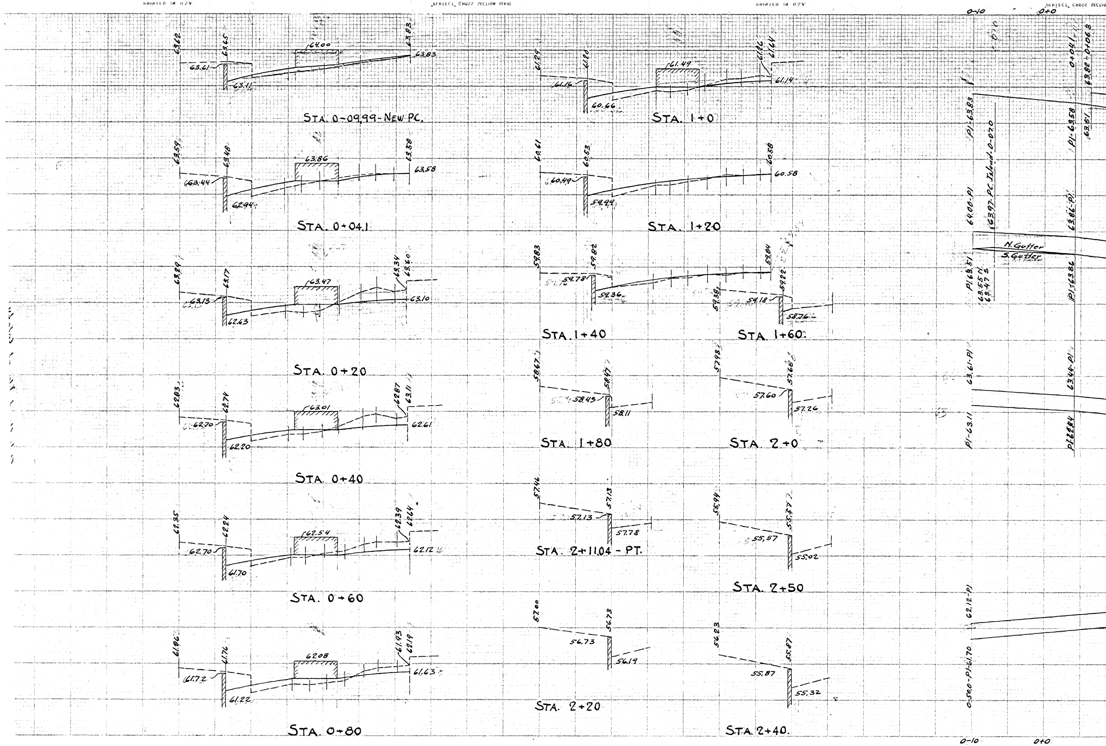
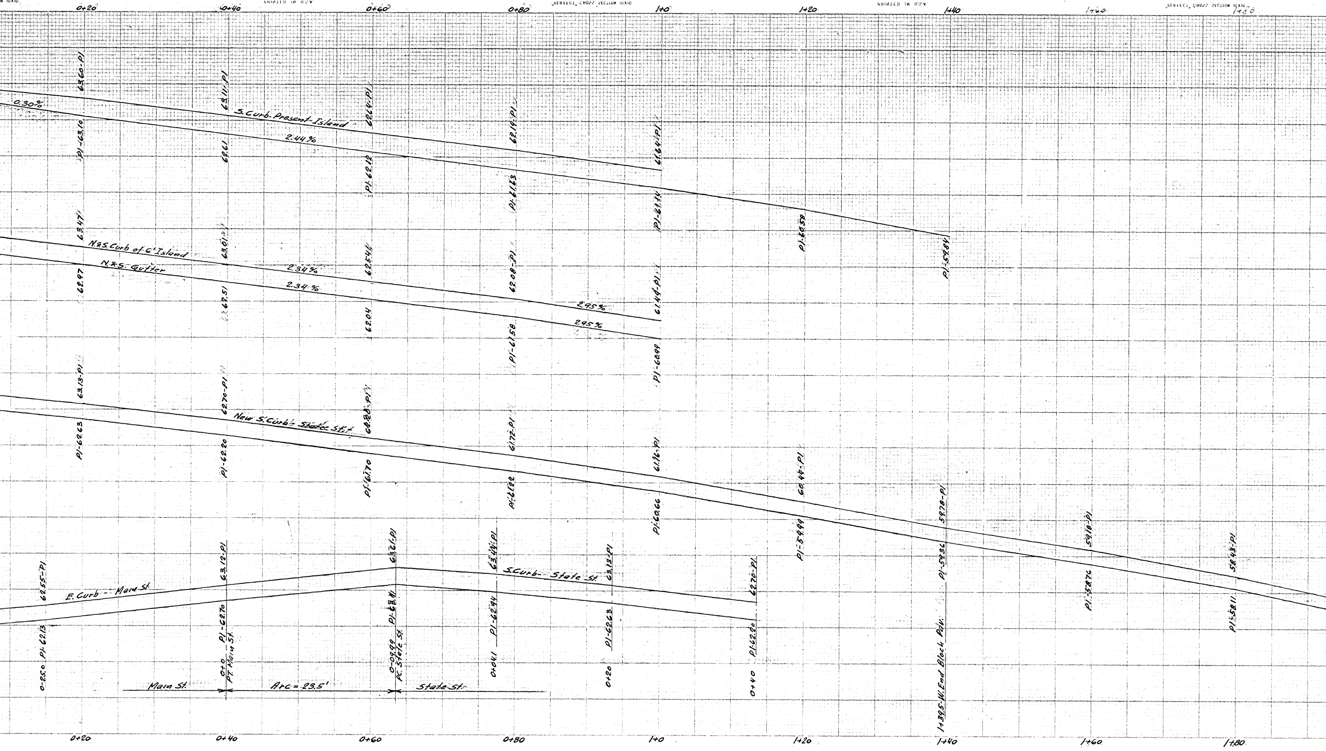
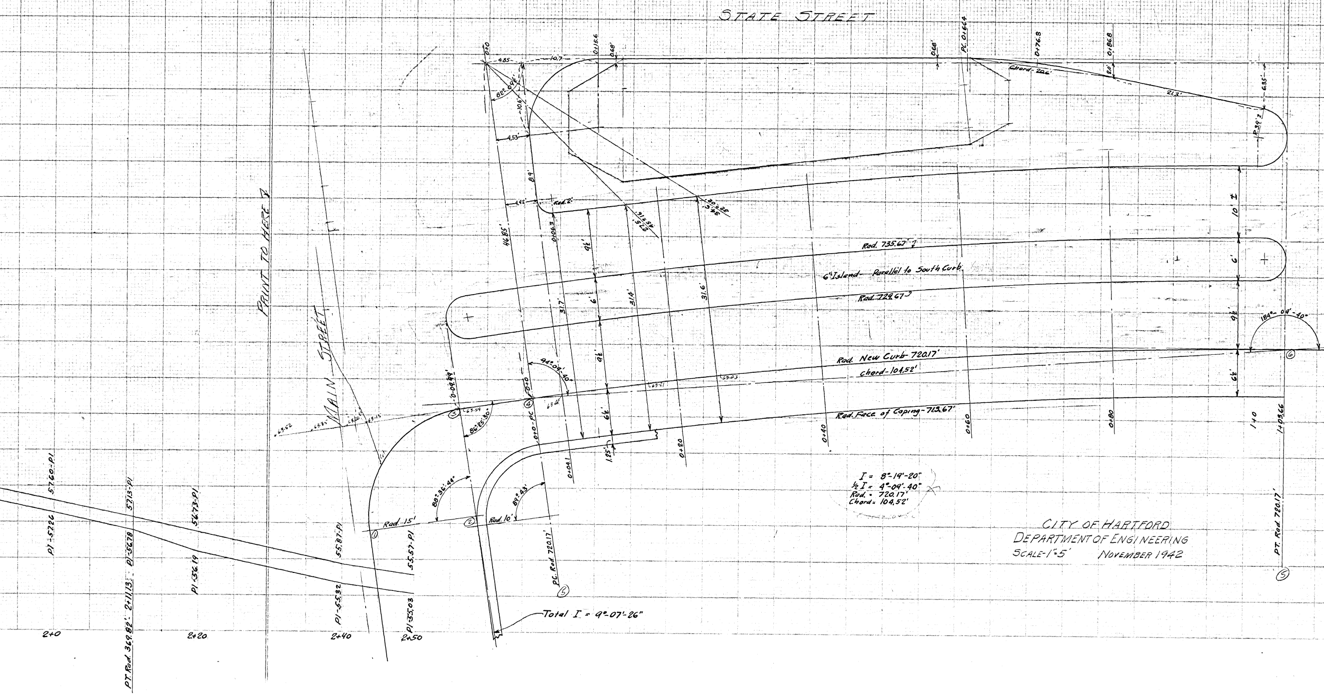

STA. 0-09.99-NEW PC.
63.62
63.65
63.61
63.11
64.00
63.93
63.83
STA. 0+04.1
63.59
63.48
63.44
62.94
63.86
63.58
STA. 0+20
63.29
63.17
63.13
62.63
63.47
63.34
63.60
63.10
STA. 0+40
62.83
62.74
62.70
62.20
63.01
62.87
63.11
62.61
STA. 0+60
62.35
62.24
62.70
61.70
62.54
62.39
62.64
62.12
STA. 0+80
61.86
61.76
61.72
61.22
62.08
61.93
62.19
61.63
STA. 1+0
61.29
61.20
61.16
60.66
61.49
61.86
61.64
61.14
STA. 1+20
60.61
60.53
60.49
59.99
60.58
STA. 1+40
59.83
59.82
59.78
59.36
STA. 1+60
59.84
59.38
59.22
59.18
58.76
STA. 1+80
58.67
58.47
58.43
58.11
STA. 2+0
57.98
57.66
57.60
57.26
STA. 2+11.04 - PT.
57.46
57.13
57.13
57.78
STA. 2+50
55.94
55.57
55.57
55.02
STA. 2+20
57.00
56.73
56.73
56.19
STA. 2+40.
56.23
55.87
55.87
55.32
0-10
0+0
0-070
0+041
63.80-0+106.3
PI-63.83
PI-63.58
63.51
64.00-PI
63.97-PC Island 0-070
63.86-PI
N. Gutter
S. Gutter
PI 63.51
63.55 N
63.47 S
PI 63.86
63.61-PI
63.44-PI
PI-63.11
PI 62.84
62.12-PI
0-50.0-PI-61.70
0-10
0+0


0+20
0+40
0+60
0+80
1+0
1+20
1+40
1+60
1+80
0.30%
63.60-PI
PI-63.10
63.11-PI
62.61
62.64-PI
PI-62.12
62.19-PI
PI-61.63
61.64-PI
PI-61.14
S. Curb-Present Island
2.44%
PI-60.58
PI-59.84
63.47
62.97
N.&S. Curb of C' Island
N.&S. Gutter
63.01
62.51
2.34%
2.34%
62.54
62.04
62.00-PI
PI-61.58
2.95%
2.95%
61.47-PI
PI-60.99
63.13-PI
PI-62.63
62.70-PI
PI-62.20
New S. Curb - State St.
62.20-PI
PI-61.70
61.72-PI
PI-61.22
61.16-PI
PI-60.66
60.49-PI
PI-59.99
59.78-PI
PI-59.36
59.18-PI
PI-58.76
58.43-PI
PI-58.11
62.55-PI
E. Curb - Main St.
0-25.0 PI-62.13
63.12-PI
PI-62.70
0+0 PT. Main St.
63.21-PI
PI-62.81
0-09.9 PC. State St.
63.24-PI
PI-62.94
0+04.1
S. Curb - State St.
63.13-PI
PI-62.63
0+20
62.70-PI
PI-62.20
0+40
1+39.5-W. End Block Pav.
Main St.
Arc = 23.5'
State St.
0+20
0+40
0+60
0+80
1+0
1+20
1+40
1+60
1+80


STATE STREET
MAIN STREET
PRINT TO HERE
0+0
4.85
10.7
0+15.6
0.68'
82° 09'
10.6'
4.53'
8.9'
4.42'
Rad. 2'
46.85'
0+06.3
9.1'
27.5'
45=16'
34.6'
32°08'
PC. 0+66.4
0+76.3
0+86.8
Chord-20.6'
2.0'
21.3'
6.35'
R.3.9' ±
10' ±
6'
Rad. 735.67'
6" Island- Parallel to South Curb
Rad. 729.67'
31.7
6'
31.4'
31.6'
9.1'
6.2'
1.25'
184°- 09'-40"
Rad. New Curb-720.17'
Chord-104.52'
Rad. Face of Coping-713.67'
0-09.49'
0+0
94°-09'-40"
63.03
63.21
63.44
63.54
63.52
63.85
63.20
63.15
86°-25'-30"
0+0-PC
0+04.1
0+20
0+40
0+60
0+80
1+0
1+03.66
88°-36'-44"
89°-43'
Rad. 15'
Rad. 10'
①
②
③
④
⑤
⑥
PC. Rod. 720.17'
PT. Rad. 720.17'
Total I = 9°-07'-26"
57.60-PI
PI-57.26
57.13-PI
PI-56.78
PT. Rad. 369.82'- 2+11.13
56.73-PI
PI-56.19
55.87-PI
PI-55.32
55.57-PI
PI-55.03
2+0
2+20
2+40
2+50

I = 8°-19'-20"
½ I = 4°-09'-40"
Rad. = 720.17'
Chord = 104.52'

CITY OF HARTFORD
DEPARTMENT OF ENGINEERING
SCALE-1"=5' NOVEMBER 1942

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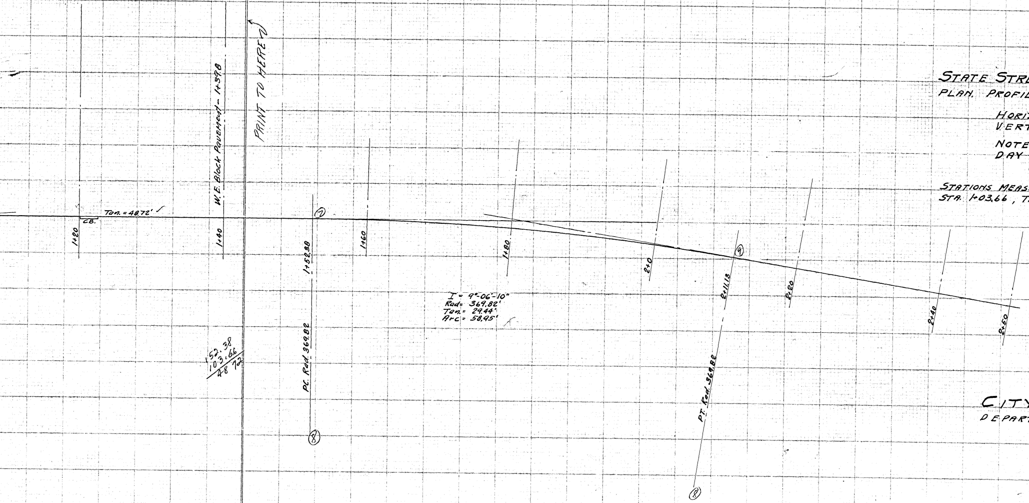
BENCHES.

BM-64.139 △ CUT 1.5' N. OF S. END DOORSILL PHOENIX BANK.
BM-63.029 EXSTREME S.-E. COR. GRAN. DOORSILL AGAINST LIMESTONE
#50- 1ST. NAT'L BANK.


1+20
C.B.
Tan. = 48.72'
W.E. Block Pavement - 1+39.8
1+40
PRINT TO HERE
⑦
1+52.38
PC. Rad. 369.82
⑧
1+60
1+80
152.38
103.66
48.72
I = 9°-06'-10"
Rad = 369.82'
Tan. = 29.44'
Arc = 58.95'
2+0
⑨
2+11.13
PT. Rad. 369.82
⑧
2+20
2+40
2+50

STATE STREET ISLES OF SAFETY

PLAN, PROFILE AND CROSS SECTIONS.

HORIZONTAL SCALE - 1" = 5'
VERTICAL SCALE - 1" = 1'

NOTE BOOK No 742.
DAY BOOK No 08364.

STATIONS MEASURED LEVEL ON E. FACE COPING TO STA. 1+03.66, THEREAFTER ON NEW CURB LINE.

CITY OF HARTFORD

DEPARTMENT OF ENGINEERING.

NOVEMBER 1942.

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