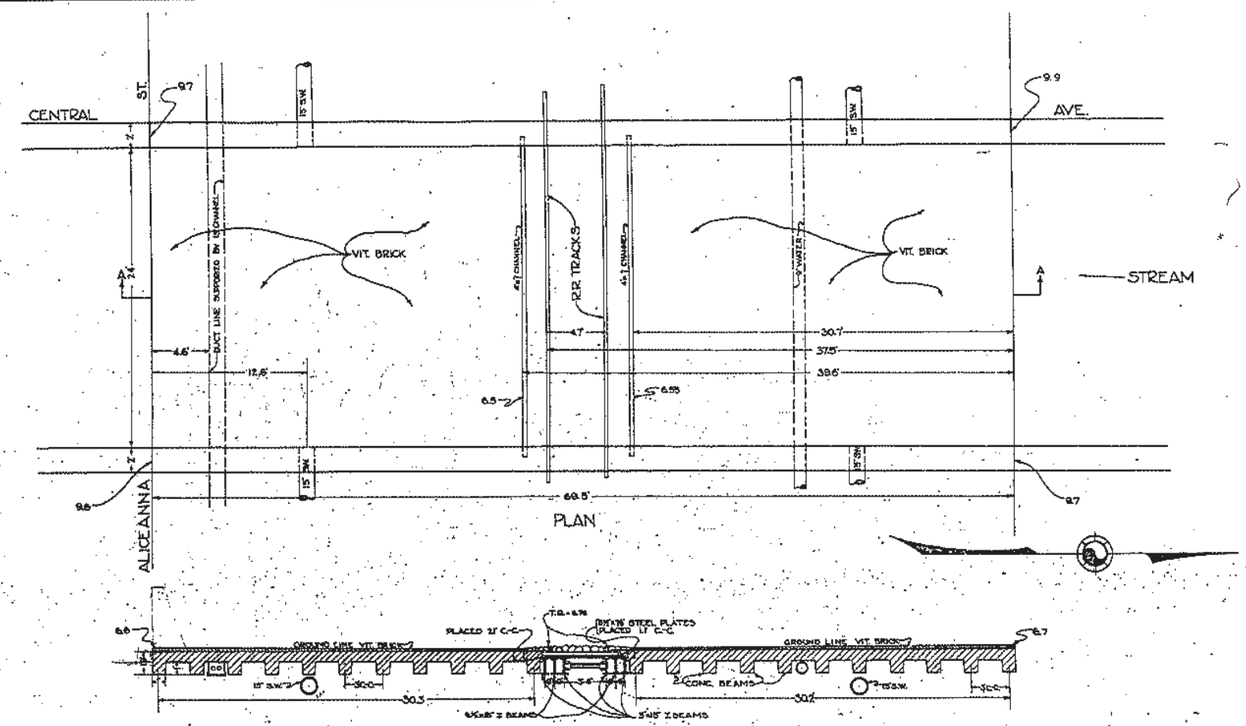
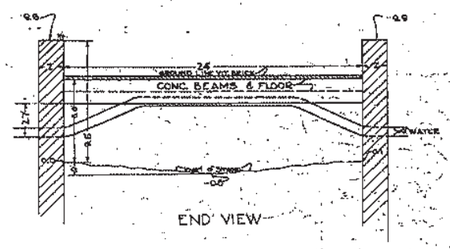
B.S.80-20735



Note:
Superintendents of plants on N.E. and S.E. corner of Central Ave. and Aliceanna St. state that they have never seen the water in Central Ave. Drain, raise as high as the bottom of the bridge.
A. F. Brownley
Aug. 7, 1926

For Drain in Central Ave. From Bank to Lancaster Sts. See B.S.80-26551



END VIEW

SURVEY BOOK M 24 PAGE 4-6

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF SEWERS
BRIDGE OVER HARFORD RUN
(CENTRAL AVE.)
AT ALICEANNA ST. AS OF 8/2/26

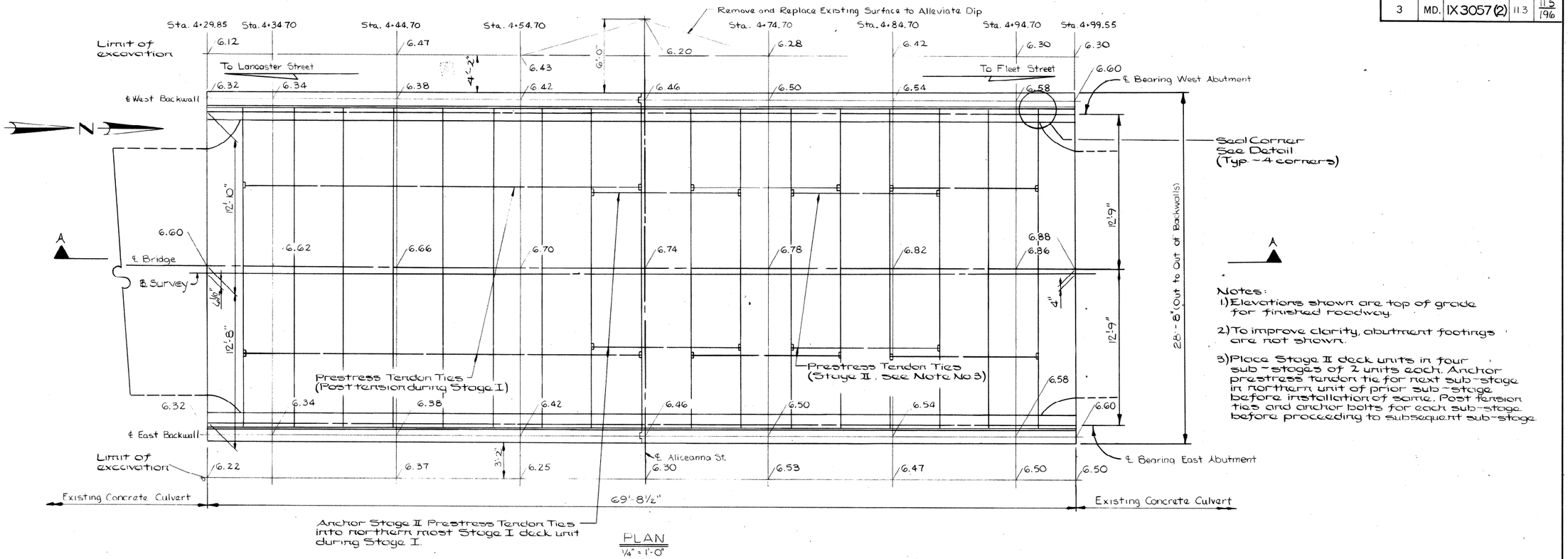
SCALE: 1/4"=1'-0"

DESIGNING ENGINEER

B.S. 80-20735

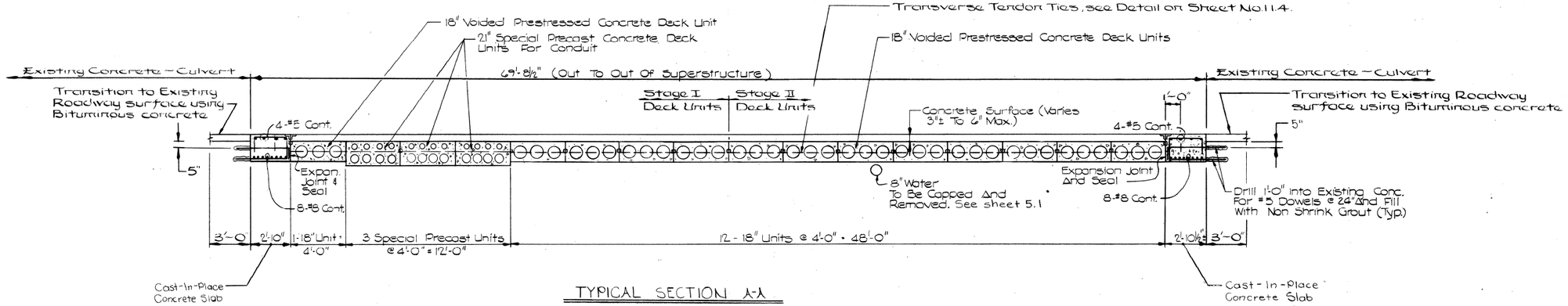
KOH BALTIMORE 10-1182 HERCULENE MG2000

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX3057(2)	11.3	115 196

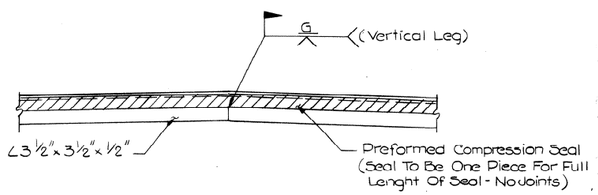


PLAN
1/4" = 1'-0"

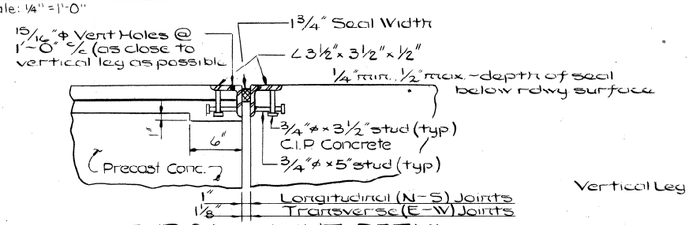
Notes:
1) Elevations shown are top of grade for finished roadway.
2) To improve clarity, abutment footings are not shown.
3) Place Stage II deck units in four sub-stages of 2 units each. Anchor prestress tendon tie for next sub-stage in northern unit of prior sub-stage before installation of same. Post tension ties and anchor bolts for each sub-stage before proceeding to subsequent sub-stage.



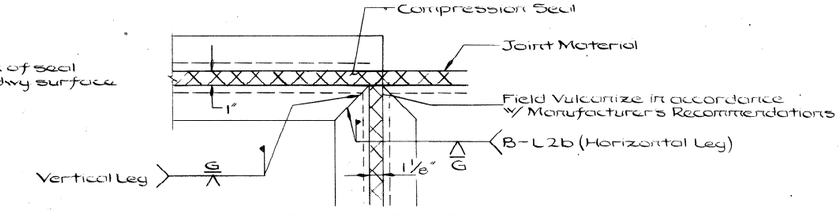
TYPICAL SECTION A-A
Scale: 1/4" = 1'-0"



TYP JOINT ANGLE AT CROWN DETAIL
Not To Scale



TYPICAL JOINT DETAIL
Not to Scale



SEAL CORNER DETAIL
Not to Scale

Note:
Splice of joint angles at interface between Stage I and Stage II Construction shall be in accordance with SHA Division of Bridge Development Standard No. BR-55(709)-80-113

REVISIONS	CONSULTANT
	Purdum & Jeschke Civil Engineers 1029 N. Calvert Street Baltimore, Md. 21202

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

RECONSTRUCTION OF CENTRAL AVENUE
BRIDGE ON ALICEANNA STREET
FRAMING PLAN AND TYPICAL SECTION

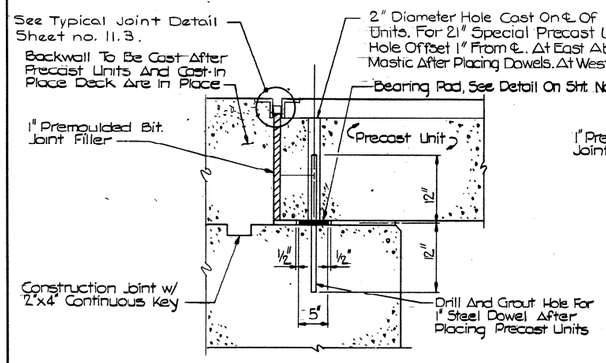
SCALE: AS SHOWN DATE: 12/23/85

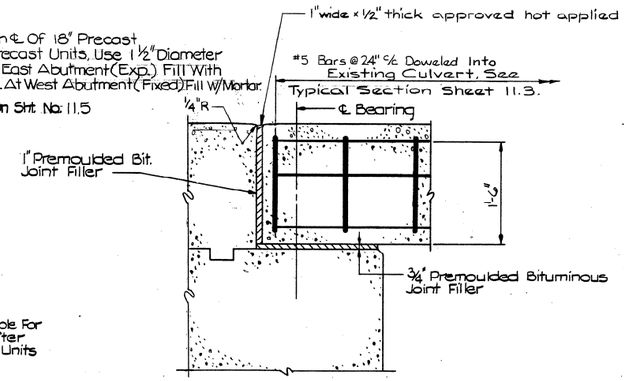
DRAWN BY L.M.W. DES. BY T.S.R.
TRACED BY CHK. BY M.S.A.
F.A.P. NO. IX 3057(2)
S.H.A. NO. BC 311-107-815
BALTO. CITY NO. 3052
SHEET NO. 11.5
11.3 OF 196

11.4 FFS
B

K&E BALTIMORE 19 1153 HERCULENE MC 7899

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX3057(2)	11.4	11.5 / 196

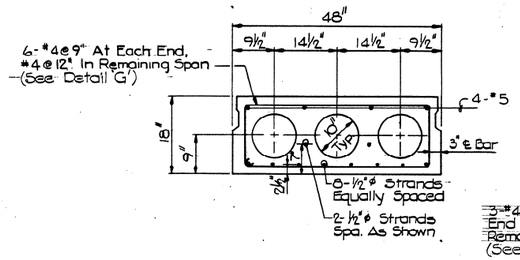




PRECAST UNITS — CAST-IN-PLACE SLAB

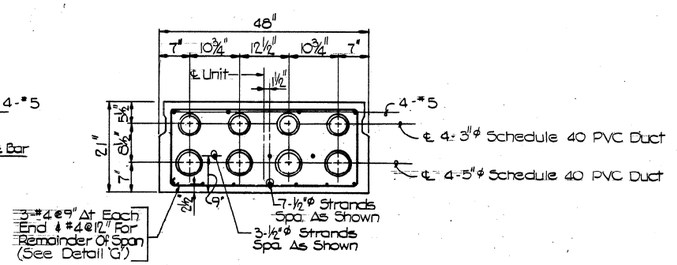
BEARING AND ANCHORAGE DETAIL

Scale: 1" = 1'-0"



TYPICAL 18" PRESTRESSED CONCRETE UNIT

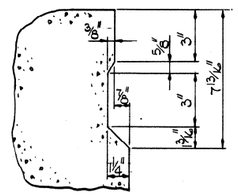
Scale: ¾" = 1'-0"



SPECIAL 21" PRECAST CONCRETE UNIT

Scale: ¾" = 1'-0"

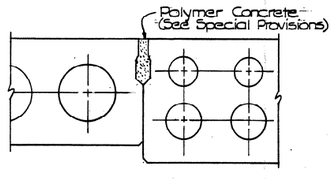
NOTE: For additional details of ME conduit crossing at bridge backwalls, see conduit detail sheet 5.084



NOTE: Omit Keyway On Exterior Of Units Adjacent To Cast-In-Place Slab.

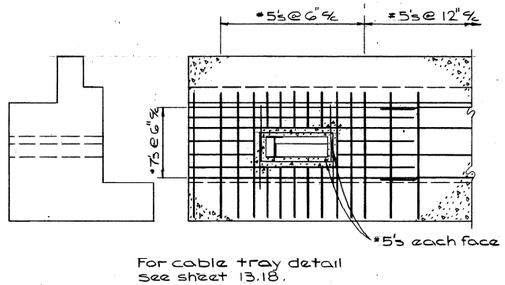
KEYWAY DETAIL

Scale: 3" = 1'-0"



GROUTING DETAIL

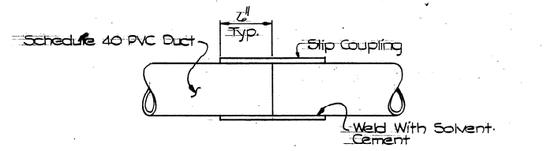
Scale: 1" = 1'-0"



For cable tray detail see sheet 13.18.

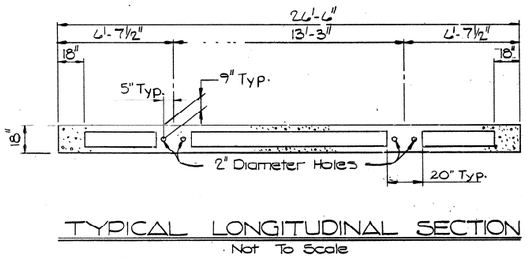
OPENING FOR EXISTING ME CABLES

Not to Scale



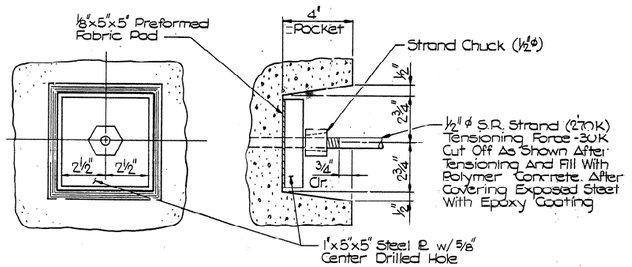
CONDUIT SPLICE DETAIL IN BEAMS

Not To Scale



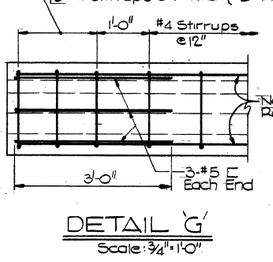
TYPICAL LONGITUDINAL SECTION

Not To Scale



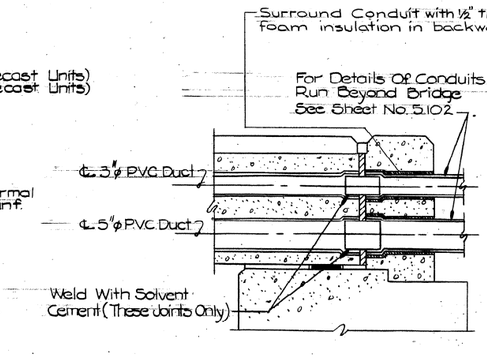
TRANSVERSE TIE DETAILS

Scale: 3" = 1'-0"



DETAIL 'G'

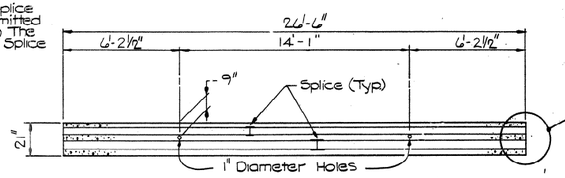
Scale: ¾" = 1'-0"



TYP. CONDUIT CONNECTION DETAIL AT BACKWALL

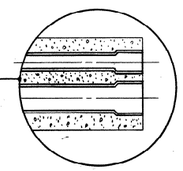
Not To Scale

NOTE: Only One Splice Will Be Permitted Per Duct In The Beam. See Splice Detail



SPECIAL LONGITUDINAL SECTION FOR CONDUITS

Not To Scale

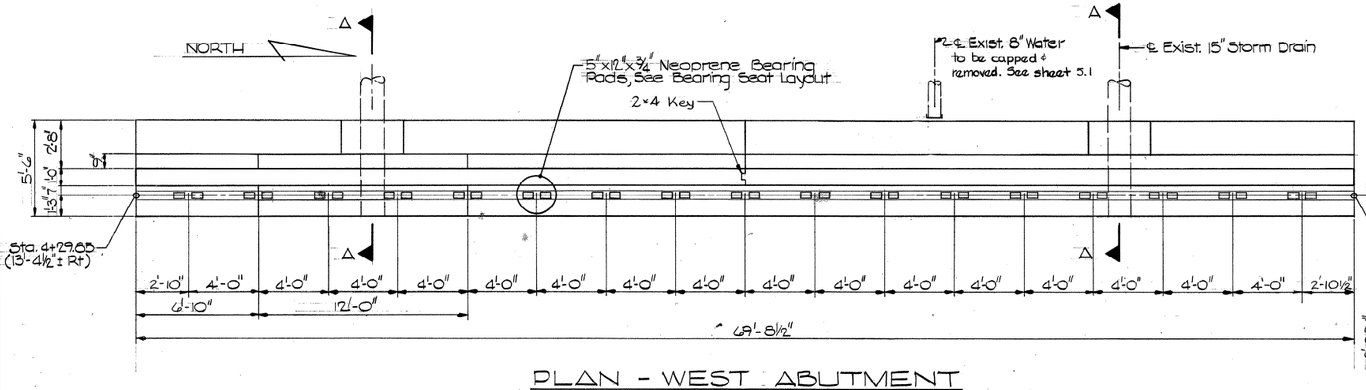


BELL COUPLING REQ'D EACH END OF BEAM

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	Purdum & Jeschke Civil Engineers 1029 N. Calvert Street Baltimore, Md. 21202	RECONSTRUCTION OF CENTRAL AVENUE BRIDGE ON ALICEANNA STREET SUPERSTRUCTURE DETAILS	DRAWN BY L.M.W. DES. BY T.S.R. TRACED BY CHK. BY M.S.A.
		SCALE: AS SHOWN DATE: 12/23/85	F.A.P. NO. IX 3057(2) S.H.A. NO. BC 311-107-815 BALTO. CITY NO. 3052 SHEET NO. 11.5 11.4 OF 196

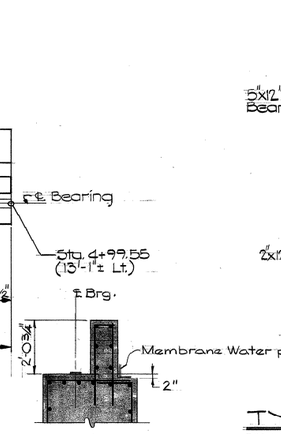
B

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX-3057 (2)	11.5	11.5 / 196



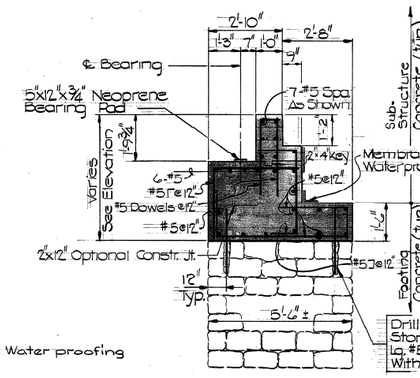
PLAN - WEST ABUTMENT

Scale: ¼"=1'-0"



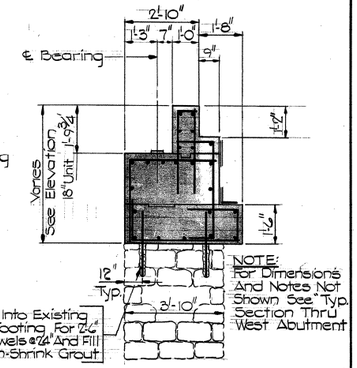
TYPICAL BACKWALL SECTION AT 21" UNITS

For details not shown, See typical sections for 18" units.
Scale: 3/8"=1'-0"



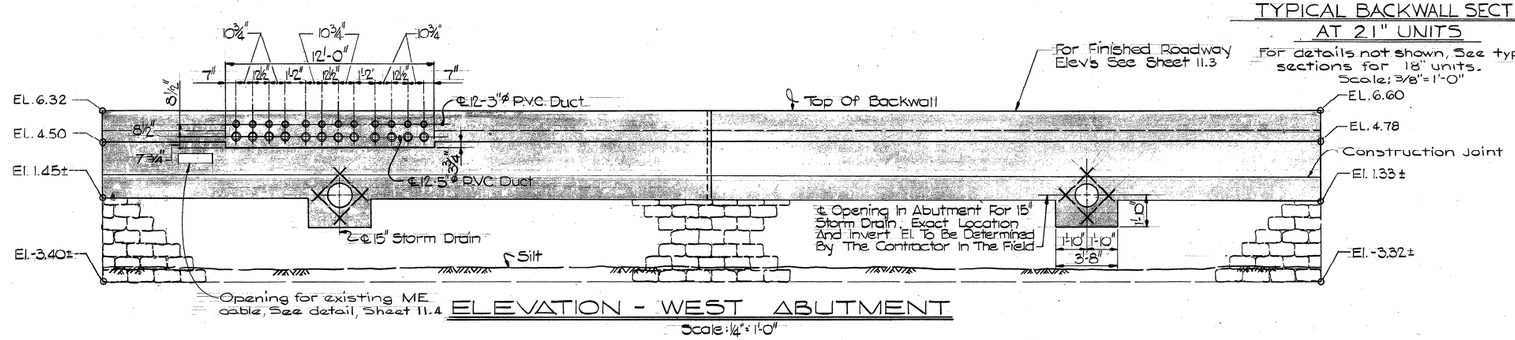
TYPICAL SECTION THRU WEST ABUTMENT - AT 18" UNITS

Scale: 3/8"=1'-0"



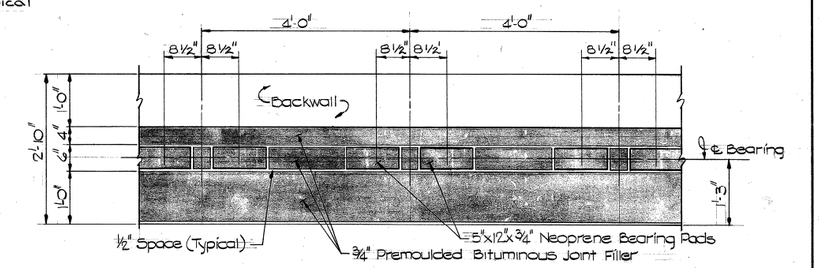
TYPICAL SECTION THRU EAST ABUTMENT

Scale: 3/8"=1'-0"



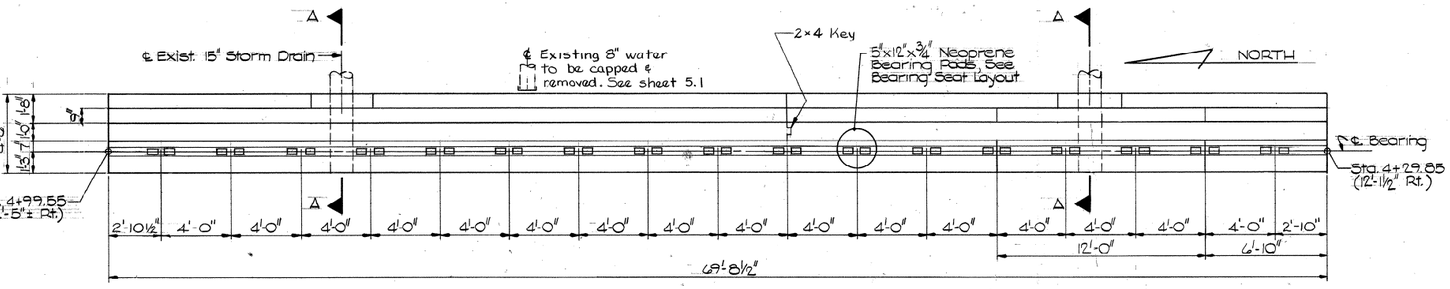
ELEVATION - WEST ABUTMENT

Scale: ¼"=1'-0"



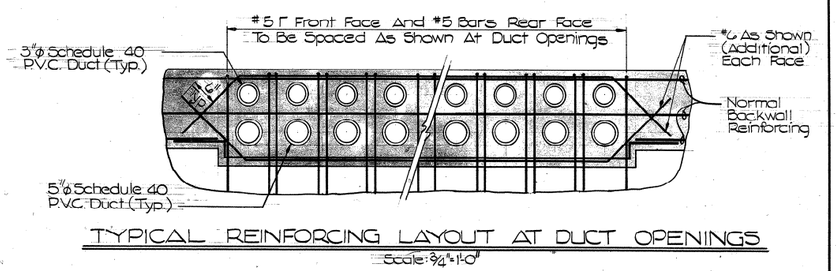
TYPICAL BEARING SEAT LAYOUT

Scale: ¾"=1'-0"



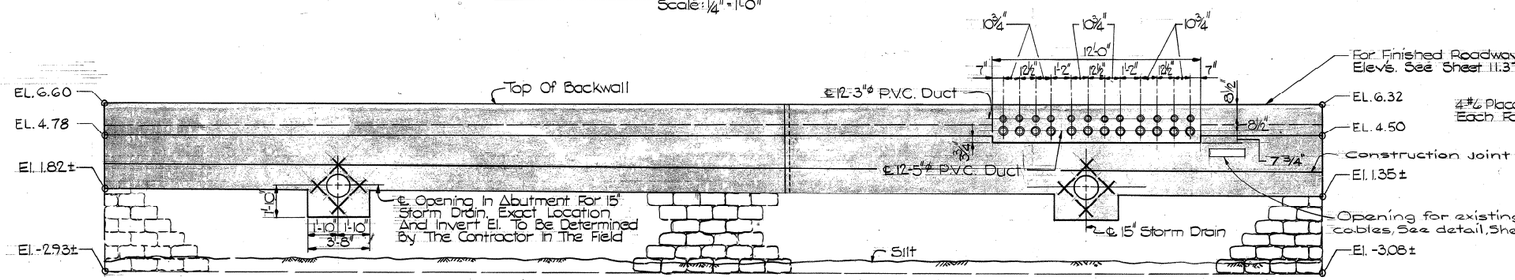
PLAN - EAST ABUTMENT

Scale: ¼"=1'-0"



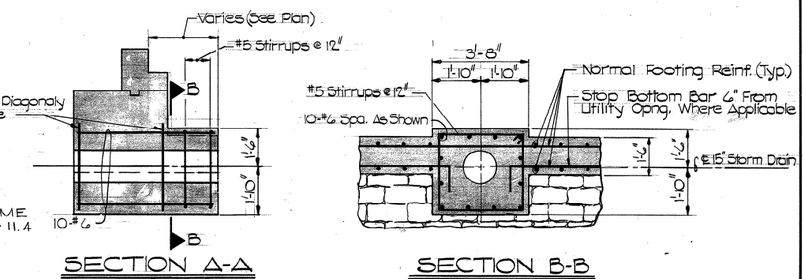
TYPICAL REINFORCING LAYOUT AT DUCT OPENINGS

Scale: ¾"=1'-0"



ELEVATION - EAST ABUTMENT

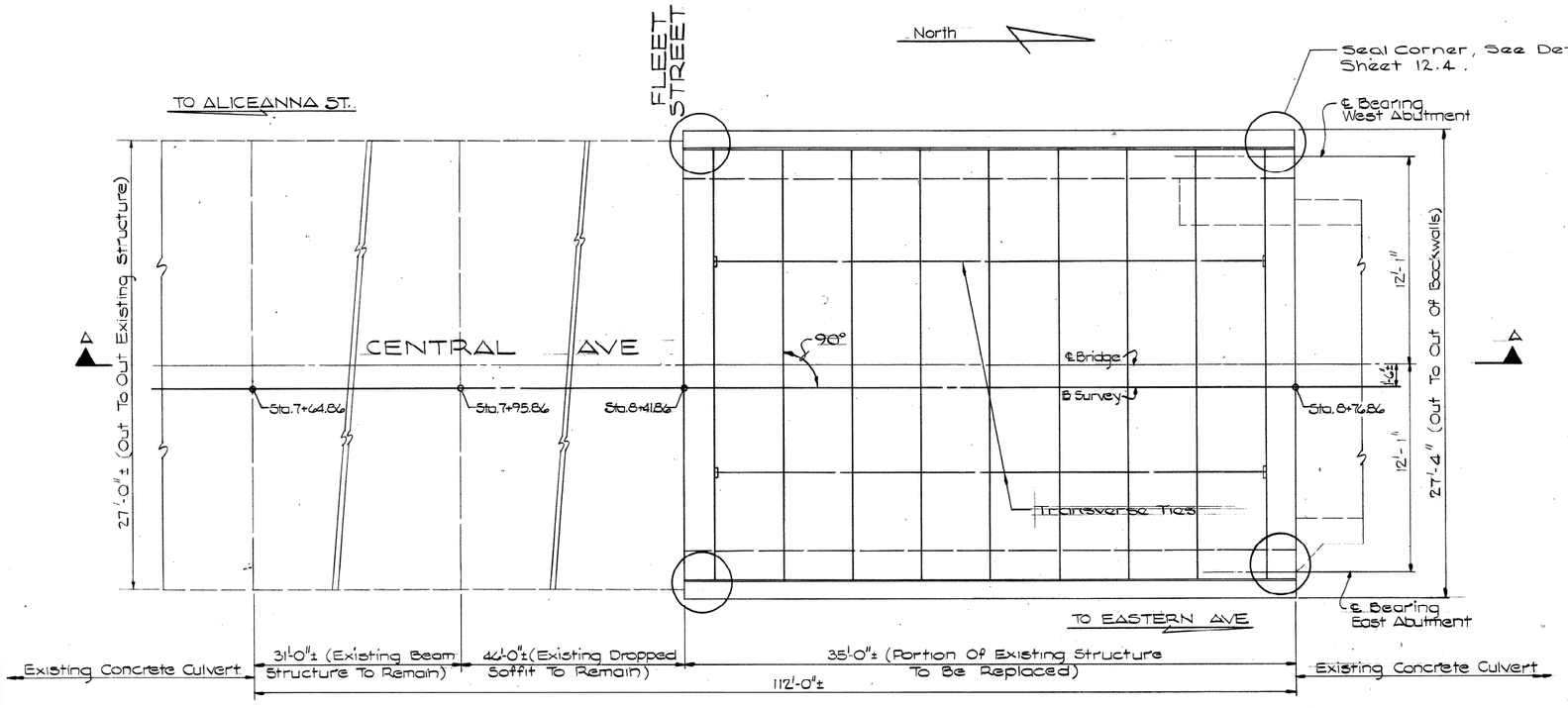
Scale: ¼"=1'-0"



REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY		
	Purdum & Jeschke Civil Engineers 1020 N. Calvert Street Baltimore, Md. 21202	RECONSTRUCTION OF CENTRAL AVENUE BRIDGE ON ALICEANNA STREET ABUTMENTS	DRAWN BY L.M.W. TRACED BY	DES. BY T.S.R. CHK. BY M.S.A.
		SCALE: AS SHOWN DATE: 12/23/85	F.A.P. NO. IX-3057 (2) S.H.A. NO. BC 311-107-815 BALTO. CITY NO. 3052	SHEET NO. 11.5 OF 196

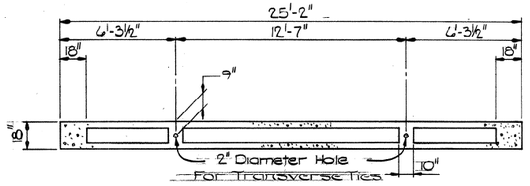
B

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX3057(2)	12.3	125 / 196

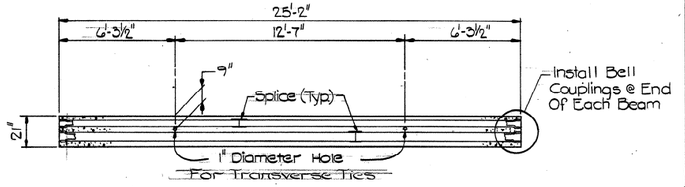


PLAN
Scale: 1/4"=1'-0"

Note:
To improve clarity, abutment footings are NOT shown.

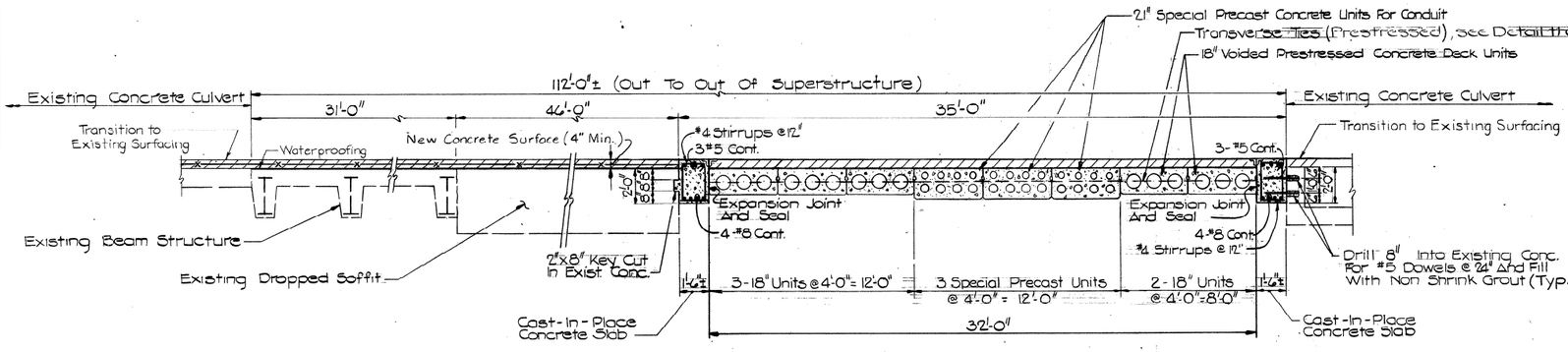


TYPICAL LONGITUDINAL SECTION
Not To Scale

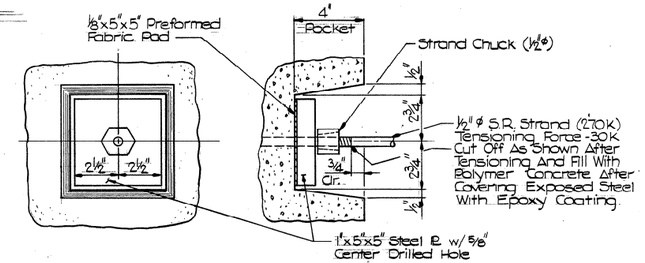


SPECIAL LONGITUDINAL SECTION FOR CONDUITS
Not To Scale

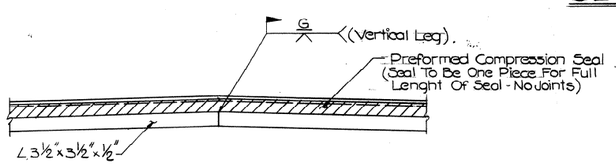
NOTE: Only One Splice Will Be Permited Per Duct In The Beams. See Splice Detail, This Sheet.



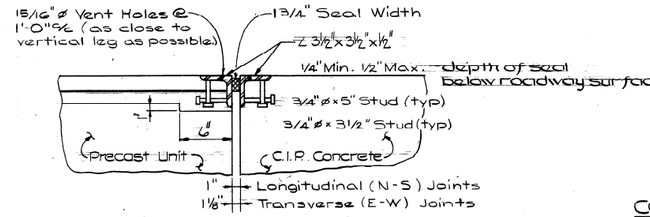
SECTION A-A
Scale: 1/4"=1'-0"



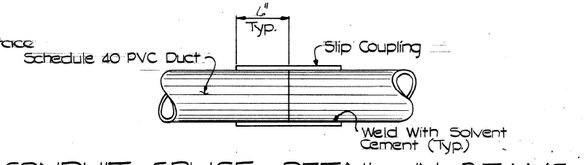
TRANSVERSE TIE DETAILS
Scale: 3"=1'-0"



TYP. JOINT ANGLE AT CROWN DETAIL
Not To Scale



TYPICAL JOINT DETAIL
Not to Scale



CONDUIT SPLICE DETAIL IN BEAMS
Not To Scale

REVISIONS	CONSULTANT
	Purdum & Jeschke CIVIL Engineers 1029 N. Calvert Street Baltimore, Md. 21202

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS

&

STATE HIGHWAY ADMINISTRATION OF MARYLAND
INTERSTATE DIVISION FOR BALTIMORE CITY

RECONSTRUCTION OF CENTRAL AVENUE

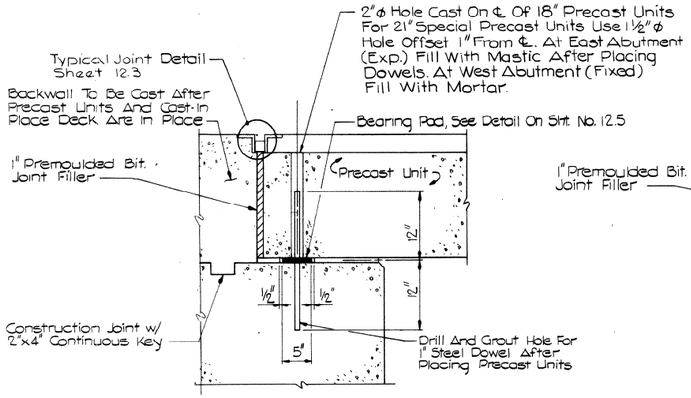
BRIDGE ON FLEET ST. FRAMING PLAN & TYP. SECTION

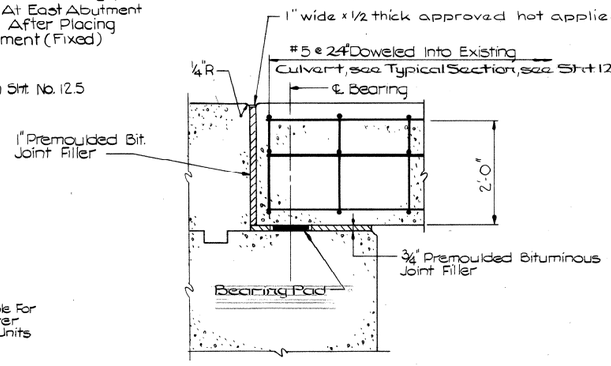
SCALE: AS SHOWN DATE: 12/23/85

DRAWN BY L.M.W. DES. BY T.S.R.
TRACED BY I.A.A. CHK. BY M.S.A.
F.A.P. NO. IX 3057(2)
S.H.A. NO. BC 311-107-815
BALTO. CITY NO. 3052

SHEET NO. 12.3 OF 125/196

FHWA REGION	STATE	FED. AID PROJ. NO	SHEET NO.	TOTAL SHEETS
3	MD.	IX3057(2)	12.4	12.5 / 196

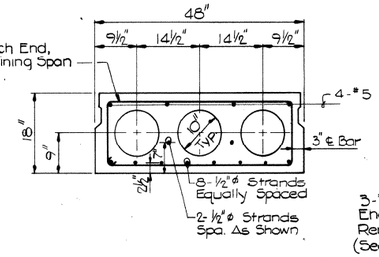




PRECAST UNITS — CAST-IN-PLACE SLAB

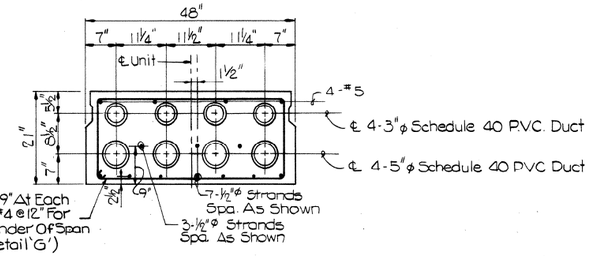
BEARING AND ANCHORAGE DETAIL

Scale: 1"=1'-0"



TYPICAL 18" PRESTRESSED CONCRETE UNIT

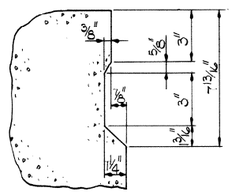
Scale: ¾"=1'-0"



SPECIAL 21" PRECAST CONCRETE UNIT

Scale: ¾"=1'-0"

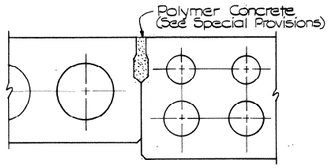
Note: For additional details of ME conduit crossing at bridge backwalls, see conduit detail sheet 5.084



NOTE: Omit Keyway On Exterior Of Units Adjacent To Cast-In-Place Slab.

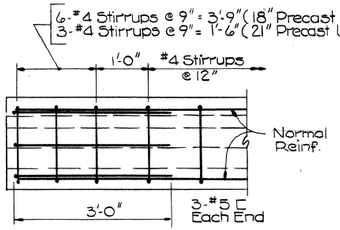
KEYWAY DETAIL

Scale: 3"=1'-0"



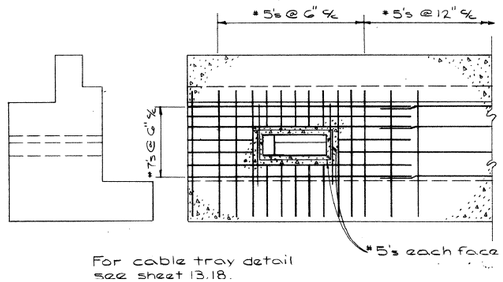
GROUTING DETAIL

Scale: 1"=1'-0"



DETAIL-'G'

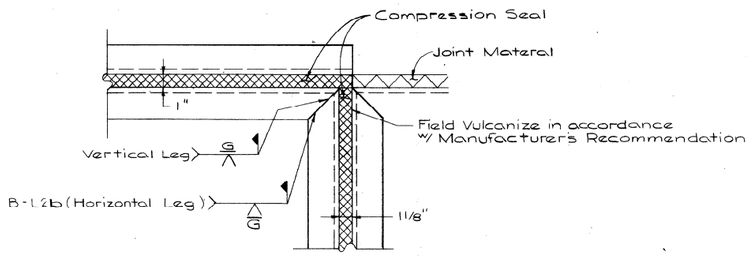
Scale: ¾"=1'-0"



For cable tray detail see sheet 13.18.

OPENING FOR EXISTING ME CABLES

Not to Scale



SEAL CORNER DETAIL

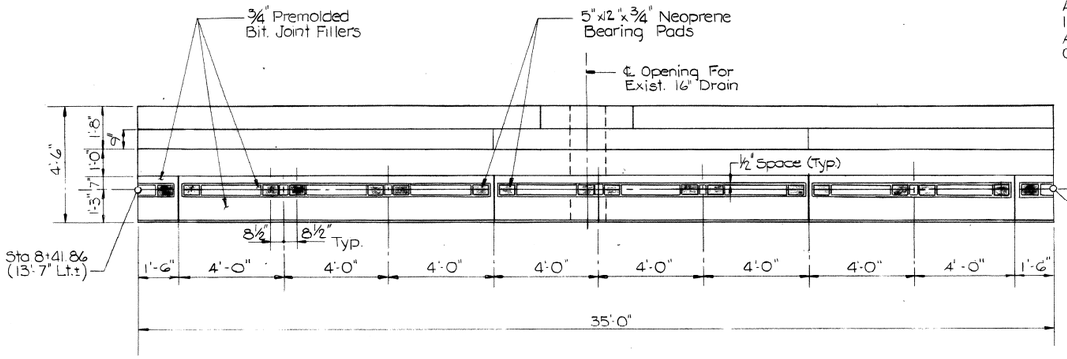
Not to Scale

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	Purdum & Jeschke Civil Engineers 1029 N. Calvert Street Baltimore, Md. 21202	RECONSTRUCTION OF CENTRAL AVENUE BRIDGE ON FLEET ST. SUPERSTRUCTURE DETAILS	DRAWN BY L.M.W. DES. BY T.S.R. TRACED BY CHK. BY M.S.A.
		SCALE: AS SHOWN DATE: 12/23/85	F.A.P. NO. IX 3057(2) S.H.A. NO. BC 311-107-815 BALTO. CITY NO. 3052 SHEET NO. 125 12.4 OF 196

B

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX3057(2)	12.5	196

NORTH

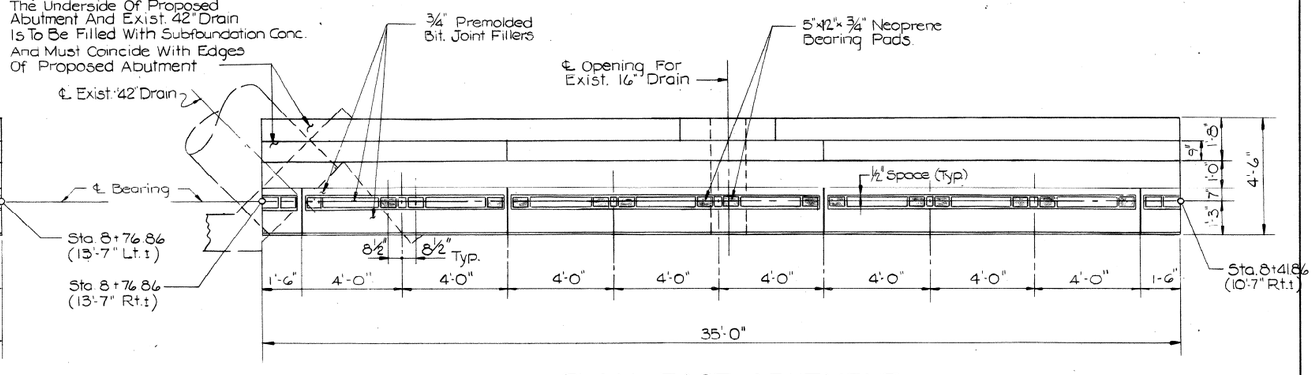


PLAN - WEST ABUTMENT

Scale: 3/8"=1'-0"

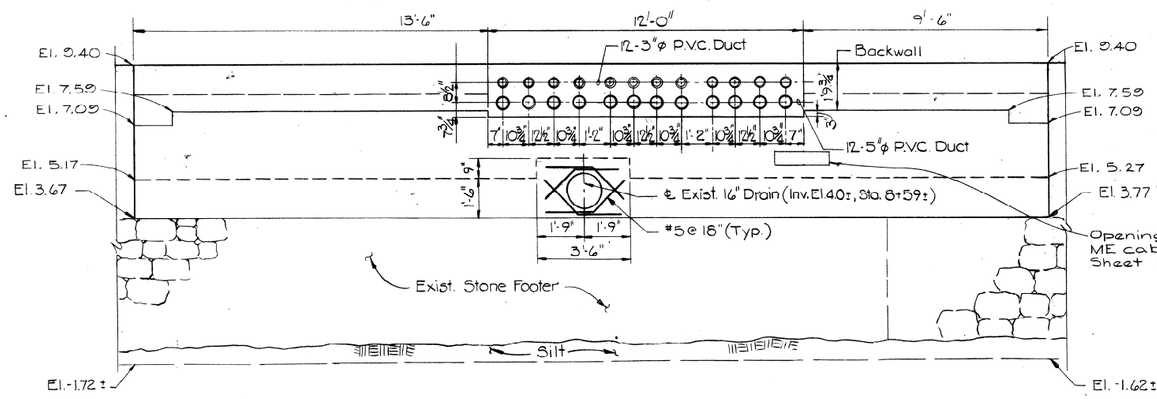
Any Voided Area Between The Underside Of Proposed Abutment And Exist. 42" Drain Is To Be Filled With Subfoundation Conc. And Must Coincide With Edges Of Proposed Abutment

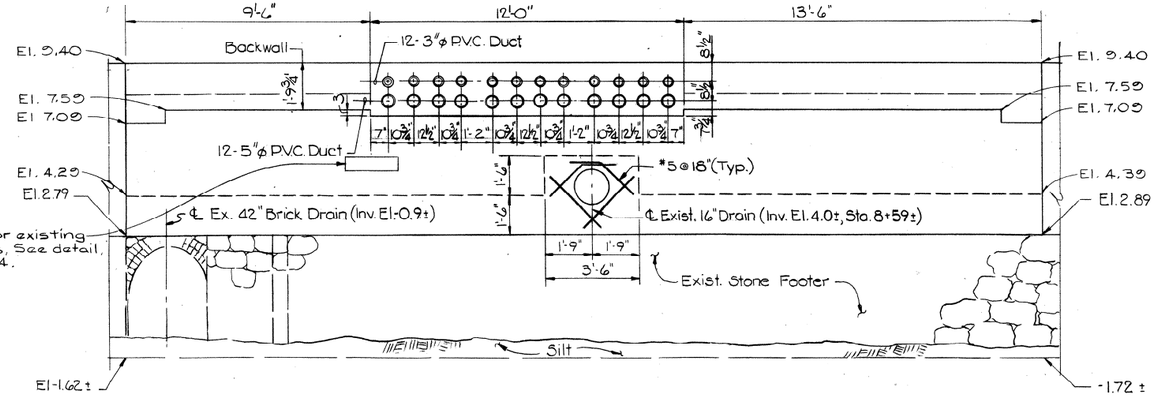
NORTH



PLAN - EAST ABUTMENT

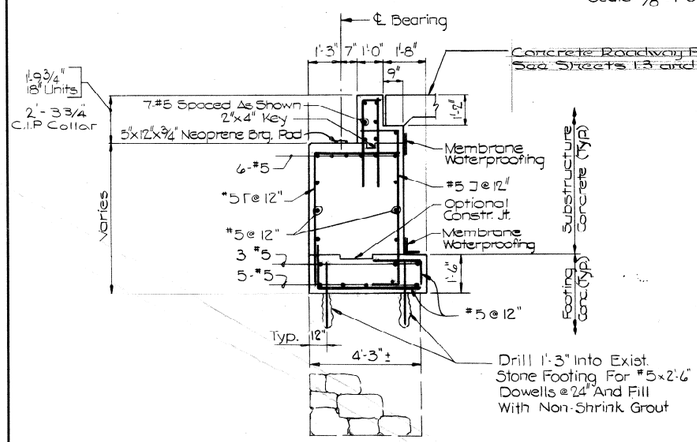
Scale: 3/8"=1'-0"

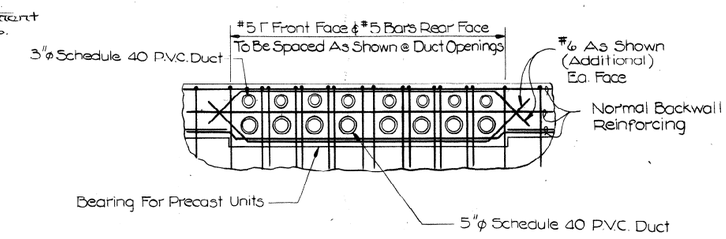


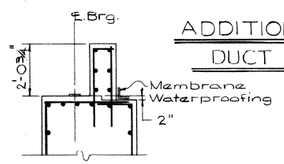


ELEVATION - WEST ABUTMENT

Scale: 3/8"=1'-0"







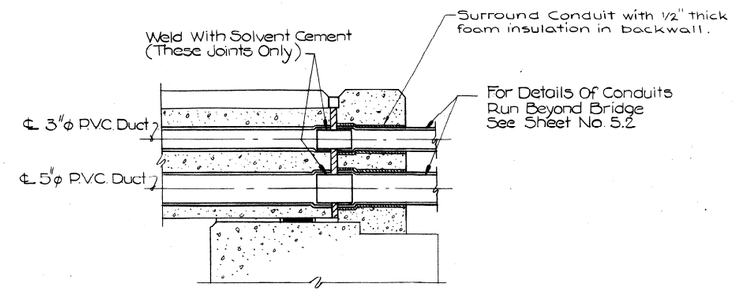
ADDITIONAL REINFORCING AROUND DUCT OPENINGS IN BACKWALL

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

NOTE:
The Contractor To Verify The Invert Elevation Of All Utilities In The Field.

ELEVATION - EAST ABUTMENT

Scale: 3/8"=1'-0"



TYP CONDUIT CONNECTION DETAIL AT BACKWALL

Not To Scale

TYPICAL SECTION THRU WEST AND EAST ABUTMENTS FOR 18" UNITS AND CAST IN PLACE COLLAR

Scale: 3/8"=1'-0"

TYPICAL BACKWALL SECTION AT 21" UNITS

For details not shown, See typical sections for 18" Units.
Scale: 3/8"=1'-0"

REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	Purdum & Jeschke Civil Engineers 1029 N. Calvert Street Baltimore, Md. 21202	RECONSTRUCTION OF CENTRAL AVENUE BRIDGE ON FLEET ST ABUTMENTS	DRAWN BY A.C.R. DES. BY T.S.R. TRACED BY CHK. BY M.S.A.
		SCALE: AS SHOWN DATE: 12/23/85	F.A.P. NO IX 3057(2) S.H.A. NO BC 311-107-815 BALTO. CITY NO. 3052 SHEET NO. 12.5 OF 196

B

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX 3057(2)	2.1	2.192 / 196

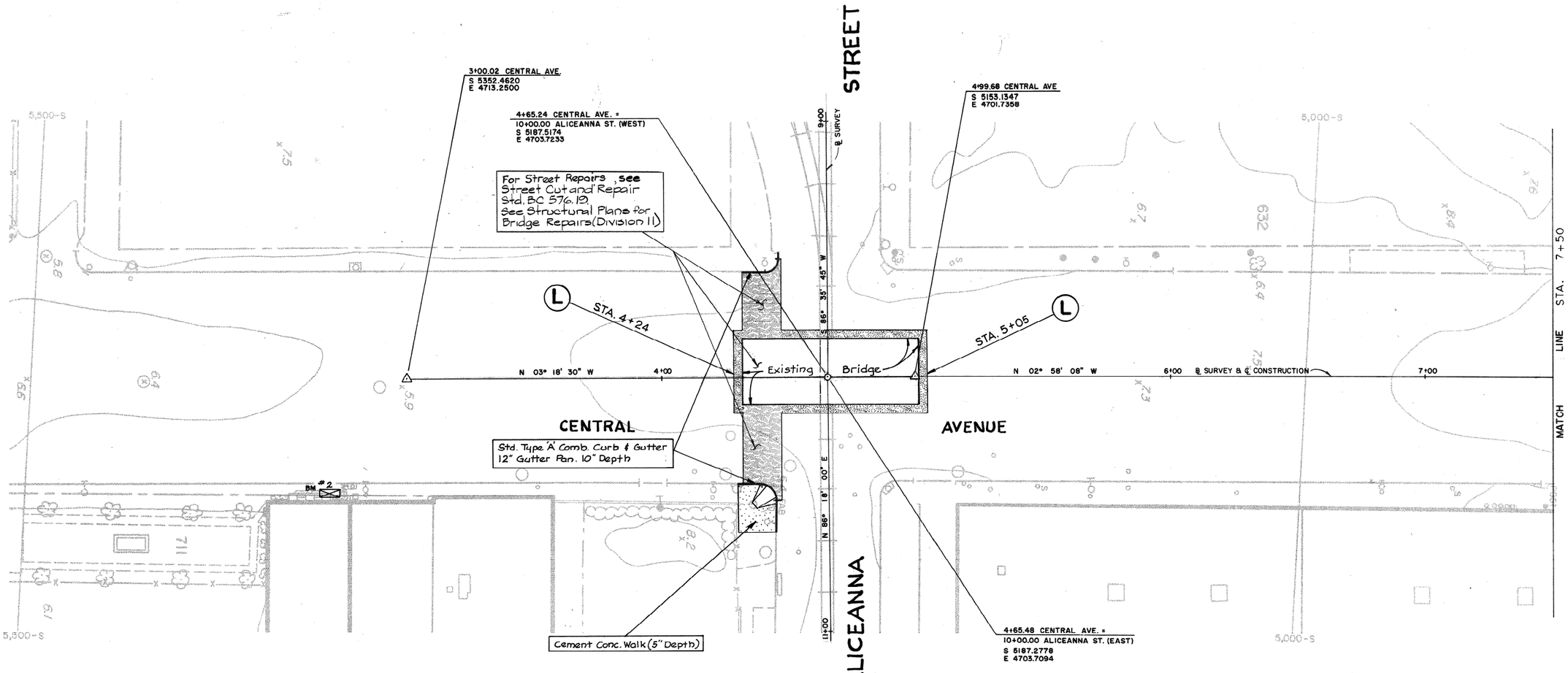
LEGEND

PROPOSED ROADWAY PLANS

CONCRETE PAVING
CONCRETE SIDEWALK
BITUMINOUS PAVING
TREE
COMB. CONC. CURB & GUTTER
LIMIT OF WORK- TAPER TIE-IN
DRIVEWAYS (SEE DETAIL SHEET 1.9)
PEDESTRIAN RAMPS - TYPE 1 (SEE BC STD. 655.20)
PEDESTRIAN RAMPS - TYPE 2 (SEE BC STD. 655.21)
PEDESTRIAN RAMPS - TYPE 3 (SEE BC STD. 655.25)

SYMBOLS

Temp Bench Mark #2
⊡-Cut on top N corner of brick planter
44 Rt @ Sta. 2+70
Elev. 9.85

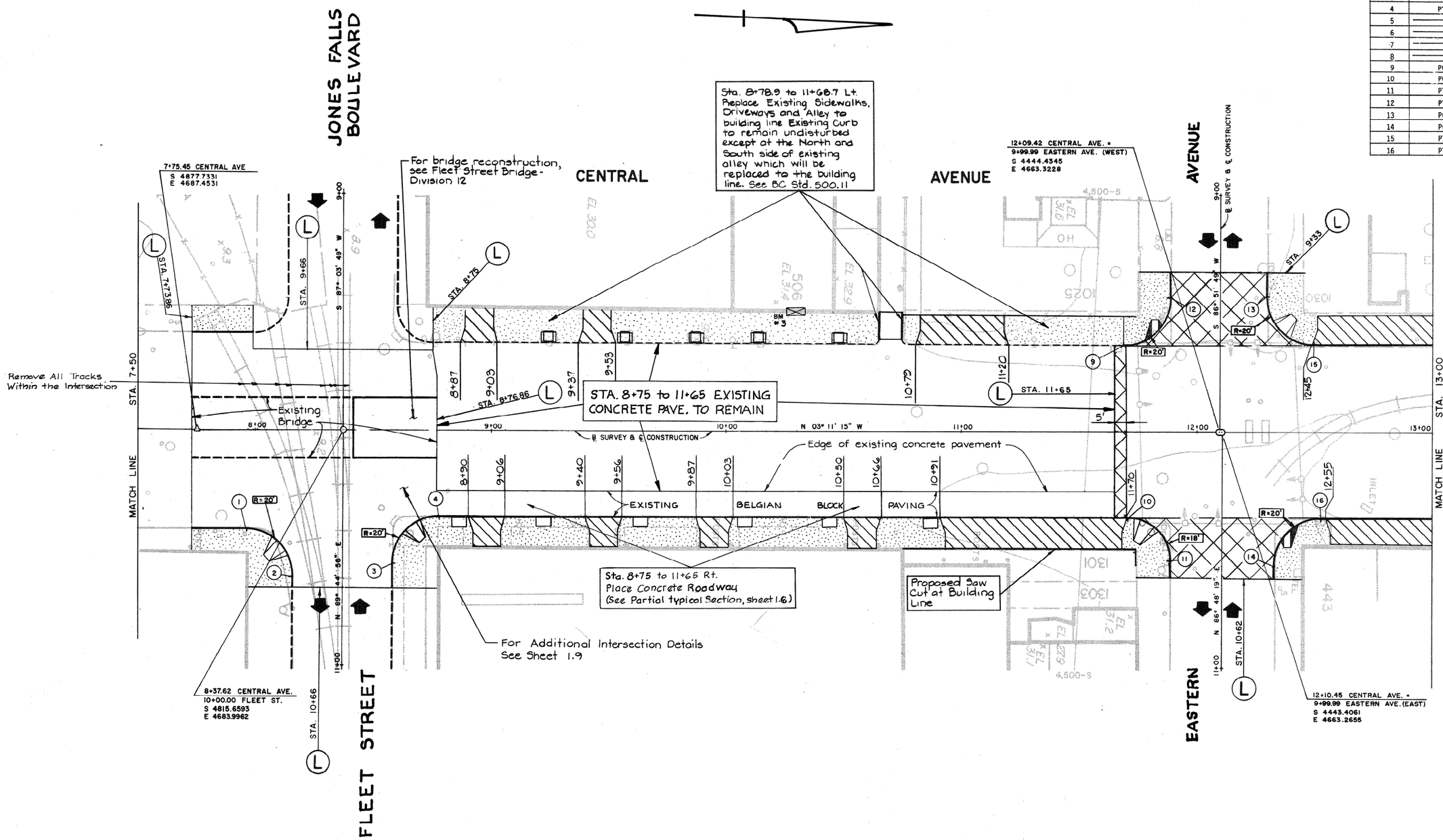


REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY	
	Purdum & Jeschke Civil Engineers 1029 N. Calvert Street Baltimore, Md. 21202	RECONSTRUCTION OF CENTRAL AVENUE ROADWAY PLAN - ALICEANNA STREET BRIDGE AND STREET REPAIRS	DRAWN BY PWR DES. BY JCT TRACED BY JMJ CHK. BY CGW F.A.P. NO. IX 3057(2) S.H.A. NO. BC 311-107-815 BALTO. CITY NO. 3052
		SCALE: 1" = 20' DATE: 12/23/85	SHEET NO. 2.1 OF 2.192 / 196

FHWA REGION	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD.	IX 3057 (2)	2.2	2.192 / 196

Temp. Bench Mark #3
□-Cut on ℄ brick entrance step.
51' Lt. @ Sta. 10+30
Elev. 9.71

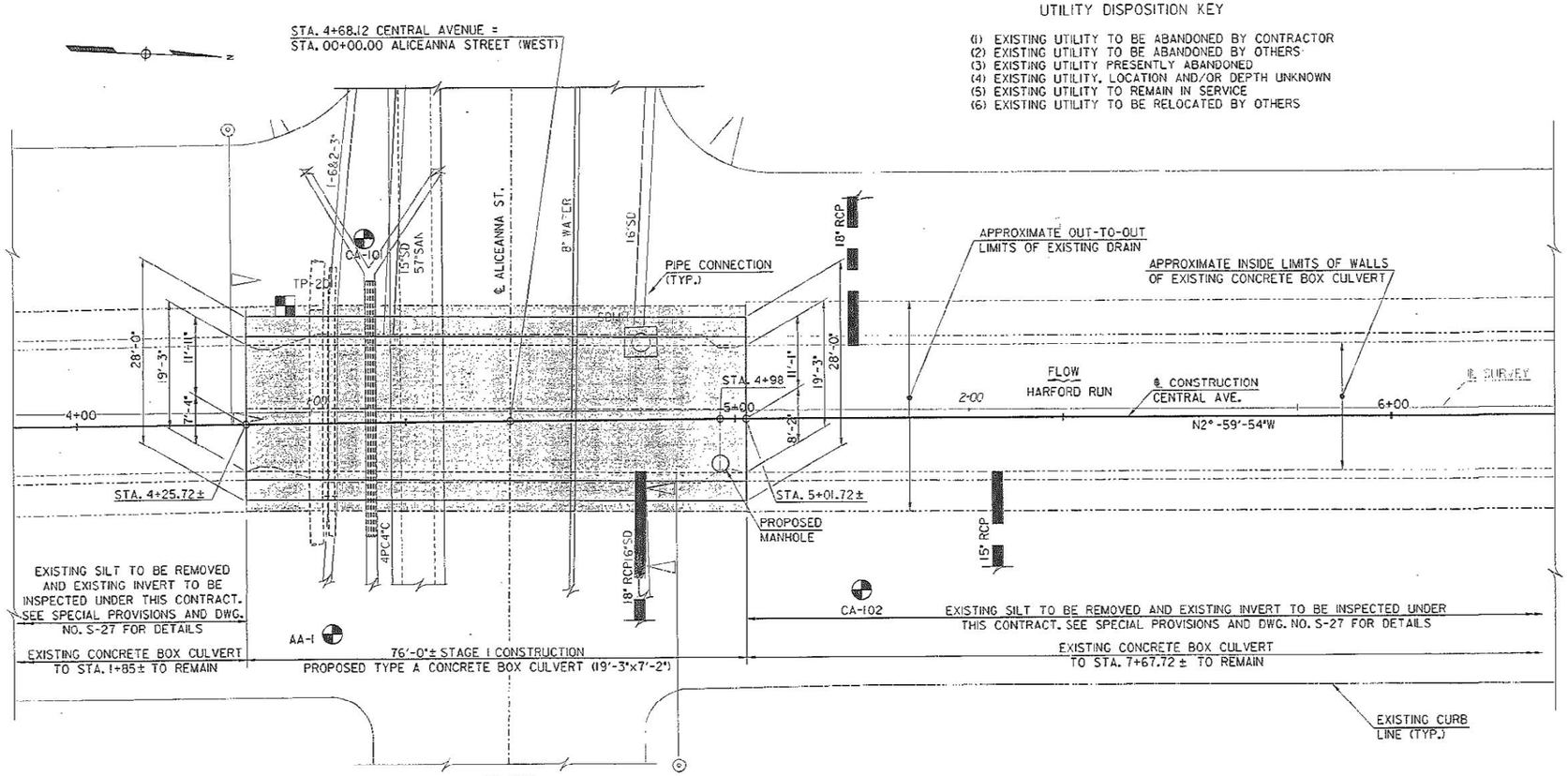
CURB LOCATION			
POINT	DESCRIPTION	STATION	OFFSET
1	PC	7+96.41	41.93' Rt.
2	PT	8+16.35	62.02' Rt.
3	PC	8+58.37	56.91' Rt.
4	PT	8+78.37	37.00' Rt.
5			
6			
7			
8			
9	PC	11+68.72	37.00' Lt.
10	PC	11+70.46	37.00' Rt.
11	PT	11+88.46	55.00' Rt.
12	PT	11+88.72	56.98' Lt.
13	PC	12+30.22	57.02' Lt.
14	PC	12+32.46	57.01' Rt.
15	PT	12+50.22	37.00' Lt.
16	PT	12+52.46	37.00' Rt.



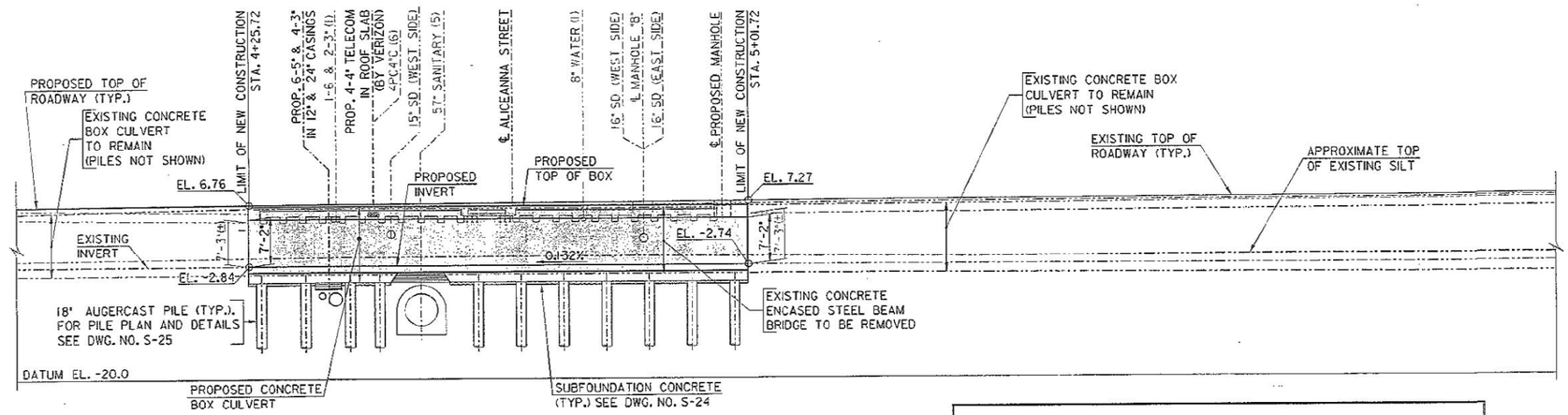
REVISIONS	CONSULTANT	CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS & STATE HIGHWAY ADMINISTRATION OF MARYLAND INTERSTATE DIVISION FOR BALTIMORE CITY
	Purdum & Jeschke Civil Engineers 1029 N. Calvert Street Baltimore, Md. 21202	RECONSTRUCTION OF CENTRAL AVENUE ROADWAY PLAN STA. 7+73.86 TO STA. 13+00
		SCALE: 1" = 20' DATE: 12/23/83

DRAWN BY PWR
TRACED BY JMJ
DES. BY JCT
CHK. BY CGW
F.A.P. NO. IX 3057(2)
S.H.A. NO. BC 311-107-815
BALTO. CITY NO. 3052
SHEET NO. 2.2 OF 2.192 / 196

F.H.W.A REG. NO.	STATE	FED. AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	MD	SEE COVER SHEET	98	281



PLAN



PROFILE

NOTES:
1. FOR PROPOSED TYPICAL SECTION, SEE DWG. NO. S-25.
2. FOR EXISTING TYPICAL SECTIONS, SEE DWG. NOS. S-15 THRU S-17.
3. ALL UTILITIES ARE EXISTING UNLESS OTHERWISE NOTED.
4. THE CONTRACTOR SHALL PROVIDE OPENINGS IN THE BOX CULVERT FOR PROPOSED STORM DRAIN CONNECTIONS. FOR ADDITIONAL REINFORCING DETAILS AT OPENINGS, SEE DWG. NO. S-28. FOR STORM DRAIN CONNECTION DETAILS, SEE DWG. NO. SD-20.
5. LIMITS OF EXISTING DRAIN VARY AND ARE APPROXIMATE BASED ON TEST PIT INFORMATION. CONTRACTOR SHALL VERIFY LIMITS PRIOR TO BEGINNING WORK.
6. FOR SEQUENCE OF CONSTRUCTION, SEE DWG. NO. S-18.
7. TOP OF PROPOSED ROADWAY ELEVATIONS AND PROPOSED INVERTS ARE SHOWN.
8. FOR PROPOSED MANHOLE DETAILS, SEE DWG. NO. SD-19.
9. FOR ADDITIONAL BORING AND TEST PIT INFORMATION NOT SHOWN, SEE DWG. NOS. TH-1 THRU TH-10.
10. FOR TIE-IN DETAILS AT THE INTERFACE OF EXISTING AND PROPOSED STRUCTURES SEE DWG. NO. S-29 THRU S-33.

THESE PLANS AND THE CONTRACT DOCUMENTS PRESENT A CAST-IN-PLACE STRUCTURE UNLESS OTHERWISE NOTED. THE CONTRACTOR IS ALERTED THAT THE CONTRACT DOCUMENTS PROVIDE FOR A PRECAST ALTERNATE FOR THE AREAS SHOWN IN THE CHART ON DWG. NO. S-24. AREAS EXIST WHERE C.I.P. CONCRETE BOX CULVERTS ARE REQUIRED AS STATED IN THE CONTRACT DOCUMENTS. SUCH AS AT TRANSITIONS BETWEEN EXISTING AND PROPOSED DRAIN SEGMENTS. OTHER AREAS MAY REQUIRE CAST-IN-PLACE SEGMENTS IN ORDER TO ACCOMMODATE EXISTING UTILITIES.
IF A PRECAST ALTERNATE IS SELECTED AT ANY OF THE APPROVED LOCATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING ALL PERTINENT DESIGNS AND SUBMITTALS FOR THE ENGINEER'S APPROVAL.
THE CONTRACTOR SHALL SUBMIT ONLY ONE BID FOR EACH BOX TYPE REGARDLESS IF C.I.P. OR PRECAST.

NOTE:
UNLESS OTHERWISE NOTED ALL STATIONS AND OFFSETS ARE FROM THE CENTRAL AVE. ℄ OF CONSTRUCTION.

GENERAL NOTES

SPECIFICATIONS: -SHA SPECIFICATIONS DATED JANUARY, 2001.
-REVISIONS THEREOF AND ADDITIONS THERETO AND SPECIAL PROVISIONS FOR MATERIALS AND CONSTRUCTION.

DESIGN SPECIFICATIONS: AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES DATED 1996, INCLUDING INTERIM SPECIFICATIONS THROUGH 1998.

CONCRETE DESIGN: SERVICE LOAD DESIGN METHOD. fc = 0.4f'c.

REINFORCING STEEL DESIGN: fs = 24,000 PSI.

LOADINGS: LIVE LOAD: HS 25 TRUCK

LIVE LOAD SURCHARGE: MINIMUM OF 2 FEET OF EARTH ON BOX CULVERT WALLS AND WHERE APPROPRIATE.

EARTH: UNIT WEIGHT OF 125 PCF. INTERNAL ANGLE OF FRICTION EQUAL TO 25 DEGREES.

CAST-IN-PLACE CONCRETE: ALL CAST-IN-PLACE CONCRETE SHALL BE MIX NO. 6 (f'c = 4,500 PSI) EXCEPT CONCRETE FOR AUGER CAST PILES SHALL BE MIX NO. 3 (f'c = 3,500 PSI)

PRECAST CONCRETE: ALL PRECAST CONCRETE SHALL DEVELOP A 28 DAY MINIMUM COMPRESSIVE STRENGTH OF 5000 PSI. THE DESIGN MIX SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO USE.

REINFORCING STEEL: DEFORMED BARS SHALL CONFORM TO ASTM A 615, GRADE 60 AND WELDED WIRE FABRIC SHALL CONFORM TO AASHTO M55 OR M221. ALL SPLICES NOT SHOWN SHALL BE LAPPED IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS. MINIMUM COVER FOR CAST-IN-PLACE CONCRETE SHALL BE 2" UNLESS OTHERWISE NOTED. MINIMUM COVER FOR PRECAST CONCRETE SHALL BE 1½". ALL TRANSVERSE AND LONGITUDINAL REINFORCING STEEL IN AND PENETRATING INTO THE TOP SLABS OF BOX TYPES A, B AND C SHALL BE EPOXY COATED.

POST-TENSIONING STEEL: POST TENSIONING STEEL SHALL BE ½" DIAMETER, SEVEN WIRE. LOW RELAXATION STRANDS HAVING A YIELD STRENGTH OF 270 KSI. STRANDS SHALL BE STRESSED TO 25,000 POUNDS.

KEYS: ALL KEYS ARE NOMINAL SIZE.

EXISTING STRUCTURE: ALL DIMENSIONS AFFECTED BY THE GEOMETRICS AND/OR LOCATION OF THE EXISTING DRAIN SHALL BE CHECKED IN THE FIELD BY THE CONTRACTOR BEFORE ANY CONSTRUCTION IS DONE, AND BEFORE ANY REINFORCING STEEL, PRECAST CONCRETE BOX CULVERTS, ETC., ARE ORDERED OR FABRICATED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY THE ENGINEER WITH ALL FIELD DIMENSIONS REQUIRED TO CHECK DETAIL DRAWINGS. THE(±) MARKS SHOWN WITH DIMENSIONS AND STATIONS DO NOT INDICATE ANY DEGREE OF PRECISION. THESE(±) INDICATE EXISTING DIMENSIONS AND STATIONS THAT MAY VARY AND DO REQUIRE FIELD VERIFICATION BY THE CONTRACTOR.

DRAWING: EXISTING DRAIN AND UTILITIES SHOWN SCREENED.
SURVEY BASELINE SHOWN SCREENED.
PROPOSED CONSTRUCTION AND CONSTRUCTION BASELINE SHOWN AS HEAVY SOLID LINES.

PLANS OF EXISTING PERTINENT STRUCTURE(S) ARE AVAILABLE TO THE CONTRACTOR FOR REVIEW. NO RESPONSIBILITY FOR THEIR ACCURACY OR COMPLETENESS IS ASSUMED BY THE ADMINISTRATION. DIMENSIONS, DETAILS, ETC., AS SHOWN THEREON MAY NOT BE AS BUILT. OTHER CONTRACTS INCLUDE BALTIMORE CITY CONTRACT NOS. 3052, DATED 1985 AND TR99049, DATED 1999.

DENOTES APPROXIMATE LIMITS OF EXISTING STRUCTURE TO BE REMOVED AND REPLACED.

DENOTES TEST PIT LOCATION

DENOTES BORING LOCATION

S-1

REVISIONS

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION

RECONSTRUCTION OF CENTRAL AVENUE
FROM LANCASTER STREET TO 200' NORTH OF MADISON STREET

BOX CULVERT PLAN AND PROFILE
STA. 4+25.72 ± TO STA. 5+01.72 ±
ALICEANNA STREET

SCALE 1" = 10' DATE JULY 2003 CONTRACT TR00017

DESIGNED BY LMM
DRAWN BY MHB
CHECKED BY GVK

SHEET NO. 98 OF 281

RK&H RUMMEL, KLEPPER & KAHL, LLP
CONSULTING ENGINEERS
BALTIMORE, MARYLAND

AS BUILT COMMENTS ADDED

SURVEY BOOK NO.

File No. Pocket No. Folder No.

INDEXED

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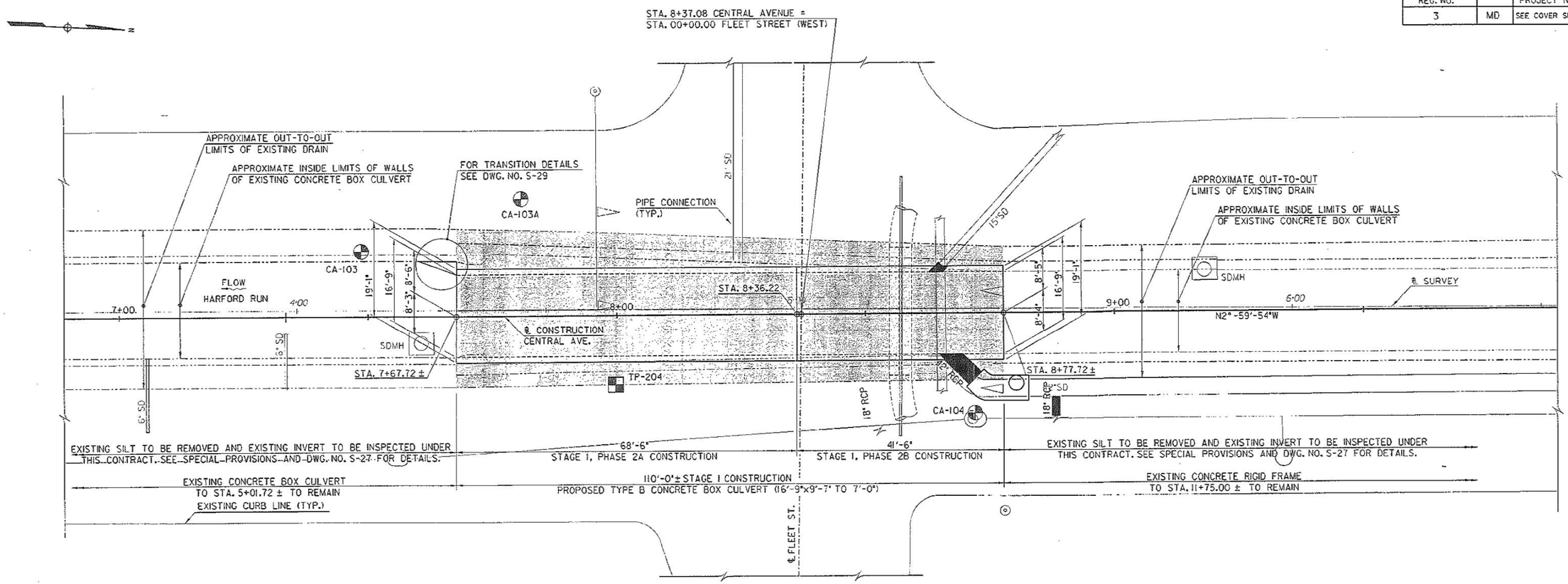
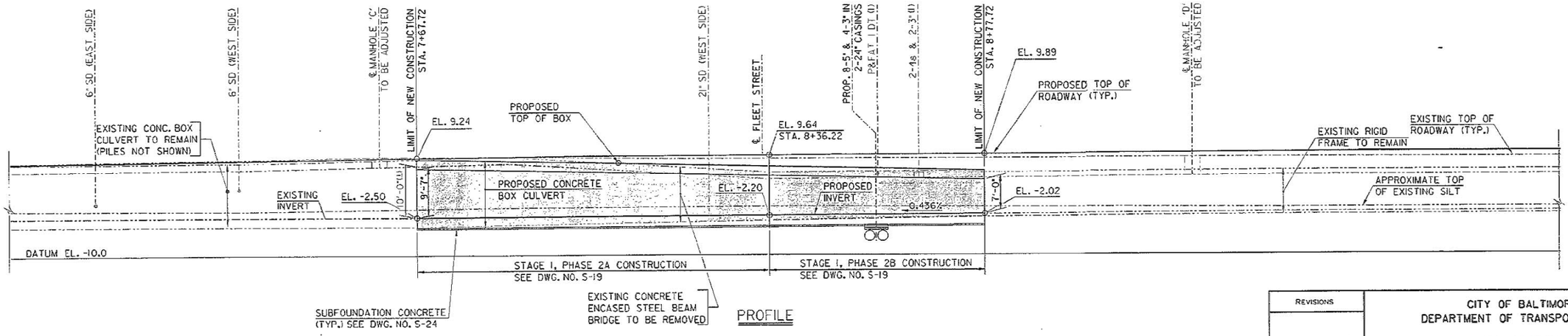
F.H.W.A REG. NO.	STATE	FED. AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	MD	SEE COVER SHEET	99	281



PLAN



PROFILE

S-2

NOTES:
1. FOR PROPOSED TYPICAL SECTIONS, SEE DWG. NO. S-26.
2. FOR EXISTING TYPICAL SECTIONS, SEE DWG. NOS. S-15 THRU S-17.
3. ALL UTILITIES ARE EXISTING UNLESS OTHERWISE NOTED.
4. THE CONTRACTOR SHALL PROVIDE OPENINGS IN THE BOX CULVERT FOR PROPOSED STORM DRAIN CONNECTIONS. FOR ADDITIONAL REINFORCING DETAILS AT OPENINGS, SEE DWG. NO. S-28 FOR STORM DRAIN CONNECTION DETAILS, SEE DWG. NOS. SD-19 AND SD-20.
5. LIMITS OF EXISTING DRAIN VARY AND ARE APPROXIMATE BASED ON TEST PIT INFORMATION. CONTRACTOR SHALL VERIFY LIMITS PRIOR TO BEGINNING WORK.
6. FOR SEQUENCE OF CONSTRUCTION, SEE DWG. NOS. S-18 & S-19.
7. TOP OF PROPOSED ROADWAY ELEVATIONS AND PROPOSED INVERTS ARE SHOWN.
8. FOR PROPOSED MANHOLE DETAILS, SEE DWG. NO. SD-19.
9. FOR ADDITIONAL BORING AND TEST PIT INFORMATION NOT SHOWN, SEE DWG. NOS. TH-1 THRU TH-10.
10. FOR TIE-IN DETAILS AT THE INTERFACE OF EXISTING AND PROPOSED STRUCTURES SEE DWG. NOS. S-29 AND S-33.
11. FOR UTILITY DISPOSITION KEY, SEE DWG. NO. S-1.

DENOTES APPROXIMATE LIMITS OF EXISTING STRUCTURE TO BE REMOVED AND REPLACED.

DENOTES TEST PIT LOCATION

DENOTES BORING LOCATION

NOTE:
UNLESS OTHERWISE NOTED ALL STATIONS AND OFFSETS ARE FROM THE CENTRAL AVE. OF CONSTRUCTION.

REVISIONS

RUMMEL, KLEPPER & KAHL, LLP
CONSULTING ENGINEERS
BALTIMORE, MARYLAND

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION

RECONSTRUCTION OF CENTRAL AVENUE
FROM LANCASTER STREET TO 200' NORTH OF MADISON STREET

BOX CULVERT PLAN AND PROFILE
STA. 7+67.72± TO STA. 8+77.72±
FLEET STREET

SCALE 1" = 10' DATE JULY 2003 CONTRACT TR00017

DESIGNED BY LMM
DRAWN BY MHB
CHECKED BY GVK

SHEET NO. 99 OF 281

SURVEY
File No. Packet No. Folder No.

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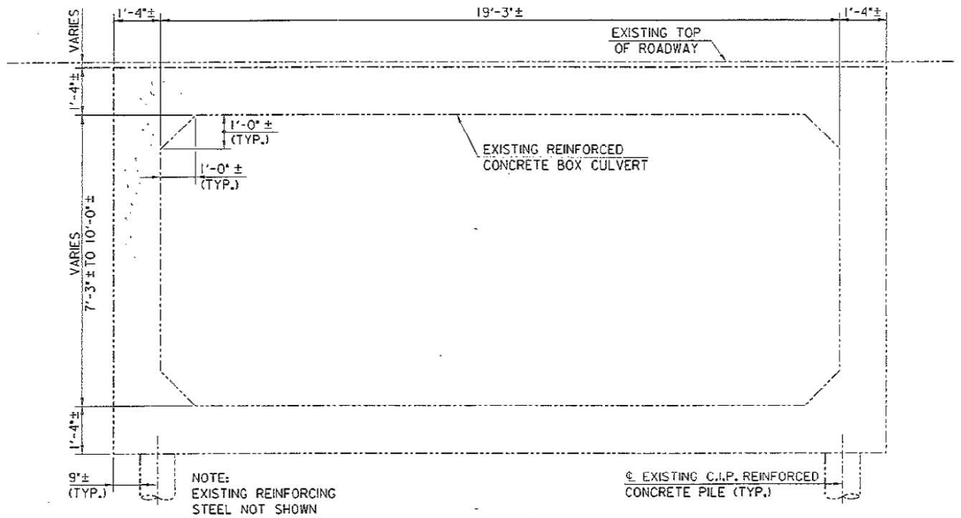
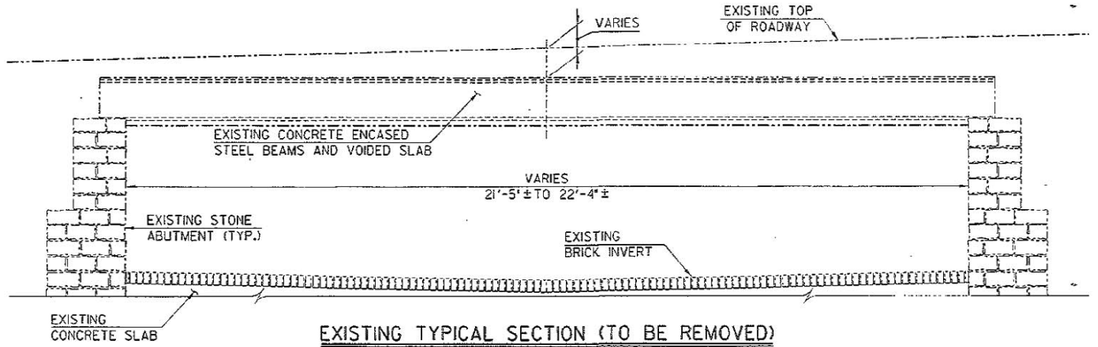
F.H.W.A REG. NO.	STATE	FED. AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
3	MD	SEE COVER SHEET	112	281



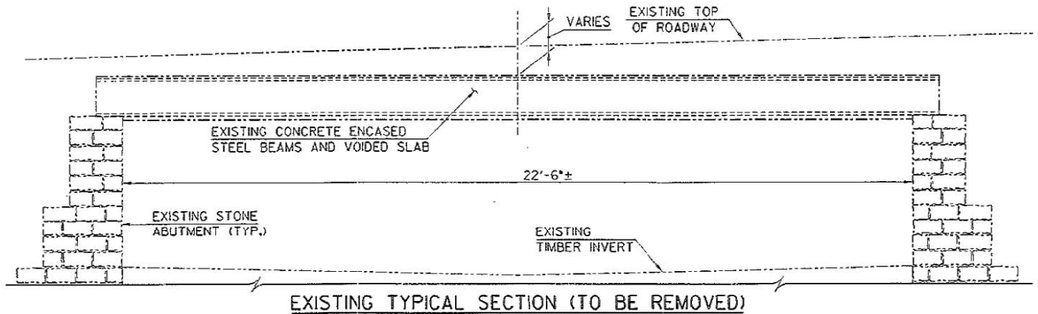
EXISTING TYPICAL SECTION (TO REMAIN)

STA. 1+85 ± TO STA. 4+25.72 ±



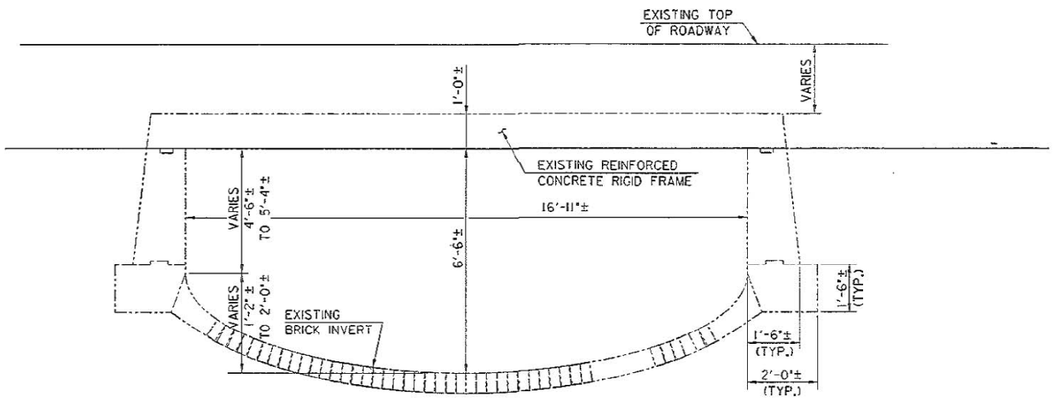
EXISTING TYPICAL SECTION (TO BE REMOVED) FLEET STREET BRIDGE

STA. 7+67.72 ± TO STA. 8+77.72 ±



EXISTING TYPICAL SECTION (TO BE REMOVED) ALICEANNA STREET BRIDGE

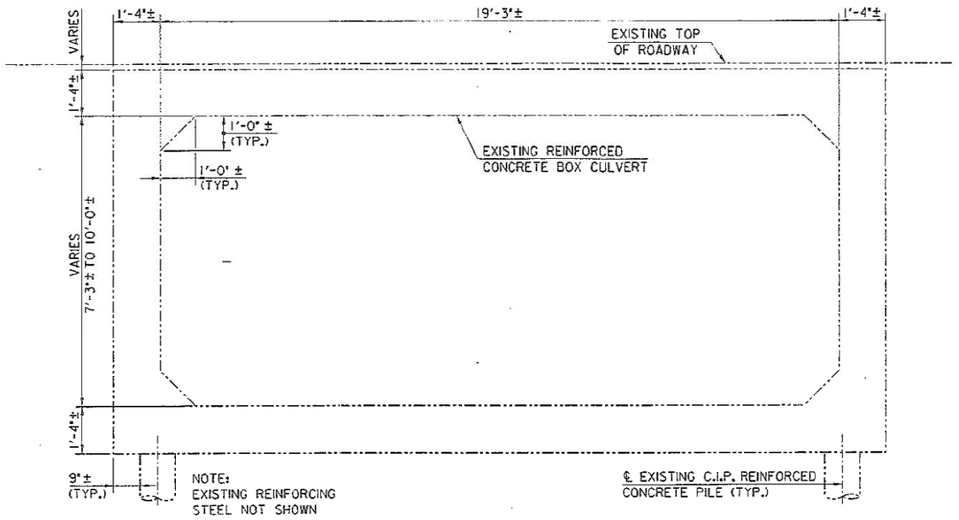
STA. 4+25.72 ± TO STA. 5+01.72 ±



EXISTING TYPICAL SECTION (TO REMAIN)

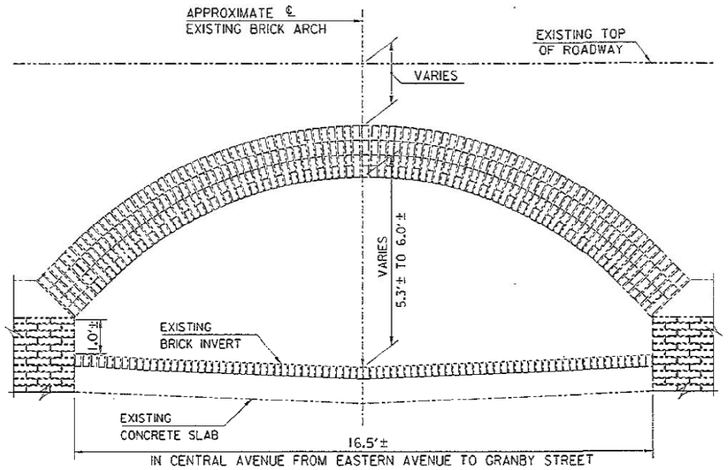
STA. 8+77.72 ± TO STA. 11+75.00 ±

NOTE: EXISTING REINFORCING STEEL NOT SHOWN



EXISTING TYPICAL SECTION (TO REMAIN)

STA. 5+01.72 ± TO STA. 7+67.72 ±



EXISTING TYPICAL SECTION (TO BE REMOVED)

STA. 11+75 ± TO STA. 27+12 ±

NOTES:

1. THE EXISTING TYPICAL SECTIONS ARE APPROXIMATED AND HAVE BEEN DEVELOPED FROM RECORD PLANS PROVIDED BY BALTIMORE CITY; TEST PIT NOS. 21, 22A, 31, 32, 201, 204, 205, 206, 208, 209, 211 AND 212; AND FROM BOTH THE 1998 AND 2000 SURVEY DATA RECORDED IN BOOK NOS. 2589, 2591, 2593, 2594, 2595, 2597, 2600 AND 2615.
2. ELEMENT SIZES AND CONFIGURATIONS OF EXISTING SECTIONS ARE SHOWN FOR ILLUSTRATION PURPOSES ONLY AND SHALL NOT BE RELIED UPON FOR ACCURACY. THE CONTRACTOR SHALL VERIFY EXISTING DIMENSIONS AND CONDITIONS IN THE FIELD.
3. FOR THE ANTICIPATED LIMITS OF THE EXISTING DRAIN, SEE DWG. NOS. S-1 THRU S-14 AND S-24. CONTRACTOR'S SUPPORT OF EXCAVATION SHALL BE ADAPTABLE TO VARIATIONS IN RECORDED EXISTING WALL THICKNESSES. CONTRACTOR SHALL VERIFY ALL LIMITS OF THE EXISTING DRAIN PRIOR TO INSTALLING SUPPORT OF EXCAVATION.
4. FOR EXISTING GRADE ELEVATIONS, SEE EXISTING CROSS SECTIONS IN VOLUMN 3 OF THIS CONTRACT.
5. EXISTING TYPICAL SECTIONS TO BE REMOVED INCLUDE REMOVAL OF ALL PORTIONS OF THE EXISTING STRUCTURE, INCLUDING ALL STONE, BRICKS, STEEL BEAMS, ETC., UNLESS OTHERWISE NOTED.

S-15

REVISIONS

CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION

RECONSTRUCTION OF CENTRAL AVENUE
FROM LANCASTER STREET TO 200' NORTH OF MADISON STREET

EXISTING STORM DRAIN TYPICAL SECTIONS
STA. 1+85 ± TO STA. 27+12 ±

SCALE 1/2" = 1'-0" DATE JULY 2003 CONTRACT TR00017

DESIGNED BY LMM
DRAWN BY MHB
CHECKED BY GVK

SHEET NO. 112 OF 281

RUMMEL, KLEPPER & KAHL, LLP
CONSULTING ENGINEERS
BALTIMORE, MARYLAND

AS BUILT COMMENTS ADDED

SURVEY

File No. Packet No. Folder No.

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