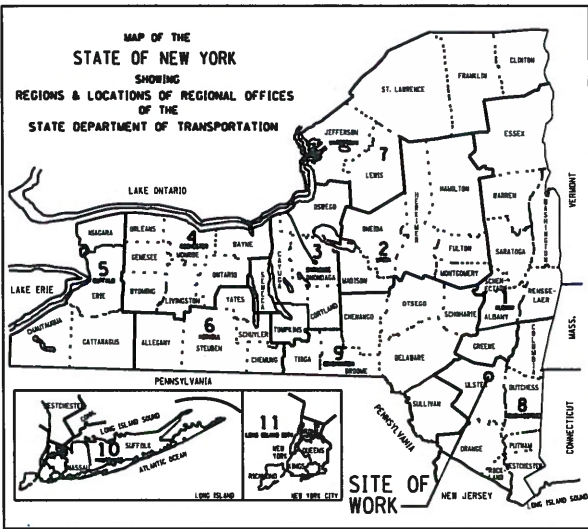


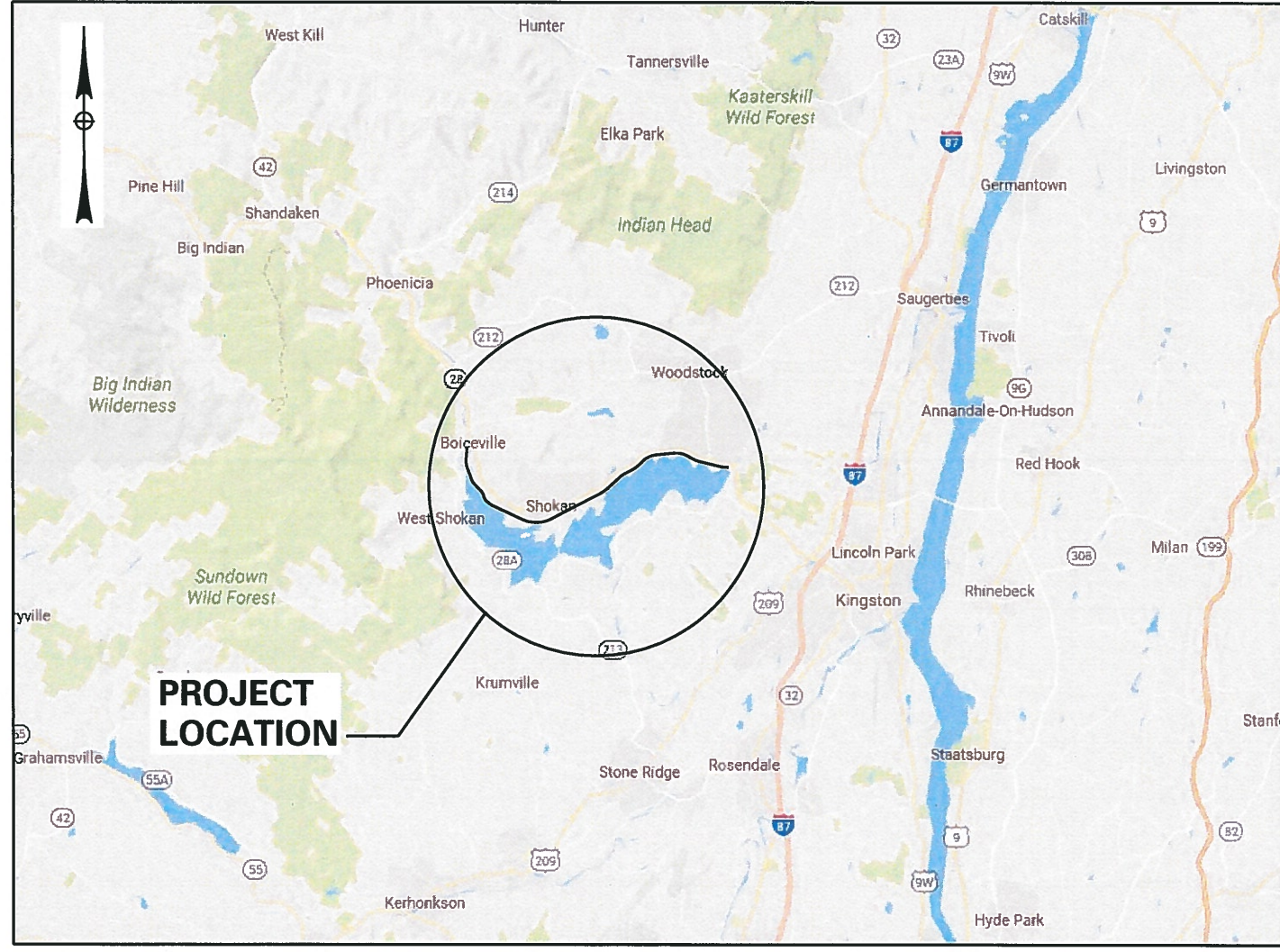
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IN CHARGE OF \_\_\_\_\_ DESIGNED BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_ ESTIMATED BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_ DRAFTED BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_



# ASHOKAN RAIL TRAIL ULSTER COUNTY

## TRACK REMOVAL CONTRACT DRAWINGS SEPTEMBER 15, 2017



CONTRACTOR'S NAME _____
AWARD DATE _____
COMPLETION DATE _____
FINAL ACCEPTANCE DATE _____
ENGINEER IN CHARGE _____
FINAL COST TOTAL _____
FISCAL SHARE _____ COSTISJ _____

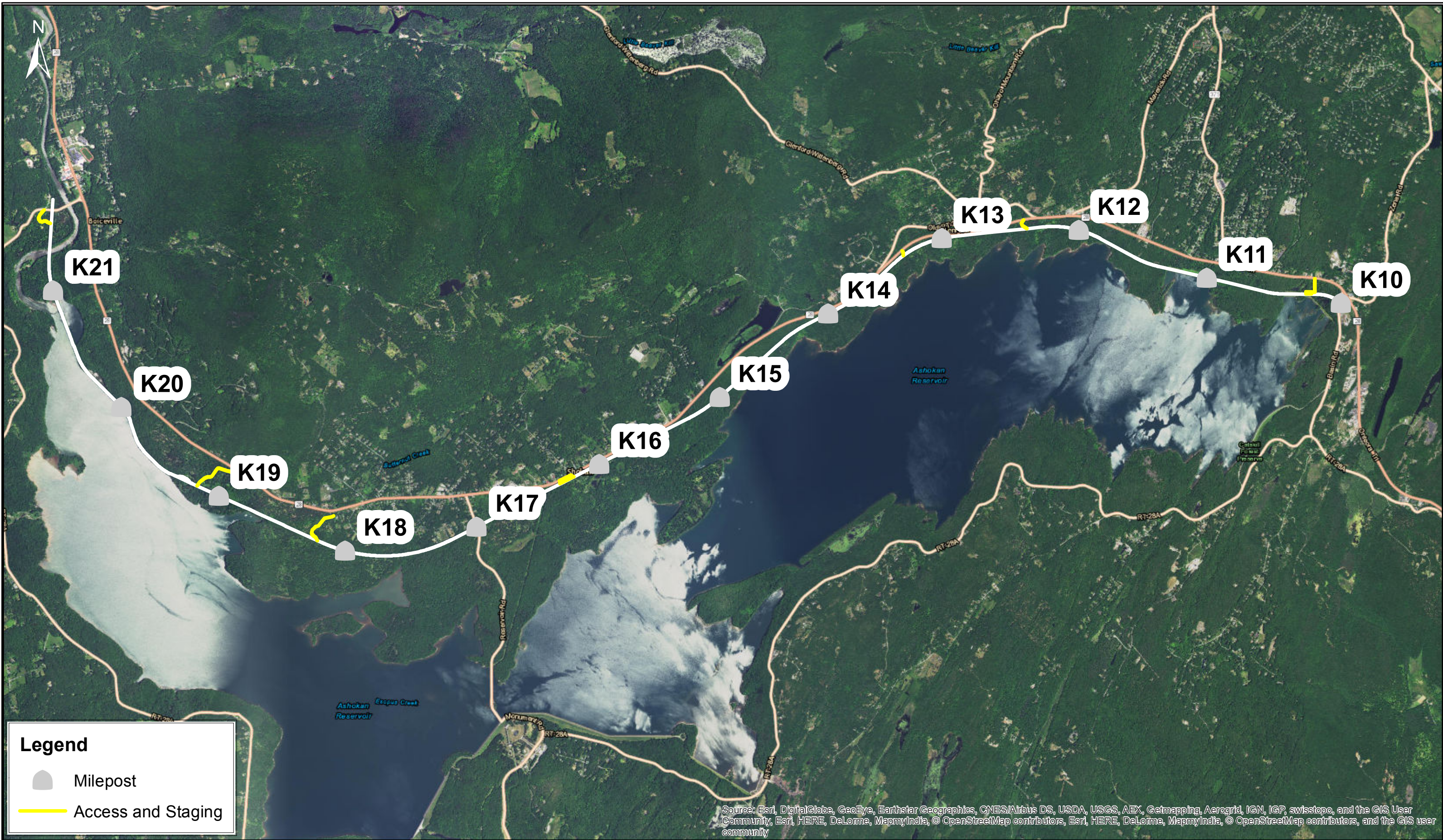
**PROJECT LOCATION**



PREPARED AND RECOMMENDED BY



THOMAS C. BAIRD, P.E. DATE 9/18/2017  
 NEW YORK STATE PROFESSIONAL ENGINEERS LICENSE NO. 074590






Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

**Legend**

-  Milepost
-  Access and Staging

**Barton & Loguidice, D.P.C.**  
 Engineers • Environmental Scientists • Planners • Landscape Architects



  
 1 inch = 3,333 feet





Ulster County  
**Ashokan Rail Trail**  
**Track Removals Plan Sheet Key**  
 Ulster County 9/14/2017 New York

Figure  
 1  
 Project  
 RFB  
 17-152C





**Legend**

-  Milepost
-  Access and Staging
-  Streams
-  Wetlands

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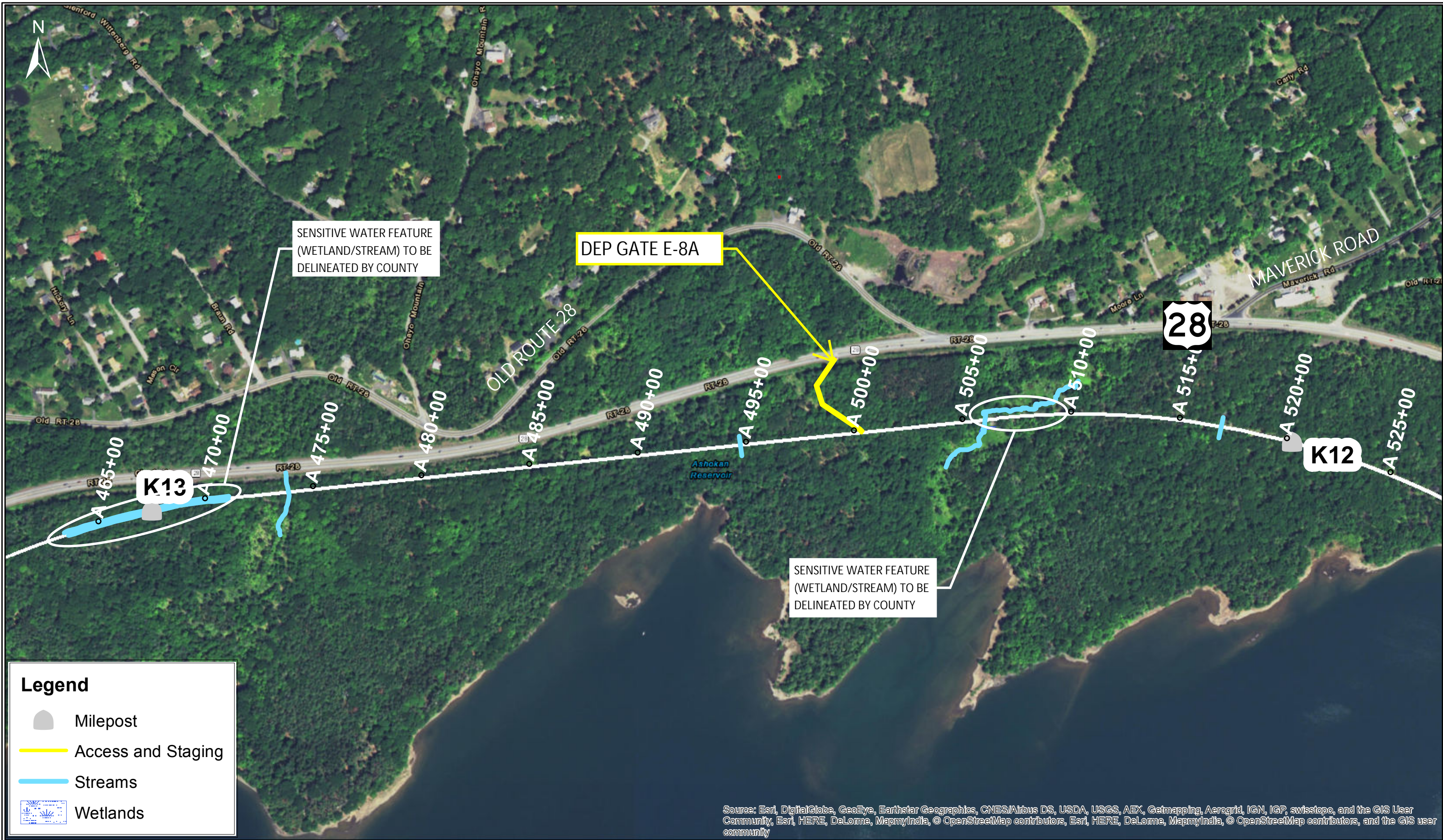
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**Legend**

-  Milepost
-  Access and Staging
-  Streams
-  Wetlands











SENSITIVE WATER FEATURE  
(WETLAND/STREAM) TO BE  
DELINEATED BY COUNTY

DEP GATE E-8A

SENSITIVE WATER FEATURE  
(WETLAND/STREAM) TO BE  
DELINEATED BY COUNTY

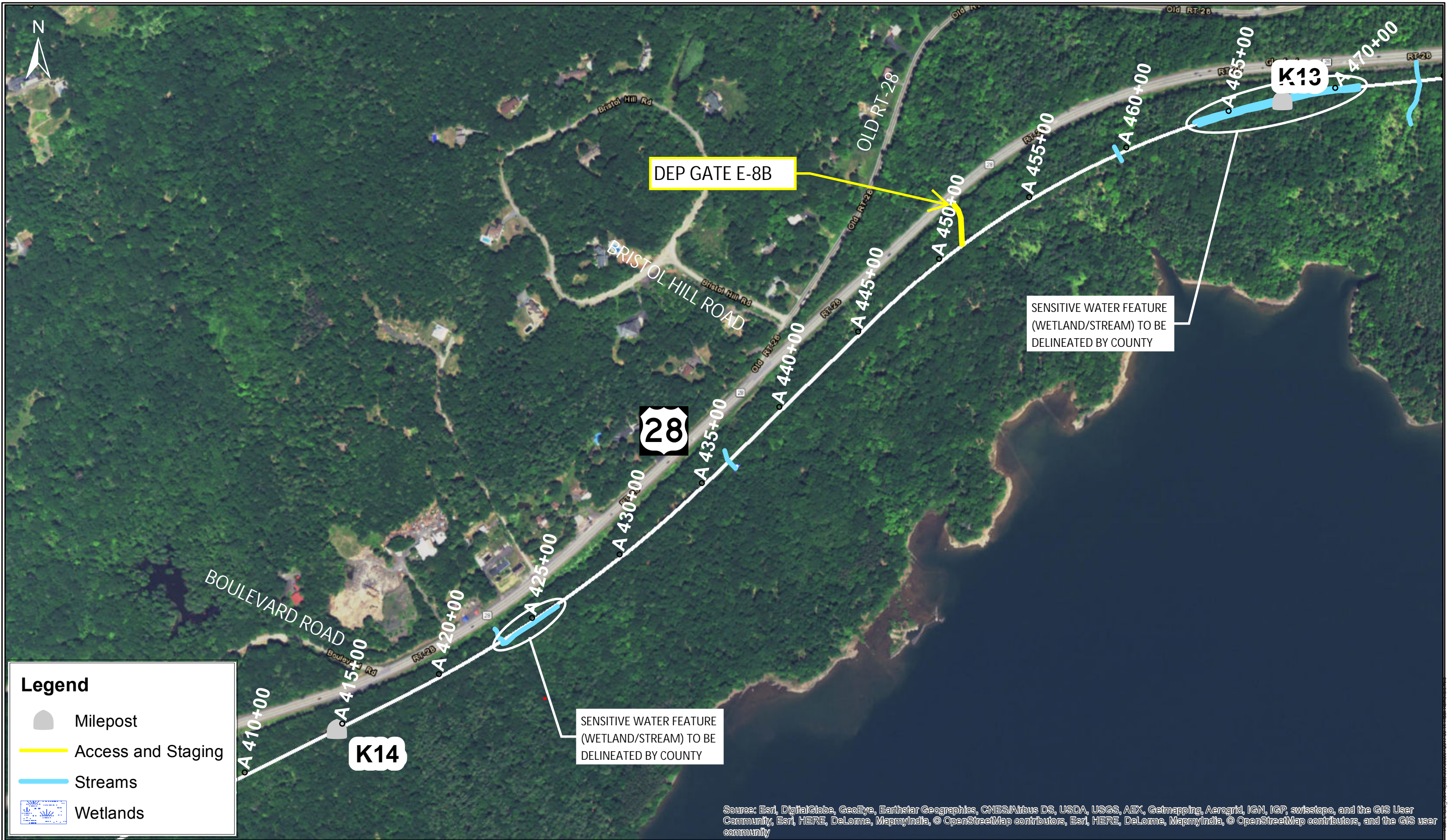
**Legend**

-  Milepost
-  Access and Staging
-  Streams
-  Wetlands

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**Legend**

- Milepost
- Access and Staging
- Streams
- Wetlands





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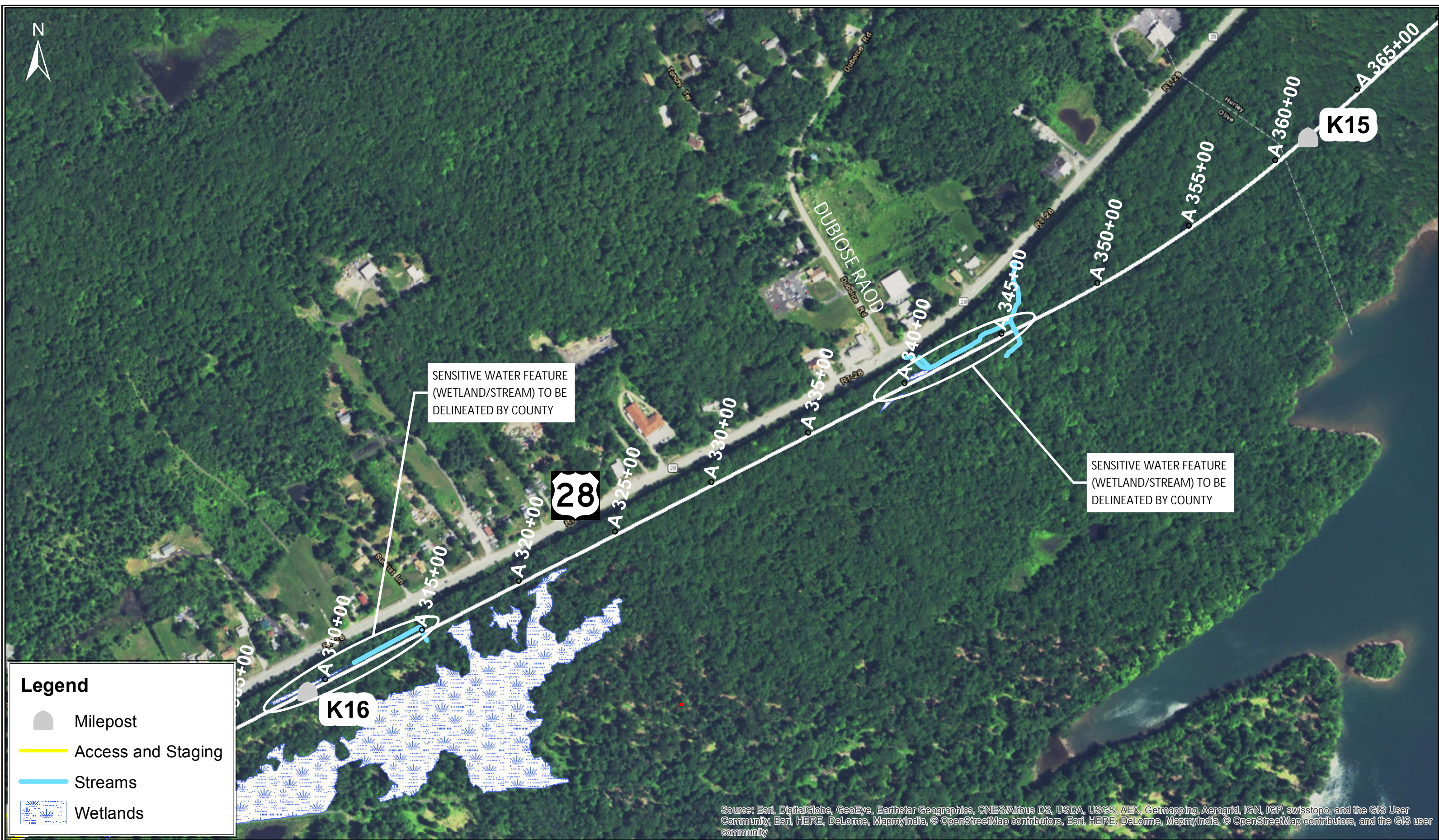
**Legend**

-  Milepost
-  Access and Staging
-  Streams
-  Wetlands





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**Legend**

-  Milepost
-  Access and Staging
-  Streams
-  Wetlands

SENSITIVE WATER FEATURE  
(WETLAND/STREAM) TO BE  
DELINEATED BY COUNTY

SENSITIVE WATER FEATURE  
(WETLAND/STREAM) TO BE  
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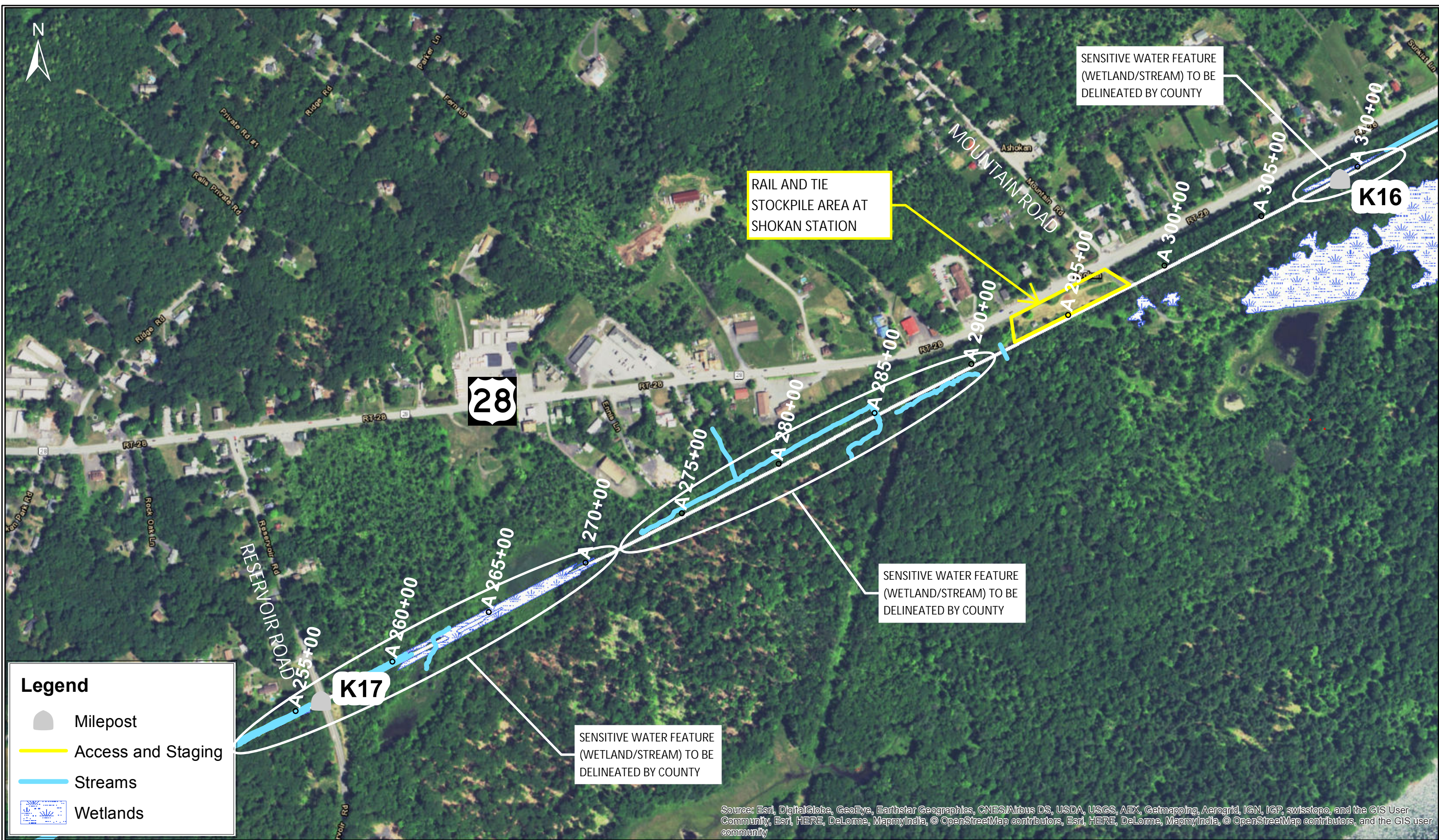


1 inch = 400 feet

Ulster County  
**Ashokan Rail Trail  
Track Removals K15-K16**  
Ulster County New York

Figure  
7  
Project  
RFB  
17-152C









SENSITIVE WATER FEATURE (WETLAND/STREAM) TO BE DELINEATED BY COUNTY

RAIL AND TIE STOCKPILE AREA AT SHOKAN STATION

SENSITIVE WATER FEATURE (WETLAND/STREAM) TO BE DELINEATED BY COUNTY

SENSITIVE WATER FEATURE (WETLAND/STREAM) TO BE DELINEATED BY COUNTY

**Legend**

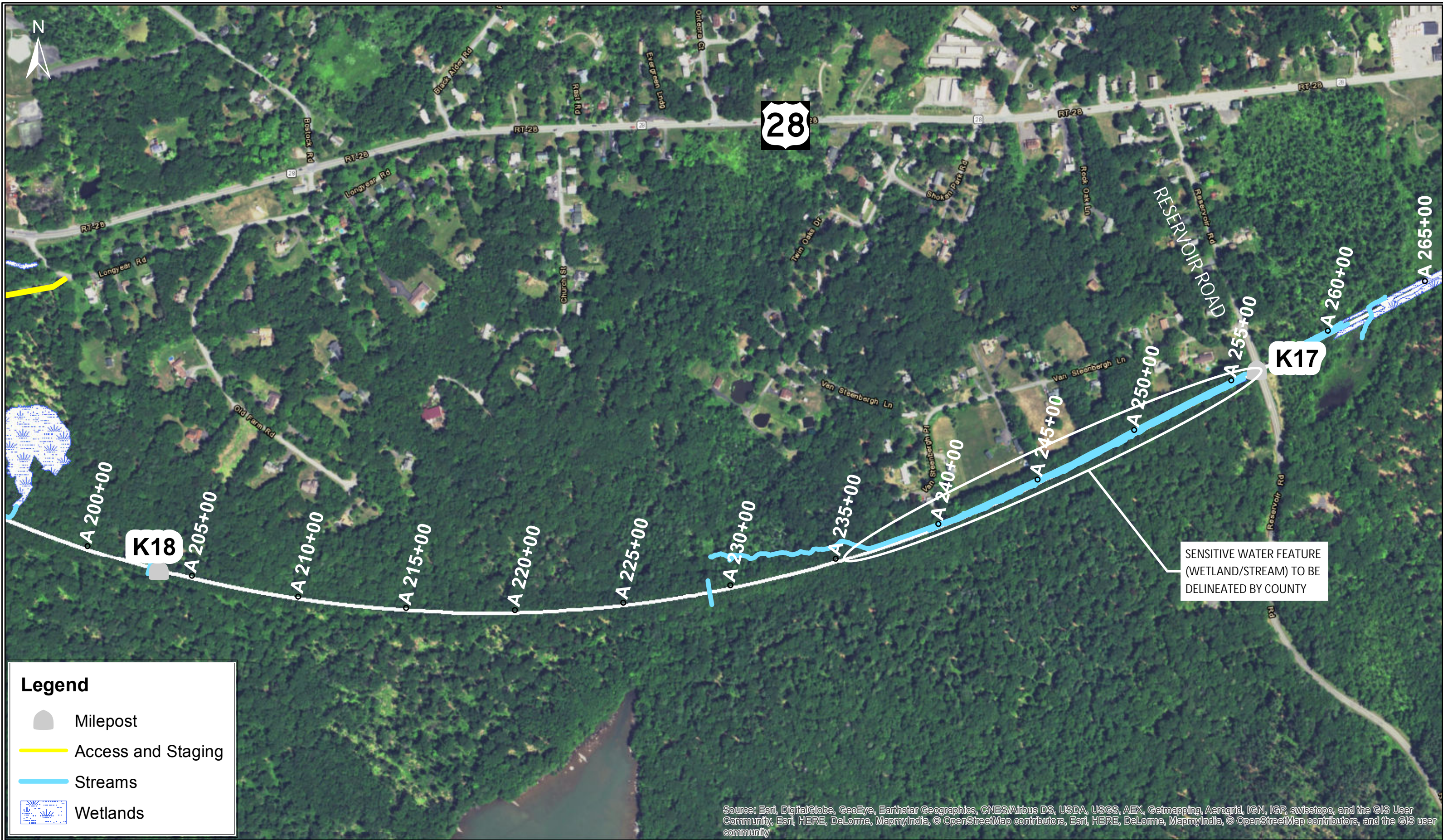
-  Milepost
-  Access and Staging
-  Streams
-  Wetlands

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1 inch = 400 feet





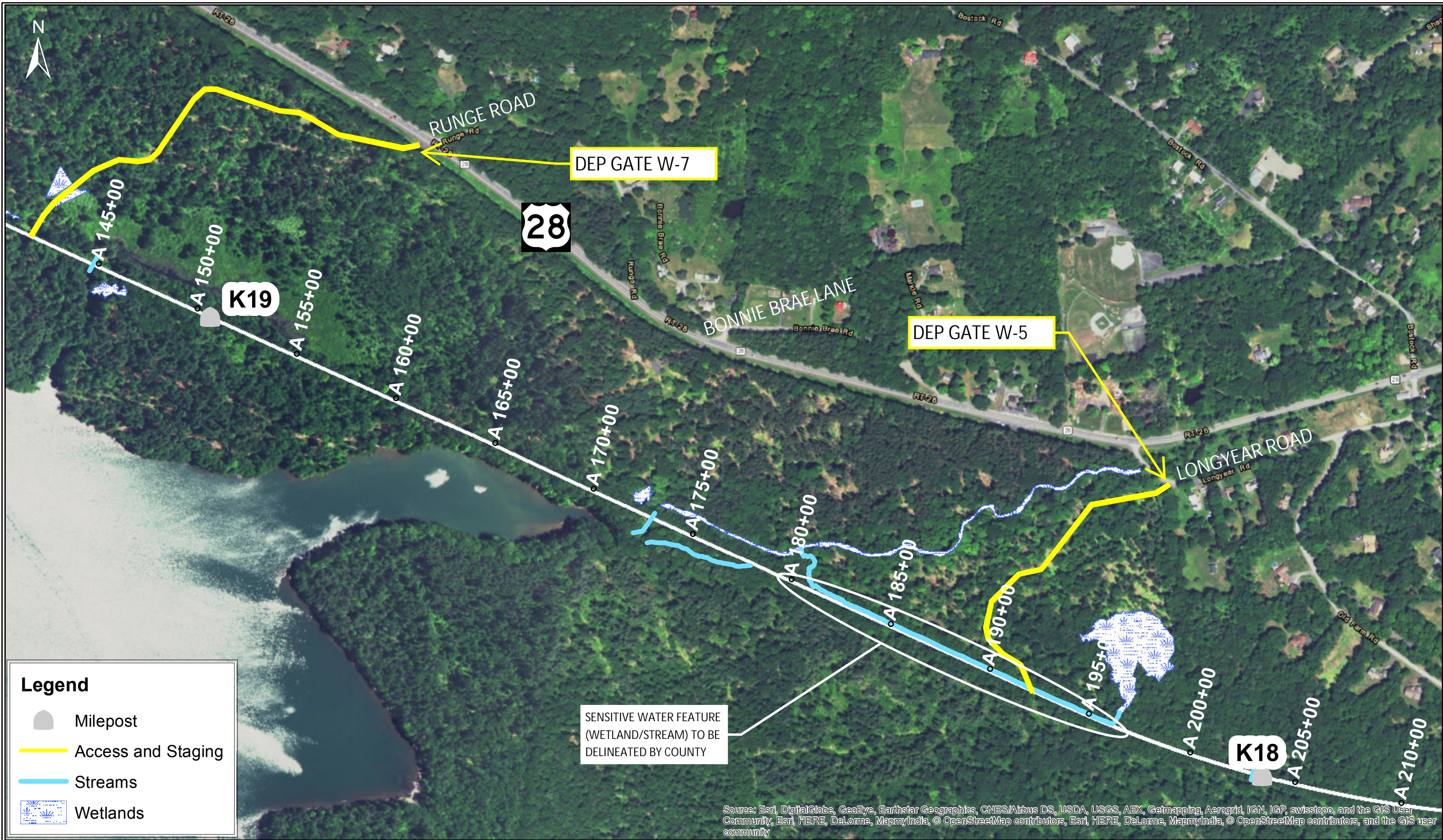
**Legend**

-  Milepost
-  Access and Staging
-  Streams
-  Wetlands





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**Legend**

-  Milepost
-  Access and Staging
-  Streams
-  Wetlands

SENSITIVE WATER FEATURE  
(WETLAND/STREAM) TO BE  
DELINEATED BY COUNTY

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K20

A 100+00

A 105+00

A 110+00

A 115+00

A 120+00

A 125+00

A 130+00

A 135+00

A 140+00

A 145+00

A 150+00

A 155+00

28

DEP GATE W-7

RUNGE ROAD

K19

Ashokan Reservoir





SENSITIVE WATER FEATURE (WETLAND/STREAM) TO BE DELINEATED BY COUNTY

SENSITIVE WATER FEATURE (WETLAND/STREAM) TO BE DELINEATED BY COUNTY

CONTRACTOR MAY ELECT TO USE THIS AREA FOR STAGING AND STOCKPILING. CONTRACTOR SHALL SUBMIT PLAN TO COUNTY FOR APPROVAL PRIOR TO USE

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**Legend**

-  Milepost
-  Access and Staging
-  Streams
-  Wetlands







1 inch = 400 feet





SENSITIVE WATER FEATURE (WETLAND/STREAM) TO BE DELINEATED BY COUNTY

**Legend**

-  Milepost
-  Access and Staging
-  Streams
-  Wetlands

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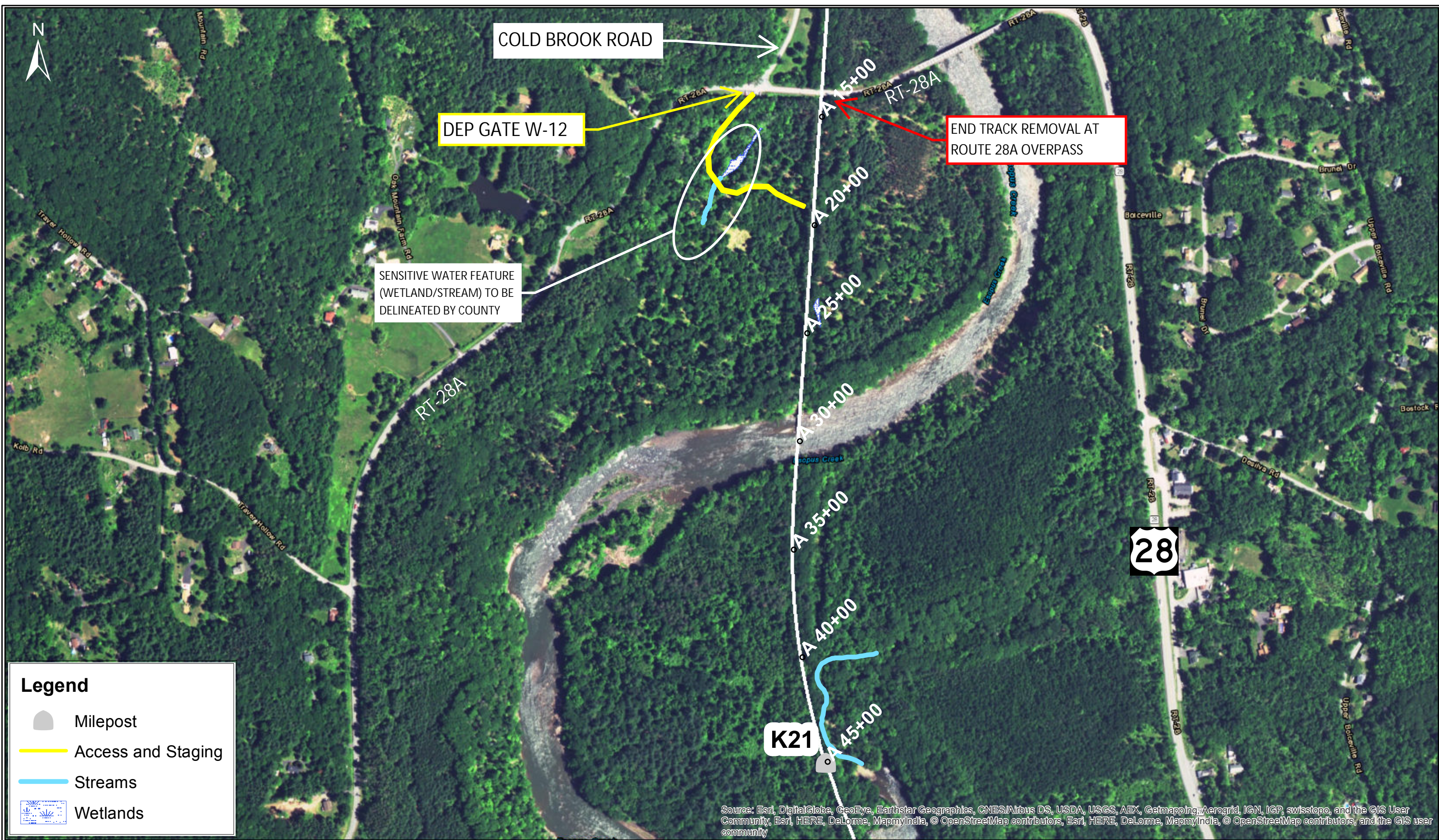
1 inch = 400 feet

**Ulster County**  
**Ashokan Rail Trail**  
**Track Removals K20-K21**

Ulster County 9/14/2017 New York

Figure  
12  
Project  
RFB  
17-152C





**Legend**

- Milepost
- Access and Staging
- Streams
- Wetlands

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1 inch = 400 feet

Ulster County  
**Ashokan Rail Trail**  
**Track Removals K21-K21.5**  
 Ulster County 9/14/2017 New York

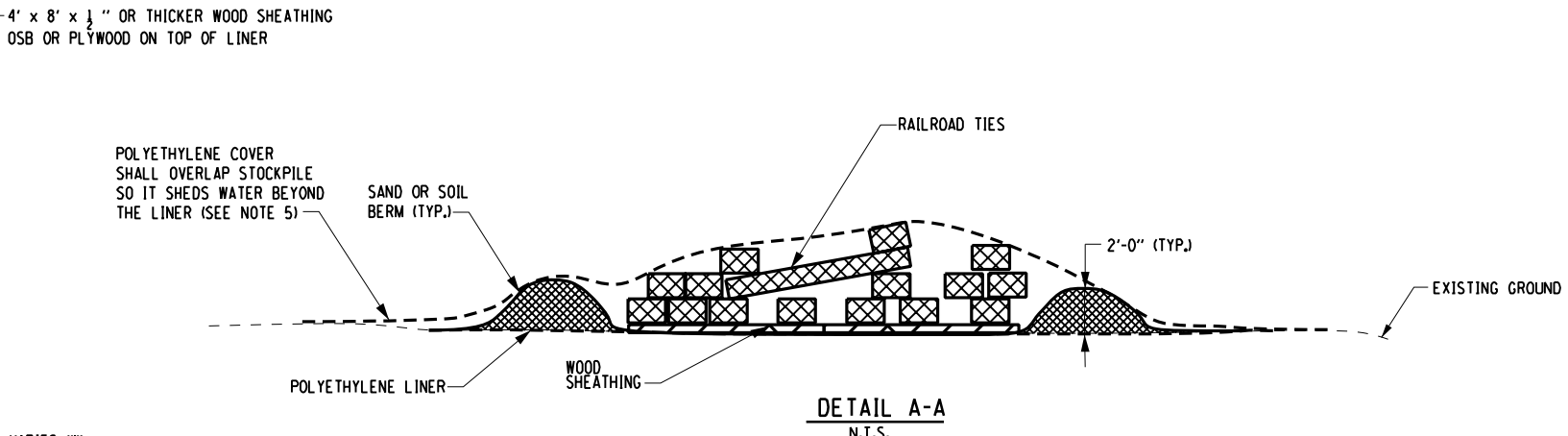
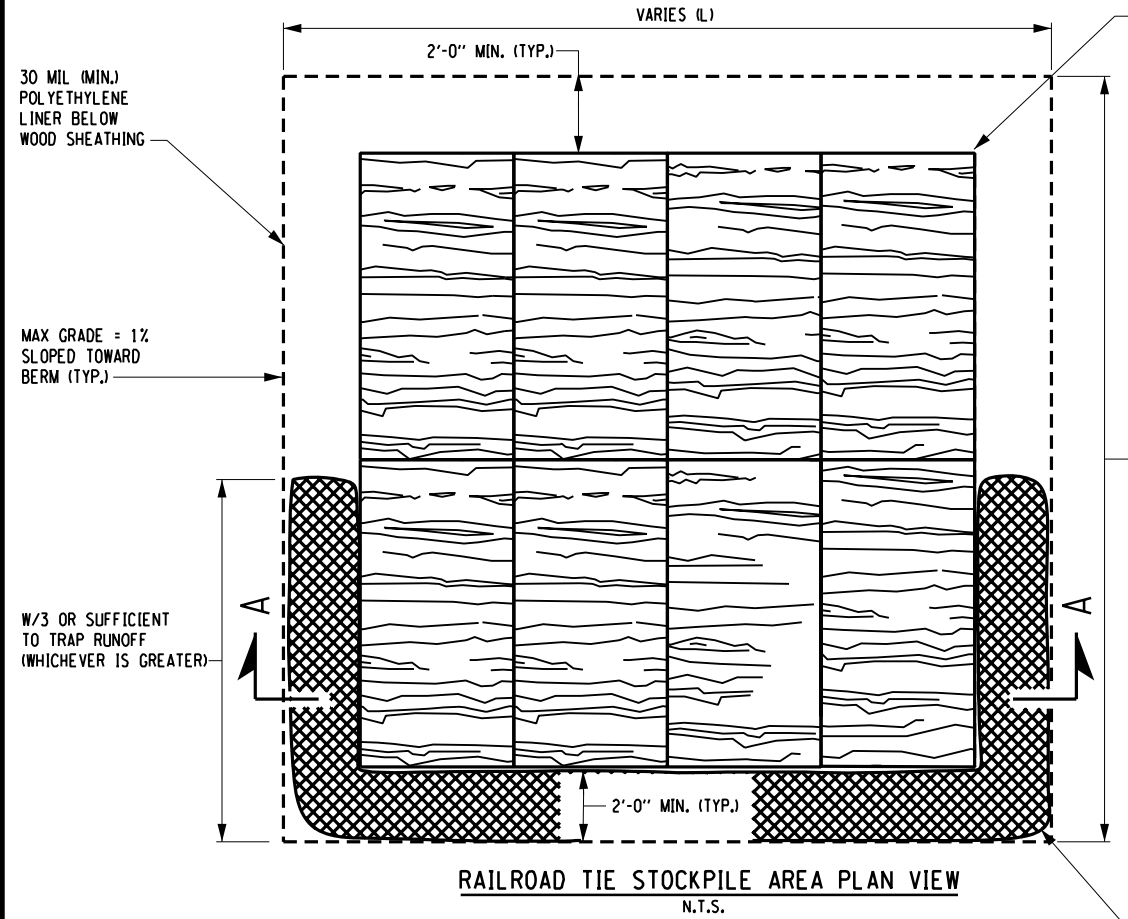
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RFB  
17-152C



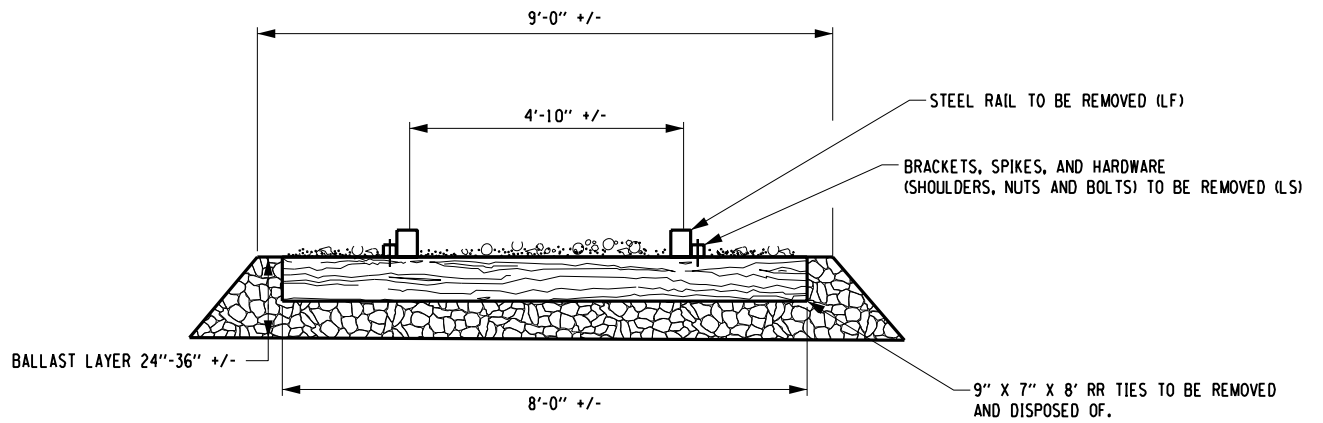
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IN CHARGE OF \_\_\_\_\_  
 DESIGNED BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_  
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 CHECKED BY \_\_\_\_\_



- RAILROAD TIE STOCKPILE SECTION NOTES:**
1. IT IS STRONGLY ENCOURAGED THAT THE CONTRACTOR UTILIZES A SYSTEM THAT DOES NOT REQUIRE THE RAILROAD TIES TO BE STOCKPILED PRIOR TO TRANSPORT OFF-SITE. HOWEVER, IF STOCKPILING ON-SITE IS REQUIRED THE CONTRACTOR SHALL USE THIS DETAIL IN AREAS WHERE THE RAILROAD TIES WILL BE LAID DOWN.
  2. RAILROAD TIES REMOVED FROM THEIR EXISTING LOCATION SHALL ONLY BE ALLOWED TO BE TEMPORARILY STORED IN DESIGNATED STOCKPILE AREAS PRIOR TO REMOVAL FROM THE PROJECT SITE. TIES SHALL NOT BE STORED IN ANY OTHER LOCATION WITHIN OR ADJACENT TO THE PROJECT CORRIDOR.
  3. THE AREAS CHOSEN FOR RAILROAD TIE STOCKPILING SHALL BE DRY, STABLE, AND LEVEL AND NOT WITHIN THE DRIPLINE OR CANOPY OF TREES. THE LOCATIONS SHALL BE AS NOTED IN THE TRACK REMOVAL CONTRACT DRAWINGS.
  4. NO STOCKPILE AREA SHALL BE LOCATED WITHIN FIFTY (50) FEET OF A SURFACE WATER, FLOODPLAIN, SLOPE, DRAINAGE FACILITY, OR ROADWAY.
  5. COVER STOCKPILE AREA WITH 15 MIL OR THICKER POLYETHYLENE AND ANCHOR.



**STEEL TRACK HARDWARE AND TIE REMOVAL DETAIL**

1. REMOVAL PROCEDURE:  
 REMOVE STEEL TRACK AND HARDWARE  
 REMOVE TIE.  
 GRADE REMAINING BALLAST INPLACE SMOOTH
2. AFTER ALL RAILROAD HARDWARE AND TIES HAVE BEEN REMOVED, THE REMAINING BALLAST SHALL BE GRADED SMOOTH TO REMOVE RUTS AND VOIDS FROM WHERE THE TIES WERE REMOVED.

PREPARED BY: BARTON & LOGUIDICE, D.P.C.  
 ON:

NO.	DATE	BY	REVISION



**Barton & Loguidice, D.P.C.**

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ASHOKAN RAIL TRAIL  
 ULSTER COUNTY

TRACK REMOVAL  
 DETAILS - 1

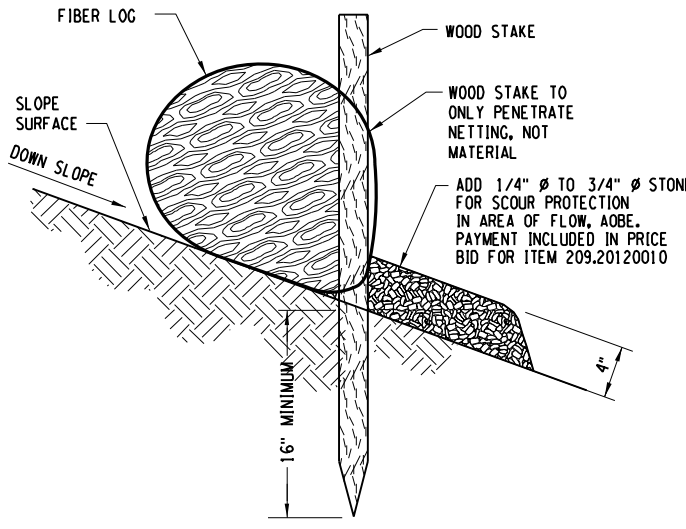
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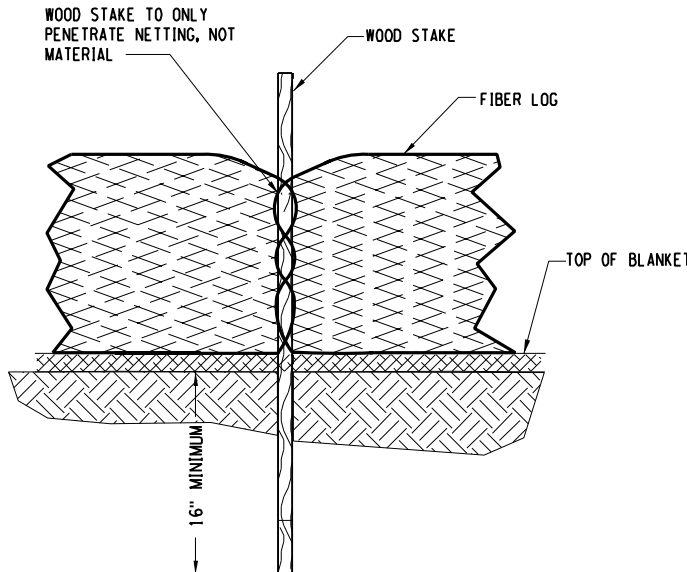
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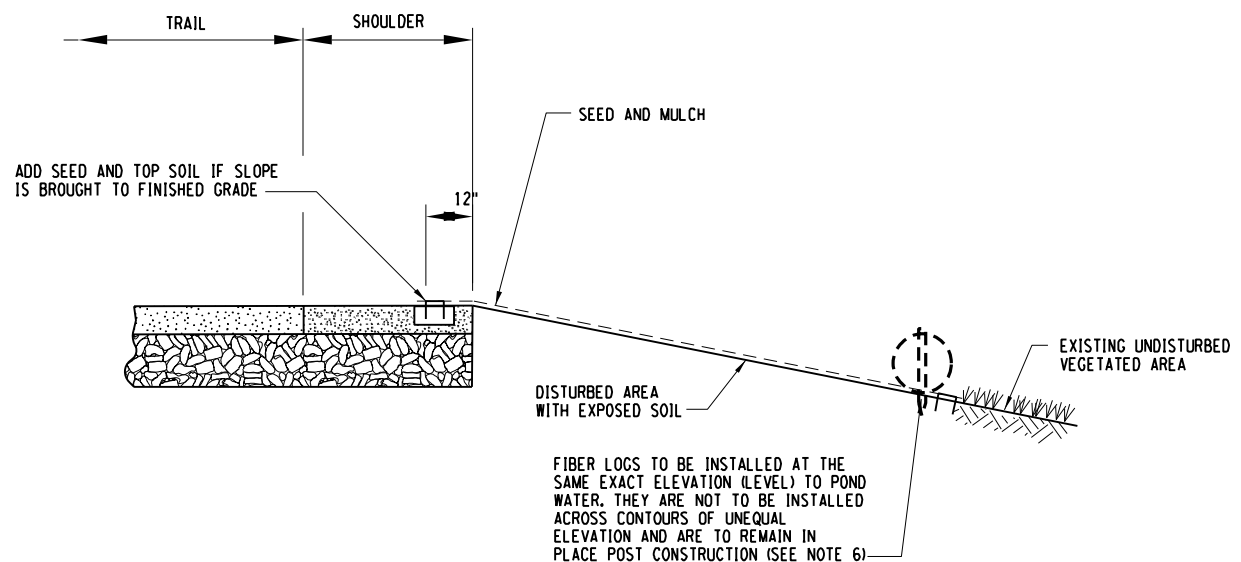
DESIGNED BY  
 CHECKED BY  
 DRAFTED BY  
 CHECKED BY



**FIBER LOG STAKE DETAIL (ON BARE SOIL)**  
N.T.S.



**FIBER LOG STAKE DETAIL (FRONT VIEW)**  
N.T.S.



**EROSION AND SEDIMENT CONTROL FOR ALL DISTURBED AREAS  
 TEMPORARY OR PERMANENT**  
N.T.S.

**FIBER LOG CHECK DAM APPLICATION NOTES:**

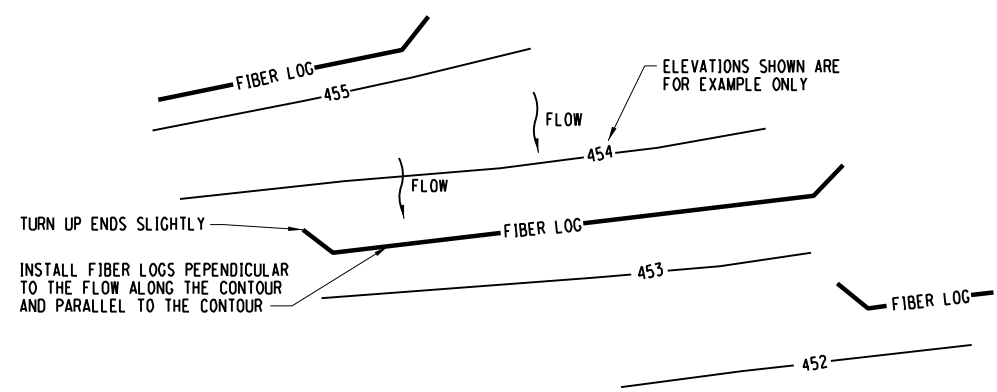
- A. THE PRIMARY PURPOSE OF A CHECK DAM IS TO REDUCE EROSION IN A CHANNEL BY REDUCING FLOW VELOCITY IN THE CHANNEL.
- B. CHECK DAMS WILL CAPTURE SEDIMENT THAT FALLS OUT OF SUSPENSION BEHIND THE CHECK DAM DUE TO DECREASED VELOCITY.
- C. CHECK DAMS ARE NOT INTENDED TO, AND WILL NOT FILTER SEDIMENT FROM TURBID WATER.

**NOTES:**

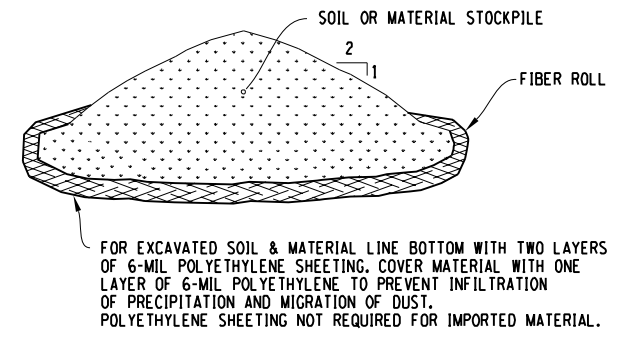
1. DRAINAGE AREAS: MAXIMUM DRAINAGE AREA TRIBUTARY TO FIBER LOG CHECK DAM SHALL BE 1 ACRE. MAXIMUM DRAINAGE AREA TRIBUTARY TO PREFABRICATED CHECK DAM SHALL BE 1/2 ACRE.
2. POSTS MAY BE 1/4" x 1/4" (MIN.) HARDWOOD, 1/2" x 3/2" (MIN.) SOFTWOOD. ADDITIONAL POSTS ARE REQUIRED AT THE OUTER EDGES OF DITCH WIDTH.
3. THE FIBER LOG SHALL BE INSTALLED WITH THE POSTS ON THE DOWNSTREAM SIDE OF THE FABRIC AS SHOWN.
4. SEDIMENT SHALL BE REMOVED WHEN ACCUMULATION REACHES ONE-HALF OF THE MEASURE HEIGHT OF THE FIBER LOG. SEDIMENT SHALL BE DISPOSED OF AS UNSUITABLE MATERIAL.

**NOTES:**

1. ITEMS IN THIS DETAIL MAY APPEAR EXAGGERATED TO SHOW DETAIL.
2. IF SLOPE IS BROUGHT TO FINISHED GRADE, PERMANENT TOP SOIL AND SEEDING SHALL BE INSTALLED PRIOR TO INSTALLING ITEM 209.2103 - SOIL STABILIZERS, CLASS IV TYPE C. IF SLOPES ARE NOT BROUGHT TO FINISH GRADE THEY ARE TO BE TREATED WITH ITEM 209.1003 - TEMPORARY SEED AND MULCH.
3. AS PART OF FINAL STABILIZATION, WOODEN STAKES TO BE REMOVED AND FIBER LOG MULCH NETTING CUT OPEN ALONG ENTIRE LENGTH.
4. USE STRAW MULCH FOR EROSION PREVENTION

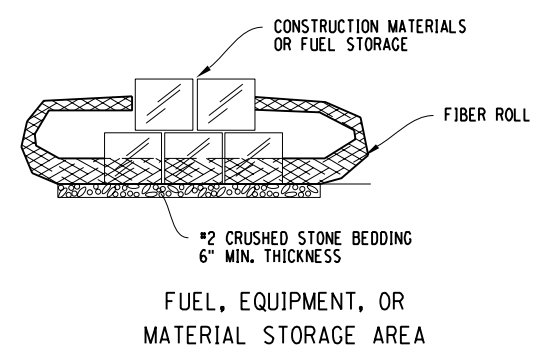


**FIBER LOG PLAN EXAMPLE**  
N.T.S.



**EXCAVATED AND IMPORTED  
 SOIL AND MATERIAL STOCKPILE**  
N.T.S.

1. AREA CHOSEN FOR STOCKPILING OPERATIONS SHALL BE DRY AND STABLE. THE AREA SHALL NOT BE WITHIN THE DRIPLINE OR CANOPY OF EXISTING TREES. THE LOCATION SHALL BE AS NOTED ON THE DRAWINGS. DREGGED OR EXCAVATED MATERIALS SHALL BE PLACED UPON SILT FENCE FABRIC.
2. MAXIMUM SLOPE OF STOCKPILE SHALL BE 2(H) TO 1(V).
3. FIBER LOGS SHALL BE PLACED FIVE (5)-FEET DOWNSLOPE OF EACH PILE. UPON COMPLETION OF SOIL STOCKPILING, TOPSOIL SHALL BE STABILIZED WITH TEMPORARY SEED AND MULCH IF NOT TO BE DISTURBED/UTILIZED WITHIN FOURTEEN (14) DAYS.



**FUEL, EQUIPMENT, OR  
 MATERIAL STORAGE AREA**  
N.T.S.

1. AREA CHOSEN FOR STORAGE OPERATIONS SHALL BE DRY AND STABLE. THE AREA SHALL NOT BE WITHIN THE DRIPLINE OR CANOPY OF TREES. THE LOCATION SHALL BE AS NOTED ON THE DRAWINGS.
2. NO STOCKPILE AREA SHALL BE LOCATED WITHIN FIFTY (50) FEET OF SURFACE WATER, FLOODPLAIN, SLOPE, DRAINAGE FACILITY OR ROADWAY.
3. IF STABLE SURFACE NOT AVAILABLE, THE TOP SIX (6) INCHES OF NATIVE MATERIAL SHALL BE EXCAVATED FROM THE MATERIAL/FUEL STORAGE AREA AND STOCKPILED TO REUSE FOR RESTORATION OF THIS AREA. IN THE AREA EXCAVATED, PLACE SEPARATION FABRIC AND SIX (6) INCHES OF #2 CRUSHED STONE BEDDING, SEE SPECIFICATIONS. IF APPROVED BY THE ENGINEER, USE OF EXISTING GRAVEL AREAS MAY BE USED IN LIEU OF EXCAVATION, STONE, AND FABRIC.
4. FIBER LOGS SHALL BE PLACED FIVE (5) FEET DOWN SLOPE OF STORAGE AREA.
5. REMOVE ALL MATERIALS INCLUDING STONE AND FABRIC WHEN NEED FOR STORAGE IS OVER. RESTORE TO ORIGINAL GRADE WITH STOCKPILED EXCAVATED SOIL (NO FOREIGN DEBRIS).

**CONSTRUCTION STOCKPILE/STORAGE AREA DETAIL**  
N.T.S.

PREPARED BY: BARTON & LOGUIDICE, D.P.C.  
 ON:

ASHOKAN RAIL TRAIL ULSTER COUNTY	 BARTON & LOGUIDICE, D.P.C. <small>UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209</small>	NO.	DATE	BY	REVISION
EROSION AND SEDIMENT CONTROL DETAILS - 1		SCALE: AS SHOWN DATE ISSUED: 9/2017 DRAWING ESCD-1			

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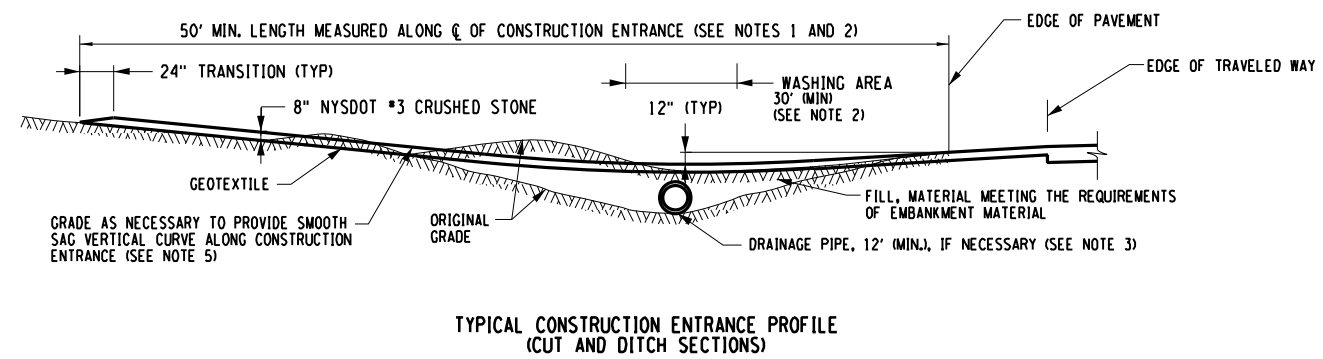


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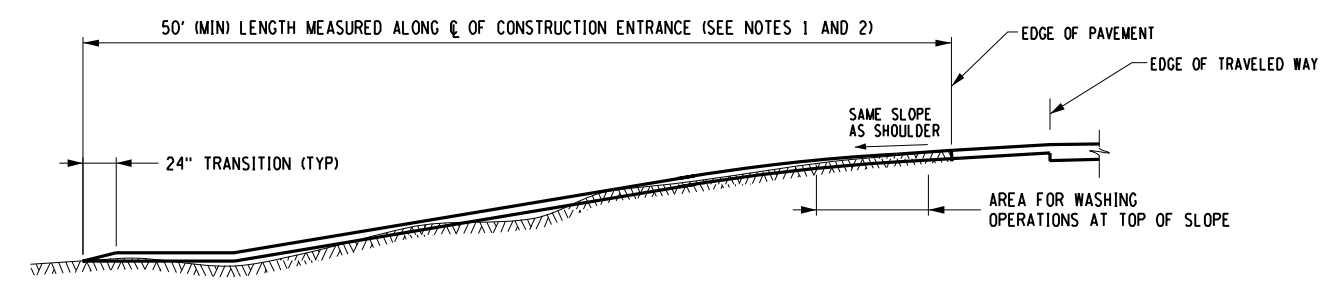
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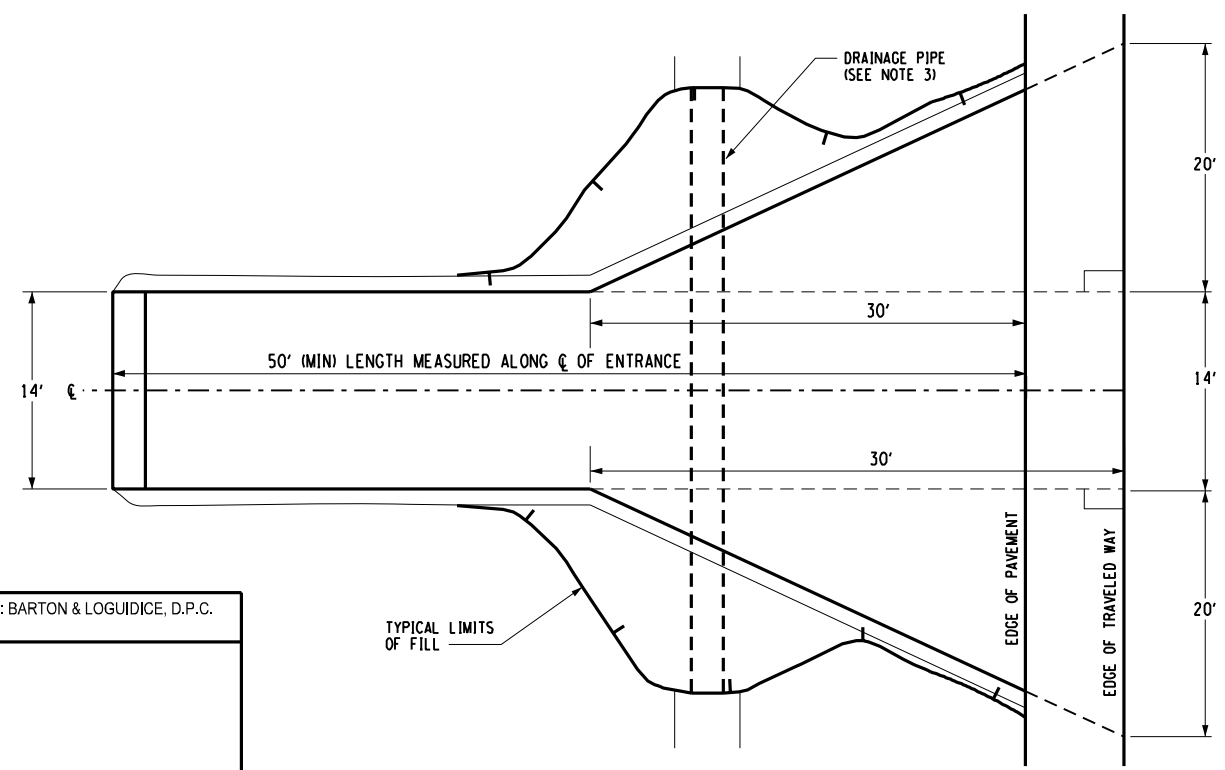
PREPARED BY: BARTON & LOGUIDICE, D.P.C.  
 ON:



TYPICAL CONSTRUCTION ENTRANCE PROFILE (CUT AND DITCH SECTIONS)



TYPICAL CONSTRUCTION ENTRANCE PROFILE (FILL SECTIONS)



TYPICAL CONSTRUCTION ENTRANCE PLAN (CUT/DITCH AND FILL SECTIONS)

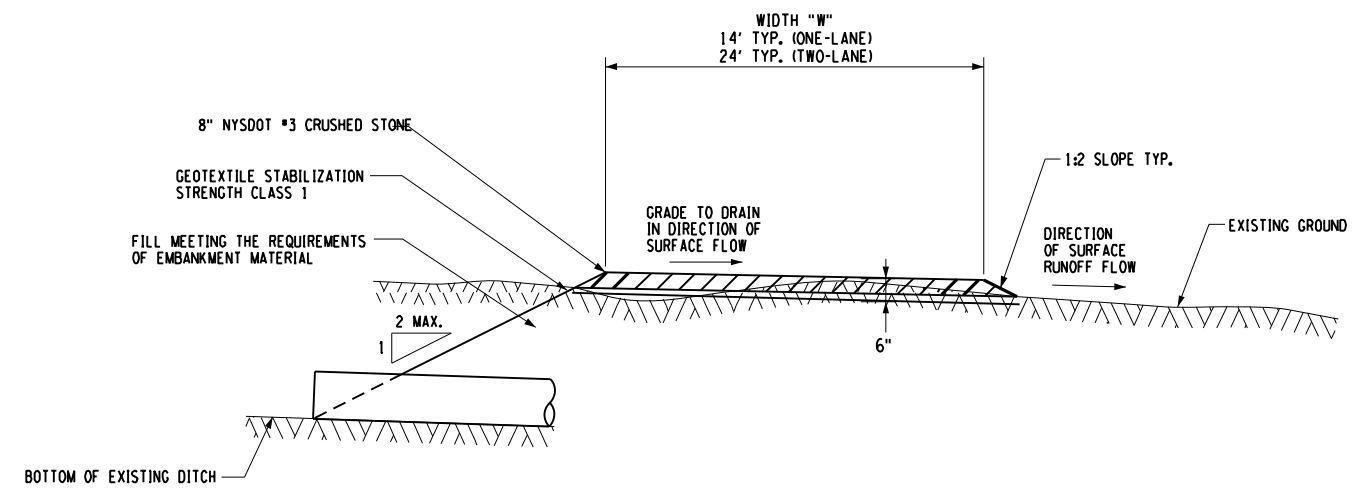
CONSTRUCTION ENTRANCES:

APPLICATION NOTES:



A. THE PURPOSE OF A STABILIZED CONSTRUCTION ENTRANCE IS TO REDUCE OR ELIMINATE THE TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS OF WAY OR STREETS.

NOTES:

1. MODIFICATIONS MAY BE REQUIRED TO MATCH FIELD CONDITIONS.
2. A 30' WASH AREA SHALL BE PROVIDED. ADDITIONAL GRADING MAY BE REQUIRED TO PROVIDE WASHING AREAS.
3. PROPOSED DRAINAGE PIPES SHALL BE SIZED WITH SUFFICIENT CAPACITY TO CARRY DITCH FLOWS. ALTERNATE WAYS OF TRANSPORTING DITCH DRAINAGE ACROSS CONSTRUCTION ENTRANCES MAY BE PROPOSED BY THE CONTRACTOR FOR APPROVAL BY THE ENGINEER.
4. THE CONTRACTOR SHALL GRADE TO PREPARE AND SMOOTH ORIGINAL GROUND FOR PLACEMENT OF 8" OF #3 CRUSHED STONE ENTRANCE MATERIAL UP TO THE EDGE OF PAVEMENT.
5. ALL WORK TO CONSTRUCT THE STABILIZED ENTRANCE, INCLUDING GRADING, DRAINAGE PIPE, EXCAVATION, FILL, GEOTEXTILE AND CRUSHED STONE OR GRAVEL SHALL BE INCLUDED IN THE UNIT PRICE BID.
6. 100% CRUSHED STONE MEETING THE NYSDOT #3 STONE GRADATION SHALL BE UTILIZED FOR CONSTRUCTION ENTRANCES



TYPICAL CONSTRUCTION ENTRANCE SECTION

XX	
NO.	DATE
BY	REVISION
	
	
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ASHOKAN RAIL TRAIL	ULSTER COUNTY
EROSION AND SEDIMENT CONTROL DETAILS - 2	
SCALE: NONE	
DATE ISSUED: 9/2017	
DRAWING ESCD-2	