

CURVE DATA  
 R = 13,674'  
 C = 776.91'  
 Δ = 11° 04' 18"  
 L = 778.12'  
 d = 0.42686 min/ft.

Any Mark Lane is from face of curb was  
 done by Mr. ESTERMINI SETTING  
 CONTRACTOR AND PROPERTY OWNER

Loading Plat. Removed By CONTRACTOR  
 49.26 Av. Depth 15

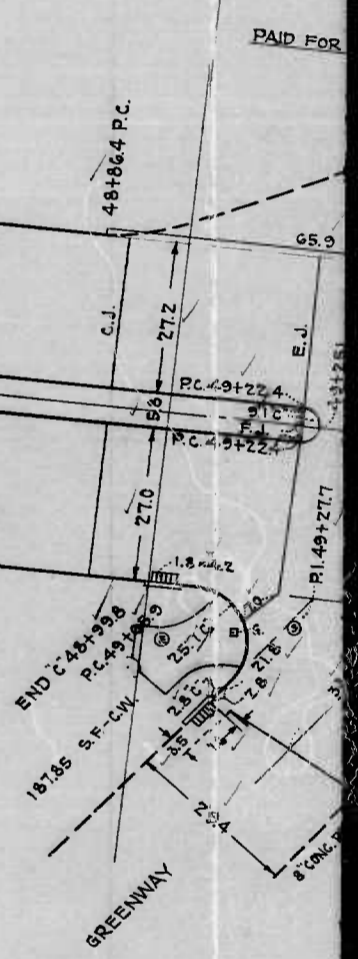
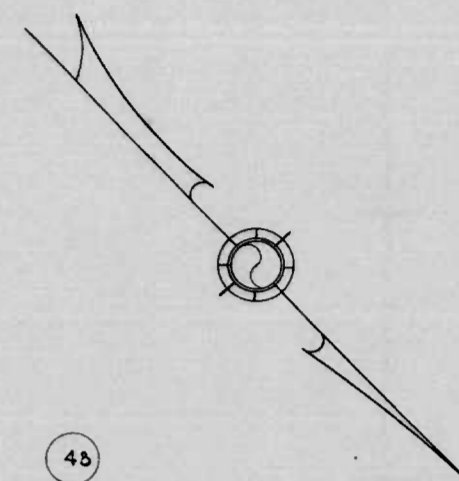
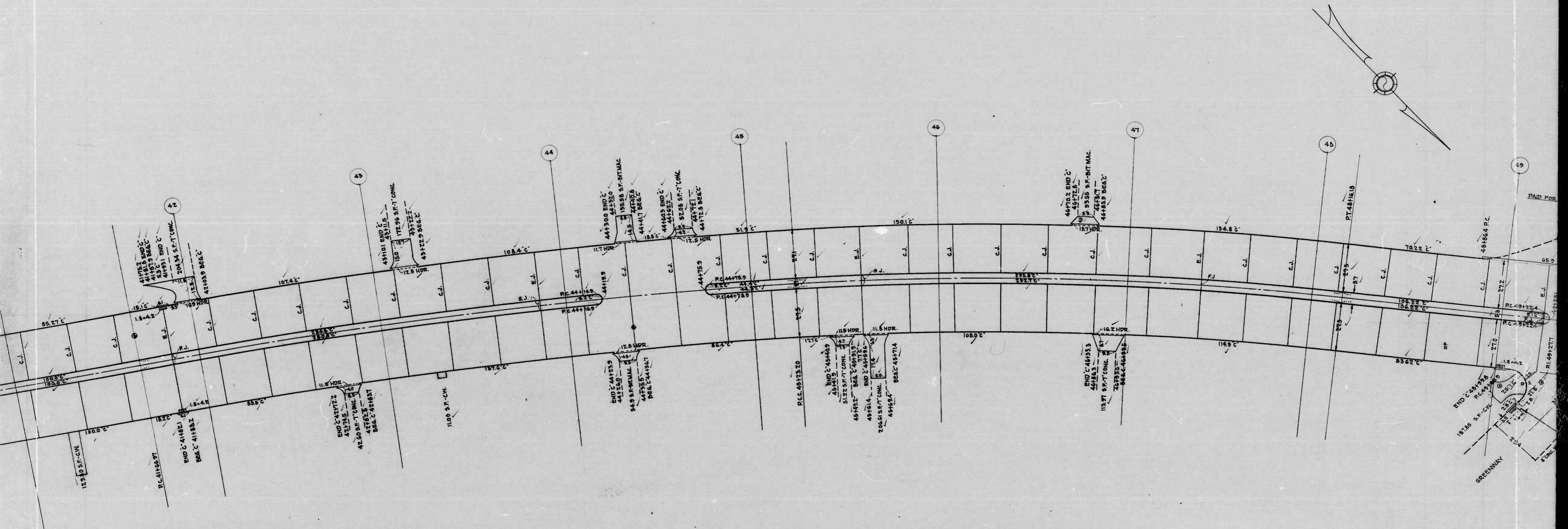
Loading Plat. Removed By CONTRACTOR  
 49.26 Av. Depth 10

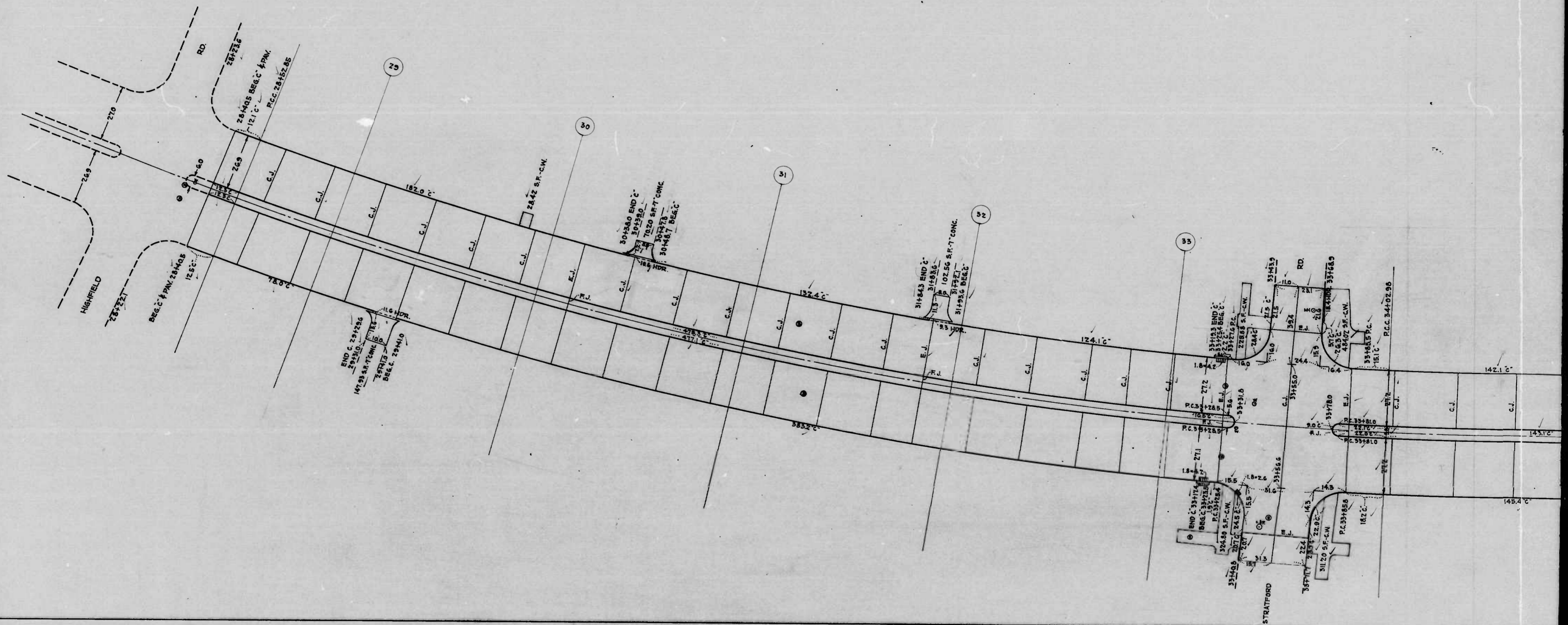
Old Mac. Returns of Old Drive Removed  
 By CONTRACTOR Av. CUT 6" - Av. Fill 1.0

UNIVERS  
 CONT No. 1021  
 SCALE - 1" = 20'  
 APPROVED  
 ASSOCIATE ENGINEER  
 ENGINEER OF CURVES

4







DRAWN BY J. J. HAYDEN  
 EXAMINED BY *Alton H. Lowell*  
 ENGR. IN CHARGE OF DRAWING

COUNTY OF WASHINGTON, D.C. REC'D CIVIL ENGINEER  
 1924

LIMIT OF WORK UNDER CONT. No. 1021 — BEGINNING OF WORK UNDER CONT. No. 1023

1/2 CURVE DATA  
R=3348.04  
C=134.55  
Δ=2° 18' 10"  
L=134.56'  
d=0.5134 min/ft.

1/2 CURVE DATA  
R=1710.15  
C=547.76  
Δ=18° 25' 52"  
L=550.13'  
d=1.0051 min/ft.

28+39.8-END CONT. NO. 1021  
28+39.8-BEG. CONT. NO. 1023  
28+52.85=P.C.C.

NOTE: AVERAGE DEPTH OF CONC. REMOVED BETWEEN HIGHFIELD RD. & STRATFORD RD. WAS 0.89'

JOB STARTS AT TRANSVERSE EXP. JT. WHICH WAS PUT IN UNDER CONTRACT 1021

CITY OF BALTIMORE  
DEPARTMENT OF PUBLIC WORKS  
BUREAU OF HIGHWAYS

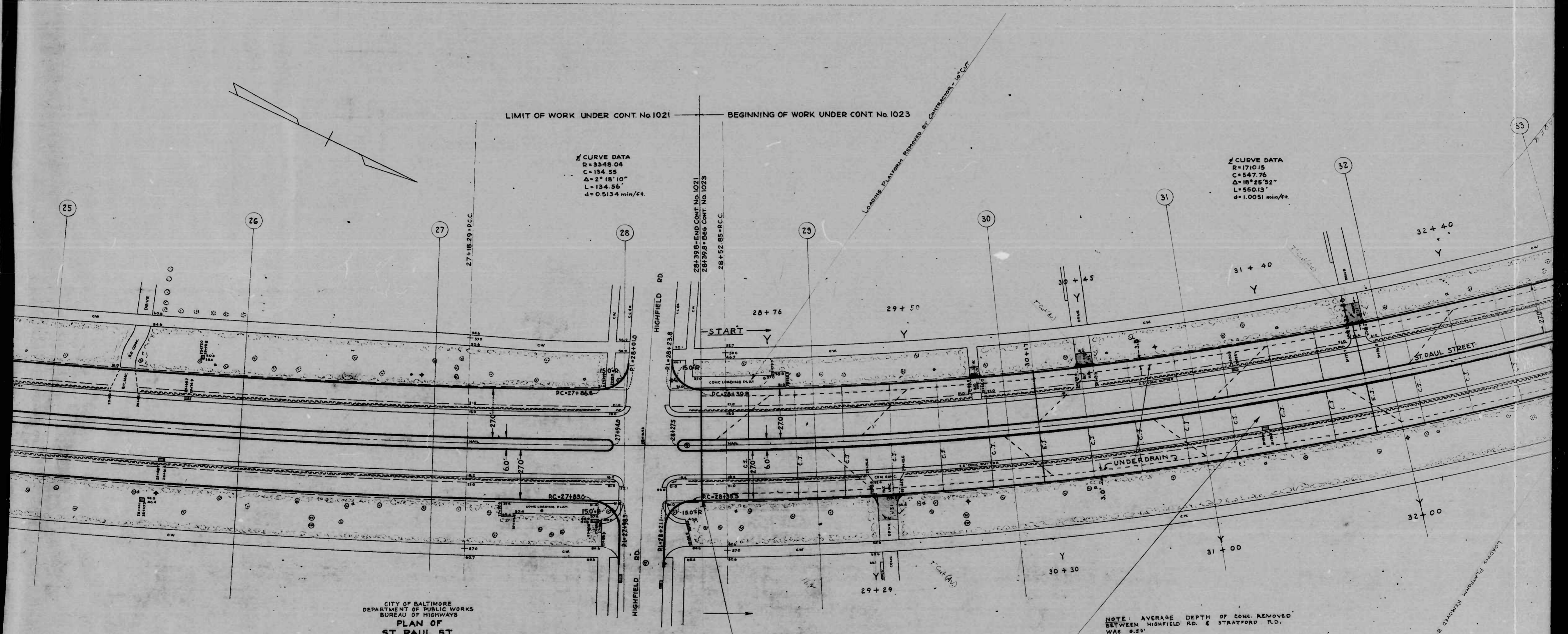
PLAN OF  
ST. PAUL ST.  
UNIVERSITY PKWY. - HIGHFIELD RD

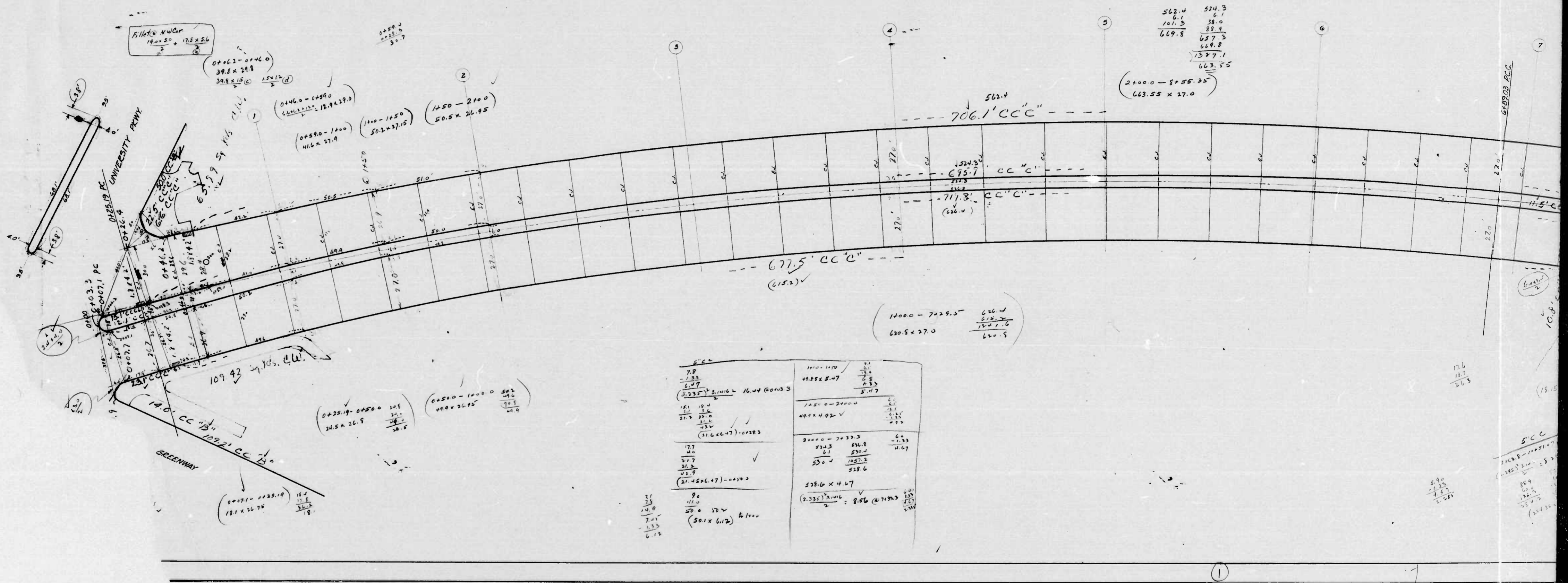
CONT. No. 1021  
SCALE - 1" = 20'

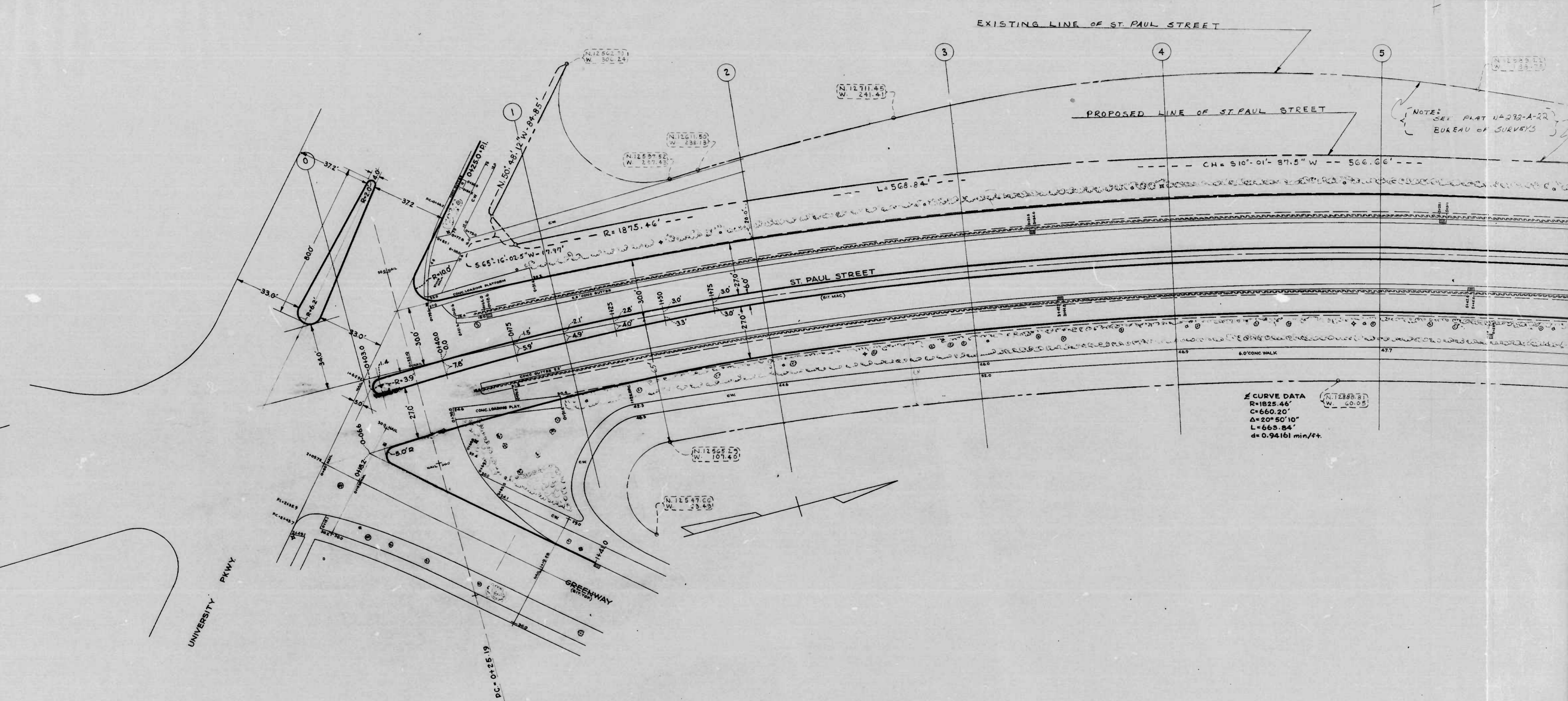
BOOKS - X245A & X245B  
DATE - OCT. 21, 1949

APPROVED  
*Henry Westberg*  
ASSOCIATE ENGINEER  
*Edward Weidner*  
ENGINEER OF SURVEYS

APPROVED  
*James H. McKay*  
HIGHWAYS ENGINEER  
*P. J. Williams*  
DIRECTOR OF PUBLIC WORKS



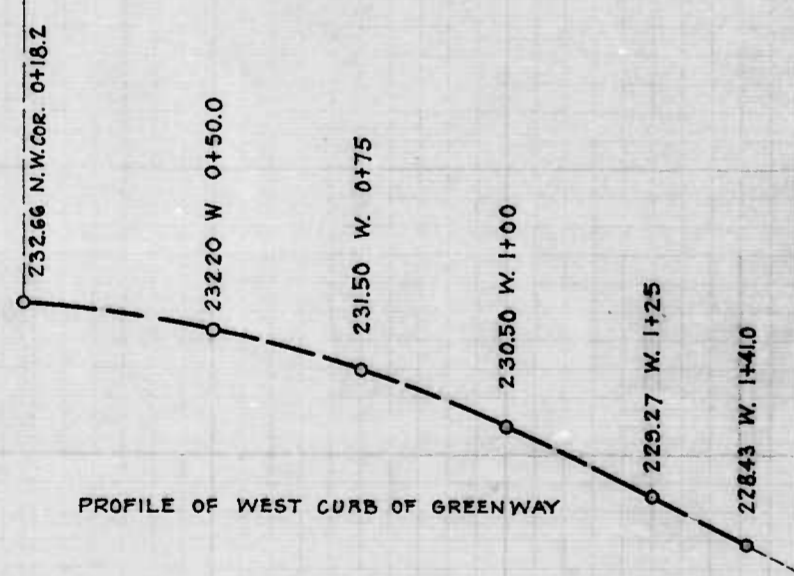




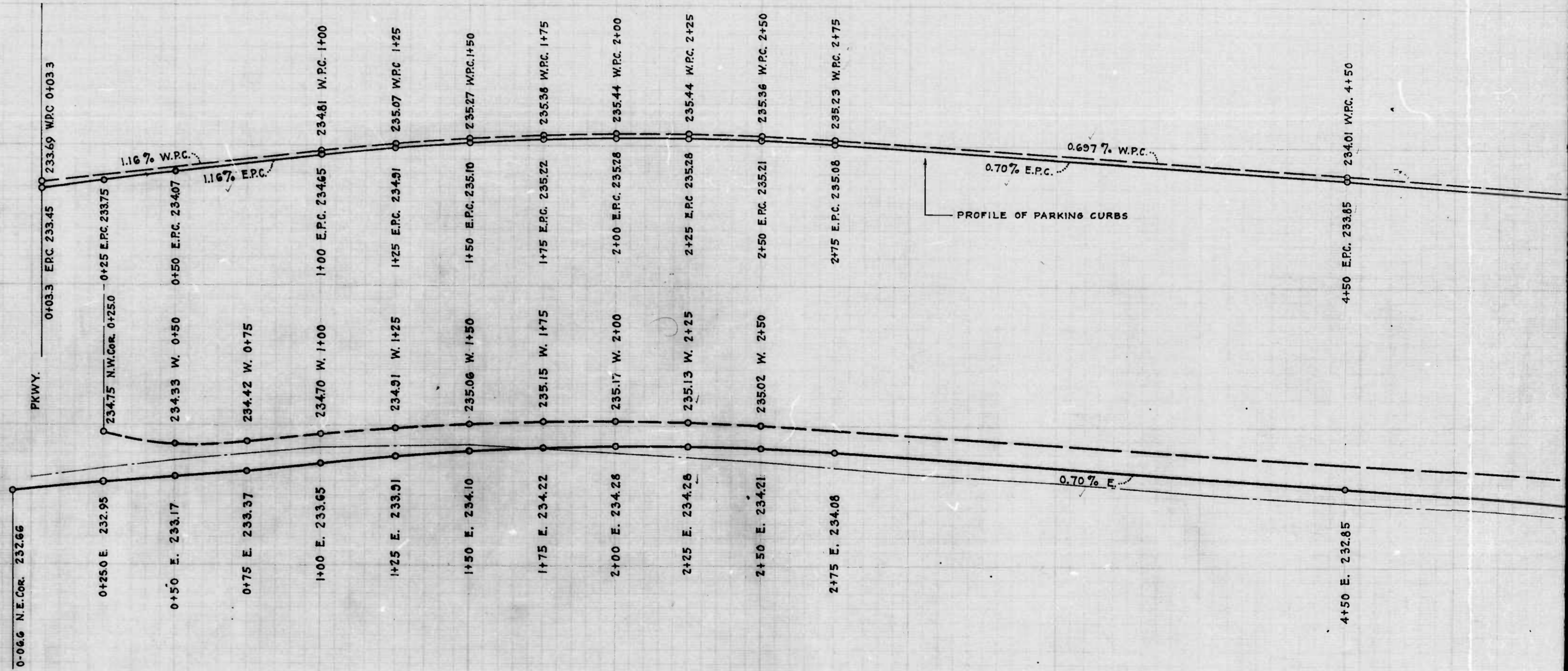
DESIGNED BY JESSIE CARTER ENGINEERING  
 DRAWN BY [Signature]  
 CHECKED BY [Signature]



UNIVERSITY PKWY.

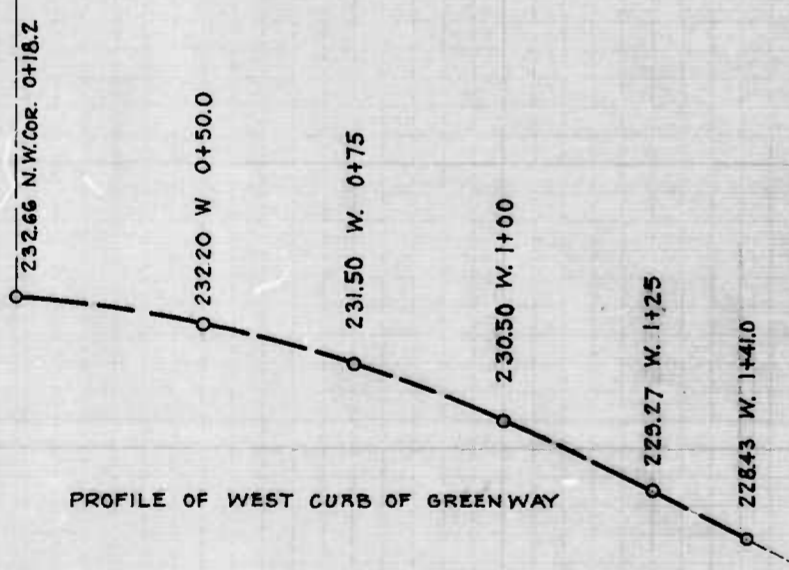


UNIVERSITY

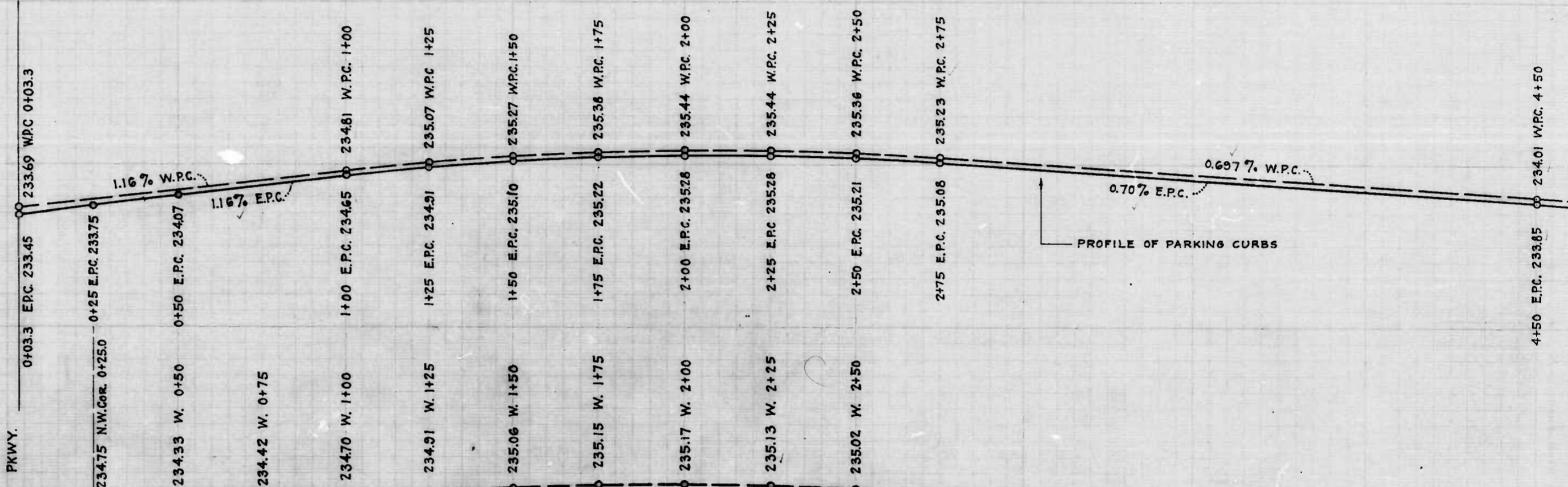
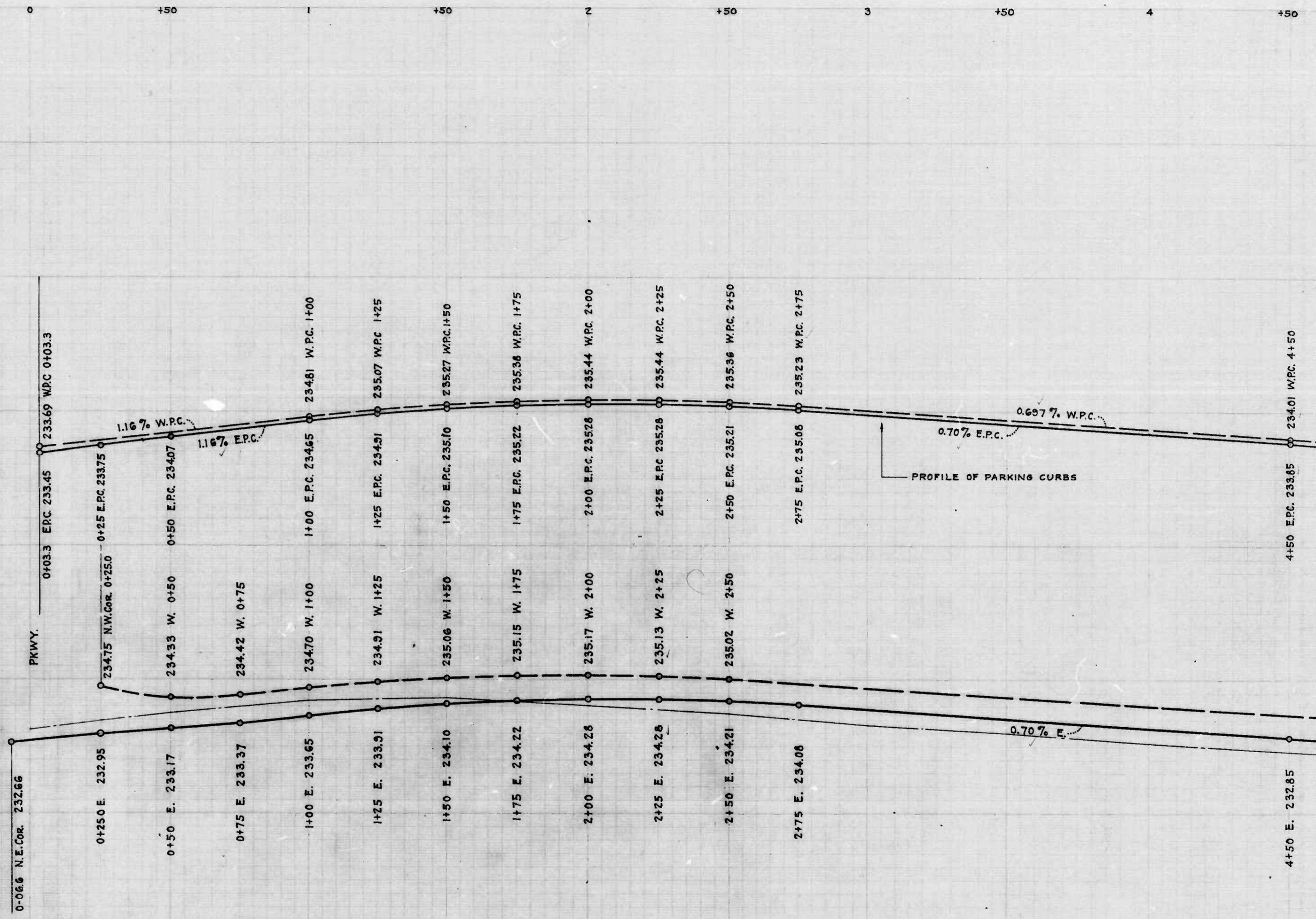


(1)

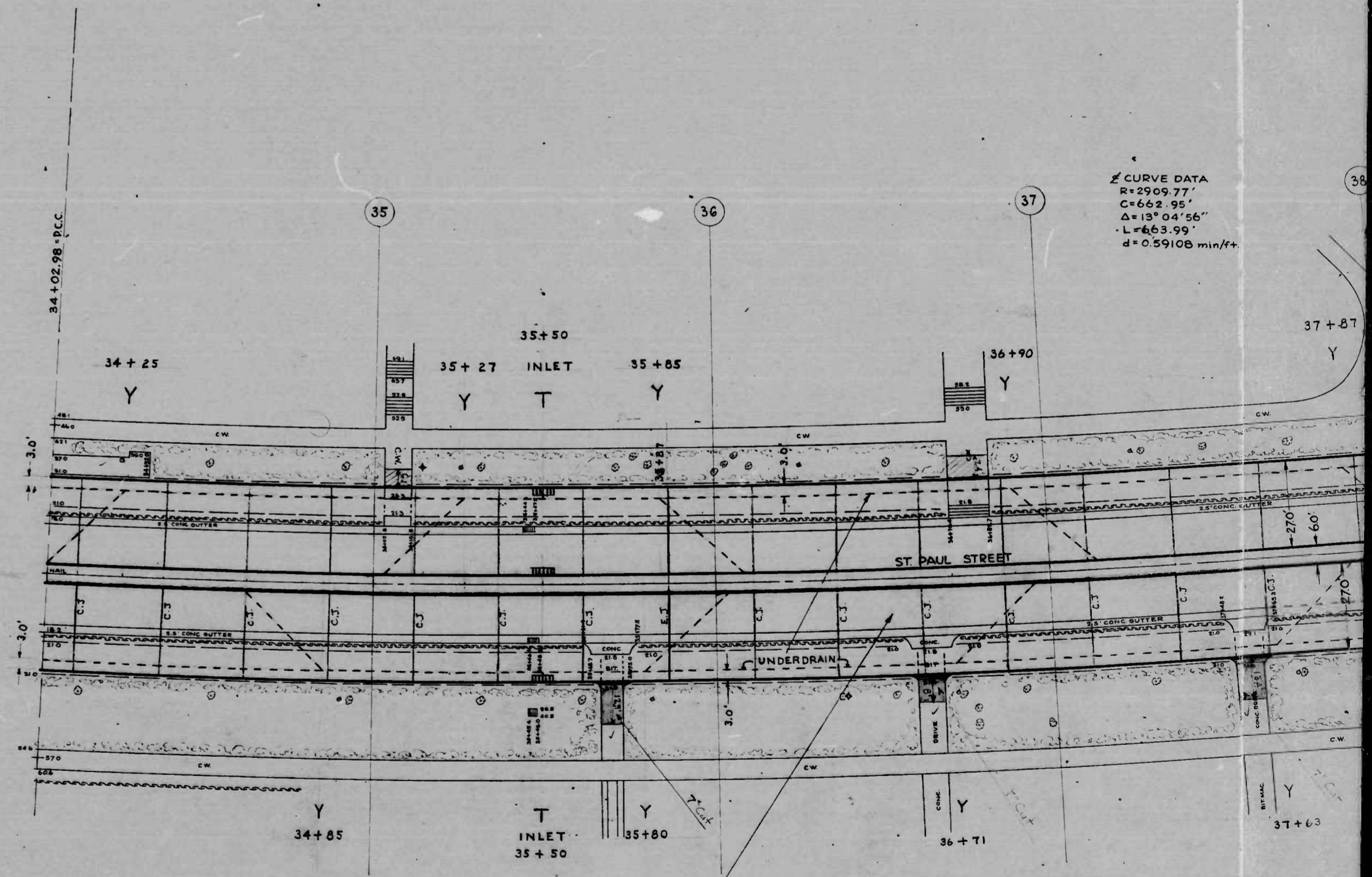
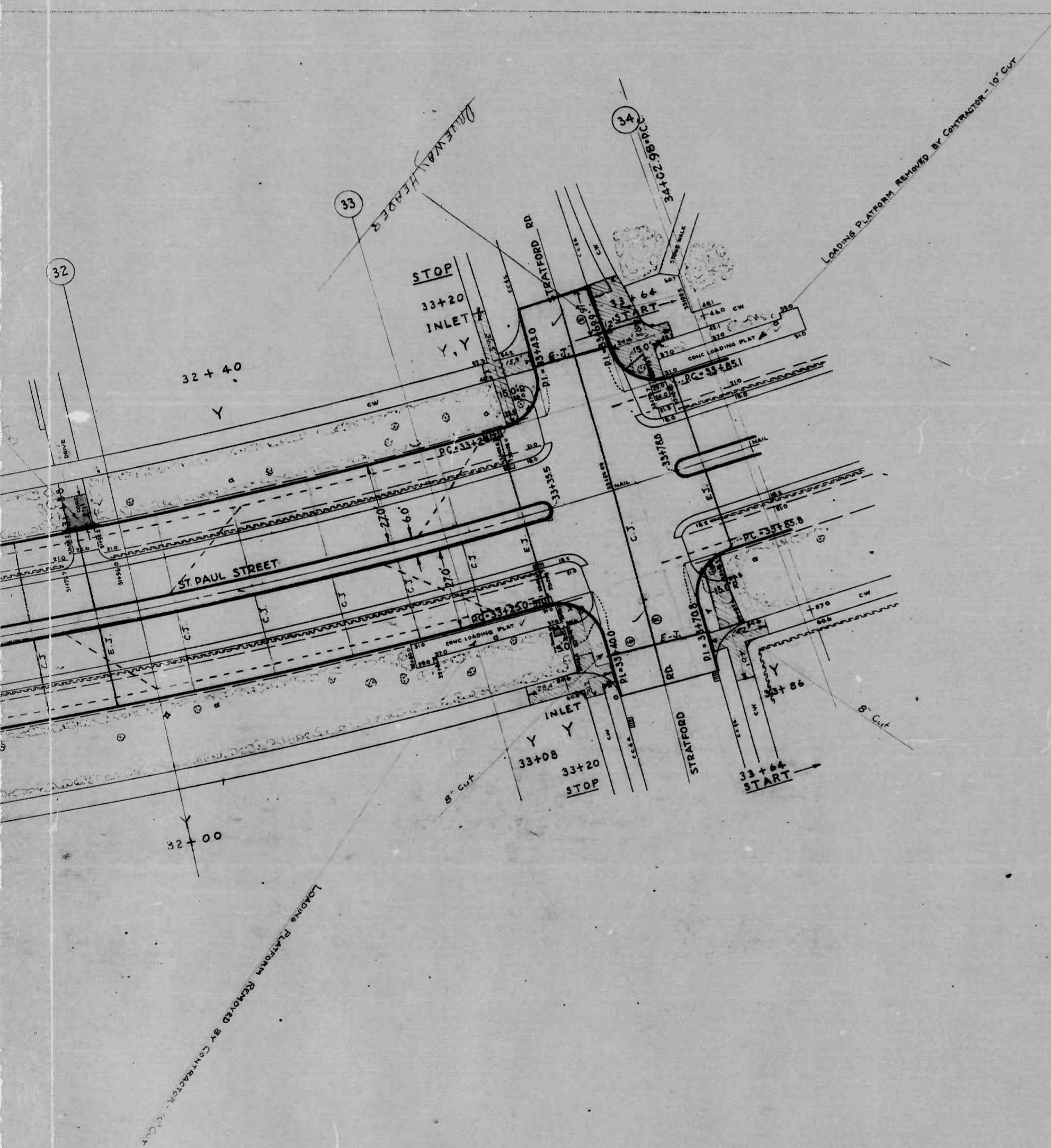
UNIVERSITY PKWY.



UNIVERSITY



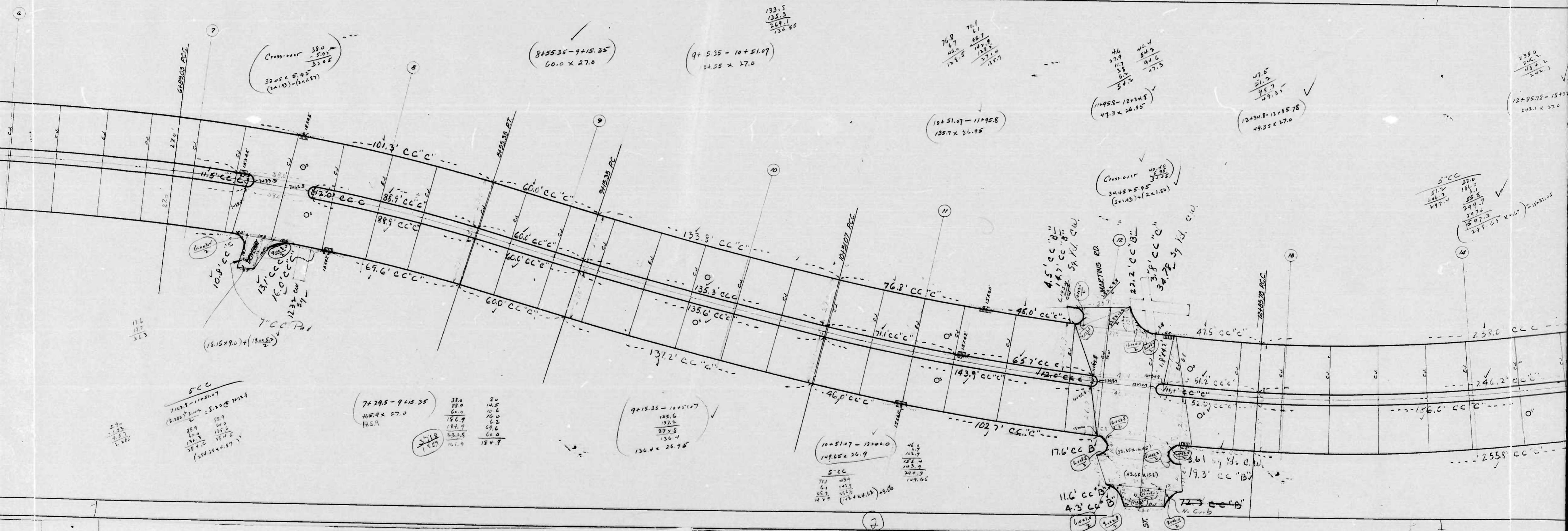
1

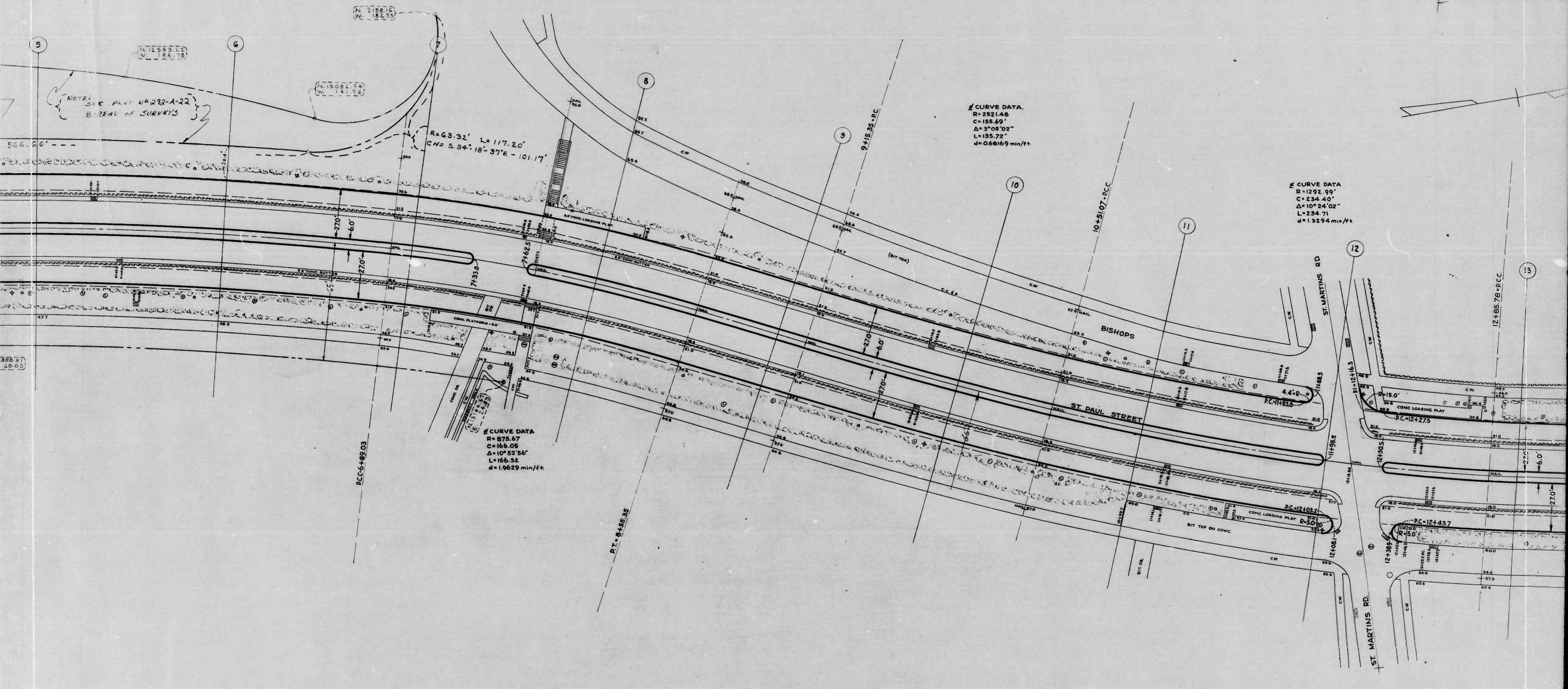


CURVE DATA  
 $R=2909.77'$   
 $C=662.95'$   
 $\Delta=13^{\circ}04'56''$   
 $L=663.99'$   
 $d=0.59108 \text{ min/ft}$

NOTE: AVERAGE DEPTH OF CONC. REMOVED  
 BETWEEN STRATFORD RD. & CHARLOTTE RD.  
 WAS 0.87'.

2





NOTE: SEE PLAT N4282-A-22  
BUREAU OF SURVEYS

R=63.32' L=117.20'  
CH= 5.34° 18' 37"E - 101.17'

∠ CURVE DATA  
R=2521.48  
C=135.69'  
Δ=3°05'02"  
L=135.72'  
d=0.68169 min/ft.

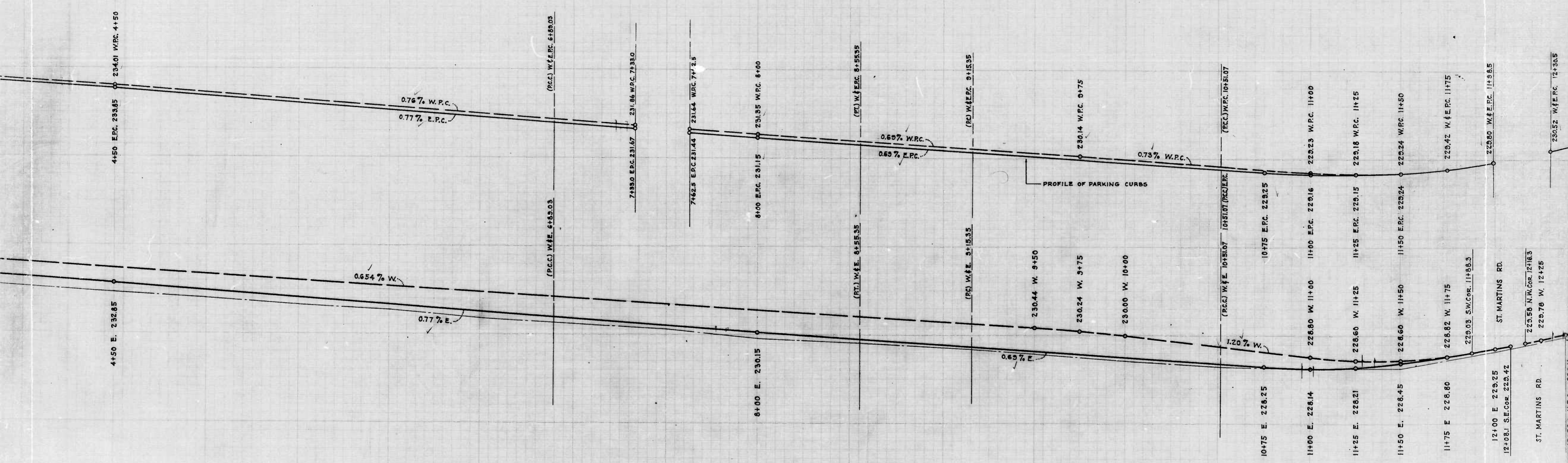
∠ CURVE DATA  
R=1292.99'  
C=234.40'  
Δ=10°24'02"  
L=234.71'  
d=1.3294 min/ft.

∠ CURVE DATA  
R=875.67  
C=166.05'  
Δ=10°52'55"  
L=166.32'  
d=1.9629 min/ft.

P.T. = 6+45.35

2

4 +50 5 +50 6 +50 7 +50 8 +50 9 +50 10 +50 11 +50 12



2

4 +50 5 +50 6 +50 7 +50 8 +50 9 +50 10 +50 11 +50 12

4+50 E.P.C. 233.85

4+50 E. 232.85

0.76% W.P.C.  
0.77% E.P.C.

0.654% W

0.77% E

(P.C.) W.P.E.P.C. 6+89.03

(P.C.) W.P.E. 6+89.03

7+38.0 E.P.C. 231.67

231.86 W.P.C. 7+38.0

7+62.5 E.P.C. 231.44

231.64 W.P.C. 7+62.5

8+00 E.P.C. 231.15

231.35 W.P.C. 8+00

8+00 E. 230.15

(PT) W.P.E.P.C. 8+55.35

(PT) W.P.E. 8+55.35

0.69% W.P.C.  
0.69% E.P.C.

(P.C.) W.P.E.P.C. 9+15.35

(P.C.) W.P.E. 9+15.35

230.14 W.P.C. 9+75

230.44 W. 9+50

230.24 W. 9+75

230.00 W. 10+00

0.73% W.P.C.

(P.C.) W.P.E. 10+51.07

(P.C.) W.P.E. 10+51.07

10+75 E.P.C. 229.25

10+75 E. 228.25

229.23 W.P.C. 11+00

228.80 W. 11+00

229.18 W.P.C. 11+75

228.60 W. 11+25

229.24 W.P.C. 11+50

228.60 W. 11+50

229.42 W.P.E.P.C. 11+75

228.92 W. 11+75

229.08 S.W.C.P.E. 11+88.3

229.60 W.P.E.P.C. 11+98.5

12+00 E 229.25

12+08.1 S.E.C.P.E. 229.42

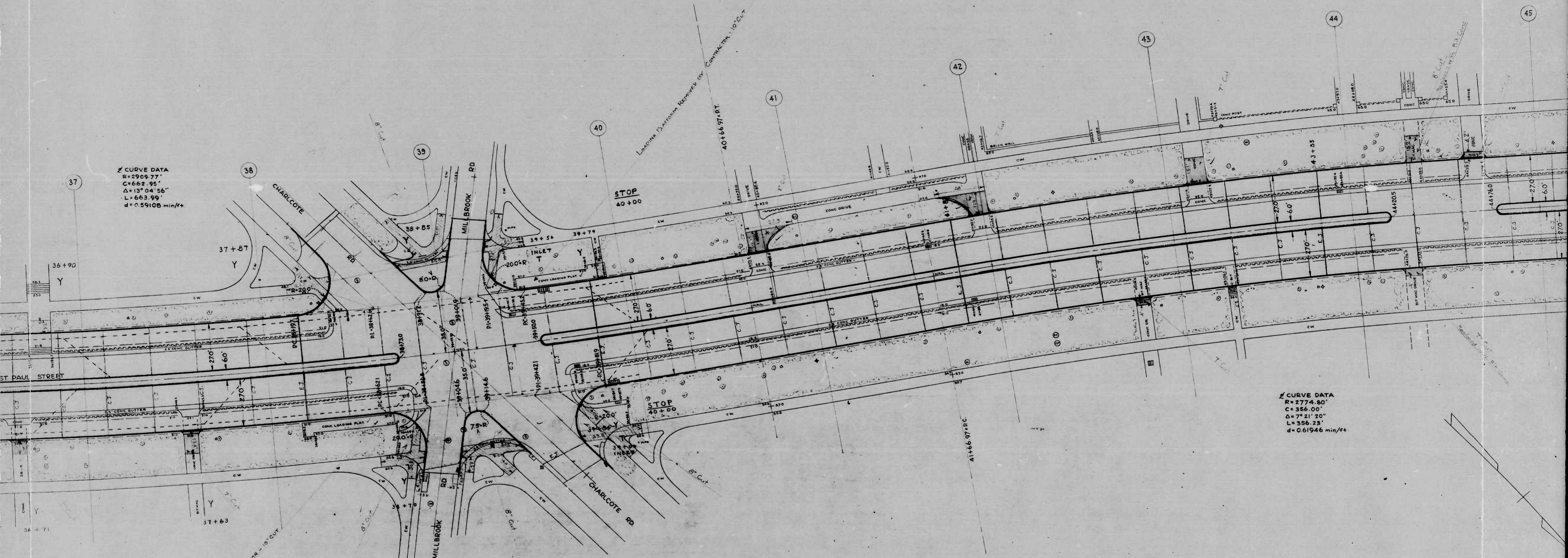
230.52 W.P.E.P.C. 12+90.5

229.58 N.W.C.P.E. 12+18.3

229.78 W. 12+25

PROFILE OF PARKING CURBS

ST. MARTINS RD.  
ST. MARTINS RD.



$\Delta$  CURVE DATA  
 $R=2909.77'$   
 $C=662.95'$   
 $\Delta=15^{\circ}04'56''$   
 $L=663.99'$   
 $d=0.59108 \text{ min/ft}$

$\Delta$  CURVE DATA  
 $R=2774.80'$   
 $C=356.00'$   
 $\Delta=7^{\circ}21'20''$   
 $L=356.23'$   
 $d=0.61946 \text{ min/ft}$

NOTE: SOIL STABILIZATION & UNDERDRAIN ENDS AT STA. 40+00.

LOADING PLATFORM REMOVED BY CONTRACTOR - 10' CUT

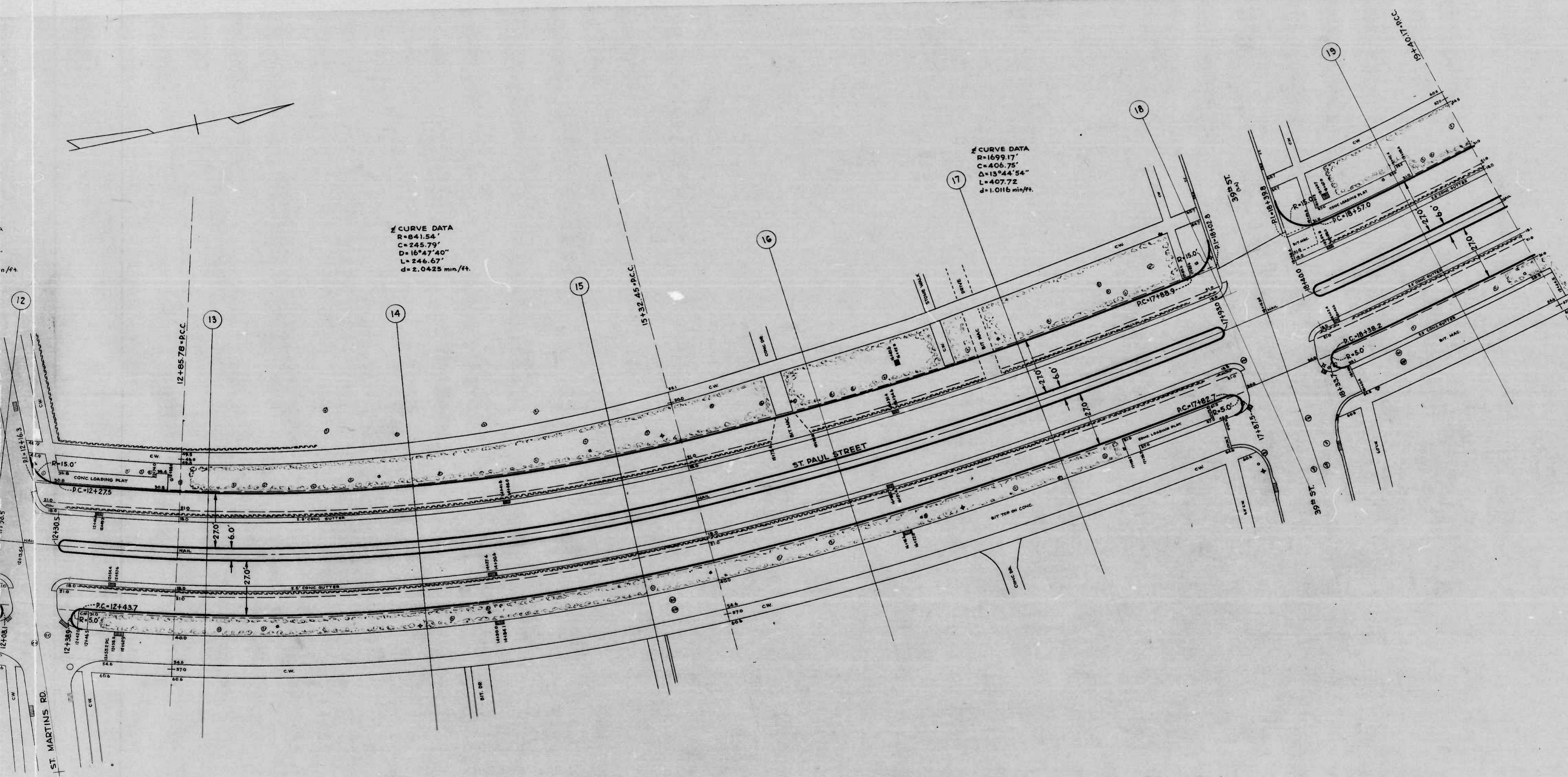
LOADING PLATFORM REMOVED BY CONTRACTOR - 10' CUT

LOADING PLATFORM REMOVED BY CONTRACTOR - 10' CUT

3







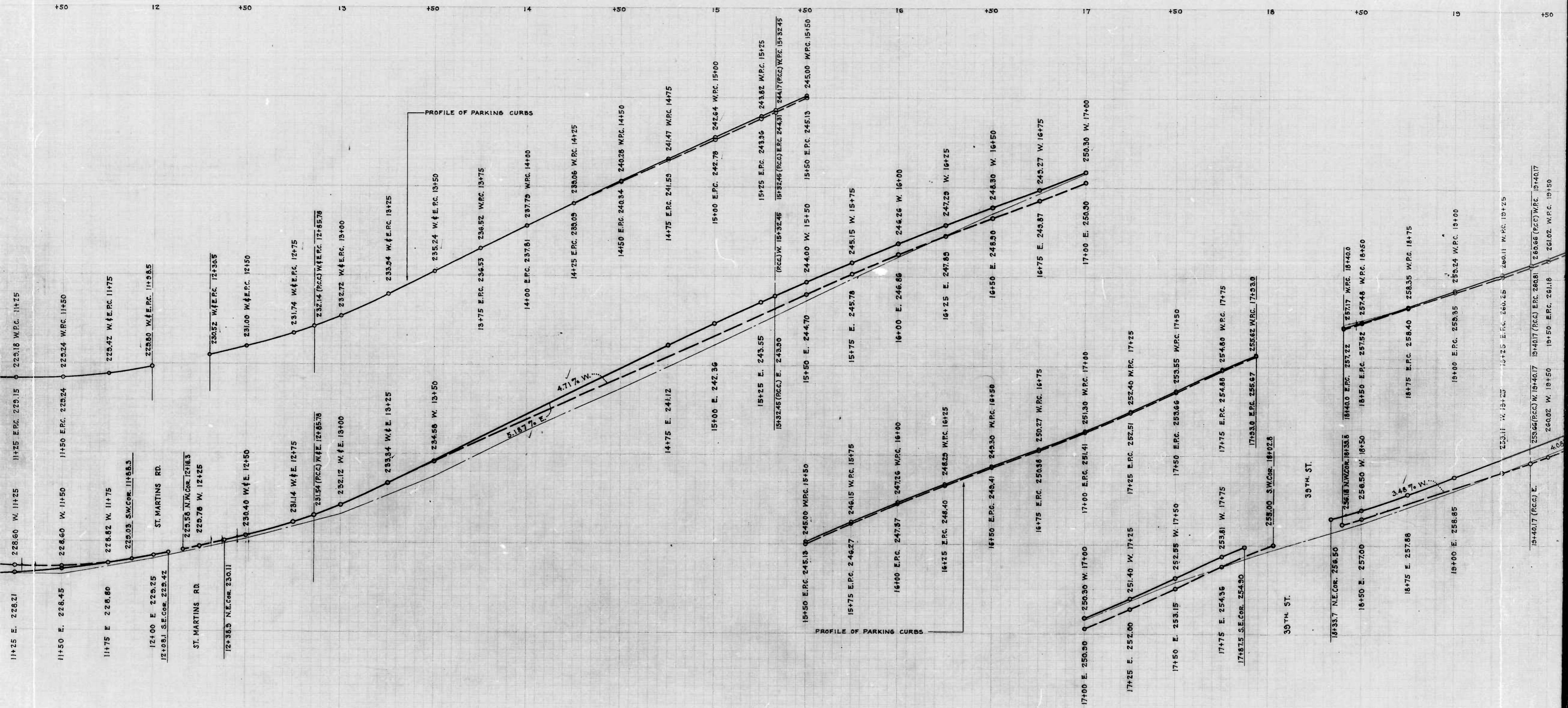
1/2 CURVE DATA  
R=841.54'  
C=245.79'  
D=16°47'40"  
L=246.67'  
d=2.0425 min/ft.

1/2 CURVE DATA  
R=1699.17'  
C=406.75'  
Δ=13°44'54"  
L=407.72'  
d=1.0116 min/ft.

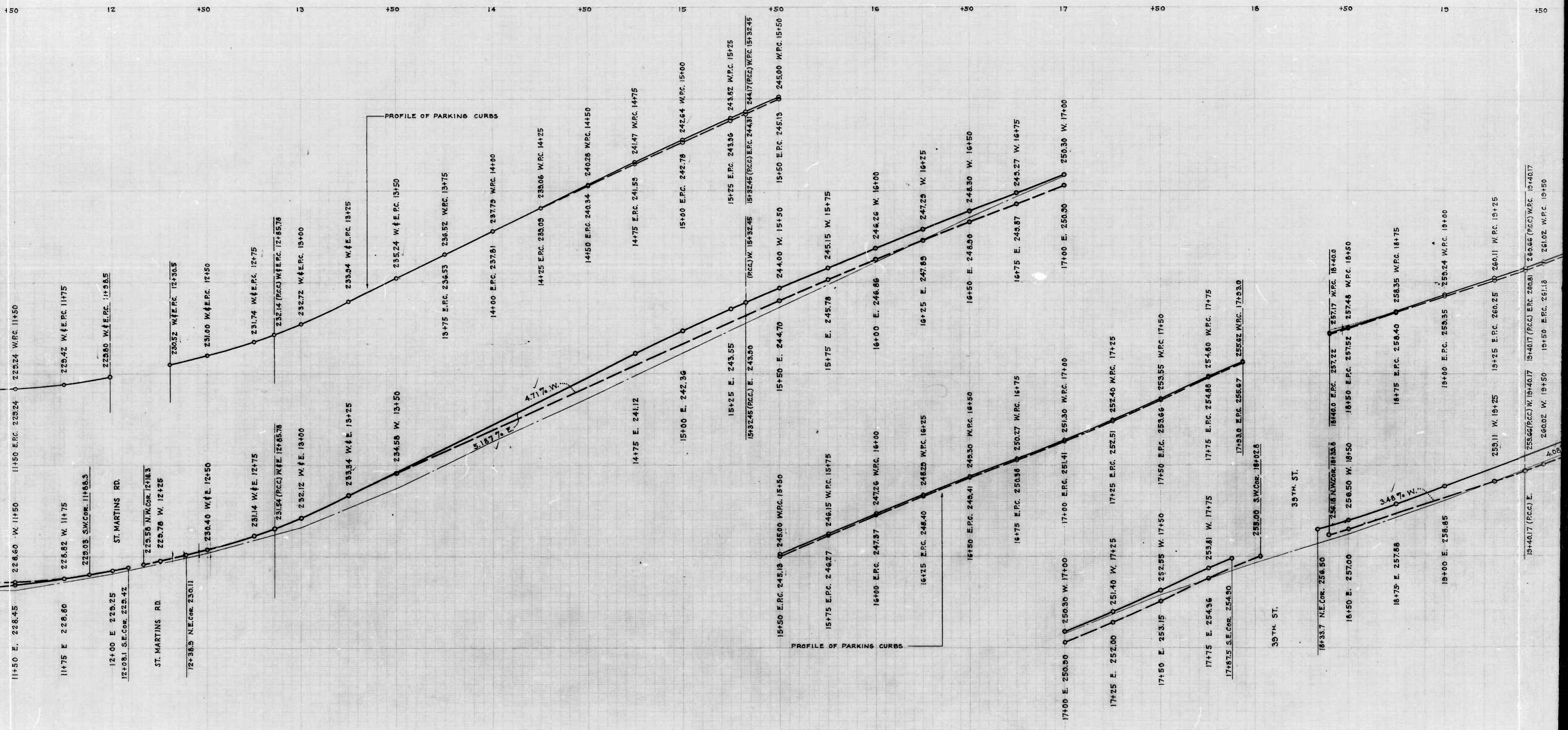
ST. PAUL STREET

ST. MARTINS RD.

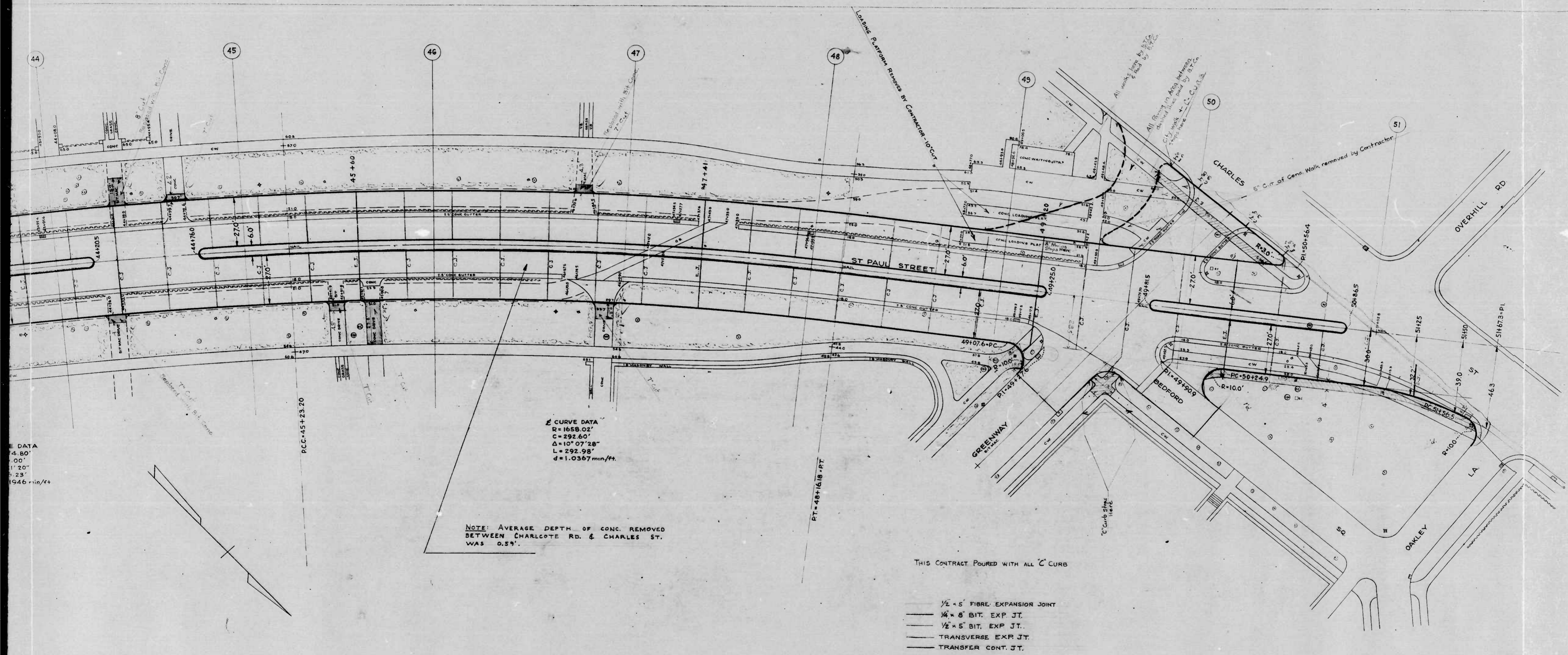
3



3



3



CURVE DATA  
 R = 1658.02'  
 C = 292.60'  
 Δ = 107° 07' 28"  
 L = 292.98'  
 d = 1.0367 min./ft.

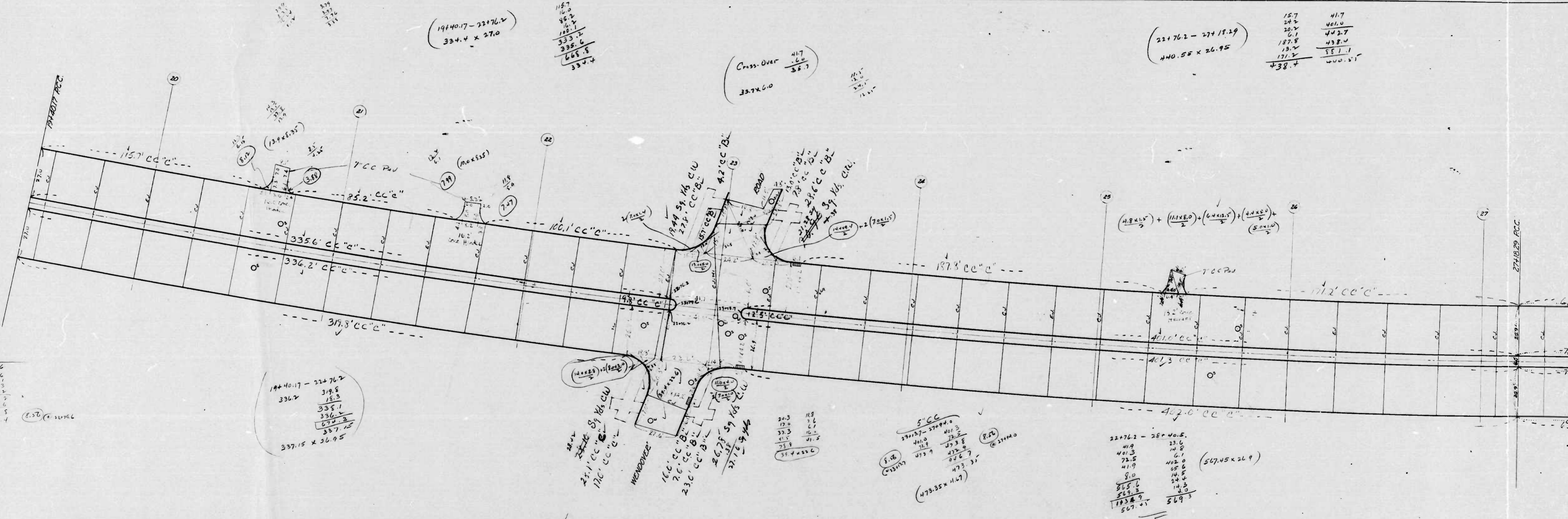
NOTE: AVERAGE DEPTH OF CONC. REMOVED  
 BETWEEN CHARLOTTE RD. & CHARLES ST.  
 WAS 0.59'.

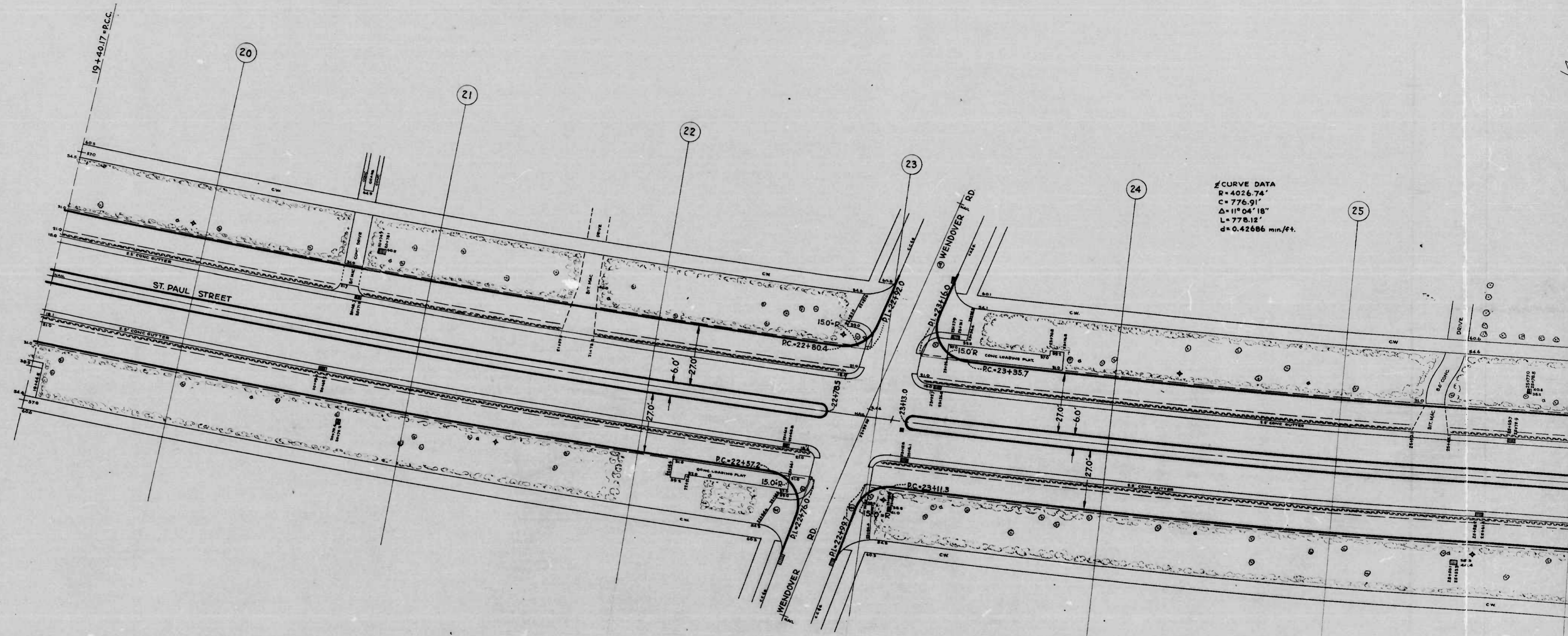
THIS CONTRACT POURED WITH ALL C CURBS

- 1/2" x 5" FIBRE EXPANSION JOINT
- 1/4" x 8" BIT. EXP. JT.
- 1/2" x 5" BIT. EXP. JT.
- TRANSVERSE EXP. JT.
- TRANSFER CONT. JT.

E DATA  
 4.80"  
 0.00"  
 11.20"  
 4.23"  
 1946 min/ft

5

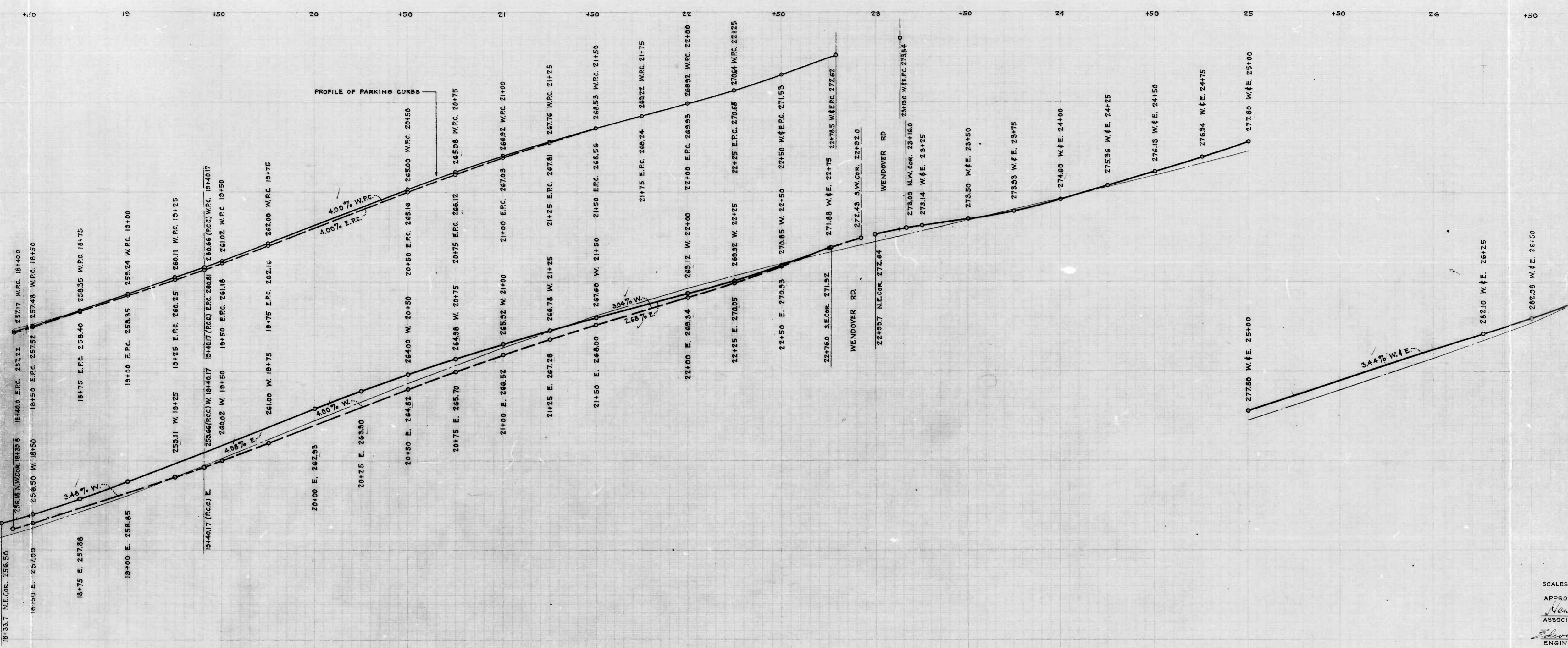




2 CURVE DATA  
R = 4026.74'  
C = 776.91'  
Δ = 115° 04' 18"  
L = 778.12'  
d = 0.42686 min/ft.

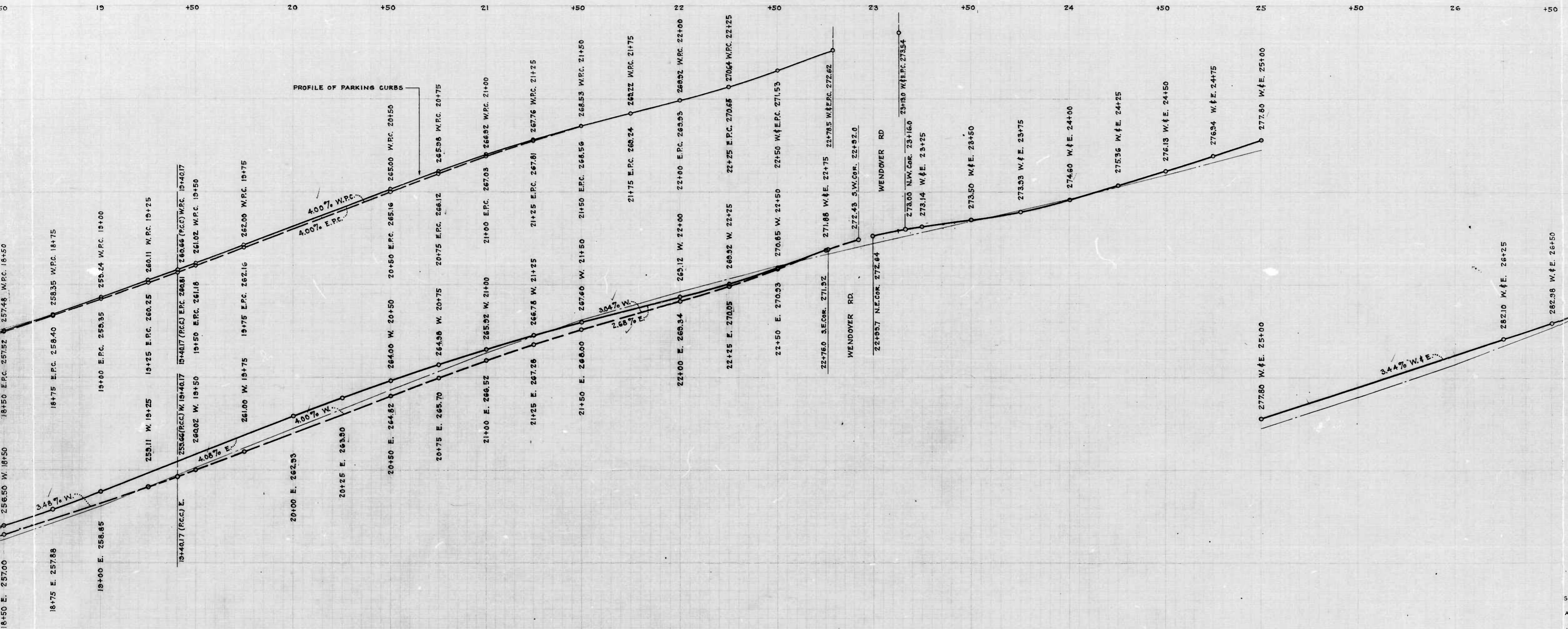
27.0  
27.0  
27.0

4



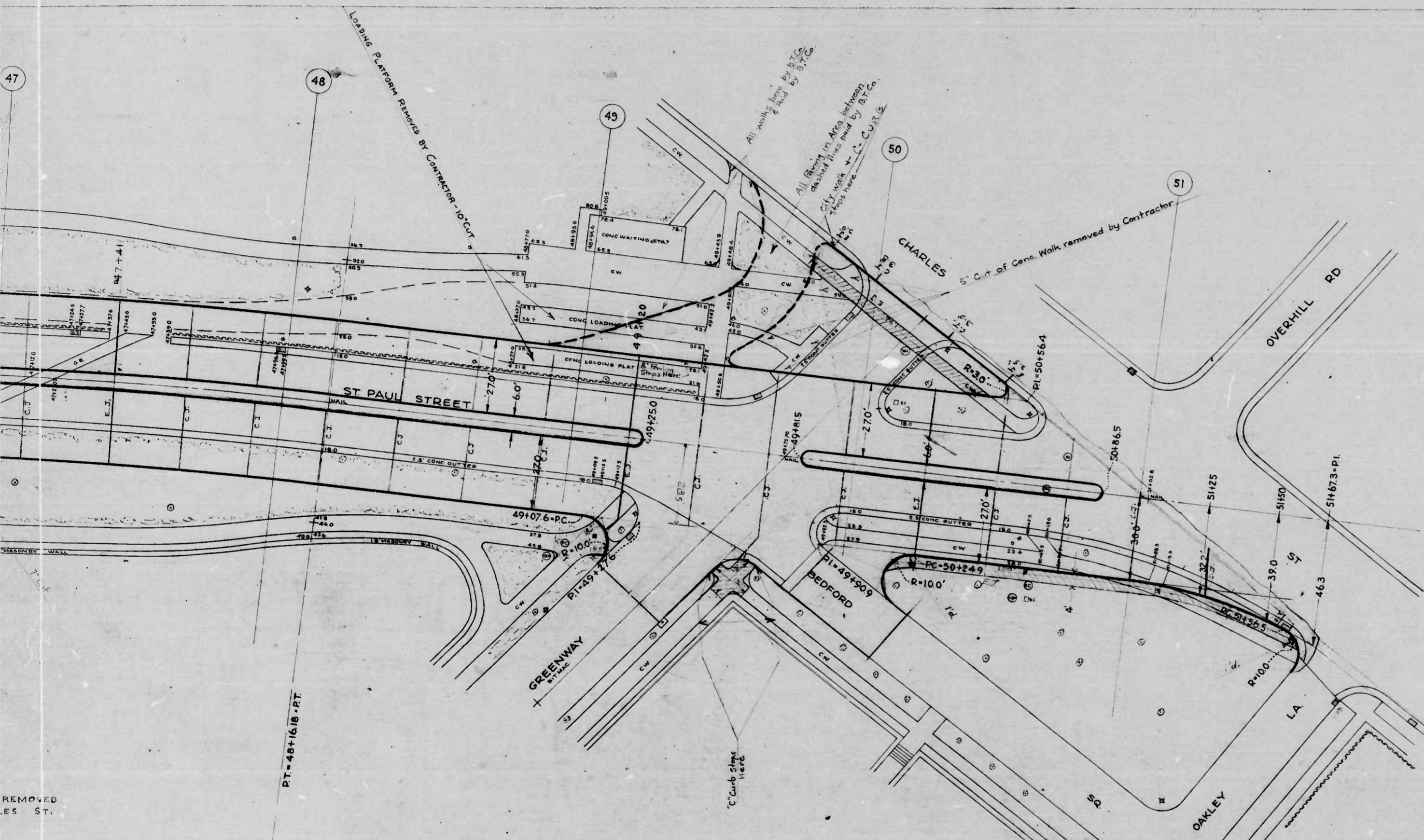
SCALES -  
 APPROVE  
 Edwan  
 ASSOCIAT  
 ENGINEER





SCALES -  
 APPROVE  
 ASSOCIAT  
 ENGINEER

(+)



THIS CONTRACT POURED WITH ALL "C" CURB

- 1/2" x 5" FIBRE EXPANSION JOINT
- 1/4" x 8" BIT. EXP. JT.
- 1/2" x 5" BIT. EXP. JT.
- TRANSVERSE EXP. JT.
- TRANSFER CONT. JT.

CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
**PLAN OF**  
**ST. PAUL ST.-HIGHFIELD ROAD TO CHARLES ST.**

CONTRACT NO. 1023      BOOK NO. X249A & X249B  
 SCALE: 1" = 200'      DATE: OCT. 21, 1949

APPROVED  
*Henry W. ...*  
 ASSOCIATE ENGINEER

APPROVED  
*James H. ...*  
 HIGHWAYS ENGINEER

*Edward ...*  
 ENGINEER OF SURVEYS

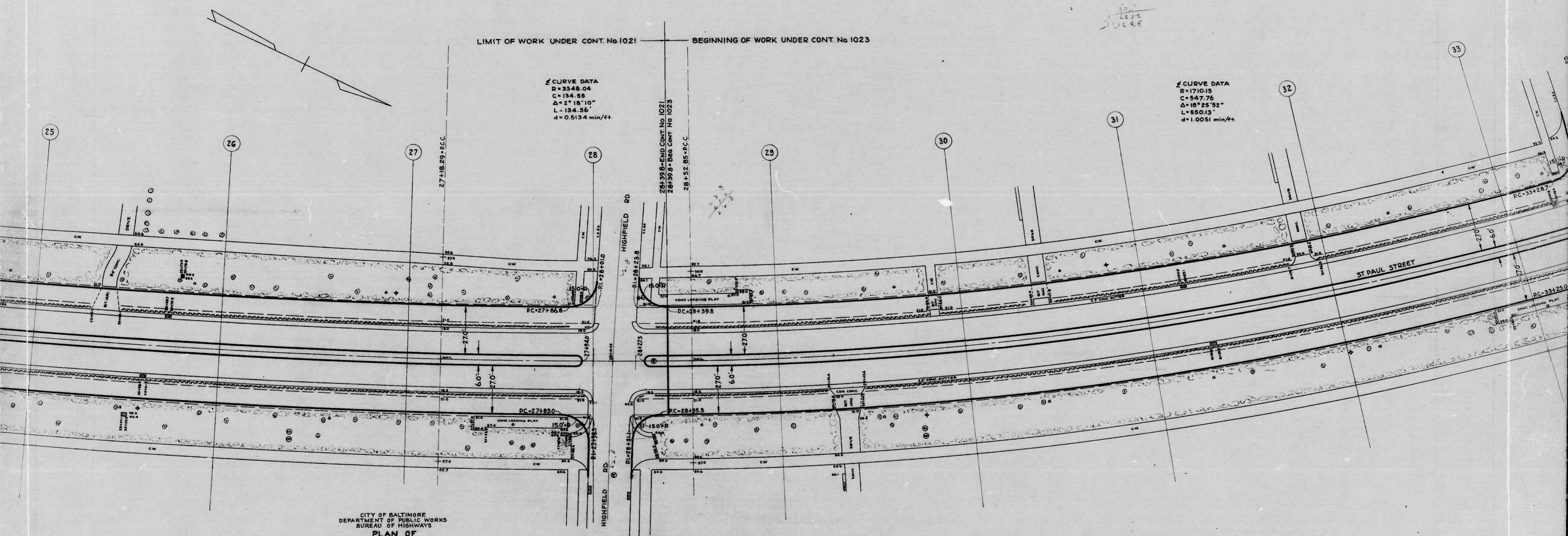
*...*  
 DIRECTOR OF PUBLIC WORKS



LIMIT OF WORK UNDER CONT. No 1021      BEGINNING OF WORK UNDER CONT. No 1023

∠ CURVE DATA  
R = 3348.04  
C = 134.55  
Δ = 2° 15' 10"  
L = 134.55'  
d = 0.5134 min/ft.

∠ CURVE DATA  
R = 1710.15  
C = 547.76  
Δ = 18° 25' 52"  
L = 550.13'  
d = 1.0051 min/ft.



CITY OF BALTIMORE  
DEPARTMENT OF PUBLIC WORKS  
BUREAU OF HIGHWAYS

PLAN OF  
ST. PAUL ST.  
UNIVERSITY PKWY. - HIGHFIELD RD

CONT. No. 1021  
SCALE - 1" = 20'

BOOKS - X245A & X245B  
DATE - OCT. 21, 1949

APPROVED

*Henry Weisberg*  
ASSOCIATE ENGINEER

APPROVED

*James H. McKay*  
HIGHWAYS ENGINEER

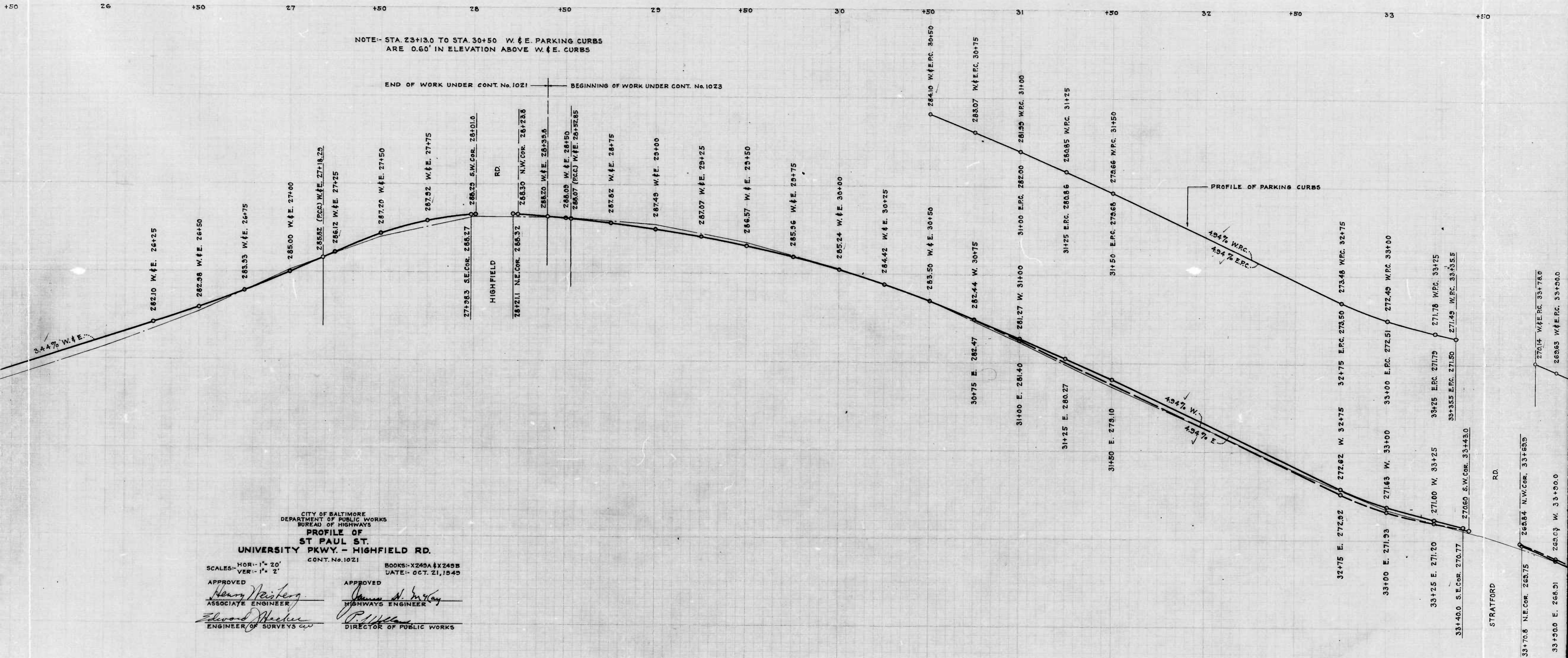
*Edward Weisner*  
ENGINEER OF SURVEYS

*P. H. Williams*  
DIRECTOR OF PUBLIC WORKS

5

NOTE:- STA. 23+13.0 TO STA. 30+50 W. & E. PARKING CURBS ARE 0.60' IN ELEVATION ABOVE W. & E. CURBS

END OF WORK UNDER CONT. No. 1021 — BEGINNING OF WORK UNDER CONT. No. 1023



CITY OF BALTIMORE  
DEPARTMENT OF PUBLIC WORKS  
BUREAU OF HIGHWAYS  
PROFILE OF  
UNIVERSITY PKWY. - HIGHFIELD RD.  
CONT. No. 1021

SCALES: HOR. - 1" = 20'  
VER. - 1" = 2'

BOOKS: X245A & X245B  
DATE: OCT. 21, 1949

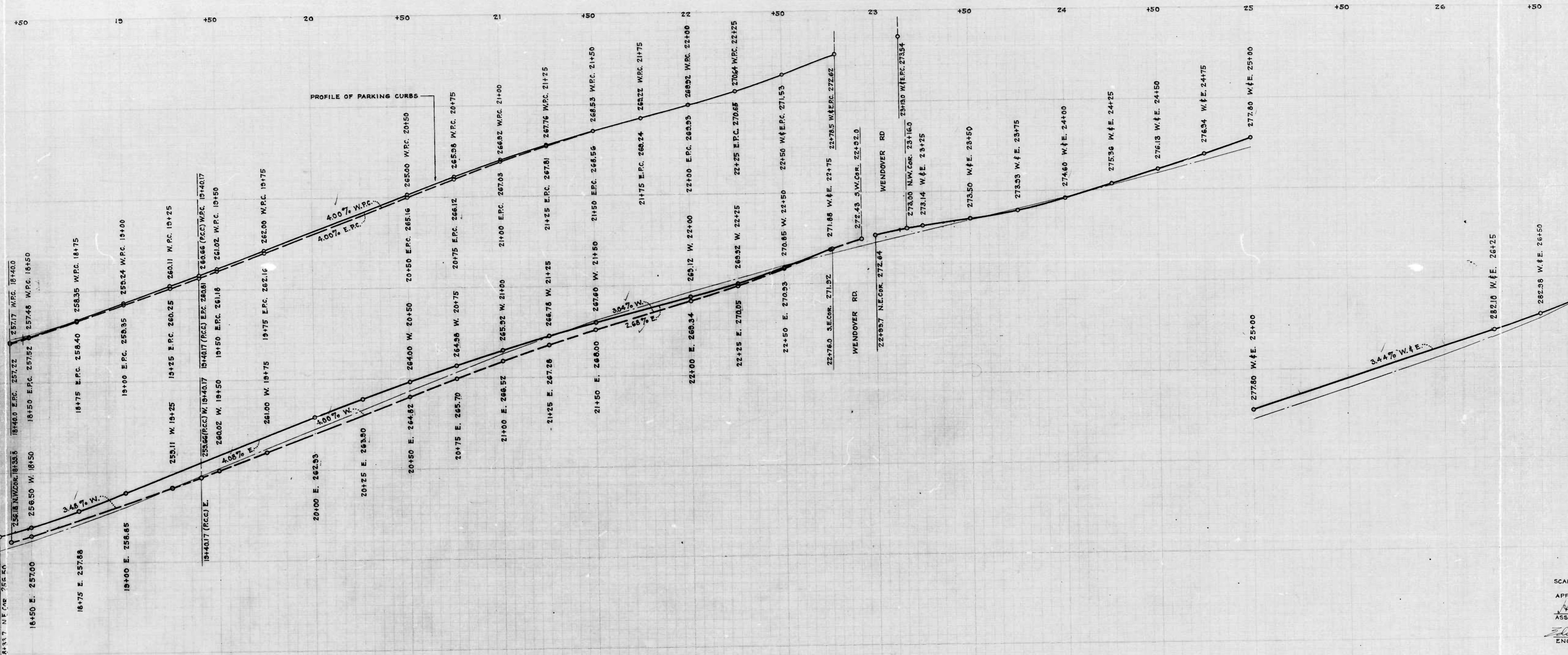
APPROVED: *Henry Meister*  
ASSOCIATE ENGINEER

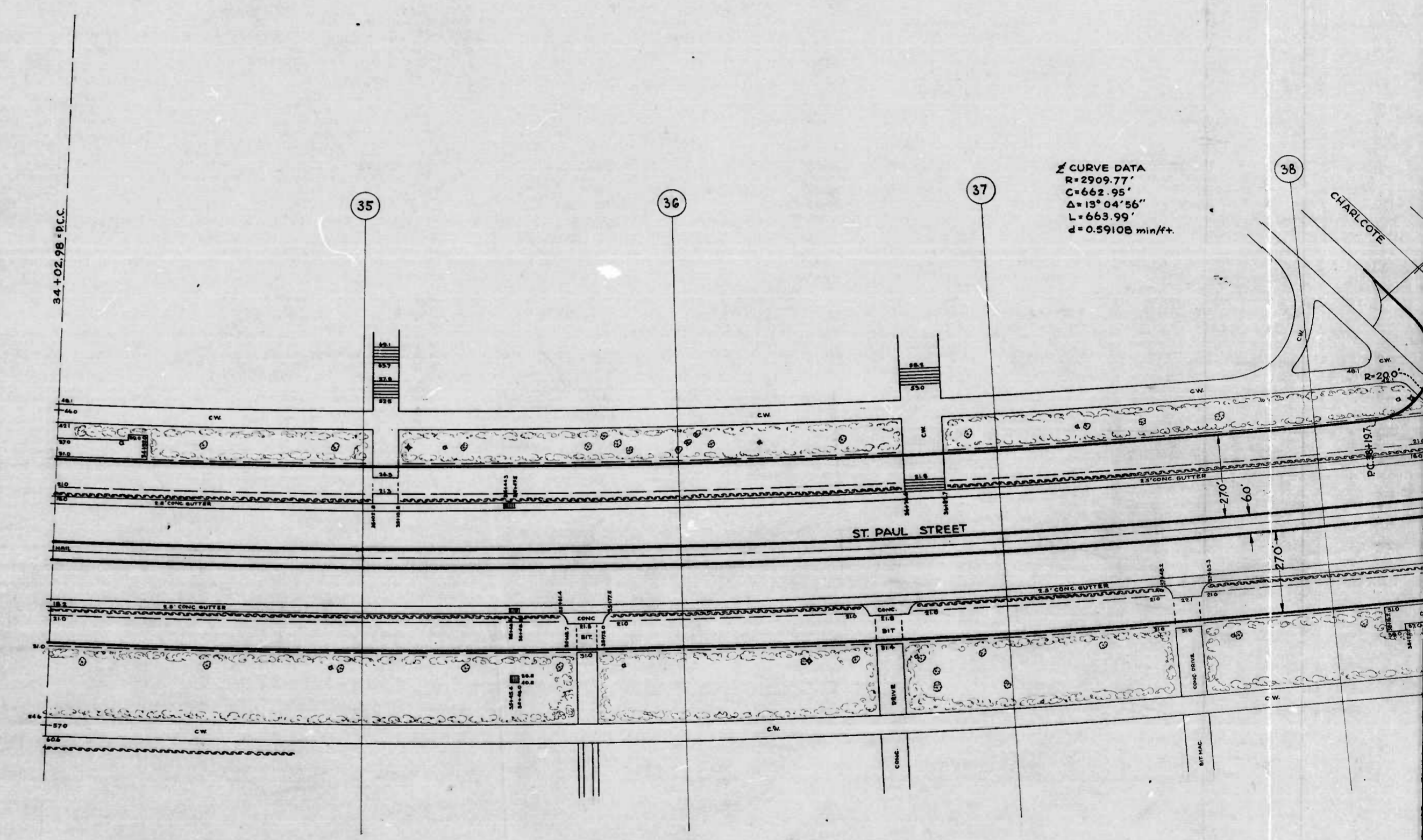
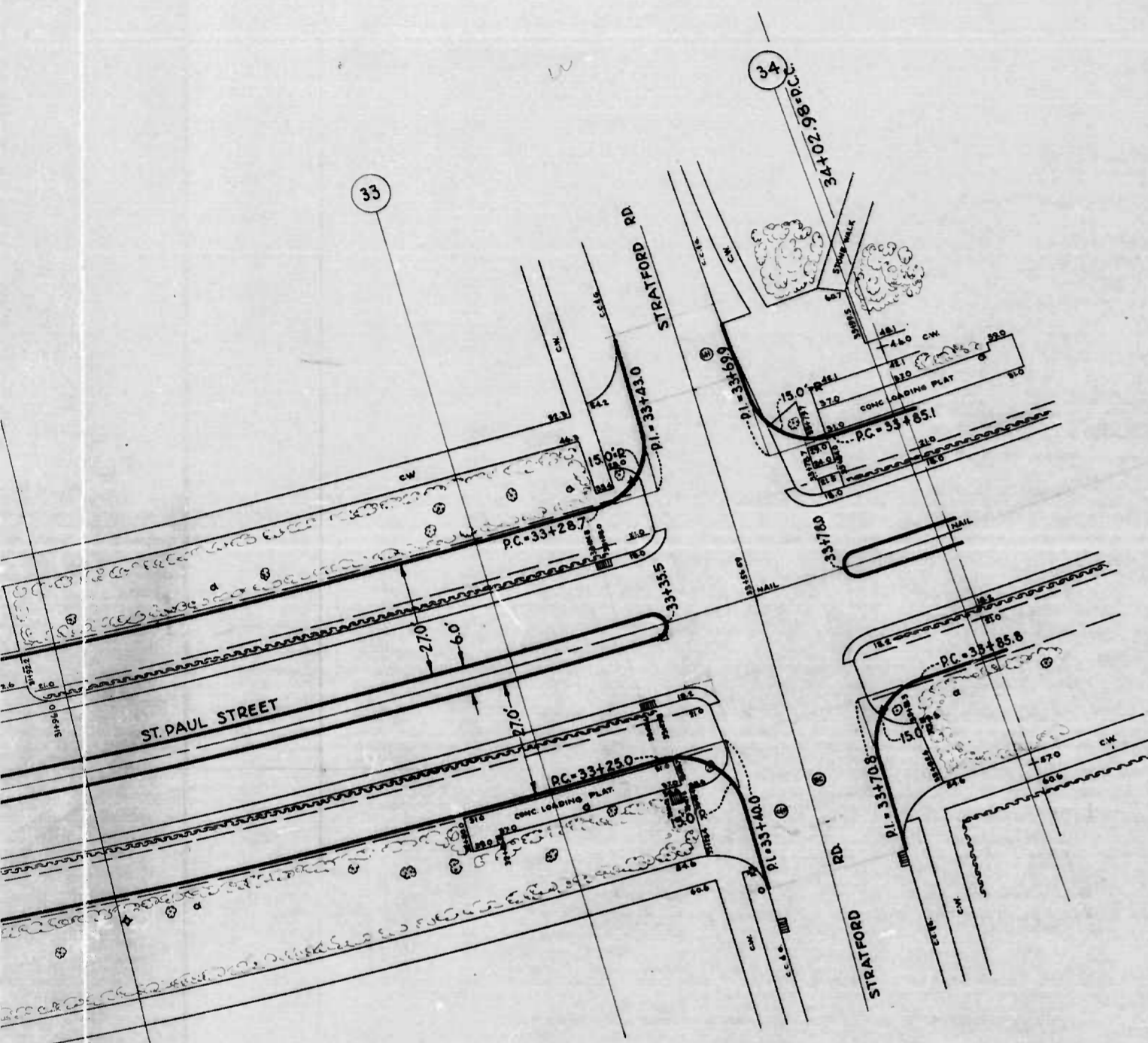
APPROVED: *James N. McLaughlin*  
HIGHWAYS ENGINEER

*Edward Hecker*  
ENGINEER OF SURVEYS

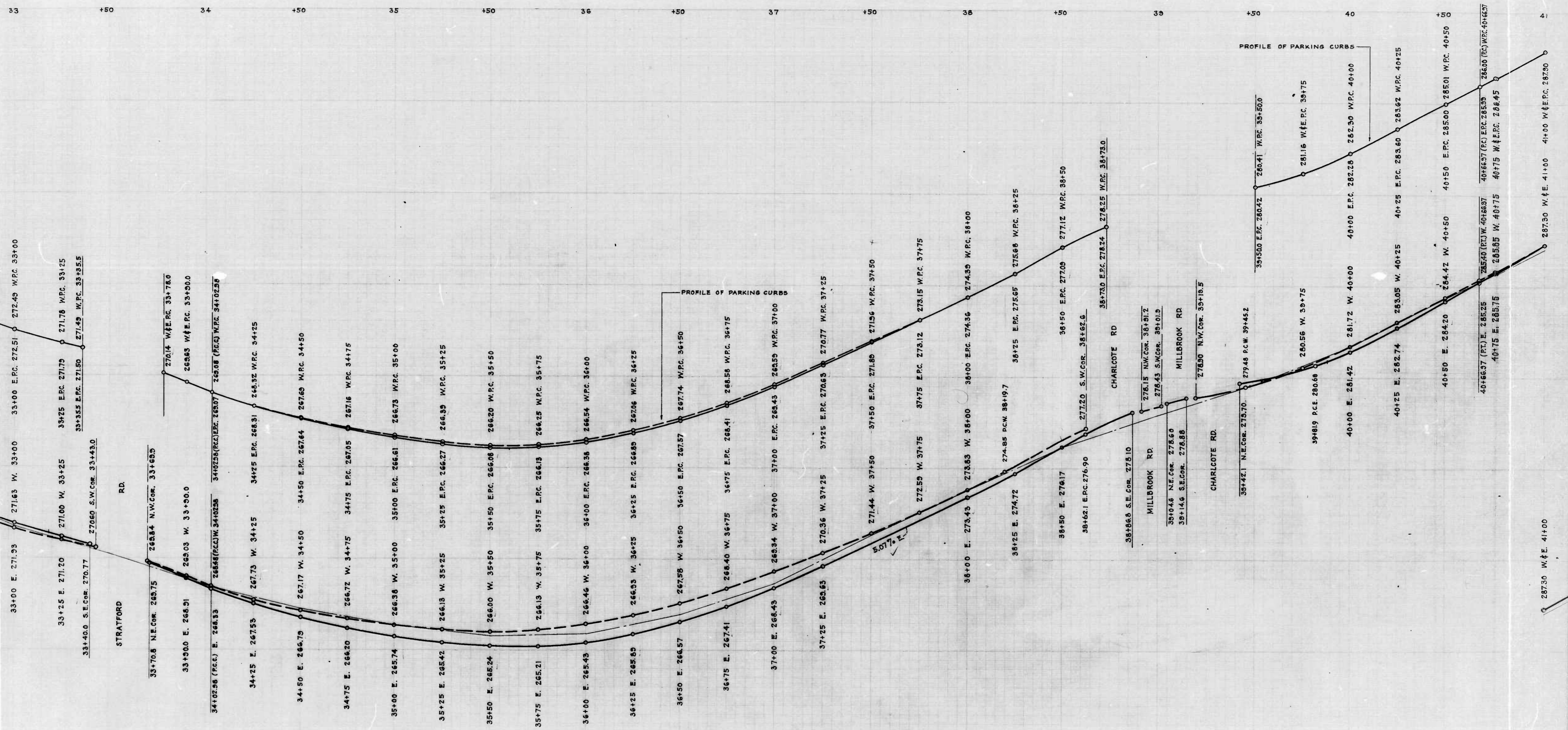
*J.P. Williams*  
DIRECTOR OF PUBLIC WORKS

5





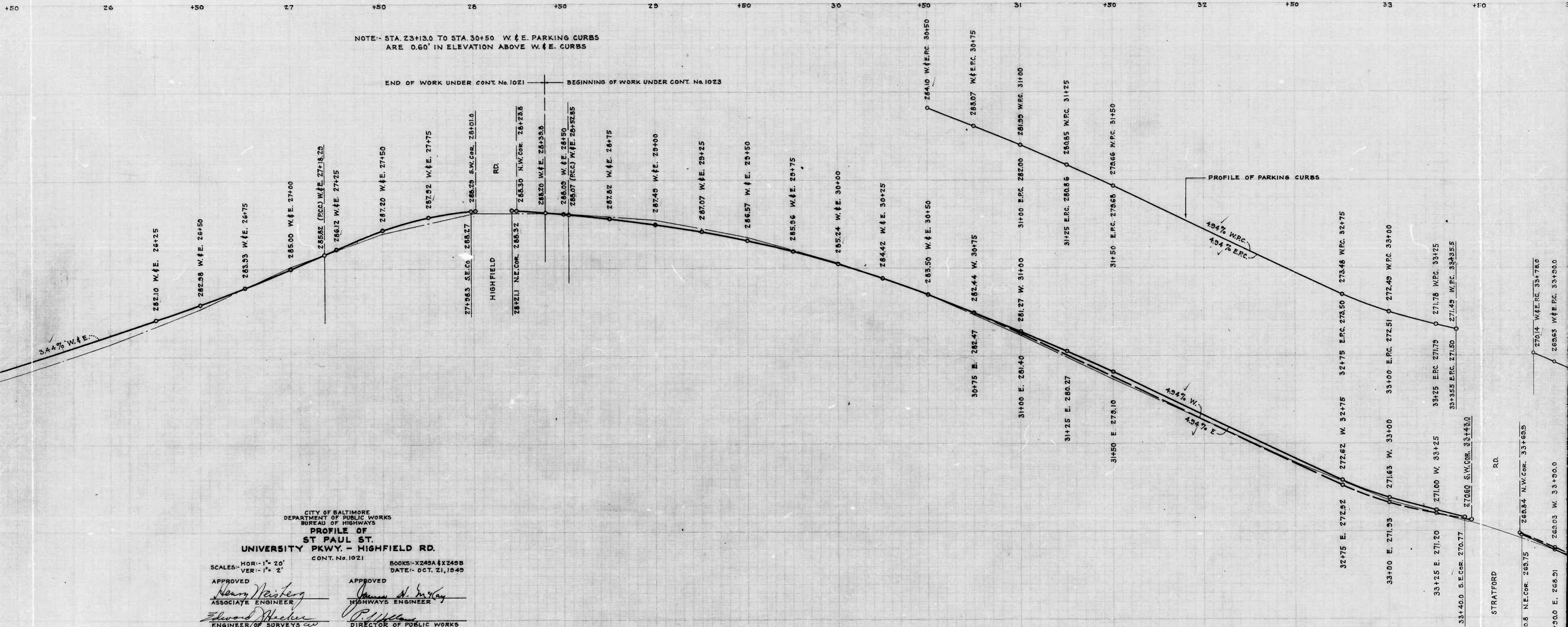
6





NOTE:- STA 23+13.0 TO STA 30+50 W & E PARKING CURBS ARE 0.60' IN ELEVATION ABOVE W & E CURBS

END OF WORK UNDER CONT. No. 1021 | BEGINNING OF WORK UNDER CONT. No. 1023



CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
**PROFILE OF  
 ST PAUL ST.  
 UNIVERSITY PKWY. - HIGHFIELD RD.**  
 CONT. No. 1021

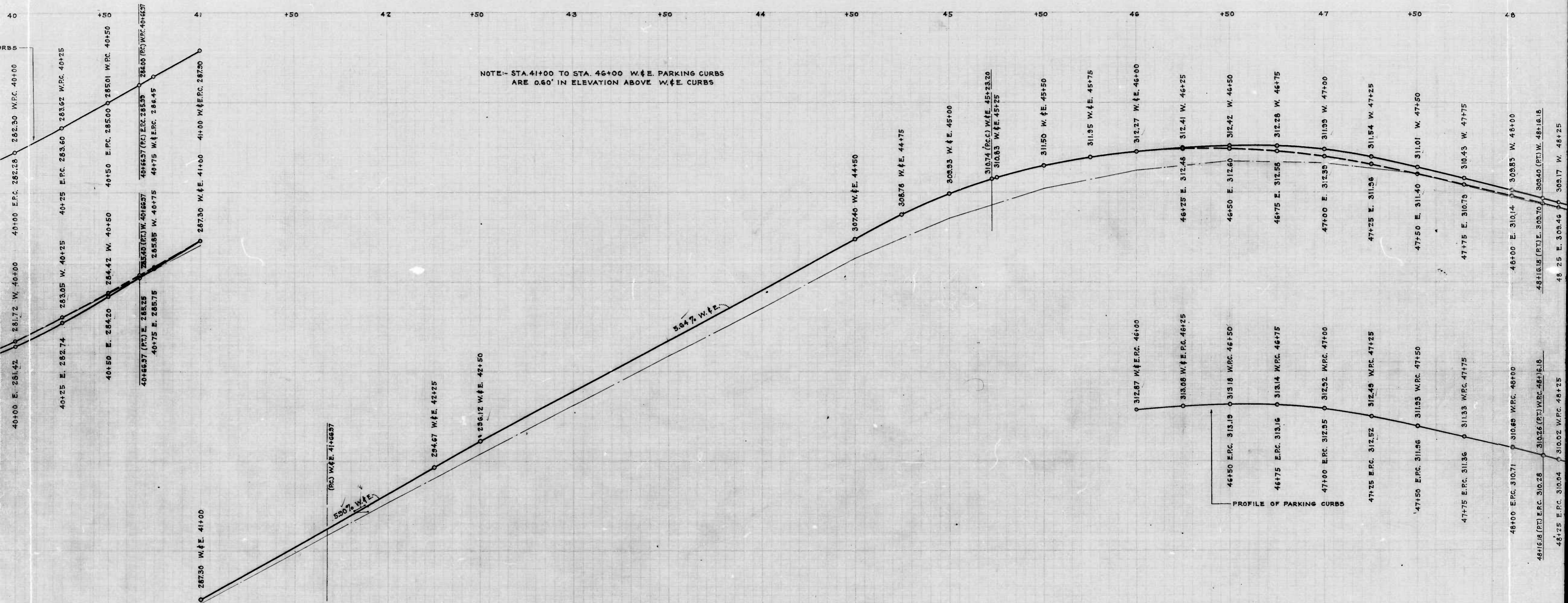
SCALES- HOR- 1" = 20'  
 VER- 1" = 2'  
 BOOKS- X249A & X249B  
 DATE- OCT. 21, 1949

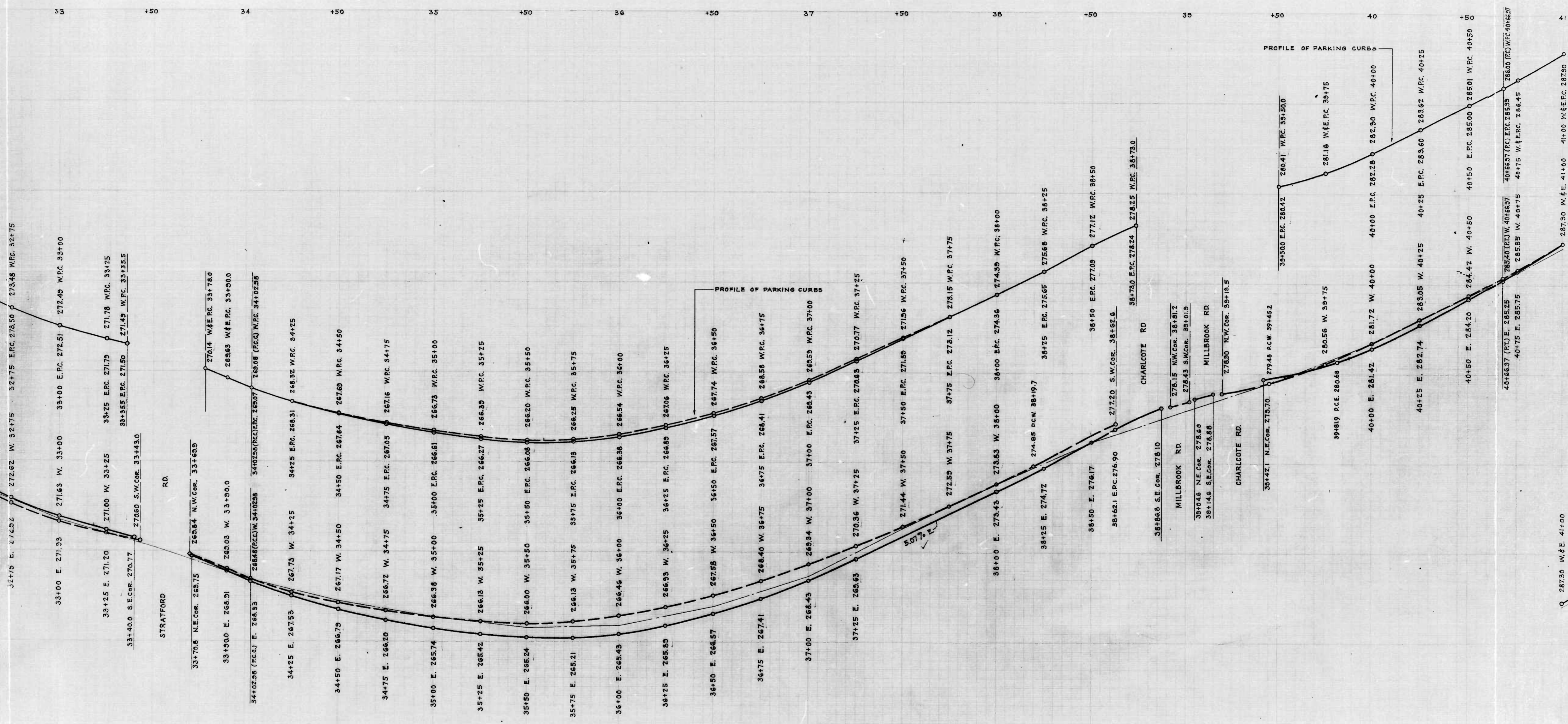
APPROVED  
*Henry Neisberg*  
 ASSOCIATE ENGINEER  
*Edward Hecker*  
 ENGINEER OF SURVEYS

APPROVED  
*James H. Dwyer*  
 HIGHWAYS ENGINEER  
*J.P. Williams*  
 DIRECTOR OF PUBLIC WORKS

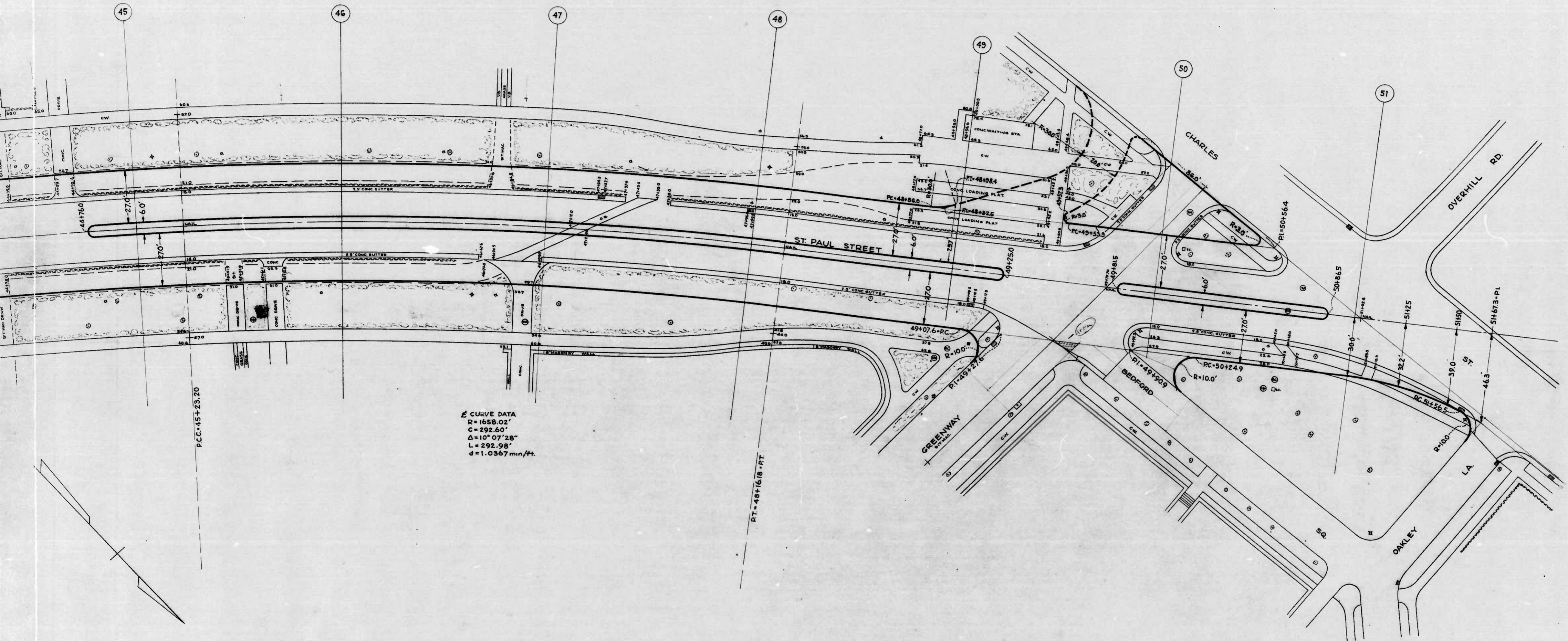
5





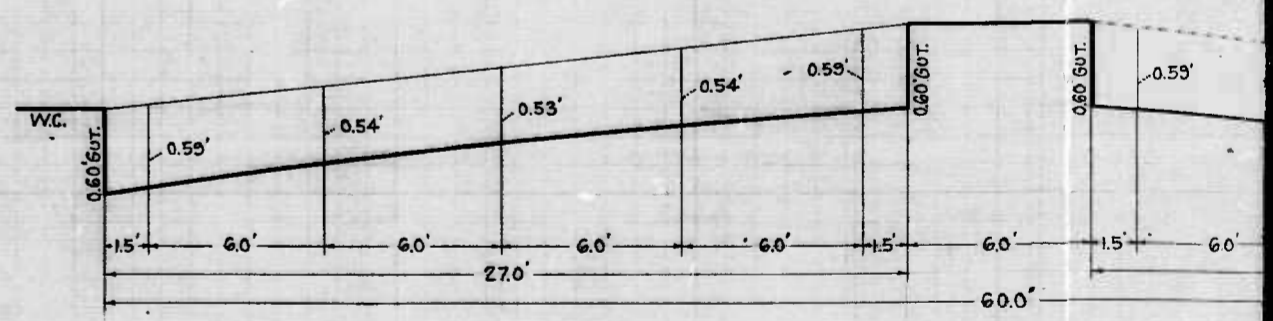
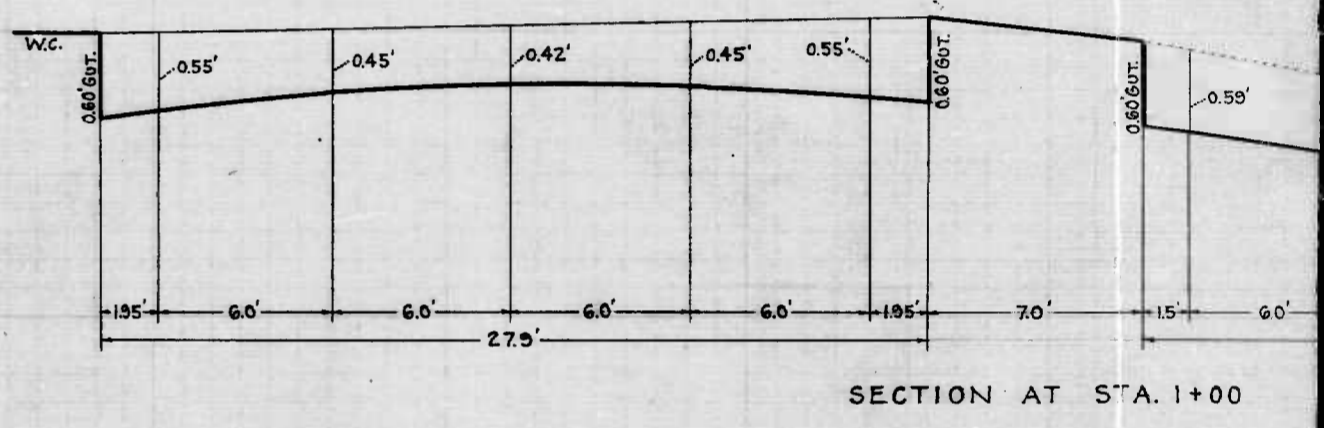
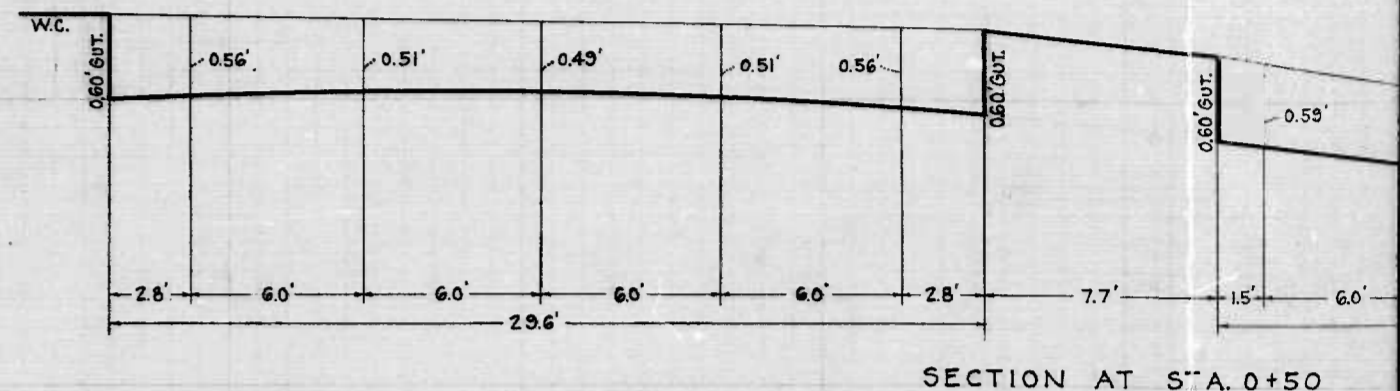
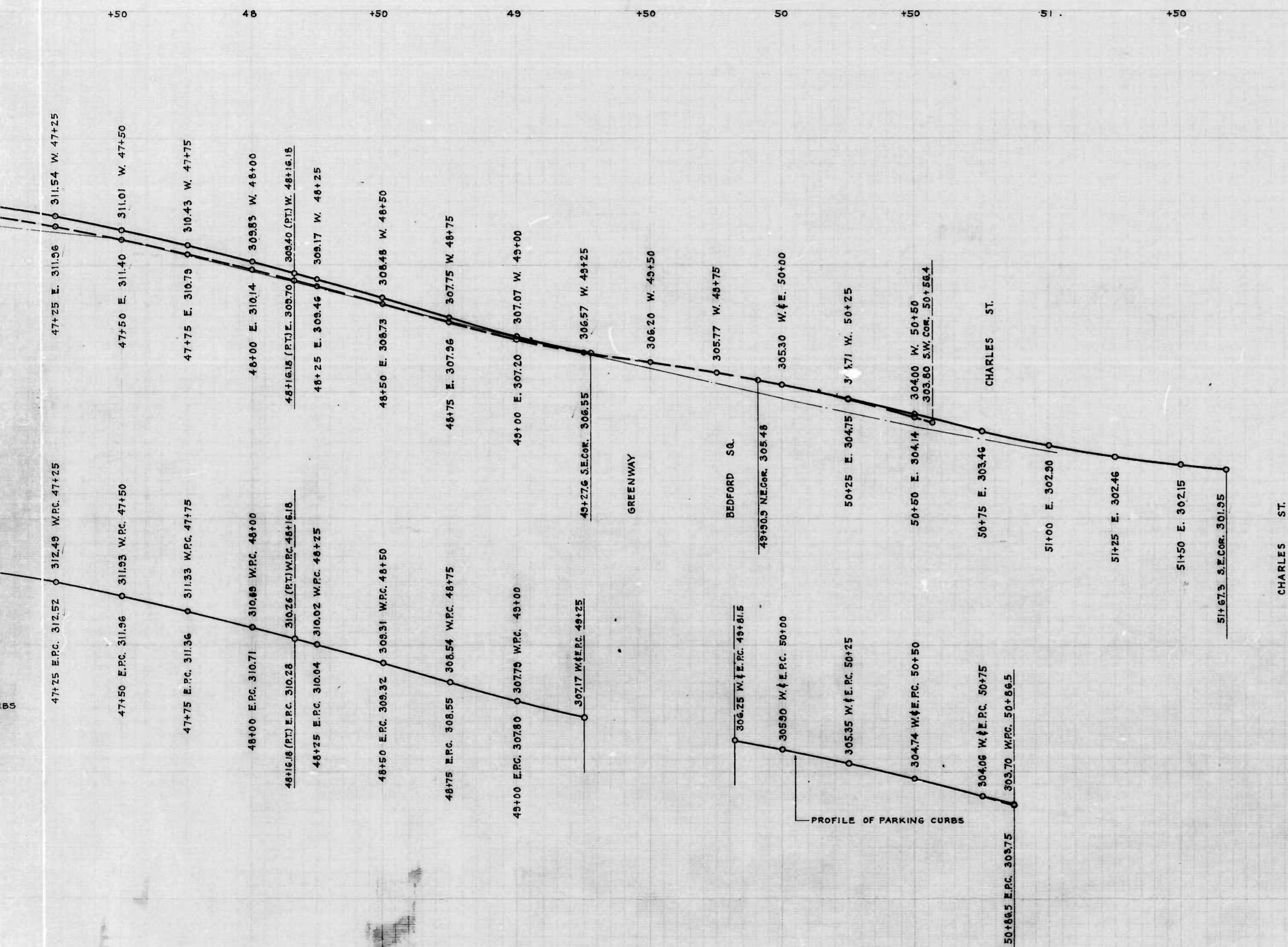


5.07%



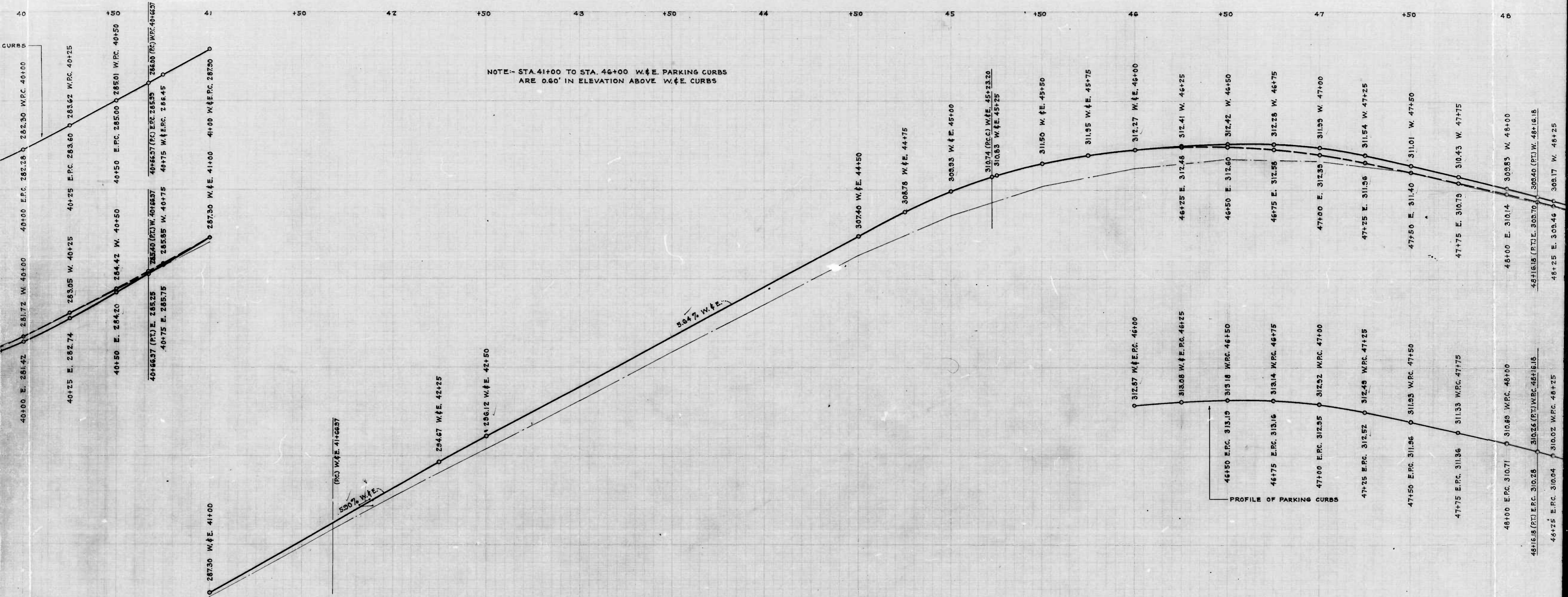
ST. PA

Ass  
EN



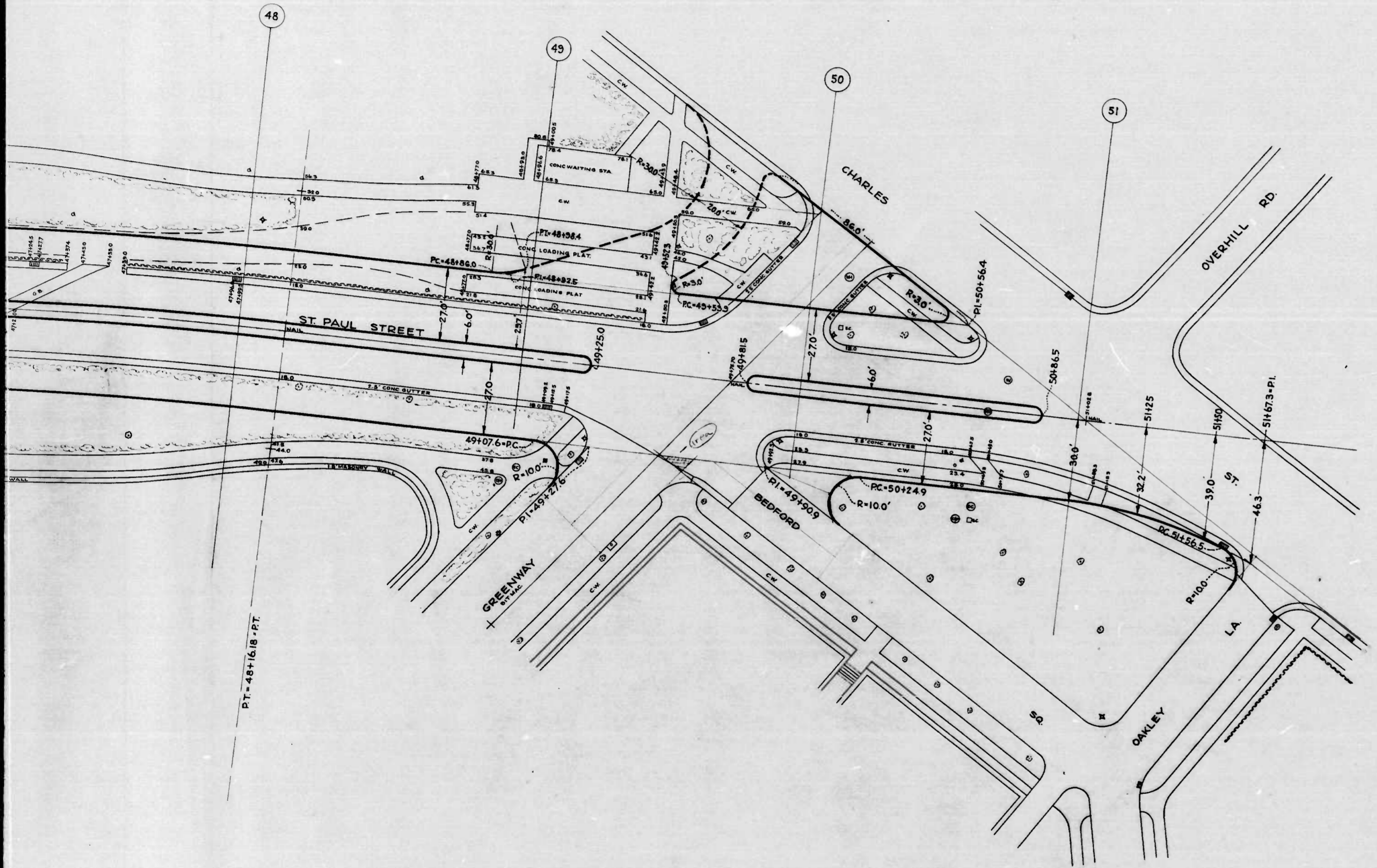
SECTION STA. 22+75 TO STA. 30+50  
 SECTION STA. 41+00 TO STA. 46+00  
 SECTION AT STA. 50+00

8



PROFILE OF PARKING CURBS

①



CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
**PLAN OF**  
**ST. PAUL ST.-HIGHFIELD ROAD TO CHARLES ST.**  
 CONTRACT NO. 1023      BOOK NO. XZ49A & XZ49B  
 SCALE: 1" = 20.0'      DATE: OCT. 21, 1949

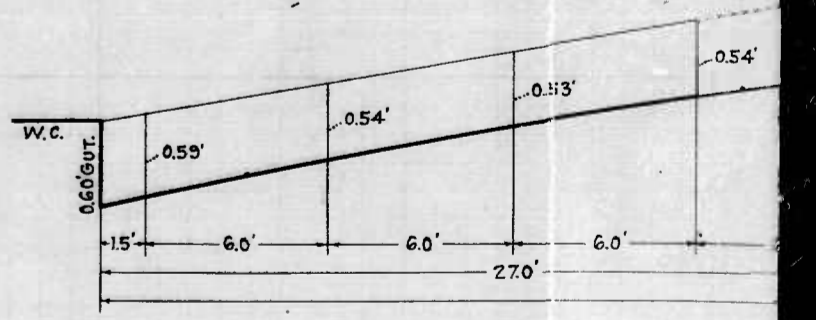
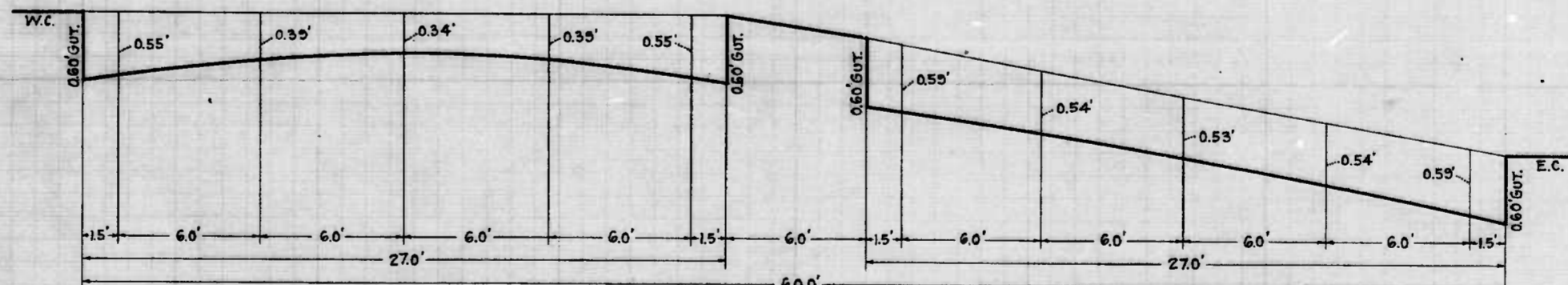
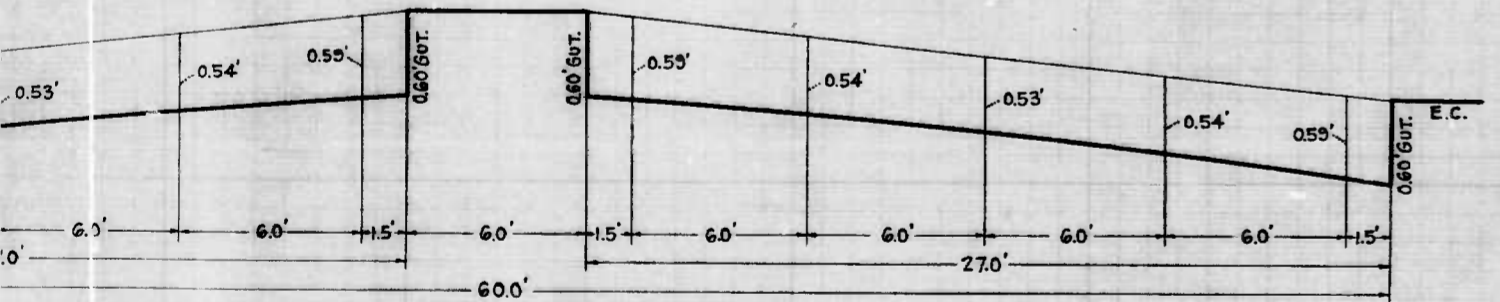
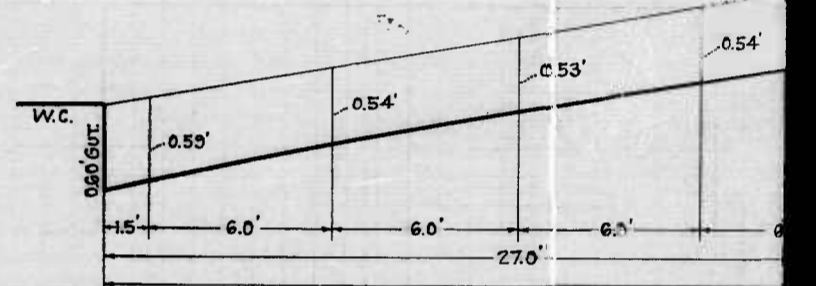
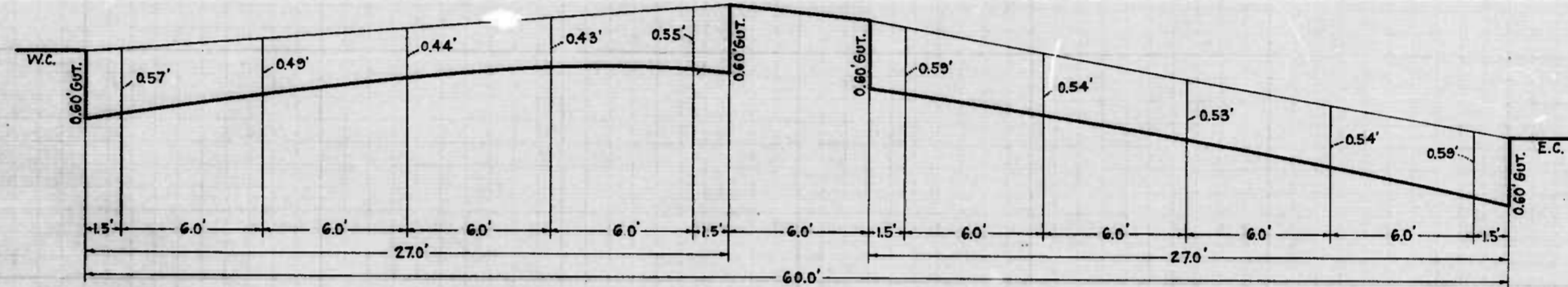
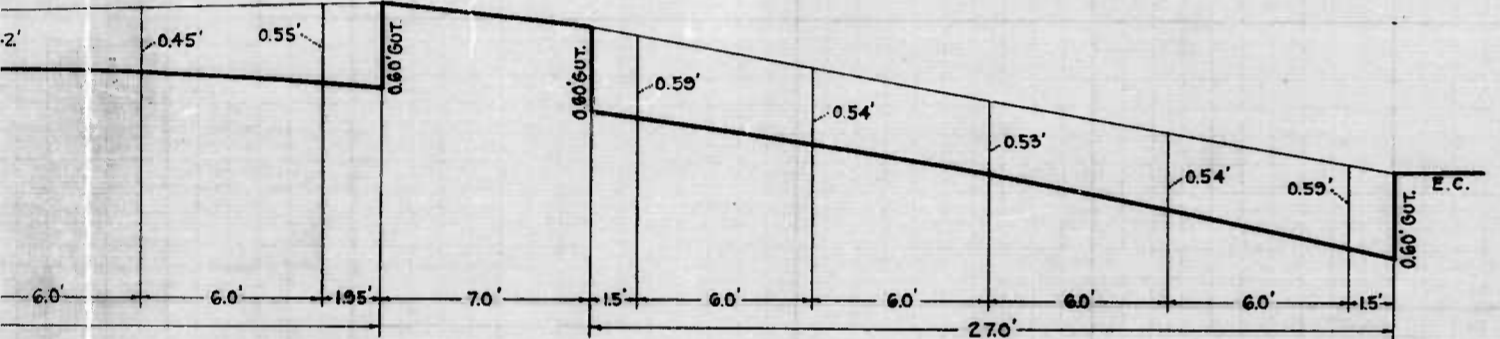
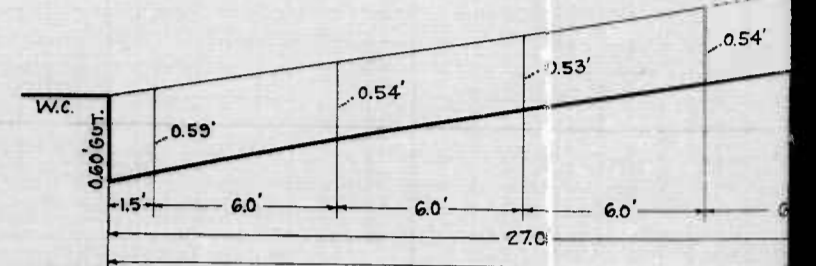
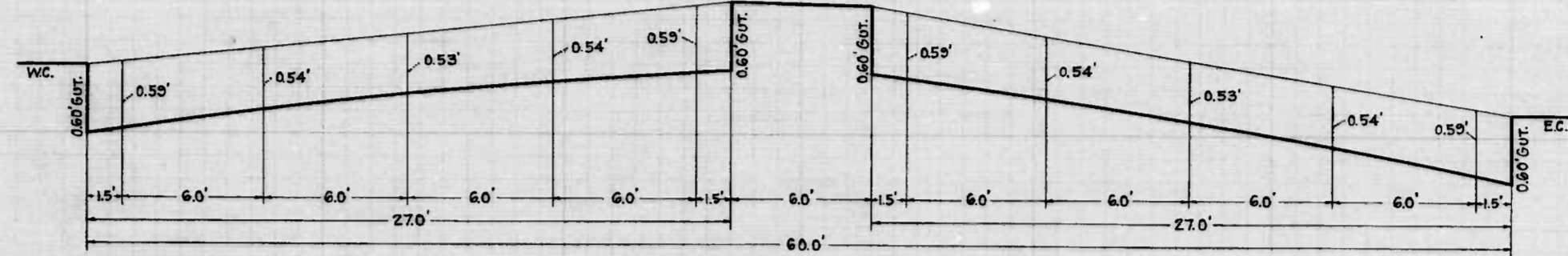
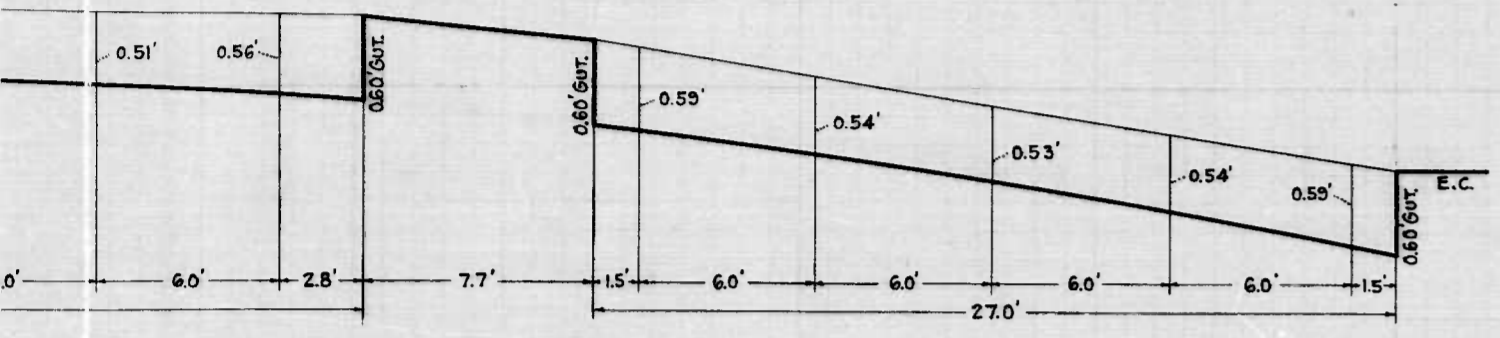
APPROVED  
*Henry Weisberg*  
 ASSOCIATE ENGINEER  
 APPROVED

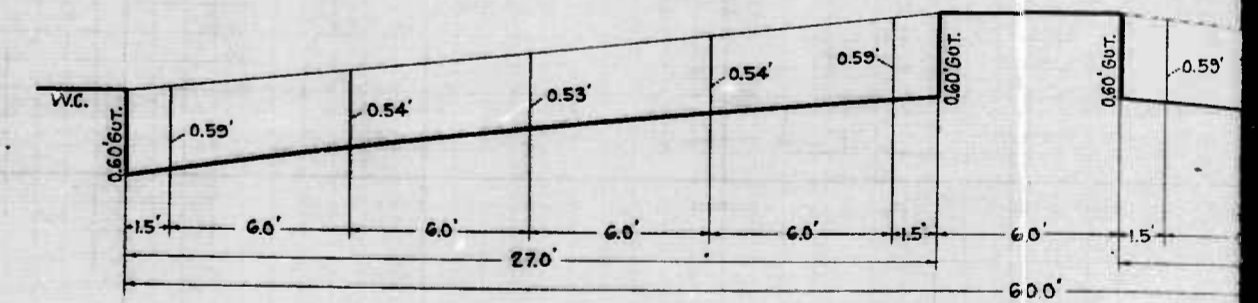
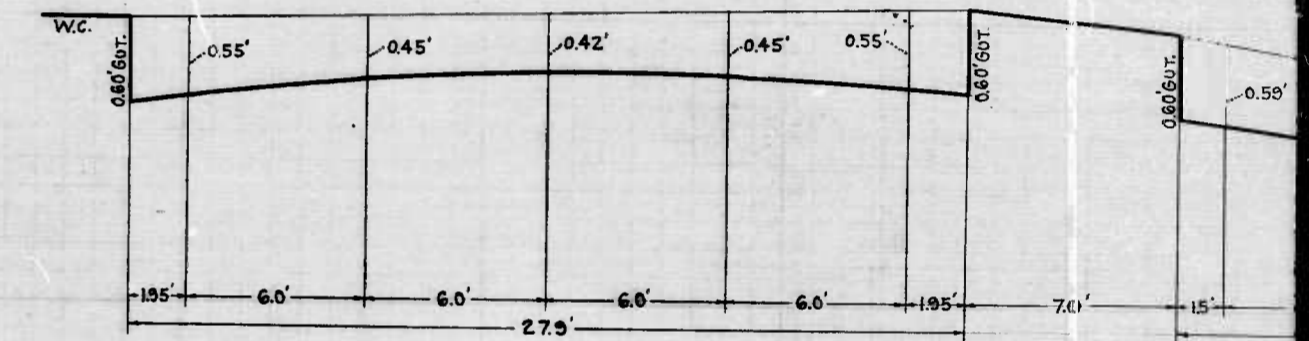
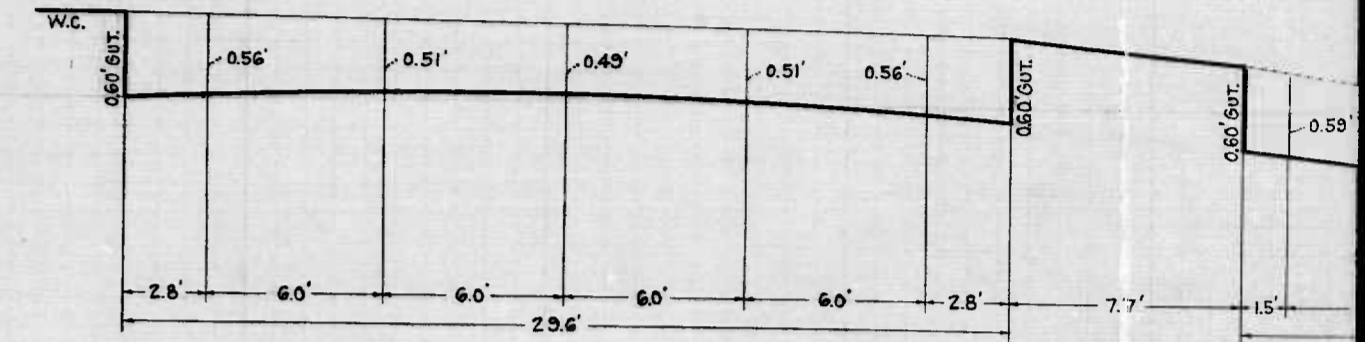
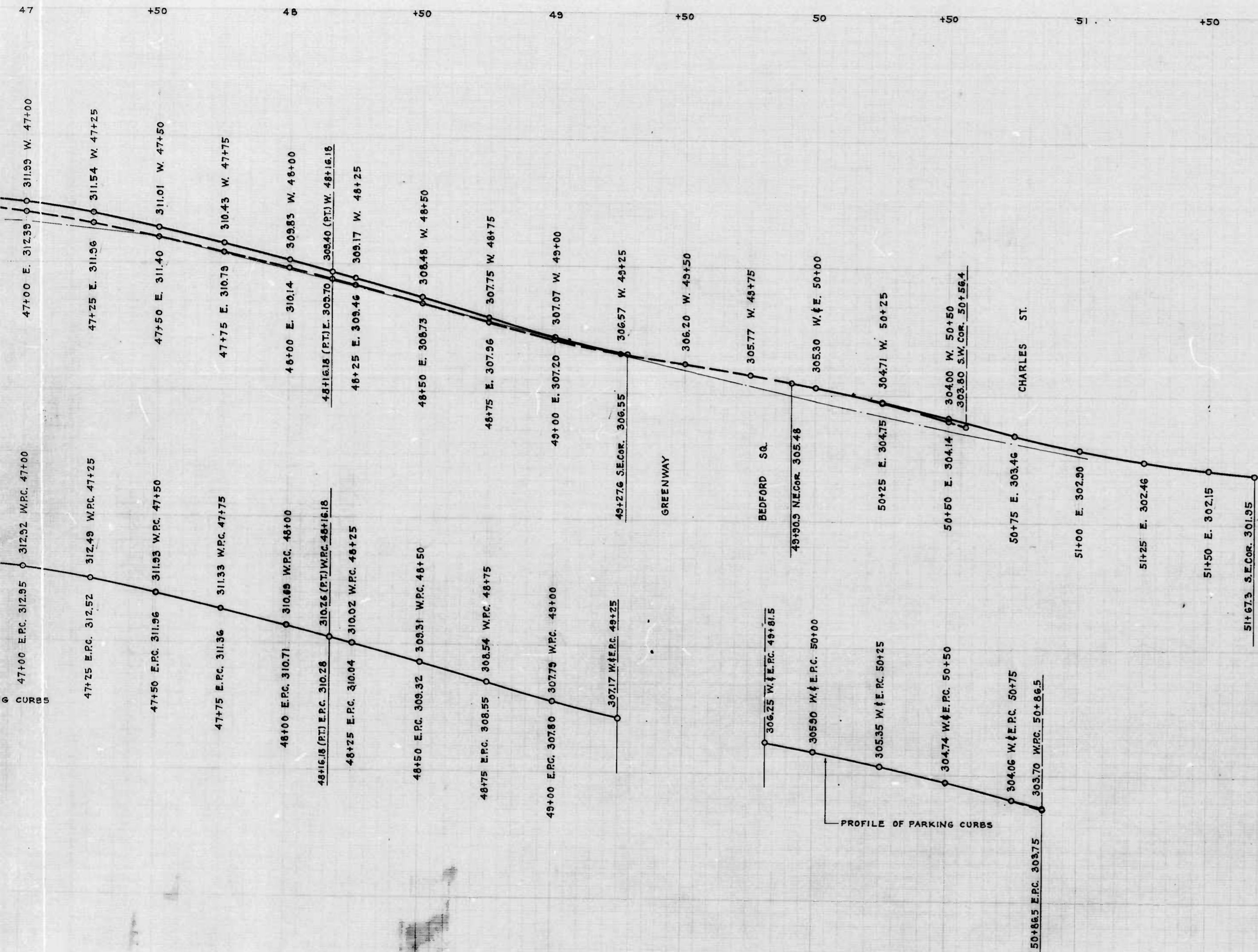
APPROVED  
*James H. DeLoach*  
 HIGHWAYS ENGINEER  
 APPROVED

*Edward W. ...*  
 ENGINEER OF SURVEYS

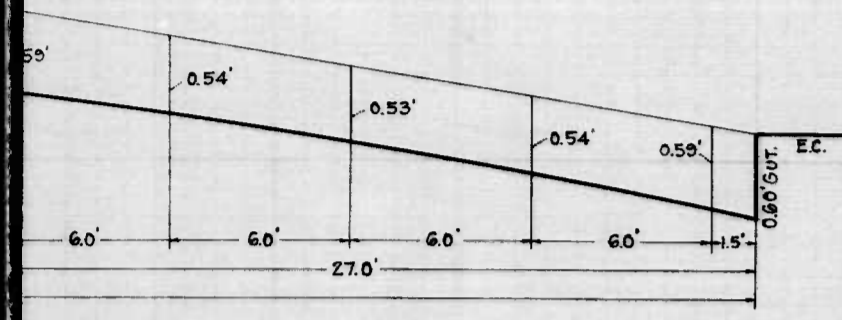
*C. H. ...*  
 DIRECTOR OF PUBLIC WORKS



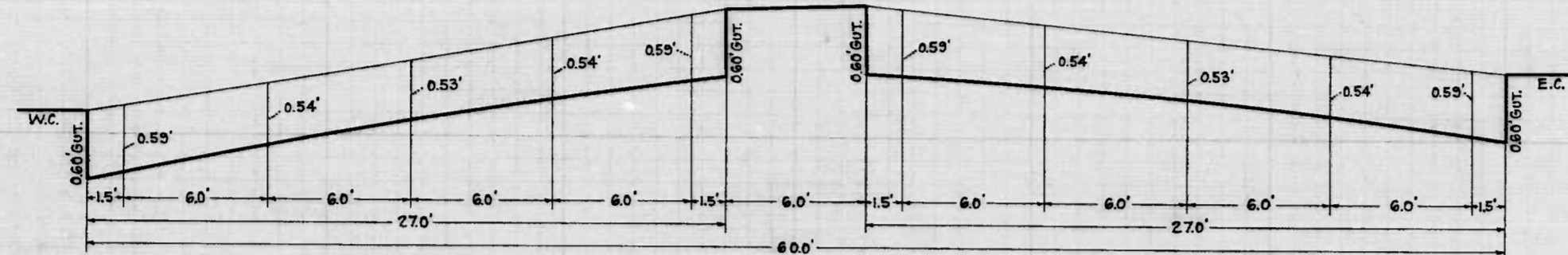




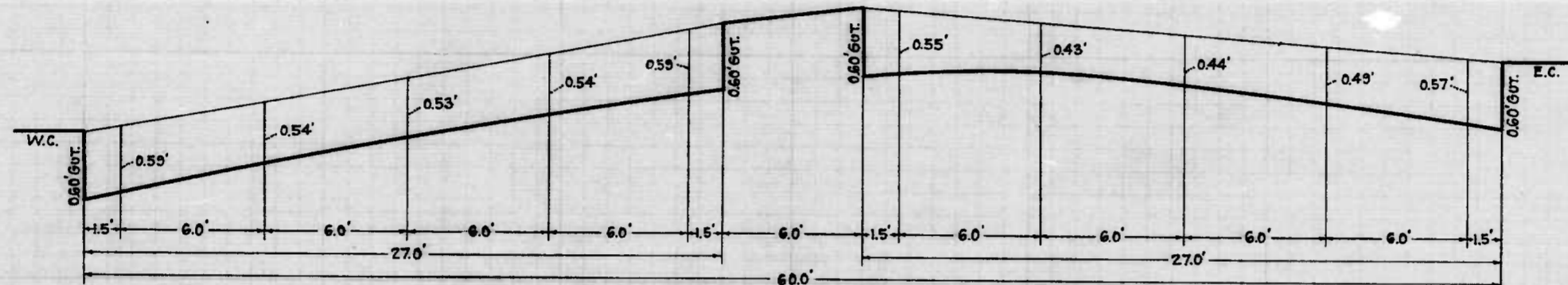
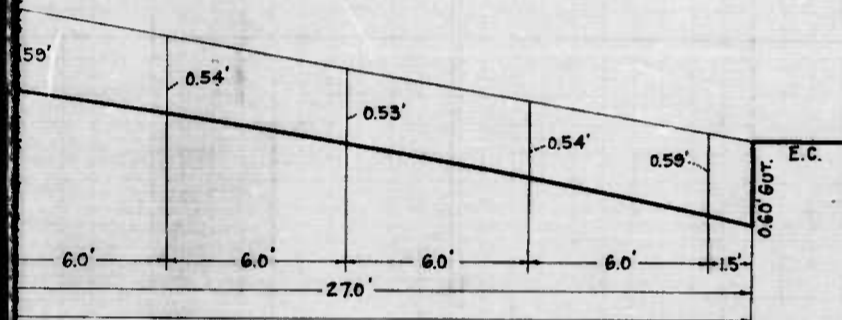
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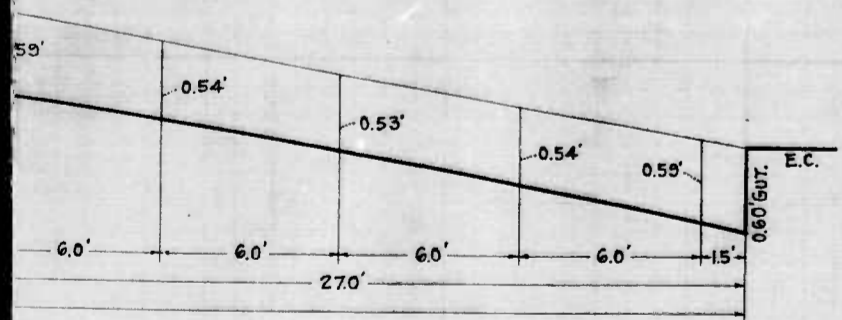
11+75  
13+50  
MILLBROOK RD & MILLBROOK RD.  
40+75



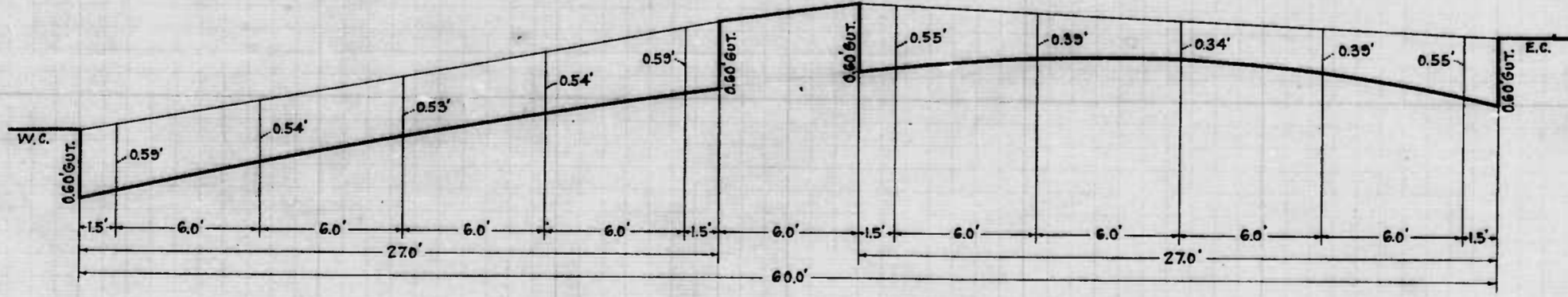
SECTION STA. 13+50 TO STA. 14+25  
SECTION STA. 17+75 TO STA. 18+50  
SECTION STA. 21+25 TO STA. 22+50  
SECTION STA. 30+75 TO STA. 33+25  
SECTION STA. 46+25 TO STA. 49+25  
SECTION STA. 50+25 TO STA. 50+50



SECTION STA. 14+75 TO STA. 17+25  
SECTION AT STA. 19+00  
SECTION AT STA. 20+75



10+50  
36+75



SECTION STA. 19+50 TO STA. 20+25

CITY OF BALTIMORE  
DEPARTMENT OF PUBLIC WORKS  
BUREAU OF HIGHWAYS  
PROFILE OF  
ST PAUL ST.  
HIGHFIELD RD - CHARLES ST.

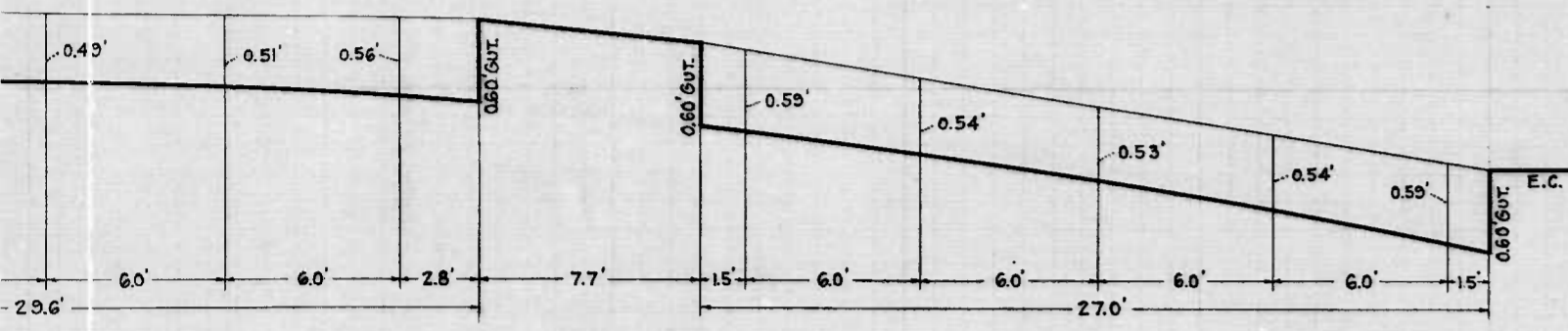
SCALES: HOR: 1" = 20'  
VER: 1" = 2'  
CONT. No. 1023 BOOKS - X245A & X245B  
DATE - OCT. 21, 1945

APPROVED  
*Henry Weisberg*  
ASSOCIATE ENGINEER  
*Edward M. Hester*  
ENGINEER OF SURVEYS

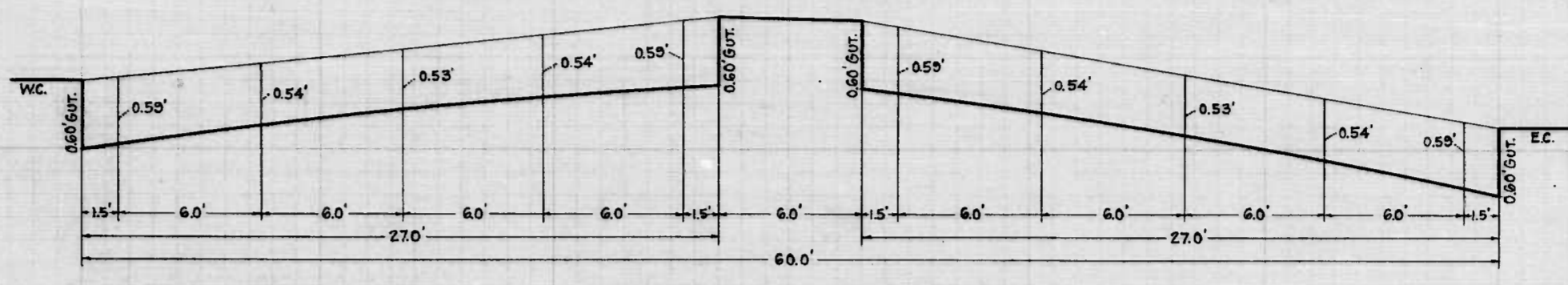
APPROVED  
*John A. Sullivan*  
HIGHWAYS ENGINEER  
*P. J. Williams*  
DIRECTOR OF PUBLIC WORKS

9

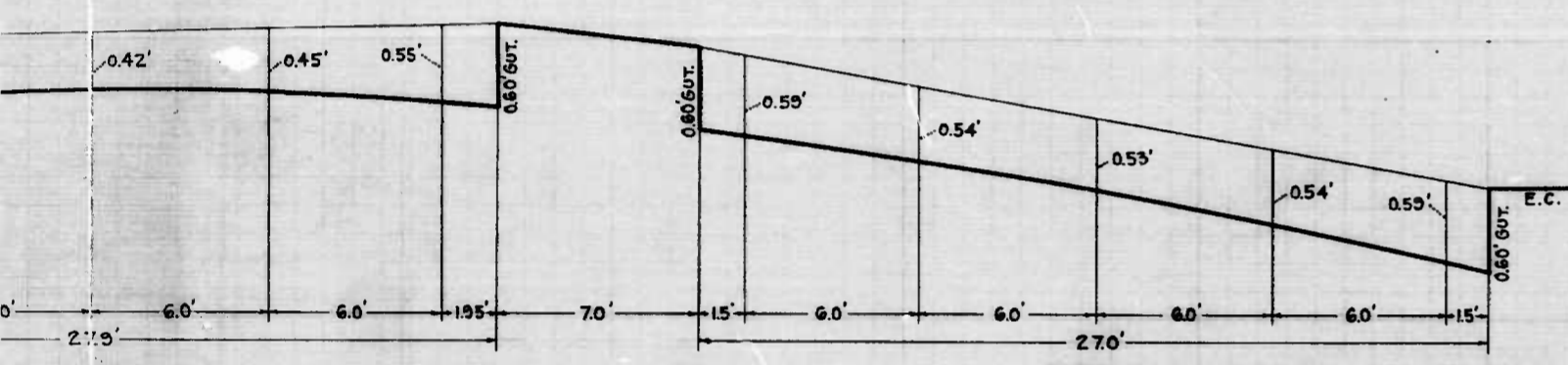
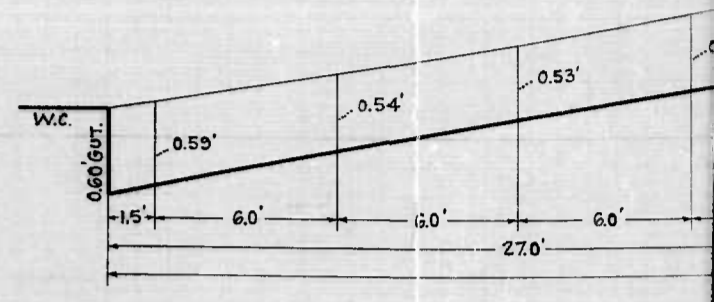
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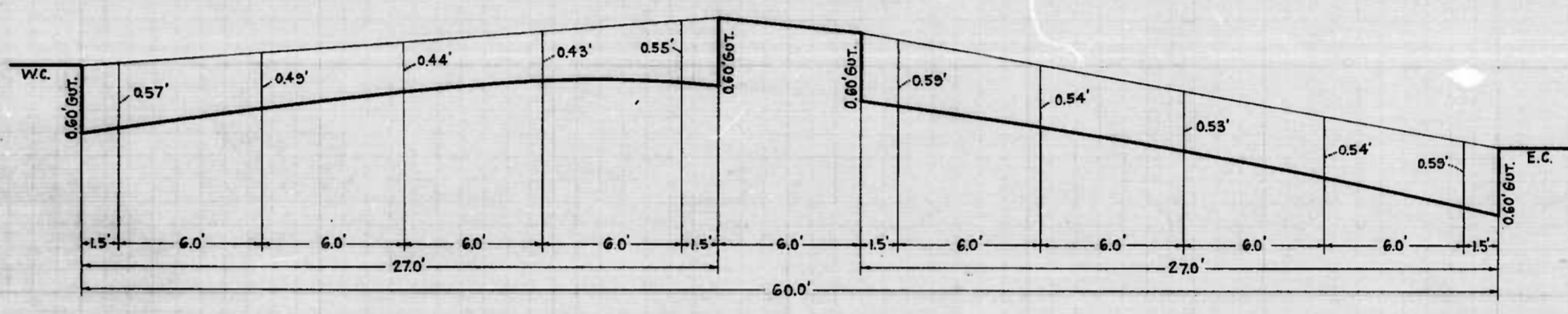
SECTION AT STA. 0+50



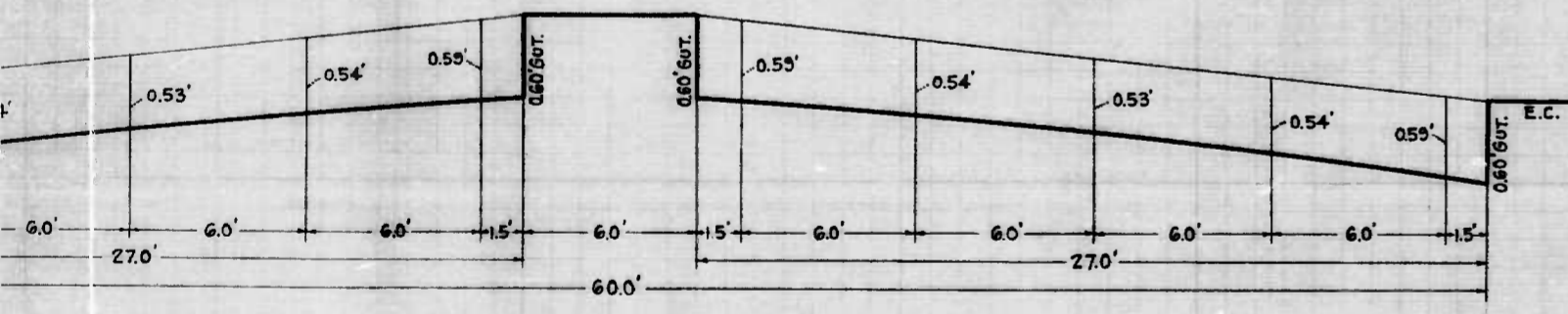
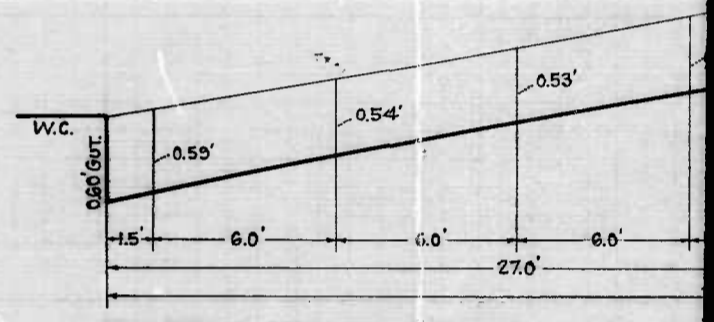
SECTION STA. 11+00 TO STA. 11+75  
SECTION STA. 33+75 TO STA. 34+50  
SECTION STA. 37+75 TO CHARLCOTE RD & MILLBROOK RD.  
SECTION STA. 39+75 TO STA. 40+75



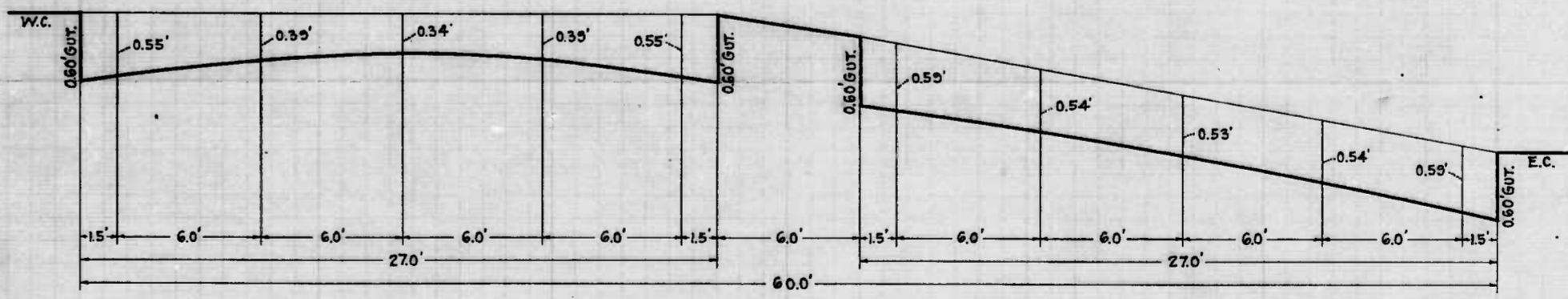
SECTION AT STA. 1+00



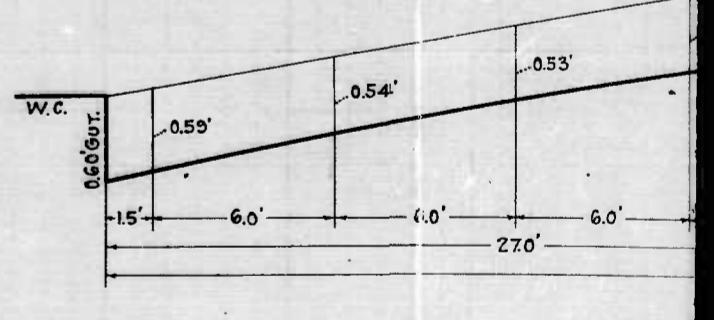
SECTION AT STA. 34+75  
SECTION AT STA. 37+25

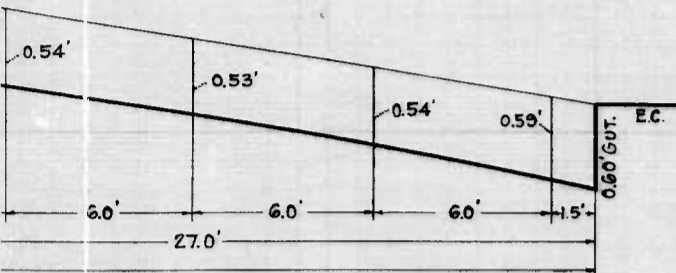


SECTION STA. 12+25 TO STA. 13+25  
SECTION STA. 22+75 TO STA. 30+50  
SECTION STA. 41+00 TO STA. 46+00  
SECTION AT STA. 50+00  
SECTION AT STA. 50+75 (EAST DRIVE ONLY)

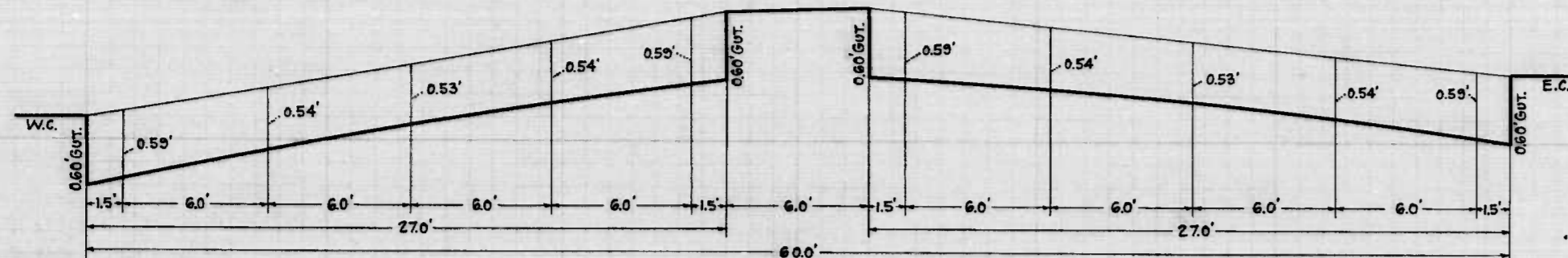
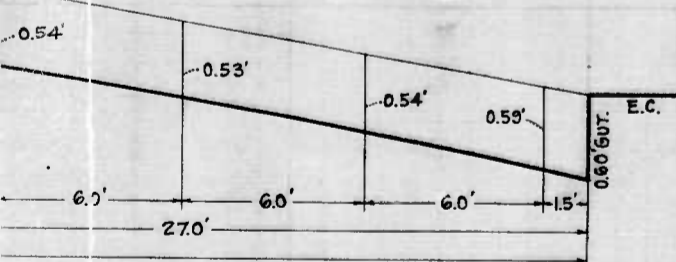
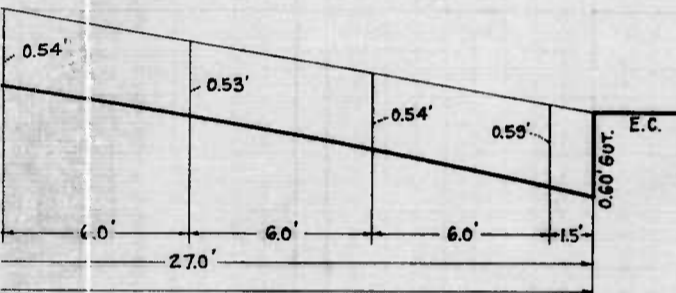


SECTION STA. 1+50 TO STA. 10+50  
SECTION STA. 35+25 TO STA. 36+75

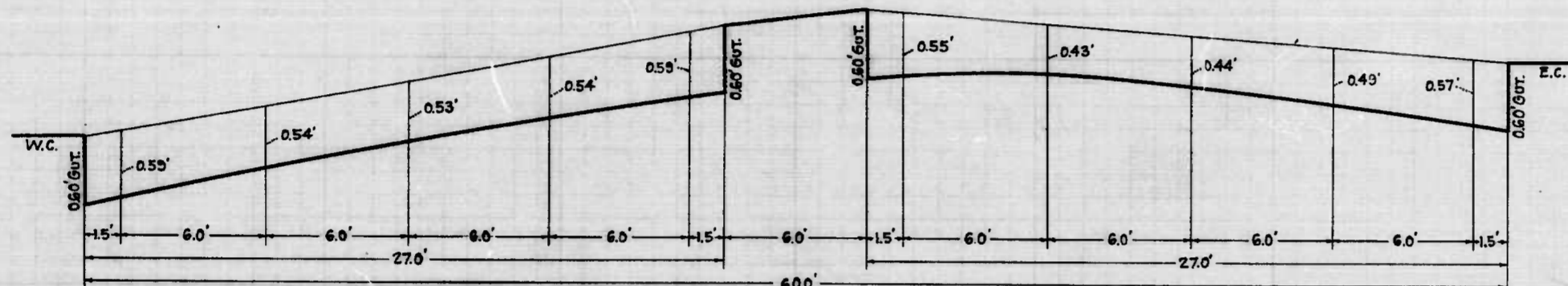




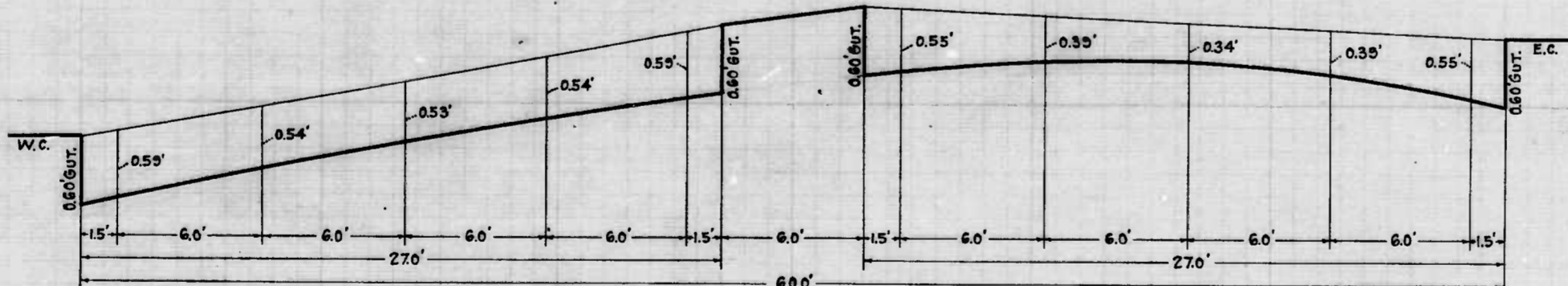
MILLBROOK Rd.



SECTION STA. 13+50 TO STA. 14+25  
 SECTION STA. 17+75 TO STA. 18+50  
 SECTION STA. 21+25 TO STA. 22+50  
 SECTION STA. 30+75 TO STA. 33+25  
 SECTION STA. 46+25 TO STA. 49+25  
 SECTION STA. 50+25 TO STA. 50+50



SECTION STA. 14+75 TO STA. 17+25  
 SECTION AT STA. 19+00  
 SECTION AT STA. 20+75



SECTION STA. 19+50 TO STA. 20+25

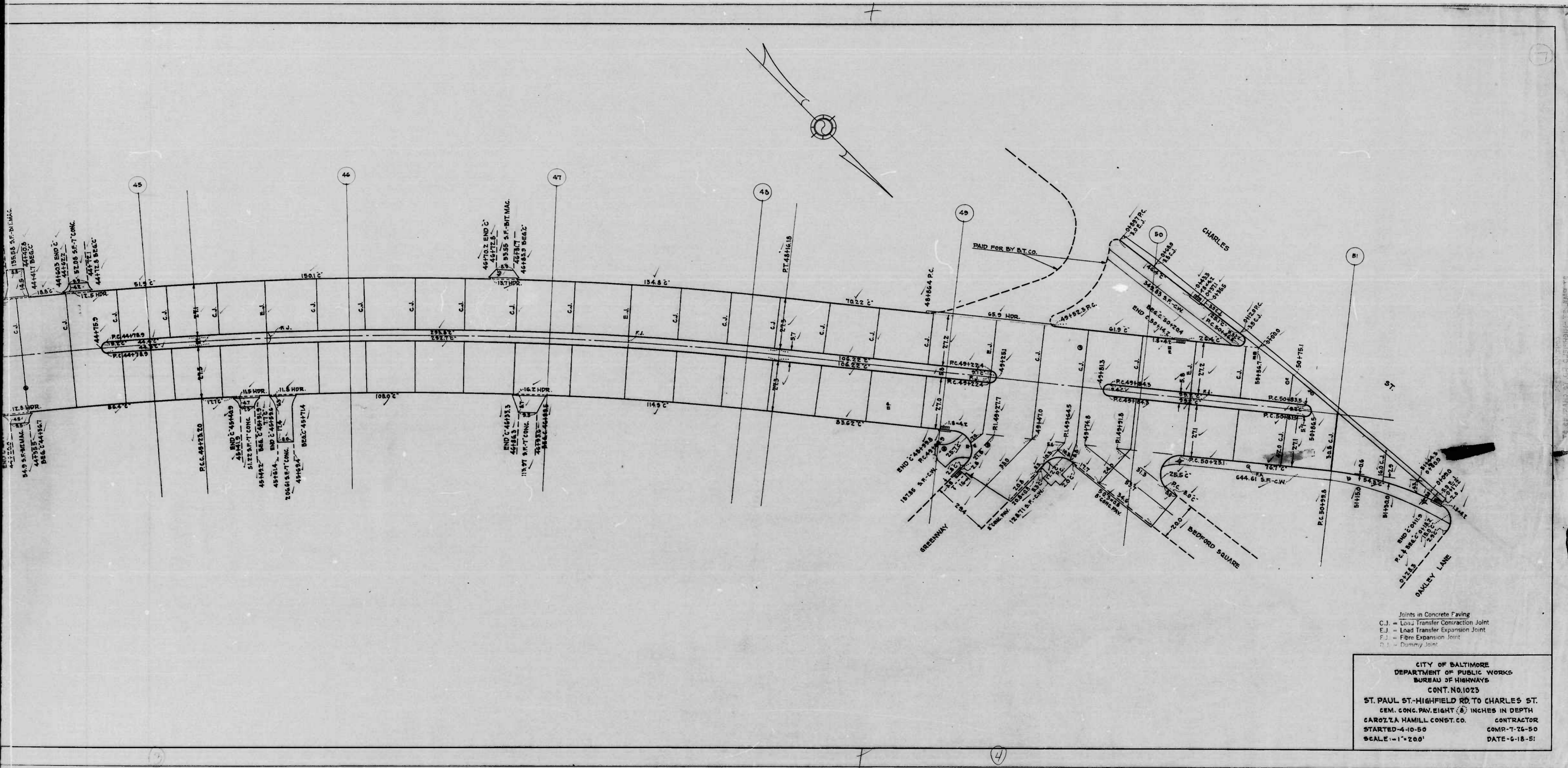
CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
**PROFILE OF**  
**ST PAUL ST.**  
**HIGHFIELD RD - CHARLES ST.**  
 CONT. No. 1023 BOOKS-X245A & X245B  
 DATE - OCT. 21, 1949

APPROVED  
*Henry Weisberg*  
 ASSOCIATE ENGINEER

APPROVED  
*James H. Sullivan*  
 HIGHWAYS ENGINEER

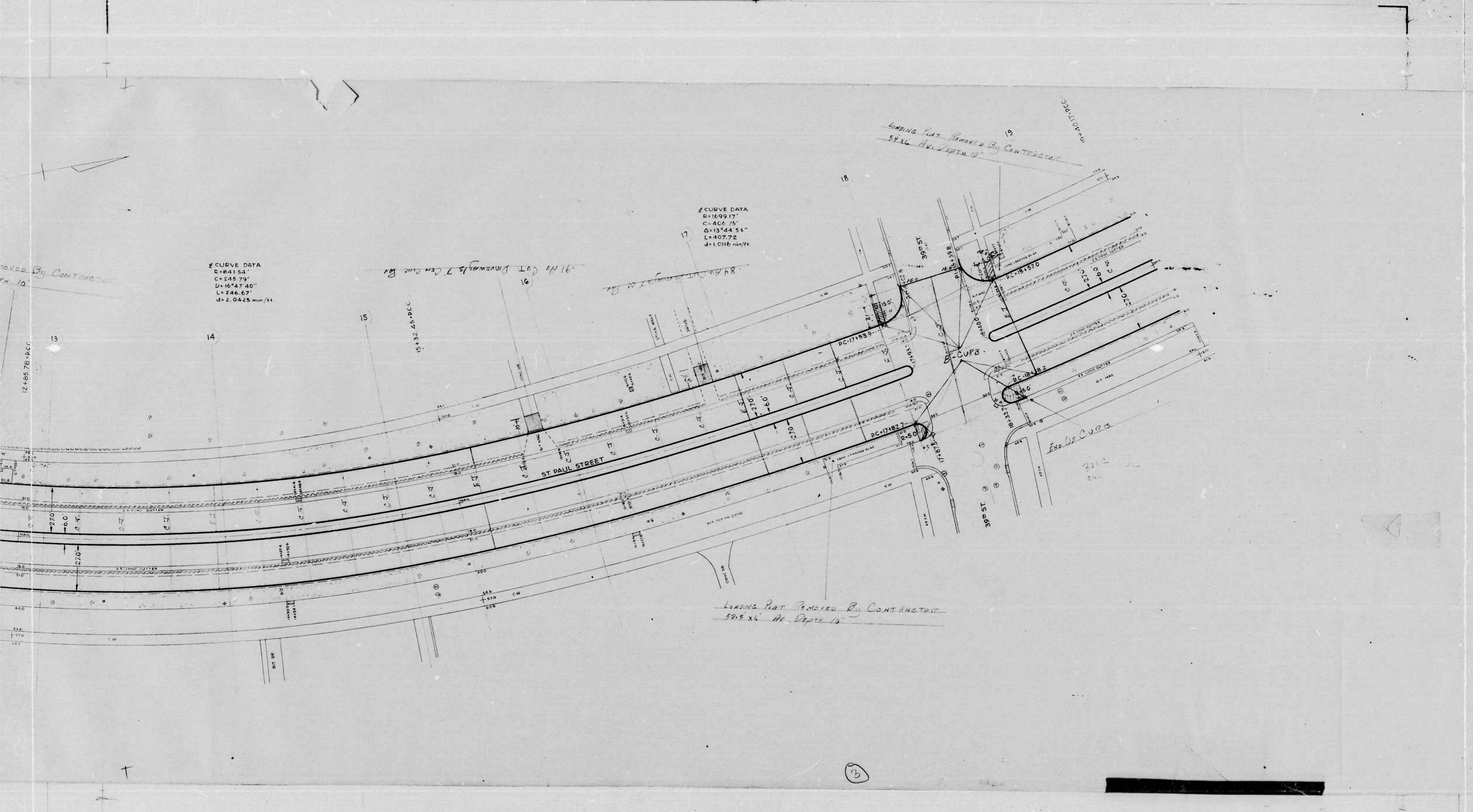
*Edward J. Macken*  
 ENGINEER OF SURVEYS

*P. J. Holloman*  
 DIRECTOR OF PUBLIC WORKS



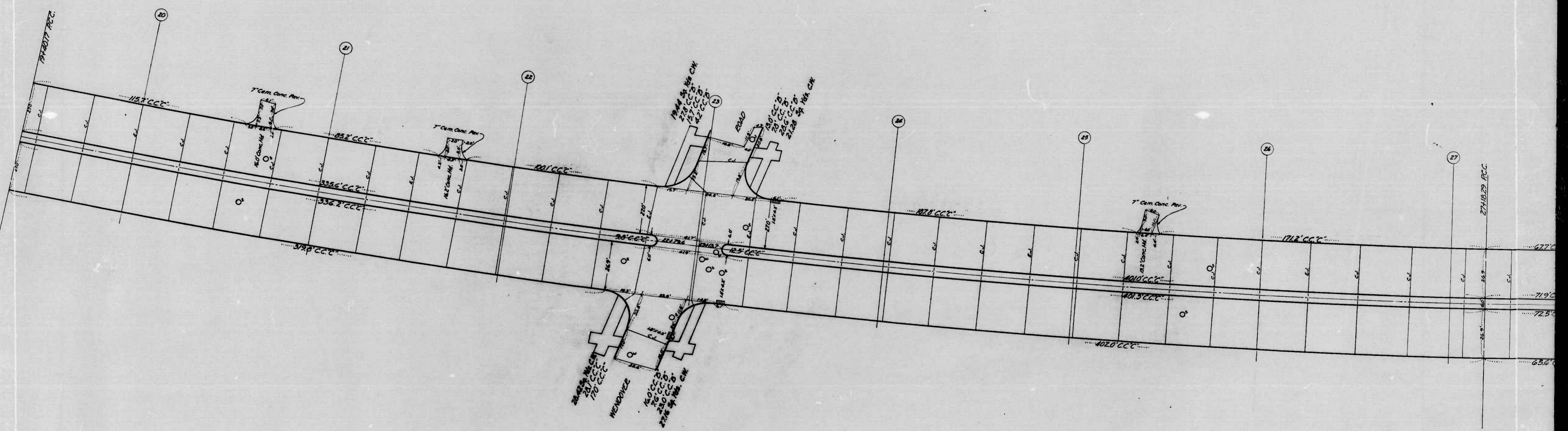
Joints in Concrete Paving  
 C.J. = Long Transfer Contraction Joint  
 E.J. = Load Transfer Expansion Joint  
 F.J. = Fibre Expansion Joint  
 D.J. = Dummy Joint

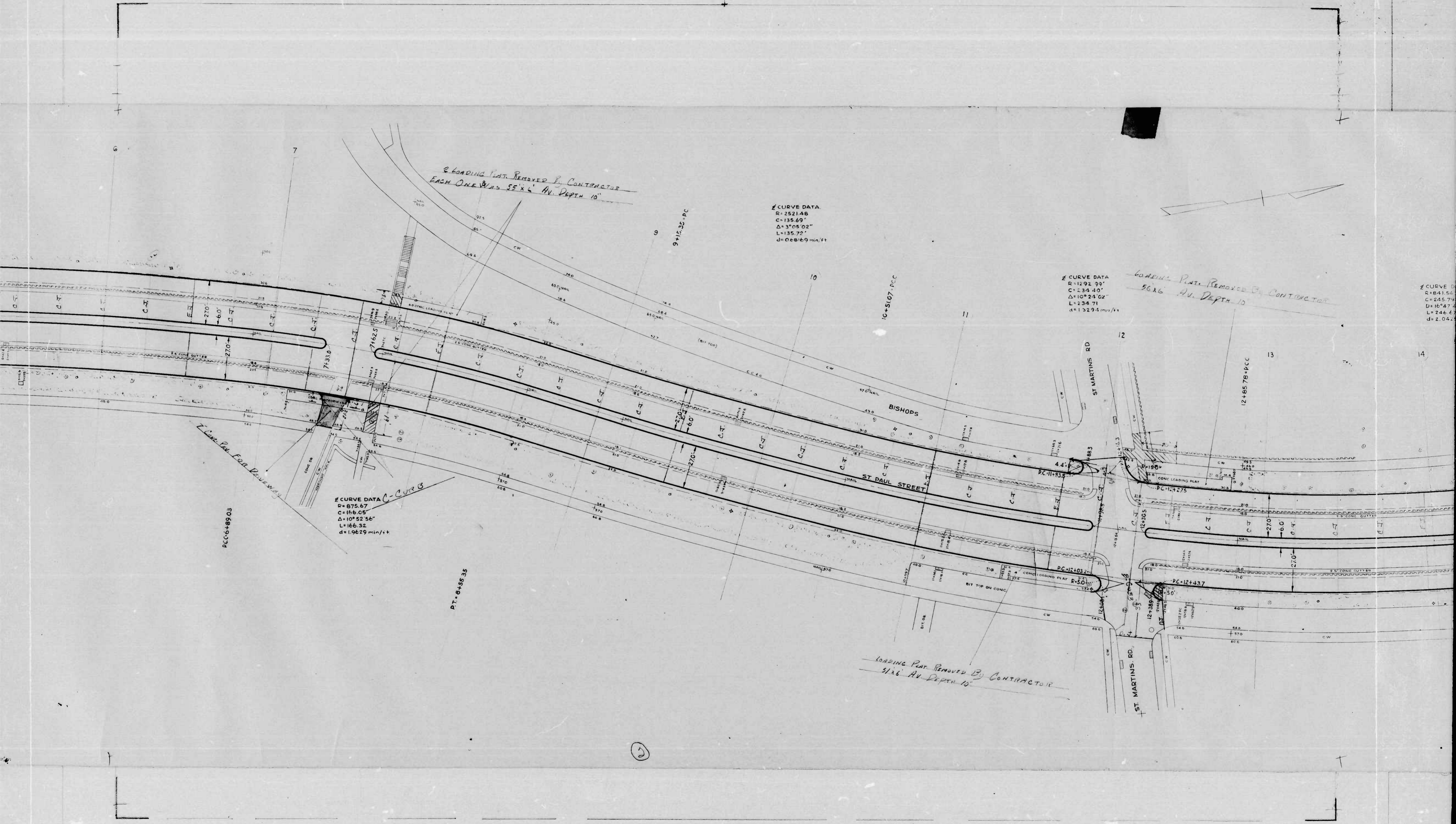
CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 CONT. NO. 1023  
 ST. PAUL ST-HIGHFIELD RD. TO CHARLES ST.  
 CEM. CONC. PAV. EIGHT (8) INCHES IN DEPTH  
 CAROL T. A. HAMILL CONST. CO. CONTRACTOR  
 STARTED-4-10-50 COMP.-7-25-50  
 SCALE-1"=200' DATE-6-18-51











LOADING PLAT. REMOVED BY CONTRACTOR  
EACH ONE 55' x 6' AV. DEPTH 10"

∑ CURVE DATA  
R=2521.48  
C=135.69'  
Δ=3°05'02"  
L=135.72'  
d=0.00169 min/ft

∑ CURVE DATA  
R=1292.99'  
C=234.40'  
Δ=10°24'02"  
L=234.71'  
d=1.3294 min/ft

LOADING PLAT. REMOVED BY CONTRACTOR  
56' x 6' AV. DEPTH 10"

∑ CURVE DATA  
R=841.50'  
C=245.74'  
Δ=16°47'  
L=246.67'  
d=2.042

∑ CURVE DATA C-CURVE  
R=875.67'  
C=166.05'  
Δ=10°52'56"  
L=166.32'  
d=1.9629 min/ft

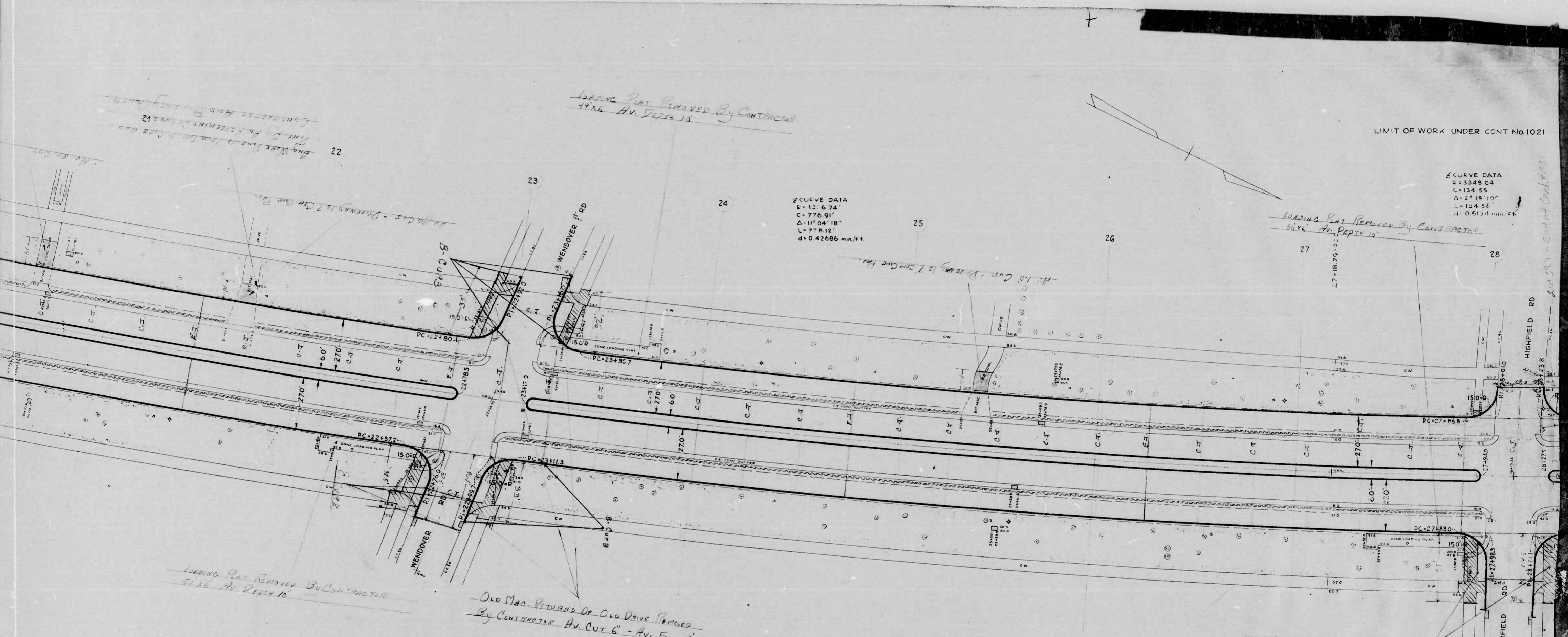
PCC 6+89.03

P.T. 6+55.35

LOADING PLAT. REMOVED BY CONTRACTOR  
51' x 6' AV. DEPTH 10"

(2)





LIMIT OF WORK UNDER CONT No 1021

2 CURVE DATA  
 C = 3349.04  
 C = 134.55  
 $\Delta = 2^\circ 18' 10''$   
 L = 134.56'  
 d = 0.5134 min/ft

2 CURVE DATA  
 R = 10,674'  
 C = 776.91'  
 $\Delta = 11^\circ 04' 18''$   
 L = 778.12'  
 d = 0.42686 min/ft

LOADING PAD REMOVED BY CONTRACTOR  
 50'x6' AV. DEPTH 10"

LOADING PAD REMOVED BY CONTRACTOR  
 50'x6' AV. DEPTH 10"

OLD MAC. RETURN OF OLD DRIVE REMOVED  
 BY CONTRACTOR AV. CUT 6' - AV. FILL 1.0'

CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 PLAN OF  
 ST. PAUL ST. - HIGHFIELD RD  
 UNIVERSITY PKWY. - HIGHFIELD RD

CONT No. 1021  
 SCALE - 1" = 20'

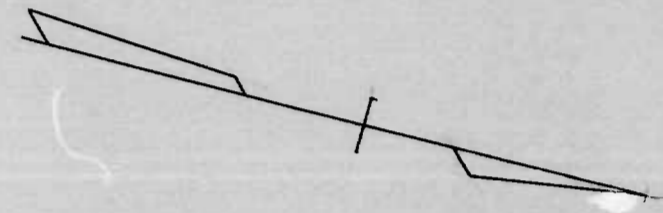
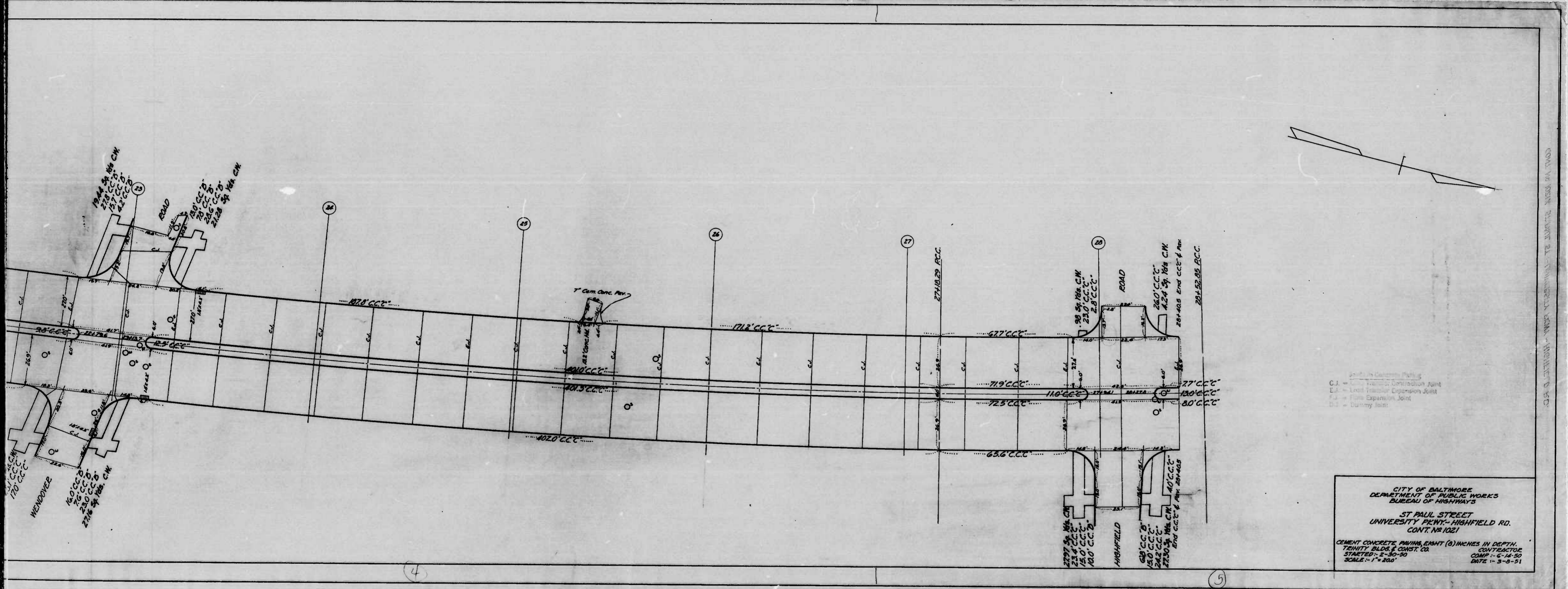
BOOKS - X245A & X245B  
 DATE - OCT. 21, 1949

APPROVED  
 Associate Engineer  
*James H. Hester*  
 ENGINEER OF SURVEYS

APPROVED  
 Highways Engineer  
 Director of Public Works

4

89



- C.I. = Concrete Intersection Joint
- E.L. = Lead Transition Expansion Joint
- E.S. = Flare Expansion Joint
- D.J. = Dummy Joint

CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS

ST PAUL STREET  
 UNIVERSITY PKWY. - HIGHFIELD RD.  
 CONT. NO. 1021

CEMENT CONCRETE PAVING, EIGHT (8) INCHES IN DEPTH.  
 TRINITY BLDG. & CONST. CO. CONTRACTOR  
 STARTED - 2-30-30 COMP. - 5-16-30  
 SCALE - 1" = 300' DATE - 3-3-31

SEE SHEET 1020 FOR WEST SIDE CURB AND GUTTER

