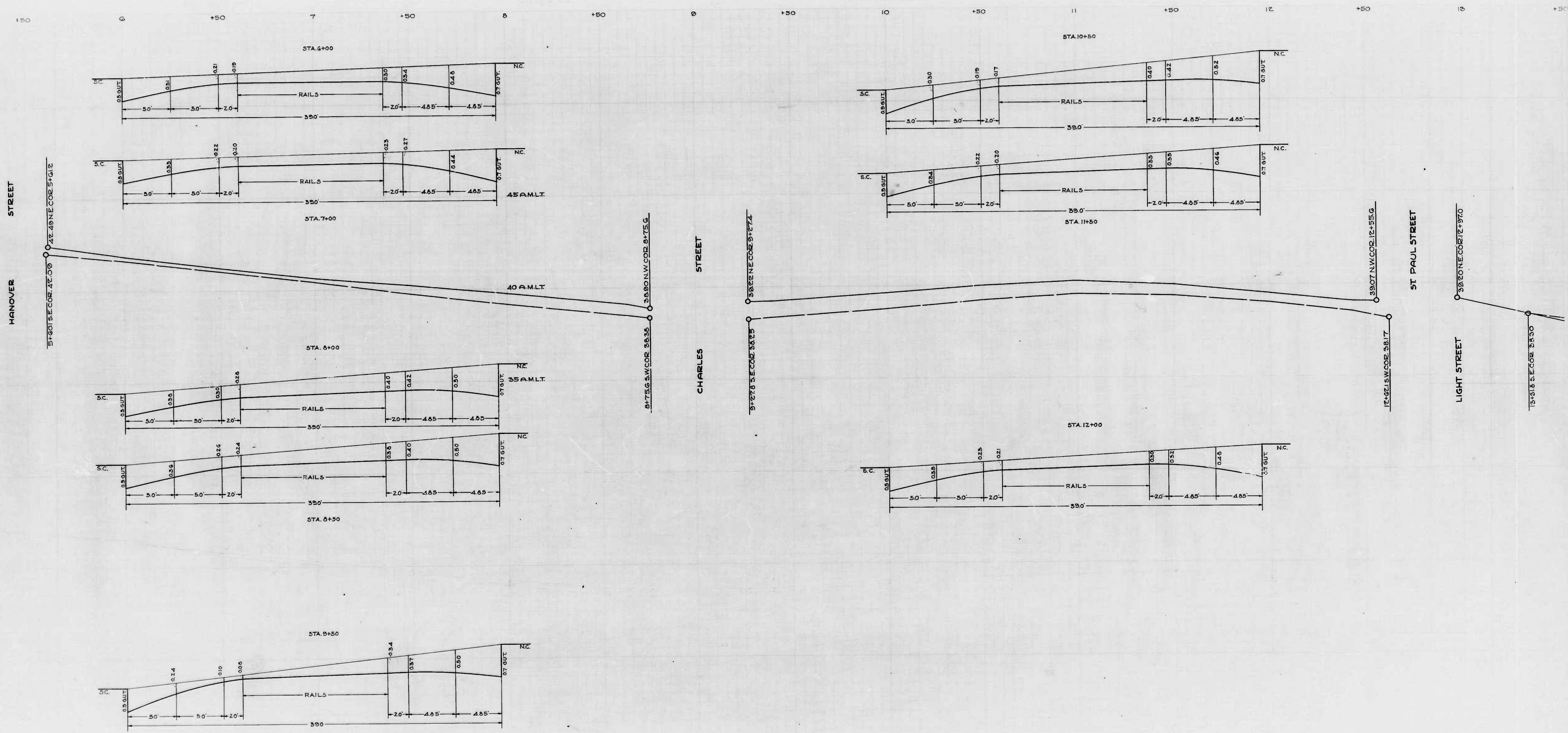
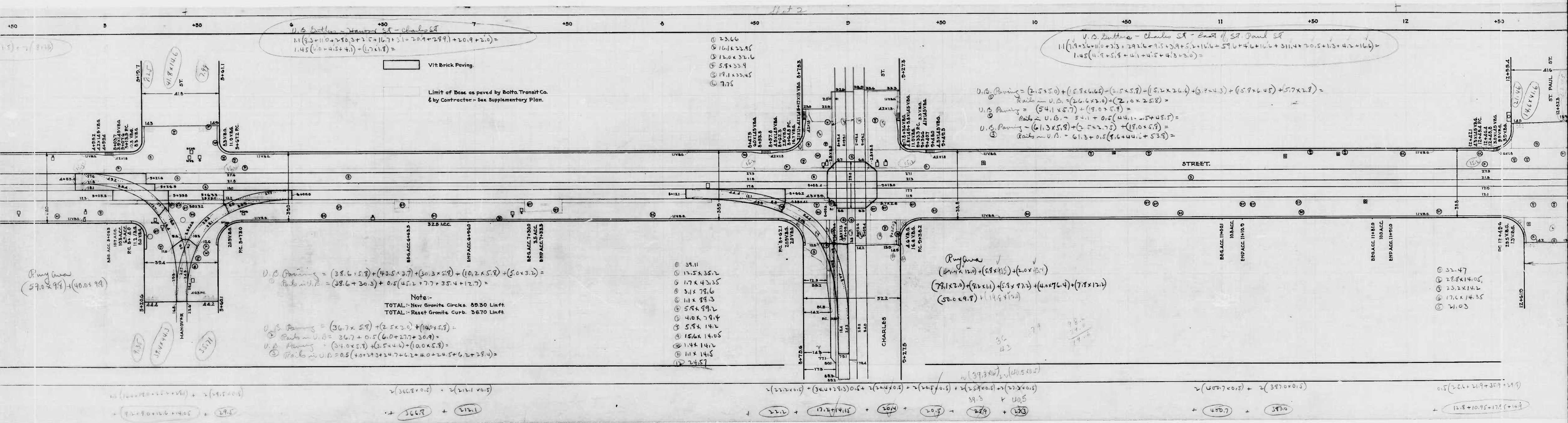


Meet Existing Rails @ 13+500





U. B. Paving - Henry St - Charles St
 $11(3.5+11+28.3+2.5+16.7+5) = 20.9+29.7+20.9+2.0 = 1.45(40+45+41) = (72.18)$

U. B. Paving - Charles St - East of St. Paul St
 $11(7.9+3.6+11.0+3.3+29.2+7.5+3.9+5.2+16.6+5.9+4.6+10.6+31.4+20.5+1.3+4.2+16.6) = 1.45(47+53+41+45+43+30) =$

- ① 23.66
- ② 16.1 x 22.95
- ③ 12.0 x 32.6
- ④ 5.9 x 33.9
- ⑤ 19.1 x 33.45
- ⑥ 7.75

U. B. Paving = $(2.5 \times 5.0) + (5.9 \times 6.6) - (2.5 \times 5.8) - (5.2 \times 2.6) + (3.9 \times 4.3) + (5.9 \times 4.5) + 5.7 \times 2.8 =$
 Ratio - U. B. = $(2.6 \times 2.0) + (2.0 \times 2.5) =$
 U. B. Paving = $(5.4 \times 5.7) + (9.0 \times 5.9) =$
 Ratio - U. B. = $5.4 + 0.5(44.1 - 5 + 48.5) =$
 U. B. Paving = $(6.1 \times 5.9) + (3.5 \times 2.7) + (19.0 \times 5.9) =$
 Ratio - U. B. = $6.1 + 0.5(9.6 + 44.6 + 53.8) =$

Ratio
 $(57.0 \times 9.9) + (40.0 \times 9.9)$

U. B. Paving = $(38.6 \times 5.8) + (43.5 \times 3.7) + (30.3 \times 5.8) + (10.2 \times 5.8) + (5.0 \times 3.2) =$
 Ratio - U. B. = $(38.6 + 30.3) \times 0.5(45.2 + 7.7 + 35.4 + 17.7) =$

Note:-
 TOTAL - New Granite Curbs 50.30 Lin.ft
 TOTAL - Reset Granite Curbs 36.70 Lin.ft

U. B. Paving = $(36.7 \times 5.9) + (2.5 \times 3.0) + (14.0 \times 5.5) =$
 Ratio - U. B. = $36.7 + 0.5(6.0 + 27.7 + 30.9) =$
 U. B. Paving = $(34.0 \times 5.8) + (3.5 \times 4.4) + (10.0 \times 5.8) =$
 Ratio - U. B. = $0.5(40 + 29.3 + 24.7 + 6.2 + 4.0 + 24.5 + 6.2 + 29.4) =$

- ① 39.11
- ② 17.5 x 35.2
- ③ 3.1 x 43.35
- ④ 11 x 89.3
- ⑤ 5.9 x 99.2
- ⑥ 4.0 x 79.4
- ⑦ 5.9 x 14.2
- ⑧ 15.6 x 14.05
- ⑨ 11 x 14.5
- ⑩ 24.57

Ratio
 $(4.0 \times 12.0) + (5.8 \times 13.5) + (2.0 \times 15.1) =$
 $(7.8 \times 12.0) + (9.2 \times 11) + (5.9 \times 9.7) + (4.0 \times 7.4) + (7.8 \times 12.0) =$
 $(5.0 \times 9.8) + (14.8 \times 12.0) =$

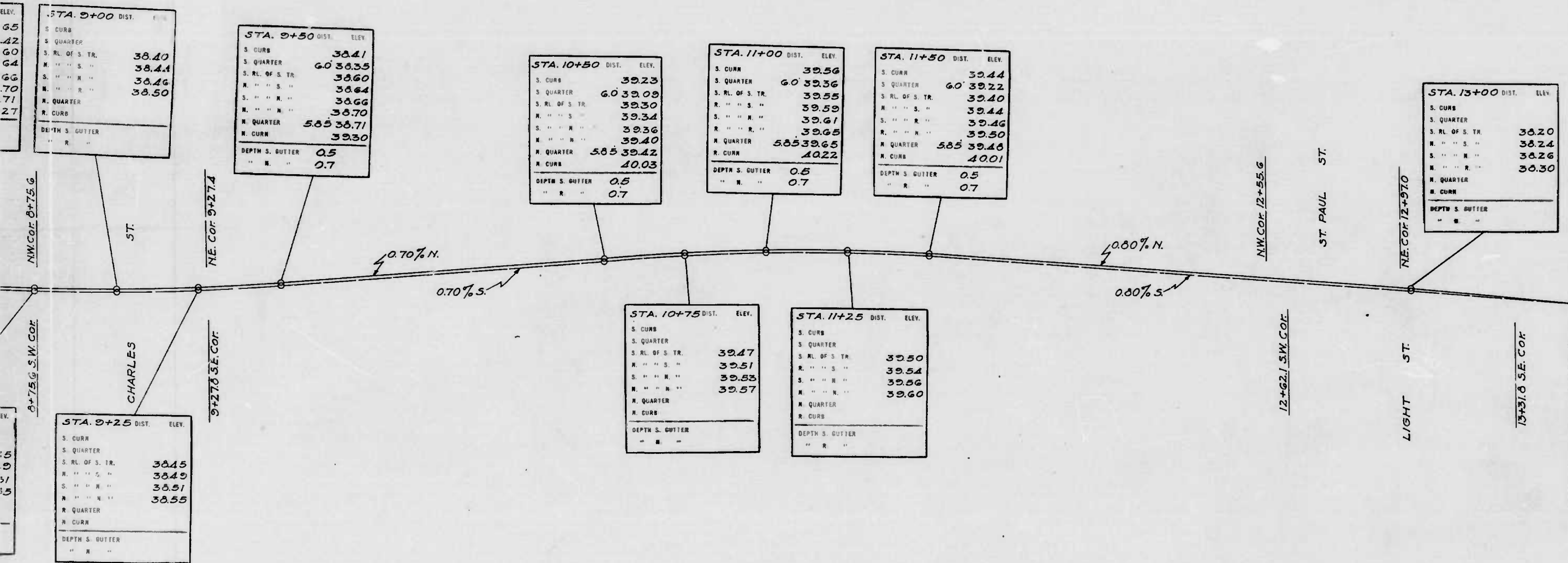
- ① 32.47
- ② 2.8 x 14.05
- ③ 2.3 x 14.2
- ④ 17.6 x 14.35
- ⑤ 21.03

$2(366.8 \times 0.5) + 2(21.1 \times 0.5) =$
 $+ 366.8 + 21.1 =$

$2(22.2 \times 0.5) + (34.4 + 29.3) \times 0.5 + 2(24.4 \times 0.5) + 2(14.0 \times 0.5) + 2(5.9 \times 0.5) + 2(2.5 \times 0.5) + 2(1.3 \times 0.5) =$
 $+ 22.2 + 17.3 + 14.15 + 14.0 + 2.9 + 2.5 + 1.3 =$

$2(40.0 \times 0.5) + 2(39.7 \times 0.5) =$
 $+ 40.0 + 39.7 =$

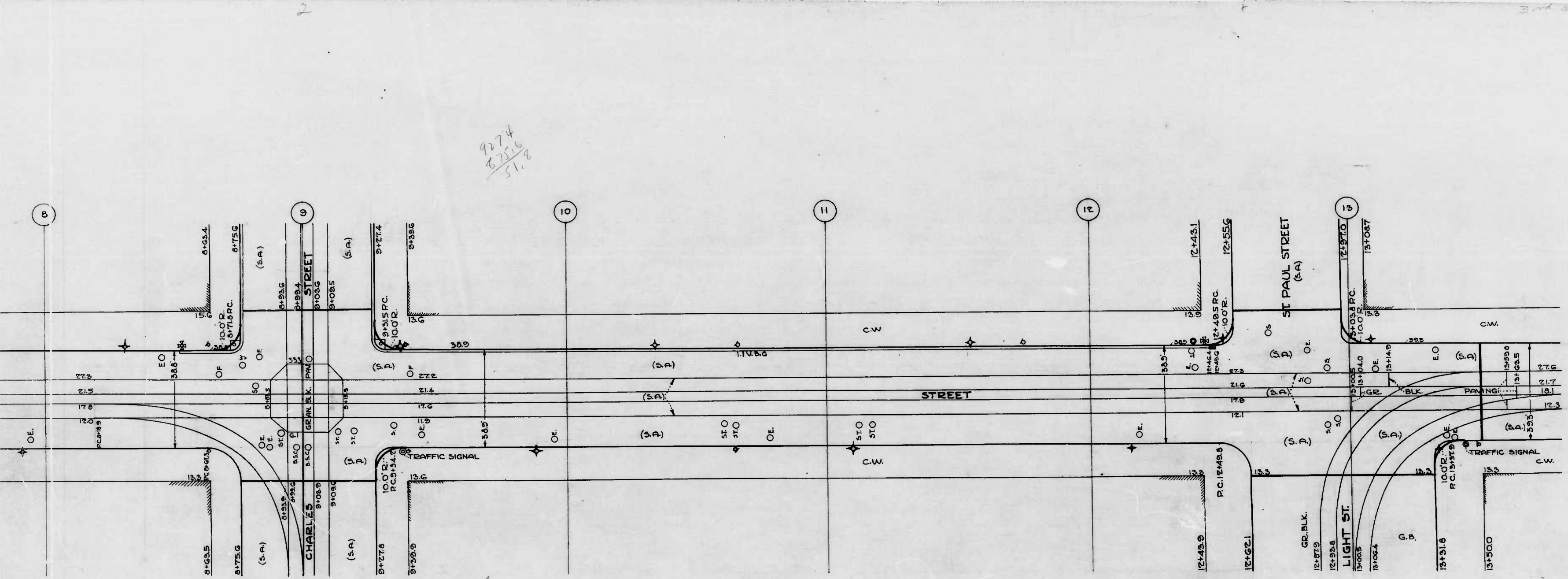
$0.5(2.3 + 2.9 + 3.7 + 4.9) =$
 $+ 12.8 + 10.95 + 17.85 + 12.4 =$



CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 PROFILE OF RAILWAY TRACKS
 DATA FOR CROSS SECTIONS
 BALTIMORE ST-LIBERTY ST-LIGHT ST

Scales: Hor: 1"=200' April 6, 1938
 Ver: 1"=20'
 Corrected: _____
 Associated Engineer: _____
 Approved: _____
 Highway Engineer: _____

BALTIMORE ST-LIBERTY ST-LIGHT ST
 James G. Gandy
 Comptroller

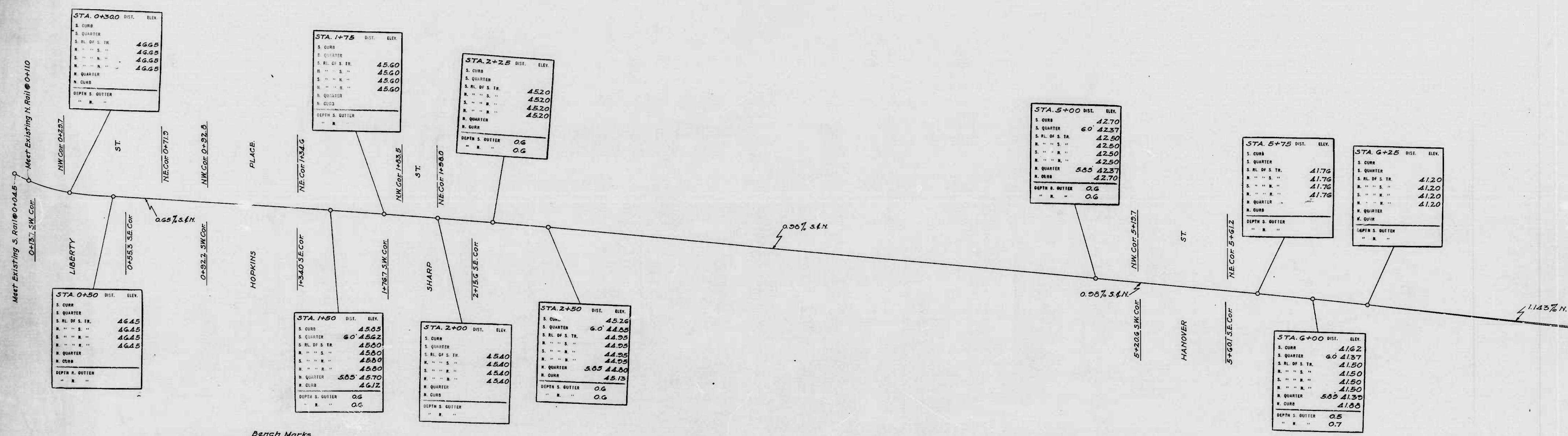


CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 LAYOUT OF
 BALTIMORE ST-LIBERTY ST-LIGHT ST.
 SCALE: 1"=20.0' FEB. 25, 1938
 Book No. X-114
 CONT. NO. 703

CORRECT APPROVED
Edwards & Hester *B. K. Kline*
 ASSOCIATE ENGINEER HIGHWAYS ENGINEER

APPROVED APPROVED
Edwards & Hester *B. K. Kline*
 ENGR. PLANS & SURVEYS CHIEF ENGINEER

31-107



STA. 0+300	DIST.	ELEV.
S. CURB		
S. QUARTER		
S. RL. OF S. TR.		4665
S. " " S. " "		4665
S. " " N. " "		4665
N. QUARTER		4665
N. CURB		
DEPTH S. GUTTER		
" " " "		

STA. 1+75	DIST.	ELEV.
S. CURB		
S. QUARTER		
S. RL. OF S. TR.		4560
S. " " S. " "		4560
S. " " N. " "		4560
N. QUARTER		4560
N. CURB		
DEPTH S. GUTTER		
" " " "		

STA. 2+25	DIST.	ELEV.
S. CURB		
S. QUARTER		
S. RL. OF S. TR.		4520
S. " " S. " "		4520
S. " " N. " "		4520
N. QUARTER		4520
N. CURB		
DEPTH S. GUTTER		0.6
" " " "		0.6

STA. 5+00	DIST.	ELEV.
S. CURB		4270
S. QUARTER	6.0	4237
S. RL. OF S. TR.		4250
S. " " S. " "		4250
S. " " N. " "		4250
N. QUARTER	5.65	4237
N. CURB		4270
DEPTH S. GUTTER		0.6
" " " "		0.6

STA. 5+75	DIST.	ELEV.
S. CURB		
S. QUARTER		
S. RL. OF S. TR.		4176
S. " " S. " "		4176
S. " " N. " "		4176
N. QUARTER		4176
N. CURB		
DEPTH S. GUTTER		
" " " "		

STA. 6+25	DIST.	ELEV.
S. CURB		
S. QUARTER		
S. RL. OF S. TR.		4120
S. " " S. " "		4120
S. " " N. " "		4120
N. QUARTER		4120
N. CURB		
DEPTH S. GUTTER		
" " " "		

STA. 0+50	DIST.	ELEV.
S. CURB		
S. QUARTER		
S. RL. OF S. TR.		4645
S. " " S. " "		4645
S. " " N. " "		4645
N. QUARTER		4645
N. CURB		
DEPTH S. GUTTER		
" " " "		

STA. 1+50	DIST.	ELEV.
S. CURB		4505
S. QUARTER	6.0	4562
S. RL. OF S. TR.		4500
S. " " S. " "		4500
S. " " N. " "		4500
N. QUARTER	5.05	4570
N. CURB		4612
DEPTH S. GUTTER		0.6
" " " "		0.6

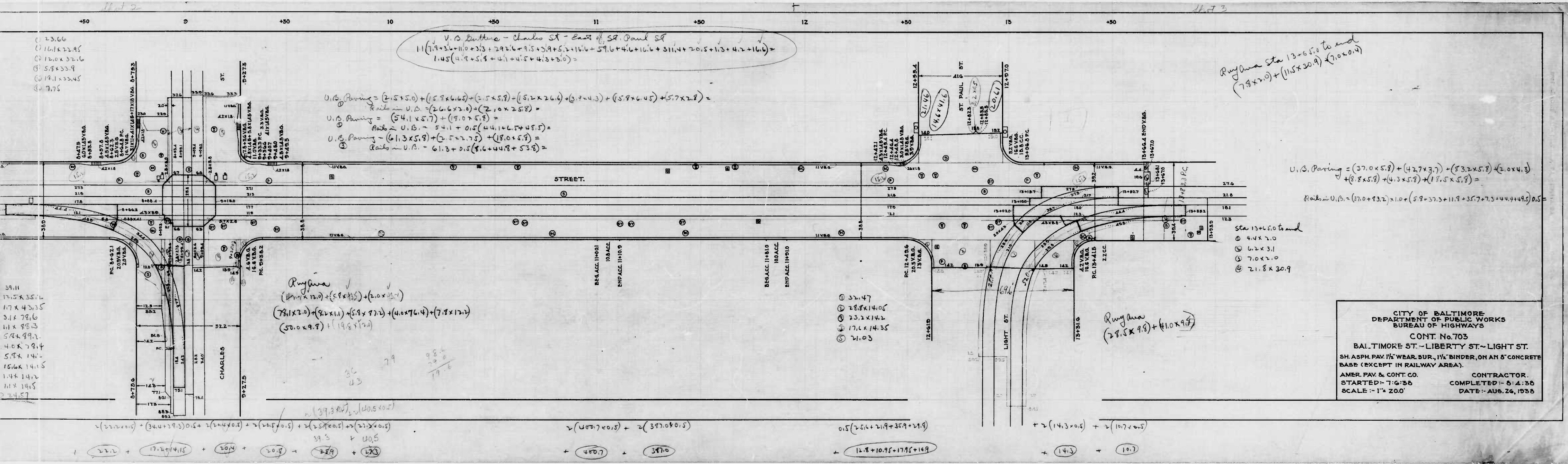
STA. 2+00	DIST.	ELEV.
S. CURB		
S. QUARTER		
S. RL. OF S. TR.		4540
S. " " S. " "		4540
S. " " N. " "		4540
N. QUARTER		4540
N. CURB		
DEPTH S. GUTTER		
" " " "		

STA. 2+50	DIST.	ELEV.
S. CURB		4526
S. QUARTER	6.0	4485
S. RL. OF S. TR.		4495
S. " " S. " "		4495
S. " " N. " "		4495
N. QUARTER	5.65	4480
N. CURB		4513
DEPTH S. GUTTER		0.6
" " " "		0.6

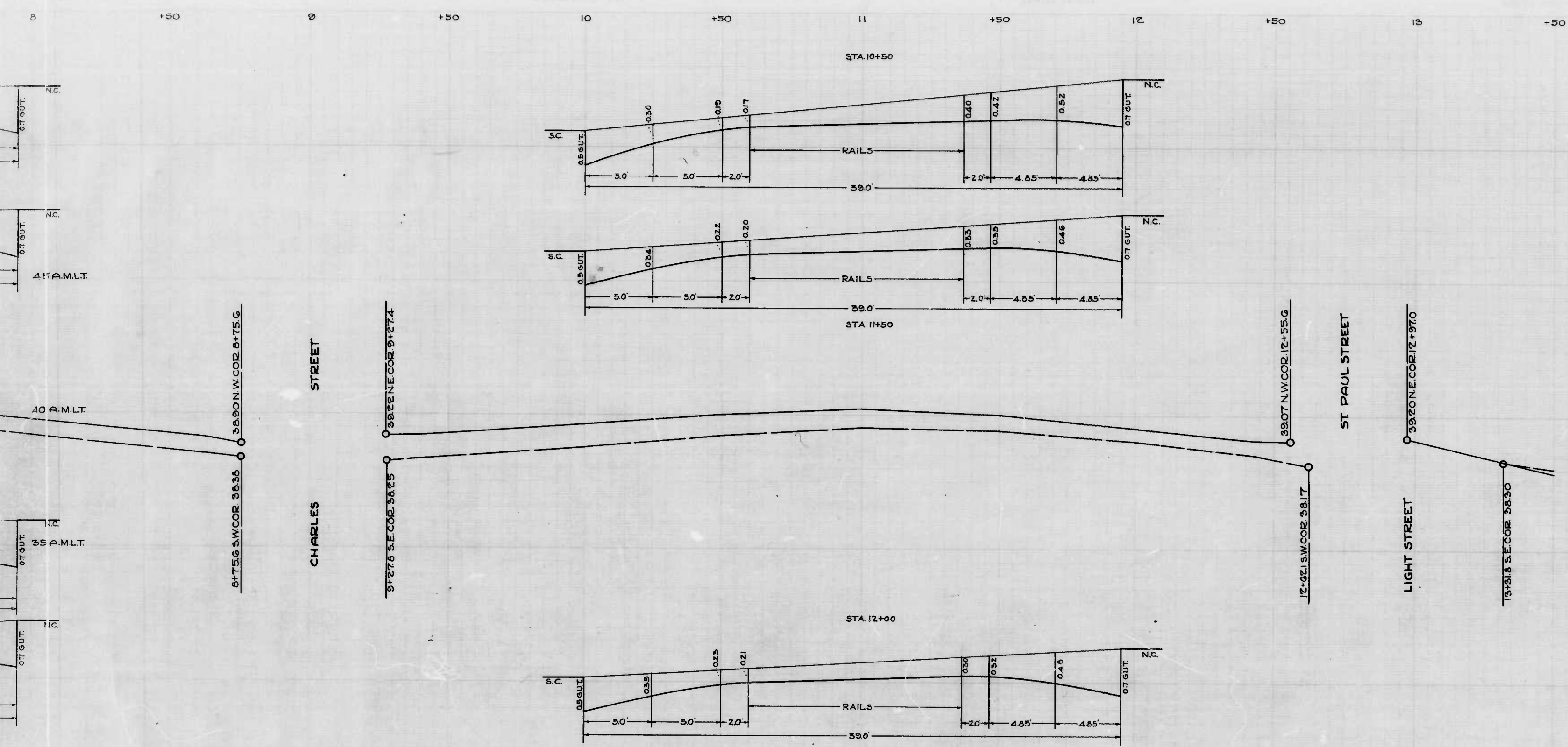
STA. 6+00	DIST.	ELEV.
S. CURB		4162
S. QUARTER	6.0	4137
S. RL. OF S. TR.		4150
S. " " S. " "		4150
S. " " N. " "		4150
N. QUARTER	5.65	4130
N. CURB		4166
DEPTH S. GUTTER		0.5
" " " "		0.7

Bench Marks
 NE Cor. bottom step No. 503 W. Baltimore St. - Elev. 62.02
 SW Cor. bottom step St. Paul St. entrance to Bank on
 NE Cor. St. Paul St. and Baltimore St. - Elev. 42.76

DESIGNED BY: D. Marley
 DRAWN BY: H. Weisberg
 CHECKED BY: [Signature]



CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 CONT No. 703
 BALTIMORE ST - LIBERTY ST - LIGHT ST.
 SH. ASPH. PAV. 1 1/2" WEAR. SUR., 1 1/2" BINDER, ON AN 8" CONCRETE
 BASE (EXCEPT IN RAILWAY AREA).
 AMER. PAV. & CONT. CO. CONTRACTOR.
 STARTED - 7-6-36 COMPLETED - 8-2-36
 SCALE - 1" = 200' DATE - AUG. 26, 1936



CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS

PROFILE
 BALTIMORE ST-LIBERTY ST-LIGHT ST.

SCALE: HOR-1"=20'
 VER-1"=2'0"

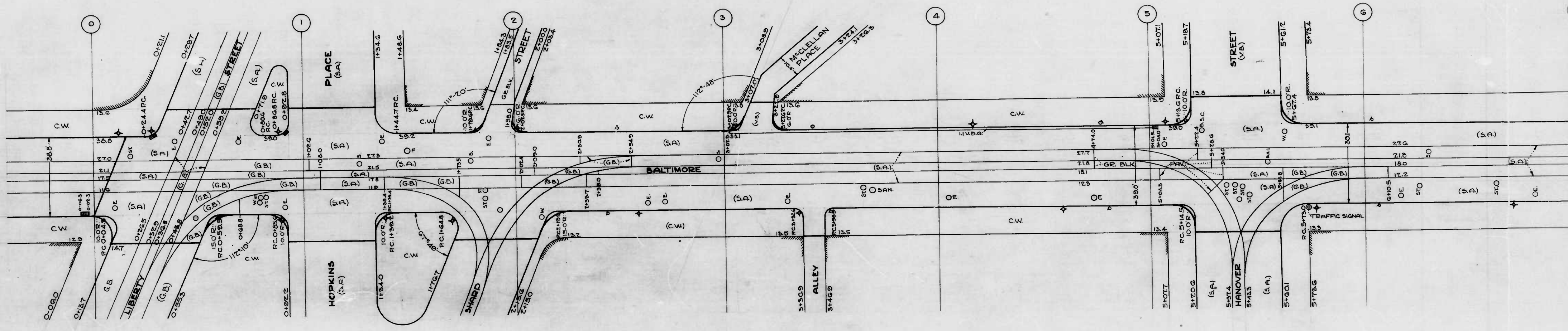
BOOK X-114
 MAY 23, 1938

CORRECT: CONT. NO-703 APPROVED:

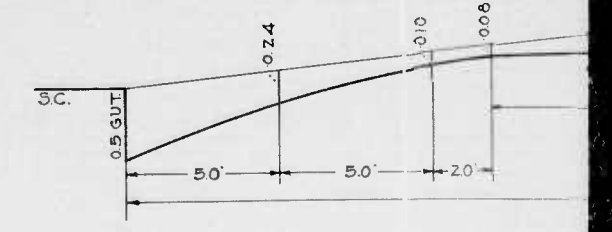
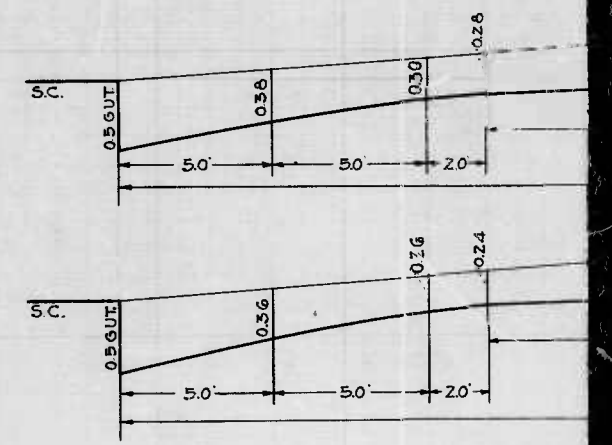
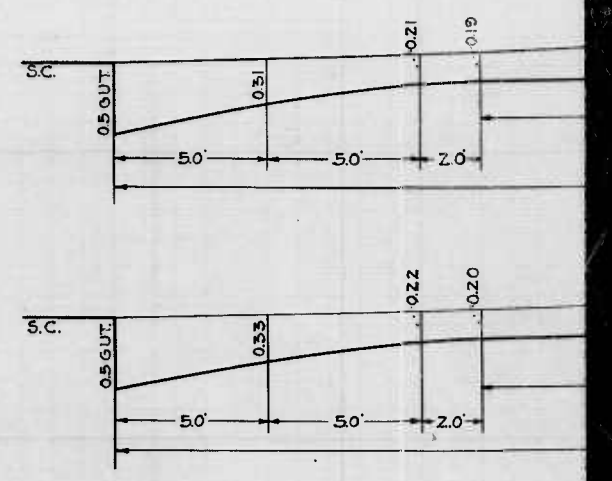
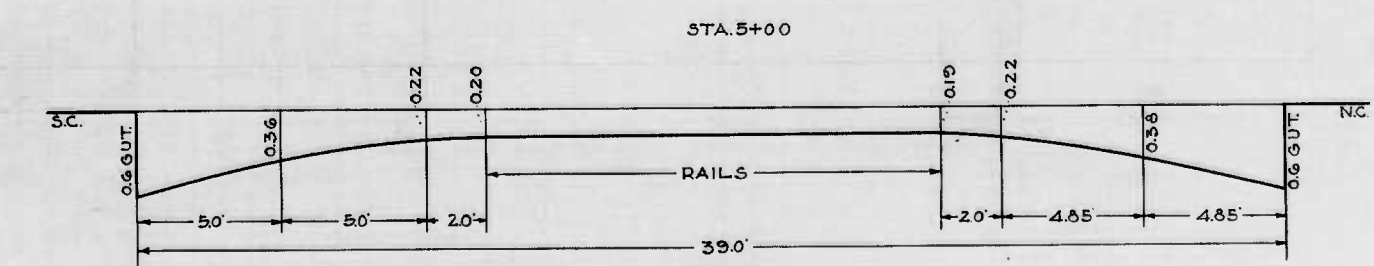
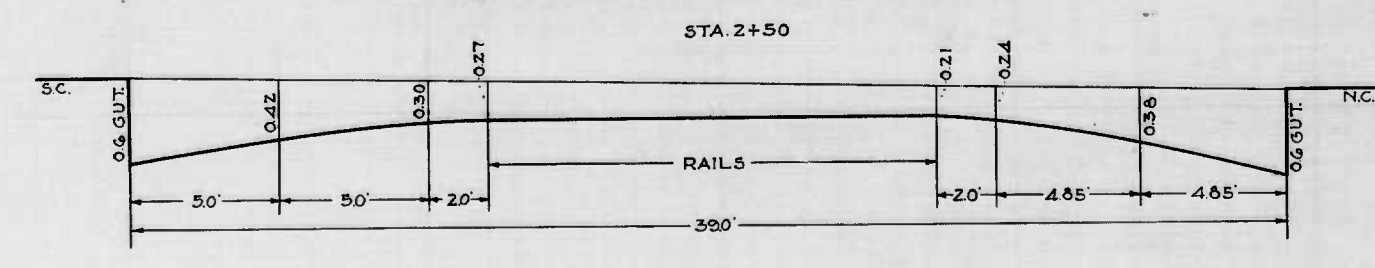
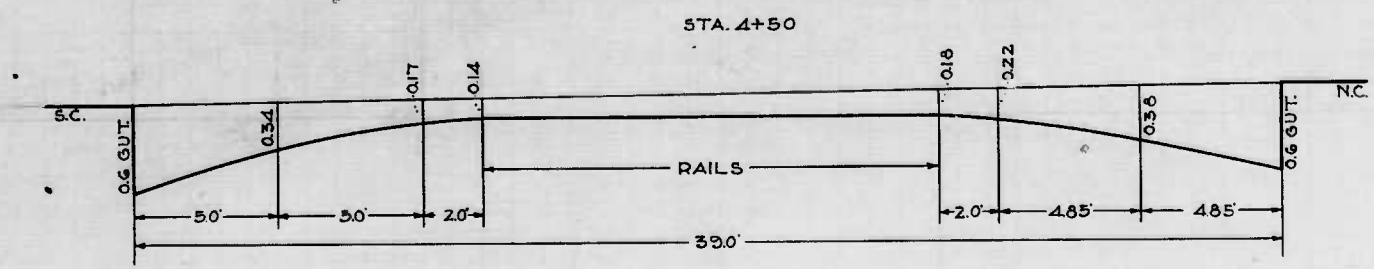
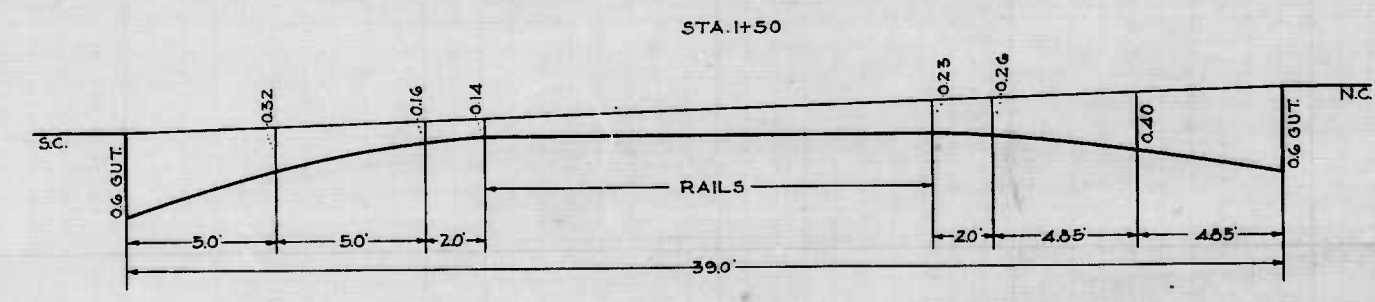
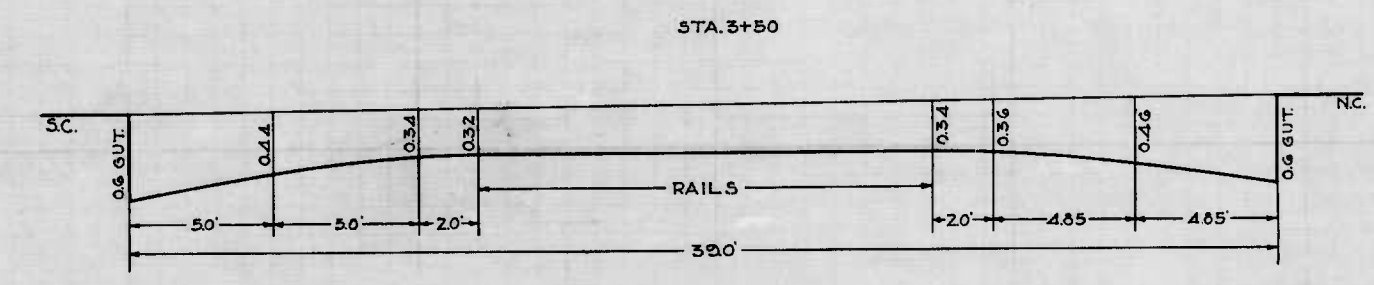
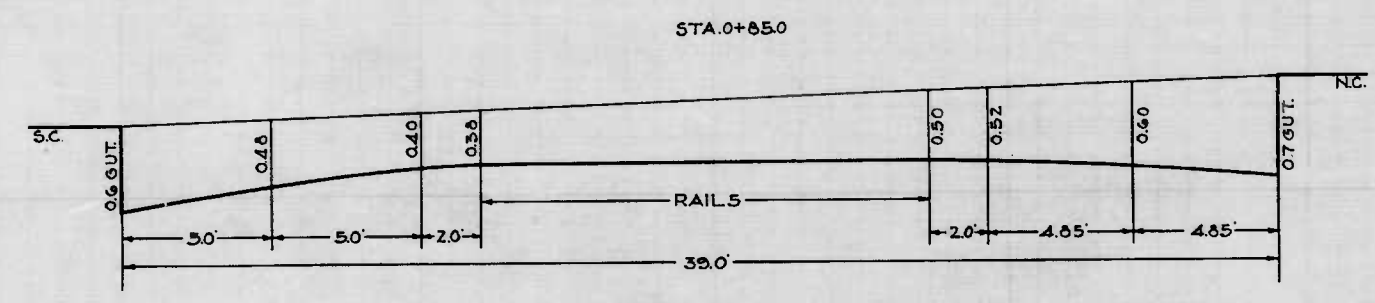
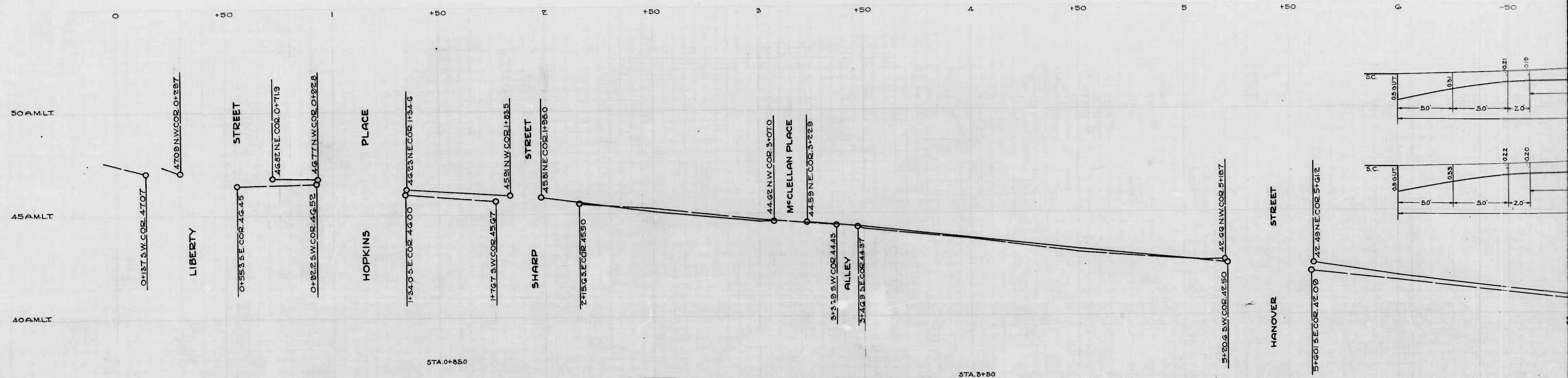
John J. [Signature] *George [Signature]*
 ASSOCIATE ENGINEER HIGHWAYS ENGINEER

APPROVED: APPROVED:

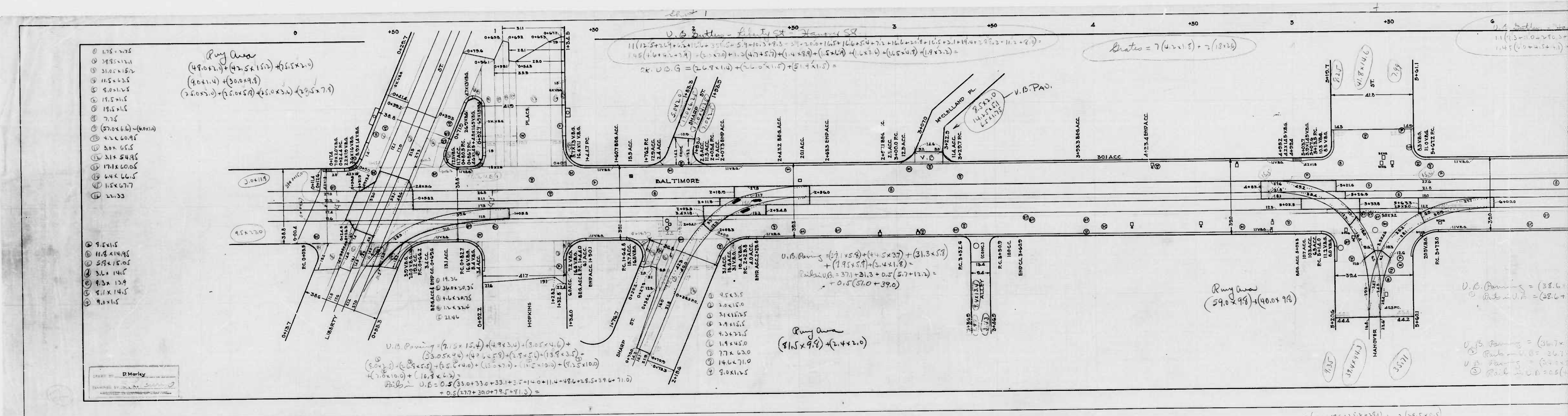
Edward [Signature] *Blair [Signature]*
 ENGR. PLANS & SURVEYS CHIEF ENGINEER



DESIGNED BY *John M. Reynolds*
EXAMINED BY *Herbert H. ...*
ENGINEER IN CHARGE OF DISTRICT



DRAWN BY *John M. Arnold*
 EXAMINED BY *Robert...*
 ENGINEER IN CHARGE OF DRAFTING



- 1 1.75 x 2.75
- 2 3.85 x 12.1
- 3 31.05 x 15.7
- 4 11.5 x 23.5
- 5 9.0 x 12.5
- 6 19.5 x 11.5
- 7 7.75
- 8 (57.0 x 6.6) - (4.0 x 1.0)
- 9 4.2 x 6.0 x 9.5
- 10 3.0 x 6.5 x 5
- 11 3.1 x 5.4 x 8.5
- 12 17.1 x 6.0 x 6.5
- 13 6.4 x 6.6 x 5
- 14 1.5 x 6.7 x 7
- 15 2.7 x 3.3

Runy Area
 $(49.0 \times 2.0) + (42.5 \times 1.5) + (5.5 \times 2.0)$
 $(9.0 \times 1.4) + (3.0 \times 1.9)$
 $(2.5 \times 3.0) + (2.5 \times 5.5) + (5.0 \times 3.0) + (2.5 \times 7.9)$

U.B. Paving = $11(12.5 \times 2.7) + 2(10.0 \times 3.75) + 5.7 \times 10.5 + 9.3 \times 2.7 + 2.0 \times 16.5 + 16.6 \times 5.4 + 7.1 \times 12.6 + 3.0 \times 8 + 10.5 \times 2.1 + 14.4 \times 2.2 + 11.2 \times 2.7) + 1.5(1.6 + 2.2 + 3.9) = (6.0 \times 7.0) + 1.5(4.7 + 5.7) + (1.4 \times 8.8) + (1.5 \times 6.9) + (1.6 \times 3.0) + (1.5 \times 4.8) + (1.9 \times 3.2) = 27.0 + 1.5(10.4) + 12.3 + 10.35 + 4.8 + 7.2 = 57.65$

Ratio = $7(4 \times 1.5) + 2(13 \times 2.0)$

U.B. Paving = $11(12.5 \times 2.7) + 2(10.0 \times 3.75) + 5.7 \times 10.5 + 9.3 \times 2.7 + 2.0 \times 16.5 + 16.6 \times 5.4 + 7.1 \times 12.6 + 3.0 \times 8 + 10.5 \times 2.1 + 14.4 \times 2.2 + 11.2 \times 2.7) + 1.5(1.6 + 2.2 + 3.9) = 57.65$

- 1 9.5 x 11.5
- 2 11.8 x 14.95
- 3 5.9 x 15.05
- 4 3.6 x 14.5
- 5 4.3 x 13.9
- 6 8.1 x 14.5
- 7 9.0 x 11.5

U.B. Paving = $(7.15 \times 15.4) + (4.9 \times 3.4) + (3.05 \times 4.0) + (3.05 \times 4.0) + (4.7 \times 5.8) + (1.5 \times 5.1) + (1.5 \times 3.5) + (5.0 \times 2.0) + (6.5 \times 4.0) + (1.5 \times 4.7) + (1.5 \times 10.0) + (1.5 \times 10.0) + (7.25 \times 10.0) + (7.0 \times 10.0) + (1.6 \times 2 \times 2) = 114.0 + 16.3 + 12.2 = 142.5$

- 1 9.5 x 11.5
- 2 2.0 x 15.0
- 3 31.45 x 5.5
- 4 2.9 x 15.5
- 5 4.3 x 13.5
- 6 1.9 x 4.5
- 7 7.7 x 6.3
- 8 14.6 x 7.0
- 9 9.0 x 11.5

U.B. Paving = $(6.9 \times 5.8) + (4.0 \times 3.7) + (31.3 \times 5.8) + (1.9 \times 5.8) + (3.4 \times 1.8) = 40.14 + 14.96 + 181.74 + 11.02 + 6.12 = 253.98$

Runy Area
 $(8.15 \times 9.8) + (2.4 \times 2.0)$

Runy Area
 $(59.0 \times 9.9) + (40.0 \times 9.9)$

U.B. Paving = $(38.6 \times 1.5) + (38.6 \times 1.5) = 115.8$

U.B. Paving = $(36.7 \times 1.5) + (36.7 \times 1.5) = 110.1$

Rails in S.F. Area = $4(19.5 \times 0.5) + 4(36.75 \times 0.5) + 2(21.4 \times 0.5) = 39.0 + 73.5 + 21.4 = 133.9$

$2(169.7 \times 0.5) + 2(177.7 \times 0.5) - 2(75.3 \times 0.5) = 169.7 + 177.7 - 75.3 = 272.1$

$2(227.0 \times 0.5) + 2(269.7 \times 0.5) = 227.0 + 269.7 = 496.7$

$1.5(16.4 + 17.0 + 25.4 + 25.1) + 2(29.5 \times 0.5) = 114.0 + 29.5 = 143.5$