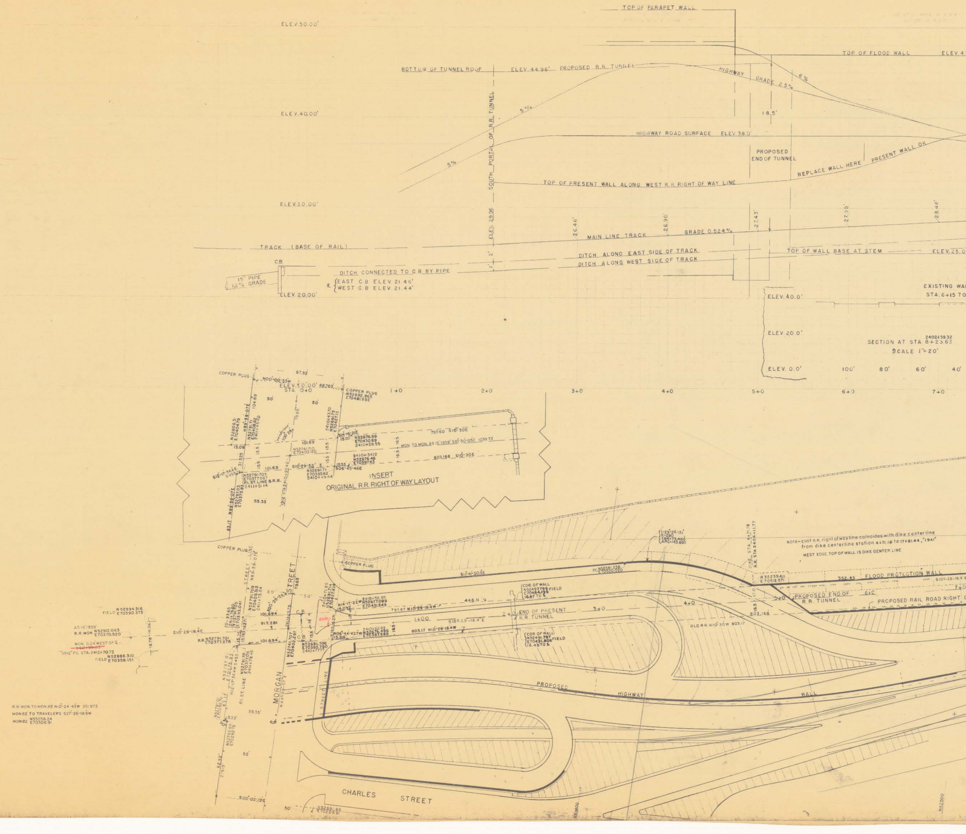
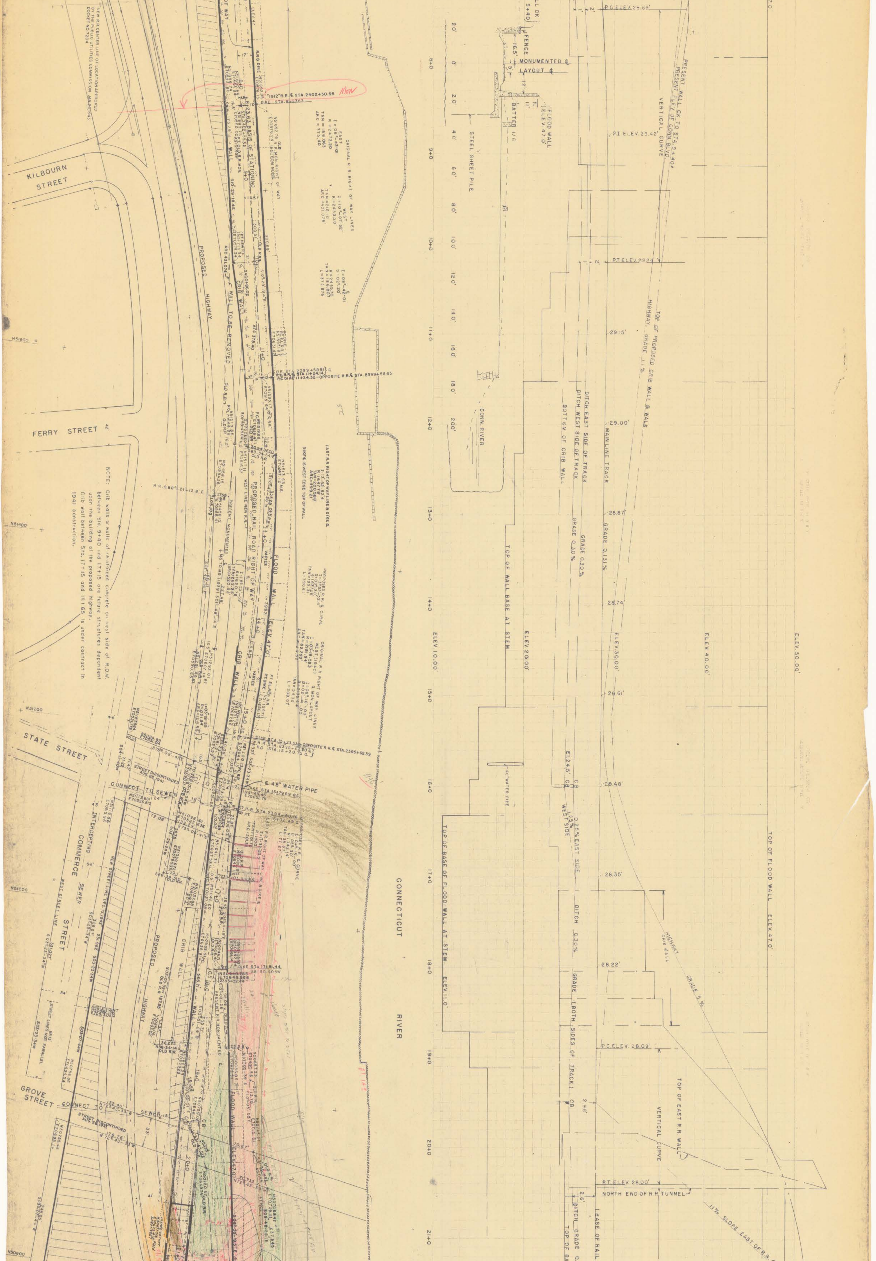
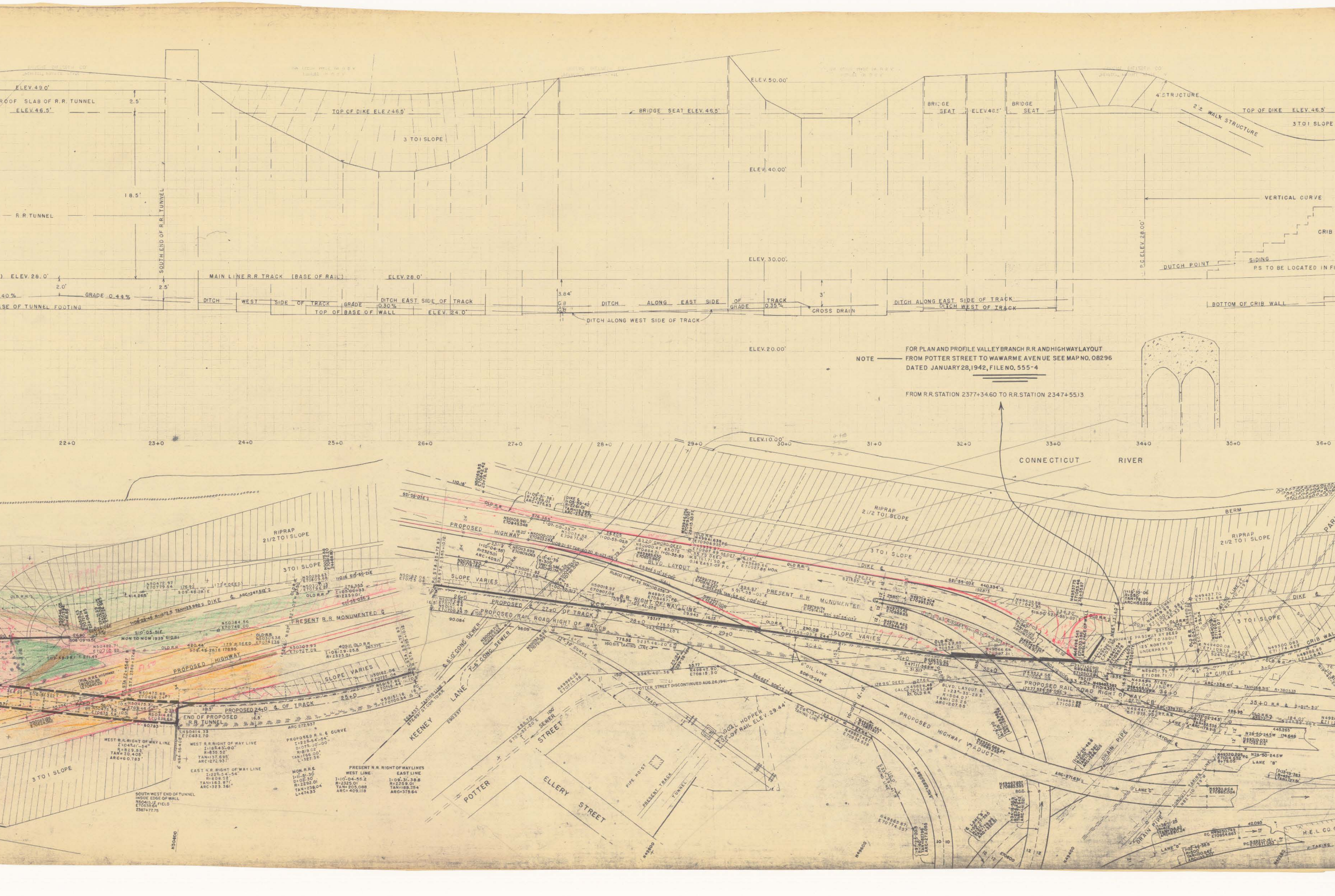
Valley Branch R.R. Plan & Profile Morgan Street to Dutch Point


TOP OF PARAPET WALL
ELEV. 50.00'
TOP OF FLOOD WALL
ELEV. 4
BOTTOM OF TUNNEL ROOF
ELEV. 44.96'
PROPOSED R.R. TUNNEL
HIGHWAY GRADE 2.5%
6%
18.5'
5%
5%
SOUTH PORTAL OF R.R. TUNNEL
ELEV. 40.00'
HIGHWAY ROAD SURFACE ELEV. 38.0'
PROPOSED END OF TUNNEL
REPLACE WALL HERE
PRESENT WALL OK
TOP OF PRESENT WALL ALONG WEST R.R. RIGHT OF WAY LINE
ELEV. 30.00'
ELEV. 29.96
26.46'
26.90'
27.43'
27.95'
28.48'
MAIN LINE TRACK
GRADE 0.524%
TRACK (BASE OF RAIL)
1'
2'
DITCH ALONG EAST SIDE OF TRACK
DITCH ALONG WEST SIDE OF TRACK
TOP OF WALL BASE AT STEM
ELEV. 25.0
C.B.
15" PIPE
1.2% GRADE
DITCH CONNECTED TO C.B. BY PIPE
EAST C.B. ELEV. 21.46'
WEST C.B. ELEV. 21.44'
ELEV. 20.00'
EXISTING WA
STA. 6+15 TO
ELEV. 40.0'
ELEV. 20.0'
ELEV. 0.0'
SECTION AT STA. 8+23.63
2402+39.32
SCALE 1"=20'
100'
80'
60'
40'
1+0
2+0
3+0
4+0
5+0
6+0
7+0
COPPER PLUG
N00°-00'-53"W
97.52
ELEV. 10.00'
48.765
STA. 0+0
COPPER PLUG
N52692.965
E70481.992
50'
50'
N52806.31
E7040479
N89°-59'-07"E
104.88
N52791.71
E70408.62
2411+45.40
Henderson
100°-29'
79.86
241044370
N52691.72
E70427.15
S14°-16'-21"E
15.20
N52676.99
E70430.89
2410+28.55
797.60 S10°-30'E
16.5
16.5
MON. TO MON. AS IS 1939 S10°-30'-05"E 1039.73
15.09
31.525
15.5
101.69
N52741.710
E70402.120
15.5
15.5
2410+34.12
N52676.46
E70397.43
803.168 S10°-30'E
S12°-17'-34.4"E
6.455
101.69
S10°-29'-53"E
N52691.71
E70395.62
2410+49.44
15.35
S06°-45'-46"E
N52791.703
E70377.087
P.I. ST. LINE & R.R.
2411+51.14
INSERT
ORIGINAL R.R. RIGHT OF WAY LAYOUT
N89°-59'-07"E
N52797.03
E70375.93
1912 STA. 2410+97.42
55.33
83.17
COPPER PLUG
STREET LINE
N89°-59'-07"E
STREET
79.63
50'
FIELD N52894.316
E70390.375
AS IS 1939
R.R. MON. N52912.063
E70370.520
MON. 0.24 WEST OF ℄
~~2412+99.05~~
"1912" P.C. STA. 2412+70.72
FIELD N52888.310
E70358.151
16.78
16.06
S10°-29'-18.4"E
(0-93.65
2411+75.60
N52791.705
E70393.041
15.763
16.271
N52791.709
E70409.312
2411+73.64
100°-28'-25"
101.694
917.281
R.R. N52791.701
E70377.278
15.95
101.694
N52797.0
E70375.93
N12°-17'-34.4"W 5.455
P.I. ST. LINE
N52791.70
E70377.09
2411+79.46
N52793.01
E70292.76
83.17
3.33'
90°
N52793.68
E70292.76
55.33'
52'
82.92'
279.19'
S00°-02'-12"E
50'
MORGAN
N89°-59'-07"E
℄
R.R. MON. TO MON. 82 N10°-24'-43"W 351.973
MON 82 TO TRAVELERS S27°-26'-18.9"W
MON 82 N53258.24
E70306.91
C.B.
C.B.
16
16.5
COPPER PLUG
S11°-41'-50.9"E
N14°-17'-22"W
2410+56.88
N52677.089
E70431.549
445.11
797.57 N10°-29'-18.4"W
1+00
S10°-29'-18.4"E
803.17 N10°-29'-18.4"W
N06°-44'-43.7"W
2410+62.49
N52676.496
E70397.28
COR. OF WALL
N52497.799 FIELD
E70464.199
16.47 TO ℄
2+0
END OF PRESENT
R.R. TUNNEL
3+0
COR. OF WALL
N52491.797 FIELD
E70431.806
16.48 TO ℄
P.C. N52381.338
E70520.020
I=29°-24'-13.1"
R=280
TAN=73.466
ARC=143.693
4+0
OLD R.R. N10°-30'W 803.17
DIKE STA. 4+71.18
R.R. STA. 2406+11.77
N52239.411
E70512.571
17.0
16.5
803.168
5+0
PROPOSED END OF
R.R. TUNNEL
6+C
352.45
FLOOD PROTECTION WALL
S10°-29'-18.4"E
7+0
PROPOSED RAIL ROAD RIGHT
NOTE – East R.R. right of way line coincides with dike center line from dike centerline station 4+71.18 to 17+81.44, "1941"
WEST EDGE TOP OF WALL IS DIKE CENTER LINE
PROPOSED
HIGHWAY
WALL
CHARLES
STREET
N52600
N52000


KILBOURN STREET
FERRY STREET
STATE STREET
GROVE STREET
COMMERCE STREET
42'
44'
43'
54'
33'
41
N51600
N51400
N51200
N51000
N50800
PROPOSED HIGHWAY
WALL TO BE REMOVED
CRIB WALL
PROPOSED RAIL ROAD RIGHT OF WAY
FLOOD WALL ELEV. 47.0'
BASIS OF STATIONING
"1912" R.R. ℄ STA. 2402+30.95
DIKE STA. 8+23.63
ORIGINAL R.R. RIGHT OF WAY LINES
DIKE IS WEST EDGE TOP OF WALL
EAST R.R. RIGHT OF WAY LINE & DIKE
PRESENT MONUMENTED R.R.
PROPOSED R.R. ℄ CURVE
CONNECT TO SEWER
STREET DISCONTINUED
INTERCEPTING SEWER
WEST STREET LINE
STREET LINES NOT PARALLEL
℄ 48" WATER PIPE
CONNECTICUT RIVER
CONN. RIVER
STEEL SHEET PILE
FENCE
MONUMENTED ℄
LAYOUT ℄
BATTER 1/6
FLOOD WALL ELEV. 47.0'
8+0
9+0
10+0
11+0
12+0
13+0
14+0
15+0
16+0
17+0
18+0
19+0
20+0
21+0
2.0'
0'
2.0'
4.0'
6.0'
8.0'
10.0'
12.0'
14.0'
16.0'
18.0'
20.0'
ELEV. 10.00'
ELEV. 20.00'
ELEV. 30.00'
ELEV. 40.00'
ELEV. 50.00'
TOP OF WALL BASE AT STEM
TOP OF BASE OF FLOOD WALL AT STEM ELEV. 11.0'
DITCH EAST SIDE OF TRACK
DITCH WEST SIDE OF TRACK
BOTTOM OF CRIB WALL
GRADE 0.30%
MAIN LINE TRACK
GRADE 0.131%
DITCH 0.30%
GRADE (BOTH SIDES OF TRACK)
CB
El. 24.5' CB WEST SIDE
0.25% EAST SIDE
48" WATER PIPE
P.C. ELEV. 28.69'
P.I. ELEV. 29.42'
P.T. ELEV. 29.24'
29.15'
29.00'
28.87'
28.74'
28.61'
28.48'
28.35'
28.22'
P.C. ELEV. 28.09'
P.T. ELEV. 28.00'
2.96'
2.6'
NORTH END OF R.R. TUNNEL
BASE OF RAIL
DITCH GRADE
PRESENT WALL OK TO STA. 9+40
PRESENT ELEV. OF CONN. BLVD.
VERTICAL CURVE
TOP OF PROPOSED CRIB WALL & WALK
HIGHWAY GRADE 1.1%
TOP OF FLOOD WALL ELEV. 47.0'
HIGHWAY CRIB WALL
GRADE 5%
TOP OF EAST R.R. WALL
VERTICAL CURVE
11% SLOPE EAST OF R.R.
Now

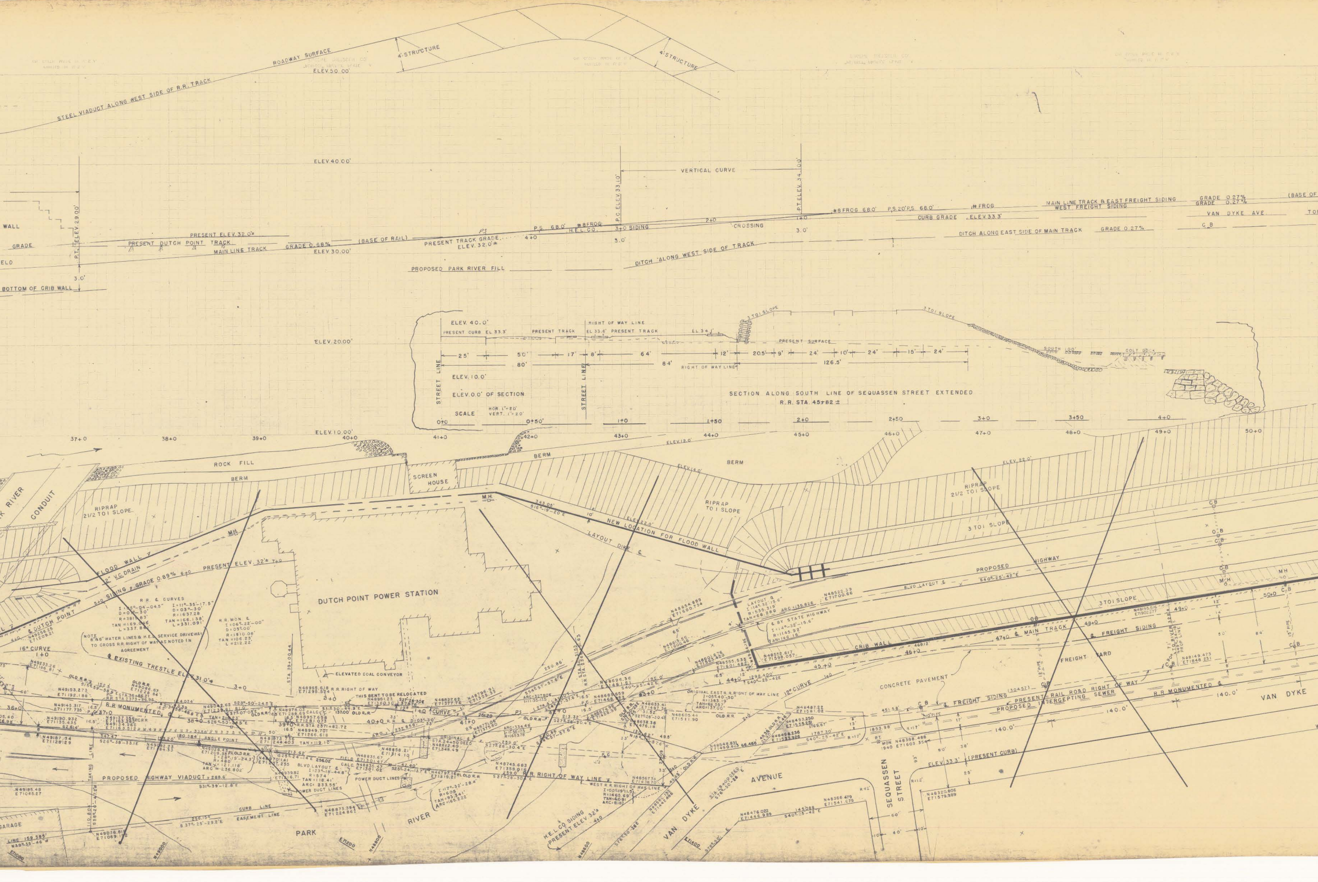
NEW R.R. CENTER LINE OF LOCATION APPROVED
BY THE PUBLIC UTILITIES COMMISSION JAN. 20, 1943
DOCKET NO. 7204

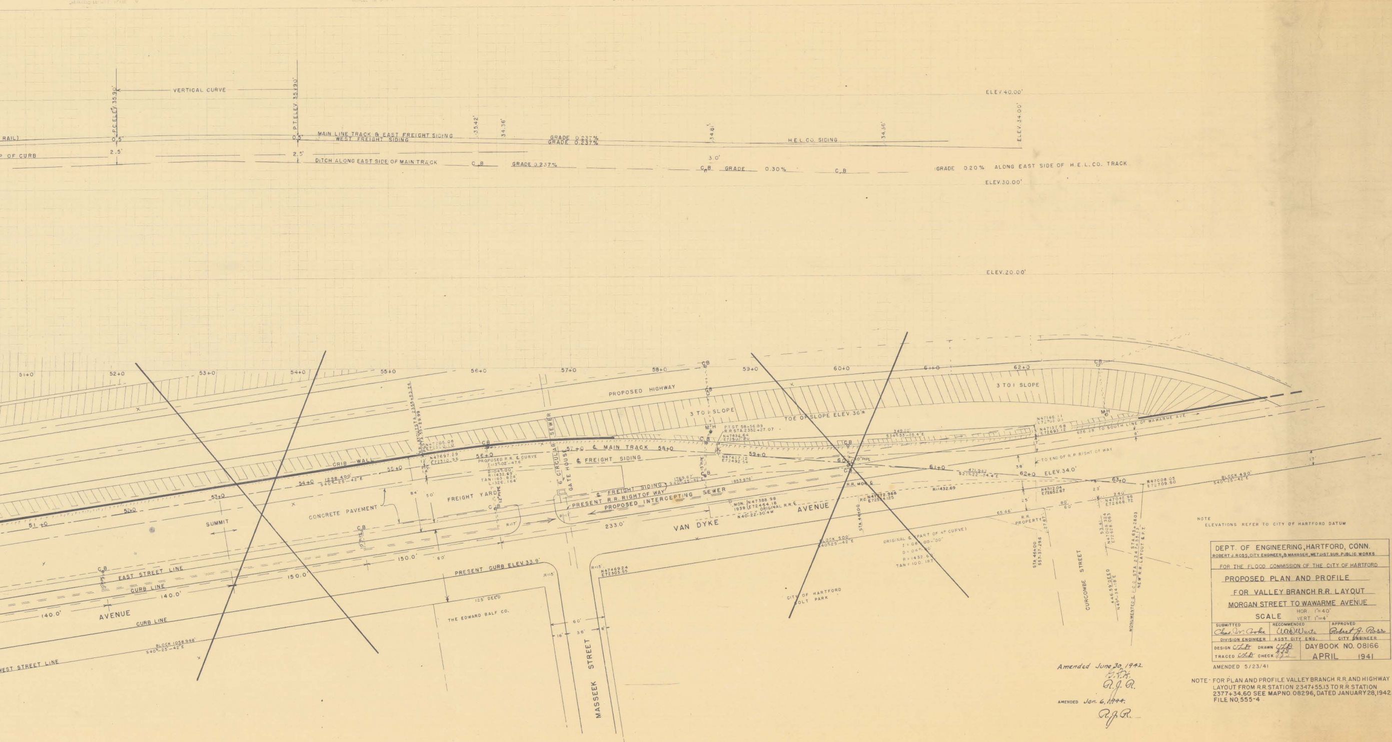
NOTE: Crib walls or walls of reinforced concrete on west side of R.O.W. between Sta. 9+40 and 17+15 are future structures dependent upon the building of the proposed highway. Crib wall between Sta. 17+15 and 18+65 is under contract in 1941 construction.


ELEV. 49.0'
ROOF SLAB OF R.R. TUNNEL
ELEV. 46.5'
2.5'
18.5'
R.R. TUNNEL
SOUTH END OF R.R. TUNNEL
ELEV. 28.0'
2.0'
2.5'
GRADE 0.44%
BASE OF TUNNEL FOOTING
MAIN LINE R.R. TRACK (BASE OF RAIL)
ELEV. 28.0'
TOP OF DIKE ELE. 46.5'
3 TO 1 SLOPE
DITCH WEST SIDE OF TRACK GRADE 0.30%
DITCH EAST SIDE OF TRACK
TOP OF BASE OF WALL ELEV. 24.0'
3.84'
C.B.
DITCH ALONG WEST SIDE OF TRACK
BRIDGE SEAT ELEV. 46.5'
ELEV. 50.00'
ELEV. 40.00'
ELEV. 30.00'
ELEV. 20.00'
ELEV. 10.00'
DITCH ALONG EAST SIDE OF TRACK GRADE 0.35%
3'
CROSS DRAIN
BRIDGE SEAT
ELEV. 46.5'
BRIDGE SEAT
DITCH ALONG EAST SIDE OF TRACK
DITCH WEST OF TRACK
P.C. ELEV. 28.00'
4' STRUCTURE
2' WALK STRUCTURE
TOP OF DIKE ELEV. 46.5'
3 TO 1 SLOPE
VERTICAL CURVE
CRIB
DUTCH POINT
SIDING
PS TO BE LOCATED IN F
BOTTOM OF CRIB WALL
22+0
23+0
24+0
25+0
26+0
27+0
28+0
29+0
30+0
31+0
32+0
33+0
34+0
35+0
36+0
CONNECTICUT RIVER
RIPRAP 2 1/2 TO 1 SLOPE
3 TO 1 SLOPE
BERM
DIKE ℄
OLD R.R.
PROPOSED HIGHWAY
PRESENT R.R. MONUMENTED ℄
SLOPE VARIES
PROPOSED 24+0 ℄ OF TRACK
END OF PROPOSED R.R. TUNNEL
WEST R.R. RIGHT OF WAY LINE
EAST R.R. RIGHT OF WAY LINE
PROPOSED R.R. ℄ CURVE
PRESENT R.R. RIGHT OF WAY LINES
WEST LINE
EAST LINE
SOUTH WEST END OF TUNNEL INSIDE EDGE OF WALL
KEENEY LANE
6'-0" CONC. SEWER
7'-6" CONC. SEWER
PROPOSED 27+0 ℄ OF TRACK
PROPOSED RAIL ROAD RIGHT OF WAY
R.R. RIGHT OF WAY LINE
BLVD. LAYOUT ℄
POTTER STREET
ELLERY STREET
SEWER
PIPE HOIST
PRESENT TRACK
TUNNEL
POTTER STREET DISCONTINUED AUG. 26, 1941
COAL HOPPER TOP OF RAIL ELEV. 29.44'
OIL LINE
PROPOSED HIGHWAY VIADUCT
PROPOSED RAIL ROAD RIGHT OF WAY
DRAIN PIPE
LANE "A"
LANE "B"
LANE "C"
LANE "D"
12' CURVE
CRIB WALL
PRIVATE PASSWAY BY DEED 125' NORTH OF UNDERPASS
CONDUIT TAKING LINE
H.E.L. CO.
PAR
N50400
N49800
N49600
N49400

NOTE — FOR PLAN AND PROFILE VALLEY BRANCH R.R. AND HIGHWAY LAYOUT FROM POTTER STREET TO WAWARME AVENUE SEE MAP NO. 08296 DATED JANUARY 28, 1942, FILE NO. 555-4

FROM R.R. STATION 2377+34.60 TO R.R. STATION 2347+55.13


STEEL VIADUCT ALONG WEST SIDE OF R.R. TRACK
ROADWAY SURFACE
ELEV. 50.00'
4' STRUCTURE
4' STRUCTURE
ELEV. 40.00'
VERTICAL CURVE
P.T. ELEV. 29.00'
P.C. ELEV. 33.10'
P.T. ELEV. 34.00'
WALL
GRADE
ELD
PRESENT ELEV. 32.0'±
PRESENT DUTCH POINT TRACK
MAIN LINE TRACK
GRADE 0.58%
ELEV. 30.00'
(BASE OF RAIL)
PRESENT TRACK GRADE ELEV. 32.0'±
P.S. 68.0'
#8 FROG
H.E.L. CO.
3+0 SIDING
CROSSING
#8 FROG 68.0'
P.S. 20' P.S. 68.0'
# FROG
MAIN LINE TRACK & EAST FREIGHT SIDING
WEST FREIGHT SIDING
GRADE 0.27%
GRADE 0.27%
(BASE OF
CURB GRADE ELEV. 33.3'
VAN DYKE AVE.
TO
C.B
DITCH ALONG EAST SIDE OF MAIN TRACK
GRADE 0.27%
DITCH ALONG WEST SIDE OF TRACK
PROPOSED PARK RIVER FILL
BOTTOM OF CRIB WALL
3.0'
ELEV. 20.00'
ELEV. 40.0'
PRESENT CURB EL. 33.3'
PRESENT TRACK
RIGHT OF WAY LINE
EL. 33.6' PRESENT TRACK
EL. 34.1'
3 TO 1 SLOPE
PRESENT SURFACE
SOUTH 100'
25'
50'
17'
8'
64'
12'
20.5'
9'
24'
10'
24'
15'
24'
80'
84'
126.5'
RIGHT OF WAY LINE
STREET LINE
STREET LINE
ELEV. 10.0'
ELEV. 0.0' OF SECTION
SCALE
HOR. 1"=20'
VERT. 1"=20'
SECTION ALONG SOUTH LINE OF SEQUASSEN STREET EXTENDED
R.R. STA. 45+82 ±
0+0
0+50
1+0
1+50
2+0
2+50
3+0
3+50
4+0
ELEV. 10.00'
37+0
38+0
39+0
40+0
41+0
42+0
43+0
44+0
45+0
46+0
47+0
48+0
49+0
50+0
ELEV. 12.0'
ELEV. 18.0'
ELEV. 22.0'
ROCK FILL
BERM
BERM
BERM
SCREEN HOUSE
PARK RIVER
CONDUIT
RIPRAP 2 1/2 TO 1 SLOPE
RIPRAP TO 1 SLOPE
RIPRAP 2 1/2 TO 1 SLOPE
3 TO 1 SLOPE
3 TO 1 SLOPE
M.H.
NEW LOCATION FOR FLOOD WALL
LAYOUT DIKE ℄
FLOOD WALL
12" V.C. DRAIN
SIDING GRADE 0.89%
PRESENT ELEV. 32'±
℄ DUTCH POINT
DUTCH POINT POWER STATION
ELEVATED COAL CONVEYOR
STA. 39+00.44
R.R. & CURVES
NOTE: 6 & 8" WATER LINES & H.E.L. SERVICE DRIVEWAY TO CROSS R.R. RIGHT OF WAY AS NOTED IN AGREEMENT
16° CURVE
℄ EXISTING TRESTLE ELEV. 31.0'±
R.R. MONUMENTED ℄
THIS BENT TO BE RELOCATED
ANGLE POINT
PROPOSED HIGHWAY VIADUCT
TAKING LINE
CURB LINE
EASEMENT LINE
POWER DUCT LINES
BLVD. LAYOUT ℄
R.R. RIGHT OF WAY LINE
WEST R.R. RIGHT OF WAY LINE
H.E.L. CO. SIDING PRESENT ELEV. 32'±
ORIGINAL EAST R.R. RIGHT OF WAY LINE
12° CURVE
OLD R.R.
PROPOSED HIGHWAY
BLVD LAYOUT ℄
℄ STATE HIGHWAY
CRIB WALL
47+0 ℄ MAIN TRACK
℄ FREIGHT SIDING
FREIGHT YARD
CONCRETE PAVEMENT
℄ FREIGHT SIDING
PRESENT RAIL ROAD RIGHT OF WAY
PROPOSED INTERCEPTING SEWER
R.R. MONUMENTED ℄
140.0'
140.0'
140.0'
ELEV. 33.3' (PRESENT CURB)
SEQUASSEN STREET
PARK
RIVER
VAN DYKE
AVENUE
VAN DYKE
GARAGE
N49000
N48800
N48600
E71200
E71400
E71600


VERTICAL CURVE
P.C. ELEV. 35.90'
P.T. ELEV. 35.90'
RAIL)
P OF CURB
0.5'
2.5'
MAIN LINE TRACK & EAST FREIGHT SIDING
WEST FREIGHT SIDING
35.42'
34.36'
GRADE 0.237%
GRADE 0.237%
34.6'
H.E.L.CO. SIDING
34.36'
ELEV. 40.00'
ELEV. 34.00'
DITCH ALONG EAST SIDE OF MAIN TRACK
C.B
GRADE 0.237%
3.0'
C.B GRADE 0.30%
GRADE 0.20% ALONG EAST SIDE OF H.E.L.CO. TRACK
ELEV. 30.00'
ELEV. 20.00'
51+0
52+0
53+0
54+0
55+0
56+0
57+0
58+0
59+0
60+0
61+0
62+0
63+0
PROPOSED HIGHWAY
3 TO 1 SLOPE
TOE OF SLOPE ELEV. 36'±
CRIB WALL
℄ MAIN TRACK
℄ FREIGHT SIDING
6' CIRCULAR SEWER
GATE HOUSE
℄ FREIGHT SIDING
PRESENT R.R. RIGHT OF WAY
PROPOSED INTERCEPTING SEWER
FREIGHT YARD
CONCRETE PAVEMENT
SUMMIT
VAN DYKE AVENUE
EAST STREET LINE
CURB LINE
AVENUE
CURB LINE
WEST STREET LINE
140.0'
150.0'
233.0'
PRESENT CURB ELEV. 33.9'
THE EDWARD BALF CO.
125' DEED
MASSEEK STREET
60'
36'
CITY OF HARTFORD COLT PARK
ORIGINAL ℄ PART OF 4° CURVE
R.R. MON.
STA. 44+00
TO END OF R.R. RIGHT OF WAY
ELEV. 34.0'
R.R. PROPERTY
CURCOMBE STREET
MONUMENTED ℄ I.C.C. STA. 2347+58.72 NEW R.R. LAYOUT & P.T.
TO SOUTH LINE OF WAWARME AVE.
M.H.
BLOCK 490'
S40°-25'-42"E
BLOCK 1058.948'
S40°-25'-42"E

NOTE
ELEVATIONS REFER TO CITY OF HARTFORD DATUM

DEPT. OF ENGINEERING, HARTFORD, CONN. ROBERT J. ROSS, CITY ENGINEER, & MANAGER, MET. DIST. BUR. PUBLIC WORKS		
FOR THE FLOOD COMMISSION OF THE CITY OF HARTFORD		
PROPOSED PLAN AND PROFILE FOR VALLEY BRANCH R.R. LAYOUT MORGAN STREET TO WAWARME AVENUE SCALE HOR. 1"=40' VERT. 1"=4'		
SUBMITTED Chas. W. Cooke DIVISION ENGINEER	RECOMMENDED A.A.D. Wurts ASST. CITY ENG.	APPROVED Robert J. Ross CITY ENGINEER
DESIGN C.L.D. DRAWN C.L.D. TRACED C.L.D. CHECK	DAYBOOK NO. 08166 APRIL 1941	

AMENDED 5/23/41

Amended June 30, 1942.
G.V.H.
R.J.R.

AMENDED Jan. 6, 1944.
R.J.R.

NOTE- FOR PLAN AND PROFILE VALLEY BRANCH R.R. AND HIGHWAY LAYOUT FROM R.R. STATION 2347+55.13 TO R.R. STATION 2377+34.60 SEE MAP NO. 08296, DATED JANUARY 28, 1942
FILE NO. 555-4

Valley Branch RR Plan & Profile Morgan St south to Dutch Point