

CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 PLAN & PROFILE  
 BENTALOU ST. - LAFAYETTE AVE. TO S. END W.M.R.R. BRIDGE  
 CONT. NO. 822

SCALE: PLAN - 1" = 20'  
 PROFILE - 1" = 20'  
 VER. - 1" = 20'

APPROVED: *Henry Weisberg*  
 ASSOCIATE ENGINEER

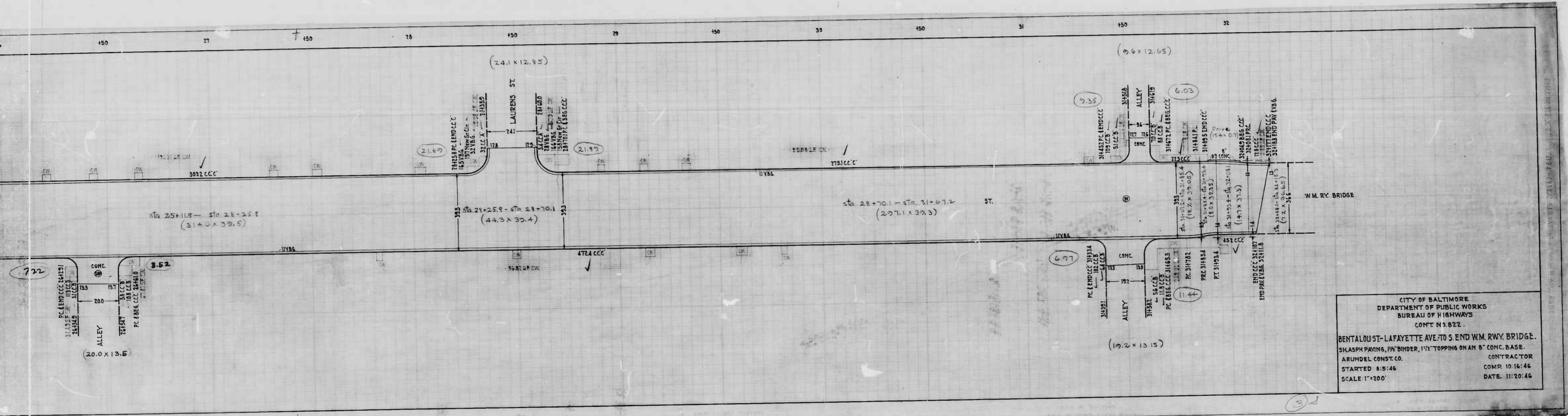
APPROVED: *W. A. D. Fisher*  
 HIGHWAYS ENGINEER

APPROVED: *Edward D. Harker*  
 ENGR. - PLANS & SURVEYS

APPROVED: *Walter R. Smith*  
 CHIEF ENGINEER

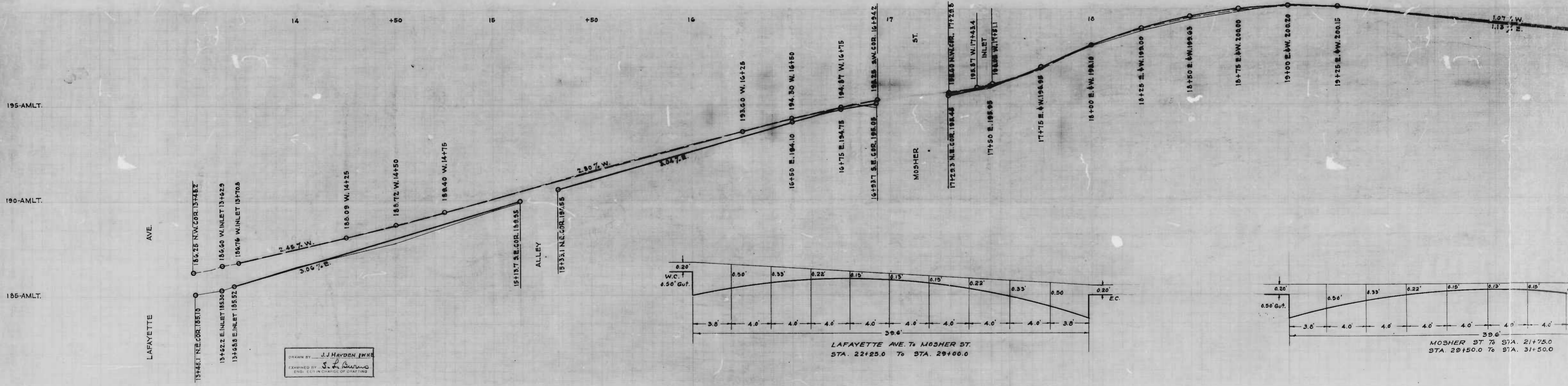
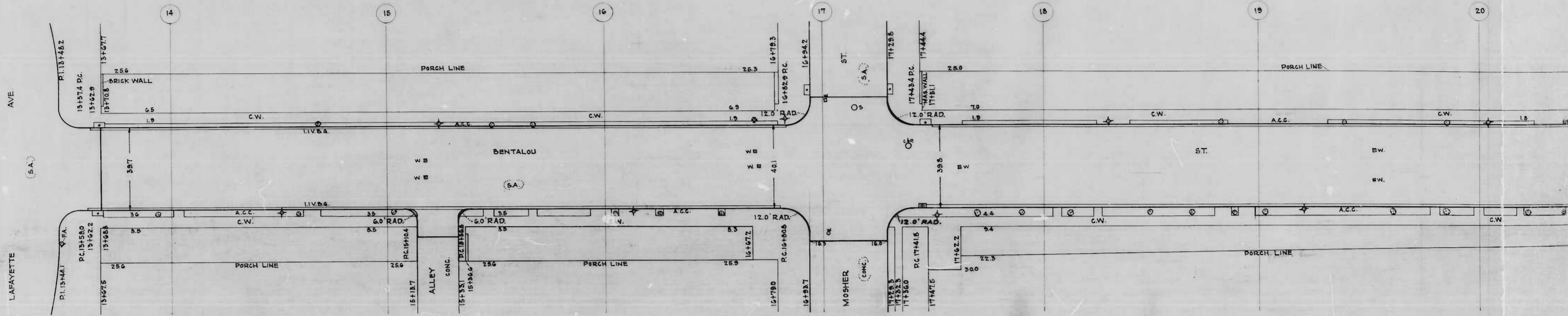
BOOK NO. X-210  
 JULY 30, 1946

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CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 CONT. N. 3. 822.

BENTALOUST-LAFAYETTE AVE. TO S. END W.M. RY. BRIDGE.  
 SHALPH PAVING, 1 1/2" BINDER, 1 1/2" TOPPING ON AN 8" CONC. BASE.  
 ARUNDEL CONST. CO. CONTRACTOR  
 STARTED 8:5:46 COMP. 10:16:46  
 SCALE 1"=200' DATE 11:20:46

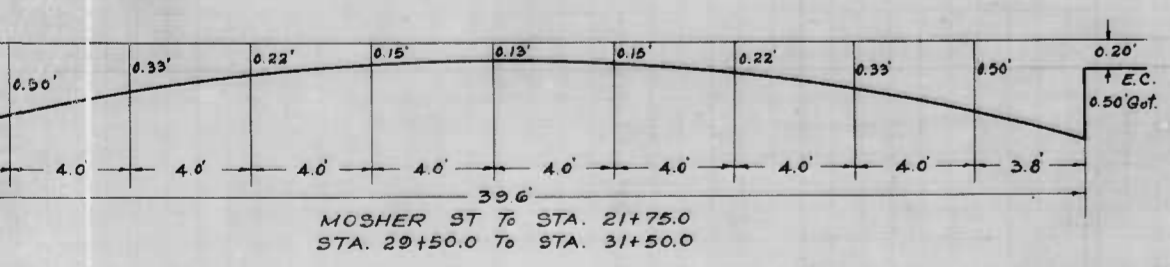
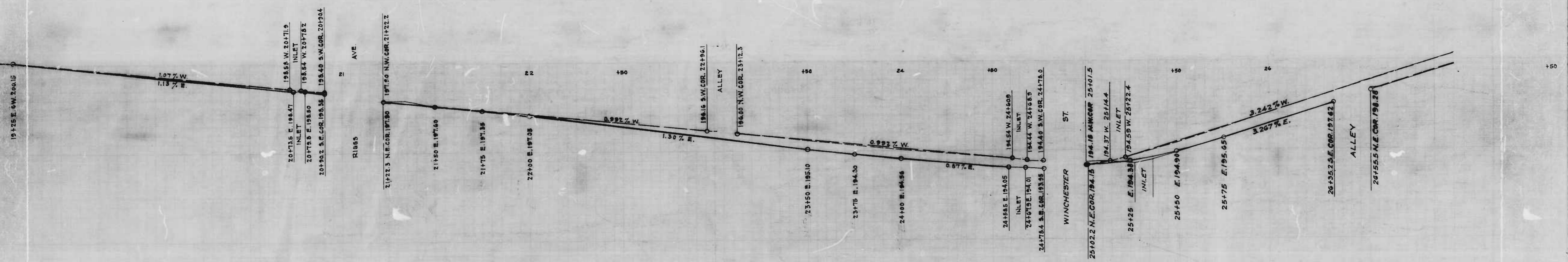
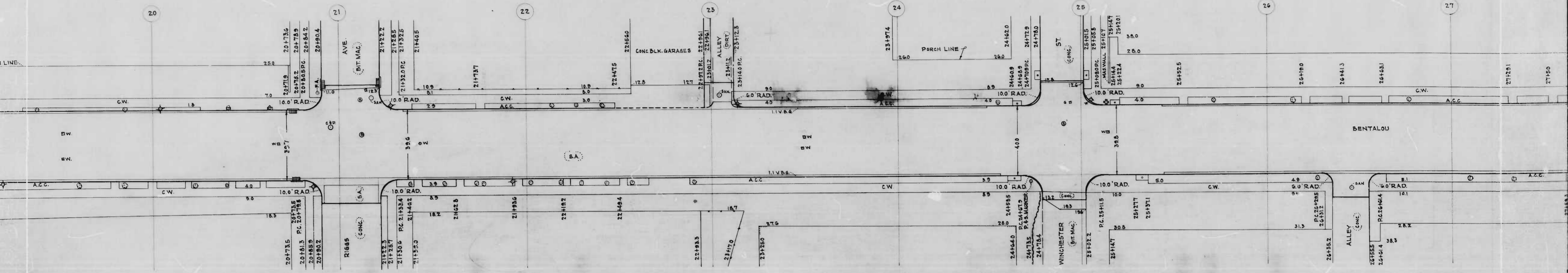


DRAWN BY J.J. HAYDEN I.W.N.E.  
 EXAMINED BY *[Signature]*  
 ENG. IN CHARGE OF DRAFTING

LAFAYETTE AVE. TO MOSHER ST.  
 STA. 22+25.0 TO STA. 29+00.0

MOSHER ST TO STA. 21+75.0  
 STA. 29+50.0 TO STA. 31+50.0

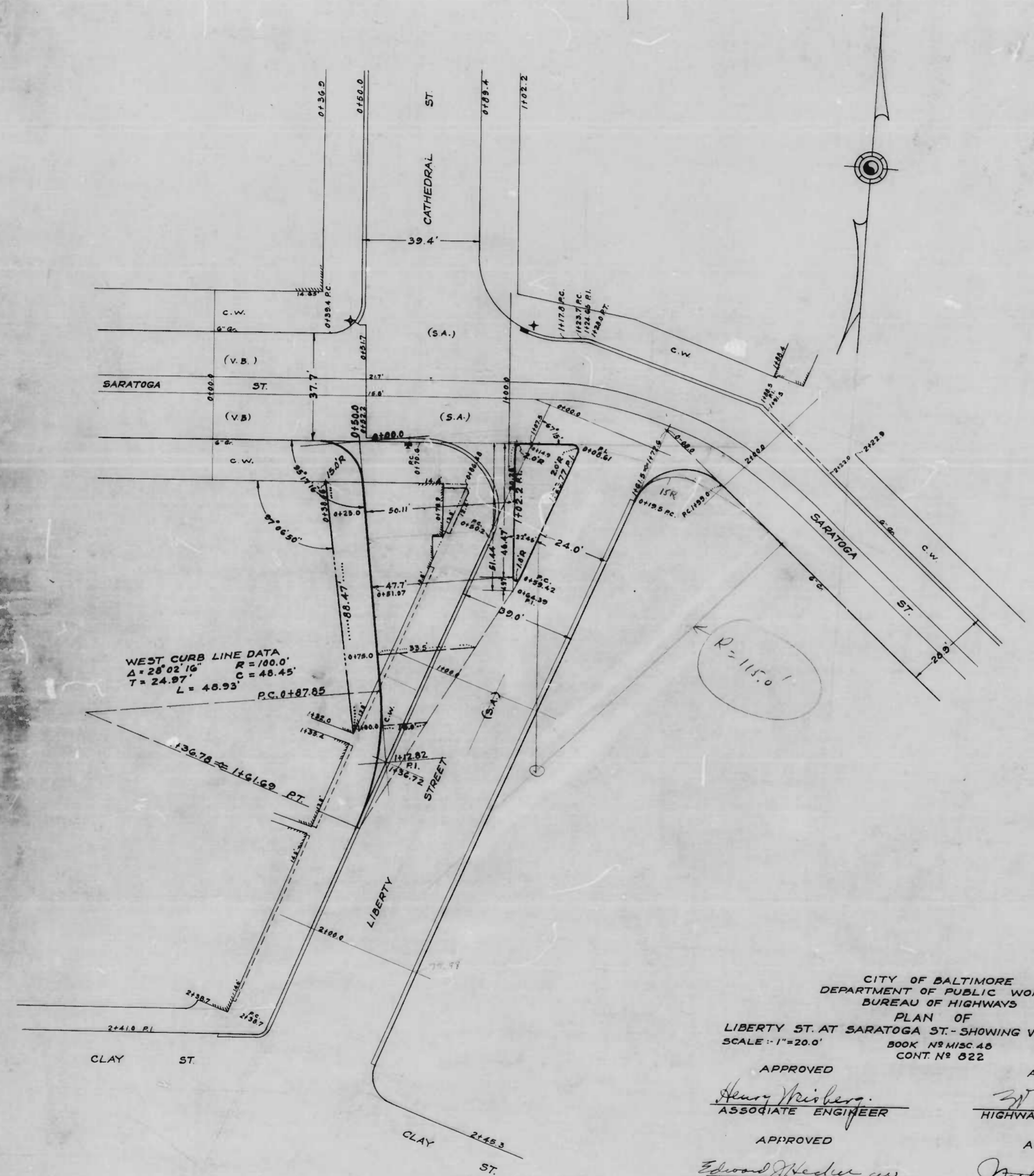




3.242% W  
3.267% E







DRAWN BY *Wm. H. Connel*  
 EXAMINED BY *S. E. Burns*  
 ENGINEER IN CHARGE OF DRAFTING

CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 PLAN OF  
 LIBERTY ST. AT SARATOGA ST. - SHOWING WIDENING OF SW COR.  
 SCALE: 1" = 20.0'  
 BOOK NO. MISC 48 DATE: MAY 15, 1946  
 CONT. NO. 822

APPROVED *Henry Wisberg*  
 ASSOCIATE ENGINEER

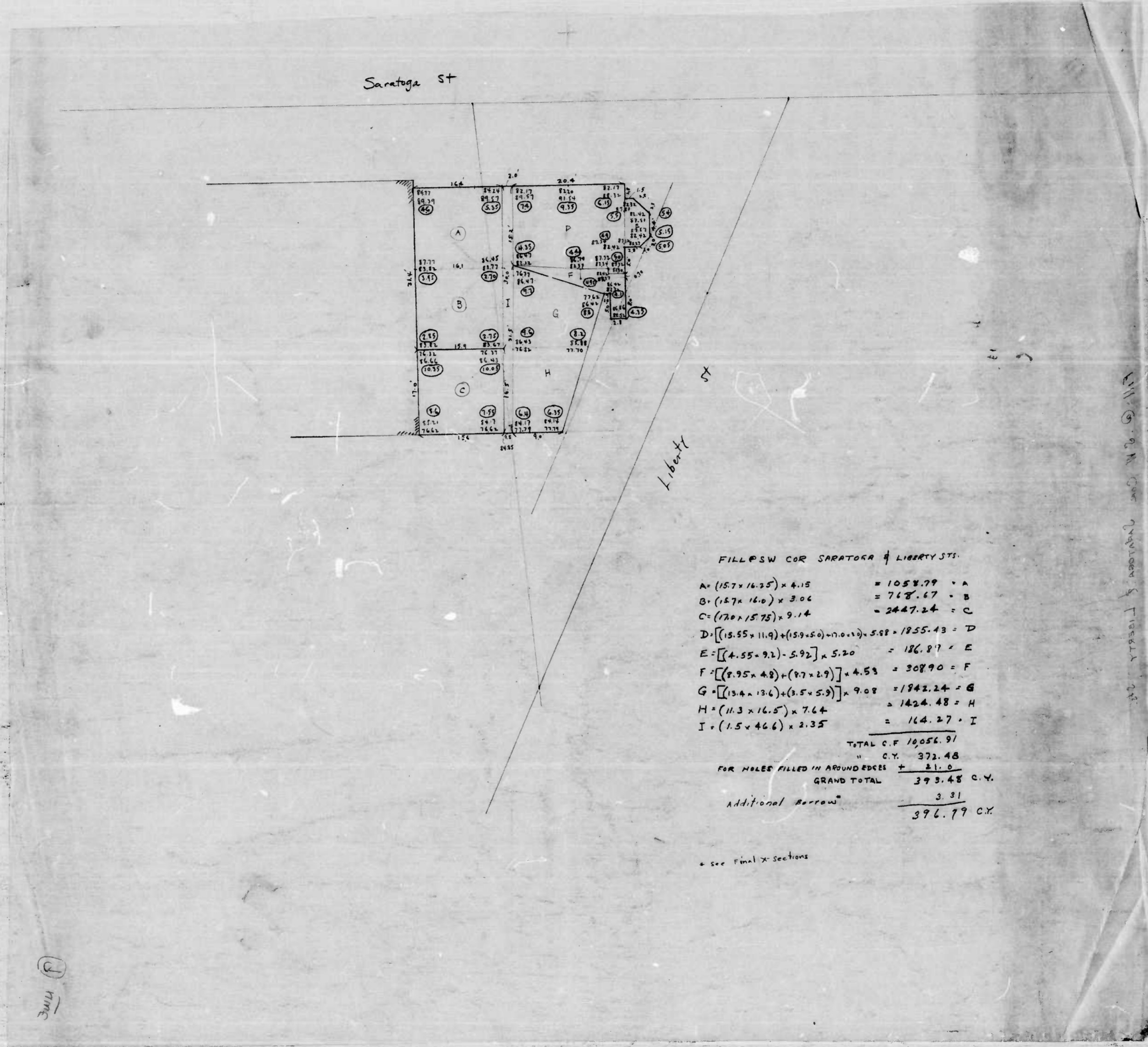
APPROVED *Wm. H. Connel*  
 HIGHWAYS ENGINEER

APPROVED *Edward Weeder*  
 ENGR. PLANS & SURVEYS

APPROVED *Wm. H. Connel*  
 CHIEF ENGINEER

D





FILL @ SW COR SARATOGA & LIBERTY STS.

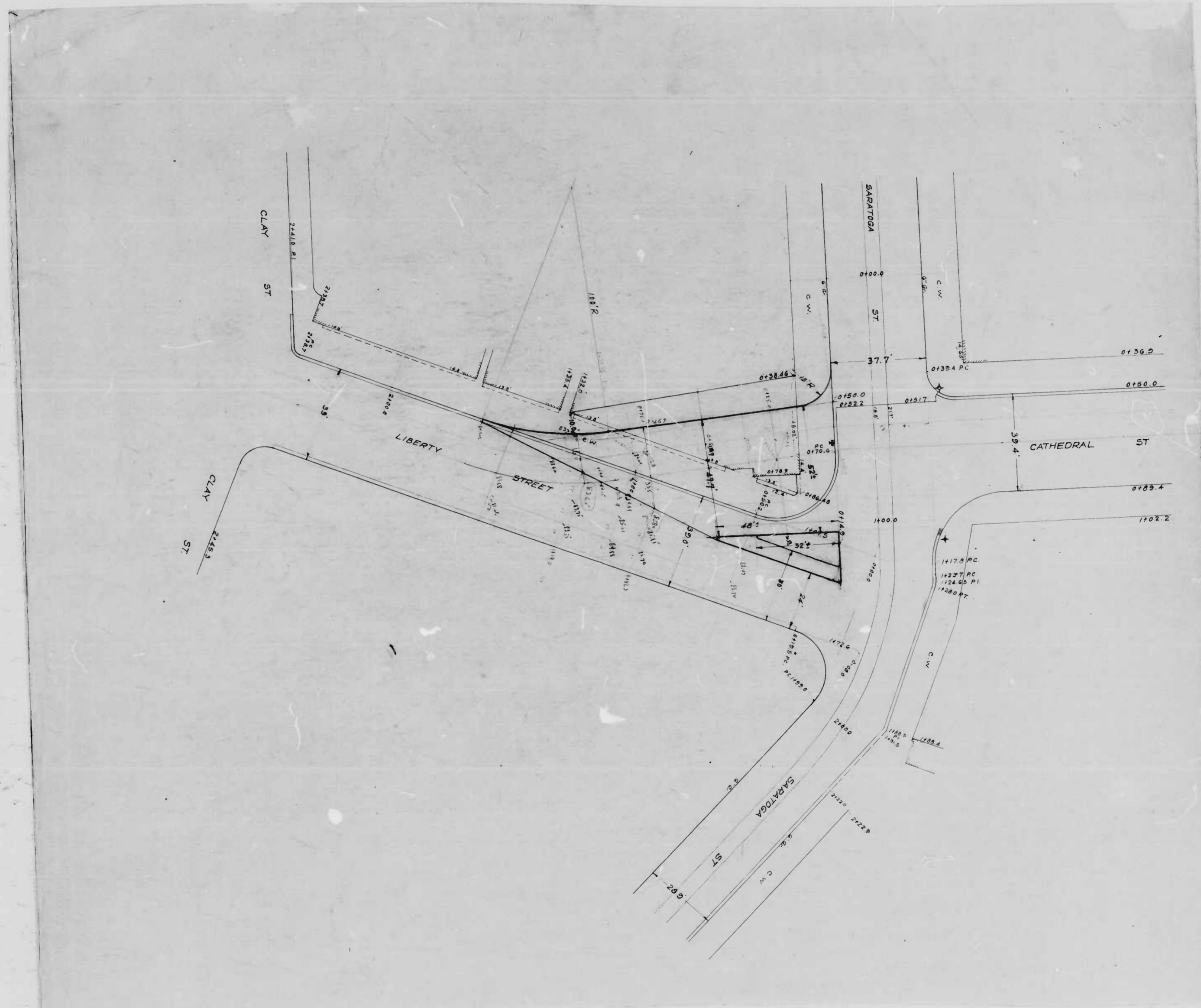
A =  $(15.7 \times 16.25) \times 4.18 = 1058.79 = A$   
 B =  $(15.7 \times 16.0) \times 3.06 = 768.67 = B$   
 C =  $(17.0 \times 15.75) \times 9.14 = 2447.24 = C$   
 D =  $[(15.55 \times 11.9) + (15.9 \times 5.0) - (7.0 \times 1.9) \times 5.58 = 1255.43 = D$   
 E =  $[(4.55 \times 9.2) - 5.92] \times 5.20 = 186.87 = E$   
 F =  $[(8.95 \times 4.8) + (8.7 \times 2.9)] \times 4.53 = 308.90 = F$   
 G =  $[(13.4 \times 13.6) + (3.5 \times 5.9)] \times 9.08 = 1942.24 = G$   
 H =  $(11.3 \times 16.5) \times 7.64 = 1424.48 = H$   
 I =  $(1.5 \times 46.6) \times 2.35 = 164.27 = I$

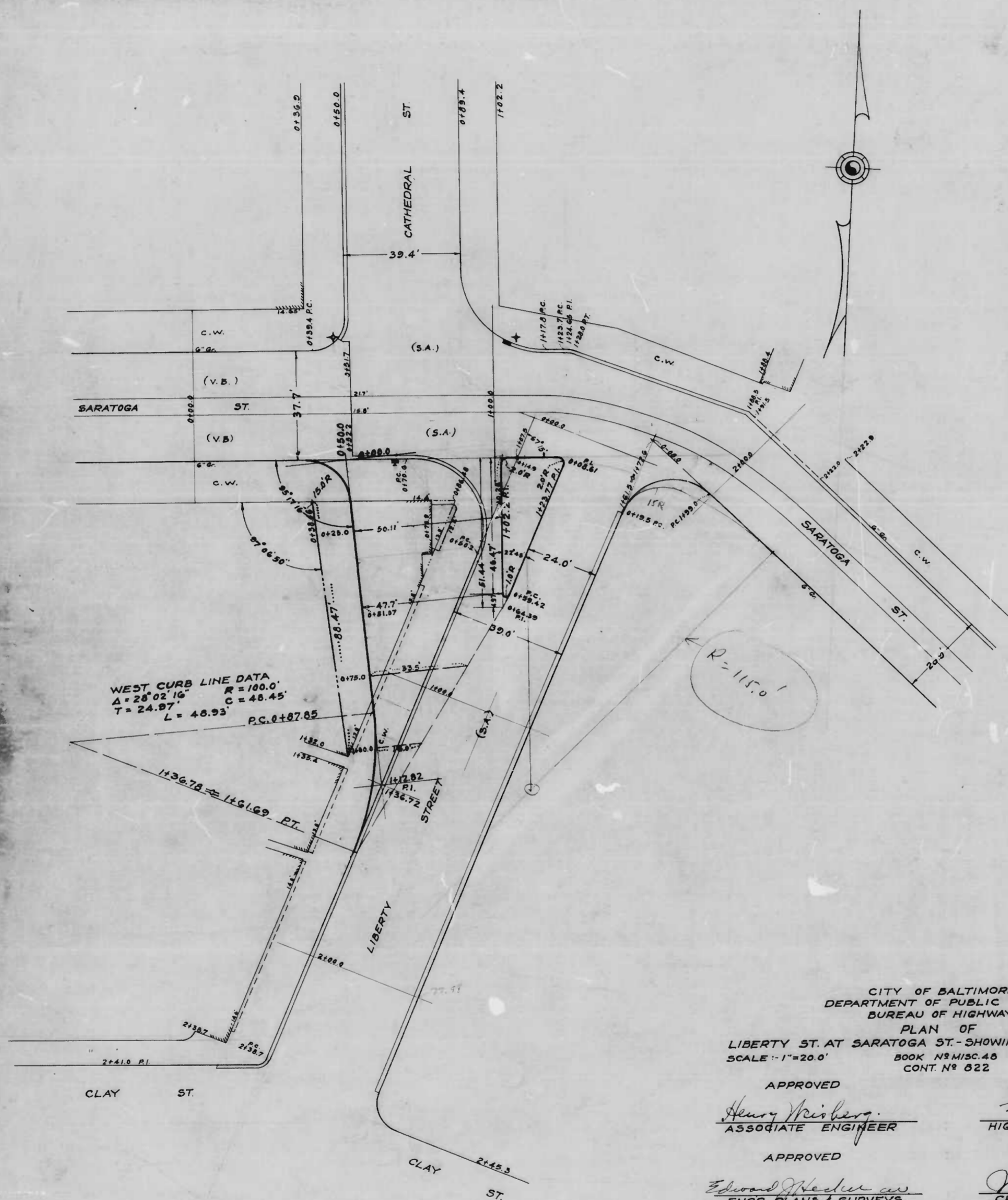
TOTAL C.F. 10056.91  
 " C.Y. 372.48  
 FOR HOLES FILLED IN AROUND EDGES + 21.0  
 GRAND TOTAL 393.48 C.Y.  
 Additional borrow 3.31  
 396.79 C.Y.

\* see final X-sections

Handwritten note on the right edge of the plan, possibly a scale or reference.







WEST CURB LINE DATA  
 $\Delta = 28^{\circ}02'16''$   $R = 100.0'$   
 $T = 24.97'$   $C = 40.45'$   
 $L = 40.93'$   $P.C. = 1+37.65'$

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 PLAN OF  
 LIBERTY ST. AT SARATOGA ST. - SHOWING WIDENING OF SWCOR.  
 SCALE - 1"=20.0' BOOK NRMISC.46 DATE - MAY 15, 1946  
 CONT. N° 522

APPROVED  
*Henry Weisberg*  
 ASSOCIATE ENGINEER

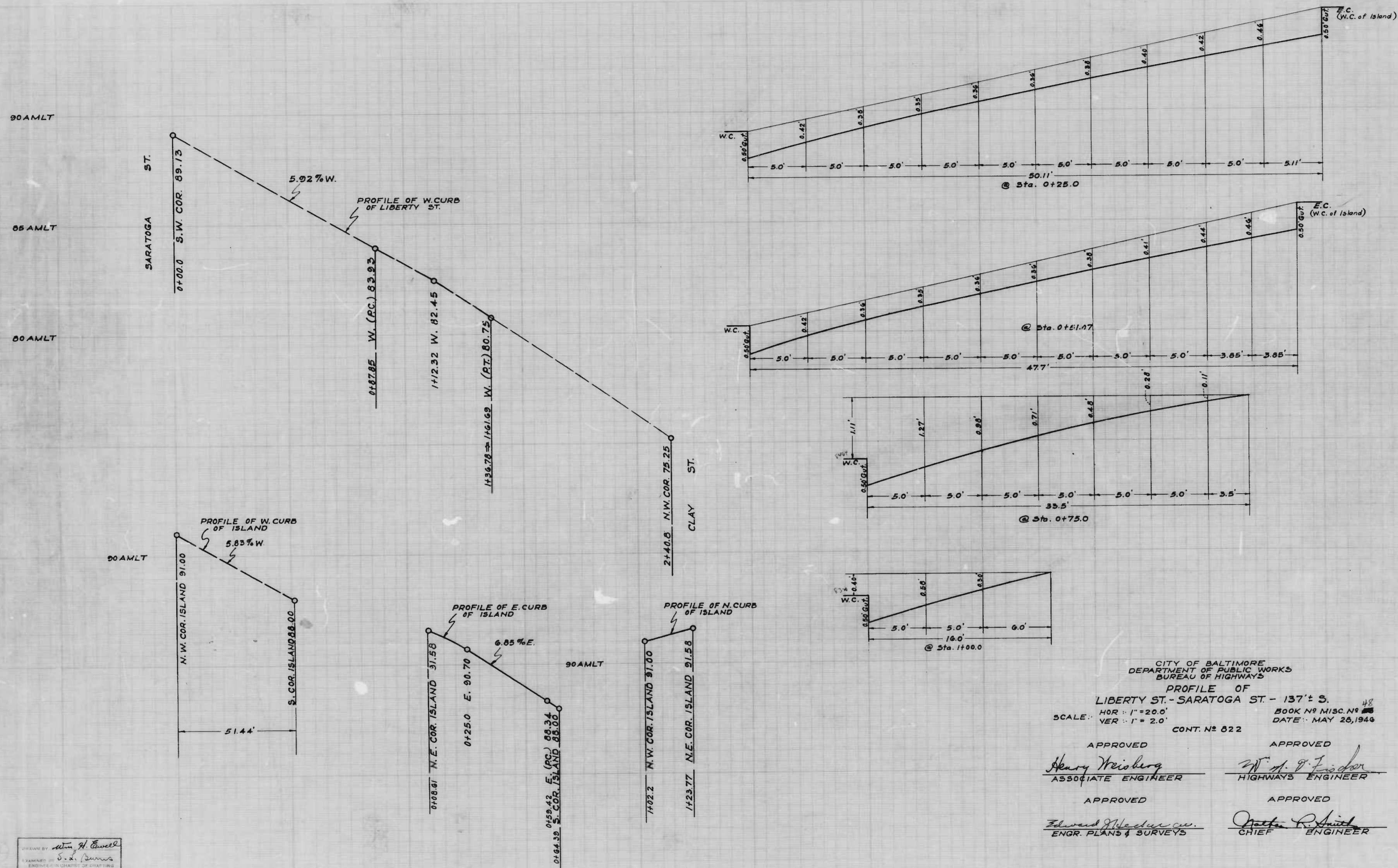
APPROVED  
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 HIGHWAYS ENGINEER

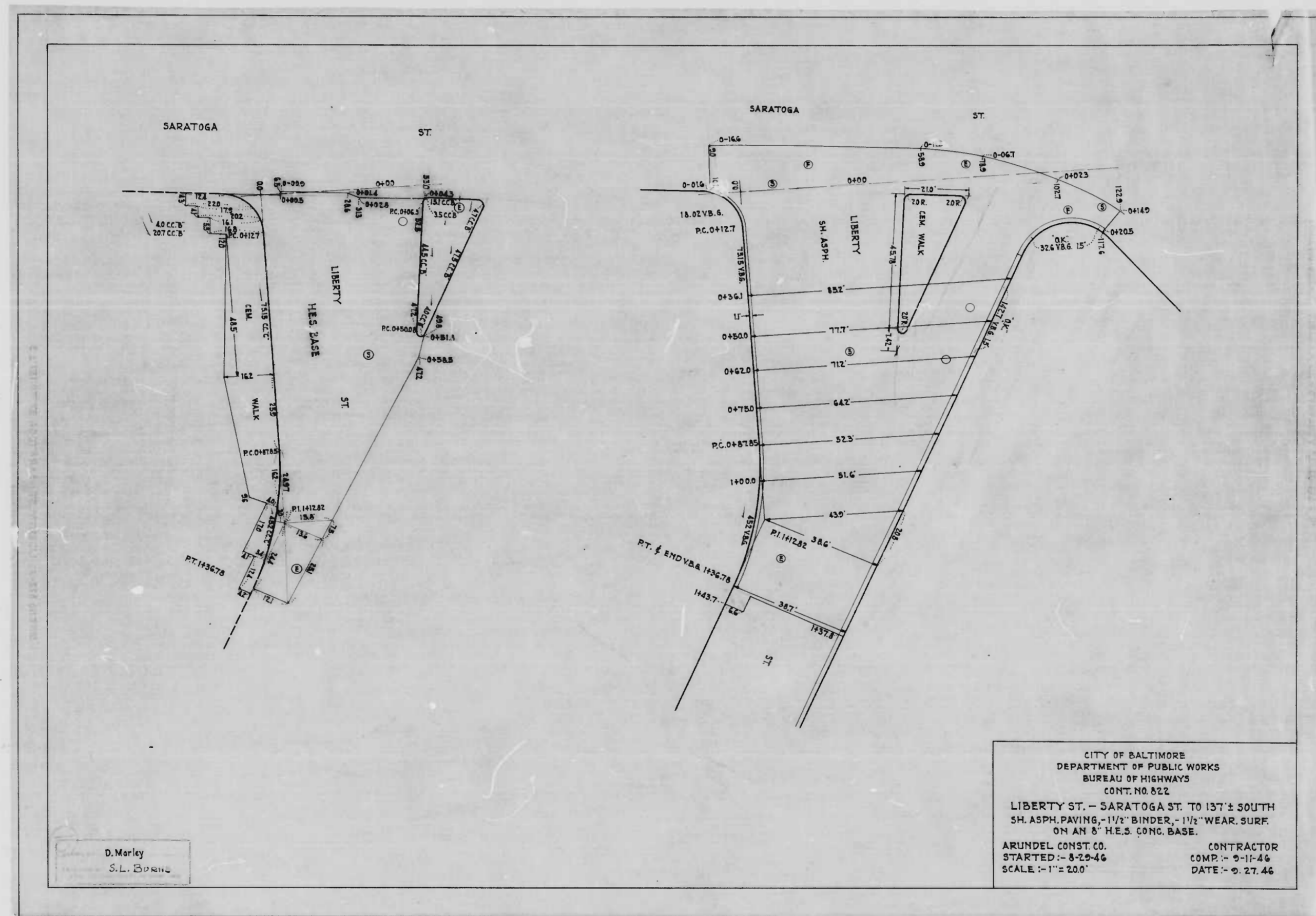
APPROVED  
*Edward Weisberg*  
 ENGR. PLANS & SURVEYS

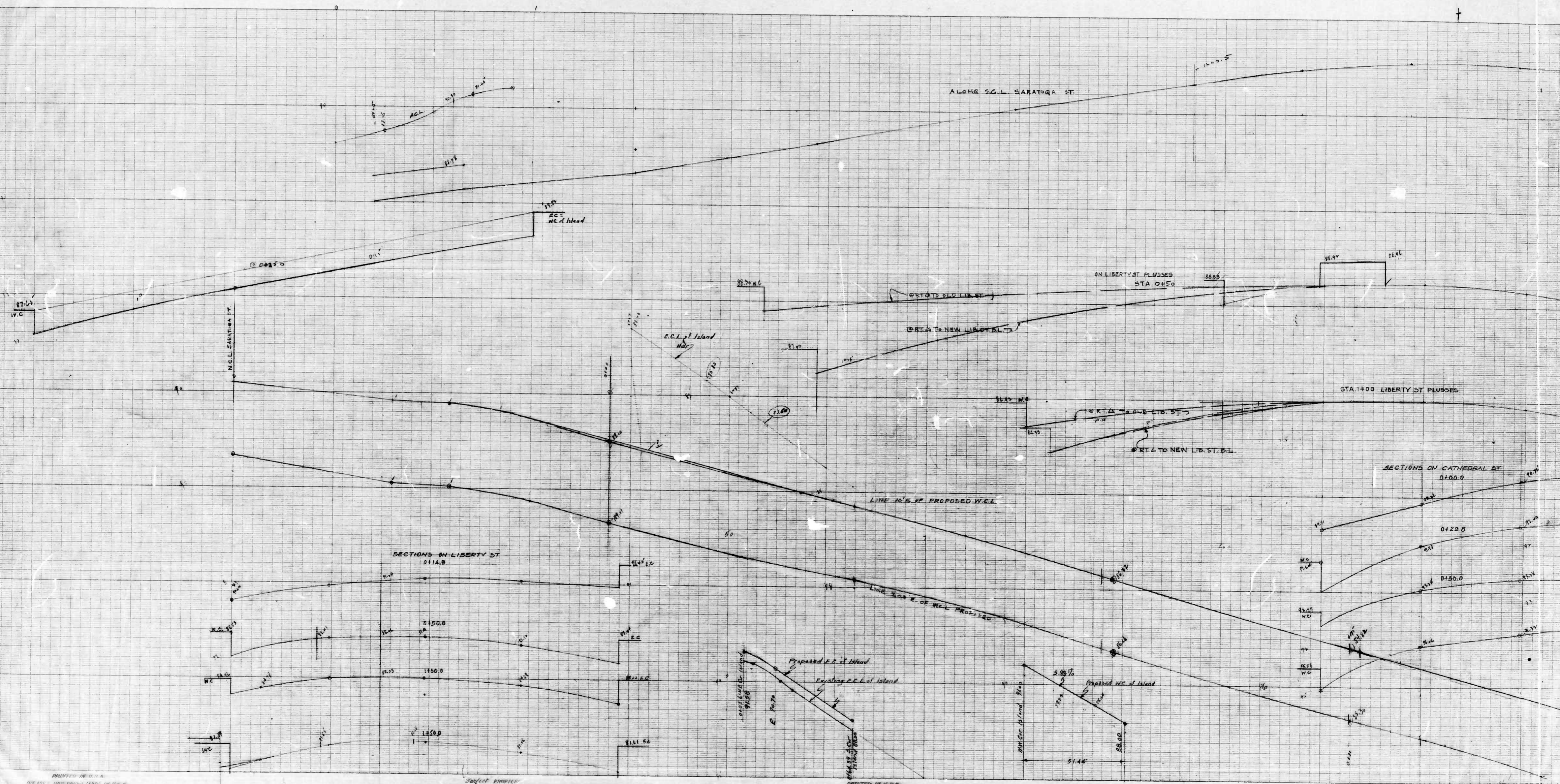
APPROVED  
*Walter R. Smith*  
 CHIEF ENGINEER

DRAWN BY *W. H. Conwell*  
 ENGINEER IN CHARGE OF DRAFTING

02







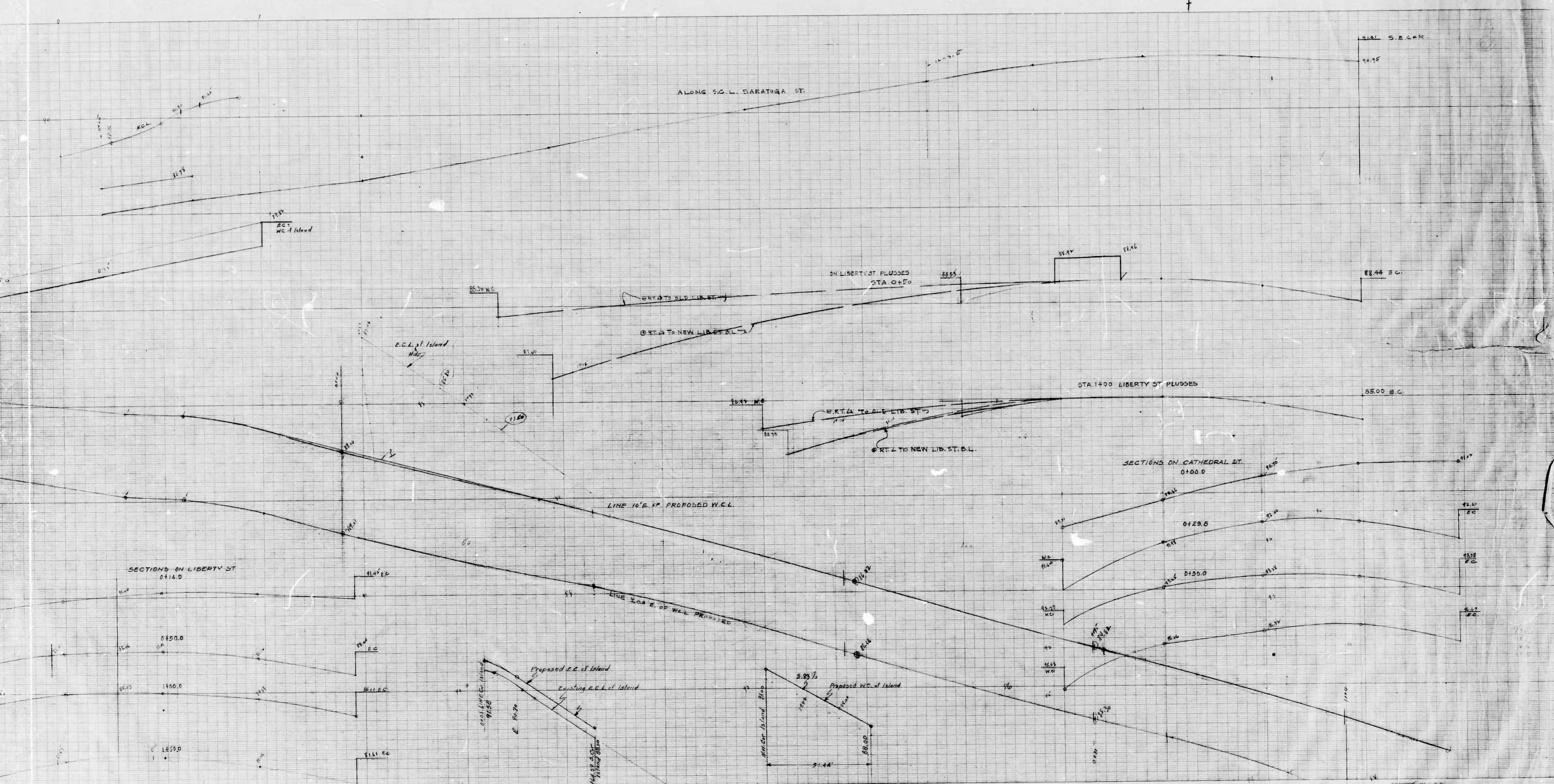
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SCALE 1" = 10'  
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