

ONLY
 $(1.0 \times 39.6) + (1.7 \times 108) + (1.9 \times 12)$

$(180 \times 26.3) - 11(64 + 19) =$

$(23 \times 16.85) + (12.3 \times 17.5)$

$(31.7 \times 11.7) + 2(3.0 \times 1.3) + 2(23.0 \times 4.5) =$

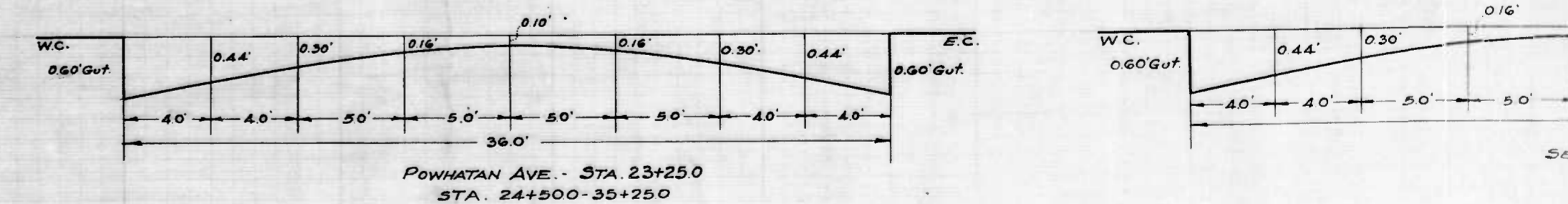
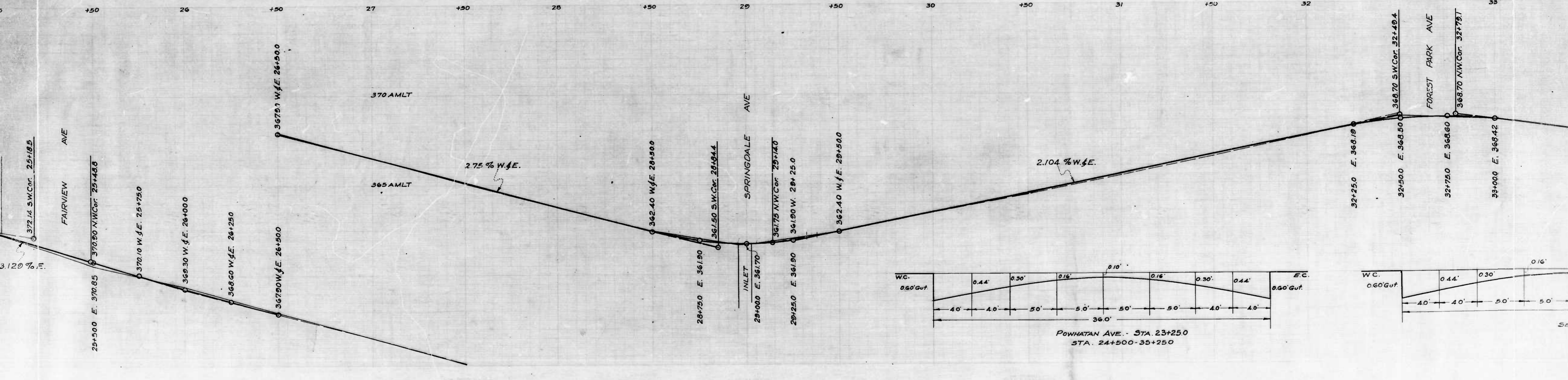
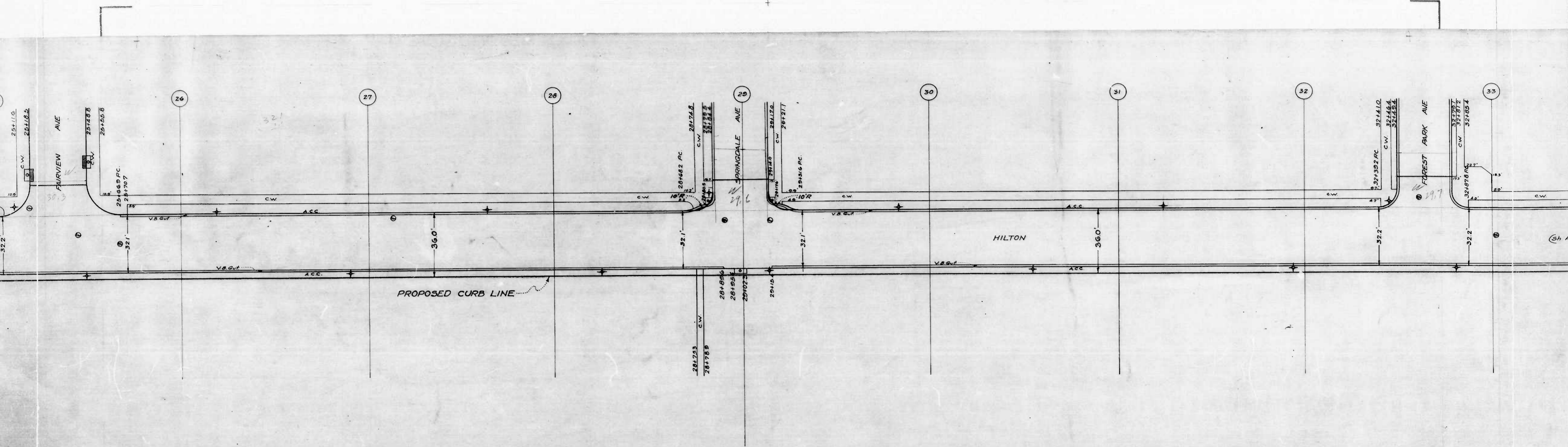
V.B. GUTTERS (Babington - Fairview)
 $11(4.9 + 5.14 + 10.73 + 5.16) + (1.2 \times 3.7) + (3 \times 29.7) +$
 $11(2.47 + 15.42 + 16.15 + 76.56) + (4.9 \times 1.45) + (5.1 \times 1.45)$

(ASPH ONLY)
 $(50 \times 10) + (30 \times 3.1) =$

V.B. GUTTERS
 $11(6.1 + 14.3) + (4.3 \times 1.45) + (4.6 \times 1.45) +$
 $11(2.49 + 15.9 + 10.0) + (1.1 \times 5.18) + (5.4 \times 1.45) +$
 $(4.2 \times 1.45) + 11(2.15 + 2.16) + (3.11 \times 1.1)$

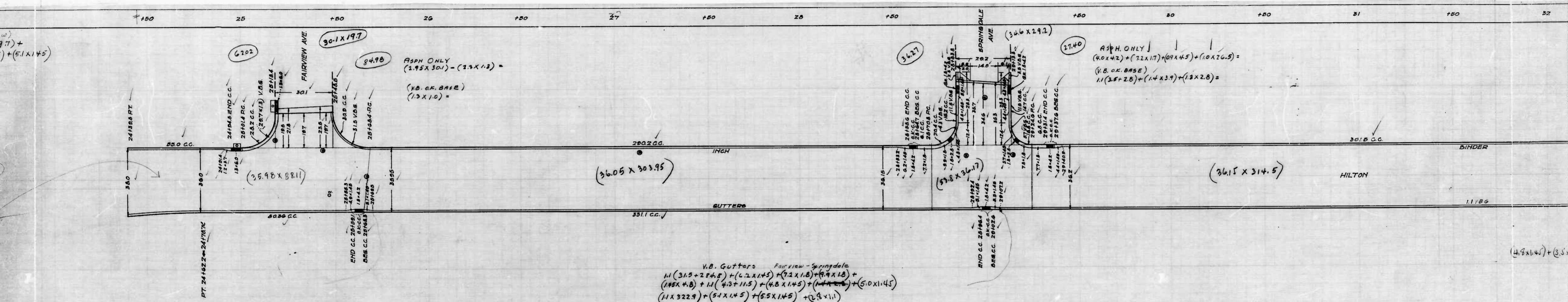
(ASPH ONLY)
 $(6.5 \times 27.3) - (11 \times 3.1) =$
 V.B. OK BASE
 $(11 \times 3.1) =$

Sheet 4



POWHATAN AVE. - STA. 23+250
STA. 24+500-35+250

Sheet 5



$$(5.1 \times 1.45)$$

$$6.702$$

$$30.1 \times 19.7$$

$$84.98$$

ASPH ONLY
 $(2.95 \times 301) - (2.7 \times 1.2) =$
 (V.B. OR. BASE)
 $(1.3 \times 1.0) =$

$$(35.98 \times 88.11)$$

$$(36.05 \times 303.95)$$

$$36.27$$

$$36.6 \times 29.2$$

$$27.40$$

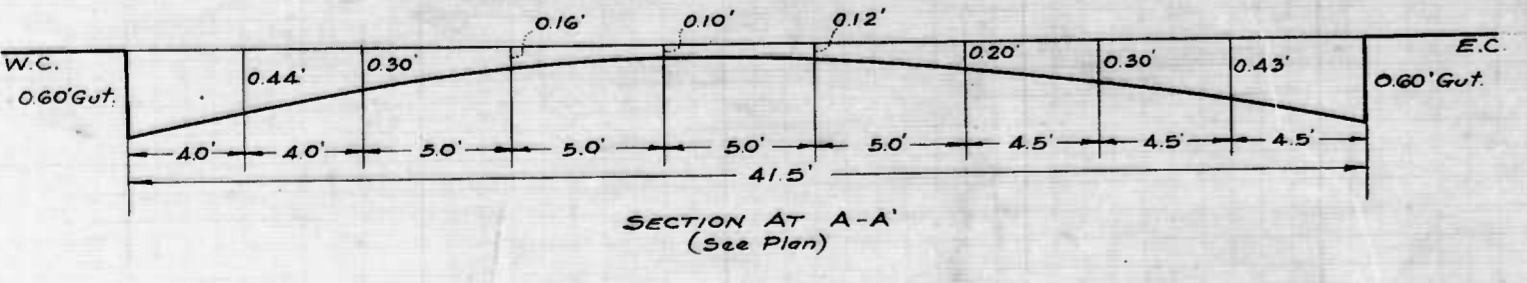
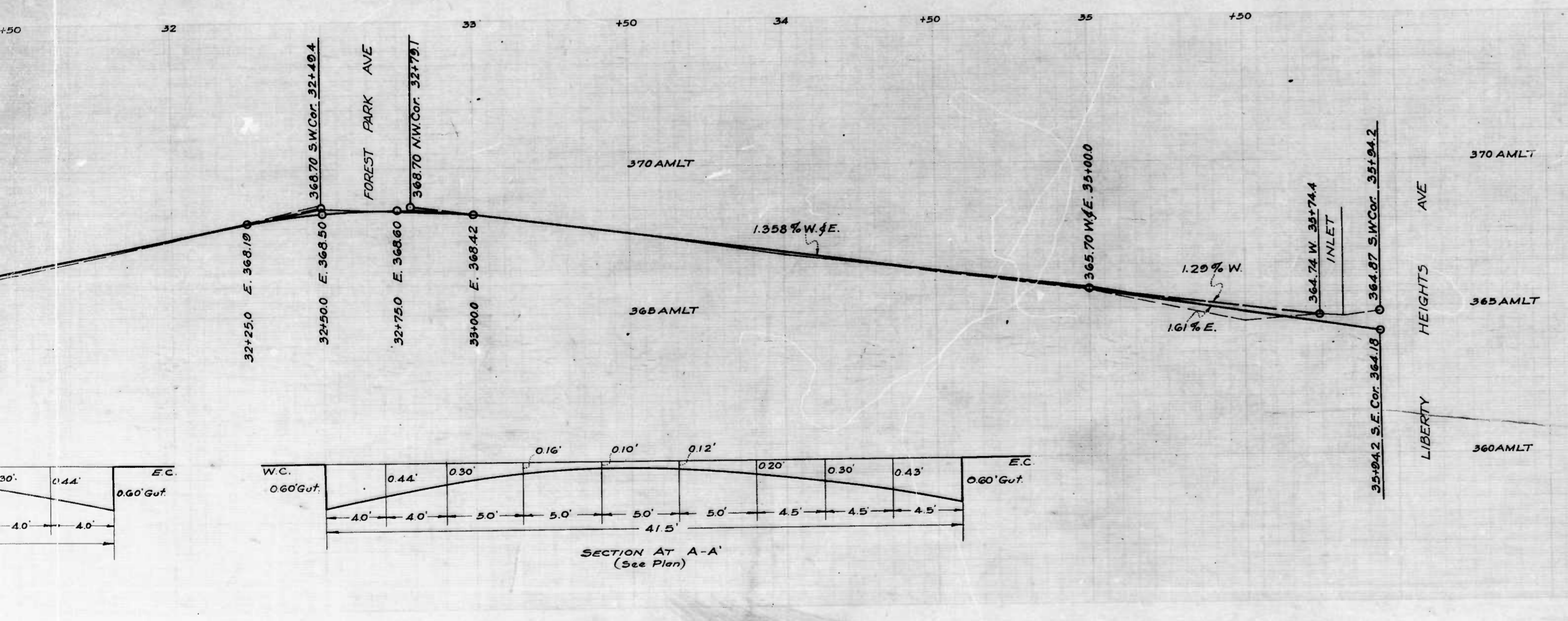
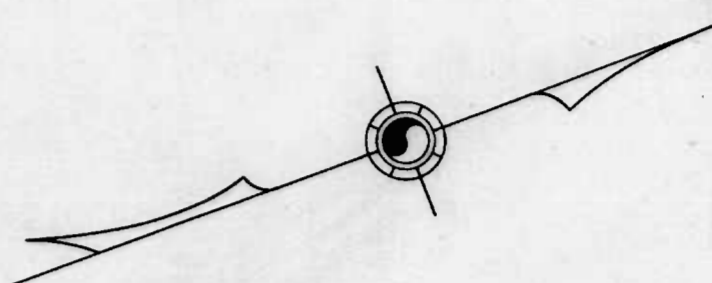
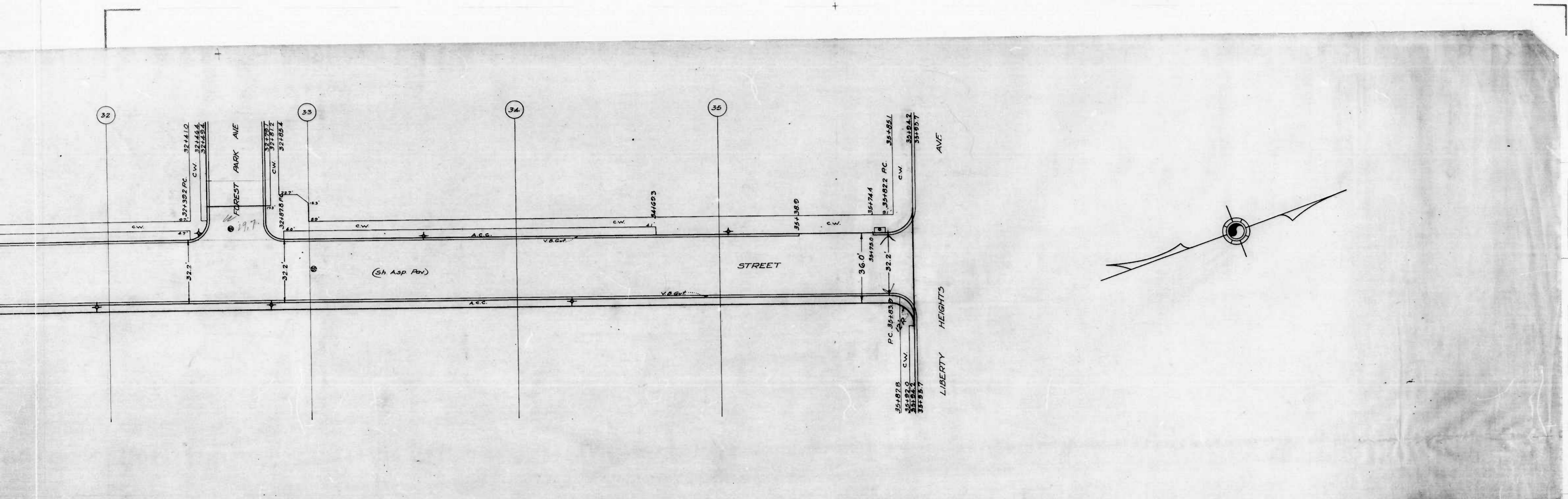
ASPH ONLY
 $(4.0 \times 4.2) + (7.2 \times 1.7) + (0.9 \times 4.5) + (1.0 \times 2.5) =$
 (V.B. OR. BASE)
 $11(2.5 + 2.8) + (1.4 \times 3.9) + (1.3 \times 2.8) =$

$$(36.15 \times 314.5)$$

$$(4.5 \times 1.45) + (2.5 \times 1.1)$$

V.B. Gutters Fairview - Springdale
 $11(3.15 + 2.745) + (2.2 \times 1.45) + (7.2 \times 1.8) + (1.7 \times 1.8) +$
 $(1.95 \times 4.8) + 11(4.3 + 1.5) + (4.8 \times 1.45) + (1.4 \times 1.1) + (5.0 \times 1.45)$
 $(11 \times 3.229) + (5.4 \times 1.45) + (5.5 \times 1.45) + (2.8 \times 1.1)$

Sheet 5



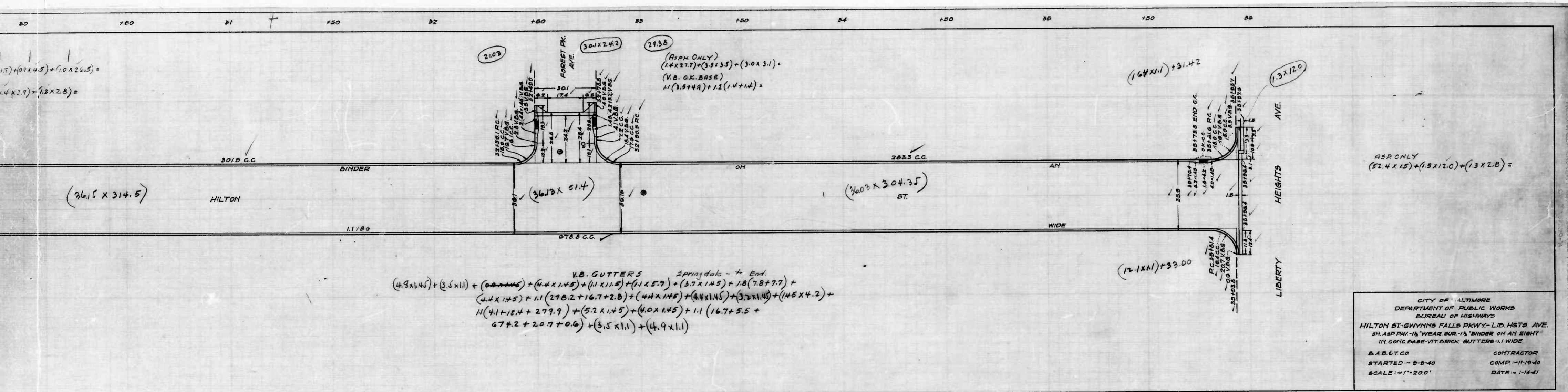
CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 PLAN & PROFILE
 HILTON ST.-GWYNNS FALLS PKWY - LIBERTY HGTS. AVE.
 PLAN: 1" = 20.0'
 SCALE: HOR: 1" = 20.0'
 PROF: VER: 1" = 20.0'
 BOOK NO. X-130
 CONT. NO. 730
 DATE: JUNE 25, 1940
 APPROVED

Edwin J. Gierney
 ASSOCIATE ENGINEER
 APPROVED

George Coll
 CHIEF ENGINEER
 APPROVED

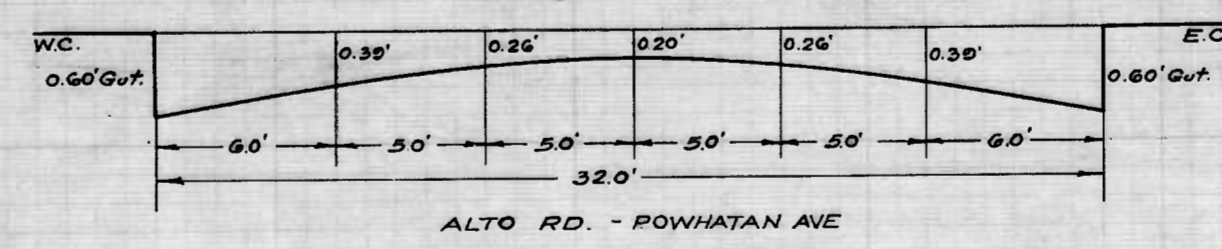
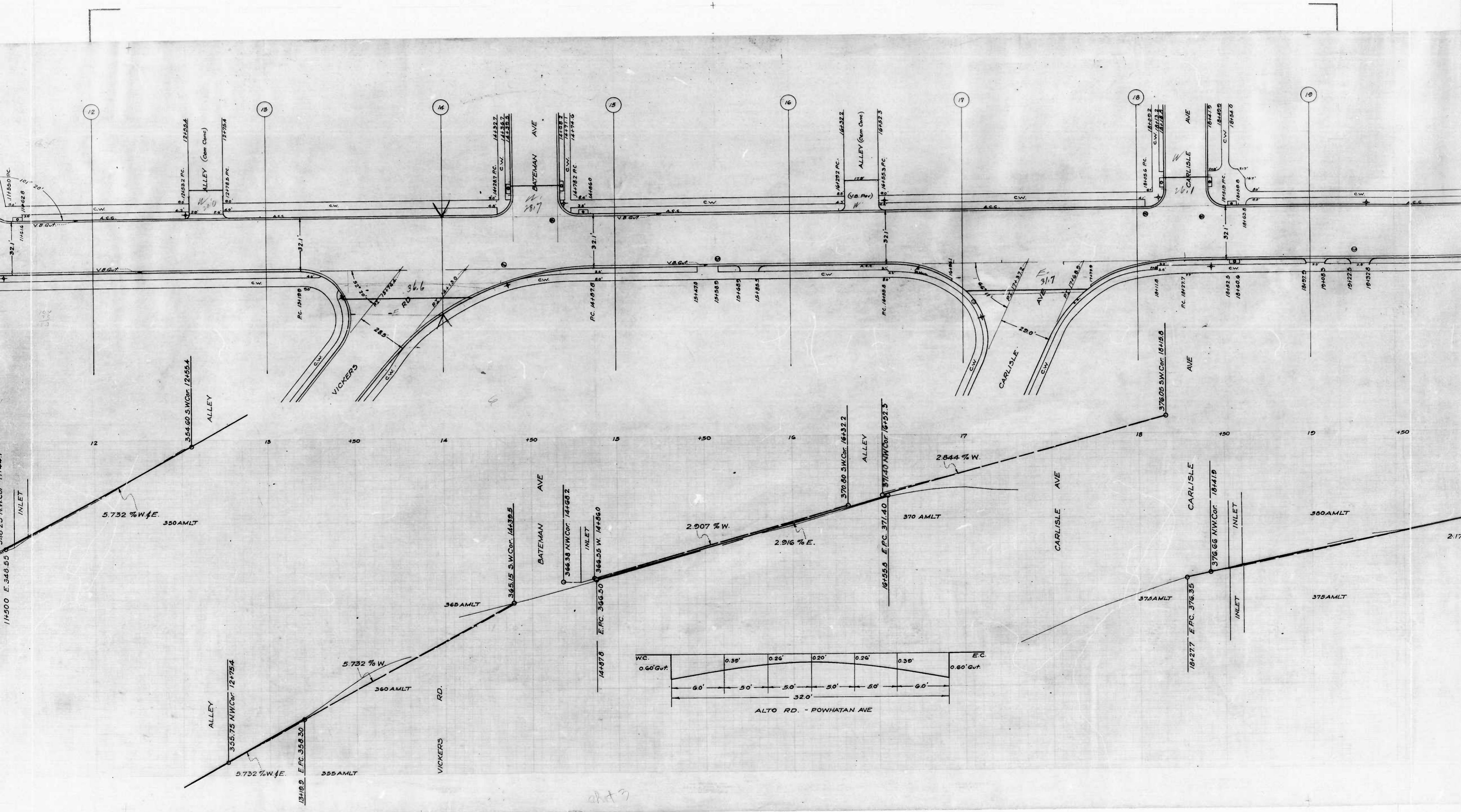
Edward J. Harker
 ENGR. PLANS & SURVEYS

sheet 6

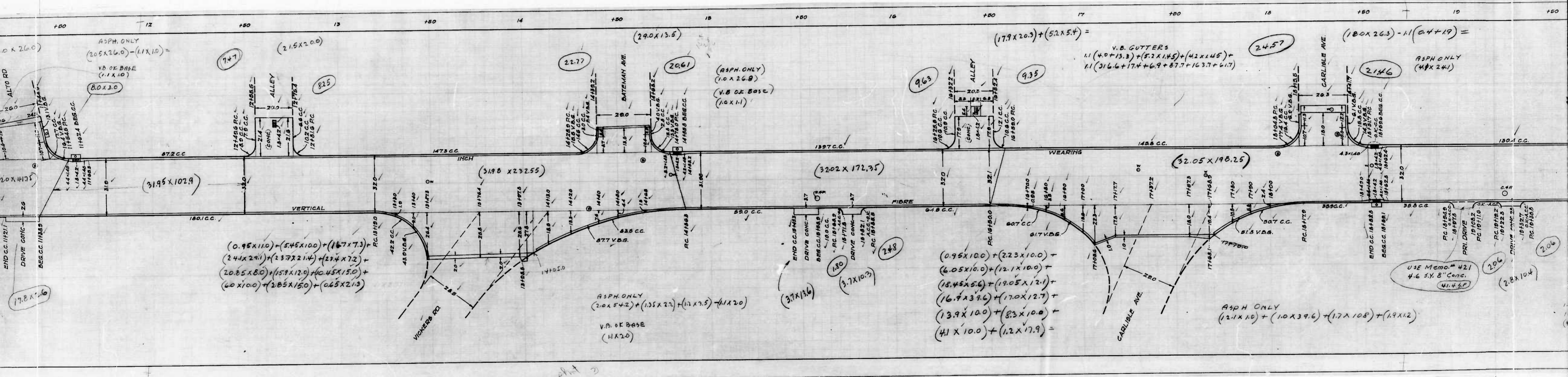


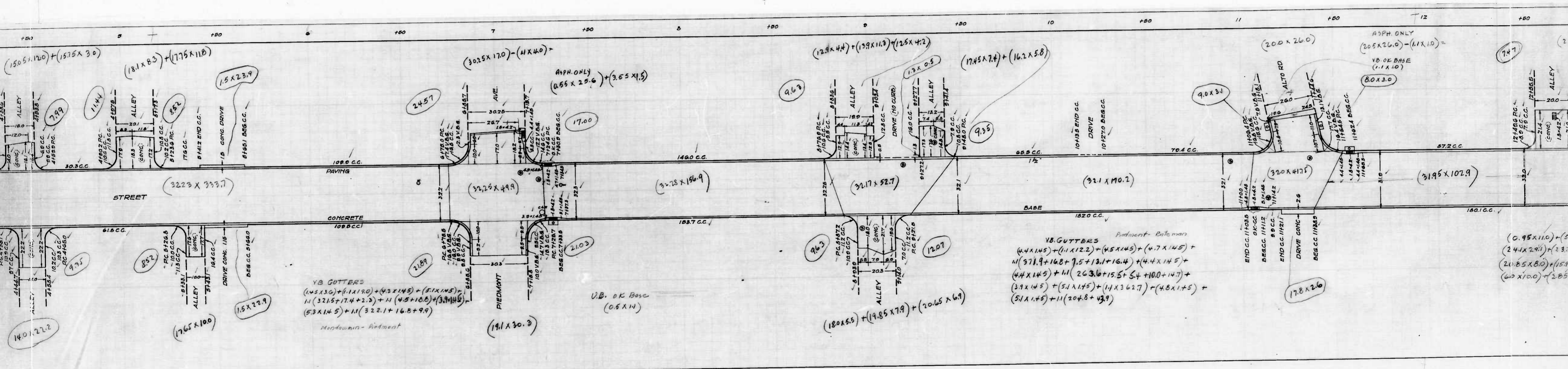
CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF HIGHWAYS
 HILTON ST-SWYNNIS FALLS DIVISION- LIB. HSTS. AVE.
 3" ASP ONLY-15" WEAR SUR-1/2" BINDER ON AN EIGHT
 IN CONC BASE-VIT BRICK GUTTERS-11" WIDE
 S.A.B.L.T.C.O.
 STARTED - 8-8-40
 SCALE - 1" = 200'
 CONTRACTOR
 COMP. - 11-10-40
 DATE - 1-14-41

sheet 6



2/13/73



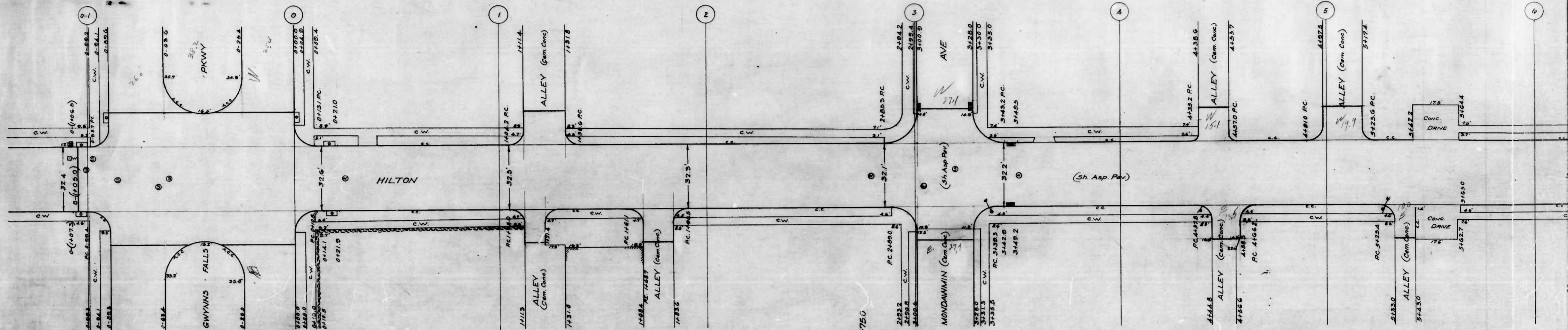
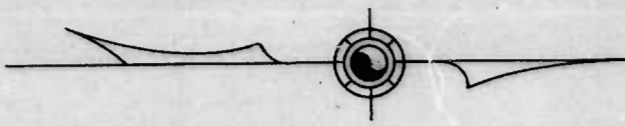


YB. GUTTERS
 $(4.5 \times 13.6) + (1.1 \times 19.0) + (4.3 \times 14.5) + (5.1 \times 14.5) +$
 $11(32.15 + 17.4 + 2.3) + 11(4.5 + 10.6) + (3.7 \times 14.6) +$
 $(5.3 \times 14.5) + 11(32.1 + 16.8 + 9.9)$
 Mountain - Retment

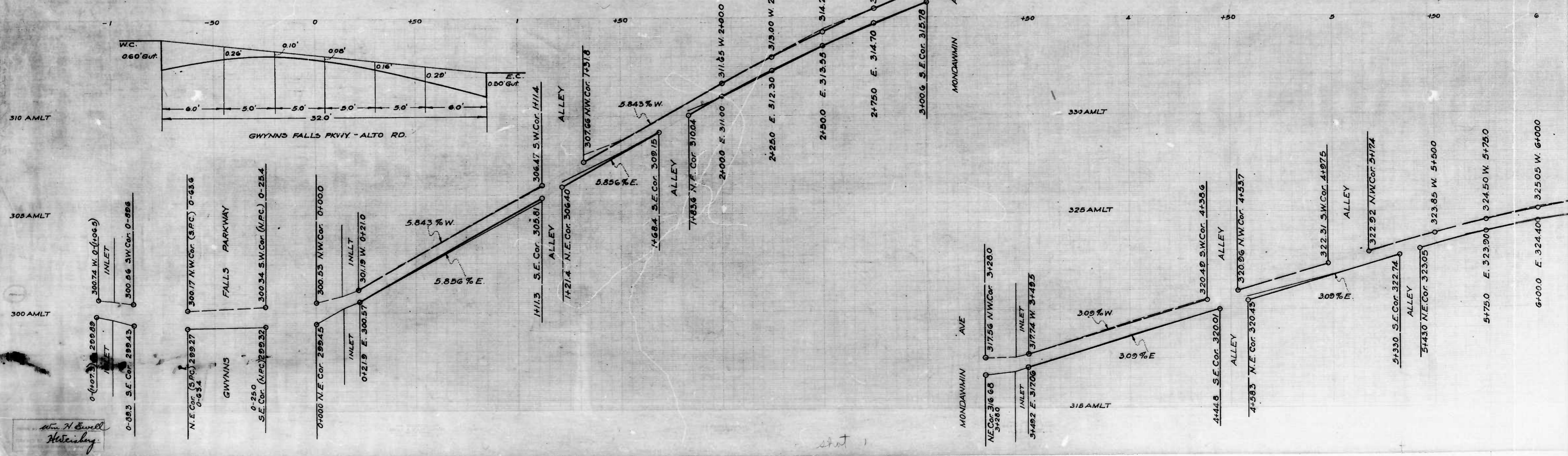
YB. GUTTERS Retment - Retment
 $(4.4 \times 14.5) + (1.1 \times 12.2) + (4.5 \times 14.5) + (4.7 \times 14.5) +$
 $11(37.9 + 16.8 + 7.5 + 13.1 + 16.4) + (4.4 \times 14.5) +$
 $(4.4 \times 14.5) + 11(26.3 + 15.5 + 5.4 + 10.0 + 14.7) +$
 $(3.9 \times 14.5) + (5.1 \times 14.5) + (1.1 \times 36.2) + (4.8 \times 14.5) +$
 $(5.1 \times 14.5) + 11(20.8 + 4.9)$

ASPH ONLY
 $(20.5 \times 26.0) - (1.1 \times 10) =$
 VD. OF BASE
 (1.1×10)

shot 2



"NOTE"
Radii of New Circles to be determined by Engineer in Field



Wm. H. Sewell
Hutchings

