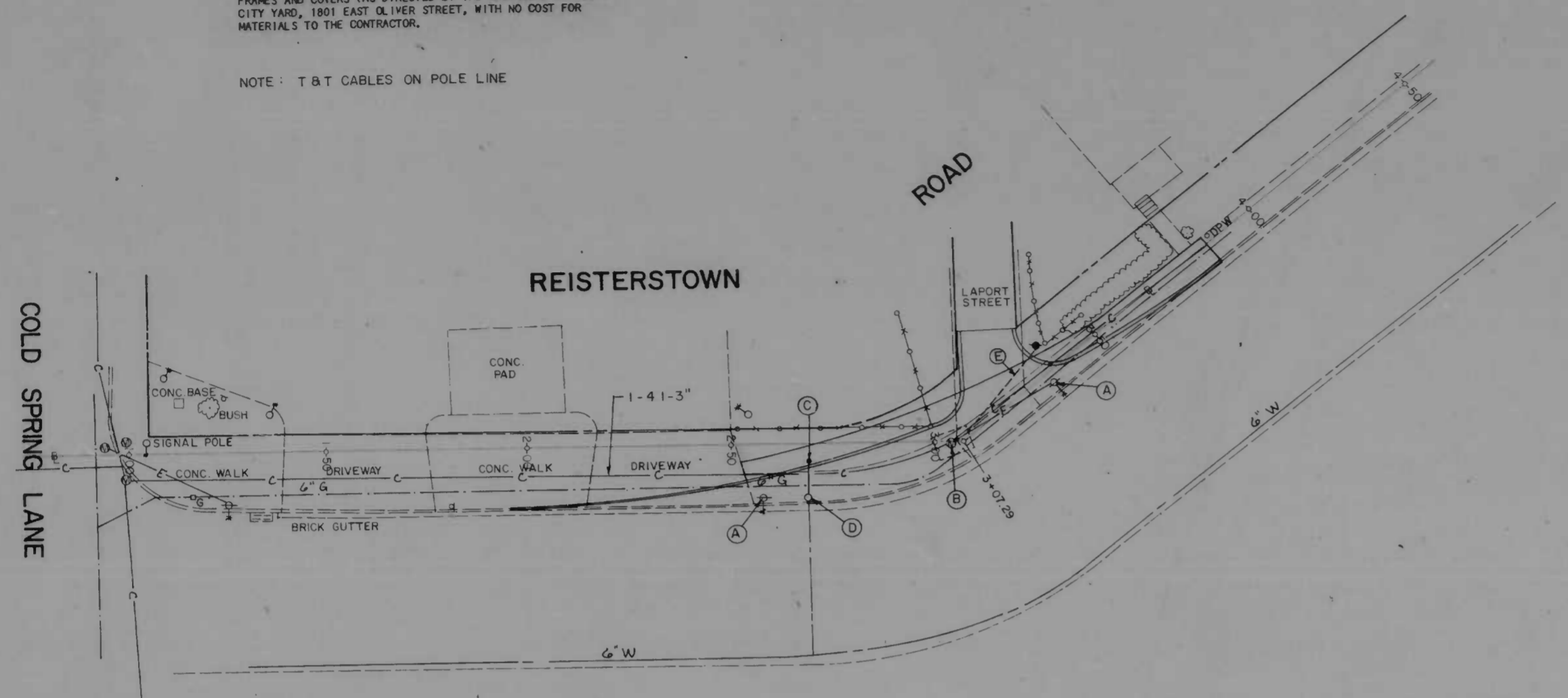


FHWA REGION	STATE	FED AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX-000S(46)	10	19

NOTE: ALL OBSOLETE ELECTRICAL FRAMES AND COVERS WITHIN THE LIMITS OF RECONSTRUCTION SHALL BE EXCHANGED FOR NEW FRAMES AND COVERS (AS DIRECTED BY THE ENGINEER) AT THE CITY YARD, 1801 EAST OLIVER STREET, WITH NO COST FOR MATERIALS TO THE CONTRACTOR.

NOTE: T & T CABLES ON POLE LINE



GENERAL NOTES

- (A) Wooden Pole to be relocated by BG&E
- (B) Remove existing top slab and two brick courses. Replace with slab per detail on Sheet 4. Replace frame and grate with traffic bearing units.
- (C) Install new metered water supply service including necessary pipe extensions and connectors.
- (D) Remove existing water service housing and contained items.
- (E) Install 2-5" Conduit

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	gpi Greenman - Pedersen, Inc. ENGINEERS/ARCHITECTS/PLANNERS	INTERSECTION IMPROVEMENTS TO: REISTERSTOWN ROAD NORTH OF COLD SPRING LANE UTILITY PLAN	DRAWN BY C.L.D. / P.A.H. DES. BY P.A.H. TRACED BY N.R.B. CHK. BY K.J.B. F.A.P. NO. IX-000S(46) SHEET NO. S.H.A. NO. BC-311-146-815 10 OF 19 BALTO. CITY NO. 3106
		SCALE: HORIZ. 1"=20' VERT. 1"=2'	DATE: MAY 19, 1986

REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX-000S(46)	11	19

CURB SCHEDULE

STATION		LINEAR FEET
FROM	TO	
9+70.12L	15+06.6R	536.5

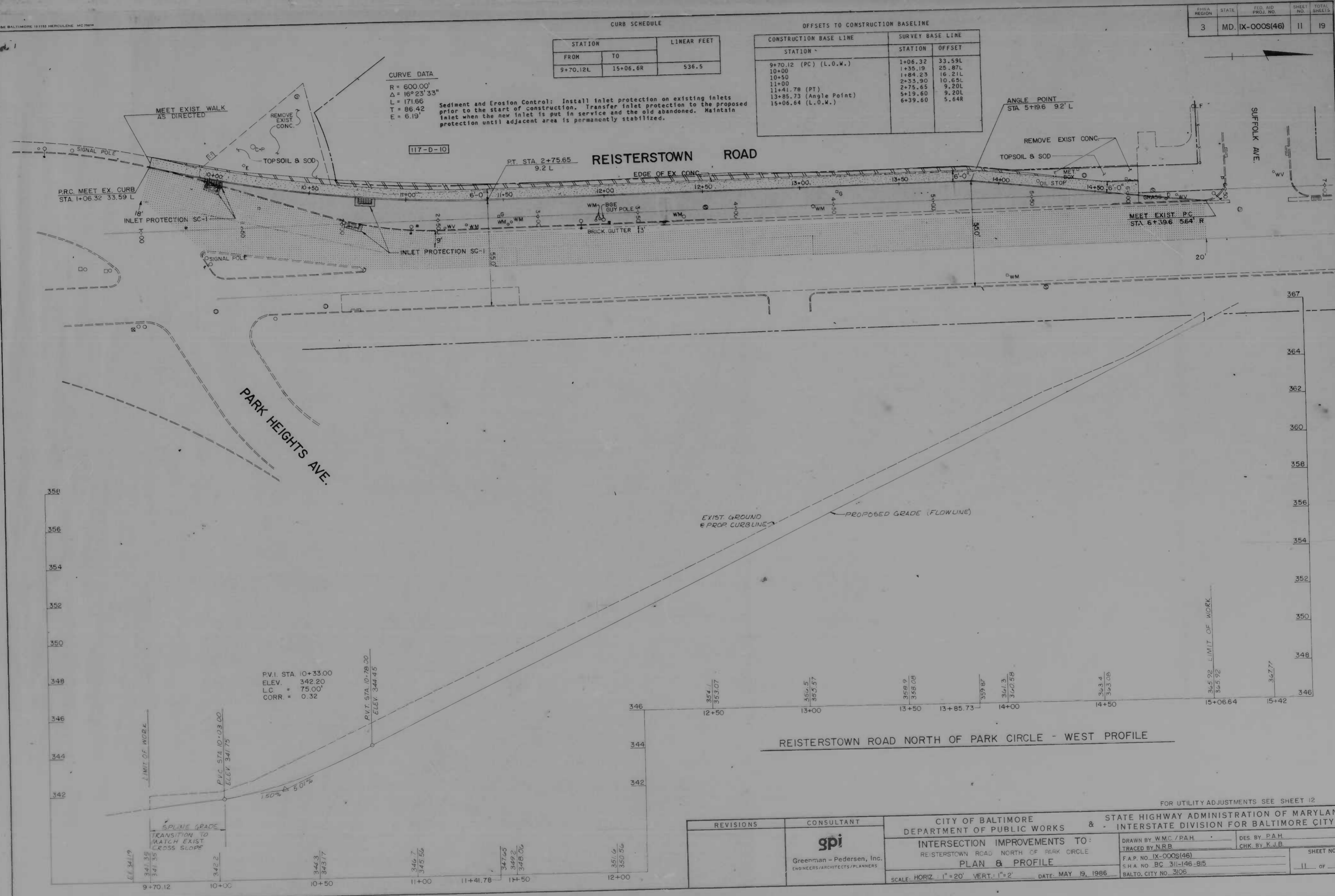
OFFSETS TO CONSTRUCTION BASELINE

CONSTRUCTION BASE LINE		SURVEY BASE LINE	
STATION	STATION	OFFSET	
9+70.12 (PC) (L.O.W.)	1+06.32	33.59L	
10+00	1+35.19	25.87L	
10+50	1+84.23	16.21L	
11+00	2+33.90	10.65L	
11+41.78 (PT)	2+75.65	9.20L	
13+85.73 (Angle Point)	5+19.60	9.20L	
15+06.64 (L.O.W.)	6+39.60	5.64R	

CURVE DATA

R = 600.00'
 Δ = 16°23'33"
 L = 171.66
 T = 86.42
 E = 6.19'

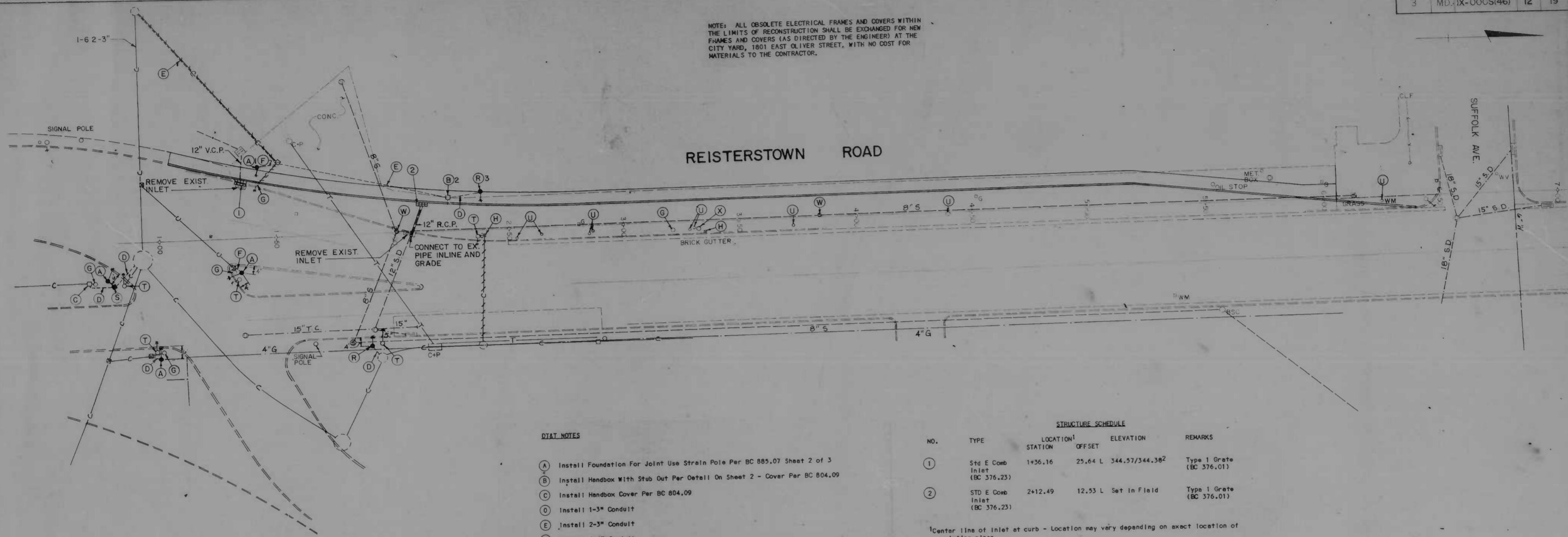
Sediment and Erosion Control: Install inlet protection on existing inlets prior to the start of construction. Transfer inlet protection to the proposed inlet when the new inlet is put in service and the old abandoned. Maintain protection until adjacent area is permanently stabilized.



REVISIONS	CONSULTANT spi Greenman - Pedersen, Inc. ENGINEERS/ARCHITECTS/PLANNERS	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSECTION IMPROVEMENTS TO: REISTERSTOWN ROAD NORTH OF PARK CIRCLE PLAN & PROFILE	
SCALE: HORIZ. 1"=20' VERT. 1"=2'		DATE: MAY 19, 1986	FOR UTILITY ADJUSTMENTS SEE SHEET 12
DRAWN BY W.M.C./P.A.H. TRACED BY N.R.B.		DES. BY P.A.H. CHK. BY K.J.B.	SHEET NO. 11 of 19
F.A.P. NO. IX-000S(46)		BALTO. CITY NO. 3106	

FHWA REGION	STATE	FIS AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	IX-00CS(46)	12	19

NOTE: ALL OBSOLETE ELECTRICAL FRAMES AND COVERS WITHIN THE LIMITS OF RECONSTRUCTION SHALL BE EXCHANGED FOR NEW FRAMES AND COVERS (AS DIRECTED BY THE ENGINEER) AT THE CITY YARD, 1801 EAST OLIVER STREET, WITH NO COST FOR MATERIALS TO THE CONTRACTOR.



DIAT. NOTES

- (A) Install Foundation For Joint Use Strain Pole Per BC 885.07 Sheet 2 of 3
- (B) Install Handbox With Stub Out Per Detail On Sheet 2 - Cover Per BC 804.09
- (C) Install Handbox Cover Per BC 804.09
- (D) Install 1-3\"/>

GENERAL NOTES

- (R) Install Foundation For Light Pole Per BC 801.02
- (S) Install Handbox - Cover Per BC 804.04
- (T) Existing Foundation To Be Removed By Contractor. Pole Will Be Removed By Department of Public Works.
- (U) Remove Existing Water Meter Housing and Contained Items (Service Is Abandoned)
- (V) Adjust Utility Frame and Cover Including Necessary Adjustments to Structure
- (X) Existing Foundation To Be Removed By Contractor. Pole Will Be Moved By BG&E.

STRUCTURE SCHEDULE

NO.	TYPE	LOCATION ¹ STATION	OFFSET	ELEVATION	REMARKS
①	Std E Comb Inlet (BC 376.23)	1+56.16	25.64 L	344.57/344.38 ²	Type 1 Grate (BC 376.01)
②	Std E Comb Inlet (BC 376.23)	2+12.49	12.53 L	Set in Field	Type 1 Grate (BC 376.01)

¹Center line of inlet at curb - Location may vary depending on exact location of existing pipes
²Ends of top of header

UTILITY OFFSETS

NOTE NO.	STATION	OFFSET	ITEM
1	1+42	32.01	POLE FOUNDATION
2	2+24	14.51	HANDBOX
3	4+45-2+38	5+PT 16.5L	POLE FOUNDATION

SEE PLAN FOR ADDITIONAL DIMENSIONAL OFFSETS

REVISIONS 1. ADDENDUM NO. 1 6-13-86	CONSULTANT Greenman - Pedersen, Inc. ENGINEERS - PLANNERS	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS INTERSECTION IMPROVEMENTS TO: REISTERSTOWN ROAD NORTH OF WALKER CIRCLE UTILITY PLAN SCALE: HORIZ. 1" = 20' VERT. 1" = 2' DATE: MAY 19, 1986	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY DRAWN BY: W.M.C./PAH TRACED BY: NRB F.A.P. NO. IX-00CS(46) P.W.A. NO. BC 31-146-85 BALTO. CITY NO. 306
		DES. BY: PAH CHK. BY: R.J.B.	SHEET NO. 12 OF 19

FILE REF.

REVISIONS		DATE	BY
NO.	DESCRIPTION		

STABILIZATION SPECIFICATIONS

TEMPORARY STABILIZATION - SECTION 706

Planting Season Temporary seeding can be done anytime of the year except when the ground is frozen. This item shall consist of furnishing and placing all fertilizer, temporary seed and mulch on areas disturbed for more than fourteen (14) days.

Schedule of Procedure The contractor shall provide temporary stabilization as specified in the approved sediment control plan.

Seedbed Preparation When the area to be seeded is packed and hard, the top layer of topsoil shall be loosened by raking or other means before seed is applied.

Lime No lime shall be required for temporary seeding.

Fertilizer Commercial fertilizer of an analysis 5-10-5 applied at a rate of 35 pounds per 1000 square feet.

Seeding (Section 920.04) Seed mixture, Annual Ryegrass applied at the rate of 3 pounds per 1000 square feet.

Mulching Applied at the rate of 100 pounds per 1000 square feet. Mulch anchoring - asphalt mix at the rate of 10 gallons per 1000 square feet. The mulch shall be applied by blowing and the asphalt binder material shall be sprayed into the mulch.

PERMANENT STABILIZATION - SECTION 707

Planting Season No sod shall be placed between the dates of June 1 and August 15 inclusive nor at anytime when the temperature is below thirty-two (32) degrees Fahrenheit. No frozen sod shall be used and no sod shall be placed upon frozen soil.

Seedbed Preparation Before placing or depositing sod upon any surfaces, all shaping and dressing of such surfaces shall have been completed. The completed areas to be seeded shall present a smooth, uniform, well-filled surface true to line and cross section and any raking required to accomplish this will be done prior to the placing of the sod.

Fertilizers All areas to be seeded shall be fertilized with a commercial fertilizer of an analysis 10-10-10 and Ureaform fertilizer 38-0-0 applied at the rate of 20 and 5 pounds respectively per 1000 square feet.

NOTE: After sod is in place, topdress the sod with Ureaform fertilizer 38-0-0 at the rate of 5 pounds per 1000 sq. ft.

Lime (Lime) at the rate of 100 pounds of ground limestone per 1000 square feet. The lime and the 10-10-10 and 38-0-0 fertilizers shall be worked into the top two (2) inches of soil prior to placing sod.

Seedmixture Grass Sod (Section 920.04.04)

TYPE A - Bluegrass Sod
not less than 80% Kentucky Bluegrass
not more than 20% Creeping Red Fescue

TYPE B - Tall Fescue Sod
not less than 80% Tall Fescue
not more than 20% Kentucky Bluegrass and Red Fescue

BALTIMORE CITY SEDIMENT CONTROL

Title 8, Subtitle 11, Natural Resources, Annotated Code of Maryland and Baltimore City Ordinance 1013, require that provisions to control erosion and sediment shall be included for all City land disturbance. As required by State Law, construction cannot be started until such erosion and sediment control provisions are approved.

The Contractor must filter all run-off and control all sediment within the project. All work must comply with all requirements of the "Baltimore City Erosion and Sediment Control Manual" and the "1983 Maryland Standards and Specifications For Soil Erosion and Sediment Control", as distributed and modified by the Baltimore City Sediment Control Section.

Nothing herein relieves the Contractor from complying with any and all other Federal, State or Municipal Regulations.

The contractor shall coordinate construction activities, the implementation of traffic control, and the implementation of inlet protection in a manner so that no area adjacent to and/or upstream of an existing or proposed inlet is disturbed when the protection of said inlet is not physically possible due to space constraints caused by the adjacent roadway being used for traffic conveyance.

EROSION AND SEDIMENT CONTROL NOTE

- All utilities to be constructed first, prior to any construction on the site.
- No pumping from foundation excavations will be allowed directly into City system unless it is filtered by way of Sediment Traps or Filters.
- All excavation material shall be placed on the high side whenever possible and confined to an area where it will not obstruct the normal flow of drainage courses.
- Continuous inspection and maintenance of all Sediment Control devices will be required.

INSTRUCTIONS

- For land disturbing activities it is understood that the following conditions will be met:
- A. Grading**
- All disturbed areas shall be protected to control erosion and to prevent sedimentation of adjacent properties, storm sewers and/or streams.
 - Sediment control devices such as, diversion berms, sediment traps, silt fences, vegetative stabilization, etc., shall be used to prevent off-site sedimentation at all times, at every location throughout the site where natural or existing conditions would cause sediment to normally wash off the site.
 - No proposed cut or fill will exceed three feet in depth (cut) or height (fill) without erosion and sediment controls. Exclusion of excavation for foundations.
 - No fill will be placed on any existing slope steeper than 5:1 without erosion and sediment controls.
 - There will be no final graded slope steeper than 2:1.
 - Borrow and/or spoil material shall not be stockpiled within the limits of this project.
 - All fills will be free of any organic or other deleterious materials and will be compacted. All areas to receive fill will have the ground surface prepared by removing all existing vegetation and root mat.
 - The proposed grading will not impair existing surface drainage, constitute a potential erosion hazard, or source of sedimentation to any adjacent property, drainage way or right-of-way.
 - All points of ingress and egress shall be protected to prevent tracking of mud onto public ways.
- B. Stabilization**
- As soon as final grading is completed, all disturbed areas will be stabilized with temporary or permanent mulch, including stone, geotext, conc. surfacing, etc.
 - For vegetating areas steeper than three horizontal units to one vertical unit, adequate mulch, fertilizer and type of seed will be placed to ensure a vigorous ground cover and such application will be repeated, if necessary, until such growth is established.
 - Timing - Following initial soil disturbances or redistribution, permanent or temporary stabilization shall be completed within:
 - Seven calendar days for the surface of all perimeter dikes, swales, ditches, perimeter slopes, and all slopes greater than three horizontal to one vertical (3:1) and;
 - Twenty-four (24) hours for disturbed areas such as base repairs, alley returns, curb repairs, bus pads, pedestrian ramps, sidewalks and backfilled utility trenches. Stabilization shall consist of a minimum of 4 inch Graded Aggregate Sub-base and;
 - Fourteen calendar days for all other disturbed or graded areas.
 - For Details regarding temporary and permanent stabilization practices, reference the "1983 Maryland Standards and Specifications For Soil Erosion and Sediment Control", or contact the Baltimore City Sediment Control Representative.
 - Sediment control devices are to be removed only after all disturbed areas have been stabilized.

CONDITIONS

- The Contractor will submit written notification to the Baltimore City Sediment Control Representative at least three working days before starting any grading activities, stating the following:
- The day he intends to start work
 - The source of all borrow material
 - The designated stockpile area
 - The Contractor's staging area
 - The disposal site for all excess material
 - The construction sequence
 - The completion day of the work

Department of Public Works, Bureau of Highways
Environmental Services Division, Erosion and Sediment Control Section
309 Municipal Building, Baltimore, MD 21202
Phone - (301) 396-3693

Owners / Developers Certification
I/We hereby certify that any clearing, grading, construction and/or development will be done pursuant to this plan and that all responsible personnel involved in the construction project will have a certification of attendance at a Department of Natural Resources approved training program for the control of sediment and erosion before beginning the project.

Harry J. McCullough 3-7-86
Signature Date
HARRY J. MCCULLOUGH 3-7-86
Print Name Date

2225 N. CHARLES STREET
Address
396-7290
Phone

Engineer's Certification
I certify that this plan for Erosion and Sediment Control represents a practical, workable plan based on personal knowledge of the site conditions and that it was prepared in accordance with the requirements of the Baltimore City Erosion and Sediment Control Section.

Dante A. Gurfoglio 3-7-86
Signature Date
DANTE A. GURFOLIO
Print Name

2225 N. CHARLES STREET
Address
396-7336
Phone

APPROVED BY: *Frederick M. ...*
EROSION & SEDIMENT CONTROL REPRESENTATIVE

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS
INTERSECTION IMPROVEMENTS
CHARLES ST. AT NORTHERN PARKWAY
REISTERSTOWN RD. AT NORTHERN PARKWAY
REISTERSTOWN RD. NORTH OF COLD SPRING LANE
REISTERSTOWN RD. NORTH OF PARK CIRCLE
BALTO CITY NO. 3108
SHA NO. BC 311-146-815

FAP NO. IX-0008146)

SOIL EROSION / SEDIMENT CONTROL NOTES

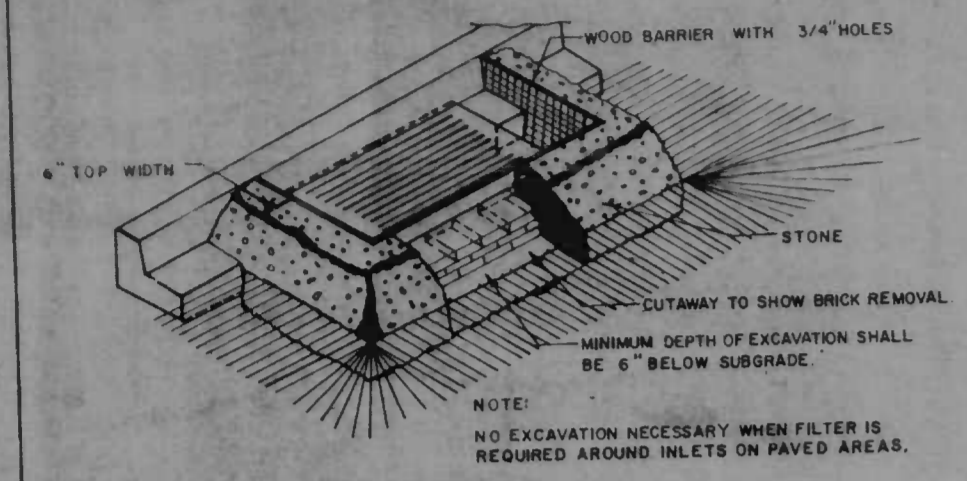
SCALE: NONE
HIGHWAY ENGINEERING DIVISION
DATE: SEPT. 27, 1985
SHEET 13 OF 17

DRAWN BY
EXAMINED BY

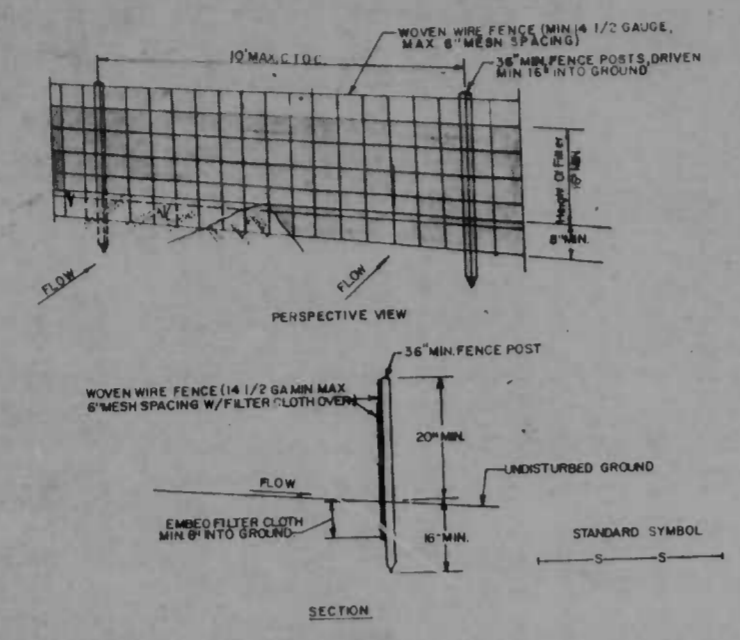
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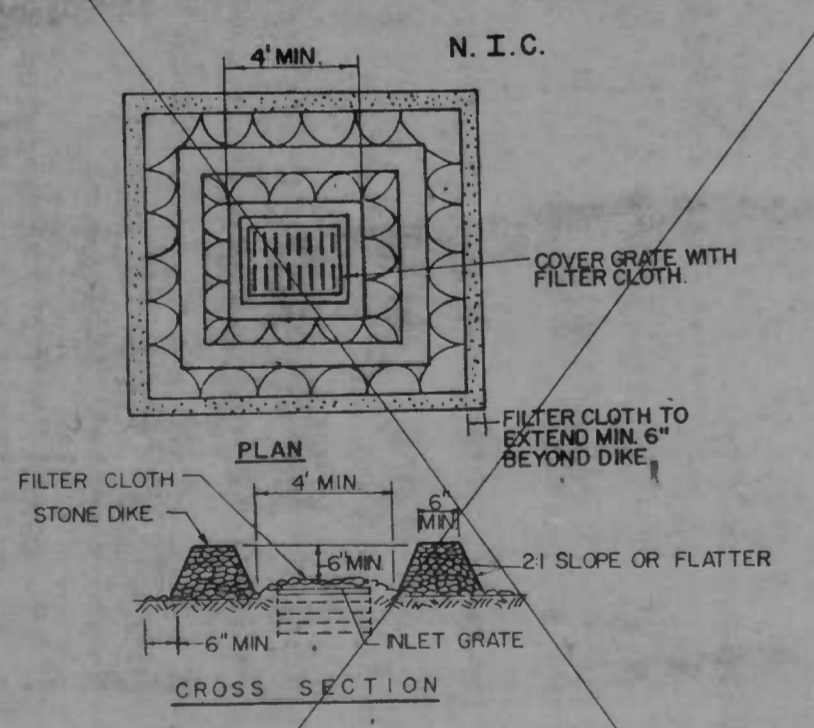
REVISIONS		DATE	BY
NO.	DESCRIPTION		



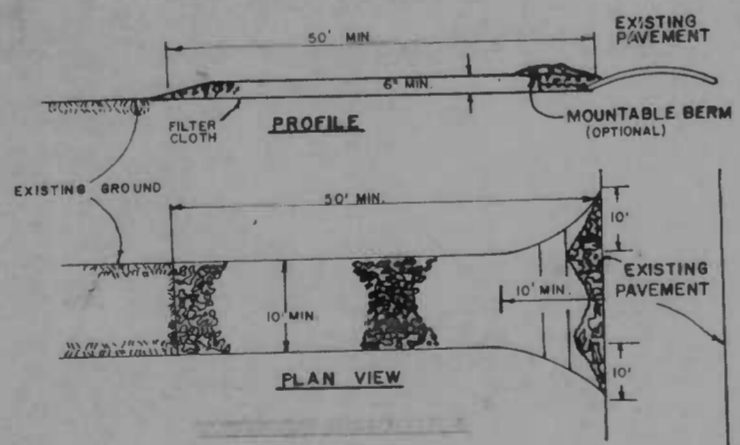
INLET PROTECTION
DETAIL SC-1



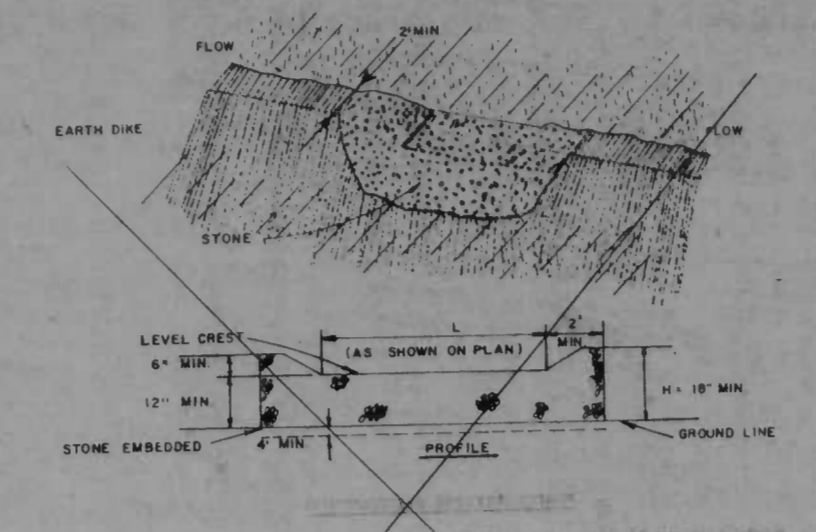
SILT FENCE
DETAIL SC-3



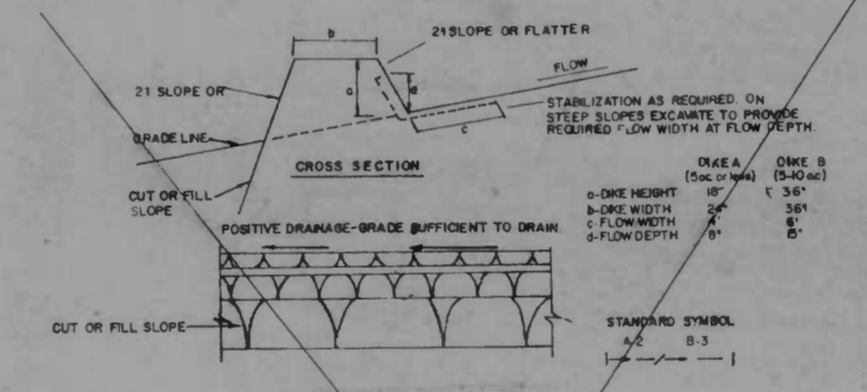
INLET PROTECTION
DETAIL SC-2



STABILIZED CONSTRUCTION ENTRANCE
DETAIL SC-4



STONE OUTLET STRUCTURE
DETAIL SC-5



EARTH / STONE DIKE
DETAIL SC-6/DETAIL SC-7

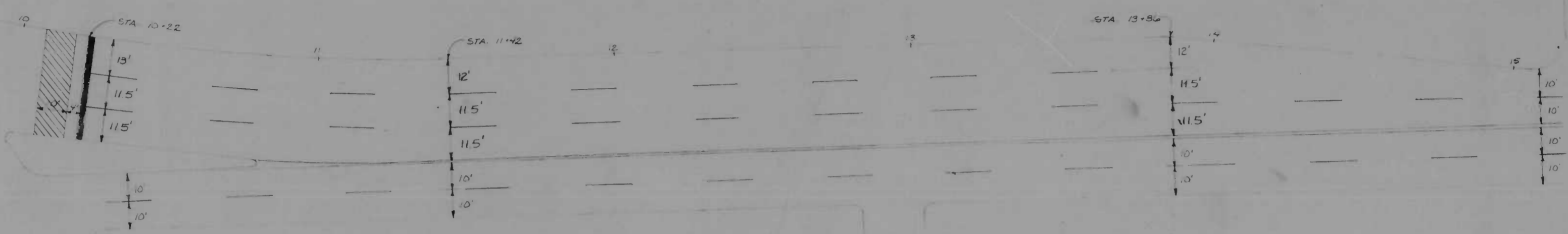
- LEGEND**
- LIMITS OF DISTURBANCE
 - INLET PROTECTION (SC-1 OR SC-2 AS NOTED)
 - S-S- SILT FENCE (SC-3)
 - STABILIZED CONSTRUCTION ENTRANCE (SC-4)
 - N.I.C. STONE OUTLET STRUCTURE (SC-5)
 - N.I.C. EARTH/STONE DIKE (SC-6 OR SC-7 AS NOTED)
 - N.I.C. STOCKPILE AREA
 - N.I.C. SUMP PIT (SP-1)
 - N.I.C. SEDIMENT TRAP (ST-V)
 - N.I.C. CHECK DAM
 - N.I.C. CONTRACTOR STAGING AREA
 - N.I.C. INSTREAM SEDIMENT TRAP (SC-8)
 - N.I.C. NOT IN CONTRACT

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS
INTERSECTION IMPROVEMENTS
CHARLES ST. AT NORTHERN PARKWAY
REISTERSTOWN RD. NORTH OF COLD SPRING LANE
REISTERSTOWN RD. NORTH OF PARK CIRCLE
BALTO. CITY NO. 3106
FAP NO. IX-0005(46) SHA NO. BC. 311-146-815
SOIL EROSION / SEDIMENT CONTROL DETAILS

SCALE NO SCALE DATE
HIGHWAY ENGINEERING DIVISION SHEET 14 OF 19

DRAWN BY A. MOSCATO
EXAMINED BY

FILE REF.



REISTERSTOWN ROAD NORTH OF PARK CIRCLE



REISTERSTOWN ROAD NORTH OF COLD SPRING LANE

NO.	DESCRIPTION

INTERSECTION IMPROVEMENTS TO
REISTERSTOWN ROAD NORTH OF PARK CIRCLE
REISTERSTOWN ROAD NORTH OF COLD SPRING LANE
PAVEMENT MARKING DRAWINGS

DATE 5/28/24	SCALE 1"=20'	DRN C.L.D.	CHK P.A.H.	CKD	APPVD
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DEPARTMENT OF
TRANSIT & TRAFFIC
CITY OF BALTIMORE

DRAWING
NO.
10 OF 19

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX-000S(46)	17	19

SUMMARY OF QUANTITIES

No.	ITEM	UNIT	PARTICIPATING				NON PARTICIPATING				ESTIMATED QUANTITY				CONTINGENT QUANTITY				TOTAL QUANTITY
			A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
PRELIMINARY ITEMS																			
1001	ENGINEER'S OFFICE NO. 2	L.S.	L.S.	L.S.	L.S.	L.S.					L.S.	L.S.	L.S.	L.S.					L.S.
1002	ENGINEER'S VEHICLE	MTH.	1	1	1	1					1	1	1	1					4
1003	MAINTENANCE OF TRAFFIC	L.S.	L.S.	L.S.	L.S.	L.S.					L.S.	L.S.	L.S.	L.S.					L.S.
1004	ARROW BOARD	U.D.	42	42	35	42					42	42	35	42					161
1005	TEMPORARY TRAFFIC SIGNS	S.F.	232	232	172	172					232	232	172	172					808
1006	REMOVAL OF EXISTING PAVEMENT MARKINGS	L.F.		1330	450	1040						1330	450	1040					2820
1007	TEMPORARY CONCRETE BARRIER FOR MAINTENANCE OF TRAFFIC	L.F.		150								150							150
1008	CONSTRUCTION STAKE-OUT	L.S.	L.S.	L.S.	L.S.	L.S.					L.S.	L.S.	L.S.	L.S.					L.S.
1009	MOBILIZATION	L.S.	L.S.	L.S.	L.S.	L.S.					L.S.	L.S.	L.S.	L.S.					L.S.
1010	PLASTIC TRAFFIC CONTROL DRUMS	E.A.	20	25	15	25					20	25	15	25					85
1011	BITUMINOUS CONCRETE FOR MAINTENANCE OF TRAFFIC - CONTINGENT	TON	10	10	10	10									10	10	10	10	40
1012	TEMPORARY PAVEMENT STRIPING TAPE - CONTINGENT	L.F.	200	200	200	200									200	200	200	200	800
1013	REMOVAL OF TEMPORARY PAVEMENT STRIPING TAPE - CONTINGENT	L.F.	200	200	200	200									200	200	200	200	800

GRADING ITEMS

2001	BORROW EXCAVATION TYPE II	C.Y.	85								85								85
2002	CONTINGENT BORROW EXCAVATION - TYPE II	C.Y.	25	25	25	25									25	25	25	25	100
2003	TEST PIT EXCAVATION - CONTINGENT	C.Y.	25	25	25	25									25	25	25	25	100
2004	STRIPPING BITUMINOUS SURFACE MATERIALS	S.Y.	2040	985	350	1680					2040	985	350	1680					5055
2005	UNCLASSIFIED EXCAVATION	C.Y.	460	450	135	685					460	450	135	685					1730
2006	REMOVE RETAINING WALL AT DURON PAINTS	L.S.		L.S.								L.S.							L.S.
2007	REMOVE CONCRETE WALL AT DISCOUNT TIRE	L.S.		L.S.								L.S.							L.S.
2008	PORTLAND CEMENT CONCRETE SAW CUT	L.F.	310	280	8	50					310	280	8	50					648
2009	BITUMINOUS CONCRETE SAW CUT	L.F.	50		50						50		50						100

- A - CHARLES STREET AT NORTHERN PARKWAY
- B - REISTERSTOWN ROAD AT NORTHERN PARKWAY
- C - REISTERSTOWN ROAD NORTH OF COLD SPRING LANE
- D - REISTERSTOWN ROAD NORTH OF PARK CIRCLE

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	gpi Greenman - Pederson, Inc. ENGINEERS/ARCHITECTS/PLANNERS	INTERSECTION IMPROVEMENTS SUMMARY OF QUANTITIES PRELIMINARY AND GRADING		DRAWN BY: C.L.D. TRACED BY:	DES. BY: PAH CHK. BY:
		SCALE: NONE	DATE: MAY 19, 1986	F.A.P. NO. IX-000S(46) S.H.A. NO. BC 311-146-815 BALTO. CITY NO. 3106	SHEET NO. 17 of 19

DATE BALTIMORE 19 1183 MERCULENE MC 7884

FED. REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX-0005(46)	18	19

SUMMARY OF QUANTITIES

No.	ITEM	UNIT	PARTICIPATING				NON PARTICIPATING				ESTIMATED QUANTITY				CONTINGENT QUANTITY				TOTAL QUANTITY
			A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	
DRAINAGE ITEMS																			
3001	SELECTED BACKFILL USING AASHTO #57 STONE	C.Y.	20	25		15				20	25		15						60
3002	STANDARD TYPE E INLET - MINIMUM DEPTH	EA.	2	1						2	1								3
3003	STANDARD TYPE E COMBINATION INLET - MINIMUM DEPTH	EA.	1	1		2				1	1		2						4
3004	STANDARD TYPE H INLET - MINIMUM DEPTH	EA.	1							1									1
3005	STANDARD MANHOLE - VERT. DEPTH	L.F.	2							2									2
3006	ADJUST EXISTING MANHOLE	EA.	1	1		2				1	1		2						4
3007	SLOPE FILTER FENCE	L.F.	135							135							50	50	200
3008	4 IN. PERFORATED CIRCULAR PIPE UNDERDRAIN - CONTINGENT	L.F.	50	50	50	50											15		15
3009	15 IN. REINFORCED CEMENT CONCRETE PIPE CLASS 3 - CONTINGENT	L.F.		15						60	12								72
3010	15 IN. REINFORCED CEMENT CONCRETE PIPE CLASS 3	L.F.	60	12									15						15
3011	12 IN. REINFORCED CEMENT CONCRETE PIPE CLASS 3	L.F.				15											15		15
3012	RELAID OLD PIPE CULVERTS OF ANY SIZE - CONTINGENT	L.F.		15															1
3013	STANDARD STORM MANHOLE - MIN. DEPTH	EA.	1							1									3
3014	BRICK 'Y'	EA.	2	1						2	1						2	2	4
3015	STANDARD TYPE E INLET - VERTICAL DEPTH - CONTINGENT	L.F.	2	2		4											2		6
3016	STAND. TYPE E COMBINATION INLET - VERT. DEPTH - CONTINGENT	L.F.		2									1						1
3017	RACKBACK EXISTING INLET	EA.		1															8
3018	REMOVE STORM DRAINAGE INLET OF ANY TYPE	EA.	3	3		2				3	3		2						18
3019	INLET PROTECTION	EA.	7	7		4				7	7		4						

PAVING ITEMS

5001	6 IN. SUBBASE COURSE USING GRADED AGGREGATE	S.Y.	420	410	200	800				420	410	200	800						1830
5002	BITUMINOUS CONCRETE SURFACE	TON	285	150	57	281				285	150	57	281						773
5003	BITUMINOUS CONCRETE BASE	TON	67	57	85	124				67	57	85	124						333
5004	BITUMINOUS CONCRETE FOR WEDGE AND/OR LEVELING	TON	2			5				2			5						7
5005	SPECIAL LONGITUDINAL TIE BAR DEVICE	EA.	200	130		135				200	130		135						465
5006	BITUMINOUS CONCRETE FOR WEDGE & / OR LEVELING - CONTINGENT	TON		3	5	5											3	5	13
5007	6 INCH PLAIN CEMENT CONCRETE BASE WIDENING, MIX 7	S.Y.	380	322		700				380	322		700						1402
5008	9 INCH REINFORCED CEMENT CONCRETE PAVEMENT REPAIR, MIX 7	S.Y.		96							96								96
5009	11 INCH REINFORCED CEMENT CONCRETE BUS PAD, MIX 7	S.Y.	196	98						196	98								294
5010	CONCRETE PAVEMENT JOINT SHAPING AND SEALING	L.F.		175									175						175
5011	PREMARKING OF PAVEMENT	L.S.	L.S.	L.S.	L.S.	L.S.				L.S.	L.S.	L.S.	L.S.						L.S.
5012	4 IN. SOLID STRIPE PAVEMENT MARKINGS	L.F.	1180	1330	450	880				1180	1330	450	880						3840
5013	4 IN. BROKEN STRIPE PAVEMENT MARKING (ANY RATIO)	L.F.	430	330	170	315				430	330	170	315						1245
5014	12 IN. STRIPE CROSSWALK PAVEMENT MARKINGS	L.F.	1156	2754		244				1156	2754		244						4154
5015	24 IN. STRIPE STOP LINE PAVEMENT MARKING	L.F.	65	172		36				65	172		36						273
5016	ARROW PAVEMENT MARKING	EA.	4	4						4	4						45	45	180
5017	VARIABLE DEPTH SUBBASE USING GRADED AGGREGATE - CONTINGENT	TON	45	45	45	45													

- A - CHARLES STREET AT NORTHERN PARKWAY
- B - REISTERSTOWN ROAD AT NORTHERN PARKWAY
- C - REISTERSTOWN ROAD NORTH OF COLD SPRING LANE
- D - REISTERSTOWN ROAD NORTH OF PARK CIRCLE

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	spi Greenman - Pedersen, Inc. ENGINEERS/ARCHITECTS/PLANNERS	INTERSECTION IMPROVEMENTS SUMMARY OF QUANTITIES DRAINAGE AND PAVING	DRAWN BY: C.L.D. DES. BY: PAH TRACED BY: PAH SHEET NO. 18 of 19
		SCALE: NONE	DATE: MAY 19, 1986

3	MD. (X-0005146)	19	19
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SUMMARY OF QUANTITIES

No.	ITEM	UNIT	PARTICIPATING				NON PARTICIPATING				ESTIMATED QUANTITY				CONTINGENT QUANTITY				TOTAL QUANTITY
			A	B	C	D	A	B	C	D	A	B	C	D	TOTAL				

SHOULDER ITEMS

6001	5 IN. CONCRETE SIDEWALK	S.F.	4900	2600	680	3000					4900	2600	680	3000					11180
6002	STANDARD TYPE A COMBINATION CURB & GUTTER 12 IN. X 11 IN.	L.F.	900	625	238	536					900	625	238	536					2299
6003	7 IN. CONCRETE DRIVEWAY APRON, MIX 7	S.F.	220	945	670					220	945	670							1835
6004	CONCRETE RETAINING WALL - DURON PAINTS	L.S.		L.S.							L.S.								L.S.

LANDSCAPING ITEMS

7001	PLACING SALVAGED TOPSOIL, 2 INCH DEPTH	C.Y.	20	1		18				20	1		18						39
7002	UREAFORM FERTILIZER	L.B.	140			150				140			150						290
7003	SOLID SODDING	S.Y.	350	15	30	310				350	15	30	310			10	2	5	8
7004	FURNISH AND REPLACE TOPSOIL 2 IN. DEPTH - CONTINGENT	C.Y.	10	2	5	8												25	

UTILITY ITEMS

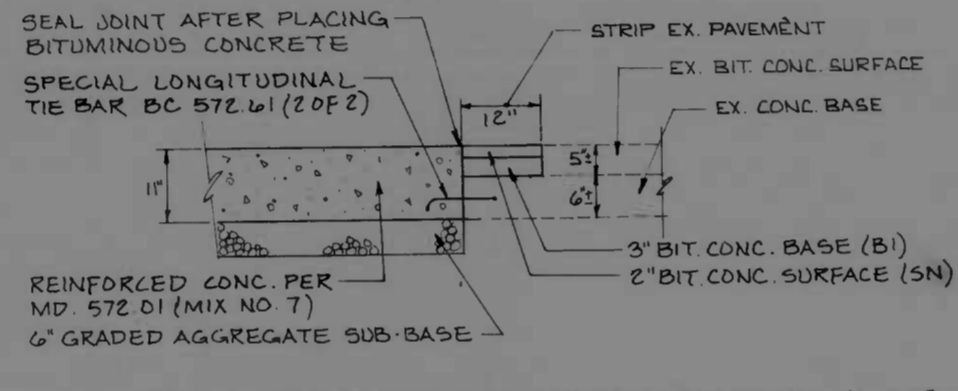
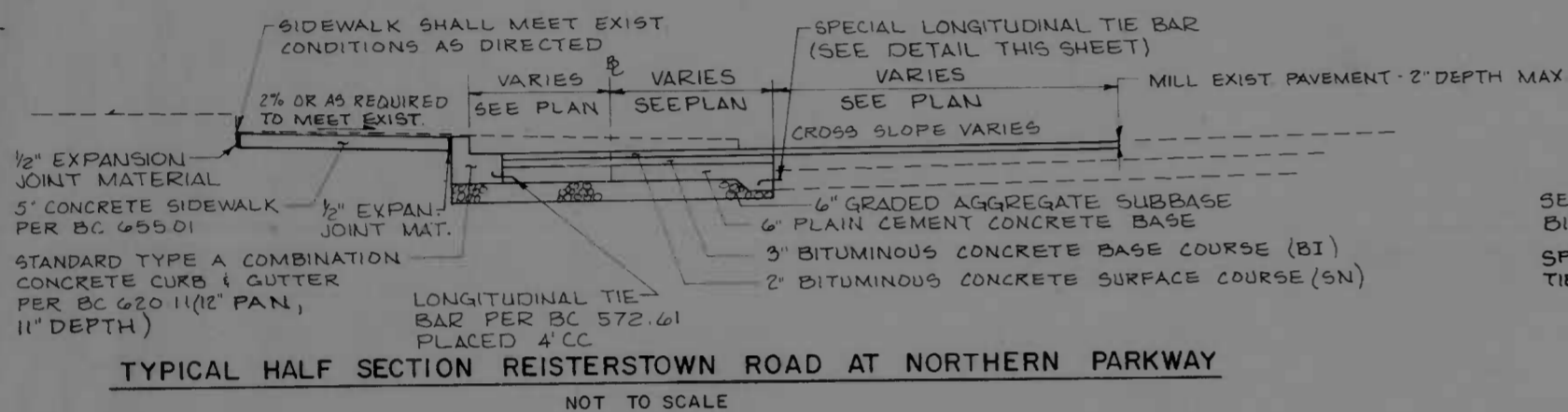
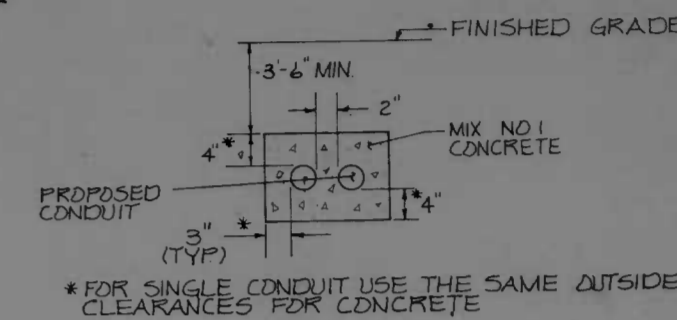
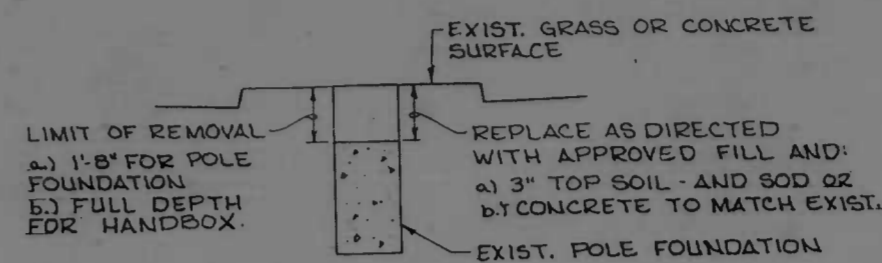
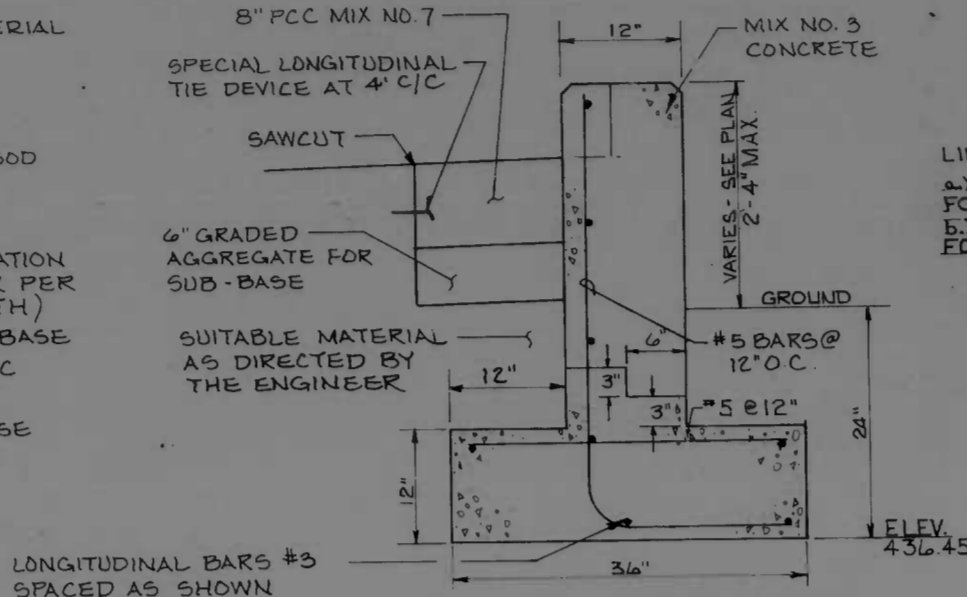
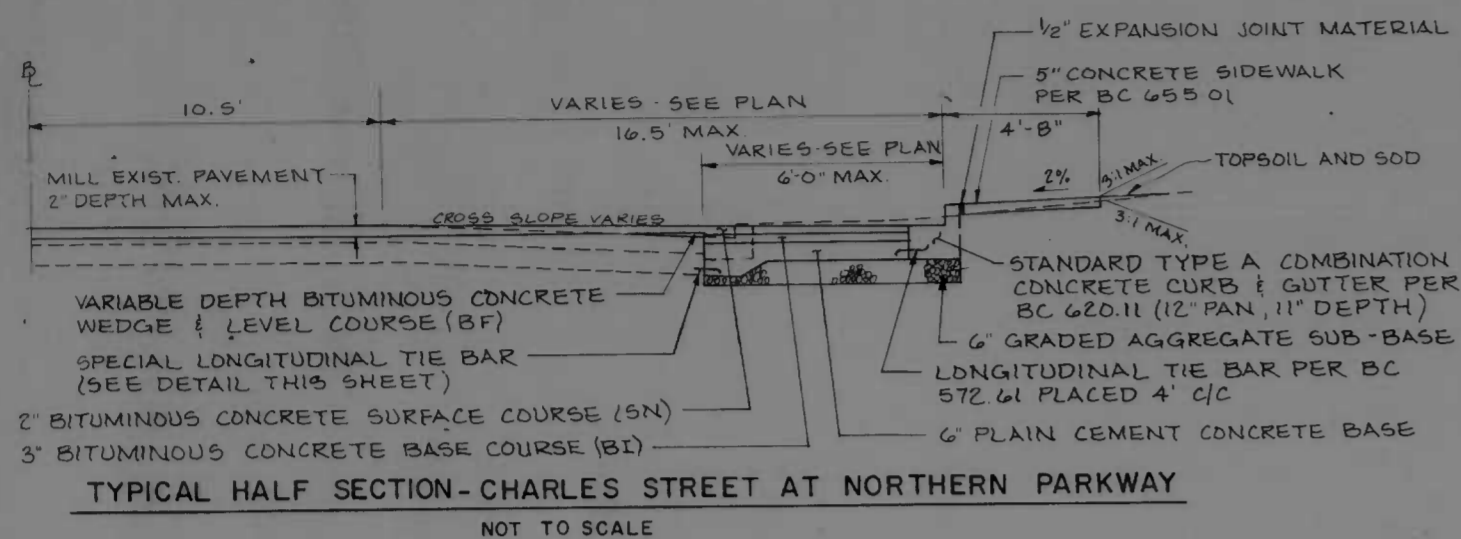
8001	ADJUST EXISTING HANDBOX	EA.	2							2									2
8002	6 IN. FIRE HYDRANT AND VALVE	EA.		1							1								1
8003	RELOCATE 3/4 INCH WATER SERVICE / 5/8 INCH METER	EA.	1	3									1						4
8004	RELOCATE 1 INCH WATER SERVICE / 3/4 INCH METER	EA.			1					1	4								5
8005	POLE, POST & PEDESTAL FOUNDATION 20 IN. X 12 IN. ROUND	EA.	1	4						1	4			4					9
8006	FOUNDATION FOR JOINT USE STRAIN POLE 7 FT. X 24 IN. ROUND	EA.	1	4		4													1
8007	RELOCATE 4 IN. WATER SERVICE / 4 IN. DETECTOR CHECK	EA.		1							1								14
8008	REINFORCED CONCRETE HANDBOX - 18 IN. DIA. X 3 FT. DEPTH DT&T	EA.	3	11						3	11								6
8009	REINFORCED CONCRETE HANDBOX - 18 IN. X 3 FT. DEPTH DPV	EA.	2	3		1				2	3			1					11
8010	REINF. CONCRETE HANDBOX W / STUB OUT 18 IN. DIA. X 3 FT. DEPTH	EA.	2	8		1				2	8			1					56
8011	ROADWAY PEDESTAL BASE FOR LIGHT POLES 7 FT. X 24 IN. SQUARE	EA.	3	11		2				2	35								37
8012	2 IN. P.V.C. CONDUIT ENCASED IN CONCRETE	L.F.	2	35						400	515			40					955
8013	3 IN. DIA. P.V.C. CONDUIT ENCASED IN CONCRETE	L.F.	400	515		40					2			12					14
8014	4 IN. P.V.C. CONDUIT ENCASED IN CONCRETE	L.F.		2		12					222			162					384
8015	2 - 3 IN. P.V.C. CONDUIT ENCASED IN CONCRETE	L.F.		222		162							27						27
8016	2 - 5 IN. P.V.C. CONDUIT ENCASED IN CONCRETE	L.F.			27					6	10			11					27
8017	REMOVE CONCRETE POLE BASE OF ANY TYPE	EA.	6	10		11				4									4
8018	REMOVE EXIST HANDBOX	EA.	4							1			1						2
8019	RECONSTR. M.H. ROOF & PROVIDE TRAFFIC BEARING & FRAME	EA.	1		1						1								1
8020	ABANDON FIRE HYDRANT	EA.		1															

- A - CHARLES STREET AT NORTHERN PARKWAY
- B - REISTERSTOWN ROAD AT NORTHERN PARKWAY
- C - REISTERSTOWN ROAD NORTH OF COLD SPRING LANE
- D - REISTERSTOWN ROAD NORTH OF PARK CIRCLE

REVISIONS 1 ADDENDUM NO 16-13-86	CONSULTANT gpi Greenman - Pedersen, Inc. ENGINEERS/ARCHITECTS/PLANNERS	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS - & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	DRAWN BY: CLO CHECKED BY: P.A.H. DATE: MAY 19, 1986
INTERSECTION IMPROVEMENTS SUMMARY OF QUANTITIES SHOULDER, LANDSCAPING, AND UTILITY		SHEET NO. 19 OF 19	

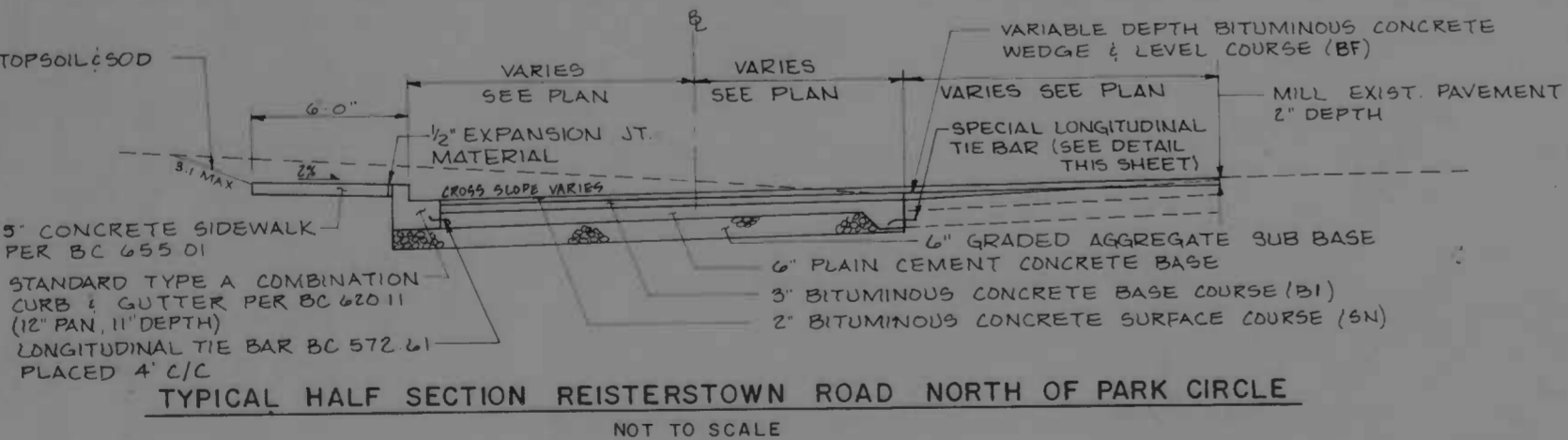
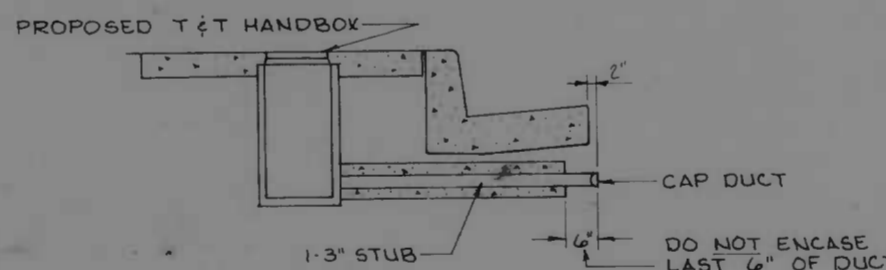
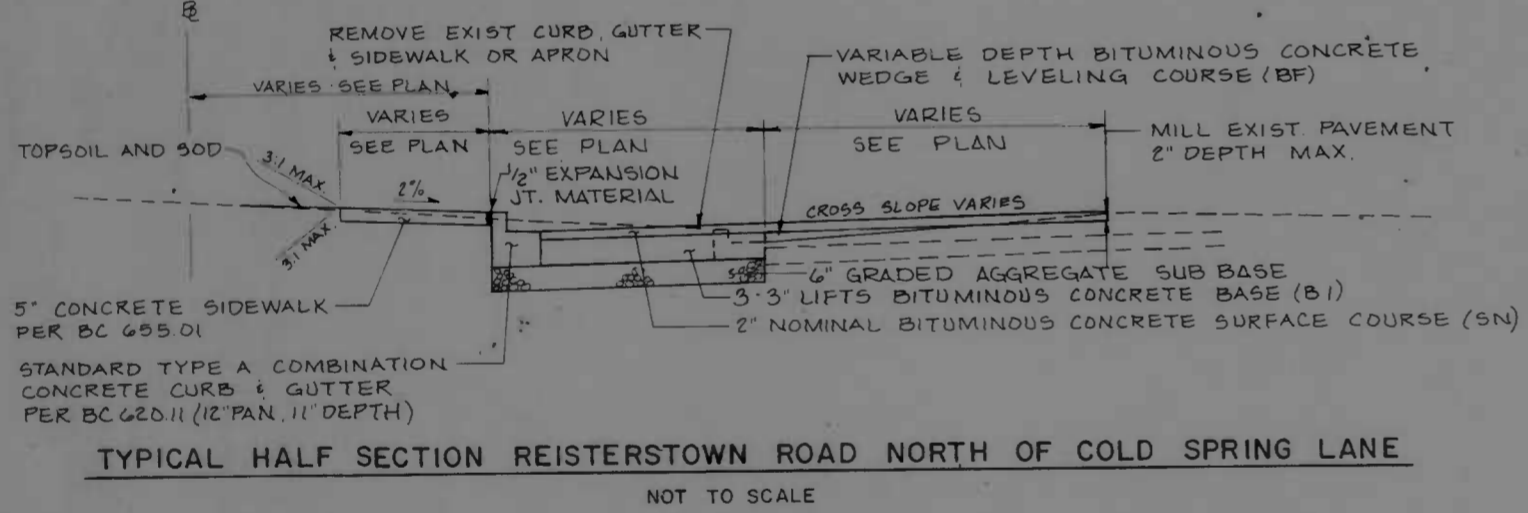
FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	IX-0005(46)	2	19

NOTE: PROVIDE DAMP PROOFING POROUS BACKFILL, AND DRAINAGE IN ACCORDANCE WITH MD. DIVISION OF BRIDGE DEVELOPMENT STANDARD NO. RW (0.01)-80-100



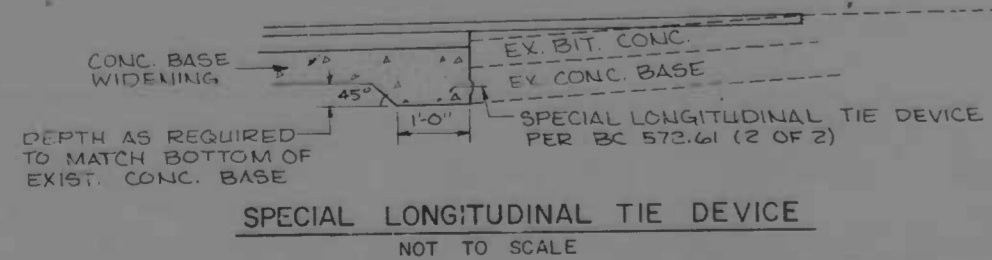
NOTE: CONSTRUCT A CONTRACTION JOINT PER MD 572.92 AT ONE HALF OF SLAB LENGTH. CONSTRUCT DUMMY CONTRACTION JT. AT 1/4 & 3/4 OF SLAB LENGTH.

REINFORCED CONCRETE BUS PAD
NOT TO SCALE



DETAIL FOR PAVEMENT REPAIR OUT OF ROADWAY WIDENING LIMITS*
NOT TO SCALE

* USE FULL DEPTH CONCRETE PER SP 503 WHEN ABUTTING CONCRETE SURFACE PAVEMENT



EXISTING	PROPOSED	
---	---	STORM DRAINS
---	---	ELECTRICAL CONDUIT
---	---	FIRE HYDRANT
---	---	WATER METER
---	---	METAL POLE
---	---	METAL POLE WITH LUMINAIRE
---	---	WOODEN POLE
---	---	WOODEN POLE WITH LUMINAIRE
---	---	DEPARTMENT OF TRANSIT AND TRAFFIC HANDBOOK
---	---	DEPARTMENT OF PUBLIC WORKS HANDBOOK
---	---	EXISTING GAS MAIN
---	---	EXISTING WATER MAIN
---	---	EXISTING SEWER MAIN
---	---	EXISTING TELEPHONE CONDUIT
---	---	DIRECT BURIAL ELECTRICAL CABLE
---	---	CONDUIT OR CABLE TO BE ABANDONED BY CONTRACTOR
---	---	WATER VALVE
---	---	BALTIMORE CITY CONDUIT MANHOLE
---	---	SEWER MANHOLE
---	---	TELEPHONE MANHOLE
---	---	HAZARD IDENTIFICATION BEACON
---	---	STORM DRAIN MANHOLE
---	---	ROADWAY WIDENING/RECONSTRUCTION
---	---	PAVEMENT MILLING
---	---	NEW CONCRETE SIDEWALK (MIX NO. 2,5")
---	---	NEW CONCRETE APRON (MIX NO. 7,11")
---	---	REINFORCED CONCRETE BUS PAD (MIX NO. 7,11")
---	---	LEADWALK/DRIVEWAY/CROSS STREET ADJUSTMENT (REPLACE IN KIND)
---	---	CUT SLOPES
---	---	FILL SLOPES

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	gpi Greenman - Pedersen, Inc. ENGINEERS/ARCHITECTS/PLANNERS	INTERSECTION IMPROVEMENTS TO: TYPICAL SECTIONS & DETAILS	DRAWN BY P.A.H. DES. BY P.A.H. TRACED BY D.A.B. CHK. BY K.J.B.
		SCALE: NONE	DATE: MAY 19, 1996
			F.A.P. NO. IX-0005(46) S.H.A. NO. R.C.-311-146-B15 BALTO. CITY NO. 3106
			SHEET NO. 2 OF 19

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	IX-0G08(46)	3	19

CURVE DATA - REVERSE CURVES

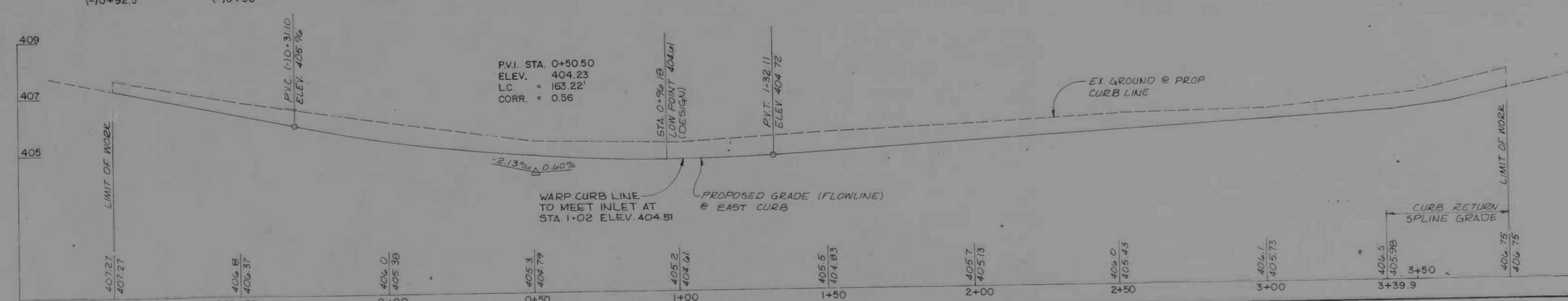
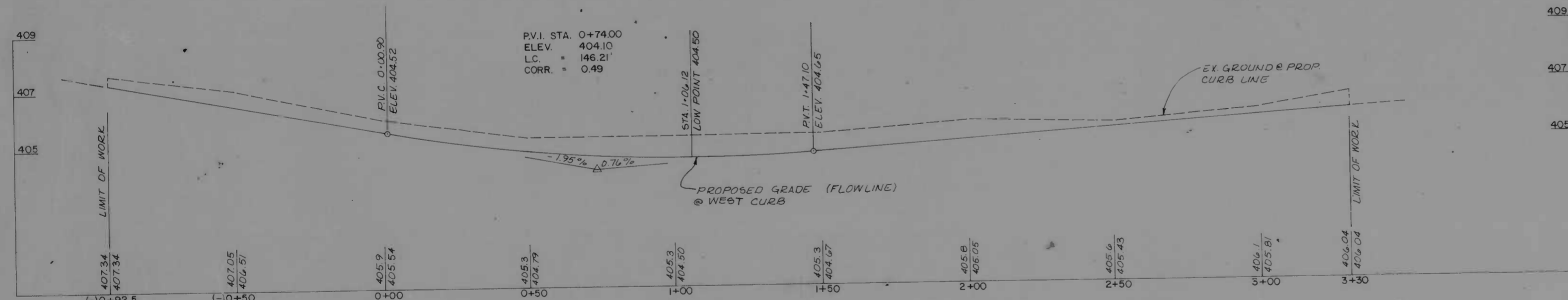
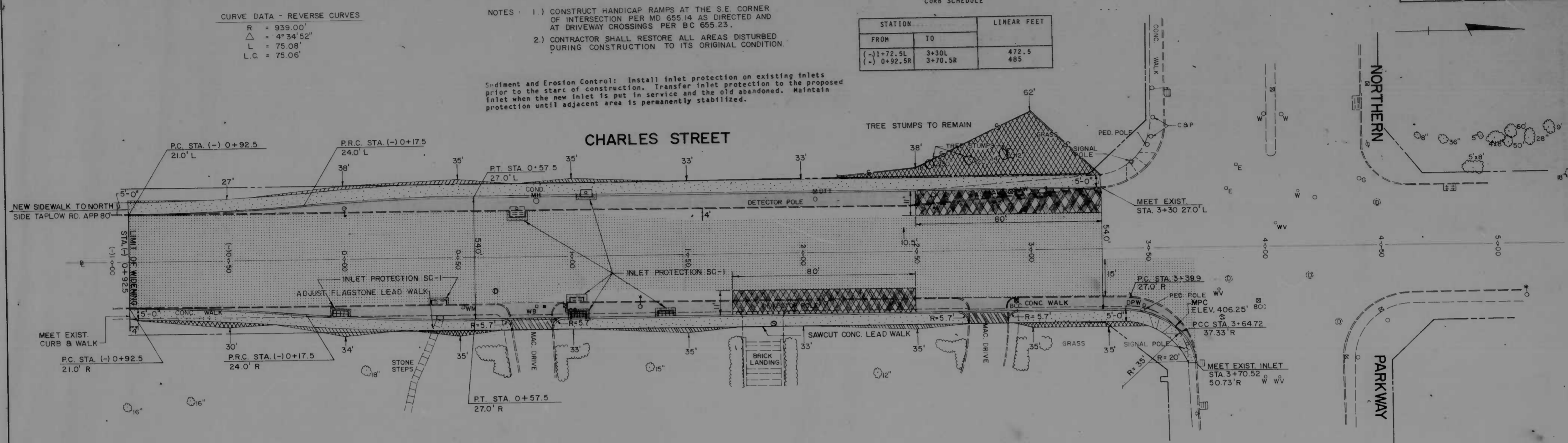
R = 939.00'
 $\Delta = 4^{\circ}34'52''$
 L = 75.08'
 L.C. = 75.08'

- NOTES: 1.) CONSTRUCT HANDICAP RAMPS AT THE S.E. CORNER OF INTERSECTION PER MD 655.14 AS DIRECTED AND AT DRIVEWAY CROSSINGS PER BC 655.23.
 2.) CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED DURING CONSTRUCTION TO ITS ORIGINAL CONDITION.

Sediment and Erosion Control: Install inlet protection on existing inlets prior to the start of construction. Transfer inlet protection to the proposed inlet when the new inlet is put in service and the old abandoned. Maintain protection until adjacent area is permanently stabilized.

CURB SCHEDULE

STATION	LINEAR FEET	
FROM	TO	
(-)1+72.5L	3+30L	472.5
(-)0+92.5R	3+70.5R	485



NOTE: CONTRACTOR SHALL COORDINATE HIS WORK WITH THAT OF CONTRACT NO. 1011 WHICH ENTAILS CLEANING AND LINING OF WATER MAINS IN THIS AREA.

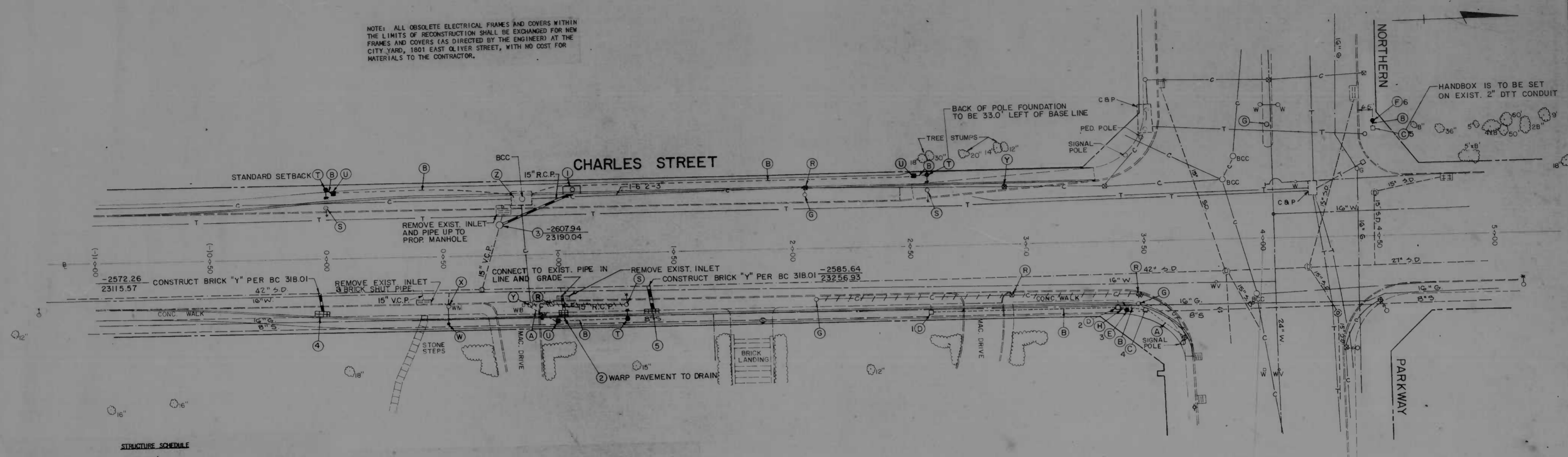
NOTE: FOR ADJUSTMENT TO UTILITIES SEE SHEET 4.

CHARLES STREET - PROFILES

REVISIONS	CONSULTANT	CITY OF BALTIMORE & STATE HIGHWAY ADMINISTRATION OF MARYLAND	
	gpi	DEPARTMENT OF PUBLIC WORKS & INTERSTATE DIVISION FOR BALTIMORE CITY	
	Greenman - Pedersen, Inc. ENGINEERS/ARCHITECTS/PLANNERS	INTERSECTION IMPROVEMENTS TO: CHARLES STREET AT NORTHERN PARKWAY PLAN & PROFILES	
		DRAWN BY: C.L.D. / P.A.H. TRACED BY: N.R.B.	DES. BY: P.A.H. CHK. BY: K.J.B.
		F.A.P. NO. IX-0G08(46) S.H.A. NO. BC-311-146-815 BALTO. CITY NO. 3106	SHEET NO. 3 OF 19
SCALE: HORIZ. 1" = 20' VERT. 1" = 2'		DATE: MAY 19, 1986	

F.W.A. DISTRICT	STATE	F.P.A. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX-000S(46)	4	19

NOTE: ALL OBSOLETE ELECTRICAL FRAMES AND COVERS WITHIN THE LIMITS OF RECONSTRUCTION SHALL BE EXCHANGED FOR NEW FRAMES AND COVERS (AS DIRECTED BY THE ENGINEER) AT THE CITY YARD, 1801 EAST OLIVER STREET, WITH NO COST FOR MATERIALS TO THE CONTRACTOR.



STRUCTURE SCHEDULE

NO.	TYPE	LOCATION ¹	OFFSET	ELEVATION	REMARKS
1	Std H Inlet (BC 376.53)	1+06	27.0 L	405.16 ¹	
2	Std E Inlet (BC 376.13)	1+02	27.0 R	404.61 ²	Type 1 Grate (BC 376.01)
3	Std Stone MH (BC 393.01)	0+74.5 ³	13.5 L	404.88	Frame & Cover Per BC 383.14
4	Std E Comb. (BC 376.23)	(-)+02	25.4 R	405.42 ²	Type 1 Grate (BC 376.01)
5	Std E Inlet (BC 376.13)	1+40	27.0 R	404.77 ²	Type 1 Grate (BC 376.01)

¹Top of Header
²Grate at Flow Line
³Location may vary slightly depending on exact location of existing pipe
⁴Flow Line @ Centerline of Inlet

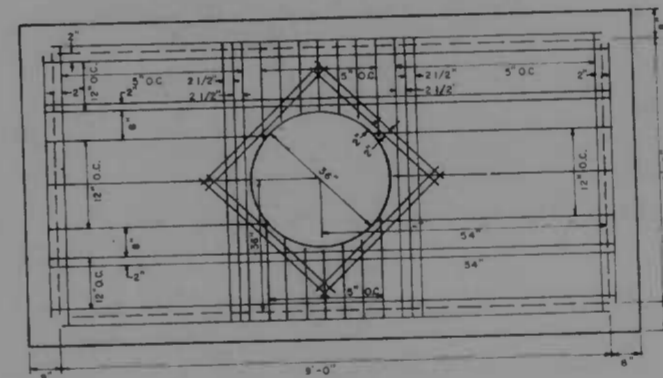
UTILITY OFFSETS

NOTE NO.	STATION	OFFSET	ITEM
1	2+58	29.5'R	HANDBOX
2	3+38	29.5'R	HANDBOX
3	3+42	31.0'R	POLE FOUNDATION
4	3+50	31.0'R	HANDBOX
5	4+49	48.0'R L	HANDBOX
6	4+49	52.0'R L	POLE FOUNDATION

NOTE: ALL OBSOLETE ELECTRICAL FRAMES AND COVERS WITHIN THE LIMITS OF RECONSTRUCTION SHALL BE EXCHANGED FOR NEW FRAMES AND COVERS (AS DIRECTED BY THE ENGINEER) AT THE CITY YARD, 1801 EAST OLIVER STREET, WITH NO COST FOR MATERIALS TO THE CONTRACTOR.

- NOTES**
- (A) Install 1-3" Conduit From Exist. Hand Box To New Hand Box
 - (B) Install 1-3" Conduit
 - (C) Install Hand Box - Cover Per Detail BC 804.09 (Locate @ Handbox 2'-6" From Face Of Curb)
 - (D) Install Hand Box & Stub-Out Per Detail on Sheet 2 (Locate @ Handbox 2'-6" From Face Of Curb)
 - (E) Install Foundation Per B.C. 885.01 For P.B.P.
 - (F) Install Foundation For Joint Use Strain Pole Per B.C. 885.07 Sheet 2 Of 3.
 - (G) Exist. Foundation To Be Removed By Contractor. Pole Will Be Removed By Dept. Of Transit & Traffic
 - (H) Install 1-2" Conduit
 - (J) Install 2-3" Conduit

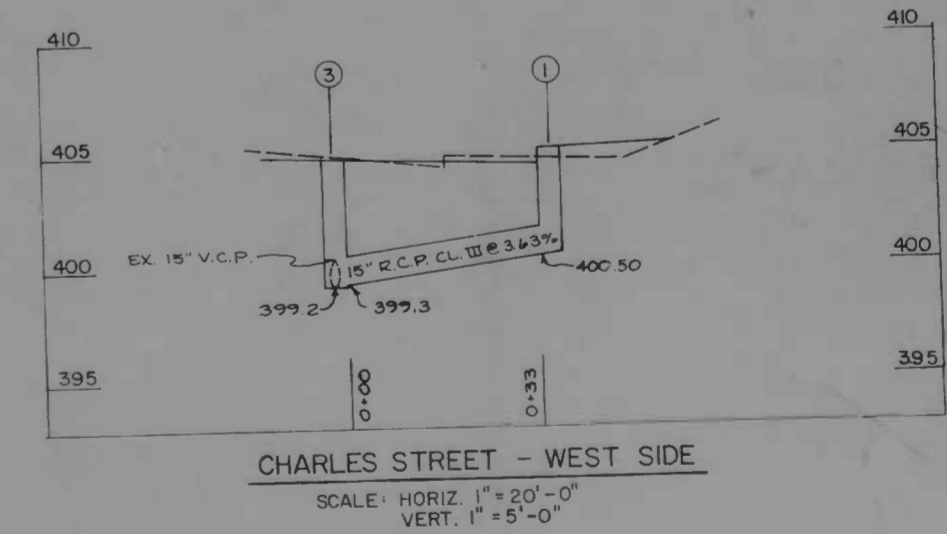
- GENERAL NOTES**
- (R) Removing existing handbox.
 - (S) Existing foundation to be removed by Contractor; pole will be removed by Department of Public Works.
 - (T) Install light pole foundation per BC 801.02.
 - (U) Install handbox-cover per BC 804.04 (Locate @ Handbox 2'-6" From Face of curb).
 - (V) Install salvaged water meter, including necessary pipe extensions and connections (3/4" S, 3/8" M).
 - (X) Remove existing water meter housing and contained items.
 - (Y) Adjust Handbox.
 - (Z) Replace top slab per detail this sheet and replace frame and cover with traffic bearing units.



MATERIALS
 CONCRETE: 8" THICK, 4000 PSI COMPRESSIVE STRENGTH AFTER 28 DAYS.
 STEEL: ALL #5 BARS, 6000 PSI YIELD STRENGTH, GRADE 60.
 FRAME & COVER: PER BC 825.11.

NEW CONDUIT MANHOLE TOP SLAB
 NOT TO SCALE

NOTE: CONTRACTOR SHALL COORDINATE HIS WORK WITH THAT OF CONTRACT NO. 1011 WHICH ENTAILS CLEANING AND LINING OF WATER MAINS IN THIS AREA.



REVISIONS ADDENDUM NO. 1 6-13-86	CONSULTANT Greenman - Pedersen, Inc. ENGINEERS/ARCHITECTS/PLANNERS	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSECTION IMPROVEMENTS TO: CHARLES STREET AT NORTHERN PARKWAY UTILITY PLAN	
SCALE: HORIZ. 1" = 20' VERT. 1" = 2' DATE: MAY 19, 1986		DRAWN BY: C.L.D. / P.A.H. TRACED BY: N.R.B. F.A.P. NO. IX-000S(46) S.H.A. NO. BC 311-146-815 BALTO. CITY NO. 3106	DES. BY: P.A.H. CHK. BY: K.J.B. SHEET NO. 4 OF 19

FED. REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	IX-0005(46)	5	19

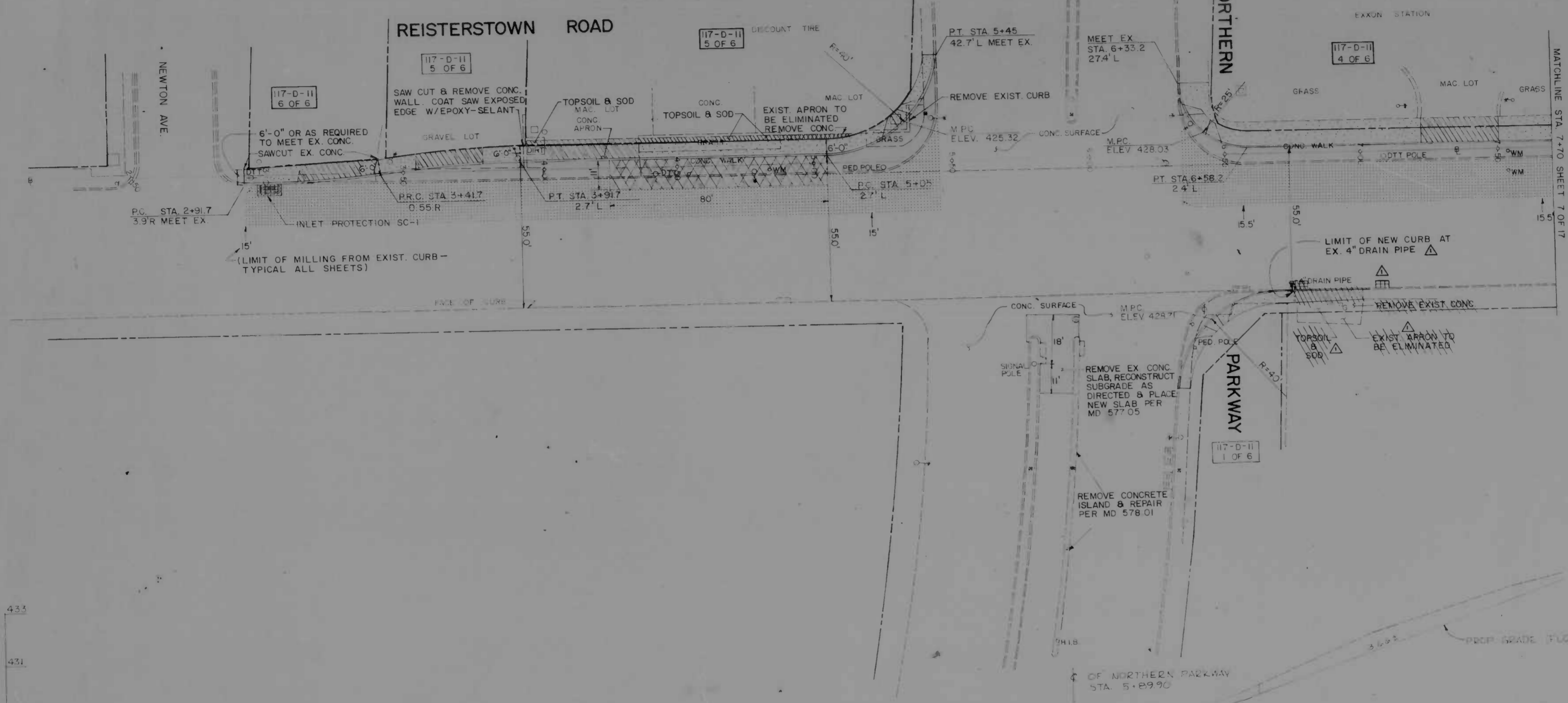
CURB SCHEDULE

STATION	LINEAR FEET	
FROM	TO	
2+91.7L	5+45L	316
6+33.2L	7+95.6L	165.5
6+30R	6+74R	63
8+19.6L	9+35R	122.5

CURVE DATA - REVERSE CURVES
 R = 374.81'
 $\Delta = 7^{\circ} 39' 58''$
 L.C. = 50.15'
 L.C. = 50.11'

NOTES: 1) CONSTRUCT HANDICAP RAMPS PER MD 655.14 ON THREE AFFECTED CORNERS AS DIRECTED AND AT DRIVEWAY CROSSINGS PER BC 655.23 (OMIT CURB RETURN)

Sediment and Erosion Control: Install inlet protection on existing inlets prior to the start of construction. Transfer inlet protection to the proposed inlet when the new inlet is put in service and the old abandoned. Maintain protection until adjacent area is permanently stabilized.



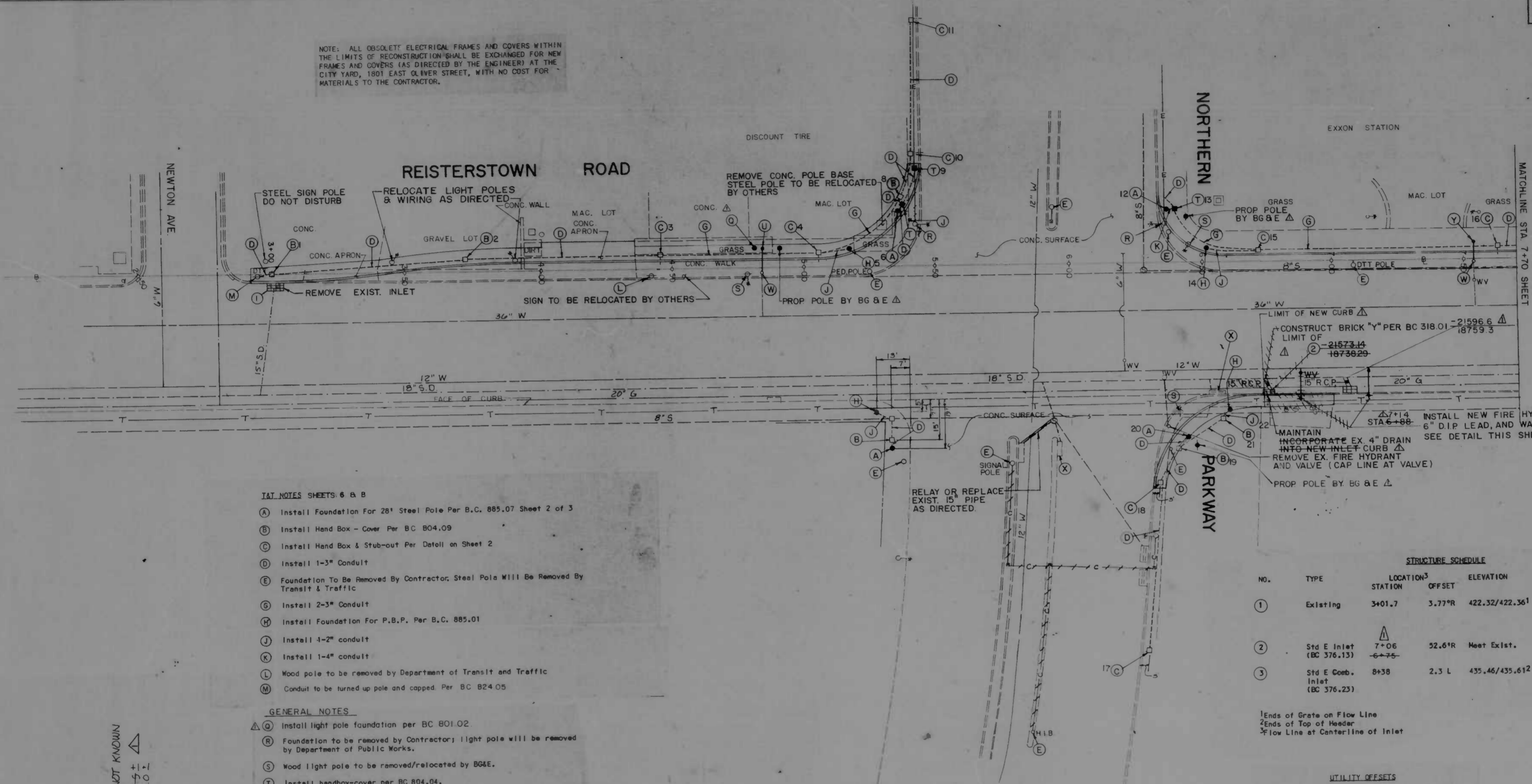
NOTE FOR ADJUSTMENTS TO UTILITIES SEE SHEET 7

REISTERSTOWN ROAD AT NORTHERN PARKWAY - SOUTH PROFILE

<p>REVISIONS</p> <p>ADDENDUM NO. 1 6-13-86</p>	<p>CONSULTANT</p> <p>gpi</p> <p>Greenman - Pedersen, Inc.</p> <p>ENGINEERS/ARCHITECTS/PLANNERS</p>	<p>CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY</p> <p>INTERSECTION IMPROVEMENTS TO:</p> <p>REISTERSTOWN ROAD AT NORTHERN PARKWAY</p> <p>PLAN & PROFILE STA 2+91.7 TO 7+70</p> <p>SCALE: HORIZ. 1" = 20' VERT. 1" = 2'</p> <p>DATE: MAY 19, 1996</p>	<p>DRAWN BY: G.L.D. / P.A.H.</p> <p>TRACED BY: N.R.B.</p> <p>F.A.P. NO. IX-0005(46)</p> <p>S.H.A. NO. EC 311-146.8/5</p> <p>BALTO. CITY NO. 3126</p>	<p>DES. BY: E.A.H.</p> <p>CHK. BY: K.J.B.</p> <p>SHEET NO. 5 OF 19</p>
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FED. REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX-000S(46)	6	19

NOTE: ALL OBSOLETE ELECTRICAL FRAMES AND COVERS WITHIN THE LIMITS OF RECONSTRUCTION SHALL BE EXCHANGED FOR NEW FRAMES AND COVERS (AS DIRECTED BY THE ENGINEER) AT THE CITY YARD, 1801 EAST OLIVER STREET, WITH NO COST FOR MATERIALS TO THE CONTRACTOR.



- NOTES SHEETS 6 & B**
- (A) Install Foundation For 28' Steel Pole Per B.C. 885.07 Sheet 2 of 3
 - (B) Install Hand Box - Cover Per BC B04.09
 - (C) Install Hand Box & Stub-out Per Detail on Sheet 2
 - (D) Install 1-3" Conduit
 - (E) Foundation To Be Removed By Contractor. Steel Pole Will Be Removed By Transit & Traffic
 - (F) Install 2-3" Conduit
 - (H) Install Foundation For P.B.P. Per B.C. 885.01
 - (J) Install 1-2" conduit
 - (K) Install 1-4" conduit
 - (L) Wood pole to be removed by Department of Transit and Traffic
 - (M) Conduit to be turned up pole and capped. Per BC B24.05

- GENERAL NOTES**
- (Q) Install light pole foundation per BC B01.02.
 - (R) Foundation to be removed by Contractor; light pole will be removed by Department of Public Works.
 - (S) Wood light pole to be removed/relocated by BG&E.
 - (T) Install handbox-cover per BC B04.04.
 - (U) Install salvaged water meter including necessary pipe connections and extensions (3/4" S, 5/8" M).
 - (V) Remove existing water meter housing and contained items.
 - (X) Remove existing inlet and brick sheet pipe.
 - (Y) Install salvaged water meter, including necessary pipe connections and extensions (4" S, 4" DC).
 - (Z) Adjust existing manhole to finished grade.

STRUCTURE SCHEDULE

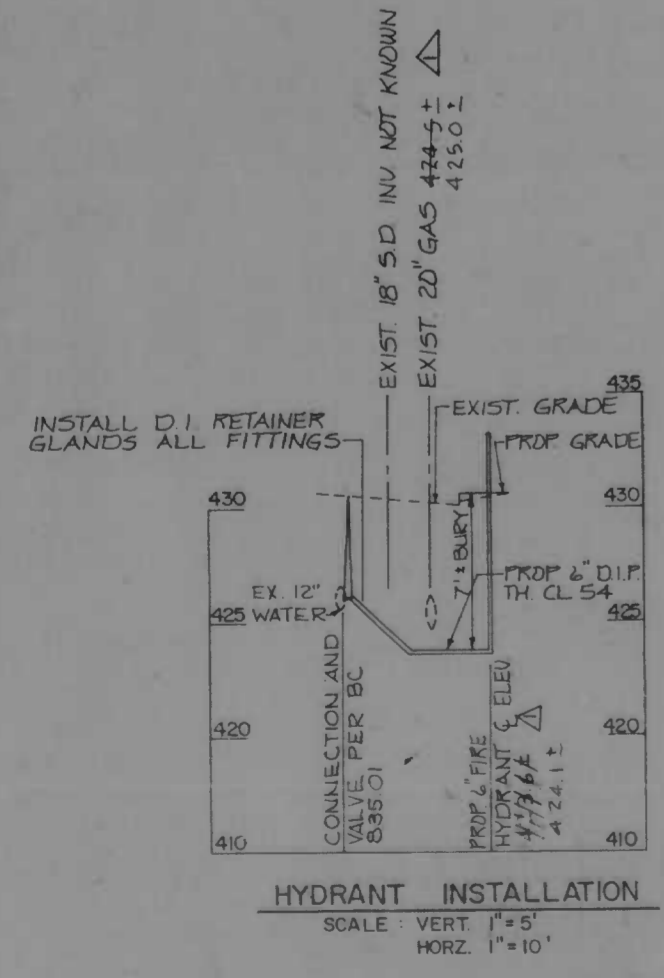
NO.	TYPE	STATION	LOCATION ¹ OFFSET	ELEVATION	REMARKS
1	Existing	3+01.7	3.77'R	422.32/422.36 ¹	Install New Type-1 Grate (BC 376.01) Back-Back Top 3 Brick Courses
2	Std E Inlet (BC 376.13)	7+06	32.61'R	Meet Exist.	Type 1 Grate (BC 376.01)
3	Std E Comb. Inlet (BC 376.23)	8+38	2.3 L	435.46/435.61 ²	Type 1 Grate (BC 376.01)

¹Ends of Grate on Flow Line
²Ends of Top of Header
³Low Line at Centerline of Inlet

UTILITY OFFSETS

NOTE NO.	STATION	OFFSET	ITEM
1	3+00	0.0	HANDBOX
2	3+73	5.0L	HANDBOX
3	4+45	5.2L	HANDBOX
4	5+05	5.3L	HANDBOX
5	5+17	7.0L	POLE FOUNDATION
6	5+36	22.0L	POLE FOUNDATION
7	5+38	24.0L	HANDBOX
8	5+37	27.5L	HANDBOX
9	5+42	38.0L	HANDBOX
10	5+41	44.0L	HANDBOX
11	5+42	95.0L	HANDBOX
12	6+37	21.0L	POLE FOUNDATION
13	6+41	21.0L	HANDBOX
14	6+51	6.0L	POLE FOUNDATION
15	6+72	5.0L	HANDBOX
16	7+53	5.0L	HANDBOX
17	6+27	152.0R	HANDBOX
18	6+33	86.5R	HANDBOX
19	6+40	73.5R	HANDBOX
20	6+44	69.0R	POLE FOUNDATION
21	6+57	61.5R	HANDBOX
22	6+60	58.0R	POLE FOUNDATION

SEE PLAN FOR DIMENSIONED OFFSETS AT S.E. CORNER



<p>REVISIONS</p> <p>ADDENDUM NO. 1 6-13-86</p>	<p>CONSULTANT</p> <p>gpi</p> <p>Greenman - Pedersen, Inc. ENGINEERS/ARCHITECTS/PLANNERS</p>	<p>CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS</p> <p>INTERSECTION IMPROVEMENTS TO: REISTERSTOWN ROAD AT NORTHERN PARKWAY UTILITY PLAN STA 2+91.7 TO 7+70</p> <p>SCALE: HORIZ. 1"=20' VERT. 1"=2'</p> <p>DATE: MAY 19, 1986</p>	<p>STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY</p> <p>DRAWN BY CLD / PAH TRACED BY N.R.B.</p> <p>F.A.P. NO. IX-000S(46) S.H.A. NO. BC 311-146-815 BALTO. CITY NO. 3106</p> <p>DES. BY P.A.H. CHK. BY K.J.B.</p> <p>SHEET NO. 6 OF 19</p>
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FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	IX-000S(46)	7	19

CURB SCHEDULE

STATION	FROM	TO	LINEAR FEET
2+91.7L	5+45L		316
6+33.2L	7+95.6L		165.5
6+30R	6+74R		63
8+19.6L	9+35R		122.5

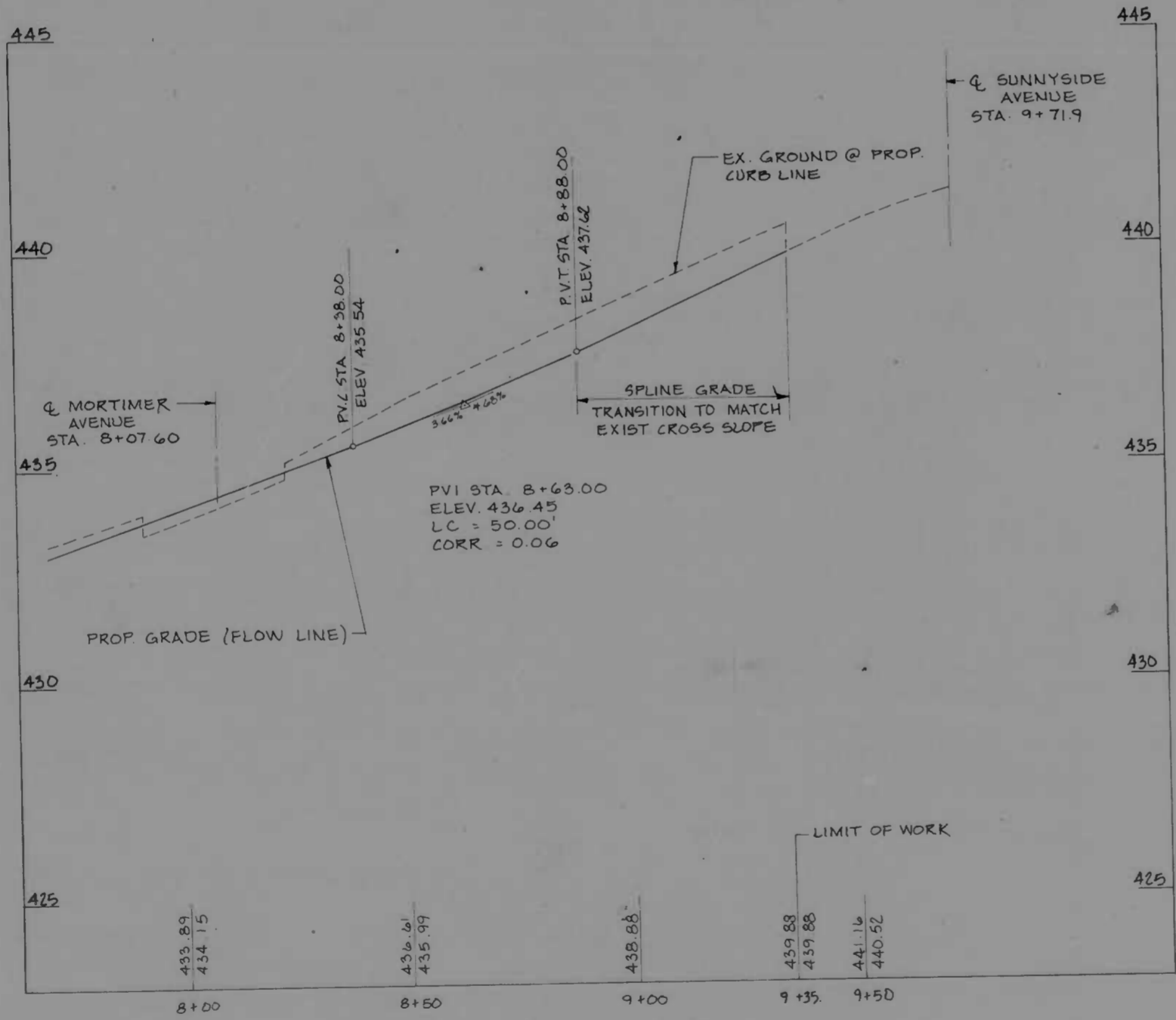
CURVE DATA - REVERSE CURVES

R = 318.01'
 $\Delta = 8^{\circ}8'4''$
 L = 45.16'
 LC = 45.11'

117-D-11
3 OF 6

117-D-11
2 OF 6

- NOTES: 1.) INSTALL HANDICAP RAMPS ON THE TWO CORNERS OF MORTIMER AVE. PER MD 655.14 AS DIRECTED AND AT ALLEY & DRIVEWAY CROSSING PER BC 655.23 (OMIT CURB RETURNS)
- 2.) CONSTRUCT NEW RETAINING WALL PER DETAIL ON SHEET 2. FACE OF WALL SHALL BE 6.0' LEFT OF THE SURVEY BASELINE



NOTE: Sediment and Erosion Control: Install inlet protection on existing inlets prior to the start of construction. Transfer inlet protection to the proposed inlet when the new inlet is put in service and the old abandoned. Maintain protection until adjacent area is permanently stabilized.

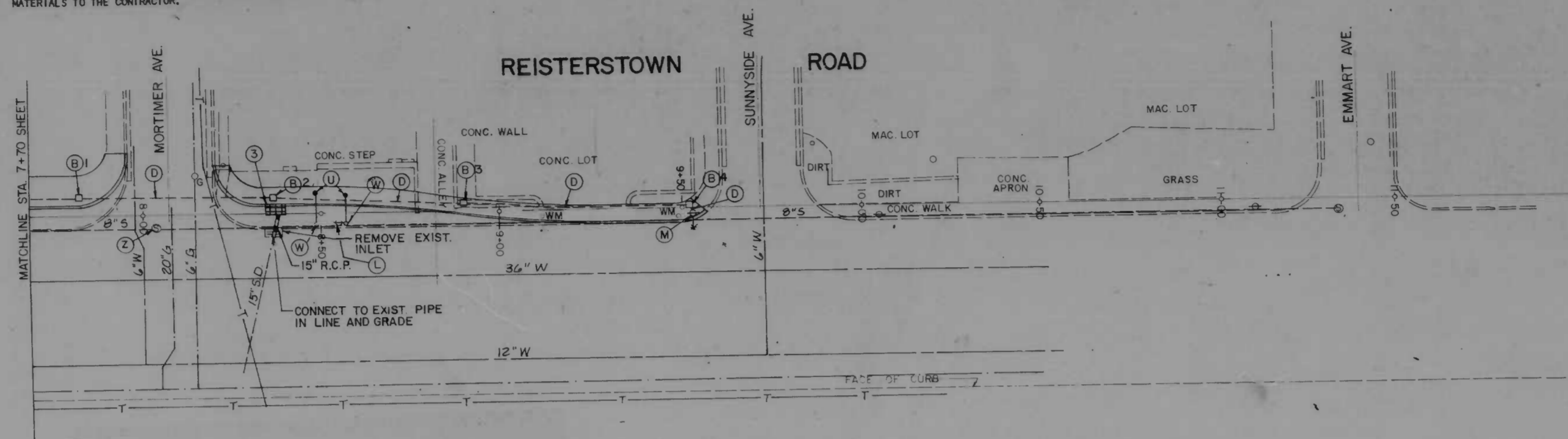
REISTERSTOWN RD. AT NORTHERN PARKWAY - SOUTH PROFILE

NOTE: FOR UTILITY ADJUSTMENT SEE SHEET NO. 8

REVISIONS CONSULTANT spi Greenman - Pedersen, Inc. ENGINEERS/ARCHITECTS/PLANNERS	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	INTERSECTION IMPROVEMENTS TO REISTERSTOWN ROAD AT NORTHERN PARKWAY		DRAWN BY: CLD / PAH TRACED BY: N.R.B.	DES. BY: PAH CHK. BY: K.J.B.
	PLAN & PROFILE STA 7+70 TO 9+35 SCALE: HORIZ. 1"=20' VERT. 1"=2' DATE: MAY 19, 1986		F.A.P. NO. IX-000S(46) S.H.A. NO. BC 311-146-85 BALTO. CITY NO. 3106	SHEET NO. 7 OF 19

NOTE: ALL OBSOLETE ELECTRICAL FRAMES AND COVERS WITHIN THE LIMITS OF RECONSTRUCTION SHALL BE EXCHANGED FOR NEW FRAMES AND COVERS (AS DIRECTED BY THE ENGINEER) AT THE CITY YARD, 1801 EAST OLIVER STREET, WITH NO COST FOR MATERIALS TO THE CONTRACTOR.

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX-000S(46)	8	9



TAIL NOTES SHEETS 6 & 8

- (A) Install Foundation For 28' Steel Pole Per B.C. 885.07 Sheet 2 of 3
- (B) Install Hand Box - Cover Per BC 804.09
- (C) Install Hand Box & Stub-out Per Detail on Sheet 2
- (D) Install 1-3" Conduit
- (E) Foundation To Be Removed By Contractor; Steel Pole Will Be Removed By Transit & Traffic
- (F) Install 2-3" Conduit
- (G) Install Foundation For P.B.P. Per B.C. 885.01
- (H) Install 1-2" conduit
- (I) Install 1-4" conduit
- (L) Wood pole to be removed by Department of Transit and Traffic
- (M) Conduit to be turned up pole and capped Per BC 824.05

GENERAL NOTES

- (R) Foundation to be removed by Contractor; light pole will be removed by Department of Public Works.
- (S) Wood light pole to be removed/relocated by BGA.
- (T) Install handbox-cover per BC 804.04.
- (U) Install salvaged water meter including necessary pipe connections and extensions (3/4" S, 5/8" M).
- (W) Remove existing water meter housing and contained items.
- (X) Remove existing inlet and brick sheet pipe.
- (Y) Install salvaged water meter, including necessary pipe connections and extensions (4" S, 4" DC).
- (Z) Adjust existing manhole to finished grade.

NOTE NO.	STATION	OFFSET	ITEM
1	7+82.5	5.0L	HANDBOX
2	8+37	5.3L	HANDBOX
3	8+90	2.5L	HANDBOX
4	9+52	1.0L	HANDBOX

REVISIONS	CONSULTANT gpi Greenman - Pedersen, Inc. ENGINEERS/ARCHITECTS/PLANNERS	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		INTERSECTION IMPROVEMENTS TO: REISTERSTOWN ROAD AT NORTHERN PARKWAY UTILITY PLAN - STA. 7+70 TO STA. 9+35			
SCALE: HORIZ. 1"=20' VERT. 1"=2'		DATE: MAY 19, 1986		DES. BY P.A.H. CHK. BY K.J.B. SHEET NO. 8 of 19	

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX-000S(46)	9	19

CURB SCHEDULE

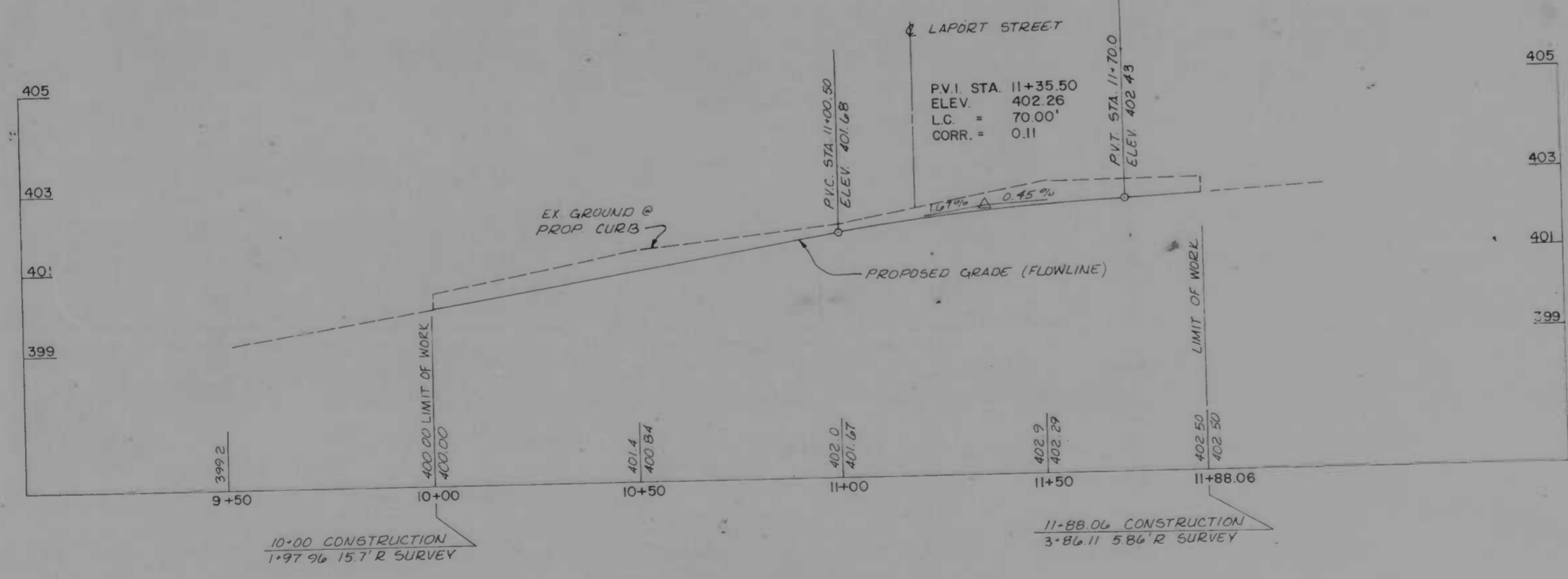
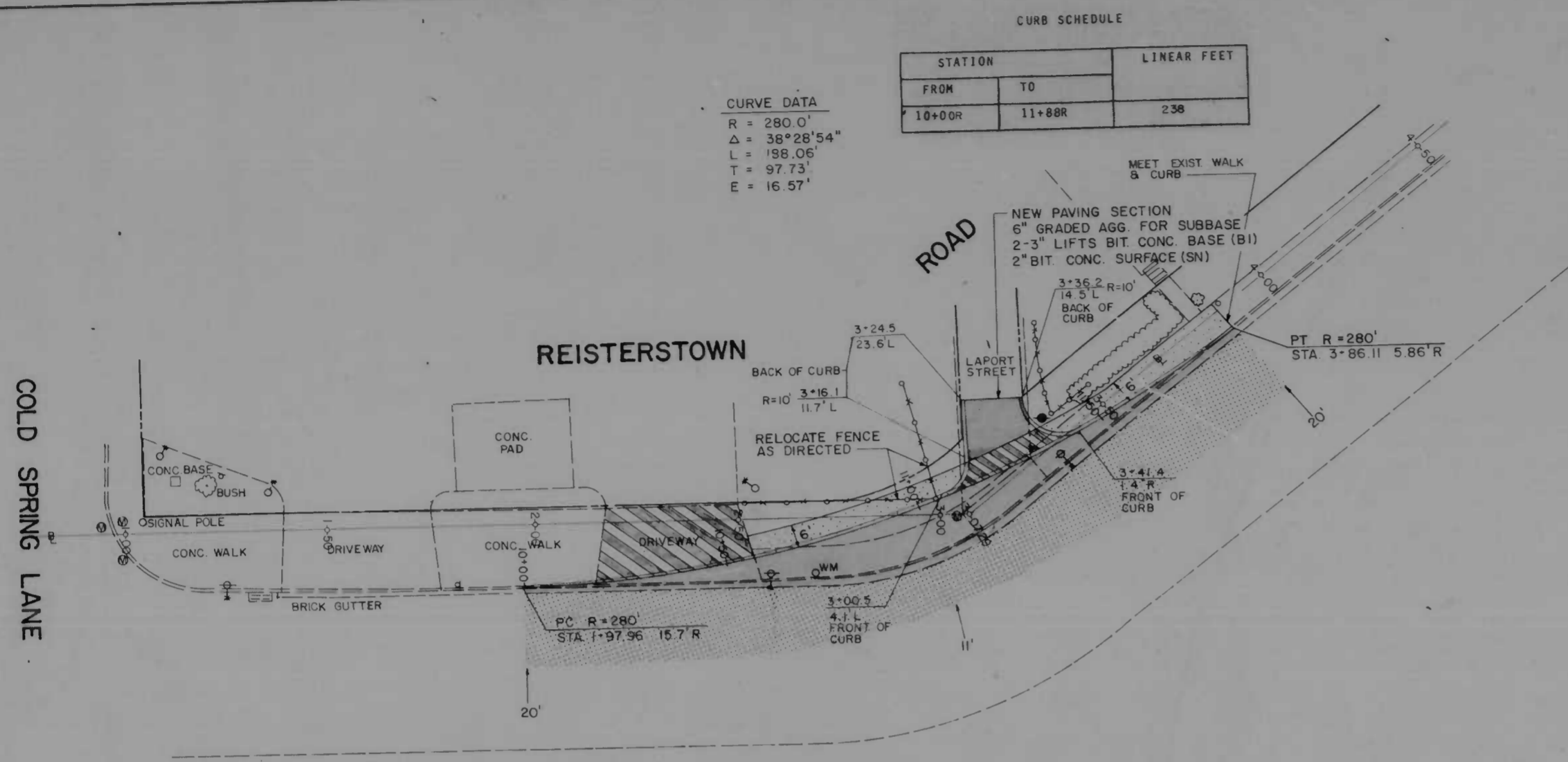
STATION		LINEAR FEET
FROM	TO	
10+00R	11+88R	238

CURVE DATA
 R = 280.0'
 $\Delta = 38^{\circ}26'54''$
 L = 188.06'
 T = 97.73'
 E = 16.57'

NOTES: 1) CONSTRUCT HANDICAP RAMPS AT LAPORT STREET AND DRIVEWAY PER BC 655.23 (OMIT CURB RETURN AT DRIVEWAY ONLY)

OFFSETS TO CONSTRUCTION BASELINE

CONSTRUCTION BASE LINE STATION	SURVEY BASELINE STATION	OFFSET
10+00 Limit of work(PC)	1+97.96	15.70R
10+50	2+47.69	11.25R
11+00	2+95.84	1.97L
11+50	3+48.20	2.90R
11+88.06 Limit of work(PT)	3+86.12	5.86R



REISTERSTOWN ROAD AT COLD SPRING LANE - WEST PROFILE

NOTE: FOR UTILITY ADJUSTMENTS SEE SHEET NO 10

REVISIONS CONSULTANT spi Greenman - Pedersen, Inc. ENGINEERS/ARCHITECTS/PLANNERS	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	INTERSECTION IMPROVEMENTS TO: REISTERSTOWN ROAD NORTH OF COLD SPRING LANE PLAN & PROFILE	
	DRAWN BY: C.L.D. / P.A.H. TRACED BY: N.R.B.	DES. BY: P.A.H. CHK. BY: K.J.B.
SCALE: HORIZ. 1"=20' VERT. 1"=2' DATE: MAY 19, 1986		F.A.P. NO. IX-000S(46) S.H.A. NO. BC-311-146-815 BALTO. CITY NO. 3106
		SHEET NO. 9 OF 19

PROJECT NO.	STATE	F.S. AND P.C. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX-000S(46)	17	

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

INTERSECTION IMPROVEMENTS TO:
CHARLES STREET AT NORTHERN PARKWAY
REISTERSTOWN ROAD AT NORTHERN PARKWAY
REISTERSTOWN ROAD NORTH OF COLD SPRING LANE
REISTERSTOWN ROAD NORTH OF PARK CIRCLE

FEDERAL AID PROJECT NO. IX-000S(46)
STATE HIGHWAY ADMINISTRATION PROJECT NO. BC 311-146-815
CITY OF BALTIMORE, CONTRACT NO. 3106

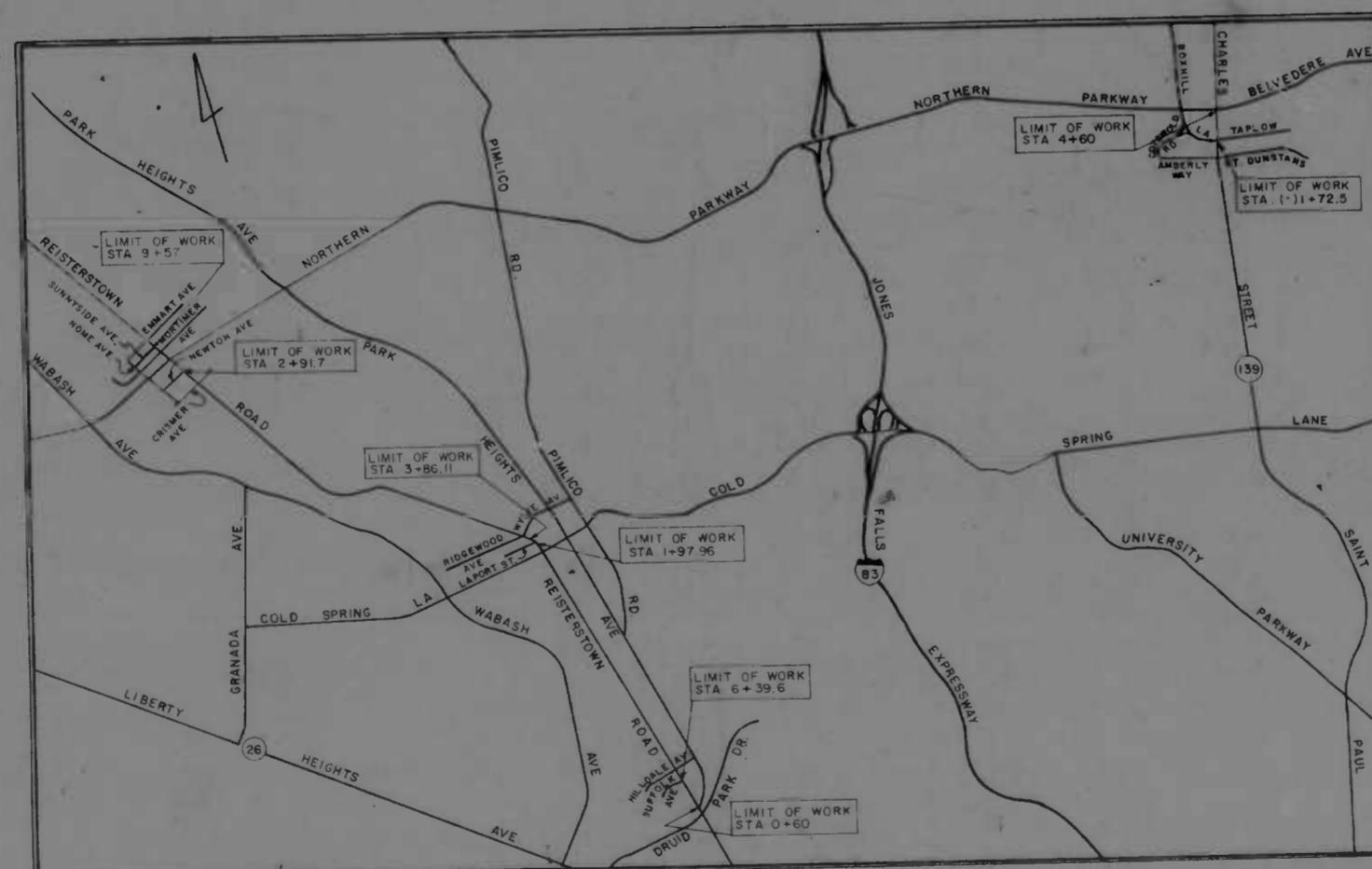
INDEX OF DRAWINGS

- 1-Title Sheet
- 2-Typical Sections and Details
- 3-Charles Street and Northern Parkway Plan and Profile
- 4-Charles Street at Northern Parkway Utility Plan
- 5-Reisterstown Road at Northern Parkway Plan and Profile STA 2491.7 to STA 7470
- 6-Reisterstown Road at Northern Parkway Utility Plan STA 2491.7 to STA 7470
- 7-Reisterstown Road at Northern Parkway Utility Plan STA 7470 to STA 9455
- 8-Reisterstown Road at Northern Parkway Utility Plan STA 7470 to STA 9455
- 9-Reisterstown Road North of Cold Spring Lane Plan and Profile
- 10-Reisterstown Road North of Cold Spring Lane Utility Plan
- 11-Reisterstown Road North of Park Circle Plan and Profile
- 12-Reisterstown Road North of Park Circle Utility Plan
- 13-Soil Erosion/Sediment Control Details
- 14-Soil Erosion/Sediment Control Details
- 15-Charles Street at Northern Parkway Reisterstown Road at Northern Parkway Pavement Marking Drawings
- 16-Reisterstown Road North of Cold Spring Lane Reisterstown Road North of Park Circle Pavement Marking Drawings
- 17-Summary of Quantities Preliminary & Grading
- 18-Summary of Quantities Drainage & Paving
- 19-Summary of Quantities Shoulder, Landscaping & Utility

SURVEY BOOKS

Charles Street at Northern Parkway X 816-A; 1-10, 72-74 X 816-D; 1-20 2263; 38-53	Cross-Sections Stadia Locations Stadia Locations
Reisterstown Road at Northern Parkway 2276; 9, 10, 44-80	Cross-Sections, Stadia Locations
Reisterstown Road North of Cold Spring Lane 2289; 25-35	Cross-sections, Locations
Reisterstown Road North of Park Circle 2097; 5-35, 76	Cross-Sections, Stadia Locations

TRAFFIC DESIGN DATA	
DESCRIPTION	ADT
CHARLES STREET	20,000
NORTHERN PARKWAY	25,000
REISTERSTOWN ROAD	25,000
NORTHERN PARKWAY	32,000
REISTERSTOWN ROAD, NORTH OF COLD SPRING	15,000
REISTERSTOWN ROAD, NORTH OF PARK CIRCLE	13,000



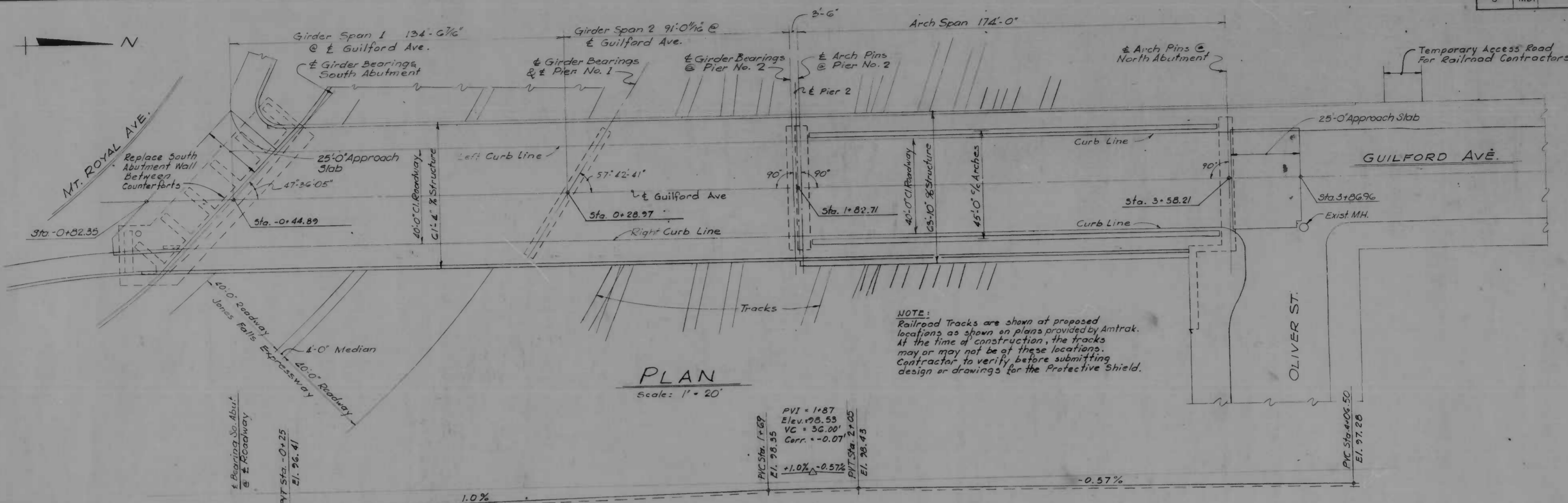
LOCATION PLAN
SCALE: 1" = 2000'
PROJECT LENGTH = 0.35 MI.

THE DESIGN OF THIS PROJECT HAS INCORPORATED FACILITIES FOR THE ELDERLY AND HANDICAPPED IN COMPLIANCE WITH STATE AND FEDERAL LEGISLATION.

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".

<p>CHECKED BY:</p> <p>BUREAU OF WATER AND WASTEWATER WATER ENGINEERING DIVISION WASTEWATER ENGINEERING DIVISION</p> <p>BUREAU OF HIGHWAYS HIGHWAY DESIGN DIVISION LIGHTING SECTION - HIGHWAY MAINT. DIV. ENVIRONMENTAL SERVICES - CONDUIT SECURITATION & EROSION CONTROL ENVIRONMENTAL SERVICES - STORM DRAINS BUREAU OF CONSTRUCTION MANAGEMENT SURVEY AND RECORD DIVISION</p> <p>UTL. DES. SECTION - E & C DEPARTMENT OF TRANSPORT & TRAFFIC</p>	<p>INITIALS</p> <p><i>KAL</i></p> <p><i>W</i></p> <p><i>W</i></p> <p><i>W</i></p> <p><i>W</i></p> <p><i>W</i></p> <p><i>W</i></p> <p><i>W</i></p>	<p>DATE</p> <p>5/6/86</p> <p>5/16/86</p> <p>5/16/86</p> <p>5/17/86</p> <p>5-7-86</p> <p>3/17/86</p> <p>3/18/86</p>	<p>CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS</p> <p>APPROVAL RECOMMENDED</p> <p><i>George J. Tedichak</i> HEAD, BUREAU OF HIGHWAYS</p> <p>APPROVED</p> <p><i>Thomas W. Kester</i> DIRECTOR OF PUBLIC WORKS</p>	<p>PREPARED BY</p> <p>spi Greenman - Pedersen, Inc. ENGINEERS/ARCHITECTS/PLANNERS LAUREL, MARYLAND</p> <p>DATE</p> <p>3/10/86</p>	<p>STATE HIGHWAY ADMINISTRATION OF MARYLAND</p> <p>REVIEWED AND APPROVAL RECOMMENDED</p> <p><i>Michael J. Shanahan</i> DEPUTY CHIEF, I D B C - DEVELOPMENT</p> <p>APPROVAL RECOMMENDED</p> <p><i>Nancy M. Cullough</i> 3.7.86 CHIEF, INTERSTATE DIVISION FOR BALTIMORE CITY</p> <p>APPROVED</p> <p><i>Michael J. Shanahan</i> CHIEF ENGINEER</p>	<p>U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION</p> <p>APPROVED FOR</p> <p>DIVISION ADMINISTRATOR</p> <p>DATE</p>
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FED. REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.			

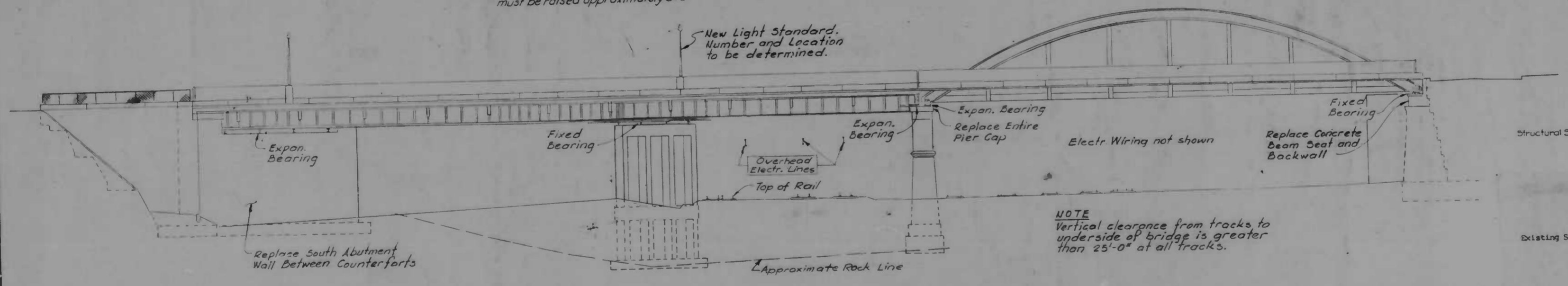


PLAN
Scale: 1" = 20'

NOTE:
Railroad Tracks are shown at proposed locations as shown on plans provided by Amtrak. At the time of construction, the tracks may or may not be at these locations. Contractor to verify before submitting design or drawings for the Protective Shield.

PVI = 1.87
Elev. 98.53
VC = 36.00'
Gerr. = -0.07'
+1.0% -0.57%

Note: Profile shown is for Alternate 2 only. If Alternate 1A or 1B is selected the Profile must be raised approximately 3/2"



ELEVATION
Scale: 1" = 20'

NOTE
Vertical clearance from tracks to underside of bridge is greater than 25'-0" at all tracks.

Structural Steel shall conform to A.S.T.M. A588 or A572 including the additional requirements for Charpy V-notch testing of AASHTO M272 or M223 for primary load carrying members. See Special Provisions.

(The following note shall be used for structure widenings and extensions). All dimensions affected by the geometrics, and/or location of the existing structures are to be checked in the field by the Contractor, before any construction is done, and before any reinforcing steel, etc., is ordered or fabricated. It shall be the responsibility of the Contractor to supply the Engineer with all field dimensions required to check detail drawings. Existing structure shown in long dashed lines. Portions of existing structures shown hatched, to be removed.

Wherever possible all exposed existing reinforcing steel to be thoroughly cleaned and incorporated in finished structure.

(The following note shall be used for concrete structure widenings, extensions and segmental bridge deck slab construction). All existing concrete that will be in contact with new concrete and the entire face of bridge deck slab construction joints shall be coated with an epoxy bonding compound. See Special Provisions.

GENERAL NOTES

Specifications: SHB Specifications dated January, 1982 revisions thereof and additions thereto and Special Provisions for materials and construction.

A.A.S.H.T.O. Standard Specifications for Highway Bridges dated 1993 for design including all interim specifications.

Concrete Design: Service Load Design Method (rc = 1200 p.s.i.) except that in bridge deck slabs supported by stringers it shall be 1350 p.s.i.

Reinforcing Steel Design: $f_s = 24,000$ p.s.i.

Structural Steel Design: Elastic Design Method

Loading: HS 20-44 with provisions for future 2" wearing surface and 15 pounds per square foot for use of bridge deck forms.

Concrete: All concrete for abutment backwalls and parapets at abutments and entire superstructures shall be Mix No. 6 (4500 p.s.i.). All other structure concrete shall be Mix No. 5 (3500 p.s.i.). See Special Provisions.

Chamfer: All exposed corners of concrete shall be chamfered with 3/4" x 3/4" milled chamfer strips, except on unexposed footings or where indicated by the following notation on the Plans "Do Not Chamfer".

Reinforcing Steel: Reinforcing Steel shall conform to A.S.T.M. A-615 Grade 60. All splices, not shown, shall be lapped as per bar lap charts. Minimum cover for any bar shall be 2" unless otherwise noted.

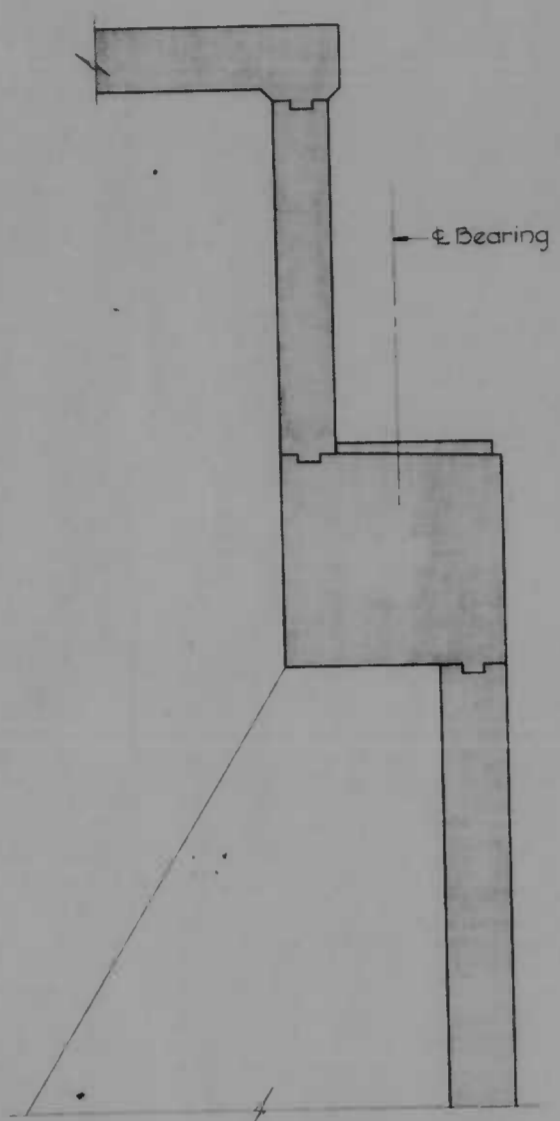
ONLY GRADE 60 CAN BE USED ON THIS PROJECT

"All reinforcing steel for superstructure, including parapets, abutment backwalls, bearing seat pads, parapet portion of wing-walls and pier caps located under bridge deck roadway joints shall be epoxy coated. (Column steel extending into caps need not be coated). See Special Provisions."

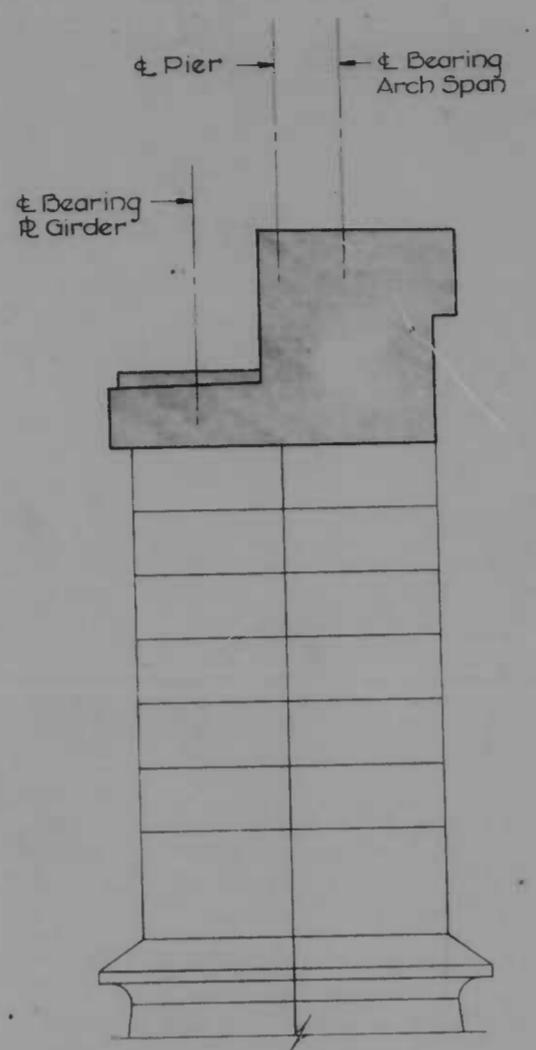
SEE COMMENTS IN FILE
DATED 5/24/97.

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	WHITMAN, REQUARDT AND ASSOCIATES ENGINEERS BALTIMORE, MARYLAND	1-88 JONES FALLS EXPRESSWAY RECONSTRUCTION SEGMENT C GUILFORD AVENUE BRIDGE NB BC 1402 TS & L PLAN AND ELEVATION	DRAWN BY: _____ TRACED BY: _____ F.A.P. NO. _____ S.H.A. NO. _____ B.A.'0. CITY NO. _____
		SCALE: AS SHOWN	DATE: MAY 14 1987
			DES. BY: _____ CHK. BY: _____ SHEET NO. _____ OF 4

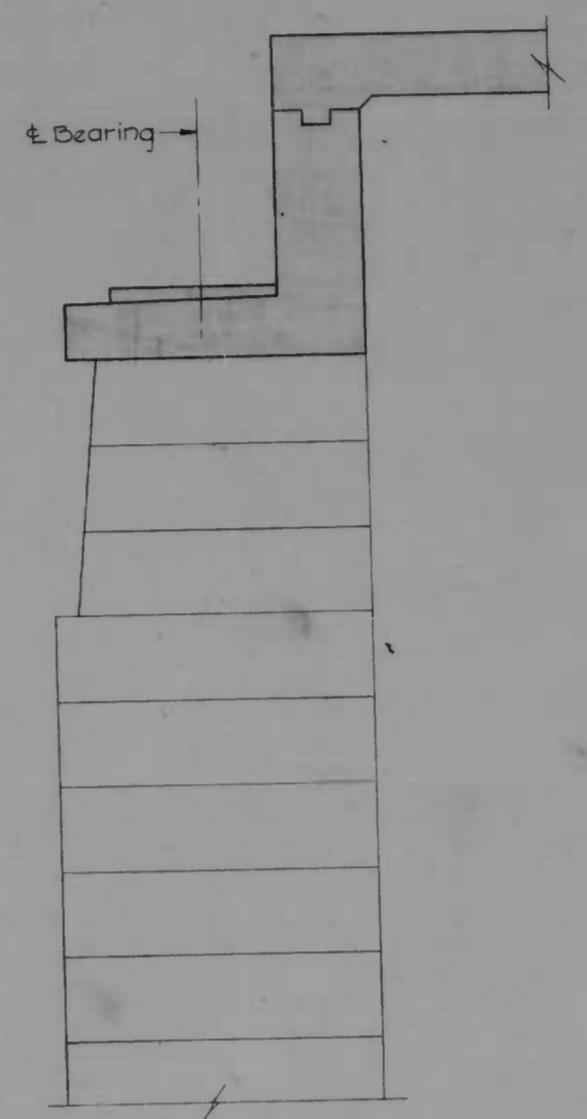
FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD			



TYPICAL SECTION - SOUTH ABUTMENT



TYPICAL SECTION - PIER 2

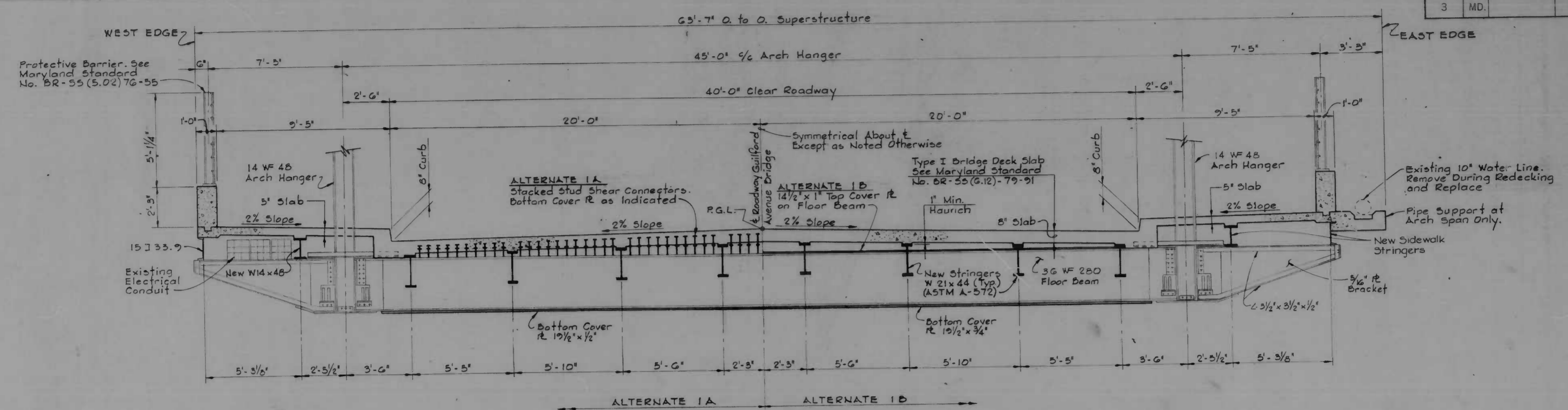


TYPICAL SECTION - NORTH ABUTMENT

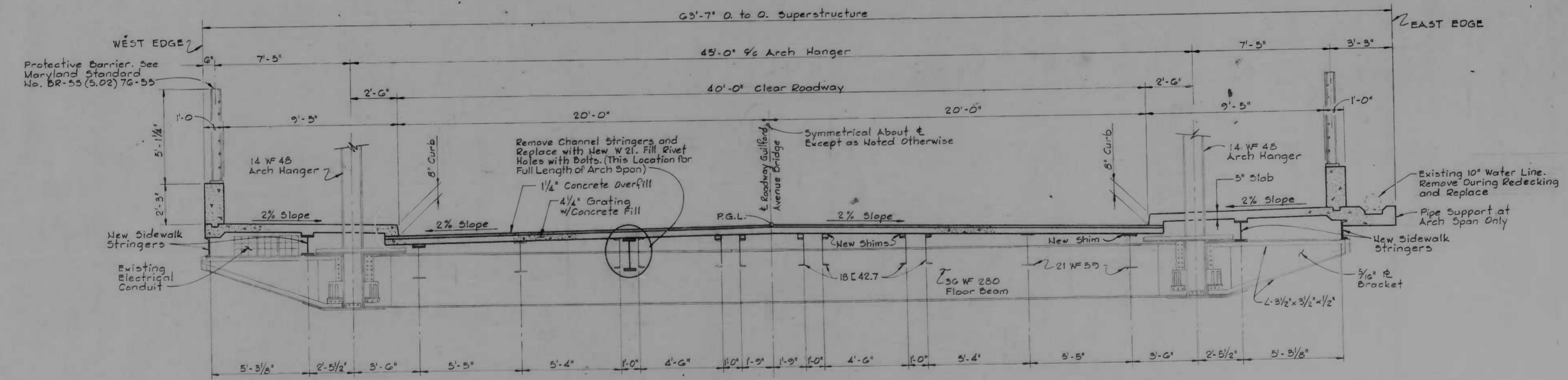
Note
Shaded Areas Denote Proposed Construction

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS	STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	WHITMAN, REQUARDT AND ASSOCIATES ENGINEERS BALTIMORE, MARYLAND	1-83 JONES FALLS EXPRESSWAY RECONSTRUCTION SEGMENT C GUILFORD AVENUE BRIDGE NO BC 1402 T.S. & L. - TYPICAL SECTIONS	DRAWN BY: NMS TRACED BY: NMS DES. BY: BKL CHK. BY: SHEET NO. 2 of 4
		SCALE: 3/8" = 1'-0"	DATE: MAY 14 1987 BALTO. CITY NO.

FED. AID REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.			



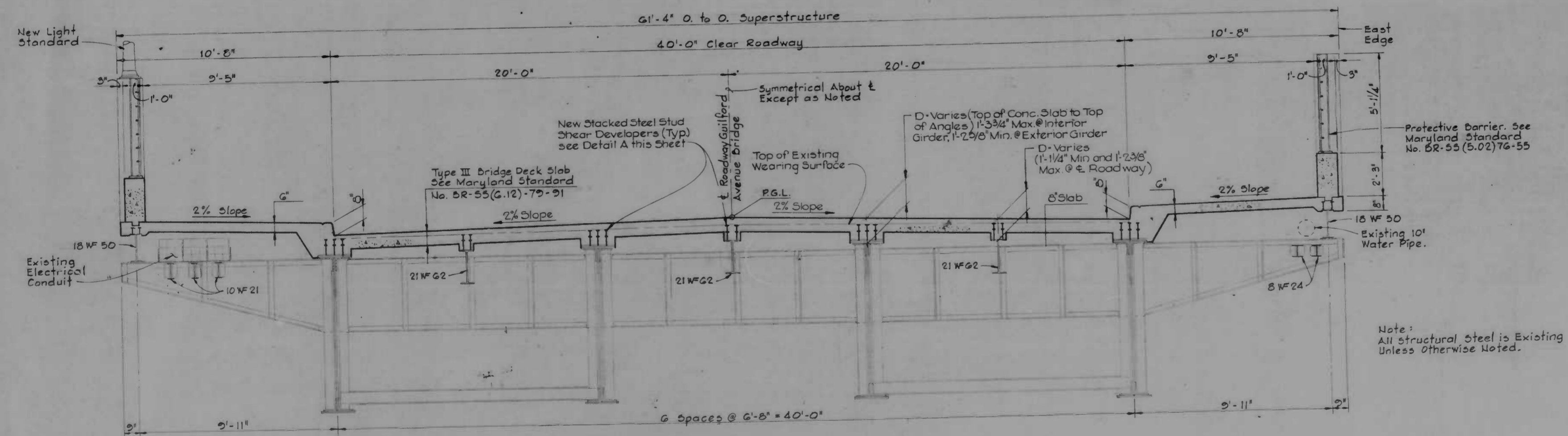
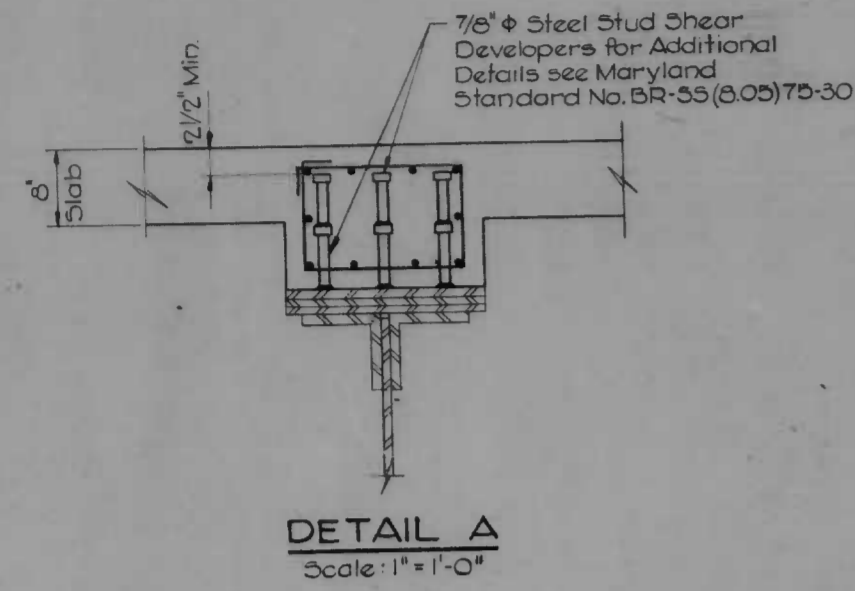
TYPICAL SECTION THRU ARCH SPAN
ALTERNATES 1A AND 1B
Scale: 3/8" = 1'-0"



TYPICAL SECTION THRU ARCH SPAN
ALTERNATE 2
Scale: 3/8" = 1'-0"

REVISIONS	CONSULTANT	CITY OF BALTIMORE		STATE HIGHWAY ADMINISTRATION OF MARYLAND	
		DEPARTMENT OF PUBLIC WORKS		INTERSTATE DIVISION FOR BALTIMORE CITY	
	WHITMAN, REOUARDT AND ASSOCIATES ENGINEERS BALTIMORE, MARYLAND	I-83 JONES FALLS EXPRESSWAY RECONSTRUCTION SEGMENT C GUILFORD AVENUE BRIDGE 118 BC 1402 TOTAL ARCH SPAN SECTIONS ALTERNATE 1A, 1B 12			
		SCALE: AS SHOWN	DATE: MAY 14 1987	DRAWN BY: R.J.F. TRACED BY: R.J.F.	DES. BY: F.G.S. CHK. BY:

FED. REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.			

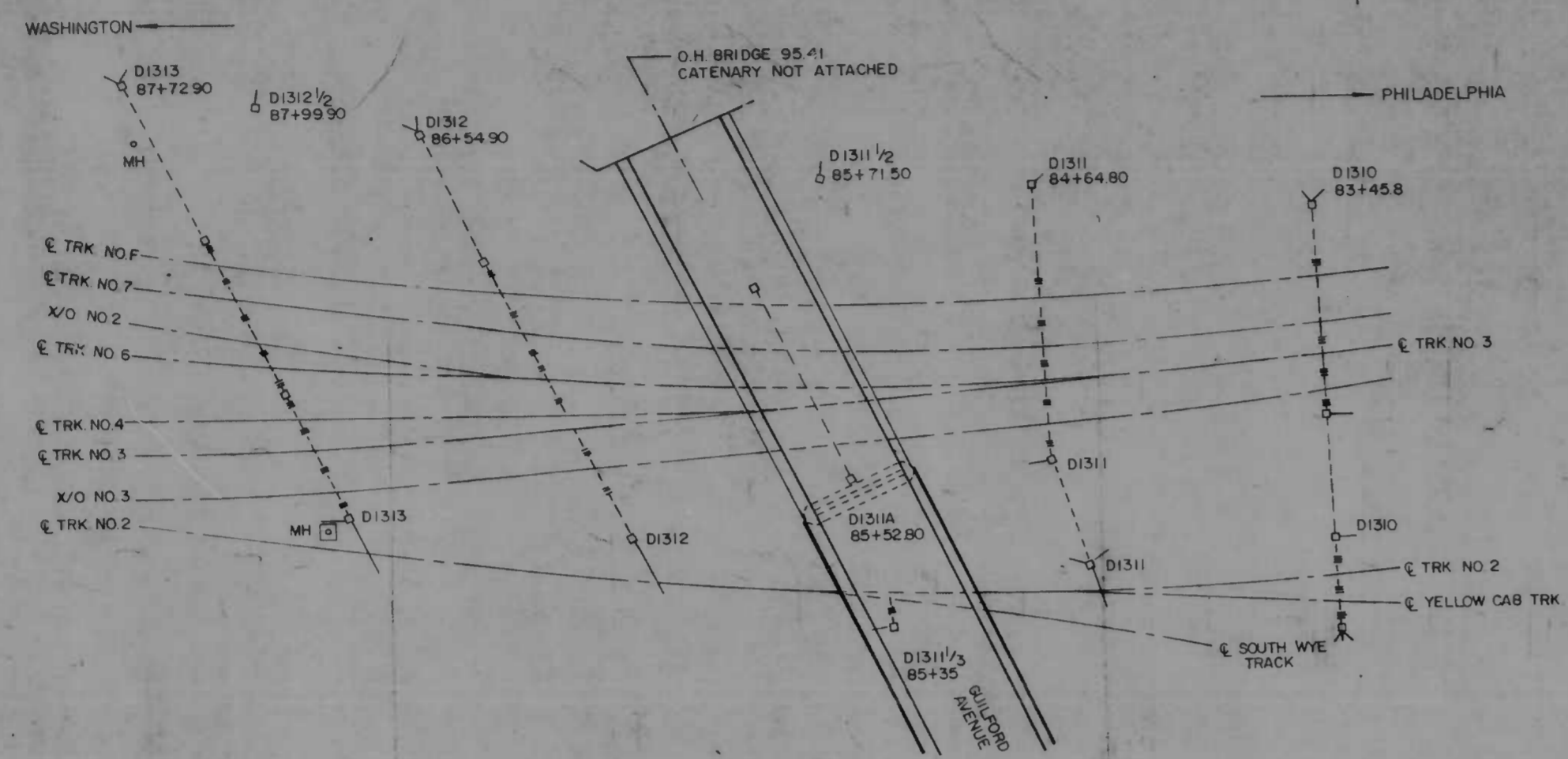


TYPICAL SECTION THRU GIRDER SPAN
Scale: 3/8" = 1'-0"

Note:
All structural steel is existing
Unless otherwise noted.

REVISIONS	CONSULTANT WHITMAN, REQUARDT AND ASSOCIATES ENGINEERS BALTIMORE, MARYLAND	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS		STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
		I-83 JONES FALLS EXPRESSWAY RECONSTRUCTION SEGMENT C GUILFORD AVENUE BRIDGE NO. BC 1402 T.S. 4 L - SECTION THRU GIRDER SPAN		DRAWN BY: R. J. F.	DES. BY: F. G. S.
SCALE: AS SHOWN		DATE: MAY 14 1987		SHEET NO. 4 OF 4	

FED. REGION	STATE	FED. AID PRG. NO.	SHEET NO.	TOTAL SHEETS
3	MD.			



LOCATION PLAN
SCALE: 1" = 40'

GENERAL NOTES:

1. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE REQUIREMENTS OF THE AISC CONSTRUCTION MANUAL (LATEST EDITION) AND THE PROJECT CONSTRUCTION SPECIFICATIONS.
2. ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM-A36, UNLESS OTHERWISE NOTED.
3. ALL BOLTS, NUTS & WASHERS SHALL CONFORM TO ASTM-A325, UNLESS OTHERWISE NOTED.
4. THE CONTRACTOR SHALL ADVISE AMTRAK OF THE TIME SCHEDULE OF EACH WORK OPERATION AND COORDINATE ALL REQUIREMENTS FOR TRACK OUTAGE, CATENARY AND FEEDER DE-ENERGIZATION AND FLAGMAN PROTECTION.
5. THERE ARE NO NEW CATENARY STRUCTURES, DOWN GUYS, OR CATENARY REPOSITIONING REQUIRED FOR THE BRIDGE REHABILITATION AND CONSTRUCTION IN THIS PROJECT.
6. MATERIAL AND PART SUBSTITUTION SHALL NOT BE MADE WITHOUT WRITTEN APPROVAL OF AMTRAK.
7. TIMBER CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATIONS.
8. THE CONTRACTOR SHALL COORDINATE THE CLOSING OF ANY PLATFORM AREAS WITH AMTRAK.
9. FOR SUGGESTED CONSTRUCTION SEQUENCE SEE THIS SHEET.

DIVISION OF WORK & MATERIAL SUPPLY					
PROJECT: RECONSTRUCTION OF GUILFORD AVENUE BRIDGE MP 95.41					
LEGEND: R = RAILROAD FORCES C = CONTRACTOR					
ITEM NO.	DESCRIPTION	MATERIAL	FABRICATION	ERECTION	LABOR
1.	BONDING AND GROUNDING OF TEMPORARY AND PERMANENT BRIDGE SHIELDS AND BARRIERS	C	R	R	R
2.	FIELD DRILL BRIDGE AND CATENARY STEEL MEMBERS TO RECEIVE THE GROUNDING AND BONDING MATERIAL AND SHIELDS	C	C	C	C
3.	TEMPORARY UNDER BRIDGE AND BRIDGE FACE SHIELDS	C	C	C	C
4.	TEMPORARY PROTECTIVE BARRIERS	C	C	C	C
5.	DEMOLITION OF EXISTING BRIDGE DECK AND INSTALLATION OF NEW DECK INCLUDING SIDEWALKS AND PROTECTIVE BARRIERS	C	C	C	C
6.	BRIDGE PIER REHABILITATION	C	C	C	C

SUGGESTED CONSTRUCTION SEQUENCE

1. INSTALL TEMPORARY SHIELDS AND BARRIERS AS SHOWN ON SHEET NO. OF GUILFORD AVENUE RECONSTRUCTION (CONTRACTOR - GROUNDING BY AMTRAK) BEFORE START OF
2. UPON DEMOLITION OF EXISTING BRIDGE DECK & COMPLETION OF THE NEW BRIDGE DECK, INSTALL PERMANENT GROUNDING AND BONDING (AMTRAK WORK)
3. REMOVE TEMPORARY SHIELDS AND BARRIERS (CONTRACTOR)

ABBREVIATIONS

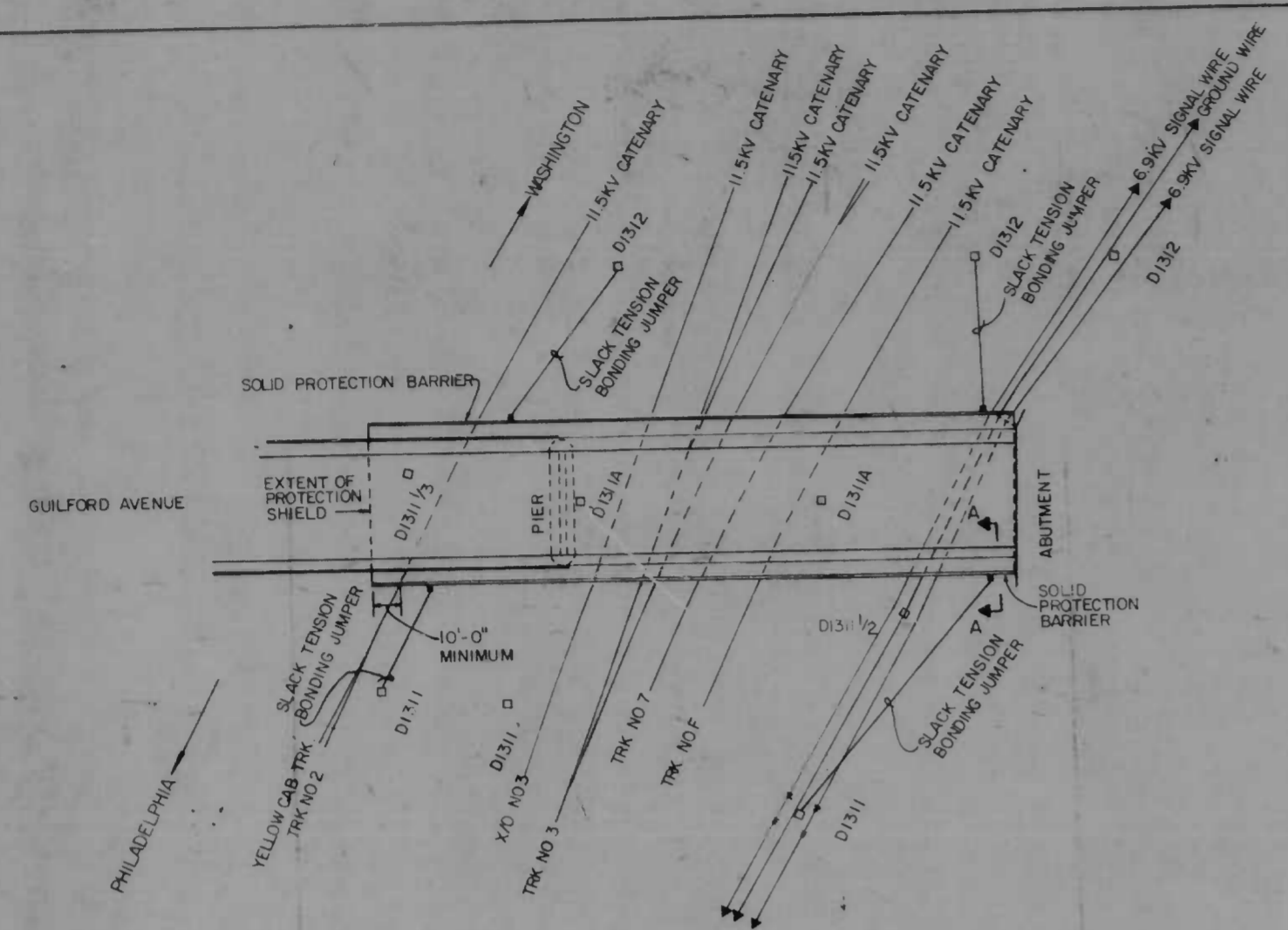
- AISC - AMERICAN INSTITUTE OF STEEL CONSTRUCTION
- AL - ALUMINUM
- ASTM - AMERICAN SOCIETY OF TESTING & MATERIALS
- CAT - CATALOG
- CL - CENTERLINE
- CO - COMPANY
- CORP - CORPORATION
- CU - COPPER
- DIA, Ø - DIAMETER
- GALV - GALVANIZED
- G.W - GROUND WIRE
- FT - FOOT
- NO - NUMBER
- N.T.S - NOT TO SCALE
- KV - KILOVOLT
- MI - MALLEABLE IRON
- OH BR - OVERHEAD BRIDGE
- QTY - QUANTITY
- STD - STANDARD
- SPEC - SPECIFICATION
- STR - STRAND
- TRK - TRACK
- REQ'D - REQUIRED
- W/ - WITH
- MP - MILE POST
- & - AND
- TYP - TYPICAL
- MIN - MINIMUM

ELECTRIFICATION DRAWING INDEX

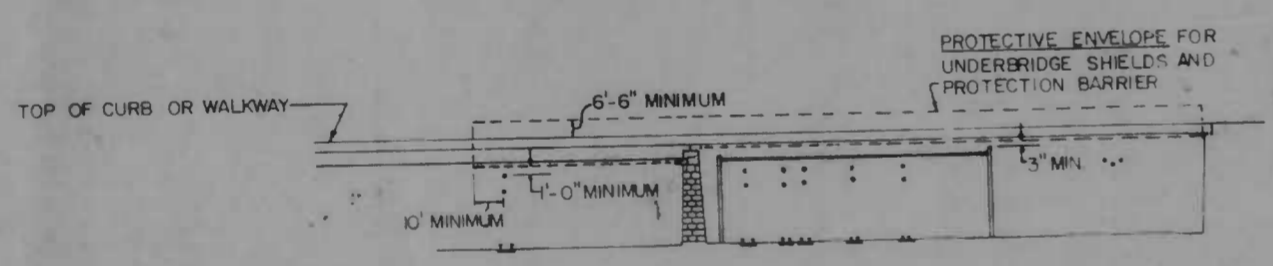
TITLE	SHEET NO.
ABBREVIATION, DIVISION OF WORK & MATERIAL SUPPLY, INDEX, GENERAL NOTES, LOCATION PLAN, CONSTRUCTION SEQUENCE	OF
PLAN & ELEVATION, W/ TEMPORARY PROTECTIVE SHIELD AND BARRIERS OUTLINE	1 OF
GROUNDING AND BONDING PLAN	OF
GROUNDING AND BONDING DETAILS	OF
SUMMARY OF QUANTITIES	OF

EMJ/ELECTRACK INC 6525 BELCREST ROAD HYATTSVILLE, MARYLAND 20782 CONTRACT ENGINEERS	REVISIONS	CONSULTANT WHITMAN, REQUARDT AND ASSOCIATES ENGINEERS BALTIMORE, MARYLAND	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	1 - B3 JONES FALLS EXPRESSWAY REHABILITATION RECONSTRUCTION OF GUILFORD AVENUE BRIDGE ABBREVIATION, DIVISION OF WORK & MATERIAL SUPPLY, INDEX, GENERAL NOTES, LOCATION PLAN, CONSTRUCTION SEQUENCE SCALE AS SHOWN		DATE MAY 14 1987
DRAWN BY _____ DES. BY _____ TRACED BY _____ CHK. BY _____		F.A.P. NO. IR-83-1187.4 S.H.A. NO. BC 243-63-815	SHEET NO. 5 OF _____

FED. REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.			

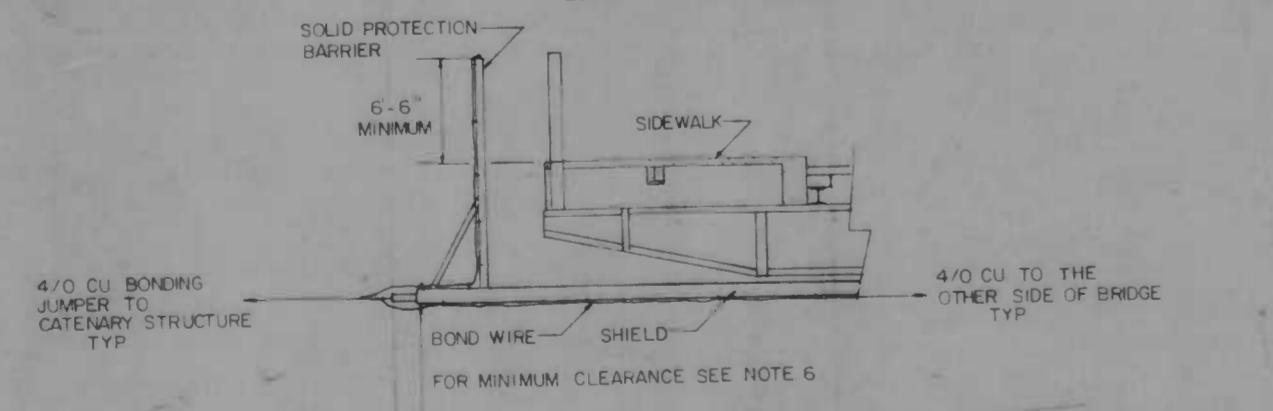


PLAN



ELEVATION

LOOKING TOWARDS WASHINGTON



TYPICAL SECTION A-A

1. TEMPORARY PROTECTION SHIELDS SHALL BE USED DURING DEMOLITION OF EXISTING BRIDGES OR ERECTION OF NEW BRIDGES IN ORDER THAT WORK ON THE BRIDGE STRUCTURE CAN PROCEED OVER THE ELECTRIFICATION FACILITIES WITHOUT REQUIRING DEENERGIZATION OF THE WIRES. ELECTRIFICATION FACILITIES SHALL BE DEENERGIZED DURING THE TIME THE STRUCTURE FRAME AND THE TEMPORARY PROTECTION SHIELDS ARE BEING ERECTED OVER OR OTHERWISE NEAR WIRES. THE ABOVE WORK SHALL BE DONE UNDER THE DIRECTION OF A QUALIFIED RAILROAD EMPLOYEE.

IN CASES WHERE THERE IS INSUFFICIENT ELECTRICAL CLEARANCE BETWEEN THE WIRES AND THE BRIDGE STRUCTURE FOR ERECTION OF A SHIELD, ALL WORK OVER THE WIRES SHALL BE PERFORMED WITH THE WIRES DEENERGIZED AND UNDER THE PROTECTION OF A QUALIFIED RAILROAD EMPLOYEE.

IN CASES WHERE PRESTRESSED BEAMS ARE USED OR WHERE METALIC FORMS BECOME A PART OF THE PERMANENT BRIDGE STRUCTURE, IT MAY BE THAT ERECTION CAN BE ACCOMPLISHED WITHOUT A SHIELD, IN WHICH CASES ALL WORK OVER THE WIRES DURING THE ERECTION SHALL BE DONE WITH WIRES DEENERGIZED AND UNDER THE PROTECTION OF A QUALIFIED RAILROAD EMPLOYEE. THE TEMPORARY BARRIER SHALL BE INSTALLED WHETHER OR NOT A TEMPORARY SHIELD IS USED.

2. DETAILS OF ANY PROPOSED SHIELD AND BARRIER SHALL BE SUBMITTED TO THE RAILROAD FOR APPROVAL, AND WORK ON ANY SHIELD OR BARRIER SHALL NOT BE STARTED BEFORE SUCH APPROVAL IS OBTAINED.

3. THE TEMPORARY PROTECTION SHIELDS SHALL BE OF SOLID CONSTRUCTION (TONGUE AND GROOVE OR EQUAL) AND SHALL BE PROVIDED WITH A SOLID PROTECTION BARRIER HAVING A MINIMUM HEIGHT OF 6'-6" ABOVE THE SURFACE OF THE SIDEWALK OR CURB OF THE BRIDGE TO PROTECT WORKMEN AGAINST CONTACT WITH THE ENERGIZED WIRES PASSING UNDER THE BRIDGE AND TO PREVENT DAMAGE TO THE WIRES.

4. THE TEMPORARY PROTECTION SHIELD AND BARRIER SHALL EXTEND NO LESS THAN 10 FEET BEYOND OUTER RAILROAD WIRE PASSING UNDER THE BRIDGE MEASURED IN HORIZONTAL PLANE EXTENDED TO THE WIRE AND SHALL PREVENT MATERIALS, DEBRIS, ETC., FROM FALLING ON OR CONTACTING THE WIRES.

5. THE PROTECTION SHIELD AND BARRIERS SHALL BE DESIGNED FOR A MINIMUM LIVE LOAD OF 100 POUNDS PER SQUARE FOOT AND A WIND LOAD OF 30 POUNDS PER SQUARE FOOT IF THE SHIELD IS TO SERVE AS A FORM OR IS TO CARRY ANY PART OF THE OVER-HEAD STRUCTURE. DURING ERECTION, IT SHALL BE DESIGNED FOR THE SUPERIMPOSED LOADS IF THE SHIELD IS TO BE USED FOR THE PROTECTION DURING DEMOLITION OF AN OVERHEAD STRUCTURE. IT SHALL BE DESIGNED FOR A MINIMUM LIVE LOAD OF 100 POUNDS PER SQUARE FOOT, OR A CONCENTRATED LIVE LOAD AT ANY POINT OF NOT LESS THAN 2,000 POUNDS.

6. TEMPORARY PROTECTION SHIELDS OF TIMBER CONSTRUCTION SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 12 INCHES TO RAILROAD WIRES, AND 3 INCHES MINIMUM VERTICAL CLEARANCE TO UNDER-BRIDGE RAILROAD STRUCTURES.

7. WHERE STRINGERS TRANSVERSE TO THE BRIDGE ARE USED, THE MINIMUM HORIZONTAL CLEARANCE BETWEEN STRINGERS AND RAILROAD WIRES SHALL BE 4 FEET.

8. TEMPORARY PROTECTION BARRIERS SHALL REMAIN IN PLACE AT LEAST UNTIL PERMANENT PROTECTION BARRIERS AND GROUNDING ARE COMPLETED.

9. WHERE REQUIRED BY LOCAL CONDITIONS, THE ELECTRICAL CLEARANCES SHOWN ON THIS SHEET WILL BE INCREASED BY AMTRAK.

10. ANY MODIFICATION OF THE ELECTRICAL REQUIREMENTS SHOW ON THIS DRAWING SHALL BE SUBMITTED TO AMTRAK FOR APPROVAL.

11. THE TEMPORARY PROTECTION BARRIER SHALL BE PROVIDED WITH 4/0 AWG BARE COPPER GROUND CABLE CONNECTED TO THE RAILROAD GROUNDING SYSTEM. THE GROUNDING METHOD SHALL BE APPROVED BY RAILROAD. THE RAILROAD SHALL INSTALL ALL GROUNDING MATERIALS.

12. CONTRACTOR SHALL PROVIDE SUITABLE FENCING AND BARRIERS TO PROHIBIT PEDESTRIAN ACCESS DURING CONSTRUCTION.

13. EXISTING GROUND CONNECTIONS FROM BRIDGE STEEL TO THE EXISTING GROUND WIRE ARE TO REMAIN.

14. THE TEMPORARY BARRIER DETAIL SHOWN IS PROVIDED ONLY AS A POSSIBLE APPROACH. ACTUAL DIMENSIONS, SIZE, PLACEMENT OF TIMBER AND BOLTS CAN ONLY BE ESTABLISHED AFTER EVALUATION OF FIELD CONDITIONS, CONSTRUCTION TECHNIQUES AND ANTICIPATED LOADS. ANY BARRIER DESIGN MUST COMPLY WITH THE CLEARANCE REQUIREMENTS SHOWN HERE. THE CONTRACTOR SHALL SUBMIT THE PROPOSED BARRIER DESIGN TO AMTRAK FOR APPROVAL. THE DESIGN SHALL INCORPORATE RAILROAD PROTECTION STANDARDS FOR HIGHWAY/BRIDGE CONSTRUCTION, DEMOLITION REQUIREMENTS AND PRACTICES. CONSULT THE PROJECT SPECIFICATIONS FOR FURTHER INFORMATION REGARDING ACCEPTABLE CONSTRUCTION PROCEDURES DURING DEMOLITION AND CONSTRUCTION OF RAILROAD AND HIGHWAY FACILITIES. THE BARRIER SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF MARYLAND.

15. THE TEMPORARY SHIELD SHALL BE COVERED WITH ROOFING PAPER TO PREVENT MATERIALS OR DEBRIS FROM FALLING BETWEEN GAPS TO RAILROAD WIRES.

16. CONTRACTOR SHALL PREVENT ANY STEADY FLOW OF WATER FROM CONTACTING RAILROAD WIRES, DURING CURING OF CONCRETE OR ANY OTHER TIME.

EMJ/ELECTRACK INC 6525 BELCREST ROAD HYATTSVILLE, MARYLAND 20782 CONTRACT ENGINEERS	REVISIONS	CONSULTANT	CITY OF BALTIMORE & STATE HIGHWAY ADMINISTRATION OF MARYLAND DEPARTMENT OF PUBLIC WORKS & INTERSTATE DIVISION FOR BALTIMORE CITY	
		WHITMAN, REQUIART AND ASSOCIATES ENGINEERS BALTIMORE, MARYLAND	DRAWN BY: _____ TRACED BY: _____ F.A.P. NO. IR B3-1(87)4 S.H.A. NO. BC 243-63-815 BALTO. CITY NO. _____	DES. BY: _____ CHK. BY: _____ SHEET NO. 19 OF _____
			SCALE: N.T.S.	DATE: MAY 14 1987