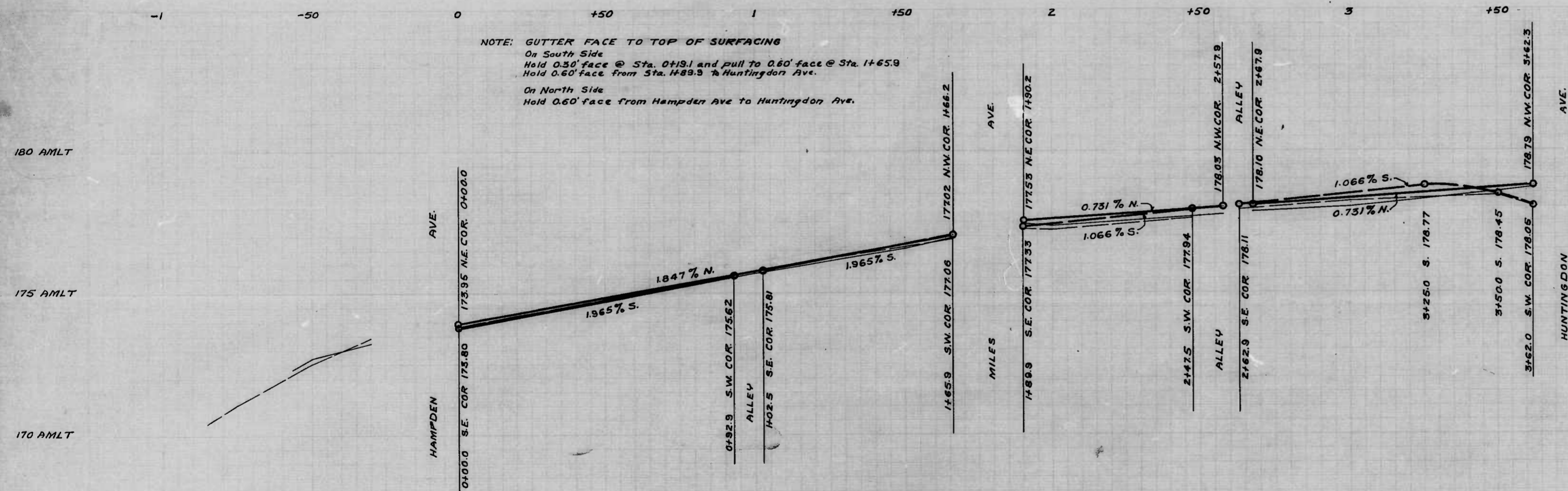


NOTE:
To be One (1) inch Sheet Asphalt Wearing Surface and
One (1) inch Binder on Eight (8) inch Cement Concrete Paving
in areas between existing curbs and proposed curbs.

SOIL STABILIZATION MATERIALS
AND/OR UNDERDRAINS ARE NOT
REQUIRED.

NOTE: GUTTER FACE TO TOP OF SURFACING
On South Side
Hold 0.30' face @ Sta. 0192.9 and pull to 0.60' face @ Sta. 1465.9
Hold 0.60' face from Sta. 1489.3 to Huntingdon Ave.
On North Side
Hold 0.60' face from Hampden Ave to Huntingdon Ave.

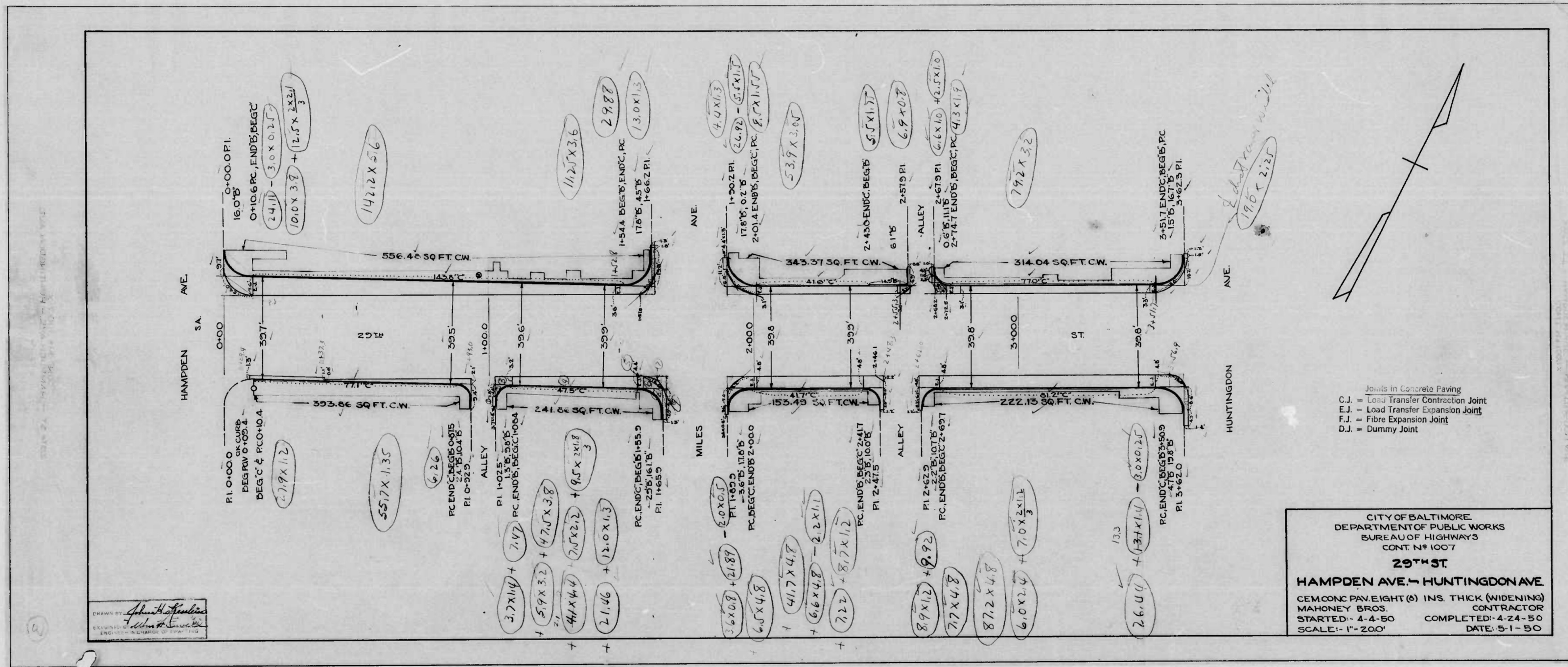


CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS
PLAN & PROFILE
OF
29TH ST. - HAMPDEN AVE - HUNTINGDON AVE.
CONTRACT NO. 1007
BOOK 112 X-78
X-244

SCALE: PLAN: 1"=200'
PROFILE: 1"=200'
DATE: JULY 1, 1949

APPROVED: *Henry Westberg* ASSOCIATE ENGR.
APPROVED: *James A. ...* HIGHWAYS ENGR.
APPROVED: *Edward ...* ENGR. OF SURVEYS
APPROVED: *P. R. Hollands* DIRECTOR OF PUBLIC WORKS

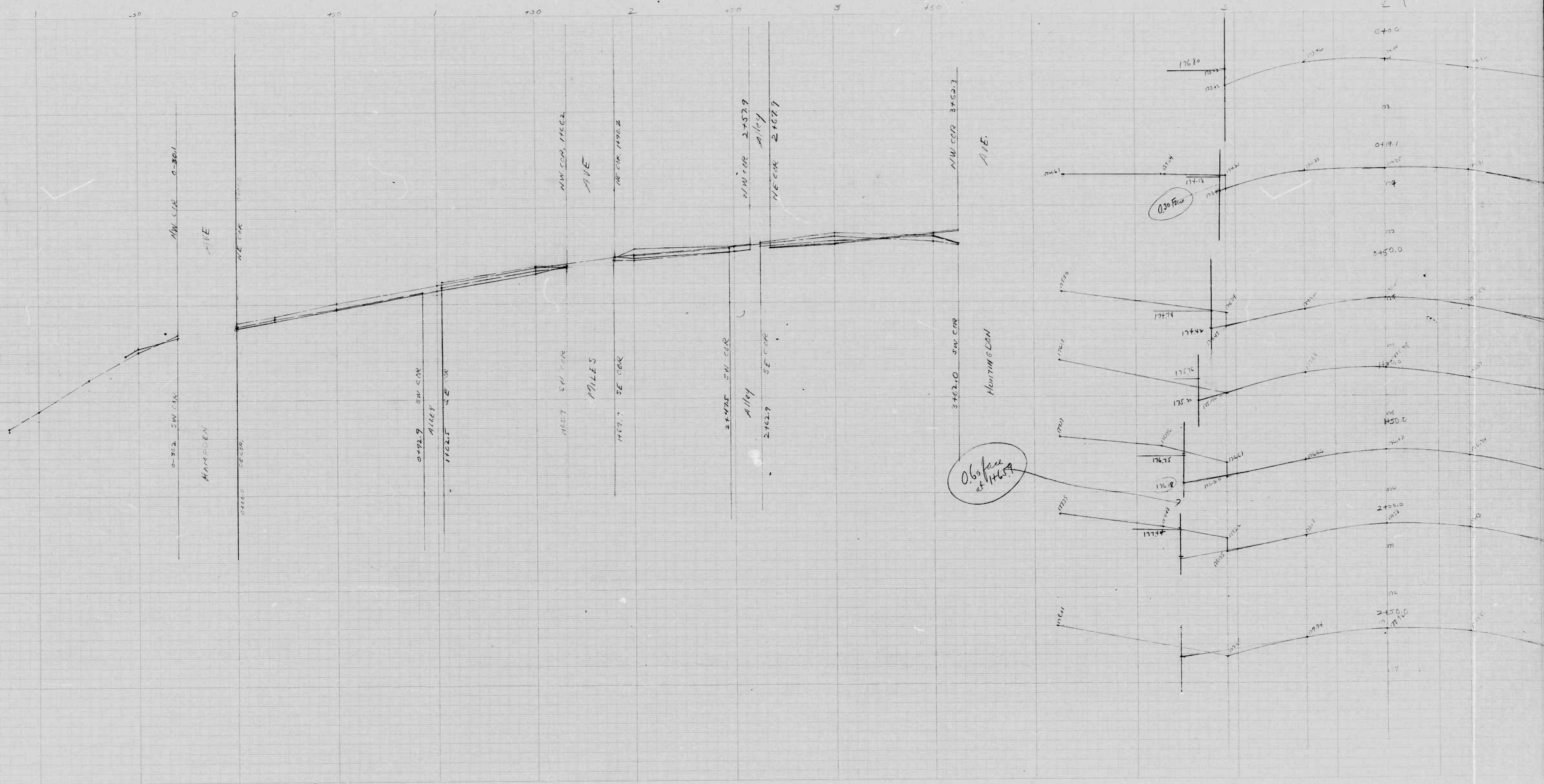
DRAWN BY *J. H. Bernstein*
EXAMINED BY *W. H. ...*
ENGR. OF SURVEYS



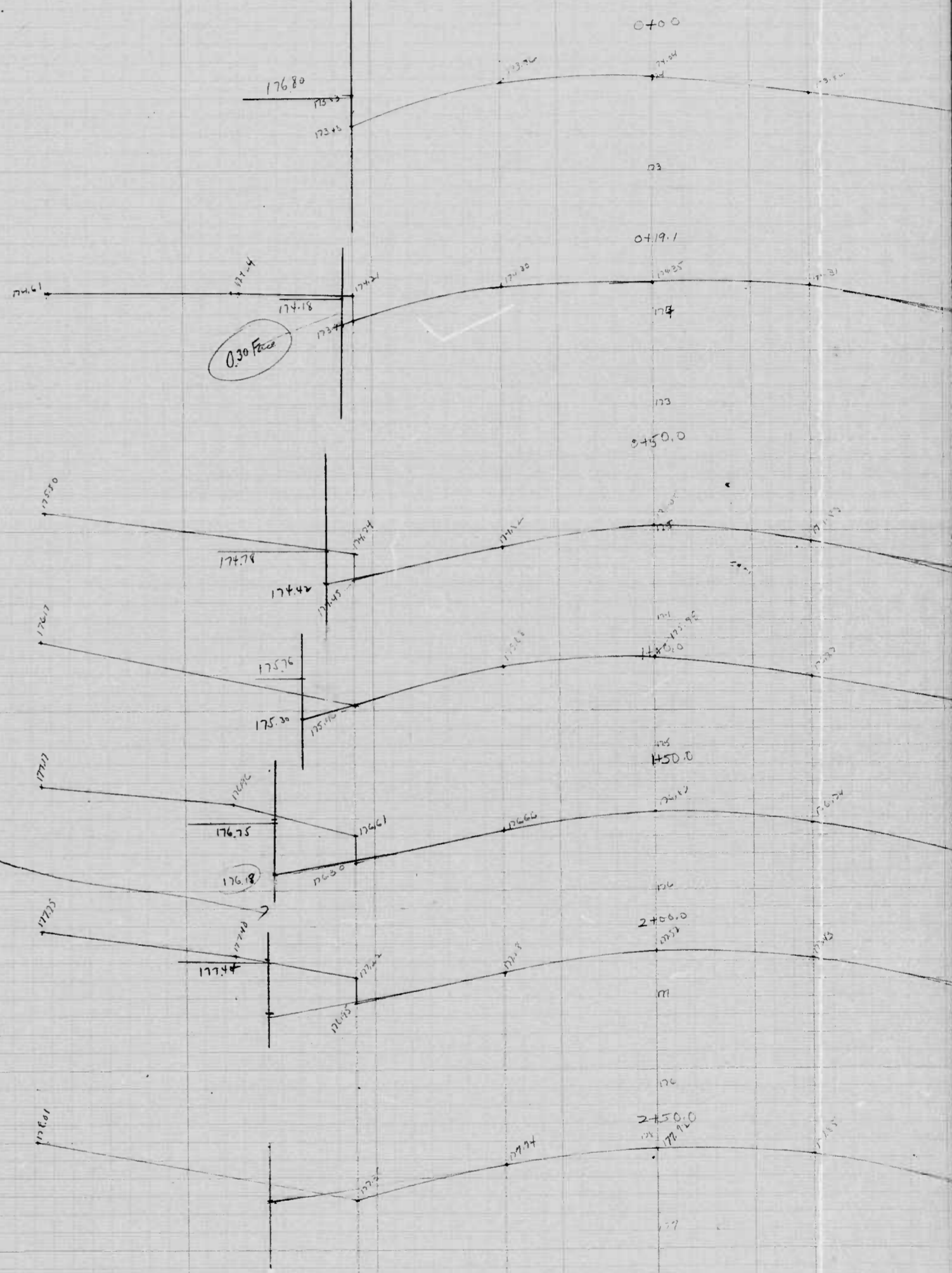
1007

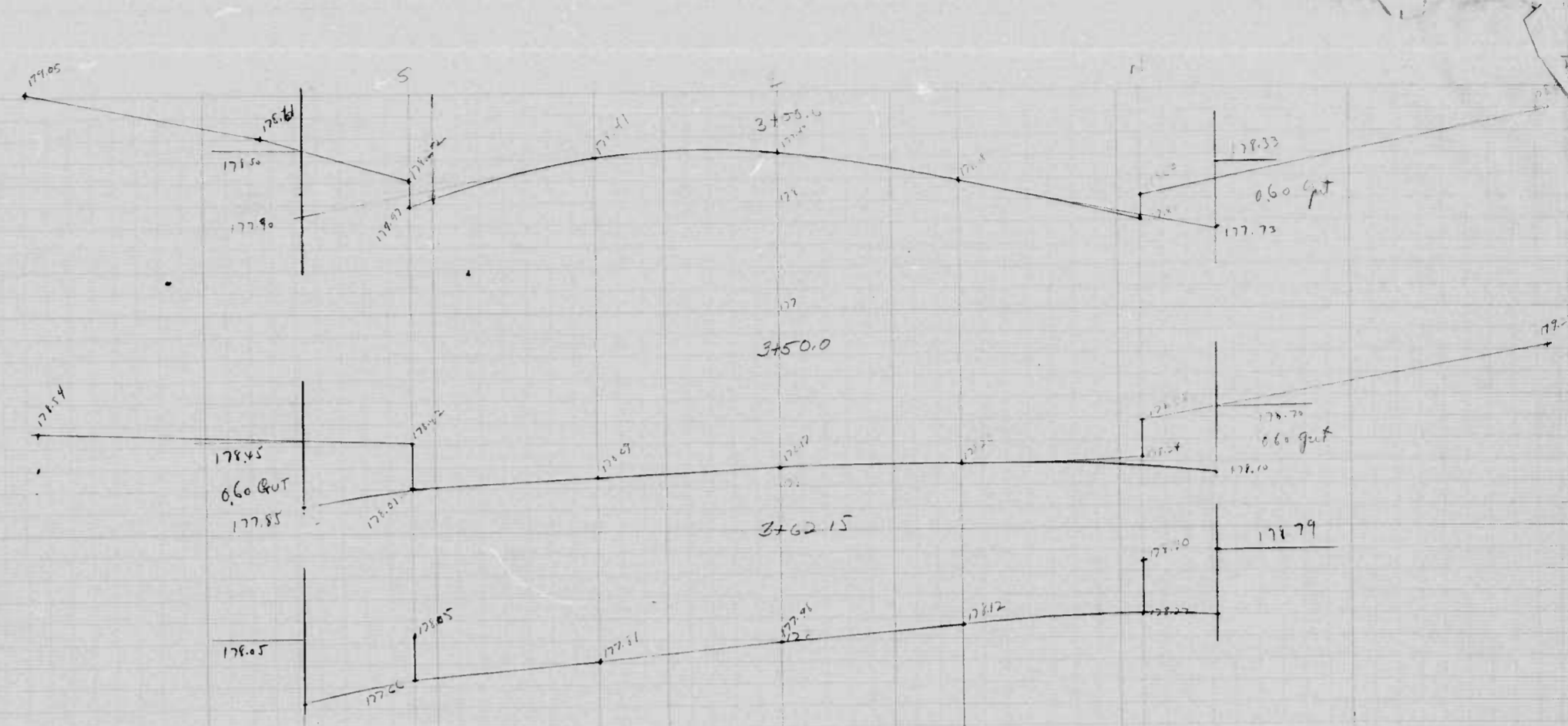
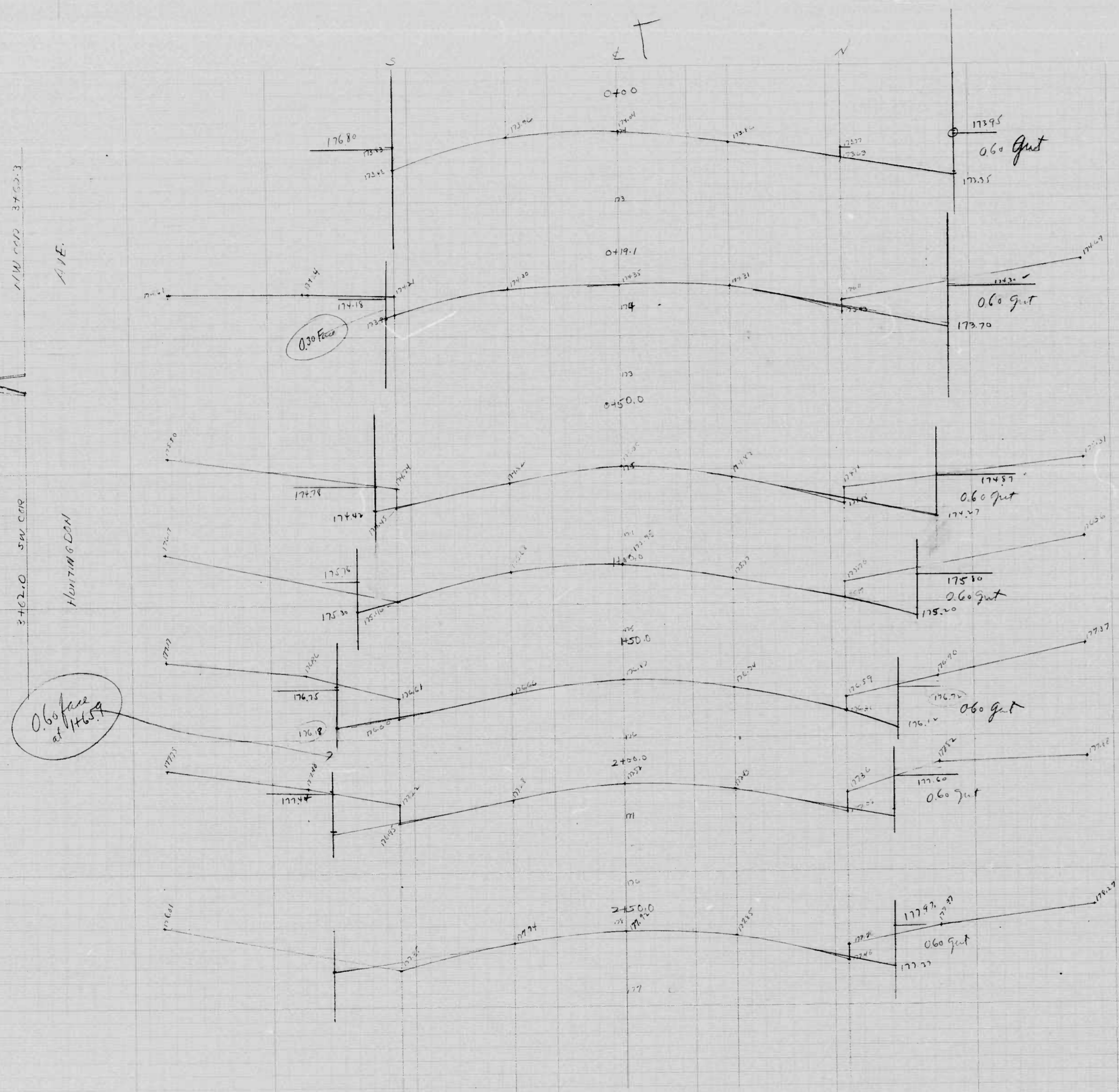
RATIO - 24

2



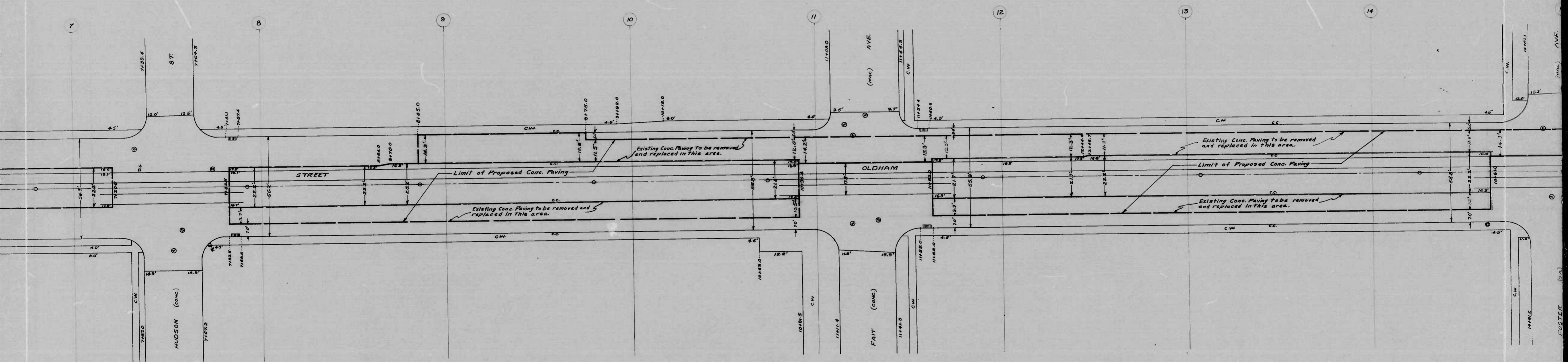
0.60 feet at 146.59





NOTE
 Gutter Face
 On South Side
 Hold 0.30 face @ Sta 0+19.1 and pull to 0.60 face @ Sta 1+65.9
 Hold 0.60 face from Sta 1+65.9 to Huntington Ave
 On North Side
 Hold 0.60 face from Hampden Ave to Huntington Ave

PROFILE & SECTIONS
 OF
 23RD ST - HAMPDEN AVE - HUNTINGDON AVE
 BOOKS N^O 244
 X-78
 (PROFILE APR 11 1948)
 (SECTIONS VER 12 8)
 SCALES
 (HORIZONTAL 1" = 40')
 (VERTICAL 1" = 8.0')
 DATE - 6-22-48

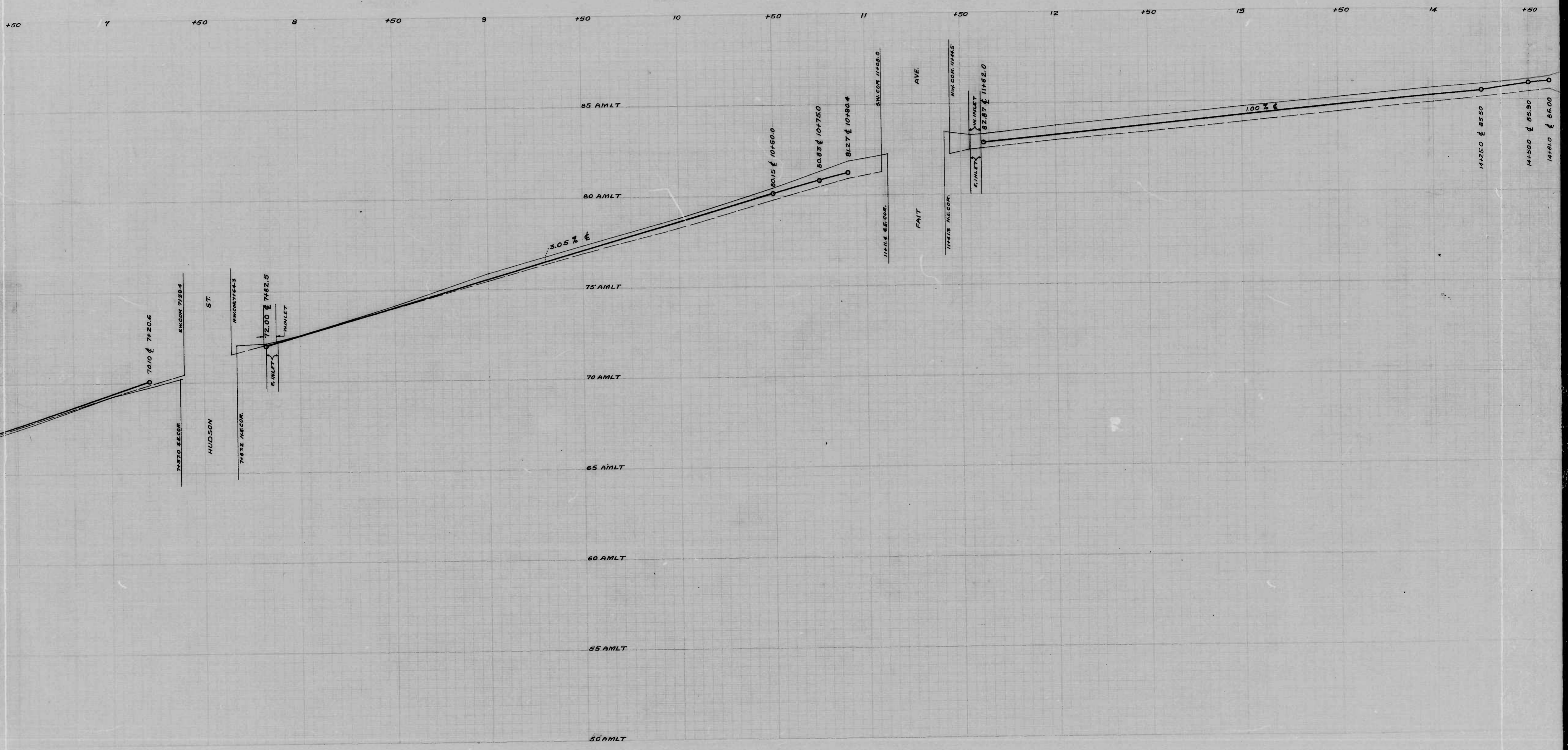


15

1007

RATIO - 24

9

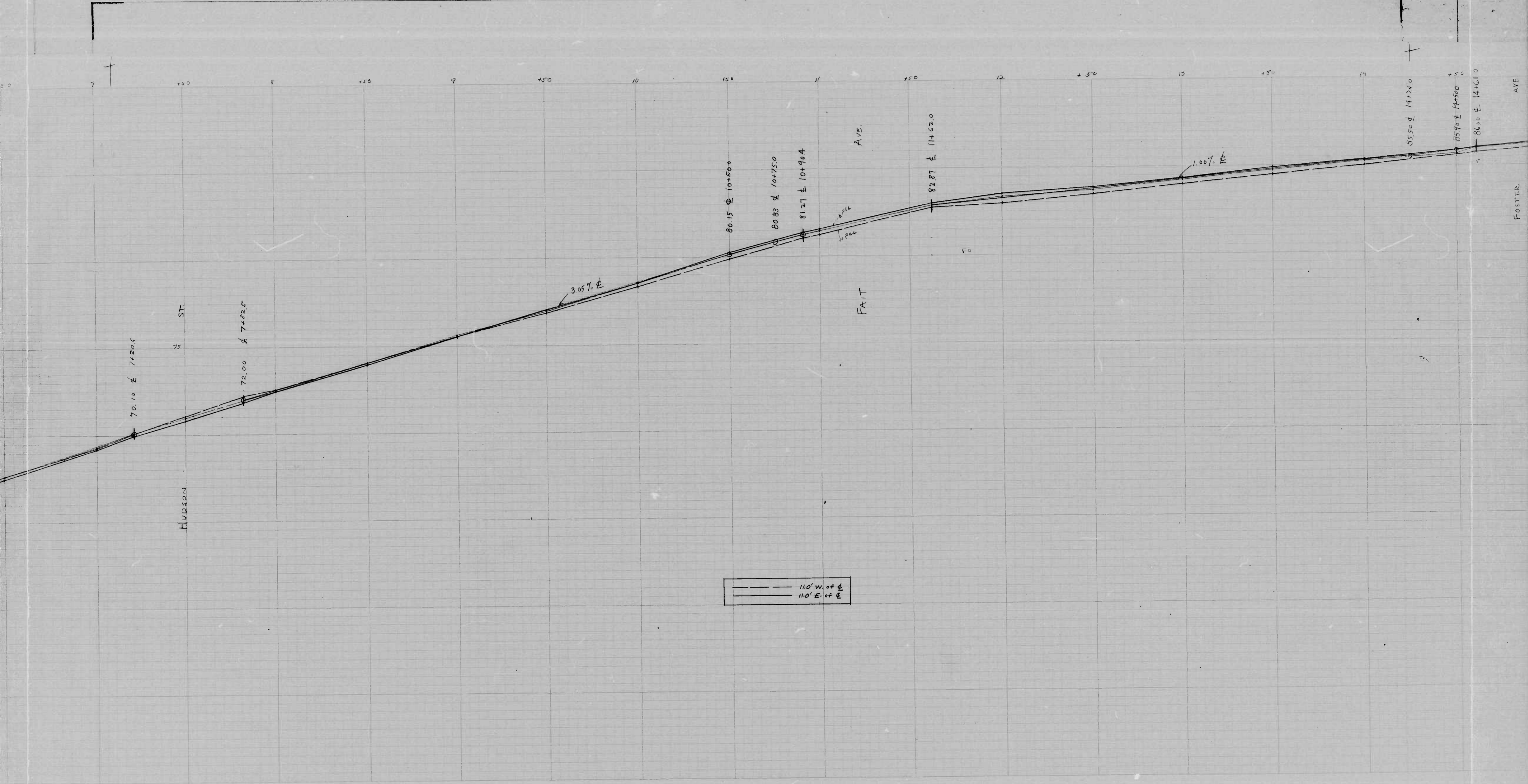


2

1007

RATIO - 24

12



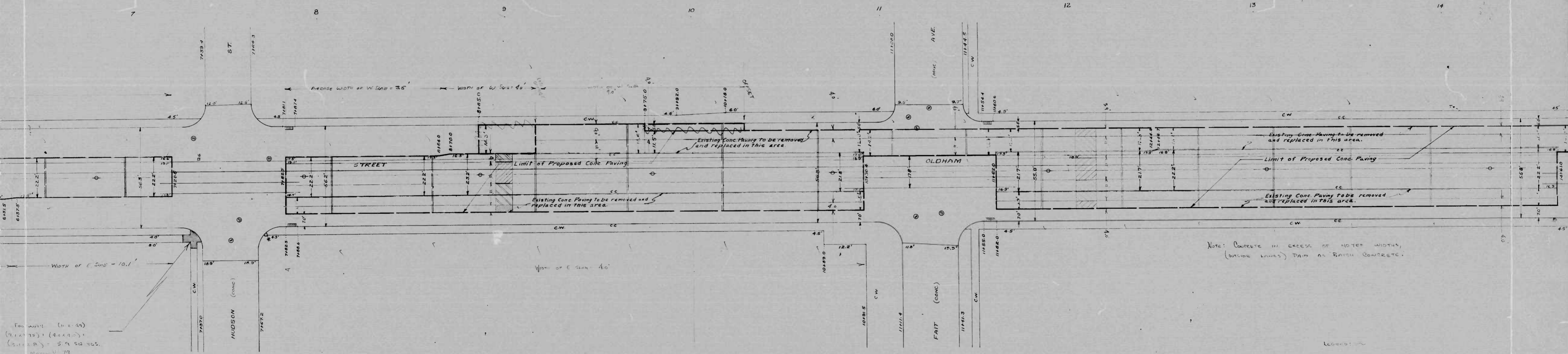
--- 110' W. OF E
— 110' E. OF E

(2)

1007

RATIO - 24

10



For work (in c. 44)
 (11.1.73) (14.1.73)
 (5.1.74) 5.9.50.405.
 11.1.77
 640

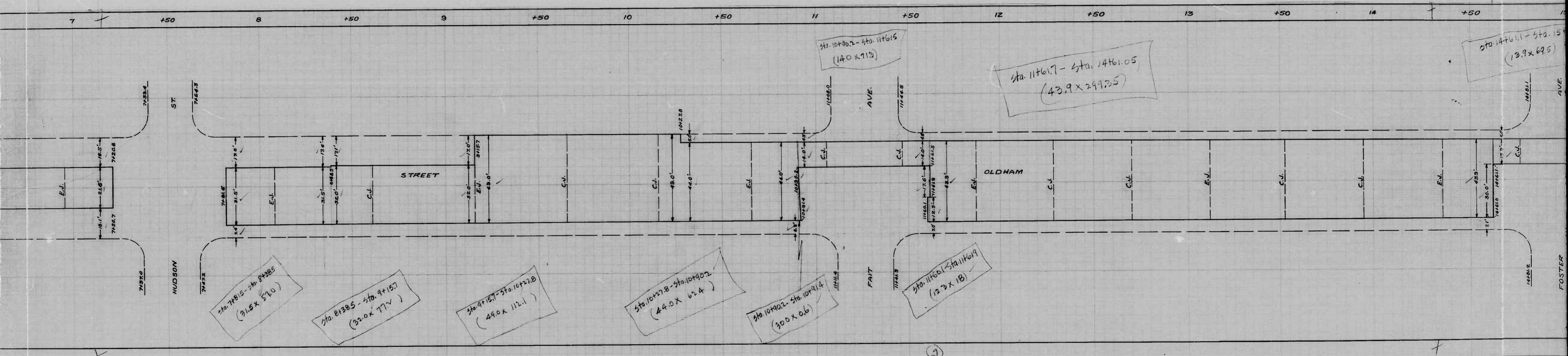
LEGEND:
 ———— Lean Concrete Expansion Joint
 ———— Lean Concrete Construction Joint
 P. de. Concrete - Insulation Panel
 C. 60022 - Expansion in Concrete

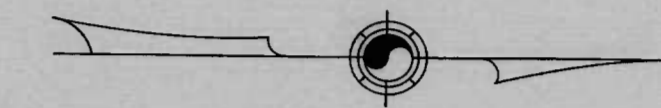
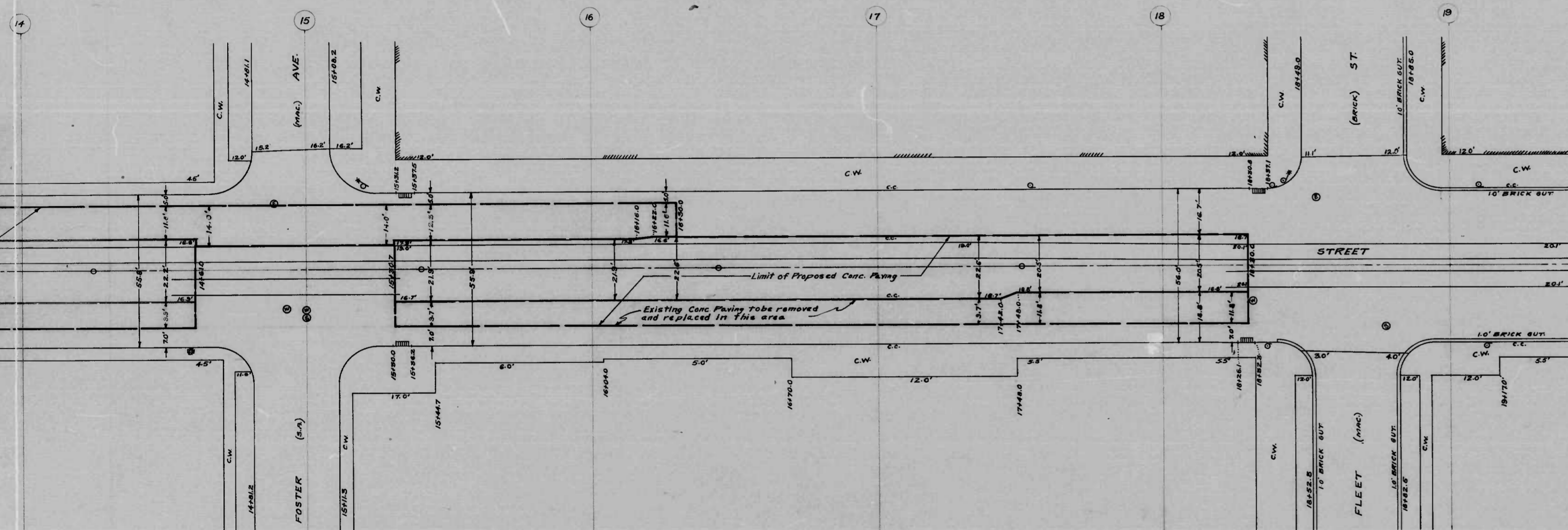
2

1007

RATIO - 24

13





NOTE:
 To be Sheet Asphalt Resurfacing, consisting of one (1) inch of Asphaltic Concrete Binder and one (1) inch of Sheet Asphalt Wearing Surface, on existing Sheet Asphalt Base; and for Sheet Asphalt Surfacing, consisting of one (1) inch of Asphaltic Concrete Binder and one (1) inch of Sheet Asphalt Wearing Surface on Cement Concrete Pavement, eight (8) inches in depth.

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS

PLAN OF
 OLDHAM ST - O'DONNELL ST - FLEET ST.
 CONT. NO. 1007
 SCALE: 1"=200' BOOK NO. X-250 DATE: 7-18-49

APPROVED:
Henry Wisberg
 ASSOCIATE ENGR.

APPROVED:
James H. [unclear]
 HIGHWAYS ENGR.

APPROVED:
Edw. D. [unclear]
 ENGR. OR SURVEYS

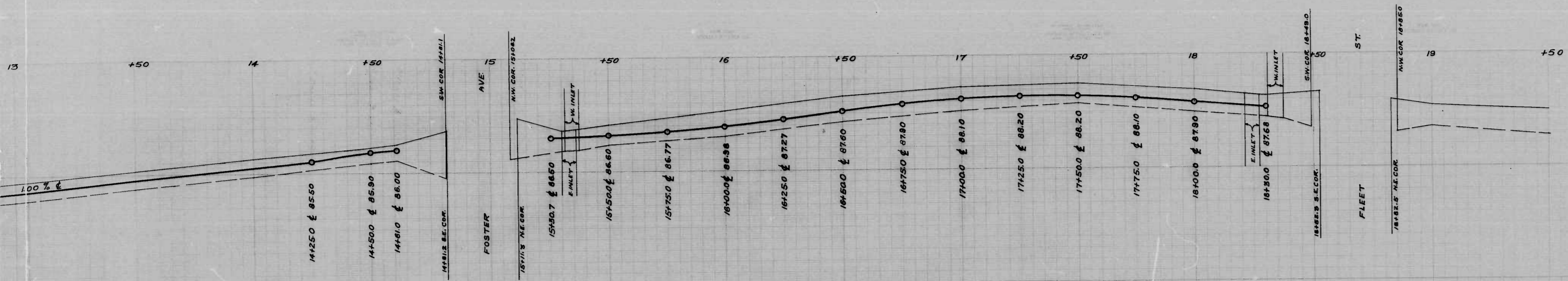
APPROVED:
P. L. [unclear]
 DIRECTOR OF PUBLIC WORKS

9

1007

RATIO - 24

9



CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 PROFILE OF
 OLDHAM ST - O'DONNELL ST - FLEET ST
 CONT. NR 1007
 SCALE: HOR. 1"=200' BOOK NR X-250 DATE: 7-18-49
 VER. 1"=2.0'

APPROVED:-
Henry Weisberg
 ASSOCIATE ENGR.
 APPROVED:-

APPROVED:-
James H. [Signature]
 HIGHWAYS ENGR.
 APPROVED:-

Edward [Signature]
 ENGR. OF SURVEYS

P. L. Hollands
 DIRECTOR OF PUBLIC WORKS

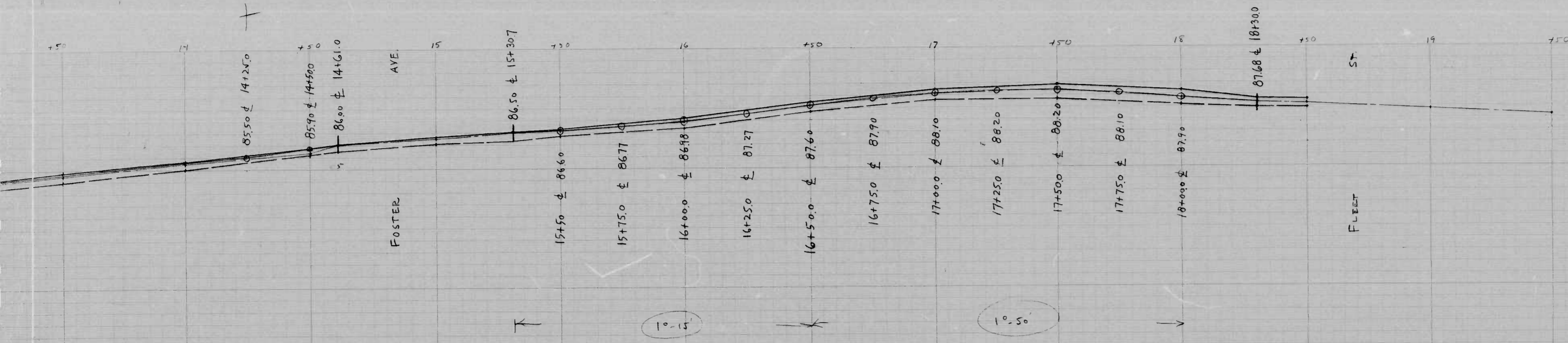
(3)

OLDHAM ST - O'DONNELL ST - FLEET ST
 PROFILE OF
 CONT. NR 1007

1007

RATIO - 24

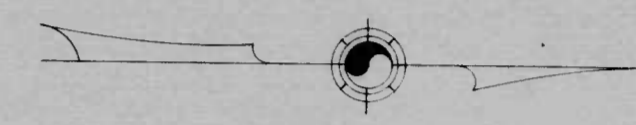
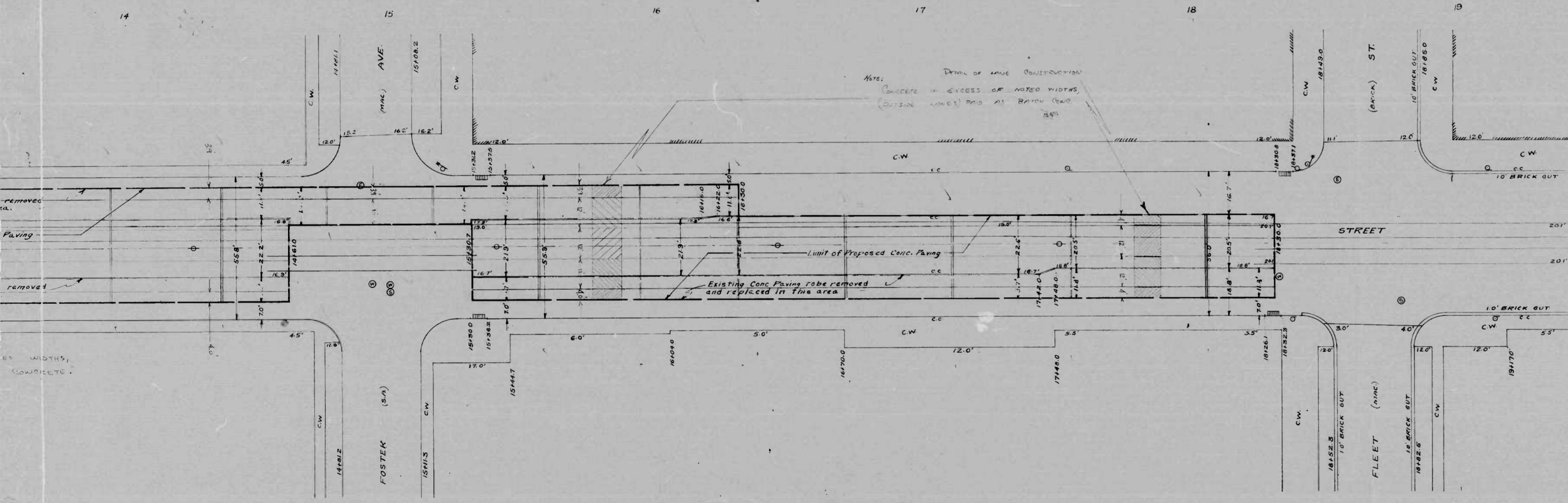
12



1007

RATIO - 24

10



NOTE: Detail of Lane Construction
 Concrete in excess of noted widths
 (outside lanes) to be at 15% slope

NOTE:
 To be Sheet Asphalt Resurfacing, consisting of one (1) inch of Asphaltic Concrete Binder and one (1) inch of Sheet Asphalt Wearing Surface, on existing Sheet Asphalt Base, and/or Sheet Asphalt Surfacing, consisting of one (1) inch of Asphaltic Concrete Binder and one (1) inch of Sheet Asphalt Wearing Surface on Cement Concrete Pavement, eight (8) inches in depth.

Lead Tenon Expansion Joints
 Lead Tenon Construction Joints
 P. L. ... - Inspector
 ... - Engineer in Charge

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 PLAN OF
 OLDHAM ST. - O'DONNELL ST. - FLEET ST.
 CONT. NO. 1007
 SCALE: 1"=200' BOOK NO. X-250 DATE: 7-18-19
 APPROVED: APPROVED:

ASSOCIATE ENGR. APPROVED: HIGHWAYS ENGR. APPROVED:
 ENGR. OF SURVEYS DIRECTOR OF PUBLIC WORKS

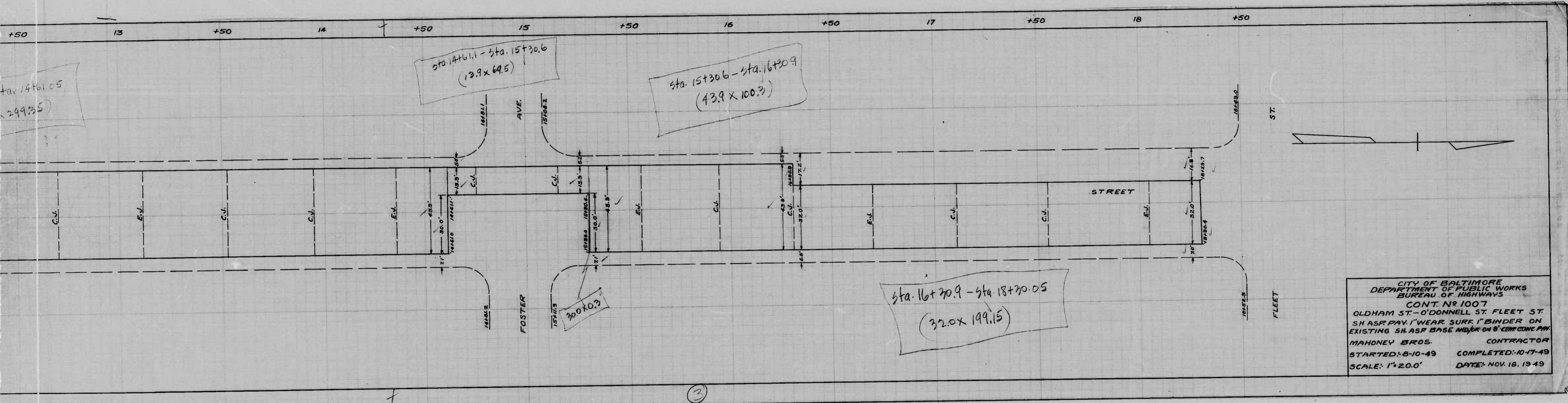
3

OLDHAM ST. - O'DONNELL ST. - FLEET ST.
 PLAN OF
 CONT. NO. 1007

1007

RATIO - 24

13

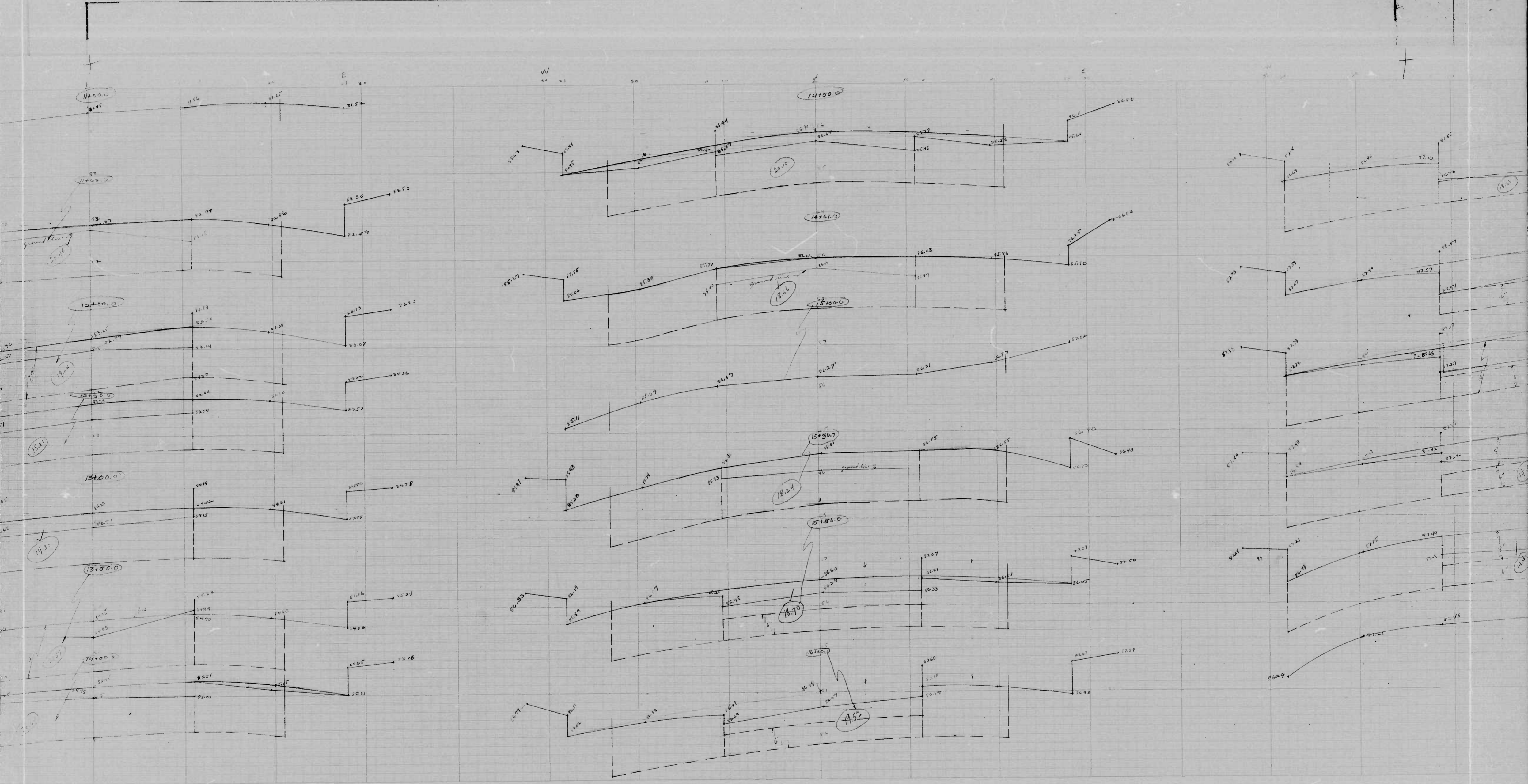


CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 CONT. NO. 1007
 OLDHAM ST. - O'DONNELL ST. FLEET ST.
 5 1/2" ASP. PAV. 1" WEAR SURF. 1" BINDER ON
 EXISTING 5 1/2" ASP. BASE AND 6" OR 8" CONC. CONC. PAV.
 MAHONEY BROS. CONTRACTOR
 STARTED: 8-10-49 COMPLETED: 10-17-49
 SCALE: 1" = 20.0' DATE: NOV. 18, 1949

1007

RATIO - 24

11

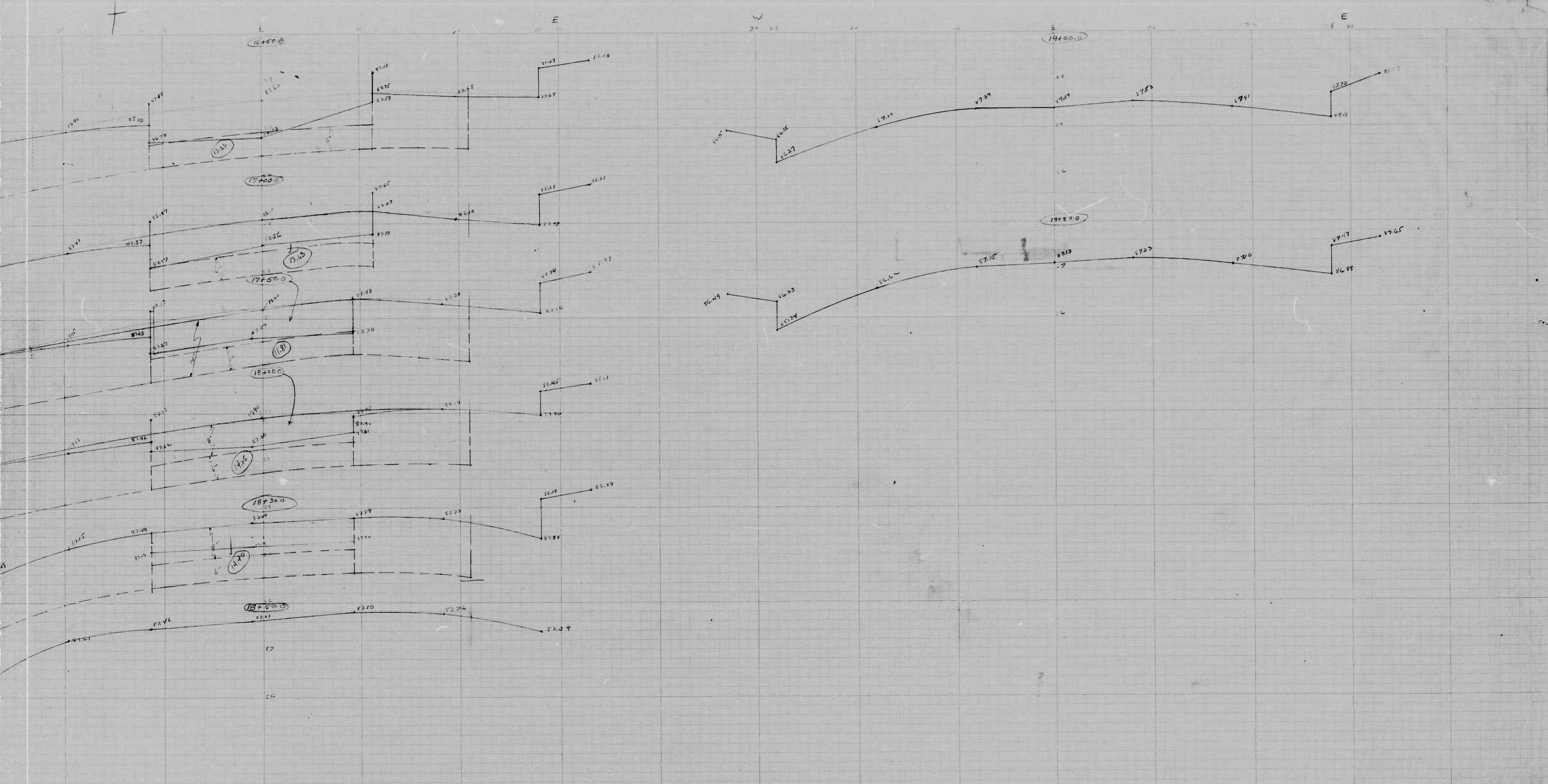


3

1007

RATIO - 24

11

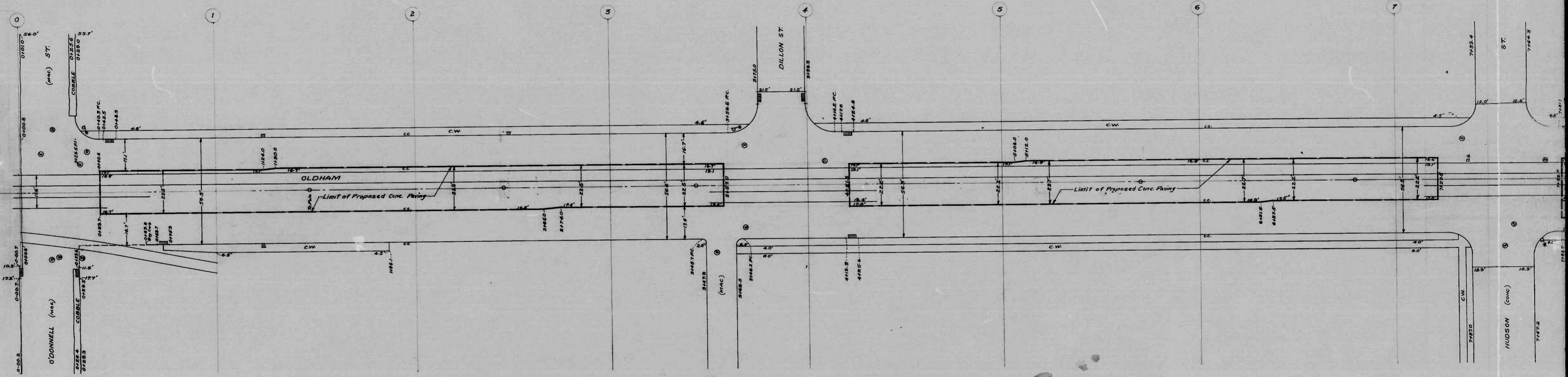


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1007

RATIO - 24

8

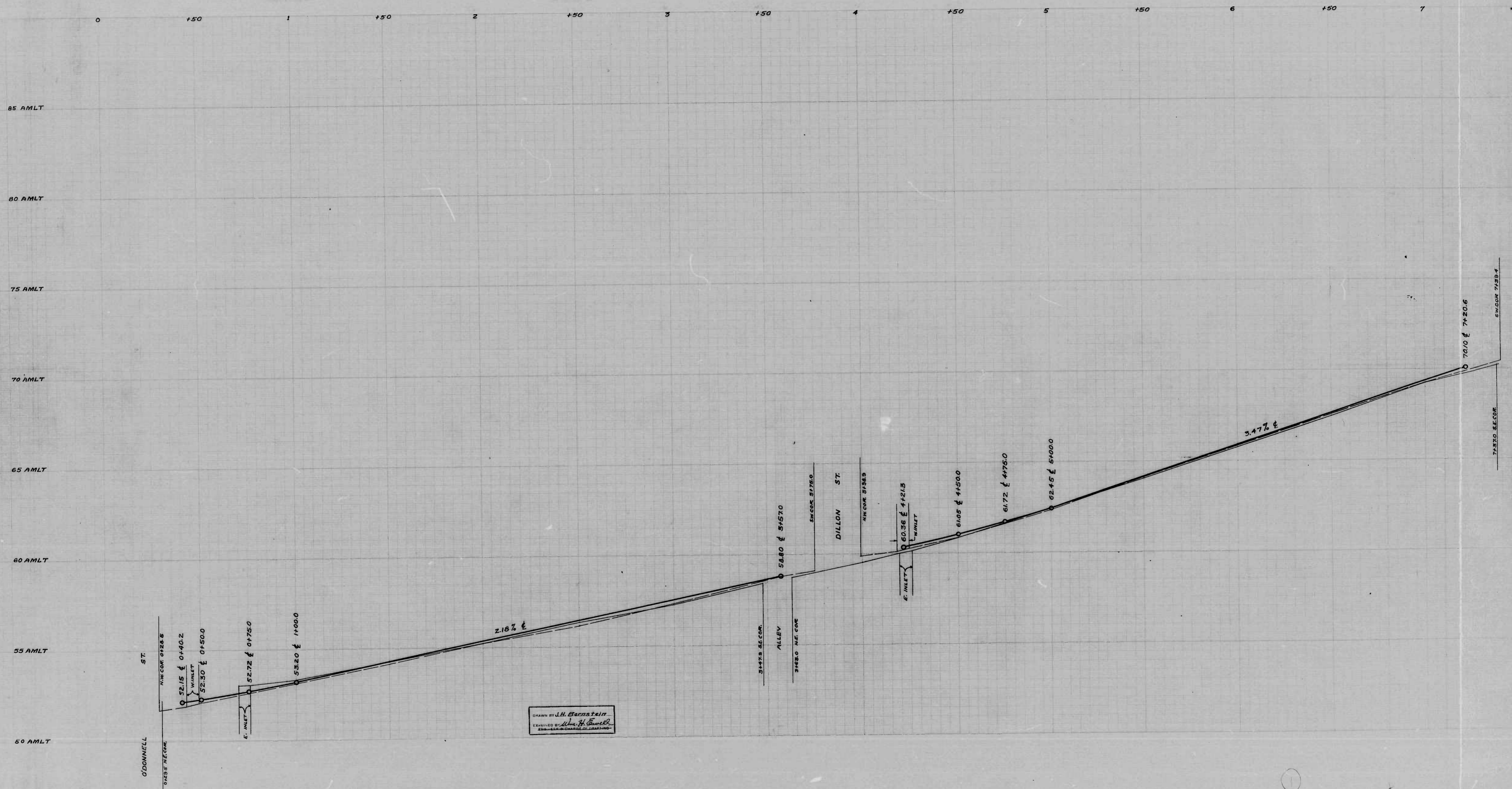


DRAWN BY J.H. Bernstein
CHECKED BY J.H. Bernstein
ENGINEER IN CHARGE OF DRAWING

1007

RATIO - 24

9

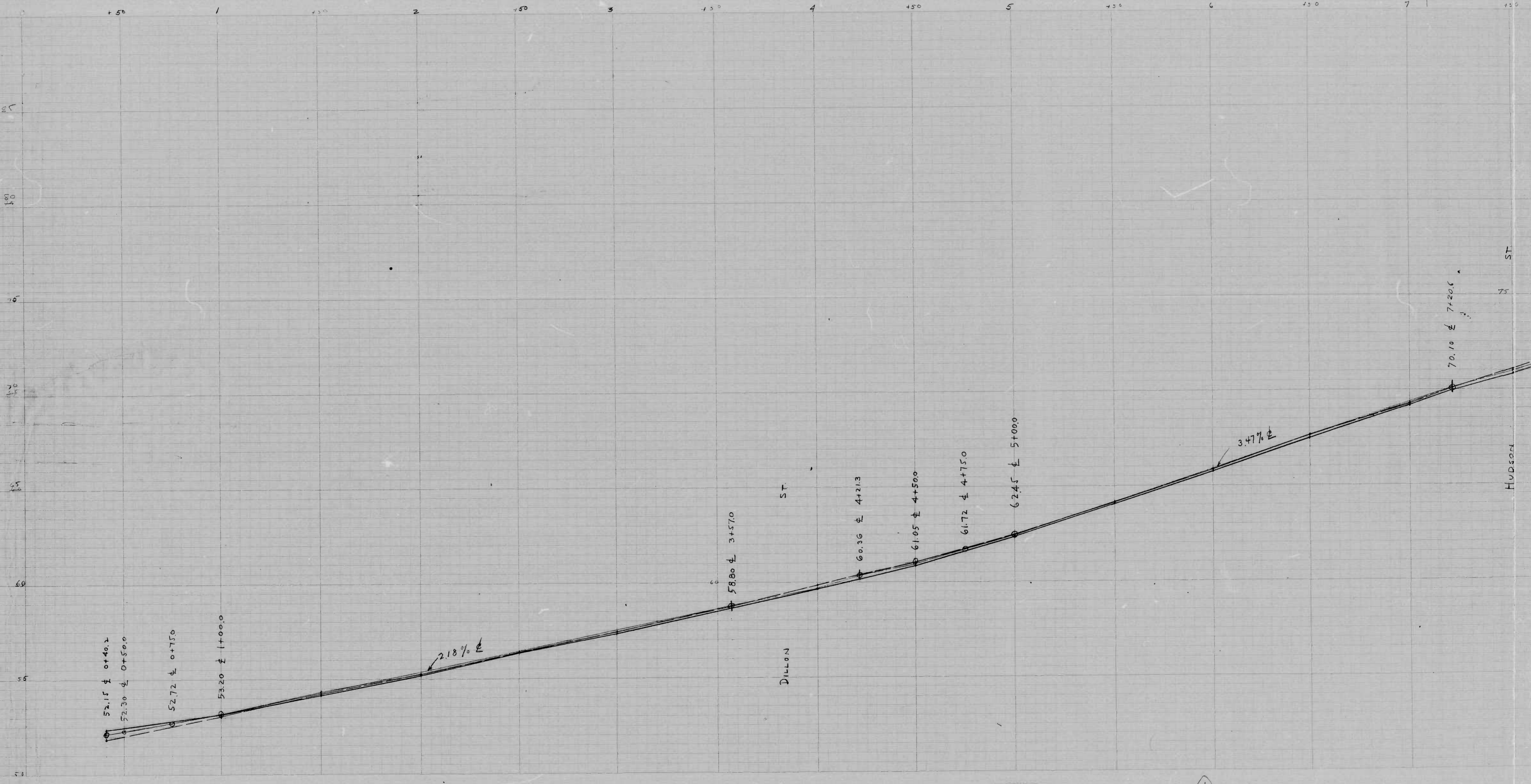


DRAWN BY J.H. Bernstein
 1 1/2
 EXAMINED BY L.H. [Signature]
 ENGINEER

1007

RATIO - 24

12

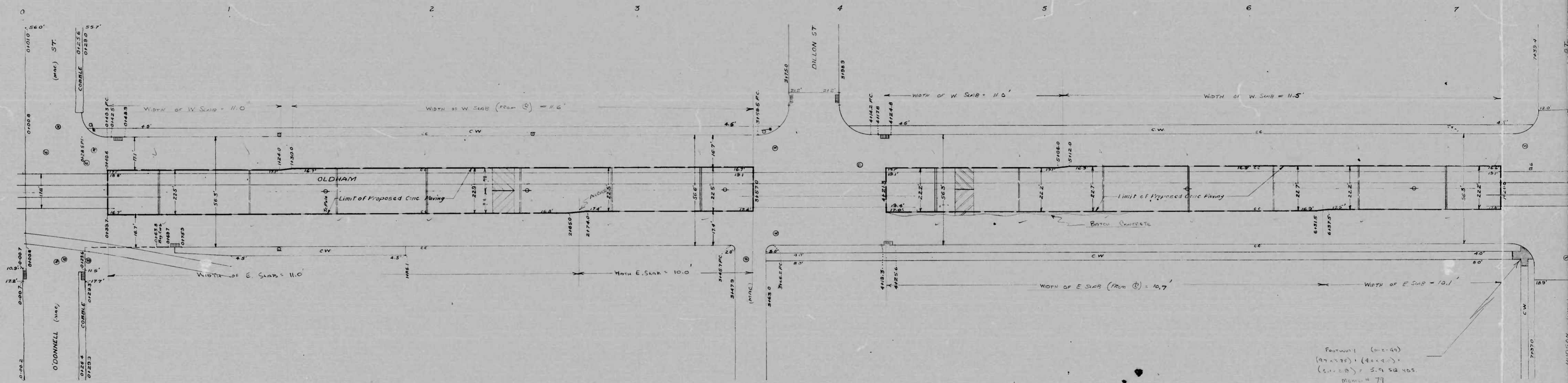


1007

RATIO - 24

10

ODDHAM ST. - ODDHAM ST. - FLOOR PLAN
PLAN OF CONCRETE



Footwall (11x40)
 (97x75) + (40x90) =
 (11x20) = 5.9 sq. nos.
 Mean = 77
 P40

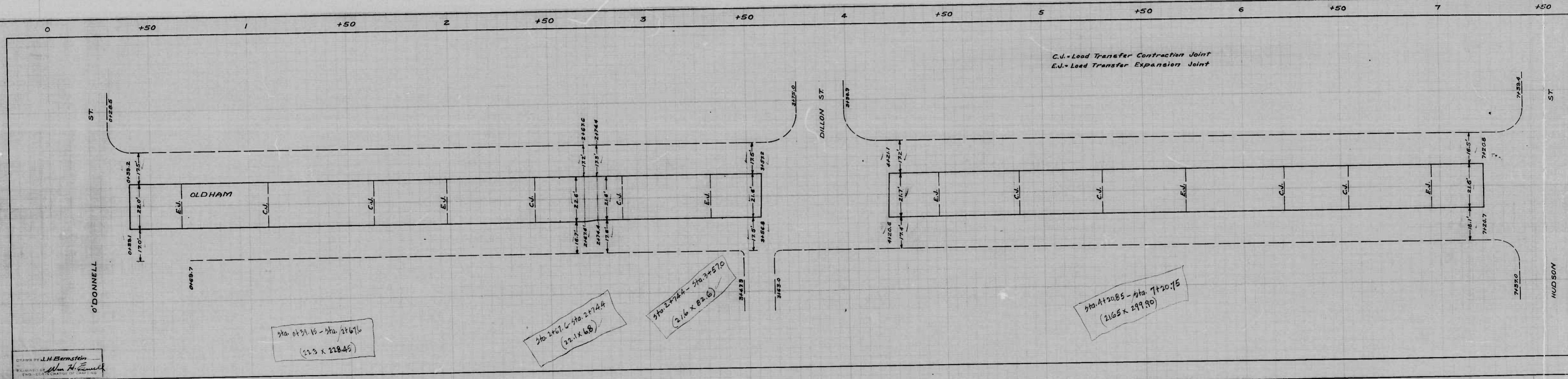
J.H. Bernstein
 Alan H. Smith

①

1007

RATIO - 24

13



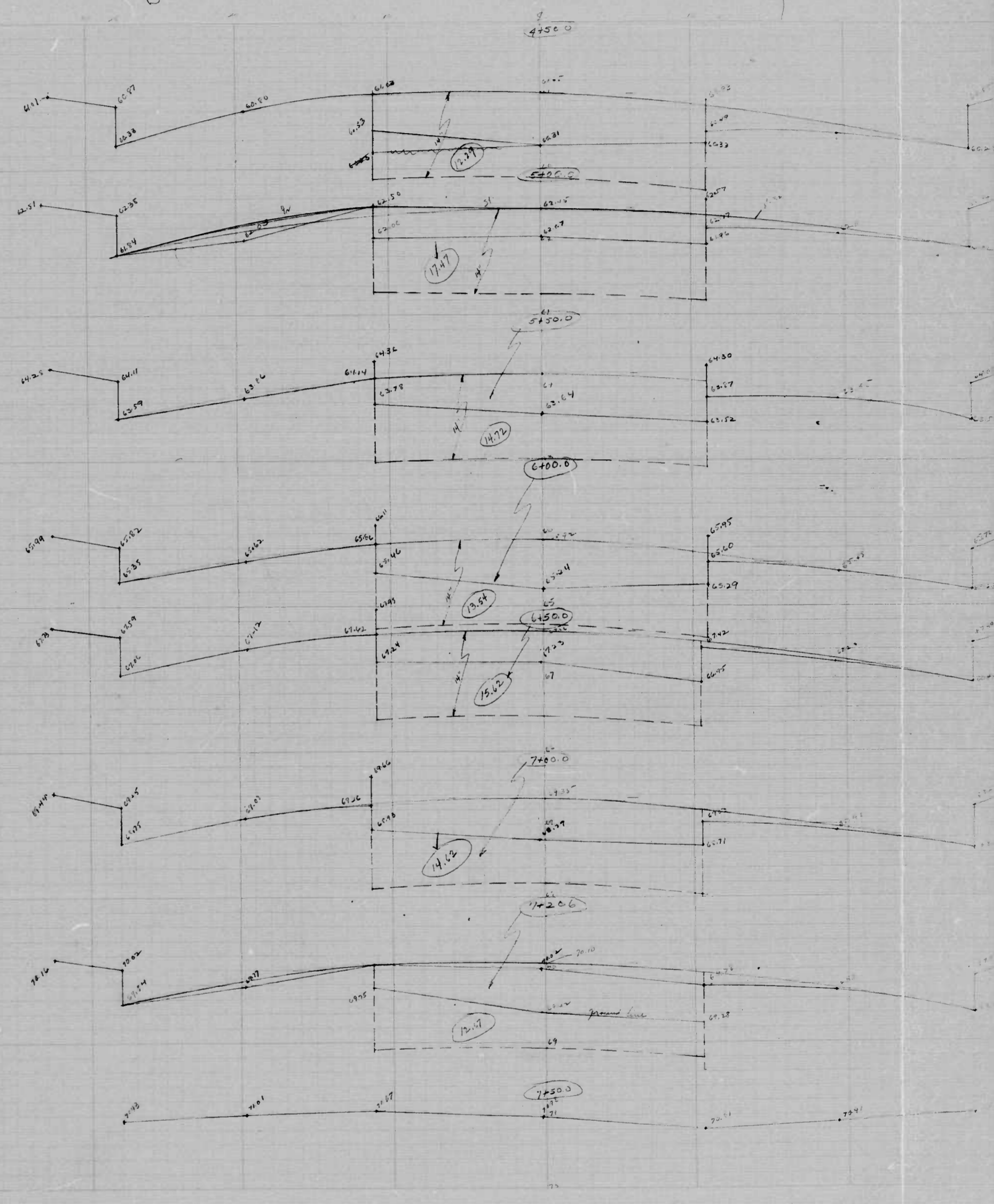
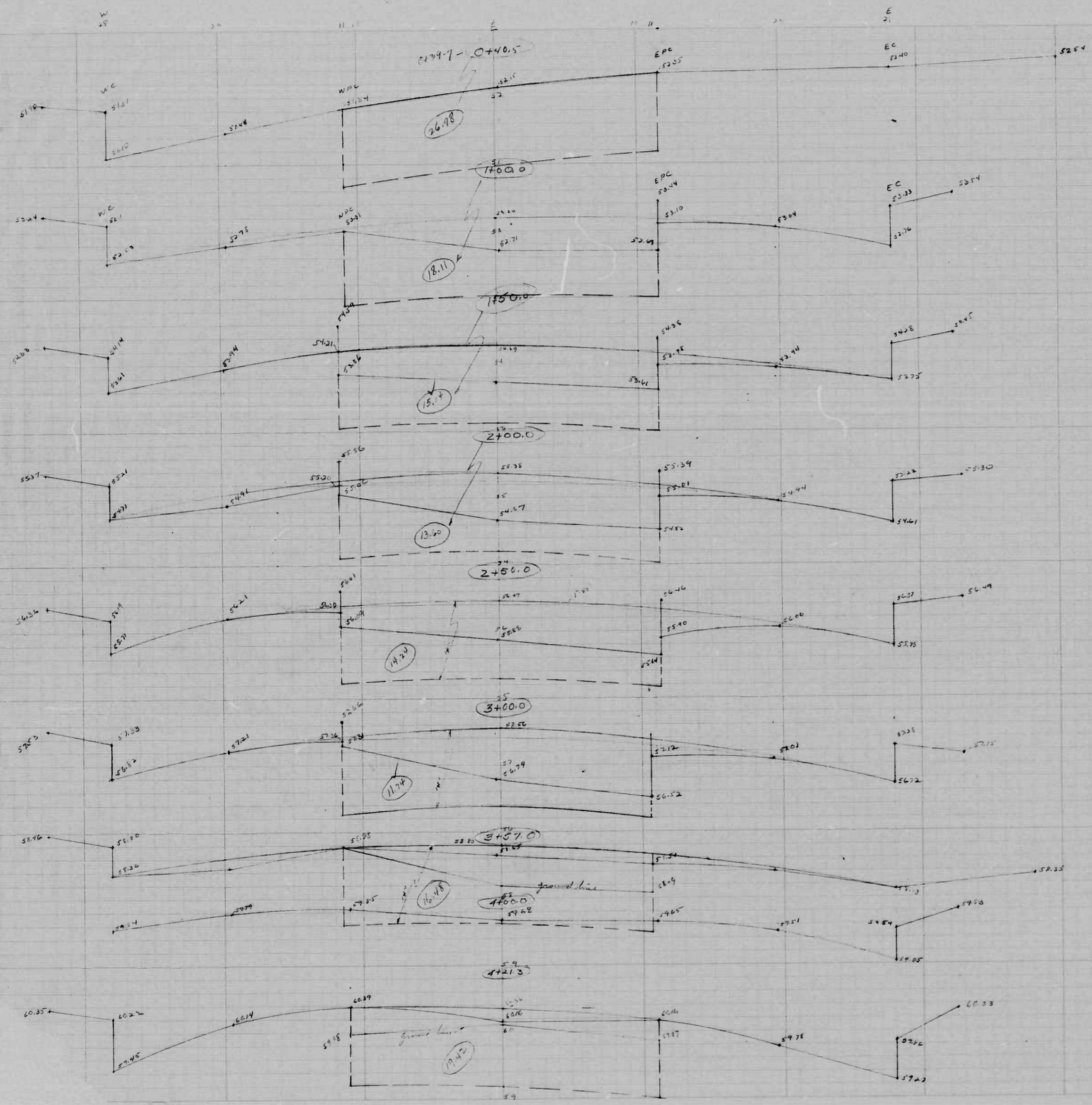
Sta. 0+21.65 - Sta. 2+67.6
(22.0 x 228.45)

Sta. 2+67.6 - Sta. 2+74.4
(22.1 x 68)

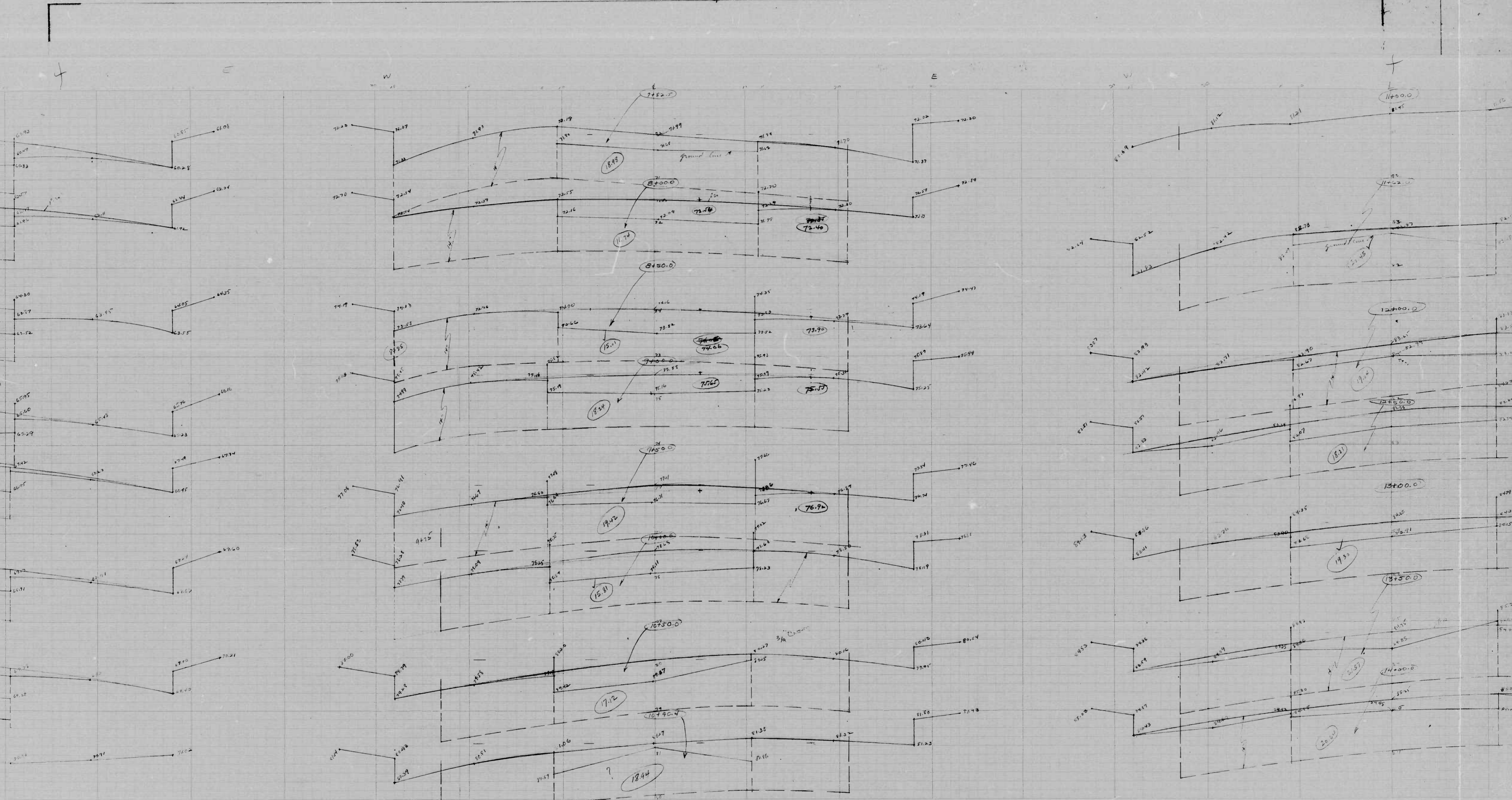
Sta. 2+74.4 - Sta. 3+57.0
(22.16 x 82.6)

Sta. 4+20.85 - Sta. 7+20.75
(21.65 x 299.90)

Drawn by L.H. Eisenstein
Checked by Wm. H. Connel
Eng. License No. 1000



①



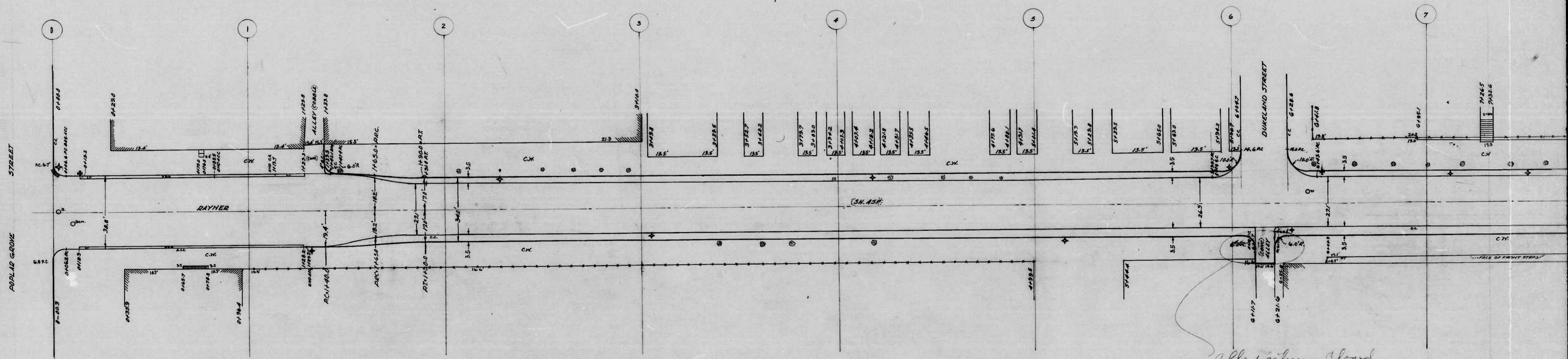
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1007

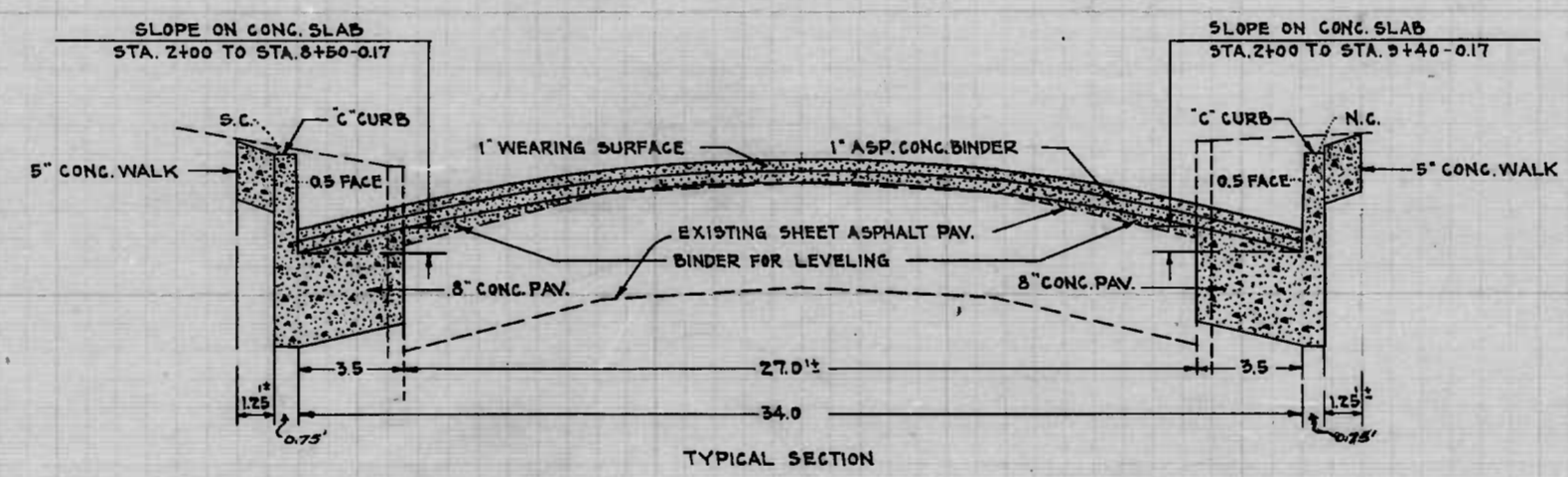
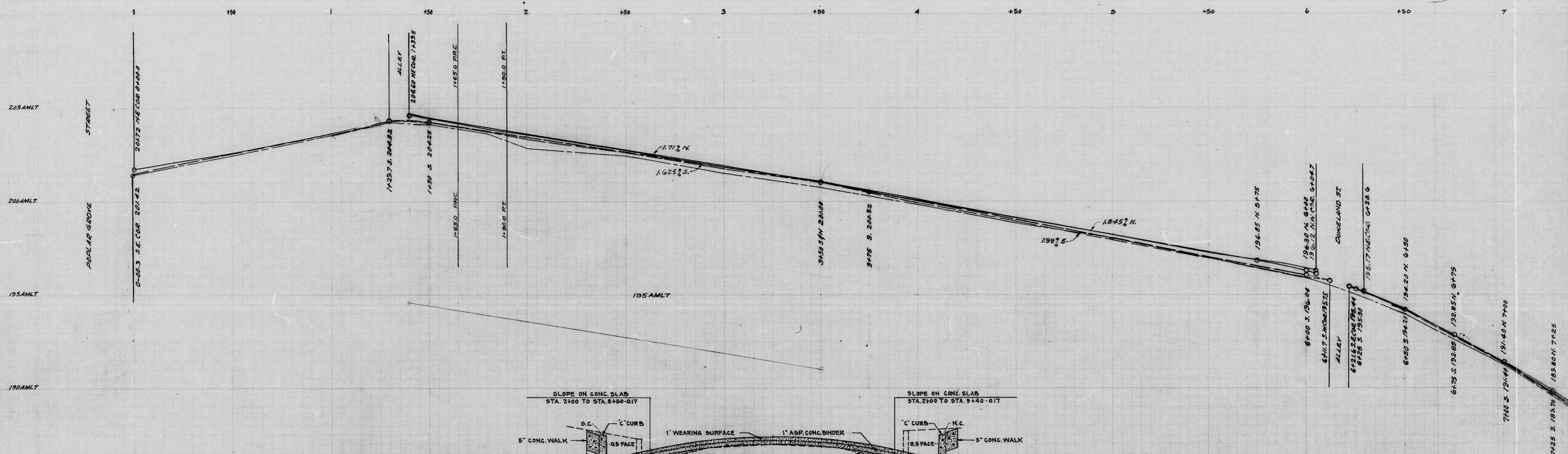
RATIO - 24



Alley return closed
 and curb installed straight
 across - by order of Wm L. Cheliotte
 11/12/29
 as told by Stan Silesky

DRAWN BY W. BENTON
 EXAMINED BY W. H. GIBSON

①



NOTE:
SOIL STABILIZATION MATERIALS
AND/OR UNDERDRAINS ARE NOT
REQUIRED.

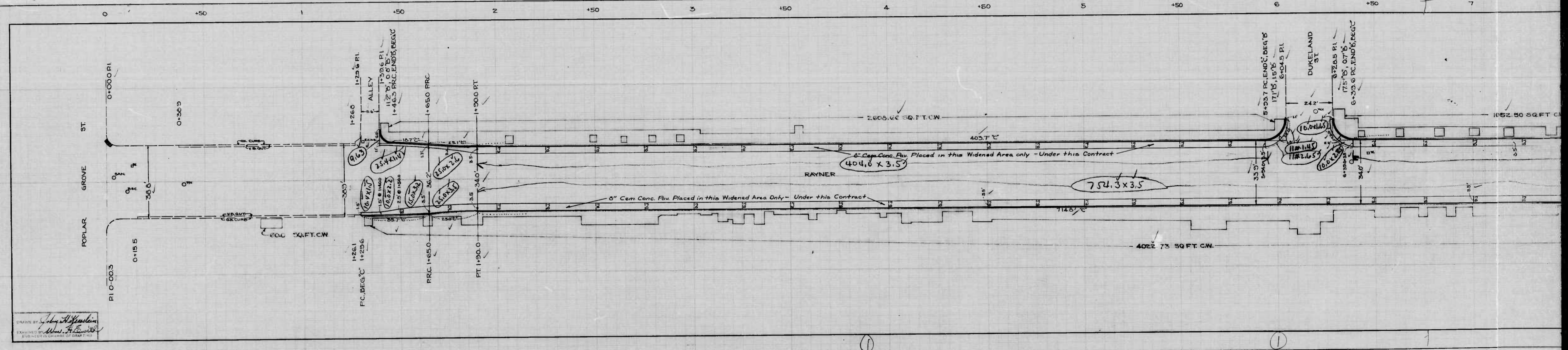
DRAWN BY *M. R. DENTON*
S.C.
EXAMINED BY *Wm. H. [Signature]*

①

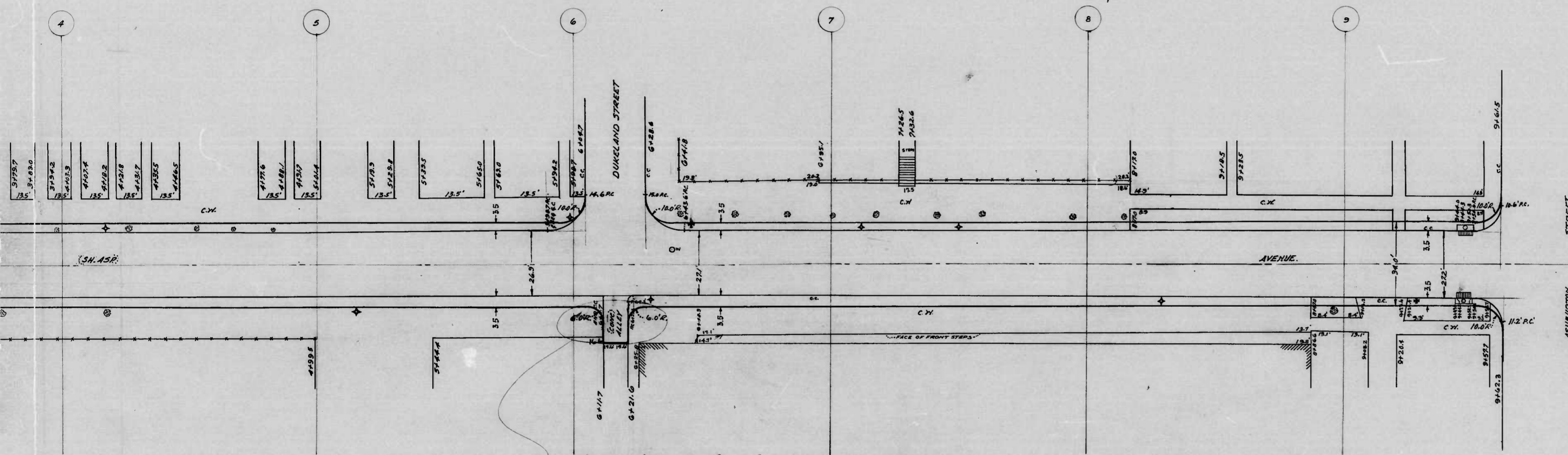
1007

RATIO - 24

7



DRAWN BY: *John H. Hamilton*
 EXAMINED BY: *Wm. F. ...*
 THIS DRAWING IS TO BE CONSIDERED AS A CONTRACT DOCUMENT



To be Sheet Asphalt Resurfacing Consisting of one (1) inch of Asphaltic Concrete Binder and one (1) inch of Sheet Asphalt Wearing Surface, on existing Sheet Asphalt Base; and on Sheet Asphalt Surfacing, consisting of one (1) inch of Asphaltic Concrete Binder and one (1) inch of Sheet Asphalt Wearing Surface, on Cement Concrete pavement, Eight (8) inches in depth, in the areas between the existing Concrete Curbs and the proposed Concrete Curbs.

SOIL STABILIZATION MATERIALS AND/OR UNDERDRAINS ARE NOT REQUIRED.

*Alley return closed
and curb installed straight
across - by order of Wm L Chilcote
11/12/49
as told by Stan Silesky*

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS
PLAN OF
RAYNER AVE. - PODLAR GROVE ST. TO ASHBURTON ST.
SCALE: 1" = 20.0' BOOK - X-229 DATE: AUG. 8, 1949
CONT. NO. 1007

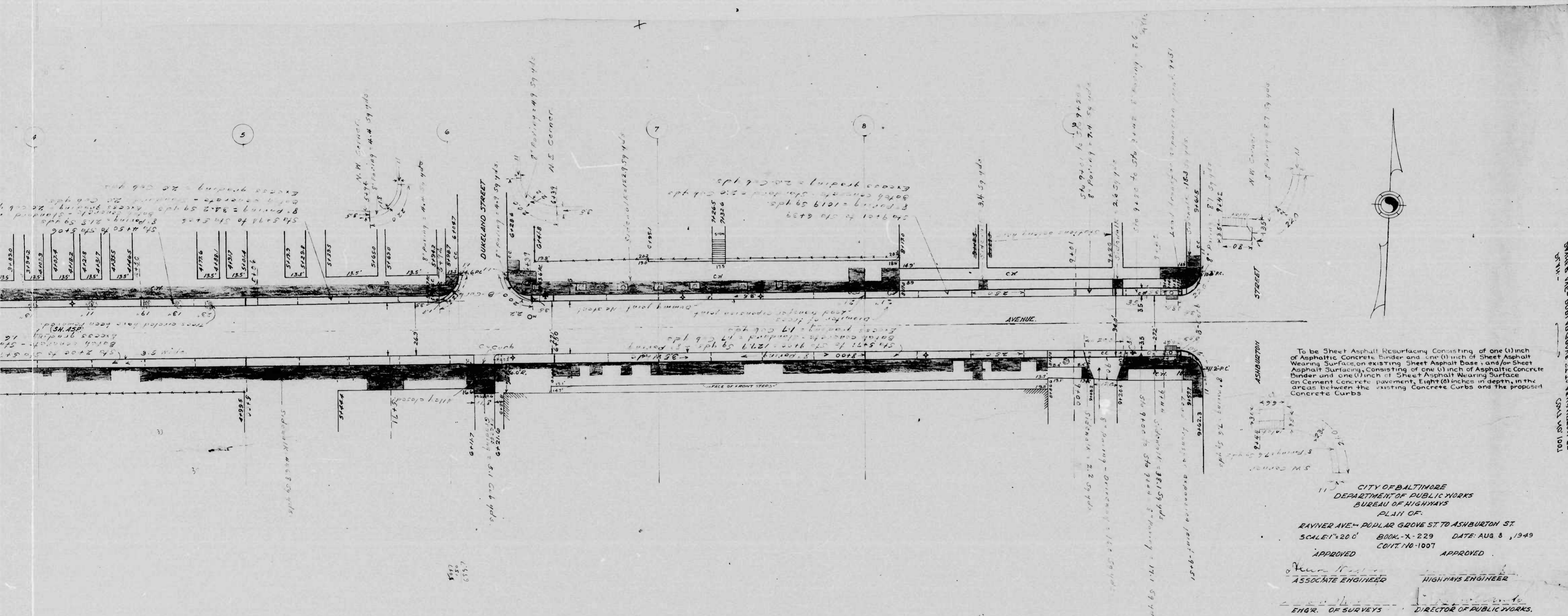
APPROVED
Henry Weisberg
ASSOCIATE ENGINEER

APPROVED
Edward M. ...
HIGHWAYS ENGINEER

Edward M. ...
ENGR. OF SURVEYS

P. L. Hollands
DIRECTOR OF PUBLIC WORKS

① + ②



To be Sheet Asphalt Resurfacing Consisting of one (1) inch of Asphaltic Concrete Binder and one (1) inch of Sheet Asphalt Wearing Surface on existing Sheet Asphalt Base; and/or Sheet Asphalt Surfacing Consisting of one (1) inch of Asphaltic Concrete Binder and one (1) inch of Sheet Asphalt Wearing Surface on Cement Concrete pavement. Eight (8) inches in depth, in the areas between the existing Concrete Curbs and the proposed Concrete Curbs.

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 PLAN OF
 RAVINER AVE. - POPULAR GROVE ST. TO ASHBURTON ST.
 SCALE: 1" = 20' BOOK: X-229 DATE: AUG 8, 1949
 CONT. NO. 1007

APPROVED
 Associate Engineer
 ENGR. OF SURVEYS

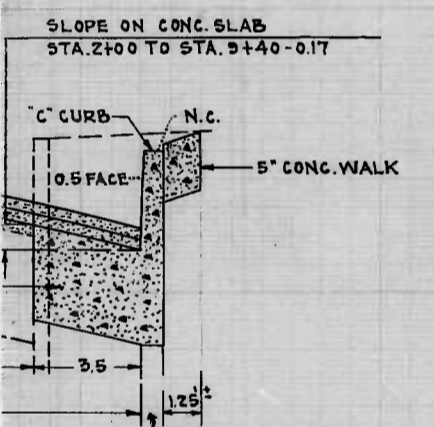
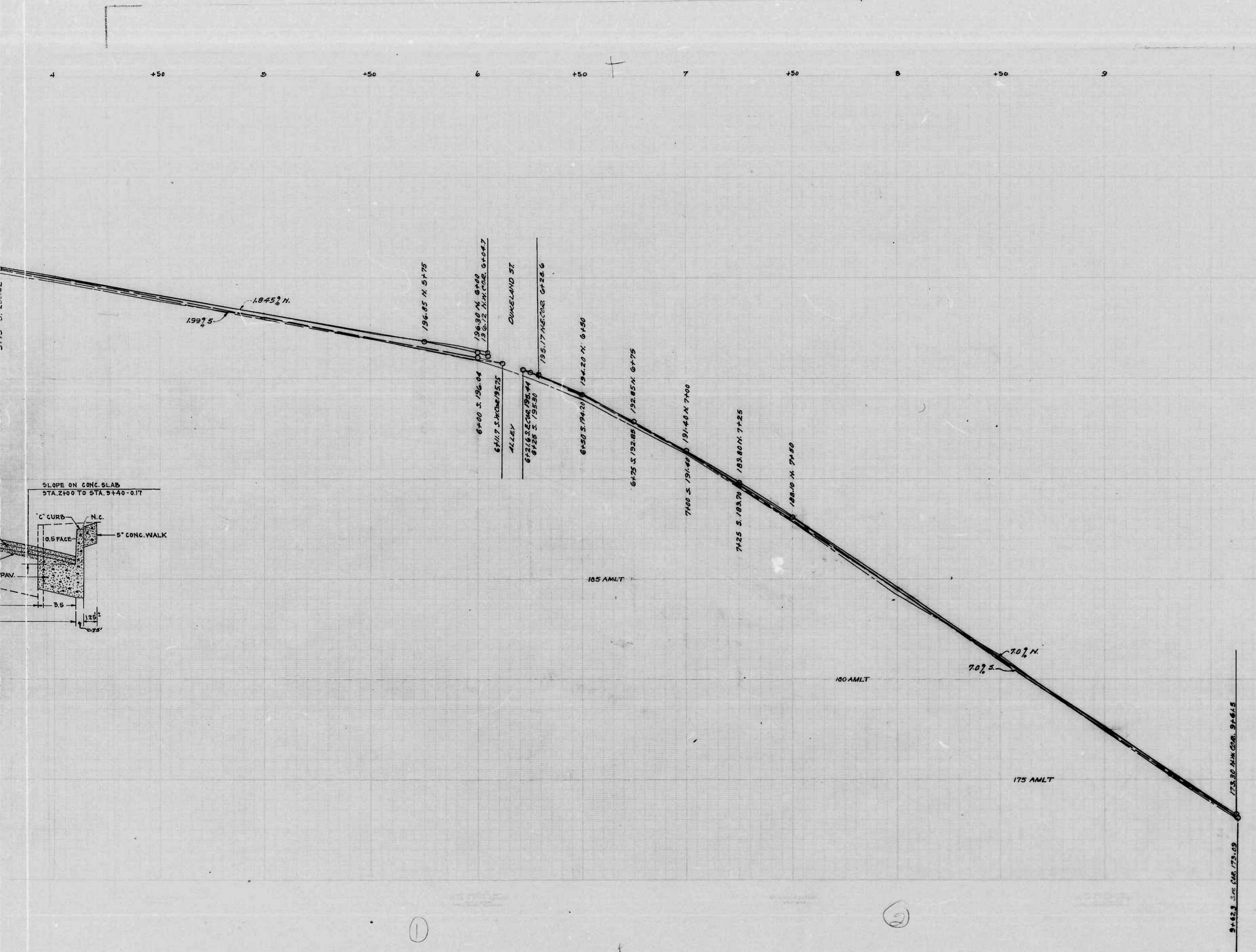
APPROVED
 Highways Engineer
 DIRECTOR OF PUBLIC WORKS.

1007 ON THIS SHEET - SEE SHEET 23 FOR CONTINUATION TO WEST SIDE OF RAVINER AVE.

①

②

11
 12
 13
 14
 15
 16
 17
 18
 19
 20



CITY OF BALTIMORE.
DEPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS

PROFILE OF:
RAYNER AVE. - POPLAR GROVE ST. TO ASHBURNTHY ST.

SCALE: HOR: 1" = 20' CONT. No. 1007
VER: 1" = 20' BOOK-X-223 DATE: 8-8-19

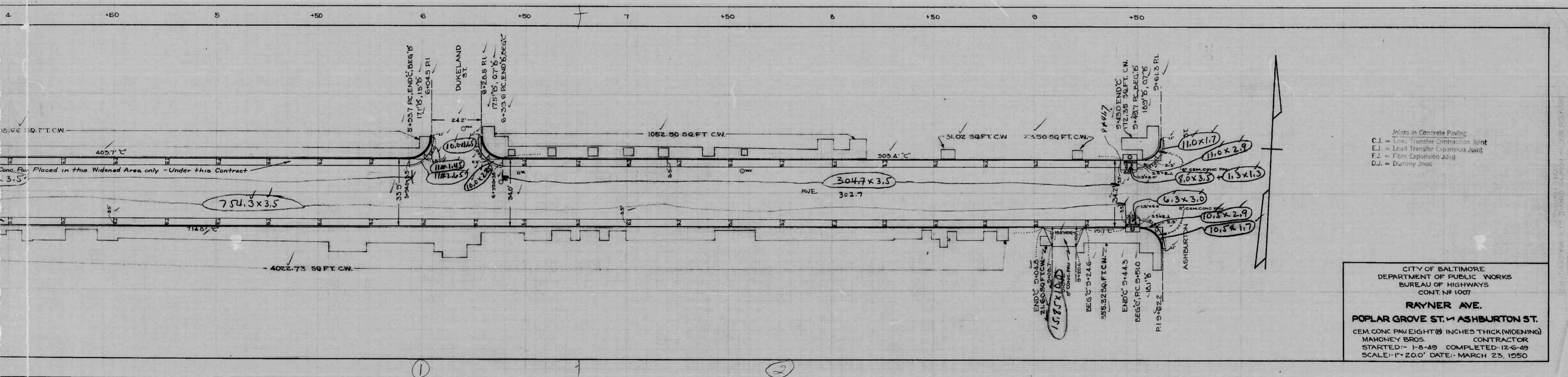
APPROVED
Henry Weisberg
ASSOCIATE ENGINEER

APPROVED
James H. [Signature]
HIGHWAYS ENGINEER

Edward J. Hecker
ENGR. OF SURVEYS

P. R. Hollander
DIRECTOR OF PUBLIC WORKS

RAYNER AVE. - POPLAR GROVE ST. TO ASHBURNTHY ST.
 CONT. No. 1007



Joints in Concrete Pavings
 C.J. = Load Transfer Contraction Joint
 E.J. = Load Transfer Expansion Joint
 F.J. = Fibre Expansion Joint
 D.J. = Dummy Joint

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 CONT. NO. 1007
RAYNER AVE.
POPLAR GROVE ST. to ASHBURTON ST.
 CEM. CONC. PAVEMENT 8 INCHES THICK (WIDENING)
 MAHONEY BROS. CONTRACTOR
 STARTED - 1-8-49 COMPLETED - 12-6-49
 SCALE - 1" = 20.0' DATE - MARCH 23, 1950