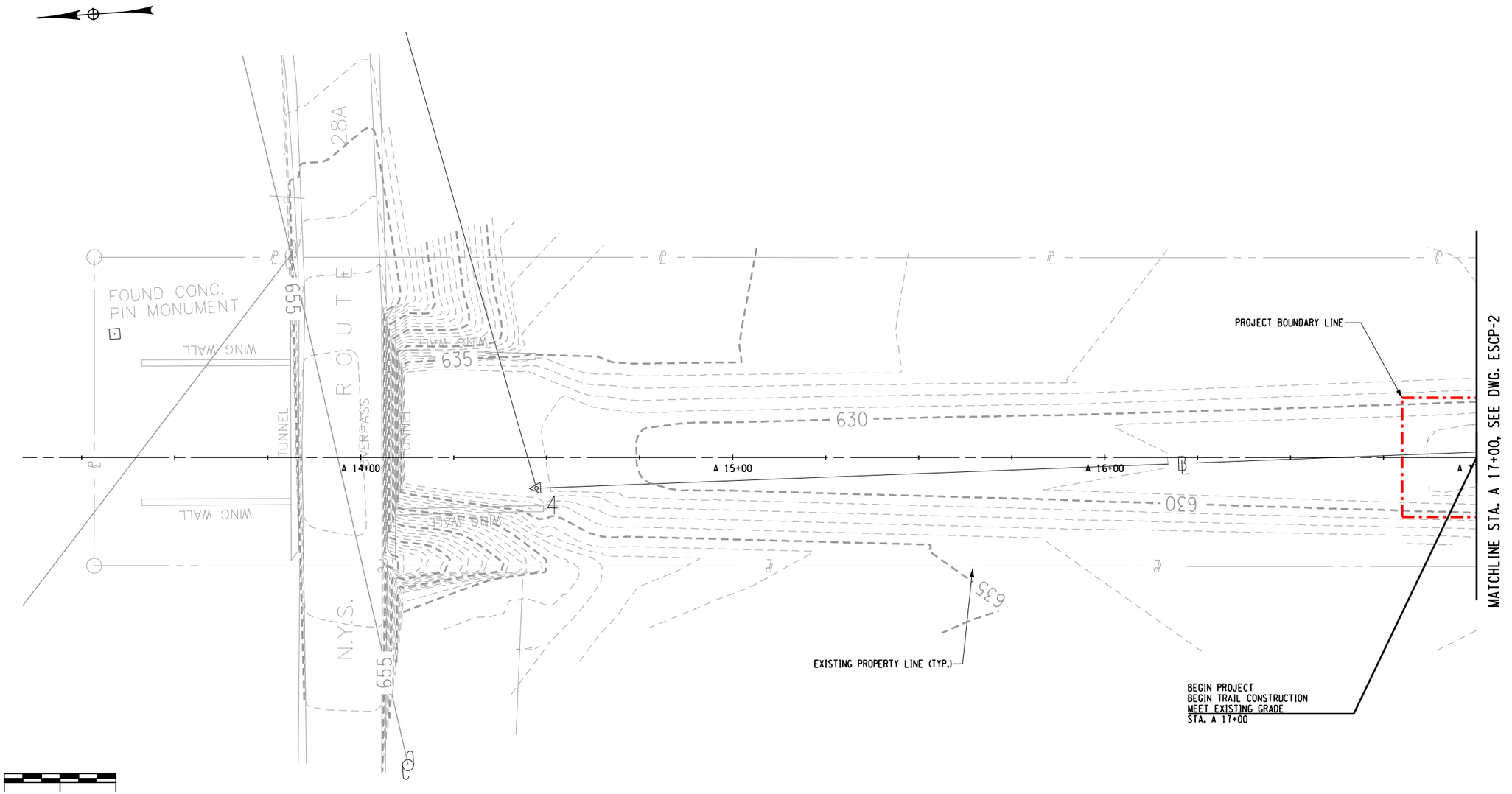

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN - 1

SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-1

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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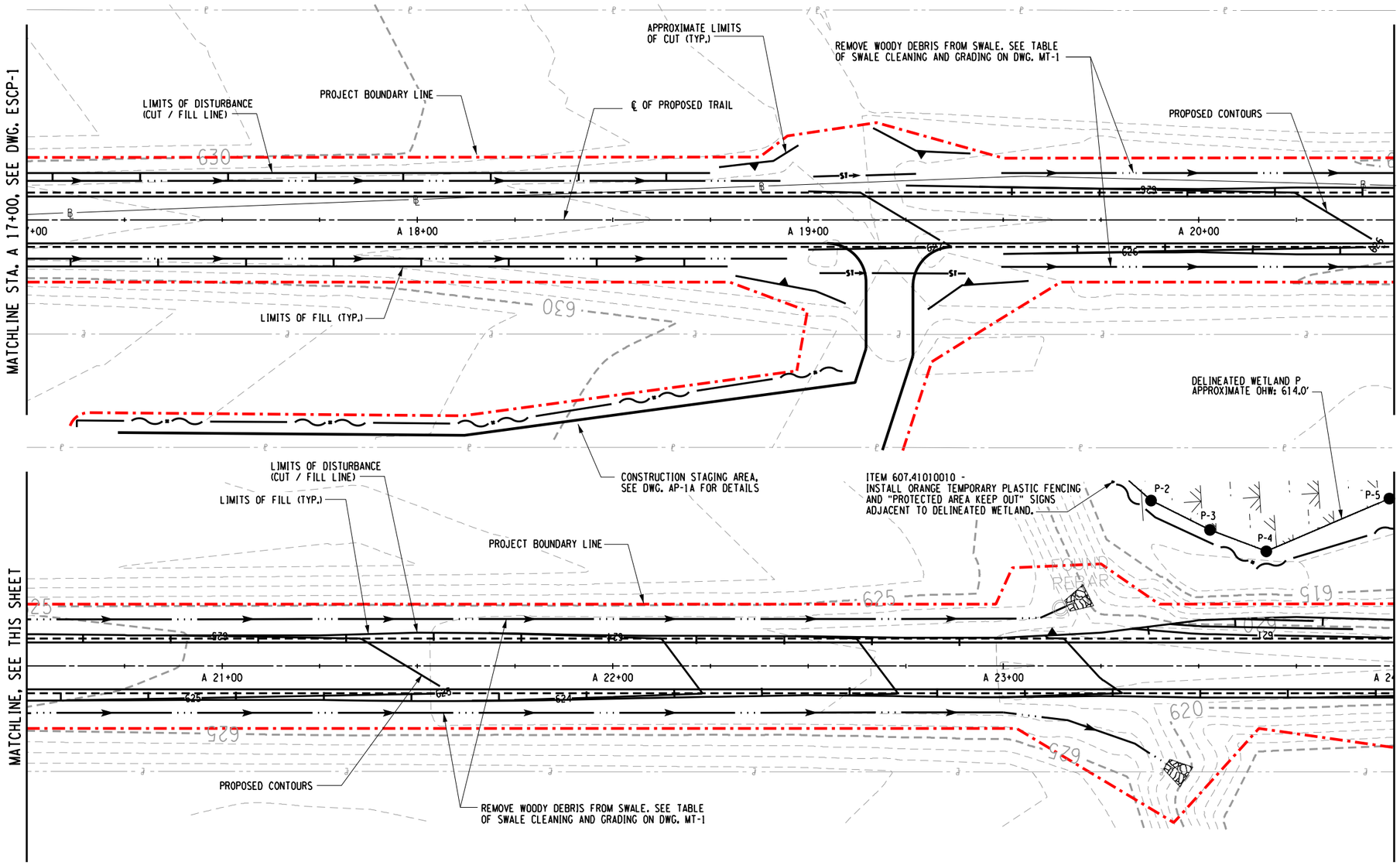

0 15 30
SCALE 1" = 30 FEET

EROSION AND SEDIMENT CONTROL PLAN - STA. A 17+00 TO STA. A 24+00

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

SURVEY AND MAPPING PROVIDED BY:
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NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN - 2
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-2

IN CHARGE OF TCB | DESIGNED BY CMH | DRAFTED BY TCB | CHECKED BY CMH | CHECKED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\139.369007001 ESCP.002.dgn
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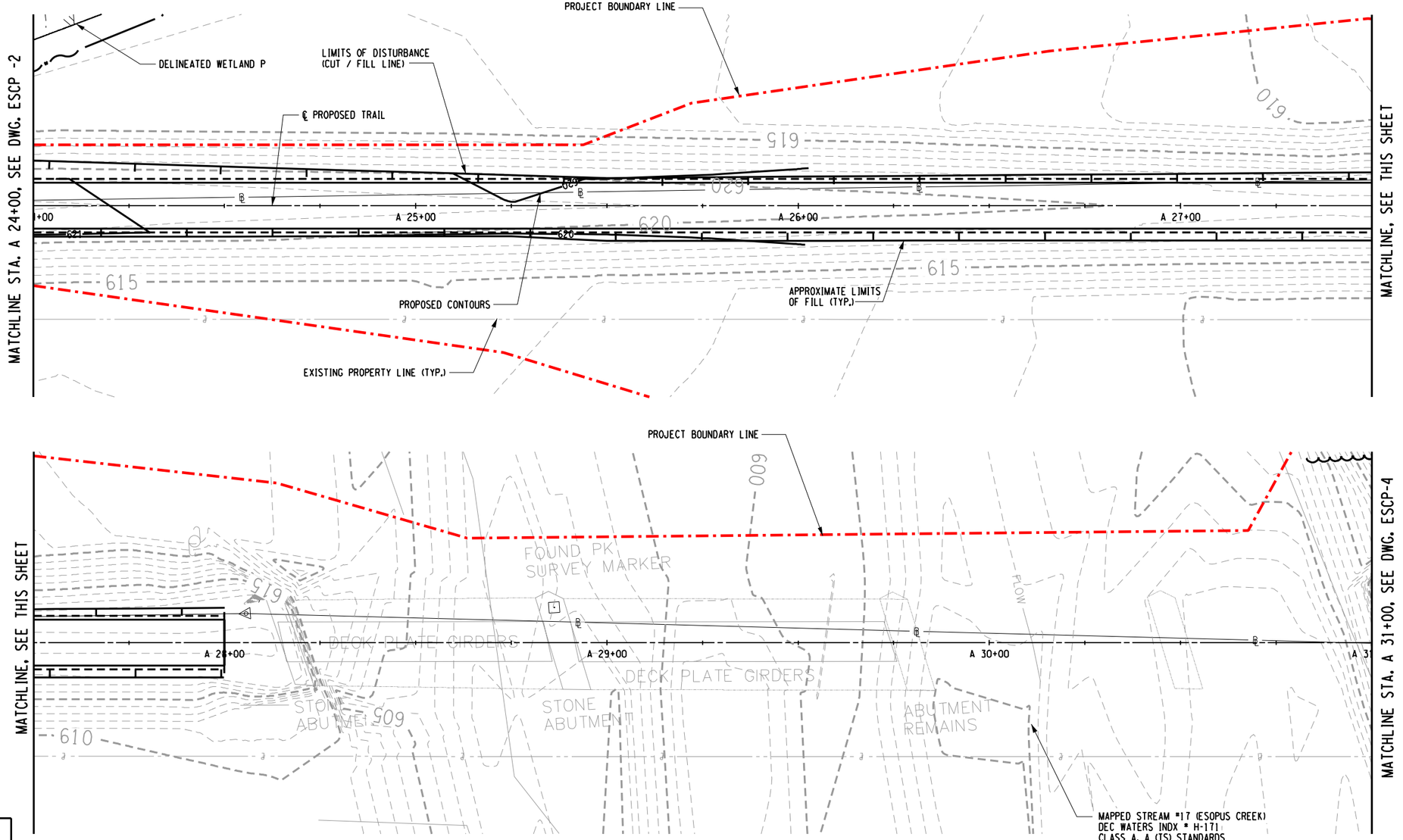

0 15 30
SCALE 1" = 30 FEET

EROSION AND SEDIMENT CONTROL PLAN - STA. A 24+00 TO STA. A 31+00

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

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NO.	DATE	BY	REVISION

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ULSTER COUNTY

EROSION SEDIMENT CONTOL PLAN-3
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-3

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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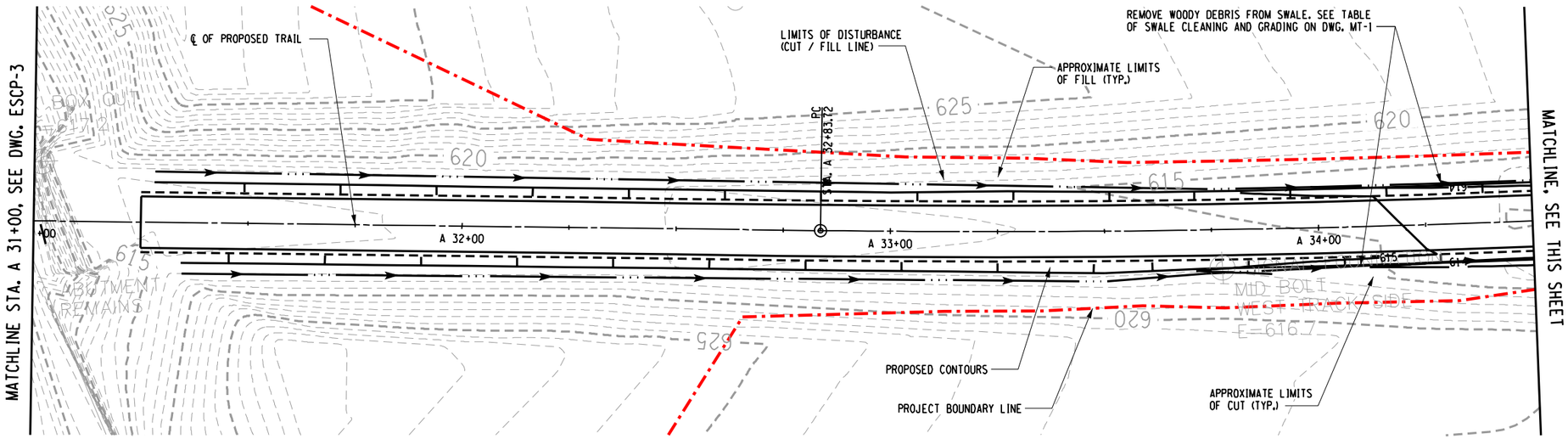

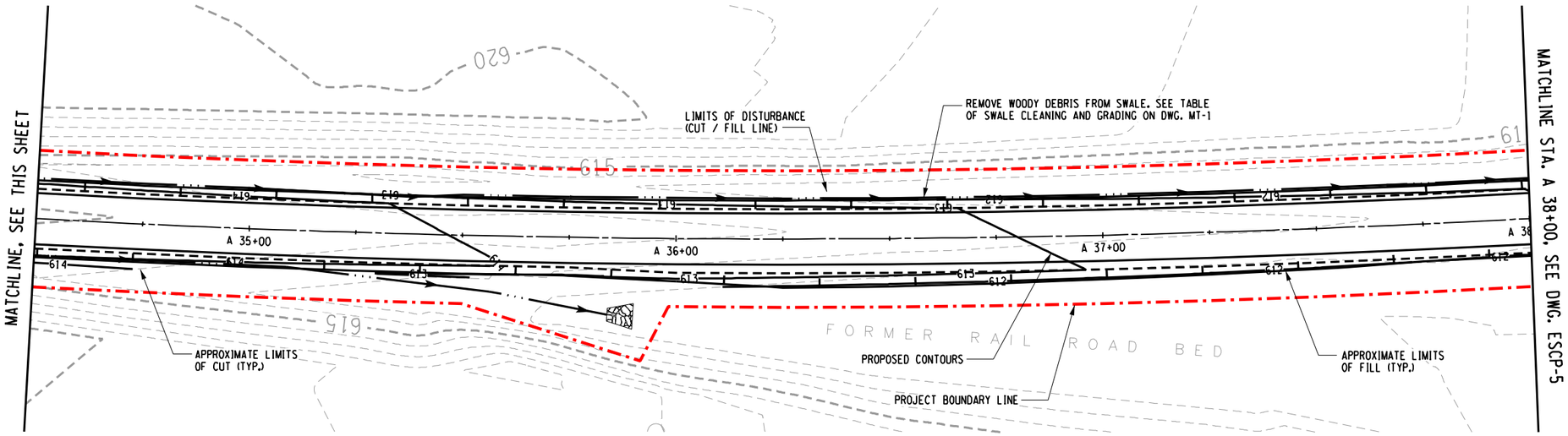

0 15 30
SCALE 1" = 30 FEET

EROSION AND SEDIMENT CONTROL PLAN - STA. A 31+00 TO STA. A 38+00

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

SURVEY AND MAPPING PROVIDED BY:
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NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN - 4
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-4

IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY TCB DRAFTED BY CMH/ERB/JDH CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\141.369007001 ESCP_004.dgn
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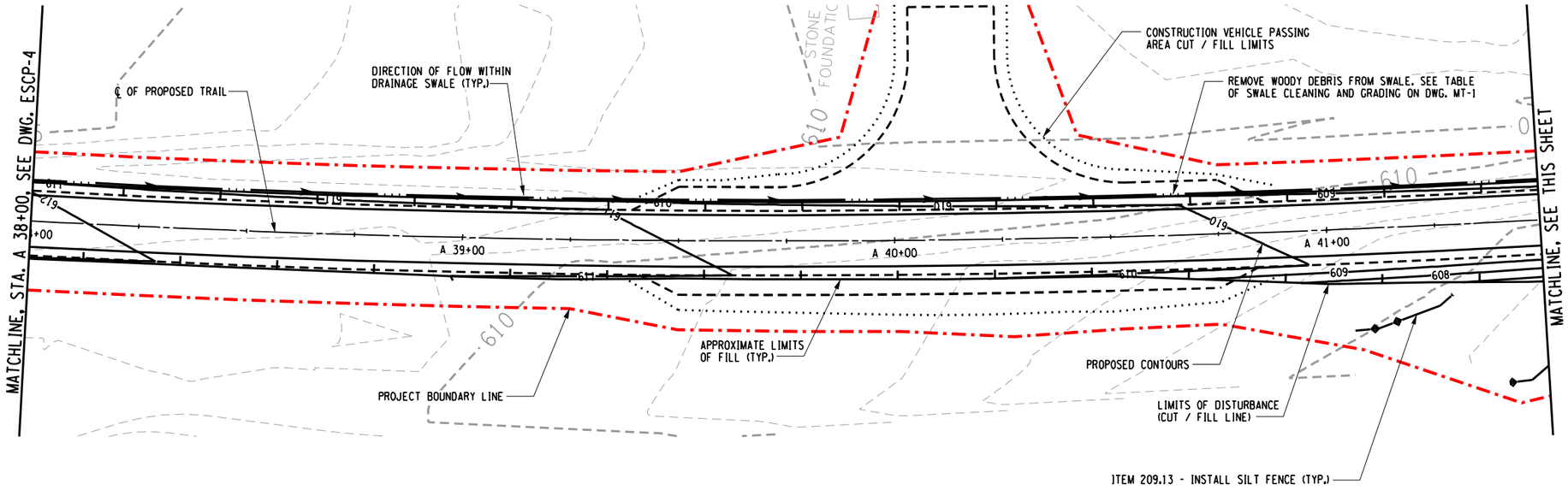

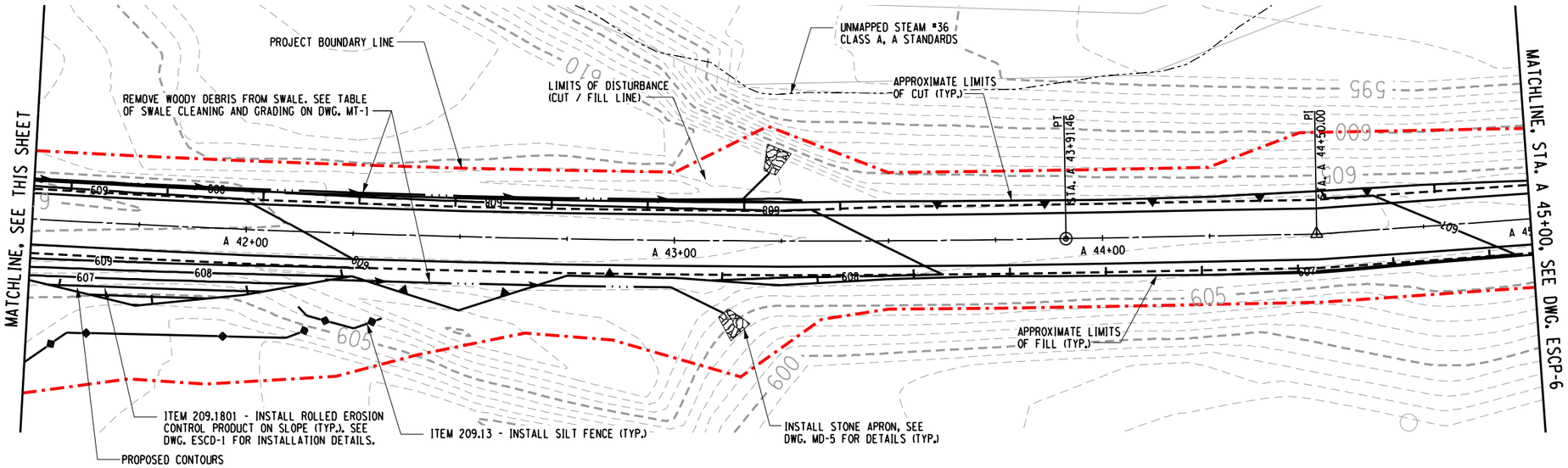

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 31+00 TO STA. A 38+00

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NO.	DATE	BY	REVISION

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN - 5
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-5

IN CHARGE OF TCB | DESIGNED BY CMH | DRAFTED BY TCB | CHECKED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\142.369007001 ESCP 005.dgn
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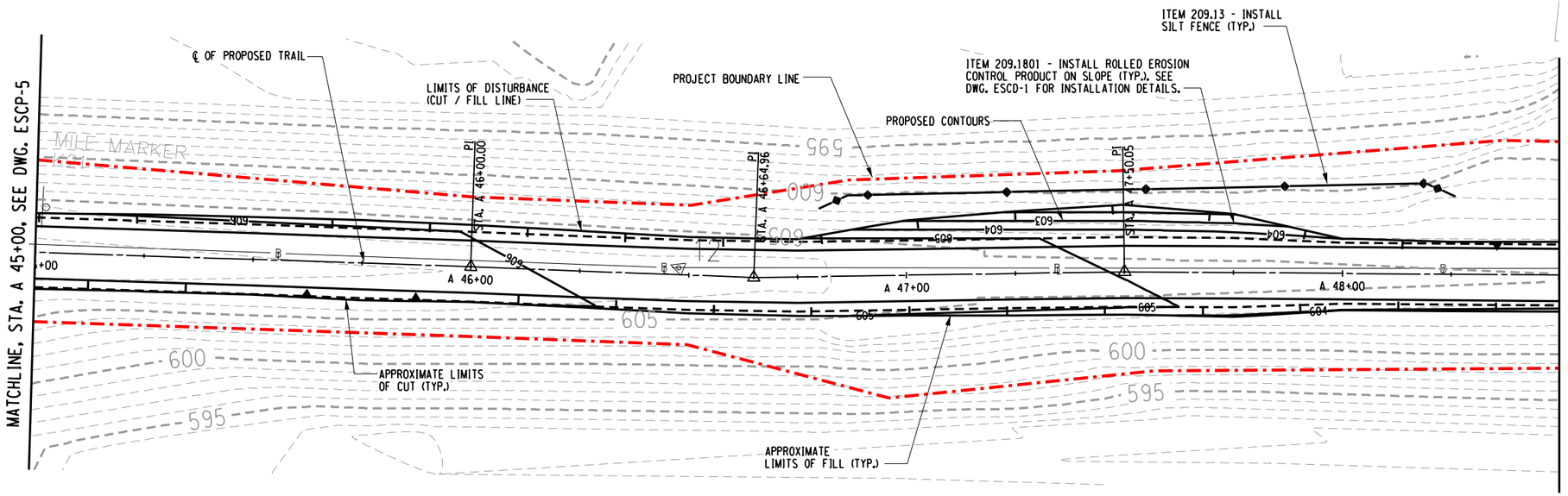

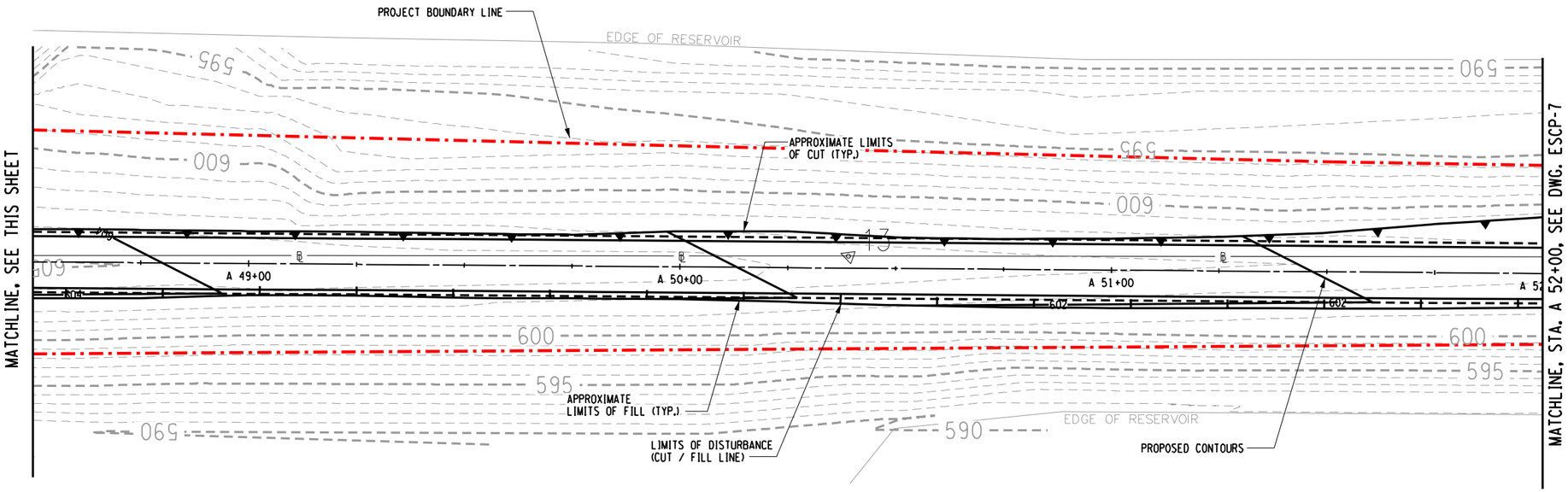

EROSION AND SEDIMENT CONTROL PLAN - STA. A 45+00 TO STA. A 52+00

0 15 30
SCALE 1" = 15 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

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LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

SURVEY AND MAPPING PROVIDED BY:
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ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN - 6

SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-6

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\143.369007001 ESCP.006.dgn
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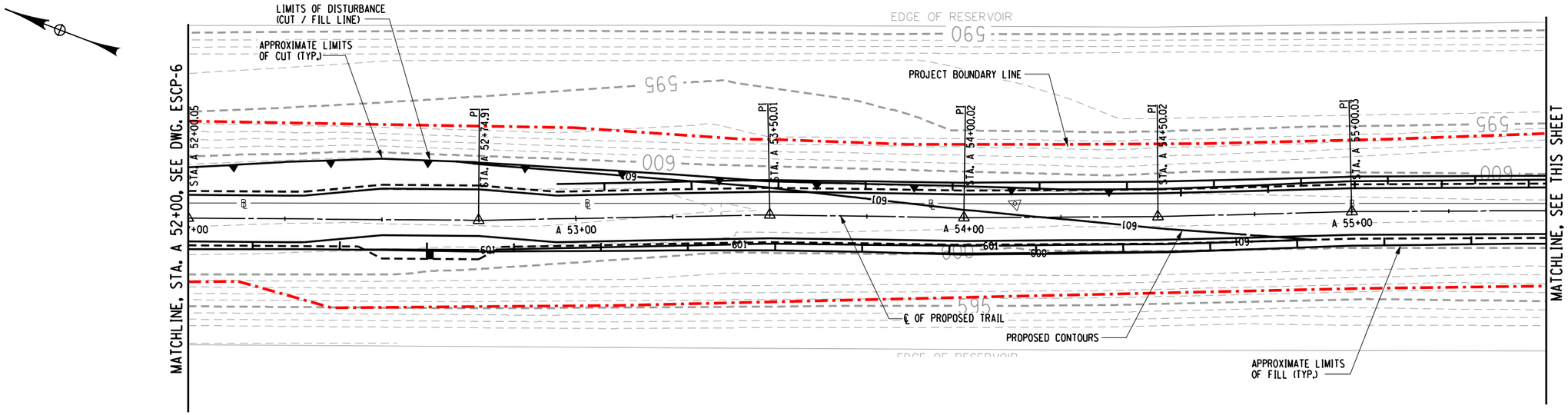

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
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074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 52+00 TO STA. A 59+00

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IN CHARGE OF TCB | DESIGNED BY CMH | DRAFTED BY TCB | CHECKED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\144_369007001 ESCP_007.dgn
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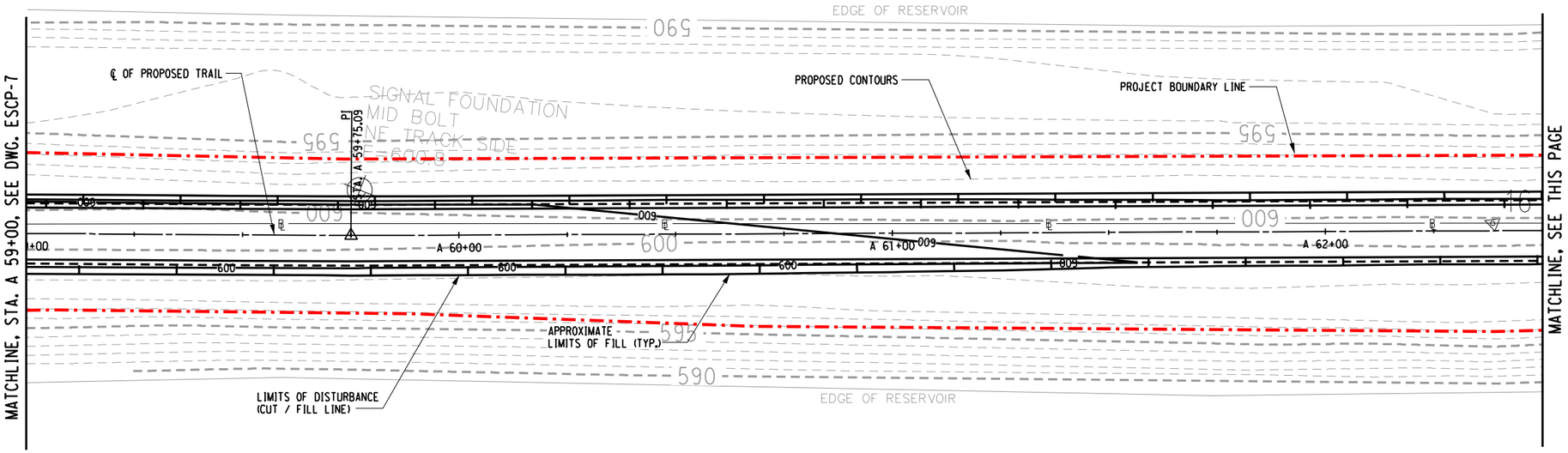
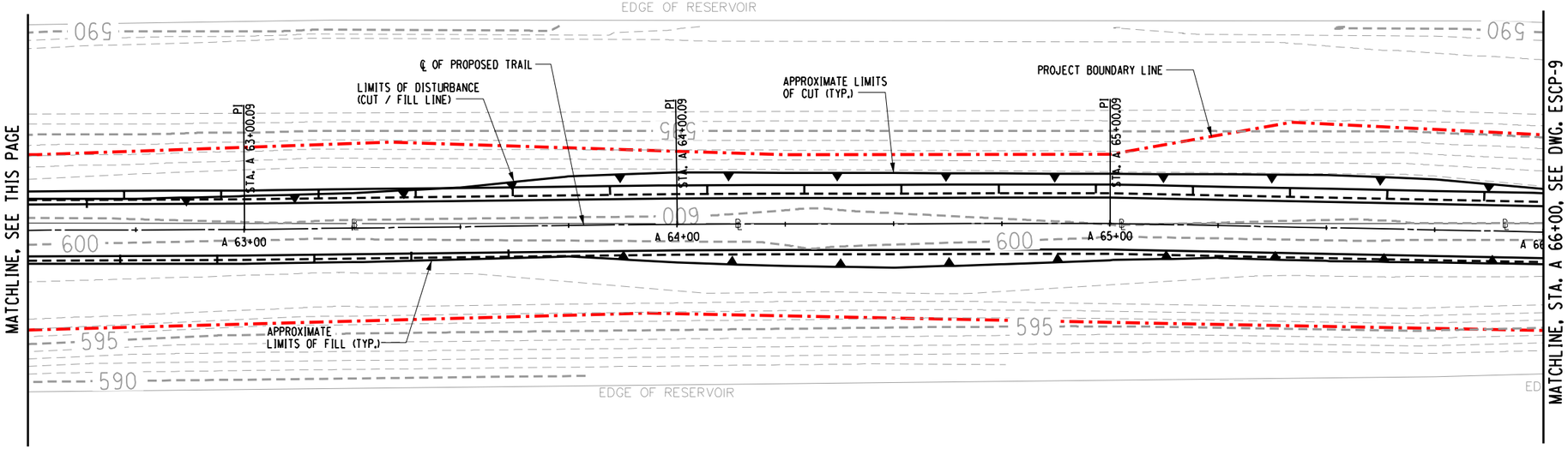
NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-7
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-7





0 30 60
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
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074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 59+00 TO STA. A 66+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -8
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-8

IN CHARGE OF TCB
DESIGNED BY CMH
CHECKED BY CMH
DRAFTED BY TCB
CHECKED BY CMH/ERB/JDH

cmh
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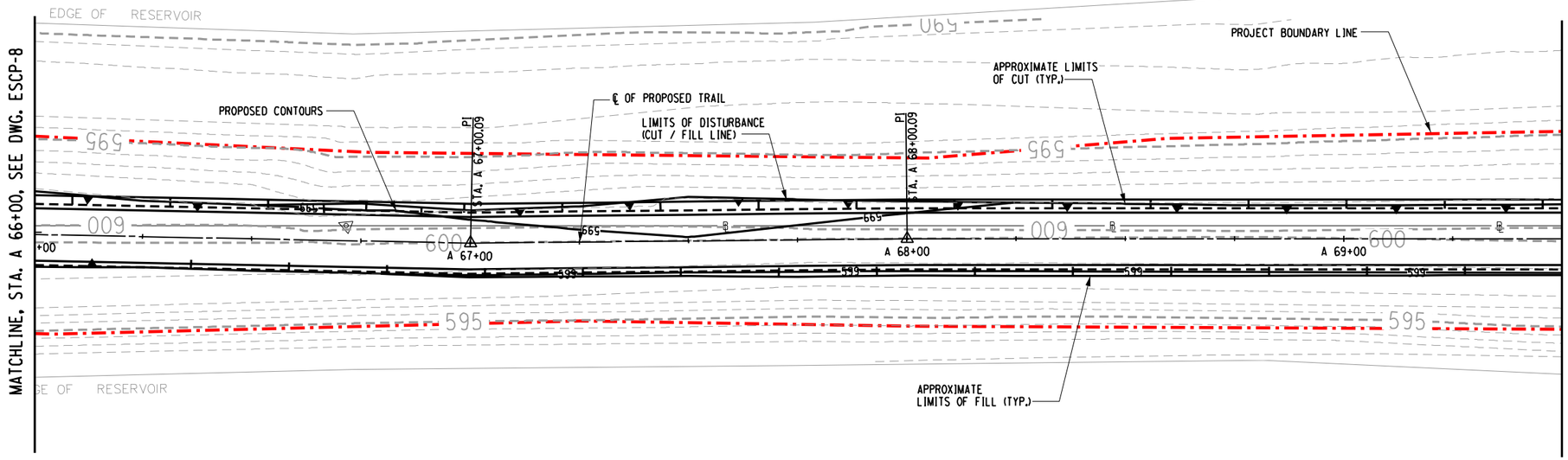

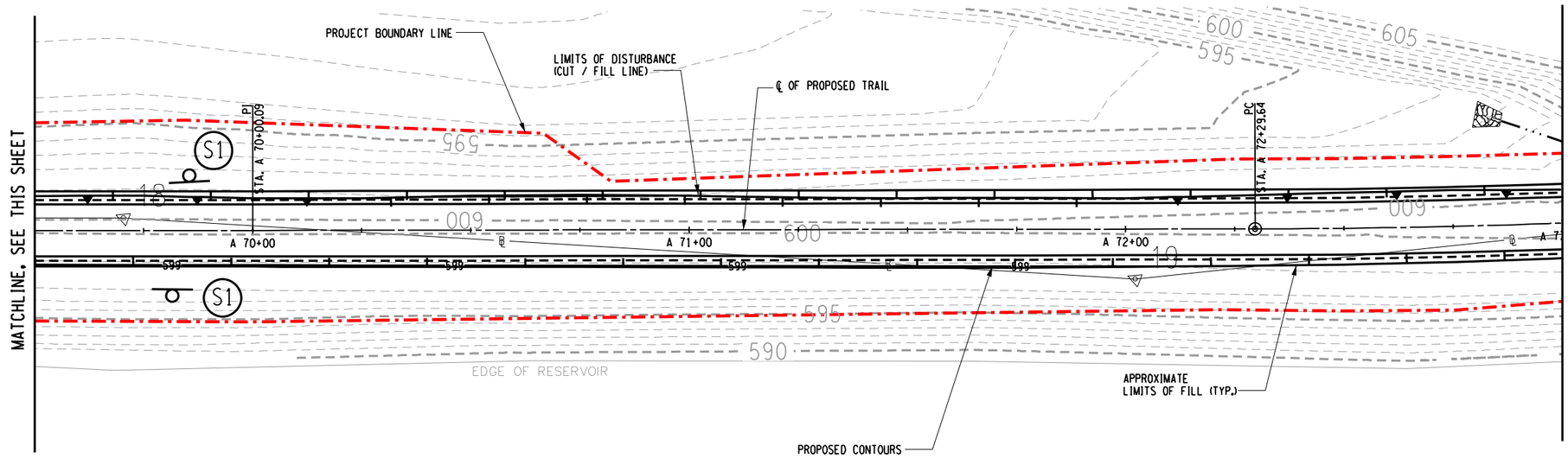

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 66+00 TO STA. A 73+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-9
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-9

IN CHARGE OF TCB DESIGNED BY CMH DRAFTED BY TCB CHECKED BY CMH/ERB/JDH CHECKED BY CMH

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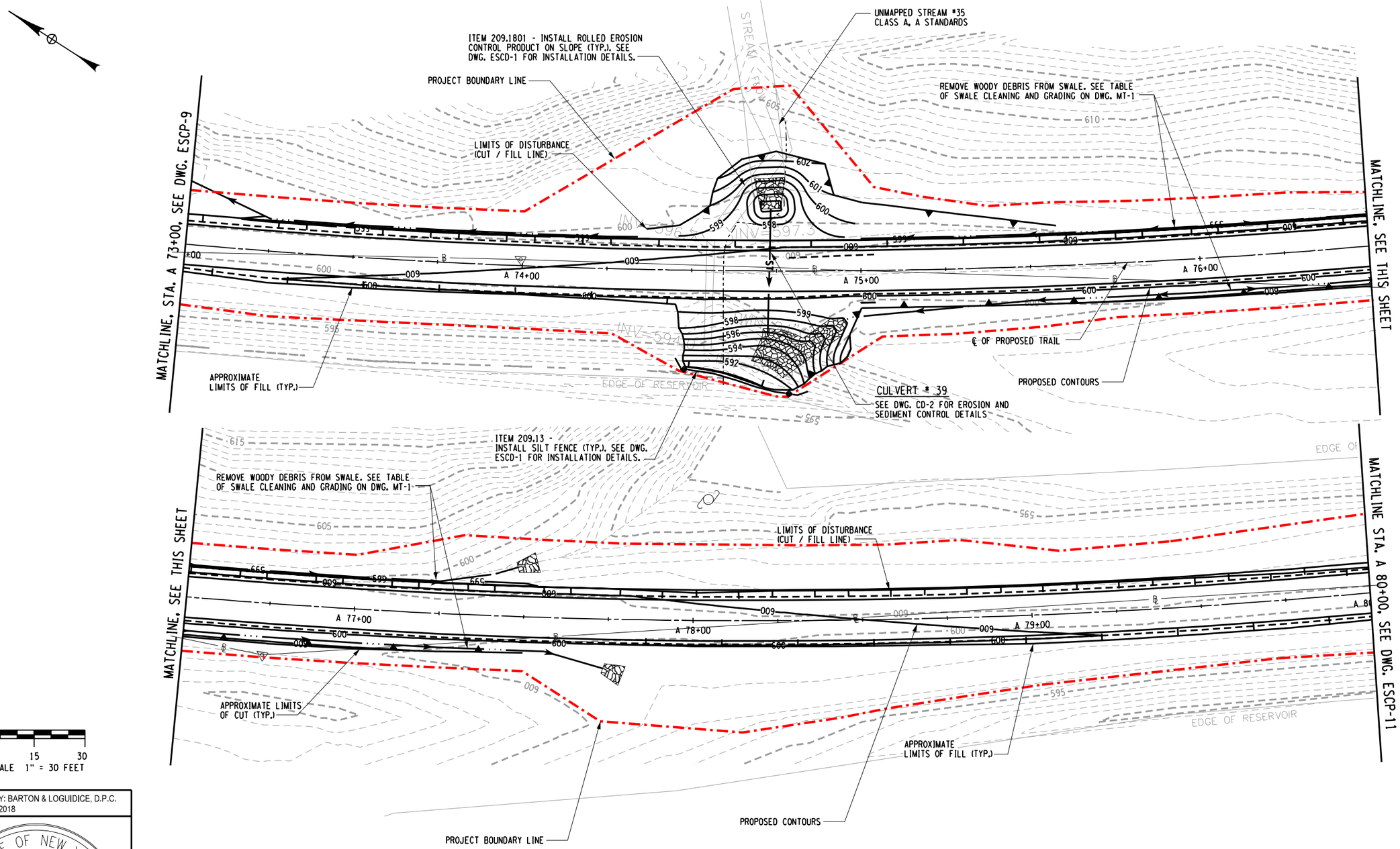

0 15 30
SCALE 1" = 30 FEET

EROSION AND SEDIMENT CONTROL PLAN - STA. A 73+00 TO STA. A 80+00

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

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SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -10

SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-10

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

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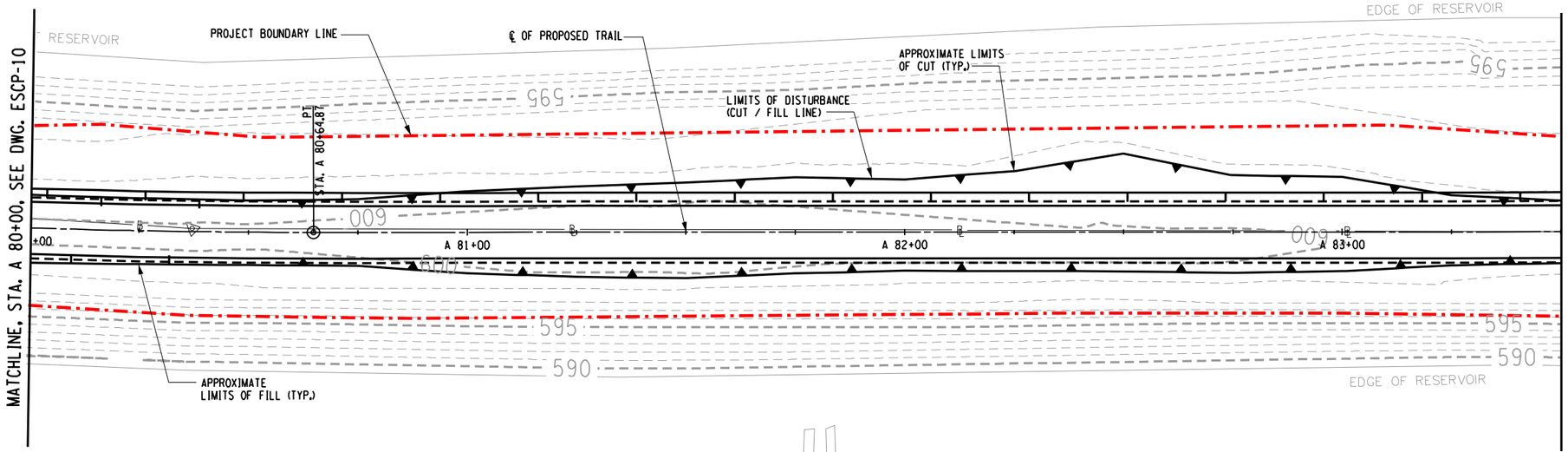

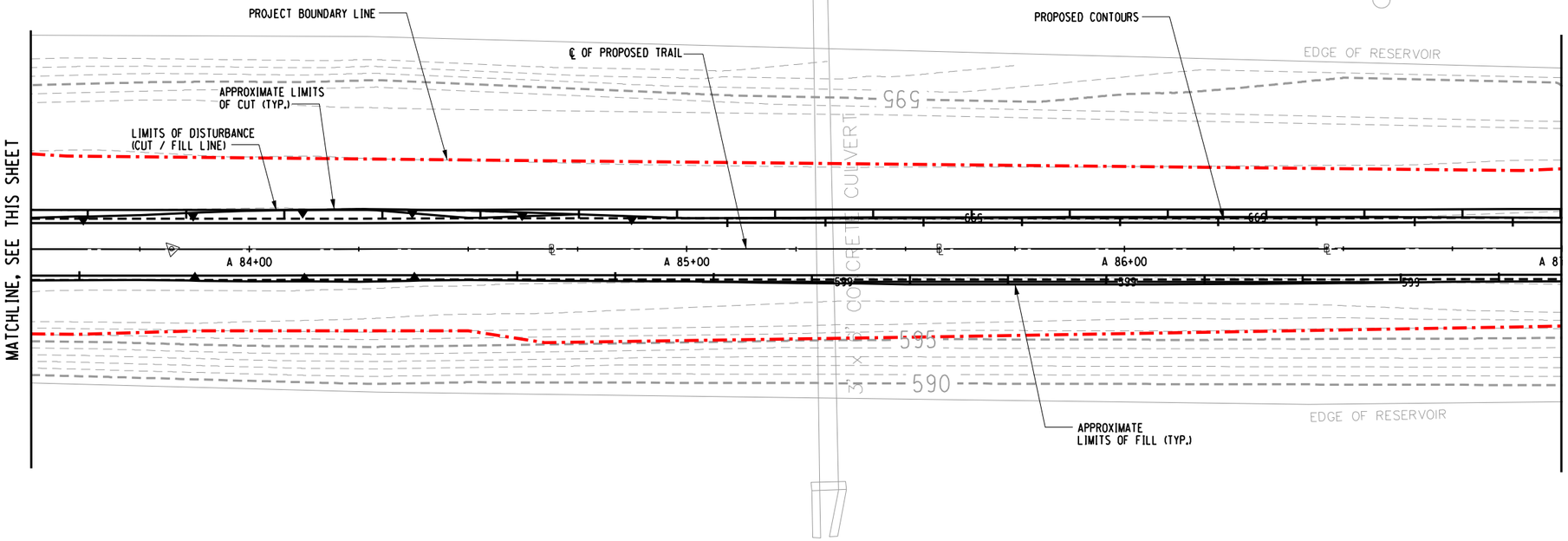

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 80+00 TO STA. A 87+00

SURVEY AND MAPPING PROVIDED BY:
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NO.	DATE	BY	REVISION

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -11
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-11

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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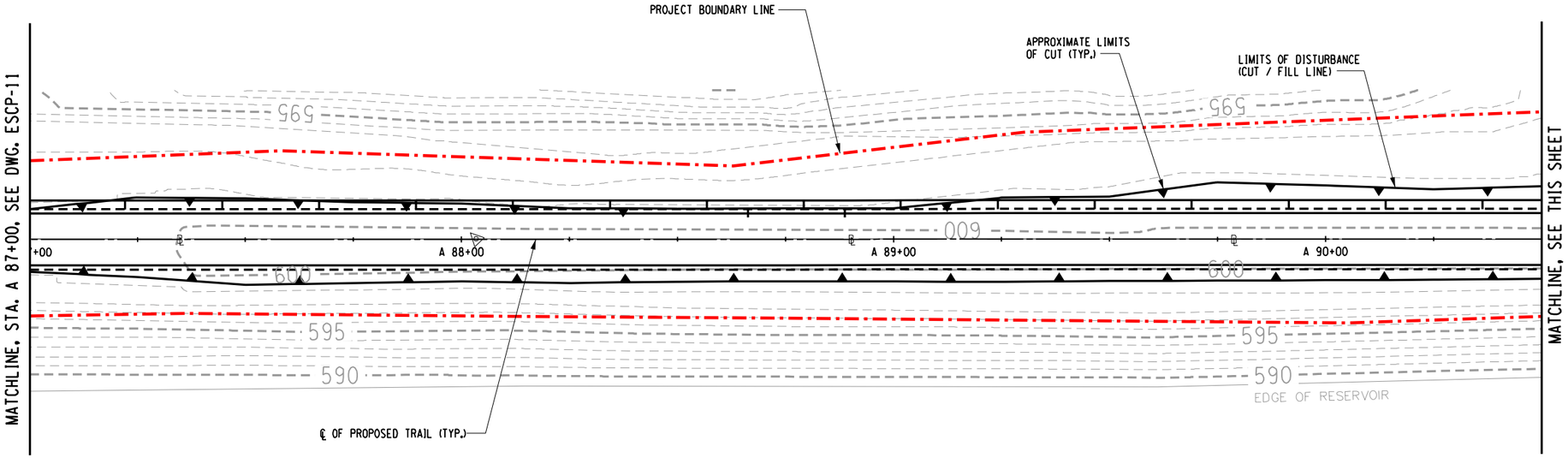

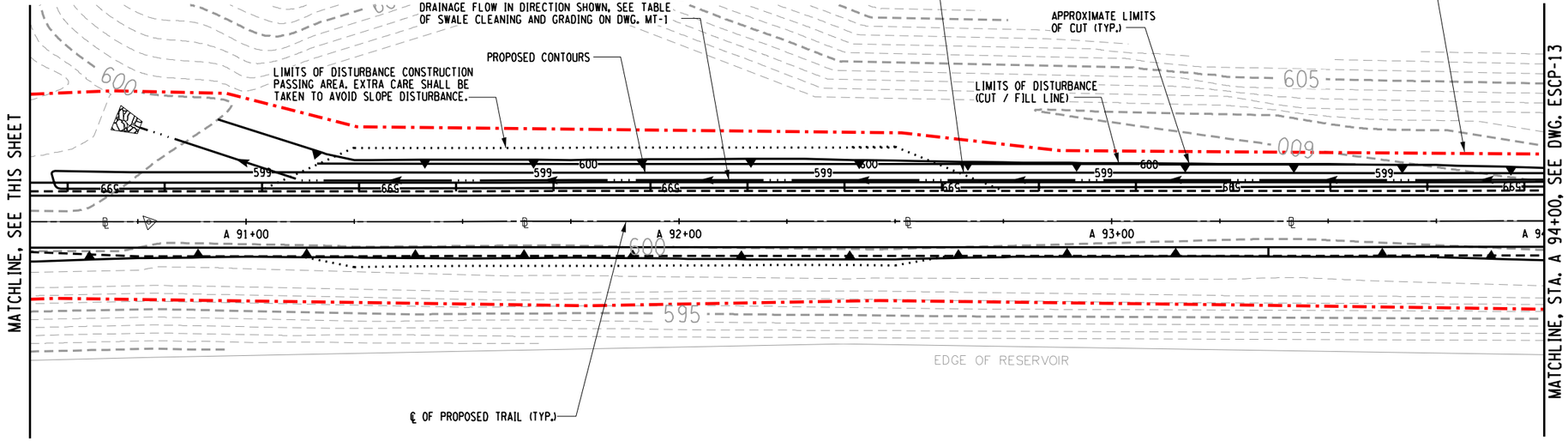

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 87+00 TO STA. A 94+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -12

SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-12

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\149.369007001 ESCP-012.dgn
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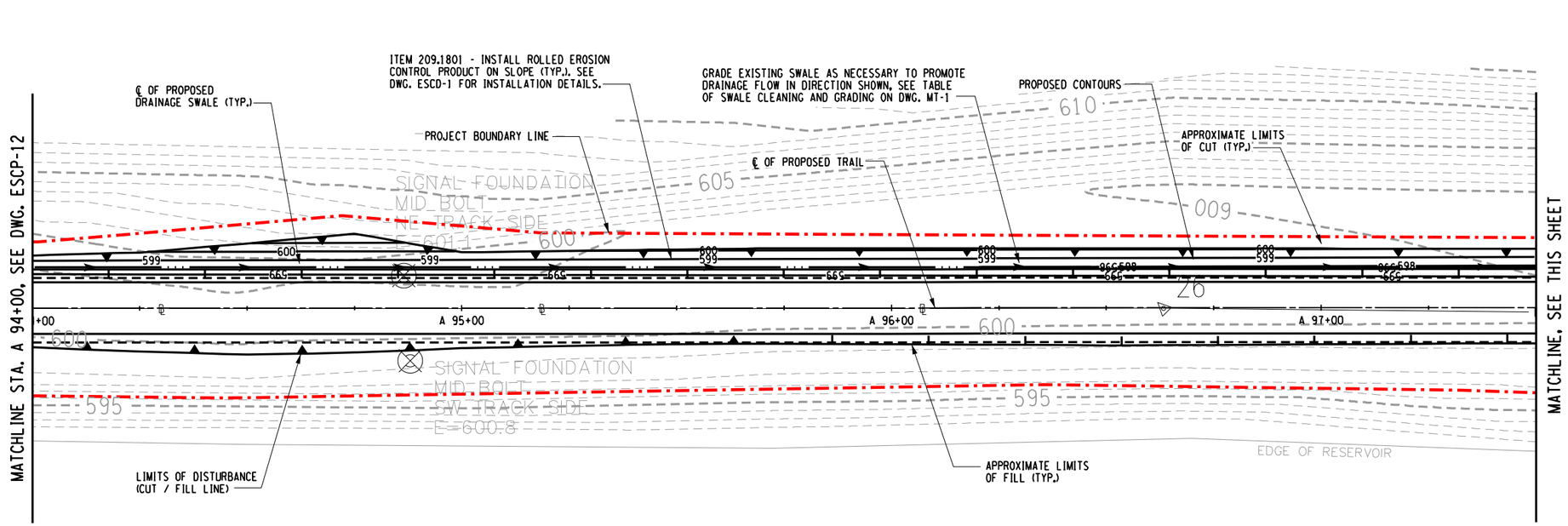

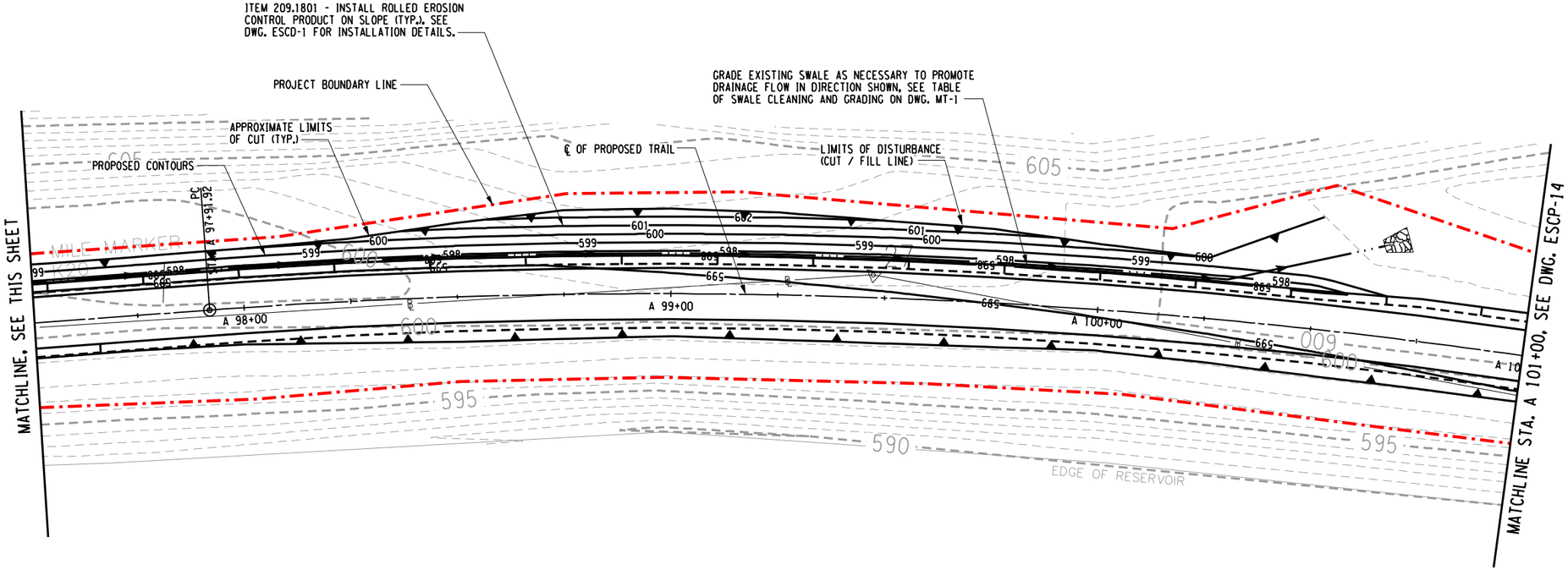

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
074590
LICENSED PROFESSIONAL ENGINEER

EROSION AND SEDIMENT CONTROL PLAN - STA. A 94+00 TO STA. A 101+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -13
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-13

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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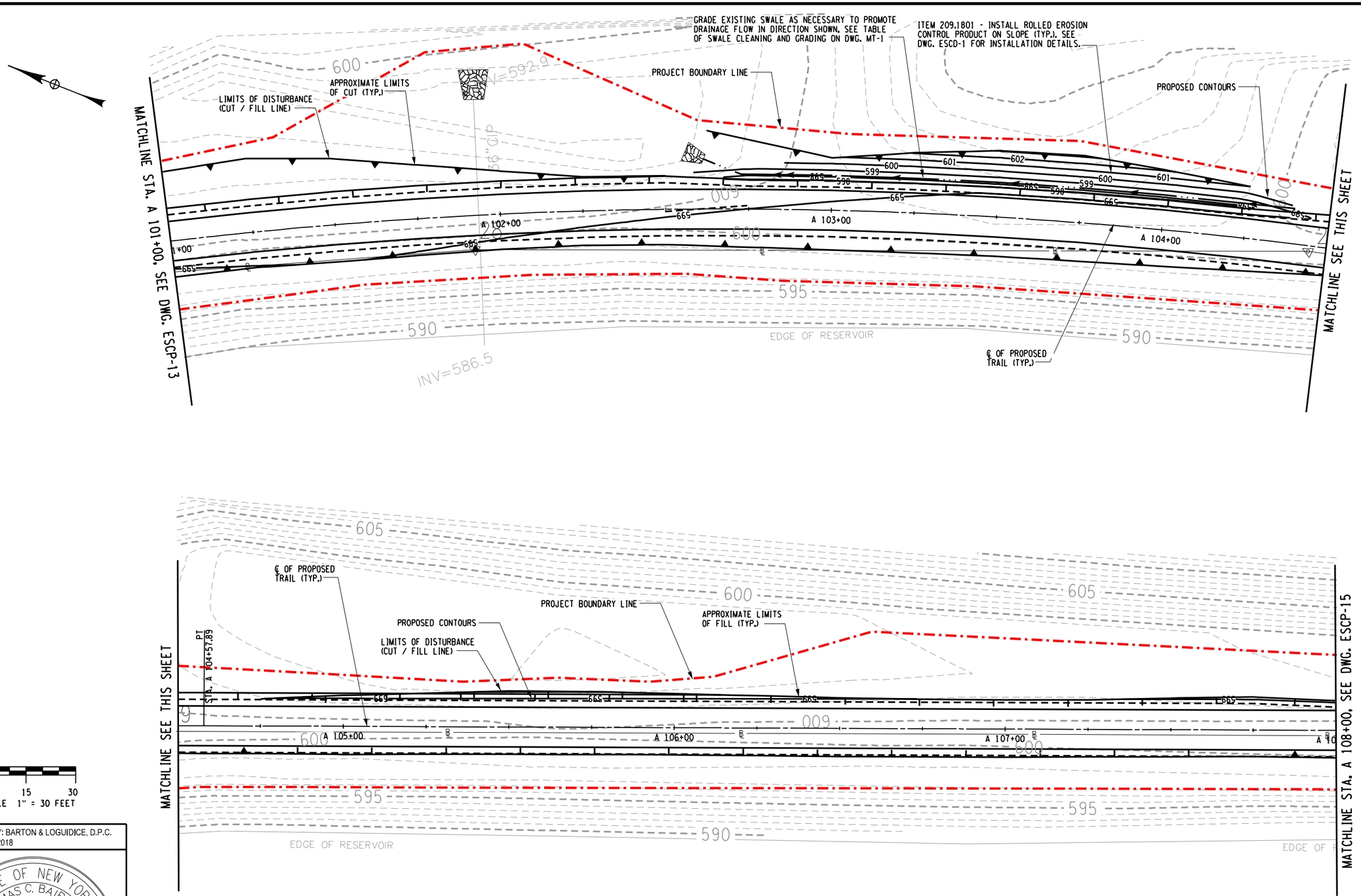

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
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LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 101+00 TO STA. A 108+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -14

SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-14

140
245

IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY TCB DRAFTED BY CMH/ERB/JDH CHECKED BY CMH

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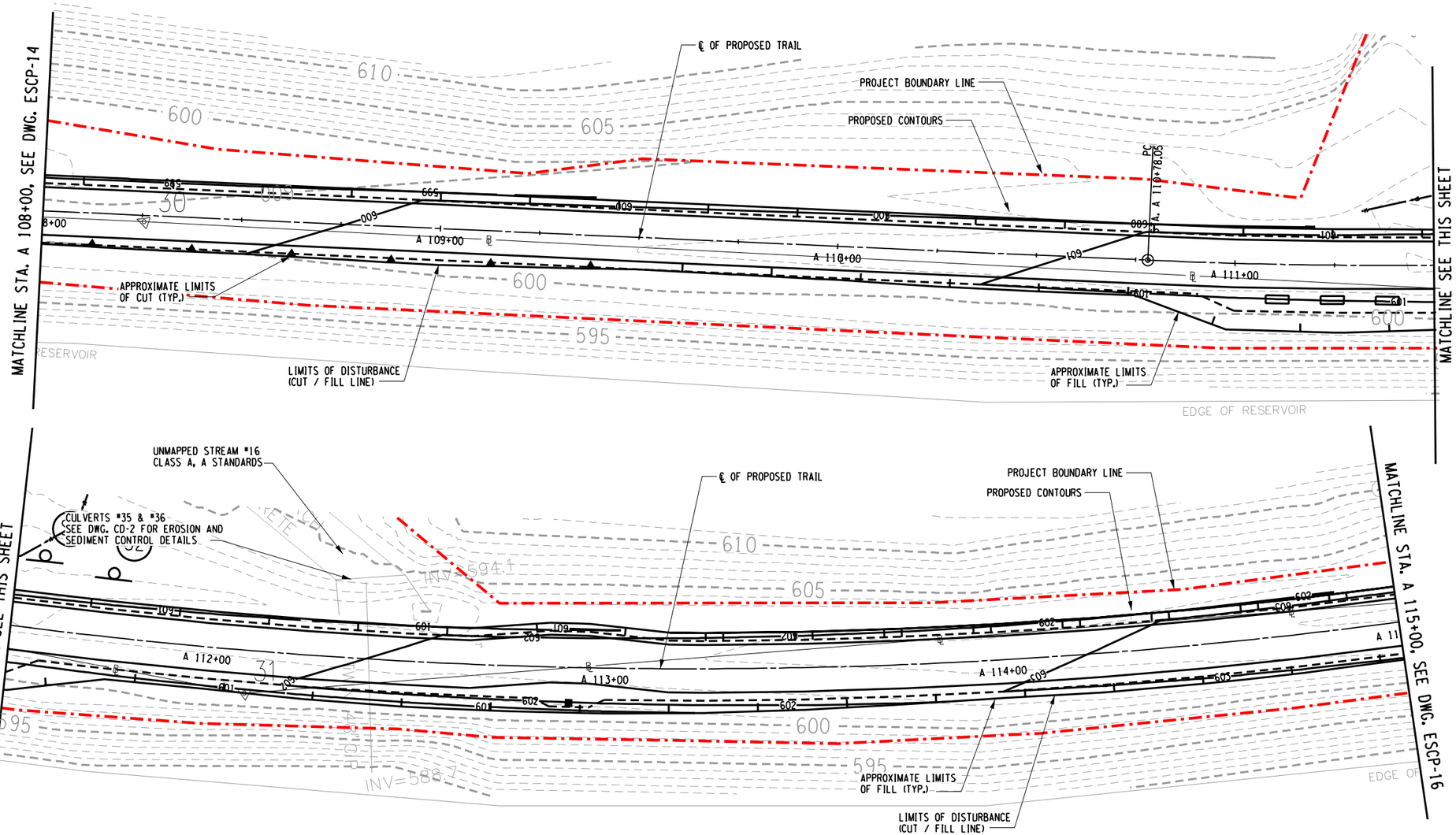

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 108+00 TO STA. A 115+00

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Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -15

SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-15

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

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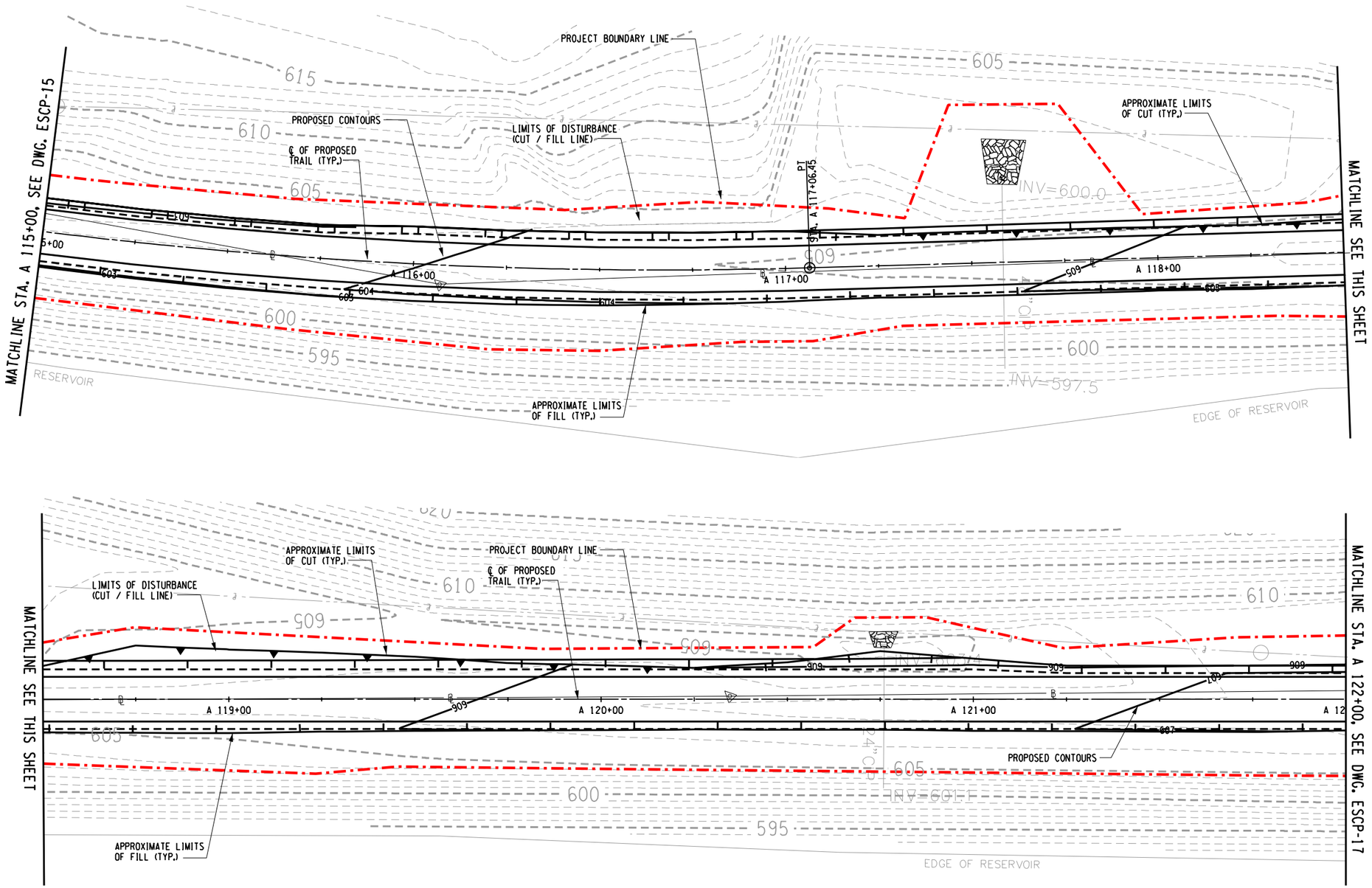

EROSION AND SEDIMENT CONTROL PLAN - STA. A 115+00 TO STA. A 122+00

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -16

SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-16

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH | CHECKED BY CMH/ERB/JDH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\153.369007001 ESCP.016.dgn
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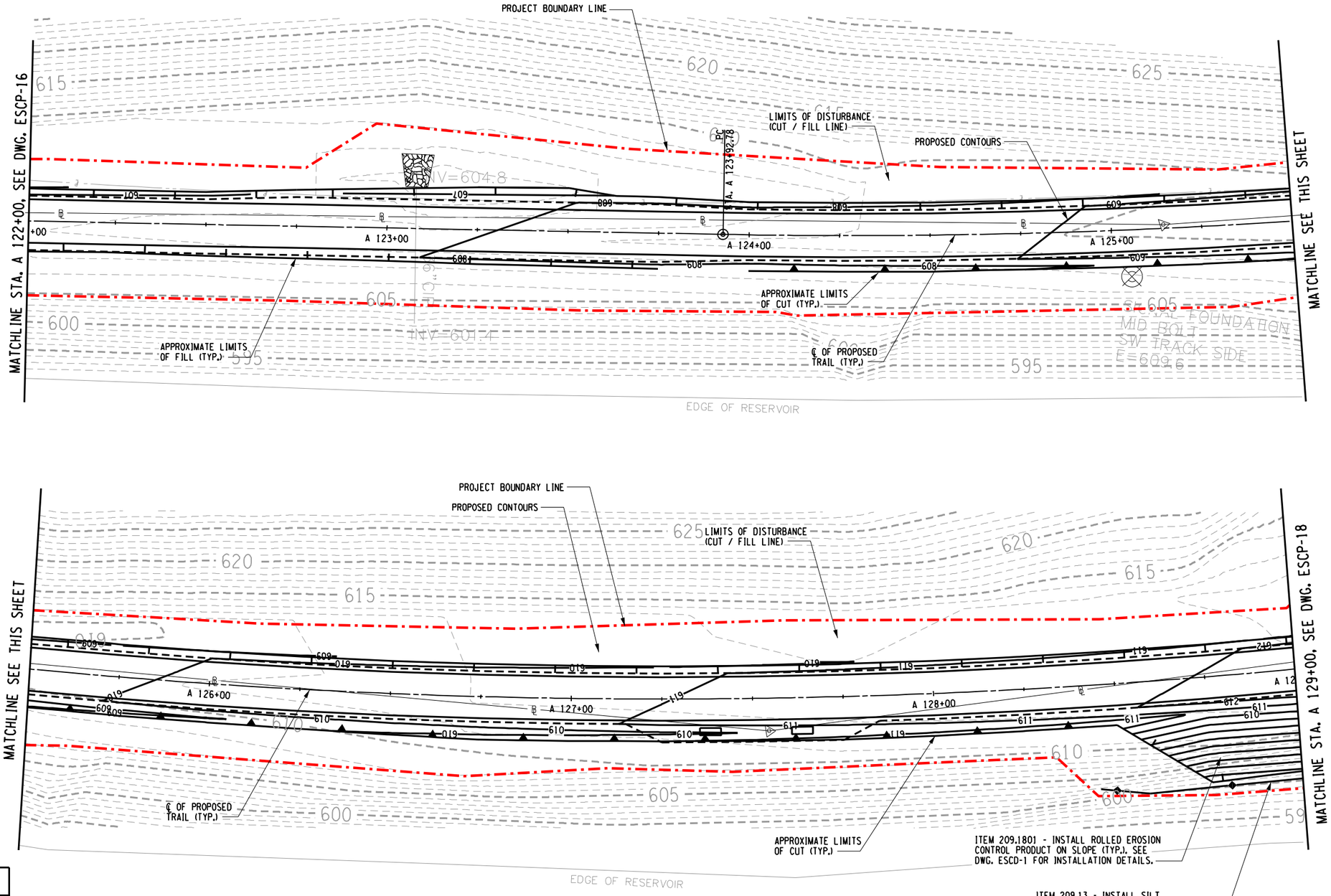

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SCALE 1" = 30 FEET

EROSION AND SEDIMENT CONTROL PLAN - STA. A 122+00 TO STA. A 129+00

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

THOMAS C. BAIRD IV
STATE OF NEW YORK
074590
LICENSED PROFESSIONAL ENGINEER
EXCELSIOR

SURVEY AND MAPPING PROVIDED BY:
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NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -17
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-17

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

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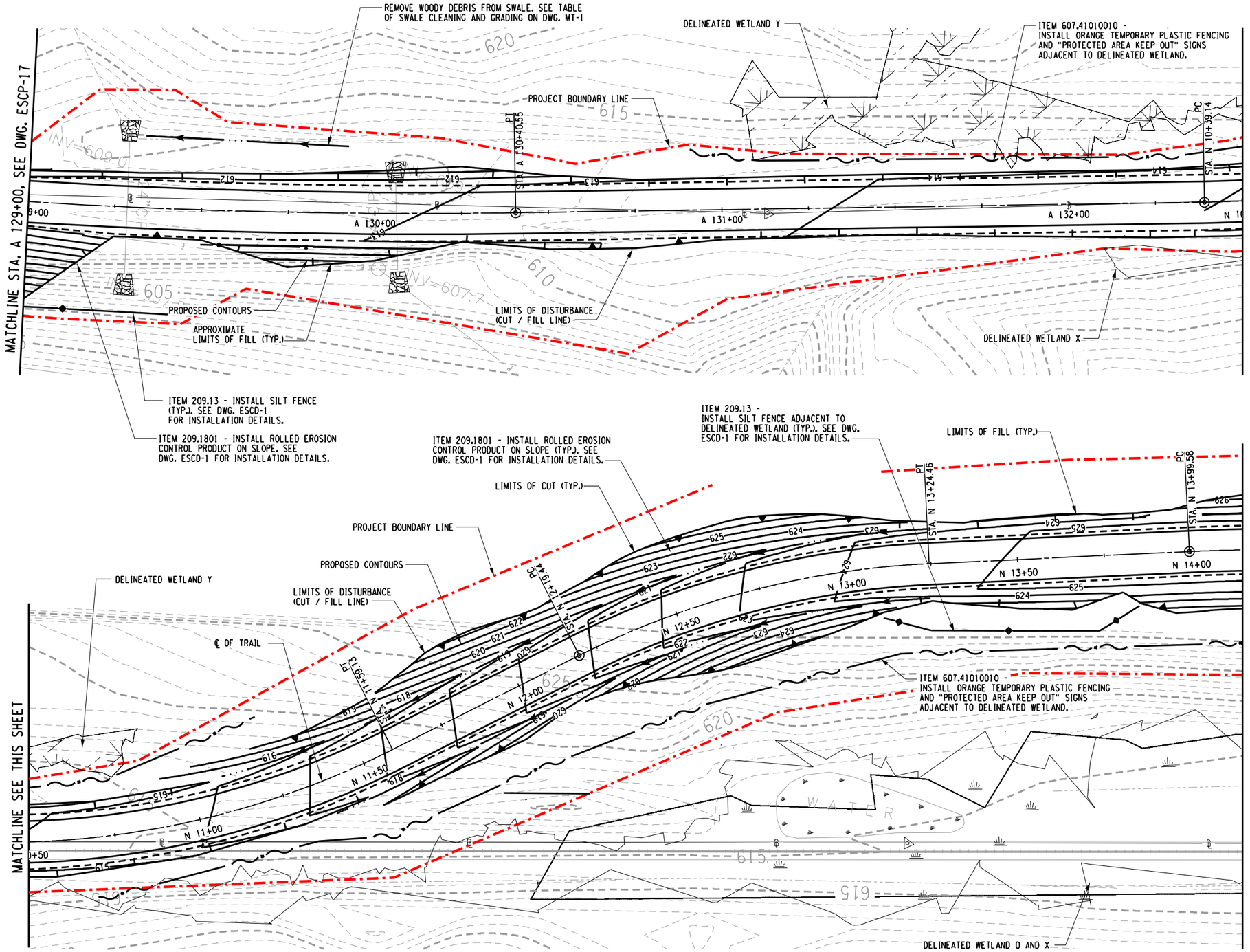

EROSION AND SEDIMENT CONTROL PLAN - STA. A 129+00 TO STA. A 136+00

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK · THOMAS C. BAIRD IV · EXCELSIOR · 074590 · LICENSED PROFESSIONAL ENGINEER

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -18

SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING ESCP-18

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY CMH | DRAFTED BY CMH/ERB/JDH | CHECKED BY TCB

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\155.369007001 ESCP.018.dgn
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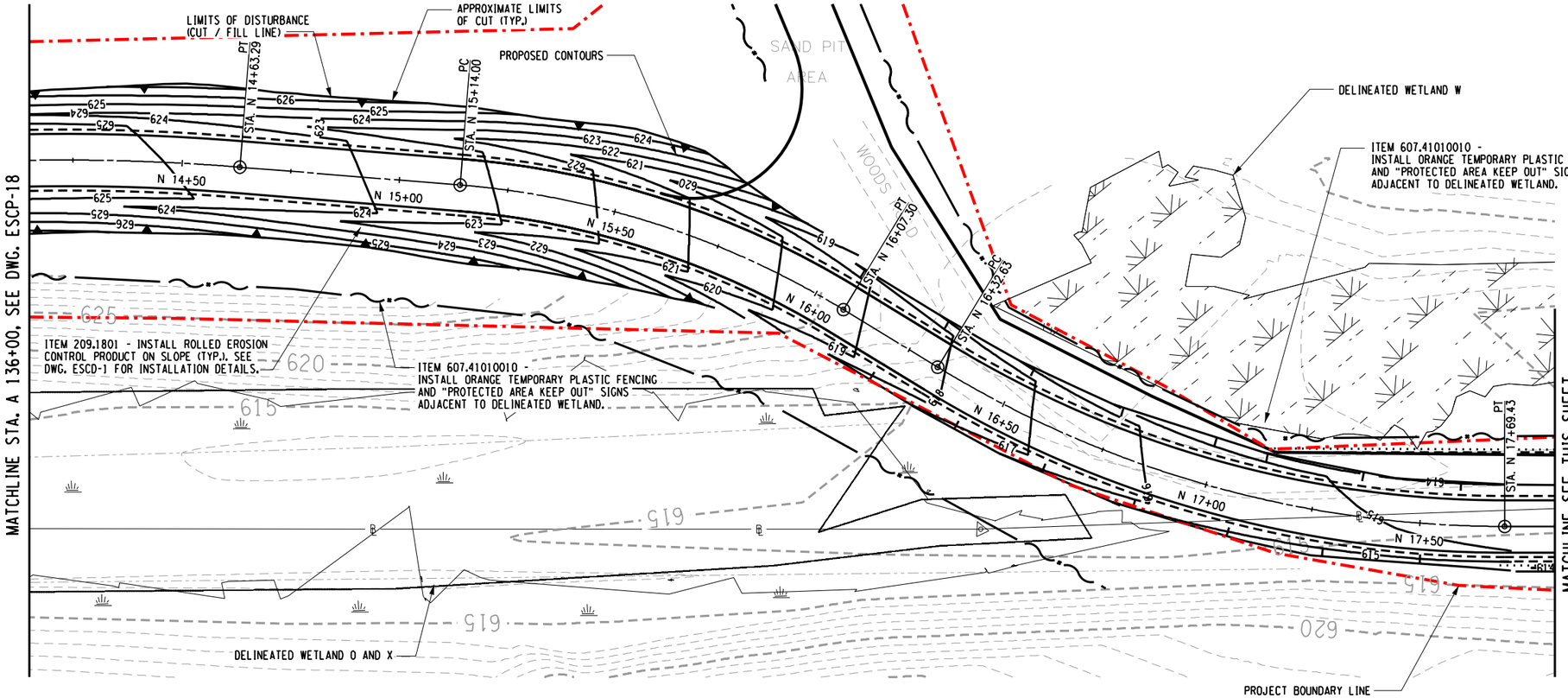

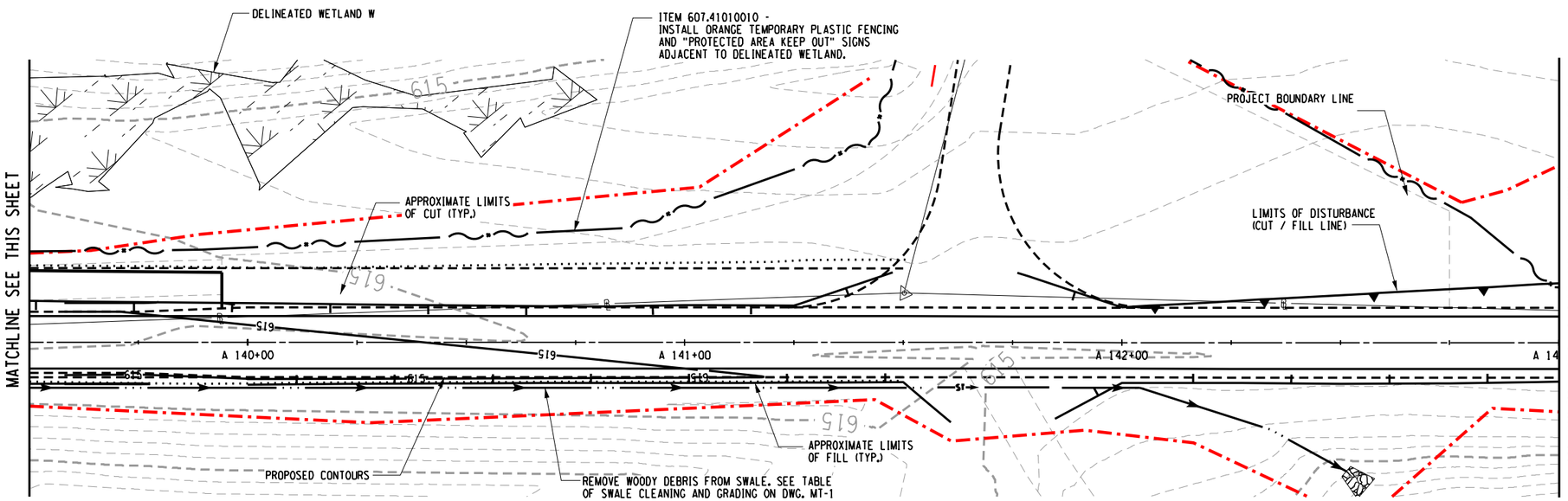

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 136+00 TO STA. A 143+00

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -19

SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING ESCP-19

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

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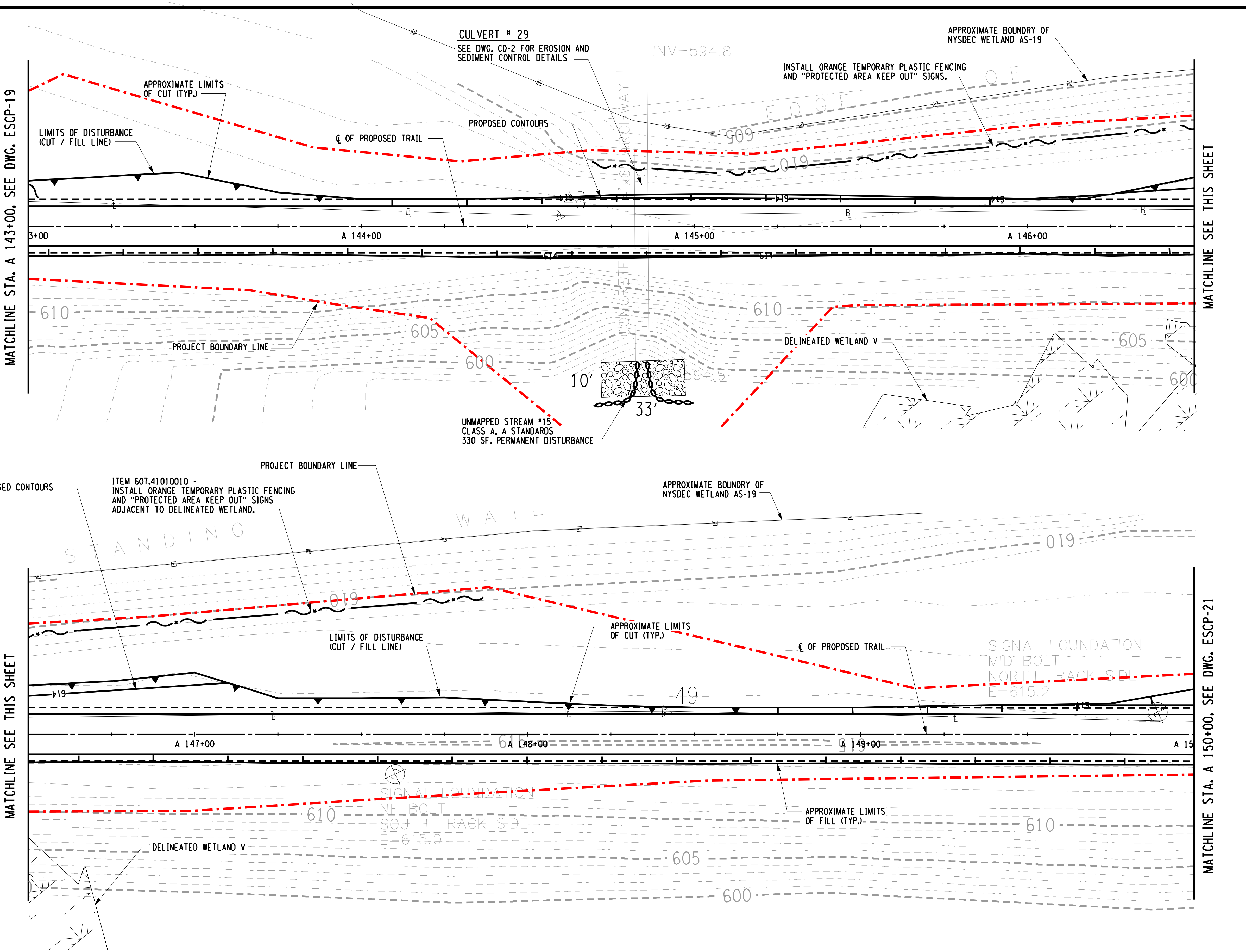

0 15 30
SCALE 1" = 30 FEET

EROSION AND SEDIMENT CONTROL PLAN - STA. A 143+00 TO STA. A 150+00

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
074590
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146 / 245

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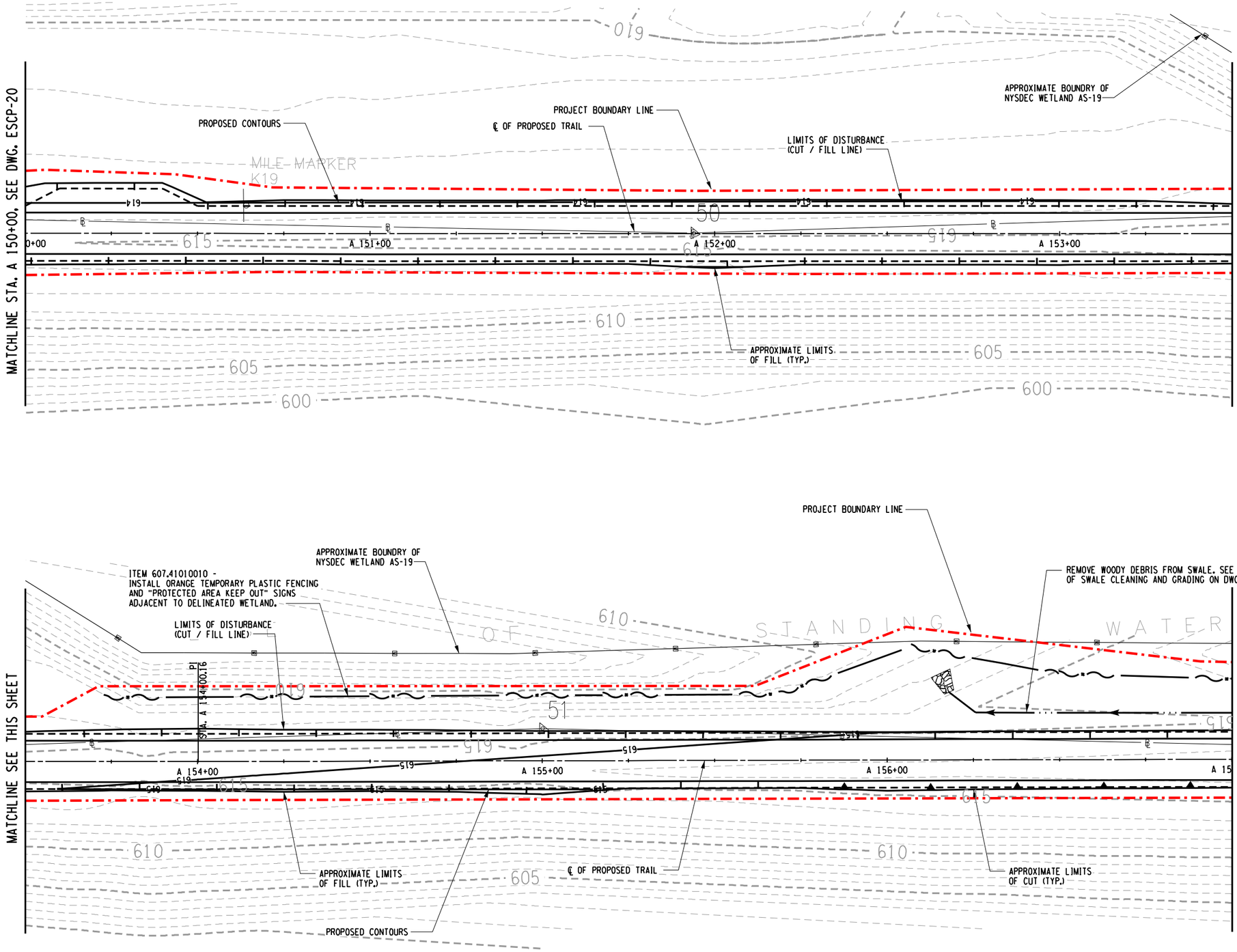
ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -20

SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-20



0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
074590
LICENSED PROFESSIONAL ENGINEER

EROSION AND SEDIMENT CONTROL PLAN - STA. A 150+00 TO STA. A 157+00

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -21

SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-21

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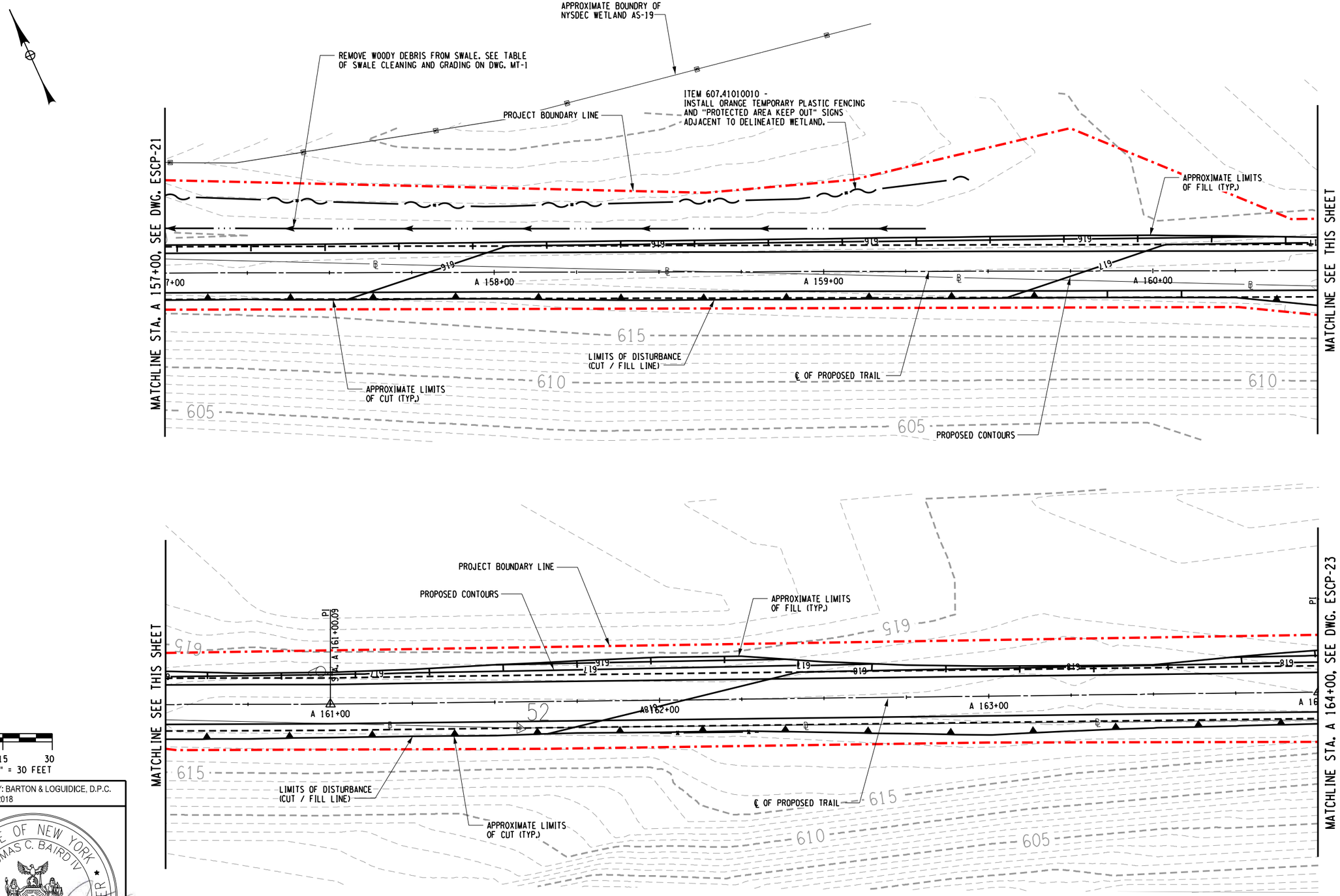

0 15 30
SCALE 1" = 30 FEET

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ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 156+00 TO STA. A 164+00

SURVEY AND MAPPING PROVIDED BY:
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ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -22

SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-22

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

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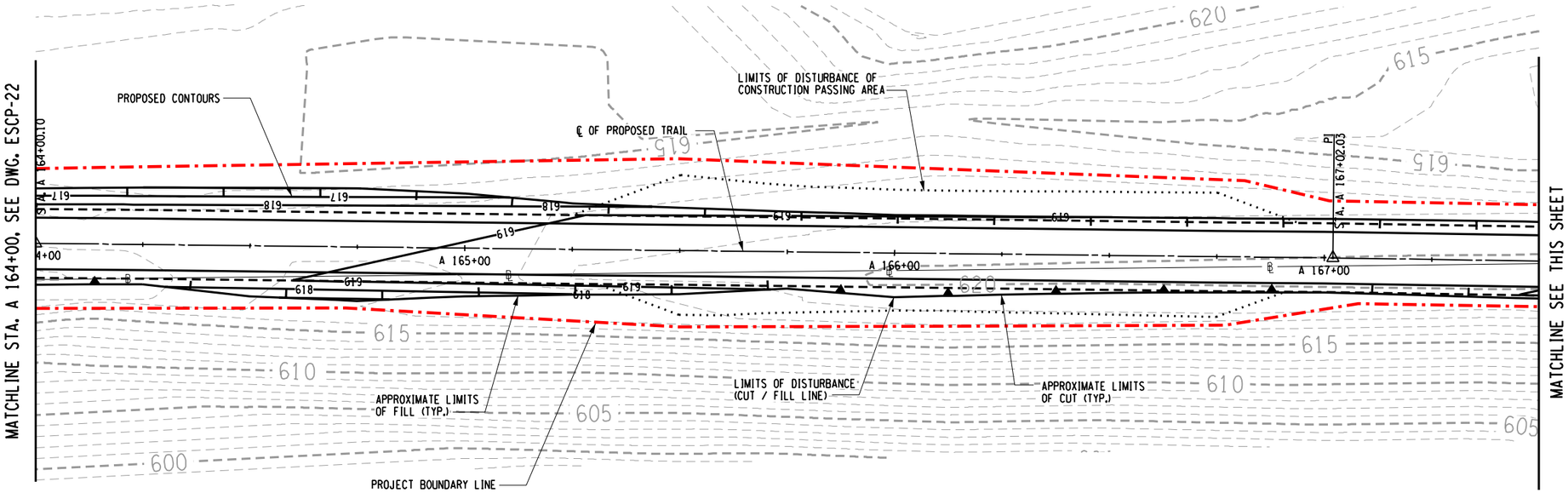

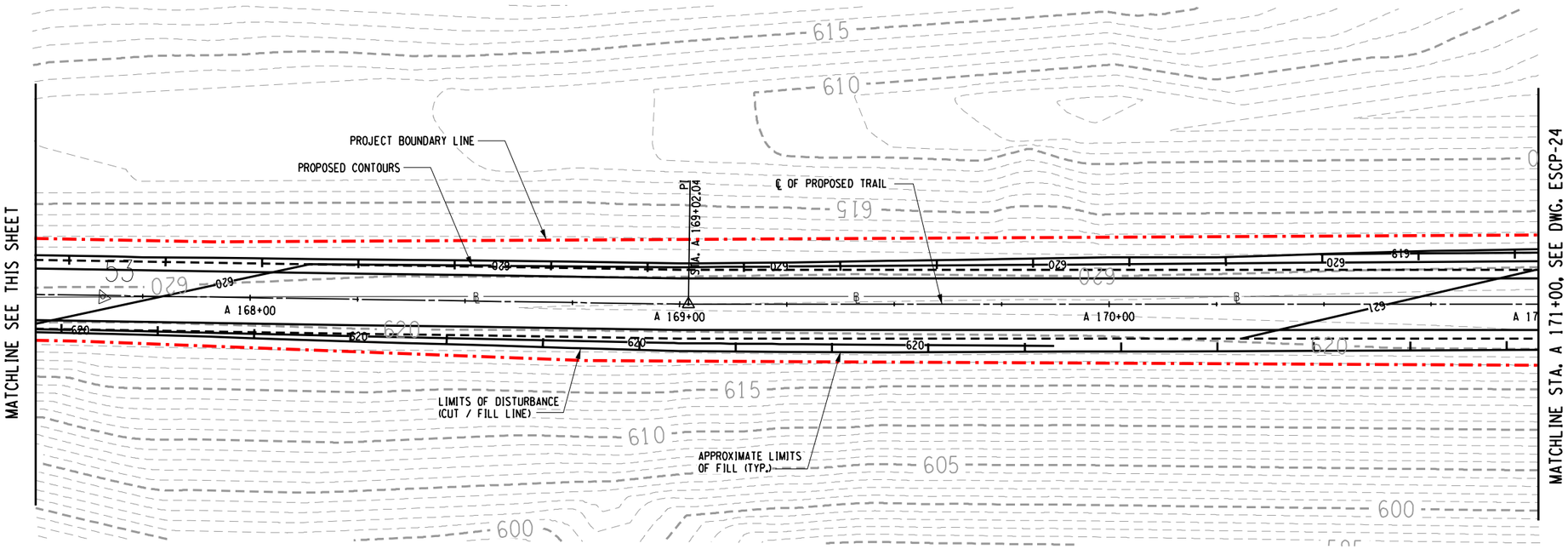

0 15 30
SCALE 1" = 30 FEET

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ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

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DRAFTED BY CMH/ERB/JDH
CHECKED BY CMH

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EROSION AND SEDIMENT CONTROL PLAN - STA. A 164+00 TO STA. A 171+00

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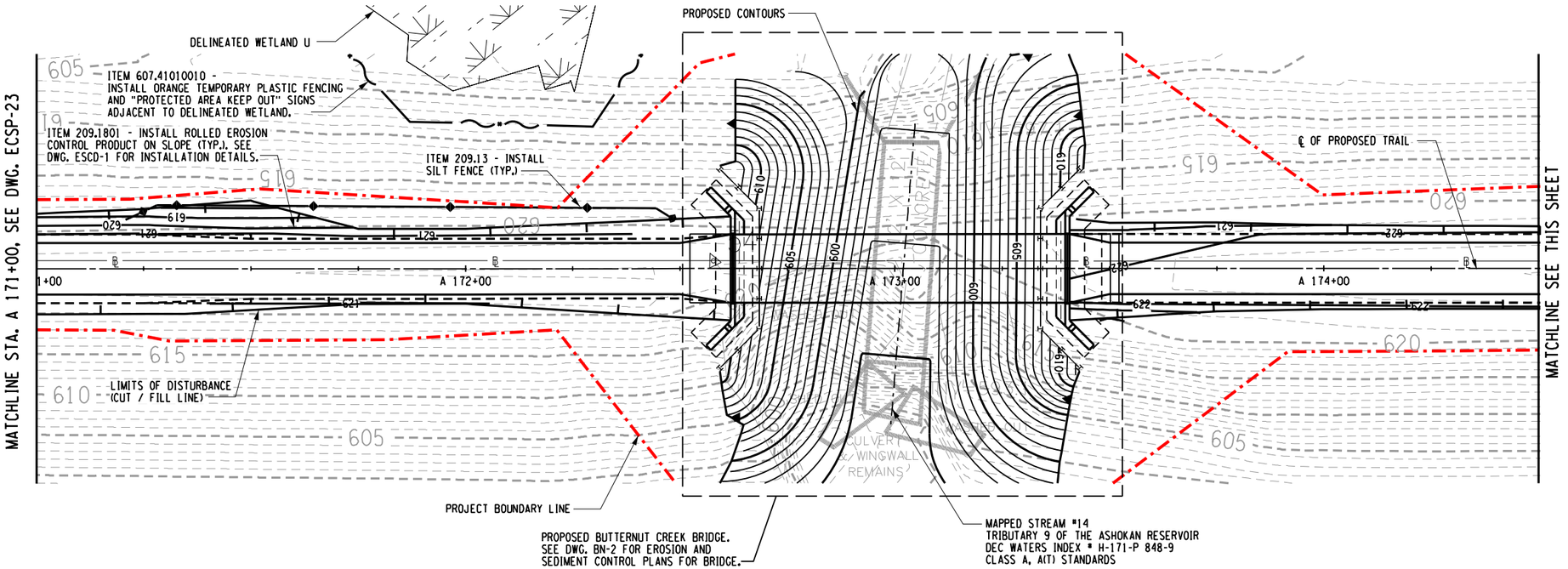
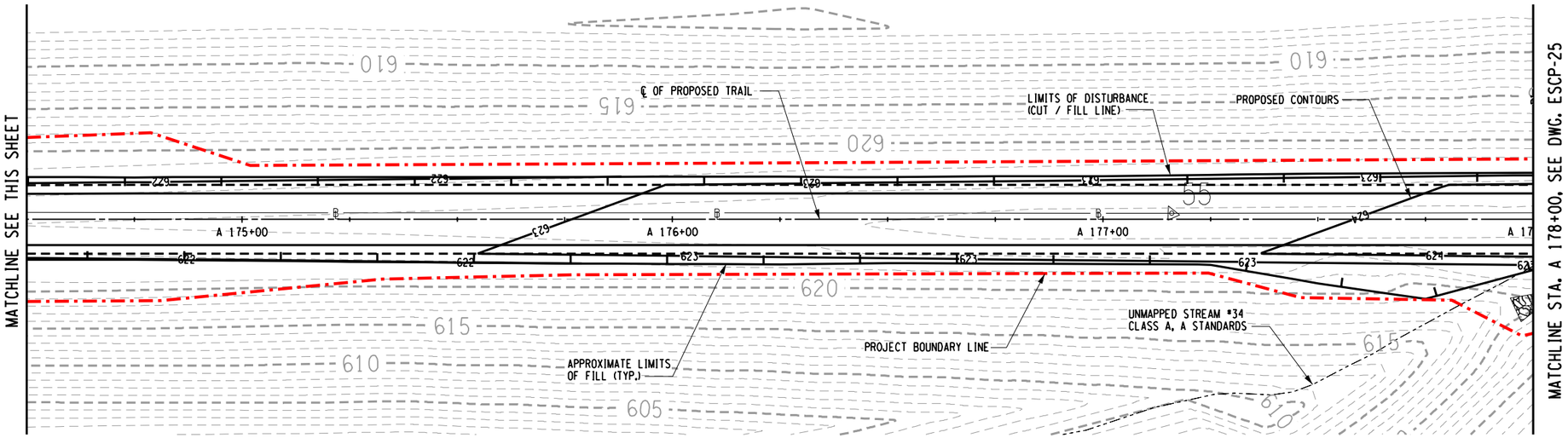
ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -23

SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-23





0 15 30
SCALE 1" = 30 FEET

EROSION AND SEDIMENT CONTROL PLAN - STA. A 171+00 TO STA. A 178+00

2. THE WETLAND FLAG LOCATIONS FOR WETLANDS Q THROUGH Z WERE DERIVED FROM THE DEP GIS DATA THAT WAS PROVIDED TO B&L.

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK · THOMAS C. BAIRD IV · LICENSED PROFESSIONAL ENGINEER · 074590

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NO.	DATE	BY	REVISION

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -24
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-24

150
245

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

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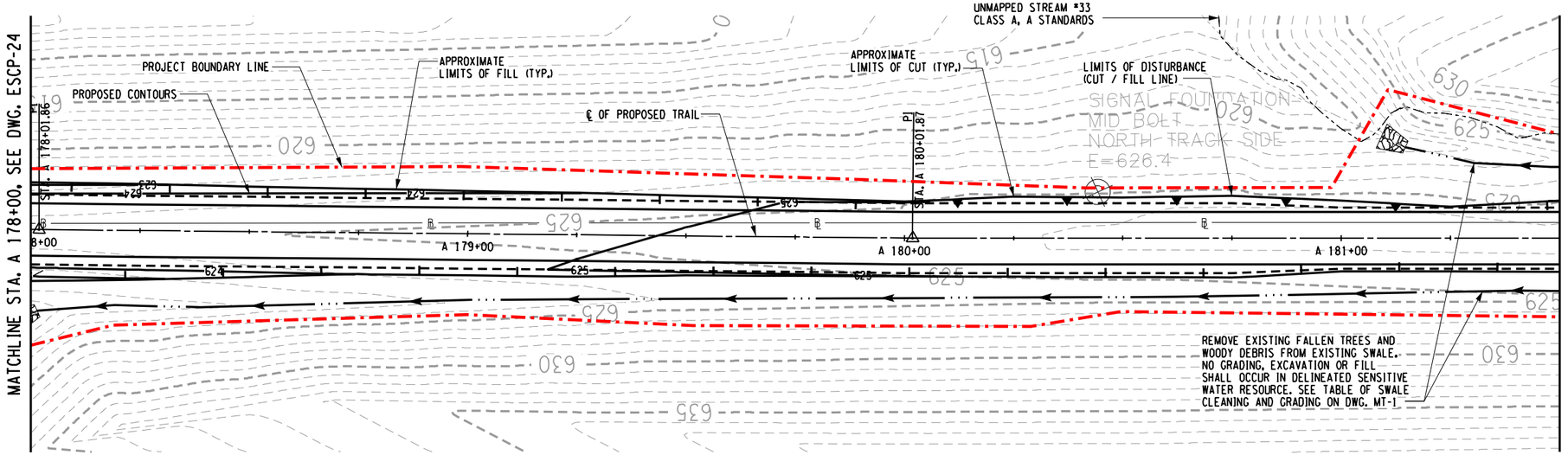

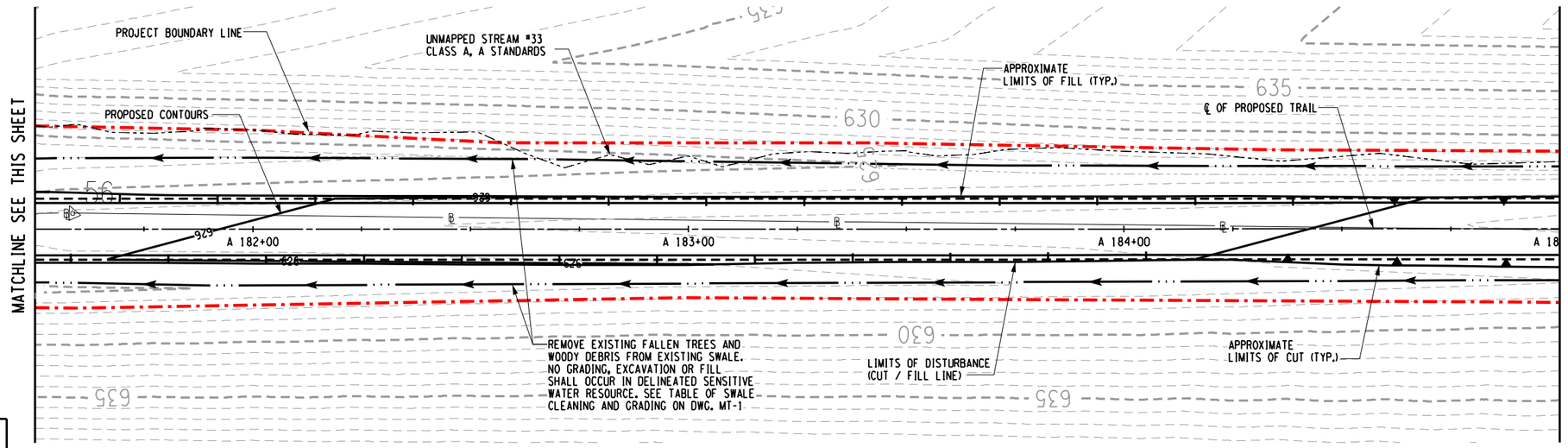

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 178+00 TO STA. A 185+00

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NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -25
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-25

IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY TCB DRAFTED BY CMH/ERB/JDH CHECKED BY CMH

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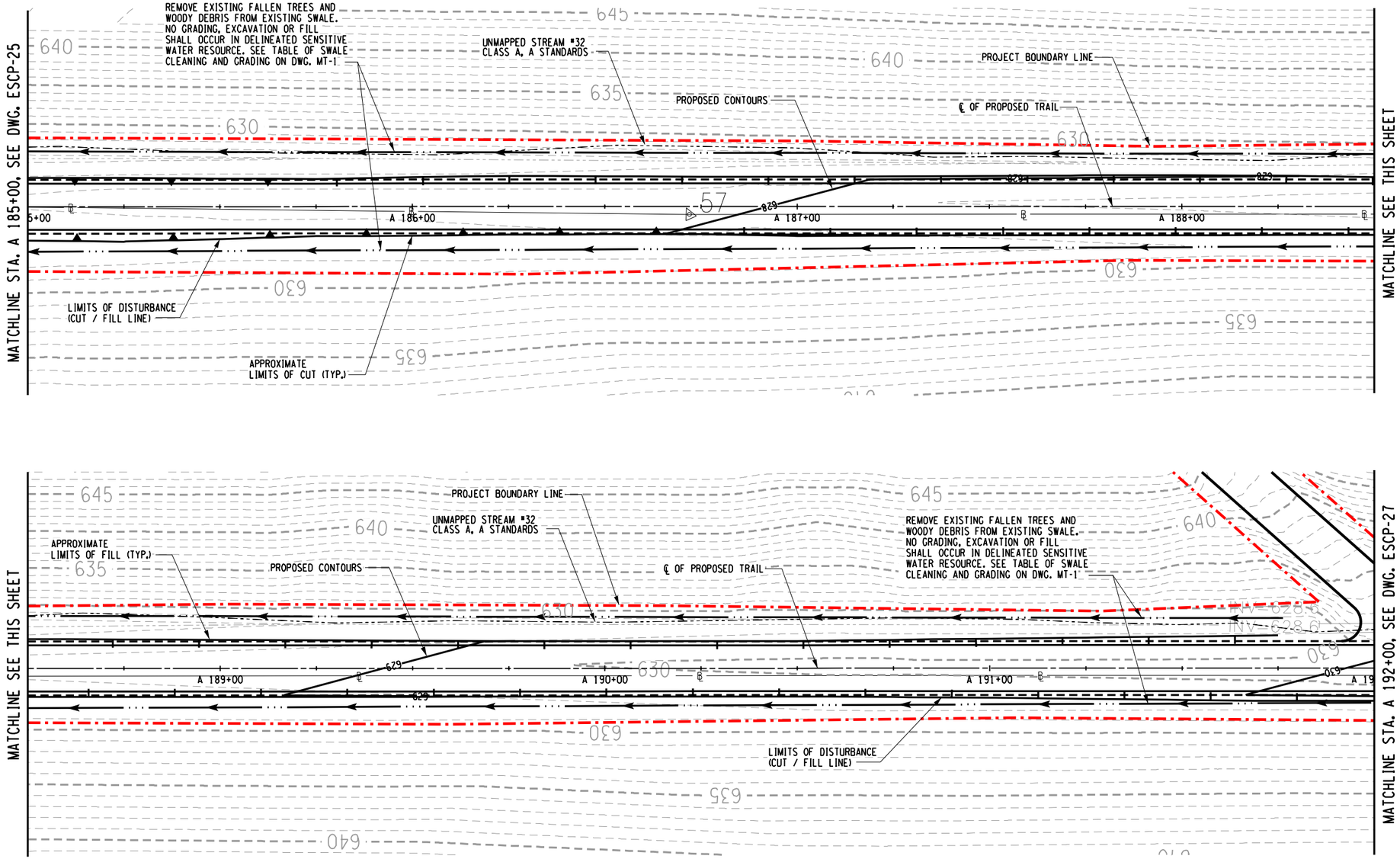

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
ENCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 178+00 TO STA. A 185+00

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BROOKS & BROOKS, PC
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NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -26
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-26

IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY TCB DRAFTED BY CMH CHECKED BY

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\163.369007001 ESCP_026.dgn
DATE = 5/30/2018
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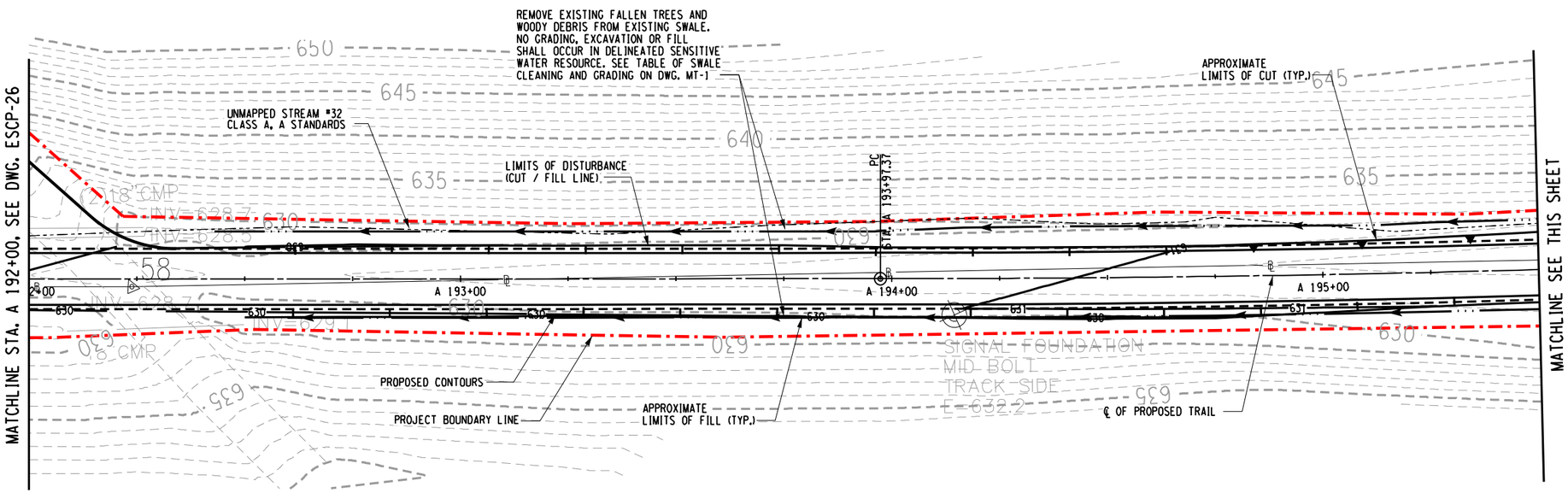

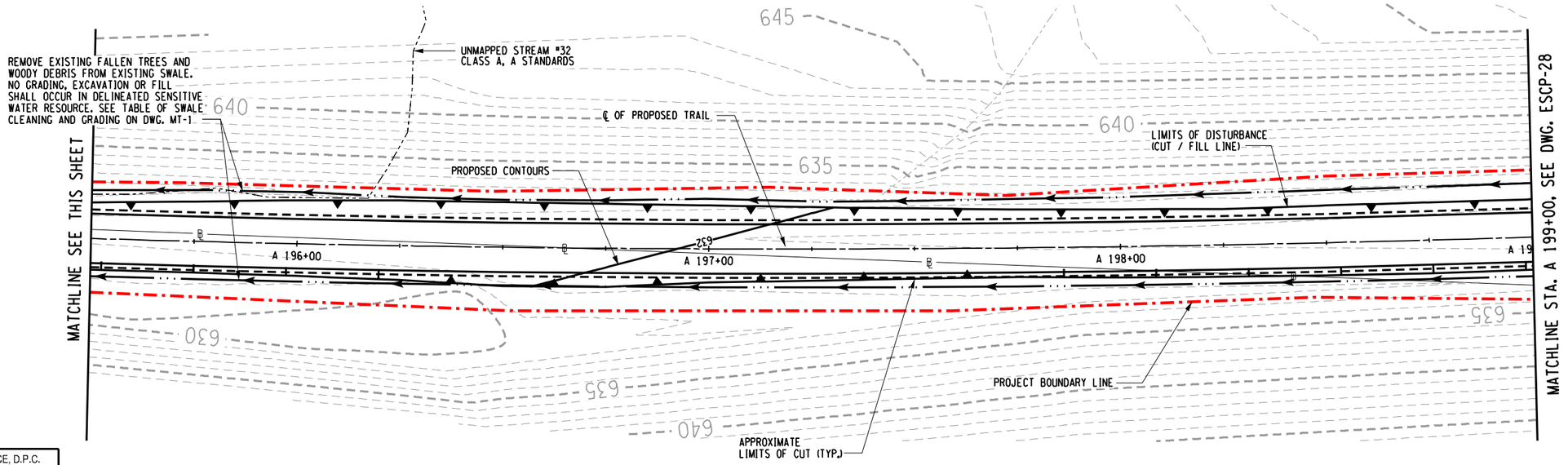

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
EXCELSIOR
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 192+00 TO STA. A 199+00

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NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -27
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-27

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\164_369007001 ESCP_027.dgn
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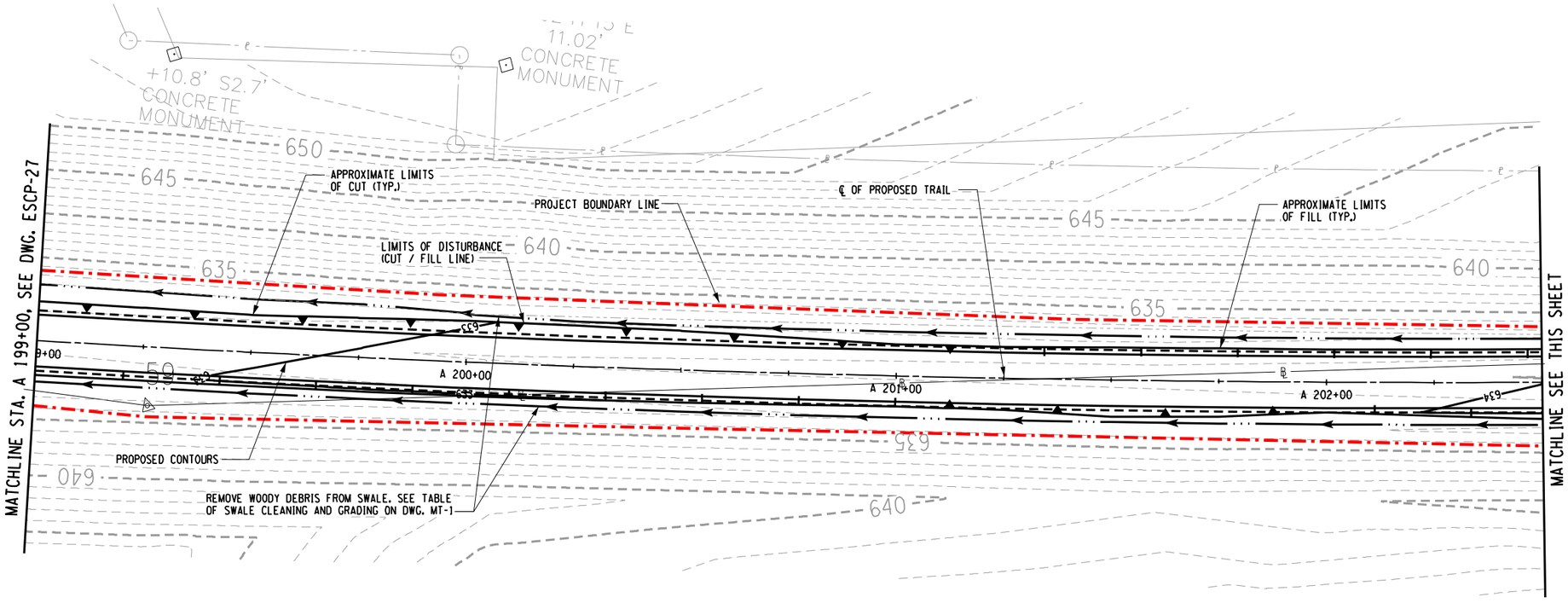

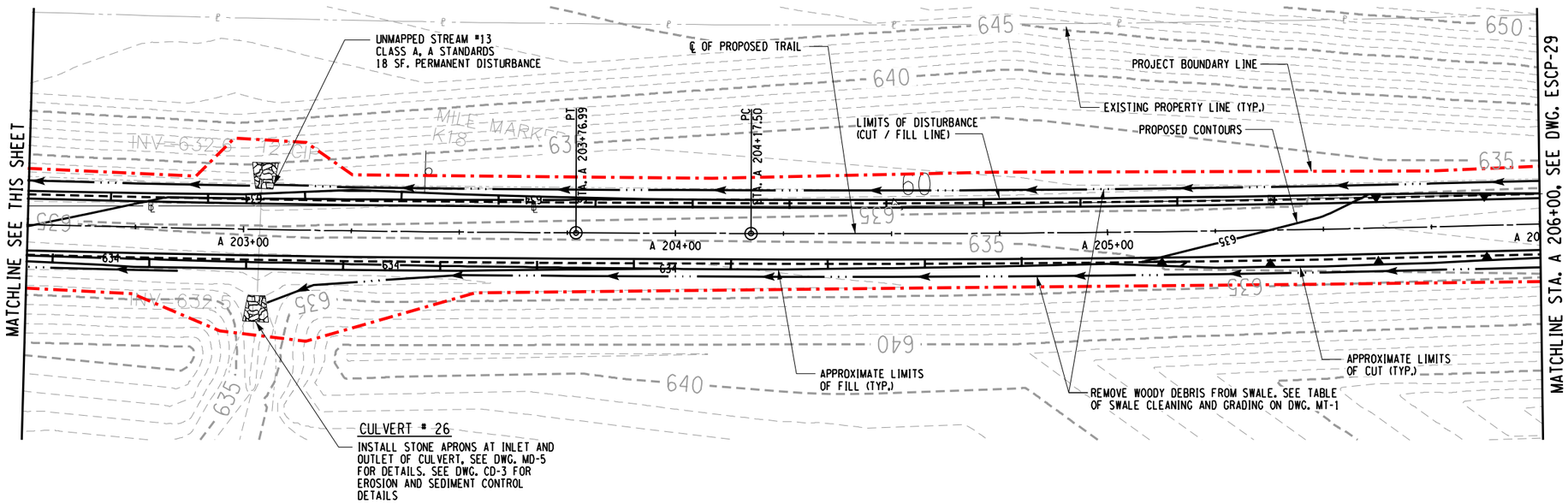

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 199+00 TO STA. A 206+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -28

SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-28

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\165.3690070001 ESCP_028.dgn
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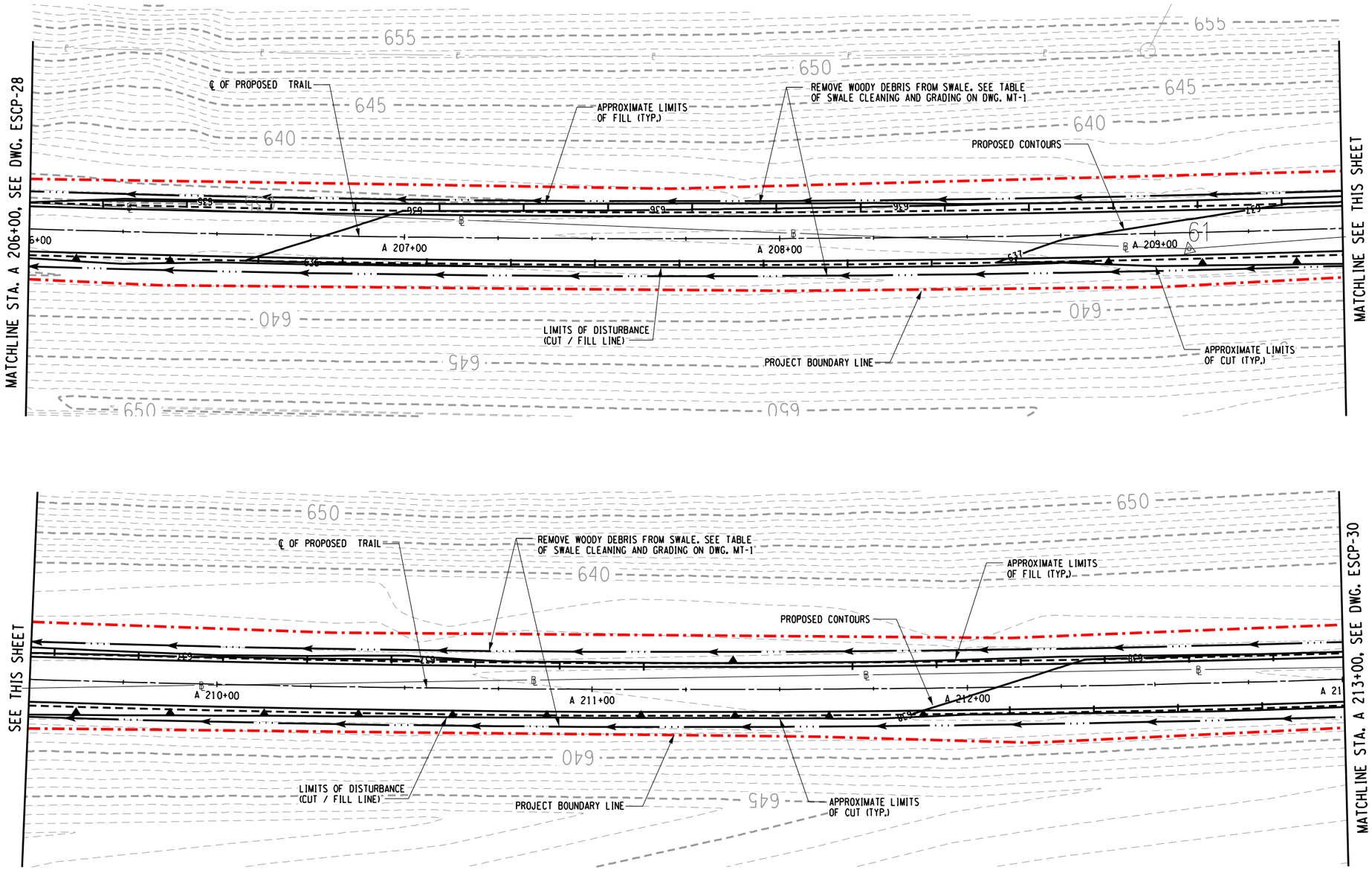

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
EXCELSIOR
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 206+00 TO STA. A 213+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -29
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING ESCP-29

155
245

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\166.369007001 ESCP-029.dgn
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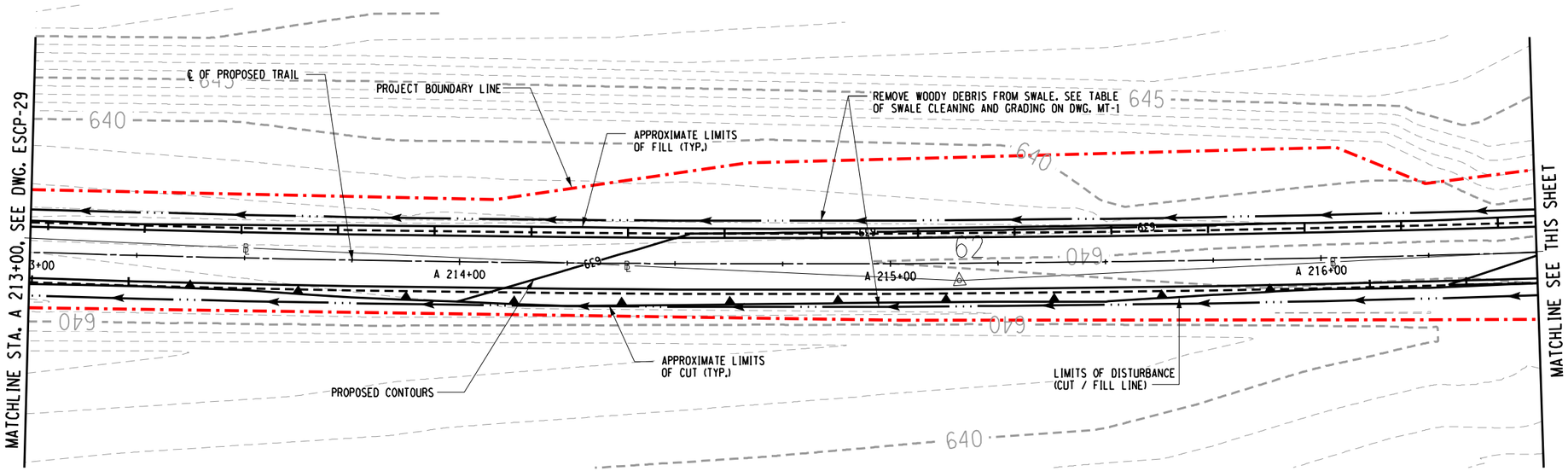

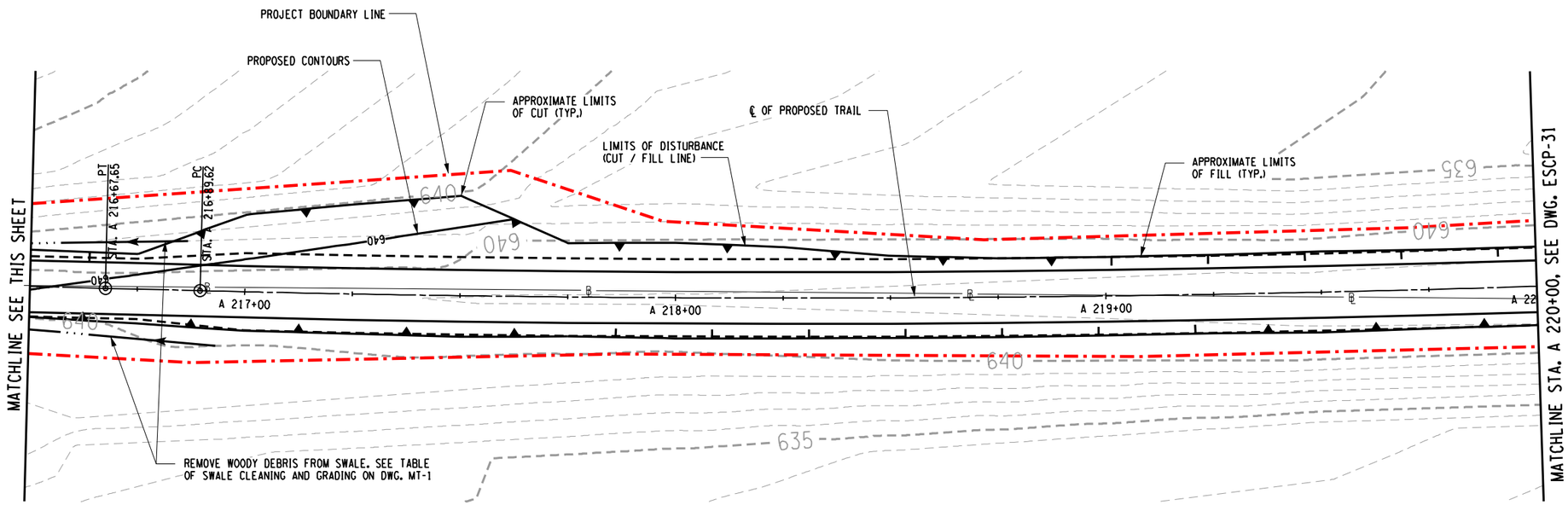

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
074590
LICENSED PROFESSIONAL ENGINEER
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 213+00 TO STA. A 220+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -30
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-30

156
245

IN CHARGE OF TCB | DESIGNED BY CMH | DRAFTED BY TCB | CHECKED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\167.3690070001 ESCP_030.dgn
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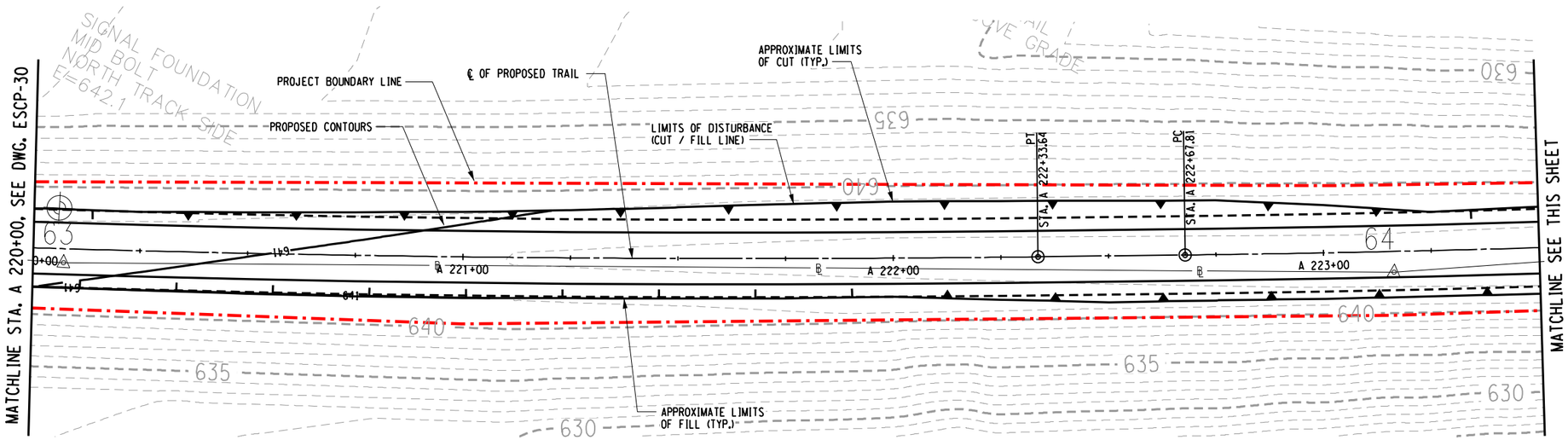

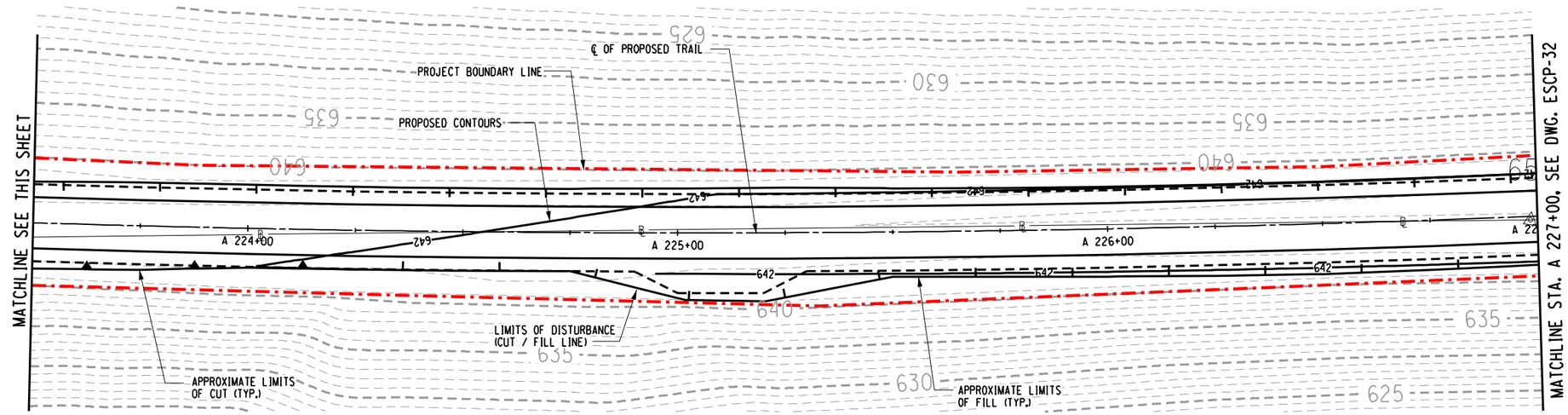

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 220+00 TO STA. A 227+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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L:\MicroStation\Workspace\Plot\NYSDOT\NYSDOT_LJ5000_B_04_08.plt

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DATE = 5/30/2018
TIME = 11:19:33 AM

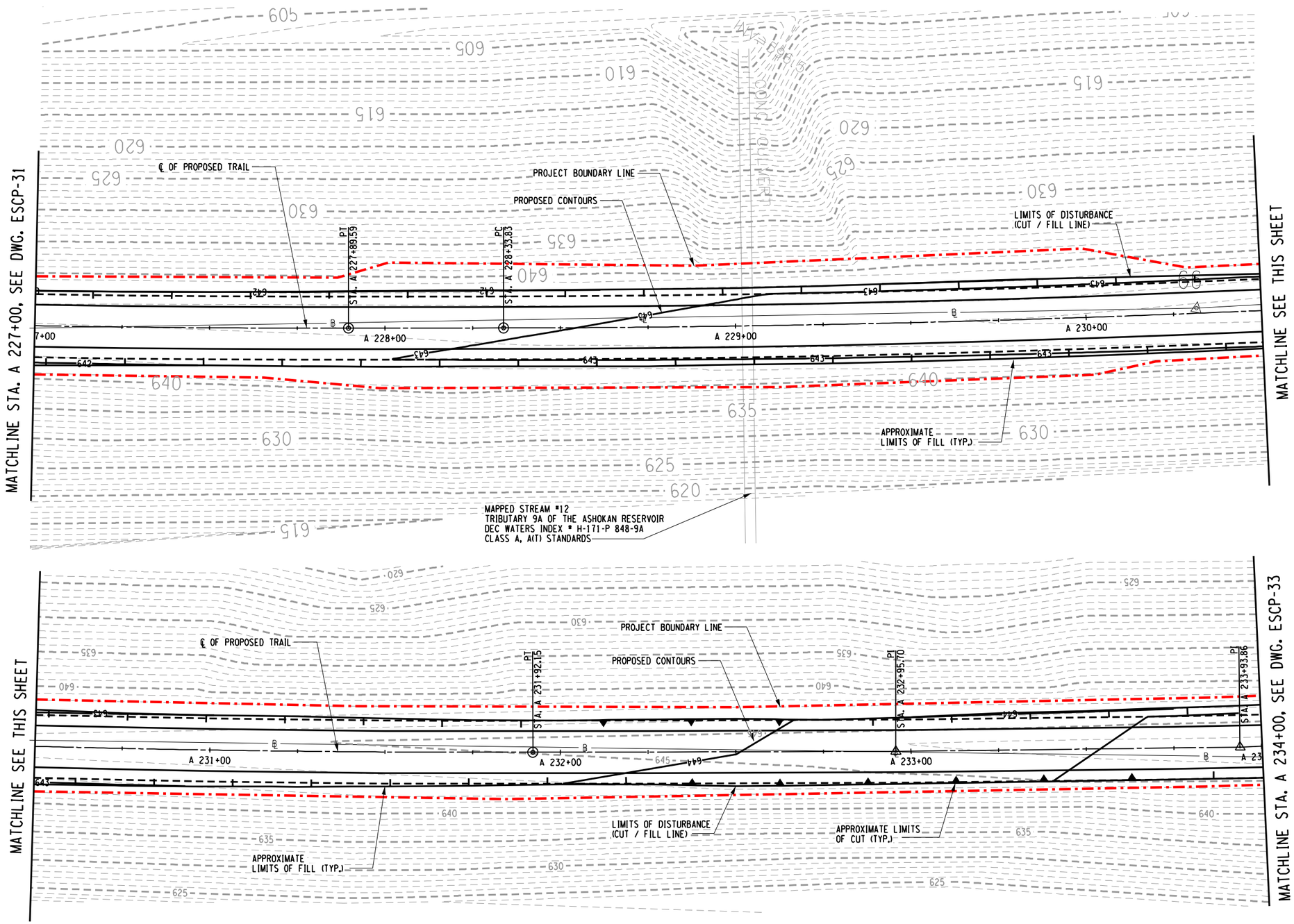
NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -31

SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-31



EROSION AND SEDIMENT CONTROL PLAN - STA. A 227+00 TO STA. A 234+00

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -32

SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-32

DRAFTED BY CMH/ERB/JDH CHECKED BY CMH
DESIGNED BY CMH CHECKED BY TCB
IN CHARGE OF TCB

cmh
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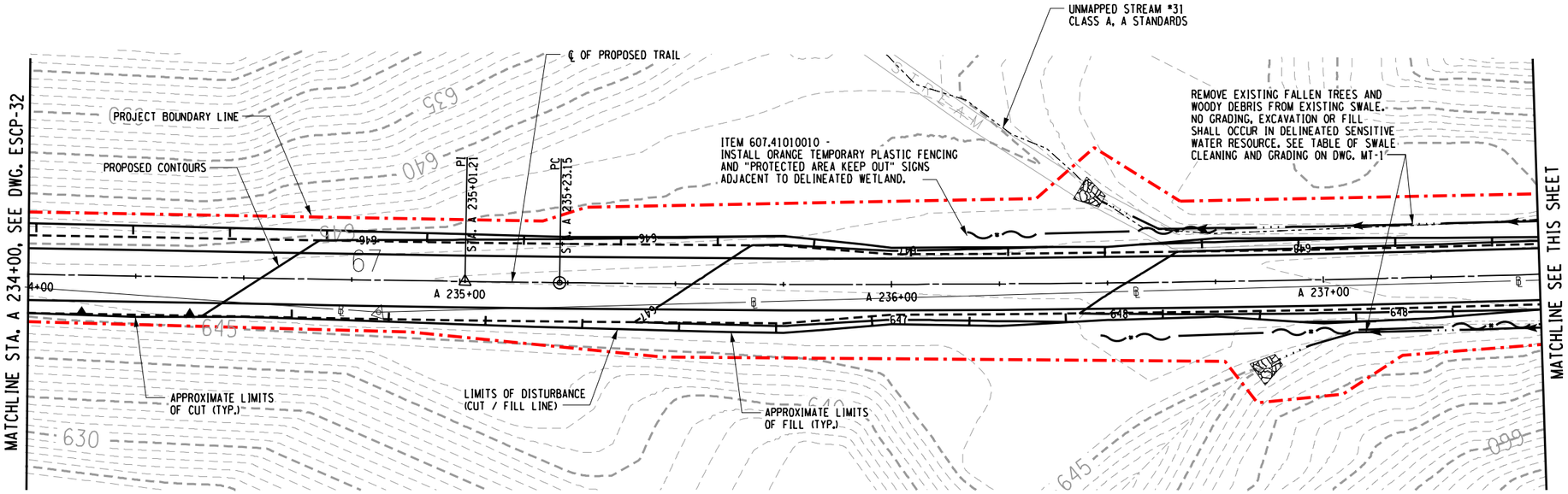

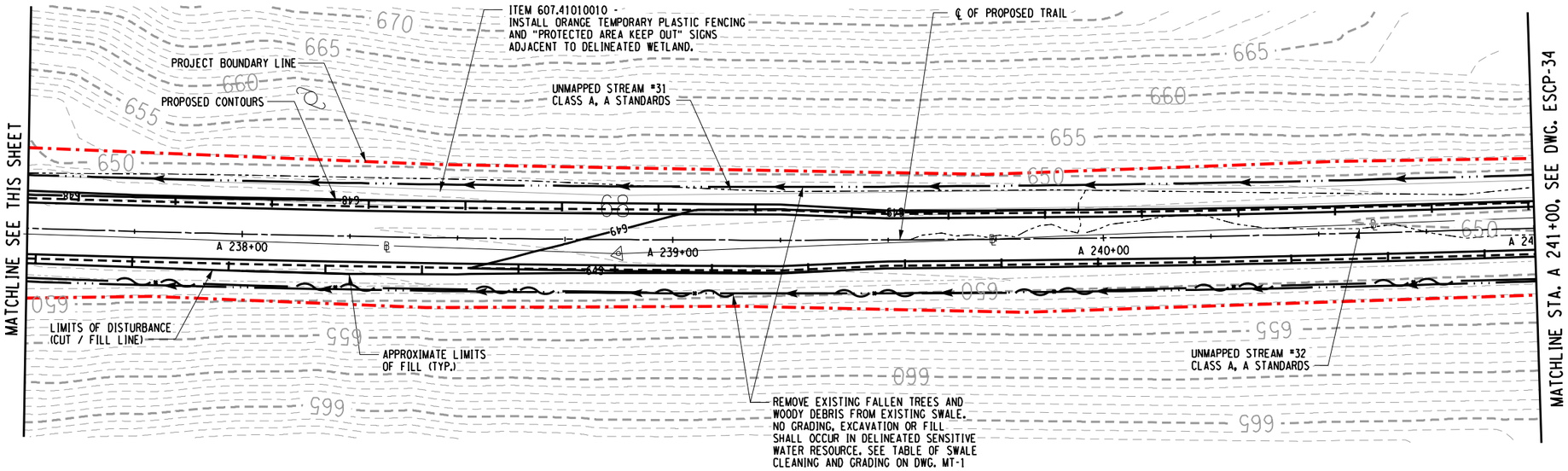

0 15 30
SCALE 1" = 30 FEET

EROSION AND SEDIMENT CONTROL PLAN - STA. A 227+00 TO STA. A 234+00

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -33
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-33

IN CHARGE OF TCB | DESIGNED BY CMH | DRAFTED BY TCB | CHECKED BY CMH | CHECKED BY CMH/ERB/JDH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\170.369007001 ESCP_033.dgn
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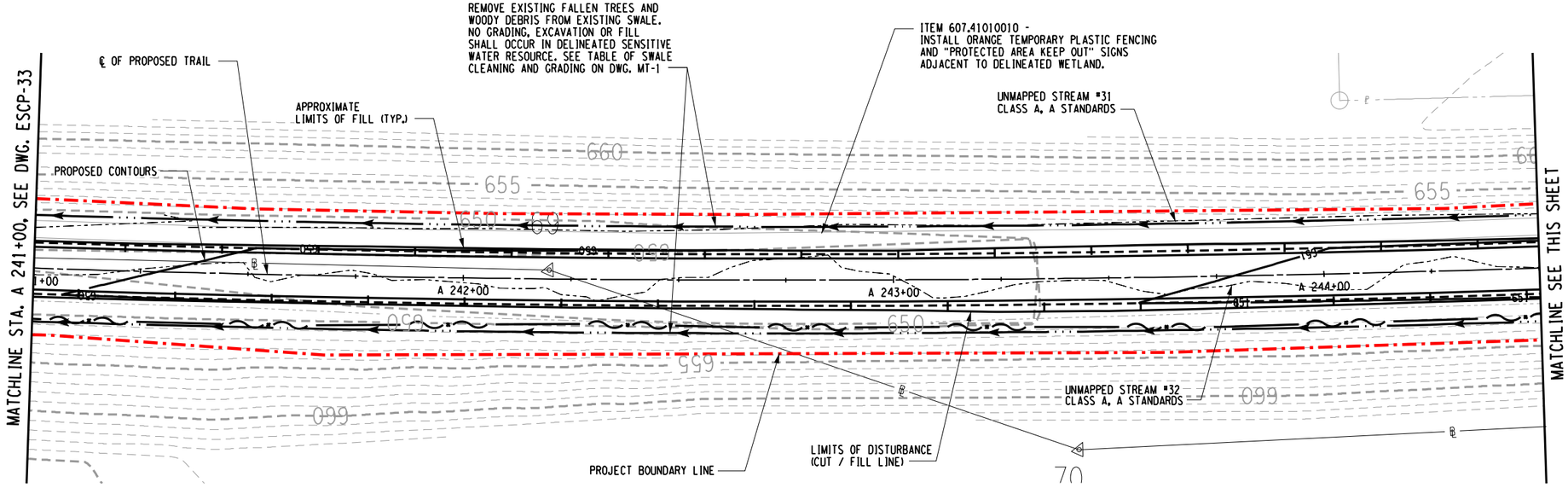

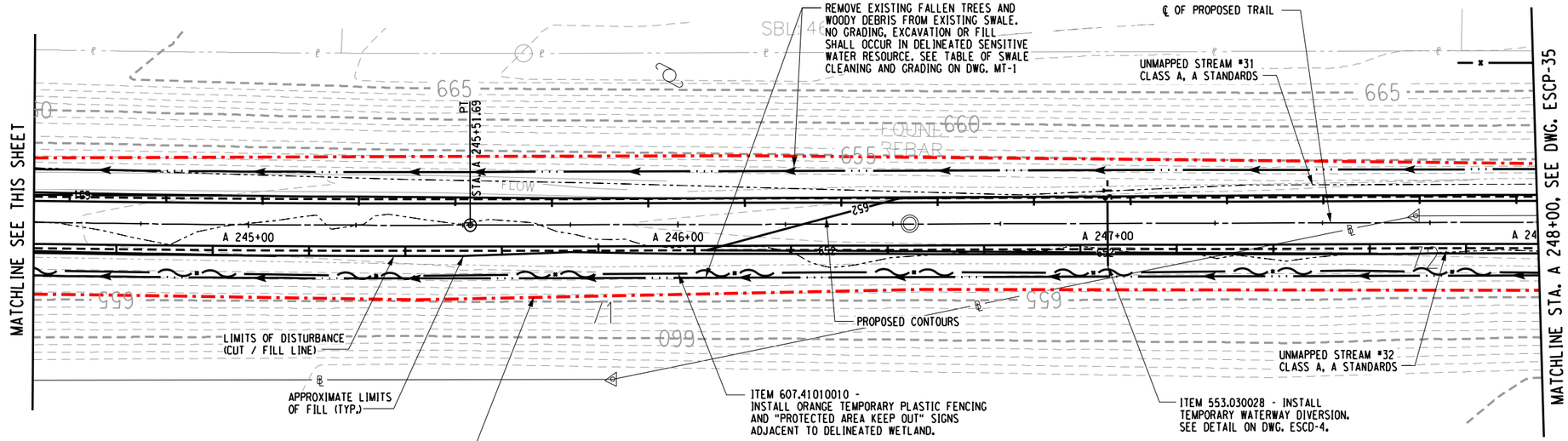

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK · THOMAS C. BAIRDIV · EXCELSIOR · 074590 · LICENSED PROFESSIONAL ENGINEER

EROSION AND SEDIMENT CONTROL PLAN - STA. A 241+00 TO STA. A 248+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -34
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-34

IN CHARGE OF TCB | DESIGNED BY CMH | DRAFTED BY TCB | CHECKED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\171.36900700I ESCP_034.dgn
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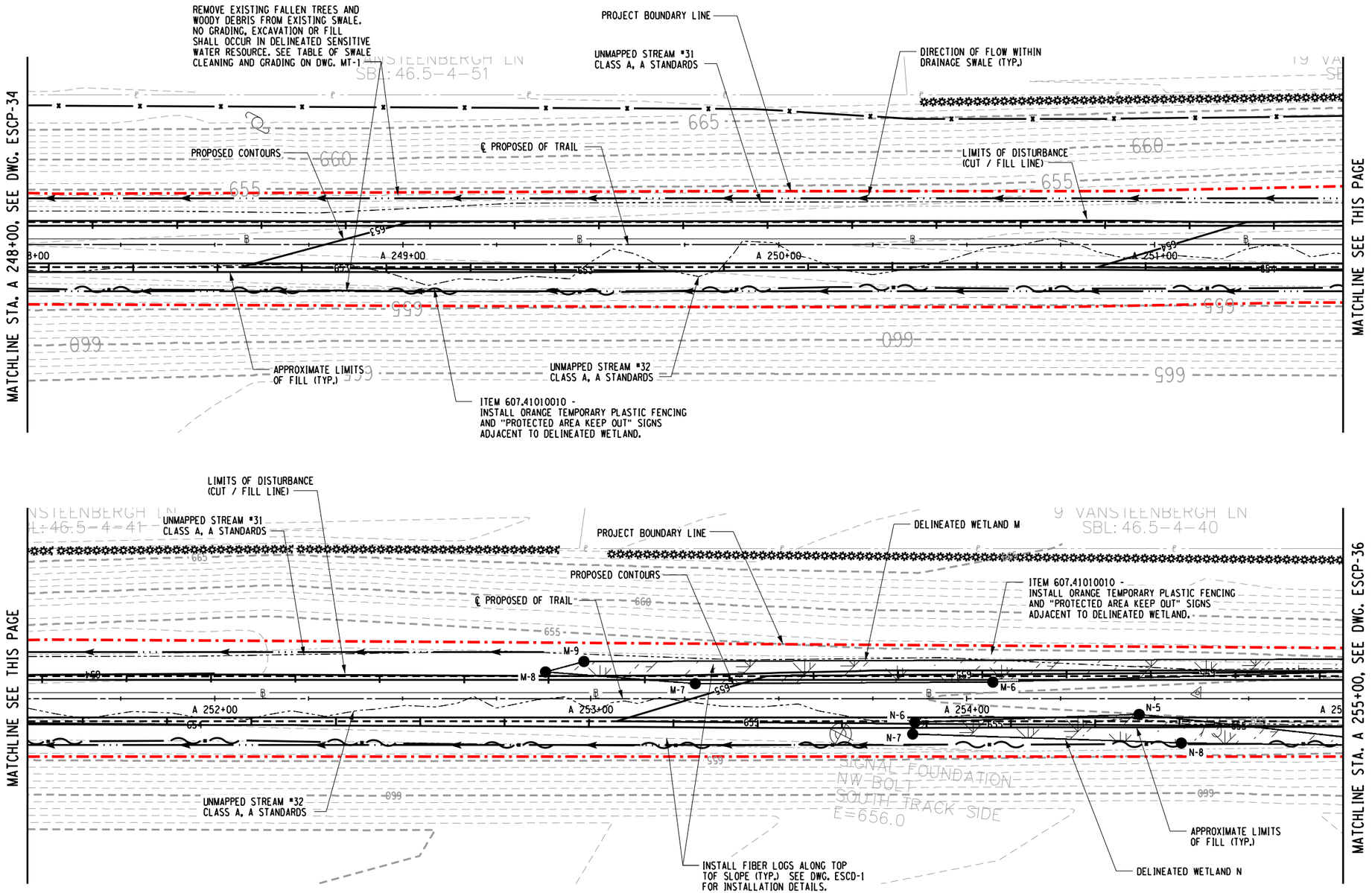

EROSION AND SEDIMENT CONTROL PLAN - STA. A 248+00 TO STA. A 255+00

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK · THOMAS C. BAIRD IV · LICENSED PROFESSIONAL ENGINEER · 074590 · EXCELSIOR

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -35

SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING ESCP-35

IN CHARGE OF TCB DESIGNED BY CMH DRAFTED BY TCB CHECKED BY CMH CHECKED BY CMH/ERB/JDH

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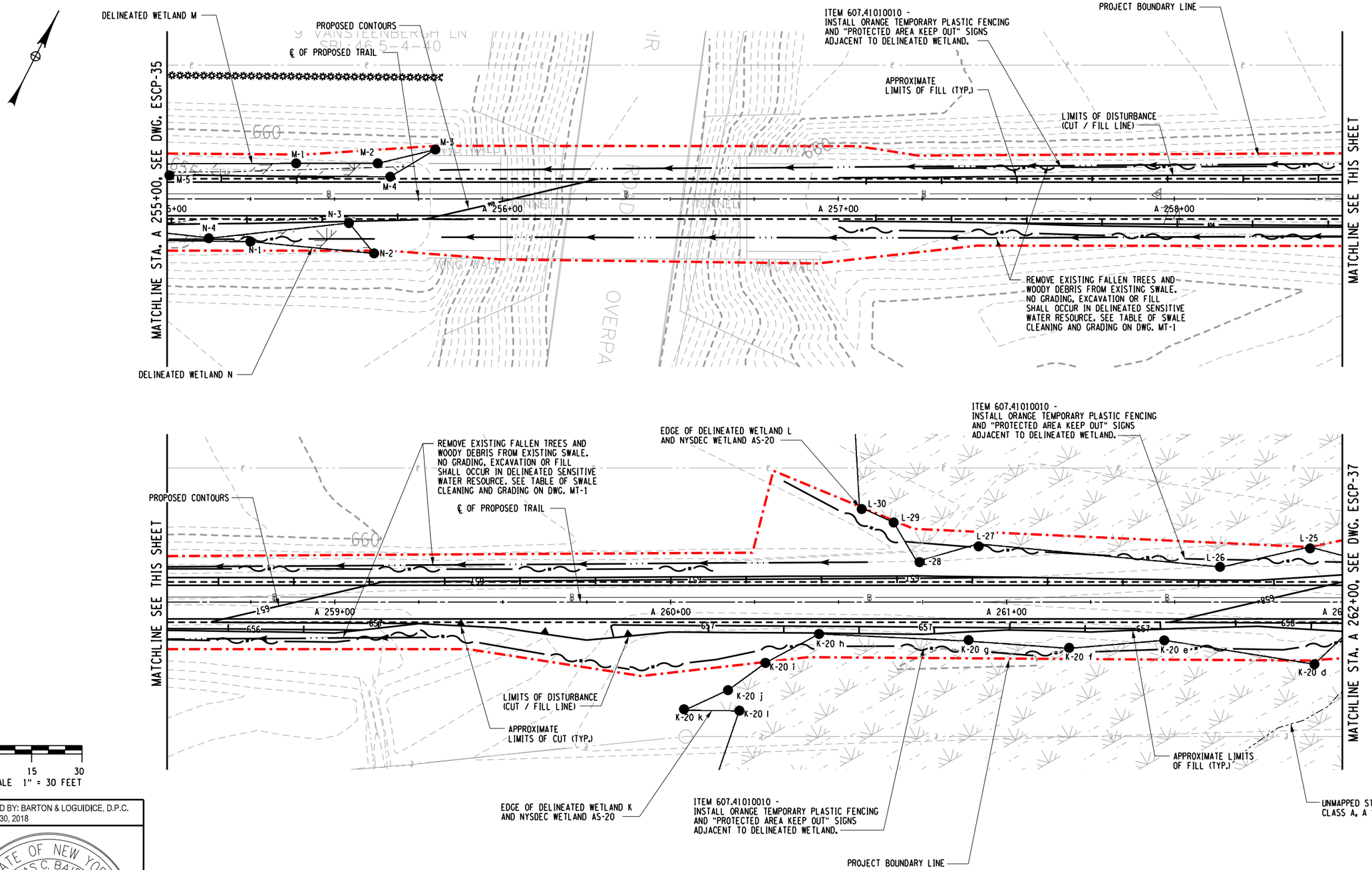

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 248+00 TO STA. A 255+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -36

SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-36

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY CMH | DRAFTED BY CMH/ERB/JDH | CHECKED BY TCB

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\173.369007001 ESCP 036.dgn
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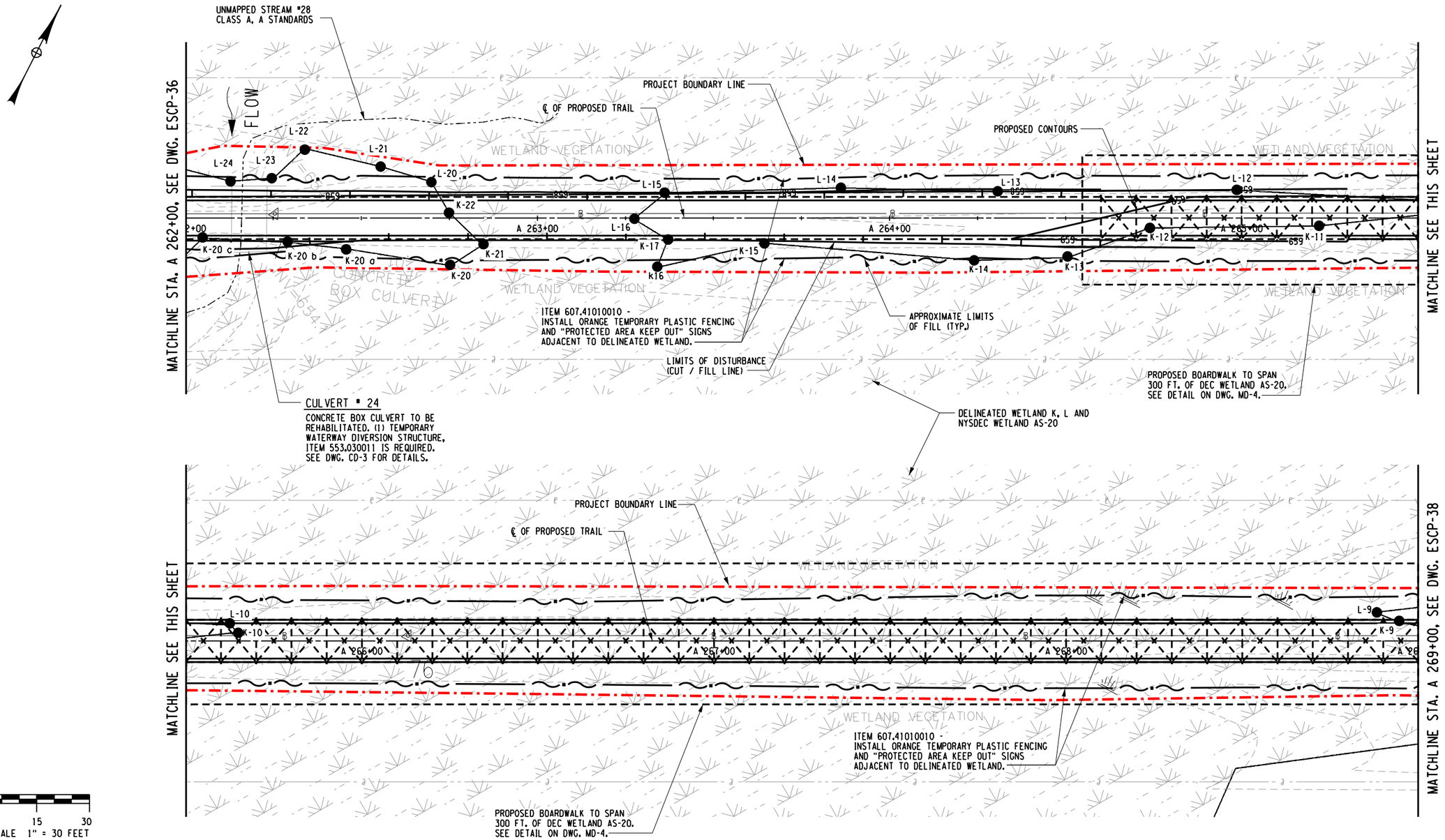

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

BOARDWALK NOTES:

1. ANY DISTURBANCE TO THE GROUND SURFACE VEGITATION UNDER OR AROUND THE BOARDWALK SHALL BE AVOIDED.
2. EQUIPMENT ENTRY INTO THE WETLAND SHALL BE STRICTLY LIMITED TO CONSTRUCTION OF BOARDWALK STRUCTURAL COMPONENTS SUCH AS PIERS AND POST SECTIONS.
3. TEMPORARY WETLAND TIMBER MATTING SHALL BE USED IF RUTTING OF WETLAND SOIL OCCURS. ANY COST ASSOCIATED WITH WETLAND TIMBER MATTING SHALL BE INCLUDED UNDER ITEM 608.96000004.

EROSION AND SEDIMENT CONTROL PLAN - STA. A 262+00 TO STA. A 269+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -37
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-37

IN CHARGE OF TCB DESIGNED BY CMH
DRAFTED BY CMH/ERB/JDH CHECKED BY CMH
TCB CHECKED BY

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\174_369007001 ESCP_037.dgn
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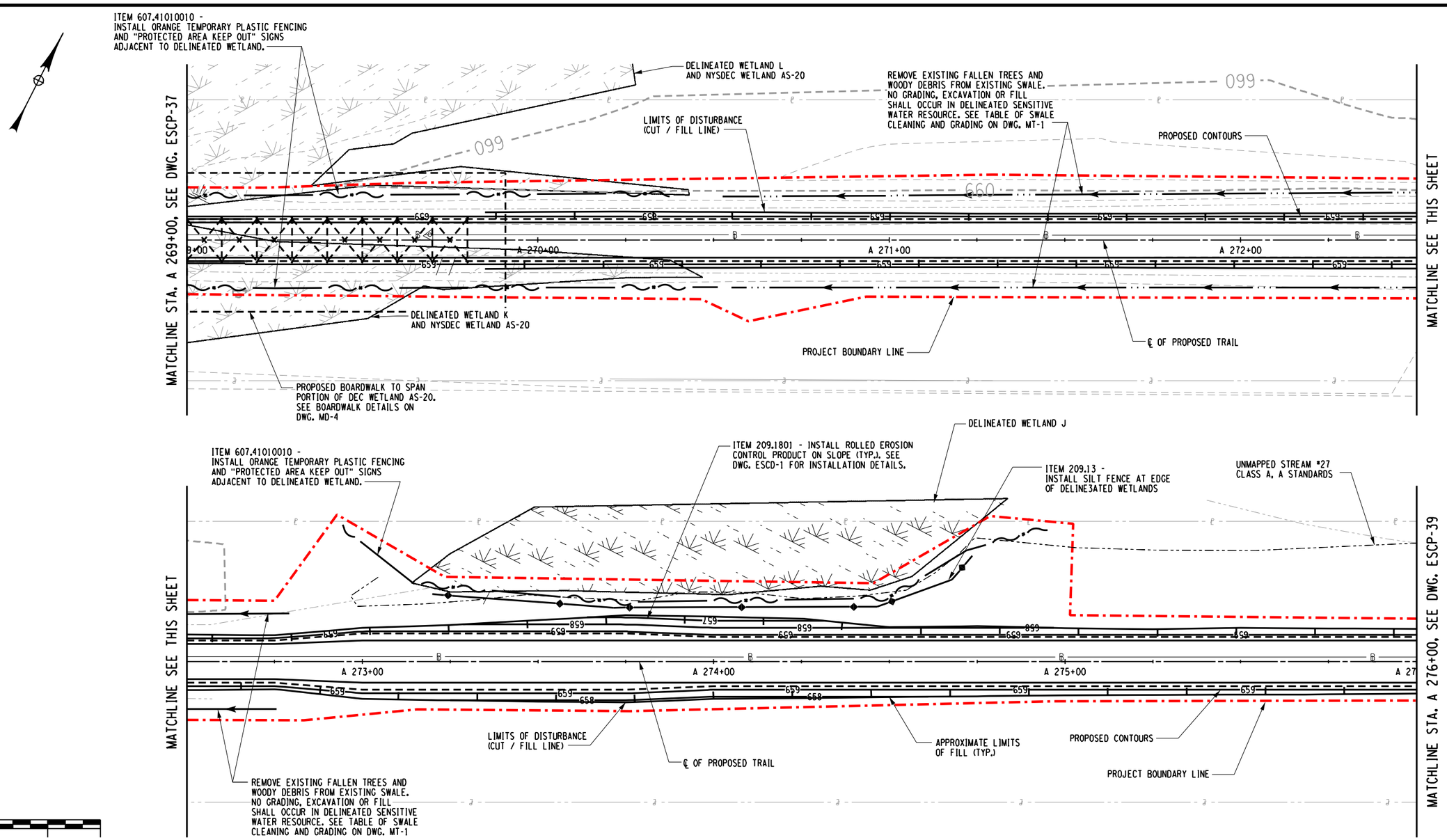

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

BOARDWALK NOTES:

1. ANY DISTURBANCE TO THE GROUND SURFACE VEGITATION UNDER OR AROUND THE BOARDWALK SHALL BE AVOIDED.
2. EQUIPMENT ENTRY INTO THE WETLAND SHALL BE STRICTLY LIMITED TO CONSTRUCTION OF BOARDWALK STRUCTURAL COMPONENTS SUCH AS PIERS AND POST SECTIONS.
3. TEMPORARY WETLAND TIMBER MATTING SHALL BE USED IF RUTTING OF WETLAND SOIL OCCURS. ANY COST ASSOCIATED WITH WETLAND TIMBER MATTING SHALL BE INCLUDED UNDER ITEM 608.96000004.

EROSION AND SEDIMENT CONTROL PLAN - STA. A 269+00 TO STA. A 276+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -38
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-38

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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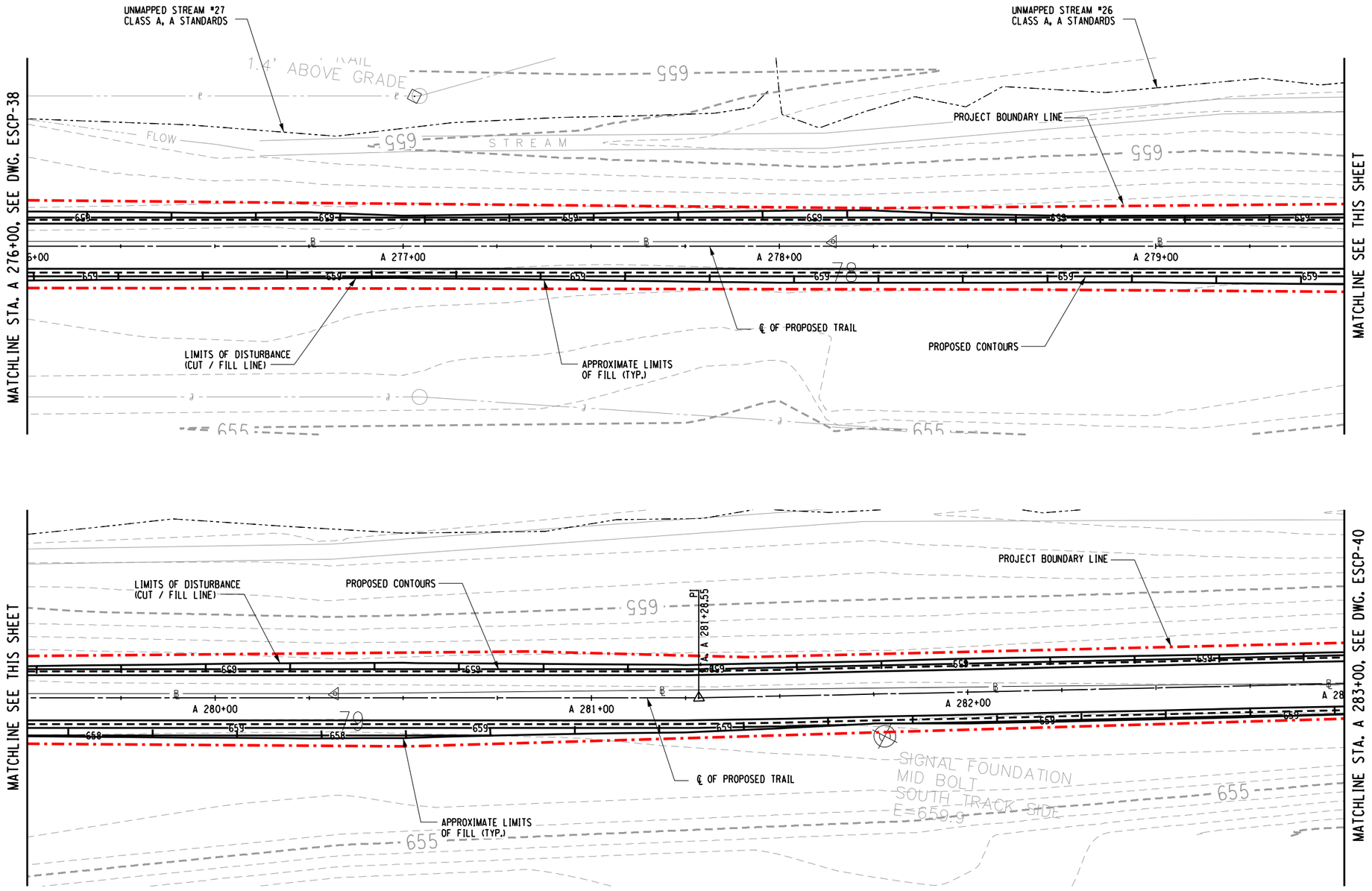

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 276+00 TO STA. A 283+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -39

SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-39

IN CHARGE OF TCB DESIGNED BY CMH DRAFTED BY CMH/ERB/JDH CHECKED BY ____ TCB ____ CHECKED BY ____ CMH ____

cmh
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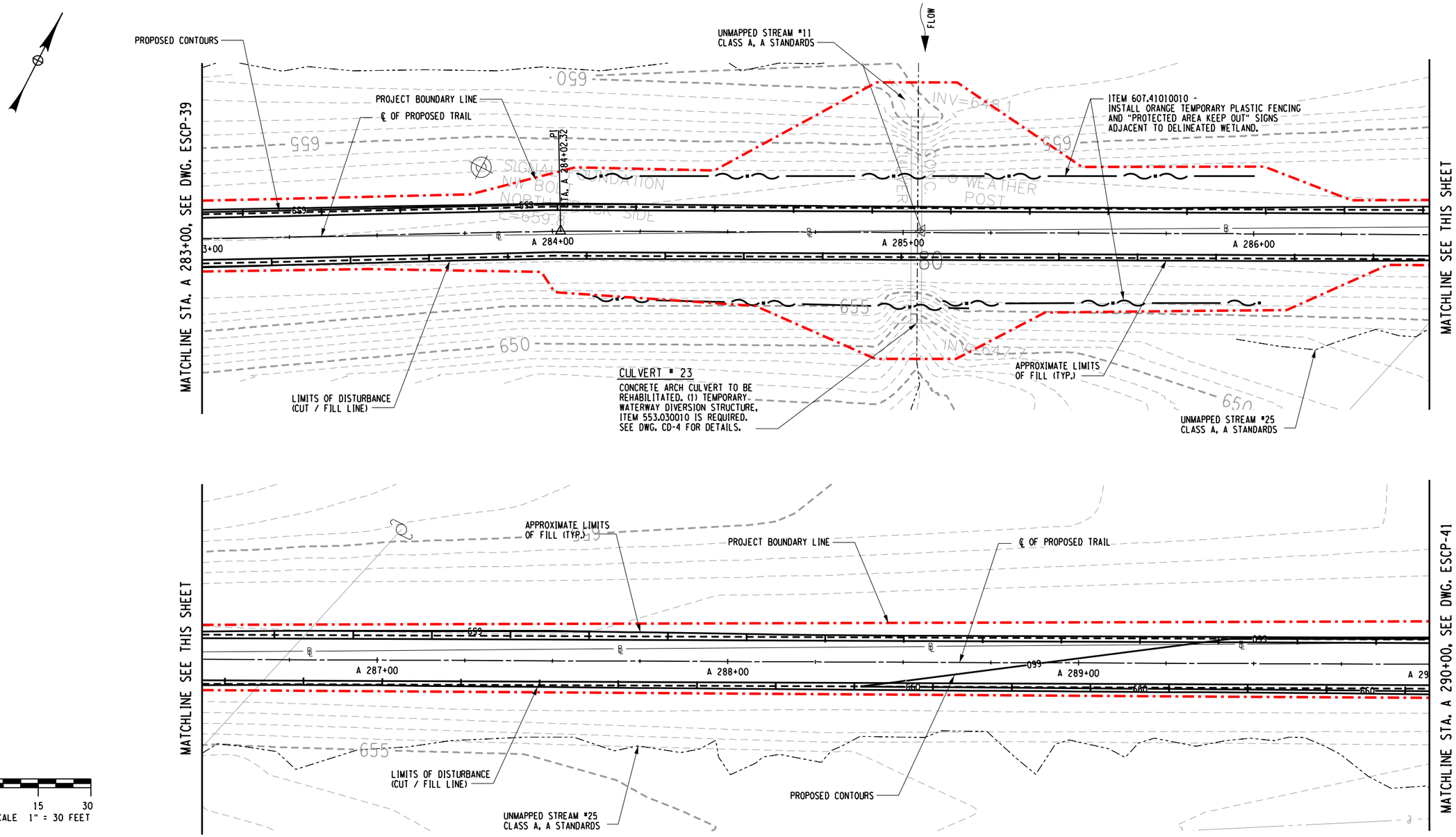
DATE = 5/30/2018
TIME = 11:21:00 AM



0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
EXCELSIOR
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 283+00 TO STA. A 290+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -40
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-40

IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY TCB DRAFTED BY CMH/ERB/JDH CHECKED BY CMH

cmh
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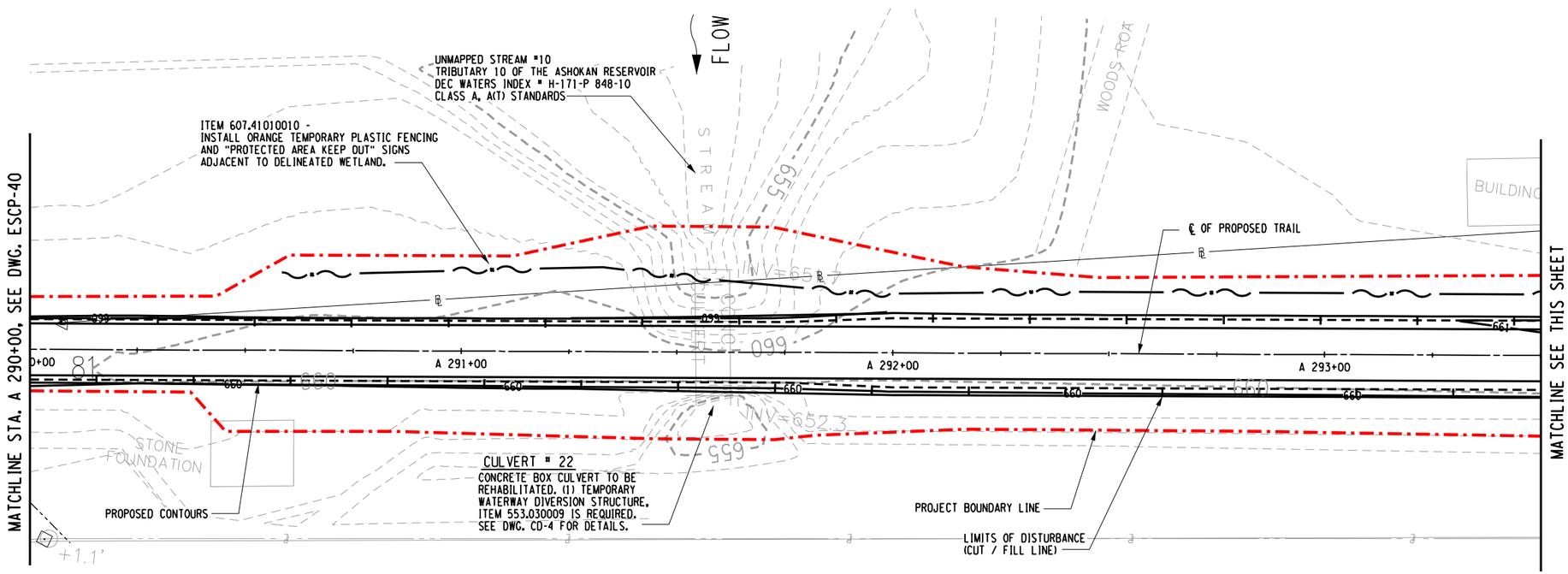
FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\177.369007001 ESCP_040.dgn
DATE = 5/30/2018
TIME = 11:21:05 AM



0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 290+00 TO STA. A 297+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN -41
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-41

IN CHARGE OF TCB | DESIGNED BY CMH | DRAFTED BY TCB | CHECKED BY CMH | CHECKED BY CMH/ERB/JDH | DRAFTED BY CMH

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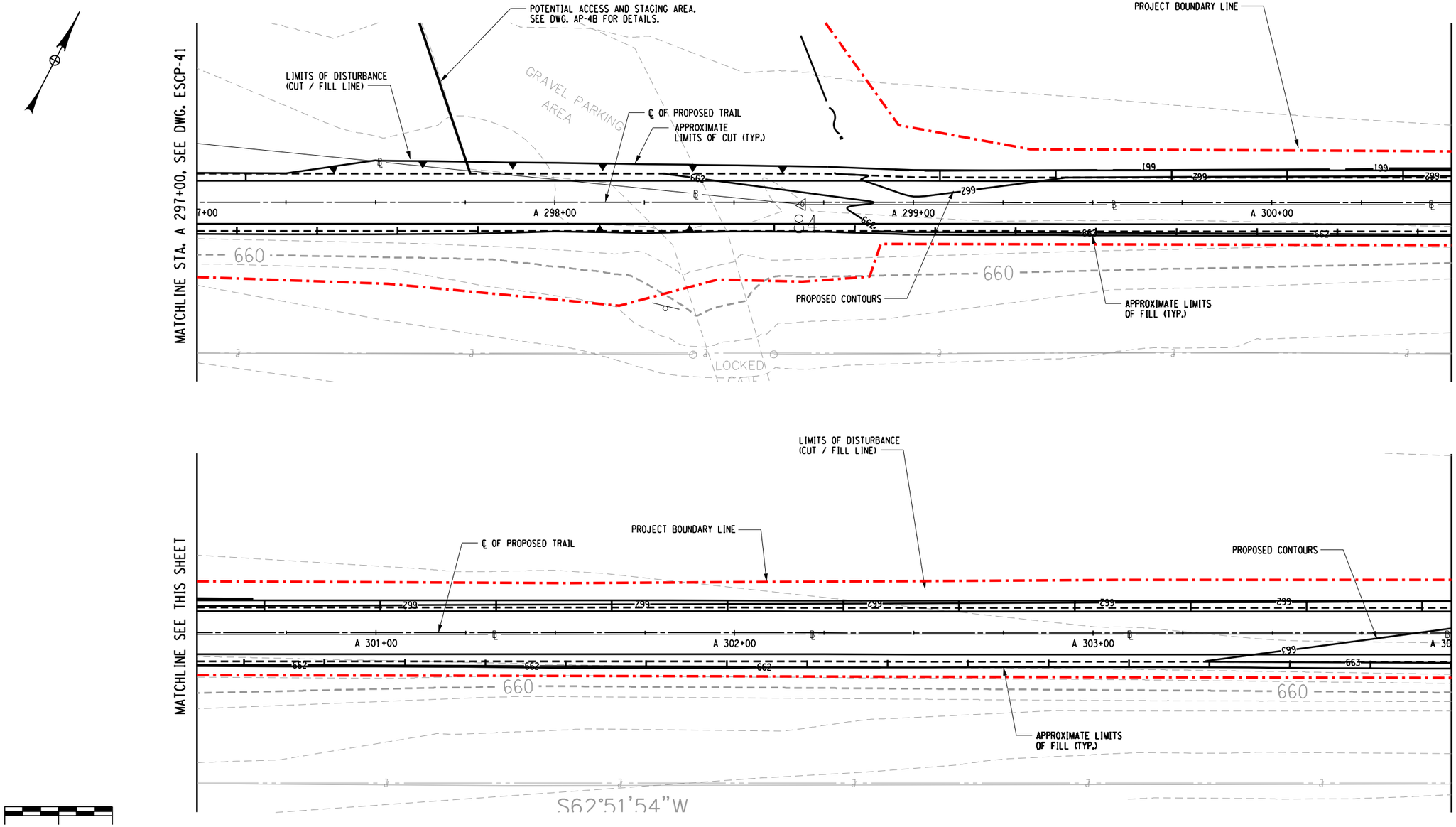

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK · THOMAS C. BAIRD IV · LICENSED PROFESSIONAL ENGINEER · 074590 · EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 297+00 TO STA. A 304+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-42
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-42

IN CHARGE OF TCB | DESIGNED BY CMH | DRAFTED BY TCB | CHECKED BY CMH | CHECKED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\179.369007001 ESCP_042.dgn
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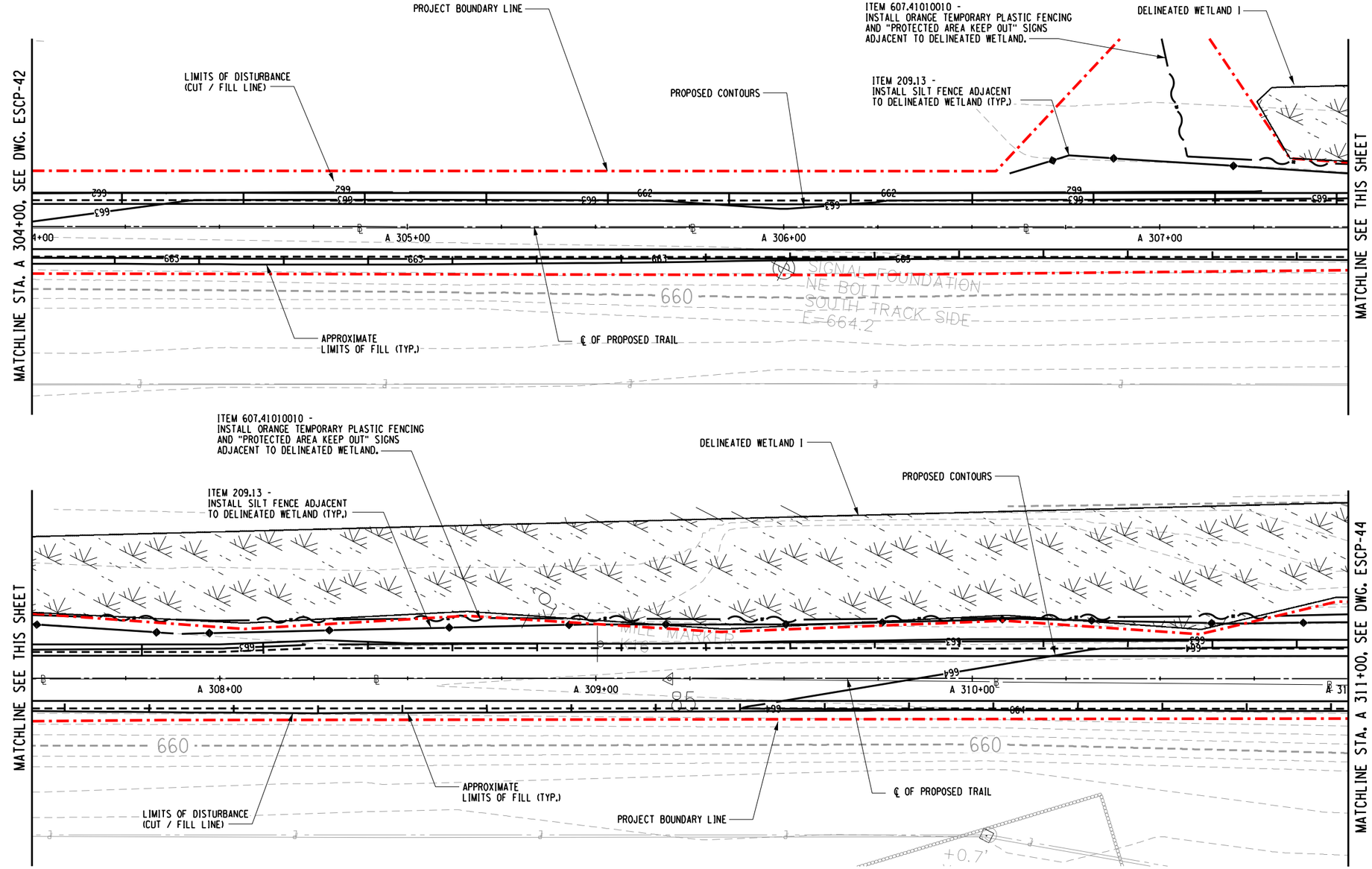

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 304+00 TO STA. A 311+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-43
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-43

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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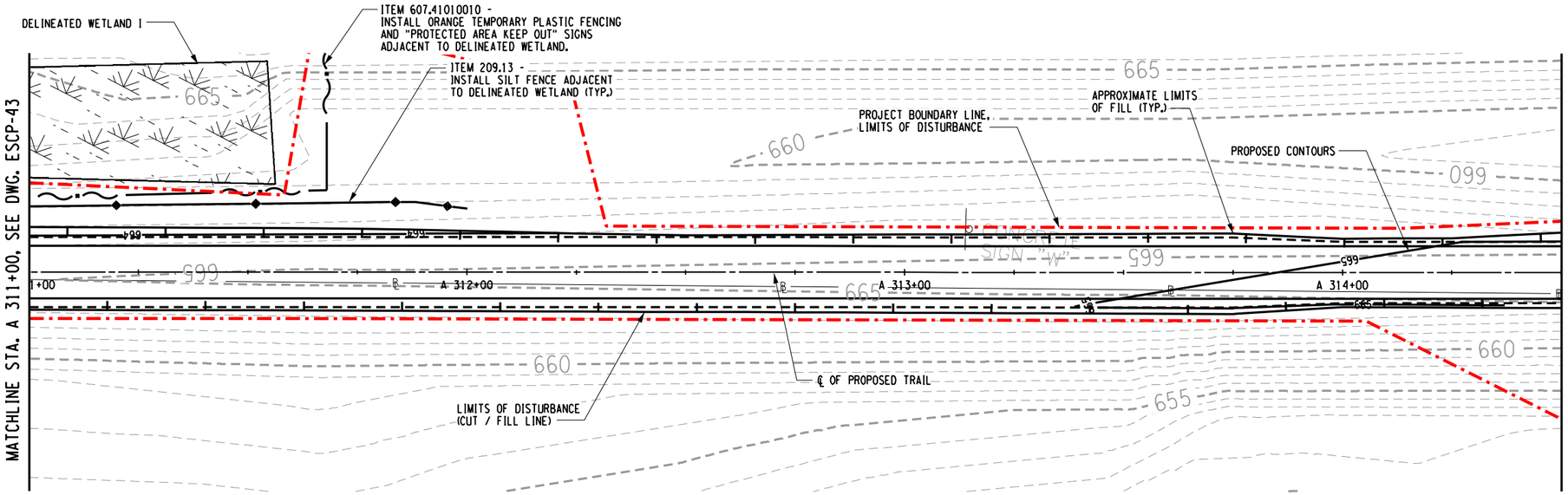

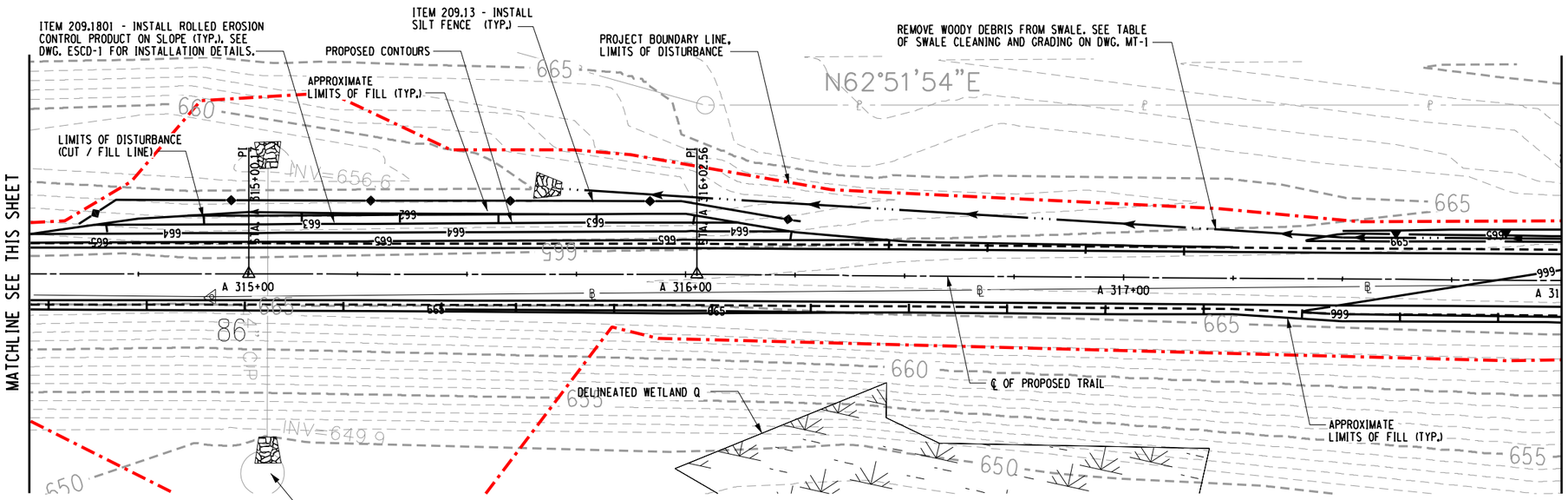

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
074590
LICENSED PROFESSIONAL ENGINEER

EROSION AND SEDIMENT CONTROL PLAN - STA. A 311+00 TO STA. A 318+00

2. THE WETLAND FLAG LOCATIONS FOR WETLANDS Q THROUGH Z WERE DERIVED FROM THE DEP GIS DATA THAT WAS PROVIDED TO B&L.

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-44
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-44

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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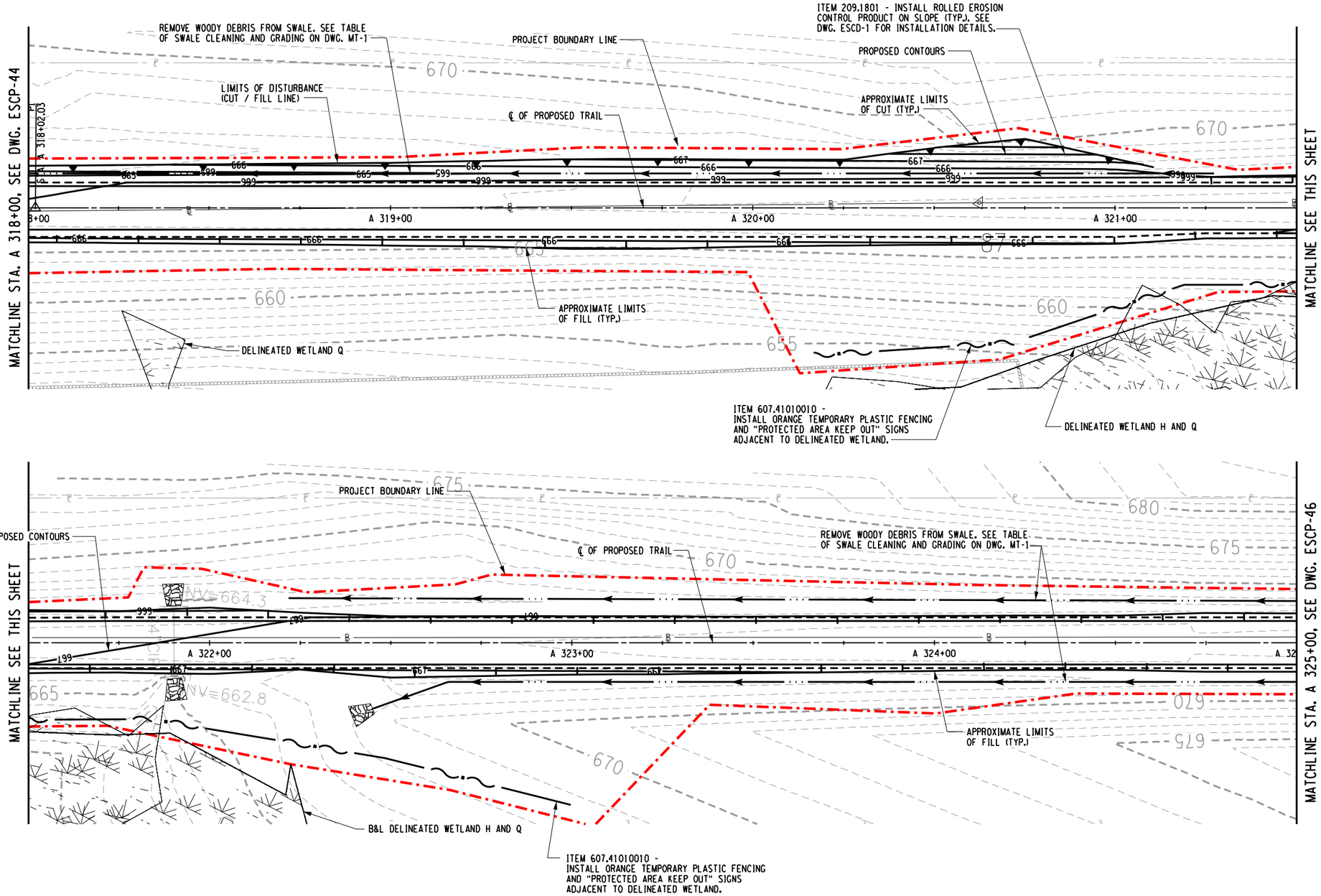

0 15 30
SCALE 1" = 30 FEET

EROSION AND SEDIMENT CONTROL PLAN - STA. A 318+00 TO STA. A 325+00

2. THE WETLAND FLAG LOCATIONS FOR WETLANDS Q THROUGH Z WERE DERIVED FROM THE DEP GIS DATA THAT WAS PROVIDED TO B&L.

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK · THOMAS C. BAIRD IV · LICENSED PROFESSIONAL ENGINEER · EXCELSIOR · 074590

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-45
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-45

IN CHARGE OF TCB | DESIGNED BY CMH | DRAFTED BY TCB | CHECKED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\182.369007001 ESCP 045.dgn
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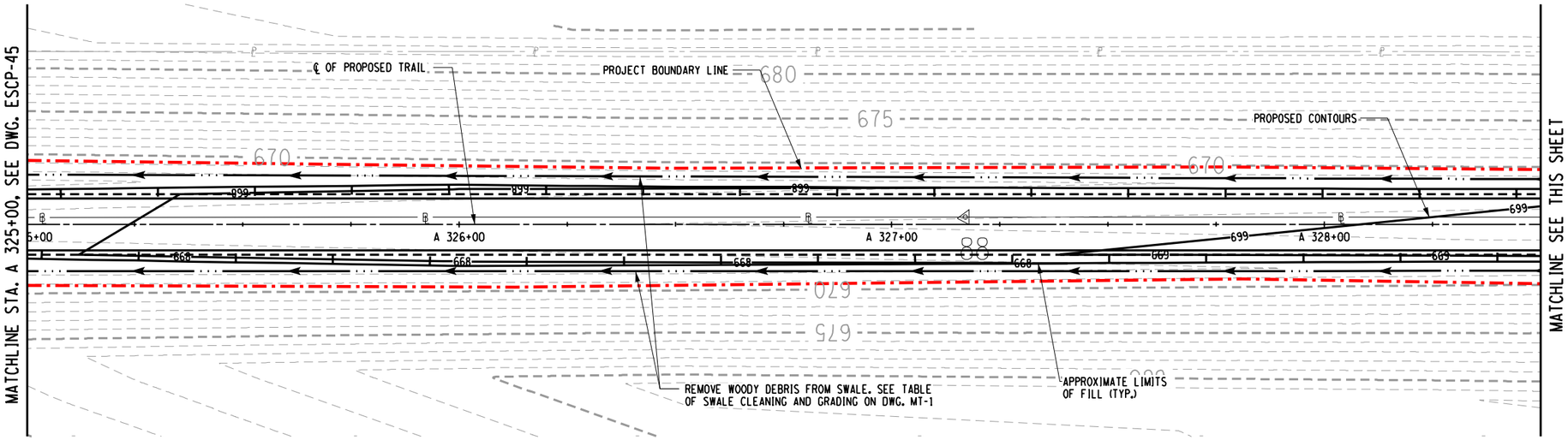

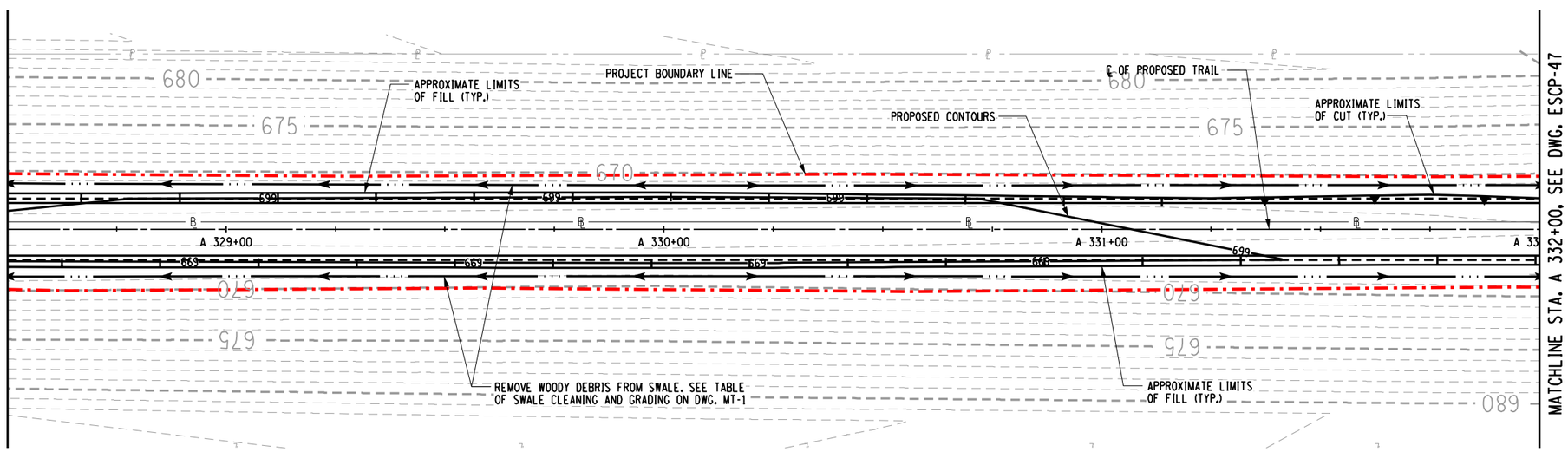

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 325+00 TO STA. A 332+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-46
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-46

IN CHARGE OF TCB
DESIGNED BY CMH
CHECKED BY TCB
DRAFTED BY CMH/ERB/JDH
CHECKED BY CMH

cmh
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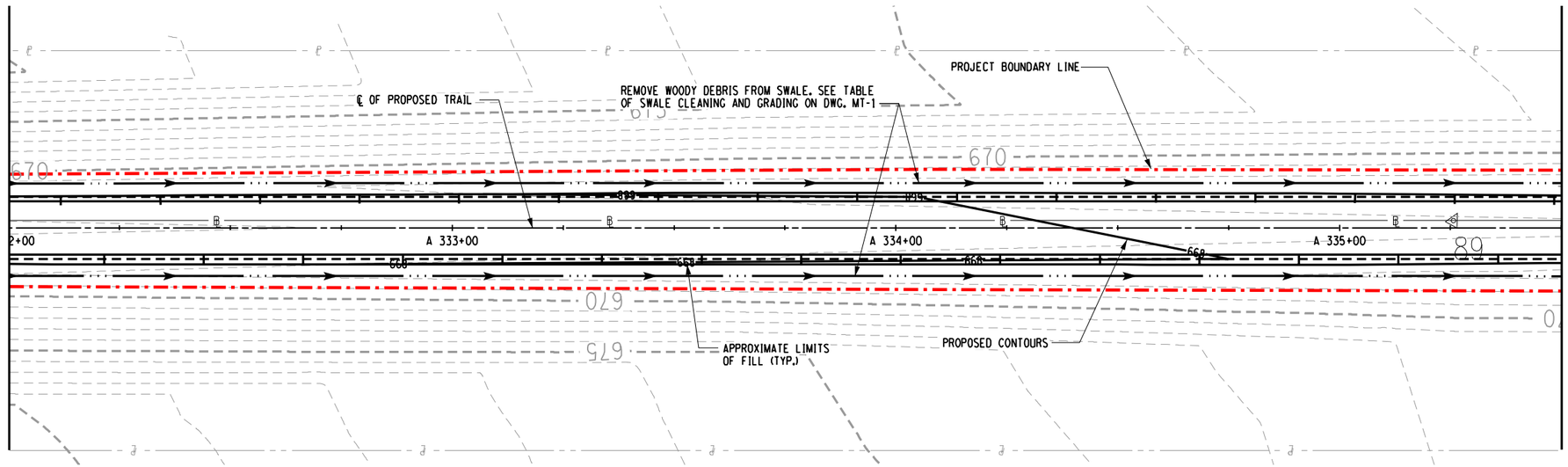

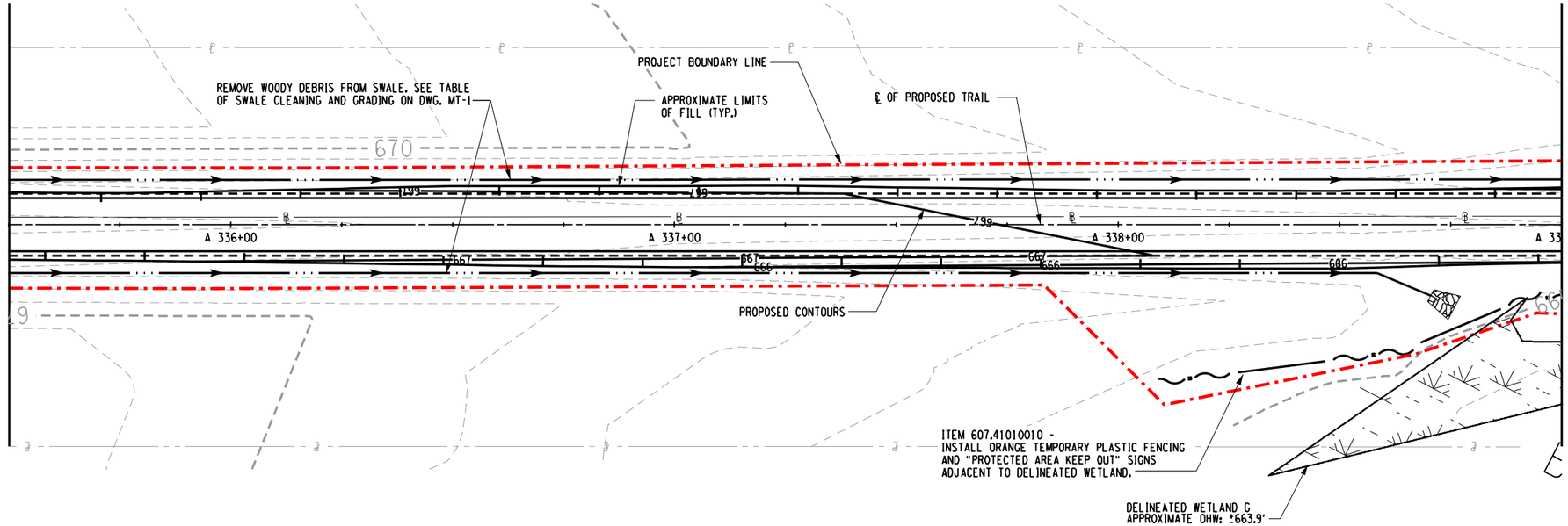

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
074590
LICENSED PROFESSIONAL ENGINEER
EXCELSIOR

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH | CHECKED BY CMH/ERB/JDH

cmh
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L:\MicroStation\Workspace\Plot\NYSDOT\NYSDOT_LJ5000_B_04_08.plt

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DATE = 5/30/2018
TIME = 11:22:02 AM

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN - STA. A 332+00 TO STA. A 339+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

EROSION AND SEDIMENT CONTROL PLAN-47
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-47

INSTALL ORANGE TEMPORARY PLASTIC FENCING AND "PROTECTED AREA KEEP OUT" SIGNS ADJACENT TO DELINEATED WETLAND.

℄ OF PROPOSED TRAIL

UNMAPPED STREAM #24 CLASS A, A STANDARDS

REMOVE WOODY DEBRIS FROM SWALE. SEE TABLE OF SWALE CLEANING AND GRADING ON DWG. MT-1

DELINEATED WETLAND F

MATCHLINE STA. A 339+00, SEE DWG. ESCP-47

MATCHLINE SEE THIS SHEET

PI STA. A 339+75.00

PI STA. A 341+00.03

PI STA. A 342+25.03

9+00

A 340+00

A 341+00

A 342+00

PROPOSED CONTOURS

ITEM 209.13 - INSTALL SILT FENCE ADJACENT TO DELINEATED WETLAND (TYP.) SEE DWG. ESCD-1 FOR INSTALLATION DETAILS.

LIMITS OF DISTURBANCE (CUT / FILL LINE)

APPROXIMATE LIMITS OF FILL (TYP.)

X-CUT T RAIL 0.3' ABOVE GRADE

ITEM 607.41010010 - INSTALL ORANGE TEMPORARY PLASTIC FENCING AND "PROTECTED AREA KEEP OUT" SIGNS ADJACENT TO DELINEATED WETLAND.

DELINEATED WETLAND G

PROJECT BOUNDARY LINE

UNMAPPED DEP STREAM #23 CLASS A, A STANDARDS

CULVERT # 19

CONCRETE ARCH CULVERT TO BE REHABILITATED. (1) TEMPORARY WATERWAY DIVERSION STRUCTURE, ITEM 553.030008 IS REQUIRED. SEE DEAILS ON DWG. CD-5

INV= 641.8

INV= 639.5

UNMAPPED STREAM #24 CLASS A, A STANDARDS

LIMITS OF DISTURBANCE (CUT / FILL LINE)

PROJECT BOUNDARY LINE

APPROXIMATE LIMITS OF CUT (TYP.)

MATCHLINE SEE THIS SHEET

MATCHLINE STA. A 346+00, SEE DWG. ESCP-49

A 343+00

A 344+00

A 345+00

A 34

PROPOSED CONTOURS

℄ OF PROPOSED TRAIL

APPROXIMATE LIMITS OF FILL (TYP.)

10'

10'

FLOW

MEDIUM STONE FILL, ITEM 620.04 TO BE PLACED AT END OF CULVERT. TOP ELEVATION OF STONE TO MATCH ELEVATION OF END SECTION AND THEN TAPER TO STREAM BED ELEVATION. APPROXIMATE VOLUME IS 5 CY.

0 15 30
SCALE 1" = 30 FEET

EROSION AND SEDIMENT CONTROL PLAN - STA. A 339+00 TO STA. A 346+00

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK · THOMAS C. BAIRD IV · LICENSED PROFESSIONAL ENGINEER · EXCELSIOR · 074590

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL

ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-48

SCALE: 1:30

DATE ISSUED: 5/30/2018

DRAWING ESCP-48

SURVEY AND MAPPING PROVIDED BY:

BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY TCB DRAFTED BY CMH/ERB/JDH CHECKED BY CMH

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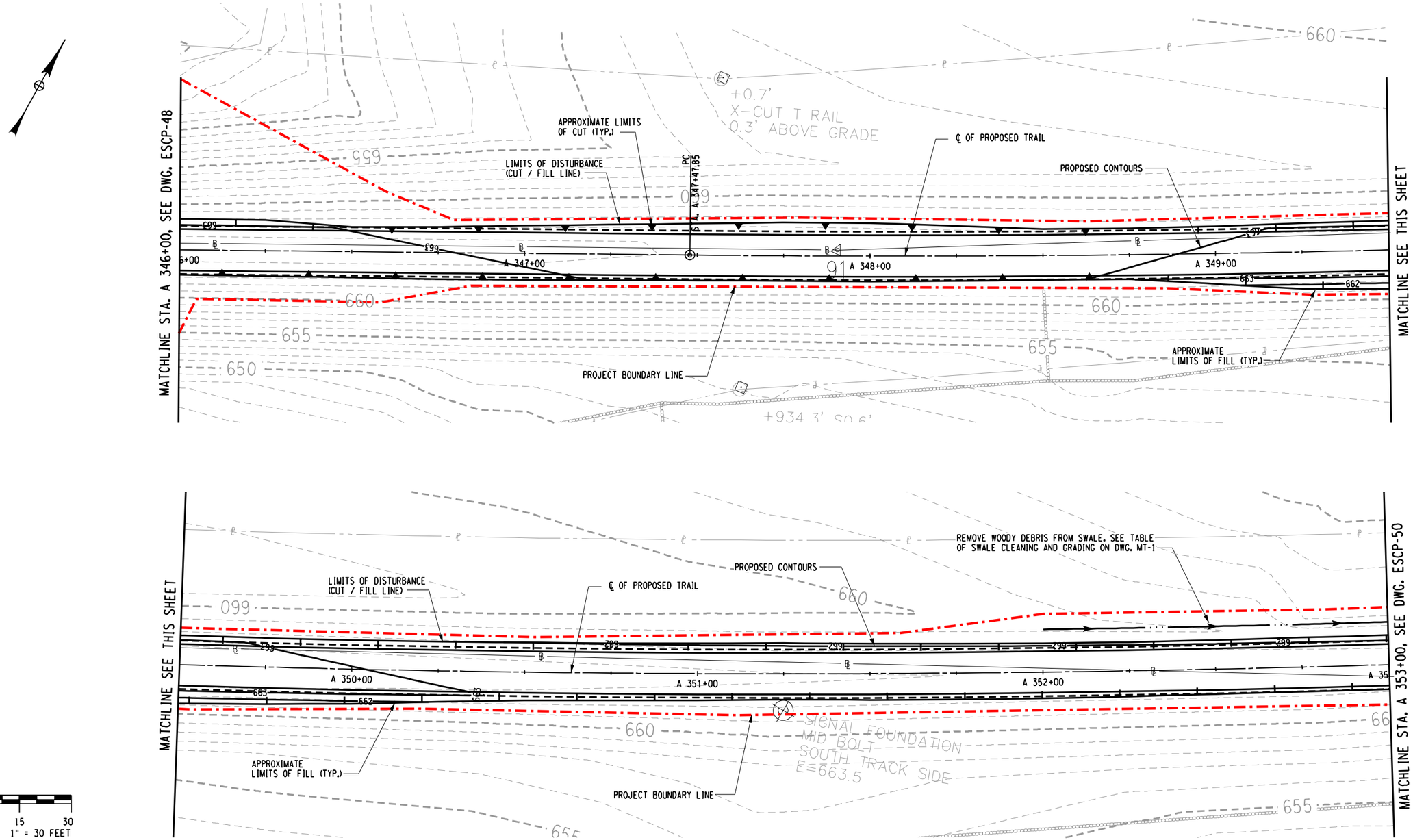

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
EXCELSIOR
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 346+00 TO STA. A 353+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

175
245

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-49
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING ESCP-49

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY CMH | DRAFTED BY TCB | CHECKED BY CMH/ERB/JDH

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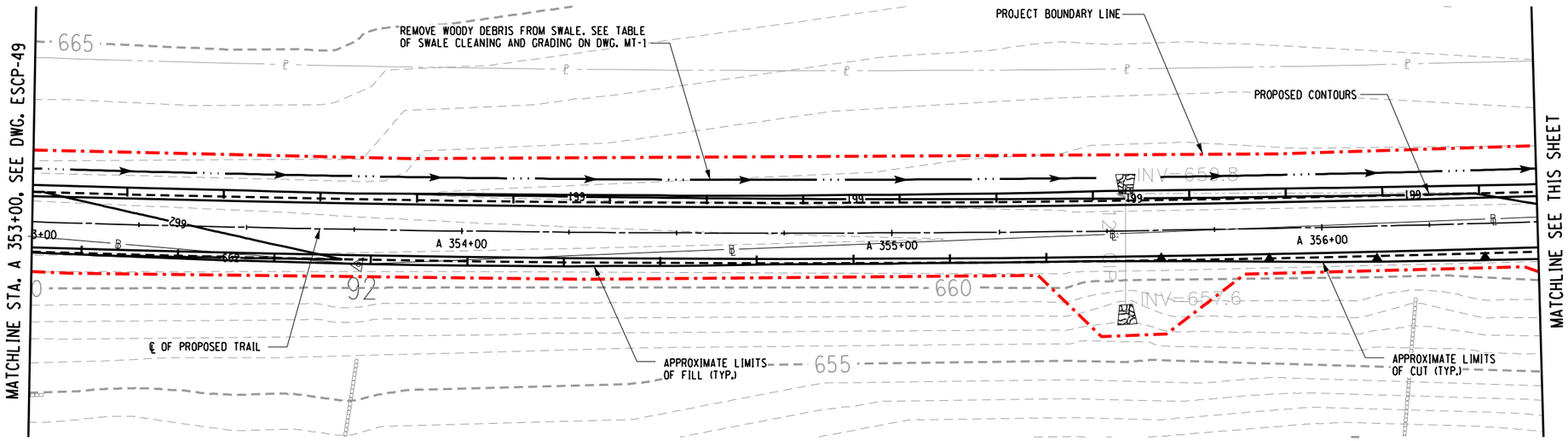

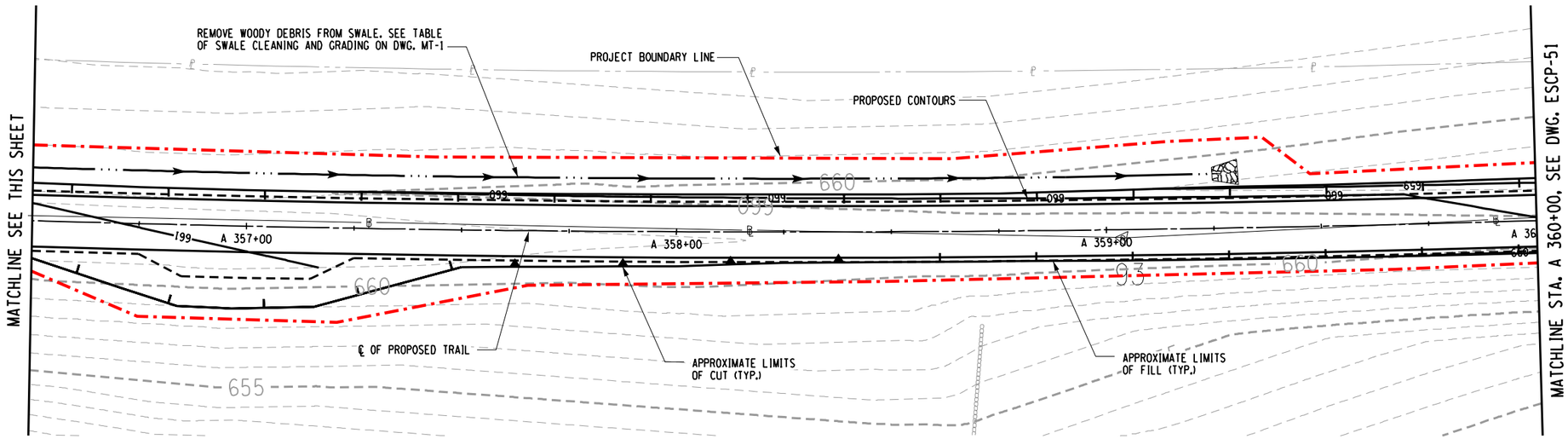

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 353+00 TO STA. A 360+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-50
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-50

IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY TCB DRAFTED BY CMH/ERB/JDH CHECKED BY CMH

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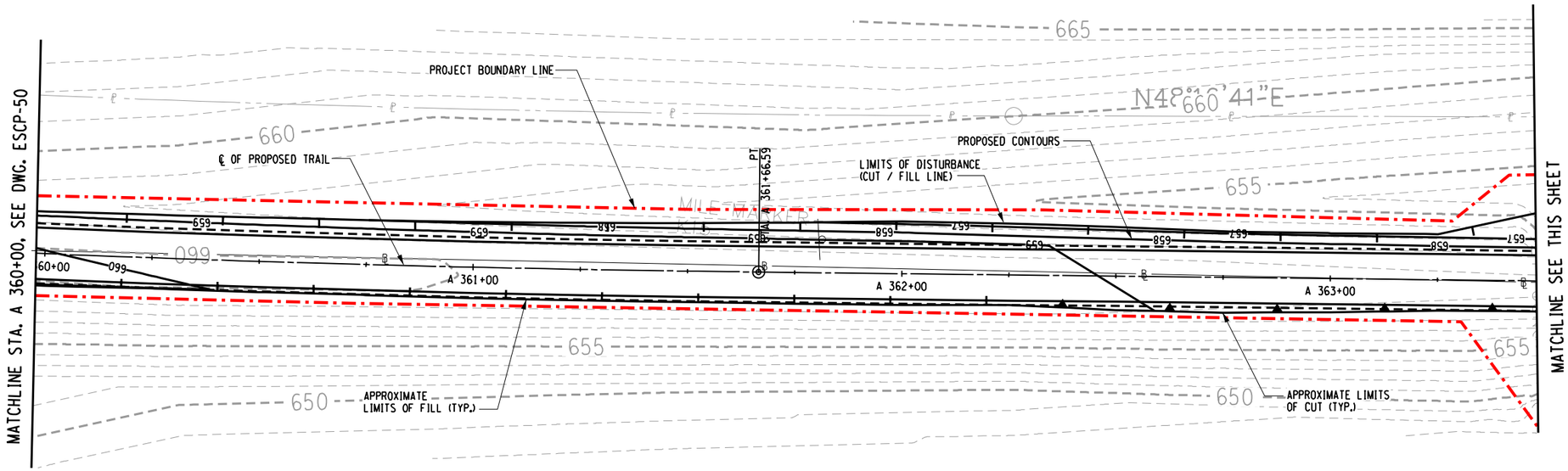

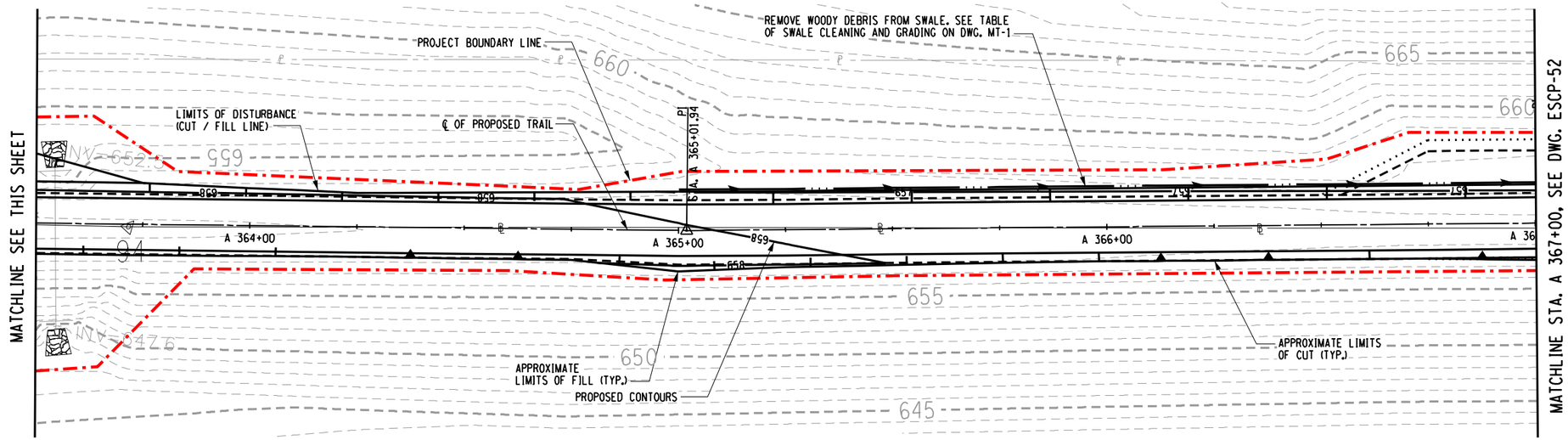

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 360+00 TO STA. A 367+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-51
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-51

DESIGNED BY CMH
DRAFTED BY TCB
CHECKED BY CMH
CHECKED BY CMH/ERB/JDH
IN CHARGE OF TCB

cmh
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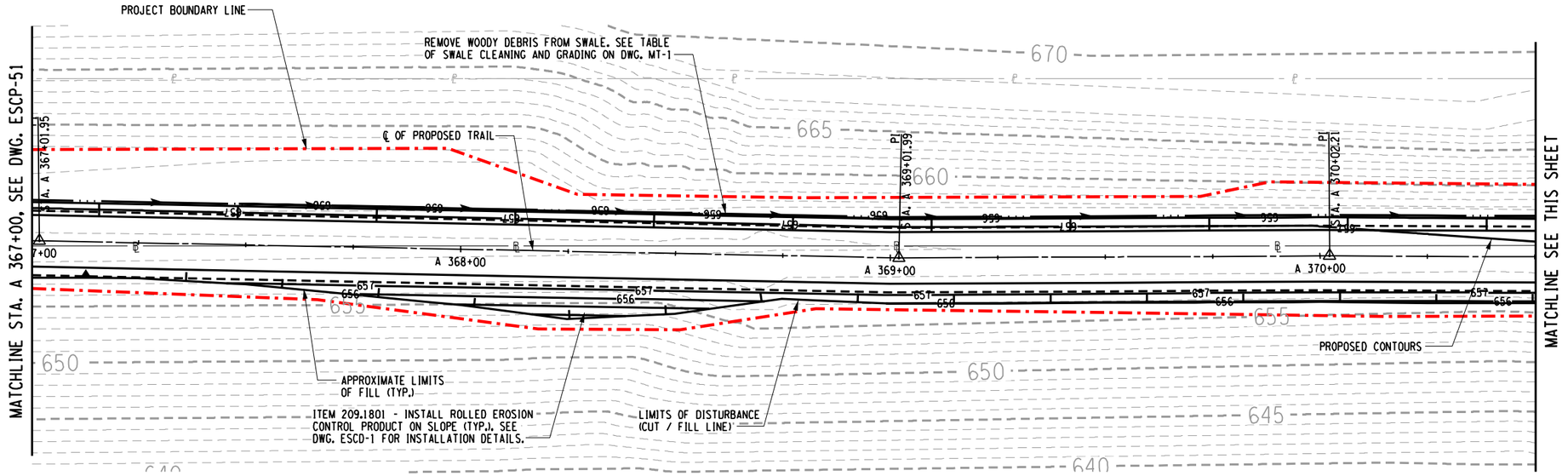

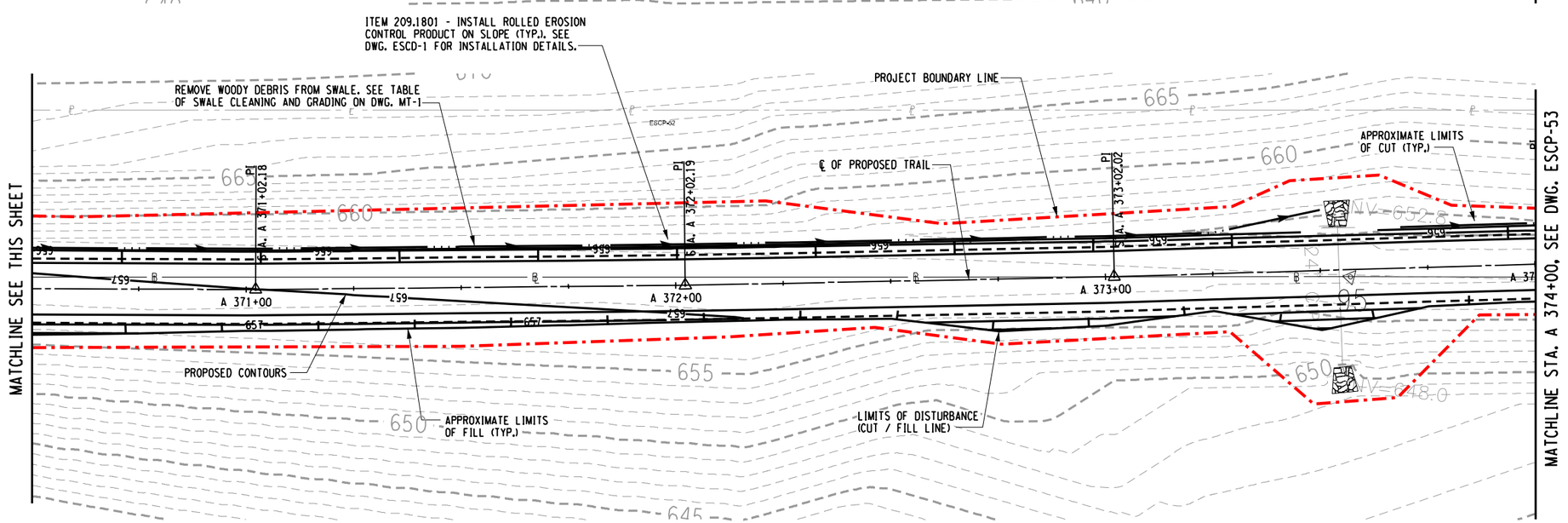

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 367+00 TO STA. A 374+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-52
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING ESCP-52

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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L:\MicroStation\Workspace\Plot\NYSDOT\NYSDOT_LJ5000_B_04_08.plt

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\189_369007001 ESCP_052.dgn
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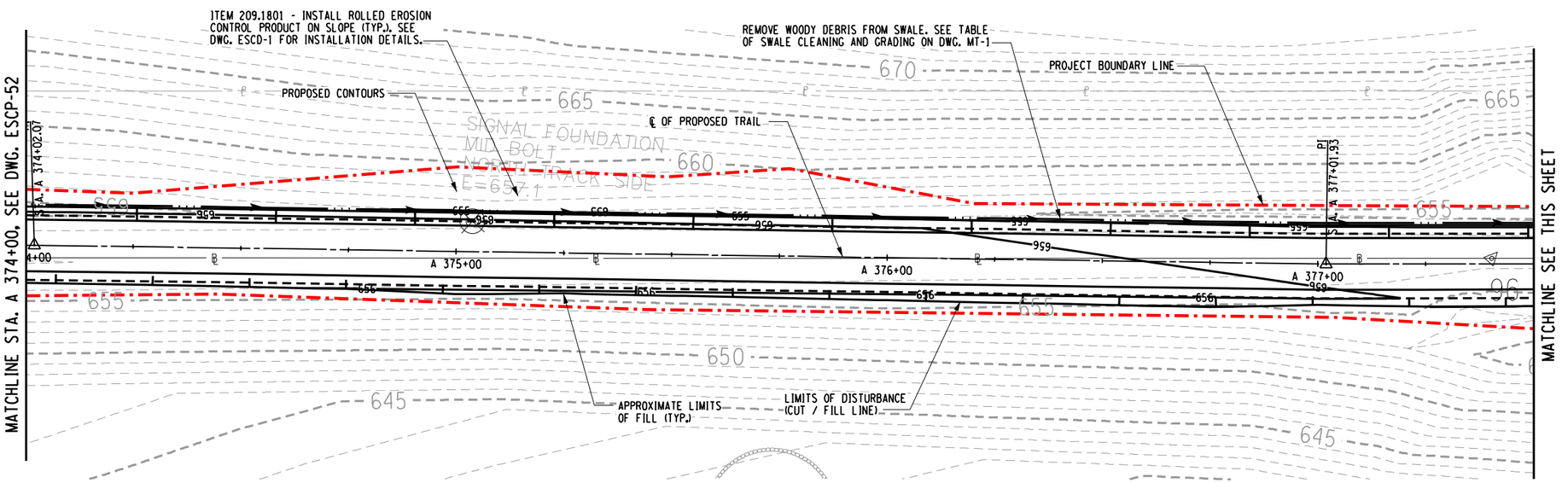

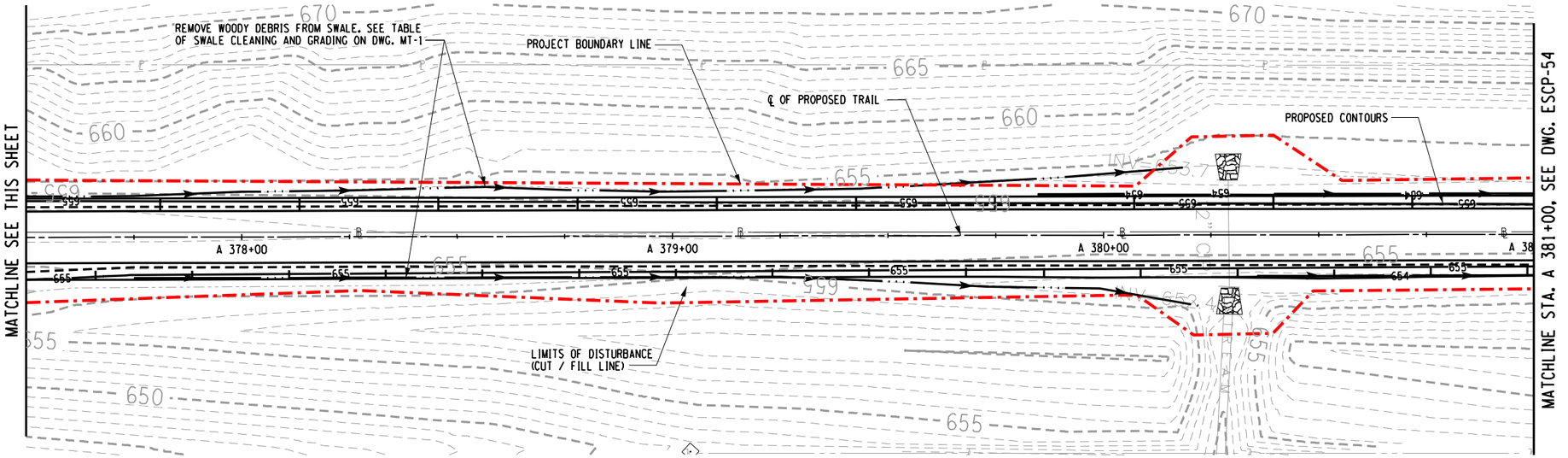

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
EXCELSIOR
074590
LICENSED PROFESSIONAL ENGINEER

EROSION AND SEDIMENT CONTROL PLAN - STA. A 373+00 TO STA. A 381+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-53
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-53

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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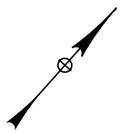

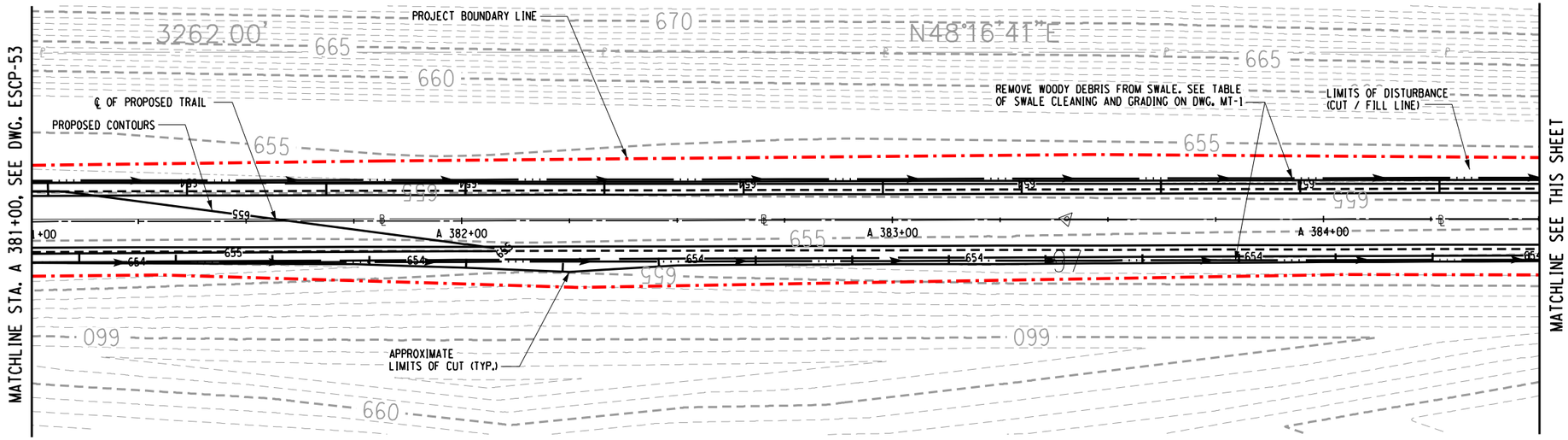

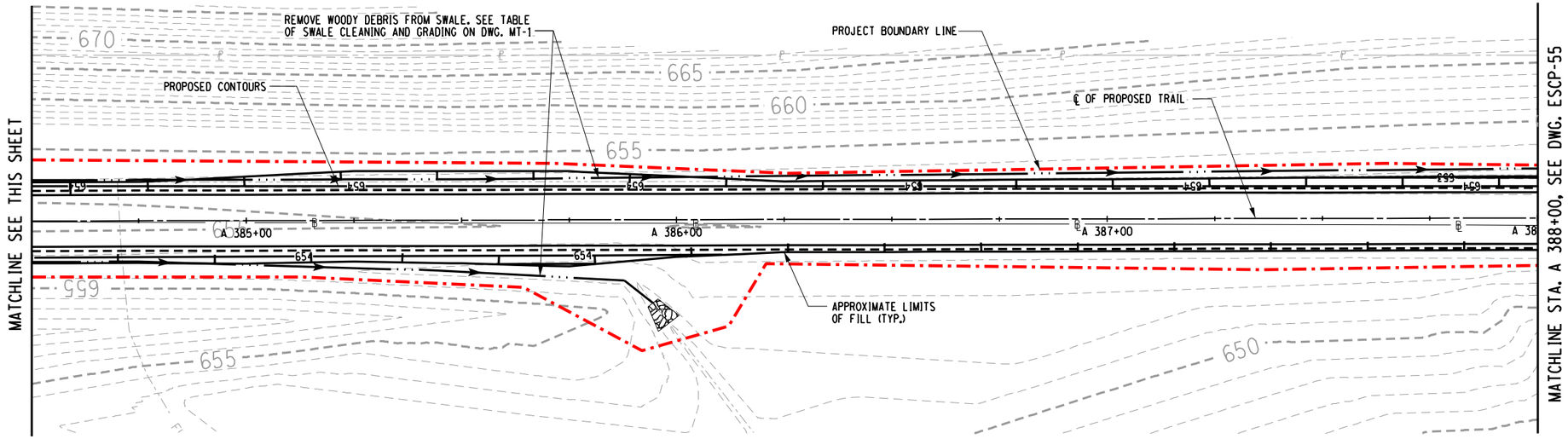

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
EXCELSIOR
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 381+00 TO STA. A 388+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

180
245

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-54
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-54

IN CHARGE OF TCB
DESIGNED BY CMH
CHECKED BY TCB
DRAFTED BY CMH/ERB/JDH
CHECKED BY CMH

cmh
L:\MicroStation\Workspace\Plot\NYSDOT\SITE_NYSDOT_SIZE_B.tbl
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FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\191.369007001 ESCP_054.dgn
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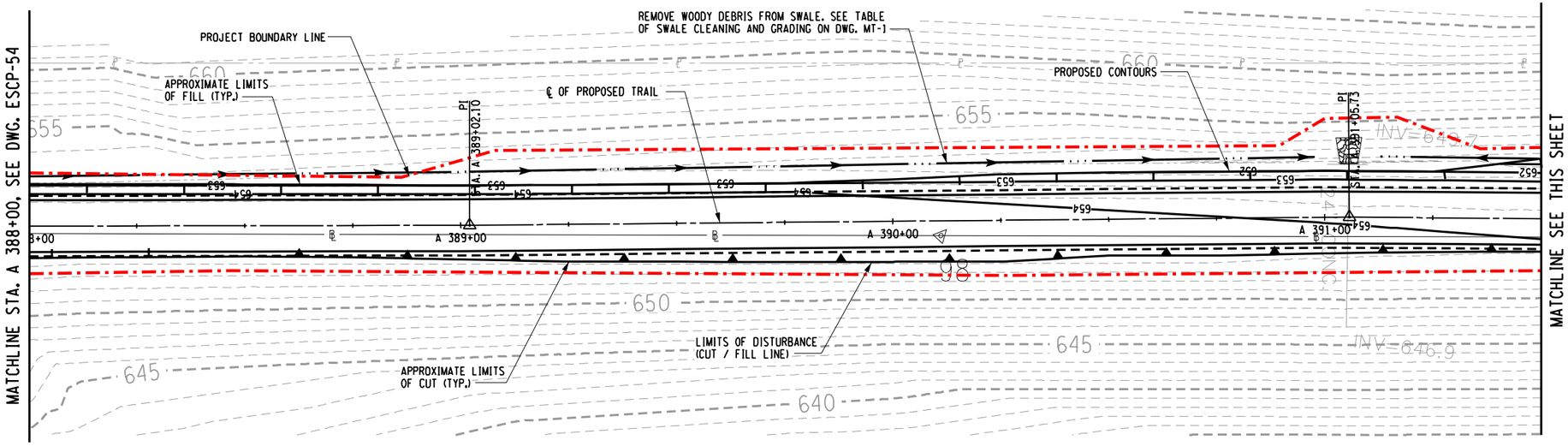

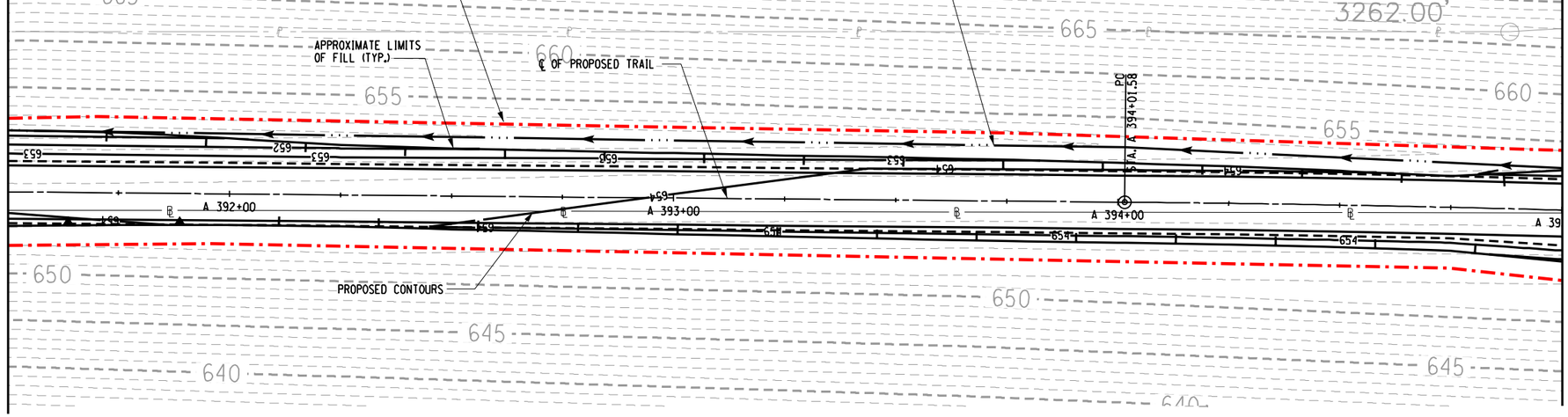

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

LICENSED PROFESSIONAL ENGINEER
STATE OF NEW YORK
THOMAS C. BAIRD IV
EXCELSIOR
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 388+00 TO STA. A 395+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-55
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-55

DESIGNED BY CMH
DRAFTED BY TCB
CHECKED BY CMH
CHECKED BY CMH/ERB/JDH
IN CHARGE OF TCB

cmh
L:\MicroStation\Workspace\Plot\NYSDOT\SITE_NYSDOT_SIZE_B.tbl
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FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\192_369007001 ESCP_055.dgn
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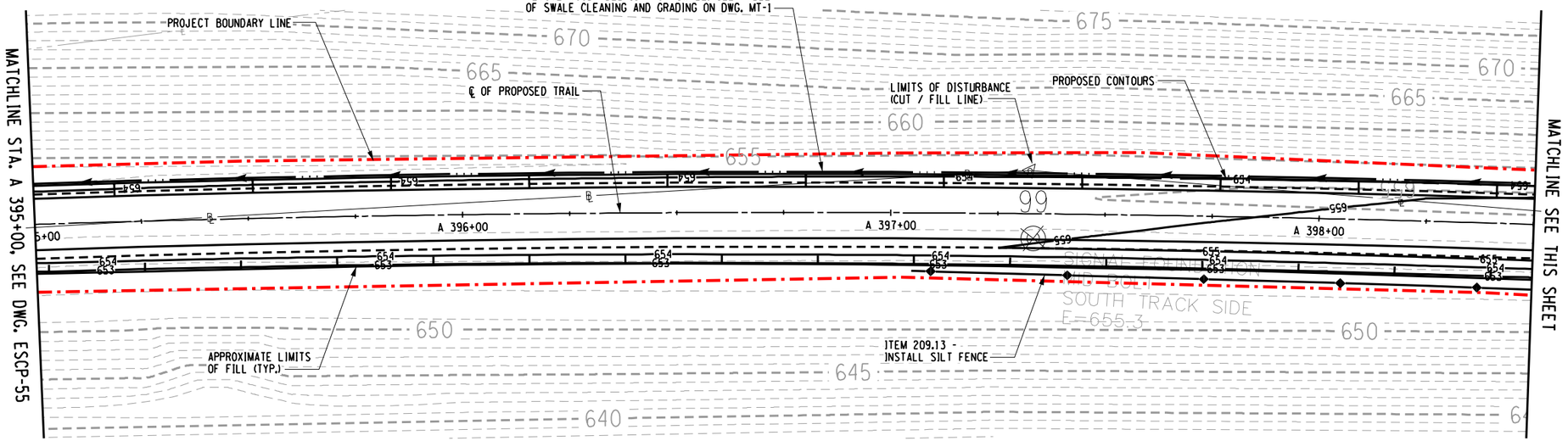

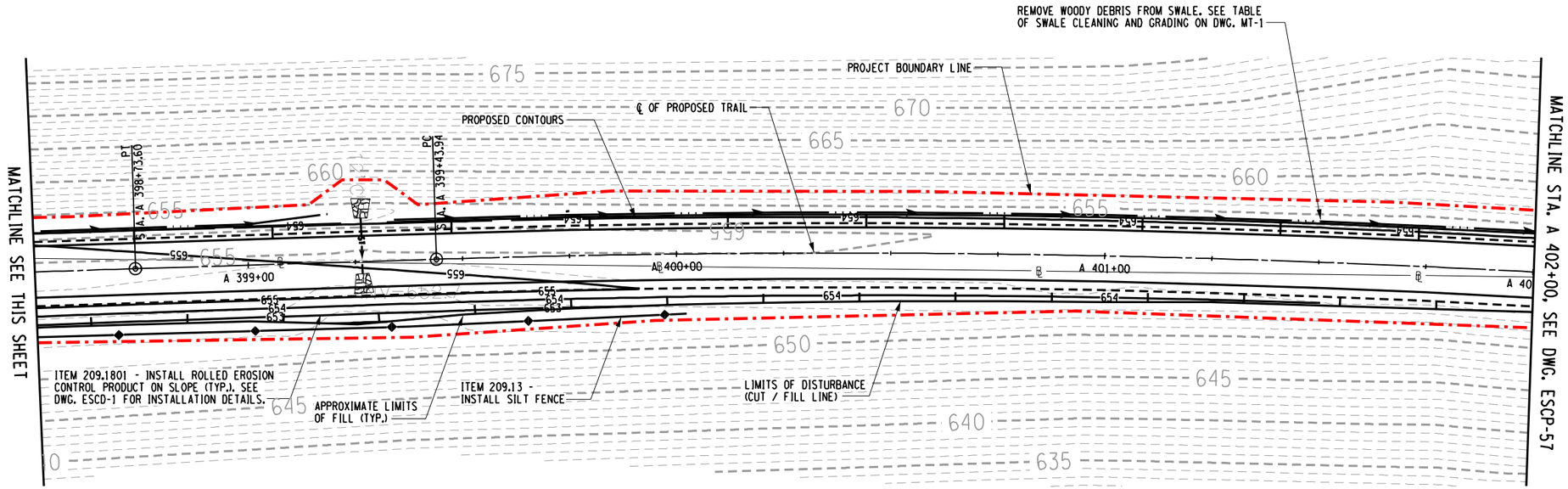

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 395+00 TO STA. A 402+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-56
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-56

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY CMH | DRAFTED BY TCB | CHECKED BY CMH/ERB/JDH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\193.369007001 ESCP.056.dgn
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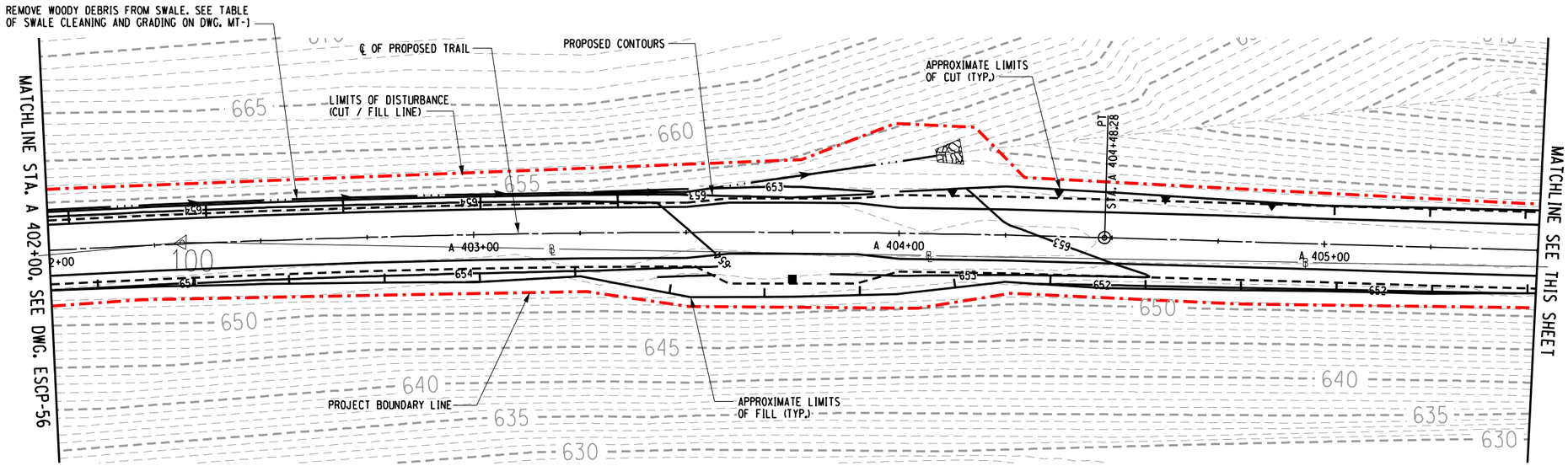

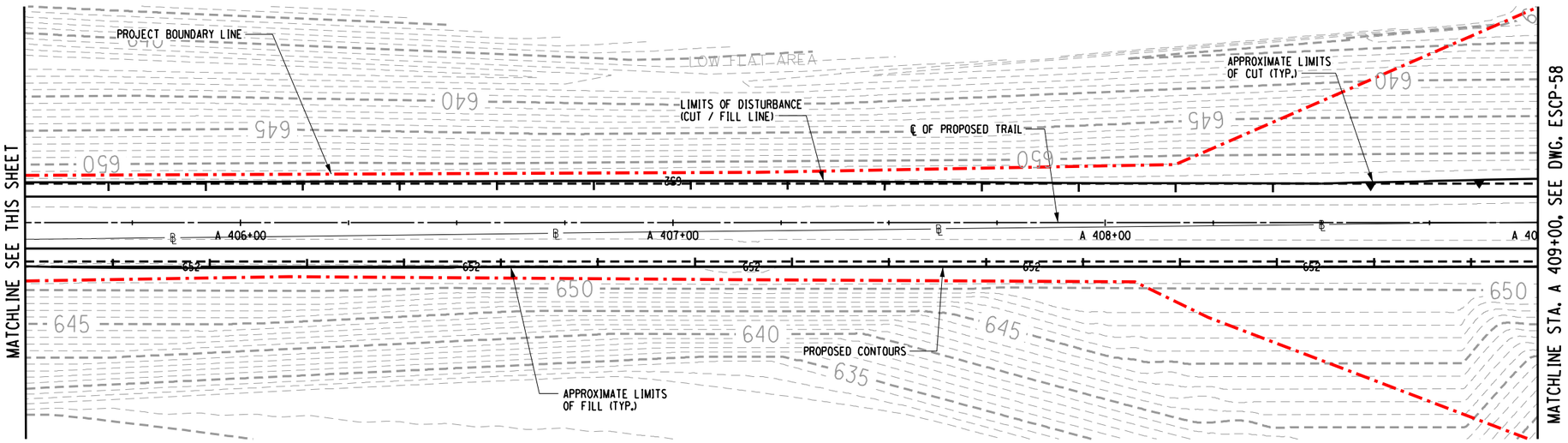

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 402+00 TO STA. A 409+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-57
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-57

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH | CHECKED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\194.369007001 ESCP_057.dgn
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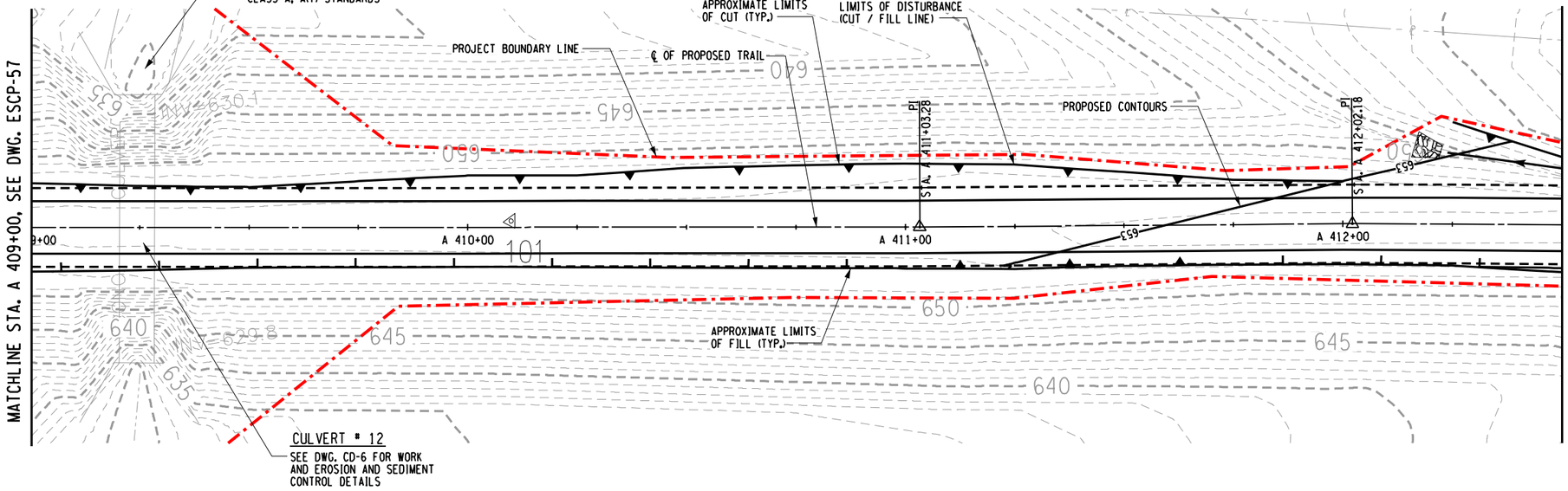

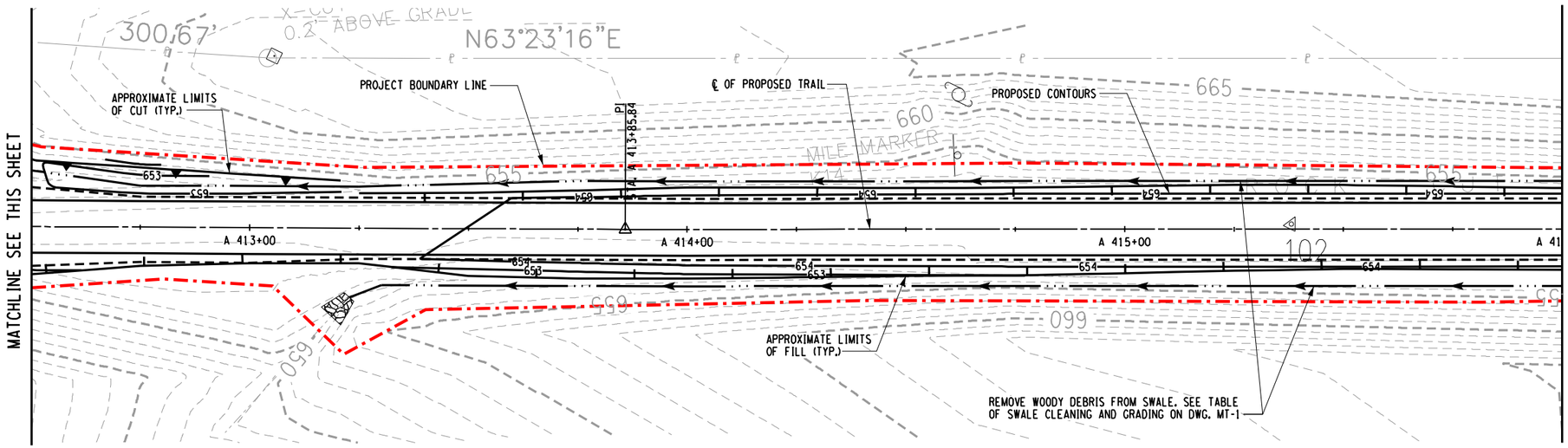

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 409+00 TO STA. A 416+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-58
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-58

DRAFTED BY TCB
DESIGNED BY CMH
CHECKED BY TCB
CHECKED BY CMH
CHECKED BY CMH/ERB/JDH
IN CHARGE OF TCB

cmh
L:\MicroStation\Workspace\Plot\NYSDOT\SITE_NYSDOT_SIZE_B.tbl
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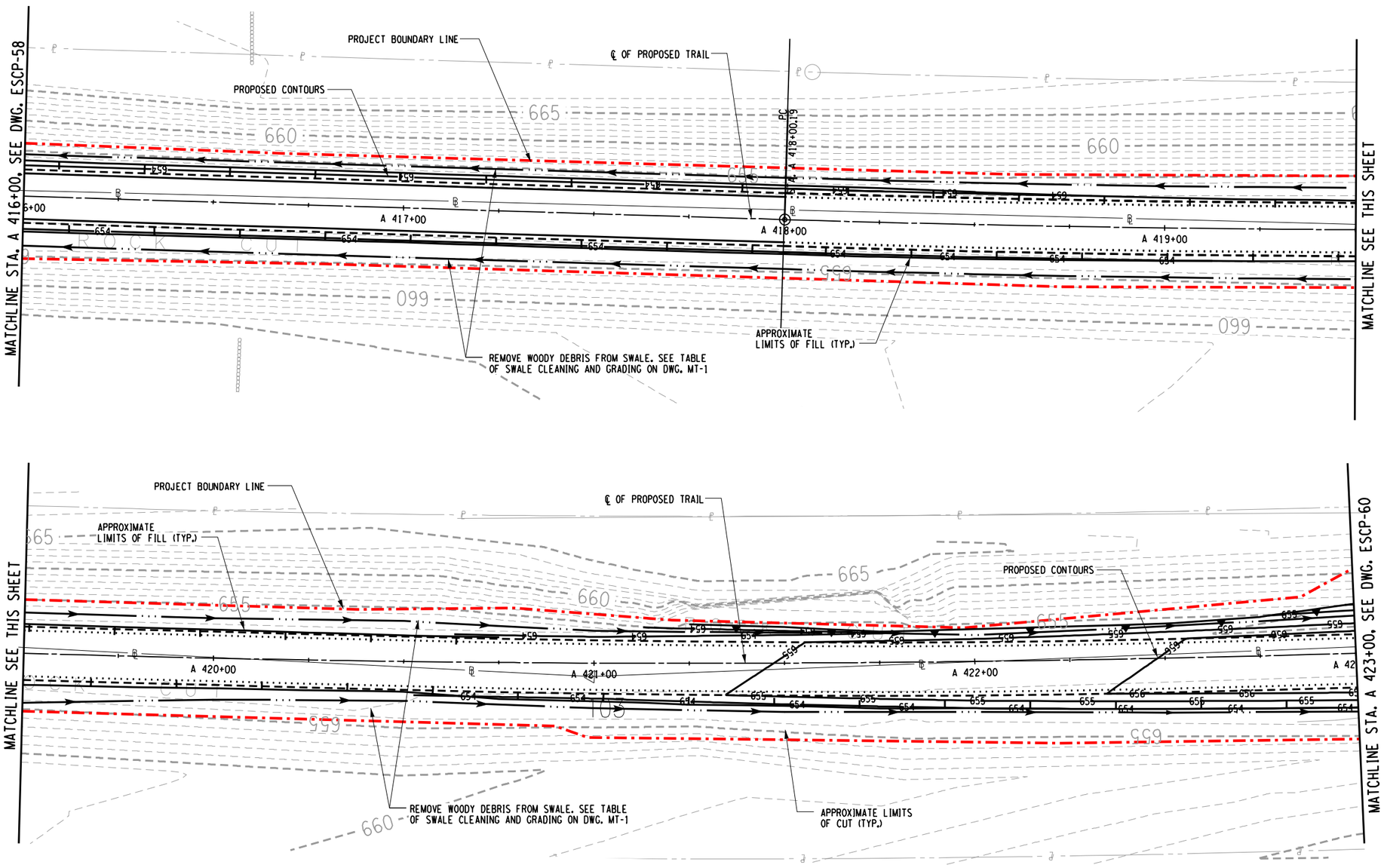

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 416+00 TO STA. A 423+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

185
245

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-59
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-59

DESIGNED BY CMH
DRAFTED BY CMH
CHECKED BY TCB
CHECKED BY CMH/ERB/JDH
IN CHARGE OF TCB

cmh
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FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\196.369007001 ESCP_059.dgn
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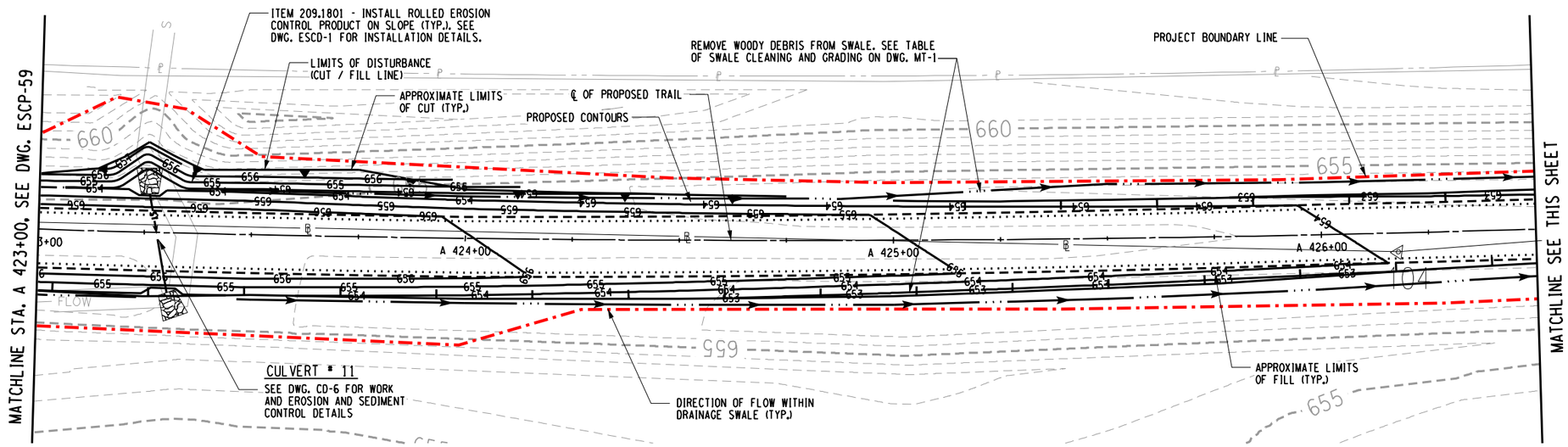

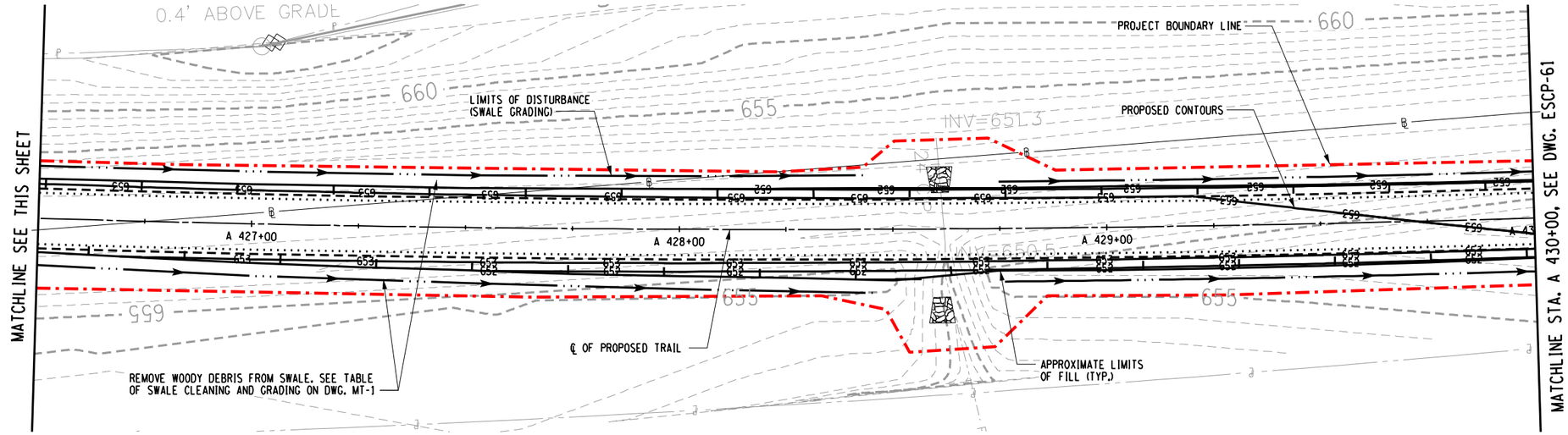

0 15 30
SCALE 1" = 30 FEET

EROSION AND SEDIMENT CONTROL PLAN - STA. A 423+00 TO STA. A 430+00

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-60
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING ESCP-60

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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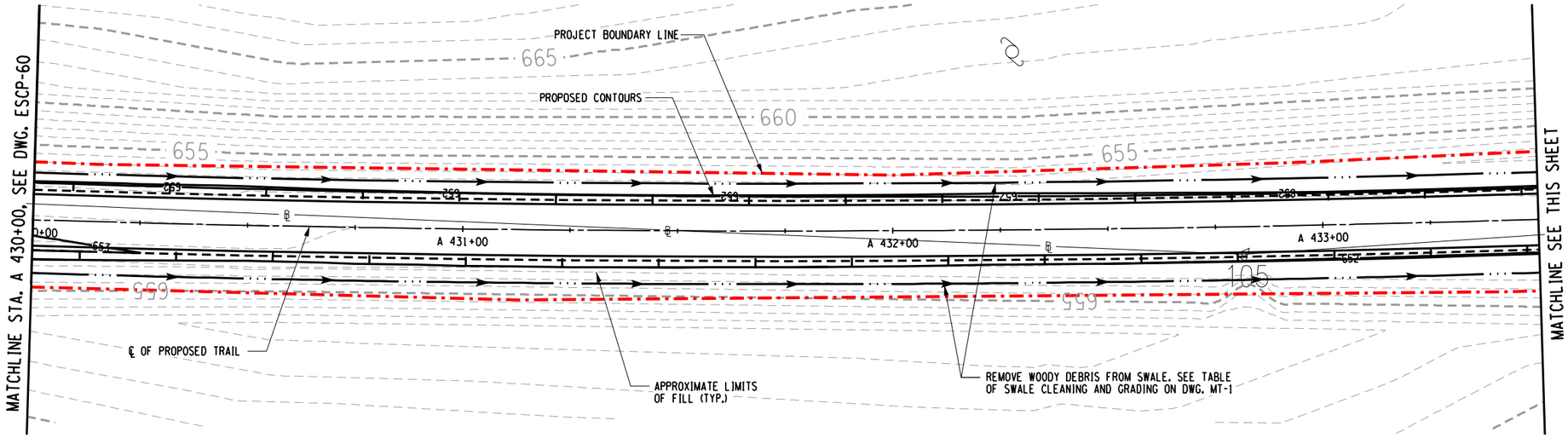

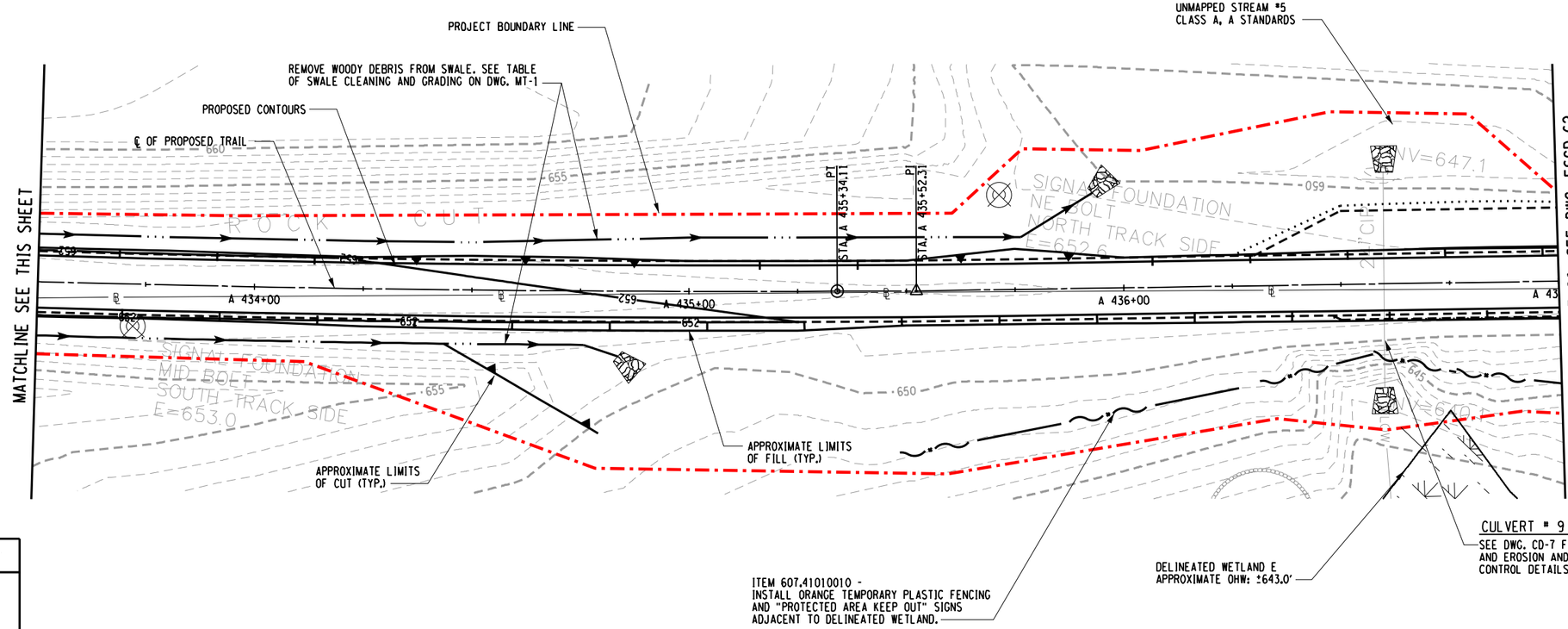

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 430+00 TO STA. A 437+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-61
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-61

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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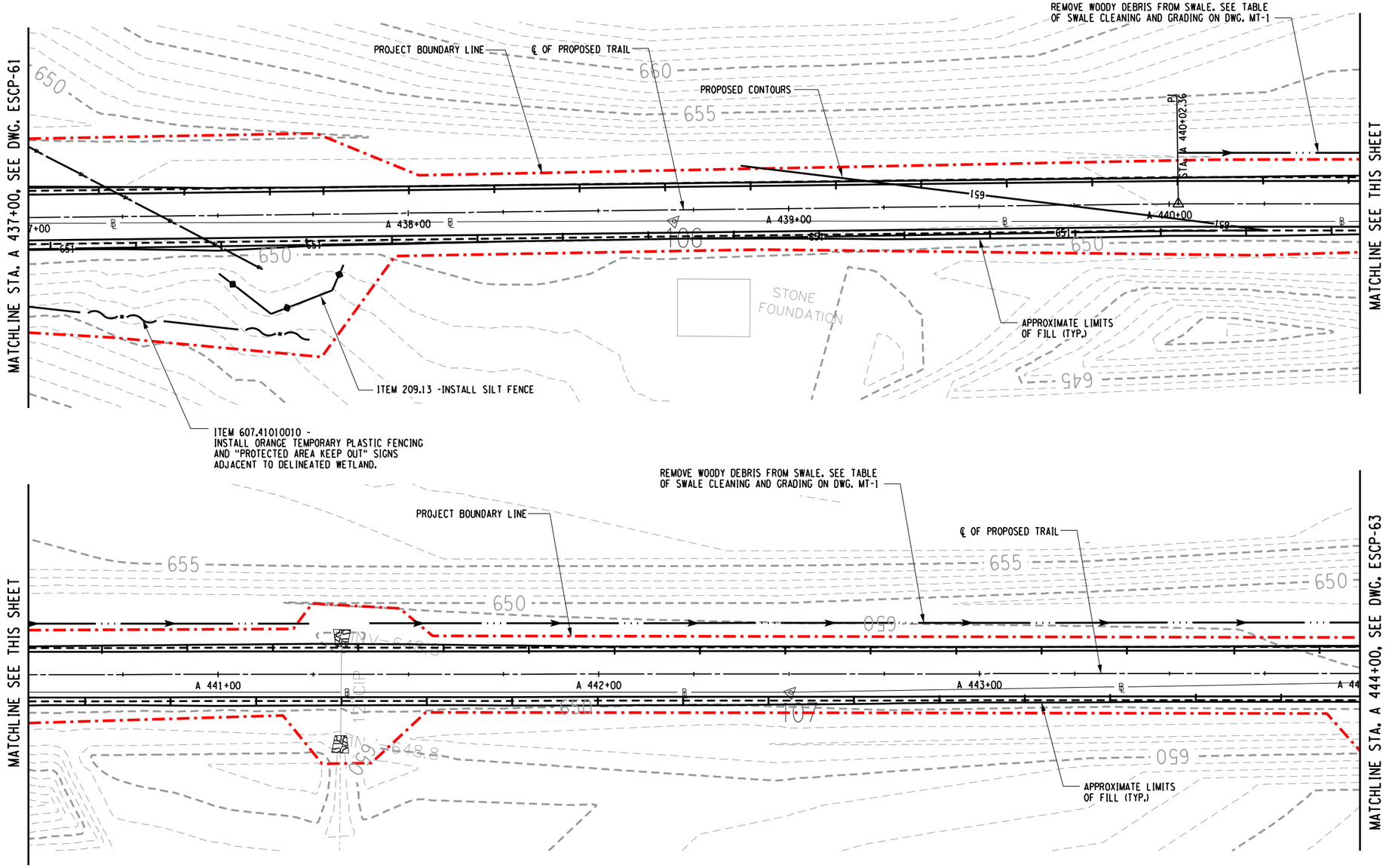
DATE = 5/30/2018
TIME = 11:23:30 AM



0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 437+00 TO STA. A 444+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-62
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING ESCP-62

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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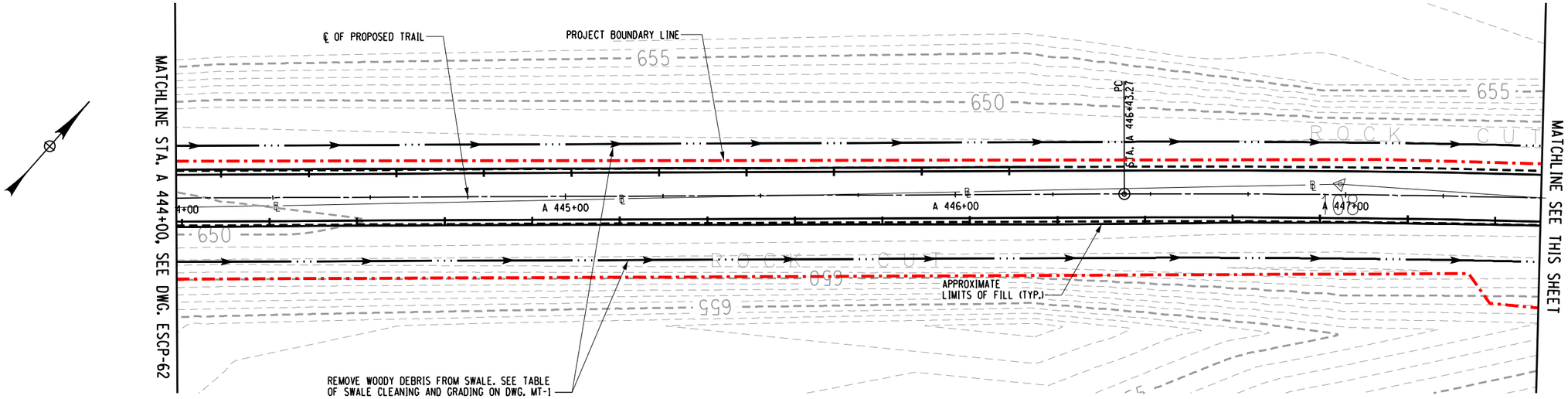

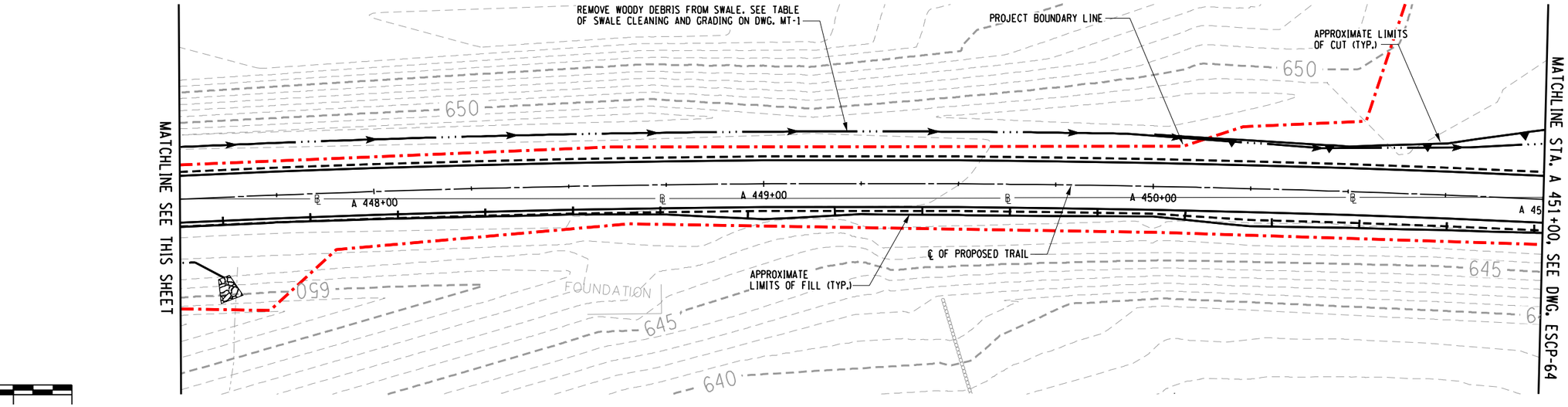

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
EXCELSIOR
074590
LICENSED PROFESSIONAL ENGINEER

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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L:\MicroStation\Workspace\Plot\NYSDOT\NYSDOT_LJ5000_B_04_08.plt

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DATE = 5/30/2018
TIME = 11:23:42 AM

EROSION AND SEDIMENT CONTROL PLAN - STA. A 444+00 TO STA. A 451+00

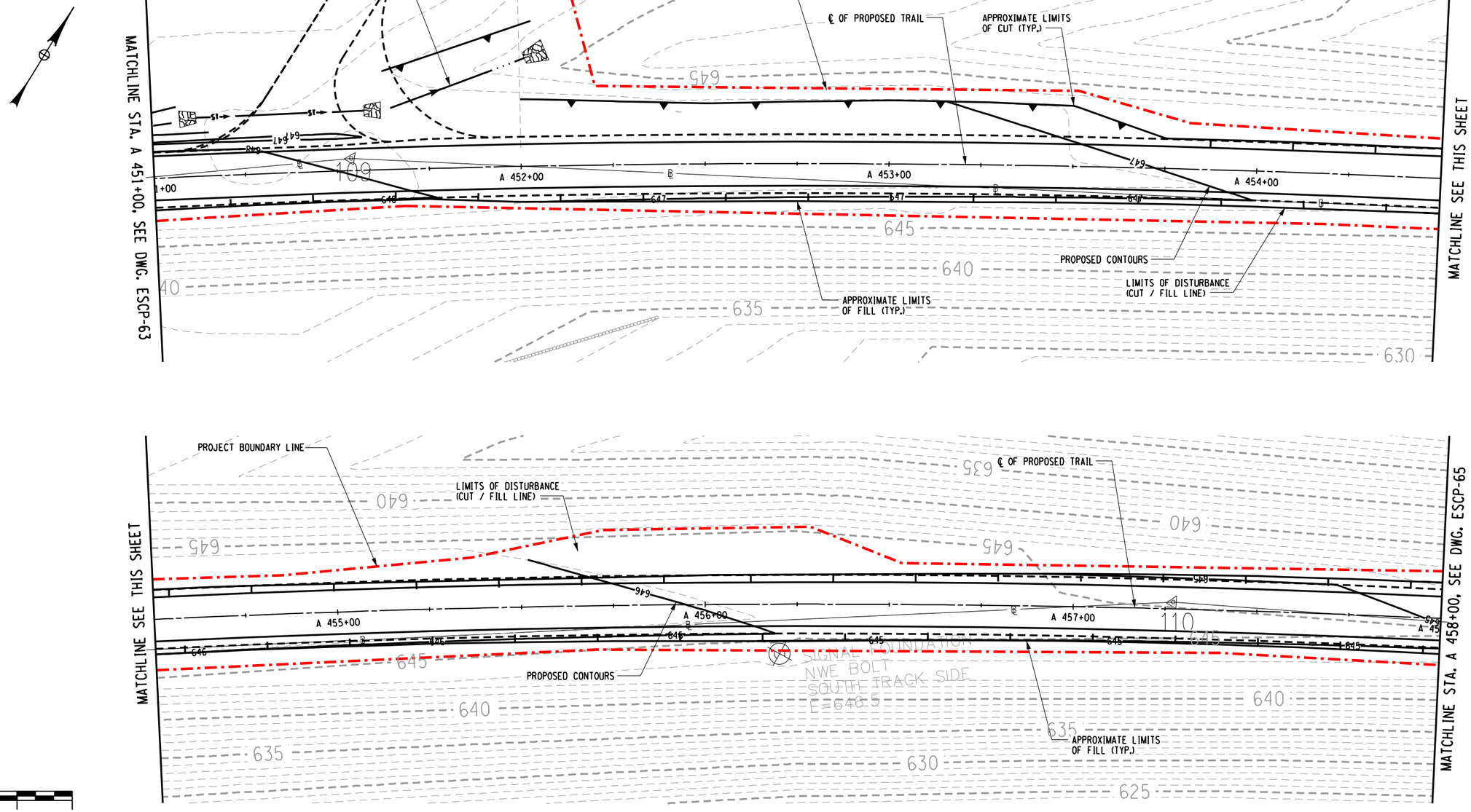
SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-63
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-63



0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
EXCELSIOR
074590
LICENSED PROFESSIONAL ENGINEER

EROSION AND SEDIMENT CONTROL PLAN - STA. A 451+00 TO STA. A 458+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

IN CHARGE OF TCB | DESIGNED BY CMH | DRAFTED BY CMH/ERB/JDH | CHECKED BY TCB | CHECKED BY CMH

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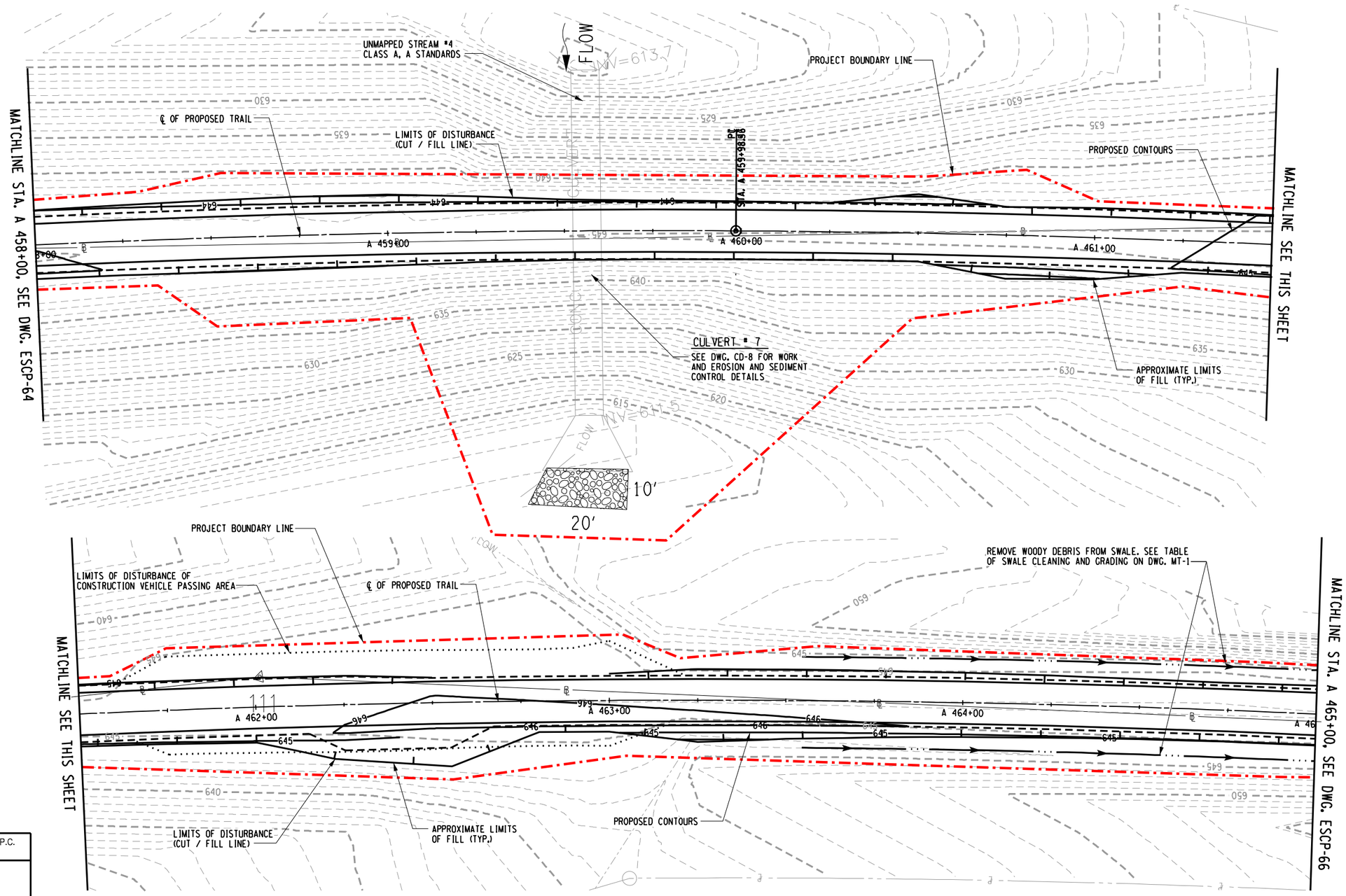
NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-64
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-64



0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 458+00 TO STA. A 465+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-65
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING ESCP-65

DRAFTED BY TCB
DESIGNED BY CMH
CHECKED BY CMH/ERB/JDH
CHECKED BY CMH
IN CHARGE OF TCB

cmh
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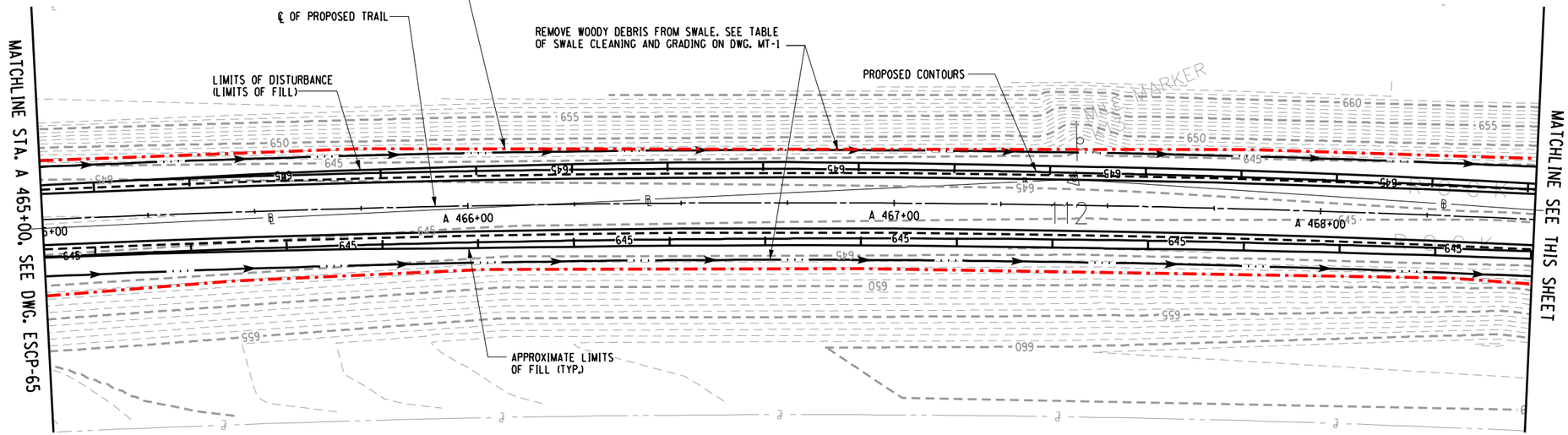

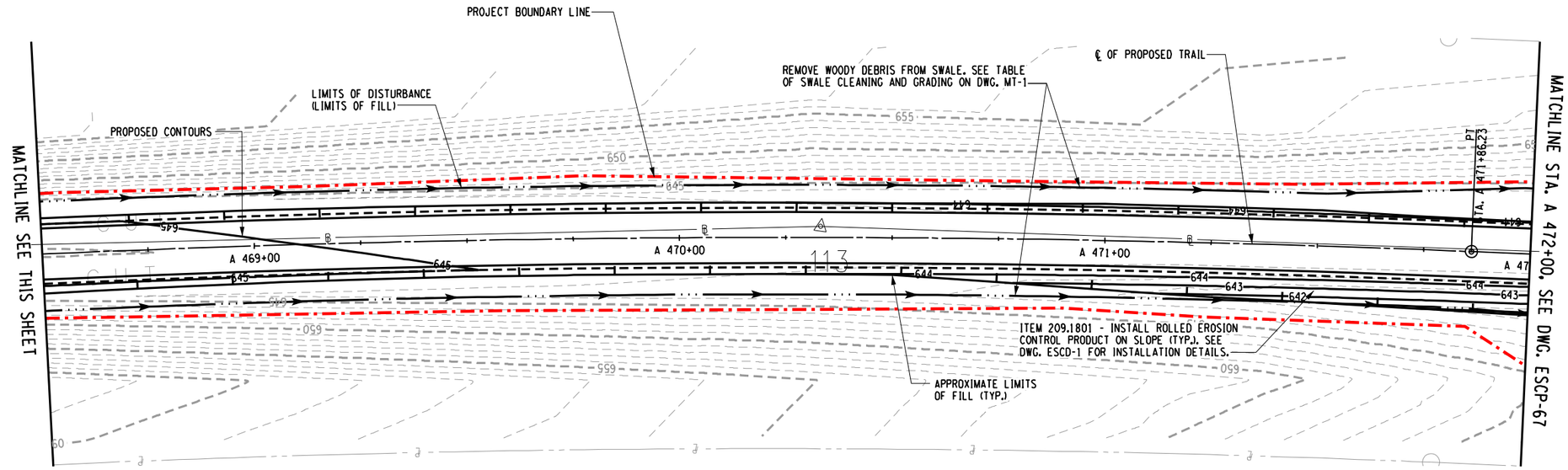

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 465+00 TO STA. A 472+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-66
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING ESCP-66

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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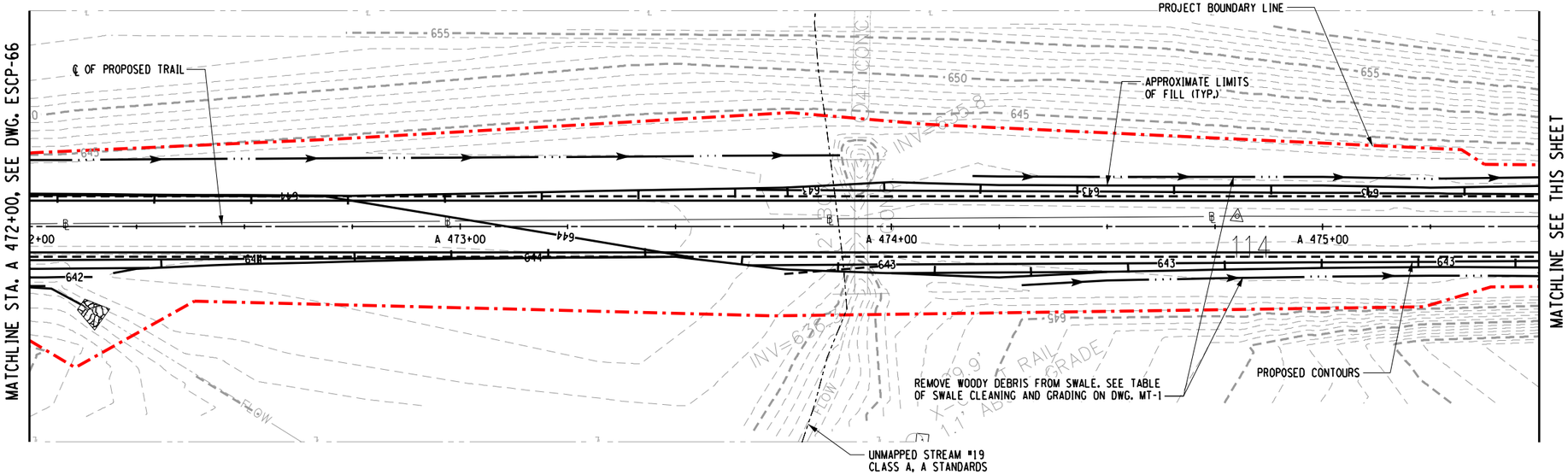
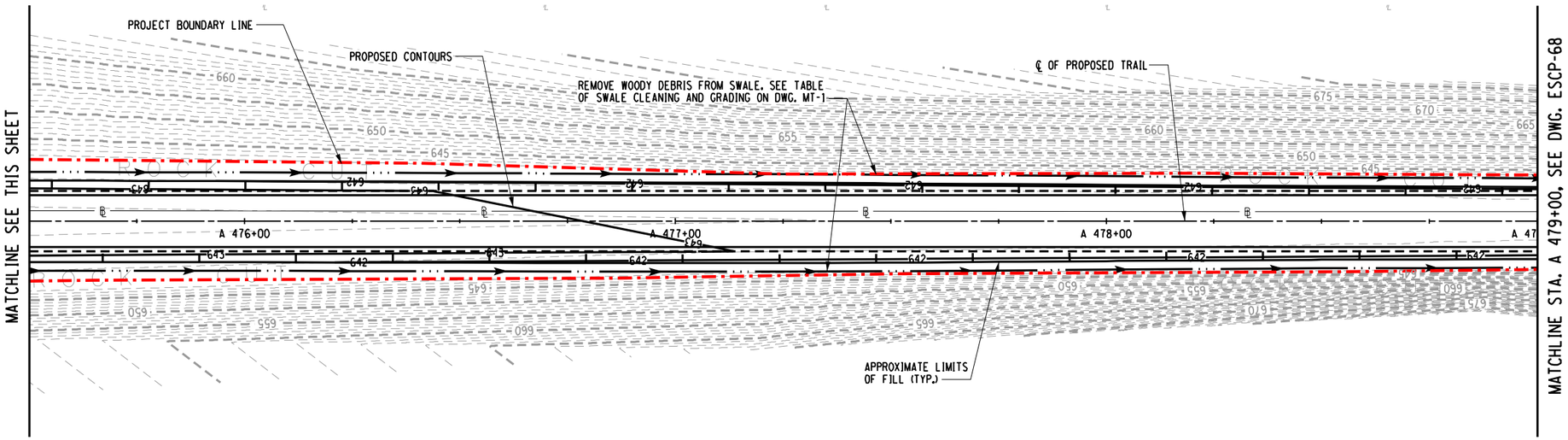
DATE = 5/30/2018
TIME = 11:24:00 AM





0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 472+00 TO STA. A 479+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-67

SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-67

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH | CHECKED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
L:\MicroStation\Workspace\Plot\NYSDOT\SITE_NYSDOT_SIZE_B.tbl
L:\MicroStation\Workspace\Plot\NYSDOT\NYSDOT_LJ5000_B_04_08.plt

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\204_369007001 ESCP_067.dgn
DATE = 5/30/2018
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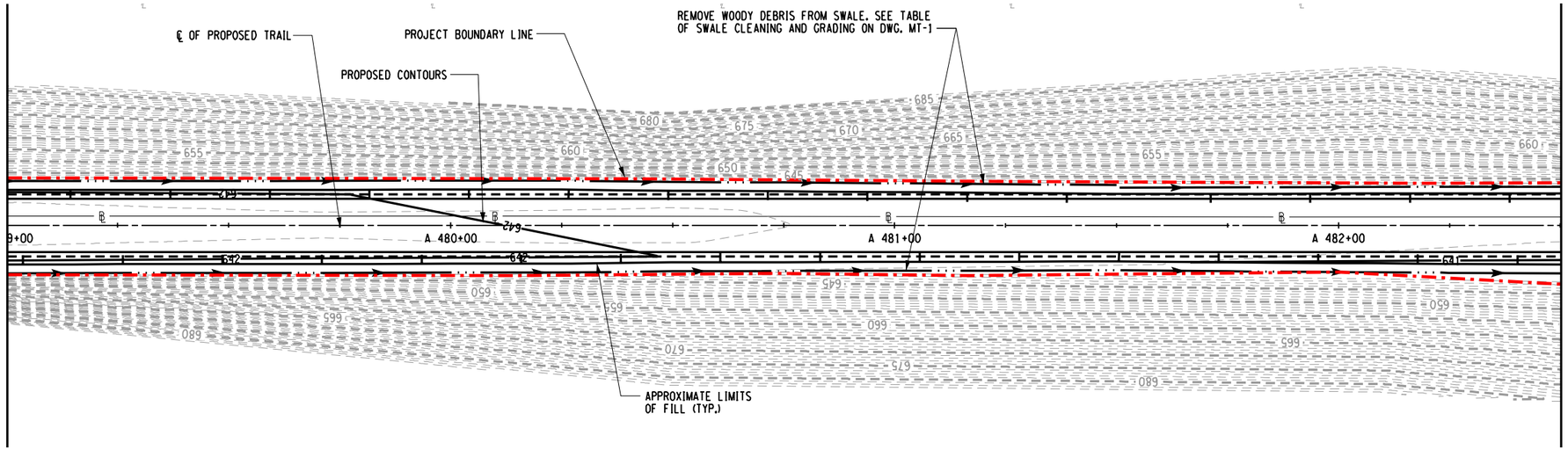

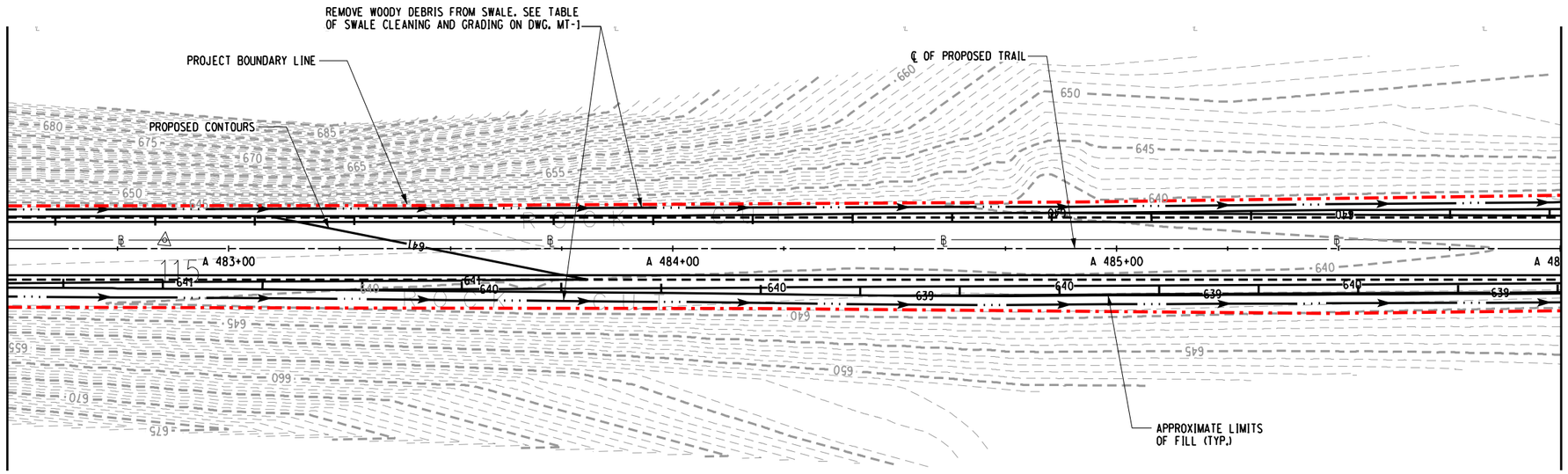

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK · THOMAS C. BAIRD IV · LICENSED PROFESSIONAL ENGINEER · 074590 · EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 479+00 TO STA. A 486+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-68
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING ESCP-68

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\205.369007001 ESCP.068.dgn
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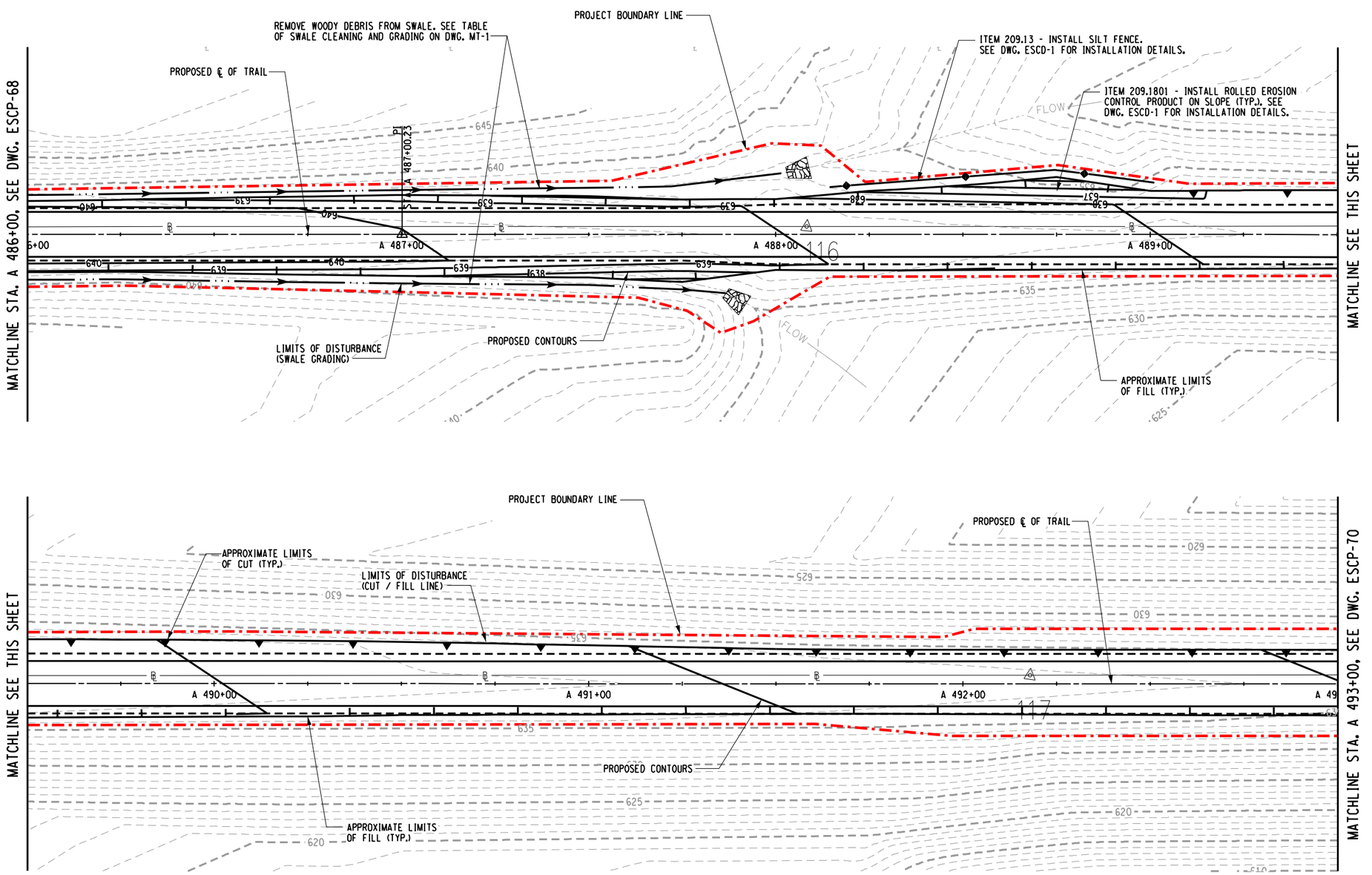

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

IN CHARGE OF TCB
DESIGNED BY CMH
DRAFTED BY TCB
CHECKED BY CMH
CHECKED BY CMH/ERB/JDH
FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\206.36900700I ESCP.069.dgn
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EROSION AND SEDIMENT CONTROL PLAN - STA. A 486+00 TO STA. A 493+00

SURVEY AND MAPPING PROVIDED BY:
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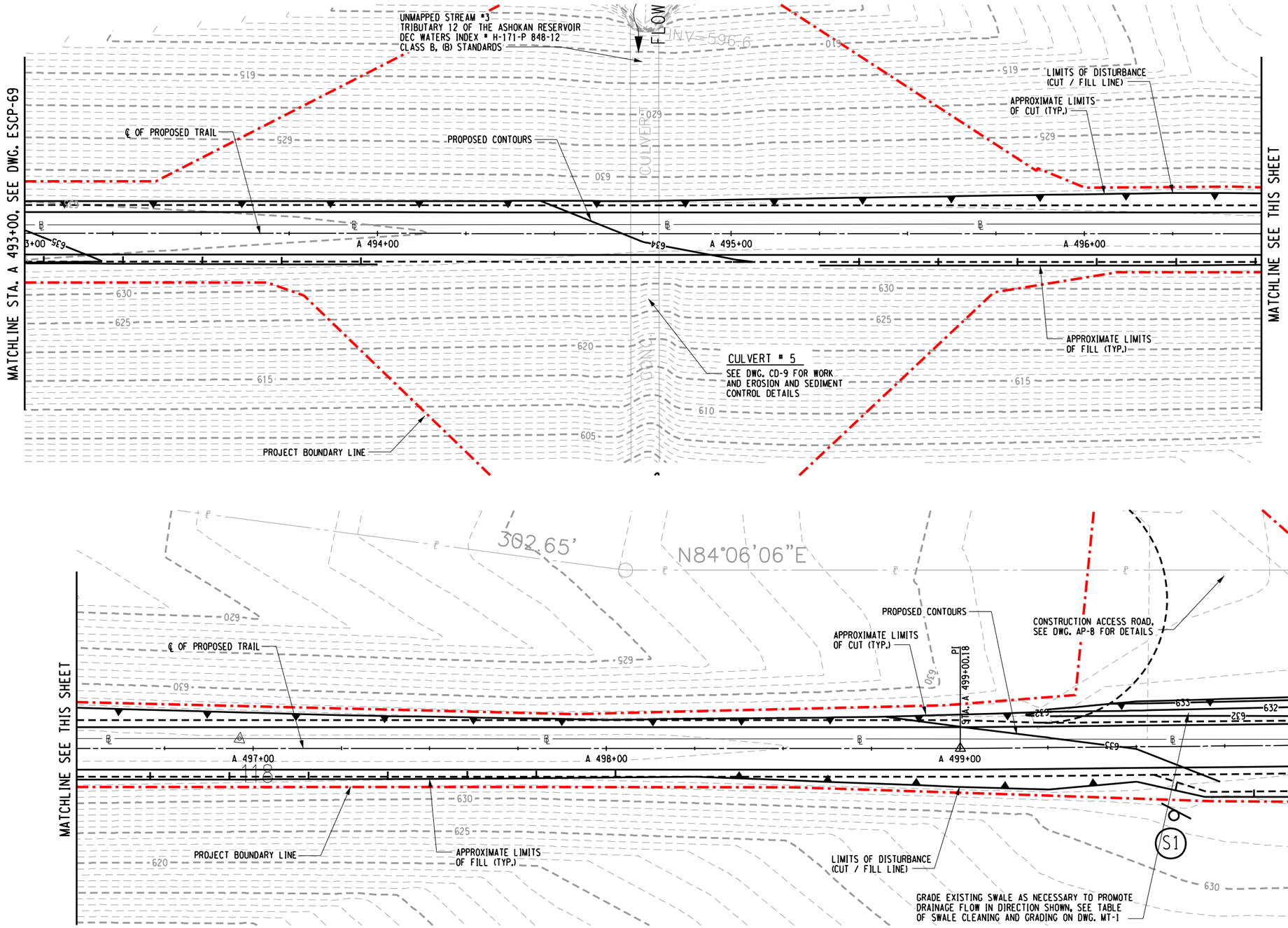
ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-69
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-69



EROSION AND SEDIMENT CONTROL PLAN - STA. A 493+00 TO STA. A 500+00

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
EXCELSIOR
074590

SURVEY AND MAPPING PROVIDED BY:
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NO.	DATE	BY	REVISION

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-70
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-70

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH
CHECKED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\207_369007001 ESCP_070.dgn
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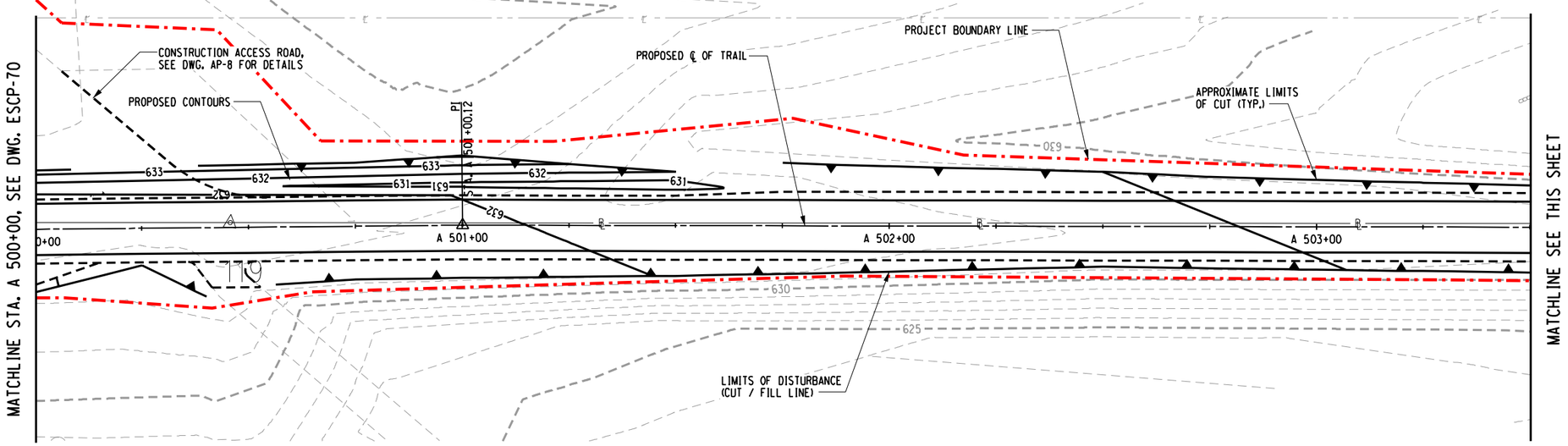

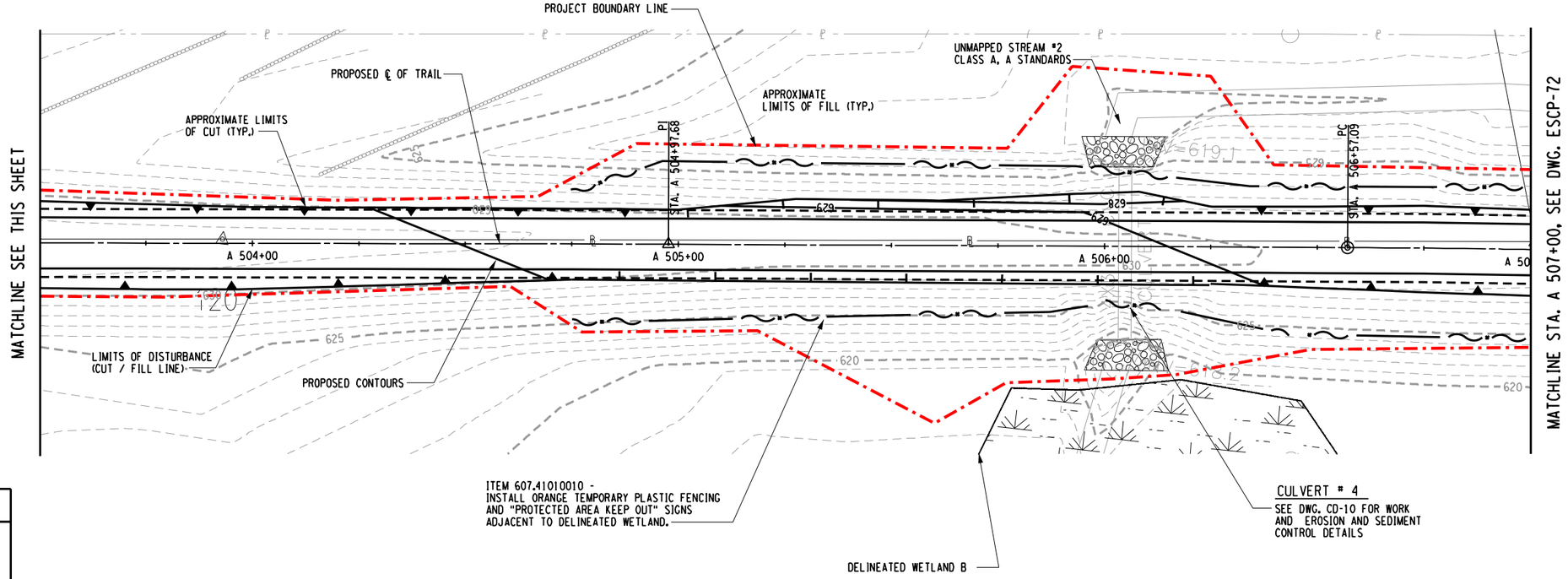

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 500+00 TO STA. A 507+00

SURVEY AND MAPPING PROVIDED BY:
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SURVEYING, PLANNING, GIS

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Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-71
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-71

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY CMH | DRAFTED BY TCB | CHECKED BY CMH/ERB/JDH

cmh
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L:\MicroStation\Workspace\Plot\NYSDOT\NYSDOT_LJ5000_B_04_08.plt

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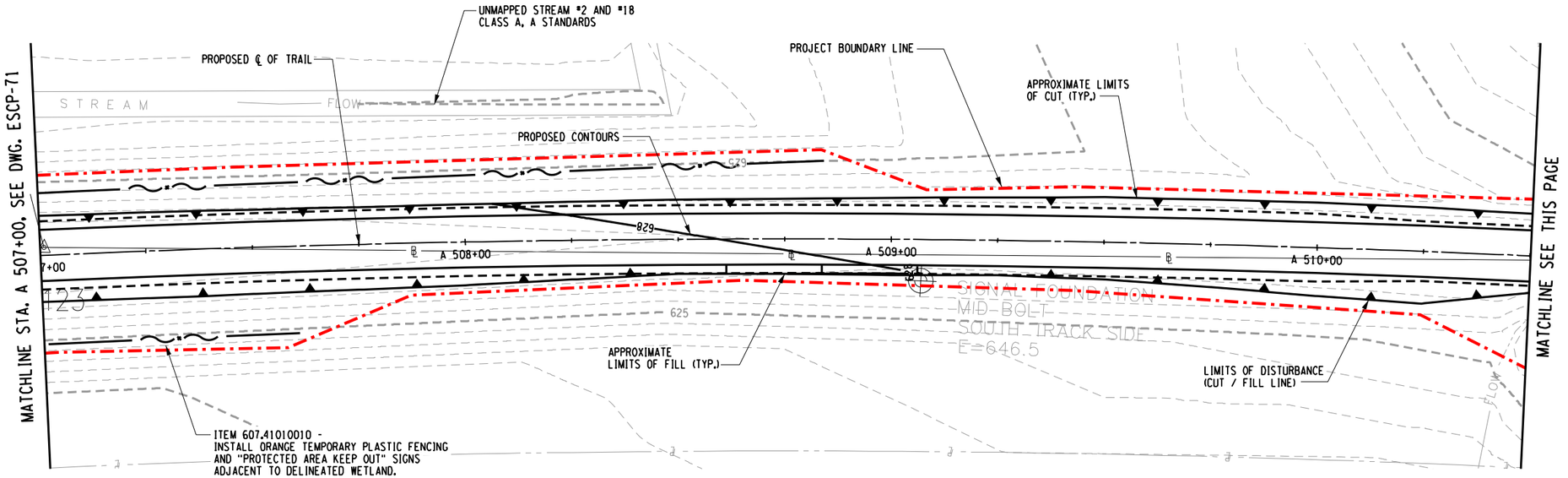

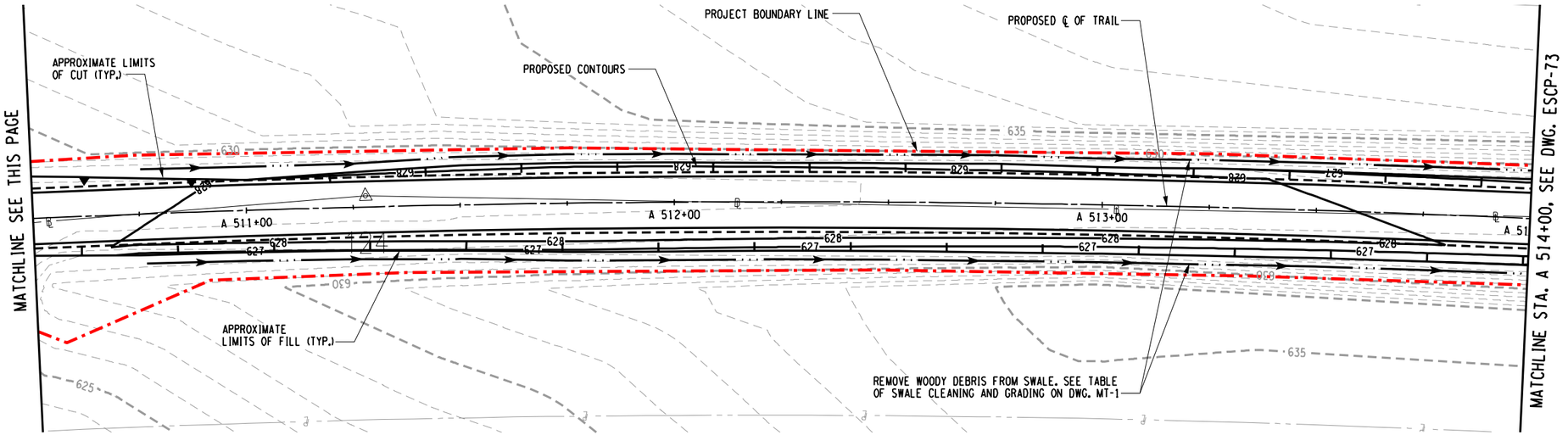

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 507+00 TO STA. A 514+00

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SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-72
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-72

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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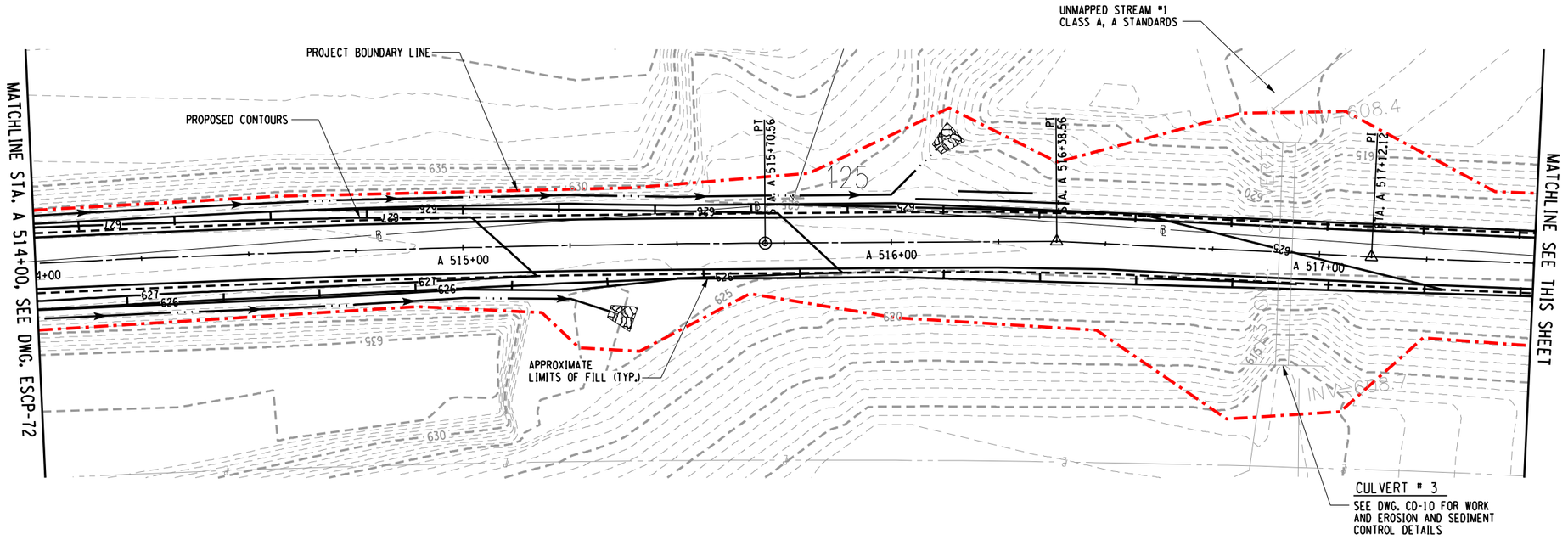
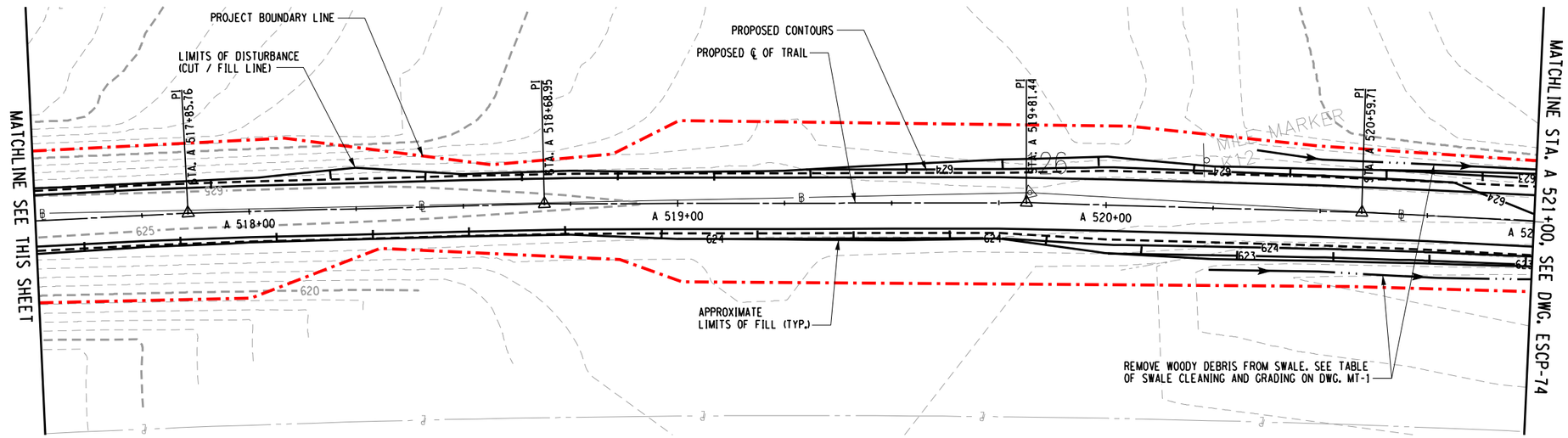
L:\MicroStation\Workspace\Plot\NYSDOT\NYSDOT_LJ5000_B_04_08.plt

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\209.369007001 ESCP_072.dgn
DATE = 5/30/2018
TIME = 11:25:01 AM





0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH | CHECKED BY CMH/ERB/JDH | CHECKED BY

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\210.369007001 ESCP_073.dgn
DATE = 5/30/2018
TIME = 11:25:07 AM

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NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN - STA. A 514+00 TO STA. A 521+00

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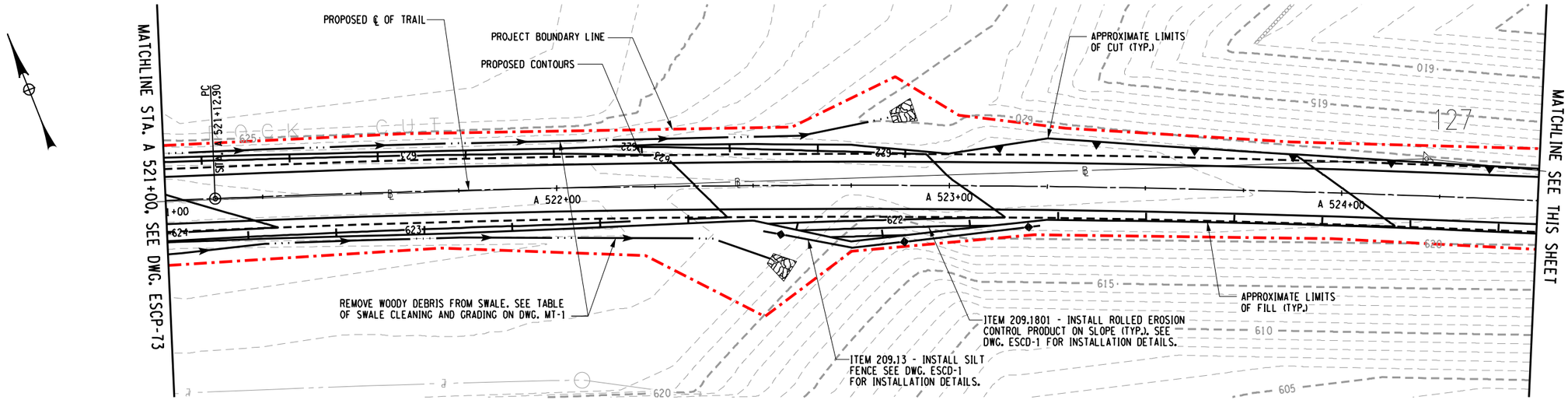
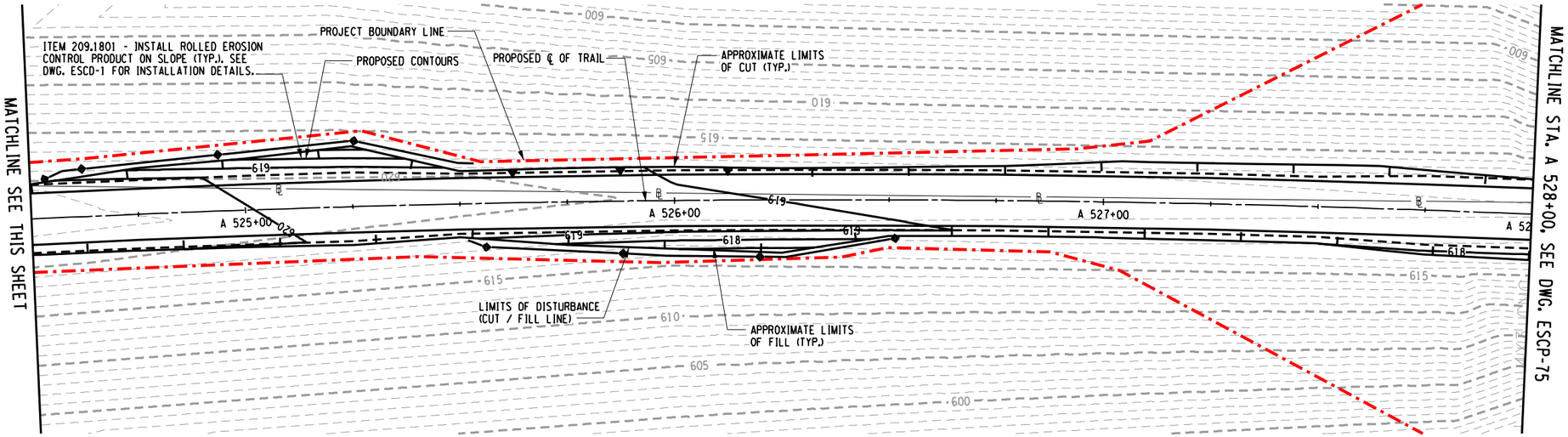
EROSION AND SEDIMENT CONTROL PLAN-73
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-73





0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED
074590
PROFESSIONAL ENGINEER
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 521+00 TO STA. A 528+00

SURVEY AND MAPPING PROVIDED BY:
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SURVEYING, PLANNING, GIS

200
245

NO.	DATE	BY	REVISION

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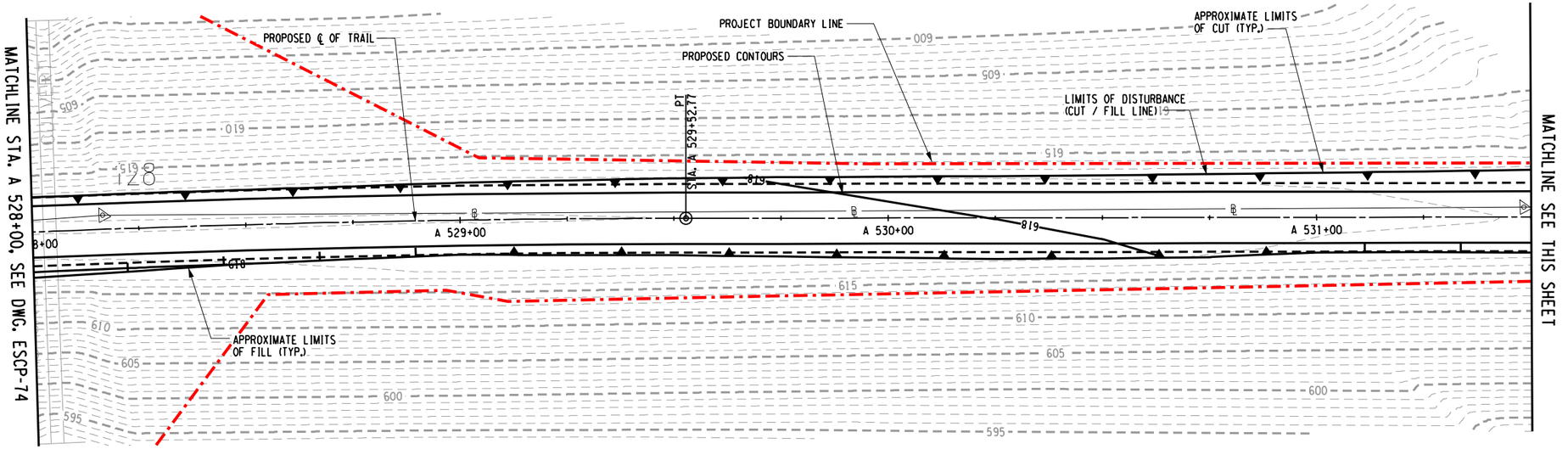
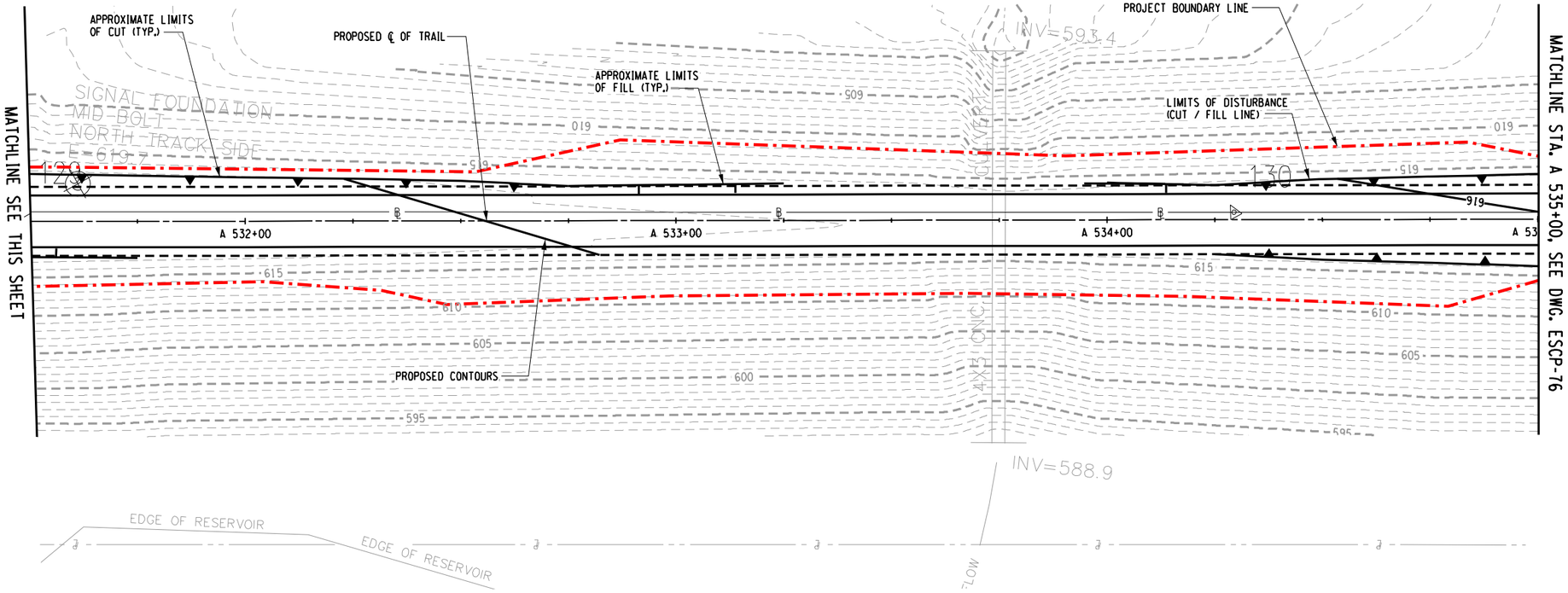
ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-74
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-74





0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 528+00 TO STA. A 535+00

SURVEY AND MAPPING PROVIDED BY:
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SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-75
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-75

IN CHARGE OF TCB | DESIGNED BY CMH | DRAFTED BY TCB | CHECKED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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DATE = 5/30/2018
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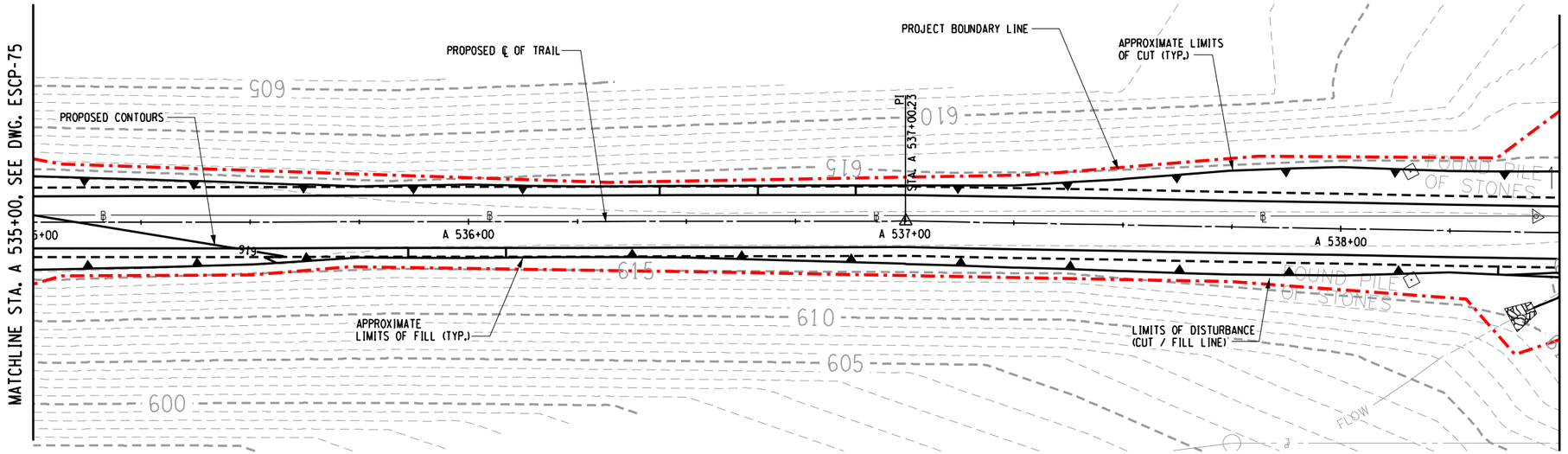

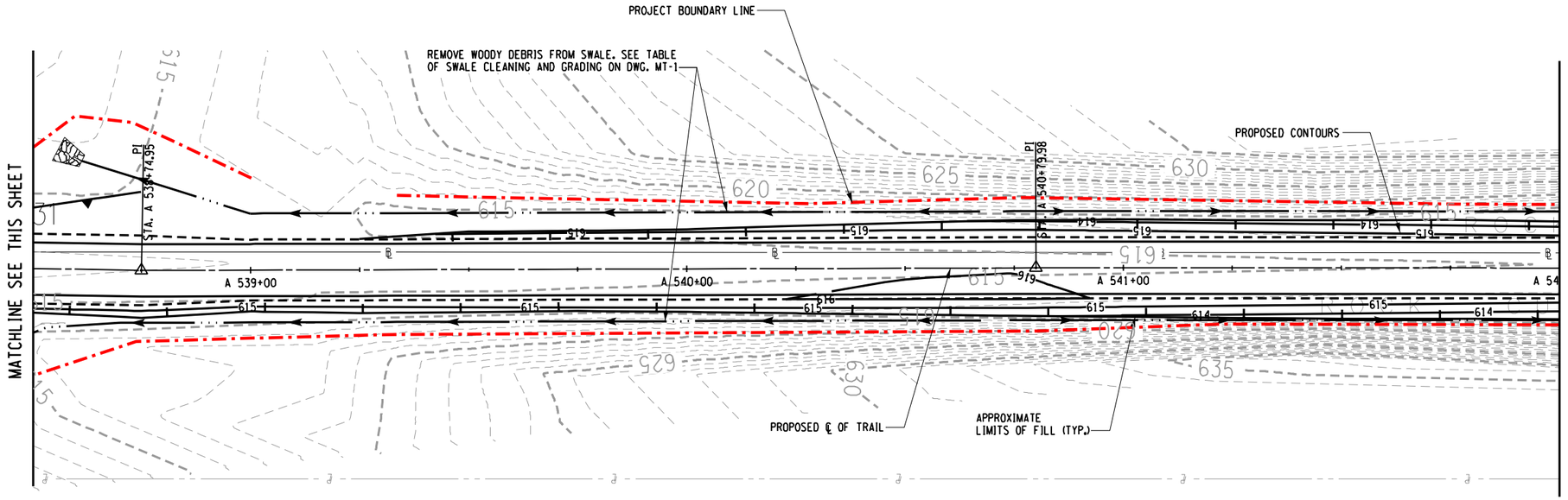

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

IN CHARGE OF TCB
DESIGNED BY CMH
DRAFTED BY TCB
CHECKED BY CMH
CHECKED BY CMH/ERB/JDH
DRAWN BY cmh

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\213.369007001 ESCP 076.dgn
DATE = 5/30/2018
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EROSION AND SEDIMENT CONTROL PLAN - STA. A 535+00 TO STA. A 542+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

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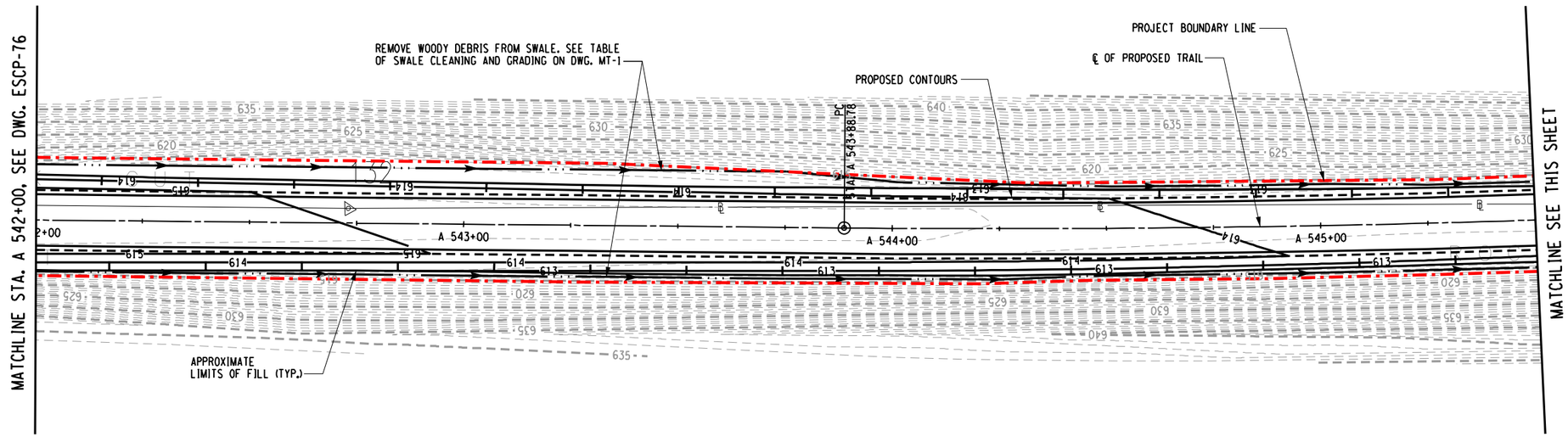
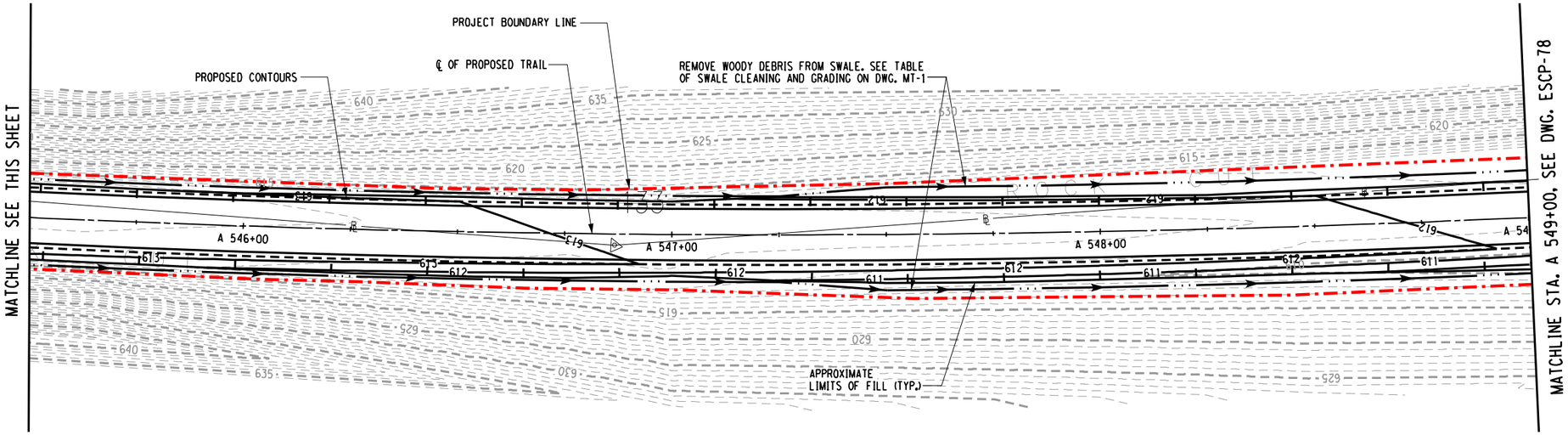
ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-76
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-76





0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
EXCELSIOR
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 542+00 TO STA. A 549+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-77
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING ESCP-77

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\214.369007001 ESCP_077.dgn
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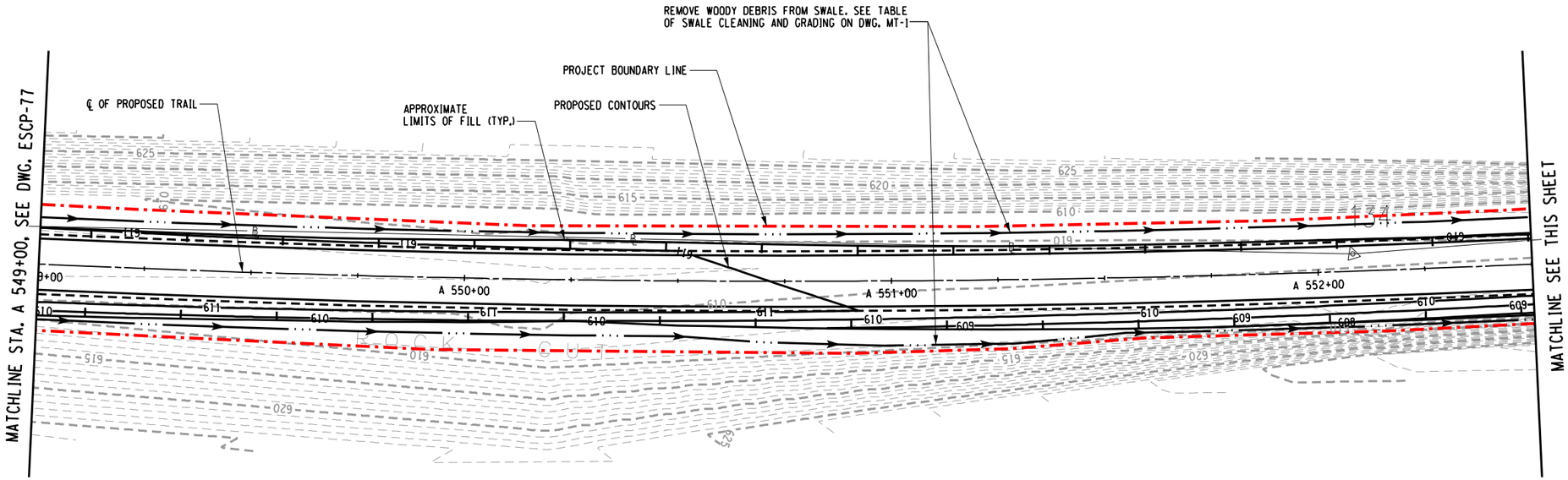

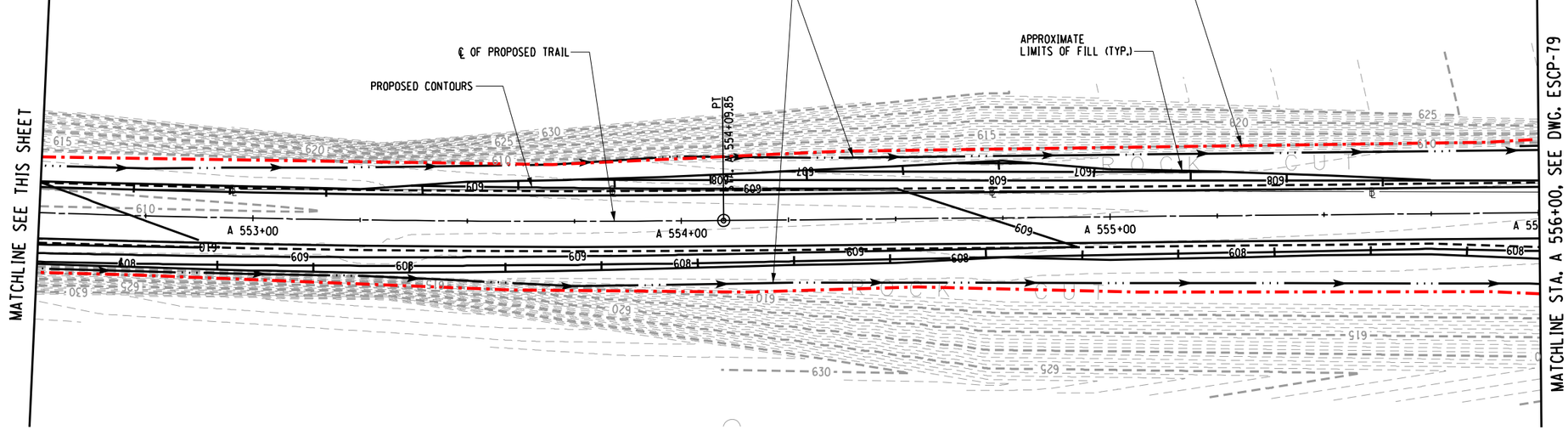

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 549+00 TO STA. A 556+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-78

SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-78

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\215.369007001 ESCP_078.dgn
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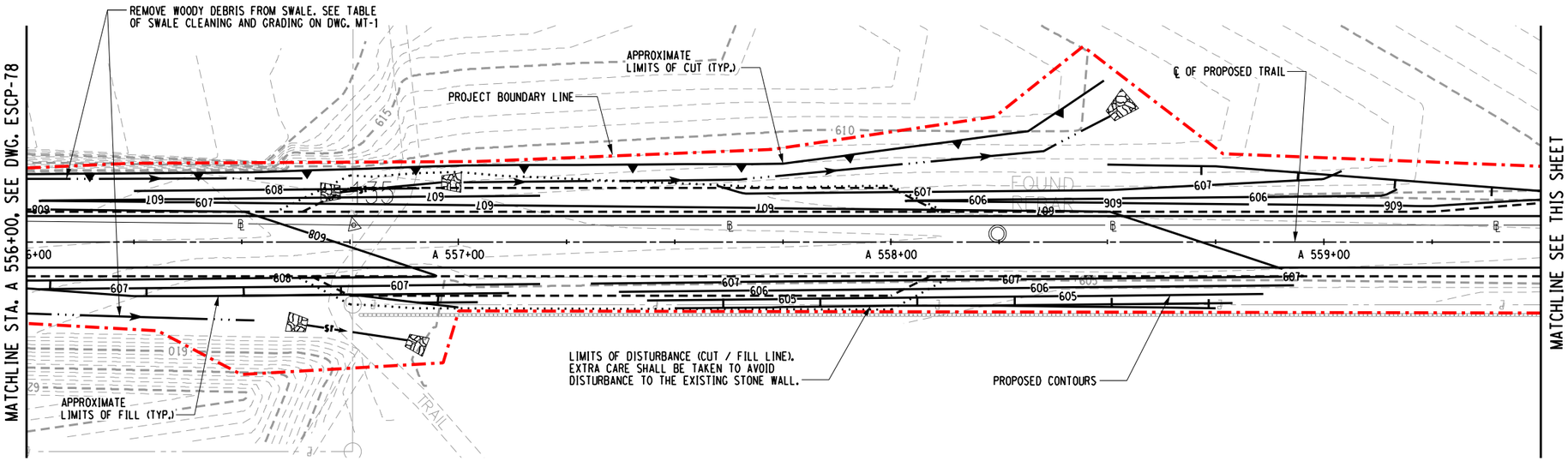

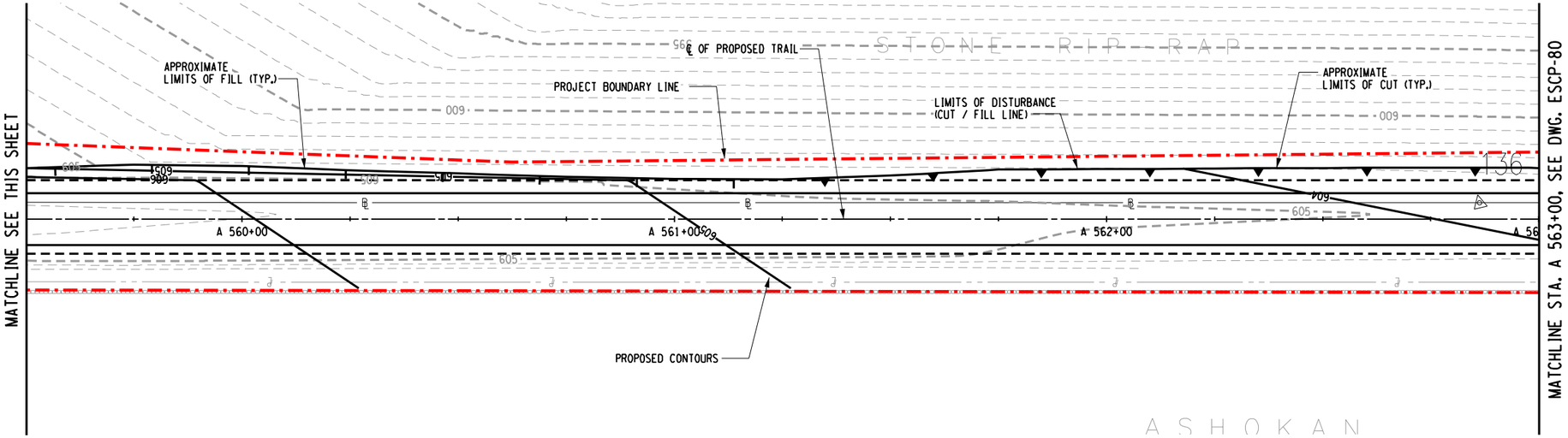

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 556+00 TO STA. A 563+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-79
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-79

IN CHARGE OF TCB | DESIGNED BY CMH | DRAFTED BY TCB | CHECKED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\216.369007001 ESCP 079.dgn
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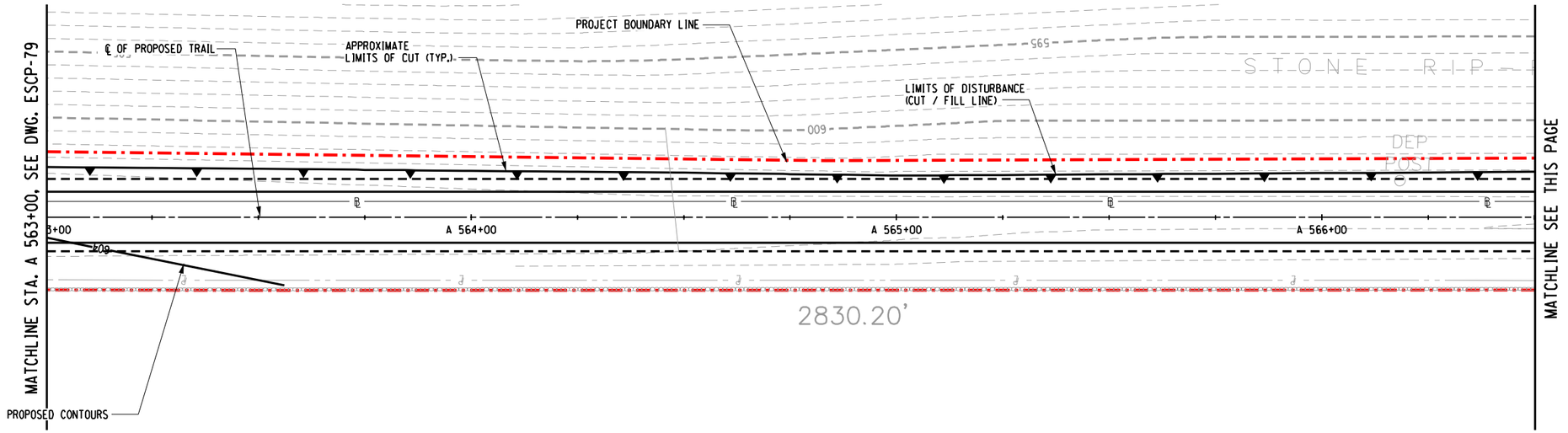

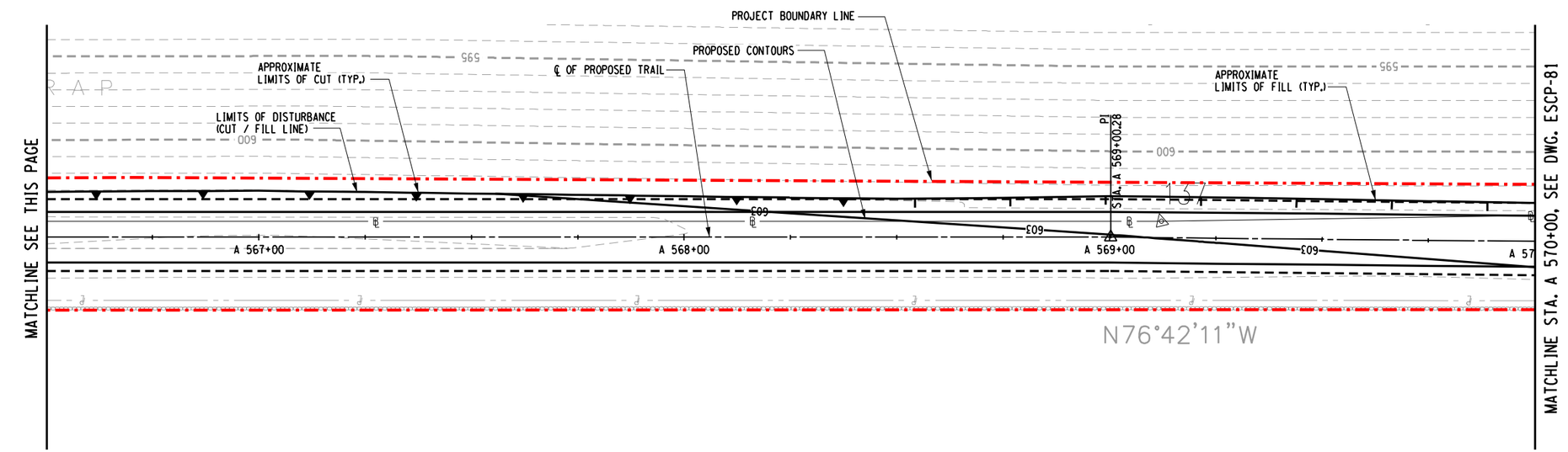

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 563+00 TO STA. A 570+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-80
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING ESCP-80

IN CHARGE OF TCB | DESIGNED BY CMH | DRAFTED BY CMH/ERB/JDH | CHECKED BY TCB | CHECKED BY CMH

cmh
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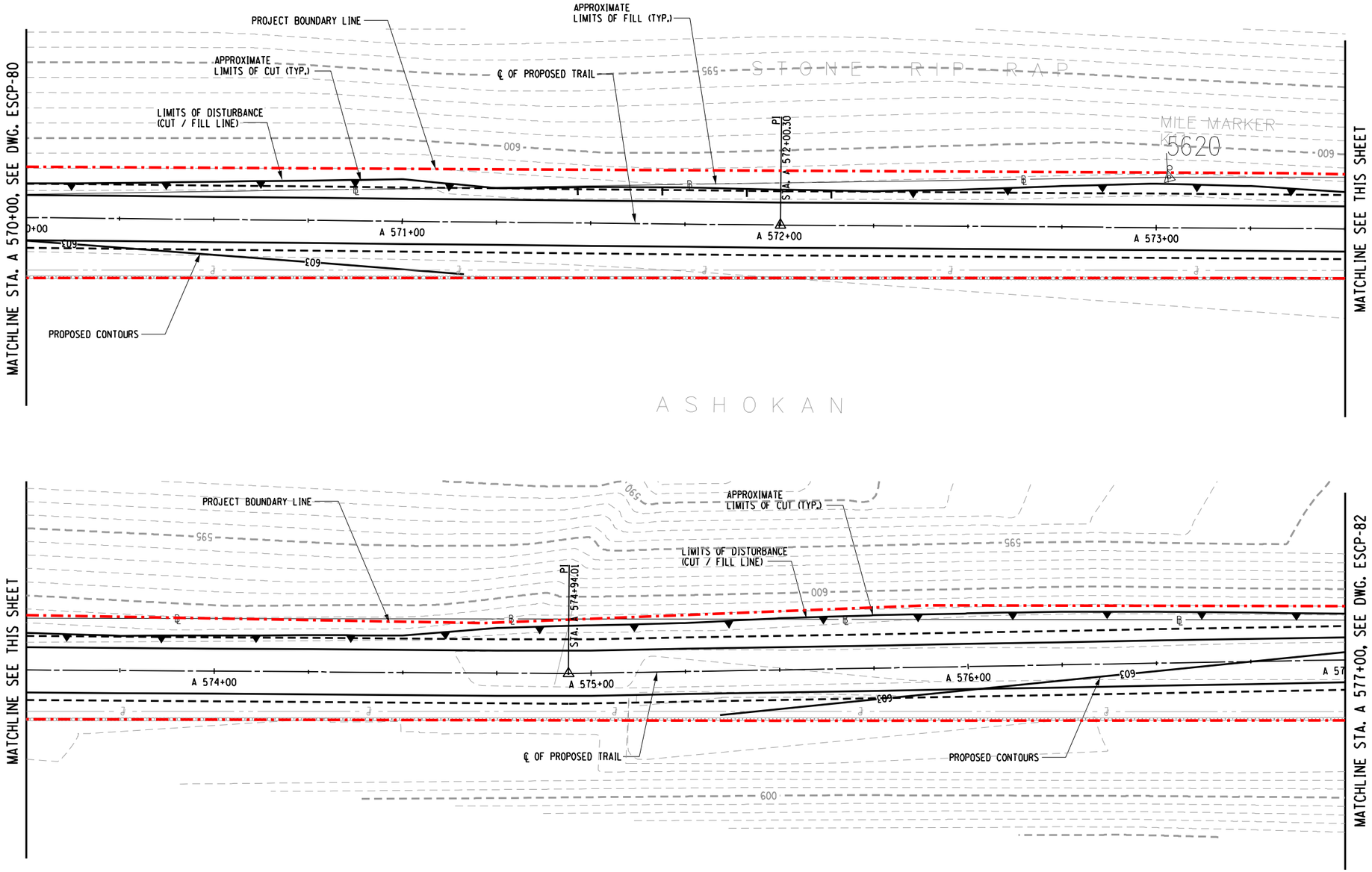

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 570+00 TO STA. A 577+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-81
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-81

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH | CHECKED BY CMH/ERB/JDH | CHECKED BY

cmh
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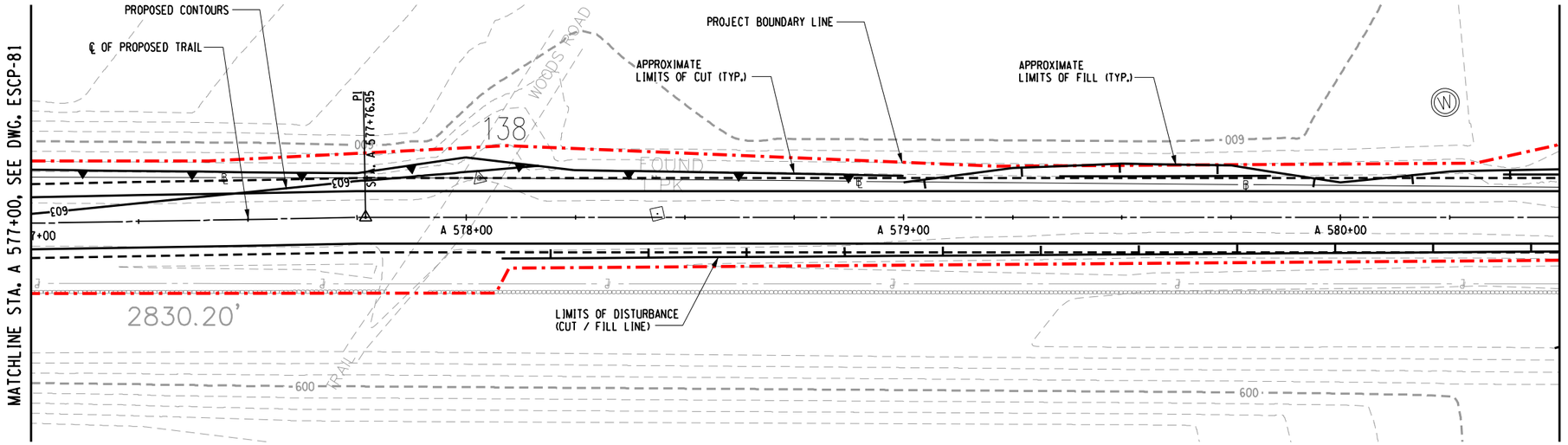

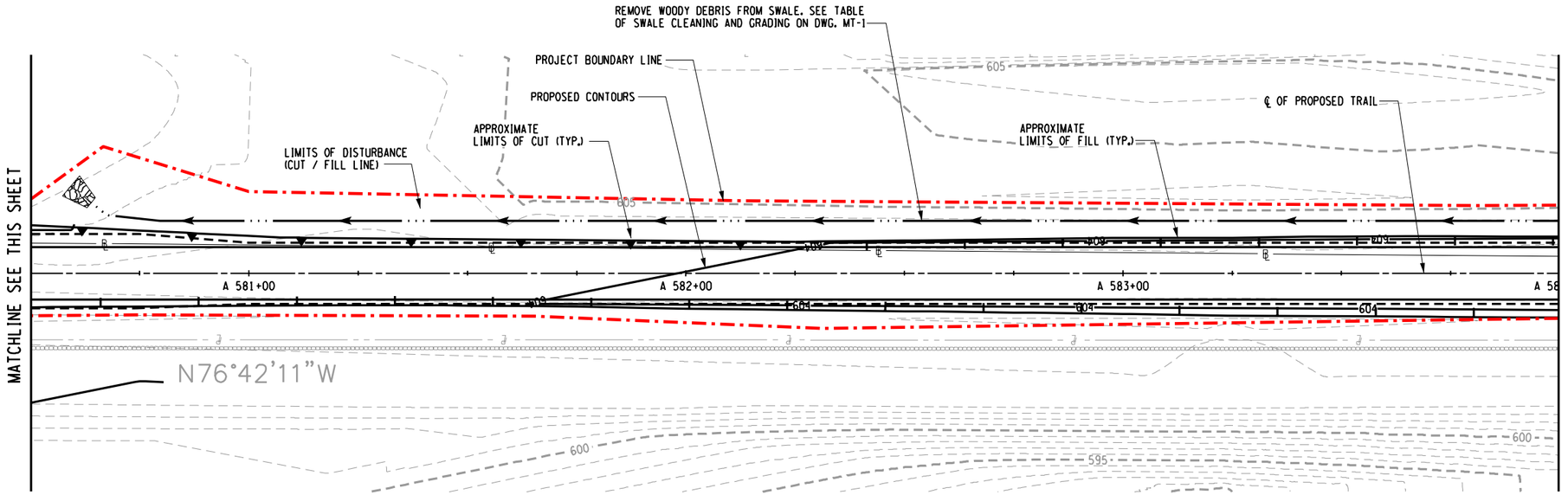

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 577+00 TO STA. A 584+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-82
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-82

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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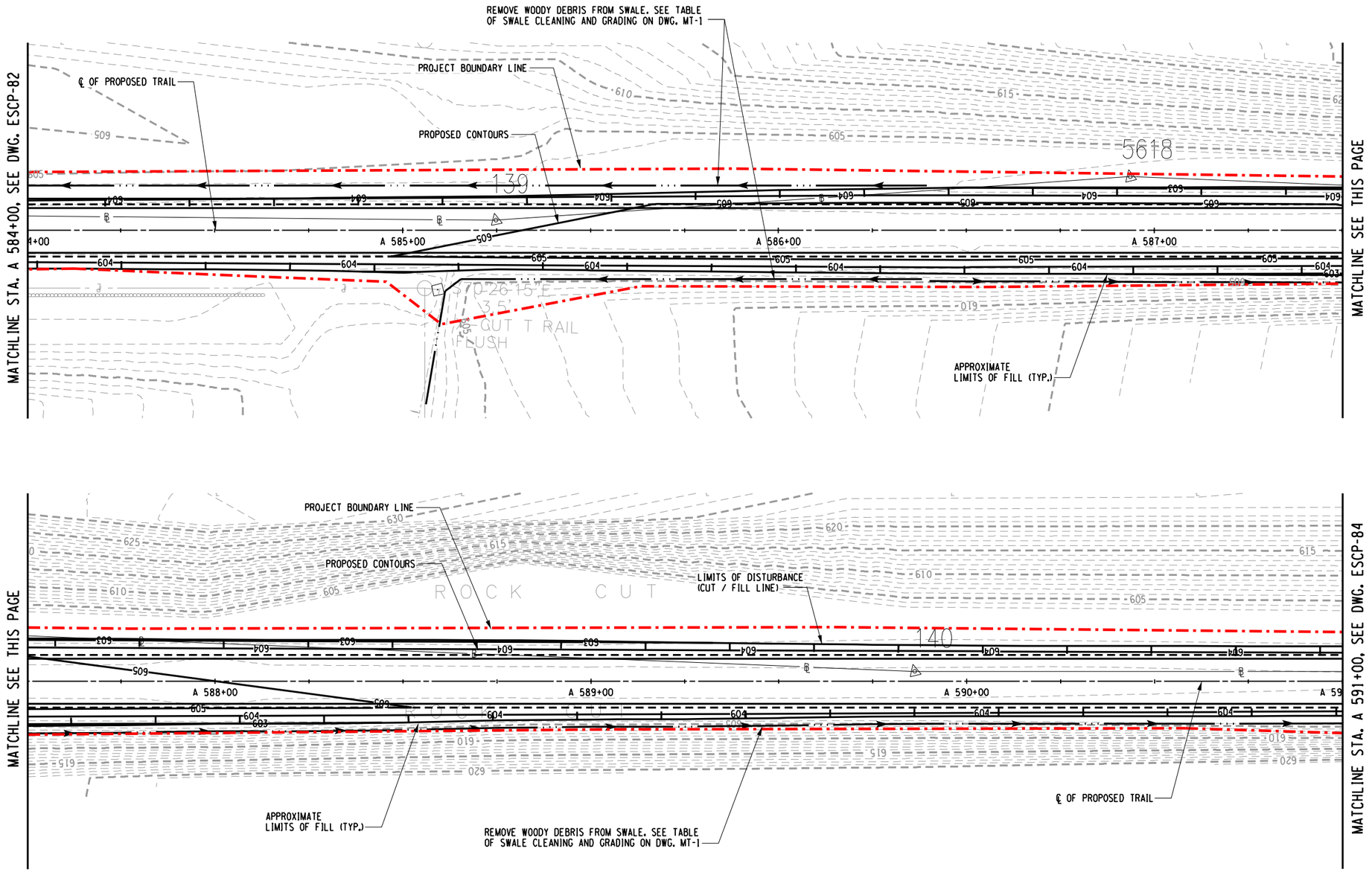

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

EROSION AND SEDIMENT CONTROL PLAN - STA. A 584+00 TO STA. A 591+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

209
245

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-83
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-83

IN CHARGE OF TCB | DESIGNED BY CMH | DRAFTED BY TCB | CHECKED BY CMH | CHECKED BY CMH/ERB/JDH

cmh
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DATE = 5/30/2018
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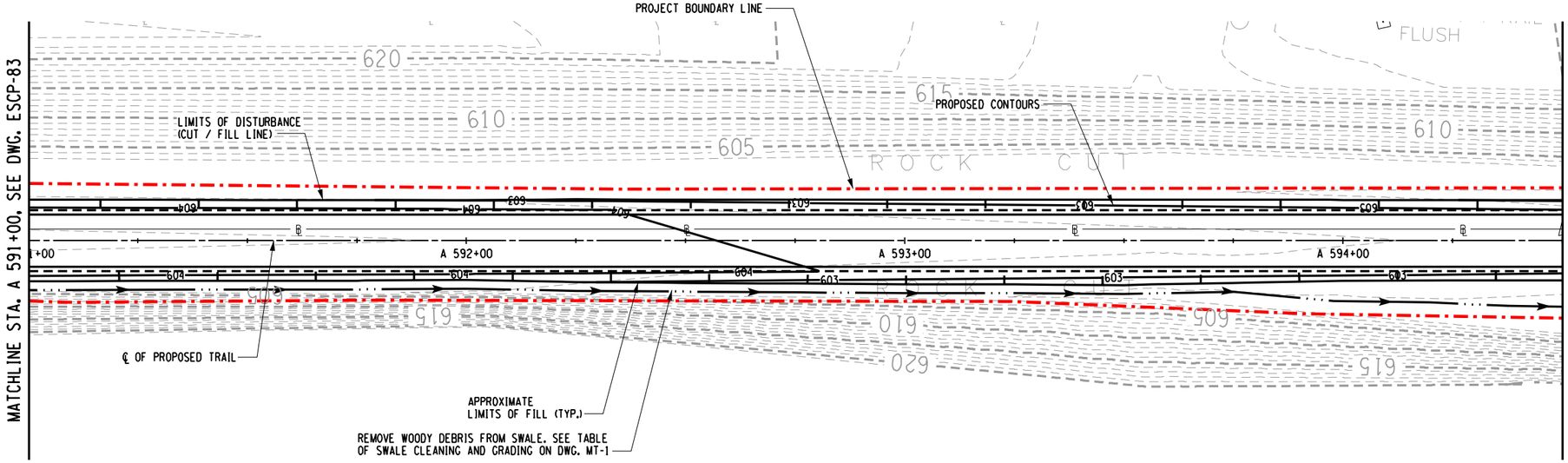

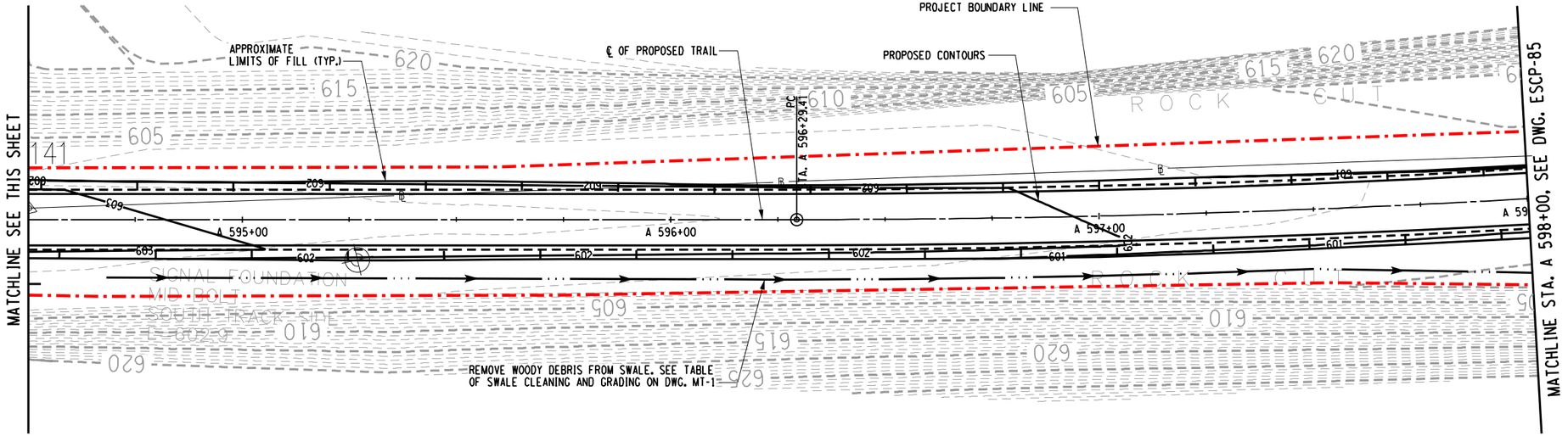

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

IN CHARGE OF TCB DESIGNED BY CMH
DRAFTED BY TCB CHECKED BY CMH
CHECKED BY CMH/ERB/JDH

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EROSION AND SEDIMENT CONTROL PLAN - STA. A 591+00 TO STA. A 598+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

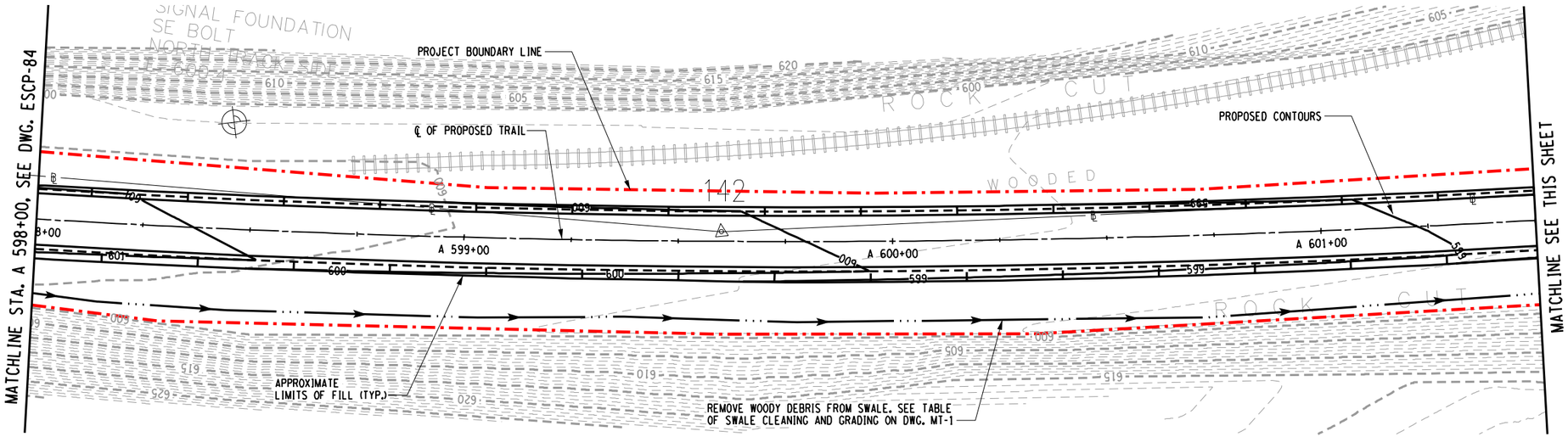
NO.	DATE	BY	REVISION

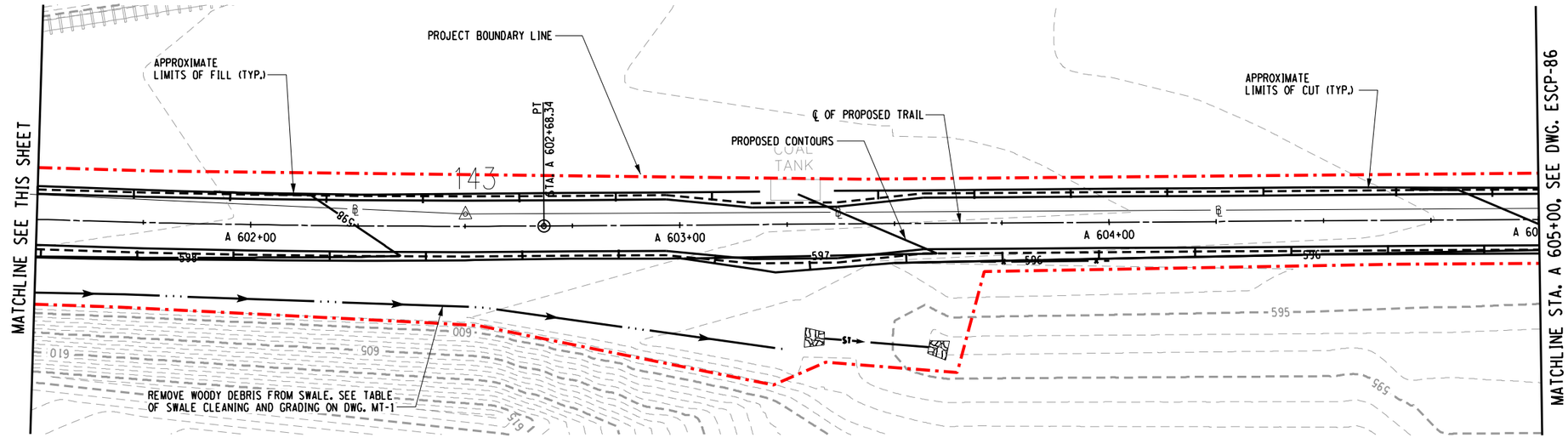
210
245

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-84
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-84





0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 598+00 TO STA. A 605+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-85
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-85

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\222.369007001 ESCP.085.dgn
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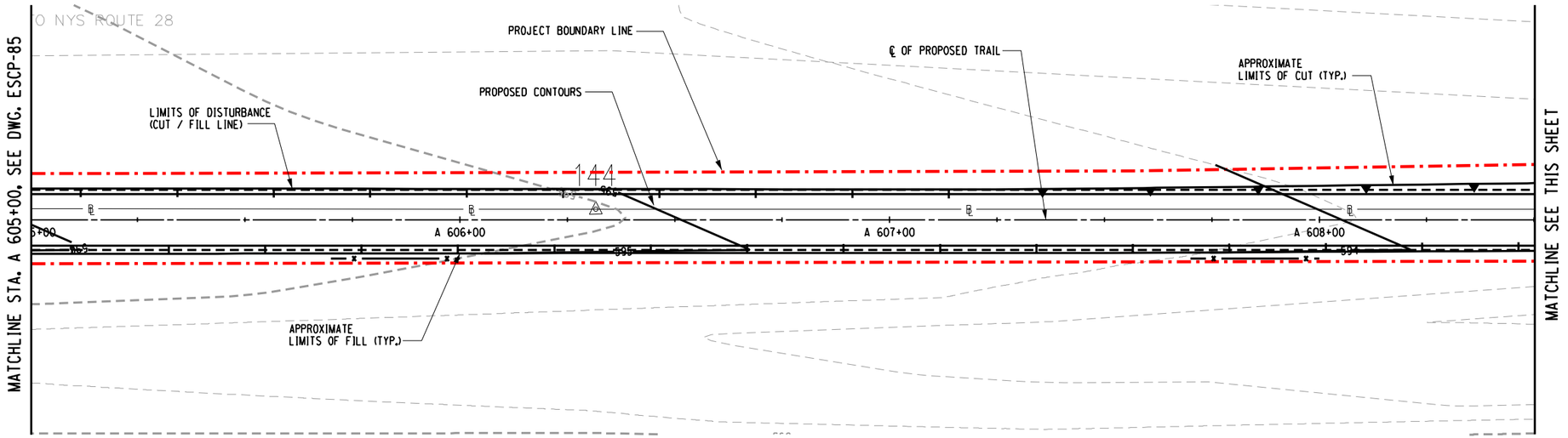

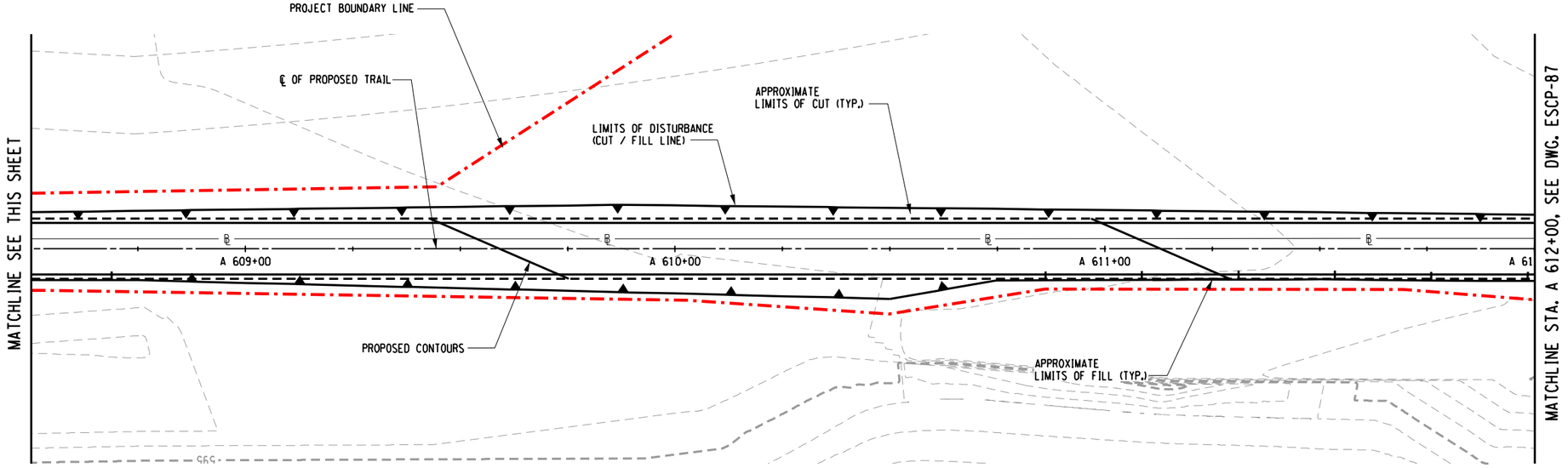

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
EXCELSIOR
074590
LICENSED PROFESSIONAL ENGINEER

EROSION AND SEDIMENT CONTROL PLAN - STA. A 605+00 TO STA. A 612+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-86
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING
ESCP-86

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH | CHECKED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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DATE = 5/30/2018
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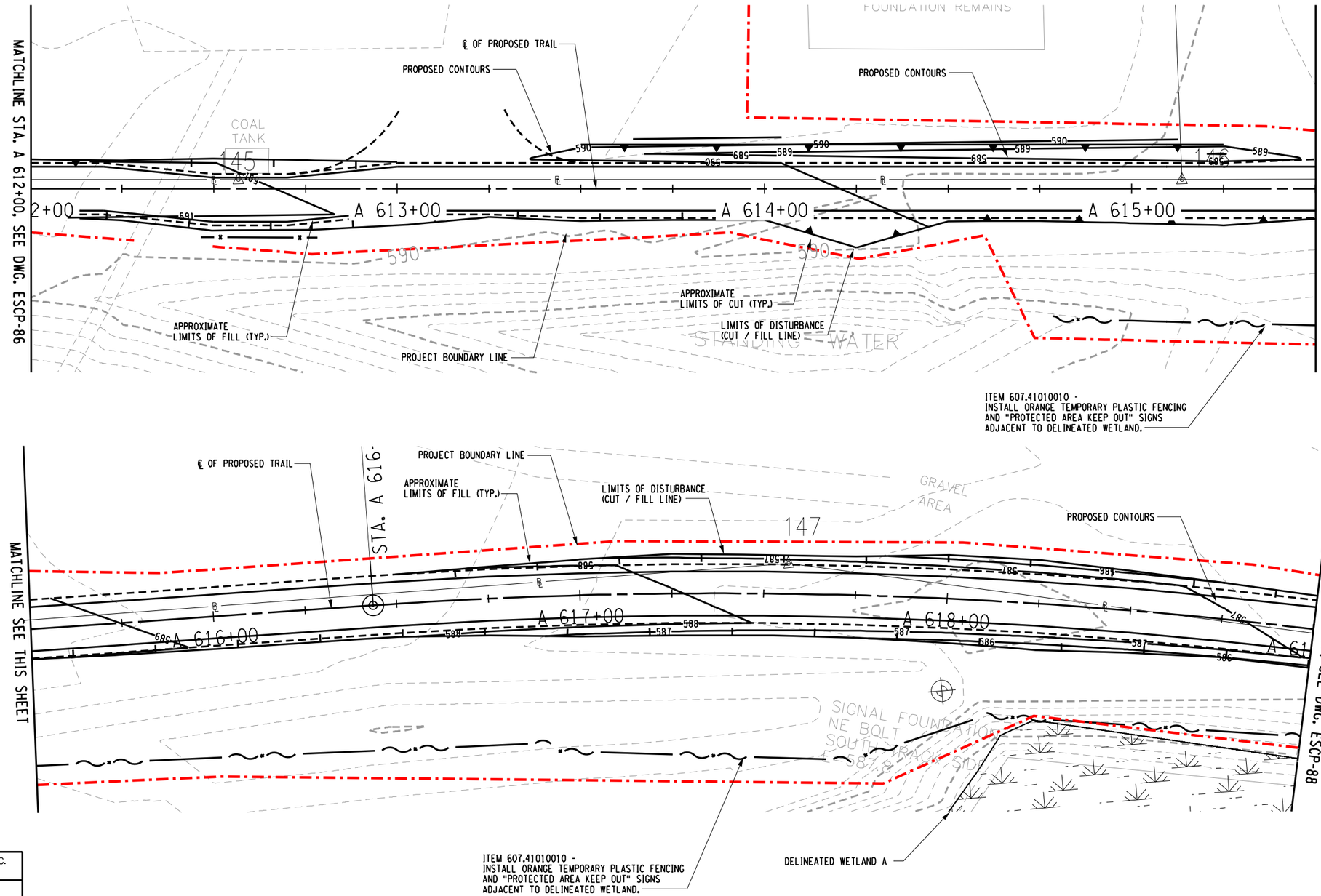

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 612+00 TO STA. A 619+00

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-87
SCALE: 1 : 30
DATE ISSUED: 5/30/2018
DRAWING ESCP-87

IN CHARGE OF TCB
DESIGNED BY CMH
CHECKED BY TCB
DRAFTED BY CMH/ERB/JDH
CHECKED BY CMH

cmh
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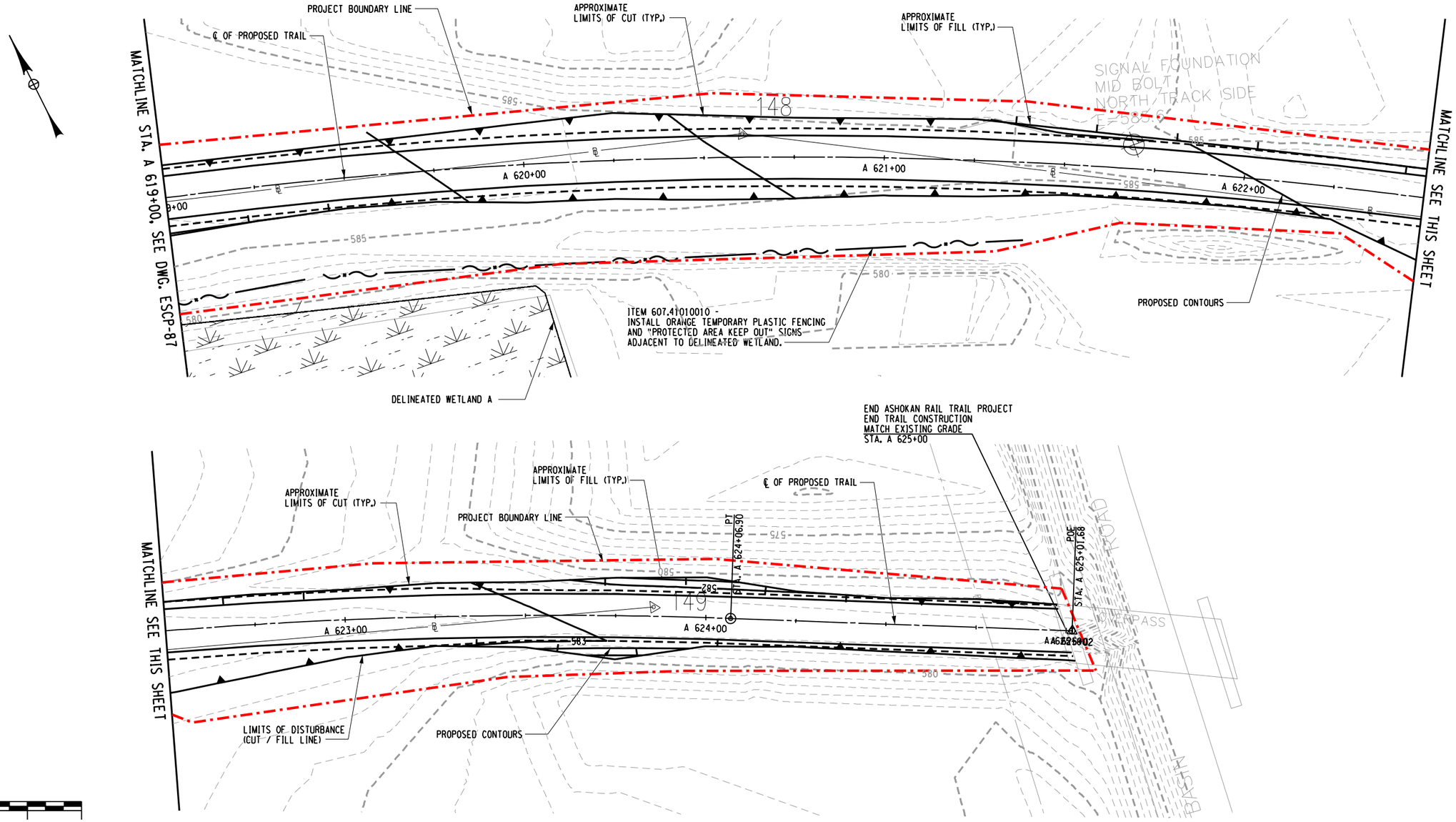

0 15 30
SCALE 1" = 30 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

EROSION AND SEDIMENT CONTROL PLAN - STA. A 619+00 TO STA. A 625+02

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

214
245

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION AND SEDIMENT CONTROL PLAN-88
SCALE: 1:30
DATE ISSUED: 5/30/2018
DRAWING ESCP-88

IN CHARGE OF TCB | DESIGNED BY CMH | DRAFTED BY TCB | CHECKED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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DATE = 5/30/2018
TIME = 11:26:42 AM

GATE W-12 ACCESS ROAD AND LAYDOWN AREA PLAN

MATERIAL STORAGE, LAYDOWN, OR STOCKPILING IN SHADED AREAS ONLY. STONE AND GEOTEXTILE FABRIC SHALL BE REMOVED IN THESE AREAS POST CONSTRUCTION OF TRAIL TO EXPOSE UNDERLYING SOILS BELOW GEOTEXTILE FABRIC.

0 25 50
1" = 40 FEET

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
EXCELSIOR
074590

IN CHARGE OF TCB
DESIGNED BY CMH
DRAFTED BY TCB
CHECKED BY CMH/ERB/JDH
CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\250.369007 Access Rd.001A.dgn
DATE = 5/30/2018
TIME = 11:27:32 AM

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NO.	DATE	BY	REVISION

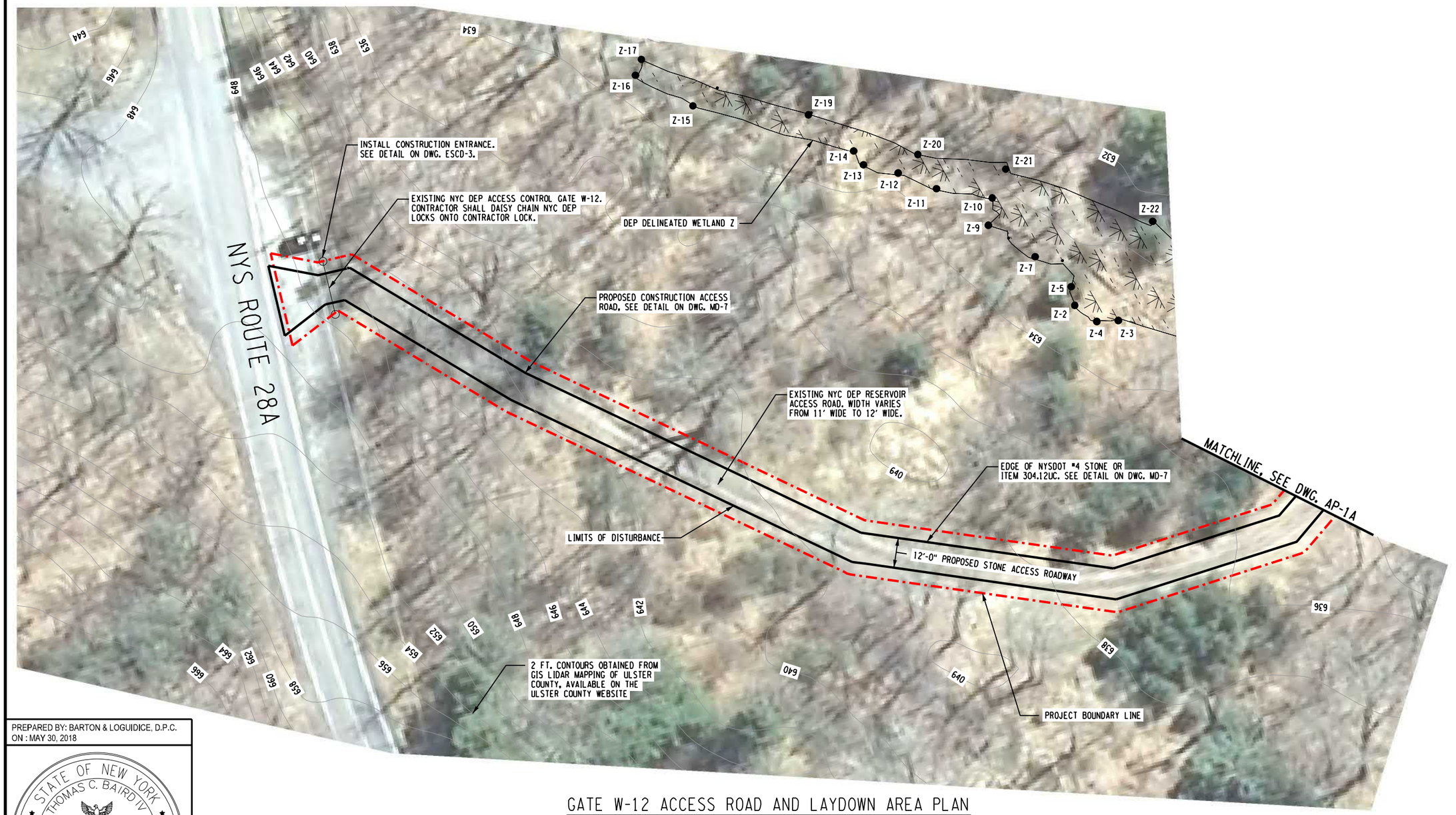
215
245

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

ACCESS ROAD PLAN - 1A

SCALE: 1:40
DATE ISSUED: 5/30/2018
DRAWING AP-1A



GATE W-12 ACCESS ROAD AND LAYDOWN AREA PLAN

0 25 50
1" = 40 FEET

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

ACCESS ROAD PLAN - 1B

SCALE: 1:40
DATE ISSUED: 5/30/2018
DRAWING AP-1B

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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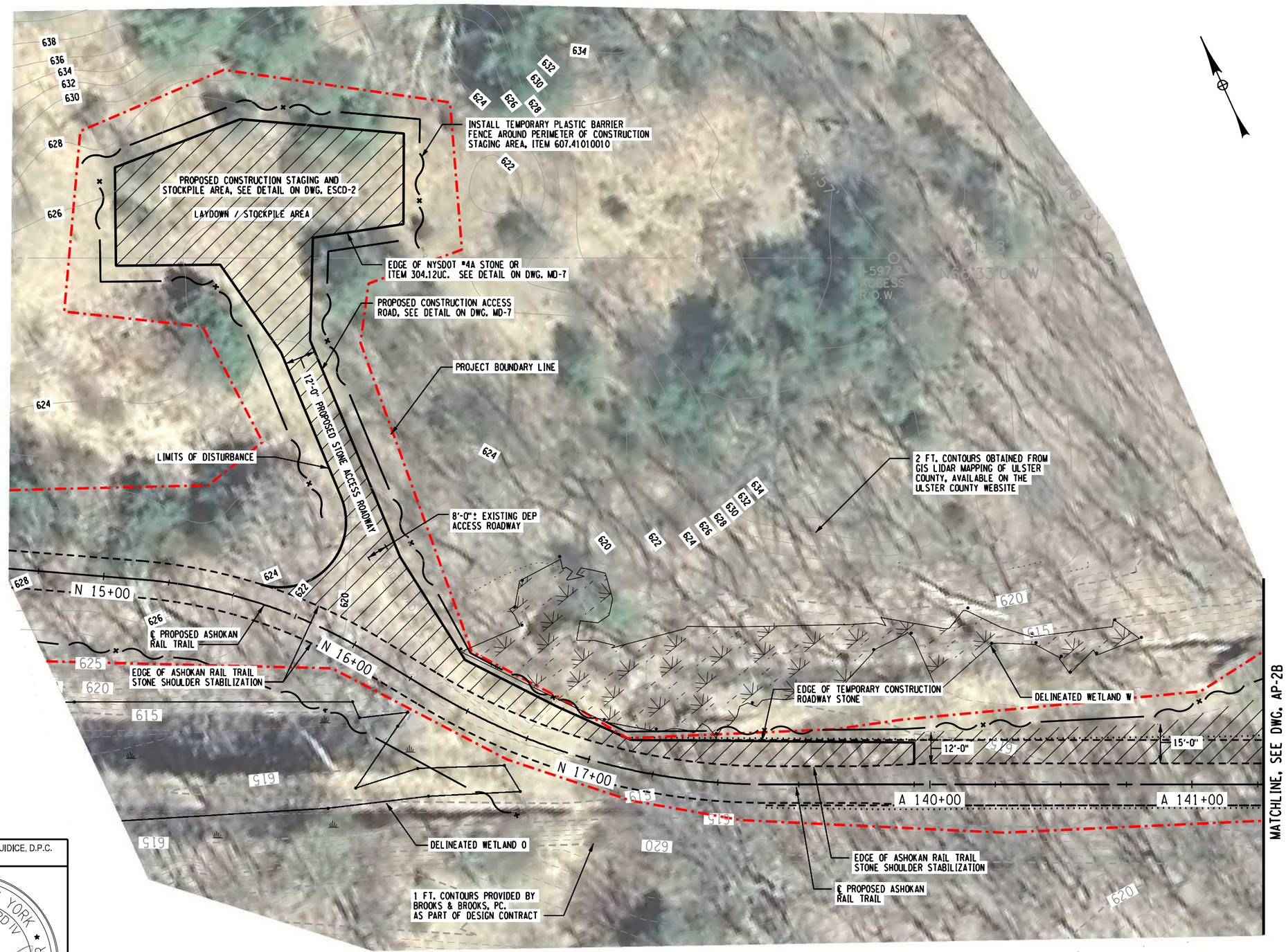

GATE W-7 ACCESS ROAD AND LAYDOWN AREA PLAN

MATERIAL STORAGE, LAYDOWN, OR STOCKPILING IN SHADED AREAS ONLY. STONE AND GEOTEXTILE FABRIC SHALL BE REMOVED IN THESE AREAS POST CONSTRUCTION OF TRAIL TO EXPOSE UNDERLYING SOILS BELOW GEOTEXTILE FABRIC. REMOVAL OF STONE TO BE PAID FOR UNDER ITEM 203.02.

0 25 50
1" = 40 FEET

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

ACCESS ROAD PLAN - 2A

SCALE: 1:40
DATE ISSUED: 5/30/2018
DRAWING
AP-2A

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

cmh
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L:\MicroStation\Workspace\Plot\NYSDOT\NYSDOT_LJ50000_B_04_08.plt

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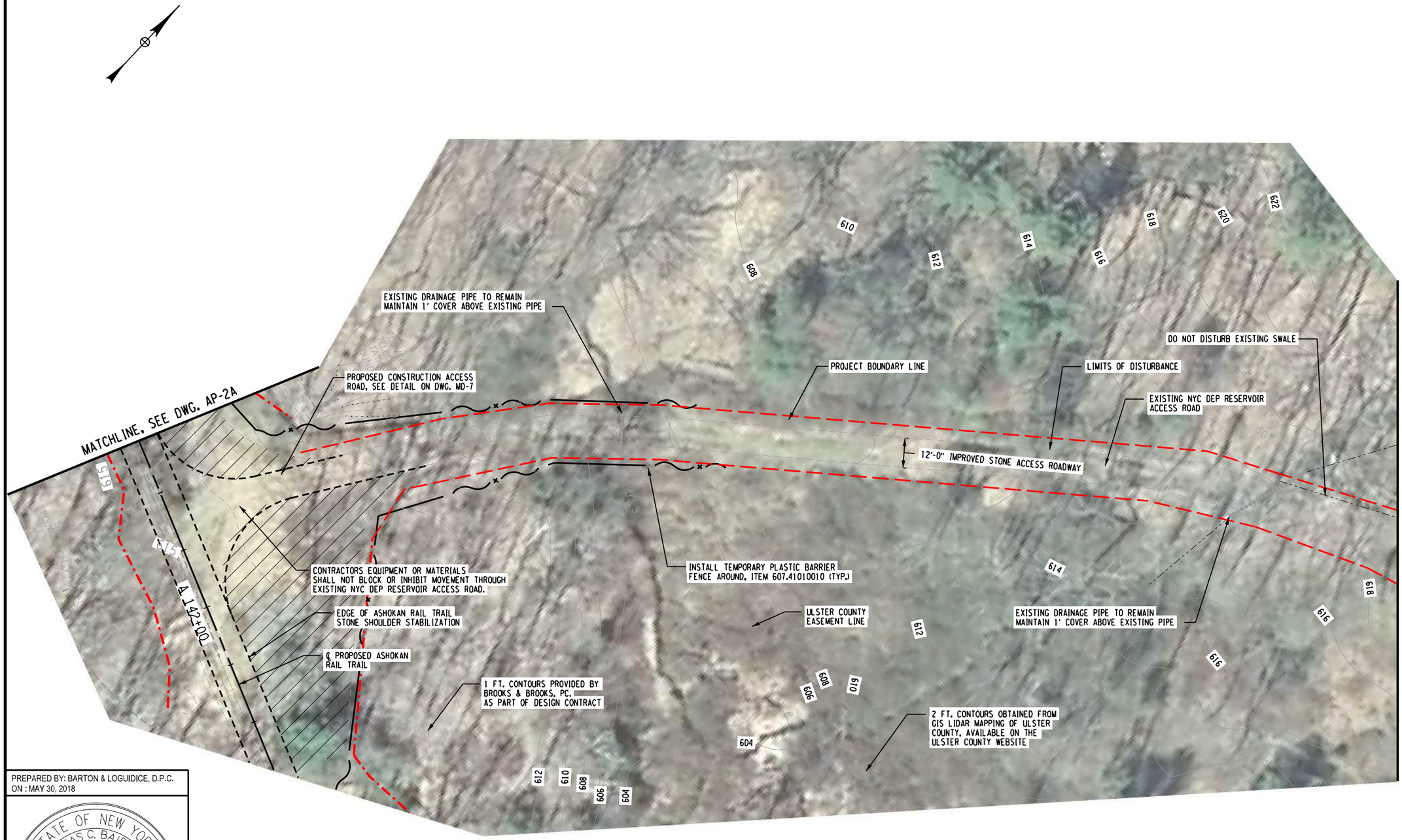
DATE = 5/30/2018
TIME = 11:27:52 AM

NO.	DATE	BY	REVISION



GATE W-7 ACCESS ROAD AND LAYDOWN AREA PLAN

MATERIAL STORAGE, LAYDOWN, OR STOCKPILING IN SHADED AREAS ONLY. STONE AND GEOTEXTILE FABRIC SHALL BE REMOVED IN THESE AREAS POST CONSTRUCTION OF TRAIL TO EXPOSE UNDERLYING SOILS BELOW GEOTEXTILE FABRIC. REMOVAL OF STONE TO BE PAID FOR UNDER ITEM 203.02.

0 25 50
1" = 40 FEET

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
074590
LICENSED PROFESSIONAL ENGINEER
EXCELSIOR

IN CHARGE OF TCB
DESIGNED BY CMH
CHECKED BY TCB
DRAFTED BY CMH/ERB/JDH
CHECKED BY CMH

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

ACCESS ROAD PLAN - 2B

SCALE: 1:40
DATE ISSUED: 5/30/2018
DRAWING AP-2B

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\250.369007 Access Rd.0028.dgn
DATE = 5/30/2018
TIME = 11:28:06 AM
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NO.	DATE	BY	REVISION

GATE W-7 ACCESS ROAD AND LAYDOWN AREA PLAN

0 25 50
1" = 40 FEET

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

ACCESS ROAD PLAN - 2C

SCALE: 1:40
DATE ISSUED: 5/30/2018
DRAWING AP-2C

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

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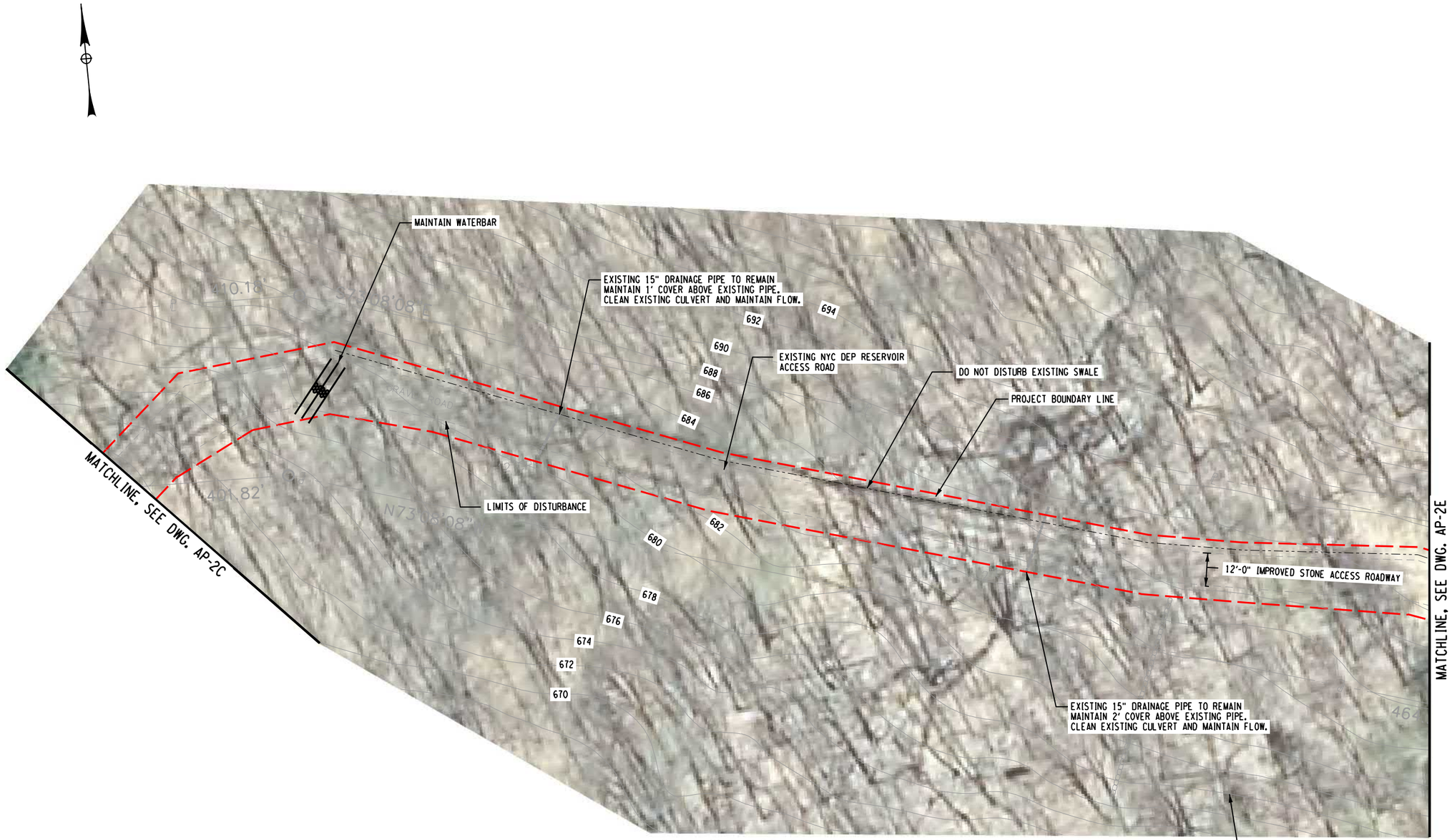

GATE W-7 ACCESS ROAD AND LAYDOWN AREA PLAN

0 25 50
1" = 40 FEET

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

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NO.	DATE	BY	REVISION

220
245

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

ACCESS ROAD PLAN - 2D

SCALE: 1:40
DATE ISSUED: 5/30/2018
DRAWING
AP-2D

NO.	DATE	BY	REVISION

GATE W-7 ACCESS ROAD AND LAYDOWN AREA PLAN

0 25 50
1" = 40 FEET

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

ACCESS ROAD PLAN - 2E

SCALE: 1:40
DATE ISSUED: 5/30/2018
DRAWING AP-2E

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH
CHECKED BY _____ | CHECKED BY CMH/ERB/JDH | CHECKED BY _____ | DRAFTED BY _____

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MATCHLINE, SEE DWG. AP-3B

EXISTING NYC DEP RESERVOIR ACCESS ROAD

2 FT. CONTOURS OBTAINED FROM GIS LIDAR MAPPING OF ULSTER COUNTY, AVAILABLE ON THE ULSTER COUNTY WEBSITE

PROPOSED CONSTRUCTION ACCESS ROAD, SEE DETAIL ON DWG. MD-7

EDGE OF NYSDOT #4A STONE OR ITEM 304.12UC. SEE DETAIL ON DWG. MD-7

PROJECT BOUNDARY LINE

LIMITS OF DISTURBANCE

1 FT. CONTOURS PROVIDED BY BROOKS & BROOKS, PC. AS PART OF DESIGN CONTRACT

COUNTY PROPERTY EASEMENT

12'-0"± EXISTING GRAVEL ROAD

CONTRACTORS EQUIPMENT OR MATERIALS SHALL NOT BLOCK OR INHIBIT MOVEMENT THROUGH EXISTING NYC DEP RESERVOIR ACCESS ROAD.

END ACCESS ROAD AT PROPOSED TRAIL

℄ PROPOSED ASHOKAN RAIL TRAIL

EDGE OF ASHOKAN RAIL TRAIL STONE SHOULDER STABILIZATION

A 189+00 A 190+00 A 191+00 A 192+00 A 193+00

0 25 50
1" = 40 FEET

GATE W-5 ACCESS ROAD AND LAYDOWN AREA PLAN

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

LICENSED PROFESSIONAL ENGINEER
STATE OF NEW YORK
THOMAS C. BAIRD IV
EXCELSIOR
074590

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

ACCESS ROAD PLAN - 3A

SCALE: 1:40
DATE ISSUED: 5/30/2018
DRAWING AP-3A

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\250.369007 Access Rd.003A.dgn
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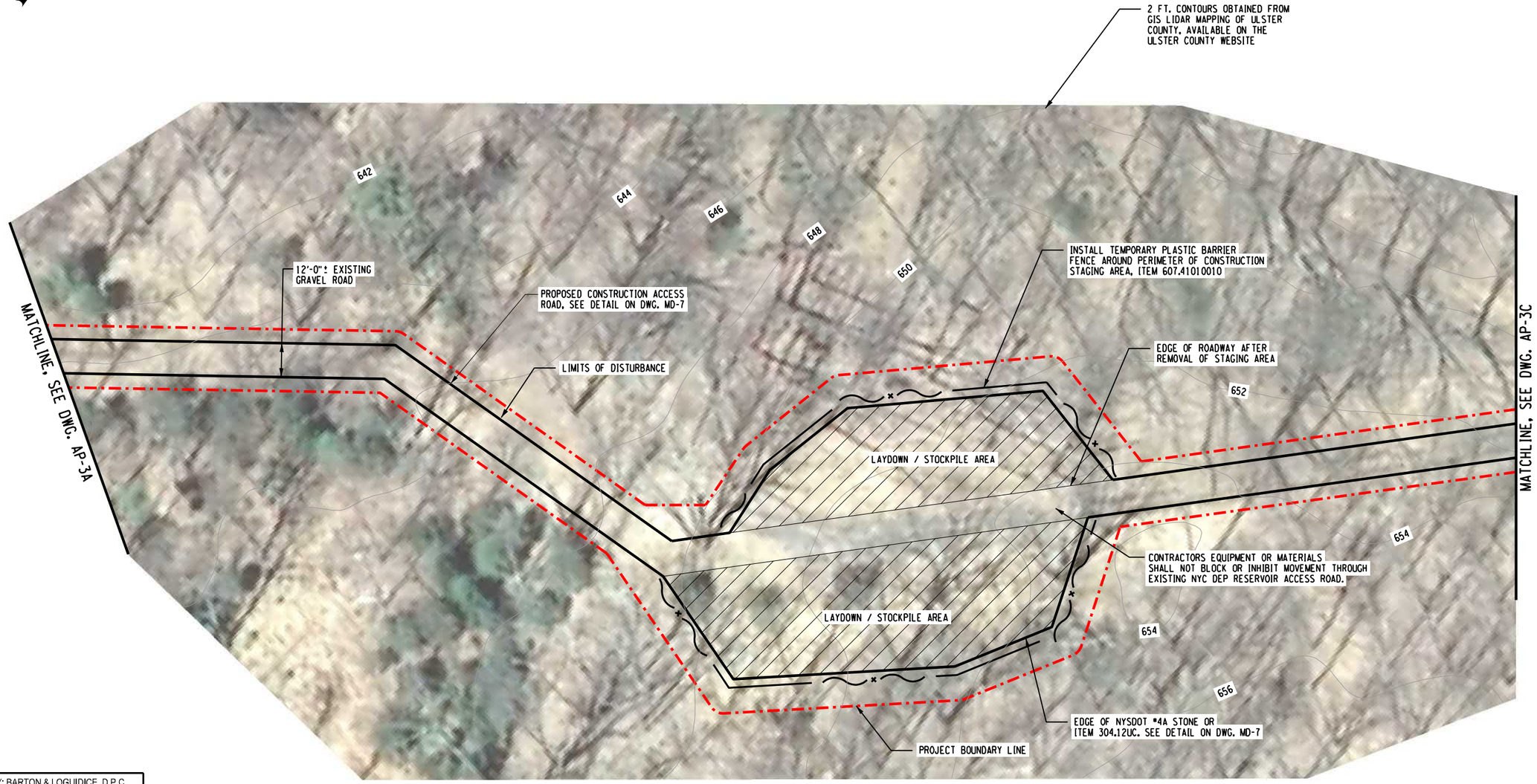

GATE W-5 ACCESS ROAD AND LAYDOWN AREA PLAN

MATERIAL STORAGE, LAYDOWN, OR STOCKPILING IN SHADED AREAS ONLY. STONE AND GEOTEXTILE FABRIC SHALL BE REMOVED IN THESE AREAS POST CONSTRUCTION OF TRAIL TO EXPOSE UNDERLYING SOILS BELOW GEOTEXTILE FABRIC. REMOVAL OF STONE TO BE PAID FOR UNDER ITEM 203.02.

0 25 50
1" = 40 FEET

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

ACCESS ROAD PLAN - 3B

SCALE: 1:40
DATE ISSUED: 5/30/2018
DRAWING AP-3B

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY CMH | DRAFTED BY TCB | CHECKED BY CMH/ERB/JDH | CHECKED BY CMH

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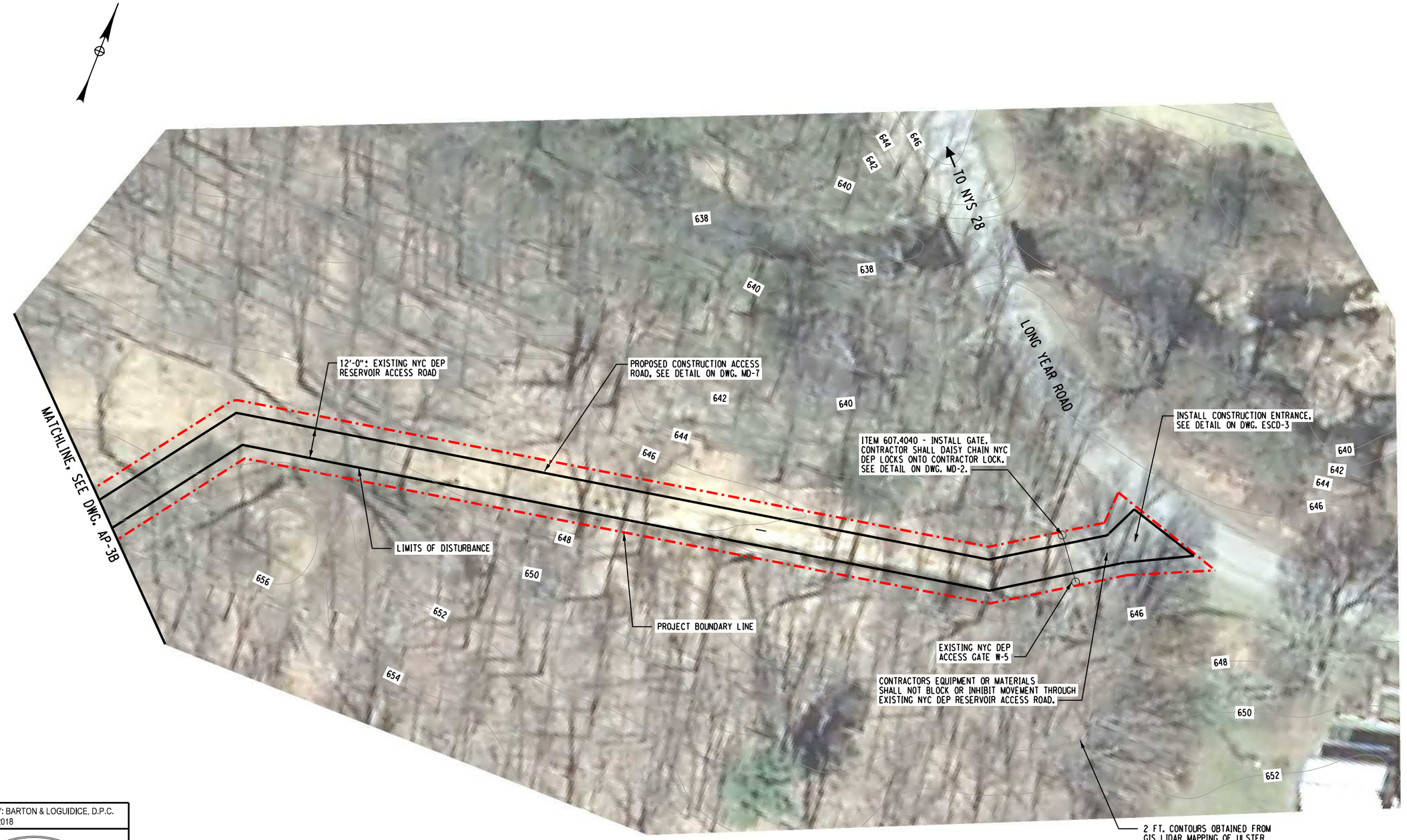

GATE W-5 ACCESS ROAD AND LAYDOWN AREA PLAN

0 25 50
1" = 40 FEET

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
EXCELSIOR
074590
LICENSED PROFESSIONAL ENGINEER

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

ACCESS ROAD PLAN - 3C

SCALE: 1:40
DATE ISSUED: 5/30/2018
DRAWING AP-3C

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH | CHECKED BY CMH/ERB/JDH | CHECKED BY CMH

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\250.369007 Access Rd.003C.dgn
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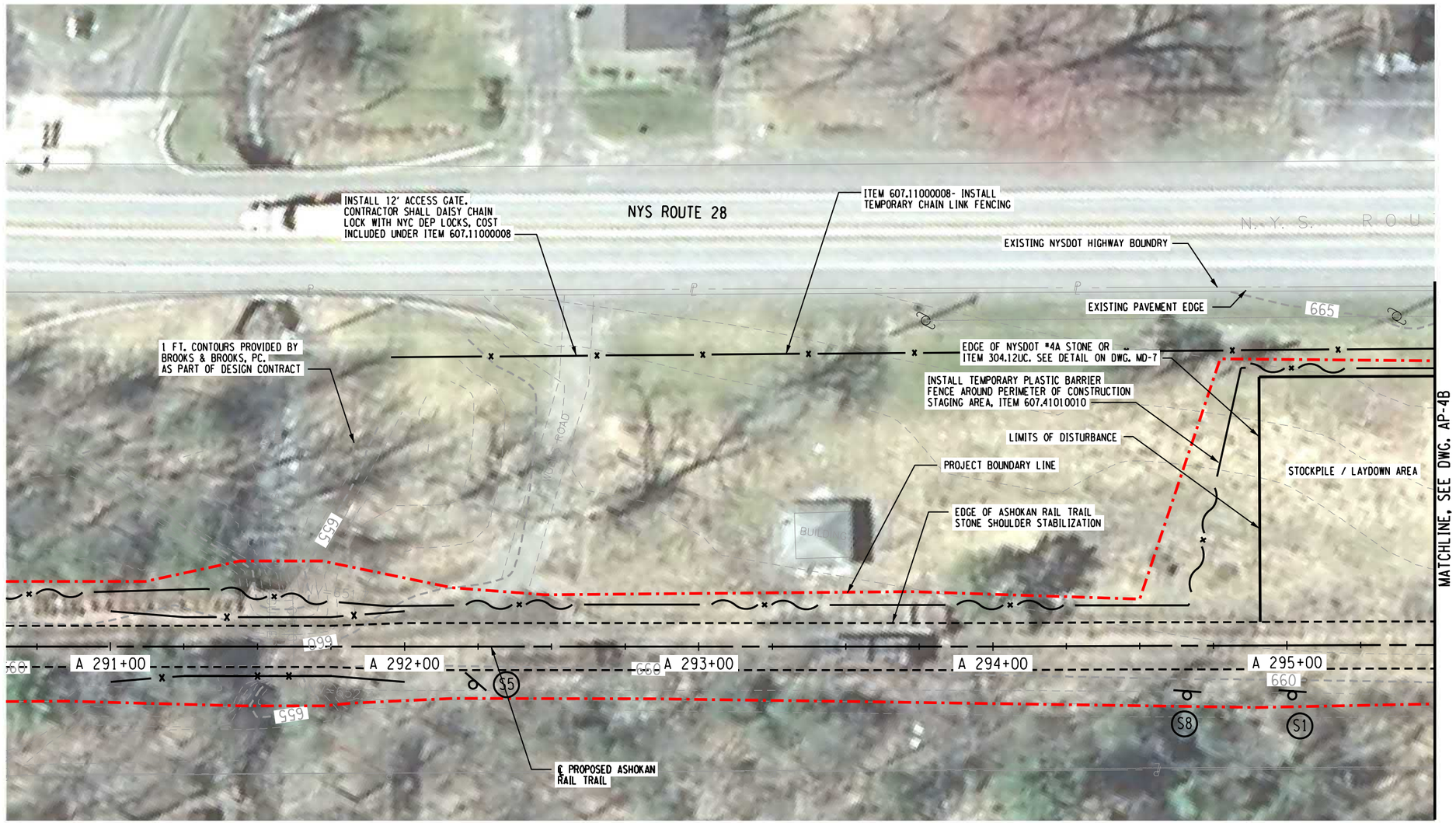

SHOKAN STATION ACCESS ROAD AND LAYDOWN AREA PLAN

MATERIAL STORAGE, LAYDOWN, OR STOCKPILING IN SHADED AREAS ONLY. STONE AND GEOTEXTILE FABRIC SHALL BE REMOVED IN THESE AREAS POST CONSTRUCTION OF TRAIL TO EXPOSE UNDERLYING SOILS BELOW GEOTEXTILE FABRIC. REMOVAL OF STONE TO BE PAID FOR UNDER ITEM 203.02.

0 25 50
1" = 40 FEET

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK · THOMAS C. BAIRD IV · EXCELSIOR · LICENSED PROFESSIONAL ENGINEER · 074590

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

ACCESS ROAD PLAN - 4A

SCALE: 1:40
DATE ISSUED: 5/30/2018
DRAWING AP-4A

IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY TCB DRAFTED BY CMH/ERB/JDH CHECKED BY CMH

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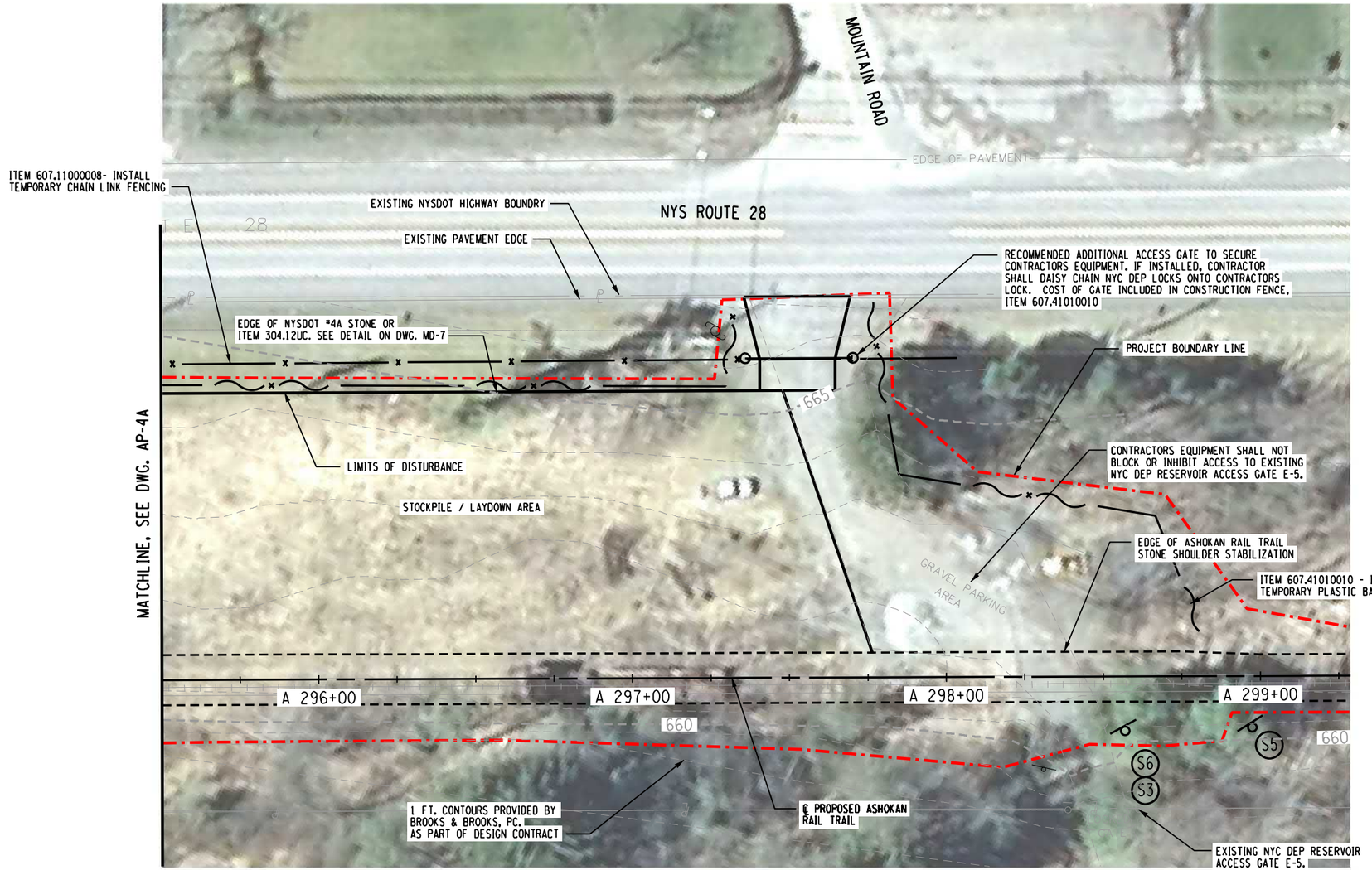

SHOKAN STATION ACCESS ROAD AND LAYDOWN AREA PLAN

MATERIAL STORAGE, LAYDOWN, OR STOCKPILING IN SHADED AREAS ONLY. STONE AND GEOTEXTILE FABRIC SHALL BE REMOVED IN THESE AREAS POST CONSTRUCTION OF TRAIL TO EXPOSE UNDERLYING SOILS BELOW GEOTEXTILE FABRIC. REMOVAL OF STONE TO BE PAID FOR UNDER ITEM 203.02.

0 25 50
1" = 40 FEET

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

LICENSED PROFESSIONAL ENGINEER
STATE OF NEW YORK
THOMAS C. BAIRD IV
EXCELSIOR
074590

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

ACCESS ROAD PLAN - 4B

SCALE: 1:40
DATE ISSUED: 5/30/2018
DRAWING AP-4B

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

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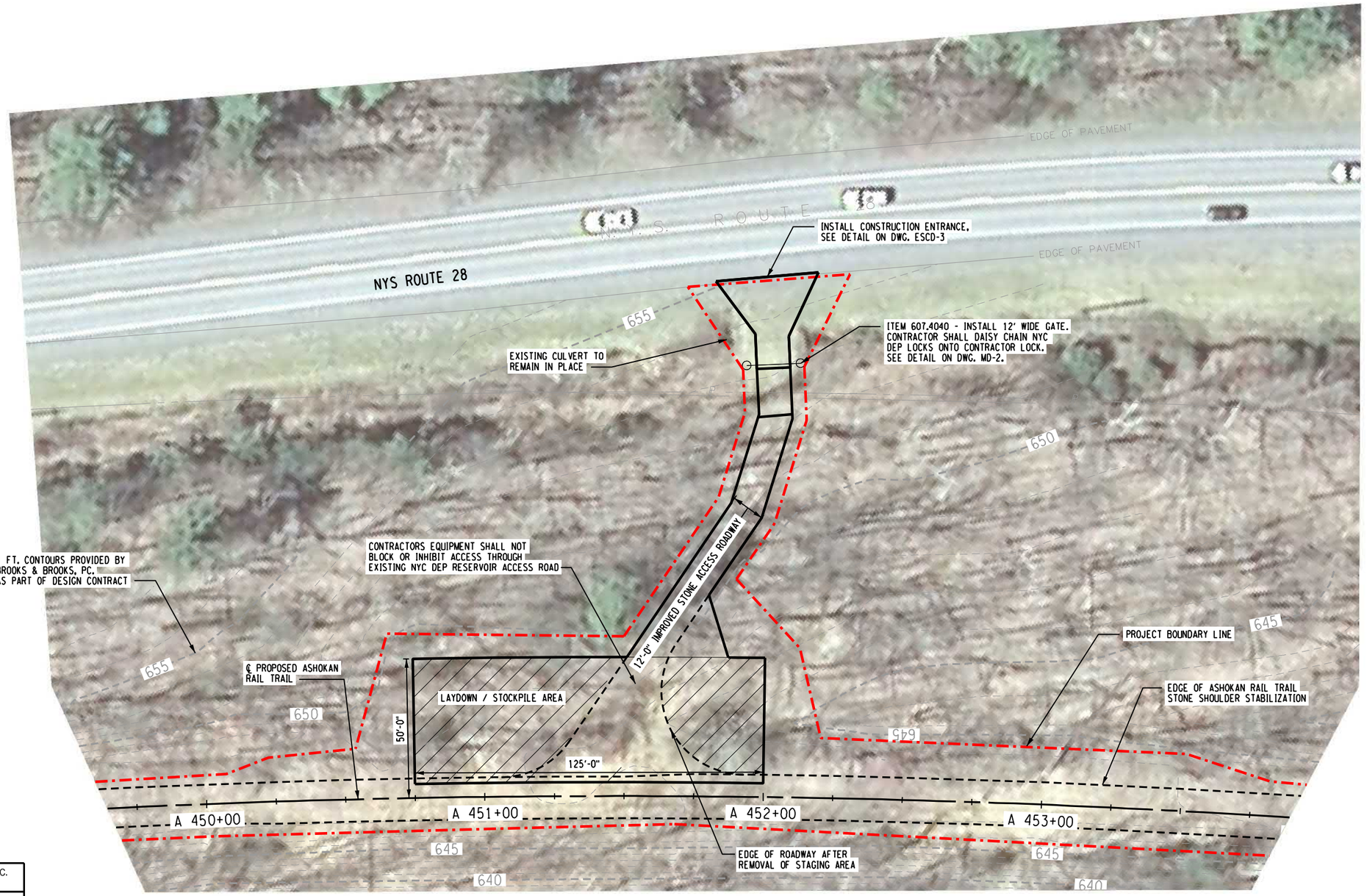

GATE E-8 ACCESS ROAD AND LAYDOWN AREA PLAN

MATERIAL STORAGE, LAYDOWN, OR STOCKPILING IN SHADED AREAS ONLY. STONE AND GEOTEXTILE FABRIC SHALL BE REMOVED IN THESE AREAS POST CONSTRUCTION OF TRAIL TO EXPOSE UNDERLYING SOILS BELOW GEOTEXTILE FABRIC. REMOVAL OF STONE TO BE PAID FOR UNDER ITEM 203.02.

0 25 50
1" = 40 FEET

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

LICENSED PROFESSIONAL ENGINEER
STATE OF NEW YORK
THOMAS C. BAIRD IV
EXCELSIOR
074590

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

ACCESS ROAD PLAN - 5

SCALE: 1:40
DATE ISSUED: 5/30/2018
DRAWING
AP-5

IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY DRAFTED BY CMH/ERB/JDH CHECKED BY CMH

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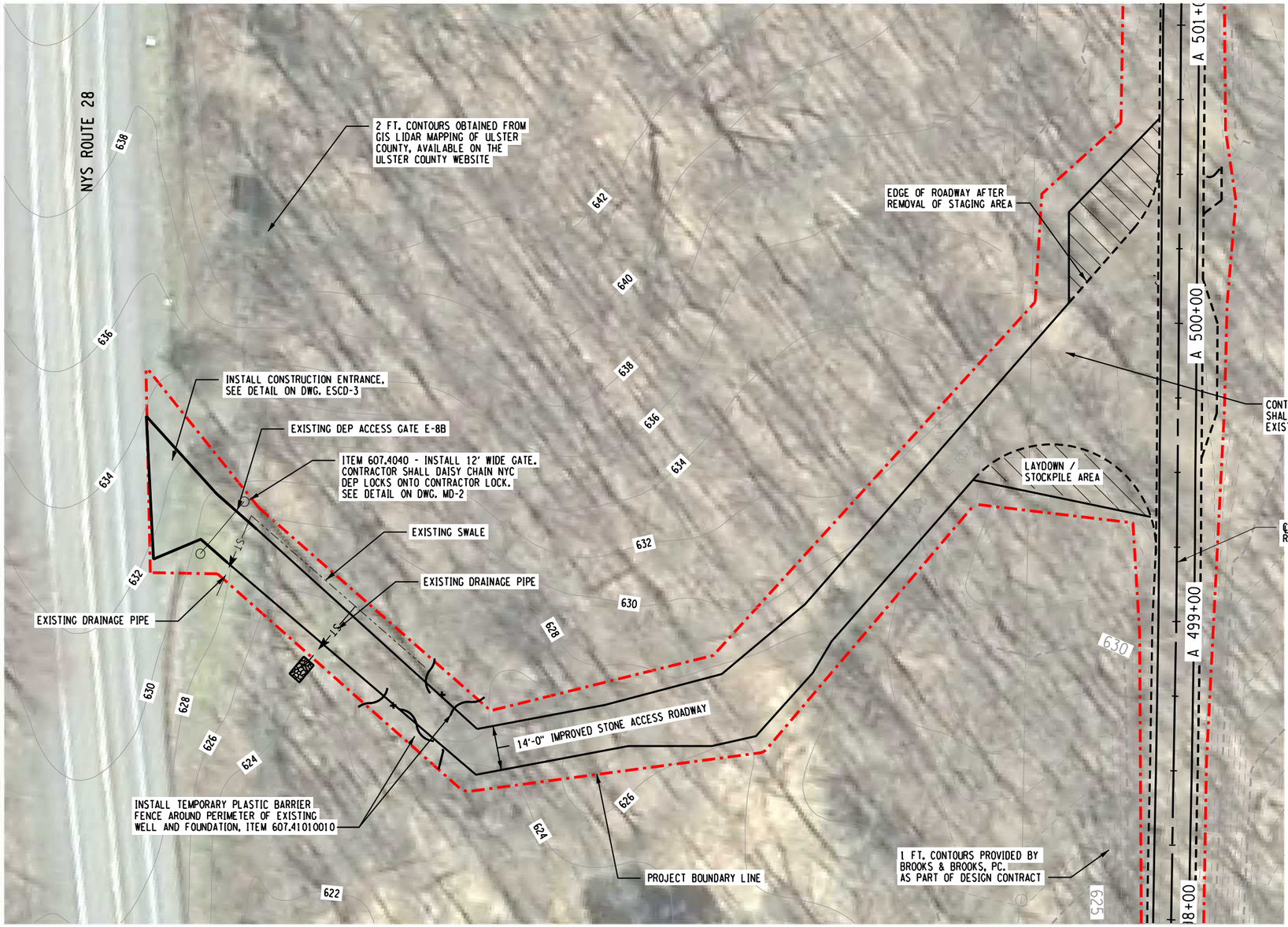

GATE E-8B ACCESS ROAD AND LAYDOWN AREA PLAN

MATERIAL STORAGE, LAYDOWN, OR STOCKPILING IN SHADED AREAS ONLY. STONE AND GEOTEXTILE FABRIC SHALL BE REMOVED IN THESE AREAS POST CONSTRUCTION OF TRAIL TO EXPOSE UNDERLYING SOILS BELOW GEOTEXTILE FABRIC. REMOVAL OF STONE TO BE PAID FOR UNDER ITEM 203.02.

0 25 50
1" = 40 FEET

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
074590
LICENSED PROFESSIONAL ENGINEER

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

ACCESS ROAD PLAN - 6

SCALE: 1:40
DATE ISSUED: 5/30/2018
DRAWING AP-6

IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY TCB DRAFTED BY CMH
CMH/ERB/JDH CHECKED BY CMH

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DATE = 5/30/2018
TIME = 11:29:29 AM

MATCHLINE, SEE DWG. AP-7B

INSTALL TEMPORARY PLASTIC BARRIER FENCE AND "PROTECTED AREA - KEEP OUT" SIGNS ADJACENT TO STAGING AREA, ITEM 607.41010010

CONTRACTORS EQUIPMENT OR MATERIALS SHALL NOT BLOCK OR INHIBIT MOVEMENT THROUGH EXISTING NYC DEP RESERVOIR ACCESS ROAD.

18'± EXISTING NYC DEP RESERVOIR ACCESS ROAD

PROJECT BOUNDARY LINE

200'-0"

LIMITS OF DISTURBANCE

80'-0"

12'-0" PROPOSED STONE ACCESS ROADWAY

PROPOSED CONSTRUCTION ACCESS ROAD, SEE DETAIL ON DWG. MD-7

GRAVEL PARKING

LAYDOWN / STOCKPILE AREA

EDGE OF NYSDOT #4A STONE OR ITEM 304.12UC. SEE DETAIL ON DWG. MD-7

EDGE OF ASHOKAN RAIL TRAIL STONE SHOULDER STABILIZATION

COAL TANK

A 611+00 A 612+00 A 613+00 A 614+00 A 615+00

S1 S6 S5 S9 S1

℄ PROPOSED ASHOKAN RAIL TRAIL

1 FT. CONTOURS PROVIDED BY BROOKS & BROOKS, PC. AS PART OF DESIGN CONTRACT

WOODSTOCK DIKE ACCESS ROAD AND LAYDOWN AREA PLAN

MATERIAL STORAGE, LAYDOWN, OR STOCKPILING IN SHADED AREAS ONLY. STONE AND GEOTEXTILE FABRIC SHALL BE REMOVED IN THESE AREAS POST CONSTRUCTION OF TRAIL TO EXPOSE UNDERLYING SOILS BELOW GEOTEXTILE FABRIC. REMOVAL OF STONE TO BE PAID FOR UNDER ITEM 203.02.

0 25 50
1" = 40 FEET

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK
THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590
EXCELSIOR

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

ACCESS ROAD PLAN - 7A

SCALE: 1:40
DATE ISSUED: 5/30/2018
DRAWING AP-7A

IN CHARGE OF TCB | DESIGNED BY CMH | CHECKED BY TCB | DRAFTED BY CMH/ERB/JDH | CHECKED BY CMH

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WOODSTOCK DIKE ACCESS ROAD AND LAYDOWN AREA PLAN

MATERIAL STORAGE, LAYDOWN, OR STOCKPILING IN SHADED AREAS ONLY. STONE AND GEOTEXTILE FABRIC SHALL BE REMOVED IN THESE AREAS POST CONSTRUCTION OF TRAIL TO EXPOSE UNDERLYING SOILS BELOW GEOTEXTILE FABRIC. REMOVAL OF STONE TO BE PAID FOR UNDER ITEM 203.02.

0 25 50
1" = 40 FEET

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

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Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

ACCESS ROAD PLAN - 7B

SCALE: 1:40
DATE ISSUED: 5/30/2018
DRAWING AP-7B

BRIDGE NOTES:

DESIGN SPECIFICATIONS: NEW YORK STATE DEPARTMENT OF TRANSPORTATION LRFD BRIDGE DESIGN SPECIFICATIONS WITH ALL PROVISIONS IN EFFECT AS OF FEBRUARY 2017. (FOR DESIGN PURPOSES, COMPRESSIVE STRENGTH OF CONCRETE FOR SUBSTRUCTURES AND DECK SLABS AT 28 DAYS: 3 ksi)

LIVE LOAD: 90PSF PEDESTRIAN LOAD, H-20 SERVICE VEHICLE
CONSTRUCTION LIVE LOAD: SINGLE 32.5 TON VEHICLE

CONSTRUCTION AND MATERIALS SPECIFICATIONS: STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, OFFICE OF ENGINEERING, DATED JANUARY 1, 2018 WITH CURRENT ADDITIONS AND MODIFICATIONS.

WATER USED FOR COMPACTION OF SELECT FILL ITEMS SHALL COMPLY WITH THE SPECIFICATIONS FOR ITEM 203.21. THE COST OF WATER USED FOR COMPACTION OF SELECT FILL ITEMS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 203.21.

THE COST OF ALL JOINT MATERIAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE VARIOUS ITEMS OF THE CONTRACT, UNLESS OTHERWISE SPECIFIED ON THE PLANS.

ALL SHOP DRAWINGS FOR THIS PROJECT SHALL BE IN US CUSTOMARY UNITS.

DETAILS ON THE DRAWINGS LABELED "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS FOR WHICH NO SCALE IS SHOWN ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.

WORK TO BE PERFORMED UNDER THIS CONTRACT DOES NOT REQUIRE THE DISTURBING, DESTRUCTION OR REMOVAL OF ANY KNOWN MATERIALS CONTAINING ASBESTOS. UNLESS OTHERWISE INDICATED ON THE PLANS, IT IS THE EXPRESS INTENT OF THIS CONTRACT THAT THESE MATERIALS NOT BE DISTURBED IN ANY WAY. SHOULD THE CONTRACTOR BE FORCED TO DISTURB IN ANY WAY ANY SUCH MATERIALS, THE CONTRACTOR SHALL FIRST BE FAMILIAR WITH INDUSTRIAL CODE RULE 56 OF THE N.Y.S. DEPARTMENT OF LABOR. THE CONTRACTOR SHALL ALSO OBTAIN WRITTEN PERMISSION OF THE ENGINEER BEFORE PROCEEDING.

THE LOAD RATINGS ARE IN ACCORDANCE WITH THE AASHTO MANUAL FOR BRIDGE EVALUATION.

DIMENSIONS FOR THICKNESSES OF STEEL ROLLED ANGLE SHAPES AND STRUCTURAL TUBING ARE SHOWN ACCORDING TO THE CURRENT AISC MANUAL.

REMOVAL NOTES:

EXISTING SUBSTRUCTURES SHALL BE REMOVED WITHIN THE LIMITS SHOWN ON THE CONTRACT PLANS UNDER ITEM 202.19
THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF SUBSECTION 202-03.01 GENERAL SAFETY REQUIREMENTS. A REMOVAL PLAN SIGNED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF NEW YORK SHALL BE SUBMITTED TO THE ENGINEER THIRTY (30) DAYS PRIOR TO BEGINNING THE DEMOLITION.

THE FOLLOWING ITEMS SHALL BE USED TO IMPLEMENT AND MAINTAIN EFFECTIVE HEALTH AND SAFETY CONTROLS:

- ENVIRONMENTAL GROUND PROTECTION (ITEM 570.090001)
- ENVIRONMENTAL WATERWAY PROTECTION (ITEM 570.100001)

REFER TO SUBSECTION 107-05 OF THE STANDARD SPECIFICATIONS FOR SAFETY AND HEALTH REQUIREMENTS.

SUBSTRUCTURE NOTES:

ALL PLACEMENTS OF SELECT STRUCTURE FILL, ITEM 203.21, SHALL BE COMPACTED TO 95 PERCENT OF STANDARD PROCTOR MAXIMUM DENSITY.

TRAILWAY EMBANKMENT MATERIAL AND SELECT STRUCTURE FILL, ITEM 203.21, SHALL BE PLACED SIMULTANEOUSLY, IN CONTACT, ON BOTH SIDES OF THE VERTICAL DIFFERENTIATION LINE BETWEEN ITEMS.

THE CONTRACTOR, WITH THE PERMISSION OF THE ENGINEER, MAY ELECT TO INTRODUCE CONSTRUCTION JOINTS IN THE ABUTMENTS AT LOCATIONS NOT SHOWN ON THE PLANS. THESE CONSTRUCTION JOINTS SHALL BE PROVIDED WITH SHEAR KEYS AND WATERSTOPS. VERTICAL CONSTRUCTION JOINTS INTRODUCED IN THE BACKWALL SHOULD PREFERABLY BE PLACED MIDWAY BETWEEN THE PEDESTALS.

SUPERSTRUCTURE NOTES:

NO DEVIATIONS FROM THE HAUNCH DETAILS SHOWN ON THESE PLANS MAY BE MADE WITHOUT THE PERMISSION OF THE ENGINEER.

THE STRUCTURAL STEEL SHALL BE AS FOLLOWS:

ASTM A 709, GRADE 50W (WEATHERING STEEL) (BUTTERNUT COVE)

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PROVISIONS OF THE CURRENT SPECIFICATIONS FOR SUPERSTRUCTURE SLABS, WHICH ALLOW THE OPTION OF 3 FORMING SYSTEMS FOR THE UNDERSIDE OF THE SLABS. HOWEVER, ON THIS BRIDGE, ONLY THE FOLLOWING OPTION(S) WILL BE PERMITTED: PERMANENT CORRUGATED METAL AND REMOVABLE WOODEN FORMS.

THE COST OF CLEANING THE STEEL IN THE FABRICATION SHOP AND THE FIELD SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS ITEMS IN THE CONTRACT.

STEEL ERECTION NOTES:

THE CONTRACTOR SHALL PROVIDE FOR THE STABILITY OF STRUCTURAL STEEL DURING ALL PHASES OF ERECTION AND CONSTRUCTION, AS PROVIDED IN SUBSECTION 204 OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (SCM). THE GIRDERS ON THIS BRIDGE SHALL BE STABILIZED DURING ERECTION BY USE OF FALSEWORK, TEMPORARY BRACING, COMPRESSION FLANGE STIFFENING TRUSSES, CHOOSING ALTERNATE PICKING POINTS, OR BY USE OF A HOLDING CRANE UNTIL SUFFICIENT NUMBER OF GIRDERS HAVE BEEN ERECTED AND CROSS FRAMES INSTALLED. THE METHODS USED BY THE CONTRACTOR SHALL BE DOCUMENTED ON THE ERECTION DRAWINGS WITH ALL SUPPORTING STABILITY CALCULATIONS SUBMITTED AND STAMPED BY A LICENSED NEW YORK STATE PROFESSIONAL ENGINEER AND SUBMITTED TO THE ENGINEER IN ACCORDANCE WITH THE SCM.

THE DESIGN OF THIS STRUCTURE ASSUMES THAT THE STRUCTURAL STEEL IS COMPLETELY ERECTED BEFORE IT IS ALLOWED TO DEFLECT UNDER ITS OWN DEAD LOAD. DEFLECTIONS INCURRED DURING THE VARIOUS STAGES OF THE ERECTION METHOD ARE NOT CONSIDERED. THEREFORE, THE ACTUAL ERECTION METHODS AND SEQUENCES EMPLOYED BY THE CONTRACTOR MAY HAVE A SUBSTANTIAL EFFECT ON THE FINAL STEEL PROFILE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TAKING ALL NECESSARY COMPENSATORY ACTION TO ENSURE THAT THE FINAL ALIGNMENT AND PROFILE OF ERECTED STEEL CONFORMS TO SUBSECTION 1213, 1214, AND 1215 OF THE SCM. ANY CORRECTIVE WORK NECESSARY TO RE-POSITION ERECTED STEEL TO ACHIEVE ACCEPTABLE ALIGNMENT AND PROFILE MUST BE APPROVED BY THE ENGINEER, AND SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE OWNER.

DECK PLACEMENT NOTES:

CONCRETE PLACEMENT AND FINISHING OPERATIONS SHALL BE PERFORMED AS RAPIDLY AS POSSIBLE. THE ENGINEER MAY ORDER THE CONTRACTOR TO STOP PLACEMENT OPERATIONS AT ANY TIME IF, IN THE ENGINEER'S OPINION, CONCRETE PLACED DURING THE PLACEMENT HAS STARTED TO SET, OR IS ABOUT TO SET, AND FURTHER PLACEMENT OF CONCRETE WILL CAUSE DEFLECTION CRACKING.

TOP SURFACES OF NEW BRIDGE DECKS AND APPROACH SLABS SHALL BE SEALED ACCORDING TO ITEM 559.18960118 - PROTECTIVE SEALING OF STRUCTURAL CONCRETE ON NEW BRIDGE DECKS AND BRIDGE DECK OVERLAYS.

PLACEMENT OF THE BRIDGE DECK SLAB SHALL NOT OCCUR WHEN THE AMBIENT TEMPERATURE FALLS BELOW 45 DEGREES FAHRENHEIT.

FINISHING MACHINE(S) SHALL OPERATE AS CLOSE TO THE SKEW ANGLE AS PRACTICAL FOR SKEWS BETWEEN 0° AND 50°. WHEN SKEW ANGLE IS GREATER THAN 50° THE FINISHING MACHINE(S) SHALL OPERATE AT AN ANGLE OF 50°.

WET BURLAP CURING BLANKETS ARE REQUIRED TO BE PLACED ON THE CONCRETE DECK WITHIN 30 MINUTES OF THE CONCRETE BEING DEPOSITED INTO THE FORMS OR 5 MINUTES AFTER FINISHING, WHICHEVER COMES FIRST. THE PLACEMENT OF THE TURF DRAG TEXTURE SHALL NOT INTERFERE WITH THESE REQUIREMENTS.

IN THE EVENT THE CONTRACTOR'S DECK PLACEMENT OPERATION IS STOPPED PRIOR TO COMPLETION, WHETHER BY THE CONTRACTOR'S OWN DECISION OR BY ORDER OF THE ENGINEER, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FINISHED DECK GRADE WHICH MATCHES THE PLANNED PROFILE. ANY SUBSEQUENT REVISIONS TO DECK FORMS MADE NECESSARY BY SUCH ACTION SHALL BE AT THE CONTRACTOR'S EXPENSE.

DECK PLACEMENT NOTES:

THE CONTRACTOR SHALL PROVIDE TO THE ENGINEER THE PROPOSED SET RETARDING ADMIXTURE (ASTM C494, TYPE D, SRWR) AND A COPY OF THE MANUFACTURER'S LITERATURE SPECIFYING THE RECOMMENDED RANGE TO PROVIDE SUFFICIENT RETARDATION. THIS SRWR DOSAGE SHALL NOT BE REDUCED AS THE PLACEMENT PROGRESSES. THE ENGINEER WILL REJECT ANY CONCRETE TRUCK THAT CALLS FOR AN ADMIXTURE DOSAGE RATE BEYOND THE MANUFACTURER'S RECOMMENDED RANGE. ANY SUPPLIER CODES DENOTING SRWR SHALL BE GIVEN TO THE ENGINEER FOR MONITORING PURPOSES.

DECK PLACEMENT NOTES (CONT.):

THE CONTRACTOR SHALL ENSURE THAT NO CONCRETE PLACED DURING ANY RESPECTIVE POURING SEQUENCE DOES NOT BEGIN TO SET UNTIL ALL CONCRETE TO BE PLACED IN THAT CORRESPONDING POUR HAS BEEN PLACED.

A CONCRETE PENETRATING STAIN SHALL BE APPLIED IN THE FIELD AFTER CASTING OF THE ENTIRE BRIDGE DECK. THE FINAL COLORATION OF CONCRETE AFTER STAINING SHALL BE FEDERAL COLOR STANDARD 595, #35237. THE COLOR SHALL BE EQUIVALENT TO THE COLOR OF THE STAIN USED ON THE SUBSTRUCTURES. SEE THE SUBSTRUCTURE ARCHITECTURAL TREATMENT NOTES FOR ALL REQUIREMENTS PERTAINING TO CONCRETE STAINING. THE CONCRETE STAIN SHALL BE APPLIED PRIOR TO THE APPLICATION OF ITEM 559.18960118 - PROTECTIVE SEALING OF STRUCTURAL CONCRETE ON NEW BRIDGE DECKS AND OVERLAYS.

RECONSTRUCTION NOTES:

THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE OWNER, OR ADJACENT PROPERTY OWNERS WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE OWNER, OR ADJACENET PROPERTY OWNERS, THE DAMAGED MATERIALS SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE OWNER AT THE EXPENSE OF THE CONTRACTOR.

WHENEVER ITEMS IN THE CONTRACT REQUIRE MATERIALS TO BE REMOVED AND DISPOSED OF, THE COST OF SUPPLYING A DISPOSAL AREA AND TRANSPORTATION TO THAT AREA SHALL BE INCLUDED IN THE UNIT BID PRICES FOR THOSE ITEMS.

DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT BE ALLOWED TO DROP WASTE CONCRETE, DEBRIS AND OTHER MATERIAL TO THE AREA BELOW THE BRIDGE EXCEPT WHERE THE PLANS SPECIFICALLY PERMIT THE DROPPING OF MATERIAL. PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE USED TO CATCH THE MATERIAL. IF THE ENGINEER DETERMINES THAT ADEQUATE PROTECTIVE DEVICES ARE NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED.

ALL MATERIAL FALLING ON THE AREA BELOW AND ADJACENT TO THE BRIDGE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AT NO COST TO THE OWNER.

THE COST OF FURNISHING, INSTALLING, MAINTAINING, REMOVING AND DISPOSING OF ALL PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROPRIATE ITEMS OF THE CONTRACT.

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT, DUE TO THE NATURE OF RECONSTRUCTION PROJECTS, THE EXACT EXTENT OF RECONSTRUCTION WORK CANNOT ALWAYS BE ACCURATELY DETERMINED PRIOR TO THE COMMENCEMENT OF WORK. THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON FIELD INSPECTION AND OTHER INFORMATION AVAILABLE AT THE TIME. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS TO THE CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM WORK IN ACCORDANCE WITH FIELD CONDITIONS.

CONTRACTOR SHALL VERIFY DIMENSIONS NECESSARY FOR THE PROPER FIT OF STEEL PIECES PRIOR TO THE FABRICATION OF THE STEEL. THE COST OF FIELD VERIFYING DIMENSIONS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR STRUCTURAL STEEL ITEMS.

IT SHALL BE THE CONTRACTORS'S RESPONSIBILITY TO CONFIRM THE FOLLOWING DIMENSIONS IN THE FIELD PRIOR TO THE FABRICATION OF NEW SUPERSTRUCTURE COMPONENTS: EXISTING SPAN LENGTHS (CHECK AT MULTIPLE APPROPRIATE POINTS IF SUBSTRUCTURES ARE NONPARALLEL)

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE TOP OF ABUTMENT AND PIER ELEVATIONS PRIOR TO CASTING THE NEW PEDESTALS AND/OR INSTALLING THE NEW BEARINGS.

STREAM PROTECTION NOTES:

DURING THE COURSE OF CONSTRUCTION, THE CONTRACTOR SHALL CONDUCT OPERATIONS IN SUCH A MANNER AS TO PREVENT OR REDUCE TO A MINIMUM ANY DAMAGE TO ANY STREAM FROM POLLUTION BY DEBRIS, SEDIMENT, OR OTHER FOREIGN MATERIAL, OR FROM MANIPULATION OF EQUIPMENT AND/OR MATERIALS IN OR NEAR SUCH STREAMS. THE CONTRACTOR SHALL NOT RETURN DIRECTLY TO A STREAM ANY WATER, WHICH HAS BEEN USED FOR WASH PURPOSES OR OTHER SIMILAR OPERATIONS, WHICH CAUSE THIS WATER TO BECOME POLLUTED WITH SAND, SILT, CEMENT, OIL, OR OTHER IMPURITIES..

ALL IN-STREAM ACTIVITIES ARE PROHIBITED DURING THE ESTABLISHED NYSDEC TROUT SPAWNING AND HATCHING PERIOD COMMENCING OCTOBER 1 AND ENDING APRIL 30.

COFFERDAM NOTES:

SHOULD THE CONTRACTOR ELECT TO LAY BACK A PORTION OF THE EXISTING EARTH ADJACENT TO AN EXCAVATION REQUIRING A COFFERDAM, ANY REQUIRED EXTENSIONS OF THE COFFERDAM NECESSARY TO KEEP WATER FROM ENTERING THE EXCAVATION SHALL BE FURNISHED AND PLACED AT NO COST TO THE COUNTY.

COFFERDAM NOTES (CONT.):

WHERE A COFFERDAM IS USED, THE COST OF DEWATERING THE ENTIRE EXCAVATION, REGARDLESS OF SOURCE OF WATER, SHALL BE INCLUDED IN THE COFFERDAM ITEM.

SHOULD FIELD CONDITIONS REQUIRE A CHANGE IN THE TYPE OF COFFERDAM SYSTEM CALLED FOR ON THE PLANS, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR COORDINATION WITH THE APPROPRIATE AGENCIES TO APPROVE THE CHANGE.

IF MULTIPLE COFFERDAMS ARE REPLACED BY A SINGLE SYSTEM, AS PERMITTED BY THE ENGINEER, PAYMENT SHALL BE BASED ON ALL OF THE APPLICABLE COFFERDAM ITEMS INDICATED ON THE PLANS.

DEWATERING OF THE COFFERDAM SHALL BE ACCOMPLISHED BY PUMPING THE WATER TO AN APPROVED UPLAND VEGETATED AREA OUTSIDE OF THE STREAMBED AS APPROVED BY THE ENGINEER. TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL, SUCH AS STRAW BALES, OR APPROVED EQUAL, MAY BE REQUIRED AS DETERMINED BY THE ENGINEER. NO SETTLEMENT BASIN SHALL BE CONSTRUCTED.

ANY WATER, EITHER DIVERTED OR PUMPED FROM THE STRUCTURE EXCAVATION, THAT IS TO BE RETURNED TO THE WATERWAY SHALL NOT BE MORE TURBID THAN THE WATER UPSTREAM OF THE PROJECT.

WATER THAT IS MORE TURBID SHALL BE TREATED BY MEANS OF A SETTLEMENT TRAP OF ADEQUATE SIZE TO RETURN WATER QUALITY TO ACCEPTABLE LEVELS, COST TO BE INCLUDED IN THE COFFERDAM ITEMS.

REMOVAL - THE CONTRACTOR SHALL REMOVE THE COFFERDAMS AND WATER DIVERSION STRUCTURES, AFTER SUCH TIME THAT IT IS DETERMINED BY THE ENGINEER THAT IT IS NOT NECESSARY. THE REMOVAL SHALL BE SEQUENCED TO MINIMIZE TURBIDITY AND THE DISCHARGE OF MATERIALS INTO THE WATERWAY.

SUBSTRUCTURE ARCHITECTURAL TREATMENT NOTES:

ARCHITECTURAL TREATMENT SHALL BE ADDED TO THE EXPOSED FACES OF THE ABUTMENTS, PIERS, AND WINGWALLS (AS SHOWN IN THE CONTRACT PLANS) WITH THE USE OF CONCRETE FORM LINERS. PAYMENT FOR ALL ARCHITECTURAL TREATMENT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE ITEM 555.72950010.

30 DAYS PRIOR TO THE FIRST CONCRETE PLACEMENT THAT REQUIRES ARCHITECTURAL TREATMENT, THE CONTRACTOR SHALL PRODUCE A SAMPLE PANEL FOR APPROVAL BY THE ENGINEER. THE PANEL SHALL BE CAST VERTICALLY APPROXIMATELY 4.0 FT X 4.0 FT X 1.0 FT. THE TEST PANEL SHALL BE CONSTRUCTED OF THE SAME MATERIALS TO BE USED DURING CONSTRUCTION TO DEMONSTRATE THE EXPECTED FINISH, COLOR AND TEXTURE. THE CONTRACTOR MAY BE REQUIRED TO PRODUCE UP TO THREE DIFFERENT TEST PANELS TO OBTAIN APPROVAL. WHEN APPROVED, THIS SAMPLE SHALL BE USED AS THE STANDARD FOR ALL ARCHITECTURALLY TREATED SUBSTRUCTURE CONCRETE WORK AND THE STAIN CHARACTERISTICS SHALL BE USED AS THE STANDARD FOR DECK STAIN. ARCHITECTURAL PATTERNS SHALL NOT BE USED ON THE DECK.

THE FORM LINER SHALL BE:
- COMPANY: CUSTOMROCK FORMLINER
- #1208 DRYSTACK
- OR AN APPROVED EQUAL

A CONCRETE PENETRATING STAIN SHALL BE APPLIED IN THE FIELD AFTER CASTING OF ALL ARCHITECTURALLY TREATED CONCRETE (SUBSTRUCTURES AND BRIDGE DECK). THE COLOR SHALL BE THE SAME FOR BOTH THE SUBSTRUCTURES AND THE BRIDGE DECK. THE FINAL COLORATION OF CONCRETE AFTER STAINING SHALL BE FEDERAL COLOR STANDARD 595, #35237. THE COLOR STAIN SHALL BE APPLIED TO THE TEST PANEL FOR APPROVAL BY THE ENGINEER. CONTRACTOR SHALL VERIFY STAIN COLORATION CHOICE PRIOR TO CREATION OF TEST PANEL.

THE CONTRACTOR SHALL OBTAIN EACH COLOR, SIZE, TYPE, AND VARIETY OF AESTHETIC CONCRETE FINISHING MATERIALS FROM ONE MANUFACTURER WITH RESOURCES TO PROVIDE A CAST-IN-PLACE ARCHITECTURAL CONCRETE FINISH OF CONSISTENT QUALITY IN APPEARANCE AND PHYSICAL PROPERTIES.

FORMS AND ADJACENT SURFACES TO RECEIVE CONCRETE SHALL BE CLEANED. CHIPS, WOOD, SAWDUST, DIRT, AND OTHER DEBRIS SHALL BE REMOVED FROM THE FORMS JUST BEFORE PLACING CONCRETE.

FORM LINERS SHALL BE PLACED ACCURATELY TO PROVIDE THE FINISHED SURFACE TEXTURE INDICATED. SOLID BACKING SHALL BE PROVIDED AND ATTACHED SECURELY TO PREVENT DEFLECTION AND MAINTAIN STABILITY OF LINERS DURING CONCRETING. FORM LINERS SHALL BE PREVENTED FROM SAGGING AND STRETCHING IN HOT WEATHER. JOINTS OF FORM LINERS AND FORM LINER ACCESSORIES SHALL BE SEALED TO PREVENT MORTAR LEAKS. FORM LINER SHALL BE COATED WITH FORM-RELEASE AGENT PRIOR TO THE PLACING OF REINFORCEMENT. CONTACT SURFACES OF FORMS SHALL BE COATED WITH SURFACE RETARDER, ACCORDING TO THE MANUFACTURER'S WRITTEN INSTRUCTIONS PRIOR TO THE PLACING OF REINFORCEMENT.

ALL COURSING SHALL LINE UP CONTINUOUSLY FROM LEFT TO RIGHT OF FORM WITH NO VERTICAL SEAM OFFSET. PATTERN SHALL BE CONTINUOUS ACROSS JOINTS AND AROUND CORNERS. NO FORM LINER SEAMS SHALL BE VISIBLE IN THE FINAL FORMED CONCRETE. FOLLOW THE MANUFACTURER'S DIRECTIONS TO HIDE SEAMS (CAULKING, PATTERN INTERLOCK, ETC.). THE FORM LINER SEAM ELIMINATION TECHNIQUE SHALL BE APPROVED IN WRITING BY THE ENGINEER.

THE CONTRACTOR SHALL PROTECT CAST-IN-PLACE ARCHITECTURAL CONCRETE FROM STAINING, LAITANCE, AND CONTAMINATION DURING THE REMAINDER OF THE CONSTRUCTION PERIOD.

THE CONTRACTOR SHALL CLEAN CAST-IN-PLACE ARCHITECTURAL CONCRETE SURFACES AFTER FINISH TREATMENT TO REMOVE STAINS, MARKINGS, DUST, AND DEBRIS.

WASH AND RINSE SURFACES ACCORDING TO THE CONCRETE FINISH APPLICATOR;S WRITTEN RECOMMENDATIONS. PROTECT OTHER WORK FROM STAINING OR DAMAGE DUE TO CLEANING OPERATIONS. DO NOT USE CLEANING MATERIALS OR PROCESSES THAT COULD CHANGE THE APPEARANCE OF CAST-IN-PLACE ARCHITECTURAL CONCRETE FINISHES.

THE CONTRACTOR SHALL MAINTAIN THE STREAM PROTECTION NOTES DURING ALL STAINING AND WASHING OPERATIONS. NO CONTAMINANTS FROM CONCRETING, STAINING, OR WASHING CONCRETE SHALL BE ALLOWED TO ENTER THE STREAM AT ANY POINT.

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : APRIL 18, 2018

STATE OF NEW YORK * ROBERT J. SIPZNER * No. 064501 * LICENSED PROFESSIONAL ENGINEER

NO.	DATE	BY	REVISION

231
277

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
BOICEVILLE BRIDGE OVER ESOPUS CREEK
ULSTER COUNTY

GENERAL BRIDGE NOTES

SCALE: NONE
DATE ISSUED: 4/2018
DRAWING GBN-1

IN CHARGE OF RJS | DESIGNED BY RSO | CHECKED BY MDP/BSR | DRAFTED BY JDHSr | CHECKED BY RSO/BSR

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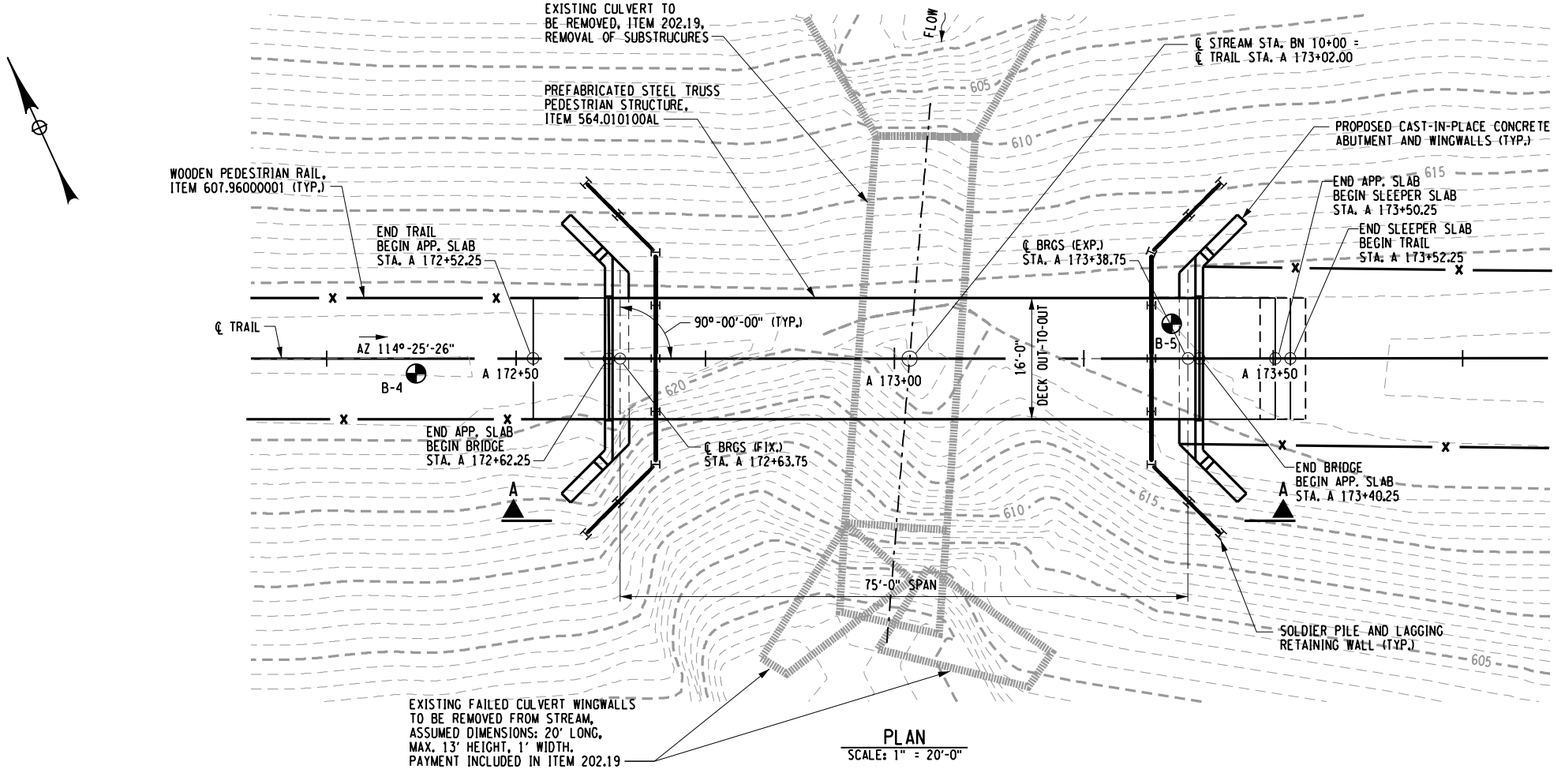
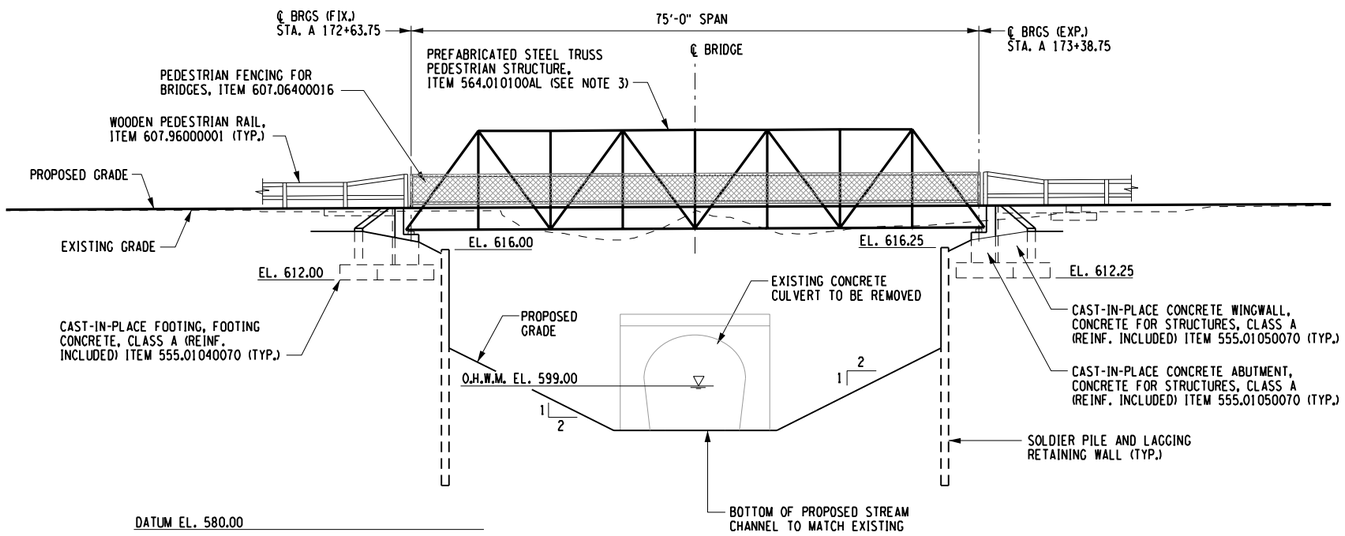


PLAN
SCALE: 1" = 20'-0"



ELEVATION A-A
SCALE: 1" = 20'-0"

THE AREAS SURROUNDING THE CULVERT SHALL BE PROTECTED DURING CONCRETE REMOVALS BY THE INSTALLATION OF A CLASS B CONTAINMENT SYSTEM, ITEM 570.160001. DEBRIS FROM REMOVALS SHALL NOT BE ALLOWED TO ENTER THE AIR, WATER OR REMAIN ON SITE POST DEMOLITION OF THE CULVERT.

LOAD RATING (LRFD)		
INVENTORY		
OPERATING		

LOAD RATING INFORMATION TO BE PROVIDED BY TRUSS MANUFACTURER

NOTES:

1. SEE DWG. PL-24 FOR PROFILE INFORMATION.
2. SEE DWG. ESCP-24 FOR GRADING PLAN.
3. THE PREFABRICATED TRUSS SHALL BE ASTM A 709 GRADE 50W (WEATHERING STEEL).
4. THE DESIGN VEHICLES FOR THIS BRIDGE ARE H-20 AND 32.5 TON DURING CONSTRUCTION.

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK · ROBERT J. SIPZNER · No. 064501 · LICENSED PROFESSIONAL ENGINEER

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
BUTTERNUT COVE
STRUCTURE REPLACEMENT
ULSTER COUNTY

BRIDGE PLAN AND ELEVATION

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
BN-1

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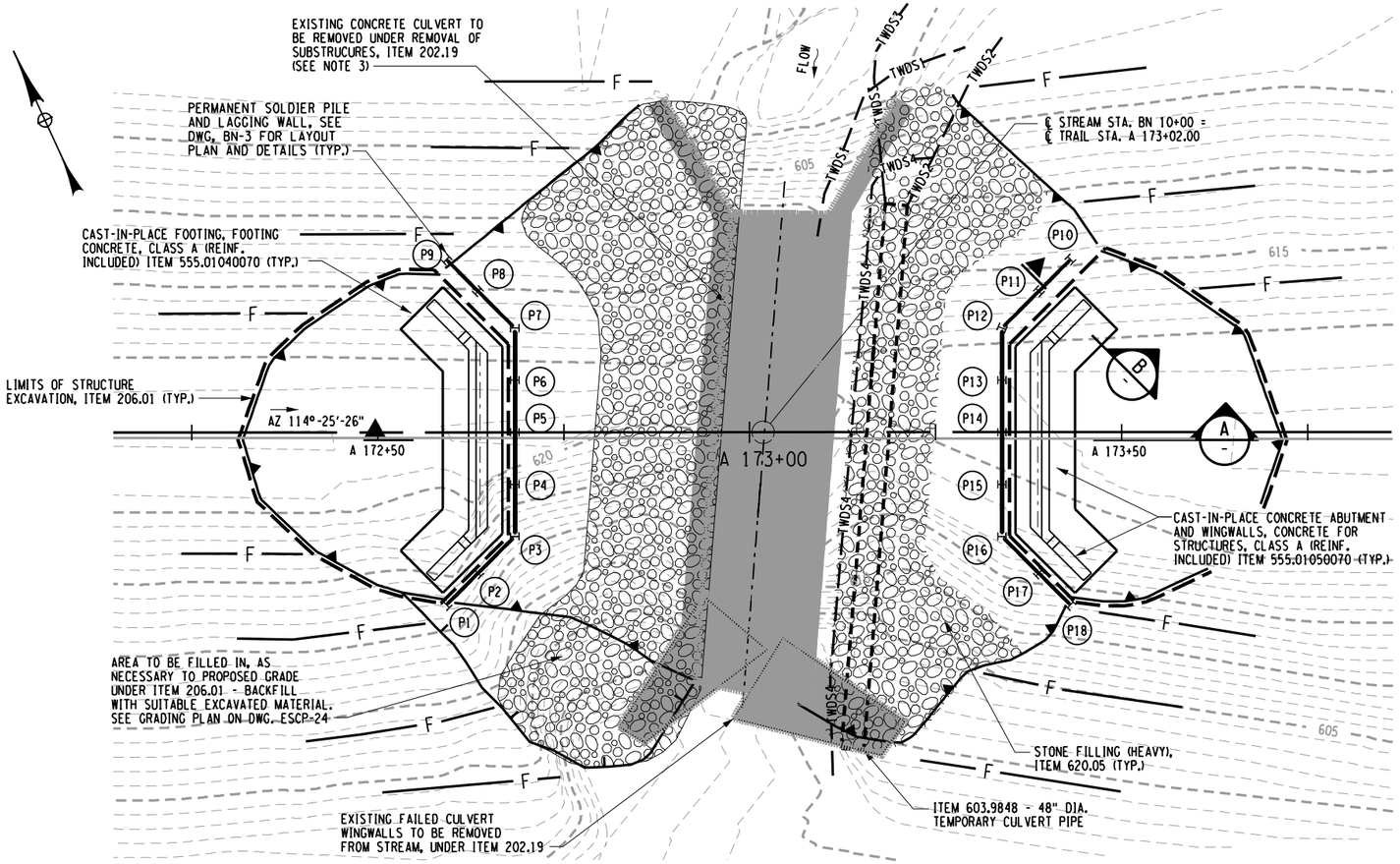


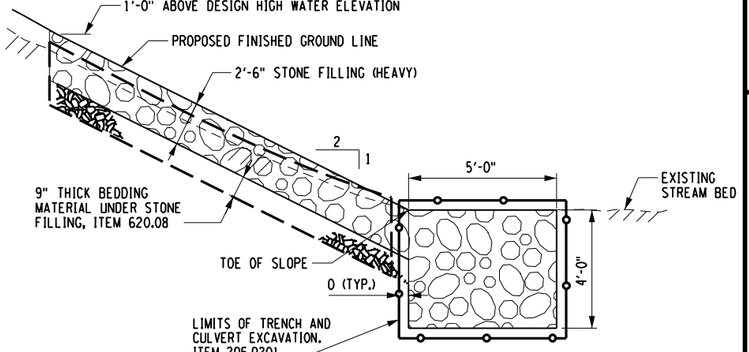
PROPOSED EXCAVATION PLAN
SCALE: 1" = 20'-0"

LEGEND

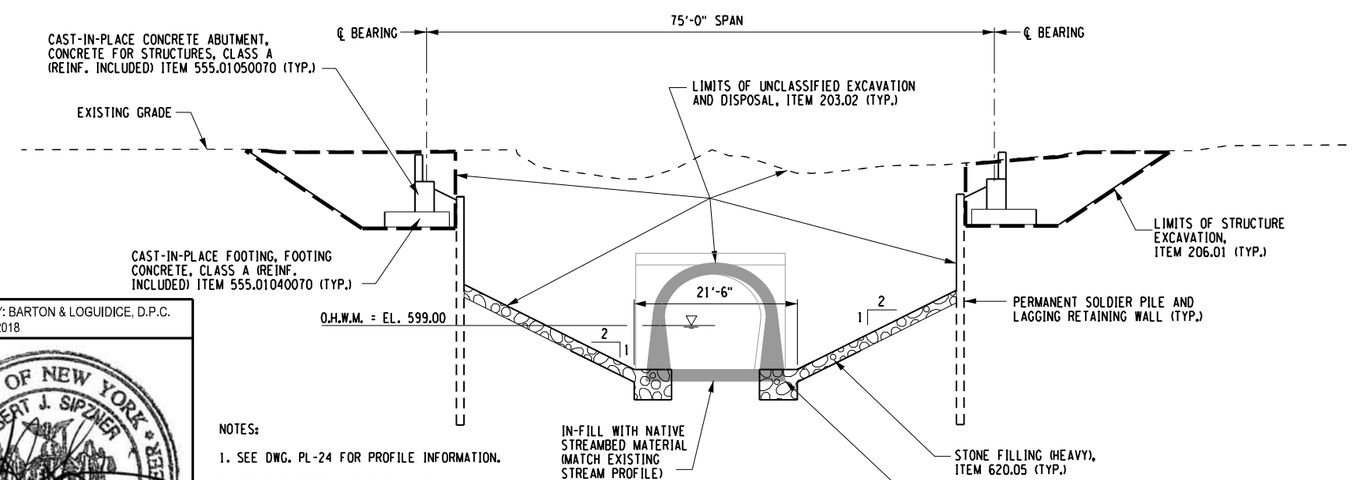
- REMOVAL OF SUBSTRUCTURE ITEM 202.19 (SEE NOTE 3)
- BEDDING MATERIAL ITEM 620.08
- STONE FILL (HEAVY), ITEM 620.05
- LIMITS OF STRUCTURE EXCAVATION, ITEM 206.01
- SELECT STRUCTURE FILL ITEM 203.21
- TWDS1 — TEMPORARY WATER DIVERSION STRUCTURE, ITEM 553.0300XX
- EMBANKMENT-IN-PLACE ITEM 203.03
- F — FIBER LOGS, TYPE II, 12 INCH ITEM 209.2012--10
- BACKFILL WITH SUITABLE EXCAVATED MATERIAL UNDER ITEM 206.01
- P13 P14 — PERMANENT SOLDIER PILE AND LAGGING WALL, ITEMS 552.2001, 552.2201, AND 552.230301

PROPOSED SEQUENCE OF WORK FOR EXISTING CULVERT REMOVAL:

1. INSTALL PERMANENT SOLIDER PILE AND LAGGING WALL, ITEMS 552.2201 AND 552.230301 ON BOTH SIDES OF THE EXISTING CULVERT
2. INSTALL TWDS1 (ITEM 553.030024) AT NORTHEAST WINGWALL
3. REMOVE NORTHEAST WINGWALL AND EXCAVATE FOR INSTALLATION OF TEMPORARY CULVERT PIPE.
4. INSTALL 4 FT. DIAMETER TEMPORARY CULVERT PIPE. TEMPORARY MEDIUM STONE FILL, ITEM 620.04, SHALL BE PLACED AT THE END OF THE CULVERT PIPE AND SHALL BE TAPERED FROM THE DOWNSTREAM PIPE INVERT TO THE BASE OF THE STREAM. COSTS FOR TEMPORARY PIPE AND MEDIUM STONE FILL TO BE INCLUDED IN THE TWDS ITEM NUMBERS.
5. INSTALL TWDS2 (ITEM 553.030025).
6. REMOVE TWDS1 (ITEM 553.030024).
7. INSTALL TWDS3 (ITEM 553.030026) TO DIVERT ALL FLOWS THROUGH TEMPORARY CULVERT PIPE.
8. EXCAVATE AT 2H:1V SLOPE TO BASE OF LAGGING WALL.
9. REMOVE EXISTING CULVERT, TO INCLUDE FAILED DOWNSTREAM WINGWALLS CURRENTLY IN THE STREAM.
10. PLACE HEAVY STONE FILL, ITEM 620.05, ALONG STREAM BANKS AT BOTTOM OF STREAM ELEVATION TO 1' ABOVE ORDINARY HIGH WATER MARK.
11. INSTALL TWDS4 (ITEM 553.030027) AND REMOVE TEMPORARY CULVERT PIPE. PLACE STONE FILL AS NECESSARY IN AREA OF TEMPORARY PIPE.
12. REMOVE TWDS4 (ITEM 553.030027) AND RESTORE SITE DISTURBANCE.



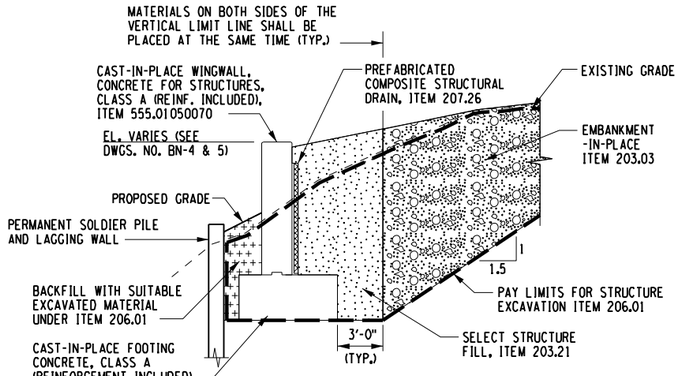
DETAIL 'A'
N.T.S.



PROPOSED EXCAVATION SECTION A-A
SCALE: 1" = 20'-0"

NOTES:

1. SEE DWG. PL-24 FOR PROFILE INFORMATION.
2. SEE DWG. ESCP-24 FOR GRADING PLAN.
3. THE AREAS SURROUNDING THE CULVERT SHALL BE PROTECTED DURING CONCRETE REMOVALS BY THE INSTALLATION OF A CLASS B CONTAINMENT SYSTEM, ITEM 570.160001. DEBRIS FROM REMOVALS SHALL NOT BE ALLOWED TO ENTER THE AIR, WATER OR REMAIN ON SITE POST DEMOLITION OF THE CULVERT.



EXCAVATION SECTION B
N.T.S.
(N.E. WINGWALL SHOWN, REMAINING WINGWALLS SIMILAR)

SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
BUTTERNUT COVE
STRUCTURE REPLACEMENT
ULSTER COUNTY

BRIDGE EXCAVATION PLAN AND SECTION

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
BN-2

IN CHARGE OF RJS DESIGNED BY KMM/RSO CHECKED BY BSR DRAFTED BY JDHSr CHECKED BY BSR

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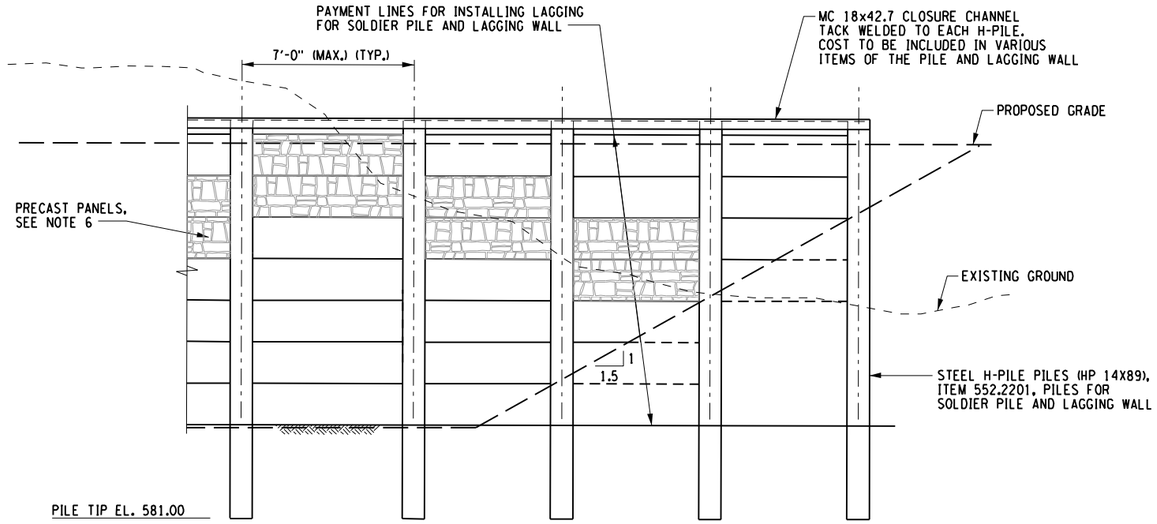
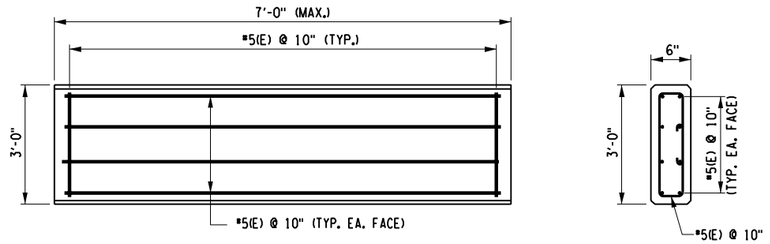


PARTIAL ELEVATION - SOLDIER PILE AND LAGGING WALL

N.T.S.



ELEVATION

SECTION

PRECAST CONCRETE LAGGING DETAILS

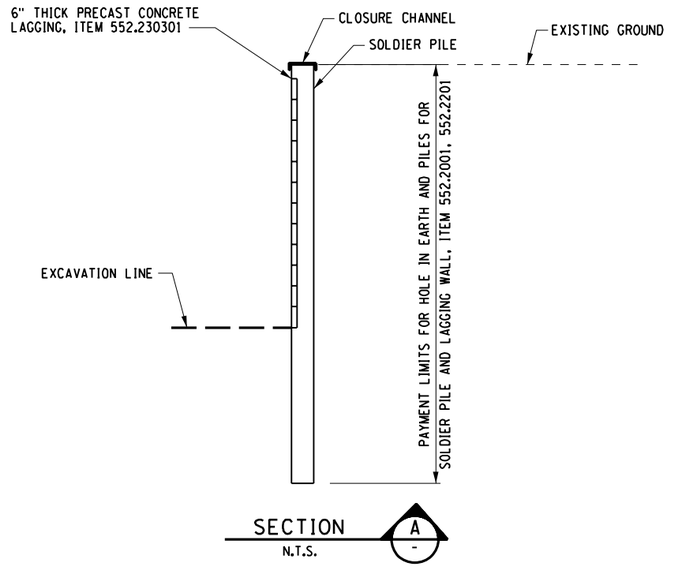
N.T.S.

PRECAST PANEL NOTES:

1. CONTRACTOR SHALL VERIFY ALL FIELD ELEVATIONS AND DIMENSIONS PRIOR TO MANUFACTURING THE PRECAST PANELS.

2. CONTRACTOR MAY ADJUST THE HEIGHT OF THE PRECAST PANELS, WITH APPROVAL BY THE ENGINEER.

3. A WEDGE SHALL BE INSTALLED BEHIND EACH PANEL TO ENSURE THE PANEL IS TIGHT TO THE PILE FLANGE PRIOR TO SETTING THE NEXT PANEL.



SECTION A-A

N.T.S.

NOTES:

1. THE SOLDIER PILE AND LAGGING WALL SHOWN WILL BE LEFT IN PLACE. USED MATERIAL IS NOT PERMITTED FOR ITEM 552.2201, INSTALLING SOLDIER PILES FOR SOLDIER PILE AND LAGGING WALL

2. PROVIDE SOLDIER PILE SECTIONS AND CLOSURE CHANNEL MEETING THE REQUIREMENTS OF ASTM 588, GRADE 50 WEATHERING STEEL.

3. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING PILE TOP ELEVATIONS.

4. SEE DWG. BN-2 FOR SOLDIER PILE LOCATIONS.

5. AFTER PLACING THE PILES, THE CONTRACTOR SHALL BACKFILL THE PRE-AUGERED HOLES WITH GROUT BACKFILL FROM THE PILE TIP ELEVATION TO THE BOTTOM OF EXCAVATION AT EACH PILE.

6. PRECAST PANELS SHALL BE ARCHITECTURALLY TREATED IN ACCORDANCE WITH ITEM 555.72950010 AND NOTES ON GBN-1.

PILE NUMBER	PILE SIZE	STATION	OFFSET (FEET)	PILE TOP ELEVATIONS (FEET)	ESTIMATED PILE TIP ELEV. (FEET)	ESTIMATED PILE LENGTH (FEET)	MINIMUM PILE SECTION MODULUS (CUBIC INCHES)	AS-BUILT PILE LENGTH (FEET)
P1	HP 14x89	A 172+59.23	23.20'; RT.	616.00	581.0	35.0	131.0	
P2	HP 14x89	A 172+63.47	18.96'; RT.	616.00	581.0	35.0	131.0	
P3	HP 14x89	A 172+68.42	14.00'; RT.	616.00	581.0	35.0	131.0	
P4	HP 14x89	A 172+68.42	7.00';RT.	616.00	581.0	35.0	131.0	
P5	HP 14x89	A 172+68.42	0.00'	616.00	581.0	35.0	131.0	
P6	HP 14x89	A 172+68.42	7.00';LT.	616.00	581.0	35.0	131.0	
P7	HP 14x89	A 172+68.42	14.00'; LT.	616.00	581.0	35.0	131.0	
P8	HP 14x89	A 172+63.47	18.96'; LT.	616.00	581.0	35.0	131.0	
P9	HP 14x89	A 172+59.23	23.20'; LT.	616.00	581.0	35.0	131.0	
P10	HP 14x89	A 173+43.10	23.20'; LT.	616.25	581.0	35.3	131.0	
P11	HP 14x89	A 173+38.86	18.96'; LT.	616.25	581.0	35.3	131.0	
P12	HP 14x89	A 173+33.92	14.00'; LT.	616.25	581.0	35.3	131.0	
P13	HP 14x89	A 173+33.92	7.00';LT.	616.25	581.0	35.3	131.0	
P14	HP 14x89	A 173+33.92	0.00'	616.25	581.0	35.3	131.0	
P15	HP 14x89	A 173+33.92	7.00';RT.	616.25	581.0	35.3	131.0	
P16	HP 14x89	A 173+33.92	14.00'; RT.	616.25	581.0	35.3	131.0	
P17	HP 14x89	A 173+38.86	18.96'; RT.	616.25	581.0	35.3	131.0	
P18	HP 14x89	A 173+43.10	23.20'; RT.	616.25	581.0	35.3	131.0	

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

234
245

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
BUTTERNUT COVE
STRUCTURE REPLACEMENT
ULSTER COUNTY

SOLDIER PILE AND LAGGING WALL DETAILS

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
BN-3

IN CHARGE OF RJS DESIGNED BY KMM/RSO CHECKED BY BSR DRAFTED BY JDHSr

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\407.369007001 Logging Wall Details.dgn
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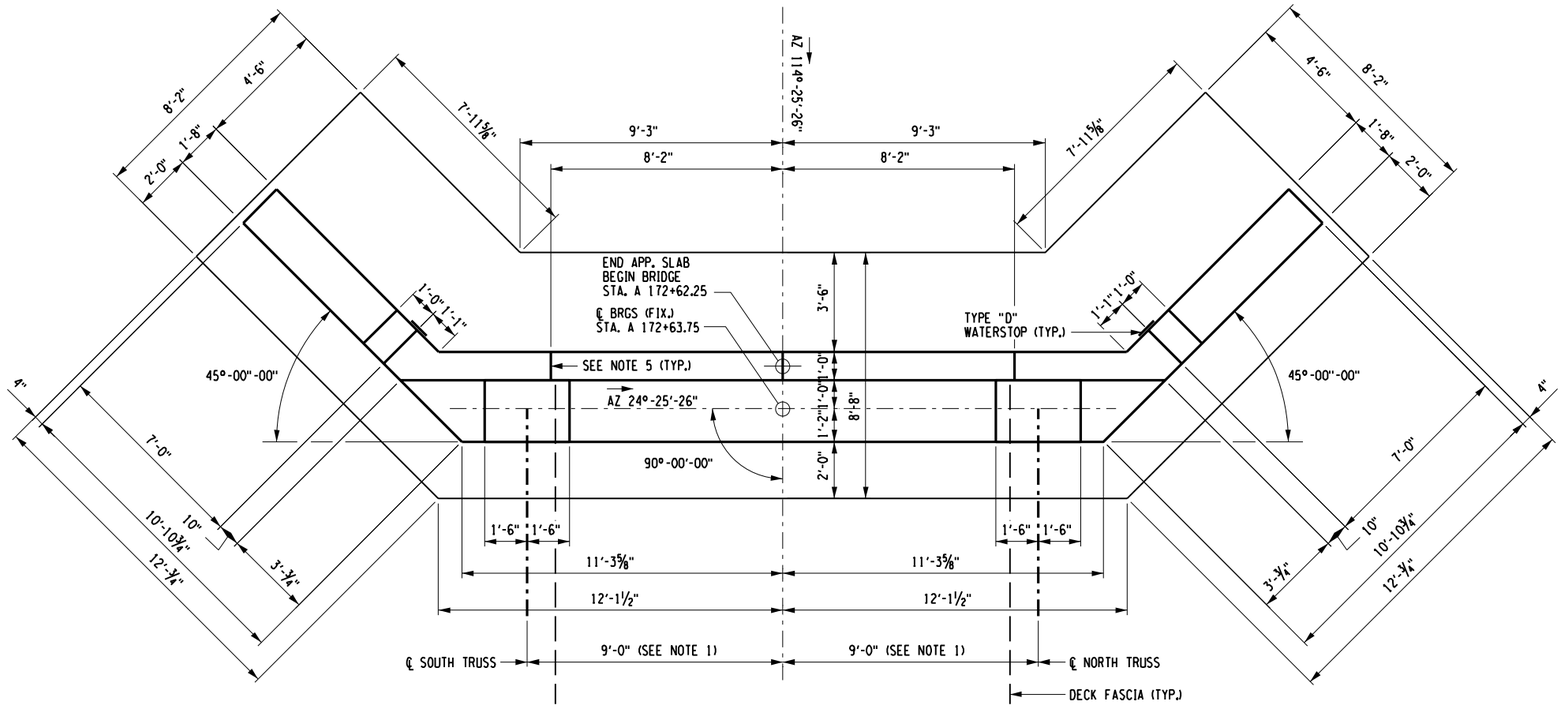
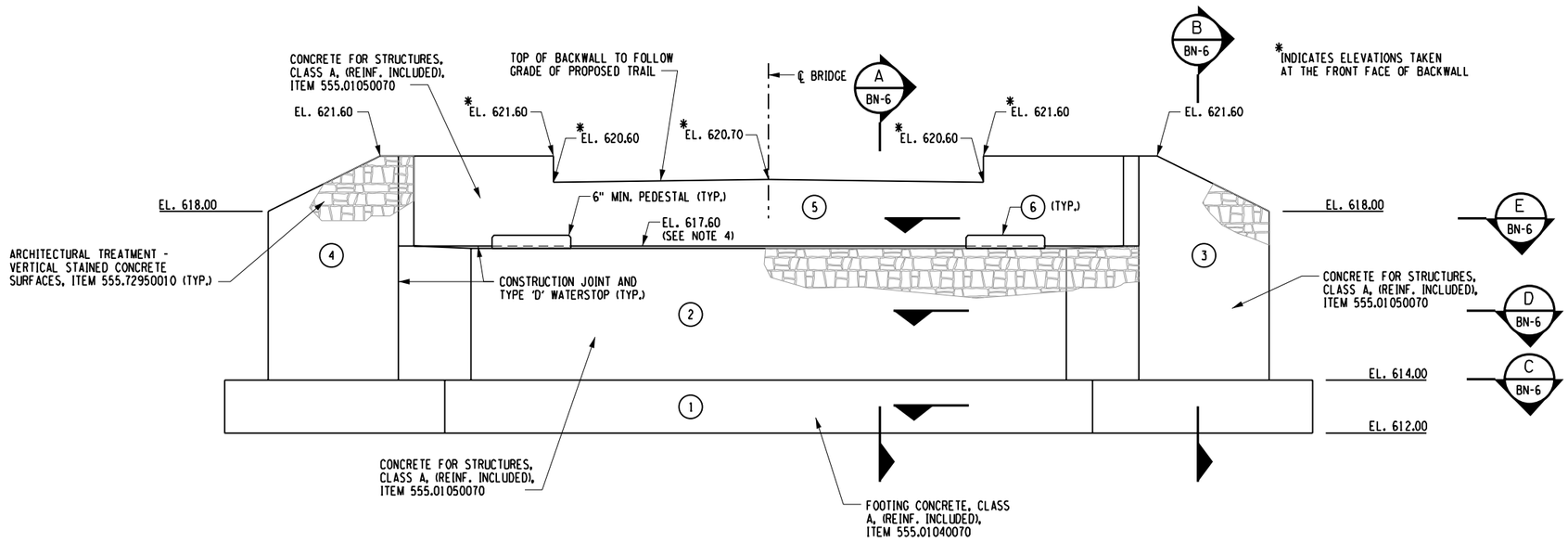
NOTES:

1. THE DISTANCE BETWEEN THE ℄ OF TRUSS BEARINGS SHALL BE ADJUSTED AS NECESSARY BASED UPON THE ACTUAL TRUSS SUPPLIED BY THE FABRICATOR. IF SUPPLIED TRUSS DISTANCE BETWEEN ℄ BEARINGS IS GREATER THAN SHOWN, THESE DIMENSIONS SHALL BE ADJUSTED ACCORDINGLY.
2. FOR KEYWAY AND WATERSTOP DETAILS, SEE DRAWING BN-7.
3. ALL EXPOSED CORNERS OF CONCRETE SHALL BE CHAMFERED 1", UNLESS NOTED OTHERWISE.
4. ELEVATIONS ARE BASED ON THE ASSUMED TOP OF FLOORBEAM ELEVATION AND THE ASSUMED DIMENSION OF 1'-10" MEASURED FROM THE TOP OF THE FLOORBEAM TO THE BOTTOM OF THE TRUSS SHOE AT ℄ BEARINGS. ELEVATIONS SHALL BE MODIFIED AS NECESSARY, WITH APPROVAL BY THE ENGINEER, BASED UPON THE ACTUAL TRUSS PROVIDED BY THE TRUSS MANUFACTURER.
5. 2" PREFORMED, CLOSED CELL FOAM MATERIAL, SPECIFICATION 705-08. COST INCLUDED IN UNDER ITEM 555.01050070.

CONCRETE TABLE - WEST ABUT.		
PLACEMENT	QUANTITY (CY)	ITEM NO.
1	25.9	555.01040070
2	10.5	555.01050070
3	2.7	555.01050070
4	2.7	555.01050070
5	3.7	555.01050070
6	0.3	555.01050070



WEST ABUTMENT PLAN
SCALE: 1/8" = 1'-0"



WEST ABUTMENT ELEVATION
SCALE: 1/8" = 1'-0"

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

NO.	DATE	BY	REVISION

235
245

Barton & Loguidice, D.P.C.

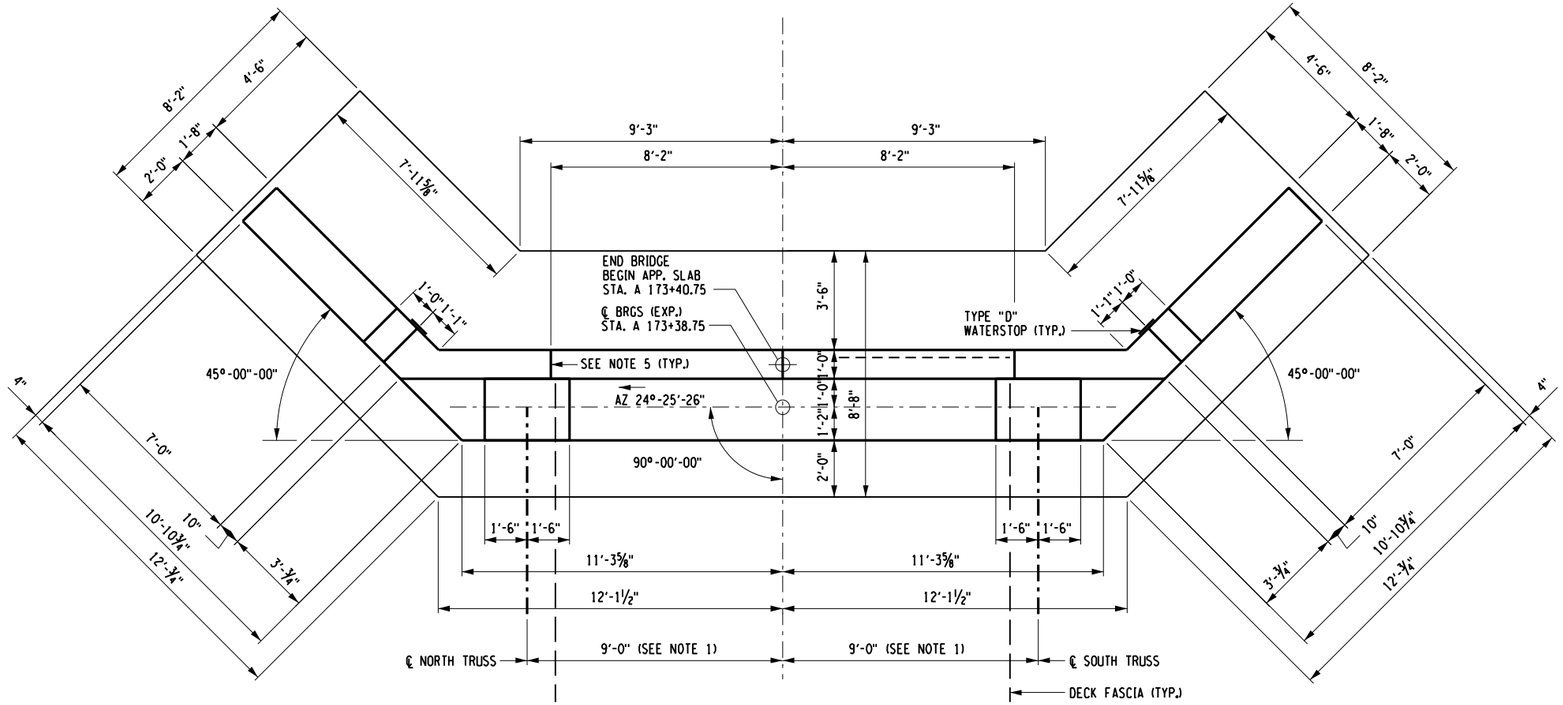
ASHOKAN RAIL TRAIL
BUTTERNUT COVE
STRUCTURE REPLACEMENT
ULSTER COUNTY

WEST ABUTMENT PLAN AND ELEVATION

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
BN-4

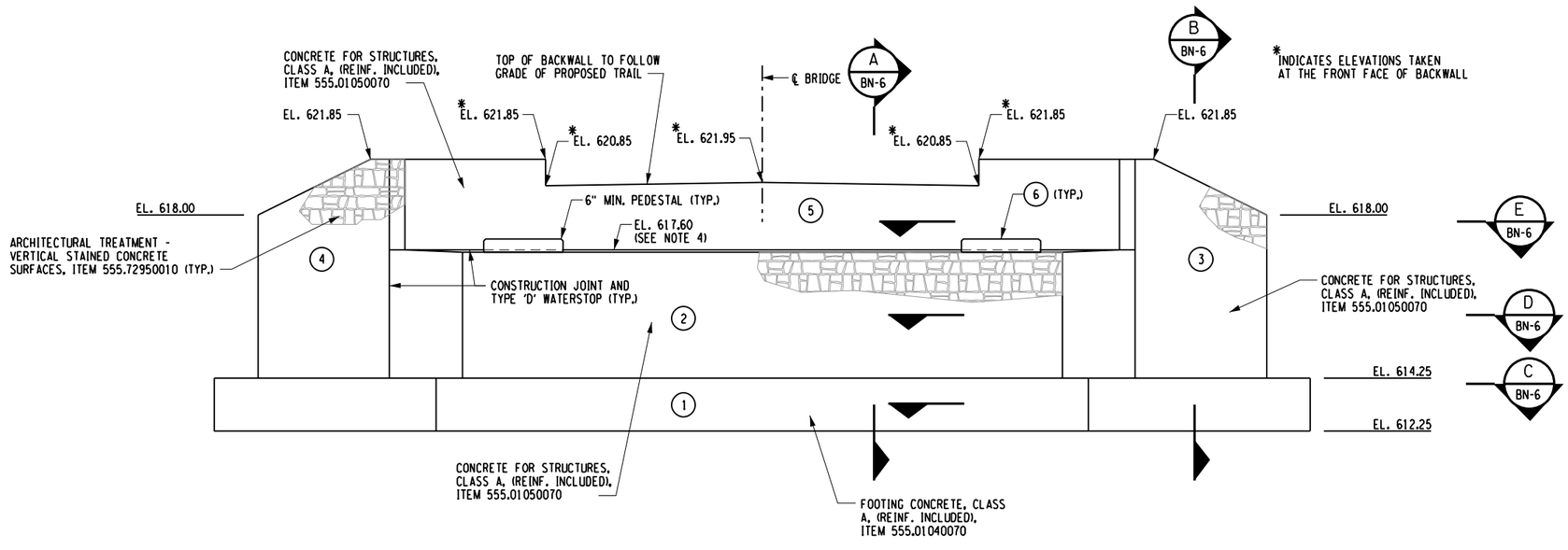
NOTES:

1. THE DISTANCE BETWEEN THE ℄ OF TRUSS BEARINGS SHALL BE ADJUSTED AS NECESSARY BASED UPON THE ACTUAL TRUSS SUPPLIED BY THE FABRICATOR. IF SUPPLIED TRUSS DISTANCE BETWEEN ℄ BEARINGS IS GREATER THAN SHOWN, THESE DIMENSIONS SHALL BE ADJUSTED ACCORDINGLY.
2. FOR KEYWAY AND WATERSTOP DETAILS, SEE DRAWING BN-7.
3. ALL EXPOSED CORNERS OF CONCRETE SHALL BE CHAMFERED 1", UNLESS NOTED OTHERWISE.
4. ELEVATIONS ARE BASED ON THE ASSUMED TOP OF FLOORBEAM ELEVATION AND THE ASSUMED DIMENSION OF 1'-10" MEASURED FROM THE TOP OF THE FLOORBEAM TO THE BOTTOM OF THE TRUSS SHOE AT ℄ BEARINGS. ELEVATIONS SHALL BE MODIFIED AS NECESSARY, WITH APPROVAL BY THE ENGINEER, BASED UPON THE ACTUAL TRUSS PROVIDED BY THE TRUSS MANUFACTURER.
5. 2" PREFORMED, CLOSED CELL FOAM MATERIAL, SPECIFICATION 705-08. COST INCLUDED IN UNDER ITEM 555.01050070.



EAST ABUTMENT PLAN
SCALE: 1/16" = 1'-0"

CONCRETE TABLE - EAST ABUT.		
PLACEMENT	QUANTITY (CY)	ITEM NO.
1	25.9	555.01040070
2	10.3	555.01050070
3	2.6	555.01050070
4	2.6	555.01050070
5	3.8	555.01050070
6	0.3	555.01050070



EAST ABUTMENT ELEVATION
SCALE: 1/16" = 1'-0"

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

NEW YORK STATE OF NEW YORK ROBERT J. SIPZNER No. 064501 LICENSED PROFESSIONAL ENGINEER

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
BUTTERNUT COVE
STRUCTURE REPLACEMENT
ULSTER COUNTY

EAST ABUTMENT PLAN AND ELEVATION

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING BN-5

IN CHARGE OF RJS DESIGNED BY KMM/RSO CHECKED BY BSR DRAFTED BY JDHSr CHECKED BY BSR

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\411.36900700l Abut 2 PLEL.dgn
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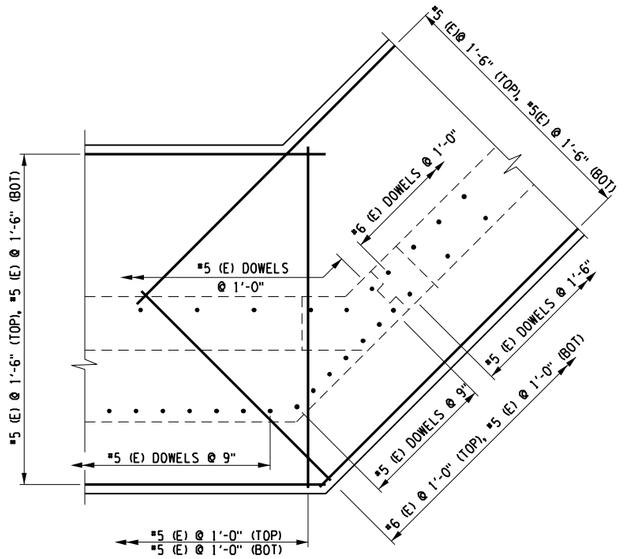
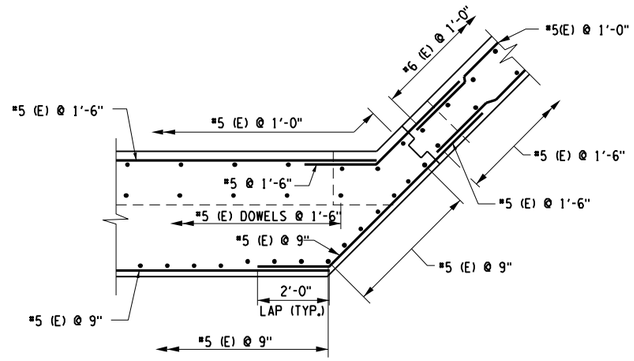
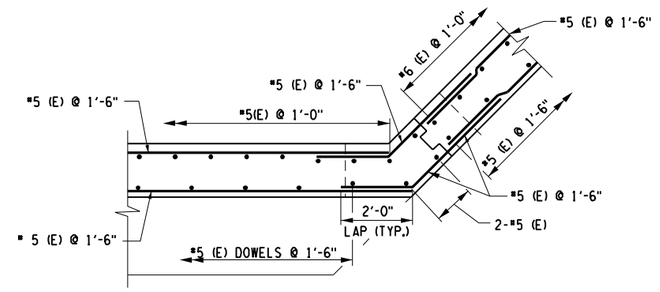


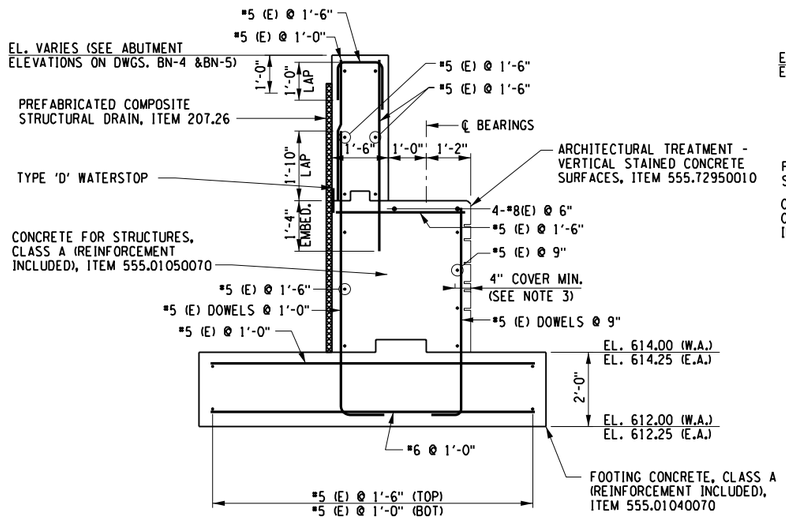
TYPICAL CORNER SECTION (C / BN-4, C / BN-5)
(N.W. CORNER SHOWN, S.W. SIMILAR)
N.T.S.



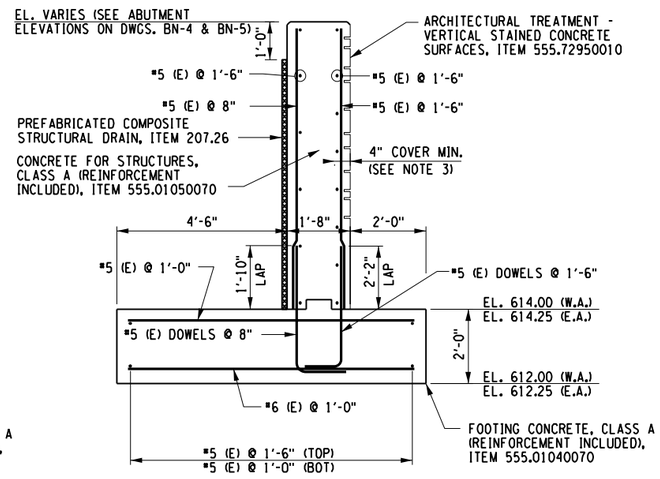
TYPICAL CORNER SECTION (D / BN-4, D / BN-5)
(N.W. CORNER SHOWN, S.W. SIMILAR)
N.T.S.



TYPICAL CORNER SECTION (E / BN-4, E / BN-5)
(N.W. CORNER SHOWN, S.W. SIMILAR)
N.T.S.



TYPICAL ABUTMENT SECTION (A / BN-4, A / BN-5)
SCALE: 1/4" = 1'-0"



TYPICAL WINGWALL SECTION (B / BN-4, B / BN-5)
SCALE: 1/4" = 1'-0"

NOTES:

1. ALL STEEL REINFORCING BARS SHALL BE ASTM A615, GRADE 60, UNLESS OTHERWISE NOTED.
2. COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 3 INCHES UNLESS OTHERWISE NOTED. ALL OTHER COVER SHALL BE 2 INCHES UNLESS OTHERWISE NOTED.
3. 4" REINFORCEMENT COVER BASED ON A 2" REVEAL OF THE FORMLINER PATTERN. IF THE ACTUAL FORMLINER USED HAS A MAXIMUM REVEAL GREATER THAN 2", THE CONTRACTOR SHALL ADJUST THE WALL THICKNESS ACCORDINGLY TO MAINTAIN A MINIMUM REINFORCEMENT COVER OF 2" TO THE FORMLINER REVEAL.
4. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1 INCH UNLESS OTHERWISE NOTED.
5. (E) DENOTES EPOXY COATED BARS.

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
BUTTERNUT COVE
STRUCTURE REPLACEMENT
ULSTER COUNTY

TYPICAL REINFORCEMENT DETAILS - 1

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
BN-6

IN CHARGE OF RJS DESIGNED BY KMM/RSO CHECKED BY BSR DRAFTED BY JDHSr

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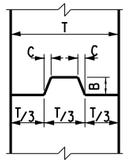
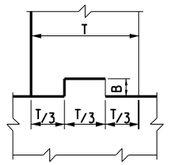
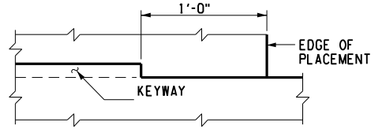


VERTICAL



HORIZONTAL



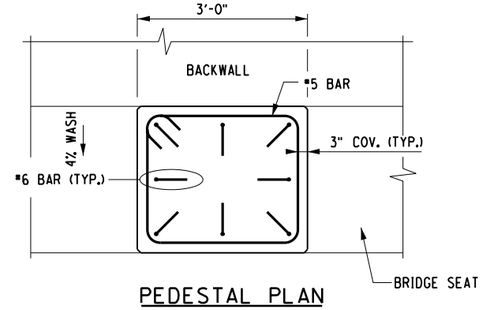
HORIZONTAL KEYWAY LOCATION

CONSTRUCTION & CONTRACTION JOINTS		
C	B	T/3
3/16"	1 1/2"	0 TO 6"
3/8"	3 1/2"	6" TO 10"
3/4"	5 1/2"	10" AND OVER

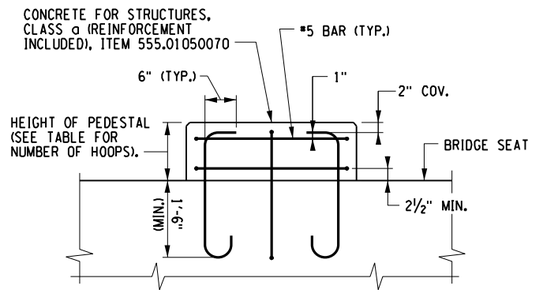
EXPANSION JOINTS		
C	B	T/3
3/8"	3 1/2"	0 TO 10"
3/4"	5 1/2"	10" AND OVER

KEYWAY DETAILS
NTS

NOTE:
REINFORCEMENT AND WATERSTOPS
NOT SHOWN FOR CLARITY.

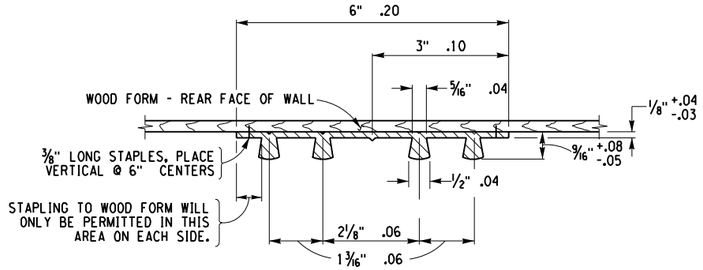


PEDESTAL PLAN
NOT TO SCALE



PEDESTAL ELEVATION
NOT TO SCALE

PEDESTAL HEIGHT	NUMBER OF HOOPS
6" TO 8"	1
8" TO 11"	2
11" TO 14"	3
14" TO 17"	4
17" TO 20"	5



TYPE D WATERSTOP
NOT TO SCALE

NOTES:

HOLES MUST NOT BE MADE IN WATERSTOP FOR ANY PURPOSE EXCEPT AS REQUIRED FOR STAPLING TO FORMS.

TYPE D WATERSTOP SHALL BE LIGHT GRAY IN COLOR.

THE COST OF FURNISHING AND PLACING WATERSTOPS SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE CONCRETE ITEMS.

FIELD SPLICES SHOULD BE AVOIDED IF POSSIBLE, HOWEVER, HEAT WELDED BUTT SPLICES WILL BE PERMITTED ON LONG STRAIGHT RUNS (GENERALLY IN EXCESS OF 50 FEET) AT POINTS APPROVED BY THE ENGINEER.

WATERSTOP SHALL BE SHIPPED IN STRAIGHT SECTIONS HAVING A MINIMUM LENGTH OF 10 FEET UNLESS SHORTER LENGTHS ARE REQUIRED.

PREMOULDED RESILIENT JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF N.Y.S. STANDARD SPECIFICATION SUBSECTION 705-07.

PVC USED IN WATERSTOPS SHALL CONFORM TO THE REQUIREMENTS OF N.Y.S. STANDARD SPECIFICATIONS SUBSECTION 705-11.

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
BUTTERNUT COVE
STRUCTURE REPLACEMENT
ULSTER COUNTY

MICELLANEOUS DETAILS

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
BN-7

IN CHARGE OF RJS DESIGNED BY KMM/RSO CHECKED BY BSR DRAFTED BY JDHSr

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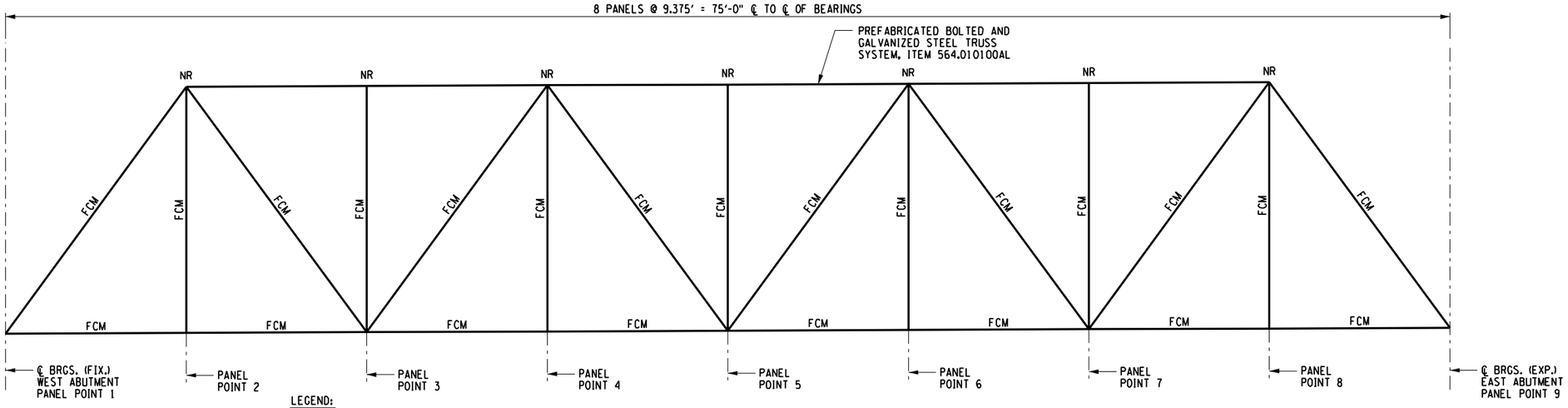


LEGEND:

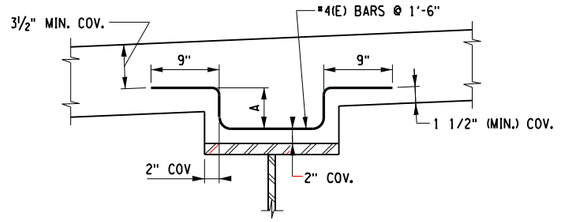
FCM - INDICATES FRACTURE CRITICAL MEMBER

NR - INDICATES NON-REDUNDANT MEMBER

TRUSS ELEVATION (TYPICAL)

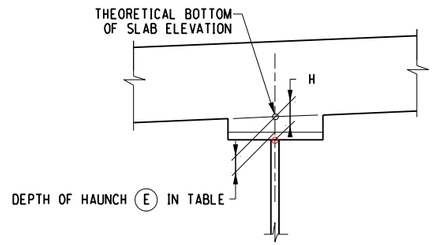
N.T.S.

HAUNCH TABLE		CL OF BRGS. WEST ABUT.	PANEL POINT 2	PANEL POINT 3	PANEL POINT 4	PANEL POINT 5	PANEL POINT 6	PANEL POINT 7	PANEL POINT 8	CL OF BRGS. EAST ABUT.
STRINGER 1	(A) REQ'D BOTTOM OF SLAB ELEVATION	620.812	620.845	620.878	620.910	620.943	620.976	621.009	621.042	621.075
	(B) TOP OF STEEL EL. (FIELD MEASURE)									
	(C) = (A) - (B)									
	(D) CONCRETE + S.D.L. DEFLECTION (ft)									
	(E) DEPTH OF HAUNCH REQ'D = (C) + (D) (ft)									
STRINGER 2	(A) REQ'D BOTTOM OF SLAB ELEVATION	620.872	620.905	620.938	620.970	621.003	621.036	621.069	621.102	621.135
	(B) TOP OF STEEL EL. (FIELD MEASURE)									
	(C) = (A) - (B)									
	(D) CONCRETE + S.D.L. DEFLECTION (ft)									
	(E) DEPTH OF HAUNCH REQ'D = (C) + (D) (ft)									
STRINGER 3	(A) REQ'D BOTTOM OF SLAB ELEVATION	620.872	620.905	620.938	620.970	621.003	621.036	621.069	621.102	621.135
	(B) TOP OF STEEL EL. (FIELD MEASURE)									
	(C) = (A) - (B)									
	(D) CONCRETE + S.D.L. DEFLECTION (ft)									
	(E) DEPTH OF HAUNCH REQ'D = (C) + (D) (ft)									
STRINGER 4	(A) REQ'D BOTTOM OF SLAB ELEVATION	620.812	620.845	620.878	620.910	620.943	620.976	621.009	621.042	621.075
	(B) TOP OF STEEL EL. (FIELD MEASURE)									
	(C) = (A) - (B)									
	(D) CONCRETE + S.D.L. DEFLECTION (ft)									
	(E) DEPTH OF HAUNCH REQ'D = (C) + (D) (ft)									



REINFORCED GIRDER HAUNCH DETAIL

NOT TO SCALE



GIRDER HAUNCH DETAIL

NOT TO SCALE

HAUNCH NOTES:

1. HAUNCH REINFORCEMENT SHALL BE USED WHERE HAUNCH EXCEEDS 4".
2. THE DIMENSION NOTED AS "A" SHALL BE SUCH THAT THE SAME BAR CAN BE USED WHEN THE HAUNCH DEPTH VARIES.
3. PAYMENT FOR ANY HAUNCH REINFORCEMENT SHALL BE INCLUDED IN ITEM 557.0109.
4. FOR HAUNCH REINFORCEMENT ESTIMATING PURPOSES, THE DESIGN HAUNCH HEIGHTS ARE GIVEN IN THE TABLE BELOW.

DESIGN HAUNCH HEIGHT	
STRINGER	DESIGN HEIGHT (H)
S1	2"
S2	2 3/4"
S3	2 3/4"
S4	2"

TRUSS DESIGN LOADS (PER TRUSS):

THE TRUSS FABRICATOR SHALL PROVIDE A STEEL SUPERSTRUCTURE CAPABLE OF SUPPORTING THE FOLLOWING UNFACTORED LOADS:

LIVE LOAD = 90 PSF, H20 SERVICE VEHICLE, AND CONSTRUCTION LIVE LOAD OF SINGLE 32.5 TON VEHICLE
DEAD LOAD - DECK = 950 LBS/LF
TRUSS = 550 LBS/LF (ASSUMED)

SUPERIMPOSED DEAD LOAD = 100 LBS/LF
FUTURE WEARING SURFACE = 160 LBS/LF

HORIZONTAL WIND LOADING SHALL BE DETERMINED BY THE TRUSS MANUFACTURER BASED ON ACTUAL TRUSS DIMENSIONS AND SHALL BE IN ACCORDANCE WITH THE LRFD CODE.

TRUSS NOTES:

TRUSSES SHALL BE FABRICATED USING A709 GRADE 50W WEATHERING STEEL. COST SHALL BE INCLUDED IN THE PRICE BID FOR STRUCTURAL STEEL, ITEM 564.0101001AL.

TRUSS PANEL SPACING SHALL BE LESS THAN 12'-0".

THE BRIDGE GEOMETRY IS BASED UPON A 1'-10" DIMENSION MEASURED FROM THE TOP FLOORBEAM TO THE BOTTOM OF TRUSS SHOE.

THE VALUES FOR "D" (CONCRETE + S.D.L. DEFLECTION) IN THE HAUNCH TABLE SHALL BE PROVIDED BY THE TRUSS FABRICATOR.

TRUSS FABRICATION SHALL COMPLY WITH ALL APPLICABLE PROVISIONS OF SECTION 9 OF THE CURRENT EDITION OF THE NYS STEEL CONSTRUCTION MANUAL.

STEEL TRUSS SUPERSTRUCTURE CAMBER SHALL BE LIMITED TO 2" MAXIMUM AT MID-SPAN.

SHOULD THE FABRICATOR ELECT TO USE A TRUSS WITH DIFFERENT STRINGER SPACING THAN SHOWN ON BN-9, THE VALUES FOR "A" IN THE HAUNCH TABLE SHOWN ABOVE, MAY NEED TO RECALULATED.

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

NO.	DATE	BY	REVISION

239
245

Barton & Loguidice, D.P.C.

UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209

ASHOKAN RAIL TRAIL
BUTTERNUT COVE
STRUCTURE REPLACEMENT
ULSTER COUNTY

TRUSS DETAILS

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
BN-8

IN CHARGE OF RJS DESIGNED BY KMM/RSO CHECKED BY BSR DRAFTED BY JDHSr

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\417-369007001 Truss Details.dgn
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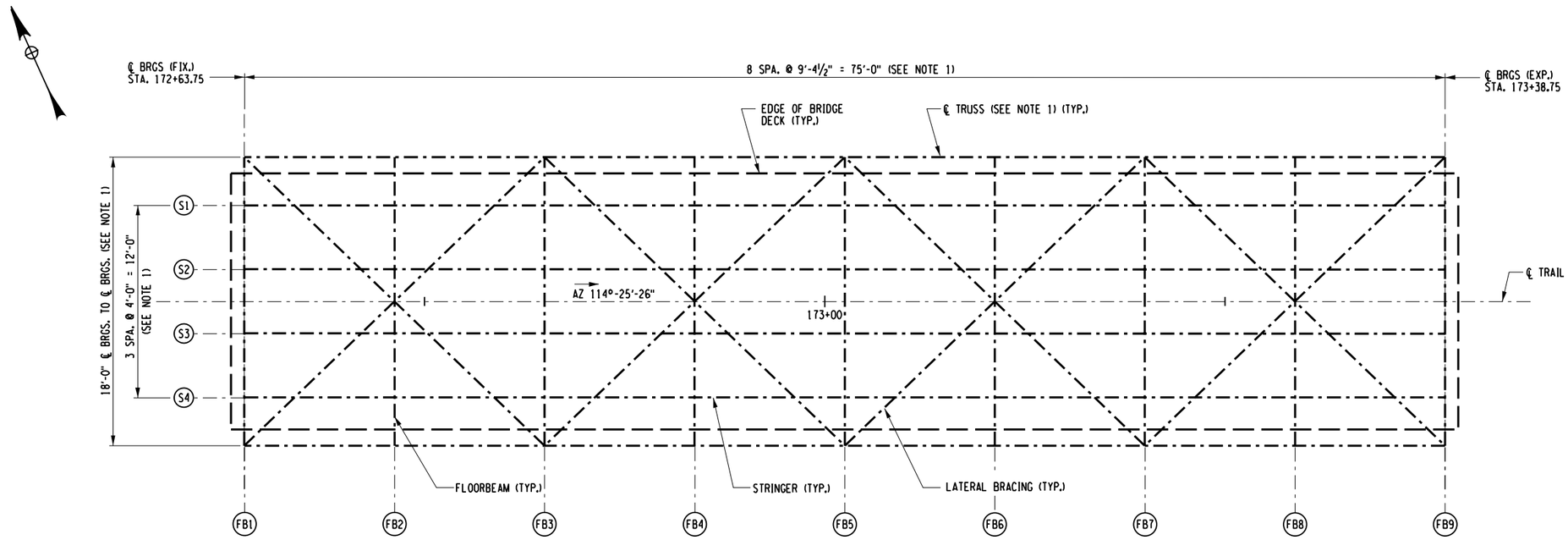
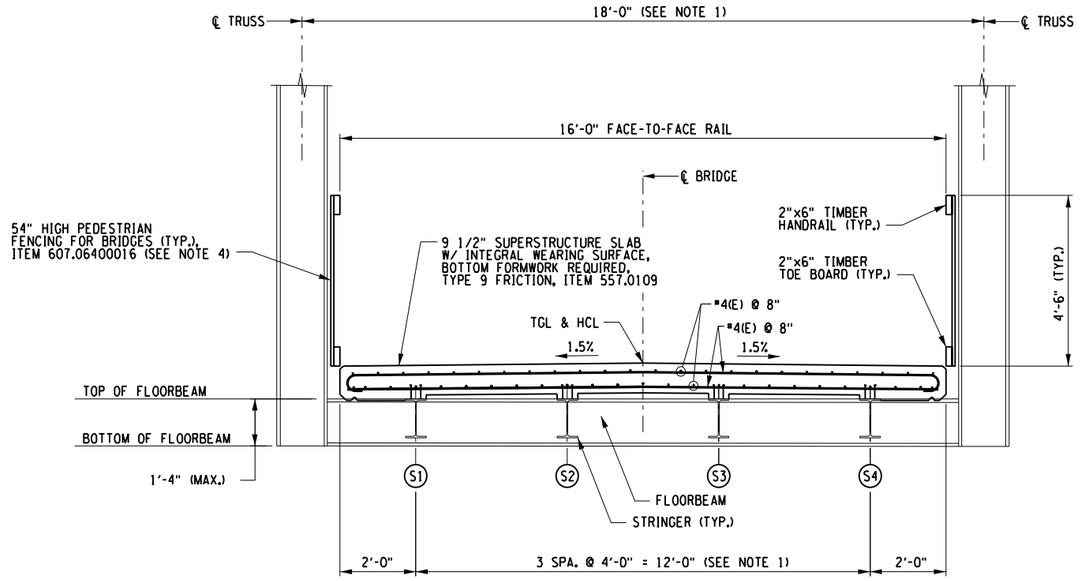


FRAMING PLAN
SCALE: 1/8" = 1'-0"



TRANSVERSE BRIDGE SECTION
SCALE: 1/4" = 1'-0"

NOTES:

1. THESE DIMENSIONS SHALL BE ADJUSTED AS NECESSARY BASED UPON THE ACTUAL TRUSS SUPPLIED BY THE FABRICATOR.
2. SEE ADDITIONAL TRUSS NOTES ON DWG. BN-8 AND ADDITIONAL SUPERSTUCTURE NOTES ON DWG. BGN-1.
3. DECK REINFORCEMENT DESIGN IS BASED ON THE TRUSS SYSTEM CONFIGURATION SHOWN. ALTERATIONS TO THE TRUSS CONFIGURATION, INCLUDING, BUT NOT LIMITED TO, STRINGER SPACING AND OVERHANG WIDTH, MAY RESULT IN THE NEED FOR THE DECK REINFORCEMENT TO BE RE-DESIGNED. IF NECESSARY, THE DECK RE-DESIGN SHALL BE COMPLETED AND STAMPED BY A NYS PROFESSIONAL ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
4. FENCE FABRIC, 1" MESH, 11 GAUGE DIAMETER WIRE, P.V.C. FENCING AND ALL COMPONENTS SHALL BE COLOR BLACK.
5. THE PREFABRICATED TRUSS SHALL BE ASTM A 709 GRADE 50W (WEATHERING STEEL)

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

STATE OF NEW YORK · ROBERT J. SIPZNER · No. 064501 · LICENSED PROFESSIONAL ENGINEER

NO.	DATE	BY	REVISION

240
245

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
BUTTERNUT COVE
STRUCTURE REPLACEMENT
ULSTER COUNTY

FRAMING PLAN AND TRANSVERSE SECTION

SCALE: AS SHOWN

DATE ISSUED: 5/30/2018

DRAWING
BN-9

IN CHARGE OF RJS | DESIGNED BY KMM/RSO | CHECKED BY BSR | DRAFTED BY JDHSr

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\419_369007001_Trans Sect.dgn
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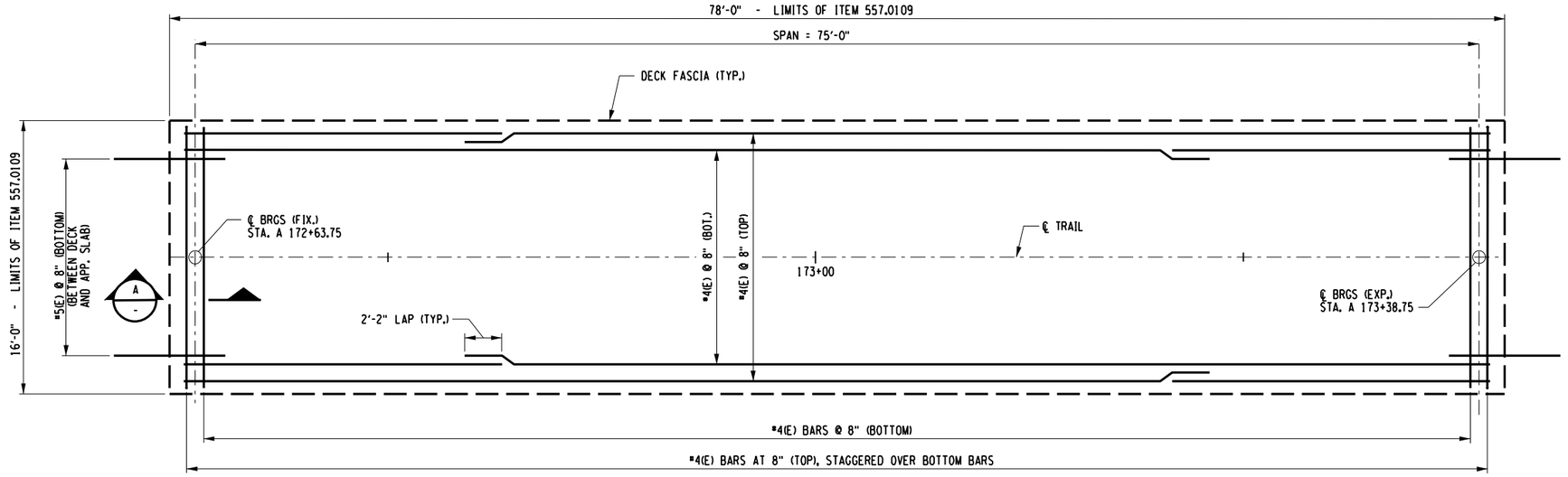
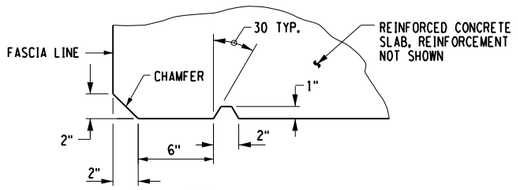
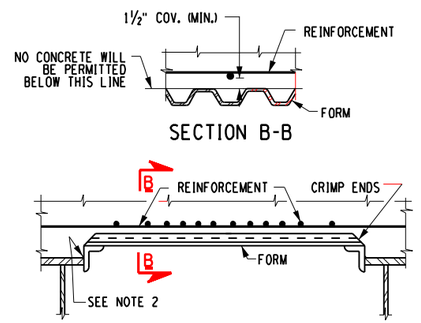


DECK REINFORCEMENT PLAN
SCALE: 1/8" = 1'-0"



NOTE:
DRIP GROOVE STOPS 3'-0" FROM FACES OF ABUTMENTS OR PIERS WITH A 90° TURN TOWARD FASCIA THAT INTERSECTS THE CHAMFER.

DRIP GROOVE DETAIL
N.T.S.

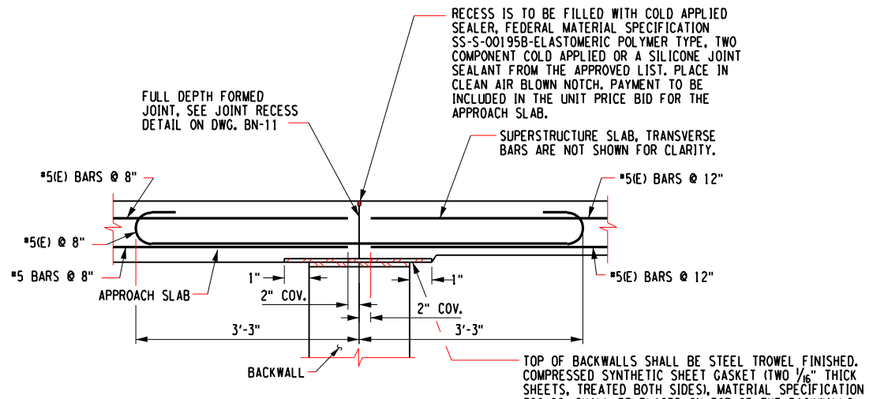


PERMANENT CORRUGATED METAL FORM DETAIL
NOT TO SCALE

NOTES:

FORM UNIT NOTES:

1. THE COST OF THE FORMING SYSTEM SHOWN ON THIS DRAWING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR SUPERSTRUCTURE SLAB CONCRETE ITEM.
2. TACK WELDS SHALL BE ALLOWED IN THE COMPRESSION AREA OF THE STRINGER'S TOP FLANGE ONLY. FOR CONTINUOUS STRUCTURES, SEE STRINGER DETAILS FOR LIMITS OF TENSION ZONES FOR THE TOP FLANGE. WELDING SHALL CONFORM TO SECTION 7 OF THE N.Y.S. STEEL CONSTRUCTION MANUAL. (3/16" DIA. E7018 OR E8018-C3 ELECTRODES, PROPERLY CONDITIONED, SHALL BE USED.)
3. THE SUPPORT ANGLES AND/OR ZEES SHALL BE GALVANIZED IN ACCORDANCE WITH MATERIAL SPECIFICATION 719-01.



END DECK SECTION
N.T.S.

A
-

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
BUTTERNUT COVE
STRUCTURE REPLACEMENT
ULSTER COUNTY

DECK REINFORCEMENT PLAN AND DETAILS

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
BN-10

IN CHARGE OF RJS DESIGNED BY KMM/RSO CHECKED BY BSR DRAFTED BY JDHSr CHECKED BY BSR

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\421.369007001 Deck Details.dgn
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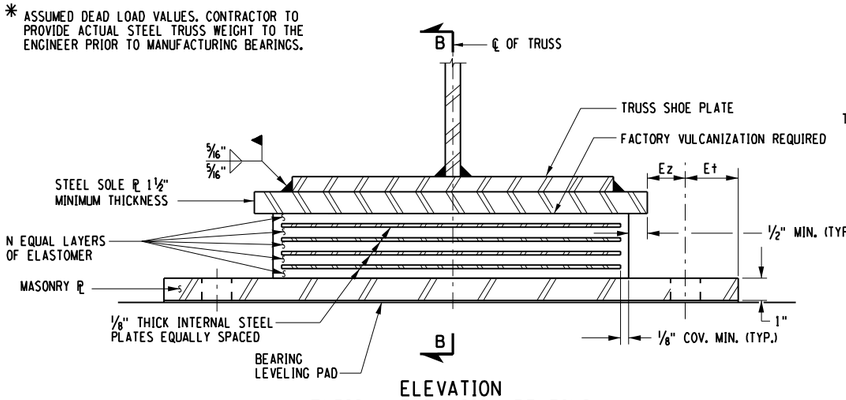
EXPANSION ELASTOMERIC BEARING (TYPE E.B.) TABLE

LOCATION	ITEM NO.	QUANTITY REQUIRED	DL* + SDL (Kips)	LL W/O IMP. (Kips)	TOTAL DESIGN REACTION (Kips)	SHAPE FACTOR	ELASTOMER LAYERS					hrt	COMP. AREA (sq. in)	SHEAR AREA (sq. in)	MASONRY PLATE								ANCHOR BOLTS		WELD SIZE	WASHER PLATE		SOLE PLATE				BRG. H
							THK/LAYER	N LAYERS	L	W	D				Wm	Lm	Tm	Et	El	Ez	Am	Bm	DIA.	STUDS/ BRG.		AWp	BWp	Ws	Ls	T1	T2	
E. ABUT.	565.2033	2	85.60	29.30	114.90	7.88	1/2	3	14	18	2.00	1.5	244.06	252	26	16	1	2	8	1.5	2.50	1.375	1	2	5/16	3.5	2.375	19	19	1.5	1.5	5.00

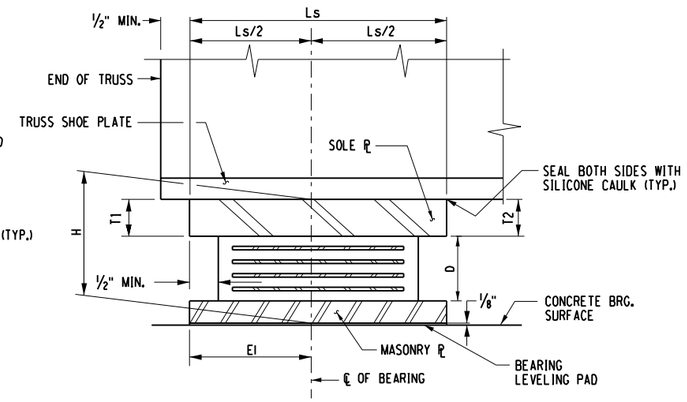
TABLE DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

T2 IS UPSTATION OF T1

* ASSUMED DEAD LOAD VALUES. CONTRACTOR TO PROVIDE ACTUAL STEEL TRUSS WEIGHT TO THE ENGINEER PRIOR TO MANUFACTURING BEARINGS.



ELEVATION
TYPICAL EXPANSION BEARING
N.T.S.



SECTION B-B
N.T.S.

** BEARING SOLE PLATE IS SIZED BASED ON THE BEARING DIMENSIONS SHOWN AND ASSUMED TRUSS SHOE PLATE DIMENSIONS (LENGTH & WIDTH) OF 14" (MIN) AND 16" (MAX). IF THE ACTUAL TRUSS SHOE PLATE PROVIDED EXCEEDS THE ASSUMED MAXIMUM DIMENSION; THE BEARING SOLE PLATE AND BEARING MASONRY PLATE MAY NEED TO BE RESIZED. ADDITIONALLY, ADJUSTMENTS MAY NEED TO BE MADE TO THE BRIDGE SEAT TO ACCOMMODATE THE LARGER MASONRY PLATE.

BEARING NOTES:

THE BEARINGS SHALL MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 565 UNLESS OTHERWISE NOTED.

ALL ELASTOMER SHALL BE 50 DUROMETER HARDNESS ON THE SHORE A SCALE.

ALL STEEL EXCEPT THE INTERNAL STEEL PLATES SHALL CONFORM TO ASTM A709, GR. 50, UNLESS OTHERWISE NOTED. STEEL SOLE PLATES AND STEEL MASONRY PLATES SHALL BE GALVANIZED IN ACCORDANCE WITH SUBSECTION 719-01.

FIELD GALVANIZING REPAIRS SHALL BE PERFORMED IN AREAS DAMAGED FROM WELDING THE TRUSS SHOE PLATE TO THE BEARING SOLE PLATE. FIELD GALVANIZING REPAIRS SHALL BE MADE IN ACCORDANCE WITH SUBSECTION 719-01, "GALVANIZED COATINGS AND REPAIR METHODS".

BEARING PADS SHALL CONFORM TO ONE OF THE FOLLOWING MATERIAL SPECIFICATIONS: 728-01, 728-02 OR 728-03.

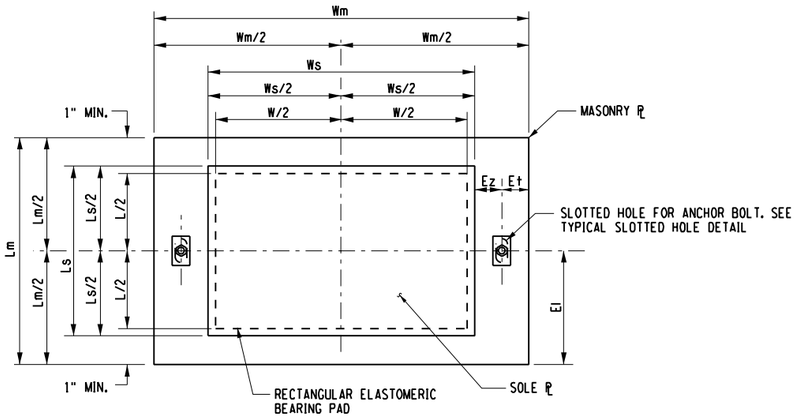
INSTALLATION ALIGNMENT:
THE MAXIMUM VARIATION FROM PERFECT ALIGNMENT UNDER FULL DEAD LOAD SHALL NOT EXCEED 3/16". THIS VARIATION SHALL BE MEASURED AS THE HORIZONTAL DISTANCE BETWEEN THE CENTERLINE OF THE HIGHEST ELASTOMER SURFACE AND THE CENTERLINE OF THE LOWEST ELASTOMER SURFACE.

CONCRETE SURFACES UNDER THE BEARINGS SHALL CONFORM TO SUBSECTION 565.3.02 "CONCRETE BEARING SURFACE PREPARATION" OF THE NEW YORK STATE STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS.

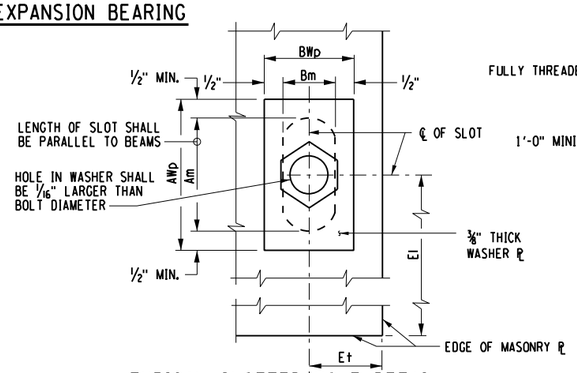
THE BEARING PAD, ANCHOR STUDS, WASHER PLATES AND NUTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARING ITEM.

IF THE ANCHOR STUDS ARE SET UNDER THE SOLE PLATE, A MINIMUM CLEARANCE EQUAL TO TWO TIMES THE THICKNESS OF ANCHOR NUT PLUS 1" SHALL BE MAINTAINED BETWEEN THE TOP OF MASONRY PLATE AND BOTTOM OF THE SOLE PLATE.

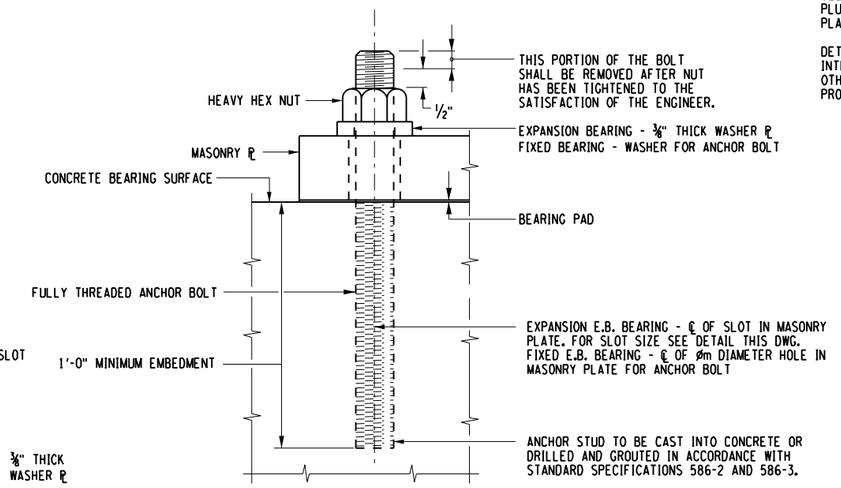
DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS, FOR WHICH NO SCALE IS SHOWN, ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.



PLAN
TYPICAL RECTANGULAR EXPANSION BEARING
N.T.S.



TYPICAL SLOTTED HOLE DETAIL
MASONRY PLATE
N.T.S.



ANCHOR BOLT

ANCHOR STUDS, WASHERS, WASHER PLATES, ANCHOR PLATES AND NUTS SHALL MEET THE REQUIREMENTS OF SUBSECTION 723-60. THEY SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF MATERIAL SUBSECTION 719-01, "GALVANIZED COATINGS AND REPAIR METHODS." THEIR COST (INCLUDING GALVANIZING) SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARING ITEM.

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
BUTTERNUT COVE
STRUCTURE REPLACEMENT
ULSTER COUNTY

EXPANSION ELASTOMERIC BEARING DETAILS

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
BN-11

IN CHARGE OF RJS DESIGNED BY KMM/RSO CHECKED BY BSR DRAFTED BY JDHSr CHECKED BY BSR

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\423.36900700l Bearing Details Expansion.dgn
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FIXED ELASTOMERIC BEARING (TYPE E.B.) TABLE

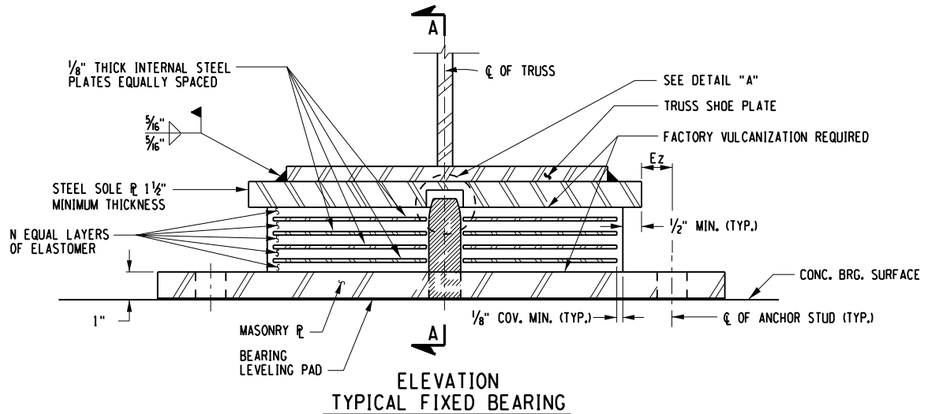
LOCATION	ITEM NO.	QUANTITY REQUIRED	DL* + SDL (Kips)	LL W/O IMP. (Kips)	TOTAL DESIGN REACTION (Kips)	SHAPE FACTOR	ELASTOMER LAYERS					hrt	COMP. AREA (sq. in)	SHEAR AREA (sq. in)	MASONRY PLATE							ANCHOR STUDS		WELD SIZE	SOLE PLATE				BRG. H	℄p (PIN DIA.)
							THK/LAYER	N LAYERS	L	W	D				Wm	Lm	Tm	Et	El	Ez	℄m	DIA.	STUDS/ BRG.		Ws	Ls	T1	T2		
W. ABUT.	565.2023	2	85.60	29.30	114.90	7.88	1/2	3	14	18	2	1.5	241.99	250.23	26	16	1	2	8	1.5	1.375	1	2	5/16	19	15	1.5	1.5	5	1.5

TABLE DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

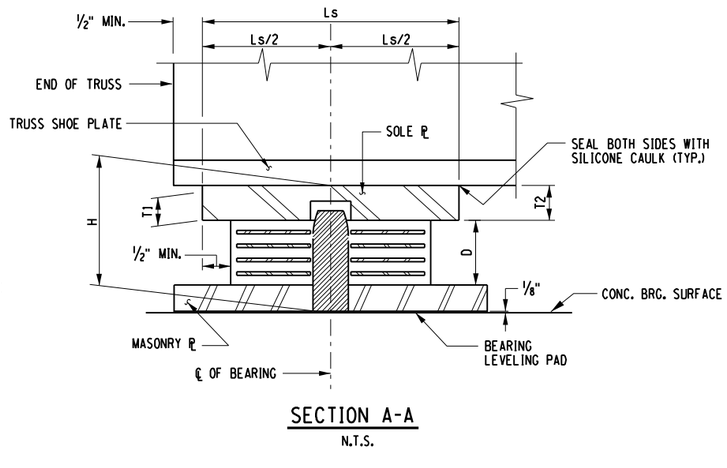
* ASSUMED DEAD LOAD VALUES. CONTRACTOR TO PROVIDE ACTUAL STEEL TRUSS WEIGHT TO THE ENGINEER PRIOR TO MANUFACTURING BEARINGS.

** BEARING SOLE PLATE IS SIZED BASED ON THE BEARING DIMENSIONS SHOWN AND ASSUMED TRUSS SHOE PLATE DIMENSIONS (LENGTH & WIDTH) OF 14" (MIN) AND 16" (MAX). IF THE ACTUAL TRUSS SHOE PLATE PROVIDED EXCEEDS THE ASSUMED MAXIMUM DIMENSION; THE BEARING SOLE PLATE AND BEARING MASONRY PLATE MAY NEED TO BE RESIZED. ADDITIONALLY, ADJUSTMENTS MAY NEED TO BE MADE TO THE BRIDGE SEAT TO ACCOMMODATE THE LARGER MASONRY PLATE.

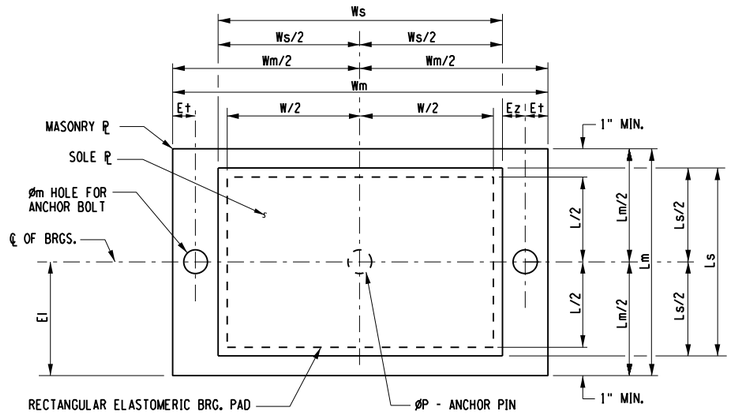
* T2 IS UPSTATION OF T1
* TM1 SHALL BE OREINTATED TOWARD CL OF THE BRIDGE



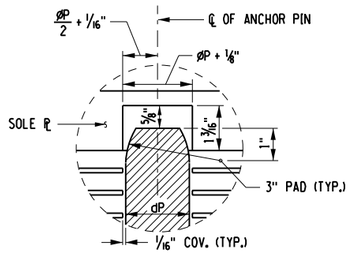
ELEVATION
TYPICAL FIXED BEARING
N.T.S.



SECTION A-A
N.T.S.



PLAN
TYPICAL RECTANGULAR FIXED BEARING
N.T.S.



DETAIL "A"
FIXED BEARING ANCHOR PIN

BEARING NOTES:

THE BEARINGS SHALL MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 565 UNLESS OTHERWISE NOTED.

ALL ELASTOMER SHALL BE 50 DUROMETER HARDNESS ON THE SHORE A SCALE.

ALL STEEL EXCEPT THE INTERNAL STEEL PLATES SHALL CONFORM TO ASTM A709, GR. 50, UNLESS OTHERWISE NOTED. STEEL SOLE PLATES AND STEEL MASONRY PLATES SHALL BE GALVANIZED IN ACCORDANCE WITH SUBSECTION 719-01.

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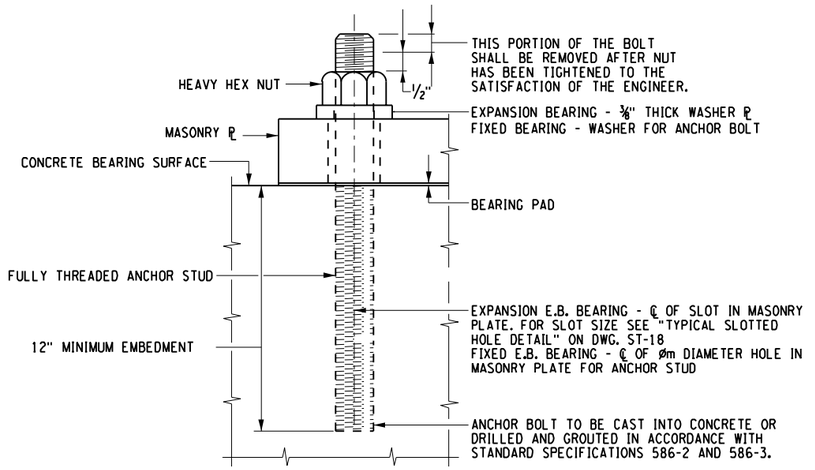

ANCHOR BOLT DETAIL

ANCHOR STUDS, WASHERS, WASHER PLATES, ANCHOR PLATES AND NUTS SHALL MEET THE REQUIREMENTS OF SUBSECTION 723-60. THEY SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF MATERIAL SUBSECTION 719-01, "GALVANIZED COATINGS AND REPAIR METHODS." THEIR COST (INCLUDING GALVANIZING) SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARING ITEM.

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
BUTTERNUT COVE
STRUCTURE REPLACEMENT
ULSTER COUNTY

FIXED ELASTOMERIC BEARING DETAILS

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
BN-12

IN CHARGE OF RJS DESIGNED BY KMM/RSO CHECKED BY BSR DRAFTED BY JDHSr

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\425.36900700l Bearing Details Fixed.dgn
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TIME = 11:31:18 AM
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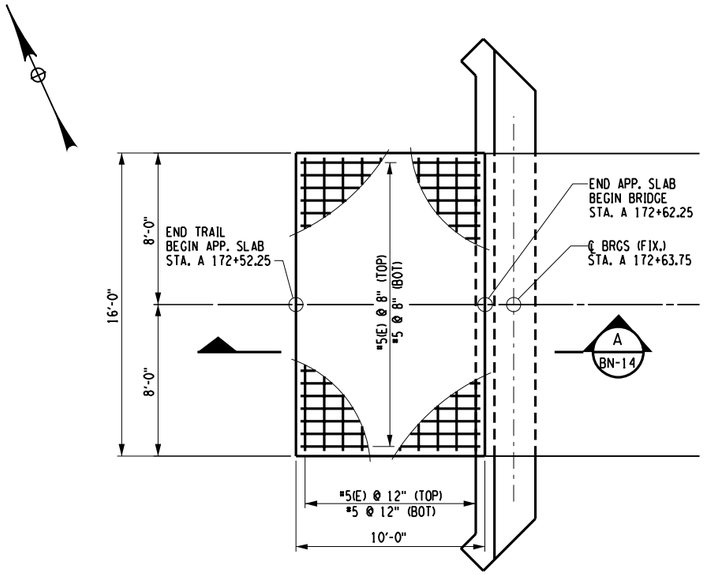
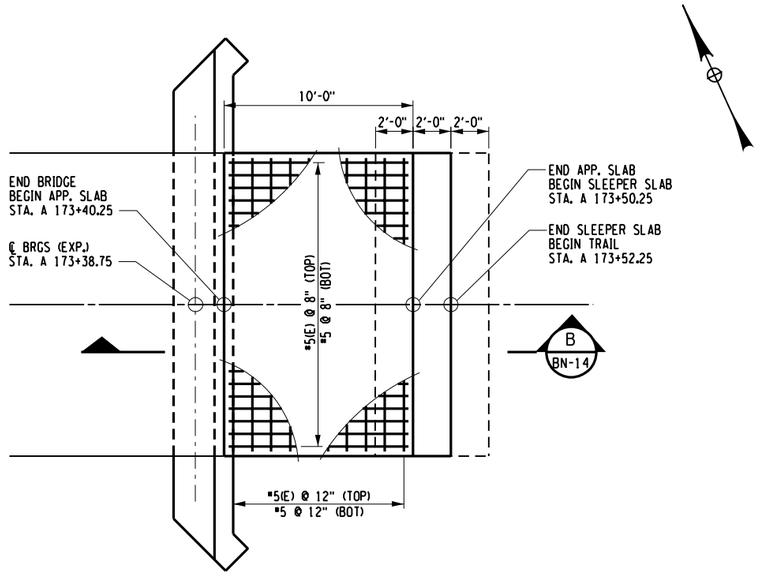


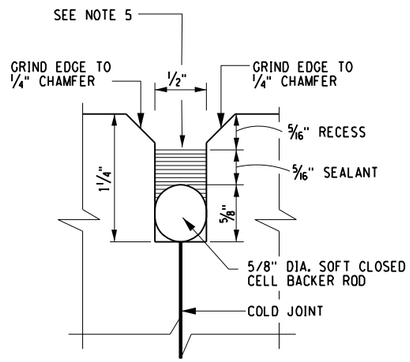
BEGIN APPROACH SLAB PLAN

SCALE: 1/8" = 1'-0"



END APPROACH SLAB PLAN

SCALE: 1/8" = 1'-0"



JOINT RECESS DETAIL

NTS

(SEE DWG. BN-__ FOR LOCATION)

NOTES:

1. EXCAVATION FOR SLEEPER SLABS SHALL BE CAREFULLY MADE AFTER COMPACTED ABUTMENT EMBANKMENT IS IN PLACE. THE SLEEPER SLABS SHALL BE FOUNDED ON UNDISTURBED COMPACT MATERIAL OR RE-COMPACTED MATERIAL. NO LOOSE BACKFILL SHALL BE ALLOWED. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE SLEEPER SLAB FROM TEMPORARY LOADINGS OR ANY CONDITION WHICH COULD CAUSE MOVEMENTS OR UNEVEN SETTLEMENT OF THE SLEEPER SLAB.

2. TO PERMIT UNHINDERED LONGITUDINAL MOVEMENT OF SLAB, THE SURFACE OF THE SUBBASE COURSE MUST BE ACCURATELY CONTROLLED TO FOLLOW AND BE PARALLEL TO THE ROADWAY GRADE AND CROSS SLOPE.

3. POLYETHYLENE CURING COVERS (WHITE OPAQUE) IN ACCORDANCE WITH MATERIAL SPECIFICATION SUBSECTION 711-04 SHALL BE PLACED ON THE FINISHED SUBBASE COURSE THE FULL WIDTH OF THE APPROACH SLAB PRIOR TO PLACEMENT OF THE REINFORCEMENT. THE CURING COVERS SHALL BE 0.004 INCH THICK, AND LAPS SHALL BE 2'-0" MINIMUM.

4. TOP OF SLEEPER SLABS SHALL BE STEEL TROWEL FINISHED AND COATED WITH A 0.04 INCH NOMINAL THICKNESS OF PERFORMANCE GRADE ASPHALT AS INDICATED IN THE PROPOSAL, OR MATERIAL SPECIFICATION 702-3101. THE TOP OF SLEEPER SLABS SHALL FOLLOW THE CROSS SLOPE AND GRADE OF ROADWAY. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH SLAB ITEM.

5. FILL THE RECESS WITH A STRUCTURAL JOINT MATERIAL, SILICONE SEALANT, FROM THE DEPARTMENT'S APPROVED LIST FOR ITEM 567.51--16. IF THE RECESS IS SAW CUT, WATER BLAST IMMEDIATELY FOLLOWING CUTTING TO REMOVE ANY RESIDUAL SLURRY BEFORE IT DRIES. CLEAN THE VERTICAL FACES OF THE RECESS BY ABRASIVE BLAST, AND AIR BLOW THE RESIDUE FROM THE RECESS. PRIME THE VERTICAL FACES WITH THE MANUFACTURER'S RECOMMENDED PRIMER, AND ALLOW TO DRY. PLACE A 5/8" DIA. SOFT CLOSED CELL BACKER ROD IN THE BOTTOM OF THE RECESS. POUR THE SILICONE SEALANT TO A DEPTH OF APPROX. 5/16". PAYMENT TO BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH SLAB.

6. TOP SURFACES OF STRUCTURAL SLABS, APPROACH SLABS AND EXPOSED TOP SURFACES OF SLEEPER SLABS SHALL BE GROOVED UNDER THE SAWCUT GROOVING OF STRUCTURAL SLAB SURFACE ITEM.

7. COMPRESSED SYNTHETIC SHEET GASKET (TREATED BOTH SIDES), MATERIAL SPECIFICATION 728-06, TWO 0.06 INCH THICK SHEETS. PRICE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH SLAB ITEM. SEE DETAIL 'A' ON DWG. BN-14.

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

244
245

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
BUTTERNUT COVE
STRUCTURE REPLACEMENT
ULSTER COUNTY

APPROACH SLAB PLAN AND DETAILS

SCALE: AS SHOWN

DATE ISSUED: 5/30/2018

DRAWING
BN-13

IN CHARGE OF RJS DESIGNED BY KMM/RSO CHECKED BY BSR DRAFTED BY JDHSr

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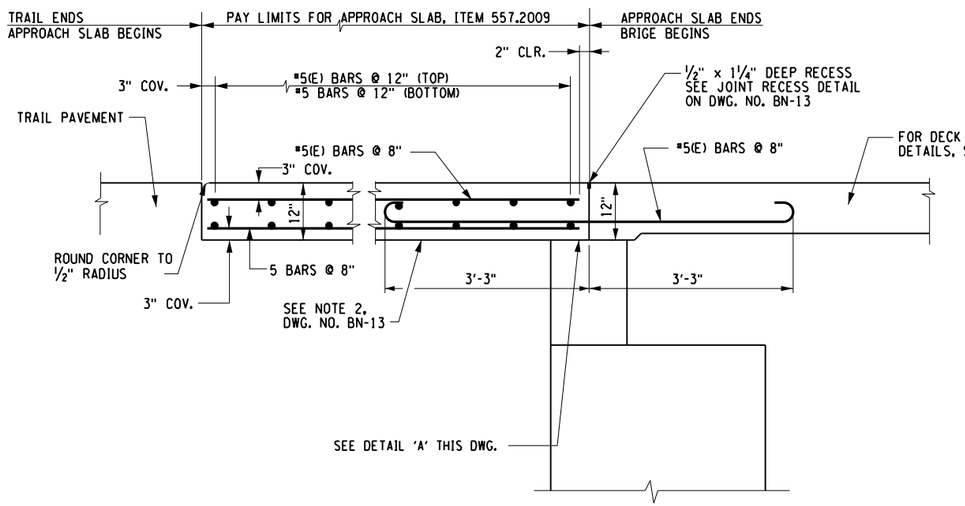
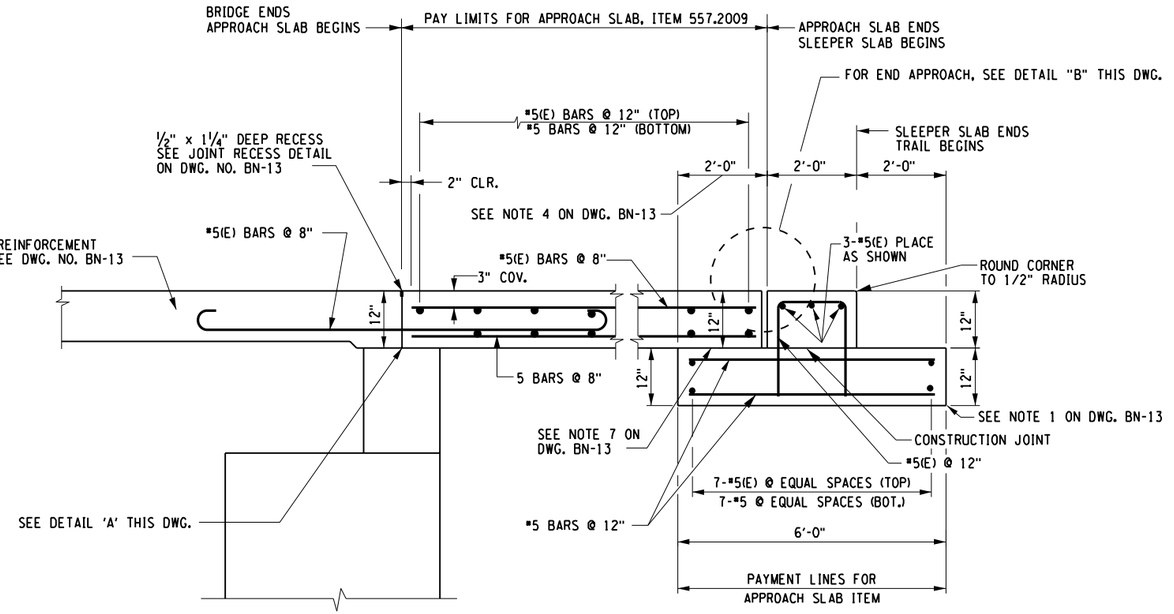


SLEEPER SLAB SECTION A
NTS
BN-13



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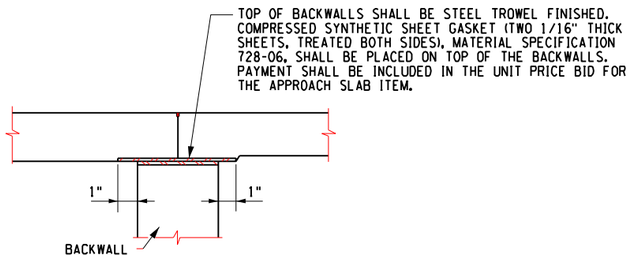
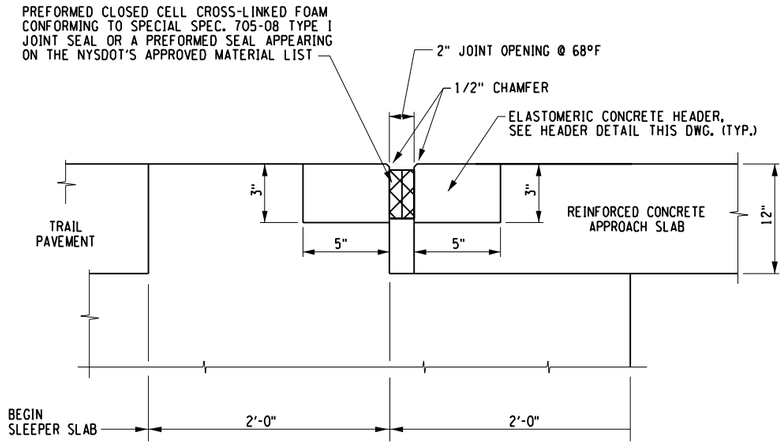
BN-13



TOP OF BACKWALL DETAIL A
NTS
-



JOINT DETAIL C
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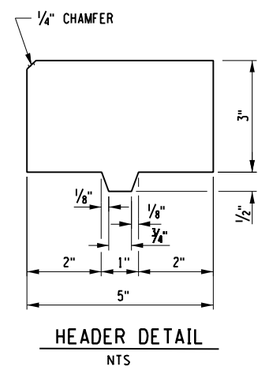

HEADER DETAIL
NTS

PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

NO.	DATE	BY	REVISION

Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
BUTTERNUT COVE
STRUCTURE REPLACEMENT
ULSTER COUNTY

APPROACH SLAB SECTIONS AND DETAILS

SCALE: AS SHOWN
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IN CHARGE OF RJS DESIGNED BY KMM/RSO CHECKED BY BSR DRAFTED BY JDHSr CHECKED BY BSR

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