## 01.10.01 - RAILROAD
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**Plotted Date:** 7/10/2018

**Date:** 07/10/2018

**REV.:** 07/10

**OF WORK WHICH WILL BE REQUIRED.**

**THE CONDITIONS OF ACTUAL QUANTITIES**

**IN NO WAY WARRANTED TO INDICATE**

**INVESTIGATIONS BY THE STATE AND IS**

**SHEETS IS BASED ON LIMITED**

**QUANTITIES OF WORK, SHOWN ON THESE**

**THE INFORMATION, INCLUDING ESTIMATED**

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**HARTFORD EAST HARTFORD**

**INDEX OF SUBSETS**

**STATE OF CONNECTICUT**

**DEPARTMENT OF TRANSPORTATION**

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**CITY/TOWN:** East Hartford, CT 06108

**STATE:** CT

**ADDRESS:** 55 Hartland Street, Suite 401

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**DESIGNED BY:**

**INX-01**

**63-703**

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**CHECKED BY:**

**PROJECT NO.:**

**DRAWING NO.:**

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**REV.**

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**REV. DESCRIPTION**

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**INDEX OF SUBSETS**

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**FILE: HW_MSH_0603_0703_01-10_INX_Subset.dgn**

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**Plotted Date:** 7/10/2018

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**Richard Arthur**

**Bryce 2018-07-10**

**1927:30:041**

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**CONTRACT NO.**

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**CONTRACTOR: H.W. LOCHNER, INC**

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**CITY/TOWN:** East Hartford, CT 06108

**STATE:** CT

**ADDRESS:** 55 Hartland Street, Suite 401
# 01.10.02 - Railroad Plans

## Index of Drawings

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**Plotted Date:** 7/10/2018

**Sheet No.**...

**File Name:** HW_MSH_0603_0703_01-10_INX.dgn

**City/Town:** East Hartford, CT 06108

**State:** Connecticut

**Project Title:** Relocation of I-91 NB Interchange 29 and Widening of I-91 NB and Route 15 NB to I-84 EB

**Drawings:**
- IND-01
- IND-02
- IND-03
- IND-04
- IND-05
- IND-06
- IND-07
- IND-08

**City:** Hartford

**Department:** Department of Transportation

**Number:** 63-703

**Revision Description:**

**Date:** 01.10.02

**Drawing Title:** Temporary Railroad Crossing Plan

**Estimated Quantities:**

**Conditions of Actual Quantities:**

**Investigations by the State:**

**Width of Work Which Will Be Required:**

**In No Way Warranted to Indicate:**

**Limited Quantities of Work:**

**Drawn On:** 01.10.02.01
1. The replacement of the rubber grade crossing and associated
   permanent improvements to Reserve Road including the crossing
   and pavement markings within the limits of the pavement
   reconstruction.

2. Permanent improvements to reserve road including the crossing
   area are performed in a later phase - see roadway drainage and
   signs and pavement markings plan for details.

3. The contractor shall supply standard cross ties, associated cut
   spans and 25 ton of ballast per spot of replacement and track line
   and surfacing. See Item "Special Trackwork Grade Crossing" for details.

4. Spot tie replacement locations shall be identified by the engineer and
   shall be within the following track limits: Approximately the North of
   Cheshire Rd. extending to the property line for the Department of Agricult. to the South.

5. The underdrain shall be 6" corrugated polyethylene pipe type "SP" and
   shall meet the requirements of AASHTO in 232 or W-30A.

RAILROAD CROSSING NOTES

3. THE UNDERDRAIN SHALL BE 6" CORRUGATED POLYETHYLENE PIPE TYPE "SP" AND
   FOR THE DEPARTMENT OF AGRICULTURE TO THE SOUTH. THE NORTHERLY GRADE CROSSING REPLACEMENT LIMIT AND THE PROPERTY LINE
   AND SURFACING. SEE ITEM "SPECIAL TRACKWORK GRADE CROSSING" FOR DETAILS.

EXISTING CROSSING SIGNALIZATION TO MAIN (TPF)

- REPLACE RUBBER GRADE CROSSING WITH
  PRECAST CONCRETE CROSSING SYSTEM
  (2) 4" PVC CONDUIT (FUTURE SIGNAL)

- CONCRETE HANDHOLE - TYPE I

- DOUBLE YELLOW CENTERLINE
  24" STOP BAR

- EXTEND RAIL TO INSULATED TRACK JOINT
  BEYOND TRANSITION TRACK SECTION (TPF)

- TRANSITION TRACK SECTION (TPF)

- EXTEND TO INSULATED TRACK JOINT

- DOUBLE YELLOW CENTERLINE
  24" STOP BAR

- REMOVE AND REPLACE EXISTING DRIVEWAY
  WITH ALL SPRAY-ON THERMOPRISMATIC CONCRETE DRIVEWAY (COMMERCIAL)
  MATCH EXISTING LIMITS.

- MARKET INDUSTRIAL SPUR CENTERLINE

- WHITE BAR TYPE CROSSWALK

- 8' STOP BAR

- 8" UNDERGROUND SEE NOTE 5
  0.130 = 1.00%

- CONCRETE HANDHOLE - TYPE I

- CUT BITUMINOUS CONCRETE PAVEMENT (TPF)

- Removed and replace existing drainage
  with all spray-on thermoplastic concrete driveway (commercial)
  Match existing limits.

- Market industrial spur centerline

- White bar type crosswalk

- 8' stop bar

- 8" underground see note 5
  0.130 = 1.00%

- Concrete handhole - type I

- Cut bituminous concrete pavement (TPF)

- ECW 0.0327м

- ECW 0.0327м

- ECW 0.0327м

- ECW 0.0327м

- ECW 0.0327м

- ECW 0.0327м
NOTES:

PROPOSED TOP OF RAIL PROFILE IS A MATHEMATIZED REPRESENTATION OF THE EXISTING RAIL. NO PROFILE CHANGE IS PROPOSED ON EITHER RAIL IN THIS PROJECT.

LIMITS OF PRECAST CONCRETE CROSSINGS

PROPOSED TOP OF RAIL MARKET INDUSTRIAL SPUR TRACK (SEE NOTE)

LEVEL CROSSING LIMITS OF PRECAST CONCRETE

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE IN THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.
PLAN VIEW

SECTION A-A

CONCRETE CROSSING SECTION

4'-0"

1'-0"

1'-2"

4" HMA S1.0

6" HMA S1.0

SUBBASE

2% 2%

6" UNDERDRAIN

2' - 6"

2' - 6"

1" BEDDING MATERIAL

1'-2" CONCRETE PANEL

AGGREGATE FOR UNDERDRAIN

4'-0"

55 Hartland Street

H.W. LOCHNER, INC

East Hartford, CT 06108

Suite 401

SHEET NO.

7/10/2018

Plotted Date:

REVISION DESCRIPTION

DATE

REV.

OF WORK WHICH WILL BE REQUIRED.

THE CONDITIONS OF ACTUAL QUANTITIES

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THE INFORMATION, INCLUDING ESTIMATED

CITY/TOWN:

STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

HARTFORD

EAST HARTFORD

RRP-03

RRP-03

RELOCATION OF I-91 NB
INTERCHANGE 29 AND WIDENING
OF I-91 NB AND ROUTE 15 NB
TO I-84 EB

DETAILS

K. MCDYER

S. WEXELL

NOT TO SCALE

01.10.02.04

01.10.02.04

H. WIXLL

K. MIKEY

S. WEXELL
DETAIL PLAN

SEE ES007.1 FOR ANCHOR AND SPRING REQUIREMENTS
SECTION STA 12+04.51 (LOOKING NORTH)
MARKET INDUSTRIAL SPUR RAILROAD
ROUTE 5/15 OVER THE RAILROAD
(CTDOT BRIDGE NO. 06000A WIDENING)

NOTES:
1. SURVEYED BY: SEE GENERAL NOTE NO. 4 ON DRAWING NO. GEN-04
2. VERTICAL CLEARANCES ARE FROM TOP OF EXISTING RAIL TO BOTTOM OF PROPOSED GIRDER. HORIZONTAL CLEARANCES SHOWN ARE FROM CENTERLINE OF THE RAILROAD TO THE INSIDE FACE OF THE PIER EXTENSION.
3. SECTION IS CUT AT THE CONTROLLING HORIZONTAL CLEARANCE LOCATION.
4. AREMA CLEARANCE REQUIREMENTS EQUAL OR EXCEED STATE OF CONNECTICUT MINIMUMS.

DETAILS:
- EL = 24.5
- TOP OF RAIL (TYP.) = 3'-0" (TYP.)
- 3'-0" (TYP.)
- 9'-11" (TYP.)
- 23'-0"
- 12'-3"