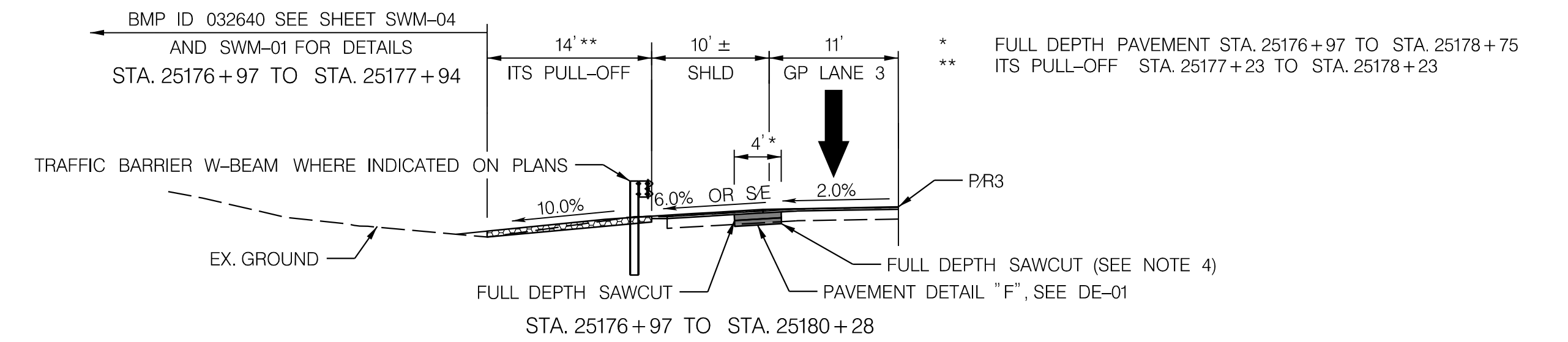
START STATION	END STATION	A%
25170+75	25171+50	VARIES -3.0% TO -4.2%
25171+50	25172+06	-4.2%



* ITS PULL-OFF STA. 25156+72 TO STA. 25157+72.
4' OFF EDGE OF PAVEMENT STA. 25164+53 TO STA. 25165+53



- NOTE:
- REFER TO SUPERELEVATION DATA SHEETS (DRAWING NOS. SE-01-SE-04) FOR CROSS SLOPES DESIGNATED SE.
 - REFER TO LANDSCAPE PLANS FOR VEGETATION AND STABILIZATION MEASURES IN DISTURBED AREAS.
 - REFER TO DITCH SCHEDULE (DRAWING NOS. DS-21 - DS-22) FOR ROADSIDE DITCH SLOPES AND ELEVATIONS.
 - SAW CUT IS LOCATED ON THE EDGE OF THE EXISTING TRAVEL LANE.



- * FULL DEPTH PAVEMENT STA. 25165+00 TO STA. 25167+00
- ** REMOVE EXISTING PAVEMENT STA. 25167+41 TO STA. 25170+75
- *** P/R1 TRANSITIONS TO P/R2 STA. 25172+00 TO STA. 25175+61

LEGEND

- PAVEMENT RECONSTRUCTION AND/OR WIDENING, REFER TO DWG. NO. DE-01 FOR DETAILS
- CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF OR ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, REFER TO DWG. NO. DE-03 FOR DETAILS
- PAVEMENT REMOVAL
- WEDGE AND LEVEL
- PAVEMENT INSTALLED UNDER SUBMITTAL 013 - AREA 1A

HIGHWAY DESIGN DIVISION

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION

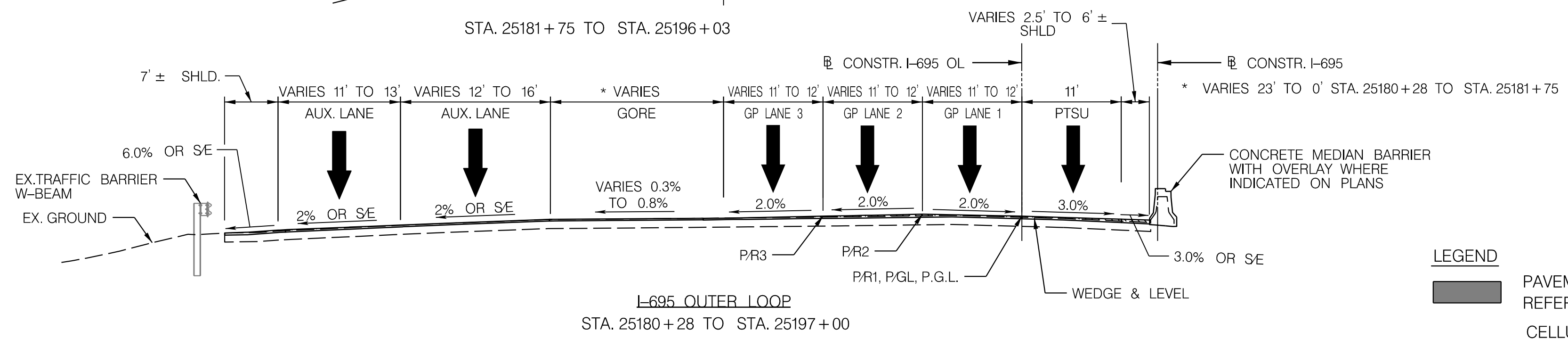
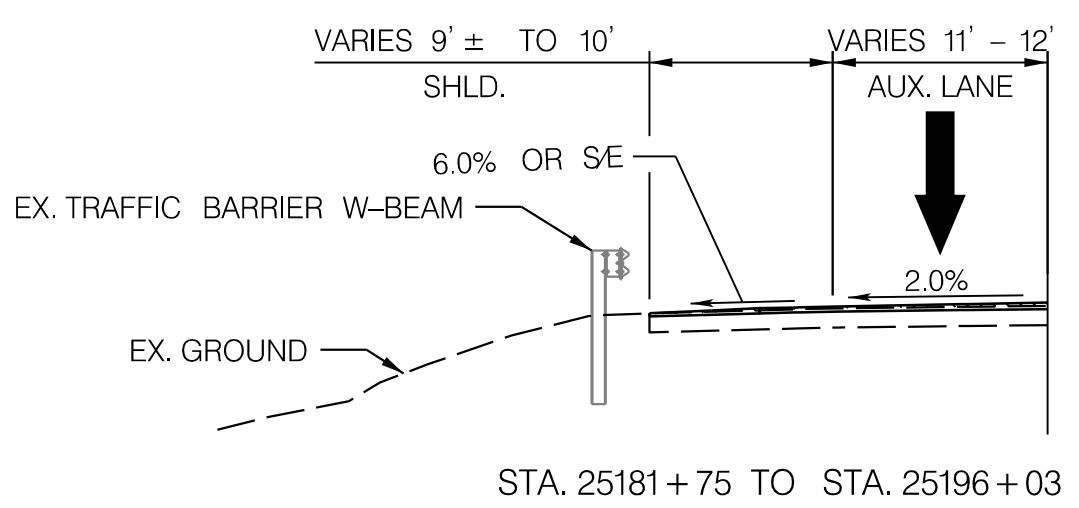
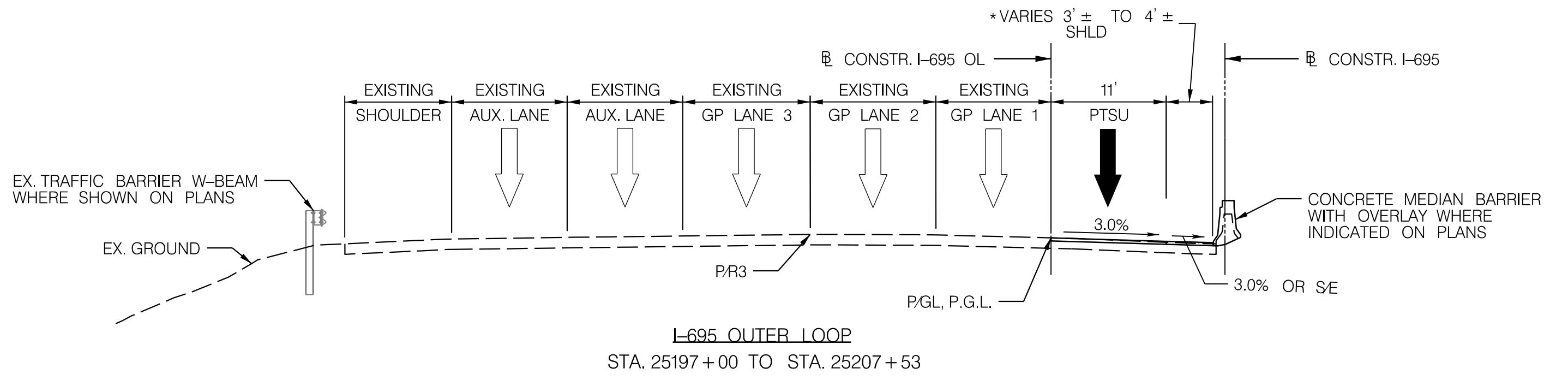
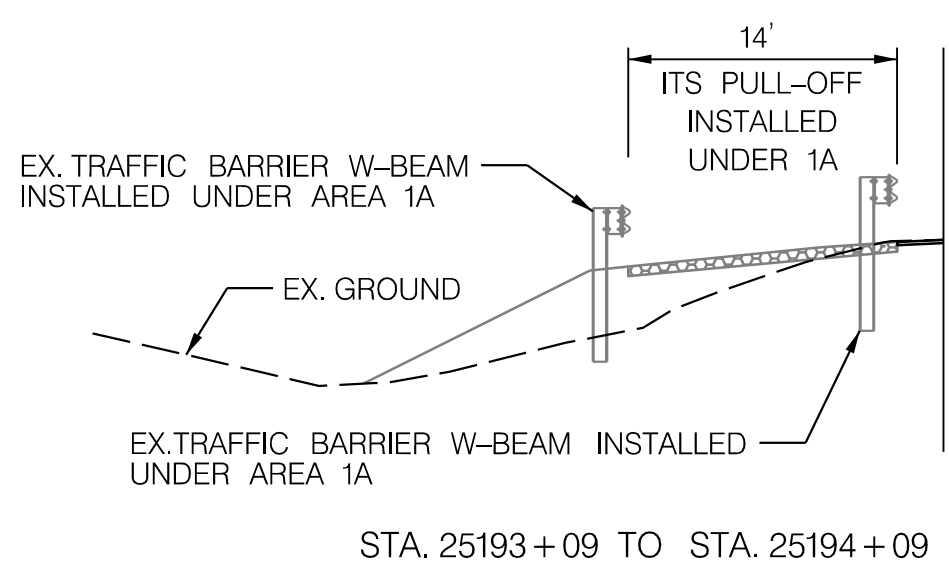
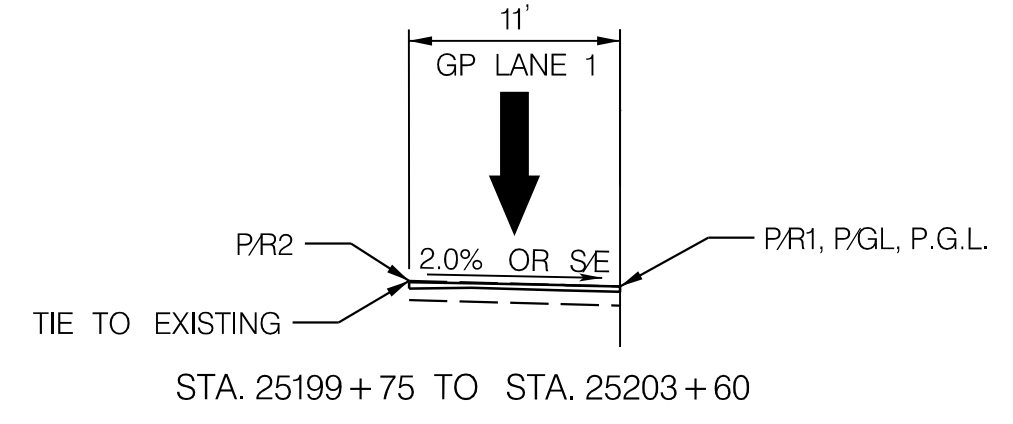
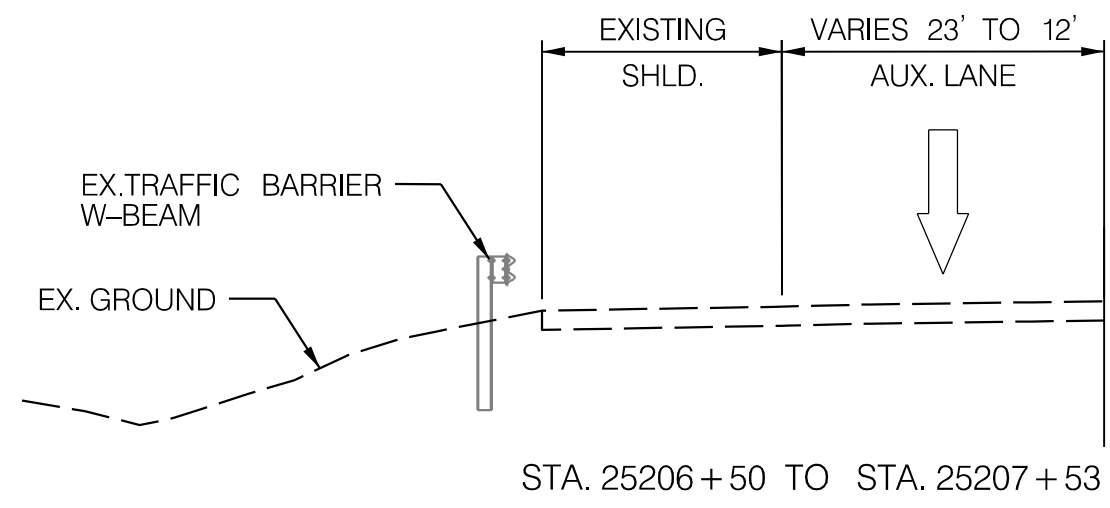
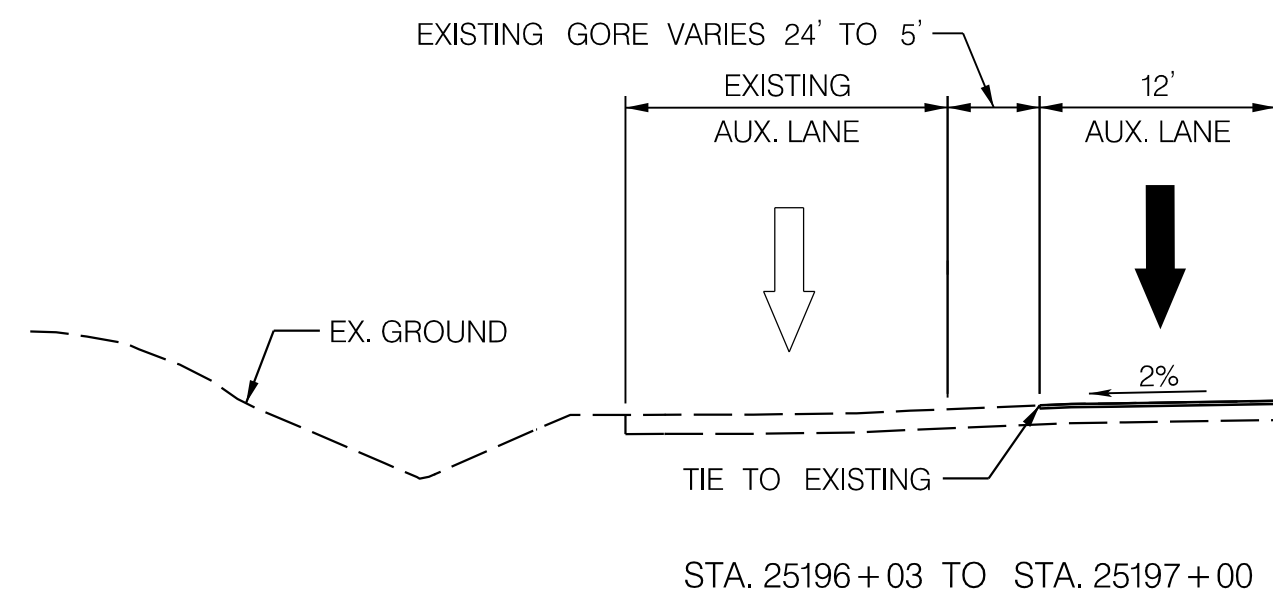
STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS	TYPICAL SECTION
	SCALE 1"=10' DATE JULY 2022 CONTRACT NO. BA0065172
	DESIGNED BY KAF / MEG COUNTY BALTIMORE COUNTY
	DRAWN BY KAF / MDG / AF / AWG LOGMILE
	CHECKED BY RLW / AKL
	MDE/PRD 20-PR-0038
	DRAWING NO. TS-04 OF TS-10 SHEET NO. 6 OF 409

BY: bgrandizio

RK&K
P. 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions



LEGEND

	PAVEMENT RECONSTRUCTION AND/OR WIDENING, REFER TO DWG. NO. DE-01 FOR DETAILS
	CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF OR ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, REFER TO DWG. NO. DE-03 FOR DETAILS
	PAVEMENT REMOVAL
	WEDGE AND LEVEL
	PAVEMENT INSTALLED UNDER SUBMITTAL 013 - AREA 1A

- NOTE:
- REFER TO SUPERELEVATION DATA SHEETS (DRAWING NOS. SE-01-SE-04) FOR CROSS SLOPES DESIGNATED SE.
 - REFER TO LANDSCAPE PLANS FOR VEGETATION AND STABILIZATION MEASURES IN DISTURBED AREAS.
 - REFER TO DITCH SCHEDULE (DRAWING NOS. DS-21 - DS-22) FOR ROADSIDE DITCH SLOPES AND ELEVATIONS

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

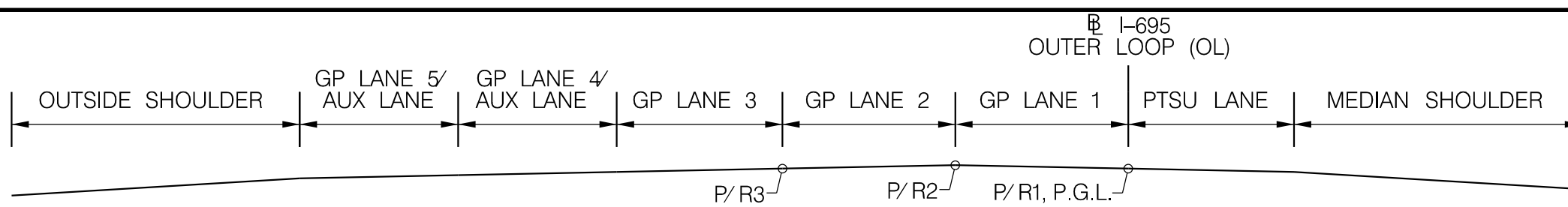
HIGHWAY DESIGN DIVISION
I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS		TYPICAL SECTION	
SCALE	1" = 10'	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	TS-05	OF	TS-10
		SHEET NO.	7 OF 409

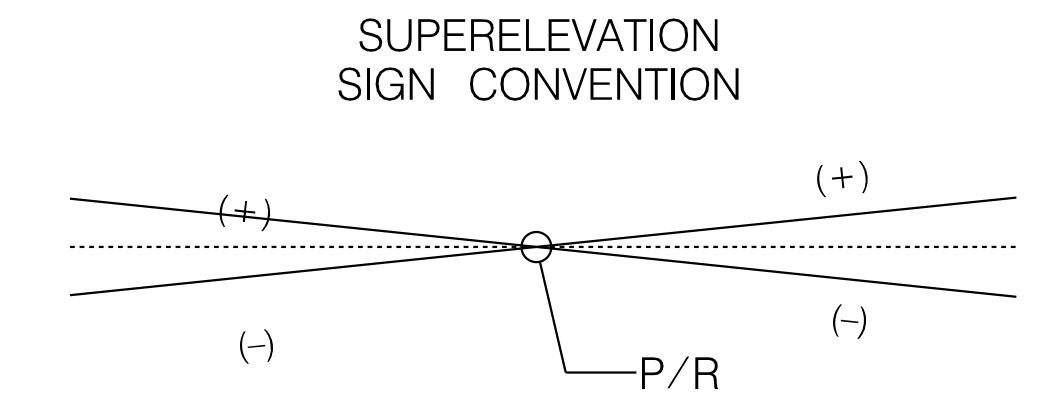
RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B95TSMO\CADD\Plans\Area 1B\pft-X005_B95TSMO-Area1B.dgn



Description	I-695 OL STATION	I-695 OUTER LOOP CROSS SLOPES							
		OUTSIDE SHOULDER	GENERAL PURPOSE LANE 5/ AUX LANE	GENERAL PURPOSE LANE 4/ AUX LANE	GENERAL PURPOSE LANE 3	GENERAL PURPOSE LANE 2	GENERAL PURPOSE LANE 1	PTSU LANE	MEDIAN SHOULDER
MATCH EXISTING / BEGIN PTSU LANE ONLY	25143+00.00	--	--	--	--	--	--	MATCH EX./-0.0433	MATCH EX./-0.0433
BEGIN 3% PTSU	25143+70.00	--	--	--	--	--	--	-0.0300	-0.0300
BEGIN LANES 1-3 / BEGIN OUTSIDE SHOULDER	25152+50.00	MATCH EX.			MATCH EX.	MATCH EX.	MATCH EX.		
BEGIN PTSU AND MEDIAN SHOULDER TRANSITION TO MATCH EXISTING	25160+50.00							-0.0300	-0.0300
END PTSU AND MEDIAN SHOULDER TRANSITION/BEGIN MATCH EXISTING	25161+00.00							MATCH EX./-0.0275	MATCH EX. / -0.0600
END MATCH EXISTING PTSU AND MEDIAN SHOULDER/BEGIN PTSU AND MEDIAN SHOULDER TRANSITION	25163+00.00							MATCH EX./-0.0300	MATCH EX. / -0.0462
END PTSU AND MEDIAN SHOULDER TRANSITION/BEGIN 3% PTSU AND MEDIAN SHOULDER	25163+50.00							-0.0300	-0.0300
BEGIN MEDIAN SLOPE SHOULDER TRANSITION	25164+50.00								-0.0300
END MEDIAN SHOULDER SLOPE TRANSITION	25165+00.00								-0.0600
END MATCH EXISTING/TRANSITION TO NORMAL CROWN SECTION WITH 3% PTSU	25165+52.72	MATCH EX. / -0.0157			MATCH EX./-0.0164	MATCH EX./-0.0164	MATCH EX./-0.0164		
BEGIN NORMAL CROWN SECTION WITH 3% PTSU/END OUTSIDE SHOULDER/BEGIN AUX LANE	25165+75.35								
BEGIN AUX LANE CROSS SLOPE TRANSITION	25169+01.94								
END LANE 4/BEGIN RAMP--SEE RAMP 122 SUPERELEVATION TABLE BELOW	25169+54.57								
BEGIN CROWN TRANSITION / BEGIN MEDIAN SHOULDER SLOPE TRANSITION	25171+50.00								
END MEDIAN SHOULDER SLOPE TRANSITION	25172+00.00								
END RAMP/BEGIN OUTSIDE SHOULDER	25172+06.47	-0.0600							
END CROWN TRANSITION	25175+60.57								
BEGIN MATCH EXISTING RAMP	25177+78.25	-0.0600							
BEGIN OUTSIDE SHOULDER TIE TO EX. EDGE OF OUTSIDE SHOULDER	25179+03.93	TIE TO EX. EDGE OF SHOULDER VARIES -0.0240 TO -0.0600 (MAINLINE) TIE TO EXISTING EDGE OF SHOULDER VARIES -0.0340 TO -0.0600 (RAMP)							
END MATCH EXISTING RAMP / BEGIN RAMP CROSS SLOPE TRANSITION	25179+92.91								
END OUTSIDE SHOULDER TIE TO EX. EDGE OF OUTSIDE SHOULDER	25180+00.00								
END RAMP / BEGIN AUX LANE / CONTINUE AUX LANE CROSS SLOPE TRANSITION	25181+74.61								
END AUX LANE CROSS SLOPE TRANSITION	25182+97.56								
END 3% PTSU / BEGIN TRANSITION TO BRIDGE	25184+72.61								
2% PTSU	25185+25.24								
END TRANSITION TO BRIDGE/MATCH BRIDGE	25185+48.40	TIE TO EX. EDGE OF SHOULDER VARIES -0.0200 TO -0.0600							
MATCH BRIDGE/ BEGIN TRANSITION FROM BRIDGE	25186+86.75								
END TRANSITION FROM BRIDGE/NORMAL CROWN SECTION WITH 2% PTSU	25187+09.91								
BEGIN NORMAL CROWN SECTION WITH 3% PTSU	25187+62.54								
BEGIN CROWN TRANSITION	25190+51.11								
END CROWN TRANSITION	25192+51.24								
END OUTSIDE SHOULDER / BEGIN TRANSITION TO MATCH EXISTING LANES 1-4	25195+98.42								
END LANES 1-4	25197+01.60	--							
BEGIN LANE 1	25199+77.66								
END LANE 1	25203+60.02								
END 3% PTSU / BEGIN TRANSITION TO BRIDGE	25219+45.50								
2% PTSU	25219+98.13								
END TRANSITION TO BRIDGE/MATCH BRIDGE	25220+21.29								
MATCH BRIDGE/ BEGIN TRANSITION FROM BRIDGE	25221+27.79								
2% PTSU	25221+50.95								
END TRANSITION FROM BRIDGE / BEGIN 3% PTSU	25222+03.58								
END 3% PTSU/ BEGIN PTSU SLOPE TRANSITION	25277+47.99								
END PTSU SLOPE TRANSITION / BEGIN 2% PTSU	25278+00.62								
END 2% PTSU/ BEGIN PTSU SLOPE TRANSITION	25295+34.85								
END PTSU SLOPE TRANSITION / BEGIN 3% PTSU	25295+87.48								
END 3% PTSU / BEGIN MATCH EXISTING SLOPE FOR PTSU AND MEDIAN SHOULDER	25315+40.00								
END MATCH EXISTING PTSU AND MEDIAN SHOULDER/BEGIN 3% PTSU	25339+50.00	--							
BEGIN LANES 1-4/BEGIN OUTSIDE SHOULDER/ END 3% PTSU/ BEGIN MATCH EXISTING ACROSS ROADWAY	25342+01.73	MATCH EX.							
END LANES 1-3	25348+58.07	MATCH EX.							
END MATCH EXISTING/BEGIN NORMAL CROWN SECTION WITH 2% PTSU/ BEGIN LANES 1-3	25359+10.58	TIE TO EX. EDGE OF SHOULDER VARIES -0.0400 TO -0.0600							
BEGIN LANE 5	25362+05.16								
END NORMAL CROWN SECTION WITH 2% PTSU	25363+00.00								
END TIE OUTSIDE SHOULDER TO EX. EDGE OF OUTSIDE SHOULDER	25364+44.46	-0.0600							
LEVEL RIGHT OF P/R	25365+94.73	-0.0600							
BEGIN TIE OUTSIDE SHOULDER TO EX. EDGE OF OUTSIDE SHOULDER	25366+16.10	TIE TO EX. EDGE OF SHOULDER VARIES -0.0460 TO -0.0600							



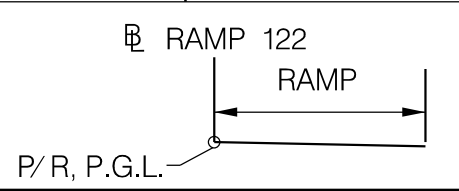
NOTE:
1. POINT OF CROWN VARIES. REFER TO POINTS OF ROTATION ABOVE AND LEGEND BELOW FOR CROWN POINT TRANSITIONS AND LOCATIONS.

HIGHWAY DESIGN DIVISION

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM



MD 122 RAMP STATION	MD 122 RAMP CROSS SLOPES
106+00.00	MATCH EX. / -0.0200
108+40.16	-0.0200
109+55.95	-0.0420
112+06.77	-0.0420
112+70.43	-0.0300

LEGEND

○ CROWN POINT TRANSITION

● CROWN POINT LOCATION

REVISIONS		SUPERELEVATION SHEET	
SCALE	NONE	DATE	JULY 2022
CONTRACT NO.	BA0065172	DESIGNED BY	KAF / MEG
COUNTY	BALTIMORE COUNTY	DRAWN BY	KAF / MDG / AF / AWG
LOGMILE	6.78 - 25.95	CHECKED BY	RLW / AKL
DRAWING NO.	SE-01	MDE/PRD	20-PR-0038
OF	SE-07	DRAWING NO.	SE-01
SHEET NO.	13	OF	409

RK&K

P. 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202

Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

C FACTOR = 0.00019
e MAX = 0.06
DESIGN SPEED = 50 MPH

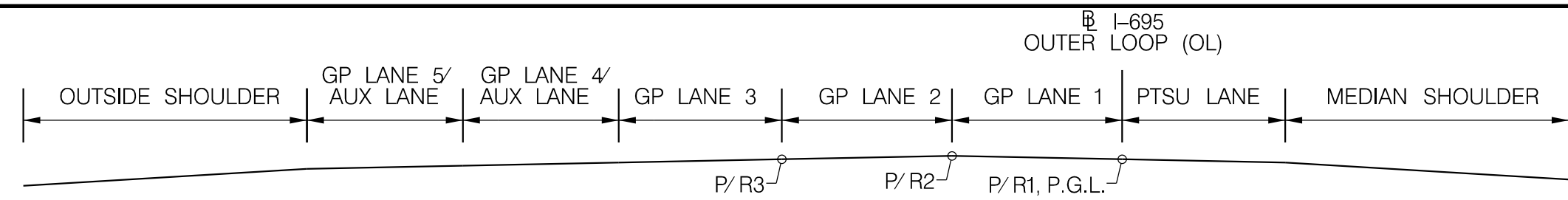
MATCH EXISTING

END NORMAL CROWN / BEGIN SUPERELEVATION TRANSITION

BEGIN FULL SUPERELEVATION

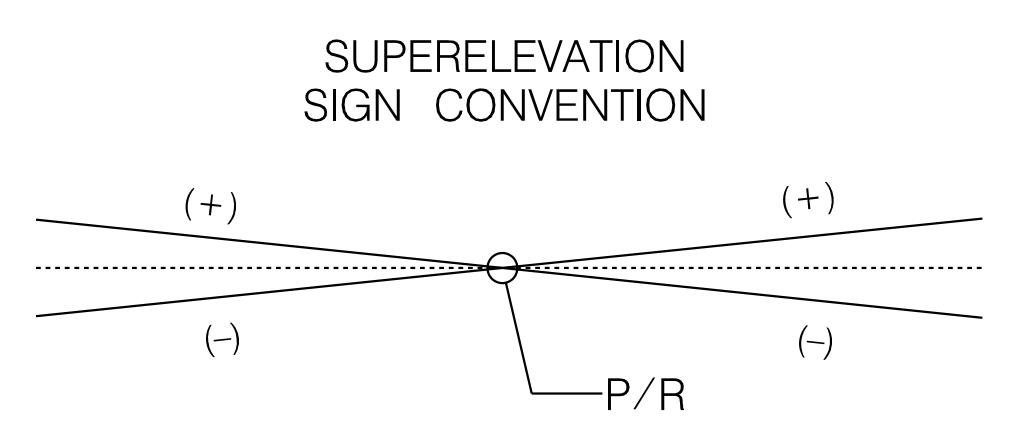
END FULL SUPERELEVATION

END RAMP SUPERELEVATION / BEGIN AUX LANE SUPERELEVATION (SEE CHART ABOVE)



C FACTOR = 0.00019 e MAX = 0.06 DESIGN SPEED = 55 MPH	I-695 OL STATION	I-695 OUTER LOOP CROSS SLOPES							
		OUTSIDE SHOULDER	GENERAL PURPOSE LANE 5/AUX LANE	GENERAL PURPOSE LANE 4/AUX LANE	GENERAL PURPOSE LANE 3	GENERAL PURPOSE LANE 2	GENERAL PURPOSE LANE 1	PTSU LANE	MEDIAN SHOULDER
END TIE OUTSIDE SHOULDER TO EX. EDGE OF OUTSIDE SHOULDER	25367+50.00	-0.0600	-0.0200	-0.0200	-0.0200	-0.0200	-0.0200	0.0200	0.0200
BEGIN 2% PLANE SECTION	25368+64.25		-0.0200	-0.0200	-0.0200				
END 2% CROSS SLOPE LEFT OF P/R TO PREVENT WALL IMPACTS	25369+74.85		-0.0300	-0.0300	-0.0300				
BEGIN 3% CROSS SLOPE LEFT OF P/R TO PREVENT WALL IMPACTS	25370+27.48		-0.0300	-0.0300	-0.0300				
END 3% CROSS SLOPE LEFT OF P/R	25370+77.48		-0.0200	-0.0200	-0.0200				
BEGIN 2% PLANE SECTION/ BEGIN CROWN SHIFT	25371+30.11		-0.0200	-0.0200	-0.0200				
END 2% PLANE SECTION/ END CROWN POINT SHIFT	25372+30.11	-0.0600	-0.0200	-0.0200	-0.0200	-0.0200	-0.0200	0.0200	0.0200
LEVEL RIGHT OF P/R	25373+35.38	-0.0600	-0.0200	-0.0200	-0.0200	-0.0200	-0.0200	0.0000	0.0000
BEGIN NORMAL CROWN SECTION WITH 2% PTSU	25374+40.64	-0.0600	-0.0200	-0.0200	-0.0200	-0.0200	-0.0200	-0.0200	-0.0200
BEGIN TIE TO EXISTING EDGE OF LANE 5 / BEGIN MATCH EX. OUTSIDE SHOULDER	25375+27.17	MATCH EXISTING	TIE TO EX. EDGE OF LANE VARIES -0.0200 TO -0.0220						
END TIE TO EXISTING EDGE OF LANE 5 / BEGIN 6% OUTSIDE SHOULDER	25378+41.00	-0.0600							
BEGIN CROWN TRANSITION	25379+86.33								
END 2% PTSU	25381+34.63							-0.0200	-0.0200
END CROWN TRANSITION	25382+14.38	-0.0600						-0.0275	-0.0275
BEGIN 3% PTSU / BEGIN TIE TO EX. EDGE OF SHOULDER	25383+39.89							-0.0300	-0.0300
END NORMAL CROWN SECTION WITH 3% PTSU	25383+34.63		-0.0200	-0.0200	-0.0200				
LEVEL LEFT OF P/R	25384+39.89		0.0000	0.0000	0.0000				
2% PLANE SECTION WITH 3% PTSU	25385+45.15		0.0200	0.0200	0.0200	-0.0200	-0.0200		
3% PLANE SECTION	25385+97.78	TIE TO EX. EDGE OF SHOULDER VARIES -0.0320 TO -0.0448	0.0300	0.0300	0.0300	-0.0300	-0.0300	-0.0300	-0.0300
BEGIN FULL SUPERELEVATION / END TIE TO EX. EDGE OF SHOULDER	25386+92.52	-0.0320	0.0480	0.0480	0.0480	-0.0480	-0.0480	-0.0480	-0.0480
BEGIN TIE TO EX. EDGE OF OUTSIDE SHOULDER	25387+23.58								
END MEDIAN SHOULDER MATCH PTSU CROSS SLOPE	25389+82.92	TIE TO EX. EDGE OF SHOULDER VARIES -0.0050 TO -0.0320							-0.0480
BEGIN 6% MEDIAN SHOULDER	25391+00.00		0.0480	0.0480	0.0480	-0.0480	-0.0480	-0.0480	-0.0600
END FULL SUPERELEVATION	25391+79.37		0.0460	0.0460	0.0460	-0.0460	-0.0460	-0.0460	-0.0600
BEGIN FULL SUPERELEVATION	25391+89.89	TIE TO EX. EDGE OF SHOULDER VARIES -0.0100 TO -0.0340							
END 6% MEDIAN SHOULDER/BEGIN MEDIAN TIE TO EX. EDGE OF SHOULDER	25393+50.00								
END LANES 4 & 5/BEGIN RAMP	25394+38.95	-0.0240	0.0460	0.0460					
END RAMP / BEGIN MAINLINE OUTSIDE SHOULDER	25397+21.35	MATCH EX. / -0.0156 (RAMP SHOULDER) -0.06 (MAINLINE SHOULDER)	-0.0136	-0.0136					TIE TO EX. EDGE OF SHOULDER VARIES -0.0300 TO -0.0600
END FULL SUPERELEVATION	25397+39.65				0.0460	-0.0460	-0.0460	-0.0460	
BEGIN FULL SUPERELEVATION	25398+02.81				0.0580	-0.0580	-0.0580	-0.0580	
END FULL SUPERELEVATION	25398+05.18				0.0580	-0.0580	-0.0580	-0.0580	
END MEDIAN TIE TO EX. EDGE OF SHOULDER	25399+50.00	TIE TO EX. EDGE OF SHOULDER VARIES +0.0080 TO -0.0220			0.0305	-0.0305	-0.0305	-0.0305	-0.0305
3% PLANE SECTION	25399+52.54				0.0300	-0.0300	-0.0300	-0.0300	-0.0300
2% PLANE SECTION WITH 3% PTSU	25400+05.18				0.0200	-0.0200	-0.0200		
LEVEL LEFT OF P/R	25401+10.44				0.0000				
BEGIN NORMAL CROWN SECTION WITH 3% PTSU	25402+15.70				-0.0200				
END 3% PTSU / BEGIN TRANSITION TO MATCH EX. BRIDGE	25405+23.86	TIE TO EX. EDGE OF SHOULDER VARIES -0.0010 TO -0.0430			-0.0200	-0.0200	-0.0200	-0.0300	-0.0300
NORMAL CROWN SECTION WITH 2% PTSU	25405+76.49							-0.0200	-0.0200
END TRANSITION TO BRIDGE/MATCH BRIDGE	25405+99.65				MATCH EX. / -0.0156	MATCH EX. / -0.0156	MATCH EX. / -0.0156	MATCH EX. / -0.0156	MATCH EX. / -0.0156
BEGIN LANE 4	25406+71.86	--							
MATCH BRIDGE/ BEGIN TRANSITION FROM BRIDGE	25408+39.13				MATCH EX. / -0.0156	MATCH EX. / -0.0156	MATCH EX. / -0.0156	MATCH EX. / -0.0156	MATCH EX. / -0.0156
END TRANSITION FROM BRIDGE/NORMAL CROWN SECTION WITH 1.56% PTSU	25408+62.29				-0.0200	-0.0200	-0.0200	-0.0156	-0.0156
NORMAL CROWN SECTION WITH 1.56% PTSU/BEGIN TRANSITION TO BRIDGE	25420+31.39				-0.0200	-0.0200	-0.0200	-0.0156	-0.0156
END TRANSITION TO BRIDGE/MATCH BRIDGE	25420+54.55				MATCH EX. / -0.0156	MATCH EX. / -0.0156	MATCH EX. / -0.0156	MATCH EX. / -0.0156	MATCH EX. / -0.0156
MATCH BRIDGE/ BEGIN TRANSITION FROM BRIDGE/ BEGIN AUX LANE	25421+79.93		MATCH EXISTING	MATCH EX. / -0.0156	MATCH EX. / -0.0156	MATCH EX. / -0.0156	MATCH EX. / -0.0156	MATCH EX. / -0.0156	MATCH EX. / -0.0156
END TRANSITION FROM BRIDGE/NORMAL CROWN SECTION WITH 2% PTSU	25422+03.09	MATCH EXISTING		-0.0200	-0.0200	-0.0200	-0.0200	-0.0200	-0.0200
BEGIN NORMAL CROWN SECTION WITH 3% PTSU	25422+55.72	MATCH EXISTING	MATCH EXISTING					-0.0300	-0.0300
END MATCH EXISTING AUX LANE / BEGIN AUX LANE SLOPE TRANSITION	25424+83.92	MATCH EX. / -0.06	MATCH EX. / -0.03						
END AUX LANE SLOPE TRANSITION	25426+00.00	-0.0600	-0.0200						
END NORMAL CROWN SECTION WITH 3% PTSU	25426+19.43		-0.0200	-0.0200	-0.0200				
LEVEL LEFT OF P/R	25427+24.69		0.0000	0.0000	0.0000				
2% PLANE SECTION WITH 3% PTSU	25428+29.96	-0.0600	0.0200	0.0200	0.0200	-0.0200	-0.0200		
3% PLANE SECTION	25428+82.59	-0.0500	0.0300	0.0300	0.0300	-0.0300	-0.0300	-0.0300	-0.0300
BEGIN FULL SUPERELEVATION	25430+40.48	-0.0200	0.0600	0.0600	0.0600	-0.0600	-0.0600	-0.0600	-0.0600
END FULL SUPERELEVATION	25430+91.50	-0.0200	0.0600	0.0600	0.0600	-0.0600	-0.0600	-0.0600	-0.0600
BEGIN FULL SUPERELEVATION	25431+02.02	-0.0220	0.0580	0.0580	0.0580	-0.0580	-0.0580	-0.0580	-0.0580
END FULL SUPERELEVATION	25438+41.82	-0.0220	0.0580	0.0580	0.0580	-0.0580	-0.0580	-0.0580	-0.0580
3% PLANE SECTION	25439+89.18	-0.0500	0.0300	0.0300	0.0300	-0.0300	-0.0300	-0.0300	-0.0300
2% PLANE SECTION WITH 3% PTSU	25440+41.82	-0.0600	0.0200	0.0200	0.0200	-0.0200	-0.0200		
LEVEL LEFT OF P/R	25441+47.08	-0.0600	0.0000	0.0000	0.0000				
BEGIN NORMAL CROWN SECTION WITH 3% PTSU	25442+52.34	-0.0600	-0.0200	-0.0200	-0.0200				
BEGIN TIE TO EX. EDGE OF OUTSIDE SHOULDER	25444+17.62								
END NORMAL CROWN SECTION WITH 3% PTSU	25445+25.57								
NORMAL CROWN SECTION WITH 2% PTSU	25445+78.21					-0.0200	-0.0200	-0.0300	-0.0300
END OUTSIDE SHOULDER/END TIE TO EX. EDGE OF SHOULDER	25446+55.00					-0.0054	-0.0054	-0.0054	-0.0054
LEVEL RIGHT OF P/R	25446+83.47					0.0000	0.0000	0.0000	0.0000
2% PLANE SECTION	25447+88.73					0.0200	0.0200	0.0200	0.0200
BEGIN TIE LANE 5 TO EXISTING	25448+26.51		TIE TO EX. VARIES -0.0400 TO -0.0220	-0.0272	-0.0272	0.0272	0.0272	0.0272	0.0272
BEGIN FULL SUPERELEVATION	25448+94.00					0.0400	0.0400	0.0400	0.0400
END LANE 5	25450+00.00					0.0400	0.0400	0.0400	0.0400

LEGEND
 CROWN POINT TRANSITION
 CROWN POINT LOCATION



NOTE:
 1. POINT OF CROWN VARIES. REFER TO POINTS OF ROTATION ABOVE AND LEGEND BELOW FOR CROWN POINT TRANSITIONS AND LOCATIONS.

HIGHWAY DESIGN DIVISION

MDOT
 MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

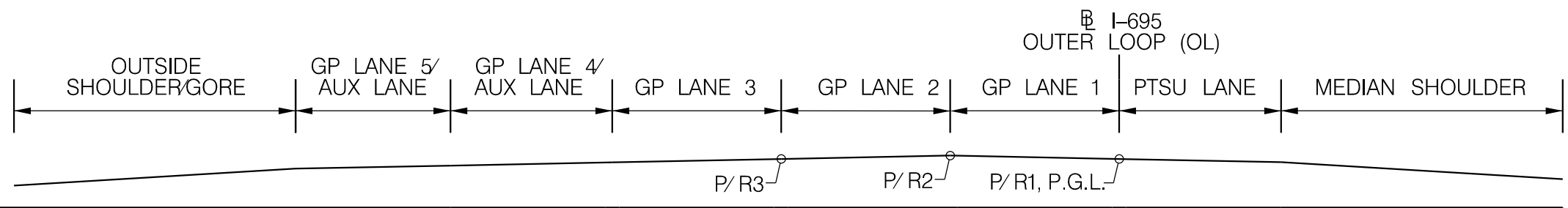
REVISIONS		SUPERELEVATION SHEET	
SCALE	NONE	DATE	JULY 2022
CONTRACT NO.	BA0065172	DESIGNED BY	KAF / MEG
COUNTY	BALTIMORE COUNTY	DRAWN BY	KAF / MDG / AF / AWG
LOGMILE	6.78 - 25.95	CHECKED BY	RLW / AKL
MDE/PRD	20-PR-0038	DRAWING NO.	SE-02
SHEET NO.	14 OF 409	OF	SE-07

RFC - 10-14-2022

PLOTTED: 6/27/2022
 FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\I695TSMO\CADD\Plans\Area 1B\I695-P002_I695TSMO_Area1B.dgn

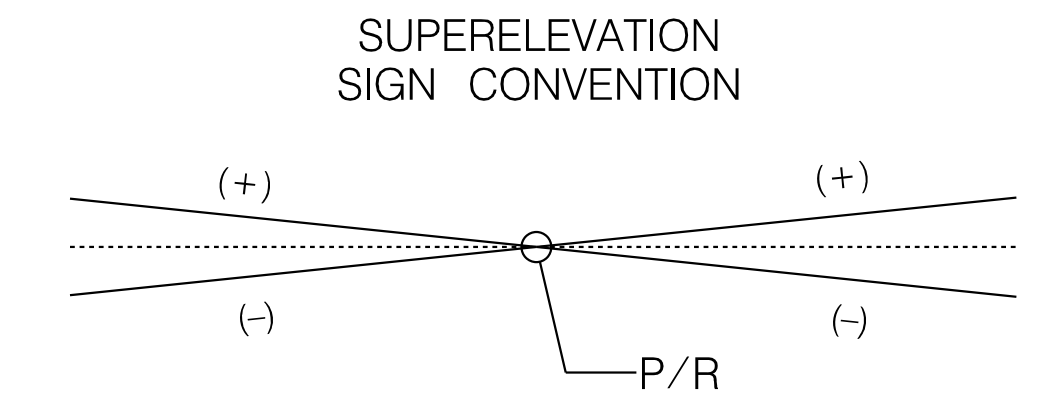
BY: bgrandizo

RK&K
 P. 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions



	I-695 OL STATION	I-695 OUTER LOOP CROSS SLOPES							
		OUTSIDE SHOULDER	GENERAL PURPOSE LANE 5/ AUX LANE	GENERAL PURPOSE LANE 4/ AUX LANE	GENERAL PURPOSE LANE 3	GENERAL PURPOSE LANE 2	GENERAL PURPOSE LANE 1	PTSU LANE	MEDIAN SHOULDER
C FACTOR = 0.00019 e MAX = 0.06 DESIGN SPEED = 55 MPH									
BEGIN OUTSIDE SHOULDER / BEGIN TIE TO EX. EDGE OF SHOULDER	25455+90.34		--	-0.0400	-0.0400	0.0400	0.0400	0.0400	0.0400
END FULL SUPERELEVATION	25459+52.24	TIE TO EX. EDGE OF SHOULDER VARIES		-0.0400	-0.0400	0.0400	0.0400	0.0400	0.0400
2% PLANE SECTION	25460+57.51			-0.0200	-0.0200	0.0200	0.0200	0.0200	0.0200
NORMAL CROWN SECTION WITH 2% PTSU	25462+68.03	-0.0140 TO -0.0600				-0.0200	-0.0200	-0.0200	-0.0200
BEGIN NORMAL CROWN SECTION WITH 3% PTSU	25463+20.67			-0.0200	-0.0200	-0.0200	-0.0200	-0.0300	-0.0300
END NORMAL CROWN SECTION WITH 3% PTSU/END TIE TO EX. EDGE OF SHOULDER/BEGIN OUTSIDE SHOULDER CROSS SLOPE	25464+64.81	-0.0600	--	-0.0200	-0.0200	-0.0200	-0.0200	-0.0300	-0.0300
LEVEL LEFT OF P/R	25465+70.07			0.0000	0.0000				
2% PLANE SECTION WITH 3% PTSU	25466+75.33	-0.0600		0.0200	0.0200	-0.0200	-0.0200		
3% PLANE SECTION	25467+27.97	-0.0500		0.0300	0.0300	-0.0300	-0.0300	-0.0300	-0.0300
BEGIN FULL SUPERELEVATION	25467+49.02	-0.0460		0.0340	0.0340	-0.0340	-0.0340	-0.0340	-0.0340
BEGIN TIE TO EX. EDGE OF SHOULDER	25468+50.00	TIE TO EX. EDGE OF SHOULDER VARIES -0.0330 TO -0.0460							
END TIE TO EX. EDGE OF SHOULDER	25470+41.62	-0.0460	--						
END OUTSIDE SHOULDER/BEGIN RAMP	25473+19.40	--	MATCH EX. / -0.0295						
BEGIN RAMP CROSS SLOPE TRANSITION	25473+63.46		-0.0295						
END RAMP / BEGIN AUX LANE	25475+10.41		-0.0063						
END AUX LANE CROSS SLOPE TRANSITION	25476+67.84		0.0340						
BEGIN OUTSIDE SHOULDER	25479+08.03	-0.0460							
END FULL SUPERELEVATION	25481+16.99	-0.0460	0.0340	0.0340	0.0340	-0.0340	-0.0340	-0.0340	-0.0340
3% PLANE SECTION	25481+38.04	-0.0500	0.0300	0.0300	0.0300	-0.0300	-0.0300	-0.0300	-0.0300
2% PLANE SECTION WITH 3% PTSU / BEGIN TIE TO EX. EDGE OF OUTSIDE SHOULDER	25481+90.68	TIE TO EX. EDGE OF SHOULDER VARIES -0.0220 TO -0.0600	0.0200	0.0200	0.0200	-0.0200	-0.0200		
END TIE TO EX. EDGE OF SHOULDER	25490+35.23	-0.0600							
BEGIN AUX LANE CROSS SLOPE TRANSITION			0.0200						
END OUTSIDE SHOULDER	25492+71.28	--	0.0112						
END AUX LANE /BEGIN RAMP	25493+49.31	--	-0.0200						
END RAMP/BEGIN OUTSIDE SHOULDER/BEGIN TIE TO EX. EDGE OF OUTSIDE SHOULDER	25495+58.10	TIE TO EX. EDGE OF SHOULDER VARIES -0.0340 TO -0.0600	MATCH EX. / -0.0200						
END TIE TO EX. EDGE OF OUTSIDE SHOULDER	25497+70.00	-0.0600	--						
BEGIN TIE TO EX. EDGE OF OUTSIDE SHOULDER	25499+80.53	TIE TO EX. EDGE OF SHOULDER VARIES -0.0340 TO -0.0600							
BEGIN PTSU SLOPE TRANSITION	25503+04.00						-0.0300	-0.0300	
END PTSU SLOPE TRANSITION	25504+10.00						-0.0500	-0.0500	
BEGIN PTSU SLOPE TRANSITION/ END TIE TO EX. EDGE OF OUTSIDE SHOULDER	25505+60.00	-0.0600					-0.0500	-0.0500	
END PTSU SLOPE TRANSITION	25506+66.00	-0.0600					-0.0300	-0.0300	
BEGIN TIE TO EX. EDGE OF OUTSIDE SHOULDER	25512+17.71								
END 2% PLANE SECTION WITH 3% PTSU	25514+73.15		0.0200	0.0200					
BEGIN NORMAL CROWN SECTION WITH 3% PTSU	25516+83.68		-0.0200	-0.0200					
END NORMAL CROWN SECTION WITH 3% PTSU	25524+10.70	TIE TO EX. EDGE OF SHOULDER VARIES -0.0340 TO -0.0600					-0.0300	-0.0300	
NORMAL CROWN SECTION WITH 2% PTSU	25524+63.34					-0.0200	-0.0200	-0.0200	-0.0200
LEVEL RIGHT OF P/R	25525+68.60					0.0000	0.0000	0.0000	0.0000
2% PLANE SECTION	25526+73.86					0.0200	0.0200	0.0200	0.0200
BEGIN FULL SUPERELEVATION	25526+94.92					0.0240	0.0240	0.0240	0.0240
END FULL SUPERELEVATION	25532+08.97					0.0240	0.0240	0.0240	0.0240
BEGIN FULL SUPERELEVATION	25532+19.49					0.0260	0.0260	0.0260	0.0260
END LANES 1-4/END OUTSIDE SHOULDER	25537+72.94	MATCH EX. / -0.0370	MATCH EX. / -0.020	MATCH EX. / -0.020	MATCH EX. / -0.020	MATCH EX. / -0.020			
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	25537+73.00	--						0.0260	
END MEDIAN SHOULDER SLOPE TRANSITION	25539+78.13							-0.0540	
END FULL SUPERELEVATION	25542+56.79						0.0260		
BEGIN 2% SUPERELEVATED PTSU	25542+88.37						0.0200	-0.0540	
BEGIN TIE TO EX. EDGE OF MEDIAN SHOULDER	25544+00.00								TIE TO EX. EDGE OF SHOULDER VARIES -0.0380 TO -0.0600
END TIE TO EX. EDGE OF MEDIAN SHOULDER	25546+10.00								-0.0600
END 2% SUPERELEVATED PTSU / BEGIN TRANSITION TO NORMAL SECTION	25546+97.42						0.0200		
BEGIN TIE TO EX. EDGE OF MEDIAN SHOULDER	25548+25.00						-0.0042		
2% PTSU	25549+07.95						-0.0200		
BEGIN NORMAL CROWN SECTION WITH 3% PTSU	25549+60.58						-0.0300		TIE TO EX. EDGE OF SHOULDER VARIES -0.0300 TO -0.0600
END NORMAL CROWN SECTION WITH 3% PTSU	25592+30.63						-0.0300		
2% PTSU	25592+83.27						-0.0200		
LEVEL RIGHT OF P/R	25593+88.53						0.0000		TIE TO EX. EDGE OF SHOULDER VARIES -0.0400 TO +0.0380
2% PLANE SECTION	25594+93.79						0.0200		
BEGIN FULL SUPERELEVATION	25595+99.06						0.0400		
END MEDIAN TIE TO EX. EDGE OF SHOULDER/BEGIN MEDIAN SHOULDER CROSS SLOPE	25608+75.00							-0.0400	
END FULL SUPERELEVATION	25612+32.35						0.0400	-0.0400	
BEGIN FULL SUPERELEVATION	25612+42.87						0.0420	-0.0380	
END FULL SUPERELEVATION	25614+11.00						0.0420	-0.0380	
2% PLANE SECTION	25615+26.79						0.0200	-0.0600	
LEVEL RIGHT OF P/R / BEGIN MEDIAN TIE TO EX. EDGE OF SHOULDER	25616+32.05						0.0000		TIE TO EX. EDGE OF SHOULDER VARIES -0.0300 TO -0.0600
END MEDIAN SHOULDER CROSS SLOPE/NORMAL CROWN SECTION WITH 2% PTSU	25617+37.31						-0.0200		
BEGIN NORMAL CROWN SECTION WITH 3% PTSU	25620+50.00						-0.0300		
END MEDIAN TIE TO EX. EDGE OF SHOULDER	25624+47.37							-0.0300	
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	25625+00.00							-0.0400	
BEGIN 4% MEDIAN SHOULDER CROSS SLOPE	25649+74.73								
END NORMAL CROWN SECTION WITH 3% PTSU	25650+27.37						-0.0300		
BEGIN FULL SUPERELEVATION	25659+61.68						-0.0400		
END FULL SUPERELEVATION	25660+66.95						-0.0200		
BEGIN 2% PLANE SECTION	25660+99.97						-0.0200		
END 2% PLANE SECTION	25662+98.15						0.0177	-0.0400	
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	25663+10.49						0.0200	-0.0375	
2% PLANE SECTION									

LEGEND	
	CROWN POINT TRANSITION
	CROWN POINT LOCATION



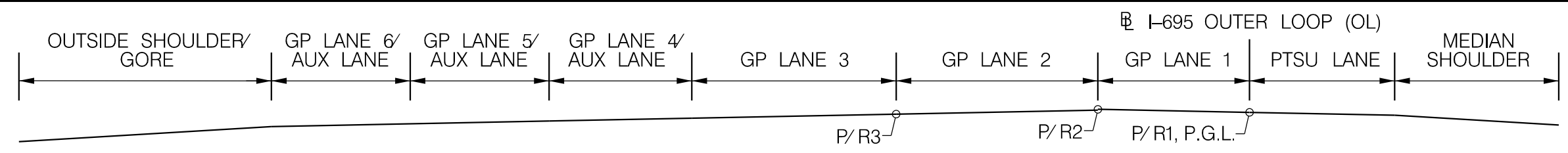
NOTE:
1. POINT OF CROWN VARIES. REFER TO POINTS OF ROTATION ABOVE AND LEGEND BELOW FOR CROWN POINT TRANSITIONS AND LOCATIONS.

 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION	HIGHWAY DESIGN DIVISION
	I-695 FROM I-70 TO MD 43 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO) AREA 1B SUBMITTAL 022 - FINAL ROADWAY AND SWM

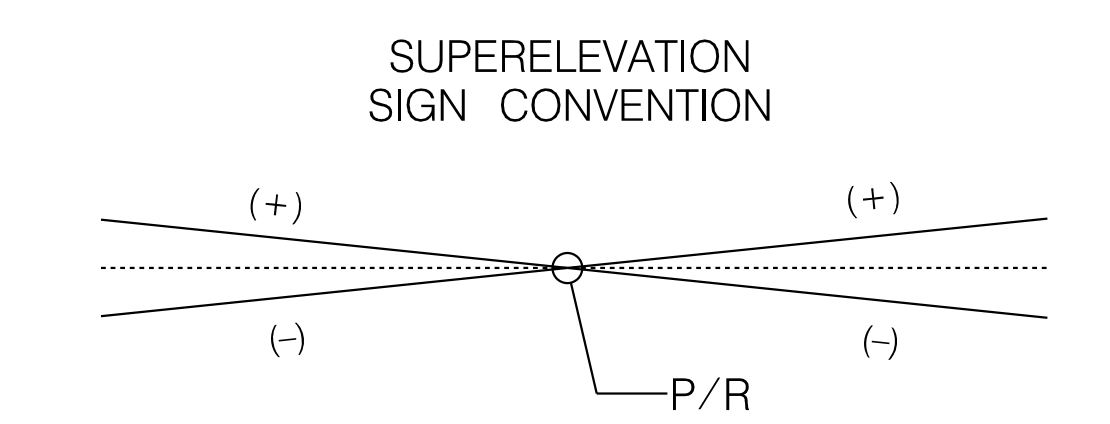
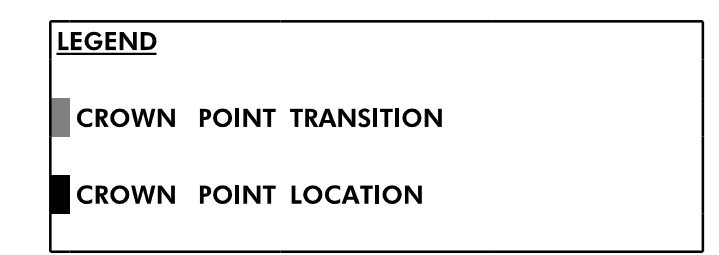
REVISIONS		SUPERELEVATION SHEET	
SCALE	NONE	DATE	JULY 2022
CONTRACT NO.	BA0065172	DESIGNED BY	KAF / MEG
COUNTY	BALTIMORE COUNTY	DRAWN BY	KAF / MDG / AF / AWG
LOGMILE	6.78 - 25.95	CHECKED BY	RLW / AKL
MDE/PRD	20-PR-0038	DRAWING NO.	SE-03
OF	SE-07	SHEET NO.	15 OF 409

BY: bgrandizo

P. 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions



	I-695 OL STATION	I-695 OUTER LOOP CROSS SLOPES								
		OUTSIDE SHOULDER	GENERAL PURPOSE LANE 6/AUX LANE	GENERAL PURPOSE LANE 5/AUX LANE	GENERAL PURPOSE LANE 4/AUX LANE	GENERAL PURPOSE LANE 3	GENERAL PURPOSE LANE 2	GENERAL PURPOSE LANE 1	PTSU LANE	MEDIAN SHOULDER
C FACTOR = 0.00019 e MAX = 0.06 DESIGN SPEED = 55 MPH										
CHANGE RATE OF MEDIAN SHOULDER SLOPE TRANSITION	25664+08.15	--	--	--	--	--	--	--	0.0386	-0.0180
BEGIN FULL SUPERELEVATION	25664+26.28								0.0420	-0.0178
END FULL SUPERELEVATION	25667+06.95								0.0420	-0.0143
BEGIN FULL SUPERELEVATION/END MEDIAN SHOULDER SLOPE TRANSITION	25667+28.01								0.0460	-0.0140
END FULL SUPERELEVATION	25674+95.24								0.0460	-0.0140
2% PLANE SECTION	25676+32.08								0.0200	-0.0230
LEVEL RIGHT OF P/R	25677+37.34								0.0000	-0.0302
NORMAL CROWN SECTION WITH 2% PTSU	25678+42.61								-0.0200	-0.0374
END MEDIAN SHOULDER SLOPE TRANSITION	25678+79.99								-0.0271	-0.0400
BEGIN NORMAL CROWN SECTION WITH 3% PTSU	25678+95.24								-0.0300	
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	25685+17.48									-0.0400
END NORMAL CROWN SECTION WITH 3% PTSU / BEGIN TRANSITION TO BRIDGE	25685+73.44								-0.0300	-0.0300
NORMAL CROWN SECTION WITH 2% PTSU	25686+26.07								-0.0200	-0.0200
END TRANSITION TO BRIDGE/MATCH BRIDGE	25686+49.23								MATCH EX. / -0.0156	MATCH EX. / -0.0156
MATCH BRIDGE/ BEGIN TRANSITION FROM BRIDGE	25689+48.78								-0.0156	-0.0156
NORMAL CROWN SECTION WITH 2% PTSU	25689+71.94								-0.0200	-0.0200
END TRANSITION FROM BRIDGE / BEGIN NORMAL CROWN SECTION WITH 3% PTSU	25690+24.57								-0.0300	-0.0300
END MEDIAN SHOULDER SLOPE TRANSITION	25690+96.53									-0.0400
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	25693+25.50									-0.0400
END NORMAL CROWN SECTION WITH 3% PTSU / BEGIN TRANSITION TO BRIDGE	25693+78.47								-0.0300	-0.0300
NORMAL CROWN SECTION WITH 2% PTSU	25694+31.10								-0.0200	-0.0200
END TRANSITION TO BRIDGE/MATCH BRIDGE	25694+54.26								MATCH EX. / -0.0156	MATCH EX. / -0.0156
MATCH BRIDGE/ BEGIN TRANSITION FROM BRIDGE	25696+65.79								-0.0156	-0.0156
NORMAL CROWN SECTION WITH 2% PTSU	25696+88.95								-0.0200	-0.0200
END TRANSITION FROM BRIDGE / BEGIN NORMAL CROWN SECTION WITH 3% PTSU	25697+41.58								-0.0300	-0.0300
END MEDIAN SHOULDER SLOPE TRANSITION	25697+90.38									-0.0400
BEGIN LANES 1-3/BEGIN OUTSIDE SHOULDER	25702+23.40	TIE TO EX. EDGE OF SHOULDER VARIES -0.0420 TO -0.0600				-0.0200	-0.0200	-0.0200		
END TIE TO EX. EDGE OF OUTSIDE SHOULDER	25702+73.46	-0.0600								
BEGIN CROWN TRANSITION	25705+03.42	-0.0600								-0.0400
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	25705+24.10						-0.0200 / -0.0200			-0.0400
END MEDIAN SHOULDER SLOPE TRANSITION	25705+74.10									-0.0300
END NORMAL CROWN SECTION WITH 3% PTSU	25706+48.68						-0.0200 / -0.0200	-0.0200		-0.0300
BEGIN 1.5% CROSS SLOPE IN GP LANES RIGHT OF P/R	25706+75.00						-0.0200 / -0.0150	-0.0150		-0.0300
END CROWN TRANSITION	25707+15.43	-0.0600					-0.0150	-0.0150		
BEGIN TIE TO EX. EDGE OF SHOULDER	25708+40.00									
END 2% LEFT OF P/R / BEGIN CROSS SLOPE TRANSITION	25709+28.90					-0.0200				
BEGIN CROWN TRANSITION	25709+50.00	TIE TO EX. EDGE OF SHOULDER VARIES -0.0150 TO -0.0600				-0.0160				
LEVEL LEFT OF P/R	25710+34.16					0.000 / -0.0150				
END CROWN TRANSITION / BEGIN 1.5% PLANE SECTION WITH 3% PTSU	25710+50.00					-0.0150				
END TIE TO EX. EDGE OF SHOULDER	25710+99.74									
END MAINLINE OUTSIDE SHOULDER / BEGIN RAMP / BEGIN RAMP CROSS SLOPE TRANSITION	25711+01.23	-0.0600	MATCH EX. / -0.055	MATCH EX. / -0.04	MATCH EX. / -0.04					
END 1.5% PLANE SECTION WITH 3% PTSU	25711+13.11					-0.0150	-0.0150	-0.0150		
BEGIN 2% PLANE SECTION WITH 3% PTSU	25711+39.43					-0.0200	-0.0200	-0.0200		
BEGIN SUPERELEVATION LANES 4 AND 5	25712+78.91									
END RAMP / BEGIN AUX LANES/ BEGIN SUPERELEVATION LANE 6	25714+20.31		-0.0550	-0.0400	-0.0400					
END CROSS SLOPE TRANSITION LANES 4 AND 5	25715+19.76	-0.0600	-0.0388	0.0200	0.0200					
BEGIN TIE TO EX. EDGE OF SHOULDER	25716+50.00		-0.0113							
END CROSS SLOPE TRANSITION LANE 6	25718+14.90	TIE TO EX. EDGE OF SHOULDER VARIES -0.0070 TO -0.0600	0.0200							
END LANE 6	25718+75.61									
END 2% PLANE SECTION WITH 3% PTSU	25742+94.18					0.0200	0.0200	-0.0200	-0.0300	-0.0300
3% PLANE SECTION / END TIE TO EX. EDGE OF OUTSIDE SHOULDER	25743+46.81	-0.0500				0.0300	0.0300	-0.0300	-0.0300	-0.0300
BEGIN FULL SUPERELEVATION	25743+88.92	-0.0420				0.0380	0.0380	-0.0380	-0.0380	-0.0380
END FULL SUPERELEVATION/ BEGIN TRANSITION TO BRIDGE	25749+89.92	-0.0420				0.0380	0.0380	-0.0380	-0.0380	-0.0380
END TRANSITION TO BRIDGE/MATCH BRIDGE	25750+32.03	MATCH EX. / 0.030	MATCH EX. / 0.03	MATCH EX. / 0.03	MATCH EX. / -0.03	MATCH EX. / -0.03	MATCH EX. / -0.03	MATCH EX. / -0.03	MATCH EX. / -0.03	MATCH EX. / -0.03
MATCH BRIDGE/ BEGIN TRANSITION FROM BRIDGE	25751+46.49	MATCH EX. / -0.0481	MATCH EX. / 0.03	MATCH EX. / 0.03	MATCH EX. / -0.03	MATCH EX. / -0.03	MATCH EX. / -0.03	MATCH EX. / -0.03	MATCH EX. / -0.03	MATCH EX. / -0.03
END TRANSITION FROM BRIDGE/ BEGIN FULL SUPERELEVATION	25751+88.60	-0.0345				0.0380	0.0380	-0.0380	-0.0380	-0.0380
END OUTSIDE SHOULDER SLOPE TRANSITION	25753+74.55									
BEGIN OUTSIDE SHOULDER SLOPE TRANSITION	25755+67.69									
END FULL SUPERELEVATION	25755+85.61	0.0310				0.0380	0.0380	-0.0380	-0.0380	-0.0380
BEGIN FULL SUPERELEVATION / BEGIN CROWN POINT TRANSITION	25755+96.13	0.0269				0.0360	0.0360	-0.0360	-0.0360	-0.0360
END OUTSIDE SHOULDER SLOPE TRANSITION/BEGIN TIE TO EX. EDGE OF OUTSIDE SHOULDER	25756+00.00	TIE TO EX. EDGE OF SHOULDER VARIES -0.0300 TO +0.0100								
BEGIN AUX LANE AND OUTSIDE SHOULDER SLOPE TRANSITION	25762+69.30	0.0360				0.0360	0.0360	-0.0360		
END AUX LANES / BEGIN RAMP	25764+46.47	0.0050				0.0054	0.0054	0.0360		
END OUTSIDE SHOULDER SLOPE TRANSITION/ BEGIN MATCH EX. OUTSIDE SHOULDER	25765+14.66	-0.0082				-0.0074	-0.0074			
END FULL SUPERELEVATION/ END CROWN POINT TRANSITION	25765+56.12	MATCH EXISTING				-0.0143	-0.0143	0.0360	-0.0360	-0.0360
3% PLANE SECTION	25765+87.70					-0.0195	-0.0195	0.0300	-0.0300	-0.0300
2% PLANE SECTION WITH 3% PTSU	25766+40.33	MATCH EXISTING				-0.0296	-0.0296	0.0200	-0.0200	-0.0200
END RAMP / BEGIN TIE TO EX. EDGE OF OUTSIDE MAINLINE SHOULDER	25766+64.42	TIE TO EX. EDGE OF SHOULDER VARIES +0.0160 TO -0.0600				MATCH EX. / -0.033	MATCH EX. / -0.033	0.0154		
LEVEL LEFT OF P/R	25767+45.60					--	--	0.0000		
BEGIN NORMAL CROWN SECTION WITH 3% PTSU	25768+50.86							-0.0200		
END TIE TO EX. EDGE OF OUTSIDE SHOULDER	25769+50.00	-0.0600								
BEGIN CROWN TRANSITION	25770+50.00									
BEGIN TIE TO EX. EDGE OF OUTSIDE SHOULDER	25772+50.00	-0.0600								
END CROWN TRANSITION	25772+50.00									
END NORMAL CROWN SECTION WITH 3% PTSU/BEGIN TRANSITION TO BRIDGE	25774+05.06	TIE TO EX. EDGE OF SHOULDER VARIES -0.0200 TO -0.0600							-0.0300	-0.0300
END TRANSITION TO BRIDGE/MATCH BRIDGE	25774+57.69		--	--	--	MATCH EX. / -0.02	MATCH EX. / -0.02	MATCH EX. / -0.02	MATCH EX. / -0.04	MATCH EX. / -0.04



NOTE:
1. POINT OF CROWN VARIES. REFER TO POINTS OF ROTATION ABOVE AND LEGEND BELOW FOR CROWN POINT TRANSITIONS AND LOCATIONS.

HIGHWAY DESIGN DIVISION

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION

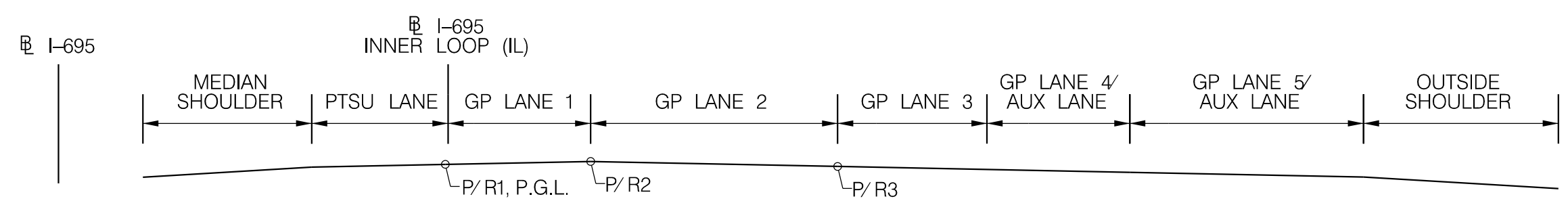
STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS		SUPERELEVATION SHEET	
SCALE	NONE	DATE	JULY 2022
CONTRACT NO.	BA0065172	DESIGNED BY	KAF / MEG
COUNTY	BALTIMORE COUNTY	DRAWN BY	KAF / MDG / AF / AWG
LOGMILE	6.78 - 25.95	CHECKED BY	RLW / AKL
DRAWING NO.	SE-04	MDE/PRD	20-PR-0038
OF	SE-07	DRAWING NO.	SE-04
SHEET NO.	16	OF	409

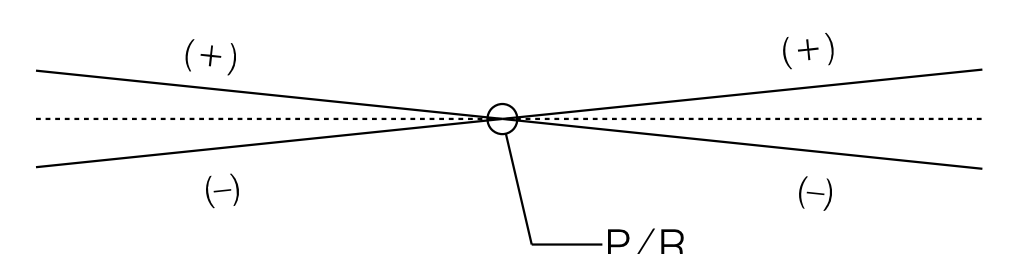
BY: bgrandizio

RK&K
P. 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions



	I-695 IL STATION	I-695 INNER LOOP CROSS SLOPES							
		MEDIAN SHOULDER	PTSU LANE	GENERAL PURPOSE LANE 1	GENERAL PURPOSE LANE 2	GENERAL PURPOSE LANE 3	GENERAL PURPOSE LANE 4/AUX LANE	GENERAL PURPOSE LANE 5/AUX LANE	OUTSIDE SHOULDER
C FACTOR = 0.00019 e MAX = 0.06 DESIGN SPEED = 55 MPH									
BEGIN PTSU LANE & LANES 1-3/BEGIN MEDIAN SHOULDER/BEGIN NORMAL CROWN SECTION WITH 3% PTSU	15165+50.00	-0.0300	-0.0300	-0.0200	-0.0200	-0.0200	--	--	--
BEGIN OUTSIDE SHOULDER/BEGIN TIE TO EX. EDGE OF SHOULDER	15168+43.62								-0.0600 OR TIE TO EX. EDGE OF SHOULDER VARIES 0.0237 TO -0.0600
END TIE TO EX. EDGE OF SHOULDER	15168+53.05								
END NORMAL CROWN SECTION WITH 3% PTSU	15172+62.72	-0.0300	-0.0300						
BEGIN NORMAL CROWN SECTION WITH 2% PTSU	15173+15.35	-0.0200	-0.0200						
END OUTSIDE SHOULDER/END TIE TO EX. EDGE OF SHOULDER/BEGIN RAMP	15180+86.47								
RAMP FULL SUPER	15181+55.00								-0.0600 OR RAMP SUPERELEVATION
END RAMP/BEGIN LANES 4-5	15183+48.05								
BEGIN OUTSIDE SHOULDER/BEGIN TIE TO EX. EDGE OF SHOULDER	15183+48.05								
END NORMAL CROWN SECTION WITH 2% PTSU/BEGIN TRANSITION TO BRIDGE	15185+17.63	-0.0200	-0.0200	-0.0200	-0.0200	-0.0200	-0.0200	-0.0200	-0.0600 OR TIE TO EX. EDGE OF SHOULDER VARIES 0.0237 TO -0.0600
END TRANSITION TO BRIDGE/MATCH BRIDGE/ END LANES 4-5 & OUTSIDE SHOULDER	15185+40.78	-0.0156	-0.0156	-0.0156	-0.0156	-0.0156	-0.0156	-0.0156	
END TIE TO EX. EDGE OF SHOULDER	15185+50.00								
MATCH BRIDGE/ BEGIN TRANSITION FROM BRIDGE	15186+79.22	-0.0156	-0.0156	-0.0156	-0.0156	-0.0156			
BEGIN NORMAL CROWN SECTION WITH 2% PTSU	15187+02.38	-0.0200	-0.0200	-0.0200	-0.0200	-0.0200			
END LANE 3	15190+53.88					-0.0200			
END LANE 2	15192+37.58				-0.0200				
END LANE 1	15193+27.79			-0.0200					
END NORMAL CROWN SECTION WITH 2% PTSU	15196+70.24	-0.0200	-0.0200						
BEGIN NORMAL CROWN SECTION WITH 3% PTSU	15197+22.87	-0.0300	-0.0300						
END NORMAL CROWN SECTION WITH 3% PTSU	15219+39.85	-0.0300	-0.0300						
NORMAL CROWN SECTION WITH 2% PTSU/BEGIN TRANSITION TO BRIDGE	15219+92.48	-0.0200	-0.0200						
END TRANSITION TO BRIDGE/MATCH BRIDGE	15220+15.64	-0.0156	-0.0156						
MATCH BRIDGE/ BEGIN TRANSITION FROM BRIDGE	15221+21.48	-0.0156	-0.0156						
END TRANSITION FROM BRIDGE/NORMAL CROWN SECTION WITH 2% PTSU	15221+44.64	-0.0200	-0.0200						
BEGIN NORMAL CROWN SECTION WITH 3% PTSU	15221+97.27	-0.0300	-0.0300						
END NORMAL CROWN SECTION WITH 3% PTSU/ BEGIN MATCH EXISTING	15313+50.00	MATCH EX.	MATCH EX.						
END MATCH EXISTING/BEGIN NORMAL CROWN SECTION WITH 3% PTSU	15342+50.00	-0.0300	-0.0300						
BEGIN LANE 1	15352+36.55			MATCH EX.					
END NORMAL CROWN SECTION WITH 3% PTSU	15357+13.51	-0.0300	-0.0300						
NORMAL CROWN SECTION WITH 2% PTSU/BEGIN TRANSITION TO BRIDGE	15357+66.15	-0.0200	-0.0200						
END TRANSITION TO BRIDGE/MATCH BRIDGE	15357+89.30	-0.0156	-0.0156						
MATCH BRIDGE/ BEGIN TRANSITION FROM BRIDGE	15359+14.24	-0.0156	-0.0156						
END TRANSITION FROM BRIDGE/EX. SUPERELEVATION WITH 2% PTSU	15359+37.40	-0.0200	-0.0200						
BEGIN 3% PTSU SECTION/TRANSITION CROWN BETWEEN LANES 1 & 2	15359+90.03	-0.0300	-0.0300						
END LANE 1/END CROWN TRANSITION BETWEEN LANES 2 & 3	15372+98.02			MATCH EX.					
END 3% PTSU SECTION	15382+10.92	-0.0300	-0.0300						
BEGIN NORMAL CROWN SECTION WITH 2% PTSU	15382+63.51	-0.0200	-0.0200	-0.0200					
END NORMAL CROWN SECTION WITH 2% PTSU/BEGIN LANES 2 & 3	15382+63.55	-0.0200	-0.0200	-0.0200	-0.0200	-0.0267			
LEVEL LEFT OF P/R	15383+68.82	0.0000	0.0000	0.0000	0.0000	-0.0039			
BEGIN LANES 4 & 5	15384+50.00	0.0154	0.0154	0.0154	0.0154	-0.0200	-0.0250 TIE TO EX. EP		
2% PLANE SECTION/LANES 4 & 5 TIE TO EX. EDGE OF PAVEMENT	15384+74.08	0.0200	0.0200	0.0200	0.0200	-0.0200	-0.0321 TIE TO EX. EP		
END LANES 4 & 5	15385+97.03	0.0434	0.0434	0.0434	0.0434	-0.0434	-0.0345 TIE TO EX. EP		
BEGIN FULL SUPERELEVATION/BEGIN CROWN TRANSITION BETWEEN LANES 2 & 3	15386+10.92	0.0460	0.0460	0.0460	0.0460	-0.0460			
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	15389+49.99	0.0460			-0.0460				
END MEDIAN SHOULDER SLOPE TRANSITION	15391+29.49	-0.0240							
BEGIN OUTSIDE SHOULDER	15393+37.41								
END FULL SUPERELEVATION/END CROWN TRANSITION BETWEEN LANES 1 & 2	15398+88.38	-0.0240	0.0460	0.0460	-0.0460	-0.0460			
2% PLANE SECTION	15400+25.22	-0.0500	0.0200	0.0200	-0.0200	-0.0200			
END MEDIAN SHOULDER SLOPE TRANSITION	15400+77.85	-0.0600							TIE TO EX. EDGE OF SHOULDER VARIES -0.0678 TO -0.0141
BEGIN MEDIAN TIE TO EX. EDGE OF SHOULDER	15401+30.00								
LEVEL LEFT OF P/R	15401+30.48		0.0000	0.0000					
BEGIN/END NORMAL CROWN SECTION WITH 2% PTSU	15402+35.75	-0.0600 TO -0.0141	-0.0200	-0.0200	-0.0200	-0.0200			
END MEDIAN TIE TO EX. EDGE OF SHOULDER/BEGIN MATCH EXISTING	15402+35.76	MATCH EX.	MATCH EX.	MATCH EX.	MATCH EX.	MATCH EX.			MATCH EX.
END OUTSIDE SHOULDER	15421+63.20								
END MATCH EXISTING/BEGIN TRANSITION TO NORMAL CROWN SECTION	15425+50.00	MATCH EX.	MATCH EX.	MATCH EX.	MATCH EX.	MATCH EX.			
BEGIN NORMAL CROWN WITH 2% PTSU/BEGIN MEDIAN SHOULDER SLOPE TRANSITION	15425+60.01	-0.0235	-0.0200	-0.0200	-0.0200	-0.0200			
END MEDIAN SHOULDER SLOPE TRANSITION/LEVEL LEFT OF P/R	15426+65.27	-0.0600	0.0000	0.0000					
2% PLANE SECTION/BEGIN MEDIAN SHOULDER SLOPE TRANSITION	15427+70.53	-0.0600	0.0200	0.0200	-0.0200	-0.0200			
BEGIN FULL SUPERELEVATION/BEGIN CROWN TRANSITION BETWEEN LANES 1 & 2/END MEDIAN SHOULDER SLOPE TRANSITION	15429+70.53	-0.0220	0.0580	0.0580	-0.0580	-0.0580			
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	15430+00.00	-0.0220			0.0580				
END MEDIAN SHOULDER SLOPE TRANSITION	15432+05.13	0.0580							
END FULL SUPERELEVATION/END CROWN TRANSITION BETWEEN LANES 1 & 2	15437+00.00	0.0580	0.0580	0.0580	0.0580	-0.0580			
BEGIN MATCH EXISTING FOR LANES 1 THRU 3	15437+50.00			MATCH EX.	MATCH EX.	MATCH EX.			
2% PLANE SECTION	15439+00.00	0.0200	0.0200						
LEVEL LEFT OF P/R	15441+21.87	0.0000	0.0000	MATCH EX.	MATCH EX.	MATCH EX.			

SUPERELEVATION SIGN CONVENTION



NOTE:
1. POINT OF CROWN VARIES. REFER TO POINTS OF ROTATION ABOVE AND LEGEND BELOW FOR CROWN POINT TRANSITIONS AND LOCATIONS.

LEGEND

- █ CROWN POINT TRANSITION
- █ CROWN POINT LOCATION

HIGHWAY DESIGN DIVISION

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

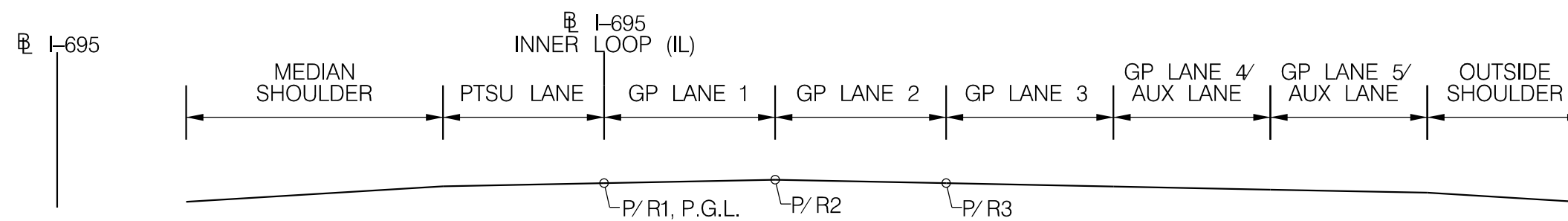
REVISIONS		SUPERELEVATION SHEET	
SCALE	NONE	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	6.78 - 25.95
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	SE-05	OF	SE-07
SHEET NO.	17	OF	409

RFC - 10-14-2022

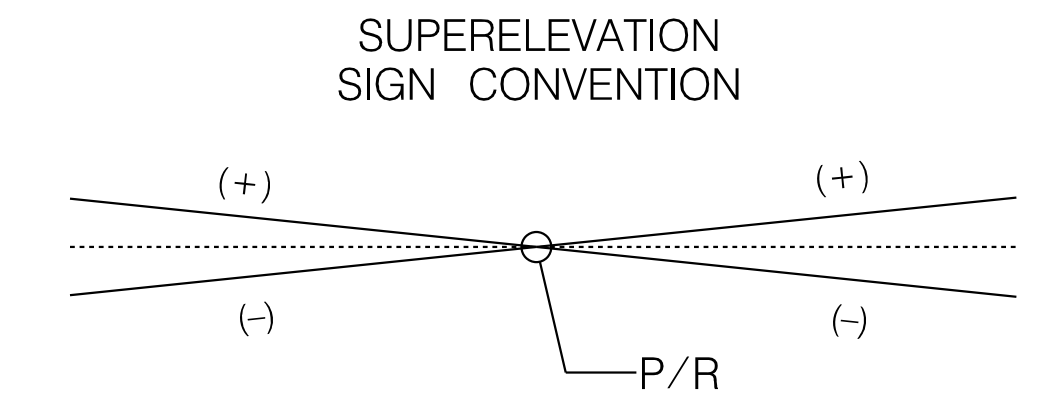
PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\2020_TSMO\CADD\Plans\Area 1B\SE-P005_B695TSMO_Area1B.dgn

BY: bgrandizio

RK&K
P. 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions



	I-695 IL STATION	I-695 INNER LOOP CROSS SLOPES							OUTSIDE SHOULDER
		MEDIAN SHOULDER	PTSU LANE	GENERAL PURPOSE LANE 1	GENERAL PURPOSE LANE 2	GENERAL PURPOSE LANE 3	GENERAL PURPOSE LANE 4/AUX LANE	GENERAL PURPOSE LANE 5/AUX LANE	
C FACTOR = 0.00019 e MAX = 0.06 DESIGN SPEED = 55 MPH									
2% PTSU SECTION	15442+27.13	-0.0200	-0.0200	MATCH EX.	MATCH EX.	MATCH EX.	--	--	--
BEGIN 3% PTSU SECTION	15442+79.76	-0.0300	-0.0300	MATCH EX.	MATCH EX.	MATCH EX.	--	--	--
END MATCH EX. LANES 1 TO 3/BEGIN LANES 4 & 5/BEGIN TIE TO EX. EDGE OF OUTSIDE SHOULDER	15446+14.48			-0.0139	-0.0139	-0.0019	-0.0019	-0.0019	TIE TO EX. EDGE OF SHOULDER VARIES
END NORMAL CROWN SECTION WITH 3% PTSU	15446+94.43	-0.0300	-0.0300	-0.0212	-0.0212	0.0098	0.0098	0.0098	VARIES
BEGIN FULL SUPERELEVATION	15449+00.00	-0.0400	-0.0400	-0.0400	-0.0400	0.0400	0.0400	0.0400	-0.0400 TO
END LANE 5/BEGIN RAMP	15451+25.53							0.0400	.0258
END RAMP/END OUTSIDE SHOULDER	15452+50.00							--	
BEGIN OUTSIDE SHOULDER	15453+19.76								TIE TO EX. EDGE OF SHOULDER
END TIE TO EX. EDGE OF SHOULDER	15458+25.00								-0.0300
END FULL SUPERELEVATION	15459+52.24	-0.0400	-0.0400	-0.0400	-0.0400	0.0400	0.0400		-0.0400
3% PLANE SECTION	15460+04.88	-0.0300	-0.0300	-0.0300	-0.0300	0.0300	0.0300		-0.0500
2% PLANE SECTION WITH 3% PTSU	15460+57.51			-0.0200	-0.0200	0.0200	0.0200		-0.0600, TIE TO EX.
BEGIN TIE TO EX. EDGE OF OUTSIDE SHOULDER	15461+24.72					0.0072	0.0072		TIE TO EX. EDGE OF SHOULDER
LEVEL RIGHT OF P/R	15461+62.77					0.0000	0.0000		
BEGIN NORMAL CROWN SECTION WITH 3% PTSU	15462+68.03			-0.0200		-0.0200	-0.0200		
END LANES 2-4/END OUTSIDE SHOULDER/ BEGIN TIE TO EX. EDGE OF LANE 1	15462+85.53				-0.0200	-0.0200	-0.0200		
END 3% PTSU SECTION	15464+92.11	-0.0300	-0.0300	TIE TO EX.	--	--	--		
END LANE 1	15465+30.48	-0.0227	-0.0227						
2% PTSU	15465+44.74	-0.0200	-0.0200	--					
LEVEL LEFT OF P/R	15466+50.00								
2% PLANE SECTION	15467+55.26	0.0200	0.0200						
BEGIN FULL SUPERELEVATION	15468+28.95	0.0340	0.0340						
END FULL SUPERELEVATION	15479+26.93	0.0340	0.0340						
2% PLANE SECTION	15480+00.62	0.0200	0.0200						
BEGIN LANES 1 & 2	15481+61.67								
END LANE 2	15486+50.06			MATCH EX.	MATCH EX.				
END LANE 1	15490+88.34				--				
BEGIN LANE 1	15501+90.00								
END 2% PLANE	15502+58.72	0.0200	0.0200						
BEGIN NORMAL CROWN SECTION WITH 2% PTSU	15503+61.28	-0.0200	-0.0200	MATCH EX.	--				
BEGIN LANE 2	15503+96.69								
END NORMAL CROWN SECTION WITH 2% PTSU	15504+96.28	-0.0200	-0.0200		MATCH EX.				
BEGIN 2% PLANE SECTION	15505+98.85	0.0200	0.0200						
BEGIN 2% PLANE LANES 1 & 2/BEGIN LANE 3 TIE TO EX. EDGE OF LANE	15513+05.18			0.0200	0.0200	TIE TO EX. EDGE			
END LANE 3	15514+25.92			0.0200	0.0200	--			
END 2% PLANE SECTION	15514+58.14	0.0200	0.0200						
BEGIN MATCH EX. LANES 1 & 2	15516+00.00	-0.0070	-0.0070						
2% PTSU	15516+68.66	-0.0200	-0.0200						
3% PTSU	15517+21.30	-0.0300	-0.0300						
BEGIN LANE 3	15526+17.59			MATCH EX.	MATCH EX.	MATCH EX.			
END LANE 3	15532+57.89				--	--			
END LANE 2	15533+64.25								
END LANE 1/BEGIN MEDIAN SHOULDER SLOPE TRANSITION	15534+99.96	-0.0300							
END MEDIAN SHOULDER SLOPE TRANSITION	15535+50.00	-0.0400							
BEGIN CROWN TRANSITION BETWEEN LANE 2 & LANE 3	15546+00.00								
END CROWN TRANSITION BETWEEN LANE 1 & LANE 2	15551+00.00								
END NORMAL CROWN SECTION WITH 3% PTSU	15555+96.97		-0.0300						
NORMAL CROWN SECTION WITH 2% PTSU	15556+49.60		-0.0200						
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	15557+50.00	-0.0400							
LEVEL LEFT OF P/R	15557+54.87	-0.0407	0.0000						
END MEDIAN SHOULDER SLOPE TRANSITION	15558+60.00	-0.0560	0.0200						
2% PLANE SECTION	15558+60.13		0.0200						
BEGIN FULL SUPERELEVATION	15558+81.18		0.0240						
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	15569+50.00	-0.0560							
END MEDIAN SHOULDER SLOPE TRANSITION	15570+60.00	-0.0400							
END FULL SUPERELEVATION	15581+75.00		0.0240						
2% PLANE SECTION	15581+96.06		0.0200						
LEVEL LEFT OF P/R	15583+01.32		0.0000						
2% PTSU SECTION	15584+06.58		-0.0200						
BEGIN NORMAL CROWN SECTION WITH 3% PTSU	15584+59.21		-0.0300						
END NORMAL CROWN SECTION WITH 3% PTSU	15594+93.36		-0.0300						
BEGIN FULL SUPERELEVATION	15595+45.99		-0.0400						
END FULL SUPERELEVATION	15613+51.43		-0.0400						
3% PTSU SECTION	15614+04.06		-0.0300						
END 4% MEDIAN SHOULDER/BEGIN MEDIAN TIE TO EX. EDGE OF SHOULDER	15619+86.15	TIE TO EX. EDGE OF SHOULDER VARIES -0.006 TO -0.0300							
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	15646+00.00	-0.0300							
END NORMAL CROWN SECTION WITH 3% PTSU	15646+13.62	-0.0321	-0.0300						
NORMAL CROWN SECTION WITH 2% PTSU/END MEDIAN SHOULDER SLOPE TRANSITION	15646+66.25	-0.0400	-0.0200						
LEVEL LEFT OF P/R	15647+71.52		0.0000						
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	15647+71.71	-0.0400							
2% PLANE SECTION	15648+76.78	-0.0350	0.0200						



NOTE:
1. POINT OF CROWN VARIES. REFER TO POINTS OF ROTATION ABOVE AND LEGEND BELOW FOR CROWN POINT TRANSITIONS AND LOCATIONS.

LEGEND	
	CROWN POINT TRANSITION
	CROWN POINT LOCATION

HIGHWAY DESIGN DIVISION

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

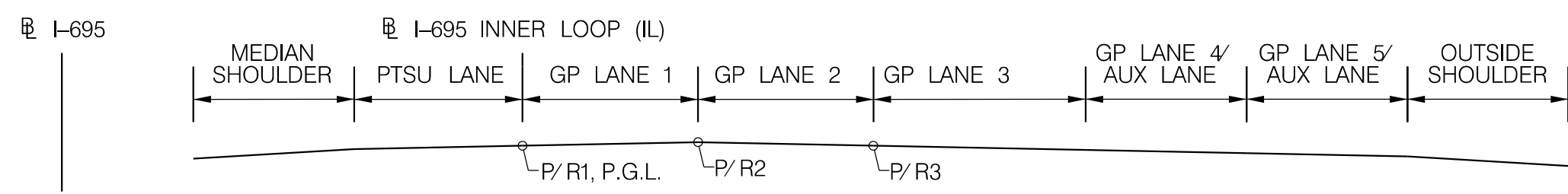
REVISIONS		SUPERELEVATION SHEET	
SCALE	NONE	DATE	JULY 2022
CONTRACT NO.	BA0065172	DESIGNED BY	KAF / MEG
COUNTY	BALTIMORE COUNTY	DRAWN BY	KAF / MDG / AF / AWG
LOGMILE	6.78 - 25.95	CHECKED BY	RLW / AKL
DRAWING NO.	SE-06	MDE/PRD	20-PR-0038
OF	SE-07	SHEET NO.	18 OF 409

RK&K

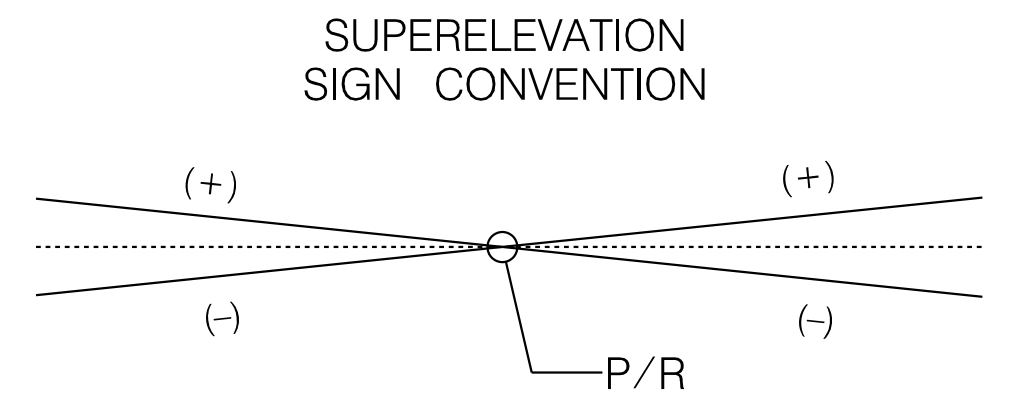
P. 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202

Engineers | Construction Managers | Planners | Scientists
www.rkk.com

Responsive People | Creative Solutions



	I-695 IL STATION	I-695 INNER LOOP CROSS SLOPES							
		MEDIAN SHOULDER	PTSU LANE	GENERAL PURPOSE LANE 1	GENERAL PURPOSE LANE 2	GENERAL PURPOSE LANE 3	GENERAL PURPOSE LANE 4/AUX LANE	GENERAL PURPOSE LANE 5/AUX LANE	OUTSIDE SHOULDER
C FACTOR = 0.00019 e MAX = 0.06 DESIGN SPEED = 55 MPH									
BEGIN FULL SUPERELEVATION	15649+82.04	-0.0300	0.0400	--	--	--	--	--	--
END MEDIAN SHOULDER SLOPE TRANSITION	15649+82.24								
END FULL SUPERELEVATION	15658+71.44								
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	15658+71.63	-0.0300	0.0400						
BEGIN 2% PLANE SECTION	15659+76.71	-0.0400	0.0200						
END MEDIAN SHOULDER SLOPE TRANSITION	15659+76.90								
END 2% PLANE SECTION	15660+13.34		0.0200						
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	15662+66.71	-0.0400	-0.0281						
BEGIN FULL SUPERELEVATION	15663+39.65	-0.0420	-0.0420						
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	15663+90.56	-0.0420							
END FULL SUPERELEVATION	15664+73.48	-0.0536	-0.0420						
BEGIN FULL SUPERELEVATION	15664+94.53	-0.0587	-0.0460						
END MEDIAN SHOULDER SLOPE TRANSITION	15665+00.00	-0.0600							
END PTSU SLOPE TRANSITION	15665+68.22		-0.0600						
BEGIN PTSU SLOPE TRANSITION	15668+30.00		-0.0600						
END PTSU SLOPE TRANSITION	15669+03.69		-0.0460						
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	15669+50.00	-0.0600							
END MEDIAN SHOULDER SLOPE TRANSITION	15670+25.00	-0.0460							
BEGIN LANES 1 TO 3	15673+10.00			-0.0412	-0.0412	TIE TO EX. EDGE			
END FULL SUPERELEVATION	15674+66.35	-0.0460	-0.0460						
END LANES 1 TO 3	15674+88.30			-0.0235	-0.0235	TIE TO EX. EDGE			
TRANSITION TO MATCH EXISTING	15675+47.05	-0.0307	-0.0307						
BEGIN MATCH EXISTING	15675+50.00	MATCH EX.	MATCH EX.						
END MATCH EXISTING	15704+88.52	MATCH EX.	MATCH EX.						
BEGIN NORMAL CROWN SECTION WITH 3% PTSU	15704+88.53	TIE TO EX.	-0.0300						
END NORMAL CROWN SECTION WITH 3% PTSU	15705+50.00	EDGE OF SHOULDER	-0.0300						
NORMAL CROWN SECTION WITH 1.8% PTSU	15708+00.00	VARIES	-0.0180						
BEGIN NORMAL CROWN SECTION WITH 0.5% PTSU	15710+50.00	-0.0002 TO	-0.0050						
END TIE TO EX. EDGE OF MEDIAN SHOULDER	15714+00.00	-0.0319	-0.0050						
LEVEL LEFT OF P/R	15714+55.42	0.0000	0.0000						
BEGIN LANES 1-5/BEGIN OUTSIDE SHOULDER	15714+86.85	0.0060	0.0060	MATCH EX.	MATCH EX.	MATCH EX.	MATCH EX.	MATCH EX.	MATCH EX.
2% PLANE SECTION	15715+60.68	0.0200	0.0200						
BEGIN FULL SUPERELEVATION	15715+92.26	0.0260	0.0260						MATCH EX.
BEGIN SLOPE CORRECTING LANES 1-5/BEGIN SLOPE CORRECTING OUTSIDE SHOULDER	15717+00.00			MATCH EX. / 0.026	MATCH EX. / 0.026	MATCH EX. / -0.026	MATCH EX. / -0.026	MATCH EX. / -0.026	
END FULL SUPERELEVATION	15718+78.73	0.0260	0.0260	0.0260	0.0260	-0.0260	-0.0260	-0.0260	
BEGIN 2% PLANE SECTION	15719+10.31	0.0200	0.0200	0.0200	0.0200	-0.0200	-0.0200	-0.0200	
END 2% PLANE SECTION	15737+27.82	0.0200	0.0200	0.0200	0.0200	-0.0200	-0.0200	-0.0200	
BEGIN FULL SUPERELEVATION	15737+48.87	0.0240	0.0240	0.0240	0.0240	-0.0240	-0.0240	-0.0240	
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	15739+99.32	0.0240							
END FULL SUPERELEVATION	15741+47.85	-0.0339	0.0240	0.0240	0.0240	-0.0240	-0.0240	-0.0240	
BEGIN FULL SUPERELEVATION	15741+63.23	-0.0399	0.0300	0.0300	0.0300	-0.0300	-0.0300	-0.0300	
END MEDIAN SHOULDER SLOPE TRANSITION	15741+89.06	-0.0500							
END FULL SUPERELEVATION	15744+16.12	-0.0500	0.0300	0.0300	0.0300	-0.0300	-0.0300	-0.0300	
BEGIN FULL SUPERELEVATION	15744+37.17	-0.0460	0.0340	0.0340	0.0340	-0.0340	-0.0340	-0.0340	
BEGIN TIE TO EX. EDGE OF MEDIAN SHOULDER	15747+50.00	TIE TO EX.							
END FULL SUPERELEVATION/BEGIN PTSU TRANSITION TO BRIDGE	15748+28.02	EDGE OF SHOULDER	0.0340						
BEGIN SUPERELEVATED GP LANES AND LEVEL PTSU LANE	15749+15.20	VARIES	0.0000						
BEGIN GP LANES TRANSITION TO BRIDGE	15749+45.43	-0.0460 TO		0.0340	0.0340	-0.0340	-0.0340	-0.0340	TIE TO EX. EDGE OF SHOULDER VARIES -0.0140 TO -0.0600
END TIE TO EX. EDGE OF OUTSIDE SHOULDER	15749+50.00	-0.0151							
END TIE TO EX. EDGE OF MEDIAN SHOULDER/END TRANSITION TO BRIDGE/MATCH BRIDGE	15749+66.48	0.0000		0.0300	0.0300	-0.0300	-0.0300	-0.0300	
MATCH BRIDGE/ BEGIN TRANSITION FROM BRIDGE	15750+81.15			0.0300	0.0300	-0.0300	-0.0300	-0.0300	
BEGIN GP LANES TRANSITION TO FULL SUPERELEVATION	15751+02.21			0.0340	0.0340	-0.0340	-0.0340	-0.0340	
END SUPERELEVATED GP LANES AND LEVEL PTSU LANE	15751+32.43	0.0000	0.0000						
BEGIN TIE TO EX. EDGE OF MEDIAN SHOULDER	15750+70.00	TIE TO EX.							
BEGIN TIE TO EX. EDGE OF OUTSIDE SHOULDER	15750+81.15	EDGE OF SHOULDER VARIES							
BEGIN FULL SUPERELEVATION	15752+19.61	-0.0460 TO	0.0340						
END TIE TO EX. EDGE OF MEDIAN SHOULDER	15753+00.00	-0.0460							
END FULL SUPERELEVATION	15753+36.19	-0.0460	0.0340	0.0340	0.0340	-0.0340	-0.0340	-0.0340	
BEGIN FULL SUPERELEVATION	15753+88.82	-0.0360	0.0440	0.0440	0.0440	-0.0440	-0.0440	-0.0440	
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	15758+28.75	-0.0360							
END MEDIAN SHOULDER SLOPE TRANSITION	15759+03.75	0.0440							
BEGIN MEDIAN SHOULDER SLOPE TRANSITION	15761+46.25	0.0440							
END MEDIAN SHOULDER SLOPE TRANSITION	15762+21.25	-0.0360							
END TIE TO EX. EDGE OF OUTSIDE SHOULDER/END LANES 4-5/END OUTSIDE SHOULDER/BEGIN RAMP	15763+45.70					-0.044 (RAMP)	-0.044 (RAMP)		
END FULL SUPERELEVATION	15763+52.73	-0.0360	0.0440	0.0440	0.0440	-0.0440	-0.0440		
BEGIN 2% PLANE SECTION/ TIE MEDIAN SHOULDER TO EXISTING	15764+79.04	TIE TO EX.	0.0200	0.0200	0.0200	-0.0200	-0.0200		
END RAMP/BEGIN OUTSIDE SHOULDER/BEGIN TIE TO EX. OUTSIDE SHOULDER	15766+06.56								
BEGIN CROWN TRANSITION BETWEEN LANE 2 & LANE 3	15766+00.00			0.0200	0.0200	-0.0515 (RAMP)	-0.04 (RAMP)		
END RAMP	15766+03.82								
BEGIN MEDIAN SHOULDER TRANSITION/END TIE TO EXISTING	15767+50.00	-0.0450		-0.0200	-0.0200				
END 2% PLANE SECTION/END CROWN TRANSITION BETWEEN PTSU LANE & LANE 1	15767+99.81	-0.0400	0.0200						
BEGIN NORMAL CROWN SECTION WITH 2% PTSU/END MEDIAN SHOULDER TRANSITION	15770+10.33	-0.0200	-0.0200						
END NORMAL CROWN SECTION WITH 2% PTSU/BEGIN TRANSITION TO BRIDGE	15773+56.54	-0.0200	-0.0200	-0.0200	-0.0200	-0.0200	-0.0200	-0.0200	
MATCH BRIDGE	15773+60.75	-0.0208	-0.0208	-0.0208	-0.0208	-0.0208	-0.0208	-0.0208	



NOTE:
1. POINT OF CROWN VARIES. REFER TO POINTS OF ROTATION ABOVE AND LEGEND BELOW FOR CROWN POINT TRANSITIONS AND LOCATIONS.

HIGHWAY DESIGN DIVISION

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

LEGEND

- █ CROWN POINT TRANSITION
- █ CROWN POINT LOCATION

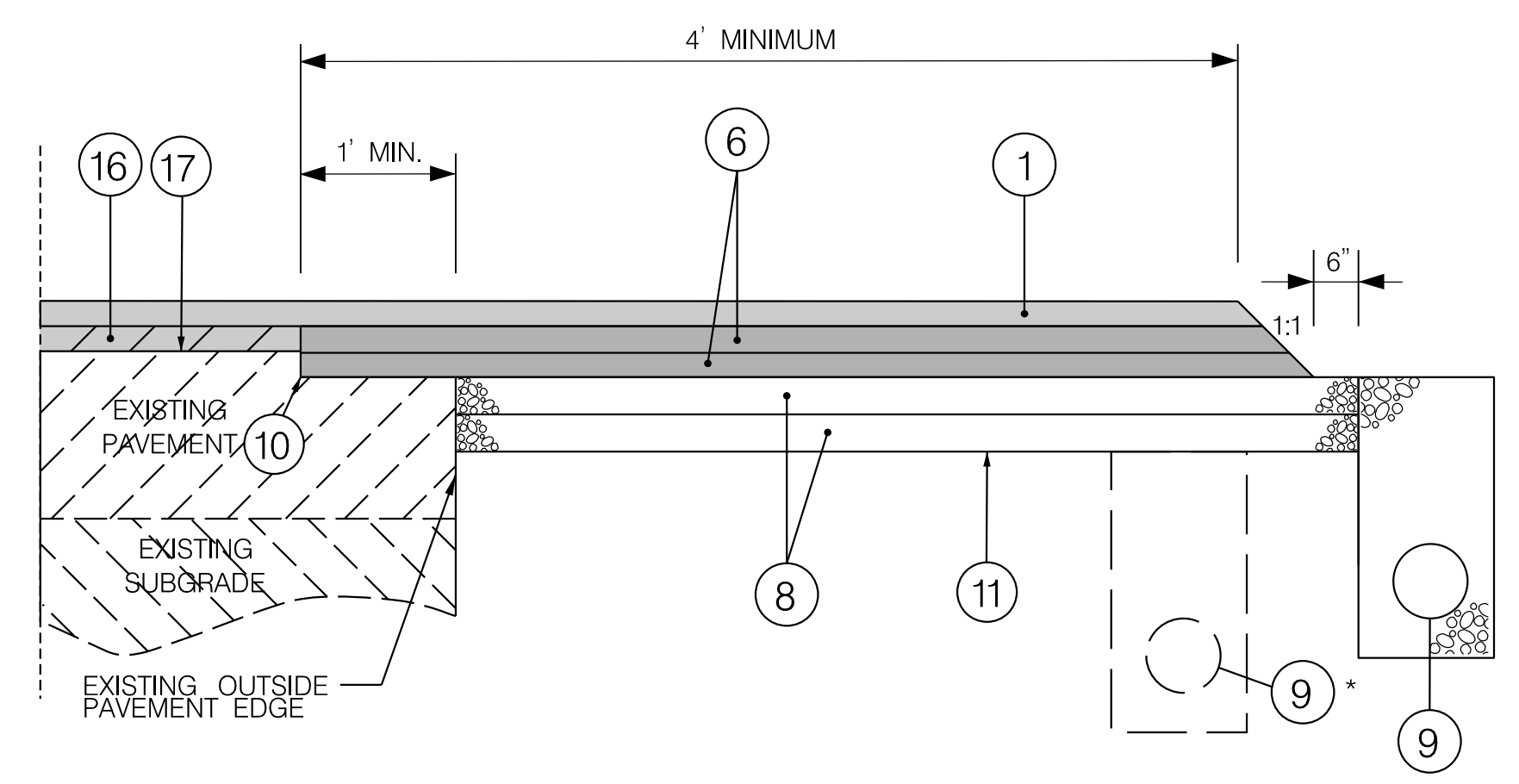
REVISIONS	SUPERELEVATION SHEET		
	SCALE <u>NONE</u>	DATE <u>JULY 2022</u>	CONTRACT NO. <u>BA0065172</u>
	DESIGNED BY <u>KAF / MEG</u>	COUNTY <u>BALTIMORE COUNTY</u>	
	DRAWN BY <u>KAF / MDG / AF / AWG</u>	LOGMILE <u>6.78 - 25.95</u>	
	CHECKED BY <u>RLW / AKL</u>		
	MDE/PRD <u>20-PR-0038</u>		
	DRAWING NO. <u>SE-07</u>	OF <u>SE-07</u>	SHEET NO. <u>19</u> OF <u>409</u>

BY: bgrandizio

RK&K
P. 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

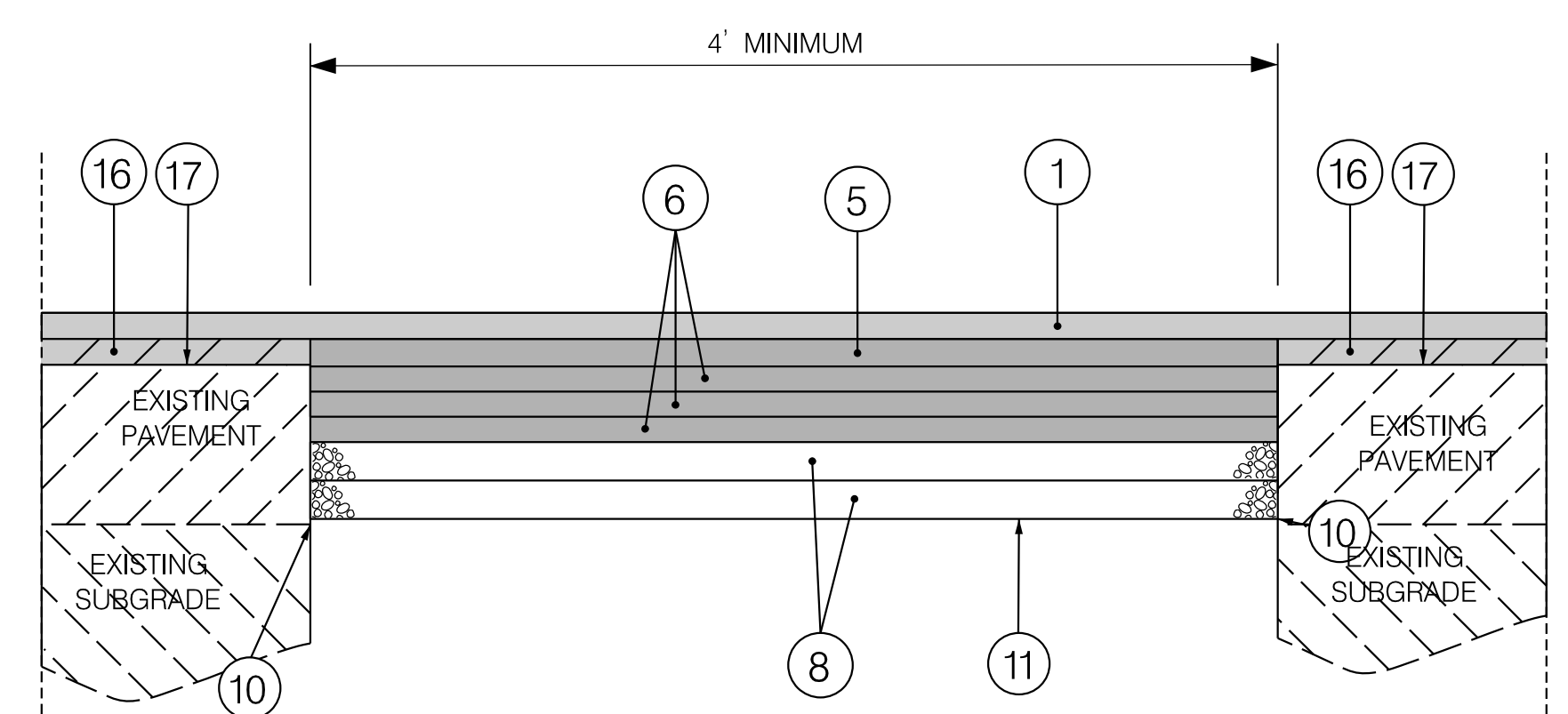
PAVEMENT LEGEND

- ① 1.5" GAP-GRADED ASPHALT MIX 9.5MM FOR SURFACE, PG 64E-22, LEVEL 5, SINGLE LIFT
- ② 1.5" SUPERPAVE ASPHALT MIX 9.5MM FOR SURFACE, PG 64S-22, LEVEL 2
- ③ 2.0" SUPERPAVE ASPHALT MIX 19.0MM FOR BASE, PG 64S-22, LEVEL 2
- ④ 2.5" SUPERPAVE ASPHALT MIX 19.0MM FOR BASE, PG 64S-22, LEVEL 2
- ⑤ 3.0" SUPERPAVE ASPHALT MIX 19.0MM FOR BASE, PG 64S-22, LEVEL 2
- ⑥ 3.5" SUPERPAVE ASPHALT MIX 19.0MM FOR BASE, PG 64S-22, LEVEL 2
- ⑦ 4.0" SUPERPAVE ASPHALT MIX 19.0MM FOR BASE, PG 64S-22, LEVEL 2
- ⑧ 6" GRADED AGGREGATE BASE
- ⑨ LONGITUDINAL UNDERDRAIN WHERE INDICATED ON PLANS
- ⑩ FULL-DEPTH SAW CUT INCIDENTAL FULL DEPTH PAVEMENT
- ⑪ TOP OF SUBGRADE
- ⑫ 6" PORTLAND CEMENT CONCRETE MIX 9
- ⑬ 9" PORTLAND CEMENT CONCRETE MIX 9
- ⑭ SELECTED BACKFILL USING AASHTO NO. 57 AGGREGATE
- ⑮ STANDARD TYPE C COMBINATION CURB AND GUTTER 12 INCH GUTTER PAN 8 INCH MINIMUM DEPTH
- ⑯ WEDGE AND LEVEL (SEE NOTE 2 ON DE-01)
- ⑰ TOP OF EXISTING PAVEMENT
- ⑱ TOP OF EXISTING PAVEMENT AFTER 1.5" FINE MILLING (SEE NOTE 2 ON DE-01)
- ⑲ VARIES 2.5" MIN. SUPERPAVE ASPHALT MIX 19.0MM FOR BASE, PG 64S-22, LEVEL 2 OR WEDGE AND LEVEL
- ⑳ 6" GRADED AGGREGATE BASE (INCIDENTAL TO CURB AND GUTTER)
- ㉑ 9" MIN. COVER WITH SELECTED BACKFILL (AASHTO NO. 57) - CONCRETE & METAL PIPES
- ㉒ 12" MIN. COVER WITH SELECTED BACKFILL (AASHTO NO. 57) - PLASTIC PIPES
- ㉓ 3" GRADED AGGREGATE BASE
- ㉔ VARIES SUPERPAVE ASPHALT MIX 19.0MM FOR PARTIAL DEPTH PATCHING, PG 64S-22, LEVEL 2 (2" MINIMUM LIFT THICKNESS AND 4" MAXIMUM LIFT THICKNESS)
- ㉕ TOP OF EXISTING PAVEMENT AFTER REMOVAL FOR PATCHING

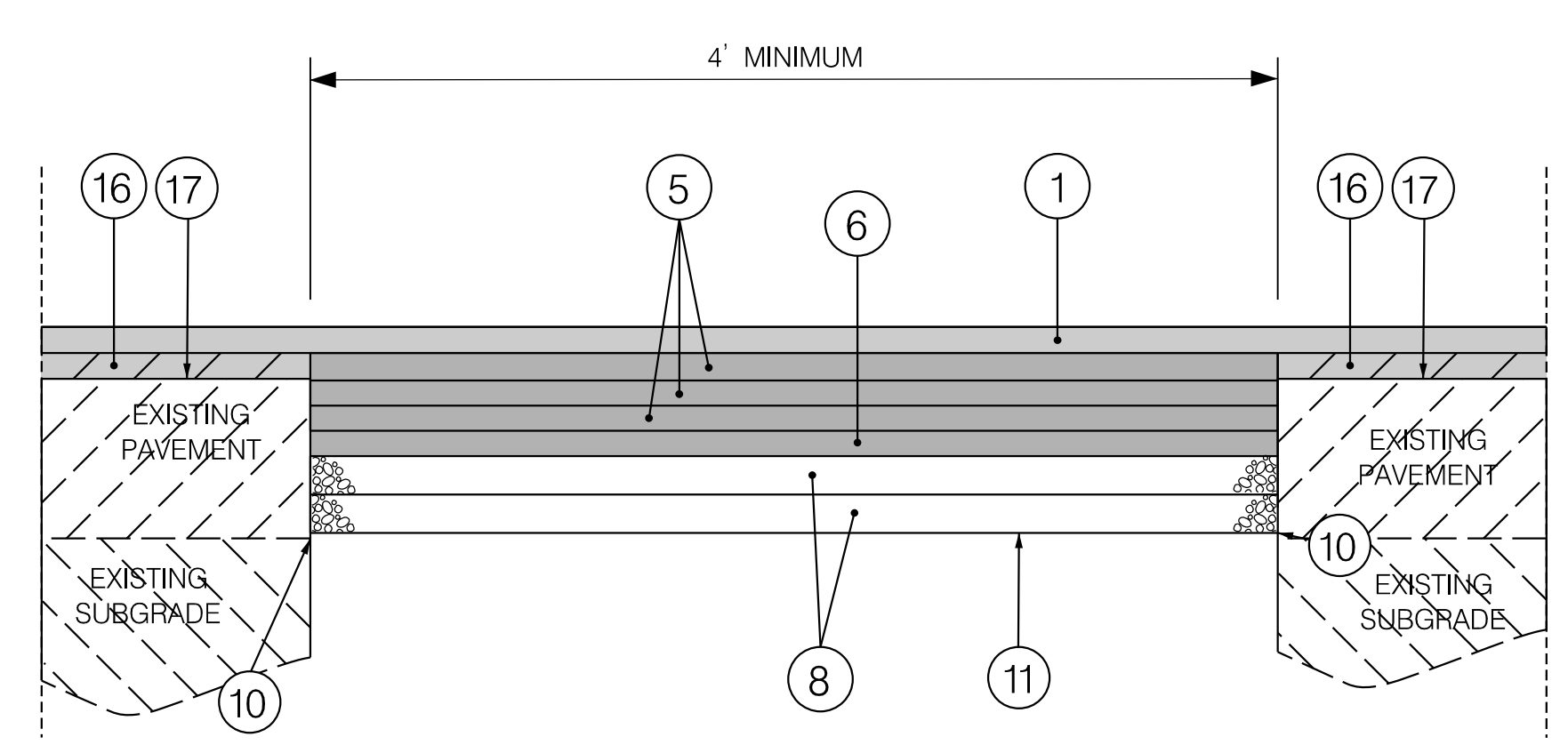


OUTSIDE BASE WIDENING (OPEN SECTION)
PAVEMENT DETAIL A

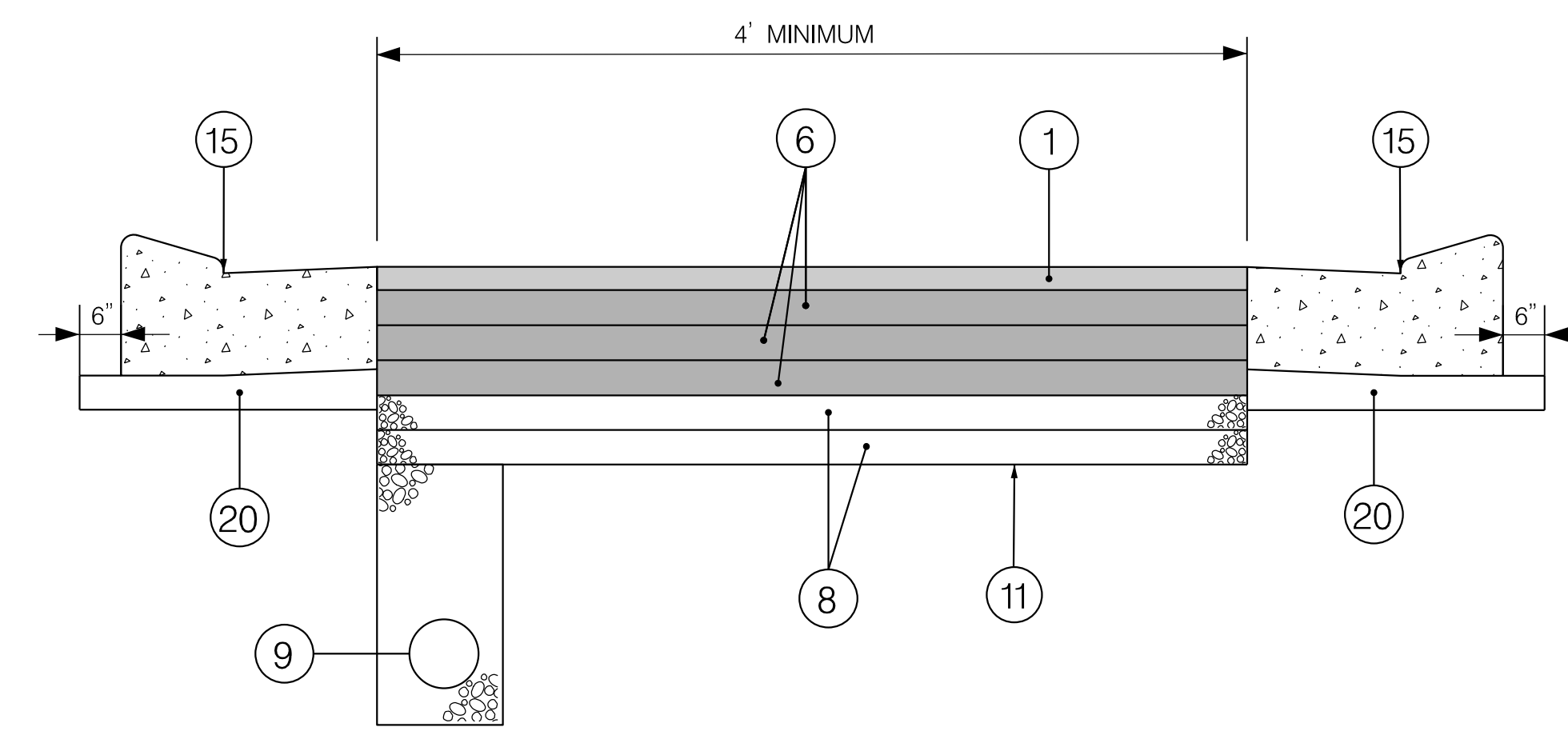
* LOCATION OF LONGITUDINAL UNDERDRAIN WHERE TRAFFIC BARRIER W-BEAM IS TO BE PLACED ALONG THE SHOULDER



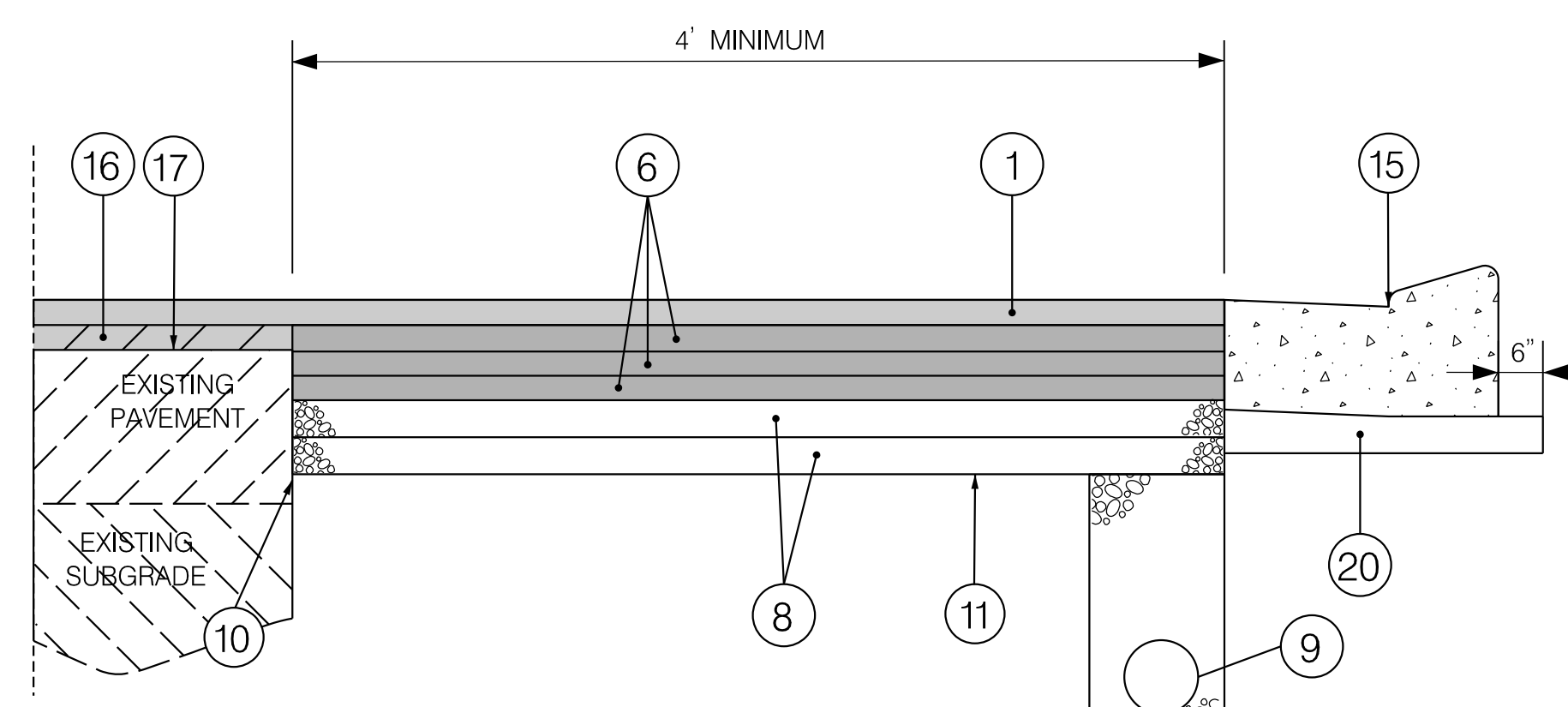
STRIP PAVEMENT RECONSTRUCTION
PAVEMENT DETAIL B



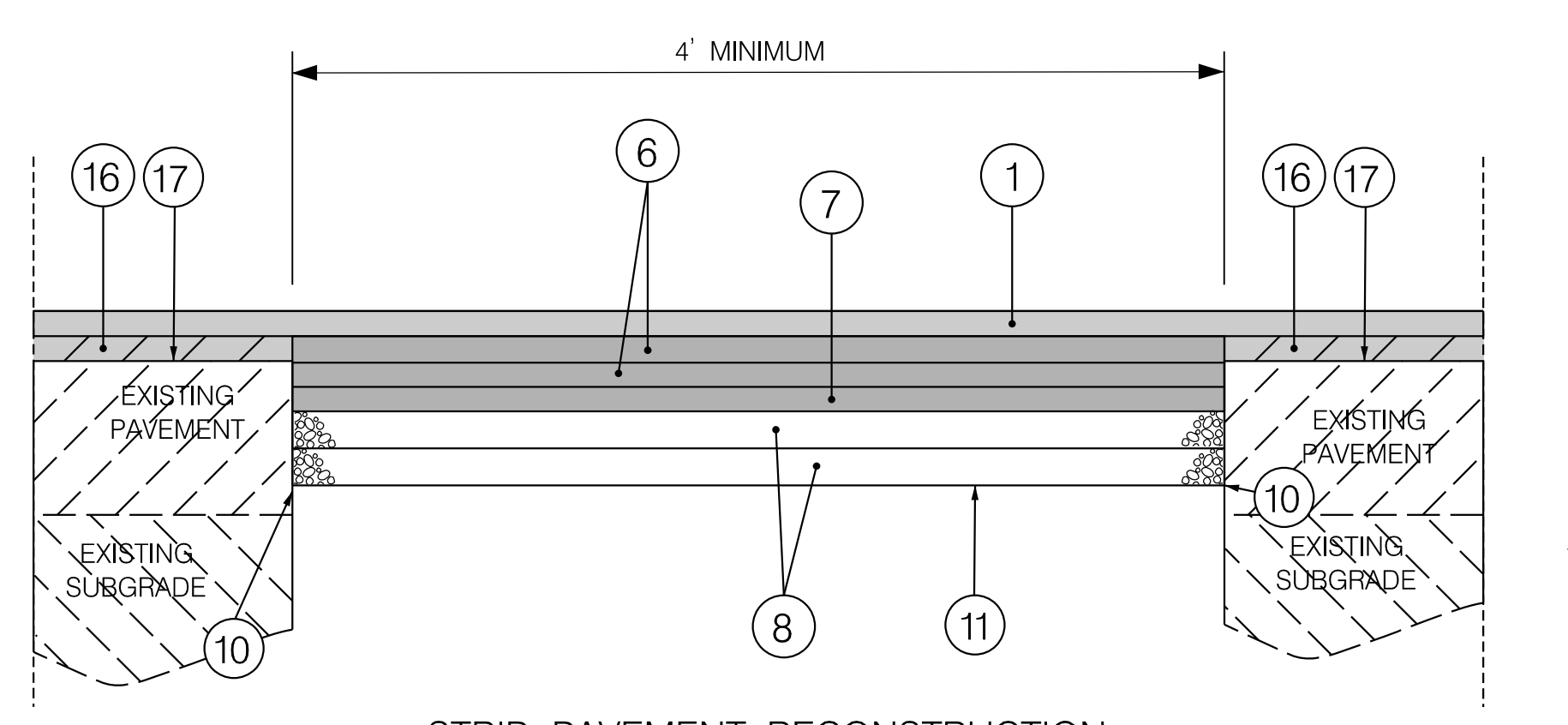
STRIP PAVEMENT RECONSTRUCTION
PAVEMENT DETAIL C



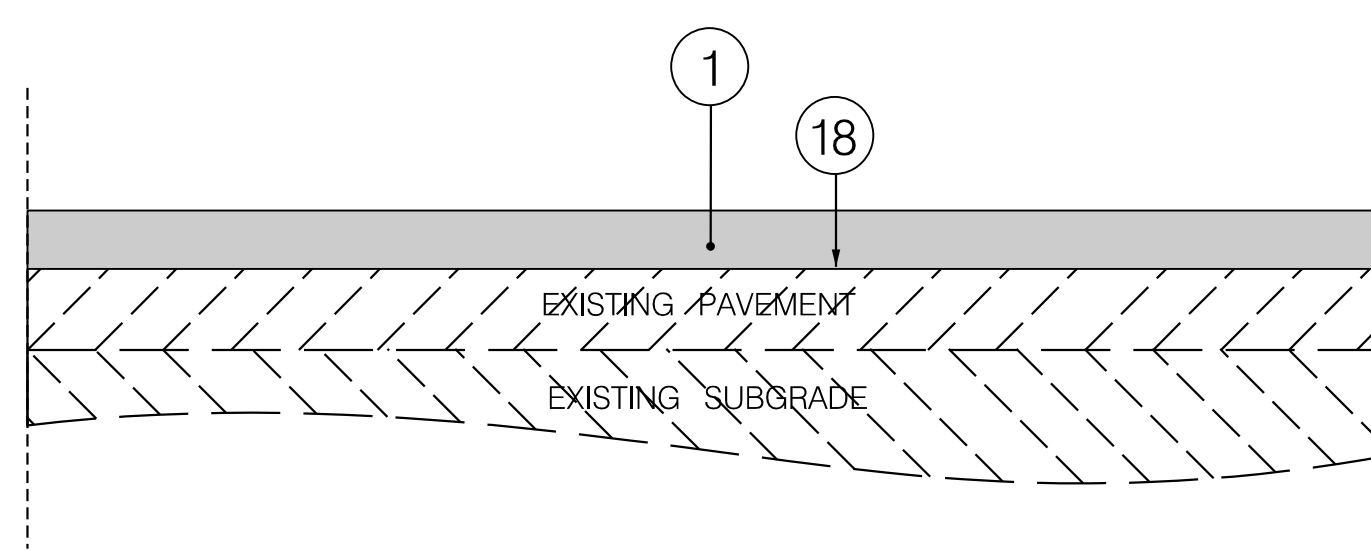
RAMP 122 PAVEMENT RECONSTRUCTION (CLOSED SECTION)
PAVEMENT DETAIL D



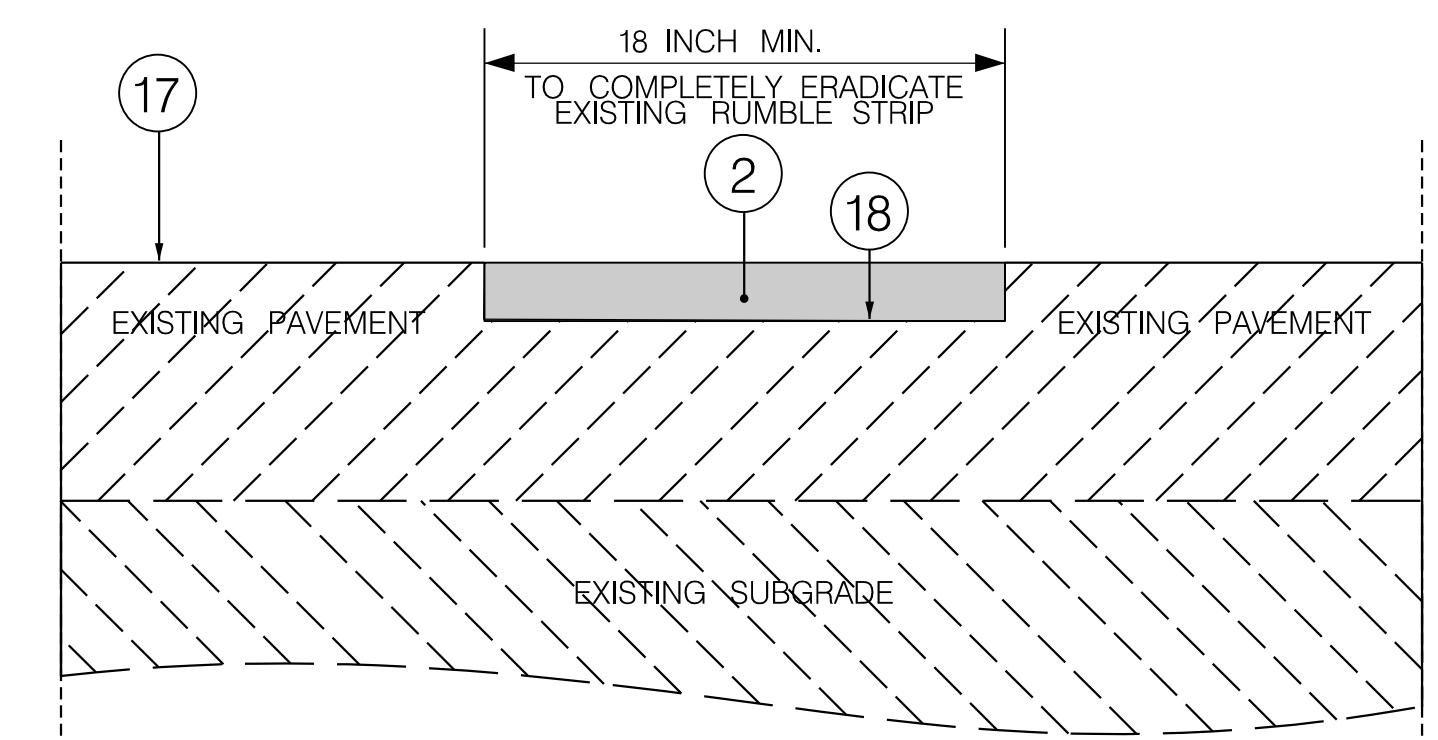
STRIP PAVEMENT RECONSTRUCTION AND WIDENING
PAVEMENT DETAIL E



STRIP PAVEMENT RECONSTRUCTION
PAVEMENT DETAIL F



FINE MILLING AND RESURFACING
PAVEMENT DETAIL H




FINE MILLING AND RESURFACING FOR REMOVING EXISTING RUMBLE STRIPS
PAVEMENT DETAIL G

NOTES:

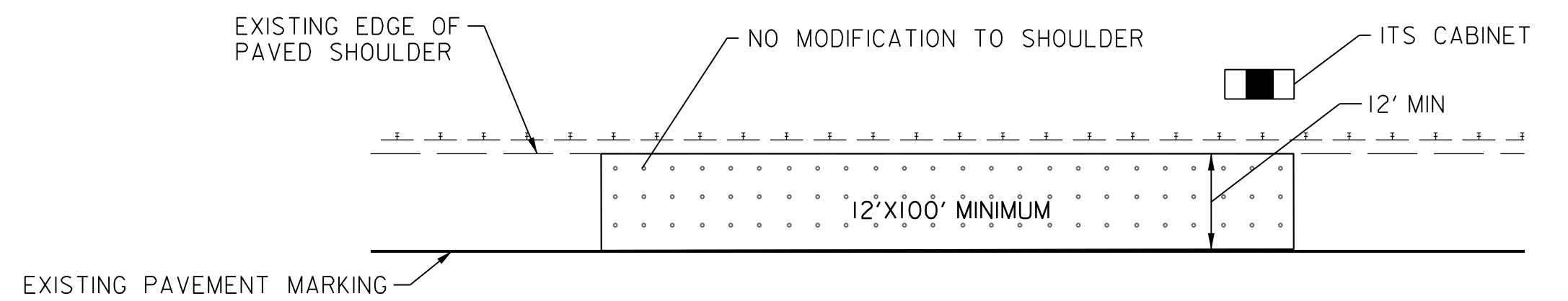
- 1. PAVEMENT DETAILS G AND H ARE FOR USE IN AREAS WHICH WILL BE RESURFACED.
- 2. WEDGE/LEVEL WILL BE USED IN ADDITION TO RESURFACING TO ADDRESS GRADE INCREASE OR AS DIRECTED BY ENGINEER.
- IN CASES WHERE UP TO 2" WEDGE/LEVEL IS REQUIRED, USE THE FOLLOWING MATERIAL: VARIABLE DEPTH SUPERPAVE ASPHALT MIX 9.5MM FOR WEDGE/LEVEL PG 64S-22, LEVEL 2
- IN CASES WHERE THE TOTAL REQUIRED WEDGE/LEVEL THICKNESS IS GREATER THAN 2". USE THE FOLLOWING MATERIAL: VARIABLE DEPTH SUPERPAVE ASPHALT MIX 19.0MM FOR WEDGE/LEVEL PG 64S-22, LEVEL 2 (MINIMUM LIFT THICKNESS 2" AND MAXIMUM LIFT THICKNESS 4")

PAVEMENT SECTION ARE BASED ON APPROVED VERSION OF SUBMITTAL 028 - INTERIM PAVEMENT REPORT - AREA 1B

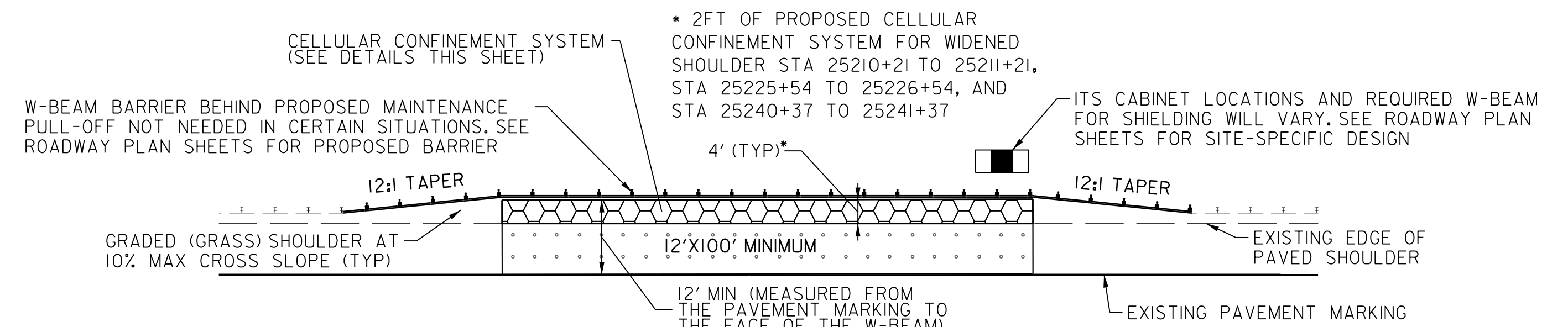

MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS		PAVEMENT DETAILS	
SCALE	NTS	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	6.78 - 25.95
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	DE-01	OF DE-08	SHEET NO. 20 OF 409

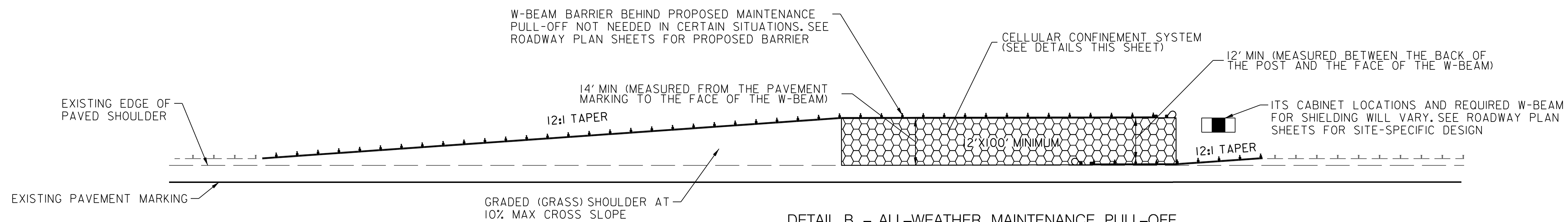
RK&K
 P: 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions



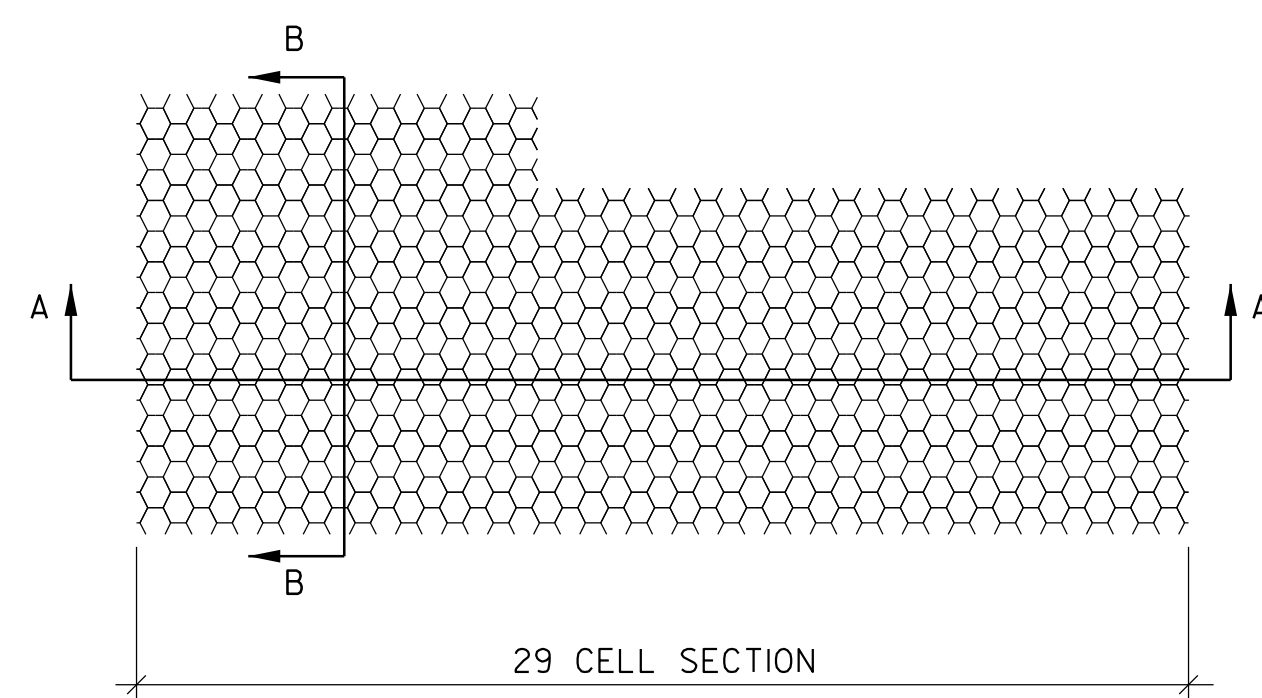
DETAIL A - MAINTENANCE ACCESS FROM SHOULDER WITH MIN. WIDTH OF 12 FEET
SCALE: N.T.S.



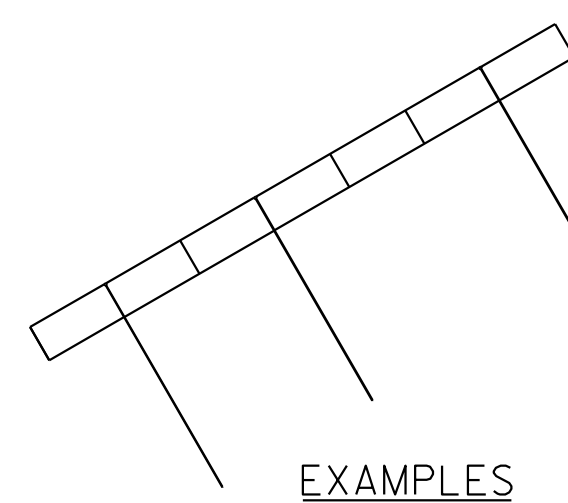
DETAIL C - MAINTENANCE ACCESS FROM WIDENED SHOULDER WITH MIN. WIDTH OF 12 FEET
SCALE: N.T.S.



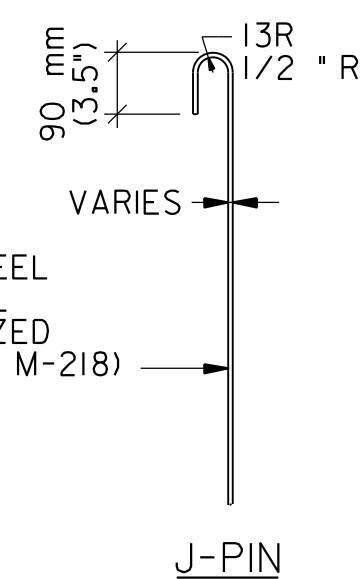
DETAIL B - ALL-WEATHER MAINTENANCE PULL-OFF
SCALE: N.T.S.



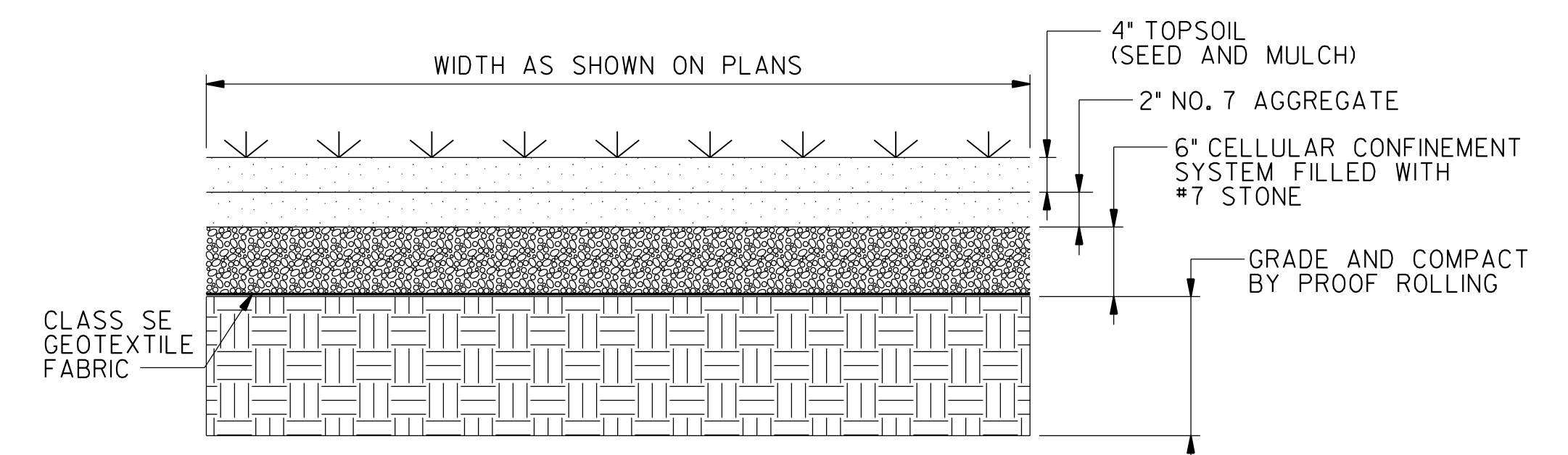
SECTION A - A



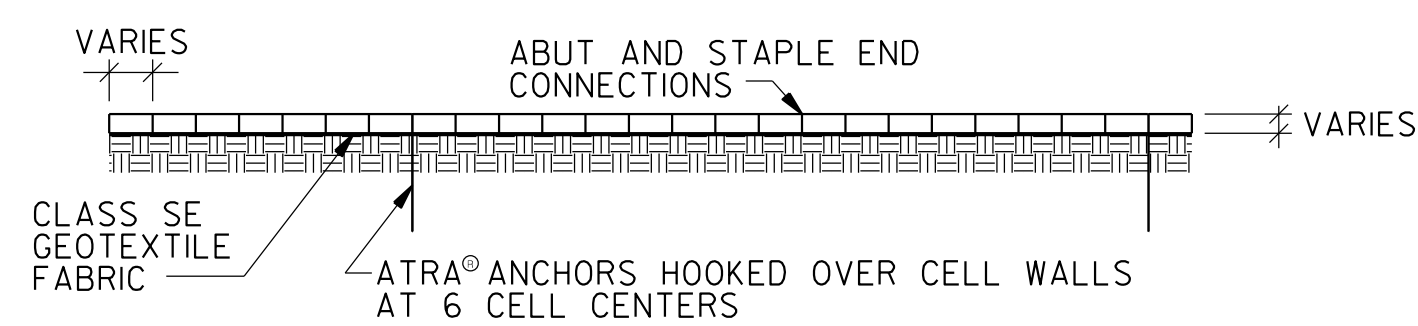
STAKE ANCHOR INSTALLATION
NO TENDONS



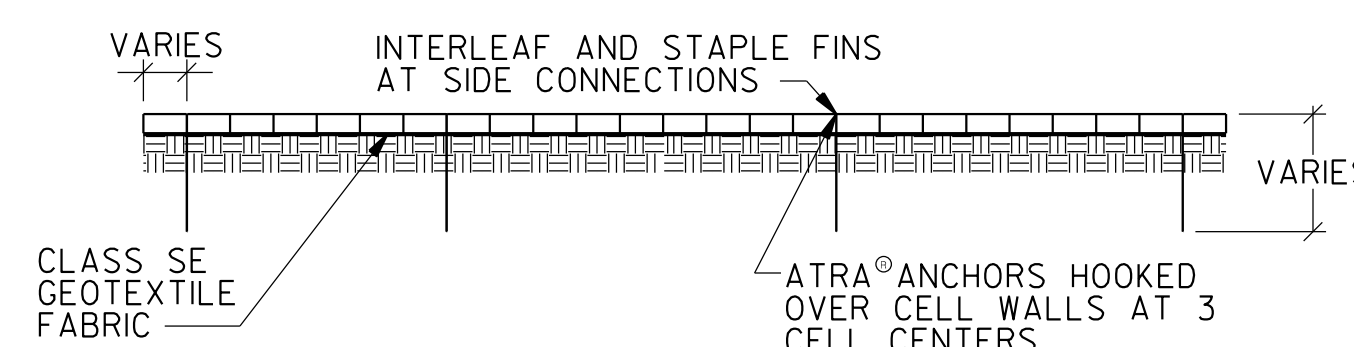
J-PIN



CELLULAR CONFINEMENT SYSTEM TYPICAL SECTION
SCALE: N.T.S.



SECTION A - A



SECTION B - B


TYPICAL CELLULAR CONFINEMENT ANCHOR SYSTEM
SCALE: N.T.S.

NOTES:

- REFER TO DETAILS ON ROADWAY PLAN SHEETS FOR LAYOUT OF ITS & SWM MAINTENANCE ACCESS.

LEGEND

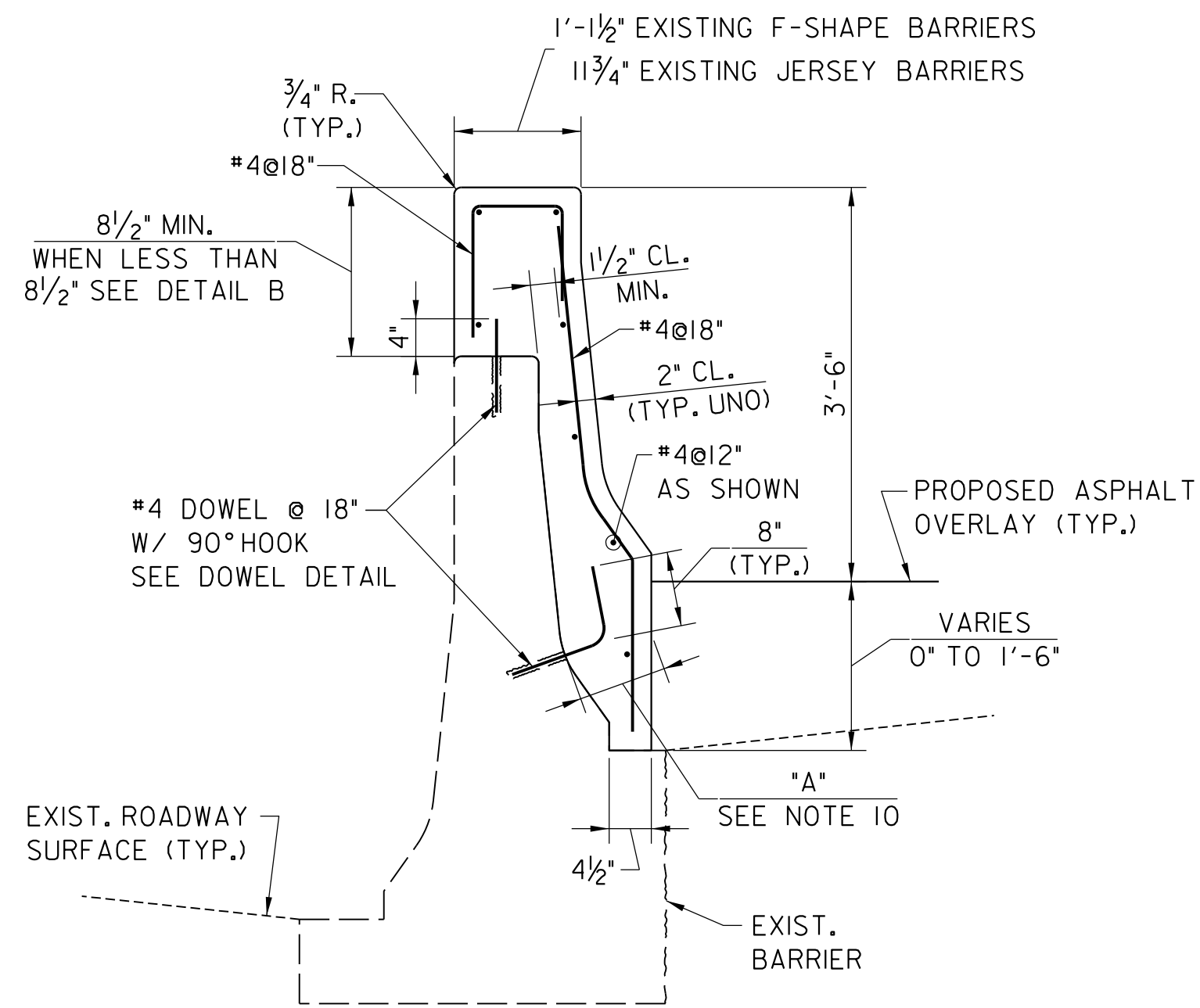
- CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD
- EXISTING SHOULDER FOR ITS MAINTENANCE


MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

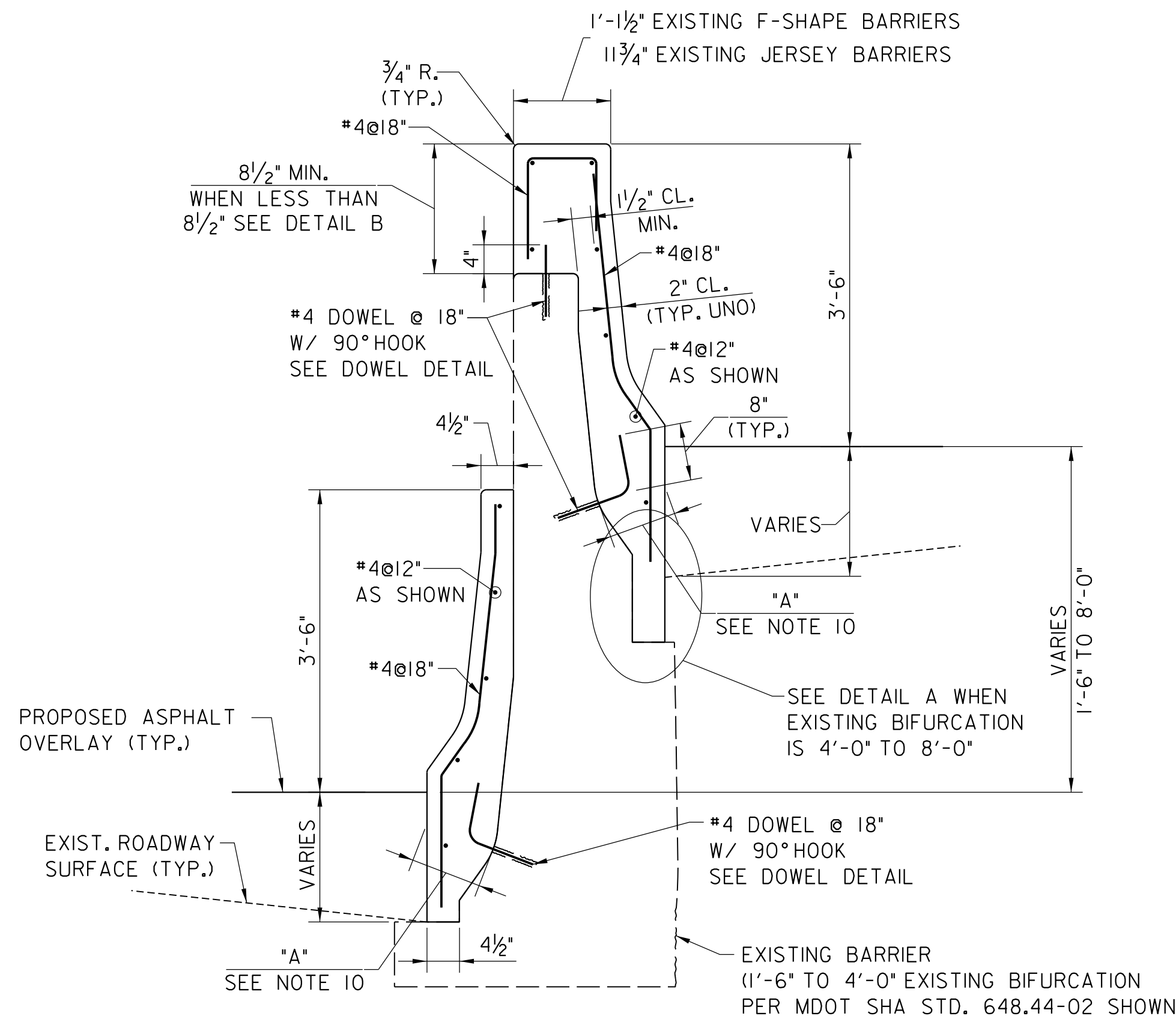
REVISIONS		ITS & SWM MAINTENANCE ACCESS	
SCALE	N.T.S.	DATE	JULY 2022
CONTRACT NO.	BA0065172	DESIGNED BY	KAF / MEG
COUNTY	BALTIMORE COUNTY	DRAWN BY	KAF / MDG / AF / AWG
LOGMILE	6.78 - 25.95	CHECKED BY	RLW / AKL
DRAWING NO.	DE-03	MDE/PRD	20-PR-0038
OF	DE-08	DRAWING NO.	DE-03
SHEET NO.	22	OF	409

BY: bgrandizio -

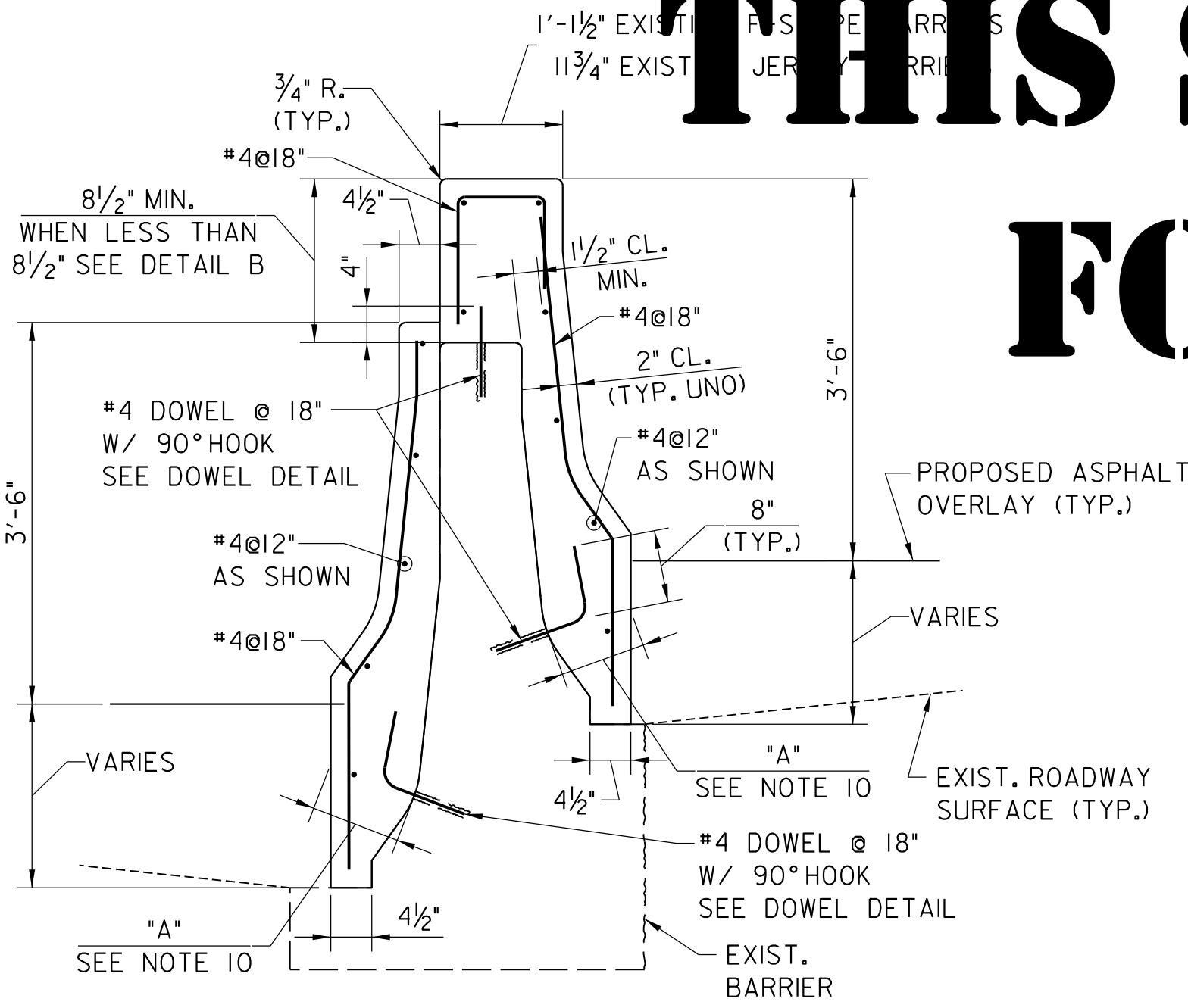
 P: 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions



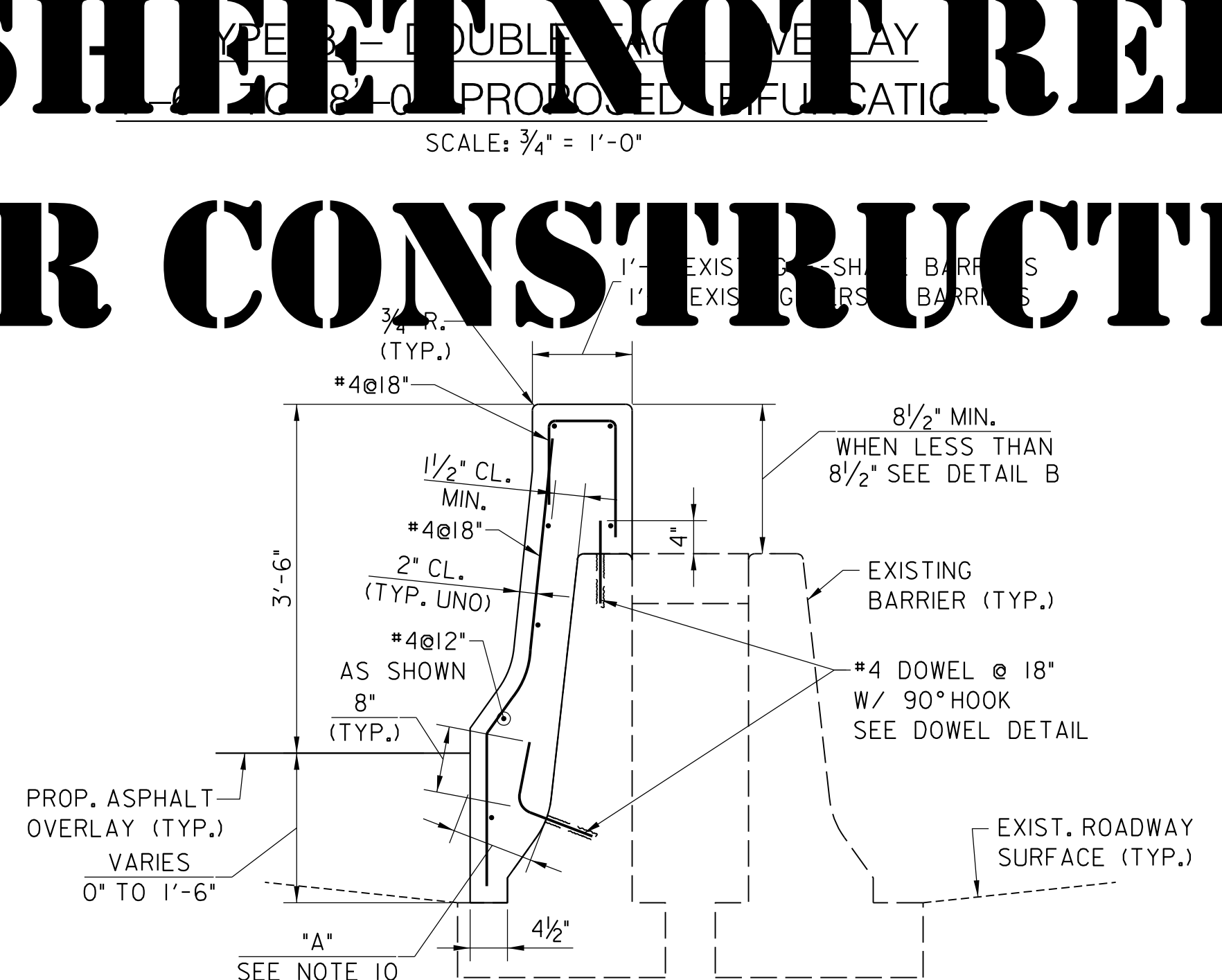
TYPE 1 - SINGLE FACE OVERLAY
SCALE: 3/4" = 1'-0"



TYPE 3 - DOUBLE FACE OVERLAY
SCALE: 3/4" = 1'-0"



TYPE 2 - DOUBLE FACE OVERLAY
UP TO 1'-6" PROPOSED BIFURCATION
SCALE: 3/4" = 1'-0"



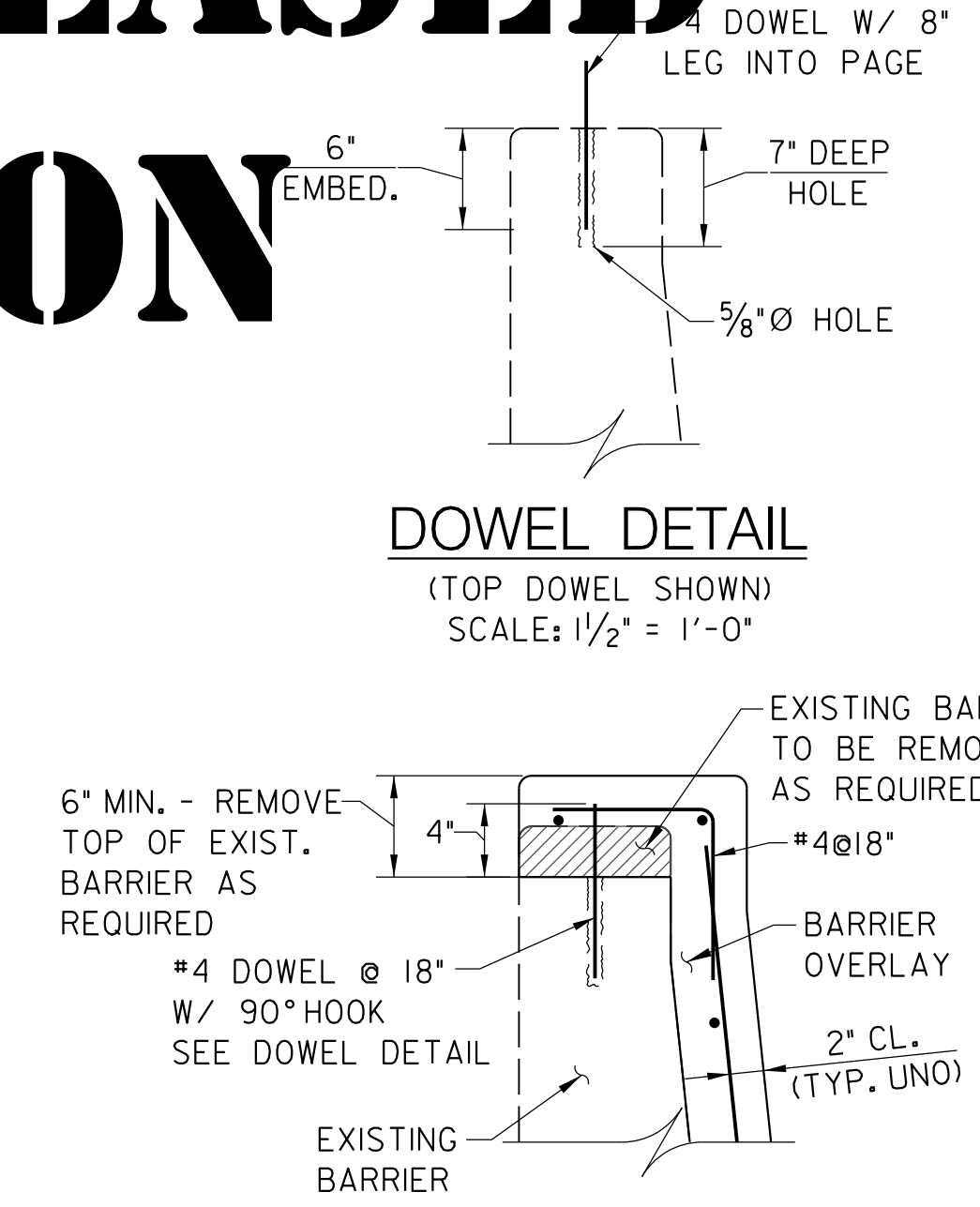
TYPE 4 - SINGLE FACE OVERLAY FOR TWO SINGLE FACE BARRIER MEDIAN
SCALE: 3/4" = 1'-0"

NOTES

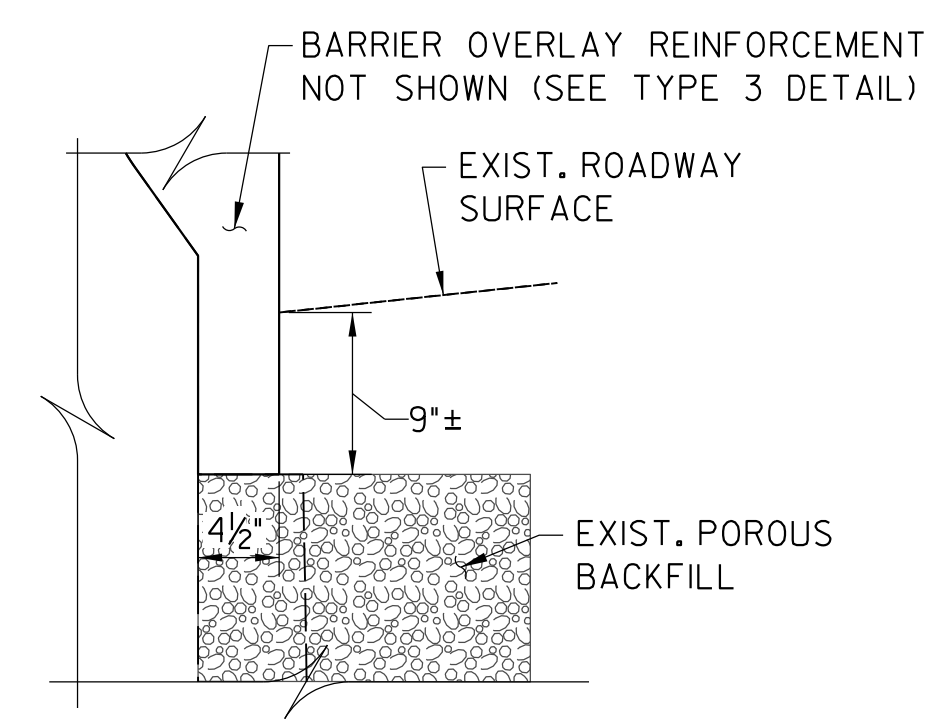
1. CONCRETE SHALL CONFORM TO MIX NO. 6 (4500 PSI).
2. WIRE REINFORCEMENT MAY BE USED TO SUBSTITUTE FOR REINFORCING STEEL BARS. ALL WELDED WIRE REINFORCEMENT SHALL BE 4x4 W6xW6 AND BE EPOXY COATED. WELDED WIRE REINFORCING SHALL BE IN ACCORDANCE WITH ASTM A497. ALL LAPS SHALL BE 10 INCHES.
3. ALL REINFORCEMENT BARS SHALL BE ASTM A615, GRADE 60 AND EPOXY COATED. BARS SHALL BE BENT BEFORE APPLYING EPOXY COATING. ALL BAR LAPS TO BE 30 BAR DIAMETERS.
4. ALL DOWELS SHALL BE ASTM A615, GRADE 60. DOWELS SHALL BE PLACED AS SHOWN IN DETAILS WHEN USING REINFORCING STEEL BARS OR WIRE REINFORCEMENT.
5. CONCRETE COVER SHALL BE 2 INCHES TO ANY REINFORCING STEEL BAR, DOWEL, OR WIRE REINFORCEMENT.
6. HIGH STRENGTH GROUT SHALL BE IN ACCORDANCE WITH MDOT SHA STANDARD SPECIFICATION 902.11. CONTRACTOR SHALL DETERMINE LOCATION OF REINFORCING STEEL AND CONDUIT PRIOR TO DRILLING FOR DOWELS.
7. JOINTS SHALL BE PLACED AT ALL EXISTING BARRIER JOINT LOCATIONS. JOINT TYPES SHALL MATCH THE JOINT TYPE OF THE EXISTING BARRIER JOINT.
8. VERIFY ALL DIMENSIONS AND GEOMETRY OF THE EXISTING BARRIER IN THE FIELD AS NECESSARY FOR PROPER FIT OF THE PROPOSED CONSTRUCTION. BARRIER FACE DIMENSIONS SHALL FOLLOW MDOT SHA STD. 648.44.
9. SURFACES OF EXISTING BARRIER SHALL BE CLEANED PRIOR TO POURING OVERLAY. IF THERE ARE CRACKS, SPALLS, OR HOLLOW AREAS ON THE EXISTING BARRIER FOLLOW THE PROCEDURES ON DE-05 PRIOR TO FORMING OR POURING THE OVERLAY.
10. DOWEL IN SIDE FACE SHALL NOT BE PLACED WHEN CONCRETE OVERLAY THICKNESS (DIMENSION "A") AT DOWEL IS LESS THAN 6". MAINTAIN A MINIMUM 1.5" CLEAR BETWEEN DOWEL BAR AND EXISTING CONCRETE.
11. AT LOCATIONS OF EXISTING JUNCTION BOXES, REMOVE AND DISPOSE OF COVER. PROVIDE A JUNCTION BOX EXTENSION COLLAR AND NEW COVER PER SECTION 800 - REPLACE JUNCTION BOX COVER.
12. CONCRETE BONDING COMPOUND SHALL BE USED AT THE INTERFACE BETWEEN EXISTING AND PROPOSED CONCRETE.

THIS SHEET NOT RELEASED FOR CONSTRUCTION

DOWEL DETAIL
(TOP DOWEL SHOWN)
SCALE: 1 1/2" = 1'-0"



DETAIL B
SCALE: 1 1/2" = 1'-0"

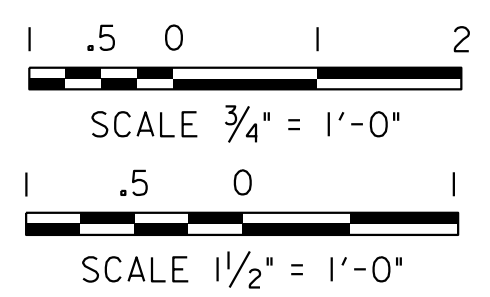


DETAIL A
SCALE: 1 1/2" = 1'-0"

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

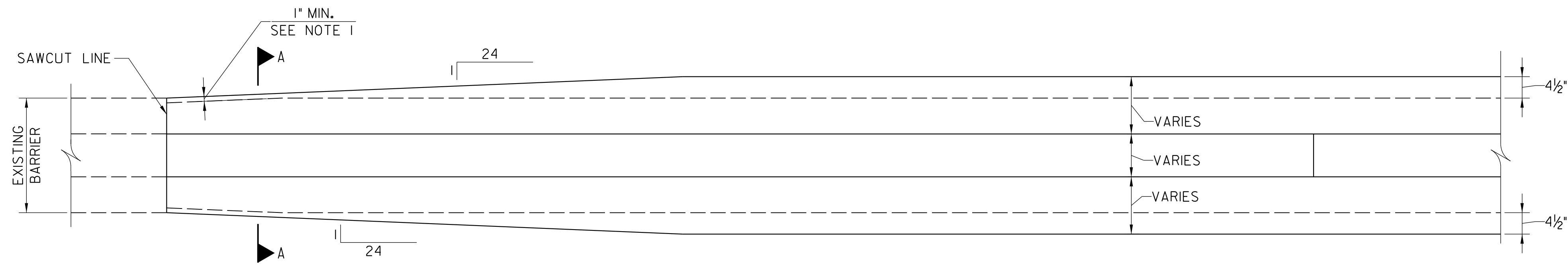
I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS		CONCRETE TRAFFIC BARRIER OVERLAY DETAILS	
SCALE	AS NOTED	DATE	JULY 2022
DESIGNED BY	CNN	COUNTY	BALTIMORE COUNTY
DRAWN BY	MHB	LOGMILE	
CHECKED BY	JSW		
MDE/PRD	20-PR-0038		
DRAWING NO.	DE-04	OF DE-08	SHEET NO. 23 OF 409

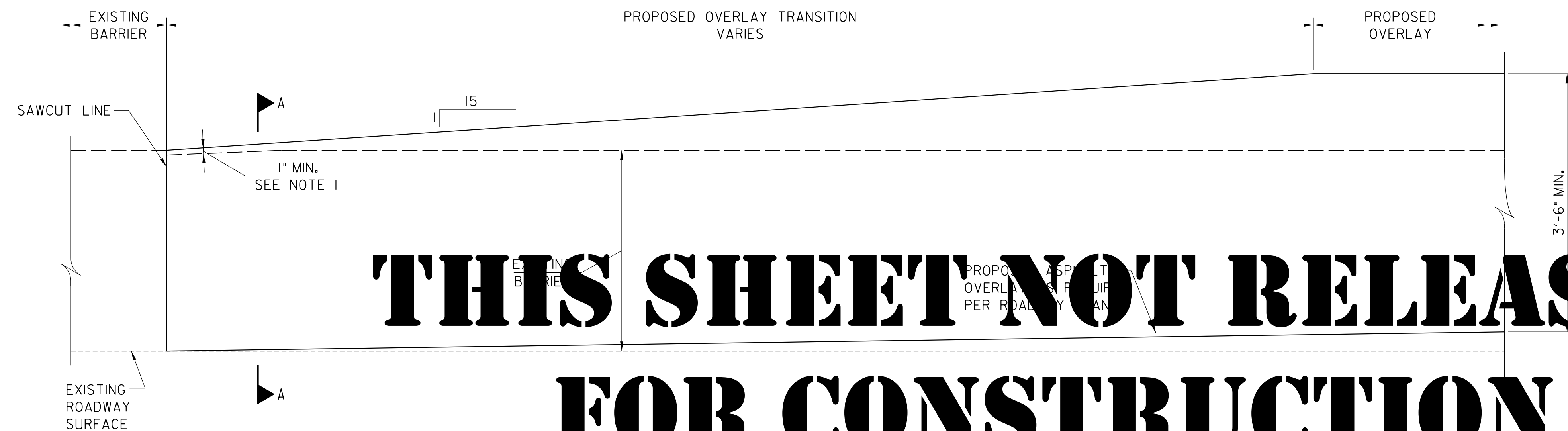


BY: bgrandizio -

RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

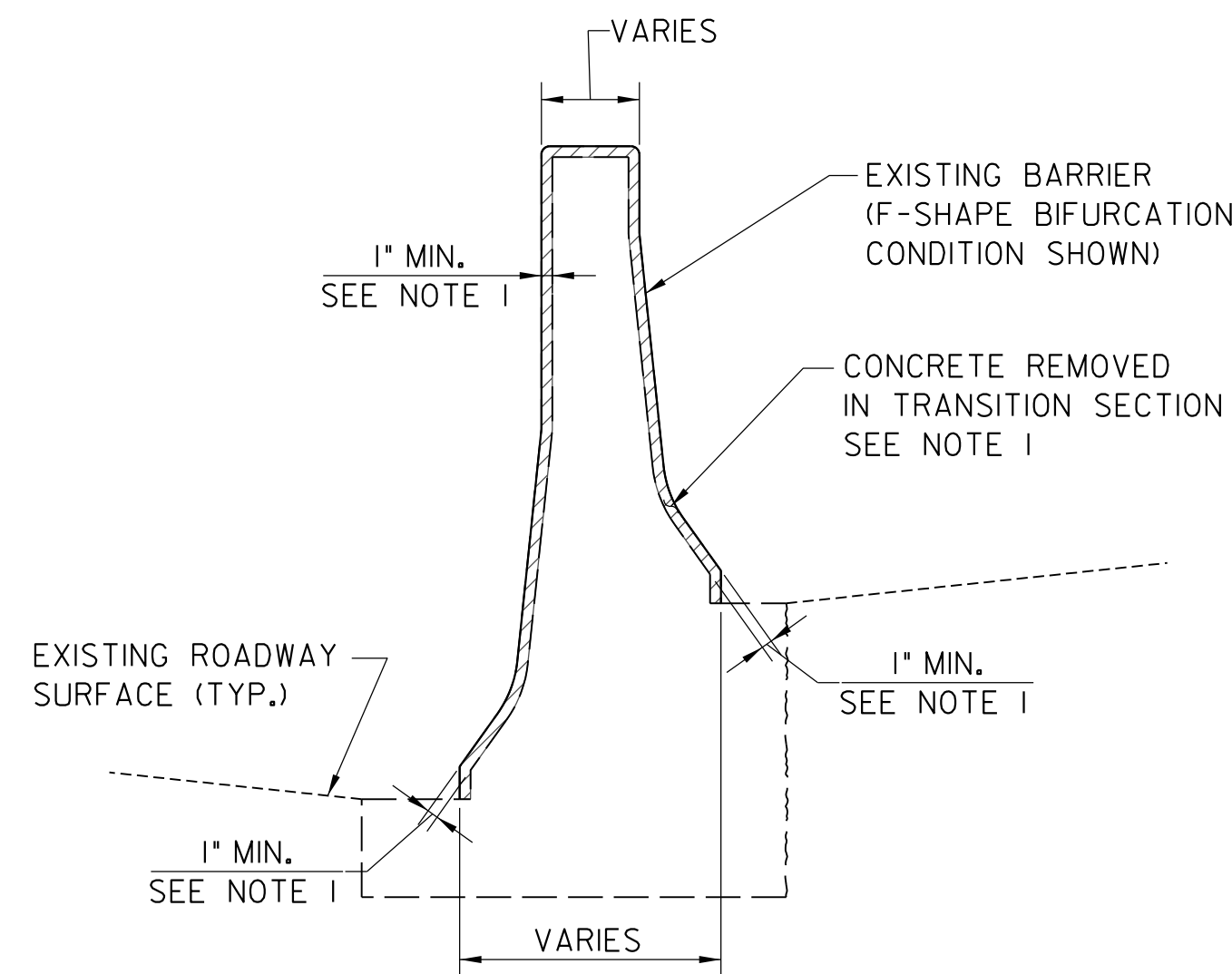


BARRIER TRANSITION PLAN
SCALE: 3/4" = 1'-0"



THIS SHEET NOT RELEASED FOR CONSTRUCTION

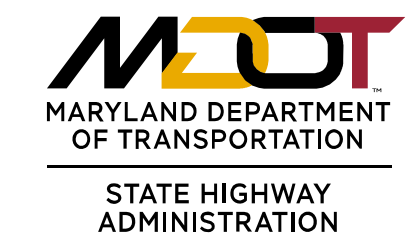
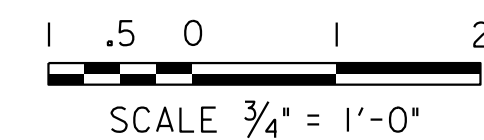
BARRIER TRANSITION ELEVATION
SCALE: 3/4" = 1'-0"



SECTION A-A
SCALE: 3/4" = 1'-0"

NOTES:

- EXISTING CONCRETE SHALL BE SAWCUT UP TO 1 INCH IN TRANSITION REGION TO MAINTAIN A MINIMUM OF 1" OVERLAY CONCRETE THICKNESS THROUGHOUT TRANSITION. EXERCISE CARE NOT TO DAMAGE EXISTING REINFORCEMENT. CLEAN EXISTING REINFORCING AND CONCRETE SURFACE.
- DOUBLE FACE OVERLAY WITH 0" TO 1'-6" BIFURCATION SHOWN. SIMILAR FOR SINGLE FACE AND VARYING BIFURCATION LOCATIONS.
- SEE DRAWING NO. DE-04 FOR ADDITIONAL NOTES.
- DOWELS AND REINFORCING BARS OR WELDED WIRE MESH SHALL BE USED WHEN CONCRETE THICKNESS IS ADEQUATE TO ACHIEVE THE REQUIRED CONCRETE COVER. SEE DRAWING NO. DE-04 FOR REINFORCEMENT DETAILS.



I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

CONCRETE TRAFFIC BARRIER OVERLAY DETAILS

SCALE 3/4" = 1'-0" DATE JULY 2022 CONTRACT NO. BA0065172

DESIGNED BY CNN COUNTY BALTIMORE COUNTY

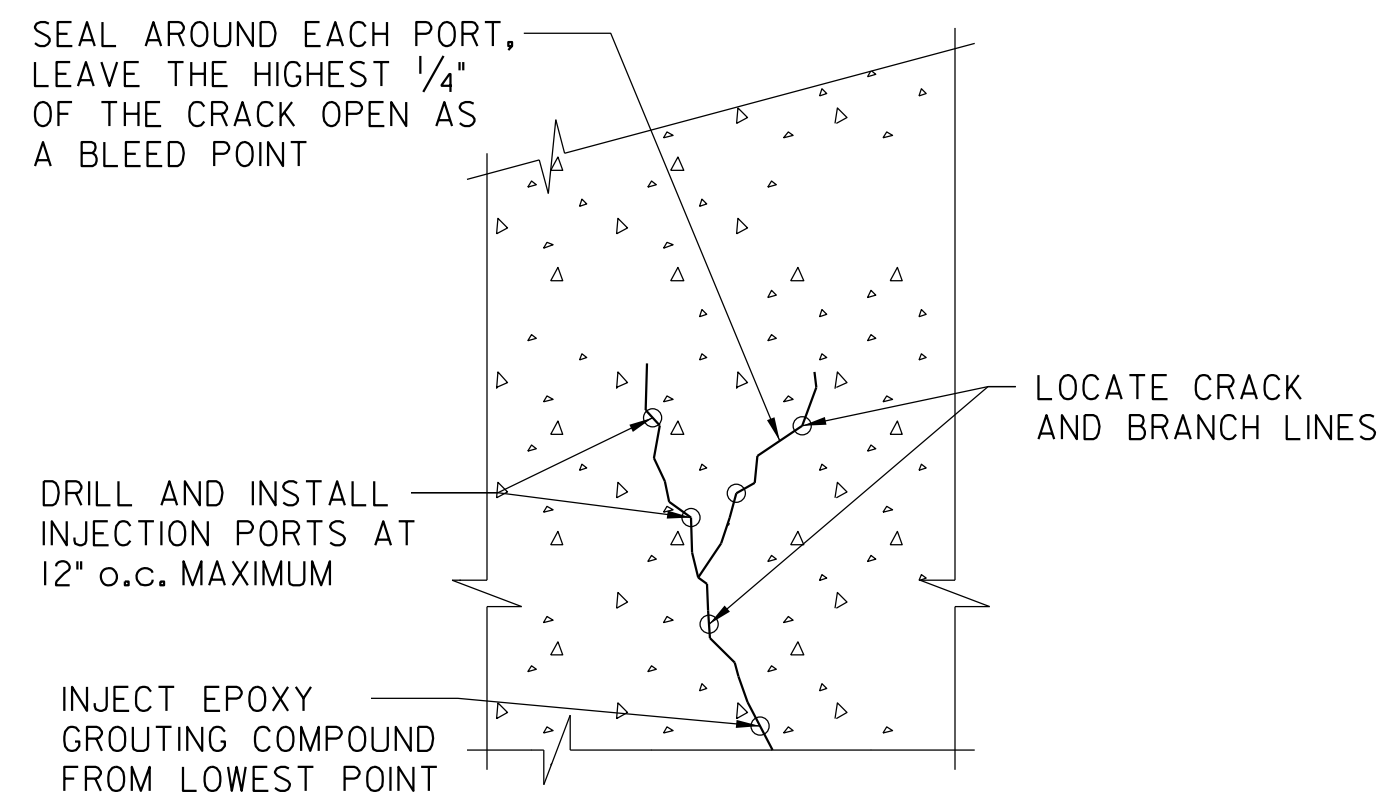
DRAWN BY MHB LOGMILE

CHECKED BY JSW

MDE/PRD 20-PR-0038

DRAWING NO. DE-05 OF DE-08 SHEET NO. 24 OF 409





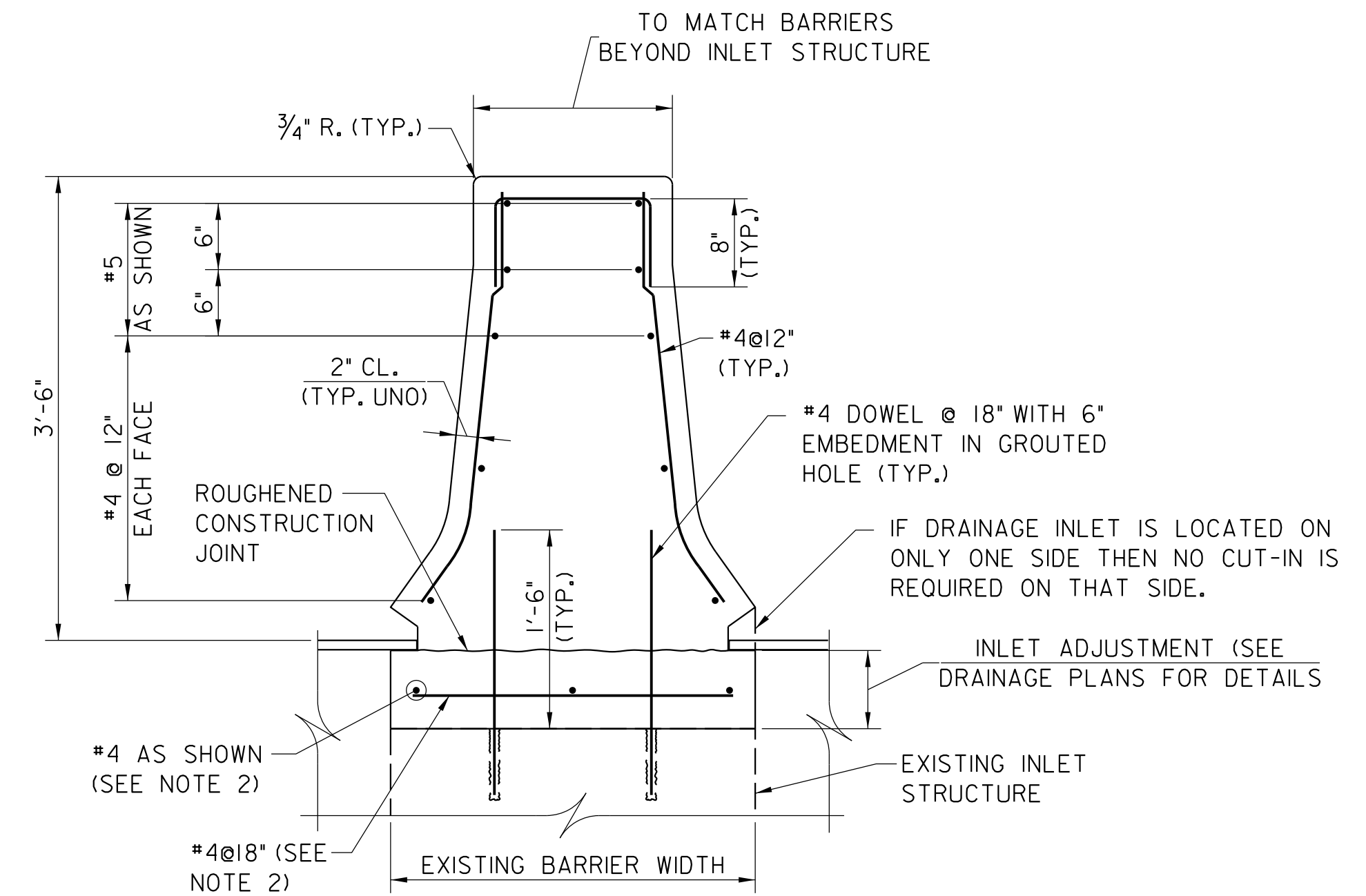
TYPICAL EPOXY INJECTION CRACK REPAIR DETAIL

NO SCALE

REPAIR PROCEDURE

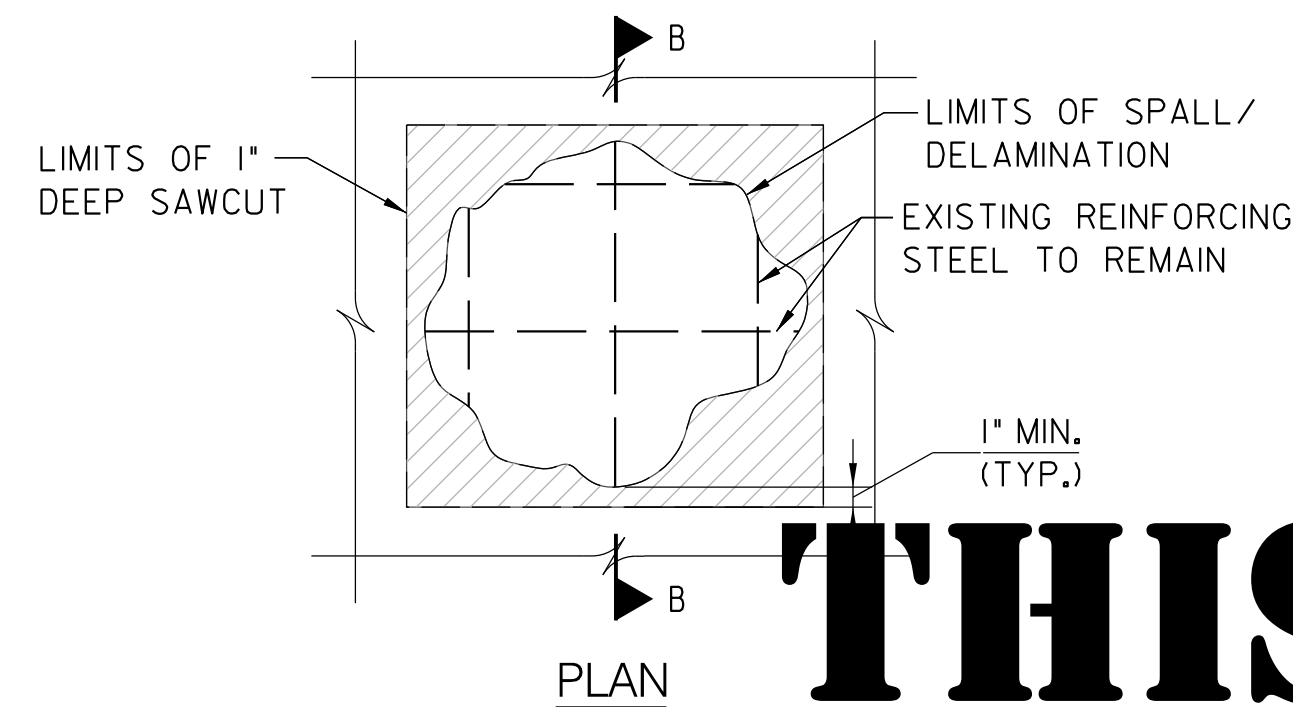
PRESSURE INJECTION OF CRACKS:

1. SOUND CONCRETE AROUND CRACKS TO VERIFY ADJACENT CONCRETE IS FREE OF DELAMINATIONS. IF ADJACENT CONCRETE IS FOUND TO BE DETERIORATED, PROCEED WITH CONCRETE REMOVAL PER TYPICAL SPALL/DELAMINATION REPAIR.
2. LOCATE EXTENT OF CRACK LINE AND ANY BRANCHES.
3. USE A LOW VISCOSITY, MOISTURE INSENSITIVE EPOXY INJECTION ADHESIVE. BASIS OF DESIGN IS SIKADUR 35, HI-MOD LV BY SIKA CORPORATION. CRACK PREPARATION, MIXING PROCEDURE, AND APPLICATION SHALL CONFORM TO THE MANUFACTURER'S RECOMMENDATIONS.
4. SEAL CRACK SURFACE AND INSTALL PORTS. BASIS OF DESIGN IS SIKADUR 31 HI-MOD GEL. LEAVE TOP OF CRACK OPEN AS A BLEED POINT FOR AIR AND RESIN. START INJECTION FROM THE LOWEST POINT. ALLOW RESIN TO FLOW UP AND THROUGH THE CRACK. CAP PORTS AS RESIN BEGINS TO BLEED FROM PORT. CONTINUE INJECTION UNTIL RESIN BLEEDS FROM THE TOP OF THE CRACK.
5. AFTER EPOXY HAS CURED, REMOVE PORTS AND GRIND ANY PROTRUSIONS AND SEALANT SMOOTH WITH SURROUNDING SURFACE.



NEW BARRIER AT DRAINAGE INLETS - DETAIL

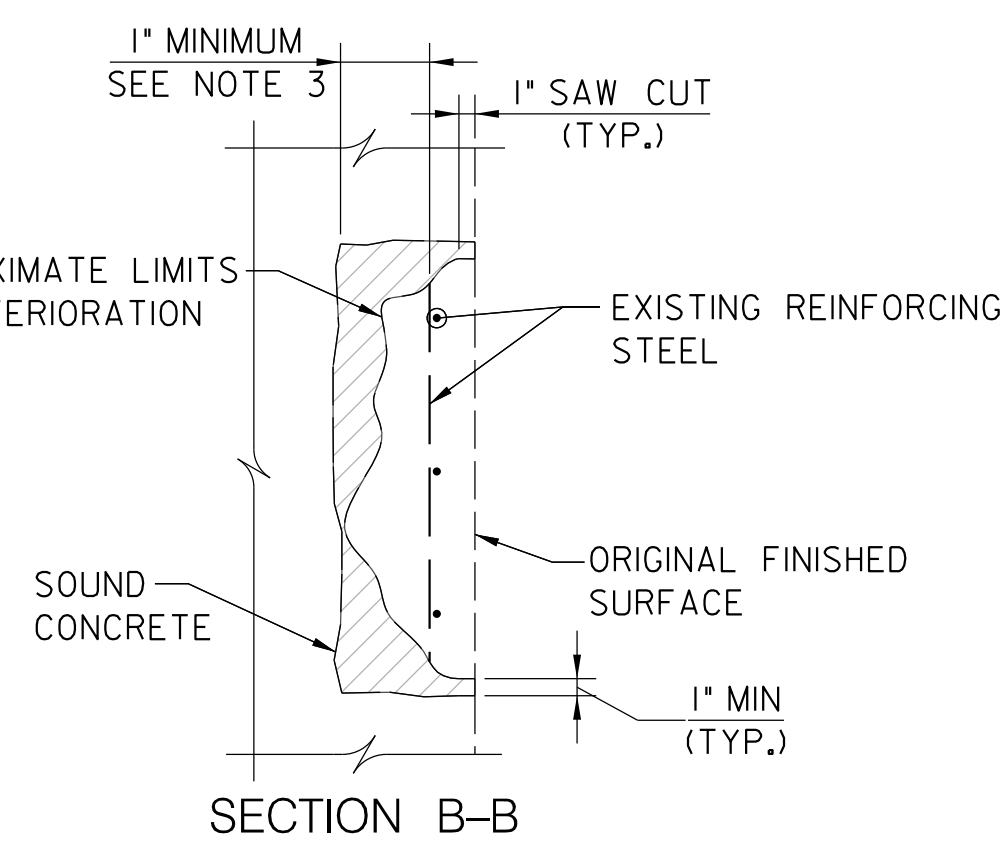
SCALE: 1" = 1'-0"



TYPICAL SPALL /DELAMINATION REPAIR NOTES:

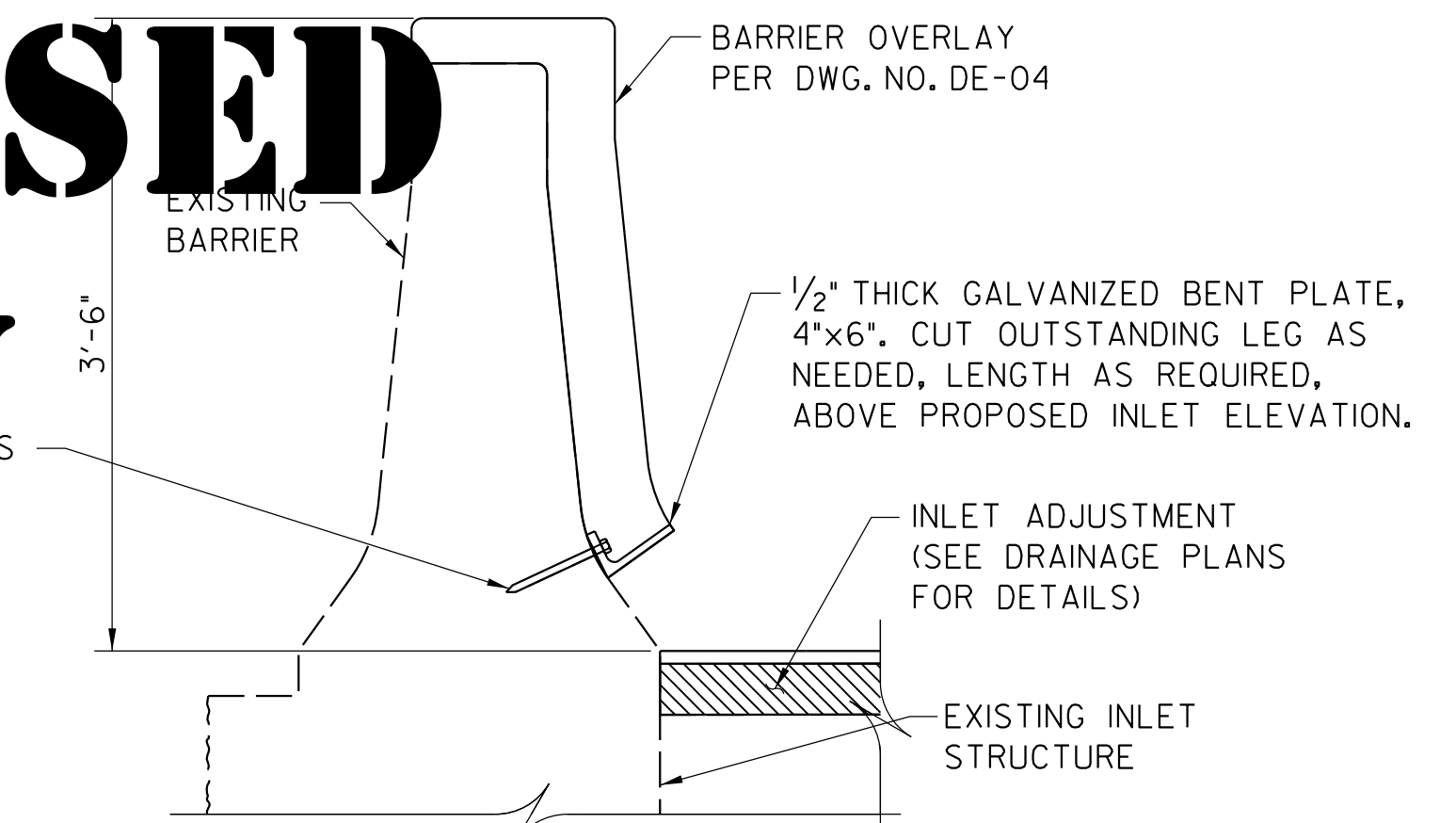
1. SAWCUT PERIMETER OF REPAIR AREA 1" DEEP. SAW CUT AND REMOVAL LIMIT TO BE MIN. 1" OUTSIDE THE LIMITS OF SPALL/DETERIORATION BOUNDARY. ALL SAWCUT AREAS SHALL BE SQUARE/RECTANGULAR SHAPED.
2. REMOVE SOFT/DETERIORATED CONCRETE AND EXPOSE SOUND CONCRETE. REPAIR SURFACE IN ACCORDANCE WITH SECTION 423.03.04.
3. REPAIR AREA SHALL EXTEND INTO SOUND CONCRETE AND, IF REINFORCING STEEL IS ENCOUNTERED, 1" MINIMUM BEHIND EXISTING REINFORCING STEEL.
4. AT ALL TIMES, REPAIR AREA SHALL BE LIMITED TO THE EXISTING FINISHED SURFACE OF CONCRETE. IMMEDIATELY STOP CONCRETE REMOVAL AND NOTIFY THE ENGINEER.
5. THOROUGHLY CLEAN ALL EXPOSED REINFORCING STEEL AND INCORPORATE INTO FINAL REPAIR IN ACCORDANCE WITH SECTION 423.03.04.
6. AT REPAIR LOCATIONS THAT DO NOT RECEIVE OVERLAY, THE REPAIR MATERIAL FOR SHALLOW SPALLS (LESS THAN 3") SHALL BE SIKAGROUT 212 (OR APPROVED EQUAL). FOR DEEPER SPALLS (3" DEEP OR GREATER) THE REPAIR MATERIAL SHALL BE SIKA PEA GRAVEL ADDITIVE AS RECOMMENDED BY THE MANUFACTURER.

THIS SHEET NOT RELEASED FOR CONSTRUCTION



TYPICAL SPALL /DELAMINATION REMOVAL

NO SCALE



NOTE: EXISTING CONDITIONS VARY, SIMILAR DETAIL APPLIES.
BARRIER OVERLAY AT DRAINAGE INLET - DETAIL

NO SCALE

STATION	DIRECTION	DEFECT REQUIRING REPAIR
5233+80	INNER LOOP	SPALLING WITH EXPOSED REBAR
5234+60	INNER LOOP	SPALLING WITH EXPOSED REBAR
5420+20	INNER LOOP	DELAMINATION
5454+50	INNER LOOP	SPALLING WITH EXPOSED REBAR
5587+95	INNER LOOP	SPALLING WITH EXPOSED REBAR

STATION	DIRECTION	DEFECT REQUIRING REPAIR
5387+70	OUTER LOOP	SPALLING WITH EXPOSED REBAR
5389+25	OUTER LOOP	SPALLING WITH EXPOSED REBAR
5389+90	OUTER LOOP	SPALLING WITH EXPOSED REBAR
5470+80	OUTER LOOP	EXPOSED REBAR
5472+50	OUTER LOOP	SPALLING WITH EXPOSED REBAR
5472+25	OUTER LOOP	SPALLING WITH EXPOSED REBAR
5477+05	OUTER LOOP	SPALLING WITH EXPOSED REBAR
5630+85	OUTER LOOP	SPALLING WITH EXPOSED REBAR
5634+60	OUTER LOOP	SPALLING WITH EXPOSED REBAR
5659+35	OUTER LOOP	SPALLING WITH EXPOSED REBAR
5666+65	OUTER LOOP	SPALLING WITH EXPOSED REBAR

NOTES:

1. SEE NOTES ON DRAWING NO. DE-04.
2. REINFORCEMENT SHALL NOT BE PLACED IN ADJUSTMENT CONCRETE WHEN THE INLET ADJUSTMENT IS LESS THAN 5".
3. BARRIER FACE DIMENSIONS SHALL FOLLOW MDSA STD. NO. 648.44.
4. SEE DRAWING NO. DE-04 FOR ADDITIONAL NOTES.



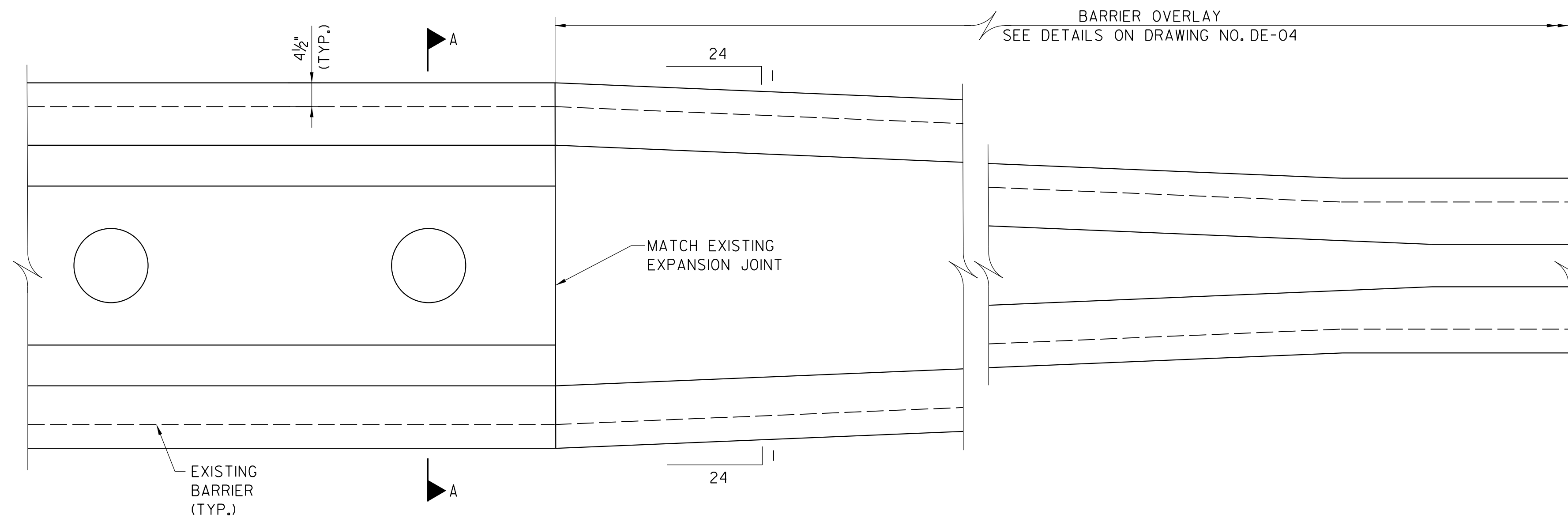
REVISIONS		CONCRETE TRAFFIC BARRIER OVERLAY DETAILS	
SCALE 1" = 1'-0"		DATE	JULY 2022
DESIGNED BY		CNN	COUNTY
DRAWN BY		MHB	BALTIMORE COUNTY
CHECKED BY		JSW	LOGMILE
MDE/PRD		20-PR-0038	
DRAWING NO.	DE-06	OF	DE-08
SHEET NO.		25 OF 409	

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

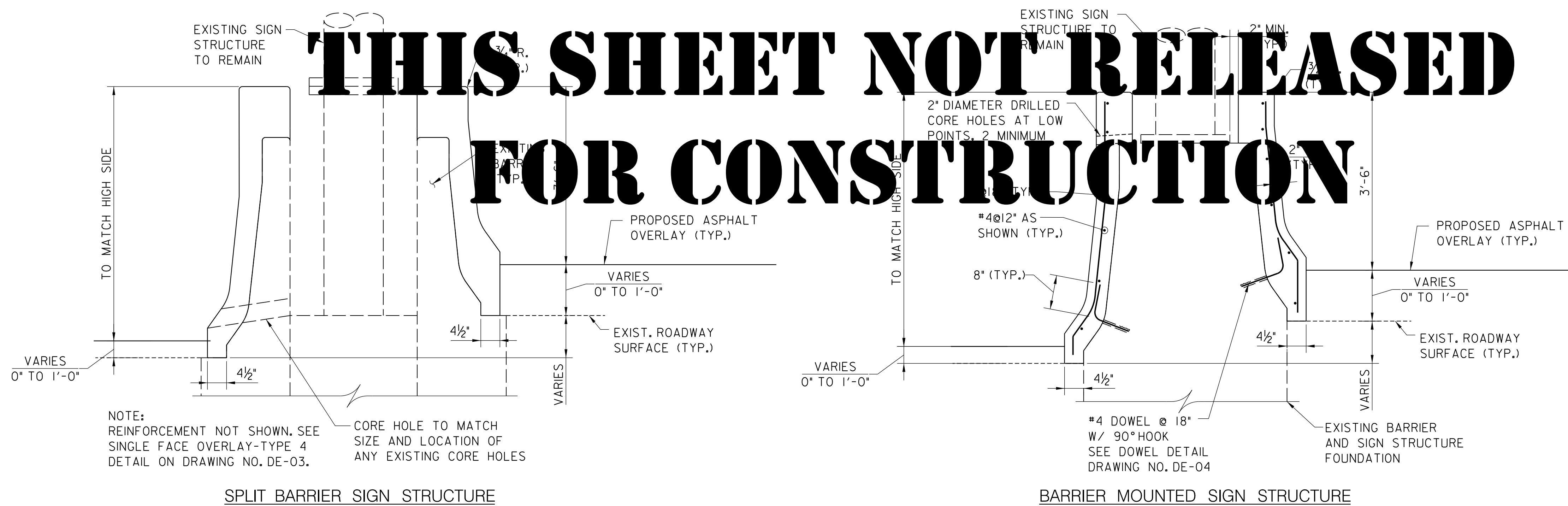
CONCRETE MEDIAN BARRIER REPAIR SCHEDULE - AREAS OUTSIDE OF OVERLAY LIMITS

RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions



BARRIER OVERLAY PLAN AT SIGN STRUCTURES

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



SPLIT BARRIER SIGN STRUCTURE

BARRIER MOUNTED SIGN STRUCTURE

SECTION A-A

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

THIS SHEET NOT RELEASED FOR CONSTRUCTION

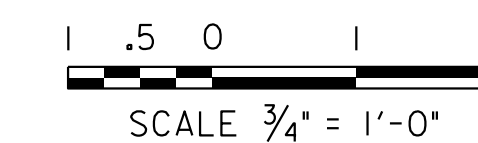
NOTES:

1. SEE DRAWING NO. DE-04 FOR ADDITIONAL NOTES.
2. BARRIER FACE DIMENSIONS SHALL FOLLOW MDT SHA STD. NO. 648.44.



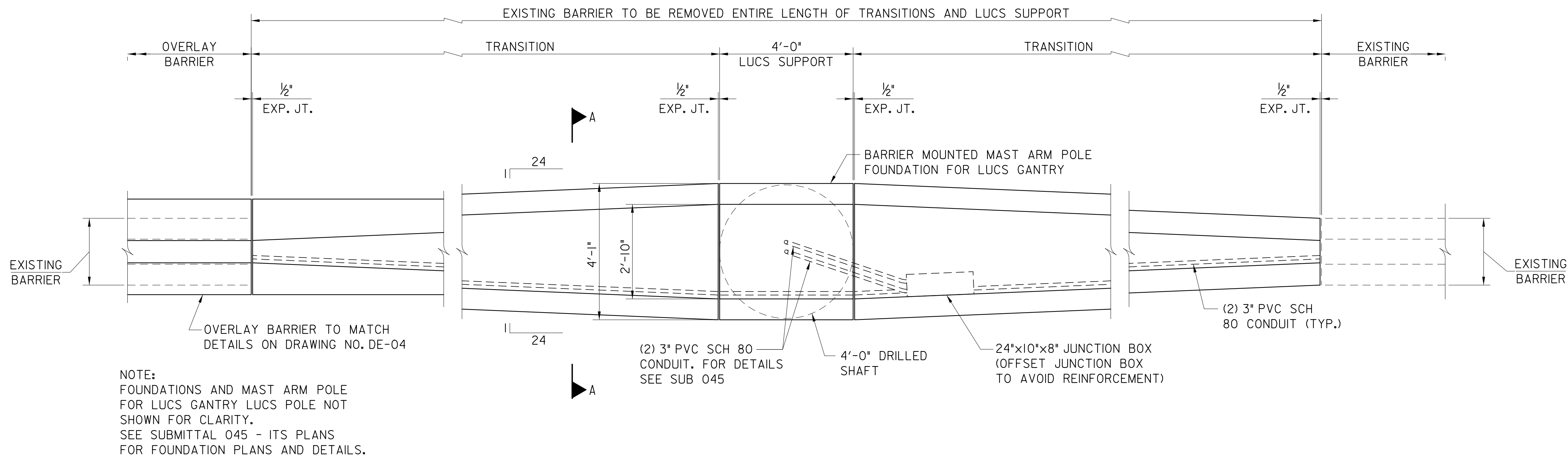
I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS		CONCRETE TRAFFIC BARRIER OVERLAY DETAILS	
SCALE 3/4" = 1'-0"		DATE	JULY 2022
DESIGNED BY CNN		COUNTY	BALTIMORE COUNTY
DRAWN BY EMT		LOGMILE	
CHECKED BY JSW		MDE/PRD 20-PR-0038	
DRAWING NO.	DE-07	OF	DE-08
SHEET NO.		26 OF 409	



BY: bgrandizio -

P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions



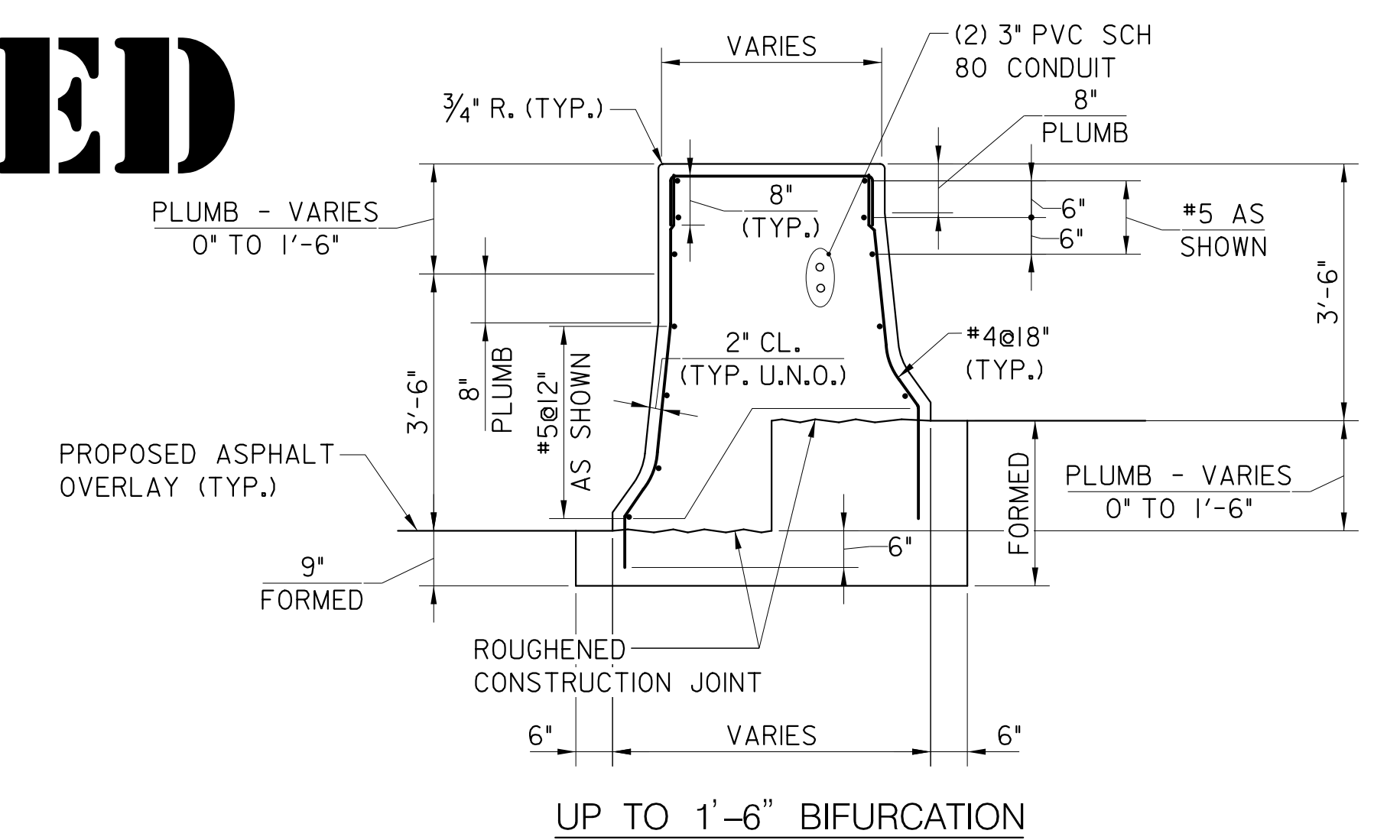
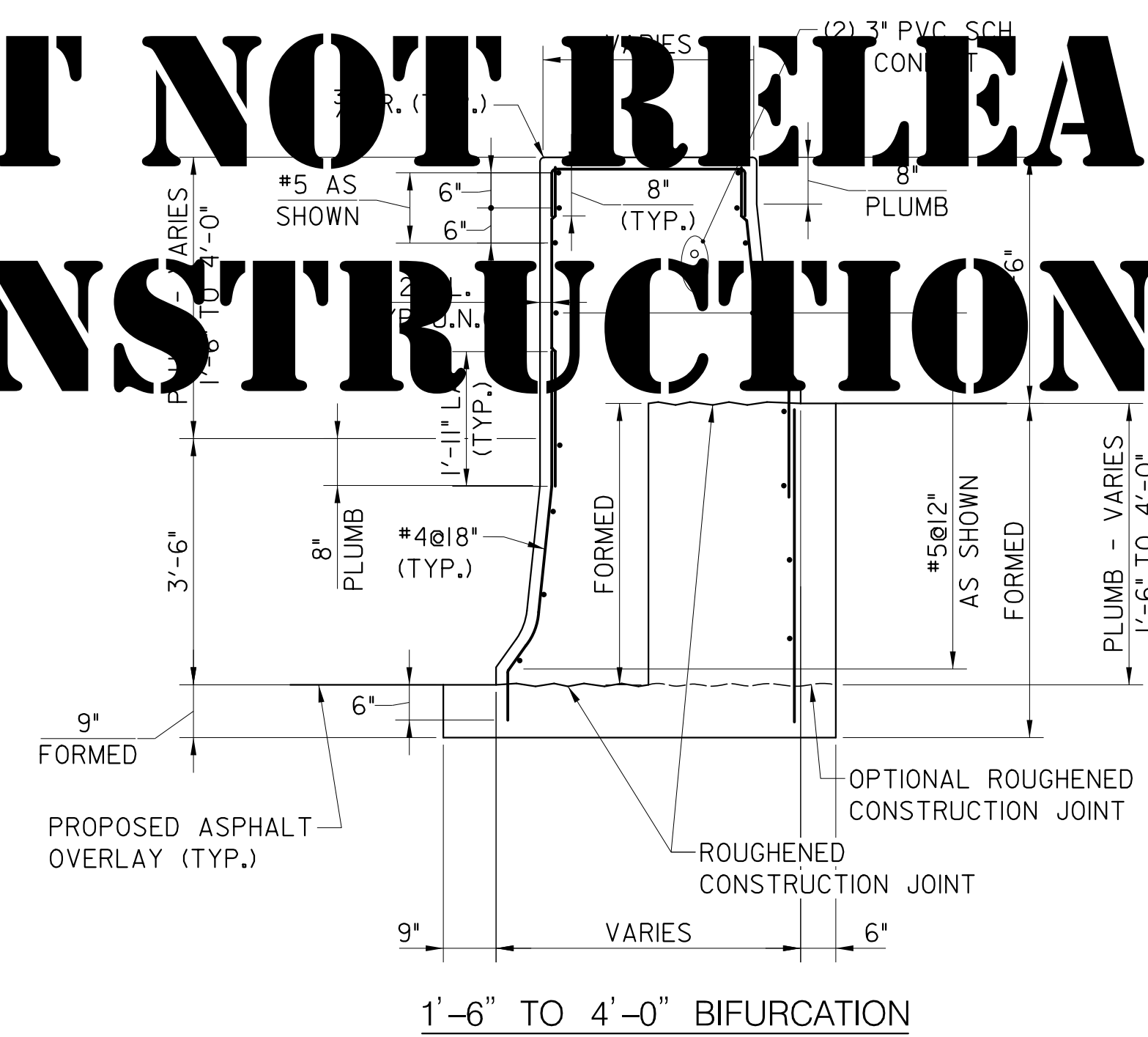
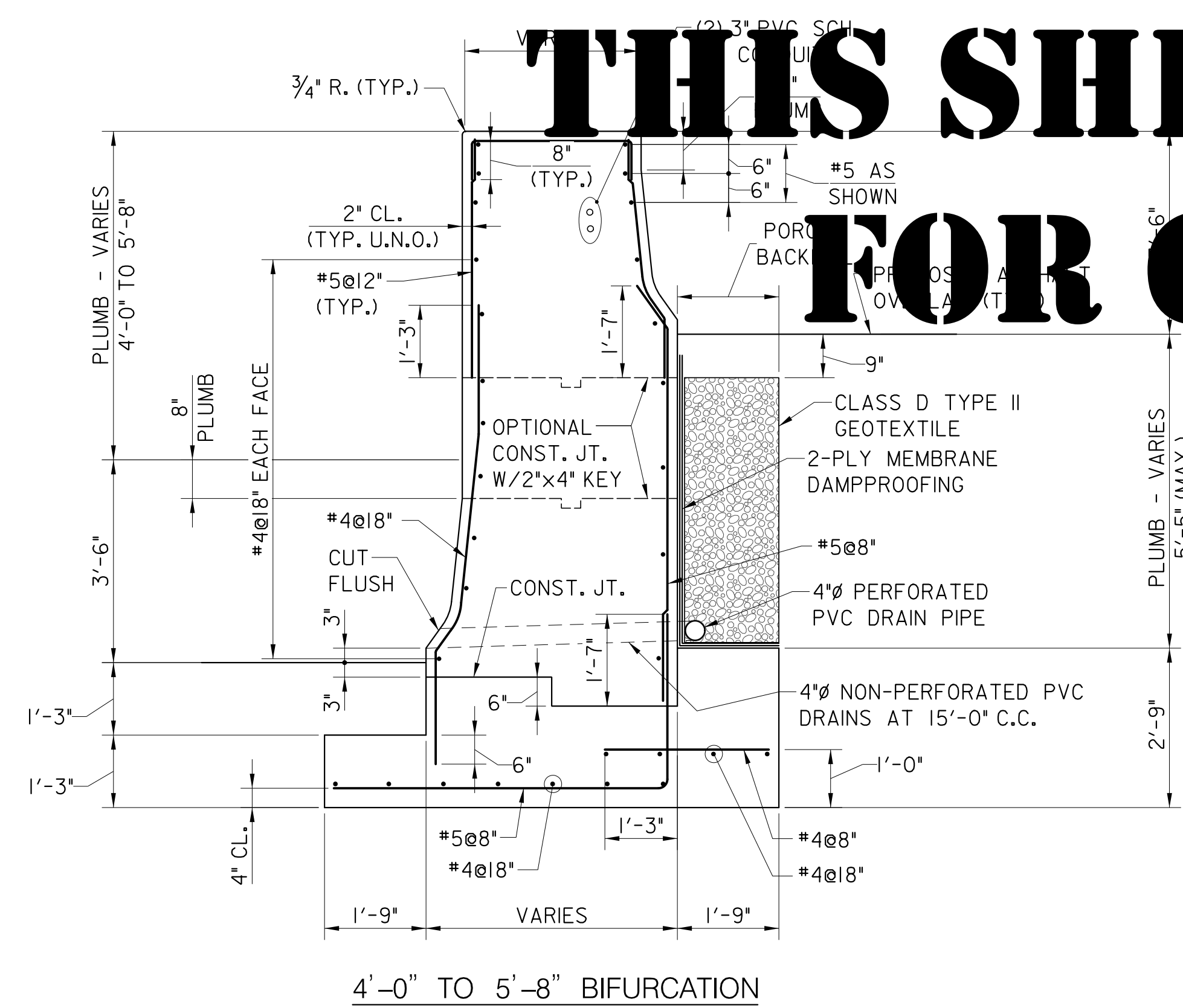
NOTE:
FOUNDATIONS AND MAST ARM POLE FOR LUCS GANTRY LUCS POLE NOT SHOWN FOR CLARITY. SEE SUBMITTAL 045 - ITS PLANS FOR FOUNDATION PLANS AND DETAILS.

- NOTES:
- SEE DRAWING NO. DE-04 FOR ADDITIONAL NOTES.
 - WHEN BARRIER IS CONSTRUCTED USING THE SLIP FORM METHOD DIAGONAL NO. 4 REINFORCEMENT BARS ARE REQUIRED. SEE MDOT SHA STD. NO. 648.44-04.
 - SPACING OF CONTRACTION JOINTS SHALL BE 20 FEET REGARDLESS OF CONSTRUCTION METHOD. SEE MDOT SHA STD. NO. 648.44-05 FOR JOINT DETAILS.
 - BARRIER FACE DIMENSIONS SHALL FOLLOW MDOT SHA STD. 648.44.

BARRIER MOUNTED MAST ARM POLE FOUNDATION FOR LUCS GANTRY TRANSITION PLAN

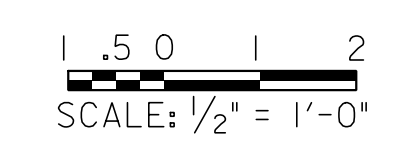
SCALE: 1/2" = 1'-0"

THIS SHEET NOT RELEASED FOR CONSTRUCTION



SECTION A-A

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

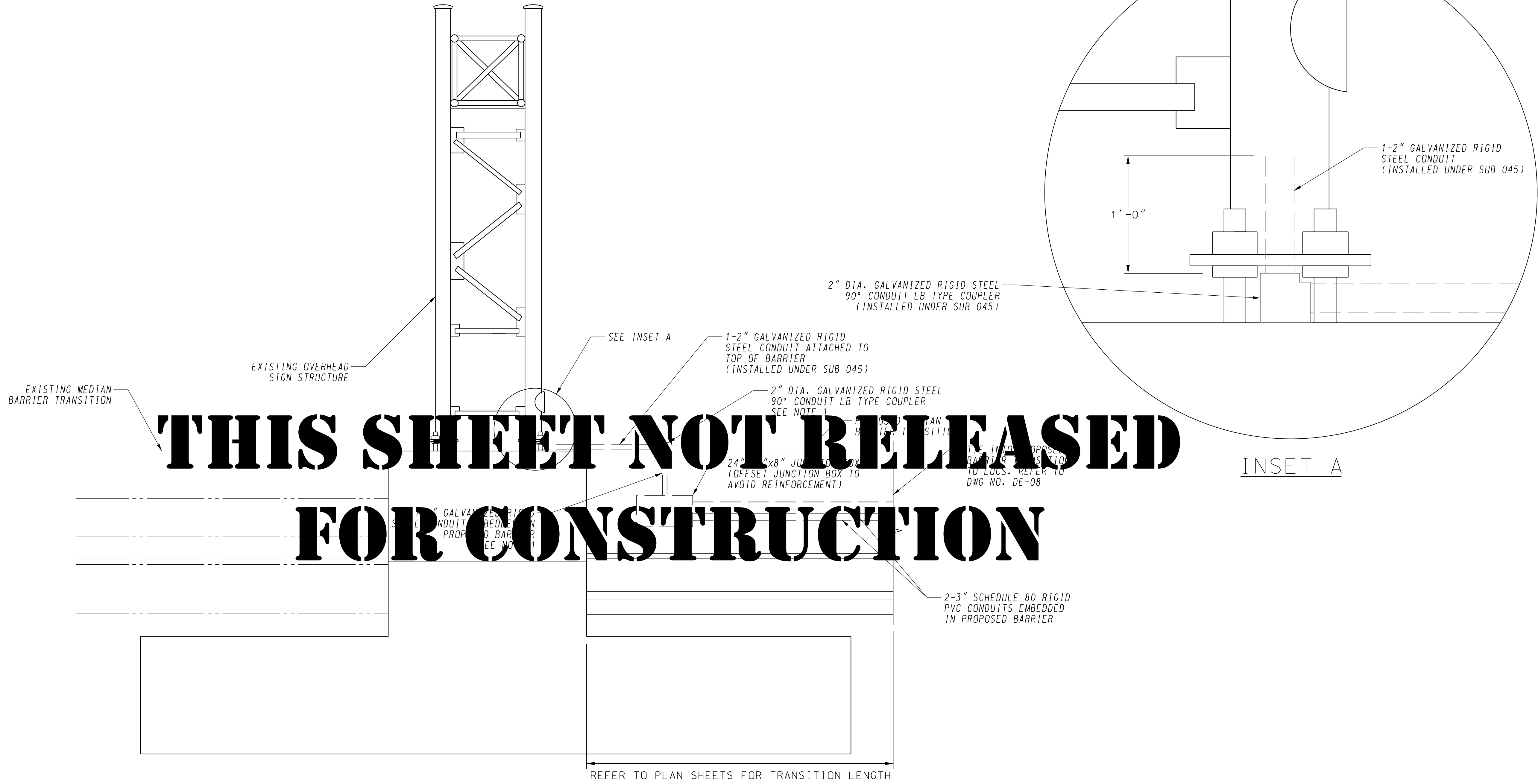


MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS	BARRIER TRANSITION TO LUCS GANTRY - DETAILS		
	SCALE: 1/2" = 1'-0"	DATE: JULY 2022	CONTRACT NO.: BA0065172
	DESIGNED BY: CNN	COUNTY: BALTIMORE COUNTY	
	DRAWN BY: MHB	LOGMILE:	
	CHECKED BY: JSW		
	MDE/PRD: 20-PR-0038		
	DRAWING NO. DE-08	OF DE-08	SHEET NO. 27 OF 409

RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions



THIS SHEET NOT RELEASED FOR CONSTRUCTION

NOTES:

1. IF EXISTING SPARE CONDUIT BEND IS ACCESSIBLE, CONTRACTOR SHALL INSTALL SCHEDULE 80 RIGID PVC CONDUIT TO CONNECT PROPOSED JUNCTION BOX TO EXISTING CONDUIT BEND IN LIEU OF INSTALLATION OF LB TYPE COUPLER AND 2" GALVANIZED RIGID STEEL CONDUIT.

HIGHWAY DESIGN DIVISION



I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

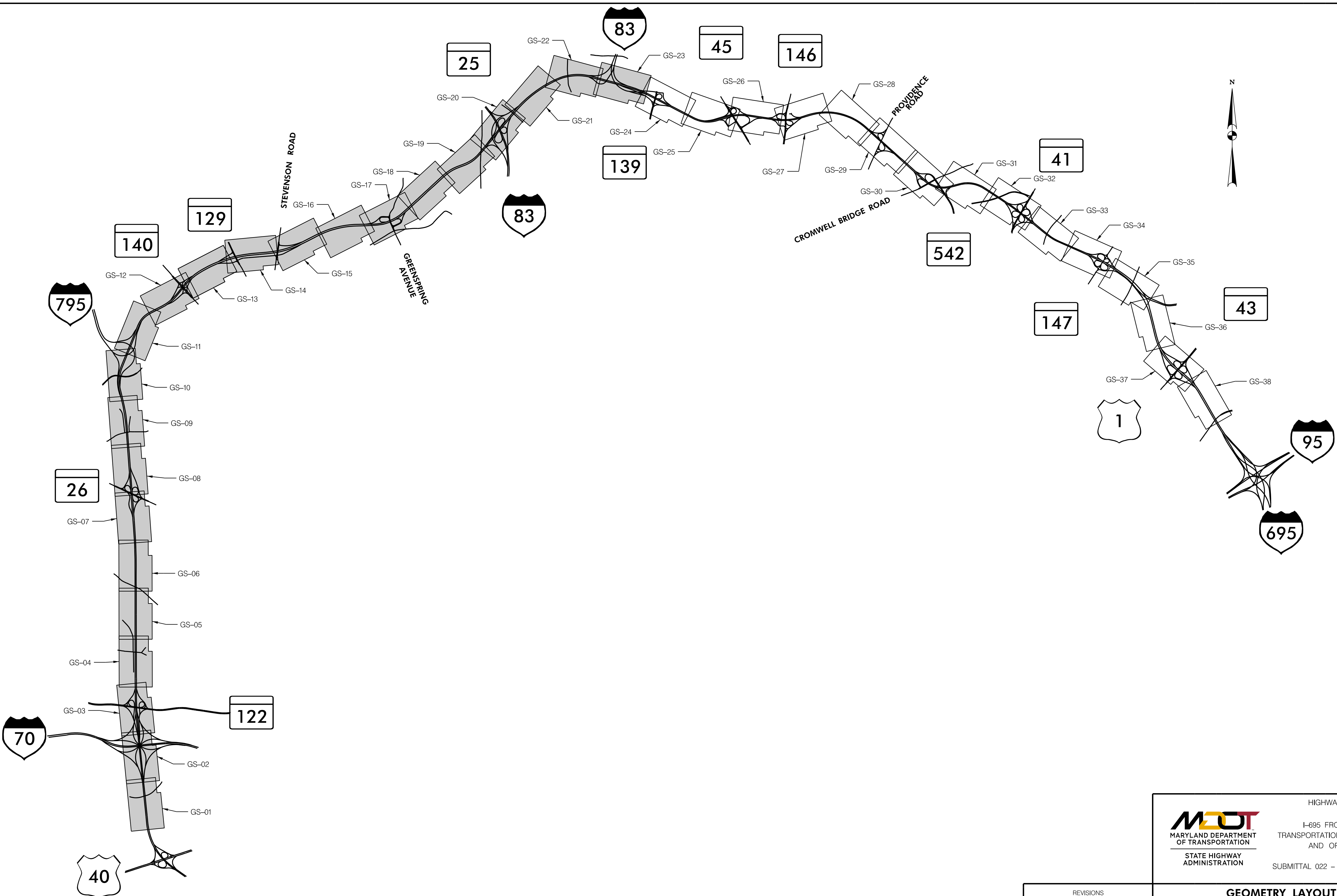
STATE HIGHWAY
ADMINISTRATION

REVISIONS	SIGN STRUCTURE BARRIER TRANSITION DETAIL		
	SCALE _____ NTS _____	DATE _____ JULY 2022 _____	CONTRACT NO. _____ BA0065172 _____
	DESIGNED BY _____ MRL _____	COUNTY _____ BALTIMORE COUNTY _____	
	DRAWN BY _____ MRL _____	LOGMILE _____ 6.78 -- 25.95 _____	
	CHECKED BY _____ BJB _____		
	MDE/PRD _____ 20-PR-0038 _____		
	DRAWING NO. _____ DE-09 _____	OF _____ DE-09 _____	SHEET NO. _____ 28 _____ OF _____ 409 _____

BY: bgrandizio



P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions




MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS		GEOMETRY LAYOUT PLAN	
SCALE	1" = 3,000'	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	6.78 - 25.95
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	GS-00	OF GS-00	SHEET NO. 29 OF 409

SHADED GEOMETRY PLANS INCLUDED IN THIS PLAN SET.

RFC - 10-14-2022

PLOTTED: 6/27/2022
 FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B95TSMO\CADD\Plans\Area 1B\pLA-P002_B95TSMO_Areat1B.dgn

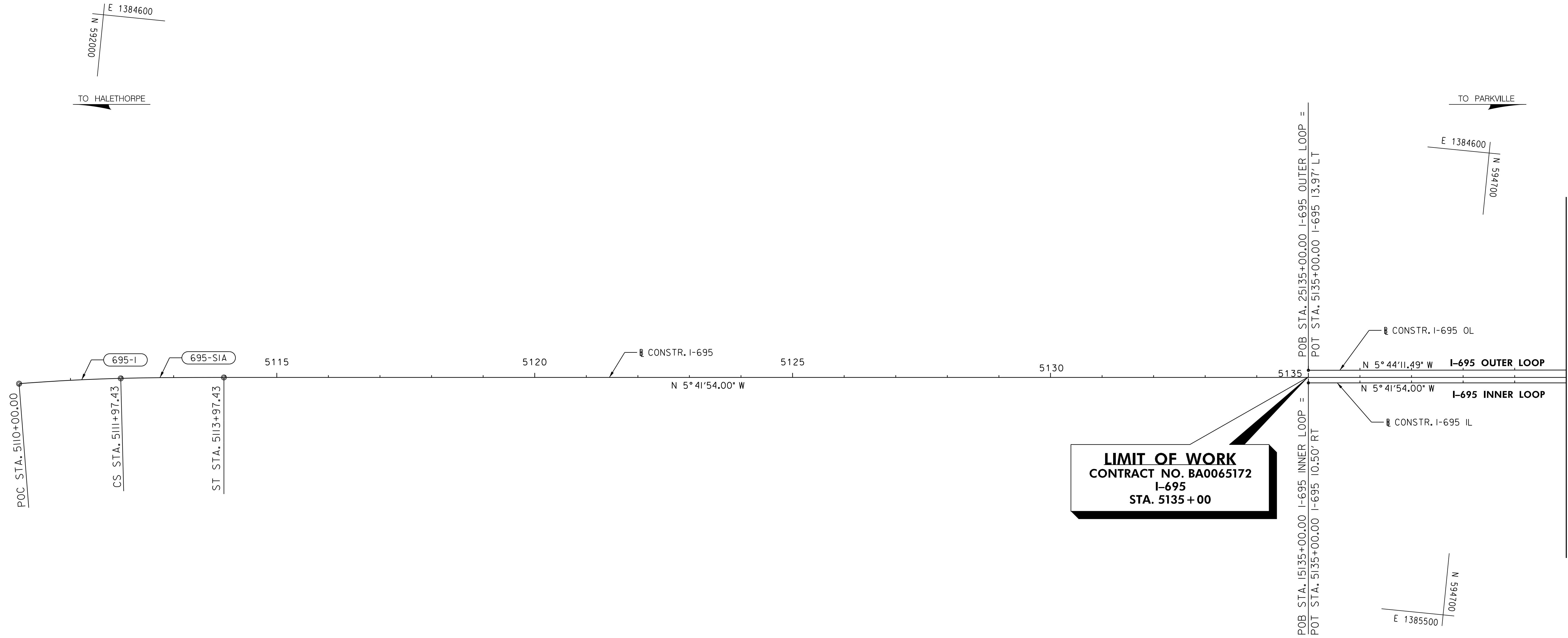
BY: bgrandizio -

 P: 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions


BASELINE CONTROL COORDINATES					
BASELINE	POINT NO.	STATION	NORTH	EAST	BEARING
I-695	1000	POC 5110+00.00	591,908.2265	1,385,327.9642	N 7°11'53.9981" W BK/AH
	1001	CS 5111+97.43	592,103.3768	1,385,298.1749	
	1002	PI 5112+64.10	592,169.5224	1,385,289.8210	N 5°41'54.0000" W BK/AH
	1003	ST 5113+97.43	592,302.2016	1,385,276.5820	
I-695 OL	2000	POB 25135+00.00	594,392.9920	1,385,053.9182	N 5°44'11.4924" W AH
I-695 IL	3000	POB 15135+00.00	594,395.4213	1,385,078.2640	N 5°41'54.0000" W AH

CURVE DATA						
CURVE	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
695-I	46°19'24.80"	1°30'00.00"	3,819.72'	1,634.1187'	3,088.2382'	334.8684'

SPIRAL DATA									
SPIRAL NO.	SPIRAL ANGLE	L	L.T.	S.T.	X	Y	R	P	K
695-SIA	1°30'00.00"	200.0000'	133.3381'	66.6710'	199.9863'	1,7452'	3819.7200'	0.4363'	99.9977'



LIMIT OF WORK
 CONTRACT NO. BA0065172
 I-695
 STA. 5135+00


MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS	GEOMETRY PLAN		
	SCALE	DATE	CONTRACT NO.
	1" = 100'	JULY 2022	BA0065172
	DESIGNED BY	COUNTY	
	KAF / MEG	BALTIMORE COUNTY	
	DRAWN BY	LOGMILE	
	KAF / MDG / AF / AWG	6.78-25.95	
	CHECKED BY		
	RLW / AKL		
	MDE/PRD		
	20-PR-0038		
	DRAWING NO.	OF	SHEET NO.
	GS-01	30	OF 409

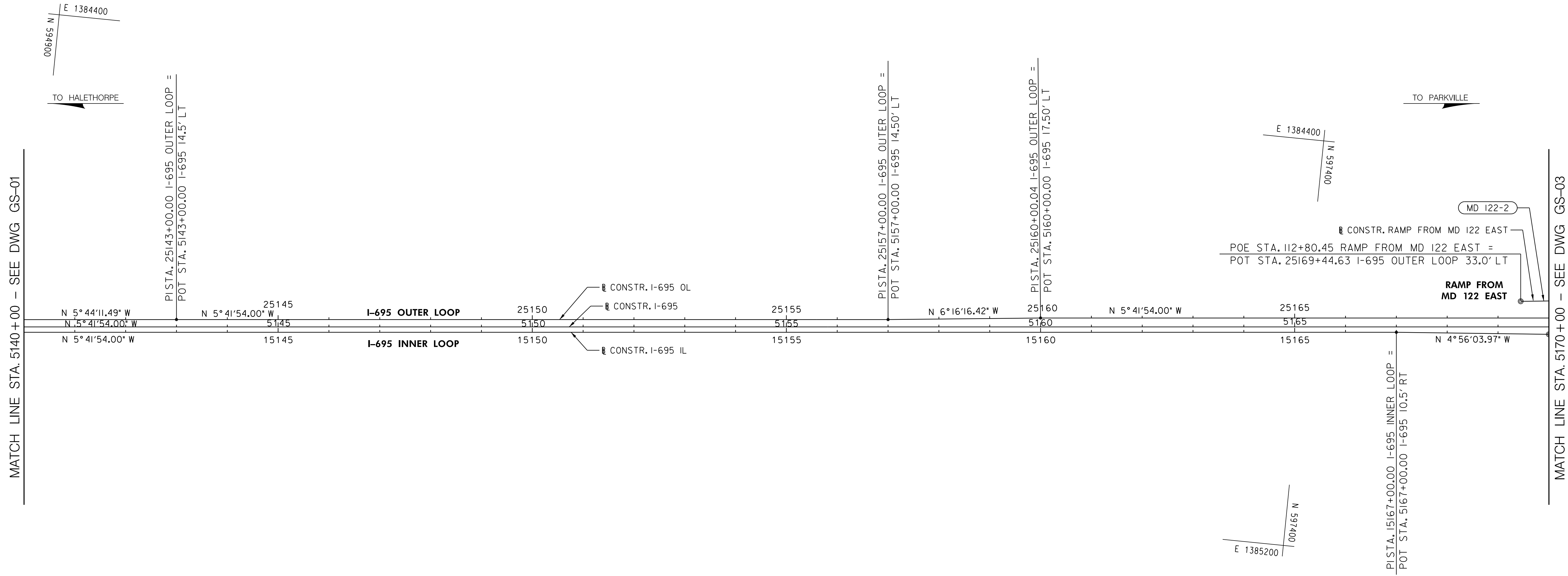
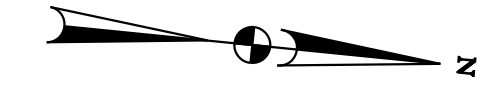

 P: 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 6/27/2022
 FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pGS-P01_B995TSMO-Area1B.dgn

BASELINE CONTROL COORDINATES					
BASELINE	POINT NO.	STATION	NORTH	EAST	BEARING
I-695 OL	2001	PI 25143+00.00	595,188.9858	1,384,973.9549	N 5°44'11.4924" W BK
	2002	PI 25157+00.00	596,582.0677	1,384,834.9478	N 5°41'54.0000" W AH/BK
	2003	PI 25160+00.04	596,880.3097	1,384,802.1731	N 6°16'16.4248" W AH/BK
I-695 IL	3001	PI 15167+00.00	597,579.6084	1,384,760.5334	N 5°41'54.0000" W AH
					N 5°41'54.0000" W BK
					N 4°56'03.9655" W AH
RAMP FROM MD 122 EAST	105	POE 112+80.45	597,816.9588	1,384,675.5470	S 5°41'54.0000" E BK

CURVE DATA						
CURVE	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
MD 122-2	10°36'40.44"	2°39'53.71"	2,150,000'	199.6620'	398.1820'	9.251'



MATCH LINE STA. 5140 + 00 - SEE DWG GS-01

MATCH LINE STA. 5170 + 00 - SEE DWG GS-03

HIGHWAY DESIGN DIVISION



I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

STATE HIGHWAY
ADMINISTRATION

REVISIONS	GEOMETRY PLAN		
	SCALE 1" = 100'	DATE JULY 2022	CONTRACT NO. BA0065172
	DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY	
	DRAWN BY KAF / MDG / AF / AWG	LOGMILE 6.78-25.95	
	CHECKED BY RLW / AKL		
	MDE/PRD 20-PR-0038		
	DRAWING NO. GS-02	OF GS-03	SHEET NO. 31 OF 409

BY: bgrandizio



P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

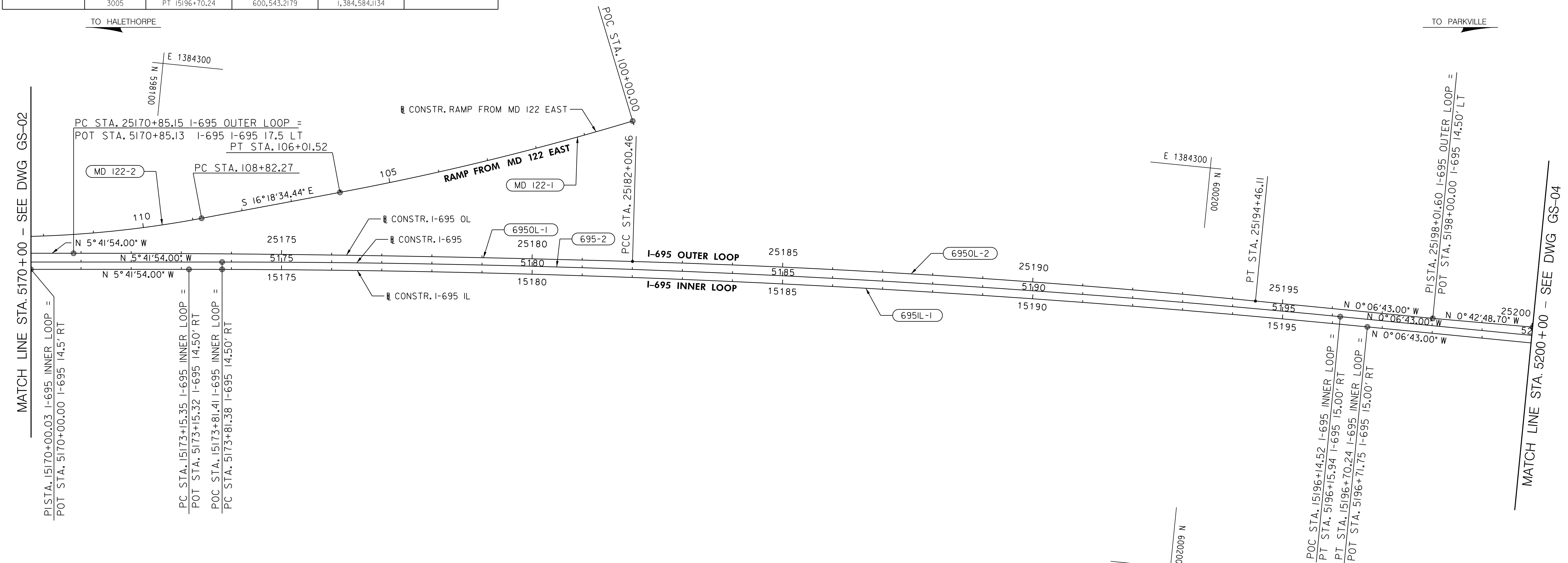
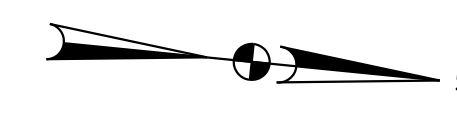
RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pGS-P002_B995TSMO-Area1B.dgn

BASELINE CONTROL COORDINATES					
BASELINE	POINT NO.	STATION	NORTH	EAST	BEARING
I-695	I004	PCC 5173+81.38	598,256.5796	1,384,682.4305	N 5°41'54.0000" W BK/AH
	I005	PI 5184+99.54	599,369.2178	1,384,571.4071	N 0°06'43.0000" W BK/AH
	I006	PT 5196+15.94	600,487.3793	1,384,569.2224	N 5°41'54.0000" W BK/AH
I-695 OL	2005	PC 25170+85.15	597,960.0576	1,384,694.4317	N 5°41'54.0000" W BK/AH
	2006	PI 25176+42.85	598,514.9993	1,384,639.0574	N 4°01'12.9906" W BK/AH
	2007	PCC 25182+00.46	599,071.3245	1,384,599.9576	N 0°06'43.0000" W BK/AH
	2008	PI 25188+23.53	599,692.8570	1,384,556.2747	N 0°06'43.0000" W BK/AH
	2009	PT 25194+46.11	600,315.9215	1,384,555.0574	N 0°42'48.7009" W BK/AH
I-695 IL	3002	PI 15170+00.03	597,878.5231	1,384,734.7264	N 5°41'54.0000" W BK/AH
	3003	PC 15173+15.35	598,192.2881	1,384,703.4177	N 5°41'54.0000" W BK/AH
	3004	PI 15184+93.73	599,364.8426	1,384,586.4157	N 0°06'43.0000" W BK/AH
	3005	PT 15196+70.24	600,543.2179	1,384,584.1134	N 0°06'43.0000" W BK/AH

BASELINE CONTROL COORDINATES					
BASELINE	POINT NO.	STATION	NORTH	EAST	BEARING
RAMP FROM MD 122 EAST	I00	PCC 100+00.00	599,043.8524	1,384,321.2350	S 22°27'50.3229" E AH
	I01	PI 103+01.05	598,765.6453	1,384,436.2680	S 16°18'34.4372" E BK/AH
	I02	PT 106+01.52	598,476.7092	1,384,520.8110	S 5°41'54.0000" E AH
	I03	PC 108+82.27	598,207.2615	1,384,599.6520	S 5°41'54.0000" E AH
	I04	PI 110+81.93	598,015.6342	1,384,655.7220	S 5°41'54.0000" E AH

CURVE DATA						
CURVE	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
695-2	5°35'11.00"	0°15'00.00"	22,918.3100'	1,118.1636'	2,234.5554'	27.2609'
695OL-1	1°40'41.0094"	0°09'01.6414"	38,081.4356'	557.6976'	1115.3154'	4.0835'
695OL-2	3°54'29.9906"	0°18'49.5317"	18261.0906'	623.0657'	1245.6481'	10.6264'
695IL-1	5°35'11.0000"	0°14'14.0110"	24,152.4763'	1,178.3775'	2,354.8877'	28.7289'
MD 122-1	6°09'15.89"	1°01'23.30"	5,600.0000'	301.0509'	601.5227'	8.0863'
MD 122-2	10°36'40.44"	2°39'53.71"	2,150.0000'	199.6620'	398.1820'	9.2510'



HIGHWAY DESIGN DIVISION

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS	GEOMETRY PLAN					
	SCALE	1" = 100'	DATE	JULY 2022	CONTRACT NO.	BA0065172
	DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY		
	DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	6.78-25.95		
	CHECKED BY	RLW / AKL				
	MDE/PRD	20-PR-0038				
	DRAWING NO.	GS-03	OF	GS-03	SHEET NO.	32 OF 409

BY: bgrandizio

RK&K

P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202

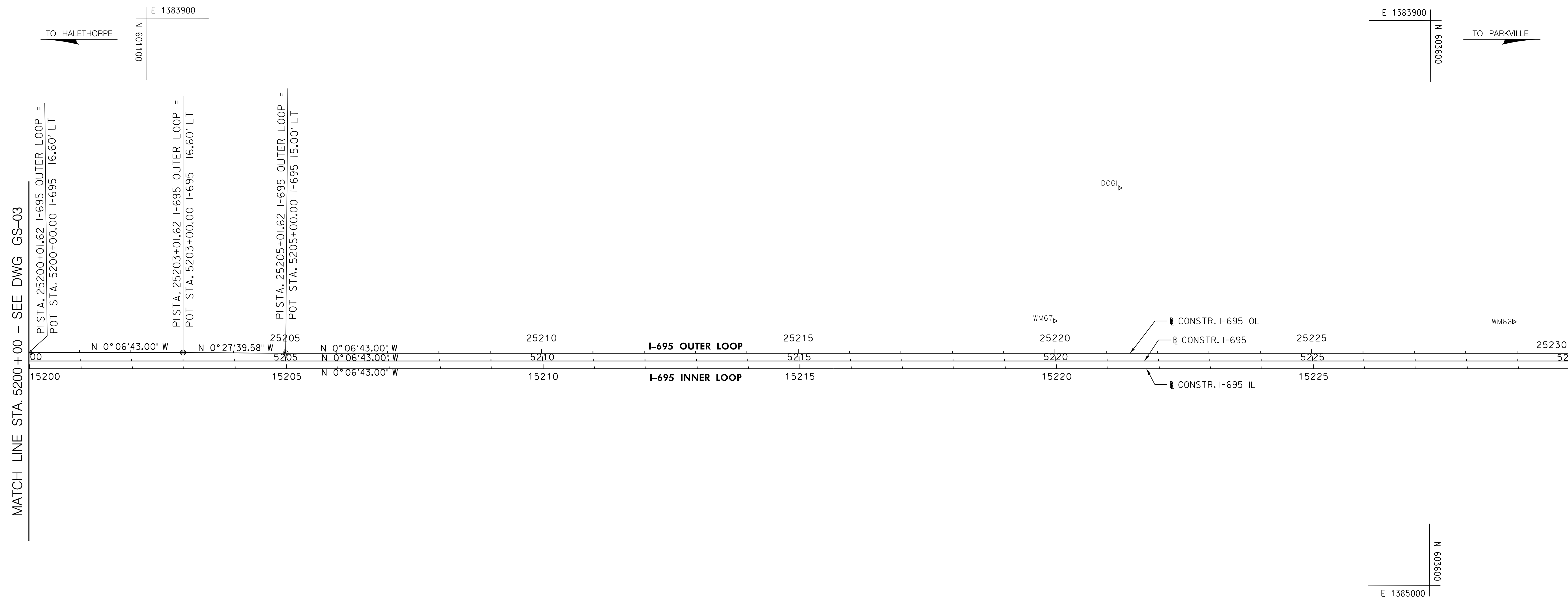
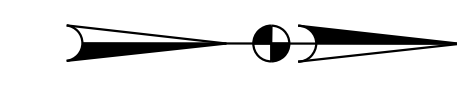
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\2020_TSMO\CADD\Plans\Area 1B\GS-P003_I695TSMO-Area1B.dgn

BASELINE CONTROL COORDINATES					
BASELINE	POINT NO.	STATION	NORTH	EAST	BEARING
I-695 OL	2011	PI25200+01.62	600,871.4099	1,384,551.8721	N 0°42'48.7009" W BK
	2012	PI25203+01.62	601,171.4094	1,384,551.2859	N 0°06'43.0000" W AH/BK
	2013	PI25205+01.62	601,371.4121	1,384,552.4952	N 0°20'47.0832" E AH/BK
					N 0°06'43.0000" W AH

TRAVERSE POINTS			
POINT NO.	NORTH	EAST	ELEVATION
DOG1	602,994.9205	1,384,227.0628	395.61'
WM66	603,763.3945	1,384,486.3195	405.45'
WM67	602,869.1149	1,384,486.4465	398.83'



MATCH LINE STA. 5200+00 - SEE DWG GS-03

MATCH LINE STA. 5230+00 - SEE DWG GS-05

HIGHWAY DESIGN DIVISION

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS	GEOMETRY PLAN		
	SCALE	DATE	CONTRACT NO.
	1" = 100'	JULY 2022	BA0065172
	DESIGNED BY	COUNTY	
	KAF / MEG	BALTIMORE COUNTY	
	DRAWN BY	LOGMILE	
	KAF / MDG / AF / AWG	6.78-25.95	
	CHECKED BY		
	RLW / AKL		
	MDE/PRD	20-PR-0038	
	DRAWING NO.	OF	SHEET NO.
	GS-04	OF GS-23	33 OF 409

RK&K

P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202

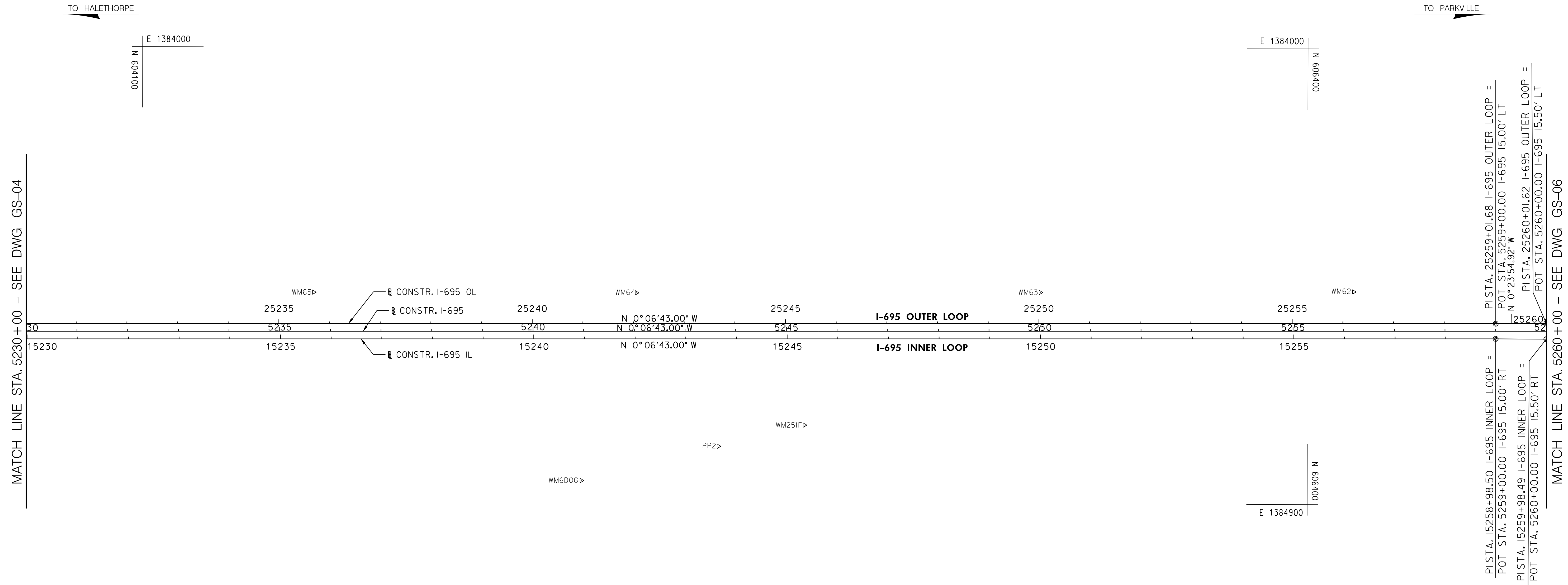
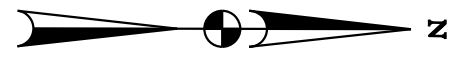
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pGS-P004_B995TSMO-ArealB.dgn

BASELINE CONTROL COORDINATES					
BASELINE	POINT NO.	STATION	NORTH	EAST	BEARING
I-695 OL	2014	PI 25259+01.68	606,771.4603	1,384,541.9446	N 0°06'43.0000" W BK
	2015	PI 25260+01.62	606,871.4006	1,384,541.2493	N 0°23'54.9187" W AH/BK
I-695 IL	3006	PI 15258+98.50	606,771.4701	1,384,571.9446	N 0°06'43.0000" W BK
	3007	PI 15259+98.49	606,871.4612	1,384,572.2492	N 0°10'28.4154" E AH/BK
					N 0°06'43.0000" W AH

TRAVERSE POINTS			
POINT NO.	NORTH	EAST	ELEVATION
PP2	605,237.7129	1,384,786.9478	438.09'
WM6DOG	604,967.4332	1,384,855.2445	425.11'
WM62	606,491.1569	1,384,479.8377	446.45'
WM63	605,872.6645	1,384,482.0587	441.06'
WM64	605,075.5018	1,384,484.2339	425.48'
WM65	604,438.4492	1,384,484.2445	413.37'
WM25IF	605,407.4515	1,384,744.8717	444.75'



BY: bgrandizio

P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

HIGHWAY DESIGN DIVISION

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS	GEOMETRY PLAN		
	SCALE	DATE	CONTRACT NO.
	1" = 100'	JULY 2022	BA0065172
	DESIGNED BY	COUNTY	
	KAF / MEG	BALTIMORE COUNTY	
	DRAWN BY	LOGMILE	
	KAF / MDG / AF / AWG	6.78-25.95	
	CHECKED BY		
	RLW / AKL		
	MDE/PRD		
	20-PR-0038		
	DRAWING NO.	GS-05	OF GS-03 SHEET NO. 34 OF 409

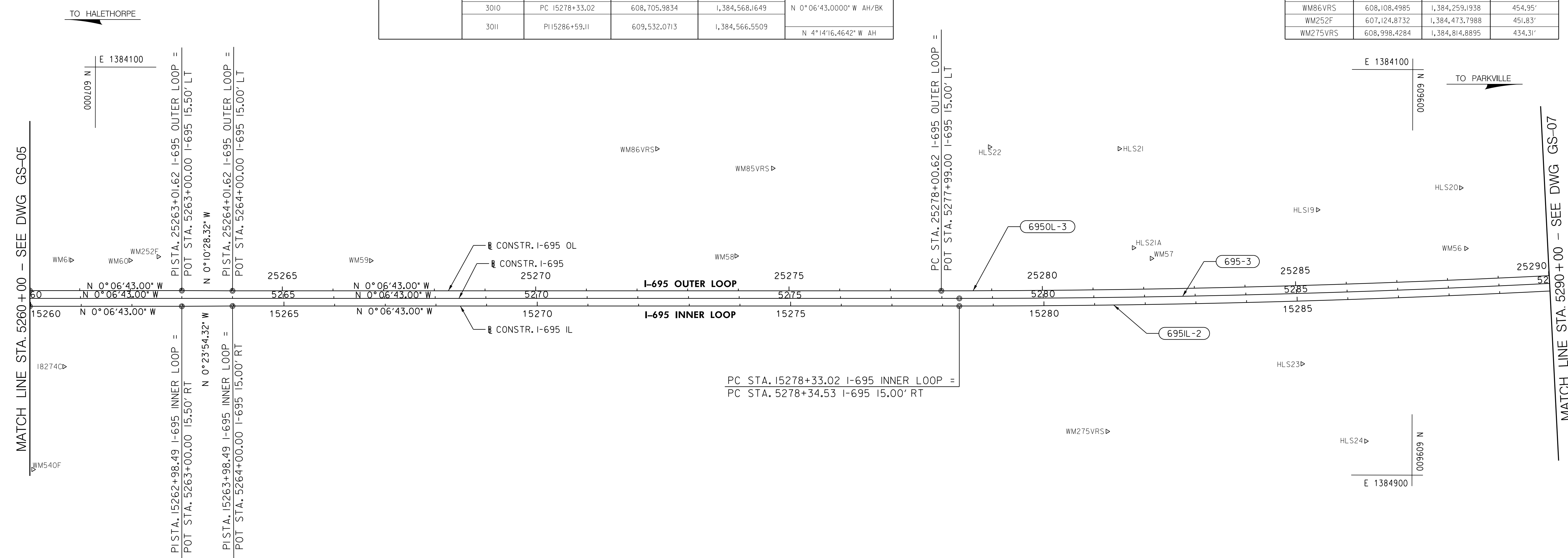
RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pGS-P005_B995TSMO-ArealB.dgn

BASELINE CONTROL COORDINATES					
BASELINE	POINT NO.	STATION	NORTH	EAST	BEARING
I-695	1007	PC 5278+34.53	608,705.9540	1,384,553.1650	N 0°06'43.0000" W BK/AH
	1008	PI 5286+60.08	609,531.5016	1,384,551.5520	
I-695 OL	2016	PI 25263+01.62	607,171.4001	1,384,540.6632	N 0°06'43.0000" W BK
	2017	PI 25264+01.62	607,271.4008	1,384,540.9678	N 0°10'28.3154" E AH/BK
	2018	PC 25278+00.62	608,670.3957	1,384,538.2344	N 0°06'43.0000" W AH/BK
	2019	PI 25286+68.11	609,537.8813	1,384,536.5395	
I-695 IL	3008	PI 15262+98.49	607,171.4606	1,384,571.6631	N 4°14'16.4642" W AH
	3009	PI 15263+98.49	607,271.4595	1,384,570.9677	N 0°06'43.0000" W BK
	3010	PC 15278+33.02	608,705.9834	1,384,568.1649	N 0°23'54.3154" W AH/BK
	3011	PI 15286+59.11	609,532.0713	1,384,566.5509	N 0°06'43.0000" W AH/BK
					N 4°14'16.4642" W AH

CURVE DATA						
CURVE	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
695-3	4°07'33.46"	0°15'00.00"	22,918.3100'	825.5492'	1,650.3848'	14.8639'
695OL-3	4°07'33.4642"	0°14'16.4901"	24,082.5672'	867.4873'	1,734.2248'	15.6190'
695IL-2	4°07'33.4642"	0°14'59.4114"	22,933.3100'	826.0895'	1,651.4650'	14.8736'

TRAVERSE POINTS			
POINT NO.	NORTH	EAST	ELEVATION
I8274C	606,939.1401	1,384,691.1045	475.07'
I8274D	607,330.4131	1,383,906.8273	467.73'
HLS19	609,412.8757	1,384,376.9877	434.04'
HLS20	609,695.2404	1,384,333.1189	450.64'
HLS21	609,021.1679	1,384,257.1538	452.97'
HLS21A	609,049.5219	1,384,452.5267	450.24'
HLS22	608,765.0545	1,384,254.2842	456.38'
HLS23	609,382.9486	1,384,680.8732	428.53'
HLS24	609,508.9975	1,384,833.1355	427.56'
POL250	607,321.8142	1,383,924.0632	467.62'
WM59	607,544.2771	1,384,480.8957	454.26'
WM60	607,069.3831	1,384,481.3285	472.80'
WM61	606,953.3511	1,384,481.0854	450.99'
WM85VRS	608,337.1566	1,384,297.1305	453.55'
WM86VRS	608,108.4985	1,384,259.1938	454.95'
WM252F	607,124.8732	1,384,473.7988	451.83'
WM275VRS	608,998.4284	1,384,814.8895	434.31'



BY: bgrandizio

P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

HIGHWAY DESIGN DIVISION

STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS	GEOMETRY PLAN		
	SCALE	DATE	CONTRACT NO.
	1"=100'	JULY 2022	BA0065172
	DESIGNED BY	KAF / MEG	COUNTY
	DRAWN BY	KAF / MDG / AF / AWG	BALTIMORE COUNTY
	CHECKED BY	RLW / AKL	LOGMILE
	MDE/PRD	20-PR-0038	6.78-25.95
	DRAWING NO.	GS-06	OF GS-03
			SHEET NO. 35 OF 409

RFC - 10-14-2022

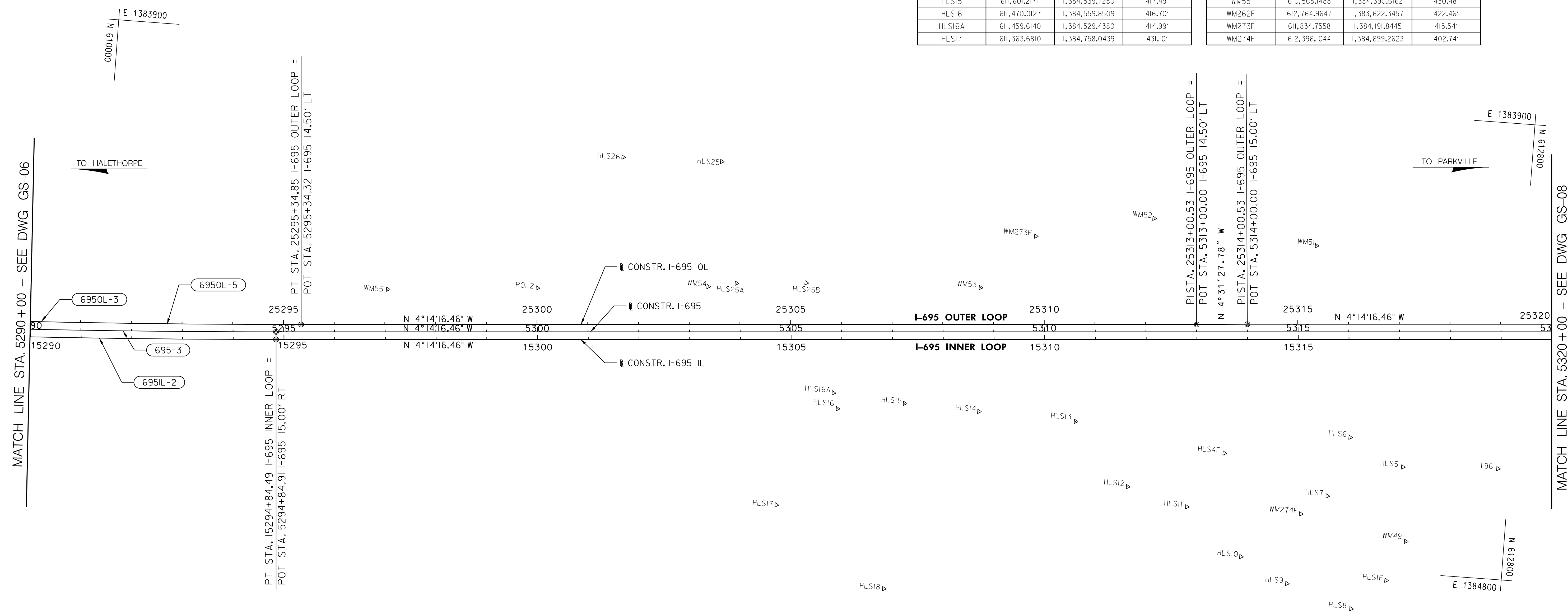
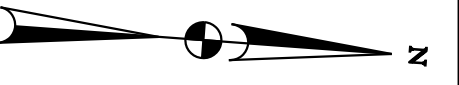
PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\202097_B995TSMO\CADD\Plans\Area 1B\GS-P006_B995TSMO-ArealB.dgn

BASELINE CONTROL COORDINATES					
BASELINE	POINT NO.	STATION	NORTH	EAST	BEARING
I-695	1009	PT 5294+84.91	610,354.7936	1,384,490.5456	N 4°14'16.4642" W BK/AH
I-695 OL	2020	PT 25295+34.85	610,402.9968	1,384,472.4339	N 4°14'16.4642" W BK/AH
	2021	PI 25313+00.53	612,163.8479	1,384,341.9538	N 4°31'27.7796" W BK/AH
	2022	PI 25314+00.53	612,263.5375	1,384,334.0654	N 4°14'16.4642" W AH
I-695 IL	3012	PT 15294+84.49	610,355.9021	1,384,505.5046	N 4°14'16.4642" W BK/AH

CURVE DATA						
CURVE	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
695-3	4°07'33.46"	0°15'00.00"	22,918.3100'	825.5492'	1,650.3848'	14.8639'
695OL-3	4°07'33.4642"	0°14'16.4901"	24,082.5672	867.4873'	1,734.2248	15.6190'
695IL-2	4°07'33.4642"	0°14'59.4114"	22,933.3100'	826.0895'	1,651.4650'	14.8736'

TRAVERSE POINTS			
POINT NO.	NORTH	EAST	ELEVATION
HLS1F	612,573.4734	1,384,817.5069	396.12'
HLS4F	612,236.8982	1,384,590.9076	405.01'
HLS5	612,589.9922	1,384,592.1830	413.47'
HLS6	612,482.1976	1,384,541.5624	412.21'
HLS7	612,445.7660	1,384,660.1820	404.06'
HLS8	612,508.8396	1,384,878.5449	397.39'
HLS9	612,379.0418	1,384,838.2721	399.54'
HLS10	612,284.7653	1,384,792.0380	397.47'
HLS11	612,171.2101	1,384,702.0069	398.75'
HLS12	612,051.9569	1,384,670.9172	404.89'
HLS13	611,940.0109	1,384,550.2150	407.63'
HLS14	611,748.5137	1,384,544.7210	410.64'
HLS15	611,601.2171	1,384,539.7280	417.49'
HLS16	611,470.0127	1,384,559.8509	416.70'
HLS16A	611,459.6140	1,384,529.4380	414.99'
HLS17	611,363.6810	1,384,758.0439	431.01'

TRAVERSE POINTS			
POINT NO.	NORTH	EAST	ELEVATION
HLS18	611,587.2534	1,384,907.0561	425.57'
HLS25	611,206.4107	1,384,090.7548	416.62'
HLS25A	611,253.0050	1,384,328.0088	418.38'
HLS25B	611,390.0834	1,384,317.0793	416.08'
HLS26	611,011.7966	1,384,096.6296	421.26'
POL2	610,862.4068	1,384,366.3425	426.28'
T96	612,777.3388	1,384,581.7168	400.31'
WM49	612,606.5332	1,384,737.9796	397.57'
WM51	612,388.3034	1,384,169.5977	416.89'
WM52	612,064.7013	1,384,139.5398	420.29'
WM53	611,733.5193	1,384,300.8796	418.32'
WM54	611,197.9261	1,384,338.6650	420.80'
WM55	610,568.1488	1,384,390.6162	430.48'
WM262F	612,764.9647	1,383,622.3457	422.46'
WM273F	611,834.7558	1,384,191.8445	415.54'
WM274F	612,396.1044	1,384,699.2623	402.74'



HIGHWAY DESIGN DIVISION

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

STATE HIGHWAY
ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS	GEOMETRY PLAN					
	SCALE	1" = 100'	DATE	JULY 2022	CONTRACT NO.	BA0065172
	DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY		
	DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	6.78-25.95		
	CHECKED BY	RLW / AKL				
	MDE/PRD	20-PR-0038				
	DRAWING NO.	GS-07	OF	GS-03	SHEET NO.	36 OF 409

BY: bgrandizio

RK&K

P. 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202

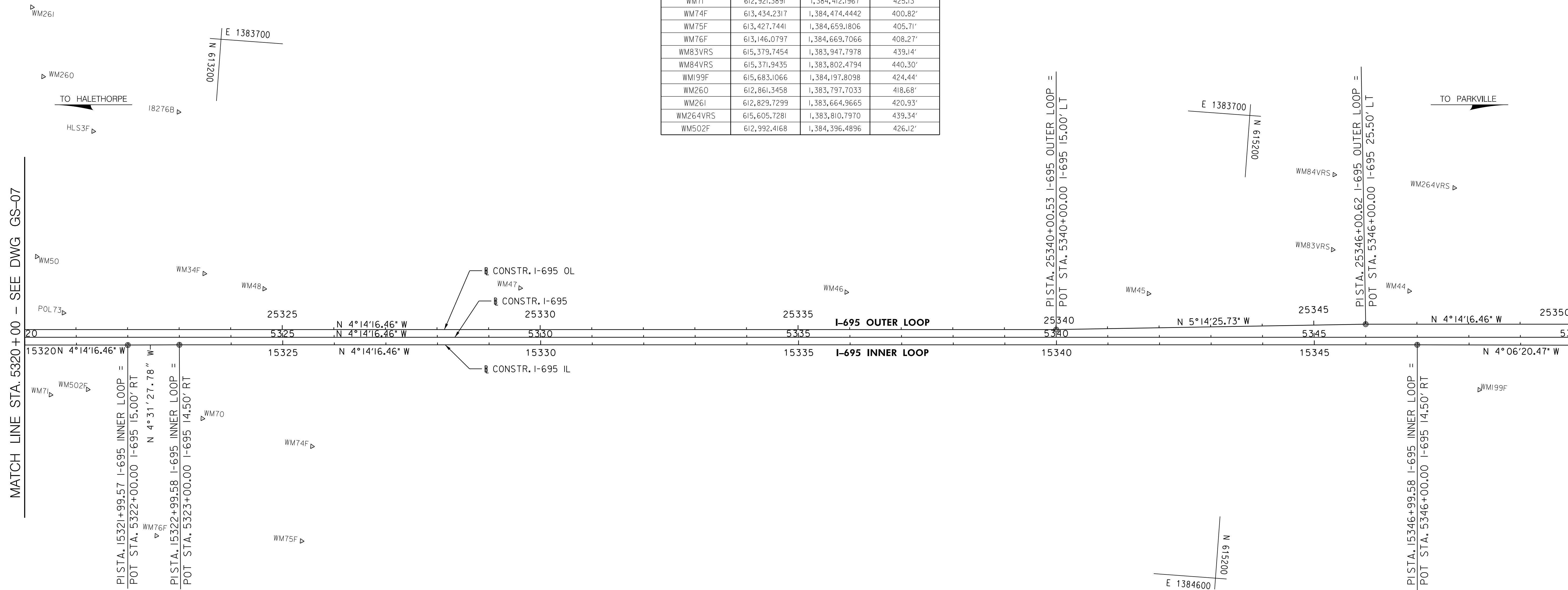
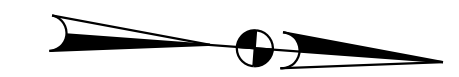
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\I-695-P007_B995TSMO-ArealB.dgn

BASELINE CONTROL COORDINATES					
BASELINE	POINT NO.	STATION	NORTH	EAST	BEARING
I-695 OL	2023	PI 25340+00.53	614,856.4286	1,384,141.9306	N 4°14'16.4642" W BK
	2024	PI 25346+00.62	615,454.0121	1,384,087.1205	N 5°14'25.7299" W AH/BK
I-695 IL	3013	PI 15321+99.57	613,063.5671	1,384,304.8649	N 4°14'16.4642" W BK
	3014	PI 15322+99.58	613,163.2567	1,384,296.9765	N 4°31'27.7796" W AH/BK
	3015	PI 15346+99.58	615,556.6946	1,384,119.6213	N 4°14'16.4642" W AH/BK
					N 4°06'20.4693" W AH

TRAVERSE POINTS			
POINT NO.	NORTH	EAST	ELEVATION
I8276B	613,128.1871	1,383,846.8385	417.99'
HLS3F	612,966.0563	1,383,896.3107	412.02'
POL73	612,934.8105	1,384,251.8804	406.18'
WM34F	613,201.2390	1,384,155.6103	409.40'
WM44	615,533.3845	1,384,016.8849	429.03'
WM45	615,029.8514	1,384,059.1324	433.44'
WM46	614,445.2051	1,384,099.6307	435.58'
WM47	613,814.0208	1,384,138.3927	431.21'
WM48	613,319.3069	1,384,176.5162	428.57'
WM50	612,874.8465	1,384,146.8244	407.97'
WM70	613,218.2953	1,384,436.2903	424.27'
WM71	612,921.3891	1,384,412.1967	425.13'
WM74F	613,434.2317	1,384,474.4442	400.82'
WM75F	613,427.7441	1,384,659.1806	405.71'
WM76F	613,146.0797	1,384,669.7066	408.27'
WM83VRS	615,379.7454	1,383,947.7978	439.14'
WM84VRS	615,371.9435	1,383,802.4794	440.30'
WMI99F	615,683.1066	1,384,197.8098	424.44'
WM260	612,861.3458	1,383,797.7033	418.68'
WM261	612,829.7299	1,383,664.9665	420.93'
WM264VRS	615,605.7281	1,383,810.7970	439.34'
WM502F	612,992.4168	1,384,396.4896	426.12'



MATCH LINE STA. 5320+00 - SEE DWG GS-07

MATCH LINE STA. 5350+00 - SEE DWG GS-09

HIGHWAY DESIGN DIVISION

MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS	GEOMETRY PLAN		
	SCALE	DATE	CONTRACT NO.
	1" = 100'	JULY 2022	BA0065172
	DESIGNED BY	KAF / MEG	COUNTY
	DRAWN BY	KAF / MDG / AF / AWG	BALTIMORE COUNTY
	CHECKED BY	RLW / AKL	LOGMILE
	MDE/PRD	20-PR-0038	6.78-25.95
	DRAWING NO.	GS-08	OF GS-03
			SHEET NO. 37 OF 409

P: 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions

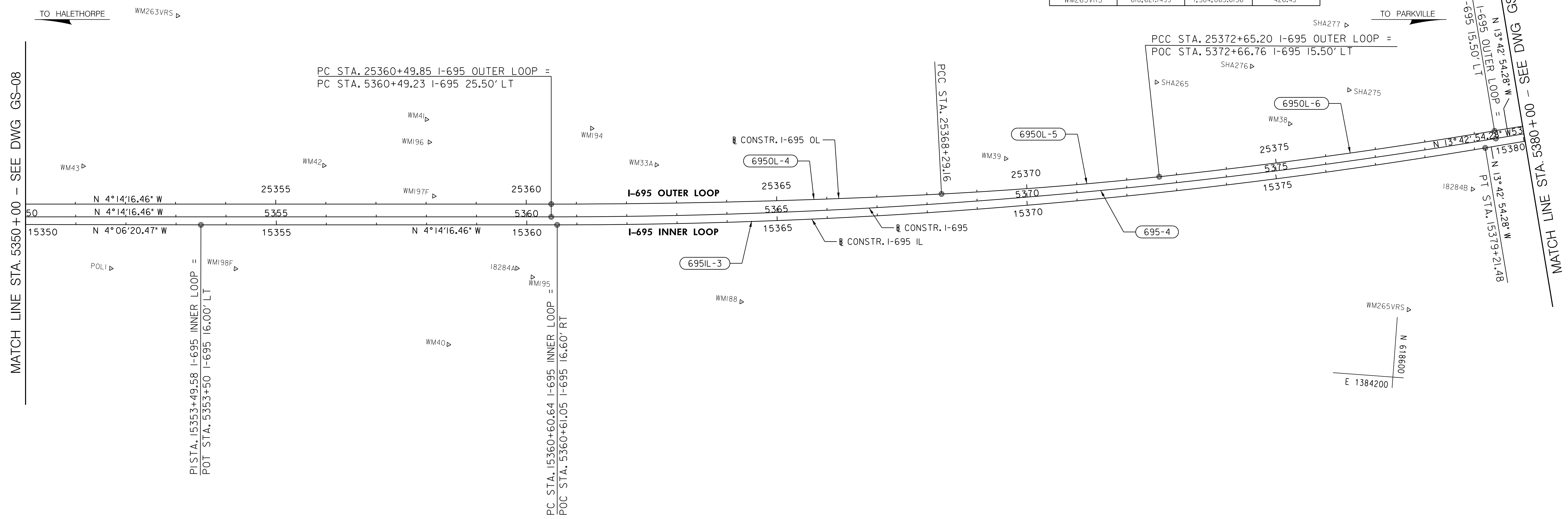
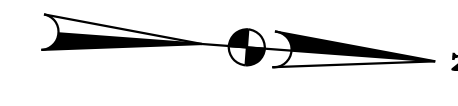
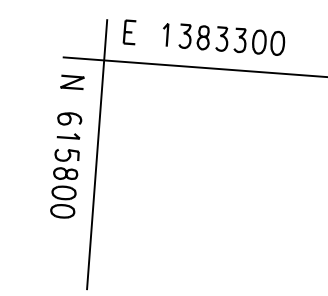
RFC - 10-14-2022

PLOTTED: 6/27/2022
 FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pGS-P008_B995TSMO-Area1B.dgn

BASELINE CONTROL COORDINATES					
BASELINE	POINT NO.	STATION	NORTH	EAST	BEARING
I-695	1010	PC 5360+49.23	616,901.1669	1,384,005.4553	N 4°14'16.4642" W BK/AH
	1011	PI 5369+98.36	617,847.6967	1,383,935.3169	N 13°42'54.2800" W BK/AH
	1012	PT 5379+43.15	618,769.7589	1,383,710.2853	N 4°14'16.4642" W BK/AH
I-695 OL	2025	PC 25360+49.85	616,899.2825	1,383,980.0251	N 4°14'16.4642" W BK/AH
	2026	PI 25364+39.59	617,287.9579	1,383,951.2240	N 7°12'10.0237" W BK/AH
	2027	PCC 25368+29.16	617,674.6232	1,383,902.3577	N 10°19'49.4693" W BK/AH
	2028	PI 25370+47.24	617,890.9783	1,383,875.0150	N 13°42'54.2800" W BK/AH
	2029	PCC 25372+65.20	618,105.5192	1,383,835.9087	N 4°06'20.4693" W BK
	2030	PI 25376+03.04	618,437.8798	1,383,775.3263	N 4°14'16.4642" W AH/BK
I-695 IL	2031	PT 25379+40.68	618,766.0840	1,383,695.2272	N 13°42'54.2800" W AH
	3016	PI 15353+49.58	616,205.0283	1,384,073.0835	
	3017	PC 15360+60.64	616,914.1485	1,384,020.5373	
	3018	PI 15369+93.19	617,844.1450	1,383,951.6240	
	3019	PT 15379+21.48	618,750.1014	1,383,730.5230	

CURVE DATA						
CURVE	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
695-4	9°28'37.82"	0°30'01.44"	11,450.0000'	949.1248'	1,893.9198'	39.2706'
6950L-4	2°57'53.5595"	0°22'49.6202"	15,060.0000'	389.741'	779.308'	5.0423'
6950L-5	3°07'39.4456"	0°43'02.1834"	7,988.0000'	218.076'	436.0436'	2.9762'
6950L-6	3°23'04.8107"	0°30'03.8813"	11,434.5000'	337.837'	675.4774'	4.9897'
695IL-3	9°28'37.8158"	0°30'33.4649"	11,250.0000'	932.5463'	1,860.8382'	38.5846'

TRAVERSE POINTS			
POINT NO.	NORTH	EAST	ELEVATION
I8284A	616,840.6121	1,384,112.7632	415.68'
I8284B	618,731.0052	1,383,814.4971	437.61'
POL1	616,032.2079	1,384,172.8951	421.06'
SHA265	618,085.9612	1,383,648.4503	426.62'
SHA275	618,470.2429	1,383,635.4087	415.41'
SHA276	618,273.0717	1,383,602.7387	419.07'
SHA277	618,455.2798	1,383,506.9383	430.27'
WM33A	617,102.8443	1,383,886.6378	416.00'
WM38	618,357.6946	1,383,711.4247	428.48'
WM39	617,797.3571	1,383,822.6100	415.12'
WM40	616,715.3071	1,384,274.5754	389.46'
WM41	616,638.5006	1,383,830.0808	408.41'
WM42	616,441.2149	1,383,936.9317	423.79'
WM43	615,961.8979	1,383,973.4923	424.70'
WM188	617,291.8526	1,384,146.3798	389.55'
WM194	616,968.8132	1,383,823.5107	405.97'
WM195	616,872.4935	1,384,128.0900	393.54'
WM196	616,647.6764	1,383,874.8393	405.47'
WM197F	616,664.4658	1,383,981.5361	399.78'
WM198F	616,280.3484	1,384,155.1859	418.42'
WM263VRS	616,127.7660	1,383,660.6684	434.66'
WM265VRS	618,621.499	1,384,063.6136	426.43'



MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

HIGHWAY DESIGN DIVISION
I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

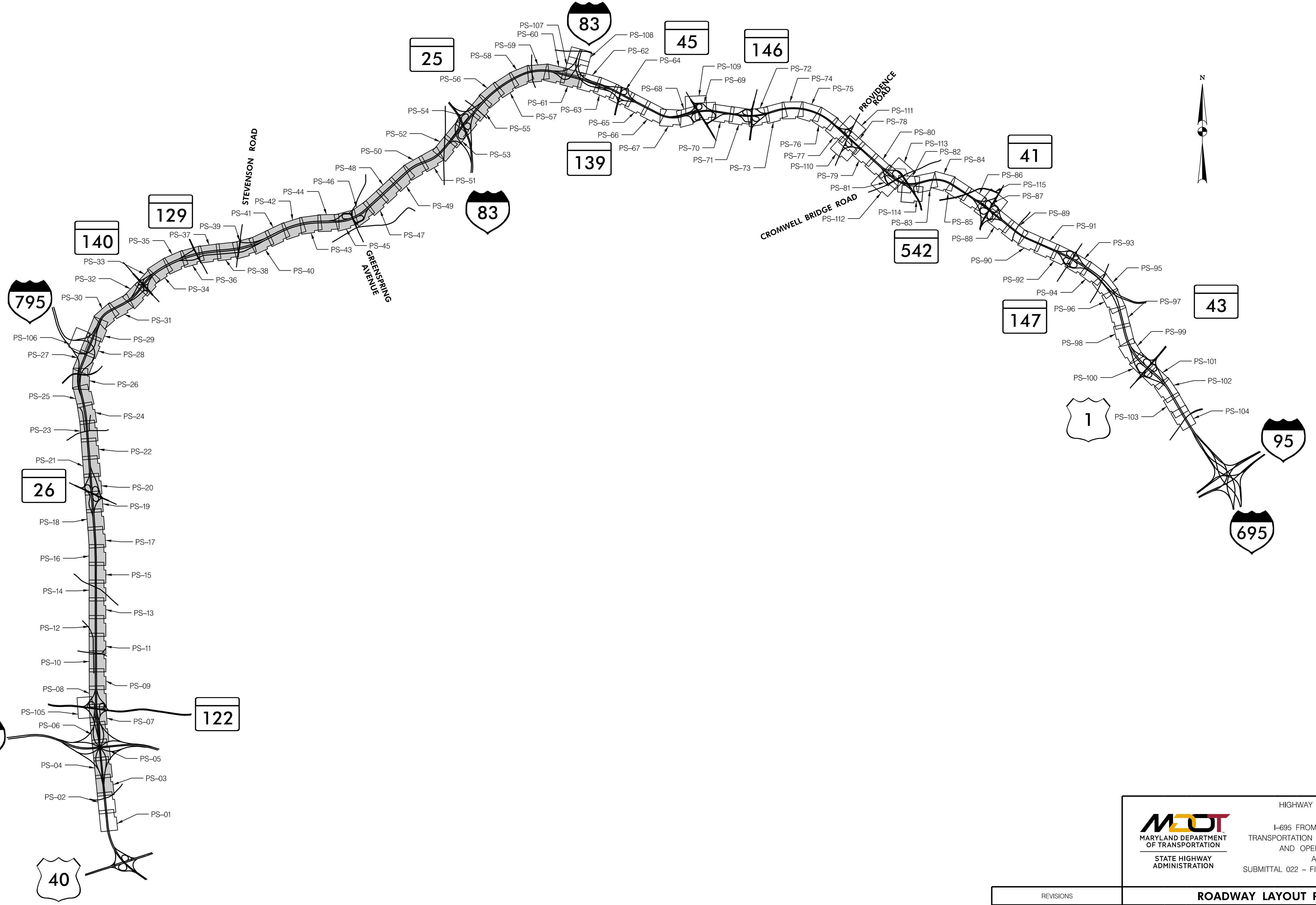
REVISIONS	GEOMETRY PLAN
	SCALE 1"=100' DATE JULY 2022 CONTRACT NO. BA0065172
	DESIGNED BY KAF / MEG COUNTY BALTIMORE COUNTY
	DRAWN BY KAF / MDG / AF / AWG LOGMILE 6.78-25.95
	CHECKED BY RLW / AKL
	MDE/PRD 20-PR-0038
	DRAWING NO. GS-09 OF GS-03 SHEET NO. 38 OF 409


BY: bgrandizio

RK&K
P. 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\GS-P009_B995TSMO-Area1B.dgn




MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS		ROADWAY LAYOUT PLAN	
SCALE	1" = 3,000'	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	6.78 - 25.95
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	LA-01	OF	LA-01
		SHEET NO.	53 OF 409

SHADED ROADWAY PLANS INCLUDED IN THIS PLAN SET.

RK&K
 P: 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions


RFC - 10-14-2022

PLOTTED: 6/27/2022
 FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\LA-P001_B995TSMO_Area1B.dgn

QUANTITY NOTES

FINE MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH	
154 S.Y.	I-695 OUTER LOOP - STA. 25143+00 TO STA. 25144+00, LT
MEDIAN BARRIER CONCRETE OVERLAY TRANSITION (SEE SHEET DE-05)	
13 L.F.	I-695 - STA. 5143+00 TO STA. 5143+13, LT
SINGLE FACE BARRIER CONCRETE OVERLAY (SEE SHEET DE-04, TYPE I)	
88 L.F.	I-695 - STA. 5143+13 TO STA. 5144+00, LT
TRAFFIC BARRIER W BEAM TWO-SIDED END TREATMENT AND CRASH CUSHION (TYPE E) (STD. NO. MD 605.12)	
1 E.A.	I-695 INNER LOOP - STA. 15142+60 TO STA. 15142+78, RT
TRAFFIC BARRIER W BEAM USING 6 FOOT POST (STD. NO. MD 605.22)	
123 L.F.	I-695 INNER LOOP - STA. 15142+78 TO STA. 15144+00, RT
125 L.F.	I-695 INNER LOOP - STA. 15142+78 TO STA. 15144+00, RT

HIGHWAY DESIGN DIVISION

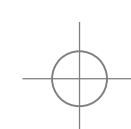
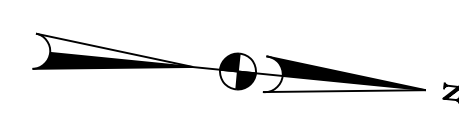
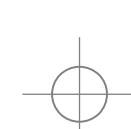
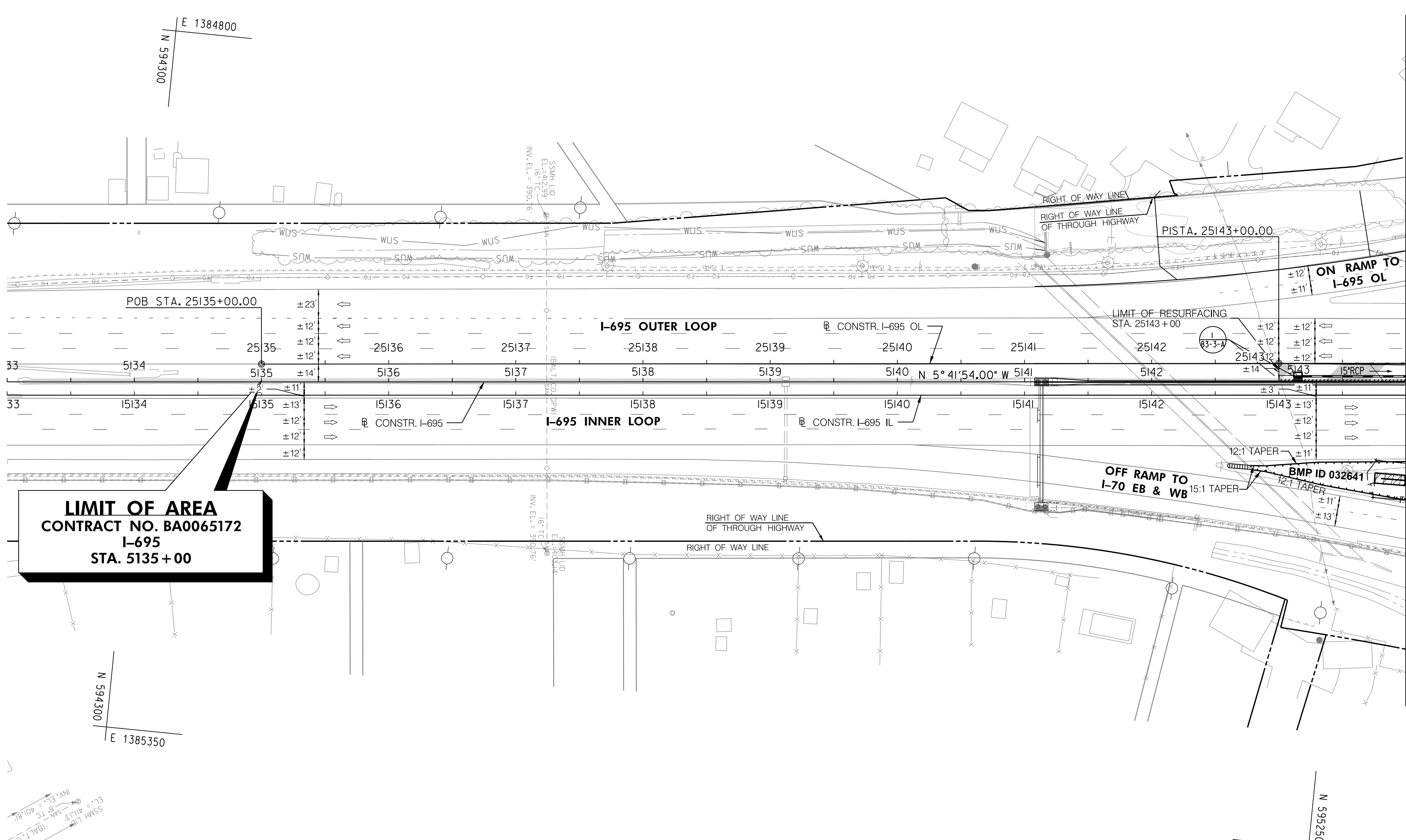


MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

ROADWAY PLAN			
SCALE	1" = 50'	DATE	JULY 2022
CONTRACT NO.	BA0065172		
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	6.78 - 25.95
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	PS-03	OF	PS-01
SHEET NO.	54	OF	409

ROADWAY LEGEND		CROSS REFERENCE	R / W PLAT NUMBER	REVISIONS
	OVERLAY EXISTING CONCRETE BARRIER	ITEM		
	CONCRETE BARRIER TRANSITION AT LUCS	SHEET Nos.		
	EXISTING SHOULDER FOR ITS MAINTENANCE*	TYPICAL SHEETS.....		
	CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER OR SWM ACCESS ROAD*	SUPERELEVATION SHEETS.....		
	FULL-DEPTH PAVEMENT	PIPE & DRAINAGE SCHEDULE.....		
	RESURFACING	GEOMETRIC LAYOUT SHEETS.....		
	WEDGE AND LEVEL	ROADWAY PROFILE SHEETS.....		
	PAVEMENT REMOVAL	TRAFFIC CONTROL SHEETS.....		



BY: bgrandizio



P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202

Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

*ITS PULL-OFF/SHOULDER AREAS ARE BEING PROVIDED TO SUPPORT FUTURE MAINTENANCE OF ITS EQUIPMENT. FINAL LOCATIONS FOR ITS EQUIPMENT ARE PENDING APPROVAL BY OOTS & OTMO.


RFC - 10-14-2022

PLOTTED: 7/26/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\2020_1695TSMO\CADD\Plans\Area 1B\pH-D-P003_1695TSMO_Area1B.dgn

QUANTITY NOTES

FINE MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH	
2,716 S.Y.	I-695 OUTER LOOP - STA. 25144+00 TO STA. 25155+00, LT
TRAFFIC BARRIER W BEAM USING 6 FOOT POST (STD. NO. MD 605.22)	
78 L.F.	I-695 OUTER LOOP - STA. 25154+22 TO STA. 25155+00, LT
119 L.F.	I-695 INNER LOOP - STA. 15144+00 TO STA. 15145+19, RT
110 L.F.	I-695 INNER LOOP - STA. 15144+00 TO STA. 15145+08, RT
TRAFFIC BARRIER W BEAM ONE-SIDED DOWN STREAM END TREATMENT TYPE K (STD. NO. MD 605.10)	
1 E.A.	I-695 OUTER LOOP - STA. 25154+22, LT
1 E.A.	I-695 INNER LOOP - STA. 15145+08, RT
1 E.A.	I-695 INNER LOOP - STA. 15145+19, RT
SHOULDER RUMBLE STRIPS (STD. NO. MD 670.00)	
47 L.F.	I-695 OUTER LOOP - STA. 25154+53 TO STA. 25155+00, LT
SINGLE FACE BARRIER CONCRETE OVERLAY (SEE SHEET DE-04, TYPE I)	
1,100 L.F.	I-695 - STA. 5144+00 TO STA. 5155+00, LT

HIGHWAY DESIGN DIVISION



MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

ROADWAY PLAN			
SCALE	1" = 50'	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	6.78 - 25.95
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	PS-04	OF	PS-01
SHEET NO.	55	OF	409

ROADWAY LEGEND		CROSS REFERENCE	R / W PLAT NUMBER	REVISIONS
	OVERLAY EXISTING CONCRETE BARRIER	ITEM		
	CONCRETE BARRIER TRANSITION AT LUCS	SHEET Nos.		
	EXISTING SHOULDER FOR ITS MAINTENANCE*	TYPICAL SHEETS.....	TS-01, 05	
	CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER OR SWM ACCESS ROAD*	SUPERELEVATION SHEETS.....	SE-01	
	FULL-DEPTH PAVEMENT	PIPE & DRAINAGE SCHEDULE.....	DS-01, 03	
	RESURFACING	GEOMETRIC LAYOUT SHEETS.....	GS-02	
	WEDGE AND LEVEL	ROADWAY PROFILE SHEETS.....	PR-02	
	PAVEMENT REMOVAL	TRAFFIC CONTROL SHEETS.....	MT-05, 36, 94	

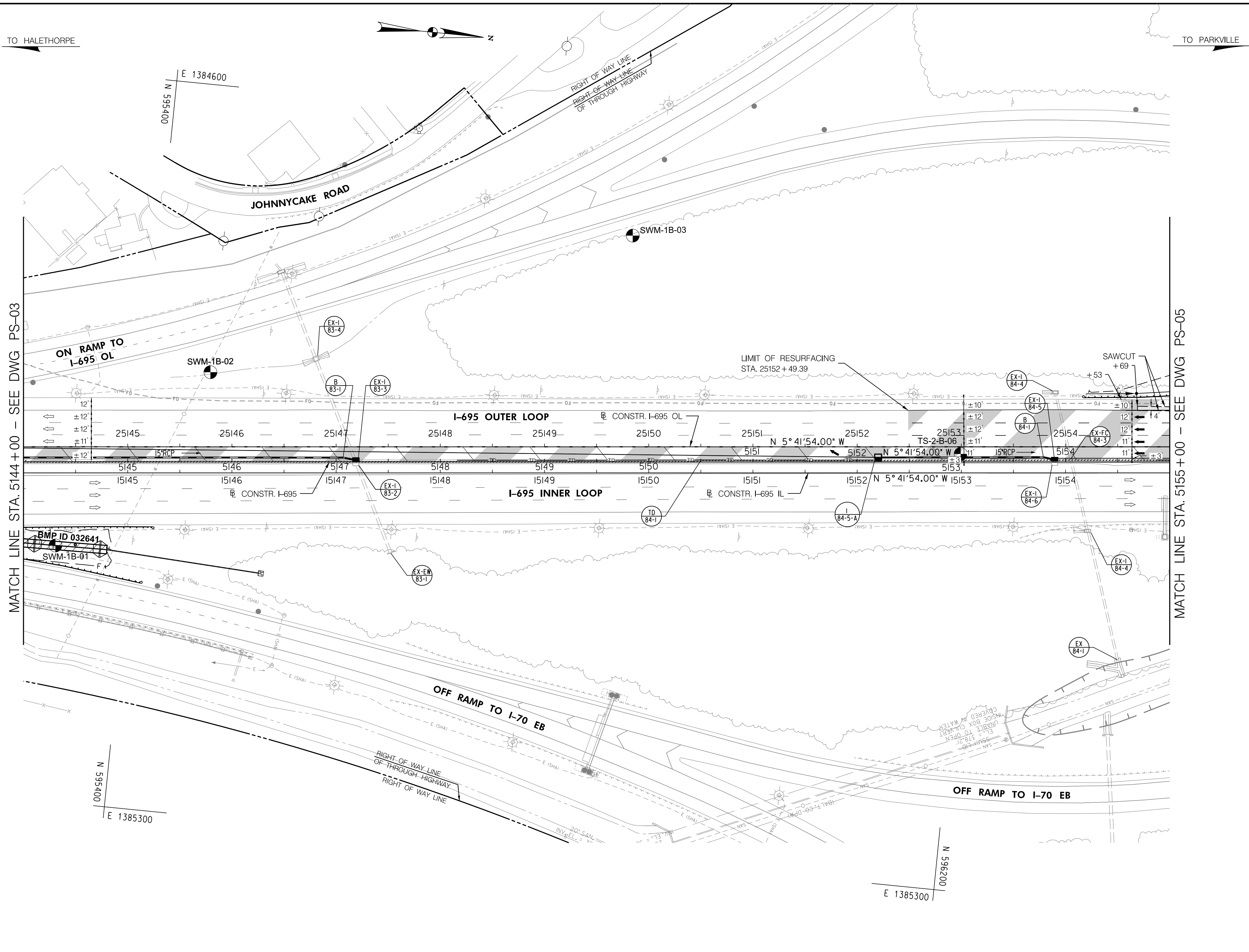
*IT'S PULL-OFF/SHOULDER AREAS ARE BEING PROVIDED TO SUPPORT FUTURE MAINTENANCE OF ITS EQUIPMENT. FINAL LOCATIONS FOR ITS EQUIPMENT ARE PENDING APPROVAL BY OOTS & OTMO.

RK&K
P. 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 7/26/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_I695TSMO\CADD\Plans\Area 1B\pH-D-P004_I695TSMO_ArealB.dgn

BY: bgrandizio

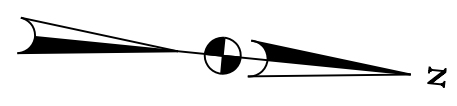


MATCH LINE STA. 5144+00 - SEE DWG PS-03

MATCH LINE STA. 5155+00 - SEE DWG PS-05


TO HALETHORPE

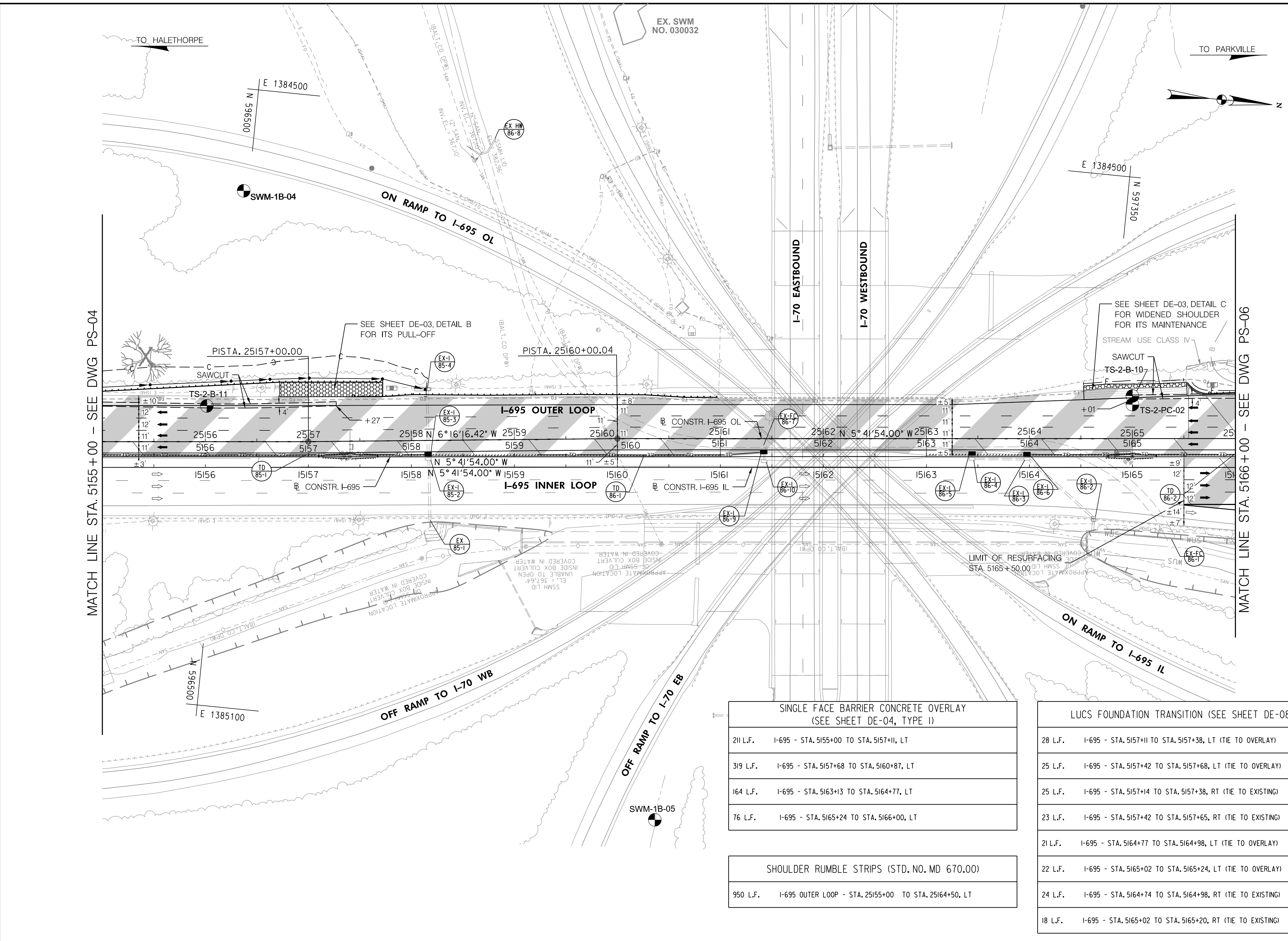
TO PARKVILLE



QUANTITY NOTES

FINE MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH	
6,981 S.Y.	I-695 OUTER LOOP - STA. 25155+00 TO STA. 25166+00, LT
268 S.Y.	I-695 INNER LOOP - STA. 15165+50 TO STA. 15166+00, RT
TRAFFIC BARRIER W BEAM USING 6 FOOT POST (STD. NO. MD 605.22)	
266 L.F.	I-695 OUTER LOOP - STA. 25155+00 TO STA. 25157+67, LT
349 L.F.	I-695 OUTER LOOP - STA. 25157+49 TO STA. 25160+97, LT
TRAFFIC BARRIER W BEAM USING 8 FOOT POST (STD. NO. MD 605.22)	
20 L.F.	I-695 OUTER LOOP - STA. 25165+80 TO STA. 25166+00, LT
TRAFFIC BARRIER W BEAM ONE-SIDED DOWN STREAM END TREATMENT TYPE K (STD. NO. MD 605.10)	
1 E.A.	I-695 OUTER LOOP - STA. 25157+49, LT
1 E.A.	I-695 OUTER LOOP - STA. 25157+67, LT
1 E.A.	I-695 OUTER LOOP - STA. 25165+80, LT
REMOVAL AND DISPOSAL OF EXISTING TRAFFIC BARRIER W BEAM	
32 L.F.	I-695 OUTER LOOP - STA. 25160+65 TO STA. 25160+97, LT
32 L.F.	I-695 OUTER LOOP - STA. 25165+68 TO STA. 25166+00, LT
CELLULAR CONFINEMENT FOR ALL-WEATHER MAINTENANCE PULL-OFF (SEE SHEET DE-03)	
154 S.Y.	I-695 OUTER LOOP - STA. 25156+73 TO STA. 25157+73, LT
45 S.Y.	I-695 OUTER LOOP - STA. 25164+53 TO STA. 25165+53, LT
STANDARD TYPE C COMBINATION CURB AND GUTTER 12 INCH GUTTER PAN 8 INCH MINIMUM DEPTH (STD. NO. MD 620.02-01)	
54 L.F.	I-695 OUTER LOOP - STA. 25165+51 TO STA. 25166+00, LT
6 INCH PERFORATED CIRCULAR PIPE LONGITUDINAL UNDERDRAIN (STD NO. MD 387.11)	
50 L.F.	I-695 OUTER LOOP - STA. 25156+50 TO STA. 25166+00, LT
TRAFFIC BARRIER W-BEAM ANCHORAGE TO TRAIL END OF JUERSEY SHAPE OR F SHAPE (STD NO. MD 605.44)	
1 E.A.	I-695 OUTER LOOP - STA. 25160+97, LT
MEDIAN BARRIER CONCRETE OVERLAY TRANSITION (SEE SHEET DE-05)	
13 L.F.	I-695 - STA. 5160+87 TO STA. 5161+00, LT
13 L.F.	I-695 - STA. 5163+00 TO STA. 5163+13, LT


MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM



SINGLE FACE BARRIER CONCRETE OVERLAY (SEE SHEET DE-04, TYPE I)	
211 L.F.	I-695 - STA. 5155+00 TO STA. 5157+11, LT
319 L.F.	I-695 - STA. 5157+68 TO STA. 5160+87, LT
164 L.F.	I-695 - STA. 5163+13 TO STA. 5164+77, LT
76 L.F.	I-695 - STA. 5165+24 TO STA. 5166+00, LT

LUCS FOUNDATION TRANSITION (SEE SHEET DE-08)	
28 L.F.	I-695 - STA. 5157+11 TO STA. 5157+38, LT (TIE TO OVERLAY)
25 L.F.	I-695 - STA. 5157+42 TO STA. 5157+68, LT (TIE TO OVERLAY)
25 L.F.	I-695 - STA. 5157+14 TO STA. 5157+38, RT (TIE TO EXISTING)
23 L.F.	I-695 - STA. 5157+42 TO STA. 5157+65, RT (TIE TO EXISTING)
21 L.F.	I-695 - STA. 5164+77 TO STA. 5164+98, LT (TIE TO OVERLAY)
22 L.F.	I-695 - STA. 5165+02 TO STA. 5165+24, LT (TIE TO OVERLAY)
24 L.F.	I-695 - STA. 5164+74 TO STA. 5164+98, RT (TIE TO EXISTING)
18 L.F.	I-695 - STA. 5165+02 TO STA. 5165+20, RT (TIE TO EXISTING)

SHOULDER RUMBLE STRIPS (STD. NO. MD 670.00)	
950 L.F.	I-695 OUTER LOOP - STA. 25155+00 TO STA. 25164+50, LT

ROADWAY LEGEND		CROSS REFERENCE	
	OVERLAY EXISTING CONCRETE BARRIER	ITEM	SHEET NOS.
	CONCRETE BARRIER TRANSITION AT LUCS	TYPICAL SHEETS	TS-01, 05
	EXISTING SHOULDER FOR ITS MAINTENANCE*	SUPERELEVATION SHEETS	SE-01
	CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER OR SWM ACCESS ROAD*	PIPE & DRAINAGE SCHEDULE	DS-01, 03
	FULL-DEPTH PAVEMENT	GEOMETRIC LAYOUT SHEETS	GS-02
	RESURFACING	ROADWAY PROFILE SHEETS	PR-03
	WEDGE AND LEVEL	TRAFFIC CONTROL SHEETS	MT-06, 09, 12, 37, 94
	PAVEMENT REMOVAL		

R / W PLAT NUMBER	REVISIONS	ROADWAY PLAN	
		SCALE	1" = 50'
		DATE	JULY 2022
		CONTRACT NO.	BA0065172
		DESIGNED BY	KAF / MEG
		COUNTY	BALTIMORE COUNTY
		DRAWN BY	KAF / MDG / AF / AWG
		LOGMILE	6.78 - 25.95
		CHECKED BY	RLW / AKL
		MDE/PRD	20-PR-0038
		DRAWING NO.	PS-05
		OF	PS-01
		SHEET NO.	56
		OF	409

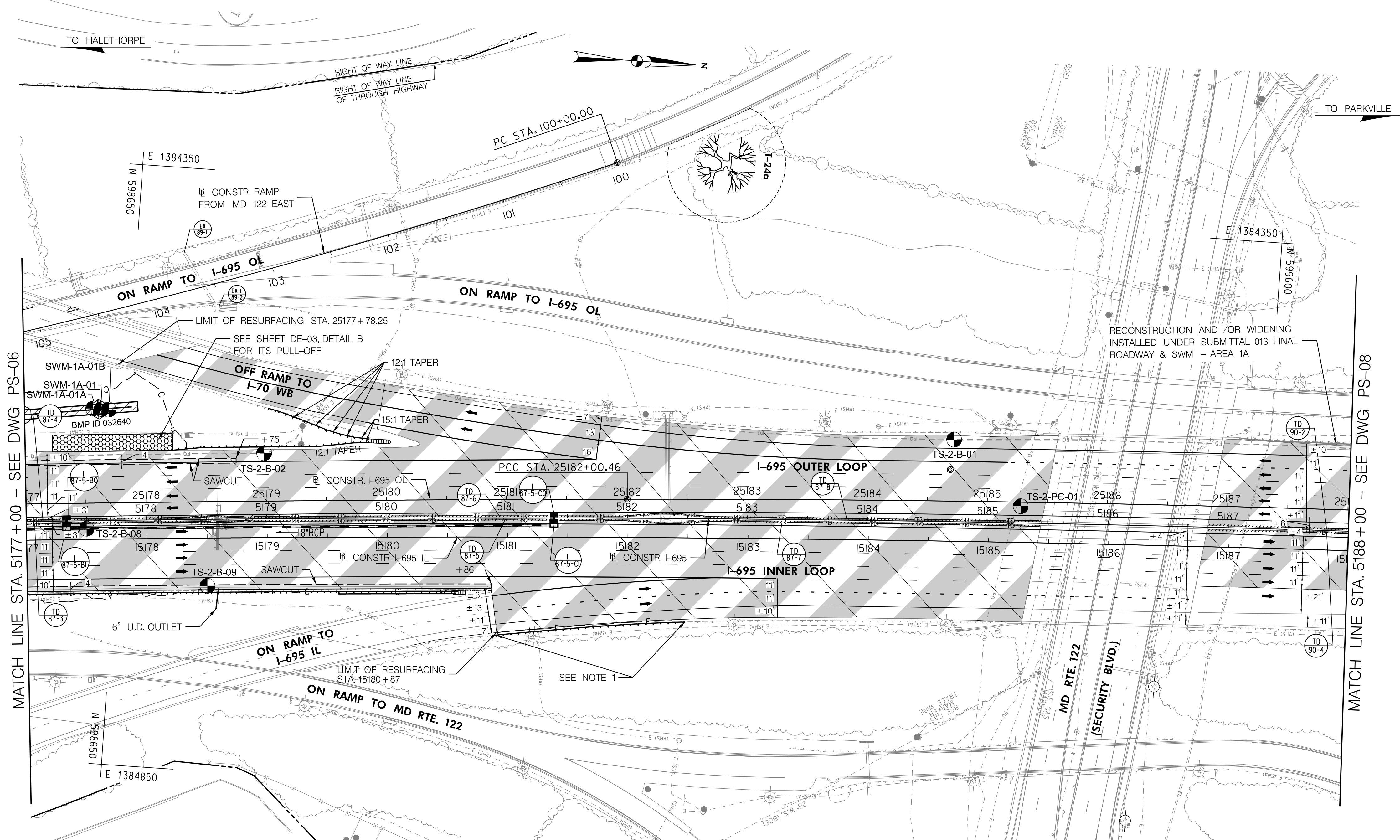
RK&K
 P. 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions

*ITS PULL-OFF/SHOULDER AREAS ARE BEING PROVIDED TO SUPPORT FUTURE MAINTENANCE OF ITS EQUIPMENT. FINAL LOCATIONS FOR ITS EQUIPMENT ARE PENDING APPROVAL BY OOTS & OTMO.

RFC - 10-14-2022

QUANTITY NOTES

FINE MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH	
7,505 S.Y.	I-695 OUTER LOOP - STA. 25177+00 TO STA. 25185+48, LT
879 S.Y.	I-695 OUTER LOOP - STA. 25186+87 TO STA. 25188+01, LT
6,427 S.Y.	I-695 INNER LOOP - STA. 15177+00 TO STA. 15185+41, RT
646 S.Y.	I-695 INNER LOOP - STA. 15186+79 TO STA. 15187+99, RT
TRAFFIC BARRIER W BEAM USING 6 FOOT POST (STD. NO. MD 605.22)	
187 L.F.	I-695 OUTER LOOP - STA. 25178+03 TO STA. 25179+86, LT
88 L.F.	I-695 OUTER LOOP - STA. 25179+02 TO STA. 25179+86, LT
158 L.F.	I-695 INNER LOOP - STA. 15180+90 TO STA. 15182+48, RT
TRAFFIC BARRIER W BEAM USING 8 FOOT POST (STD. NO. MD 605.22)	
259 L.F.	I-695 INNER LOOP - STA. 15177+00 TO STA. 15179+59, RT
TRAFFIC BARRIER W BEAM DOUBLE FACED MEDIAN BARRIER (STD. NO. MD 605.27)	
98 L.F.	I-695 INNER LOOP - STA. 15179+59 TO STA. 15180+57, RT
TRAFFIC BARRIER TWO-SIDED END TREATMENT AND CRASH CUSHION TYPE E (STD. NO. MD 605.12)	
1 E.A.	I-695 OUTER LOOP - STA. 25179+86, LT
1 E.A.	I-695 INNER LOOP - STA. 15180+57, RT
REMOVAL AND DISPOSAL OF EXISTING TRAFFIC BARRIER W BEAM	
379 L.F.	I-695 INNER LOOP - STA. 15177+00 TO STA. 15180+80, RT
158 L.F.	I-695 INNER LOOP - STA. 15180+90 TO STA. 15182+48, RT
84 L.F.	I-695 OUTER LOOP - STA. 25179+02 TO STA. 25179+83, LT
CELLULAR CONFINEMENT FOR ALL-WEATHER MAINTENANCE PULL-OFF (SEE SHEET DE-03)	
156 S.Y.	I-695 OUTER LOOP - STA. 25177+23 TO STA. 25178+23, LT
TRAFFIC BARRIER W BEAM ONE-SIDED DOWN STREAM END TREATMENT TYPE K (STD. NO. MD 605.10)	
1 E.A.	I-695 OUTER LOOP - STA. 25177+99, LT
6 INCH PERFORATED CIRCULAR PIPE LONGITUDINAL UNDERDRAIN (STD. NO. MD 387.11)	
386 L.F.	I-695 INNER LOOP - STA. 15177+00 TO STA. 15180+86, RT
6 INCH CIRCULAR PIPE UNDERDRAIN OUTLETS (STD. NO. MD 387.01)	
17 L.F.	I-695 INNER LOOP - STA. 15178+57 TO STA. 15178+59, RT
SINGLE FACE BARRIER CONCRETE OVERLAY FOR 2 SINGLE FACE BARRIERS (SEE SHEET DE-04, TYPE 4)	
12 L.F.	I-695 - STA. 5182+27 TO STA. 5182+39, LT
12 L.F.	I-695 - STA. 5182+27 TO STA. 5182+39, RT



MEDIAN BARRIER CONCRETE OVERLAY TRANSITION (SEE SHEET DE-05)	
13 L.F.	I-695 - STA. 5185+31 TO STA. 5185+44, RT
13 L.F.	I-695 - STA. 5185+31 TO STA. 5185+44, LT
13 L.F.	I-695 - STA. 5186+83 TO STA. 5186+96, RT
13 L.F.	I-695 - STA. 5186+83 TO STA. 5186+96, LT

SHOULDER RUMBLE STRIPS (STD. NO. MD 670.00)	
428 L.F.	I-695 OUTER LOOP - STA. 25177+00 TO STA. 25181+27, LT
428 L.F.	I-695 OUTER LOOP - STA. 25181+31 TO STA. 25185+56, LT
107 L.F.	I-695 OUTER LOOP - STA. 25186+94 TO STA. 25188+02, LT
486 L.F.	I-695 INNER LOOP - STA. 15177+00 TO STA. 15181+87, RT
342 L.F.	I-695 INNER LOOP - STA. 15181+89 TO STA. 15185+31, RT

LUCS FOUNDATION TRANSITION (SEE SHEET DE-08)	
29 L.F.	I-695 - STA. 5178+25 TO STA. 5178+54, LT (TIE TO OVERLAY)
28 L.F.	I-695 - STA. 5178+58 TO STA. 5178+85, LT (TIE TO OVERLAY)
29 L.F.	I-695 - STA. 5178+25 TO STA. 5178+54, RT (TIE TO OVERLAY)
28 L.F.	I-695 - STA. 5178+58 TO STA. 5178+85, RT (TIE TO OVERLAY)

DOUBLE FACE OVERLAY 0" TO 1'-6" PROPOSED BIFURCATION (SEE SHEET DE-04, TYPE 2)	
125 L.F.	I-695 - STA. 5177+00 TO STA. 5178+25, MEDIAN
342 L.F.	I-695 - STA. 5178+85 TO STA. 5182+27, MEDIAN
292 L.F.	I-695 - STA. 5182+39 TO STA. 5185+31, MEDIAN
104 L.F.	I-695 - STA. 5186+96 TO STA. 5188+00, MEDIAN

NOTE:
1. SEE STD. NO. MD 605.32 FOR TRAFFIC BARRIER HEIGHT TRANSITION.

ROADWAY LEGEND	
	OVERLAY EXISTING CONCRETE BARRIER
	CONCRETE BARRIER TRANSITION AT LUCS
	EXISTING SHOULDER FOR ITS MAINTENANCE*
	CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER OR SWM ACCESS ROAD*
	FULL-DEPTH PAVEMENT
	RESURFACING
	WEDGE AND LEVEL
	PAVEMENT REMOVAL

CROSS REFERENCE	R / W PLAT NUMBER	REVISIONS
ITEM SHEET NOS.		
TYPICAL SHEETS	TS-01, 05, 06	
SUPERELEVATION SHEETS	SE-01, 05	
PIPE & DRAINAGE SCHEDULE	DS-01	
GEOMETRIC LAYOUT SHEETS	GS-03	
ROADWAY PROFILE SHEETS	PR-05, 60	
TRAFFIC CONTROL SHEETS	MT-08, 11, 14, 39, 95, 96	

MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

ROADWAY PLAN			
SCALE	1" = 50'	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	6.78 - 25.95
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	PS-07	OF	PS-61
SHEET NO.	58	OF	409

P: 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions

*ITS PULL-OFF/SHOULDER AREAS ARE BEING PROVIDED TO SUPPORT FUTURE MAINTENANCE OF ITS EQUIPMENT. FINAL LOCATIONS FOR ITS EQUIPMENT ARE PENDING APPROVAL BY OOTS & OTMO.

RFC - 10-14-2022

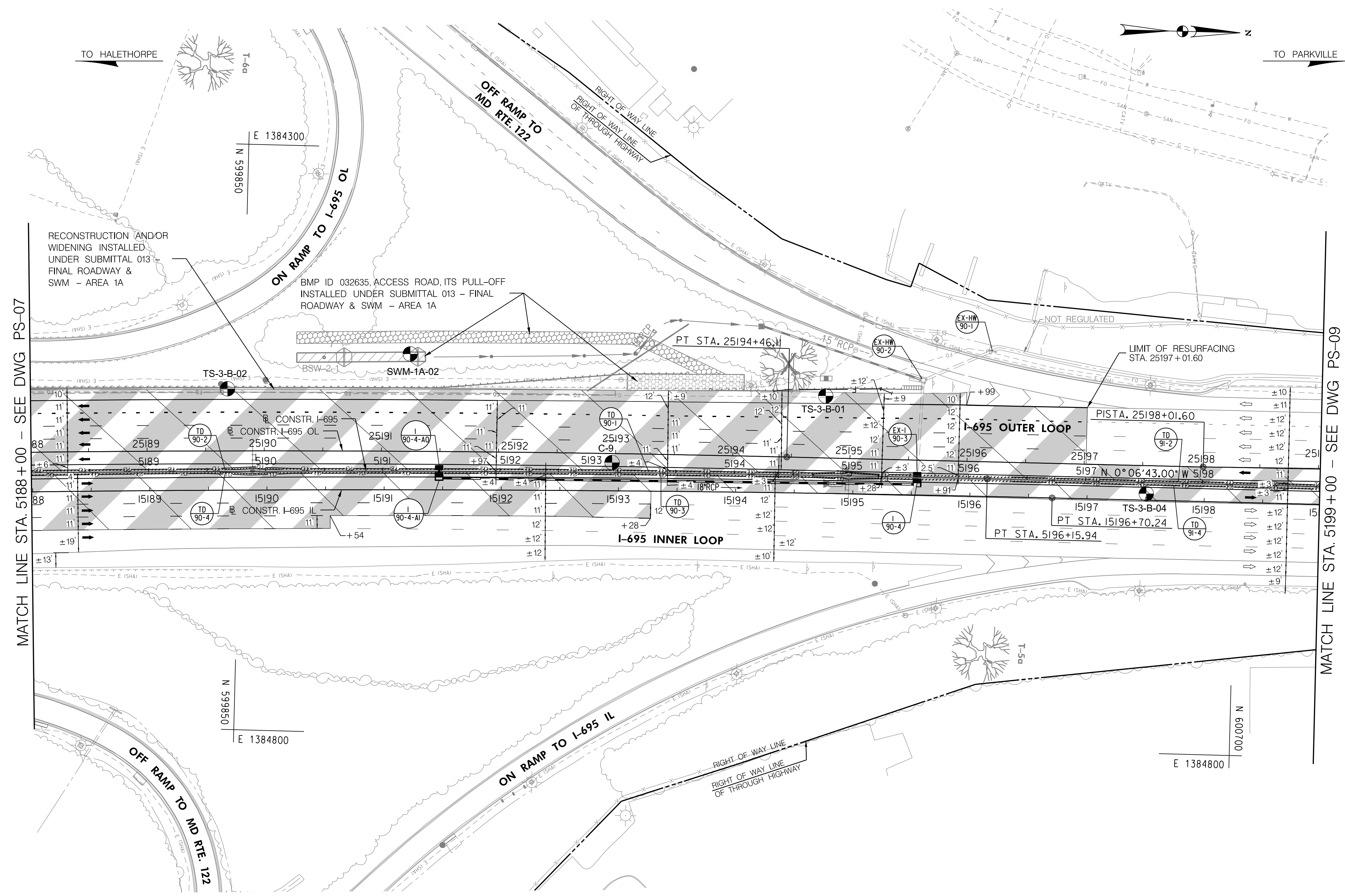
PLOTTED: 7/26/2022
 FILE: \\ad.rkk.com\Ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pH-D-P007_B995TSMO_ArealB.dgn

FINE MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH		
7,156 S.Y.	I-695 OUTER LOOP - STA. 25188+01 TO STA. 25199+02, LT	
3,430 S.Y.	I-695 INNER LOOP - STA. 15187+99 TO STA. 15198+98, RT	

SHOULDER RUMBLE STRIPS (STD. NO. MD 670.00)		
799 L.F.	I-695 OUTER LOOP - STA. 25188+02 TO STA. 25195+98, LT	

DOUBLE FACE OVERLAY 0" TO 1'-6" PROPOSED BIFURCATION (SEE SHEET DE-04, TYPE 2)		
159 L.F.	I-695 - STA. 5188+00 TO STA. 5189+59, MEDIAN	
454 L.F.	I-695 - STA. 5190+14 TO STA. 5194+68, MEDIAN	
376 L.F.	I-695 - STA. 5195+24 TO STA. 5199+00, MEDIAN	

LUCS FOUNDATION TRANSITION (SEE SHEET DE-08)		
23 L.F.	I-695 - STA. 5189+65 TO STA. 5189+87, LT (TIE TO OVERLAY)	
23 L.F.	I-695 - STA. 5189+91 TO STA. 5190+14, LT (TIE TO OVERLAY)	
26 L.F.	I-695 - STA. 5189+59 TO STA. 5189+87, RT (TIE TO OVERLAY)	
21 L.F.	I-695 - STA. 5189+91 TO STA. 5190+11, RT (TIE TO OVERLAY)	
28 L.F.	I-695 - STA. 5194+68 TO STA. 5194+96, LT (TIE TO OVERLAY)	
24 L.F.	I-695 - STA. 5195+00 TO STA. 5195+24, LT (TIE TO OVERLAY)	
28 L.F.	I-695 - STA. 5194+68 TO STA. 5194+96, RT (TIE TO OVERLAY)	
24 L.F.	I-695 - STA. 5195+00 TO STA. 5195+24, RT (TIE TO OVERLAY)	



MATCH LINE STA. 5188+00 - SEE DWG PS-07

MATCH LINE STA. 5199+00 - SEE DWG PS-09

ROADWAY LEGEND		CROSS REFERENCE	R / W PLAT NUMBER	REVISIONS
	OVERLAY EXISTING CONCRETE BARRIER	ITEM SHEET NOS.		
	CONCRETE BARRIER TRANSITION AT LUCS	TYPICAL SHEETS.....		
	EXISTING SHOULDER FOR ITS MAINTENANCE*	SUPERELEVATION SHEETS.....		
	CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER OR SWM ACCESS ROAD*	PIPE & DRAINAGE SCHEDULE.....		
	FULL-DEPTH PAVEMENT	GEOMETRIC LAYOUT SHEETS.....		
	RESURFACING	ROADWAY PROFILE SHEETS.....		
	WEDGE AND LEVEL	TRAFFIC CONTROL SHEETS.....		
	PAVEMENT REMOVAL			

HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

ROADWAY PLAN			
SCALE 1" = 50'	DATE JULY 2022	CONTRACT NO. BA0065172	
DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY		
DRAWN BY KAF / MDG / AF / AWG	LOGMILE 6.78 - 25.95		
CHECKED BY RLW / AKL			
MDE/PRD 20-PR-0038			
DRAWING NO. PS-08	OF PS-01	SHEET NO. 59	OF 409


RK&K
 P. 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions

*ITS PULL-OFF/SHOULDER AREAS ARE BEING PROVIDED TO SUPPORT FUTURE MAINTENANCE OF ITS EQUIPMENT. FINAL LOCATIONS FOR ITS EQUIPMENT ARE PENDING APPROVAL BY OOTS & OTMO.

QUANTITY NOTES

FINE MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH	
2,229 S.Y.	I-695 OUTER LOOP - STA. 25199+02 TO STA. 25210+02, LT
1,732 S.Y.	I-695 INNER LOOP - STA. 15198+98 TO STA. 15209+98, RT
SINGLE FACE BARRIER CONCRETE OVERLAY FOR 2 SINGLE FACE BARRIERS (SEE SHEET DE-04, TYPE 4)	
10 L.F.	I-695 - STA. 5201+52 TO STA. 5201+62, LT
10 L.F.	I-695 - STA. 5201+52 TO STA. 5201+62, RT
DOUBLE FACE OVERLAY 0" TO 1'-6" PROPOSED BIFURCATION (SEE SHEET DE-04, TYPE 2)	
252 L.F.	I-695 - STA. 5199+00 TO STA. 5201+52, MEDIAN
538 L.F.	I-695 - STA. 5201+62 TO STA. 5207+00, MEDIAN
MEDIAN BARRIER CONCRETE OVERLAY TRANSITION (SEE SHEET DE-05)	
13 L.F.	I-695 - STA. 5207+00 TO STA. 5207+13, RT
SINGLE FACE BARRIER CONCRETE OVERLAY (SEE SHEET DE-04, TYPE 1)	
300 L.F.	I-695 - STA. 5207+00 TO STA. 5210+00, LT

HIGHWAY DESIGN DIVISION



I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

STATE HIGHWAY
ADMINISTRATION

ROADWAY PLAN			
SCALE	1" = 50'	DATE	JULY 2022
CONTRACT NO.	BA0065172		
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	6.78 - 25.95
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	PS-09	OF	PS-61
SHEET NO.	60 OF 409		

ROADWAY LEGEND		CROSS REFERENCE	R / W PLAT NUMBER	REVISIONS
	OVERLAY EXISTING CONCRETE BARRIER	ITEM	SHEET NOS.	
	CONCRETE BARRIER TRANSITION AT LUCS	TYPICAL SHEETS	TS-01, 06, 07	
	EXISTING SHOULDER FOR ITS MAINTENANCE*	SUPERELEVATION SHEETS	SE-01	
	CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER OR SWM ACCESS ROAD*	PIPE & DRAINAGE SCHEDULE	DS-01, 04	
		GEOMETRIC LAYOUT SHEETS	GS-03, 04	
	FULL-DEPTH PAVEMENT	ROADWAY PROFILE SHEETS	PR-07	
	RESURFACING	TRAFFIC CONTROL SHEETS	MT-41, 95, 96	
	WEDGE AND LEVEL			
	PAVEMENT REMOVAL			

*ITS PULL-OFF/SHOULDER AREAS ARE BEING PROVIDED TO SUPPORT FUTURE MAINTENANCE OF ITS EQUIPMENT. FINAL LOCATIONS FOR ITS EQUIPMENT ARE PENDING APPROVAL BY OOTS & OTMO.

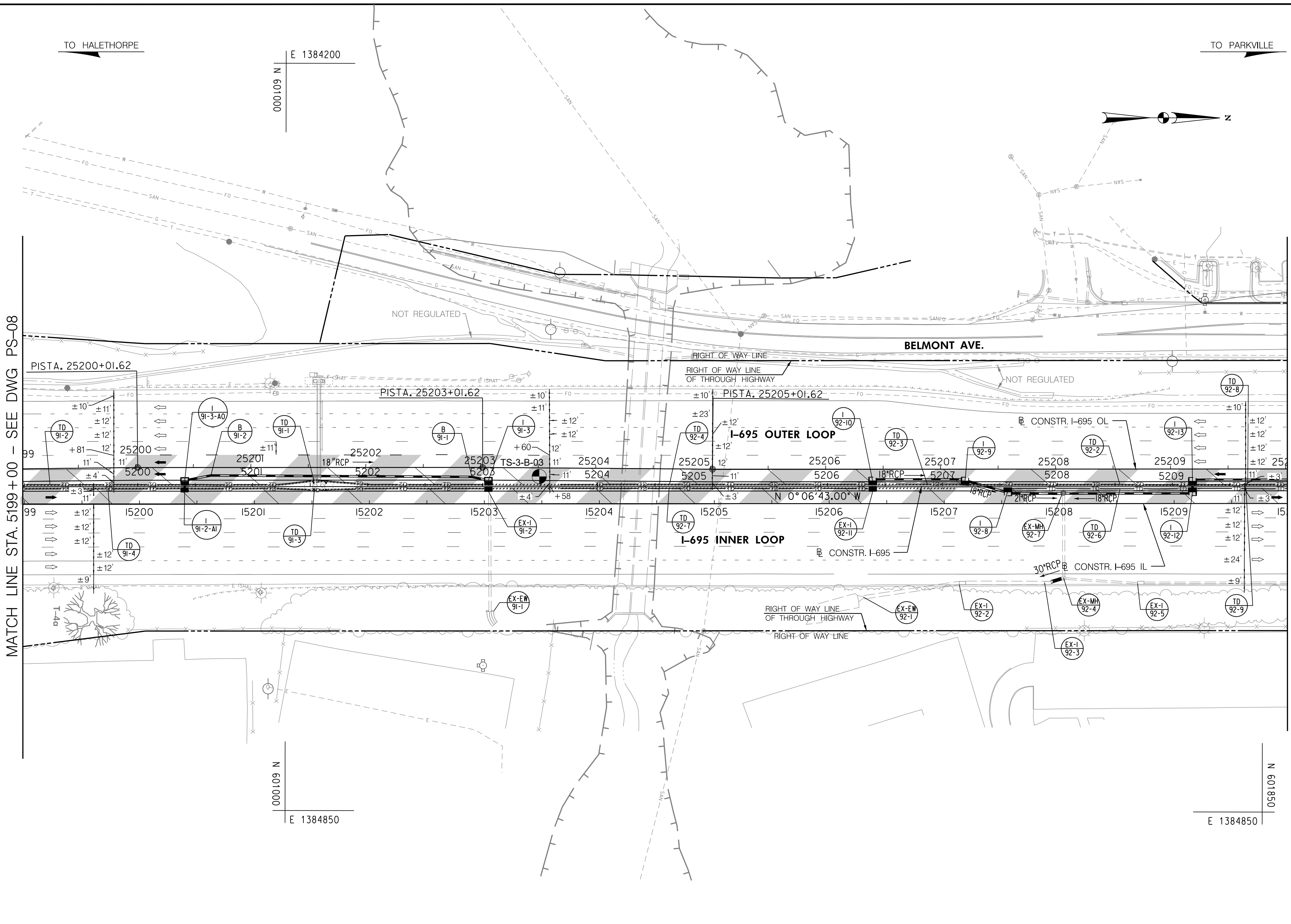


P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202

Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

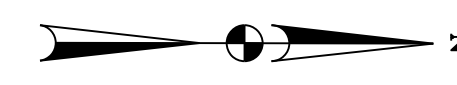
PLOTTED: 7/26/2022
FILE: \\ad.rkk.com\15\Cloud\Projects\2020\2020_0895TSMO\CADD\Plans\Area 1B\PHD-P002_0895TSMO_Area1B.dgn



BY: bgrandizio

TO HALETHORPE

TO PARKVILLE



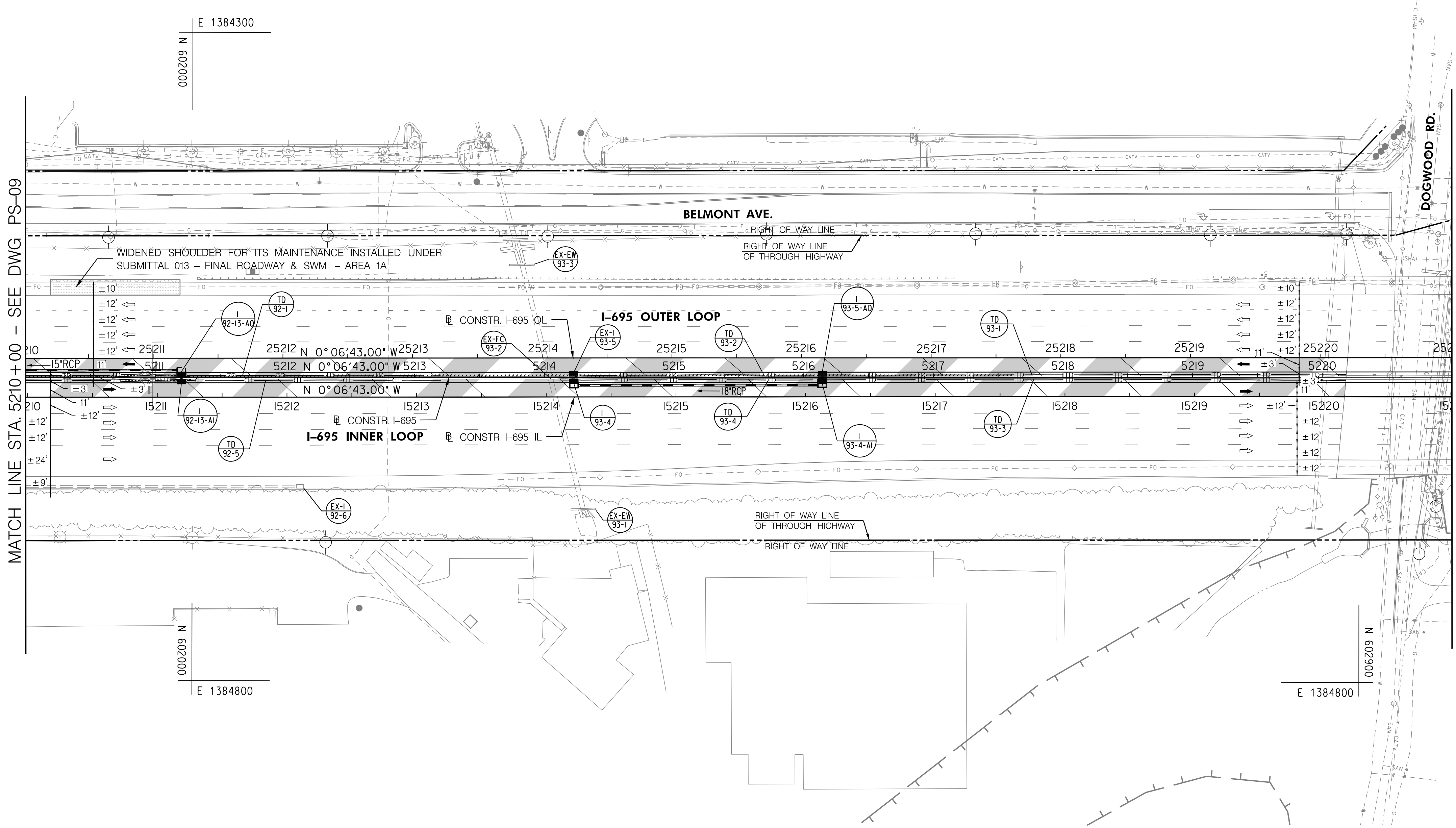
E 1384300
N 602000

N 602000
E 1384800

N 602900
E 1384800

MATCH LINE STA. 5210 + 00 - SEE DWG PS-09

MATCH LINE STA. 5221 + 00 - SEE DWG PS-11



QUANTITY NOTES

FINE MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH	
1,617 S.Y.	I-695 OUTER LOOP - STA. 25210+02 TO STA. 25220+21, LT
1,590 S.Y.	I-695 INNER LOOP - STA. 15209+98 TO STA. 15220+16, RT
MEDIAN BARRIER CONCRETE OVERLAY TRANSITION (SEE SHEET DE-05)	
13 L.F.	I-695 - STA. 5217+50 TO STA. 5217+63, LT
SINGLE FACE BARRIER CONCRETE OVERLAY (SEE SHEET DE-04, TYPE I)	
71 L.F.	I-695 - STA. 5210+00 TO STA. 5210+71, LT
623 L.F.	I-695 - STA. 5211+27 TO STA. 5217+50, LT
LUCS FOUNDATION TRANSITION (SEE SHEET DE-08)	
25 L.F.	I-695 - STA. 5210+71 TO STA. 5210+96, LT (TIE TO OVERLAY)
26 L.F.	I-695 - STA. 5211+00 TO STA. 5211+27, LT (TIE TO OVERLAY)
24 L.F.	I-695 - STA. 5210+71 TO STA. 5210+96, RT (TIE TO EXISTING)
28 L.F.	I-695 - STA. 5211+00 TO STA. 5211+27, RT (TIE TO EXISTING)

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

HIGHWAY DESIGN DIVISION
I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL Q22 - FINAL ROADWAY AND SWM

RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

*ITS PULL-OFF/SHOULDER AREAS ARE BEING PROVIDED TO SUPPORT FUTURE MAINTENANCE OF ITS EQUIPMENT. FINAL LOCATIONS FOR ITS EQUIPMENT ARE PENDING APPROVAL BY OOTS & OTMO.

ROADWAY LEGEND	
	OVERLAY EXISTING CONCRETE BARRIER
	CONCRETE BARRIER TRANSITION AT LUCS
	EXISTING SHOULDER FOR ITS MAINTENANCE*
	CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER OR SWM ACCESS ROAD*
	FULL-DEPTH PAVEMENT
	RESURFACING
	WEDGE AND LEVEL
	PAVEMENT REMOVAL

CROSS REFERENCE	SHEET NOS.
TYPICAL SHEETS	TS-01, 07
SUPERELEVATION SHEETS	SE-01, 05
PIPE & DRAINAGE SCHEDULE	DS-01, 04
GEOMETRIC LAYOUT SHEETS	GS-04
ROADWAY PROFILE SHEETS	PR-08
TRAFFIC CONTROL SHEETS	MT-42, 95, 96

R / W PLAT NUMBER	REVISIONS

ROADWAY PLAN	
SCALE 1" = 50'	DATE JULY 2022
DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY
DRAWN BY KAF / MDG / AF / AWG	LOGMILE 6.78 - 25.95
CHECKED BY RLW / AKL	
MDE/PRD 20-PR-0038	
DRAWING NO. PS-10	OF PS-61
SHEET NO. 61	OF 409

RFC - 10-14-2022

PLOTTED: 7/26/2022
FILE: \\ad.rkk.com\Ys\Cloud\Projects\2021\2021_09\TSMO\CADD\Plans\Area 1B\PHD-P010_B695TSMO_Area1B.dgn

TO HALETHORPE

TO PARKVILLE

QUANTITY NOTES

FINE MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH

1,773 S.Y. I-695 OUTER LOOP - STA. 25232+02 TO STA. 25243+02, LT

1,718 S.Y. I-695 INNER LOOP - STA. 15231+98 TO STA. 15242+98, RT

MEDIAN BARRIER CONCRETE OVERLAY TRANSITION
(SEE SHEET DE-05)

13 L.F. I-695 - STA. 5234+87 TO STA. 5235+00, RT

13 L.F. I-695 - STA. 5236+37 TO STA. 5236+50, LT

SINGLE FACE BARRIER CONCRETE OVERLAY
(SEE SHEET DE-04, TYPE 1)

150 L.F. I-695 - STA. 5235+00 TO STA. 5236+50, RT

DOUBLE FACE OVERLAY 1'-6" TO 8' PROPOSED BIFURCATION
(SEE SHEET DE-04, TYPE 3)

564 L.F. I-695 - STA. 5236+50 TO STA. 5242+14, MEDIAN

38 L.F. I-695 - STA. 5242+62 TO STA. 5243+00, MEDIAN

LUCS FOUNDATION TRANSITION (SEE SHEET DE-08)

23 L.F. I-695 - STA. 5242+14 TO STA. 5242+36, LT (TIE TO OVERLAY)

22 L.F. I-695 - STA. 5242+40 TO STA. 5242+62, LT (TIE TO OVERLAY)

23 L.F. I-695 - STA. 5242+14 TO STA. 5242+36, RT (TIE TO OVERLAY)

22 L.F. I-695 - STA. 5242+40 TO STA. 5242+62, RT (TIE TO OVERLAY)

CELLULAR CONFINEMENT FOR ALL-WEATHER MAINTENANCE
PULL-OFF (SEE SHEET DE-03)

22 S.Y. I-695 OUTER LOOP - STA. 25240+37 TO STA. 25241+37, LT

HIGHWAY DESIGN DIVISION



I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

ROADWAY PLAN

SCALE 1" = 50' DATE JULY 2022 CONTRACT NO. BA00065172

DESIGNED BY KAF / MEG COUNTY BALTIMORE COUNTY

DRAWN BY KAF / MDG / AF / AWG LOGMILE 6.78 - 25.95

CHECKED BY RLW / AKL

MDE/PRD 20-PR-0038

DRAWING NO. PS-12 OF PS-61 SHEET NO. 63 OF 409

ROADWAY LEGEND	
	OVERLAY EXISTING CONCRETE BARRIER
	CONCRETE BARRIER TRANSITION AT LUCS
	EXISTING SHOULDER FOR ITS MAINTENANCE*
	CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER OR SWM ACCESS ROAD*
	FULL-DEPTH PAVEMENT
	RESURFACING
	WEDGE AND LEVEL
	PAVEMENT REMOVAL

CROSS REFERENCE	SHEET NOS.
TYPICAL SHEETS	TS-01, 07
SUPERELEVATION SHEETS	DS-01, 05
PIPE & DRAINAGE SCHEDULE	GS-05
GEOMETRIC LAYOUT SHEETS	PR-10
ROADWAY PROFILE SHEETS	MT-44
TRAFFIC CONTROL SHEETS	

R / W PLAT NUMBER	REVISIONS

*ITS PULL-OFF/SOULDER AREAS ARE BEING PROVIDED TO SUPPORT FUTURE MAINTENANCE OF ITS EQUIPMENT. FINAL LOCATIONS FOR ITS EQUIPMENT ARE PENDING APPROVAL BY OOTS & OTMO.

RFC - 10-14-2022

PLOTTED: 7/26/2022
FILE: \\ad.rkk.com\rs\Cloud\Projects\2021\2021_09\TSMO\CADD\Plans\Area 1B\PHD-P012_0695TSMO_Area1B.dgn

BY: bgrandizio



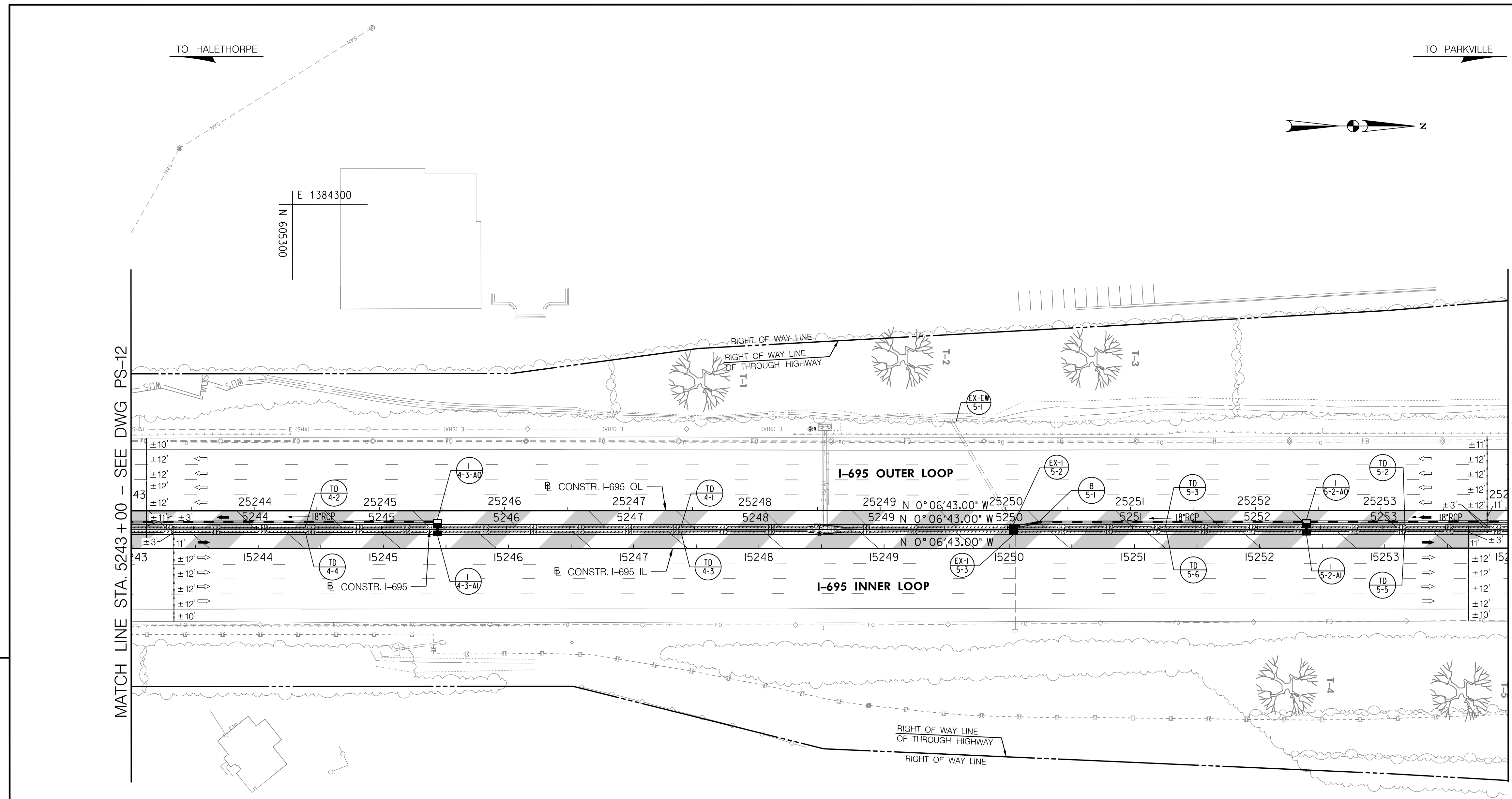
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202

Engineers | Construction Managers | Planners | Scientists
www.rkk.com


Responsive People | Creative Solutions

QUANTITY NOTES

FINE MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH	
1,746 S.Y.	I-695 OUTER LOOP - STA. 25243+02 TO STA. 25254+02, LT
1,729 S.Y.	I-695 INNER LOOP - STA. 15242+98 TO STA. 15253+98, RT
DOUBLE FACE OVERLAY 0" TO 1'-6" PROPOSED BIFURCATION (SEE SHEET DE-04, TYPE 2)	
540 L.F.	I-695 - STA. 5248+60 TO STA. 5254+00, MEDIAN
DOUBLE FACE OVERLAY 1'-6" TO 8' PROPOSED BIFURCATION (SEE SHEET DE-04, TYPE 3)	
550 L.F.	I-695 - STA. 5243+00 TO STA. 5248+50, MEDIAN
SINGLE FACE BARRIER CONCRETE OVERLAY FOR 2 SINGLE FACE BARRIERS (SEE SHEET DE-04, TYPE 4)	
10 L.F.	I-695 - STA. 5248+50 TO STA. 5248+60, LT
10 L.F.	I-695 - STA. 5248+50 TO STA. 5248+60, RT



HIGHWAY DESIGN DIVISION



I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

ROADWAY LEGEND	
	OVERLAY EXISTING CONCRETE BARRIER
	CONCRETE BARRIER TRANSITION AT LUCS
	EXISTING SHOULDER FOR ITS MAINTENANCE*
	CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER OR SWM ACCESS ROAD*
	FULL-DEPTH PAVEMENT
	RESURFACING
	WEDGE AND LEVEL
	PAVEMENT REMOVAL

CROSS REFERENCE	
ITEM	SHEET NOS.
TYPICAL SHEETS	TS-01, 07
SUPERELEVATION SHEETS	DS-01, 05
PIPE & DRAINAGE SCHEDULE	GS-05
GEOMETRIC LAYOUT SHEETS	PR-11
ROADWAY PROFILE SHEETS	MT-45
TRAFFIC CONTROL SHEETS	

R / W PLAT NUMBER	REVISIONS

ROADWAY PLAN	
SCALE 1" = 50'	DATE JULY 2022
DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY
DRAWN BY KAF / MDG / AF / AWG	LOGMILE 6.78 - 25.95
CHECKED BY RLW / AKL	
MDE/PRD 20-PR-0038	
DRAWING NO. PS-13	OF PS-61
SHEET NO. 64	OF 409

BY: bgrandizio



P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202

Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

*IT'S PULL-OFF/SHOULDER AREAS ARE BEING PROVIDED TO SUPPORT FUTURE MAINTENANCE OF ITS EQUIPMENT. FINAL LOCATIONS FOR ITS EQUIPMENT ARE PENDING APPROVAL BY OOTS & OTMO.

RFC - 10-14-2022

PLOTTED: 7/26/2022
FILE: \\ad.rkk.com\rs\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\p4-D-P013_B995TSMO_Area1B.dgn

TO HALETHORPE

TO PARKVILLE

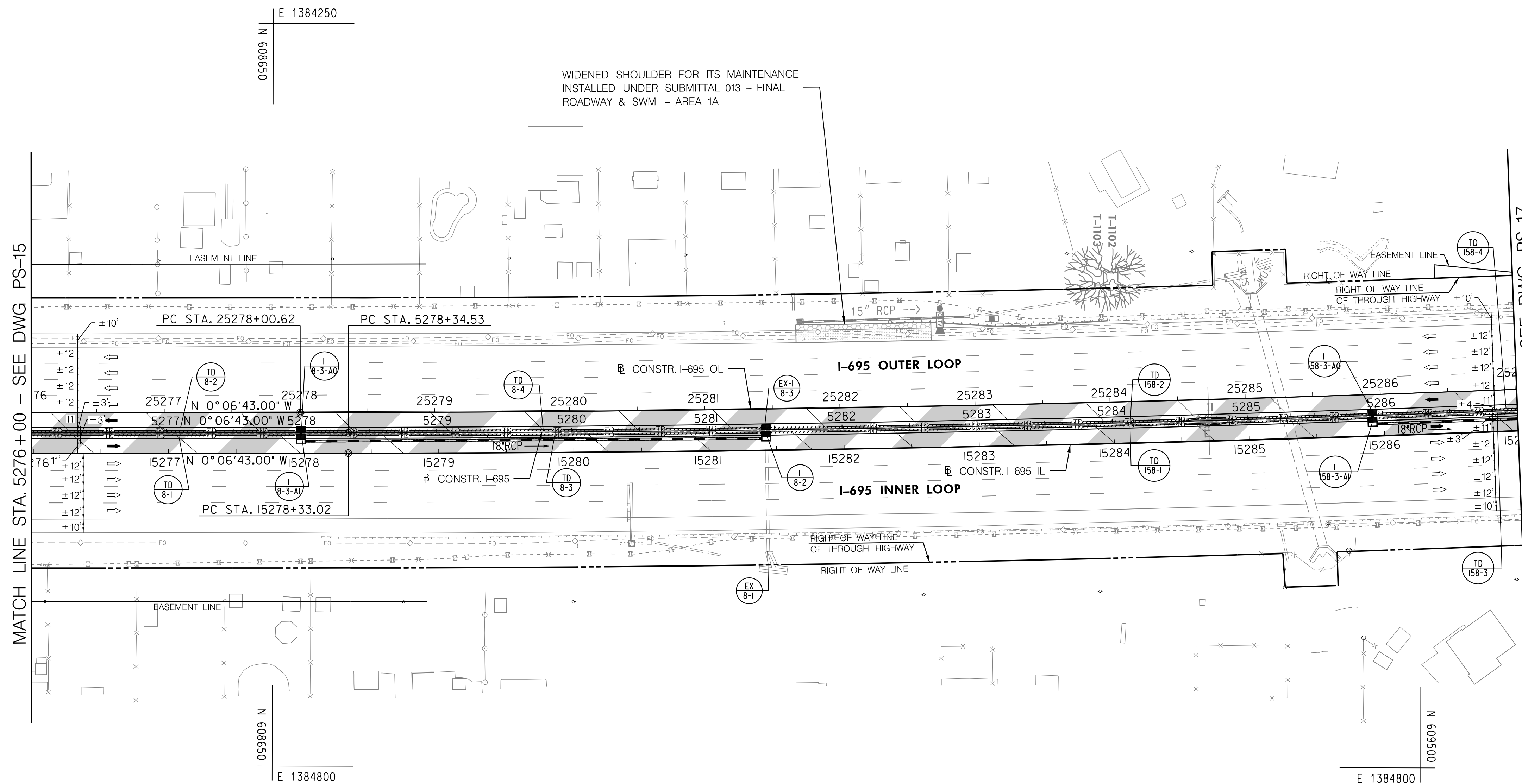


QUANTITY NOTES

FINE MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH	
1,836 S.Y.	I-695 OUTER LOOP - STA. 25276+02 TO STA. 25287+01, LT
1,738 S.Y.	I-695 INNER LOOP - STA. 15275+98 TO STA. 15286+99, RT


DOUBLE FACE OVERLAY 0" TO 1'-6" PROPOSED BIFURCATION (SEE SHEET DE-04, TYPE 2)	
854 L.F.	I-695 - STA. 5276+00 TO STA. 5284+54, MEDIAN
211 L.F.	I-695 - STA. 5284+89 TO STA. 5287+00, MEDIAN

LUCS FOUNDATION TRANSITION (SEE SHEET DE-08)	
15 L.F.	I-695 - STA. 5284+54 TO STA. 5284+69, LT (TIE TO OVERLAY)
16 L.F.	I-695 - STA. 5284+73 TO STA. 5284+89, LT (TIE TO OVERLAY)
15 L.F.	I-695 - STA. 5284+54 TO STA. 5284+69, RT (TIE TO OVERLAY)
15 L.F.	I-695 - STA. 5284+73 TO STA. 5284+89, RT (TIE TO OVERLAY)



MATCH LINE STA. 5276+00 - SEE DWG PS-15

MATCH LINE STA. 5287+00 - SEE DWG PS-17


MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL Q22 - FINAL ROADWAY AND SWM

ROADWAY LEGEND	
	OVERLAY EXISTING CONCRETE BARRIER
	CONCRETE BARRIER TRANSITION AT LUCS
	EXISTING SHOULDER FOR ITS MAINTENANCE*
	CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER OR SWM ACCESS ROAD*
	FULL-DEPTH PAVEMENT
	RESURFACING
	WEDGE AND LEVEL
	PAVEMENT REMOVAL

CROSS REFERENCE	SHEET Nos.
TYPICAL SHEETS	TS-01, 07
SUPERELEVATION SHEETS	SE-01
PIPE & DRAINAGE SCHEDULE	DS-01, 06
GEOMETRIC LAYOUT SHEETS	GS-06
ROADWAY PROFILE SHEETS	PR-14
TRAFFIC CONTROL SHEETS	MT-48

R / W PLAT NUMBER	REVISIONS

ROADWAY PLAN	
SCALE 1" = 50'	DATE JULY 2022
DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY
DRAWN BY KAF / MDG / AF / AWG	LOGMILE 6.78 - 25.95
CHECKED BY RLW / AKL	MDE/PRD 20-PR-0038
DRAWING NO. PS-16	OF PS-61
SHEET NO. 67	OF 409

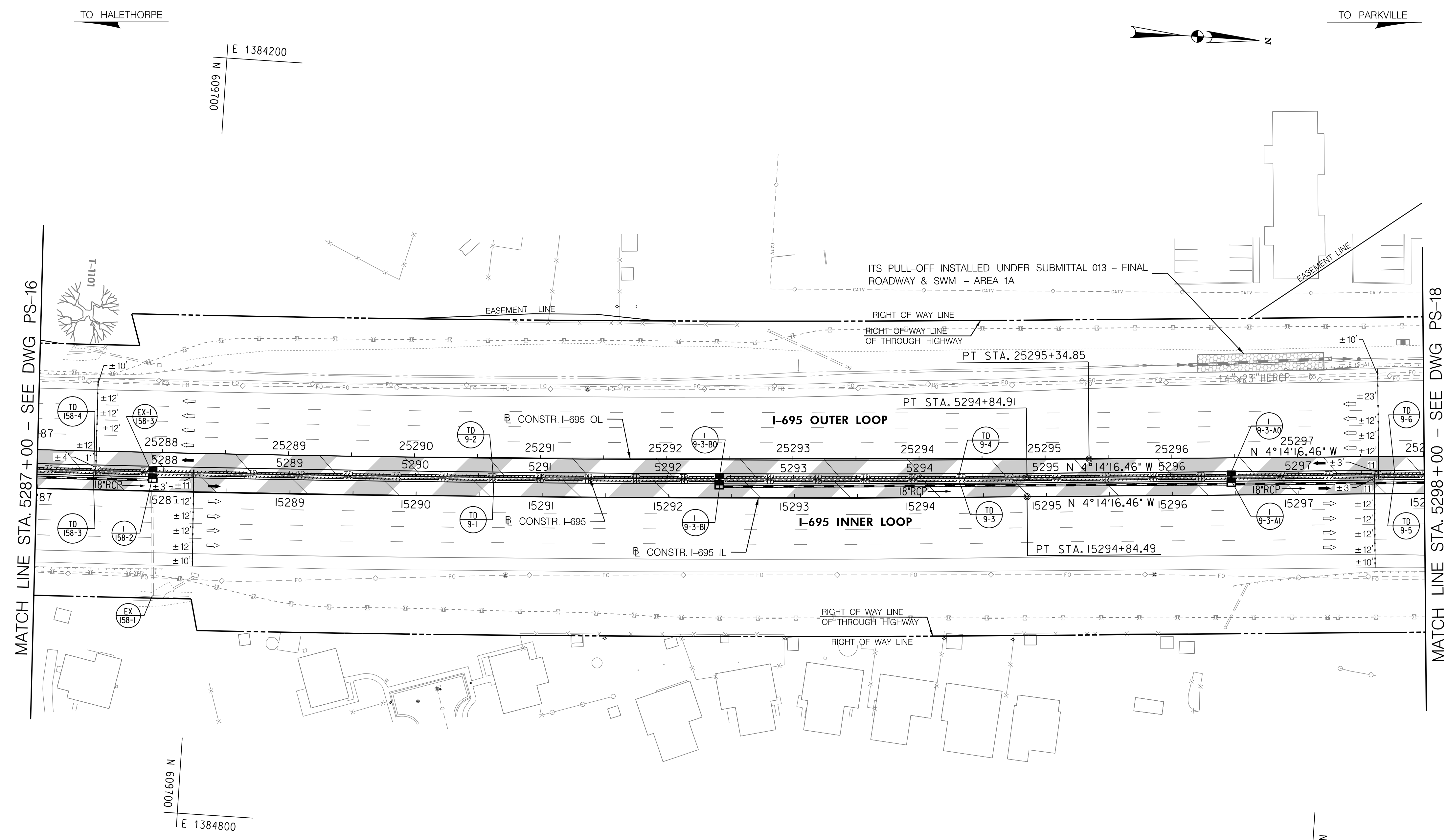
*ITS PULL-OFF/SOULDER AREAS ARE BEING PROVIDED TO SUPPORT FUTURE MAINTENANCE OF ITS EQUIPMENT. FINAL LOCATIONS FOR ITS EQUIPMENT ARE PENDING APPROVAL BY OOTS & OTMO.

RFC - 10-14-2022

BY: bgrandizio

 P: 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions

FINE MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH	
1,716 S.Y.	I-695 INNER LOOP - STA. 15286+99 TO STA. 15298+00, RT
1,788 S.Y.	I-695 OUTER LOOP - STA. 25287+01 TO STA. 25298+01, LT
DOUBLE FACE OVERLAY 0" TO 1'-6" PROPOSED BIFURCATION (SEE SHEET DE-04, TYPE 2)	
1,100 L.F.	I-695 - STA. 5287+00 TO STA. 5298+00, MEDIAN



HIGHWAY DESIGN DIVISION

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

ROADWAY LEGEND		CROSS REFERENCE	R / W PLAT NUMBER	REVISIONS														
<ul style="list-style-type: none"> OVERLAY EXISTING CONCRETE BARRIER CONCRETE BARRIER TRANSITION AT LUCS EXISTING SHOULDER FOR ITS MAINTENANCE* CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER OR SWM ACCESS ROAD* 	<ul style="list-style-type: none"> FULL-DEPTH PAVEMENT RESURFACING WEDGE AND LEVEL PAVEMENT REMOVAL 	<table border="1"> <thead> <tr> <th>ITEM</th> <th>SHEET NOS.</th> </tr> </thead> <tbody> <tr> <td>TYPICAL SHEETS</td> <td>TS-01, 07</td> </tr> <tr> <td>SUPERELEVATION SHEETS</td> <td>SE-01</td> </tr> <tr> <td>PIPE & DRAINAGE SCHEDULE</td> <td>DS-01, 06</td> </tr> <tr> <td>GEOMETRIC LAYOUT SHEETS</td> <td>GS-06, 07</td> </tr> <tr> <td>ROADWAY PROFILE SHEETS</td> <td>PR-15</td> </tr> <tr> <td>TRAFFIC CONTROL SHEETS</td> <td>MT-49, 97</td> </tr> </tbody> </table>	ITEM	SHEET NOS.	TYPICAL SHEETS	TS-01, 07	SUPERELEVATION SHEETS	SE-01	PIPE & DRAINAGE SCHEDULE	DS-01, 06	GEOMETRIC LAYOUT SHEETS	GS-06, 07	ROADWAY PROFILE SHEETS	PR-15	TRAFFIC CONTROL SHEETS	MT-49, 97		
ITEM	SHEET NOS.																	
TYPICAL SHEETS	TS-01, 07																	
SUPERELEVATION SHEETS	SE-01																	
PIPE & DRAINAGE SCHEDULE	DS-01, 06																	
GEOMETRIC LAYOUT SHEETS	GS-06, 07																	
ROADWAY PROFILE SHEETS	PR-15																	
TRAFFIC CONTROL SHEETS	MT-49, 97																	

ROADWAY PLAN			
SCALE	1" = 50'	DATE	JULY 2022
CONTRACT NO.	BA0065172		
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	6.78 - 25.95
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	PS-17	OF	PS-61
SHEET NO.	68	OF	409

*ITS PULL-OFF/SHOULDER AREAS ARE BEING PROVIDED TO SUPPORT FUTURE MAINTENANCE OF ITS EQUIPMENT. FINAL LOCATIONS FOR ITS EQUIPMENT ARE PENDING APPROVAL BY OOTS & OTMO.

RK&K

P. 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202

Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

QUANTITY NOTES

FINE MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH	
1,690 S.Y.	I-695 OUTER LOOP - STA. 25298+01 TO STA. 25309+01, LT
1,687 S.Y.	I-695 INNER LOOP - STA. 15298+00 TO STA. 15309+00, RT


MEDIAN BARRIER CONCRETE OVERLAY TRANSITION (SEE SHEET DE-05)	
13 L.F.	I-695 - STA. 5303+75 TO STA. 5303+88, LT
13 L.F.	I-695 - STA. 5303+75 TO STA. 5303+88, RT

DOUBLE FACE OVERLAY 0" TO 1'-6" PROPOSED BIFURCATION (SEE SHEET DE-04, TYPE 2)	
16 L.F.	I-695 - STA. 5298+00 TO STA. 5298+16, MEDIAN
52 L.F.	I-695 - STA. 5298+73 TO STA. 5299+25, MEDIAN
350 L.F.	I-695 - STA. 5300+25 TO STA. 5303+75, MEDIAN

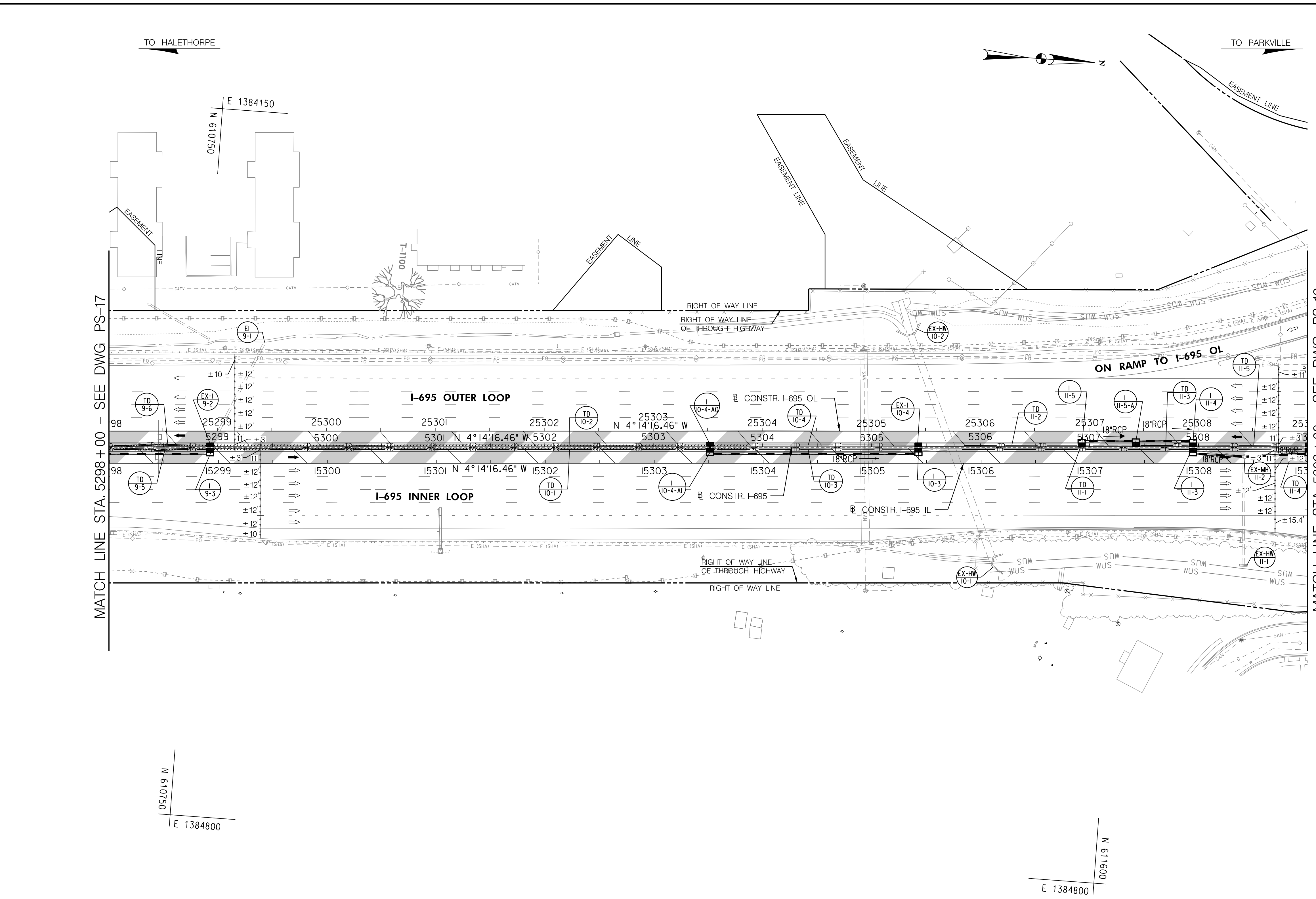
DOUBLE FACE OVERLAY 1'-6" TO 8' PROPOSED BIFURCATION (SEE SHEET DE-04, TYPE 3)	
100 L.F.	I-695 - STA. 5299+25 TO STA. 5300+25, MEDIAN

LUCS FOUNDATION TRANSITION (SEE SHEET DE-08)	
28 L.F.	I-695 - STA. 5298+16 TO STA. 5298+44, LT (TIE TO OVERLAY)
25 L.F.	I-695 - STA. 5298+48 TO STA. 5298+73, LT (TIE TO OVERLAY)
27 L.F.	I-695 - STA. 5298+16 TO STA. 5298+44, RT (TIE TO OVERLAY)
25 L.F.	I-695 - STA. 5298+48 TO STA. 5298+73, RT (TIE TO OVERLAY)

HIGHWAY DESIGN DIVISION



I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM



MATCH LINE STA. 5298+00 - SEE DWG PS-17

MATCH LINE STA. 5309+00 - SEE DWG PS-19

ROADWAY LEGEND		CROSS REFERENCE	R / W PLAT NUMBER	REVISIONS														
<ul style="list-style-type: none"> OVERLAY EXISTING CONCRETE BARRIER CONCRETE BARRIER TRANSITION AT LUCS EXISTING SHOULDER FOR ITS MAINTENANCE* CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER OR SWM ACCESS ROAD* 	<ul style="list-style-type: none"> FULL-DEPTH PAVEMENT RESURFACING WEDGE AND LEVEL PAVEMENT REMOVAL 	<table border="1"> <thead> <tr> <th>ITEM</th> <th>SHEET NOS.</th> </tr> </thead> <tbody> <tr> <td>TYPICAL SHEETS</td> <td>TS-01, 07</td> </tr> <tr> <td>SUPERELEVATION SHEETS</td> <td>DS-06</td> </tr> <tr> <td>PIPE & DRAINAGE SCHEDULE</td> <td>GS-07</td> </tr> <tr> <td>GEOMETRIC LAYOUT SHEETS</td> <td>PR-16</td> </tr> <tr> <td>ROADWAY PROFILE SHEETS</td> <td>PR-16</td> </tr> <tr> <td>TRAFFIC CONTROL SHEETS</td> <td>MT-60, 97</td> </tr> </tbody> </table>	ITEM	SHEET NOS.	TYPICAL SHEETS	TS-01, 07	SUPERELEVATION SHEETS	DS-06	PIPE & DRAINAGE SCHEDULE	GS-07	GEOMETRIC LAYOUT SHEETS	PR-16	ROADWAY PROFILE SHEETS	PR-16	TRAFFIC CONTROL SHEETS	MT-60, 97		
ITEM	SHEET NOS.																	
TYPICAL SHEETS	TS-01, 07																	
SUPERELEVATION SHEETS	DS-06																	
PIPE & DRAINAGE SCHEDULE	GS-07																	
GEOMETRIC LAYOUT SHEETS	PR-16																	
ROADWAY PROFILE SHEETS	PR-16																	
TRAFFIC CONTROL SHEETS	MT-60, 97																	

*ITS PULL-OFF/SHOULDER AREAS ARE BEING PROVIDED TO SUPPORT FUTURE MAINTENANCE OF ITS EQUIPMENT. FINAL LOCATIONS FOR ITS EQUIPMENT ARE PENDING APPROVAL BY OOTS & OTMO.

BY: bgrandizio -



P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

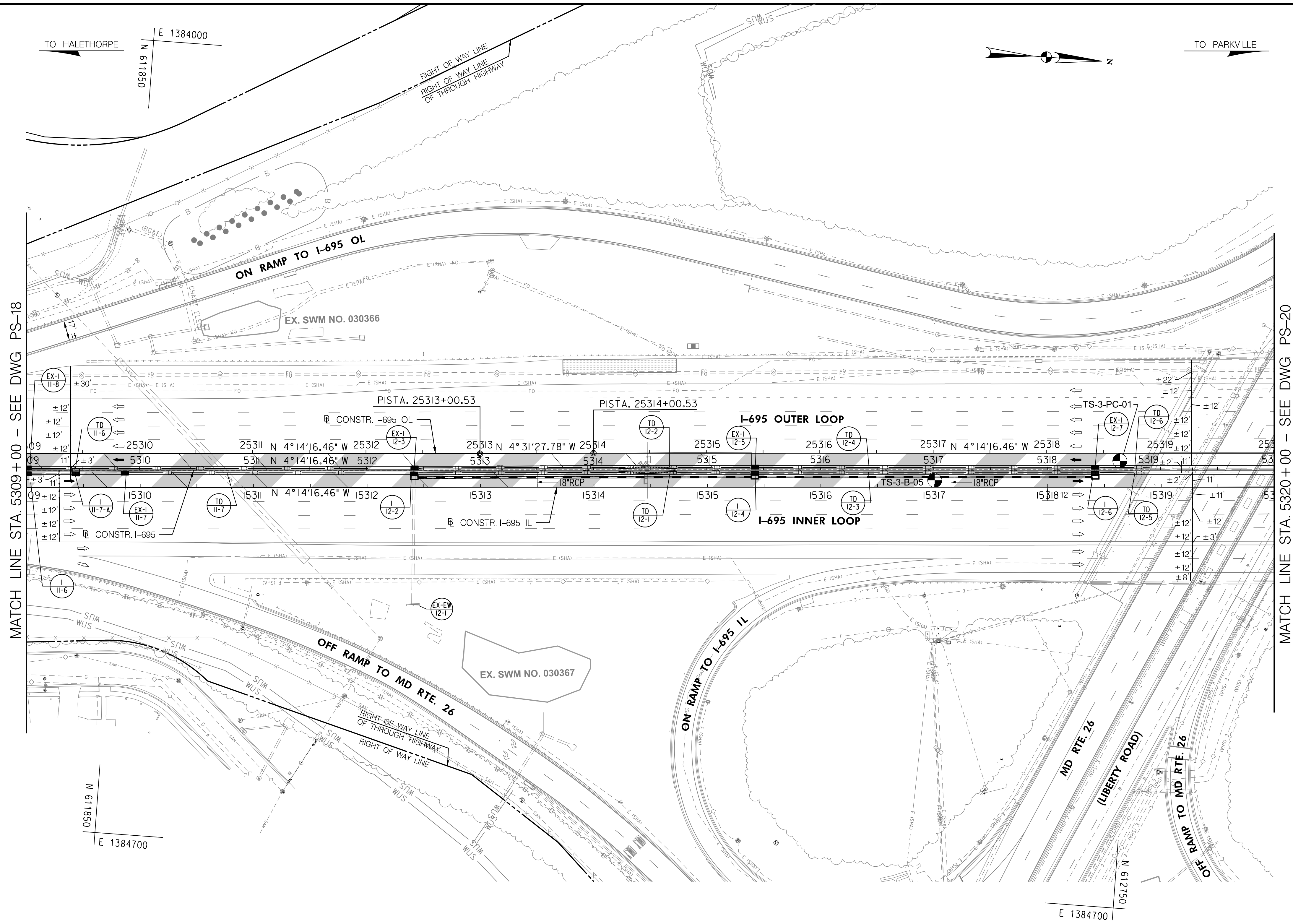
RFC - 10-14-2022

ROADWAY PLAN			
SCALE	1" = 50'	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	6.78 - 25.95
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	PS-18	OF PS-61	SHEET NO. 69 OF 409

QUANTITY NOTES

FINE MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH	
1,470 S.Y.	I-695 INNER LOOP - STA. 15309+00 TO STA. 15318+81, RT
1,535 S.Y.	I-695 OUTER LOOP - STA. 25309+01 TO STA. 25319+00, LT

LUCS FOUNDATION TRANSITION (SEE SHEET DE-08)	
23 L.F.	I-695 - STA. 5314+22 TO STA. 5314+45, LT (TIE TO EXISTING)
24 L.F.	I-695 - STA. 5314+49 TO STA. 5314+73, LT (TIE TO EXISTING)
23 L.F.	I-695 - STA. 5314+22 TO STA. 5314+45, RT (TIE TO EXISTING)
24 L.F.	I-695 - STA. 5314+49 TO STA. 5314+73, RT (TIE TO EXISTING)



MATCH LINE STA. 5309+00 - SEE DWG PS-18

MATCH LINE STA. 5320+00 - SEE DWG PS-20

MDOT
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

ROADWAY LEGEND		CROSS REFERENCE	R / W PLAT NUMBER	REVISIONS														
<ul style="list-style-type: none"> OVERLAY EXISTING CONCRETE BARRIER CONCRETE BARRIER TRANSITION AT LUCS EXISTING SHOULDER FOR ITS MAINTENANCE* CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER OR SWM ACCESS ROAD* 	<ul style="list-style-type: none"> FULL-DEPTH PAVEMENT RESURFACING WEDGE AND LEVEL PAVEMENT REMOVAL 	<table border="1"> <thead> <tr> <th>ITEM</th> <th>SHEET NOS.</th> </tr> </thead> <tbody> <tr> <td>TYPICAL SHEETS</td> <td>TS-01, 07</td> </tr> <tr> <td>SUPERELEVATION SHEETS</td> <td>SE-01, 06</td> </tr> <tr> <td>PIPE & DRAINAGE SCHEDULE</td> <td>DS-01, 07</td> </tr> <tr> <td>GEOMETRIC LAYOUT SHEETS</td> <td>GS-07</td> </tr> <tr> <td>ROADWAY PROFILE SHEETS</td> <td>PR-17</td> </tr> <tr> <td>TRAFFIC CONTROL SHEETS</td> <td>MT-51, 97</td> </tr> </tbody> </table>	ITEM	SHEET NOS.	TYPICAL SHEETS	TS-01, 07	SUPERELEVATION SHEETS	SE-01, 06	PIPE & DRAINAGE SCHEDULE	DS-01, 07	GEOMETRIC LAYOUT SHEETS	GS-07	ROADWAY PROFILE SHEETS	PR-17	TRAFFIC CONTROL SHEETS	MT-51, 97		
ITEM	SHEET NOS.																	
TYPICAL SHEETS	TS-01, 07																	
SUPERELEVATION SHEETS	SE-01, 06																	
PIPE & DRAINAGE SCHEDULE	DS-01, 07																	
GEOMETRIC LAYOUT SHEETS	GS-07																	
ROADWAY PROFILE SHEETS	PR-17																	
TRAFFIC CONTROL SHEETS	MT-51, 97																	

ROADWAY PLAN			
SCALE	1" = 50'	DATE	JULY 2022
CONTRACT NO.	BA0065172		
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	6.78 - 25.95
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	PS-19	OF	PS-61
SHEET NO.	70 OF 409		

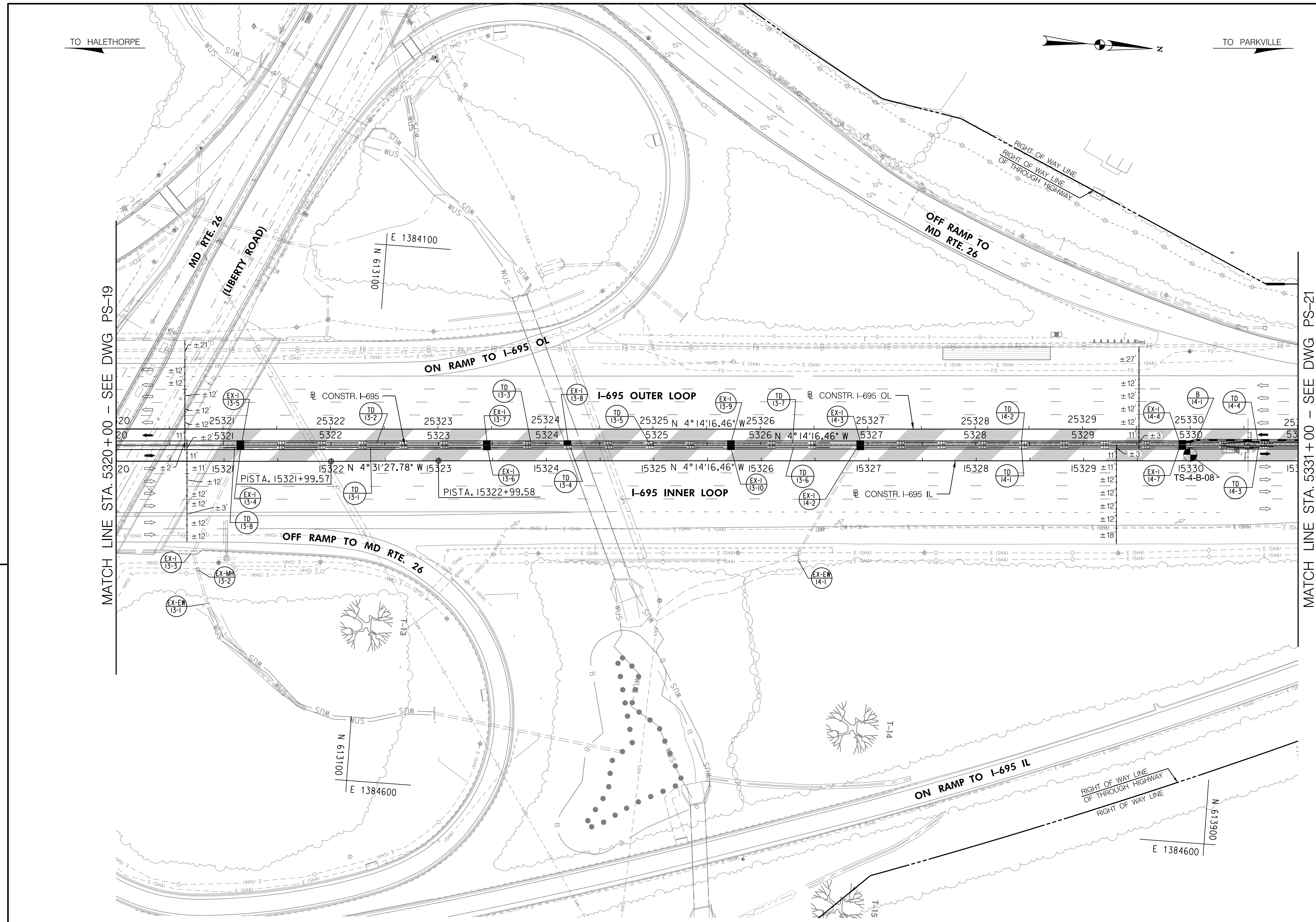
*ITS PULL-OFF/SHOULDER AREAS ARE BEING PROVIDED TO SUPPORT FUTURE MAINTENANCE OF ITS EQUIPMENT. FINAL LOCATIONS FOR ITS EQUIPMENT ARE PENDING APPROVAL BY OOTS & OTMO.

RK&K
 P. 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 7/26/2022
 FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\p19-P019_B995TSMO_Area1B.dgn

FINE MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH	
1,537 S.Y.	I-695 OUTER LOOP - STA. 25321+06 TO STA. 25331+01, LT
1,517 S.Y.	I-695 INNER LOOP - STA. 15320+89 TO STA. 15331+00, RT
LUCS FOUNDATION TRANSITION (SEE SHEET DE-08)	
23 L.F.	I-695 - STA. 5330+28 TO STA. 5330+51, LT (TIE TO EXISTING)
22 L.F.	I-695 - STA. 5330+55 TO STA. 5330+77, LT (TIE TO EXISTING)
23 L.F.	I-695 - STA. 5330+28 TO STA. 5330+51, RT (TIE TO EXISTING)
22 L.F.	I-695 - STA. 5330+55 TO STA. 5330+77, RT (TIE TO EXISTING)



MATCH LINE STA. 5320+00 - SEE DWG PS-19

MATCH LINE STA. 5331+00 - SEE DWG PS-21

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

STATE HIGHWAY
ADMINISTRATION

ROADWAY LEGEND	
	OVERLAY EXISTING CONCRETE BARRIER
	CONCRETE BARRIER TRANSITION AT LUCS
	EXISTING SHOULDER FOR ITS MAINTENANCE*
	CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER OR SWM ACCESS ROAD*
	FULL-DEPTH PAVEMENT
	RESURFACING
	WEDGE AND LEVEL
	PAVEMENT REMOVAL

CROSS REFERENCE	SHEET NOS.
TYPICAL SHEETS	TS-01, 07
SUPERELEVATION SHEETS	SE-01, 05
PIPE & DRAINAGE SCHEDULE	DS-01, 07
GEOMETRIC LAYOUT SHEETS	GS-08
ROADWAY PROFILE SHEETS	PR-18
TRAFFIC CONTROL SHEETS	MT-15, 52, 97

R / W PLAT NUMBER

REVISIONS

ROADWAY PLAN	
SCALE 1" = 50'	DATE JULY 2022
CONTRACT NO. BA0065172	
DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY
DRAWN BY KAF / MDG / AF / AWG	LOGMILE 6.78 - 25.95
CHECKED BY RLW / AKL	
MDE/PRD 20-PR-0038	
DRAWING NO. PS-20	OF PS-61
SHEET NO. 71	OF 409

BY: bgrandizio

P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202

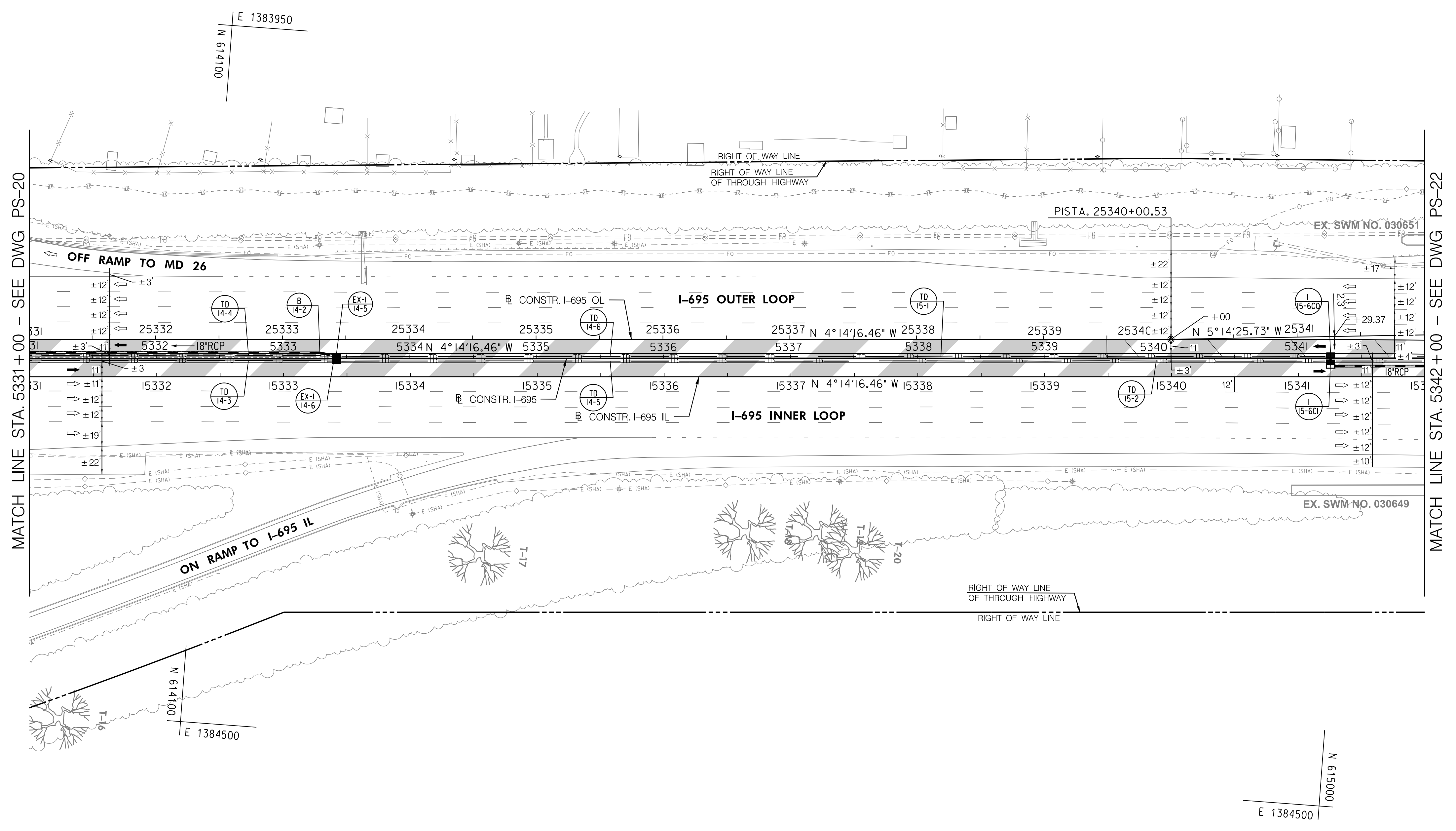
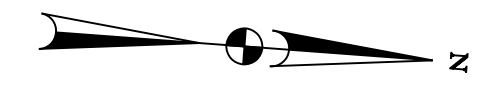
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

*IT'S PULL-OFF/SHOULDER AREAS ARE BEING PROVIDED TO SUPPORT FUTURE MAINTENANCE OF ITS EQUIPMENT. FINAL LOCATIONS FOR ITS EQUIPMENT ARE PENDING APPROVAL BY OOTS & OTMO.

FINE MILLING ASPHALT PAVEMENT 1 INCH TO 2.5 INCH	
1,729 S.Y.	I-695 OUTER LOOP - STA. 25331+01 TO STA. 25342+02, LT
1,639 S.Y.	I-695 INNER LOOP - STA. 15331+00 TO STA. 15342+00, RT

TO HALETHORPE

TO PARKVILLE

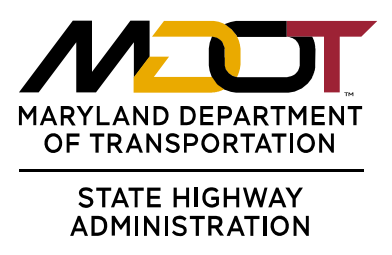


MATCH LINE STA. 5331+00 - SEE DWG PS-20

MATCH LINE STA. 5342+00 - SEE DWG PS-22

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM



STATE HIGHWAY
ADMINISTRATION

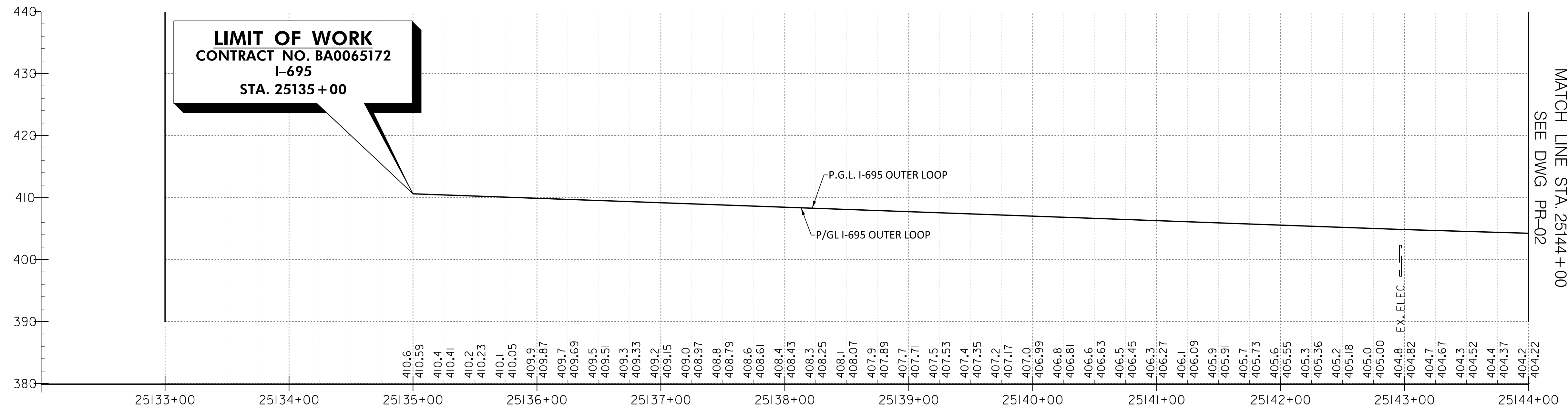
ROADWAY LEGEND		CROSS REFERENCE	R / W PLAT NUMBER	REVISIONS	ROADWAY PLAN														
<ul style="list-style-type: none"> OVERLAY EXISTING CONCRETE BARRIER CONCRETE BARRIER TRANSITION AT LUCS EXISTING SHOULDER FOR ITS MAINTENANCE* CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER OR SWM ACCESS ROAD* 	<ul style="list-style-type: none"> FULL-DEPTH PAVEMENT RESURFACING WEDGE AND LEVEL PAVEMENT REMOVAL 	<table border="1"> <thead> <tr> <th>ITEM</th> <th>SHEET NOS.</th> </tr> </thead> <tbody> <tr> <td>TYPICAL SHEETS</td> <td>TS-01, 07</td> </tr> <tr> <td>SUPERELEVATION SHEETS</td> <td>SE-01</td> </tr> <tr> <td>PIPE & DRAINAGE SCHEDULE</td> <td>DS-01, 07, 08</td> </tr> <tr> <td>GEOMETRIC LAYOUT SHEETS</td> <td>GS-08</td> </tr> <tr> <td>ROADWAY PROFILE SHEETS</td> <td>PR-19</td> </tr> <tr> <td>TRAFFIC CONTROL SHEETS</td> <td>MT-15, 53, 97</td> </tr> </tbody> </table>	ITEM	SHEET NOS.	TYPICAL SHEETS	TS-01, 07	SUPERELEVATION SHEETS	SE-01	PIPE & DRAINAGE SCHEDULE	DS-01, 07, 08	GEOMETRIC LAYOUT SHEETS	GS-08	ROADWAY PROFILE SHEETS	PR-19	TRAFFIC CONTROL SHEETS	MT-15, 53, 97			<p>SCALE 1" = 50' DATE JULY 2022 CONTRACT NO. BA0065172</p> <p>DESIGNED BY KAF / MEG COUNTY BALTIMORE COUNTY</p> <p>DRAWN BY KAF / MDG / AF / AWG LOGMILE 6.78 - 25.95</p> <p>CHECKED BY RLW / AKL</p> <p>MDE/PRD 20-PR-0038</p> <p>DRAWING NO. PS-21 OF PS-61 SHEET NO. 72 OF 409</p>
ITEM	SHEET NOS.																		
TYPICAL SHEETS	TS-01, 07																		
SUPERELEVATION SHEETS	SE-01																		
PIPE & DRAINAGE SCHEDULE	DS-01, 07, 08																		
GEOMETRIC LAYOUT SHEETS	GS-08																		
ROADWAY PROFILE SHEETS	PR-19																		
TRAFFIC CONTROL SHEETS	MT-15, 53, 97																		

*IT'S PULL-OFF/SHOULDER AREAS ARE BEING PROVIDED TO SUPPORT FUTURE MAINTENANCE OF ITS EQUIPMENT. FINAL LOCATIONS FOR ITS EQUIPMENT ARE PENDING APPROVAL BY OOTS & OTMO.

RK&K

P. 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202

Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions



PROFILE - I-695 OUTER LOOP

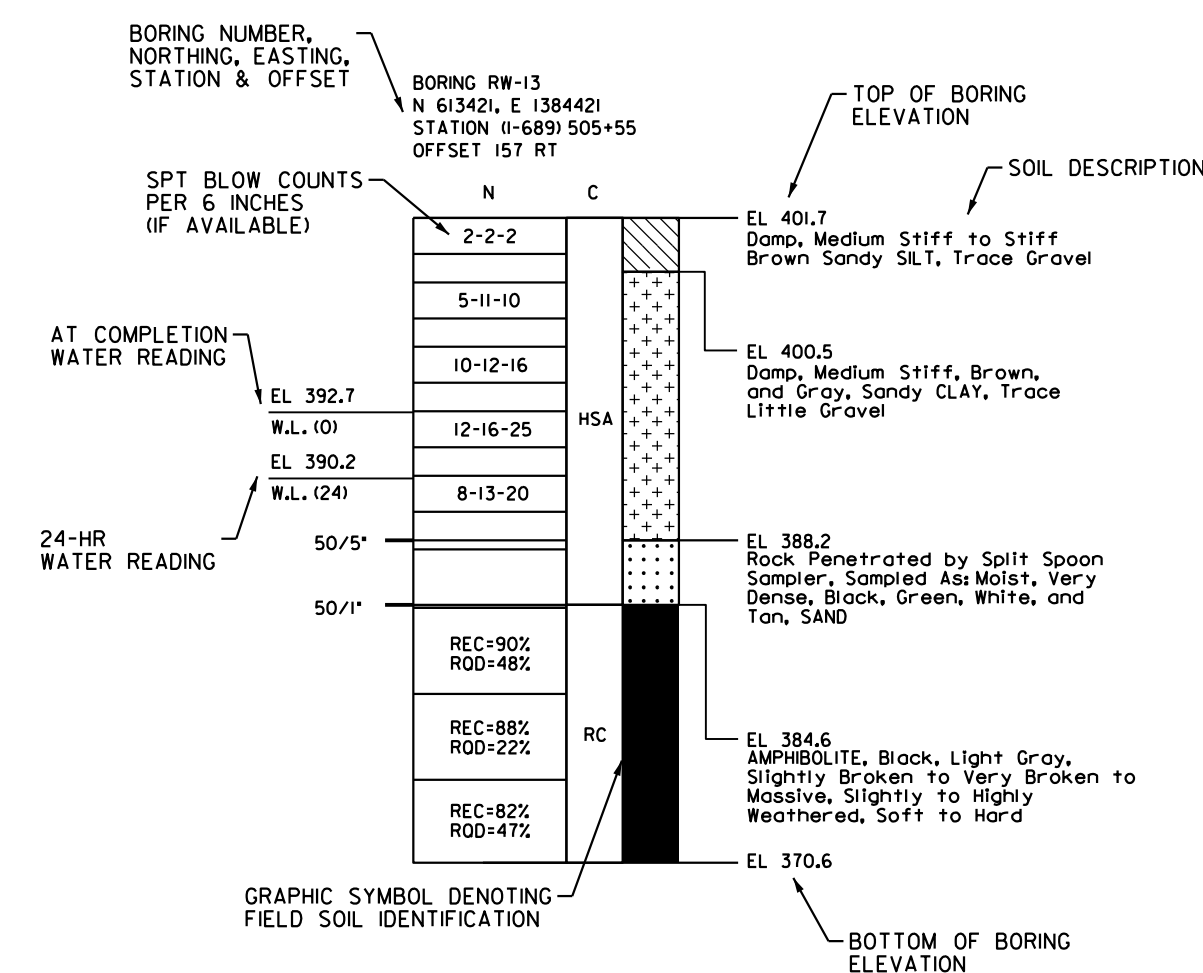
SOILS LEGEND

	ASPHALT		SWAMP MUCK	AO-ABOVE OPTIMUM	LL-LIQUID LIMIT (%)
	CONCRETE		SILT	SAT-SATURATED	PI-PLASTICITY INDEX (%)
	STONE BASE		SILTY CLAY	LIQ-LIQUEFIED	NP-NON-PLASTIC
	TOPSOIL		CLAYEY SILT	REC-RECOVERY	NV-NON-VALUE
	ROOTMAT		CLAYEY SAND	RQD-ROCK QUALITY DESIGNATION	MDD-MAXIMUM DRY DENSITY (pcf)
	SAND		SILTY SAND	N-BLOW COUNTS PER 6" PER	PER T-180
	SANDY SILT		CLAY	T-206	OMC-OPTIMUM MOISTURE CONTENT
	SANDY CLAY		GRAVEL	HSA-HOLLOW STEM AUGER	(%) PER T-180
	FILL		RPBSBS*	RC-ROCK CORE	USC-UNIFIED SOIL CLASSIFICATION
				C-CASING	USDA-UNITED STATES DEPARTMENT
				HCI- HOLE CLOSED IMMEDIATELY	OF AGRICULTURE CLASSIFICATION

NOTES:
 1. SOIL SYMBOLS ARE BASED ON FIELD IDENTIFICATION.
 2. ALL DIMENSIONS, DEPTHS AND ELEVATIONS ARE IN FEET, UNLESS OTHERWISE NOTED.

*RPBSBS: ROCK PENETRATED BY SPLIT BARREL SAMPLER

SOIL BORING PROFILE EXAMPLE



Maryland Department of Transportation
 STATE HIGHWAY ADMINISTRATION
 HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

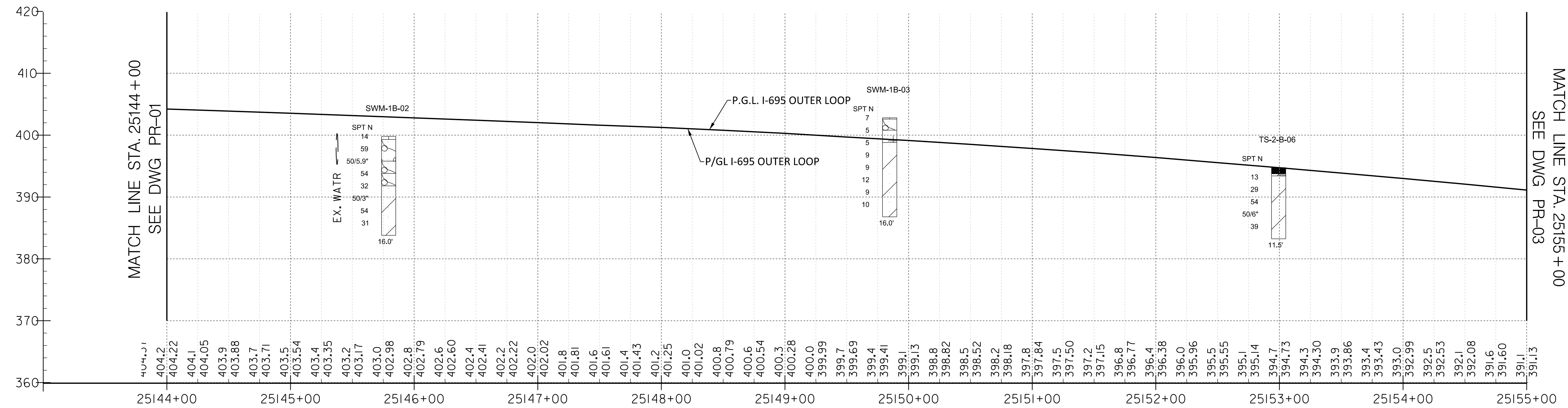
REVISIONS		ROADWAY PROFILE	
SCALE	AS SHOWN	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	
CHECKED BY	RLW / AKL	HORIZONTAL SCALE	1" = 50'
MDE/PRD	20-PR-0038	VERTICAL SCALE	1" = 5'
DRAWING NO.	PR-01	OF	PR-60
SHEET NO.	113	OF	409

RFC - 10-14-2022

PLOTTED: 6/27/2022
 FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\p\PR-001_B995TSMO_Areat1B.dgn

BY: bgrandizio -

 P: 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions



PROFILE - I-695 OUTER LOOP

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION

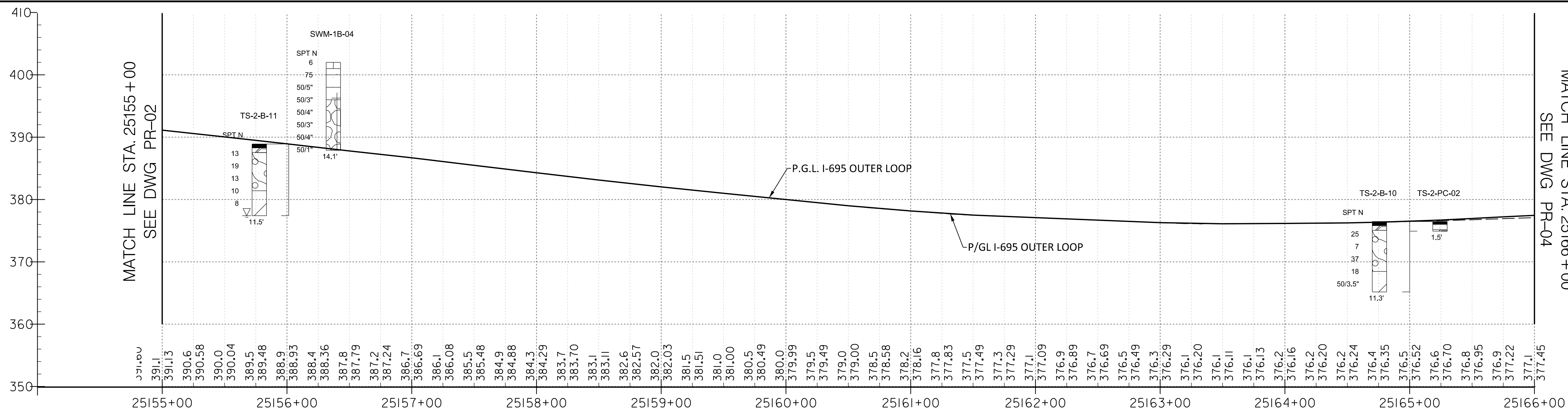
REVISIONS		ROADWAY PROFILE	
SCALE	AS SHOWN	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	
CHECKED BY	RLW / AKL	HORIZONTAL SCALE	1" = 50'
MDE/PRD	20-PR-0038	VERTICAL SCALE	1" = 5'
DRAWING NO.	PR-02	OF	PR-60
SHEET NO.	114	OF	409

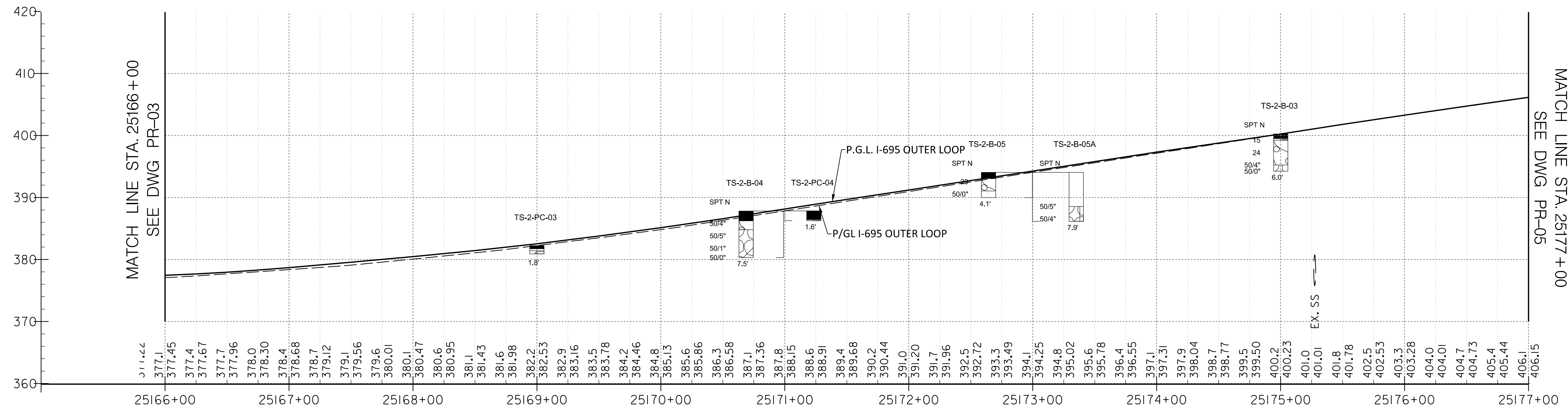
BY: bgrandizio -

RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

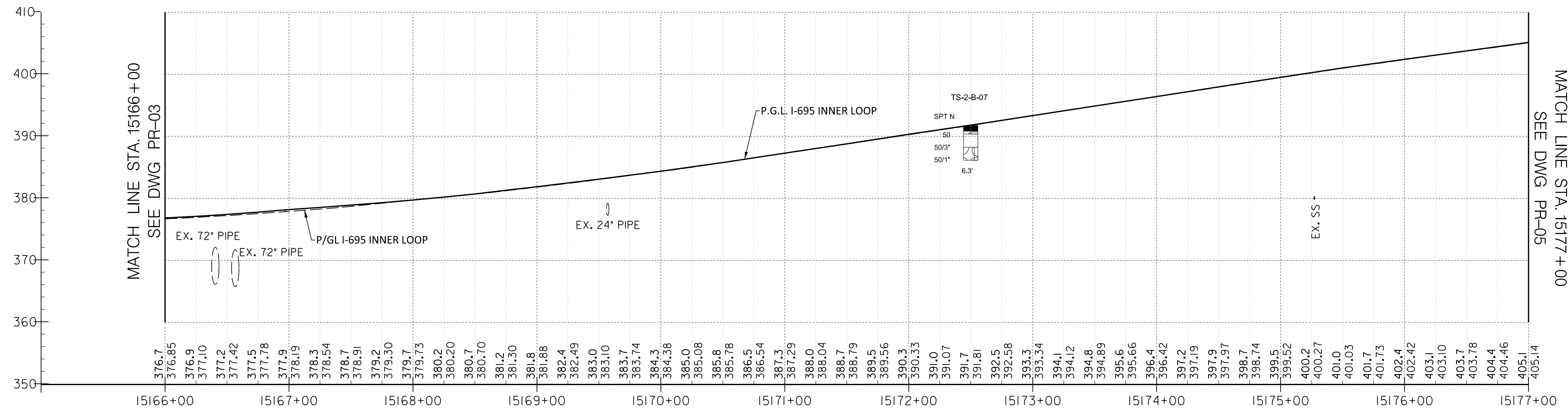
RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\p4P-V002_B995TSMO_Area1B.dgn





PROFILE - I-695 OUTER LOOP



PROFILE - I-695 INNER LOOP

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

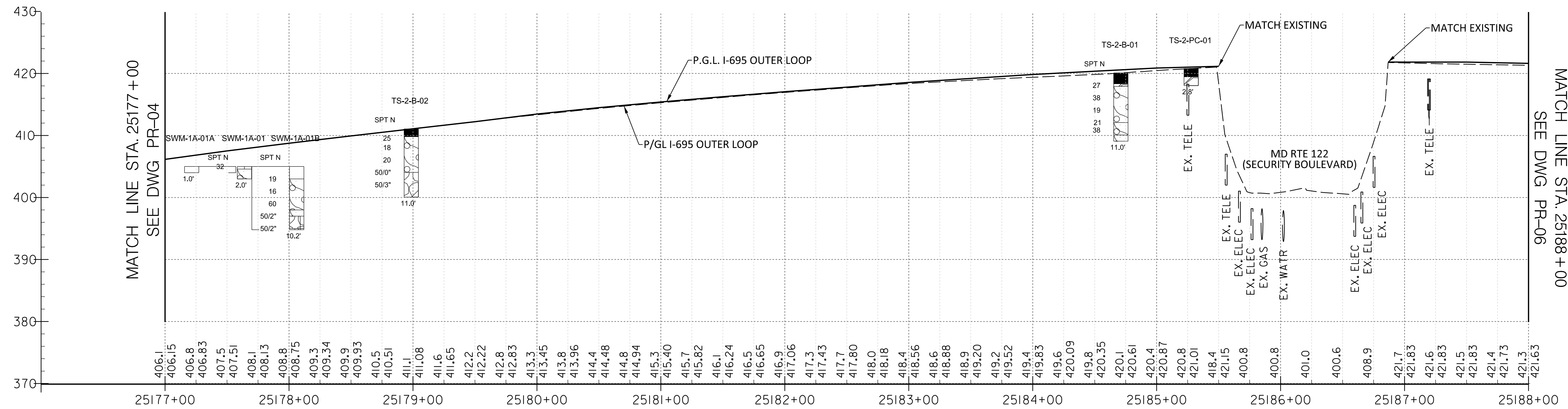
REVISIONS	ROADWAY PROFILE	
	SCALE <u>AS SHOWN</u>	DATE <u>JULY 2022</u> CONTRACT NO. <u>BA0065172</u>
	DESIGNED BY <u>KAF / MEG</u>	COUNTY <u>BALTIMORE COUNTY</u>
	DRAWN BY <u>KAF / MDG / AF / AWG</u>	LOGMILE <u> </u>
	CHECKED BY <u>RLW / AKL</u>	HORIZONTAL SCALE <u>1" = 50'</u>
	MDE/PRD <u>20-PR-0038</u>	VERTICAL SCALE <u>1" = 5'</u>
	DRAWING NO. <u>PR-04</u> OF <u>PR-60</u>	SHEET NO. <u>116</u> OF <u>409</u>

BY: bgrandizio -

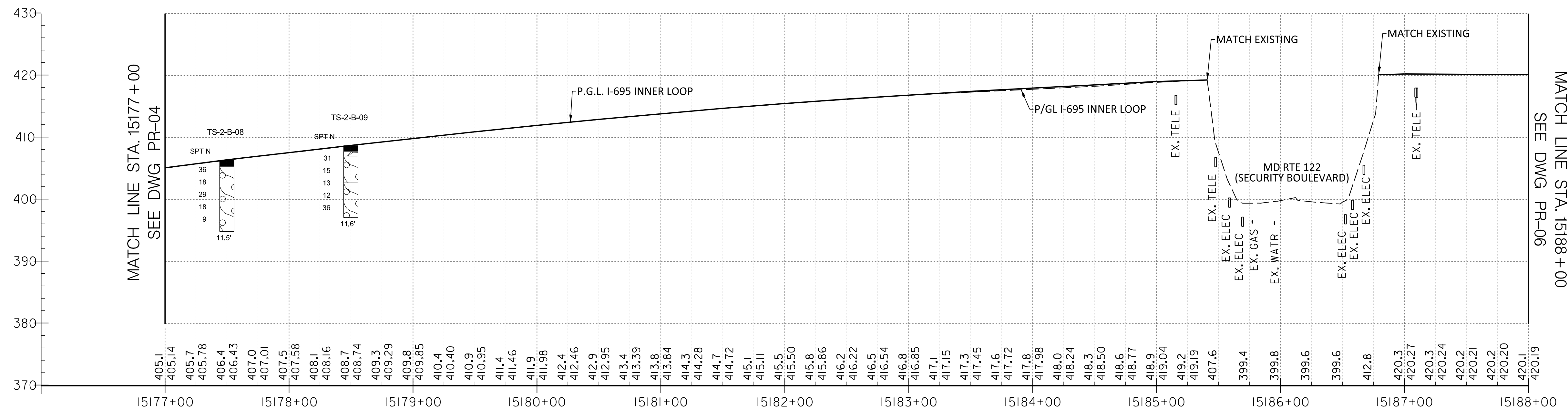
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\2020_TSMO\CADD\Plans\Area 1B\pH-1004_695TSMO_Area1B.dgn



PROFILE - I-695 OUTER LOOP



PROFILE - I-695 INNER LOOP

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

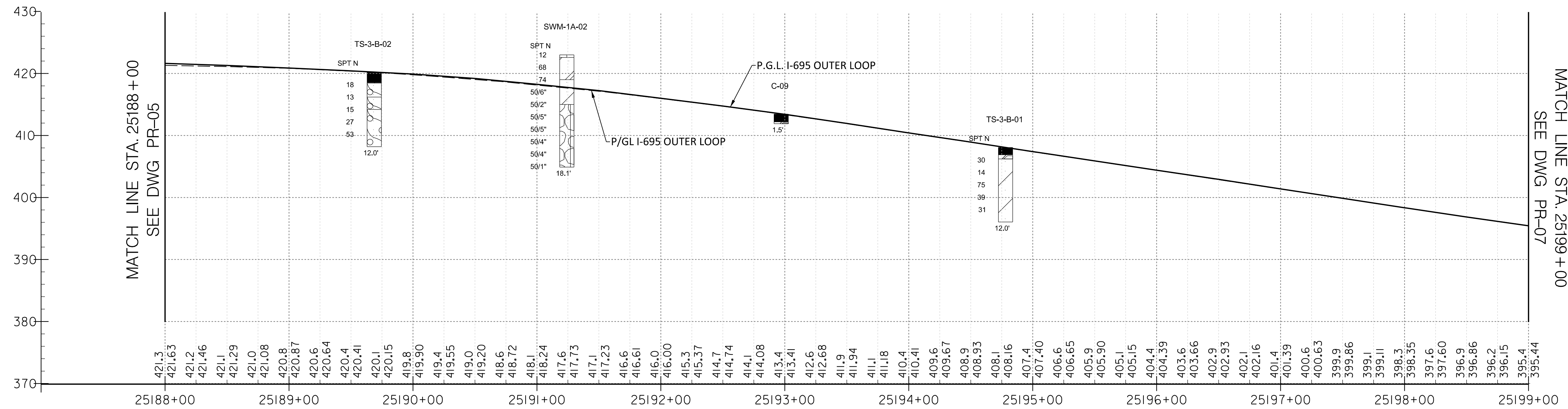
REVISIONS	ROADWAY PROFILE	
	SCALE <u>AS SHOWN</u>	DATE <u>JULY 2022</u> CONTRACT NO. <u>BA0065172</u>
	DESIGNED BY <u>KAF / MEG</u>	COUNTY <u>BALTIMORE COUNTY</u>
	DRAWN BY <u>KAF / MDG / AF / AWG</u>	LOGMILE <u> </u>
	CHECKED BY <u>RLW / AKL</u>	HORIZONTAL SCALE <u>1" = 50'</u>
	MDE/PRD <u>20-PR-0038</u>	VERTICAL SCALE <u>1" = 5'</u>
	DRAWING NO. <u>PR-05</u> OF <u>PR-60</u>	SHEET NO. <u>117</u> OF <u>409</u>

BY: bgrandizio -

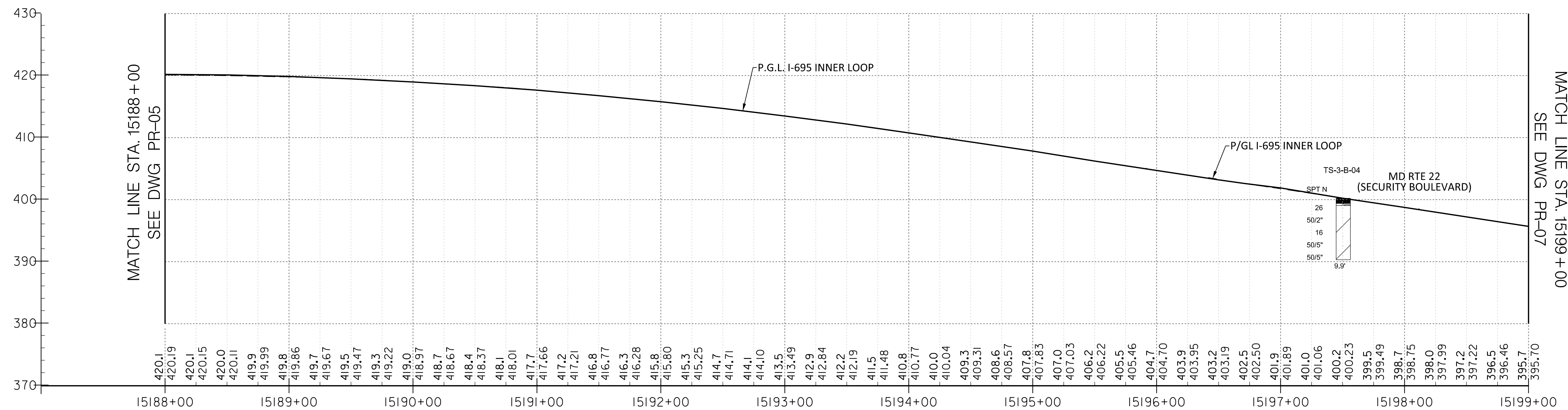
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\p4P-V005_B995TSMO_Area1B.dgn



PROFILE - I-695 OUTER LOOP



PROFILE - I-695 INNER LOOP

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

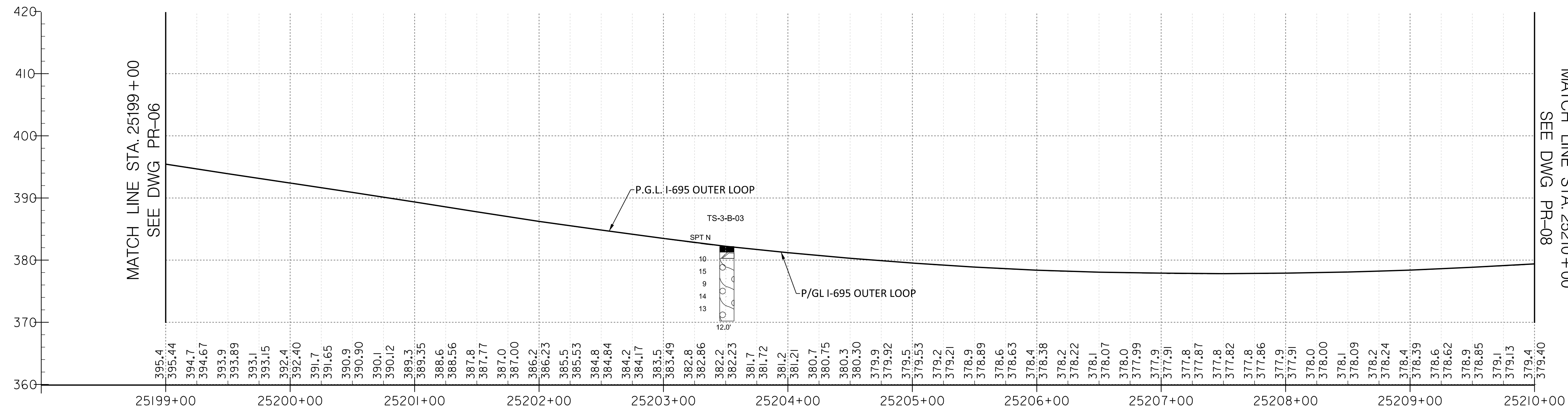
REVISIONS	ROADWAY PROFILE		
	SCALE <u>AS SHOWN</u>	DATE <u>JULY 2022</u>	CONTRACT NO. <u>BA0065172</u>
	DESIGNED BY <u>KAF / MEG</u>	COUNTY <u>BALTIMORE COUNTY</u>	
	DRAWN BY <u>KAF / MDG / AF / AWG</u>	LOGMILE <u> </u>	
	CHECKED BY <u>RLW / AKL</u>	HORIZONTAL SCALE <u>1" = 50'</u>	
	MDE/PRD <u>20-PR-0038</u>	VERTICAL SCALE <u>1" = 5'</u>	
	DRAWING NO. <u>PR-06</u>	OF <u>PR-60</u>	SHEET NO. <u>118</u> OF <u>409</u>

BY: bgrandizio -

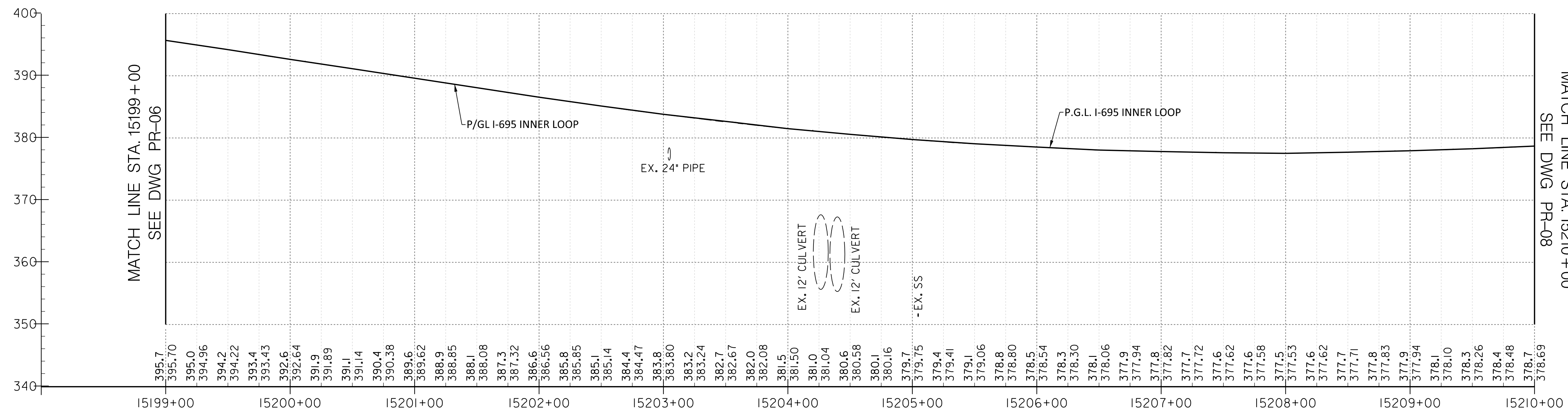
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\2020_1695TSMO\CADD\Plans\Area 1B\pH-F-006_1695TSMO_Area1B.dgn



PROFILE - I-695 OUTER LOOP



PROFILE - I-695 INNER LOOP

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

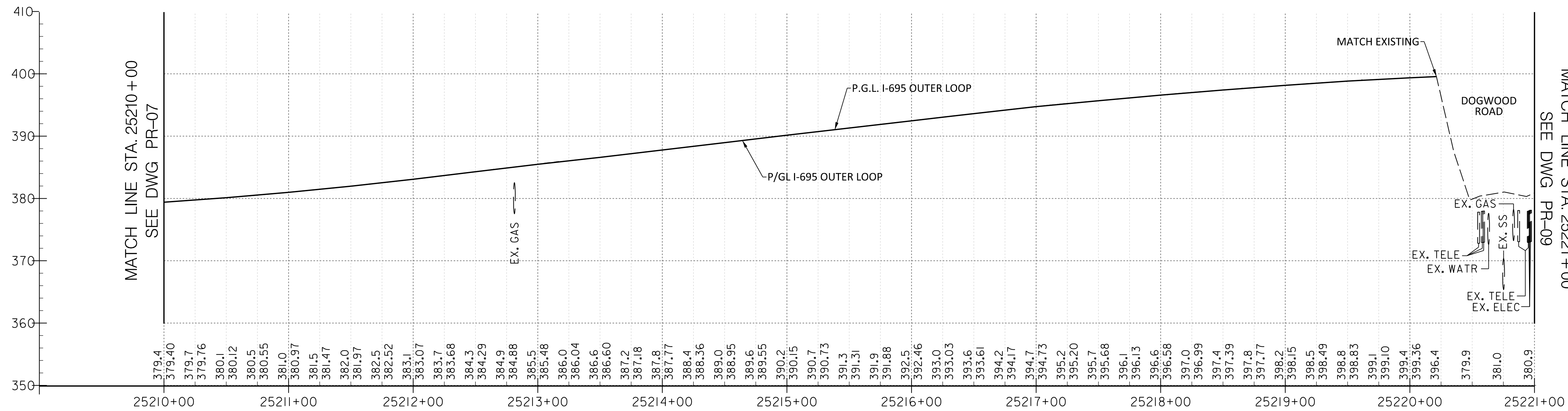
REVISIONS	ROADWAY PROFILE
	SCALE <u>AS SHOWN</u> DATE <u>JULY 2022</u> CONTRACT NO. <u>BA0065172</u>
	DESIGNED BY <u>KAF / MEG</u> COUNTY <u>BALTIMORE COUNTY</u>
	DRAWN BY <u>KAF / MDG / AF / AWG</u> LOGMILE <u> </u>
	CHECKED BY <u>RLW / AKL</u> HORIZONTAL SCALE <u>1" = 50'</u>
	MDE/PRD <u>20-PR-0038</u> VERTICAL SCALE <u>1" = 5'</u>
	DRAWING NO. <u>PR-07</u> OF <u>PR-60</u> SHEET NO. <u>119</u> OF <u>409</u>

BY: bgrandizio -

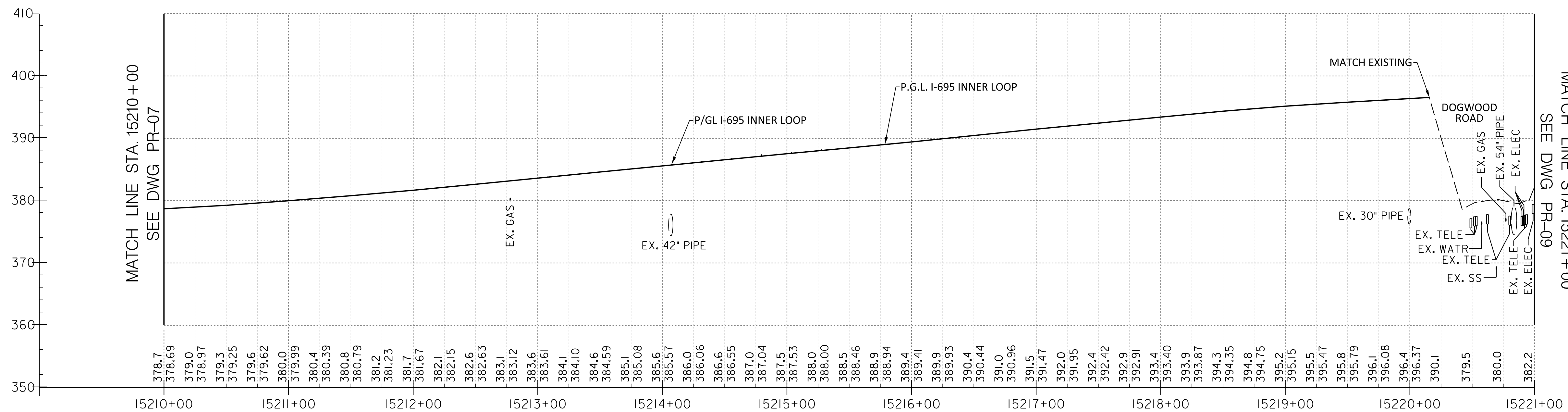
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\2020\TSMO\CADD\Plans\Area 1B\pH-F-007_695TSMO_Area1B.dgn



PROFILE - I-695 OUTER LOOP



PROFILE - I-695 INNER LOOP

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION

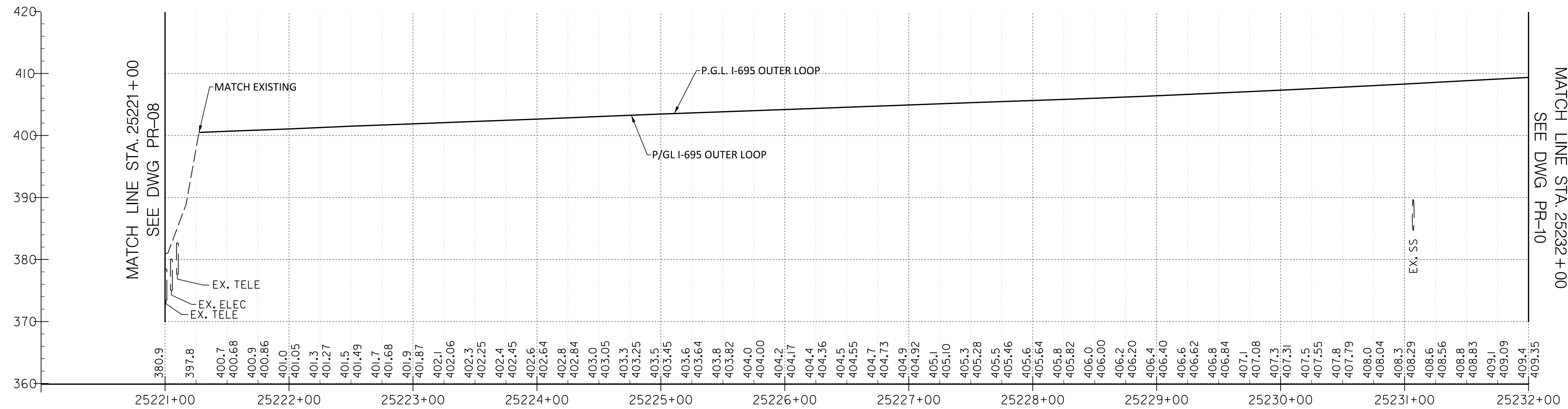
REVISIONS	ROADWAY PROFILE
	SCALE <u>AS SHOWN</u> DATE <u>JULY 2022</u> CONTRACT NO. <u>BA0065172</u>
	DESIGNED BY <u>KAF / MEG</u> COUNTY <u>BALTIMORE COUNTY</u>
	DRAWN BY <u>KAF / MDG / AF / AWG</u> LOGMILE <u> </u>
	CHECKED BY <u>RLW / AKL</u> HORIZONTAL SCALE <u>1" = 50'</u>
	MDE/PRD <u>20-PR-0038</u> VERTICAL SCALE <u>1" = 5'</u>
	DRAWING NO. <u>PR-08</u> OF <u>PR-60</u> SHEET NO. <u>120</u> OF <u>409</u>

BY: bgrandizio -

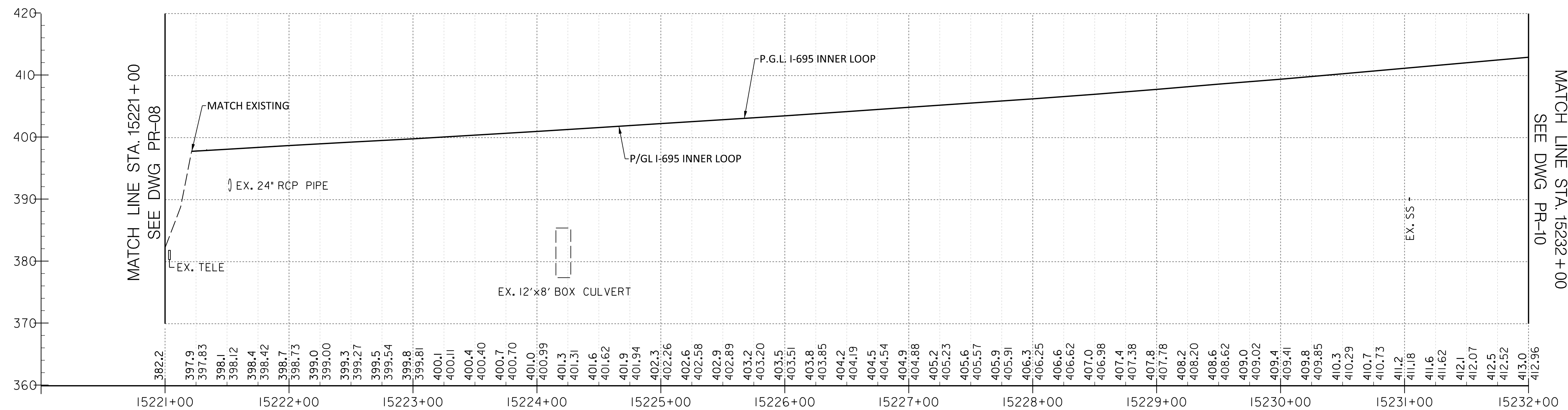
RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\2020_TSMO\CADD\Plans\Area 1B\p4P-006\695TSMO_Area1B.dgn



PROFILE - I-695 OUTER LOOP



PROFILE - I-695 INNER LOOP

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION

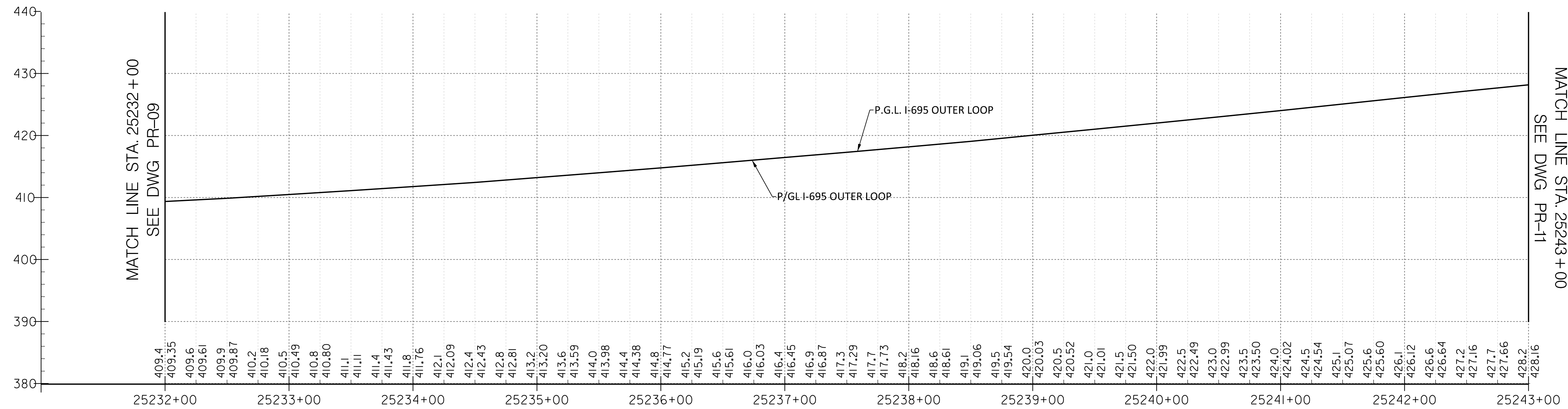
REVISIONS	ROADWAY PROFILE	
	SCALE <u>AS SHOWN</u>	DATE <u>JULY 2022</u> CONTRACT NO. <u>BA0065172</u>
	DESIGNED BY <u>KAF / MEG</u>	COUNTY <u>BALTIMORE COUNTY</u>
	DRAWN BY <u>KAF / MDG / AF / AWG</u>	LOGMILE <u> </u>
	CHECKED BY <u>RLW / AKL</u>	HORIZONTAL SCALE <u>1" = 50'</u>
	MDE/PRD <u>20-PR-0038</u>	VERTICAL SCALE <u>1" = 5'</u>
	DRAWING NO. <u>PR-09</u> OF <u>PR-60</u>	SHEET NO. <u>121</u> OF <u>409</u>

BY: bgrandizio -

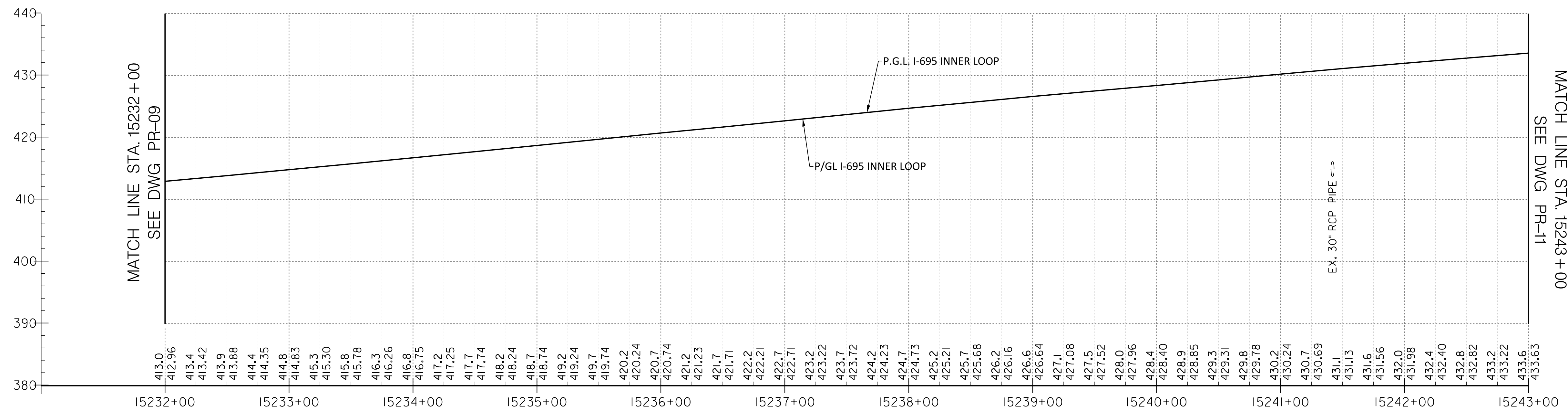
RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_I695TSMO\CADD\Plans\Area 1B\p4P-V009_I695TSMO_Area1B.dgn



PROFILE - I-695 OUTER LOOP



PROFILE - I-695 INNER LOOP

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

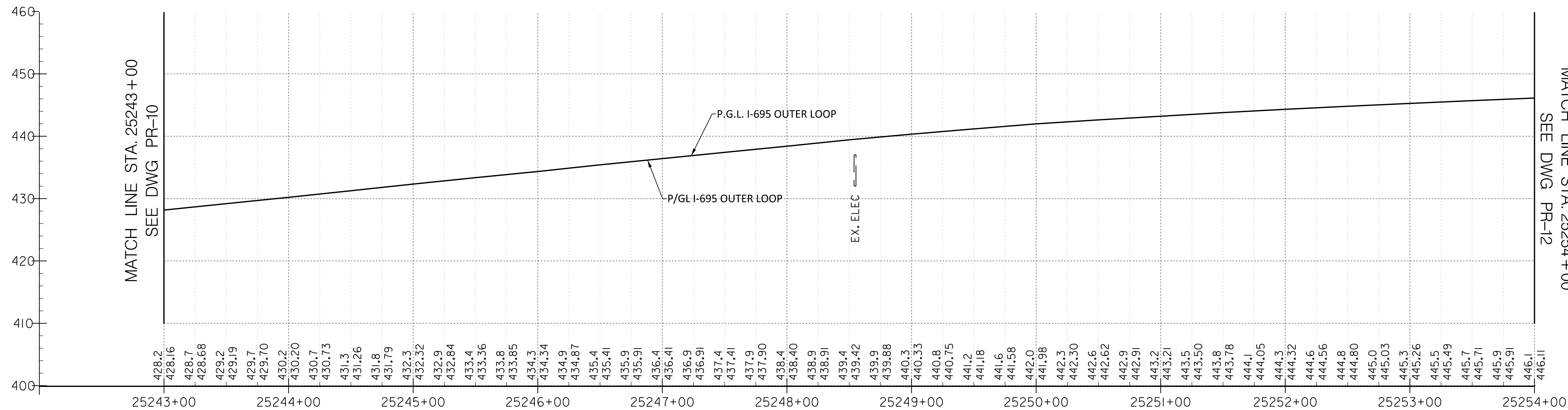
REVISIONS	ROADWAY PROFILE		
	SCALE AS SHOWN	DATE JULY 2022	CONTRACT NO. BA0065172
	DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY	
	DRAWN BY KAF / MDG / AF / AWG	LOGMILE	
	CHECKED BY BLW / AKL	HORIZONTAL SCALE 1" = 50'	
	MDE/PRD 20-PR-0038	VERTICAL SCALE 1" = 5'	
	DRAWING NO. PR-10	OF PR-60	SHEET NO. 122 OF 409

BY: bgrandizio -

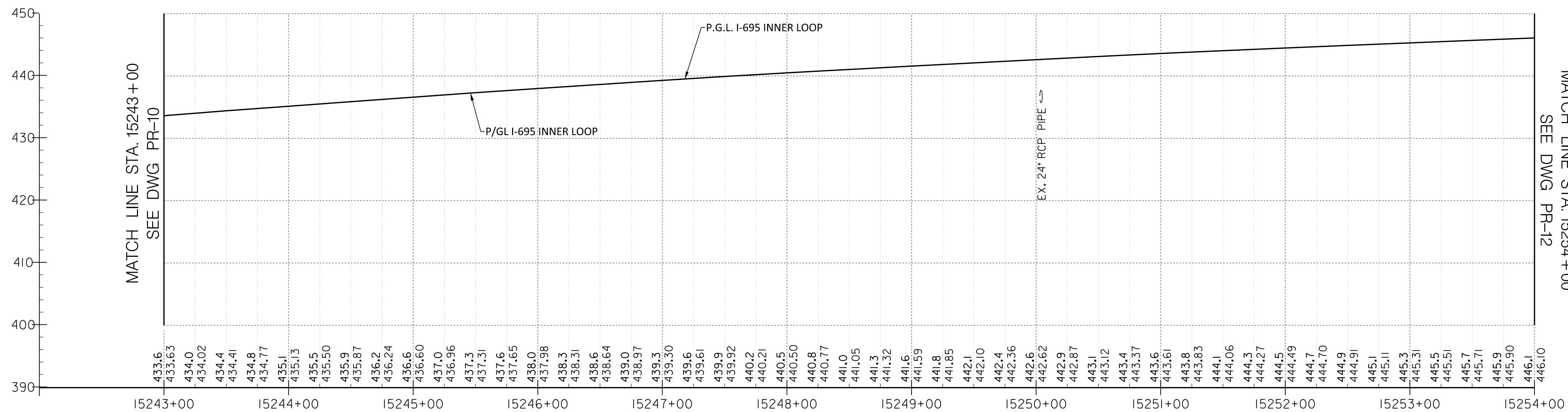
RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

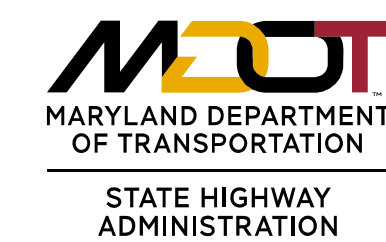
PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\2029_I695TSMO\CADD\Plans\Area 1B\p10-1010_I695TSMO_Areat1B.dgn



PROFILE - I-695 OUTER LOOP



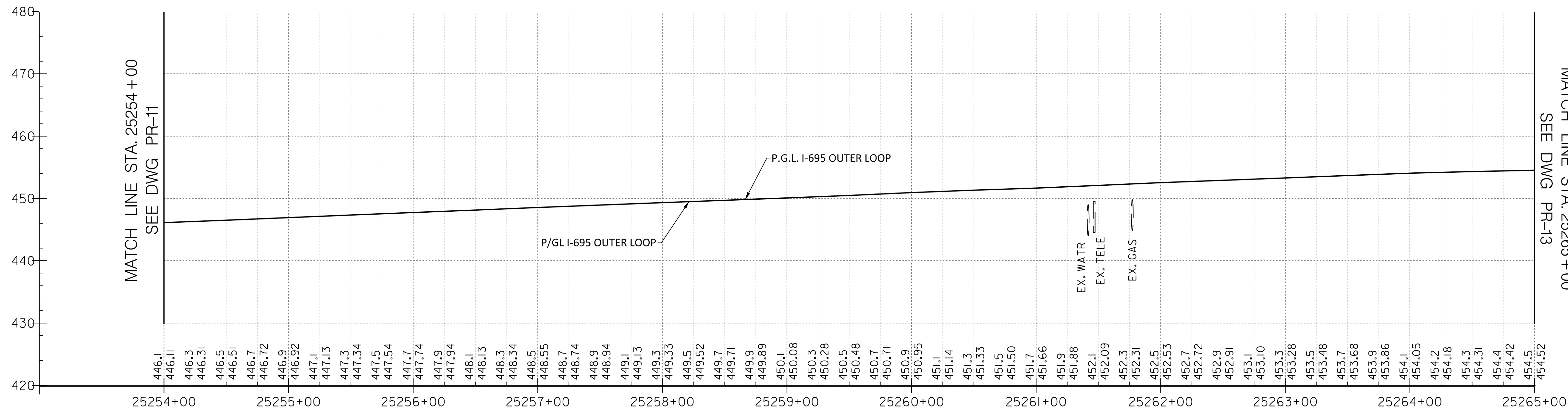
PROFILE - I-695 INNER LOOP



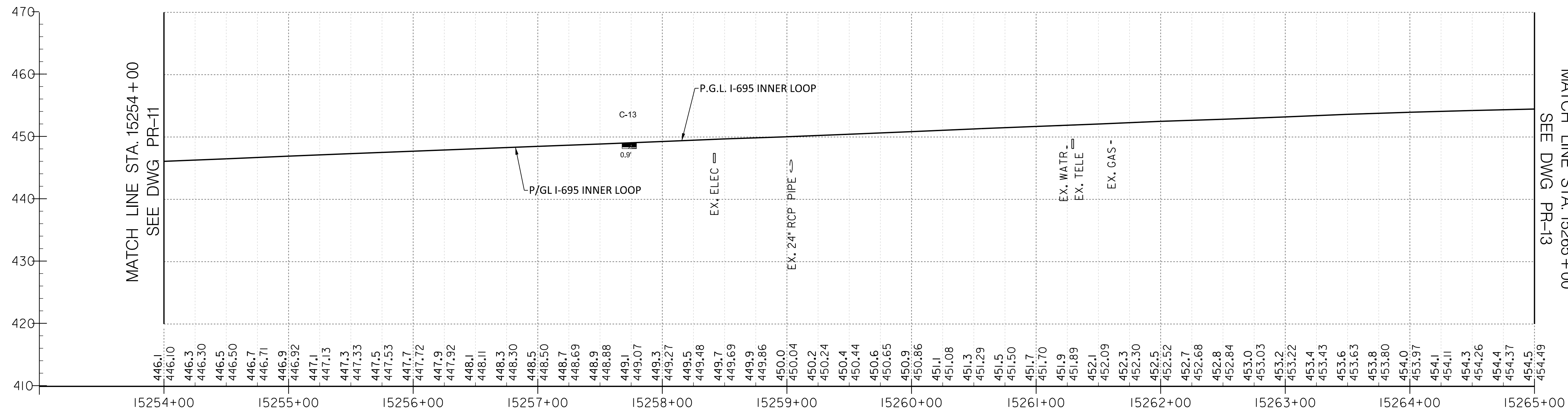
HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT
 AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS		ROADWAY PROFILE	
SCALE	AS SHOWN	DATE	JULY 2022
DESIGNED BY	KAF / MEG	CONTRACT NO.	BA0065172
DRAWN BY	KAF / MDG / AF / AWG	COUNTY	BALTIMORE COUNTY
CHECKED BY	RLW / AKL	LOGMILE	
MDE/PRD	20-PR-0038	HORIZONTAL SCALE	1" = 50'
DRAWING NO.	PR-11	VERTICAL SCALE	1" = 5'
OF	PR-60	DRAWING NO.	PR-11
SHEET NO.	123	OF	409

RK&K
 P. 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions



PROFILE - I-695 OUTER LOOP



PROFILE - I-695 INNER LOOP

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

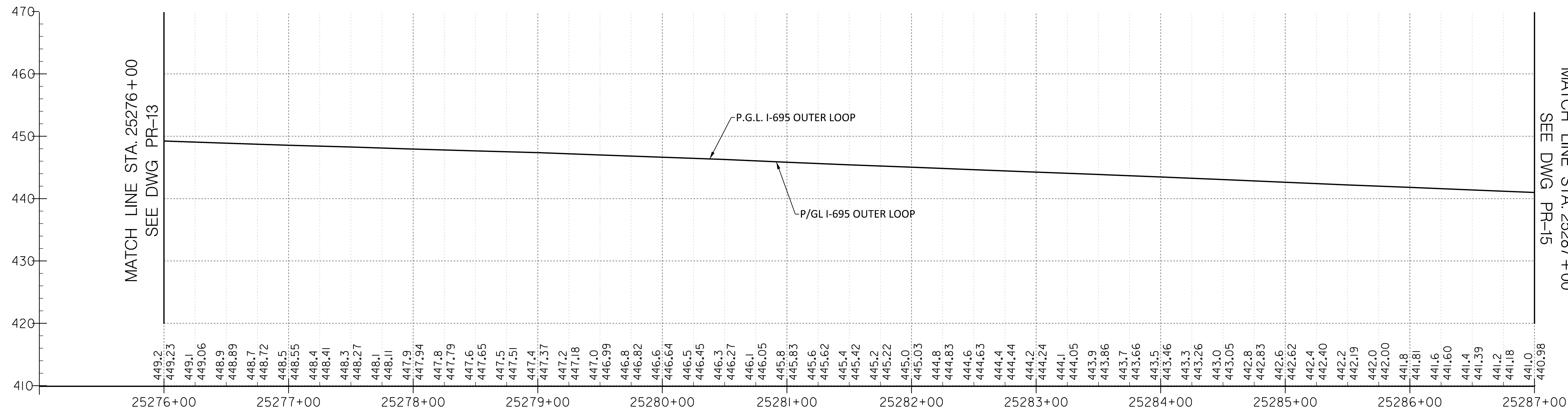
REVISIONS	ROADWAY PROFILE		
	SCALE <u>AS SHOWN</u>	DATE <u>JULY 2022</u>	CONTRACT NO. <u>BA0065172</u>
	DESIGNED BY <u>KAF / MEG</u>	COUNTY <u>BALTIMORE COUNTY</u>	
	DRAWN BY <u>KAF / MDG / AF / AWG</u>	LOGMILE <u> </u>	
	CHECKED BY <u>RLW / AKL</u>	HORIZONTAL SCALE <u>1" = 50'</u>	
	MDE/PRD <u>20-PR-0038</u>	VERTICAL SCALE <u>1" = 5'</u>	
	DRAWING NO. <u>PR-12</u>	OF <u>PR-60</u>	SHEET NO. <u>124</u> OF <u>409</u>

RFC - 10-14-2022

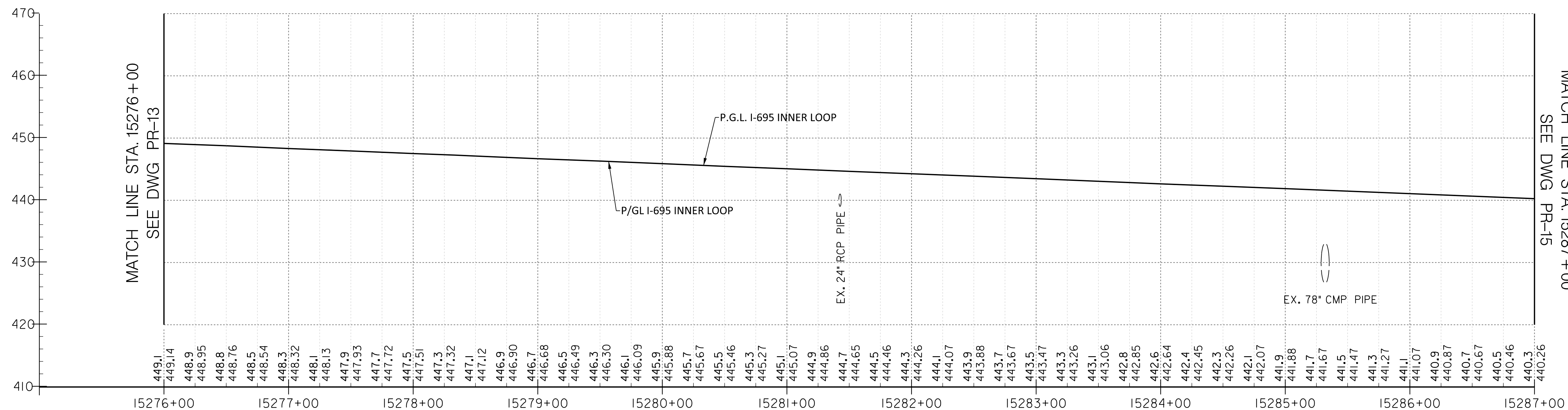
PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\2020\I695TSMO\CADD\Plans\Area 1B\I695TSMO_Areat1B.dgn

BY: bgrandizio -

P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions



PROFILE - I-695 OUTER LOOP



PROFILE - I-695 INNER LOOP

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

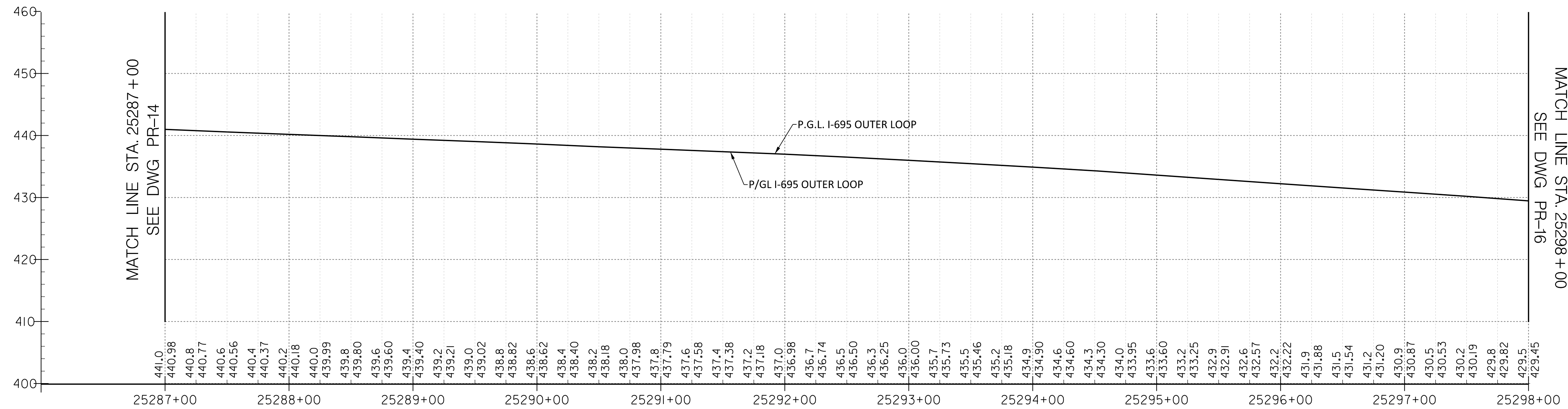
REVISIONS	ROADWAY PROFILE
	SCALE <u>AS SHOWN</u> DATE <u>JULY 2022</u> CONTRACT NO. <u>BA0065172</u>
	DESIGNED BY <u>KAF / MEG</u> COUNTY <u>BALTIMORE COUNTY</u>
	DRAWN BY <u>KAF / MDG / AF / AWG</u> LOGMILE <u> </u>
	CHECKED BY <u>RLW / AKL</u> HORIZONTAL SCALE <u>1" = 50'</u>
	MDE/PRD <u>20-PR-0038</u> VERTICAL SCALE <u>1" = 5'</u>
	DRAWING NO. <u>PR-14</u> OF <u>PR-60</u> SHEET NO. <u>126</u> OF <u>409</u>

RFC - 10-14-2022

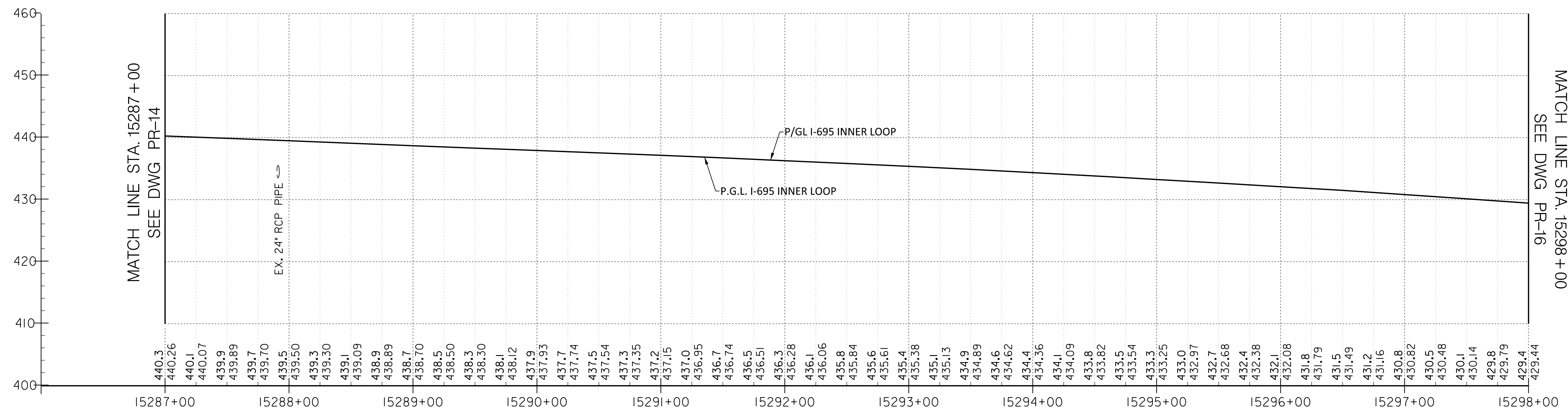
PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_I695TSMO\CADD\Plans\Area 1B\p14-V014_I695TSMO_Areat1B.dgn

BY: bgrandizio -

RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions



PROFILE - I-695 OUTER LOOP



PROFILE - I-695 INNER LOOP

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

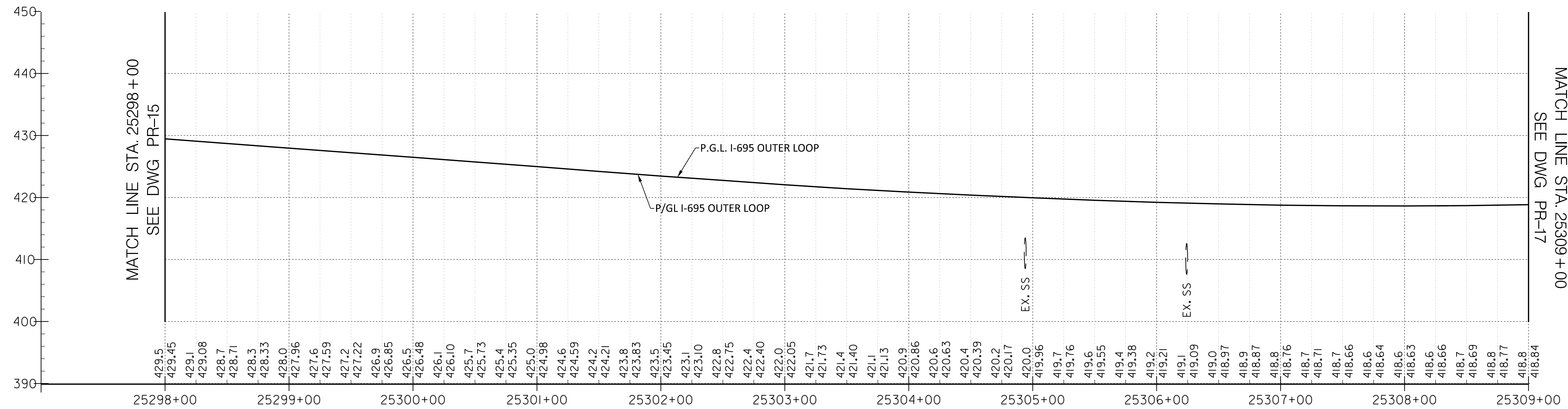
REVISIONS	ROADWAY PROFILE	
	SCALE <u>AS SHOWN</u>	DATE <u>JULY 2022</u> CONTRACT NO. <u>BA0065172</u>
	DESIGNED BY <u>KAF / MEG</u>	COUNTY <u>BALTIMORE COUNTY</u>
	DRAWN BY <u>KAF / MDG / AF / AWG</u>	LOGMILE <u> </u>
	CHECKED BY <u>RLW / AKL</u>	HORIZONTAL SCALE <u>1" = 50'</u>
	MDE/PRD <u>20-PR-0038</u>	VERTICAL SCALE <u>1" = 5'</u>
	DRAWING NO. <u>PR-15</u> OF <u>PR-60</u>	SHEET NO. <u>127</u> OF <u>409</u>

BY: bgrandizio -

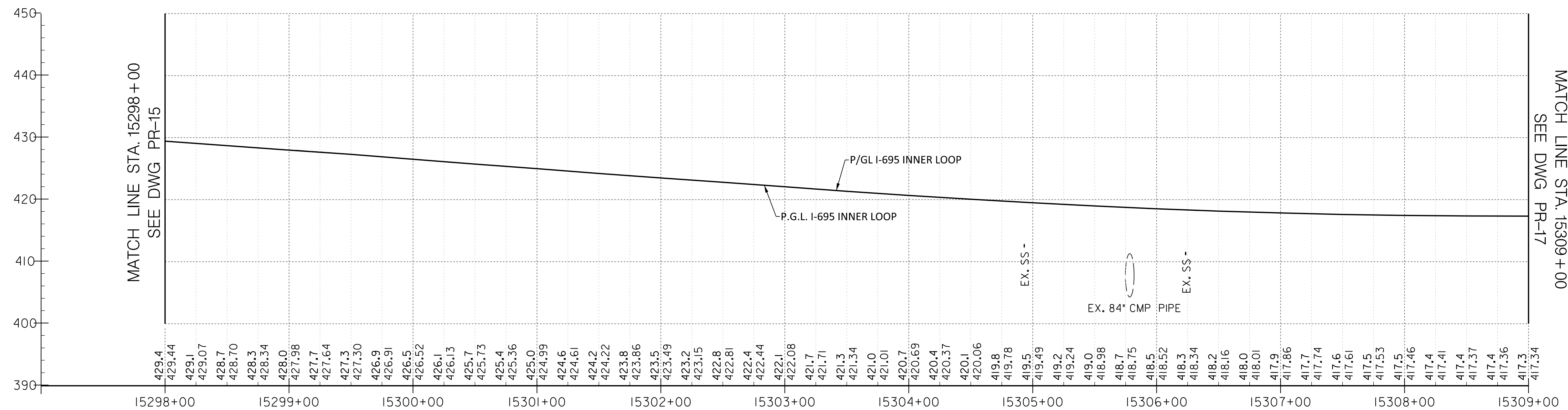
RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_I695TSMO\CADD\Plans\Area 1B\p14-1015_I695TSMO_Areat1B.dgn



PROFILE - I-695 OUTER LOOP



PROFILE - I-695 INNER LOOP

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

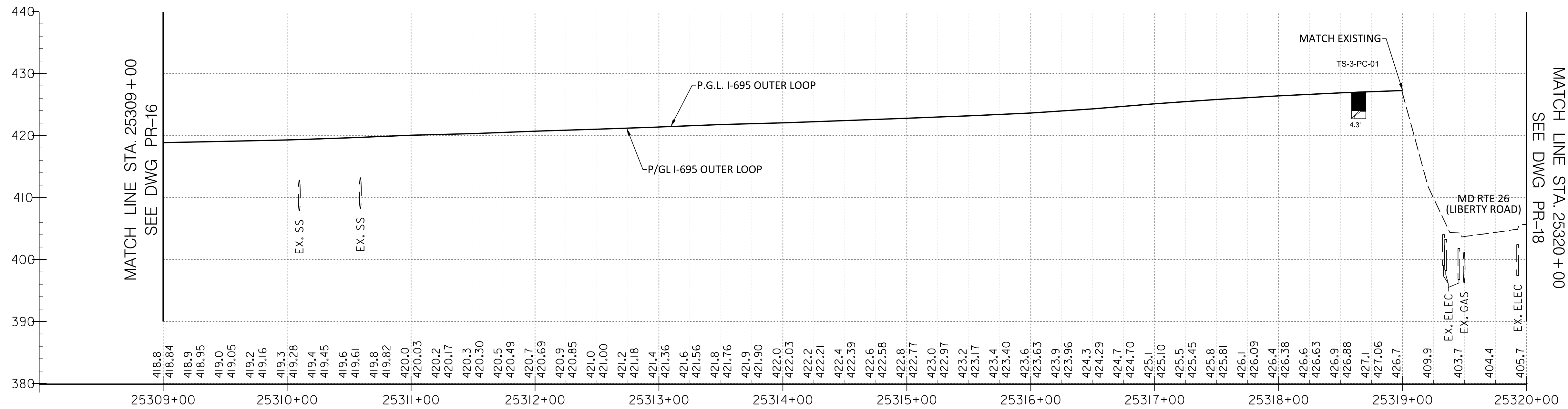
REVISIONS	ROADWAY PROFILE		
	SCALE <u>AS SHOWN</u>	DATE <u>JULY 2022</u>	CONTRACT NO. <u>BA0065172</u>
	DESIGNED BY <u>KAF / MEG</u>	COUNTY <u>BALTIMORE COUNTY</u>	
	DRAWN BY <u>KAF / MDG / AF / AWG</u>	LOGMILE <u> </u>	
	CHECKED BY <u>RLW / AKL</u>	HORIZONTAL SCALE <u>1" = 50'</u>	
	MDE/PRD <u>20-PR-0038</u>	VERTICAL SCALE <u>1" = 5'</u>	
	DRAWING NO. <u>PR-16</u>	OF <u>PR-60</u>	SHEET NO. <u>128</u> OF <u>409</u>

BY: bgrandizio -

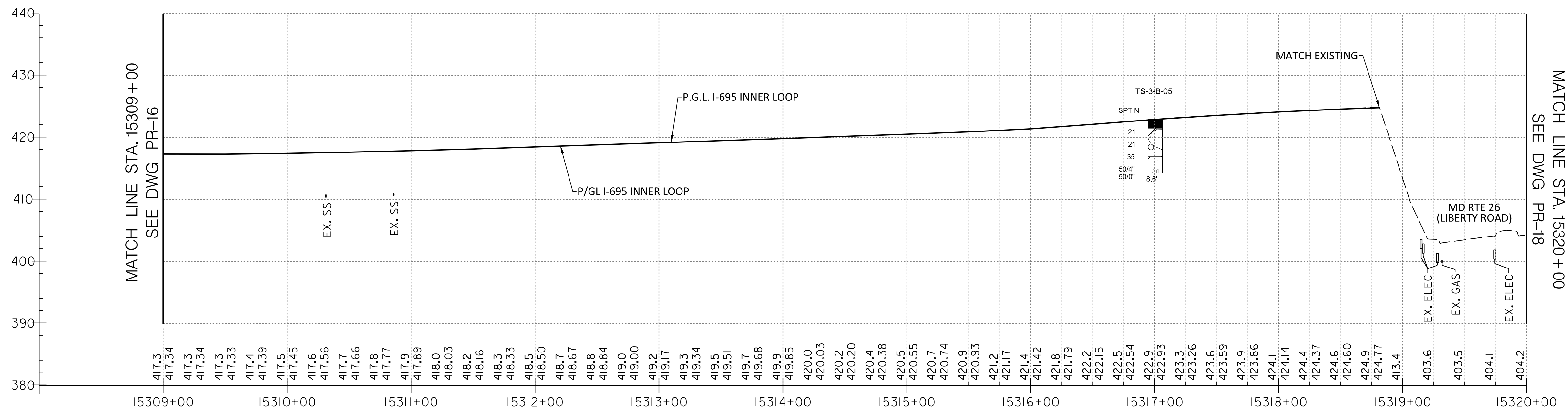
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_I695TSMO\CADD\Plans\Area 1B\p4P-V016_I695TSMO_Areat1B.dgn



PROFILE - I-695 OUTER LOOP



PROFILE - I-695 INNER LOOP

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

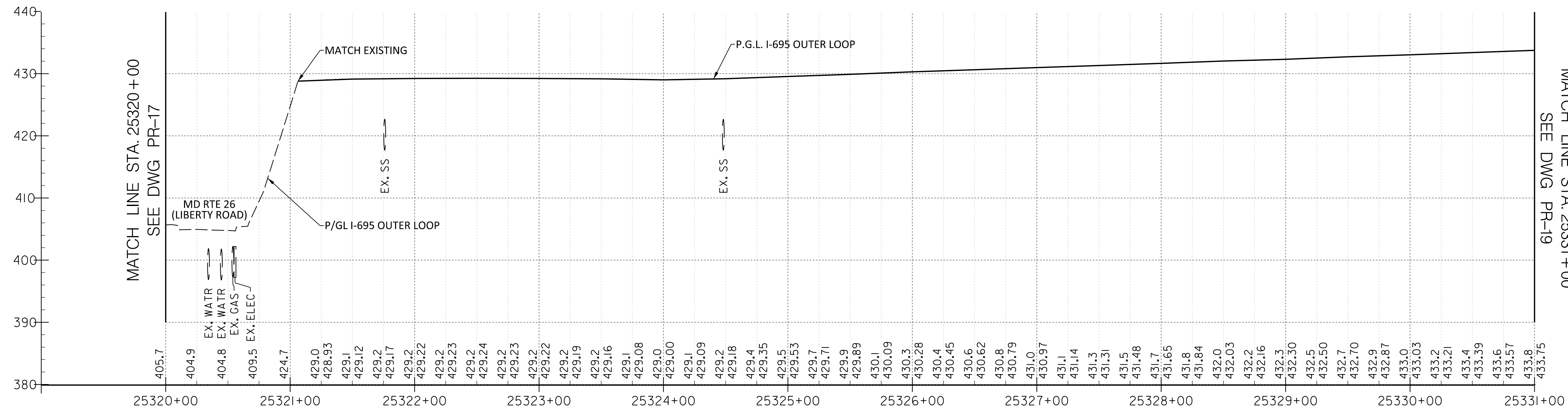
REVISIONS	ROADWAY PROFILE		
	SCALE	AS SHOWN	DATE
			JULY 2022
	DESIGNED BY	KAF / MEG	COUNTY
			BALTIMORE COUNTY
	DRAWN BY	KAF / MDG / AF / AWG	LOGMILE
	CHECKED BY	RLW / AKL	HORIZONTAL SCALE
			1" = 50'
	MDE/PRD	20-PR-0038	VERTICAL SCALE
			1" = 5'
	DRAWING NO.	PR-17	OF PR-60
			SHEET NO. 129 OF 409

RFC - 10-14-2022

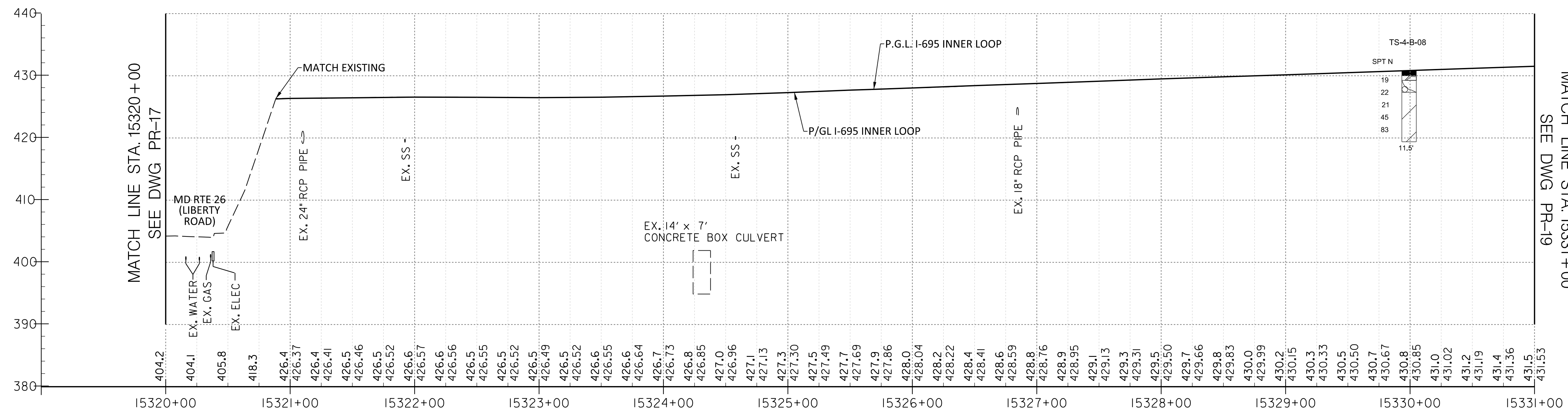
PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_I695TSMO\CADD\Plans\Area 1B\p4-F-017_I695TSMO_Areat1B.dgn

BY: bgrandizio -

RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions



PROFILE - I-695 OUTER LOOP



PROFILE - I-695 INNER LOOP

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

STATE HIGHWAY
ADMINISTRATION

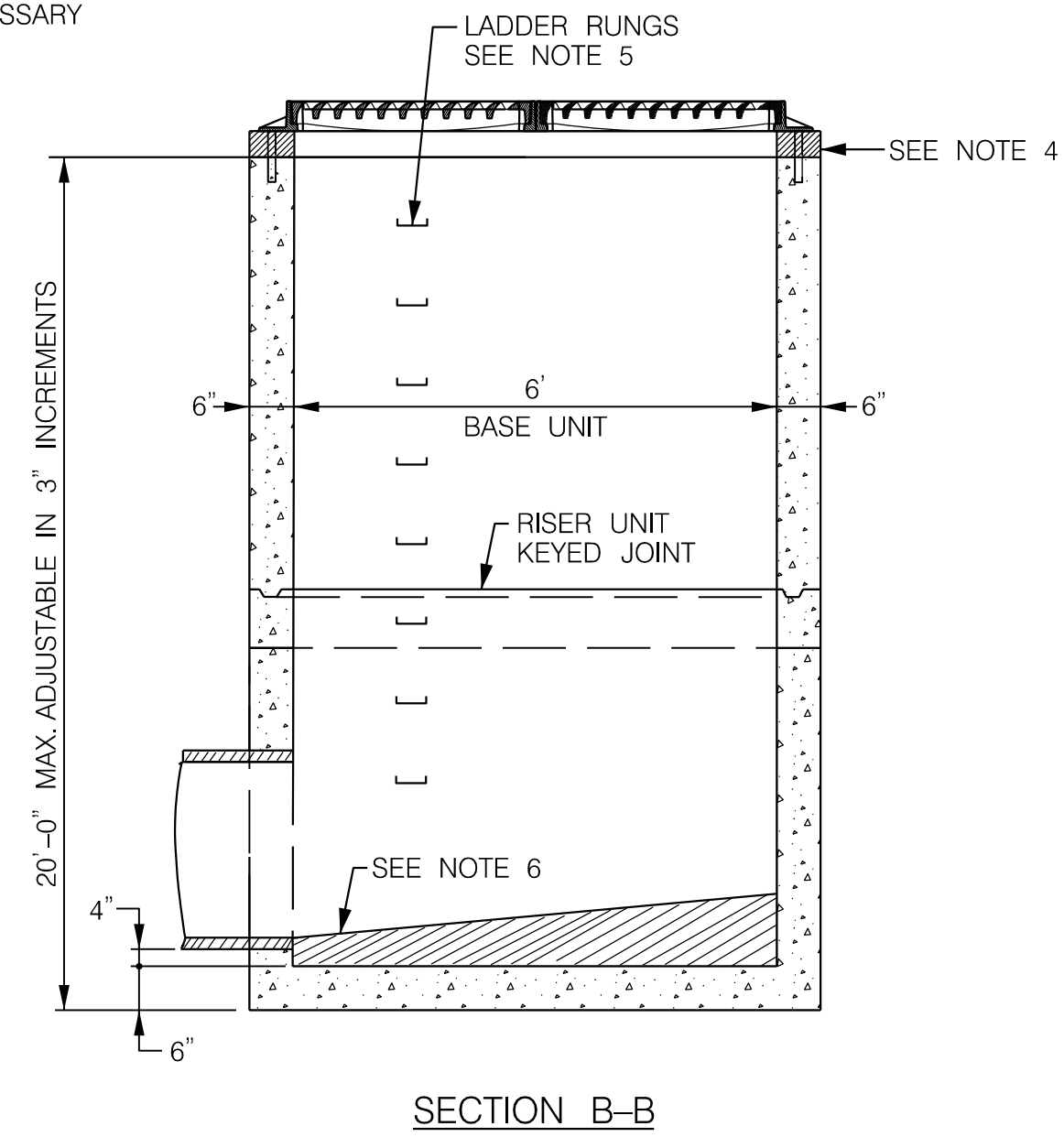
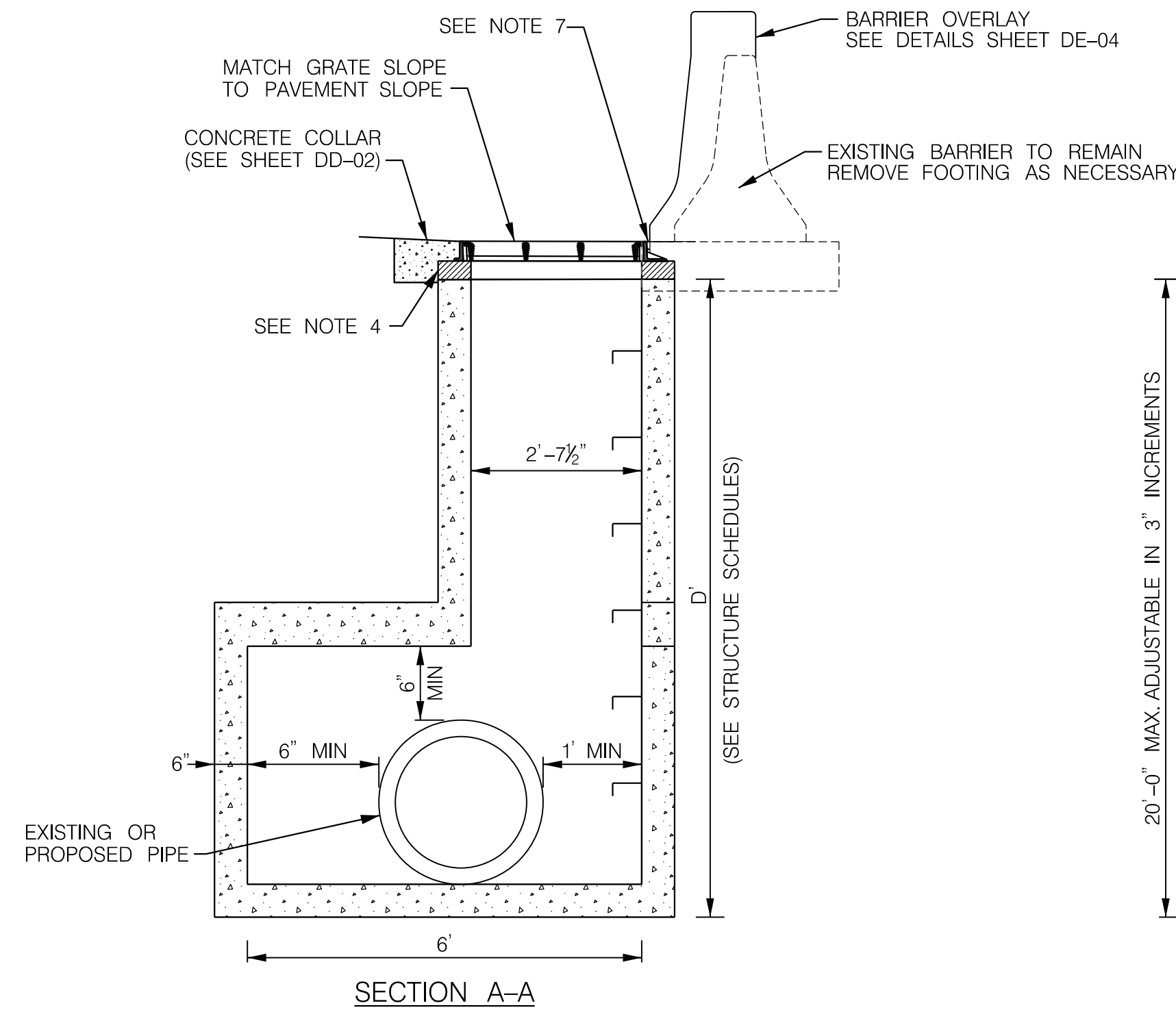
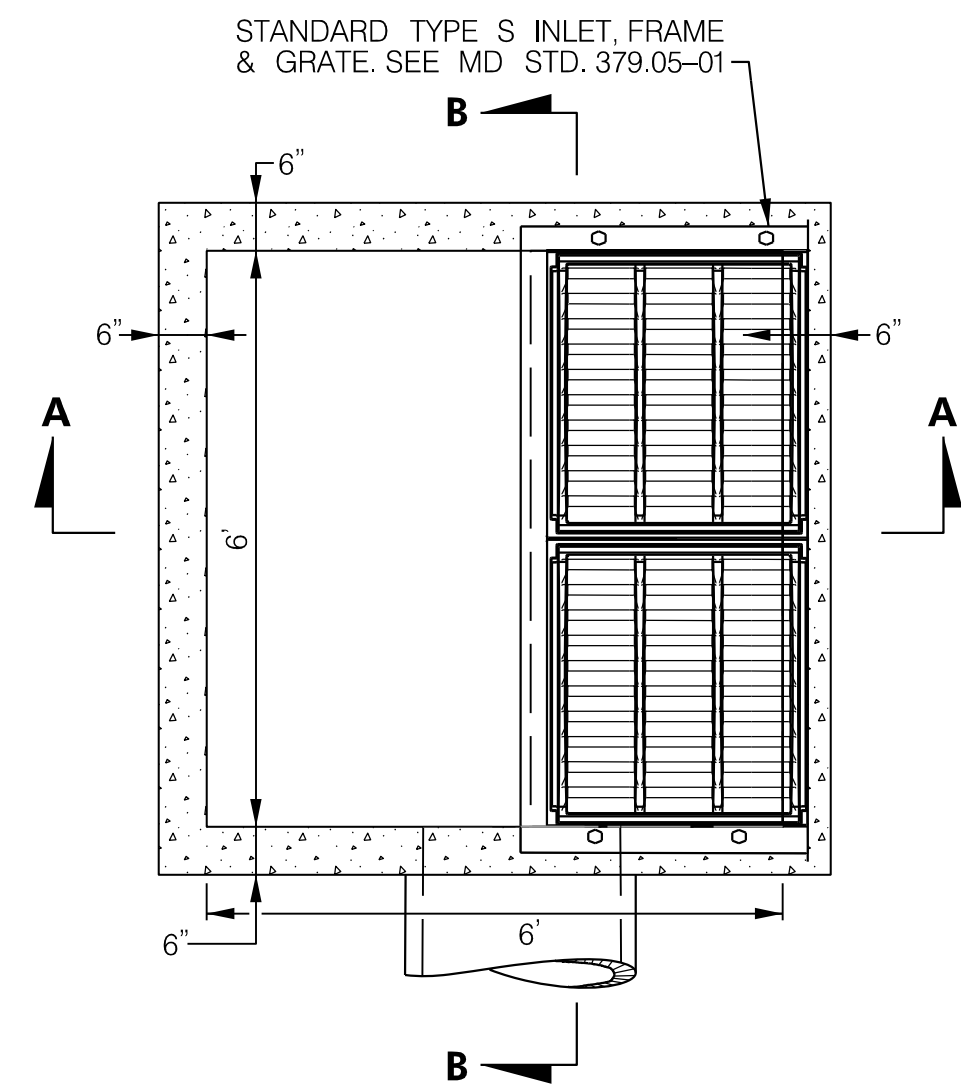
REVISIONS	ROADWAY PROFILE
	SCALE AS SHOWN DATE JULY 2022 CONTRACT NO. BA0065172
	DESIGNED BY KAF / MEG COUNTY BALTIMORE COUNTY
	DRAWN BY KAF / MDG / AF / AWG LOGMILE
	CHECKED BY RLW / AKL HORIZONTAL SCALE 1" = 50'
	MDE/PRD 20-PR-0038 VERTICAL SCALE 1" = 5'
	DRAWING NO. PR-18 OF PR-60 SHEET NO. 130 OF 409

BY: bgrandizio

P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 6/27/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_I695TSMO\CADD\Plans\Area 1B\p18-V018_I695TSMO_Areat1B.dgn

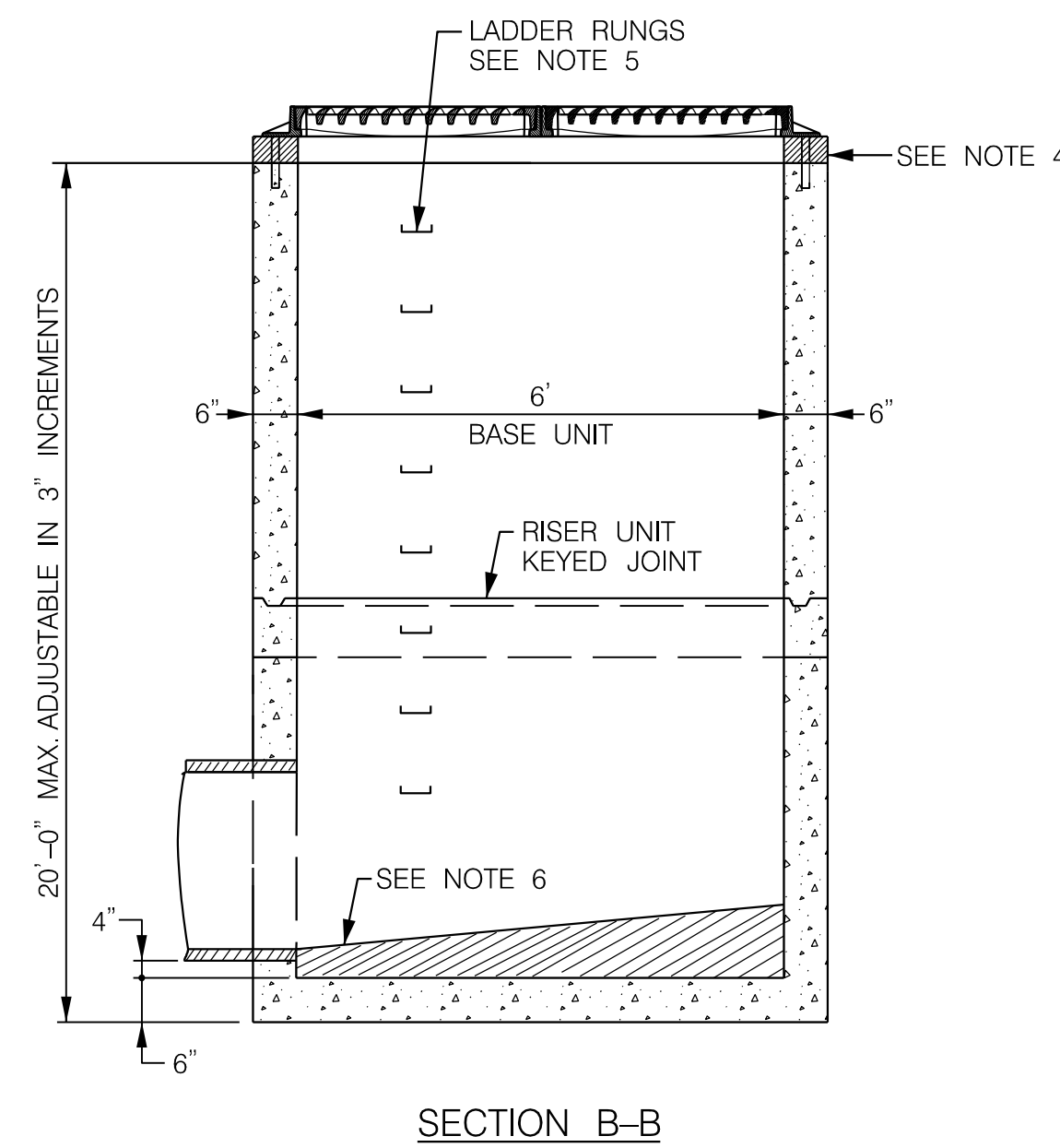
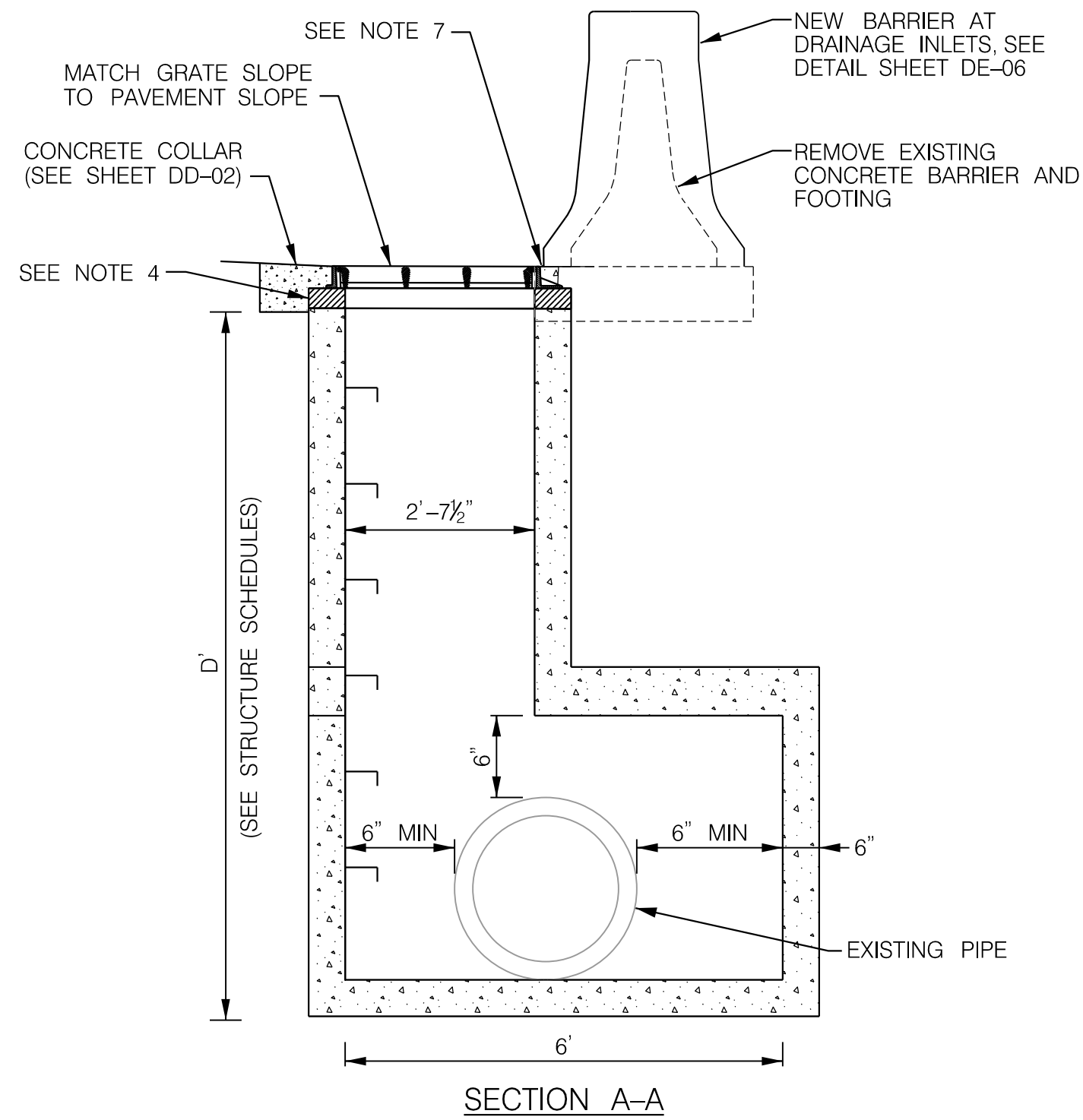
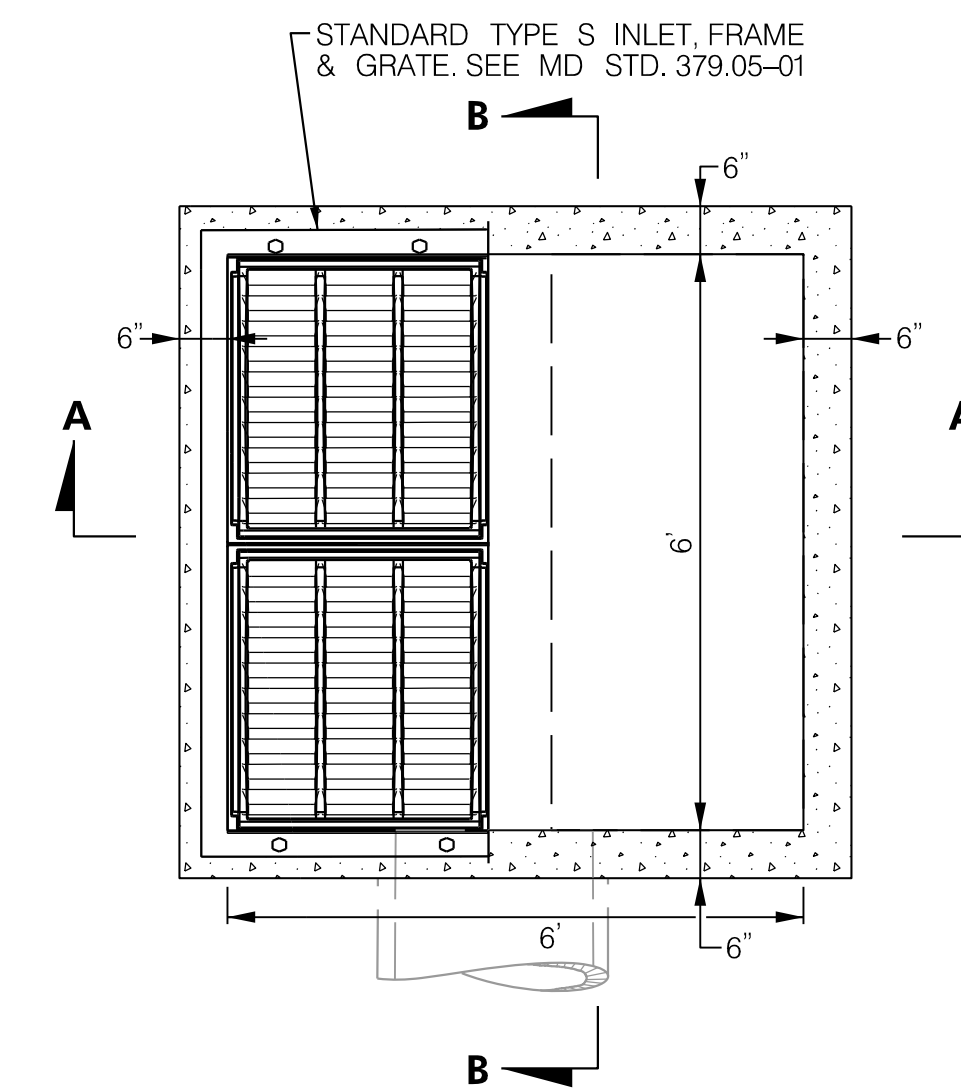


NOTES:

1. INLETS SHALL BE CONSTRUCTED TO WITHSTAND HS-25 LOADING
2. CONCRETE TO BE MIX. NO. 6 (4500 PSI)
3. THREADED PLASTIC INSERTS TO BE PROVIDED FOR HANDLING.
4. GRADE AND SLOPE ADJUSTMENTS MIN. 2", MAX. 9" (H) SHALL BE COMPLETED IN THE FIELD USING CONCRETE MIX. NO. 6
5. LADDER RUNGS SHALL BE IN ACCORDANCE WITH STD. MD. 383.91 OR 383.92.
6. CONCRETE OR BRICK INVERT TO BE PROVIDED IN THE FIELD AND SHALL SLOPE 2IN/FT TOWARD OUTLET OR AS DIRECTED
7. FILL GAP BETWEEN MODIFIED INLET AND EXISTING BARRIER WITH CONCRETE MIX NO. 6 SLOPED AT 2% FROM BARRIER TO INLET GRATE.

MOD. (A) MD-374.70 PRECAST STANDARD TYPE S INLET DOUBLE GRATE TANDEM

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



NOTES:

1. INLETS SHALL BE CONSTRUCTED TO WITHSTAND HS-25 LOADING
2. CONCRETE TO BE MIX. NO. 6 (4500 PSI)
3. THREADED PLASTIC INSERTS TO BE PROVIDED FOR HANDLING.
4. GRADE AND SLOPE ADJUSTMENTS MIN. 2", MAX. 9" (H) SHALL BE COMPLETED IN THE FIELD USING CONCRETE MIX. NO. 6
5. LADDER RUNGS SHALL BE IN ACCORDANCE WITH STD. MD. 383.91 OR 383.92.
6. CONCRETE OR BRICK INVERT TO BE PROVIDED IN THE FIELD AND SHALL SLOPE 2IN/FT TOWARD OUTLET OR AS DIRECTED
7. FILL GAP BETWEEN MODIFIED INLET AND EXISTING BARRIER WITH CONCRETE MIX NO. 6 SLOPED AT 2% FROM BARRIER TO INLET GRATE.

MOD. (B) MD-374.70 PRECAST STANDARD TYPE S INLET DOUBLE GRATE TANDEM

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



HIGHWAY HYDRAULICS DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

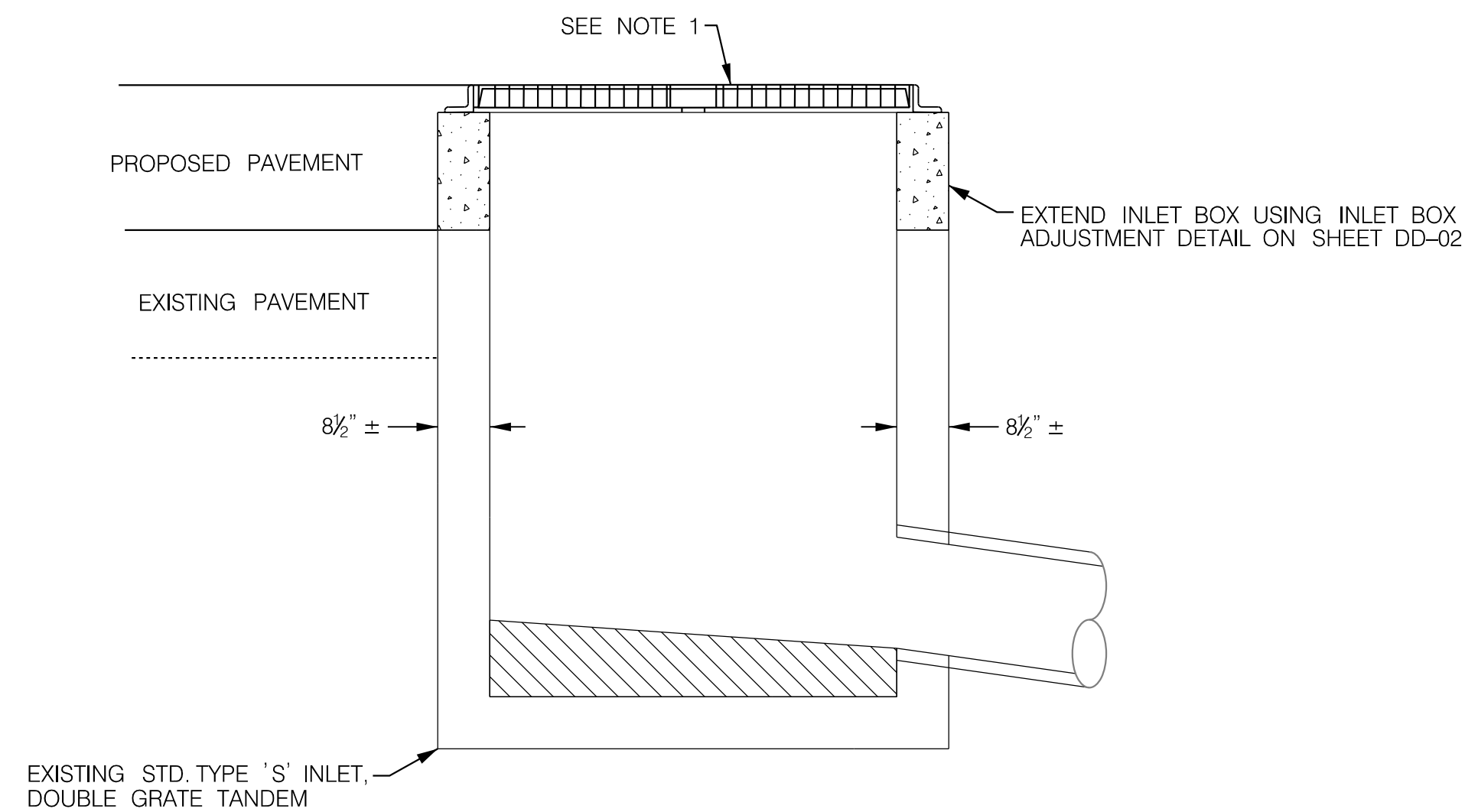
REVISIONS		DRAINAGE DETAILS	
SCALE	AS SHOWN	DATE	JULY 2022
DESIGNED BY	LMG	COUNTY	BALTIMORE COUNTY
DRAWN BY	DEA	LOGMILE	
CHECKED BY	MBS		
MDE/PRD	20-PR-0038		
DRAWING NO.	DD-01	OF	07
		SHEET NO.	173 OF 409

RFC - 10-14-2022

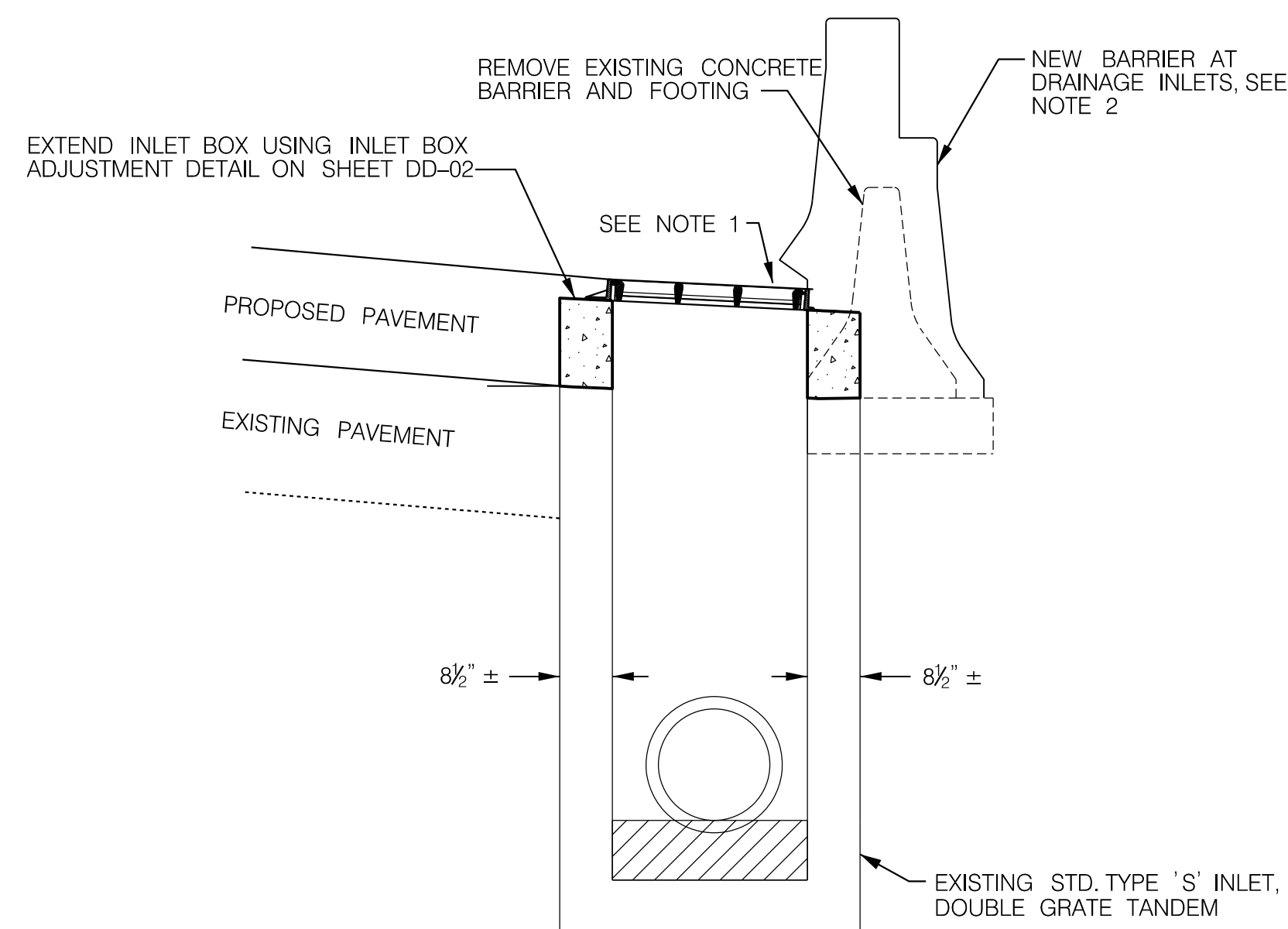
PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pDD-D001_B995TSMO_Area1B.dgn

BY: **imgarcia**

RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions



MODIFIED 'S' CROSS SECTIONAL VIEW



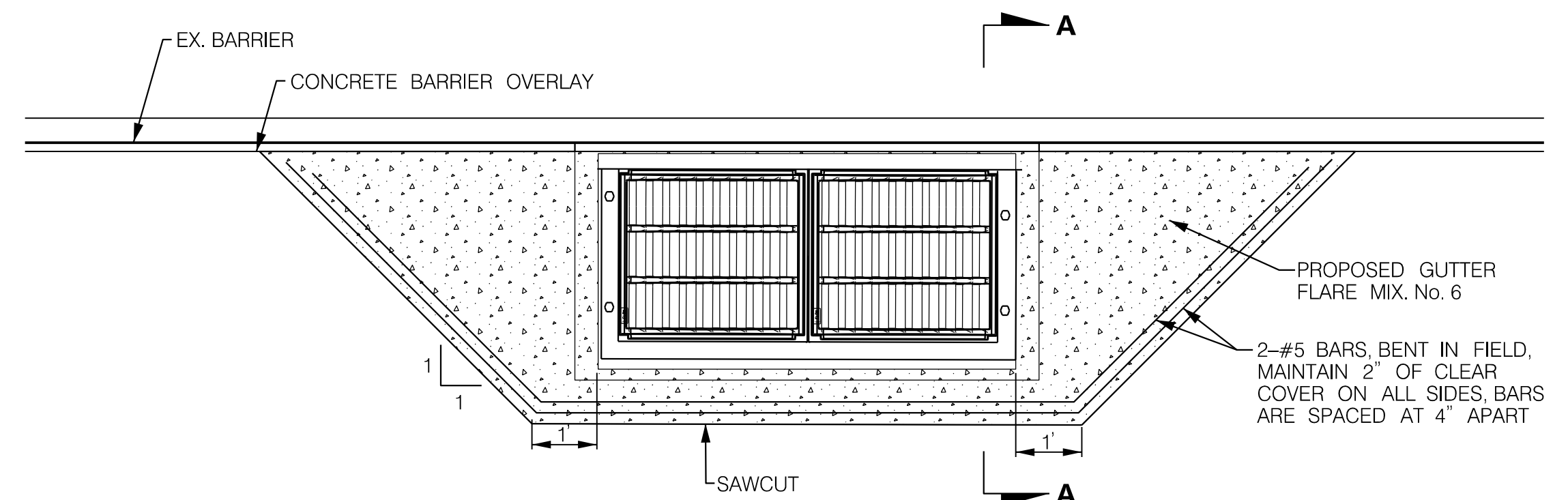
MODIFIED 'S' INLET PROFILE VIEW

NOTES:

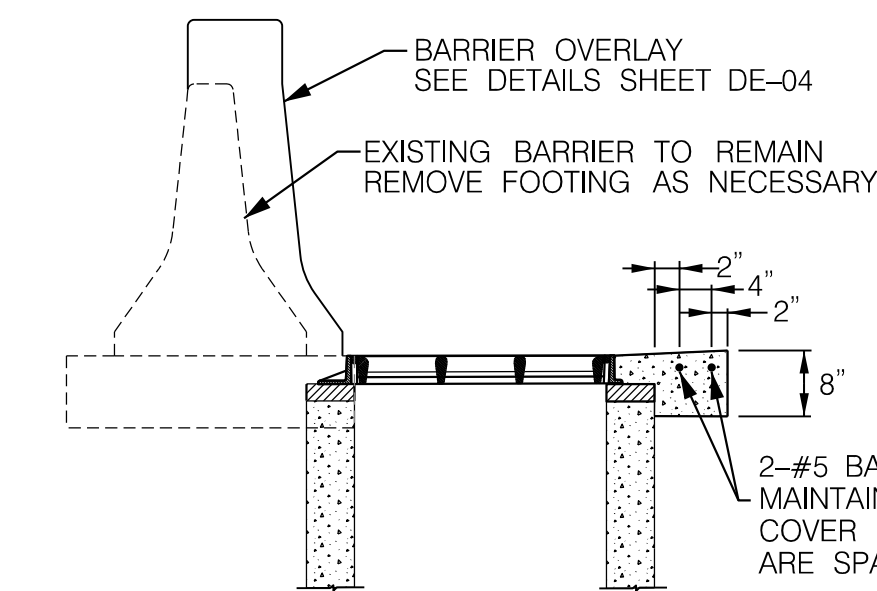
1. REMOVE AND REPLACE EXISTING INLET FRAME AND GRATE ACCORDING TO INLET BOX ADJUSTMENT DETAILS ON THIS SHEET. FOR TOP OF GRATE ELEVATIONS, SEE STRUCTURE SCHEDULES.
2. ADJUSTMENTS REQUIRE TEMPORARY STEEL ANGLE IN BARRIER OVERLAY, SEE DETAIL ON DE-06

INLET ADJUSTMENT AT EXISTING CONCRETE BARRIER DETAIL (A)

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



CONCRETE COLLAR FOR GRATE INLET PLAN VIEW



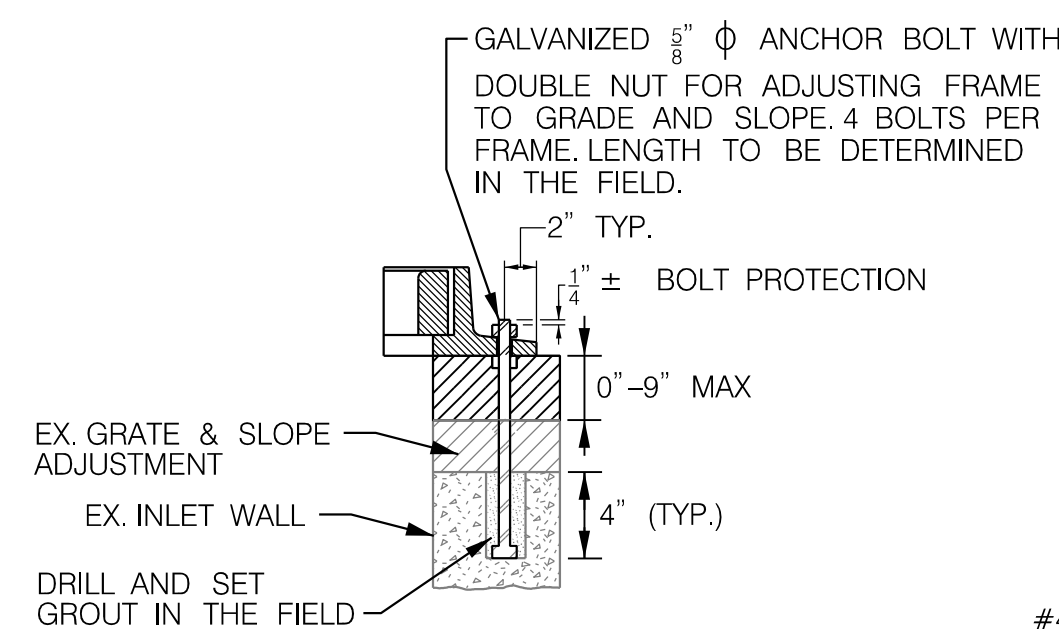
SECTION A-A

CONCRETE COLLAR FOR GRATE INLET DETAIL

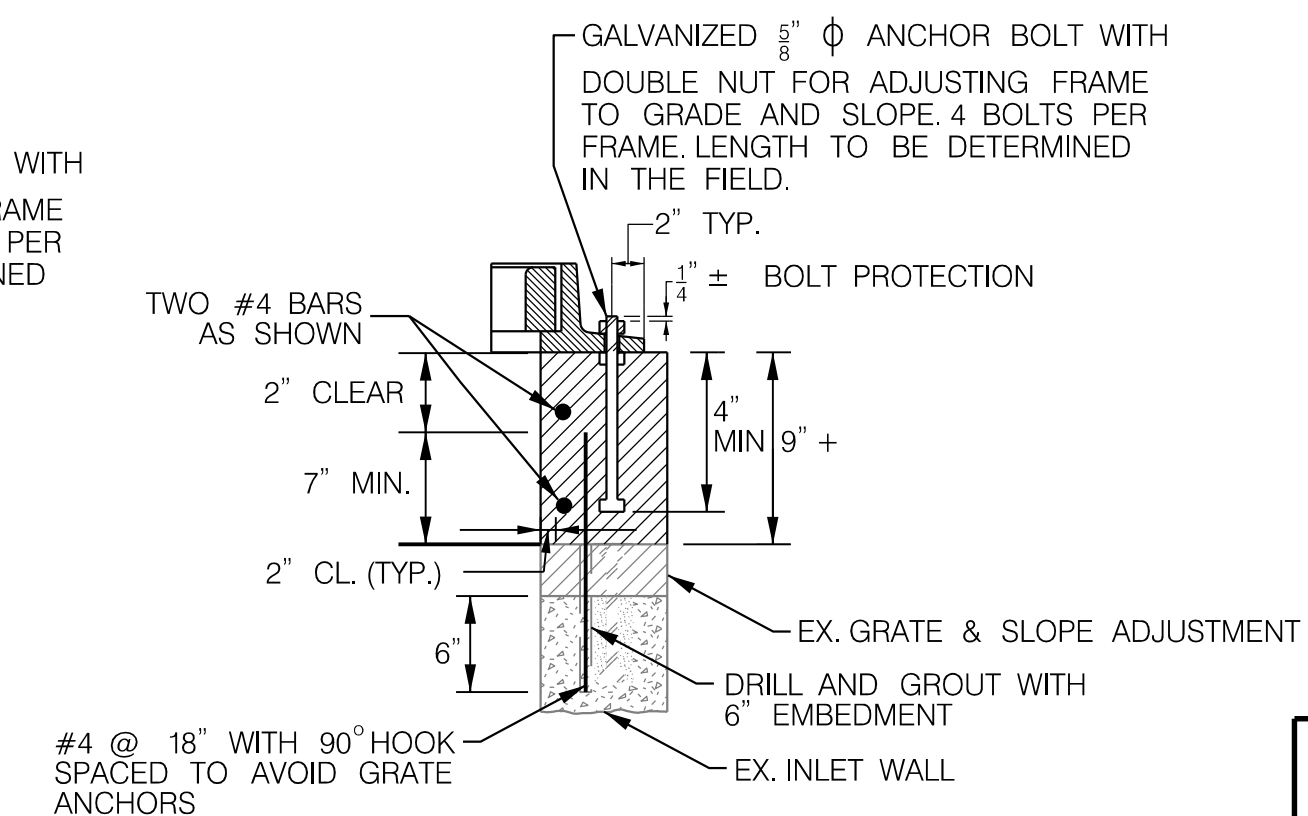
SCALE: 1/2" = 1'-0"

NOTES:

1. ELEVATION OF FRAME AND GRATE TO MATCH PROPOSED PAVEMENT SLOPE AND ELEVATION, PRIOR TO CONCRETE ENCASEMENT
2. CONCRETE SHALL BE MIX. NO. 6 (4500 PSI) AND SHALL CONFORM TO 902 OF THE SPECIFICATIONS
3. ALL REINFORCING SHALL CONFORM TO ASTM A615, GRADE 60.



ADJUSTMENTS LESS THAN 9"



ADJUSTMENTS 9" OR MORE

NOTE: ALL ADJUSTMENTS SHALL BE MADE WITH CONCRETE MIX. NO. 6

INLET BOX ADJUSTMENT DETAILS

SCALE: 1" = 1'-0"

HIGHWAY HYDRAULICS DIVISION

I-695 FROM I-70 TO MD 43

TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)

AREA 1B

SUBMITTAL 022 - FINAL ROADWAY AND SWM

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

REVISIONS	DRAINAGE DETAILS		
	SCALE AS SHOWN	DATE JULY 2022	CONTRACT NO. BA0065172
	DESIGNED BY LMG	COUNTY BALTIMORE COUNTY	
	DRAWN BY DEA	LOGMILE	
	CHECKED BY MBS		
	MDE/PRD 20-PR-0038		
	DRAWING NO. DD-02	OF 07	SHEET NO. 174 OF 409

PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pDD-0022_B995TSMO_ArealB.dgn

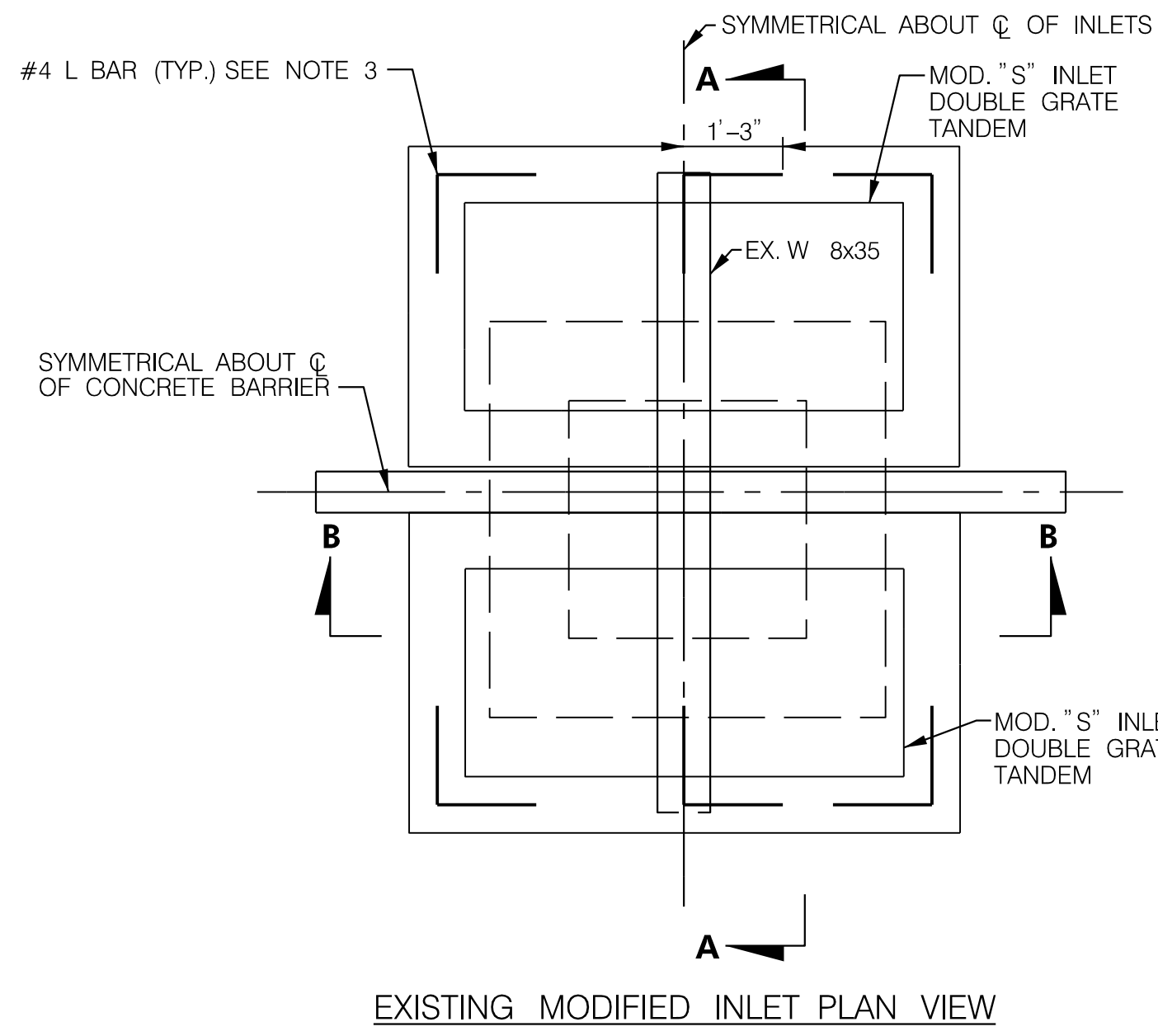
BY: Jmgarcia -

RK&K

P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202

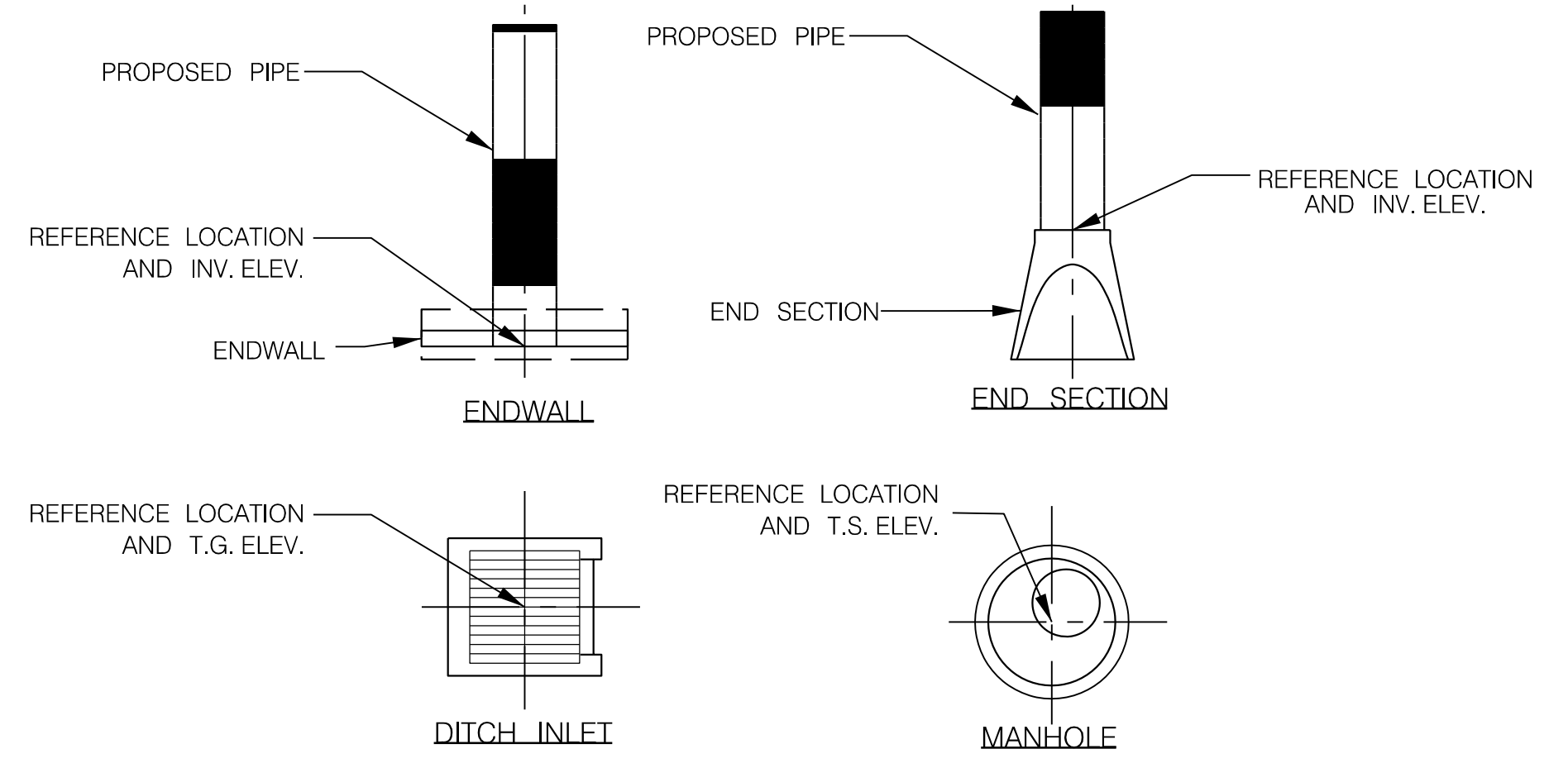
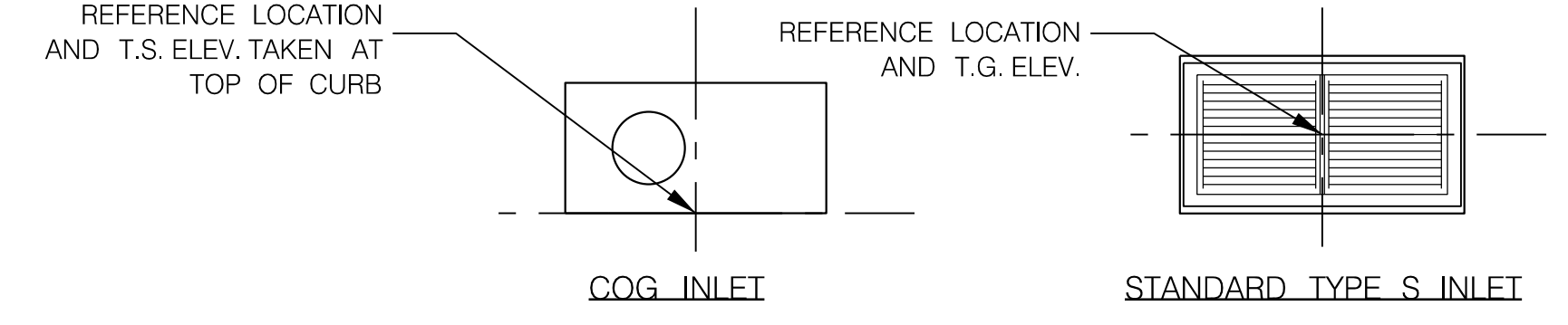
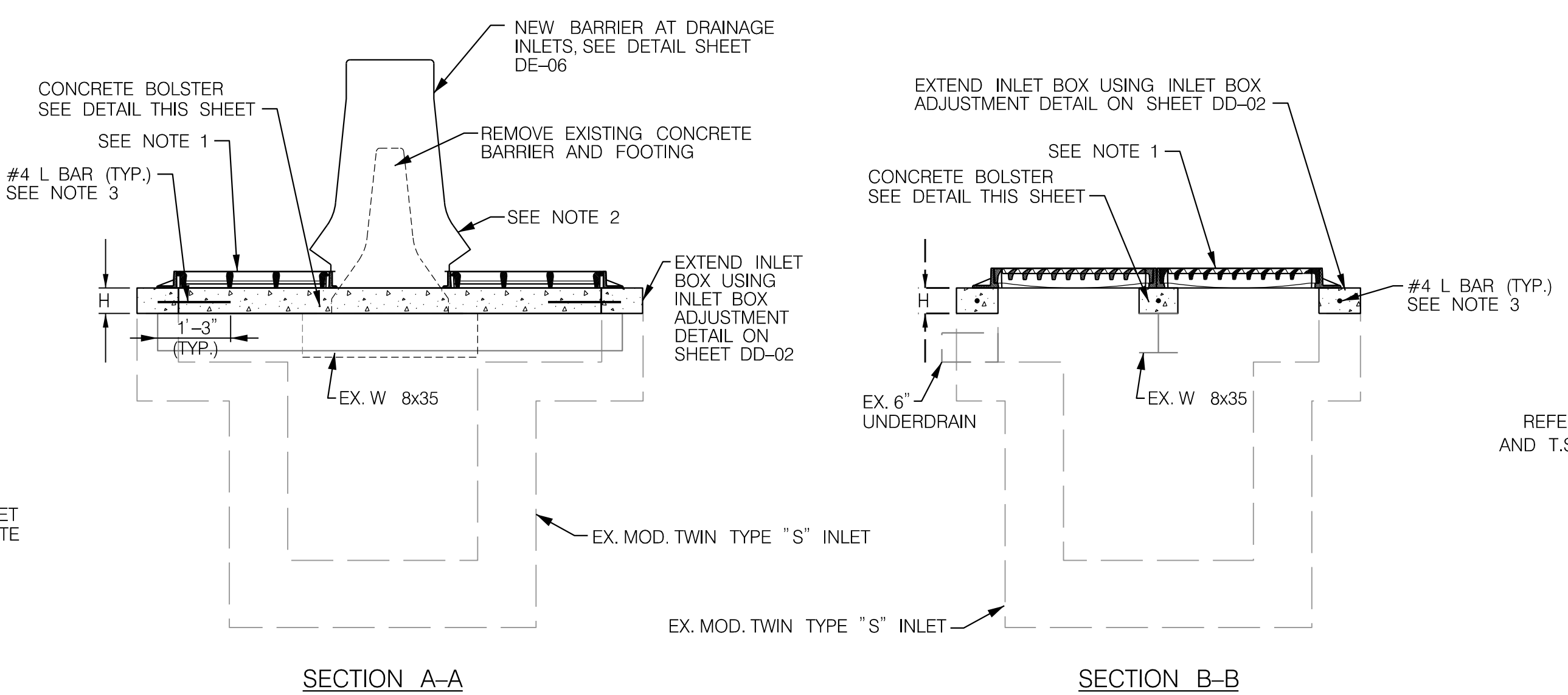
Engineers | Construction Managers | Planners | Scientists
www.rkk.com

Responsive People | Creative Solutions

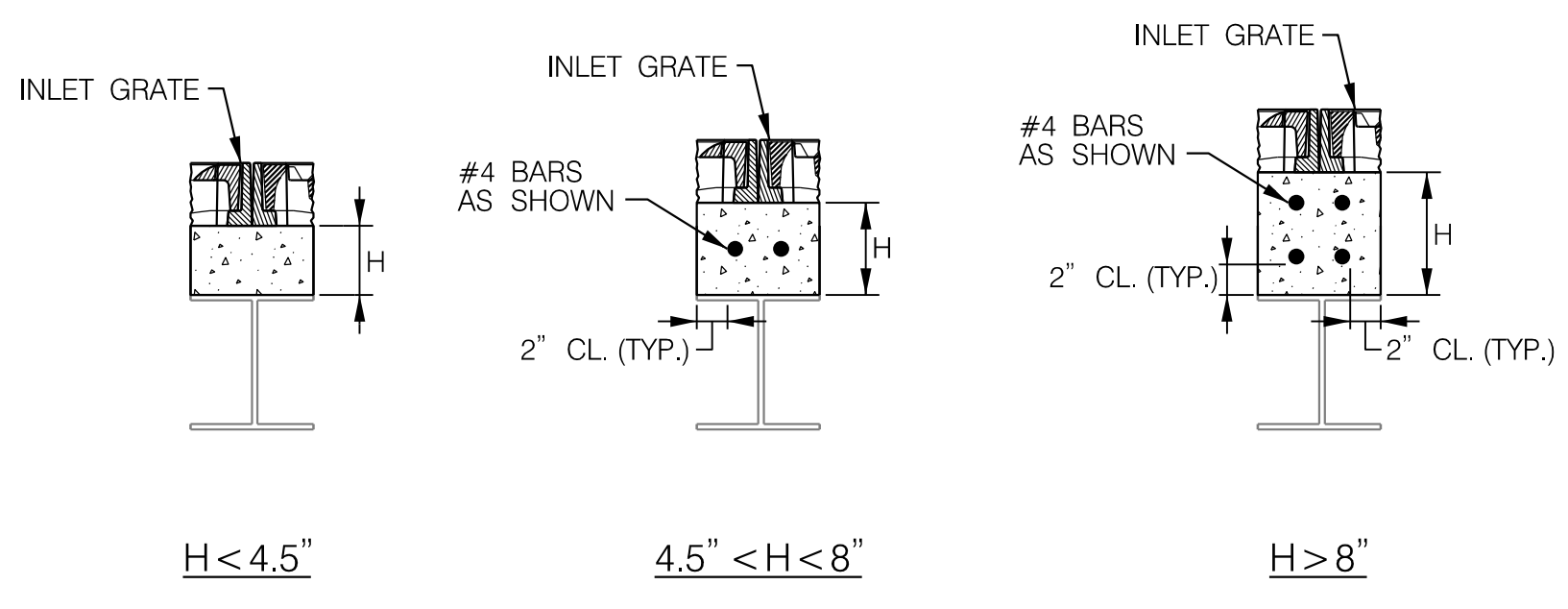


SPECIAL TWIN TYPE 'S' INLET ADJUSTMENT DETAIL (B)

- SCALE: 1/2" = 1'-0"
- NOTES:
1. REMOVE AND REPLACE EXISTING INLET FRAME AND GRATE ACCORDING TO STD. NO. 374.73. FOR TOP OF GRATE ELEVATIONS, SEE STRUCTURE SCHEDULES.
 2. ADJUSTMENTS REQUIRE TEMPORARY STEEL ANGLE IN BARRIER OVERLAY, SEE DETAIL ON DE-06
 3. REINFORCING STEEL SHALL NOT BE PLACED IN CONCRETE WHEN H IS LESS THAN 4 1/2"
 4. THERE SHALL BE NO CONSTRUCTION JOINTS BETWEEN CONCRETE BOLSTER AND RAISED INLET STRUCTURE.



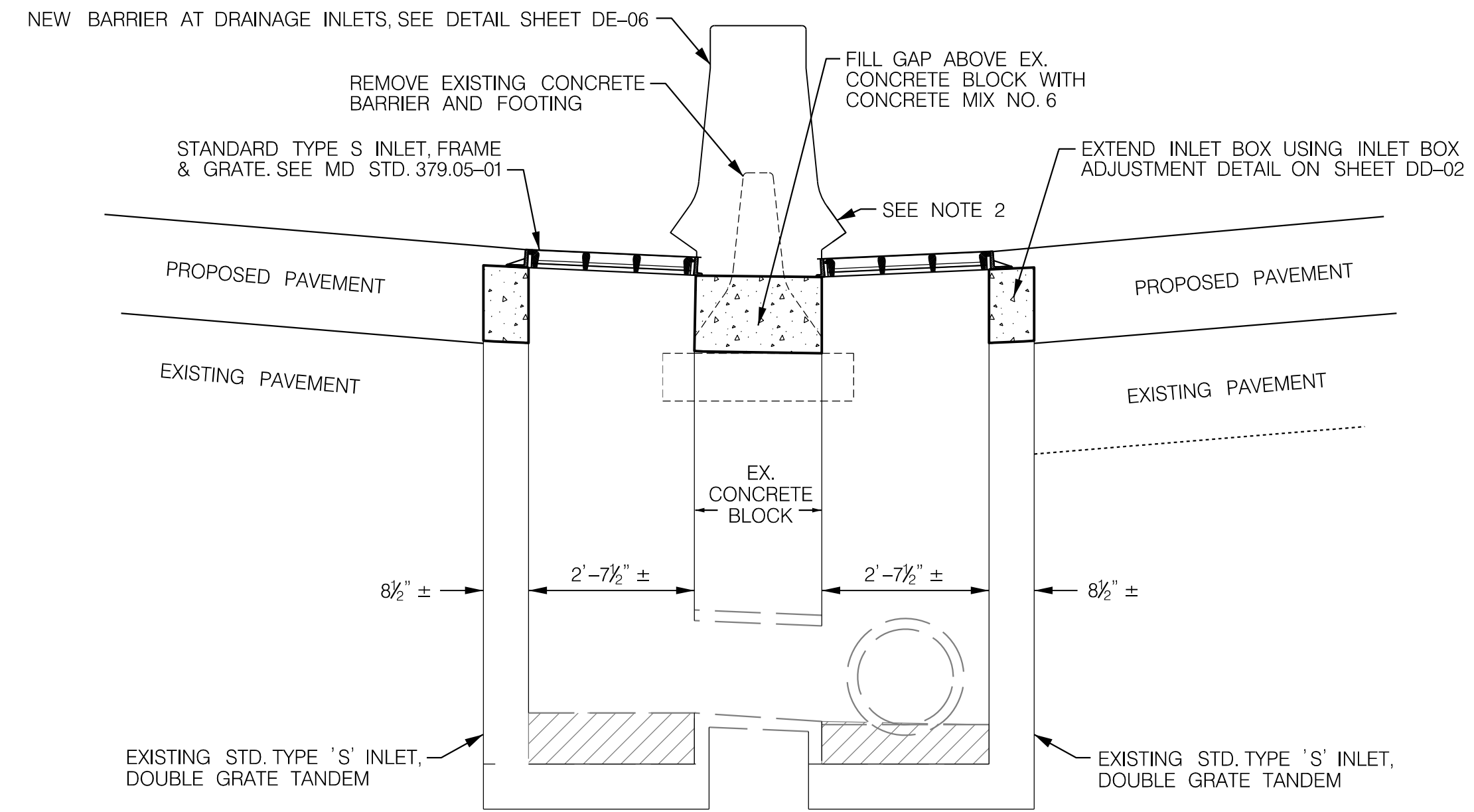
DRAINAGE STRUCTURE LOCATION REFERENCES



NOTE: ALL CONCRETE BOLSTERS SHALL BE MADE WITH CONCRETE MIX NO. 6

CONCRETE BOLSTER DETAIL

SCALE: 1" = 1'-0"



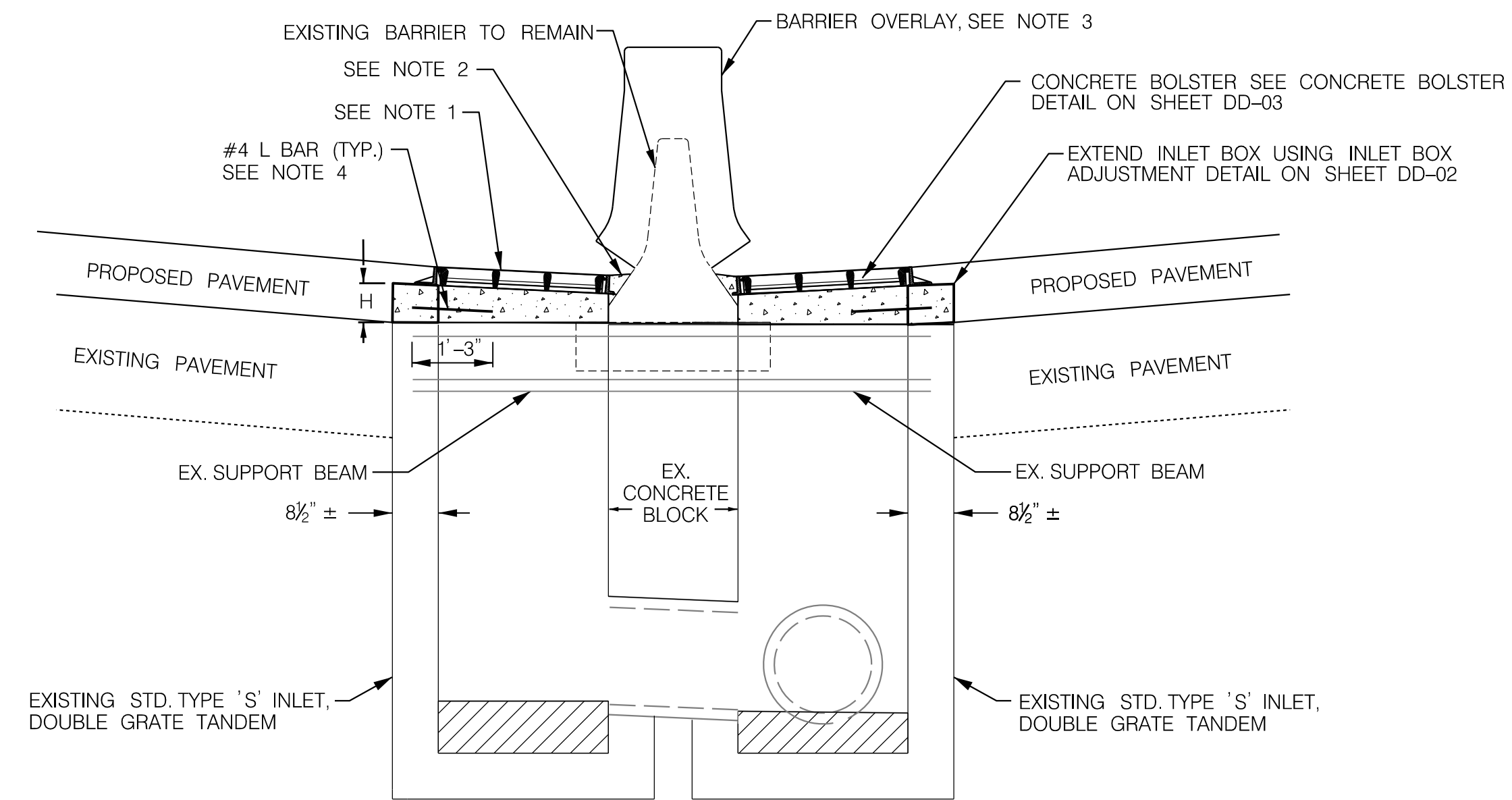
INLET ADJUSTMENT AT EXISTING CONCRETE BARRIER (C)

- SCALE: 1/2" = 1'-0"
- NOTES:
1. REMOVE AND REPLACE EXISTING INLET FRAME AND GRATE ACCORDING TO INLET BOX ADJUSTMENT DETAILS ON SHEET DD-02. FOR TOP OF GRATE ELEVATIONS, SEE STRUCTURE SCHEDULES.
 2. ADJUSTMENTS REQUIRE TEMPORARY STEEL ANGLE IN BARRIER OVERLAY, SEE DETAIL ON DE-06

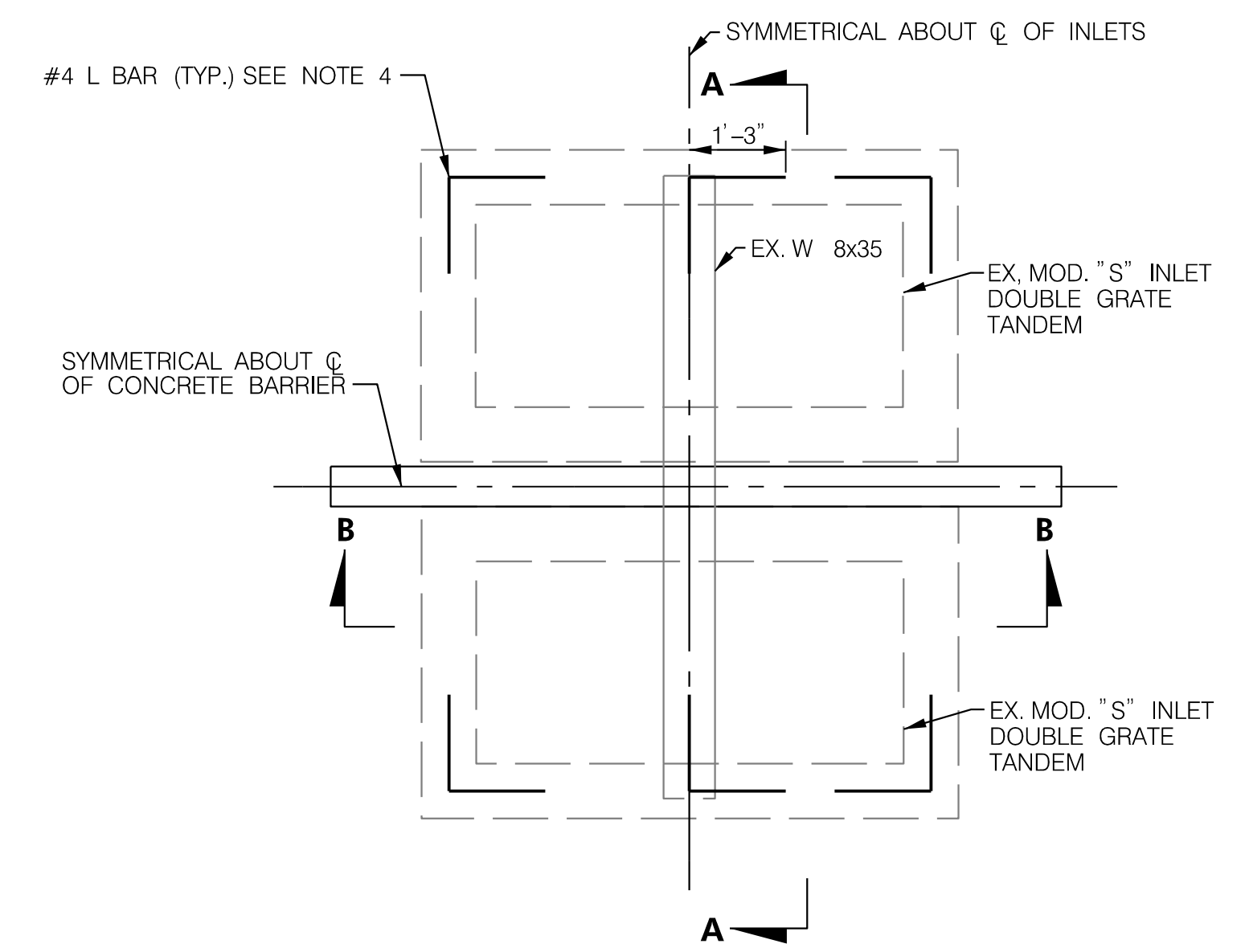
MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

HIGHWAY HYDRAULICS DIVISION
I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

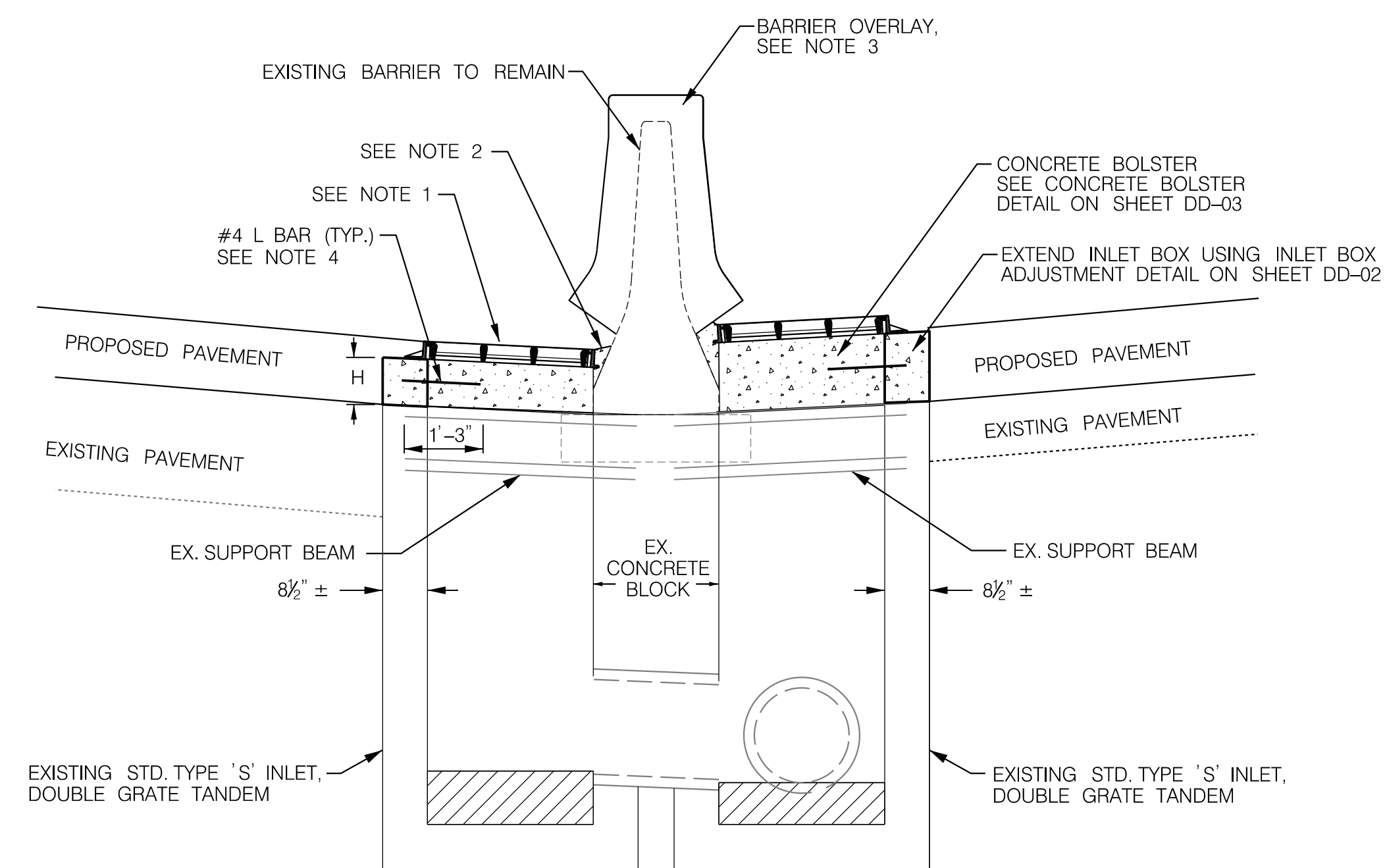
REVISIONS	DRAINAGE DETAILS		
	SCALE AS SHOWN	DATE JULY 2022	CONTRACT NO. BA0065172
	DESIGNED BY LMG	COUNTY BALTIMORE COUNTY	
	DRAWN BY DEA	LOGMILE	
	CHECKED BY MBS		
	MDE/PRD 20-PR-0038		
	DRAWING NO. DD-03	OF 07	SHEET NO. 175 OF 409



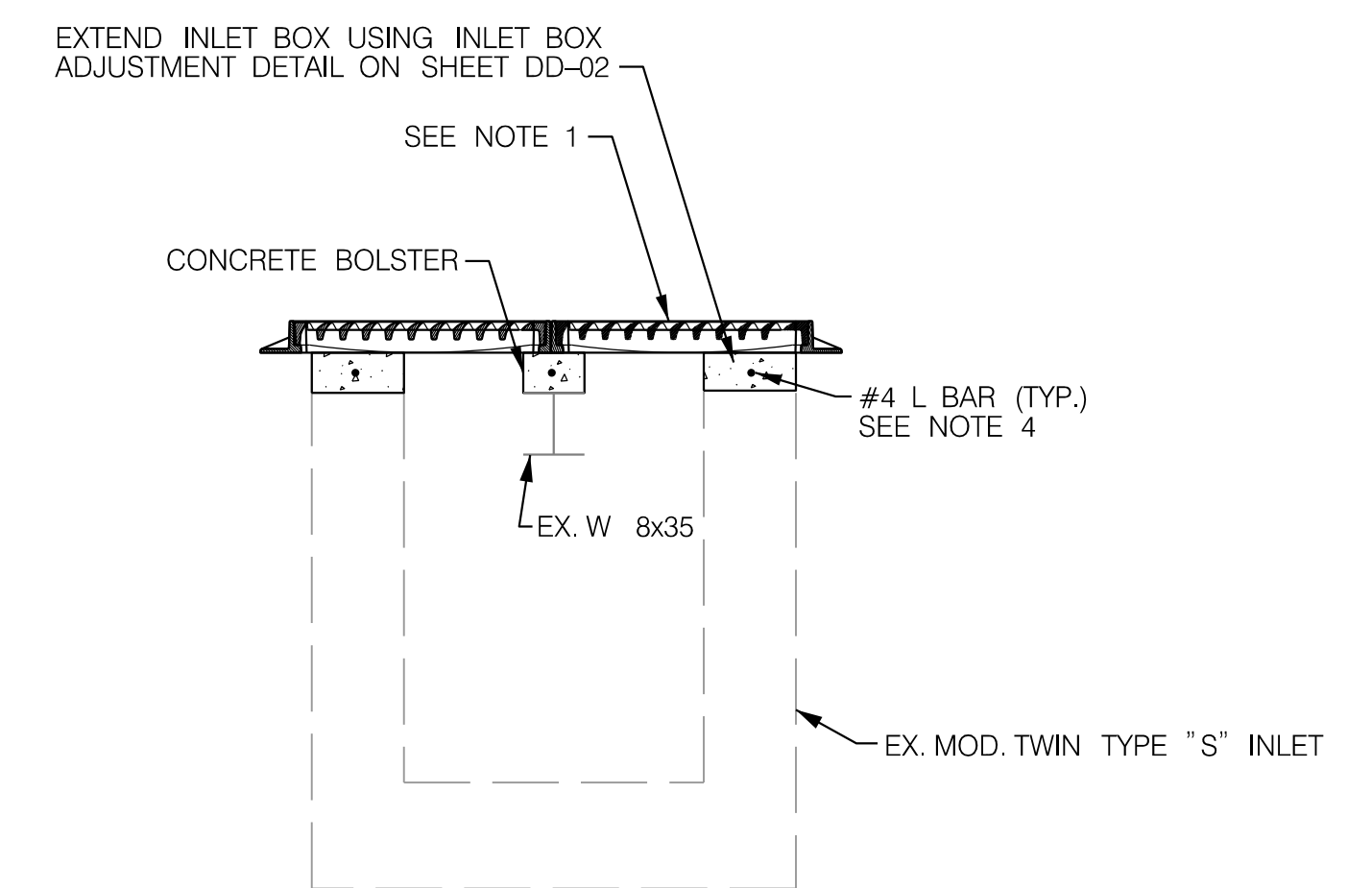
ADJUSTMENT FOR SPECIAL TWIN INLETS WITH BIFURCATED BARRIER BETWEEN 0'-1'-6"
SECTION A-A



EXISTING MODIFIED INLET PLAN VIEW



ADJUSTMENT FOR SPECIAL TWIN INLETS WITH BIFURCATED BARRIER BETWEEN 1'-6" AND 4'
SECTION A-A



SECTION B-B

NOTES:

1. REMOVE AND REPLACE EXISTING INLET FRAME AND GRATE ACCORDING TO INLET BOX ADJUSTMENT DETAILS ON SHEET DD-02. FOR TOP OF GRATE ELEVATIONS, SEE STRUCTURE SCHEDULES.
2. FILL GAP BETWEEN INLET GRATE AND EXISTING BARRIER WITH CONCRETE MIX NO. 6 SLOPED AT 2% FROM BARRIER TO INLET GRATE.
3. ADJUSTMENTS REQUIRE TEMPORARY STEEL ANGLE IN BARRIER OVERLAY, SEE BARRIER OVERLAY AT DRAINAGE INLET DETAIL ON DE-06.
4. REINFORCING STEEL SHALL NOT BE PLACED IN CONCRETE WHEN H IS LESS THAN 4 1/2"
5. THERE SHALL BE NO CONSTRUCTION JOINTS BETWEEN CONCRETE BOLSTER AND RAISED INLET STRUCTURE.

INLET ADJUSTMENT AT EXISTING CONCRETE BARRIER DETAIL (D)

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

HIGHWAY HYDRAULICS DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

STATE HIGHWAY
ADMINISTRATION

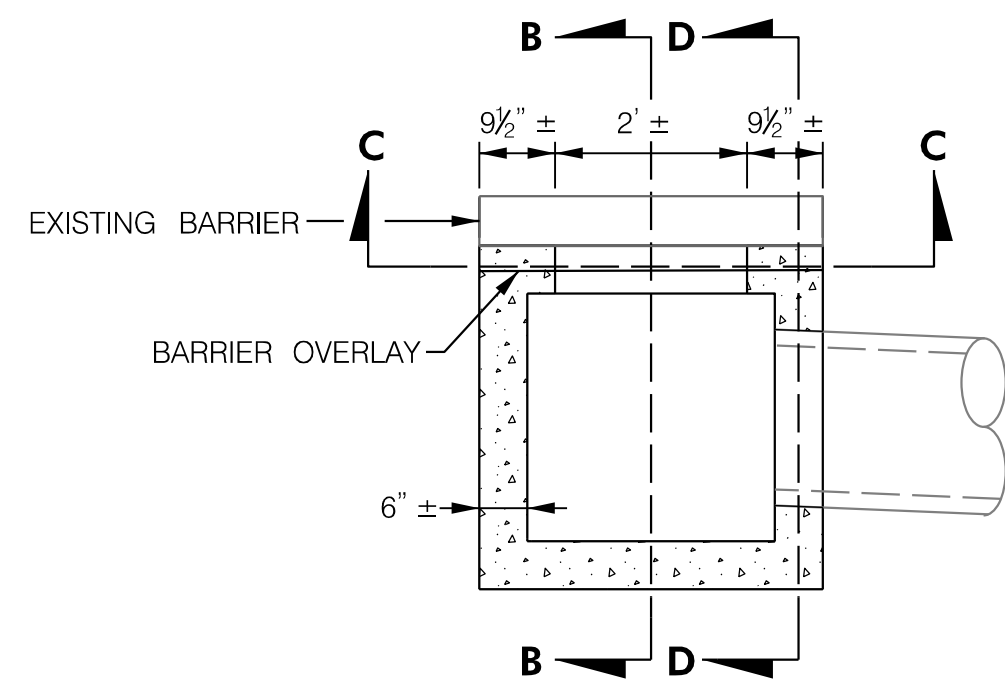
REVISIONS	DRAINAGE DETAILS		
	SCALE <u>AS SHOWN</u>	DATE <u>JULY 2022</u>	CONTRACT NO. <u>BA0065172</u>
	DESIGNED BY <u>LMG</u>	COUNTY <u>BALTIMORE COUNTY</u>	
	DRAWN BY <u>DEA</u>	LOGMILE <u></u>	
	CHECKED BY <u>MBS</u>		
	MDE/PRD <u>20-PR-0038</u>		
	DRAWING NO. <u>DD-04</u>	OF <u>07</u>	SHEET NO. <u>176</u> OF <u>409</u>

RFC - 10-14-2022

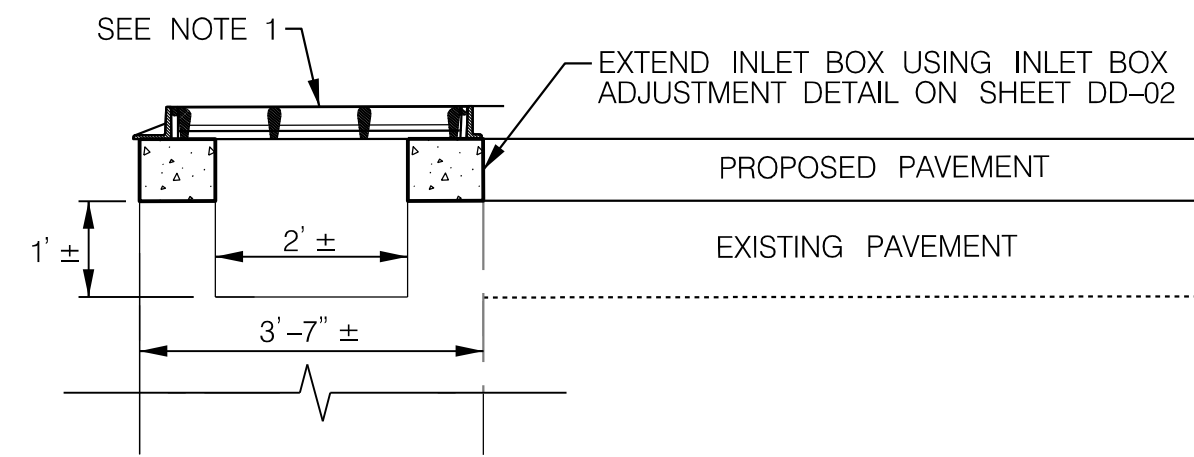
PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pDD-D004_B995TSMO_ArealB.dgn

BY: **imgarcia**

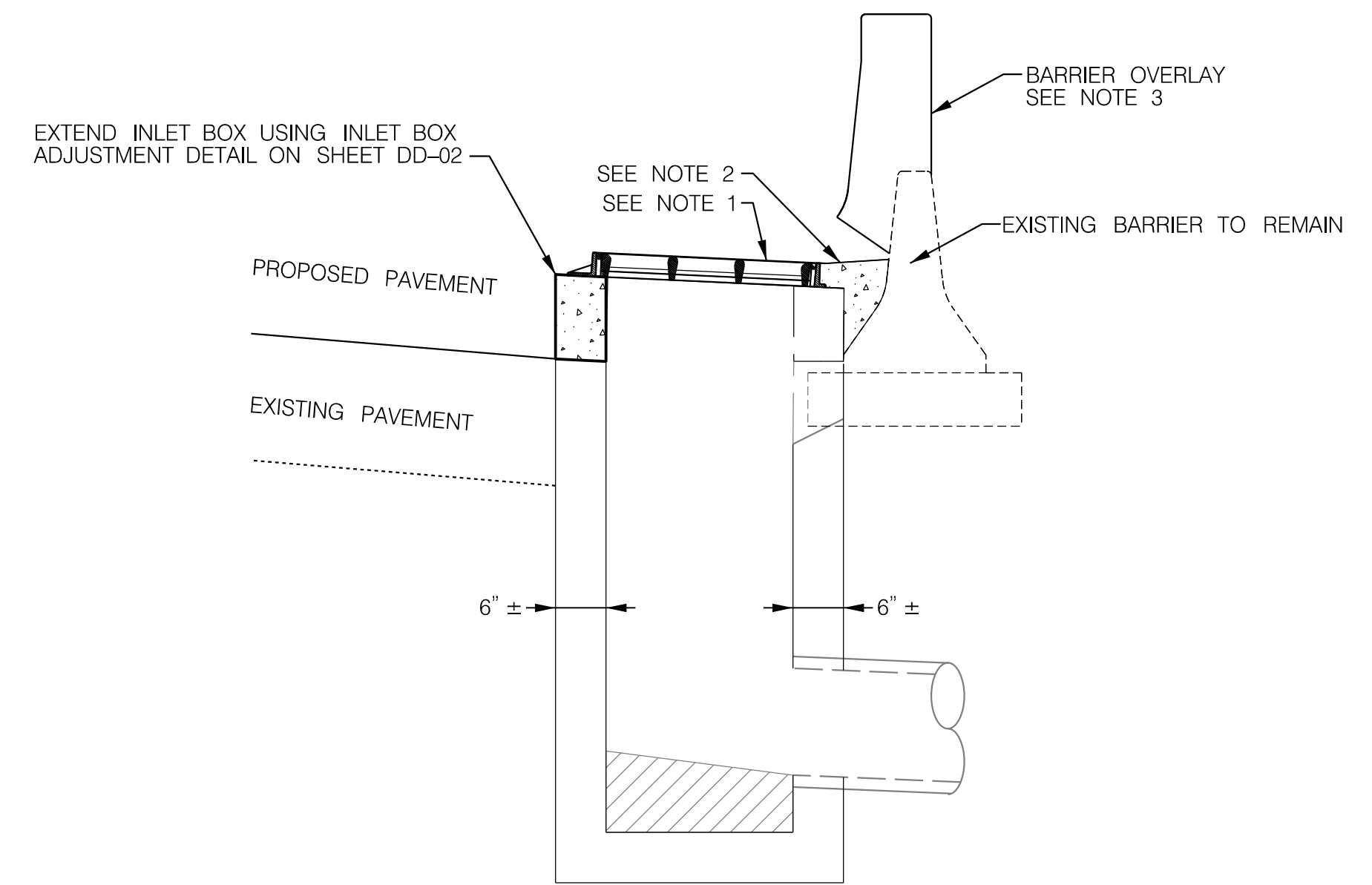
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions



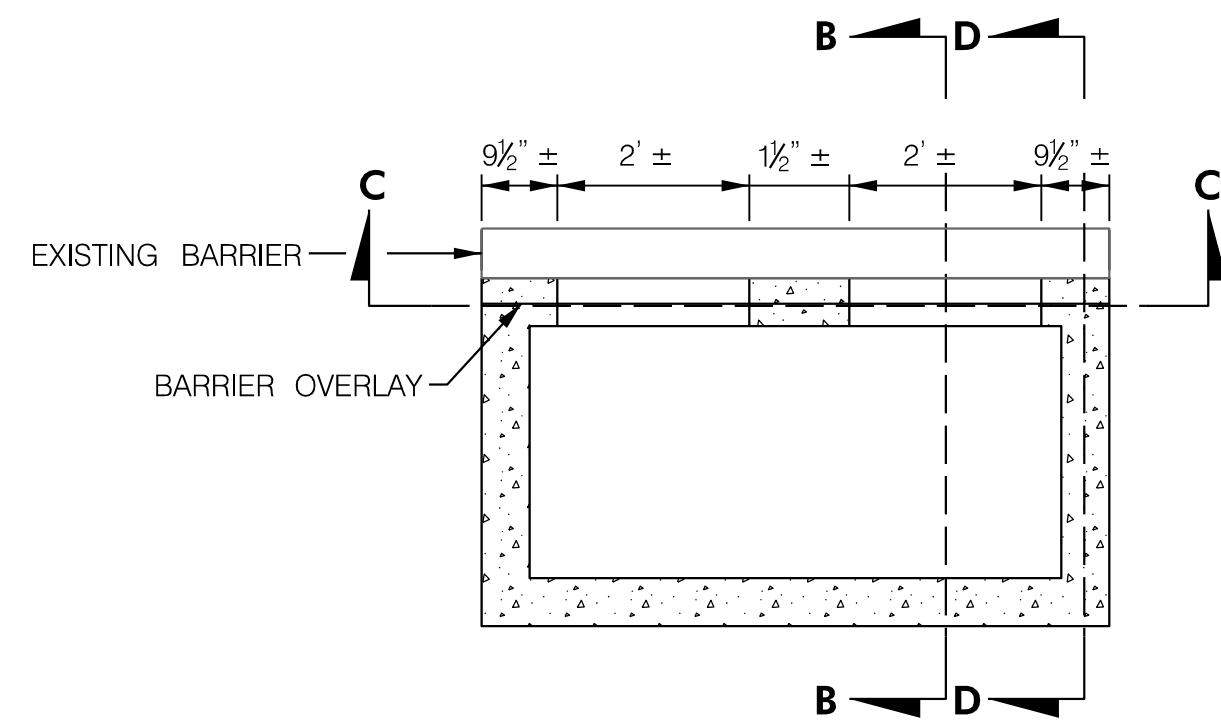
PLAN WITH GRATE REMOVED
MODIFIED SINGLE 'S' INLET



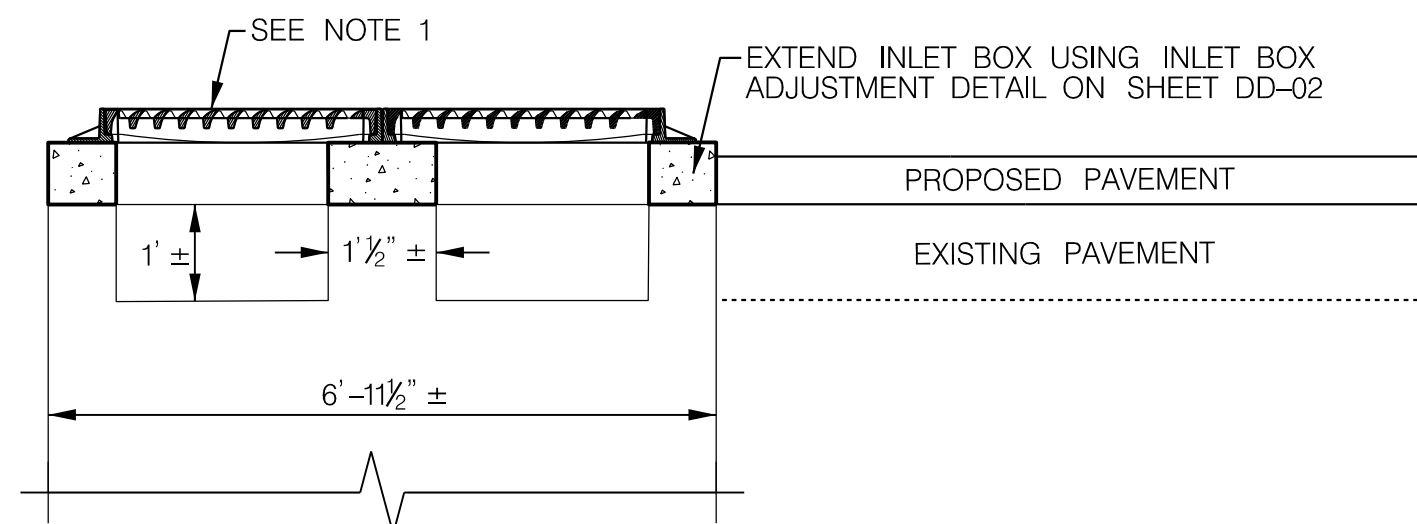
SECTION C-C
TOP UNIT ONLY



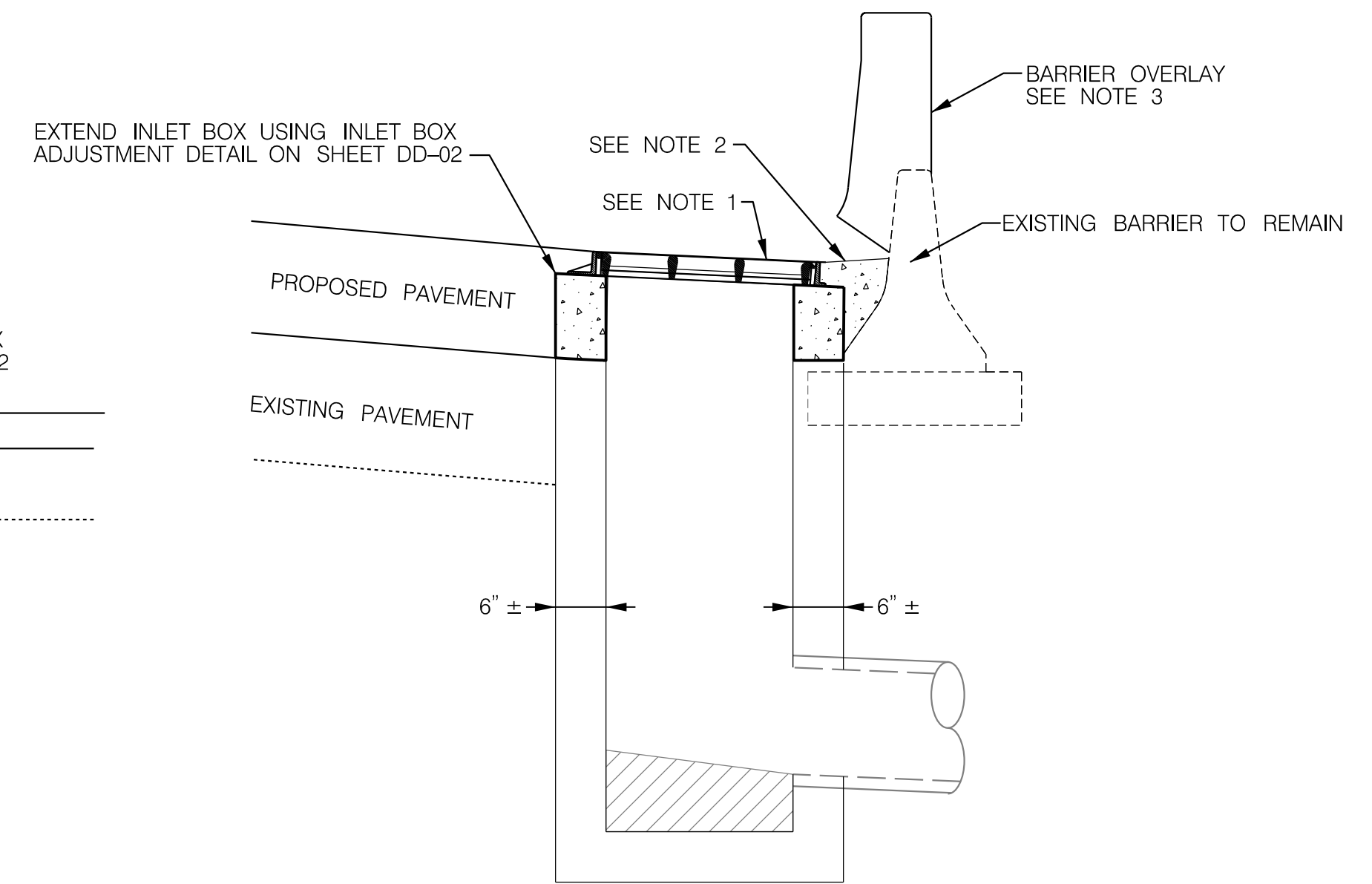
SECTION B-B
MODIFIED 'S' INLET



PLAN WITH GRATE REMOVED
MODIFIED DOUBLE 'S' INLET



SECTION C-C
TOP UNIT ONLY



SECTION D-D
MODIFIED 'S' INLET

INLET ADJUSTMENT AT EXISTING CONCRETE BARRIER DETAIL (E)

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

NOTE:

1. REMOVE AND REPLACE EXISTING INLET FRAME AND GRATE ACCORDING TO INLET BOX ADJUSTMENT DETAILS ON SHEET DD-02. FOR TOP OF GRATE ELEVATIONS, SEE STRUCTURE SCHEDULES.
2. FILL GAP BETWEEN INLET GRATE AND EXISTING BARRIER WITH CONCRETE MIX NO. 6 SLOPED AT 2% FROM BARRIER TO INLET GRATE.
3. ADJUSTMENTS REQUIRE TEMPORARY STEEL ANGLE IN BARRIER OVERLAY, SEE BARRIER OVERLAY AT DRAINAGE INLET DETAIL ON DE-06.

HIGHWAY HYDRAULICS DIVISION

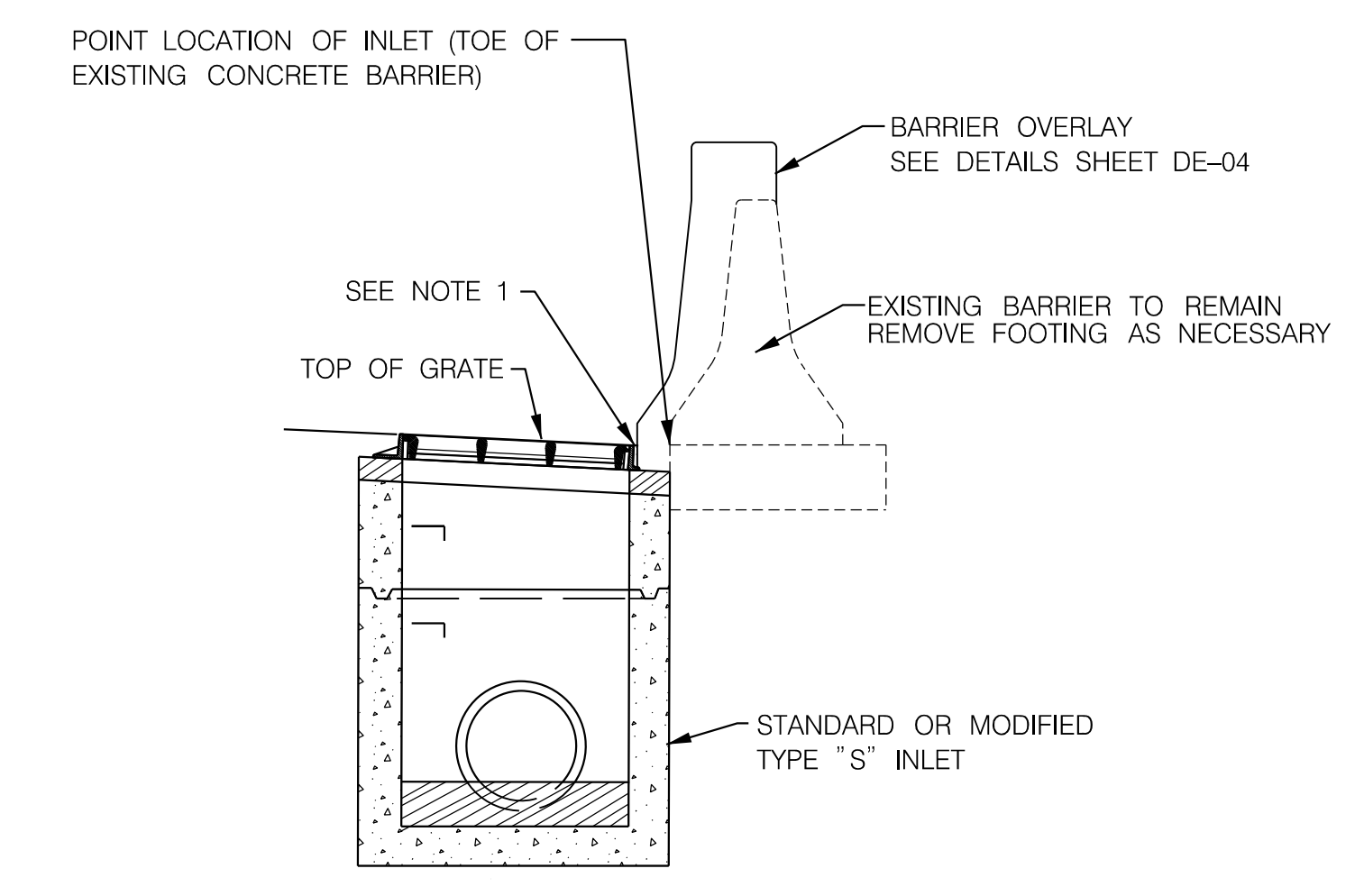
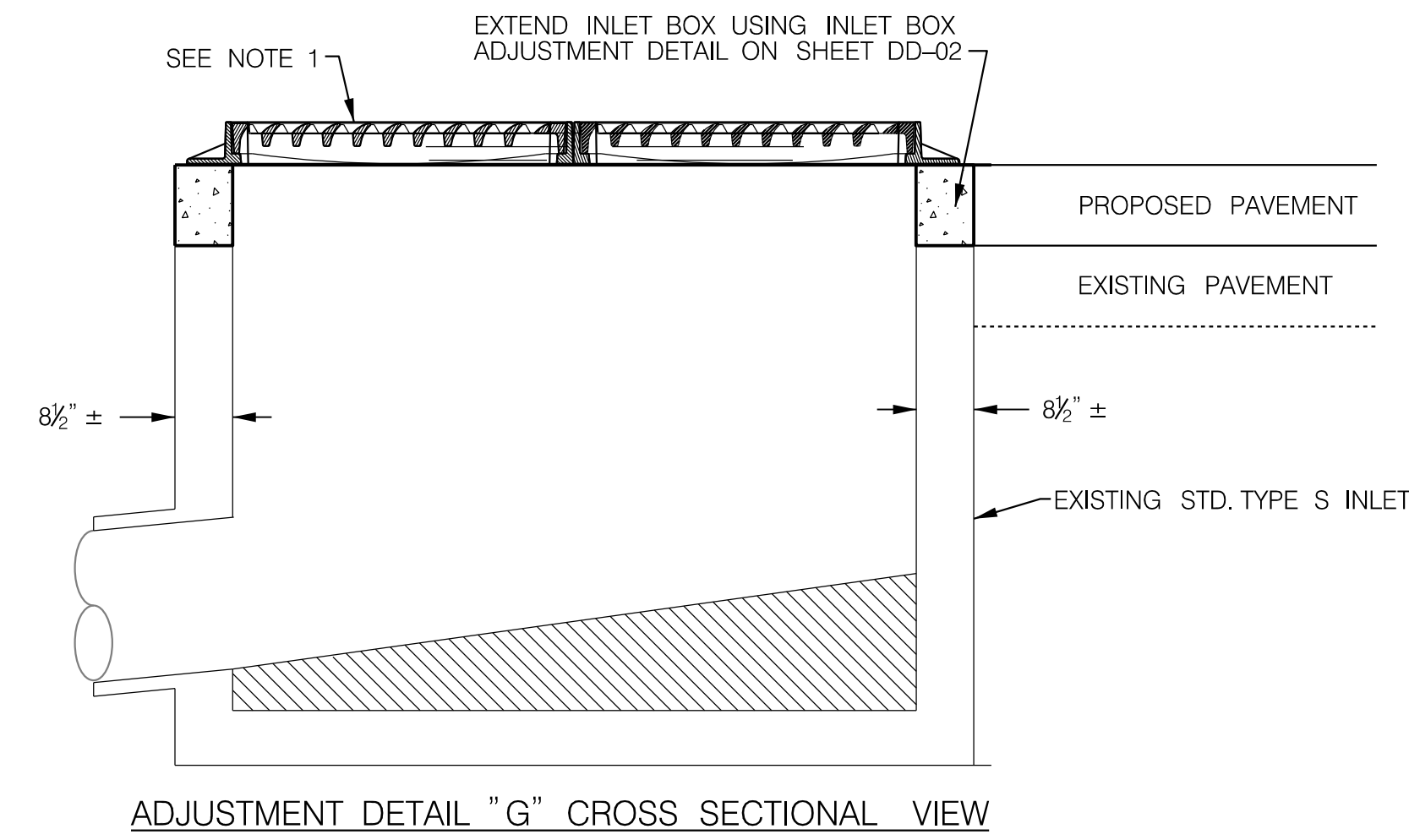
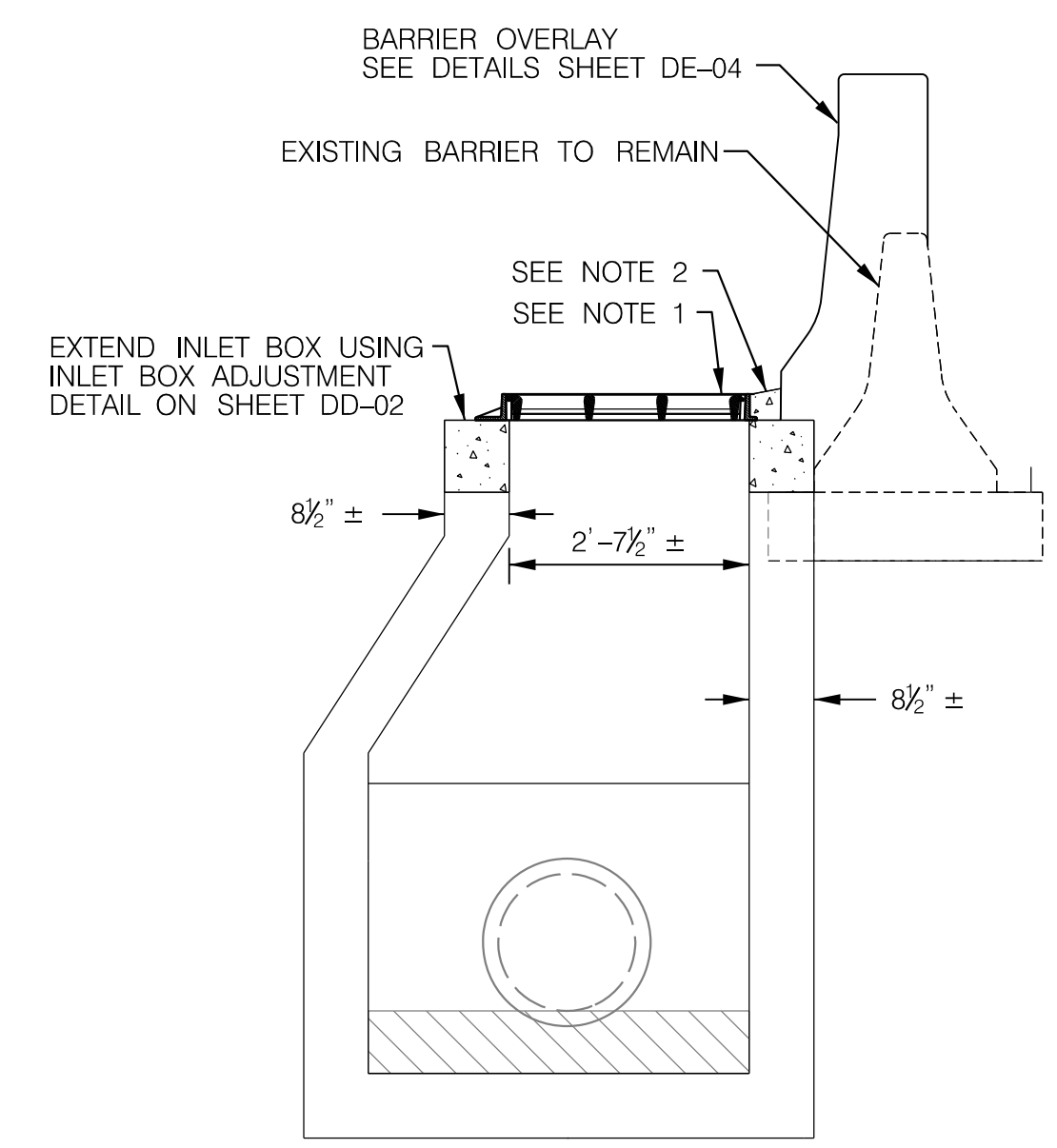
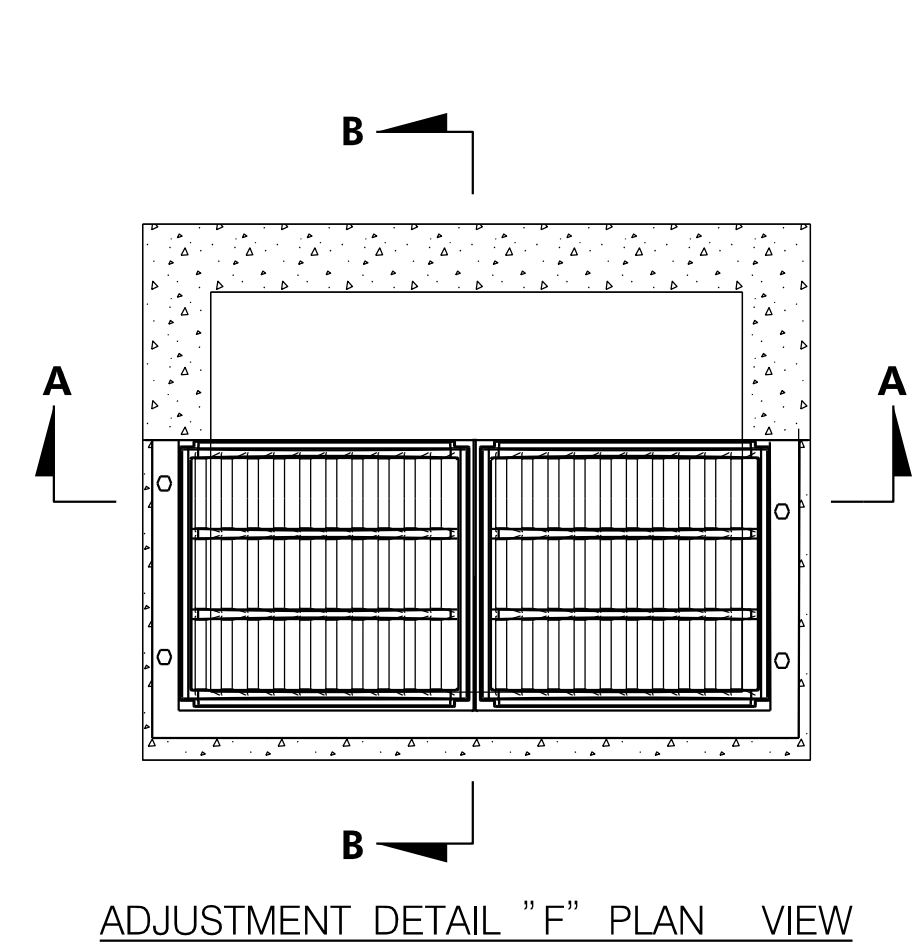
I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

**STATE HIGHWAY
ADMINISTRATION**

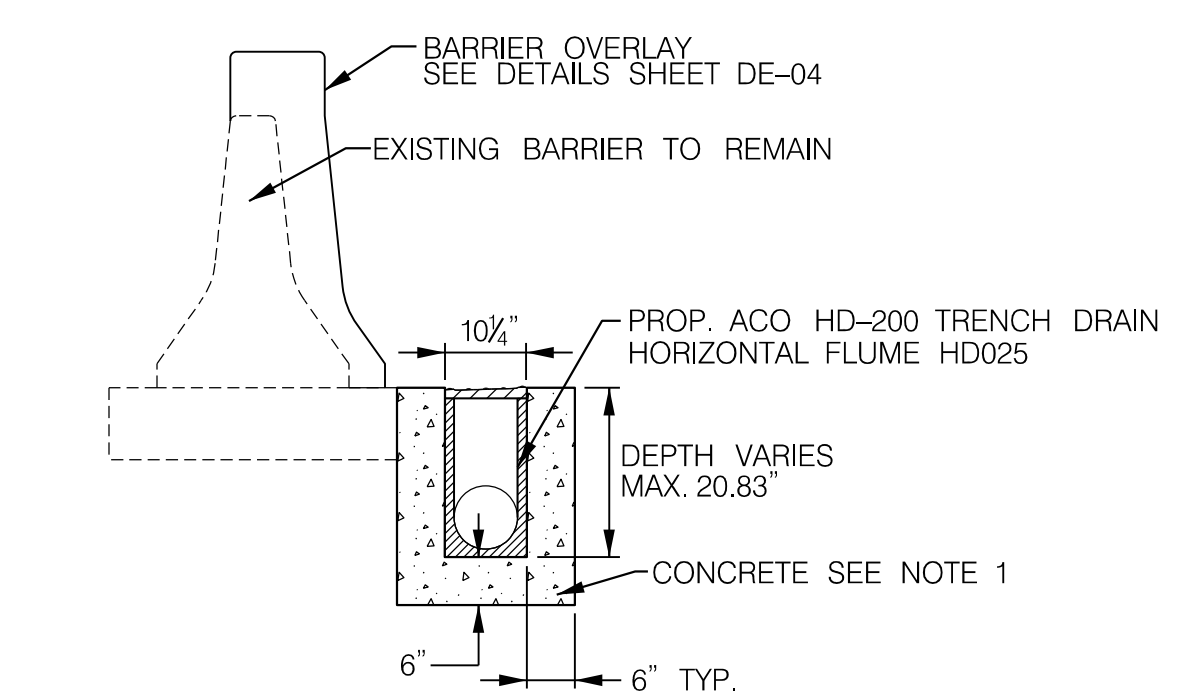
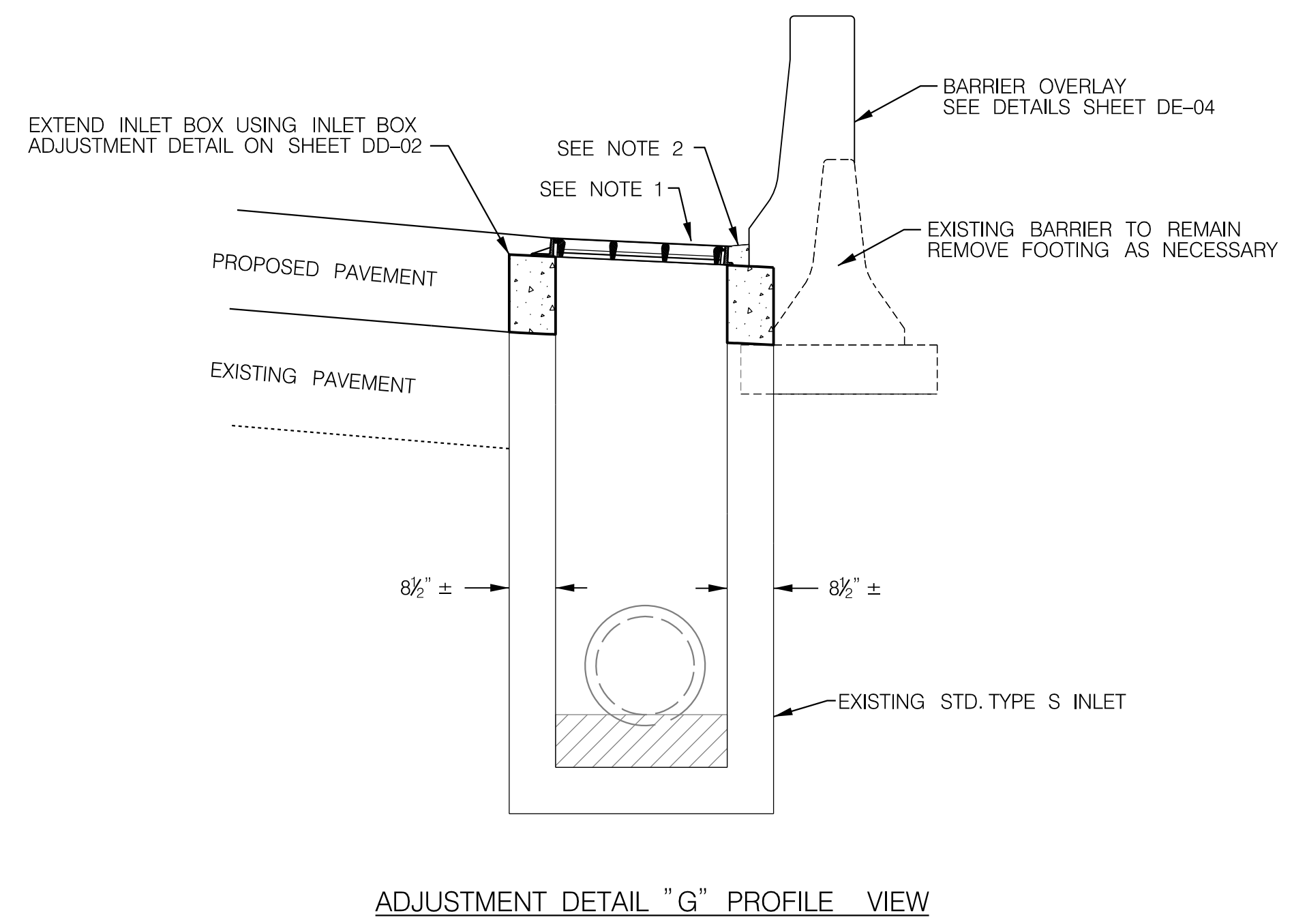
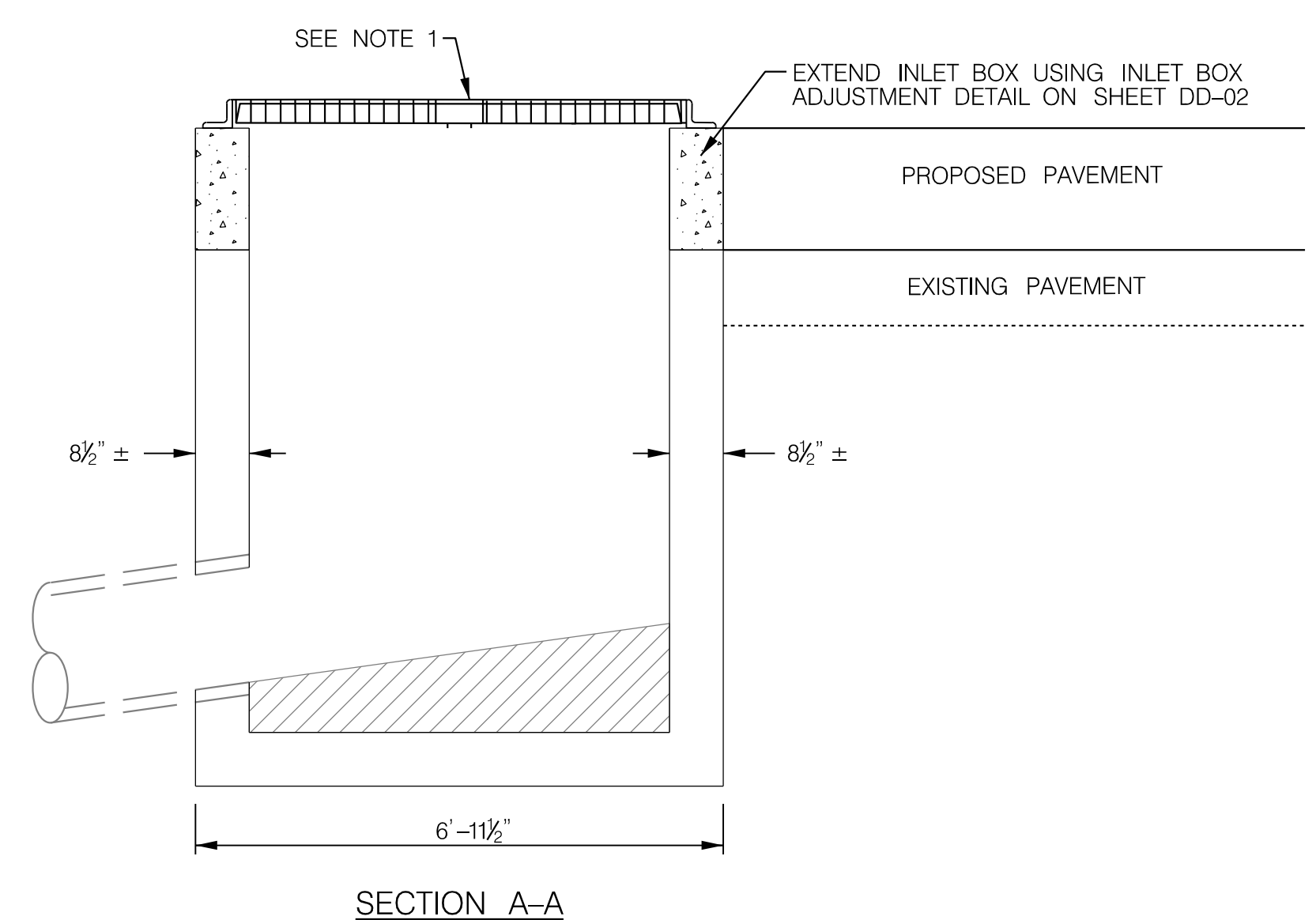
REVISIONS	DRAINAGE DETAILS		
	SCALE	AS SHOWN	DATE
			JULY 2022
	DESIGNED BY	LMG	COUNTY
			BALTIMORE COUNTY
	DRAWN BY	DEA	LOGMILE
	CHECKED BY	MBS	
	MDE/PRD	20-PR-0038	
	DRAWING NO.	DD-05	OF 07
			SHEET NO. 177 OF 409

BY: Jmgarcia

P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions



NOTE:
 1. FILL GAP BETWEEN INLET GRATE AND EXISTING BARRIER WITH CONCRETE MIX NO. 6 SLOPED AT 2% FROM BARRIER TO INLET GRATE.



NOTES:
 1. CONCRETE TO BE MIX NO. 6 (4500 PSI).

NOTE:
 1. REMOVE AND REPLACE EXISTING INLET FRAME AND GRATE ACCORDING TO INLET BOX ADJUSTMENT DETAILS ON SHEET DD-02. FOR TOP OF GRATE ELEVATIONS, SEE STRUCTURE SCHEDULES.
 2. FILL GAP BETWEEN INLET GRATE AND EXISTING BARRIER WITH CONCRETE MIX NO. 6 SLOPED AT 2% FROM BARRIER TO INLET GRATE.

INLET ADJUSTMENT AT EXISTING CONCRETE BARRIER DETAIL (F)

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

NOTE:
 1. REMOVE AND REPLACE EXISTING INLET FRAME AND GRATE ACCORDING TO INLET BOX ADJUSTMENT DETAILS ON SHEET DD-02. FOR TOP OF GRATE ELEVATIONS, SEE STRUCTURE SCHEDULES.
 2. FILL GAP BETWEEN INLET GRATE AND EXISTING BARRIER WITH CONCRETE MIX NO. 6 SLOPED AT 2% FROM BARRIER TO INLET GRATE.

INLET ADJUSTMENT AT EXISTING CONCRETE BARRIER DETAIL (G)

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

MDOT
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

HIGHWAY HYDRAULICS DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS	DRAINAGE DETAILS		
	SCALE AS SHOWN	DATE JULY 2022	CONTRACT NO. BA0065172
	DESIGNED BY LMG	COUNTY BALTIMORE COUNTY	
	DRAWN BY DEA	LOGMILE	
	CHECKED BY MBS		
	MDE/PRD 20-PR-0038		
	DRAWING NO. DD-06	OF 07	SHEET NO. 178 OF 409

BY: Jmgarcia -

RK&K
 P: 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions

GENERAL NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING APPROPRIATE MOTORIST SIGHT DISTANCES AT ALL TIMES IN ACCORDANCE WITH THE 2018 PUBLICATION OF AASHTO'S "A POLICY ON THE GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" AND THE "MARYLAND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES 2011 EDITION."
2. ALL STANDARD REGULATORY AND WARNING SIGNS USED FOR MAINTENANCE OF TRAFFIC SHALL CONFORM TO THE "MARYLAND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES 2011 EDITION" AS WELL AS MDOT SHA'S "BOOK OF STANDARDS FOR HIGHWAY AND INCIDENTAL STRUCTURES" AND THE "MARYLAND STANDARD SIGN BOOK."
3. TEMPORARY LANE CLOSURES AND SHOULDER CLOSURES SHALL BE IN ACCORDANCE WITH MDOT SHA TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATIONS. SEE THE SPECIAL PROVISIONS FOR TIME AND DAY RESTRICTIONS FOR TEMPORARY LANE CLOSURES AND SHOULDER CLOSURES.
4. TEMPORARY PAVEMENT EDGE DROP-OFFS SHALL BE PROTECTED IN ACCORDANCE WITH MSHA TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION NOS. 104.01-28 AND 104.06-15 THROUGH 104.06-19.
5. CONSTRUCTION EQUIPMENT AND MATERIALS SHALL BE STORED OFF THE TRAVEL LANES, BEHIND BARRIER, AT ALL TIMES, AS APPROVED BY THE ENGINEER.
6. TEMPORARY PAVEMENT MARKINGS ON BRIDGES, FINAL PAVEMENT SURFACES OR EXISTING PAVEMENT TO REMAIN SHALL BE REMOVABLE PREFORMED PAVEMENT MARKING TAPE.
7. TEMPORARY RAISED PAVEMENT MARKERS SHALL BE PLACED AT ALL RAMP ENTRANCES AND RAMP EXITS. TEMPORARY RAISED PAVEMENT MARKERS SHALL BE INSTALLED ALONG ALL TEMPORARY LANE LINES AS INDICATED ON THE PLANS. TEMPORARY RAISED PAVEMENT MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 104.03 AND THE MARYLAND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
8. TEMPORARY PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS. EXISTING PAVEMENT MARKINGS WHICH ARE NO LONGER APPLICABLE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
9. EXISTING REGULATORY SIGNS IN THE WORK ZONE SHALL BE MAINTAINED AT ALL TIMES AS DIRECTED BY THE ENGINEER. SIGNS THAT ARE NOT APPLICABLE FOR A PARTICULAR STAGE SHALL BE REMOVED OR COMPLETELY COVERED WITH NON-TRANSPARENT MATERIAL.
10. PORTABLE VARIABLE MESSAGE SIGN (PVMS) LOCATIONS AND MESSAGES SHALL BE AS DIRECTED BY THE ENGINEER.
11. SEE THE EROSION AND SEDIMENT CONTROL PLANS FOR A DETAILED SEQUENCE OF STORM DRAIN AND STORM WATER MANAGEMENT CONSTRUCTION.
12. THE SHADED AREA ON THE TCP PLANS SHOWS FULL DEPTH PAVEMENT CONSTRUCTION FOR EACH PHASE AND MAY NOT NECESSARILY REPRESENT THE TOTAL WORK AREA FOR THAT PHASE.
13. DRUMS FOR MAINTENANCE OF TRAFFIC ARE SHOWN GRAPHICALLY AND DO NOT NECESSARILY REPRESENT THE EXACT NUMBER OF DRUMS NEEDED. DRUMS FOR MAINTENANCE OF TRAFFIC SHOULDER TAPERS SHALL HAVE A MINIMUM OF 7 DEVICES AS PER STANDARD (CHANNELIZATION DEVICE USAGE CRITERIA TABLE, MD 104.01-30D).
14. SPECIAL ATTENTION IS CALLED TO THE FOLLOWING STANDARDS IN REFERENCE TO MAINTENANCE OF TRAFFIC: BUFFER ZONE LENGTHS (TYPICAL APPLICATION NOTES, MD 104.01-81), BARRIER WALL ADVANCED DELINEATION (BARRIER DELINEATION: BARRIER 4' OR CLOSER TO EDGE LINE, MD 104.01-25) AND CRASH CUSHIONS (CRASH CUSHION SAND FILLED PLASTIC BARRELS (TEMPORARY OR PERMANENT), MD 104.01-71).
15. THE LOCATIONS OF TEMPORARY TRAFFIC CONTROL SIGNS AND OTHER TEMPORARY TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE CONTRACTOR TO ACCOUNT FOR UNFORESEEN FIELD CONDITIONS.
16. THE TRAFFIC CONTROL PLANS DEPICT CONTINUOUS RUNS OF TEMPORARY CONCRETE TRAFFIC BARRIER. IT IS ASSUMED THAT THE CONTRACTOR WILL INCLUDE OPENINGS IN THE TEMPORARY BARRIER TO ACCOMMODATE CONSTRUCTION ACCESS AND OTHER CONSTRUCTION ACTIVITIES. LOCATIONS OF THE OPENINGS TO BE DETERMINED BY THE CONTRACTOR.
17. THE CONTRACTOR MAY UTILIZE SUB-PHASES TO COMPLETE THE CONSTRUCTION OF EACH PHASE SHOWN IN THE TRAFFIC CONTROL PLANS. THE CONTRACTOR SHALL ENSURE THAT THE SUB-PHASING FOLLOWS THE MDOT SHA TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION STANDARDS, INCLUDING PROTECTING THE APPROACH ENDS OF ALL TEMPORARY CONCRETE BARRIERS. GAPS BETWEEN INDIVIDUAL SUB-PHASE WORK ZONES SHALL MAINTAIN A MINIMUM OF 500 FEET.
18. REFER TO THE SPECIAL PROVISIONS FOR SHORT TERM LANE CLOSURE RESTRICTIONS.
19. THE CONTRACTOR HAS THE OPTION OF OMITTING PORTIONS OF THE TEMPORARY TRAFFIC BARRIER DEPICTED IN THE PLANS FOR WORK THAT CAN BE COMPLETED UNDER SHORT TERM LANE CLOSURES UTILIZING STD. NO. MD 104.06-19. A PHYSICAL BARRIER IS REQUIRED IF THE EXCAVATION CANNOT MEET THE REQUIREMENTS OF STD. NO. MD 104.06-17 PRIOR TO THE END OF A WORK SHIFT. ALL WORK MUST BE COMPLETE AND ALL LANES REOPENED TO TRAFFIC WITHIN THE TIME FRAMES SPECIFIED IN THE SPECIAL PROVISIONS.
20. BASED ON THE POSTED AND PREVAILING SPEED, THE DESIGN SPEED FOR MOT SETUPS IS 55 MPH FOR MAINLINE I-695 AND 45 MPH FOR ALL RAMP.
21. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF TEMPORARY WARNING SIGNS, INCLUDING ALL ADVANCE AND END ROAD WORK SIGNS, FOR WORK AREAS THAT ARE CONCURRENT AND COULD HAVE OVERLAPPING TEMPORARY WARNING SIGNING. REFER TO TEMPORARY TRAFFIC CONTROL ADVANCED WARNING SIGN PLAN FOR DETAILS.
22. THE MINIMUM OFFSET FROM PAVEMENT MARKING EDGE LINE TO FACE OF TEMPORARY CONCRETE BARRIER IS 6 INCHES WHEN ADJACENT TO A 12-FOOT WIDE LANE. THE MINIMUM OFFSET FROM PAVEMENT MARKING EDGE LINE TO FACE OF TEMPORARY CONCRETE BARRIER IS 12 INCHES WHEN ADJACENT TO A 11-FOOT WIDE LANE, UNLESS OTHERWISE NOTED ON THE PLANS.
23. THE CONTRACTOR SHALL INSTALL VERTICAL PANELS (TYPE 3 OBJECT MARKERS), TOP SIDE BARRIER WALL MARKERS AND SIDE BARRIER WALL MARKERS IN ACCORDANCE WITH STANDARD MD 104.01-23 AND RELEVANT CATEGORY 1 STANDARDS.

24. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO NOTIFY ALL EMERGENCY SERVICE PROVIDERS PRIOR TO MAJOR MOT SHIFTS.
25. THE CONTRACTOR SHALL COORDINATE MOT ACTIVITIES WITH ANY ADJACENT PROJECTS IN CONSTRUCTION PRIOR TO INSTALLING ANY TEMPORARY TRAFFIC CONTROL DEVICES.

SEQUENCE OF CONSTRUCTION

RECONSTRUCTION OF MD 122 ENTRANCE RAMP:

MD 122 RAMP PHASE 1A

1. MILL AND OVERLAY EXISTING MEDIAN RUMBLE STRIPS ON THE I-695 OUTER LOOP IN THE LOCATIONS INDICATED ON THE PLANS.
2. INSTALL ADVANCED WARNING SIGNS ON THE I-695 INNER LOOP IN ACCORDANCE WITH STD. NO. MD 104.05-01. SHIFT I-695 OUTER LOOP TRAFFIC TOWARD THE INSIDE SHOULDER WHERE INDICATED IN THE PLANS. INSTALL TEMPORARY CONCRETE TRAFFIC BARRIER AS INDICATED ON PLANS.
3. INSTALL ADVANCE WARNING SIGNS ON THE MD 122 ENTRANCE RAMP. SHIFT TRAFFIC TOWARD THE OUTSIDE SHOULDER OF THE RAMP AND INSTALL TEMPORARY CONCRETE TRAFFIC BARRIER AS INDICATED ON THE PLANS.
4. CONSTRUCT INNER PORTION OF PROPOSED RAMP PAVEMENT, TEMPORARY RAMP PAVEMENT, AND RECONSTRUCTION OF INTERCHANGE GORE AREA.

MD 122 RAMP PHASE 1B

1. INSTALL TEMPORARY CONCRETE TRAFFIC BARRIER ON REALIGNED RAMP IN LOCATIONS INDICATED ON THE PLANS AND SHIFT TRAFFIC ONTO THE INSIDE PORTION OF THE RAMP.
2. CONSTRUCT OUTER PORTION OF PROPOSED RAMP, INCLUDING PROPOSED GRADING, PAVEMENT, AND CURB AND GUTTER.

MD 122 RAMP PHASE 1C

1. SHIFT TRAFFIC TO THE OUTSIDE PORTION OF THE RECONSTRUCTED RAMP AND INSTALL TEMPORARY CONCRETE TRAFFIC BARRIER ON THE INSIDE PORTION OF THE RAMP.
2. REMOVE TEMPORARY PAVEMENT AND INSTALL PROPOSED CURB AND GUTTER ON THE INSIDE OF THE RAMP.
3. COMPLETE GRADING ACTIVITIES AND INSTALLATION OF STORMWATER MANAGEMENT FACILITIES AND ITS PULL-OFF ALONG THE OUTSIDE SHOULDER OF THE I-695 OUTER LOOP WITHIN MD 122 INTERCHANGE.
5. REMOVE TRAFFIC CONTROL DEVICES.

OUTSIDE SHOULDERS OF I-695 INNER & OUTER LOOPS (PHASE 1)

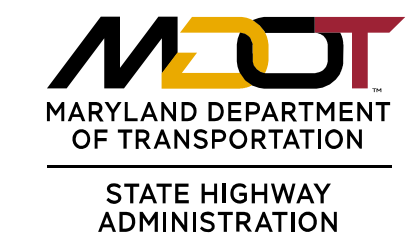
1. MILL & OVERLAY EXISTING MEDIAN RUMBLE STRIPS WHERE INDICATED ON THE PLANS UTILIZING SHORT-TERM LANE CLOSURES. REFER TO SPECIAL PROVISIONS FOR LANE CLOSURE RESTRICTIONS.
2. INSTALL ADVANCED WARNING SIGNS IN ACCORDANCE WITH STD. NO. MD 104.05-01, 104.05-03 AND 104.06-18, SHIFT I-695 OUTER LOOP TRAFFIC TOWARD THE INSIDE SHOULDER WHERE INDICATED ON THE PLANS. INSTALL TEMPORARY CONCRETE TRAFFIC BARRIER AS INDICATED ON PLANS.
3. CONCURRENT WITH #2, ERADICATE EXISTING PAVEMENT MARKINGS AS NOTED ON THE PLANS. REMOVE THE LENSES OF ALL RAISED PAVEMENT MARKERS WHICH ARE IMPACTED BY TEMPORARY TRAFFIC SHIFTS.
4. INSTALL PROPOSED DRAINAGE STRUCTURES AS INDICATED IN THE PLANS.
5. CONCURRENT WITH #4, CONSTRUCT FULL DEPTH WIDENING AND PAVEMENT RECONSTRUCTION ALONG THE OUTSIDE SHOULDERS AND GORE AREAS WHERE INDICATED IN THE PLANS.
6. CONCURRENT WITH #4 AND #5, INSTALL CELLULAR CONFINEMENT FOR ITS ALL-WEATHER PULL-OFFS, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD WHERE INDICATED ON THE PLANS.
7. CONCURRENT WITH #4 THROUGH #6, CONSTRUCT PROPOSED SWM FACILITIES WHERE INDICATED ON THE PLANS.
8. INSTALL TRAFFIC CONDUITS AS INDICATED ON THE PLANS UTILIZING SHORT TERM LANE CLOSURES. REFER TO SPECIAL PROVISIONS FOR LANE CLOSURE RESTRICTIONS.
9. REMOVE TRAFFIC CONTROL DEVICES.

I-695 MEDIAN SHOULDERS (PHASE 2)

1. MILL & OVERLAY EXISTING OUTSIDE SHOULDER RUMBLE STRIPS WHERE INDICATED IN THE PLANS UTILIZING SHORT-TERM LANE CLOSURES. REFER TO SPECIAL PROVISIONS FOR LANE CLOSURE RESTRICTIONS.
2. INSTALL ADVANCED WARNING SIGNS IN ACCORDANCE WITH STD. NO. MD 104.05-01, 104.05-03 AND 104.06-18, SHIFT I-695 OUTER & INNER LOOP TRAFFIC TOWARD THE OUTSIDE SHOULDERS WHERE INDICATED IN THE PLANS. INSTALL TEMPORARY CONCRETE TRAFFIC BARRIER AS INDICATED ON PLANS.
3. CONCURRENT WITH #2, ERADICATE EXISTING PAVEMENT MARKINGS AS NOTED ON THE PLANS. REMOVE THE LENSES OF ALL RAISED PAVEMENT MARKERS AS PER GENERAL NOTE 8.
4. INSTALL PROPOSED DRAINAGE STRUCTURES AS INDICATED IN THE PLANS.
5. CONCURRENT WITH #4, INSTALL FOUNDATIONS FOR PROPOSED LANE USE CONTROL SIGNALS (LUCS).
6. CONCURRENT WITH #4 AND #5, CONSTRUCT CONCRETE TRAFFIC BARRIER OVERLAYS WHERE INDICATED ON THE PLANS.
7. CONCURRENT WITH #4 THROUGH #6, CONSTRUCT FULL DEPTH PAVEMENT RECONSTRUCTION IN THE MEDIAN SHOULDERS WHERE INDICATED ON THE PLANS.
8. REMOVE TRAFFIC CONTROL DEVICES.

PAVEMENT CROSS SLOPE ADJUSTMENT AND FINAL SURFACE COURSE

1. PLACE ASPHALT WEDGE & LEVELING COURSES UTILIZING SHORT TERM LANE CLOSURES.
2. CONCURRENT WITH #1, PLACE FINAL SURFACE COURSE UTILIZING SHORT TERM LANE CLOSURES.
3. CONCURRENT WITH #1 AND #2, APPLY FINAL PAVEMENT MARKINGS UTILIZING SHORT TERM LANE CLOSURES.

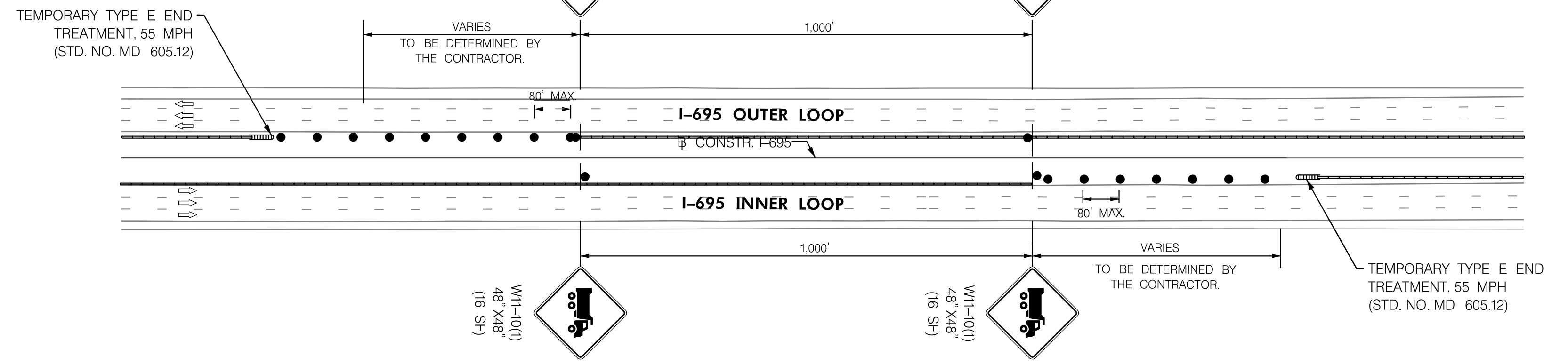
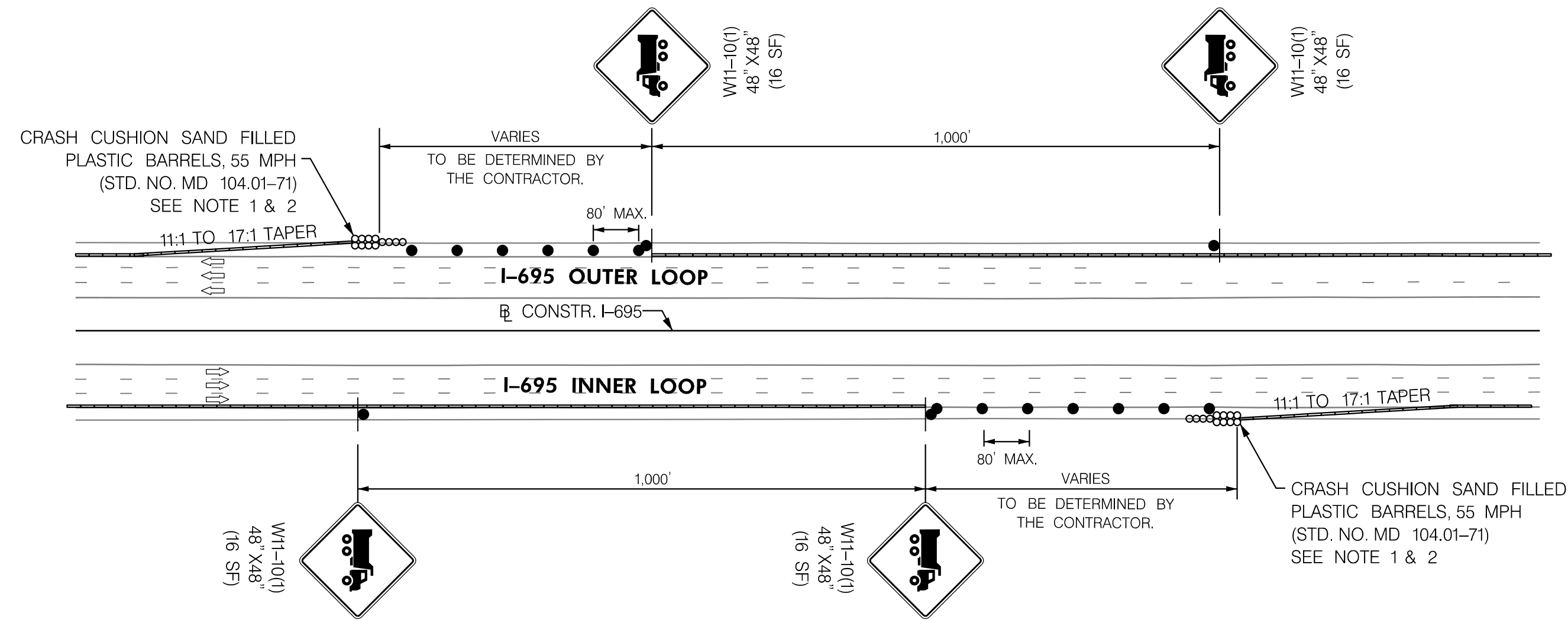


HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT
 AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS		TTCP - NOTES & SEQUENCE OF CONSTRUCTION	
SCALE	N/A	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	MT-01	OF	MT-103
		SHEET NO.	235 OF 409

RK&K
 P. 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions

BY: bgrandizio



OPENING IN TEMPORARY CONCRETE BARRIER FOR CONSTRUCTION ACCESS (REFER TO GENERAL NOTE 16 ON MT-01)
(OUTSIDE SHOULDER)
SCALE: N.T.S.)

OPENING IN TEMPORARY CONCRETE BARRIER FOR CONSTRUCTION ACCESS (REFER TO GENERAL NOTE 16 ON MT-01)
(MEDIAN)
SCALE: N.T.S.)

NOTES:

1. CONTRACTOR HAS THE OPTION TO SUBSTITUTE CRASH CUSHIONS WITH TYPE E END TREATMENTS (STD.NO. MD 605.12).
2. PROVIDE 10 FT. MINIMUM FROM CENTER OF FIRST CRASH CUSHION TO PAVEMENT MARKING UNLESS APPROVED BY THE DESIGN BUILD ENGINEER AND COORDINATED WITH THE ADMINISTRATION IN ACCORDANCE WITH STANDARD MD 104.01-23B.

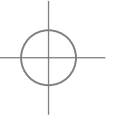
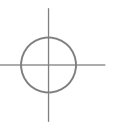
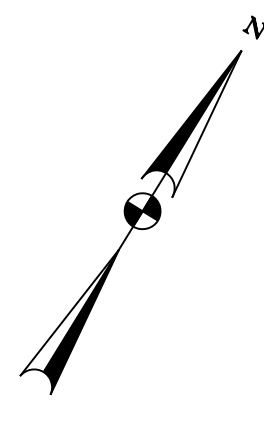
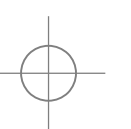
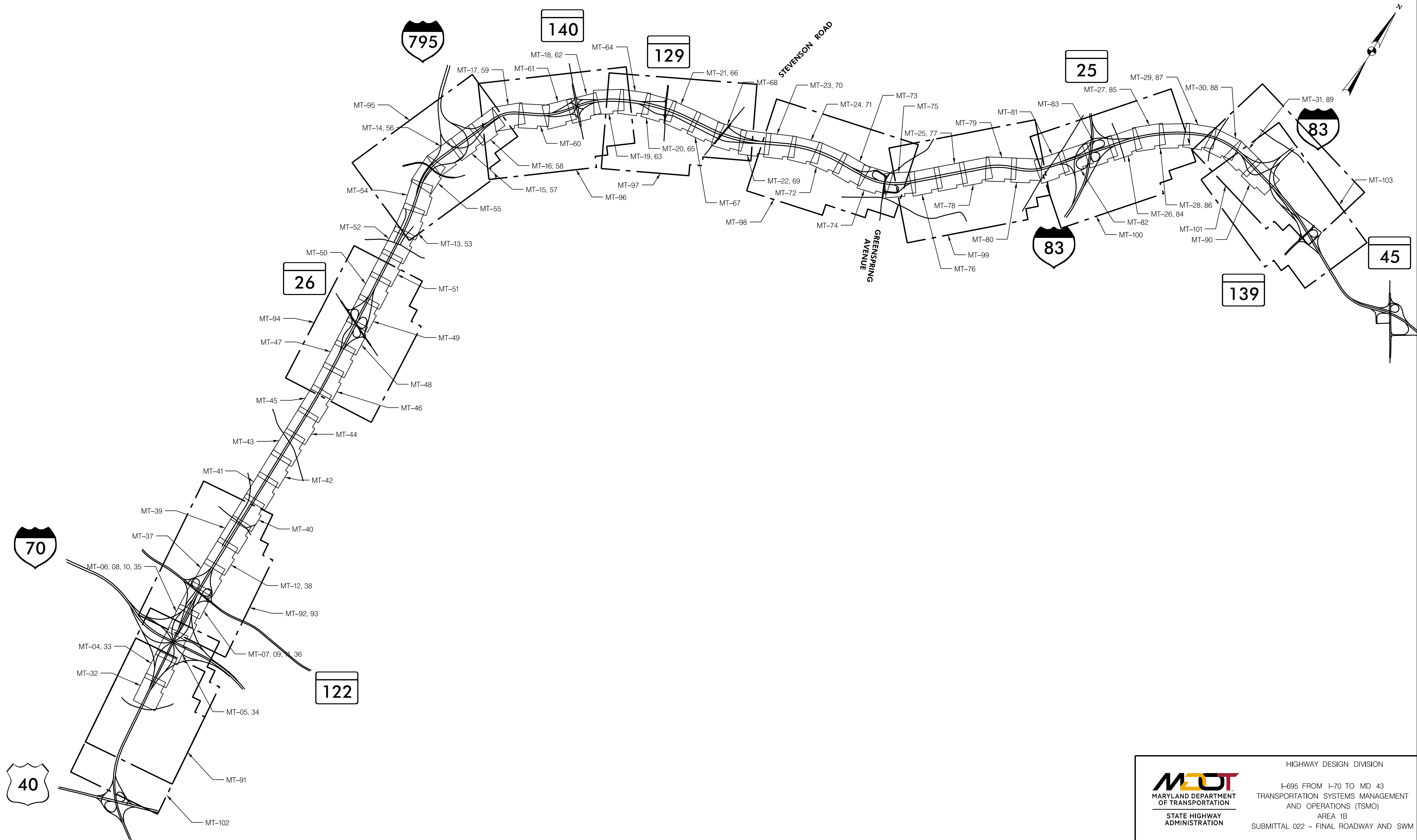
BY: bgrandizio

RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

HIGHWAY DESIGN DIVISION
I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS	TEMPORARY TRAFFIC CONTROL DETAILS					
	SCALE	N/A	DATE	JULY 2022	CONTRACT NO.	BA0065172
	DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY		
	DRAWN BY	KAF / MDG / AF / AWG	LOGMILE			
	CHECKED BY	BLW / AKL				
	MDE/PRD	20-PR-0038				
	DRAWING NO.	MT-02	OF	MT-103	SHEET NO.	236 OF 409



BY: bgrandizio

RK&K
 P: 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions

LEGEND

- TEMPORARY TRAFFIC CONTROL ADVANCED WARNING SIGN (AWS) PLANS
- TEMPORARY TRAFFIC CONTROL (MT) PLANS

MDOT
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION

HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

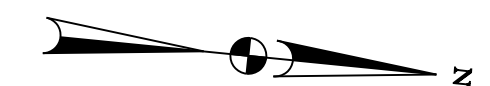
REVISIONS		TEMPORARY TRAFFIC CONTROL LAYOUT PLAN	
SCALE	1" = 2,000'	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	MT-03	OF	MT-103
SHEET NO.	237	OF	409

RFC - 10-14-2022

PLOTTED: 7/25/2022
 FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pLA-P001-MOT_B995TSMO_Area1B.dgn

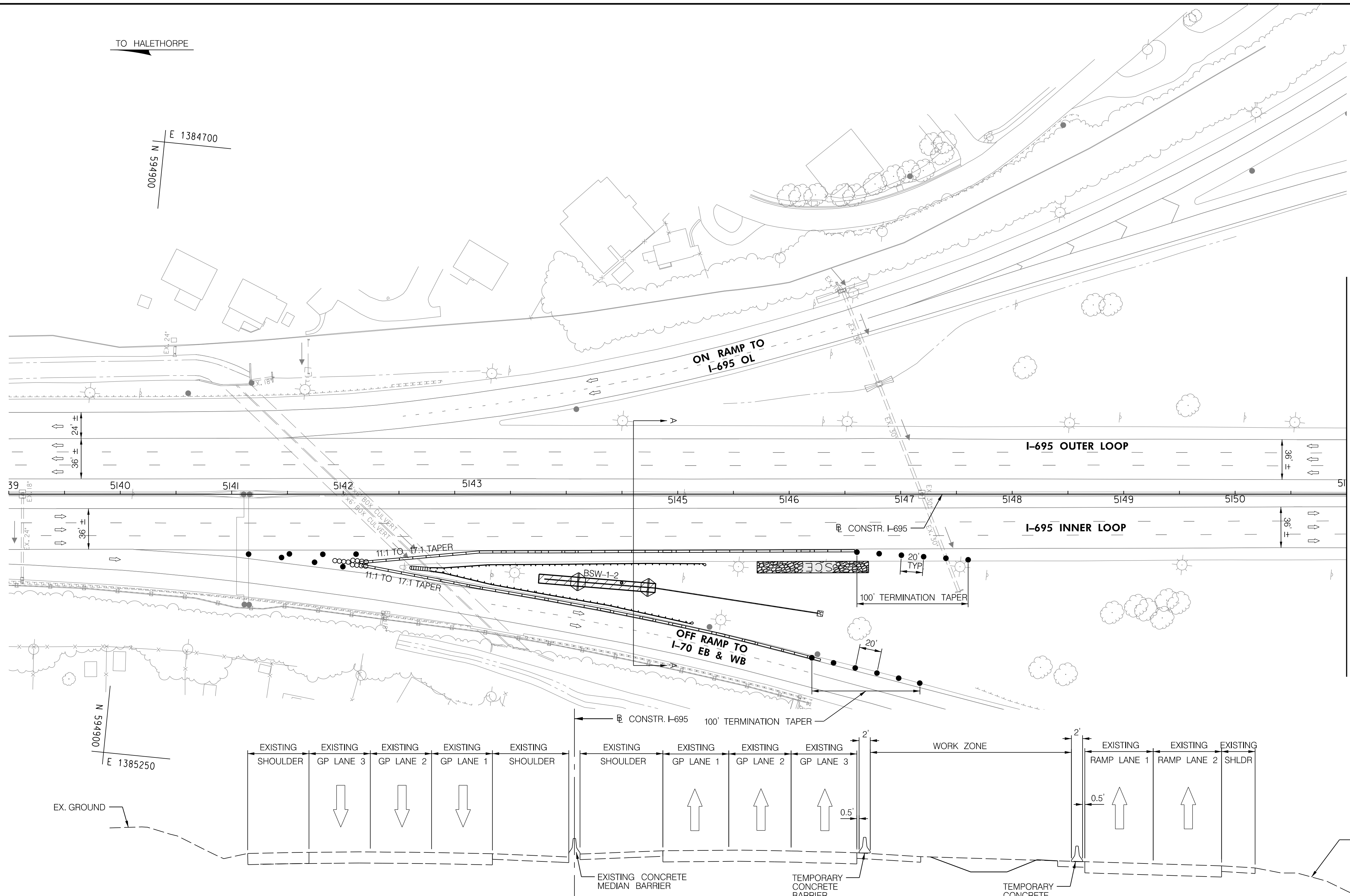
TO HALETHORPE

TO PARKVILLE



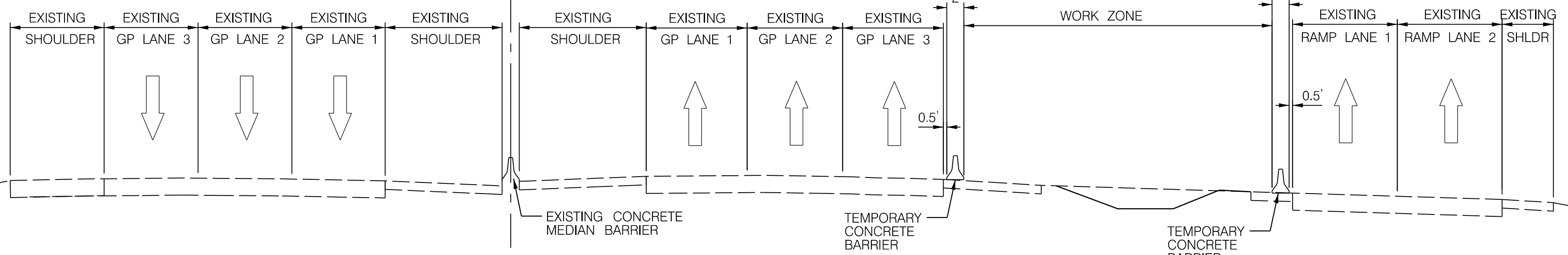
E 1384700
N 594965

E 1384700
N 594965



MATCH LINE STA. 5151+00 - SEE DWG MT-05

- NOTES:
- SEE SHEET MT-91 FOR ADVANCED WARNING SIGN PLAN



LEGEND

- DRUM
- ➔ PROPOSED TRAFFIC FLOW ARROW
- ⇐ EXISTING TRAFFIC FLOW ARROW
- ▬ CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- 5W 5" WHITE STRIPE
- 5Y 5" YELLOW STRIPE
- 5DW 5" WHITE DASH (10' LINE, 30' GAP)
- I TEMPORARY RAISED PAVEMENT MARKERS

- ||||| TYPE E END TREATMENT
- XXXX EXISTING PAVEMENT REMOVAL
- OOOO CRASH CUSHION FOR 45 MPH (RAMPS)
- OOOO CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- ==== TEMPORARY CONCRETE TRAFFIC BARRIER
- ==== EXISTING SHOULDER FOR ITS MAINTENANCE
- OOOO CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD
- 10W 10" WHITE STRIPE
- 5WD 5" WHITE DASH (3' LINE, 9' GAP)
- 10WD 10" WHITE DASH (3' LINE, 9' GAP)
- 15W 15" WHITE STRIPE

SECTION A-A
NOT TO SCALE

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

HIGHWAY DESIGN DIVISION
I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS		TEMPORARY TRAFFIC CONTROL PLAN PHASE 1	
SCALE 1" = 50'		DATE JULY 2022	CONTRACT NO. BA0065172
DESIGNED BY KAF / MEG		COUNTY BALTIMORE COUNTY	
DRAWN BY KAF / MDG / AF / AWG		LOGMILE	
CHECKED BY RLW / AKL		MDE/PRD 20-PR-0038	
DRAWING NO. MT-04	OF MT-103	SHEET NO. 238	OF 409

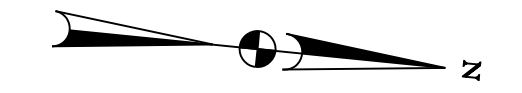
RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pMT-P104_B995TSMO_Area1B.dgn

TO HALETHORPE

TO PARKVILLE



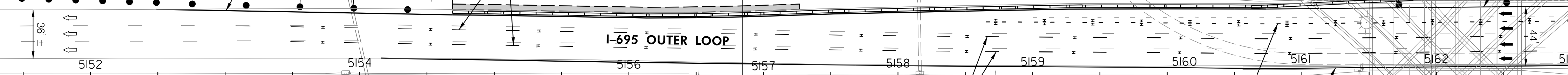
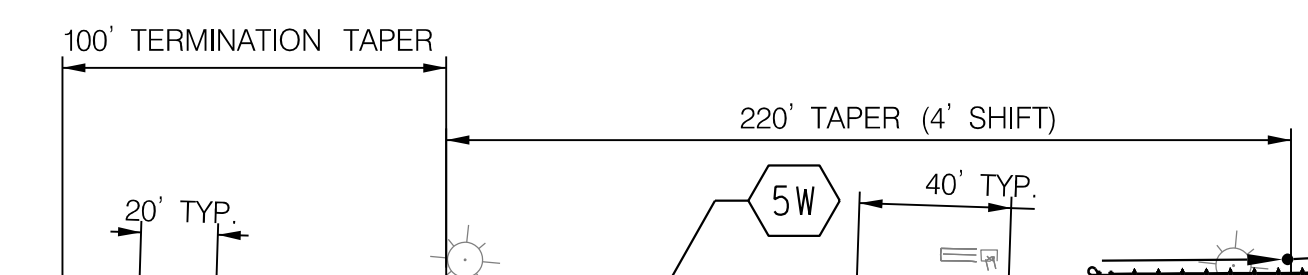
MATCH LINE STA. 5151+00 - SEE DWG MT-04

MATCH LINE STA. 5163+00 - SEE DWG MT-06, MT-08 AND MT-10

E 1384650
001965 N

E 1385100
001965 N

E 1385100
N 597250

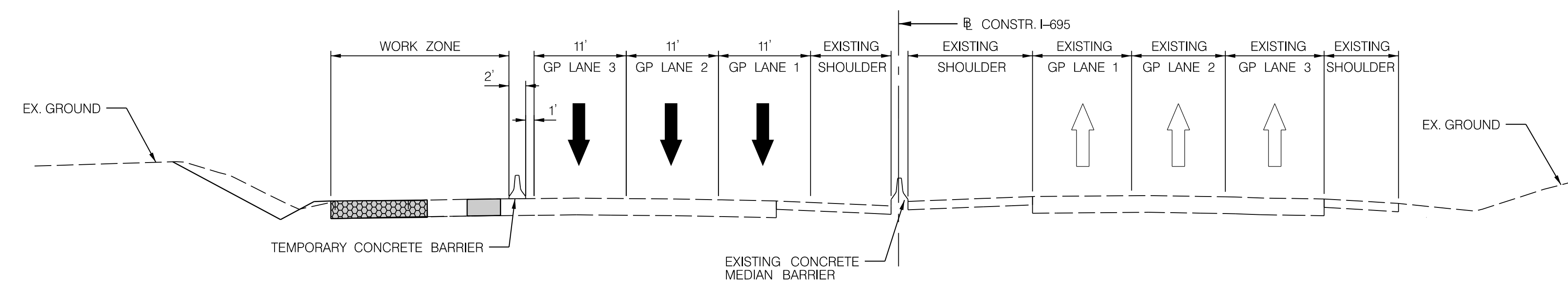


TIE TEMPORARY CONCRETE BARRIER INTO EXISTING W-BEAM TRAFFIC BARRIER PER STD. NO. MD 104.01-47.

495' BUFFER (REFER TO MT-06 & MT-10)
BUFFER DOES NOT APPLY TO PHASE 1B ON MT-08

NOTES:

- 1. SEE SHEET MT-91 FOR ADVANCED WARNING SIGN PLAN



LEGEND

- DRUM
- ➔ PROPOSED TRAFFIC FLOW ARROW
- ↔ EXISTING TRAFFIC FLOW ARROW
- ▬ CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- 5W 5" WHITE STRIPE
- 5Y 5" YELLOW STRIPE
- 5DW 5" WHITE DASH (10' LINE, 30' GAP)
- I TEMPORARY RAISED PAVEMENT MARKERS

- ||||| TYPE E END TREATMENT
- XXXXX EXISTING PAVEMENT REMOVAL
- 88888 CRASH CUSHION FOR 45 MPH (RAMPS)
- 88888 CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- ▬ TEMPORARY CONCRETE TRAFFIC BARRIER
- ▬ EXISTING SHOULDER FOR ITS MAINTENANCE
- ▬ CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD
- 10W 10" WHITE STRIPE
- 5DW 5" WHITE DASH (3' LINE, 9' GAP)
- 10WD 10" WHITE DASH (3' LINE, 9' GAP)
- 15W 15" WHITE STRIPE

RFC - 10-14-2022

Maryland Department of Transportation
 STATE HIGHWAY ADMINISTRATION
 HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS		TEMPORARY TRAFFIC CONTROL PLAN PHASE 1	
SCALE	1" = 50'	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	MT-05	OF MT-103	SHEET NO. 239 OF 409

RK&K
 P. 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions

PLOTTED: 7/26/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pMT-P105_B995TSMO_Areat1B.dgn

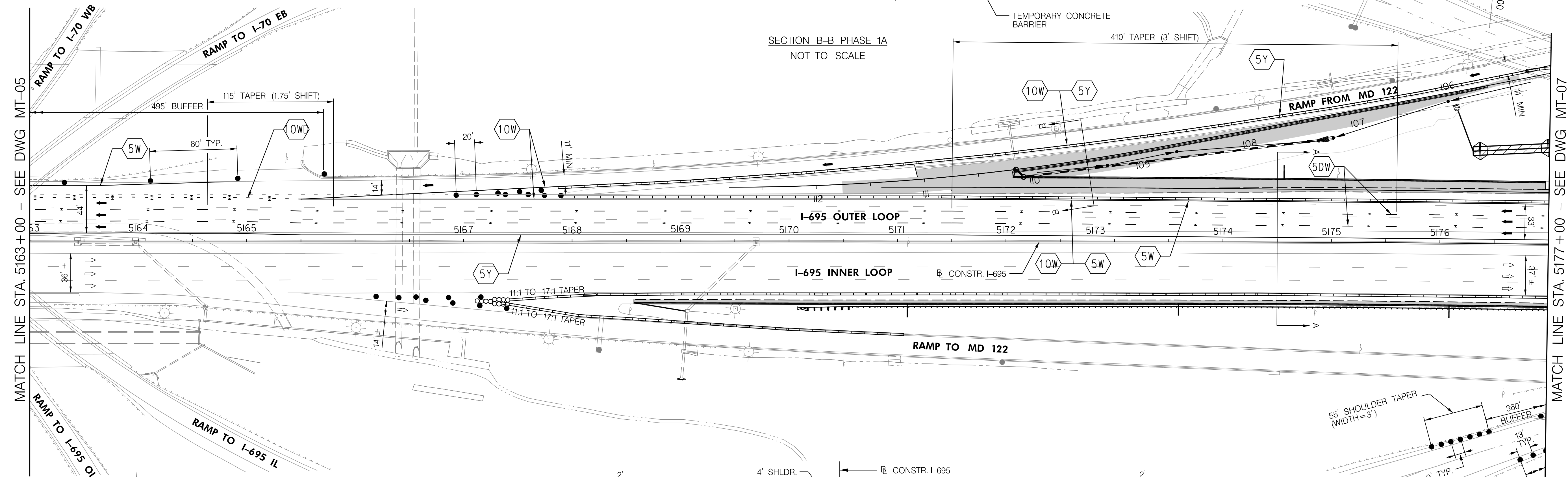
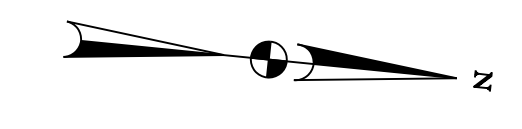
TO HALETHORPE

TO PARKVILLE

E 1384400
N 597300

E 1384400
N 598500

N 597300
E 1385050



SECTION B-B PHASE 1A
NOT TO SCALE

I-695 OUTER LOOP

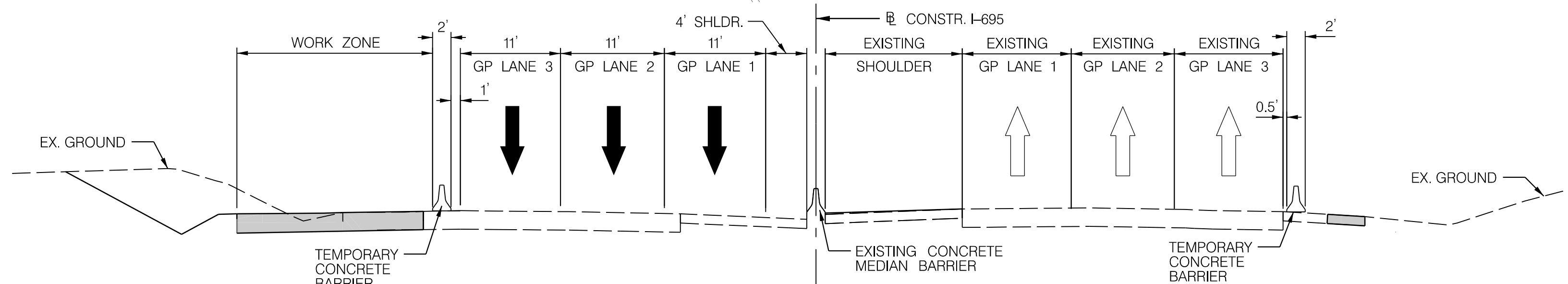
I-695 INNER LOOP

RAMP TO MD 122

RAMP FROM MD 122

MATCH LINE STA. 5163+00 - SEE DWG. MT-05

MATCH LINE STA. 5177+00 - SEE DWG. MT-07



SECTION A-A
NOT TO SCALE

LEGEND

- DRUM
- ← PROPOSED TRAFFIC FLOW ARROW
- ⇐ EXISTING TRAFFIC FLOW ARROW
- ▬ CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- 5W 5" WHITE STRIPE
- 5Y 5" YELLOW STRIPE
- 5DW 5" WHITE DASH (10' LINE, 30' GAP)
- ⊥ TEMPORARY RAISED PAVEMENT MARKERS

- ||||| TYPE E END TREATMENT
- ⊗ EXISTING PAVEMENT REMOVAL
- ⊗ CRASH CUSHION FOR 45 MPH (RAMPS)
- ⊗ CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- ▬ TEMPORARY CONCRETE TRAFFIC BARRIER
- ▬ EXISTING SHOULDER FOR ITS MAINTENANCE
- ⊗ CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD
- 10W 10" WHITE STRIPE
- 5DW 5" WHITE DASH (3' LINE, 9' GAP)
- 10DW 10" WHITE DASH (3' LINE, 9' GAP)
- 15W 15" WHITE STRIPE

NOTES:

- SEE SHEET MT-91 & MT-92 FOR ADVANCED WARNING SIGN PLAN

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

MOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION

REVISIONS		TEMPORARY TRAFFIC CONTROL PLAN PHASE 1A	
SCALE	1" = 50'	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	MT-06	OF	MT-103
		SHEET NO.	240 OF 409

RFC - 10-14-2022

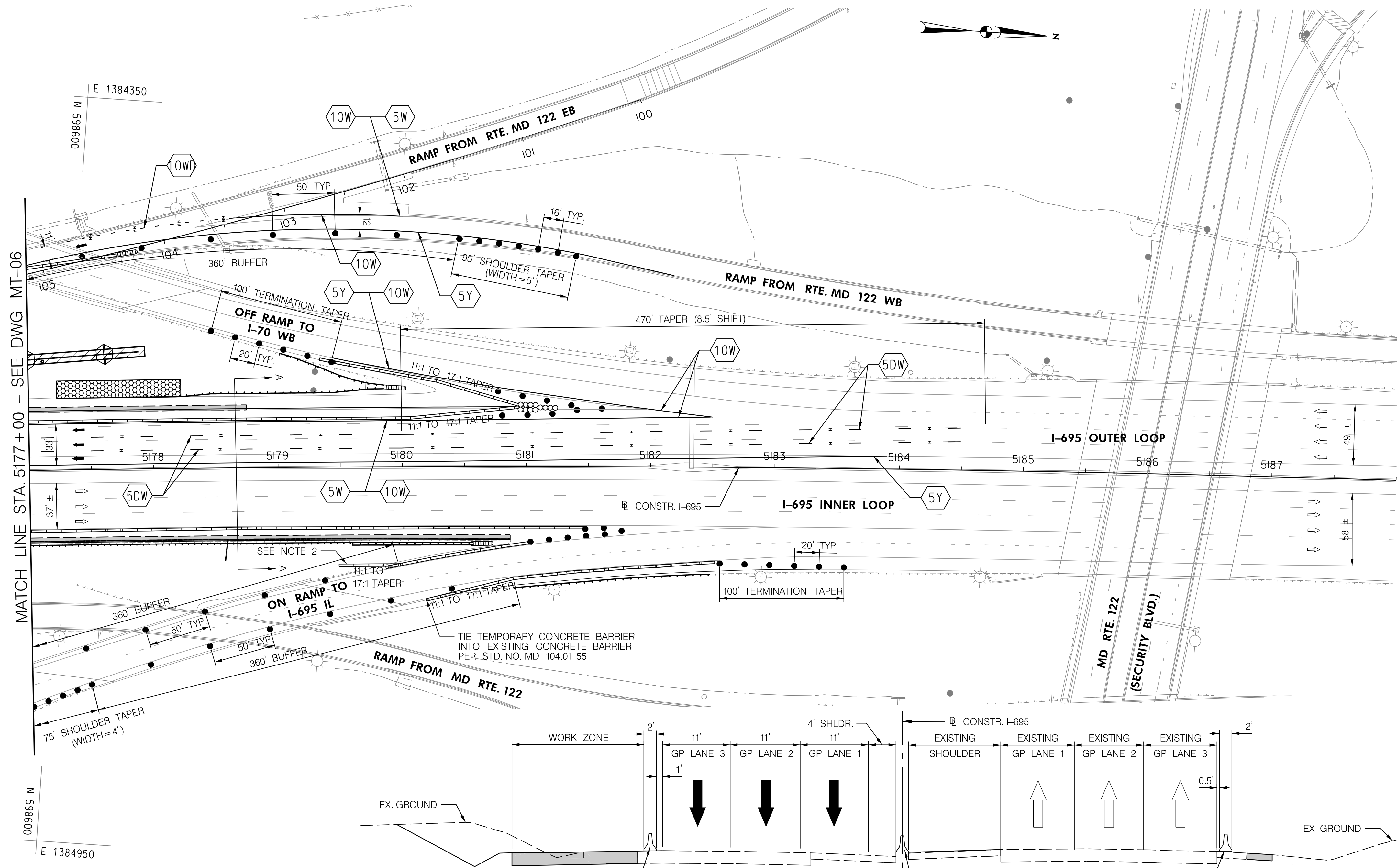
PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\2020_09\95TSMO\CADD\Plans\Area 1B\MT-P106A_I695TSMO_Area1B.dgn

BY: bgrandizio

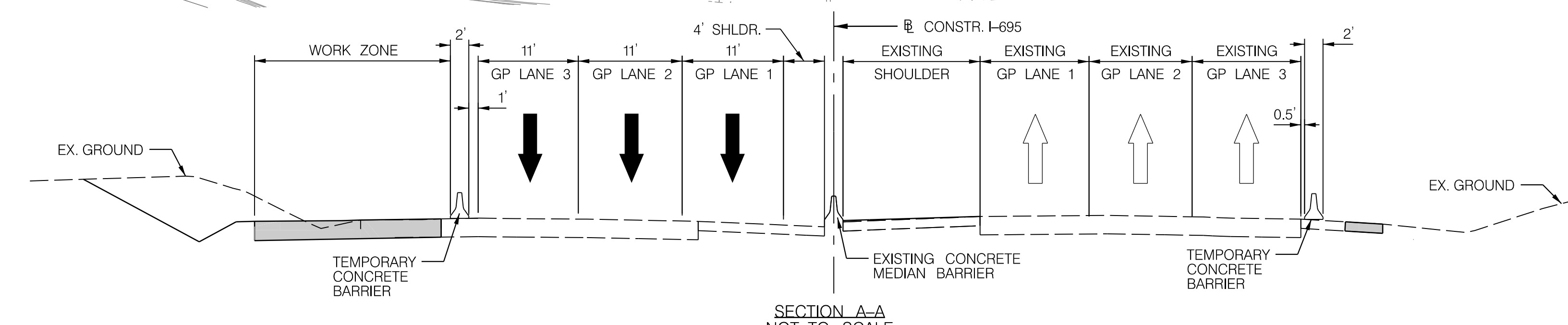
RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

TO HALETHORPE

TO PARKVILLE



- NOTES:
- SEE SHEET MT-92 FOR ADVANCED WARNING SIGN PLAN
 - THE END OF THE TEMPORARY CONCRETE BARRIER SHALL BE PROTECTED. EDGE OF TEMPORARY CONCRETE BARRIER SHALL BE INSTALLED 4 FEET BEHIND BACK OF EXISTING W-BEAM POST



LEGEND

- DRUM
- ← PROPOSED TRAFFIC FLOW ARROW
- ⇐ EXISTING TRAFFIC FLOW ARROW
- ▬ CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- 5W 5" WHITE STRIPE
- 5Y 5" YELLOW STRIPE
- 5DW 5" WHITE DASH (10' LINE, 30' GAP)
- ⊥ TEMPORARY RAISED PAVEMENT MARKERS

- ||||| TYPE E END TREATMENT
- XXXX EXISTING PAVEMENT REMOVAL
- 8888 CRASH CUSHION FOR 45 MPH (RAMPS)
- 8888 CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- ▬ TEMPORARY CONCRETE TRAFFIC BARRIER
- ▬ EXISTING SHOULDER FOR ITS MAINTENANCE
- ▬ CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD
- 10W 10" WHITE STRIPE
- 5DW 5" WHITE DASH (3' LINE, 9' GAP)
- 10DW 10" WHITE DASH (3' LINE, 9' GAP)
- 15W 15" WHITE STRIPE

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

STATE HIGHWAY ADMINISTRATION

REVISIONS	TEMPORARY TRAFFIC CONTROL PLAN PHASE 1A		
	SCALE 1" = 50'	DATE JULY 2022	CONTRACT NO. BA0065172
	DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY	
	DRAWN BY KAF / MDG / AF / AWG	LOGMILE	
	CHECKED BY BLW / AKL		
	MDE/PRD 20-PR-0038		
	DRAWING NO. MT-07	OF MT-103	SHEET NO. 241 OF 409

RFC - 10-14-2022

PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pMT-P107A_B995TSMO_Area1B.dgn

BY: bgrandizio

P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

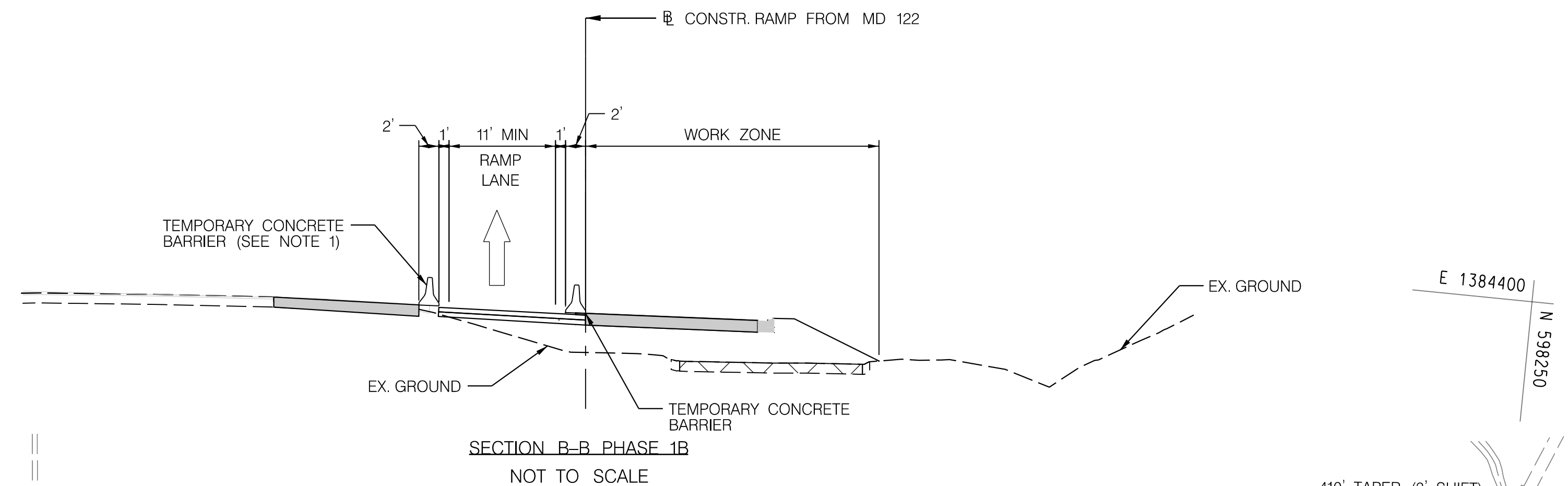
TO HALETHORPE

TO PARKVILLE

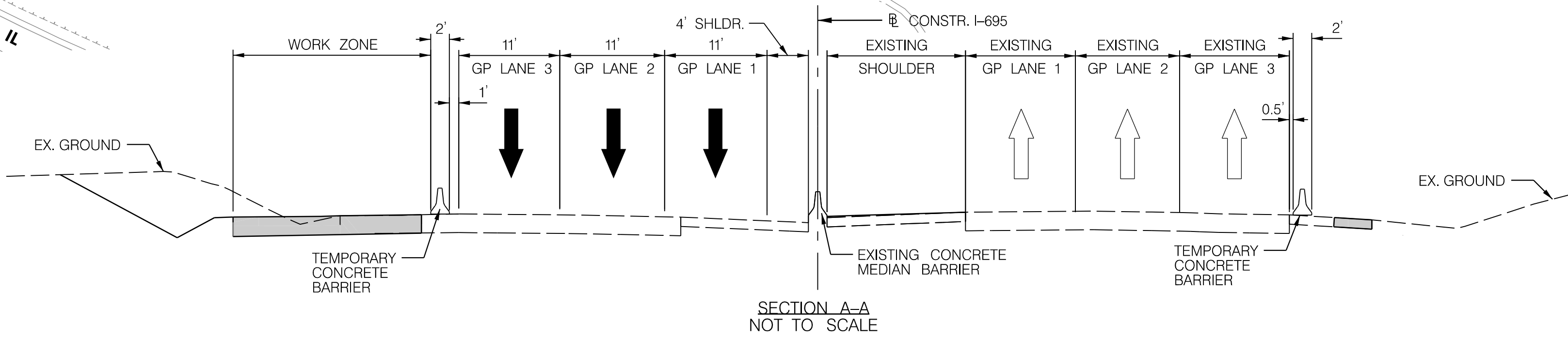
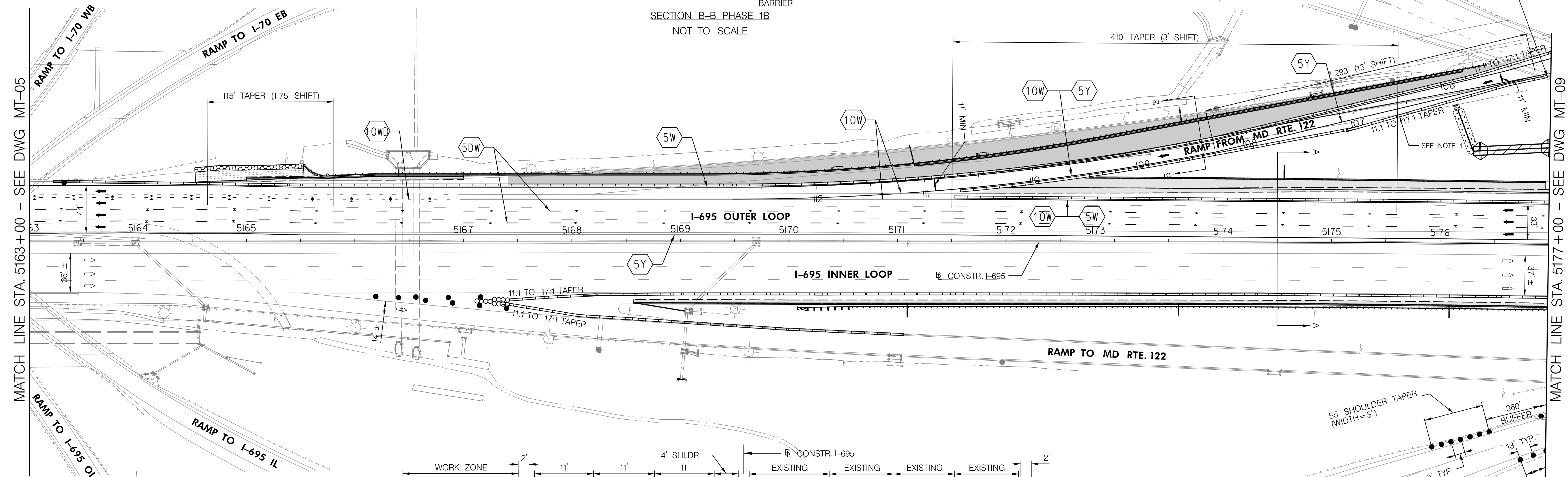
E 1384400
N 597300

E 1384400
N 598250

E 1385050
N 597300



TIE TEMPORARY CONCRETE BARRIER INTO EXISTING CONCRETE BARRIER PER MD. STD. 104.01-55, 104.01-56, 104.01-57, AND 104.01-58.



- NOTES:
1. TEMPORARY CONCRETE BARRIER MAY BE OMITTED IF ADEQUATE SAFETY GRADING IS PROVIDED AND THERE IS NO EQUIPMENT OR OTHER OBSTACLES LOCATED WITHIN THE CLEAR ZONE
 2. SEE SHEET MT-91 & MT-93 FOR ADVANCED WARNING SIGN PLAN

LEGEND

- DRUM
- ➔ PROPOSED TRAFFIC FLOW ARROW
- ➔ EXISTING TRAFFIC FLOW ARROW
- ▬ CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- 5W 5" WHITE STRIPE
- 5Y 5" YELLOW STRIPE
- 5DW 5" WHITE DASH (10' LINE, 30' GAP)
- 10W 10" WHITE STRIPE
- 10DW 10" WHITE DASH (3' LINE, 9' GAP)
- 15W 15" WHITE STRIPE
- ▬ TYPE E END TREATMENT
- ▬ EXISTING PAVEMENT REMOVAL
- ▬ CRASH CUSHION FOR 45 MPH (RAMPS)
- ▬ CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- ▬ TEMPORARY CONCRETE TRAFFIC BARRIER
- ▬ EXISTING SHOULDER FOR ITS MAINTENANCE
- ▬ CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD

<p>MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION</p>		HIGHWAY DESIGN DIVISION	
		I-695 FROM I-70 TO MD 43 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO) AREA 1B SUBMITTAL 022 - FINAL ROADWAY AND SWM	
TEMPORARY TRAFFIC CONTROL PLAN PHASE 1B			
REVISIONS	SCALE 1" = 50'	DATE JULY 2022	CONTRACT NO. BA0065172
DESIGNED BY KAF / MEG	DRAWN BY KAF / MDG / AF / AWG		COUNTY BALTIMORE COUNTY
CHECKED BY RLW / AKL	MDE/PRD 20-PR-0038		LOGMILE
DRAWING NO. MT-08	OF MT-103	SHEET NO. 242	OF 409

RFC - 10-14-2022

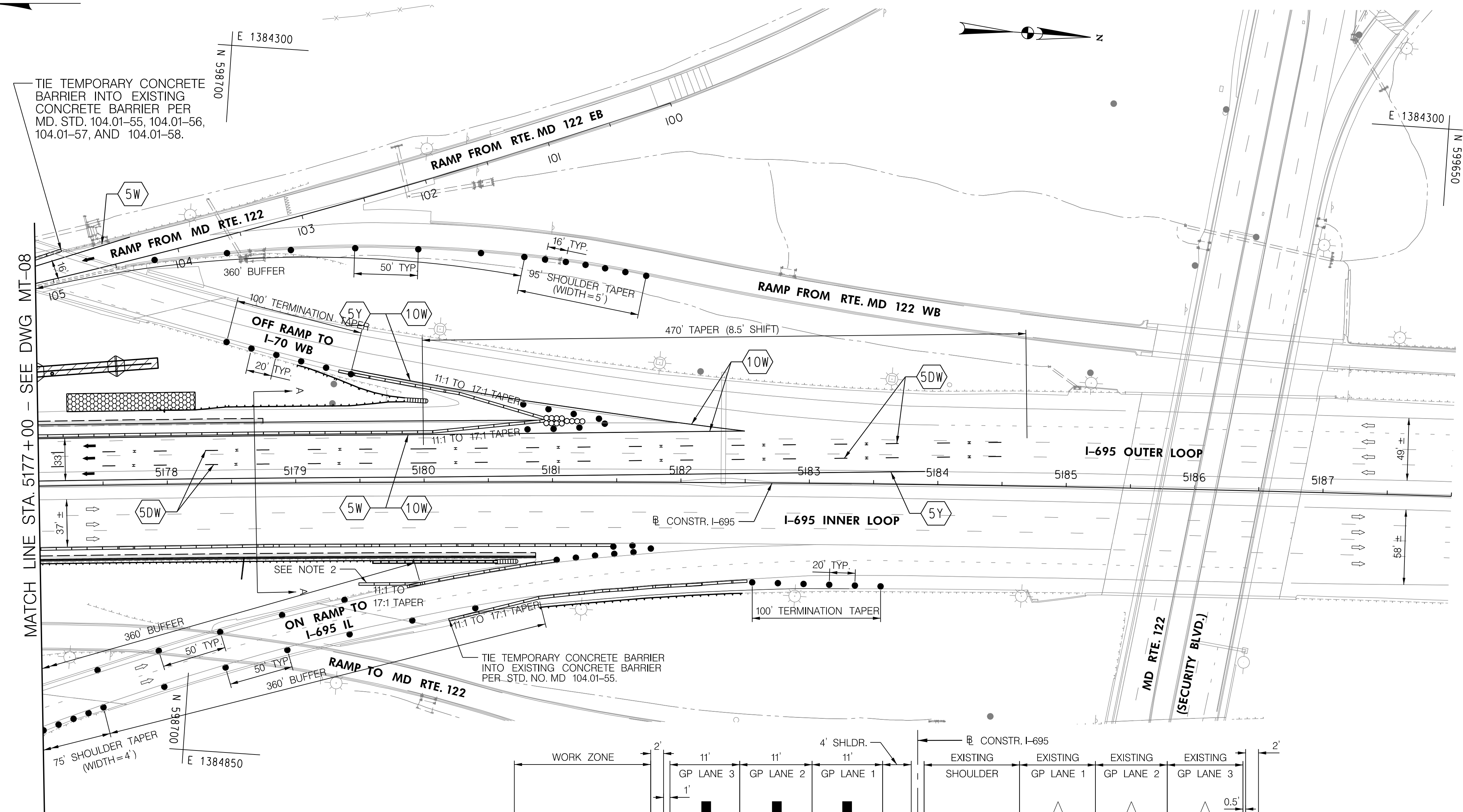
PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pMT-P1068_B995TSMO_Area1B.dgn

BY: bgrandizio

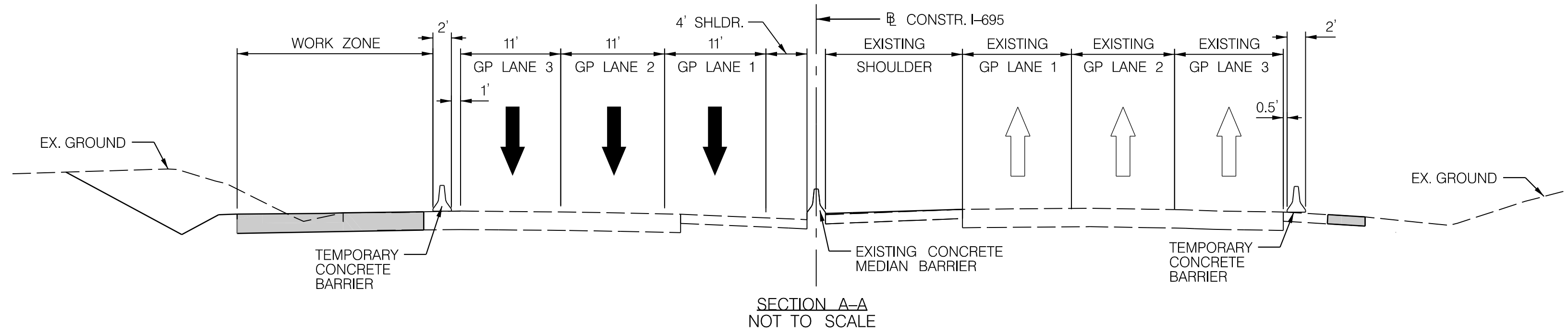
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

TO HALETHORPE

TO PARKVILLE



- NOTES:
- SEE SHEET MT-93 FOR ADVANCED WARNING SIGN PLAN
 - THE END OF THE TEMPORARY CONCRETE BARRIER SHALL BE PROTECTED. EDGE OF TEMPORARY CONCRETE BARRIER SHALL BE INSTALLED 4 FEET BEHIND OF EXISTING W-BEAM POST



LEGEND

- DRUM
- ➔ PROPOSED TRAFFIC FLOW ARROW
- ↔ EXISTING TRAFFIC FLOW ARROW
- ▬ CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- 5W 5" WHITE STRIPE
- 5Y 5" YELLOW STRIPE
- 5DW 5" WHITE DASH (10' LINE, 30' GAP)
- 10W 10" WHITE STRIPE
- 5WD 5" WHITE DASH (3' LINE, 9' GAP)
- 10WD 10" WHITE DASH (3' LINE, 9' GAP)
- 15W 15" WHITE STRIPE
- ▬ TYPE E END TREATMENT
- ⊗ EXISTING PAVEMENT REMOVAL
- ⊗ CRASH CUSHION FOR 45 MPH (RAMPS)
- ⊗ CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- ▬ TEMPORARY CONCRETE TRAFFIC BARRIER
- ▬ EXISTING SHOULDER FOR ITS MAINTENANCE
- ⊗ CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD
- ⊥ TEMPORARY RAISED PAVEMENT MARKERS

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

HIGHWAY DESIGN DIVISION
I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS	TEMPORARY TRAFFIC CONTROL PLAN PHASE 1B		
	SCALE 1" = 50'	DATE JULY 2022	CONTRACT NO. BA0065172
	DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY	
	DRAWN BY KAF / MDG / AF / AWG	LOGMILE	
	CHECKED BY RLW / AKL		
	MDE/PRD 20-PR-0038		
	DRAWING NO. MT-09	OF MT-103	SHEET NO. 243 OF 409

RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

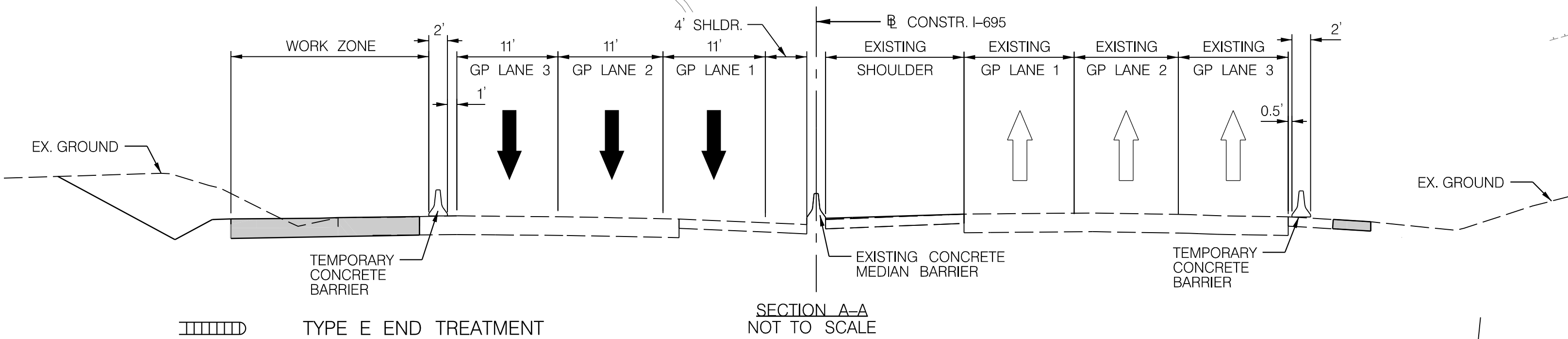
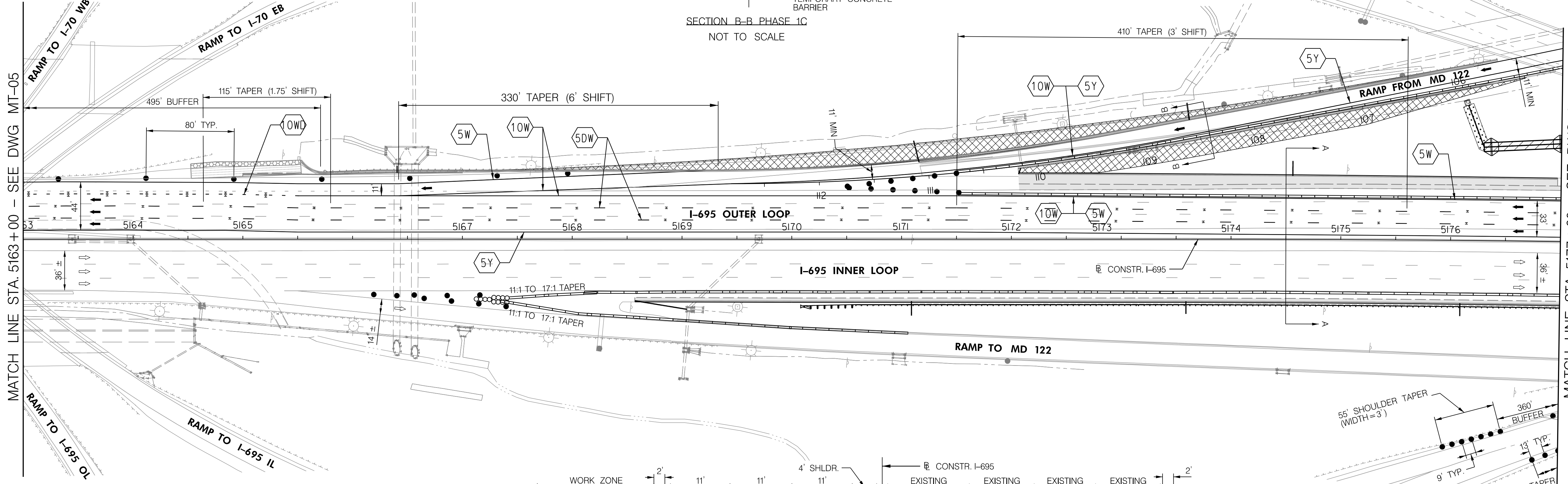
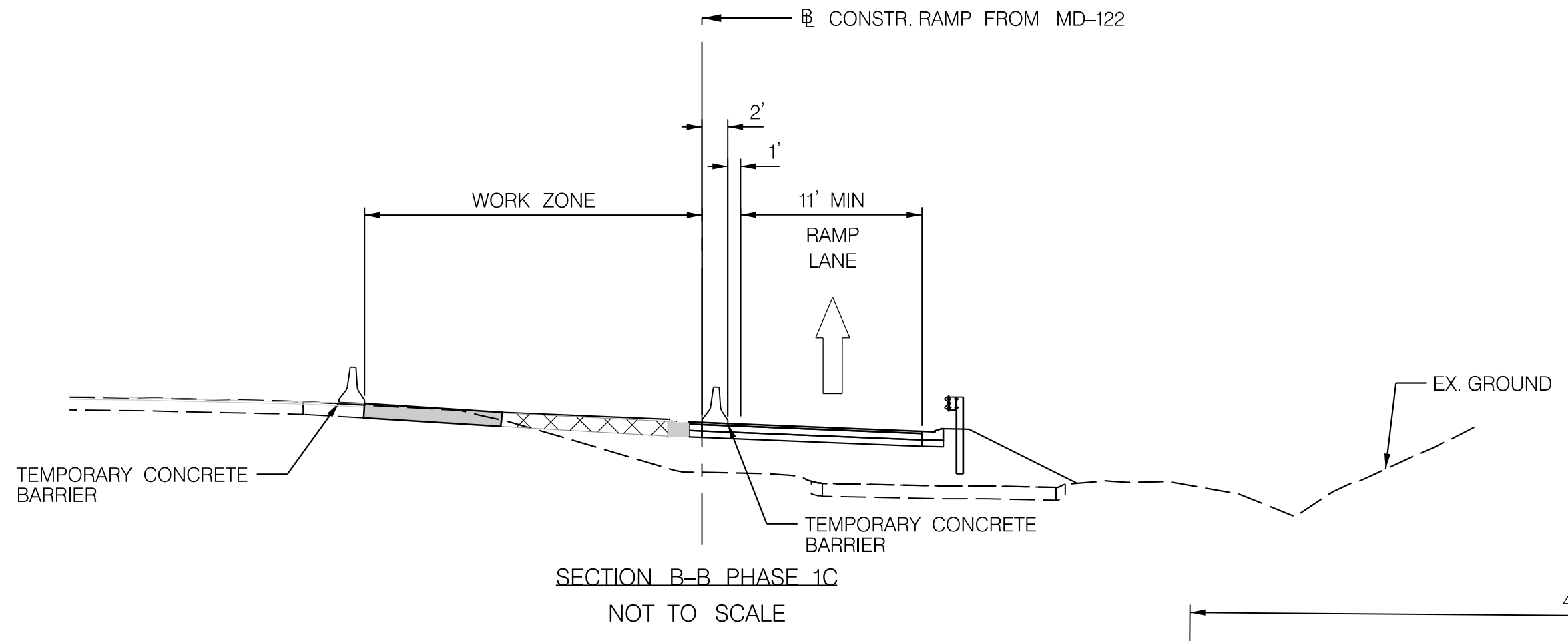
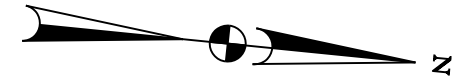
RFC - 10-14-2022

PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B95TSMO\CADD\Plans\Area 1B\pMT-P1079_B95TSMO_Area1B.dgn

TO HALETHORPE

TO PARKVILLE

052165 N
E 1384450



MATCH LINE STA. 5163+00 - SEE DWG. MT-05

MATCH LINE STA. 5177+00 - SEE DWG. MT-11

N 597250
E 1385100

N 598350
E 1385100

LEGEND

- DRUM
- ← PROPOSED TRAFFIC FLOW ARROW
- ⇐ EXISTING TRAFFIC FLOW ARROW
- ▬ CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- 5W 5" WHITE STRIPE
- 5Y 5" YELLOW STRIPE
- 5DW 5" WHITE DASH (10' LINE, 30' GAP)
- ⊥ TEMPORARY RAISED PAVEMENT MARKERS

- ||||| TYPE E END TREATMENT
- XXXXX EXISTING PAVEMENT REMOVAL
- ∞∞∞ CRASH CUSHION FOR 45 MPH (RAMPS)
- ∞∞∞ CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- ▬ TEMPORARY CONCRETE TRAFFIC BARRIER
- ▬ EXISTING SHOULDER FOR ITS MAINTENANCE
- ▬ CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD
- 10W 10" WHITE STRIPE
- 5WD 5" WHITE DASH (3' LINE, 9' GAP)
- 10WD 10" WHITE DASH (3' LINE, 9' GAP)
- 15W 15" WHITE STRIPE

- NOTES:
- SEE SHEET MT-91 & MT-92 FOR ADVANCED WARNING SIGN PLAN

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

TEMPORARY TRAFFIC CONTROL PLAN PHASE 1C			
REVISIONS	SCALE 1"=50'	DATE JULY 2022	CONTRACT NO. BA0065172
DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY		
DRAWN BY KAF / MDG / AF / AWG	LOGMILE		
CHECKED BY RLW / AKL			
MDE/PRD 20-PR-0038			
DRAWING NO. MT-10	OF MT-103	SHEET NO. 244	OF 409

RK&K

P. 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202

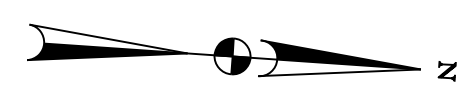
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pMT-P106C_B995TSMO_Area1B.dgn

TO HALETHORPE

TO PARKVILLE



E 1384300
N 598700

E 1384300
N 599400

E 1384850
N 598700

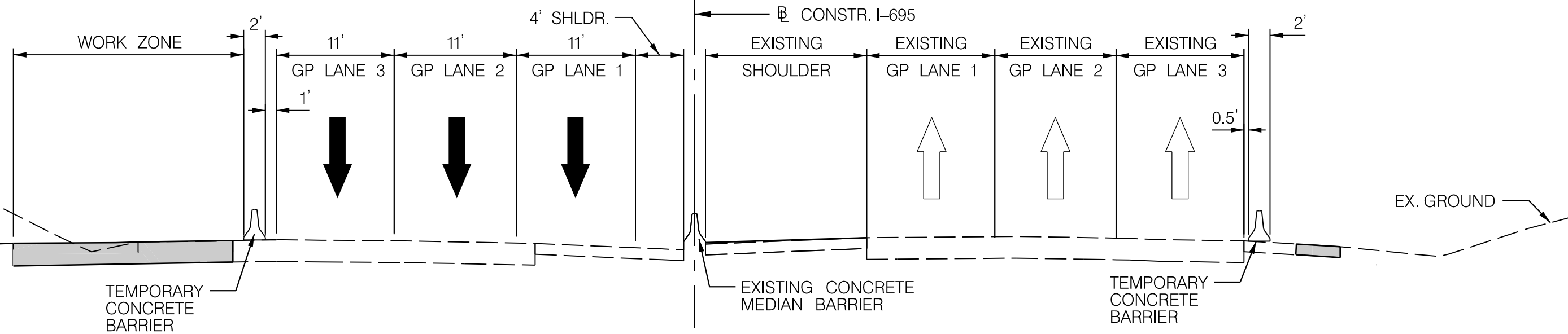
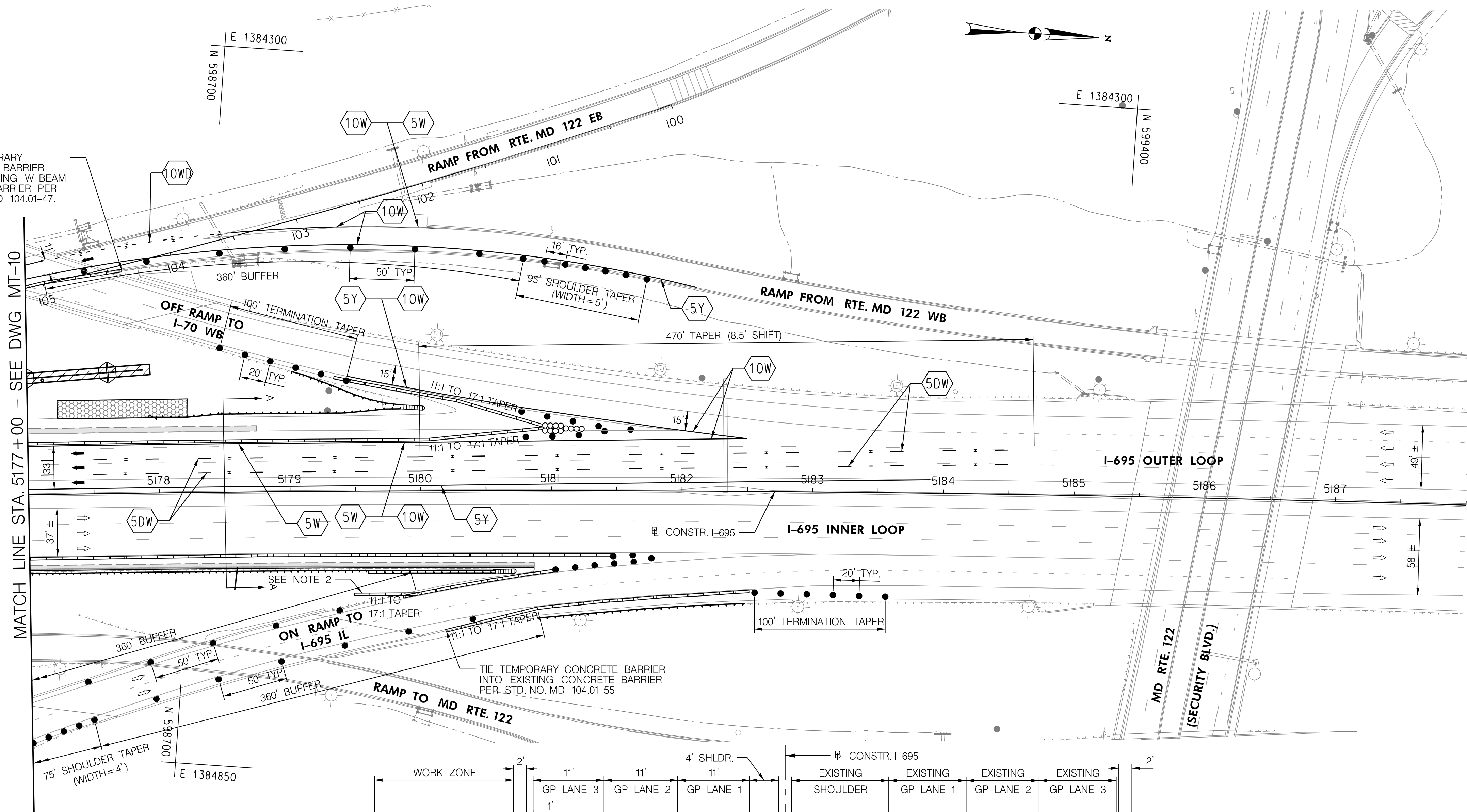
MATCH LINE STA. 5177+00 - SEE DWG. MT-10

TIE TEMPORARY CONCRETE BARRIER INTO EXISTING W-BEAM TRAFFIC BARRIER PER STD. NO. MD 104.01-47.

TIE TEMPORARY CONCRETE BARRIER INTO EXISTING CONCRETE BARRIER PER STD. NO. MD 104.01-55.

NOTES:

- SEE SHEET MT-92 FOR ADVANCED WARNING SIGN PLAN
- THE END OF THE TEMPORARY CONCRETE BARRIER SHALL BE PROTECTED. EDGE OF TEMPORARY CONCRETE BARRIER SHALL BE INSTALLED 4 FEET BEHIND BACK OF EXISTING W-BEAM POST



LEGEND

- DRUM
- ➔ PROPOSED TRAFFIC FLOW ARROW
- ⇐ EXISTING TRAFFIC FLOW ARROW
- ▬ CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- 5W 5" WHITE STRIPE
- 5Y 5" YELLOW STRIPE
- 5DW 5" WHITE DASH (10' LINE, 30' GAP)
- ⊥ TEMPORARY RAISED PAVEMENT MARKERS
- ||||| TYPE E END TREATMENT
- ⊗ EXISTING PAVEMENT REMOVAL
- ⊗⊗⊗ CRASH CUSHION FOR 45 MPH (RAMPS)
- ⊗⊗⊗ CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- ▬ TEMPORARY CONCRETE TRAFFIC BARRIER
- ▬ EXISTING SHOULDER FOR ITS MAINTENANCE
- ⊗ CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD
- 10W 10" WHITE STRIPE
- 5DW 5" WHITE DASH (3' LINE, 9' GAP)
- 10WD 10" WHITE DASH (3' LINE, 9' GAP)
- 15W 15" WHITE STRIPE

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

STATE HIGHWAY ADMINISTRATION

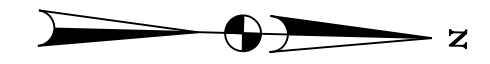
REVISIONS	TEMPORARY TRAFFIC CONTROL PLAN PHASE 1C		
	SCALE 1" = 50'	DATE JULY 2022	CONTRACT NO. BA0065172
	DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY	
	DRAWN BY KAF / MDG / AF / AWG	LOGMILE	
	CHECKED BY RLW / AKL		
	MDE/PRD 20-PR-0038		
	DRAWING NO. MT-11	OF MT-103	SHEET NO. 245 OF 409

RFC - 10-14-2022

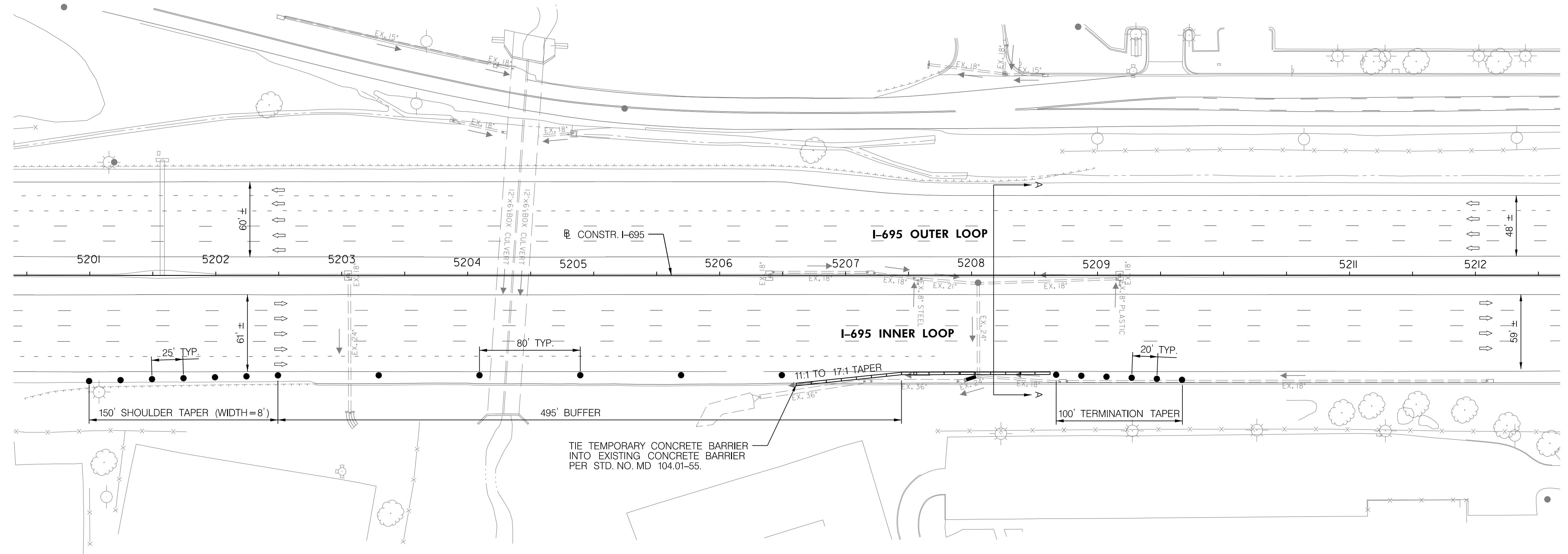
PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B95TSMO\CADD\Plans\Area 1B\pMT-P107C_B95TSMO_Area1B.dgn

BY: bgrandizio

P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

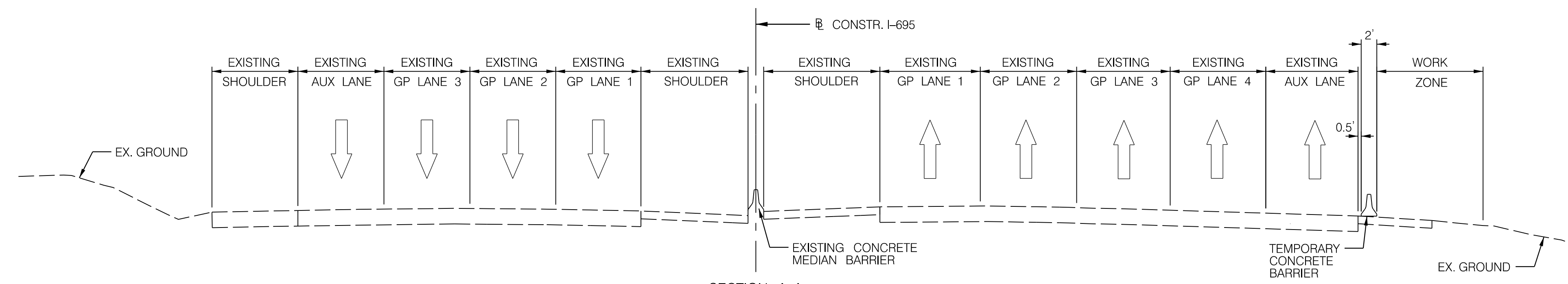


E 1384350
008009 N



E 1384850
008009 N

E 1384850
050209 N



LEGEND

- DRUM
- ➔ PROPOSED TRAFFIC FLOW ARROW
- ⇐ EXISTING TRAFFIC FLOW ARROW
- ▬ CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- 5W 5" WHITE STRIPE
- 5Y 5" YELLOW STRIPE
- 5DW 5" WHITE DASH (10' LINE, 30' GAP)
- I TEMPORARY RAISED PAVEMENT MARKERS

- ||||| TYPE E END TREATMENT
- ⊗ EXISTING PAVEMENT REMOVAL
- ∞ CRASH CUSHION FOR 45 MPH (RAMPS)
- ∞ CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- ▬ TEMPORARY CONCRETE TRAFFIC BARRIER
- ▬ EXISTING SHOULDER FOR ITS MAINTENANCE
- ▬ CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD
- 10W 10" WHITE STRIPE
- 5WD 5" WHITE DASH (3' LINE, 9' GAP)
- 10WD 10" WHITE DASH (3' LINE, 9' GAP)
- 15W 15" WHITE STRIPE

- NOTES:
- SEE SHEET MT-92 & MT-94 FOR ADVANCED WARNING SIGN PLAN

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

MOT
MARYLAND DEPARTMENT
OF TRANSPORTATION
STATE HIGHWAY
ADMINISTRATION

REVISIONS	TEMPORARY TRAFFIC CONTROL PLAN PHASE 1		
	SCALE 1" = 50'	DATE JULY 2022	CONTRACT NO. BA0065172
	DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY	
	DRAWN BY KAF / MDG / AF / AWG	LOGMILE	
	CHECKED BY RLW / AKL		
	MDE/PRD 20-PR-0038		
	DRAWING NO. MT-12	OF MT-103	SHEET NO. 246 OF 409

RFC - 10-14-2022

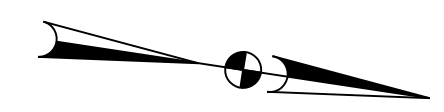
PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B95TSMO\CADD\Plans\Area 1B\MT-P109_B95TSMO_Area1B.dgn

BY: bgrandizio

RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

TO HALETHORPE

TO PARKVILLE

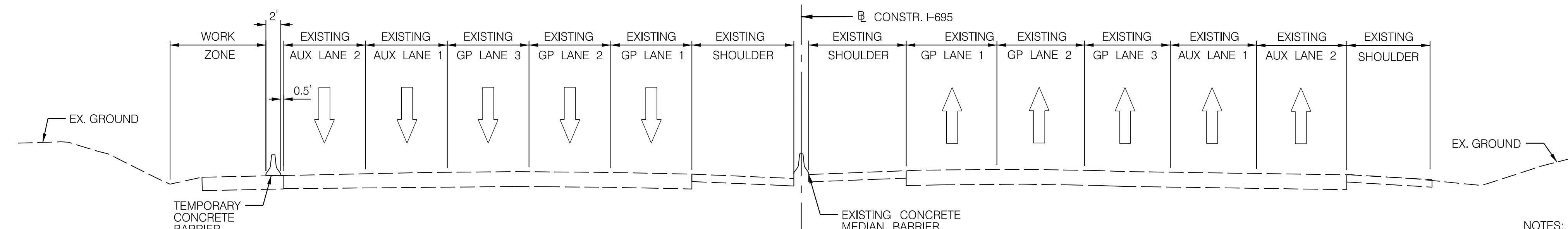
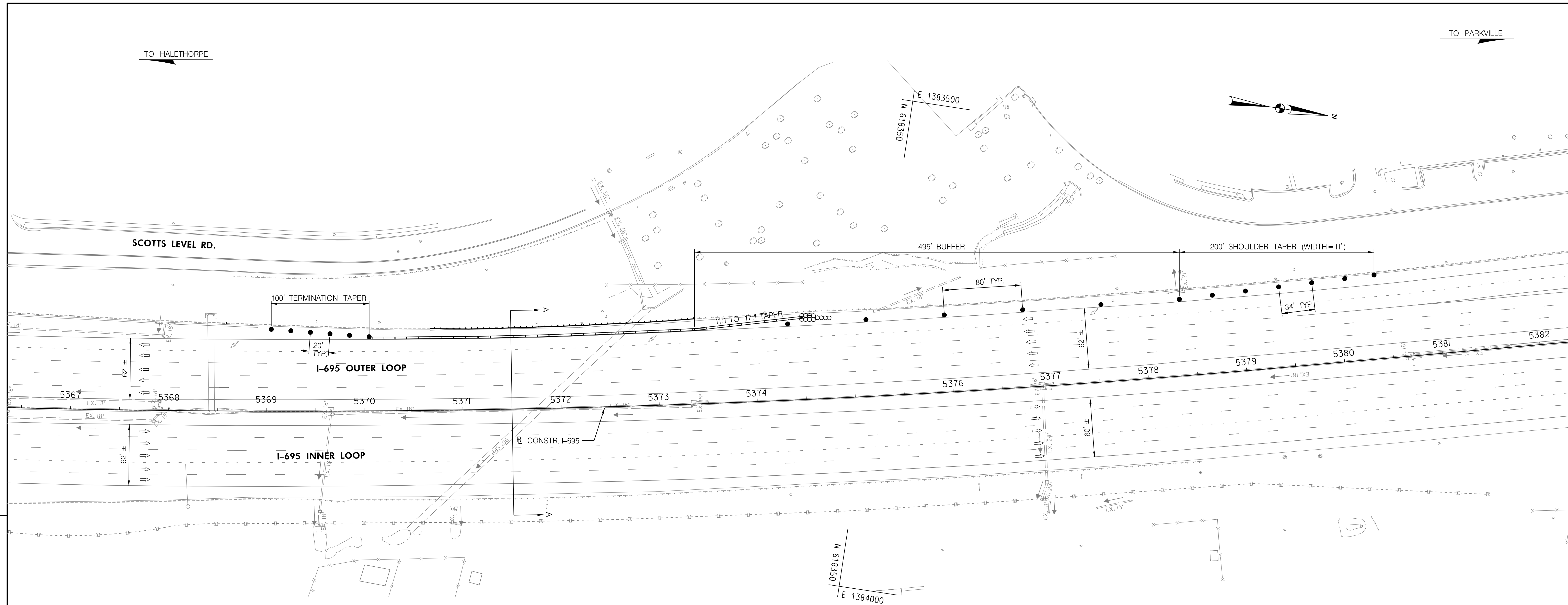


SCOTTS LEVEL RD.

E 1383500
N 6183350

E 1384000
N 6183190

E 1384000
N 618950



LEGEND

- DRUM
- ← PROPOSED TRAFFIC FLOW ARROW
- ⇐ EXISTING TRAFFIC FLOW ARROW
- ▬ CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- 5W 5" WHITE STRIPE
- 5Y 5" YELLOW STRIPE
- 5DW 5" WHITE DASH (10' LINE, 30' GAP)
- I TEMPORARY RAISED PAVEMENT MARKERS

- ||||| TYPE E END TREATMENT
- ⊗ EXISTING PAVEMENT REMOVAL
- ∞ CRASH CUSHION FOR 45 MPH (RAMPS)
- ∞ CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- ▬ TEMPORARY CONCRETE TRAFFIC BARRIER
- ▬ EXISTING SHOULDER FOR ITS MAINTENANCE
- ▬ CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD
- 10W 10" WHITE STRIPE
- 5WD 5" WHITE DASH (3' LINE, 9' GAP)
- 10WD 10" WHITE DASH (3' LINE, 9' GAP)
- 15W 15" WHITE STRIPE

- NOTES:
- SEE SHEET MT-94 & MT-95 FOR ADVANCED WARNING SIGN PLAN

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS		TEMPORARY TRAFFIC CONTROL PLAN PHASE 1	
SCALE	1" = 50'	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	MT-13	OF MT-103	SHEET NO. 247 OF 409

RK&K

P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202

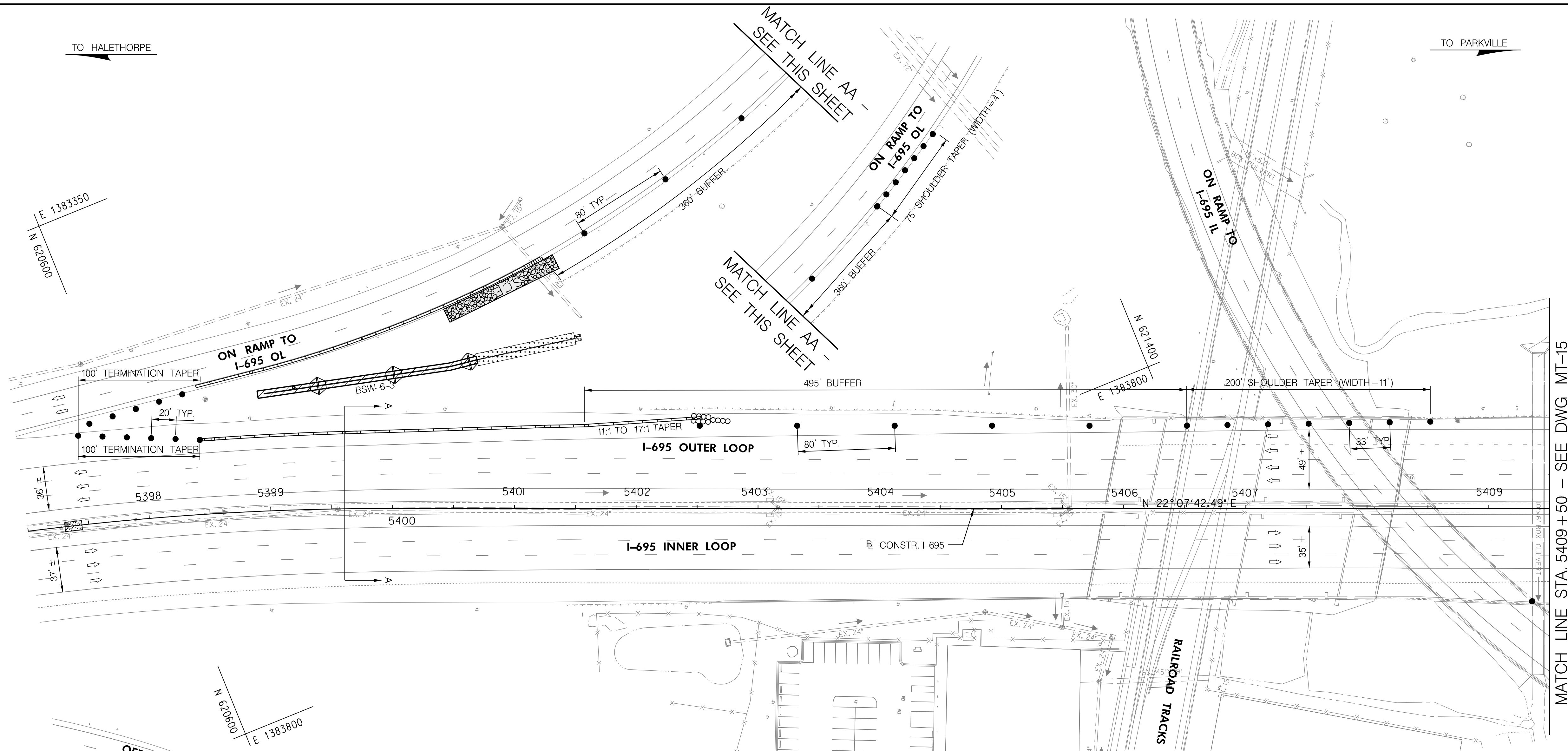
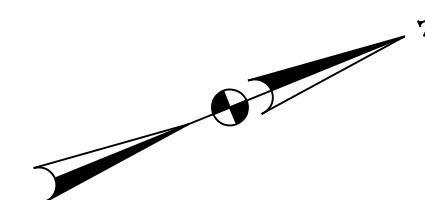
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

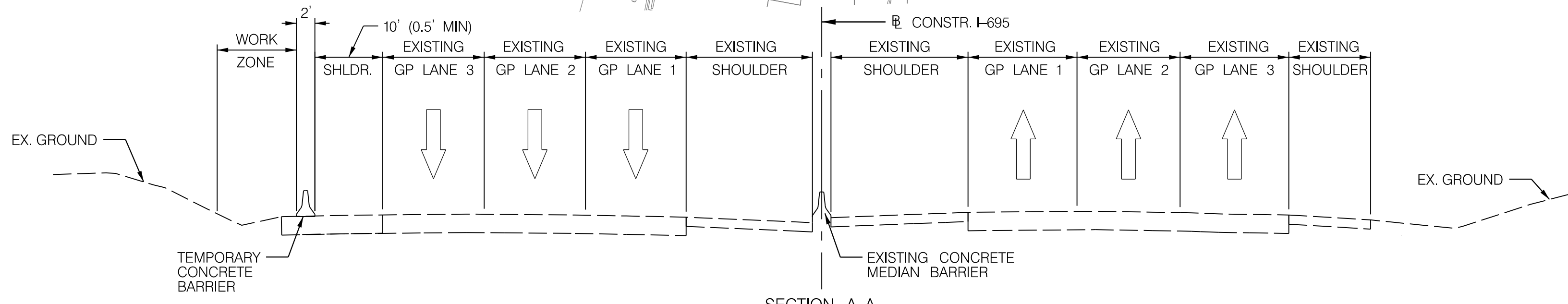
PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pMT-P124_B995TSMO_Area1B.dgn

TO HALETHORPE

TO PARKVILLE



MATCH LINE STA. 5409 + 50 - SEE DWG MT-15



NOTES:
1. SEE SHEET MT-95 FOR ADVANCED WARNING SIGN PLAN

LEGEND

- DRUM
- ➔ PROPOSED TRAFFIC FLOW ARROW
- ⇐ EXISTING TRAFFIC FLOW ARROW
- ▬ CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- 5W 5" WHITE STRIPE
- 5Y 5" YELLOW STRIPE
- 5DW 5" WHITE DASH (10' LINE, 30' GAP)
- ⊥ TEMPORARY RAISED PAVEMENT MARKERS

- ||||| TYPE E END TREATMENT
- ⊗ EXISTING PAVEMENT REMOVAL
- ⊗⊗⊗ CRASH CUSHION FOR 45 MPH (RAMPS)
- ⊗⊗⊗ CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- ▬ TEMPORARY CONCRETE TRAFFIC BARRIER
- ▬ EXISTING SHOULDER FOR ITS MAINTENANCE
- ▬ CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD
- 10W 10" WHITE STRIPE
- 5WD 5" WHITE DASH (3' LINE, 9' GAP)
- 10WD 10" WHITE DASH (3' LINE, 9' GAP)
- 15W 15" WHITE STRIPE

Maryland Department of Transportation
 STATE HIGHWAY ADMINISTRATION
 HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS		TEMPORARY TRAFFIC CONTROL PLAN PHASE 1	
SCALE	1" = 50'	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	MT-14	OF MT-103	SHEET NO. 248 OF 409

RFC - 10-14-2022

PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297\B995TSMO\CADD\Plans\Area 1B\pMT-P127_B995TSMO_Area1B.dgn

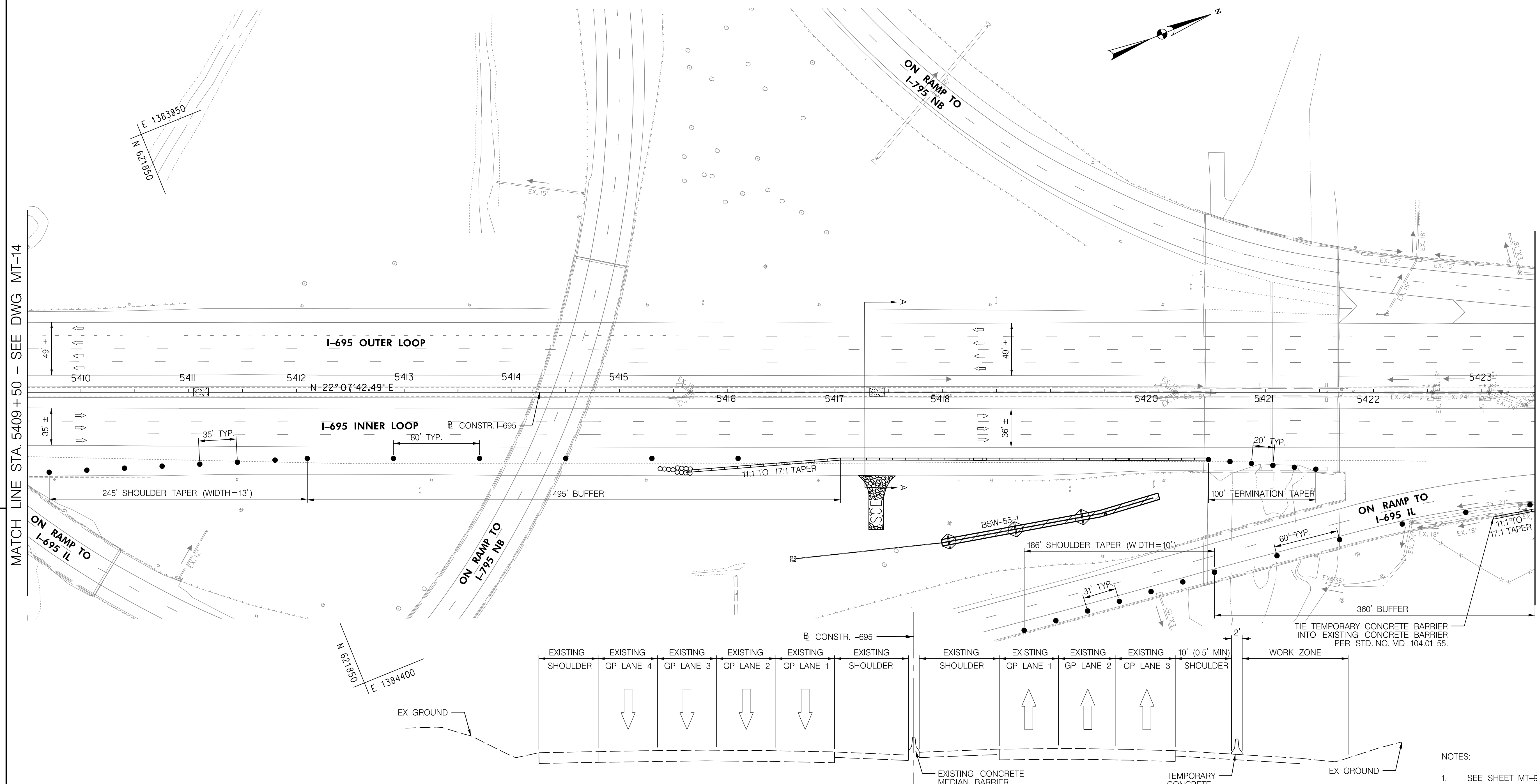
BY: bgrandizio -
RK&K
 P: 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions

TO HALETHORPE

TO PARKVILLE

MATCH LINE STA. 5409 + 50 - SEE DWG MT-14

MATCH LINE STA. 5423 + 50 - SEE DWG MT-16



- NOTES:
- SEE SHEET MT-95 FOR ADVANCED WARNING SIGN PLAN

LEGEND

- DRUM
- ➔ PROPOSED TRAFFIC FLOW ARROW
- ↔ EXISTING TRAFFIC FLOW ARROW
- ▬ CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- 5W 5" WHITE STRIPE
- 5Y 5" YELLOW STRIPE
- 5DW 5" WHITE DASH (10' LINE, 30' GAP)
- ⊥ TEMPORARY RAISED PAVEMENT MARKERS

- ||||| TYPE E END TREATMENT
- ⊗ EXISTING PAVEMENT REMOVAL
- ⊗ CRASH CUSHION FOR 45 MPH (RAMPS)
- ⊗ CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- ▬ TEMPORARY CONCRETE TRAFFIC BARRIER
- ▬ EXISTING SHOULDER FOR ITS MAINTENANCE
- ▬ CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD
- 10W 10" WHITE STRIPE
- 5WD 5" WHITE DASH (3' LINE, 9' GAP)
- 10WD 10" WHITE DASH (3' LINE, 9' GAP)
- 15W 15" WHITE STRIPE

SECTION A-A
NOT TO SCALE

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

HIGHWAY DESIGN DIVISION
I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS		TEMPORARY TRAFFIC CONTROL PLAN PHASE 1	
SCALE	1" = 50'	DATE	JULY 2022
DESIGNED BY	KAF / MEG	COUNTY	BALTIMORE COUNTY
DRAWN BY	KAF / MDG / AF / AWG	LOGMILE	
CHECKED BY	RLW / AKL		
MDE/PRD	20-PR-0038		
DRAWING NO.	MT-15	OF MT-103	SHEET NO. 249 OF 409

RFC - 10-14-2022

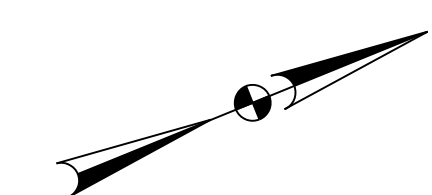
PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\Ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pMT-P128_B995TSMO_Area1B.dgn

BY: bgrandizio -

RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

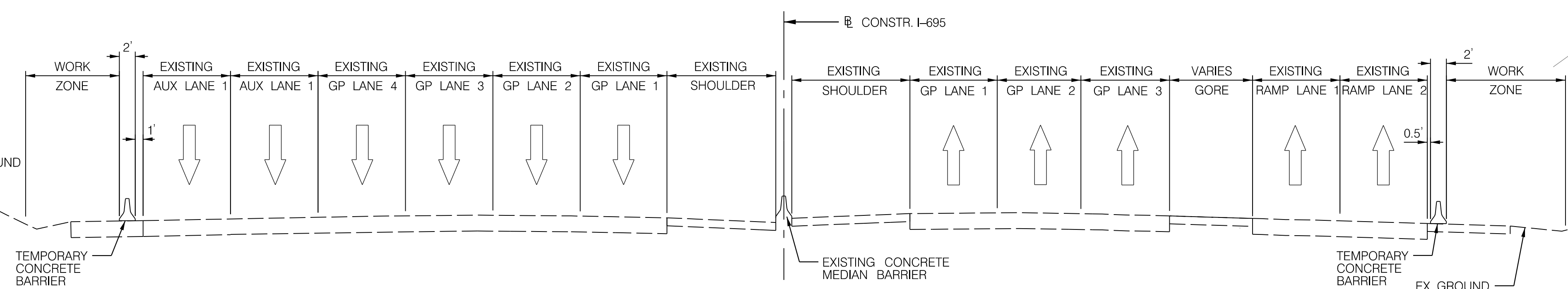
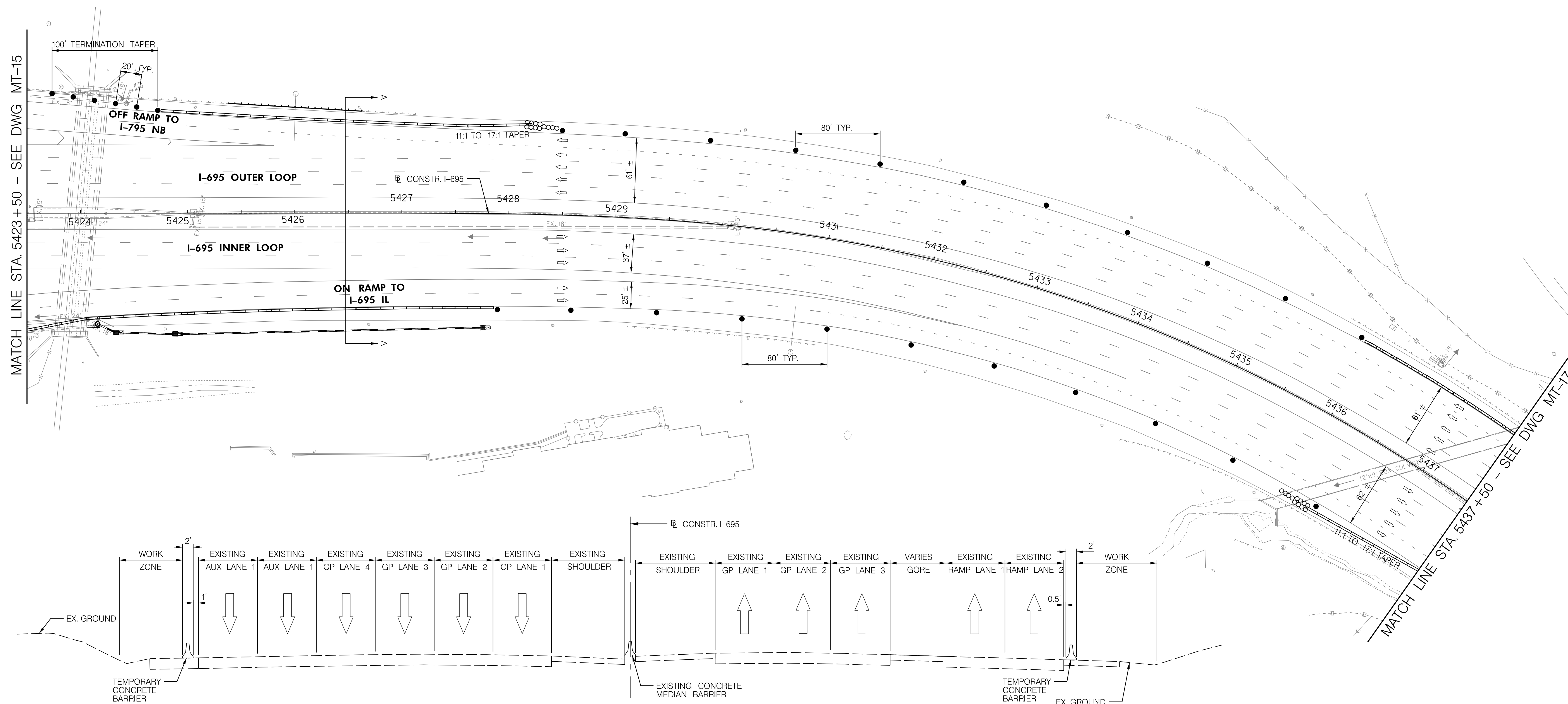
TO HALETHORPE

TO PARKVILLE



MATCH LINE STA. 5423+50 - SEE DWG MT-15

MATCH LINE STA. 5437+50 - SEE DWG MT-17



- NOTES:
- SEE SHEET MT-95 & MT-96 FOR ADVANCED WARNING SIGN PLAN

LEGEND

- DRUM
- ← PROPOSED TRAFFIC FLOW ARROW
- ⇐ EXISTING TRAFFIC FLOW ARROW
- ▬ CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- 5W 5" WHITE STRIPE
- 5Y 5" YELLOW STRIPE
- 5WD 5" WHITE DASH (10' LINE, 30' GAP)
- ⊥ TEMPORARY RAISED PAVEMENT MARKERS

- ||||| TYPE E END TREATMENT
- ⊗ EXISTING PAVEMENT REMOVAL
- ⊗⊗⊗ CRASH CUSHION FOR 45 MPH (RAMPS)
- ⊗⊗⊗ CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- ▬ TEMPORARY CONCRETE TRAFFIC BARRIER
- ▬ EXISTING SHOULDER FOR ITS MAINTENANCE
- ▬ CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD
- 10W 10" WHITE STRIPE
- 5WD 5" WHITE DASH (3' LINE, 9' GAP)
- 10WD 10" WHITE DASH (3' LINE, 9' GAP)
- 15W 15" WHITE STRIPE

HIGHWAY DESIGN DIVISION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

STATE HIGHWAY ADMINISTRATION

REVISIONS				TEMPORARY TRAFFIC CONTROL PLAN PHASE 1			
SCALE 1" = 50'		DATE JULY 2022		CONTRACT NO. BA0065172			
DESIGNED BY KAF / MEG		COUNTY BALTIMORE COUNTY		DRAWN BY KAF / MDG / AF / AWG		LOGMILE	
CHECKED BY RLW / AKL		MDE/PRD 20-PR-0038		DRAWING NO. MT-16		SHEET NO. 250 OF 409	

RFC - 10-14-2022

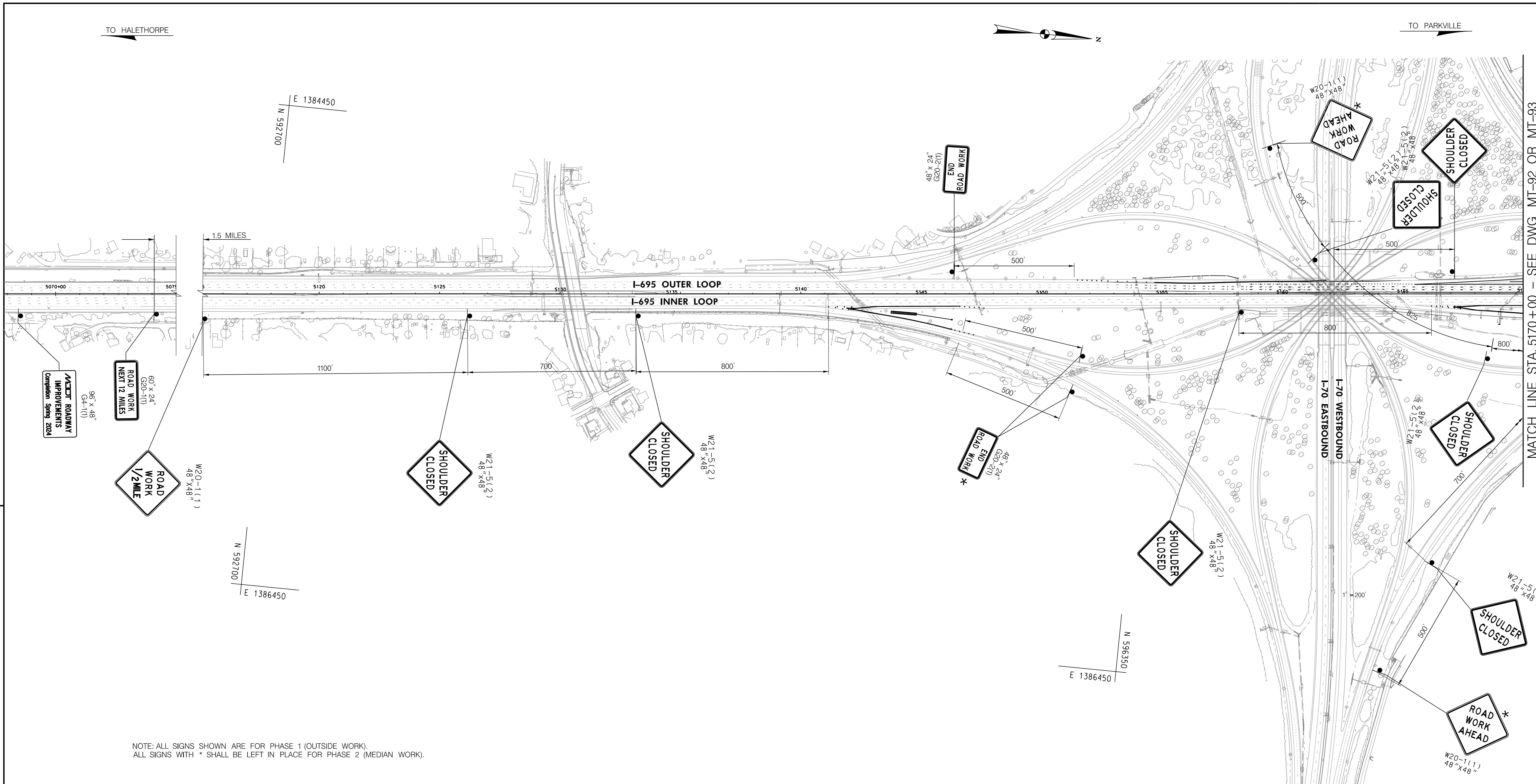
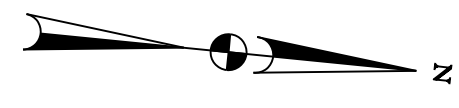
PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pMT-P129_B995TSMO_Area1B.dgn

BY: bgrandizio

P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

TO HALETHORPE

TO PARKVILLE



NOTE: ALL SIGNS SHOWN ARE FOR PHASE 1 (OUTSIDE WORK).
ALL SIGNS WITH * SHALL BE LEFT IN PLACE FOR PHASE 2 (MEDIAN WORK).

LEGEND

- DRUM
- ➔ PROPOSED TRAFFIC FLOW ARROW
- ↔ EXISTING TRAFFIC FLOW ARROW
- ▬ CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- ⑤ 5" WHITE STRIPE
- ⑤D 5" WHITE DASH (10' LINE, 30' GAP)
- ⊥ TEMPORARY RAISED PAVEMENT MARKERS

- ⊞ CRASH CUSHION FOR 45 MPH (RAMPS)
- ⊞ CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- ▬ TEMPORARY CONCRETE TRAFFIC BARRIER
- ▬ EXISTING SHOULDER FOR ITS MAINTENANCE
- ⊞ CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD
- ⑩ 10" WHITE STRIPE
- ⑩D 10" WHITE DASH (3' LINE, 9' GAP)

HIGHWAY DESIGN DIVISION

MOT
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS	TEMPORARY TRAFFIC CONTROL ADVANCE WARNING SIGN PLAN		
	SCALE 1"=200'	DATE JULY 2022	CONTRACT NO. BA0065172
	DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY	
	DRAWN BY KAF / MDG / AF / AWG	LOGMILE	
	CHECKED BY RLW / AKL		
	MDE/PRD 20-PR-0038		
	DRAWING NO. MT-91	OF MT-103	SHEET NO. 325 OF 409

BY: bgrandizio

RK&K
P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

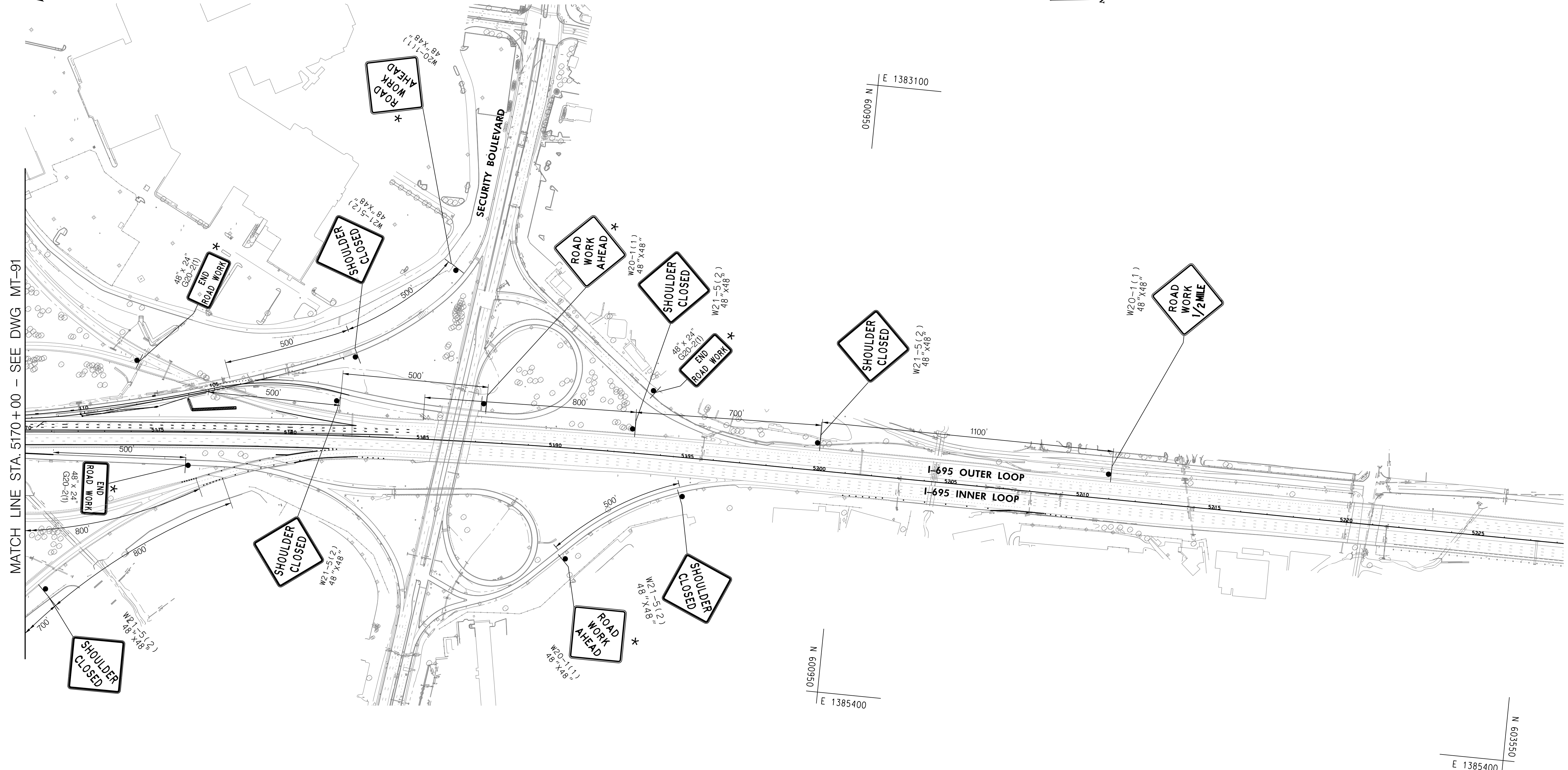
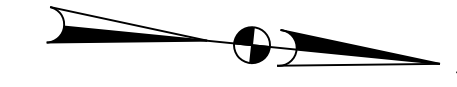
RFC - 10-14-2022

PLOTTED: 7/26/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pMT-P001_AWS_B995TSMO_Area1B.dgn

MATCH LINE STA. 5170+00 - SEE DWG MT-92 OR MT-93

TO HALETHORPE

TO PARKVILLE

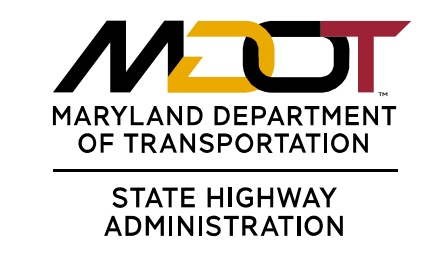


MATCH LINE STA 5170+00 - SEE DWG MT-91

LEGEND

- DRUM
- ➔ PROPOSED TRAFFIC FLOW ARROW
- ↔ EXISTING TRAFFIC FLOW ARROW
- ▬ CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- 5W 5" WHITE STRIPE
- 5DW 5" WHITE DASH (10' LINE, 30' GAP)
- I TEMPORARY RAISED PAVEMENT MARKERS
- ⊘ CRASH CUSHION FOR 45 MPH (RAMPS)
- ⊘ CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- ▬ TEMPORARY CONCRETE TRAFFIC BARRIER
- ▬ EXISTING SHOULDER FOR ITS MAINTENANCE
- ⊘ CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD
- 10W 10" WHITE STRIPE
- 5WD 5" WHITE DASH (3' LINE, 9' GAP)
- 10WD 10" WHITE DASH (3' LINE, 9' GAP)

NOTE: ALL SIGNS SHOWN ARE FOR PHASE 1A & 1C (OUTSIDE WORK). ALL SIGNS WITH * SHALL BE LEFT IN PLACE FOR PHASE 2 (MEDIAN WORK).



HIGHWAY DESIGN DIVISION
 I-695 FROM I-70 TO MD 43
 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
 AREA 1B
 SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS	TEMPORARY TRAFFIC CONTROL ADVANCE WARNING SIGN PLAN		
	SCALE 1" = 200'	DATE JULY 2022	CONTRACT NO. BA0065172
	DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY	
	DRAWN BY KAF / MDG / AF / AWG	LOGMILE	
	CHECKED BY RLW / AKL		
	MDE/PRD 20-PR-0038		
	DRAWING NO. MT-92	OF MT-103	SHEET NO. 326 OF 409

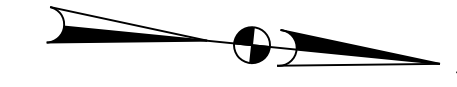
RK&K
 P: 410.728.2900
 700 East Pratt Street, Suite 500 | Baltimore, MD 21202
 Engineers | Construction Managers | Planners | Scientists
 www.rkk.com
 Responsive People | Creative Solutions

RFC - 10-14-2022

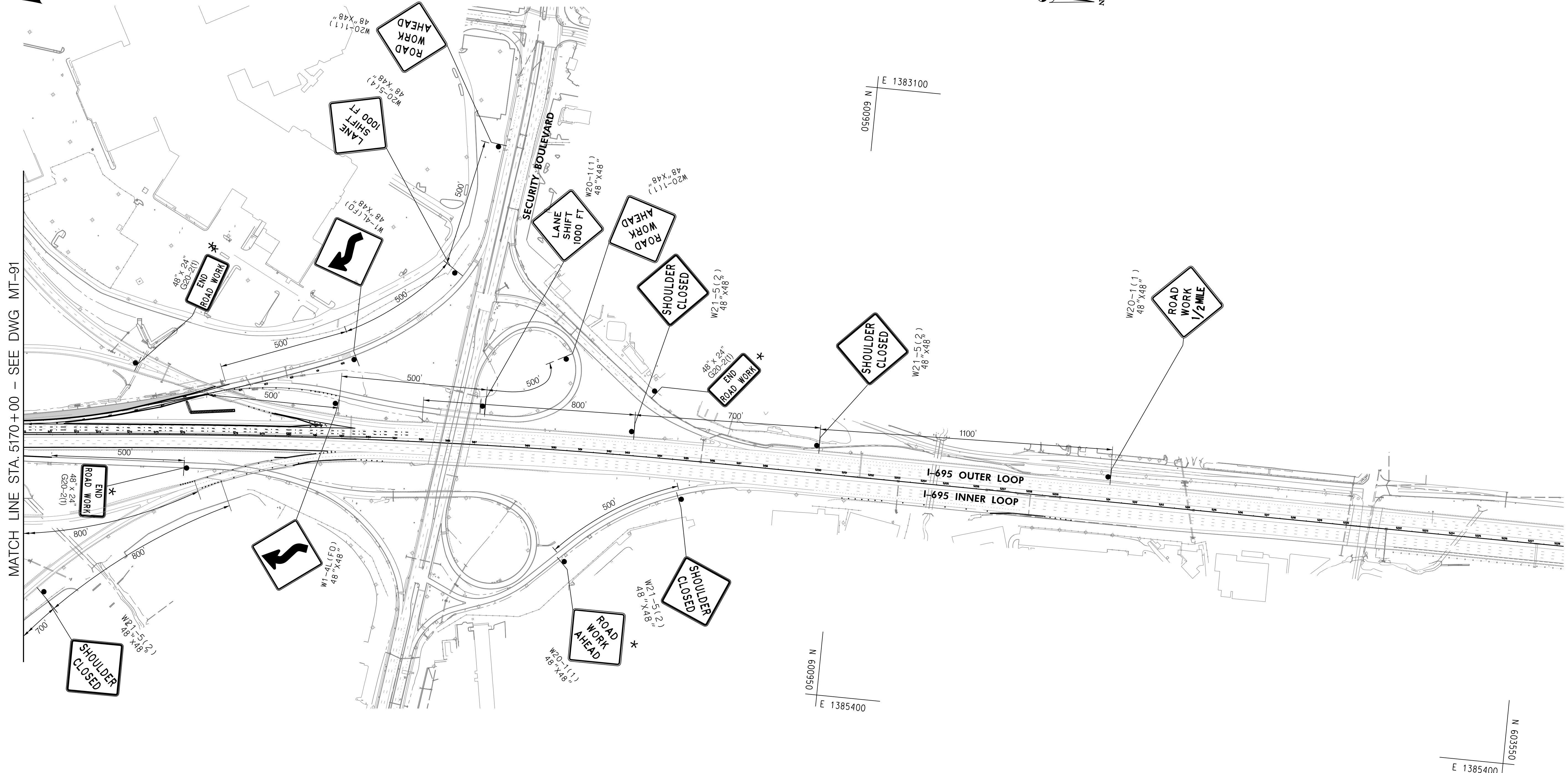
PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pMT-P002A_AWS_B995TSMO_AreatB.dgn

TO HALETHORPE

TO PARKVILLE



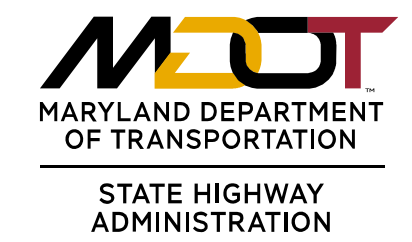
MATCH LINE STA 5170+00 - SEE DWG MT-91



LEGEND

- DRUM
- PROPOSED TRAFFIC FLOW ARROW
- EXISTING TRAFFIC FLOW ARROW
- CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- 5" WHITE STRIPE
- 5" WHITE DASH (10' LINE, 30' GAP)
- TEMPORARY RAISED PAVEMENT MARKERS
- CRASH CUSHION FOR 45 MPH (RAMPS)
- CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- TEMPORARY CONCRETE TRAFFIC BARRIER
- EXISTING SHOULDER FOR ITS MAINTENANCE
- CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD
- 10" WHITE STRIPE
- 5" WHITE DASH (3' LINE, 9' GAP)
- 10" WHITE DASH (3' LINE, 9' GAP)

NOTE: ALL SIGNS SHOWN ARE FOR PHASE 1B (OUTSIDE WORK). ALL SIGNS WITH * SHALL BE LEFT IN PLACE FOR PHASE 2 (MEDIAN WORK).



HIGHWAY DESIGN DIVISION
I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

REVISIONS	TEMPORARY TRAFFIC CONTROL ADVANCE WARNING SIGN PLAN		
	SCALE 1" = 200'	DATE JULY 2022	CONTRACT NO. BA0065172
	DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY	
	DRAWN BY KAF / MDG / AF / AWG	LOGMILE	
	CHECKED BY RLW / AKL		
	MDE/PRD 20-PR-0038		
	DRAWING NO. MT-93	OF MT-103	SHEET NO. 327 OF 409

RFC - 10-14-2022

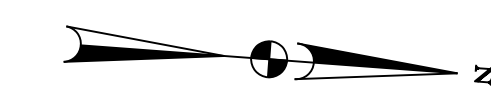
PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\ys\Cloud\Projects\2020\20297_B995TSMO\CADD\Plans\Area 1B\pMT-P002B_AWS_B995TSMO_AreatB.dgn

BY: bgrandizio

P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

TO HALETHORPE

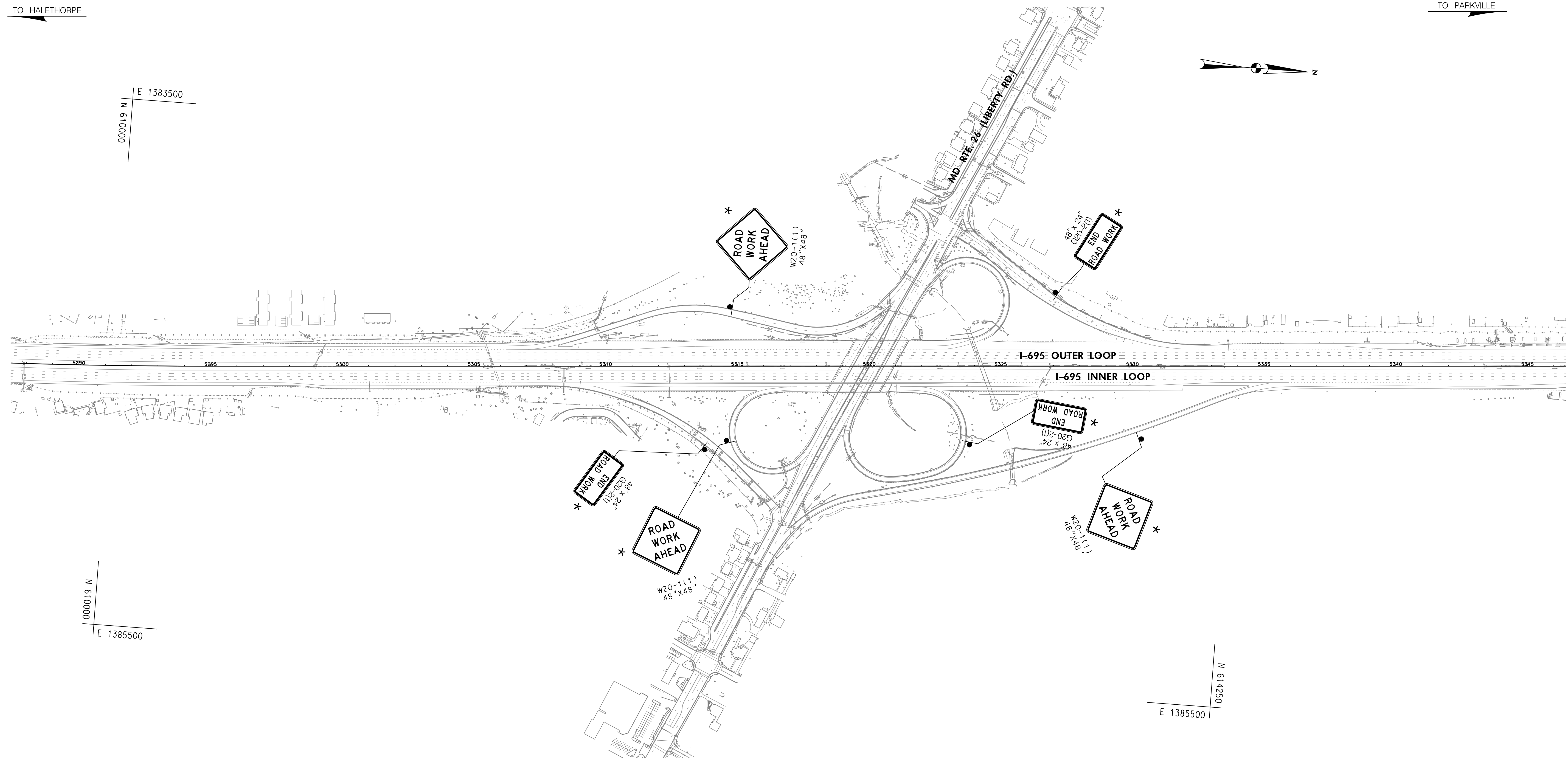
TO PARKVILLE



E 1383500
000019 N

N 610000
E 1385500

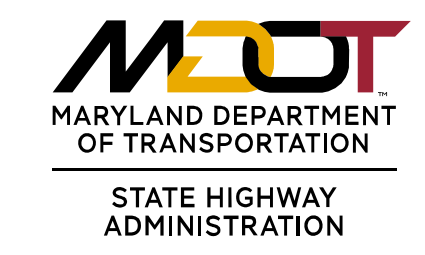
N 614250
E 1385500



LEGEND

- DRUM
- ➔ PROPOSED TRAFFIC FLOW ARROW
- ⇐ EXISTING TRAFFIC FLOW ARROW
- ▬ CURRENT PHASE OF CONSTRUCTION
- SIGNS FOR MOT
- 5W 5" WHITE STRIPE
- 5DW 5" WHITE DASH (10' LINE, 30' GAP)
- 10W 10" WHITE STRIPE
- 5WD 5" WHITE DASH (3' LINE, 9' GAP)
- 10WD 10" WHITE DASH (3' LINE, 9' GAP)
- ⊥ TEMPORARY RAISED PAVEMENT MARKERS
- ⊗ CRASH CUSHION FOR 45 MPH (RAMPS)
- ⊗ CRASH CUSHION FOR 55 MPH (I-695 MAINLINE)
- ▬ TEMPORARY CONCRETE TRAFFIC BARRIER
- ▬ EXISTING SHOULDER FOR ITS MAINTENANCE
- ⊗ CELLULAR CONFINEMENT FOR ITS ALL-WEATHER MAINTENANCE PULL-OFF, ITS ALL-WEATHER MAINTENANCE WIDENED SHOULDER, OR SWM ACCESS ROAD

NOTE: ALL SIGNS SHOWN ARE FOR PHASE 1 (OUTSIDE WORK). ALL SIGNS WITH * SHALL BE LEFT IN PLACE FOR PHASE 2 (MEDIAN WORK).



HIGHWAY DESIGN DIVISION
I-695 FROM I-70 TO MD 43
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
AREA 1B
SUBMITTAL 022 - FINAL ROADWAY AND SWM

TEMPORARY TRAFFIC CONTROL ADVANCE WARNING SIGN PLAN

REVISIONS

SCALE 1" = 200'	DATE JULY 2022	CONTRACT NO. BA0065172
DESIGNED BY KAF / MEG	COUNTY BALTIMORE COUNTY	
DRAWN BY KAF / MDG / AF / AWG	LOGMILE	
CHECKED BY RLW / AKL		
MDE/PRD 20-PR-0038		
DRAWING NO. MT-94	OF MT-103	SHEET NO. 328 OF 409

BY: bgrandizio

P: 410.728.2900
700 East Pratt Street, Suite 500 | Baltimore, MD 21202
Engineers | Construction Managers | Planners | Scientists
www.rkk.com
Responsive People | Creative Solutions

RFC - 10-14-2022

PLOTTED: 7/25/2022
FILE: \\ad.rkk.com\rs\Cloud\Projects\2020\20297_B95TSMO\CADD\Plans\Area 1B\pMT-P003_AWS_B95TSMO_Area1B.dgn