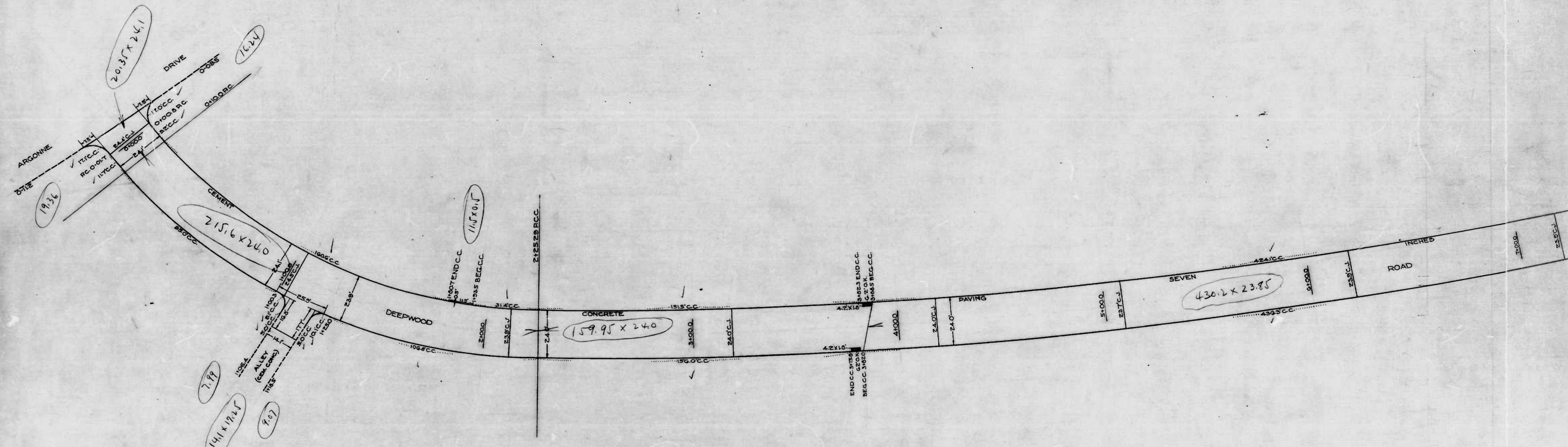


DEEPWOOD RD - VESICOME DC TO 300 FT SOUTH  
COAL NO. 1 SA

  
 DRAWN BY  
 ENGINEER IN CHARGE OF DESIGN

Sheet 1



CONCRETE 15' ALY. DEEPWOOD 10' ALY. ARGONNE DRIVE - 800' x 200'

DRAWN BY *John M. Bivall*  
ENGINEER *S. H. Burns*

Sheet 1

sheet 2

15' 11.5"  
12' 9" / 45"  
15' 5"  
10' 7"

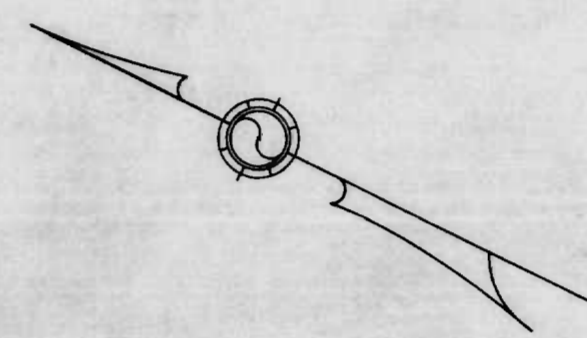
E Curve Data  
R = 2164.00  
C = 589.18  
Δ = 7°45'07.5"  
d = 0.78704' / Ft. of Arc.

E Curve Data  
R = 72.5  
C = 51.8  
Δ = 20°32'13.5"  
L = 51.97

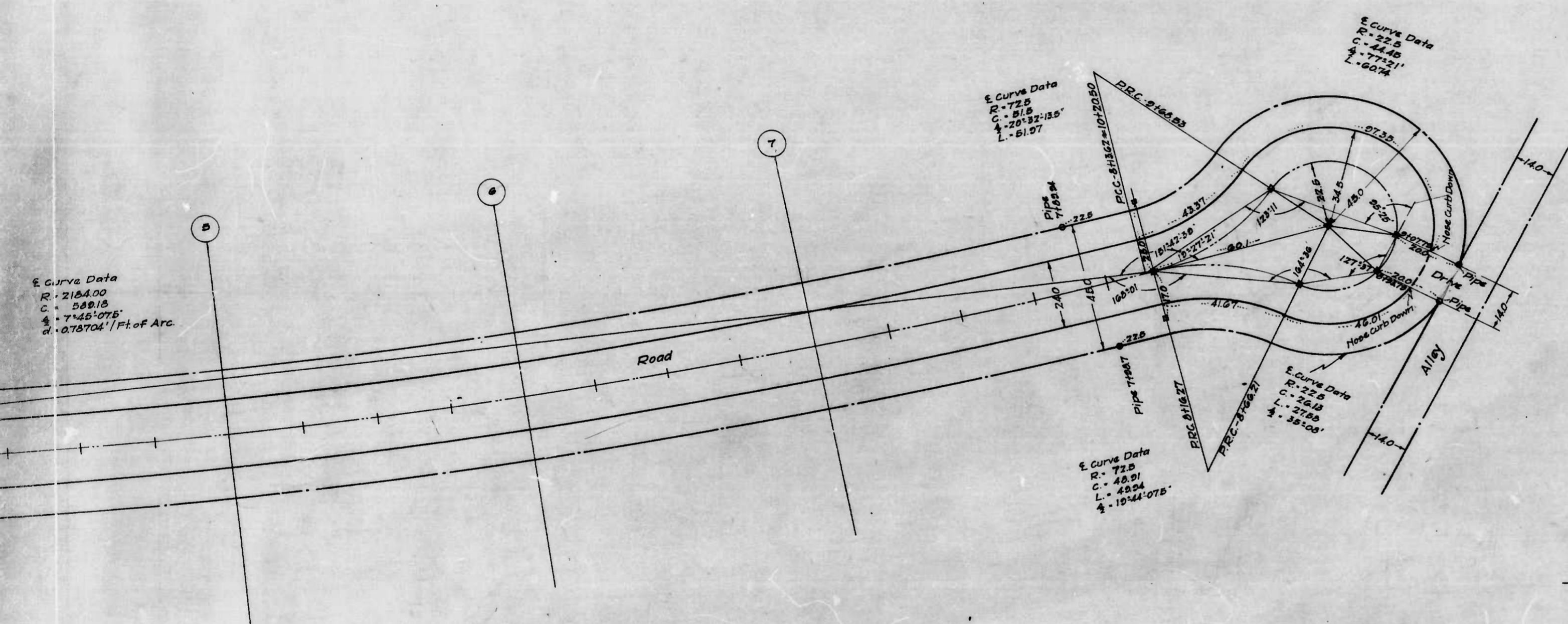
E Curve Data  
R = 22.5  
C = 44.45  
Δ = 77°21'  
L = 60.74

E Curve Data  
R = 72.5  
C = 48.91  
L = 48.94  
Δ = 19°44'07.8"

E Curve Data  
R = 22.5  
C = 28.18  
L = 27.88  
Δ = 35°00'



Between 5th and 6th Dr. to 100'± SOUTH



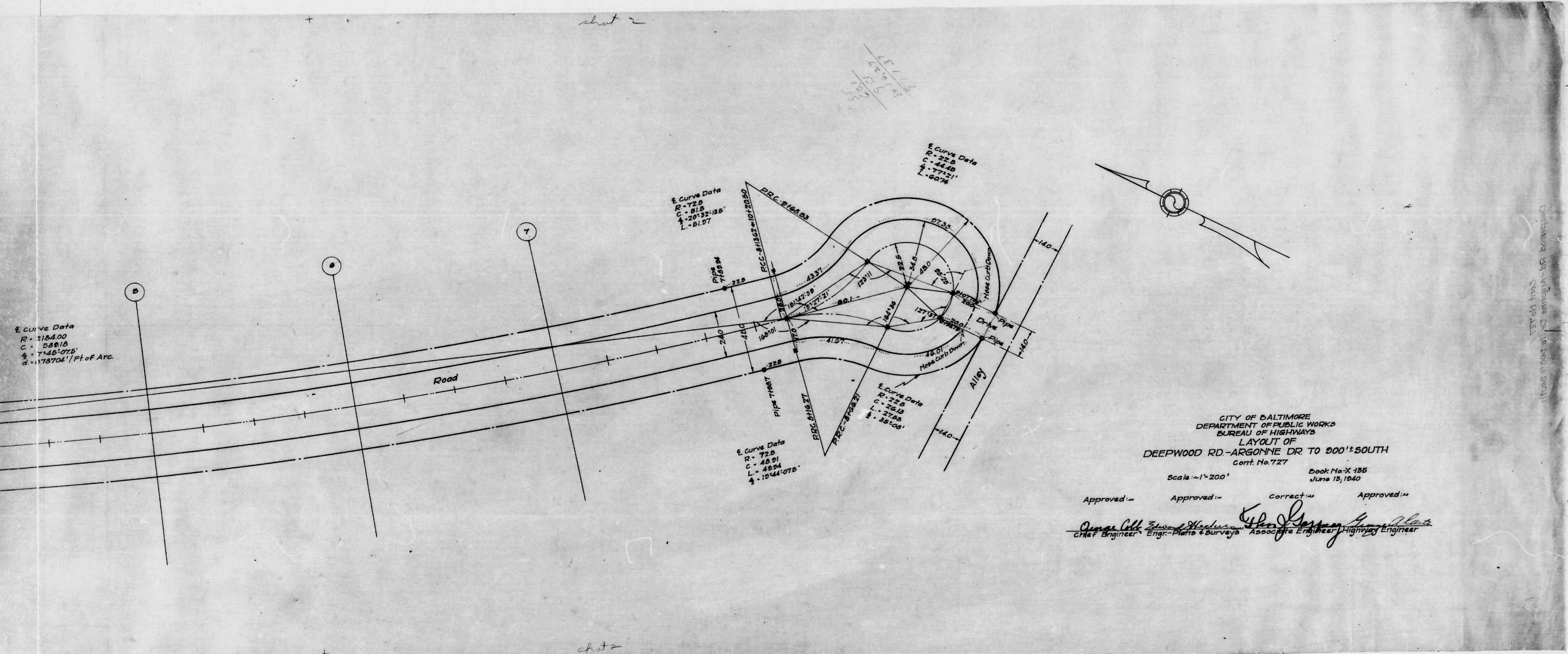
CITY OF BALTIMORE  
DEPARTMENT OF PUBLIC WORKS  
BUREAU OF HIGHWAYS  
LAYOUT OF  
DEEPWOOD RD.-ARGONNE DR. TO 100'± SOUTH  
Cont. No. 727

Scale = 1" = 20.0'

Book No. X-155  
June 13, 1940

Approved: \_\_\_\_\_ Approved: \_\_\_\_\_ Correct: \_\_\_\_\_ Approved: \_\_\_\_\_  
Chief Engineer    Engr. - Plans & Surveys    Associate Engineer    Highway Engineer

sheet 2



E Curve Data  
 R = 1184.00  
 C = 588.18  
 Δ = 74.51° 07' 5"  
 L = 1178.04' / Pt of Arc

E Curve Data  
 R = 72.8  
 C = 81.8  
 Δ = 20° 32' 18.5"  
 L = 51.57

E Curve Data  
 R = 22.8  
 C = 14.8  
 Δ = 77° 12'  
 L = 6.074

E Curve Data  
 R = 72.8  
 C = 48.91  
 L = 48.94  
 Δ = 19° 44' 07.5"

CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 LAYOUT OF  
 DEEPWOOD RD.-ARGONNE DR TO 900'± SOUTH  
 Cont. No. 727

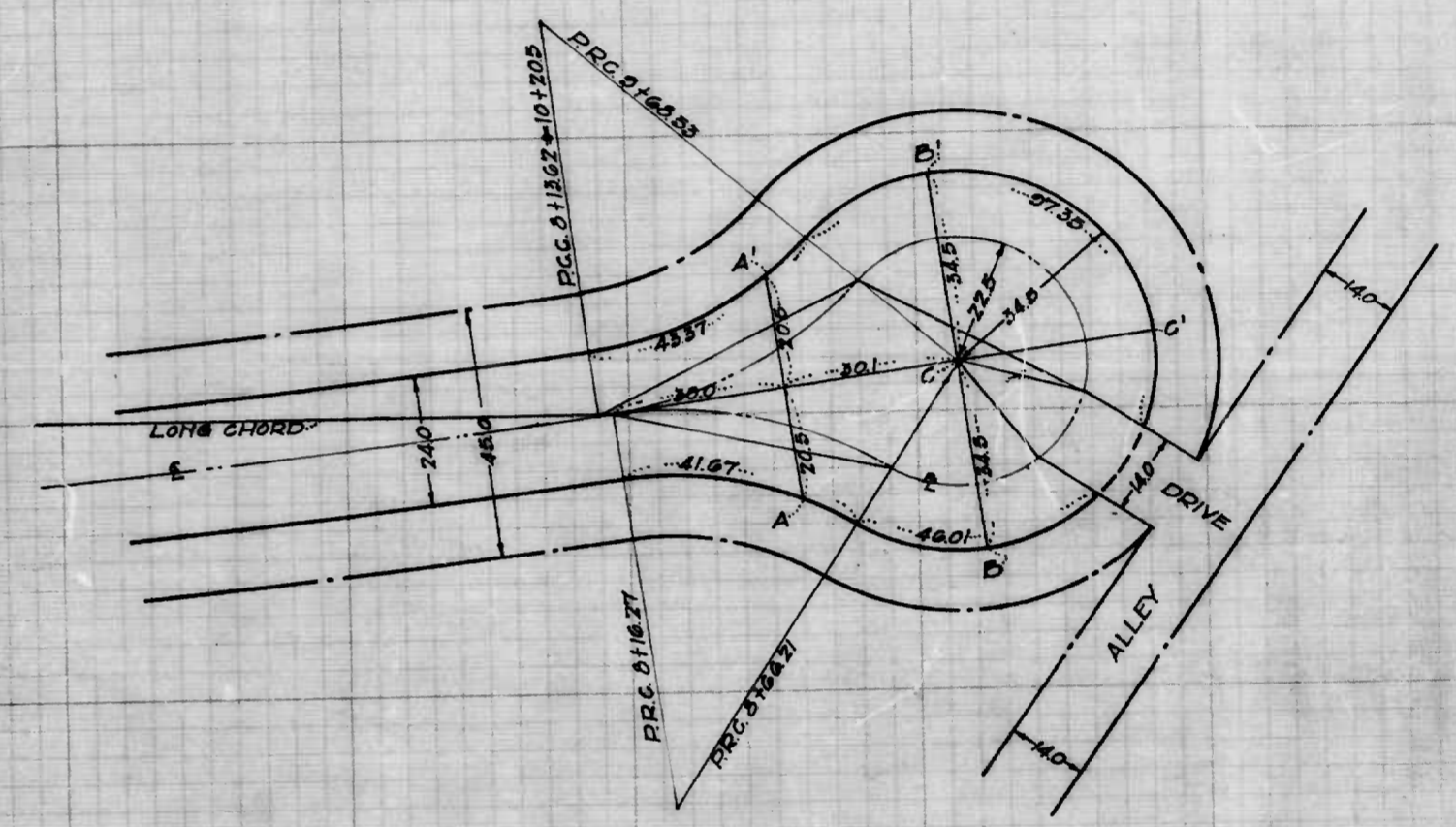
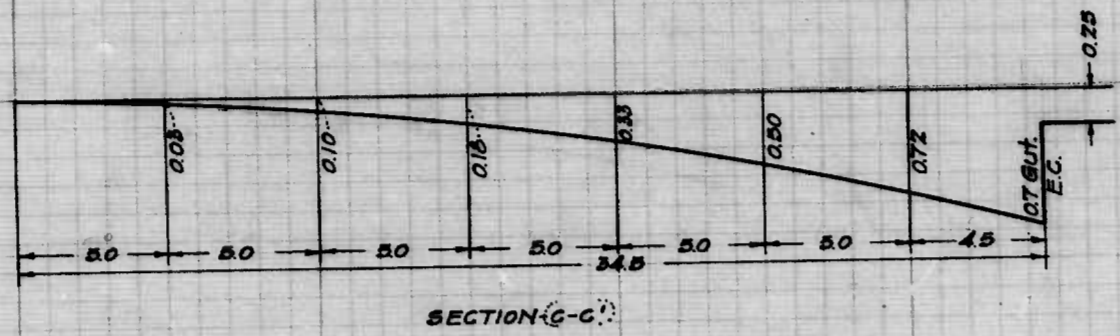
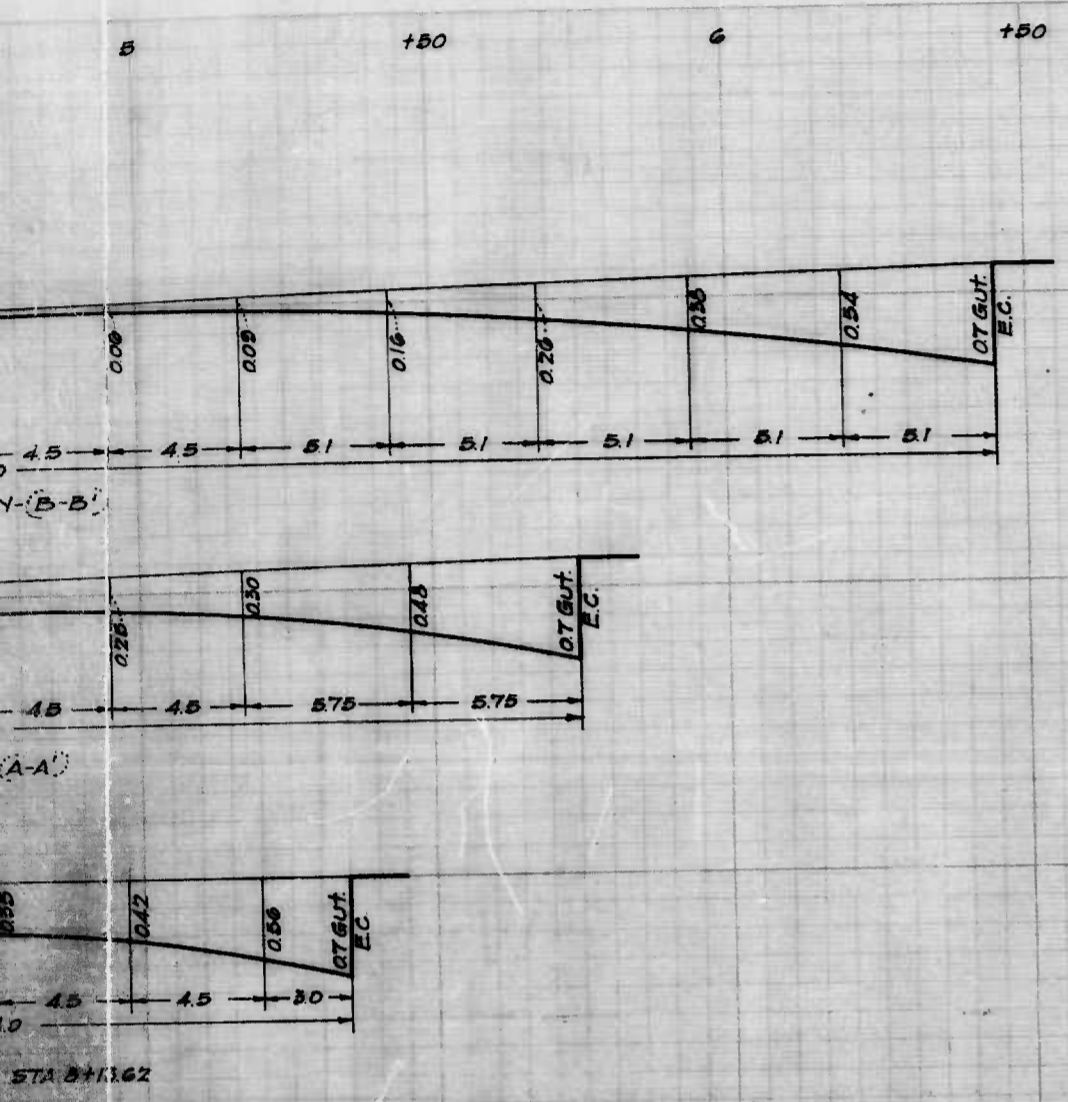
Scale = 1" = 200'

Book No. X-135  
 June 13, 1940

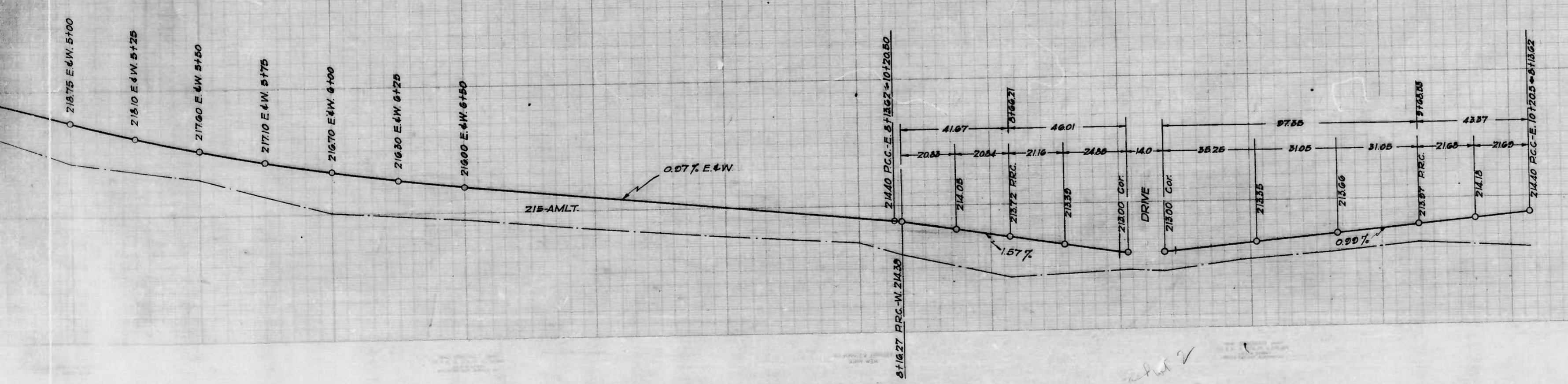
Approved: \_\_\_\_\_ Approved: \_\_\_\_\_ Correct: \_\_\_\_\_ Approved: \_\_\_\_\_

*George C. Edwards* Chief Engineer  
*Edward H. Hester* Engr. Plans & Surveys  
*Edgar J. ...* Associate Engineer  
*...* Highway Engineer

DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 CONT. NO. 727



Note: The issuance of this Profile Does Not Commit The City To The Acceptance and/or Improvement of any Thoroughfares shown Thereon.



CITY OF BALTIMORE  
DEPARTMENT OF PUBLIC WORKS  
BUREAU OF HIGHWAYS  
ESTABLISHED GRADE OF  
DEEPWOOD RD.-ARGONNE DR. TO 900'+ SOUTH

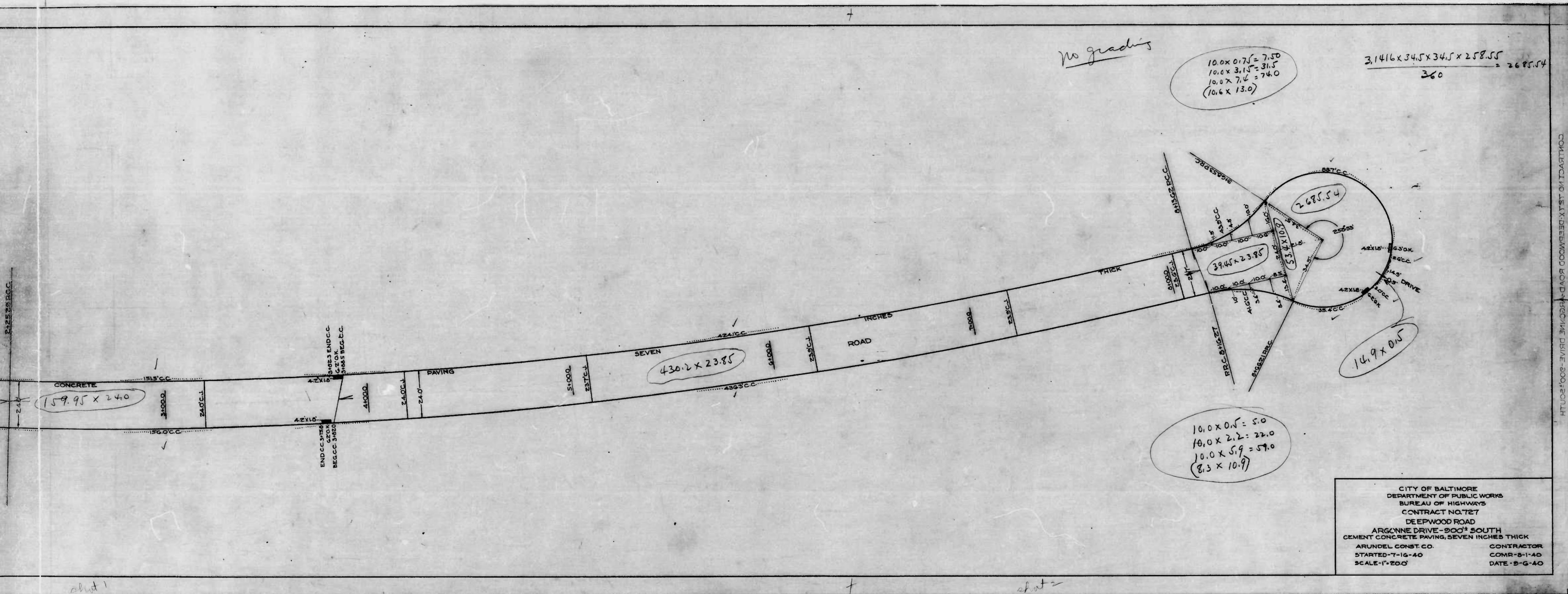
Cont. No. 727  
Book No. X-155  
Scale - Hor. - 1" = 200'  
Ver. - 1" = 20'  
June 11, 1940

Approved: *James C. Call* Chief Engineer  
Approved: *Edward J. Maclean* Engr. Plans & Surveys  
Corrected: *George A. Hester* Associate Engineer  
Approved: *Henry C. Hester* Highway Engineer

No grading

$10.0 \times 0.75 = 7.50$   
 $10.0 \times 3.15 = 31.5$   
 $10.0 \times 7.6 = 74.0$   
 $(10.6 \times 13.0)$

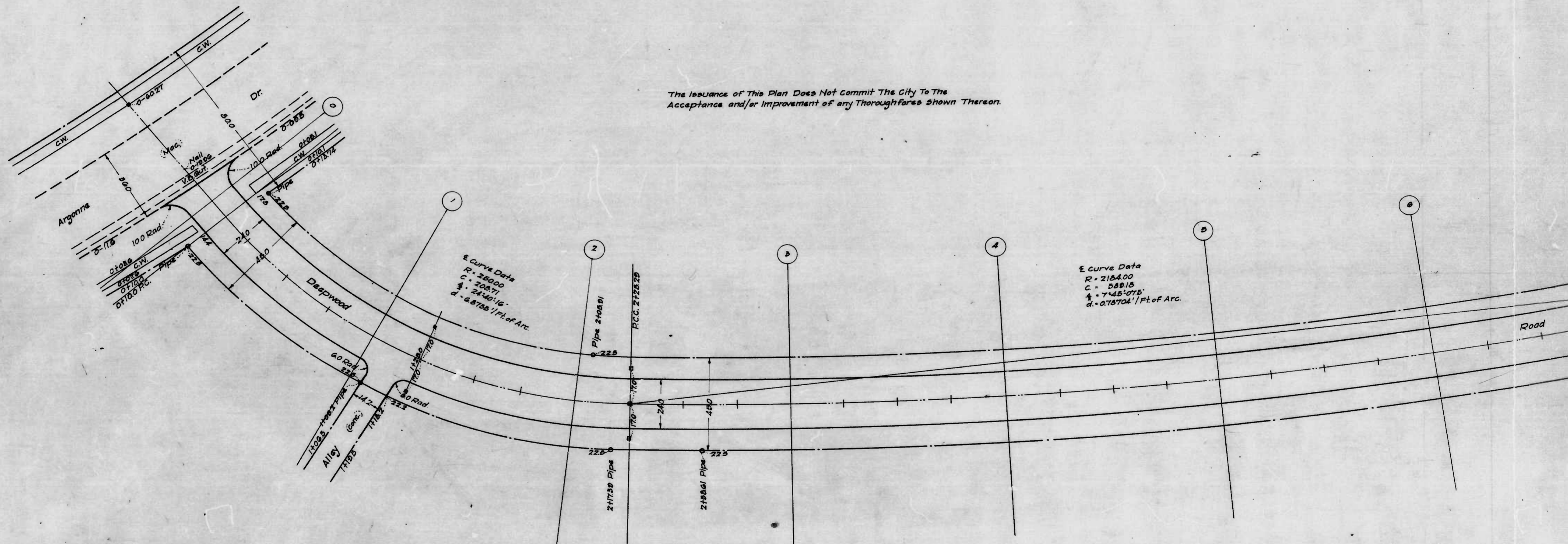
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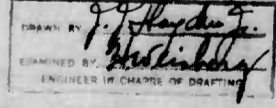


CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 CONTRACT NO. 727  
 DEEPWOOD ROAD  
 ARGONNE DRIVE - 800' SOUTH  
 CEMENT CONCRETE PAVING, SEVEN INCHES THICK  
 ARUNDEL CONST. CO. CONTRACTOR  
 STARTED - 7-16-40 COMR - 8-1-40  
 SCALE - 1" = 200' DATE - 8-6-40

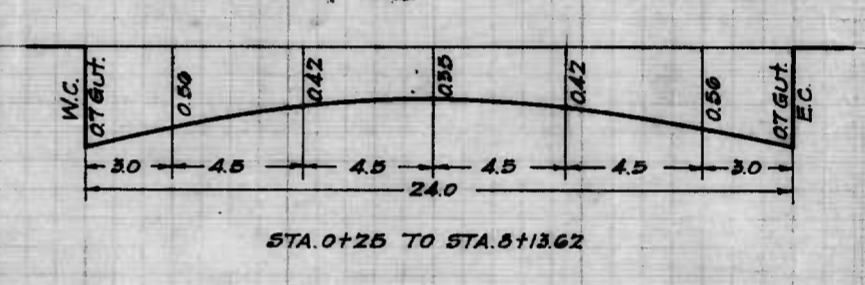
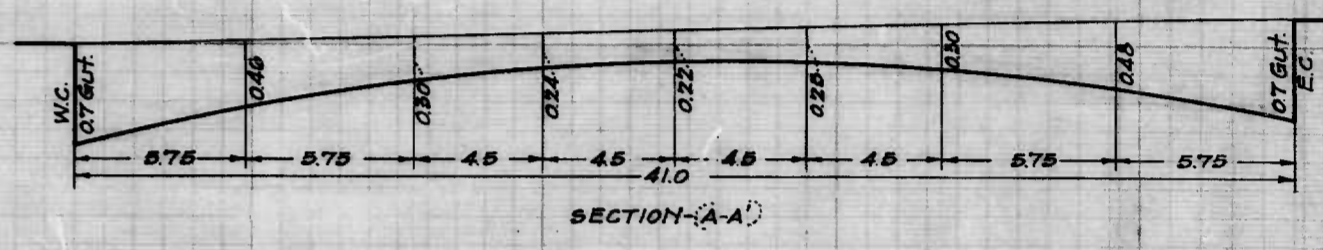
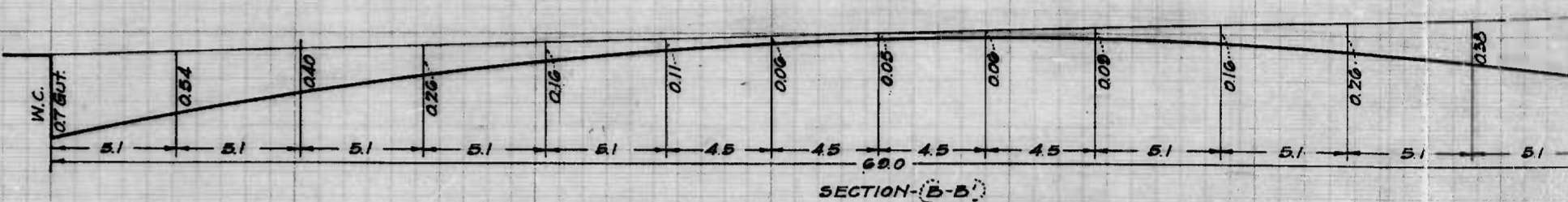
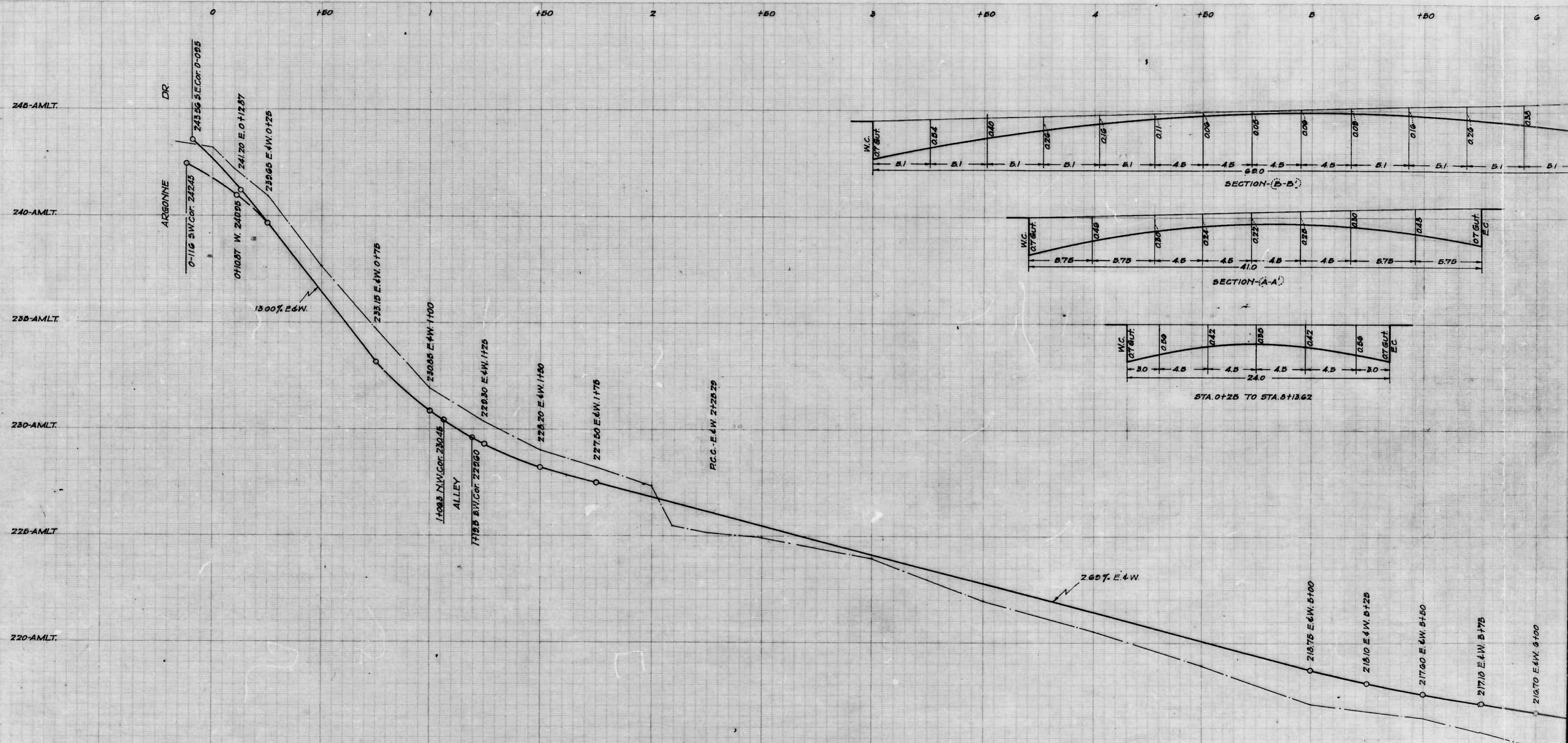
The issuance of This Plan Does Not Commit The City To The Acceptance and/or Improvement of any Thoroughfare shown Thereon.

Deepwood 58'-V. Sewer D. to 300.11 South Cont. W. 131




  
 ENGINEER IN CHARGE OF DESIGN

Sheet 1



DEEP 1000 BD - VISOR W/ BS 10 300.1 2001.11  
CONV. 10.15A

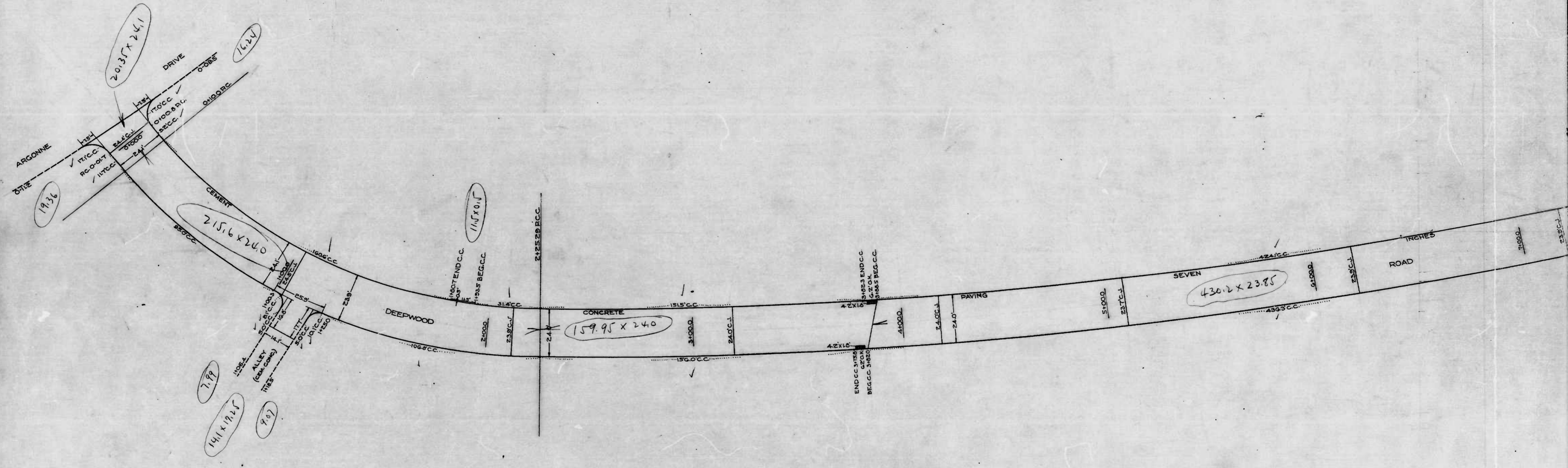
DRAWN BY *J. J. Hester*  
 ENGINEER IN CHARGE OF DRAWING

Sheet 1



726

RATIO - 24

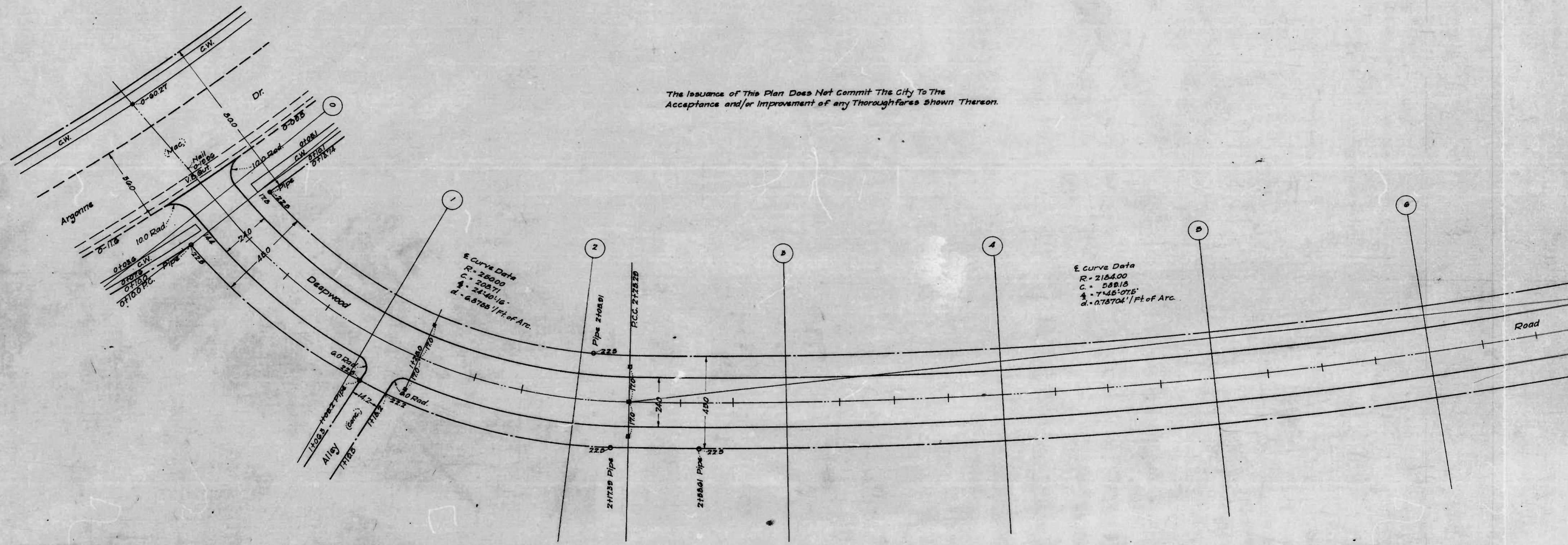


Drawn by John J. Reindel  
Checked by S.F. Burns

sheet 1

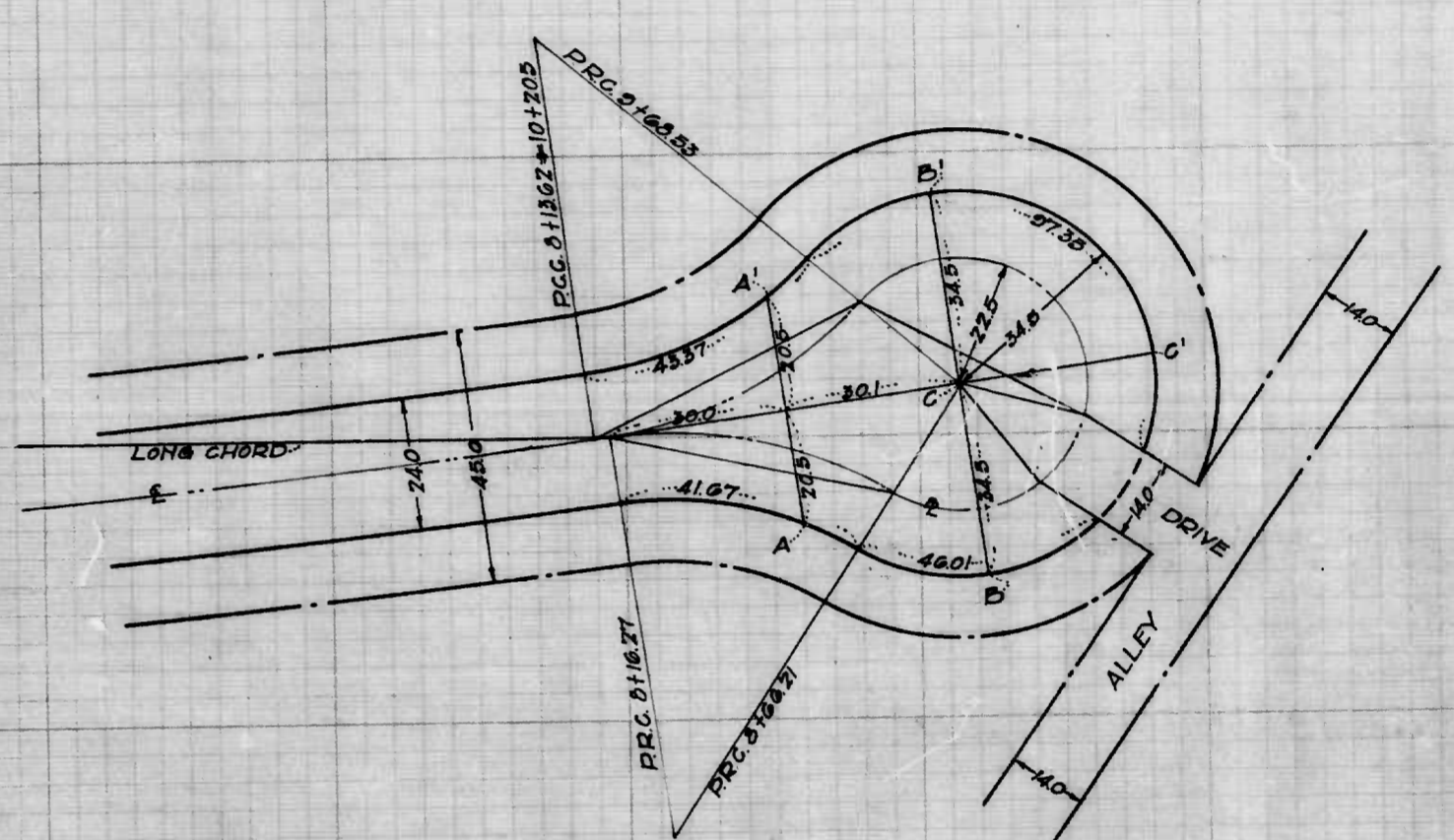
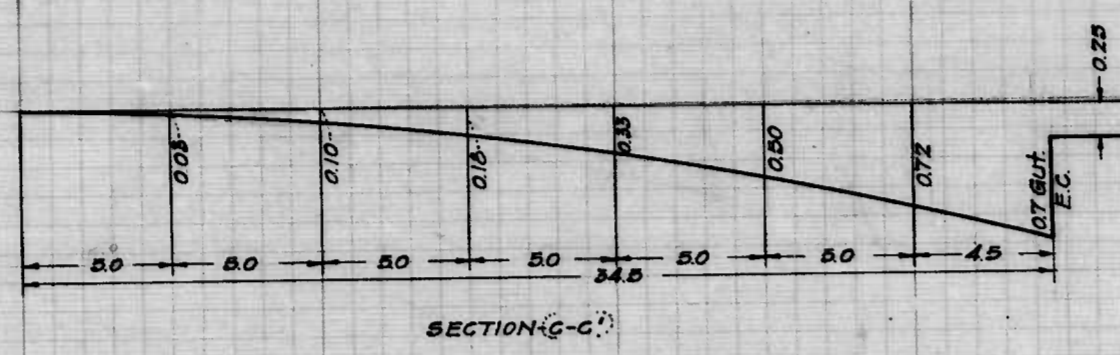
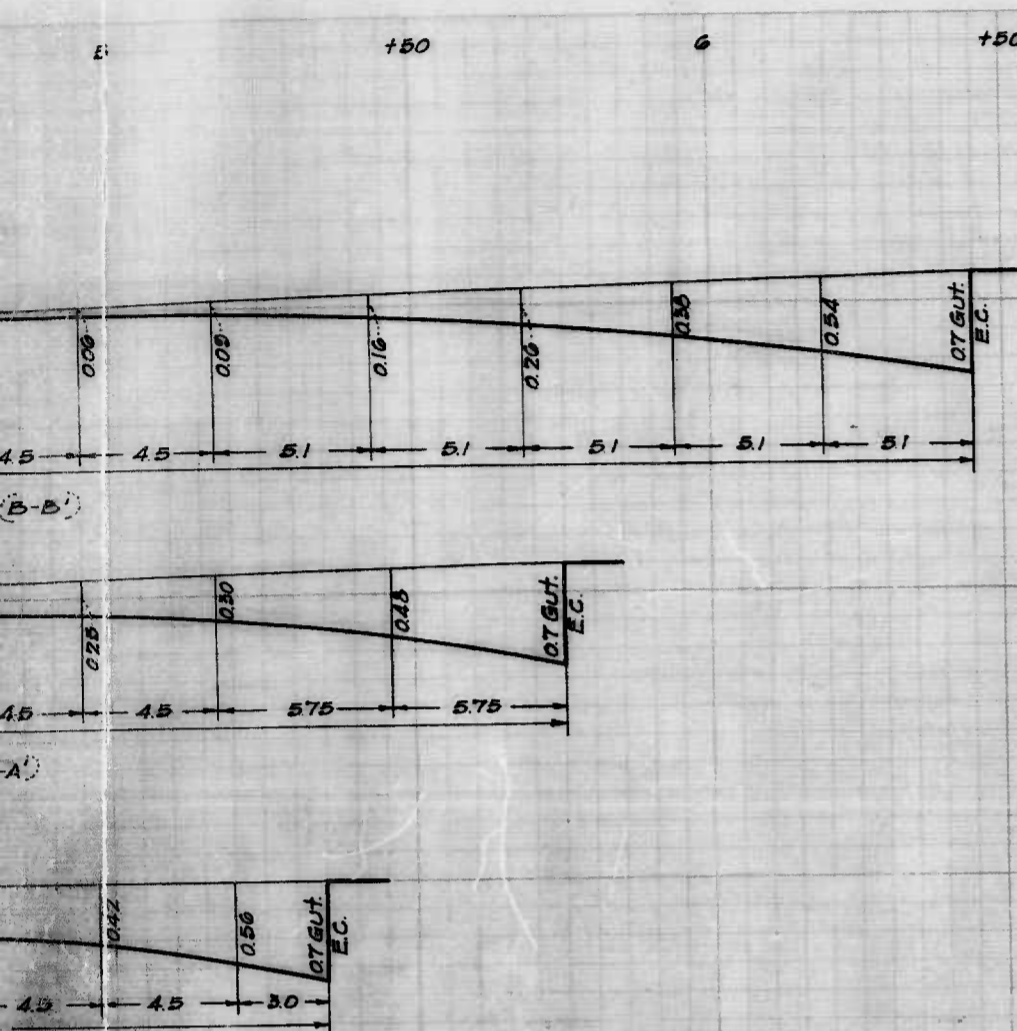
The issuance of This Plan Does Not Commit The City To The Acceptance and/or Improvement of any Thoroughfares Shown Thereon.

Sheet 1 of 2  
See also sheet 2

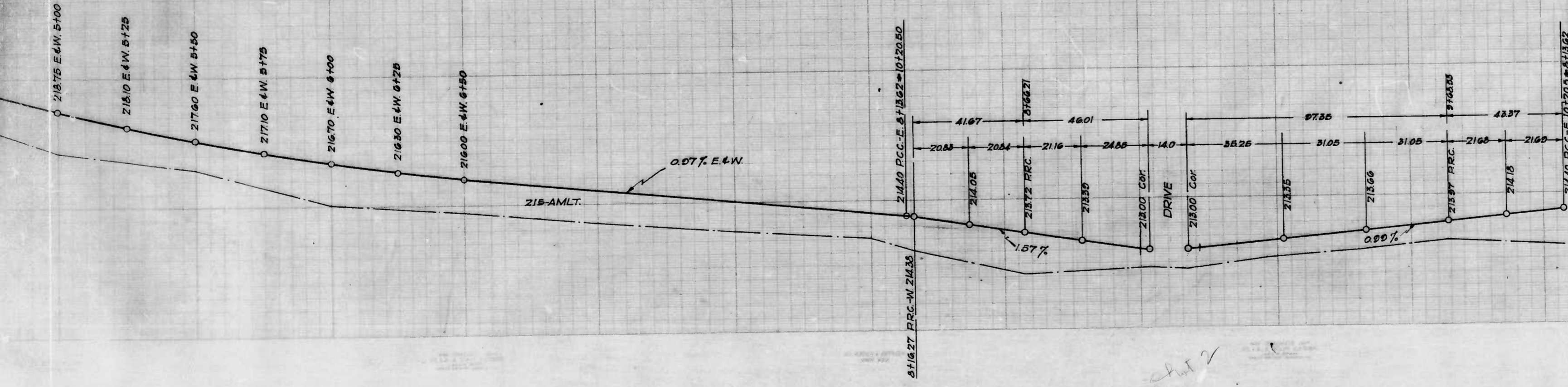


DRAWN BY: *[Signature]*  
 CHECKED BY: *[Signature]*  
 ENGINEER IN CHARGE OF DRAFTING

Sheet 1



Notes: The issuance of this profile does not commit the City to the acceptance and/or improvement of any thoroughfares shown thereon.



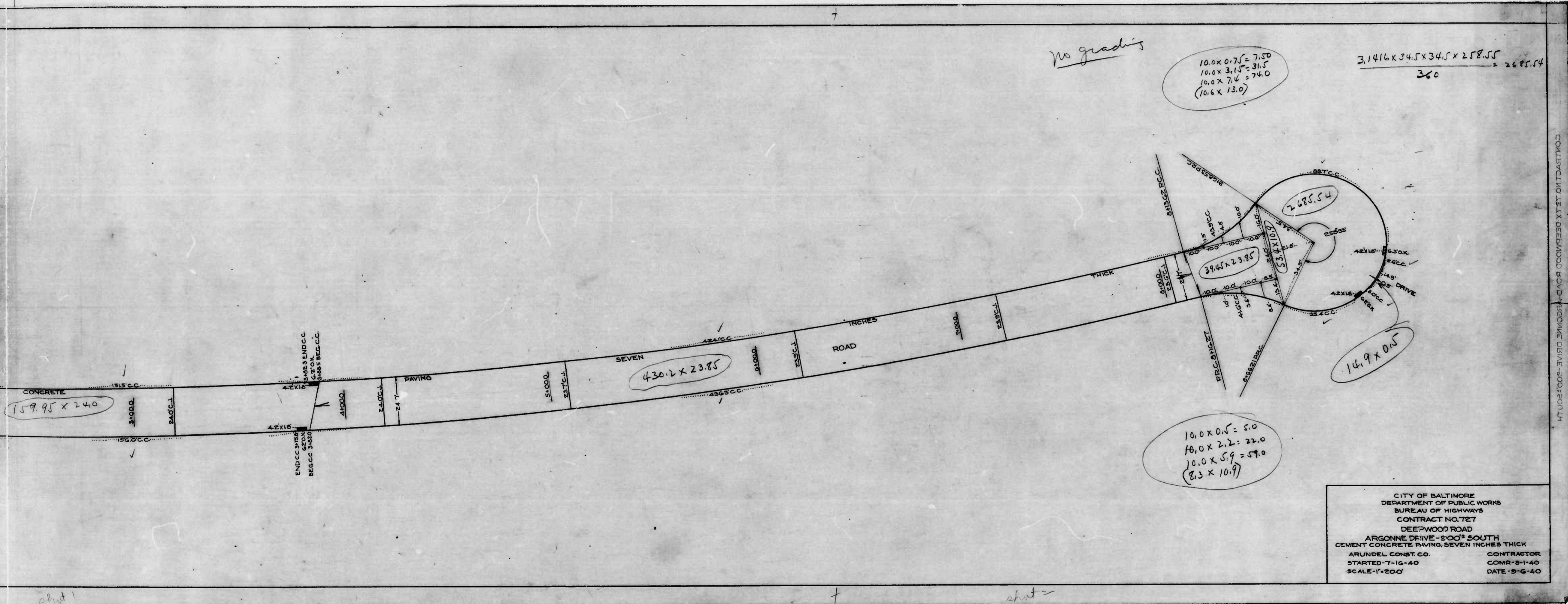
CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 ESTABLISHED GRADE OF  
 DEEPWOOD RD-ARGONNE DR. TO 900'± SOUTH  
 Cont. No. 727  
 Scales: Hor. - 1"=200'  
 Ver. - 1"=20' Book No. X-135  
 June 11, 1940

Approved: *George Cobb* Chief Engineer  
 Approved: *Edward Hughes* Engr. - Plans & Surveys  
 Approved: *Edwin J. ...* Associate Engineer  
 Approved: *Henry A. ...* Highway Engineer

No gradings

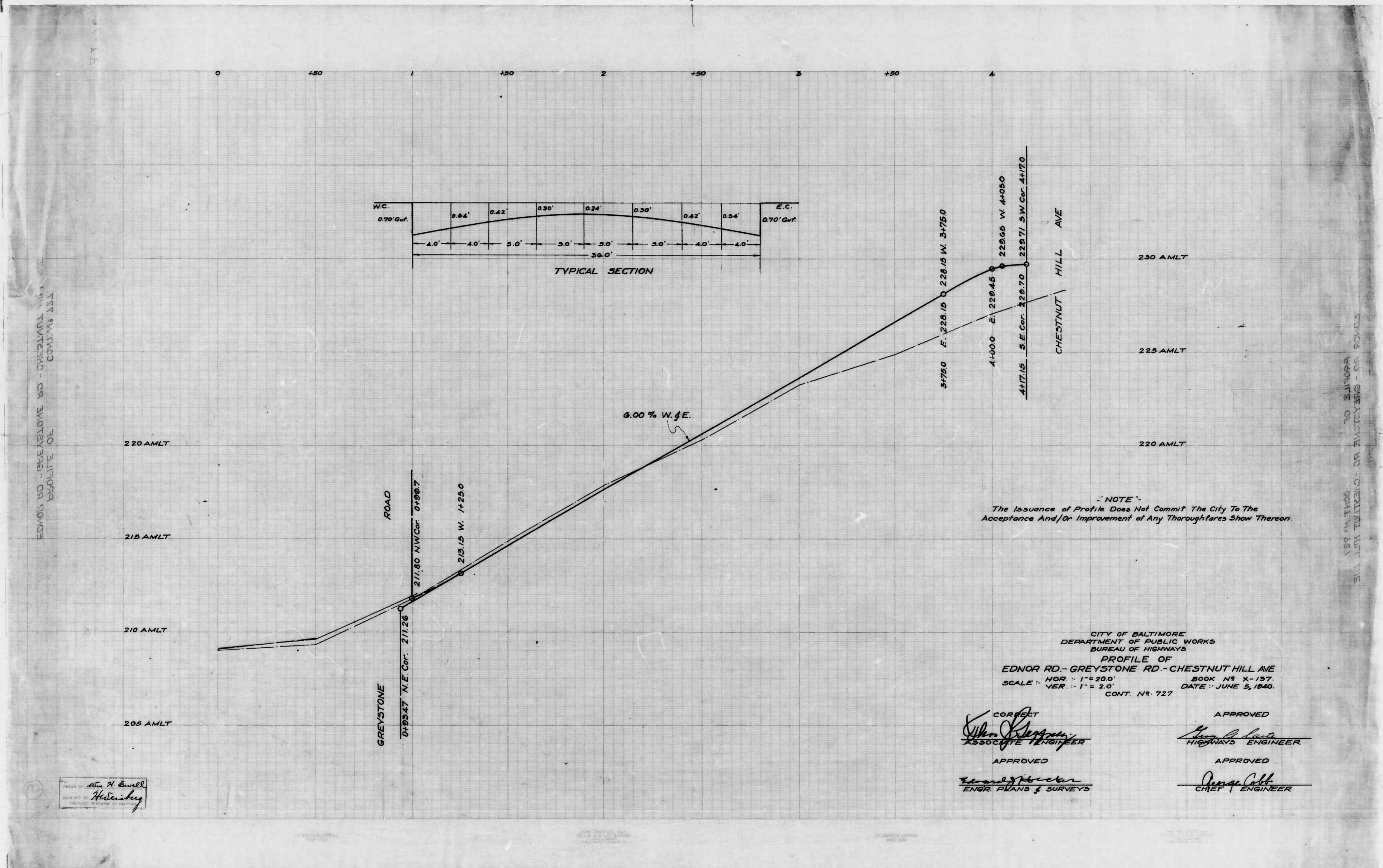
$10.0 \times 0.75 = 7.50$   
 $10.0 \times 3.15 = 31.5$   
 $10.0 \times 7.6 = 74.0$   
 $(10.6 \times 13.0)$

$3.1416 \times 34.5 \times 34.5 \times 2.58.55$   
 $\frac{\quad}{360} = 2685.54$



$10.0 \times 0.5 = 5.0$   
 $10.0 \times 2.2 = 22.0$   
 $10.0 \times 5.9 = 59.0$   
 $(8.3 \times 10.9)$

CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 CONTRACT NO. 727  
 DEEPWOOD ROAD  
 ARGONNE DRIVE - 2100' SOUTH  
 CEMENT CONCRETE PAVING, SEVEN INCHES THICK  
 ARUNDEL CONST. CO. CONTRACTOR  
 STARTED - 7-16-40 COMR - 8-1-40  
 SCALE - 1" = 200' DATE - 9-6-40



NOTE -  
The issuance of Profile Does Not Commit The City To The  
Acceptance And/Or Improvement of Any Thoroughfares Show Thereon.

CITY OF BALTIMORE  
DEPARTMENT OF PUBLIC WORKS  
BUREAU OF HIGHWAYS  
PROFILE OF  
EDNOR RD. - GREYSTONE RD. - CHESTNUT HILL AVE  
SCALE - HOR. - 1" = 20.0' BOOK N° X-137.  
VER. - 1" = 2.0' DATE - JUNE 5, 1940.  
CONT. N° 727

CORRECT  
*John J. [Signature]*  
ASSOCIATE ENGINEER

APPROVED  
*Henry A. [Signature]*  
HIGHWAYS ENGINEER

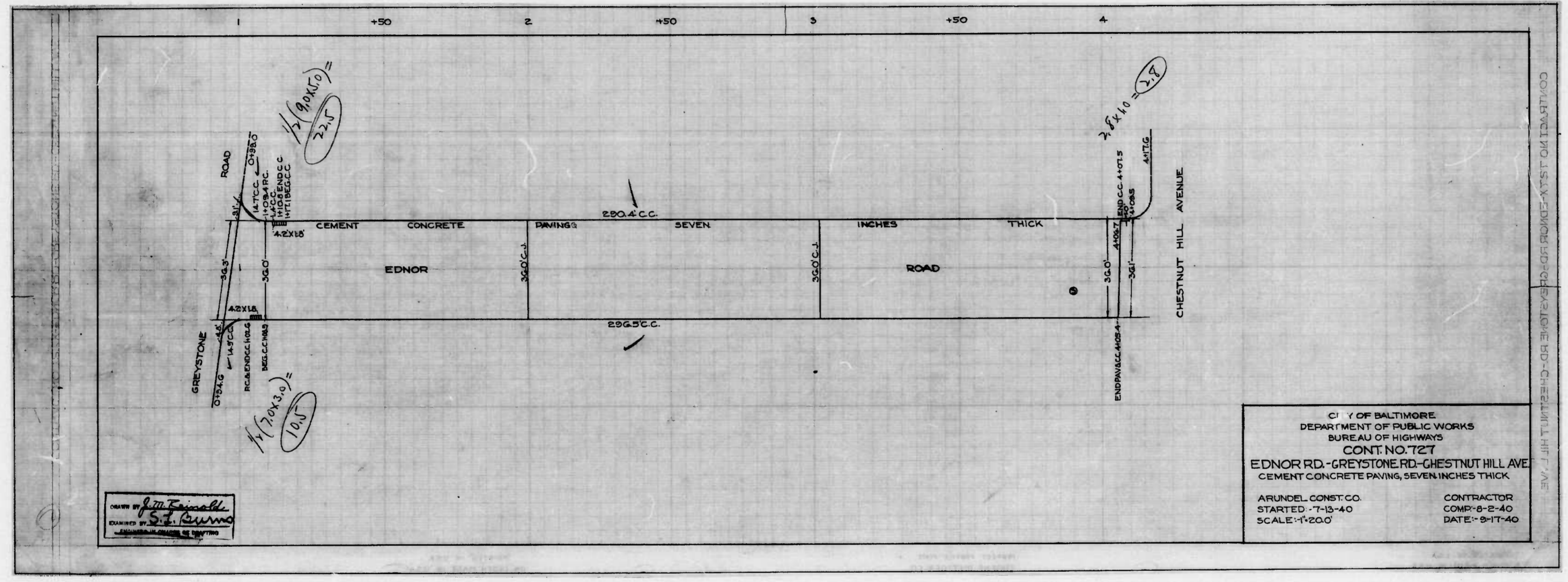
APPROVED  
*Edward [Signature]*  
ENGR. PLANS & SURVEYS

APPROVED  
*George [Signature]*  
CHIEF ENGINEER

Drawn by  
*Wm. H. Ewell*  
*Hesterberg*

EDNOR RD - GREYSTONE RD - CHESTNUT HILL AVE  
PROFILE OF

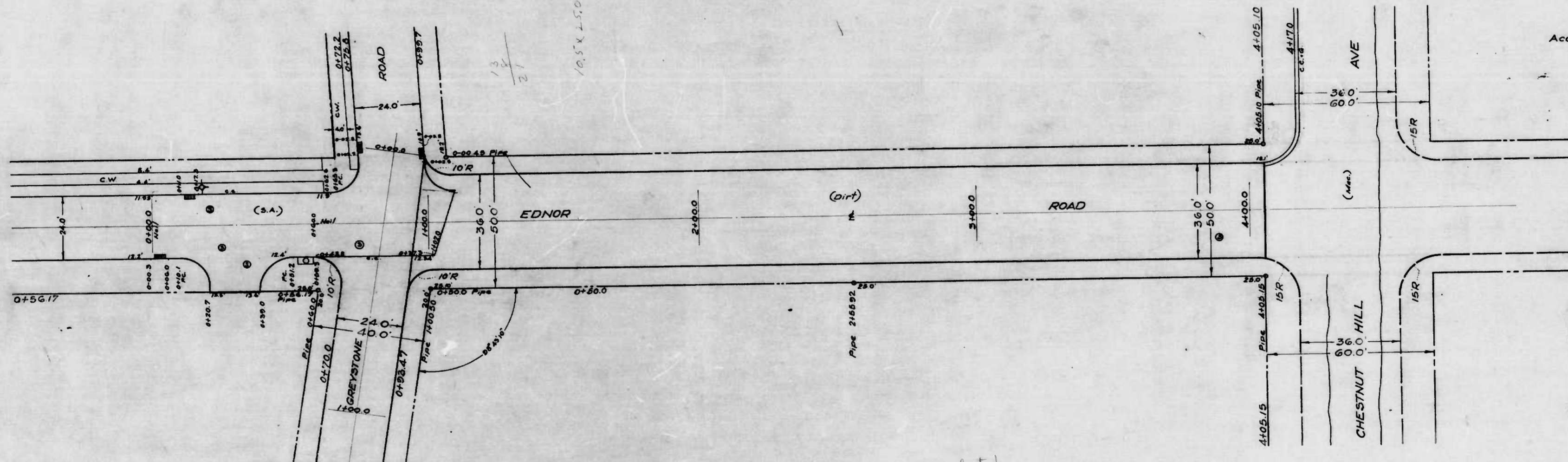
EDNOR RD - GREYSTONE RD - CHESTNUT HILL AVE  
PROFILE OF



DRAWN BY *John F. Fainelli*  
 CHECKED BY *S. J. Burns*  
 APPROVED BY *[Signature]*

CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 CONT. NO. 727  
 EDNOR RD.-GREYSTONE RD.-CHESTNUT HILL AVE  
 CEMENT CONCRETE PAVING, SEVEN INCHES THICK  
 ARUNDEL CONST. CO. CONTRACTOR  
 STARTED 7-15-40 COMP. 8-2-40  
 SCALE 1"=200' DATE 9-17-40

COMPLETE NO. 151-A-EDNOR RD.-GREYSTONE RD.-CHESTNUT HILL AVE



-NOTE-  
 The Issuance of This Plan Does Not Commit The City To  
 Acceptance And/Or Improvement of Any Thoroughfares Shown Thereon

CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 PLAN OF  
 EDNOR RD. - GREYSTONE RD. - CHESTNUT HILL  
 SCALE: 1" = 20.0'  
 CONT. NO. 727  
 DATE: JUNE 6, 1915

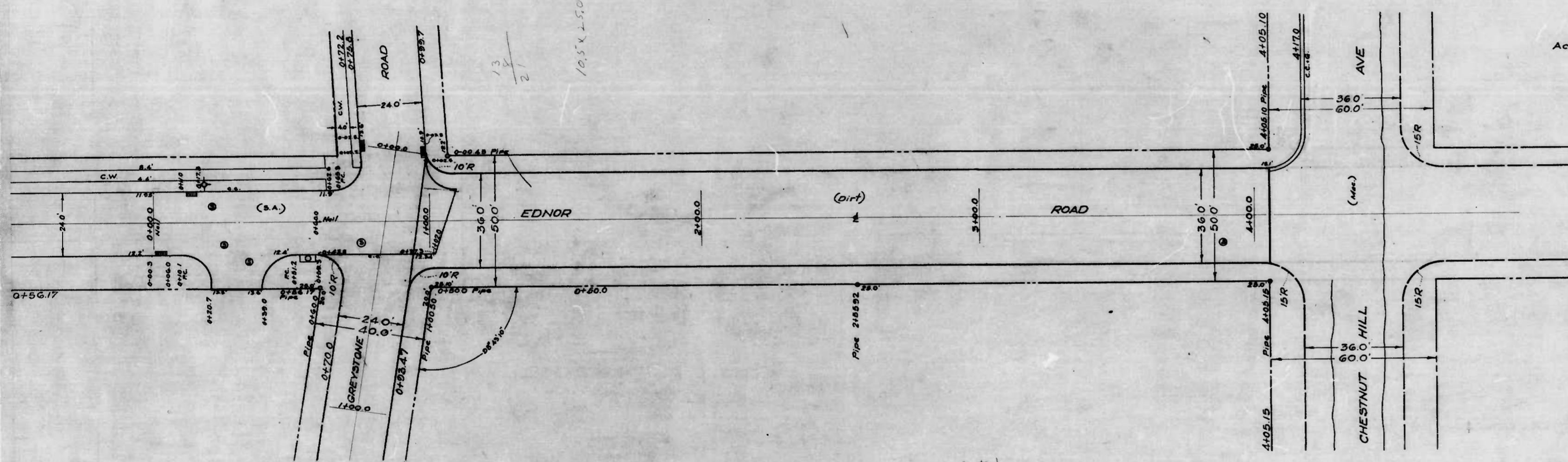
CORRECT  
*[Signature]*  
 ASSOCIATE ENGINEER  
 APPROVED

*[Signature]*  
 ENGR. PLANS & SURVEYS

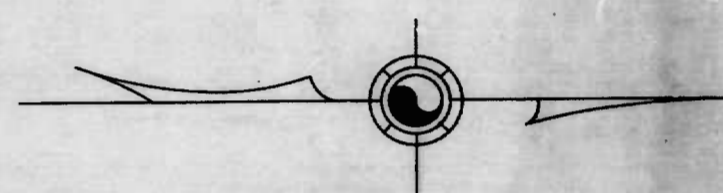
ORDER BY: *[Signature]*  
 EXAMINED BY: *[Signature]*  
 ENGINEER IN CHARGE OF DISTRICT



APPROVED  
 HIGHWAYS  
 APPROVED  
 CHIEF



-NOTE -  
 The Issuance of This Plan Does Not Commit The City To The  
 Acceptance And/Or Improvement of Any Thoroughfares Shown Thereon



CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 PLAN OF  
 EDNOR RD. - GREYSTONE RD. - CHESTNUT HILL AVE.  
 SCALE: 1" = 20.0'  
 CONT. NO. 727  
 DATE: JUNE 6, 1940.

CORRECT  
*Edna H. Hines*  
 ASSOCIATE ENGINEER  
 APPROVED

*Thomas G. Hart*  
 HIGHWAYS ENGINEER.  
 APPROVED

*Samuel H. Hines*  
 ENGR. PLANS & SURVEYS

*James C. Holt*  
 CHIEF ENGINEER.

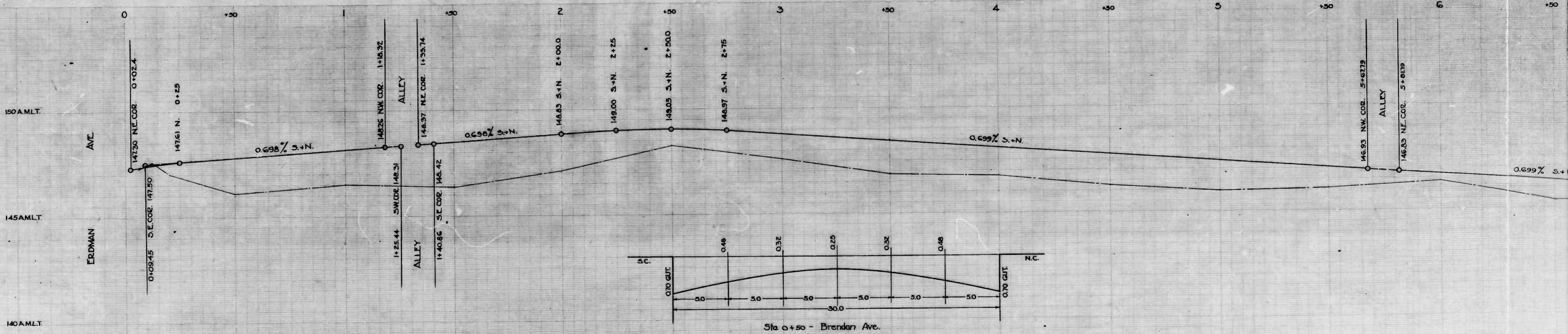
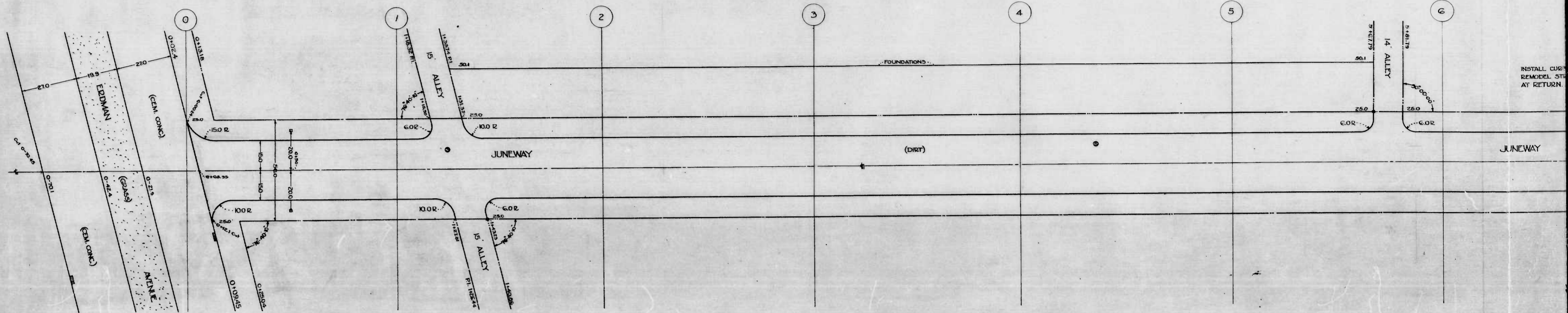
*will  
 leg  
 1/11/40*

*shot*

*shot*

CITY OF BALTIMORE DEPARTMENT OF PUBLIC WORKS BUREAU OF HIGHWAYS

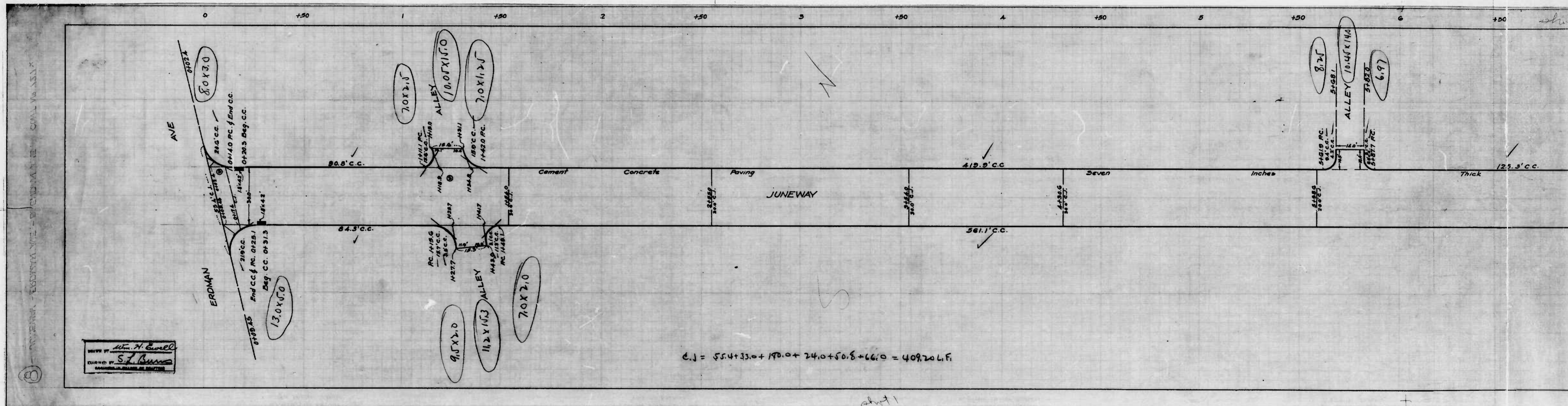


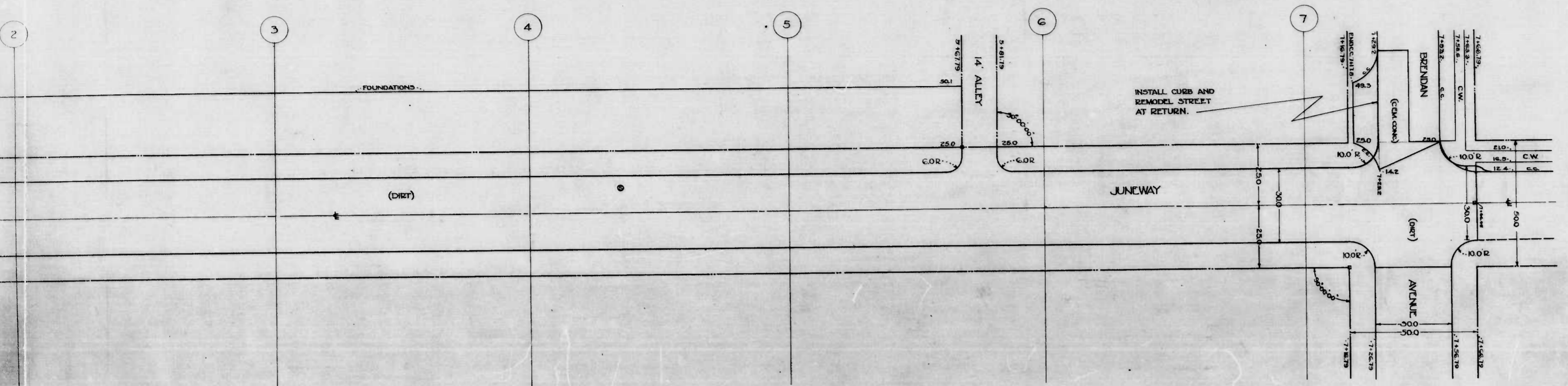


3. PLAN - EDDMAN, WEST OF DISCOVERY VALLEY  
 LITVA & ISOLITE  
 C9411 14 153

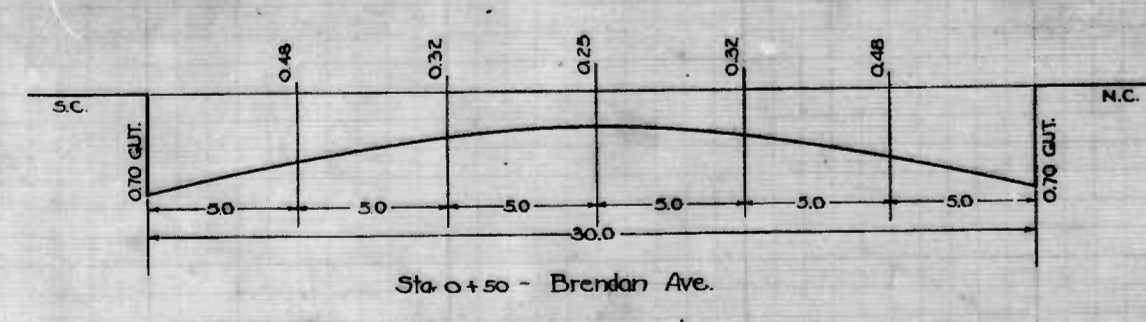
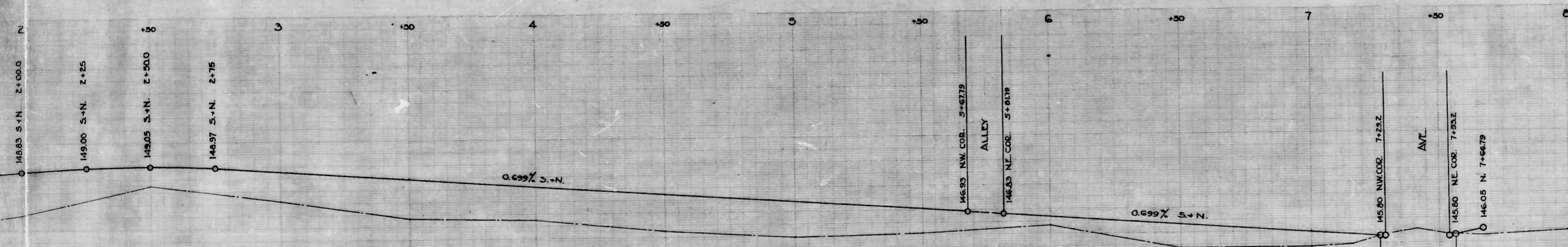
DRAWN BY: A. Grobert  
 CHECKED BY: H. Steinhilber  
 IN CHARGE OF DESIGN

shot 1





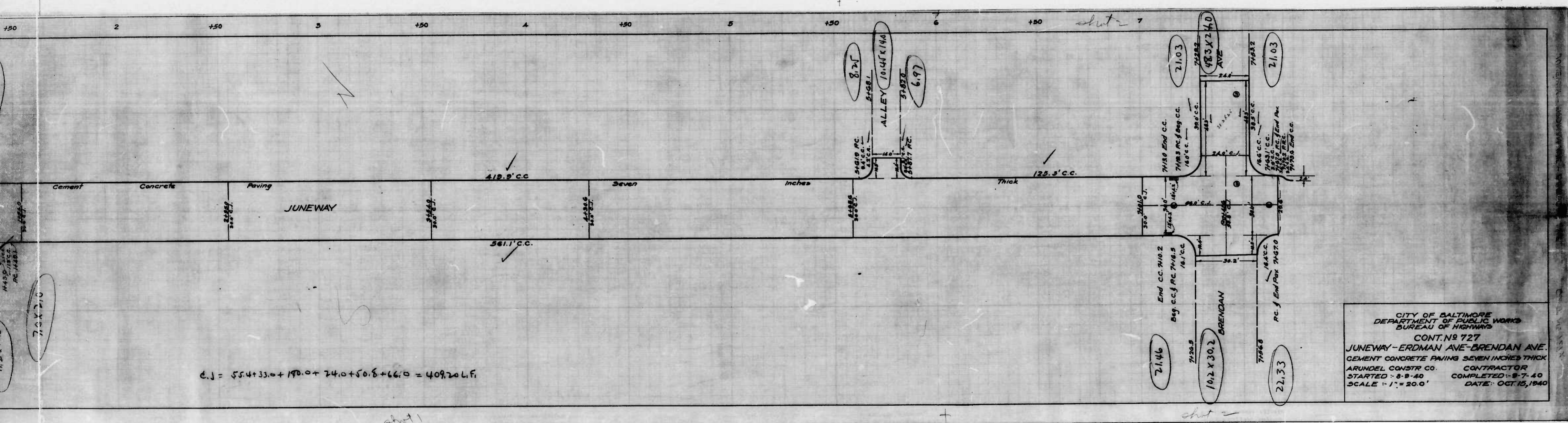
**NOTE:**  
 THE ISSUANCE OF THIS PLAN & PROFILE DOES NOT COMMIT THE CITY TO THE ACCEPTANCE AND/OR IMPROVEMENT OF ANY THROUGHFARE SHOWN THEREON.



CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
**PLAN & PROFILE**  
**JUNEWAY FROM ERDMAN AVE. TO BRENDAN AVE.**  
 PLAN - 1"=20'  
 SCALE - HOR. 1"=20'  
 PROF. - VER. 1"=20'  
 JUNE 4, 1940.  
 BOOK (X-131, P.5)  
 CORRECT: *[Signature]* APPROVED: *[Signature]*  
 ASSOCIATE ENGINEER HIGHWAYS ENGINEER  
 APPROVED: *[Signature]* APPROVED: *[Signature]*  
 ENGR. PLANS & SURVEYS CHIEF ENGINEER

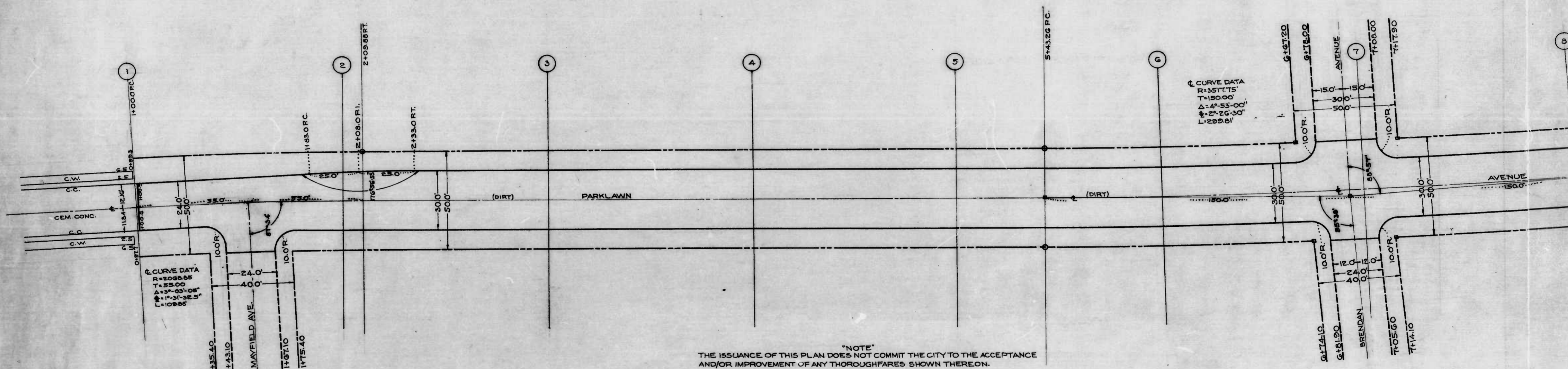
shot 1

shot 2



$C.J = 55.4 + 33.0 + 190.0 + 24.0 + 50.8 + 66.0 = 409.20 \text{ L.F.}$

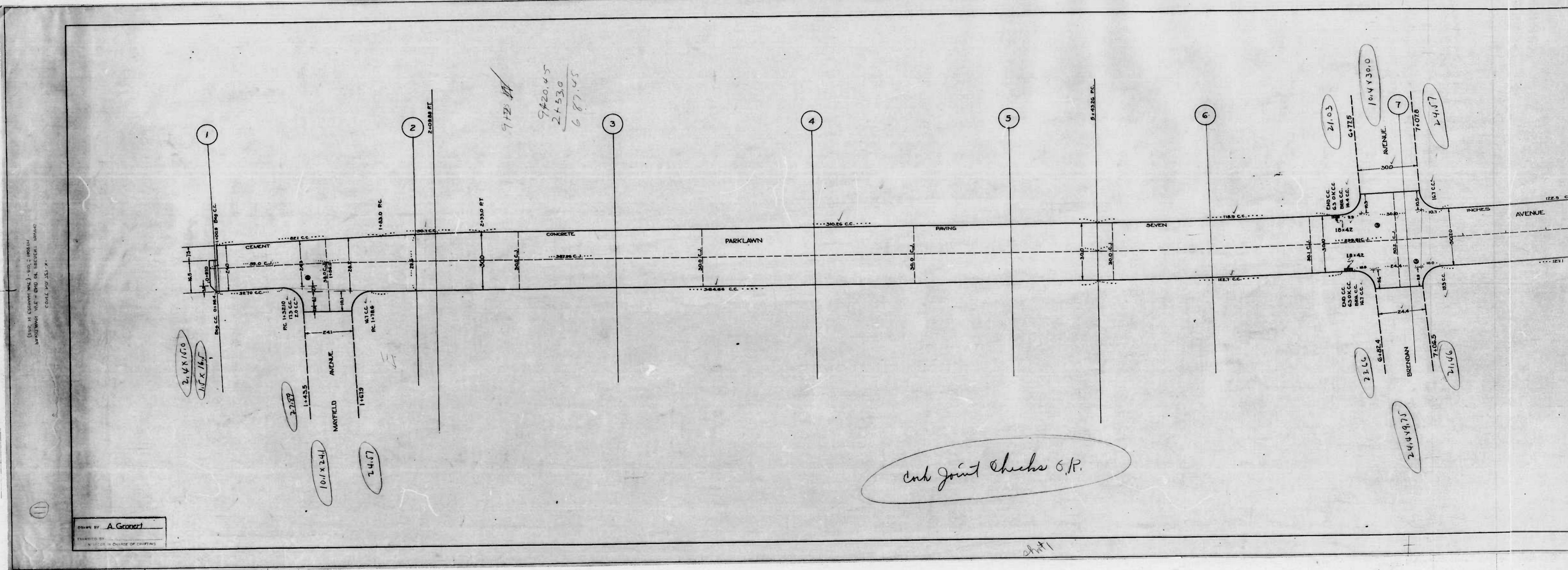
CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 CONT. NO. 727  
 JUNEWAY - ERDMAN AVE - BRENDAN AVE.  
 CEMENT CONCRETE PAVING SEVEN INCHES THICK  
 ARUNDEL CONSTR. CO. CONTRACTOR  
 STARTED - 8-9-40 COMPLETED - 9-7-40  
 SCALE - 1" = 20.0' DATE - OCT. 15, 1940

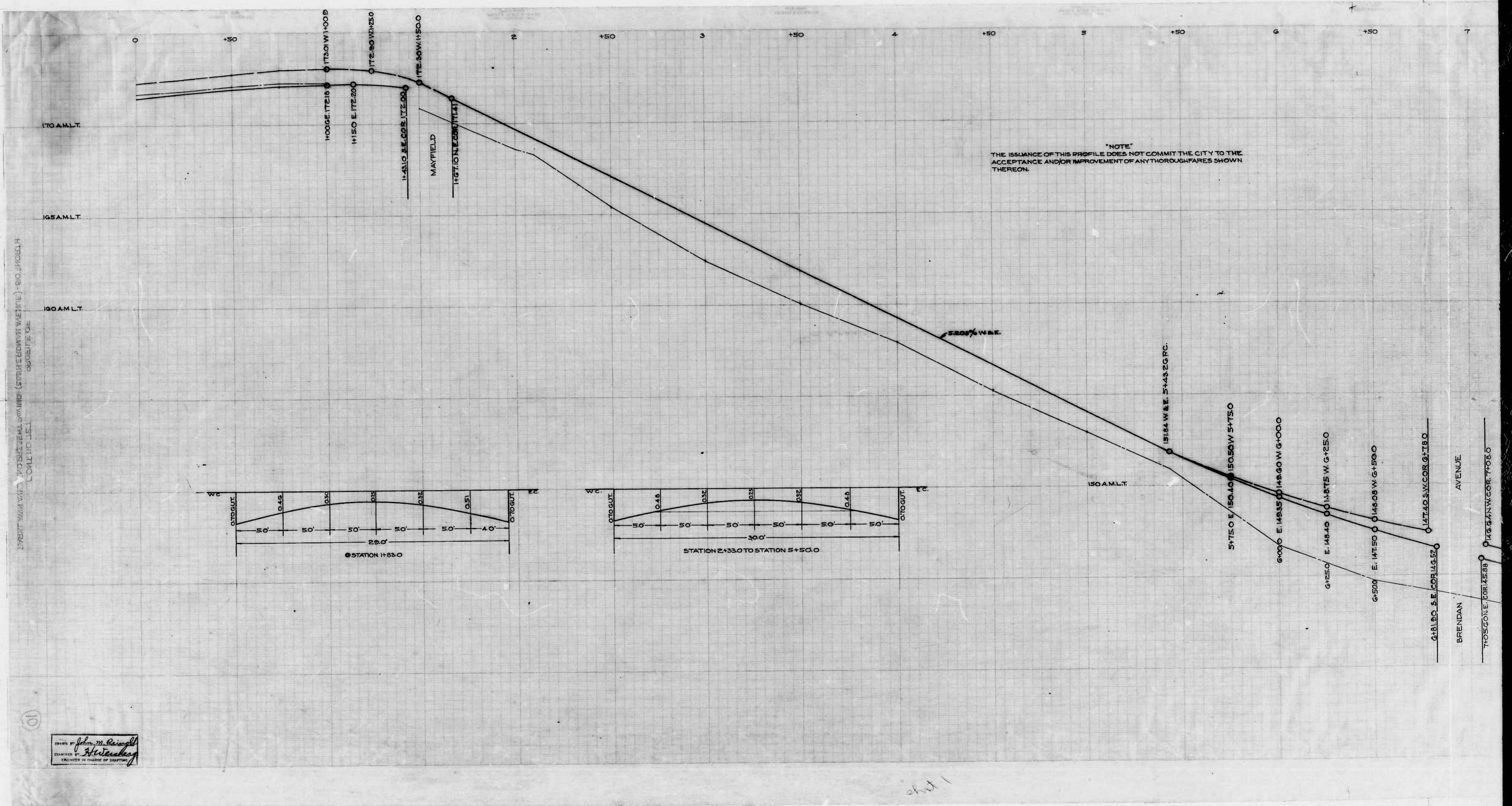


"NOTE"  
 THE ISSUANCE OF THIS PLAN DOES NOT COMMIT THE CITY TO THE ACCEPTANCE AND/OR IMPROVEMENT OF ANY THOROUGHFARES SHOWN THEREON.

shot 1

DRAWN BY *John M. Bricard*  
 EXAMINED BY *Herb S. Sibley*  
 ENGINEER IN CHARGE OF DESIGN

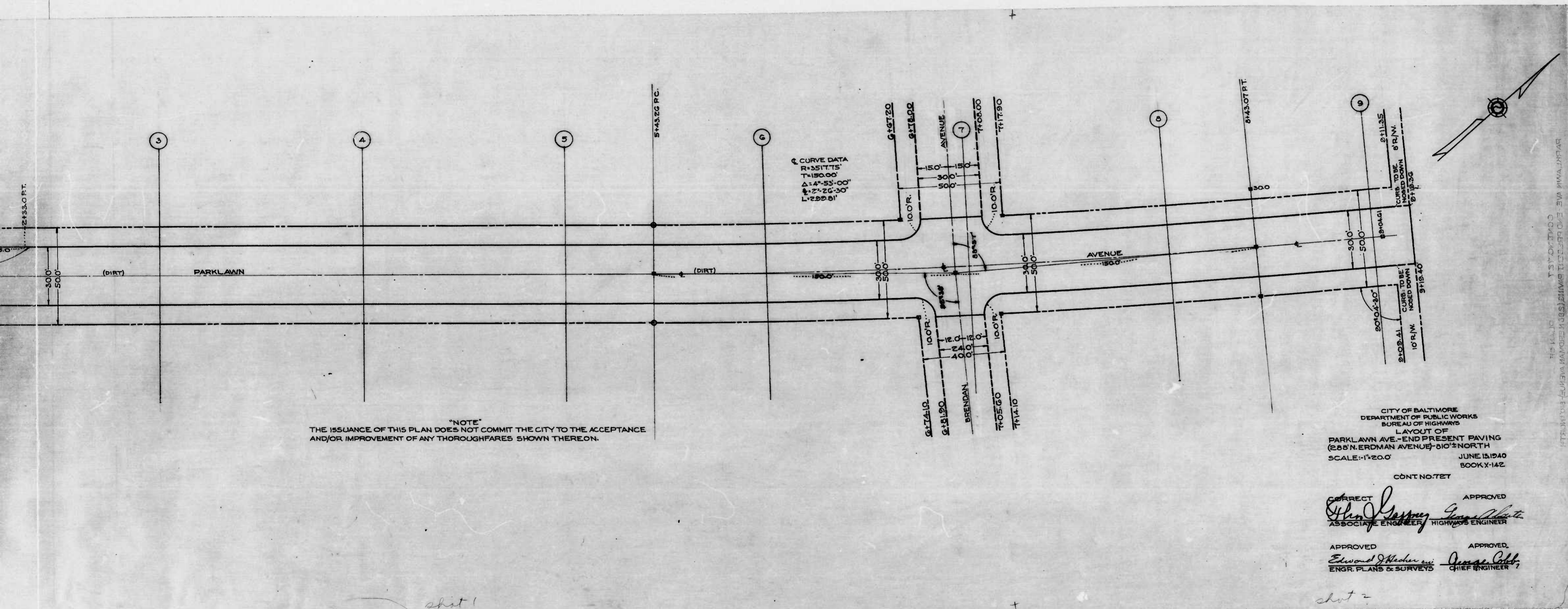




EUBRT VAM VIK... (mirrored text from reverse side)

DRAWN BY *John M. ...*  
EXAMINED BY *H. ...*  
ENGINEER IN CHARGE OF DEPARTMENT

Sheet 1



"NOTE"  
 THE ISSUANCE OF THIS PLAN DOES NOT COMMIT THE CITY TO THE ACCEPTANCE  
 AND/OR IMPROVEMENT OF ANY THOROUGHFARES SHOWN THEREON.

CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 LAYOUT OF  
 PARKLAWN AVE.-END PRESENT PAVING  
 (288<sup>th</sup> N. ERDMAN AVENUE)-310<sup>th</sup> NORTH  
 SCALE: 1"=20.0' JUNE 15, 1940  
 BOOK X-142

CONT NO. TET

CORRECT APPROVED  
*John J. Garry* *George A. White*  
 ASSOCIATE ENGINEER HIGHWAYS ENGINEER

APPROVED APPROVED  
*Edward J. Meeker* *George A. White*  
 ENGR. PLANS & SURVEYS CHIEF ENGINEER

sheet 1

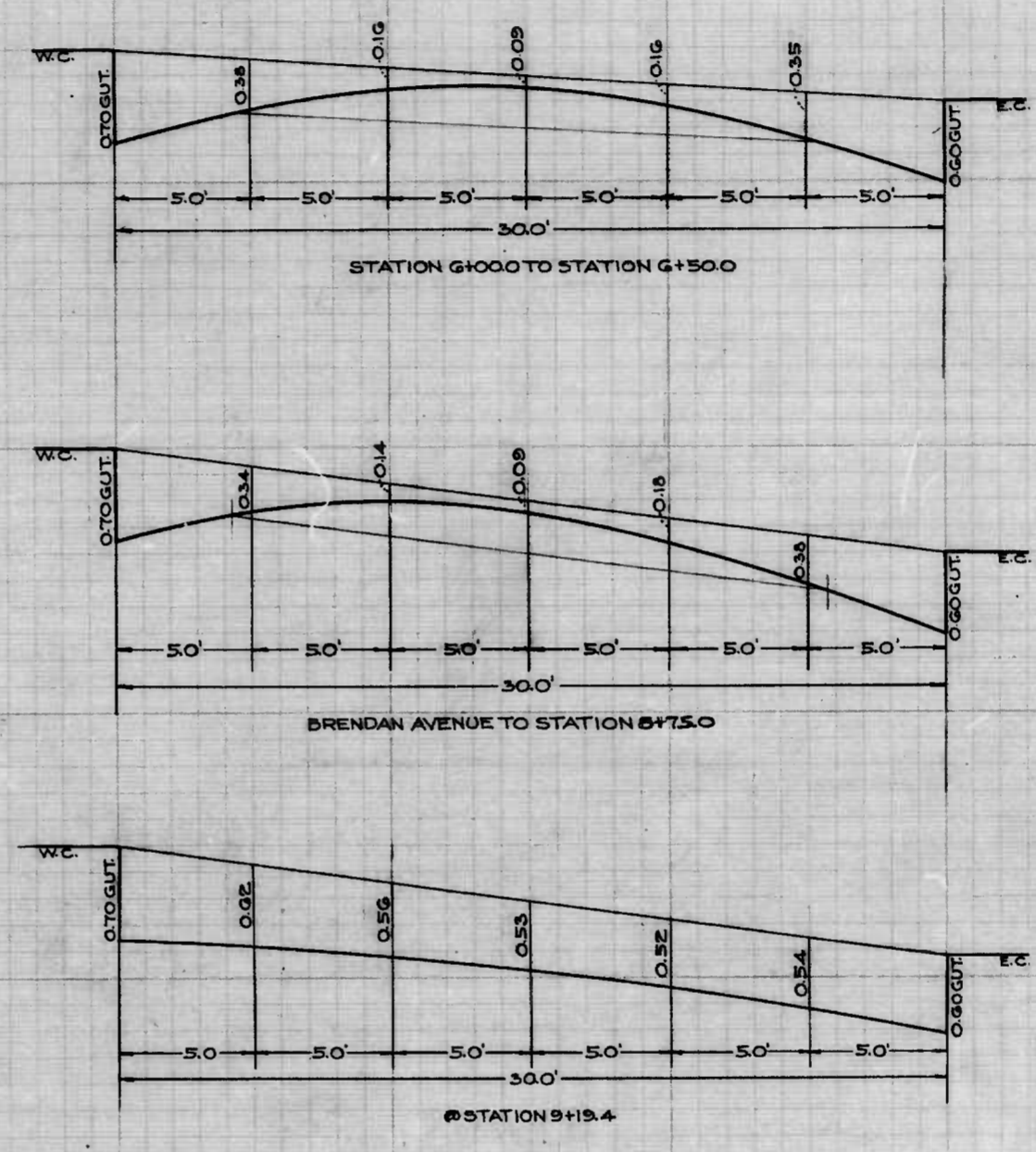
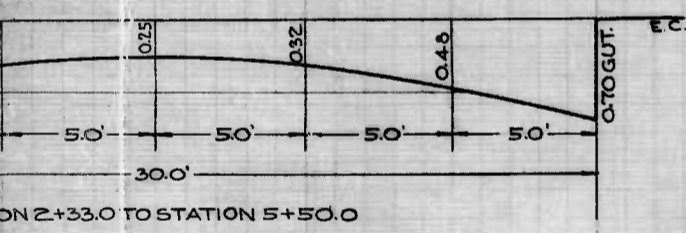
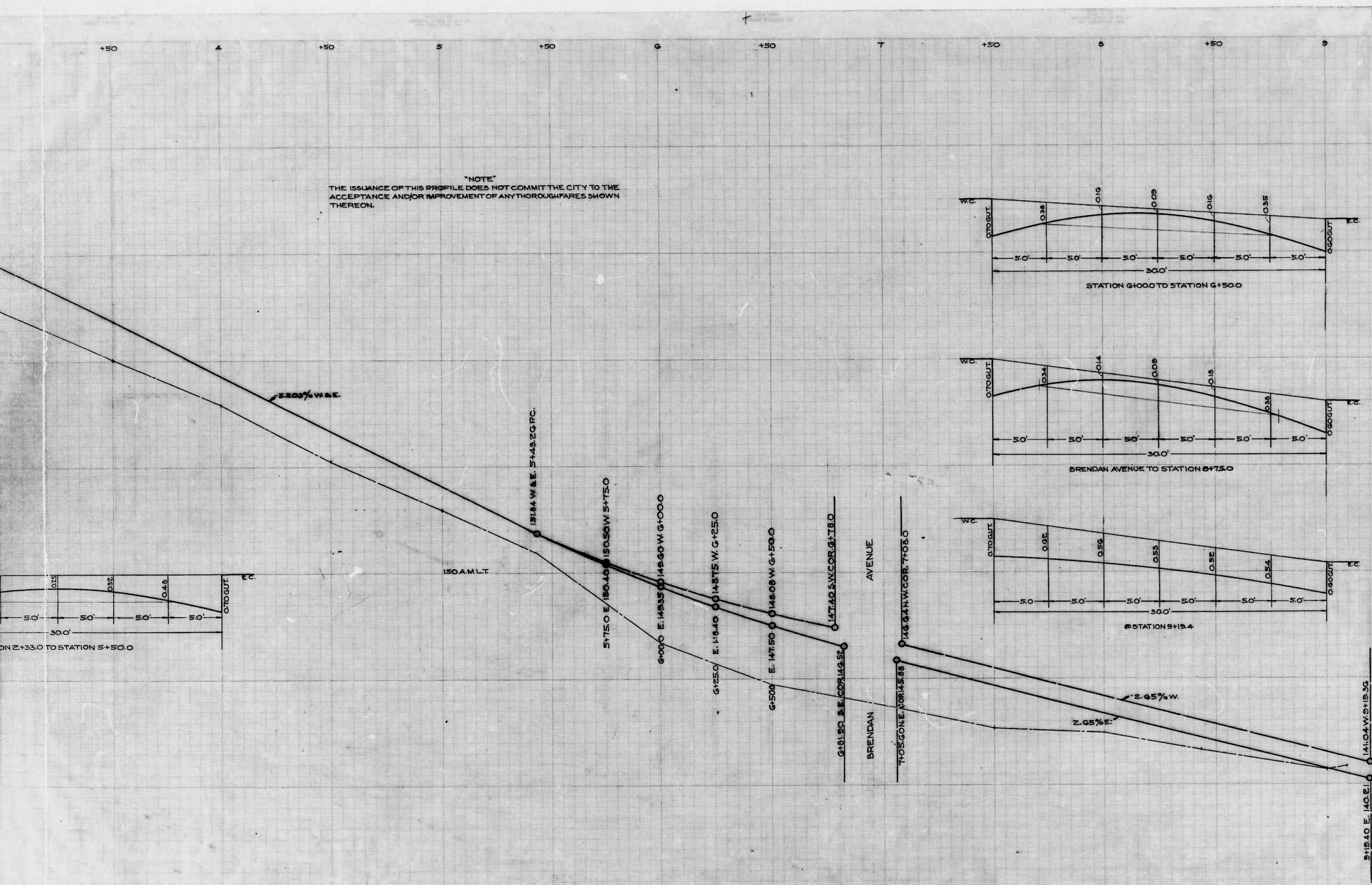
sheet 2

BALTIMORE AVE. END PRESENT PAVING (288<sup>th</sup> N. ERDMAN AVENUE)-310<sup>th</sup> NORTH  
 CONT. NO. TET





NOTE  
THE ISSUANCE OF THIS PROFILE DOES NOT COMMIT THE CITY TO THE ACCEPTANCE AND/OR IMPROVEMENT OF ANY THROUGHFARES SHOWN THEREON.



CITY OF BALTIMORE  
DEPARTMENT OF PUBLIC WORKS  
BUREAU OF HIGHWAYS  
PROFILE OF  
PARK LAWN AVE - END PRESENT PAVING  
(288' N. ERDMAN AVENUE) - 810' ± NORTH  
SCALES: HOR: 1"=20.0'    JUNE 15, 1940  
VER: 1"=2.0'    BOOK X-142

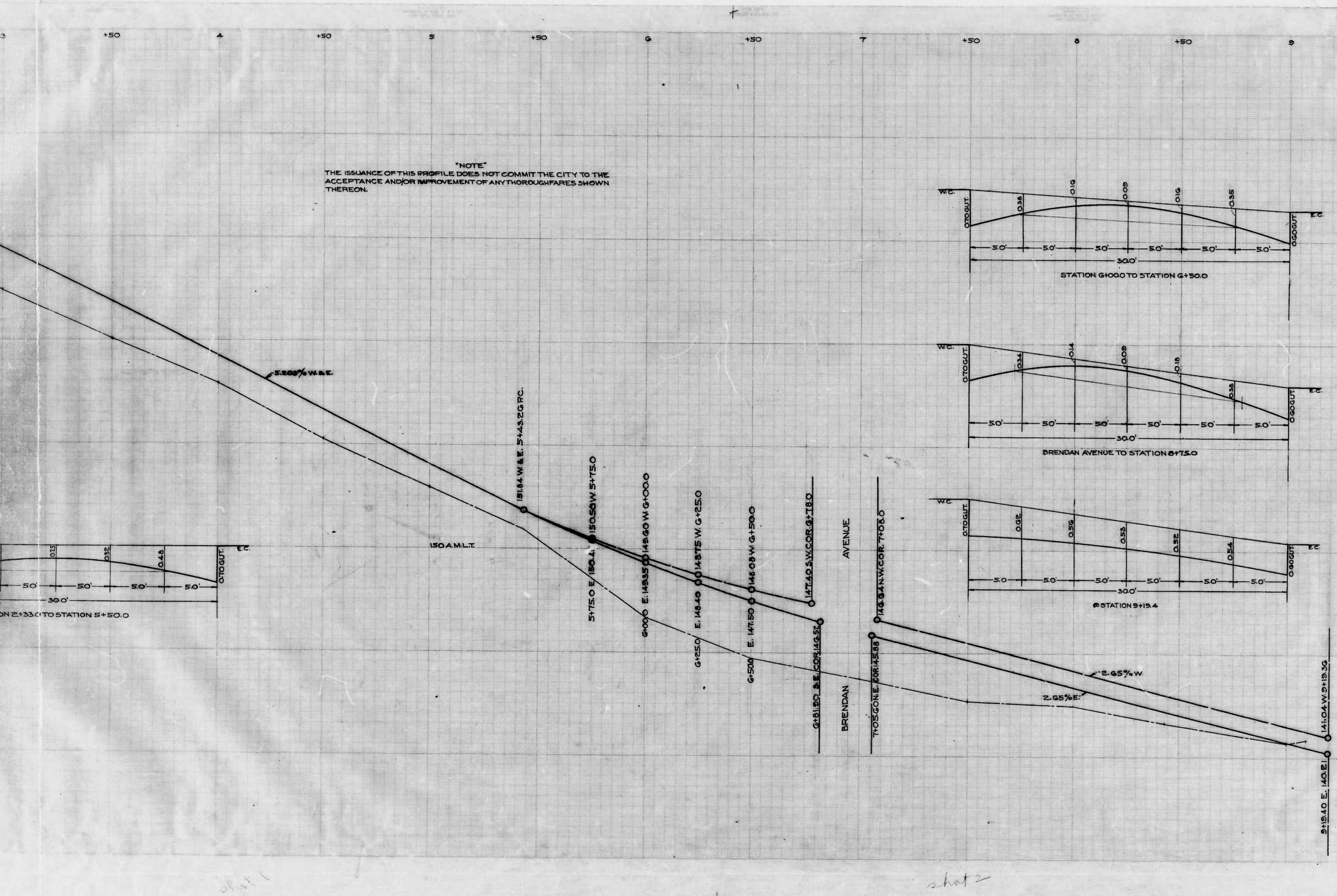
CONT NO. 727

COBRECT: *Wm. J. Carney*    APPROVED  
ASSOCIATE ENGINEER    HIGHWAYS ENGINEER

APPROVED    APPROVED  
*Edward H. Hecker*    *James G. Call*  
ENGR. PLANNING & SURVEYS    CHIEF ENGINEER

shot 2

"NOTE"  
THE ISSUANCE OF THIS PROFILE DOES NOT COMMIT THE CITY TO THE  
ACCEPTANCE AND/OR IMPROVEMENT OF ANY THROUGHFARES SHOWN  
THEREON.



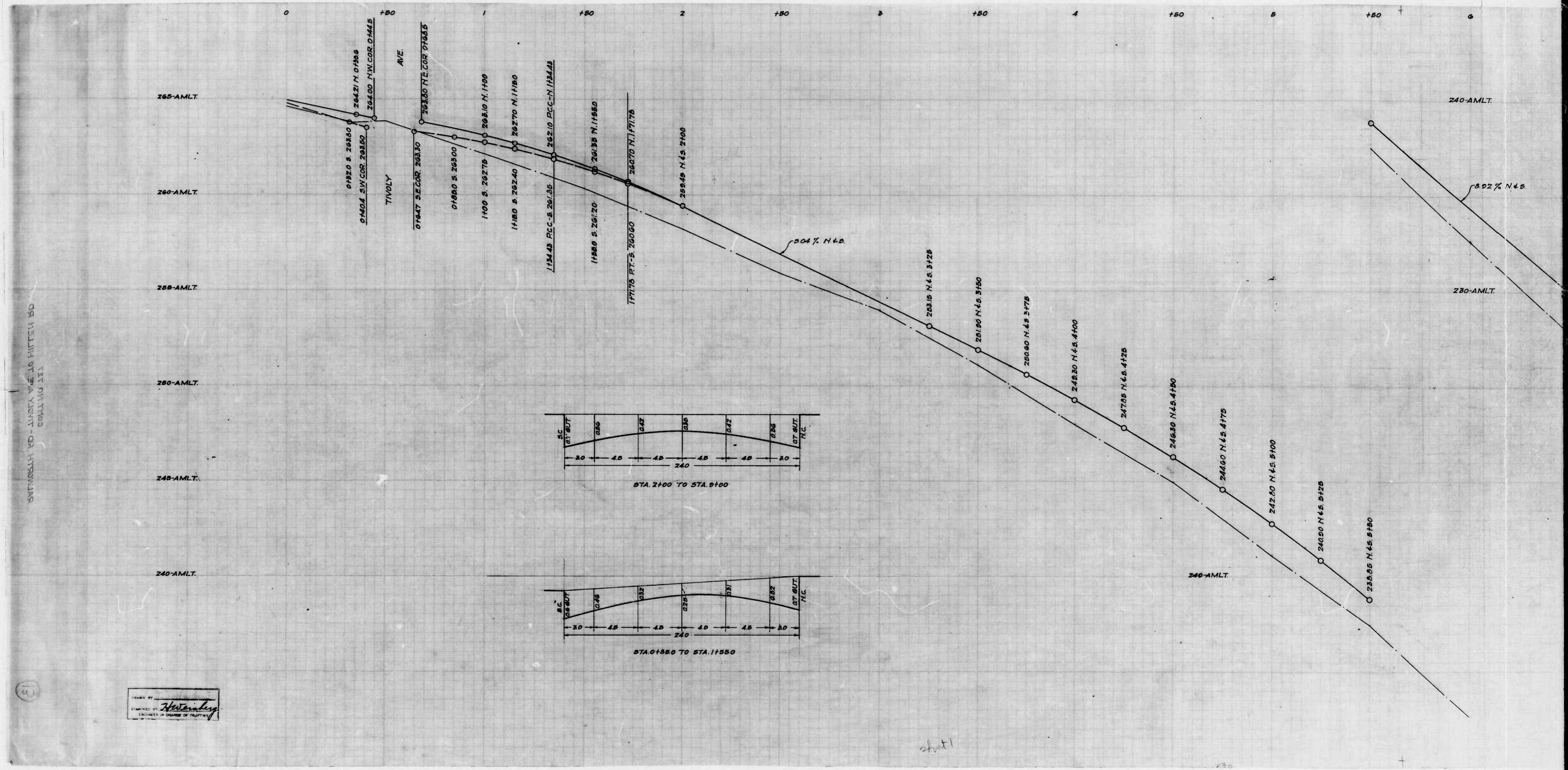
CITY OF BALTIMORE  
DEPARTMENT OF PUBLIC WORKS  
BUREAU OF HIGHWAYS  
PROFILE OF  
PARKLAWN AVE.—END PRESENT PAVING  
(288' N. ERDMAN AVENUE) 810'± NORTH  
SCALE: HOR.—1"=20.0' JUNE 13, 1940  
VER.—1"=2.0' BOOK X-142

CONT. NO. 727

CORRECT: *Wm. J. Keegan* ASSOCIATE ENGINEER  
APPROVED: *George A. ...* HIGHWAYS ENGINEER

APPROVED: *Edward H. ...* ENGR. PLAN. & SURVEYS  
APPROVED: *George A. ...* CHIEF ENGINEER

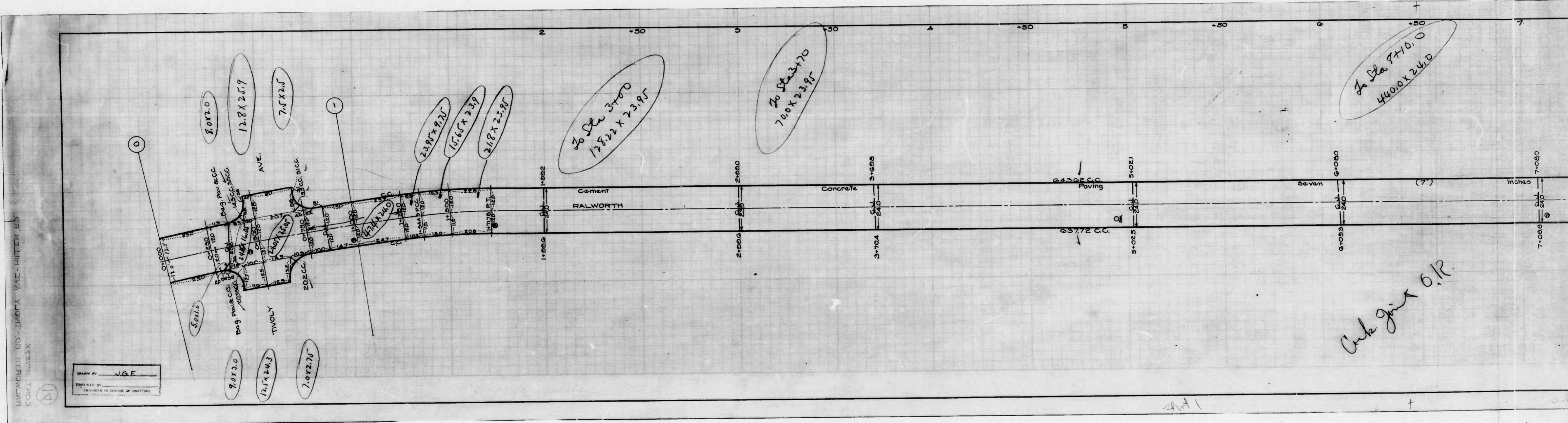
shot 2



SUNNYSIDE RD - JINNY AVE TO FIFTEEN RD  
CORRECTION

DRAWN BY *Hesterberg*  
 ENGINEER IN CHARGE OF DRAFTING

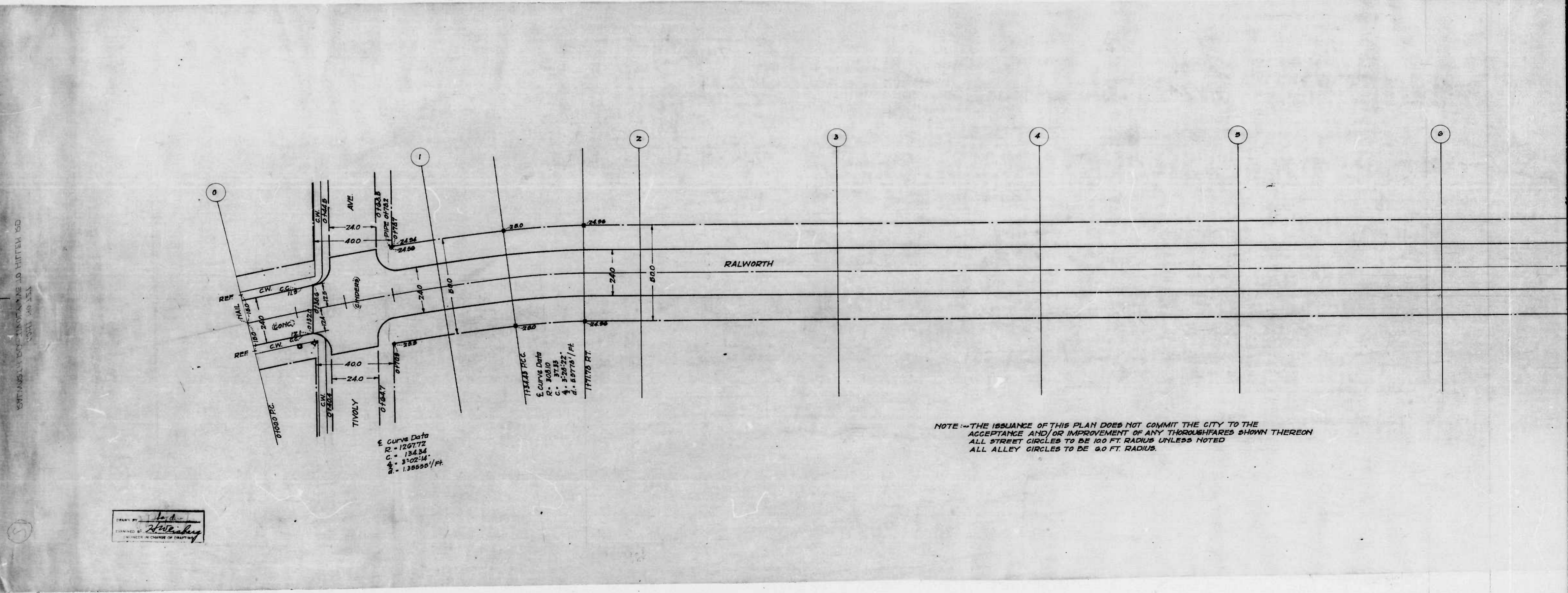
sheet 1



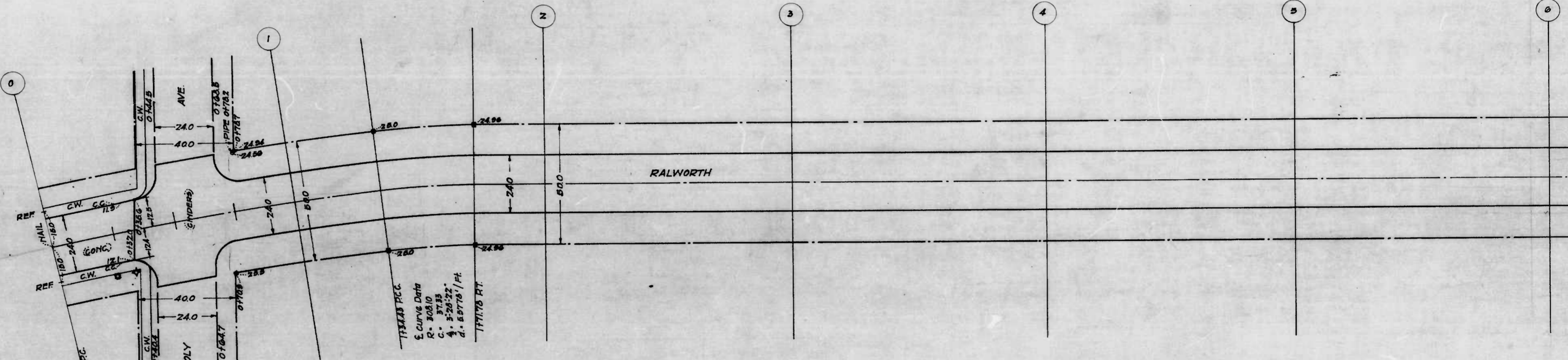
*Check joint O.R.*

BAITWORLD BLDG - JACOBY VAE - WINTER BLD

DRAWN BY: J.G.F.  
ENGINEER IN CHARGE OF DRAWING



EXISTING CURB-TOP ELEVATION ADJUSTED TO HITCHER 850  
CORNER 100 150

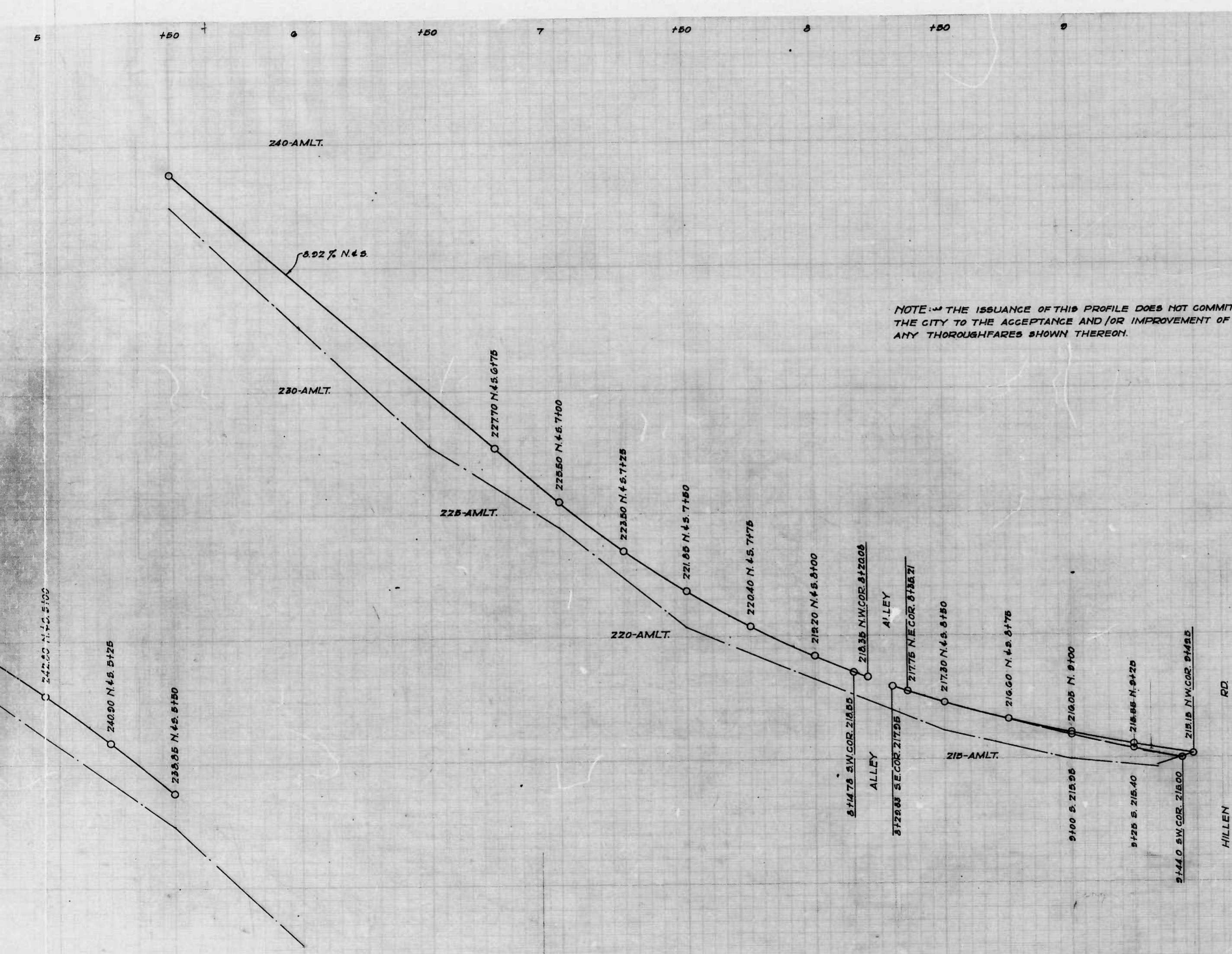


Curve Data  
 R = 1267.72  
 C = 134.34  
 Δ = 3°02'14"  
 E = 1.38555/ft

TIVOLY ST  
 E. CURVE DATA  
 R = 203.10  
 C = 37.19  
 Δ = 2°52'37"  
 E = 1.87761/ft

NOTE:--THE ISSUANCE OF THIS PLAN DOES NOT COMMIT THE CITY TO THE  
 ACCEPTANCE AND/OR IMPROVEMENT OF ANY THOROUGHFARES SHOWN THEREON  
 ALL STREET CIRCLES TO BE 100 FT. RADIUS UNLESS NOTED  
 ALL ALLEY CIRCLES TO BE 60 FT. RADIUS.

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



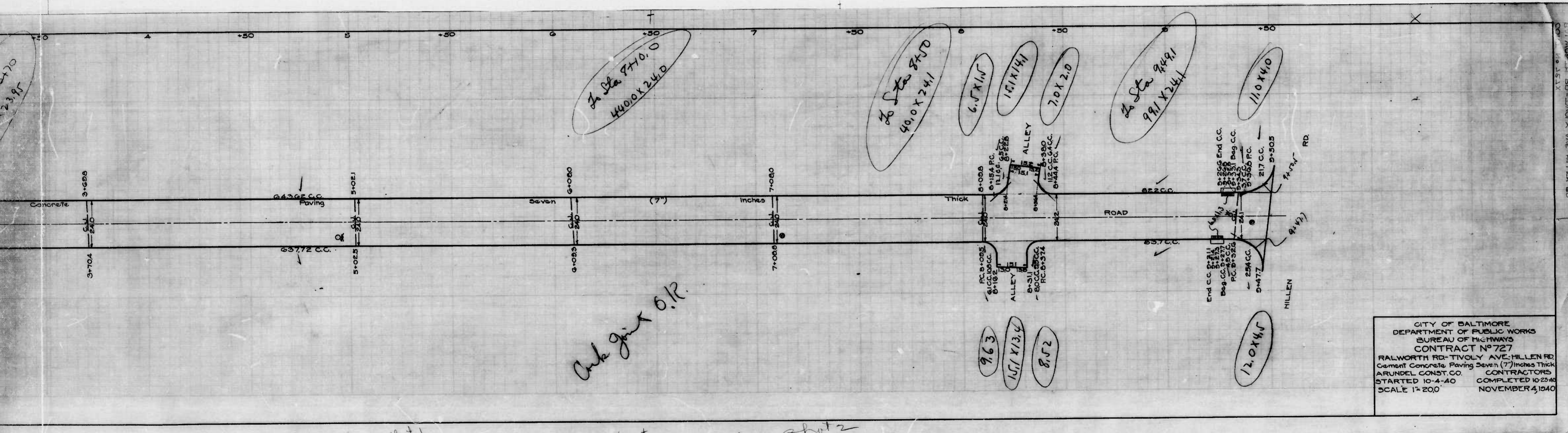
CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 ESTABLISHED GRADE OF  
 RALWORTH RD.-TIVOLY AVE. TO HILLEN RD.  
 CONT. NO. 727

SCALE: HOR. 1"=20.0  
 VER. 1"=2.0  
 BOOK NO. X-133  
 JULY 15, 1940

APPROVED: *James A. Hill* CHIEF ENGINEER  
 APPROVED: *Edmund J. Maclean* ENGR. PLANS & SURVEYS  
 CORRECT: *Edmund J. Maclean* ASSOCIATE ENGINEER  
 APPROVED: *George A. Hart* HIGHWAY ENGINEER

shot 2

REPRODUCED FROM THE ORIGINAL DRAWING



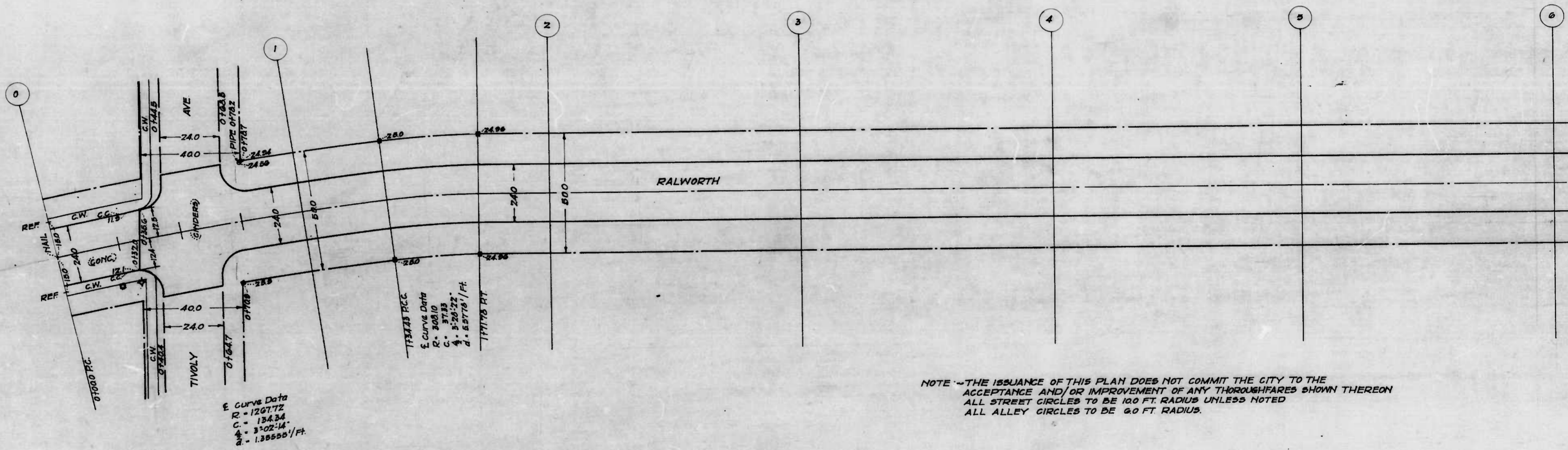
Check given O.R.

shot 1

shot 2

GITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 CONTRACT NO 727  
 RALWORTH RD-TIVOLY AVE-HILLEN RD  
 Cement Concrete Paving Seven (7) inches Thick  
 ARUNDEL CONST. CO. CONTRACTORS  
 STARTED 10-4-40 COMPLETED 10-28-40  
 SCALE 1" = 200' NOVEMBER 4, 1940





VERIFY ALL UTILITY LOCATIONS TO HITLER '80

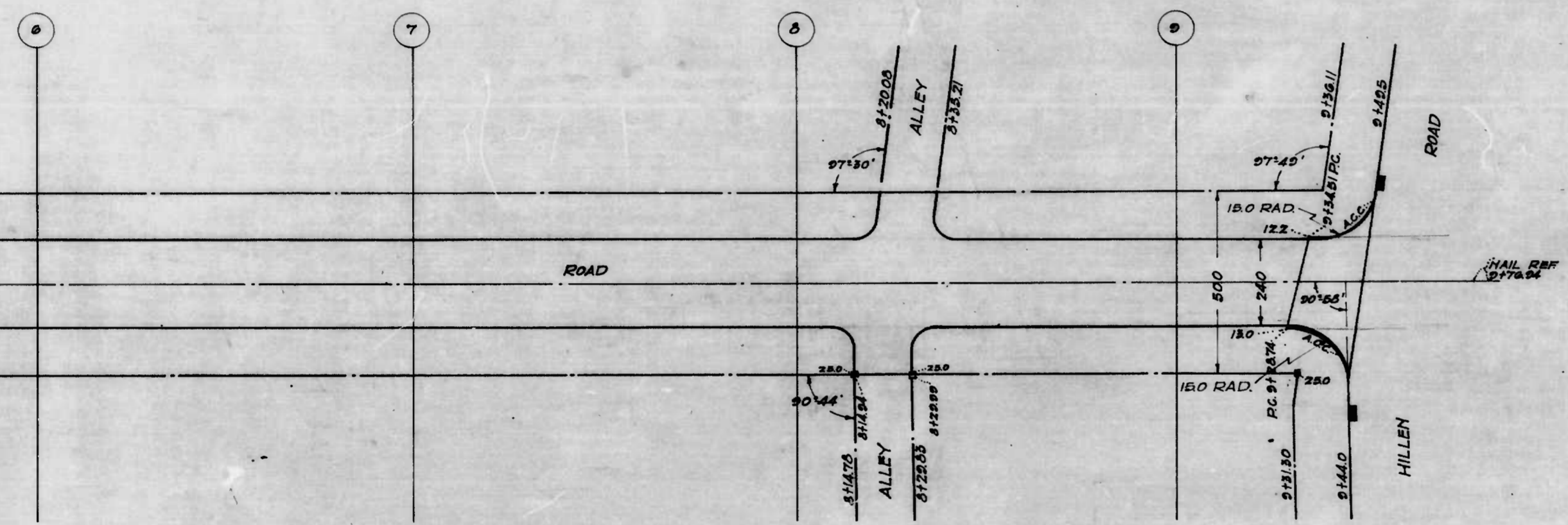
E Curve Data  
 R = 1207.72  
 C = 134.34  
 Δ = 3°02'14"  
 Δ = 1.39555/FT

113433 PCC  
 E Curve Data  
 R = 805.10  
 C = 37.15  
 Δ = 5°26'22"  
 Δ = 6.9776/FT

NOTE - THE ISSUANCE OF THIS PLAN DOES NOT COMMIT THE CITY TO THE ACCEPTANCE AND/OR IMPROVEMENT OF ANY THOROUGHFARES SHOWN THEREON ALL STREET CIRCLES TO BE 100 FT. RADIUS UNLESS NOTED ALL ALLEY CIRCLES TO BE 60 FT. RADIUS.

DRAWN BY: *[Signature]*  
 CHECKED BY: *[Signature]*  
 IN CHARGE OF DRAFTING

Sheet 1



CITY OF BALTIMORE  
 DEPARTMENT OF PUBLIC WORKS  
 BUREAU OF HIGHWAYS  
 LAYOUT OF  
 RALWORTH RD.-TIVOLY AVE TO HILLEN RD  
 CONT. NO. 727

SCALE - 1" = 20.0'      BOOK NO. X-183  
 JULY 19, 1940

APPROVED: *[Signature]*      APPROVED: *[Signature]*      CORRECT: *[Signature]*      APPROVED: *[Signature]*  
 CHIEF ENGINEER      ENGR.-PLANS & SURVEYS      ASSOCIATE ENGINEER      HIGHWAYS ENGINEER

*short*

81700.00 - 81705.00 HILLEN RD  
 81705.00 - 81710.00 HILLEN RD  
 81710.00 - 81715.00 HILLEN RD  
 81715.00 - 81720.00 HILLEN RD  
 81720.00 - 81725.00 HILLEN RD  
 81725.00 - 81730.00 HILLEN RD  
 81730.00 - 81735.00 HILLEN RD  
 81735.00 - 81740.00 HILLEN RD  
 81740.00 - 81745.00 HILLEN RD  
 81745.00 - 81750.00 HILLEN RD  
 81750.00 - 81755.00 HILLEN RD  
 81755.00 - 81760.00 HILLEN RD  
 81760.00 - 81765.00 HILLEN RD  
 81765.00 - 81770.00 HILLEN RD  
 81770.00 - 81775.00 HILLEN RD  
 81775.00 - 81780.00 HILLEN RD  
 81780.00 - 81785.00 HILLEN RD  
 81785.00 - 81790.00 HILLEN RD  
 81790.00 - 81795.00 HILLEN RD  
 81795.00 - 81800.00 HILLEN RD  
 81800.00 - 81805.00 HILLEN RD  
 81805.00 - 81810.00 HILLEN RD  
 81810.00 - 81815.00 HILLEN RD  
 81815.00 - 81820.00 HILLEN RD  
 81820.00 - 81825.00 HILLEN RD  
 81825.00 - 81830.00 HILLEN RD  
 81830.00 - 81835.00 HILLEN RD  
 81835.00 - 81840.00 HILLEN RD  
 81840.00 - 81845.00 HILLEN RD  
 81845.00 - 81850.00 HILLEN RD  
 81850.00 - 81855.00 HILLEN RD  
 81855.00 - 81860.00 HILLEN RD  
 81860.00 - 81865.00 HILLEN RD  
 81865.00 - 81870.00 HILLEN RD  
 81870.00 - 81875.00 HILLEN RD  
 81875.00 - 81880.00 HILLEN RD  
 81880.00 - 81885.00 HILLEN RD  
 81885.00 - 81890.00 HILLEN RD  
 81890.00 - 81895.00 HILLEN RD  
 81895.00 - 81900.00 HILLEN RD  
 81900.00 - 81905.00 HILLEN RD  
 81905.00 - 81910.00 HILLEN RD  
 81910.00 - 81915.00 HILLEN RD  
 81915.00 - 81920.00 HILLEN RD  
 81920.00 - 81925.00 HILLEN RD  
 81925.00 - 81930.00 HILLEN RD  
 81930.00 - 81935.00 HILLEN RD  
 81935.00 - 81940.00 HILLEN RD  
 81940.00 - 81945.00 HILLEN RD  
 81945.00 - 81950.00 HILLEN RD  
 81950.00 - 81955.00 HILLEN RD  
 81955.00 - 81960.00 HILLEN RD  
 81960.00 - 81965.00 HILLEN RD  
 81965.00 - 81970.00 HILLEN RD  
 81970.00 - 81975.00 HILLEN RD  
 81975.00 - 81980.00 HILLEN RD  
 81980.00 - 81985.00 HILLEN RD  
 81985.00 - 81990.00 HILLEN RD  
 81990.00 - 81995.00 HILLEN RD  
 81995.00 - 82000.00 HILLEN RD