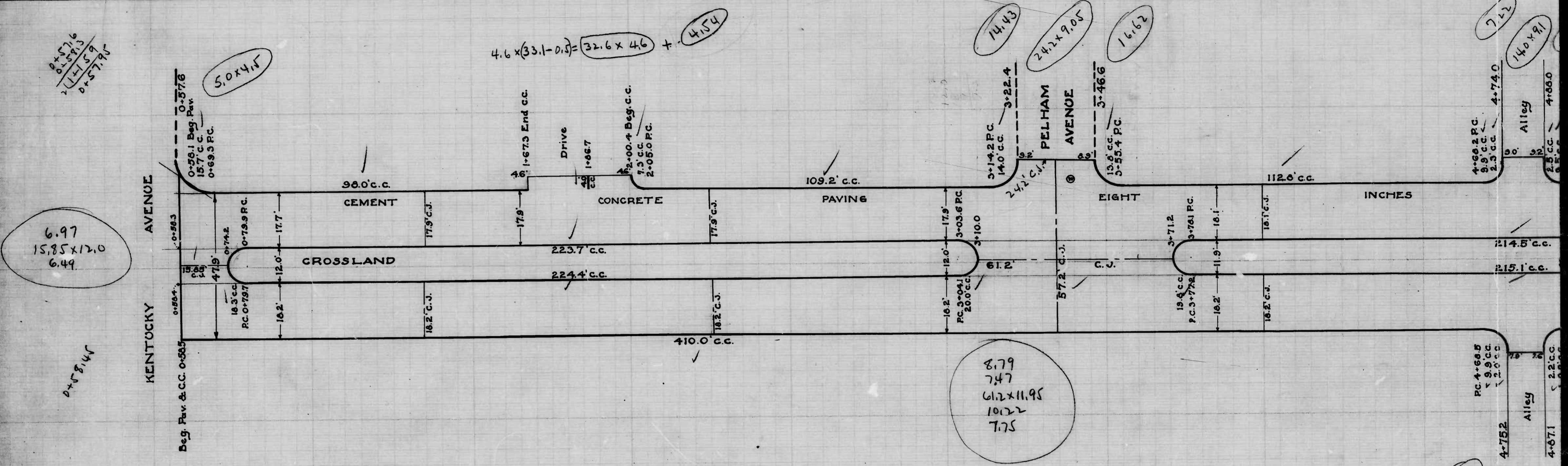


+50 +50 2 +50 3 +50 4 +50



DRAWN BY E. Polakoff
 EXAMINED BY S. P. Burns
 ENGINEER IN CHARGE OF DRAWING

Total Joint on plan 303.05 LF.
 Memo # 1091 = 301.0 LF. Cook
 1977.0 LF. Bit

6.97
 15.85 x 12.0
 6.49

5.0 x 4.5

$4.6 \times (33.1 - 0.5) = 32.6 \times 4.6 + 4.54$

8.79
 7.47
 61.2 x 11.95
 7.75

9.63

11.9 x 7.75

35-10

FOR THE USE OF THE ENGINEER IN CHARGE OF THE PROJECT

DRAWN BY *Wm. H. G. G. G.*
EXAMINED BY *Wm. H. G. G. G.*
ENGINEER IN CHARGE OF DRAFT

200 AMLT

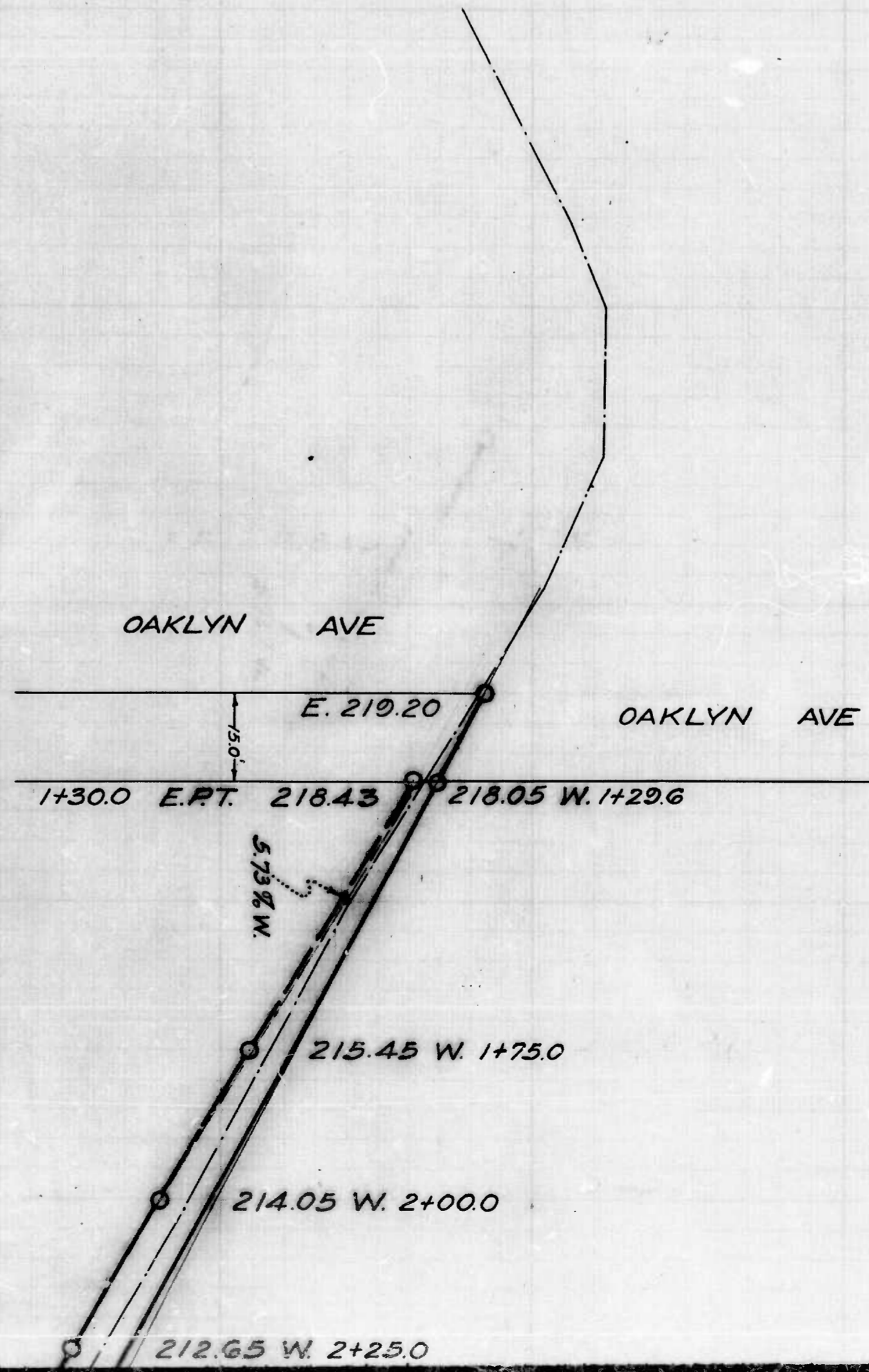
205 AMLT

210 AMLT

215 AMLT

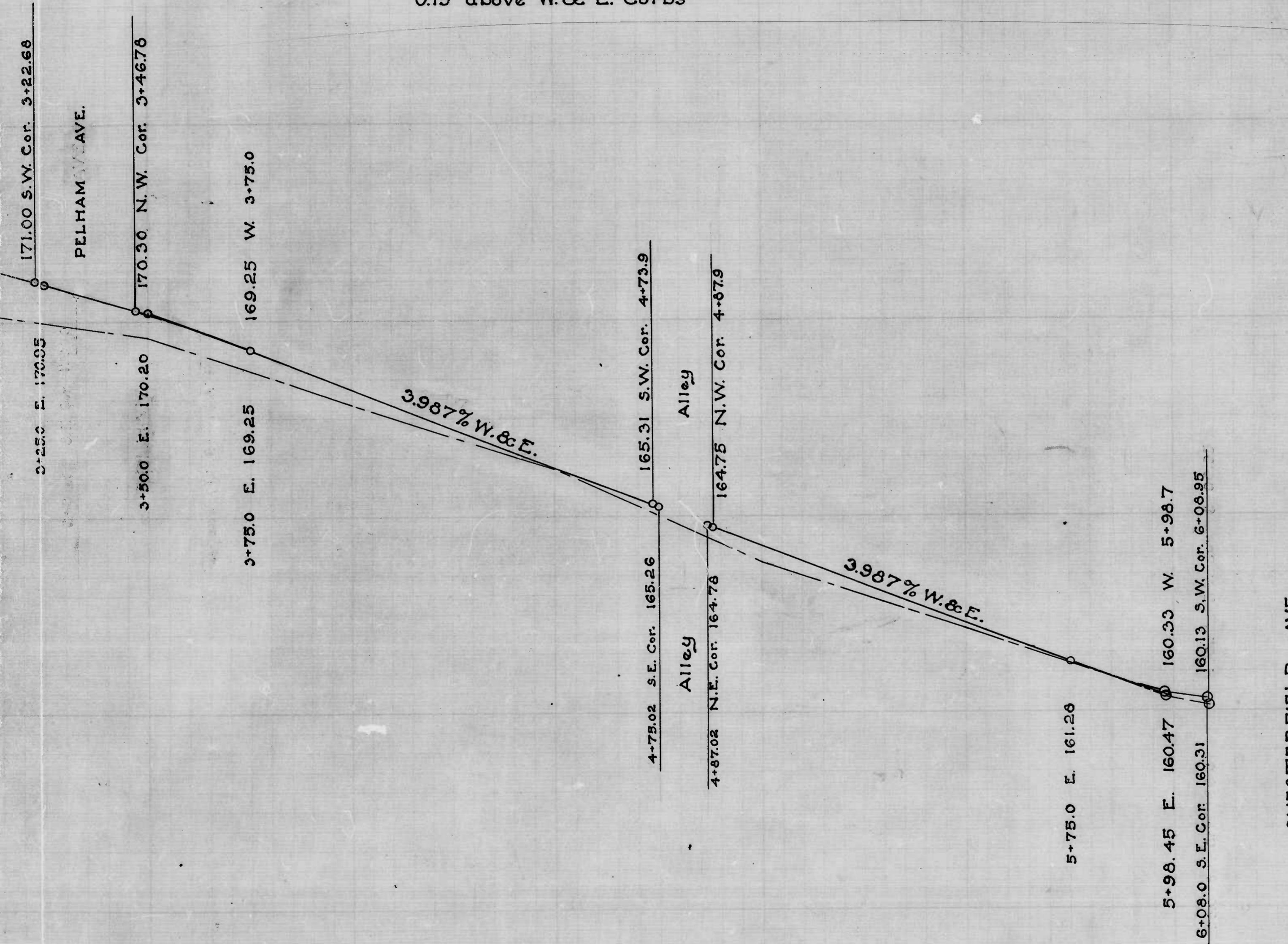
220 AMLT

225 AMLT



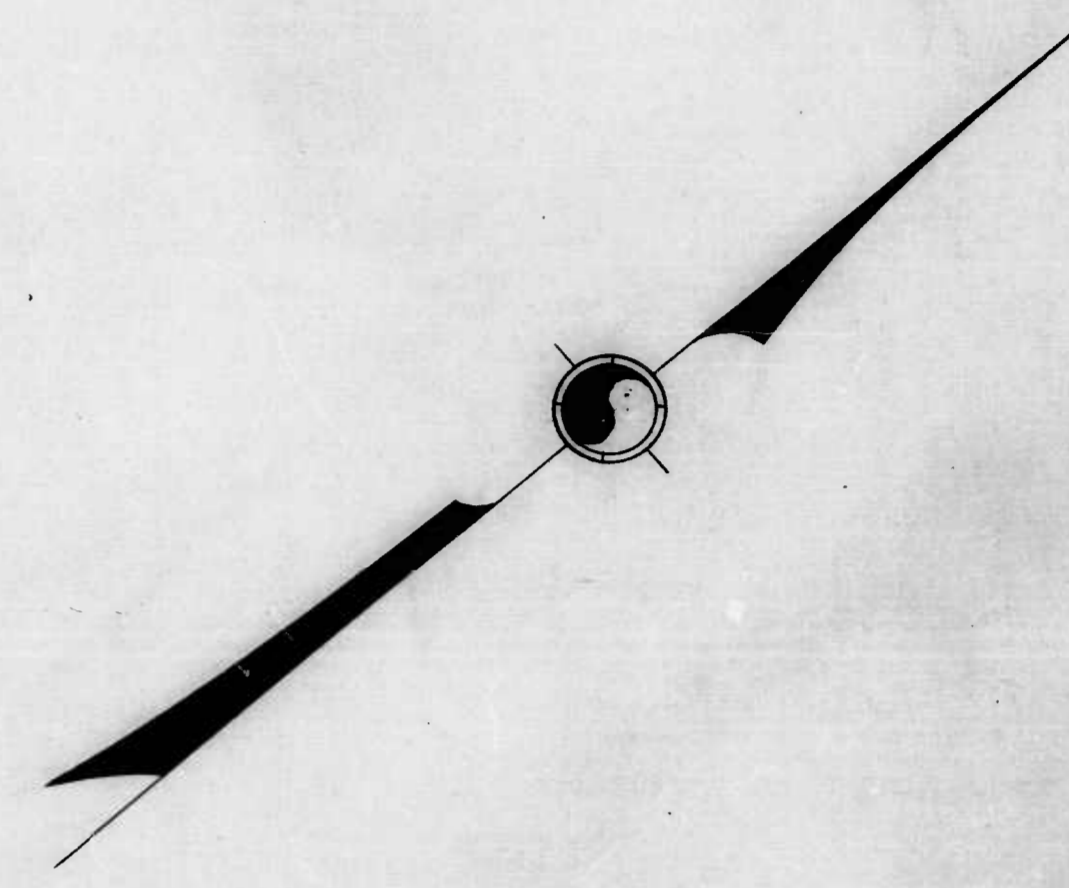
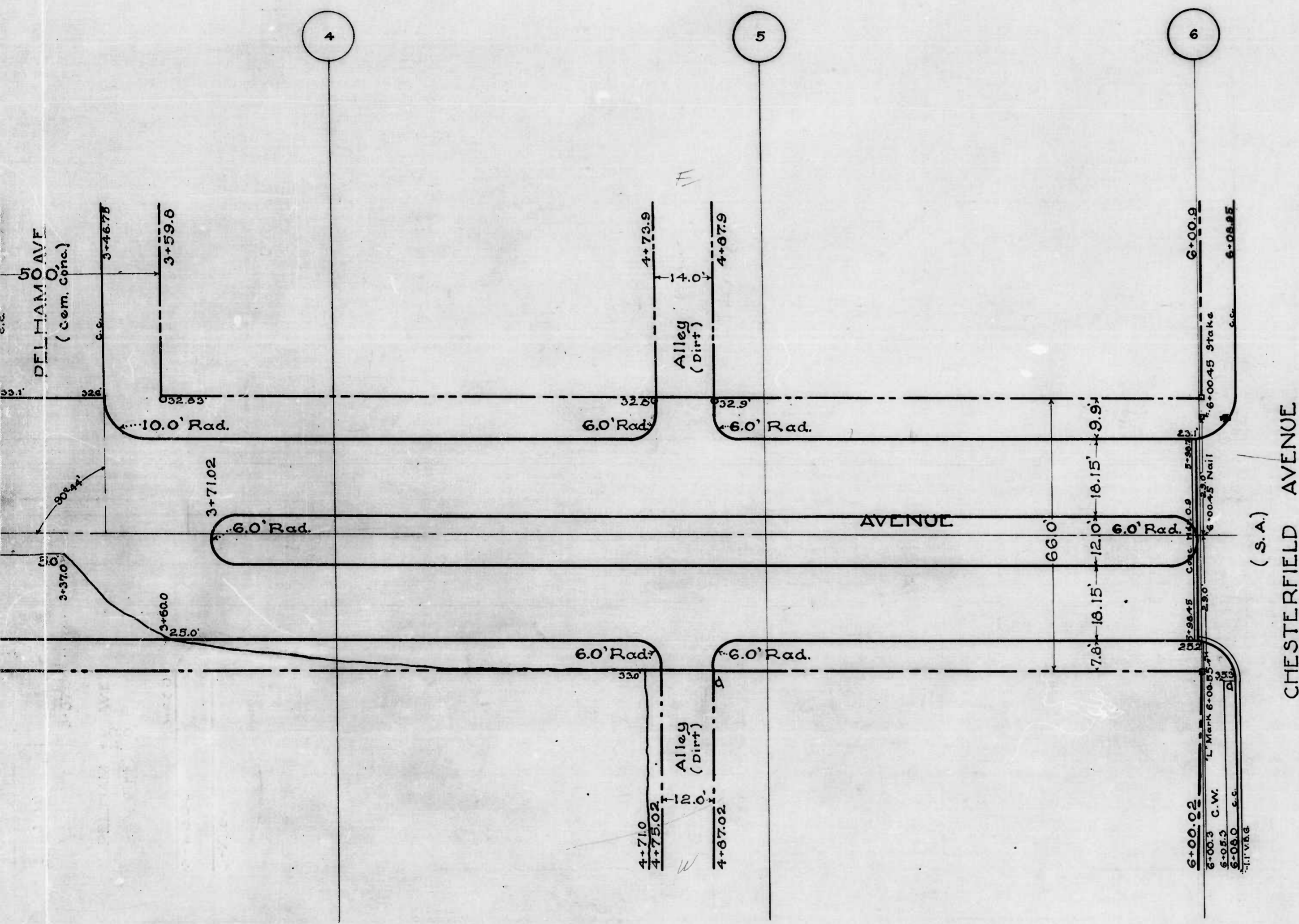
0
+50
1
+50
2

Note:
 Elevation of Parking Curbs to be
 0.15' above W. & E. Curbs



CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 PROFILE
 CROSSLAND AVE. - KENTUCKY AVE. - CHESTERFIELD AVE.
 SCALE: HOR. 1"=20.0' DATE: APR. 30, 1938.
 VER. 1"=2.0' BOOK No X-116
 CONT. No 701

CORRECT: *Edw. J. Reppner* ASSOC. ENGINEER
 APPROVED: *George C. Cole* HIGHWAYS ENGINEER
 APPROVED: *Edward J. Reppner* ENGR. PLANS & SURVEYS
 APPROVED: *Wm. H. ...* CHIEF ENGINEER



CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 PLAN
 CROSSLAND AVE.- KENTUCKY AVE.- CHESTERFIELD AVE.

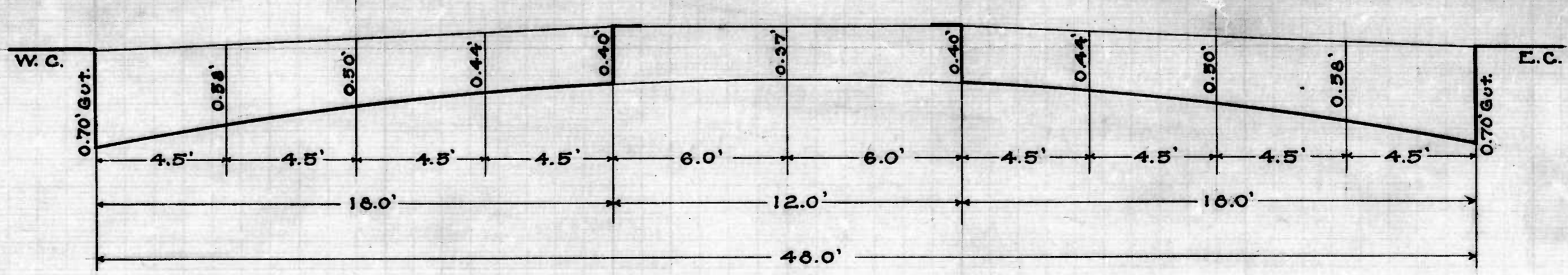
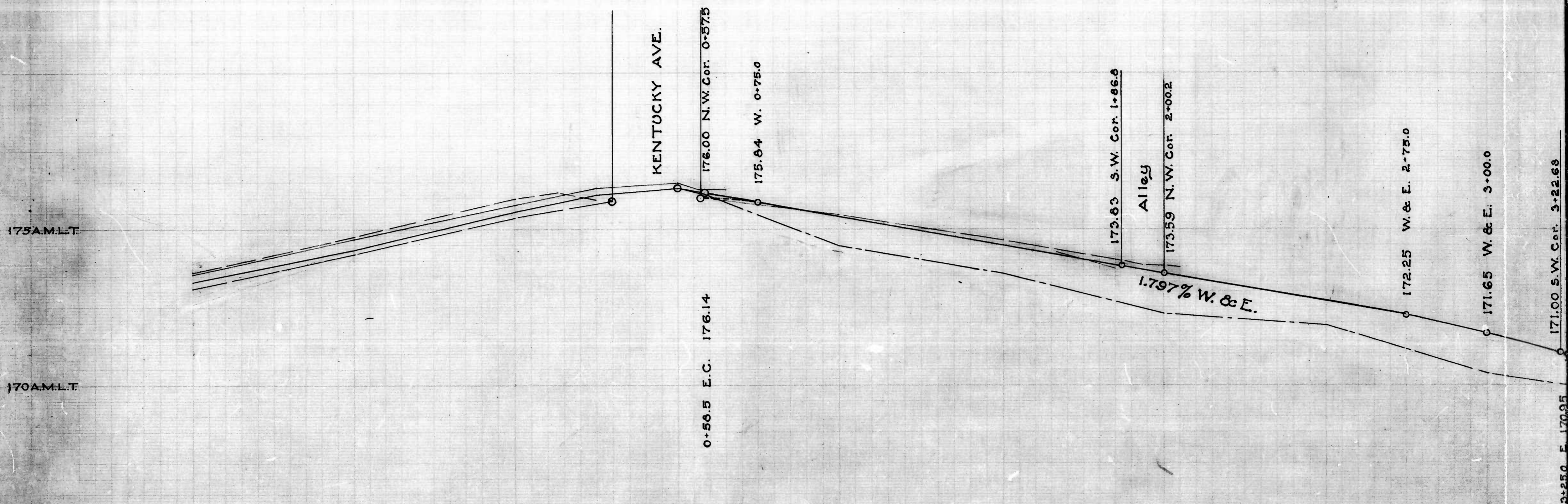
SCALE: 1"=20.0'
 DATE: APR. 30, 1938.
 BOOK N^o X-116

CONT. N^o 701

CORRECT: *Edw. J. Hester*
 ASSOC. ENGINEER
 APPROVED: *George Colton*
 HIGHWAYS ENGINEER
 APPROVED: *Edward J. Hester*
 ENGR. PLANS & SURVEYS
 APPROVED: *B. Blunzio*
 CHIEF ENGINEER

CROSSLAND AVE - KENTUCKY AVE - CHESTERFIELD AVE
 CONT. 701

-1 -50 0 +50 1 +50 2 +50 3



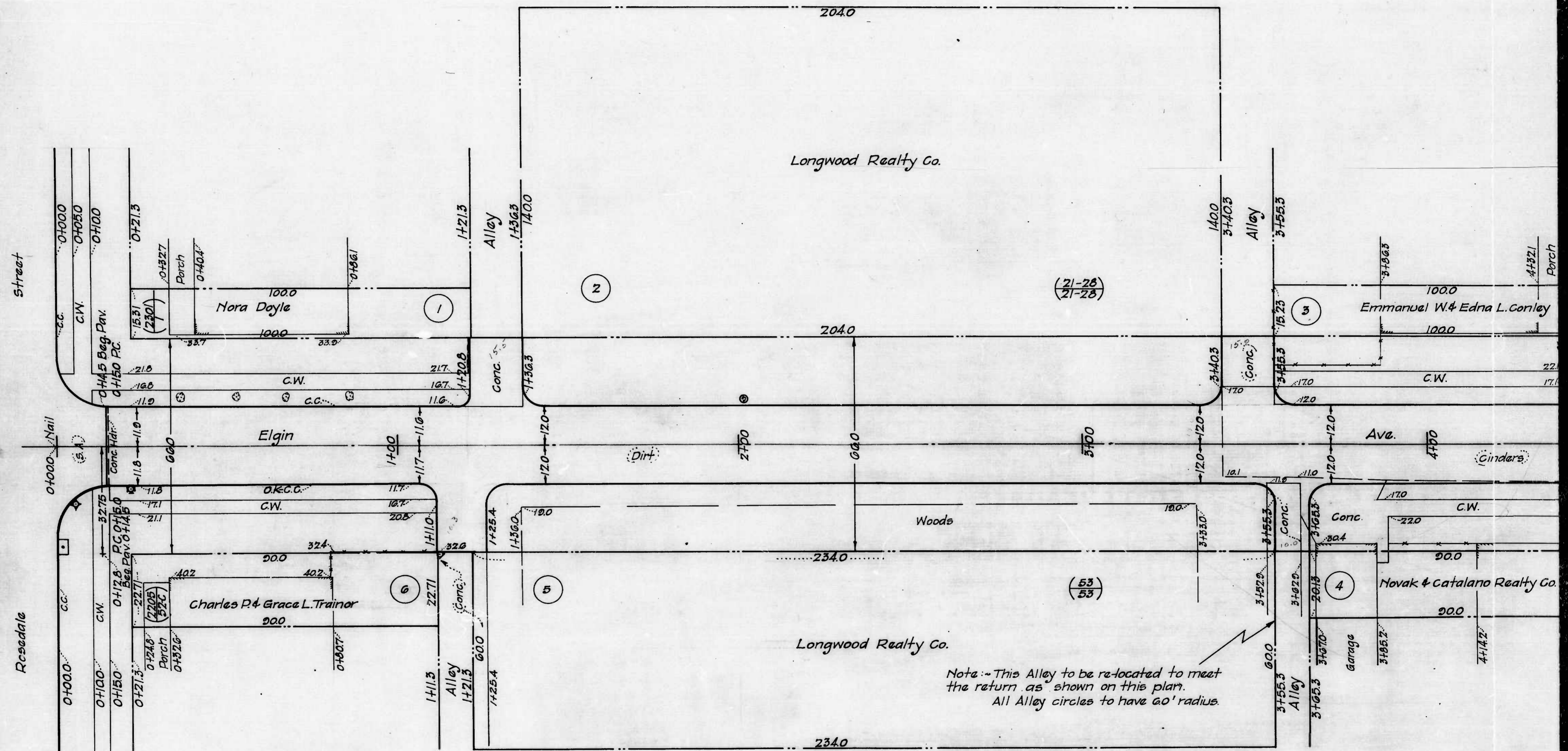
Typical Section

DRAWN BY *B. PolaKoff*
EXAMINED BY *H. Weisberg*
ENGINEER IN CHARGE OF DRAFTING

Ward-15

Section-4

Block-3042



Ward-15

Section-4

Block-3033

DRAWN BY *J. H. Hagedorn*
 EXAMINED BY *H. Weisberg*
 ENGINEER IN CHARGE OF DRAFTING

DRAWN BY *[Signature]*
 EXAMINED BY *[Signature]*
 ENGINEER IN CHARGE OF DRAWING

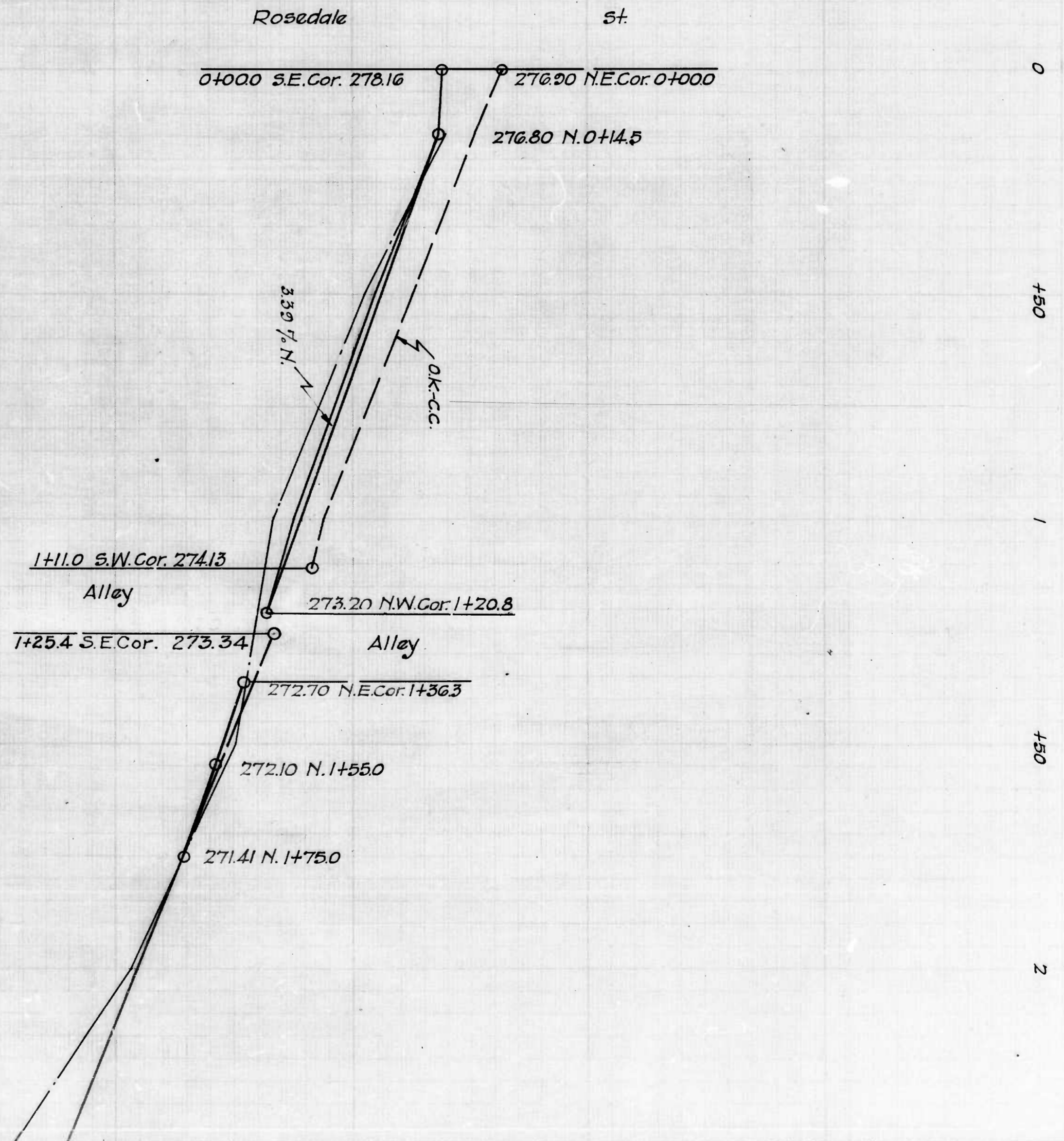
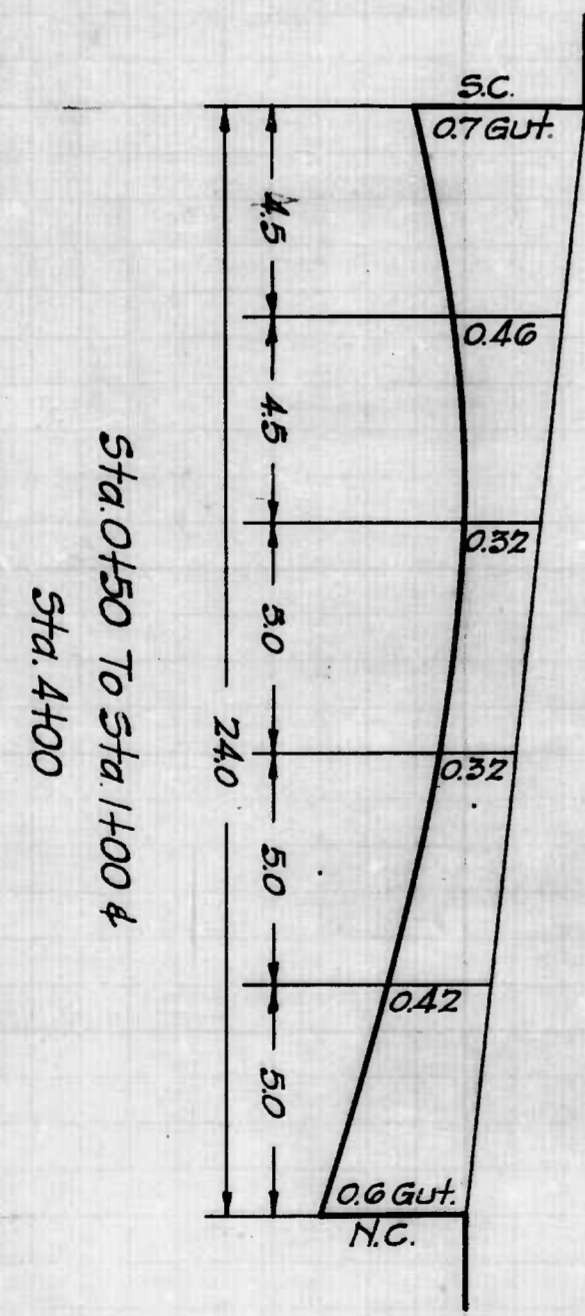
260-AMLT.

265-AMLT.

270-AMLT.

275-AMLT.

280-AMLT.



0

+50

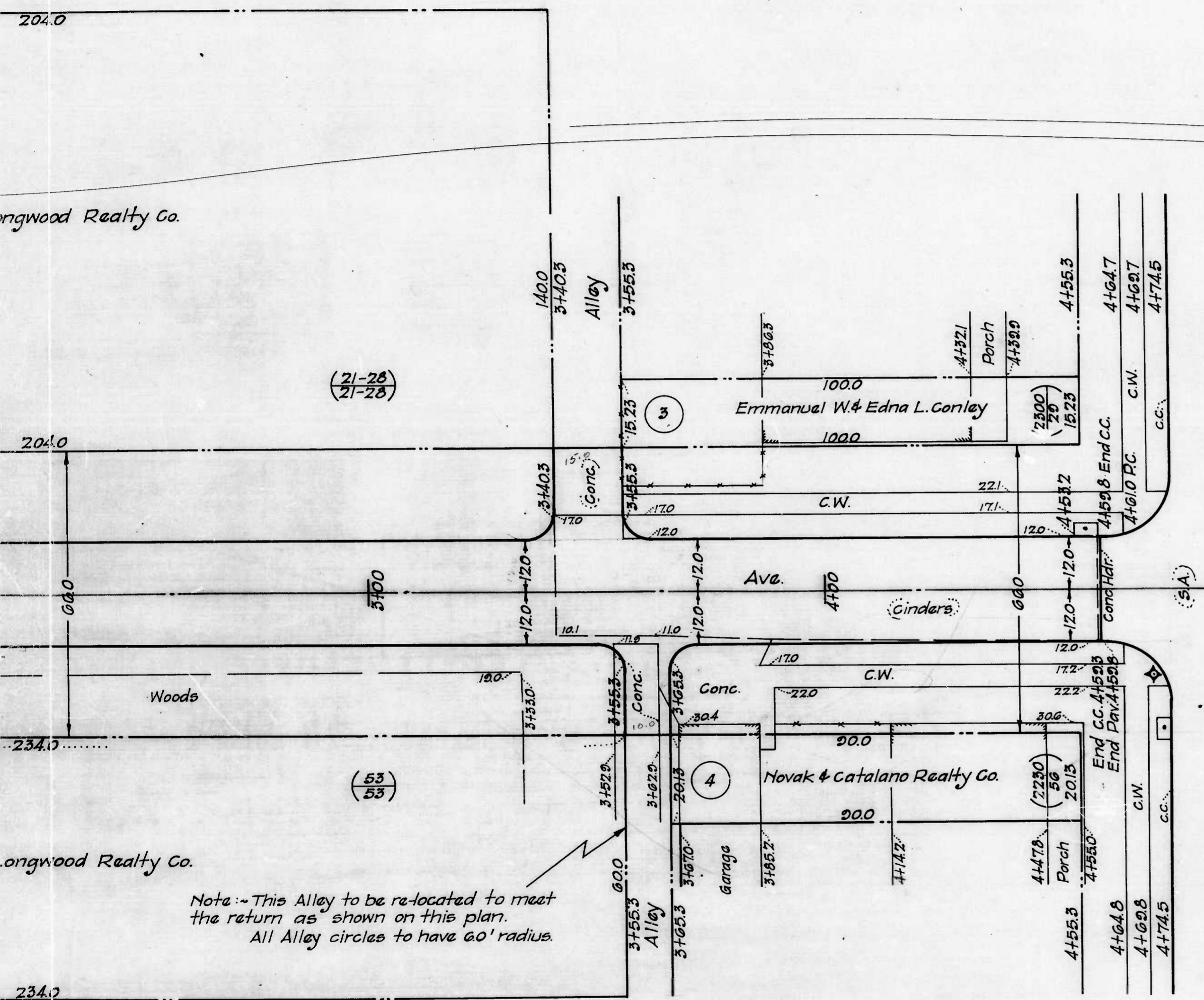
1

+50

2

Section-4

Block-3042



Note:- This Alley to be re-located to meet the return as shown on this plan. All Alley circles to have 60' radius.

(No.) PLAT NO.
 (No.) HOUSE OR DEV. LOT NO.
 (No.) APPEAL TAX COURT LOT NO.
 WARD NO. 15
 SECTION NO. 4
 BLOCK NOS. 3033 & 3042

FILED May 18 - 1938
 BUREAU OF HIGHWAYS
 PER J. J. Sippert

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 ASSESSMENT PLAT NO. 541-A
 ELGIN AVE.-ROSEDALE ST. TO LONGWOOD ST.
 Cont. No. 701

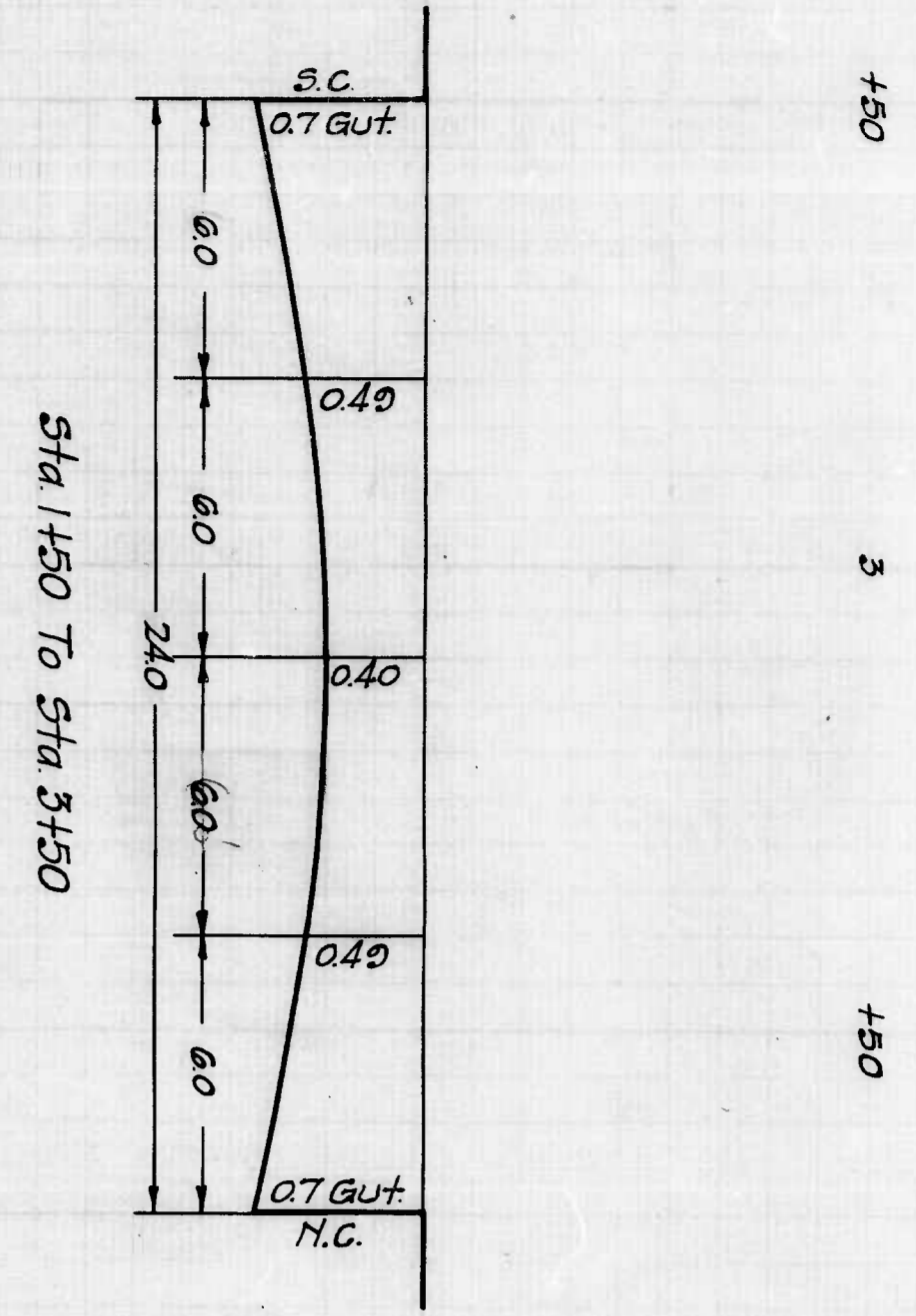
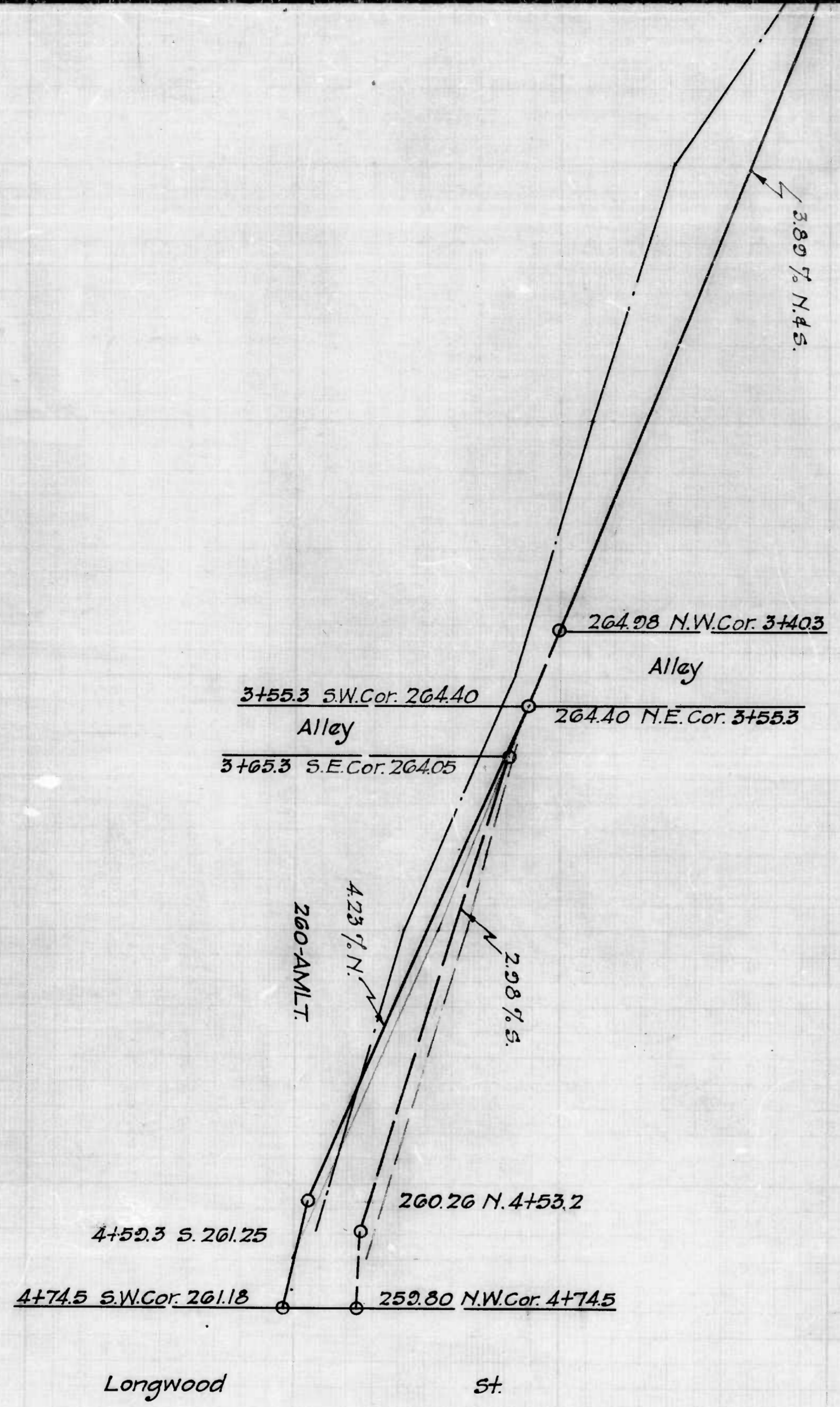
Scale: 1" = 20.0' April 18, 1938

Approved: *[Signature]* Location Approved: *[Signature]* Correct: *[Signature]* Approved: *[Signature]*
 Chief Engineer Engr.-Plans & Surveys Associate Engineer Highways Engineer

Elgin Ave - Rosedale St to Longwood St.
 Assessment Plat No. 541-A
 Cont. No. 701

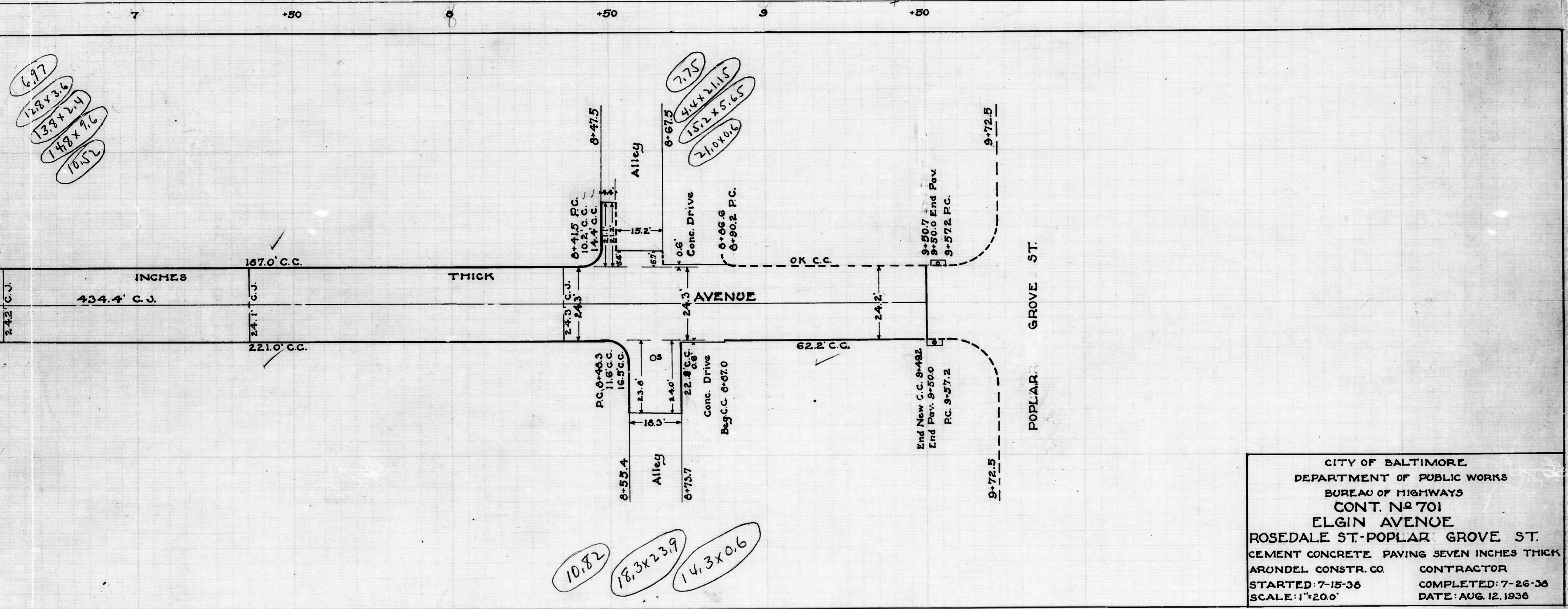
Section-4

Block-3033



7 +50 8 +50 9 +50

6.97
128x3.6
138x2.4
148x9.6
10.52

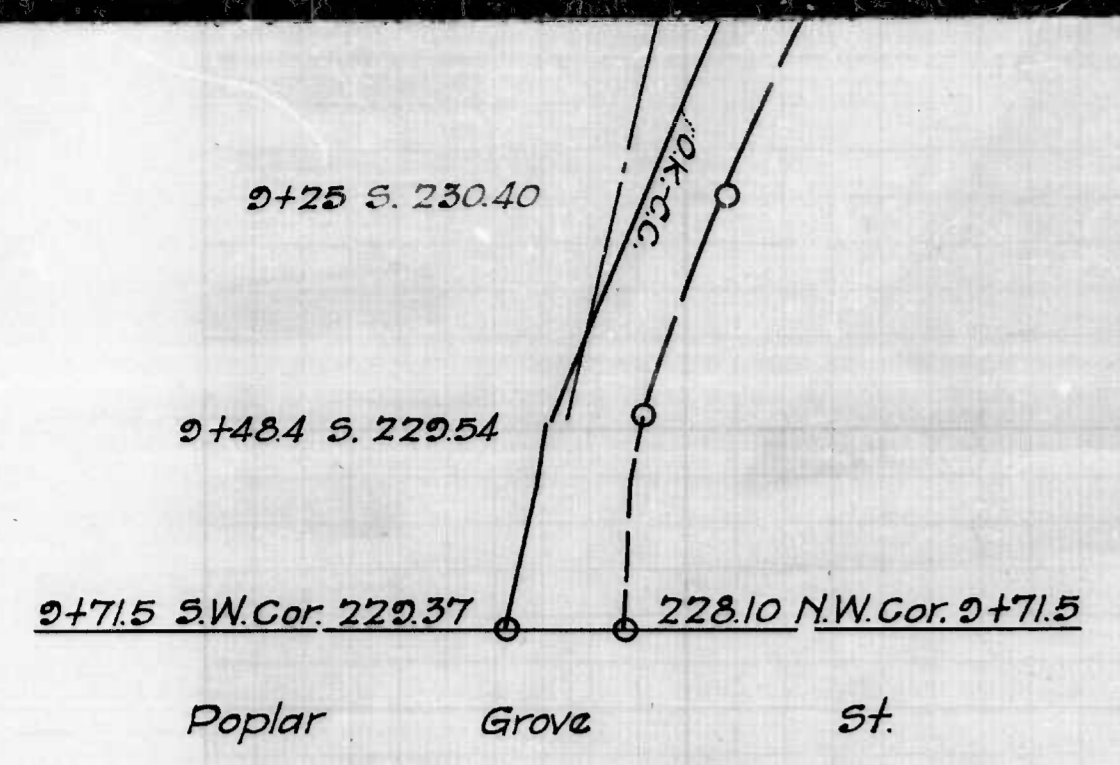


10.82
18.3x23.9
14.3x0.6

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 CONT. NO 701
 ELGIN AVENUE
 ROSEDALE ST-POPLAR GROVE ST.
 CEMENT CONCRETE PAVING SEVEN INCHES THICK
 ARONDEL CONSTR. CO. CONTRACTOR
 STARTED: 7-15-36 COMPLETED: 7-26-36
 SCALE: 1"=20.0' DATE: AUG. 12, 1936

ELGIN AVE - ROSEDALE ST - POPLAR GROVE ST. CONT. NO 701

10 150

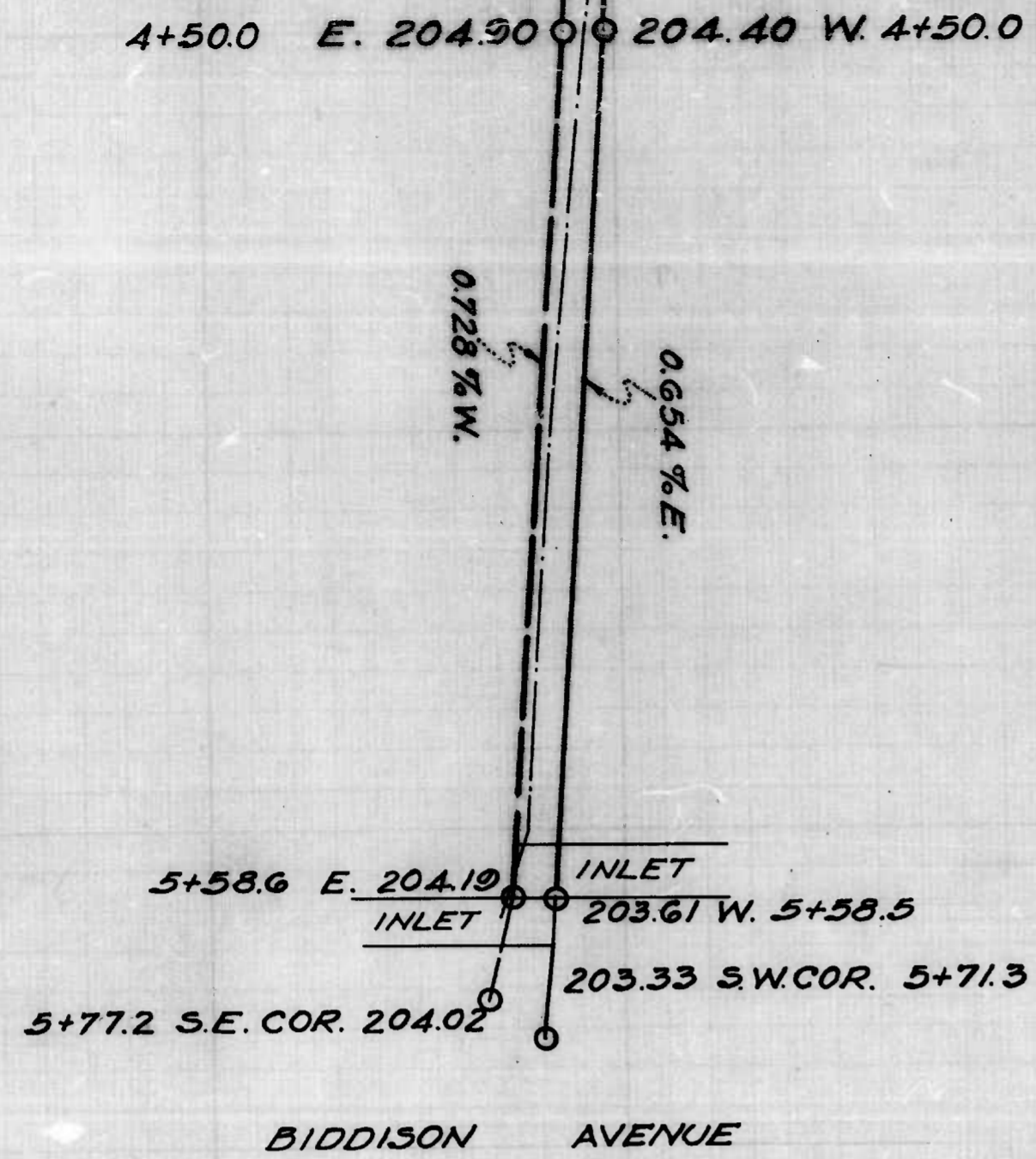


B. W. Wagner Chief Engineer
Samuel J. ... Engr.-Plants & Surveys
John J. ... Associate Engineer
George ... Highways Engineer

Approved: Location Approved: Correct: Approved:

Scales: Hor: 1"=200'
 Ver: 1"=20'
 April 25, 1938

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 ESTABLISHED GRADE OF
 ELGIN AVE. - ROSEDALE ST. TO POPLAR GROVE ST.
 Cont. No. 701



450
5
450

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS

PROFILE OF
FORESTER AVE - BIDDISON AVE - OAKLYN AVE.

SCALE: HOR.: 1" = 20.0'
VER.: 1" = 20'

BOOK No. X-78
DATE: APR. 16, 1938

CONT. No. 701

CORRECT
APPROVED

APPROVED

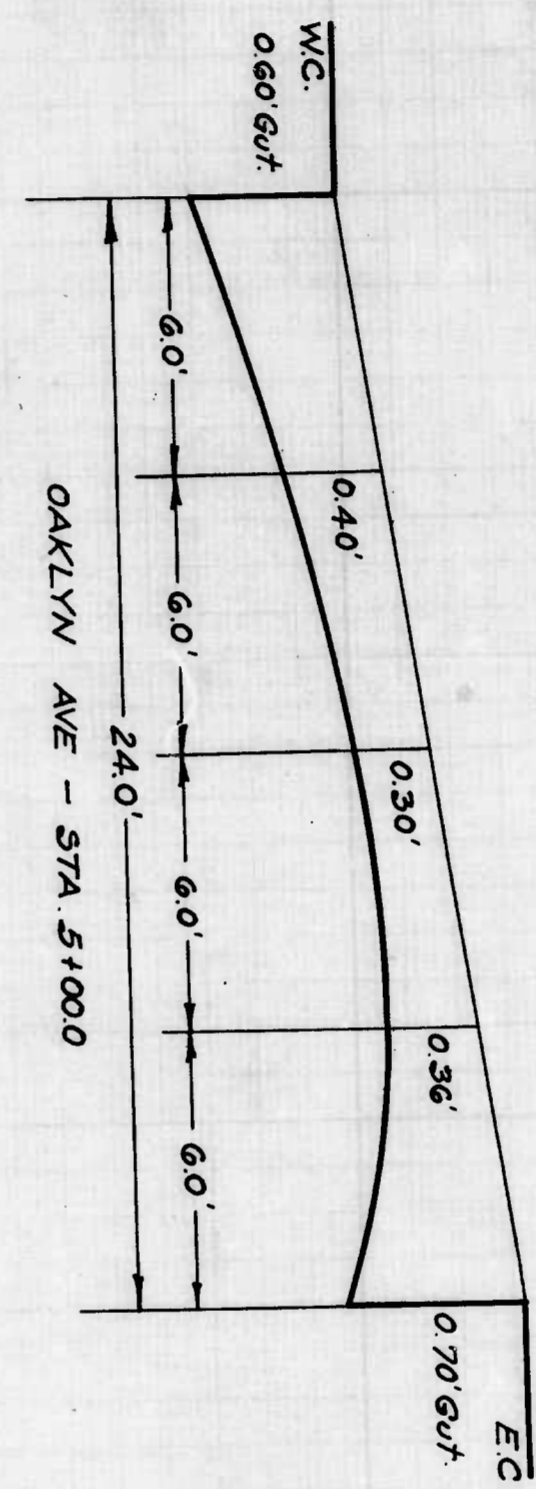
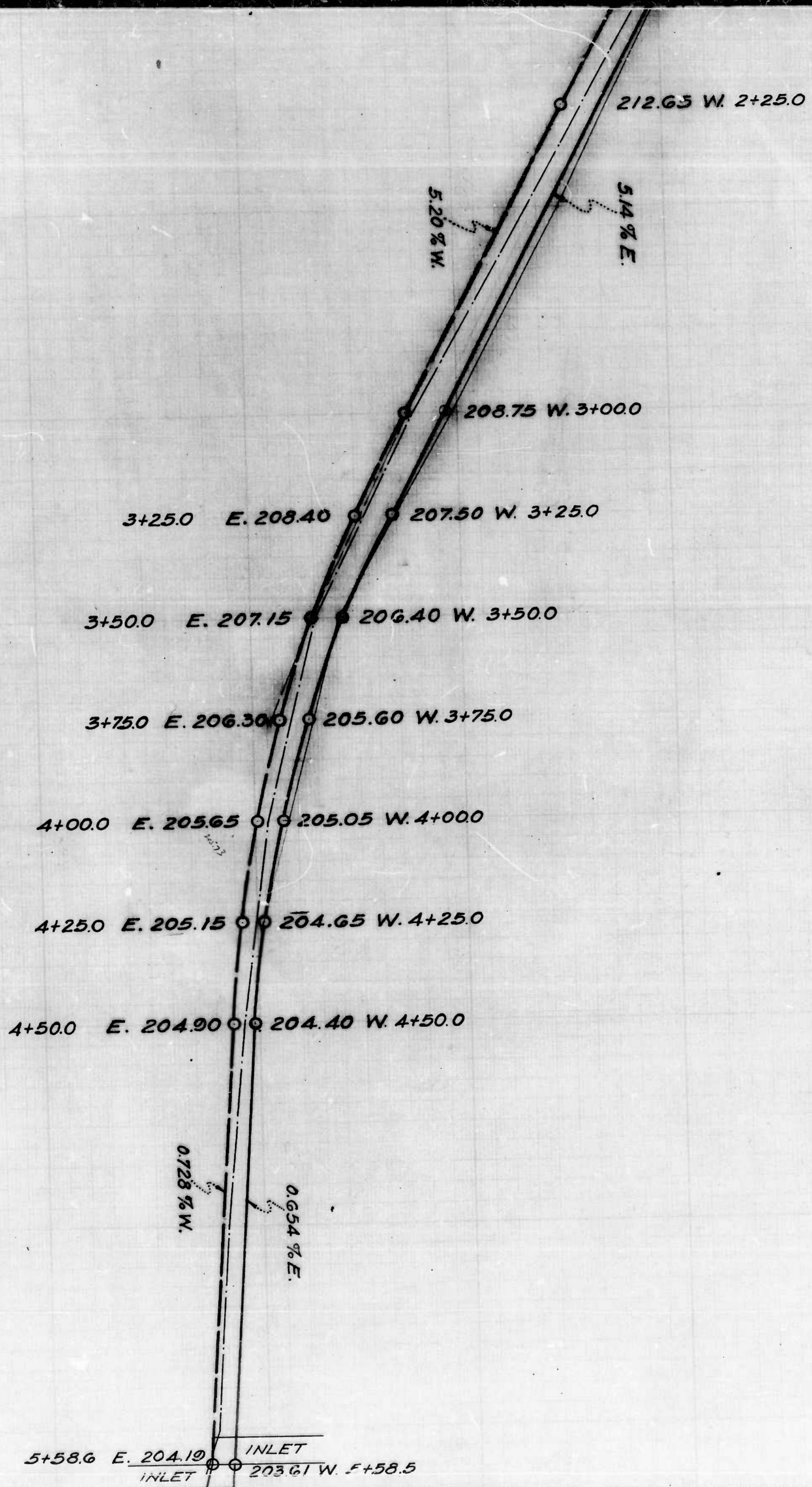
George J. Foster
ASSOCIATE ENGINEER
APPROVED

George J. Foster
HIGHWAYS ENGINEER
APPROVED

Samuel H. Heaton
ENGR. PLANS & SURVEYS

W. H. Murphy
CHIEF ENGINEER

PROFILE OF
FORESTER AVE - BIDDISON AVE - OAKLYN AVE



150

3

150

4

150

5

150

OAKLYN AVE.

Beg. Conc. Pav. 1+13.0
Beg. C.C. 1+17.6
P.C. 1+32.3
End C.C. 1+36.3
Conc. Drive 0.5'
Beg. C.C. 1+40.0

10.5

56.2' C.C.

FORRESTER

39.4' C.C.

End C.C. 1+56.2
Conc. Drive 0.5'
Beg. C.C. 2+01.5

13.3

36.6' C.C.

End C.C. 2+36.3
Conc. Drive 0.5'
Beg. C.C. 2+49.5

11.2

40.6' C.C.

PAVING

39.0' C.C.

End C.C. 2+96.5
Conc. Drive 0.5'
Beg. C.C. 2+99.3

10.8

69.0' C.C.

SEVEN

439.0' C.C.

77.5' C.C.

End C.C. 3+76.6
Conc. Drive 0.5'
P.I. 3+80.7 = 3+80.0
Beg. C.C. 3+90.9

14.7

3+67.3 P.C.

3+79.0 P.I.

3+79.3

3+93.4 P.T.

39.6' C.C.

INCHES

77.1' C.C.

End C.C. 4+66.0
Conc. Drive 0.5'
Beg. C.C. 4+80.2

12.2

101.2' C.C.

THICK

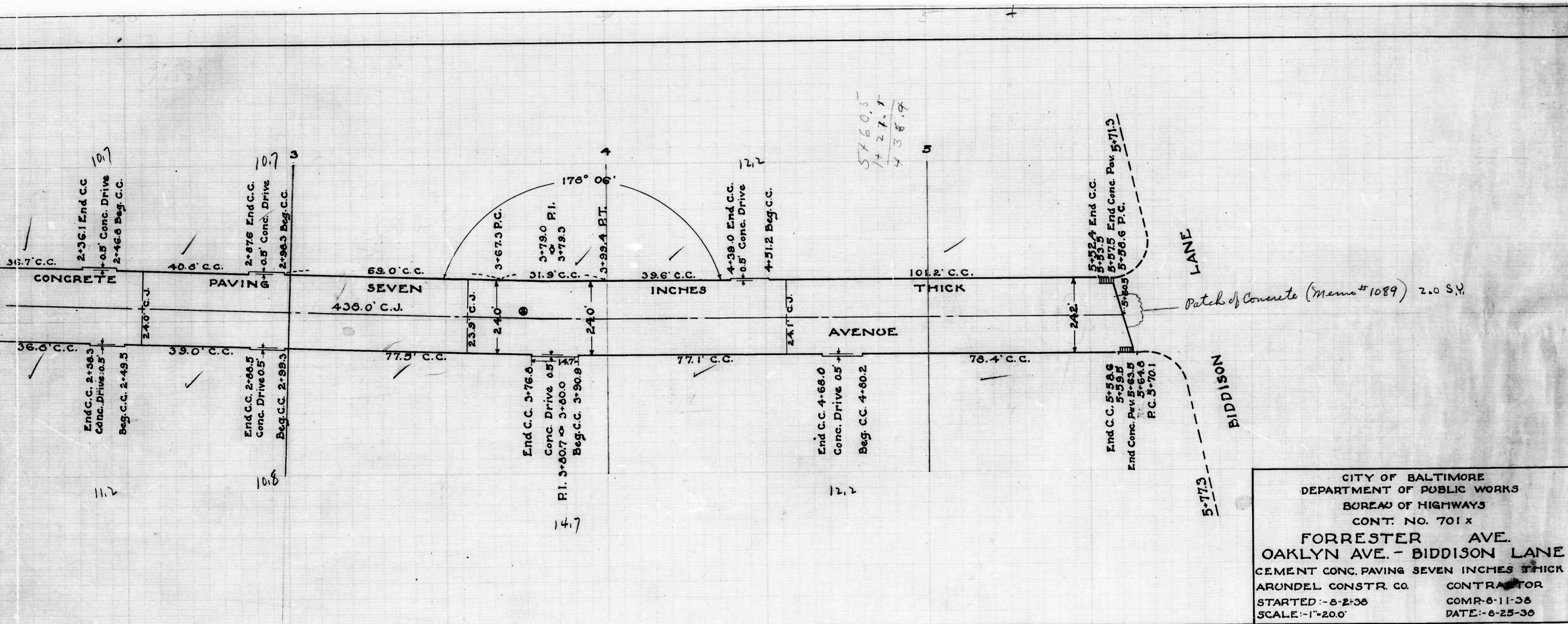
78.4' C.C.

$(7.5 \times 3.5) + \frac{1}{2}(11.0 \times 3.5) = (7.5 \times 3.5) + (5.5 \times 3.5) = 13.0 \times 3.5$

1+29.1
1+13.6
2+48.1-1+29.1

5+60.5
1+21.1
4+38.9

DRAWN BY B. Polakoff
EXAMINED BY S. J. Burns
ENGINEER IN CHARGE OF DRAWING

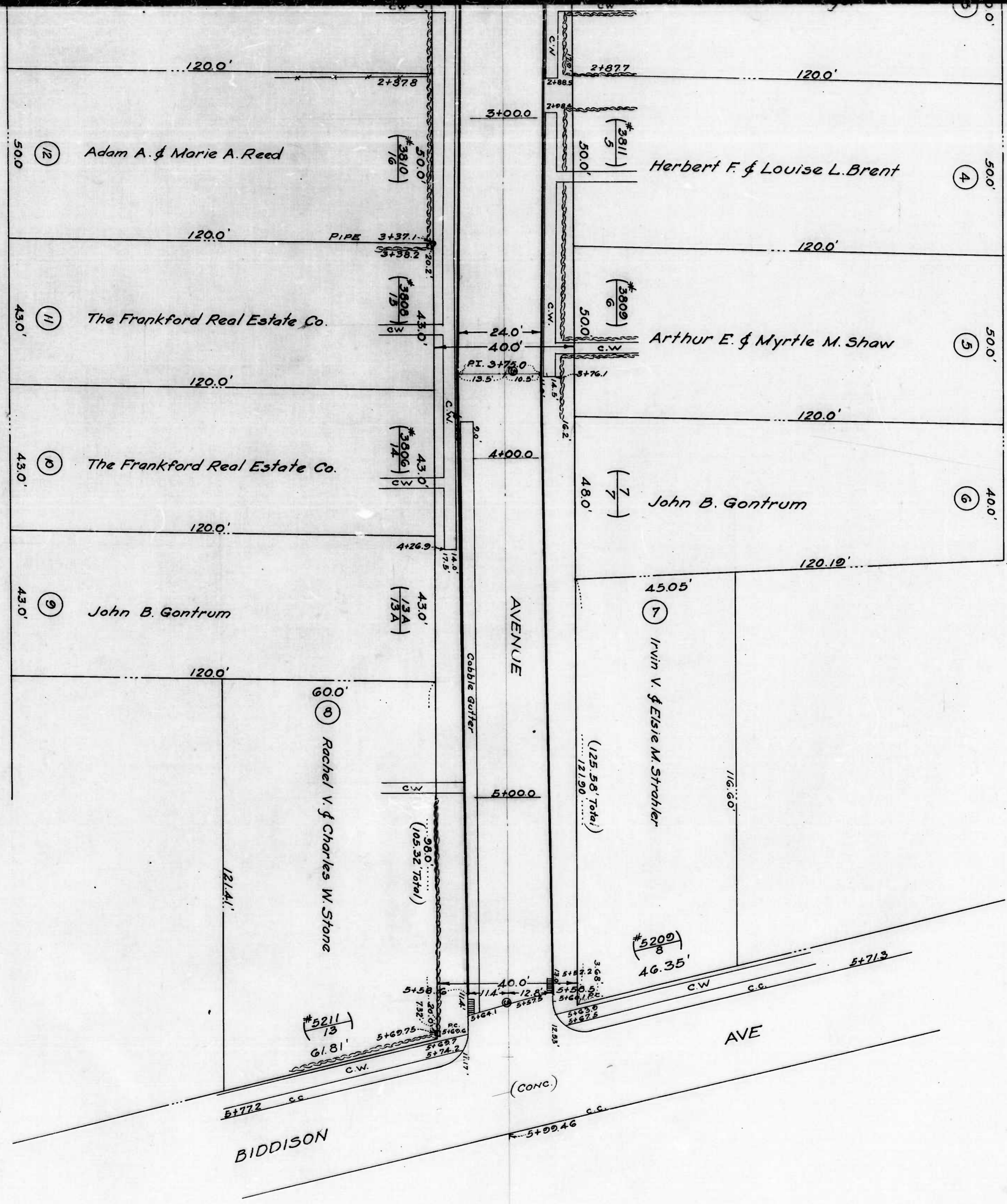


CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 CONT. NO. 701 X
FORRESTER AVE.
OAKLYN AVE. - BIDDISON LANE
 CEMENT CONC. PAVING SEVEN INCHES THICK
 ARUNDEL CONSTR. CO. CONTRACTOR
 STARTED: -8-2-36 COMP: 8-11-36
 SCALE: -1"=20.0' DATE: -8-25-36

FORRESTER AVE - OAKLYN AVE - BIDDISON LANE
 CONT. NO. 701 X

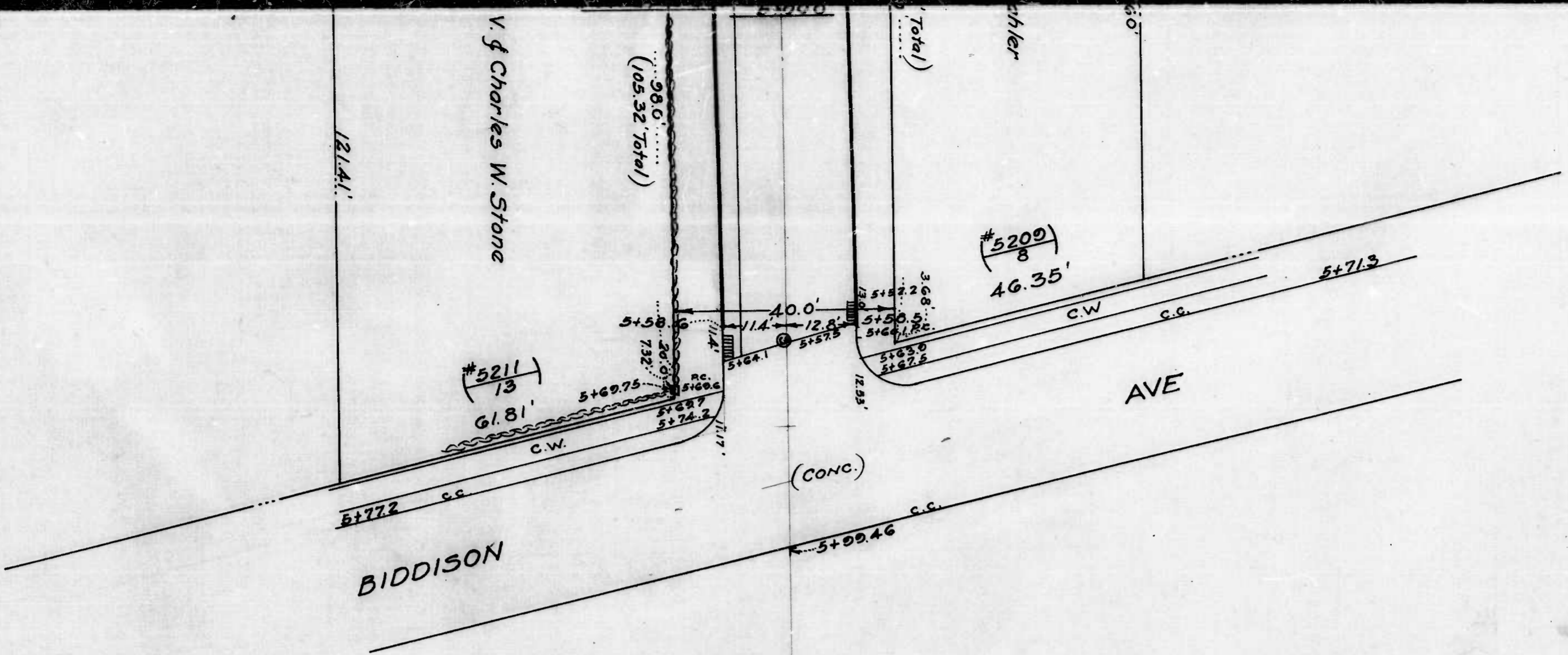
SECTION - 2

BLOCK - 23



SECTION - 2

BLOCK - 22



(No) PLAT No
 (No) HOUSE OR DEED LOT No
 (No) APPEAL TAX COURT LOT No

WARD :- 27
 SECTION :- 2
 BLOCKS :- 22 & 23

FILED May 18 - 1938
 DEPARTMENT OF HIGHWAYS
 PIR [Signature]

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS

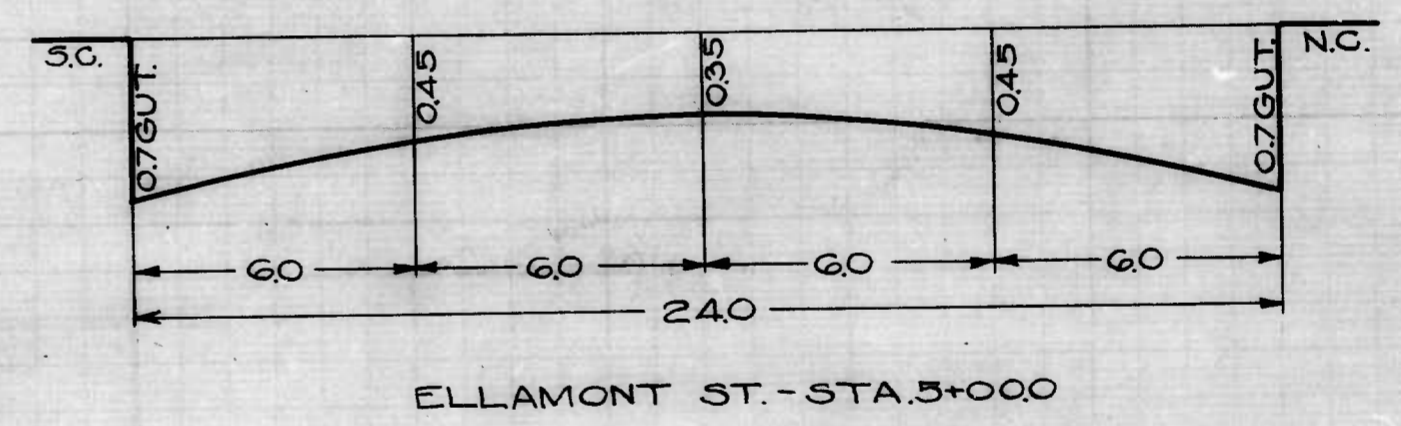
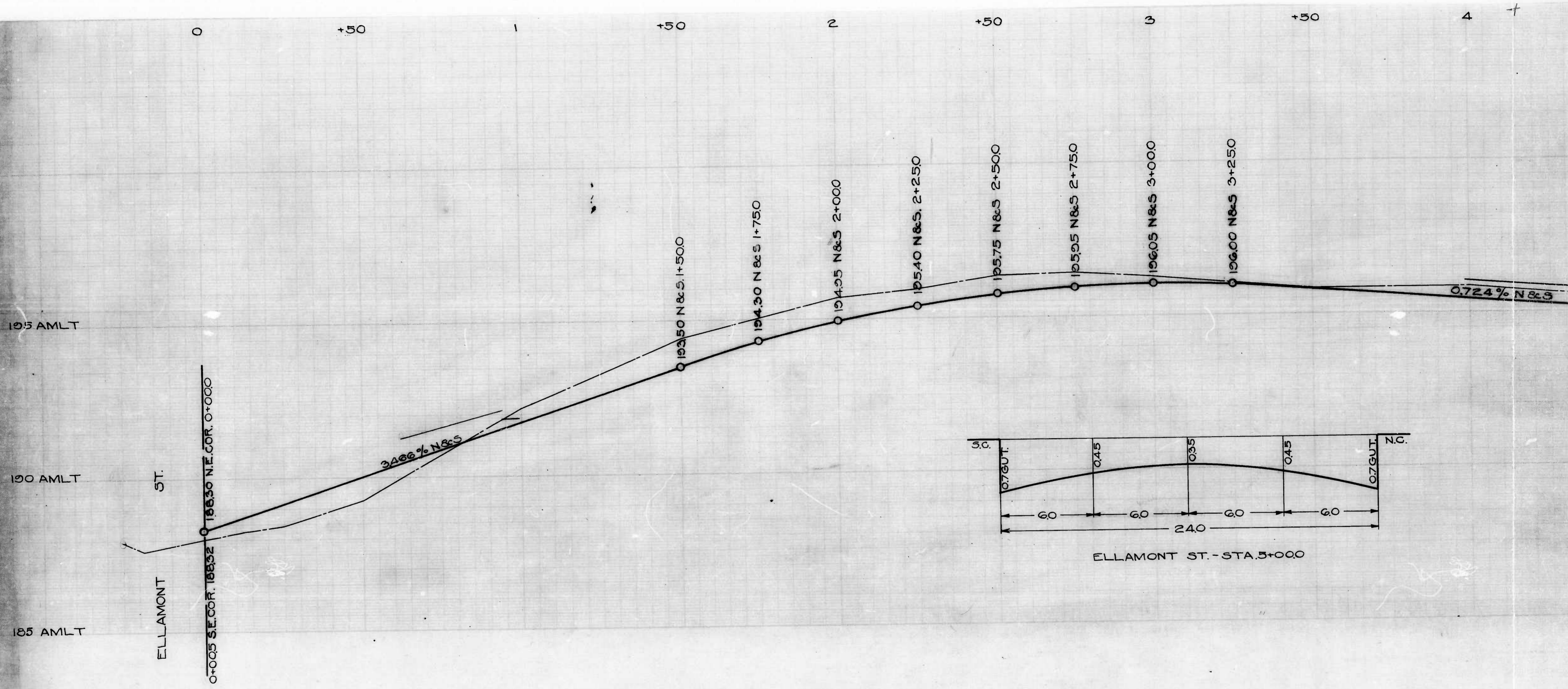
ASSESSMENT PLAT No 540-A
 FORESTER AVE - BIDDISON AVE - OAKLYN AVE
 SCALE :- 1" = 200' BOOK No X-79 DATE :- APR. 14, 1938.
 CONT. No 701

CORRECT APPROVED

[Signature] ASSOCIATE ENGINEER APPROVED
 [Signature] HIGHWAYS ENGINEER APPROVED

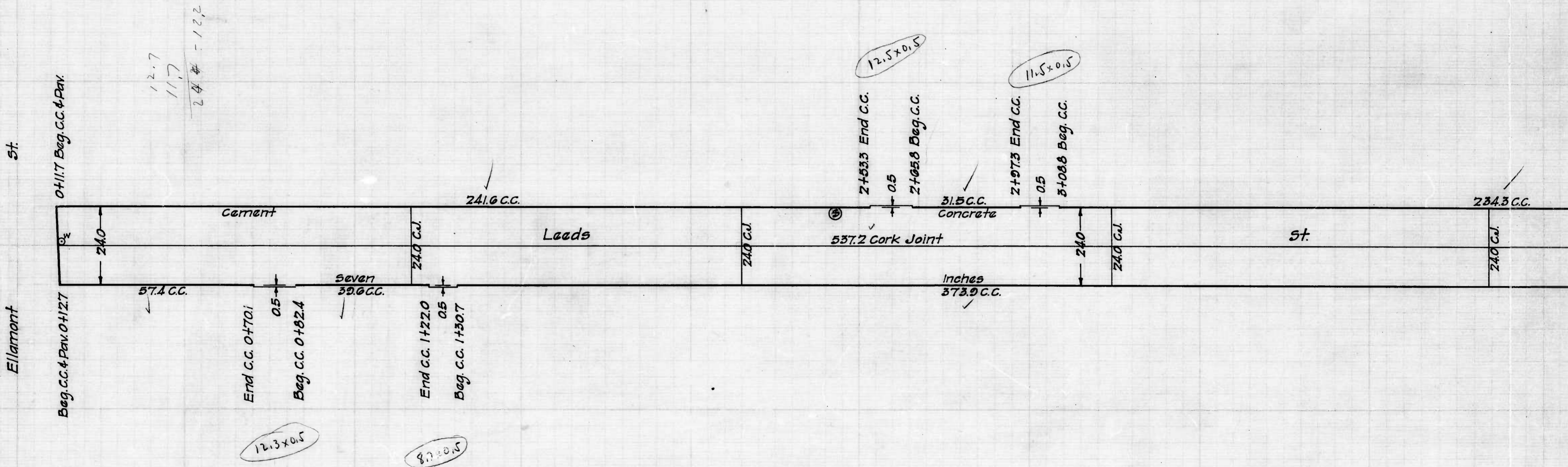
[Signature] ENGR. PLANS & SURVEYS
 [Signature] CHIEF ENGINEER

ASSESSMENT PLAT No 540-A CONT. No 701
 FORESTER AVE - BIDDISON AVE - OAKLYN AVE



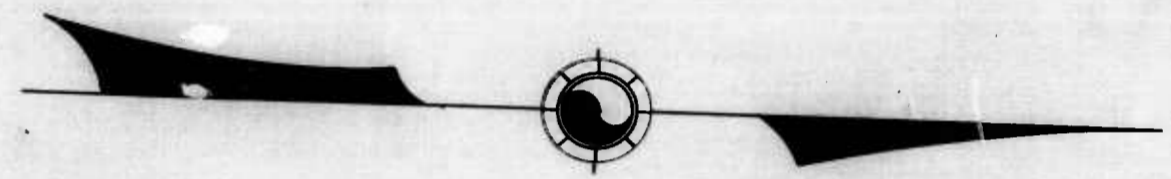
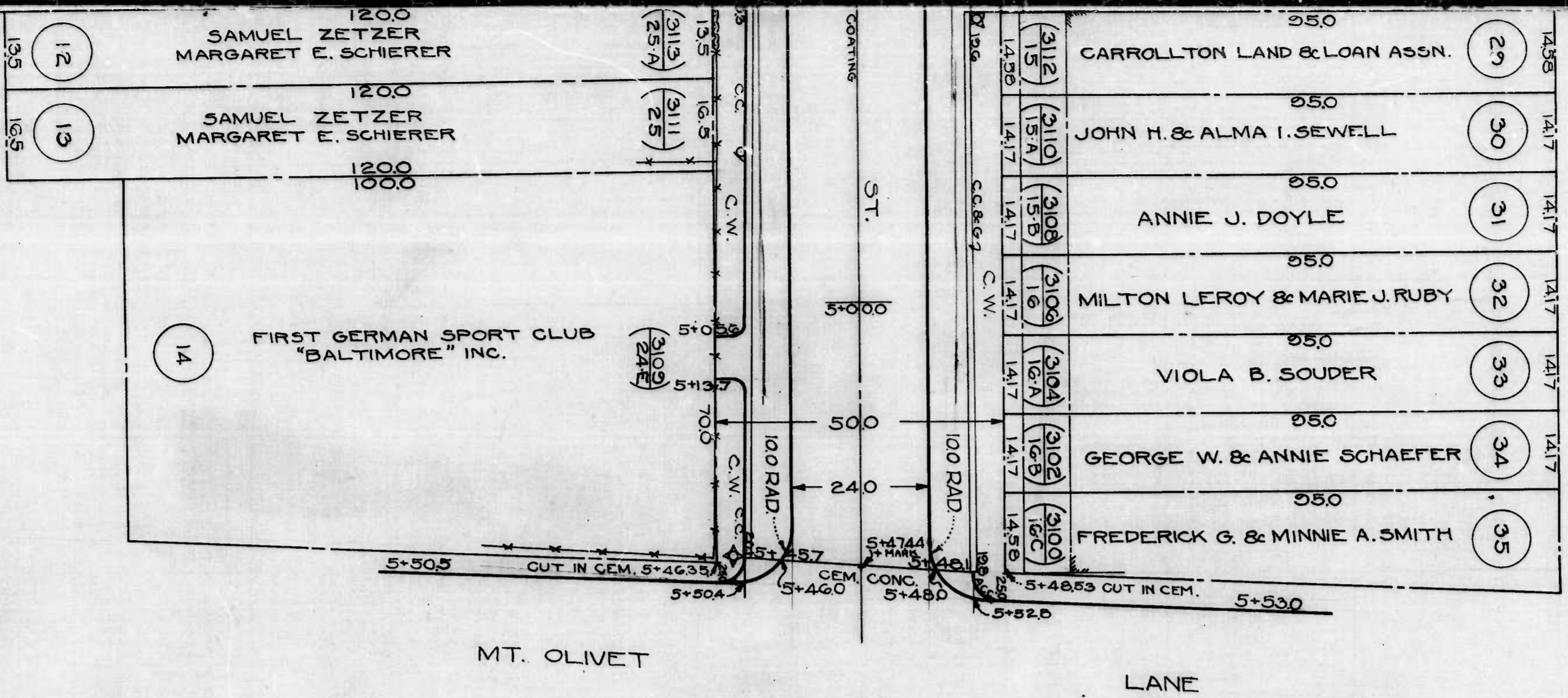
DRAWN BY *[Signature]*
 EXAMINED BY *[Signature]*
 ENGINEER IN CHARGE OF DRAFTING

0 +50 1 +50 2 +50 3 +50 4 +50



DRAWN BY *J. J. Hayden*
 EXAMINED BY *S. P. Burns*
 ENGINEER-IN-CHARGE OF DRAWINGS

Total Cork Joint
 $(2410 \times 4) + (537.2) = 633.2 \text{ L.F.}$
 Mans H 1092
 634.0 C.F.



PLAT NUMBER

HOUSE OR DEVELOPEMENT LOT NUMBER
APPEAL TAX COURT LOT NUMBER

FILED July 18 - 1938
BOARD OF HIGHWAYS
PER [Signature]

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS
ASSESSMENT PLAT No. 539A
LEEDS ST.-ELLAMONT ST.-MT. OLIVET LANE
SCALE 1"=200
BOOK No. X-113
CONT. No. APRIL 20, 1938
CORRECT APPROVED

[Signature]
ASSOCIATE ENGINEER
[Signature]
HIGHWAYS ENGINEER

APPROVED APPROVED
[Signature]
ENGR. PLANS & SURVEYS CHIEF ENGINEER

101
ASSESSMENT PLAT No. 539A
LEEDS ST.-ELLAMONT ST.-MT. OLIVET LANE

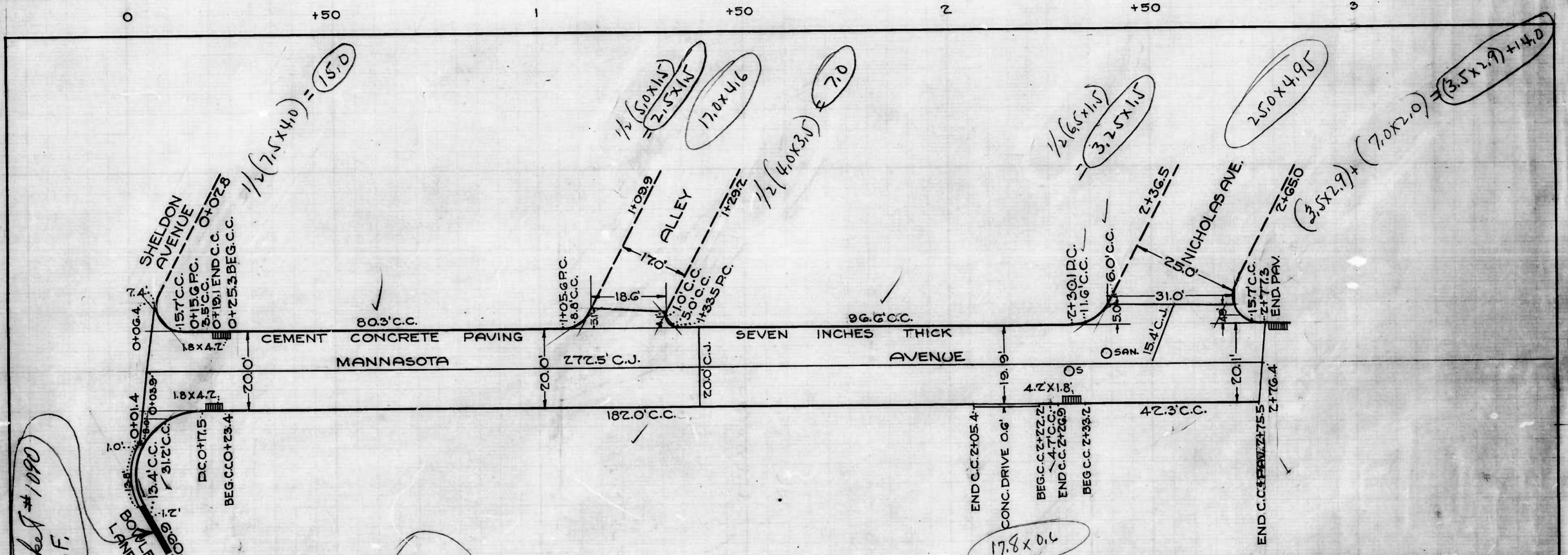
101-5

HTPION TST-S-2VA NOU LENE-2VA OTORVNIAM XIOT ON TIOO

Memo ticket # 1090
18.0 S.F.

8.0 x 1.0	=	8.0
8.0 x 2.0	=	16.0
1/2 (8.0 x 3.5)	=	14.0
13.8 x 1.1	=	13.8 x 1.1

DRAWN BY *John M. Rainold*
 EXAMINED BY *S.P. Burns*
 ENGINEER IN CHARGE OF DRAFTING

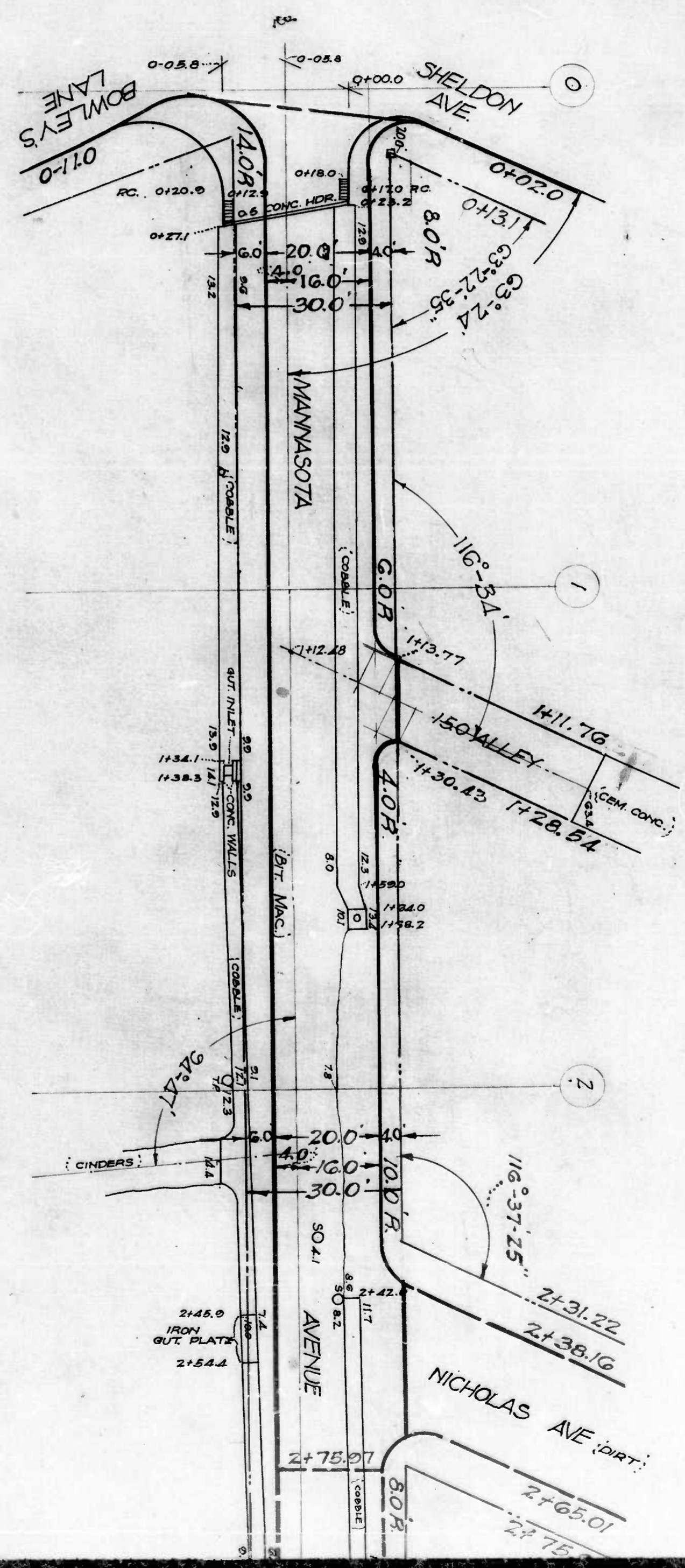
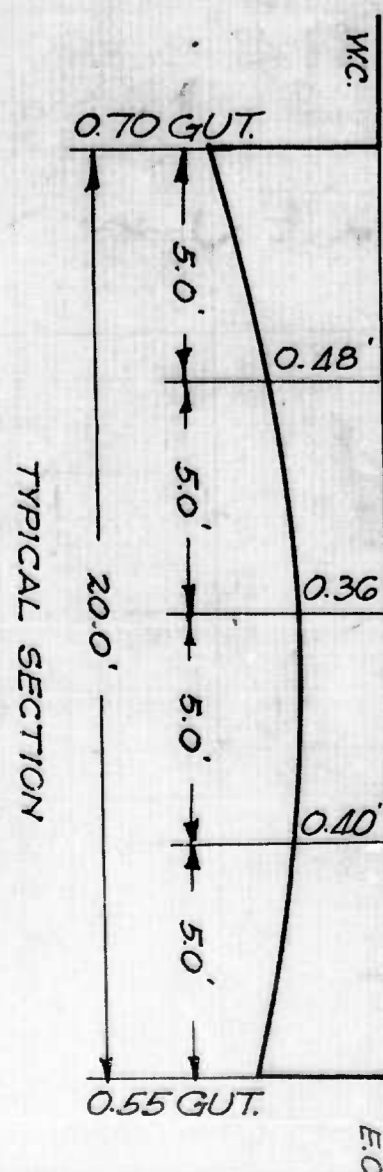
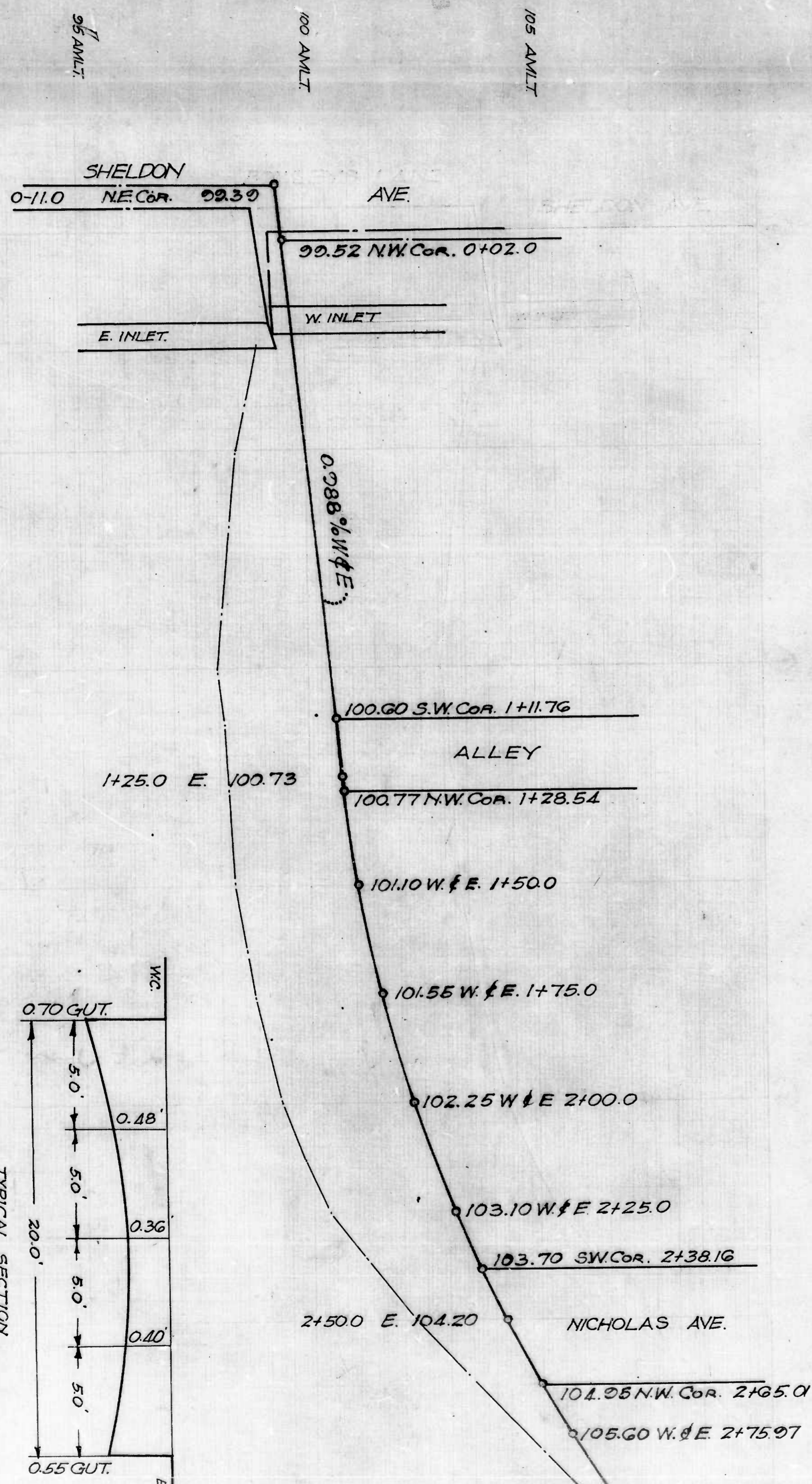


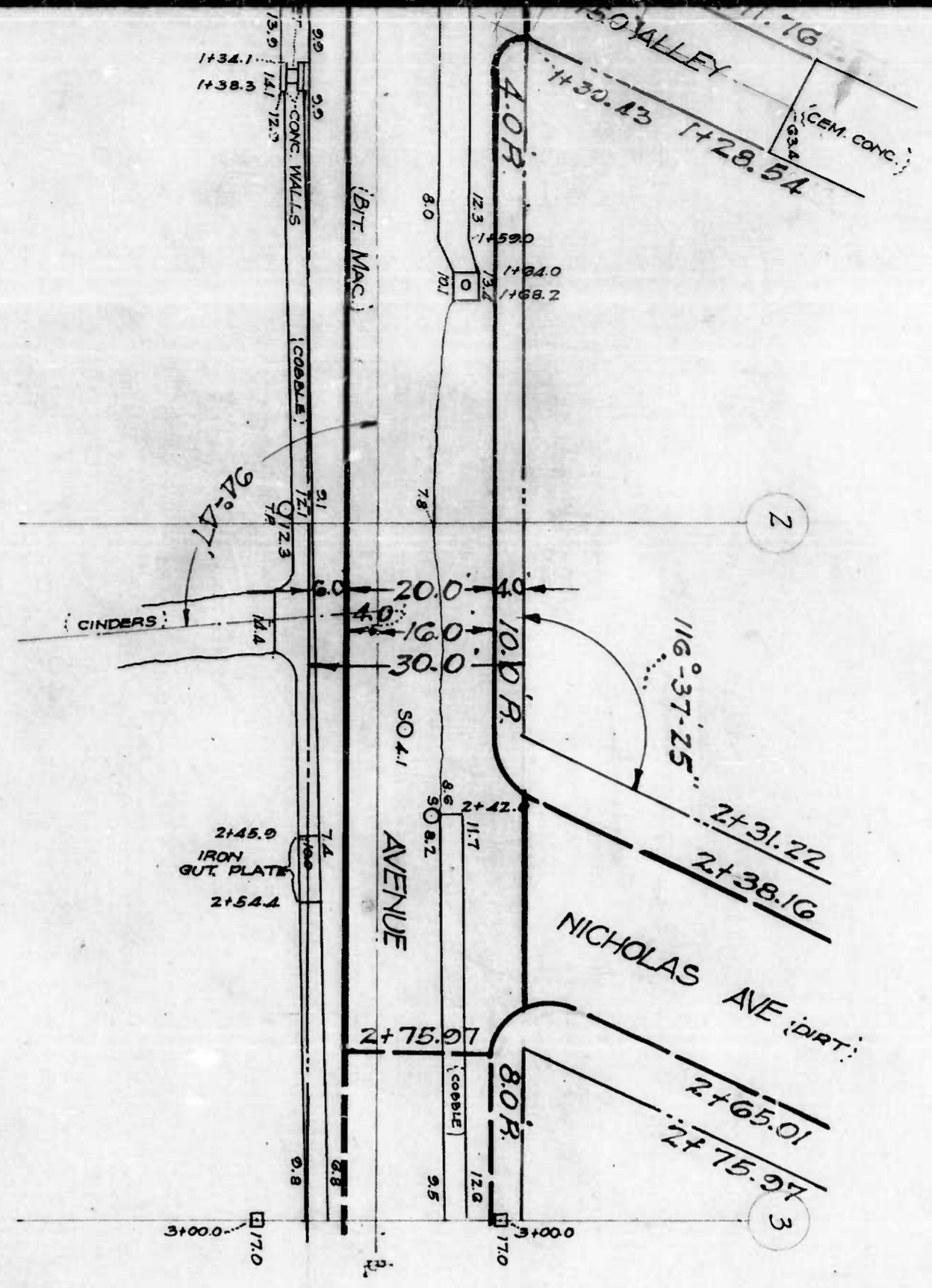
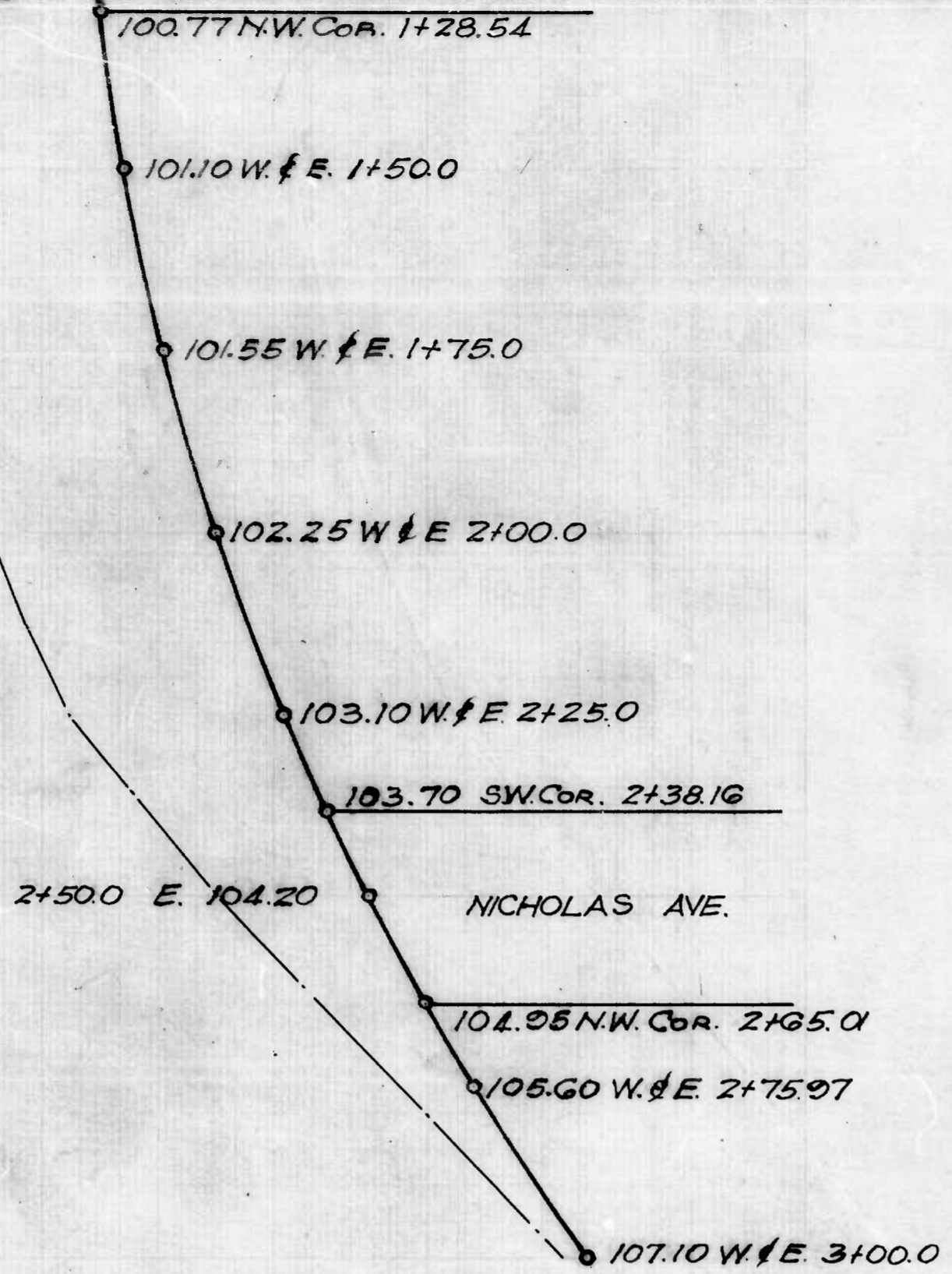
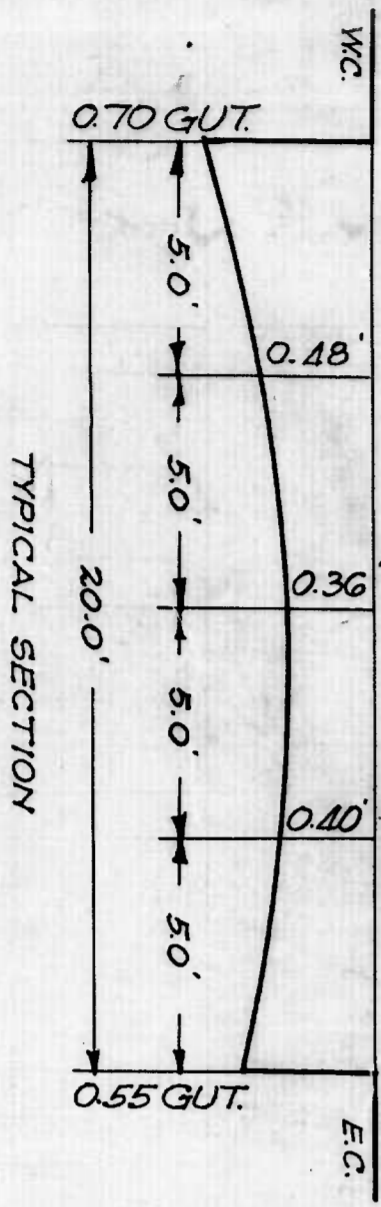
CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 CONT NO. 701 X
MANNASOTA AVE.
SHELDON AVENUE - 275'± NORTH
 CEMENT CONC. PAVING SEVEN INCHES THICK

ARUNDEL CONST. CO. CONTRACTORS
 STARTED: 8-5-38 COMP: 8-13-38
 SCALE: 1"=20.0' DATE: 8-20-38

CCITL NO. 701 X MANNASOTA AVE - SHELDON AVE - 275' NORTH

DRAWN BY
CHECKED BY
ENGINEER IN CHARGE OF DEPT.





DIRECTOR
 APPROVED:
 ENG'R. PLANS & SURVEYS

CHIEF ENGINEER
 APPROVED:

SCALES: PLAN: 1"=20.0'
 PROFILE: HOR: 1"=20.0'
 VER: 1"=2.0'
 CONT. NO. 701.

BOOK X-7
 APRIL 30, 1938

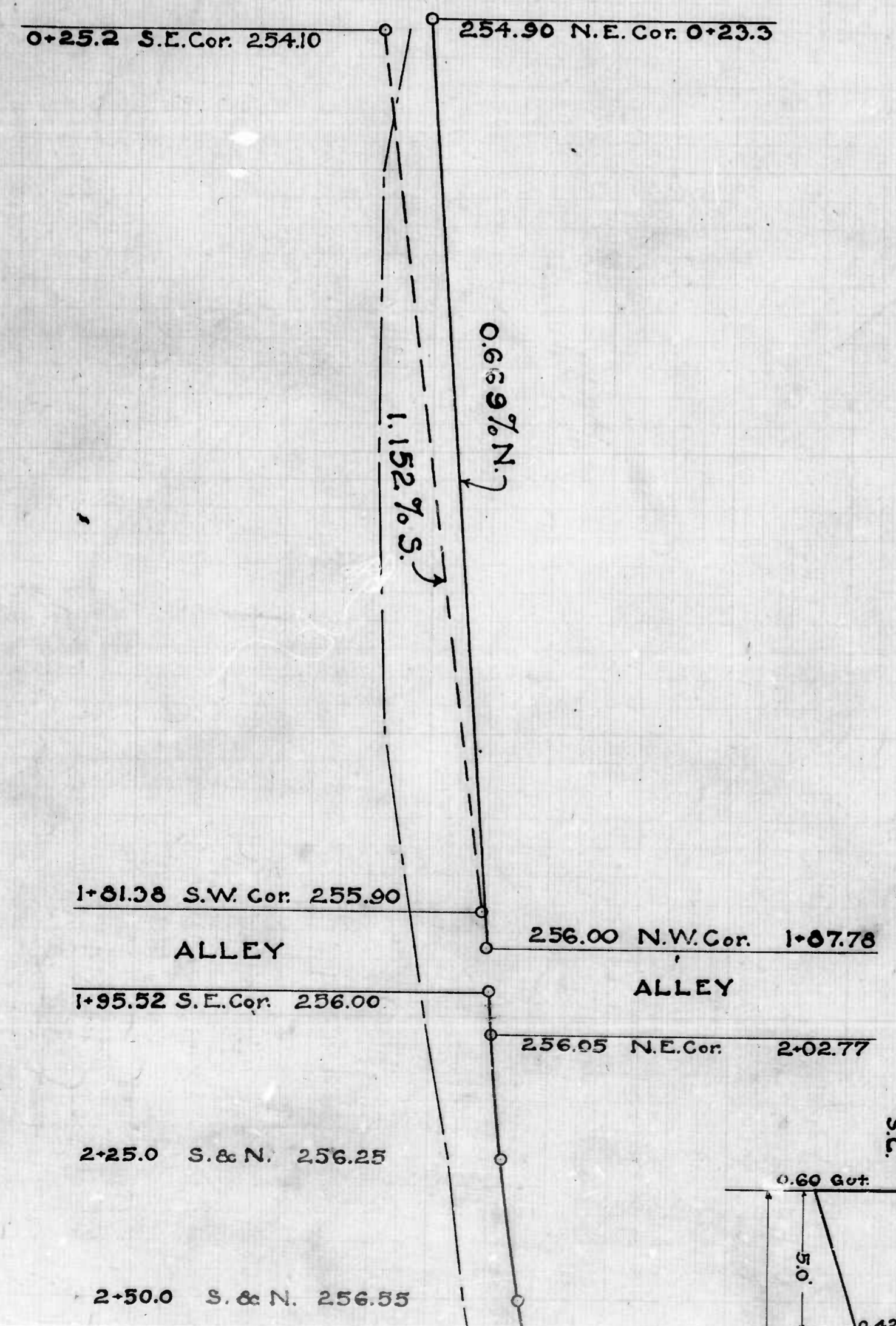
CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 PLAN & PROFILE

MANNASOTA AVE - SHELDON AVE - 275' ± NORTH.

(mirrored text from reverse side of the page)

250 A.M.L.T.
DRAWN BY D. Bolekoff
CHECKED BY H. H. Hickey
ENGINEER IN CHARGE OF DRAWING

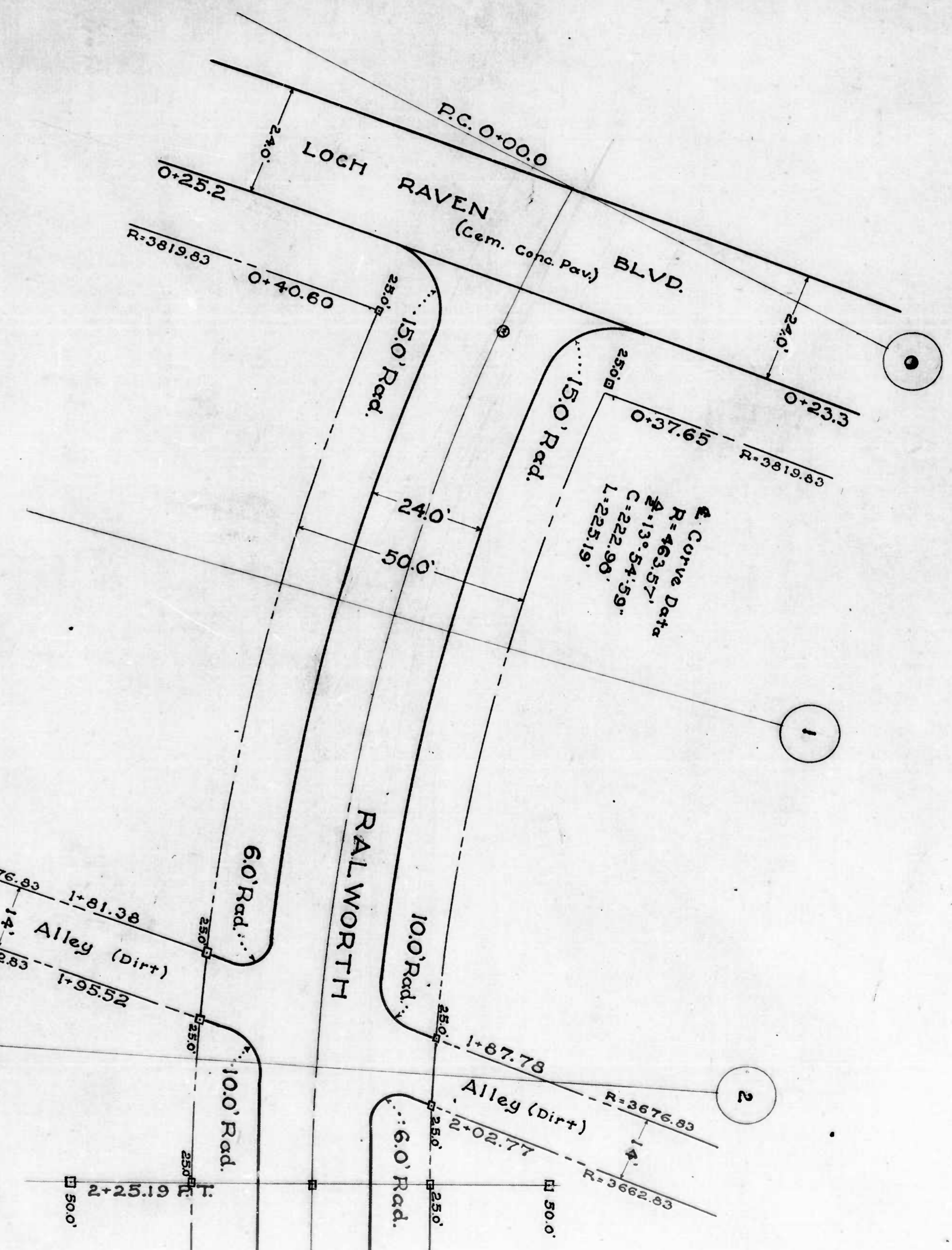
LOCH RAVEN BLVD.
(Cem. Conc.)



265 A.M.L.T.

260 A.M.L.T.

255 A.M.L.T.



1.50

1.50

2

1.50

2+50.0 S. & N. 256.55

2+75.0 S. & N. 257.00

3+00.0 S. & N. 257.60

3+25.0 S. & N. 258.35

3+50.0 S. & N. 259.20

3+75.0 S. & N. 260.20

4+00.0 S. & N. 261.40

4+25.0 S. & N. 262.70

4+50.0 S. & N. 263.80

4+75.0 S. & N. 264.70

5+00.0 S. & N. 265.35

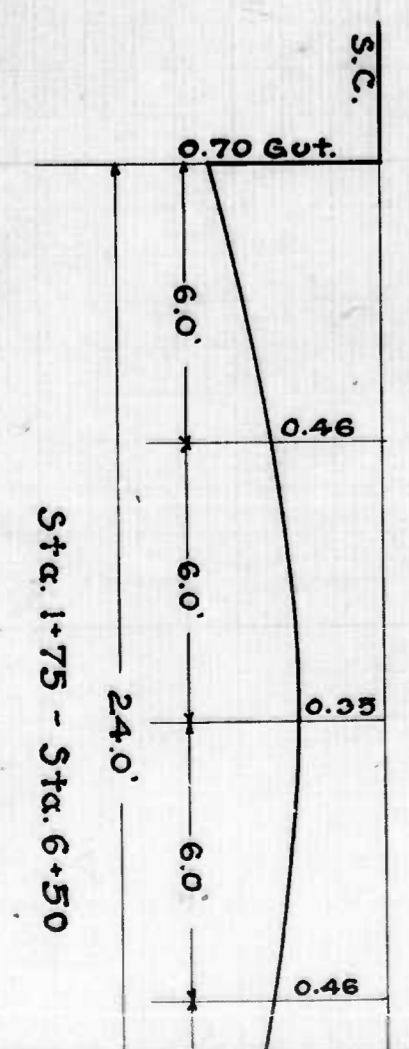
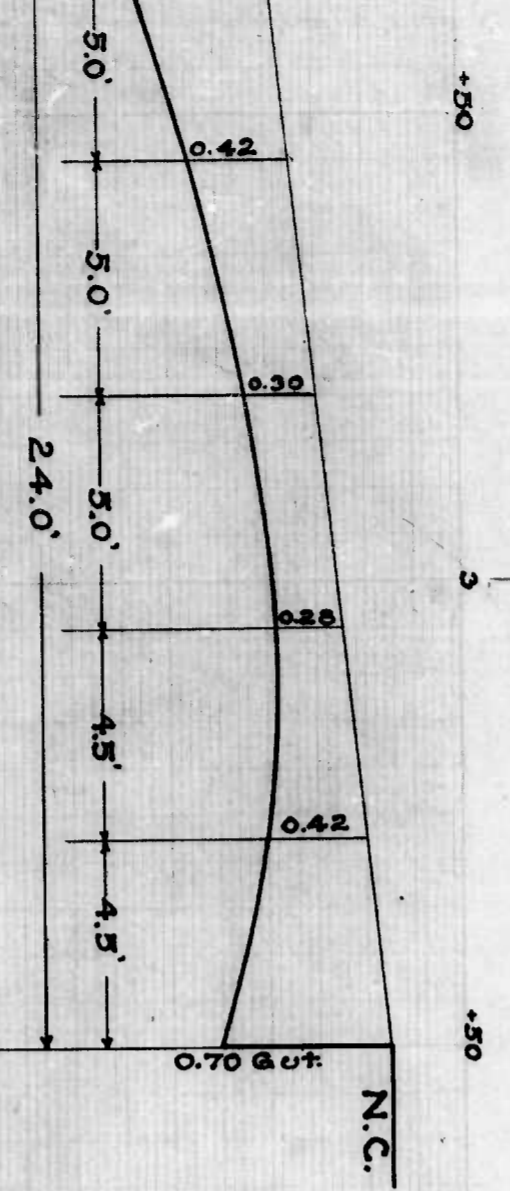
5+25.0 S. & N. 265.80

5+50.0 S. & N. 266.00

5+75.0 S. & N. 266.00

Sta. 0+50 - Sta. 1+25

Sta. 1+75 - Sta. 6+50



+50

3

+50

4

+50

5

+50

(Dirt)

ROAD

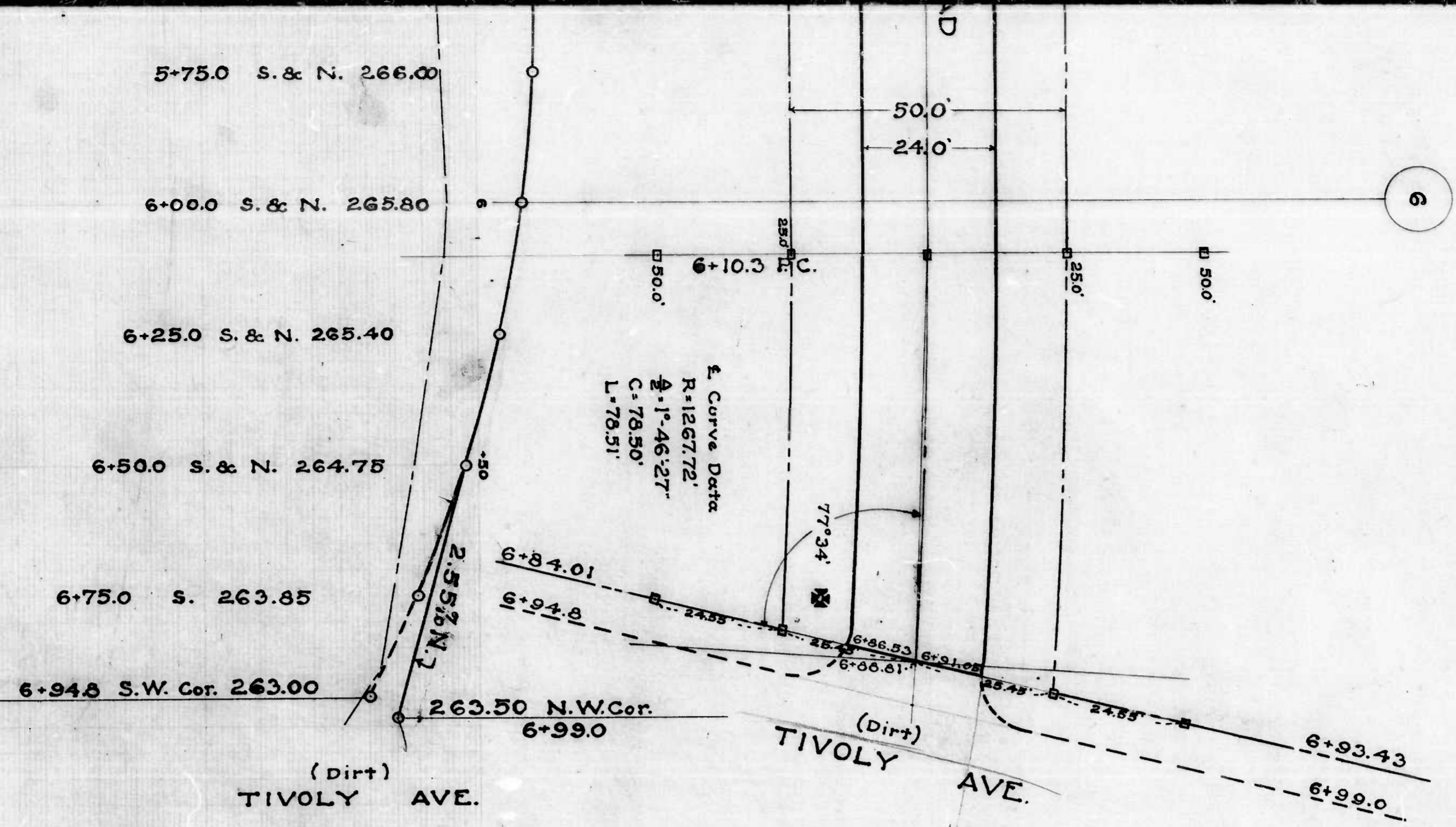
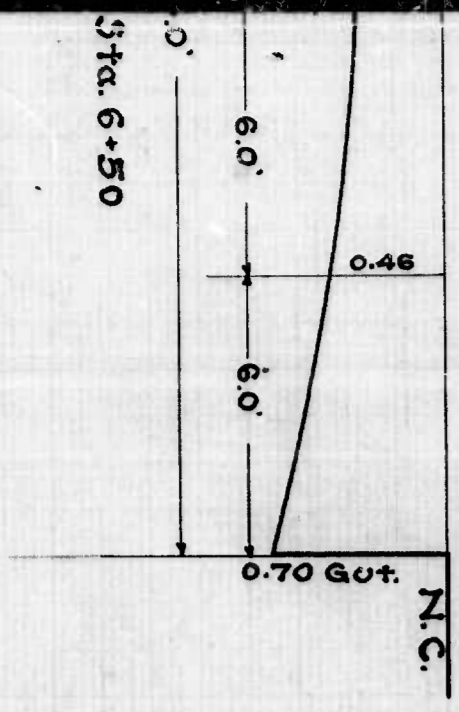
50.0'

24.0'

3

4

5



CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 PLAN & PROFILE

RALWORTH RD - LOCH RAVEN BLVD - TIVOLY AVE.
 SCALE: PLAN - 1"=200'
 DATE: APR. 26, 1936
 PROFILE - VER. 1"=20'
 BOOK N° X-43
 CONT. N° 701

CORRECT: *[Signature]*
 ASSOC. ENGINEER
 APPROVED: *[Signature]*
 HIGHWAYS ENGINEER

APPROVED: *[Signature]*
 CHIEF ENGINEER

CONT. N° 701
 RALWORTH ROAD - LOCH RAVEN BLVD - TIVOLY AVENUE