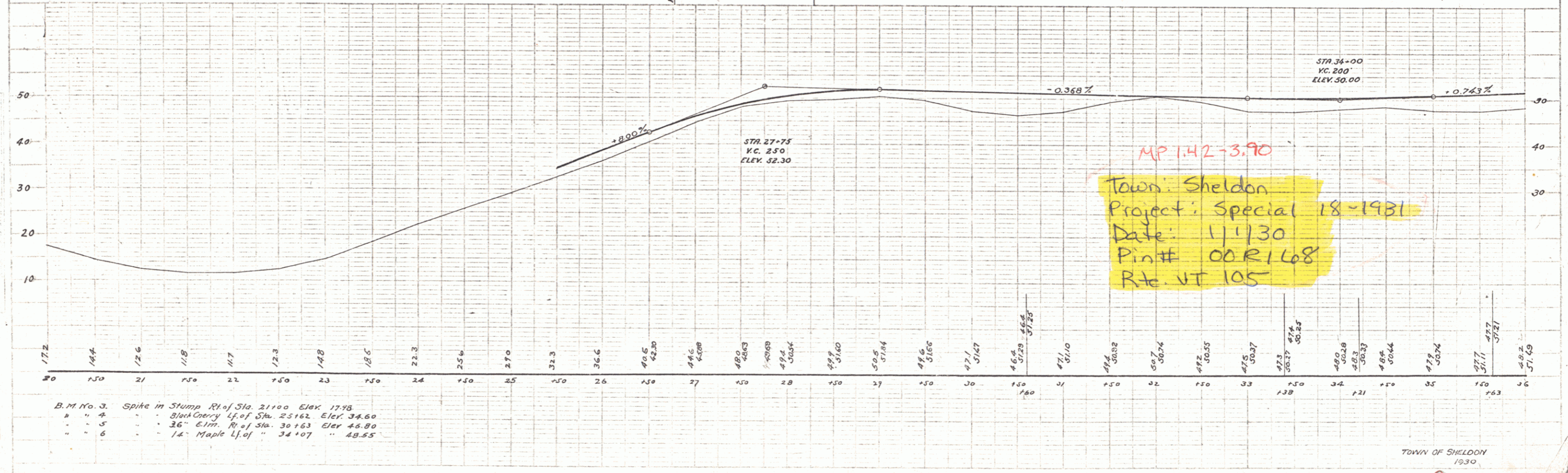
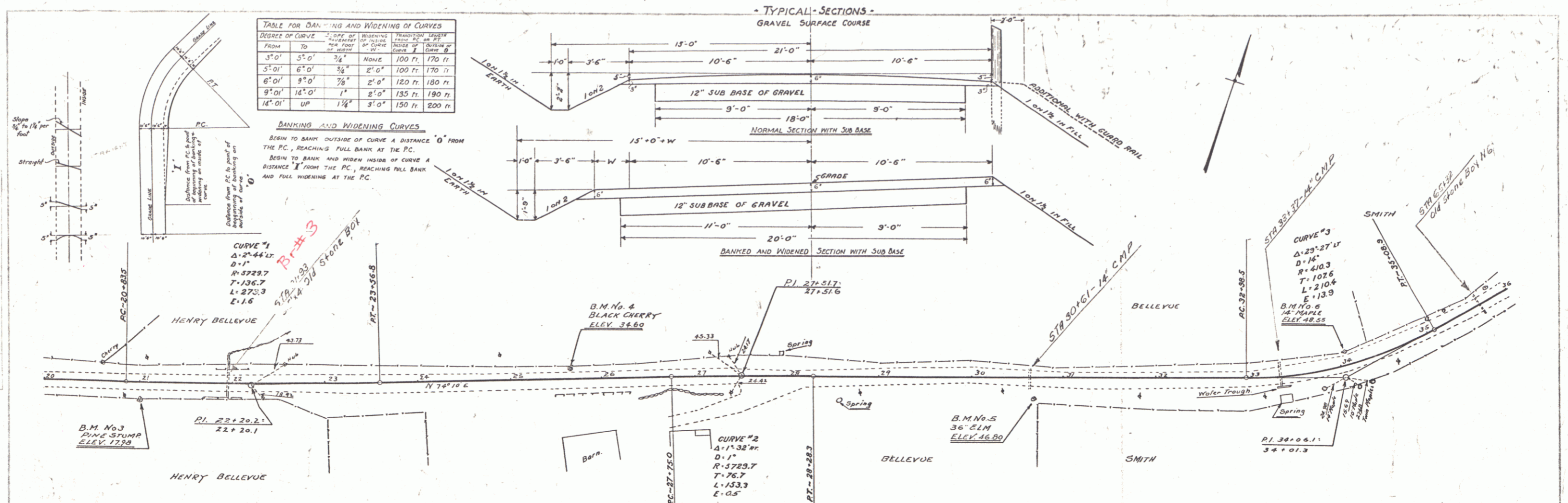


DEGREE OF CURVE	OFF-SET OF FULL BANK	OFF-SET OF FULL WIDENING	TRANSITION LENGTH
3°-0'	3'-0"	None	100 ft.
5°-0'	6'-0"	3'-0"	100 ft.
6°-0'	9'-0"	3'-0"	120 ft.
9°-0'	12'-0"	7'-0"	135 ft.
12°-0'	15'-0"	10'-0"	150 ft.

**BANKING AND WIDENING CURVES**

BEgin TO BANK OUTSIDE OF CURVE A DISTANCE 'O' FROM THE P.C., REACHING FULL BANK AT THE P.C.  
 BEgin TO BANK AND WIDEN INSIDE OF CURVE A DISTANCE 'I' FROM THE P.C., REACHING FULL BANK AND FULL WIDENING AT THE P.C.



- B.M. No. 3. Spike in Stump Rl of Sta. 21100 Elev. 17.98
- " " 4. " Black Cherry Lf. of Sta. 25162 Elev. 34.60
- " " 5. " 36" Elm. Rl. of Sta. 30163 Elev. 46.80
- " " 6. " 14" Maple Lf. of " 34107 " 48.55



PLAN  
 DATE: 11/20/30  
 DRAWN BY: [illegible]  
 CHECKED BY: [illegible]  
 TITLE: [illegible]

PROF.  
 DATE: 11/20/30  
 DRAWN BY: [illegible]  
 CHECKED BY: [illegible]  
 TITLE: [illegible]

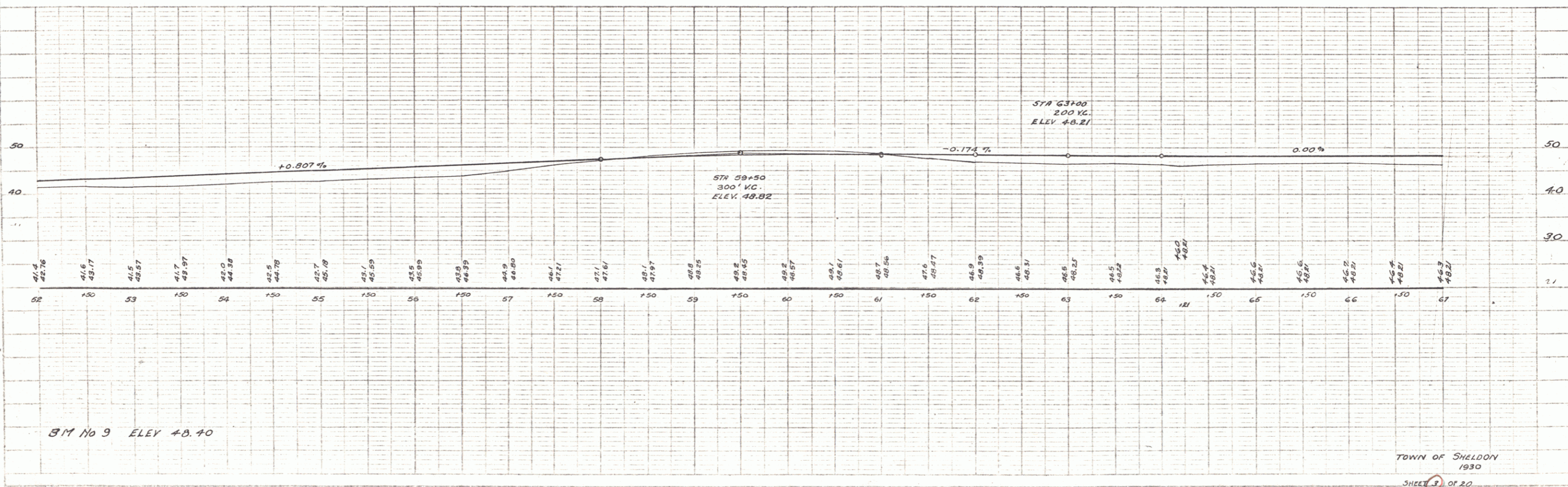
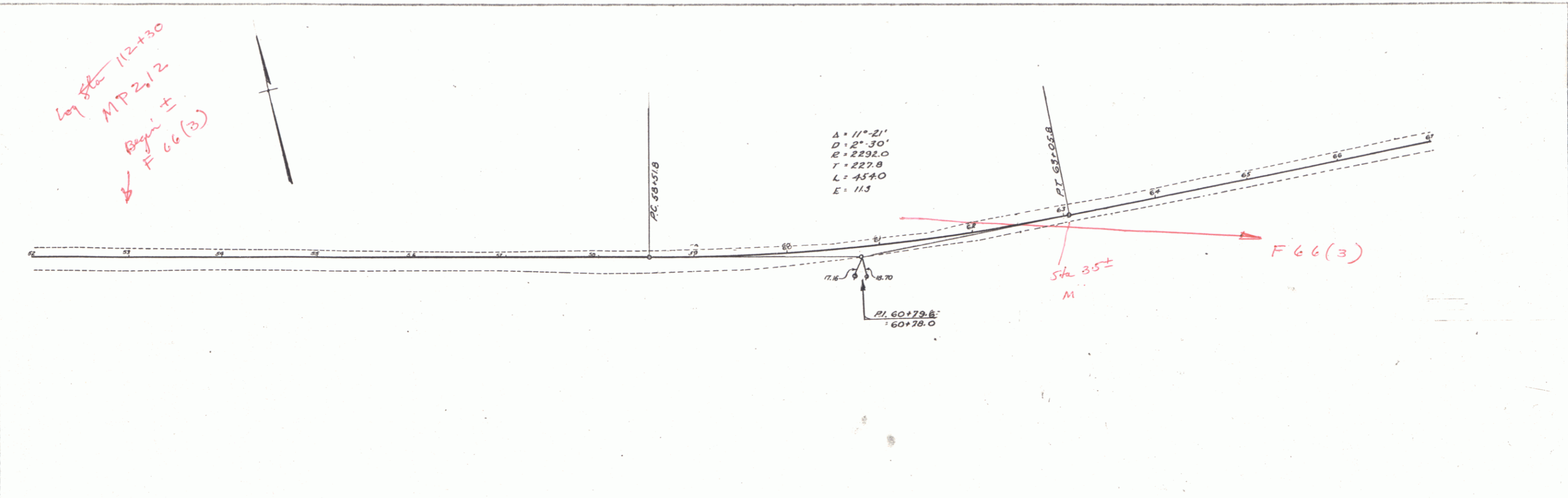
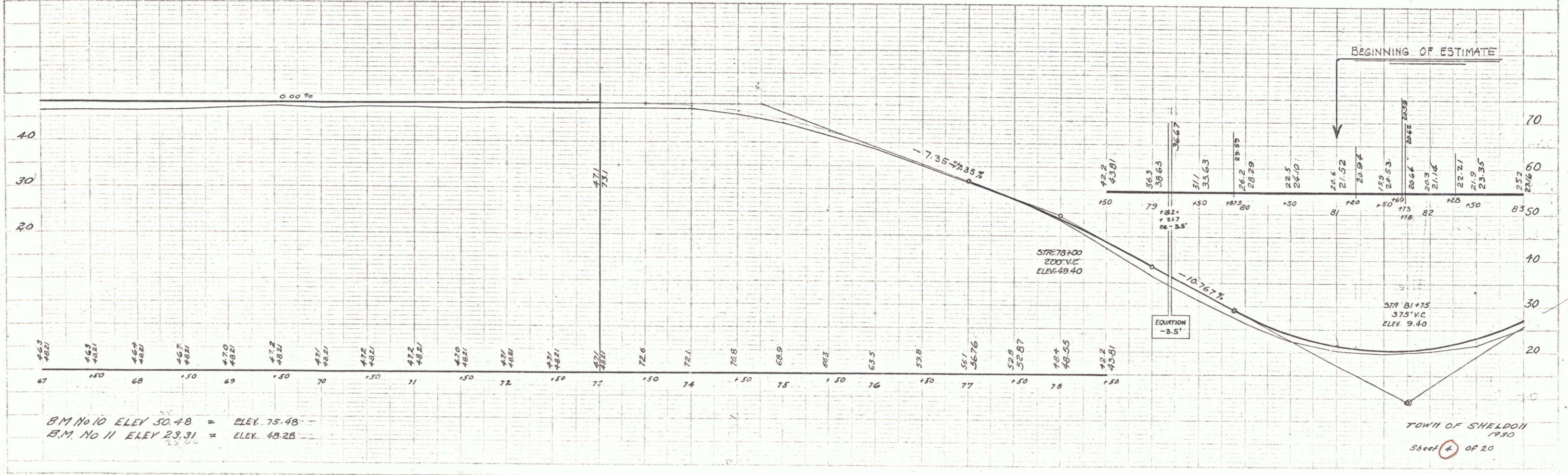
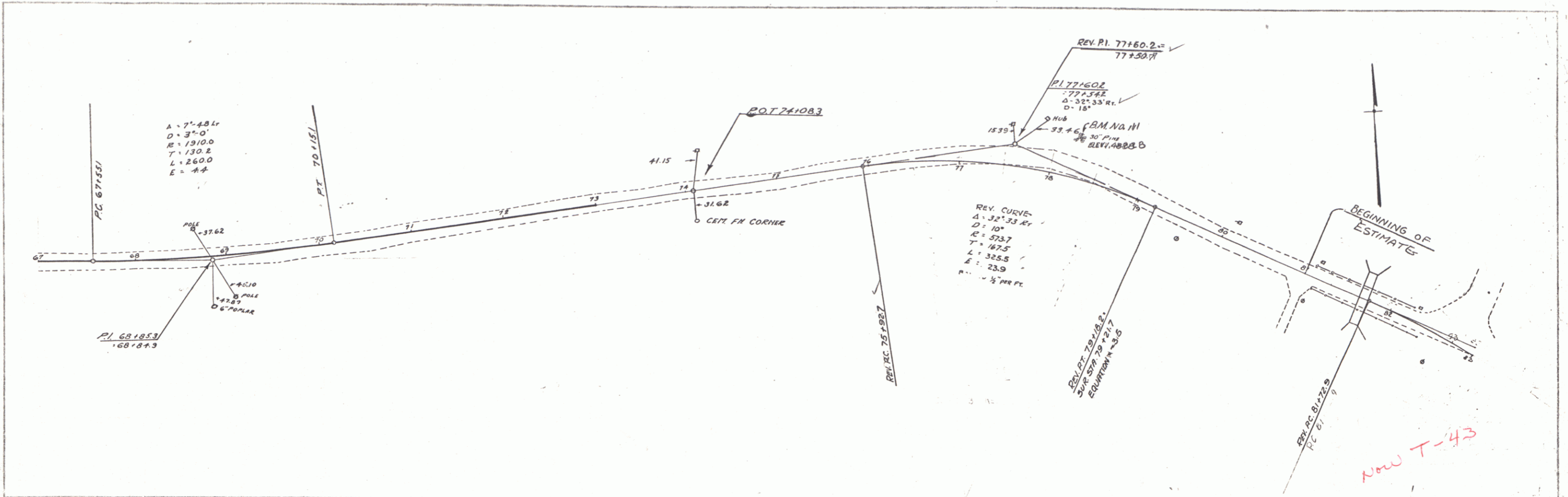


PLATE 1 - PLAN PROFILE - C. P. & A. P. ENGINEERS  
 1000 N. BROADWAY, BALTIMORE, MD. U.S.A.

PLAN  
 RR DOE  
 REVISION  
 6-2-30

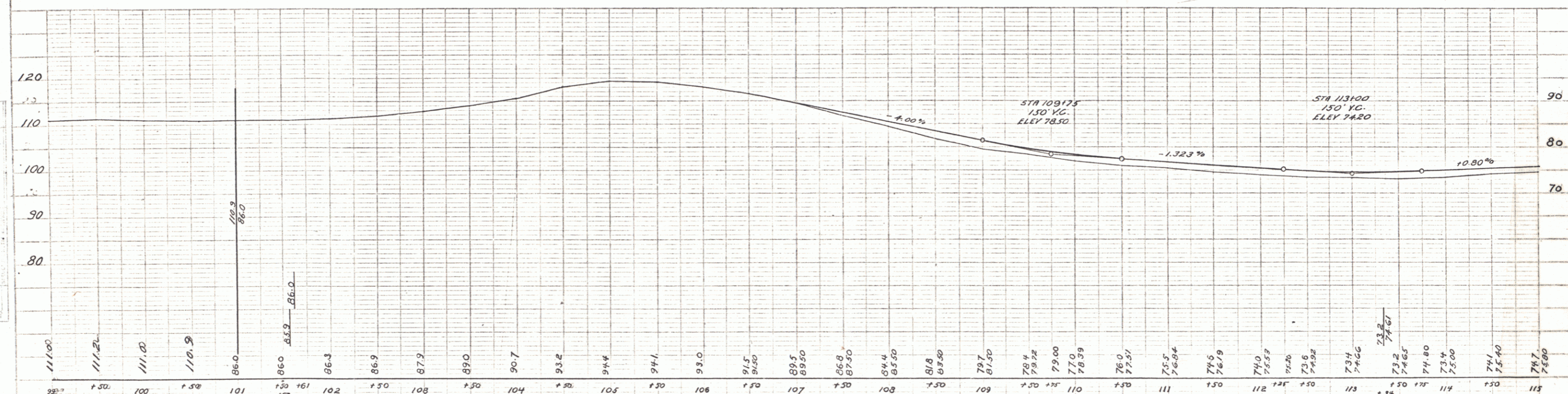
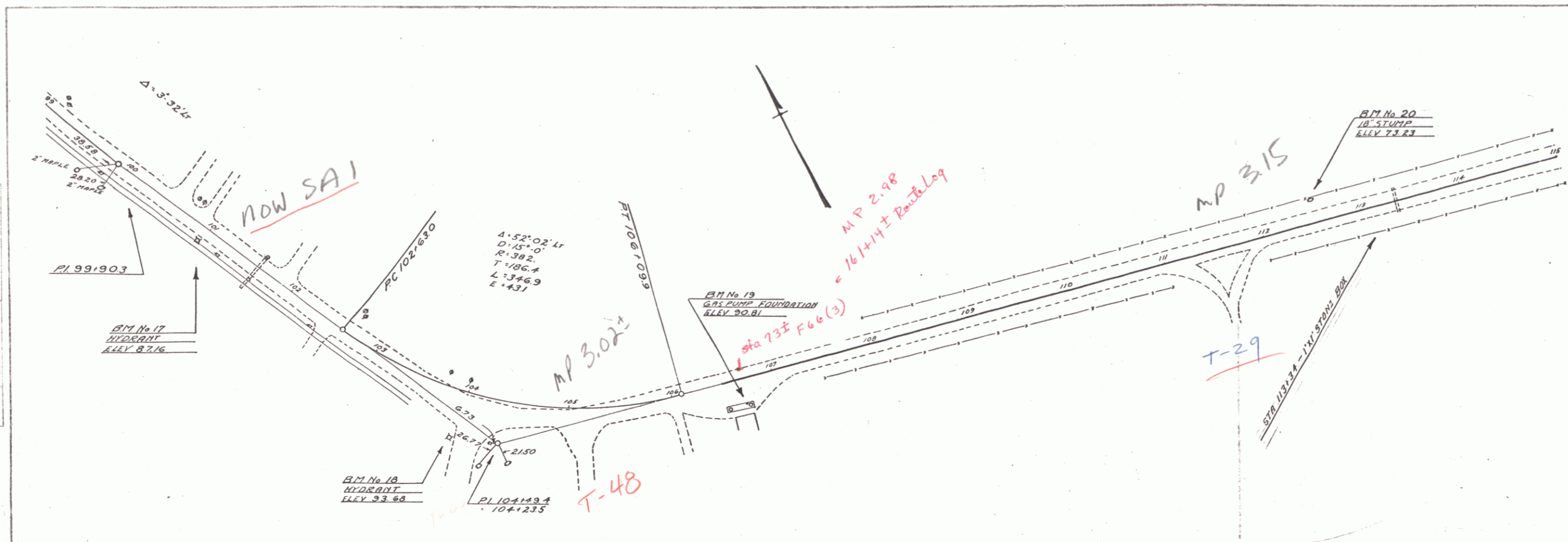
RR DOE  
 REVISION  
 6-2-30



B.M. No 10 ELEV 50.48 = ELEV. 75.48  
 B.M. No 11 ELEV 23.31 = ELEV. 48.28

TOWN OF SHELDON  
 1930  
 Street 4 OF 20





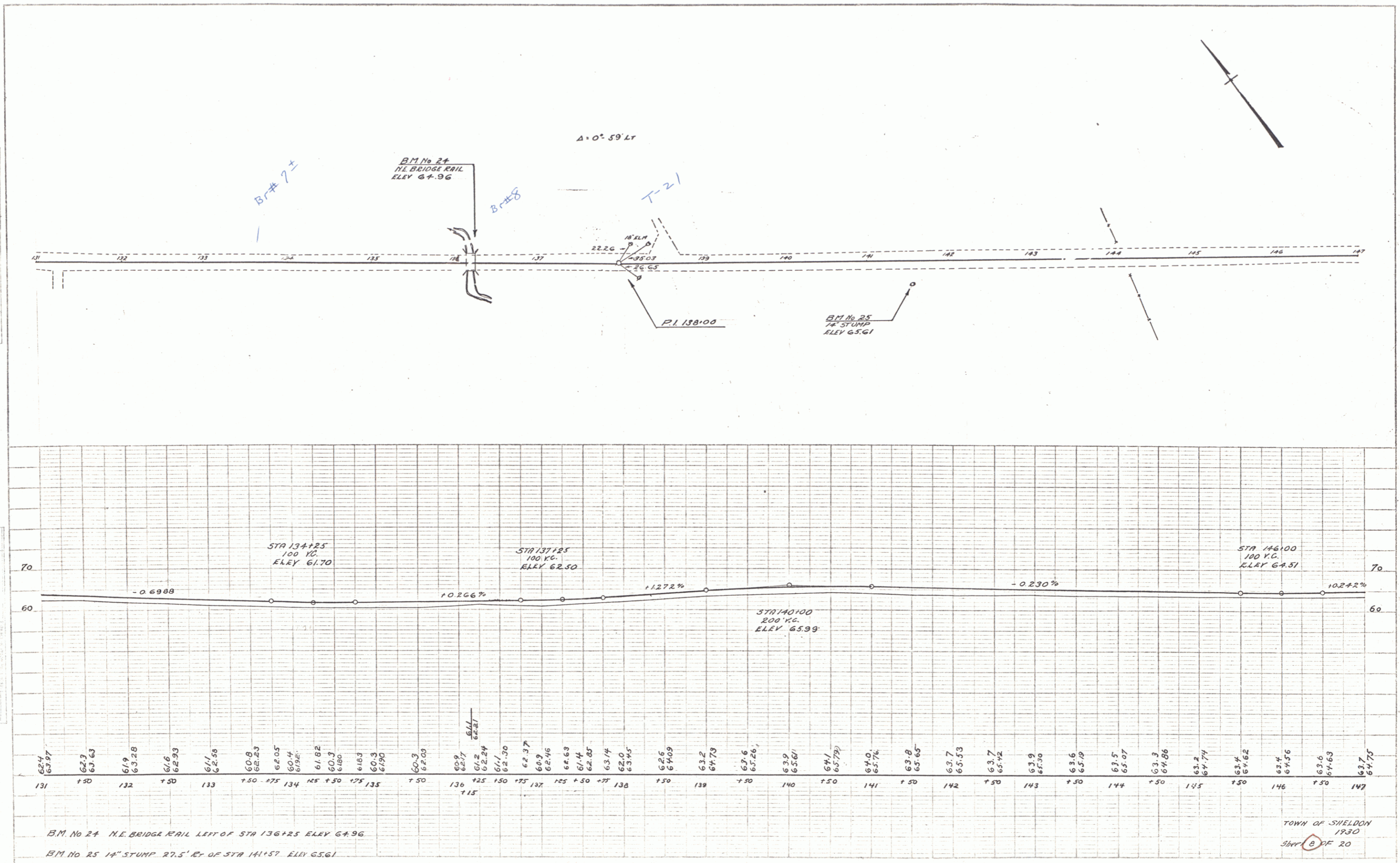
BM No 17 HYDRANT (CAP HUT) 145' R. OF STA 100+96 ELEV 87.16  
 BM No 18 HYDRANT (CAP HUT RT) 46.5' R. OF STA. 103+98 ELEV 93.68  
 BM No 19 GAS PUMP FOUNDATION 26' R. OF STA. 106+00 ELEV 30.81  
 BM No 20 18" STUMP 205' R. OF STA 112+56 ELEV 73.23

TOWN OF SHELDON  
 1930  
 Sheet 6 of 20



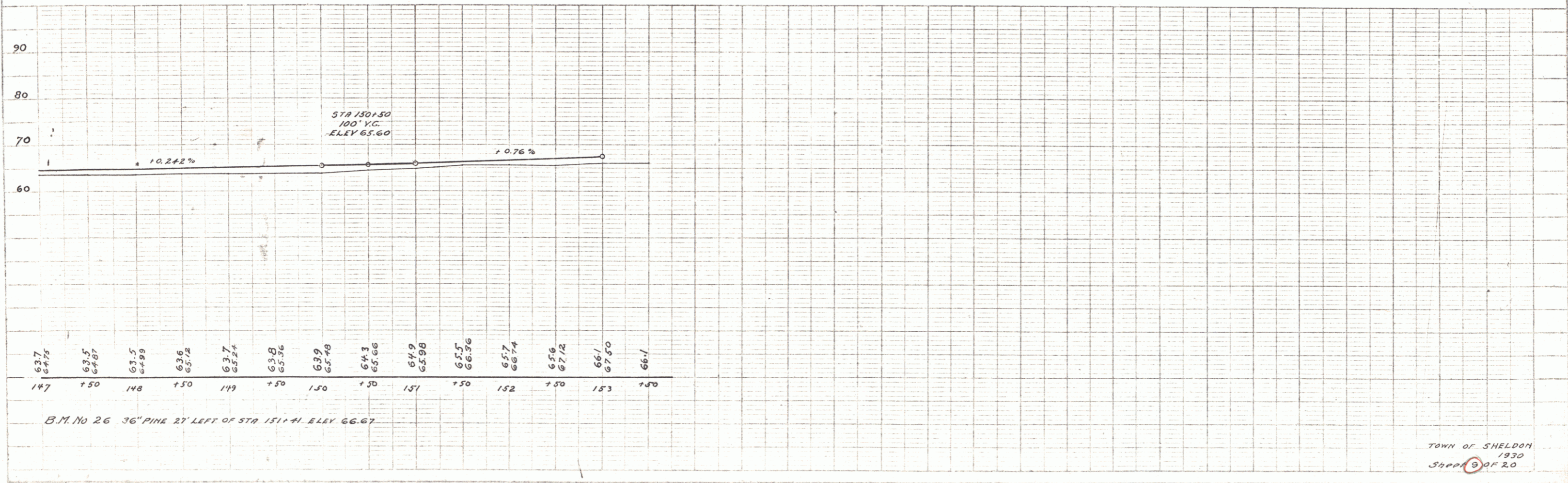
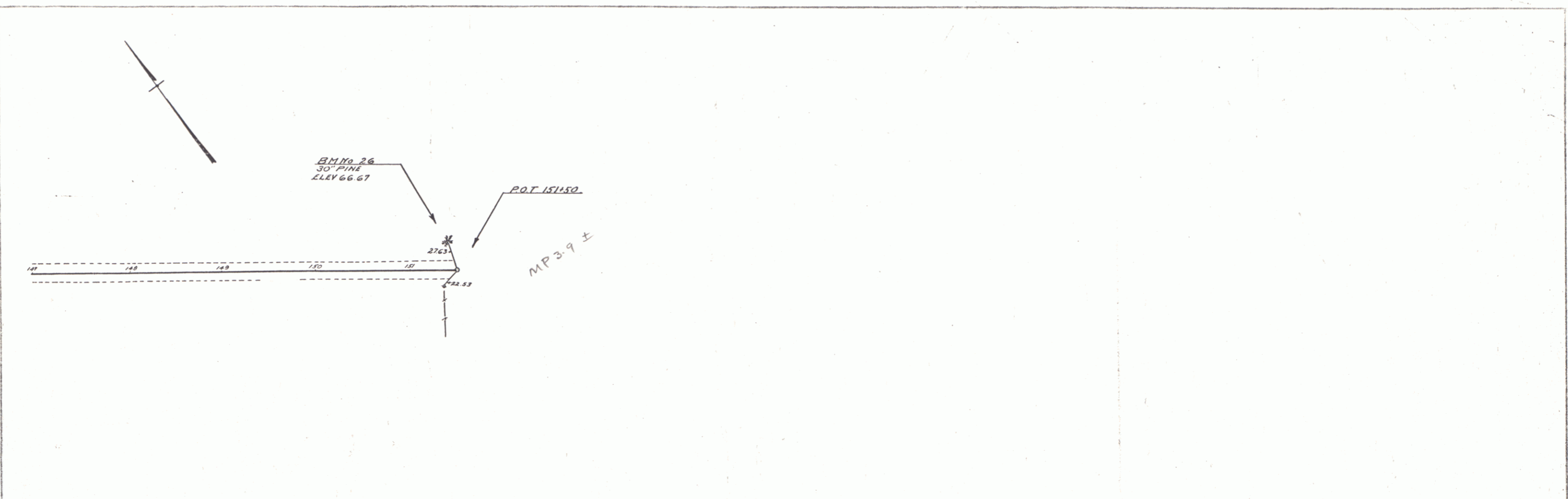
PLAN  
 SHEET NO. 1  
 SHEET AREA  
 SHEET OF 10 SHEETS  
 DATE  
 DRAWN BY  
 CHECKED BY

DATE  
 SHEET NO.



PLAN  
 DATE: 1930  
 SCALE: 1" = 40'

SECTION  
 DATE: 1930  
 SCALE: 1" = 10'



B.M. No 26 36" PINE 27' LEFT OF STA 151.41 ELEV 66.67