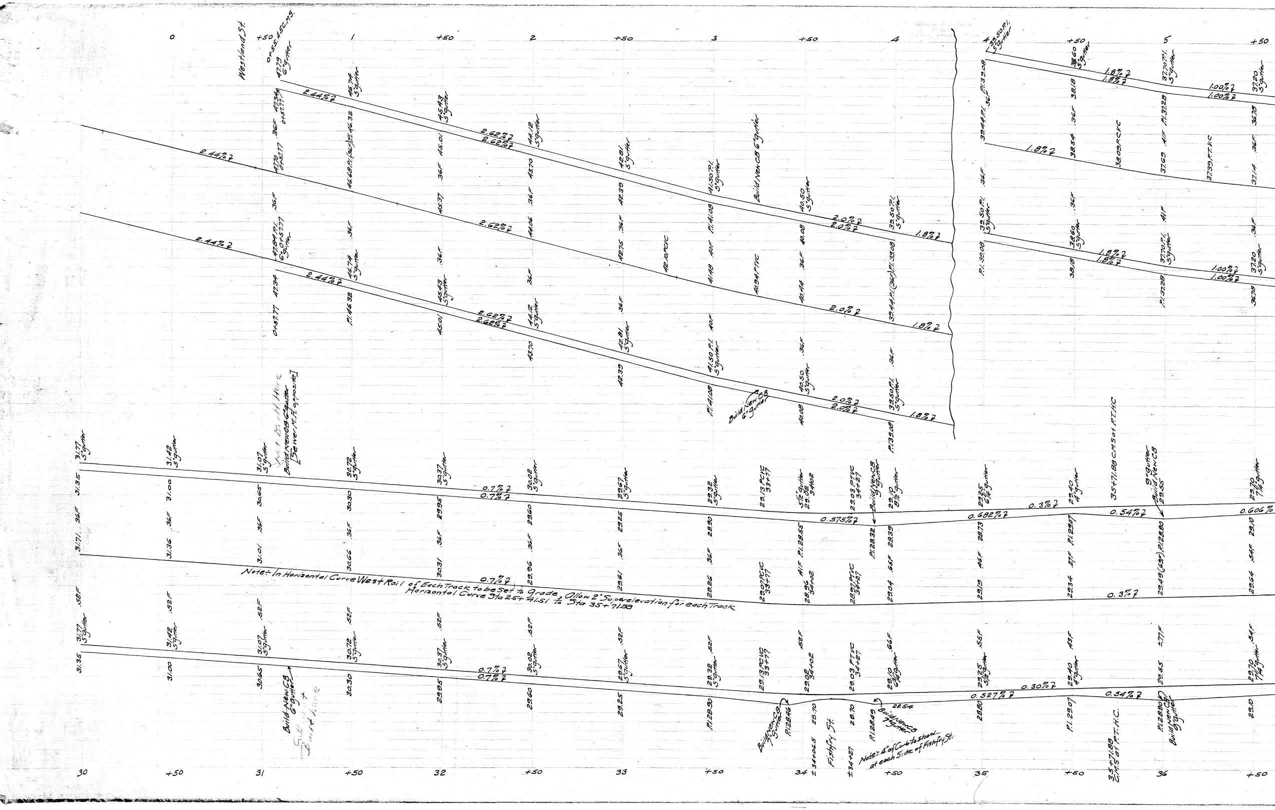
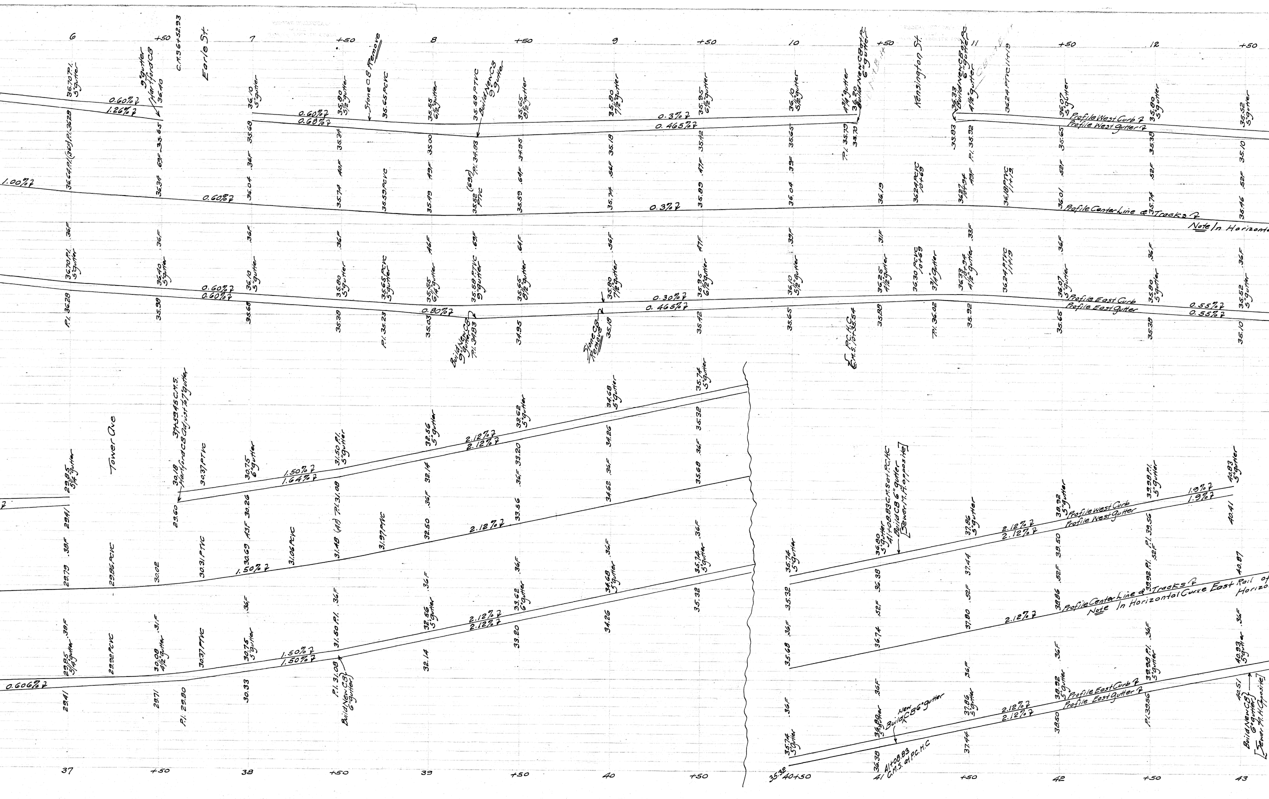
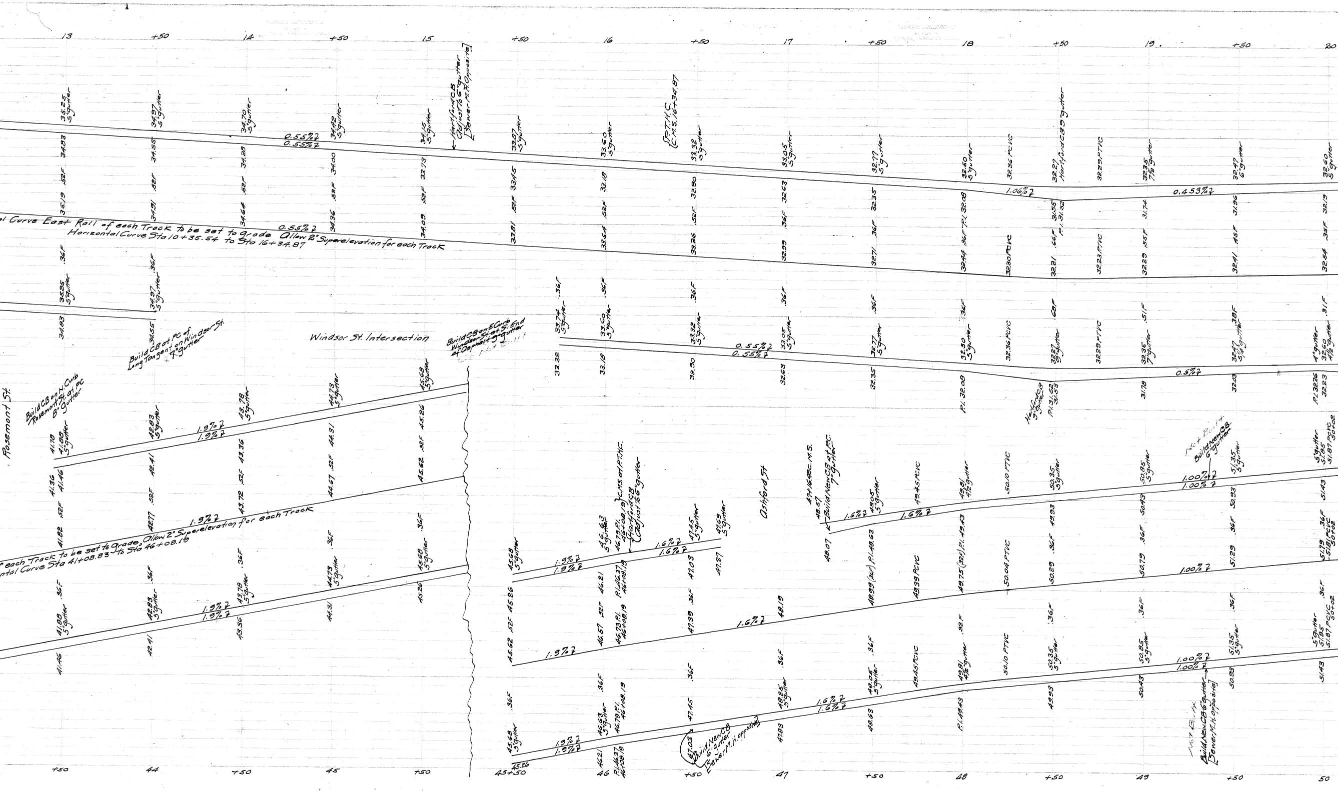


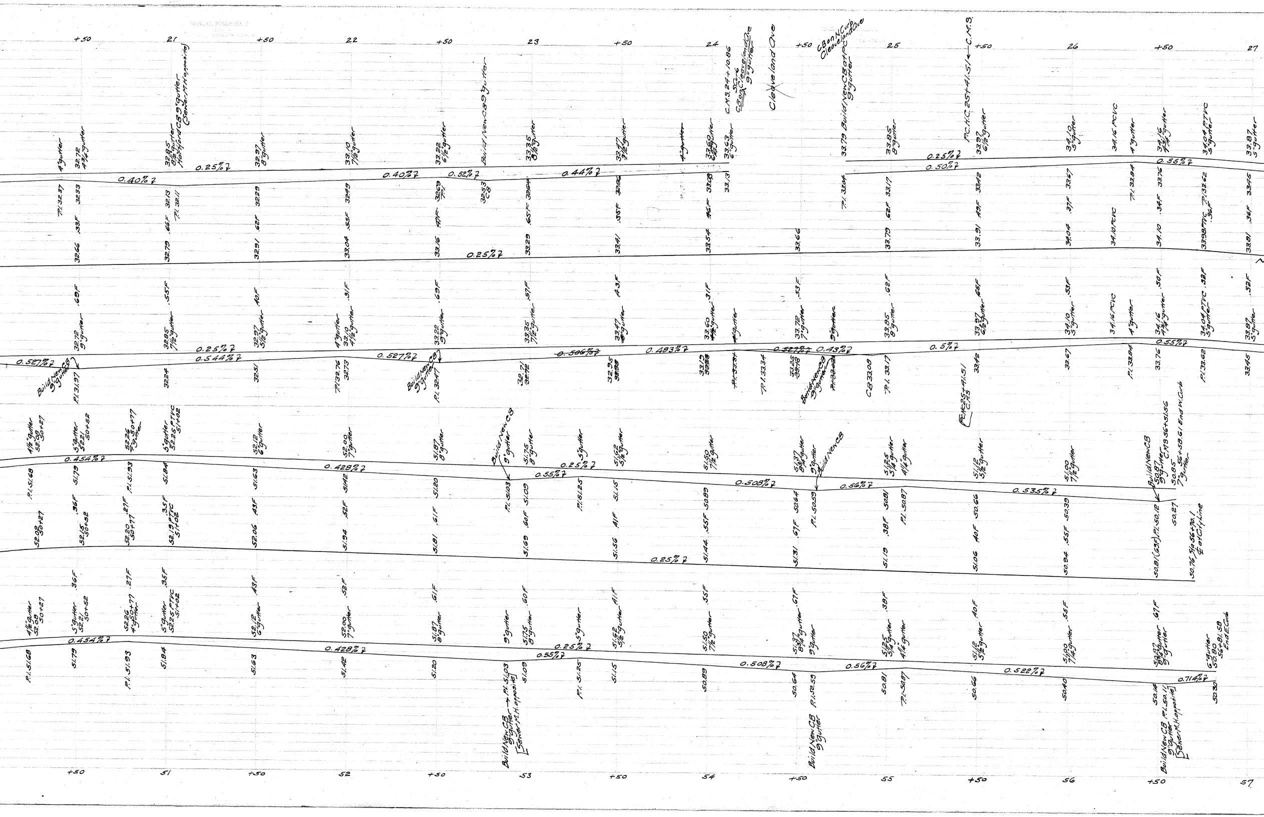
0
+50
1
+50
2
+50
3
+50
4
4
+50
5
+50
Westland St.
0+55.45 C.M.S.
47.79 6" gutter
47.34 0+37.77
2.44% ?
2.62% ?
46.74 5" gutter
46.68 P.I. (36F) P.I. 46.32
45.43 5" gutter
45.01
44.12 5" gutter
43.70
42.81 5" gutter
42.39
41.50 P.I. 5" gutter
P.I. 41.08
Build New CB 6" gutter
40.50 5" gutter
40.08
2.0% ?
39.50 P.I. 5" gutter
P.I. 39.08
1.8% ?
38.60 5" gutter
38.18
1.8% ?
37.70 P.I. 5" gutter
P.I. 37.28
1.00% ?
37.20 5" gutter
36.78
39.44 P.I.
38.54
38.09 P.C.V.C
37.69
37.39 P.T.V.C
37.1
47.0 0+37.77
46.68 P.I.
45.37
44.06
42.75
42.10 P.C.V.C
41.49
40.34 P.T.V.C
40.44
39.44 P.I. (36F) P.I. 39.08
47.04 P.I. 6" 0+37.77
Build New CB 6" gutter
.36F
.41F
.40F
Build New CB 6" gutter
[Sewer M.H. opposite]
31.77 5" gutter
31.35
31.42 5" gutter
31.00
31.07 5" gutter
30.65
30.72 5" gutter
30.30
30.37 5" gutter
29.95
30.02 5" gutter
29.60
29.67 5" gutter
29.25
29.32 5" gutter
28.90
29.13 P.C.V.C 33+77
29.02 34+02
5½" gutter
P.I. 28.55
29.03 P.T.V.C 34+27
Build New CB
P.I. 28.32
29.10 6¾" gutter
28.39
29.25 6½" gutter
28.73
0.7% ?
0.575% ?
0.682% ?
0.3% ?
0.54% ?
0.606% ?
29.40 4" gutter
P.I. 29.07
35+71.88 C.M.S. at P.T.H.C
Build New CB 9" gutter
29.55
29.49 (63F) P.I. 28.80
29.70 7¼" gutter
29.10
31.71
31.36
31.01
30.66
30.31
29.96
29.61
29.26
29.07 P.C.V.C 33+77
28.96 34+02
29.97 P.T.V.C 34+27
29.04
29.19
29.34
29.64
.36F
.52F
.65F
.46F
.27F
.54F
0.3% ?
Build New CB 6" gutter
P.I. 28.90
29.13 P.C.V.C 33+77
29.02 34+02
29.03 P.T.V.C 34+27
29.10 6¾" gutter
29.25 5½" gutter
0.527% ?
0.30% ?
29.40 4" gutter
P.I. 29.07
Build New CB 7" gutter
P.I. 28.46
± 34+06.5
28.70
Fishfry St.
± 34+27
28.70
P.I. 28.49
Build New CB 7" gutter
28.54
28.80
35+71.88 C.M.S. at P.T.H.C.
P.I. 28.80 Build New CB 9" gutter
23.10
30
+50
31
+50
32
+50
33
+50
34
+50
35
+50
36
+50

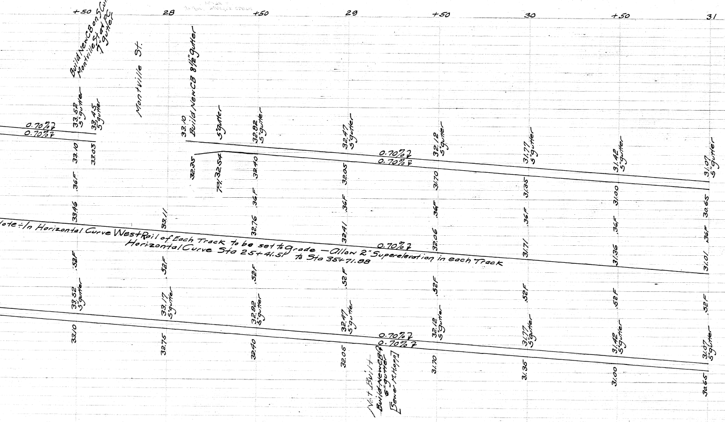
Note:- In Horizontal Curve West Rail of Each Track to be Set to Grade, Allow 2" Superelevation for each Track Horizontal Curve Sta 25+41.51 to Sta 35+71.88

Note:- 4" of Curb to show at each Side of Fishfry St.


6
+50
7
+50
8
+50
9
+50
10
+50
11
+50
12
+50
C.M.S. 6+52.93
Earle St.
Kensington St.
Stone CB Remove
Build New CB 9" gutter
Hartford CB 36.40
Profile West Curb ℄
Profile West Gutter ℄
Profile Center Line & Tracks ℄
Note In Horizonta
Profile East Curb
Profile East Gutter
0.60% ℄
1.26% ℄
0.68% ℄
0.3% ℄
0.465% ℄
1.00% ℄
0.60% ℄
0.30% ℄
0.80% ℄
0.55% ℄
P.I. 34.93
P.I. 35.79
P.I. 35.92
P.I. 36.02
P.I. 35.23
36.24 PTVC 11+19
36.30 PCVC 10+69
35.59 PCVC
35.52 PTVC
P.C.H.C C.M.S. 10+35.54
Stone CB Remove
Build New CB 9" gutter P.I. 34.93
Tower Ave
37+59.45 C.M.S. Hartford CB Adjust to 7" gutter
30.37 PTVC
29.86 PCVC
31.06 PCVC
31.97 PTVC
P.I. 31.08
P.I. 29.90
Build New CB 6" gutter
1.50% ℄
1.64% ℄
2.12% ℄
0.606% ℄
41+08.83 C.M.S. at P.C.H.C. Build CB 6" gutter [Sewer M.H. opposite]
Build New CB 6" gutter
41+08.83 C.M.S. at P.C.H.C
Profile West Curb
Profile West Gutter
Profile Center Line & Tracks ℄
Note In Horizontal Curve East Rail of
Horizo
Profile East Curb ℄
Profile East Gutter ℄
1.9% ℄
P.I. 39.56
39.92 P.I.
Build New CB 6" gutter [Sewer M.H. Opposite]
37
+50
38
+50
39
+50
40
+50
40+50
41
+50
42
+50
43


13
+50
14
+50
15
+50
16
+50
17
+50
18
+50
19
+50
20
Hartford C.B. Adjust to 6" gutter [Sewer M.H. Opposite]
P.T.H.C. C.M.S. 16+34.87
Hartford C.B 9" gutter
0.55%
0.55%
1.06%
0.453%
32.36 PCVC
32.29 PTVC
P.I. 32.08
P.I. 31.52
32.30 PCVC
32.23 PTVC
al Curve East Rail of each Track to be set to grade Allow 2" Superelevation for each Track
Horizontal Curve Sta 10+35.54 to Sta 16+34.87
5" gutter
.52F
.36F
Build CB at PC of Long Tangent on Windsor St. 7" gutter
Windsor St. Intersection
Build CB on E Curb Windsor St at S. End of Asphalt 9" gutter
0.55%
0.5%
Hartford CB 9" gutter
P.I. 31.52
P.I. 32.26
Rosemont St.
Build CB on N. Curb Rosemont St. at PC 8" Gutter
1.9%
1.9%
each Track to be set to grade, Allow 2" Superelevation for each Track
ntal Curve Sta 41+08.83 to Sta 46+08.19
46.79 P.I. 46+08.19
Hartford CB Adjust to 6" gutter
C.M.S. at P.T.H.C.
1.6%
Ashford St
47+16.49 C.M.S.
Build New CB at P.C. 7" gutter
49.45 PCVC
50.10 PTVC
50.04 PTVC
49.39 PCVC
P.I. 48.63
P.I. 49.43
Not Built
Build New CB 6" gutter
1.00%
51.87 PCVC 50+02
Build New CB 6" gutter [Sewer M.H. opposite]
Not Built
Build New CB 6" gutter [Sewer M.H. opposite]
+50
44
+50
45
+50
45+50
46
+50
47
+50
48
+50
49
+50
50


+50
21
+50
22
+50
23
+50
24
+50
25
+50
26
+50
27
C.M.S. 24+10.86
CB on Cleveland Ave 9" gutter
Cleveland Ave
CB on N Curb Cleveland Ave
Build New CB at P.C. 9" gutter
P.C. H.C. 25+41.51 ← C.M.S.
34.16 P.C.V.C.
34.04 P.T.V.C.
32.85 8" gutter Hotford CB 9" gutter [Sewer M.H. opposite]
Build New CB 9" gutter
0.40%
0.25%
0.40%
0.52%
0.44%
0.25%
0.50%
0.55%
0.25%
0.527%
0.544%
0.25%
0.527%
~~0.506%~~
0.483%
~~0.327%~~
0.43%
0.5%
0.55%
Build New CB 9" gutter
CB 33.08
P.C. H.C. 25+41.51 C.M.S.
0.454%
0.428%
0.25%
0.55%
0.508%
0.56%
0.535%
Build New CB
C.M.S. 56+51.56
56+58.61 End N. Curb
52.25 P.T.V.C. 51+02
50.76 56+70.1 E at City Line
0.25%
0.454%
0.428%
0.25%
0.55%
0.508%
0.56%
0.522%
0.714%
Build New CB 9" gutter [Sewer M.H. opposite]
Build New CB 9" gutter
Build New CB 9" gutter [Sewer M.H. opposite]
50.80 56+81.58 End E. Curb
+50
51
+50
52
+50
53
+50
54
+50
55
+50
56
+50
57


+50
28
+50
29
+50
30
+50
31
Build New CB on 5 Curb Montville St at PC 7" gutter
Montville St.
Build New CB 8 1/2" gutter
5" gutter
P.I. 32.54
0.70% ↓
0.70% ↓
33.52 5" gutter
33.45 5" gutter
33.10
33.03
33.10
32.35
32.40
32.82 5" gutter
32.47 5" gutter
32.05
32.12 5" gutter
31.70
31.77 5" gutter
31.35
31.42 5" gutter
31.00
31.07 5" gutter
30.65
.36F
33.46
33.11
32.76
32.41
32.06
31.71
31.36
31.01
Note ÷ In Horizontal Curve West Rail of Each Track to be set to Grade — Allow 2" Superelevation in each Track
Horizontal Curve Sta 25+41.51 to Sta 35+71.88
.52F
33.52 5" gutter
33.17 5" gutter
32.82 5" gutter
32.47 5" gutter
32.12 5" gutter
31.77 5" gutter
31.42 5" gutter
31.07 5" gutter
33.10
32.75
32.40
32.05
31.70
31.35
31.00
30.65
Not Built
Build New CB 6" gutter
[Sewer M.H. opp.]

WINDSOR AVENUE
WESTLAND STREET TO CITY LINE
PAVING PROFILE
HOR. SCALE 1"=20'
VER SCALE 1"=2'
Stations Measured on Center Line
Day Book No. 04463 Notebook 449

Department of Engineering
Hartford Conn.
Feb. 1918