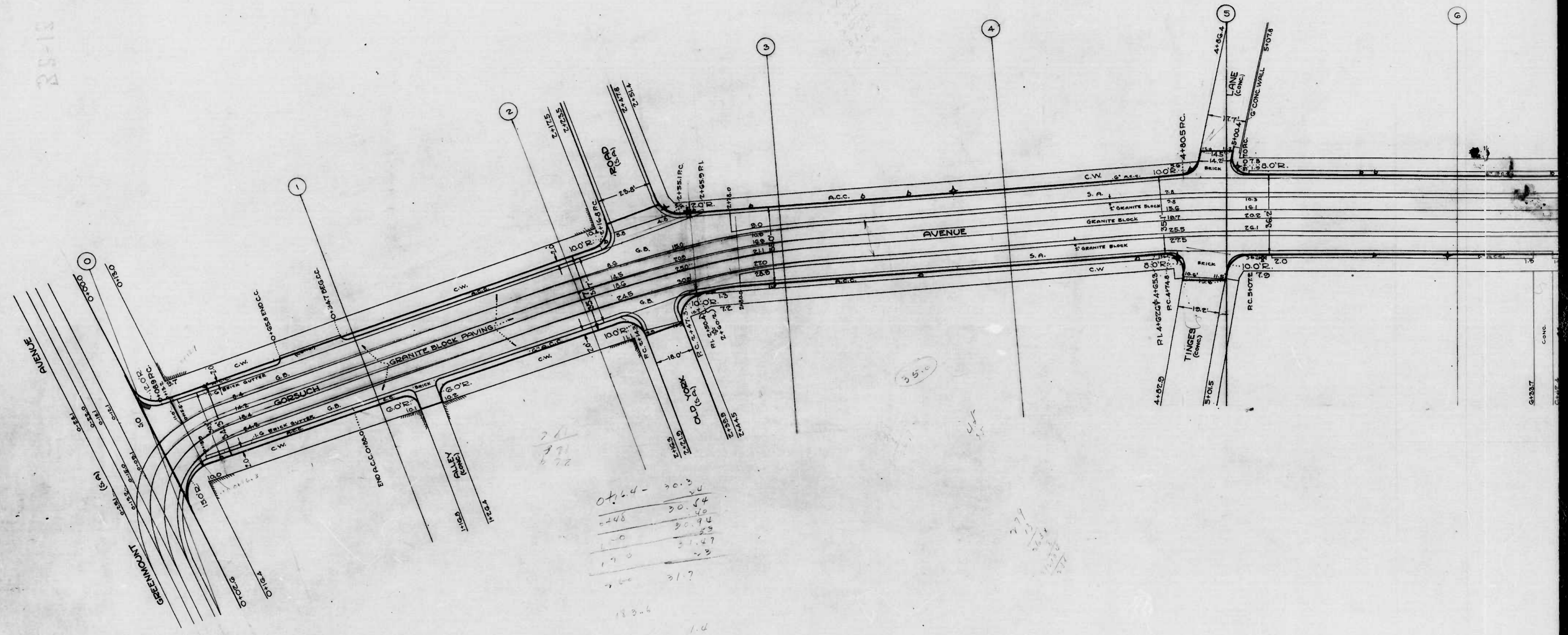


Bench Mark No. 1380
 Square cut in S. End of granite sill E. face of entrance to the
 L.E. Jefferson Co. W. side of York Rd. 43rd Bldg. N. of Verabie Ave. Elev. 222.09

DRAWN BY: J. R. G. J. H.
 CHECKED BY: J. R. G. J. H.
 DATE: 10/10/55

DRAWN BY: J. R. G. J. H.
 CHECKED BY: J. R. G. J. H.
 ENGINEER IN CHARGE OF DRAFTING

3



Handwritten notes and calculations:

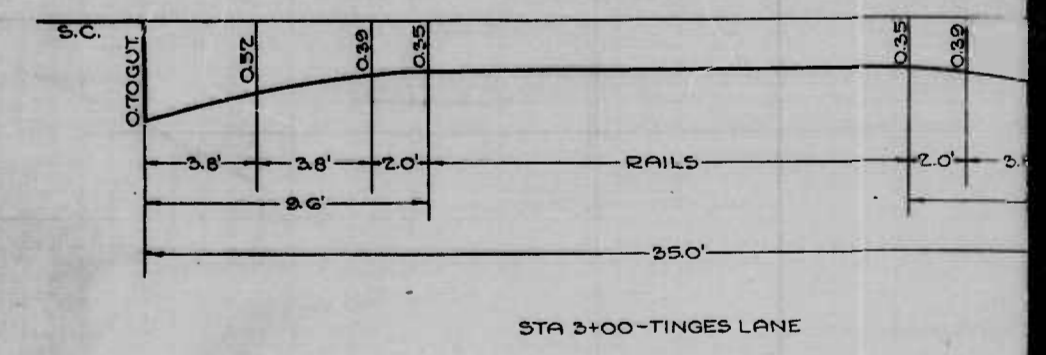
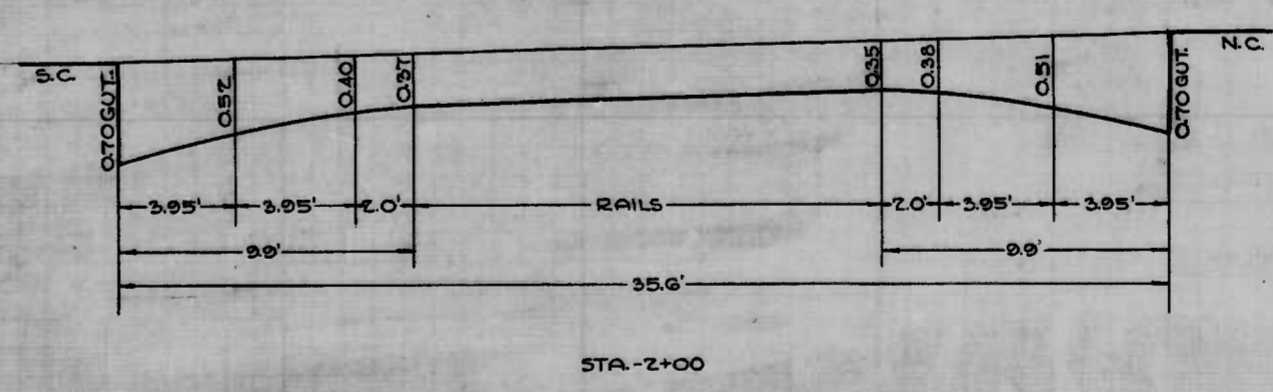
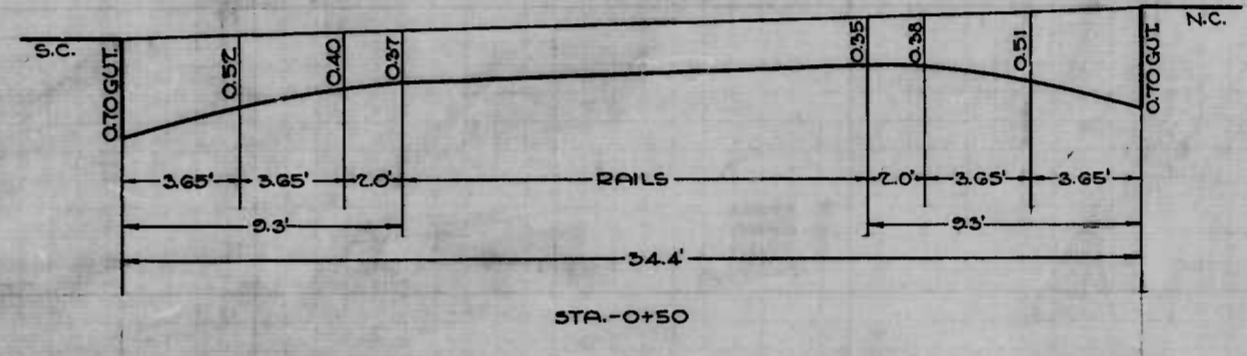
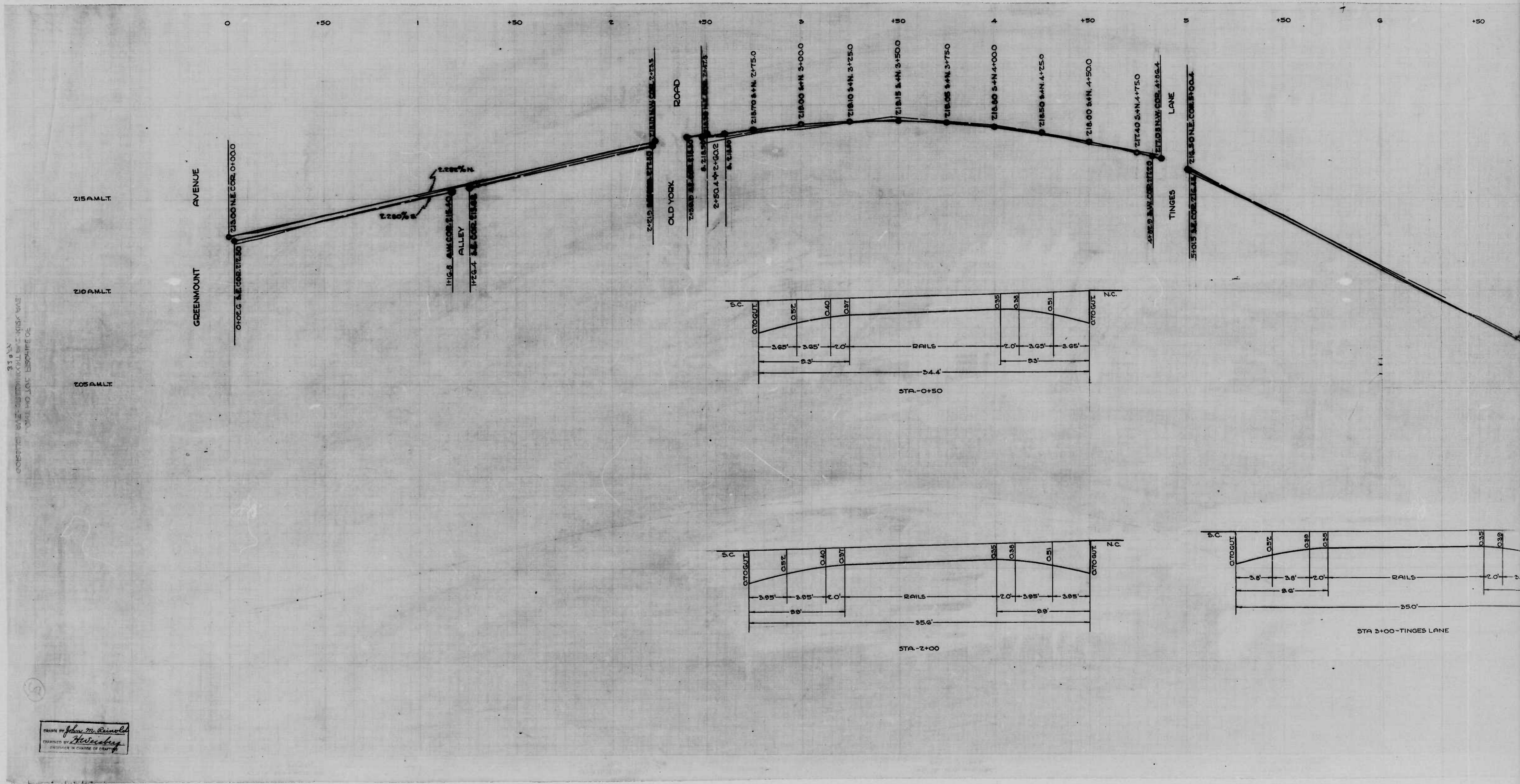
0.64 - 30.5
 = 48 30.4
 1.0 30.4
 1.70 31.47
 7.60 31.7

183.6 1.0

DRAWN BY *Johann M. Edmundo*
 PREPARED BY *H. Heineberg*
 ENGINEER IN CHARGE OF WORK

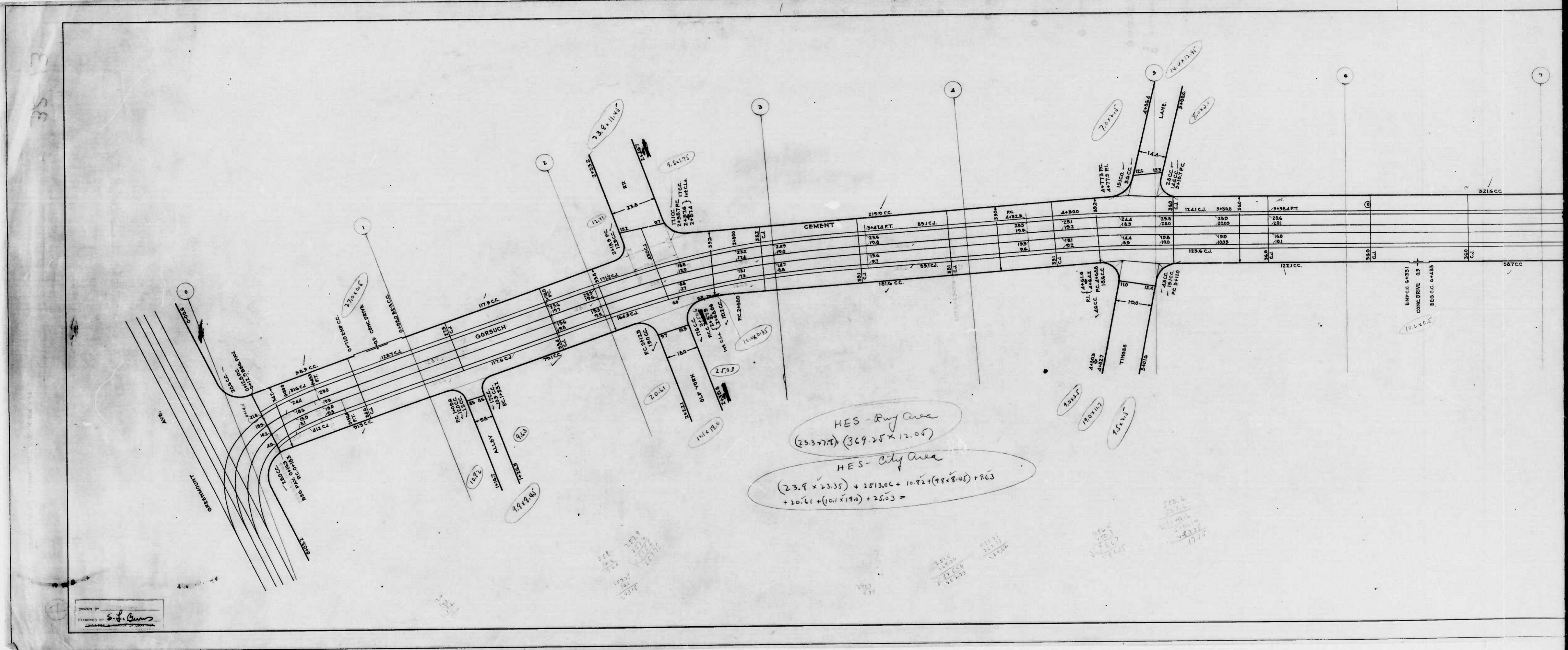
702

RATIO - 24



33 8 1/2 IN
 OCCASIONALLY DISTURBED BY WINDS
 AND MOISTURE.

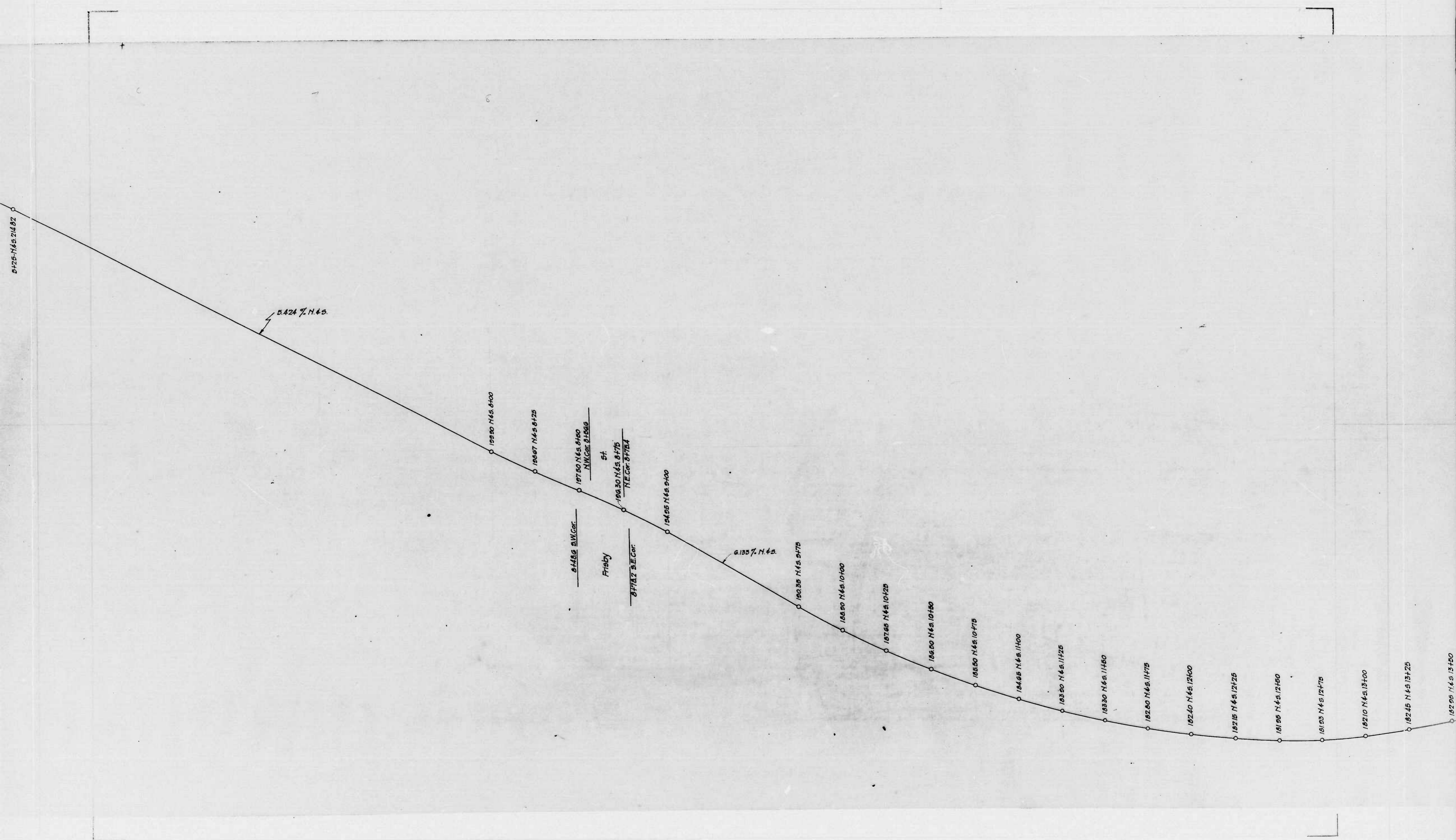
DRAWN BY *John M. Reinold*
 CHECKED BY *W. H. ...*
 ENGINEER IN CHARGE OF DEPT.



HES - Rug Area
 $(23.3 \times 7.7) (369.25 \times 12.05)$

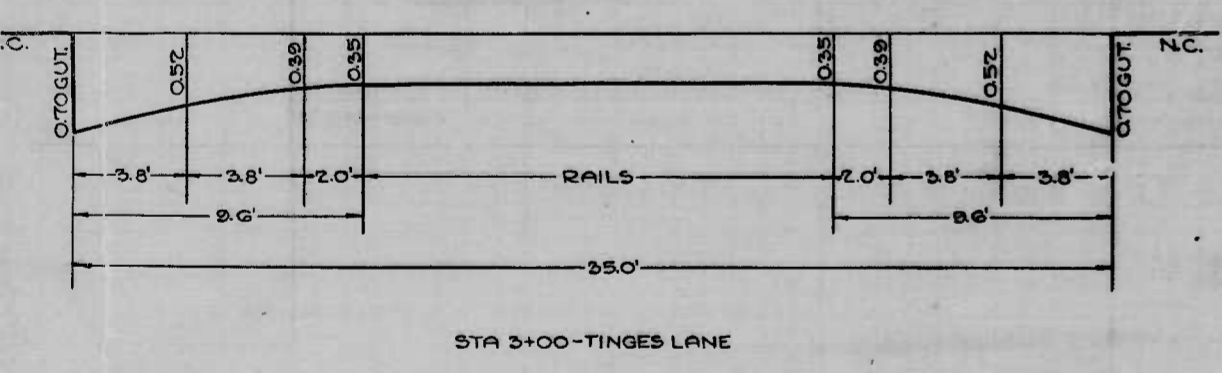
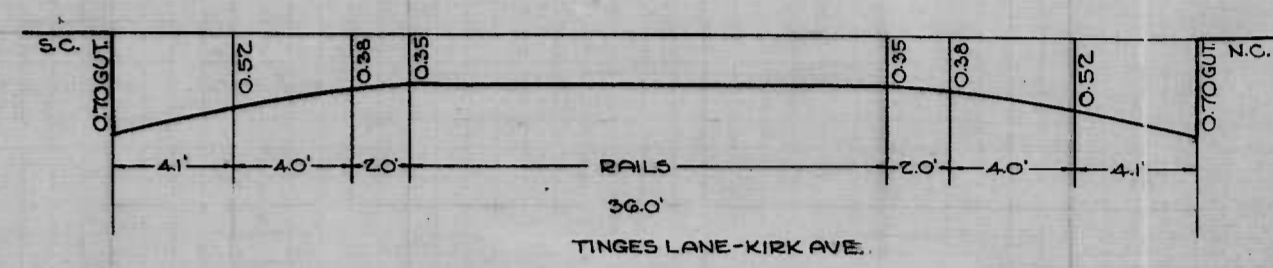
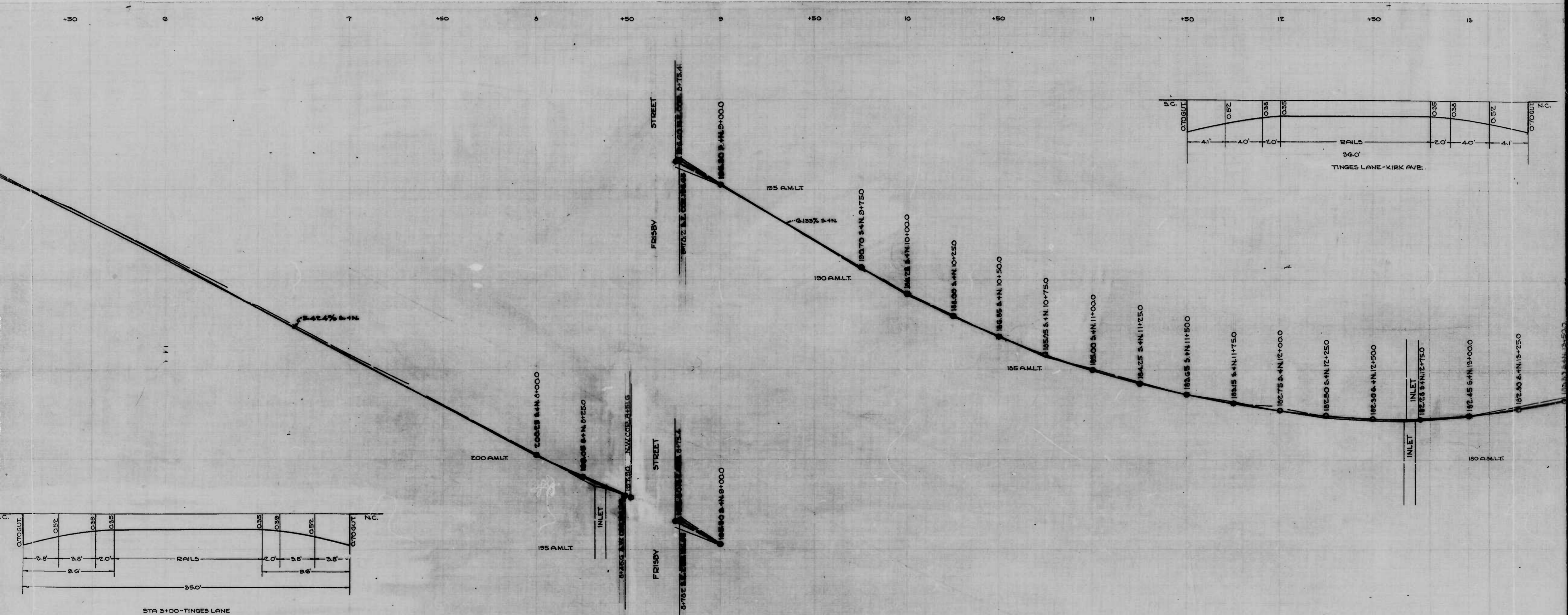
HES - City Area
 $(23.9 \times 23.35) + 2513.06 + 10.72 + (9.7 \times 8.45) + 9.63$
 $+ 20.61 + (10.1 \times 1.96) + 2.503 =$

DRAWN BY
 S. J. Burns

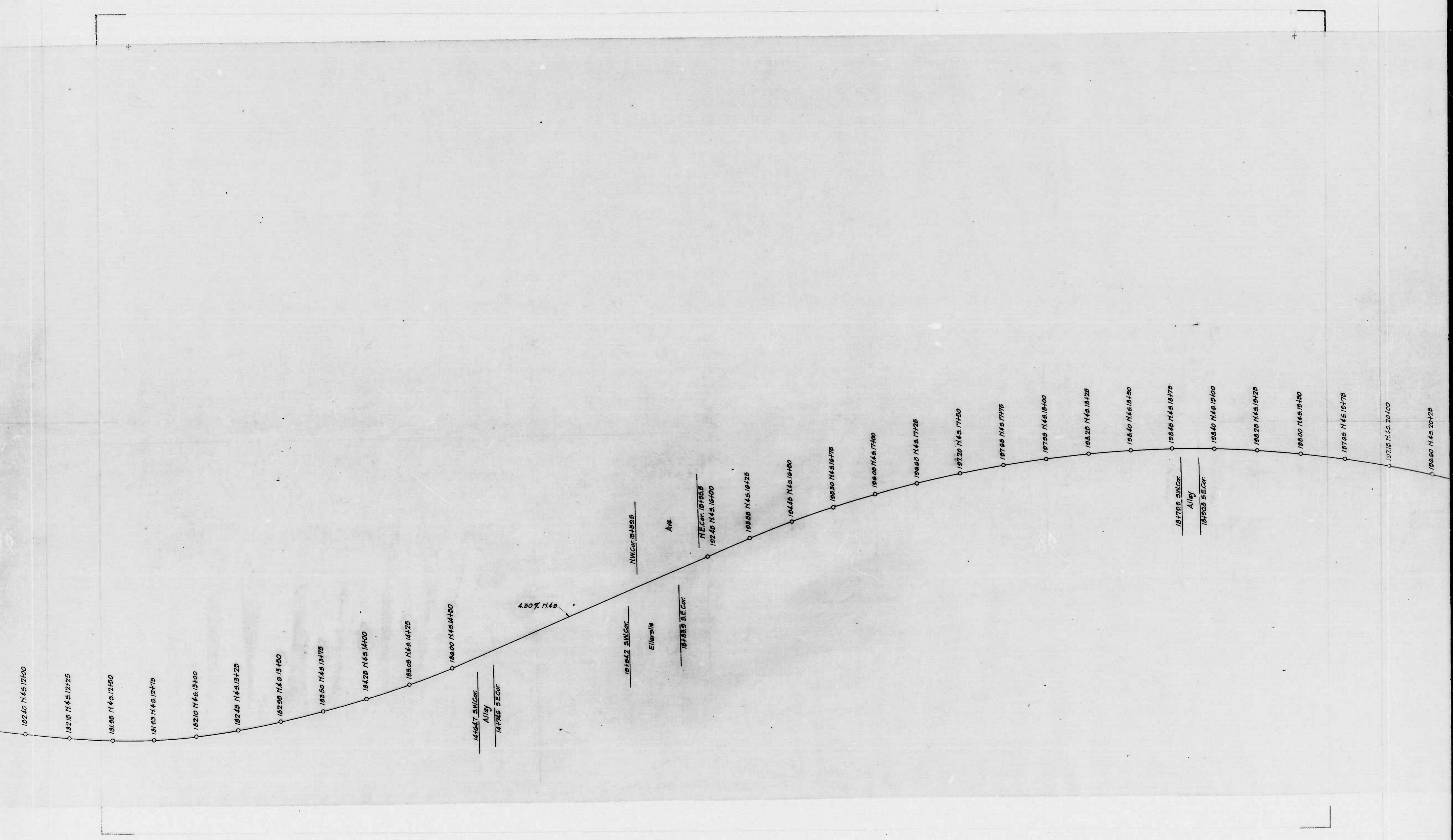


702

RATIO - 24

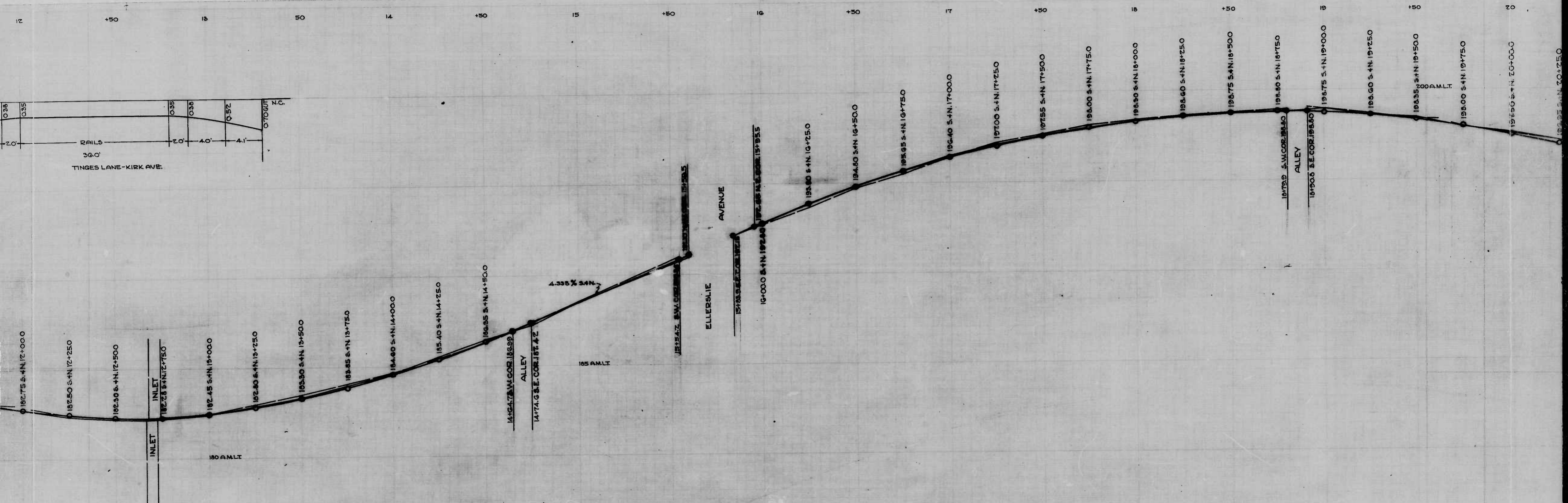


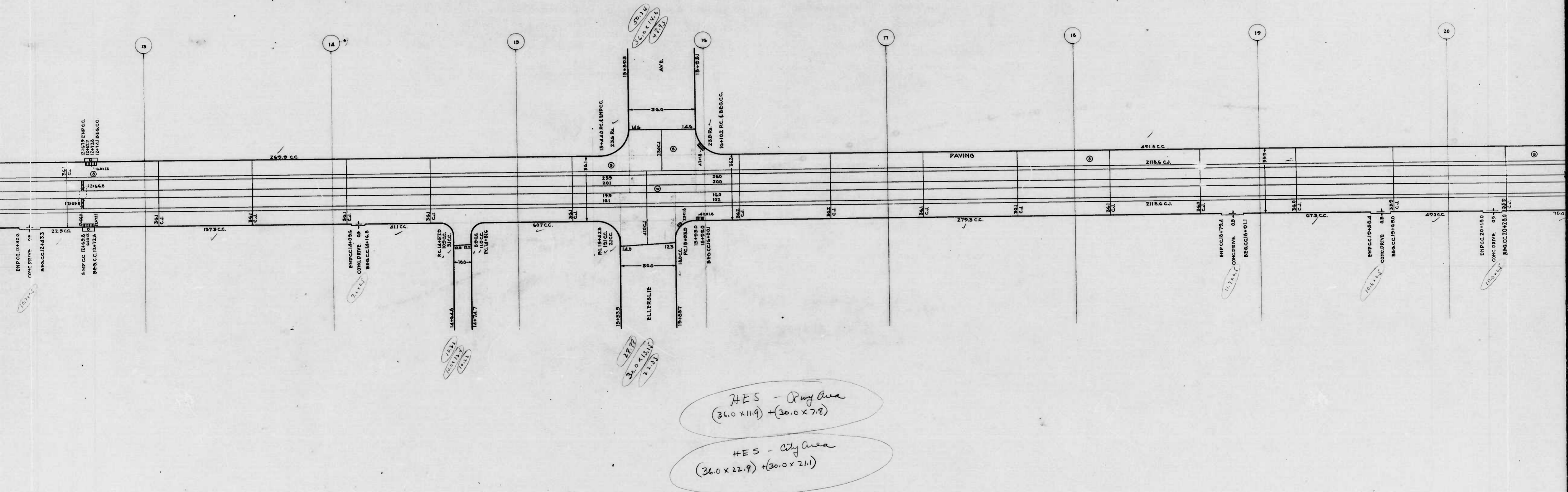
STA 3+00-TINGES LANE



702

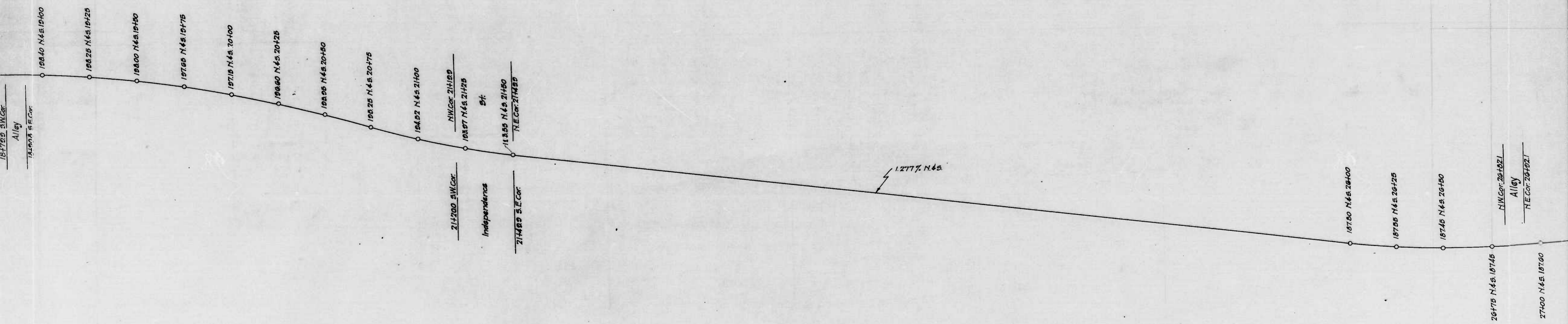
RATIO - 24





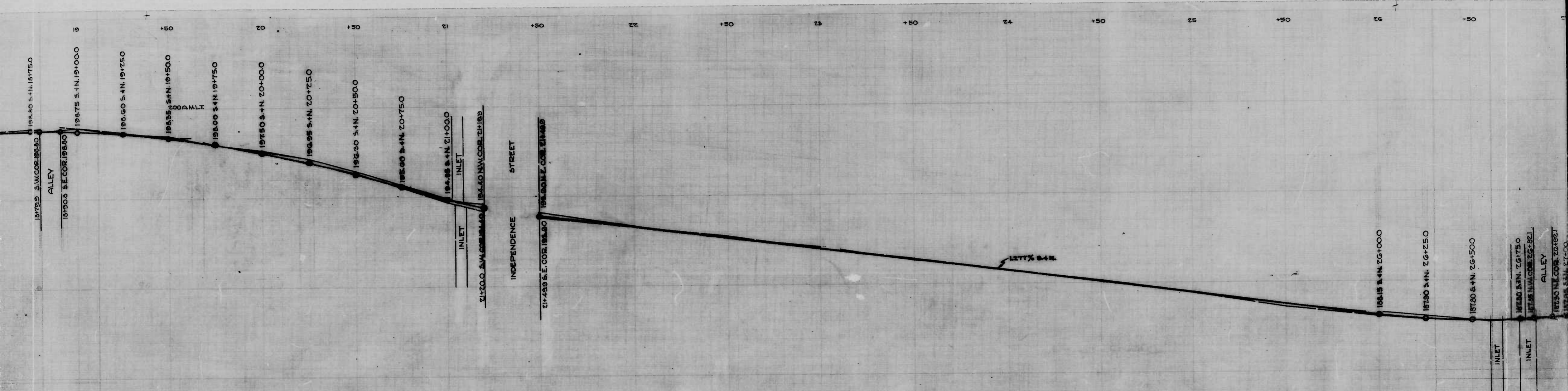
702

RATIO - 24



702

RATIO - 24



18+75 S.W. COR. 18+50

ALLEY

18+00 S.E. COR. 18+00

18+75 S.+N. 19+00

19+00 S.+N. 19+25

19+35 S.+N. 19+50

200 A.M.L.T

19+50 S.+N. 19+75

19+75 S.+N. 20+00

19+95 S.+N. 20+25

19+50 S.+N. 20+50

19+50 S.+N. 20+75

19+80 S.+N. 21+00

INLET

19+20 S.W. COR. 19+40

INDEPENDENCE STREET

19+40 S.W. COR. 19+60

21+40 S.E. COR. 19+60

19+60 S.E. COR. 21+40

1277 S.W.

19+15 S.+N. 20+00

19+50 S.+N. 20+25

19+50 S.+N. 20+50

INLET

INLET

19+50 S.+N. 20+75

19+50 S.W. COR. 20+75

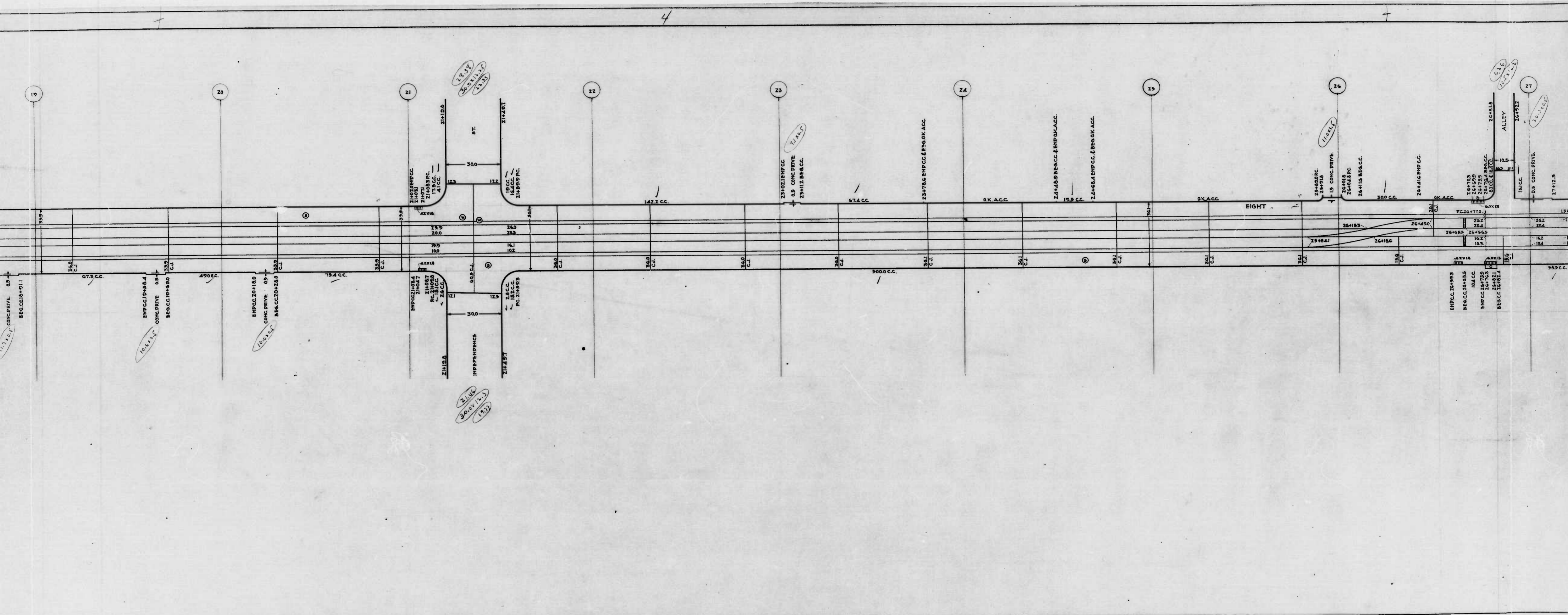
ALLEY

19+50 S.W. COR. 20+75

19+50 S.+N. 21+00

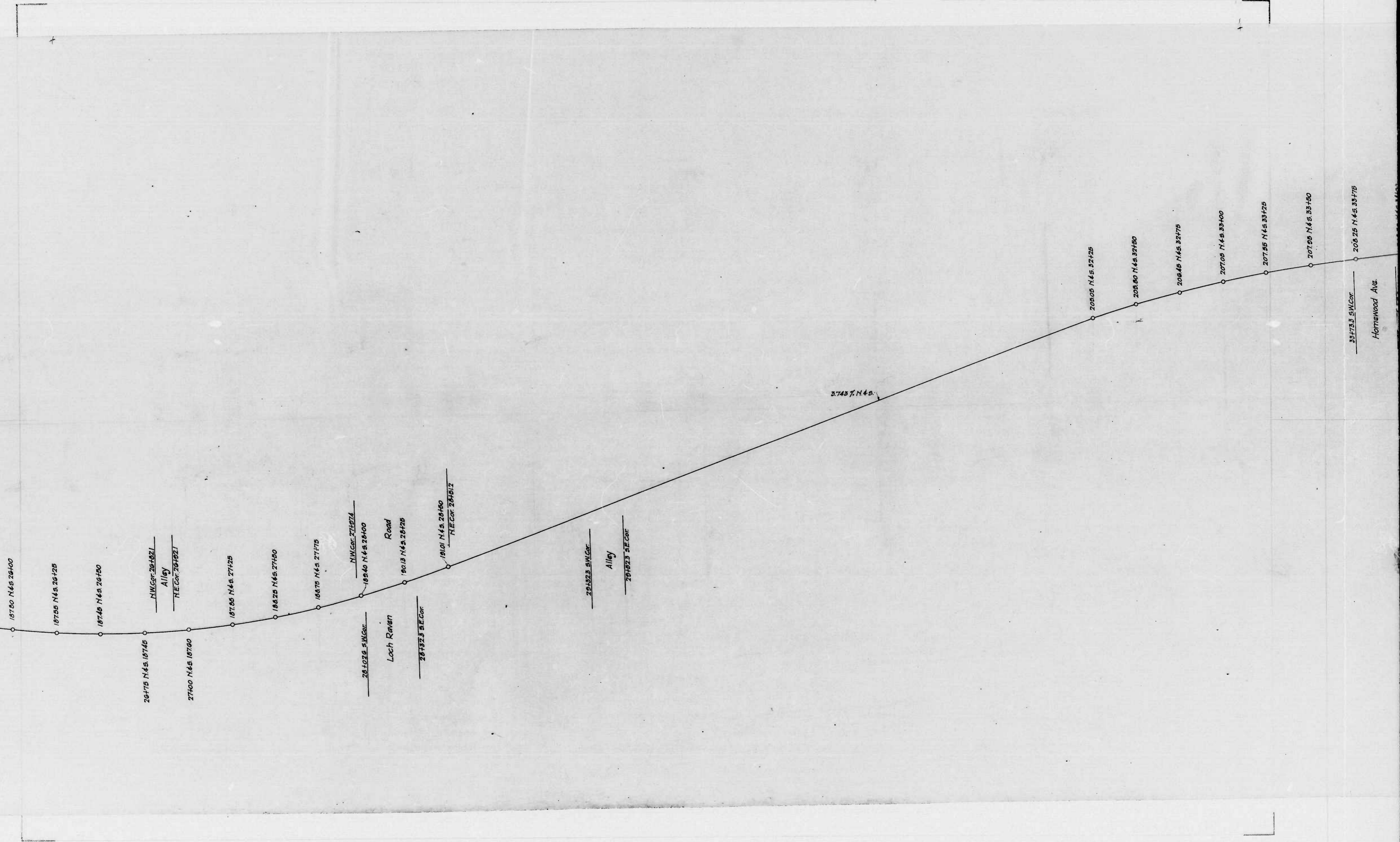
702

RATIO - 24



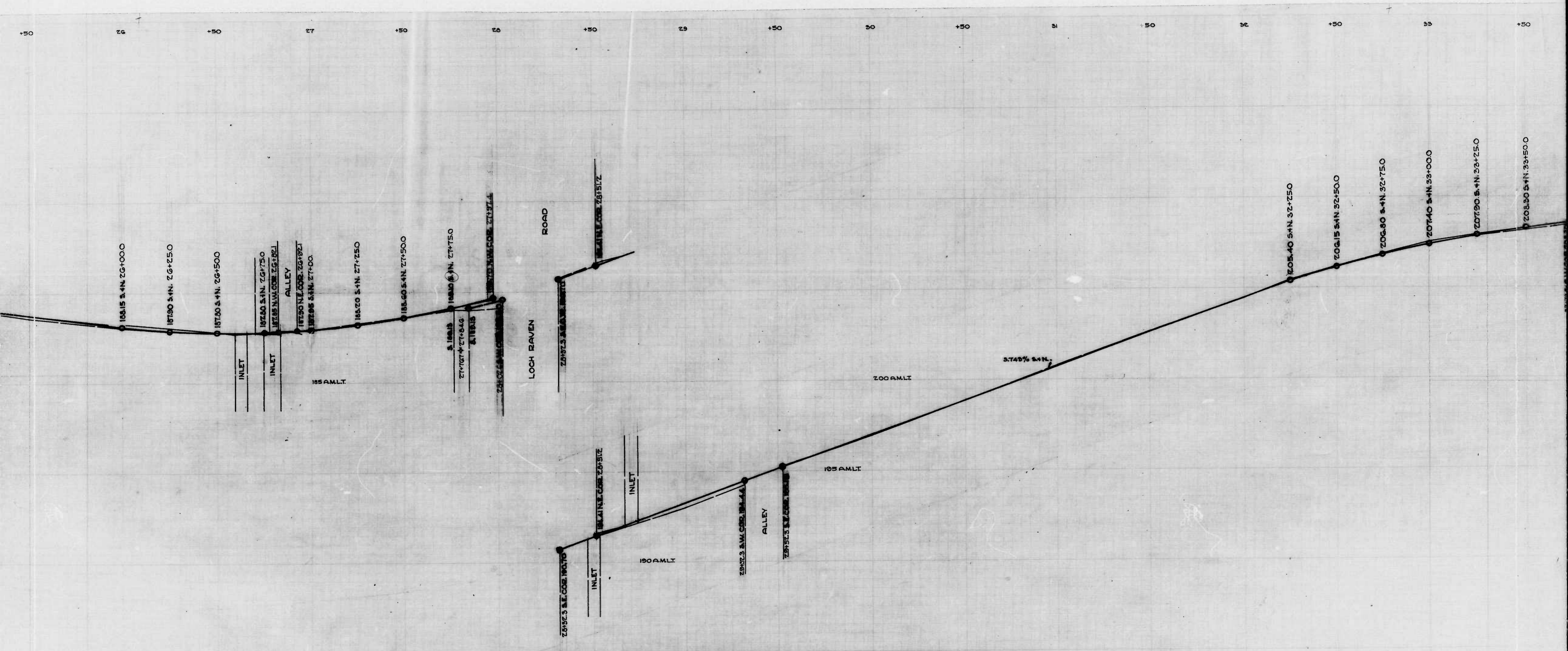
702

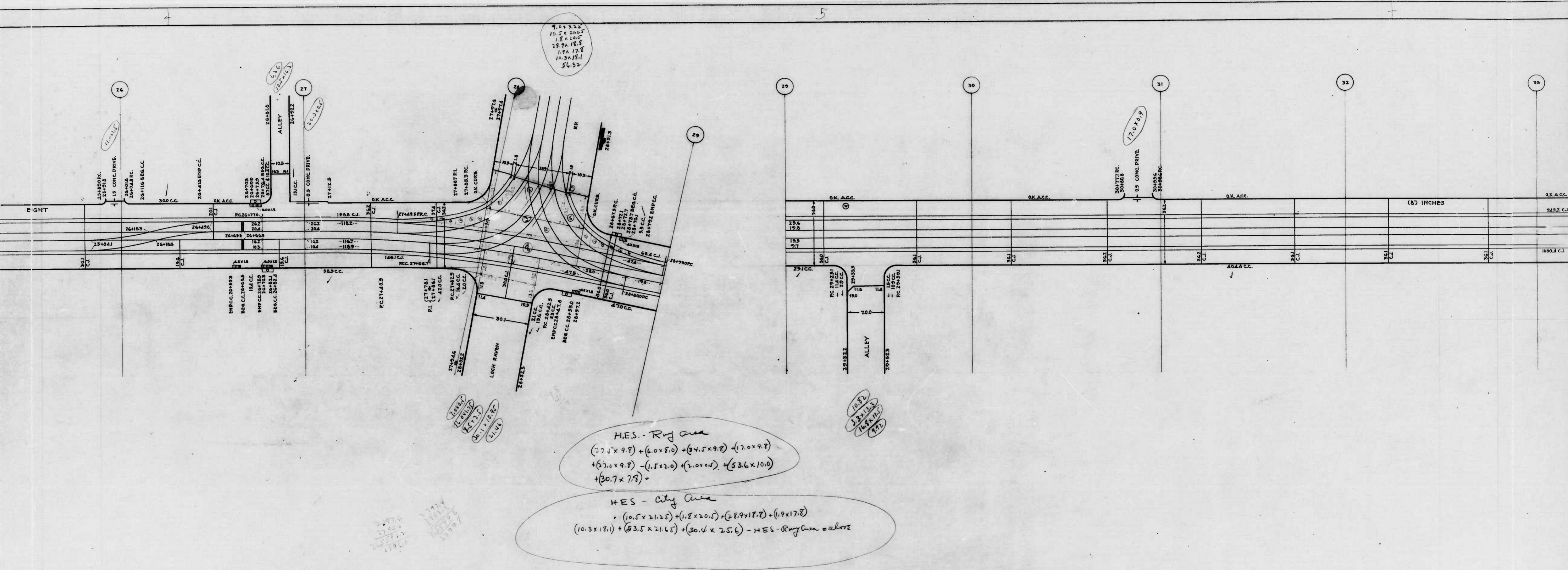
RATIO - 24



702

RATIO - 24





4.0 x 3.3
 10.5 x 20.5
 15 x 10.5
 29.7 x 18.8
 1.9 x 17.8
 10.3 x 15.1
 56.32

H.E.S. - Rug area
 $(7.75 \times 9.8) + (6.0 \times 8.0) + (2.5 \times 9.8) + (1.0 \times 9.8)$
 $+ (5.7 \times 9.8) - (1.5 \times 2.0) + (2.0 \times 0.5) + (53.6 \times 10.0)$
 $+ (30.7 \times 7.8) =$

H.E.S. - City Area
 $(10.5 \times 21.25) + (1.8 \times 20.5) + (2.89 \times 17.8) + (1.9 \times 17.8)$
 $(10.3 \times 21.1) + (53.5 \times 21.65) + (30.4 \times 25.6) - \text{H.E.S. - Rug Area value}$

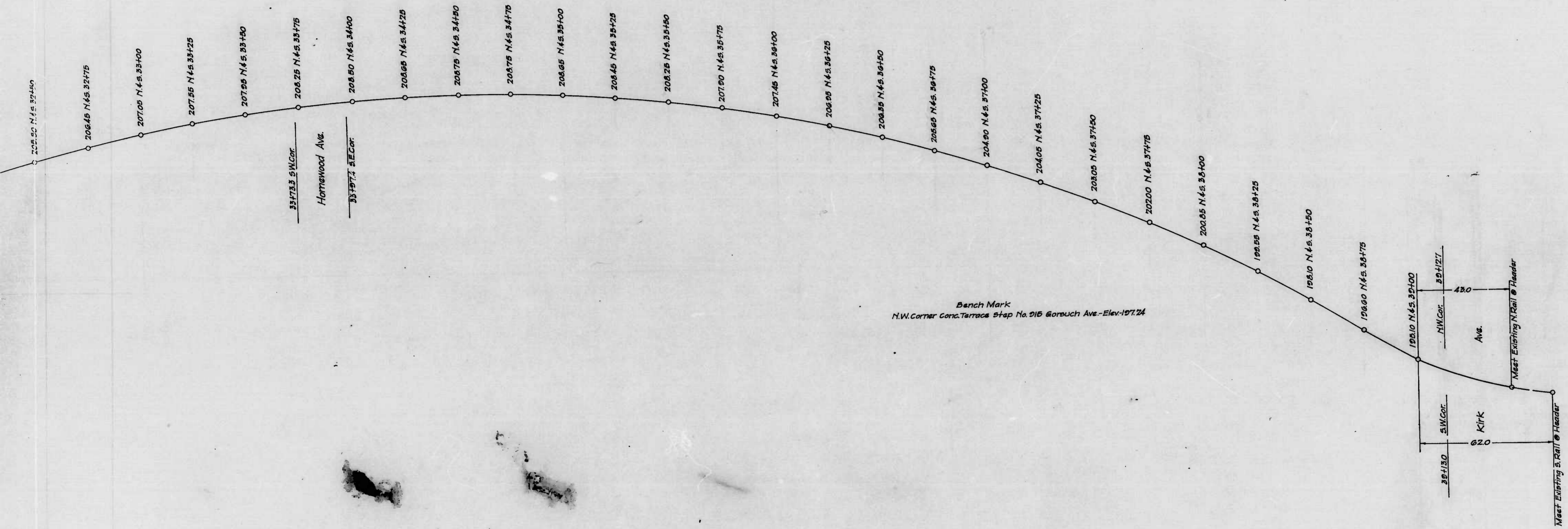
10.8
 10.8
 10.8
 10.8
 10.8

10.8
 10.8
 10.8
 10.8
 10.8

10.8
 10.8
 10.8
 10.8
 10.8

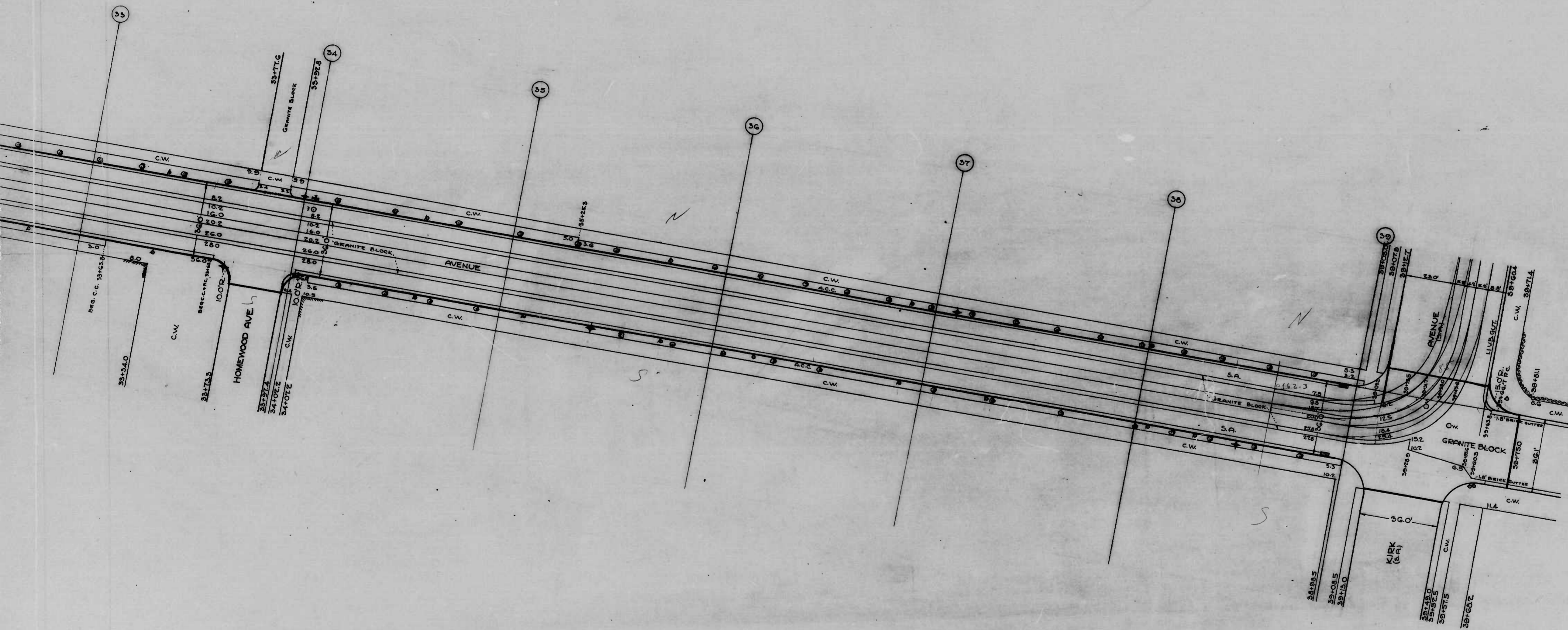
702

RATIO - 24



Bench Mark
 N.W. Corner Conc. Terrace Step No. 215 Gorouch Ave. - Elev. 197.24

CITY
 DEPARTMENT
 BUREAU
 PROFILE
 GOROUCH AVE. - G
 Scales: Hor
 Ver:
 Correct
[Signature]
 Associate Engineer

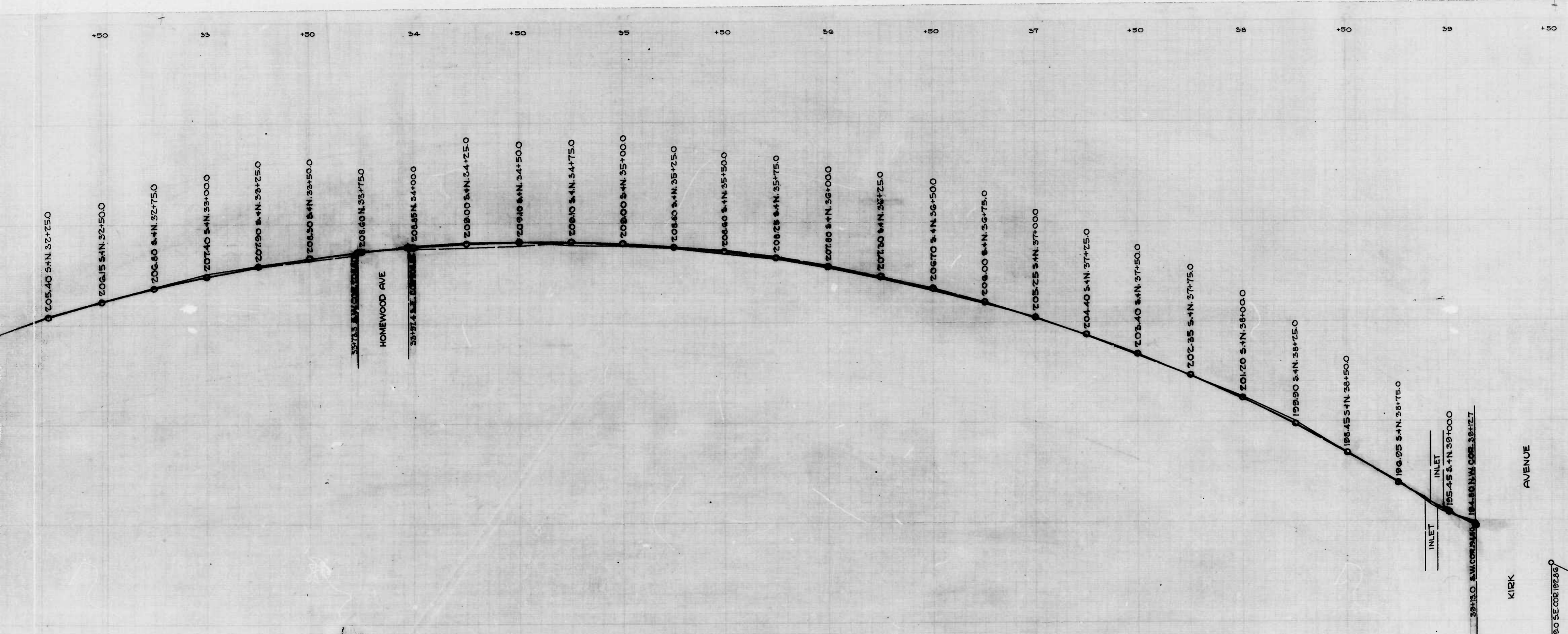


CITY OF
 DEPARTMENT OF
 PUBLIC
 WORKS
 GORSUCH AVE-GR
 SCALE-1"=20'
 CORRECT BOOK N
 CONT.
Edward J. ...
 ASSOCIATE ENGINEER
 APPROVED:

Edward J. ...
 ENGR. PLANS & SURVEY

702

RATIO - 24



KIRK AVENUE

INLET

INLET

INLET

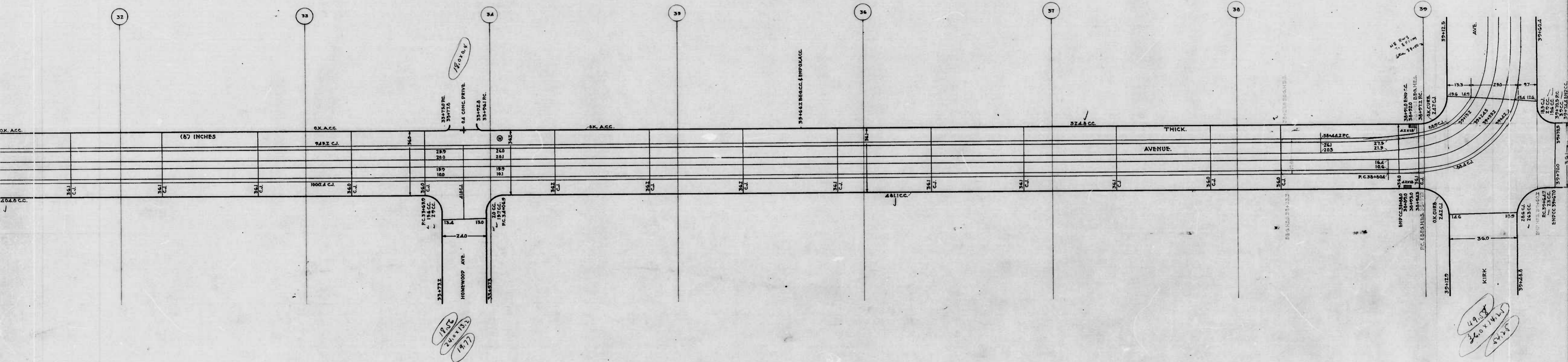
39+13.0 S.W. COR. 192.86' 194+80 N.W. COR. 39+12.7'

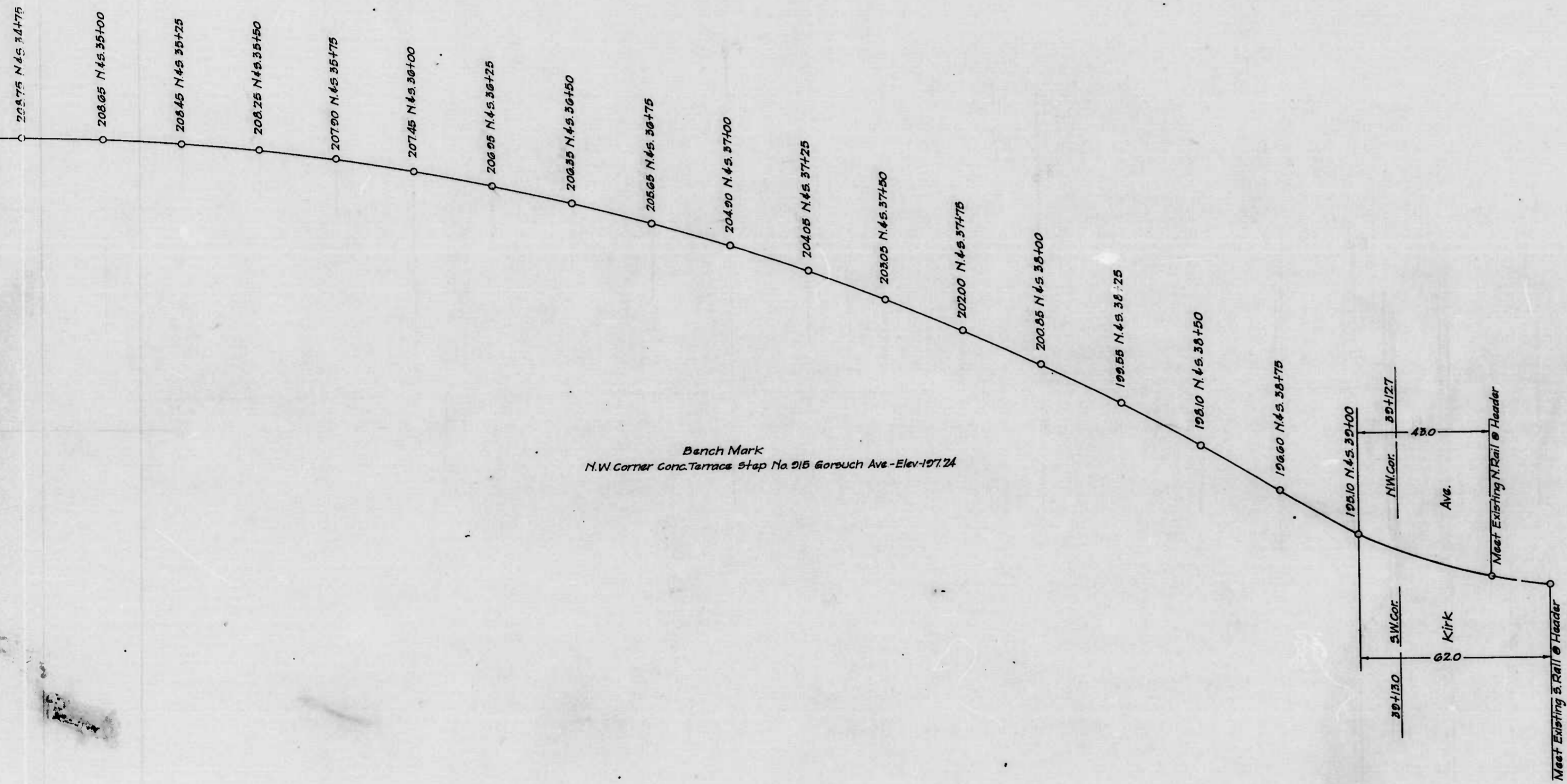
39+48.0 S.E. COR. 192.86' 192+38 N.E. COR. 39+40.4'

CITY OF
DEPARTMENT OF
BUREAU OF
PUBLIC WORKS
PROJECT
GORSUCH AVE.-GR
SCALES- HOR: 1"=20'
VER: 1"=2.0'
ASSOCIATE ENGINEER
APP ROVED
ENGR. PLANS & SURV.

702

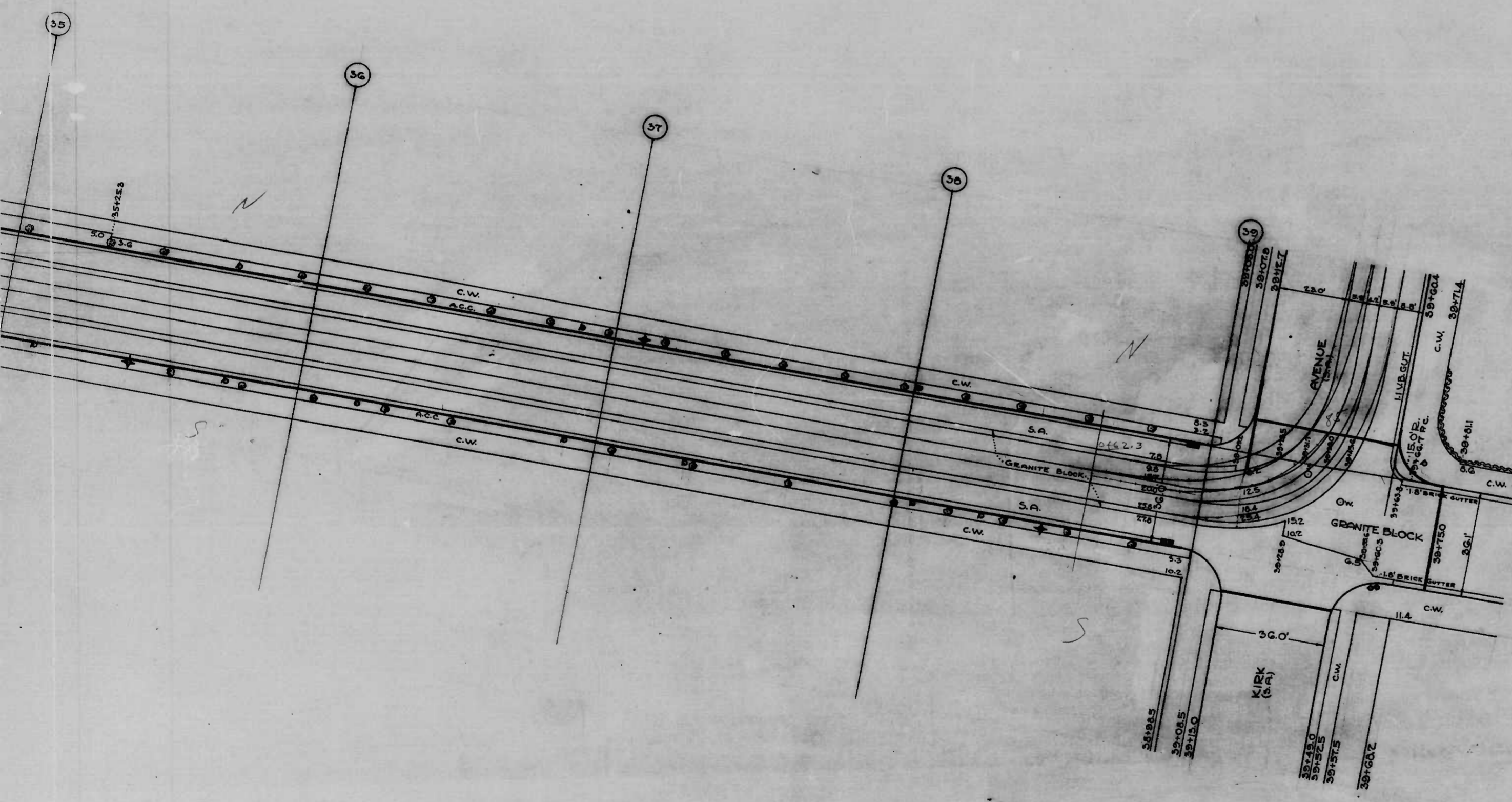
RATIO - 24





CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 PROFILE OF RAILWAY TRACKS
 GORSUCH AVE.-GREENMOUNT AVE. TO KIRK AVE.
 Cont. No. 702
 Scales: Hor. - 1" = 200'
 Ver. - 1" = 20'
 May 19, 1936
 Corrected by: [Signature]
 Approved by: [Signature]

GORSUCH AVE - GREENMOUNT AVE TO KIRK AVE
 Cont. No. 702



GORSUCH AVE - GREENMOUNT AVE - KIRK AVE
CONT. NO. 702

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS
PLAN OF
GORSUCH AVE - GREENMOUNT AVE - KIRK AVE.
SCALE - 1" = 20' MAY 23, 1938
CORRECT: BOOK NO. - X 115 APPROVED:
CONT. NO. 702

W. D. [Signature]
ASSOCIATE ENGINEER
APPROVED:

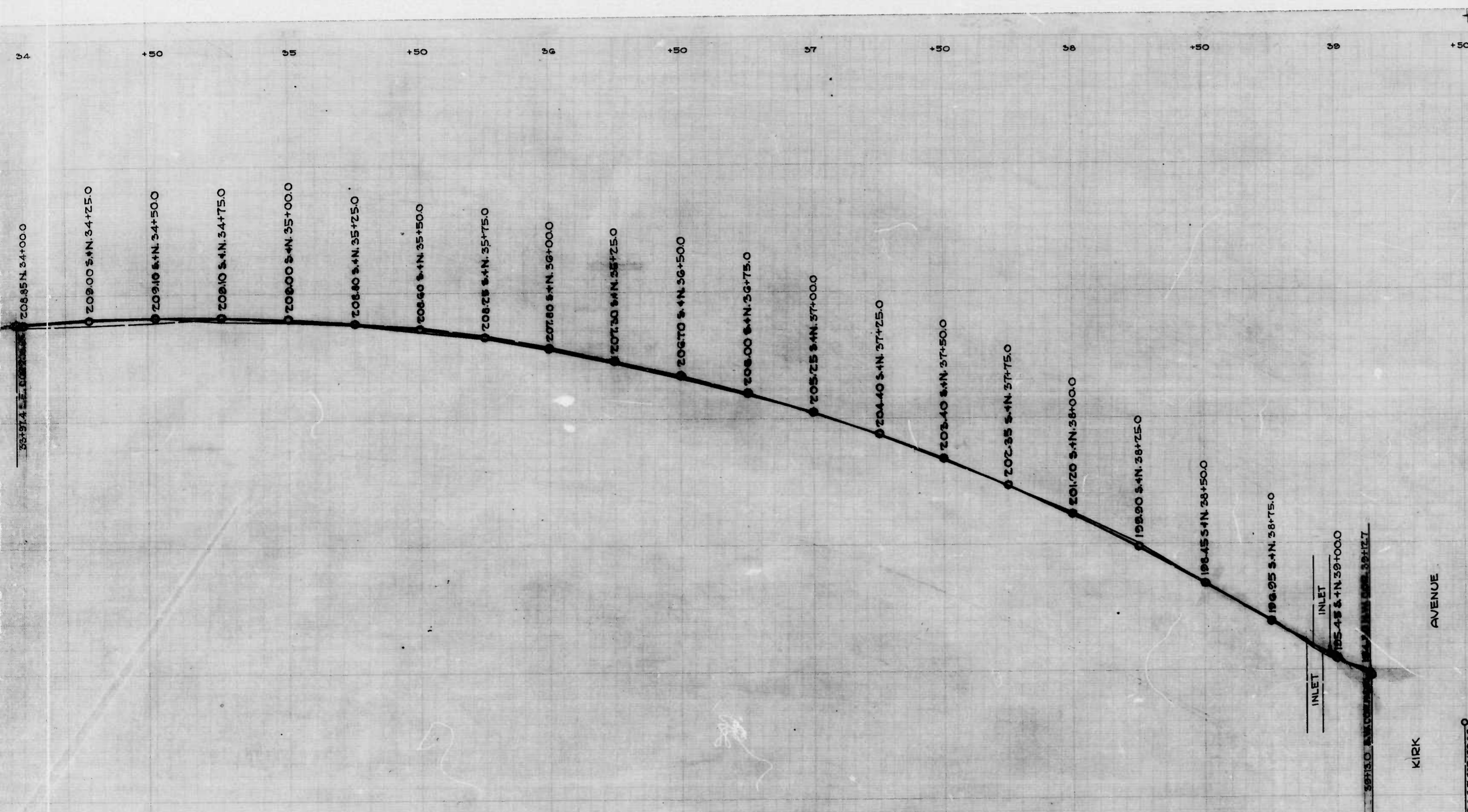
W. [Signature]
HIGHWAYS ENGINEER
APPROVED:

E. [Signature]
ENGR. PLANS & SURVEYS

B. [Signature]
CHIEF ENGINEER

702

RATIO - 24



CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS

PROFILE OF
 GORSUCH AVE.-GREENMOUNT AVE.-KIRK AVE

SCALES: HOR: 1"=20.0'
 VER: 1"=2.0'

MAY 23, 1928
 BOOK X-115

CONT. NO. 702

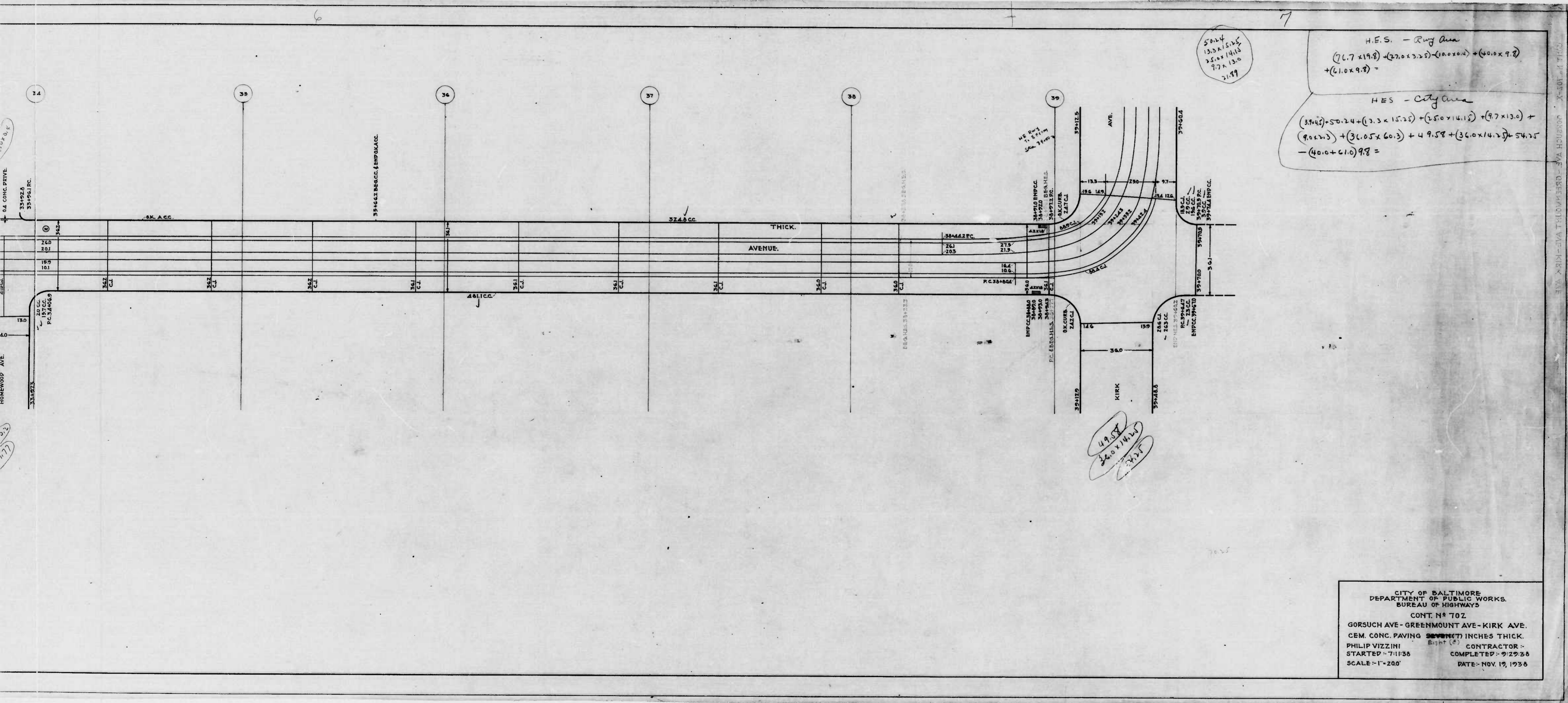
CORRECT APPROVED
Edw. J. Grogan *Wm. A. ...*
 ASSOCIATE ENGINEER HIGHWAYS ENGINEER

APPROVED APPROVED
Wm. A. ... *B. Klugman*
 ENGR. PLANS & SURVEYS CHIEF ENGINEER

GORSUCH AVE. - GREENMOUNT AVE. - KIRK AVE.
 PROFILE OF
 35 P.P. 24

702

RATIO - 24



50.24
13.3 x 15.25
25.0 x 14.15
9.7 x 13.0
21.99

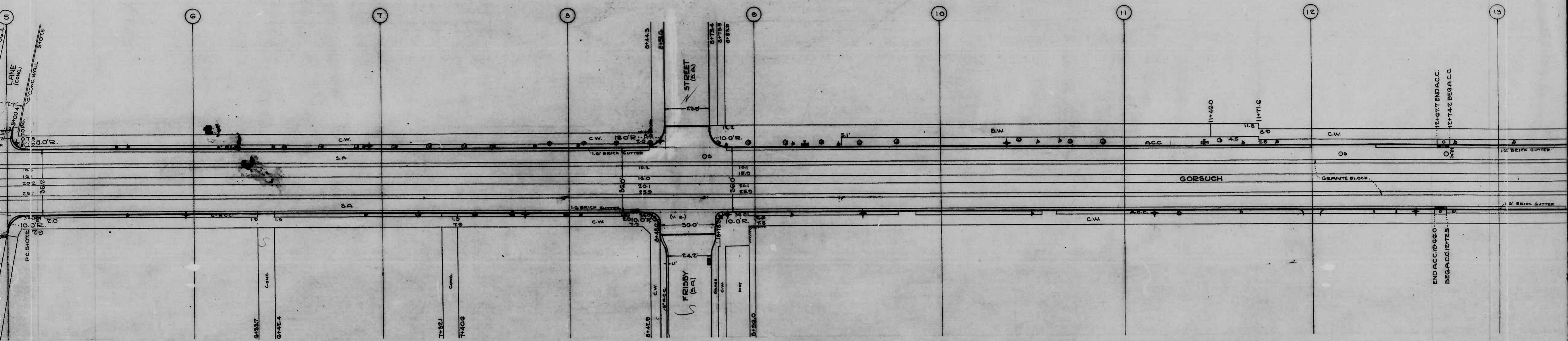
H.E.S. - *Rug Area*
 $(76.7 \times 19.8) + (27.0 \times 3.25) - (10.0 \times 0.4) + (4.0 \times 9.8)$
 $+ (6.1 \times 9.8) =$

H.E.S. - *City Area*
 $(39.49) + 50.24 + (3.3 \times 15.25) + (2.5 \times 14.15) + (9.7 \times 13.0) +$
 $(9.0 \times 2.3) + (36.05 \times 60.3) + 49.58 + (36.0 \times 14.27) = 54.25$
 $- (40.0 + 9.1 \times 9.8) =$

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 CONT. NO 702
 GORSUCH AVE - GREENMOUNT AVE - KIRK AVE.
 CEM. CONC. PAVING ~~8~~ INCHES THICK.
 PHILIP VIZZINI ^{Eight (8)} CONTRACTOR
 STARTED - 7-11-36 COMPLETED - 9-22-36
 SCALE - 1" = 200' DATE - NOV. 19, 1936

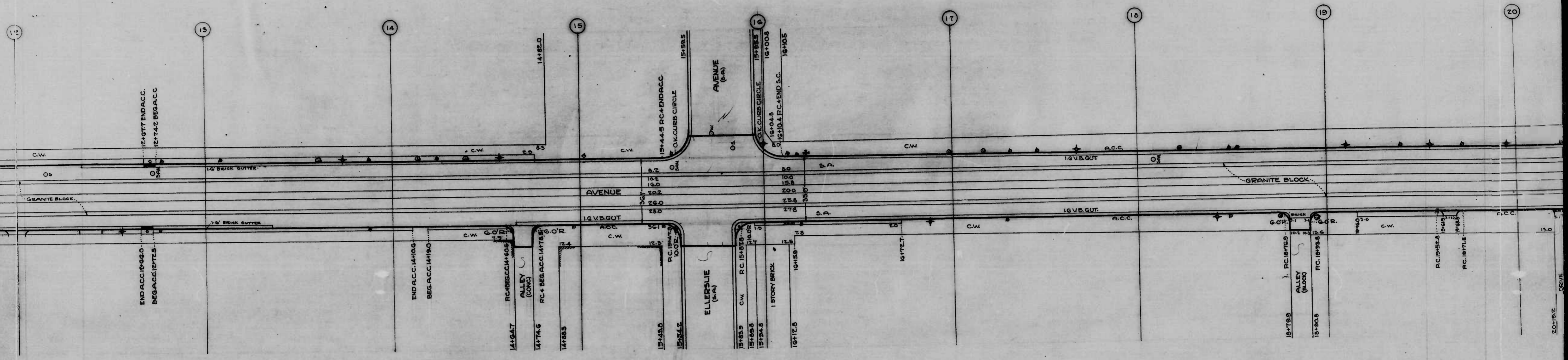
702

RATIO - 24



702

RATIO - 24



702

RATIO - 24

