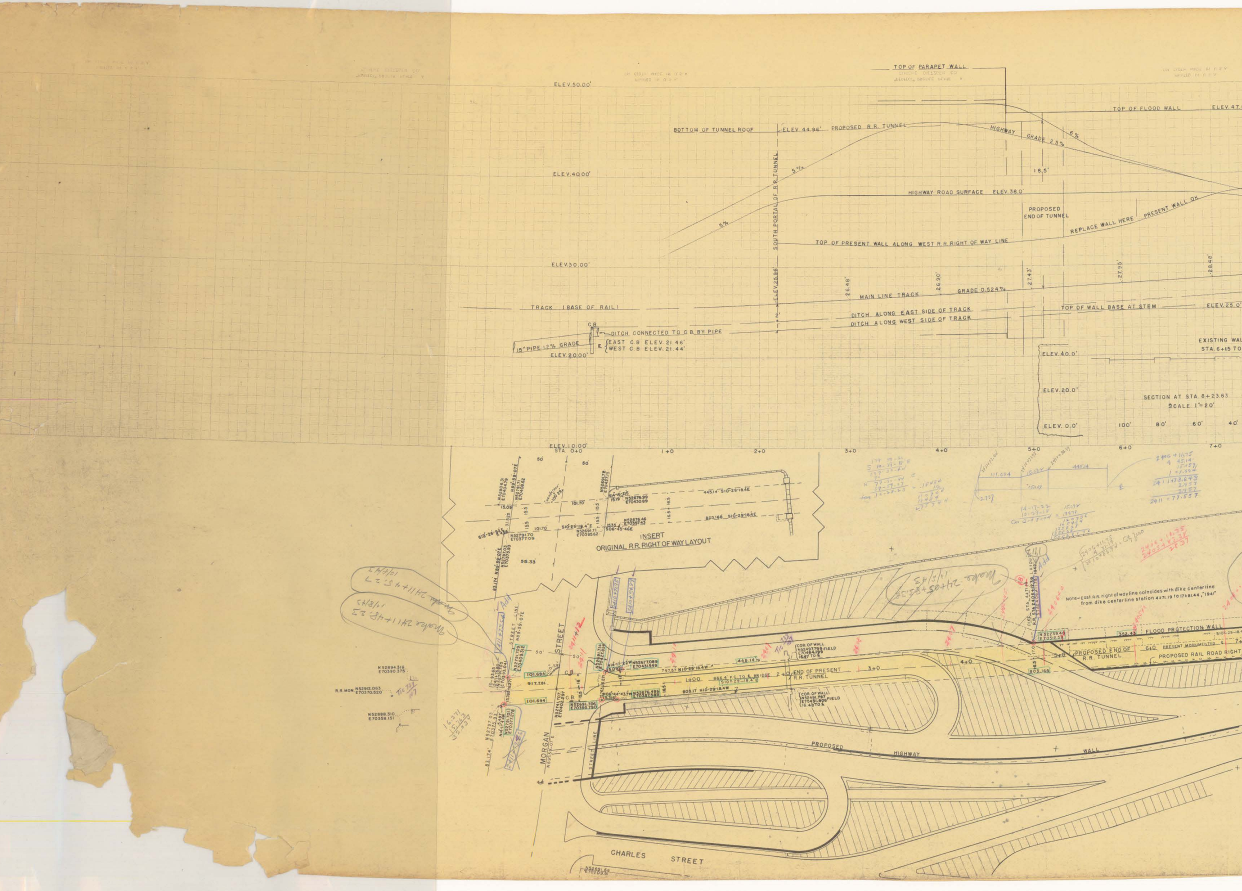
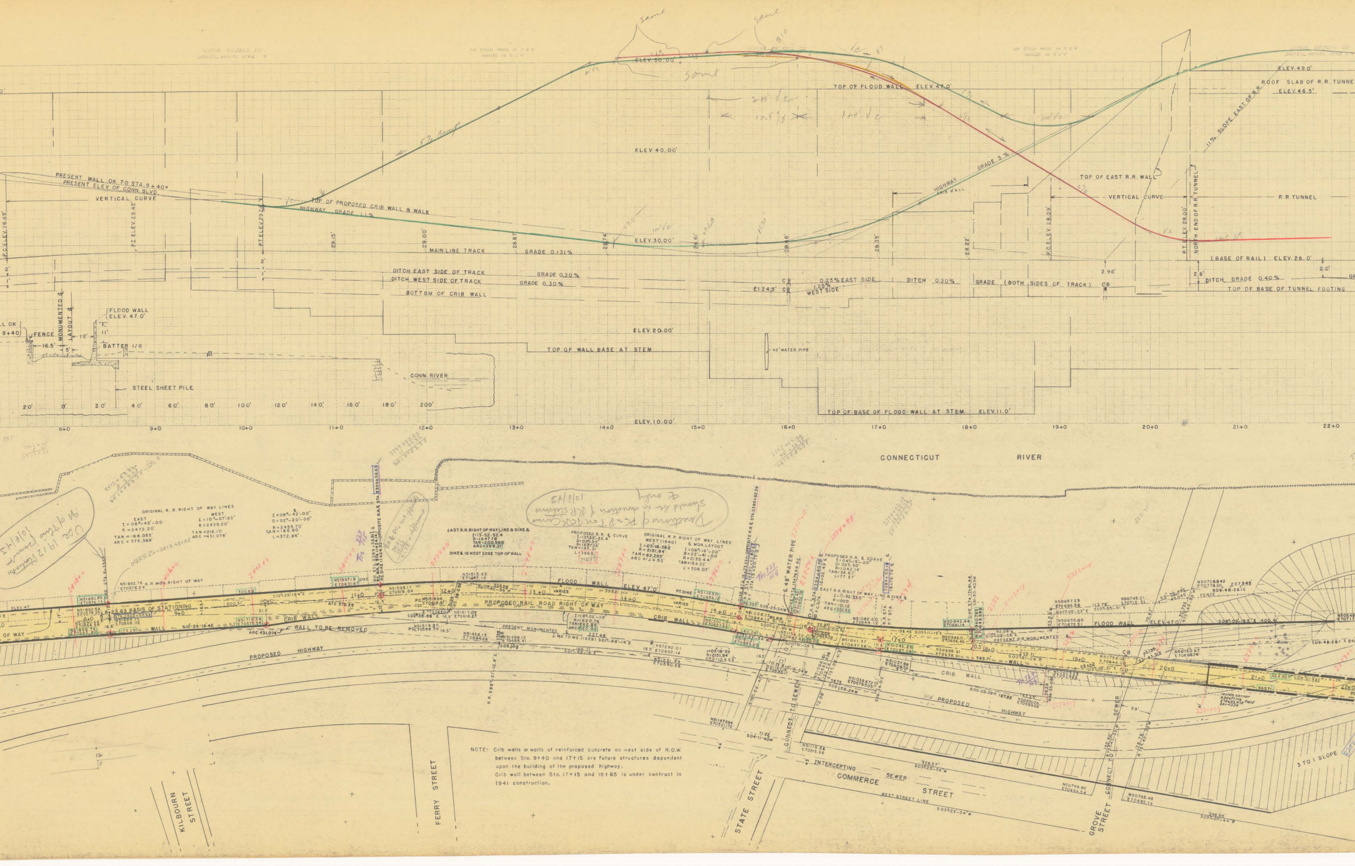
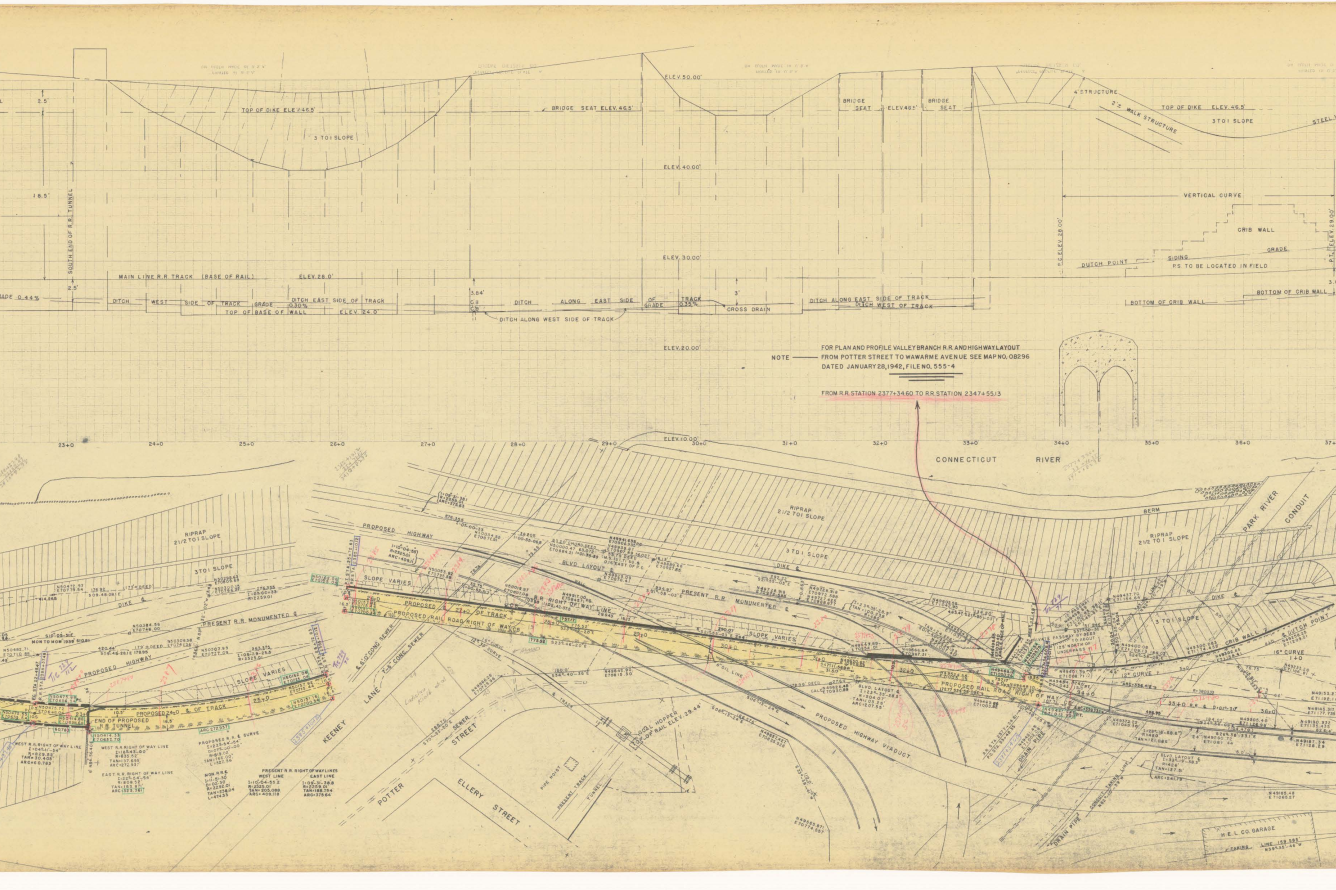
Valley Branch R.R. Plan & Profile Morgan Street to Dutch Point


TOP OF PARAPET WALL
TOP OF FLOOD WALL
ELEV.47.
ELEV.50.00'
BOTTOM OF TUNNEL ROOF
ELEV.44.96'
PROPOSED R.R. TUNNEL
HIGHWAY
GRADE 2.5%
6%
5%
18.5'
ELEV.40.00'
SOUTH PORTAL OF R.R.TUNNEL
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.25.96'
26.48'
26.90'
27.43'
27.95'
28.48'
MAIN LINE TRACK
GRADE 0.524%
TRACK (BASE OF RAIL)
DITCH ALONG EAST SIDE OF TRACK
DITCH ALONG WEST SIDE OF TRACK
TOP OF WALL BASE AT STEM
ELEV.25.0'
C.B.
DITCH CONNECTED TO C.B. BY PIPE
15" PIPE 1.2% GRADE
EAST C.B. ELEV. 21.46'
WEST C.B. ELEV. 21.44'
ELEV.20.00'
EXISTING WAL
STA.6+15 TO
ELEV.40.0'
ELEV.20.0'
ELEV.0.0'
SECTION AT STA. 8+23.63
SCALE 1"=20'
100'
80'
60'
40'
ELEV.10.00'
STA. 0+0
1+0
2+0
3+0
4+0
5+0
6+0
7+0
INSERT
ORIGINAL R.R. RIGHT OF WAY LAYOUT
445.14 S10-29-18.4E
803.166 S10-29-18.4E
55.33
Make 2411+48.23 10/8/43
Make 2411+45.27 10/14/43
Make 2411+03+83.53 10/5/43
Note–East R.R. right of way line coincides with dike centerline from dike centerline station 4+71.19 to 17+81.44, "1941"
R.R. MON. N52912.063 E70370.520
N52894.316 E70390.375
N52888.310 E70359.151
MORGAN STREET
STREET LINE
N89-59-07E
C.B.
917.281
101.694
1+00
2+0
END OF PRESENT R.R. TUNNEL
3+0
4+0
T97.57 N10-29-18.4W
803.17 N10-29-18.4W
COR. OF WALL
FLOOD PROTECTION WALL
PROPOSED END OF R.R. TUNNEL
PRESENT MONUMENTED
PROPOSED RAIL ROAD RIGHT
DIKE STA. 4+71.19
R.R. STA. 2+08.25
803.168
PROPOSED
HIGHWAY
WALL
CHARLES STREET
Add


PRESENT WALL OK TO STA. 9+40±
PRESENT ELEV. OF CONN. BLVD.
VERTICAL CURVE
P.C. ELEV. 28.69'
P.I. ELEV. 29.42'
P.T. ELEV. 29.24'
TOP OF PROPOSED CRIB WALL & WALK
HIGHWAY GRADE 1.1%
29.15'
29.00'
28.87'
28.74'
28.61'
28.48'
28.35'
28.22'
MAIN LINE TRACK GRADE 0.131%
DITCH EAST SIDE OF TRACK GRADE 0.30%
DITCH WEST SIDE OF TRACK GRADE 0.30%
BOTTOM OF CRIB WALL
ELEV. 50.00'
ELEV. 40.00'
ELEV. 30.00'
ELEV. 20.00'
ELEV. 10.00'
TOP OF FLOOD WALL ELEV. 47.0'
HIGHWAY GRADE 5%
CRIB WALL
TOP OF EAST R.R. WALL
VERTICAL CURVE
R.R. TUNNEL
P.C. ELEV. 28.09'
P.T. ELEV. 28.00'
NORTH END OF R.R. TUNNEL
(BASE OF RAIL) ELEV. 26.0'
DITCH GRADE 0.40%
TOP OF BASE OF TUNNEL FOOTING
ELEV. 49.0'
ROOF SLAB OF R.R. TUNNEL ELEV. 46.5'
11% SLOPE EAST OF R.R.
CB
0.25% EAST SIDE
EL 24.5' CB WEST SIDE
DITCH 0.30% GRADE (BOTH SIDES OF TRACK) CB
2.96'
2.6'
2.0'
FLOOD WALL ELEV. 47.0'
MONUMENTED ℄
LAYOUT ℄
FENCE
16.5'
12'
11'
5'
BATTER 1/6
STEEL SHEET PILE
CONN. RIVER
48" WATER PIPE
TOP OF WALL BASE AT STEM
TOP OF BASE OF FLOOD WALL AT STEM ELEV. 11.0'
20' 0' 20' 40' 60' 80' 100' 120' 140' 160' 180' 200'
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 22+0
5% Ramp
Same
Same
240' V.C.
10.5%
140' V.C.
CONNECTICUT RIVER
ORIGINAL R.R. RIGHT OF WAY LINES
EAST
I = 08°-42'-00
R = 2472.20'
TAN = 188.055'
ARC = 375.388'
WEST
I = 10°-07'-33"
R = 2439.20'
TAN = 216.10'
ARC = 431.078'
℄
I = 08°-42'-00"
D = 02°-20'-00"
R = 2455.70'
TAN = 186.80'
L = 372.86'
EAST R.R. RIGHT OF WAY LINE & DIKE ℄
I = 13-52-52.4
R = 1647.78
TAN = 200.588
ARC = 399.21
DIKE ℄ IS WEST EDGE TOP OF WALL
PROPOSED R.R. ℄ CURVE
I = 13°52'-52.4
D = 03°-30'
R = 1637.28'
TAN = 199.31
L = 396.61
ORIGINAL R.R. RIGHT OF WAY LINES
WEST (1940)
I = 03-18-58.2
R = 2151.94'
TAN = 62.292'
ARC = 124.55'
℄ MON. LAYOUT
I = 08°-16'-00"
D = 02°-41'-00
R = 2135.44'
TAN = 154.32'
L = 308.07'
R.R. STA. 2399+58.81 ℄
P.C. R.R. ℄ STA. 11+24.14
P.C. DIKE 11+24.32 – OPPOSITE R.R. ℄ STA. 2399+58.63
DIKE STA. 8+23.63
8+23.63 BASIS OF STATIONING
R.R. MON. RIGHT OF WAY
FLOOD WALL ELEV. 47'0"
PROPOSED RAIL ROAD RIGHT OF WAY
CRIB WALL
WALL TO BE REMOVED
PROPOSED HIGHWAY
PRESENT MONUMENTED
48" WATER PIPE
CONNECT TO SEWER
INTERCEPTING SEWER
COMMERCE STREET
WEST STREET LINE
KILBOURN STREET
FERRY STREET
STATE STREET
GROVE STREET
PROPOSED HIGHWAY
CRIB WALL
FLOOD WALL ELEV. 47.0'
PRESENT R.R. MONUMENTED
FENCE
CB
3 TO 1 SLOPE
Use 1912 Stationing
of this Plan
10/8/43
Directions of PC & PT on 420 Curve
should be in direction of RR Stationing
℄ only
10/8/43
E & ℄ PCs not opposite

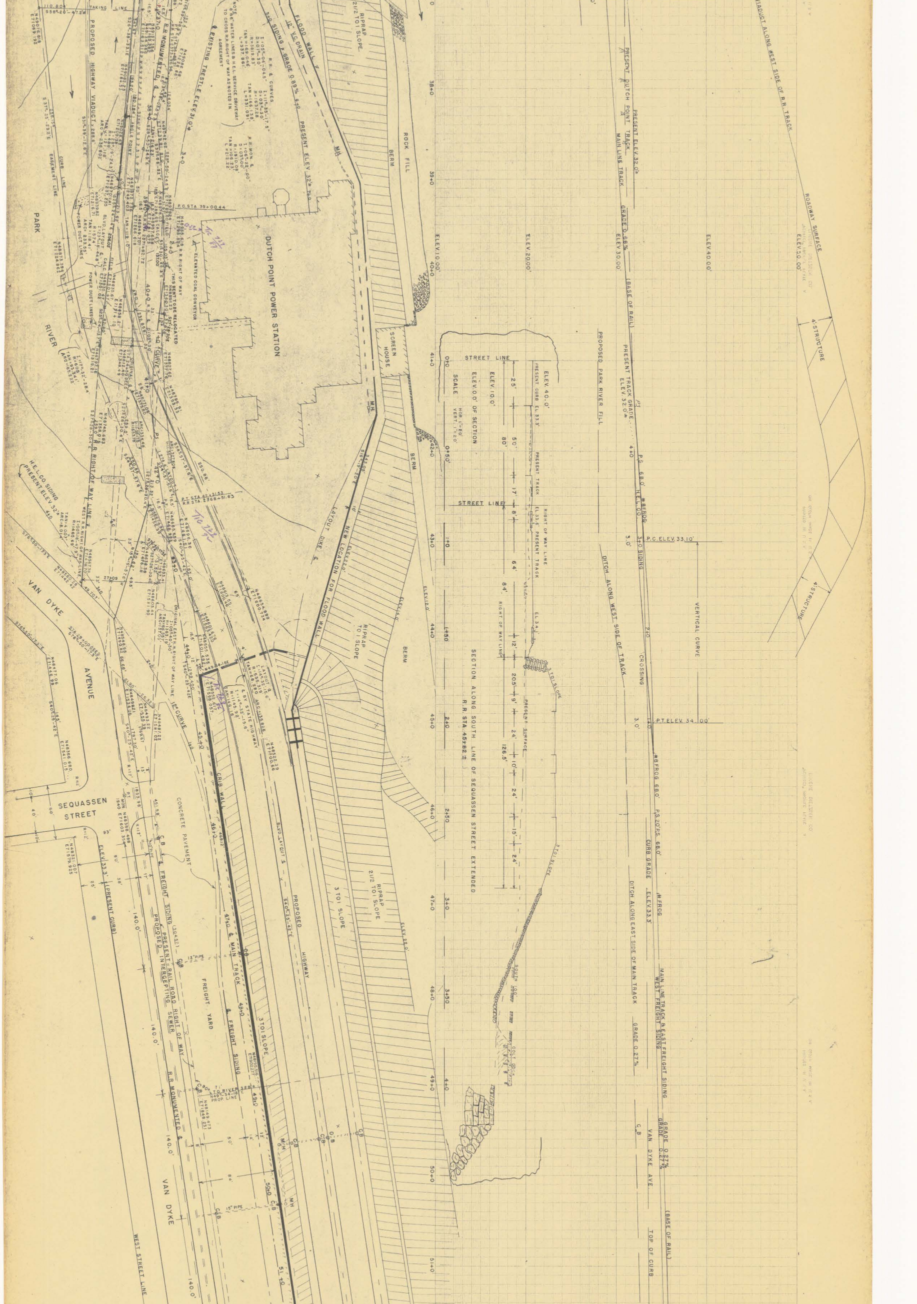
NOTE: Crib walls or walls of reinforced concrete on west side of R.O.W. between Sta. 9+40 and 17+15 are future structures dependent upon the building of the proposed highway.
Crib wall between Sta. 17+15 and 18+65 is under contract in 1941 construction.

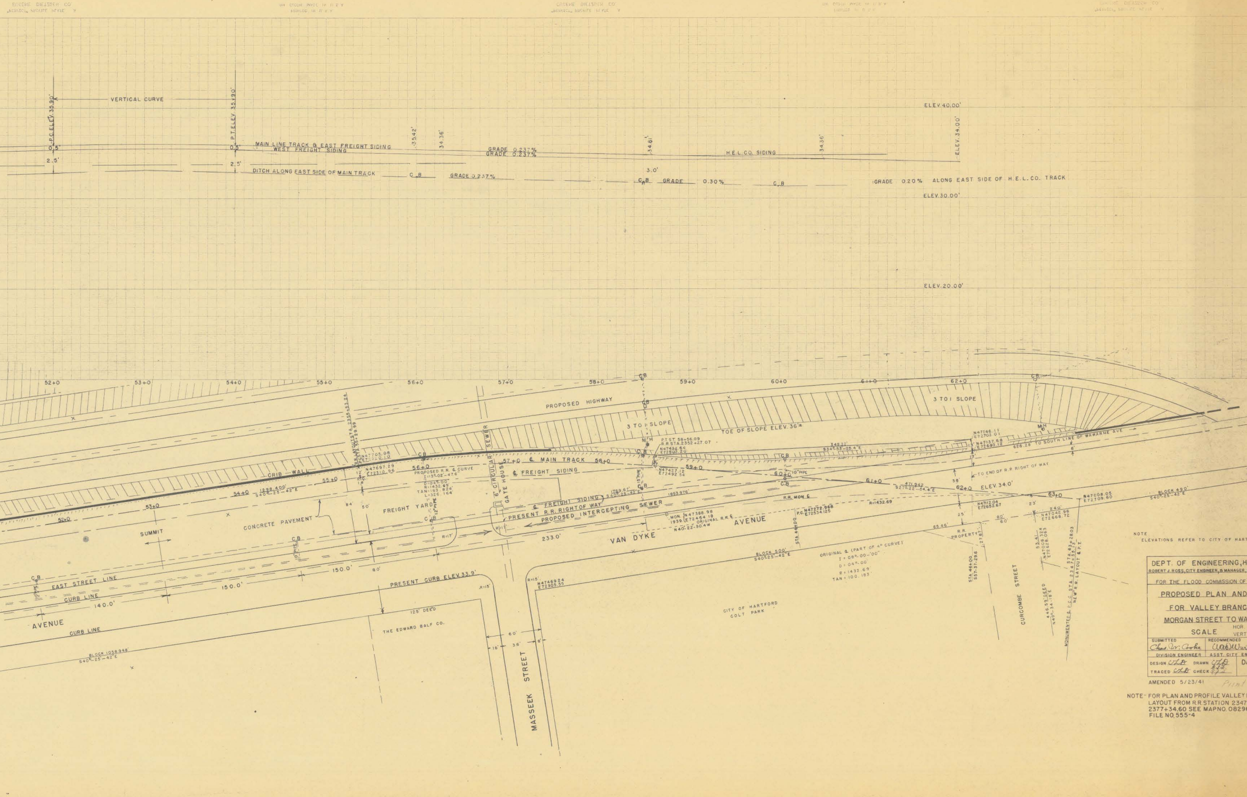


SOUTH END OF R.R. TUNNEL
18.5'
2.5'
TOP OF DIKE ELEV. 46.5'
3 TO 1 SLOPE
BRIDGE SEAT ELEV. 46.5'
ELEV. 50.00'
ELEV. 40.00'
ELEV. 30.00'
ELEV. 20.00'
ELEV. 10.00'
BRIDGE SEAT
ELEV. 48.5'
4' STRUCTURE
2 1/2' WALK STRUCTURE
TOP OF DIKE ELEV. 46.5'
3 TO 1 SLOPE
VERTICAL CURVE
CRIB WALL
GRADE
SIDING
DUTCH POINT
P.S. TO BE LOCATED IN FIELD
P.C. ELEV. 28.00'
P.T. ELEV. 29.00'
MAIN LINE R.R. TRACK (BASE OF RAIL)
ELEV. 28.0'
GRADE 0.44%
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
DITCH ALONG EAST SIDE OF TRACK
GRADE 0.35%
3'
CROSS DRAIN
DITCH ALONG EAST SIDE OF TRACK
DITCH WEST OF TRACK
BOTTOM OF CRIB WALL
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
37+0
CONNECTICUT RIVER
RIPRAP 2 1/2 TO 1 SLOPE
3 TO 1 SLOPE
DIKE ℄
BERM
PARK RIVER CONDUIT
PRESENT R.R. MONUMENTED ℄
PROPOSED HIGHWAY
SLOPE VARIES
END OF PROPOSED R.R. TUNNEL
PROPOSED 24+0 ℄ OF TRACK
PROPOSED RAIL ROAD RIGHT OF WAY
R.R. RIGHT OF WAY LINE
BLVD. LAYOUT ℄
KEENEY LANE
6'-0" CONC. SEWER
7'-6" CONC. SEWER
POTTER STREET
ELLERY STREET
SEWER
PIPE HOIST
PRESENT TRACK
TUNNEL
COAL HOPPER TOP OF RAIL ELEV. 29.44'
OIL LINE
PROPOSED HIGHWAY VIADUCT
DRAIN PIPE
CONDUIT TAKING LINE
CRIB WALL
DUTCH POINT
16° CURVE
12° CURVE
PRIVATE PASSWAY BY DEED
H.E.L. CO. GARAGE
TAKING LINE 159.58'
N39°-35'-46" W
WEST R.R. RIGHT OF WAY LINE
EAST R.R. RIGHT OF WAY LINE
PROPOSED R.R. ℄ CURVE
MON. R.R. ℄
PRESENT R.R. RIGHT OF WAY LINES
WEST LINE
EAST LINE
MON. TO MON. 1939 610.81

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


DUTCH POINT POWER STATION
PROPOSED HIGHWAY VIADUCT
EXISTING TRESTLE ELEV. 31.0±
R.R. MONUMENTED ℄
FLOOD WALL
12" V.C. DRAIN
RIPRAP 2 1/2 TO 1 SLOPE
SIDING ℄ GRADE 0.89%
PRESENT ELEV. 32±
ROCK FILL
BERM
SCREEN HOUSE
ELEVATED COAL CONVEYOR
R.R. RIGHT OF WAY LINE
PARK RIVER
CURB LINE
EASEMENT LINE
POWER DUCT LINES
H.E.L.CO. SIDING PRESENT ELEV. 32±
VAN DYKE AVENUE
SEQUASSEN STREET
NEW LOCATION FOR FLOOD WALL
LAYOUT DIKE ℄
RIPRAP TO 1 SLOPE
CRIB WALL
CONCRETE PAVEMENT
PROPOSED HIGHWAY
3 TO 1 SLOPE
℄ MAIN TRACK
℄ FREIGHT SIDING
FREIGHT YARD
℄ FREIGHT SIDING PRESENT RAIL ROAD RIGHT OF WAY
PROPOSED INTERCEPTING SEWER
R.R. MONUMENTED ℄
VAN DYKE
WEST STREET LINE
ELEV. 33.3 (PRESENT CURB)
140.0'
P.C. STA. 39+00.44
P.T. STA. 42+31.63
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
51+0
ELEV. 10.00'
ELEV. 20.00'
ELEV. 30.00'
ELEV. 40.00'
PRESENT ELEV. 32.0±
PRESENT DUTCH POINT TRACK
MAIN LINE TRACK
GRADE 0.68%
(BASE OF RAIL)
PROPOSED PARK RIVER FILL
PRESENT TRACK GRADE ELEV. 32.0±
DITCH ALONG WEST SIDE OF TRACK
P.C. ELEV. 33.10'
VERTICAL CURVE
P.T. ELEV. 34.00'
CROSSING
CURB GRADE ELEV. 33.3
DITCH ALONG EAST SIDE OF MAIN TRACK
GRADE 0.27%
MAIN LINE TRACK & EAST FREIGHT SIDING
WEST FREIGHT SIDING
VAN DYKE AVE
TOP OF CURB
ROADWAY SURFACE ELEV. 50.00'
VIADUCT ALONG WEST SIDE OF R.R. TRACK
4' STRUCTURE
STREET LINE
ELEV. 40.0'
ELEV. 10.0'
ELEV. 0.0' OF SECTION
SCALE HOR. 1"=20' VERT. 1"=20'
PRESENT CURB EL. 33.3'
PRESENT TRACK
RIGHT OF WAY LINE
EL. 33.6' PRESENT TRACK
EL. 34'
PRESENT SURFACE
1 TO 1 SLOPE
SECTION ALONG SOUTH LINE OF SEQUASSEN STREET EXTENDED R.R. STA. 45+82±
25'
50'
17'
8'
64'
84'
12'
20.5'
9'
24'
126.5'
10'
24'
15'
24'


VERTICAL CURVE
P.C. ELEV. 35.90'
P.T. ELEV. 35.90'
0.5'
2.5'
MAIN LINE TRACK & EAST FREIGHT SIDING
WEST FREIGHT SIDING
DITCH ALONG EAST SIDE OF MAIN TRACK
C.B
GRADE 0.237%
GRADE 0.237%
GRADE 0.237%
35.42'
34.36'
34.81'
3.0'
GRADE 0.30%
H.E.L.CO. SIDING
34.36'
GRADE 0.20% ALONG EAST SIDE OF H.E.L.CO. TRACK
ELEV. 40.00'
ELEV. 34.00'
ELEV. 30.00'
ELEV. 20.00'
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
SUMMIT
CONCRETE PAVEMENT
R.R. LAYOUT STA. 2355+53.24
P.C. STA. 55+29.99
N47705.08
E72320.10
N47697.29
E72310.96
P.C.
PROPOSED R.R. ℄ CURVE
I=13°-02'-47.6"
D=04°-00'
R=1432.69'
TAN=163.824'
L=326.164'
1298.400'
S40°-25'-42"E
FREIGHT YARD
12" PIPE
84'
50'
R=17'
6' CIRCULAR SEWER
GATE HOUSE
℄ MAIN TRACK
℄ FREIGHT SIDING
℄ FREIGHT SIDING
1769.67'
S40°-25'-42"E
1853.976'
PRESENT R.R. RIGHT OF WAY
PROPOSED INTERCEPTING SEWER
233.0'
M.H.
P.T. ST. 58+56.09
R.R. STA. 2352+27.07
N47432.64
E72503.20
N47427.12
E72492.54
15" PIPE
10" PIPE
349.32'
S34°-53'-25.4"E
471.942
S27°-22'-54.4"E
MON. 1939 N47388.98 E72454.18
ORIGINAL R.R. ℄
N40-22-30.4W
R.R. MON ℄
R=1432.69
P.C. N47272.968 E72534.125
STA. 44+00
N47146.11
E72703.01
N47137.68
E72693.12
626.28 TO SOUTH LINE OF WAWARME AVE
TO END OF R.R. RIGHT OF WAY
ELEV. 34.0'
38'
17'
8'
25'
23'
N47112.04
E72652.67
N47008.05
E72709.60
240'
N47042.96
E72668.72
80'
60'
65.46'
R.R. PROPERTY
27.87'
STA 46+00
S57-37-29.6
53.41'
N47008.324
E72628.063
446.59' DEED
N49°-34-18"E
MONUMENTED ℄ P.C.C. STA. 2347+55.13
STA. 63+28.03
NEW R.R. LAYOUT & P.T.
VAN DYKE AVENUE
BLOCK 500'
S40°25'-42"E
BLOCK 450'
S40°-25'-42"E
ORIGINAL ℄ (PART OF 4° CURVE)
I = 08°-00'-00"
D = 04°-00'
R = 1432.69
TAN = 100.183
CITY OF HARTFORD COLT PARK
CURCOMBE STREET
MASSEEK STREET
60'
36'
16'
8'
R=15'
N47469.24
E72305.55
PRESENT CURB ELEV. 33.9'
125' DEED
THE EDWARD BALF CO.
150.0'
150.0'
140.0'
80'
EAST STREET LINE
CURB LINE
CURB LINE
AVENUE
BLOCK 1058.948'
S40°-25'-42"E
C.B
10" PIPE

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	RECOMMENDED	APPROVED
Chas. W. Cooke	A.W. Wurtz	Robert J. Ross
DIVISION ENGINEER	ASST. CITY ENG.	CITY ENGINEER

DESIGN CLB DRAWN CLB
TRACED CLB CHECK B.J.Z. R.J.R.

DAYBOOK NO. 08166
APRIL 1941

AMENDED 5/23/41 Print of 5-9-42

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 R.R. Plan & Profile Morgan St south to Dutch Point