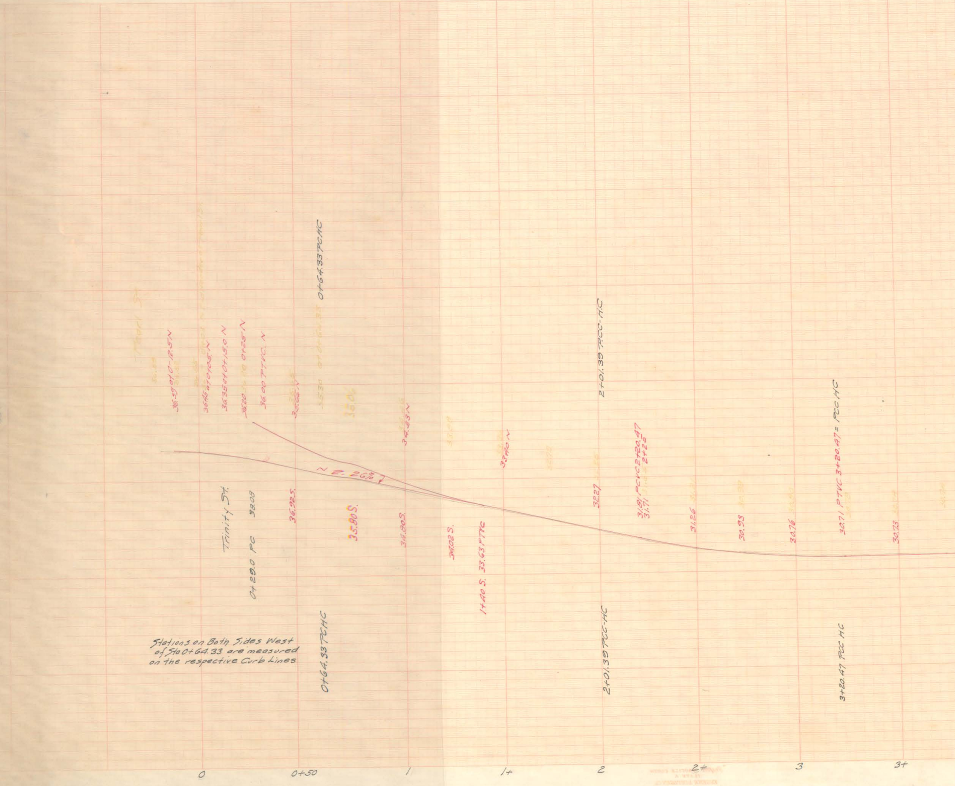
Jewell - Trinity Sts. Curb Profile


36.59 0+0-12.5 N
36.45 0+0+0.5 N
36.35 @ 0+15.0 N
36.20 @ 0+25 N
36.00 PTVC. N
0+64.33 PCHC
34.33 N
33.40 N
2+01.39 PCC-HC
3+20.47 PTVC 3+20.47 = PCC HC
N 2.26%
Trinity St.
0+29.0 PC 38.08
36.92 S.
35.80 S.
34.80 S.
34.02 S.
1+40 S. 33.63 PTVC
32.27
31.81 PCVC 2+20.47
31.71 2+25
31.26
30.93
30.76
30.71 PTVC 3+20.47 = PCC HC
30.73
0+64.33 PCHC
2+01.39 PCC-HC
3+20.47 PCC HC
0
0+50
1
1+
2
2+
3
3+

Stations on Both Sides West
of Sta 0+64.33 are measured
on the respective Curb Lines

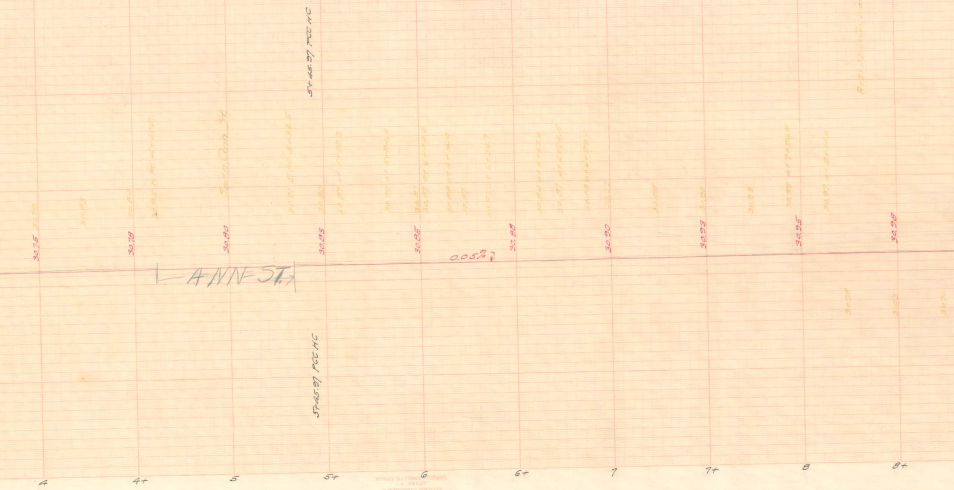
JEWELL TRUMBULL AND WELLS STREETS
MAIN STREET TO PEARL STREET
CURB PROFILES

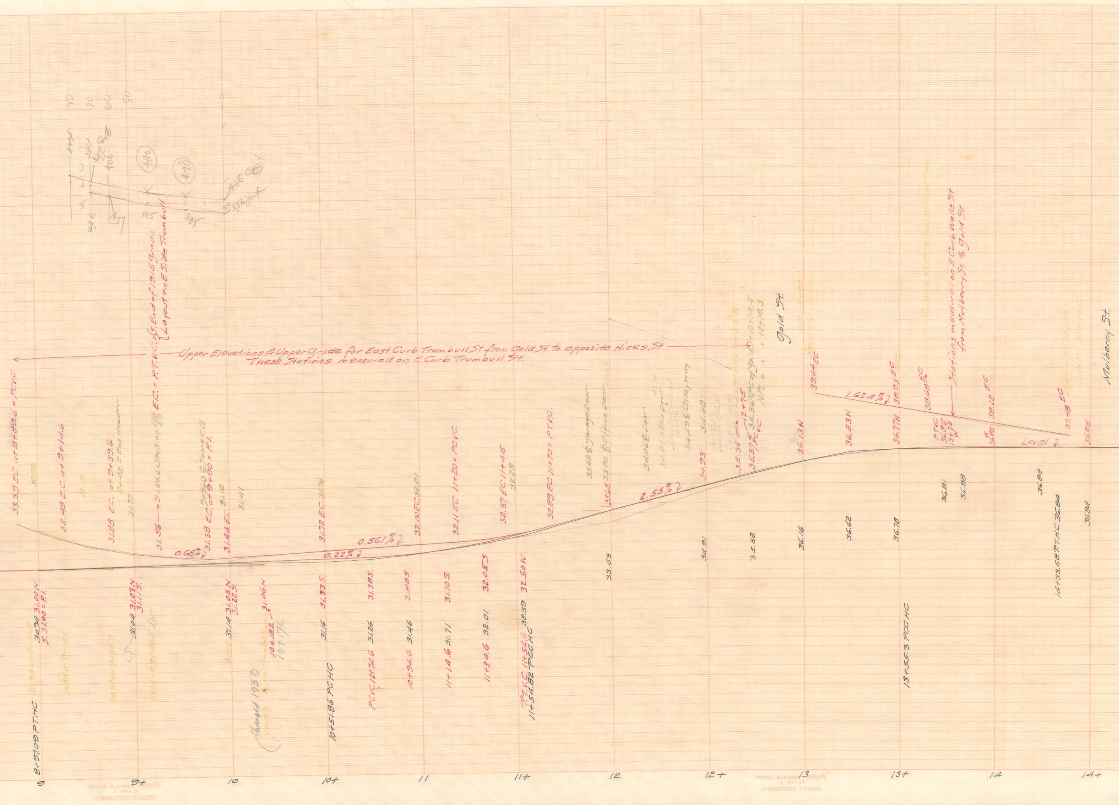
HOR SCALE 1" = 20'
VER SCALE 1" = 2'

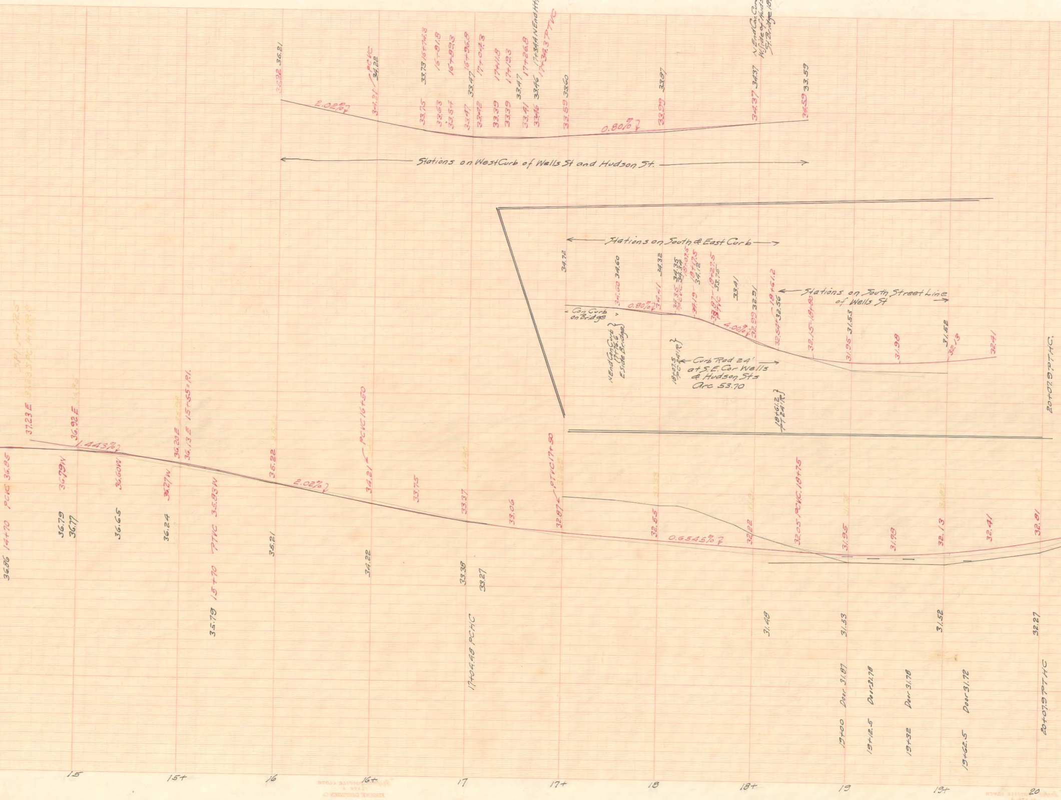
Stations Measured on South Street Line, unless otherwise noted. See Notebook 375 for Curve Deflections Etc. See Notebook 375 Page 89 for Bench Values
Note: Bench Values for this Profile are 0.10 Higher than Values used in Trumbull St. Profile 122-29 and in Hudson St. Profile 305-4 See 331-4 for Special Plans and Grades at Street Intersections

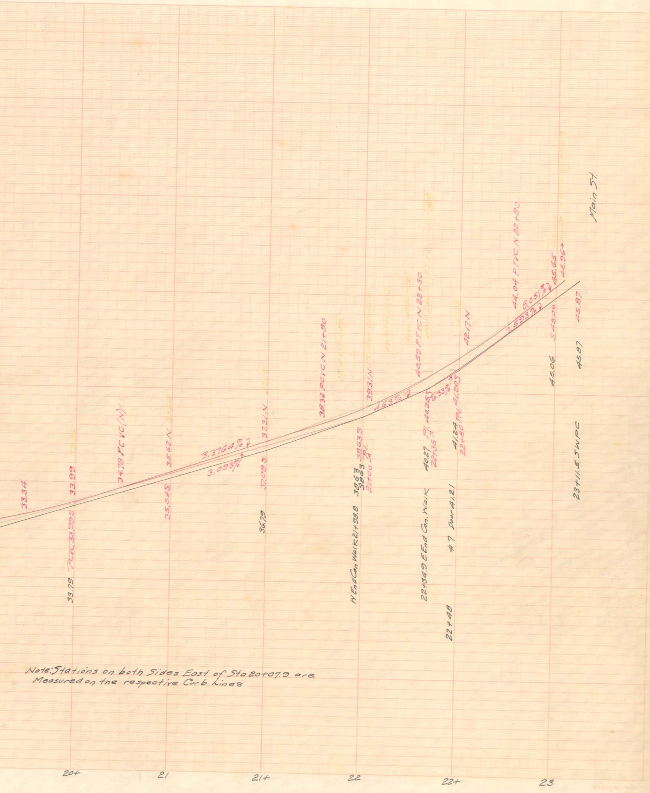
Day Book 04620 Notebook 459
New Grade Shown in Red

Department of Engineering
Hartford Conn
Feb. 1919


5+45.97 PCC HC
30.75
30.78
30.80
30.83
30.85
30.88
30.90
30.93
30.95
30.98
0.05%
ANN ST.
5+45.97 PCC HC
4
4+
5
5+
6
6+
7
7+
8
8+


Upper Elevations & Upper Grade for East Curb Trumbull St from Gold St. to opposite Hicks St
These Stations measured on E. Curb Trumbull St.
E.C. = P.T.V.C. = {S. End of 1915 Grade
{Layout on E Side Trumbull
Gold St.
Mulberry St.
Stations measured on E. Curb Wells St from Mulberry St. to Gold St.
33.39 EC at 8+89.6 = PCVC
32.48 E.C. at 9+14.6
31.88 E.C. at 9+39.6
31.56 → 9+64.6 = Sta 3 on 128/29
31.38 E.C. at 9+90 = P.I.
31.44 E.C.
31.72 E.C. 31.76
32.00 EC 32.01
32.11 EC 11+20 = PCVC
32.37 EC 11+45
32.28
32.89 EC 11+70 = PTVC
33.62 E Garage Door
33.82 E Office Door
34.06 E Door
34.01 3 End Door
34.59 E Alley way
34.68
34.93
35.36 at 12+75
35.57 PCVC
35.36 VPC of Gold St 12+75.5
VPI " " 12+78.3
36.13 W
36.53 W
36.77 N
PTVC 36.85 13+75 W
36.85 W
36.85
39.64 EC
38.93 EC
38.68 EC
38.12 EC
37.48 EC
1.624%
Level
2.55%
0.68%
0.561%
0.22%
8+97.09 PTHC
30.94 31.00 N
S. 31.00 = P.I.
31.04 31.03 N
31.11 S.
31.4 31.05 N
31.22 S.
31.06 N
10+18.2
10+17.6
Changed 1930
31.6 31.33 S.
10+51.86 PCHC
PCVC 10+74.6 31.26 31.38 S.
10+94.6 31.46 31.48 S
11+14.6 31.71 31.70 S.
11+34.6 32.01 32.05 S
P.T.V.C. 11+54.6 32.39 32.50 W
11+54.82 PCCHC
33.65
33.63
34.91
35.52
36.16
36.62
36.78
13+55.3 PCCHC
36.81
36.88
36.84
14+33.68 P.T.H.C. 36.84
36.84
9
9+
10
10+
11
11+
12
12+
13
13+
14
14+


35.22 35.21
2.02%
34.21 PCVC 34.22
33.75 33.73 16+74.3
33.63 16+81.8
33.54 16+89.3
33.47 33.47 16+96.8
33.42 17+04.3
33.39 17+11.8
33.39 17+19.3
33.41 33.47 17+26.8
33.46 33.46 17+34.4 N End Hi
17+34.3 PTVC
33.59 33.60
0.80%
33.99 33.97
34.37 34.37 N End Con Curb W. Side of Huds St. Bridge 18
34.59 33.59
Stations on West Curb of Wells St and Hudson St.
Stations on South & East Curb
34.72
Con Curb on Bridge
34.60 34.60
N End Con Curb 17+76.6 E Side Bridge
0.80%
34.41 34.32
34.35 PCVC 34.35 34.34
18+07.5
34.19 18+17.5 34.12
33.87 PTVC 18+27.5 33.75
33.41
4.00%
32.99 32.91
32.54 18+61.2 32.56
32.15 18+80
Stations on South Street Line of Wells St
31.95 31.53
31.98
32.13 31.52
32.41
18+07.5 PC 24' R
Curb Rad 24' at S.E. Cor Wells & Hudson Sts Arc 53.70
18+61.2 PT 24' R
20+07.9 PTHC
37.23 E
36.92 E
1.443%
36.20 E
36.13 E 15+55 = P.I.
35.22
2.02%
PCVC 16+50
34.21
33.75
33.37
PTVC 17+50
32.87
36.86 14+70 PCVC 36.85
36.79 W
36.79
36.77
36.60 W
36.65
36.27 W
36.24
35.79 15+70 PTVC 35.83 W
35.21
34.22
33.38
33.27
33.06
17+04.48 PCHC
32.55
0.6545%
32.22
32.05 PCVC. 18+75
31.48
31.95
31.53
31.98
32.13
31.52
32.41
32.81
32.27
19+00 Door 31.87
19+12.5 Door 31.78
19+32 Door 31.78
19+62.5 Door 31.72
20+07.9 PTHC
15
15+
16
16+
17
17+
18
18+
19
19+
20



Note: Stations on both Sides East of Sta 20+07.9 are Measured on the respective Curb Lines