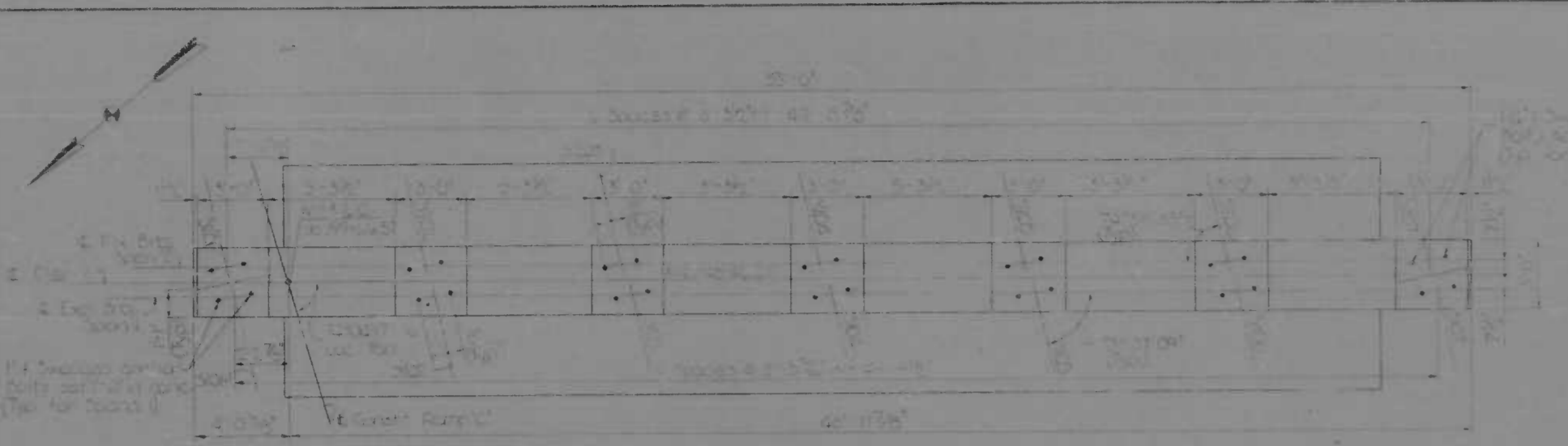
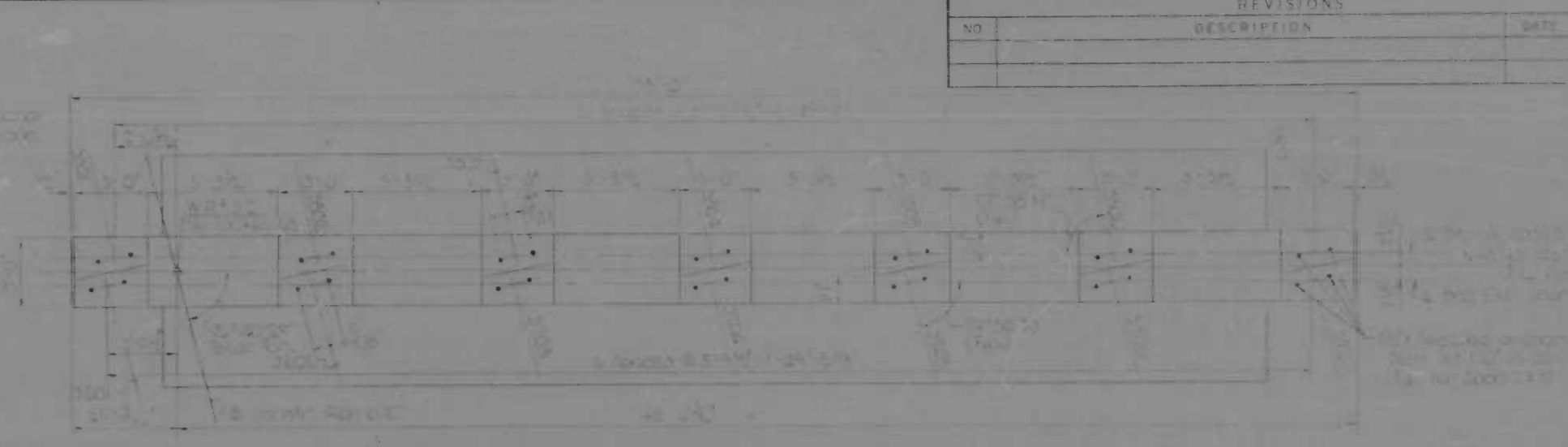


FILE REF.

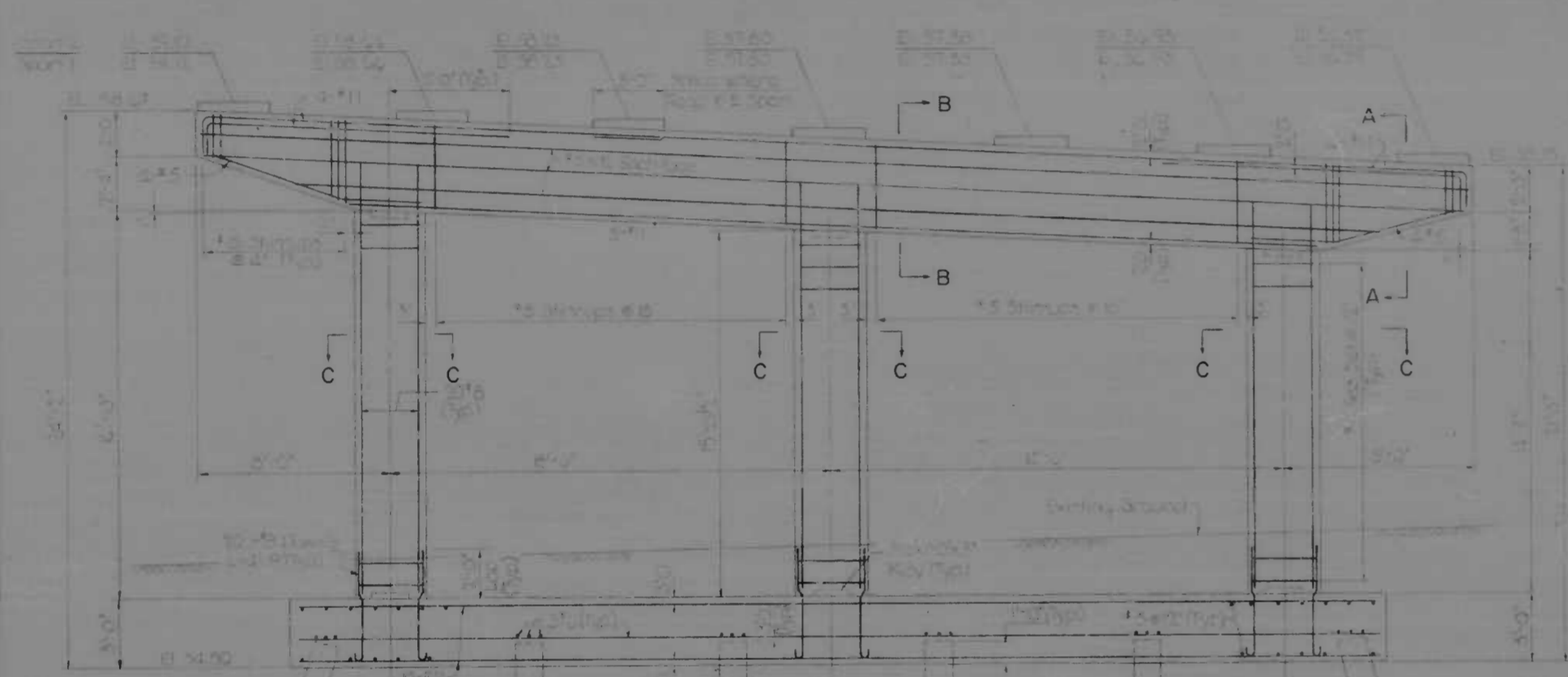
REVISIONS			
NO.	DESCRIPTION	DATE	BY



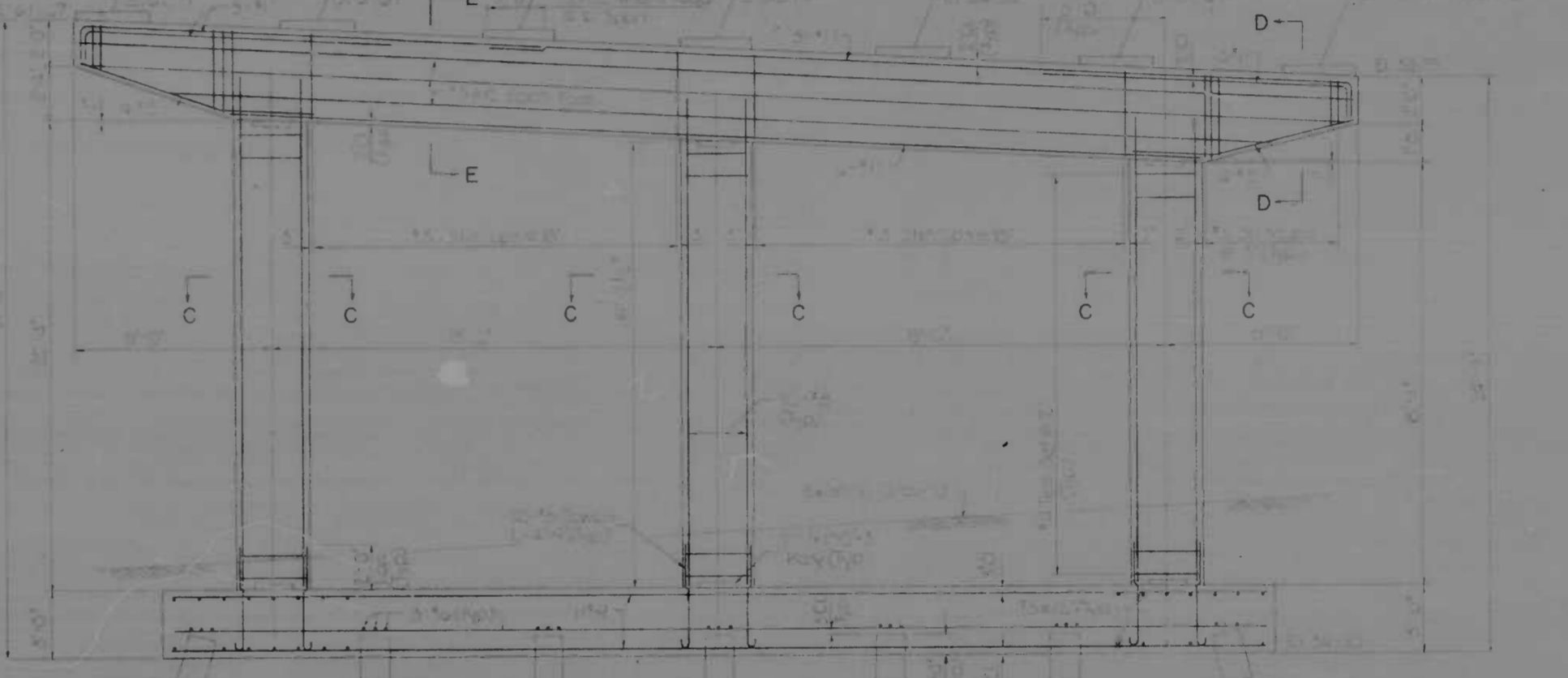
PLAN-PIER 1



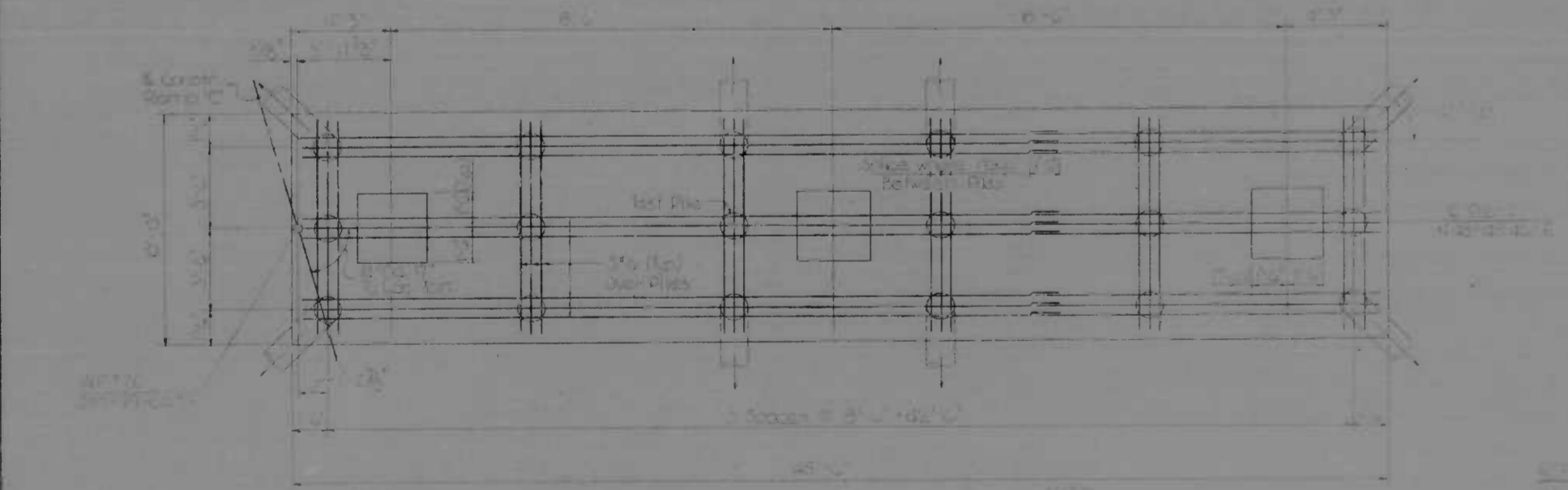
PLAN-PIER 2



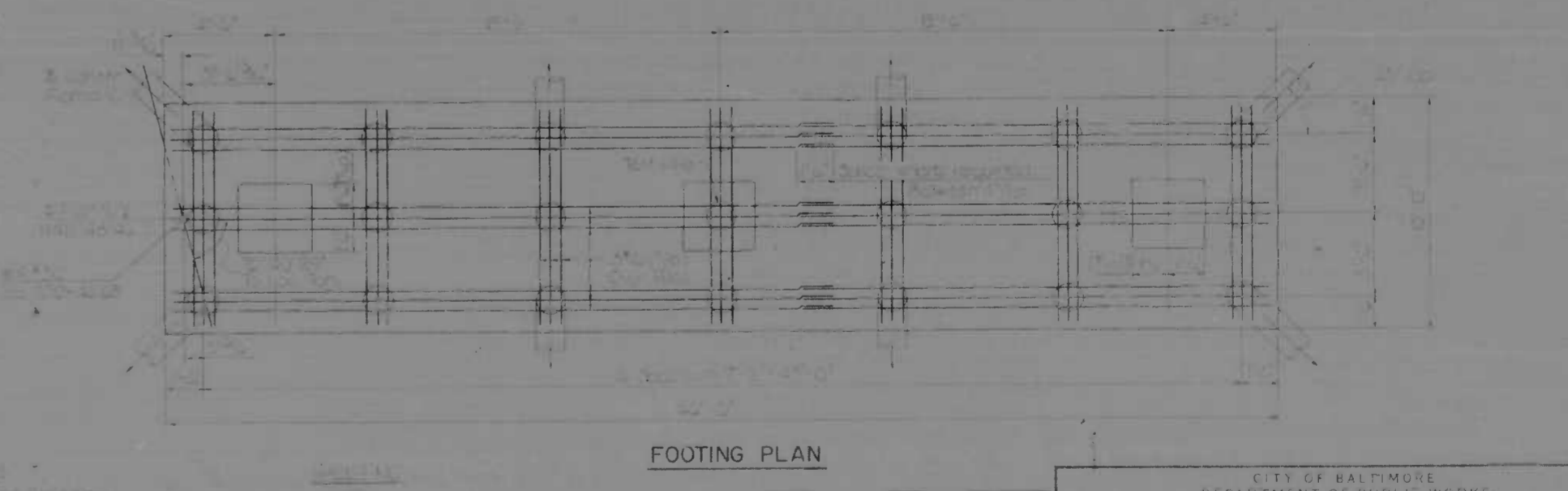
ELEVATION



ELEVATION



FOOTING PLAN



FOOTING PLAN

- 1. REVISIONS
- 2. DIMENSIONS
- 3. REINFORCEMENT
- 4. CONCRETE
- 5. STEEL

NOTES:
 1. ALL DIMENSIONS ARE IN FEET AND INCHES.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
 4. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
 5. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.



NO.	REVISION

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
 PAP-1-99-4-130-78 SAC BC 246 28 B*
 (1-545-4-31) DC 238-5-B*
 BALTO DIST 1894
 RAMP 'C' OVER PLASKI HIGHWAY

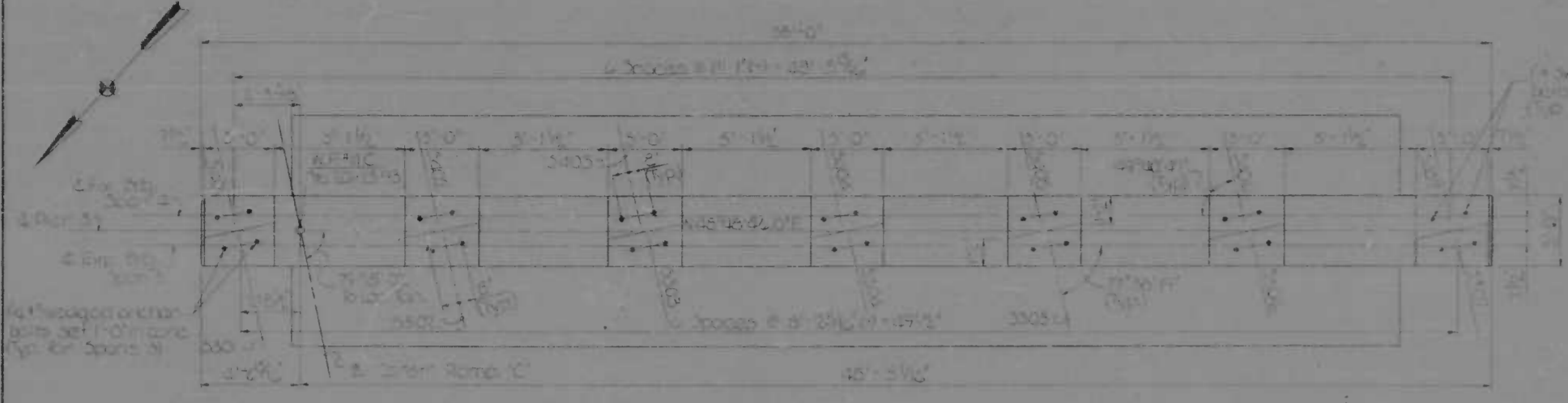
PIER 1 & PIER 2

SCALE: 1/4" = 1'-0"
 DRAWING OF SHEET 02 OF 38

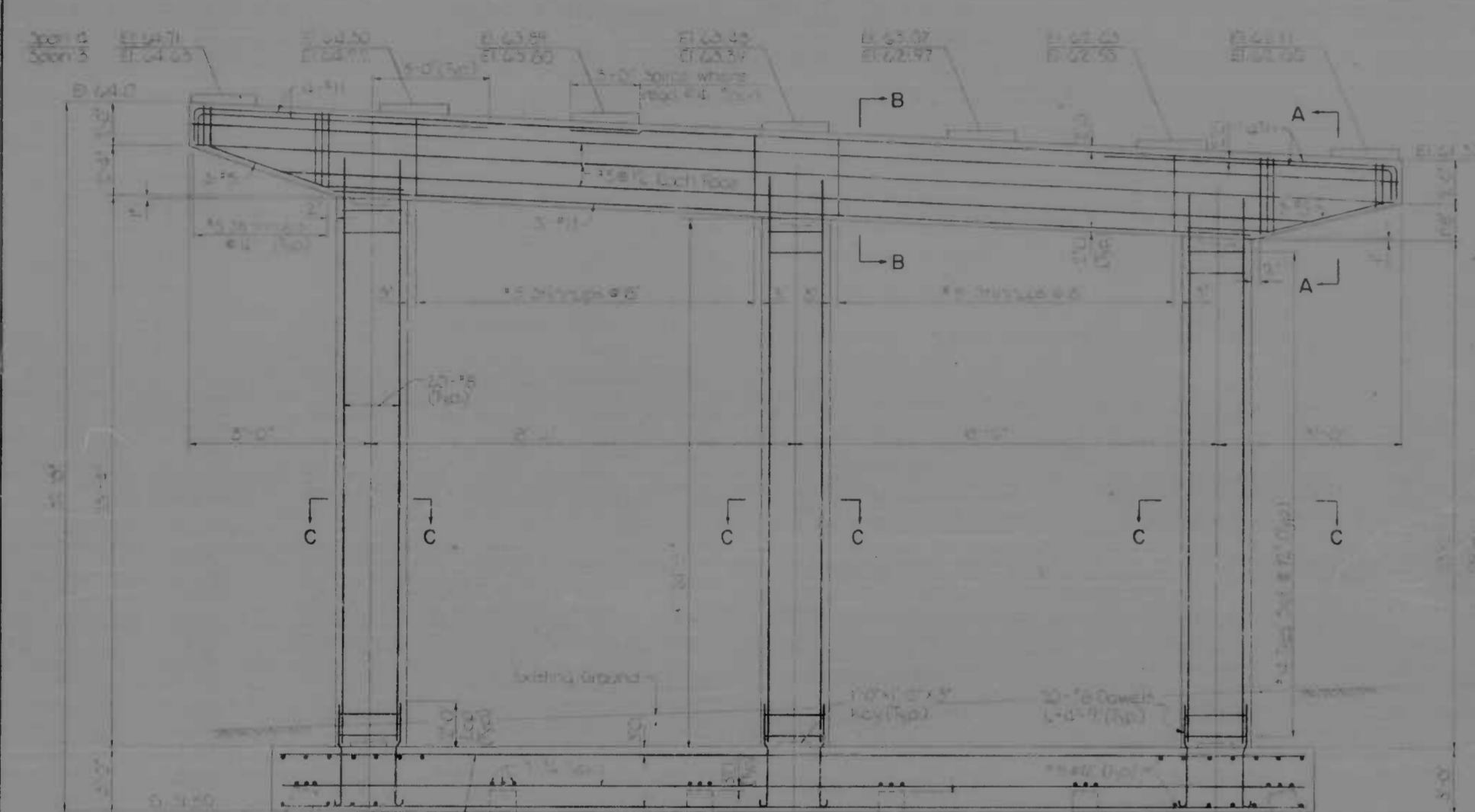
FILE REF.

FILE REF.

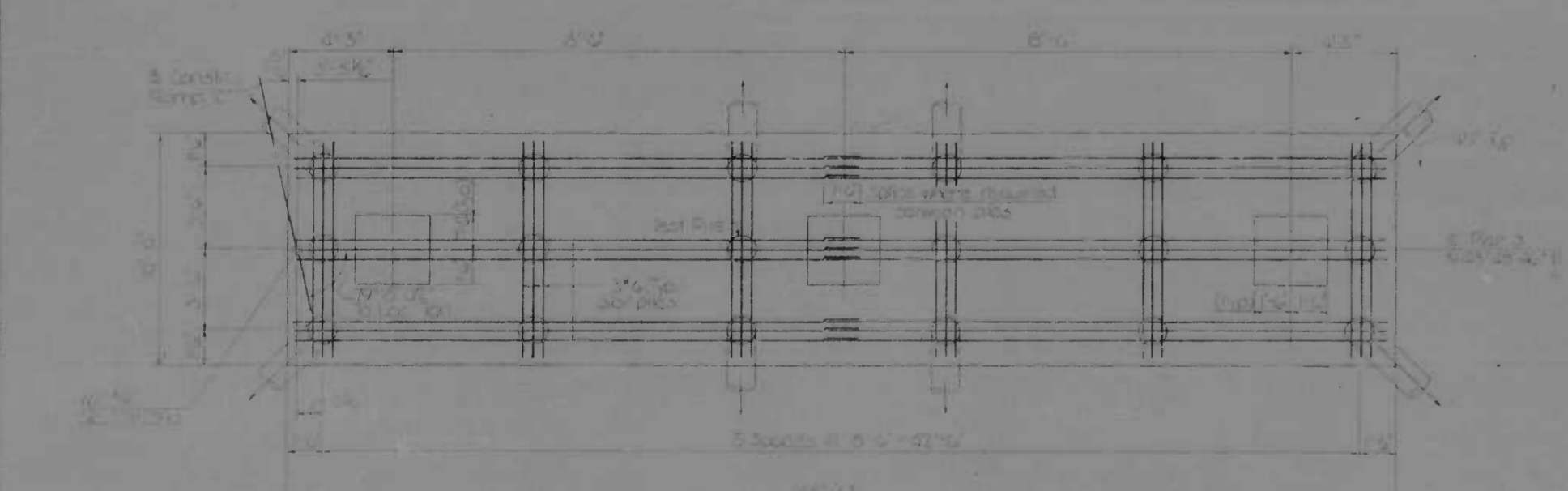
REVISIONS			
NO.	DESCRIPTION	DATE	BY



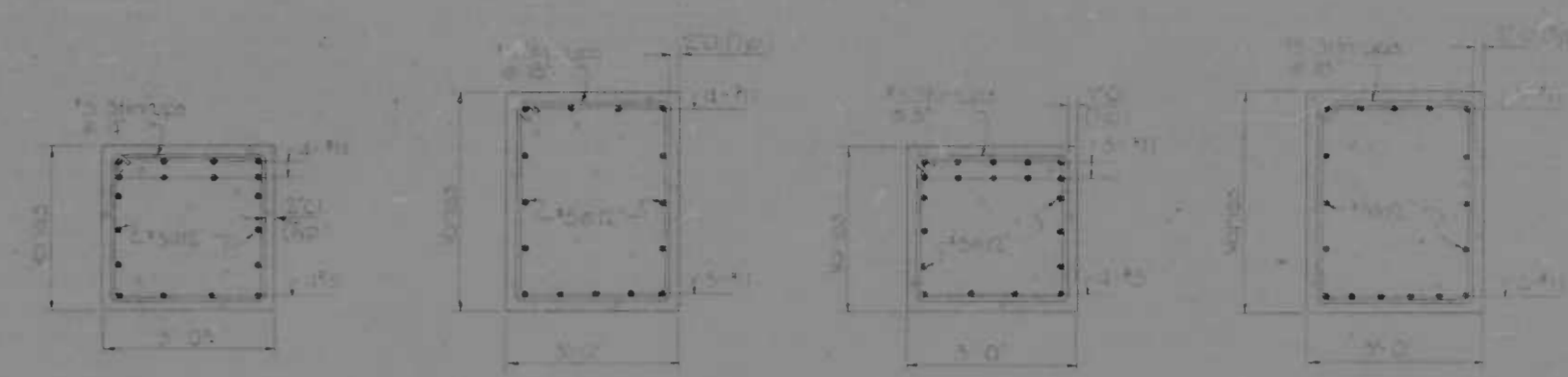
PLAN PIER 3
SCALE: 1/4" = 1'-0"



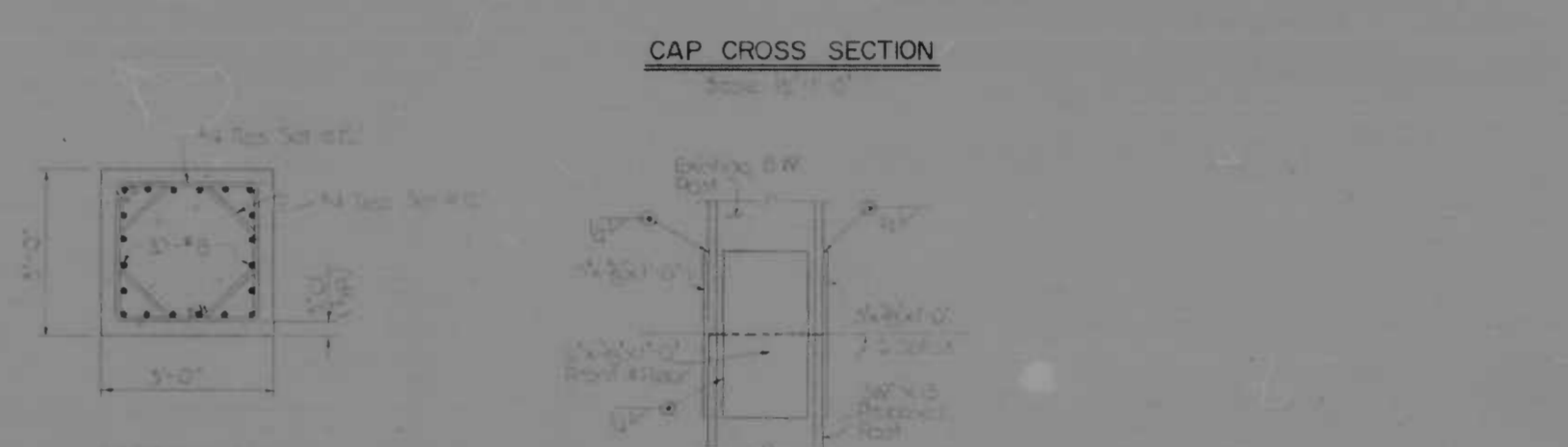
ELEVATION
SCALE: 1/4" = 1'-0"



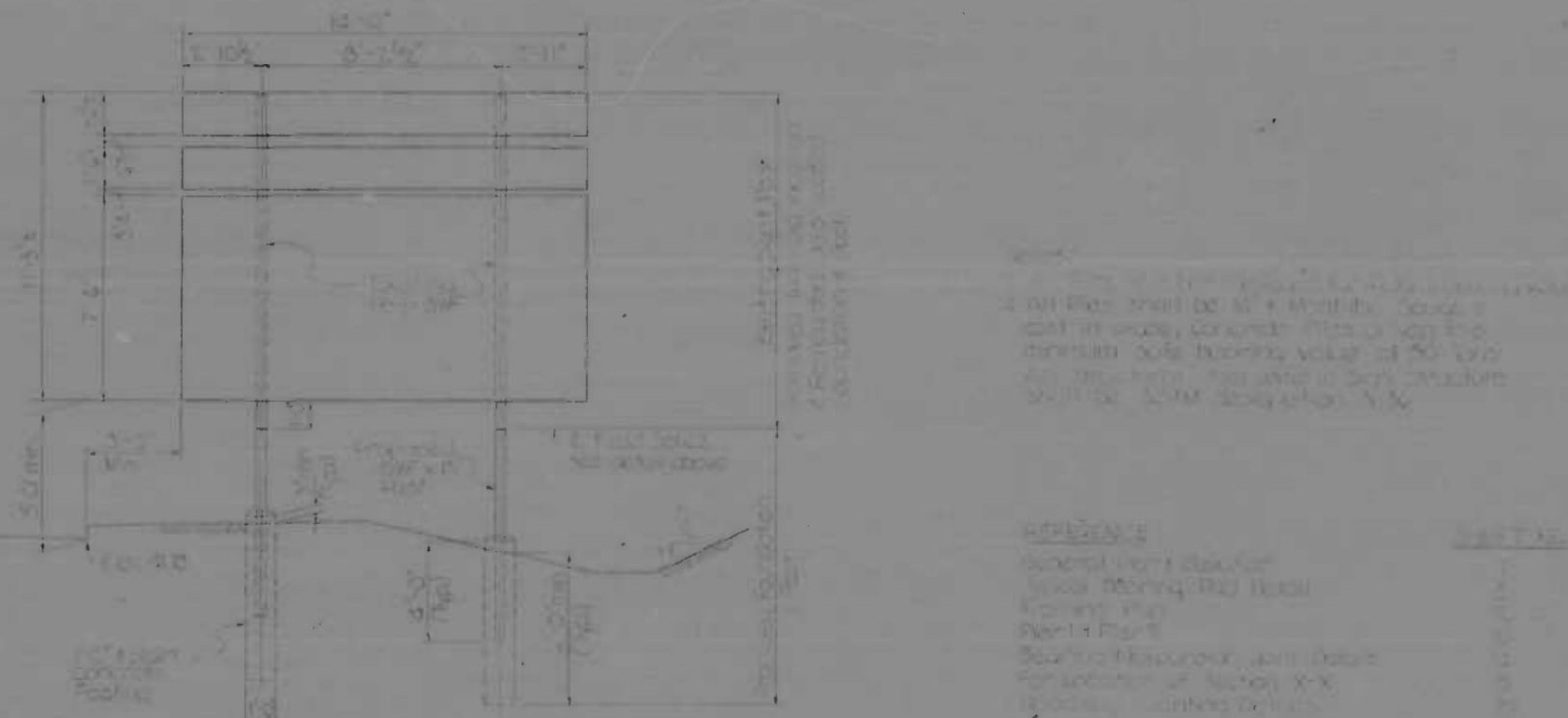
FOOTING PLAN
SCALE: 1/4" = 1'-0"



SECTION A-A SECTION B-B SECTION D-D SECTION E-E



SECTION C-C COLUMN CROSS SECTION FIELD SPLICE DETAIL



SECTION X-X
SCALE: 1/4" = 1'-0"

LEGEND
 ○ Indicates Pump Pile
 ○ Indicates Pile (See dimension of Section X-X)

MCA
 MATZ, CHILDS & ASSOCIATES, INC.
 CONSULTING ENGINEERS

REVISION	
NO.	DESCRIPTION

DESIGNED BY: J.H.
 DRAWN BY: A.A.M.
 CHECKED BY: G.M.S.

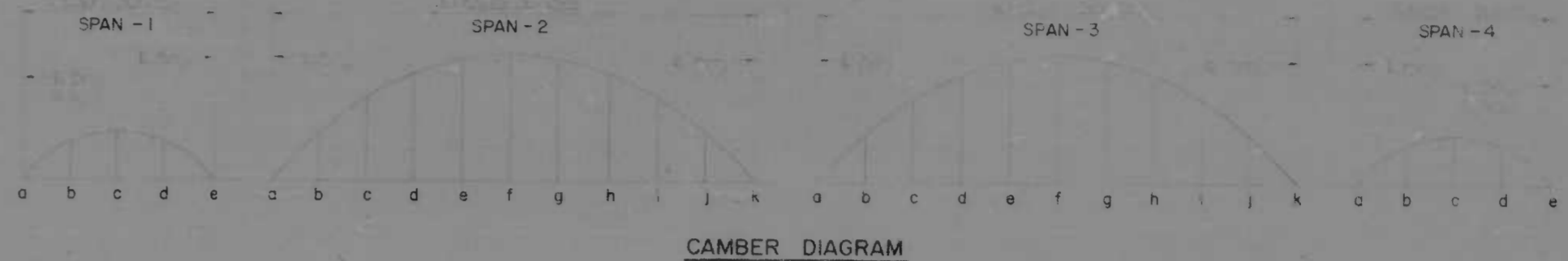
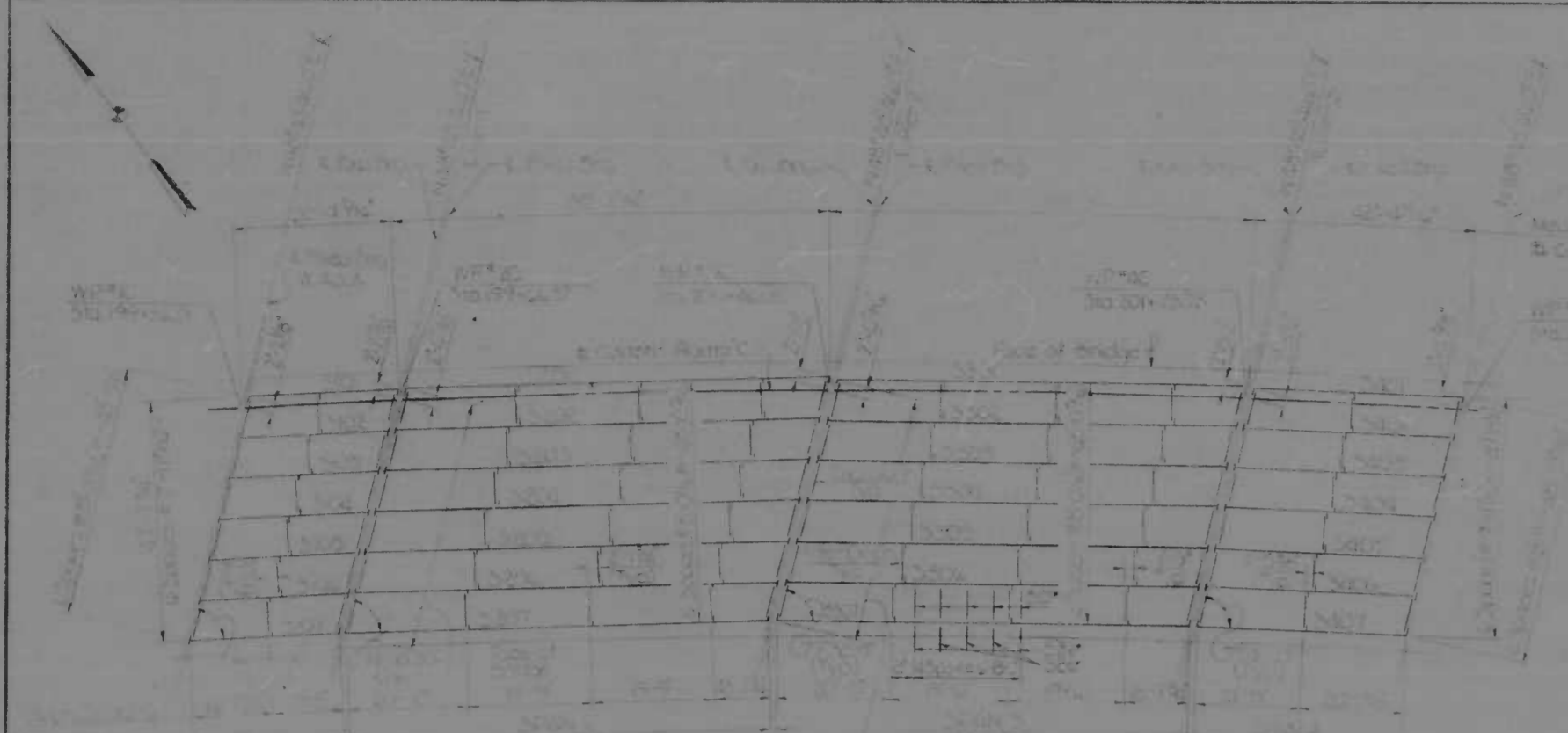
CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 HIGHWAY ENGINEERING DIVISION
 PAP 1-95-431-48 SPC PG 246-28-88
 U-955-1-31 BC 239-7-85
MORAVIA ROAD BRIDGES
 RAMP 'C' OVER PULASKI HIGHWAY
 BALTO CITY 1964
PIER 3 & SECTIONS

SCALE: AS SHOWN DATE: 11/1/64
 DRAWING OF 1 SHEET 11 OF 1

FILE REF.

FILE REF.

REVISIONS			
NO.	DESCRIPTION	DATE	BY

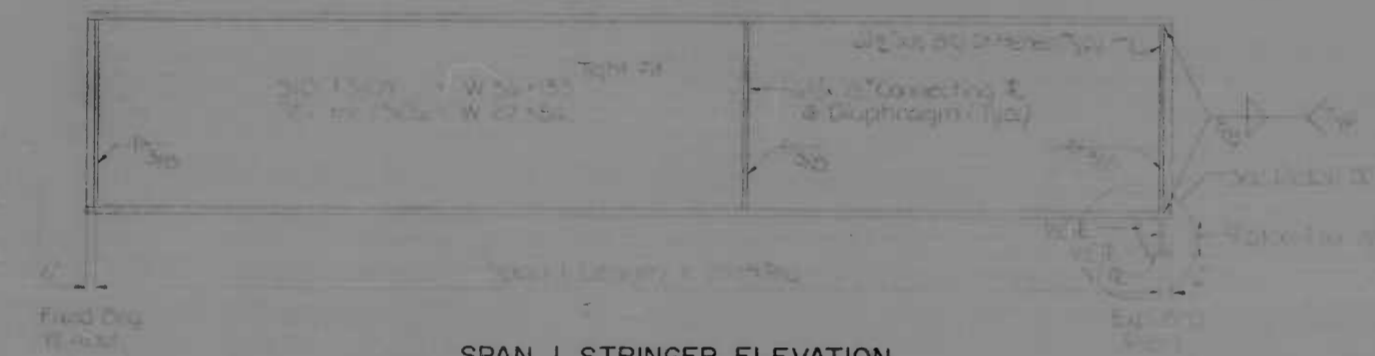


CAMBER DIAGRAM

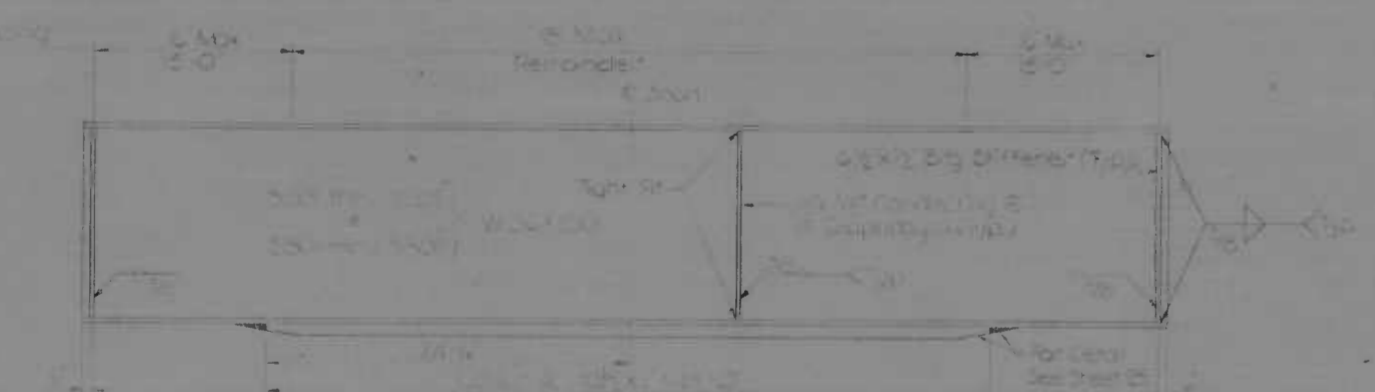
SUMMARY OF STEEL QUANTITIES			
ITEM	QUANTITY	UNIT	TOTAL

FRAMING PLAN

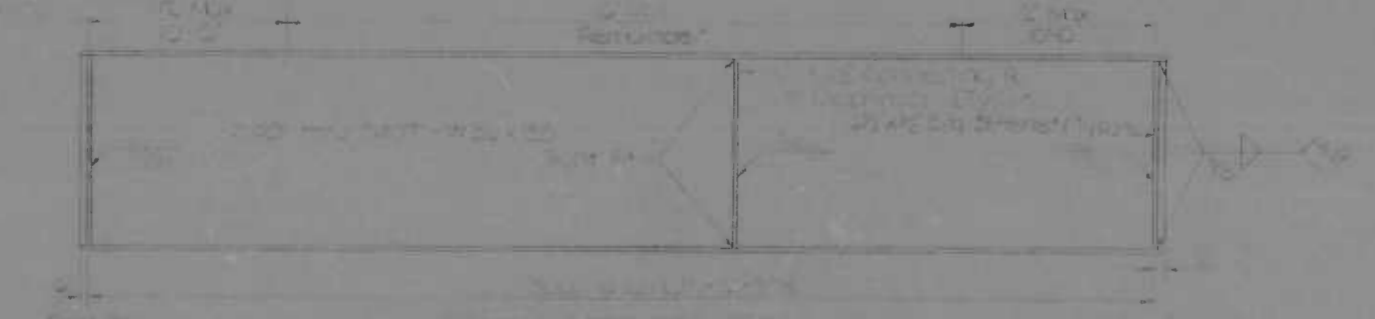
DESCRIPTION	SPAN - 1				SPAN - 2								SPAN - 3				SPAN - 4							
	a	b	c	d	a	b	c	d	e	f	g	h	i	j	k	a	b	c	d	a	b	c	d	e
STRINGER NO.	S-101				S-201								S-301				S-401							
△ STEEL																								
△ CONCRETE																								
△ SDL																								
△ GEOM.																								
TOTAL CAMBER																								
STRINGER NO.	S-102				S-202								S-302				S-402							
△ STEEL																								
△ CONCRETE																								
△ SDL																								
△ GEOM.																								
TOTAL CAMBER																								
STRINGER NO.	S-103				S-203								S-303				S-403							
△ STEEL																								
△ CONCRETE																								
△ SDL																								
△ GEOM.																								
TOTAL CAMBER																								
STRINGER NO.	S-104				S-204								S-304				S-404							
△ STEEL																								
△ CONCRETE																								
△ SDL																								
△ GEOM.																								
TOTAL CAMBER																								
STRINGER NO.	S-105				S-205								S-305				S-405							
△ STEEL																								
△ CONCRETE																								
△ SDL																								
△ GEOM.																								
TOTAL CAMBER																								
STRINGER NO.	S-106				S-206								S-306				S-406							
△ STEEL																								
△ CONCRETE																								
△ SDL																								
△ GEOM.																								
TOTAL CAMBER																								
STRINGER NO.	S-107				S-207								S-307				S-407							
△ STEEL																								
△ CONCRETE																								
△ SDL																								
△ GEOM.																								
TOTAL CAMBER																								



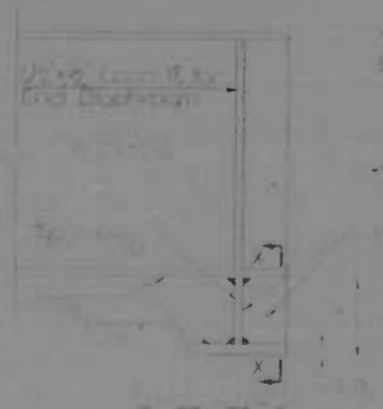
SPAN 1 STRINGER ELEVATION



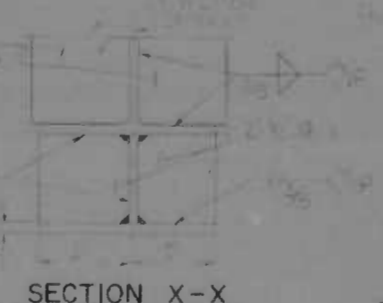
SPAN 2 & 3 STRINGER ELEVATION



SPAN 4 STRINGER ELEVATION



DETAIL A



SECTION X-X

MCA CONSULTING ENGINEERS
 MATZ CHILDERS ASSOCIATES INC.
 4825 CONRAD ROAD, BALTIMORE, MD

REVISIONS	
NO.	DESCRIPTION

	CHEF, BRIDGE SECTION
	CHEF, HIGHWAY ENGINEERING DIVISION
	HEAD, BUREAU OF ENGINEERING
	DIRECTOR OF PUBLIC WORKS

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
 RAMP 'C' OVER PULASKI HIGHWAY

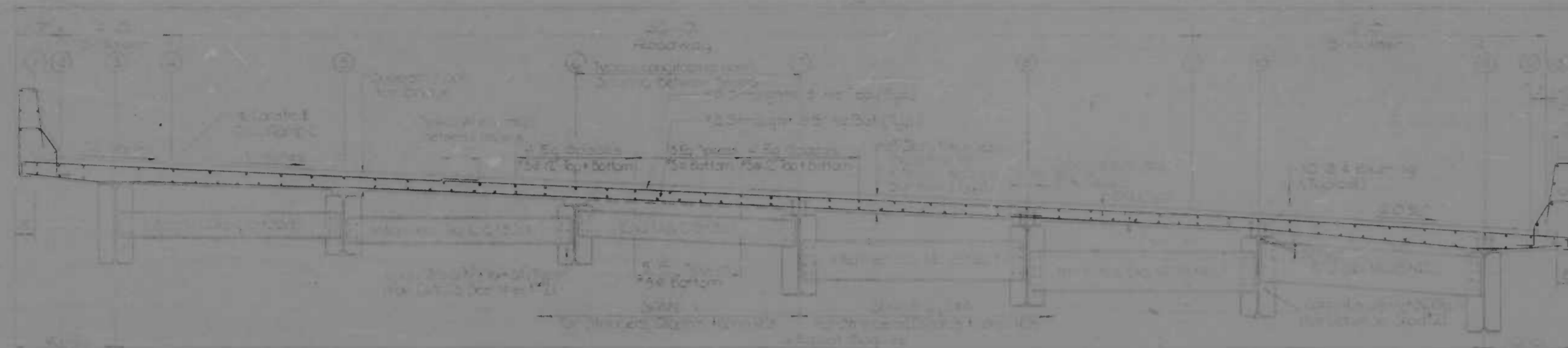
FRAMING PLAN
 FAP NO. 1-95-2(1)-35 SRC NO. BE 24E-08-B5
 1-95-1(12) BC 239-7-85
 BALTO. CITY NO. 1984

SCALE: _____ DATE: _____
 DRAWING OF: _____ SHEET 6 OF 6

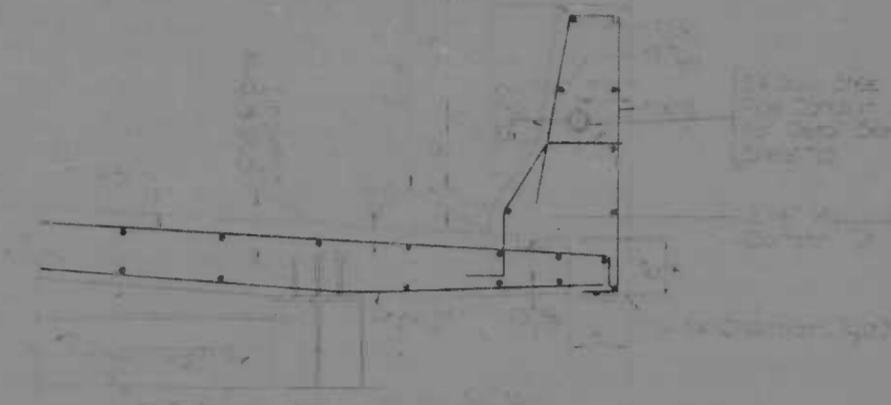
FILE REF.

FILE REF.

REVISIONS			
NO.	DESCRIPTION	DATE	BY



TYPICAL DECK SECTION



TYPICAL PARAPET DETAIL

SUPERSTRUCTURE DECK ELEVATIONS																				
DESCRIPTION	t Brg W Abut	SPAN 1		t Brg Pier 1	t Brg Pier 1	SPAN 2				t Brg Pier 2	t Brg Pier 2	SPAN 3		t Brg Pier 3	t Brg Pier 3	SPAN 4		t Brg E Abut		
STATION																				
1 NORTH KEY LINE																				
2 NORTH CURB LINE																				
3 GIRDER 1																				
4 P.C.E. & CONSTR																				
5 GIRDER 2																				
6 GIRDER 3																				
7 GIRDER 4																				
8 GIRDER 5																				
9 EDGE OF SHOULDER																				
10 GIRDER 6																				
11 GIRDER 7																				
12 SOUTH CURB LINE																				
13 SOUTH KEY LINE																				



ACUTE CORNER SLAB REINF



RAMP 'C' - KEY PLAN

PARAPET CONTRACTION JOINT SPACING

MCA **CONSULTING ENGINEERS**
MAY, CHILD & ASSOCIATES, INC.
1000 East Pratt Street, Baltimore, MD

REVISIONS	
NO.	DESCRIPTION

	CHEF, BRIDGE SECTION
	CHEF, HIGHWAY ENGINEERING DIVISION
	HEAD, BUREAU OF ENGINEERING
	DIRECTOR OF PUBLIC WORKS

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION
FAP - 7-95-4-101-39 SHC - B0246 2B-HS
U-955-1-(3) B0239 7-BIS
BALTO CITY - 1985

MORAVIA ROAD BRIDGES
RAMP 'C' OVER PULASKI HIGHWAY
TYPICAL DECK SECTION & SUPERSTRUCTURE ELEVATION

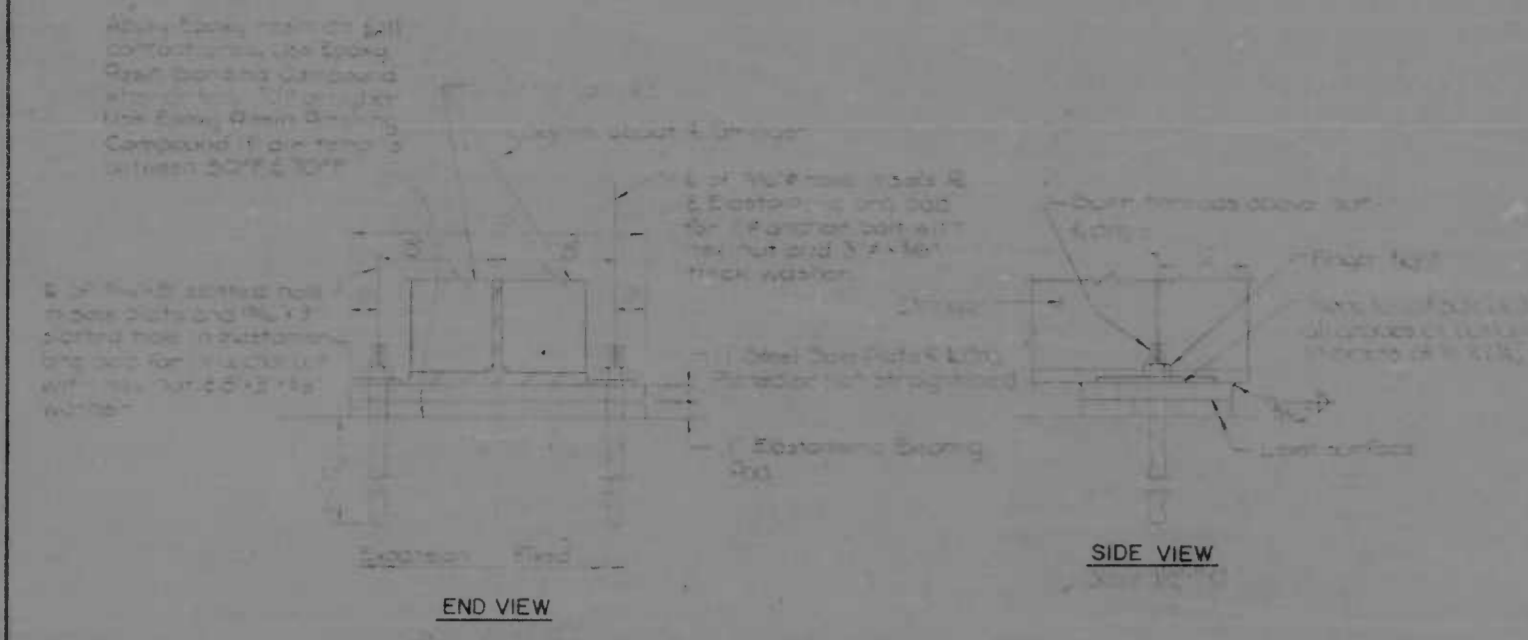
SCALE: _____ DATE: _____ SHEET 15 OF 25

REFERENCES _____ Sheet No. _____

FILE REF.

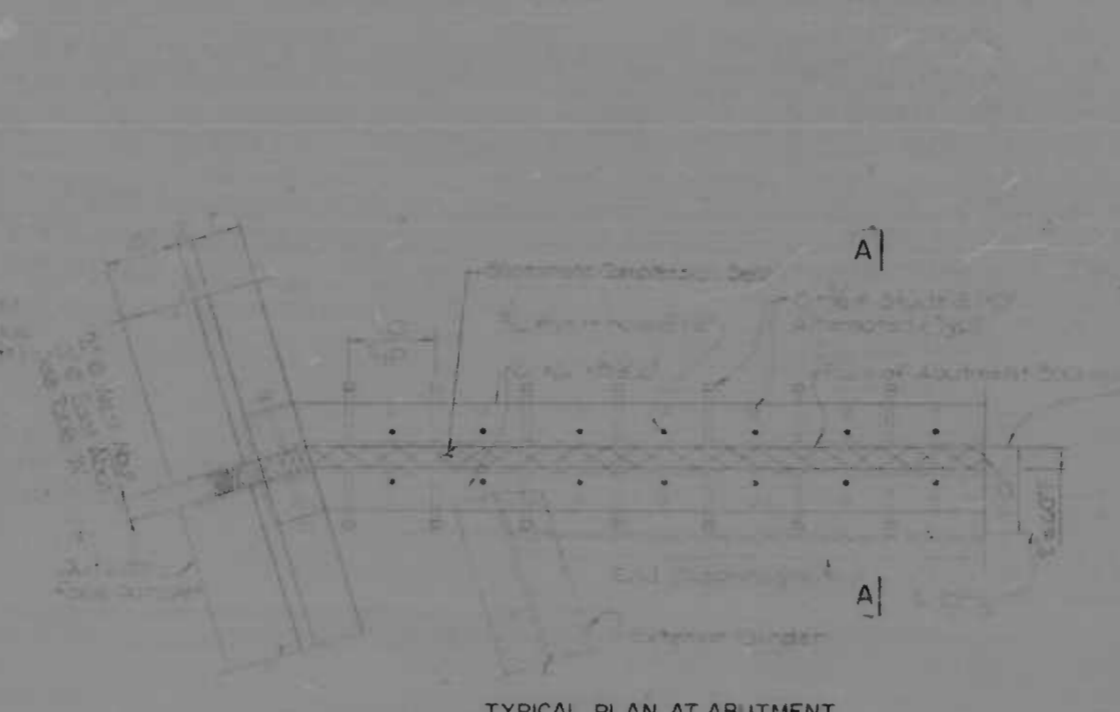
FILE REF.

REVISIONS			
NO.	DESCRIPTION	DATE	BY

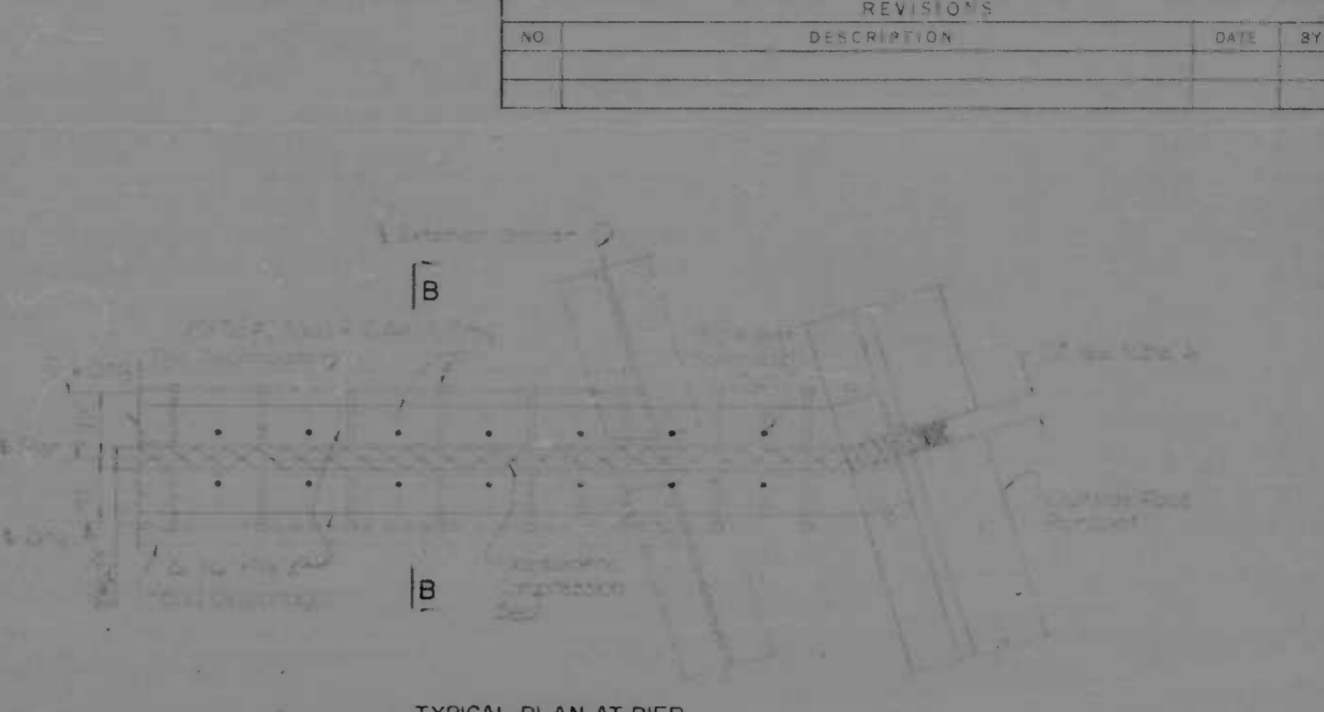


END VIEW

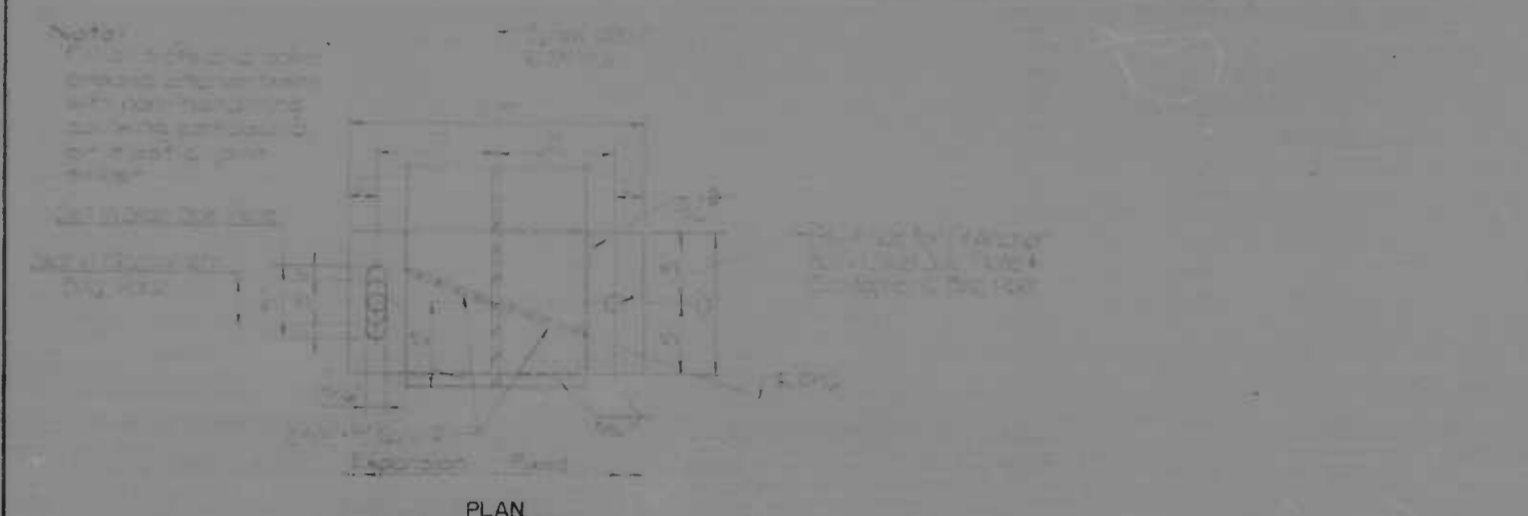
SIDE VIEW



TYPICAL PLAN AT ABUTMENT



TYPICAL PLAN AT PIER

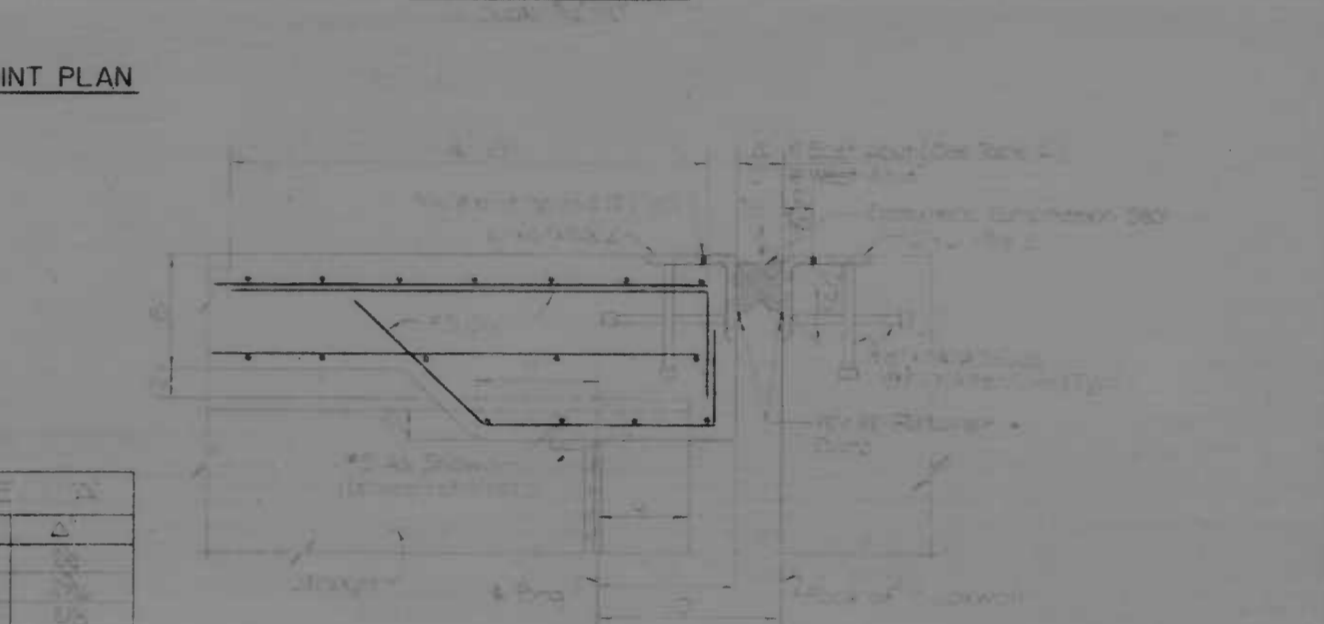


PLAN

BEARING DETAILS-SPAN 1 & 4

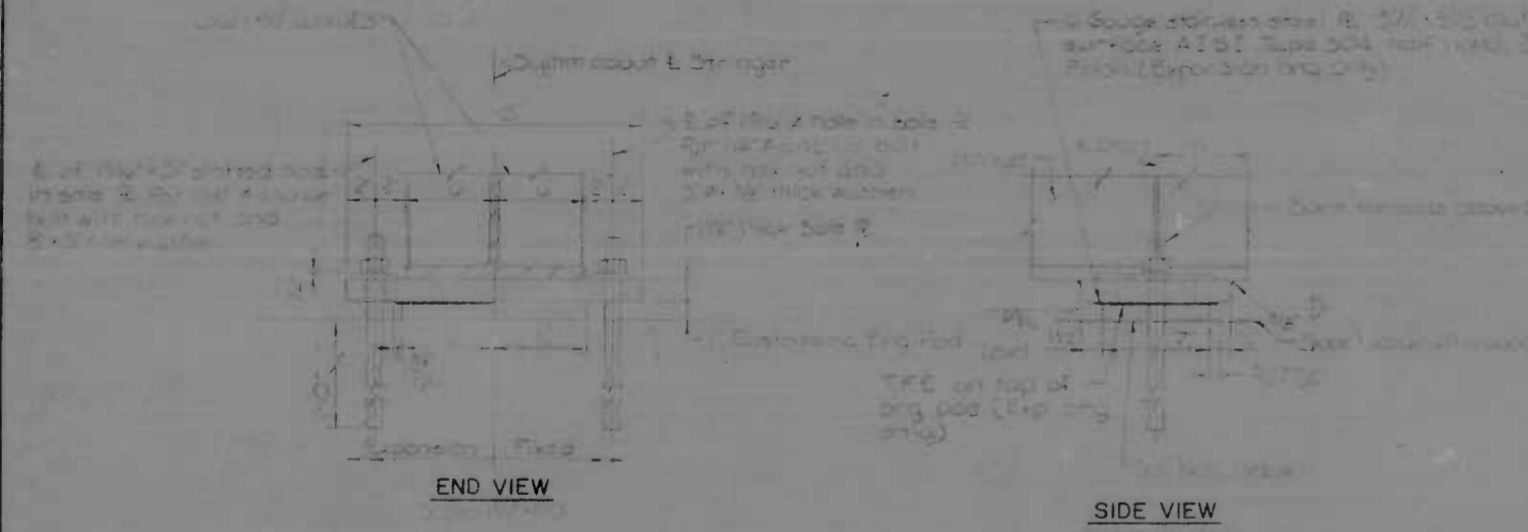


ELEVATION



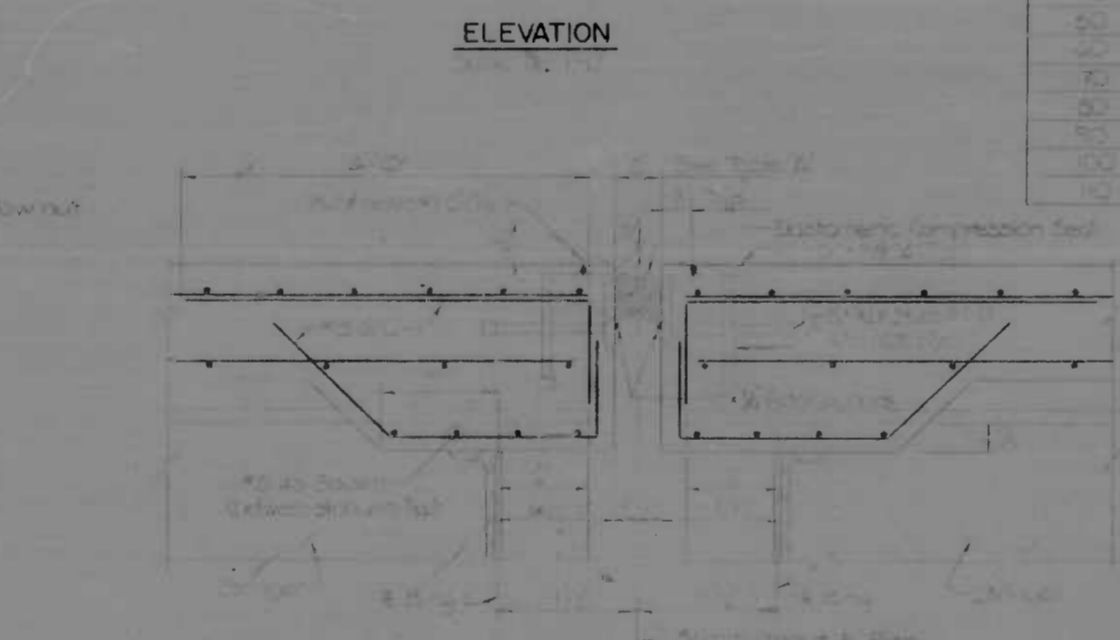
SECTION A-A

DES. NO.	DATE

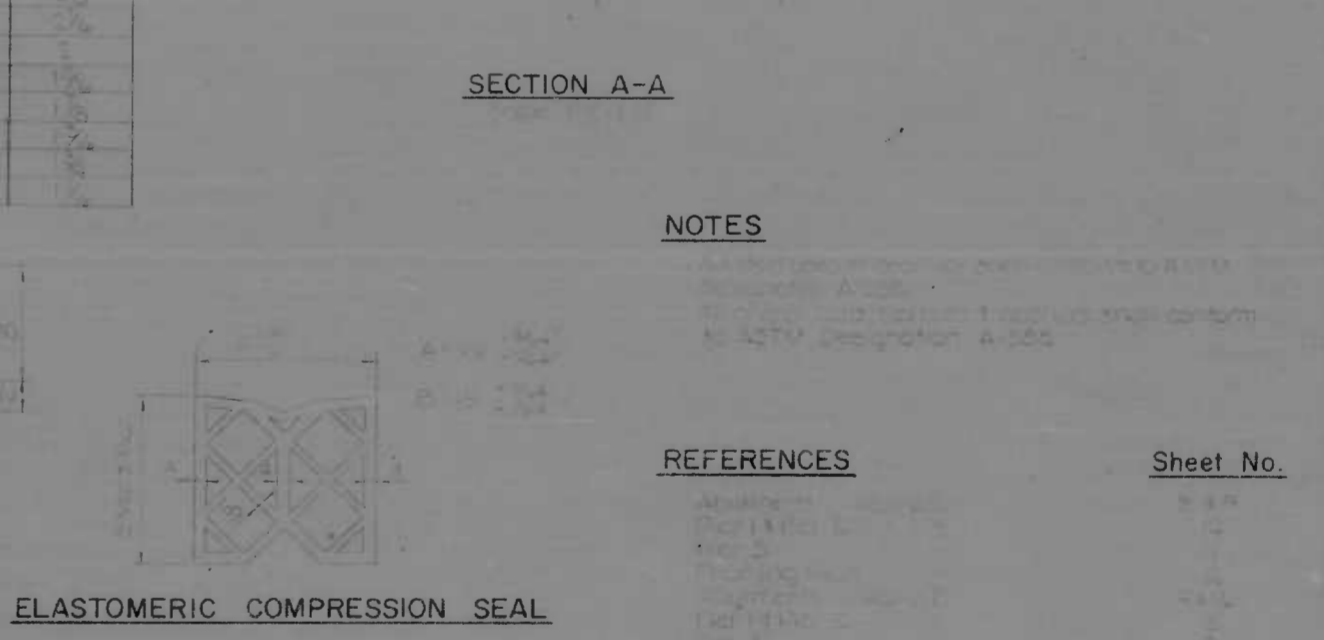


END VIEW

SIDE VIEW



SECTION B-B



ELASTOMERIC COMPRESSION SEAL

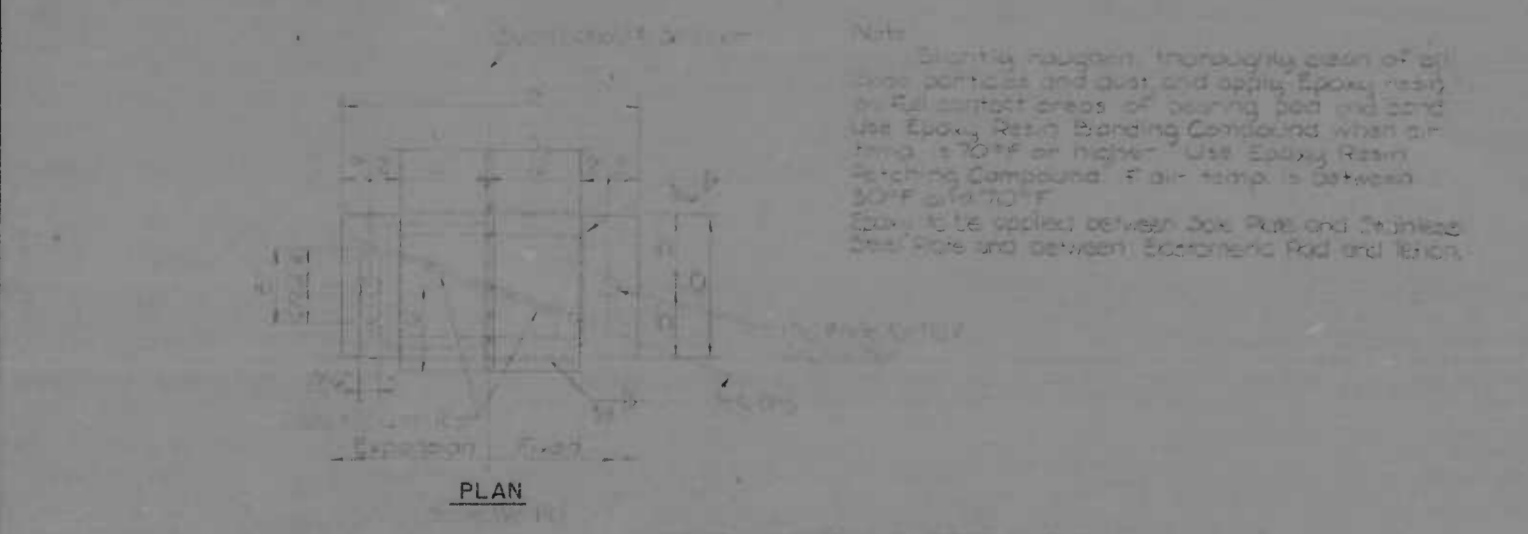
NOTES

1. All dimensions are in inches unless otherwise noted.
 2. All materials shall conform to the latest specifications of the American Institute of Steel Construction, Inc. (AISC) and the American Iron and Steel Institute (AISI).
 3. All steel shall be A36 or A572 Gr. 50, unless otherwise noted.

REFERENCES

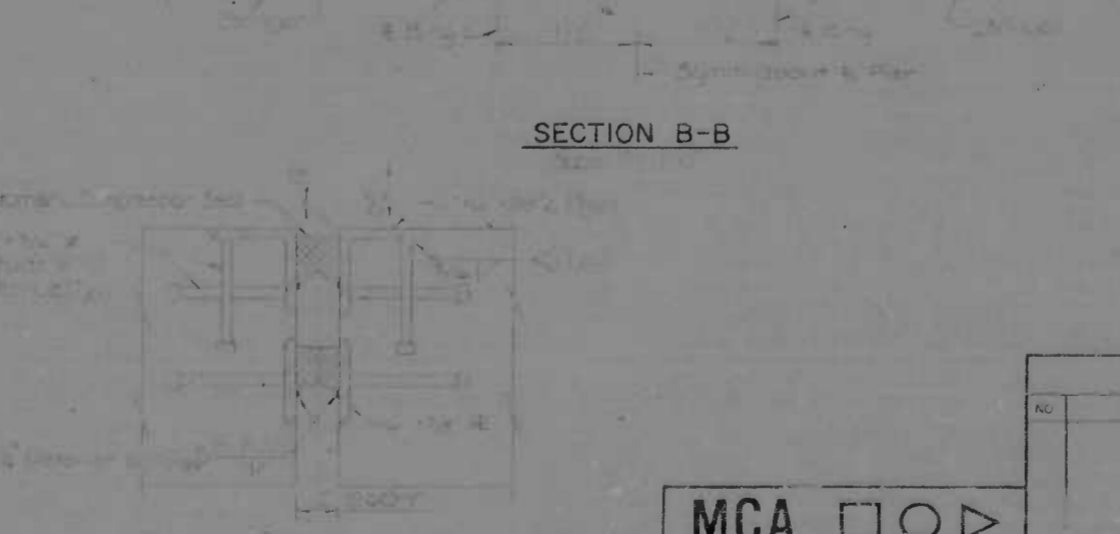
1. American Institute of Steel Construction, Inc. (AISC), "Specification for Structural Steel Buildings", 1989 Edition, Chicago, IL, 1989.
 2. American Iron and Steel Institute (AISI), "Specification for Structural Steel Buildings", 1989 Edition, Chicago, IL, 1989.
 3. American Road & Builders Builders Association (ARBA), "Standard Specifications for Road and Bridge Construction", 1988 Edition, Washington, DC, 1988.

Sheet No.



PLAN

BEARING DETAILS-SPAN 2 & 3



SECTION C-C

MCA 
 MAIZ CHILDEA ASSOCIATES, INC.
 CONSULTING ENGINEERS

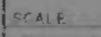
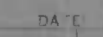
REVISIONS	
NO.	DESCRIPTION

	CHIEF, BRIDGE SECTION
	CHIEF, HIGHWAY ENGINEERING DIVISION
	HEAD, BUREAU OF ENGINEERING
	DIRECTOR OF PUBLIC WORKS

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
 RAMP C & E OVER PULASKI HIGHWAY

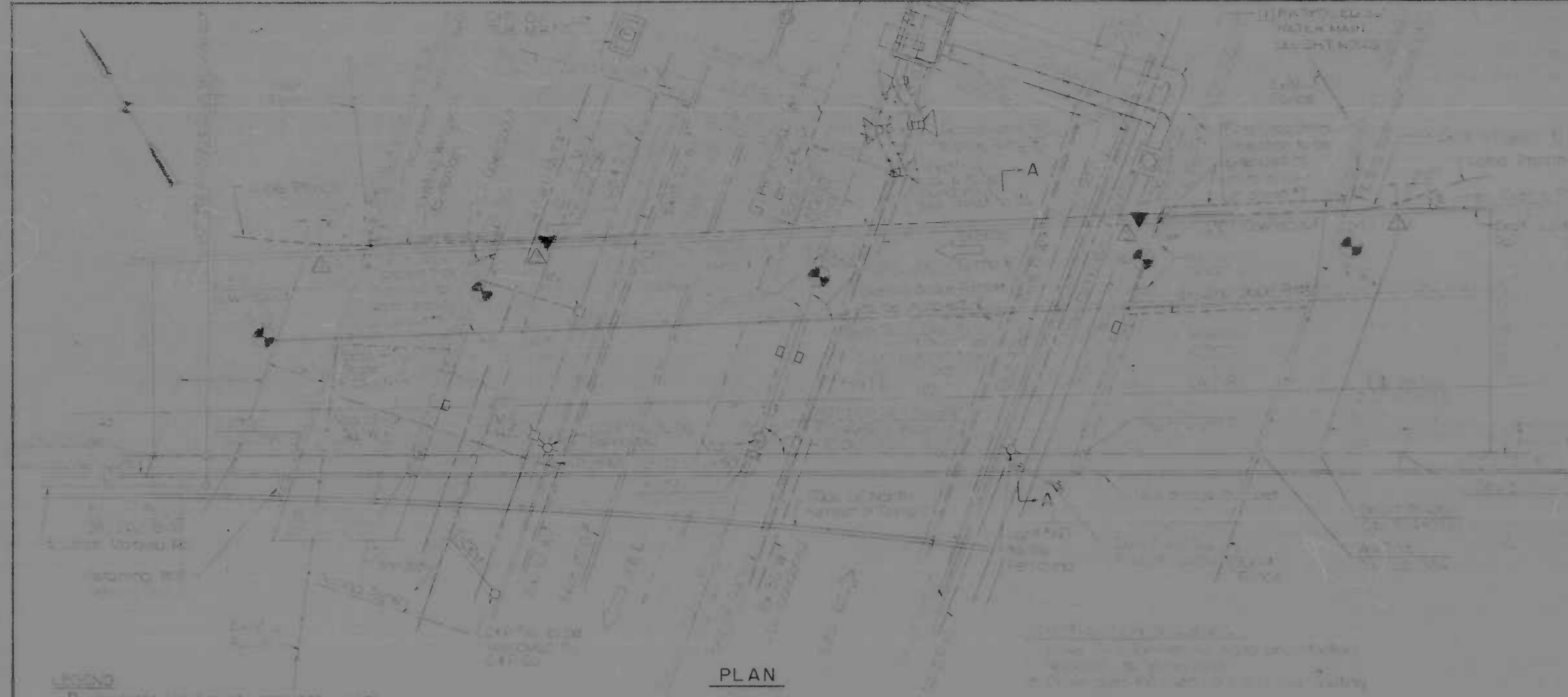
BEARING & EXPANSION JOINT DETAILS
 P&E NO. 1-95-4(31)-35 D&C NO. BC 246-28-815
 11-355-1(31) BC 239-7-815
 BALTO CITY NO 1984

SCALE:  DATE: 
 DRAWING OF SHEET 4 OF 35

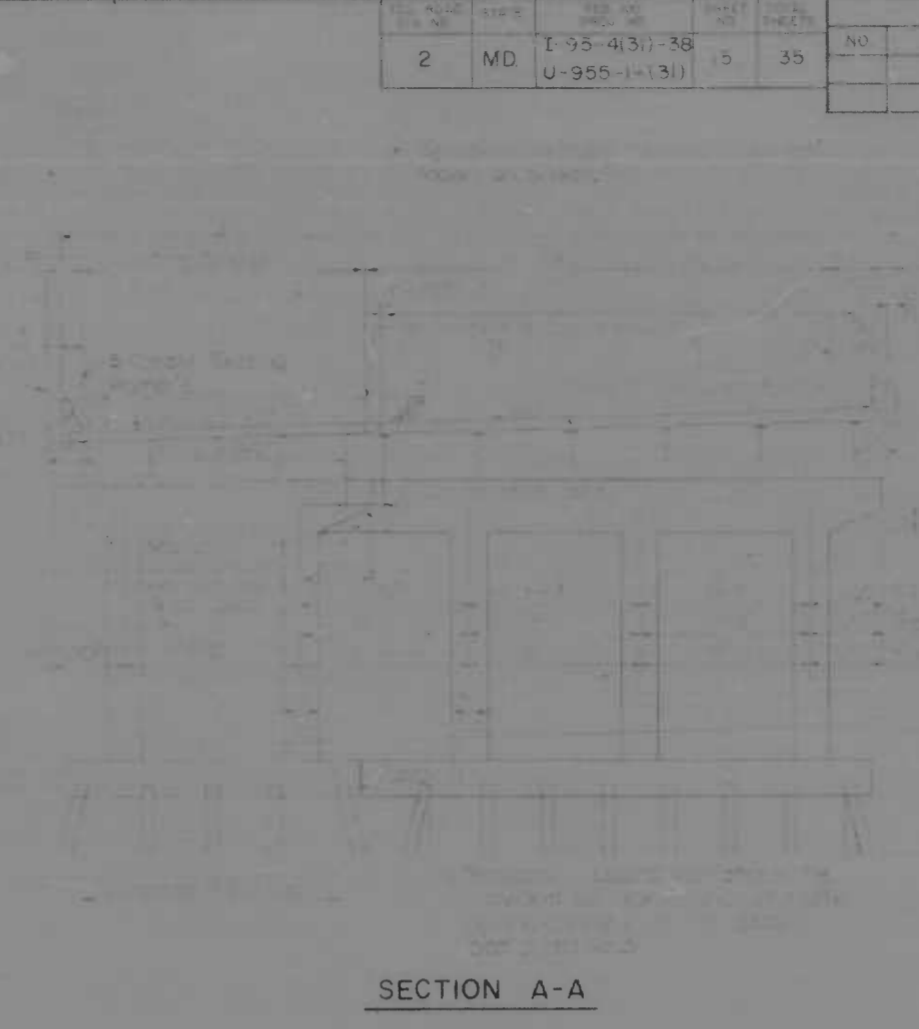
FILE REF.

FILE REF.

REVISIONS				
NO.	DESCRIPTION	DATE	BY	
2	MD	U-95-4(3)-38	5	35
		U-955-1-131		



PLAN



SECTION A-A



LOCATION PLAN

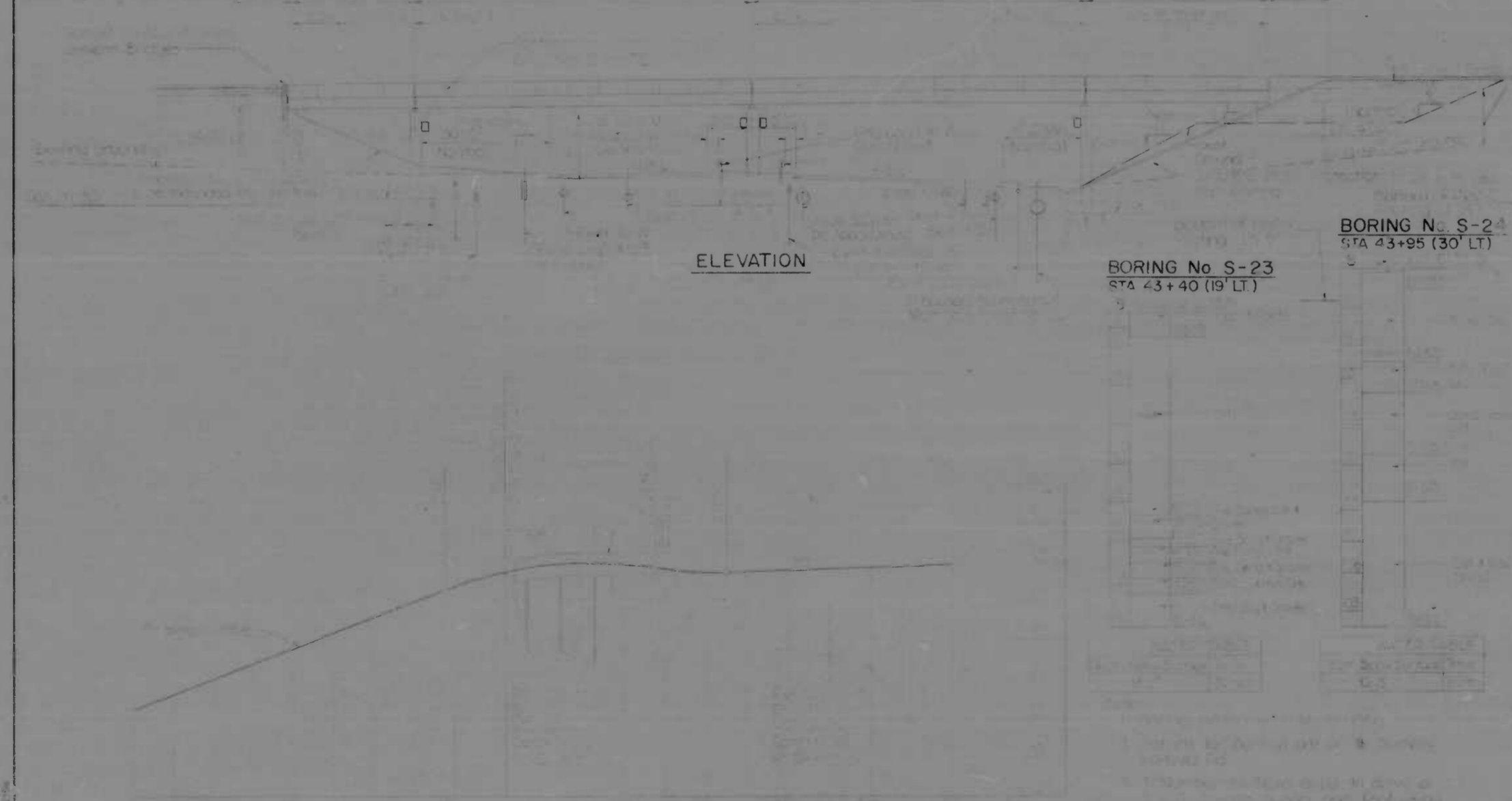
CONSTRUCTION NOTES

REFERENCES

Sheet No.

GENERAL NOTES

- Proposed location of proposed utility
- Proposed boring location
- ▲ Proposed location of bore location
- △ Proposed location of water main



ELEVATION

BORING No. S-25
STA 44+77 (32' LT)

BORING No. S-26
STA 45+58 (35' LT)

BORING No. S-27
STA 46+09 (37' LT)

BORING No. S-21
STA 43+95 (30' LT)

BORING No. S-23
STA 43+40 (19' LT)

BORING LOGS

MCA

MATZ CHILD & ASSOCIATES, INC.
CONSULTING ENGINEERS

REVISIONS	
NO.	DESCRIPTION
1	REVISION 2/8/73 - RELOCATE EAST T.S. BY VAULT - 36" WATER MAIN

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
RAMP 'E' OVER PULASKI HIGHWAY

GENERAL PLAN AND ELEVATION

S/R NO. BC-246-28-815 FAP NO. U-95-4(3)-38
BC-239-7-815 U-955-1-(3)

BALTO CITY NO. 1984

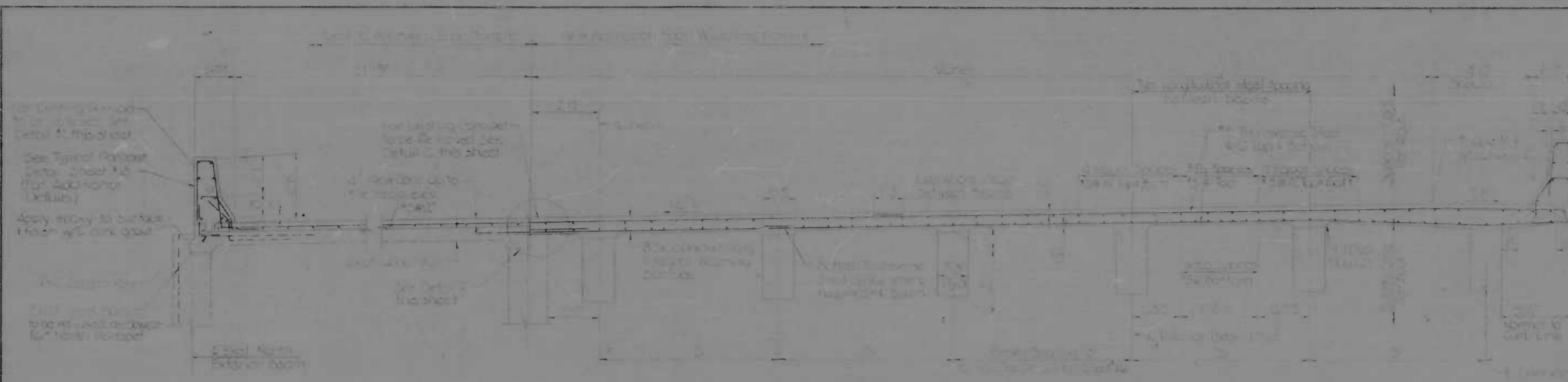
SCALE: _____ DATE: _____
DRAWING OF _____ SHEET 3 OF 35

MORAVIA ROAD AND RAMP E PROFILE

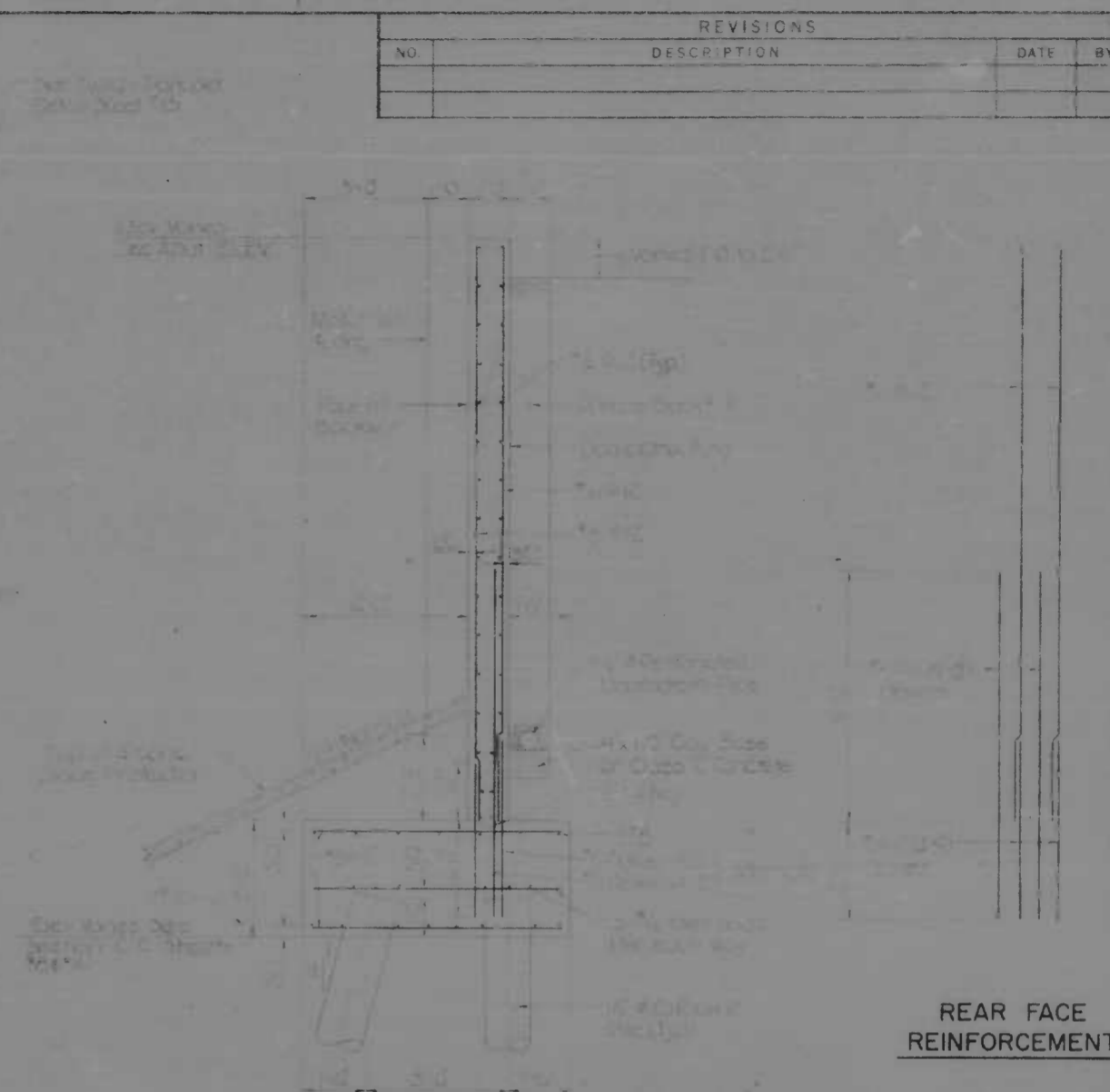
FILE REF.

FILE REF.

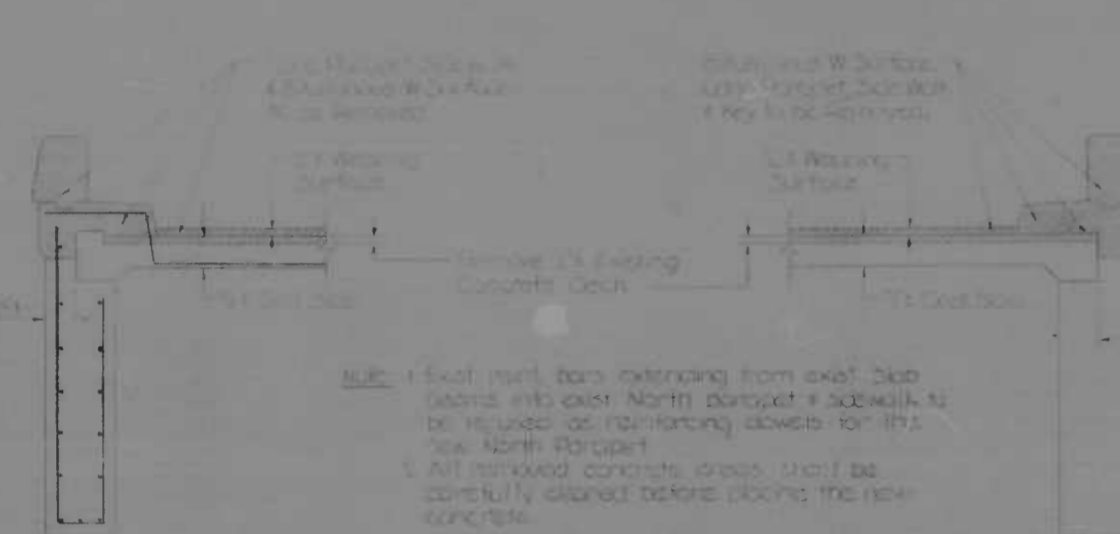
REVISIONS			
NO.	DESCRIPTION	DATE	BY



SECTION X-X

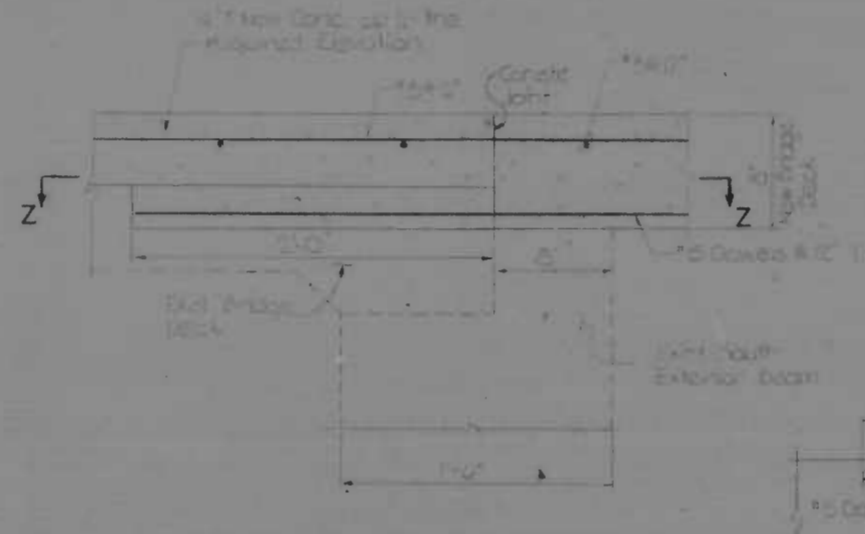


REAR FACE REINFORCEMENT



DETAIL P

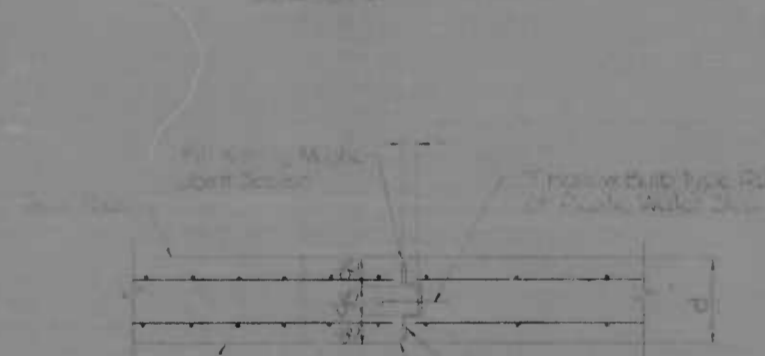
DETAIL Q



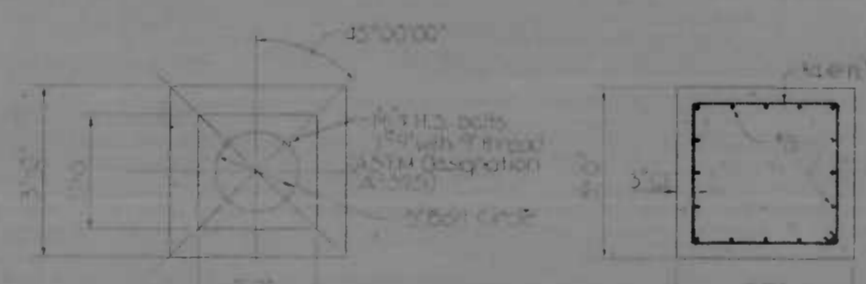
DETAIL R



PLAN SECTION Z-Z

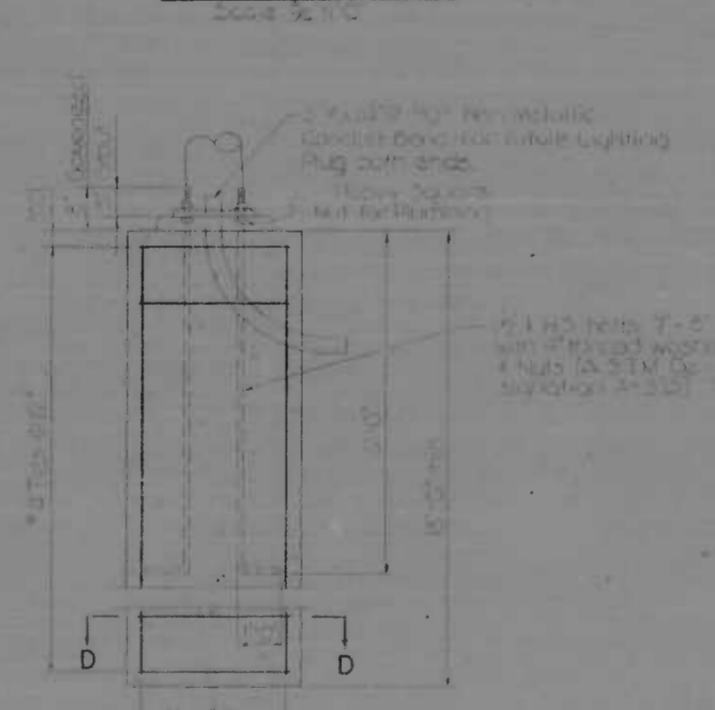


EXPANSION JOINT DETAIL

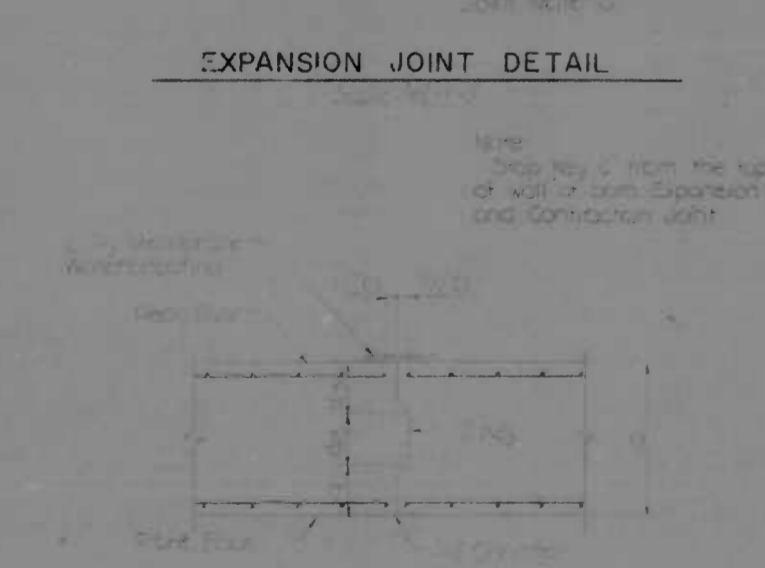


ANCHOR BOLT DETAIL

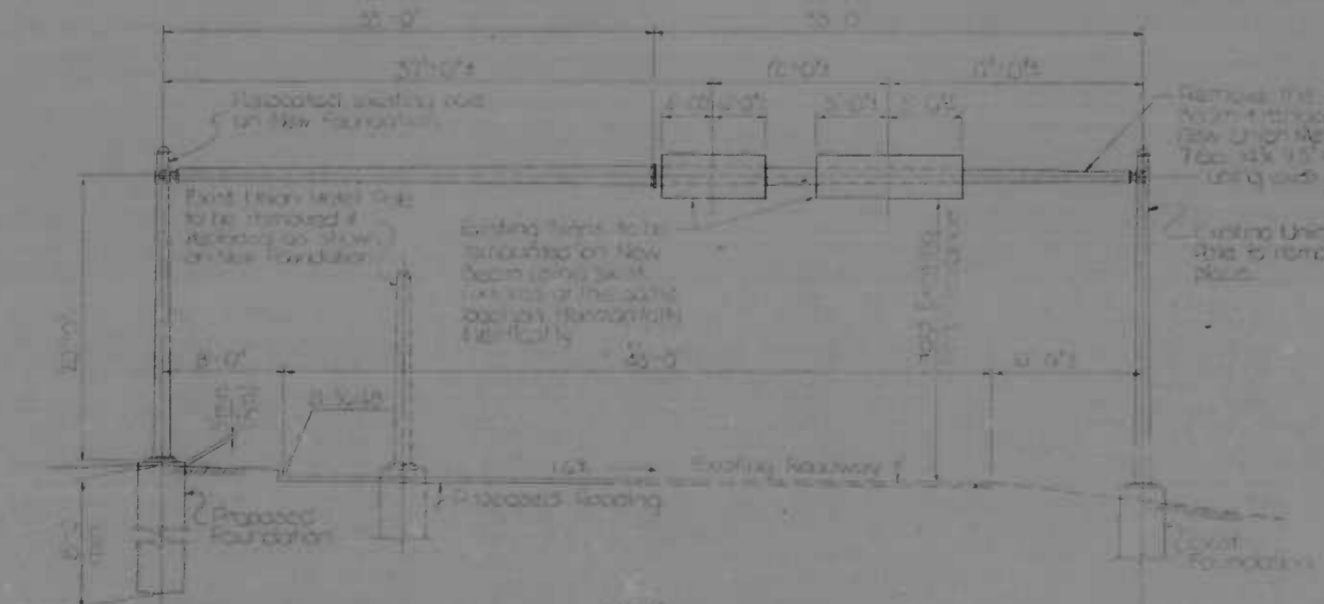
SECTION D-D



PROPOSED POLE FOUNDATION



CONTRACTION JOINT DETAIL



SECTION Y-Y

REFERENCES

Sheet No

MCA 
 MATZ, CHILDS & ASSOCIATES, INC.
 CONSULTING ENGINEERS

REVISIONS	
NO.	DESCRIPTION

	CHEF, BRIDGE SECTION
	CHEF, HIGHWAY ENGINEERING DIVISION
	DIRECTOR OF PUBLIC WORKS

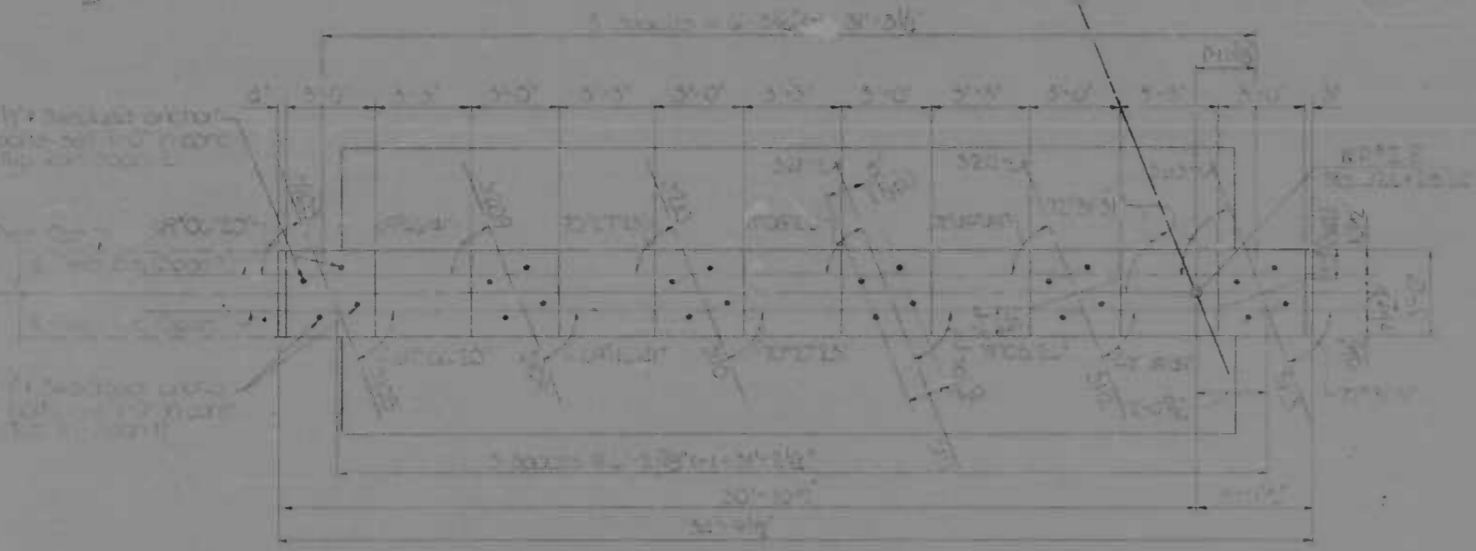
CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
 RAMP 'E' OVER PULASKI HIGHWAY
 APPROACH SPAN DETAILS
 DATE: 1-25-84
 SHEET 17 OF 18

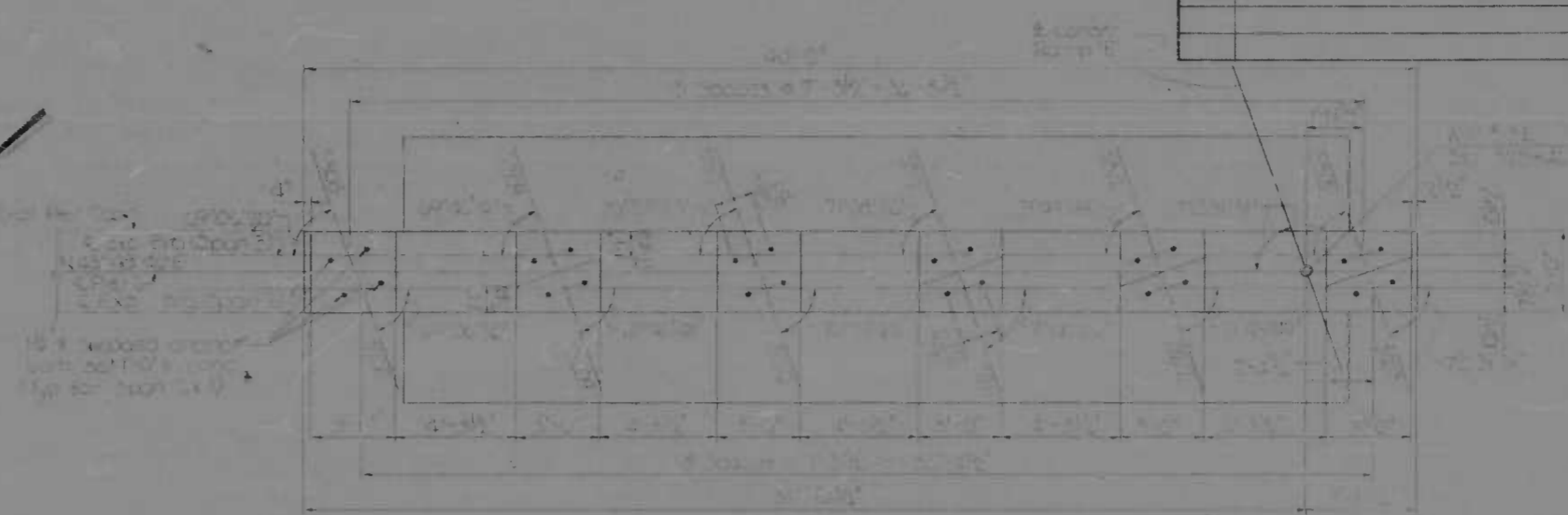
FILE REF.

FILE REF.

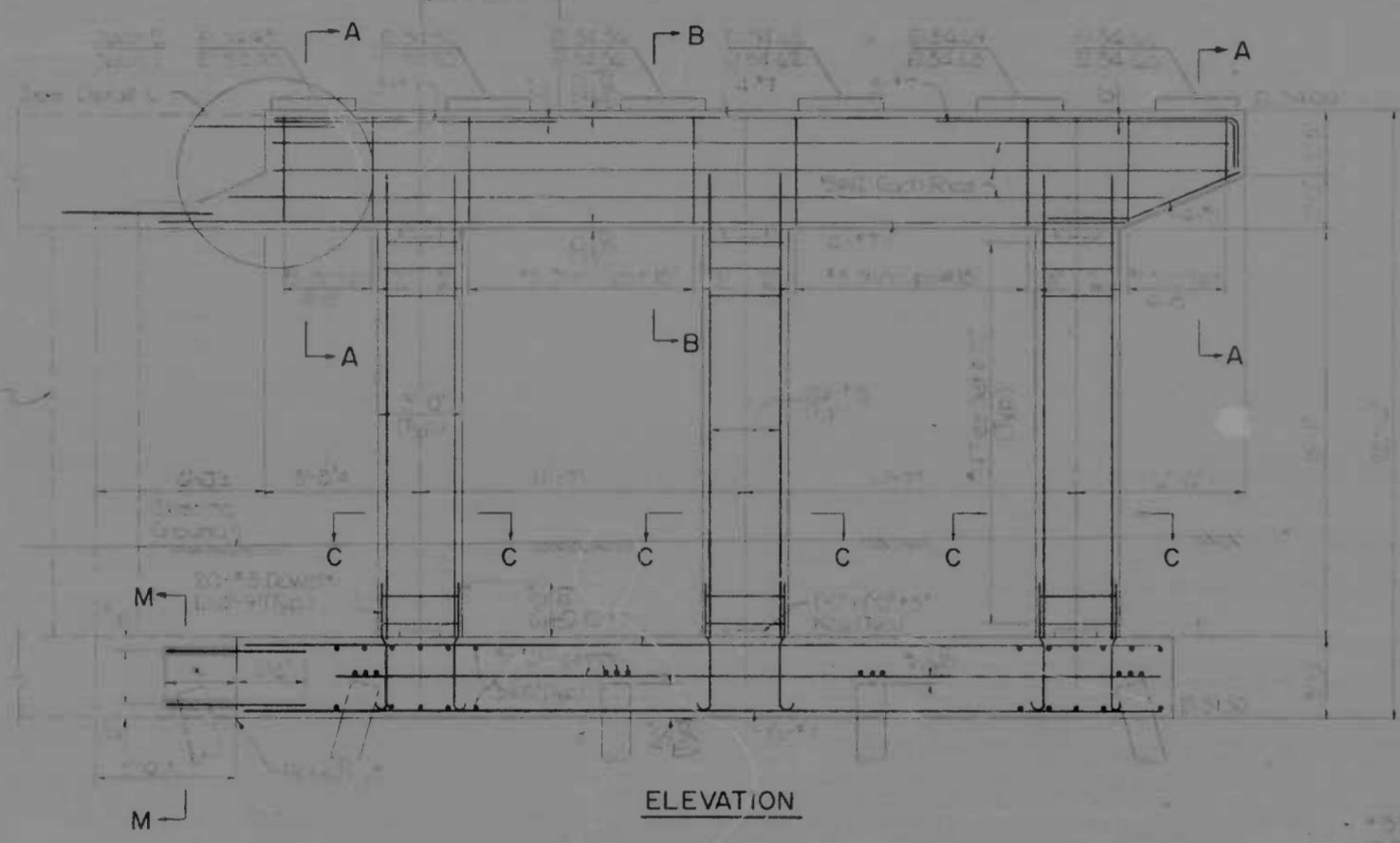
REVISIONS			
NO.	DESCRIPTION	DATE	BY



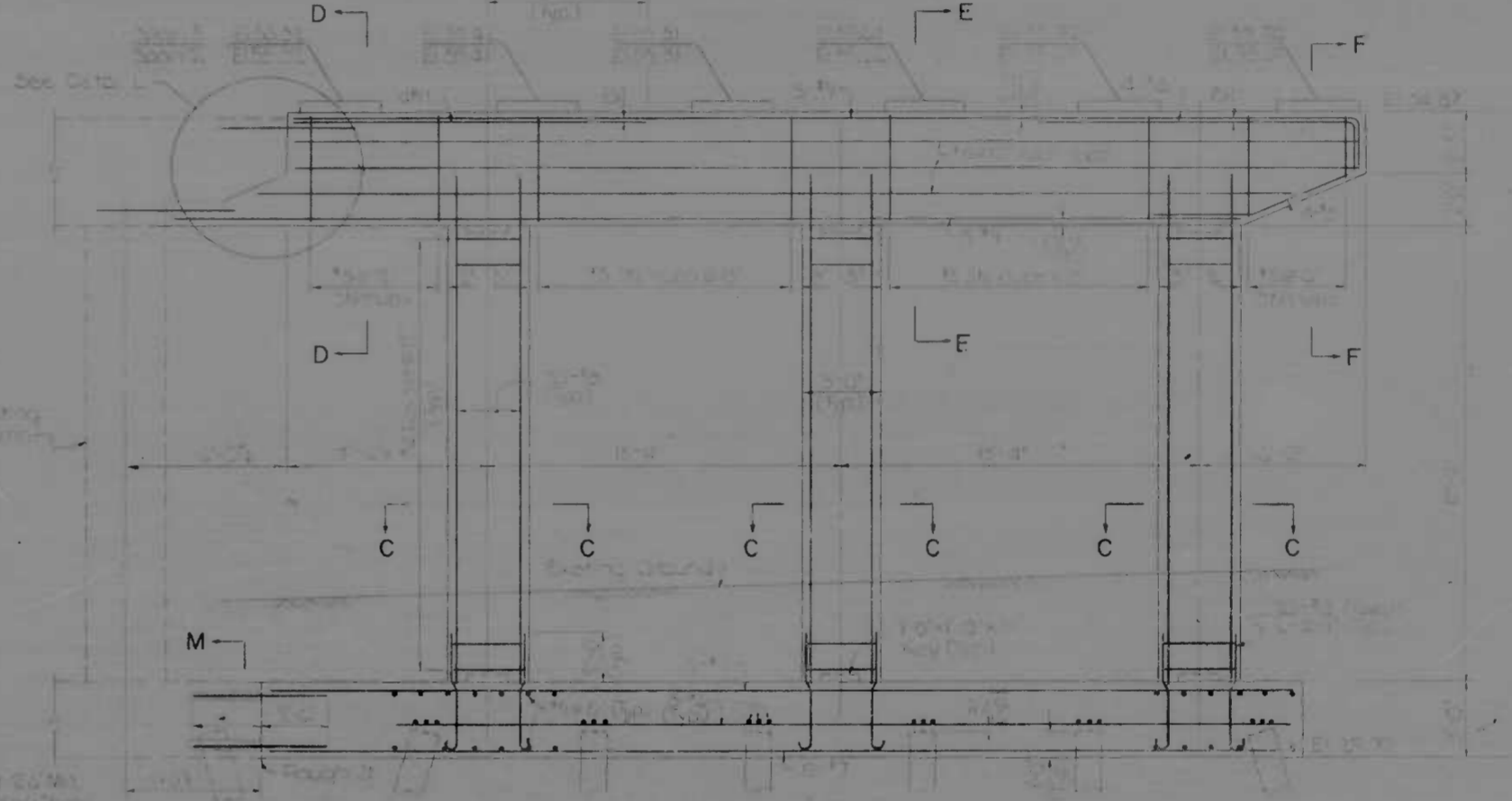
PLAN PIER 1



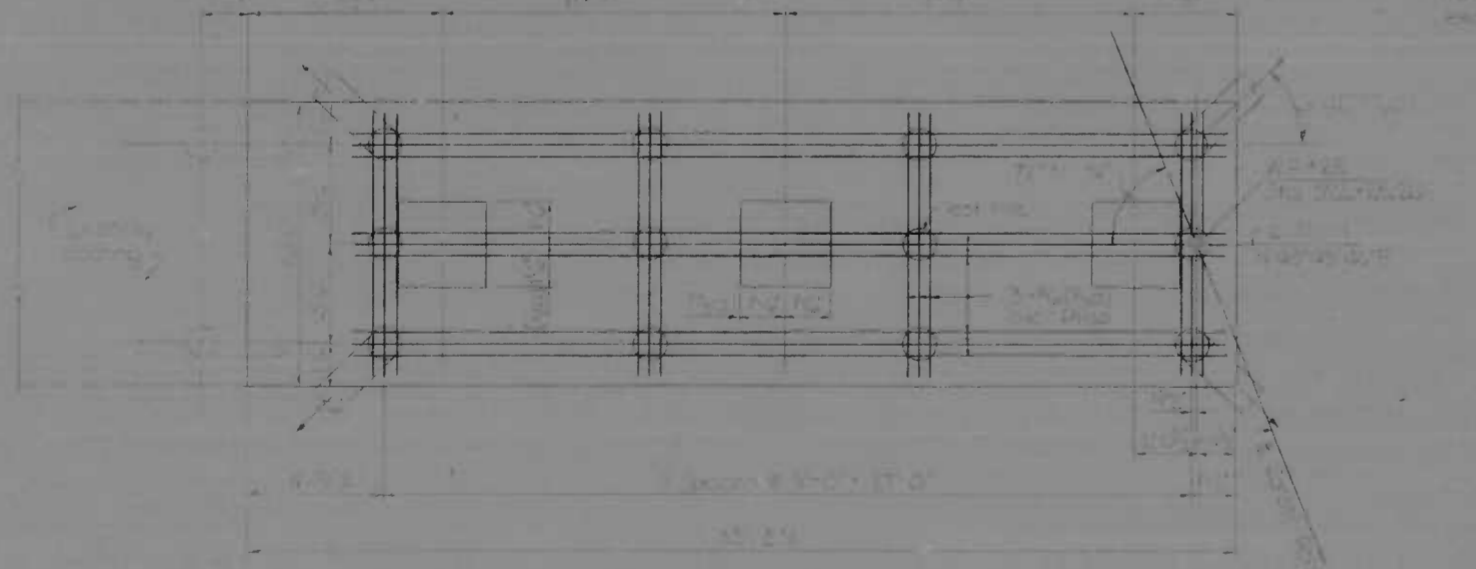
PLAN PIER 2



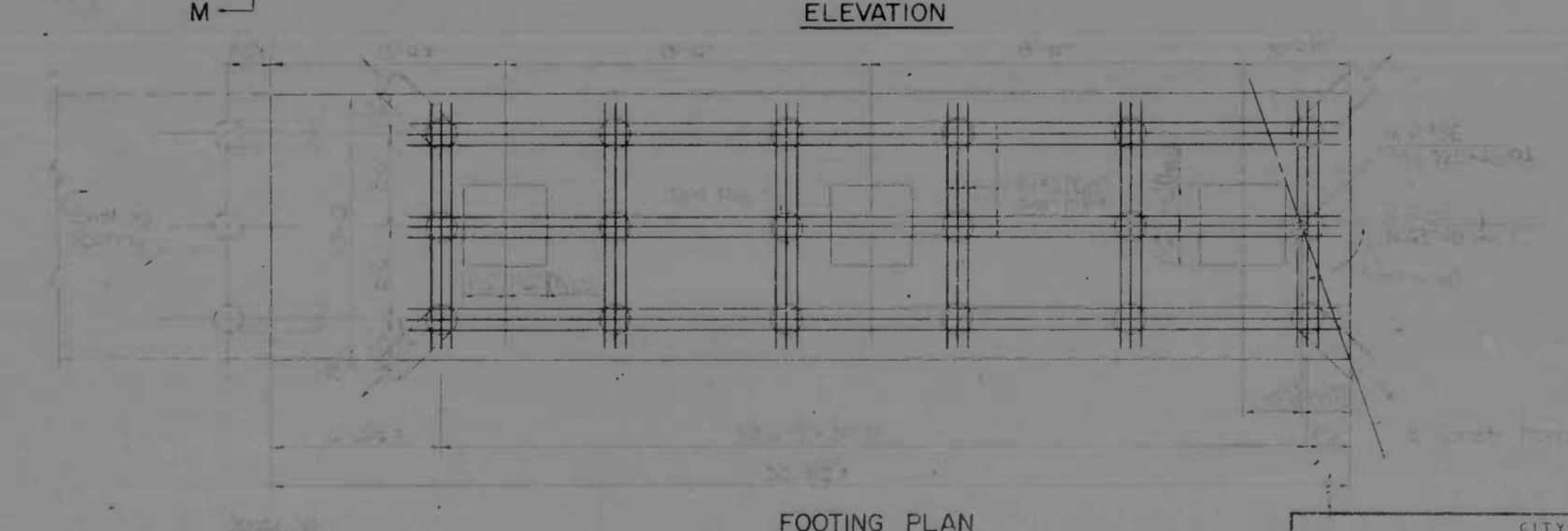
ELEVATION



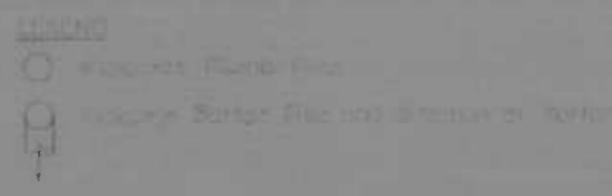
ELEVATION



FOOTING PLAN

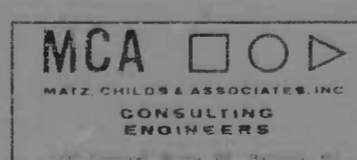


FOOTING PLAN



1. All dimensions are in feet and inches unless otherwise noted.
 2. All dimensions are to the center of the member unless otherwise noted.
 3. All dimensions are to the face of the member unless otherwise noted.
 4. All dimensions are to the center of the member unless otherwise noted.

1. All dimensions are in feet and inches unless otherwise noted.
 2. All dimensions are to the center of the member unless otherwise noted.
 3. All dimensions are to the face of the member unless otherwise noted.
 4. All dimensions are to the center of the member unless otherwise noted.



REVISIONS	
NO.	DESCRIPTION

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES

RAMP 'E' OVER PULASKI HIGHWAY
 I-95-4(3)-38
 FAP NO. J-955-1-2(1)

BC 245-28-B15
 BC 233-5-B15

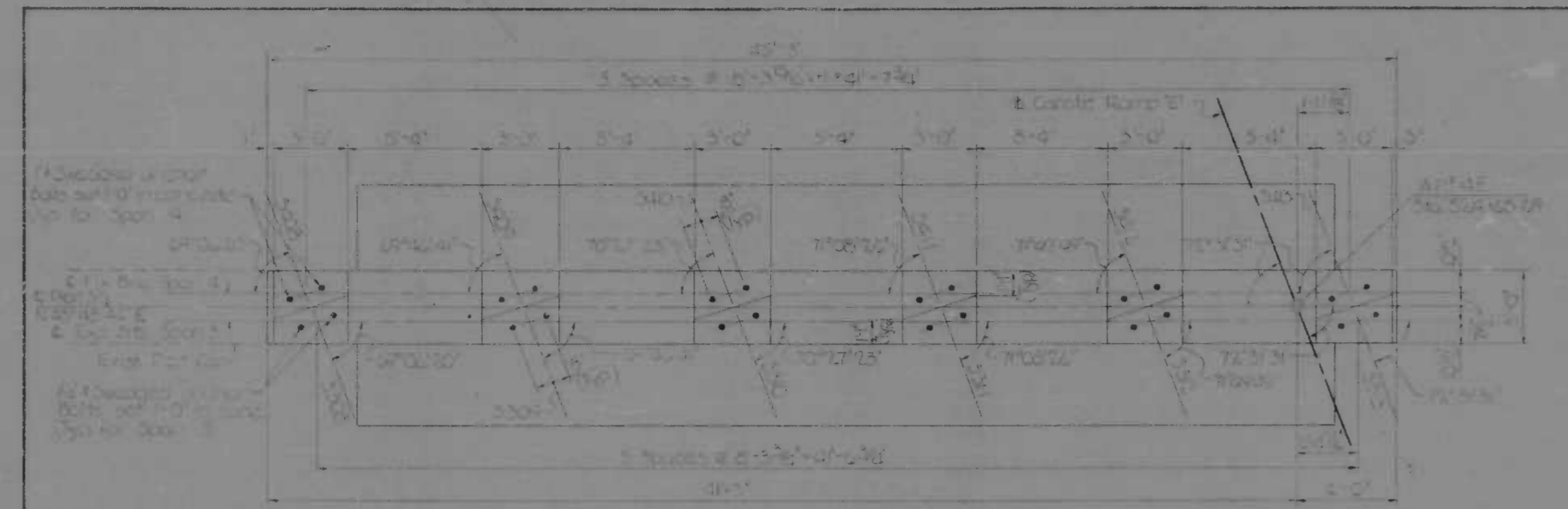
PIER 1 & PIER 2
 BALTO. CITY NO. 1984

SCALE 1/4" = 1'-0"
 DATE
 SHEET 8 OF 15

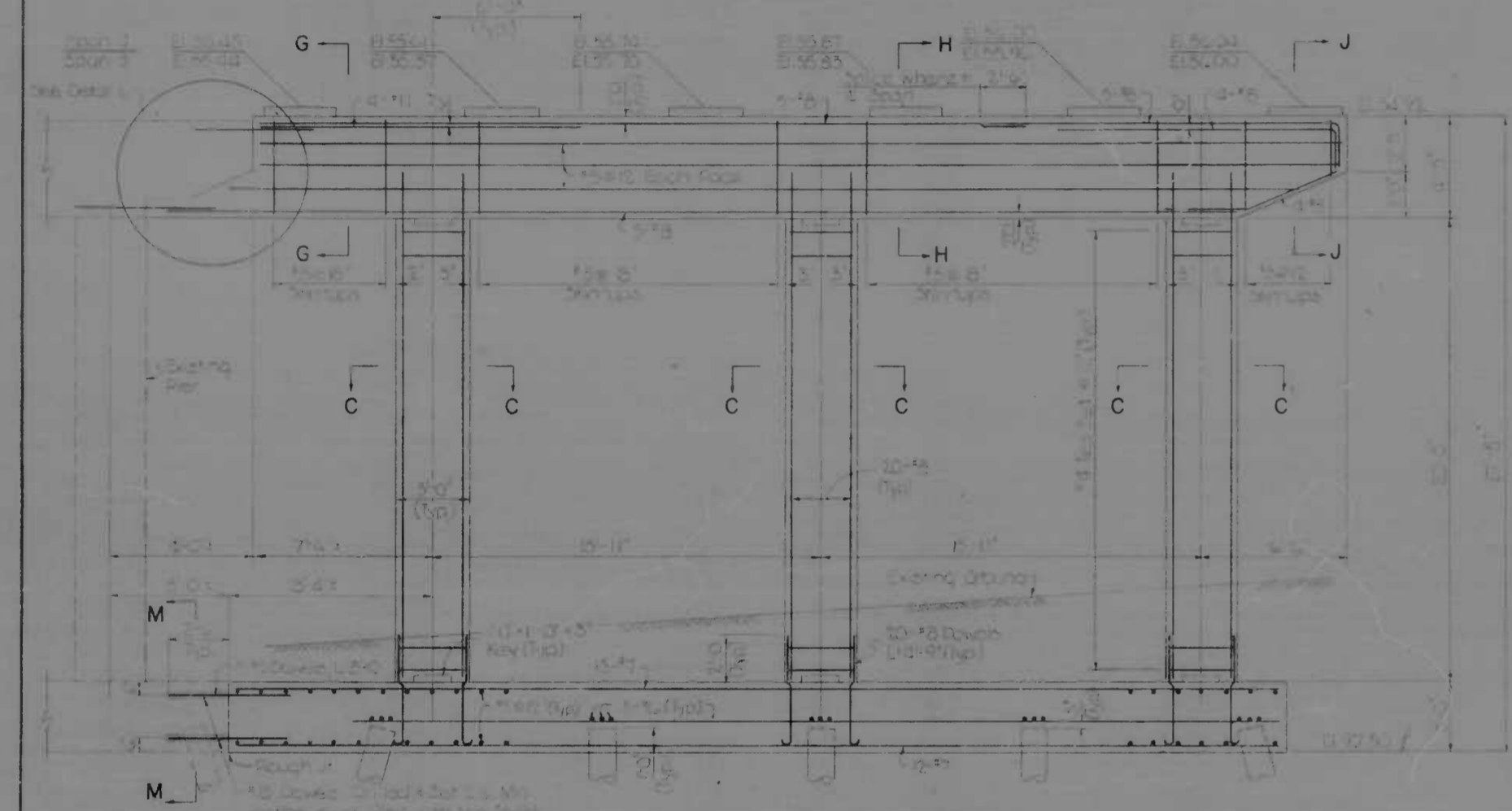
FILE REF.

FILE REF.

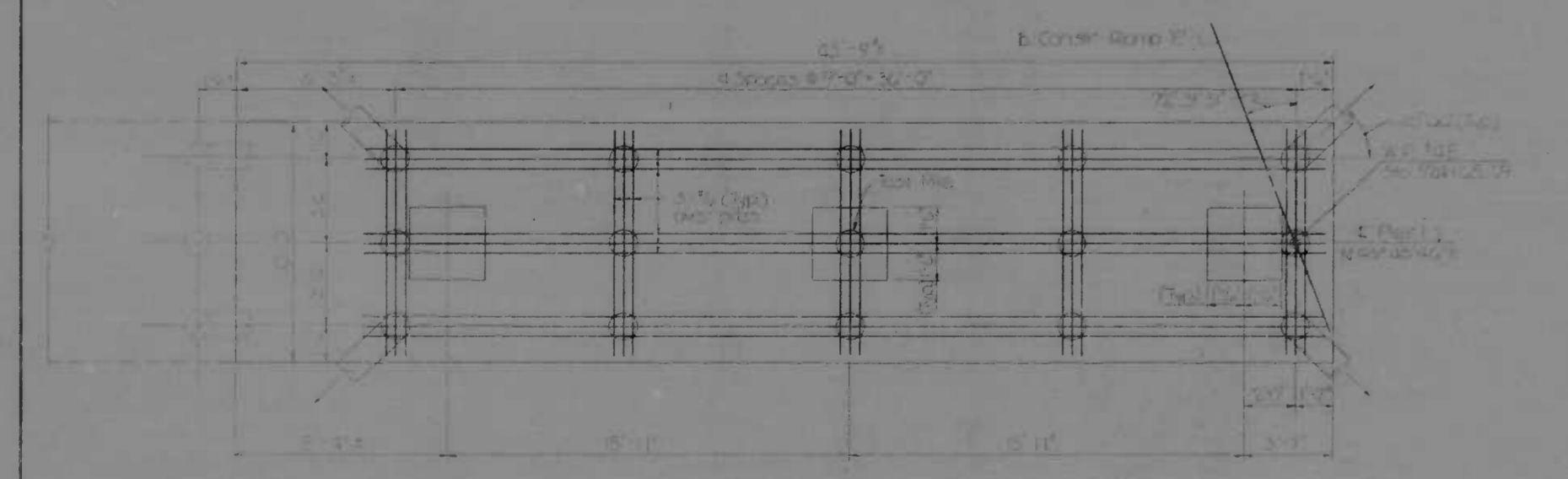
REVISIONS			
NO.	DESCRIPTION	DATE	BY



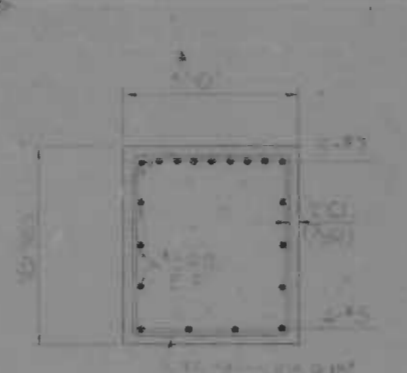
PLAN PIER 3



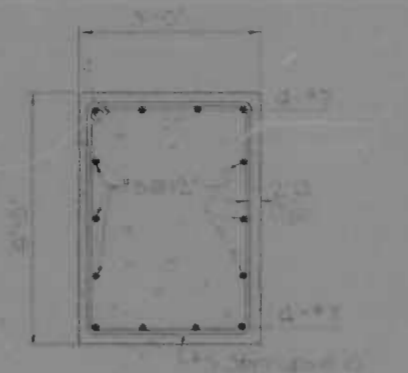
ELEVATION



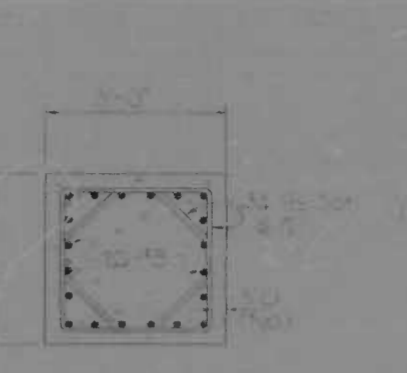
FOOTING PLAN



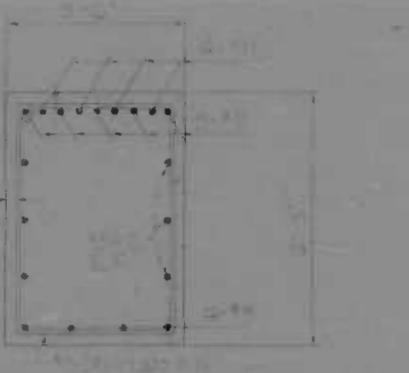
SECTION A-A



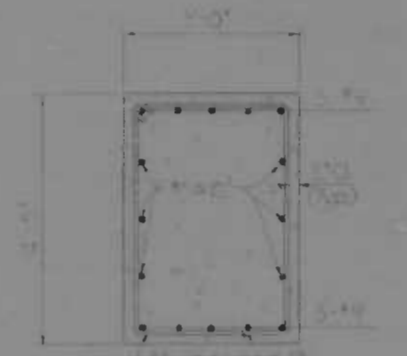
SECTION B-B



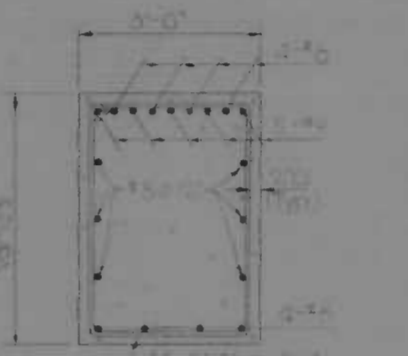
SECTION C-C



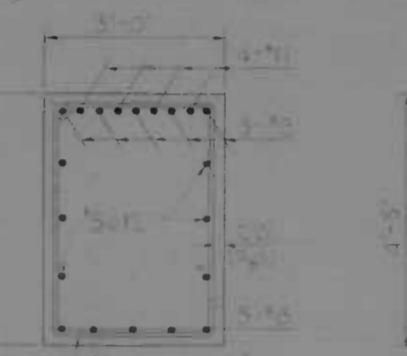
SECTION D-D



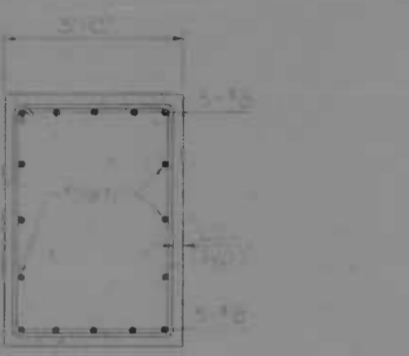
SECTION E-E



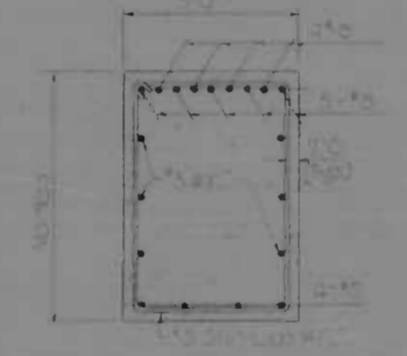
SECTION F-F



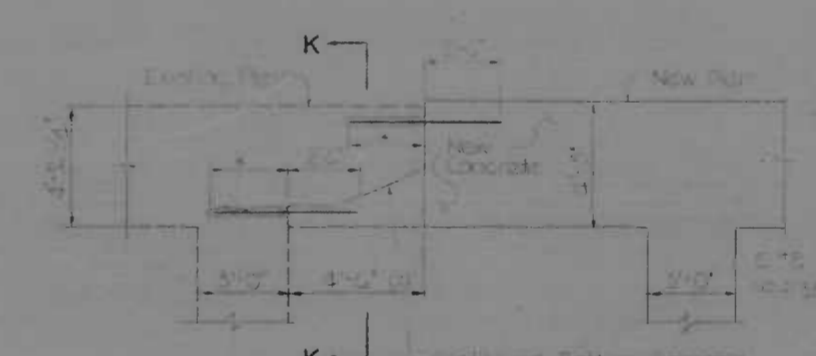
SECTION G-G



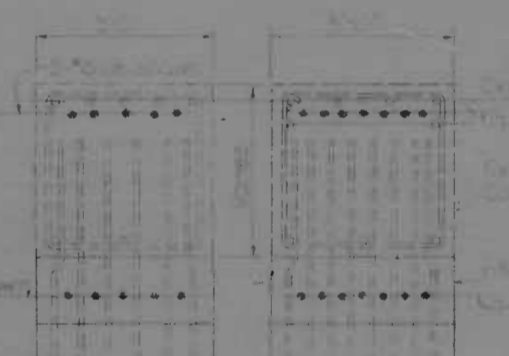
SECTION H-H



SECTION J-J



DETAIL L'



SECTION K-K

EXISTING PIER CAP ADJUSTMENT



SECTION M-M

NO.	DESCRIPTION	DATE	BY



REVISIONS	
NO.	DESCRIPTION

CHEF, BRIDGE SECTION	
CHEF, HIGHWAY ENGINEERING DIVISION	
HEAD, BUREAU OF ENGINEERING	
DIRECTOR OF PUBLIC WORKS	

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
 S.H.C. NO. BC 236-28-815 F.A.P. NO. 1-95-4130
 BC-239-7-815 U 955-1-131

RAMP 'E' OVER PULASKI HIGHWAY

BALTO. CITY NO. 1984
 PIER 3 & SECTIONS

SCALE: AS SHOWN DATE: APRIL 1984
 SHEET 19 OF 21

FILE REF.

FILE REF.

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	REVISIONS			
					NO.	DESCRIPTION	DATE	BY
2	MD	1-95-4(3)-36 U-955-1-(3)	1-A	35				

ABBREVIATIONS

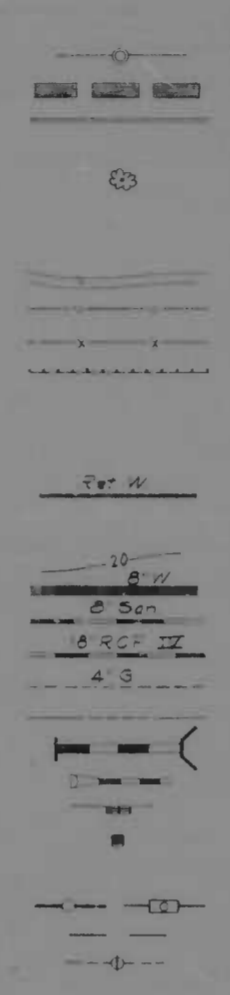
AT&T	- American Telephone & Telegraph Co.	MH	- Metal
B.C.C.M.P.	- Bituminous Coated Corrugated Metal Pipe	N.B.R.	- Northbound Roadway
B.	- Bituminous	P/C	- Point of Crown
BL	- Base Line of Construction	P.C.C.P.	- Prestressed Concrete Cylinder Pipe
BL Survey	- Base Line of Survey	P/G.E.	- Profile Grade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

LEGEND

EXISTING



PROPOSED



EXPLANATORY NOTES AND REFERENCES

VERTICAL CONTROL

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

SIGHT DISTANCE

Stopping Sight Distance For Crest Vertical Curves is Based on a Height of Object = 0.50' and a Height of Eye = 3.75'. Headlight Sight Distance For Sag Vertical Curves is Based on a Height of Headlight = 2.0' and an Upward Divergence of Beam = 1°.

MATERIALS SALVAGED IN CONSTRUCTION

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

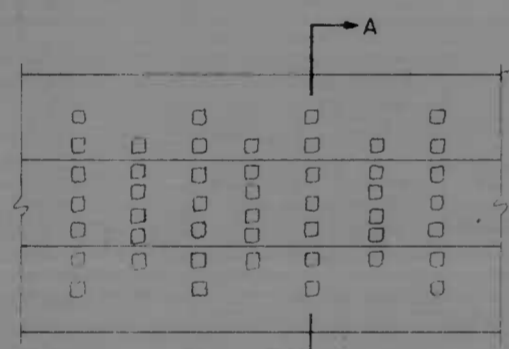
HORIZONTAL CONTROL

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

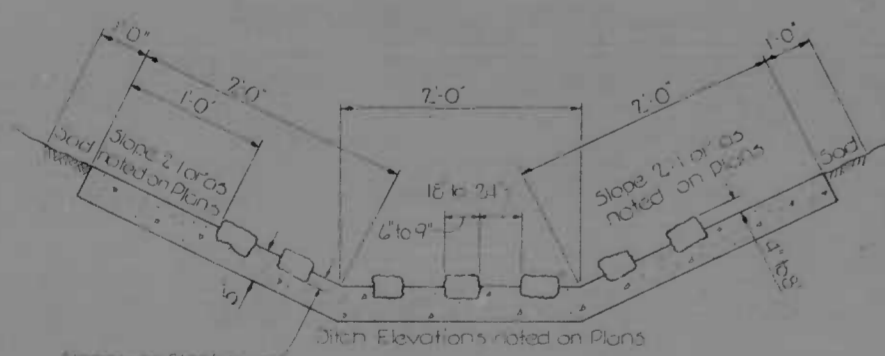
CLEARING AND GRUBBING

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

Note:
Row of stones (as shown below) or one-gal concrete blocks (12" x 8" x 8") shall be set apart along with alternate rows.



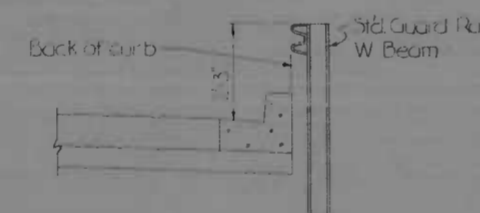
PLAN



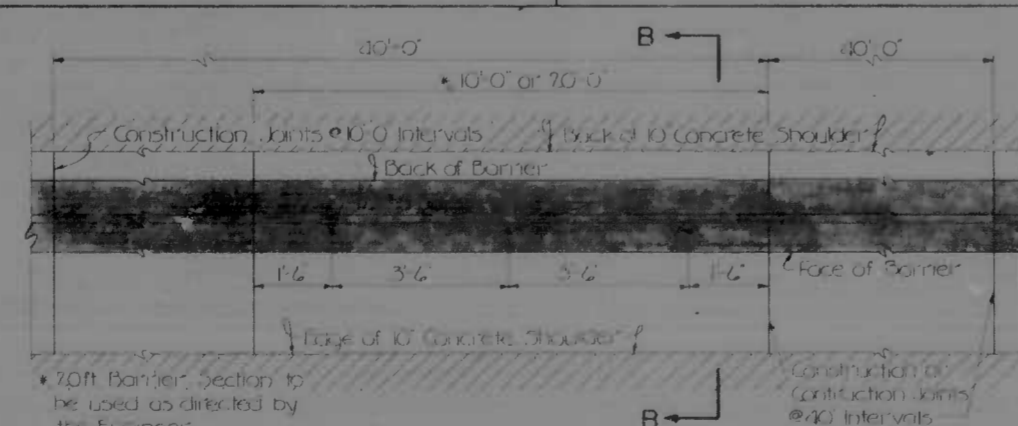
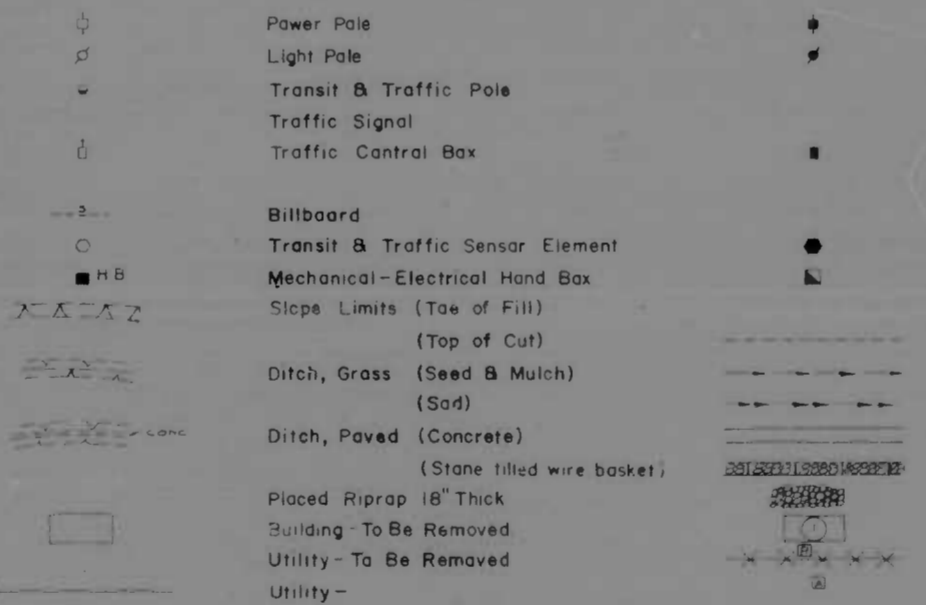
SECTION A-A

5" CONCRETE ENERGY DISSIPATING GUTTER

Not to Scale



TYPICAL GUARD RAIL INSTALLATION
PULASKI HIGHWAY MEDIAN
&
MORAVIA ROAD MEDIAN
Not to Scale

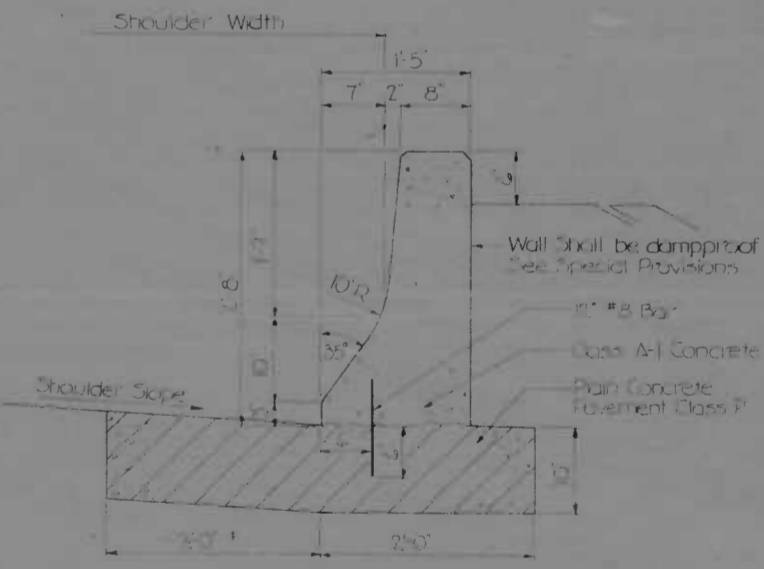


PLAN VIEW - CONCRETE BARRIER

Not to Scale

NOTES

- Construction joint to be placed in upper portion of barrier at 10 intervals to match joints in 10' plain concrete pavement where possible. Where directed by the Engineer, the Contractor can pour 20' sections in intervals.
 - Construction of concrete joints to be placed in 10' plain concrete shoulder pavement every 40'.
- † 4'-0" where shoulder dimension is 4'-7'-0" where shoulder is 4'-7"
- Ramp E. Slo. 5.00% to Sta. 52.3+ left side.



SECTION B-B - CONCRETE BARRIER

Not to Scale

MCA
MAYZ, CHILDS & ASSOCIATES, INC.
CONSULTING ENGINEERS

REVISIONS	
NO.	DESCRIPTION

CHIEF, BRIDGE SECTION	
CHIEF, HIGHWAY ENGINEERING DIVISION	
HEAD, BUREAU OF ENGINEERING	
DIRECTOR OF PUBLIC WORKS	

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
RAMP 'C' & 'E' OVER PULASKI HIGHWAY
LEGEND - ABBREVIATIONS - NOTES

MD S.R.C. NO. BC 246-28-815 F.A.P. NO. 1-95-4(3)-36
BC 239-7-815 U-955-1-(3)

BALTO. CITY NO. 1984

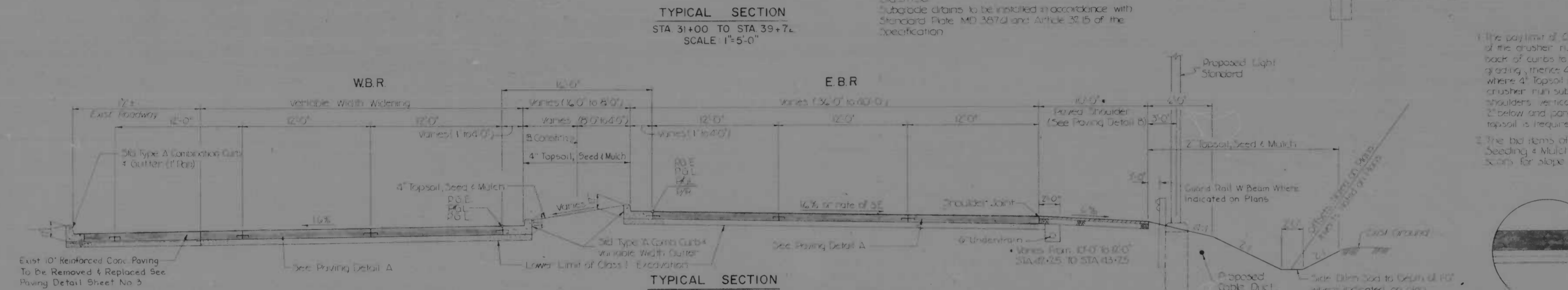
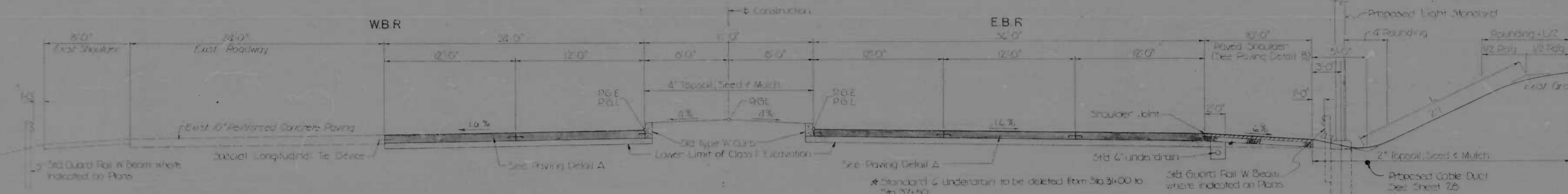
SCALE: C.W.D. NO. DATE: 5-20-84 SHEET 1-A OF 35

FILE REF.

FILE REF.

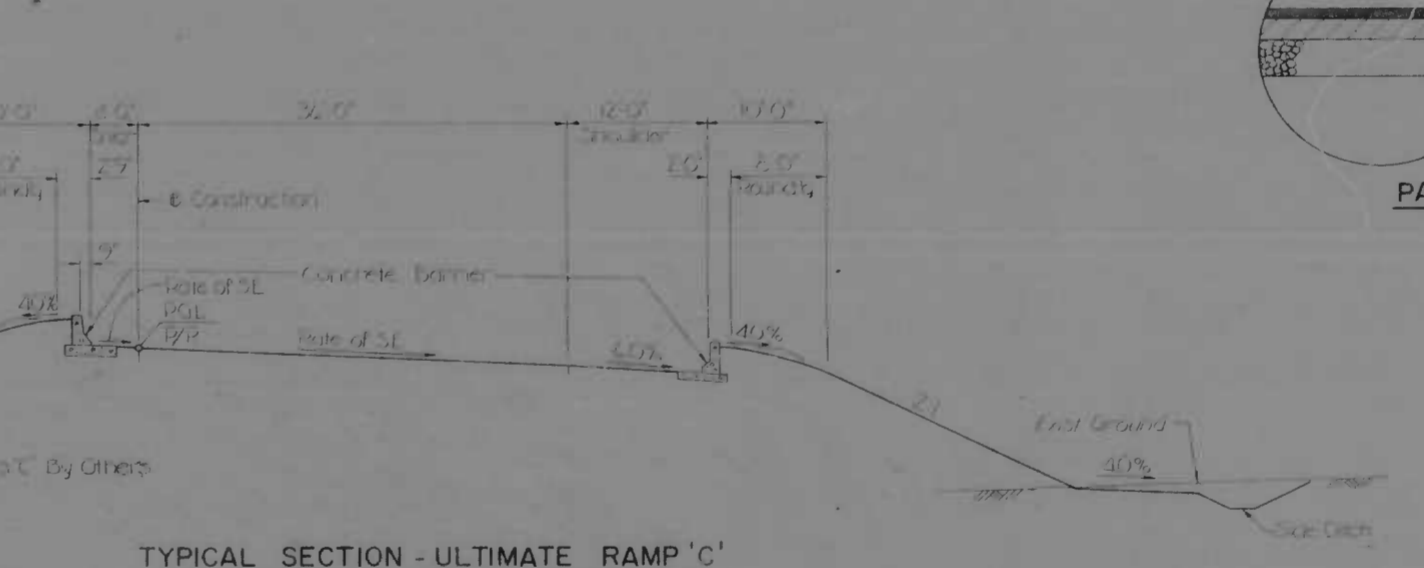
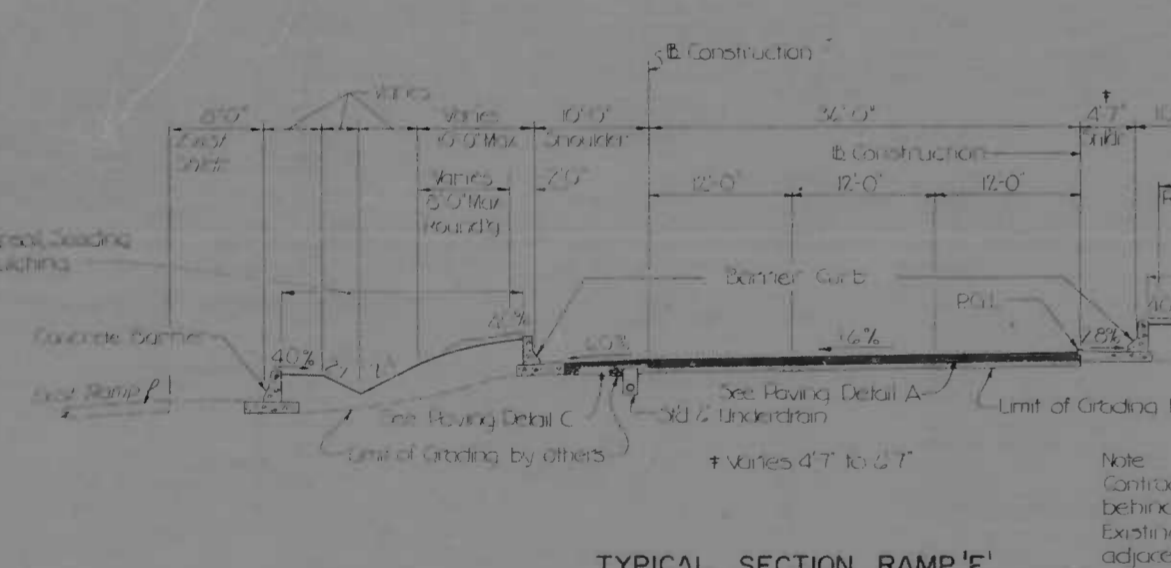
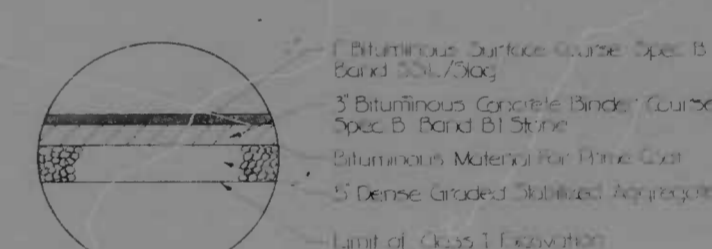
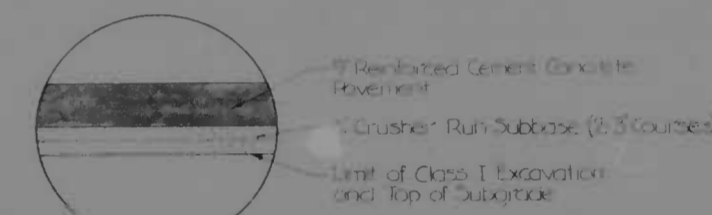
REVISIONS				
NO.	DESCRIPTION	DATE	BY	
2				

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD	I-95-4(3)-38 U-955-1-(3)	2	

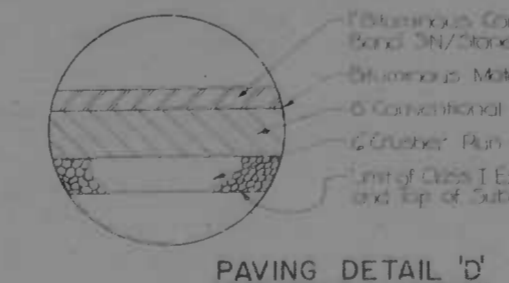
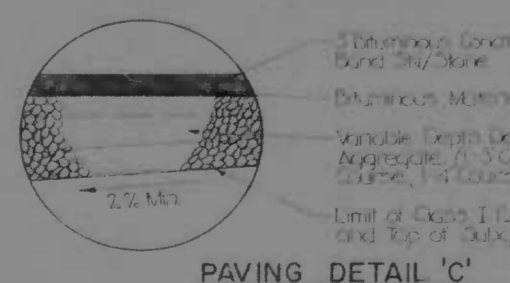
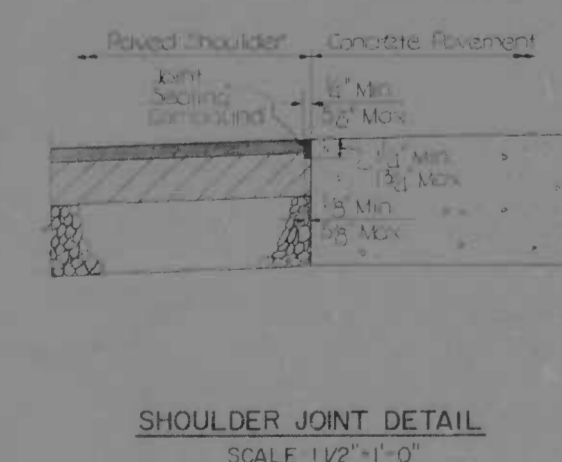


GENERAL NOTES

- The payline of Class I Excavation will extend along the lower limit of the crusher run sub-base and vertically contiguous with the back of curbs to a point 4' below the finished shoulder in areas of grading, 1/2" below & parallel to the finished grading in areas where 2" Topsoil is required or will extend along the lower limit of crusher run sub-base and along the lower limit of the paved shoulders, vertically contiguous with the edge of shoulders, hence 2' below and parallel to the slope grading in areas where 2" Topsoil is required.
- The bid items of "Topsoil" Finished & Placed, 2" Depth, 4'wd, Seeding & Mulching shall include the treatment of earth scars for slope stabilization beyond the Right of Way Line.



TYPICAL CROSS SECTIONS OF IMPROVEMENTS



MCA
MATE, CHILDS & ASSOCIATES, INC.
CONSULTING ENGINEERS

REVISIONS	
NO.	DESCRIPTION

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
RAMP 'C' & 'E' OVER PULASKI HIGHWAY
TYPICAL CROSS SECTIONS

MD SRC NO. BC 246-28-815
BALTO. CITY NO. 1994
SCALE AS SHOWN
DATE

FILE REF.

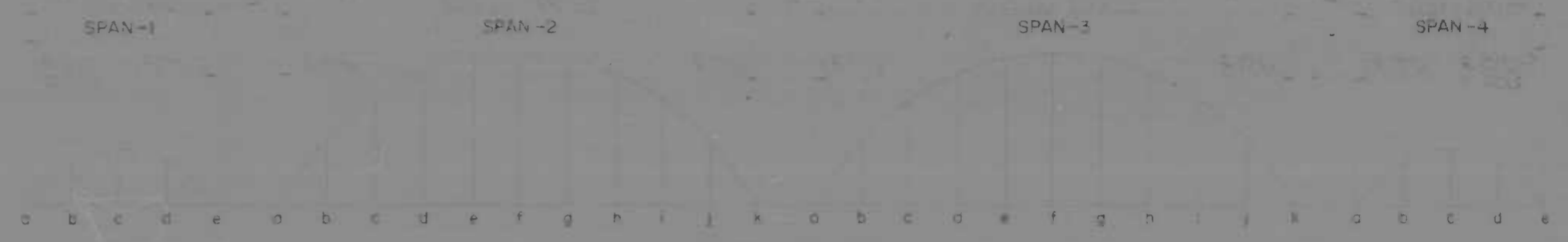
FILE REF

REVISIONS			
NO.	DESCRIPTION	DATE	BY



FRAMING PLAN

SPAN - 1		SPAN - 2		SPAN - 3		SPAN - 4		SKEW ANGLE θ
BEAM	LENGTH	BEAM	LENGTH	BEAM	LENGTH	BEAM	LENGTH	



CAMBER DIAGRAM

ESTIMATED NUMBER OF JOINTS TO BE CONSTRUCTED											
CONCRETE BRIDGE				STEEL BRIDGE				COMBINATION			
PIERS	ABUTMENTS	SPANS	JOINTS	PIERS	ABUTMENTS	SPANS	JOINTS	PIERS	ABUTMENTS	SPANS	JOINTS

DESCRIPTION	SPAN - 1					SPAN - 2					SPAN - 3					SPAN - 4				
	a	b	c	d	e	a	b	c	d	e	a	b	c	d	e	a	b	c	d	e
STRINGER NO	S-108 THRU S-112					S-208 THRU S-212					S-308 THRU S-312					S-408 THRU S-412				
STEEL																				
CONCRETE																				
SDL																				
GEOM																				
TOTAL CAMBER																				
STRINGER NO	S-113					S-213					S-313					S-413				
STEEL																				
CONCRETE																				
SDL																				
GEOM																				
TOTAL CAMBER																				



SPAN 1 STRINGER ELEVATION

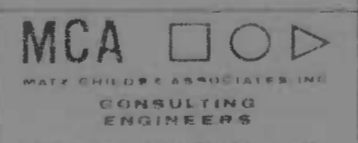


SPAN 2 & 3 STRINGER ELEVATION



SPAN 4 STRINGER ELEVATION

REFERENCES Sheet No.



REVISIONS	
NO.	DESCRIPTION

DESIGNER	
NO.	DESCRIPTION

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
 RAMP 'E' OVER PULASKI HIGHWAY

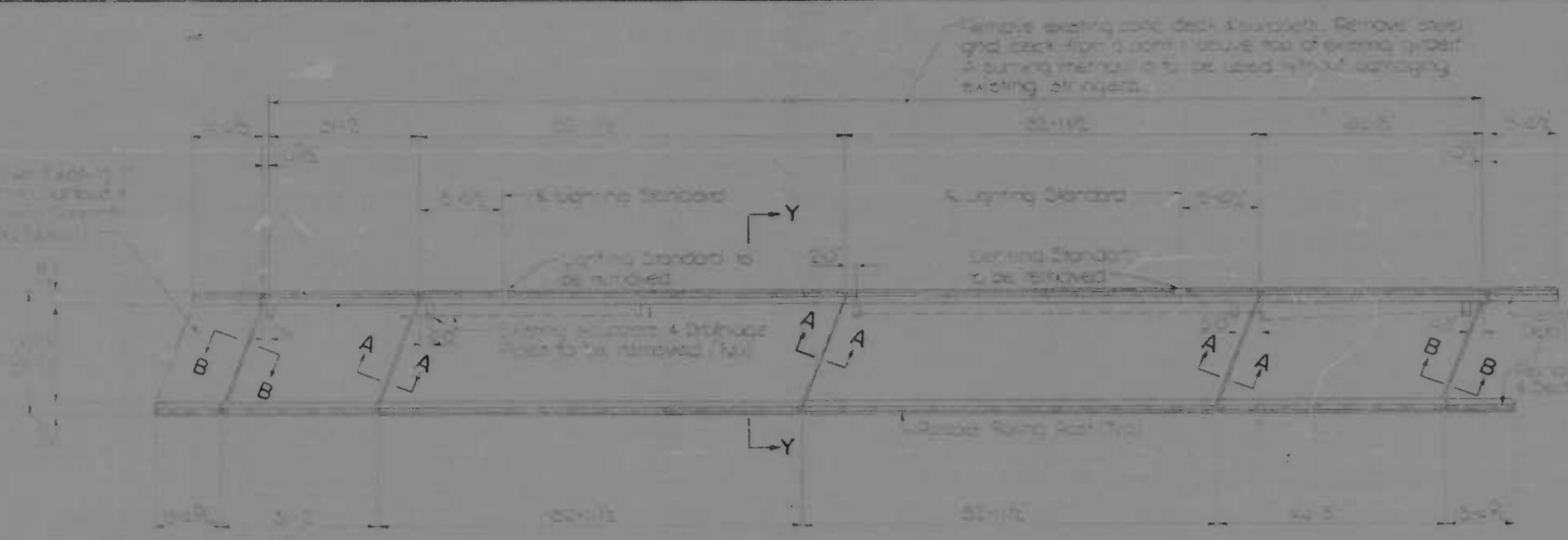
FRAMING PLAN
 FAF NO. 1-95-131-26 MD SRC NO. BC 245-2P-95
 0-555-1130 BC 236-1P-95
 BALTO. CITY NO. 1543

SCALE: _____ DATE: 11/15/95
 DRAWN BY: _____ SHEET 20 OF 21

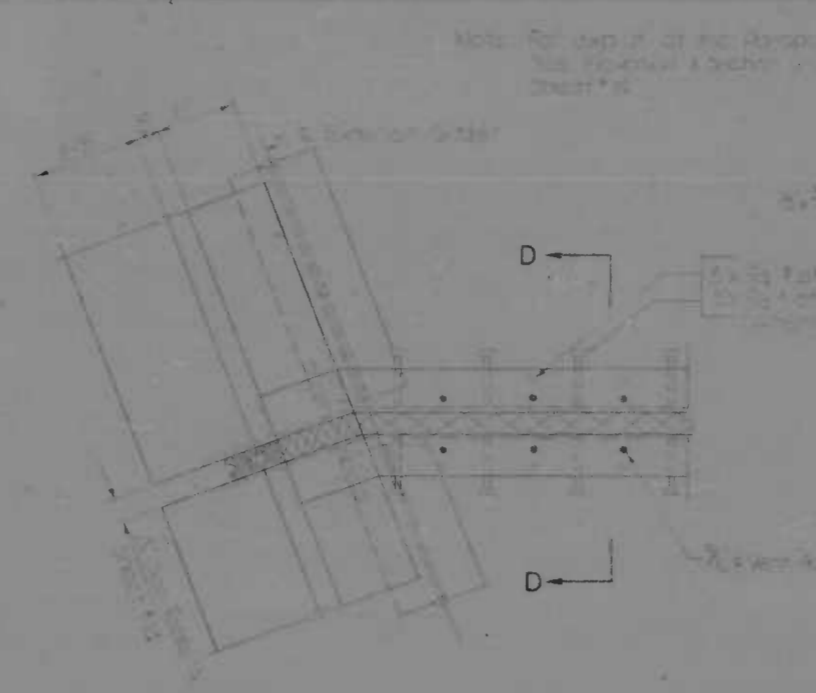
FILE REF.

FILE REF.

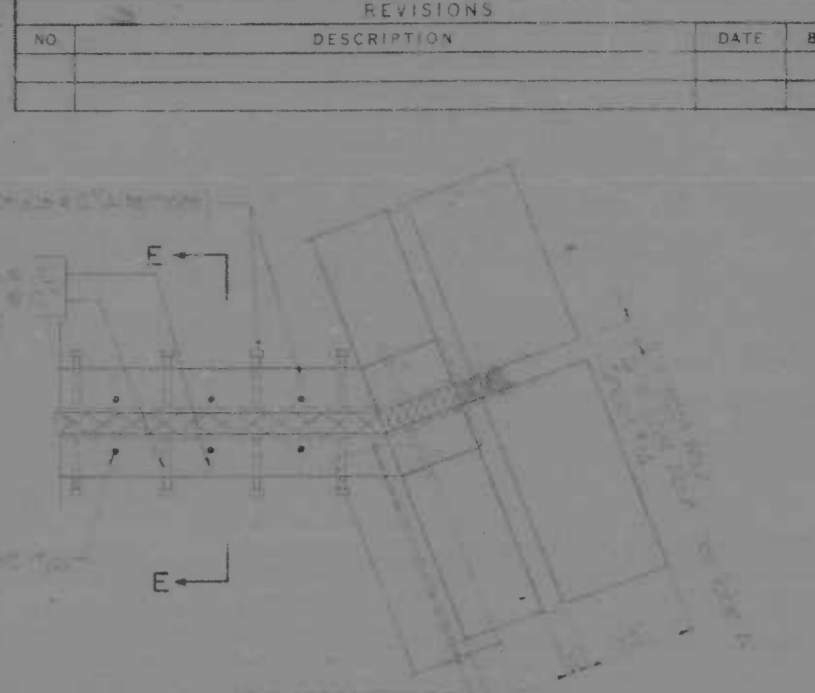
REVISIONS			
NO.	DESCRIPTION	DATE	BY



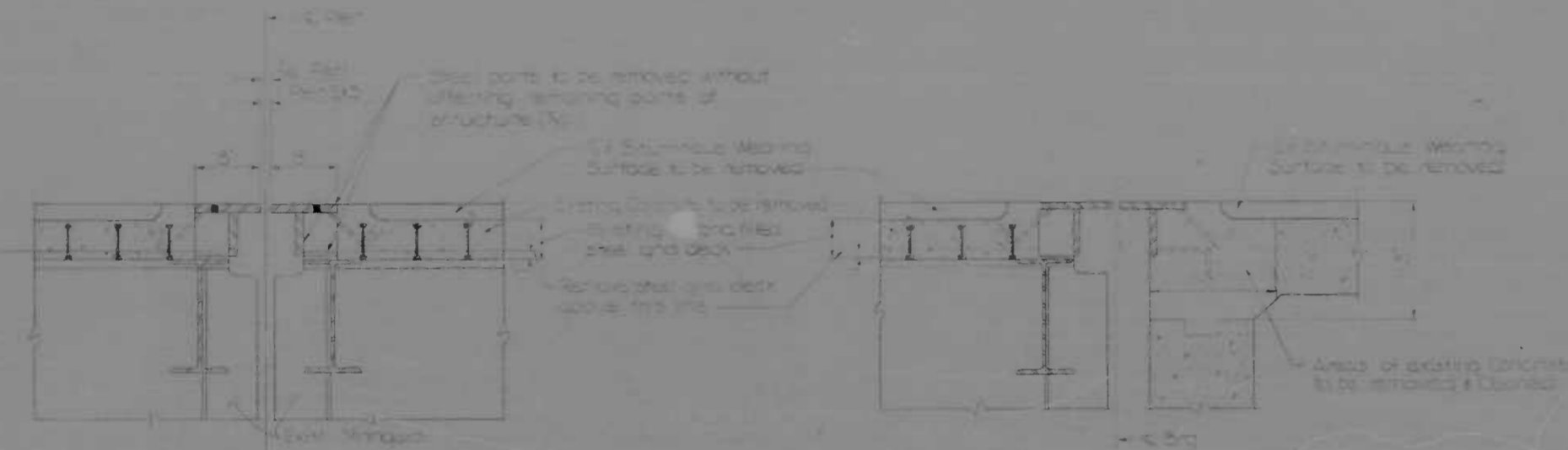
PLAN-EXISTING BRIDGE DECK



PLAN-NEW EXPANSION JOINT AT EXIST. PIERS

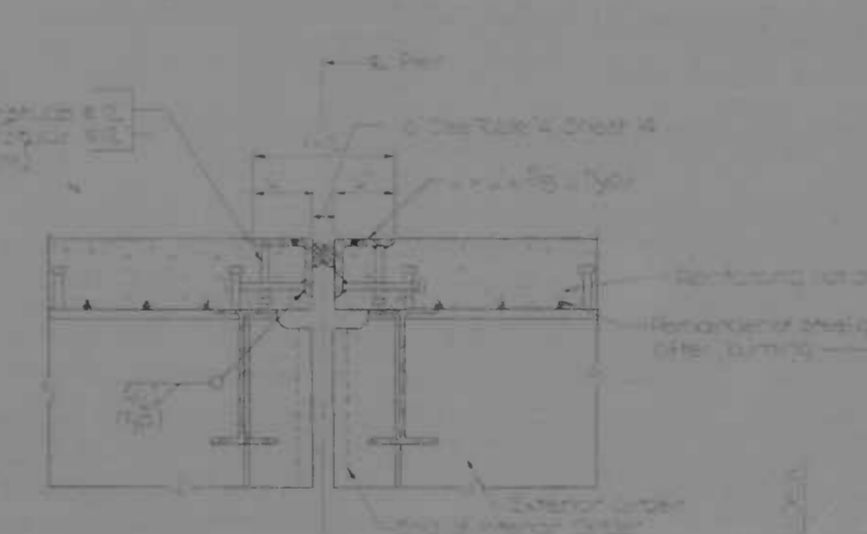


PLAN-NEW EXPANSION JOINT AT EXIST. ABUTS

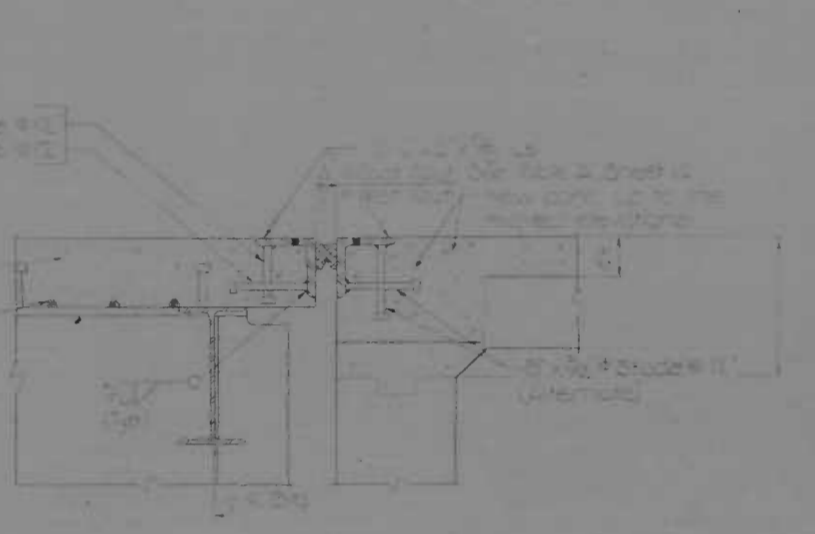


SECTION A-A

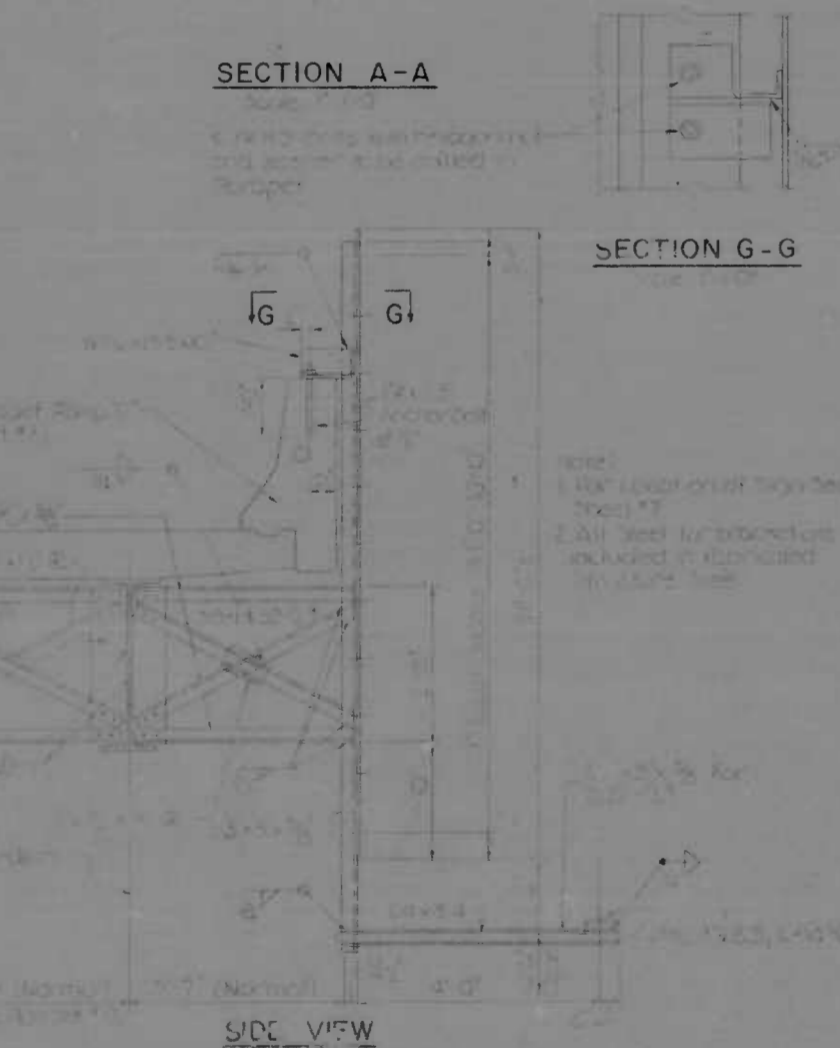
SECTION B-B



SECTION D-D (SECTION A-A MODIFIED)

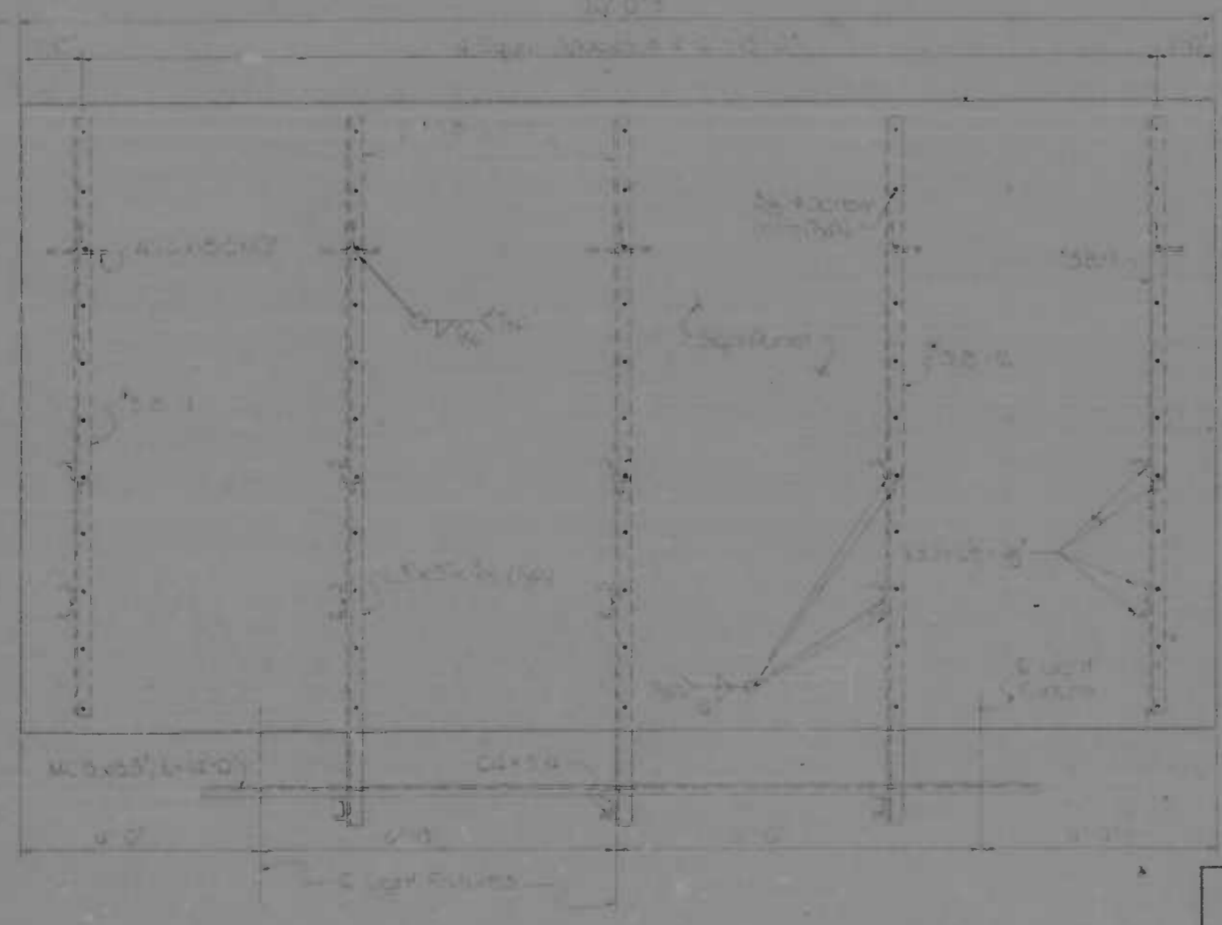


SECTION E-E (SECTION B-B MODIFIED)

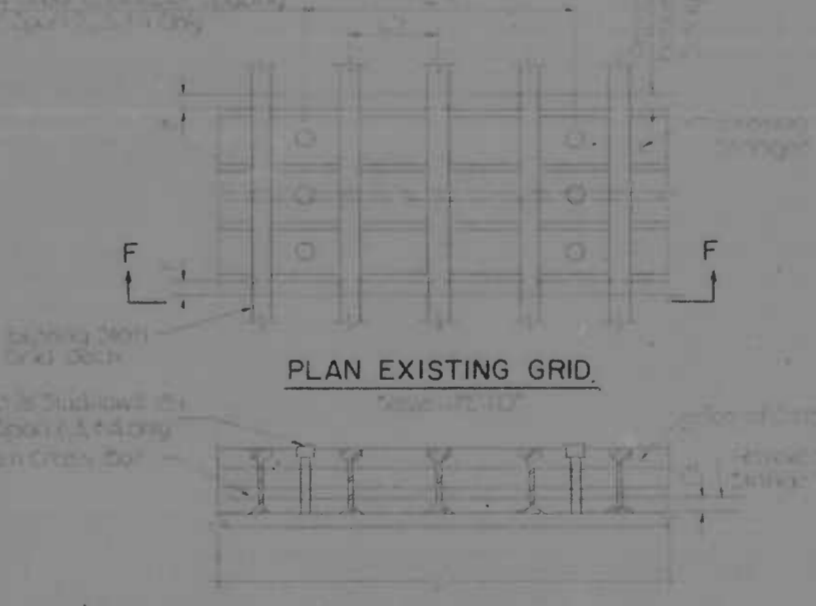


SIDE VIEW

RELOCATED HIGHWAY GUIDE SIGN DETAIL



ELEVATION



PLAN EXISTING GRID

MCA **CONSULTING ENGINEERS**
MATZ, CHILDS & ASSOCIATES, INC.

REVISION	
NO.	DESCRIPTION

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION

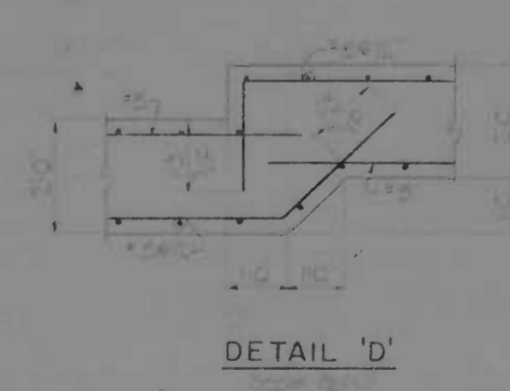
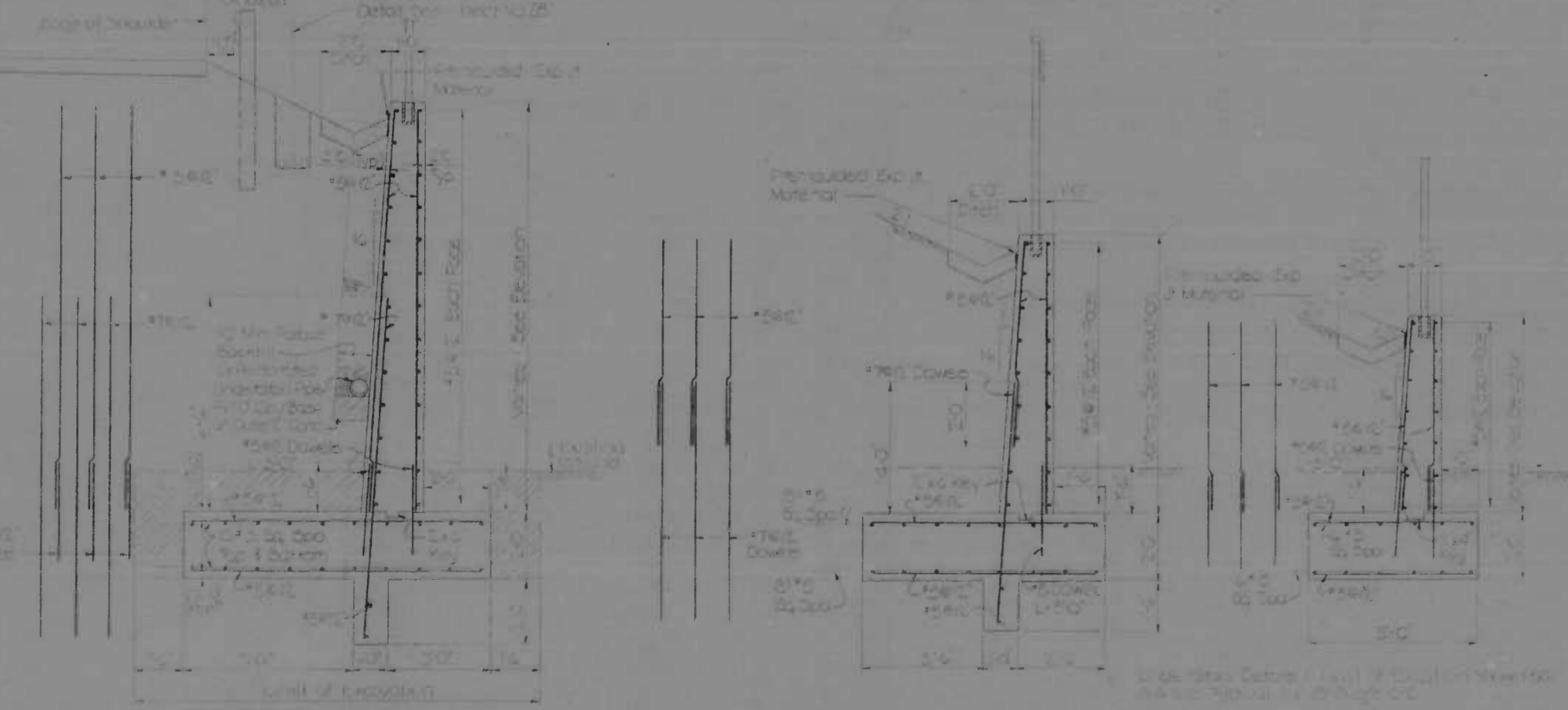
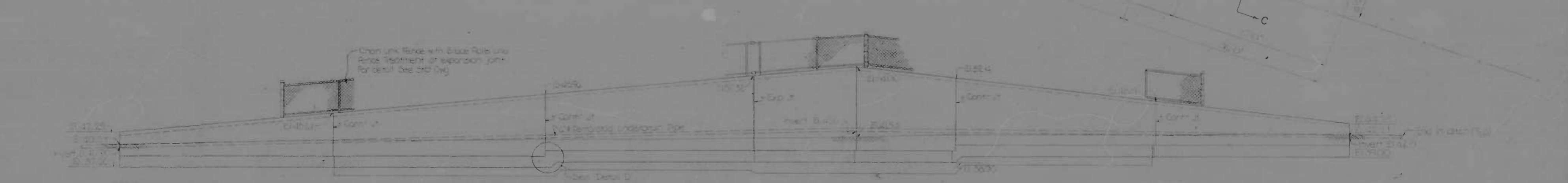
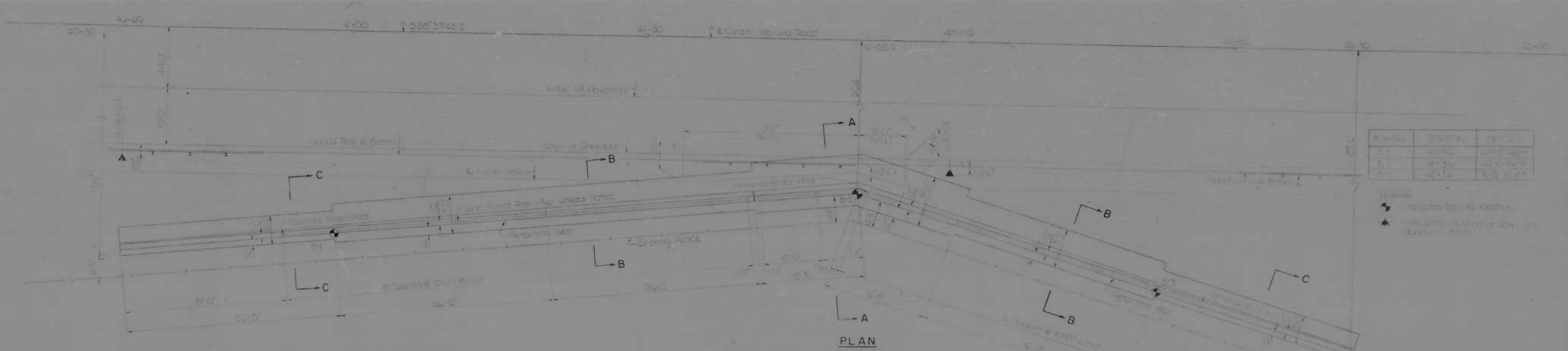
MORAVIA ROAD BRIDGES
RAMP 'E' OVER PULASKI HIGHWAY

MISC. DETAILS - EXISTING RAMP-'E' BRIDGE
FAP NO. 95-431-38 M.S.R.C. NO. BC 246-28-615
U-955-1-130 BC 239-7-615
BALTO CITY NO. 1964 DATE APRIL 16 1964
SCALE AS SHOWN SHEET 22 OF 22

FILE REF.

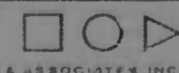
FILE REF.

REVISIONS			
NO.	DESCRIPTION	DATE	BY



NO.	DATE	BY

NOTES:
 1. The Chain Line of the Retaining Wall should be rounded exteriorly on undisturbed ground.
 2. Maximum height of foundation bearing stress on spreader is 10,000 p.s.f.
 3. Construction Equipment Details
 4. Retaining Wall
 5. Retaining Wall
 6. Retaining Wall

MCA 
 MATZ, CHILDS & ASSOCIATES, INC.
 CONSULTING ENGINEERS

REVISION	
NO.	DESCRIPTION

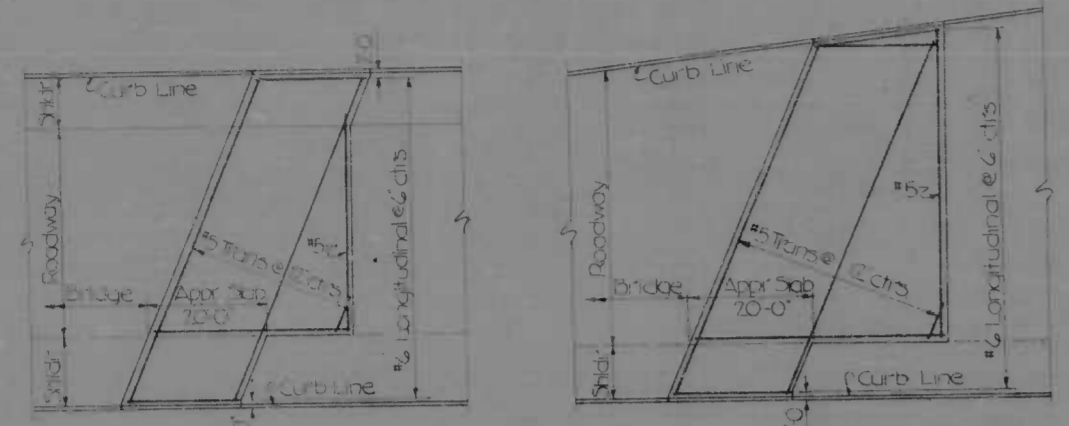
DATE: 10/11/54
 SHEET 22 OF 25

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 HIGHWAY ENGINEERING DIVISION

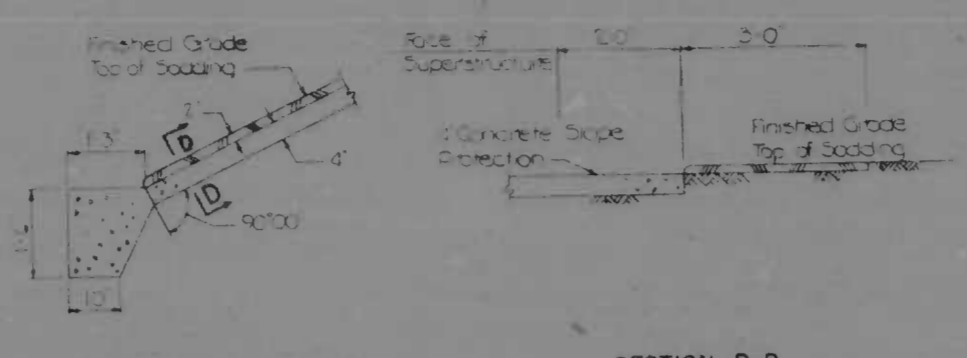
MORAVIA ROAD BRIDGES
 OVER PULASKI HIGHWAY
 RETAINING WALL
 S.R.C. NO. BC-246-28-815 E.A.P. NO. 1-95-4238-39
 BC-239-7-815 U-955-1-120
 BALTO. CITY NO. 1584

SCALE AS SHOWN DATE: 10/11/54
 SHEET 22 OF 25

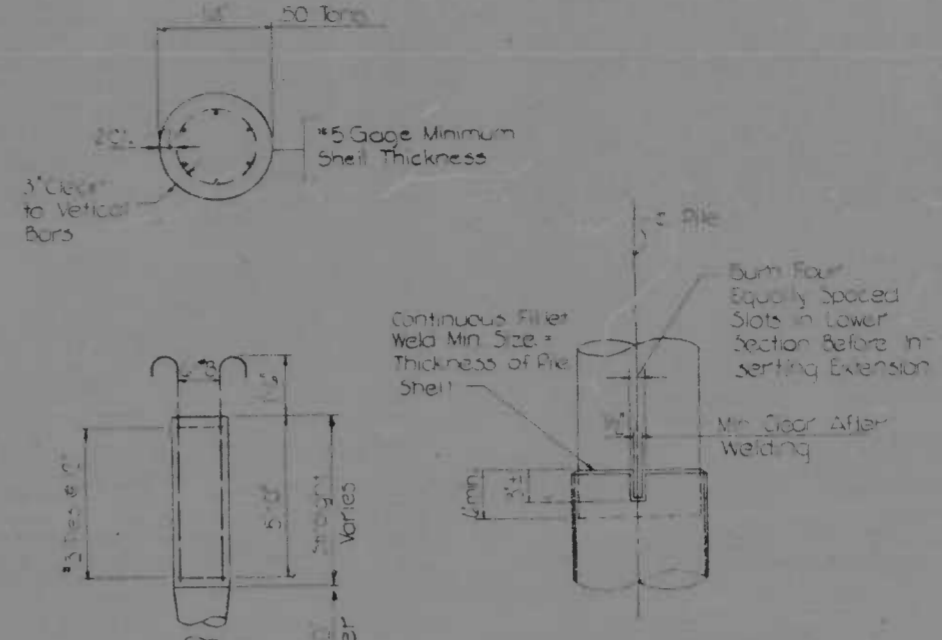
FILE REF.



PLAN-RAMP 'C' PLAN-RAMP 'E'
TYPICAL APPROACH SLAB DETAILS
Not To Scale

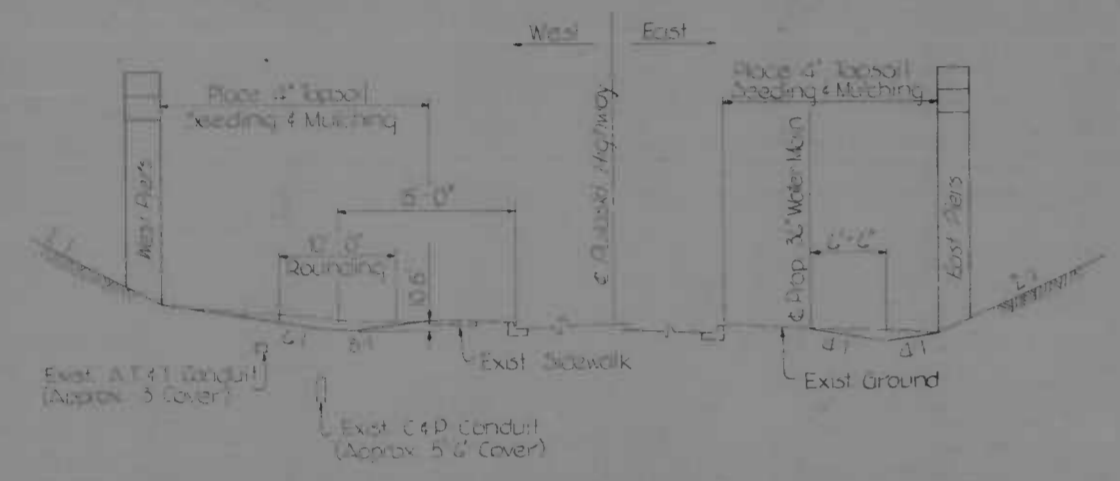


TOE WALL DETAILS SECTION D-D
SLOPE PROTECTION DETAILS
Scale 1/2" = 1'-0"

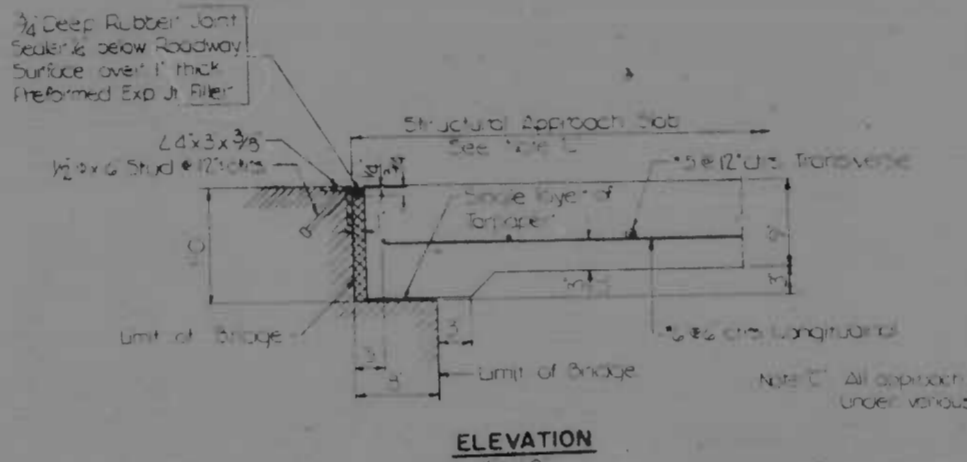


ELEVATION C.I.P. CONCRETE PILE DETAILS
Not To Scale

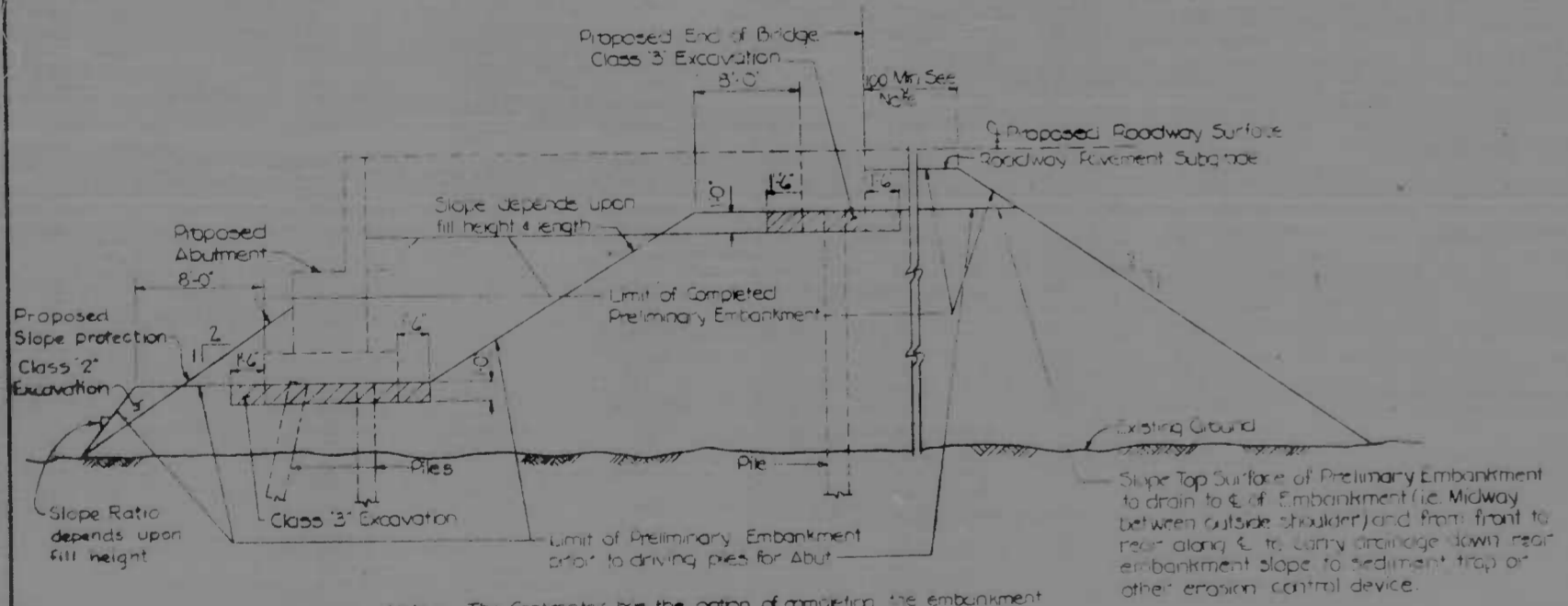
NOTES: All piles shall be Monotube Cast-in-Place concrete piles driven to minimum safe bearing values of 50 tons.



PROPOSED DRAINAGE SWALES UNDER BRIDGES
Scale 1" = 1'-0"



ELEVATION
1" = 1'-0"



Note: The Contractor has the option of completing the embankment prior to abutment and approach span construction, but if he elects to construct the abutment and approach span prior to completion of the roadway embankment the 100' minimum dimension should be adhered to, unless cut is encountered sooner (measured parallel to E of roadway).

AT ABUTMENTS
PRELIMINARY EMBANKMENT DETAILS
Not To Scale

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

BORING NO. B-1 STA. 40+96 (69'RT)	BORING NO. B-2 STA. 41+86 (60'RT)	BORING NO. B-3 STA. 42+36 (76'RT)
<p>Soils: 0-12" Sand 12-18" Silty Sand 18-24" Silty Sand 24-30" Silty Sand 30-36" Silty Sand 36-42" Silty Sand 42-48" Silty Sand 48-54" Silty Sand 54-60" Silty Sand 60-66" Silty Sand 66-72" Silty Sand 72-78" Silty Sand 78-84" Silty Sand 84-90" Silty Sand 90-96" Silty Sand</p>	<p>Soils: 0-12" Sand 12-18" Silty Sand 18-24" Silty Sand 24-30" Silty Sand 30-36" Silty Sand 36-42" Silty Sand 42-48" Silty Sand 48-54" Silty Sand 54-60" Silty Sand 60-66" Silty Sand 66-72" Silty Sand 72-78" Silty Sand 78-84" Silty Sand 84-90" Silty Sand 90-96" Silty Sand</p>	<p>Soils: 0-12" Sand 12-18" Silty Sand 18-24" Silty Sand 24-30" Silty Sand 30-36" Silty Sand 36-42" Silty Sand 42-48" Silty Sand 48-54" Silty Sand 54-60" Silty Sand 60-66" Silty Sand 66-72" Silty Sand 72-78" Silty Sand 78-84" Silty Sand 84-90" Silty Sand 90-96" Silty Sand</p>

BORING LOGS

MCA CONSULTING ENGINEERS
HAZ CHILDS ASSOCIATES, INC.

NO.	REVISIONS DESCRIPTION

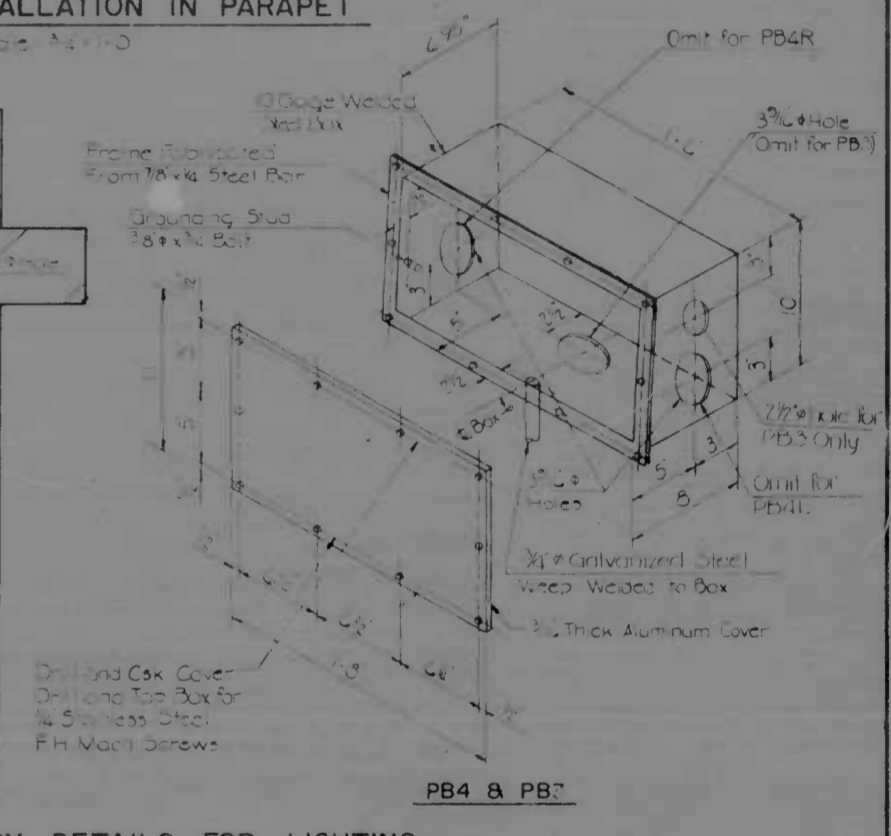
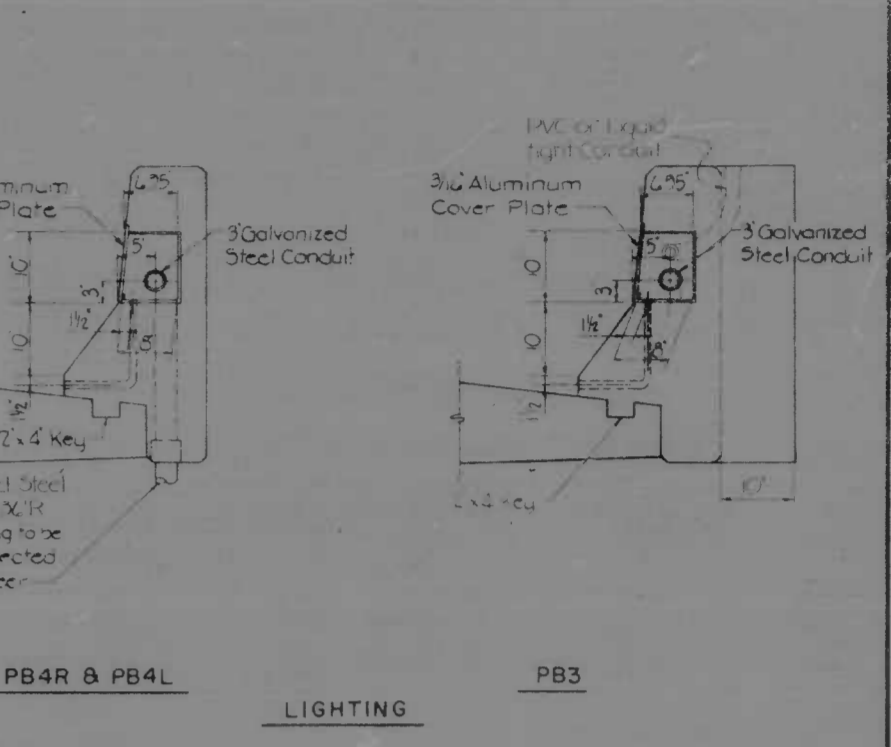
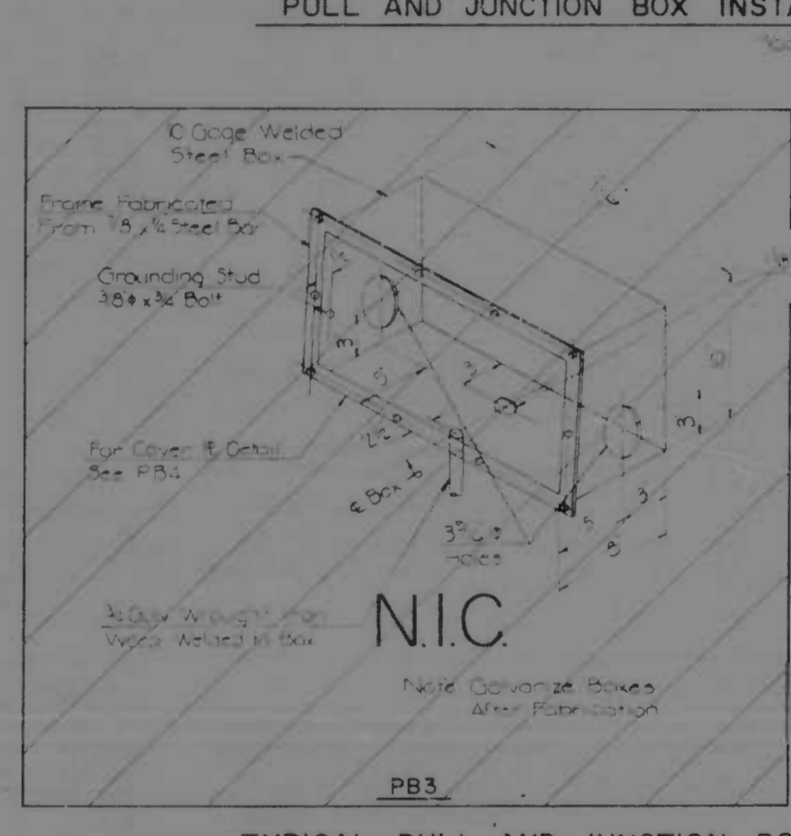
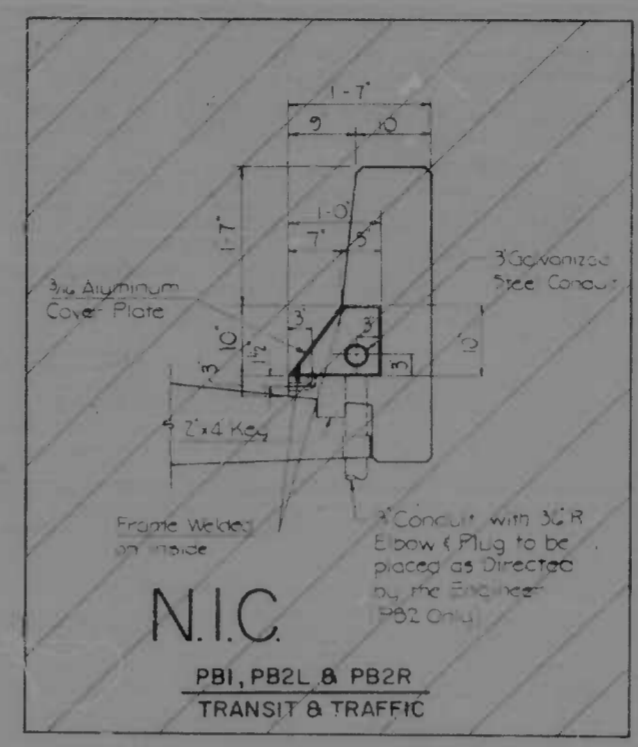
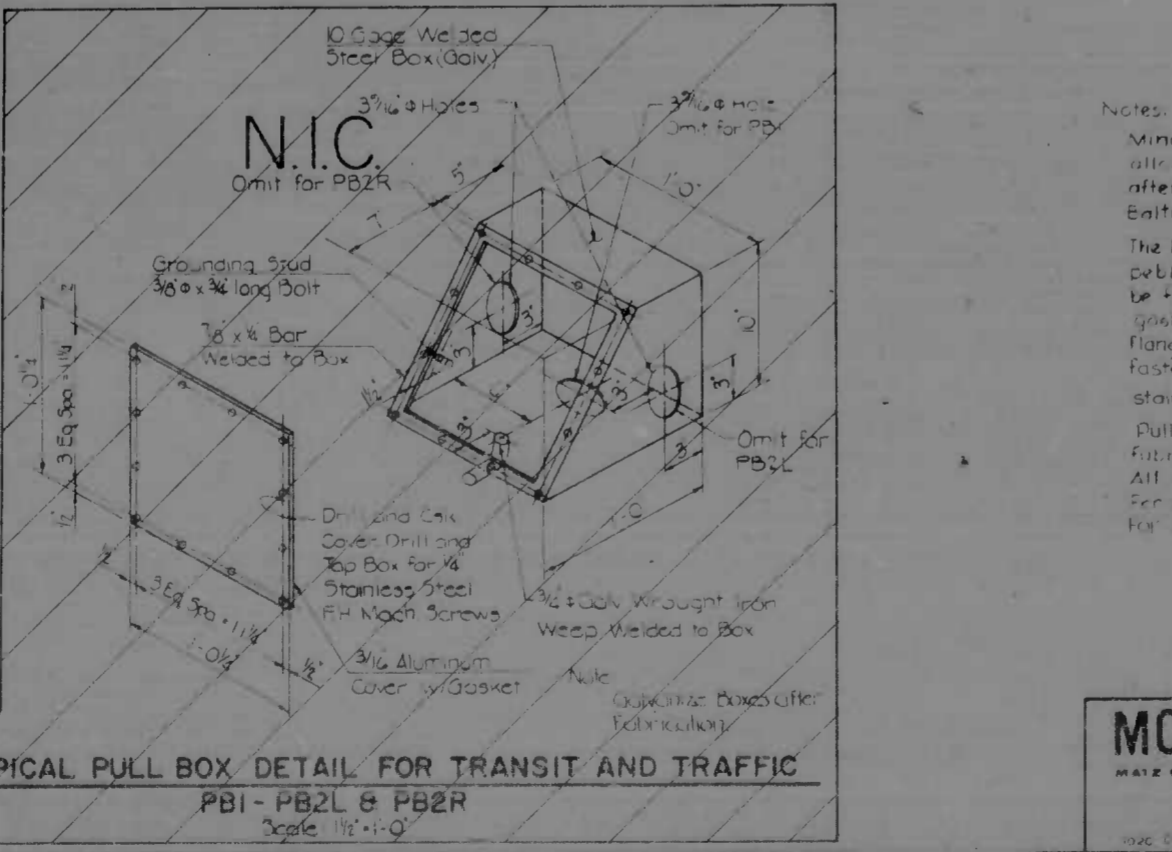
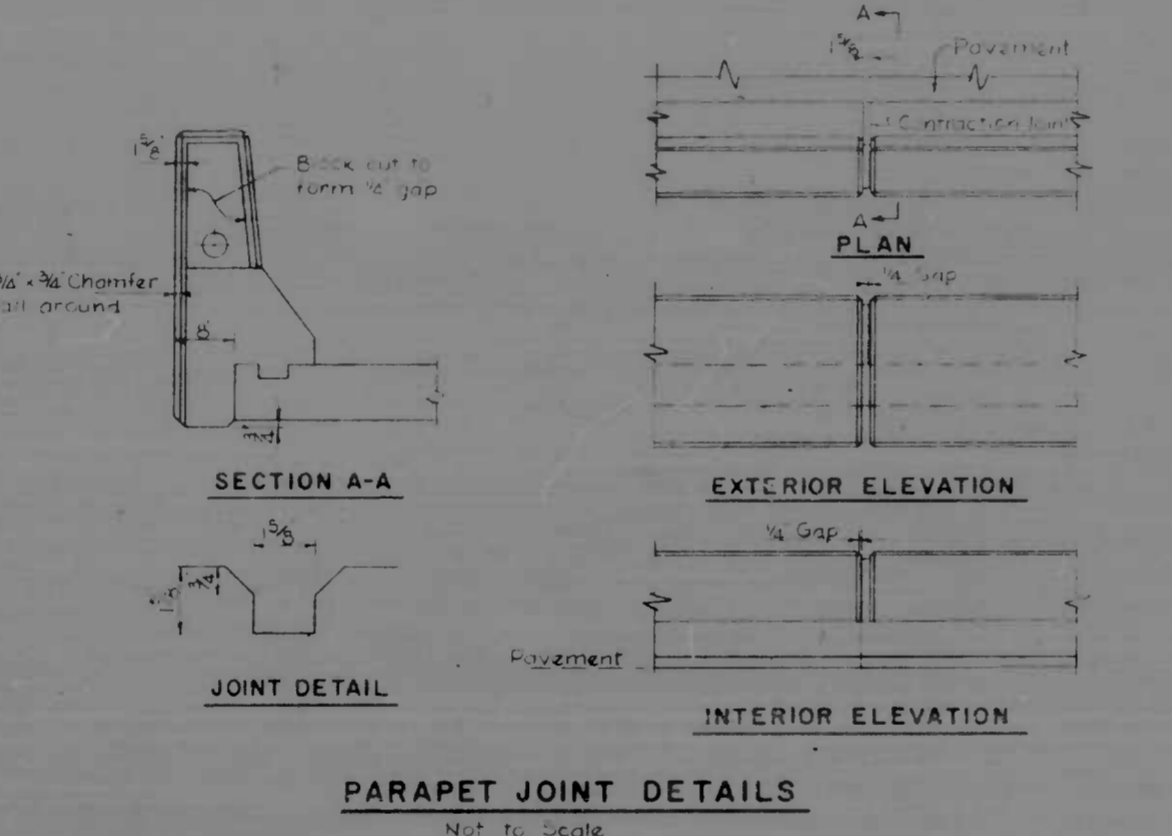
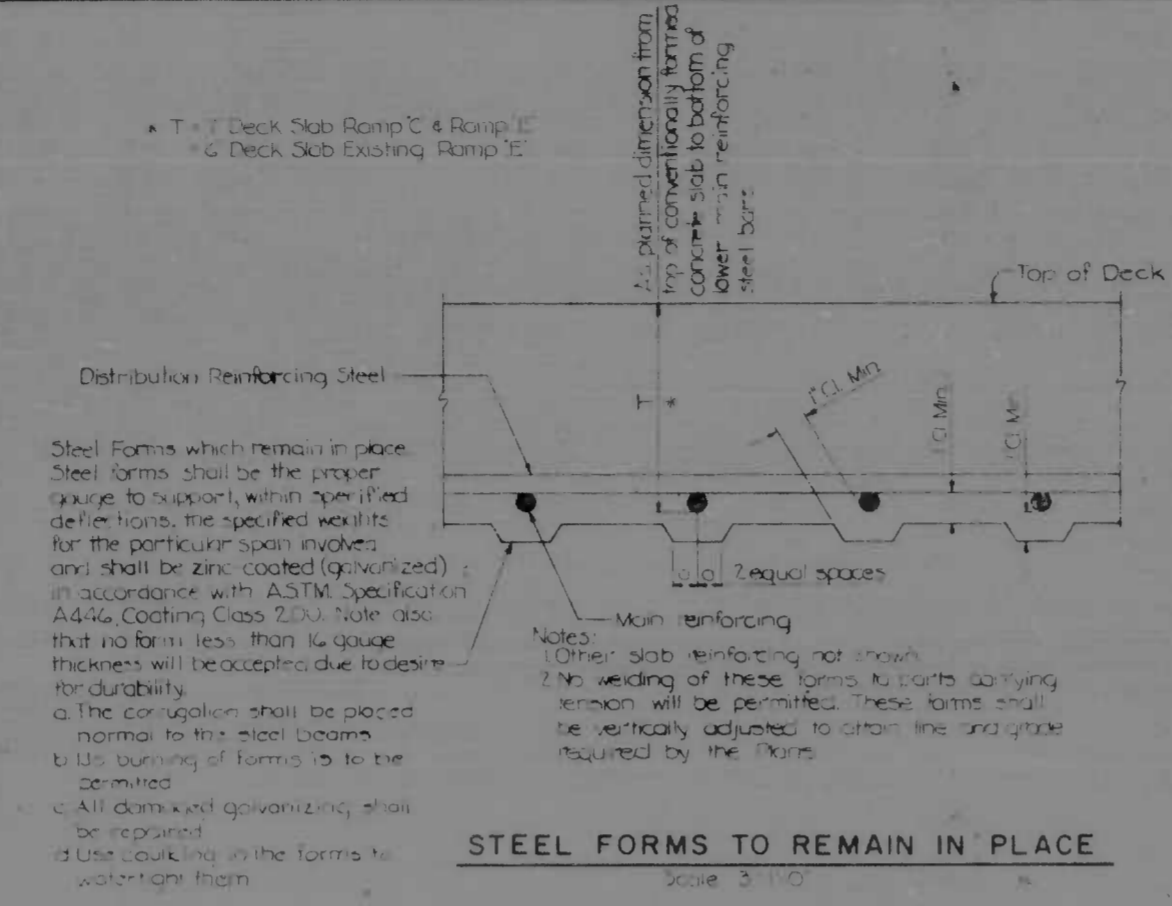
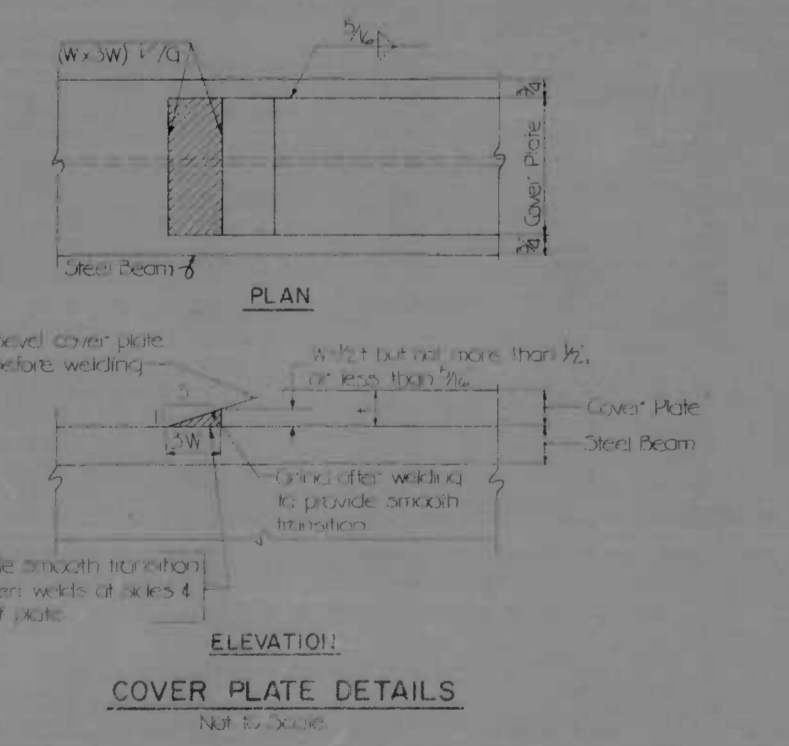
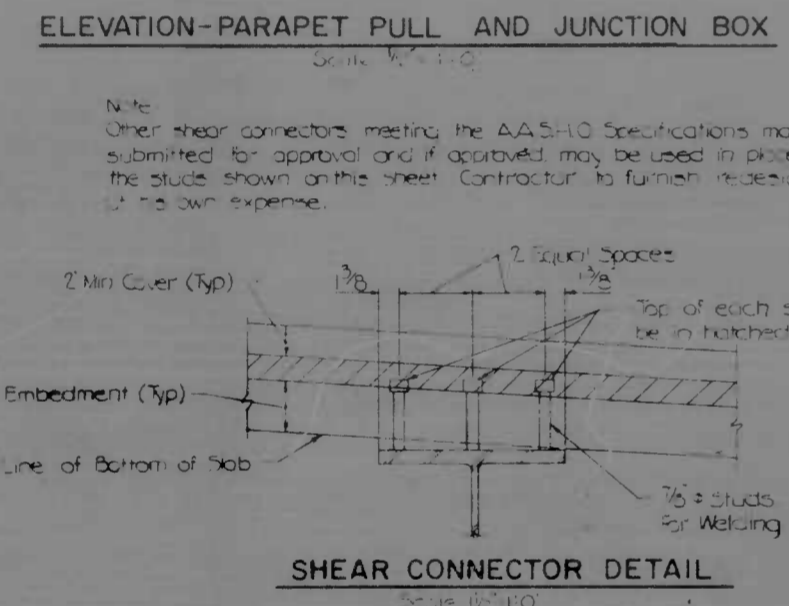
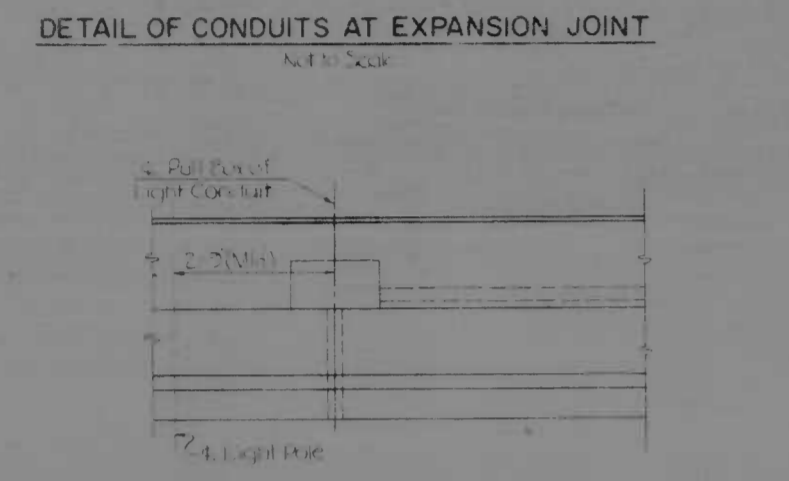
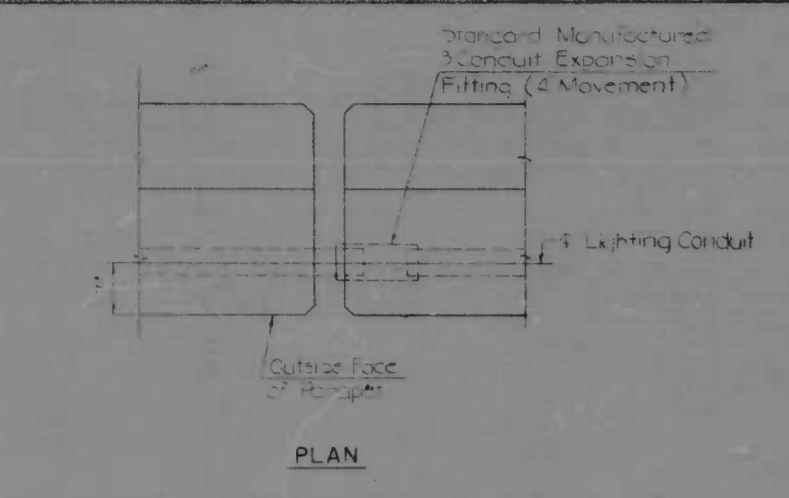
CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
RAMP C & E OVER PULASKI HIGHWAY

SUBSTRUCTURE DETAILS
FAP NO. 1-95-431-38 SBC NO. BC 748-26-85
U-955-1-431 BC 239-7-85
BALTO. CITY NO. 1984 DATE: APRIL 21, 1985

SCALE: AS SHOWN SHEET 24 OF 35

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD	1-95-4(3)-38 U-95-1-20	25	35



Notes:
 Minor deviation from box dimensions will be allowed if construction designs so require. But only after approval by the Interstate Division, For Baltimore City.
 The box cover is to be of aluminum alloy with pebble or shot finish. The face of the cover must be flush with the face of concrete. A 1/2" rubber gasket is to be fitted between the cover and box flanges. Drill and tap holes in box flanges and fasten cover to box with 1/4" dia. stainless steel countersunk Phillips head screws.
 Pull box shall be hot dipped galvanized after fabrication.
 All box dimensions are inside dimensions.
 For Roadway Lighting See Sheets #71, #70, #72.
 For Location of Pull Boxes See Sheets #2, #15, #71.

MCA
 MATZ CHILDRS ASSOCIATES, INC.
 CONSULTING ENGINEERS

NO.	REVISIONS	DESCRIPTION

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 HIGHWAY ENGINEERING DIVISION

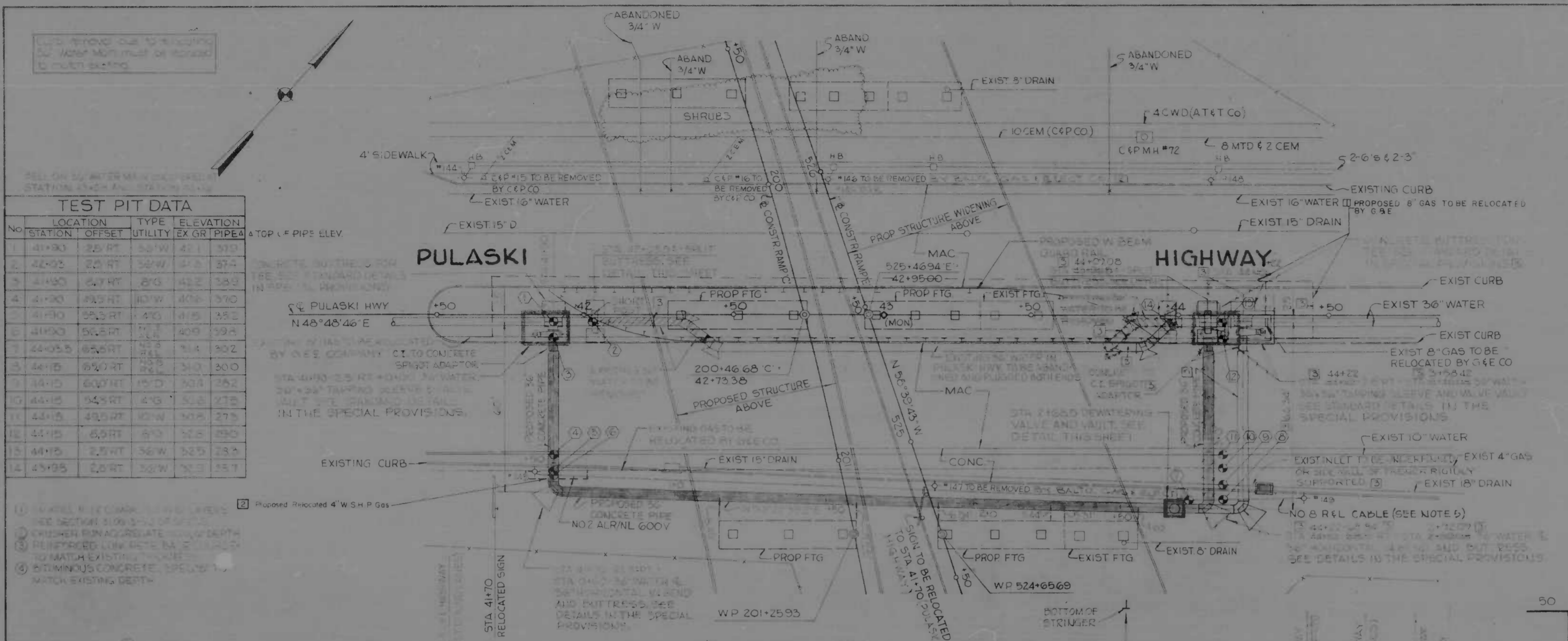
MORAVIA ROAD BRIDGES
 RAMP C & E OVER PULASKI HIGHWAY

SUPERSTRUCTURE DETAILS
 FAP NO. 1-95-4(3)-38 SRC NO. BC 246-28-615
 U-95-1-20 BC 239-7-815
 BALTO. CITY NO. 1954 DATE: 11/27/72

SCALE: AS SHOWN
 DRAWING OF SHEET 25 OF 35

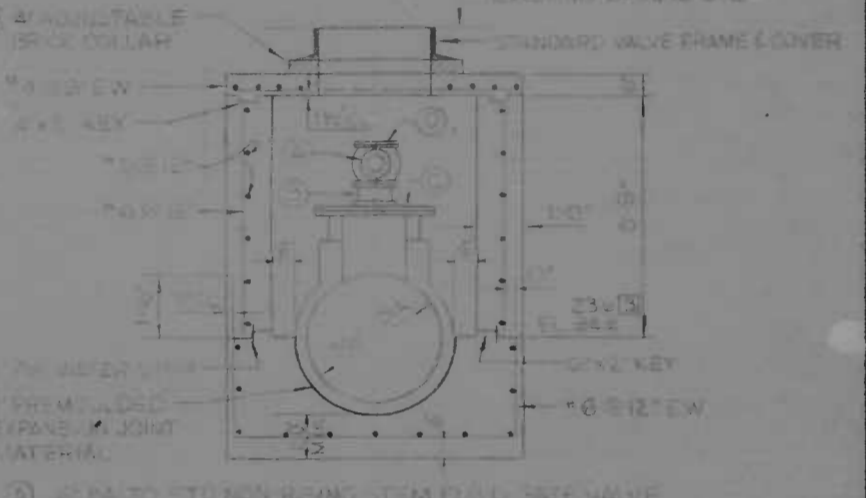
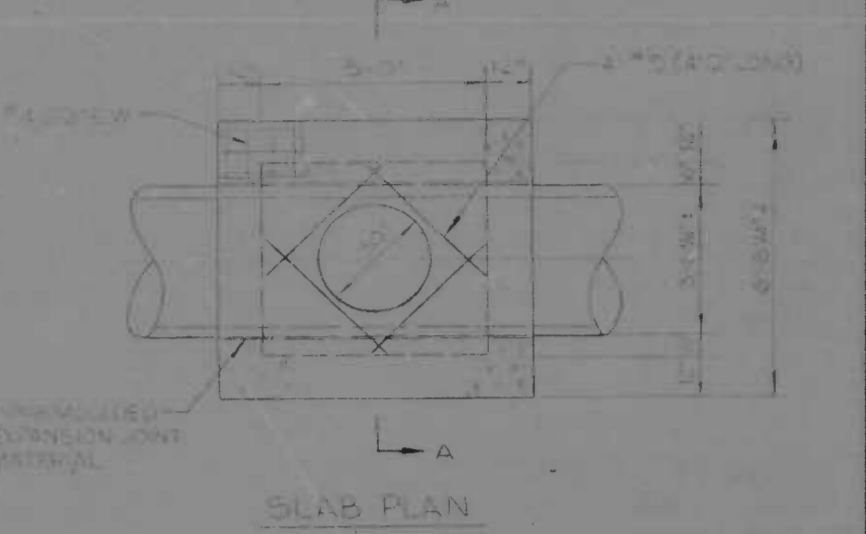
FILE REF.

REVISIONS			
NO.	DESCRIPTION	DATE	BY

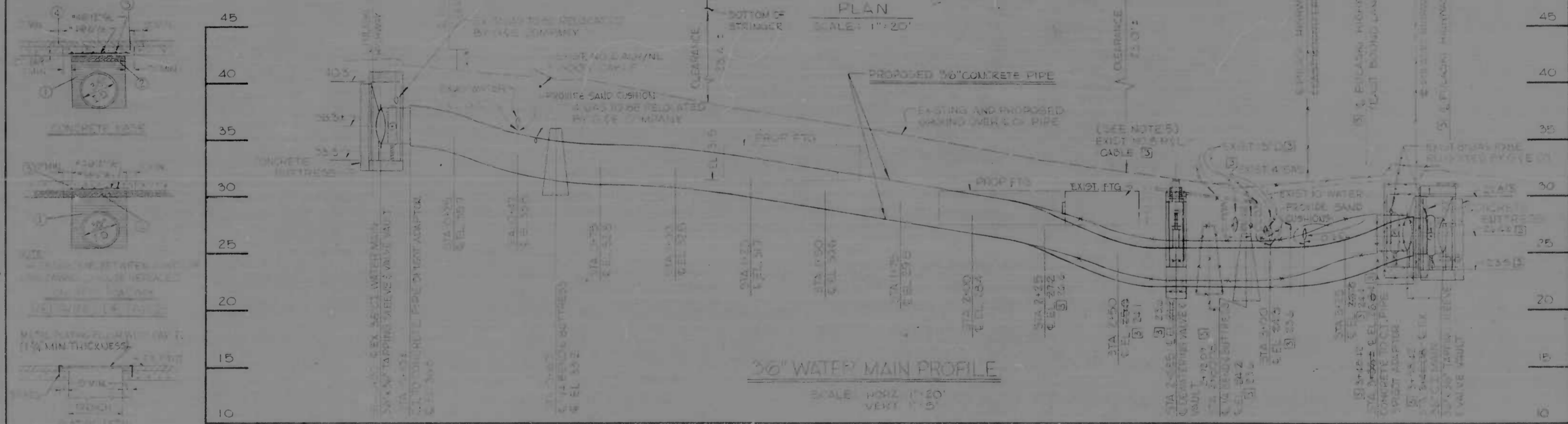


TEST PIT DATA

NO.	LOCATION	TYPE	ELEVATION	EX GR PIPE
1	41+90	25 RT	53.7	36\"/>

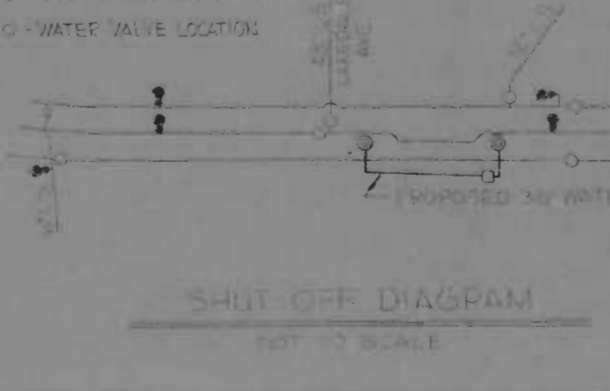
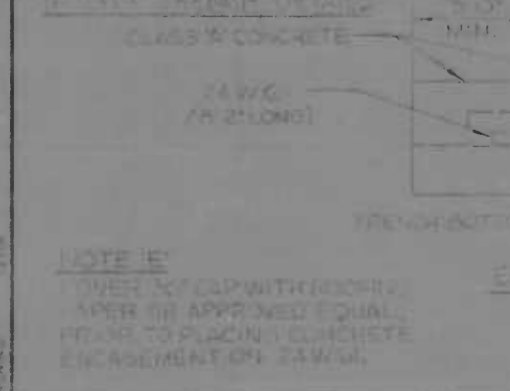


1. VERIFY ALL EXISTING UTILITY LOCATIONS AND DEPT. RECORDS.
2. CRACKER FOR ALL RELOCATED MAINS TO BE RELOCATED TO MATCH EXISTING DEPT. RECORDS.
3. CONTINUOUS CONCRETE SPLICES TO MATCH EXISTING DEPT. RECORDS.
4. PROPOSED RELOCATED 4\"/>



SECTION 'AA'
DEWATERING VALVE VAULT DETAIL
SCALE: 1/4\"/>

- GENERAL NOTES**
1. ALL SHEETING SHALL BE CUT OFF AND LEFT IN PLACE ON BOTH ENDS OF MAIN FOR PIPE LENGTH.
 2. ALL WORK AND MATERIAL SHALL BE PERFORMED IN ACCORDANCE WITH HARTCO M.C.A. OF THE SPECIFICATIONS AND THE SPECIAL PROVISIONS.
 3. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MEASURE THE OUTSIDE DIAMETER OF THE PIPE TO BE TAPPED AND TO FURNISH THIS INFORMATION TO THE MANUFACTURER OF THE TAPPING SLEEVES.
 4. VALVES TO BE SHUT DOWN SHALL BE OPERATED BY CITY FORCES ONLY. CONTACT BUREAU OF ENGINEERING, 300 MUNICIPAL BUILDING, TELEPHONE 752-2000.
 5. LURING INSTRUCTIONS, THE STREET LIGHT CABLE WILL REMAIN IN SERVICE. THE CONTRACTOR WILL TAKE NECESSARY PRECAUTIONS TO PROTECT THIS EXISTING CABLE.
 6. CONTRACTOR SHALL NOT BE ALLOWED TO INTERFERE TO LOCATE AND RELOCATE TO GENERAL W.P. CONTRACTING, BUTRETS.



MCA
MATZ, CHILDS & ASSOCIATES, INC.
CONSULTING ENGINEERS

REVISIONS	
NO.	DESCRIPTION
1	ADDENDUM NO. 1 7/3/72
2	ADDENDUM NO. 2 8/18/72
3	REVISION 2/8/73 - RELOCATE EAST TSBY VAULT & 36\"/>

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES OVER PULASKI HIGHWAY AND APPROACHES

FAP NO. 1-66-4(3)-38
U-955-1-(31)

SRC NO. BC 246-28-815
BC 239-7-815

SCALE: 1\"/>

FILE REF.

FILE REF.

REVISIONS			
NO	DESCRIPTION	DATE	BY



REVISIONS	
NO	DESCRIPTION

SHEPHERD WALKER
SHER HIGHWAY ENGINEERING DIVISION
HEAD ENGINEER OF ENGINEERING
DIRECTOR OF PUBLIC WORKS

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
ROADWAY LIGHTING PLAN

FAP NO. 1-95-4131-38 SRC NO. BC 246-28-85
U-955-1-1311 BC 279-7-85
BAL TO CITY NO. 1984

SCALE: _____ DATE: _____
SHEET 27 OF 30

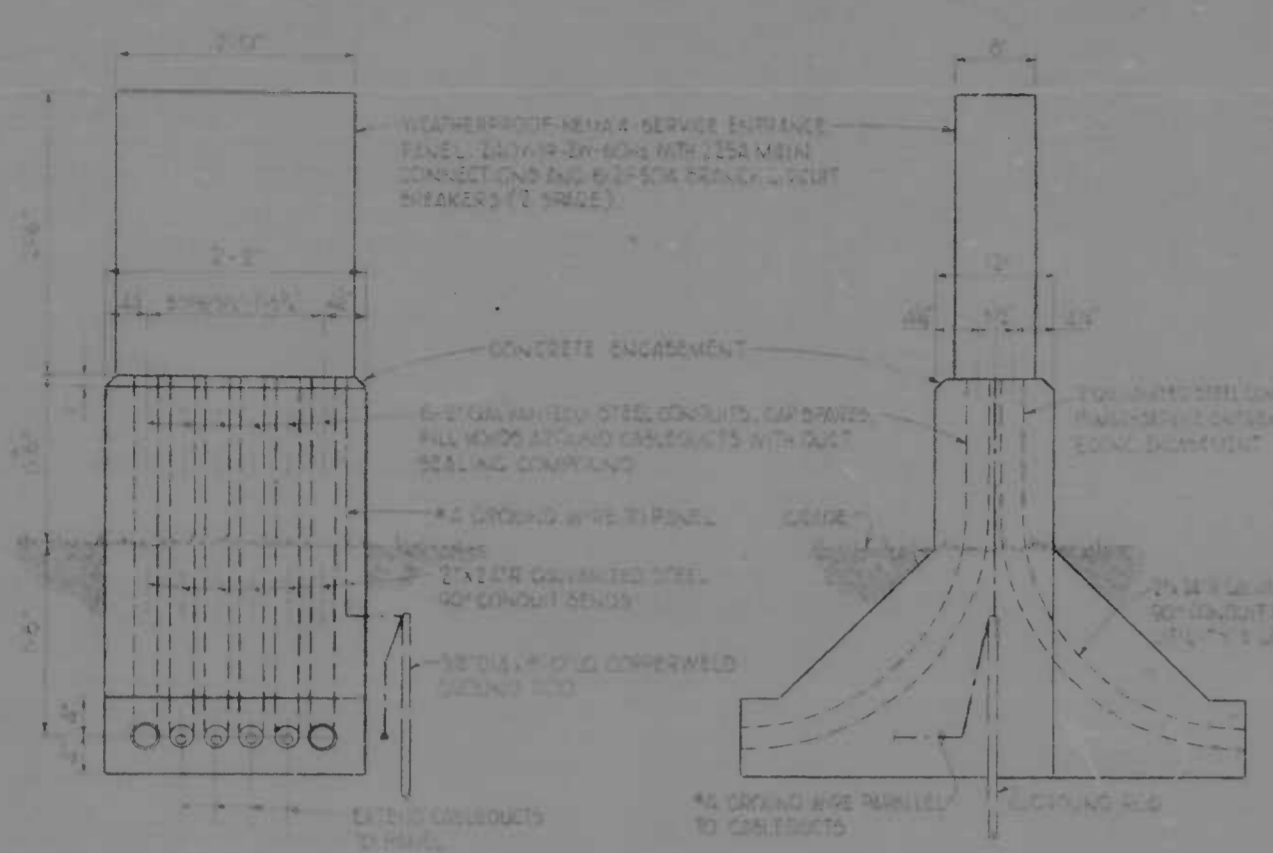
McNEILL AND BALDWIN, INC.
LIGHTING CONSULTANTS
BALTIMORE, MARYLAND

DESIGNED BY: R.S.S.
DRAWN BY: R.S.S.
CHECKED BY: R.S.S.

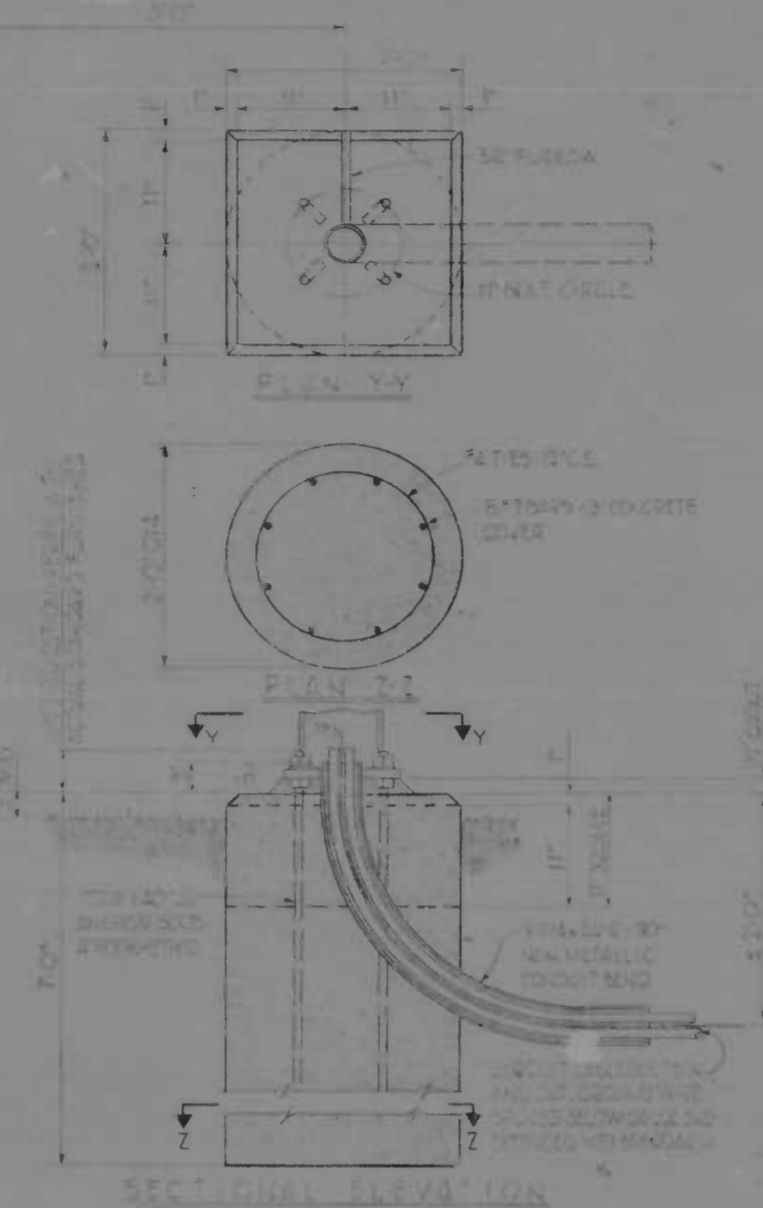
FILE REF.

FILE REF.

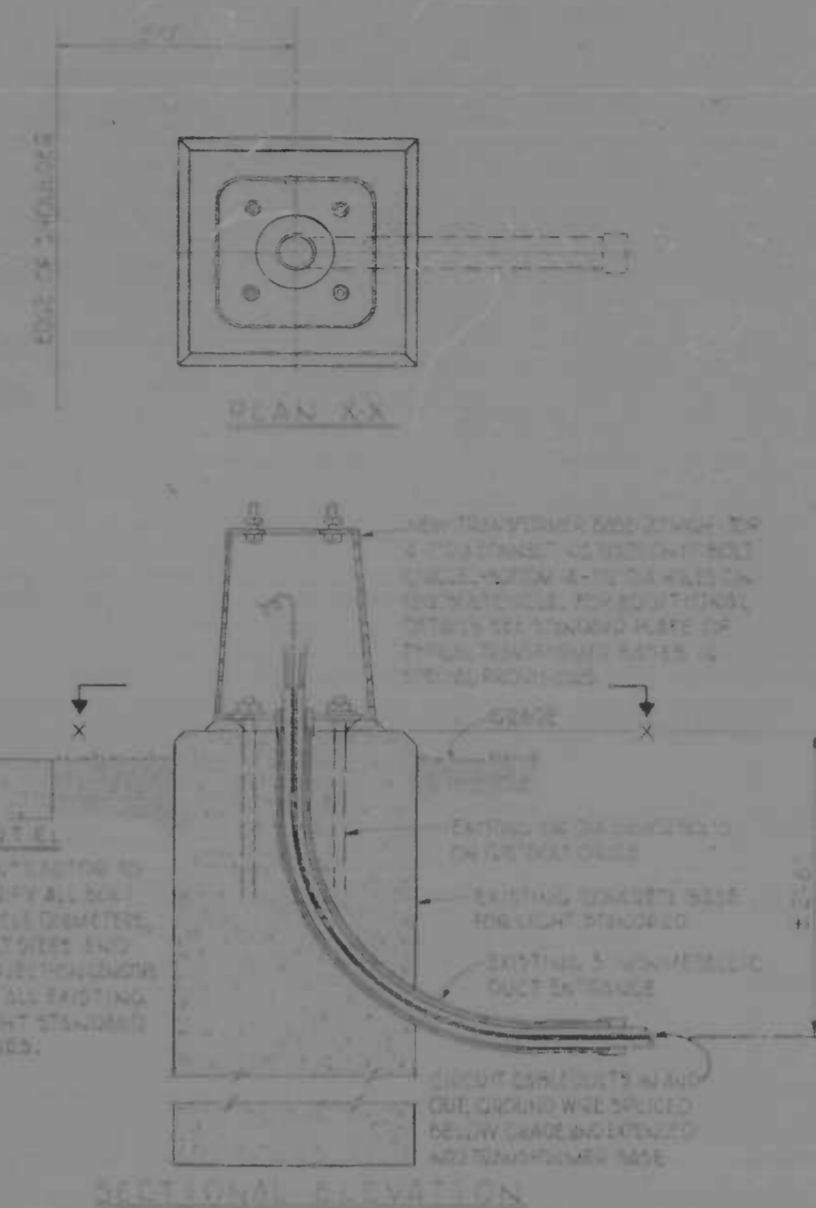
REVISIONS			
NO.	DESCRIPTION	DATE	BY



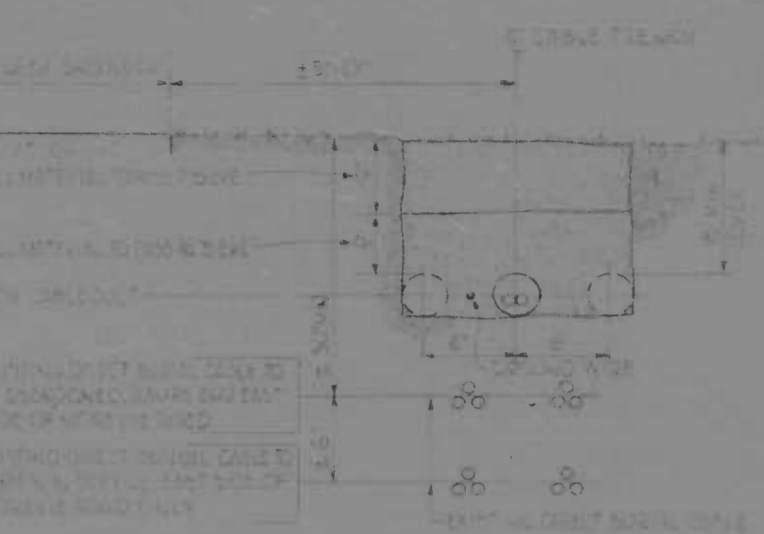
DETAIL - SERVICE ENTRANCE
NOT TO SCALE



DETAIL - ANCHOR BASE STANDARD INSTALLATION ON NEW LIGHT STANDARD SIDE (117-D)
NOT TO SCALE

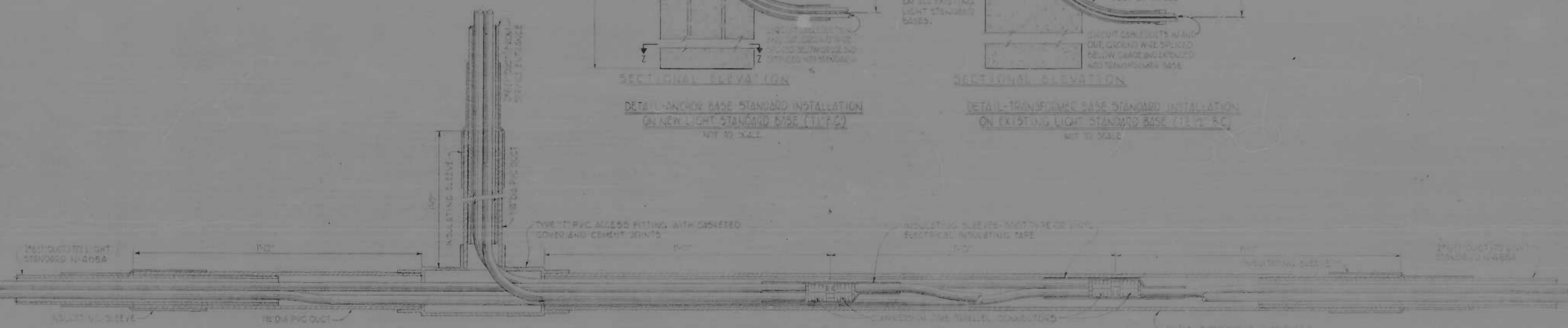


DETAIL - TRANSFORMER BASE STANDARD INSTALLATION ON EXISTING LIGHT STANDARD SIDE (117-AC)
NOT TO SCALE



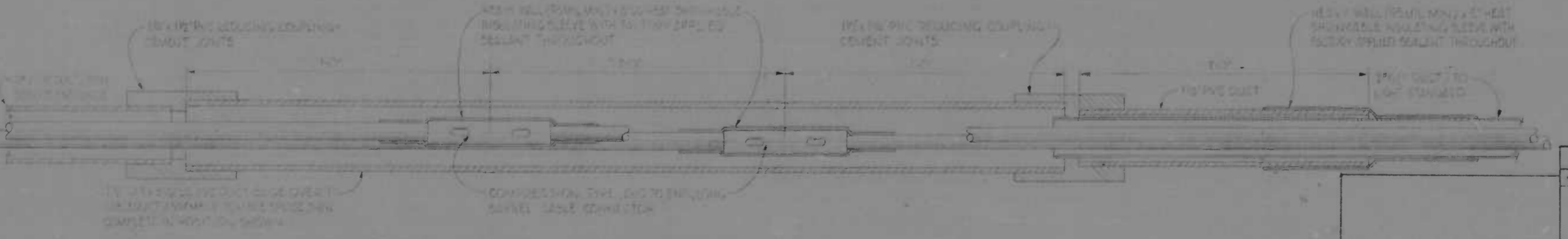
DETAIL - CABLE DUCT INSTALLATION
NOT TO SCALE

NOTES:
1. EXISTING SHOWS IN EXISTING DUCT SHALL BE TO BE FROM EXISTING STANDARDS. SEE DRAWING NO. 117-10 TO THE CONTRACTOR AND THE QUALITY CONTROL DIVISION.



DETAIL - CABLE DUCT TAP BETWEEN STANDARDS N4653 AND N466A
NOT TO SCALE

NOTE: WHERE INSULATING SLEEVES ARE CALLED FOR THEY SHALL BE HEAVY WALL (95 MIL MIN.) 1/8\"/>



DETAIL - CABLE DUCT SPLICE NEAR STANDARDS N4653 AND N466A
WHERE CABLE DUCT LENGTH BETWEEN OUTLETS EXCEEDS REAL CAPACITY SPLICES SHALL BE SIMILAR TO DETAIL SHOWN ABOVE
NOT TO SCALE

McNEILL AND BALDWIN, INC.
LIGHTING CONSULTANTS
BALTIMORE MARYLAND

REVISIONS	
NO.	DESCRIPTION

CHEF, BRIDGE SECTION
CHEF, HIGHWAY ENGINEERING DIVISION
HEAD, BUREAU OF ENGINEERING
DIRECTOR OF PUBLIC WORKS

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION

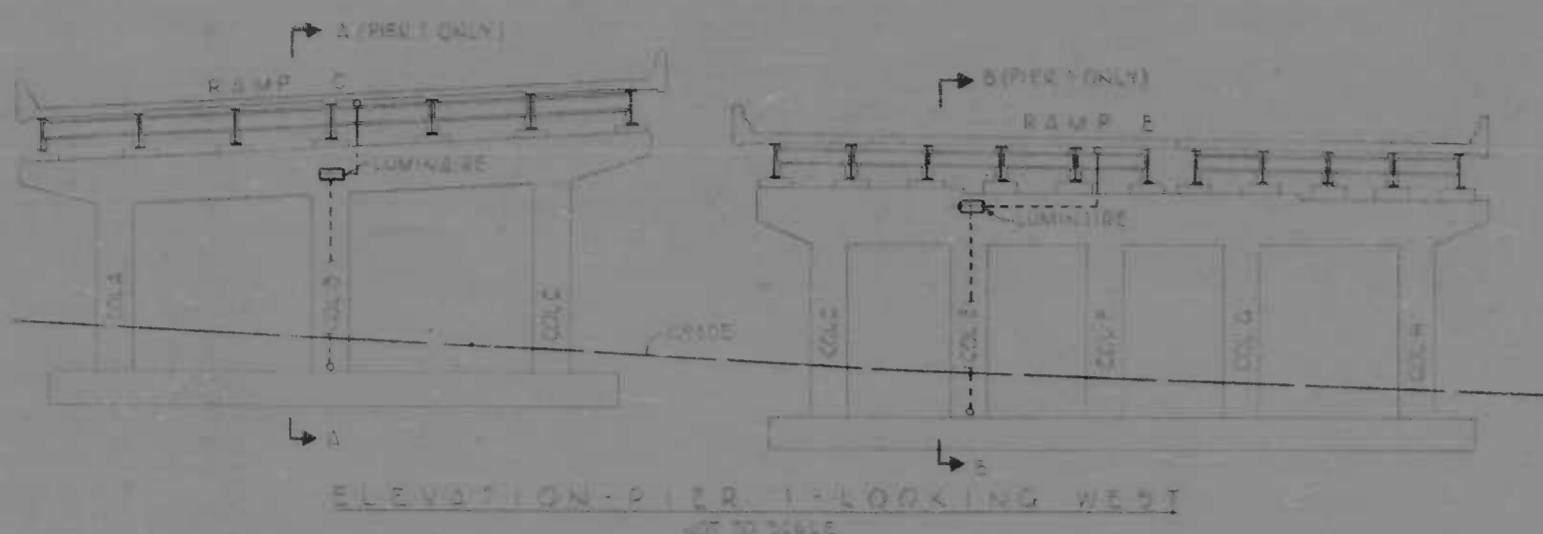
**MORAVIA ROAD BRIDGES
ROADWAY LIGHTING DETAIL SHEET NO. 1**

SRC NO. BC-246-28-615 TAP NO. 1-98-433-38
BC-239-7-865 0-955-1-01
BALTO. CITY NO. 1984

SCALE: AS SHOWN DATE: APR 15, 1984
SHEET 28 OF 38

FILE REF.

FILE REF.

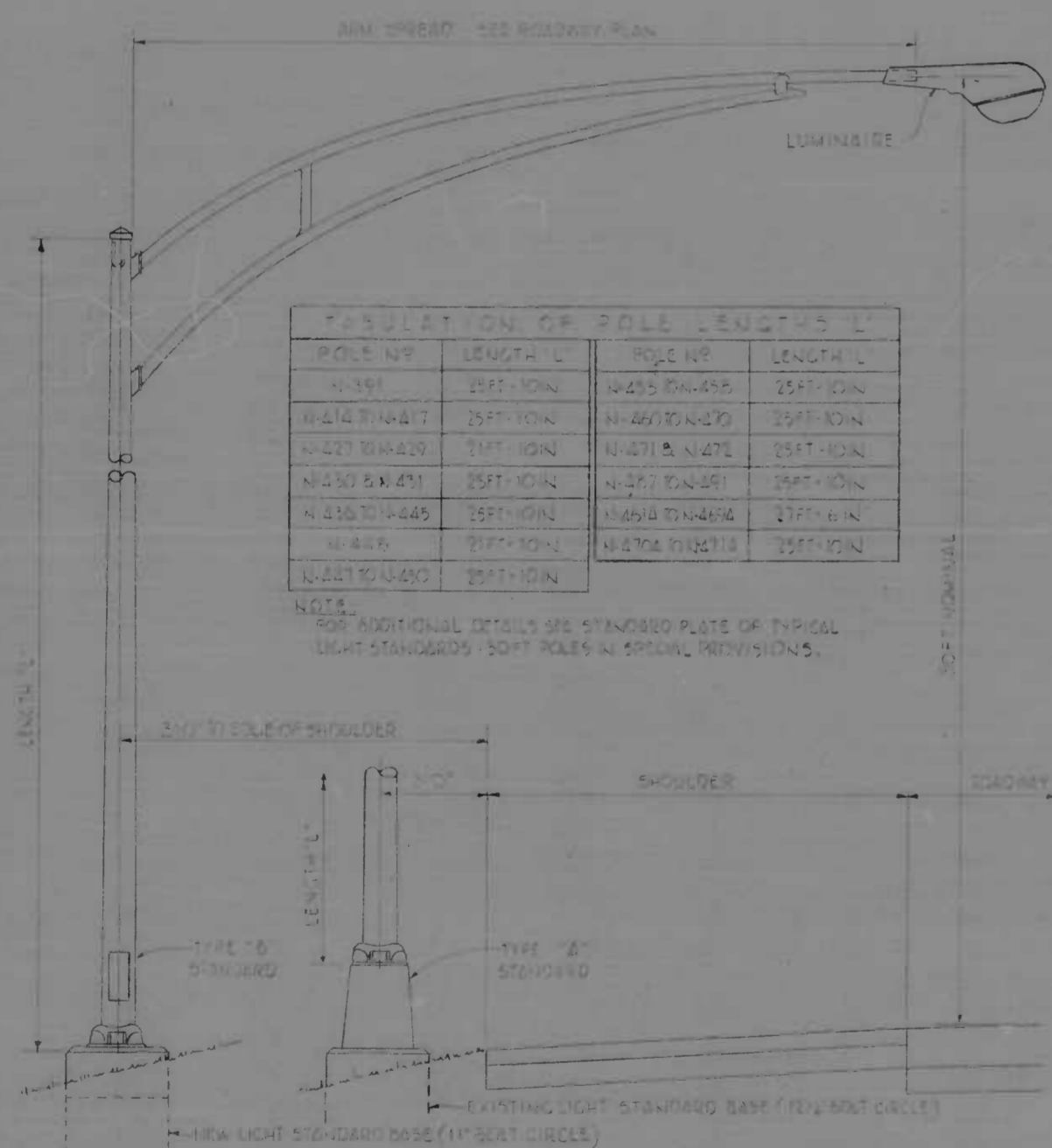


ELEVATION-PIER 1-LOOKING WEST
NOT TO SCALE

SCHEDULE-LUMINAIRE COLUMN LOCATIONS AND ELEVATIONS

PIER NO	DIRECTION LOOKING	DRAWING ELEVATION	RAMP COLUMN No	ELEVATION AT LUMINAIRE E	RAMP COLUMN No	ELEVATION AT LUMINAIRE E
1	WEST	AS SHOWN	B	58.00±	E	58.00±
2	WEST	OPPOSITE HAND	B	58.00±	F	51.00±
2	WEST	AS SHOWN	B	58.00±	F	50.00±
3	EAST	OPPOSITE HAND	C	58.00±	F	50.00±

UNDERPASS LUMINAIRE LOCATIONS

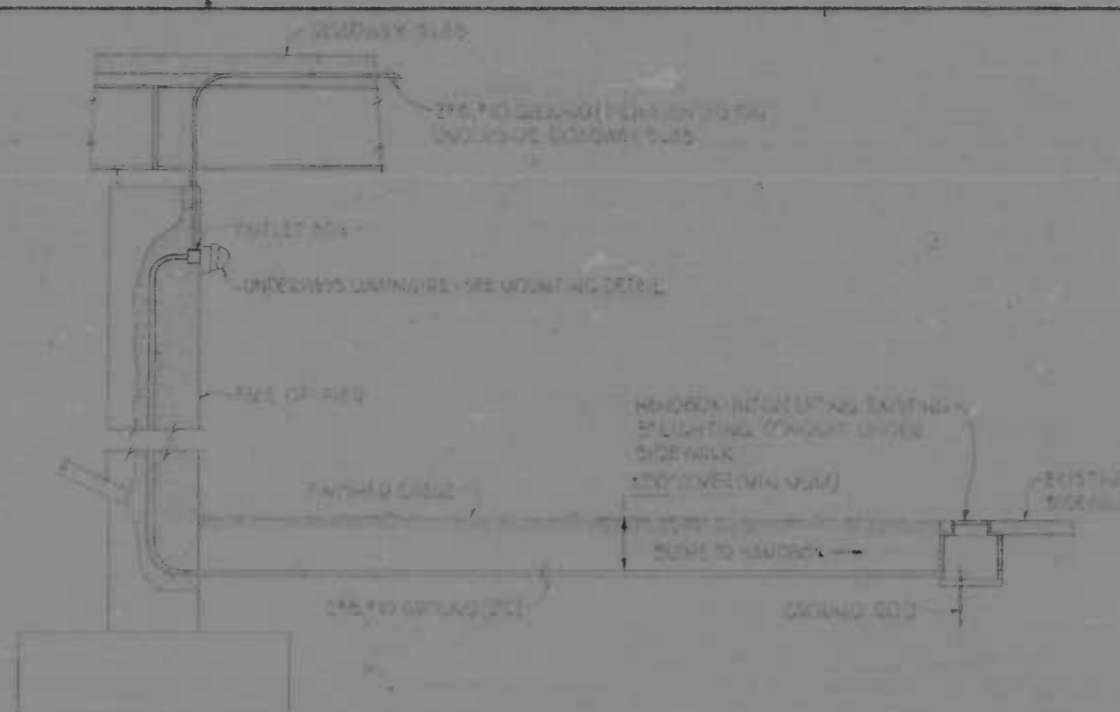


DETAIL-LIGHTING STANDARD INSTALLATION
NOT TO SCALE

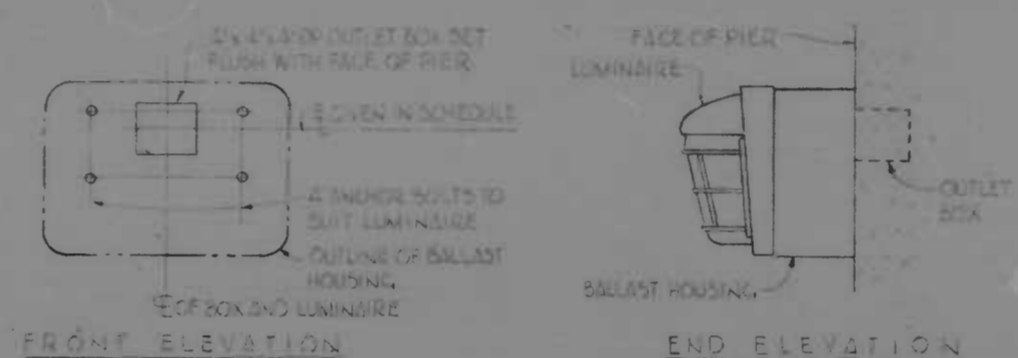
TABLE OF POLE LENGTHS 'L'

POLE NO	LENGTH 'L'	POLE NO	LENGTH 'L'
N-391	25FT-10IN	N-255 (N-455)	25FT-10IN
N-414 (N-417)	25FT-10IN	N-267 (N-270)	25FT-10IN
N-421 (N-429)	25FT-10IN	N-471 & N-471	25FT-10IN
N-430 (N-431)	25FT-10IN	N-477 (N-481)	25FT-10IN
N-436 (N-445)	25FT-10IN	N-490 (N-496)	27FT-6IN
N-445	27FT-10IN	N-476 (N-477)	25FT-10IN
N-457 (N-460)	25FT-10IN		

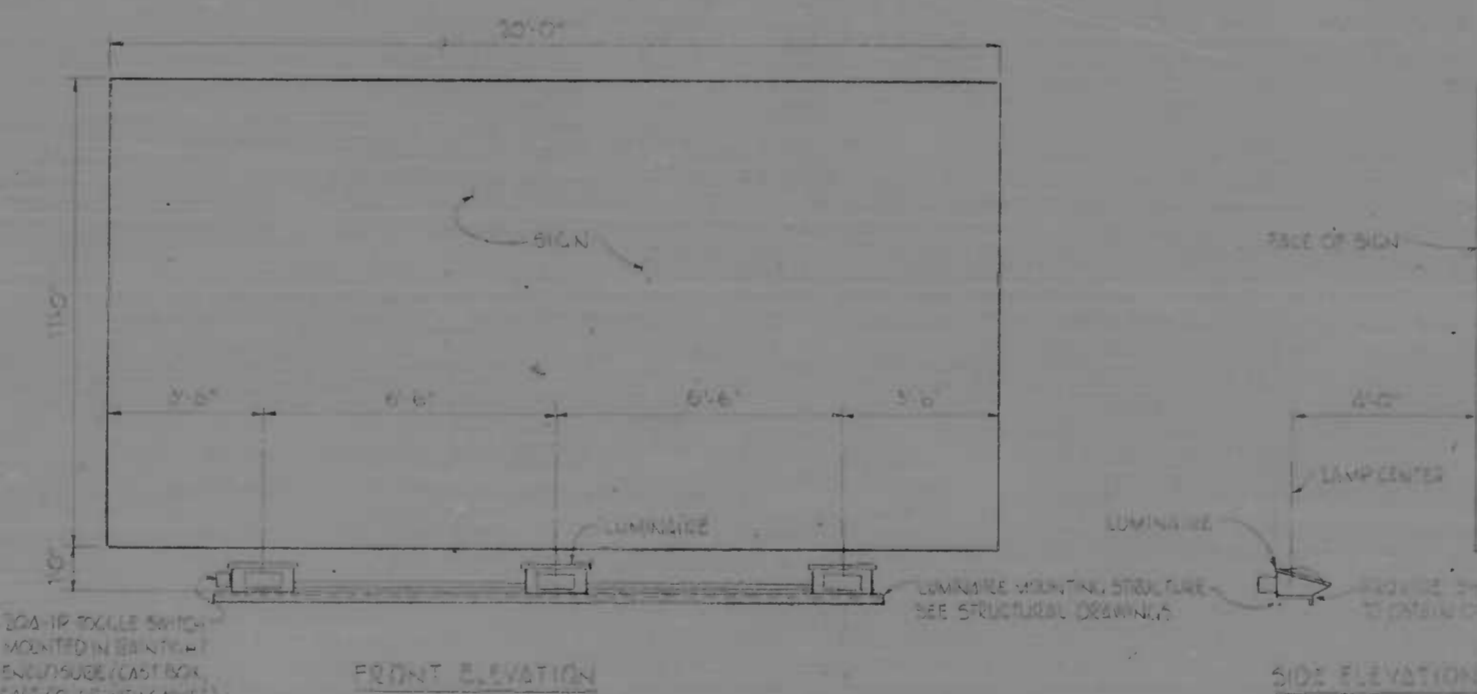
NOTES:
FOR ADDITIONAL DETAILS SEE STANDED PLATE OF TYPICAL LIGHT STANDARDS - SOFT ROLLS IN SPECIAL PROVISIONS.



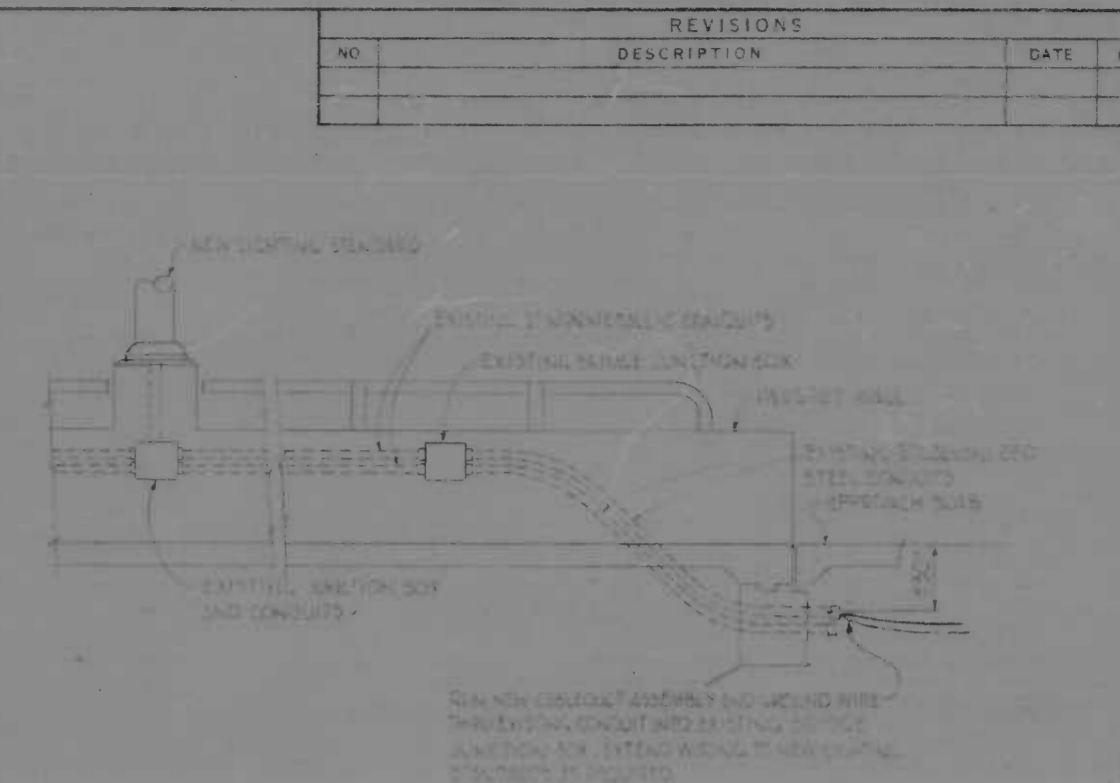
SECTION A-A
DETAIL-UNDERPASS LUMINAIRE MOUNTING
NOT TO SCALE



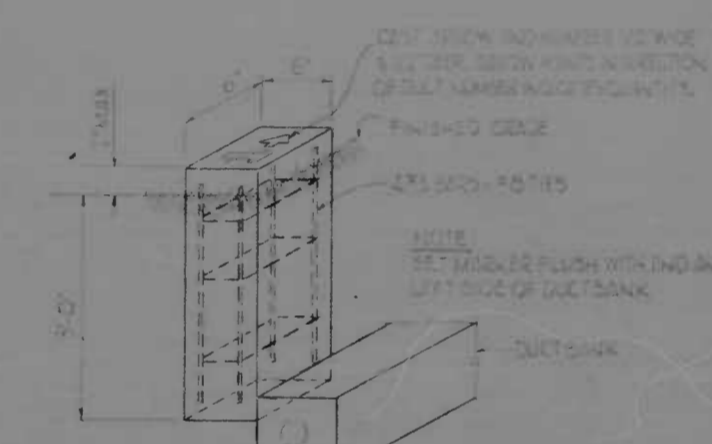
DETAIL-UNDERPASS LUMINAIRE MOUNTING
NOT TO SCALE



DETAIL-SIGN LIGHTING DETAILS
NOT TO SCALE



DETAIL-WIRING THROUGH PARAPET WALLS
NOT TO SCALE



DETAIL-CONCRETE DUCT MARKER
ONE REQUIRED EACH END OF EACH DUCT BANK
NOT TO SCALE

REVISIONS

NO	DESCRIPTION	DATE	BY

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
ROADWAY LIGHTING DETAIL SHEET NO. 2

F.A.P. NO. I-95-4(3)-38
U-955-1(311)

MD.S.R.C. NO. BC 246-29-015
BC 239-7-015

BALTO CITY NO. 1984

SCALE: AS SHOWN
DRAWING OF SHEET 29 OF 35

DATE: APRIL 29, 1978

REVISIONS

NO	DESCRIPTION

DESIGNED BY: R.E.D.
DRAWN BY: J.R.L.
CHECKED BY: R.E.D.

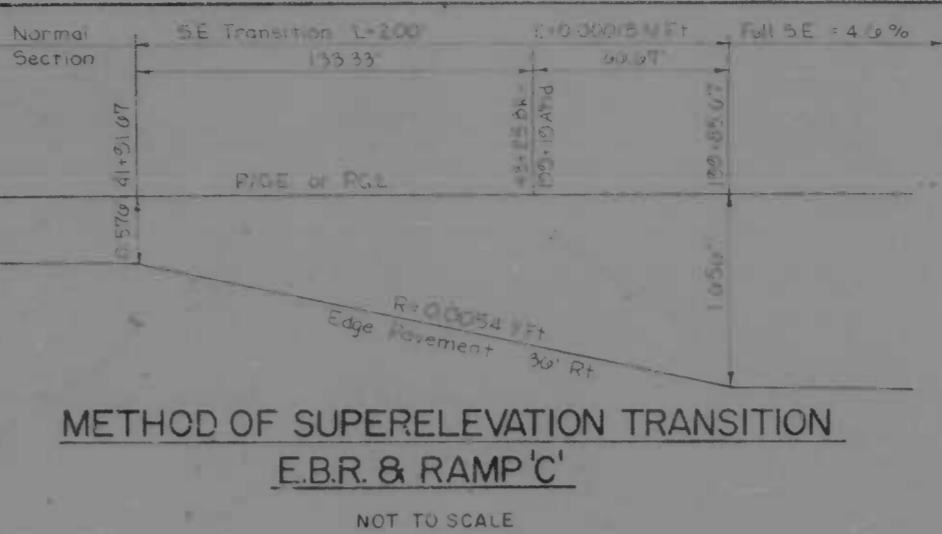
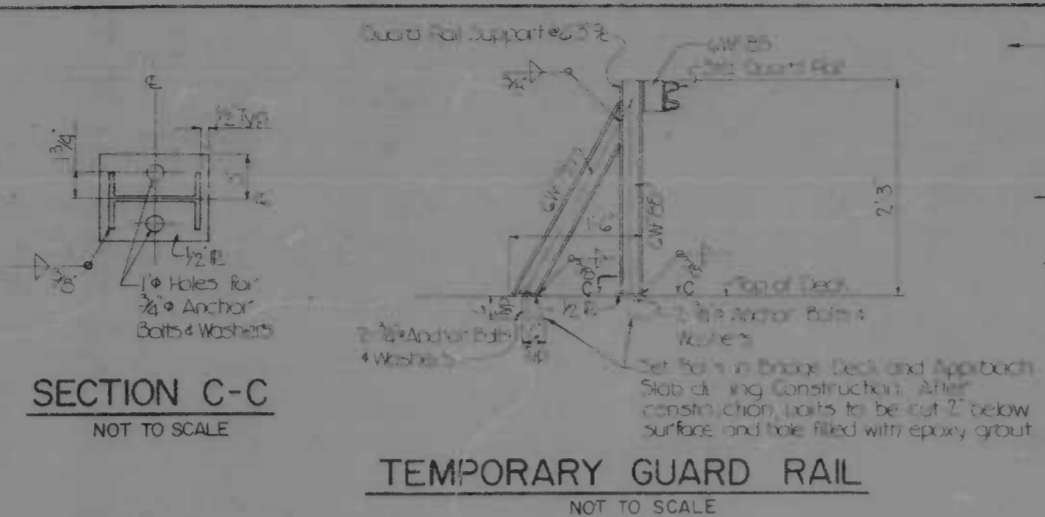
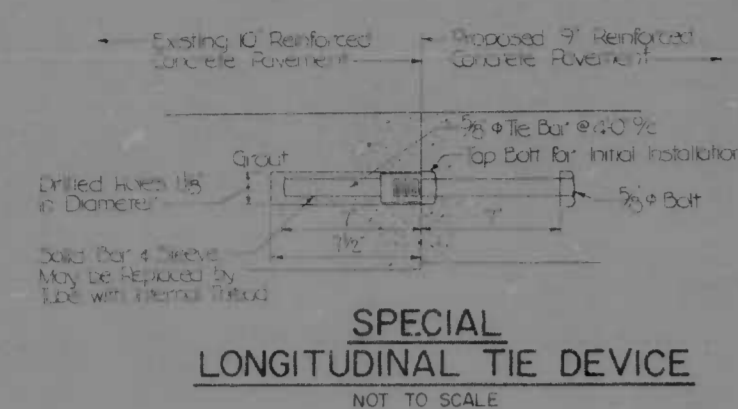
CHIEF, BRIDGE SECTION
CHIEF, HIGHWAY ENGINEERING DIVISION
HEAD, BUREAU OF ENGINEERING
DIRECTOR OF PUBLIC WORKS

M. NEILL AND BALDWIN, INC.
LIGHTING CONSULTANTS
BALTIMORE MARYLAND

FILE REF.

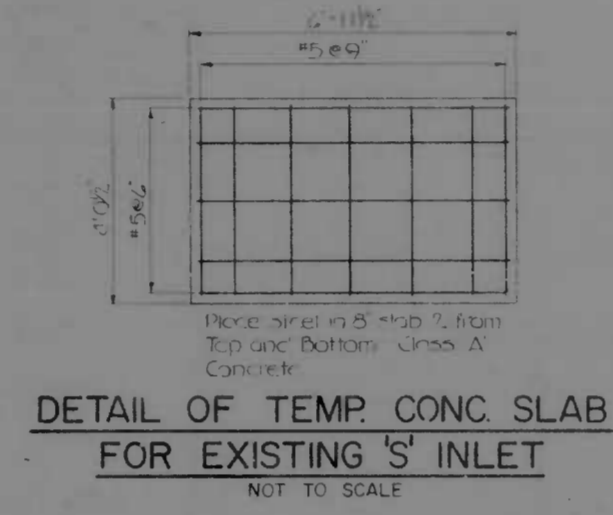
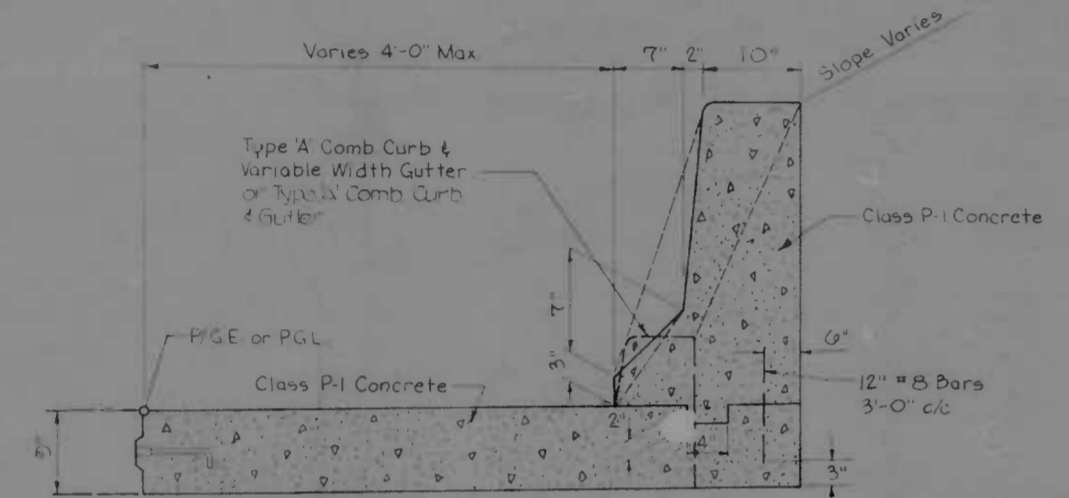
FILE REF.

PROJ. NO.	STATE	FED. AID DIST. NO.	SHEET NO.	TOTAL SHEETS
2	MD.	I-95-4(31)-38 U-955-1-13	3	36



GENERAL NOTES

- EXPANSION JOINT FILLER:**
No. 2 Performance Expansion Joint Filler shall be placed in Type A Cement Concrete Comb Curb & Gutter, and in Type A Curb at Expansion Joints.
- Joints:**
Expansion joints to be 600' intervals. Contraction joints to be 400' intervals. When 5 1/2" Type A Concrete Comb Curb & Gutter, Type A Comb Curb & Gutter, or Type A Concrete Roadway Paving, it shall be built in 10 FT. Sections, except where shorter sections are necessary for obstacles, and conformity to the Expansion and Contraction Joints in the Continuous Concrete Roadway Paving No. Section shall be shorter than 4 FT. except where a return is made around a narrow median, in which case, a joint will be required in the center of the return.
- Where New Concrete Paving is placed adjacent to existing Concrete Paving Expansion and Contraction Joints shall be aligned so as to coincide with those of the Existing Concrete Paving.



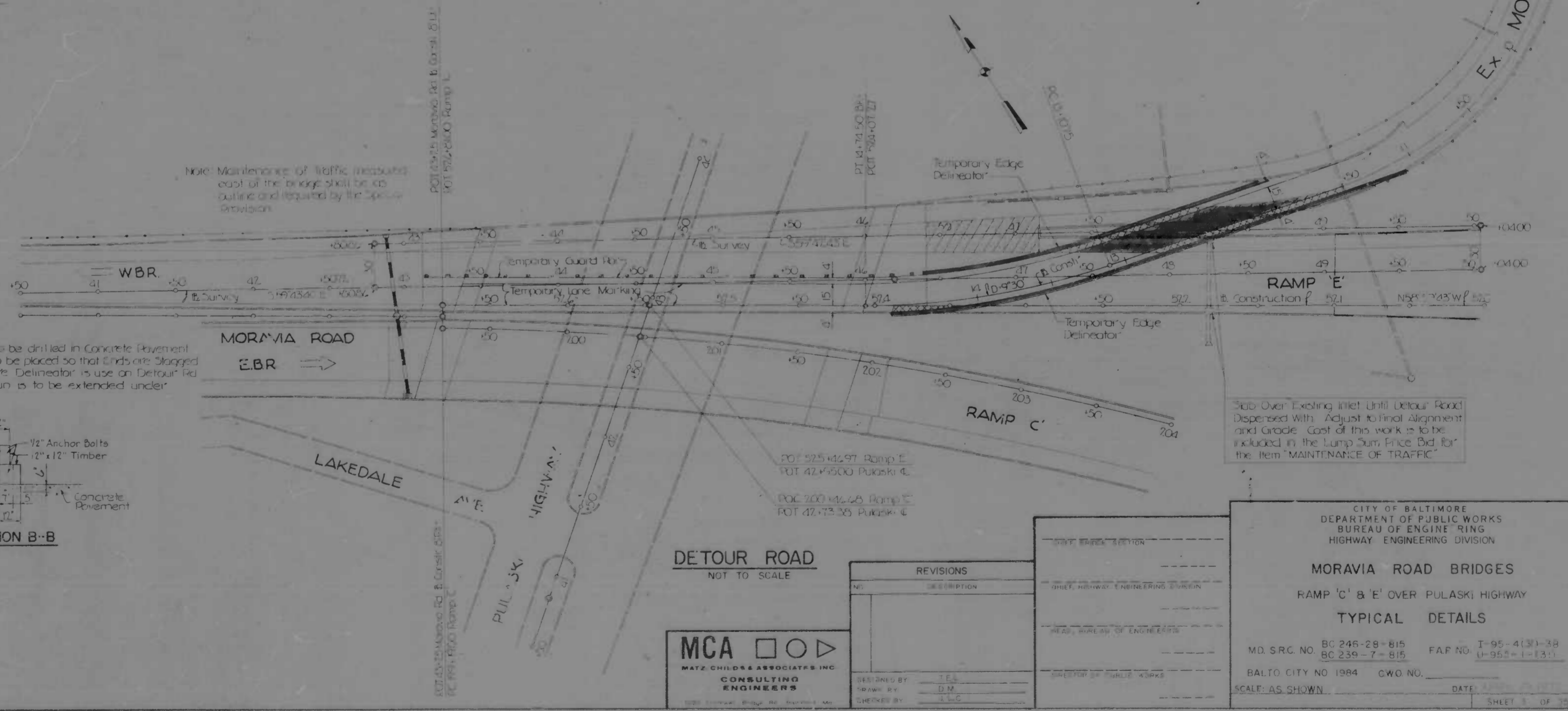
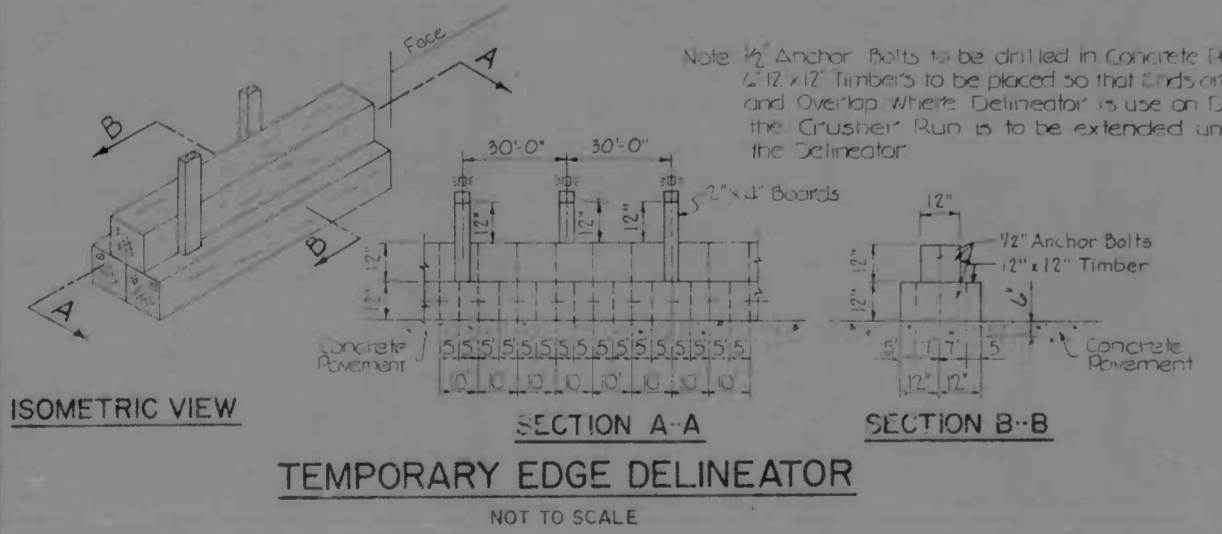
PAVING LEGEND (For Paving Details See Other)

- 9" Reinforced Concrete Pavement on 6" Crusher Run (See Paving Detail A)
- Surfaced Shoulder (See Paving Detail B)
- Surfaced Shoulder (See Paving Detail C)
- Core Paving (See Paving Detail D)
- Detour Road Pavement - 1" (Nominal) Bit Conc. Surface Course, Spec. B Bond 5% Slag - 3" Nominal Bit Conc. Binder Course, Band B1, Prime Coat and 8" Crusher Run Base Course
- Detour Road Shoulder - Stabilized Crusher Run

SUGGESTED SEQUENCE OF CONSTRUCTION

- Construct 1 lane of concrete pavement adjacent to median from Sta. 23+00 to the bridge approach slab, and all 2 lanes of the concrete pavement from the bridge approach slab to the limit of work Sta. 52+00 while maintaining traffic on adjacent construction. Construct quality of finish & width bridge.
- Construct the temporary pavement and shoulders between the existing Moravia Ramp and the existing of Ramps 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.
- Remove and replace deck of existing bridge, as detailed elsewhere in these plans, and complete roadway paving west of bridge. Construct concrete paving Sta. 52+24' to Sta. 52+34'.
- Direct traffic back to existing Moravia Ramp and remove all Detour Route materials, including temporary paving and shoulder material. Complete the Contract Work east of the bridge. Repair shoulder on side of existing Moravia Ramp using Paving Detail B. Cost of removal of the various Detour Route items is to be included in the bid prices of the respective items.

CONCRETE FLUME



FILE REF.

FILE REF.

GRADING TABLE

SHT NO	STATION		CUT C.Y.	EMBANKMENT C.Y.	TOP CUT C.Y.	SOIL		UNUSABLE MATERIAL		CLASS 2 C.Y.	CUT ADJUST C.Y.	CUT DENSIF (0.9) C.Y.	REMARKS
	FROM	TO				CUT C.Y.	FILL C.Y.	CUT C.Y.	FILL C.Y.				
4	3+50	36+00	3,428	557									
	3+50	36+00			373								1" Topsoil
	35+50	34+00					70						4" Rootmat
	35+00	35+00					71						1" Topsoil
	TOTALS		3,428	557	373	71	70		76	3,338	1,638		
5	38+00	42+00	555										
	38+00	42+72		15.5%									
	38+00	40+50							35				
	42+00	43+50							28				
	42+00	44+50							95				Dist. R144 Pulaski Highway
	38+00	40+50			71								1" Topsoil
38+00	43+50					345						1" Topsoil	
	TOTALS		555	15.7%	71	345			156	502	438		Ramp E
GRAND TOTALS			4,211	16,527	794	417	70		232	3,247	5,176		

EARTHWORK ANALYSIS

REVISIONS			
NO.	DESCRIPTION	DATE	BY
2	MD	1-95-4(3)-38	
		U-955-1-(31)	

CLASS '1' EXCAVATION

CUT 4,211 C.Y.
 PLUS TOPSOIL REMOVED UNDER FILL 417 C.Y.
 TOTAL CLASS '1' EXCAVATION 4,628 C.Y.

EXCAVATION AVAILABLE FOR EMBANKMENT

TOTAL CLASS '1' EXCAVATION MINUS 4,628 C.Y.
 TOPSOIL REMOVED IN CUT 294 C.Y.
 TOPSOIL REMOVED UNDER FILL 417 C.Y.
 ROOTMAT REMOVED IN CUT 70 C.Y.
 CUT ADJUSTED 3,847 C.Y.
 CUT DENSIFIED + CUT ADJUSTED x 0.85 3,270 C.Y.
 PLUS CLASS '2' EXCAVATION AVAILABLE FOR EMBANKMENT 162 C.Y.
 PLUS TOPSOIL AVAILABLE FOR EMBANKMENT 173 C.Y.
 TOTAL EXCAVATION AVAILABLE FOR EMBANKMENT 3,605 C.Y.

CLASS '2' EXCAVATION

FROM GRADING TABLE 232 C.Y.
 LOSS DUE TO HANDLING AND DENSIFICATION (30%) 70 C.Y.
 TOTAL CLASS '2' AVAILABLE FOR EMBANKMENT 162 C.Y.

EMBANKMENT REQUIRED

EMBANKMENT FROM GRADING TABLE 16,527 C.Y.
 REFILL FOR TOPSOIL REMOVED UNDER FILL 417 C.Y.
 EMBANKMENT REQUIRED 16,944 C.Y.
 EXCAVATION AVAILABLE FOR EMBANKMENT 3,605 C.Y.
 BORROW REQUIRED 13,339 C.Y.
 BORROW DENSIFICATION (15%) 2,001 C.Y.
 TOTAL BORROW 15,340 C.Y.

TOPSOIL ANALYSIS

TOPSOIL REQUIRED

2" TOPSOIL REQUIRED - 4200 SY = 18" 234 C.Y.
 4" TOPSOIL REQUIRED - 2100 SY = 9" 233 C.Y.
 TOTAL TOPSOIL REQUIRED 467 C.Y.

TOPSOIL AVAILABLE

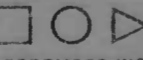
SALVAGED TOPSOIL FROM CUT 294 C.Y.
 SALVAGED TOPSOIL FROM FILL 417 C.Y.
 TOTAL TOPSOIL AVAILABLE 711 C.Y.
 LESS 10% SHRINKAGE - 71 C.Y.
 TOTAL TOPSOIL AVAILABLE 640 C.Y.
 MINUS TOPSOIL REQUIRED 467 C.Y.
 TOPSOIL AVAILABLE FOR EMBANKMENT 173 C.Y.

PROPOSAL QUANTITIES

PLACING SALVAGED TOPSOIL 2" DEPTH 4,200 S.Y.
 PLACING SALVAGED TOPSOIL 4" DEPTH 2,100 S.Y.

PROPOSAL QUANTITIES

CLASS '1' EXCAVATION 4,700 C.Y.
 CLASS '1-A' EXCAVATION 1,000 C.Y.
 CLASS '2' EXCAVATION 250 C.Y.
 BORROW EXCAVATION 15,400 C.Y.
 * CONTINGENT BORROW EXCAVATION 1,000 C.Y.
 * SELECT BORROW EXCAVATION 1,000 C.Y.
 * CONTINGENT ITEMS

MCA 
 MATZ, CHILDS & ASSOCIATES, INC.
 CONSULTING ENGINEERS

REVISIONS	
NO.	DESCRIPTION

CHIEF, BRIDGE SECTION
CHIEF, HIGHWAY ENGINEERING DIVISION
CHIEF, BUREAU OF ENGINEERING
DIRECTOR OF PUBLIC WORKS

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES OVER PULASKI HIGHWAY

GRADING TABLE & EARTHWORK ANALYSIS

BALTO CITY NO 1984
 BC 246-28-B15
 MD. SRC. NO. BC 239-7-B15

F.A.P. NO. 1-95-4(3)-38
 U-955-1-(31)

SCALE: C.W.Q. NO. DATE: 1-11-95
 SHEET NO. 04 OF 04

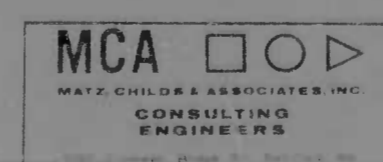
FILE REF.

FILE REF.

SUMMARY OF QUANTITIES

FED. ROAD DIST. NO.		STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	REVISIONS	
2	MD		1-95-4(3)-38 0-955-1-31			NO.	DESCRIPTION

STATIONS	ITEM NO.	UNIT	REMOVAL OF EXISTING MASONRY	15" RCCP - CL 4	24" RCCP - CL 4	STD TYPE 'C' ENKWALL FOR 24" PIPE	STD TYPE 'S' INLET SINGLE GRATE - MINIMUM DEPTH	STD TYPE 'S' INLET SINGLE GRATE - VERTICAL DEPTH	ADJUST EXISTING INLET	STD 5M M.H. 50" COVER MINIMUM DEPTH	STD. STORM WATER MANHOLE VERTICAL DEPTH	5" CONCRETE GUTTER	5" CONCRETE ENERGY DISSIPATING GUTTER	STD TYPE 'A' CURB 8" x 17"	TYPE 'A' COMBINATION CURB & GUTTER 12" PAN-8" DEPTH & VARIABLE WIDTH GUTTER	BARRIER CURB	GUARD RAIL W BEAM	GUARD RAIL W/BEAM BARRIER END SECTION	GUARD RAIL W/BEAM MEDIAN BARRIER APPROACH FLARE	GUARD RAIL W FLAM END FLARE	GUARD RAIL W BEAM ANCHORAGE AT STRUCTURES	REMOVE EXISTING GUARD RAIL	6" CHAIN LINK FENCE	TERMINAL POST FOR 6" CHAIN LINK FENCE	RESET EXISTING FENCE	PLACING STOCKPILED TOPSOIL, 4" DEPTH	PLACING STOCKPILED TOPSOIL, 4" DEPTH	SEEDING & MULCHING SLOPES	SEEDING & MULCHING FLAT AREAS	SOLID SOODING	REMARKS
PLAN SHEET # 4																															
Sta 38+00 to Sta 38+00 RI E&R																															
Sta 38+00 to Sta 38+00 RI W&R																															
PLAN SHEET # 5																															
Sta 38+00 to Sta 40+25 RI E&R																															
Sta 38+00 to Sta 42+00 RI E&R																															
Sta 39+70 to Bridge																															
Sta 39+70 to Sta 43+70 RI																															
Sta 40+00 to Sta 44+00 RI																															
Sta 40+25 to Sta 45+00 RI E&R																															
Sta 42+95 RI E&R																															
Sta 41+42 to Sta 41+87																															
Sta 41+50 to Sta 44+02																															
Sta 43+00 to 43+90																															
Sta 52+00 to Sta 52+25																															
BRAND TOTALS																															



REVISIONS	
NO.	DESCRIPTION

CHIEF, BRIDGE SECTION
CHIEF, HIGHWAY ENGINEERING DIVISION
HEAD, BUREAU OF ENGINEERING
DIRECTOR OF PUBLIC WORKS

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
RAMP 'C' & 'E' OVER PULASKI HIGHWAY

SUMMARY OF QUANTITIES

MD. S.F.C. NO. BC 246-28-815 FAP NO. 1-95-4(3)-38
BC 239-7-815 0-955-1-31

BALTO CITY NO. 564

SCALE: C.W.D. NO. DATE: 1/27/95 SHEET 31 OF 35

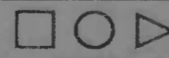
FILE REF.

FILE REF.

SUMMARY OF QUANTITIES

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	REVISIONS			
					NO.	DESCRIPTION	DATE	BY
2	MD	1-95-4(3)-38 U-955-1-(3)	32	35				

ITEM NO.	ITEM DESCRIPTION	UNIT	FEDERAL AID PARTICIPATION		BALTIMORE CITY PARTICIPATION	CONTINGENT QUANTITY	ESTIMATED QUANTITY	PROPOSAL QUANTITY
			FEDERAL	URBAN				
PRELIMINARY ITEMS								
101	Clearing and Grubbing	Lump Sum						Lump Sum
102	Engineers Facilities	Lump Sum						Lump Sum
103	Maintenance of Traffic	Lump Sum						Lump Sum
104	Construction Stakesout	Lump Sum						Lump Sum
105	Mobilization	Lump Sum						Lump Sum
106	On the Job Training	Hour	3,000				3,000	3,000
GRADING								
201	Class 1 Excavation	Cubic Yard		2,350	2,350		4,700	4,700
202	Class 1A Excavation	Cubic Yard		500	500	1,000	1,000	1,000
203	Class 2 Excavation	Cubic Yard		375	375	500	250	750
204	Borrow Excavation	Cubic Yard		7,700	7,700		15,400	15,400
205	Contingent Borrow Excavation	Cubic Yard		500	500	1,000		1,000
206	Select Borrow Excavation	Cubic Yard		500	500	1,000		1,000
207	Test Pit Excavation	Cubic Yard		5	5	0		10
208	Removal of Existing Pavement	Square Yard		15	15		25	25
209	Removal of Existing Masonry	Cubic Yard		2	5	3		5
DRAINAGE								
301	Class 3 Excavation for incidental construction	Cubic Yard		10	10	30		30
302	Selected Backfill Using #6 Aggregate	Cubic Yard		20	20	40		40
303	15" R.C.C. Pipe, Class 4	Linear Foot	103		11		143	143
304	24" R.C.C. Pipe, Class 4	Linear Foot		38	35		76	76
305	Standard Type "C" Endwall for 24" Pipe	Each			1		1	1
306	Standard Type "S" Inlet, Single Grate, Minimum Depth	Each	1				1	1
307	Standard Type "S" Inlet, Single Grate, Vertical Depth	Linear Foot	1				1	1
308	Adjust Existing Inlet	Each		2	3		5	5
309	Standard Frame and Grate for Type "S" Inlet, Double Grate Tandem	Each		1	1		2	2
310	Standard Storm Water Manhole, 30" Cover, Minimum Depth	Each	1				1	1
311	Standard Storm Water Manhole, Vertical Depth	Linear Foot	6				6	6
312	Class "H" Concrete for Miscellaneous Structures	Cubic Yard		15	15	30		30
313	Ordinary Brick Masonry for Miscellaneous Structures	Cubic Yard		2	3	5		5
314	Subgrade Drains	Linear Foot		300	300		200	200
315	4" Perforated Circular Pipe, Longitudinal Underdrain	Linear Foot		500	500	750	750	1000
316	4" Circular Pipe Underdrain Outlets	Linear Foot		200	200	300	100	400
317	Aggregate Backfill for Underdrains	Cubic Yard		30	30	45		45
318	Temporary Slope Drains	Linear Foot		100	100	200		200
319	5" Concrete Gutter	Square Yard		20	20		40	40
320	Temporary Pipe for Sediment Control	Linear Foot		25	25	50		50
321	5" Concrete Energy Dissipating Gutter	Square Yard		20	20		40	40

MCA 
MATE CHILD & ASSOCIATES, INC.
CONSULTING ENGINEERS
3000 Broadway, Suite 700, Baltimore, MD

REVISIONS	
NO.	DESCRIPTION

DESIGNED BY: T.E.L.
 DRAWN BY: J.W.E.
 CHECKED BY: J.L.C.

	CHIEF, BRIDGE SECTION
	CHIEF, HIGHWAY ENGINEERING DIVISION
	HEAD, BUREAU OF ENGINEERING
	DIRECTOR OF PUBLIC WORKS

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
RAMP 'C' & 'E' OVER PULASKI HIGHWAY
SUMMARY OF QUANTITIES

MD S.R.C. NO. BC 246-28-815 F.A.P. NO. 1-95-4(3)-38
 BC 239-7-815 U-955-1-(3)

BALTO. CITY NO. 1984 SCALE: C.W.G. NO. DATE: SHEET 32 OF 35

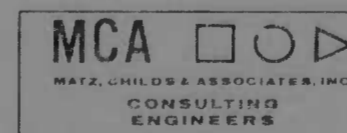
FILE REF.

FILE REF

SUMMARY OF QUANTITIES

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	REVISIONS		
					NO.	DESCRIPTION	DATE
2	MD	I-95-4(3)-38 U-955-1-(3)	33	35			

ITEM NO.	ITEM DESCRIPTION	UNIT	FEDERAL AID		BALTIMORE CITY PARTICIPATION	CONTINGENT QUANTITY	ESTIMATED QUANTITY	PROPOSAL QUANTITY
			INTERSTATE PARTICIPATION	URBAN PARTICIPATION				
STRUCTURES								
401	Class 3 Excavation for Structures	Cubic Yard	778	83	861		1,042	1,042
402	Removal of Portions of Existing Structure	Lump Sum	Lump Sum	Lump Sum	Lump Sum		Lump Sum	Lump Sum
403	14" Diameter Cast in Place Concrete Piles, Furnished & Driven	Linear Foot	4,608	780	5,388		6,500	6,500
404	14" Diameter Cast in Place Concrete Test Piles, Furnished & Driven	Linear Foot	567	105	672		840	840
405	14" Diameter Cast in Place Concrete Pile Splices	Each	84	30	114		178	178
406	Footing Concrete for Ramp 'E' Bridge	Cubic Yard	96	54	150		284	284
407	Footing Concrete for Ramp 'C' Bridge	Cubic Yard	236	76	312		262	262
408	Footing Concrete for Retaining Wall	Cubic Yard	104	11	115		116	116
409	Substructure Concrete for Ramp 'E' Bridge	Lump Sum	Lump Sum	Lump Sum	Lump Sum		Lump Sum	Lump Sum
410	Substructure Concrete for Ramp 'C' Bridge	Lump Sum	Lump Sum	Lump Sum	Lump Sum		Lump Sum	Lump Sum
411	Substructure Concrete for Retaining Wall	Lump Sum	Lump Sum	Lump Sum	Lump Sum		Lump Sum	Lump Sum
412	Superstructure Concrete for Ramp 'E' Bridge	Lump Sum	Lump Sum	Lump Sum	Lump Sum		Lump Sum	Lump Sum
413	Superstructure Concrete for Ramp 'C' Bridge	Lump Sum	Lump Sum	Lump Sum	Lump Sum		Lump Sum	Lump Sum
414	Contingent Concrete for Ramp 'E' Bridge	Cubic Yard	14	1	15		30	30
415	Contingent Concrete for Ramp 'C' Bridge	Cubic Yard	13	1	14		30	30
416	Contingent Concrete for Retaining Wall	Cubic Yard	15	2	17		30	30
417	Class 'C' Concrete Sub-Foundation for Ramp 'E' Bridge	Cubic Yard	14	1	15		30	30
418	Class 'C' Concrete Sub-Foundation for Ramp 'C' Bridge	Cubic Yard	8	1	9		20	20
419	Class 'C' Concrete Sub-Foundation for Retaining Wall	Cubic Yard	8	1	9		20	20
420	Approach Slab Concrete	Square Yard	440	105	545		700	700
421	4" concrete Slope Protection	Square Yard	781	124	905		1,123	1,123
422	Fabricated Structure Steel for Ramp 'E' Bridge	Lump Sum	Lump Sum	Lump Sum	Lump Sum		Lump Sum	Lump Sum
423	Fabricated Structure Steel for Ramp 'C' Bridge	Lump Sum	Lump Sum	Lump Sum	Lump Sum		Lump Sum	Lump Sum
424	Steel Stud Shear Developers for Bridges	Lump Sum	Lump Sum	Lump Sum	Lump Sum		Lump Sum	Lump Sum
PAVING								
501	6" Sub Base Using Crusher Run	Square Yard		4,800	4,800		9,546	9,600
502	3" Dense Graded Stabilized Aggregate Base Course	Square Yard		105	105		708	710
503	4" Dense Graded Stabilized Aggregate Base Course	Square Yard		85	85		167	170
504	5" Dense Graded Stabilized Aggregate Base Course	Square Yard		475	475		1,322	1,350
505	Variable Depth Dense Graded Stabilized Aggregate Base Course	Square Yard		105	105		208	210
506	Calcium Chloride for 3" Dense Graded Stabilized Aggregate	Square Yard		105	105		208	210
507	Calcium Chloride for 4" Dense Graded Stabilized Aggregate	Square Yard		85	85		167	170
508	Calcium Chloride for 5" Dense Graded Stabilized Aggregate	Square Yard		475	475		1,322	1,350
509	Calcium Chloride for Variable Depth Dense Graded Stabilized Aggregate	Square Yard		105	105		208	210
510	8" Crusher Run Aggregate Base Course	Square Yard		85	85		167	170
511	Crusher Run Aggregate for Maintenance of Traffic	Ton		110	110	220		220
512	8" conventional Reinforced Concrete	Square Yard		65	65		124	130
513	Bituminous Material for Prime Coat	Gallon		425	425		849	850
514	Bituminous Concrete, Specification B, Band 55L	Ton		40	40		77	80
515	Bituminous Concrete, Specification B, Band 5N/Stone	Ton		22	23		42	45
516	Bituminous Concrete, Specification B, Band 6L	Ton		125	125		240	250
517	Bituminous Concrete, Specification B, for Maintenance of Traffic, Stone or Slag	Ton		75	75	150		150
518	9" Reinforced Cement Concrete Pavement, Class P	Square Yard		4,225	4,225		9,234	9,250
519	Calcium Chloride	Ton		5	5	10		10



REVISIONS	
NO.	DESCRIPTION

CHIEF, BRIDGE SECTION
CHIEF, HIGHWAY ENGINEERING DIVISION
HEAD, BUREAU OF ENGINEERING
DIRECTOR OF PUBLIC WORKS

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
RAMP 'C' & 'E' OVER PULASKI HIGHWAY
SUMMARY OF QUANTITIES

MD S.R.C. NO. BC 246-28-815 F.A.P. NO. I-95-4(3)-38
BC 239-7-815 U-955-1-(3)

BALTO CITY NO. 1984

SCALE: _____ DATE: 12/11/84

DRAWING NO. _____ SHEET 33 OF 45

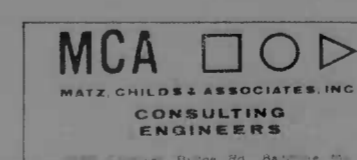
FILE REF

FILE REF.

SUMMARY OF QUANTITIES

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	NO.	DESCRIPTION	DATE	BY
2	MD	1-95-4(31)-38 U-955-1-(31)	34	35				

ITEM NO.	ITEM DESCRIPTION	UNIT	FEDERAL AID		BALTIMORE CITY PARTICIPATION	CONTINGENT QUANTITY	ESTIMATED QUANTITY	PROPOSAL QUANTITY
			INTERSTATE PARTICIPATION	URBAN PARTICIPATION				
SHOULDER								
G01	6" Stabilized Shoulder, Crusher Run Aggregate	Square Yard		100	100		182	200
G02	10" Plain Cement Concrete Shoulder	Square Yard		150	150		298	300
G03	Standard Type 'A' Curb, 8"x11"	Linear Foot		825	825		1650	1650
G04	Standard Type 'A' Combination Curb & Gutter, 12" High 8" Depth	Linear Foot		170	170		340	340
G05	Type 'A' Combination Curb and Variable Width Gutter	Linear Foot		285	285		564	570
G06	Barrier Curb	Linear Foot		365	365		721	730
G07	Guard Rail W Beam	Linear Foot		1280	1280		2558	2560
G08	Guard Rail W Beam Barrier End Section	Each		1	1		2	2
G09	Guard Rail W Beam Median Barrier Approach Flare	Each		1	1		2	2
G10	Guard Rail W Beam End Flare	Each		1	1		1	1
G11	Guard Rail W Beam Anchorage of Structure	Each		1	1		2	2
G12	Remove Existing Guard Rail	Linear Foot		305	305		610	610
G13	6 Chain Link Fence	Linear Foot	144		16		160	160
G14	Terminal Post for 6 Chain Link Fence	Each	2		1		3	3
G15	Remove Existing Fence	Linear Foot		100	100		200	200
G16	Reset Existing Fence	Linear Foot		22	23		45	45
ROADSIDE IMPROVEMENTS								
T01	Placing Stockpiled Topsoil 2" Depth	Square Yard		2100	2100		4200	4200
T02	Placing Stockpiled Topsoil 4" Depth	Square Yard		1050	1050		2100	2100
T03	Temporary Seeding	Square Yard		500	500	1000	1000	1000
T04	Seeding and Mutching	Square Yard		2100	2100		4200	4200
T05	Seeding and Mutching Flat Areas	Square Yard		1050	1050		2100	2100
T06	Solid Seeding	Square Yard	210	495	495		1200	1200
UTILITY								
801	Roadway Pedestal Base 11" Ball Circle	Each		4	5		9	9
802	Handbox for Mechanical Electrical Service	Each		1	1		2	2
803	Preassembled Cable and Duct - 2 1/2" #6 - 1" Duct	Linear Foot		3650	3650		7300	7300
804	Preassembled Cable and Duct - 2 1/2" #2 - 1 1/4" Duct	Linear Foot		1100	1100		2200	2200
805	025 Copper Ground Conductor	Linear Foot		2125	2125		4250	4250
806	30 Anchor Base Standard - 6 Bracket Arm	Each		2	2		4	4
807	30 Anchor Base Standard - 12 Bracket Arm	Each		4	5		9	9
808	30 Transformer Base Standard - 4 Bracket Arm	Each		2	2		4	4
809	30 Transformer Base Standard - 6 Bracket Arm	Each		4	5		9	9
810	30 Transformer Base Standard - 10 Bracket Arm	Each		4	15		19	19
811	30 Transformer Base Standard - 12 Bracket Arm	Each		1	1		2	2
812	250 Watt Mercury Luminaire Built-in Ballast and Auxiliary Equipment	Each		14	15		29	29
813	400 Watt Mercury Luminaire Built-in Ballast and Auxiliary Equipment	Each		15	16		31	31
814	250 Watt Mercury Sign Luminaire Built-in Ballast and Auxiliary Equipment	Each		7	1		8	8
815	250 Watt Sodium Underpass Luminaire Built-in Ballast and Auxiliary Equipment	Each		4	4		8	8
816	Removal of Light Standard	Each		24	25		49	49
817	Conduit Marker	Each		2	2		4	4
818	4" Schedule 80 Pipe	Linear Foot		30	31		61	61
819	4" Concrete Encased Duct	Linear Foot		25	25		50	50
820	Service Entrance	Lump Sum		Lump Sum	Lump Sum		Lump Sum	Lump Sum
821	Wiring on Structure - Moravia Over Harbor Tunnel Approach	Lump Sum		Lump Sum	Lump Sum		Lump Sum	Lump Sum
822	Wiring on Structure - Moravia Over Pulaski Highway	Lump Sum		Lump Sum	Lump Sum		Lump Sum	Lump Sum
823	Wiring on Structure - Ramp A Over Harting Run	Lump Sum		Lump Sum	Lump Sum		Lump Sum	Lump Sum
824	Wiring for Underpass and Sign Lighting	Lump Sum		Lump Sum	Lump Sum		Lump Sum	Lump Sum
825	36" Prestressed Concrete Steel Cylinder Pipe & Fittings	Linear Foot	293		33		376	376
826	36" Cast Iron Pipe & Fittings	Linear Foot	7		8		15	15
827	Removal of Existing 36" Water Main	Linear Foot	52		6		58	58
828	36" x 36" Tapping Sleeve & Valve Vault	Each	2		2		4	4
829	De-Watering Valve Vault	Each	1		1		2	2
830	Class A Concrete for Buttresses and Anchors	Cubic Yard	64		6		70	70
831	Split Buttress	Each	2		2		4	4
832	Sheeting & Shoring Left in Place	MBF	1		1		1	1



REVISIONS	
NO.	DESCRIPTION

DESIGNED BY	TEA
DRAWN BY	E.W.
CHECKED BY	J.L.C.

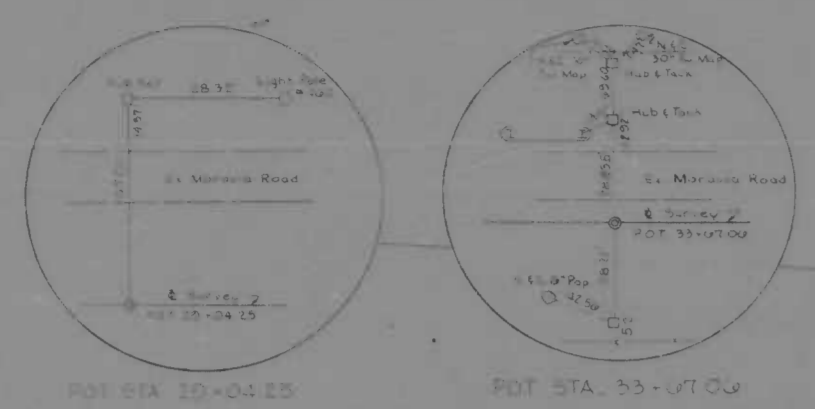
CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
RAMP 'C' & 'E' OVER PULASKI HIGHWAY
SUMMARY OF QUANTITIES

MD S.R.C. NO. BC 246-28-815 P.A.P. NO. 1-95-4(31)-38
 BC 239-7-815 U-955-1-(31)
 BALTO. CITY NO. 1984
 SCALE: C.W.O. NO. DATE: SHEET 34 OF 36

FILE REF.

FILE REF.



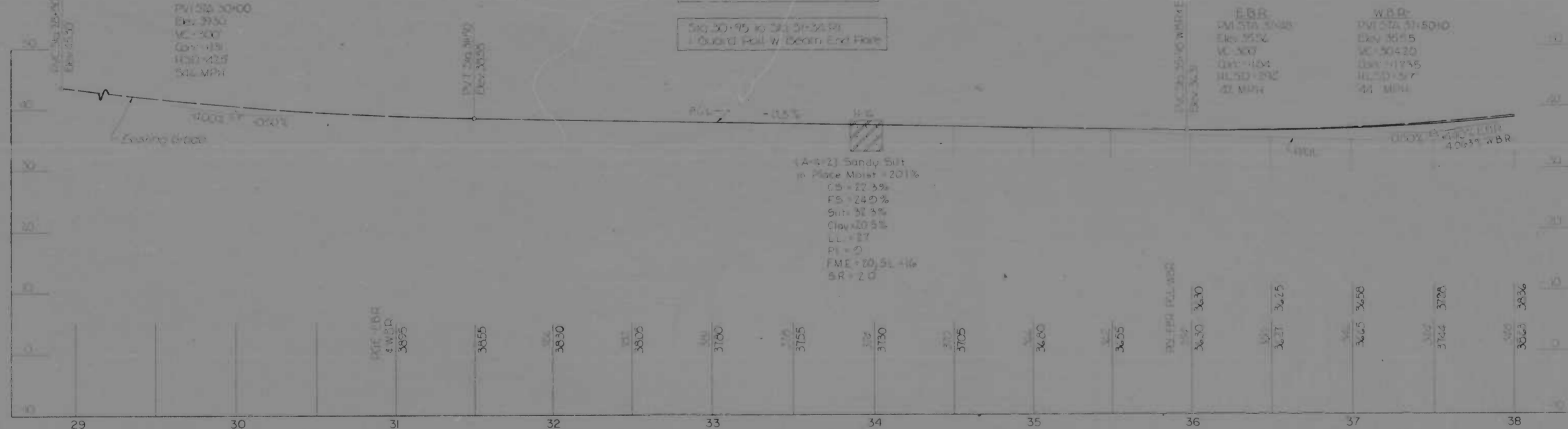
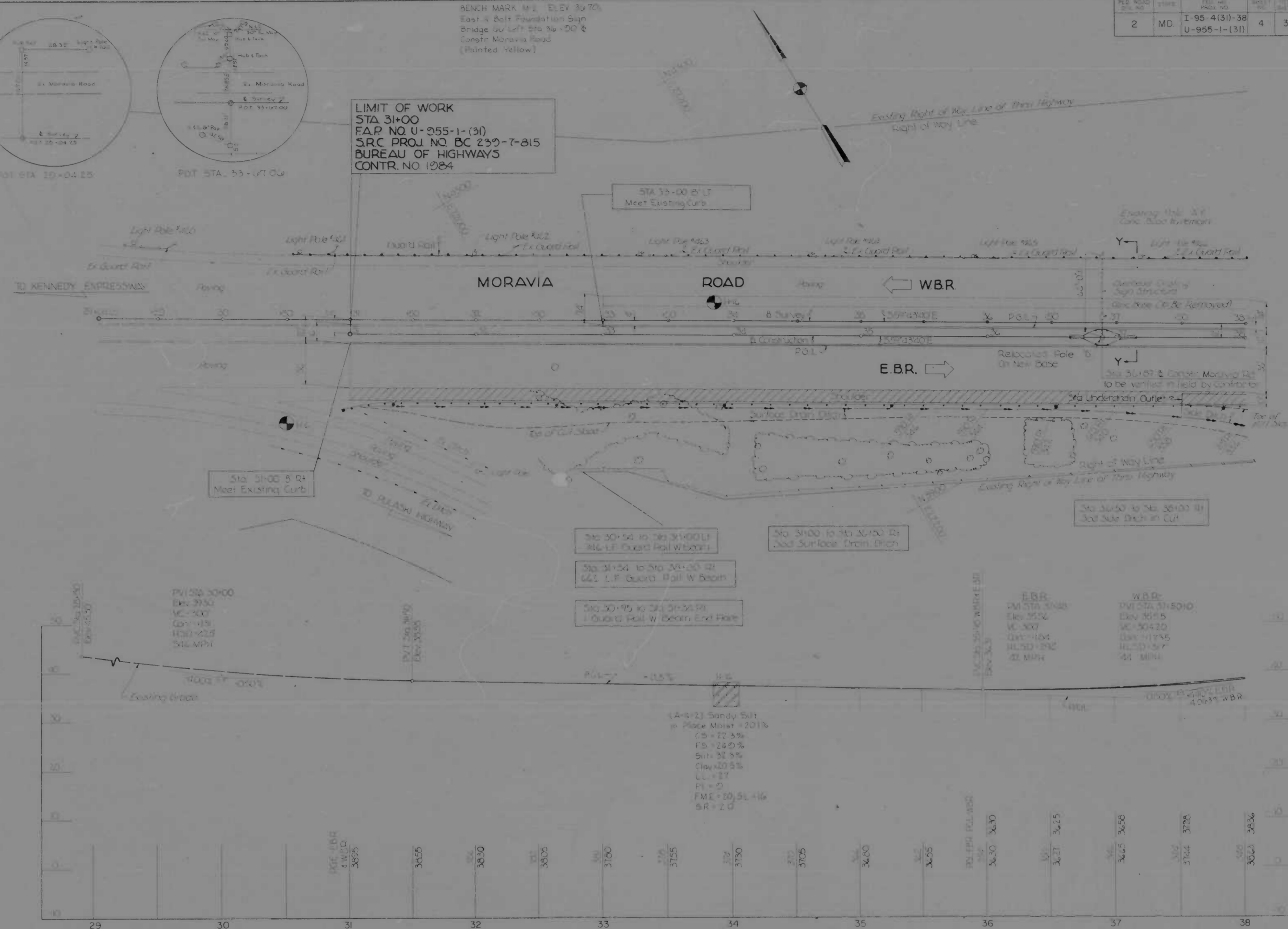
BENCH MARK M. 1. ELEV. 39.70
East x Belt Foundation Sign
Bridge on Left Side 30+00 &
Center Moravia Road
(Painted Yellow)

LIMIT OF WORK
STA 31+00
F.A.P. NO. U-955-1-(31)
S.R.C. PROJ. NO. BC 239-7-815
BUREAU OF HIGHWAYS
CONTR. NO. 1084

REV. NO.	DATE	DESCRIPTION	BY
2	MD	I-95-4(31)-38 U-955-1-(31)	4 35

Sta. 30+50 to Sta. 30+80 LT
Sta. 31+00 to Sta. 31+30 LT
Sta. 31+30 to Sta. 31+55 LT
Sta. 31+55 to Sta. 31+87 LT
Sta. 31+87 to Sta. 32+70 LT
Sta. 32+70 to Sta. 33+07 LT
Refer to Existing Layout Plan

Sta. 30+00 to 30+70
To Guard Rail w/ Beam
1. Beam's end Rail Merlon
Barrel Approach ramps

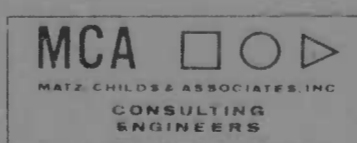


(A-4-2) Sandy Silt
in Place Moist = 20.1%
CS = 22.5%
FS = 24.0%
Silt = 31.3%
Clay = 20.5%
LL = 27
PI = 0
FME = 10.5L-46
SR = 2.0

MORAVIA ROAD E.B.R. STA 31+50 TO STA 36+00 E.B.R.
Old MD 3070 Underdrain
Outlet location as shown

MORAVIA ROAD STA 30+80 LT
Existing sign structure to be replaced with new design.
Use the existing sign structure as a guide.
New foundation as shown in section 31+300 to 31+300
to new base to be removed entirely and replaced

SCALE: PLAN 1"=40'
PROFILE Horiz 1"=40', Vert. 1"=10'



NO.	DESCRIPTION

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
RAMP 'C' & 'E' OVER PULASKI HIGHWAY

PLAN AND PROFILE
STA 31+00 TO STA 38+00

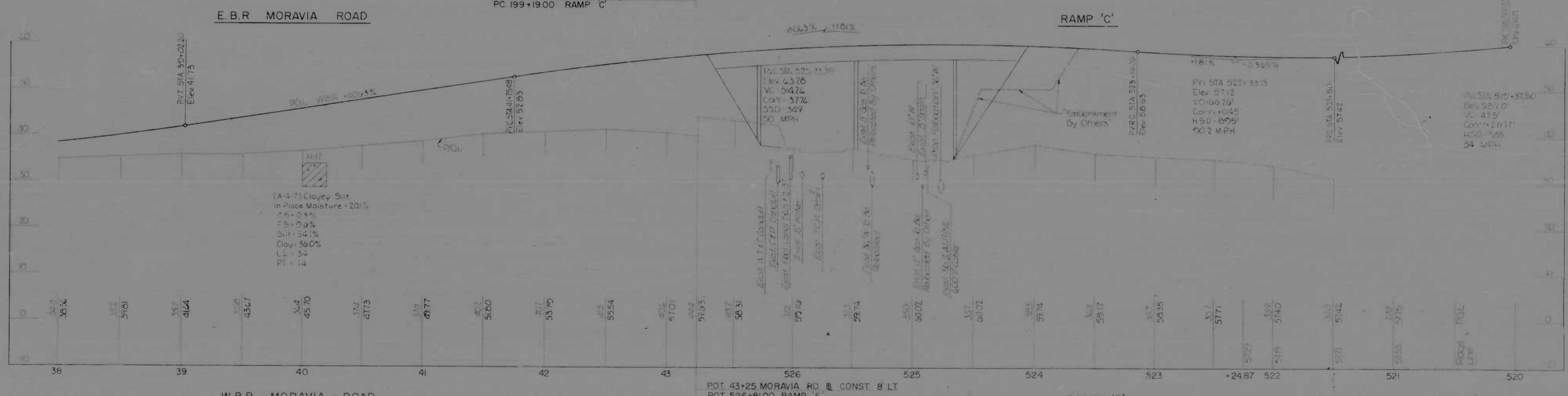
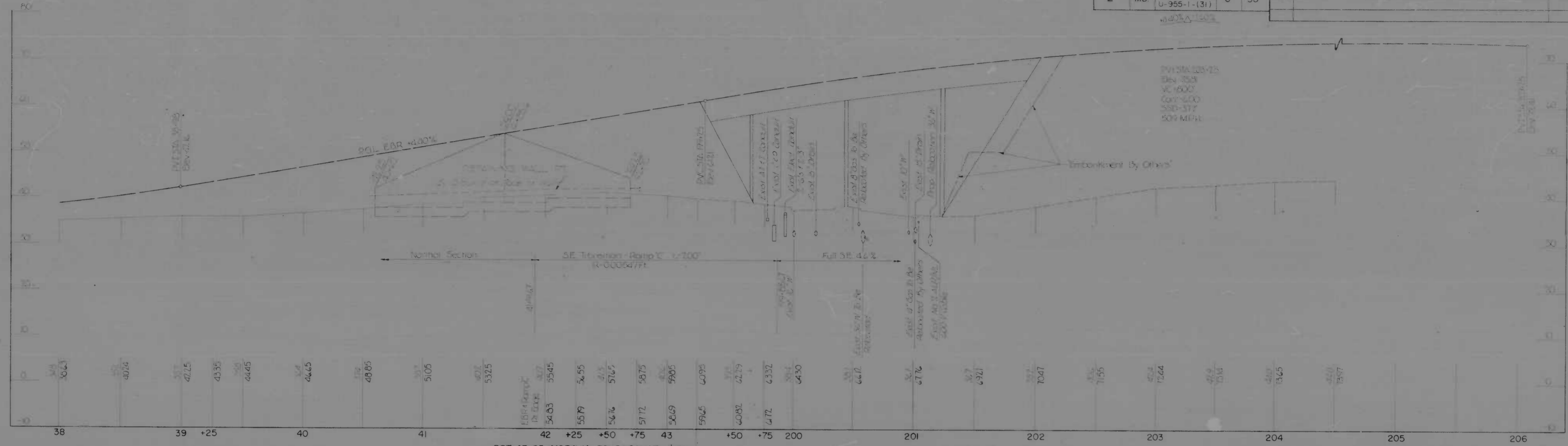
MD S.R.C. NO. BC 246-28-915 F.A.P. NO. U-955-4(31)-38
BC 239-7-315 HC 239-7-315

BAL. TO CITY NO. 1984 C.W.D. NO. _____
SCALE AS SHOWN DATE _____
DRAWN BY _____ SHEET 4 OF 10

FILE REF.

FILE REF.

NO.	DESCRIPTION	DATE	BY



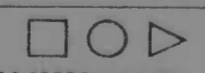
E.B.R MORAVIA ROAD

RAMP 'C'

W.B.R MORAVIA ROAD

RAMP 'E'

Scale: 1"=40' Horizontal
 1"=10' Vertical

MCA 
 MATZ CHILDRE ASSOCIATES INC.
 CONSULTING ENGINEERS

NO.	DESCRIPTION

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF ENGINEERING
 HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
 RAMP 'C' & 'E' OVER PULASKI HIGHWAY
 PROFILE

STA 38+00 MORAVIA RD TO STA 520+00 RAMP 'E' &
 STA 38+00 MORAVIA RD TO STA 206+00 RAMP 'C'

SCALE: _____ DATE: _____
 DRAWN BY: _____ CHECKED BY: _____

FILE REF.

FILE REF.

REV. NO.	DATE	DESCRIPTION
2	MD	U-95-4(3)-38 U-955-1-(3)

REVISIONS			
NO.	DESCRIPTION	DATE	BY



LOCATION PLAN

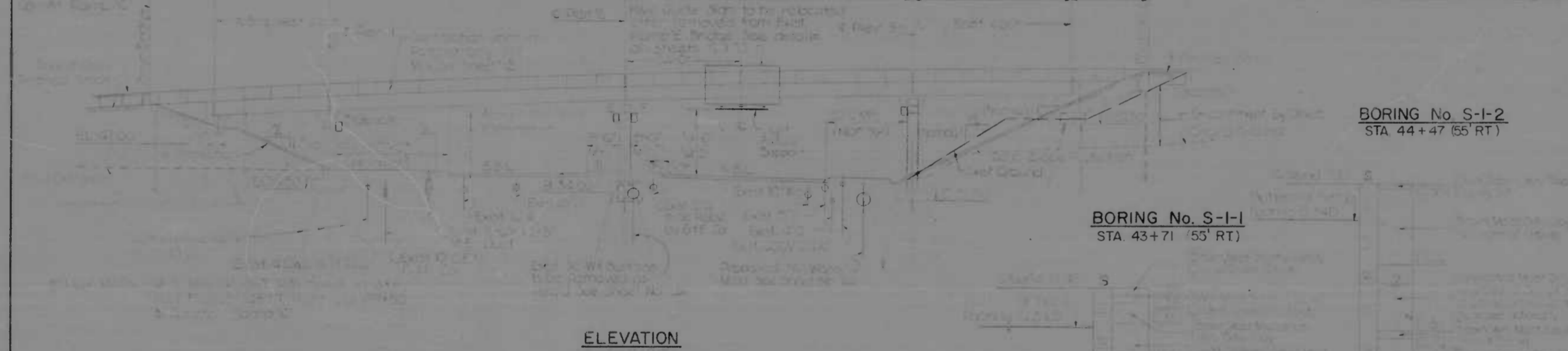


PLAN

TRANSVERSE SECTION

REFERENCES

Sheet No.



ELEVATION

BORING No. S-1-2
STA 44+47 (55' RT)

BORING No. S-1-3
STA 45+33 (45' RT)

BORING No. S-1-1
STA 43+71 (53' RT)

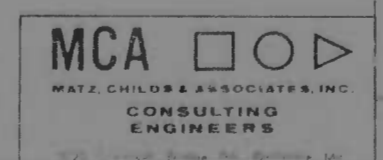
GENERAL NOTES

DEPTH (FT)	SOIL TYPE	REMARKS
0.0 - 1.0	Gravelly sand	...
1.0 - 2.0	Sand	...
2.0 - 3.0	Clayey sand	...
3.0 - 4.0	Sand	...
4.0 - 5.0	Clayey sand	...
5.0 - 6.0	Sand	...
6.0 - 7.0	Clayey sand	...
7.0 - 8.0	Sand	...
8.0 - 9.0	Clayey sand	...
9.0 - 10.0	Sand	...
10.0 - 11.0	Clayey sand	...
11.0 - 12.0	Sand	...
12.0 - 13.0	Clayey sand	...
13.0 - 14.0	Sand	...
14.0 - 15.0	Clayey sand	...
15.0 - 16.0	Sand	...
16.0 - 17.0	Clayey sand	...
17.0 - 18.0	Sand	...
18.0 - 19.0	Clayey sand	...
19.0 - 20.0	Sand	...
20.0 - 21.0	Clayey sand	...
21.0 - 22.0	Sand	...
22.0 - 23.0	Clayey sand	...
23.0 - 24.0	Sand	...
24.0 - 25.0	Clayey sand	...
25.0 - 26.0	Sand	...
26.0 - 27.0	Clayey sand	...
27.0 - 28.0	Sand	...
28.0 - 29.0	Clayey sand	...
29.0 - 30.0	Sand	...
30.0 - 31.0	Clayey sand	...
31.0 - 32.0	Sand	...
32.0 - 33.0	Clayey sand	...
33.0 - 34.0	Sand	...
34.0 - 35.0	Clayey sand	...
35.0 - 36.0	Sand	...
36.0 - 37.0	Clayey sand	...
37.0 - 38.0	Sand	...
38.0 - 39.0	Clayey sand	...
39.0 - 40.0	Sand	...
40.0 - 41.0	Clayey sand	...
41.0 - 42.0	Sand	...
42.0 - 43.0	Clayey sand	...
43.0 - 44.0	Sand	...
44.0 - 45.0	Clayey sand	...
45.0 - 46.0	Sand	...
46.0 - 47.0	Clayey sand	...
47.0 - 48.0	Sand	...
48.0 - 49.0	Clayey sand	...
49.0 - 50.0	Sand	...
50.0 - 51.0	Clayey sand	...
51.0 - 52.0	Sand	...
52.0 - 53.0	Clayey sand	...
53.0 - 54.0	Sand	...
54.0 - 55.0	Clayey sand	...
55.0 - 56.0	Sand	...
56.0 - 57.0	Clayey sand	...
57.0 - 58.0	Sand	...
58.0 - 59.0	Clayey sand	...
59.0 - 60.0	Sand	...
60.0 - 61.0	Clayey sand	...
61.0 - 62.0	Sand	...
62.0 - 63.0	Clayey sand	...
63.0 - 64.0	Sand	...
64.0 - 65.0	Clayey sand	...
65.0 - 66.0	Sand	...
66.0 - 67.0	Clayey sand	...
67.0 - 68.0	Sand	...
68.0 - 69.0	Clayey sand	...
69.0 - 70.0	Sand	...
70.0 - 71.0	Clayey sand	...
71.0 - 72.0	Sand	...
72.0 - 73.0	Clayey sand	...
73.0 - 74.0	Sand	...
74.0 - 75.0	Clayey sand	...
75.0 - 76.0	Sand	...
76.0 - 77.0	Clayey sand	...
77.0 - 78.0	Sand	...
78.0 - 79.0	Clayey sand	...
79.0 - 80.0	Sand	...
80.0 - 81.0	Clayey sand	...
81.0 - 82.0	Sand	...
82.0 - 83.0	Clayey sand	...
83.0 - 84.0	Sand	...
84.0 - 85.0	Clayey sand	...
85.0 - 86.0	Sand	...
86.0 - 87.0	Clayey sand	...
87.0 - 88.0	Sand	...
88.0 - 89.0	Clayey sand	...
89.0 - 90.0	Sand	...
90.0 - 91.0	Clayey sand	...
91.0 - 92.0	Sand	...
92.0 - 93.0	Clayey sand	...
93.0 - 94.0	Sand	...
94.0 - 95.0	Clayey sand	...
95.0 - 96.0	Sand	...
96.0 - 97.0	Clayey sand	...
97.0 - 98.0	Sand	...
98.0 - 99.0	Clayey sand	...
99.0 - 100.0	Sand	...

BORING LOGS

MORAVIA ROAD AND RAMP 'C' PROFILE

PULASKI HIGHWAY PROFILE



NO.	DESCRIPTION
1	...
2	...

NO.	DESCRIPTION	DATE	BY

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
RAMP 'C' OVER PULASKI HIGHWAY
GENERAL PLAN AND ELEVATION

DATE: 1-95-4(3)-38
BY: [Signature]

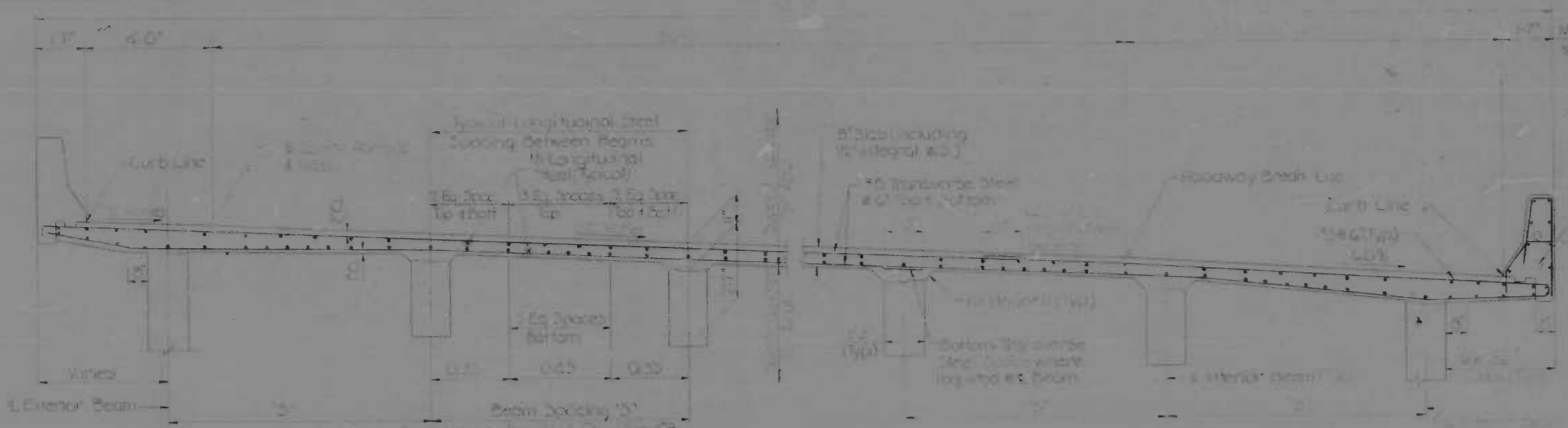
SCALE: 1" = 40' (H)
1" = 20' (V)

DATE: 1-95-4(3)-38
SHEET: 7 OF 35

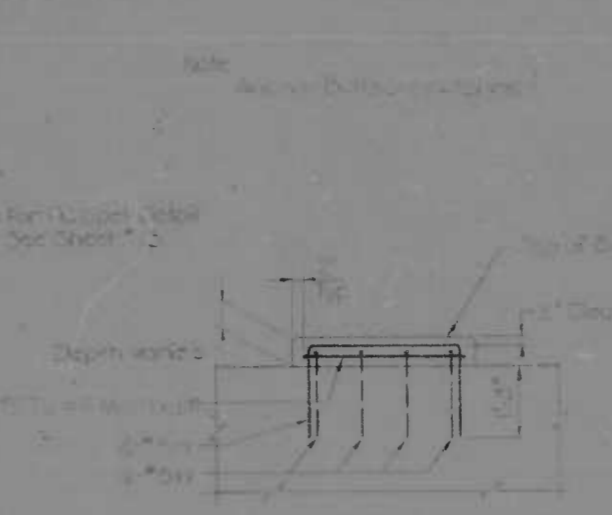
FILE REF.

FILE REF.

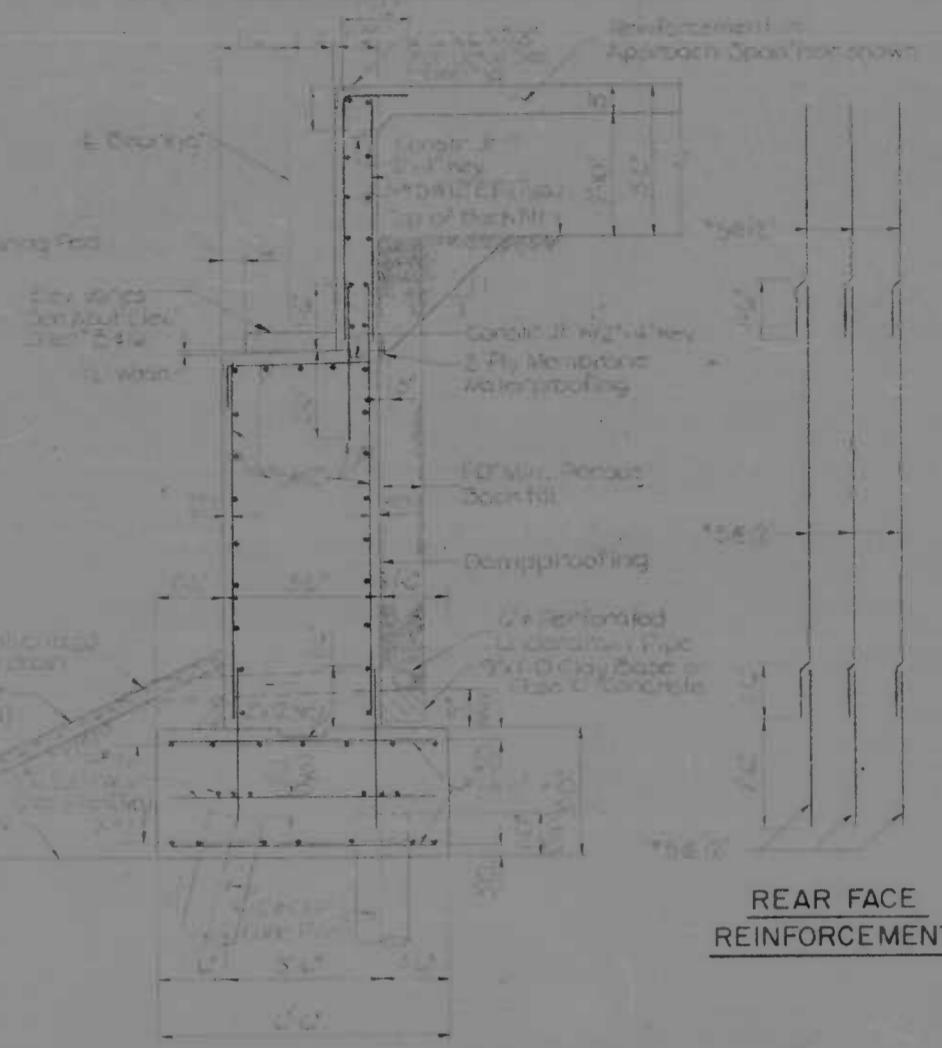
REVISIONS			
NO.	DESCRIPTION	DATE	BY



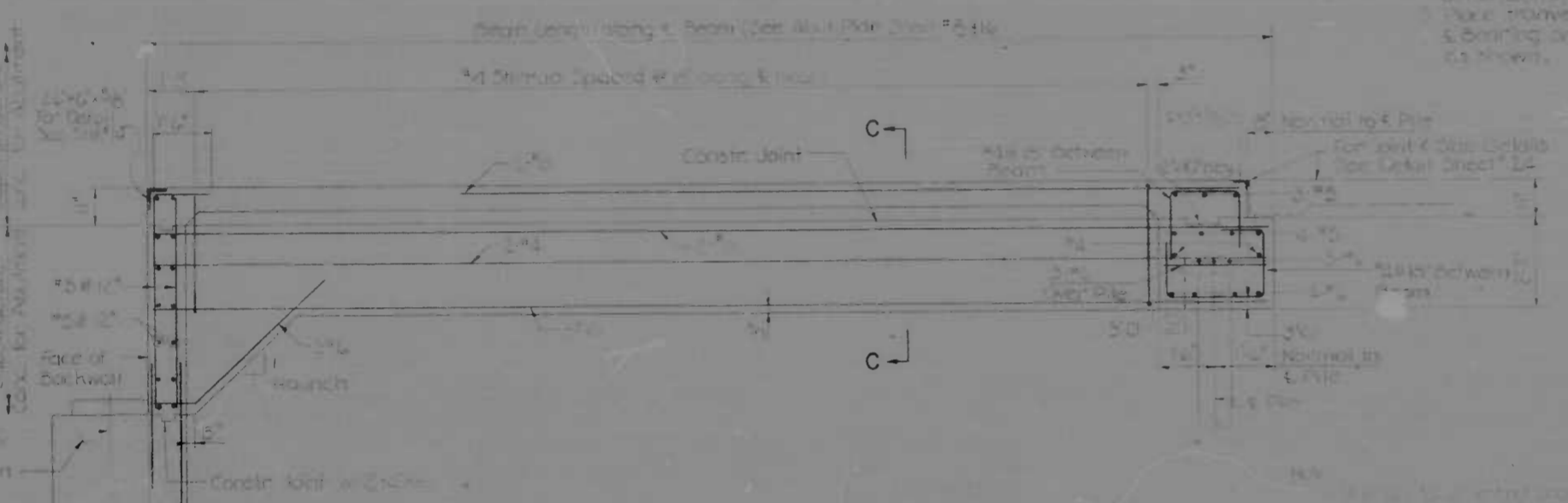
SECTION B-B
Scale: 3/4" = 1'-0"



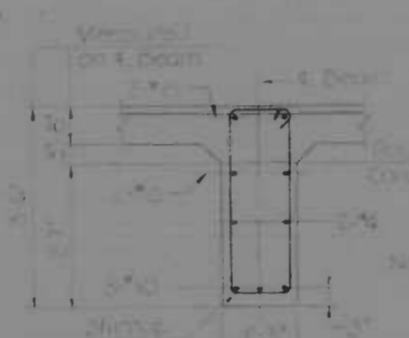
TYPICAL BEARING PAD DETAIL
Scale: 1/2" = 1'-0"



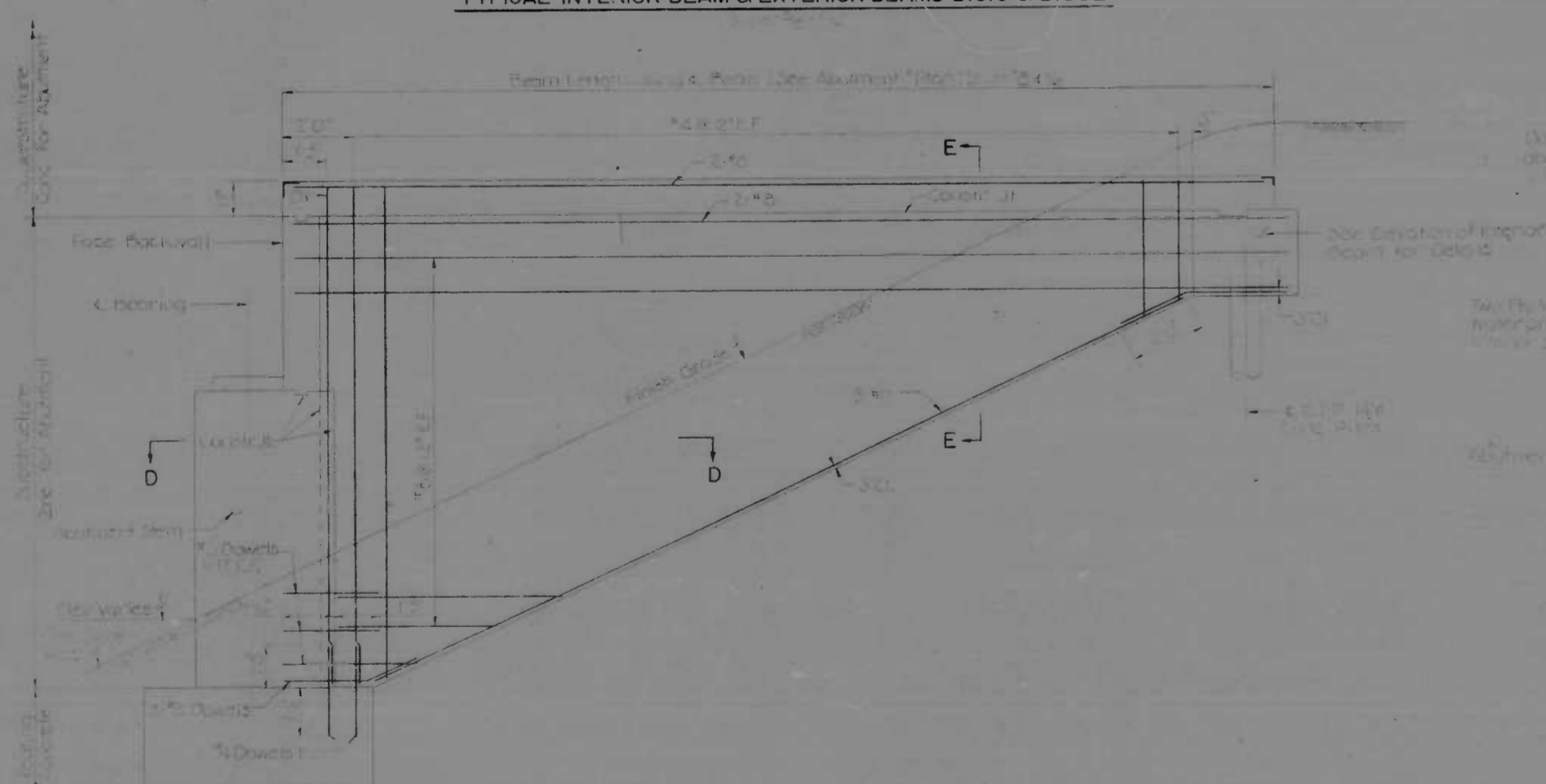
REAR FACE REINFORCEMENT
Scale: 3/4" = 1'-0"



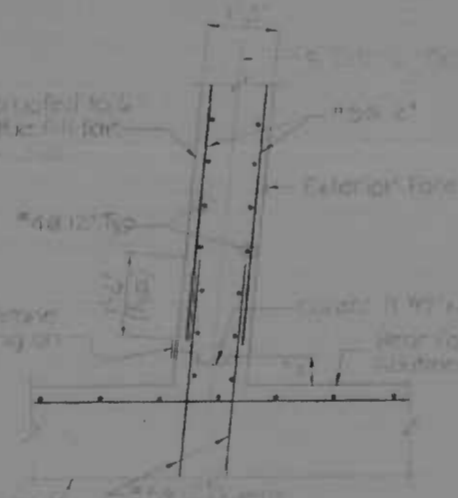
TYPICAL INTERIOR BEAM & EXTERIOR BEAMS B101C & B105E
Scale: 3/4" = 1'-0"



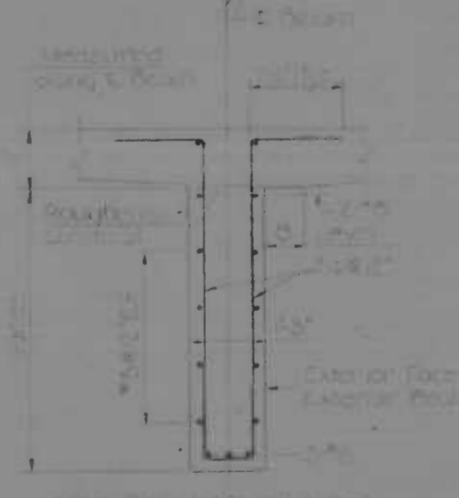
SECTION C-C
Scale: 1/2" = 1'-0"



EXTERIOR BEAMS B107C, B201C, B207C & B206E
Scale: 3/4" = 1'-0"



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



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

REFERENCES Sheet No.



REVISIONS	
NO.	DESCRIPTION

	CHEF, BRIDGE SECTION
	CHEF, HIGHWAY ENGINEERING DIVISION
	HEAD, BUREAU OF ENGINEERING
	DIRECTOR OF PUBLIC WORKS

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING
HIGHWAY ENGINEERING DIVISION

MORAVIA ROAD BRIDGES
RAMP 'C' OVER PULASKI HIGHWAY

APPROACH SPAN DETAILS

F.A.P. NO. I-95-4(31) 38 MD. S.P.D. NO. BC 246-28-515
U-955-1(13) BALTO. CITY NO. 1984 BC 239-7-8/5

SCALE: DRAWING OF DATE SHEET 3 OF 30

FILE REF.

SHEET NO.	ROADWAY	DESCRIPTION
1		TITLE SHEET
1-A		LEGEND - ABBREVIATIONS - NOTES
2		TYPICAL CROSS SECTIONS
3		TYPICAL DETAILS
4		PLAN AND PROFILE - STA 31+00 TO STA 38+00
5		PLAN - STA 38+00 MORAVIA RD. TO STA 520+00 RAMP 'E' & STA 38+00 MORAVIA RD. TO STA 206+00 RAMP 'C'
6		PROFILES - STA 38+00 MORAVIA RD. TO STA 520+00 RAMP 'E' & STA 38+00 MORAVIA RD. TO STA 206+00 RAMP 'E'
STRUCTURES		
7		RAMP 'C' - GENERAL PLAN AND ELEVATION
8		RAMP 'C' - ABUTMENTS
9		RAMP 'C' - APPROACH SPAN DETAILS
10		RAMP 'C' - PIER 1 & PIER 2
11		RAMP 'C' - PIER 3 & SECTIONS
12		RAMP 'C' - FRAMING PLAN
13		RAMP 'C' - TYPICAL DECK SECTION & SUPERSTRUCTURE ELEVATION
14		RAMPS 'C' & 'E' - BEARING & EXPANSION JOINT DETAILS
15		RAMP 'E' - GENERAL PLAN AND ELEVATION
16		RAMP 'E' - ABUTMENTS
17		RAMP 'E' - APPROACH SPAN DETAILS
18		RAMP 'E' - PIER 1 & PIER 2
19		RAMP 'E' - PIER 3 & SECTIONS
20		RAMP 'E' - FRAMING PLAN
21		RAMP 'E' - TYPICAL DECK SECTION & SUPERSTRUCTURE ELEVATION
22		MISC DETAILS - EXISTING RAMP 'E' BRIDGE
23		RETAINING WALL
24		SUBSTRUCTURE DETAILS
25		SUPERSTRUCTURE DETAILS
UTILITIES		
26		36" WATER MAIN RELOCATION
27		ROADWAY LIGHTING PLAN
28		ROADWAY LIGHTING DETAILS
29		ROADWAY LIGHTING DETAILS
QUANTITIES		
30		GRADING TABLE AND EARTHWORK ANALYSIS
31		SUMMARY OF QUANTITIES
32		SUMMARY OF QUANTITIES
33		SUMMARY OF QUANTITIES
34		SUMMARY OF QUANTITIES
35		NOT USED

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MD.	I-95-4(31)-38 U-955-1-(31)	1	35

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

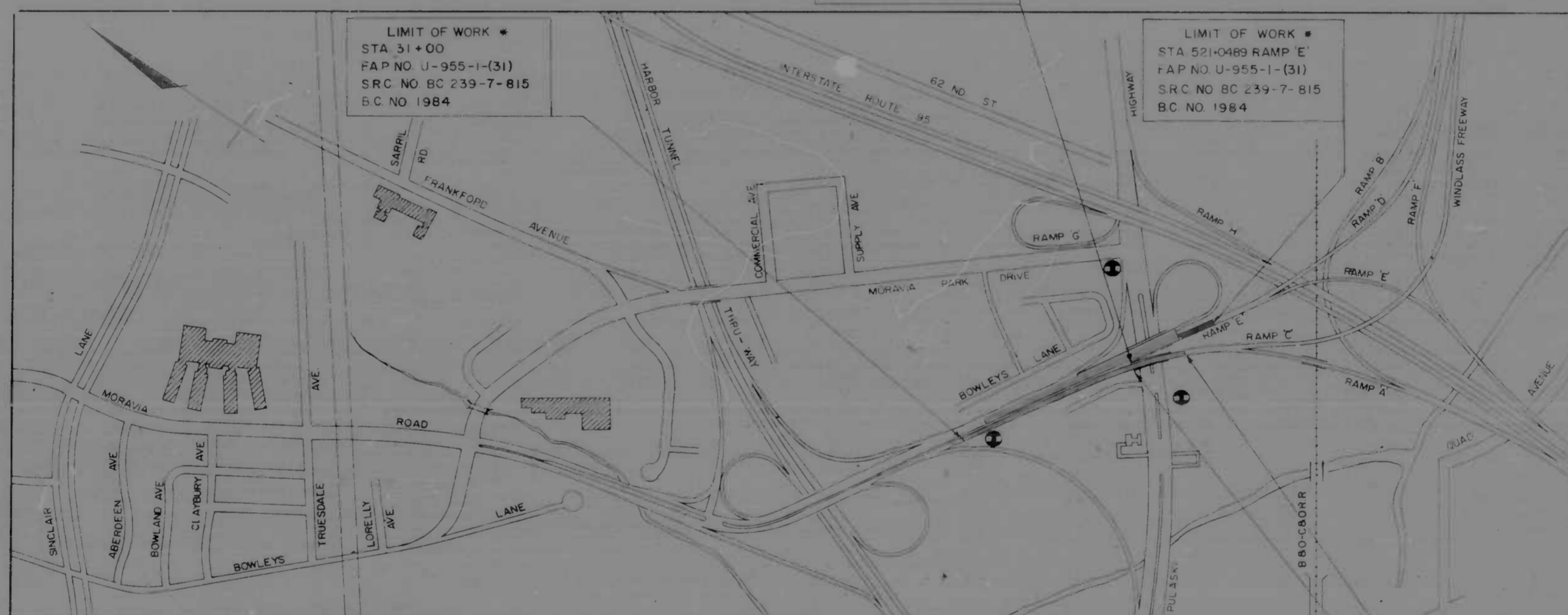
FEDERAL AID PROJECT NO. I-95-4(31)-38
 U-955-1-(31)
 STATE ROADS COMMISSION PROJECT NO. BC 246-28-815
 BC 239-7-815
 CITY OF BALTIMORE BUREAU OF ENGINEERING,
 HIGHWAY ENGINEERING DIVISION CONTRACT NO. 1984

MORAVIA ROAD BRIDGES
 RAMPS 'C' & 'E' OVER PULASKI HIGHWAY

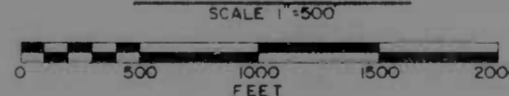
NOTE:
 EFFECTIVE JULY 1, 1971, IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 526 OF ACTS OF THE 1970 GENERAL ASSEMBLY, WHEREVER THE TITLE "STATE ROADS COMMISSION" AND/OR TERM COMMISSION IS USED, IT SHALL BE CONSTRUED TO BE "THE STATE HIGHWAY ADMINISTRATION".

* MODIFICATION TO EXISTING LIGHTING & 3" WATER MAIN RELOCATION SHALL BE PERFORMED BY THE CONTRACTOR ALL AS INDICATED ON THE PLANS EVEN THOUGH THE WORK MAY NOT BE WITHIN THE LIMIT OF WORK SHOWN.

LIMIT OF WORK *
 STA 43+20.22
 FAP NO. U-955-1-(31)
 S.R.C. NO. BC 239-7-815
 B.C. NO. 1984



LOCATION PLAN



INFORMATIONAL SIGNS

LIMIT OF WORK *
 STA 43+20.22
 FAP NO. I-95-4(31)-38
 S.R.C. NO. BC 246-28-815
 B.C. NO. 1984

LIMIT OF WORK *
 STA 202+09.57 RAMP 'C'
 FAP NO. I-95-4(31)-38
 S.R.C. NO. BC 246-28-815
 B.C. NO. 1984

FIELD BOOKS

BOOK NO.	DESCRIPTION
1712-A	TRAVERSE CONTROLS
1712-B	TOPOGRAPHY
1712-C	CROSS SECTIONS
1	TRAVERSE CONTROLS AND REFERENCES
2	TOPOGRAPHY & CROSS SECTIONS

TRAFFIC DATA

	1963	1960
ADT	12,800	26,880
DHV	1,280	2,688
DD	60-40%	60-40%
% COMMERCIAL TRUCKS	6.65%	6.65%
	850	1,785
PROJECT LENGTH = 0.292 MILES		
DESIGN SPEED = 50 MPH.		

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

CITY OF BALTIMORE
 APPROVED
David A. Dearfoss DATE
 DAVID A. DEARFOSS DATE
 SEDIMENTATION & EROSION CONTROL REPRESENTATIVE

CHECKED BY:	INITIALS	DATE
BUREAU OF ENGINEERING	PJK/BAP	5-26-72
WATER DIVISION	AH/BAP	5-26-72
WASTE WATER DIVISION	ME/B	5-26-72
HIGHWAY ENGINEERING DIVISION	ST/B	5-26-72
SURVEY AND RECORDS DIVISION		
BUREAU OF UTILITY OPERATIONS		
LIGHTING SECTION - HIGHWAY MAINTENANCE DIV.	GLH/BAP	5-26-72
CONDUIT SECTION - HIGHWAY MAINTENANCE DIV.	SLN/BAP	5-26-72
DEPARTMENT OF TRANSIT AND TRAFFIC	JWE	5-30-72

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 APPROVAL RECOMMENDED
[Signature]
 HEAD BUREAU OF ENGINEERING
 APPROVED
 DIRECTOR OF PUBLIC WORKS

PREPARED BY
 MATZ CHILDS & ASSOCIATES, INC.
 CONSULTING ENGINEERS
 BALTIMORE, MARYLAND
[Signature]
 4-19-1972
 DATE

STATE ROADS COMMISSION OF MARYLAND
 REVIEWED AND APPROVAL RECOMMENDED
[Signature]
 CHIEF BUREAU OF ENGINEERING
 APPROVAL RECOMMENDED
 CHIEF INTERSTATE DIVISION FOR BALTIMORE CITY

APPROVAL RECOMMENDED
[Signature]
 DEPUTY CHIEF ENGINEER - DEVELOPMENT
 APPROVED
 CHIEF ENGINEER

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 APPROVED
 DIVISION ENGINEER
 42