

SCALE
 PLAN: 1" = 20'
 PROFILE: 1" = 20'
 VERT: 1" = 4'

FALLS

WATER

NOTE: From Station 6+00 TO SOUTH END OF PIER, ENTIRE AREA FROM EAST TO WEST BULKHEAD TO BE SURFACED WITH 1 1/2" BITUMINOUS CONCRETE (SN).

■ SURFACE COURSE: 1 1/2" BITUMINOUS CONCRETE (SN).
 ▨ LEVELING COURSE: MILLED MATERIAL FROM RESURFACING CONTRACTS.

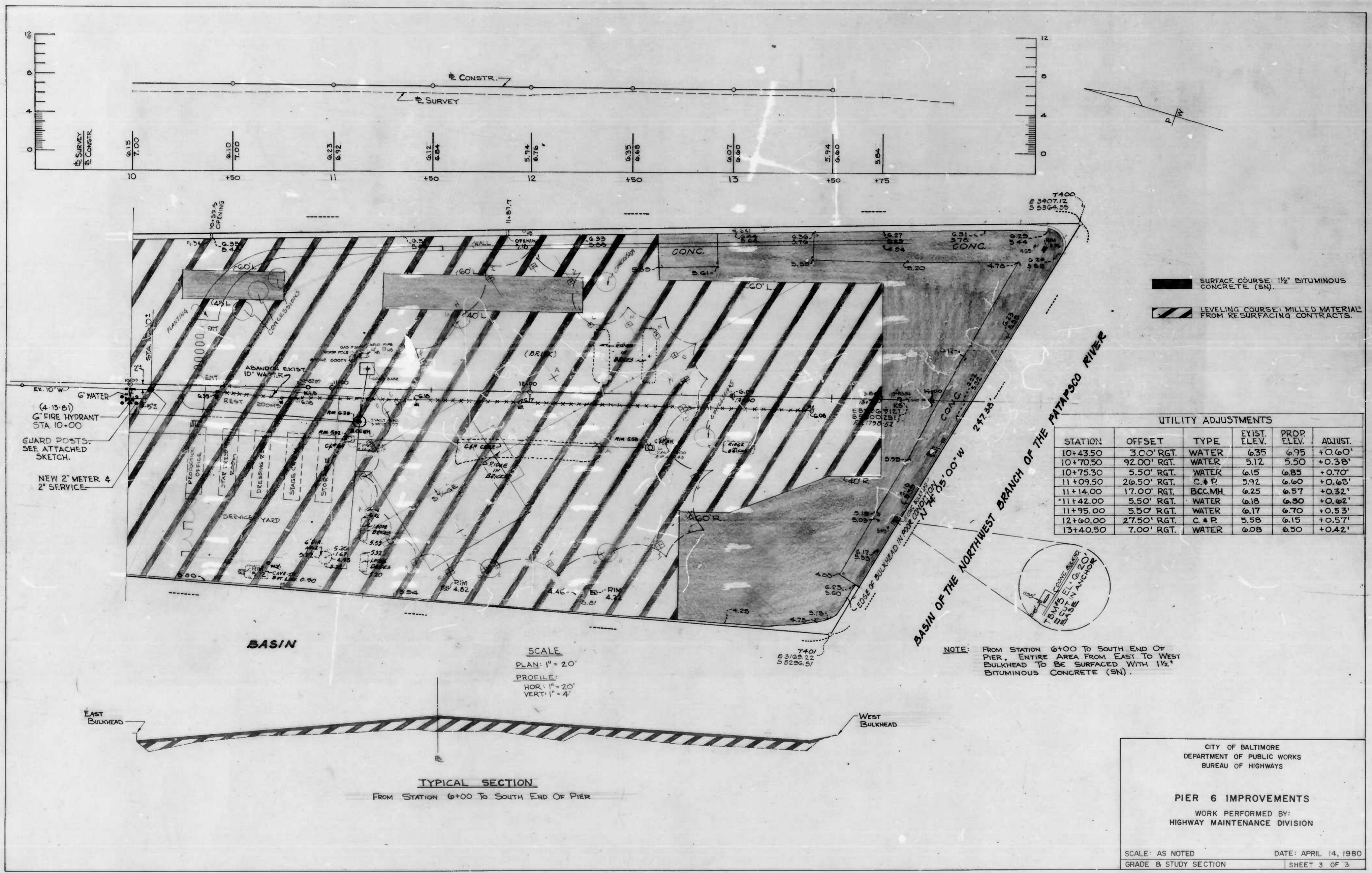
UTILITY ADJUSTMENTS					
STATION	OFFSET	TYPE	EXIST. ELEV.	PROP. ELEV.	ADJUST.
4+53.00	47.50' LEFT	WATER	6.24	6.24	HOLD
5+09.00	20.00' RGT.	C&P	6.38	6.55	+0.17'
5+52.50	10.00' RGT.	B.C.C. MH.	6.49	6.60	+0.11'
6+59.00	21.50' RGT.	C&P	6.41	6.63	+0.22'
7+23.00		NEW MV.	6.37	7.00	+0.63'
7+23.00	13.00' LEFT	NEW HYD.	6.38	6.60	+0.22'
7+47.00		WATER	6.51	7.00	+0.49'
7+53.00	3.00' LEFT	WATER	6.40	6.95	+0.55'
8+08.50	23.00' RGT.	C&P	6.36	6.60	+0.24'
8+33.50	13.00' RGT.	B.C.C. MH.	6.55	6.60	+0.05'
8+45.50	1.00' RGT.	WATER	6.66	7.00	+0.34'
9+45.00	2.00' RGT.	WATER	6.40	7.00	+0.60'
9+60.00	24.00' RGT.	C&P	5.95	6.57	+0.62'

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS

PIER 6 IMPROVEMENTS
 WORK PERFORMED BY:
 HIGHWAY MAINTENANCE DIVISION

SCALE: AS NOTED
 GRADE & STUDY SECTION

DATE: APRIL 14, 1980
 SHEET 2 OF 3



SURFACE COURSE: 1/2" BITUMINOUS CONCRETE (SN).
 LEVELING COURSE: MILLED MATERIAL FROM RESURFACING CONTRACTS.

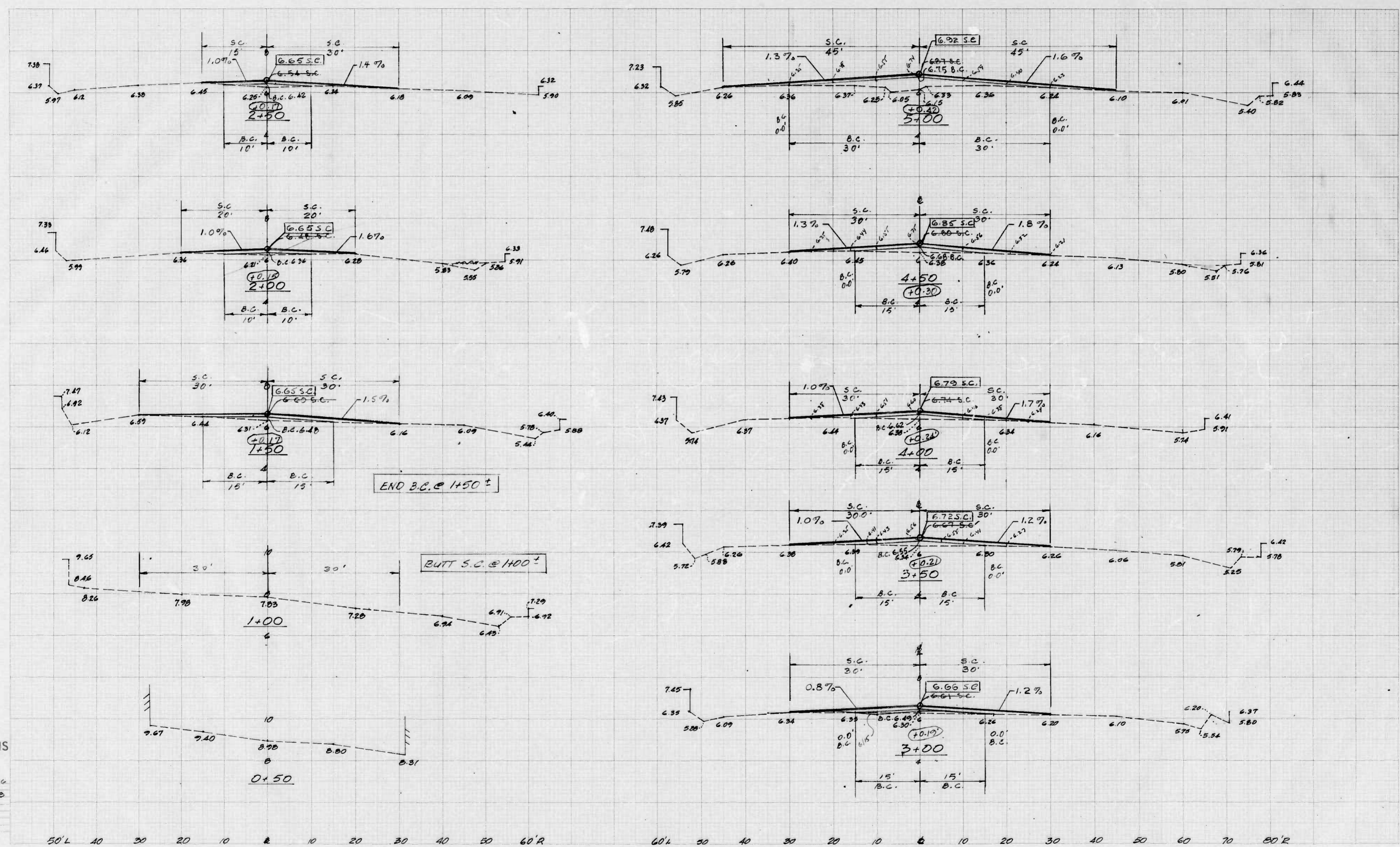
UTILITY ADJUSTMENTS					
STATION	OFFSET	TYPE	EXIST. ELEV.	PROP. ELEV.	ADJUST.
10+43.50	3.00' RGT.	WATER	6.35	6.95	+0.60'
10+70.50	92.00' RGT.	WATER	5.12	5.50	+0.38'
10+75.30	5.50' RGT.	WATER	6.15	6.85	+0.70'
11+09.50	26.50' RGT.	C & P	5.92	6.60	+0.68'
11+14.00	17.00' RGT.	BCCMH	6.25	6.57	+0.32'
11+42.00	5.50' RGT.	WATER	6.18	6.50	+0.62'
11+95.00	5.50' RGT.	WATER	6.17	6.70	+0.53'
12+60.00	27.50' RGT.	C & P	5.58	6.15	+0.57'
13+40.50	7.00' RGT.	WATER	6.08	6.50	+0.42'

NOTE: FROM STATION 6+00 TO SOUTH END OF PIER, ENTIRE AREA FROM EAST TO WEST BULKHEAD TO BE SURFACED WITH 1/2" BITUMINOUS CONCRETE (SN).

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS

PIER 6 IMPROVEMENTS
 WORK PERFORMED BY:
 HIGHWAY MAINTENANCE DIVISION

 SCALE: AS NOTED
 DATE: APRIL 14, 1980
 GRADE 8 STUDY SECTION
 SHEET 3 OF 3



CROSS SECTIONS
 Scale 1 inch = 10' HORIZ
 2' VERT

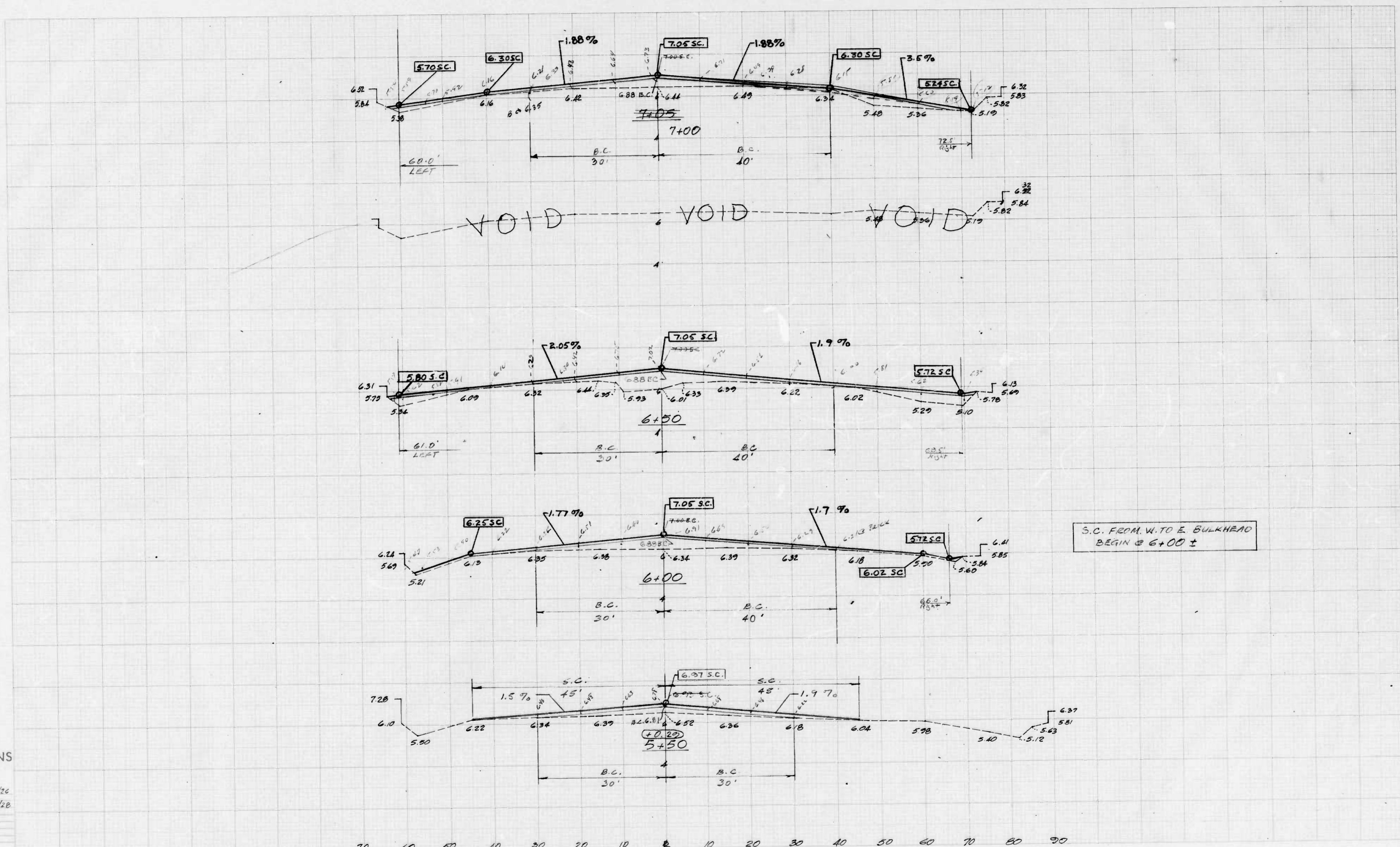
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 Original Checked by: Date: 4/3
 Template by: SAC
 Area by: Date:
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 Plots Checked by: Date:
 Area by: Date:
 Area Checked by: Date:

BOOK NO. L-1107, L-1108, P. 1792
 FEB. 1986

PROJECT INNER HARBOR EAST
 DESCRIPTION PIER 6 IMPROVEMENTS

CONTRACT NO. MAINT. DIV. '80

SHEET NO. 1 OF 5
 STATION 0+50 TO STATION 5+00



CROSS SECTIONS

Scale: 1 inch = 10' HORIZ.
2" VERT.

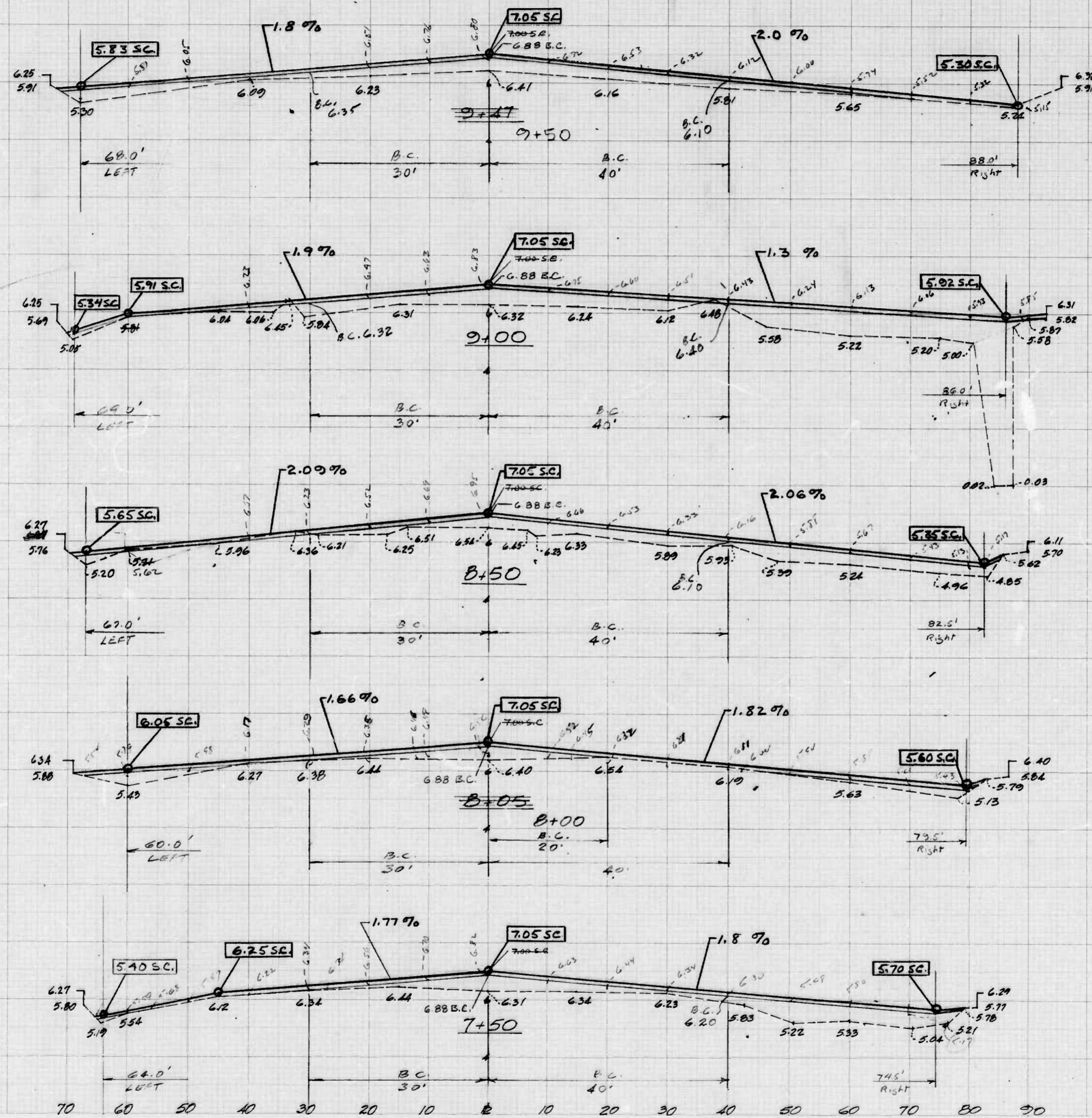
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Original Checked by		Date	
Revised by	MCA	Date	3/28
Drawn by		Date	
Field Checked by		Date	
Approved by		Date	
As Noted by		Date	

BOOK NO. L-1167, L-1108, E-3, 1738
PA. 1986

PROJECT INNER HARBOR EAST
DESCRIPTION PIER G IMPROVEMENTS

CONTRACT NO. MAINT. DIV. '80

SHEET NO. 2 OF 5
STATION 5+50 TO STATION 7+00



CROSS SECTIONS

Scale 1 inch = 10' HOR.
2" VERT.

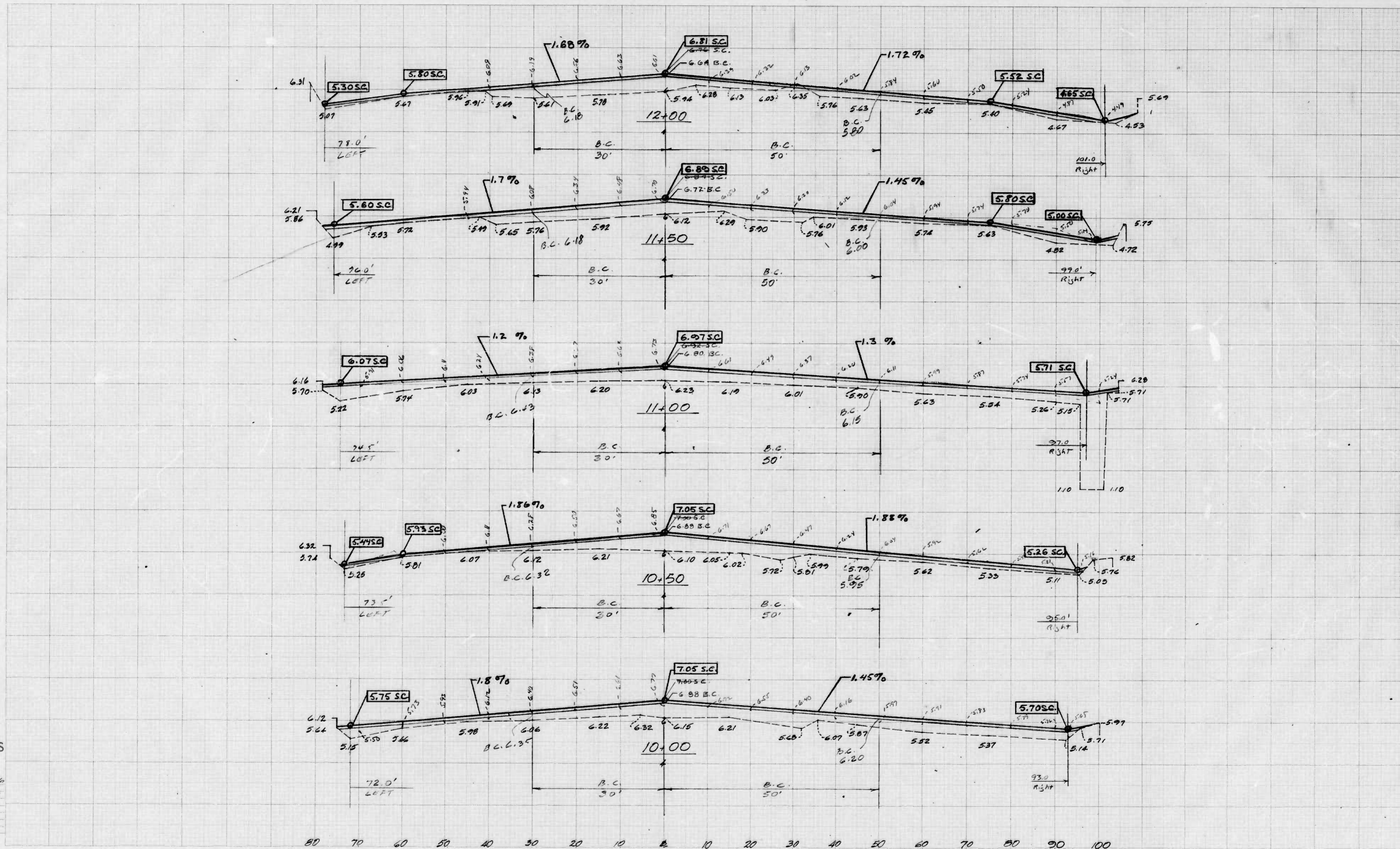
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 Original Checked by: Date: 3/86
 Drawn by: H.G.G. Date:
 Final Checked by: Date:
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BOOK NO. 6-1107, 6-1108, 6-1198
 FA 1986

PROJECT INNER HARBOR EAST
 DESCRIPTION PIER 6 IMPROVEMENTS

CONTRACT NO. MAINT DIV. '80

SHEET NO. 3 OF 5
 STATION 7+50 TO STATION 9+50



CROSS SECTIONS
Scale 1 inch = 10' HOR
2" VERT

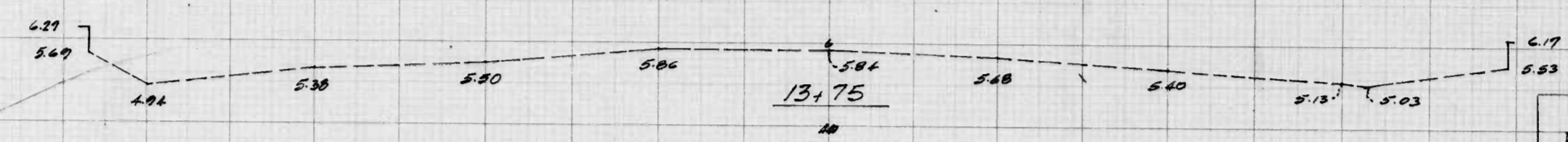
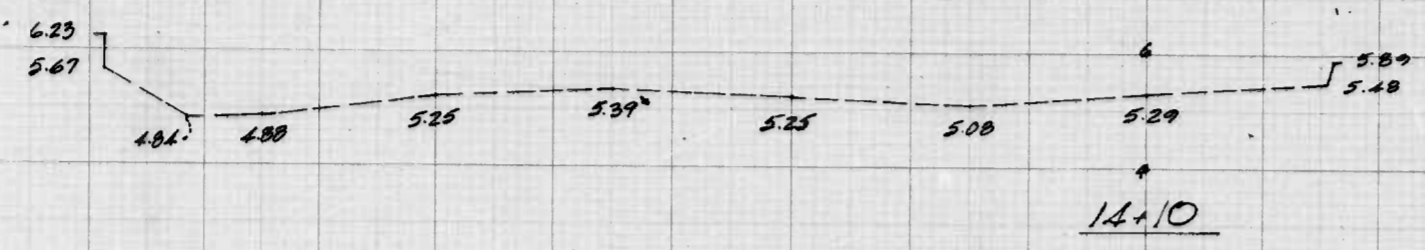
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Original Checked by: _____ Date: _____
Template by: WEG Date: 3/68
Area by: _____ Date: _____
Plotted by: _____ Date: _____
Plotted Checked by: _____ Date: _____
Area Checked by: _____ Date: _____

BOOK NO. L-1107, L-1108, Pt. 179B
FB 1966

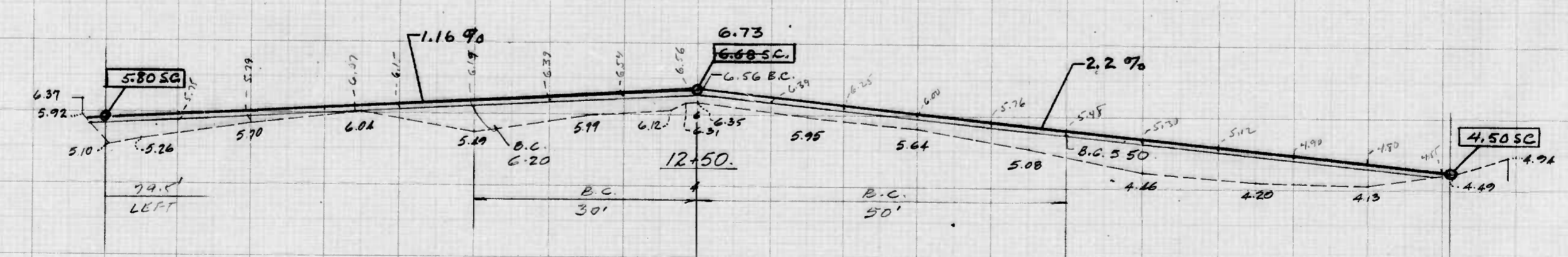
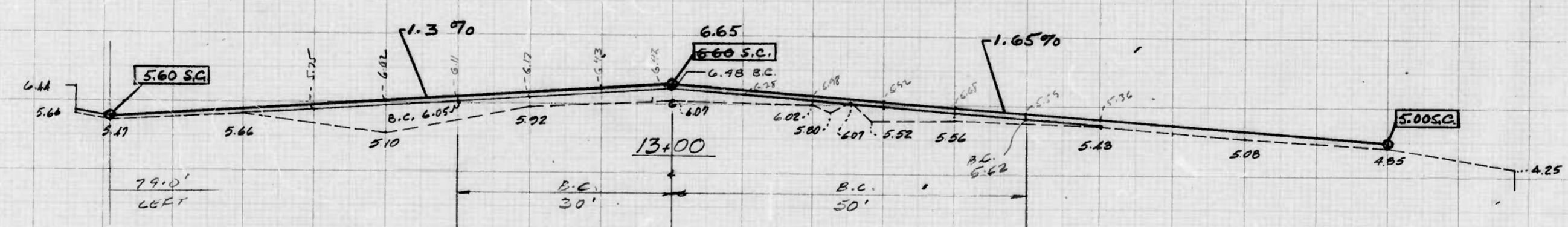
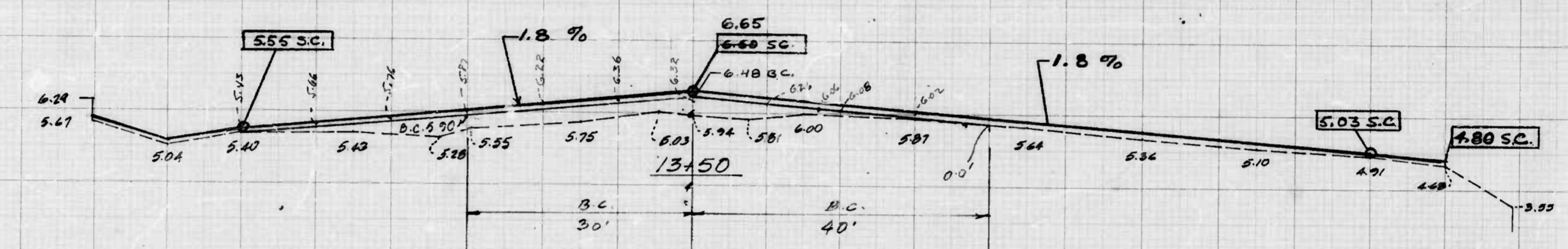
PROJECT INNER HARBOR EAST
DESCRIPTION PIER G. IMPROVEMENTS

CONTRACT NO. MAINT. DIV. '80

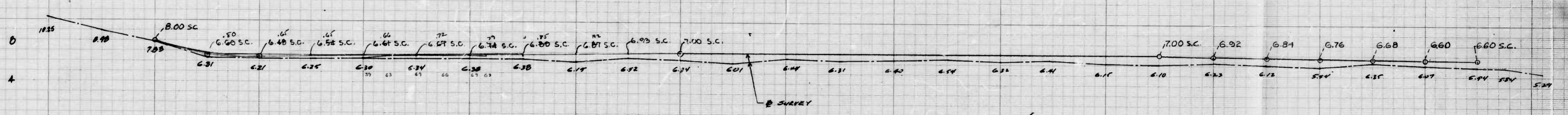
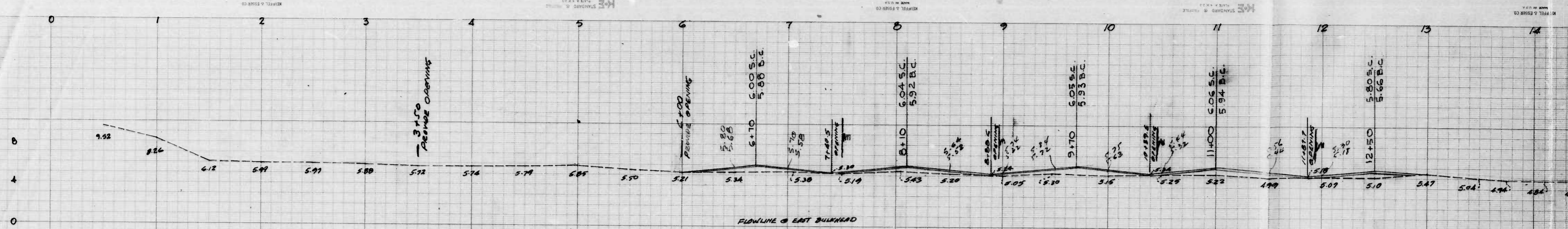
SHEET NO. CS 4 OF 5
STATION 10+00 TO STATION 12+00



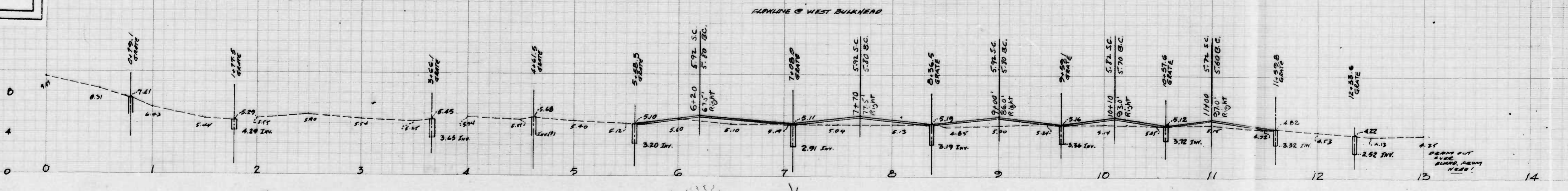
SLOPE PAVING TO MEET EXISTING FROM 13+50 TO CONC. PAD @ SOUTH AND EAST END OF PIER. FEATHER-IN @ SW COR. OF PIER.



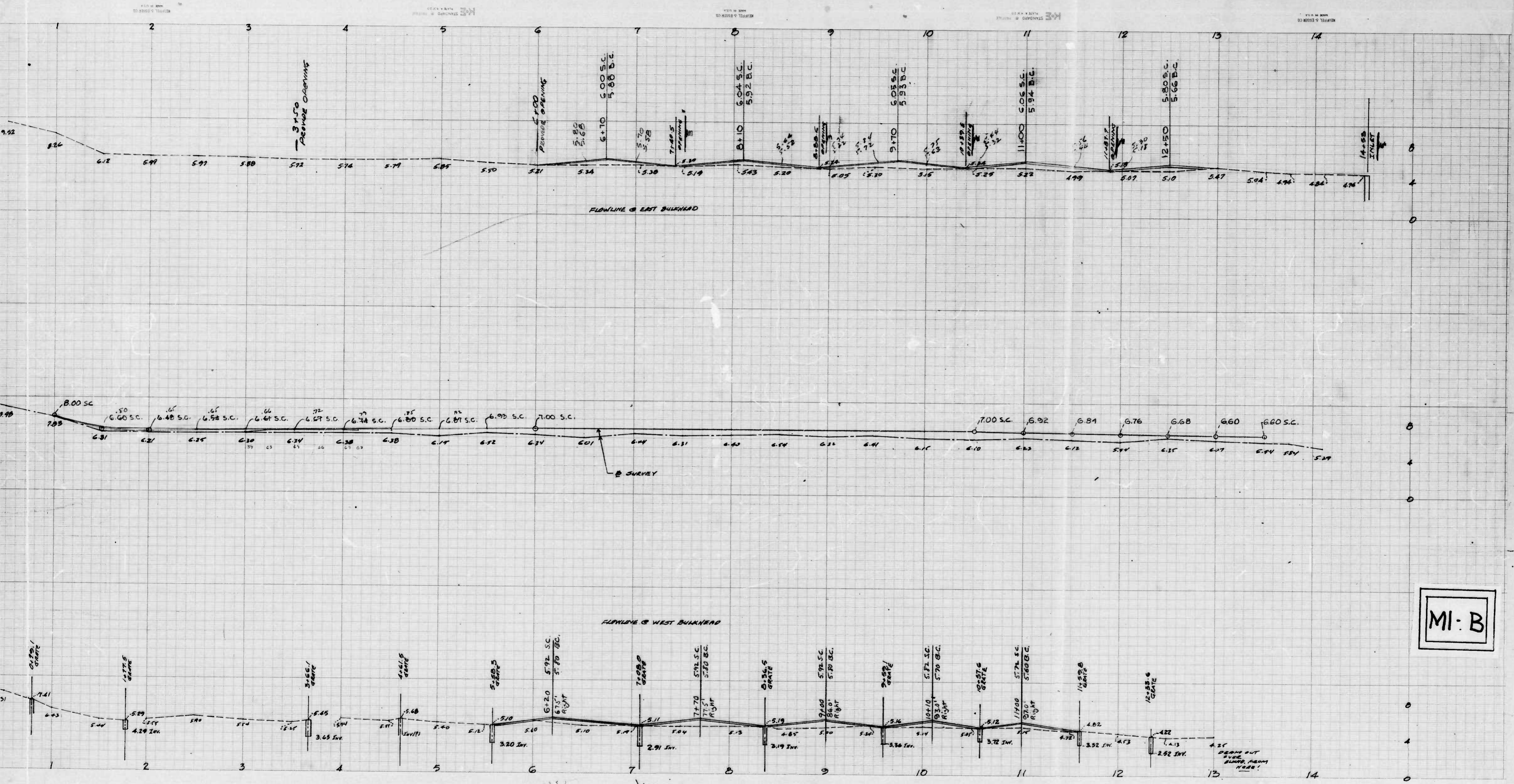
CROSS SECTIONS
 Scale 1 inch = 10' HOR
 2" VERT.
 Original Planned by: CEC Date: 3/10
 Original Checked by: Date: 3/28
 Template by: WLG Date:
 Area by: Date:
 Final Planned by: Date:
 Final Checked by: Date:
 Area by: Date:
 Area Checked by: Date:



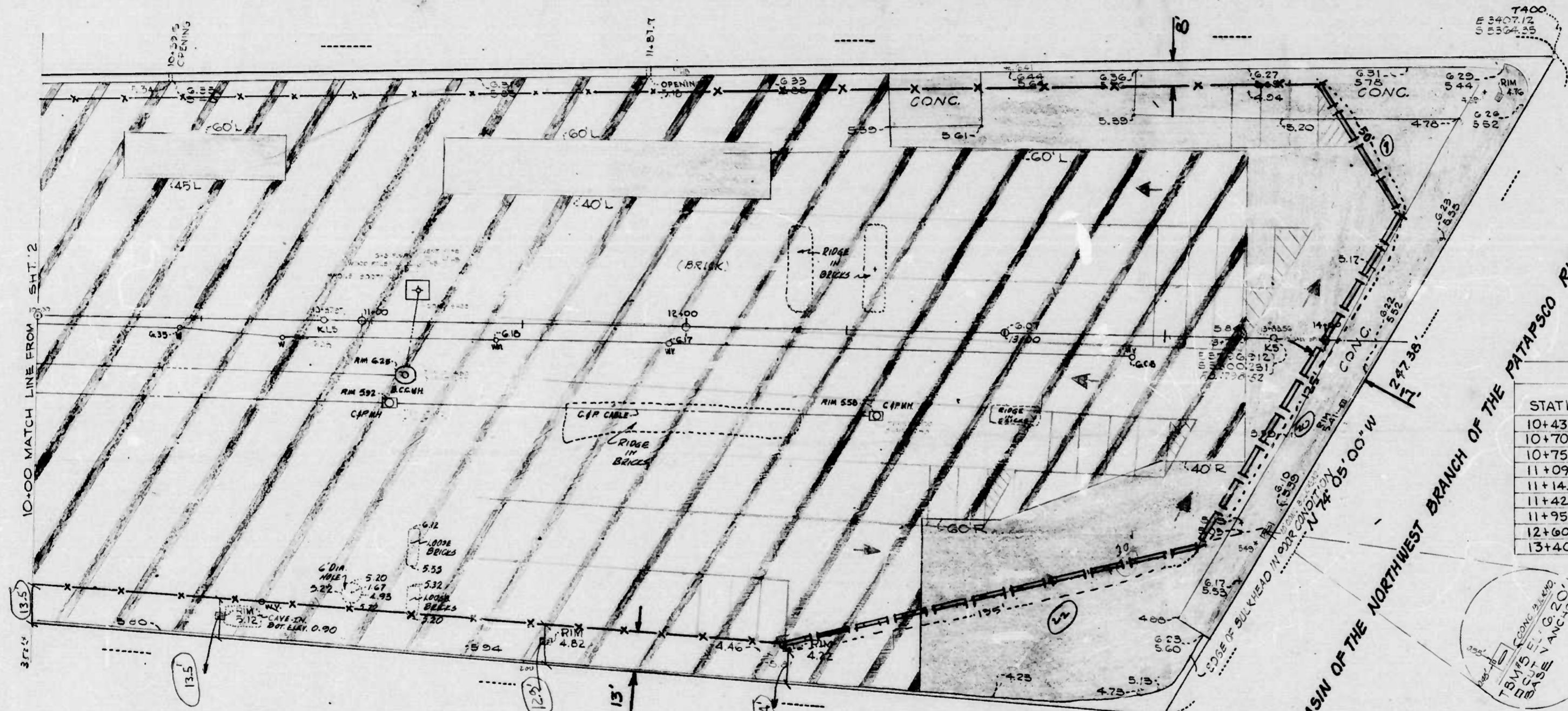
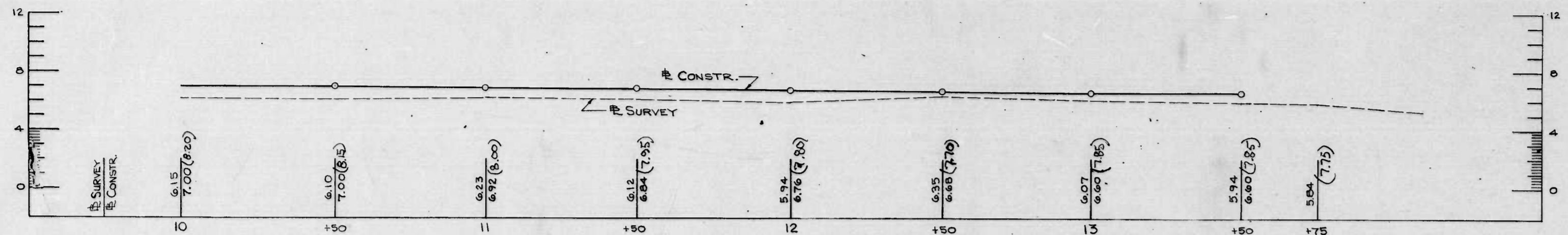
MI-A



BEAM OUT SIDE BULKHEAD HERE!



MI-B



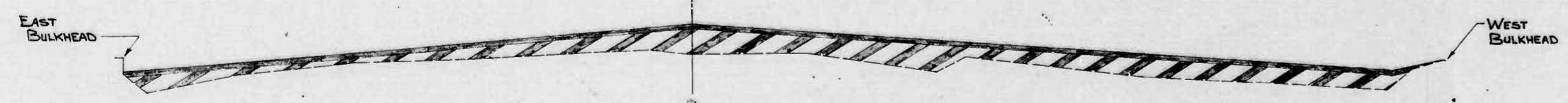
SURFACE COURSE: 1 1/2" BITUMINOUS CONCRETE (SN).
 LEVELING COURSE: MILLED MATERIAL FROM RESURFACING CONTRACTS.

UTILITY ADJUSTMENTS

STATION	OFFSET	TYPE	EXIST. ELEV.	PROP. ELEV.	ADJUST.
10+43.50	3.00' RGT.	WATER	6.35	6.95	+0.60'
10+70.50	92.00' RGT.	WATER	5.12	5.50	+0.38'
10+75.30	5.50' RGT.	WATER	6.15	6.85	+0.70'
11+09.50	26.50' RGT.	C. # P.	3.92	6.60	+0.68'
11+14.00	17.00' RGT.	B.C.C.M.H.	6.25	6.57	+0.32'
11+42.00	5.50' RGT.	WATER	6.18	6.90	+0.62'
11+95.00	5.50' RGT.	WATER	6.17	6.70	+0.53'
12+60.00	27.50' RGT.	C. # P.	5.58	6.15	+0.57'
13+40.50	7.00' RGT.	WATER	6.08	6.50	+0.42'

BASIN

SCALE
 PLAN: 1" = 20'
 PROFILE:
 HOR: 1" = 20'
 VERT: 1" = 4'



TYPICAL SECTION
FROM STATION 6+00 TO SOUTH END OF PIER

NOTE: FROM STATION 6+00 TO SOUTH END OF PIER, ENTIRE AREA FROM EAST TO WEST BULKHEAD TO BE SURFACED WITH 1 1/2" BITUMINOUS CONCRETE (SN).

TOTAL = 50 Jersey Barriers

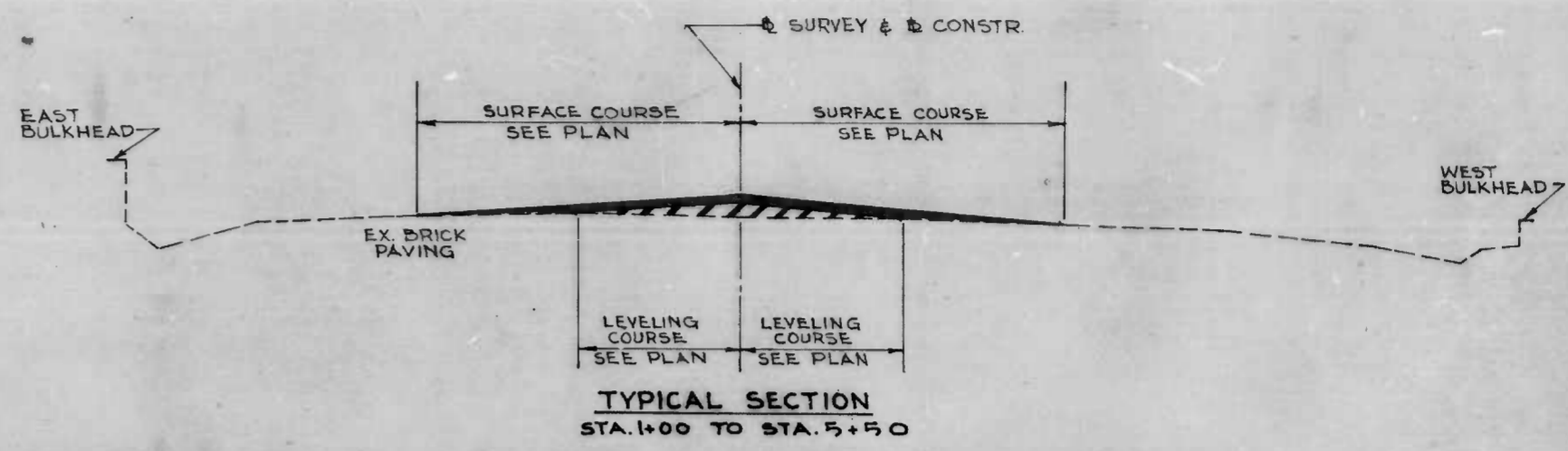
CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS

PIER 6 IMPROVEMENTS
 WORK PERFORMED BY:
 HIGHWAY MAINTENANCE DIVISION.

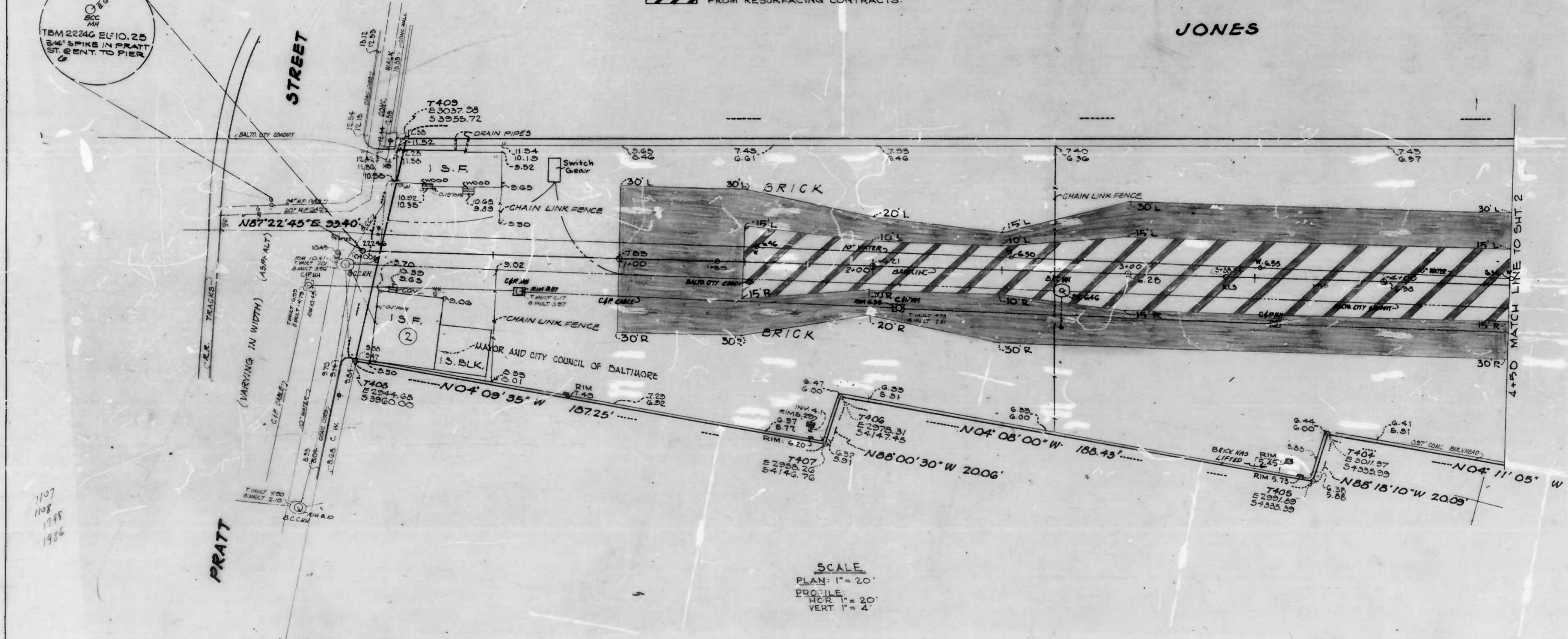
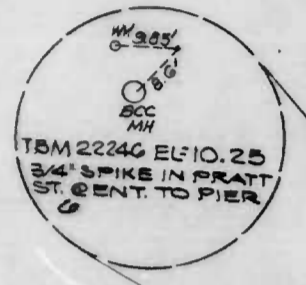
SCALE: AS NOTED
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 GRADE & STUDY SECTION
 SHEET 3 OF 3

M2

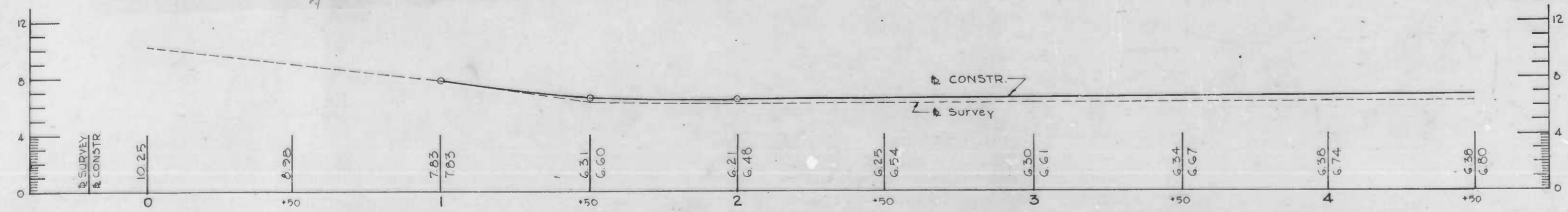
UTILITY ADJUSTMENTS					
STATION	OFFSET	TYPE	EX. ELEV.	PROP. ELEV.	ADJUST
1+54.70	6.50' LEFT	WATER	6.46	6.60	+0.14'
2+53.50	5.20' LEFT	WATER	6.50	6.60	+0.10'
2+10.00	17.00' RGT.	C.&P.	6.35	6.35	HOLD
2+74.00	7.50' RGT.	B.C.C. MH.	6.46	6.50	+0.04'
3+52.00	4.00' LEFT	WATER	6.55	6.65	+0.10'
3+56.50	18.00' RGT.	C.&P.	6.32	6.42	+0.10'
4+50.00	2.60' LEFT	WATER	6.54	6.75	+0.21'



SURFACE COURSE 1 1/2" BITUMINOUS CONCRETE (3N).
 LEVELING COURSE, MILLED MATERIAL FROM RESURFACING CONTRACTS.



SCALE
 PLAN: 1" = 20'
 PROFILE: HCR 1" = 20'
 VERT 1" = 4'



CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
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PIER 6 IMPROVEMENTS
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 HIGHWAY MAINTENANCE DIVISION

 SCALE: AS NOTED DATE: APRIL 14, 1980
 GRADE & STUDY SECTION SHEET 1 OF 3