

Fig. 102.

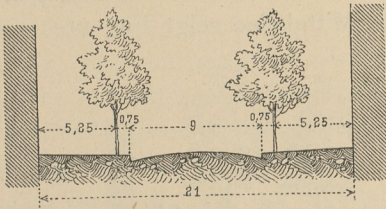


Fig. 103.

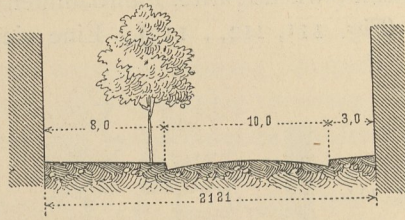


Fig. 104.

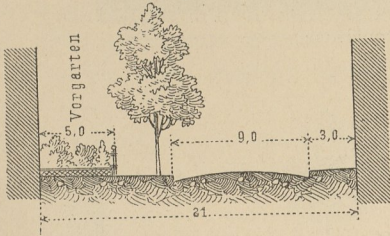


Fig. 105.

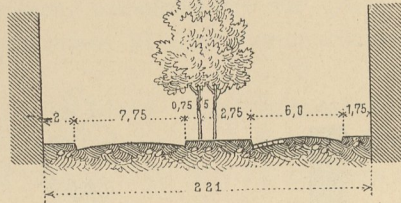


Fig. 106.

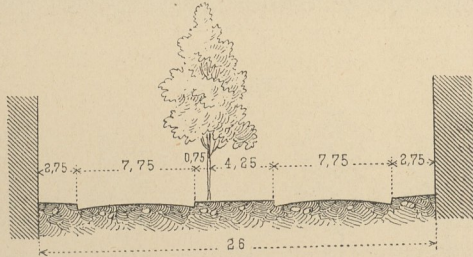


Fig. 107.

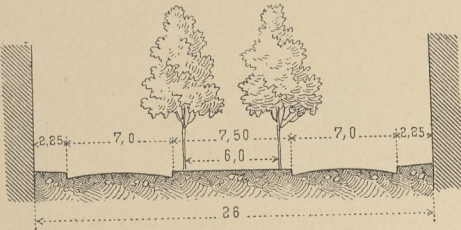


Fig. 108.

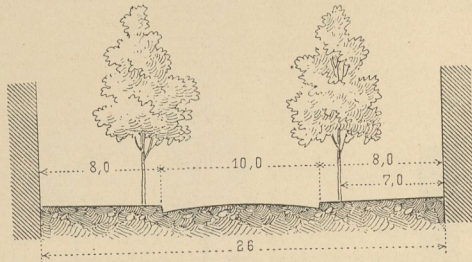


Fig. 109.

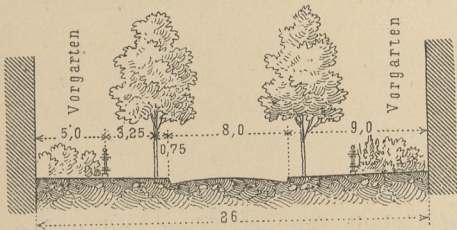
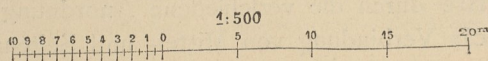
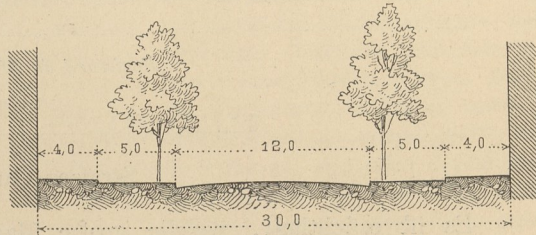
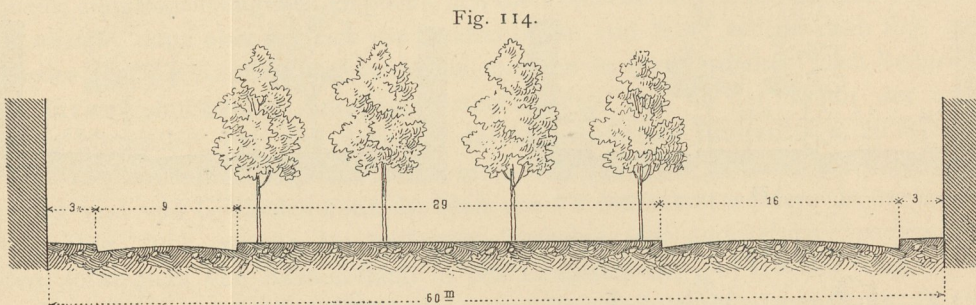
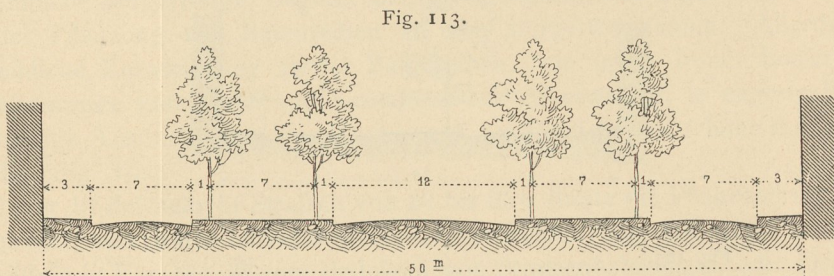
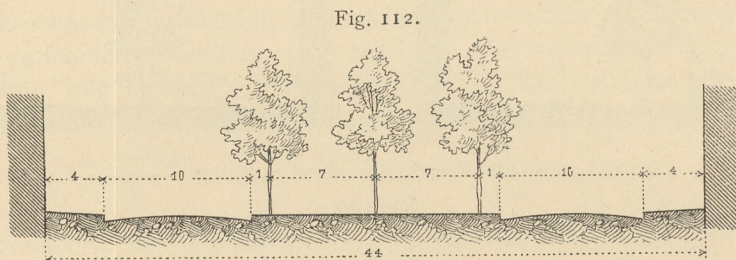
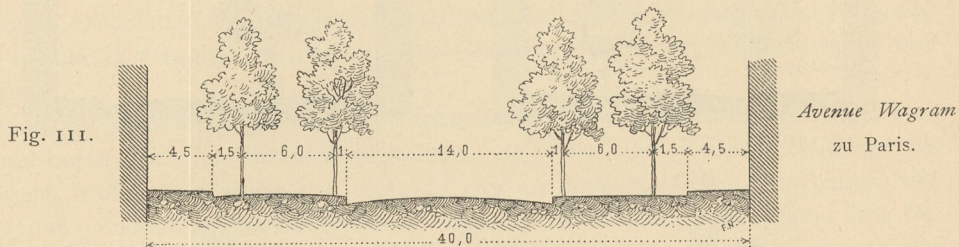


Fig. 110.

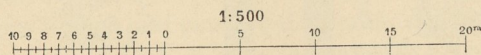


Straßen-Querprofile.

(zwischen zwei Fahrdämmen) kann eine Strafsenbreite von 44 m, für zwei zweireihige Mittelalleen (zwischen drei Fahrdämmen) eine solche von 50 m als normal angenommen werden (Fig. 111, 112, 113). Eine vierreihige Mittelallee zeigt Fig. 114.



Boulevard du Midi zu Brüssel.

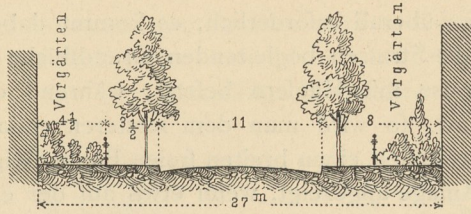


Strafsen-Querprofile.

185.  
Symmetrische  
und un-  
symmetrische  
Anordnung.

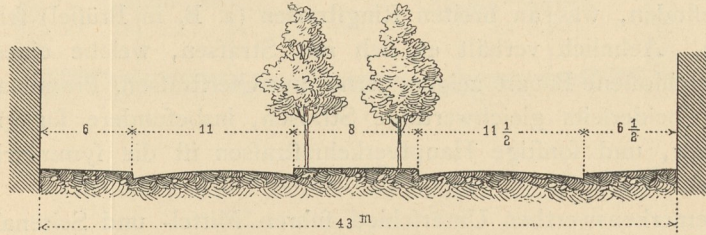
Es ist ersichtlich, welche große Mannigfaltigkeit symmetrischer und unsymmetrischer Strafsen-Profile durch die verschiedene Anordnung und Zahl der Baumreihen, namentlich durch Verbindung von Mittel- und Seitenalleen und durch Einfügung von Rasenstreifen oder Zierpflanzungen erzeugt werden kann. Die symmetrische

Fig. 115.



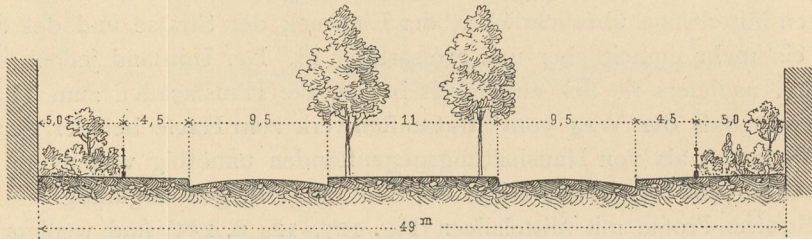
Landgrafen-Straße  
zu Berlin.

Fig. 116.



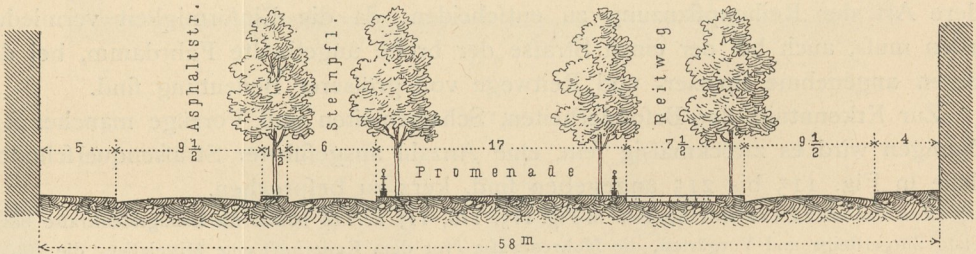
Mohrenstraße  
am Kaiserhof  
zu Berlin.

Fig. 117.



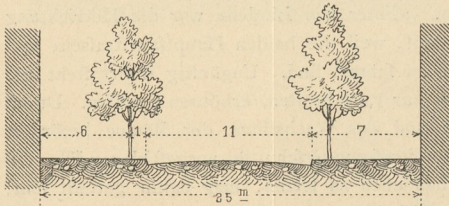
Bülow-Straße zu Berlin.

Fig. 118.



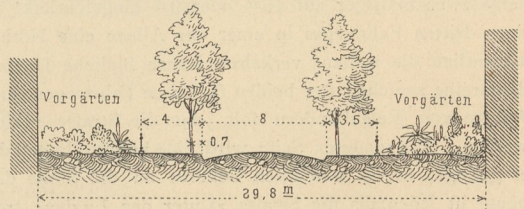
Straße »Unter den Linden« zu Berlin.

Fig. 119.



Nachtigallenflieg zu Königsberg i. P.

Fig. 120.



Klapperwiese zu Königsberg i. P.

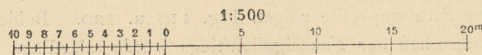
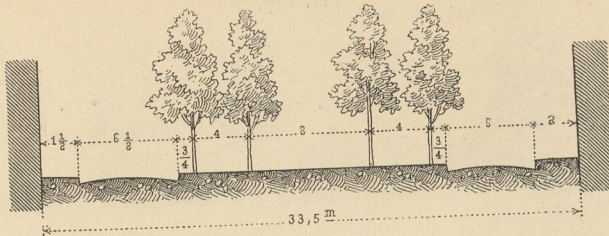
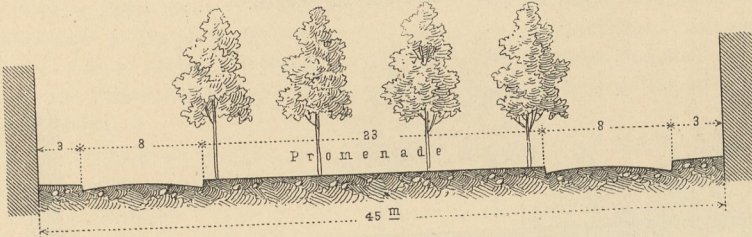


Fig. 121.



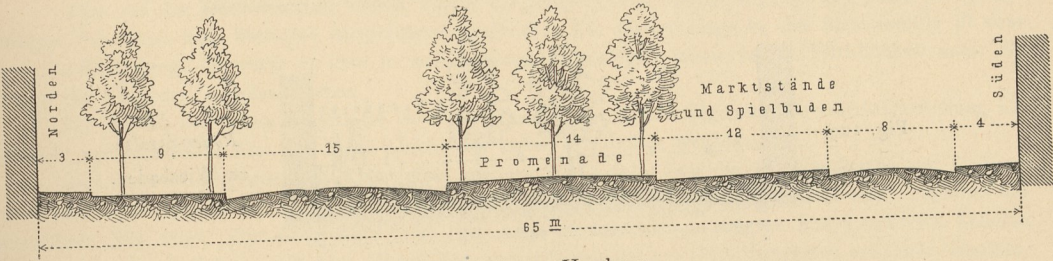
Palmaille  
zu Altona.

Fig. 122.



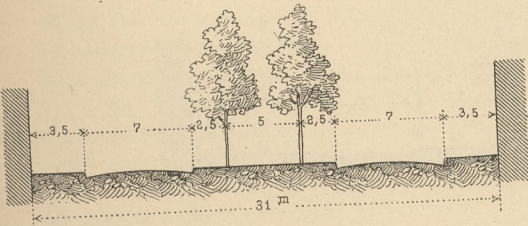
Esplanade  
zu  
Hamburg.

Fig. 123.



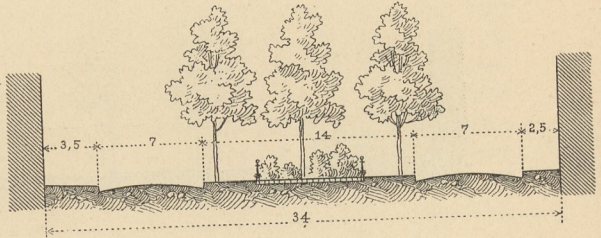
Reeperbahn zu Hamburg.

Fig. 124.



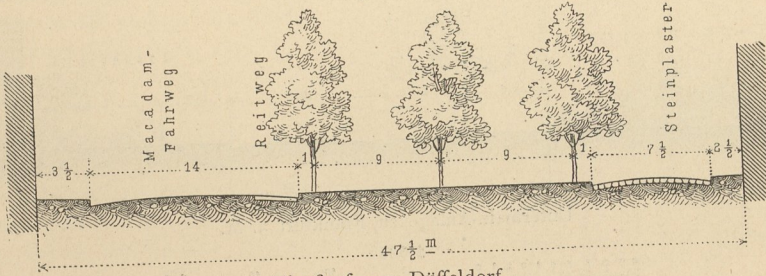
Bahnhofstrasse zu Hannover.

Fig. 125.



Westwall mit  
Oftwall ohne } Gartenanlagen zu Dortmund.

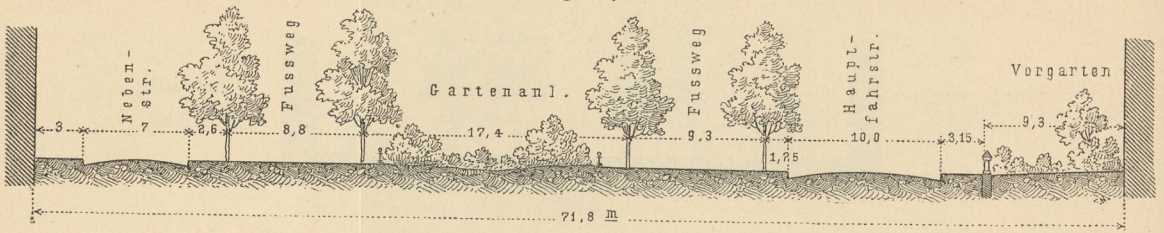
Fig. 126.



Allee-Strasse zu Düsseldorf.

Querprofile.

Fig. 127.



Monheims-Allee zu Aachen.

Fig. 128.

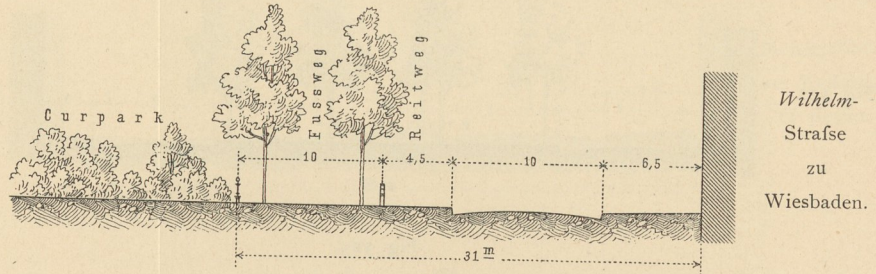


Fig. 129.

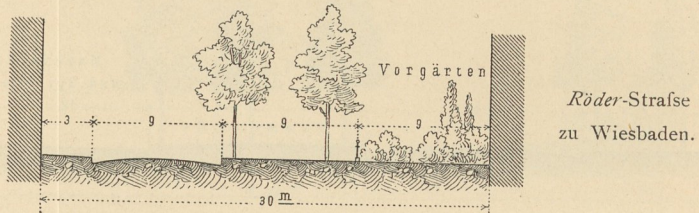
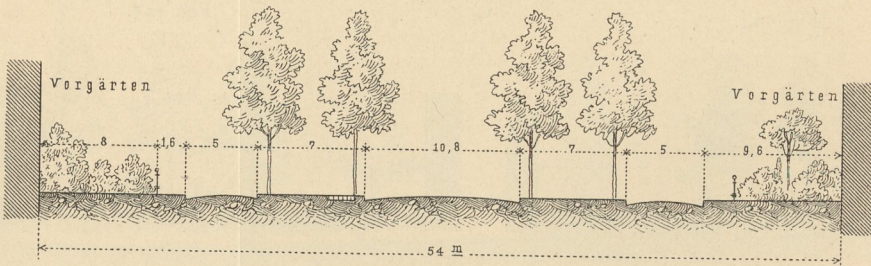
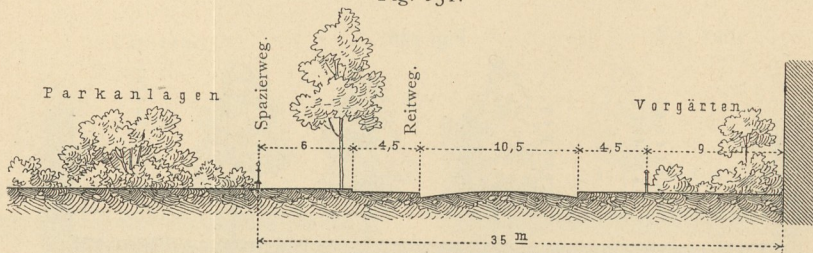


Fig. 130.

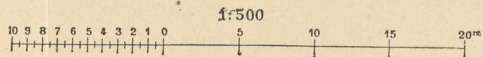


Adolfs-Allee zu Wiesbaden.

Fig. 131.

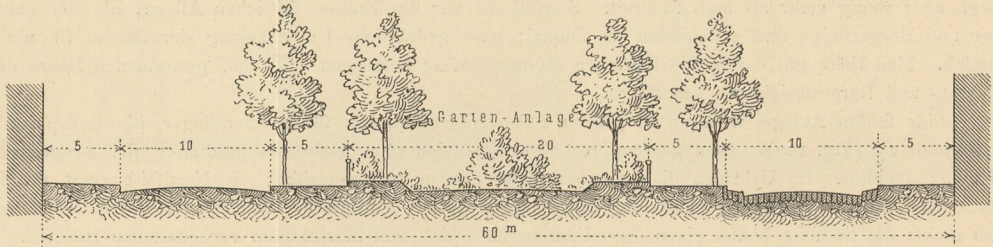


Untermain-Anlage zu Frankfurt a. M.



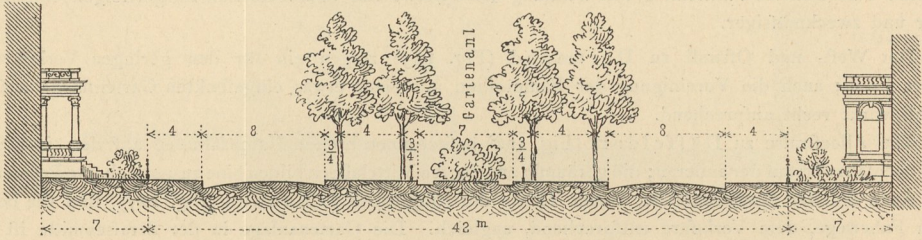
Straßen-Querprofile.

Fig. 132.



Kaifertrafse zu Mainz.

Fig. 133.



Bahnhofstrafse zu Mannheim.

Fig. 134.

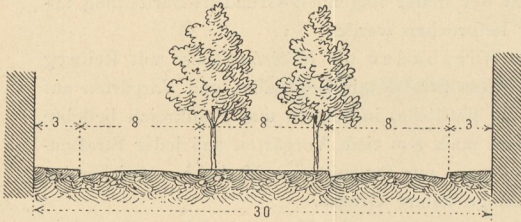
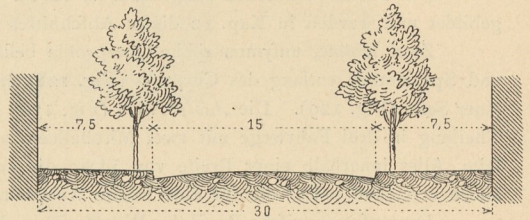
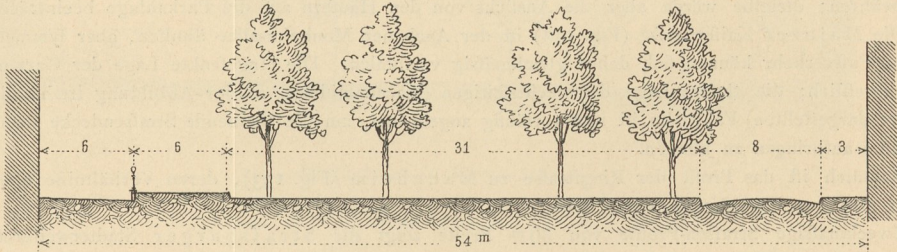


Fig. 135.



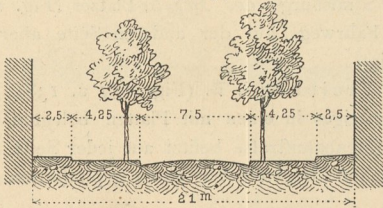
Strafsen-Profile in der Stadterweiterung zu Strafsburg.

Fig. 136.



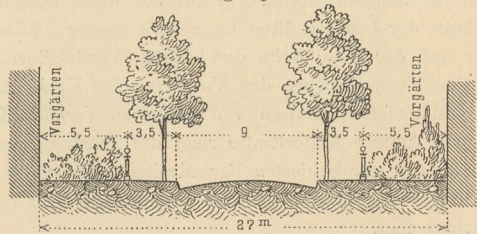
Broglie-Platz zu Strafsburg.

Fig. 137.



Aeusere Kaifertrafse zu Freiburg i. B.

Fig. 138.



Bahnhofstrafse zu Freiburg i. B.

Strafsen-Querprofile.

Fig. 139.

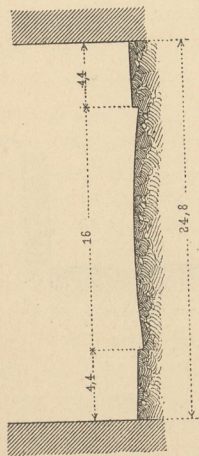


Fig. 140.

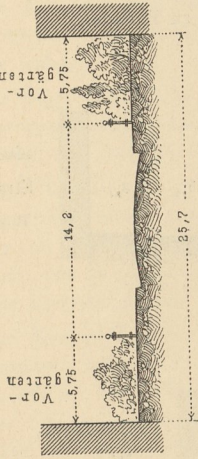


Fig. 141.

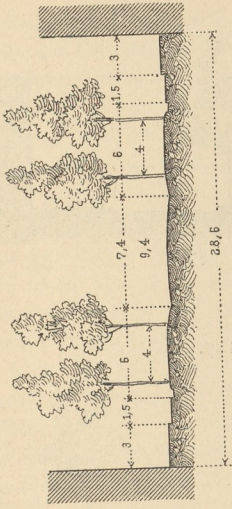


Fig. 142.

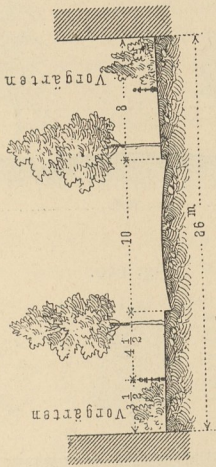


Fig. 143.

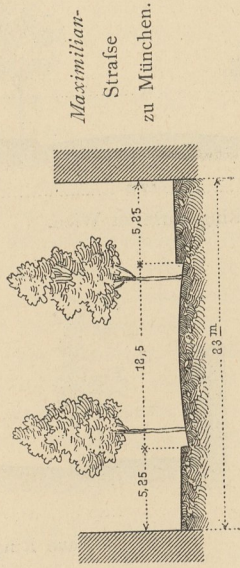
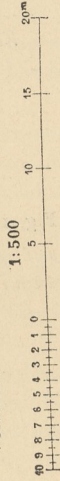
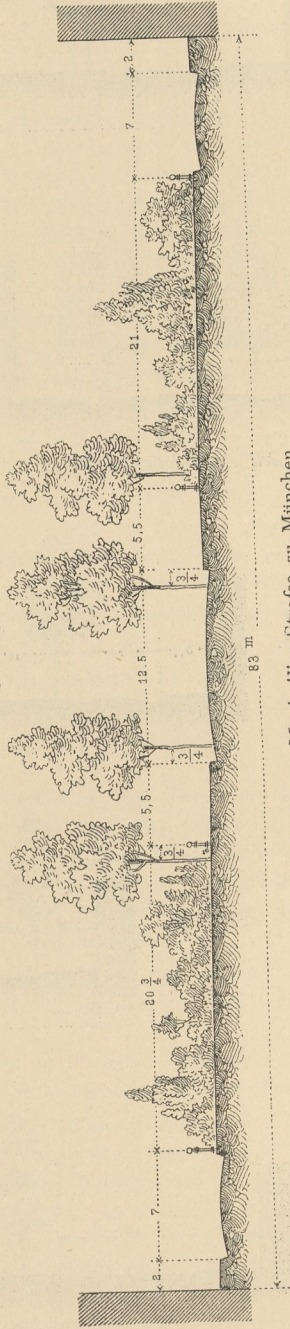


Fig. 144.



Straßen-Querprofile.

Fig. 145.

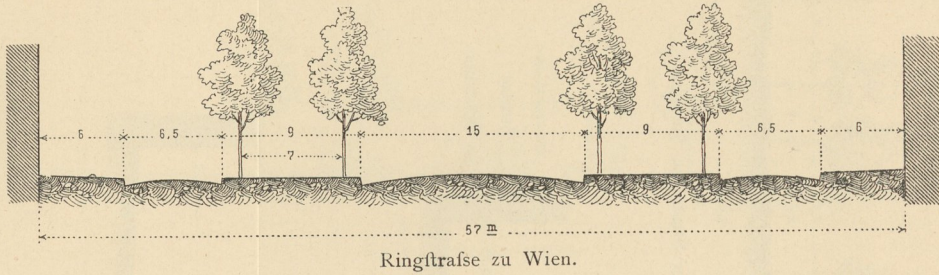
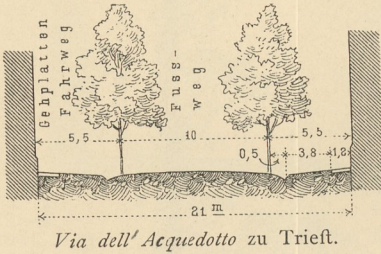
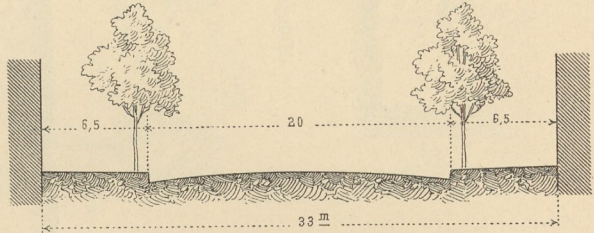


Fig. 146.



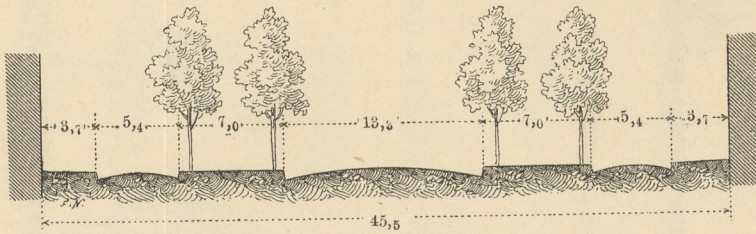
Via dell'Acquedotto zu Triest.

Fig. 147.



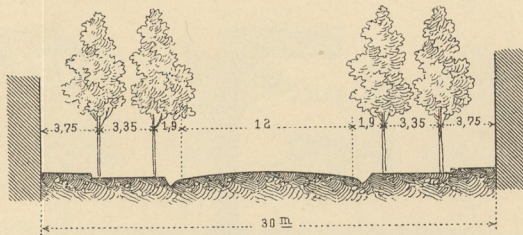
Neue Ringstraße zu Budapest.

Fig. 148.



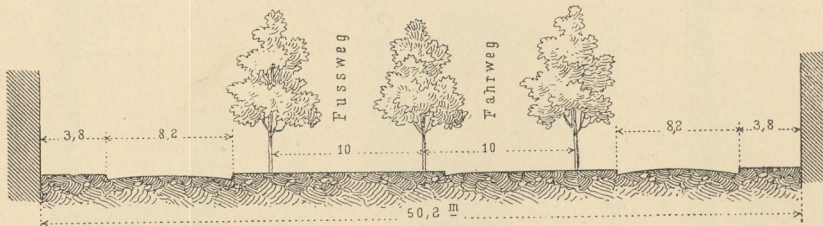
Andrássy-Strasse zu Budapest.

Fig. 149.

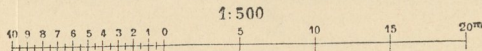


Tisza-Lajos-Ring zu Szegedin.

Fig. 150.



Aeltere Ringstraße zu Kopenhagen.



Straßen-Querprofile.



Fig. 151.

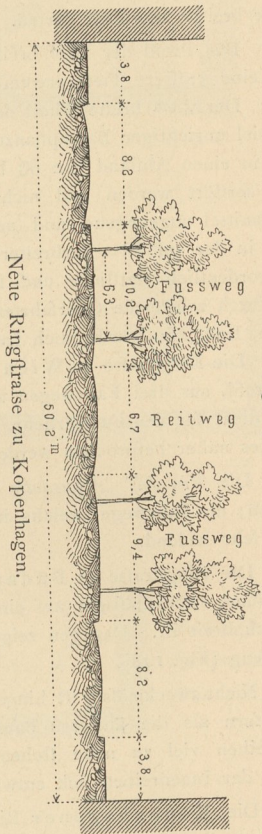


Fig. 153.

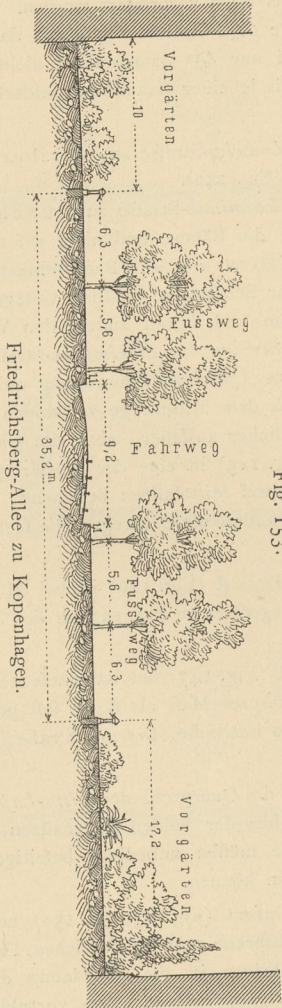


Fig. 154.

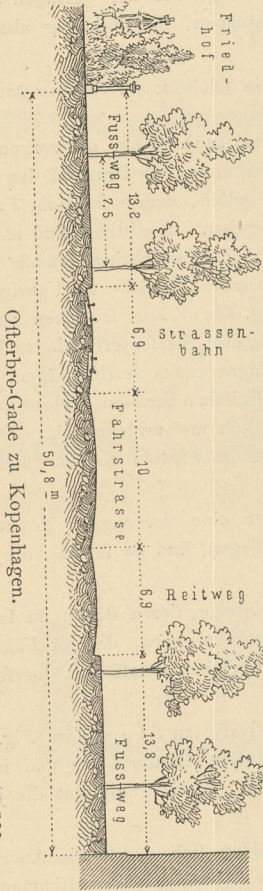
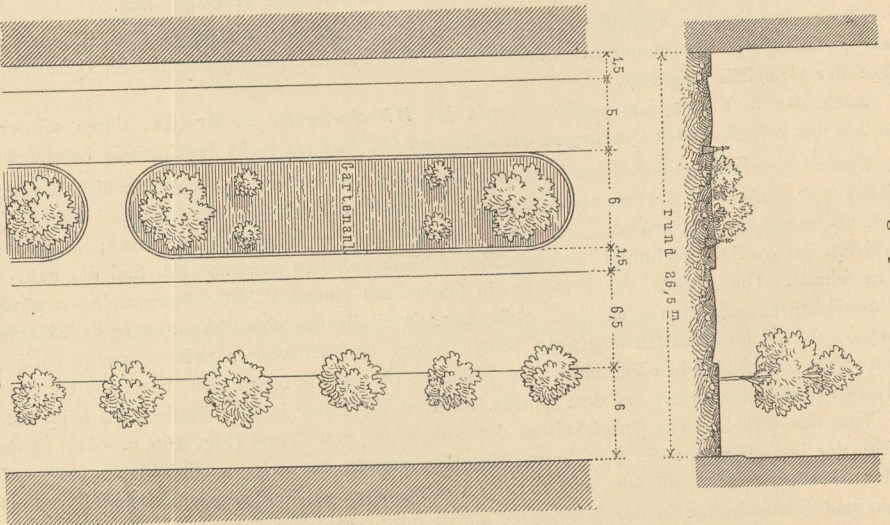
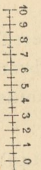


Fig. 152.



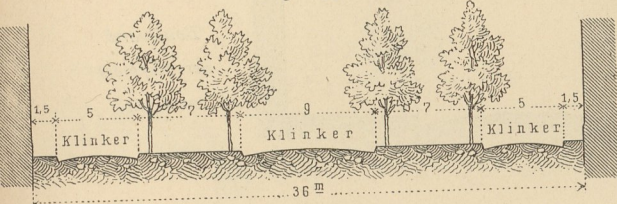
Strassen-Querprofile.

1:500



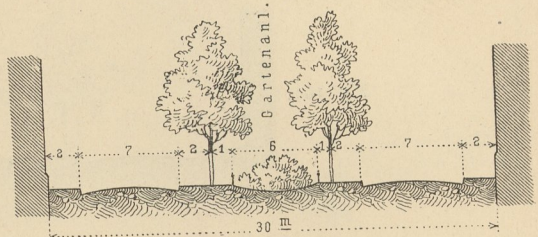
20m

Fig. 155.



Sophie-Laan im Haag.

Fig. 156.



Willem-Straat zu Breda.

Fig. 157a.

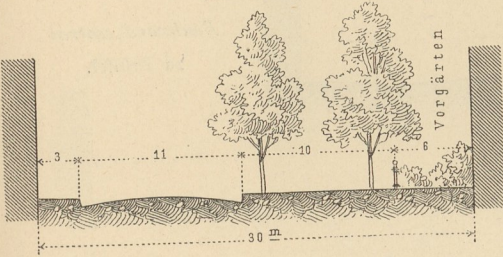
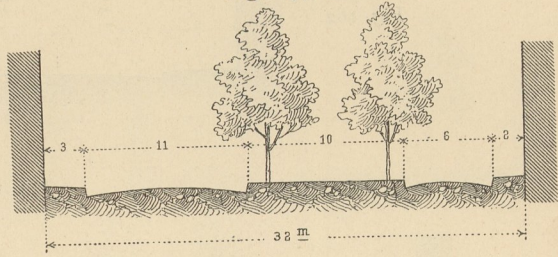
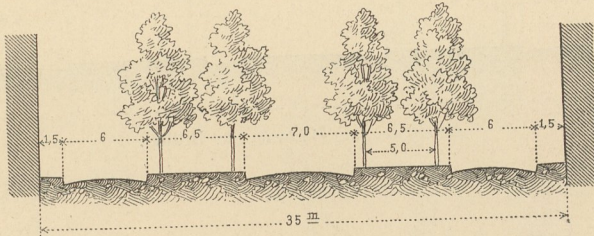


Fig. 157b.



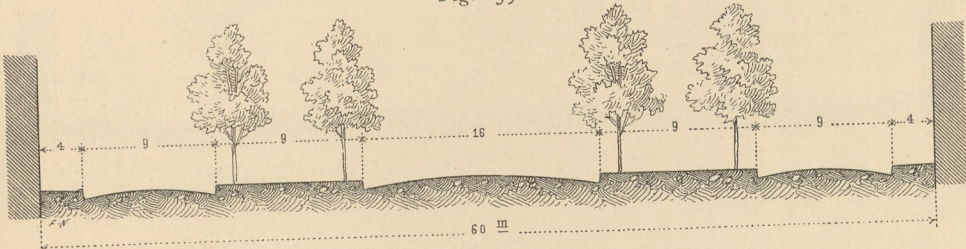
Chaussée de Malines zu Antwerpen.

Fig. 158.



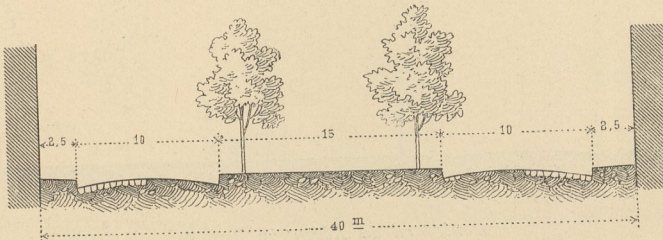
Avenue Charlotte  
und  
Boulevard Léopold  
zu Antwerpen.

Fig. 159.

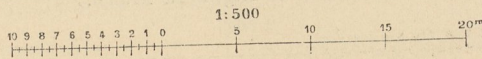


Haupttringtrafse zu Antwerpen.

Fig. 160.

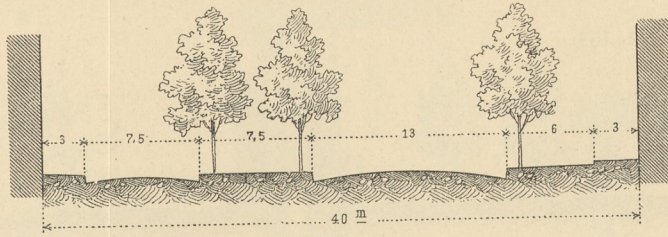


Boulevard  
de la Citadelle  
zu Gent.



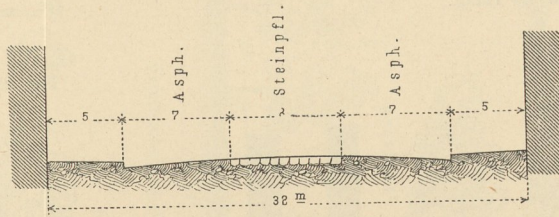
Strafsen-Querprofile.

Fig. 161.



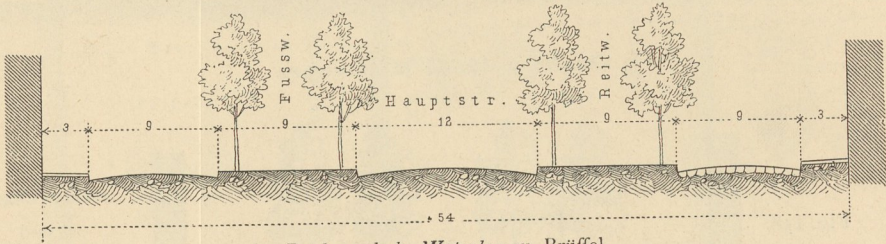
Boulevard  
des Hospices  
zu Gent.

Fig. 162.



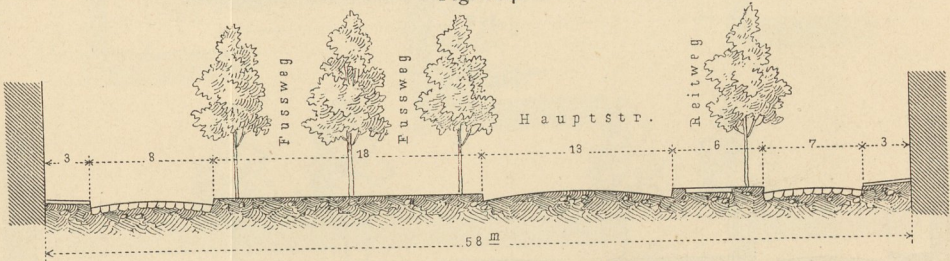
Boulevard central  
zu Brüssel.

Fig. 163.



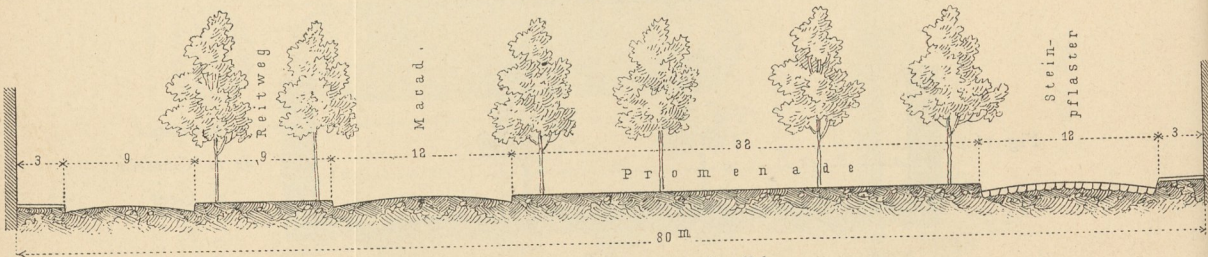
Boulevard de Waterloo zu Brüssel.

Fig. 164.

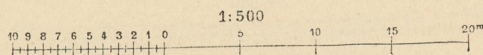


Boulevard de l'observation zu Brüssel.

Fig. 165.

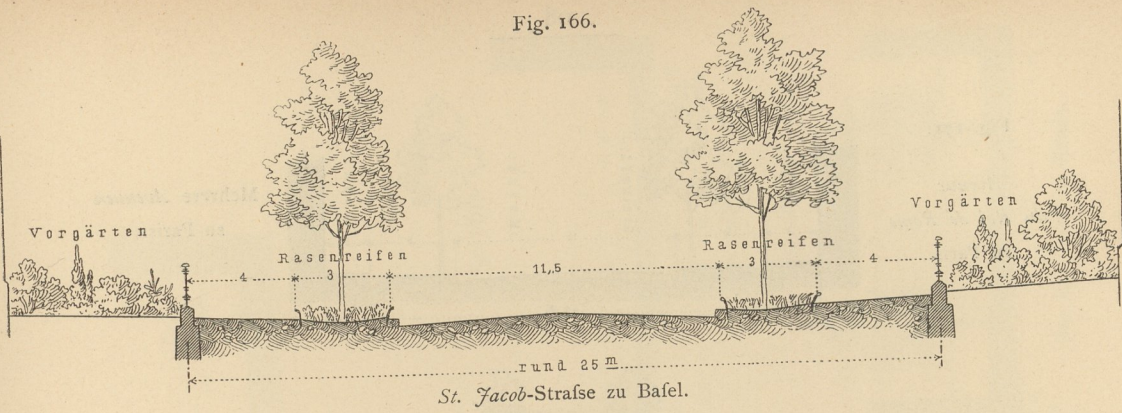


Boulevard du Régent zu Brüssel.



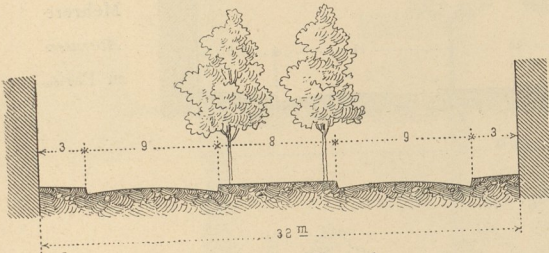
Strafsen-

Fig. 166.



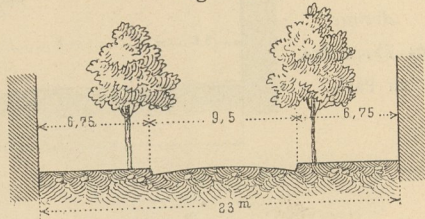
St. Jacob-Straße zu Basel.

Fig. 167.



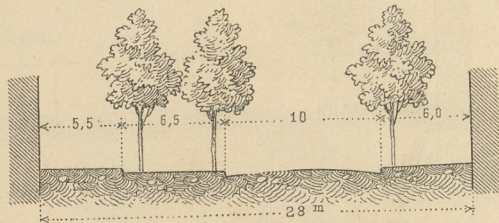
Grabengasse zu Winterthur.

Fig. 168.



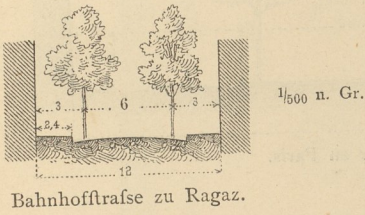
Bahnhofstraße zu Zürich.

Fig. 170.



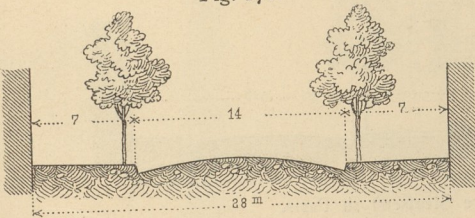
Boulevard St. Gervais zu Genf.

Fig. 169.



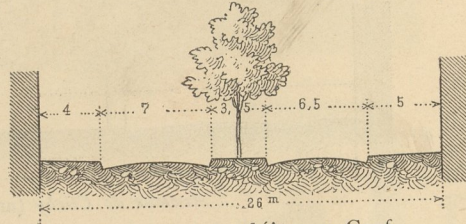
Bahnhofstraße zu Ragaz.

Fig. 171.



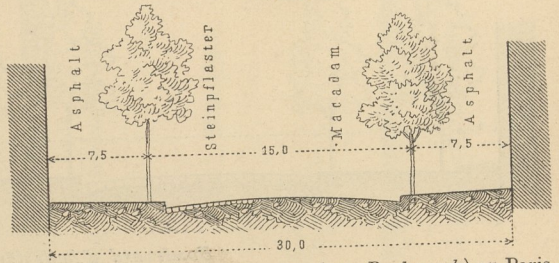
Boulevard des philosophes zu Genf.

Fig. 172.



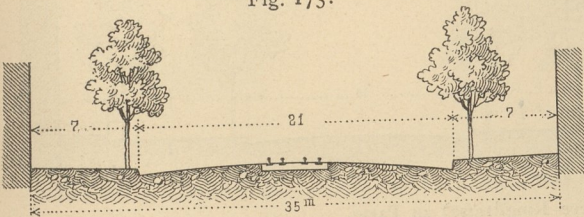
Boulevard du théâtre zu Genf.

Fig. 174.



Boulevard Haussmann (und andere Boulevards) zu Paris.

Fig. 173.

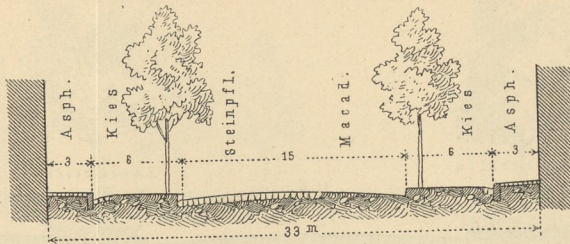


Cours de Rive zu Genf.

Querprofile.

Fig. 175.

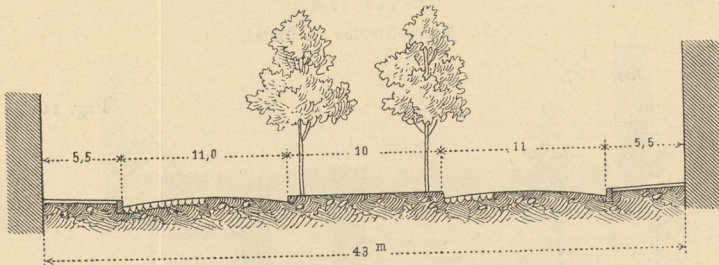
Avenue  
du Roi de Rome  
zu Paris.



Mehrere Avenuen  
zu Paris.

Fig. 176.

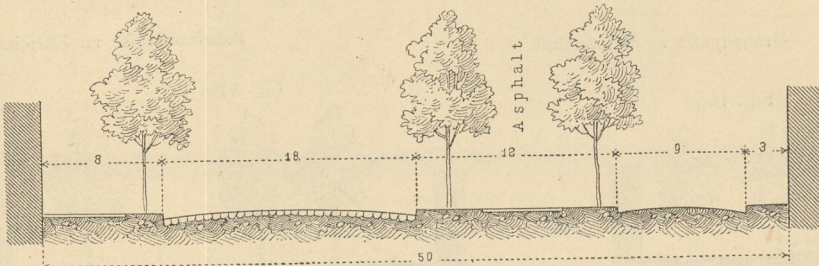
Avenue  
du Trocadéro  
zu Paris.



Mehrere Avenuen  
zu Paris.

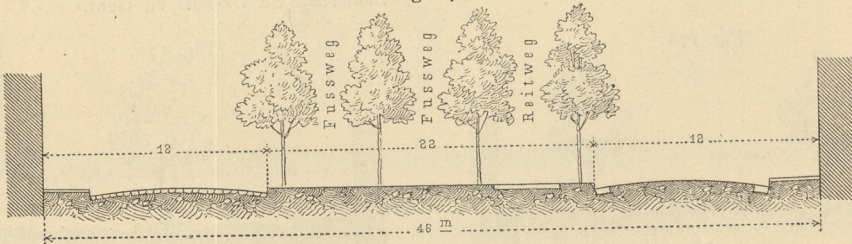
Fig. 177.

1/500 n. Gr.



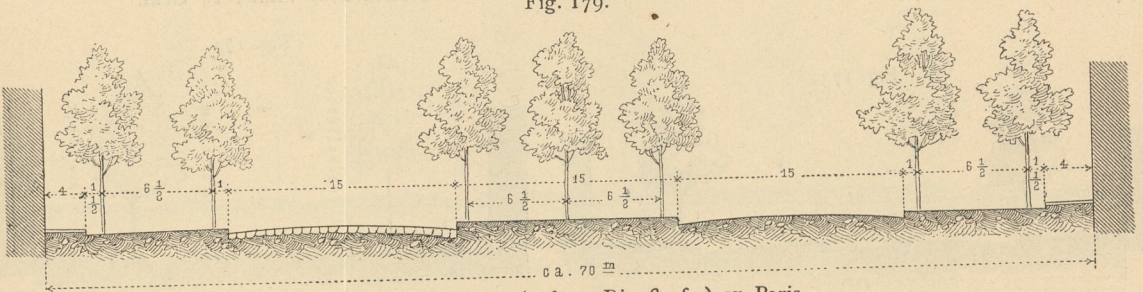
Boulevard de la Madeleine zu Paris.

Fig. 178.



Avenue de Clichy (und andere Strafsen) zu Paris.

Fig. 179.



Boulevard d'Italie (äußere Ringstraße) zu Paris.  
Strafsen-Querprofile.

Fig. 180.

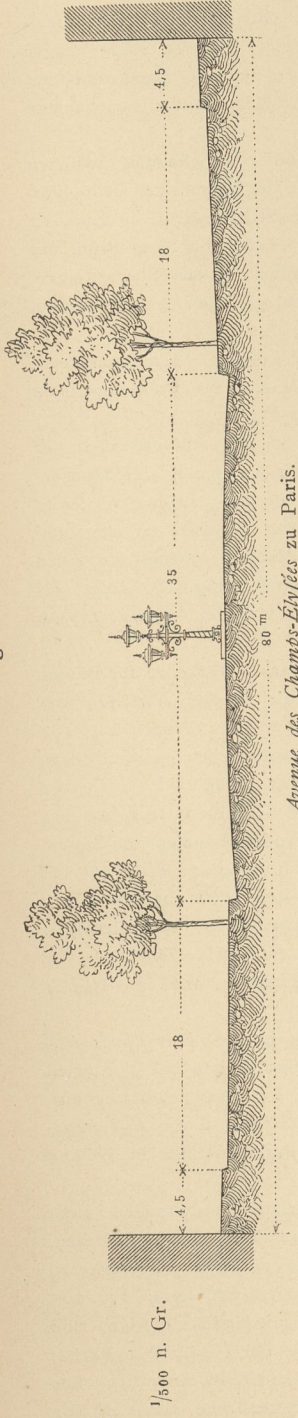


Fig. 182.

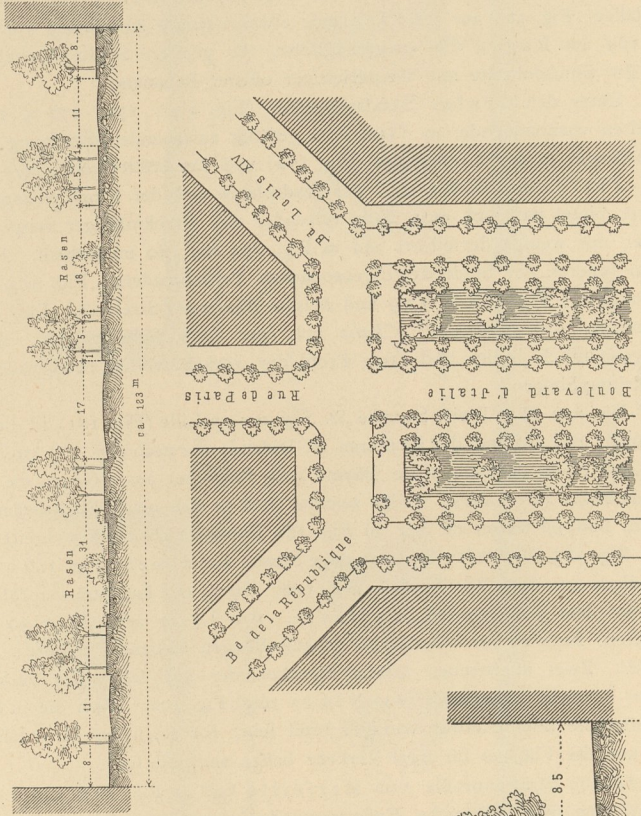


Fig. 181.

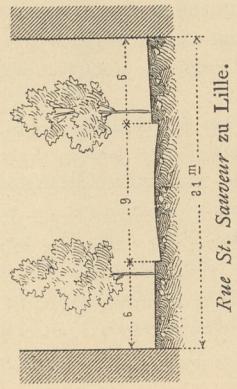


Fig. 184.

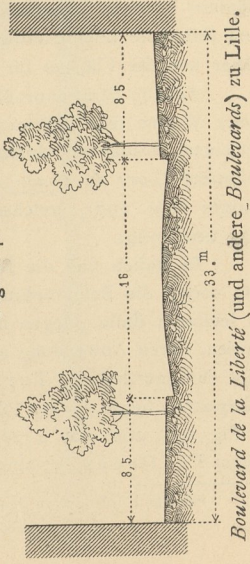


Fig. 183.

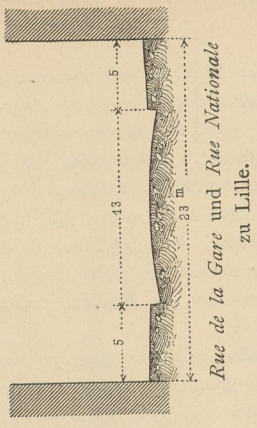
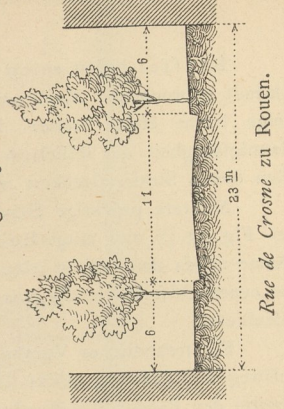


Fig. 185.



Boulevard d'Italie zu Lille.

Straßen-Querprofile.

Fig. 187.

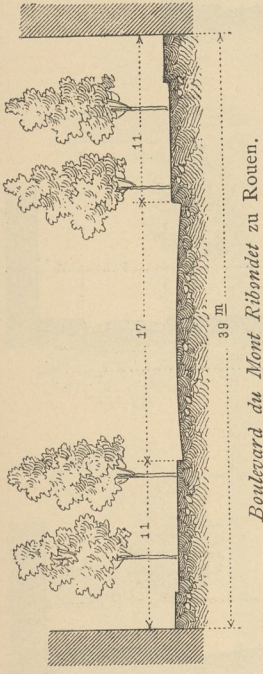


Fig. 189.

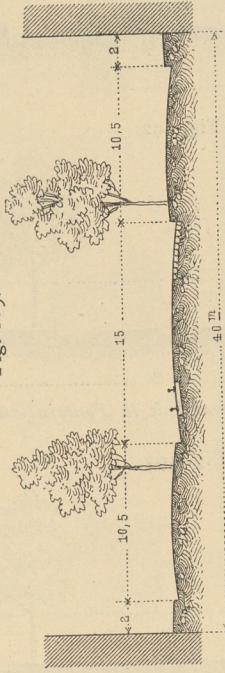


Fig. 190.

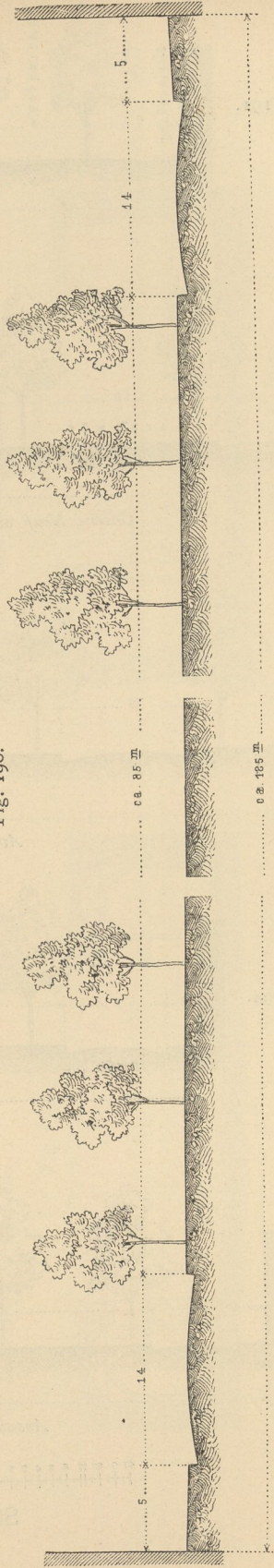


Fig. 186.

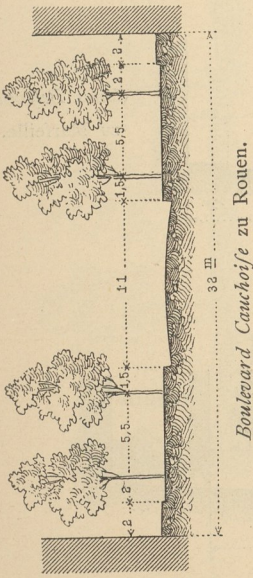
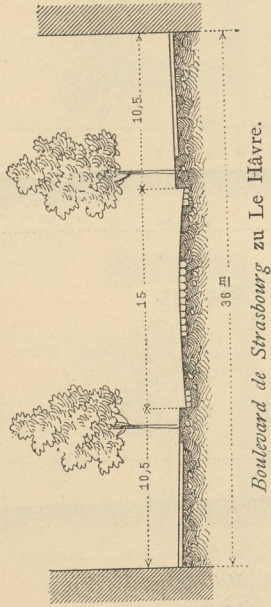
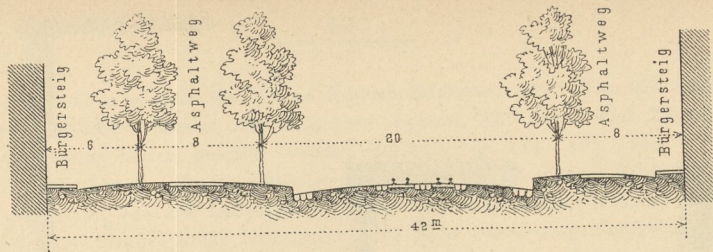


Fig. 188.



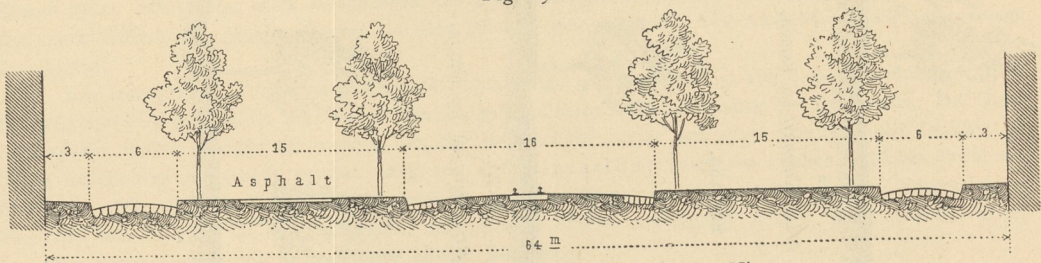
Strafsen-Querprofile.

Fig. 191.



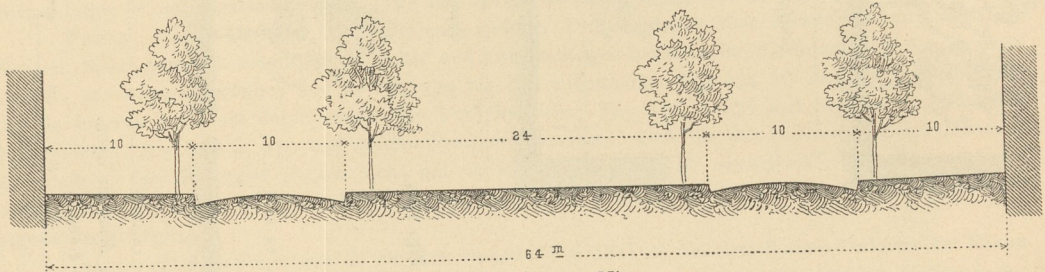
Rue Thiers  
zu Le Havre.

Fig. 192.



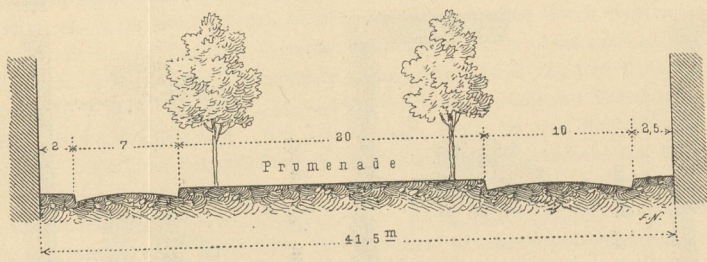
Cours Neuf und Boulevard de la Fontaine  
zu Nîmes.

Fig. 193.



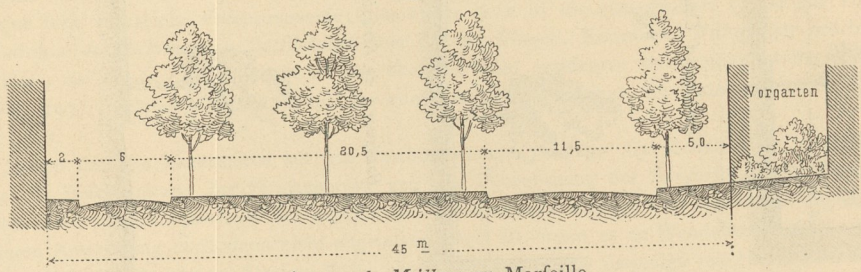
Avenue Fenchères  
zu Nîmes.

Fig. 194.

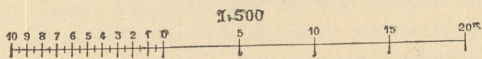


Cours Beljuncz  
zu Marseille.

Fig. 195.



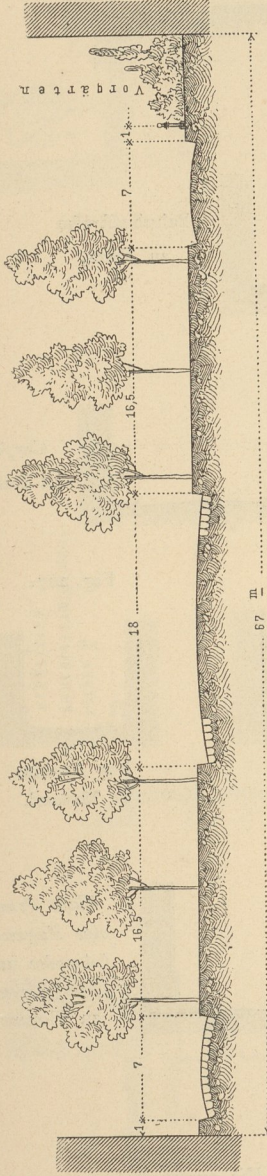
Avenue de Meilhan  
zu Marseille.



Straßen-Querprofile.

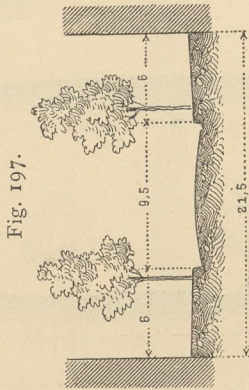


Fig. 196.



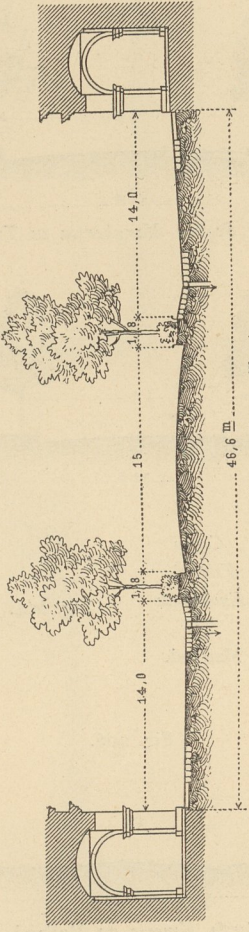
Cours du Prado zu Marfeille.

Fig. 197.



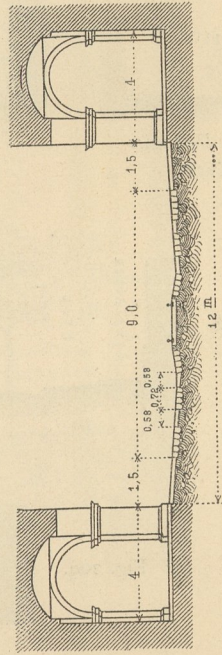
Rue Longchamps zu Marfeille.

Fig. 198.



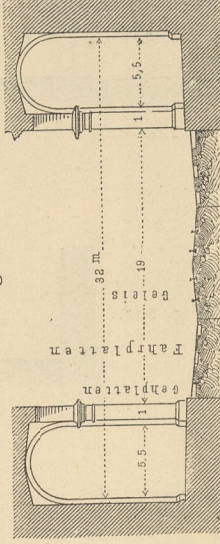
Corfo Vittorio Emanuele zu Turin.

Fig. 199.

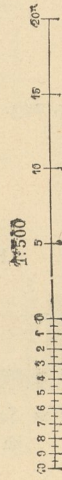


Via Massini zu Turin.

Fig. 200.



Via di Po zu Turin.



Straßen-Querprofile.

Fig. 201.

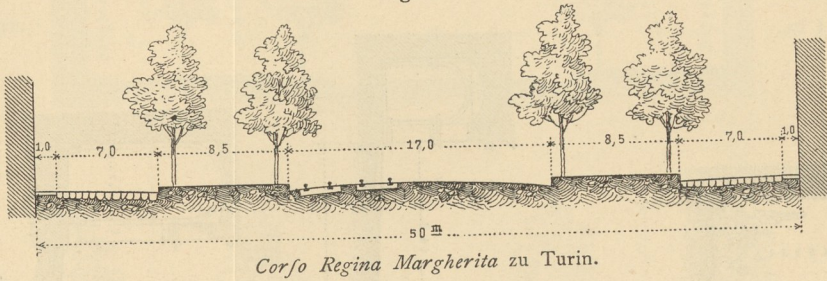


Fig. 202.

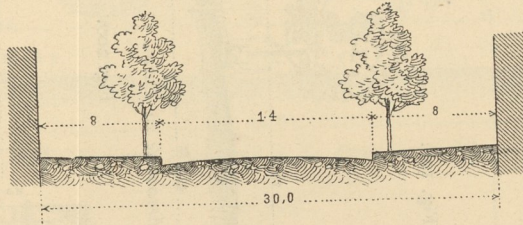


Fig. 203.

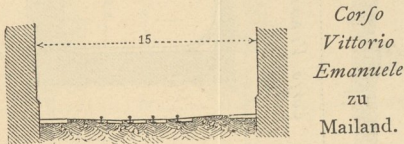


Fig. 204.

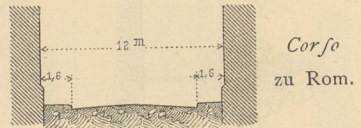


Fig. 205.

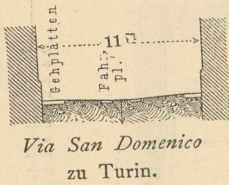


Fig. 206.

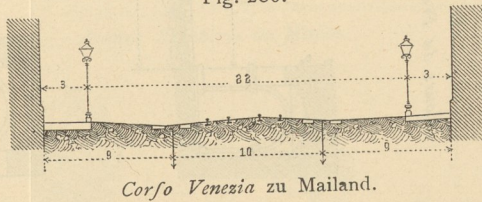


Fig. 207.

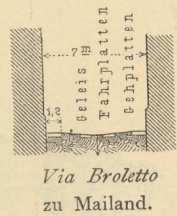


Fig. 208.

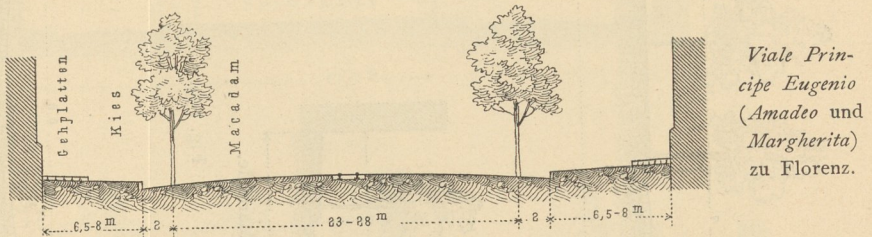
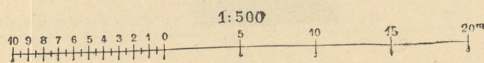
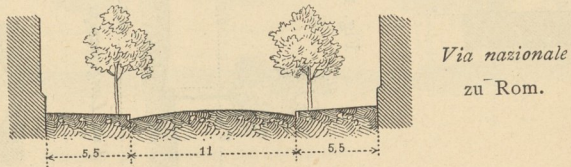


Fig. 209.



Straßen-Querprofile.

Fig. 212.

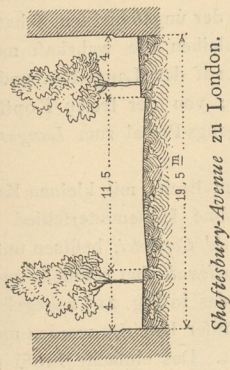


Fig. 211.

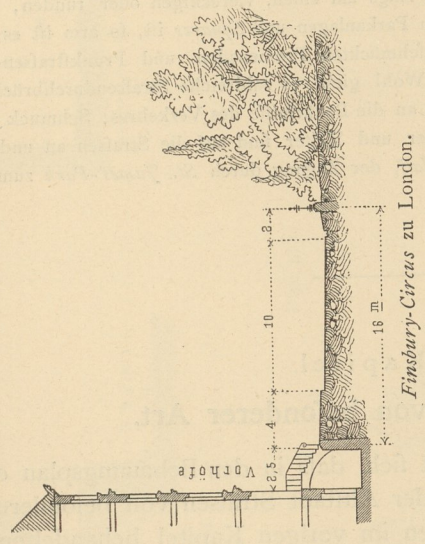


Fig. 214.

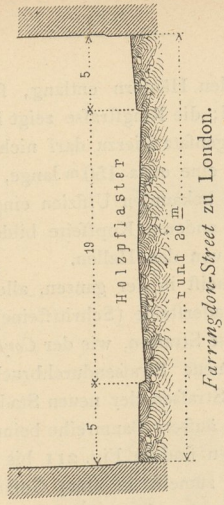


Fig. 210.

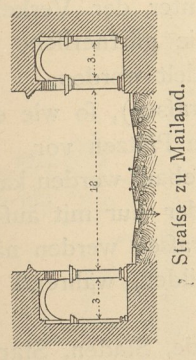


Fig. 213.

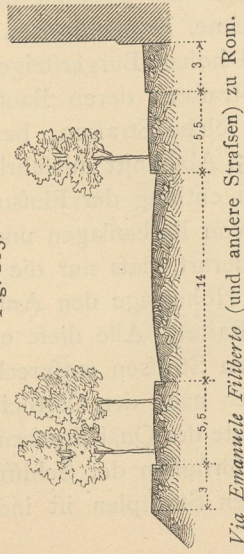


Fig. 215.

