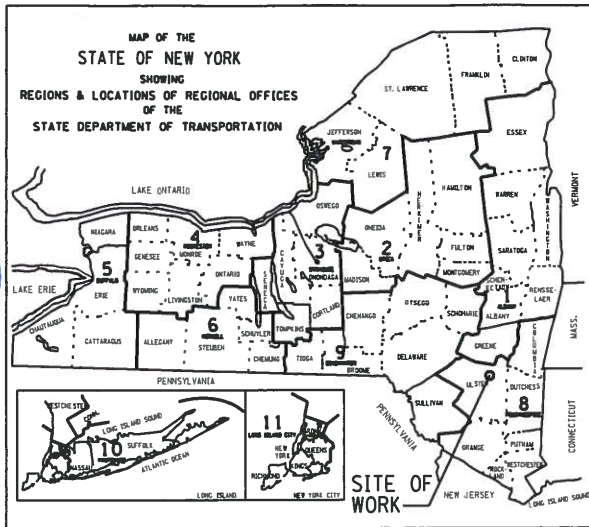


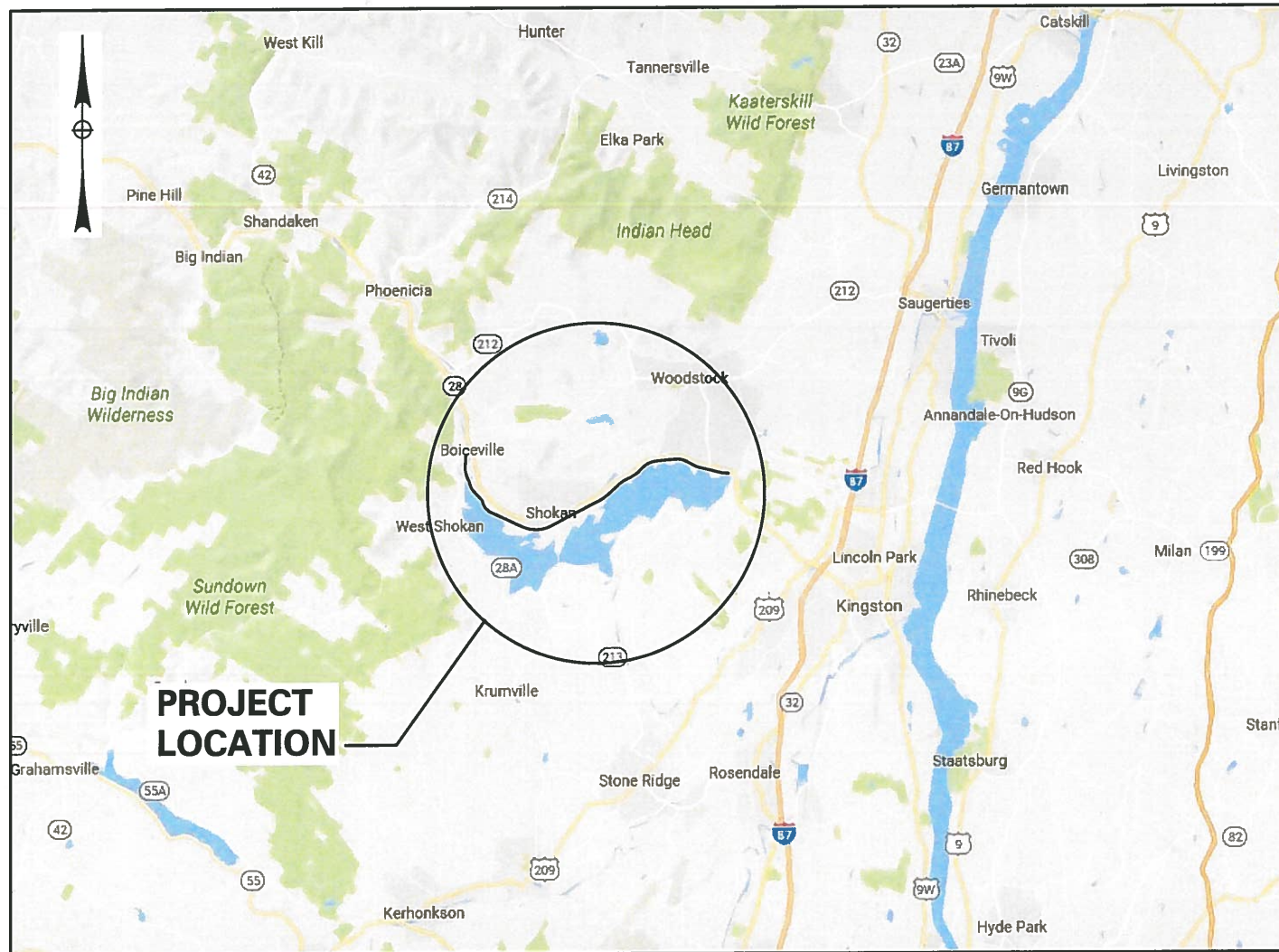
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TIME = 10:47:46 AM
IN CHARGE OF TCD DESIGNED BY CMA/BSR CHECKED BY TCD/BSR ESTIMATED BY ERR/BSR CHECKED BY CMA/BSR DRAFTED BY ERR/BSR CHECKED BY CMA/BSR



ASHOKAN RAIL TRAIL ULSTER COUNTY

CONSTRUCTION DRAWINGS

MAY 30, 2018



**PROJECT
LOCATION**

PROJECT LOCATION

LATEST REVISIONS OF THE STANDARD SHEETS MAINTAINED BY THE DEPARTMENT, WHICH ARE CURRENT ON THE DATE OF ADVERTISEMENT FOR BIDS, SHALL BE CONSIDERED TO BE IN EFFECT. ALL PAY ITEMS AND WORK CONTAINED IN THE CONTRACT AND ANY ADDITIONAL PAY ITEMS AND WORK ENCOUNTERED DURING THE COURSE OF THE CONTRACT SHALL BE SUBJECT TO THE APPLICABLE STANDARD SHEET(S) UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS.

ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (US CUSTOMARY) REFERENCED IN THE CONTRACT PROJECT "PROPOSAL" EXCEPT AS MODIFIED BY THESE PLANS OR BY CHANGES SET FORTH IN THE CONTRACT PROJECT "PROPOSAL". THESE PLANS ARE SUBMITTED IN ACCORDANCE WITH THE HIGHWAY LAW AND STANDARD SPECIFICATIONS OFFICIALLY FINALIZED AND ADOPTED ON JANUARY 01, 2018 AS POSTED ON THE DEPARTMENT'S WEBSITE.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

Barton & Loguidice, D.P.C.

SURVEY AND MAPPING PROVIDED BY:

BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

PREPARED AND RECOMMENDED BY



THOMAS C. BAIRD, P.E. DATE 5/30/18
NEW YORK STATE PROFESSIONAL ENGINEERS LICENSE NO. 074590

ASHOKAN RAIL TRAIL

ULSTER COUNTY

SUBMISSION: CONSTRUCTION DRAWINGS

FED. ROAD REG. NO.	STATE	SHEET NO.	TOTAL SHEETS
	N.Y.	1	245

FEDERAL AID PROJECT NO.
CAPITAL PROJECT IDENTIFICATION NO. RFB-UC18-152C

INDEX ON SHEET NO. 2

ALIGNMENT	
ABBR.	DESCRIPTION
AH	AHEAD
AZ	AZIMUTH
BK	BACK
@	BASELINE
BRG	BEARING
C	CENTERLINE
CS	CURVE TO SPIRAL
e	SUPERELEVATION RATE (CROSS SLOPE)
EQ	EQUALITY
EXT	EXTERNAL
HCL	HORIZONTAL CONTROL LINE
HSD	HEADLIGHT SIGHT DISTANCE
L	LENGTH OF CIRCULAR CURVE
LS	LENGTH OF SPIRAL
LVC	LENGTH OF VERTICAL CURVE
E	CENTER CORRECTION OF VERTICAL CURVE
M	MAIN LINE
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
POL	POINT ON LINE
PSD	PASSING SIGHT DISTANCE
PT	POINT OF TANGENT
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENT
R	RADIUS
SC	SPIRAL TO CURVE
SSD	STOPPING SIGHT DISTANCE
ST	SPIRAL TO TANGENT
STA	STATION
T	TANGENT LENGTH
TGL	THEORETICAL GRADE LINE
TS	TANGENT TO SPIRAL
VC	VERTICAL CURVE
UTILITIES	
ABBR.	DESCRIPTION
E	ELECTRIC
EMH	ELECTRIC MANHOLE
G	GAS
GP	GUY POLE
GSB	GAS SERVICE BOX (HOUSE LINE)
GV	GAS VALVE (MAIN LINE)
HYD	HYDRANT
LP	LIGHT POLE
LPG	LOW PRESSURE GAS
PP	POWER POLE
SA	SANITARY SEWER
SMH	SANITARY MANHOLE
ST	STORM SEWER
T	TELEPHONE
TCB	TRAFFIC CONTROL BOX
TELBOX	TELEPHONE BOX
TEL P	TELEPHONE POLE
TMH	TELEPHONE MANHOLE
CTV	CABLE TELEVISION
W	WATER
WSB	WATER SERVICE BOX (HOUSE LINE)
WV	WATER VALVE (MAIN LINE)

TOPOGRAPHY (DRAINAGE)	
ABBR.	DESCRIPTION
BB	BOTTOM OF BANK (STREAM)
BC	BOTTOM OF CURB
BO	BOTTOM OF OPENING
CAP	CORRUGATED ALUMINUM PIPE
CB	CATCH BASIN
CIP	CAST IRON PIPE
C STRM	CENTERLINE OF STREAM
CMP	CORRUGATED METAL PIPE
CP	CONCRETE PIPE
CSP	CORRUGATED STEEL PIPE
CULV	CULVERT
DIA	DIAMETER
DMH	DRAINAGE MANHOLE
DS	DRAINAGE STRUCTURE PIPE
D'XING	DITCH CROSSING
EHW	EXTREME HIGH WATER
EL	ELEVATION
ELEV	ELEVATION
ELW	EXTREME LOW WATER
ES	END SECTION
HW	HEADWALL
INV	INVERT
MH	MANHOLE
MHW	MEAN HIGH WATER
OHW	ORDINARY HIGH WATER
OLW	ORDINARY LOW WATER
RCP	REINFORCED CONCRETE PIPE
TB	TOP OF BANK (STREAM)
TC	TOP OF CURB
TG	TOP OF GRATE
VCP	VITRIFIED CLAY PIPE
SICPP	SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE
SUBSURFACE EXPLORATION	
ABBR.	DESCRIPTION
REPLACE ABBREVIATION "AB" WITH:	
AH	HAND AUGER
CP	CONE PENETROMETER
DA	60 mm CASED DRILL HOLE
DM	DRILLING MUD
DN	100 mm CASED DRILL HOLE
FH	HOLLOW FLIGHT AUGER
PA	POWER AUGER
PH	PROBE
PT	PERCOLATION TEST HOLE
RP	25 mm SAMPLER (RETRACTABLE PLUG)
	TO BE DEFINED AT THE TIME OF EXPLORATION
SP	SEISMIC POINT
TP	TEST PIT
REPLACE ABBREVIATION"C"IN CATEGORIES: DA, DM, DN AND FH WITH:	
B	BRIDGE
C	CUT
D	DAM
F	FILL
K	CULVERT
W	WALL
X	TO BE USED IF ONE OF THE ABOVE CANNOT BE DEFINED AT THE TIME THE EXPLORATION IS MADE

TOPOGRAPHY (MISCELLANEOUS)	
ABBR.	DESCRIPTION
ABUT	ABUTMENT
AOBE	AS ORDERED BY ENGINEER
ASPH	ASPHAL T
BDY	BOUNDARY
BLDG	BUILDING
BM	BENCH MARK
CC	CENTER TO CENTER
CONC	CONCRETE
CONST	CONSTRUCTION
CR	COUNTY ROAD
D	DEED DISTANCE
DM	DIRECT MEASUREMENT
DWY	DRIVEWAY
EP	EDGE OF PAVEMENT
ES	EDGE OF SHOULDER
FEE	FEE ACQUISITION
FEE WO/A	FEE ACQUISITION WITHOUT ACCESS
FP	FENCE POST
FD	FOUNDATION
FL	FENCE LINE
GAR	GARAGE
GR	GRAVEL
HO	HOUSE
HWY	HIGHWAY
IP	IRON PIN OR IRON PIPE
MB	MAILBOX
MON	MONUMENT
N&W	NAIL AND WASHER
OG	ORIGINAL GROUND
O/H	OVERHEAD
P	PARCEL
PAV'T	PAVEMENT
PE	PERMANENT EASEMENT
PED POLE	PEDESTRIAN POLE
P	PROPERTY LINE
POR	PORCH
RR	RAILROAD
RTE	ROUTE
ROW	RIGHT OF WAY
RW	RETAINING WALL
SH	STATE HIGHWAY
SHLDR	SHOULDER
SPK	SPIKE
ST	STREET
STK	STAKE
STY	STORY
SW	SIDEWALK
TE	TEMPORARY EASEMENT
TO	TEMPORARY OCCUPANCY
U/G	UNDERGROUND
WW	WING WALL

ASHOKAN RAIL TRAIL DRAWING INDEX		
DWG. NO.	SHEET TITLE	SHEET NO.
COV-1	COVER SHEET	1
IND-1	INDEX AND ABBREVIATIONS	2
LE-1 TO LE-2	LEGEND	3-4
EQ-1	ESTIMATE OF QUANTITIES	5
GCN-1	GENERAL CONSTRUCTION NOTES	6
EPN-1	ENVIRONMENT PROTECTION NOTES	7
ESCN-1 TO ESCN-2	EROSION AND SEDIMENT CONTROL NOTES	8-9
TS-1 TO TS-2	TYPICAL SECTIONS	10-11
MD-1 TO MD-9	MISCELLANEOUS DETAILS	12-20
MT-1 TO MT-2	MISCELLANEOUS TABLES	21-22
CD-1 TO CD-10	CULVER REPAIR DETAILS	23-32
ESCD-1 TO ESCD-4	EROSION AND SEDIMENT CONTROL DETAILS	33-36
K-1 TO K-2	SITE MAP KEY	37-38
PL-1 TO PL-88	PLAN AND PROFILES	39-126
ESCP-1 TO ESCP-88	EROSION AND SEDIMENT CONTROL PLANS	127-214
AP-1 TO AP-7B	ACCESS ROAD PLANS	215-230
GBN-1	GENERAL BRIDGE NOTES	231
BN-1 TO BN-14	BUTTERNUT BRIDGE PLANS AND DETAILS	232-245

2
245

NO. DATE BY REVISION



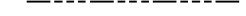
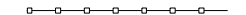
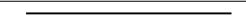
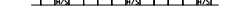
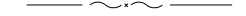
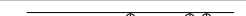
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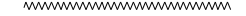
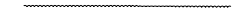
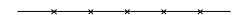
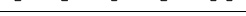
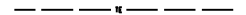
ULSTER COUNTY

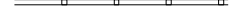
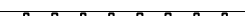
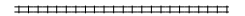
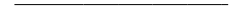
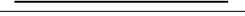
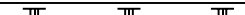
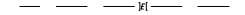
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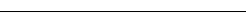
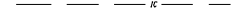
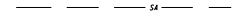
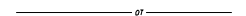
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DATE ISSUED: 5/30/2018
DRAWING IND-1

Unauthorized alteration or addition to this drawing is a violation of the New York State Education Law Article 145 Section 7209

ALIGNMENT		
STYLE	NAME	DESCRIPTION
	AC	CONTROL (CENTERLINE)
	AD_P	DETOUR
	AT_P	TRANSITION CONTROL
BRIDGE		
	BR	RAIL
	BSHT	SHEET PILING
CONTROL		
	CB	BASELINE
	CBPR	BASELINE, PROJECTION
DRAINAGE		
	DCP	CULVERT PIPE
	DCP_P	CULVERT PIPE (DIR)
	DDG_P	DITCH, GRASS LINED
	DDP_P	DITCH, PAVED INVERT
	DDS_P	DITCH, STONE LINED
	DFL_P	FLOW LINE
	DSSD	SLOTTED DRAIN
ENVIRONMENTAL		
	EBLHS	BALE, HAY/STRAW
	ECT	CURTAIN, TURBIDITY
	EDMC	DAM, COFFER TYPE
	EDMEC_P	DAM, EARTHEN, CHECK
	EDMPC_P	DAM, PREFAB, CHECK
	EDMSC_P	DAM, STONE, CHECK
	EFNS	FENCE, SILT
	EFNSV	FENCE, SILT & VEGETATION
	EFNV	FENCE, VEGETATION
	EWAA_P	WETLAND, ADJACENT AREA
	EWF	WETLAND, FEDERAL
	EWFS	WETLAND, FEDERAL AND STATE
	EWM	WETLAND, MITIGATION AREA
	EWS	WETLAND, STATE
SIGNS		
	SBLB	BILLBOARDS
	SM	MULTIPLE POST
	SSO	STRUCTURE, OVERHEAD
	SSOC	STRUCTURE, OVHD, CANTILEVER

LANDSCAPE		
STYLE	NAME	DESCRIPTION
	LABL	AREA, BRUSH LINE
	LAHR	AREA, HEDGE ROW
	LAPB	AREA, PLANTING BED
	LAWA	AREA, WOODED AREA OUTLINE
	LAWL	AREA, WATERS EDGE
	LCUT_P	CUT LIMIT
	LFILL_P	FILL LIMIT
	LFNC	FENCE
	LTRC	TREE ROW, CONIFEROUS
	LTRD	TREE ROW, DECIDUOUS
	LWH	WALL, H PILE
	LWR	WALL, RETAINING
	LWS	WALL, STONE
ROW MAPPING		
	MDL	DEED LINE
	MEE	EASEMENT, EXISTING
	MEP_P	EASEMENT, PERMANENT
	MEPA_P	EASEMENT, PERMANENT, APPROX.
	MET_P	EASEMENT, TEMPORARY
	META_P	EASEMENT, TEMPORARY, APPROX.
	MF_P	FEE ACQUISITION, W/ ACCESS
	MFA_P	FEE ACQUISITION, APPROXIMATE
	MFS_P	FEE ACQUISITION, SHAPE
	MFWOA_P	FEE ACQUISITION, W/O ACCESS
	MHB	HIGHWAY BOUNDARY
	MHBA	HIGHWAY BOUNDARY, APPROX.
	MHBW	HWY BOUNDARY, FACE OF WALL
	MHBWOA	HIGHWAY BOUNDARY, W/O ACCESS
	MJC	JURISDICTION, CITY
	MJC_Y	JURISDICTION, COUNTY
	MJHD	JURISDICTION, HISTORIC DISTRICT
	MJLL	JURIS., (GREAT, MILITARY) LOT LINE
	MJN	JURISDICTION, NATION
	MJPB	JURISDICTION, PUBLIC LANDS
	MJS	JURISDICTION, STATE
	MJT	JURISDICTION, TOWN
	MJV	JURISDICTION, VILLAGE
	MPL	PROPERTY LOT LINE
	MPLA	PROPERTY LOT LINE, APPROXIMATE
	MSL	SUB LOT LINE
	PR	PRIVATE PROPERTY RELEASE

ROADWAY		
STYLE	NAME	DESCRIPTION
	RG	GUIDE RAIL, MISCELLANEOUS
	RGB	GUIDE RAIL, BOX BEAM
	RGBM	GUIDE RAIL, BOX BEAM, MEDIAN
	RGC	GUIDE RAIL, CABLE
	RGC_B	GUIDE RAIL, CONCRETE BARRIER
	RGP_P	GUIDE POST
	RGW	GUIDE RAIL, W BEAM
	RGWM	GUIDE RAIL, W BEAM, MEDIAN
	RPB	PARKING BUMPER
	RRC	RAIL ROAD, CATENARY
	RRER	RAIL ROAD, 3RD RAIL
	RRPLS_P	RAIL, PHOTO, LARGE SCALE
	RRPSS	RAIL, PHOTO, SMALL SCALE
	RRS	RUMBLE STRIP
	RRSL_P	RAIL, SURVEY, LARGE SCALE
	RRSS	RAIL, SURVEY, SMALL SCALE
STRIPING		
	STB	BROKEN LINE
	STDB	DOUBLE BROKEN LINE
	STDL	DOTTED LINE LONG
	STDS	DOTTED LINE SHORT
	STFB	FULL BARRIER LINE
	STH	HATCH LINE
	STPB	PARTIAL BARRIER LINE
	STRCT	ROUNDAABOUT, CAT TRACKS
	STRYL	ROUNDAABOUT, YIELD LINE
	STSB	STOP BAR
	STSE	SOLID, EDGE
	STXL	X WALK, LADDER LINE
• = W (WHITE) OR Y (YELLOW)		
TRAFFIC CONTROL		
	TCSW	SIGNAL, SPAN WIRE
TRAFFIC MAINTENANCE		
	TMBCD_P	BARRICADES
	TMBCDL_P	BARRICADES, LIGHTED
	TMBT_P	BARRIER, TEMPORARY
	TMBTL_P	BARRIER, TEMPORARY, LIGHTED
	TMDB_P	DEVICE, BARRELS
	TMDBL_P	DEVICE, BARRELS, LIGHTED
	TMDC_P	DEVICE, CONES
UTILITIES		
	UC	CONDUIT, UNDERGROUND
	UCH	CONDUIT, HANGING
	UCO	CONDUIT, OVERHEAD
	UE	ELECTRIC LINE, UNDERGROUND
	UEH	ELECTRIC LINE, HANGING
	UEO	ELECTRIC LINE, OVERHEAD
	UETO	ELECTRIC TRANSMISSION, OVERHEAD

UTILITIES CONT'D.		
STYLE	NAME	DESCRIPTION
	UESS	ELECTRIC, SUBSTATIONS
	UFO	FIBER OPTIC, UNDERGROUND
	UFOH	FIBER OPTIC, HANGING
	UFOO	FIBER OPTIC, OVERHEAD
	UG	GAS, UNDERGROUND
	UGH	GAS, HANGING
	UGO	GAS, OVERHEAD
	UIC	INFORM CABLE, UNDERGROUND
	UICH	INFORM CABLE, HANGING
	UO	OIL LINE, UNDERGROUND
	UOH	OIL LINE, HANGING
	UPBP	POLE, BRACE, PUSH BRACE
	UPBW	POLE, GUY WIRE
	USA	SANITARY SEWER, UNDERGROUND
	USAH	SANITARY SEWER, HANGING
	USAF	SANITARY SEWER, FORCE MAIN, UGND
	USAFH	SANITARY SEWER, FORCE MAIN, HANG
	UT	TELEPHONE, UNDERGROUND
	UTH	TELEPHONE, HANGING
	UTO	TELEPHONE, OVERHEAD
	UTV	CABLE TV, UNDERGROUND
	UTVH	CABLE TV, HANGING
	UTVO	CABLE TV, OVERHEAD
	UUU	UNKNOWN, UNDERGROUND
	UUH	UNKNOWN, HANGING
	UUO	UNKNOWN, OVERHEAD
	UW	WATER LINE, UNDERGROUND
	UWH	WATER LINE, HANGING
	UWO	WATER LINE, OVERHEAD

- THE LEGEND ILLUSTRATES MAPPING FEATURES (EXISTING AND PROPOSED).
- FEATURES ARE SHOWN AS EITHER LINEAR ROADWAY (GUIDERAIL, ROADWAY SIDEWALK, UTILITY LINES, ETC.) OR POINT (SIGN, UTILITY POLE, ETC.).
- FEATURES SHOWN ON THE LEGEND AS EXISTING FEATURES ALSO HAVE CORRESPONDING PROPOSED FEATURES.
- PROPOSED FEATURE SYMBOLOGY IS IDENTICAL TO EXISTING FEATURE SYMBOLOGY EXCLUDING LINE WEIGHT. LINE WEIGHT FOR PROPOSED FEATURES IS THICKER (0.40 MM ON B SIZE DRAWINGS).
- MAPPING FEATURES NOT INCLUDED ON THE LEGEND SHEET DO NOT HAVE A UNIQUE SYMBOLOGY (SUCH AS THE PAVEMENT EDGE, PAVEMENT EDGE OF TRAVEL WAY) AND SHOULD BE LABELED ON THE PLANS.
- FEATURES SHOWN AT THE HEAVIER WEIGHT ARE PROPOSED ONLY AND DO NOT HAVE CORRESPONDING EXISTING FEATURES.

ROW MAPPING			ALIGNMENT			BRIDGE			ROADWAY			ITS			UTILITIES								
CELL	NAME	DESCRIPTION	CELL	NAME	DESCRIPTION	CELL	NAME	DESCRIPTION	CELL	NAME	DESCRIPTION	CELL	NAME	DESCRIPTION	CELL	NAME	DESCRIPTION						
	MDL1P	DEED LINE, TYPE 1		ACC	CENTER OF CURVATURE		BSC	BRIDGE, SCUPPER		RES P	ELEVATION, SPOT		IANT P	ANTENNAS		UEB	ELECTRIC, BOX						
	MDL2P	DEED LINE, TYPE 2		ACOGO	COGO	DRAINAGE				RGA	GUIDE RAIL, ANCHOR		IASCTS	ACCOU. SPEED/COUNT SNSR.S		UEM	ELECTRIC, METER						
	MDL3P	DEED LINE, TYPE 3		ACS	CURVE TO SPIRAL					RCP	GUIDE POST, SINGLE		ICABPAD	CABINET & PAD		UEMH	ELECTRIC, MANHOLE						
	MDL4P	DEED LINE, TYPE 4		ADPI.P	DETOUR, POINT OF INTERSECT.				SIGNS				ICCTV	CCTV SITE		UEPT	ELECTRIC, POLE, TRANS.						
	MDL5P	DEED LINE, TYPE 5		ADPL.P	DETOUR, POINT ON LINE								ICDPD	CDPD TRANSCEIVER		UGM	GAS, METER						
	MEEP	EASEMENT, EXISTING		AEQN	EQUATION		DINV	INVERT		S	SINGLE POST		ICELLT	CELL PHONE TOWER		UGMH	GAS, MANHOLE						
	MEPAP.P	EASEMENT, PERM., APPROX.		AEQNAHD	EQUATION AHEAD		DSI	STRUCTURE, INVERT		SB P	BACK TO BACK, PROPOSED		ICJB	CONDUIT JACK OR BORING		UGLM	GAS, LINE MARKER						
	MEPP.P	EASEMENT, PERM., BACK LINE		AEQNBK	EQUATION BACK		DSM	STRUCTURE, MANHOLE		SDEL	DELINEATORS		ICNTLCAB	CONTROLLER CABINET		UGP	GAS/FUEL PUMP						
	MEPSP.P	EASEMENT, PERM., SHAPE		AEVT	EVENT STATION		DSMTXX.P	STRUCTURE, MANHOLE, TYPE "XX" "XX" = 48, 60, 72, 96		SPM	PARKING METER		ICPB	COMMUNICATION PULL BOX		UGV	GAS, VALVE						
	MFAP.P	FEE ACQUISITION, APPROX.		APC	POINT OF CURVATURE		DSR	STRUCTURE, ROUND		SRM	REFERENCE MARKERS		ICTD	CONDUIT TURNING DOWN		UGVT	GAS, VENT						
	MFP.P	FEE ACQUISITION, BACK LINE		APCC	POINT OF COMPOUND CURVATURE		DST"X"CB.P	STRUCTURE, RECT., WITH CURB TYPE "X" "X" = F, G, N, O, P, R		SRSC3	SHLD, CTY, 123 DIG.		ICTU	CONDUIT TURNING UP		ULP	LIGHTING, POLE						
	MFSP.P	FEE ACQUISITION, SHAPE		API	POINT OF INTERSECTION		DST"X" P	STRUCTURE, RECT., TYPE "X" "X" = I, K, L, M, O, P, U		SRSC4	SHLD, CTY, 4 DIG.		ICVTRT	COMM. VEH. ROAD TRANSCVR.		ULPM	LIGHTING, POLE, MEDIAN						
	MHBAP	HIGHWAY BNDRY., APPROX.		APOB	POINT OF BEGINNING	ENVIRONMENTAL				SRSCT2	SHLD, CTY TOUR, 1-2 DIG.		IDEFAULT	DEFAULT		ULPP	LIGHTING, POLE, PED.						
	MHBCP	HISTORICAL, BLDG. CORNERS		APOC	POINT OF CURVATURE					SRSCT4	SHLD, CTY TOUR, 3-4 DIG.		IEZR	EZ-PASS READER		UMFC	MISC. FILLER CAP						
	MHBP	HIGHWAY BNDRY, PT.		APOE	POINT OF END					SRSI	SHLD, INTERSTATE		IEZTR	TRANSMITTAL READER		UOLM	OIL, LINE MARKER						
	MJCP	PT., JURIS. CITY		APOL	POINT ON LINE					IFOXCAB	FIBER OPTIC X-CONNECT CAB.		UP	POLE, WITH UTILITY									
	MPBC	PT., BUILDING CORNER		APOS	POINT ON SPIRAL		EIOP.P	STR., INLET, OUTLET PROT.		SRSN2	SHLD, NATIONAL, 2 DIG.		IFUSSPL	FUSION SPLICE		UPD	POLE, DEAD (NO UTILITY)						
	MPCC	PT., CROSS CUT		APOT	POINT ON TANGENT		EIPGB.P	STR., INLET PROT., GRAVEL BAG		SRSN3	SHLD, NATIONAL, 3 DIG.		IHARADV	HAR ADVISORY SIGN		UPL	POLE, WITH LIGHT						
	MPDH	PT., DRILL HOLE		APOVC	POINT ON VERTICAL CURVE		EIPHS.P	STR., INLET PROT., HAY/STRAW		SRSS2	SHLD, STATE, 2 DIG.		IHARST	HAR SITE		USMH	SANITARY SEWER MANHOLE						
	MPF	PT., FENCE LOCATION		APOVT	POINT ON VERTICAL TANGENT		EIPP.P	STR., INLET PROT., PREFAB.		SRSS3	SHLD, STATE, 3 DIG.		ILC	LOAD CENTER		UTB	TELEPHONE, BOOTH						
	MPIP	PT., IRON PIPE		APORC	POINT ON REVERSE CURVE		EIPSF.P	STR., INLET PROT., SILT FENCE		SRSS4	SHLD, STATE, 4 DIG.		IMECSPL	MECHANICAL SPLICE		UTLM	TELEPHONE, LINE MARKER						
	MPIR	PT., IRON ROD		APT	POINT OF TANGENCY		ERCB	RISER, CONCRETE BOX	TRAFFIC				IMSCS	PORT. SPEED & COUNT SENS		UTMH	TELEPHONE, MANHOLE						
	MPM	PT., MONUMENT		APVC	POINT OF VERTICAL CURVATURE		ETRS.P	TRAP, SEDIMENT					IMSCS	PORT. SPEED & COUNT SENS		UTVLM	CABLE TV, LINE MARKER						
	MPMM	PT., MONUMENT, MISC.		APVCC	POINT OF VERT. CMPND CURVE		EWFG	WETLAND FLAG					IMT	MICROWAVE TRANSCEIVER		UUB	UNKNOWN, BOX						
	MPN	PT., NAIL		APVI	POINT OF VERT. INTERSECTION	GEOTECHNICAL							IOVHVS	PERM. OVERHEAD VMS		UUJB	UNKNOWN, JUNCTION BOX						
	MPRS	PT., RAILROAD SPIKE		APVRC	POINT OF VERT. REVERSE CURVE					TCBJ	BOX, JUNCTION		IPASCS	PORT. ACC. SPD & CNT SNSR.		UUPB	UNKNOWN, MANHOLE						
	MPSP	PT., SPIKE		APVT	POINT OF VERTICAL TANGENCY					TCBP	BOX, PULL BOX		IPSS	PAVEMENT SURFACE SNSR.		UUMH	UNKNOWN, PULL BOX						
	MPST	PT., STAKE		ASC	SPIRAL TO CURVE					TCBS	BOX, SPLICE		IPVMS	PERM. VMS		UUVL	UNKNOWN, VALVE						
	MPTW	PT., TREE W/ WIRE		ASPI	SPIRAL POINT OF INTERSECTION		TCMC	MICROCOMPUTER CABINET		IRWIS	RDWY WEATHER INFO. SNSR.		UUV	UNKNOWN, WELL									
	MPWL	PT., WALL LOCATION		ASTS	SPIRAL TO SPIRAL		TCPP	PED POLE		ISST	SPREAD SPECT. TRANSCEIVER		UWFH	WATER, FIRE HYDRANT									
				AST	SPIRAL TO TANGENT		TCSH	SIGNAL HEADS		ITDB	TELEPHONE DEMARCATION BLK		UWM	WATER, METER									
				ATS	TANGENT TO SPIRAL		TCSP	SIGNAL POLE		ITP	SUBSURFACE TEMP. PROBE		UWMH	WATER, MANHOLE									
				AVEVT	VERTICAL EVENT POINT	LANDSCAPE				IVTRT	VEHICLE TO ROWY TRANCEIVER		UWV	WATER, VALVE									
				AVHIGH	VERTICAL HIGH POINT					IWMD	WEIGHT IN MOTION DETECTOR		UWW	WATER, WELL									
				AVLOW	VERTICAL LOW POINT				CONTROL				IWVR	WIRELESS VIDEO REPEATER	ROW ACQUISITION								
													LELS	ELEVATION, SPOT					IWVRC	WIRELESS VIDEO RECEIVER			
							LFP	FLAG POLE					IWVTT	WIRELESS VIDEO TRANSMITTER									
							LMB	MAILBOX															
							LPB	PAPER BOX															
							LPST	POST, SINGLE															
							LRB	ROCK, BOULDER															
							LSHC	SHRUB, CONIFEROUS															
							LSHD	SHRUB, DECIDUOUS															
							LTC	TREE, CONIFEROUS															
							LTD	TREE, DECIDUOUS															
							LTS	TREE, STUMP															
	LTW P	TREE, WELL OR WALL																					
	LUKP	UNKNOWN POINT																					
	CBP	BASLINE, POINT					MFS.P.T	FEE ACQUISITION															
	CBPOL	BASLINE, POINT ON LINE					MEPS.P.T	EASEMENT, PERMANENT															
	CBSP	BASLINE, SPUR POINT					METS.P.T	EASEMENT, TEMPORARY															
	CBTP	BASLINE, TIE POINT		METS.P.T	OCCUPANCY, TEMPORARY																		
	CPBM	BENCHMARK		MFS.P.T	FEE ACQUISITION W/O ACCESS																		
	CPH	POINT, HORIZ. PHOTOGRAMMETRY																					
	CPSM	POINT, SURVEY MARKER, PERM.																					
	CPSV	POINT, VERT., PHOTOGRAMMETRY																					

1. THE LEGEND ILLUSTRATES MAPPING FEATURES (EXISTING AND PROPOSED).
2. FEATURES ARE SHOWN AS EITHER LINEAR (ROADWAY GUIDERAIL, ROADWAY SIDEWALK, UTILITY LINES, ETC.) OR POINT (SIGN, UTILITY POLE, ETC.).
3. FEATURES SHOWN ON THE LEGEND AS EXISTING FEATURES ALSO HAVE CORRESPONDING PROPOSED FEATURES.
4. PROPOSED FEATURE SYMBOLOGY IS IDENTICAL TO EXISTING FEATURE SYMBOLOGY EXCLUDING LINE WEIGHT. LINE WEIGHT FOR PROPOSED FEATURES IS THICKER (0.40 MM ON B SIZE DRAWINGS).
5. MAPPING FEATURES NOT INCLUDED ON THE LEGEND SHEET DO NOT HAVE A UNIQUE SYMBOLOGY (SUCH AS THE PAVEMENT EDGE, PAVEMENT EDGE OF TRAVEL WAY) AND SHOULD BE LABELED ON THE PLANS.
6. FEATURES SHOWN AT THE HEAVIER WEIGHT ARE PROPOSED ONLY AND DO NOT HAVE CORRESPONDING EXISTING FEATURES.

4
245

NO. DATE BY REVISION

ASHOKAN RAIL TRAIL

ULSTER COUNTY

LEGEND - 2

SCALE: NONE
DATE ISSUED: 5/30/2018
DRAWING
LE-2

Unauthorized alteration or addition to this drawing is a violation of the New York State Education Law Article 145 Section 7209

Baron & Foguidice, D.P.C.

IN CHARGE OF

DESIGNED BY

CMH

CHECKED BY

TCB

DRAFTED BY

CMH/ERB/JDH

CHECKED BY

CMH

ASHOKAN RAIL TRAIL ESTIMATE OF QUANTITIES						
ITEM NUMBER	DESCRIPTION	UNIT	SHARE 1 TRAIL QUANTITY	SHARE 2 BUTTERNUT QUANTITY	TOTAL QUANTITY	FINAL
201.0412UC	CLEARING AND GRUBBING - DBH RANGE 04"-12"	EACH	25.00	0.00	25.0	
201.1324UC	CLEARING AND GRUBBING - DBH RANGE 13"-24"	EACH	15.00	0.00	15.0	
201.2500UC	CLEARING AND GRUBBING - DBH RANGE 25" AND GREATER	EACH	5.00	0.00	5.0	
202.19	REMOVAL OF SUBSTRUCTURES	CY	0.00	605.00	605.0	
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CY	4,275.00	1,900.00	6,175.0	
203.03	EMBANKMENT IN PLACE	CY	340.00	180.00	520.0	
203.21	SELECT STRUCTURE FILL	CY	0.00	165.00	165.0	
203.51990006	ESTABLISHING NEW DITCHES AND SLOPES	LF	3,100.00	0.00	3,100.0	
206.01	STRUCTURE EXCAVATION	CY	0.00	405.00	405.0	
206.0201	TRENCH AND CULVERT EXCAVATION	CY	375.00	135.00	510.0	
207.20	GEOTEXTILE BEDDING	SY	875.00	0.00	875.0	
207.24	GEOTEXTILE STABILIZATION	SY	25,000.00	0.00	25,000.0	
207.26	PREFABRICATED COMPOSITE STRUCTURAL DRAIN	SY	0.00	50.00	50.0	
209.13	SILT FENCE-TEMPORARY	LF	2,400.00	0.00	2,400.0	
209.20120010	BIO-FIBER ROLLS, 12 INCH	LF	800.00	160.00	960.0	
209.1801	ROLLED EROSION CONTROL PRODUCT, CLASS 1 TYPE A, SHORT TERM	SY	2,850.00	0.00	2,850.0	
209.22	CONSTRUCTION ENTRANCE	SY	1,400.00	0.00	1,400.0	
304.00UC	GRADING OF EXISTING BASE COURSE	LF	58,750.00	0.00	58,750.0	
304.12UC	SUBBASE COURSE, TYPE 2 MODIFIED (BASE COURSE)	CY	25,000.00	0.00	25,000.0	
552.2001	HOLES IN EARTH FOR SOLDIER PILE AND LAGGING WALL	LF	0.00	738.00	738.0	
552.2201	SOLDIER PILES FOR SOLDIER PILE AND LAGGING WALL	LF	0.00	633.00	633.0	
552.230301	PRECAST CONCRETE PANEL LAGGING FOR SOLDIER PILE AND LAGGING WALL	SF	0.00	1,000.00	1,000.0	
553.030001	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030002	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030003	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030004	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030005	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030006	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030007	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030008	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030009	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030010	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030011	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030012	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030013	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030014	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030015	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030016	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030017	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030018	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030019	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030020	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030021	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030022	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030023	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
553.030024	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	0.00	1.00	1.0	
553.030025	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	0.00	1.00	1.0	
553.030026	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	0.00	1.00	1.0	
553.030027	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	0.00	1.00	1.0	
553.030028	TEMPORARY WATERWAY DIVERSION STRUCTURE	EACH	1.00	0.00	1.0	
555.01040070	FOOTING CONCRETE, CLASS A (REINFORCEMENT INCLUDED AND NO BAR LIST IN PLANS)	CY	0.00	52.00	52.0	
555.01050070	CONCRETE FOR STRUCTURES, CLASS A (REINFORCEMENT INCLUDED AND NO BAR LIST IN PLANS)	CY	10.00	40.00	50.0	
555.72950010	ARCHITECTURAL TREATMENT - VERTICAL STAINED CONCRETE SURFACE	SF	0.00	1,380.00	1,380.0	
555.81000018	STRUCTURAL CRACK SEALING	LF	200.00	0.00	200.0	
557.0109	SUPERSTRUCTURE SLAB WITH INTEGRAL WEARING SURFACE - BOTTOM FORMWORK REQUIRED - TYPE 9 FRICTION	SY	0.00	139.00	139.0	
557.2009	STRUCTURAL APPAORACH SLAB WITH INTEGRAL WEARING SURFACE - TYPE 9 FRICTION	SY	0.00	47.00	47.0	
560.01010005	SPECIAL STONE WORK, TYPE 1	EACH	1.00	0.00	1.0	
560.01020005	SPECIAL STONE WORK, TYPE 2	EACH	12.00	0.00	12.0	
560.0401	STONE MASONRY	SF	1,400.00	0.00	1,400.0	
564.010100AL	PREFABRICATED BOLTED AND GALVANIZED STEEL TRUSS SYSTEM	EACH	0.00	1.00	1.0	
565.2023	TYPE E.B. FIXED BEARING (112 TO 168 KIPS)	EACH	0.00	2.00	2.0	
565.2033	TYPE E.B. EXPANSION BEARING (112 TO 168 KIPS)	EACH	0.00	2.00	2.0	
570.160001	CLASS B CONTAINMENT FOR PAINT REMOVAL	LS	0.00	1.00	1.0	
582.06	REMOVAL OF STRUCTURAL CONCRETE - REPLACEMENT WITH CLASS D CONCRETE	SF	225.00	0.00	225.0	
586.0201	DRILLING AND GROUTING BOLTS OR REINFORCEMENT BARS	EACH	60.00	0.00	60.0	
603.77	CONCRETE COLLARS	EACH	10.00	0.00	10.0	
603.9808	SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 8 INCH DIAMETER	LF	455.00	0.00	455.0	
603.9812	SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 12 INCH DIAMETER	LF	145.00	0.00	145.0	
603.9818	SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 18 INCH DIAMETER	LF	100.00	0.00	100.0	
603.9824	SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 24 INCH DIAMETER	LF	50.00	0.00	50.0	
603.9836	SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 36 INCH DIAMETER	LF	40.00	0.00	40.0	
603.9848	SMOOTH INTERIOR CORRUGATED POLYETHYLENE CULVERT AND STORM DRAIN 48 INCH DIAMETER	LF	0.00	80.00	80.0	
607.06400016	PEDESTRIAN FENCING FOR BRIDGES	LF	0.00	150.00	150.0	
607.11000008	TEMPORARY CHAIN LINK FENCING AND GATES	LF	625.00	0.00	625.0	
607.19	RIGHT-OF-WAY FENCING	LF	2,850.00	0.00	2,850.0	
607.2005	RIGHT OF WAY FENCE GATE (SINGLE LEAF 3 FEET OPENING 4 FEET HIGH)	EACH	1.00	0.00	1.0	
607.4040	OPTIONAL FENCE GATE (SINGLE LEAF 12 FEET OPENING 4 FEET HIGH)	EACH	4.00	0.00	4.0	
607.4101001	TEMPORARY PLASTIC BARRIER FENCE	LF	14,500.00	0.00	14,500.0	

ASHOKAN RAIL TRAIL ESTIMATE OF QUANTITIES						
ITEM NUMBER	DESCRIPTION	UNIT	SHARE 1 TRAIL QUANTITY	SHARE 2 BUTTERNUT QUANTITY	TOTAL QUANTITY	FINAL
607.6502001	SPLIT RAIL FENCE	LF	1,500.00	0.00	1,500.0	
607.96000001	WOODEN PEDESTRIAN RAILING	LF	2,850.00	0.00	2,850.0	
608.96000004	PEDESTRIAN BOARDWALK	LS	1.00	0.00	1.0	
610.1407	TOPSOIL - WETLAND MATERIALS	CY	120.00	0.00	120.0	
610.16080124	TURF ESTABLISHMENT - SEED MIX AS SPECIFIED	SY	14,500.00	0.00	14,500.0	
611.0341	PLANTING - CONIFEROUS TREES - 4 FOOT HEIGHT BALL & BURLA P, FIELD POTTED OR FIELD BOXED	EACH	105.00	0.00	105.0	
615.08010005	BENCH, TYPE 1	EACH	17.00	0.00	17.0	
615.10010108	KIOSK, TYPE 1 (NOT MANUFACTURED)	EACH	10.00	0.00	10.0	
620.03	STONE FILLING (LIGHT)	CY	165.00	0.00	165.0	
620.04	STONE FILLING (MEDIUM)	CY	90.00	0.00	90.0	
620.05	STONE FILLING (HEAVY)	CY	0.00	355.00	355.0	
620.08	BEDDING MATERIAL	CY	0.00	92.00	92.0	
621.01	CLEANING CULVERTS WITH SPAN OF 50IN. LESS	LF	120.00	0.00	120.0	
621.02	CLEANING CULVERTS WITH SPAN OF 50IN. OR MORE	LF	95.00	0.00	95.0	
621.51000015	GRADING CLEANING AND RESHAPING EXISTING DITCHES	LF	45,500.00	0.00	45,500.0	
623.03	CRUSHED STONE, BY WEIGHT (TOP COURSE)	TON	17,250.00	0.00	17,250.0	
625.01 (S1)	SURVEY OPERATIONS (SHARE 1 - TRAIL)	LS	1.00	0.00	1.0	
625.01 (S2)	SURVEY OPERATIONS (SHARE 2 - BUTTERNUT)	LS	0.00	1.00	1.0	
637.12	ENGINEER'S FIELD OFFICE - TYPE 2	MNTH	12.00	0.00	12.0	
637.31UC	INSPECTION UTILITY TERRAIN VEHICLE (UTV)	LS	1.00	0.00	1.0	
645.5101	GROUND-MOUNTED SIGN PANELS WITHOUT Z-BARS	SF	325.00	0.00	325.0	
645.81	TYPE A SIGN POSTS	EACH	15.00	0.00	15.0	
645.35010010	INTERPRETIVE SIGN PANEL	SF	30.00	0.00	30.0	
697.03 (S1)	FIELD CHANGE PAYMENT	DC	281,000.00	0.00	281,000.0	
697.03 (S2)	FIELD CHANGE PAYMENT	DC	0.00	61,000.00	61,000.0	
698.05 (S1)	FUEL PRICE ADJUSTMENT (SHARE 1 - TRAIL)	DC	100.00	0.00	100.0	
698.05 (S2)	FUEL PRICE ADJUSTMENT (SHARE 2 - BUTTERNUT)	DC	0.00	100.00	100.0	
698.06 (S2)	STEEL/IRON PRICE ADJUSTMENT (SHARE 2 - BUTTERNUT)	DC	0.00	100.00	100.0	
699.040001 (S1)	MOBILIZATION (MAXIMUM 4%) (SHARE 1 - TRAIL)	LS	1.00	0.00	1.0	
699.040001 (S2)	MOBILIZATION (MAXIMUM 4%) (SHARE 2 - BUTTERNUT)	LS	0.00	1.00	1.0	

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245

NO. DATE BY REVISION



ASHOKAN RAIL TRAIL

ULSTER COUNTY

ESTIMATE OF QUANTITIES

SCALE: NONE
DATE ISSUED: 5/30/2018
DRAWING EQ-1

FILE NAME = L:\MSTN Projects\0300\369.007 - Ashoken Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\004_369007001.GCN-1.dgn
DATE = 5/30/2018
TIME = 11:04:26 AM

cmh
L:\MicroStation\Workspace\Plot\NYSDOT\SITE\NYSDOT_SIZE.B.thb
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IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH CHECKED BY CMH

DEFINITION

THE WORDS "SHALL", "PROPOSED", "SHOULD", AND "MAY", AS USED IN THE CONTRACT DOCUMENTS, HAVE THE FOLLOWING MEANINGS:

- SHALL - A MANDATORY CONDITION. IN THE DESIGN, APPLICATION, OR LOCATION OF DEVICES, REQUIREMENTS HAVING "SHALL" STIPULATIONS ARE MANDATORY. NO DISCRETION IN FOLLOWING THEM IS ALLOWED.
- PROPOSED - A MANDATORY CONDITION. IN THE DESIGN, APPLICATION, OR LOCATION OF DEVICES, REQUIREMENTS HAVING "PROPOSED" STIPULATIONS ARE MANDATORY. NO DISCRETION IN FOLLOWING THEM IS ALLOWED.
- SHOULD - AN ADVISORY CONDITION. WHERE "SHOULD" IS USED IN RELATION TO A PROVISION, THAT PROVISION IS RECOMMENDED, AND NORMALLY IS TO BE FOLLOWED, BUT IS NOT MANDATORY. DEVIATION FROM SUCH PROVISIONS IS PERMISSIBLE IF, AND TO THE EXTENT THERE IS JUSTIFIABLE CAUSE TO DO SO.
- MAY - A PERMISSIVE CONDITION. NO REQUIREMENTS FOR DESIGN OR APPLICATION IS INTENDED.

DRAINAGE FACILITIES

THE CONTRACTOR SHALL BECOME FAMILIARIZED WITH DRAINAGE CHARACTERISTICS OF THE AREA SO THAT HE MAY PROGRESS HIS WORK EFFICIENTLY WITH FULL KNOWLEDGE OF THE POTENTIAL DRAINAGE ISSUES.

SURVEY

1. THE CONTRACTOR SHALL PROVIDE SURVEY AND STAKEOUT, AS REQUIRED, AND IN ACCORDANCE WITH SECTION 625 OF THE NYSDOT STANDARD SPECIFICATIONS. COST FOR THIS WORK SHALL BE INCLUDED UNDER ITEM 625.01 - SURVEY OPERATIONS.

RESTORING DISTURBED AREAS

1. THE CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS TO A CONDITION APPROVED BY THE ENGINEER.
2. THE RESTORATION OF DISTURBED AREAS SHALL BE ACCOMPLISHED AS SPECIFIED UNDER SECTION 01710 OF THE NYSDOT STANDARD SPECIFICATIONS.

UTILITIES

1. THE CONTRACTOR SHALL CALL DIG SAFELY NEW YORK (UFPD) AT 1-800-962-7962 OR VIA THREE DIGIT DIALING WITH THE RECENTLY INTRODUCED 811 PROGRAM FOR UTILITY MARK-OUTS AND INTERFERENCE PRIOR TO COMMENCEMENT OF ANY OPERATIONS. CONFIRMATION OF UTILITY LOCATION IS THE RESPONSIBILITY OF THE CONTRACTOR. UNDERGROUND UTILITIES MAY BE PRESENT THROUGHOUT THE SITE.
2. LOCATION OF UTILITIES, PUBLIC AND/OR PRIVATE, INDICATED AS EXISTING AND/OR TO BE CONSTRUCTED AS SHOWN ON THE PLANS ARE APPROXIMATE ONLY. THEIR EXACT LOCATION SHALL BE DETERMINED IN THE FIELD. ADDITIONAL UTILITY LINES, WHETHER ABANDONED OR IN SERVICE, MAY EXIST AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONDUCT HIS OPERATIONS AND TAKE THE NECESSARY PRECAUTIONS TO PREVENT INTERFERENCE WITH OR DAMAGE TO THESE OR OTHER FACILITIES DURING THE COURSE OF CONSTRUCTION. IN THE EVENT THE CONTRACTOR DAMAGES AN EXISTING UTILITY SERVICE CAUSING AN INTERRUPTION IN SAID SERVICE, HE SHALL IMMEDIATELY COMMENCE WORK TO RESTORE SERVICE IN COORDINATION WITH THE OWNER OF THE UTILITY AFFECTED, AND MAY NOT CEASE HIS WORK OPERATION UNTIL SERVICE IS RESTORED.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES ENCOUNTERED IN THE WORK COMPLETED UNDER THIS CONTRACT, WHERE NECESSARY, THE CONTRACTOR SHALL PROVIDE TIMBER, PLANK OR OTHER APPROVED MATERIALS AND SECURELY BRACE AND PROTECT THESE UTILITIES.
4. THE QUALITY OF UNDERGROUND UTILITY FACILITY INFORMATION SHOWN ON THE PLANS IS QUALITY LEVEL C. QUALITY LEVEL C IS THE THIRD HIGHEST DEGREE OF ACCURACY. THE INFORMATION SHOWN ON THE PLANS HAS BEEN OBTAINED BY SURVEYING AND PLOTTING VISIBLE ABOVE-GROUND UTILITY FEATURES AND BY USING PROFESSIONAL JUDGEMENT IN CORRELATING THIS INFORMATION TO QUALITY LEVEL C INFORMATION.

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



CONSTRUCTION NOTES:

1. MATERIAL AND CONSTRUCTION SPECIFICATIONS: STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, OFFICE OF ENGINEERING, DATED JANUARY 1, 2018 INCLUDING CURRENT ADDENDUMS.
2. THE CONTRACTOR SHALL EXAMINE AND VERIFY IN THE FIELD ALL CONDITIONS AND DIMENSIONS. IF FIELD CONDITIONS AND DIMENSIONS DIFFER FROM THOSE SHOWN ON THE PLANS, THE CONTRACTOR SHALL USE THE FIELD CONDITIONS AND DIMENSIONS AND MAKE THE APPROPRIATE CHANGES TO THOSE SHOWN ON THE PLANS AS APPROVED BY THE ENGINEER. THE RESULTS OF THIS CHECK OF CONDITIONS AND DIMENSIONS SHALL BE SO NOTED ON THE DRAWINGS SUBMITTED FOR APPROVAL. THERE SHALL BE NO CLAIM AGAINST THE OWNER MADE BY THE CONTRACTOR FOR WORK PERTAINING TO MODIFICATIONS AS MAY BE REQUIRED DUE TO ANY DIFFERENCE BETWEEN ACTUAL FIELD CONDITIONS AND THOSE SHOWN BY THE DETAILS AND DIMENSIONS ON THE CONTRACT PLANS. THE CONTRACTOR WILL BE PAID AT THE UNIT BID PRICE FOR THE ACTUAL QUANTITIES OF MATERIALS USED OR FOR THE WORK PERFORMED, AS INDICATED BY THE VARIOUS ITEMS IN THE CONTRACT EXCEPT FOR ITEMS DEFINED WITH PAY LIMITS. PAY LIMITS PREVAIL.
3. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ALL DAMAGES TO THE EXISTING FACILITY CAUSED BY HIS OPERATIONS WHICH IS NOT INCLUDED AS PART OF THE INTENDED WORK. ALL DAMAGE TO THE EXISTING FACILITY WHICH IS NOT PART OF THE INTENDED WORK SHALL BE REPAIRED BY THE CONTRACTOR WITHOUT COST TO THE OWNER AND TO THE SATISFACTION OF THE ENGINEER.
4. THE CONTRACTOR SHALL EXERCISE CARE IN HIS REMOVAL OPERATIONS SO AS NOT TO UNDULY DISTURB UNDERLYING MATERIALS WHICH ARE TO REMAIN IN PLACE. 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, 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, THE DAMAGED MATERIAL SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
5. IT WILL BE THE CONTRACTOR'S OBLIGATION AND RESPONSIBILITY TO USE METHODS AND EQUIPMENT WHICH WILL INSURE THE SATISFACTORY COMPLETION OF THE REQUIRED WORK WITH A MINIMUM OF DELAY.
6. THE CONTRACTOR IS ADVISED THAT ADDITIONAL "NOTES" WILL BE FOUND ON SUBSEQUENT SHEETS OF THE CONTRACT PLANS AND SUCH "NOTES", WHILE PERTAINING TO THESE SPECIFIC SHEETS THEY ARE PLACED ON, ALSO SUPPLEMENT THE GENERAL NOTES LISTED HEREIN.
7. NO ADDITIONAL PAYMENT WILL BE MADE FOR WORK CALLED FOR BY NOTES ON THE PLANS OR IN THE SPECIFICATIONS UNLESS PAYMENT IS SPECIFICALLY INDICATED BY ITEM NUMBER. THE COST OF WORK FOR WHICH NO PAYMENT ITEM IS INDICATED, SHALL BE INCLUDED IN THE UNIT PRICES BID FOR VARIOUS ITEMS OF THIS CONTRACT.
8. CARE SHALL BE TAKEN TO RETAIN NATURAL GROWTH AND PREVENT DAMAGE TO TREES WITHIN AND OUTSIDE THE LIMITS OF CONSTRUCTION, AND NOT SCHEDULED FOR REMOVAL. ANY DAMAGE CAUSED TO THIS NATURAL GROWTH SHALL BE RESTORED AT THE EXPENSE OF THE CONTRACTOR AS DIRECTED BY THE ENGINEER.
9. THE CONTRACTOR SHALL BE REQUIRED TO PROTECT HIS WORKERS AT ALL TIMES IN CONFORMANCE WITH APPLICABLE OSHA REGULATIONS.
10. WHENEVER ITEMS IN THE CONTRACT REQUIRE MATERIALS TO BE REMOVED AND DISPOSED OF, THE COST OF SUPPLYING A DISPOSAL AREA AND TRANSPORTATION TO THE AREA SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THOSE ITEMS. ALL DISPOSAL AREAS MUST BE APPROVED BY THE ENGINEER PRIOR TO USE.
11. THE CONTRACTOR IS RECOMMENDED TO VISIT THE SITE BEFORE BIDDING, TO BECOME FAMILIAR WITH THE FIELD CONDITIONS AND TO JUDGE FOR THEMSELVES THE EXTENT AND NATURE OF THE WORK TO BE DONE UNDER THIS CONTRACT. NO EXTRA COMPENSATION WILL BE ALLOWED BECAUSE OF THEIR FAILURE TO INCLUDE IN THE BID ALL ITEMS AND MATERIALS WHICH IS REQUIRED TO BE FURNISHED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
12. A PRE BID MEETING AT THE SITE OF WOODSTOCK DIKE IS SCHEDULED FOR JUNE 7, 2018 AT 10:00 AM.

ROCK ENCOUNTERED

1. IF ROCK IS ENCOUNTERED WITHIN THE GRADING LIMITS THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE ENGINEER. THE CONTRACTOR SHALL NOT EXCAVATE ROCK TO REACH THE PROPOSED GRADING LIMITS UNLESS DEEMED NECESSARY BY THE ENGINEER.

TRAIL CORRIDOR ACCESS:

1. ACCESS TO THE RAILROAD CORRIDOR IS PROVIDED BY 7 DEP ACCESS ROADWAYS, LOCATED ON THE SOUTH SIDE OF THE ADJACENT NYS ROUTE 28 AND 28A. NO ADDITIONAL ACCESS GATES, ROADWAYS OR LOCATIONS ARE AVAILABLE FOR USE.
2. IMPROVEMENTS TO THE EXISTING ROADWAYS ARE SHOWN ON DRAWINGS AP-1 THROUGH AP-7. ADDITIONAL IMPROVEMENTS REQUIRED FOR THE CONTRACTORS OPERATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL BY THE ENGINEER AND NYC DEP. ADDITIONAL IMPROVEMENTS OF THIS NATURE SHALL BE INCLUDED IN THE VARIOUS BID ITEMS AND WILL NOT BE REIMBURSED. IMPROVEMENTS AND WORK BEYOND THE LIMITS SHOWN IN THE CONTRACT DRAWINGS IS CONSIDERED THE CONTRACTORS MEANS AND METHODS.

TREE REMOVAL NOTES:

1. THE CONTRACTOR WILL PROVIDE ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO FELL AND DISPOSE OF TREES AND LIMBS AS REQUIRED BY THE COUNTY. TREE REMOVAL WILL CONSIST OF FELLING AND PROPERLY DISPOSING OF TREES THAT HAVE BEEN IDENTIFIED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE SCHEDULE FOR THE FELLING OF ALL TREES WILL BE INCLUDED IN THE TIME FRAME FROM NOVEMBER 1, 2018 TO MARCH 15, 2019.
2. STUMPS SHALL BE CUT TO NO GREATER THAN 1/2 THE DIAMETER AT BREAST HEIGHT (DBH) OF THE TREE WITH NO FIBERS PROTRUDING OUTWARD OR UPWARD AND MUST HAVE A SMOOTH, FINISH-CUT SURFACE.
3. CONTRACTOR IS RESPONSIBLE FOR DISPOSAL AND/OR REMOVAL OF ALL LOGS, BRANCHES, WOODCHIPS AND DEBRIS FROM THE PROJECT SITE. CONTRACTOR MAY ELECT TO RETAIN ANY OR ALL WOOD FOR USE AS LUMBER, FIREWOOD, MULCH OR WOOD CHIPS.
4. PAYMENT FOR TREE FELLING AND REMOVAL WILL BE PAID UNDER THE FOLLOWING ITEMS:

ITEM	DBH
201.0412UC	12"-12"
201.1324UC	13"-24"
201.2500UC	> 24"

5. PAYMENT FOR TREE REMOVAL WILL BE MADE UPON COMPLETION OF THE FELLING AND SATISFACTORY REMOVAL AND CLEAN-UP AS REQUIRED BY THE ENGINEER AND WILL BE PAID FOR EACH TREE FELLED, REMOVED AND CLEANED-UP.

ITEM 637.31UC - UTILITY VEHICLE:

THE CONTRACTOR SHALL PROVIDE A UTV FOR THE USE OF THE COUNTY / ENGINEER DURING CONSTRUCTION. THE UTV SHALL AT A MINIMUM BE EQUIPPED WITH 4 WHEEL DRIVE, A GAS POWERED ENGINE, 2 SEATS, AND A UTILITY BED SIMILAR TO THE HONDA PIONEER 700, OR AN APPROVED EQUAL. THE CONTRACTOR WILL BE RESPONSIBLE FOR ROUTINE MAINTENANCE AND FUEL FOR THE DURATION OF THE PROJECT AND WILL RETAIN THE UTV AT THE COMPLETION OF THE PROJECT.



Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

GENERAL
CONSTRUCTION
NOTES - 1

SCALE: NONE
DATE ISSUED: 5/30/2018
DRAWING
GCN-1

CMH/ERB/JDH

1. THERE ARE NO LOCATIONS WITHIN OR ADJACENT TO THE PROJECT LIMITS FOR THE DISPOSAL OF CONSTRUCTION DEBRIS OR SPOILS.
2. ALL NECESSARY PRECAUTIONS SHALL BE TAKEN TO PREVENT THE ENTRANCE OF FRESH CONCRETE INTO THE WATERS OF NEW YORK STATE. EQUIPMENT, TOOLS, AND TRUCKS USED IN THIS PROJECT SHALL BE CLEANED IN SUCH A MANNER AS TO PREVENT WASH WATER FROM ENTERING ANY WATER BODY. WET CONCRETE IS HIGHLY TOXIC TO FISH. CONCRETE WASH AREAS SHALL BE APPROVED BY THE ENGINEER AND SHALL CONFORM WITH DETAILS AND NOTES ON DWG. ESCD-2.
3. SPILLAGE OF OIL AND HAZARDOUS SUBSTANCES IS ESPECIALLY PROHIBITED BY SECTION 311 OF THE CLEAN WATER ACT OF 1977. MEASURES INCLUDING PROPER MAINTENANCE OF CONSTRUCTION EQUIPMENT, DESIGNATING FUEL/HAZARDOUS SUBSTANCES, HANDLING AREAS TO ALLOW SPILLS TO BE CONTAINED BEFORE REACHING THE WATERWAY, INSTRUCTING PERSONNEL NOT TO DISPOSE OF OIL AND OTHER SUCH MATERIALS INTO DRAINS OR INTO THE WATERWAY DIRECTLY, AND OTHER NECESSARY PROCEDURES SHALL BE IMPLEMENTED PRIOR TO ANY CONSTRUCTION ACTIVITIES. IF, IN SPIE OF SUCH PLANNING, OIL/HAZARDOUS SUBSTANCES ARE SPILLED INTO A WATERCOURSE, IMMEDIATE NOTIFICATION SHALL BE GIVEN TO THE N.Y.S. DEPARTMENT OF ENVIRONMENTAL CONSERVATION AT TELEPHONE NUMBER (518) 457-7362 AND THE NATIONAL RESPONSE CENTER AT TELEPHONE NUMBER 1-800-424-8802.
A CONTAINMENT BOOM AND A SUPPLY OF HAY, STRAW, OR OTHER ABSORBENT SHALL BE RETAINED SO THAT IT MAY BE RAPIDLY DEPLOYED TO SOAK UP ANY POSSIBLE SPILLAGE. PENDING ENVIRONMENTAL CONSERVATION AND/OR NYDEP ARRIVAL ON THE SCENE, THE USE OF CHEMICAL DISPERSING AGENTS AND EMULSIFIERS IS NOT AUTHORIZED WITHOUT PRIOR, SPECIFIC, FEDERAL, OR STATE APPROVAL.
4. ANY MATERIAL ENTERING THE WATER, FOR ANY REASON WHATSOEVER, WHICH IS NOT PART OF INTENDED WORK, SHALL BE REMOVED AND DISPOSED OF PROPERLY IN ACCORDANCE WITH CURRENT NYDEP REGULATIONS.

NO ACTIVE BALD EAGLE NESTS HAVE BEEN IDENTIFIED WITHIN THE PROJECT CORRIDOR. HOWEVER, THE PROJECT SITE IS LOCATED IN AN AREA KNOWN TO HAVE PREVIOUS BALD EAGLE ACTIVITY AND SUITABLE HABITAT. SHOULD AN ACTIVE BALD EAGLE NEST BE IDENTIFIED WITHIN 1/4 MI OF THE PROJECT CORRIDOR DURING CONSTRUCTION OF THIS PROJECT, THE FOLLOWING MEASURES SHALL BE TAKEN BY THE CONTRACTOR:

- UPON RESUMING WORK, THE CONTRACTOR MAY BE HELD TO THE FOLLOWING CONDITIONS:

2. HIGH NOISE ACTIVITIES SUCH AS PILE DRIVING, JACK HAMMERING, OR BREAKING OF CONCRETE MAY NEED TO BE COMPLETED WITHIN THE NON-BREEDING SEASON.

1. NO WHITE PINE TREES GREATER THAN 3" DBH SHALL BE CUT WITHIN THE PROJECT SITE WITHOUT APPROVAL BY THE ENGINEER.
2. NO WHITE PINE TREES GREATER THAN 25" DBH SHALL BE CUT WITHIN THE PROJECT SITE.
3. IF A BALD EAGLE NEST IS IDENTIFIED AND WORK IS SHUT DOWN OR DELAYED, THE COUNTY WILL NEGOTIATE ANY CONTRACTURAL WORK DELAYS OR UNANTICIPATED COSTS AS A RESULT OF THE PRESENCE OF A BALD EAGLE NEST.
4. THE COUNTY WILL IDENTIFY POTENTIAL BALD EAGLE NESTS AND NOTIFY THE CONTRACTOR OF THEIR PRESENCE. CURRENTLY, NO ACTIVE BALD EAGLE NESTS ARE KNOWN TO BE PRESENT.

VARIOUS STREAMS ARE CLASSIFIED AS CLASS A, STANDARD A(T) WATERBODIES THROUGHOUT THE PROJECT LIMITS.

1. DURING THE COURSE OF CONSTRUCTION, THE CONTRACTOR SHALL CONDUCT ITS OPERATIONS IN SUCH A MANNER TO PREVENT ANY DAMAGE TO ANY WATERBODY, INCLUDING WETLANDS, FROM DIRECT OR INDIRECT POLLUTION BY DEBRIS, SEDIMENTATION OR OTHER FOREIGN MATERIAL, OR FROM THE MANIPULATION OF EQUIPMENT AND/OR MATERIALS IN OR NEAR SUCH WATERBODIES. NO WATER SHALL BE RETURNED DIRECTLY TO THE WATERBODY WHICH HAS BEEN USED FOR WASH PURPOSES OR OTHER SIMILAR OPERATIONS, WHICH CAUSE THIS WATER TO BE CONTAMINATED WITH SAND, SILT, CEMENT, OIL, OR OTHER IMPURITIES.
2. DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT BE ALLOWED TO DROP WASTE CONCRETE, DEBRIS, AND OTHER MATERIAL IN ANY WATERWAY, CHANNEL, SIDE POOL OR ANYWHERE ON COUNTY OR NYCDPE PROPERTY UNLESS APPROVED BY THE COUNTY OR NYCDPE. 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.
3. PRIOR TO STARTING ANY WORK IN THE STREAM BED OR WITHIN 50' OF THE WATER'S EDGE, INCLUDING CONSTRUCTION ACCESS, WATER DIVERSION, AND HABITAT RESTORATION, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER-IN-CHARGE (EIC). THE EIC SHALL CONSULT WITH THE REGIONAL CONSTRUCTION ENVIRONMENTAL COORDINATOR AND THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION REGION 3 HABITAT PROTECTION MANAGER.
4. THE CONTRACTOR SHALL ACCOMPLISH STREAM WORK, INCLUDING WATER DIVERSION, COFFERDAM INSTALLATION AND REMOVAL, DURING THE PERIOD BETWEEN MAY 1 AND SEPTEMBER 30. COFFERDAMS IN THE STREAM CHANNEL AND/OR WATER DIVERSIONS SHALL NOT BE ALLOWED PRIOR TO MAY 1 AND AFTER SEPTEMBER 30 WITHOUT PRIOR WRITTEN APPROVAL FROM THE NYSDOC AND THE REGIONAL CONSTRUCTION ENVIRONMENTAL COORDINATOR. COFFERDAMS AND STREAM DIVERSIONS SHOULD BE SIZED WITH REGARD TO THE SEASONAL FLOW OF THE STREAM EXPECTED FOR THE TIME THEY ARE TO BE IN USE.



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
ULSTER COUNTY

ENVIRONMENT
PROTECTION
NOTES - 1

SCALE: NONE
DATE ISSUED: 5/30/2018
DRAWING
EPN-1

GENERAL NOTES FOR EROSION PREVENTION AND SEDIMENT CONTROL

1. THE CONTRACTOR WILL BE REQUIRED TO PERFORM ALL CONSTRUCTION OPERATIONS IN A MANNER SO AS TO MINIMIZE SOIL EROSION AND ENSURE SEDIMENT CONTROL. EROSION CONTROL MEASURES ARE ITEMS WHICH MINIMIZE THE EROSION OF SOIL. SEDIMENT CONTROL MEASURES ARE ITEMS WHICH KEEP SEDIMENT FROM LEAVING THE PROJECT SITE. EFFECTIVE SOIL EROSION AND SEDIMENT CONTROL CAN BE ACCOMPLISHED BY LIMITING THE AREA OF UNPROTECTED SOIL. PROTECTED IS DEFINED AS HAVING TEMPORARY OR PERMANENT SOIL EROSION MEASURES IN PLACE.
2. TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AS PER DETAILS AND SPECIFICATIONS. THE COST OF MAINTAINING AND REMOVING TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INCLUDED IN THE BID PRICE OF THE ITEM USED. ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED BY THE CONTRACTOR AT A MINIMUM ONCE EVERY SEVEN (7) CALENDAR DAYS AND AFTER EACH RAINFALL OF ONE-HALF INCH OR MORE IN A 24 HOUR PERIOD.
3. PERIMETER SEDIMENT CONTROL MEASURES (FIBER LOGS) AND SILT FENCE SHALL BE INSTALLED PRIOR TO STARTING CLEARING AND GRUBBING OPERATIONS. THESE MEASURES SHALL REMAIN IN PLACE UNTIL AFTER FINAL GRADING HAS OCCURED AND ALL DISTURBED AREAS ARE PERMANENTLY PROTECTED WITH EROSION CONTROL MEASURES.
4. TEMPORARY STOCKPILES OF SOIL SHALL BE PROTECTED AS PER THE SOIL EROSION AND SEDIMENT CONTROL PLAN AND DETAILS SHOWN ON DWG. AP-1 THRU AP-7 AND DWG. ESCD-2. AT A MINIMUM TEMPORARY STOCKPILES SHALL BE RINGED WITH FIBER LOGS. STOCKPILES AND AREA OF STOCKPILES LEFT INACTIVE FOR LONGER THAN 14 DAYS SHALL HAVE TEMPORARY MULCH, OR TEMPORARY SEED AND MULCH APPLIED, OR BE COVERED IN A MANNER THAT WILL PREVENT EROSION. ANY MEASURES USED TO COVER STOCKPILES SHALL BE SECURED TO MAINTAIN THEIR EFFECTIVENESS.
5. ANY ADDITIONAL SOIL EROSION AND SEDIMENT CONTROL MEASURES USED TO SUPPLEMENT THE PLANS SHALL BE PREPARED IN ACCORDANCE WITH THE TECHNICAL REQUIREMENTS CONTAINED IN THE "NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL", LATEST EDITION. ADDITIONAL SOIL EROSION AND SEDIMENT CONTROL MEASURES MAY BE REQUIRED AS PER SECTION 107-12 OF THE STANDARD SPECIFICATIONS.
 - ARTICLE 15: PROTECTION OF WATERS
 - ARTICLE 24: FRESHWATER WETLAND PERMIT
 - SECTION 401: WATER QUALITY CERTIFICATION PERMIT
 - USACE NATIONWIDE PERMIT 14
 - NYSDE SPDES GP-0-15-002
6. THE CONTRACTOR SHALL COMPLY WITH THE PROVISIONS OF ALL ENVIRONMENTAL PERMITS ISSUED FOR THIS PROJECT. THESE PLANS REFLECT THE PROVISIONS AND REQUIREMENTS OF SAID PERMIT(S). PERMIT(S) WILL BE AVAILABLE FROM THE ENGINEER-IN-CHARGE (E.I.C.) PRIOR TO THE START OF CONSTRUCTION. PERMITS INCLUDE, BUT ARE NOT LIMITED TO:
 - ARTICLE 15: PROTECTION OF WATERS
 - ARTICLE 24: FRESHWATER WETLAND PERMIT
 - SECTION 401: WATER QUALITY CERTIFICATION PERMIT
 - USACE NATIONWIDE PERMIT 14
 - NYSDE SPDES GP-0-15-002
7. ALL NECESSARY PRECAUTIONS SHALL BE TAKEN TO PREVENT DIRECT OR INDIRECT CONTAMINATION OF ALL WATER BODIES (INCLUDING WETLANDS) BY SILT, SEDIMENT, FUELS, SOLVENTS, LUBRICANTS, EPOXY COATINGS, CONCRETE LEACHATE, SLURRY OR ANY OTHER POLLUTANT ASSOCIATED WITH CONSTRUCTION AND CONSTRUCTION PROCEDURES. DURING CONSTRUCTION, NO WET OR FRESH CONCRETE OR LEACHATE OR SLURRY SHALL BE ALLOWED TO ESCAPE DIRECTLY OR INDIRECTLY INTO ANY WATER BODIES (INCLUDING WETLANDS), NOR SHALL WASHINGS FROM CONCRETE TRUCKS, MIXERS, OR OTHER DEVICES BE ALLOWED TO ESCAPE DIRECTLY OR INDIRECTLY INTO ANY WATER BODIES (INCLUDING WETLANDS). THE USE OF CONCRETE WASHOUT AREAS ARE REQUIRED FOR THIS PROJECT AND SHALL CONFORM TO DETAIL ON DWG. ESCD-2.
8. ANY DEBRIS OR EXCESS MATERIALS FROM CONSTRUCTION OF THIS PROJECT SHALL BE IMMEDIATELY AND COMPLETELY REMOVED FROM THE PROJECT SITE AND FROM WITHIN 50' OF THE WATER'S EDGE OF ALL WATER BODIES (INCLUDING WETLANDS) AND SHALL BE DISPOSED OF OFFSITE.
9. TEMPORARY CHECK DAMS SHALL BE INSTALLED IMMEDIATELY FOLLOWING DITCH EXCAVATING OPERATIONS. TEMPORARY CHECK DAMS SHALL REMAIN IN PLACE UNTIL NEW SLOPES AND SWALES HAVE BEEN PERMANENTLY PROTECTED WITH EROSION CONTROL MEASURES INCLUDING VEGETATION ESTABLISHMENT.
10. ANY PROPOSED CHANGES TO THE EROSION AND SEDIMENT CONTROL MEASURES SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEING IMPLEMENTED.
11. THE CONTRACTOR IS ADVISED THAT THE LOCATIONS OF THE TEMPORARY DEVICES ARE APPROXIMATE. THE EXACT DEVICE LOCATIONS TO ACCOMMODATE THE PROPOSED WORK SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND AS APPROVED BY THE ENGINEER.
12. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT THROUGHOUT THE DURATION OF THE CONTRACT, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO CAPTURE ALL WATER BORNE SEDIMENT OR POLLUTANTS ORIGINATING FROM ANY WORK BEING DONE ON OR IN SUPPORT OF THIS PROJECT.
13. THE POLLUTION CONTROL NOTES AND DETAILS SHOWN IN THESE DRAWINGS ARE NOT INTENDED TO BE ALL INCLUSIVE BUT TO SERVE AS A GUIDELINE FOR THE DEVELOPMENT OF THE CONTRACTOR'S EROSION CONTROL SCHEME REQUIRED UNDER THE RESPECTIVE ITEMS OF THE CONTRACT.
14. THE CONTRACTOR SHALL INSPECT THE SOIL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES ON A WEEKLY BASIS OR A.O.B.E. REPAIRS SHALL BE MADE BY THE CONTRACTOR AS NEEDED WITHIN 3 CALENDAR DAYS, AND SEDIMENT SHALL BE REMOVED BY THE CONTRACTOR WHEN THE STORAGE VOLUME OF AN EROSION CONTROL MEASURE IS APPROACHING ONE-HALF OF ITS INTENDED CAPACITY OR A.O.B.E. FAILURE TO COMPLY WITH THIS PROVISION IS BASIS TO CEASE CONSTRUCTION, AT NO EXPENSE TO THE OWNER UNTIL THIS PROVISION IS IN COMPLIANCE.

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



GENERAL NOTES FOR EROSION PREVENTION AND SEDIMENT CONTROL (CONTINUED):

15. IMMEDIATELY UPON COMPLETION OF EXCAVATION OR EMBANKMENT, THE CONTRACTOR SHALL PLACE TEMPORARY FIBER ROLLS, ITEM 209.20120010, IN ALL TRAIL AND OUTLET SWALES A.O.B.E. OR AS SHOWN TO PREVENT MIGRATION OF SEDIMENT.
16. DURING CONSTRUCTION, NO WET OR FRESH CONCRETE OR LEACHATE SHALL BE ALLOWED TO ESCAPE INTO ANY WATERS, NOR SHALL WASHING FROM CONCRETE TRUCKS, MIXERS OR OTHER DEVICES BE ALLOWED TO ENTER ANY WETLANDS OR WATERS. DESIGNATED CONCRETE WASHOUT AREAS CONFORMING TO DWG. ESCD-2 AND THE SWPPP SHALL BE UTILIZED.
17. THE PROPOSED WORK WILL REQUIRE THAT THE TEMPORARY EROSION PREVENTION AND SEDIMENT CONTROLS BE PLACED OVER THE COURSE OF THE PROJECT AS WORK PROGRESSES. NO WORK SHALL BE PERFORMED WITHOUT THE APPROPRIATE EROSION AND SEDIMENT CONTROL MEASURES INSTALLED IN THE ACTIVE CONSTRUCTION AREA.
18. THE SYMBOLS SHOWN ON THE CONSTRUCTION PLAN SHEETS REPRESENT THE EROSION CONTROL ITEMS TO BE USED IN CONJUNCTION WITH THE PROPOSED WORK. THE INSTALLATION METHODS, INCLUDING APPLICABLE PLACEMENT INTERVALS, ARE AS SHOWN ON THE PLANS AND DETAILS IN THE CONTRACT DOCUMENTS.
19. ALL DISTURBED AREAS WILL BE STABILIZED IN ACCORDANCE WITH THE PLANS AND DETAILS IN THE CONTRACT DOCUMENTS.
20. FIBER LOGS ARE A SECONDARY CONTROL MEASURE AND ARE USED TO CAPTURE SEDIMENT DEPOSITS THAT BREAK FREE FROM THE PRIMARY EROSION CONTROLS. INTERIOR MATERIAL FOR FIBER LOGS MAY BE 100% STRAW OR OTHER, MORE DURABLE PRODUCTS.
21. MULCHING, SEEDING AND ROLLED EROSION CONTROL PRODUCT (RECP) ARE THE PRIMARY MEASURE FOR EROSION CONTROL UTILIZED ON THIS PROJECT.
22. THE CONTRACTOR WILL BE REQUIRED TO PERFORM ALL CONSTRUCTION OPERATIONS IN A MANNER THAT MINIMIZES SOIL EROSION AND PREVENTS SEDIMENTATION ON LANDS ADJACENT TO OR AFFECTED BY THE WORK, AND TAKE MEASURES TO MAINTAIN WATER QUALITY OF RECEIVING WATER BODIES (INCLUDING WETLANDS).
23. THE AREA OF DISTURBANCE SHALL BE LIMITED TO AN AREA NO GREATER THAN FIVE ACRES AT ANY ONE TIME AS REQUIRED BY THE SWPPP.
24. "DISTURBED" IS DEFINED AS WORK THAT RESULTS IN SOIL EXPOSURE.
25. "STABILIZED" IS DEFINED AS HAVING TEMPORARY OR PERMANENT EROSION AND SEDIMENT CONTROL MEASURES IN PLACE, INCLUDING, BUT NOT LIMITED TO, EROSION CONTROL MEASURES THAT COVER EXPOSED SOIL TO MINIMIZE THE SOIL FROM ERODING. PERIMETER SEDIMENT CONTROL MEASURES ALONE ARE NOT CONSIDERED ADEQUATE STABILIZATION.
26. PRIOR TO BEGINNING ANY DISTURBANCE ACTIVITIES ON A "SECTION" OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT A PLAN SHOWING THE LIMITS OF DISTURBANCE, INCLUDING THE AMOUNT OF AREA TO BE DISTURBED, AN EROSION AND SEDIMENT CONTROL PLAN THAT SUPPLEMENTS THE CONTRACT'S EROSION AND SEDIMENT CONTROL PLAN, AND A PROGRESS SCHEDULE FOR THE ACCOMPLISHMENT OF TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL WORK FOR REVIEW AND APPROVAL BY THE ENGINEER-IN-CHARGE. THE CONTRACTOR'S EROSION AND SEDIMENT CONTROL PLAN SHALL INCLUDE MEASURES THAT MINIMIZE EROSION AND CONTROL SEDIMENT FROM DISTURBED AREAS, INCLUDING, BUT NOT LIMITED TO, EROSION AND SEDIMENT CONTROL FOR STORAGE AND STAGING AREAS, HAUL ROADS AND CONSTRUCTION ENTRANCES. THE CONTRACTOR'S EROSION AND SEDIMENT CONTROL PLAN SHALL BE PREPARED IN ACCORDANCE WITH THE SPECIFICATIONS AND THE GUIDANCE CONTAINED IN THE "NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL", LATEST EDITION (A.K.A. NYSDEC BLUE BOOK.)

MAINTENANCE OF SLOPE PROTECTION NOTES

1. MAINTENANCE OF THE MULCHED AREAS SHALL INCLUDE REINSTALLING MULCH IN AREAS WHERE THE SOIL BECOMES EXPOSED TO VIEW. ANY AREAS THAT BECOME SETTLED OR GULLIED DURING THE INSTALLATION PROCESS SHALL BE REPAIRED WITHIN (3) DAYS OR PRIOR TO THE ONSET OF INCLEMENT WEATHER, WHICH EVER IS LESS.
2. MAINTENANCE OF TEMPORARY SEEDED AREAS SHALL INCLUDE RE-SEEDING AS NEEDED (OR AOE) TO ESTABLISH A SATISFACTORY STAND OF TURF. THE COST OF RESEEDING SHALL BE AT THE CONTRACTORS EXPENSE. IT IS HIGHLY RECOMMENDED THAT THE SEEDING BE DONE PRIOR TO INSTALLING THE RECP.
3. ALL TEMPORARY TREATMENT SHALL BE MAINTAINED THROUGHOUT THE LIFE OF THE EROSION CONTROL MEASURE UNTIL PERMANENT VEGETATION HAS BEEN ESTABLISHED.
4. MAINTENANCE OF ROLLED EROSION CONTROL PRODUCT SHALL INCLUDE RE-GRADING OF AREAS THAT BECOME SETTLED OR GULLIED DURING INSTALLATION. ANY EDGES THAT BECOME LOOSE OR EXPOSED SHALL BE RE-INSTALLED.
5. ALL SEED MUST BE PRE-APPROVED BY THE ENGINEER PRIOR TO SEEDING OPERATIONS.
6. ALL SLOPES SHALL BE BROUGHT TO FINISHED GRADE AND TRIMMED AS SOON AS POSSIBLE.
7. PERMANENT EROSION CONTROL MEASURES OF SEEDING AND MULCHING (SEED ONLY WITHIN SEEDING DATES) SHALL BE CARRIED OUT ONCE THE SLOPES HAVE REACHED FINAL GRADE. TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN IN THE TEMPORARY SLOPE TREATMENT TABLE SHALL BE EMPLOYED AS INDICATED.
8. FOR ADDITIONAL TEMPORARY AND PERMANENT EROSION CONTROL INFORMATION, REFER TO THE EROSION CONTROL PLANS, DETAILS, AND SWPPP.

TEMPORARY MULCH NOTES

1. THE CONTRACTOR'S ATTENTION IS ALERTED TO THE ADDED REQUIREMENTS AND STIPULATIONS OF THIS ITEM. THE PRICE PER SQUARE YARD OF ROLLED EROSION CONTROL PRODUCT (RECP) INCLUDES ALL COST ASSOCIATED WITH BEING ABLE TO PROVIDE A QUALITY RECP COVER, SPREAD IN A UNIFORM LAYER TO PROTECT THE EXISTING SOIL LAYER. RECP SHALL BE ANCHORED WITH 100% BIODEGRADABLE STAKES AND BE FLAT AGAINST THE SOIL.
2. IN ACCORDANCE WITH NYSDOT SECTION 209-3.04, THE CONTRACTOR SHALL HAVE THE CAPABILITY TO INSTALL RECP OR MULCH ON ANY DISTURBED AREAS ON ANY GIVEN DAY (E.G. THOSE AREAS WHERE EARTHWORK OPERATIONS ARE ONGOING, ETC.). THE ENGINEER IN CHARGE SHALL DIRECT THE CONTRACTOR TO LIMIT THE AREA OF CLEARING AND GRUBBING, EXCAVATION, BORROW, AND EMBANKMENT OPERATIONS IN PROGRESS, COMMENSURATE WITH THEIR CAPABILITY AND PROGRESS IN KEEPING THE FINISH GRADING, MULCHING, SEEDING AND OTHER TEMPORARY AND/OR PERMANENT CONTROL MEASURES CURRENT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
3. UNDER NO CONDITION, SHALL ANY AREA OF UNPROTECTED ERODIBLE EARTH MATERIAL EXPOSED BY CLEARING AND GRUBBING, EXCAVATION, BORROW, OR FILL BE LEFT IN AN UNPROTECTED CONDITION. ANY PORTION OF AN AREA ON WHICH CLEARING AND GRUBBING, EXCAVATION, BORROW, OR FILL HAD PERMANENTLY CEASED SHALL BE STABILIZED, BY EITHER TEMPORARY OR PERMANENT MEANS. THE CONTRACTOR WILL ALSO BE AWARE OF IMPENDING WEATHER CONDITIONS AND THE NEED TO APPLY AND/OR RE-APPLY RECP OR MULCH ON AREAS THAT WORK IS PROGRESSING IN ORDER TO MEET THE REQUIREMENTS OF SECTION 209.
4. THE CONTRACTOR MUST CONTINUALLY BE PREPARED TO REPAIR AND REINSTALL RECP OR MULCH IN DISTURBED SOIL AREAS TO PROVIDE NECESSARY COVERAGE TO LOCATIONS THAT HAVE BEEN DAMAGED BY STORMS OR EQUIPMENT. SHOULD THE ENGINEER DETERMINE THAT AT ANY TIME THE RECP OR MULCH HAS NOT STABILIZED THE PROJECT AREA, THE CONTRACTOR SHALL BE RESPONSIBLE FOR RE-ESTABLISHING THE RECP OR MULCH AND ALL ADDITIONAL WORK NECESSARY TO CORRECT THE PROBLEM SHALL BE AT THE CONTRACTOR'S EXPENSE. THIS WORK WILL BE REQUIRED FOR ALL AREAS ASSOCIATED WITH THE PROJECT AND WITHIN THE PROJECT LIMITS. THE CONTRACTOR WILL BE RESPONSIBLE TO MAINTAIN THE SAME STANDARDS FOR ALL OFF SITE AREAS ASSOCIATED WITH THE PROJECT. THE COST OF THAT WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.
5. MULCH IS THE PRIMARY EROSION PREVENTION METHOD TO BE USED WHERE SLOPES ARE 3 HORIZONTAL TO 1 VERTICAL OR FLATTER. RECP SHALL BE USED ON SLOPES STEEPER THAN 15%.
6. THE CONTRACTOR'S ATTENTION SHALL BE DIRECTED TO THE SWPPP, AS IT WILL BE STRICTLY ADHERED TO DURING THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL DESIGNATE TO THE ENGINEER AN EROSION AND SEDIMENT CONTROL SUPERVISOR WITH ADEQUATE TRAINING, EXPERIENCE, AND AUTHORITY TO IMPLEMENT AND MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES, AS PER THE REQUIREMENTS OF THE SWPPP AND ALL ASSOCIATED FEDERAL AND STATE LAWS AND REGULATIONS. THIS INDIVIDUAL WILL BE RESPONSIBLE FOR MONITORING IMPENDING WEATHER CONDITIONS THAT MAY HAVE AN AFFECT ON DAILY CONSTRUCTION OPERATIONS AND THE NEED TO PROVIDE THE REQUIRED EROSION AND SEDIMENT CONTROLS.
7. IF NECESSARY, THE CONTRACTOR SHALL EXPECT TWO (2) SITE INSPECTIONS IN ACCORDANCE WITH PART IV.C. EVERY SEVEN (7) CALENDAR DAYS, FOR AS LONG AS GREATER THAN FIVE (5) ACRES OF SOIL REMAIN DISTURBED. THE TWO (2) INSPECTIONS SHALL BE SEPARATED BY A MINIMUM OF TWO (2) FULL CALENDAR DAYS.
8. IN AREAS WHERE SOIL DISTURBANCE ACTIVITY HAS BEEN TEMPORARILY OR PERMANENTLY CEASED, TEMPORARY AND/OR PERMANENT SOIL STABILIZATION MEASURES SHALL BE INSTALLED AND/OR IMPLEMENTED BY THE END OF EACH WORK DAY.

NOTE

1. THE SWPPP SHALL TAKE PRECEDENCE OVER ANY DISCREPANCY BETWEEN THE CNSTRUCTION PLANS AND THE SWPPP.



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

ULSTER COUNTY

EROSION AND
SEDIMENT
CONTROL
NOTES - 1

SCALE: NONE

DATE ISSUED: 5/30/2018

DRAWING

ESCN-1

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

VEGETATION GROWTH AND CARE

1. THE TEMPORARY AND PERMANENT SEED SHALL BE EASTERN ECOTYPE GRASS MIX (ERNMX-177) FROM ERNST SEED. THE SEED MIX SHALL CONSIST OF A MIXTURE OF 35.0% ANDROPOGON GERARDII, 30.0% SORGHASTRUM NUTANS, 20.0% PANICUM VIRGATUM AND 15.0% ELYMUS VIRGINICUS. APPLIED AT 12 LBS. PER ACRE OR AT 1/2 LBS. PER 1000 SQFT. ALL PROPOSED SEED MIXES WILL REQUIRE APPROVAL BY THE OWNER AND NYCDEP PRIOR TO INSTALLATION.
- 2.TEMPORARY AND PERMANENT SEED SHALL BE SPREAD BY HAND OR USING A HAND SEEDER.
2. THE USE OF HYDROSEED SHALL NOT BE PERMITTED ON THIS PROJECT.

FIBER LOG (ROLL) PLACEMENT

1. UPON ACCEPTABLE ESTABLISHMENT OF TEMPORARY OR PERMANENT VEGETATION, THE FIBER LOGS SHALL BE REMOVED AND RE-USED ON OTHER PORTIONS OF THE TRAIL UNDER ACTIVE CONSTRUCTION.
2. THE FIBER LOG PLACEMENT LOCATIONS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLANS ARE APPROXIMATE LOCATIONS ONLY AND THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS AND ORIENTATION OF THE FIBER LOGS. THIS MAY INCLUDE ADDITIONAL LOCATIONS NOT NOTED ON THE PLANS.
3. SEE DWG. ESCD-1 AND ESCD-2 FOR FIBER LOG PLACEMENT DETAILS
4. SEE DWGS. ESCP-1 THROUGH ESCP-88 FOR FIBER LOG PLACEMENT LOCATIONS.

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

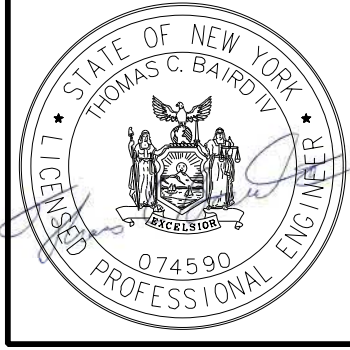


ASHOKAN RAIL TRAIL		ULSTER COUNTY		EROSION AND SEDIMENT CONTROL NOTES - 2	
SCALE: NONE		DATE ISSUED: 5/30/2018		DRAWING ESCN-2	
Barton & Loguidice, D.P.C.		UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209		9 245	

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DATE = 5/30/2018
TIME = 11:04:45 AM

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

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



ITEM NO.	DESCRIPTION	UNITS	ITEM NO.	DESCRIPTION	UNITS	NOTES
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CY				1. SEE TABLE ON DWG. TS-2 FOR WIDTH OF TRAIL BACKUP.
203.03	EMBANKMENT IN PLACE	CY				
203.51990006	ESTABLISHING NEW SWALES AND SLOPES	LF				
209.13	SILT FENCE - TEMPORARY	LF				
304.00UC	GRADING OF EXISTING BASE COURSE	LF				
304.12UC	SUBBASE COURSE, TYPE 2 MODIFIED (BASE COURSE)	CY				2. CONTRACTOR SHALL USE ITEM 304.12UC TO SUPPLEMENT EXISTING BALLAST AS NEEDED TO ACHIEVE FINAL GRADE. ADDITIONAL SUBBASE TO BE PAID FOR UNDER ITEM 304.12UC. SEE CONTRACT DOCUMENTS FOR GRADATION.
610.16080124	TURF ESTABLISHMENT - SEED MIX AS SPECIFIED	SY				
621.51000015	GRADING, CLEANING, AND SHAPING EXISTING SWALES	LF				3. CONTRACTOR SHALL MAINTAIN 6" OF BASE COURSE. FINAL TRAIL GRADE MAY NEED TO BE ADJUSTED TO MAINTAIN DEPTH OF BASE.
623.03	CRUSHED STONE, BY WEIGHT (TOP COURSE)	TON				
						4. CROSS SLOPE OF TRAIL SHALL BE SLOPED TO DRAIN AWAY FROM THE RESERVOIR (GENERALLY TO THE NORTH), EXCEPT WHERE THE TRAIL CURVES TO THE RIGHT THE CROSS SLOPE SHALL SLOPE TOWARD THE RESERVOIR TO MATCH THE EXISTING CROSS SLOPE.
						5. ALL NYSDOT STANDARD SPECIFICATIONS OF ITEM 304.12 SHALL APPLY TO ITEM 304.12UC EXCEPT THE GRADATION OF ITEM 304.12UC SHALL BE AS SPECIFIED IN THE TABLE ON DWG. TS-2.

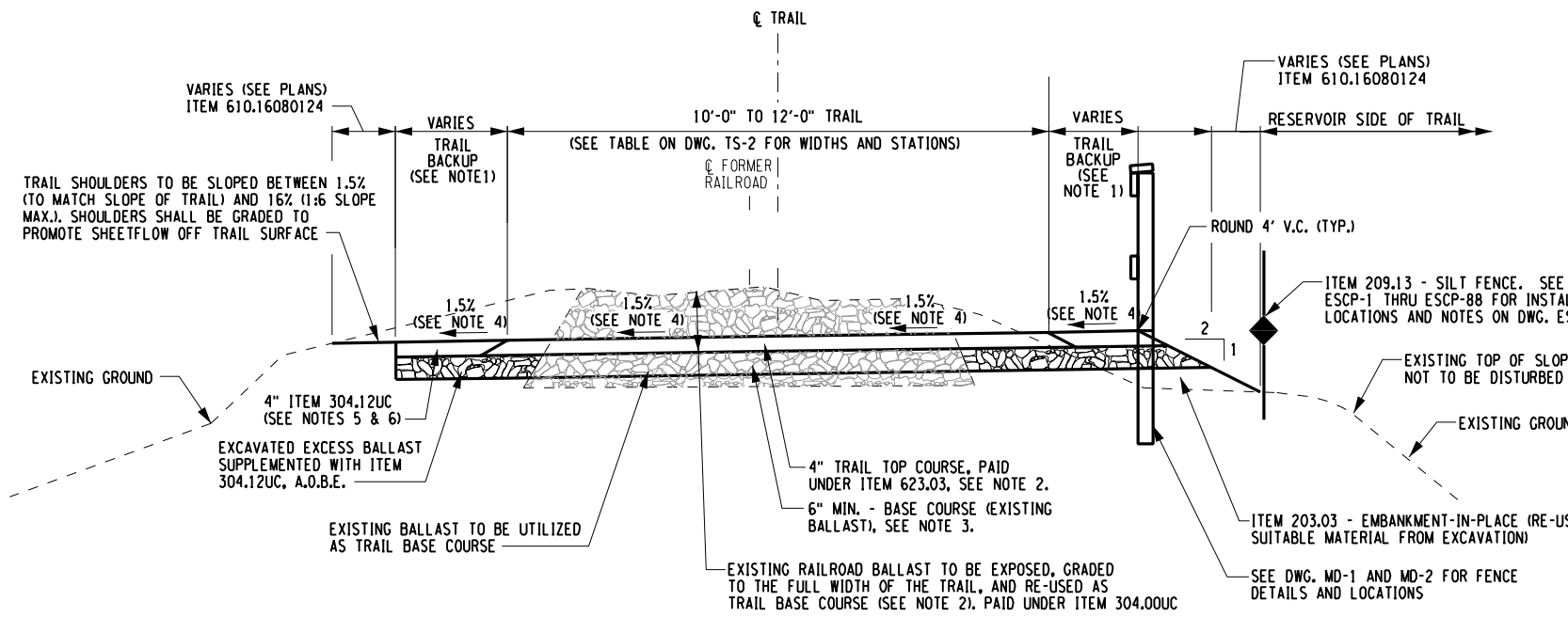
1. SEE TABLE ON DWG. TS-2 FOR WIDTH OF TRAIL BACKUP.

2. CONTRACTOR SHALL USE ITEM 304.12UC TO SUPPLEMENT EXISTING BALLAST AS NEEDED TO ACHIEVE FINAL GRADE. ADDITIONAL SUBBASE TO BE PAID FOR UNDER ITEM 304.12UC. SEE CONTRACT DOCUMENTS FOR GRADATION.

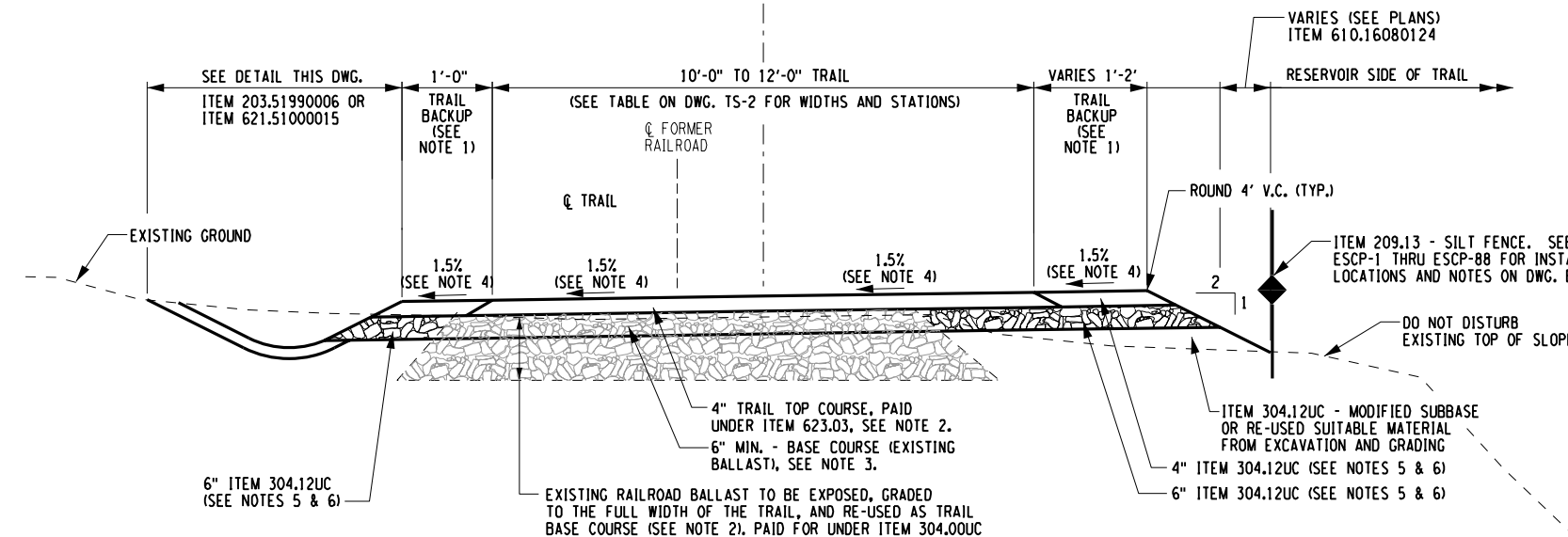
3. CONTRACTOR SHALL MAINTAIN 6" OF BASE COURSE. FINAL TRAIL GRADE MAY NEED TO BE ADJUSTED TO MAINTAIN DEPTH OF BASE.

4. CROSS SLOPE OF TRAIL SHALL BE SLOPED TO DRAIN AWAY FROM THE RESERVOIR (GENERALLY TO THE NORTH), EXCEPT WHERE THE TRAIL CURVES TO THE RIGHT THE CROSS SLOPE SHALL SLOPE TOWARD THE RESERVOIR TO MATCH THE EXISTING CROSS SLOPE.

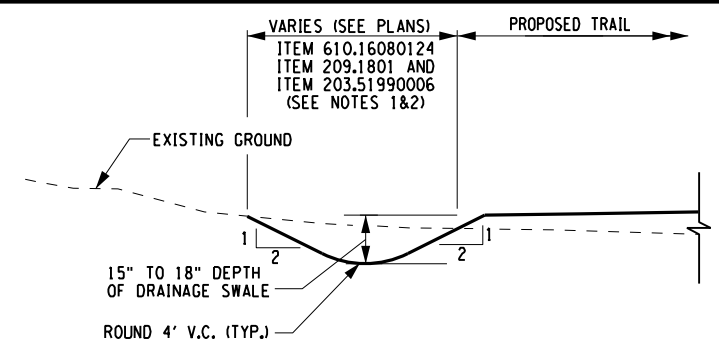
5. ALL NYSDOT STANDARD SPECIFICATIONS OF ITEM 304.12 SHALL APPLY TO ITEM 304.12UC EXCEPT THE GRADATION OF ITEM 304.12UC SHALL BE AS SPECIFIED IN THE TABLE ON DWG. TS-2.



TYPICAL TRAIL SECTION - 1
SCALE: 1/4" = 1'

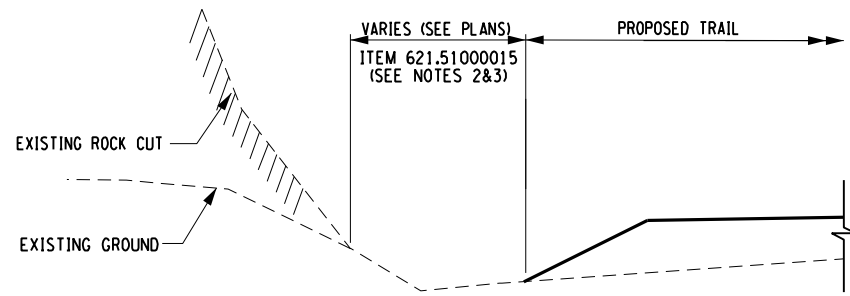


TYPICAL TRAIL SECTION - 2
SCALE: 1/4" = 1'



ITEM 203.51990006 - SWALE ESTABLISHMENT DETAILS
SCALE: 1/4" = 1'

- SWALE ESTABLISHMENT NOTES:
- ALL PROPOSED SEED MIXES REQUIRE APPROVAL BY THE OWNER AND NYCEP PRIOR TO INSTALLATION (SEE NOTE 1 ON DWG. ESCN-2).
 - SWALES SHALL TIE INTO THE EXISTING BACK SLOPE GRADE WITH A SMOOTH TRANSITION. TIE-INS SHALL OCCUR WITHIN THE CUT LIMITS SHOWN ON THE PLANS UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
 - ALL DISTURBED SOIL SHALL BE SEEDED WITHIN 3 CALEDER DAYS OF FINAL GRADING.
 - LIVE TREES WITHIN THE EXISTING SWALES SHALL REMAIN UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
 - NO GRADING, EXCAVATION OR FILL SHALL OCCUR IN DELINEATED SENSITIVE WATER RESOURCES.
 - SEE TABLE OF SWALE CLEANING AND GRADING ON DWG. MT-1.



ITEM 621.51000015 - SWALE CLEANING DETAILS
SCALE: 1/4" = 1'

- SWALE CLEANING NOTES:
- EXTRACT AND DISPOSE OF ALL FALLEN TREES AND WOODY DEBRIS WITHIN THE EXISTING SWALES.
 - NO GRADING, EXCAVATION OR FILL SHALL OCCUR WITHIN EXISTING SWALES.
 - FALLEN TREES AND WOODY DEBRIS SHALL BE CAREFULLY EXTRACTED FROM THE EXISTING SWALE. LIMIT DISTURBANCE TO THE GREATEST EXTENT POSSIBLE.
 - LIVE TREES WITHIN THE EXISTING SWALES SHALL REMAIN UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
 - SEE TABLE OF SWALE CLEANING AND GRADING ON DWG. MT-1.
 - LIMITS OF WOODY DEBRIS REMOVAL SHALL EXTEND A MINIMUM OF 5 FT. FROM THE NEW TRAIL EDGE, OR 2 FT. BEYOND THE BACK EDGE OF THE SWALE, A.O.B.E. CONTRACTOR WILL NOT BE REQUIRED TO REMOVE THE FULL LENGTH OF EXISTING FALLEN TREES ADJACENT TO THE TRAIL CORRIDOR.

10
245

NO. DATE BY REVISION





UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209

ASHOKAN RAIL TRAIL
ULSTER COUNTY

TYPICAL SECTIONS-1
SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING TS-1

NO.	DATE	BY	REVISION

Barton
& Loguidice, D.P.C.

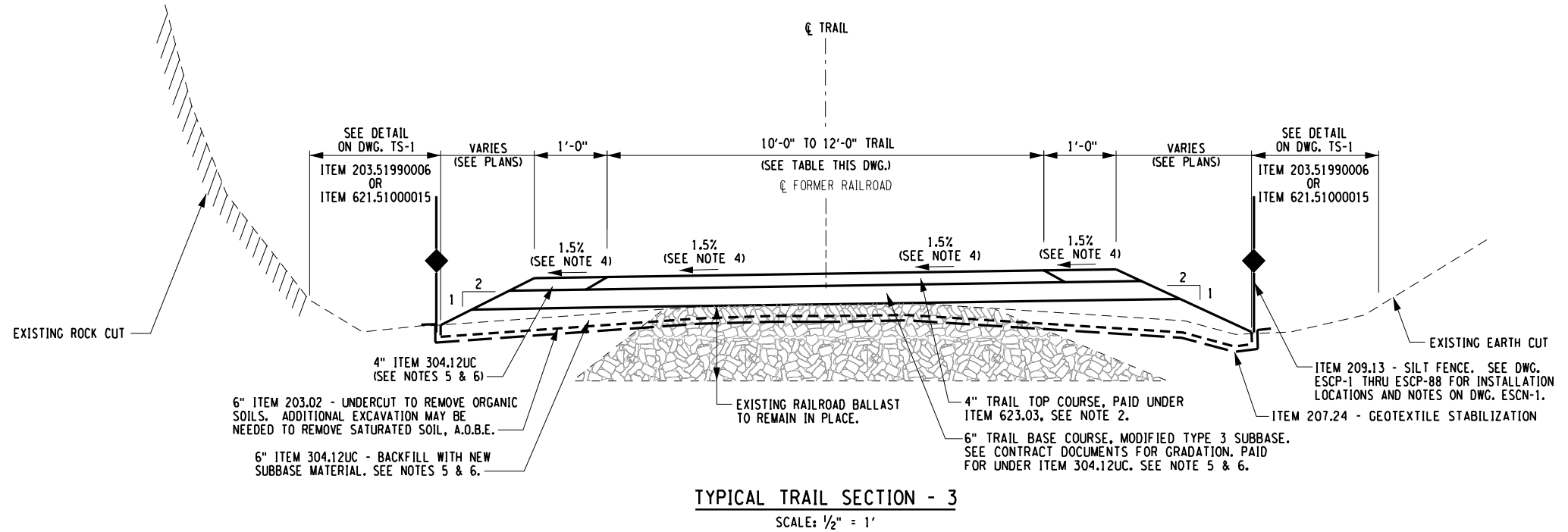
DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW ARTICLE 145 SECTION 7209

ULSTER COUNTY

TYPICAL
SECTION - 2

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

BEGIN STA.	END STA.	TRAIL WIDTH (FT.)	TRAIL BACKUP WIDTH (FT.)		TYP. SECTION
			LT	RT	
A 19+00	A 27+55	12.0	1.0	1.0	1
A 31+15	A 33+75	12.0	1.0	1.0	1
A 33+75	A 36+00	12.0	1.0	1.0	3
A 36+00	A 43+50	12.0	1.0	2.0	2
A 43+50	A 48+00	12.0	2.0	2.0	1
A 48+00	A 73+25	12.0	1.0	1.0	1
A 73+25	A 75+00	12.0	1.0	2.0	2
A 75+00	A 77+75	12.0	1.0	1.0	3
A 77+75	A 90+75	12.0	1.0	1.0	1
A 90+75	A 100+75	12.0	1.0	2.0	2
A 100+75	A 102+75	12.0	2.0	2.0	1
A 102+75	A 104+50	12.0	1.0	2.0	2
A 104+50	A 108+00	12.0	2.0	2.0	1
A 108+00	A 116+00	12.0	1.0	2.0	2
A 116+00	A 121+25	12.0	2.0	2.0	1
A 121+25	A 122+75	12.0	1.0	2.0	2
A 122+75	A 124+00	12.0	2.0	2.0	1
A 124+00	A 129+25	12.0	1.0	1.0	3
A 129+25	N 10+50	12.0	2.0	2.0	1
N 10+50	N 18+31	12.0	1.0	1.0	3
N 18+31	A 171+50	12.0	2.0	2.0	1
A 171+50	A 173+50	12.0	1.0	1.0	1
A 173+50	A 181+00	12.0	2.0	2.0	1
A 181+00	A 217+00	12.0	1.0	1.0	1
A 217+00	A 236+00	12.0	3.0	3.0	1
A 236+00	A 239+50	12.0	1.0	1.0	1
A 239+50	A 273+00	10.0	1.0	1.0	3
A 273+00	A 274+00	12.0	2.0	2.0	1
A 274+00	A 292+00	12.0	1.0	1.0	1
A 292+00	A 299+00	12.0	2.0	2.0	1
A 299+00	A 308+25	12.0	1.0	2.0	2
A 308+25	A 314+00	12.0	2.0	2.0	1
A 314+00	A 317+50	12.0	1.0	1.0	1
A 317+50	A 321+25	12.0	1.0	2.0	2
A 321+25	A 342+00	12.0	1.0	1.0	1
A 342+00	A 344+00	12.0	2.0	2.0	1
A 344+00	A 365+00	12.0	1.0	1.0	1
A 365+00	A 377+75	12.0	1.0	2.0	2
A 377+75	A 386+00	12.0	1.0	1.0	3
A 386+00	A 395+00	12.0	1.0	1.0	1
A 395+00	A 404+00	12.0	1.0	2.0	2
A 404+00	A 412+75	12.0	3.0	3.0	1
A 412+75	A 413+25	12.0	1.0	2.0	2
A 413+25	A 450+25	12.0	1.0	1.0	1
A 450+25	A 451+75	12.0	1.0	2.0	2
A 451+75	A 462+50	12.0	2.0	2.0	1
A 462+50	A 488+00	12.0	1.0	1.0	1
A 488+00	A 499+25	12.0	2.0	2.0	1
A 499+25	A 501+75	12.0	1.0	2.0	2
A 501+75	A 510+25	12.0	2.0	2.0	1
A 510+25	A 520+00	12.0	1.0	1.0	1
A 520+00	A 525+50	12.0	2.0	2.0	1
A 525+50	A 527+75	12.0	1.0	1.0	1
A 527+75	A 539+00	12.0	2.0	2.0	1
A 539+00	A 556+00	12.0	1.0	1.0	1
A 556+00	A 559+50	12.0	1.0	2.0	2
A 559+50	A 581+00	12.0	2.0	2.0	1
A 581+00	A 613+50	12.0	1.0	1.0	1
A 613+50	A 615+50	12.0	1.0	2.0	2
A 615+50	A 623+50	12.0	2.0	2.0	1
A 623+50	A 625+02	12.0	1.0	1.0	1



BASE COURSE STONE GRADATION
ITEM 304.12UC

BASE COURSE	
NYSDOT STONE	COMPOSITION (BY WEIGHT)
ITEM 304.12	50%
#4A STONE	50%

TOP COURSE STONE GRADATION
ITEM 623.03

SIEVE DESIGNATION	% PASSING (BY WEIGHT)
1/2"	100%
3/8"	90-95%
No. 4	60-70%
No. 8	40-50%
No. 40	20-30%
No. 200	10-16%

PREPARED BY: BARTON & LOGUIDICE, D.P.C. ON : MAY 30, 2018		ITEM NO.	DESCRIPTION	UNITS	ITEM NO.	DESCRIPTION	UNITS	NOTES
	203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CY					SEE DWG. TS-1 FOR NOTES 1 TO 5. 6. CONTRACTOR SHALL MIX A 3 CY SAMPLE OF ITEM 304.12UC FOR ENGINEER TO VISUALLY INSPECT AT QUARRY. COST INCLUDED IN ITEM 304.12UC.
	203.03	EMBANKMENT IN PLACE	CY					
	203.51990006	ESTABLISHING NEW SWALES AND SLOPES	LF					
	207.24	GEOTEXTILE STABILIZATION	SY					
	209.13	SILT FENCE - TEMPORARY	SY					
	304.00UC	GRADING OF EXISTING BASE COURSE	LF					
	304.12UC	SUBBASE COURSE, TYPE 2 MODIFIED (BASE COURSE)	CY					
	610.16080124	TURF ESTABLISHMENT - SEED MIX AS SPECIFIED	SY					
	621.51000015	GRADING, CLEANING, AND SHAPING EXISTING SWALES	LF					
	623.03	CRUSHED STONE, BY WEIGHT (TOP COURSE)	TON					

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DATE = 5/30/2018
TIME = 11:04:55 AM

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

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

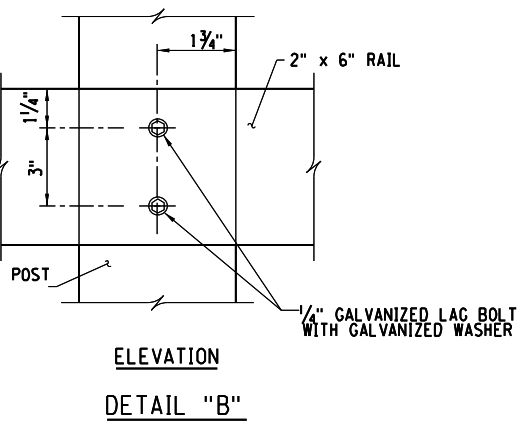
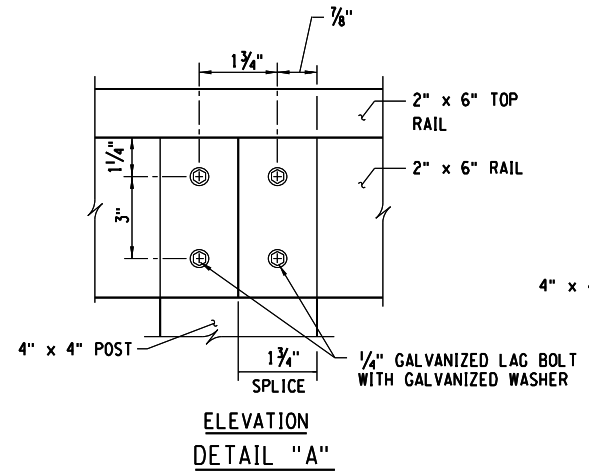
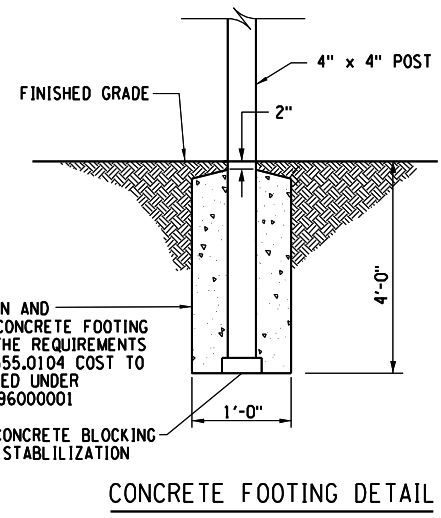
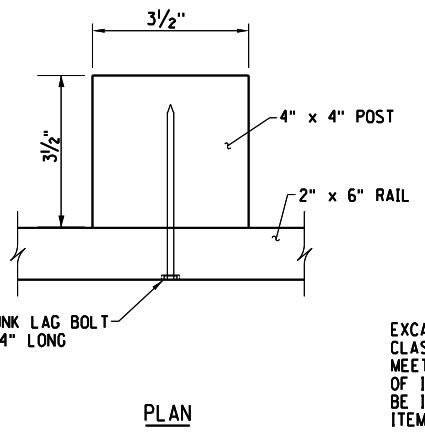
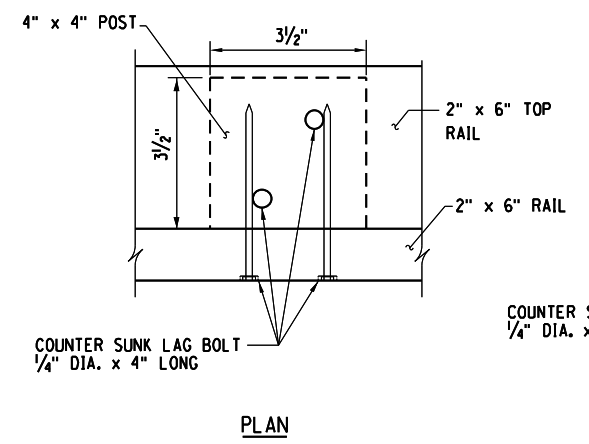
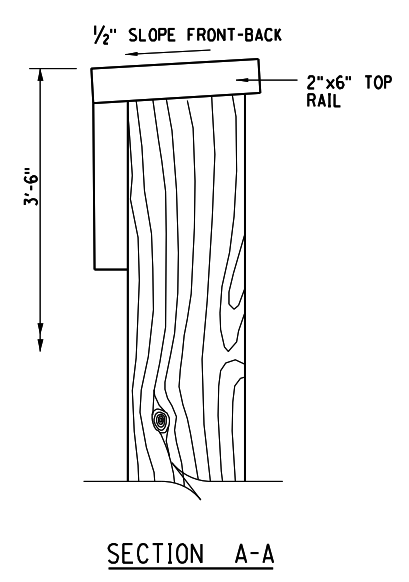
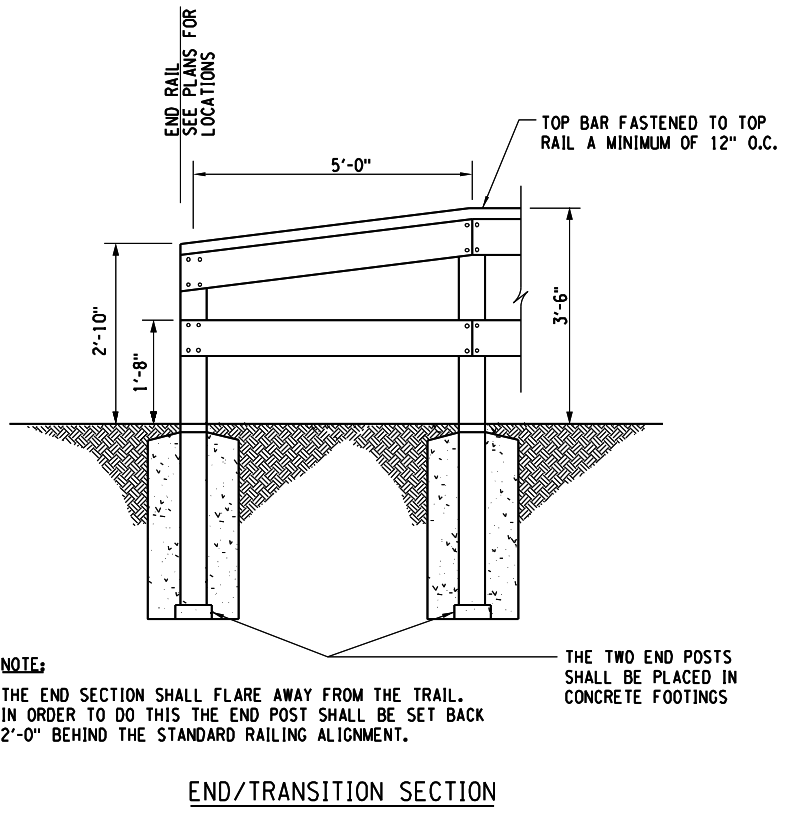
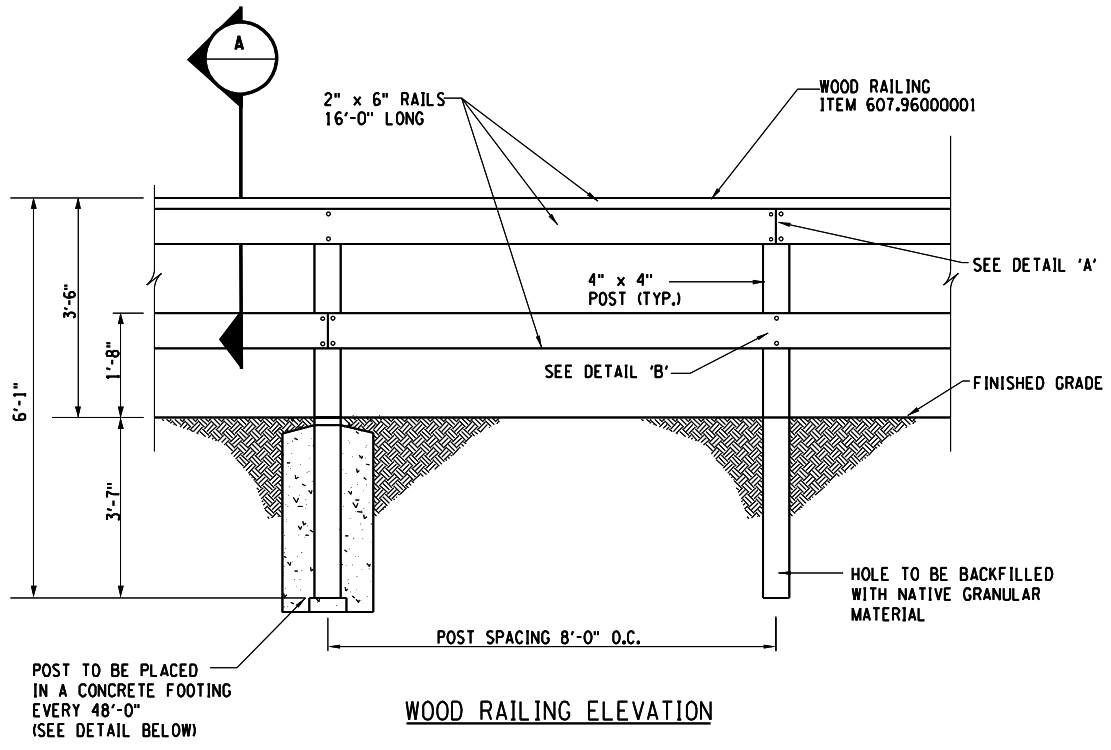


TABLE OF FENCE INSTALLATION					
CENTERLINE STATION		SIDE	ITEM	ITEM	ITEM
FROM	TO		607.96000001 (LF)	607.65020010 (LF)	607.19 (LF)
A 17+00	A 17+00	MIDDLE	-	8.0	-
A 28+00	A 28+00	MIDDLE	-	16.0	-
A 31+25	A 31+35	MIDDLE	-	34	-
A 43+25	A 43+55	LT	-	30.0	-
A 48+50	A 48+80	LT/RT	-	60.0	-
A 52+35	A 52+80	LT/RT	-	90.0	-
A 55+80	A 56+20	LT/RT	-	80.0	-
A 64+25	A 64+55	LT/RT	-	60.0	-
A 66+20	A 67+00	LT	-	80.0	-
A 68+70	A 69+00	LT/RT	-	60.0	-
A 77+70	A 78+00	LT/RT	-	60.0	-
A 82+20	A 82+50	LT/RT	-	60.0	-
A 85+70	A 86+00	LT/RT	-	60.0	-
A 89+70	A 90+00	LT/RT	-	60.0	-
A 97+70	A 98+00	RT	-	30.0	-
A 104+70	A 105+00	RT	-	30.0	-
A 110+90	A 111+75	RT	-	85.0	-
A 129+50	A 130+00	RT	-	50.0	-
N 10+70	N 11+35	RT	-	65.0	-
N 16+30	N 17+00	RT	-	70.0	-
N 162+00	N 162+30	RT	-	30.0	-
A 168+75	A 172+60	LT/RT	770.0	-	-
A 173+60	A 175+25	LT/RT	330.0	-	-
A 247+75	A 255+85	LT	-	-	810.0
A 291+00	A 292+00	LT/RT	-	200.0	-
A 492+00	A 495+95	LT/RT	790.0	-	-
A 524+75	A 525+50	LT	75.0	-	-
A 525+35	A 525+90	RT	55.0	-	-
A 527+75	A 528+50	RT	75.0	-	-
A 531+50	A 532+10	RT	60.0	-	-
A 531+55	A 532+35	LT	80.0	-	-
A 533+00	A 533+60	LT	60.0	-	-
A 533+00	A 534+45	RT	145.0	-	-
A 557+00	A 577+00	LT	-	-	2,000.0
A 603+70	A 604+00	RT	-	30.0	-
A 605+70	A 606+00	RT	-	30.0	-
A 607+70	A 608+00	RT	-	30.0	-
A 612+45	A 612+80	RT	-	35.0	-
A 622+75	A 625+00	LT/RT	450.0	-	-
A 625+00	A 625+00	MIDDLE	-	8.0	-
TOTAL			2,890.0	1,417.0	2,810.0
ITEM 607.96000001 - WOODEN PEDESTRIAN RAILING - TYPE 1 FENCING					
ITEM 607.65020010 - SPLIT RAIL FENCE - TYPE 2 FENCING					
ITEM 607.19 - RIGHT OF WAY FENCING - TYPE 3 FENCING					

- ITEM 607.96000001 - WOOD RAIL FENCE NOTES:
1. RAIL TO BE PROVIDED IN 16'-0" LENGTHS.
 2. SPLICES IN THE RAIL SHALL BE STAGGERED SO THAT NO MORE THAN ONE ADJACENT RAIL IS DISCONTINUOUS AT ANY GIVEN POST.
 3. ALL WOOD SHALL MEET SECTION 710-13 OF THE STANDARD SPECS.
 4. ONLY ONE WOOD TYPE SHALL BE USED IN THE RAILING SYSTEM.
 5. PAYMENT FOR ALL MATERIALS, LABOR AND EQUIPMENT ASSOCIATED WITH THE WOOD RAILING INCLUDING THE CONCRETE FOOTINGS, TIMBER, FASTENERS, EXCAVATION, ETC. SHALL BE INCLUDED IN ITEM 607.96000001.
 6. WOOD RAIL FENCING IS PROVIDED ONLY FOR DELINEATION PURPOSES AND IS NOT INTENDED TO PROVIDE SHIELDING TO HAZARDS (I.E. SLOPES, WATER, ECT.).

12
245

NO. DATE BY REVISION





ASHOKAN RAIL TRAIL
ULSTER COUNTY

MISCELLANEOUS
DETAILS - 1

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

UNAUTHORIZED ALTERATION OR ADDITION TO THIS
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IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH CHECKED BY CMH

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





ITEM 607.4040 - 12 FT WIDE, 4 FT HIGH GATE

NOTES:

NOT TO SCALE

1. GATE TYPE SHALL BE SIMILAR TO IMAGE ABOVE. CONTRACTOR SHALL SUBMIT SHOP DRAWING TO ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.

2. GATE MATERIAL SHALL BE GALVANIZED STEEL, SCHEDULE 40 PIPE.

3. GATE POSTS SHALL CONSIST OF 6" X 6" PRESSURE TREATED LUMBER, EMBEDDED A MINIMUM OF 4 FT. BELOW THE EXISTING GRADE.

INSTALL S3 SIGN AFTER FENCE END FLARE. SEE SIGN DETAILS ON DWG. MT-2 (TYP.) SEE NOTE 1

RUSTIC CEDAR SPLIT RAILS WITH PADDED ENDS (3.5" x 3.5" x 11')

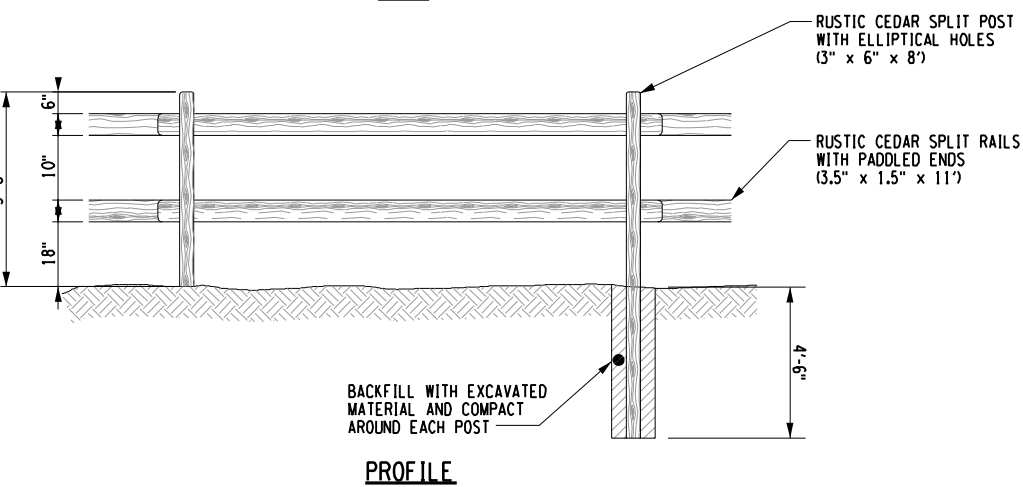
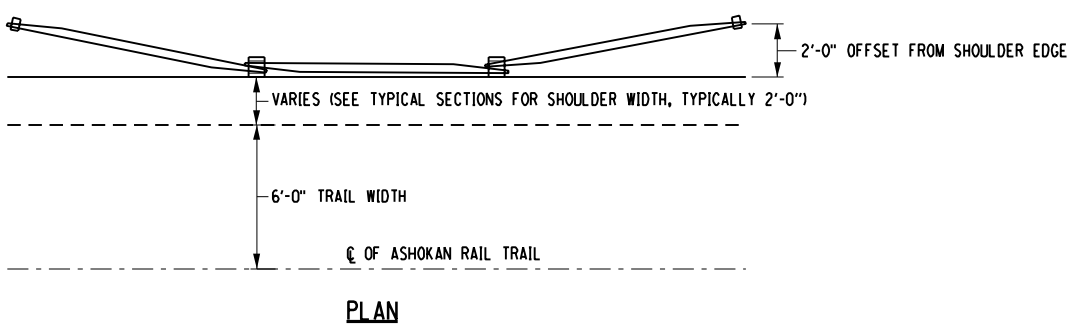
3" x 10" x 8' LOCUST SPLIT POST WITH ELLIPTICAL HOLES OR PER MANUFACTURER RECOMMENDATION TO MEET REQUIRED END TAPER

BACKFILL WITH EXCAVATED MATERIAL AND COMPACT AROUND EACH POST

PROFILE

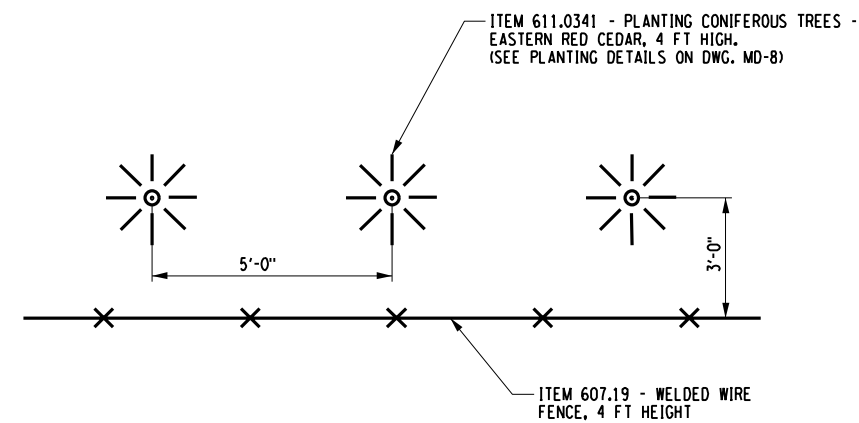
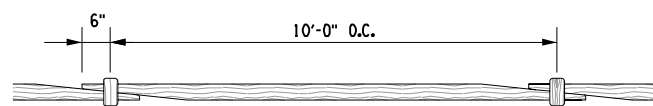
ITEM 607.65020010 - TYPE 2 SPLIT-RAIL WOOD FENCE

- NOTES:
1. INSTALL TYPE 3 SIGN ON EACH END OF A LINEAR RUN OF FENCING. SEE DWG. MT-2 FOR SIGN DETAILS.
 2. SPLIT RAIL FENCE IS NOT INTENDED TO BE A PHYSICAL BARRIER TO SHIELD ANY HAZARDS (I.E. SLOPES, WATER, ECT.). THE SPLIT RAIL FENCE IS INTENDED AS A VISUAL BARRIER AND TO MOUNT SIGNAGE.



ITEM 607.65020010 - TYPE 2 SPLIT-RAIL WOOD FENCE

NOT TO SCALE



PLANTING AND TYPE 3 FENCE DETAIL

NOT TO SCALE

- NOTES:
1. WELDED WIRE FENCE SHALL CONFORM TO NYSDOT STANDARD SPECIFICATIONS FOR RIGHT-OF-WAY FENCING IN SECTION 607 AND 710-30 AND NYSDOT STANDARD SHEET 607-01.

PLANT LIST							
ITEM 611.0341 - PLANTING CONIFEROUS TREES - 4 FOOT HEIGHT BALL & BURLAP, FIELD POTTED OR FIELD BOXED							
QTY.	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOTS	SHT REF	REMARKS
105	JV	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	3'-5' HT.	B & B	PL-35, PL-36, MD-2	

13
245

NO. DATE BY REVISION



Barton & Loguidice, D.P.C.

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

MISCELLANEOUS DETAILS - 2

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

FILE NAME = L:\NSTN_Projects\0300\369.007 - Ashokan Rai\Trail\WSTN\2018-05-31 Phase 2 Re-Bid Plans\012.369007001_MD-03.dgn
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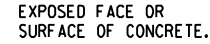
CHECKED BY

TCB

СМНН

TCB

30



N.T.S.

MIN. SPLICE LENGTH = $30 d$
 THE BARS SHALL BE WIRED TOGETHER
 FOR THE LENGTH OF THE SPLICE

N.T.S.



N.T.S.

ITEM 555.81000018 - STRUCTURAL CRACK SEALING
ITEM 555.01050070 - CONCRETE FOR STRUCTURES, CLASS A (REINFORCEMENT INCLUDED AND NO BAR LIST IN PLANS)
ITEM 582.06 - REMOVAL OF STRUCTURAL CONCRETE - REPLACEMENT WITH CLASS D CONCRETE
ITEM 586.0201 - DRILLING AND GROUTING BOLTS OR REINFORCEMENT BARS
ITEM 620.04 - STONE FILLING (MEDIUM)



CULVERTS 4 & 7 NOTE:

1. REMOVE EXISTING CRACKED AND HOLLOW CONCRETE AT DOWNSTREAM HEADWALL. CONCRETE TO BE REPLACED WITH ITEM 555.0105, CLASS A CONCRETE. #4 REBAR SPACED AT 12" O.C. TO BE DRILLED AND GROUTED A MINIMUM OF 12", ITEM 586.0201, INTO EXISTING CONCRETE AS NECESSARY. #4 BARS SPACED AT 12" O.C. HORIZONTAL AND VERTICAL SHALL BE PLACED IN PORTIONS OF NEW CONCRETE.



N.T.S.

1. VARY THE LENGTH OF THE STONE PATH TO PROVIDE A SMOOTH TRANSITION BETWEEN THE EXISTING FOOTPATH AND THE STONE SURFACE.
2. CONTRACTOR SHALL REMOVE ALL METAL DEBRIS AND WOOD RAILROAD TIE DEBRIS WITHIN THE CROSSING AREA. THE CROSSING AREA SHALL THEN BE GRADED SMOOTH AND LEVEL. SUBBASE STONE (ITEM 304.12 OR SIMILAR) SHALL BE PLACED ON TOP OF THE GRADED AREA.

1. FOR GENERAL NOTES SEE DRAWING GN-1.
2. FOR LOCATION OF CONCRETE REPAIRS SEE VARIOUS DRAWINGS IN THIS PLAN SET.
3. SUBSTRUCTURE DETERIORATION REQUIRING REPAIR AS INDICATED ON THE PLANS HAS BEEN DETERMINED BY A FIELD INSPECTION. ALL OF THE MAJOR AREAS, HAVE BEEN SHOWN TO INDICATE THE APPROXIMATE EXTENT OF DETERIORATION TO BE REPAIRED.
4. THE ANTICIPATED EXTENT OF CONCRETE REPAIR HAS BEEN INDICATED ON THE CONTRACT PLANS. THE CONTRACTOR SHALL EXAMINE THE SUBSTRUCTURE CONCRETE AND FIELD VERIFY THE EXTENT OF REPAIRS TO BE MADE UNDER ITEM 582.06, CONCRETE FOR STRUCTURES, CLASS D CONCRETE. THE ENGINEER SHALL BE PROVIDED APPROPRIATE ACCESS TO SOUND AND MARK OUT THE REQUIRED LIMITS.
5. SEVERELY CORRODED (25% OR MORE SECTION LOSS) REINFORCING STEEL SHALL BE REMOVED AND REPLACED WITH ITEM 556.0202 EPOXY COATED BAR REINFORCEMENT FOR STRUCTURES. ALL OTHER EXPOSED REINFORCEMENT SHALL BE CLEANED AND PREPARED IN ACCORDANCE WITH ITEM 582.06.
6. ALL CLASS D REPAIR AREAS SHALL BE CLEANLY SAWCUT TO 1" DEPTH AT THEIR LIMITS.
7. ALL CONCRETE SURFACES RECEIVING NEW CONCRETE SHALL BE THOROUGHLY CLEANED. PRIOR TO THE APPLICATION OF NEW CONCRETE, THE SURFACES SHALL BE AIR CLEANED THEN PRE-WET FOR 12 HOURS. THERE WILL BE NO SEPARATE PAYMENT FOR THIS WORK. THE COST SHALL BE INCLUDED IN THE LUMP SUM PRICE BID OR UNDER THE REPAIR ITEMS IN THE CONTRACT.
8. BLAST SAND, CONCRETE, REBAR, AND STONE REMOVED MUST BE COLLECTED. IT SHALL NOT BE ALLOWED TO BECOME WATER BORNE OR SETTLE OUT OF THE AIR INTO A WATER COURSE.
9. REBAR IS INCLUDED IN THE COST OF CLASS A CONCRETE.

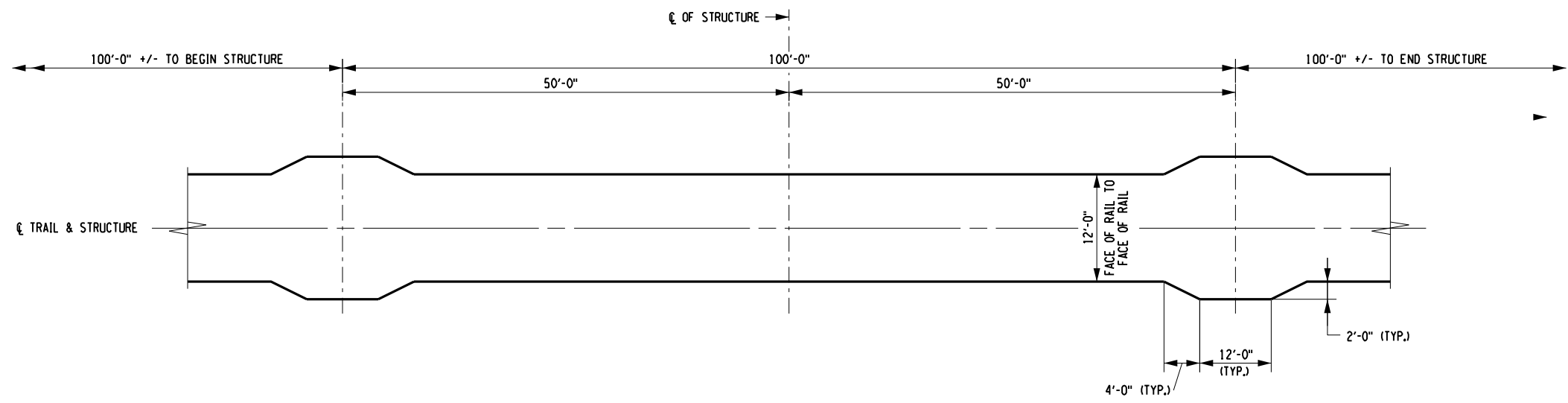
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EDUCATION LAW ARTICLE 145 SECTION 7209

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

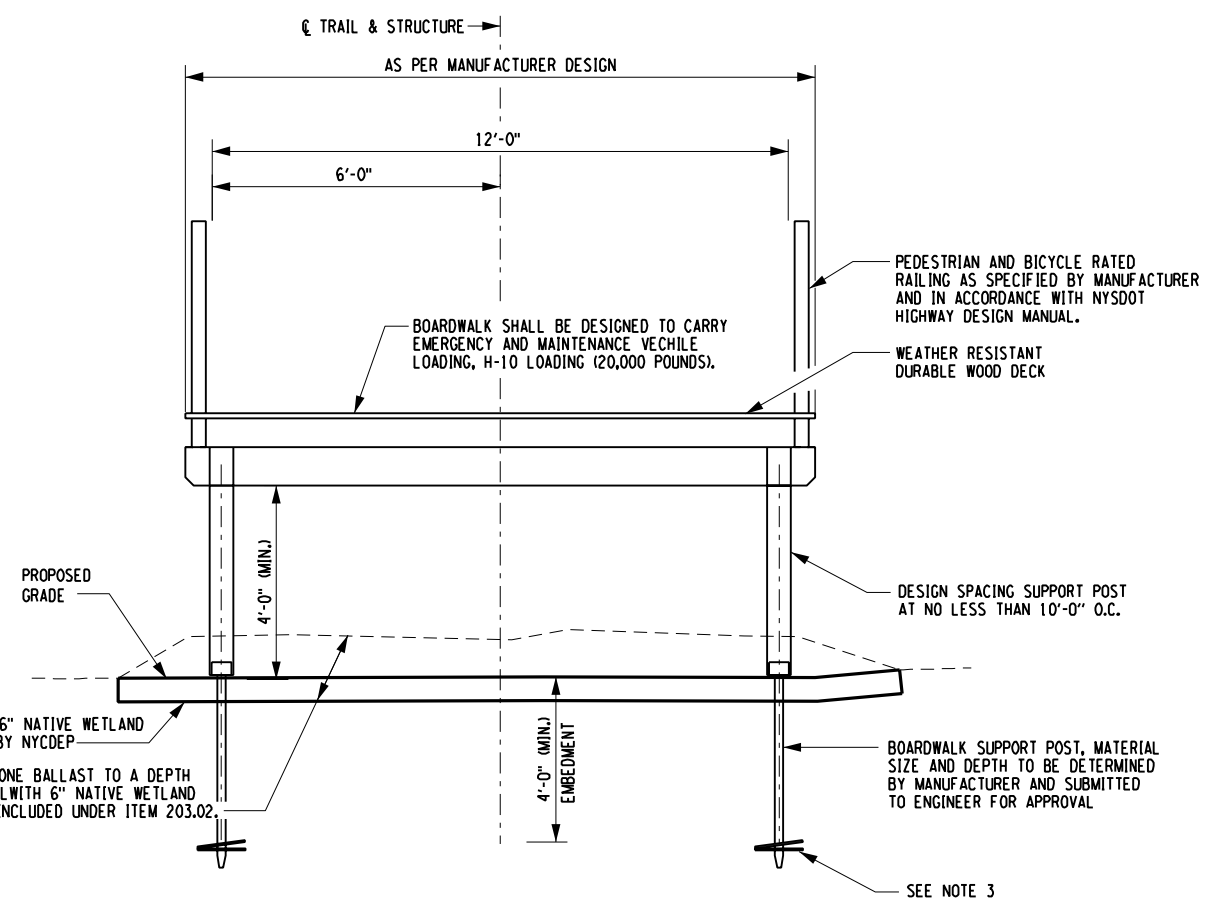


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IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH CHECKED BY CMH



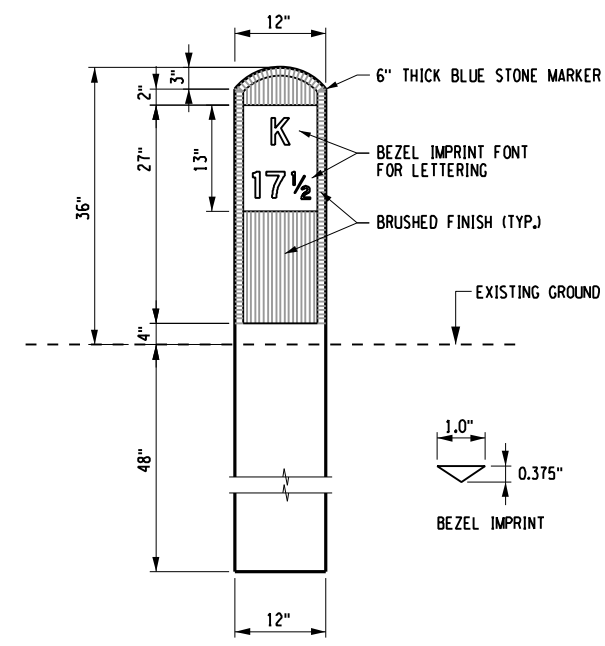
BOARDWALK - PLAN VIEW
SCALE: N.T.S.



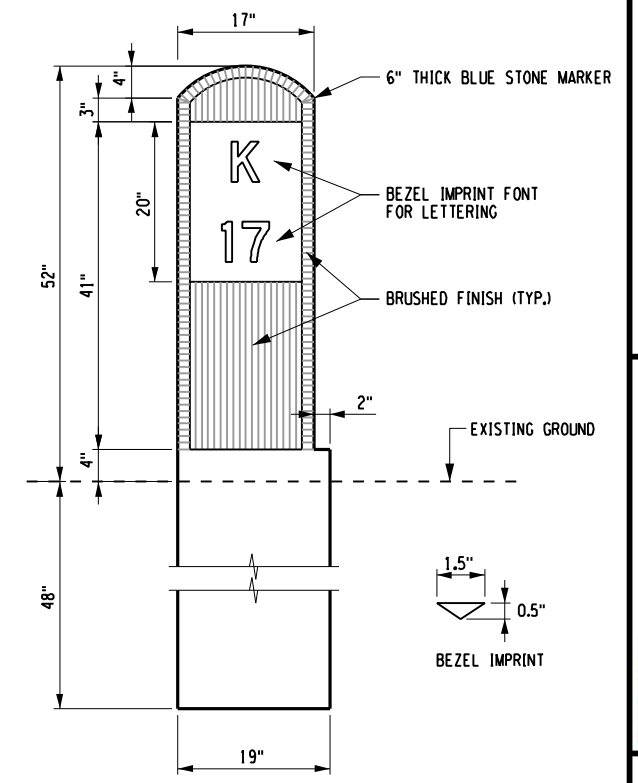
BOARDWALK - TYPICAL SECTION
SCALE: N.T.S.

BOARDWALK NOTES:

1. ALL WORK NECESSARY TO COMPLETE THE CONSTRUCTION OF THE BOARDWALK INCLUDING ALL RAILING, DECKING, TIMBER APPURTENANCES, SUPPORT POSTS AND CONNECTIONS SHALL BE PAID FOR UNDER ITEM 608.96000004, TO BE PAID AS ONE LUMP SUM UPON SATISFACTORY COMPLETION OF THE WORK.
2. CONTRACTOR IS PERMITTED TO ENTER WETLAND K (DEC WETLAND AS-20) TO PERFORM THE WORK. THE CONTRACTOR SHALL PERFORM THE WORK WITHIN THE LIMITS OF THE EXISTING RAILROAD BALLAST (APPROXIMATELY 5-8 FT FROM CENTERLINE OF TRAIL). TIMBER MATTING MAY BE REQUIRED TO SUPPORT THE CONTRACTORS EQUIPMENT.
3. HELICAL PILES, IF USED SHALL CONFORM TO ITEM 608.97000004 AND WILL BE PAID FOR UNDER ITEM 608.96000004.



HALF MILE MARKER DETAIL
ITEM 560.01020005
SCALE: N.T.S.



MILE MARKER DETAIL
ITEM 560.01010005
SCALE: N.T.S.

MILE MARKER NOTES:

1. PAYMENT FOR ALL MATERIALS, LABOR AND EQUIPMENT ASSOCIATED WITH THE INSTALLATION OF THE MILE MARKER SHALL BE INCLUDED UNDER ITEM 560.01010005 - SPECIAL STONE WORK.
2. ITEM 560.01020005 - HALF MILE MARKER SHALL BE INSTALLED AT THE 10' - 15' FROM THE CENTERLINE OF THE TRAIL, OR A.O.B.E.
3. HALF MILE MARKERS SHALL BE INSTALLED AT THE FOLLOWING LOCATIONS:
10 1/2 - STA. A 599+40
11 1/2 - STA. A 546+60
12 1/2 - STA. A 493+80
13 1/2 - STA. A 441+00
14 1/2 - STA. A 388+20
15 1/2 - STA. A 335+40
16 1/2 - STA. A 282+60
17 1/2 - STA. A 229+80
18 1/2 - STA. A 177+00
19 1/2 - STA. A 124+20
20 1/2 - STA. A 71+40
21 1/2 - STA. A 18+60
4. NEW MILE MARKERS AND HALF MILE MARKERS SHALL CONFORM TO THE DIMENSIONS AND SHALL BE SIMILAR TO THE EXISTING MARKERS ALREADY INSTALLED THROUGHOUT THE CORRIDOR.
5. BLUESTONE BLANKS ARE AVAILABLE WITHIN THE PROJECT SITE AT NO COST TO THE CONTRACTOR. THE CONTRACTOR WILL BE RESPONSIBLE FOR ACQUIRING THE BLUESTONE, PROVIDING THE NECESSARY CUTTING AND FINISHING, AND THE INSTALLATION OF THE MARKERS.

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



NO. DATE BY REVISION



Barton & Loguidice, D.P.C.

ASHOKAN RAIL TRAIL
ULSTER COUNTY

MISCELLANEOUS
DETAILS - 4

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

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

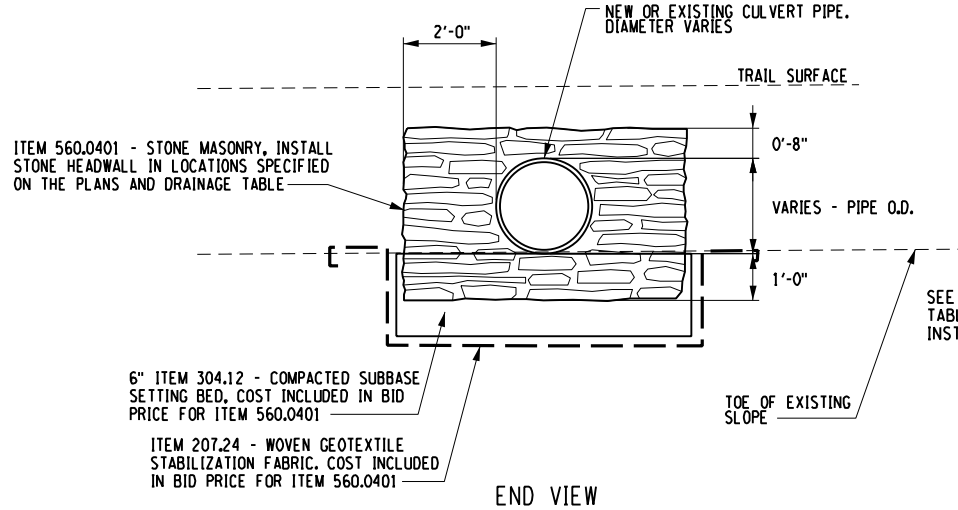
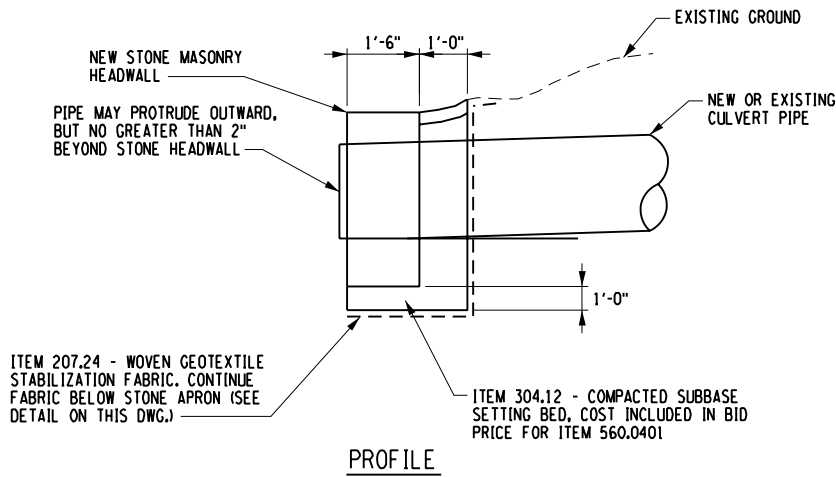


PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

NOTES:

- ALL EXCAVATION, LEVELING, BACKFILLING, REMOVALS, STONE MASONRY WORK, STONE PROCUREMENT, LABOR, AND MATERIAL NECESSARY TO CONSTRUCT THE STONE HEADWALL SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 560.0401
- STONE USED FOR HEADWALL CONSTRUCTION SHALL BE NATIVE TO THE AREA AND APPEAR NATURAL TO THE SURROUNDINGS. STONE DIMENSIONS SHALL BE APPROXIMATELY 2" - 4" IN HEIGHT AND 18" IN DEPTH (DIMENSIONS RELATIVE TO PLACEMENT ORIENTATION.)

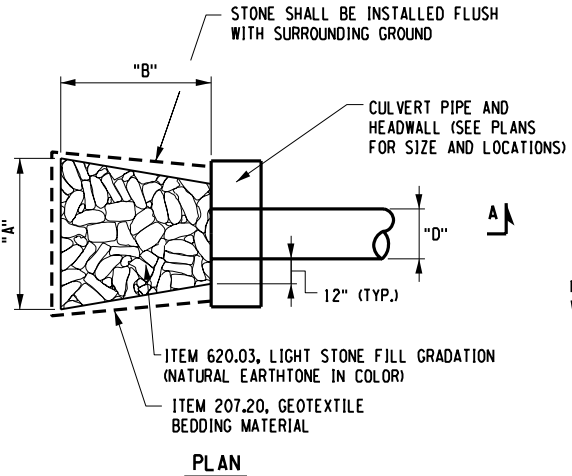
STONE HEADWALL DETAIL
N.T.S.



DRAINAGE PIPE INSTALLATION AND TRENCH DETAIL
N.T.S.

NOTES:

- THE NEW PIPES SHALL BE INSTALLED TO HAVE A MINIMUM COVER ABOVE THE CROWN OF PIPE OF 12" AND MAINTAIN THE PROPER THICKNESS OF SURFACE MATERIAL ABOVE THE PIPE.
- MATERIAL SURROUNDING THE RESET CULVERT SHALL BE SUITABLE AND FINE GRADED MATERIAL EXCAVATED FROM THE TRENCH. MATERIAL SHALL BE SMALLER THAN 3" IN DIAMETER.



STONE APRON DETAILS
N.T.S.

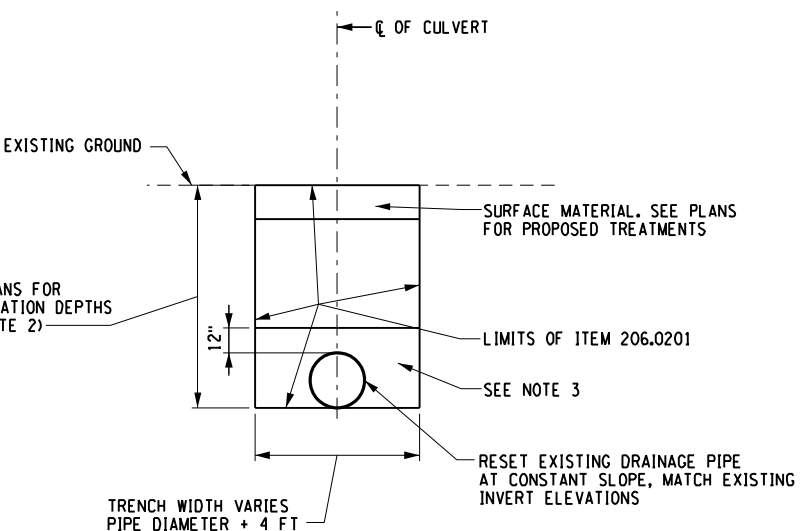
NOTES:

- LIGHT STONE FILL FOR APRONS SHALL BE EARTHTONE IN COLOR AND NOT GRAY OR LIMESTONE IN COLOR.

RESETTING DRAINAGE PIPE AND TRENCH DETAIL
N.T.S.

NOTES:

- SEE THE DRAINAGE TABLE ON DWG. MT-1 FOR PAYMENT QUANTITIES.
- THE RESET PIPES SHALL BE INSTALLED TO HAVE A MINIMUM COVER ABOVE THE CROWN OF PIPE OF 12" AND MAINTAIN THE PROPER THICKNESS OF SURFACE MATERIAL ABOVE THE PIPE.
- MATERIAL SURROUNDING THE RESET CULVERT SHALL BE SUITABLE, FINE GRADED MATERIAL EXCAVATED FROM THE TRENCH. MATERIAL SHALL BE SMALLER THAN 3" IN DIAMETER.
- IF NECESSARY TO PROVIDE A SECURE CONNECTION BETWEEN SEGMENTS OF EXISTING PIPES, THE ENGINEER MAY REQUEST A CONCRETE COLLAR TO BE INSTALLED TO SECURE THE PIPES. COST TO INSTALL CONCRETE COLLAR INCLUDED UNDER ITEM 603.77.



Barton & Loguidice, D.P.C.

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

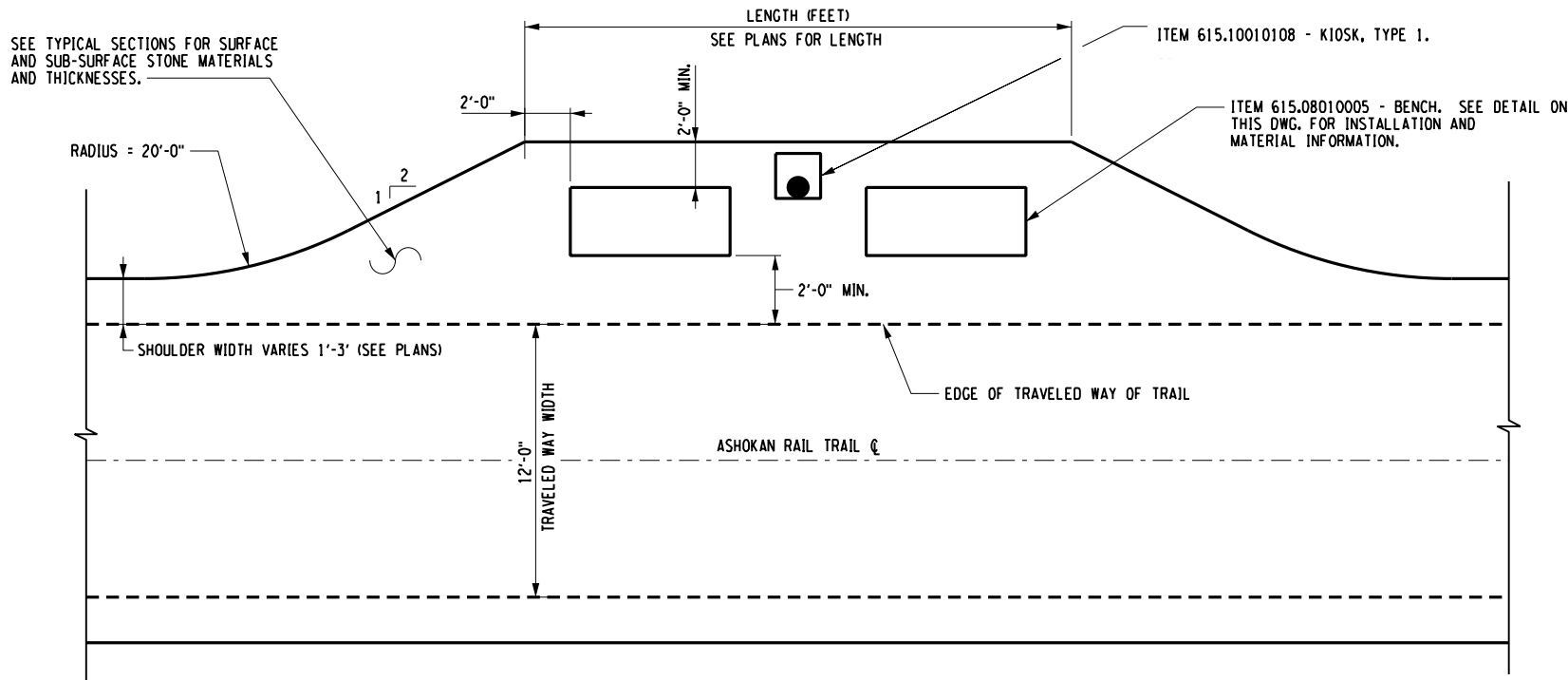
MISCELLANEOUS
DETAILS - 5

SCALE: AS SHOWN
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DRAWING
MD-5

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



BUMPOUT NOTES:

1. SEE DWG. PL-1 THRU PL-88 FOR BUMPOUT LOCATIONS.
2. THE BUMPOUTS SHALL BE LOCATED IN THE APPROXIMATE LOCATIONS INDICATED ON THE PLAN SHEETS AND MAY BE FIELD MODIFIED BY THE ENGINEER OR OWNER.
3. APPROXIMATE LENGTHS ARE LABELED ON THE PLAN SHEETS.

BUMPOUT DETAIL - PLAN VIEW

SCALE: 1/4" = 1'

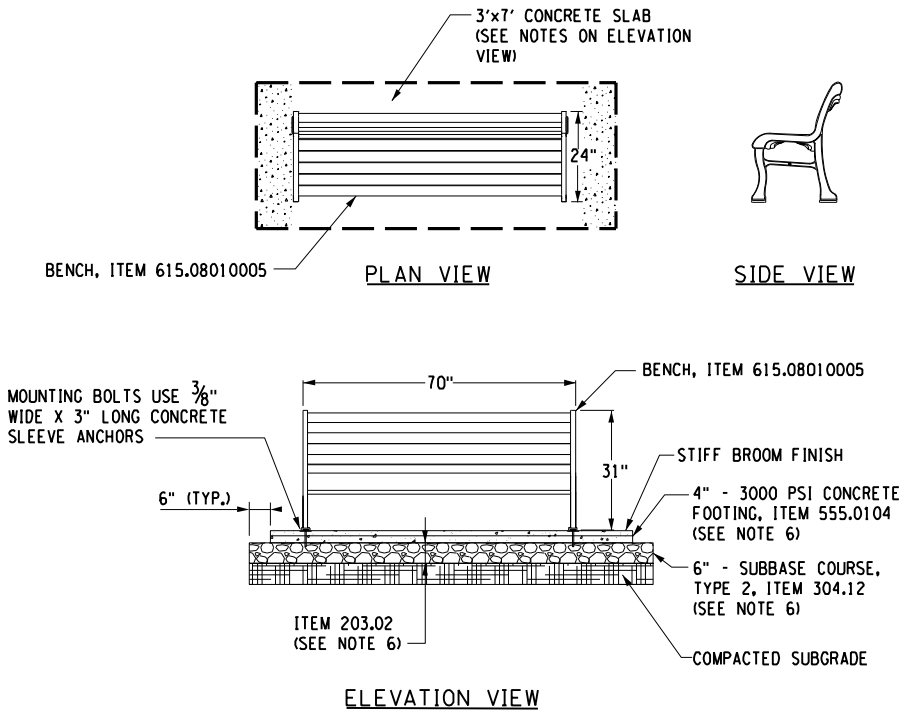


ITEM 615.10010108 - KIOSK, TYPE 1

KIOSK, TYPE 1 NOTES:

1. KIOSK, TYPE 1 SHALL BE "NPS LOW PROFILE TRADITIONAL STYLE" AS MANUFACTURED BY ENVIROSIGNS, OR EQUAL. SIGN PANEL CAN BE VIEWED AT ENVIROSIGNS.COM. SIGN PANEL SHALL BE 18" X 24" IN SIZE. FOLLOW MANUFACTURER INSTRUCTIONS FOR MATERIALS AND INSTALLATION.
2. ITEM 645.35010010 - INTERPRETIVE SIGN PANEL GRAPHICS WILL BE SUBMITTED TO THE CONTRACTOR BY THE ENGINEER AT A LATER DATE. CONTRACTOR SHALL SUBMIT BID TO SUPPLY SIGN PANEL TO BE INSERTED INTO THE TYPE 1 KIOSK.
3. ALL STEEL MEMBERS SHALL BE COATED WITH LINE-X, XS350 POLYUREA SPRAY ELASTOMER SYSTEM, BLACK UNLESS SPECIFIED ELSEWHERE, OR EQUAL. EQUAL PRODUCT AS DEFINED BY BASIC PHYSICAL PROPERTIES THAT FOLLOW ASTM TESTING BY AN INDEPENDENT THIRD PARTY MATERIAL TEST LABORATORY, AND CHEMICAL RESISTANCE PER ASTM D543 (7 DAY IMMERSIONS). FIELD MODIFICATIONS, DAMAGE, SCRAPES, CHIPS, NICKS OR ANY OTHER LOSS OF MATERIAL SHALL BE REPAIRED AS PER THE COATING APPLICATORS SPECIFIC INSTRUCTIONS AND OBSERVATION. COST INCLUDED UNDER ITEM 615.10010108.

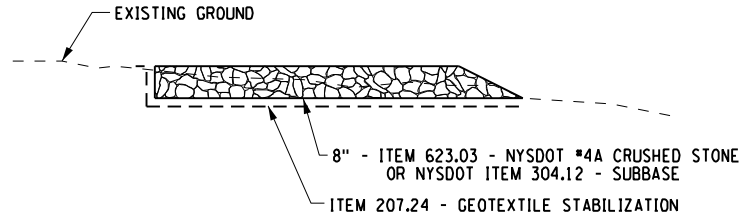
PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018



BENCH, TYPE 01 DETAILS

ITEM 615.08010005
NTS

TRAIL BUMP-OUT TABLE						
CENTERLINE STATION		SIDE	LENGTH (LF)	ITEM	ITEM	ITEM
FROM	TO			615.08010005 (EA)	615.10010108 (EA)	645.35010010 (EA)
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A 112+75	A 113+15	RT	40.0	-	1	1
A 127+25	A 127+75	RT	50.0	2	-	-
A 150+10	A 150+40	LT	30.0	2	-	-
A 225+00	A 225+20	RT	20.0	2	-	-
A 356+85	A 357+15	RT	30.0	2	-	-
A 403+60	A 403+90	RT	30.0	2	1	1
A 462+25	A 462+55	RT	30.0	2	-	-
A 499+70	A 500+00	RT	30.0	2	-	-
LOCATION TBD		N/A	N/A	-	7	7
TOTAL				17	10	10
ITEM 615.08010005 - BENCH, TYPE 01						
ITEM 615.10010108 - KIOSK STRUCTURE (NOT MANUFACTURED) TYPE 1						
ITEM 645.35010010 - INTERPRETIVE SIGN PANEL						



CONSTRUCTION STAGING AREA DETAIL - SECTION VIEW

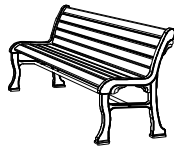
N.T.S.

CONSTRUCTION STAGING AREA NOTES:

1. SEE DWG. AP-1 THRU AP-7 FOR STAGING AREA LOCATIONS.
2. STAGING AREA SHALL BE THE MINIMUM SIZE POSSIBLE FOR FOR THE CONTRACTOR TO COMPLETE THE WORK IN A SAFE AND EFFICIENT MANNER.

BENCH NOTES:

1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.
2. NOTIFY THE ENGINEER PRIOR TO INSTALLATION OF ANY CONFLICTS BETWEEN MAPPING AND EXISTING CONDITIONS.
3. ALL STEEL MEMBERS SHALL BE COATED WITH LINE-X, XS350 POLYUREA SPRAY ELASTOMER SYSTEM, BLACK UNLESS SPECIFIED ELSEWHERE, OR EQUAL. EQUAL PRODUCT AS DEFINED BY BASIC PHYSICAL PROPERTIES THAT FOLLOW ASTM TESTING BY AN INDEPENDENT THIRD PARTY MATERIAL TEST LABORATORY, AND CHEMICAL RESISTANCE PER ASTM D543 (7 DAY IMMERSIONS). FIELD MODIFICATIONS, DAMAGE, SCRAPES, CHIPS, NICKS OR ANY OTHER LOSS OF MATERIAL SHALL BE REPAIRED AS PER THE COATING APPLICATORS SPECIFIC INSTRUCTIONS AND OBSERVATION. COST INCLUDED UNDER ITEM 615.08010005.
4. ALL WOOD MEMBERS TO BE REDWOOD OR IPE FROM FSC CERTIFIED SOURCES, FINISH TO BE NATURAL WITH A PENETRATING SEALER APPLIED.
5. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL PRIOR TO FABRICATION.
6. PAYMENT FOR ALL WORK AND MATERIALS ASSOCIATED WITH BENCH INSTALLATION INCLUDING CONCRETE, EXCAVATION, SUB-SURFACE STONE AND STEEL COATING SHALL BE INCLUDED IN ITEM 615.08010005.



ISOMETRIC VIEW

245

NO. DATE BY REVISION

ASHOKAN RAIL TRAIL
ULSTER COUNTY

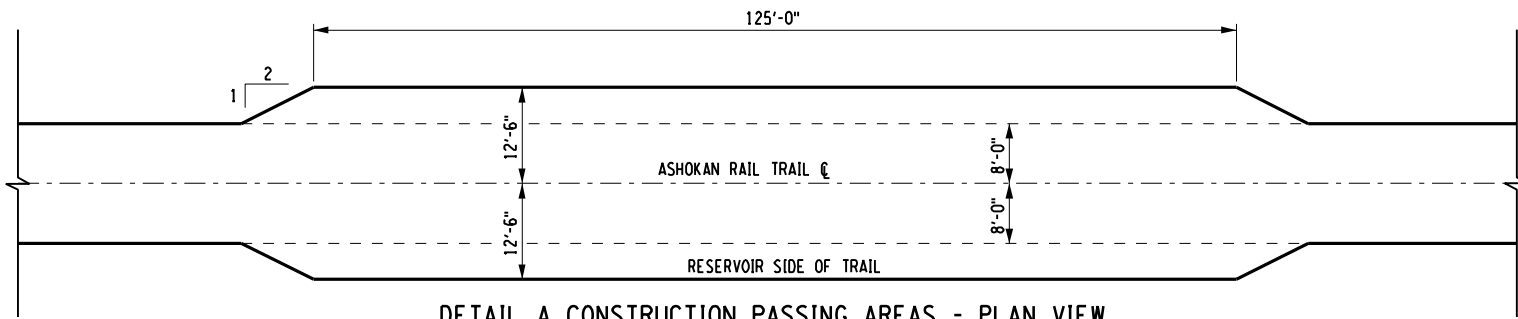
MISCELLANEOUS
DETAILS - 6

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

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

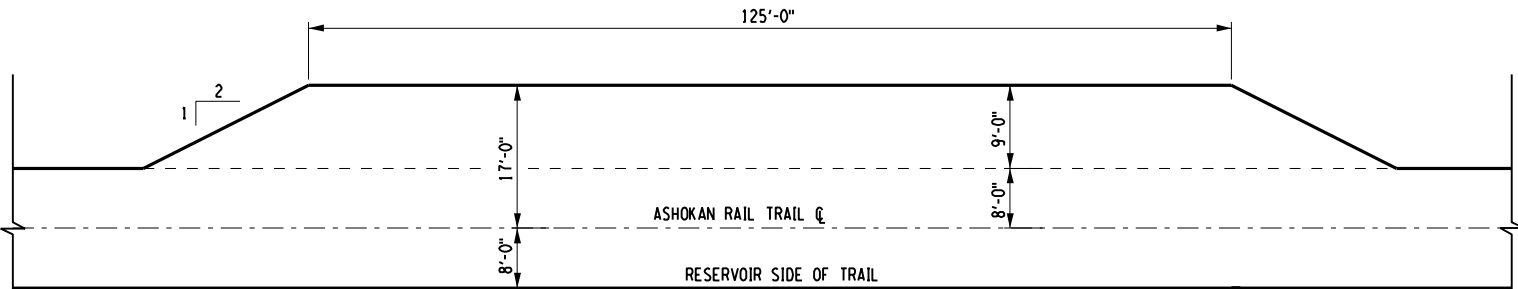


DETAIL A CONSTRUCTION PASSING AREAS - PLAN VIEW

SCALE: N.T.S.

CONSTRUCTION PASSING AREA NOTES:

1. SEE TABLE THIS DWG. FOR PASSING LOCATIONS.

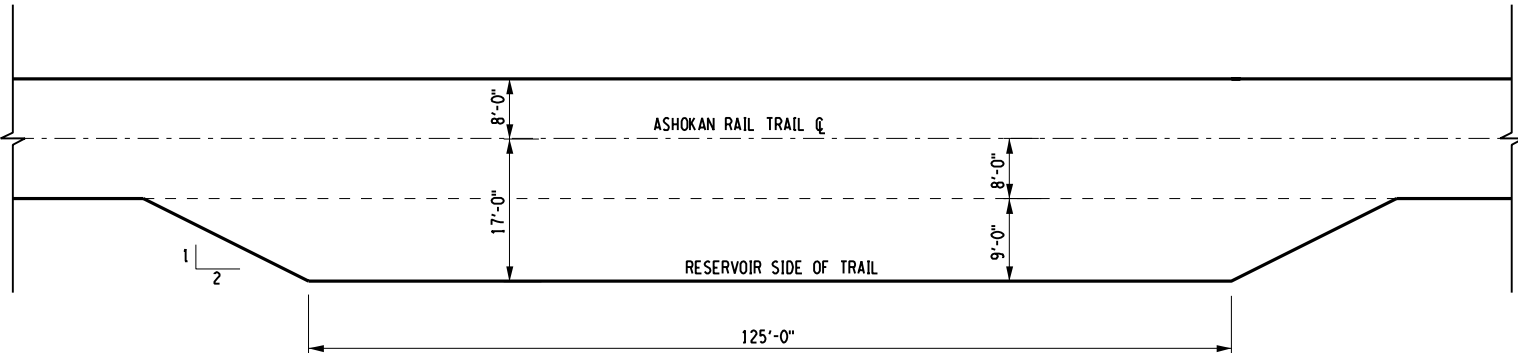


DETAIL B CONSTRUCTION PASSING AREAS - PLAN VIEW

SCALE: N.T.S.

CONSTRUCTION PASSING AREA NOTES:

1. SEE TABLE THIS DWG. FOR PASSING LOCATIONS.



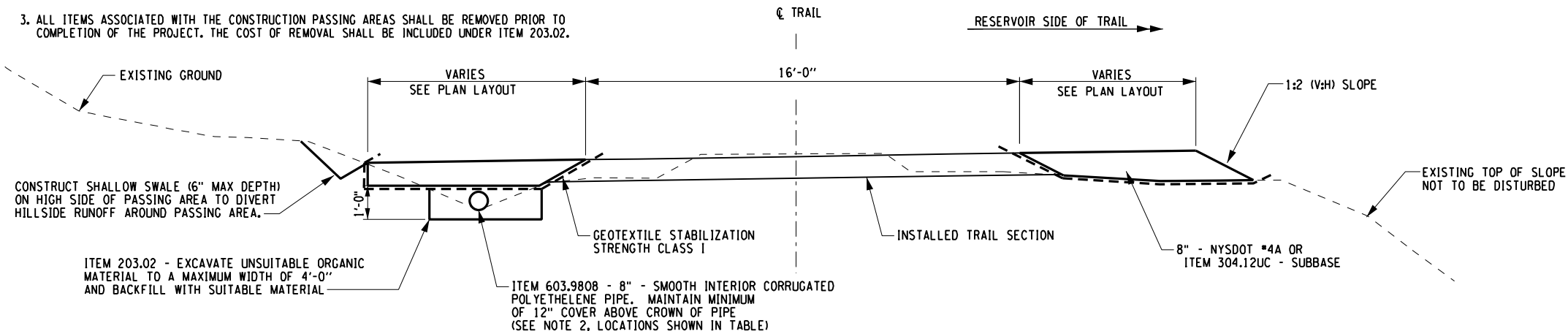
DETAIL C CONSTRUCTION PASSING AREAS - PLAN VIEW

SCALE: N.T.S.

CONSTRUCTION PASSING AREA NOTES:

1. SEE TABLE THIS DWG. FOR PASSING LOCATIONS.
2. THE STANDARD NYSDOT SPECIFICATION FOR SECTION 603 SHALL APPLY TO ITEM 603.9808
3. ALL ITEMS ASSOCIATED WITH THE CONSTRUCTION PASSING AREAS SHALL BE REMOVED PRIOR TO COMPLETION OF THE PROJECT. THE COST OF REMOVAL SHALL BE INCLUDED UNDER ITEM 203.02.

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



TYPICAL PASSING AREA SECTION

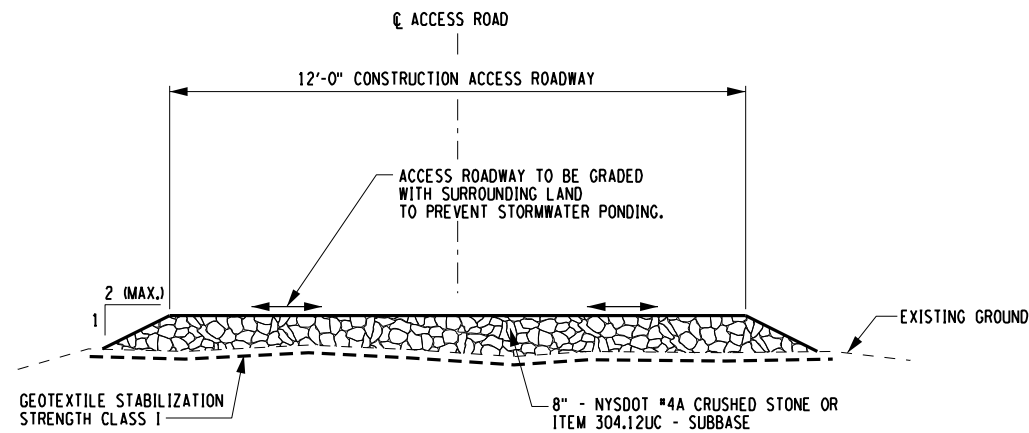
SCALE: N.T.S.

CONSTRUCTION PASSING AREAS						
No.	BEGIN STA.	END STA.	DETAIL	DRAINAGE	*ALIGNMENT ADJ.	*PROFILE ADJ.
1	A 39+50	A 40+50	A	-	-	-
2	A 91+25	A 92+50	B	-	-	+1.0'
3	A 139+65	A 141+50	B	LEFT	-	-
4	A 165+50	A 166+75	A	-	-	-
5	A 214+75	A 216+00	B	-	-	-
6	A 256+00	A 257+00	A	-	-	-
7	A 342+00	A 343+25	A	-	1' LEFT	-0.5'
8	A 366+75	A 368+00	C	LEFT	-	-
9	A 436+50	A 437+75	B	-	-	-0.5'
10	A 461+75	A 463+00	A	-	2' LEFT	-
11	A 519+00	A 520+25	A	-	-	-0.5'
12	A 537+75	A 539+00	C	RIGHT	-	-
13	A 556+75	A 558+00	A	-	-	-1.0'

* CENTERLINE AND ELEVATION OF THE DETAIL IS BASED ON THE PROPOSED PROFILE AND ALIGNMENT OF THE TRAIL. SEE DRAWINGS PL-1 THROUGH PL-88 FOR ALIGNMENT AND PROFILE INFORMATION.

NOTES:

1. PASSING LOCATIONS ARE NOT LOCATED IN SENSITIVE AREAS.
2. LOCATION 3 IS LOCATED WITHIN CLOSE PROXIMITY TO THE ASHOKAN RESERVOIR.
3. DRAINAGE PIPE TO BE INSTALLED IN EXISTING SWALE FOR ENTIRE LENGTH OF PASSING AREA, APPROX. 125'.



CONSTRUCTION ACCESS ROADWAY TYPICAL SECTION

SCALE: 1/4" = 1'

CONSTRUCTION ACCESS ROAD NOTES:

1. SEE DWGS. AP-1 THRU AP-7 FOR CONSTRUCTION ACCESS ROAD LOCATIONS



Barton & Loguidice, D.P.C.

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

MISCELLANEOUS
DETAILS - 7

SCALE: AS SHOWN

DATE ISSUED: 5/30/2018

DRAWING

MD-7

FILE NAME = L:\MSTN Projects\0300\369\007 - Ashoken Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\016-369007001 MD_08.dgn
DATE = 5/30/2018
TIME = 11:05:32 AM

cmh
L:\MicroStation\Workspace\Plot\NYSDOT\SITE NYSDOT SIZE B.tbl
L:\MicroStation\Workspace\Plot\NYSDOT\NYSDOT.LJ5000.B.04.08.plt

IN CHARGE OF _____ DESIGNED BY _____ CMH
CHECKED BY _____ TCB
DRAFTED BY _____ CMH/ERB/JDH
CHECKED BY _____ CMH
NO. DATE BY REVISION

**TRENCHING / EXCAVATION
ZONE 1: CRITICAL ROOT ZONE**

1. NO DISTURBANCE ALLOWED WITHOUT SITE-SPECIFIC INSPECTION AND APPROVAL OF METHODS TO MINIMIZE ROOT DAMAGE
2. ROOTS LARGER THAN 2" DIA. SHALL NOT BE SEVERED UNLESS DIRECTED OR APPROVED BY PROJECT ENGINEER
3. TUNNELING OPERATIONS SHALL BE AT A MINIMUM DEPTH OF 3'-0" BELOW GRADE

ZONE 2: DRIPLINE ZONE

1. USE OF HEAVY EQUIPMENT OR MATERIAL STORAGE IS NOT PERMITTED WITHOUT APPROVAL OF PROJECT ENGINEER, AND REQUIRE APPROVED METHOD OF SURFACE PROTECTION.
2. TRENCH OPERATIONS IN ZONE 2 AS FOLLOWS:
 - EXCAVATION BY HAND OR HAND-DRIVEN TRENCHER
 - LIMIT TRENCH WIDTH TO 1/3 OR LESS OF ZONE 2 LENGTH
3. TRENCHES DEEPER THAN 3'-0" MAY REQUIRE TUNNELING OPERATIONS

ZONE 3: FEEDER ROOT ZONE

1. USE OF HEAVY EQUIPMENT OR MATERIAL STORAGE MAY BE SUBJECT TO APPROVAL OF PROJECT ENGINEER, AND REQUIRE APPROVED METHOD OF SURFACE PROTECTION.
2. TRENCH OPERATIONS WITH HEAVY EQUIPMENT IN ZONE 3 AS FOLLOWS:
 - MINIMIZE TRENCH WIDTH
 - LIMIT DISTURBED AREAS TO 1/3 TOTAL DISTANCE OF ZONE 3

FENCING/ROOT PROTECTION

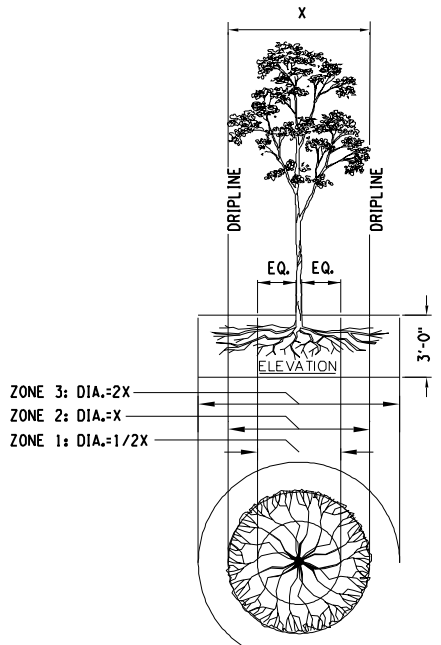
CHAIN LINK FENCING TO BE PROVIDED AND MAINTAINED AT DRIPLINE
ENGINEER'S APPROVAL REQUIRED FOR USE / ACCESS WITHIN ZONE 2. PERMISSION FOR USE / ACCESS REQUIRES SURFACE PROTECTION FOR ALL UNFENCED, UNPAVED SURFACES WITHIN ZONE 2. PAYMENT INCLUDED UNDER ITEM 607.41010010.

SURFACE PROTECTION MEASURES

WHERE REQUIRED, PROTECTION OF ALL UNPAVED, UNFENCED PLANTING STRIPS OR ROOT ZONES SHALL INCLUDE ONE OF THE FOLLOWING PROTECTION MEASURES WITH PAYMENT INCLUDED UNDER ITEM 607.41010010.

1. 6"-8" DEPTH, LAYER OF APPROVED MULCH
2. SHEETS OF 3/4" PLYWOOD
3. STEEL PLATES

**TREE PROTECTION DURING TRENCHING,
TUNNELING, OR EXCAVATION
NTS**



**ITEM 201.06 - CLEARING AND GRUBBING
NTS**

CLEARING AND GRUBBING NOTES:

CLEAR AND GRUB FROM EDGE OF PROPOSED TRAIL A MAXIMUM OF 3'-0", OR TO THE TOP OF THE SLOPE BREAK WHICHEVER OCCURS FIRST TO A 12'-0" VERTICAL CLEARANCE (SEE DWGS. TYP-1 THRU TYP-7). CONTRACTOR IS REQUIRED TO CUT LIMBS AT THE BRANCH BASE. ANY EXISTING TREES NOT INDICATED ON THE PLANS FOR REMOVAL AND ARE 4" DIA. OR LARGER WITHIN THE 3'-0" CLEAR AREA SHALL BE TAGGED. APPROVAL FOR THE REMOVAL OF THE TAGGED TREES SHALL BE GIVEN BY THE ENGINEER-IN-CHARGE.

PLANTING NOTES:

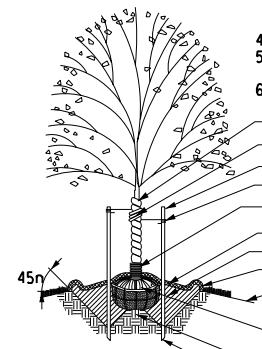
1. CONTRACTOR TO REGRADE SOD OR HYDROSEED AND STRAW MULCH ALL AREAS DISTURBED AS A RESULT OF WORK.
2. BEDS TO HAVE SMOOTHLY CONTOURED AND CLEANLY DEFINED EDGES. BEDS SHALL BE CURVILINEAR EXCEPT AS NOTED ON PLAN.
3. REMOVE TOP 1/3 OF ALL BURLAP FABRIC AROUND ROOT BALL.
4. COMPLETELY REMOVE ALL STRINGS, RIBBONS, AND TAGS FROM THE PLANTS.
5. SCARIFY ROOTS ON POT BOUND PLANTS.
6. PLANT SPACING VARIES, SEE PLANS; NOTIFY ENGINEER 48 HOURS IN ADVANCE OF PLANTING TO COORDINATE AND APPROVE LOCATIONS PRIOR TO PLANT INSTALLATION.
7. ALL SHRUBS TO BE PLANTED IN MULCHED BEDS.
8. PRUNE ALL BROKEN, DISEASED, AND WEAK BRANCHES.
9. ALL BEDS TO BE COMPLETELY EXCAVATED OF ALL EXISTING SOIL TO REQUIRED DEPTH AND BACKFILLED WITH REQUIRED SOIL MIX.
10. SOIL MIX: 2/3 TOPSOIL AND 1/3 ORGANIC MATTER.

GENERAL LANDSCAPE NOTES:

1. THE CONTRACTOR SHALL CONDUCT HIS THINNING AND REMOVAL OPERATIONS IN A MANNER TO PREVENT DAMAGE TO TREES AND SHRUBS THAT ARE TO BE PRESERVED. DAMAGE TO VEGETATION THAT IS TO REMAIN WHICH OCCURS DUE TO CARELESSNESS OR NEGLIGENCE SHALL BE MITIGATED AT THE CONTRACTOR'S EXPENSE. MITIGATION MAY CONSIST OF REPLACEMENT PLANTINGS, PRUNING, AND/OR FERTILIZING. THE ENGINEER IS THE FINAL ARBITER IN THE DETERMINATION OF RESPONSIBILITY AND MITIGATION.
2. VEGETATION THAT IS PROVIDING SIGNIFICANT STABILIZATION AND/OR EROSION CONTROLS SHALL BE RETAINED, UNLESS OTHERWISE DIRECTED.
3. ANY EXISTING MONUMENTS, HISTORIC MARKERS OR SIGNS ENCOUNTERED DURING THINNING AND/OR CLEARING OPERATIONS SHALL BE RETAINED AND PRESERVED. ADDITIONAL CLEARING MAY BE NECESSARY TO IMPROVE VISUAL ACCESS AND AWARENESS OF MARKERS, MONUMENTS, OR SIGNS, A.O.B.E.

TREE PLANTING NOTES:

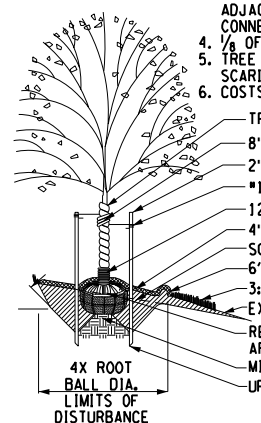
1. CONTRACTOR TO REGRADE SOD OR HYDROSEED AND STRAW MULCH ALL AREAS DISTURBED AS A RESULT OF HIS OR HER WORK.
2. UPRIGHT STAKES TO BE USED ON TREES UP TO 11'-8" IN HEIGHT. LARGER TREES MUST BE GUYED.
3. TREES WHICH ARE LOCATED WITHIN 4'-0" OF AN ADJACENT SHRUB BED SHALL HAVE THEIR MULCHED AREA CONNECTED WITH THE MULCHED BED OF THE SHRUBS.
4. 1/8 OF ROOT BALL TO BE ABOVE FINISHED GRADE.
5. TREE PIT TO BE 1X BALL DEPTH BY 2X BALL WIDTH, SCARIFY TREE PIT EDGES.
6. COSTS INCLUDED UNDER PLANT LIST ITEMS.



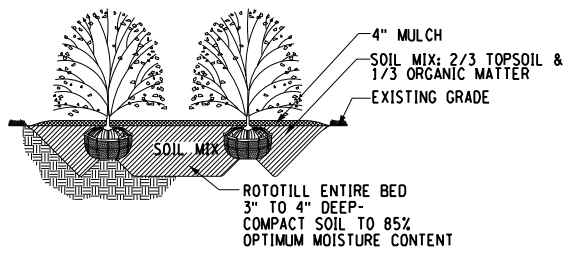
**TREE PLANTING
NTS**

TREE PLANTING ON SLOPE NOTES:

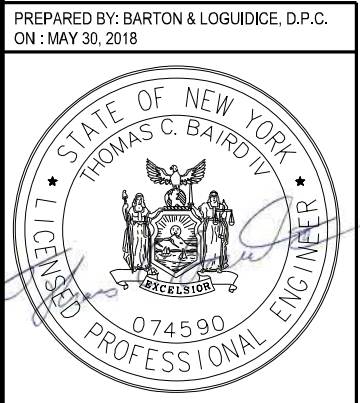
1. CONTRACTOR TO REGRADE SOD OR HYDROSEED AND STRAW MULCH ALL AREAS DISTURBED AS A RESULT OF HIS OR HER WORK.
2. UPRIGHT STAKES TO BE USED ON TREES UP TO 12'-0" IN HEIGHT. LARGER TREES MUST BE GUYED.
3. TREES WHICH ARE LOCATED WITHIN 4'-0" OF AN ADJACENT SHRUB BED SHALL HAVE THEIR MULCHED AREA CONNECTED WITH THE MULCHED BED OF THE SHRUBS.
4. 1/8 OF ROOT BALL TO BE ABOVE FINISHED GRADE.
5. TREE PIT TO BE 1X BALL DEPTH BY 2X BALL WIDTH, SCARIFY TREE PIT EDGES.
6. COSTS INCLUDED UNDER PLANT LIST ITEMS.



**TREE PLANTING ON A SLOPE
NTS**



**SHRUB PLANTING BED
NTS**



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



Barton & Loguidice, D.P.C.
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ASHOKAN RAIL TRAIL
ULSTER COUNTY

MISCELLANEOUS
DETAILS - 8

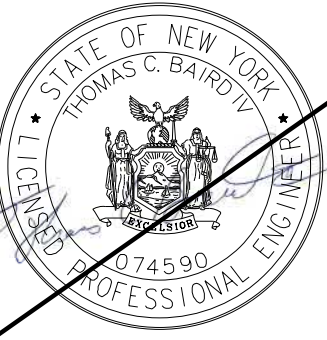
SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
MD - 8

FILE NAME = L:\MSTN\Projects\0300\369.007 - Ashoken Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\016-369007001 MD-09.dgn
DATE = 5/30/2018
TIME = 11:05:42 AM

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

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



THOMAS C. BAIRD IV
LICENSED PROFESSIONAL ENGINEER
074590

LEGEND:

○ RAIL COMPONENT CONNECTION

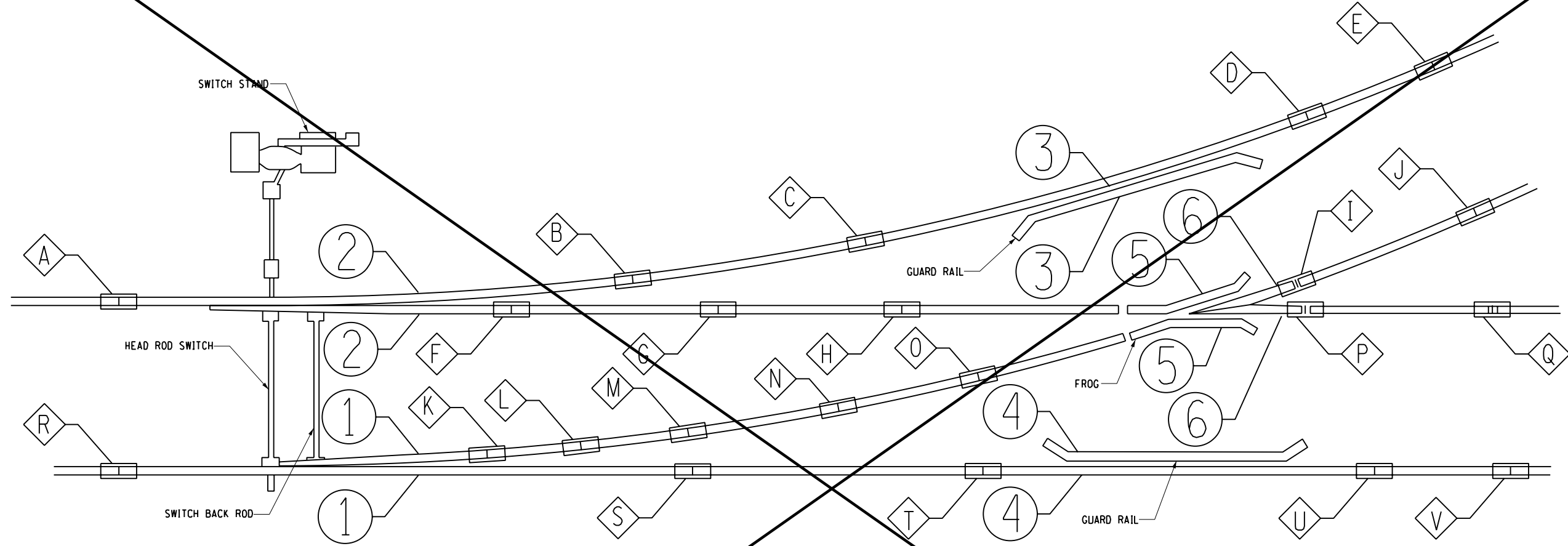
◇ RAIL TO RAIL CONNECTION

PLAN NOTES:

1. LOCATIONS OF COMPONENTS ARE APPROXIMATE.

2. COMPONENTS ARE LABELED WITH WHITE MARKER PAINT.

3. METHOD OF DISASSEMBLY AND REASSEMBLY TO BE DETERMINED BY THE CONTRACTOR IN THE FIELD.



RAIL ROAD SWITCH

N.T.S.

- NOTES:
1. ITEM 670.01UC SHALL CONSIST OF ALL MATERIALS, LABOR AND EQUIPMENT NECESSARY TO COMPLETE THE ASSEMBLY OF THE RAILROAD SWITCH AS SHOWN IN THE DIAGRAM IN THE LOCATION SHOWN IN THE PLANS OR AS ORDERED BY THE ENGINEER.
 2. CONTRACTOR SHALL SET THE SWITCH ON STONE BALLAST, WOODEN RAILROAD TIES, AND ALL OTHER MATERIAL TYPICALLY USED TO SECURE THE RAILS TO THE TIES. THE RAILROAD TIES SHALL NOT CONTAIN CREOSOTE. COST OF ADDITIONAL MATERIALS NECESSARY TO SET AND SECURE THE RAILS SHALL BE INCLUDED UNDER ITEM 670.01UC.
 3. CONTRACTOR SHALL SUPPLY THE TIE BARS USED TO SECURE ONE SEGMENT OF RAIL TO ANOTHER. COST INCLUDED UNDER ITEM 670.01UC.
 4. THE STEEL RAILS HAVE BEEN MARKED AS INDICATED ON THE DIAGRAM ABOVE AND SHALL BE ASSEMBLED AS SHOWN ON THE DIAGRAM TO RESTORE THE SWITCH TO ITS ORIGINAL STATE. PHOTOS ARE AVAILABLE FROM THE ENGINEER UPON REQUEST.

N.I.C.

NO. DATE BY REVISION



Barton & Loguidice, D.P.C.

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

MISCELLANEOUS
DETAIL - 9

SCALE: NONE
DATE ISSUED: 5/30/2018
DRAWING
MD-09

FILE NAME = L:\MNSTN\Projects\03000\369.007 - Ashokan Rail Trail\MNSTN\2018-05-31 Phase 2 Re-Bid Plans\016.36900\001.MT.01.dgn
DATE = 5/30/2018
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IN CHARGE OF _____ DESIGNED BY _____ CMH _____ CHECKED BY _____ TCB _____ DRAFTED BY _____ CMH/ERB/JDH _____ CHECKED BY _____ CMH _____

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



DRAINAGE TABLE																			
LOCATION					INV. ELEV		EXCAVATION	STONE APRON INSTALLATION			SICPP DRAINAGE PIPE (LF)					CULVERT CLEANING		CONCRETE COLLAR	STONE HEADWALL
CULVERT NUMBER	STATION	SIDE	OFFSET	EXISTING DIAMETER	IN	OUT	ITEM 206.0201 CY	ITEM 207.20 SY	ITEM 620.03 CY	ITEM 620.04 CY	ITEM 603.9808 LF	ITEM 603.9812 LF	ITEM 603.9818 LF	ITEM 603.9824 LF	ITEM 603.9836 LF	ITEM 621.01 LF	ITEM 621.02 LF	ITEM 603.77 EACH	ITEM 560.0401 SF
			FT	IN	FT	FT													
-	A 19+00	LT	12.0	12	626.2	625.6	13.8	-	-	-	-	30.0	-	-	-	-	-	-	-
-	A 19+05	RT	14.0	12	625.8	625.7	18.4	-	-	-	-	40.0	-	-	-	-	-	-	-
-	A 39+50	LT	10.0	-	-	-	-	-	-	-	150.0	-	-	-	-	-	-	-	-
39	A 74+73	-	-	-	597.3	593.9	42.0	50.9	12.1	-	-	-	-	-	35.0	-	-	-	51.5
-	A 91+25	LT	10.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
37	A 101+90	-	-	36	-	-	-	13.0	3.5	-	-	-	-	-	-	75.0	-	-	51.5
36	A 112+00	LT	25.0	120	-	-	-	-	-	-	-	-	-	-	-	-	90.0	-	-
34	A 117+58	-	-	24	-	-	-	7.3	1.7	-	-	-	-	-	-	-	-	-	40.3
33	A 120+76	-	-	24	-	-	-	7.3	1.7	-	-	-	-	-	-	-	-	-	40.3
32	A 123+08	-	-	36	-	-	-	13.0	3.5	-	-	-	-	-	-	-	-	-	-
31	A 129+28	-	-	24	-	-	-	14.6	3.4	-	-	-	-	-	-	-	-	-	40.3
30	A 130+06	-	-	24	609.2	607.7	-	14.6	3.4	-	-	-	-	-	-	-	-	1.0	80.6
29	A 144+85	-	-	-	-	-	-	51.0	-	40.0	-	-	-	-	-	-	-	-	-
26	A 203+03	-	-	12	-	-	-	9.8	2.0	-	-	-	-	-	-	-	-	-	57.0
-	A 214+75	LT	10.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	A 247+00	-	-	-	651.8	651.3	-	-	-	-	-	20.0	-	-	-	-	-	-	57.0
24	A 262+20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23	A 285+00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22	A 291+55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21	A 315+04	-	-	24	656.6	649.9	28.0	14.6	3.4	-	-	-	-	-	-	-	-	2.0	80.6
20	A 321+90	-	-	24	664.3	662.8	15.6	14.6	3.4	-	-	-	-	-	-	-	-	1.0	80.6
19	A 345+65	-	-	-	-	-	-	17.8	-	5.0	-	-	-	-	-	-	-	-	-
18	A 355+55	-	-	12	659.8	657.6	11.1	9.8	2.0	-	-	-	-	-	-	-	-	1.0	57.0
17	A 363+55	-	-	24	652.3	647.6	53.6	14.6	3.4	-	-	-	-	-	-	-	-	1.0	80.6
-	A 366+75	LT	10.0	-	-	-	-	-	-	-	150.0	-	-	-	-	-	-	-	-
16	A 373+55	-	-	24	652.8	648.0	33.3	14.6	3.4	-	-	-	-	-	-	-	-	1.0	80.6
15	A 380+30	-	-	12	653.7	652.4	9.4	9.8	2.0	-	-	-	-	-	-	-	-	2.0	57.0
14	A 391+05	-	-	24	-	-	-	7.3	1.7	-	-	-	-	-	-	-	-	-	-
13	A 399+26	-	-	-	-	652.7	12.2	12.8	3.0	-	-	-	20.0	-	-	-	-	-	69.4
12	A 409+25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	A 423+26	-	-	-	653.4	652.9	4.0	14.6	3.4	-	-	-	-	25.0	-	-	-	-	80.6
10	A 428+60	-	-	24	-	-	-	14.6	3.4	-	-	-	-	-	-	-	-	-	80.6
9	A 436+60	-	-	24	-	-	-	14.6	3.4	-	-	-	-	-	-	-	-	-	-
8	A 441+32	-	-	12	-	-	-	9.8	2.0	-	-	-	-	-	-	-	-	-	57.0
-	A 451+00	LT	15.0	-	647.5	646.5	27.5	12.8	3.0	-	-	-	45.0	-	-	-	-	-	69.4
7	A 459+55	-	-	-	-	-	-	35.6	-	20.0	-	-	-	-	-	-	-	-	-
5	A 494+75	-	-	-	-	-	-	25.0	-	10.0	-	-	-	-	-	-	-	-	-
4	A 506+05	-	-	-	-	-	-	35.0	-	4.0	-	-	-	-	-	-	-	-	-
3	A 516+90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	A 540+00	RT	10.0	-	-	-	-	-	-	-	150.0	-	-	-	-	-	-	-	-
-	A 556+65	RT	20.0	-	-	-	15.3	9.8	2.0	-	-	25.0	-	-	-	-	-	-	57.0
-	A 556+75	LT	12.0	-	-	-	15.3	9.8	2.0	-	-	25.0	-	-	-	-	-	-	57.0
-	A 574+50	-	-	12	-	-	-	-	-	-	-	-	-	-	-	20.0	-	-	-
-	A 562+00	-	-	12	-	-	-	-	-	-	-	-	-	-	-	20.0	-	-	-
-	A 603+35	RT	25.0	-	-	-	19.5	12.8	3.0	-	-	-	25.0	-	-	-	-	-	69.4
-	W-7 ROAD	-	-	-	-	-	15.6	14.6	3.4	-	-	-	-	20.0	-	-	-	-	40.3
TOTAL							334.5	506.4	75.8	79.0	450.0	140.0	90.0	45.0	35.0	115.0	90.0	9.0	1,395.3

TABLE OF SWALE CLEANING AND GRADING				
CENTERLINE STATION		SIDE	ITEM 203.51990006	ITEM 621.51000015
FROM	TO		(LF)	(LF)
A 17+00	A 23+25	LT/RT	-	1,250.0
A 34+00	A 36+25	LT	-	225.0
A 36+25	A 39+75	LT	350.0	-
A 34+00	A 35+75	RT	-	175.0
A 40+50	A 42+00	LT	150.0	-
A 42+00	A 43+25	LT	-	125.0
A 42+00	A 43+00	RT	-	100.0
A 73+00	A 77+50	LT	-	450.0
A 75+00	A 78+00	RT	-	300.0
A 90+75	A 100+50	LT	975.0	-
A 102+75	A 104+50	LT	175.0	-
A 140+00	A 142+50	RT	250.0	-
A 156+00	A 159+75	LT	-	375.0
A 178+00	A 216+25	RT	-	3,825.0
A 181+00	A 217+75	LT	-	3,675.0
A 236+00	A 255+75	LT	-	1,975.0
A 237+00	A 255+75	RT	-	1,875.0
A 255+75	A 257+00	LT/RT	250.0	-
A 257+00	A 261+00	LT	-	400.0
A 257+00	A 260+00	RT	-	600.0
A 270+50	A 272+75	LT/RT	-	450.0
A 318+00	A 321+25	LT	325.0	-
A 321+00	A 340+00	LT	-	1,900.0
A 322+00	A 338+75	RT	-	1,675.0
A 352+50	A 359+25	LT	-	675.0
A 366+50	A 372+50	LT	-	600.0
A 372+00	A 388+25	LT	-	1,625.0
A 377+00	A 385+75	RT	-	875.0
A 394+75	A 403+75	LT	-	900.0
A 412+50	A 434+00	LT	-	2,150.0
A 413+25	A 435+25	RT	-	2,200.0
A 421+25	A 424+75	LT	350.0	-
A 438+50	A 443+00	LT	-	450.0
A 450+00	A 452+00	LT	200.0	-
A 463+00	A 488+25	LT	-	2,525.0
A 463+25	A 471+00	RT	-	775.0
A 474+00	A 487+75	RT	-	1,375.0
A 510+00	A 515+75	LT	-	575.0
A 510+50	A 515+25	RT	-	475.0
A 520+00	A 522+75	LT	-	275.0
A 520+00	A 522+25	RT	-	225.0
A 538+50	A 557+50	RT	-	1,900.0
A 539+25	A 559+00	LT	-	1,975.0
A 549+00	A 549+25	LT	25.0	-
A 557+00	A 604+50	RT	-	4,750.0
A 581+75	A 599+00	LT	-	1,725.0
TOTAL			3,100.0	45,500.0
ITEM 203.51990006 - ESTABLISHING NEW DITCHES AND SLOPES				
ITEM 621.51000015 - GRADING CLEANING AND RESHAPING EXISTING DITCHES				
NOTES:				
1. SEE DWG. TS-1 FOR SWALE WORK CONSTRUCTION DETAILS				

21
245



ASHOKAN RAIL TRAIL
ULSTER COUNTY

MISCELLANEOUS TABLES - 1

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

NO. DATE BY REVISION

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FILE NAME = L:\MSTN Projects\0300\369.007 - Ashokan Rail Trail\MSTN\2018-05-31 Phase 2 Re-Bid Plans\016.369007001 MT.02.dgn
DATE = 5/30/2018
TIME = 11:05:54 AM

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

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



DESIGNATION & COLOR (SEE NOTE 2)	TEXT	ITEM	SIZE	PAYMENT AREA (SEE NOTE 3)	SIGN POSTS (ITEM 645.81)	TOTAL NUMBER OF SIGNS (SEE NOTE 5)	TOTAL PAYMENT AREA
				TOTAL PAYMENT AREA			
S1	 	645.5101	11 1/4" x 11 1/4"	1.50 SF	0 EACH	113 EACH	169.50 SF
S2	 	645.5101	11 x 15"	1.75 SF	0 EACH	15 EACH	26.25 SF
S3		645.5101	11 1/4" x 11 1/4"	1.00 SF	0 EACH	59 EACH	59.00 SF
S4		645.5101	11 1/4" x 11 1/4"	1.00 SF	0 EACH	6 EACH	6.00 SF
S5		645.5101	22" x 30"	4.60 SF	0 EACH	5 EACH	23.00 SF
S6		645.5101	11 1/4" x 11 1/4"	1.00 SF	0 EACH	10 EACH	10.00 SF
S7	Ashokan Rail Trail Shokan 5.9 mi → Woodstock 11.0 mi →	645.5101	9" x 30"	3.60 SF	2 EACH	1 EACH	3.60 SF
S8	Ashokan Rail Trail ← Woodstock 5.9 mi Boiceville 5.2 mi →	645.5101	4" x 30"	3.60 SF	2 EACH	1 EACH	3.60 SF
S9	Ashokan Rail Trail Shokan 5.2 mi → Boiceville 11.0 mi →	645.5101	4" x 30"	3.60 SF	2 EACH	1 EACH	3.60 SF

- SIGNING NOTES:**
- SIGN LOCATIONS AS SHOWN ON PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL INSTALL NEW SIGNS AND RELOCATE EXISTING SIGNS IN ACCORDANCE WITH THE NYC DEP SIGN STANDARD MANUAL.
 - THE COLOR IS ONLY SHOWN WHEN THERE IS AN OPTION THAT MUST BE SPECIFIED.
 - THE AREA AND PAYMENT AREA FOR SIGNS ARE FROM THE APPLICABLE STANDARD SHEETS OR SIGN FACE LAYOUTS.
 - SIGNS SHALL BE INSTALLED ON TREES, OR FENCE POSTS WHEN POSSIBLE. IF NO FEASIBLE LOCATION IS PRESENT WITHIN 25' OF INSTALLATION LOCATION SHOWN ON THE PLAN SHEETS, THE CONTRACTOR SHALL USE A GALVANIZED SIGN POST, ITEM 645.81.
 - SEE DWG. PL-1 THROUGH DWG. PL-88 FOR SIGN LOCATIONS

SURVEY AND MAPPING PROVIDED BY:



ASHOKAN RAIL TRAIL
ULSTER COUNTY



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EDUCATION LAW ARTICLE 145 SECTION 7209

MISCELLANEOUS
TABLES - 2

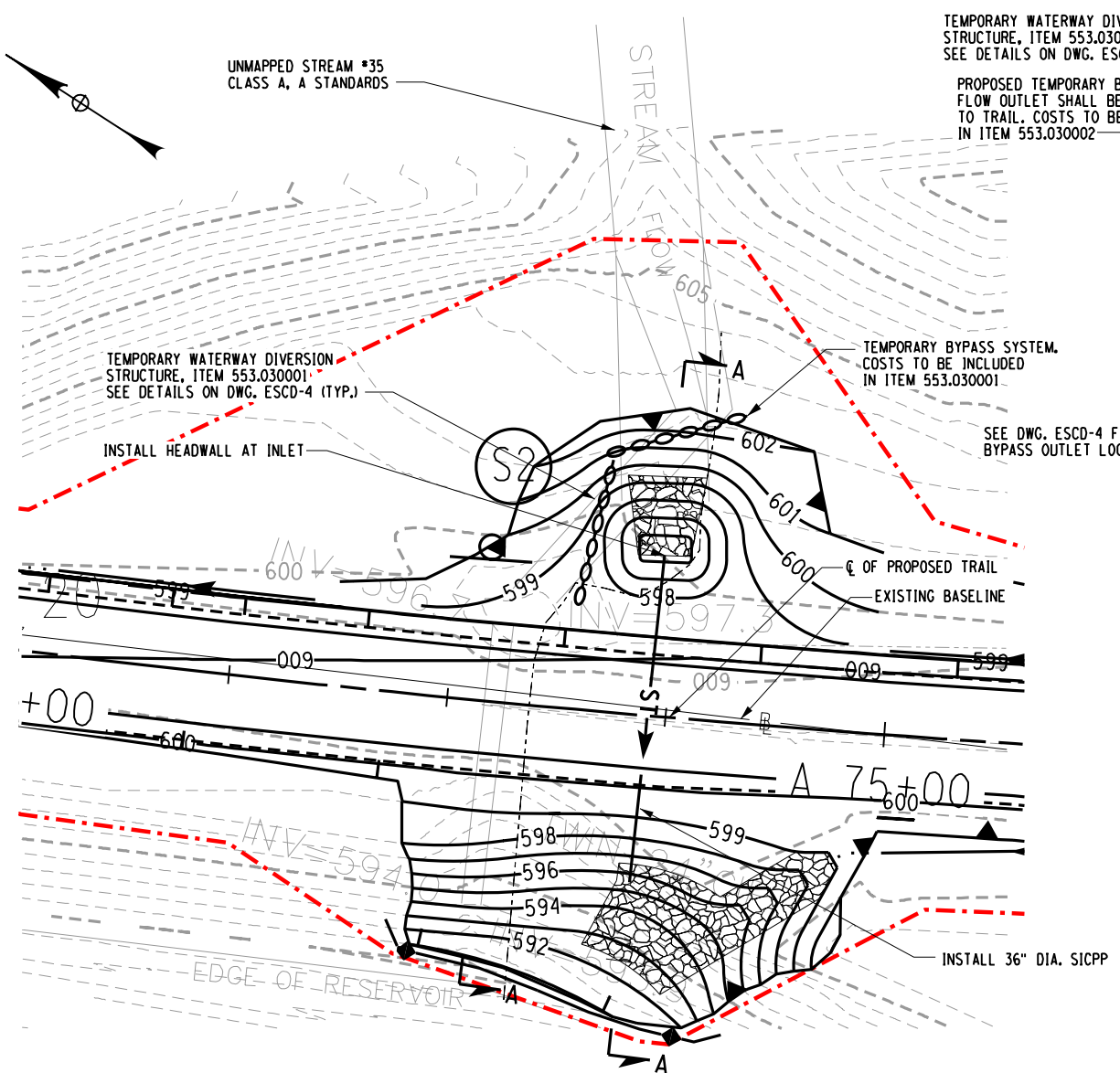
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DATE ISSUED: 5/30/2018
DRAWING
MT-2

NO. DATE BY REVISION
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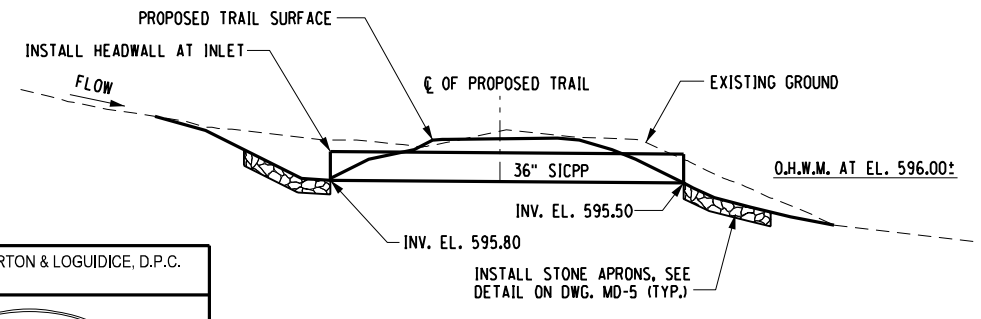
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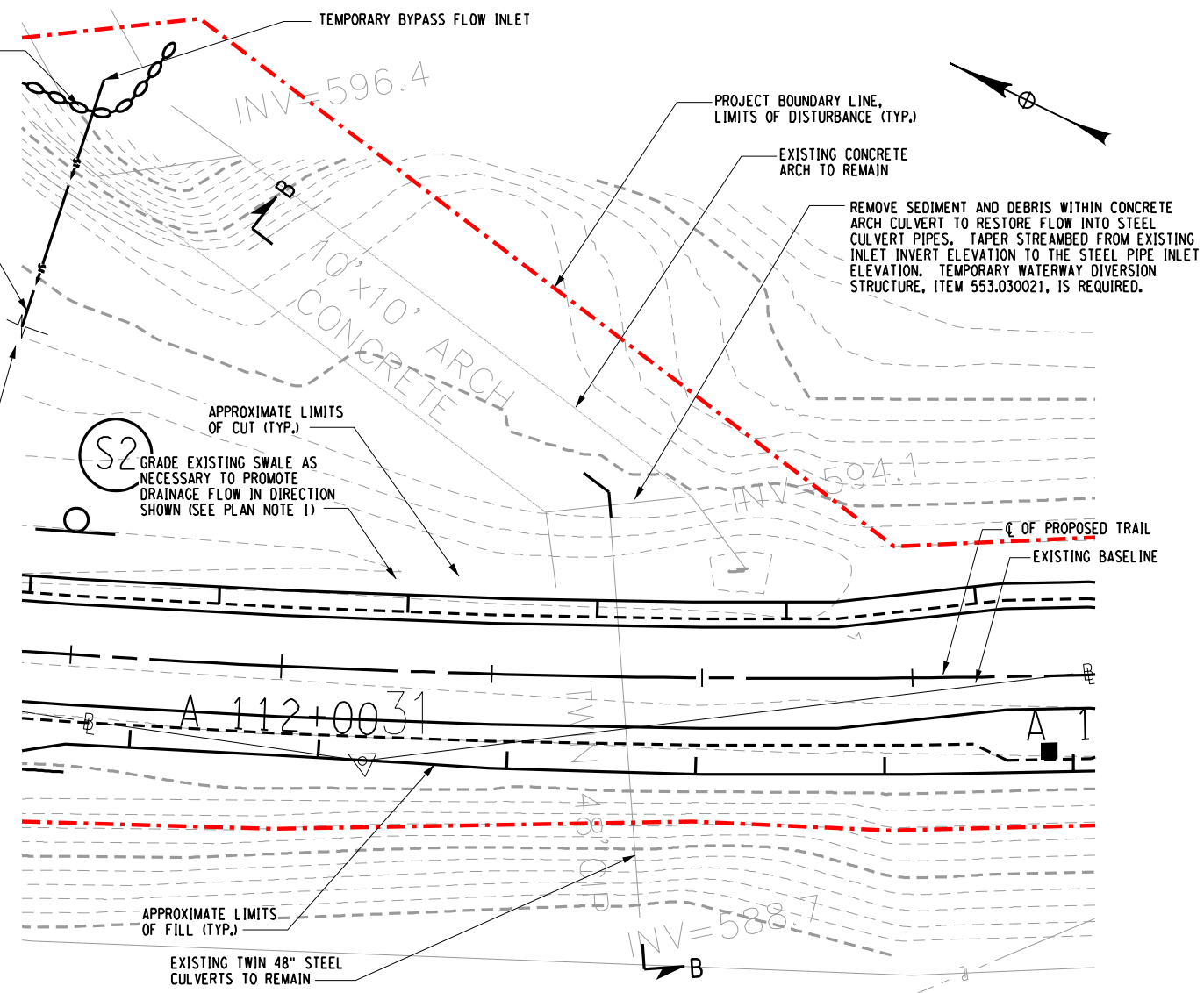
PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018



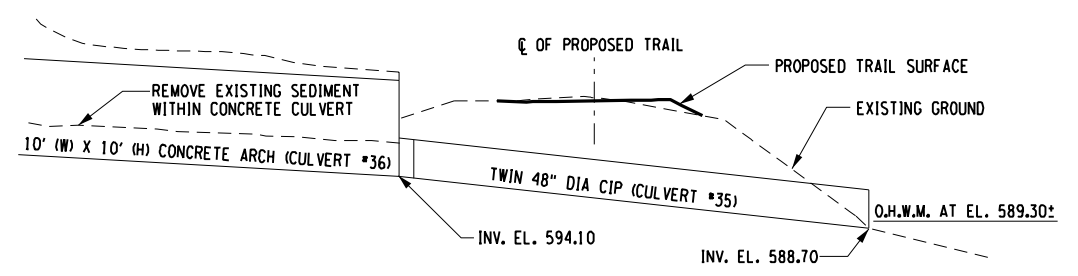
CULVERT #39 PLAN
STA. A 74+73.00
SCALE: 1" = 20'-0"
(SEE DWG. PL-10 FOR TRAIL PROFILE)



CULVERT #39 SECTION A-A
SCALE: 1" = 20'-0"



CULVERT #35 & #36 PLAN
STA. A 112+41.00
SCALE: 1" = 20'-0"
(SEE DWG. PL-15 FOR TRAIL PROFILE)



CULVERT #35 & #36 SECTION B-B
SCALE: 1" = 20'-0"

- CULVERT #35 & #36 NOTES:**
1. THE CONTRACTOR SHALL REMOVE EXISTING BUILT UP SEDIMENT IN CULVERT #36 AND AT THE INLET TO CULVERT #35. APPROXIMATELY 3' TO 3.5' OF SEDIMENT AND DEBRIS SHALL BE REMOVED. THE STREAM BED POST SEDIMENT REMOVAL WITHIN CULVERT #36 SHALL CONSIST OF THE SAME MATERIAL AS IS CURRENTLY WITHIN THE CULVERT. COST FOR SEDIMENT REMOVAL SHALL BE INCLUDED UNDER ITEM 203.02.
 2. NO MATERIALS SHALL BE DEPOSITED OR INSTALLED WITHIN CULVERT #36.
 3. NO WORK IS PROPOSED TO CULVERT #35.

SURVEY AND MAPPING PROVIDED BY:



BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

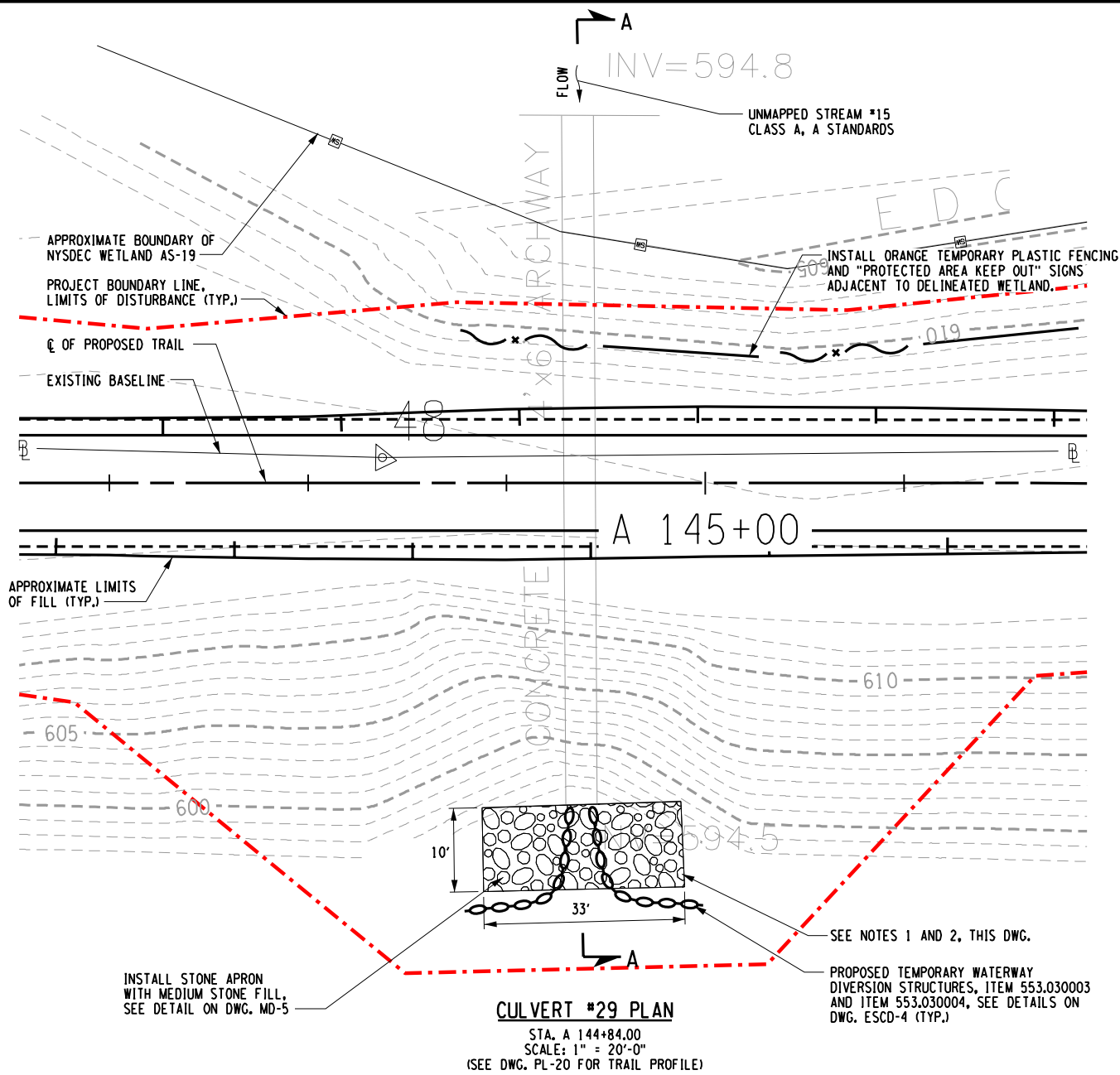
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NO.	DATE	BY	REVISION
			
Barton & Loguidice, D.P.C.			
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ASHOKAN RAIL TRAIL		ULSTER COUNTY	
CULVERT REPAIR DETAILS - 1			
SCALE: AS SHOWN			
DATE ISSUED: 5/30/2018			
DRAWING			
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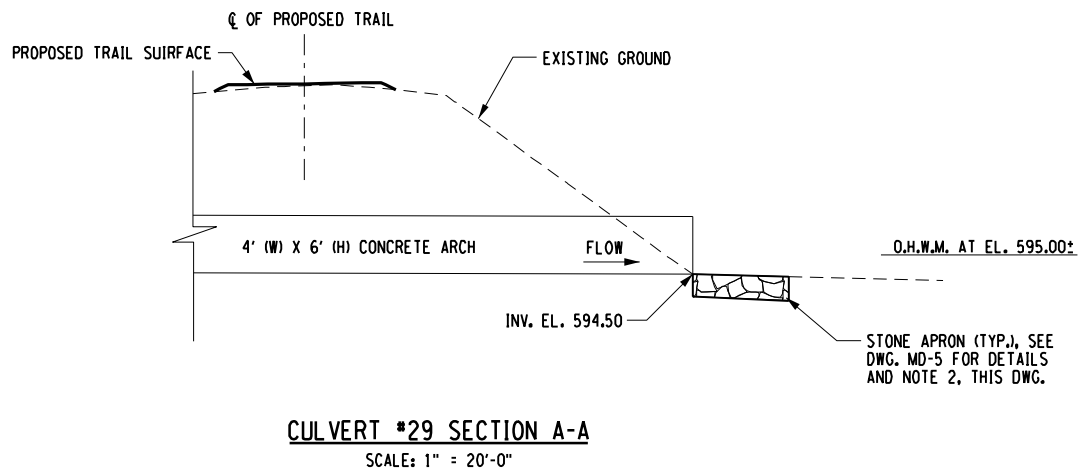
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PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018



CULVERT #29 NOTES.

1. MEDIUM STONE FILL SHALL BE PLACED AT THE DOWNSTREAM CULVERT INVERT. THE STONE FILL SHALL BE PLACED AT THE ELEVATION OF BOTTOM SLAB AND CONTINUE AT A CONSTANT SLOPE (MAX 1V:2H) UNTIL IT MEETS THE EXISTING STREAM CHANNEL. THE APPROXIMATE LENGTH IS 10 FT. THE STONE FILL SHALL BE PLACED FOR THE FULL WIDTH BETWEEN THE DOWNSTREAM WINGWALLS, APPROXIMATELY 33 FEET.
2. SUGGESTED PHASING FOR STONE APRON INSTALLATION:
 1. INSTALL TEMPORARY WATERWAY DIVERSION
 2. INSTALL STONE APRON BEHIND DIVERSION
 3. MOVE DIVERSION TO OPPOSITE SIDE
 4. INSTALL STONE APRON BEHIND DIVERSION
 5. REMOVE WATERWAY DIVERSION



SURVEY AND MAPPING PROVIDED BY:

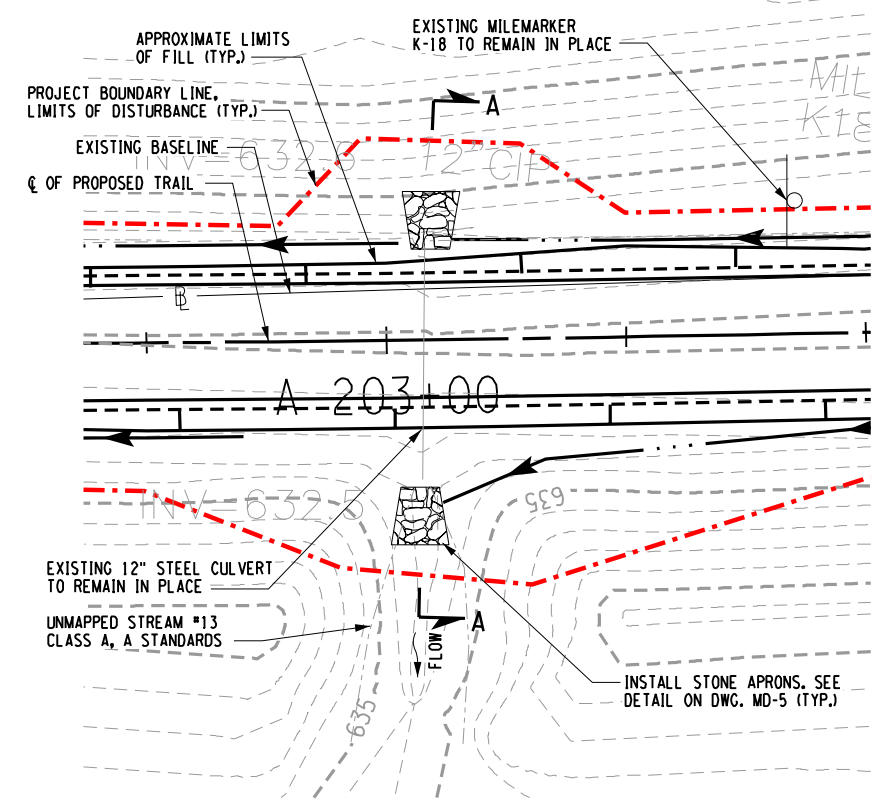


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Barton & Loguidice, D.P.C.			
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ASHOKAN RAIL TRAIL ULSTER COUNTY			
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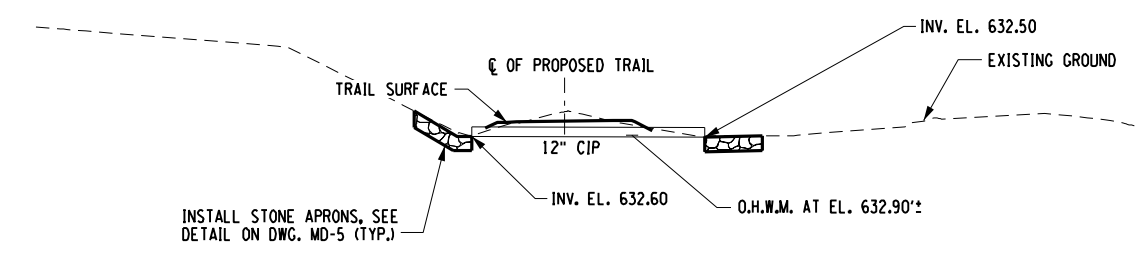
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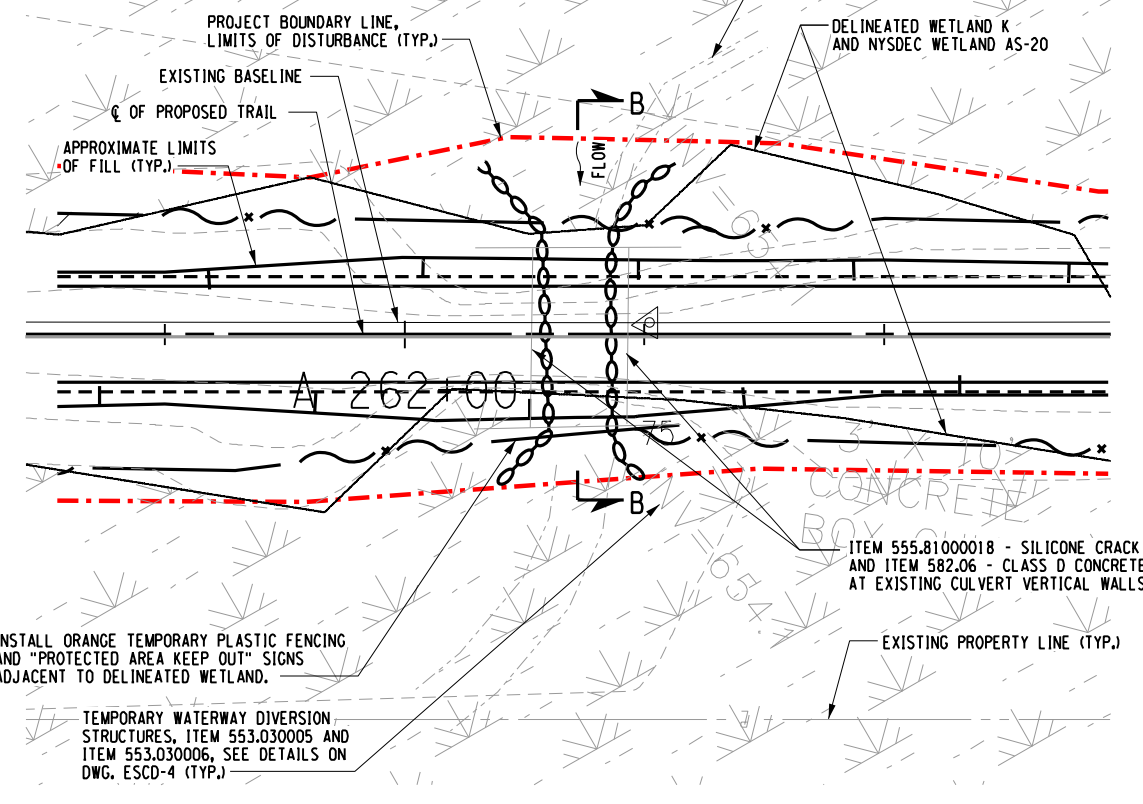
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TCB
DRAFTED BY _____ CMH/ERB/JDH
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NO. DATE BY REVISION



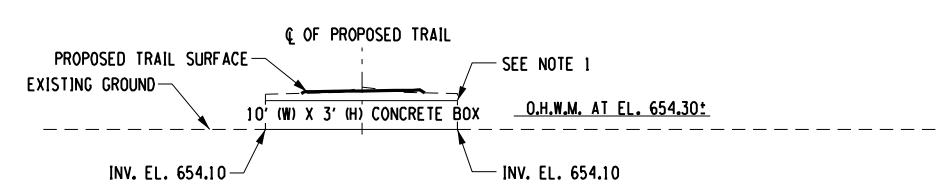
CULVERT #26 PLAN
STA. A 203+04.00
SCALE: 1" = 20'-0"
(SEE DWG. PL-28 FOR TRAIL PROFILE)



CULVERT #26 SECTION A-A
SCALE: 1" = 20'-0"



CULVERT #24 PLAN
STA. A 262+17.00
SCALE: 1" = 20'-0"
(SEE DWG. PL-37 FOR TRAIL PROFILE)



CULVERT #24 SECTION B-B
SCALE: 1" = 20'-0"

- CULVERT #24 NOTES:**
1. UPSTREAM AND DOWNSTREAM HEADWALL CRACKS SHALL BE REPAIRED USING A SILICONE CRACK SEALANT THAT IS INJECTED INTO THE CRACK TO FILL THE VOIDS, COST INCLUDED UNDER ITEM 555.81000018. SEE DWG. MD-3 FOR DETAILS AND TABLE.

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

SURVEY AND MAPPING PROVIDED BY:

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

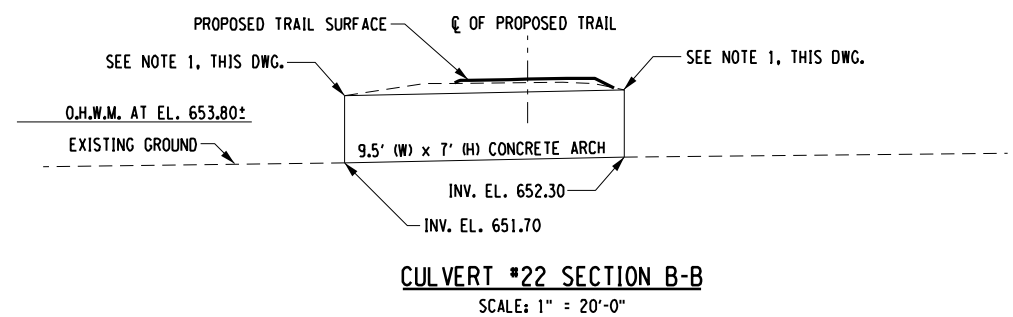
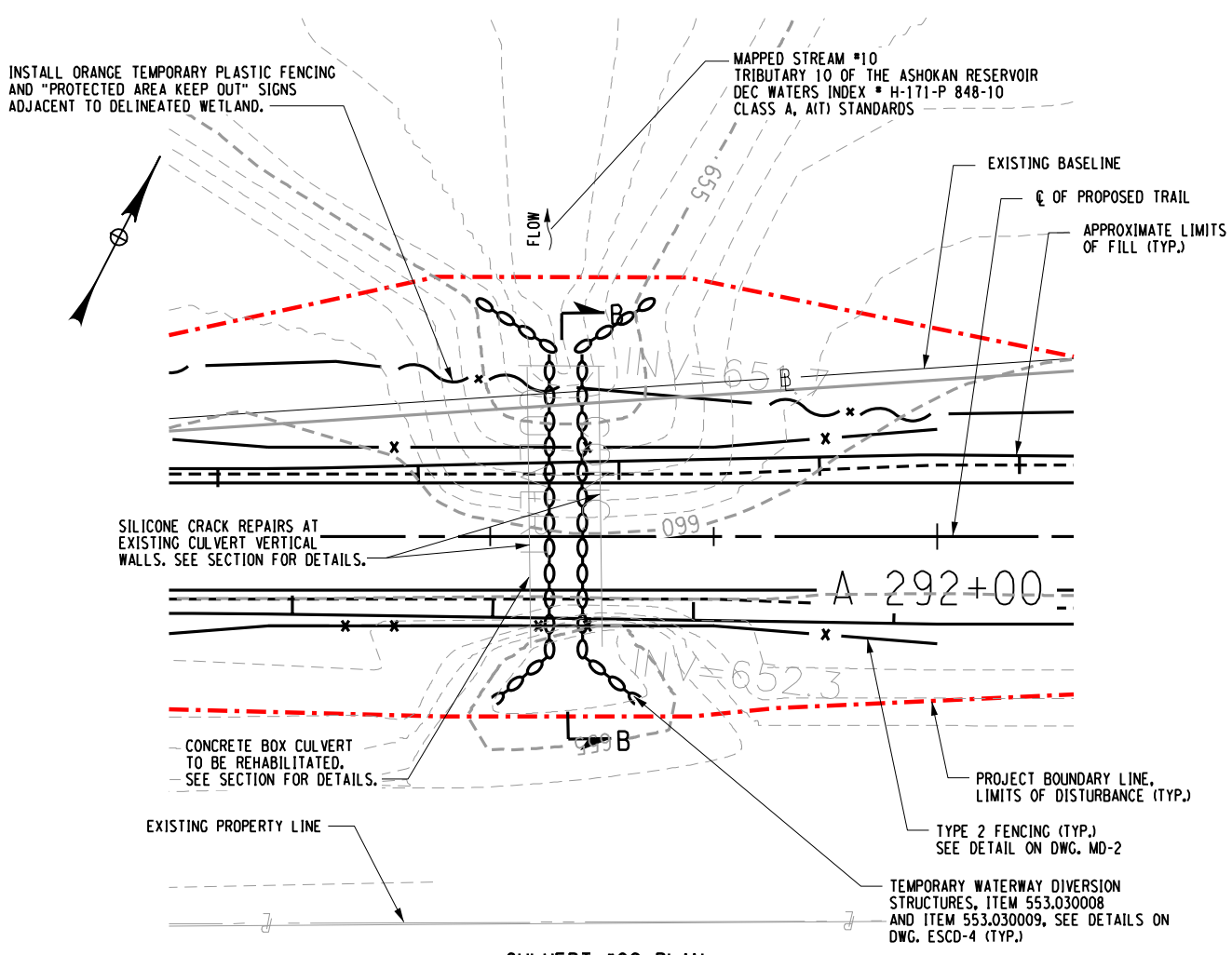
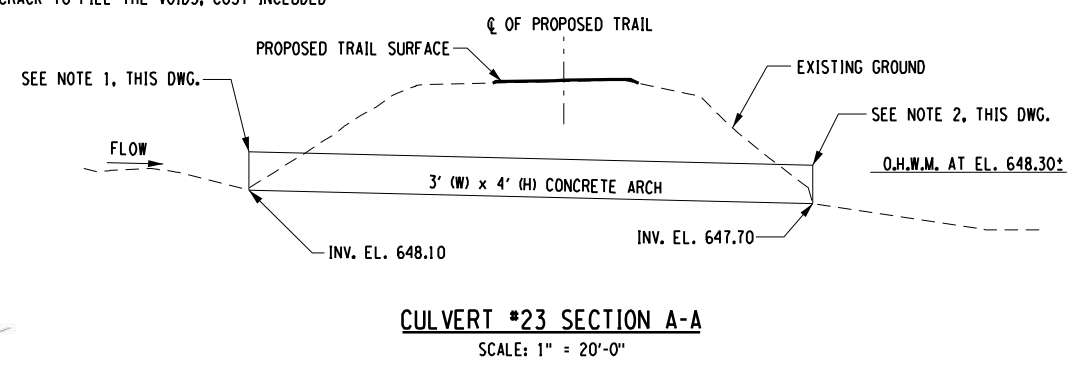
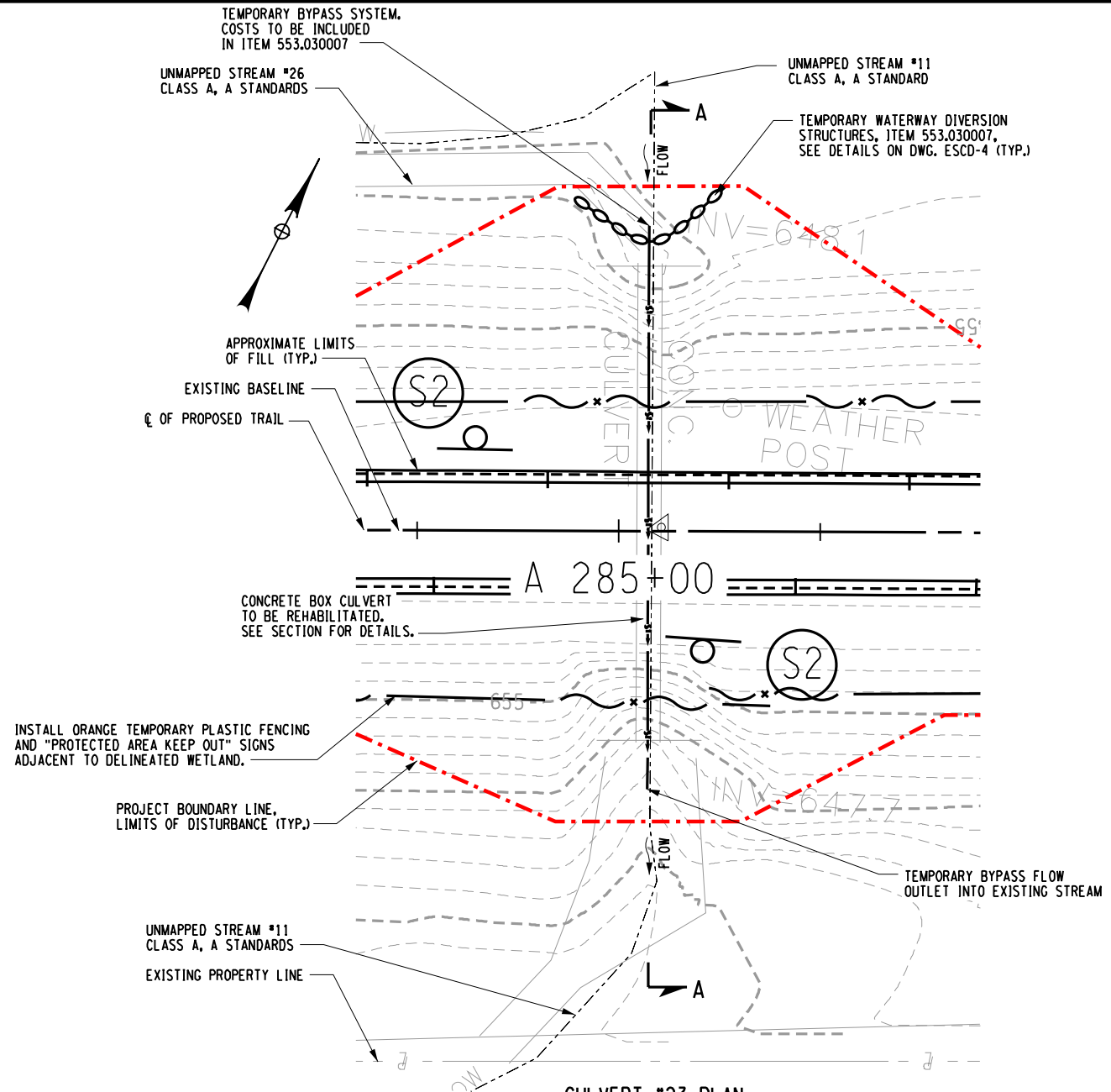
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ASHOKAN RAIL TRAIL	ULSTER COUNTY
CULVERT REPAIR DETAILS - 3	

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IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ TCB
CMH
DRAFTED BY _____ CMH/ERB/JDH
CHECKED BY _____ CMH
NO. DATE BY REVISION

- CULVERT #23 NOTES:**
1. AREAS OF SPALLED AND HOLLOW SOUNDING CONCRETE, AT THE UPSTREAM CULVERT WINGWALL, SHALL BE REMOVED UNTIL SOLID CONCRETE IS ENCOUNTERED. THE AREAS SHALL BE FORMED AND CLASS D CONCRETE - ITEM 582.06, SHALL BE POURED IN THE REMOVED AREAS.
 2. DOWNSTREAM WINGWALL CRACKS SHALL BE REPAIRED USING A SILICONE CRACK SEALANT THAT IS INJECTED INTO THE CRACK TO FILL THE VOIDS, COST INCLUDED UNDER ITEM 555.81000018.

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



- CULVERT #22 NOTES:**
1. CULVERT BARREL AND WINGWALL CRACKS SHALL BE REPAIRED USING A SILICONE CRACK SEALANT THAT IS INJECTED INTO THE CRACK TO FILL THE VOIDS, COST INCLUDED UNDER ITEM 555.81000018.

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

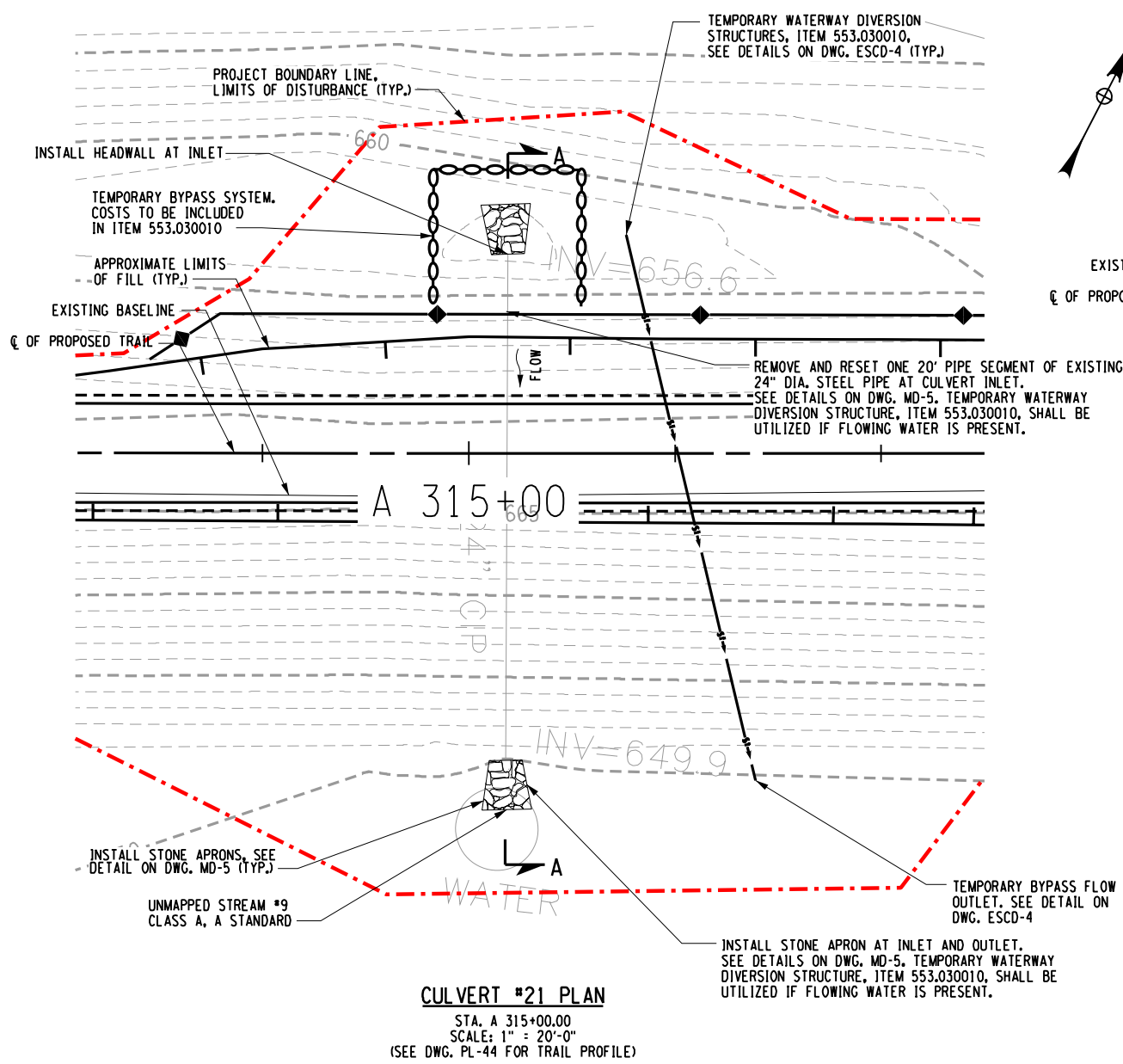
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Barton & Loguidice, D.P.C.	
ASHOKAN RAIL TRAIL	ULSTER COUNTY
CULVERT REPAIR DETAILS - 4	
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DATE ISSUED: 5/30/2018	
DRAWING	
CD-4	

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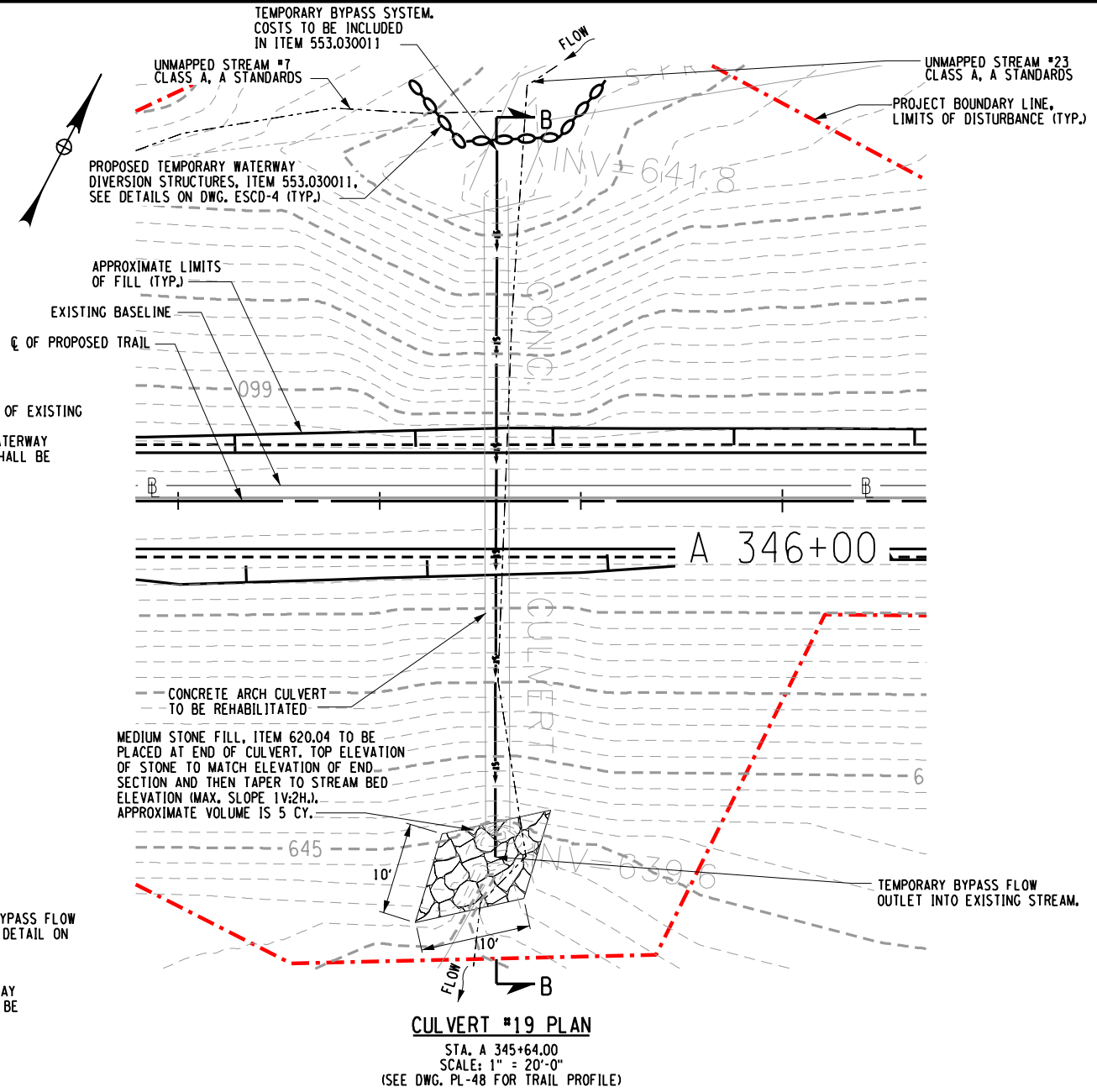
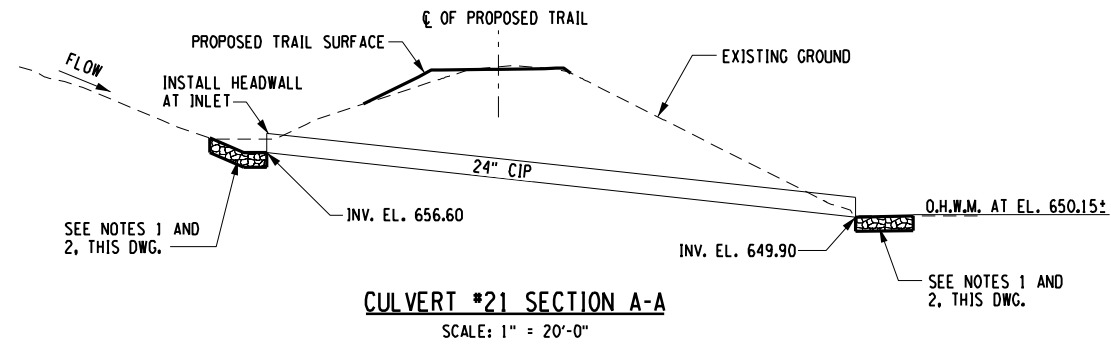
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PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018



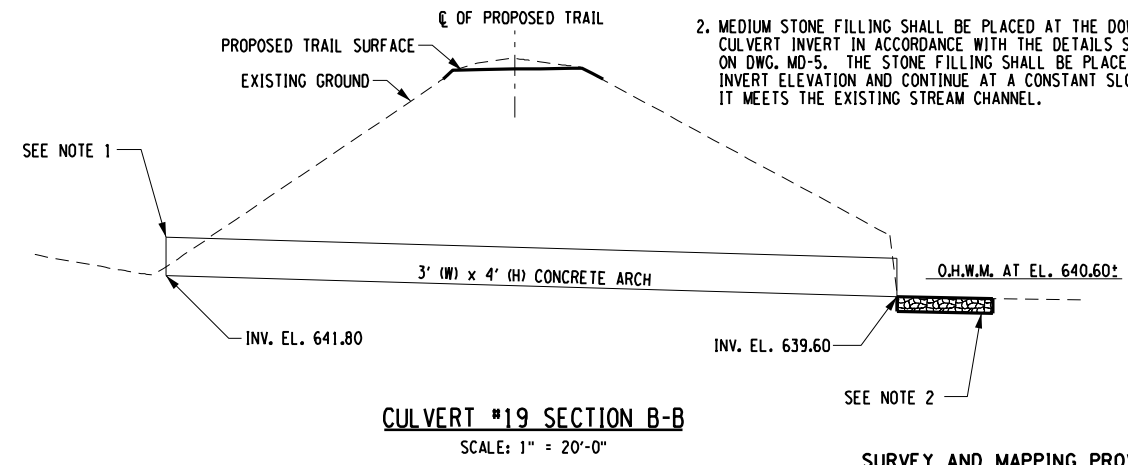
CULVERT 21 NOTES:

1. LIGHT STONE FILLING SHALL BE PLACED AT BOTH UPSTREAM AND DOWNSTREAM INVERTS ACCORDANCE WITH THE DETAILS SHOWN ON DWG. MD-5. THE STONE FILLING SHALL BE PLACED AT THE ELEVATION OF PIPE INVERT AND CONTINUE AT A CONSTANT SLOPE UNTIL IT MEETS THE EXISTING STREAM CHANNEL.
2. THE EXISTING STREAM PASSING THROUGH THIS CULVERT TYPICALLY EXHIBITS LOW FLOWS. A TEMPORARY WATERWAY DIVERSION STRUCTURE (COFFERDAM) MAY BE UTILIZED DURING REPAIRS SO ALL WORK IS COMPLETED UNDER A DRY CONDITION. IF DRY CONDITIONS EXIST (NO STREAM FLOW) ON THE DAY THE WORK IS TO BE PERFORMED, A COFFERDAM IS NOT NECESSARY.



CULVERT 19 NOTES:

1. WINGWALL AND HEADWALL CRACKS SHALL BE REPAIRED USING A SILICONE CRACK SEALANT THAT IS INJECTED INTO THE CRACK TO FILL THE VOIDS, COST INCLUDED UNDER ITEM 555.81000018. SEE DWG. MD-3 FOR DETAILS AND TABLE.
2. MEDIUM STONE FILLING SHALL BE PLACED AT THE DOWNSTREAM CULVERT INVERT IN ACCORDANCE WITH THE DETAILS SHOWN ON DWG. MD-5. THE STONE FILLING SHALL BE PLACED AT THE INVERT ELEVATION AND CONTINUE AT A CONSTANT SLOPE UNTIL IT MEETS THE EXISTING STREAM CHANNEL.



SURVEY AND MAPPING PROVIDED BY:



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ASHOKAN RAIL TRAIL		ULSTER COUNTY	
CULVERT REPAIR DETAILS - 5			
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DATE ISSUED: 5/30/2018			
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CD-5			

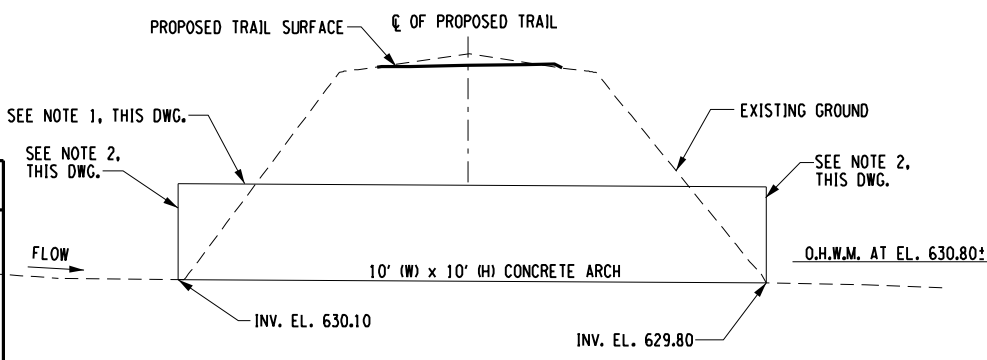
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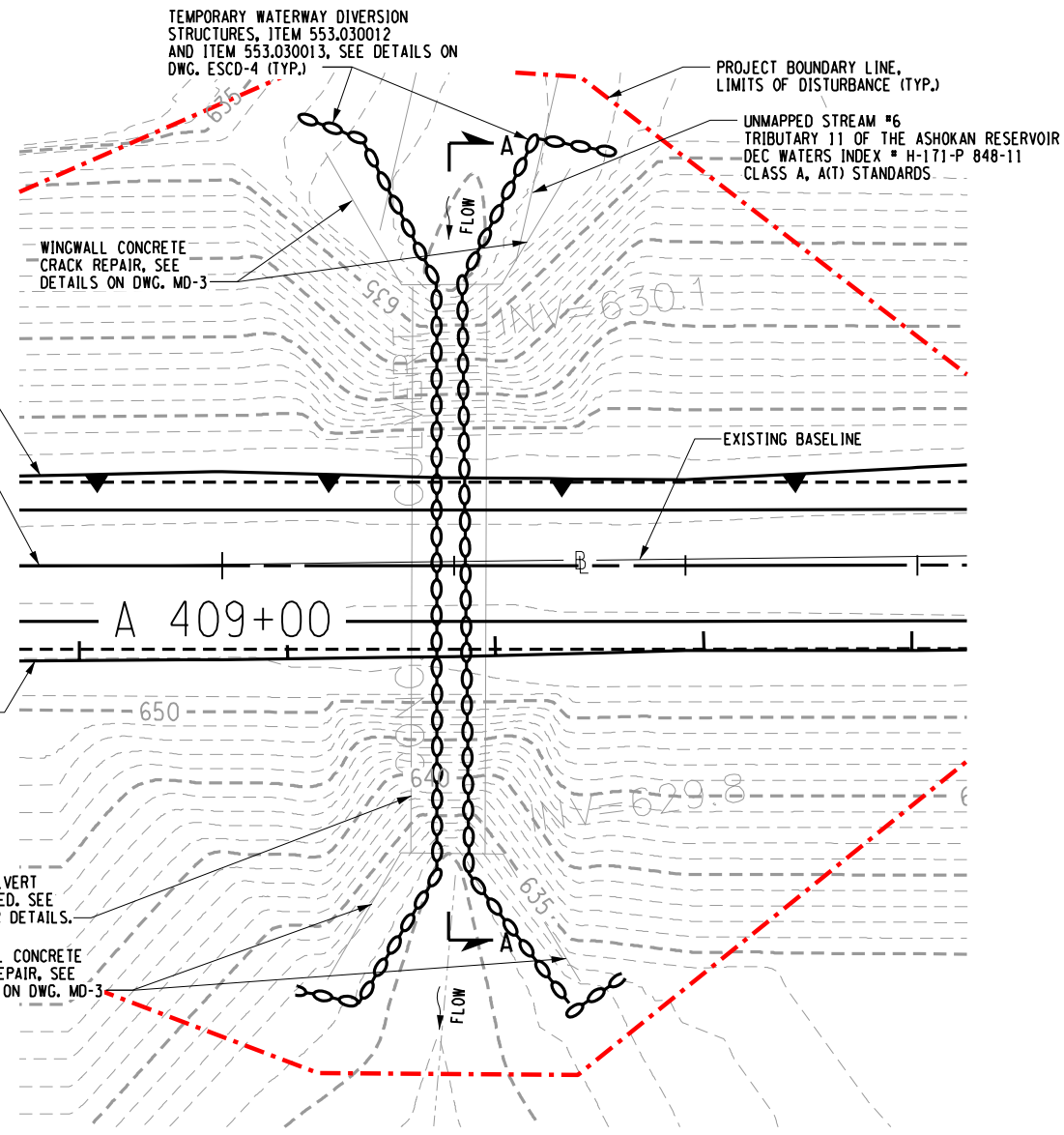
PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018



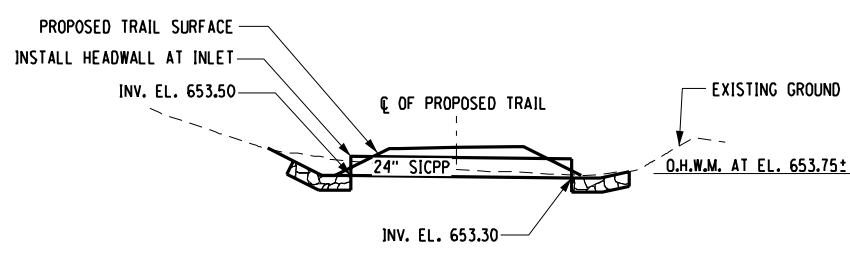
- CULVERT 12 NOTES:**
1. AREAS OF SPALLED AND HOLLOW SOUNDING CONCRETE IN THE CULVERT BARREL SHALL BE REMOVED UNTIL SOLID CONCRETE IS ENCOUNTERED. THE AREAS SHALL BE FORMED AND CLASS D CONCRETE - ITEM 582.06, SHALL BE POURED IN THE REMOVED AREAS.
 2. WINGWALL CRACKS SHALL BE REPAIRED USING A SILICONE CRACK SEALANT THAT IS INJECTED INTO THE CRACK TO FILL THE VOIDS, COST INCLUDED UNDER ITEM 555.81000018.



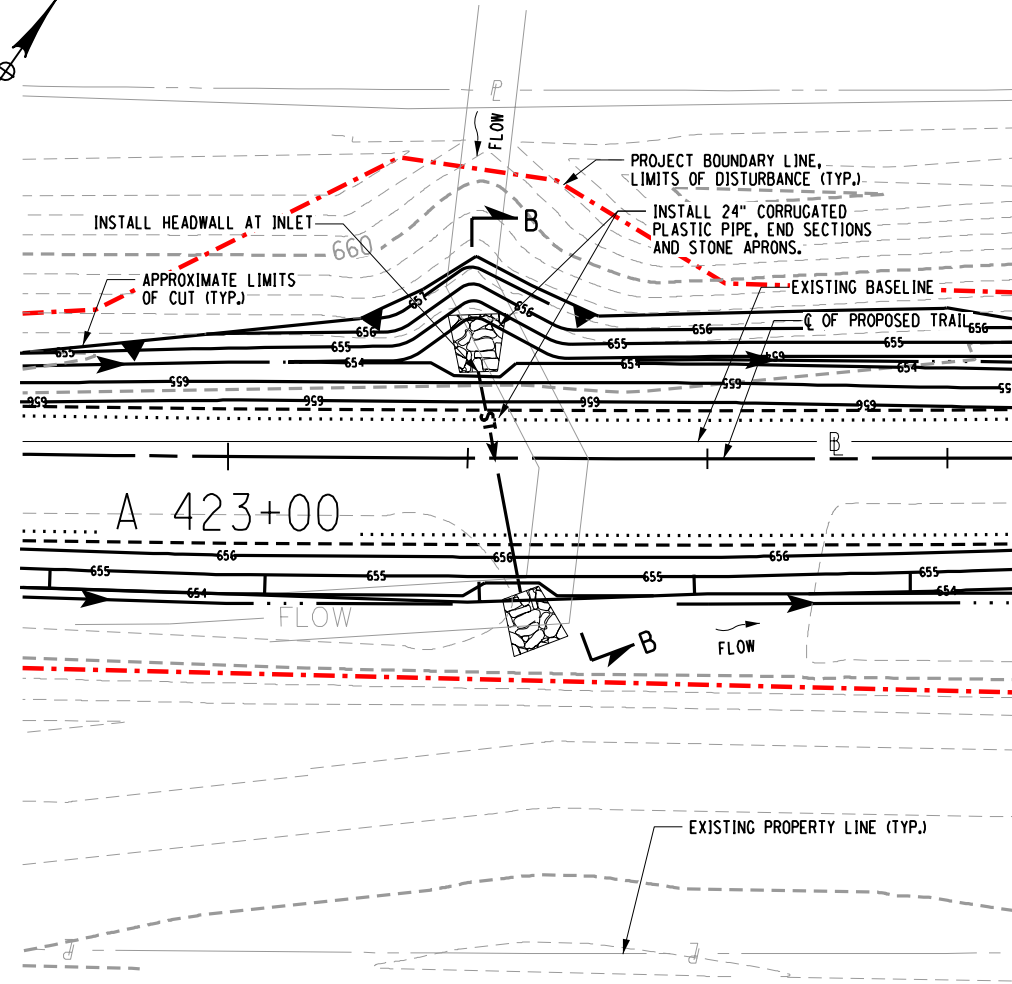
CULVERT #12 SECTION A-A
SCALE: 1" = 20'-0"



CULVERT #12 PLAN
STA. A 409+25.00
SCALE: 1" = 20'-0"
(SEE DWG. PL-58 FOR TRAIL PROFILE)



CULVERT #11 SECTION B-B
SCALE: 1" = 20'-0"



CULVERT #11 PLAN
STA. A 423+30.00
SCALE: 1" = 20'-0"
(SEE DWG. PL-60 FOR TRAIL PROFILE)

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ASHOKAN RAIL TRAIL	ULSTER COUNTY
CULVERT REPAIR DETAILS - 6	
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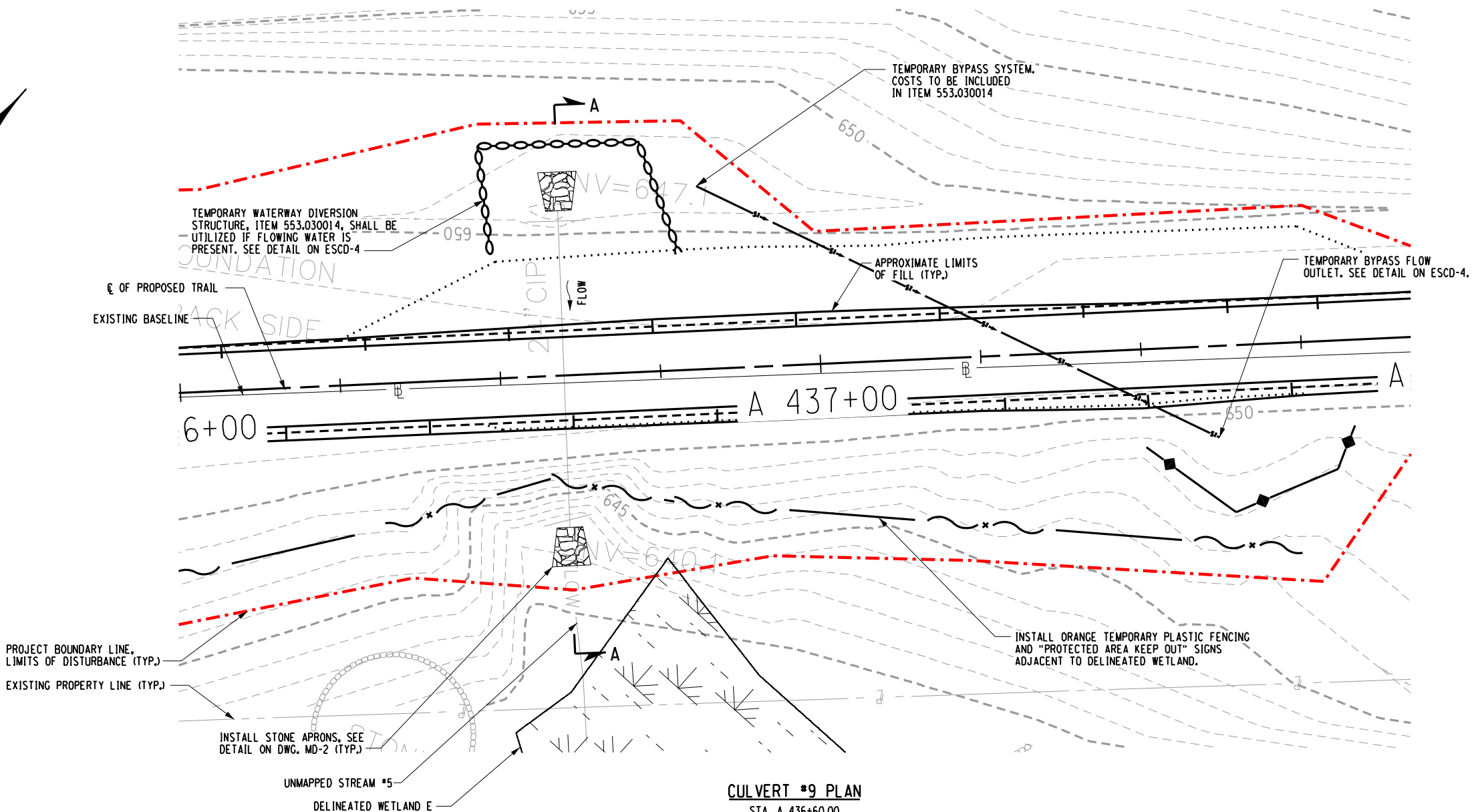
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PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018



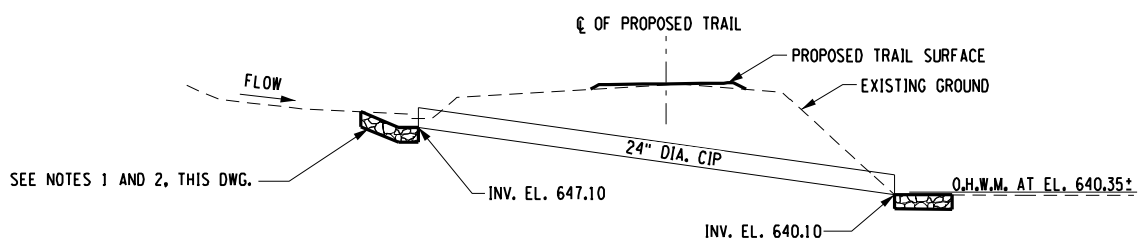
CULVERT #9 NOTES:

1. LIGHT STONE FILLING SHALL BE PLACED AT BOTH UPSTREAM AND DOWNSTREAM INVERTS ACCORDANCE WITH THE DETAILS SHOWN ON DWG. MD-5. THE STONE FILLING SHALL BE PLACED AT THE ELEVATION OF PIPE INVERT AND CONTINUE AT A CONSTANT SLOPE UNTIL IT MEETS THE EXISTING STREAM CHANNEL.
2. THE EXISTING STREAM PASSING THROUGH THIS CULVERT TYPICALLY EXHIBITS LOW FLOWS. A TEMPORARY WATERWAY DIVERSION STRUCTURE (COFFERDAM) MAY BE UTILIZED DURING REPAIRS SO ALL WORK IS COMPLETED UNDER A DRY CONDITION. IF DRY CONDITIONS EXIST (NO STREAM FLOW) ON THE DAY THE WORK IS TO BE PERFORMED, A COFFERDAM IS NOT NECESSARY.



CULVERT #9 PLAN

STA. A 436+60.00
SCALE: 1" = 20'-0"
(SEE DWG. PL-61 FOR TRAIL PROFILE)



CULVERT #9 SECTION A-A

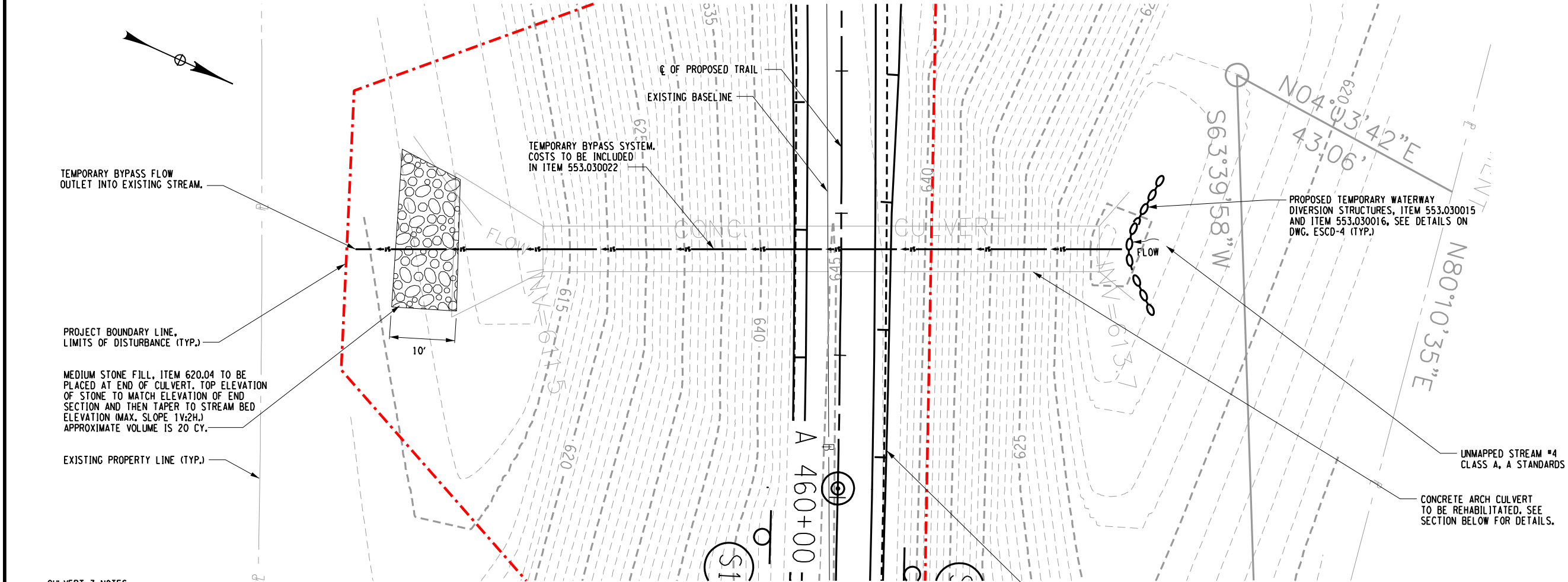
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SURVEY AND MAPPING PROVIDED BY:



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ASHOKAN RAIL TRAIL		ULSTER COUNTY	
CULVERT REPAIR DETAILS - 7			
SCALE: AS SHOWN			
DATE ISSUED: 5/30/2018			
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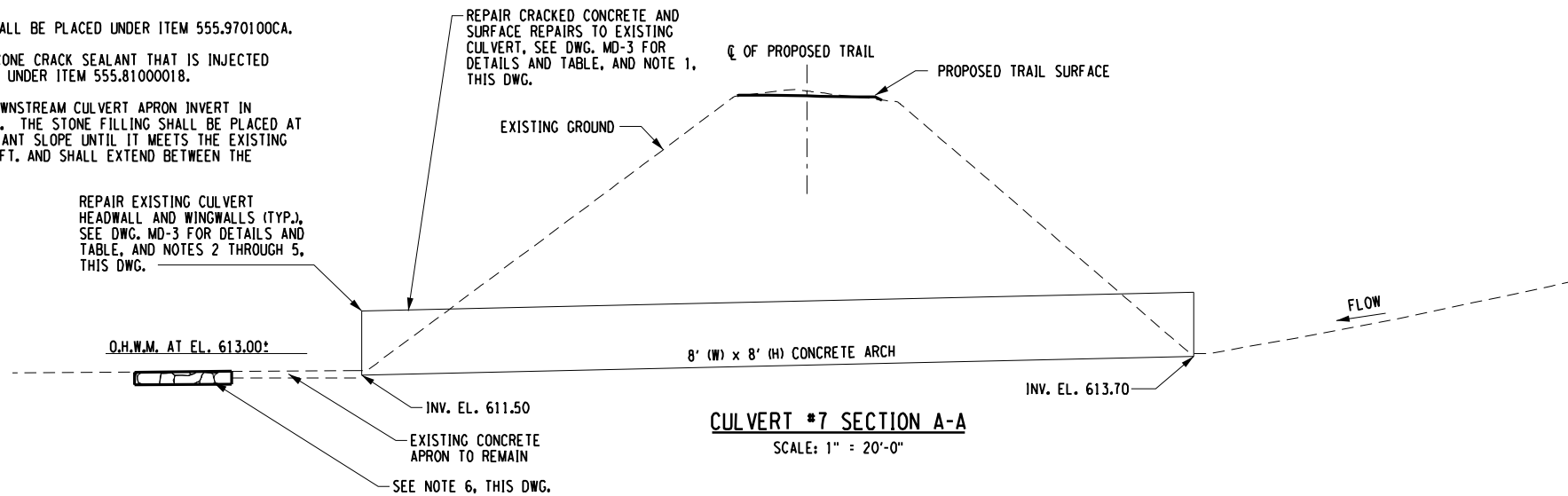
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH CHECKED BY CMH



CULVERT #7 NOTES:

1. THE CRACK THROUGH THE BARREL OF DOWNSTREAM END OF THE CULVERT IS A CRITICAL CRACK MEASURING UP TO 6" WIDE AT CERTAIN LOCATIONS. THE CONTRACTOR SHALL REMOVE LOOSE AND DETERIORATED CONCRETE SURROUNDING THIS CRACK UNTIL SOLID CONCRETE IS ENCOUNTERED. THE CRACK SHALL BE REPAIRED WITH CLASS D CONCRETE - ITEM 582.06.
2. PORTIONS OF THE DOWNSTREAM HEADWALL AND WINGWALL THAT ARE HEAVILY CRACKED AND SEPARATED FROM THE ADJACENT STRUCTURE SHALL BE REMOVED, COST SHALL BE INCLUDED UNDER ITEM 555.970100CA.
3. NEW REINFORCING BARS (APPROXIMATELY 40) SHALL BE DRILLED AND GROUTED INTO ADJACENT SOUND CONCRETE AND WILL SERVE TO BOND THE NEW CONCRETE WITH THE EXISTING STRUCTURE, COST INCLUDED UNDER ITEM 586.0201.
4. CONCRETE FOR CULVERT HEADWALL AND WINGWALL SHALL BE PLACED UNDER ITEM 555.970100CA.
5. WINGWALL CRACKS SHALL BE REPAIRED USING A SILICONE CRACK SEALANT THAT IS INJECTED INTO THE CRACK TO FILL THE VOIDS, COST INCLUDED UNDER ITEM 555.81000018.
6. MEDIUM STONE FILLING SHALL BE PLACED AT THE DOWNSTREAM CULVERT APRON INVERT IN ACCORDANCE WITH THE DETAILS SHOWN ON DWG. MD-5. THE STONE FILLING SHALL BE PLACED AT THE ELEVATION OF APRON AND CONTINUE AT A CONSTANT SLOPE UNTIL IT MEETS THE EXISTING STREAM CHANNEL. THE APPROXIMATE LENGTH IS 10 FT. AND SHALL EXTEND BETWEEN THE DOWNSTREAM WINGWALLS.

CULVERT #7 PLAN
STA. A 459+56.00
SCALE: 1" = 20'-0"
(SEE DWG. PL-65 FOR TRAIL PROFILE)



CULVERT #7 SECTION A-A
SCALE: 1" = 20'-0"

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



SURVEY AND MAPPING PROVIDED BY:

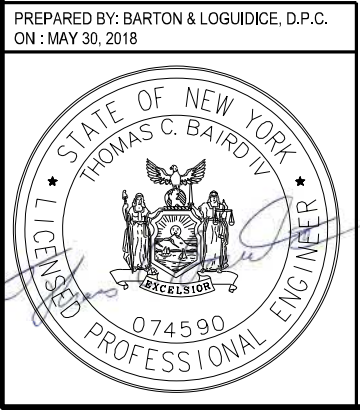
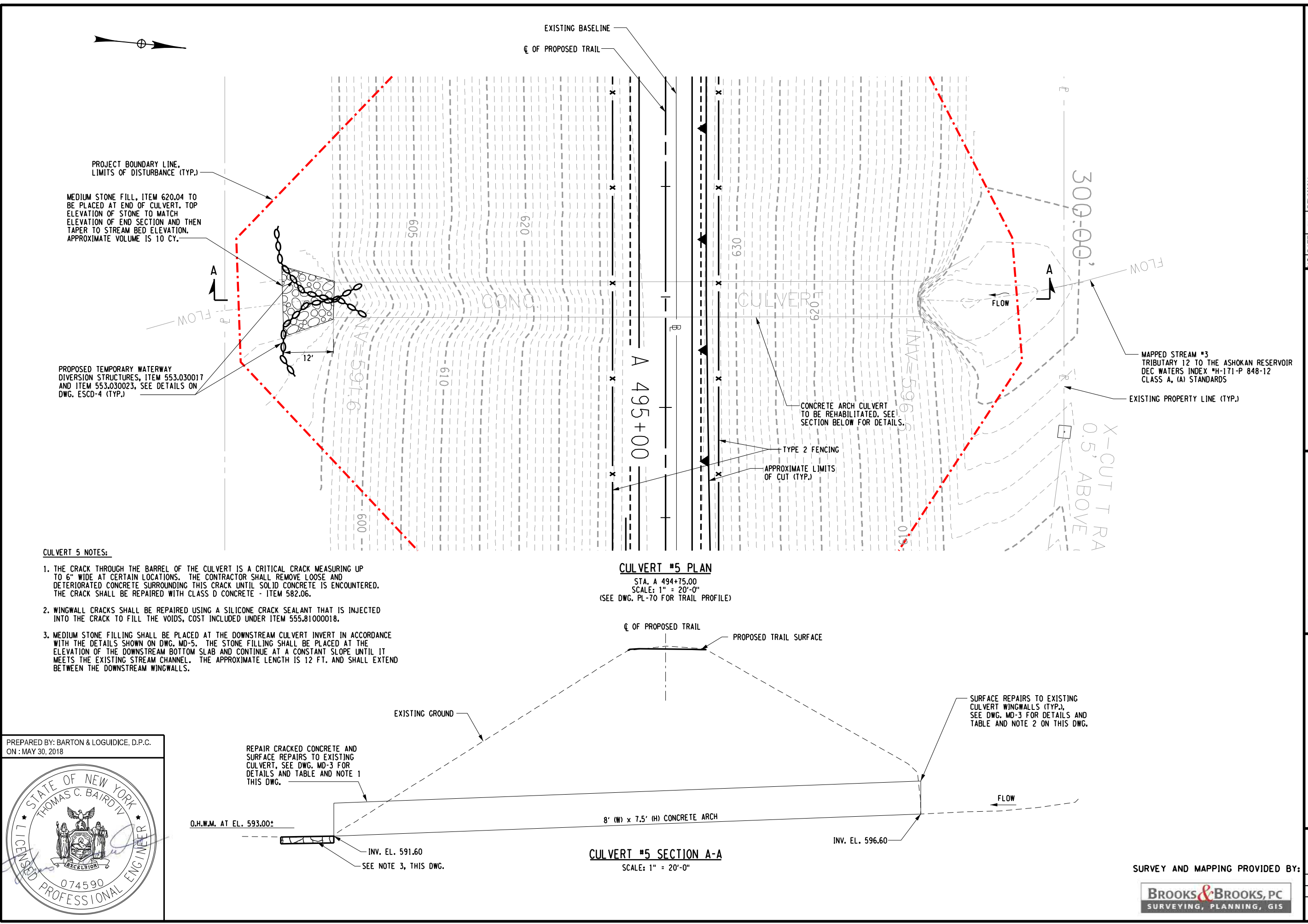


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ASHOKAN RAIL TRAIL		ULSTER COUNTY	
CULVERT REPAIR DETAILS - 8			
SCALE: AS SHOWN			
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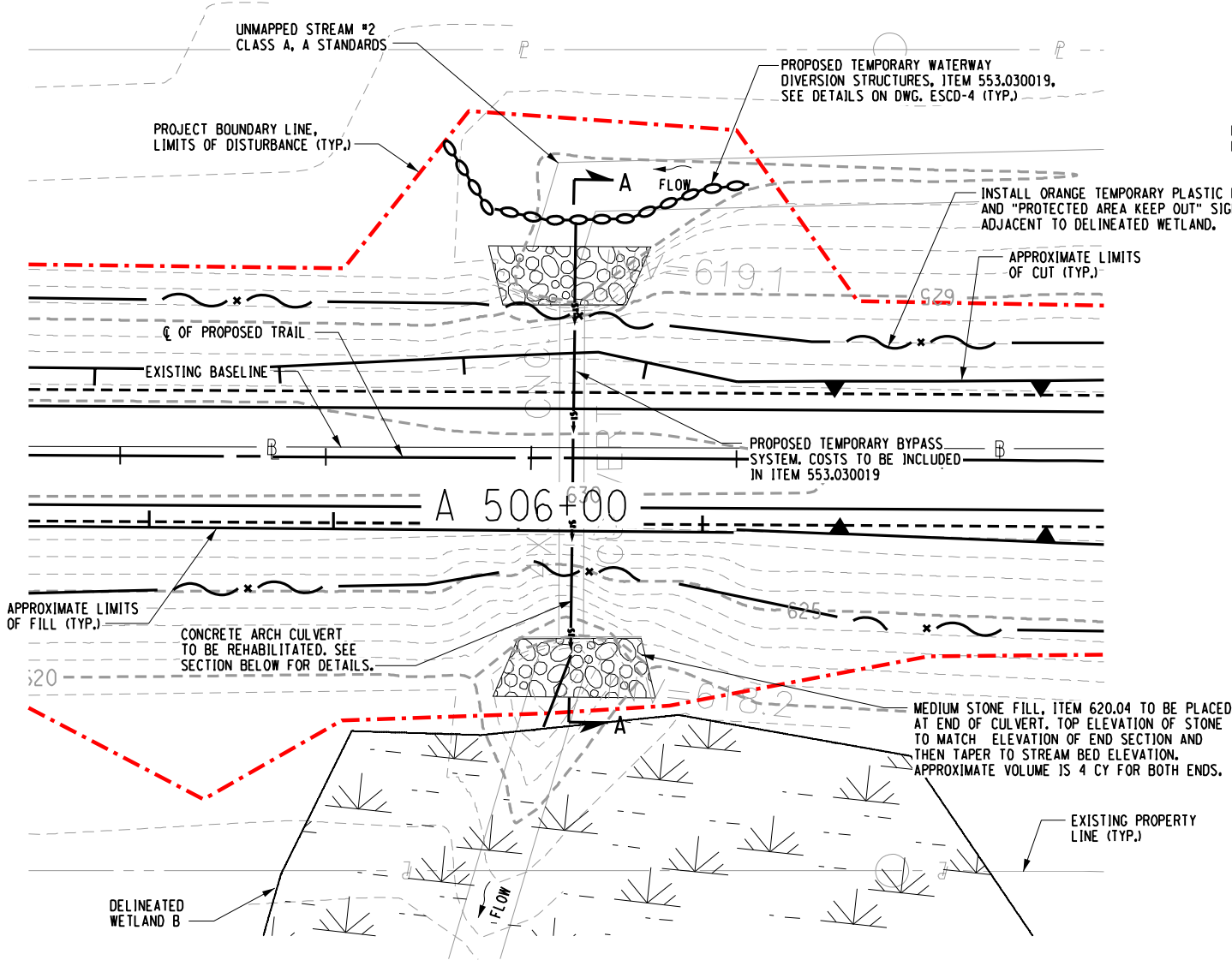
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ASHOKAN RAIL TRAIL	ULSTER COUNTY
CULVERT REPAIR DETAILS - 9	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
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SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

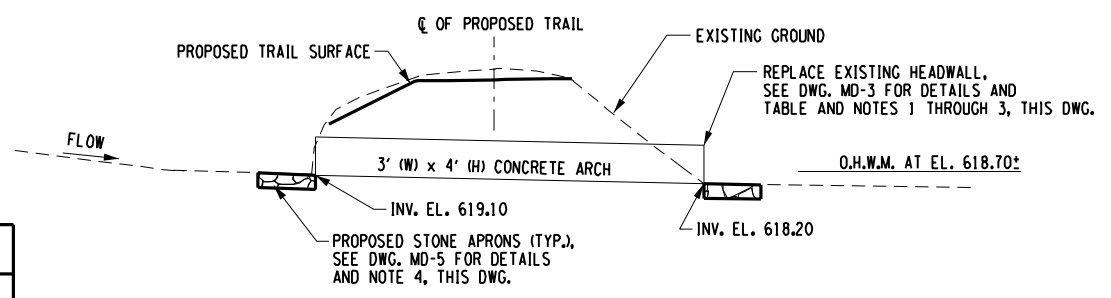
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IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY TCB DRAFTED BY CMH/ERB/JDH CHECKED BY CMH

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

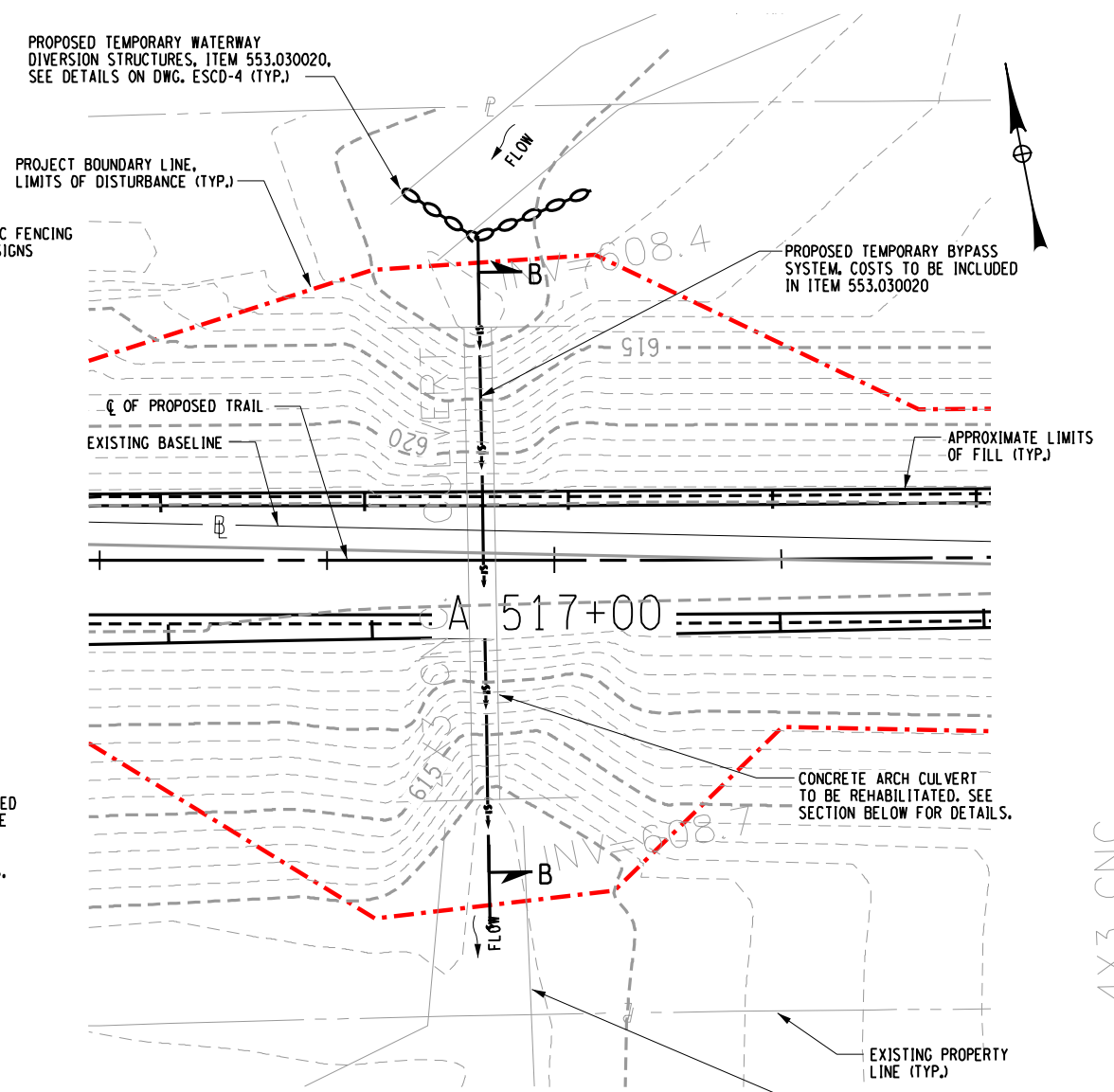


CULVERT #4 PLAN
STA. A 506+00.00
SCALE: 1" = 20'-0"
(SEE DWG. PL-71 FOR TRAIL PROFILE)

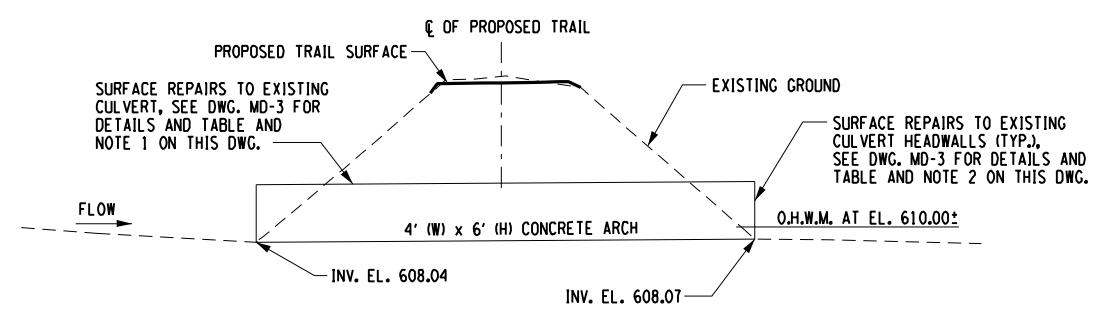


CULVERT #4 SECTION A-A
SCALE: 1" = 20'-0"

- CULVERT #4 NOTES:**
1. THE CONTRACTOR SHALL REMOVE AND REPLACE THE DOWNSTREAM CULVERT HEADWALL.
 2. NEW REINFORCING BARS (APPROXIMATELY 20) SHALL BE DRILLED AND GROUTED INTO THE TOP OF THE CULVERT BARREL, COST INCLUDED UNDER ITEM 586.0201.
 3. CONCRETE FOR CULVERT HEADWALLS SHALL BE PLACED UNDER ITEM 555.970100CA.
 4. MEDIUM STONE FILLING SHALL BE PLACED AT BOTH UPSTREAM AND DOWNSTREAM CULVERT INVERTS, 6' (W) X 1.5' (D) X 10' (L).



CULVERT #3 PLAN
STA. A 516+92.00
SCALE: 1" = 20'-0"
(SEE DWG. PL-73 FOR TRAIL PROFILE)



CULVERT #3 SECTION B-B
SCALE: 1" = 20'-0"

- CULVERT #3 NOTES:**
1. THE CRACK THROUGH THE BARREL OF THE CULVERT IS A CRITICAL CRACK MEASURING UP TO 4" WIDE AT CERTAIN LOCATIONS. THE CONTRACTOR SHALL REMOVE LOOSE AND DETERIORATED CONCRETE SURROUNDING THIS CRACK UNTIL SOLID CONCRETE IS ENCOUNTERED. THE CRACK SHALL BE REPAIRED WITH CLASS D CONCRETE - ITEM 582.06.
 2. AREAS OF SPALLED AND HOLLOW SOUNDING CONCRETE ON THE HEADWALLS SHALL BE REMOVED UNTIL SOLID CONCRETE IS ENCOUNTERED. THE AREAS SHALL BE FORMED AND CLASS D CONCRETE - ITEM 582.06 SHALL BE POURED IN THE REMOVED AREAS.

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

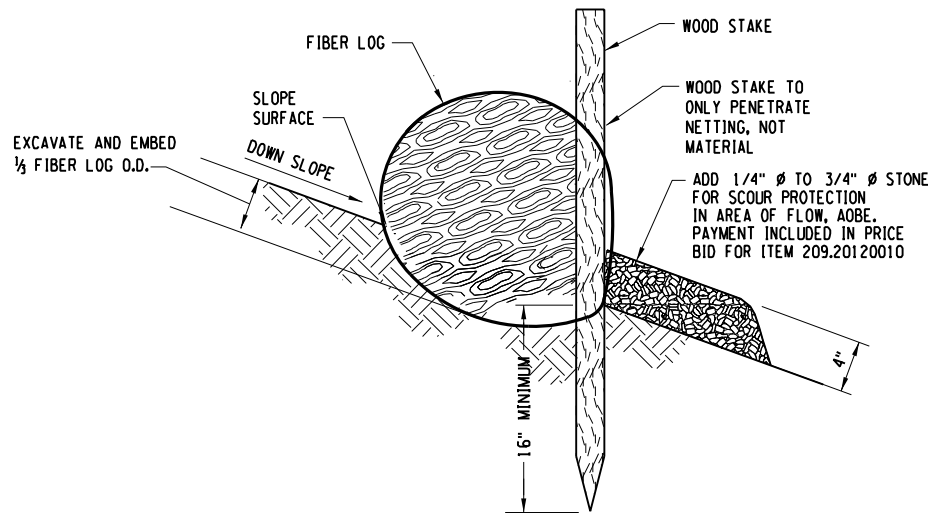
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ASHOKAN RAIL TRAIL	ULSTER COUNTY		
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ULSTER COUNTY

EROSION
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DETAILS - 1

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
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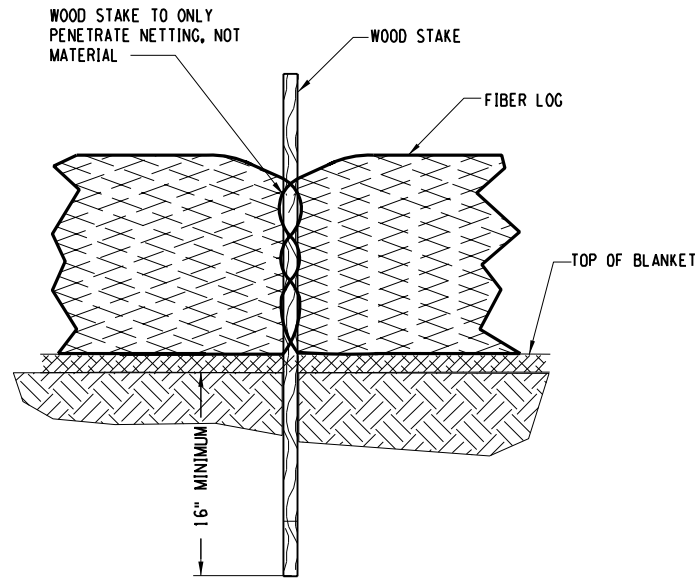


FIBER LOG STAKE DETAIL (ON BARE SOIL)

ITEM 209.20120010
N.T.S.

FIBER LOG CHECK DAM APPLICATION NOTES:

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

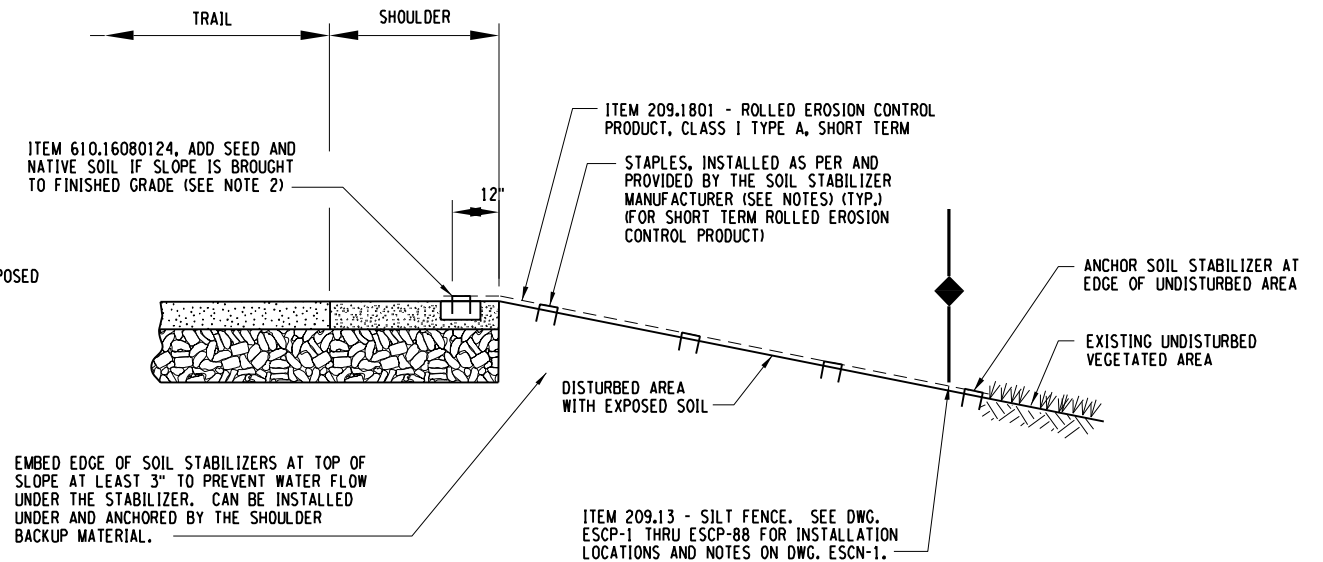


FIBER LOG STAKE DETAIL (FRONT VIEW)

ITEM 209.20120010
N.T.S.

NOTES:

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

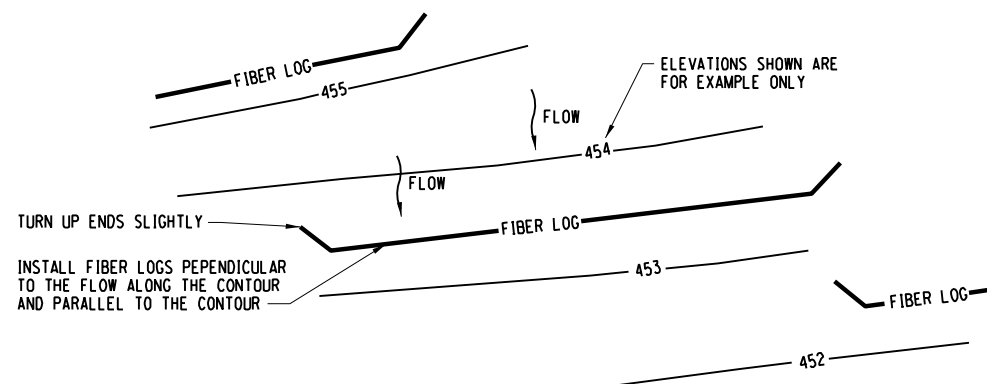


EROSION AND SEDIMENT CONTROL FOR ALL DISTURBED AREAS
TEMPORARY OR PERMANENT

N.T.S.

NOTES:

1. ITEMS IN THIS DETAIL MAY APPEAR EXAGGERATED TO SHOW DETAIL.
2. IF SLOPE IS BROUGHT TO FINISHED GRADE, NATIVE SOIL AND SEEDING SHALL BE INSTALLED PRIOR TO INSTALLING ITEM 209.1801 - ROLLED EROSION CONTROL PRODUCT, CLASS 1 TYPE A, SHORT TERM. IF SLOPES ARE NOT BROUGHT TO FINISH GRADE THEY ARE TO BE TREATED WITH ITEM 610.16080124 - TURF ESTABLISHMENT - SEED MIX AS SPECIFIED (SEE NOTE 1 ON DWG. ESCN-2).
3. ROLLED EROSION CONTROL BLANKETS SHALL BE BIONET S75 BN OR APPROVED EQUAL. PAYMENT WILL NOT BE MADE FOR MATERIALS THAT ARE NOT BIONET S75 BN OR HAVE NOT BEEN APPROVED BY THE ENGINEER, IMPROPERLY INSTALLED, NOT MAINTAINED, DAMAGED BY THE CONTRACTOR AND/OR SUB-CONTRACTORS.
4. ROLLER EROSION CONTROL BLANKETS MUST BE FLUSH AND IN CONTACT WITH THE SOIL AND NOT RAISED BY CLUMPS, WEEDS, STICKS, ECT. AND MUST BE STAPLED SECURELY, AS PER THE MANUFACTURER.
5. ROLLER EROSION CONTROL BLANKETS SHALL BE INSTALLED IN AN UP-DOWN SLOPE DIRECTION, NOT ALONG THE CONTOURS OF THE SLOPE.
6. FOR SLOPES 15% OR FLATTER, STRAW MULCH MAY BE SUBSTITUTED.



FIBER LOG PLAN EXAMPLE

N.T.S.

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



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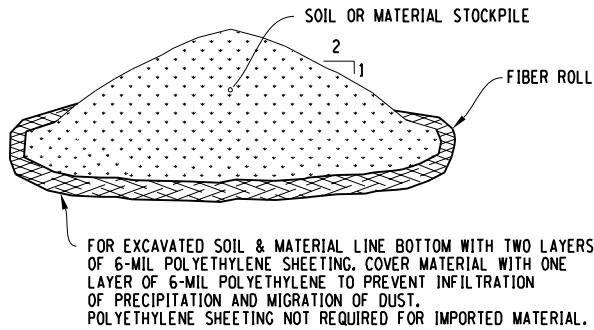
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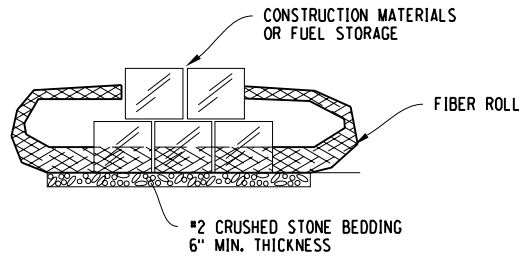
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IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH CHECKED BY CMH



EXCAVATED AND IMPORTED SOIL AND MATERIAL STOCKPILE

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

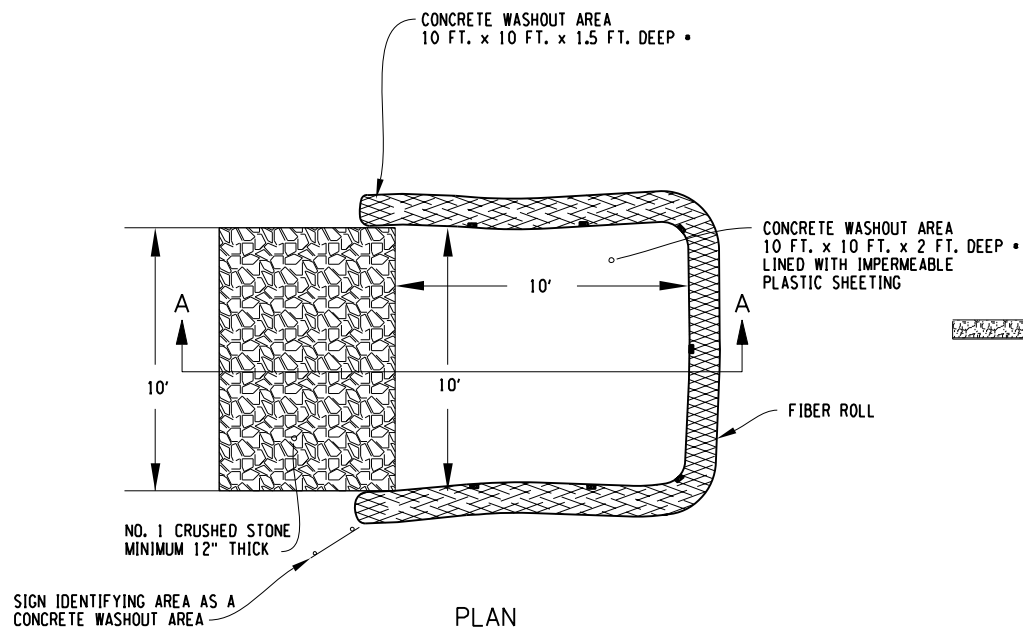


FUEL, EQUIPMENT, OR MATERIAL STORAGE AREA

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

CONSTRUCTION STOCKPILE/STORAGE AREA DETAIL

N.T.S.



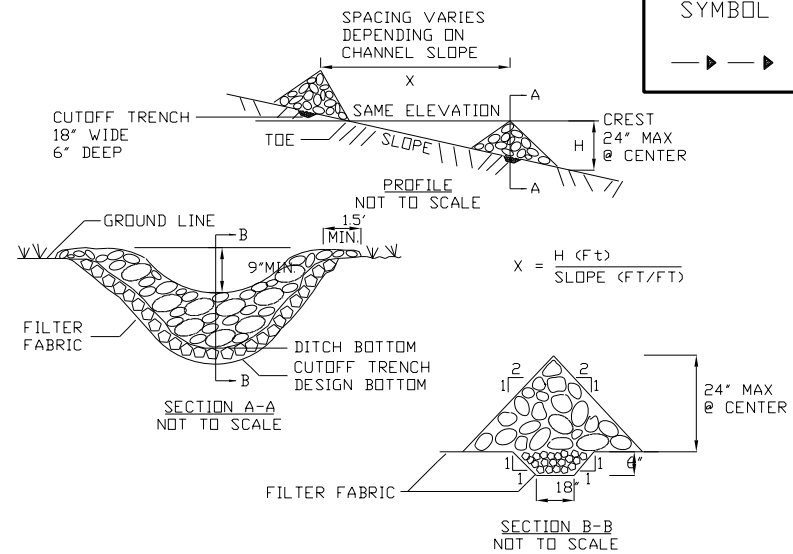
PLAN

CONCRETE WASHOUT AREA

N.T.S.

NOTES:

1. COST FOR CONCRETE WASHOUT ARE INCLUDED IN VARIOUS ITEMS FOR CONCRETE
2. UNDER NO CIRCUMSTANCES SHALL WASH WATER BE ALLOWED TO INFILTRATE INTO THE SOIL. THIS INCLUDES THE WASHING OF TOOLS, MIXERS, CHUTES, AND ANY OTHER SURFACES THAT HAVE BEEN IN CONTACT WITH FRESH CONCRETE.
3. WASH FACILITY SHALL BE LOCATED A MINIMUM OF 100 FT. FROM ANY DRAINAGE STRUCTURE INCLUDING DRAINAGE SWALES, STORM DRAIN INLETS, WETLANDS, STREAMS, AND ANY OTHER SURFACE WATERS AND AS APPROVED BY NYCOEP.



STONE CHECKDAM DETAIL

N.T.S.

1. STONE WILL BE PLACED ON A FILTER FABRIC FOUNDATION TO THE LINES, GRADES AND LOCATIONS SHOWN IN THE PLAN.
2. SET SPACING OF CHECK DAMS TO ASSUME THAT THE ELEVATIONS OF THE CREST OF THE DOWNSTREAM DAM IS AT THE SAME ELEVATION OF THE TOE OF THE UPSTREAM DAM.
3. EXTEND THE STONE A MINIMUM OF 1.5 FEET BEYOND THE DITCH BANKS TO PREVENT CUTTING AROUND THE DAM.
4. PROTECT THE CHANNEL DOWNSTREAM OF THE LOWEST CHECK DAM FROM SCOUR AND EROSION WITH STONE OR LINER AS APPROPRIATE.
5. ENSURE THAT CHANNEL APPURTENANCES SUCH AS CULVERT ENTRANCES BELOW CHECK DAMS ARE NOT SUBJECT TO DAMAGE OR BLOCKAGE FROM DISPLACED STONE. MAXIMUM DRAINAGE AREA 2 ACRES.

SECTION A-A

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



Barton & Loguidice, D.P.C.

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

EROSION
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DETAILS - 2

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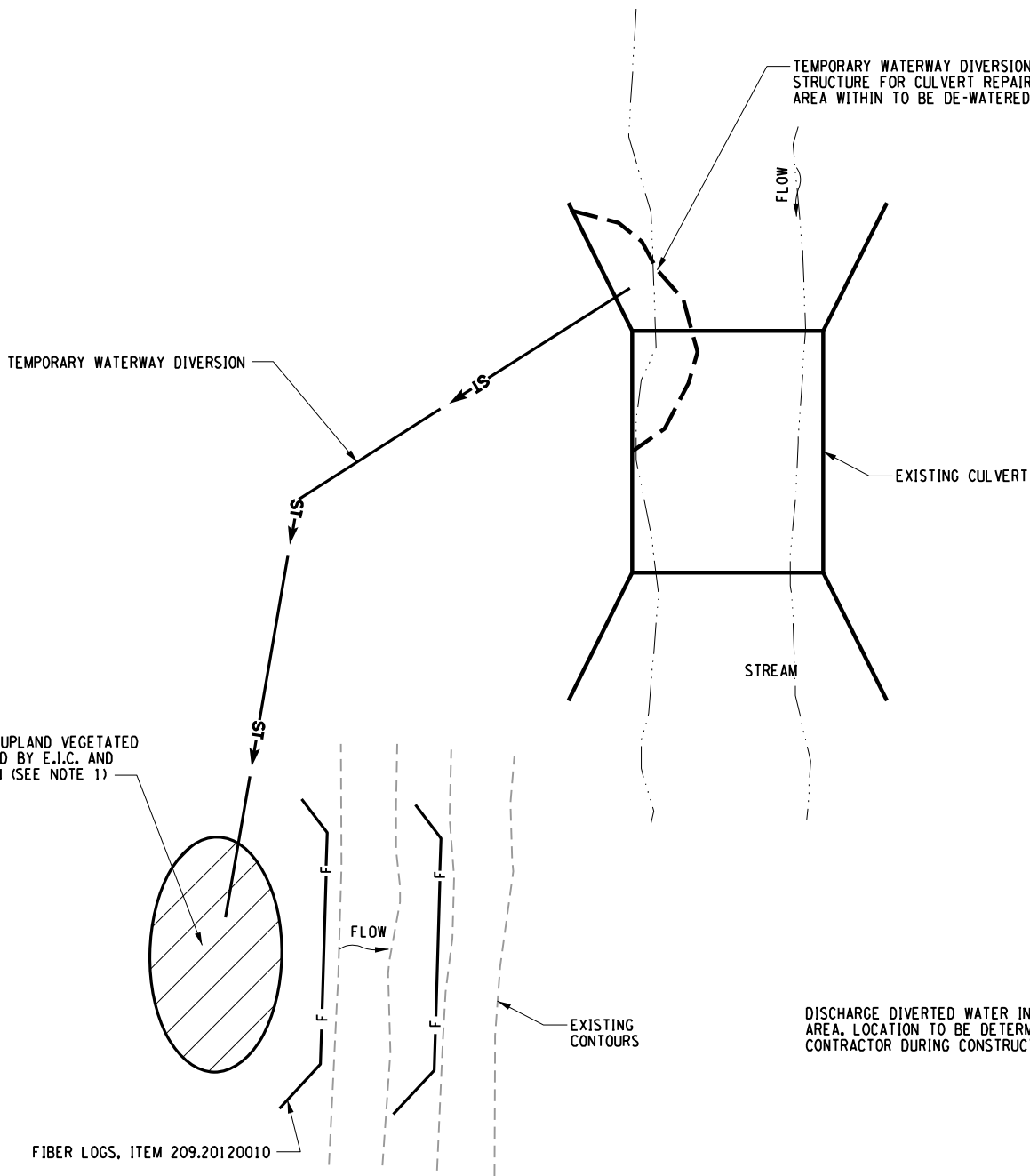
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PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

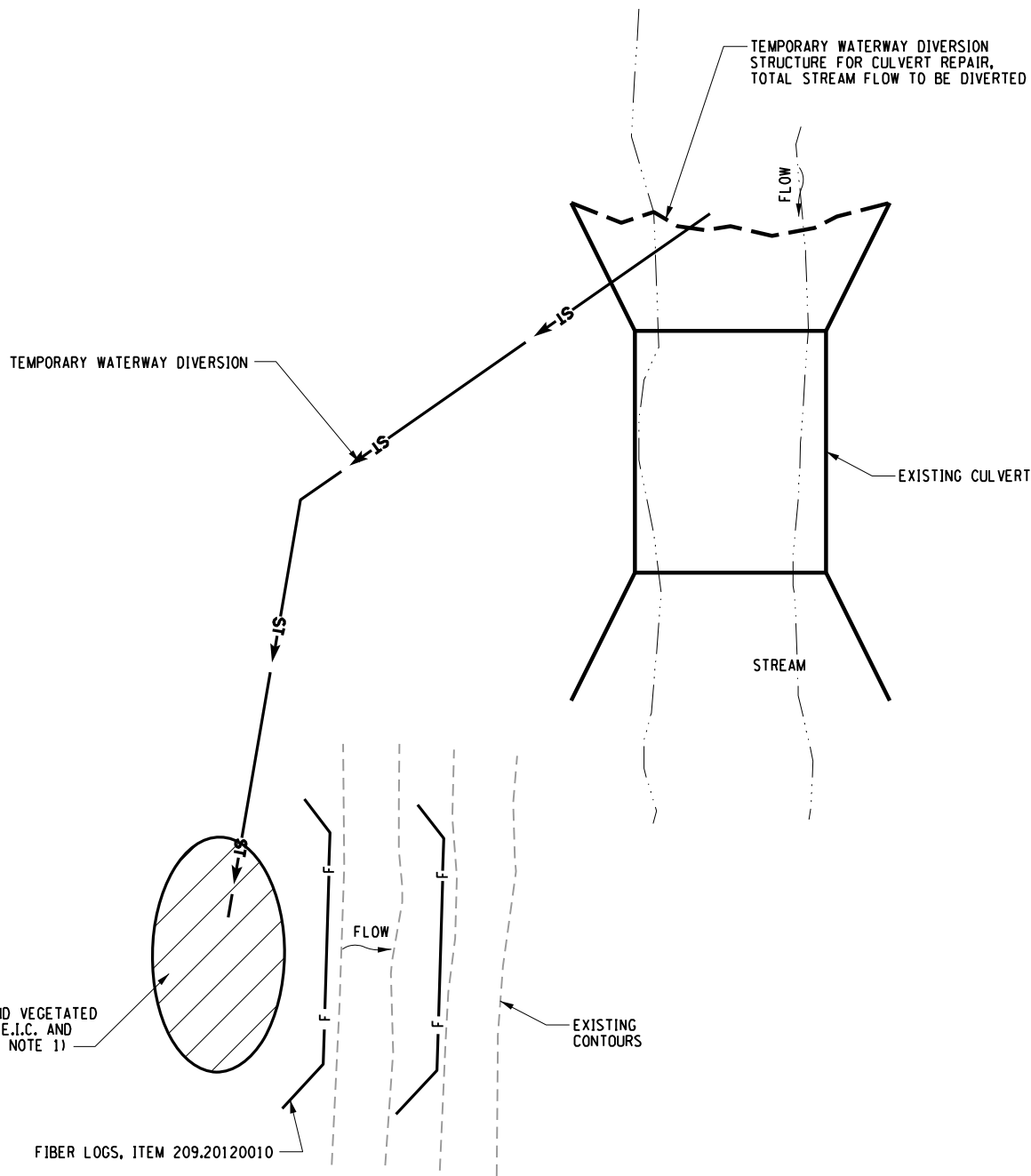


DISCHARGE DIVERTED WATER INTO UPLAND VEGETATED AREA, LOCATION TO BE DETERMINED BY E.I.C. AND CONTRACTOR DURING CONSTRUCTION (SEE NOTE 1)



PARTIAL WATERWAY DIVERSION

DISCHARGE DIVERTED WATER INTO UPLAND VEGETATED AREA, LOCATION TO BE DETERMINED BY E.I.C. AND CONTRACTOR DURING CONSTRUCTION (SEE NOTE 1)



FULL WATERWAY DIVERSION

TYPICAL STREAM DEWATERING DETAIL
N.T.S.

NOTES:

1. THE DISCHARGE LOCATION FOR TEMPORARY WATERWAY DIVERSION SHALL BE DETERMINED IN THE FIELD USING THE FOLLOWING HIERACHY OF LOCATIONS (BEGINNING WITH A):
 - A. OUTLET-CONTROLLED DISCHARGE TO A STABLE, WELL-VEGETATED LOCATION AS FAR FROM THE RECEIVING CHANNEL AS POSSIBLE TO ALLOW FOR FULL INFILTRATION AND TO AVOID SHORT CIRCUITING, IDENTIFYING AND PRIORITIZING THE USE OF EXISTING LOW AREAS OR NATURAL DEPRESSIONS ADJACENT THE WORK AREA;
 - B. WHERE NATURAL DEPRESSIONS OR LOW AREAS ARE NOT AVAILABLE, THE USE OF VEGETATED FILTER STRIP AREAS THAT CAN RECEIVE LOW TO MODERATE DISCHARGE VOLUMES PROVIDED SUFFICIENT OUTLET PROTECTION (E.G. PERFORATED PIPE AT END-OF-HOSE, LEVEL SPREADER, STONE OUTLET) TO PREVENT RE-CONCENTRATED FLOWS OR SCOUR;
 - C. INFILTRATION PITS OR TRENCHES SITUATED IN SOIL MATERIAL WITH GOOD INFILTRATIVE CAPACITY, OR THE CREATION OF TEMPORARY BERMS OR IMPOUNDMENTS IN AREAS OF INFILTRATIVE SOILS;
 - D. TEMPORARY SEDIMENT TRAPS SITUATED SINGULARLY OR IN SERIES AS NECESSARY TO PROVIDE SUFFICIENT SETTLING;
 - E. STRAW-BALE TYPE IMPOUNDMENTS OR DIKES ONLY WHERE NO OTHER PRACTICE IS FEASIBLE, AND IN AREAS WHERE RUNOFF WOULD NORMALLY BE IN THE FORM OF SHEET-FLOW ONLY (I.E. WHERE SLOPES ARE GENTLE AND NO CONCENTRATED FLOWS WOULD ARISE).

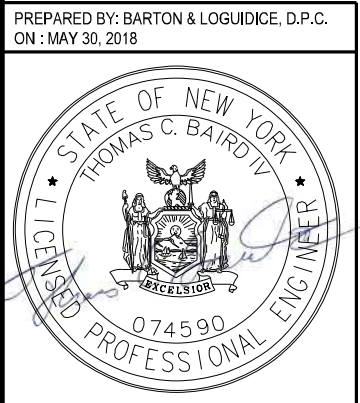
NOTES CONT:

2. PUMPS AND HOSES SHALL BE AVAILABLE FOR DIVERSION AND DEWATERING OF STREAM FLOW DURING STREAMBANK OR STREAMBED EXCAVATIONS.
3. WORK SHOULD BE PERFORMED WHEN THERE IS MINIMAL FLOW WITHIN THE CHANNEL, AND PREFEREBLY WHEN THE CHANNEL IS COMPLETELY DRY.

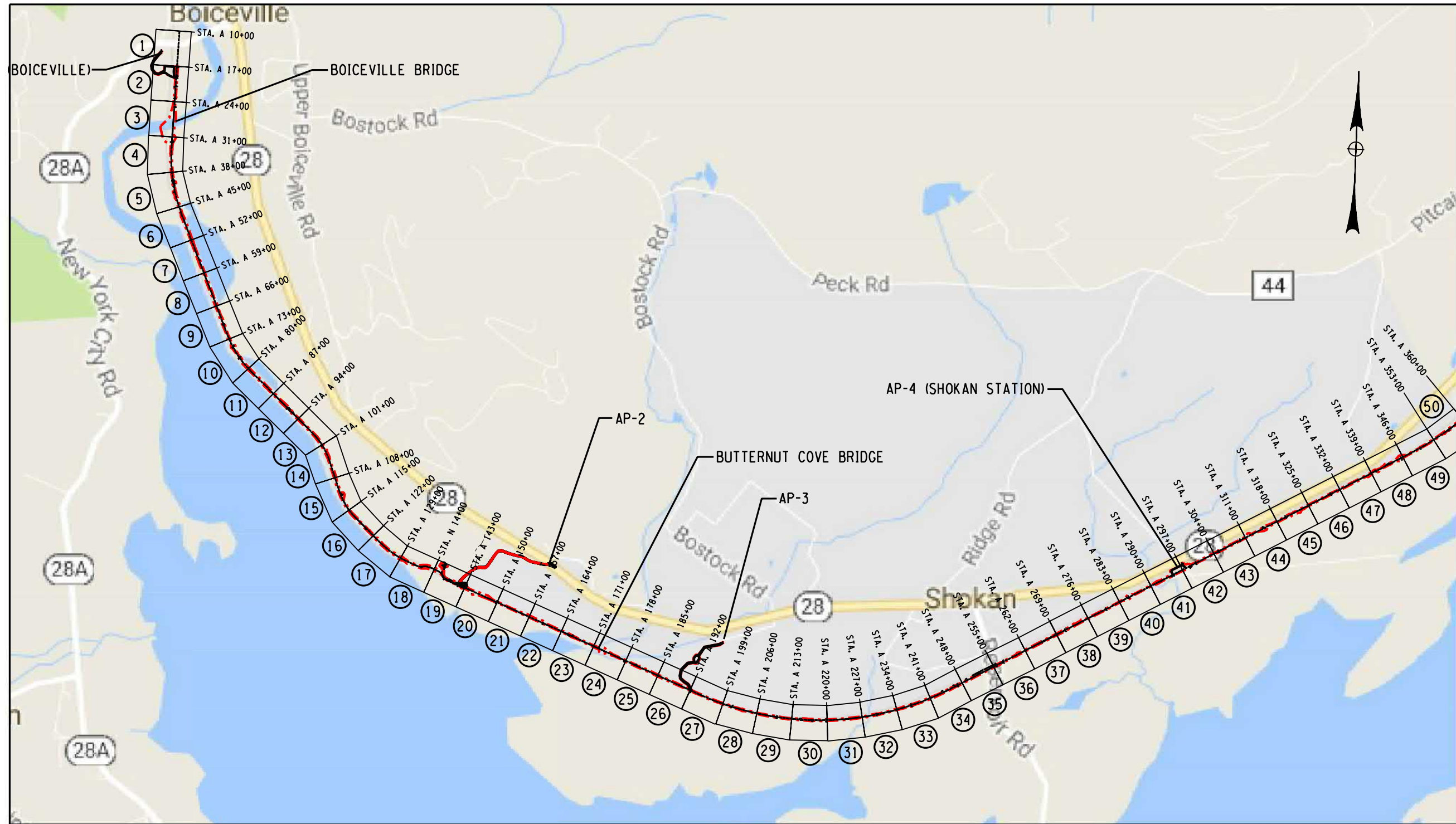
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ASHOKAN RAIL TRAIL	ULSTER COUNTY
EROSION AND SEDIMENT CONTROL DETAILS - 4	
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CMH _____



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



ASHOKAN RAIL TRAIL PLAN SHEET LOCATION MAP
(N.T.S.)

- LEGEND:**
- (30) - PLAN SHEET DRAWING NUMBER
 - STA. A 248+00 - BEGIN / END PLAN VIEW STATIONING
 - - PROJECT BOUNDARY LINE

MATCHLINE - SEE DWG. K-2

ASHOKAN RAIL TRAIL		ULSTER COUNTY	
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PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018



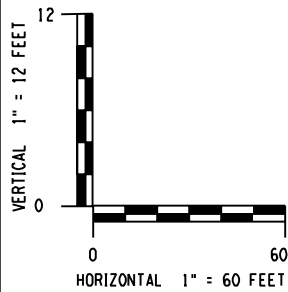


ASHOKAN RAIL TRAIL PLAN SHEET LOCATION MAP
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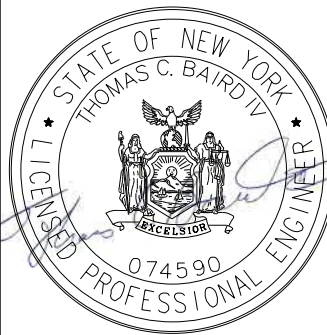
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ASHOKAN RAIL TRAIL	ULSTER COUNTY
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DATE ISSUED: 9/20/2018	
DRAWING K-2	

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

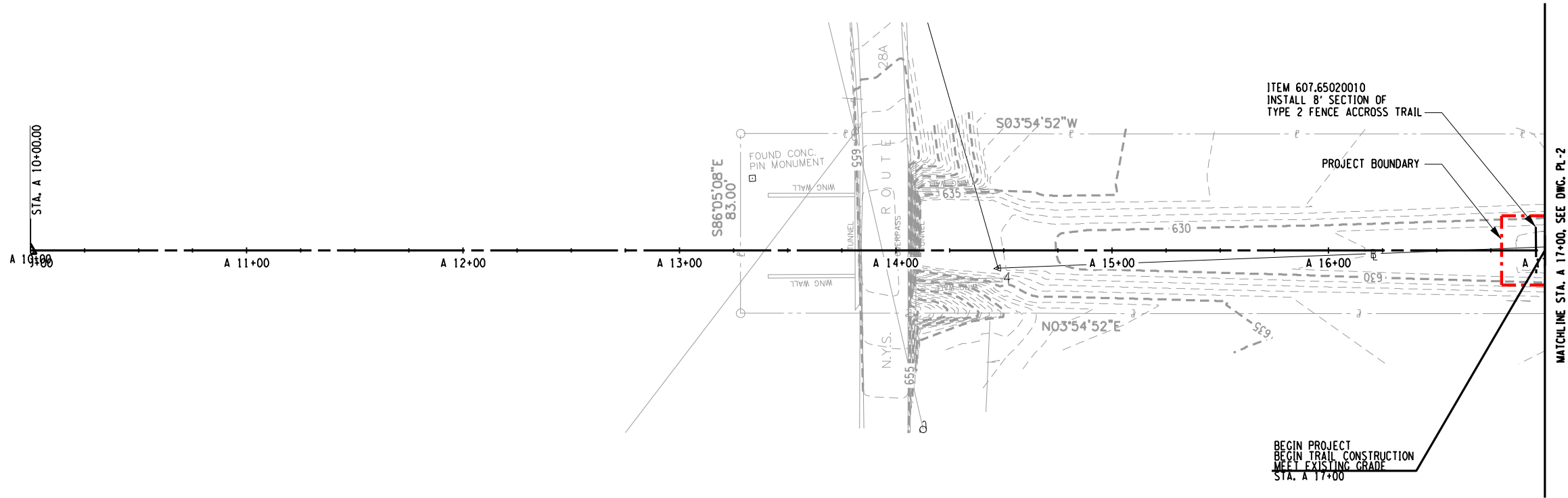


PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

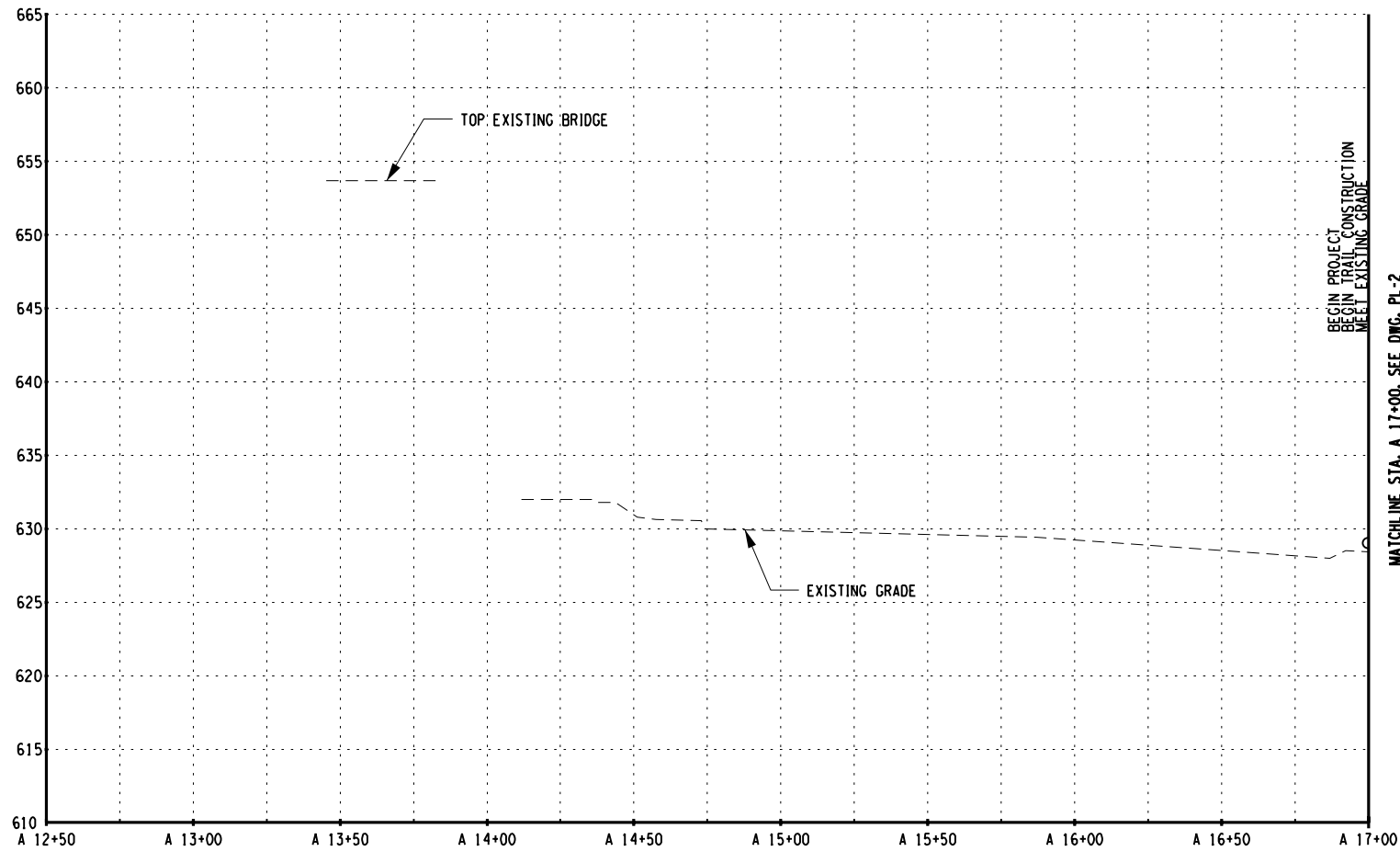


PLAN NOTES:

1. REMOVE EXISTING WOODY DEBRIS FROM EXISTING SWALES.
NO EXCAVATION OR FILL SHALL OCCUR WITHIN SWALES UNLESS
CONSTRUCTING A NEW SWALE AS SHOWN ON THE PLANS.



PLAN - STA. A 10+00 TO STA. A 17+00

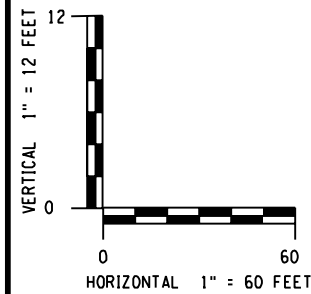


PROFILE - STA. A 10+00 TO STA. A 17+00

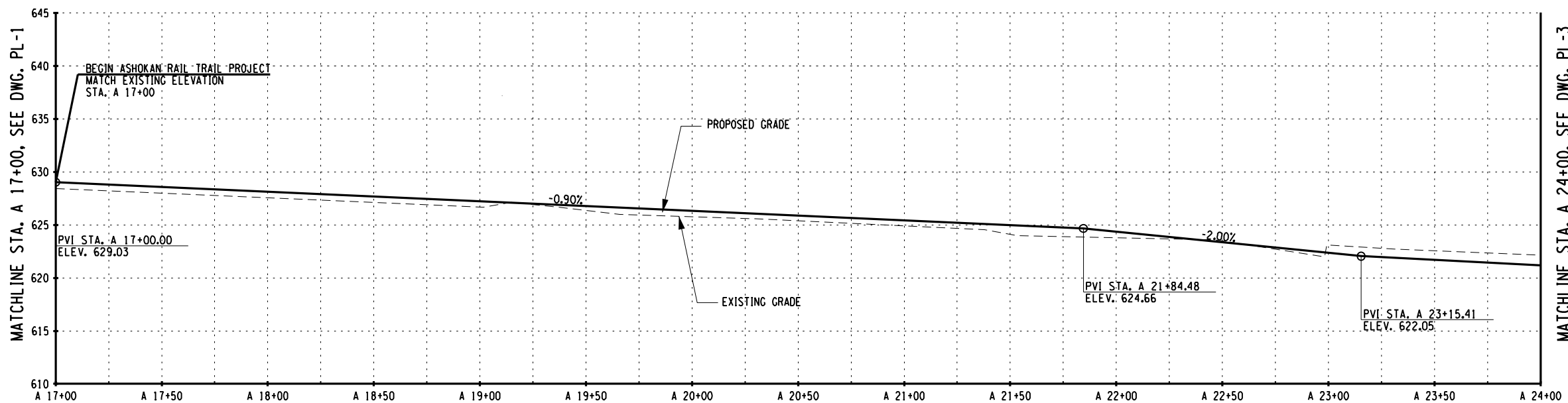
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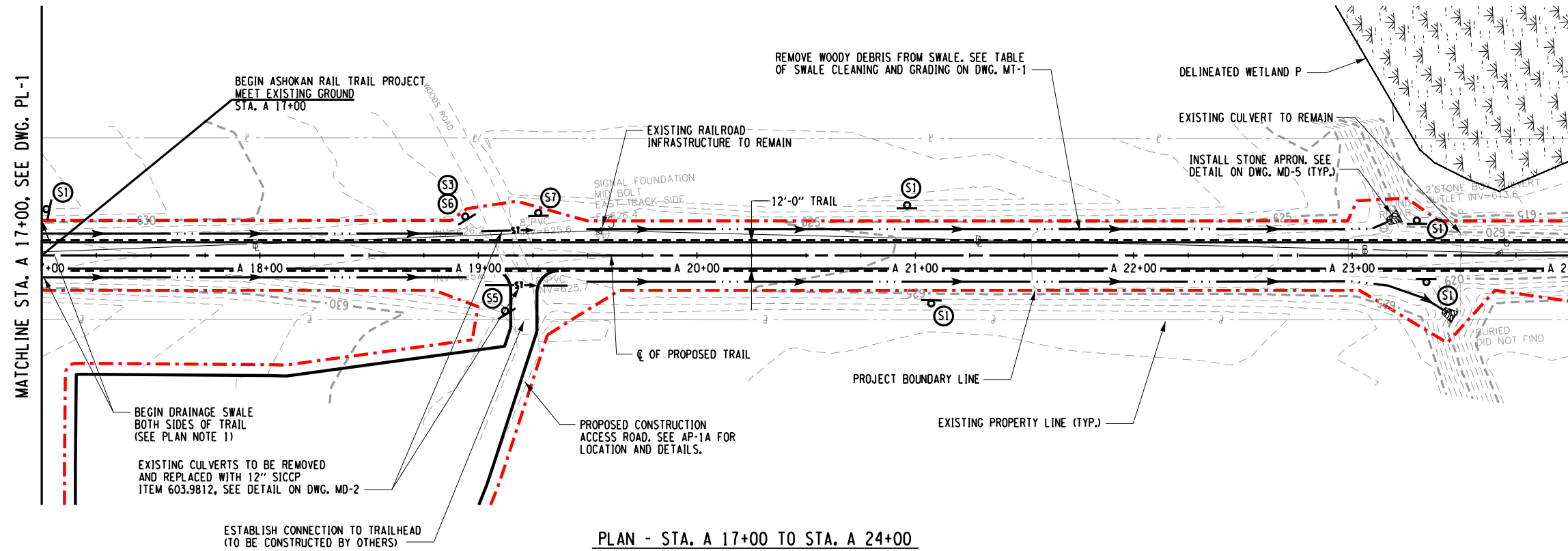
39 245	
NO. DATE BY REVISION	
Barton & Loguidice, D.P.C.	
UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209	
ASHOKAN RAIL TRAIL	ULSTER COUNTY
PLAN AND PROFILE - 1	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING	
PL-1	



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ON : MAY 30, 2018



PROFILE - STA. A 17+00 TO STA. A 24+00



PLAN - STA. A 17+00 TO STA. A 24+00

MATCHLINE STA. A 24+00, SEE DWG. PL-3

MATCHLINE STA. A 24+00, SEE DWG. PL-3

ASHOKAN RAIL TRAIL

ULSTER COUNTY

Carlton
& L
oguidice, D.P.C.

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EDUCATION LAW ARTICLE 145 SECTION 7209

PLAN AND
PROFILE - 2

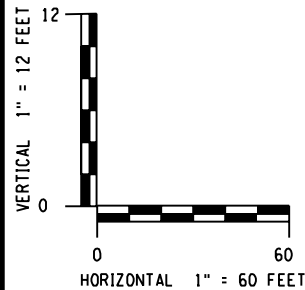
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DATE ISSUED: 5/30/2018
DRAWING PL-2

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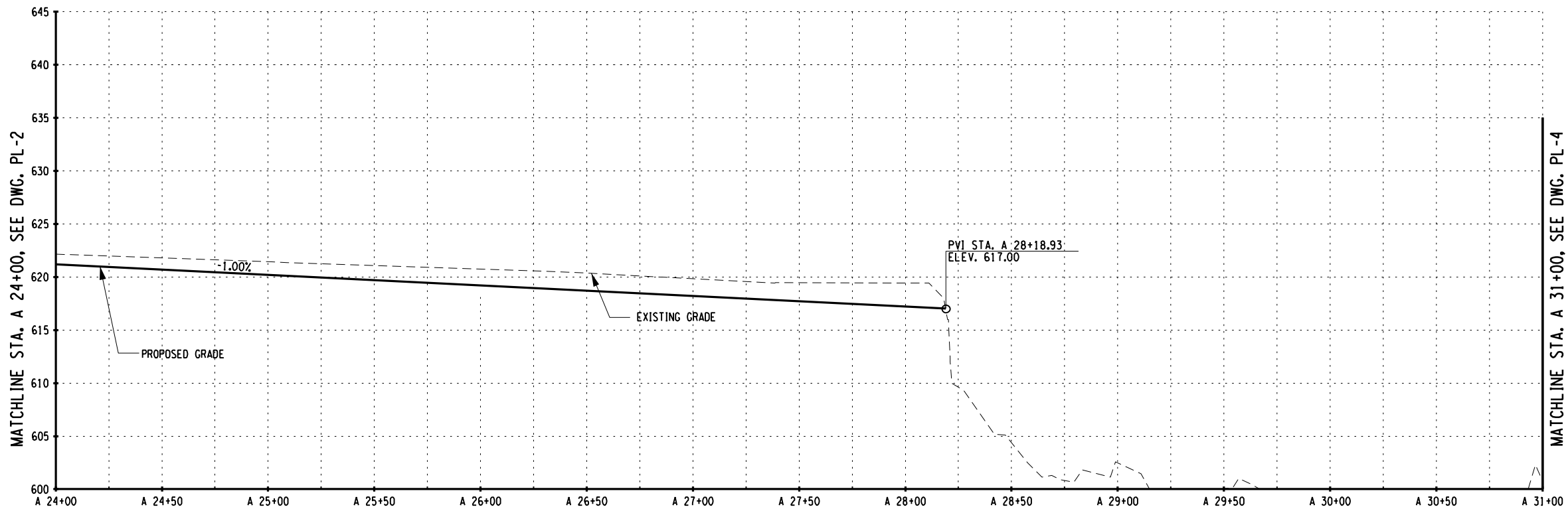
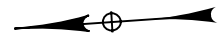
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS



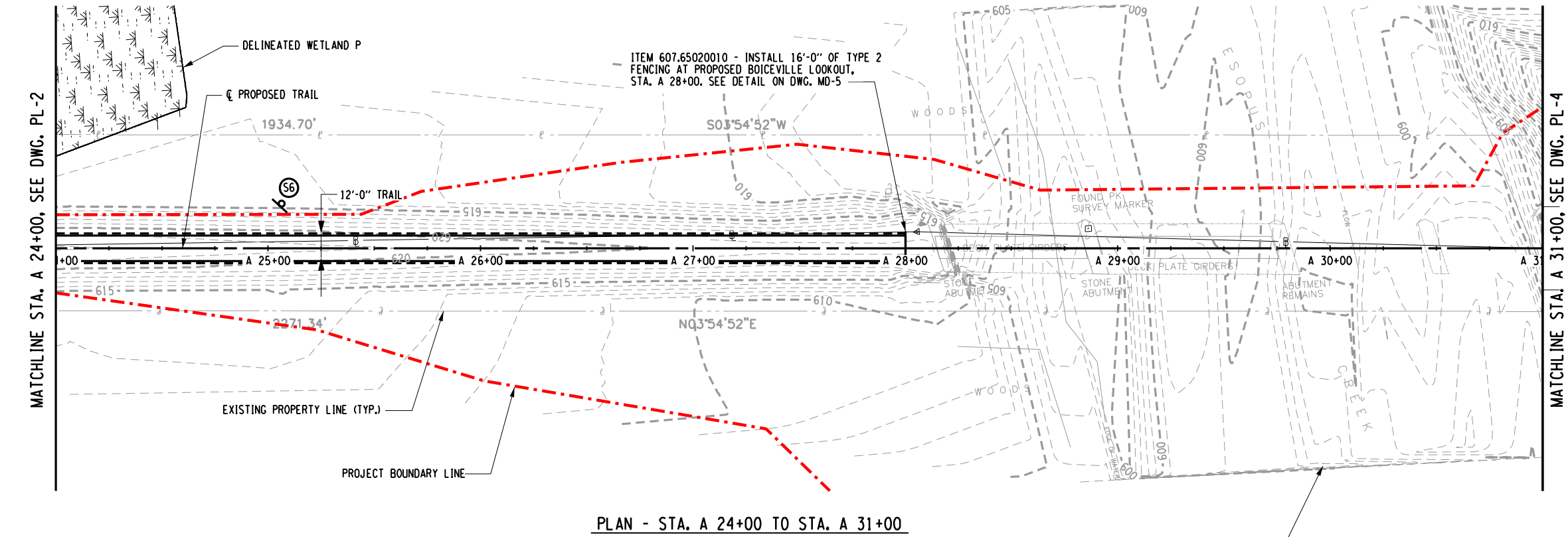
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH CHECKED BY CMH



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ON: MAY 30, 2018



PROFILE - STA. A 24+00 TO STA. A 31+00



PLAN - STA. A 24+00 TO STA. A 31+00

SURVEY AND MAPPING PROVIDED BY:



ASHOKAN RAIL TRAIL		ULSTER COUNTY		PLAN AND PROFILE - 3	
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		SCALE: AS SHOWN	
NO. DATE BY REVISION		41		DATE ISSUED: 5/30/2018	
		245		DRAWING	
				PL-3	

NO.	DATE	BY	REVISION
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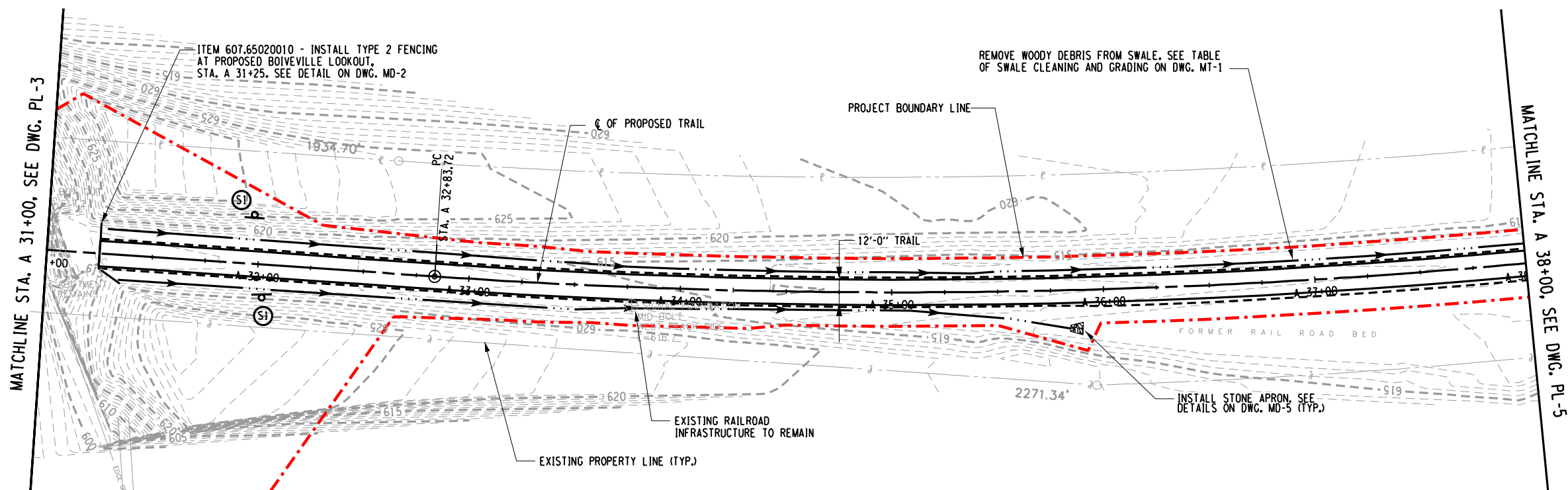
Barton
Loguidice, D.P.C.

UNAUTHORIZED ALTERATION OR ADDITION TO THIS
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EDUCATION LAW ARTICLE F 145 SECTION 7209

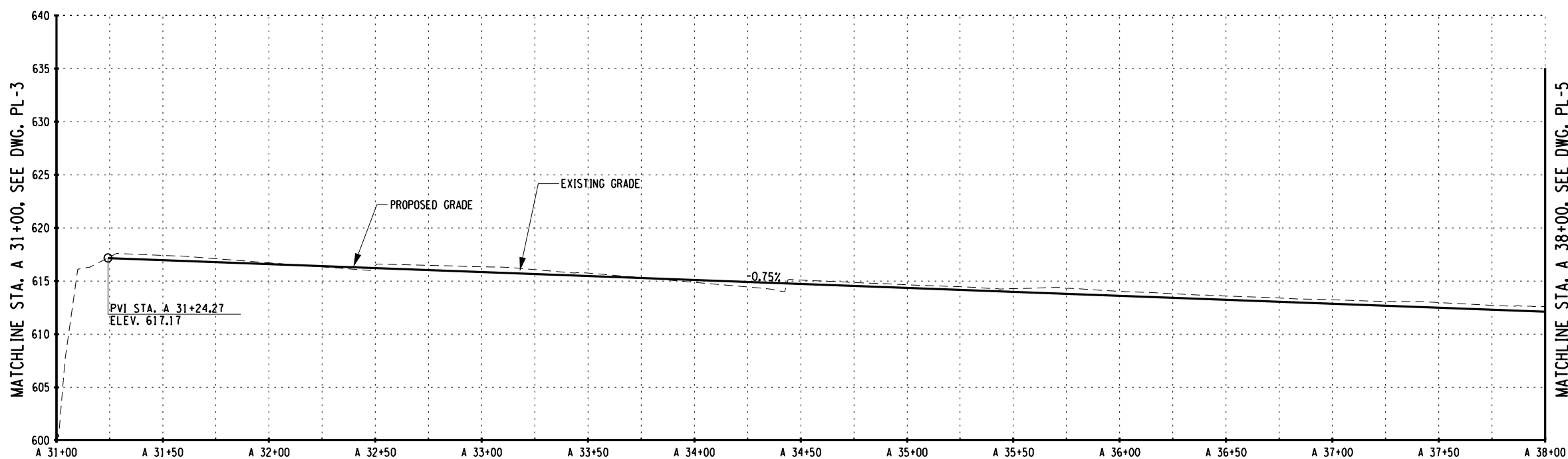
ASHOKAN RAIL TRAIL

PLAN AND
PROFILE - 4

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



PLAN - STA. A 31+00 TO STA. A 38+00



PROFILE - STA. A 31+00 TO STA. A 38+00

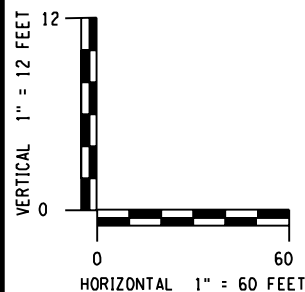
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BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

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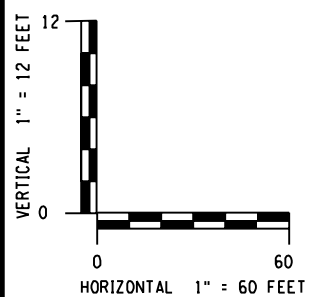
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ON : MAY 30, 2018



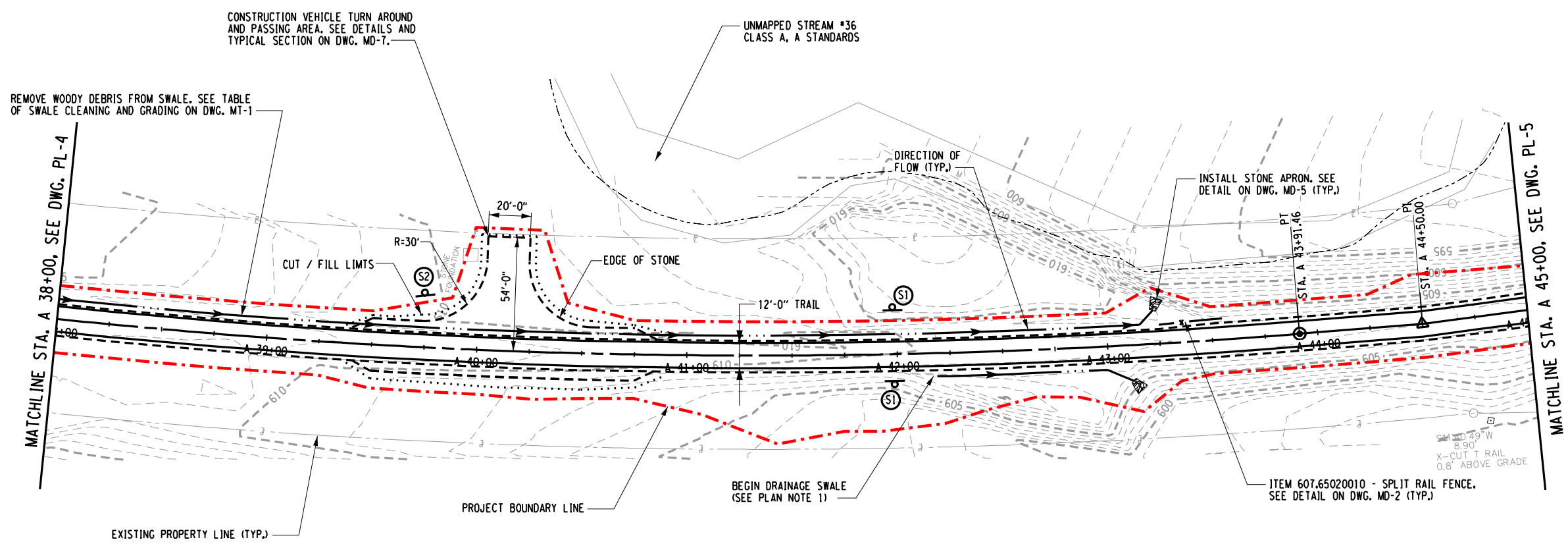
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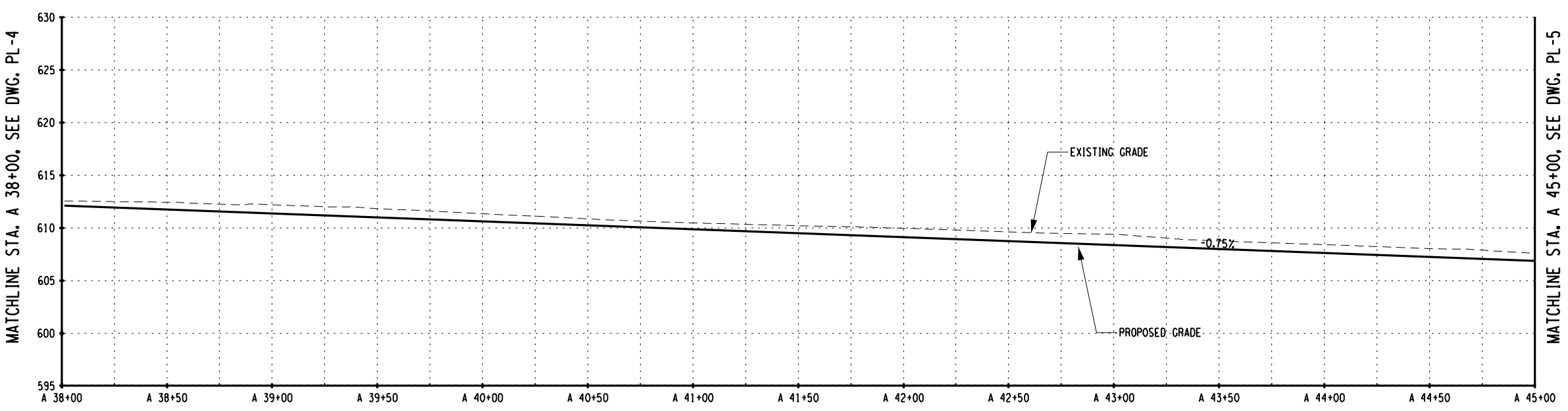
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DRAFTED BY _____ CMH/ERB/JDH _____ CHECKED BY _____ CMH _____



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ON : MAY 30, 2018



PLAN - STA. A 38+00 TO STA. A 45+00



PROFILE - STA. A 38+00 TO STA. A 45+00

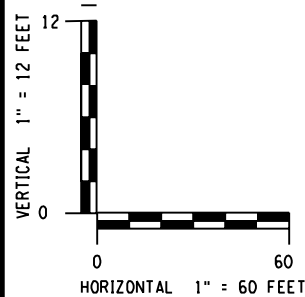
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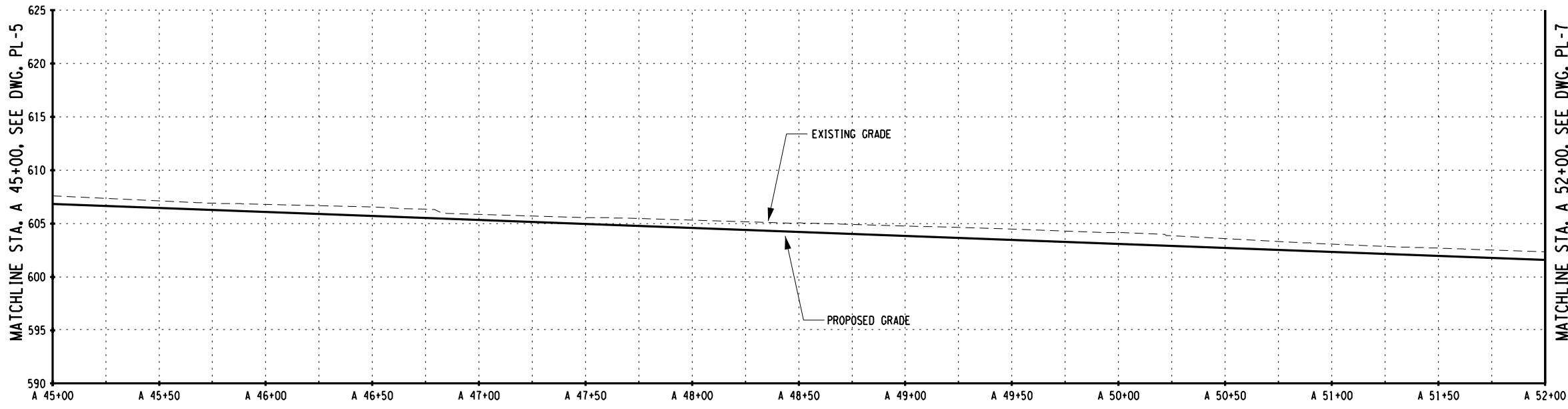
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IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH TCB CHECKED BY CMH

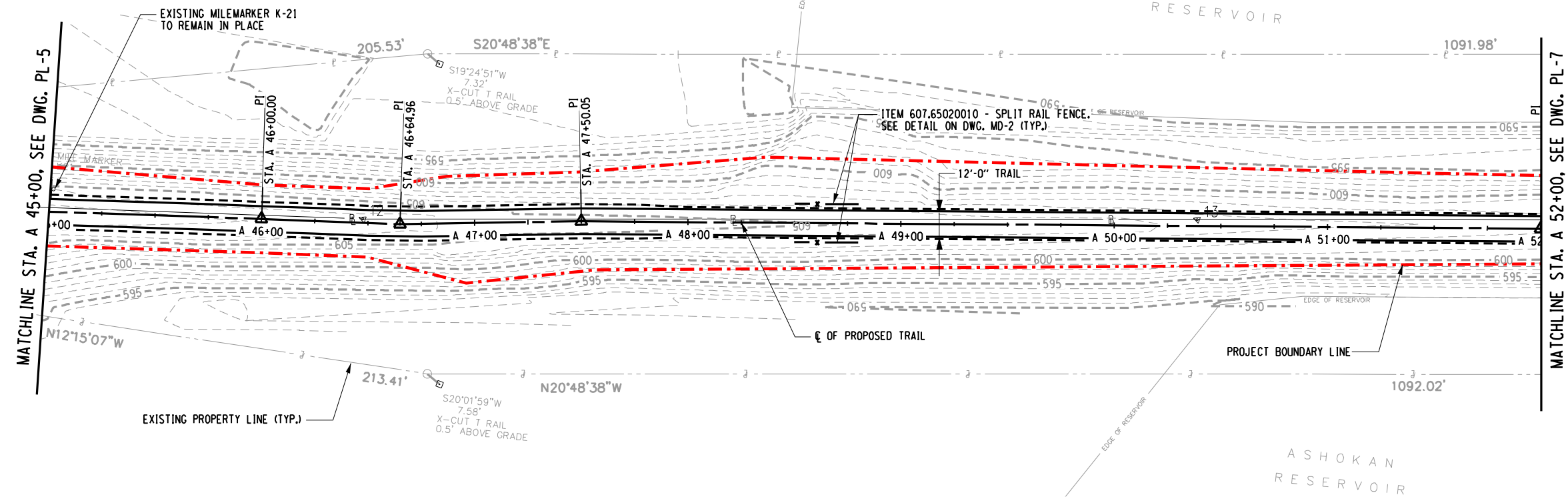


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ON: MAY 30, 2018



PROFILE - STA. A 45+00 TO STA. A 52+00

SURVEY AND MAPPING PROVIDED BY:



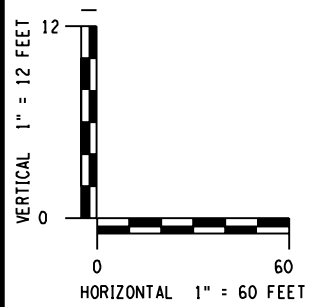
PLAN - STA. A 45+00 TO STA. A 52+00

44 245	
NO. DATE BY REVISION	
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ASHOKAN RAIL TRAIL	ULSTER COUNTY
PLAN AND PROFILE - 6	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING	
PL-6	

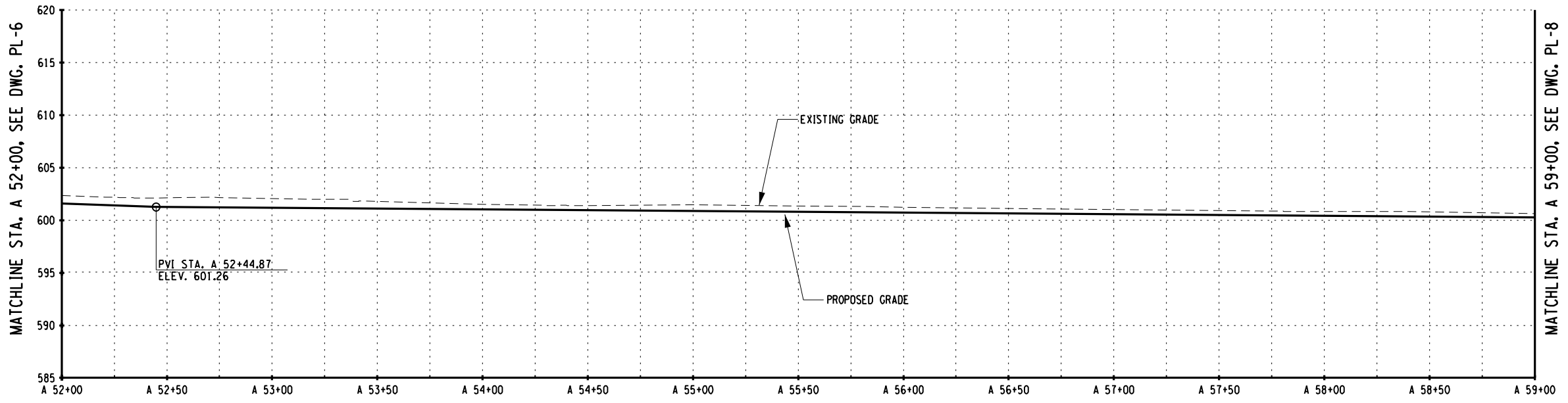
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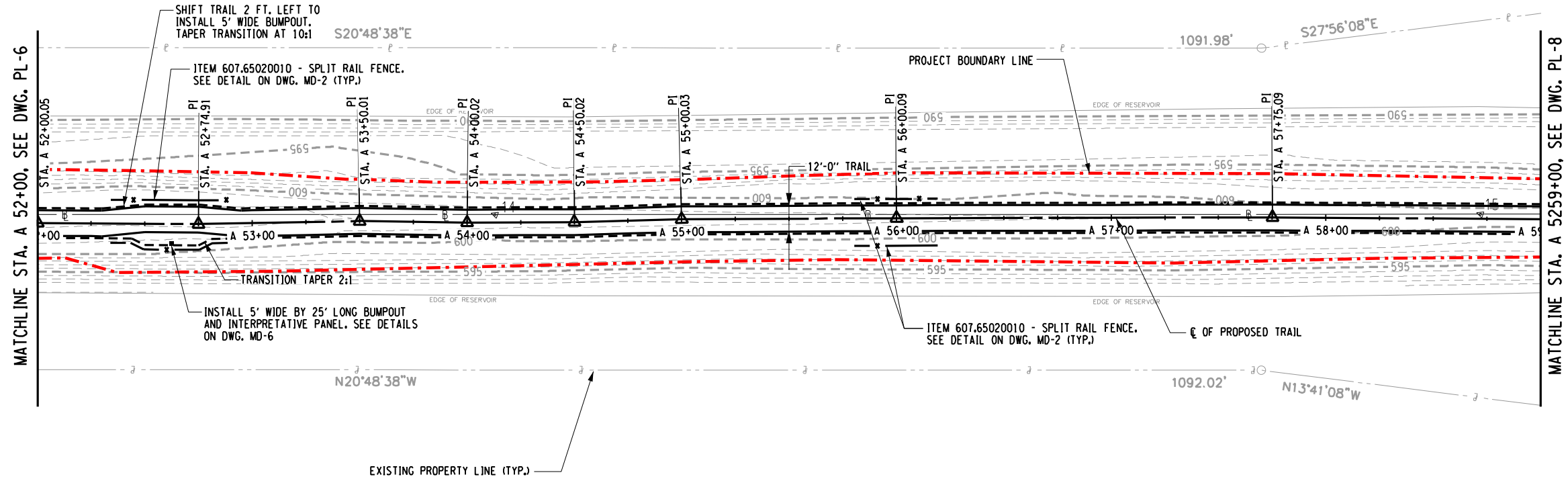


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ON: MAY 30, 2018



PROFILE - STA. A 52+00 TO STA. A 59+00

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



PLAN - STA. A 52+00 TO STA. A 59+00

45 245	
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Barton & Loguidice, D.P.C.	
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ASHOKAN RAIL TRAIL	ULSTER COUNTY
PLAN AND PROFILE - 7	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING PL-7	

NO.	DATE	BY	REVISION
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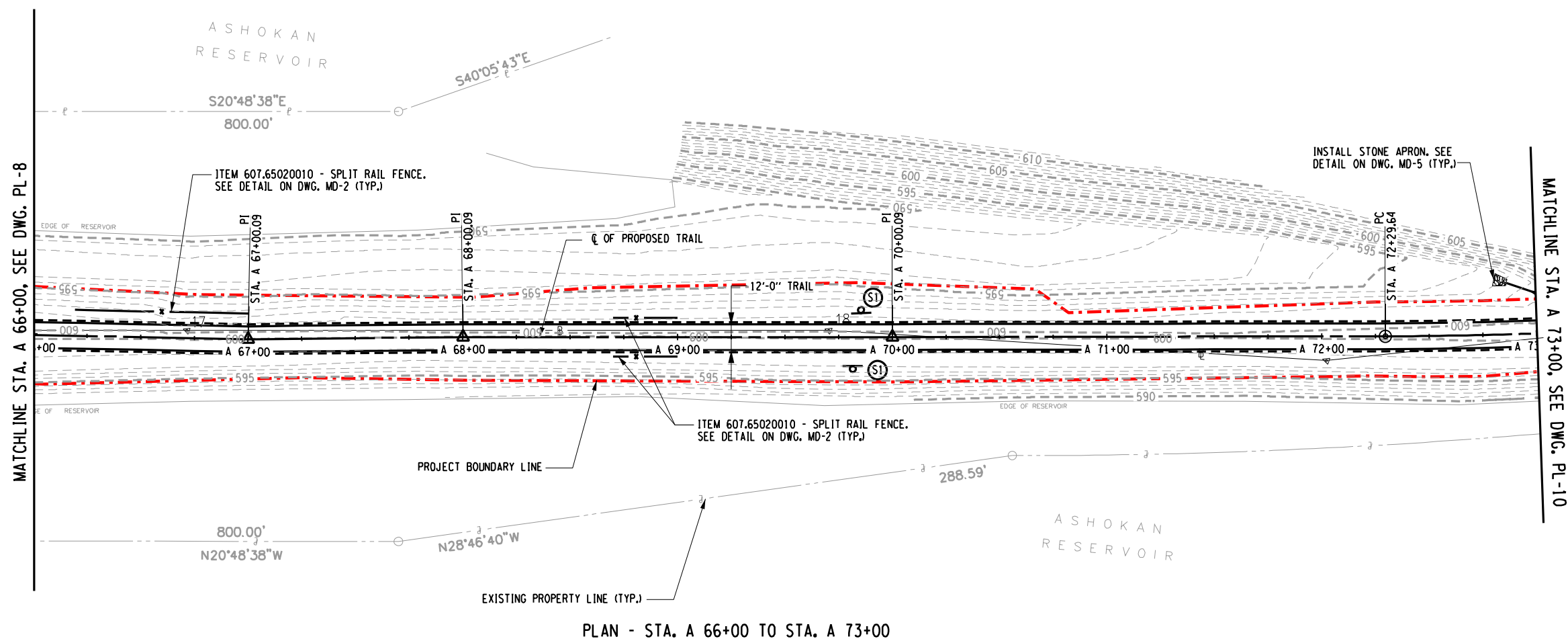
Barton
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EDUCATION LAW ARTICLE F 145 SECTION 7209

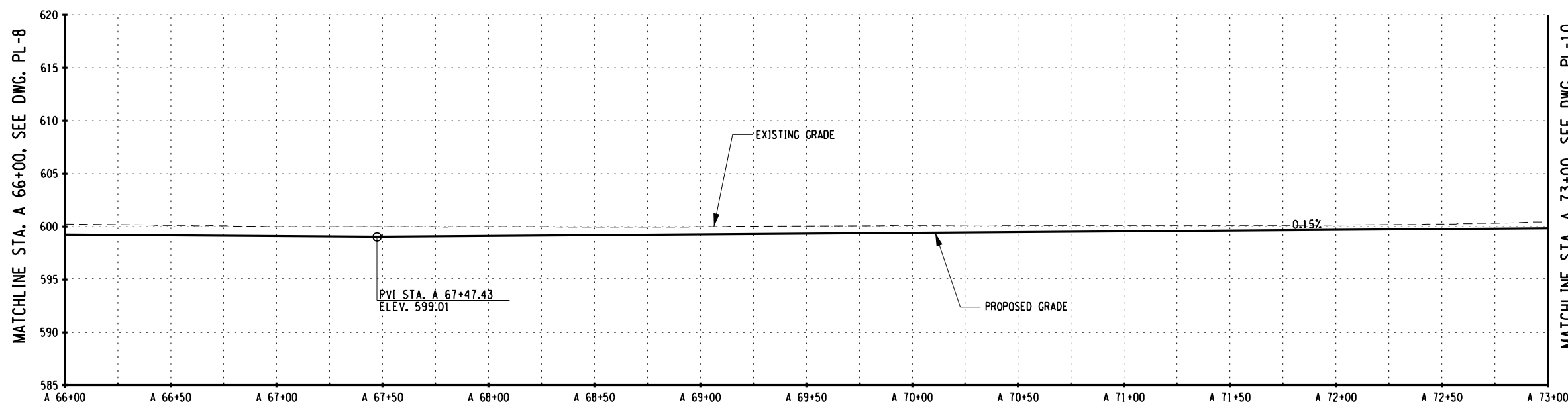
THOKAN RAIL TRAIL

PLAN AND
PROFILE - 9

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING PL-9



PLAN - STA. A 66+00 TO STA. A 73+00



PROFILE - STA. A 66+00 TO STA. A 73+00

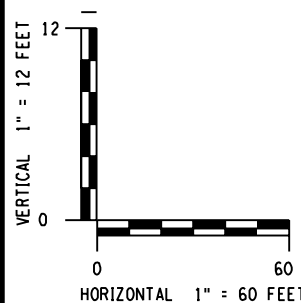
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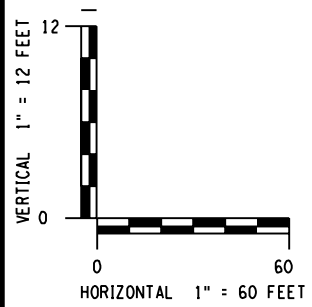
PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018



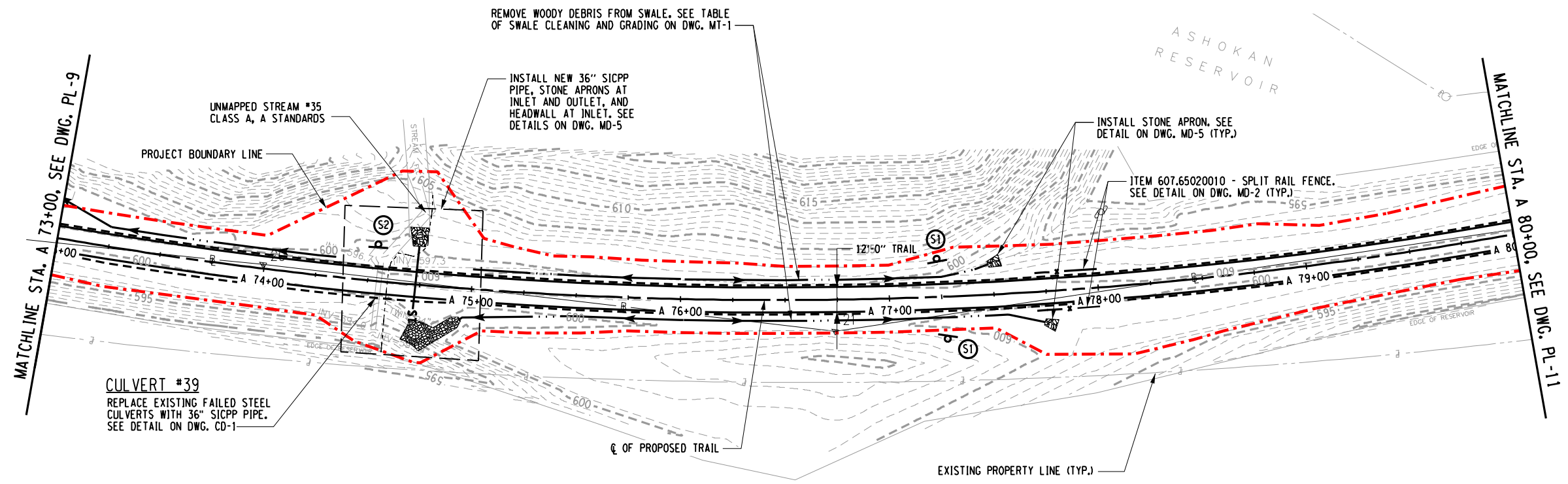
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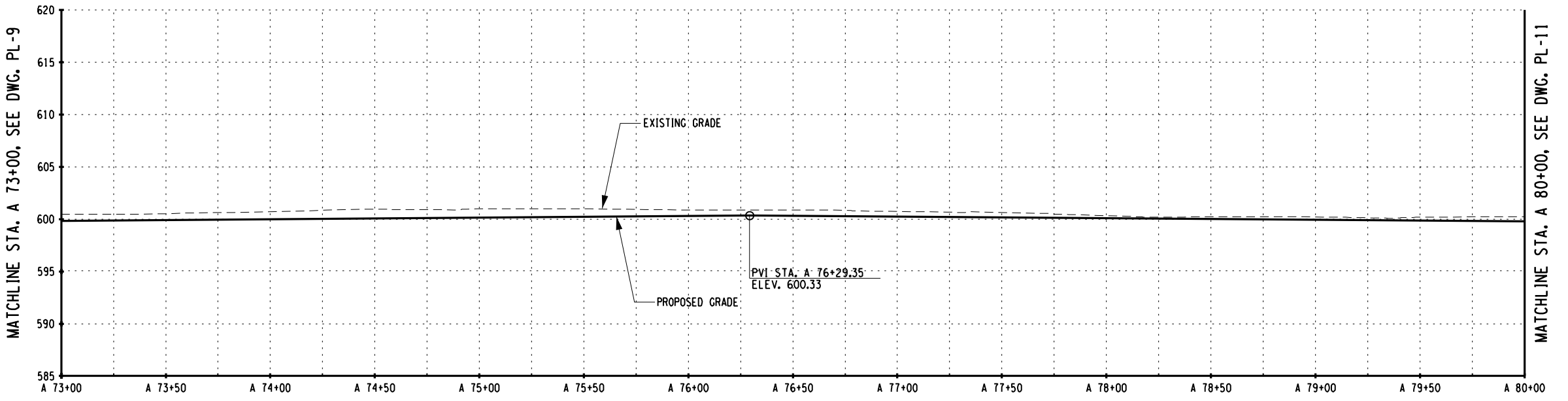
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH TCB CHECKED BY CMH



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ON: MAY 30, 2018



PLAN - STA. A 73+00 TO STA. A 80+00



PROFILE - STA. A 73+00 TO STA. A 80+00

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48 245			
NO.	DATE	BY	REVISION
ASHOKAN RAIL TRAIL		ULSTER COUNTY	
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PLAN AND PROFILE - 10			
SCALE: AS SHOWN			
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DRAWING PL-10			

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CMH CMH/ERB/JDH

CMH CMH/ERB/JDH

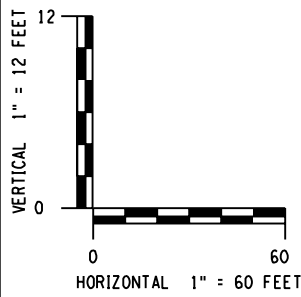
TCB

CMH CMH

DESIGNED BY _____

TCB

CMH



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ON: MAY 30, 2018



SURVEY AND MAPPING PROVIDED BY:



SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-12

PLAN AND
PROFILE - 12

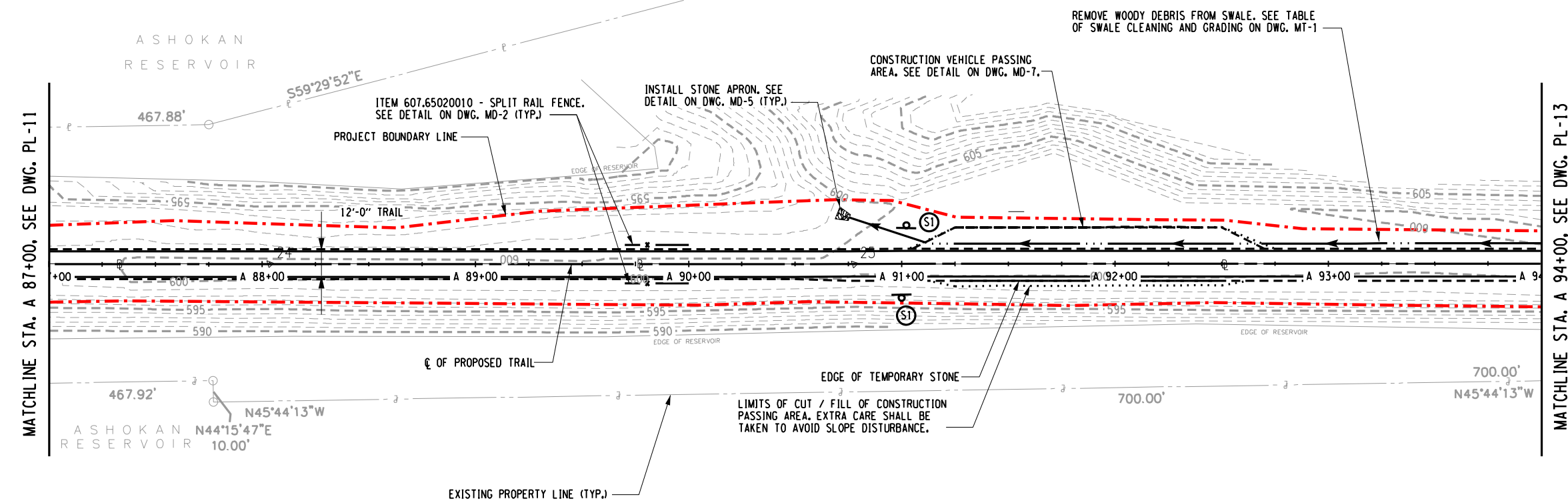
ASHOKAN RAIL TRAIL
ULSTER COUNTY

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EDUCATION LAW ARTICLE 145 SECTION 7209

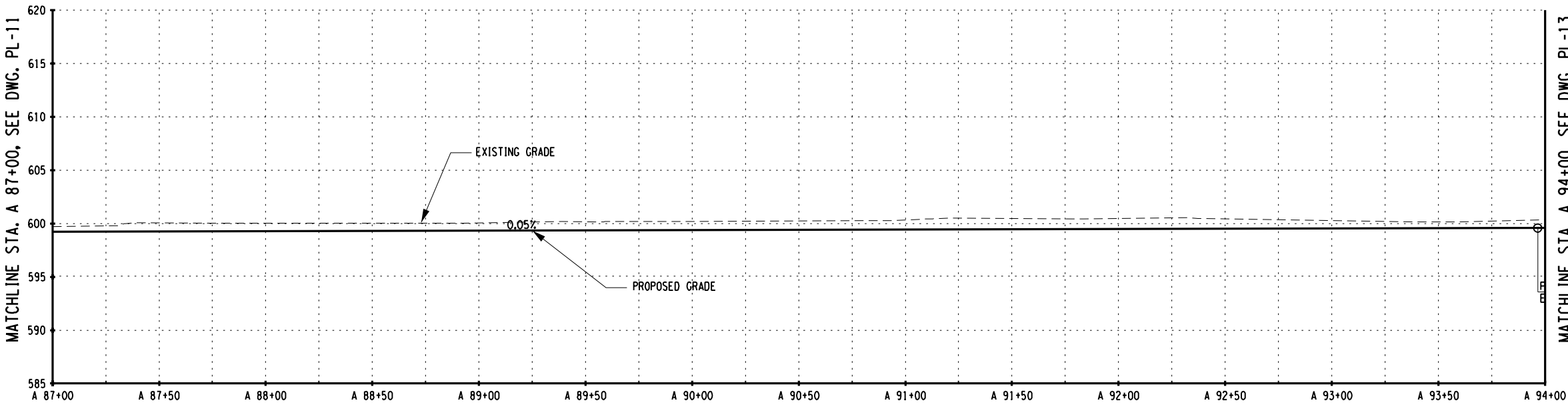


NO.	DATE	BY	REVISION

50
245



PLAN - STA. A 87+00 TO STA. A 94+00



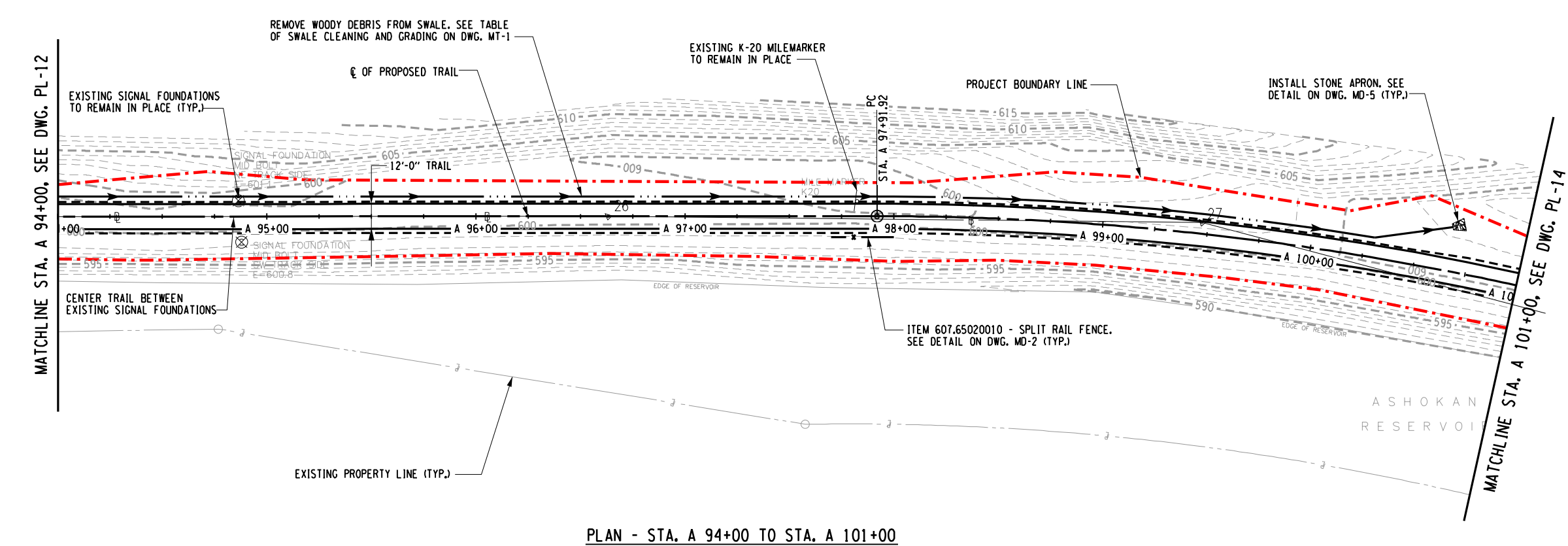
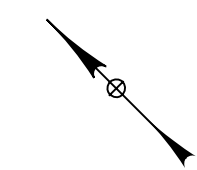
PROFILE - STA. A 87+00 TO STA. A 94+00

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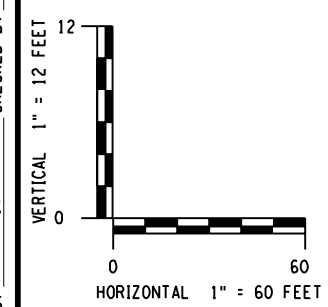
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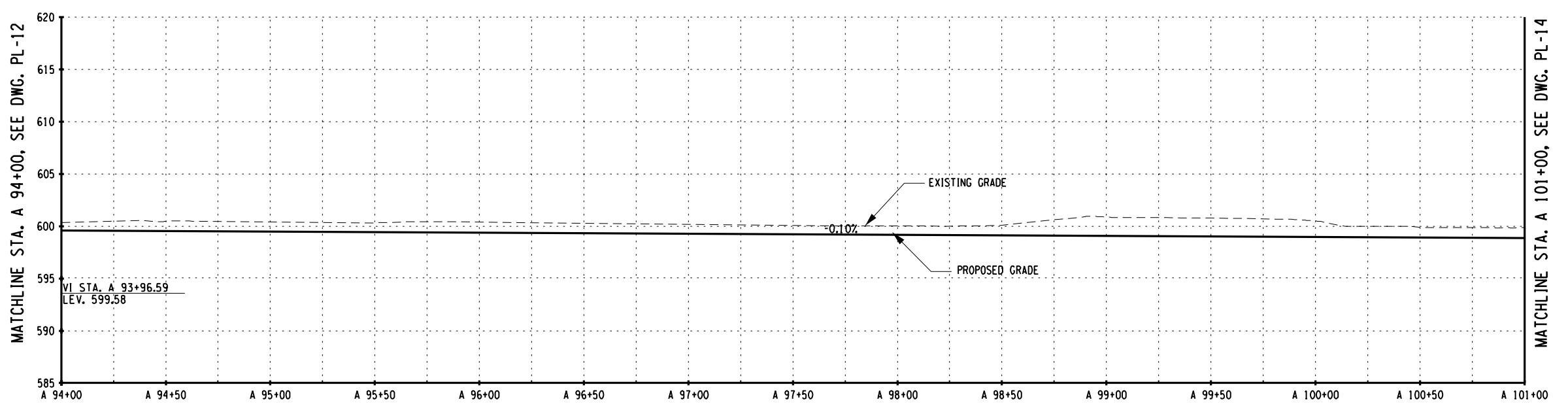
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PLAN - STA. A 94+00 TO STA. A 101+00



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ON : MAY 30, 2018



PROFILE - STA. A 94+00 TO STA. A 101+00

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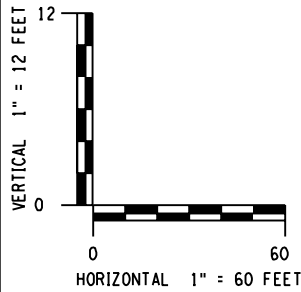
SHOKAN RAIL TRAIL	ULSTER COUNTY
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PLAN AND
PROFILE - 13

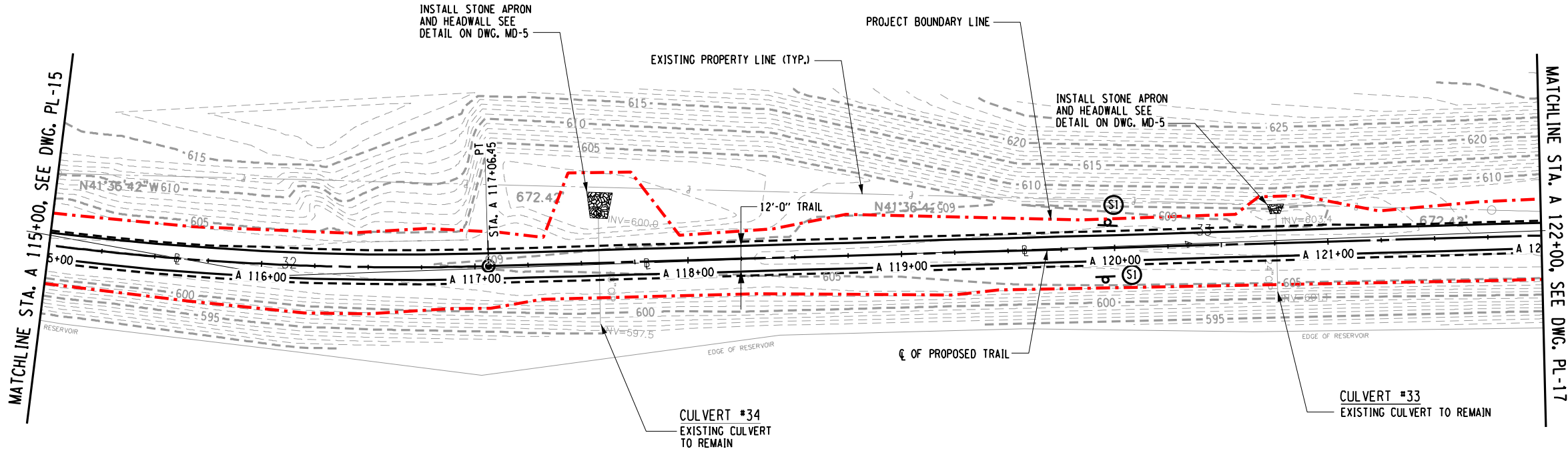
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DRAWING PL-13

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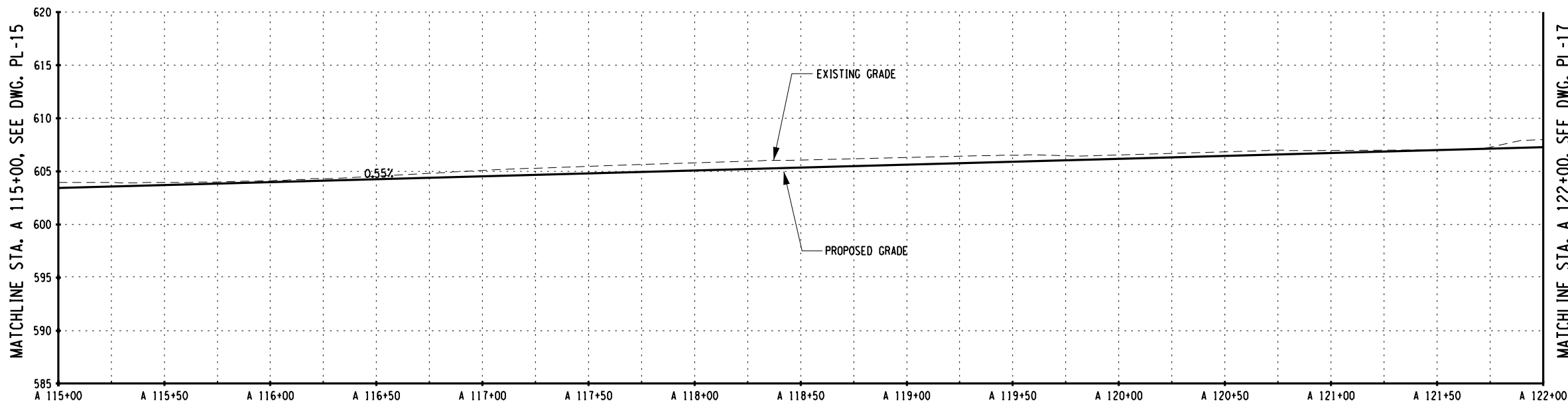
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH TCB CHECKED BY CMH



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ON: MAY 30, 2018



PLAN - STA. A 115+00 TO STA. A 122+00



PROFILE - STA. A 115+00 TO STA. A 122+00

SURVEY AND MAPPING PROVIDED BY:



54 245			
NO.	DATE	BY	REVISION
Barton & Loguidice, D.P.C.			
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ASHOKAN RAIL TRAIL		ULSTER COUNTY	
PLAN AND PROFILE - 16			
SCALE: AS SHOWN			
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DRAWING PL-16			

NO.	DATE	BY	REVISION
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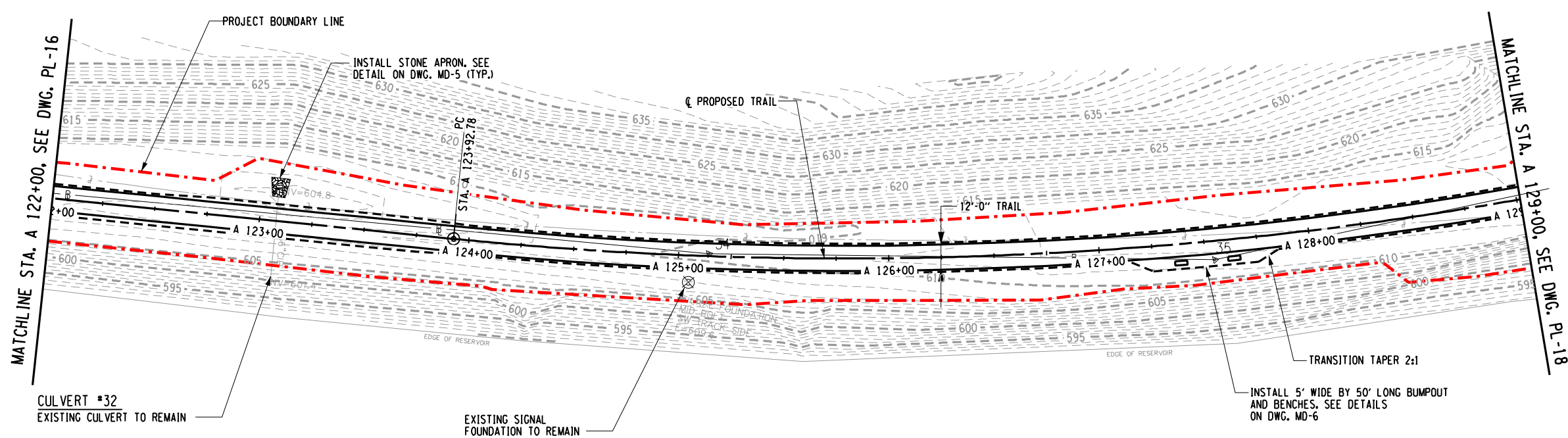
Barton
& Loguidice, D.P.C.

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EDUCATION LAW, ARTICLE 145, SECTION 7209

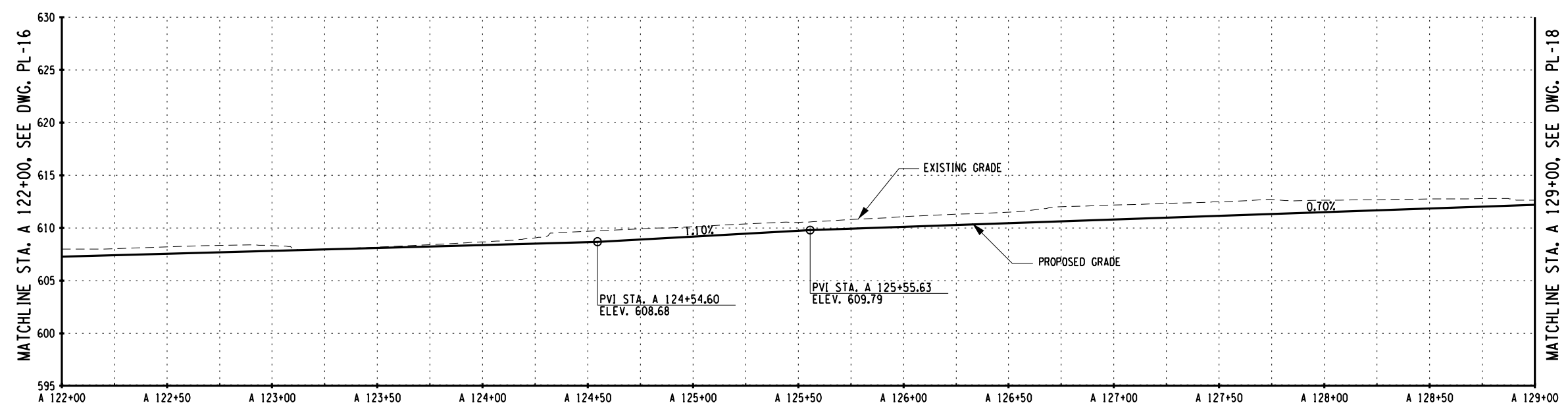
SHOKAN RAIL TRAIL
ULSTER COUNTY

PLAN AND
PROFILE - 17

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING PL-17



PLAN - STA. A 122+00 TO STA. A 129+00



PROFILE - STA. A 122+00 TO STA. A 129+00

SURVEY AND MAPPING PROVIDED BY:



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ON : MAY 30, 2018



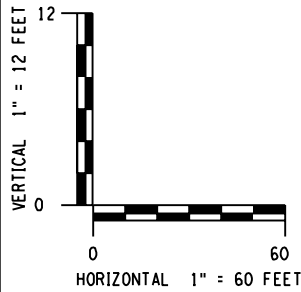
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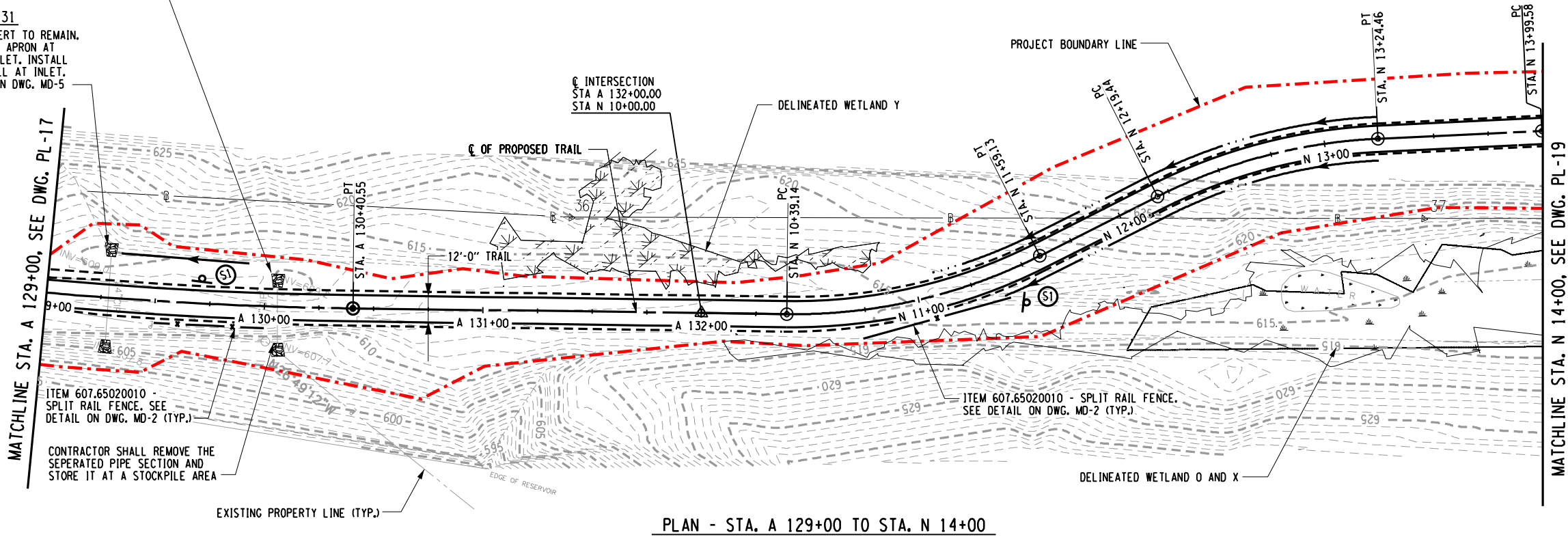


PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018

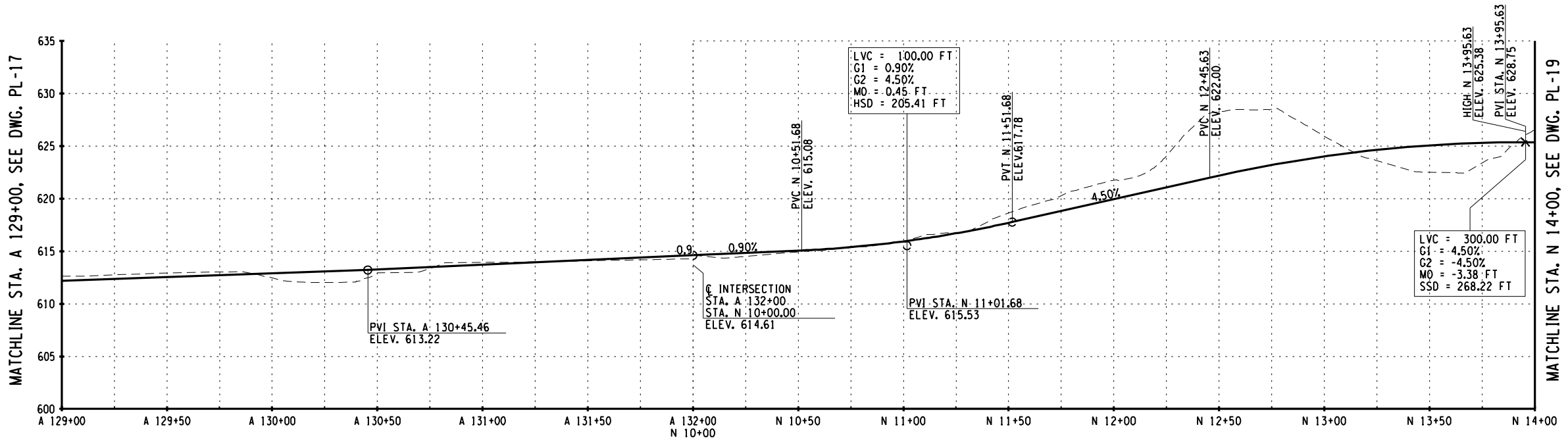


CULVERT # 30
INSTALL STONE APRON AT INLET AND OUTLET. INSTALL STONE HEADWALL AT INLET. SEE DETAILS ON DWG. MD-5

CULVERT # 31
EXISTING CULVERT TO REMAIN. INSTALL STONE APRON AT INLET AND OUTLET. INSTALL STONE HEADWALL AT INLET. SEE DETAILS ON DWG. MD-5



PLAN - STA. A 129+00 TO STA. N 14+00



PROFILE - STA. A 129+00 TO STA. N 14+00

SURVEY AND MAPPING PROVIDED BY:



Barton & Loguidice, D.P.C.

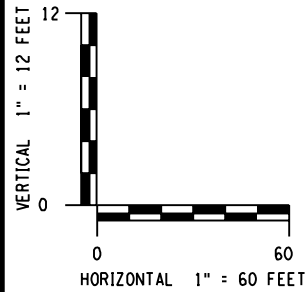
UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209

ASHOKAN RAIL TRAIL
ULSTER COUNTY

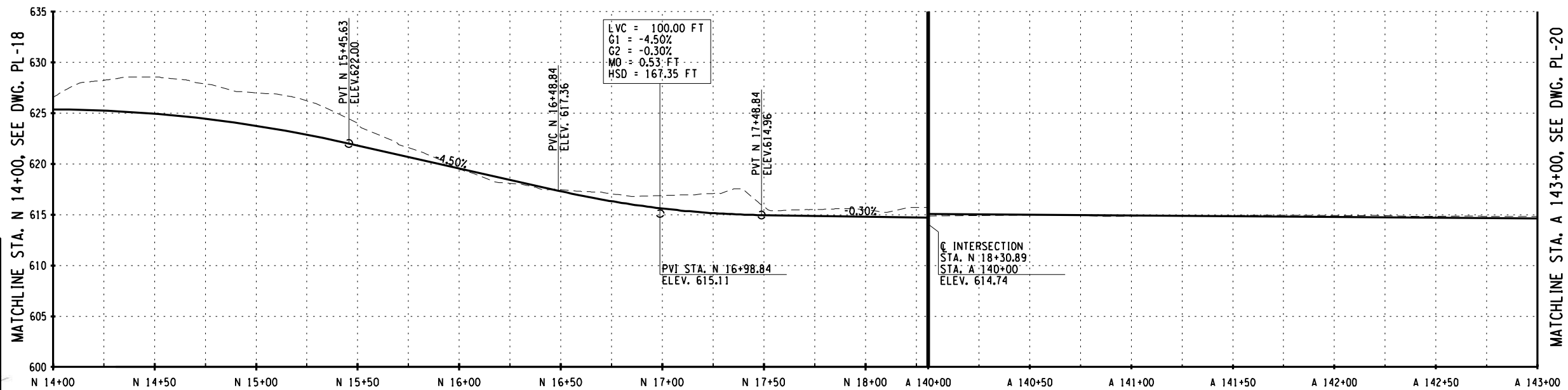
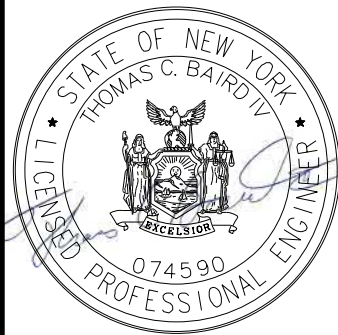
PLAN AND
PROFILE - 18

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-18

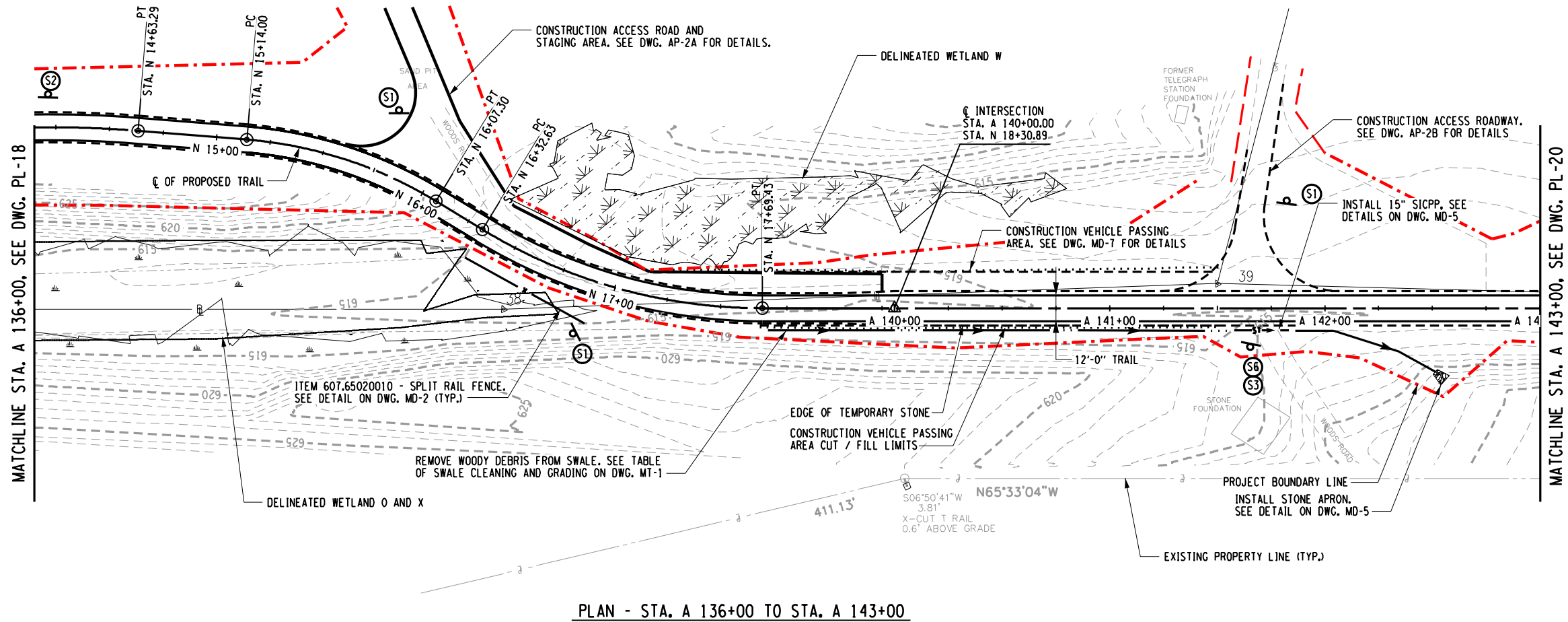
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH TCB CHECKED BY CMH



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



PROFILE - STA. A 136+00 TO STA. A 143+00



PLAN - STA. A 136+00 TO STA. A 143+00

SURVEY AND MAPPING PROVIDED BY:



ASHOKAN RAIL TRAIL
ULSTER COUNTY

Barton & Loguidice, D.P.C.

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NO.	DATE	BY	REVISION



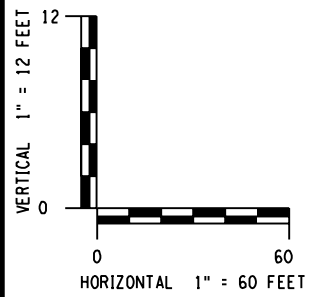
PLAN AND PROFILE - 19

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING PL-19

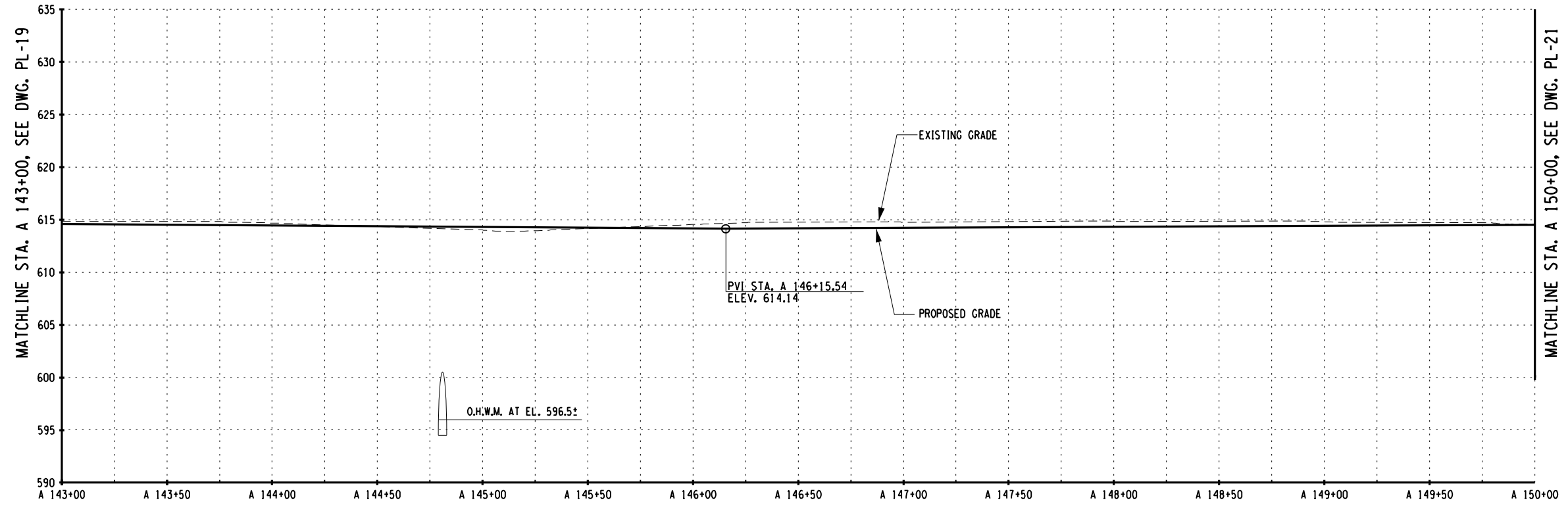
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IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH CHECKED BY CMH

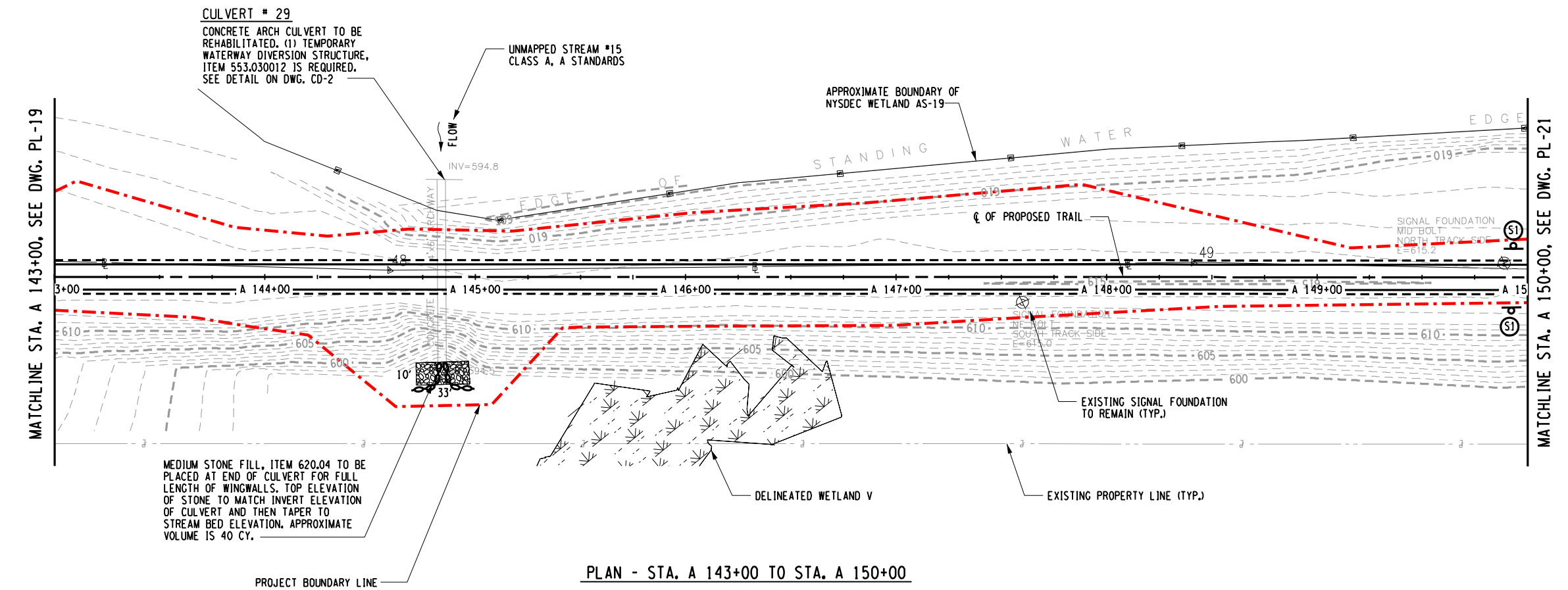


PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018



PROFILE - STA. A 143+00 TO STA. A 150+00

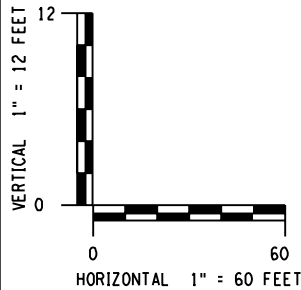
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BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS



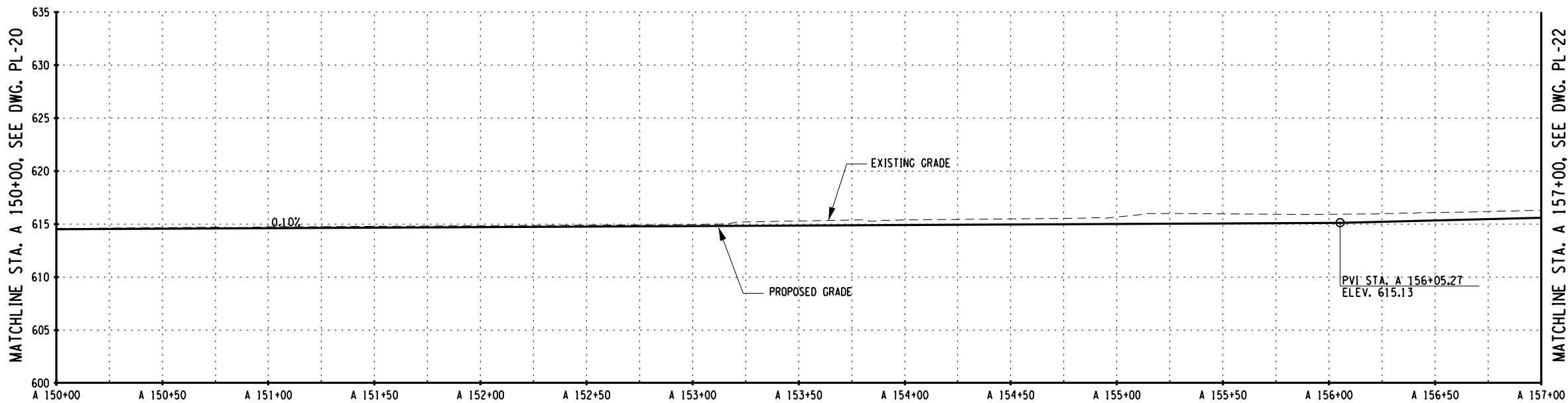
PLAN - STA. A 143+00 TO STA. A 150+00

58 245	
NO. DATE BY REVISION	
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	ULSTER COUNTY
PLAN AND PROFILE - 20	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING PL-20	

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

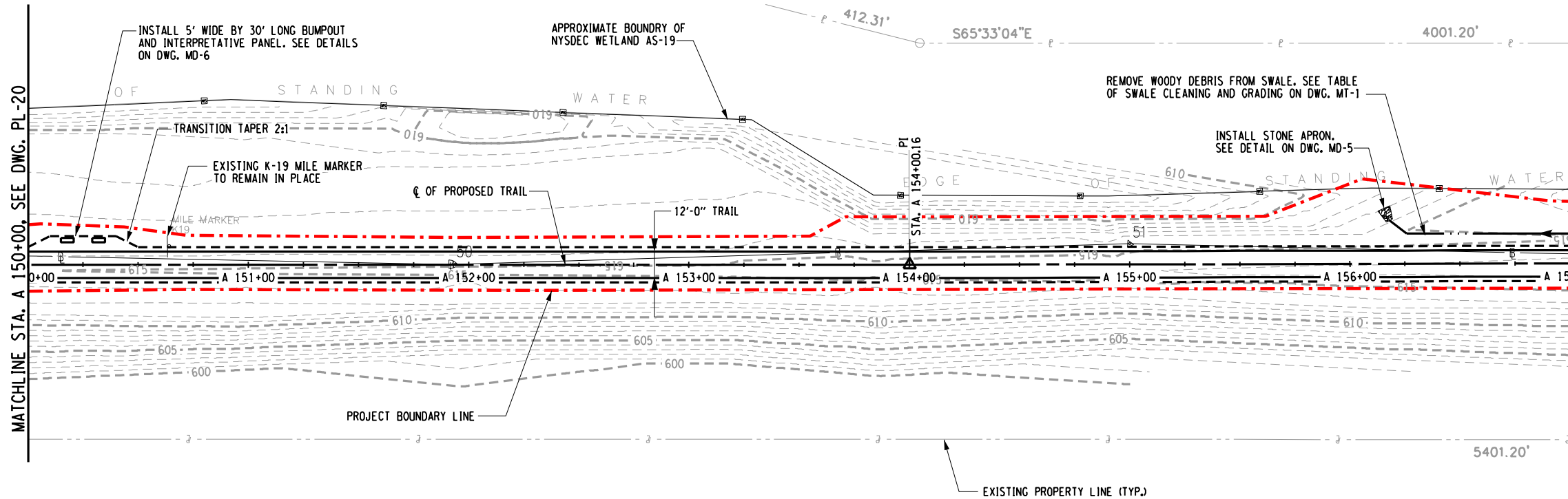


PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018



PROFILE - STA. A 150+00 TO STA. A 157+00

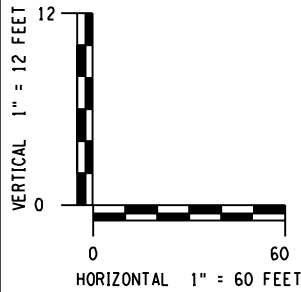
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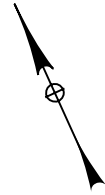
PLAN - STA. A 150+00 TO STA. A 157+00

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NO. DATE BY REVISION	
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	ULSTER COUNTY
PLAN AND PROFILE - 21	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING PL-21	

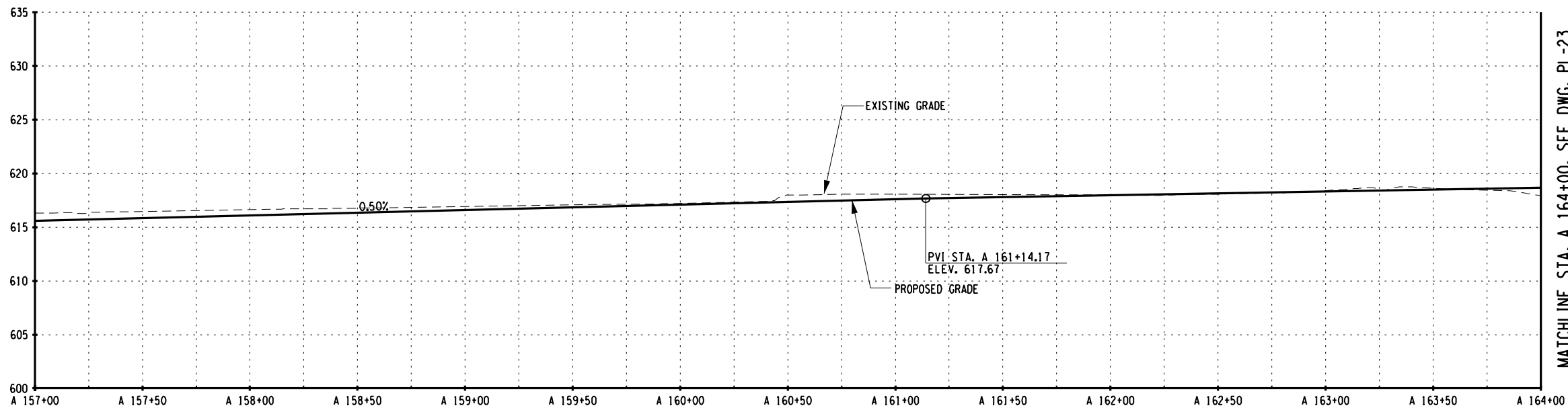
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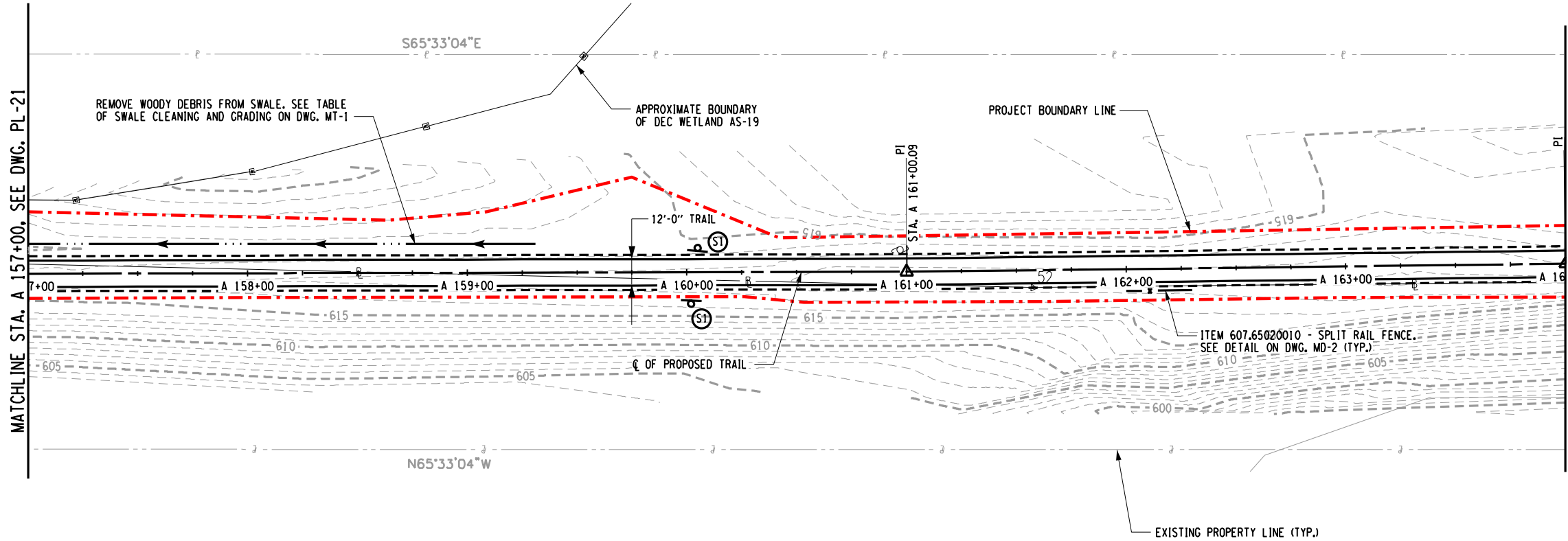
PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018



MATCHLINE STA. A 157+00, SEE DWG. PL-21



PROFILE - STA. A 157+00 TO STA. A 164+00



PLAN - STA. A 157+00 TO STA. A 164+00

MATCHLINE STA. A 164+00, SEE DWG. PL-23

MATCHLINE STA. A 164+00, SEE DWG. PL-23

SURVEY AND MAPPING PROVIDED BY:



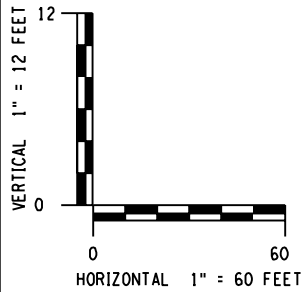
ASHOKAN RAIL TRAIL	
ULSTER COUNTY	
PLAN AND PROFILE - 22	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING PL-22	

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	

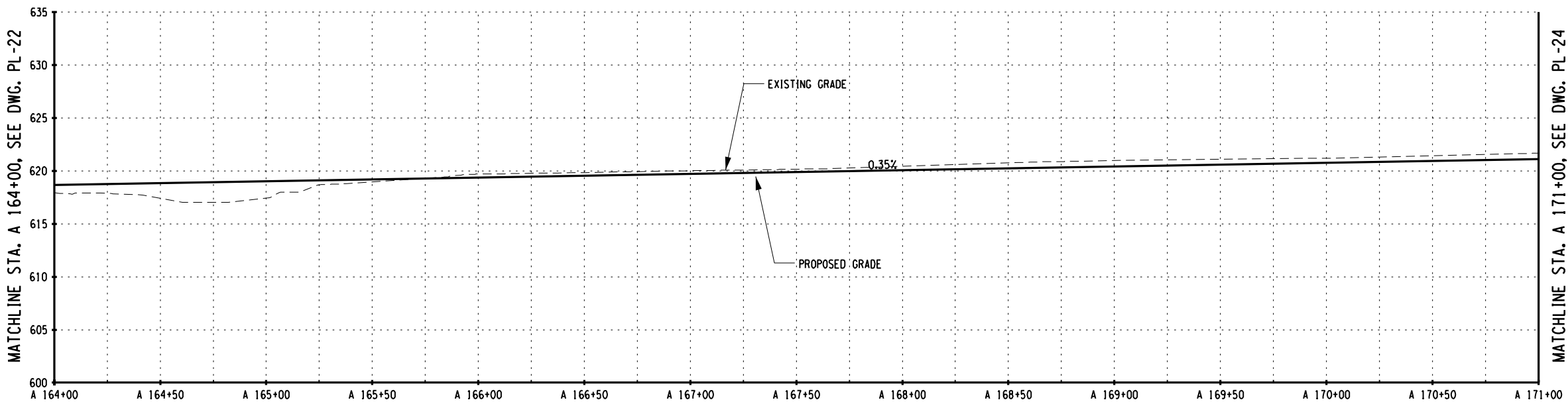
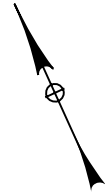


NO.	DATE	BY	REVISION

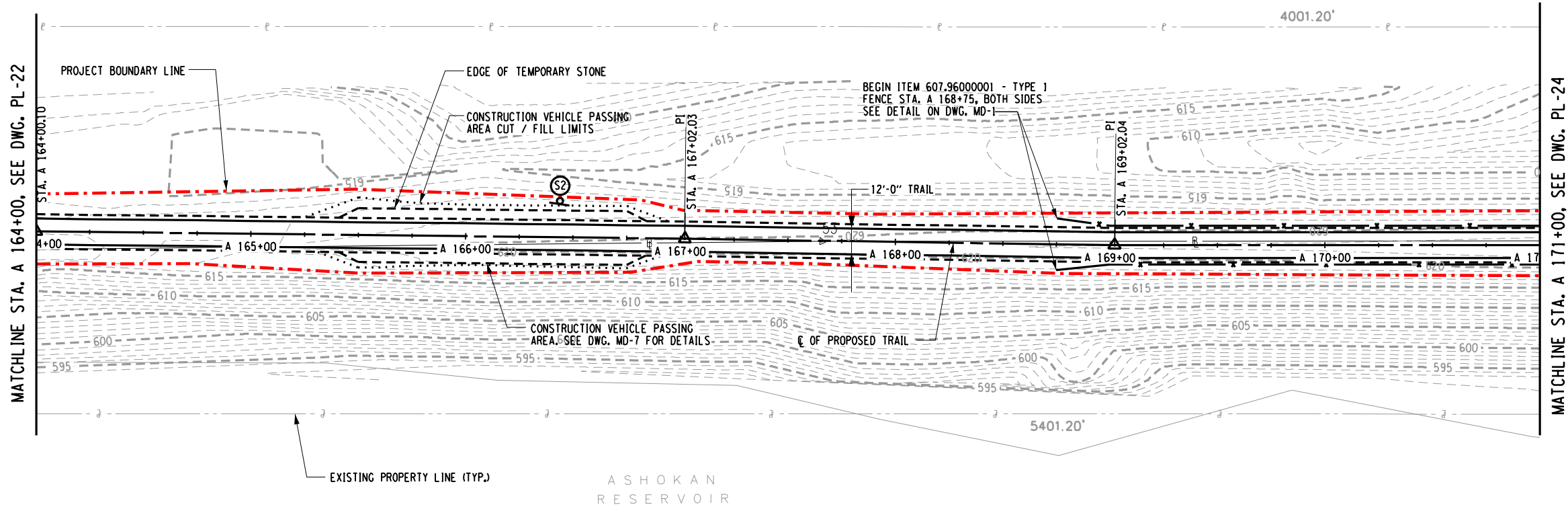
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH TCB CHECKED BY CMH



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



PROFILE - STA. A 164+00 TO STA. A 171+00



PLAN - STA. A 164+00 TO STA. A 171+00

SURVEY AND MAPPING PROVIDED BY:



NO.	DATE	BY	REVISION

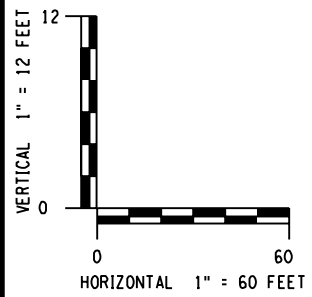
ASHOKAN RAIL TRAIL
ULSTER COUNTY

PLAN AND PROFILE - 23
SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING PL-23

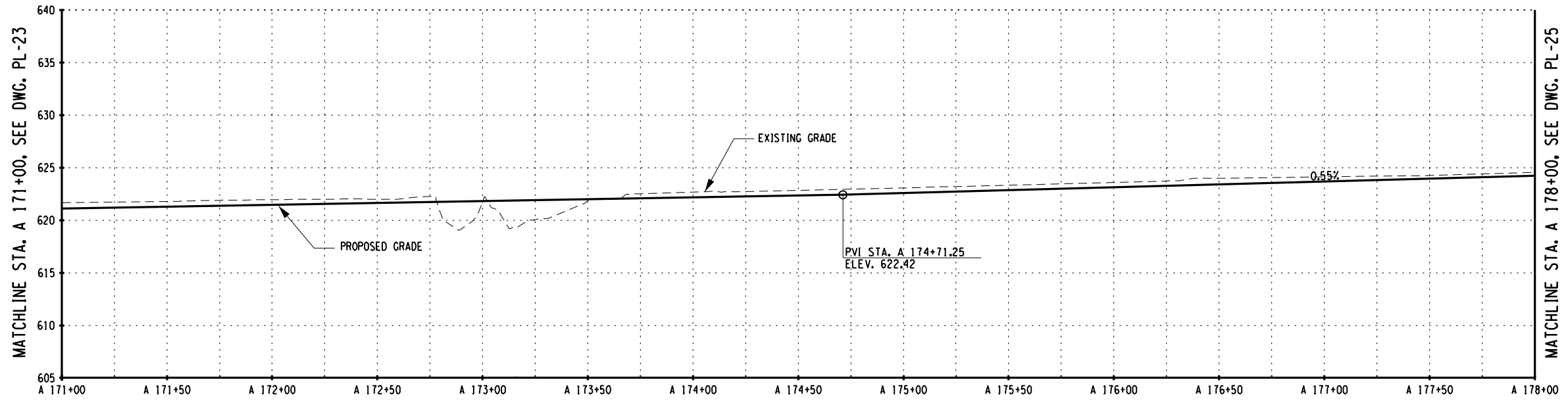
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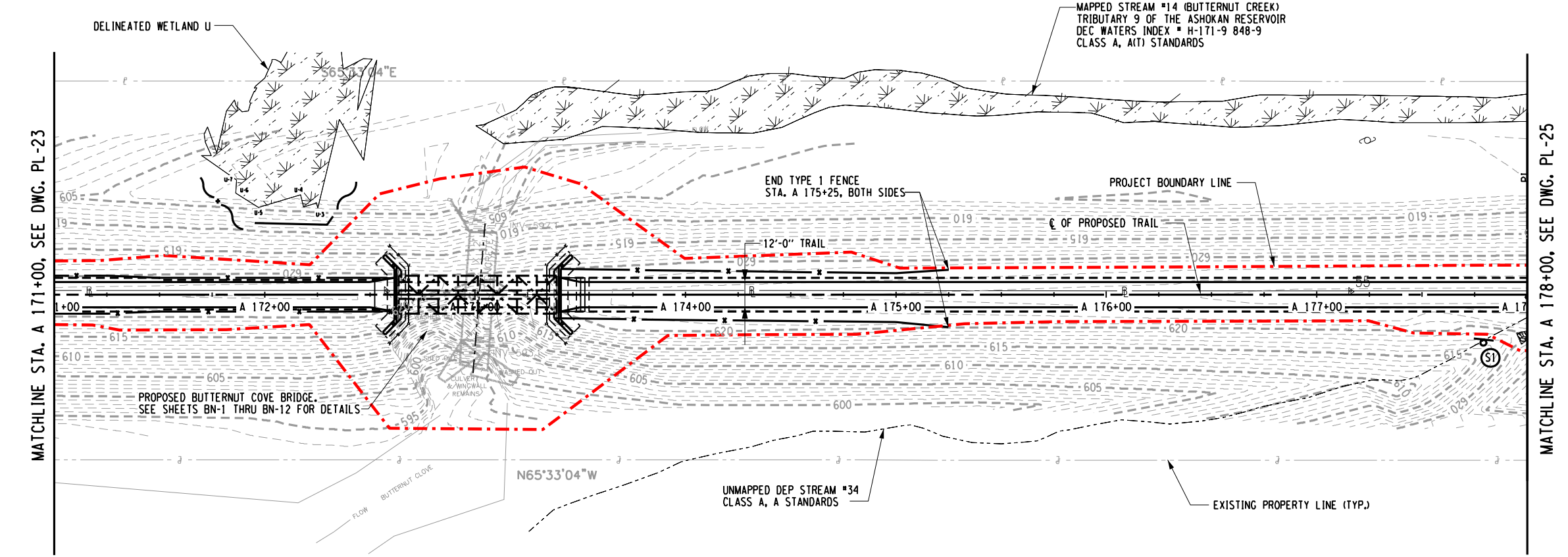
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PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018



PROFILE - STA. A 171+00 TO STA. A 178+00



PLAN - STA. A 171+00 TO STA. A 178+00

SURVEY AND MAPPING PROVIDED BY:



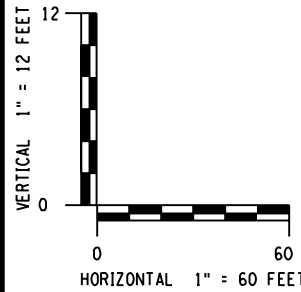
ASHOKAN RAIL TRAIL	PLAN AND PROFILE - 24
ULSTER COUNTY	SCALE: AS SHOWN
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	DRAWING PL-24

Barton & Loguidice, D.P.C.
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NO.	DATE	BY	REVISION
62			
245			

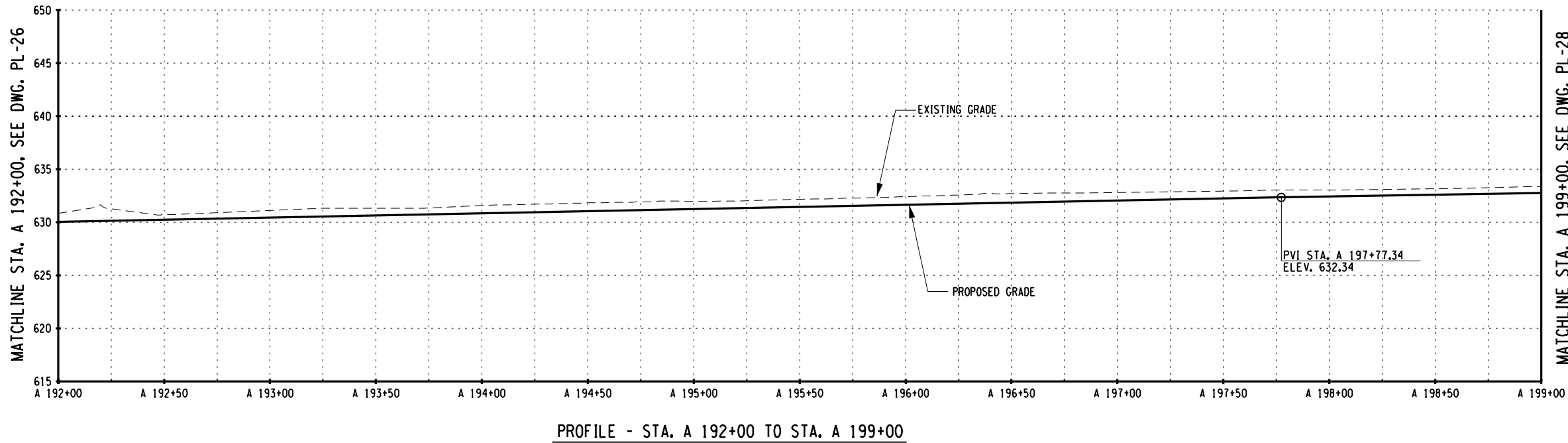
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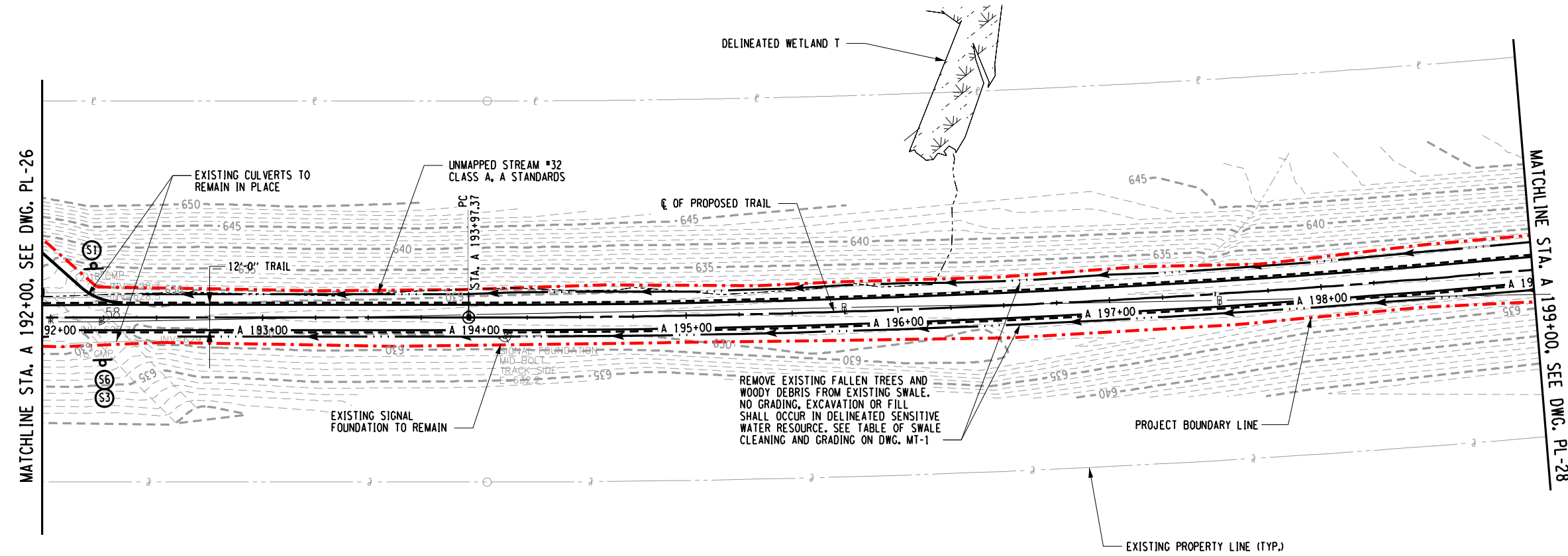
PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018



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



PROFILE - STA. A 192+00 TO STA. A 199+00



PLAN - STA. A 192+00 TO STA. A 199+00

SURVEY AND MAPPING PROVIDED BY:

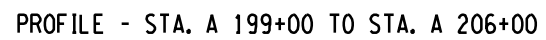


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NO. DATE BY REVISION	
Barton & Loguidice, D.P.C.	
UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209	
ASHOKAN RAIL TRAIL	ULSTER COUNTY
PLAN AND PROFILE - 27	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING PL-27	

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EDUCATION LAW ARTICLE 145 SECTION 7209

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-28

BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS



OF _____

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NO.	DATE	BY	REVISION

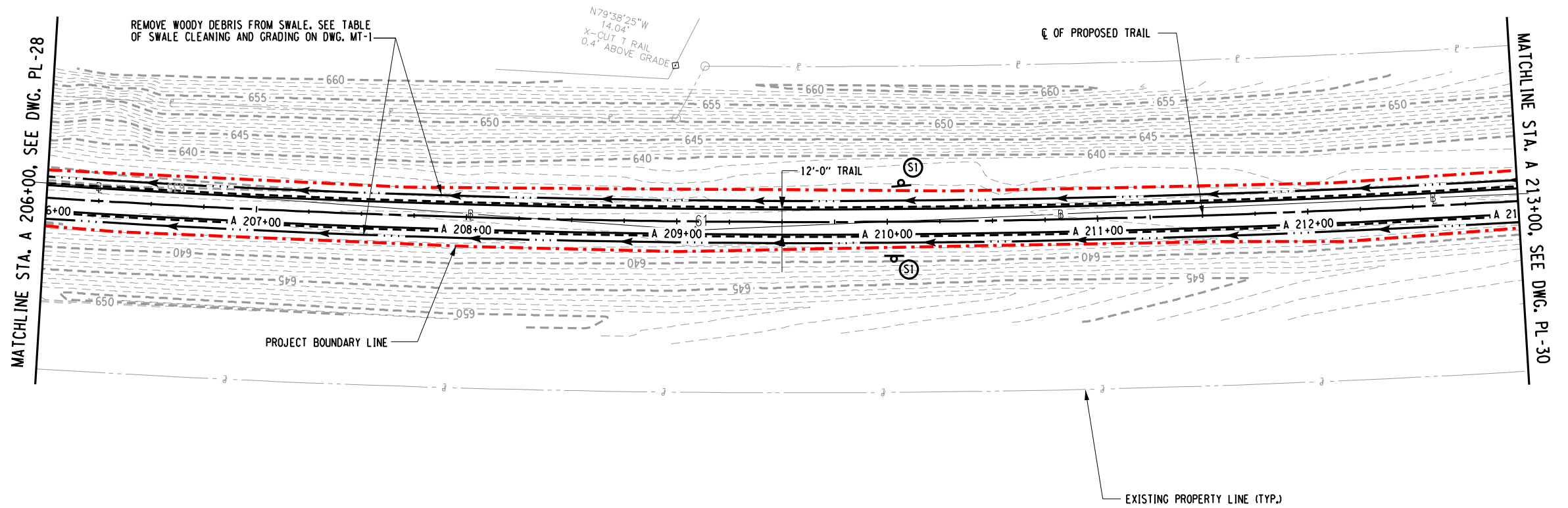
Barton
& Loguidice, D.P.C.DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW ARTICLE 145 SECTION 7209

ULSTER COUNTY

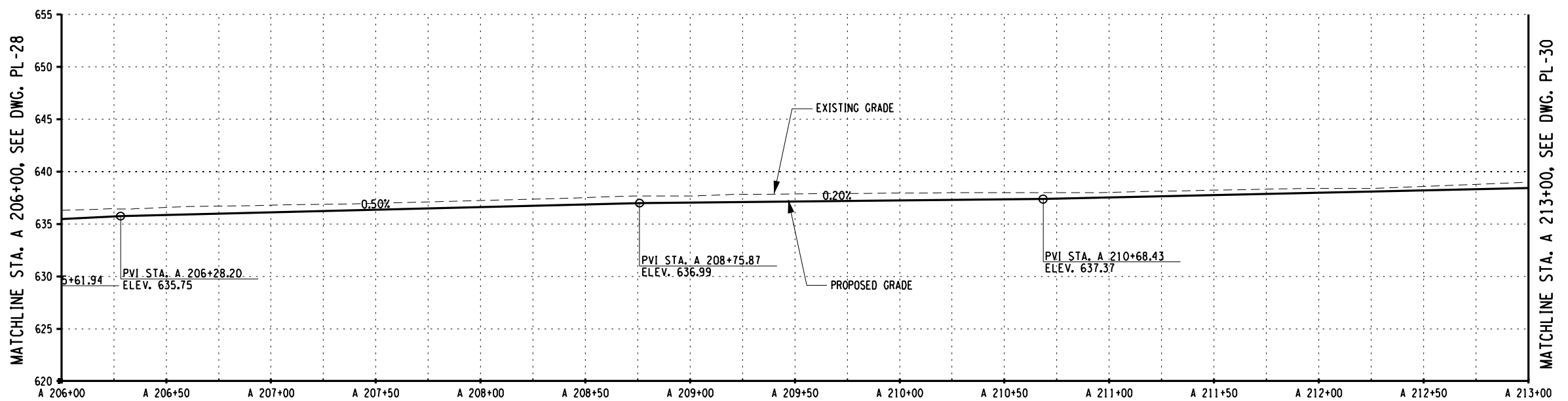
PLAN AND
PROFILE - 29

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-29

SURVEY AND MAPPING PROVIDED BY:



PLAN - STA. A 206+00 TO STA. A 213+00



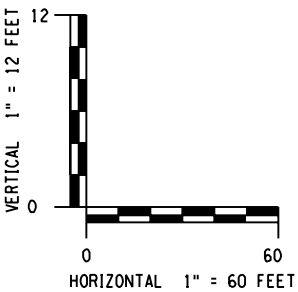
PROFILE - STA. A 206+00 TO STA. A 213+00

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



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



NO.	DATE	BY	REVISION
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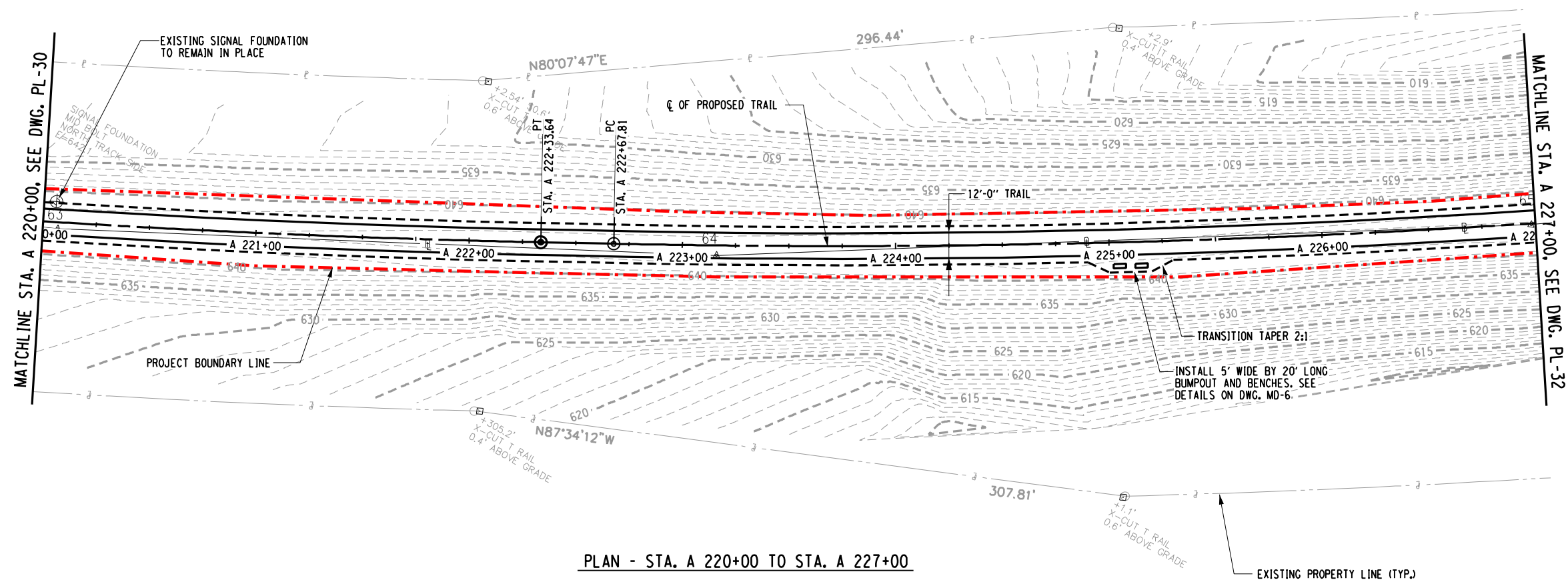
Barton
Loguidice, D.P.C.

UNAUTHORIZED ALTERATION OR ADDITION TO THIS
DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW ARTICLE F 145 SECTION 7209

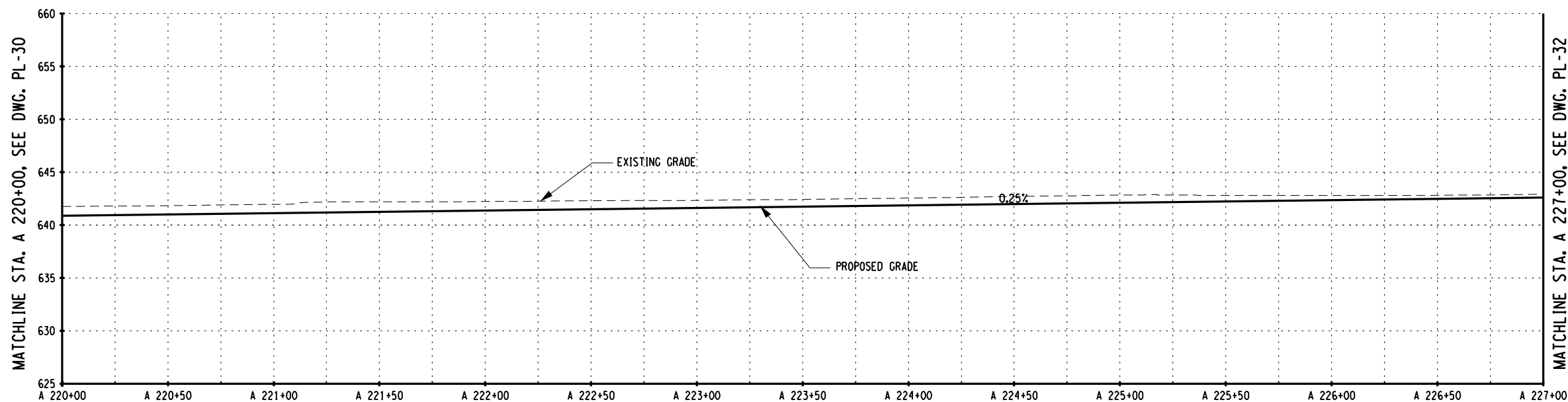
ASHOKAN RAIL TRAIL
III STER COUNTY

PLAN AND
PROFILE - 31

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-31



PLAN - STA. A 220+00 TO STA. A 227+00



PROFILE - STA. A 220+00 TO STA. A 227+00

SURVEY AND MAPPING PROVIDED BY:



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

VERTICAL 1" = 12 FEET

0 12

HORIZONTAL 1" = 60 FEET

0 60

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



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NO.	DATE	BY	REVISION
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Barton
Loguidice, D.P.C.

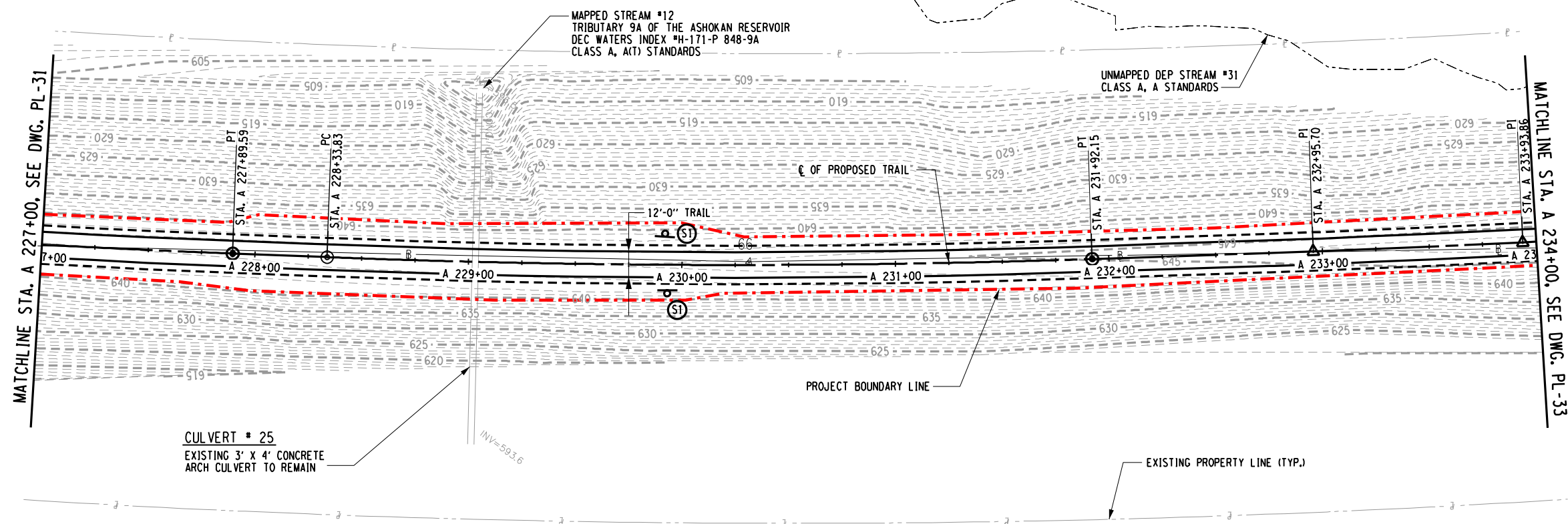
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EDUCATION LAW ARTICLE F 145 SECTION 7209

ASHOKAN RAIL TRAIL

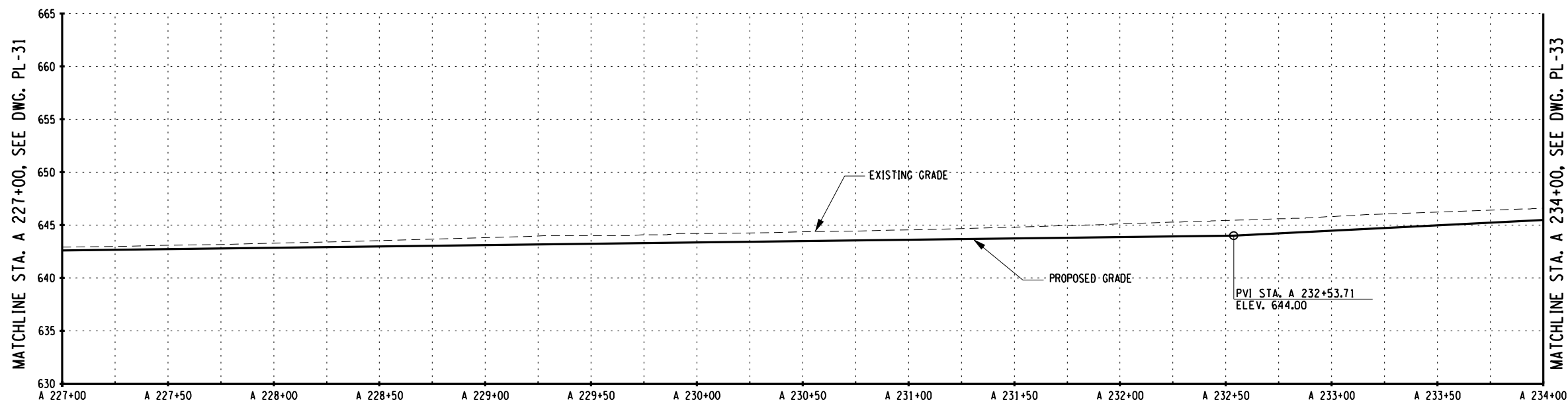
JULIUS COUNTY

PLAN AND
PROFILE - 32

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-32



PLAN - STA. A 227+00 TO STA. A 234+00



PROFILE - STA. A 227+00 TO STA. A 234+00

SURVEY AND MAPPING PROVIDED BY:

BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

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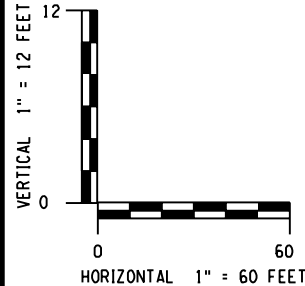
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PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

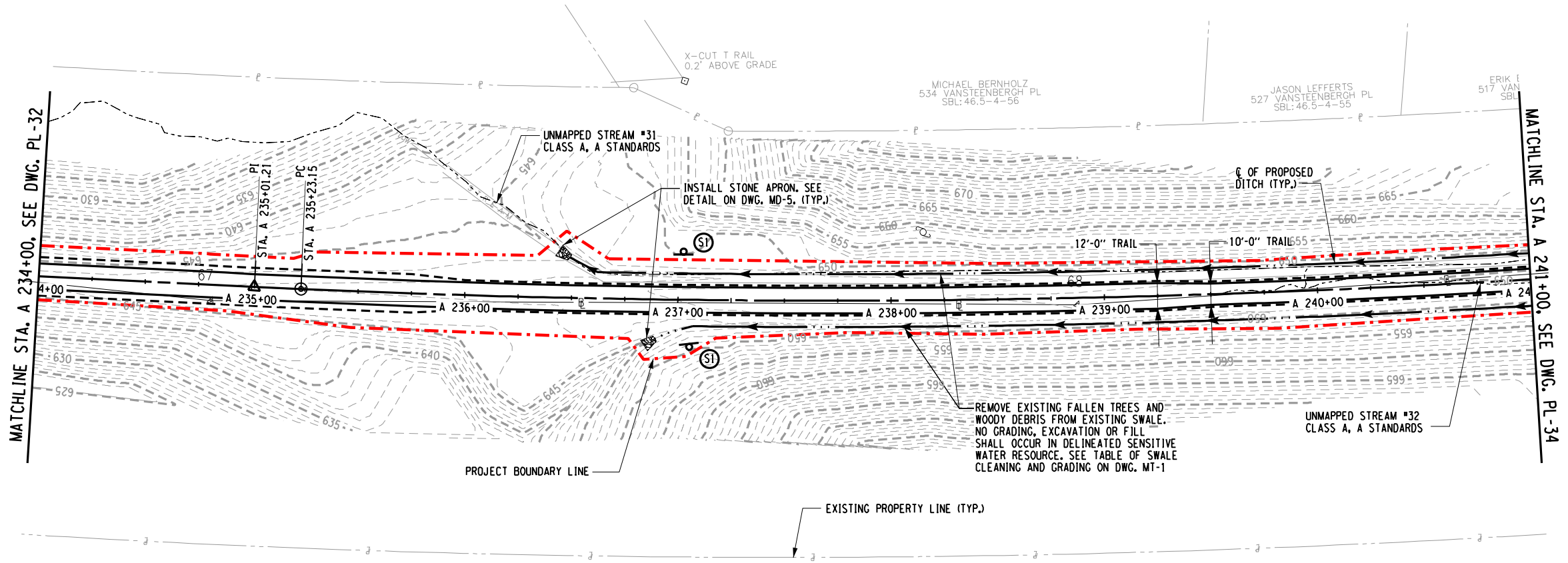


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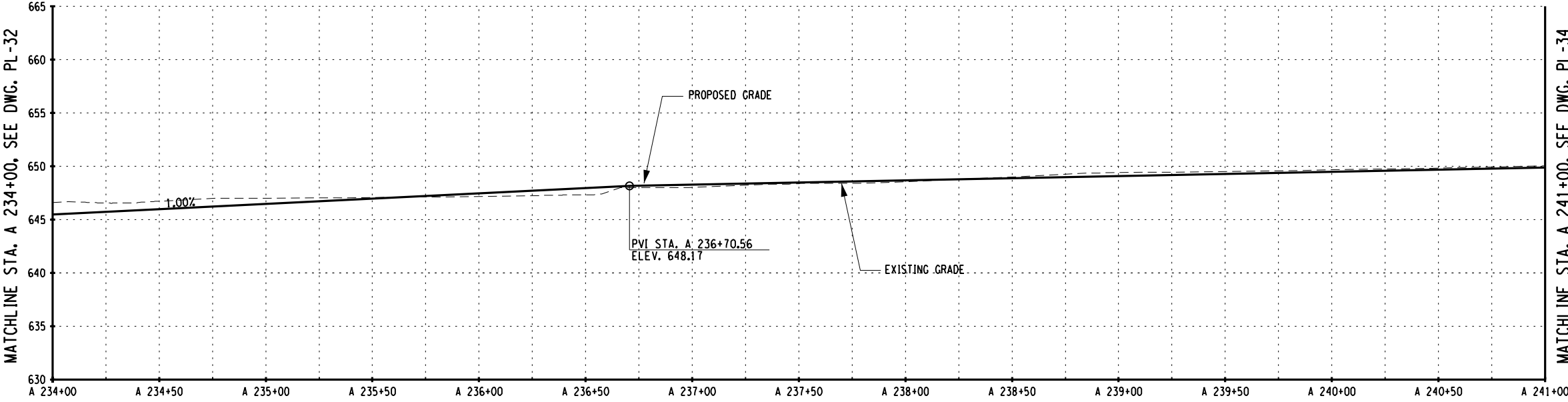
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH TCB CHECKED BY CMH



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



PLAN - STA. A 234+00 TO STA. A 241+00



PROFILE - STA. A 234+00 TO STA. A 241+00

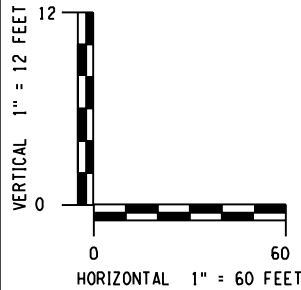
SURVEY AND MAPPING PROVIDED BY:



71 245	
NO. DATE	BY REVISION
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	ULSTER COUNTY
PLAN AND PROFILE - 33	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING PL-33	

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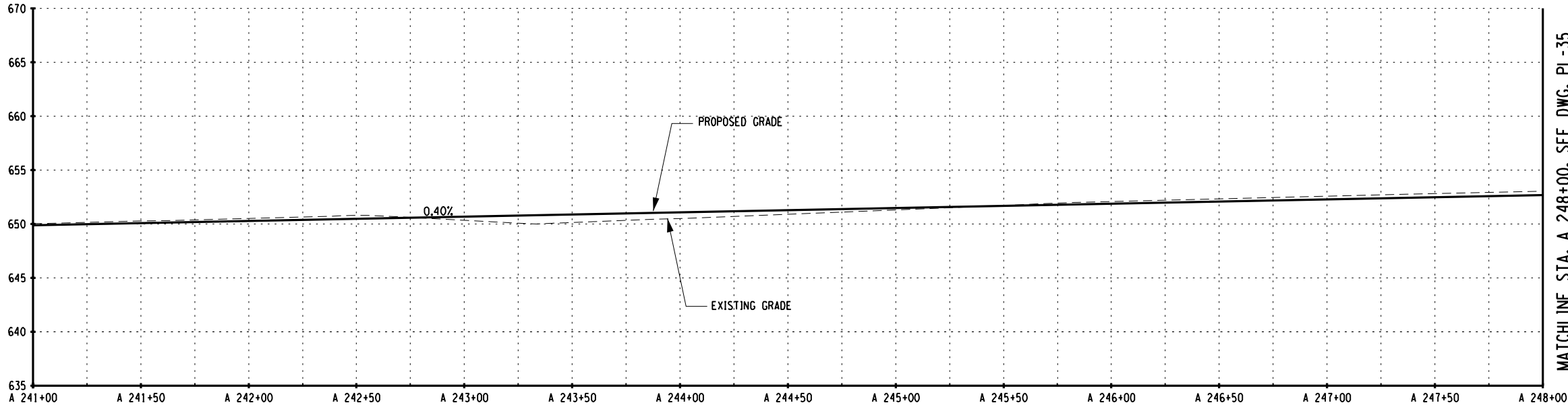
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PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018



MATCHLINE STA. A 241+00, SEE DWG. PL -33



MATCHLINE STA. A 248+00, SEE DWG. PL -35

PROFILE - STA. A 241+00 TO STA. A 248+00

SURVEY AND MAPPING PROVIDED BY:



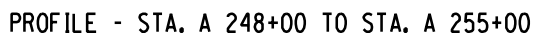
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ASHOKAN RAIL TRAIL	ULSTER COUNTY
PLAN AND PROFILE - 34	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING PL-34	



ULSTER COUNTY

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-35

BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS



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BY:

DESIGNED BY

IN CHARGE OF _____

CHECKED BY

MH/ERB/JDH

TCB

BY:

DESIGNED BY

IN CHARGE OF _____

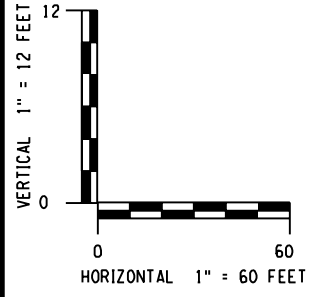
PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018



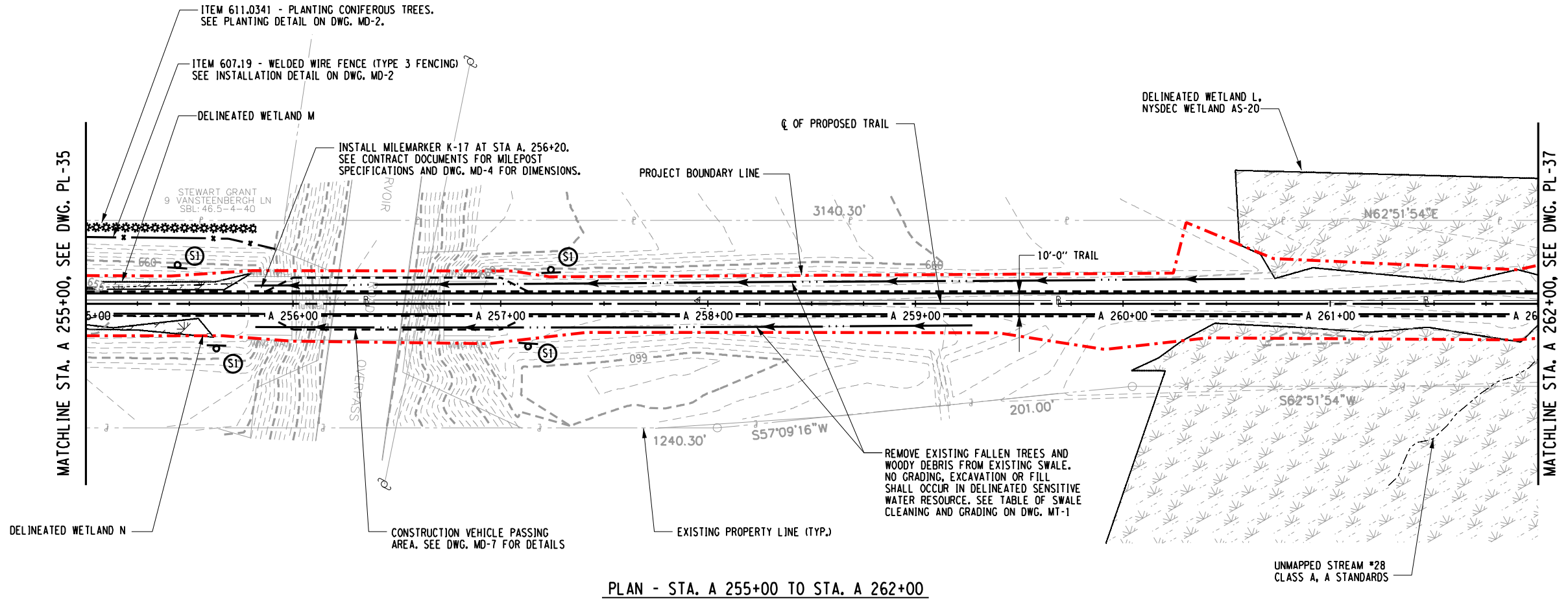
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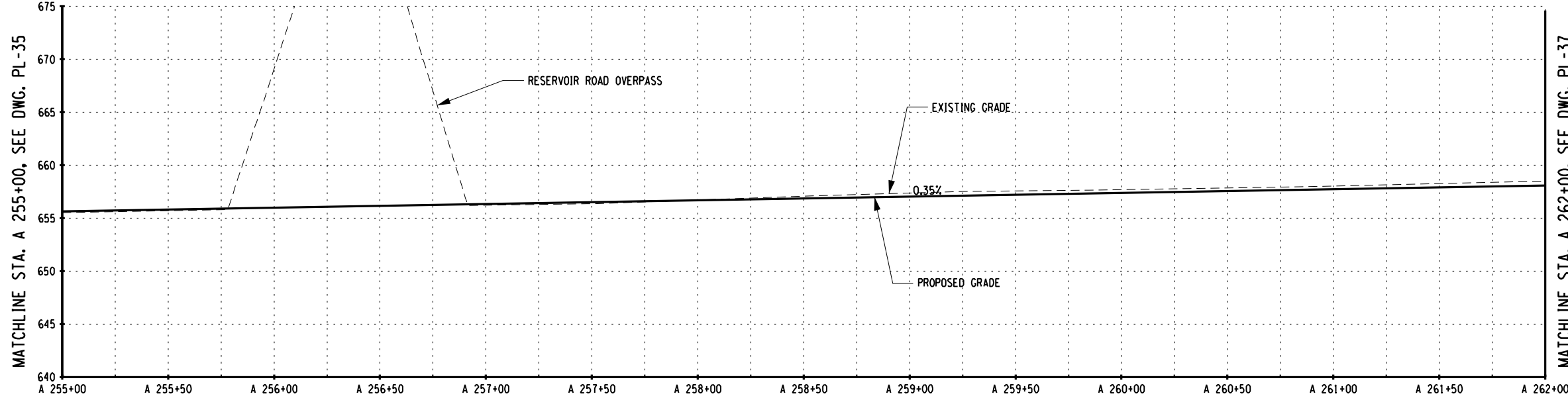
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH TCB CHECKED BY CMH



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



PLAN - STA. A 255+00 TO STA. A 262+00



PROFILE - STA. A 255+00 TO STA. A 262+00

SURVEY AND MAPPING PROVIDED BY:

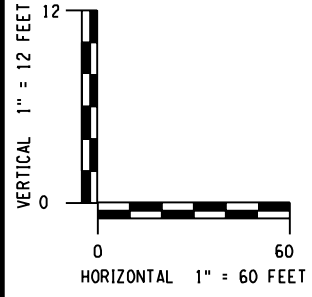
SURVEYING, PLANNING, GIS

74 245			
NO.	DATE	BY	REVISION
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		ULSTER COUNTY	
PLAN AND PROFILE - 36			
SCALE: AS SHOWN			
DATE ISSUED: 5/30/2018			
DRAWING PL-36			

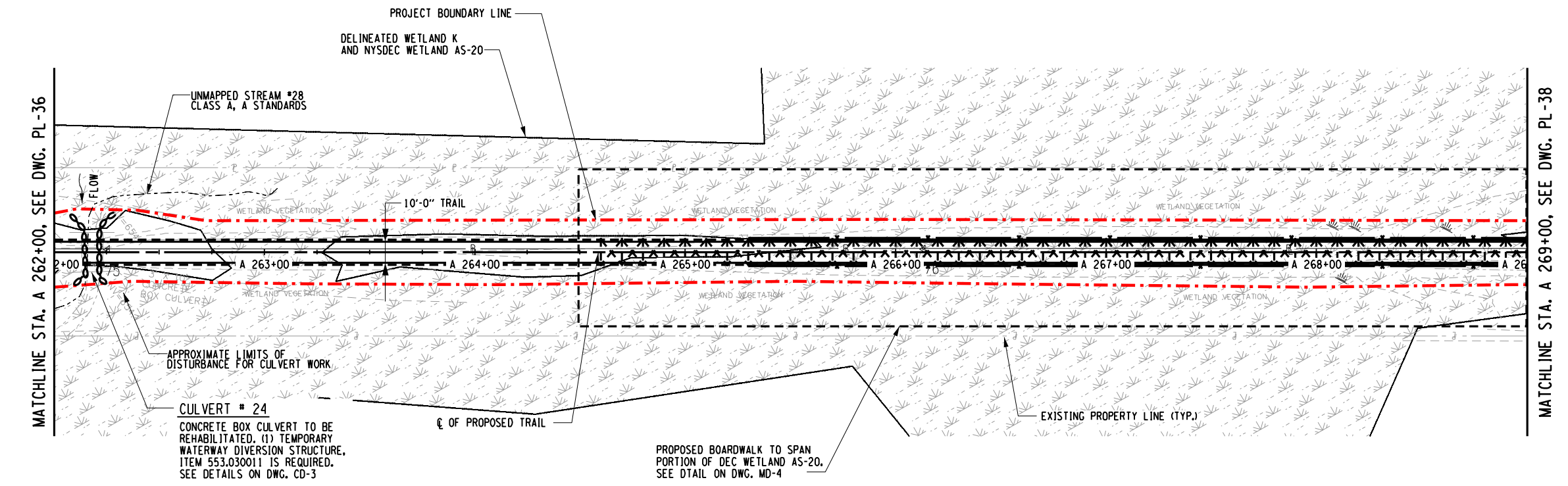
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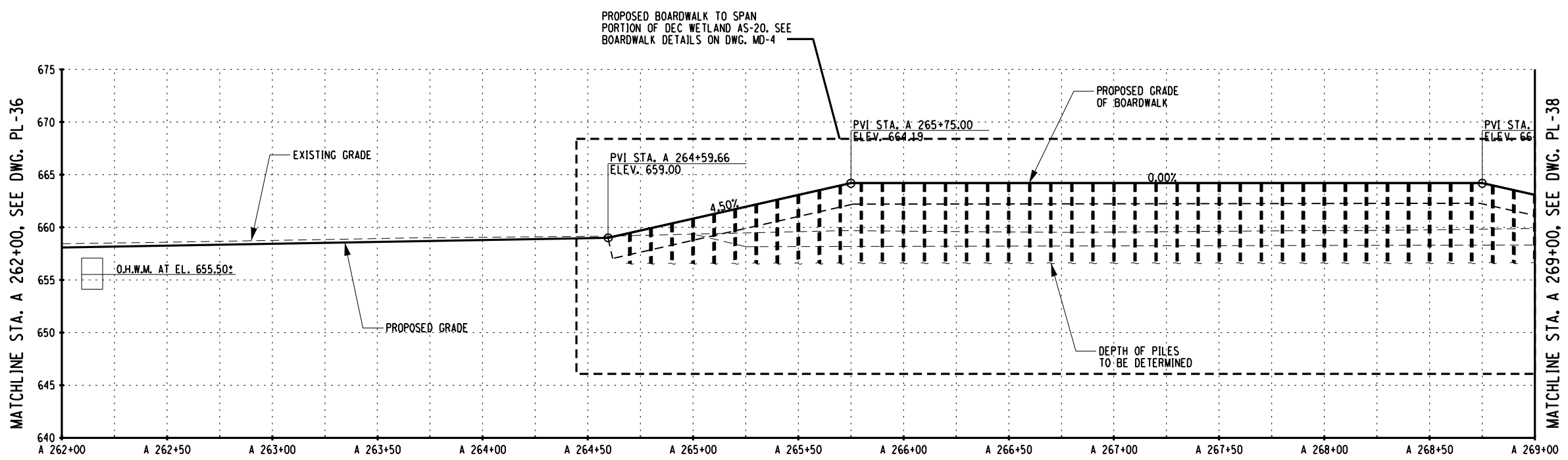
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH CHECKED BY CMH



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



PLAN - STA. A 262+00 TO STA. A 269+00

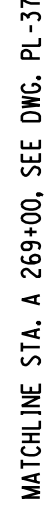
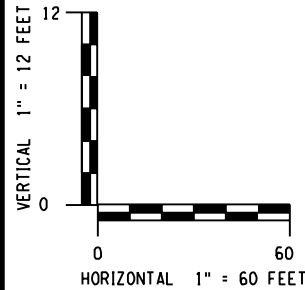


PROFILE - STA. A 262+00 TO STA. A 269+00

SURVEY AND MAPPING PROVIDED BY:

SURVEYING, PLANNING, GIS

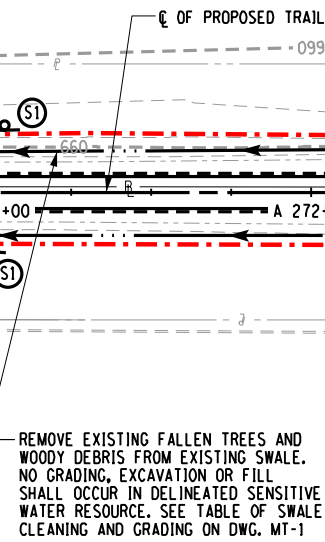
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NO.	DATE	BY	REVISION
Barton & Loguidice, D.P.C.			
UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209			
ASHOKAN RAIL TRAIL		ULSTER COUNTY	
PLAN AND PROFILE - 37			
SCALE: AS SHOWN			
DATE ISSUED: 5/30/2018			
DRAWING			
PL-37			



— PROPOSED BOARDWALK TO SPAN
PORTION OF DEC WETLAND AS-20. SEE
BOARDWALK DETAILS ON DWG. MD-4

— DELINEATED WETLAND K,
AND NYSDEC WETLAND AS-20

PROFILE - STA. A 262+00 TO STA. A 276+00



DELINEATED WETLAND J

— EXISTING PROPERTY LINE (TYP.)

UNMAPPED STREAM #27
CLASS A, A STANDARDS

MATCHLINE STA. A 276+00, SEE DWG. PL-39



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ASHOKAN RAIL TRAIL

ULSTER COUNTY

PLAN AND
PROFILE - 38

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING PL-38

SURVEY AND MAPPING PROVIDED BY:

BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

19

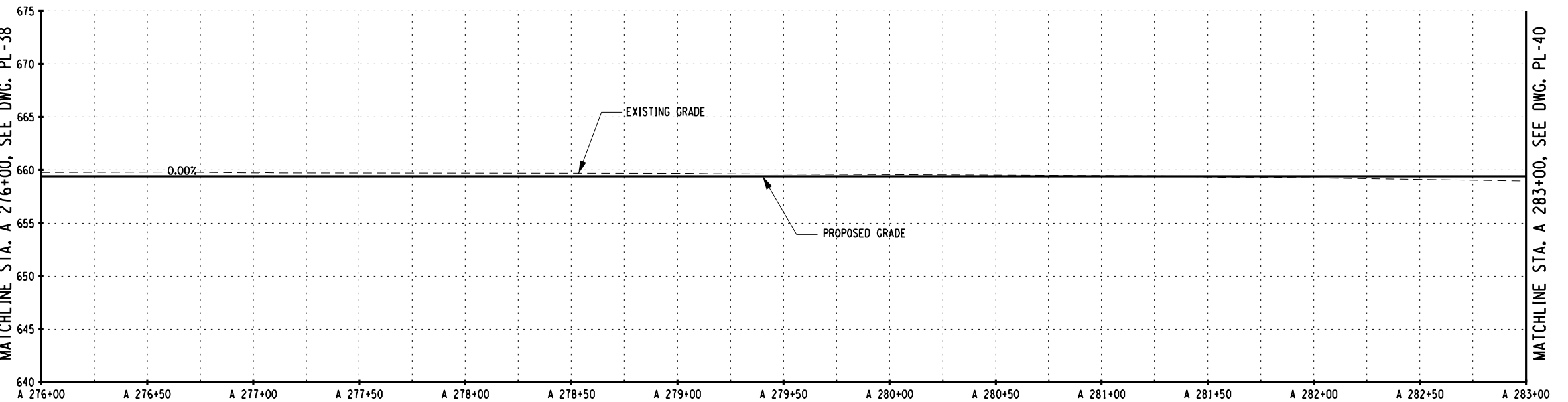


SHOHAN RAIL TRAIL

ULSTER COUNTY

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-39

BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS



PROFILE - STA. A 276+00 TO STA. A 283+00

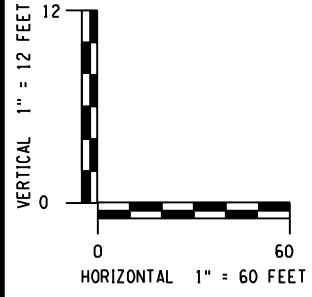
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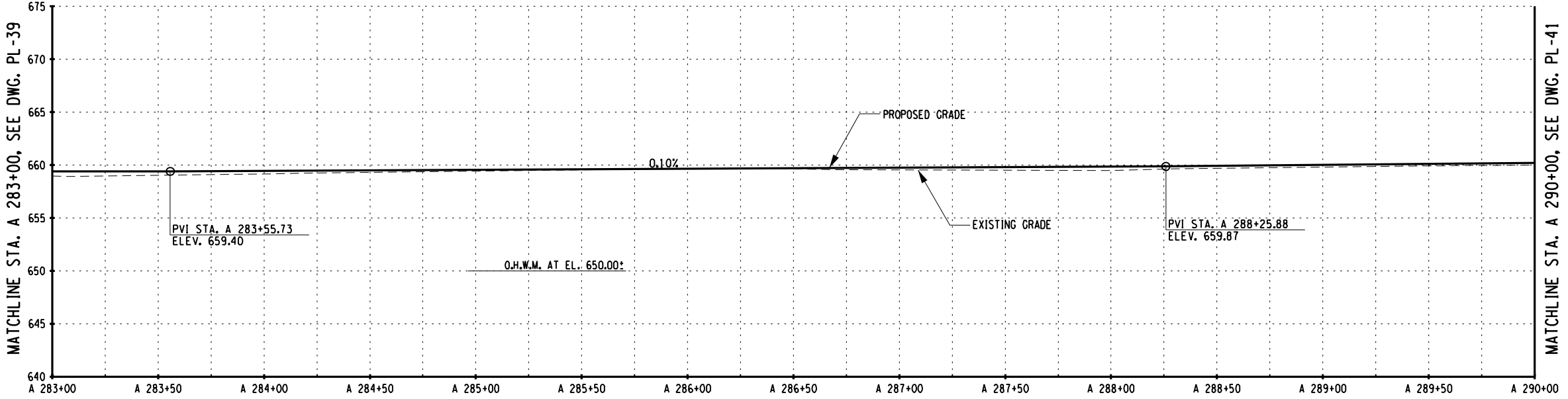
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IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH TCB CHECKED BY CMH



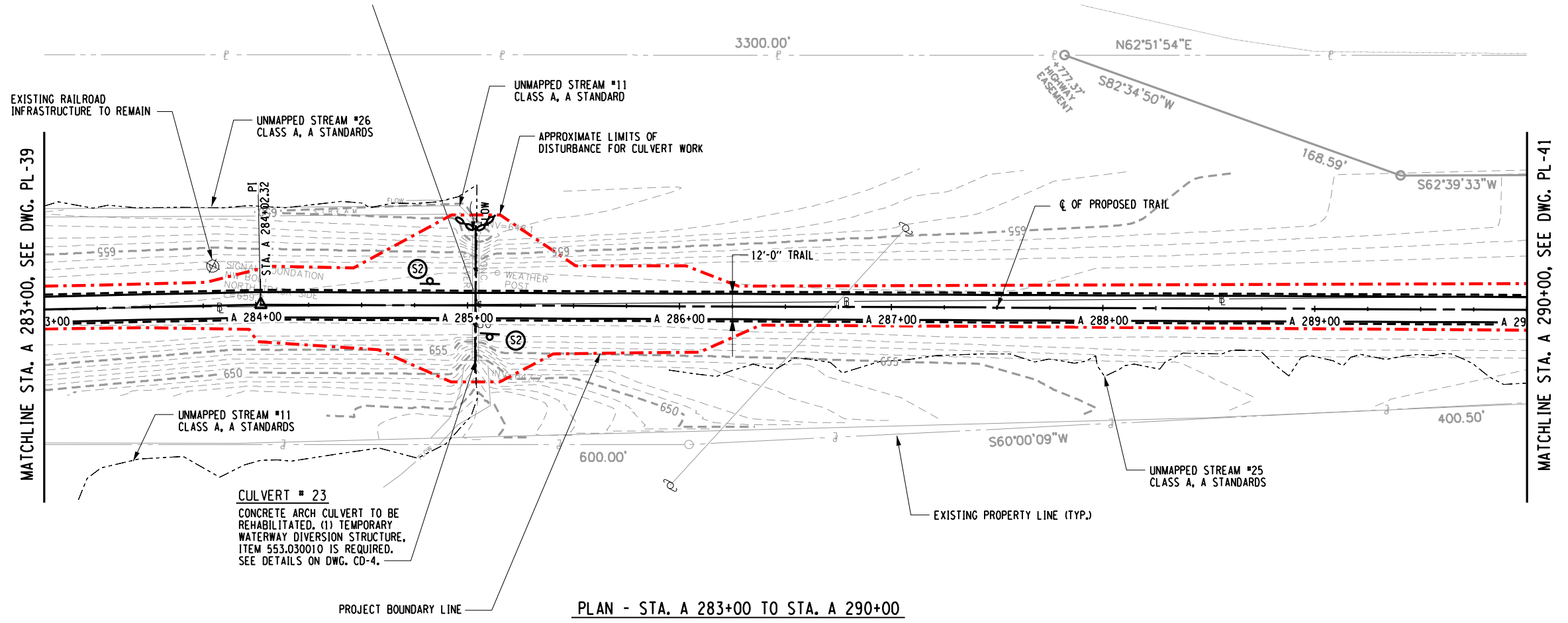
PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018



PROFILE - STA. A 283+00 TO STA. A 290+00

SURVEY AND MAPPING PROVIDED BY:

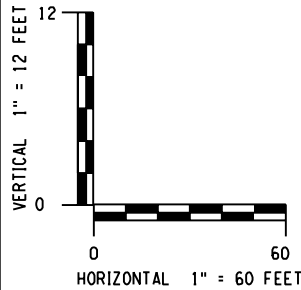
SURVEYING, PLANNING, GIS



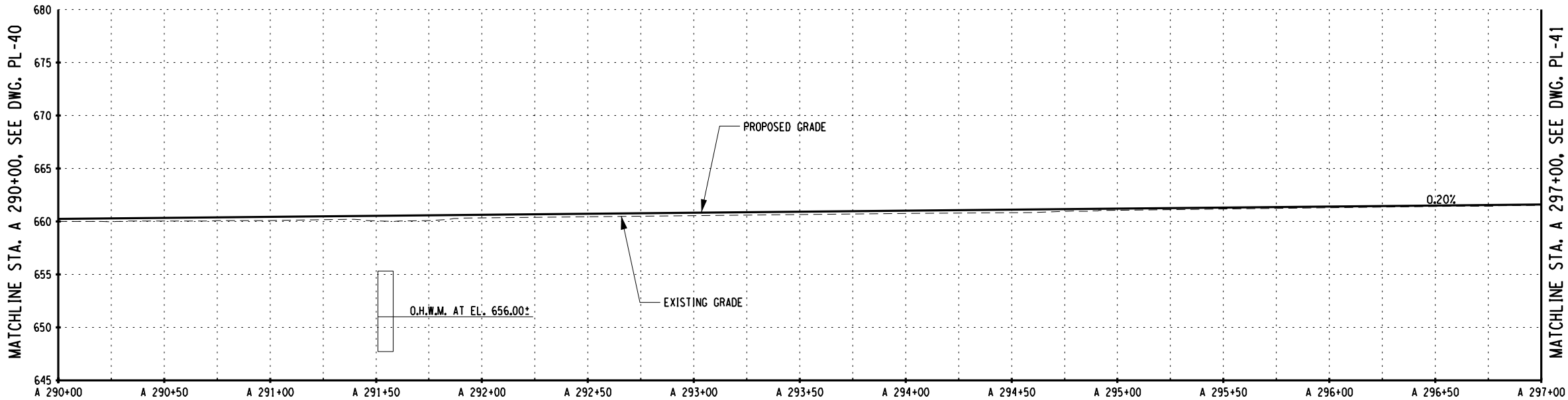
PLAN - STA. A 283+00 TO STA. A 290+00

78 245	
NO. DATE BY REVISION	
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	ULSTER COUNTY
PLAN AND PROFILE - 40	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING PL-40	

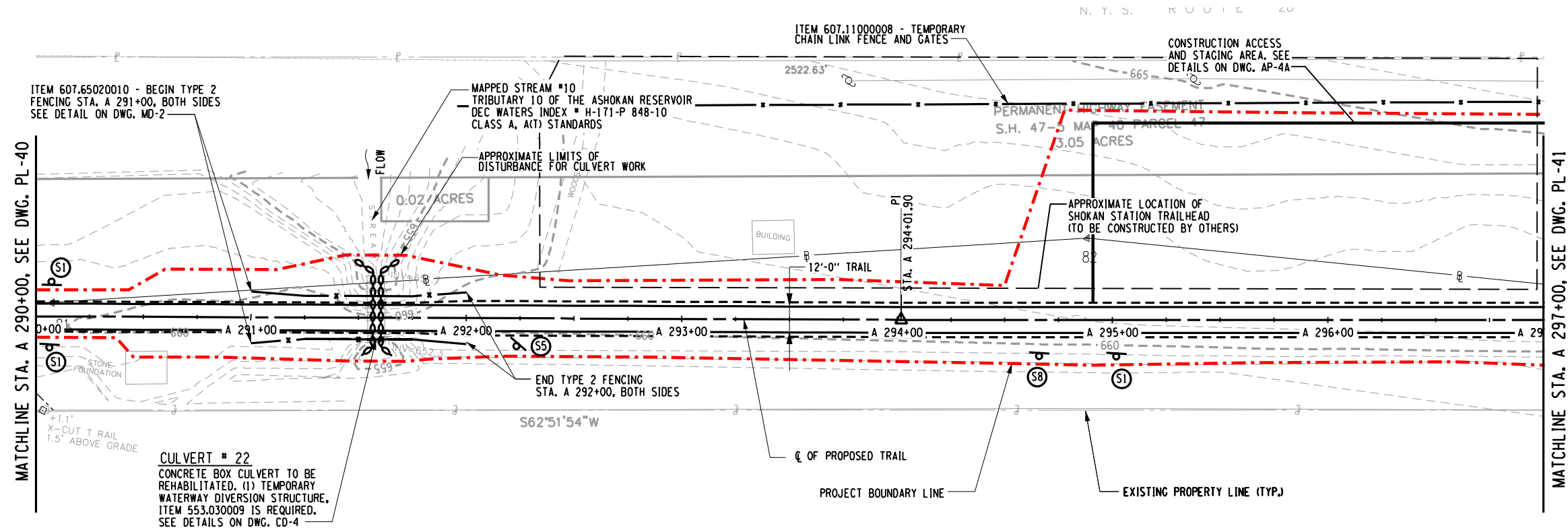
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH CHECKED BY CMH



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



PROFILE - STA. A 290+00 TO STA. A 297+00



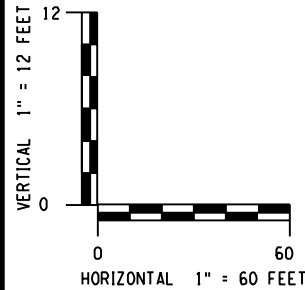
PLAN - STA. A 290+00 TO STA. A 297+00

SURVEY AND MAPPING PROVIDED BY:

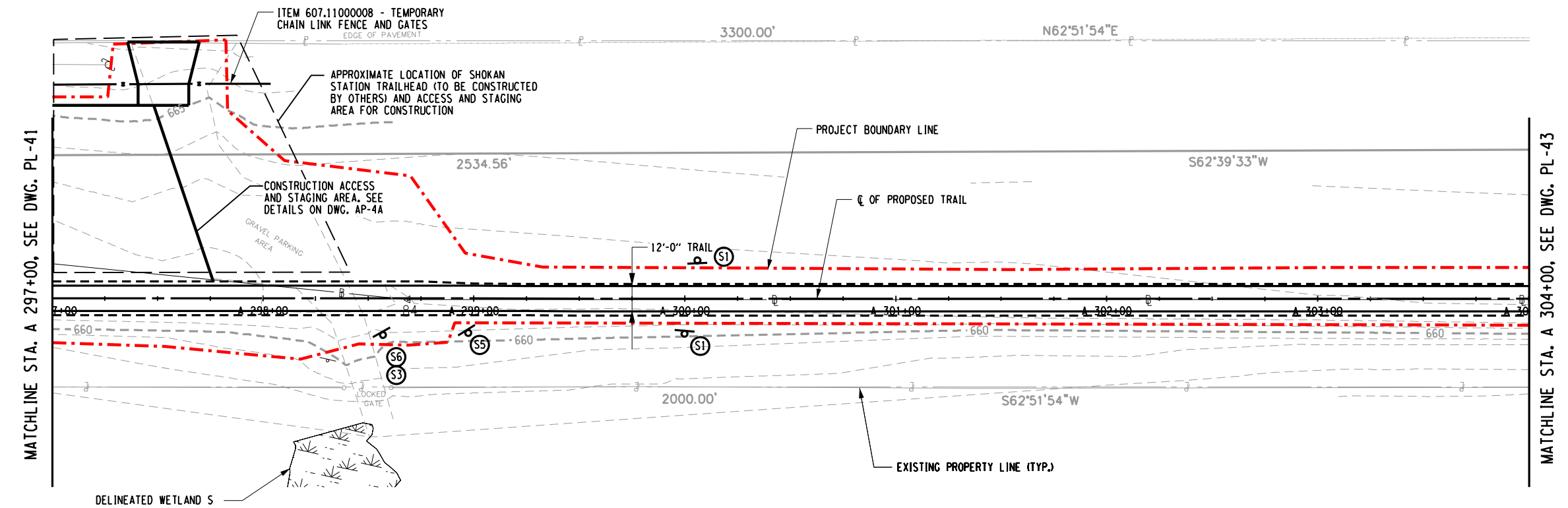


79 245	
NO. DATE BY REVISION	
Barton & Loguidice, D.P.C.	
UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209	
ASHOKAN RAIL TRAIL	ULSTER COUNTY
PLAN AND PROFILE - 41	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING	
PL-41	

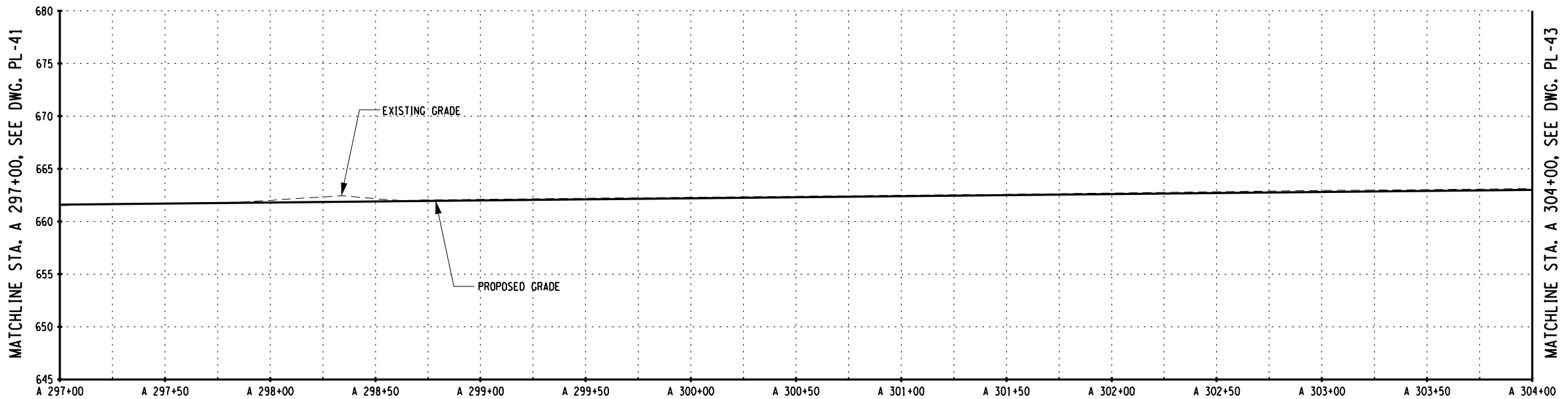
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY TCB DRAFTED BY CMH/ERB/JDH CHECKED BY CMH



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



PLAN - STA. A 297+00 TO STA. A 304+00



PROFILE - STA. A 297+00 TO STA. A 304+00

SURVEY AND MAPPING PROVIDED BY:



REV	DATE	BY	REVISION

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& Loguidice, D.P.C.

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EDUCATION LAW ARTICLE 145 SECTION 7209

ASHOKAN RAIL TRAIL

PLAN AND
PROFILE - 42

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-42

NO.	DATE	BY	REVISION
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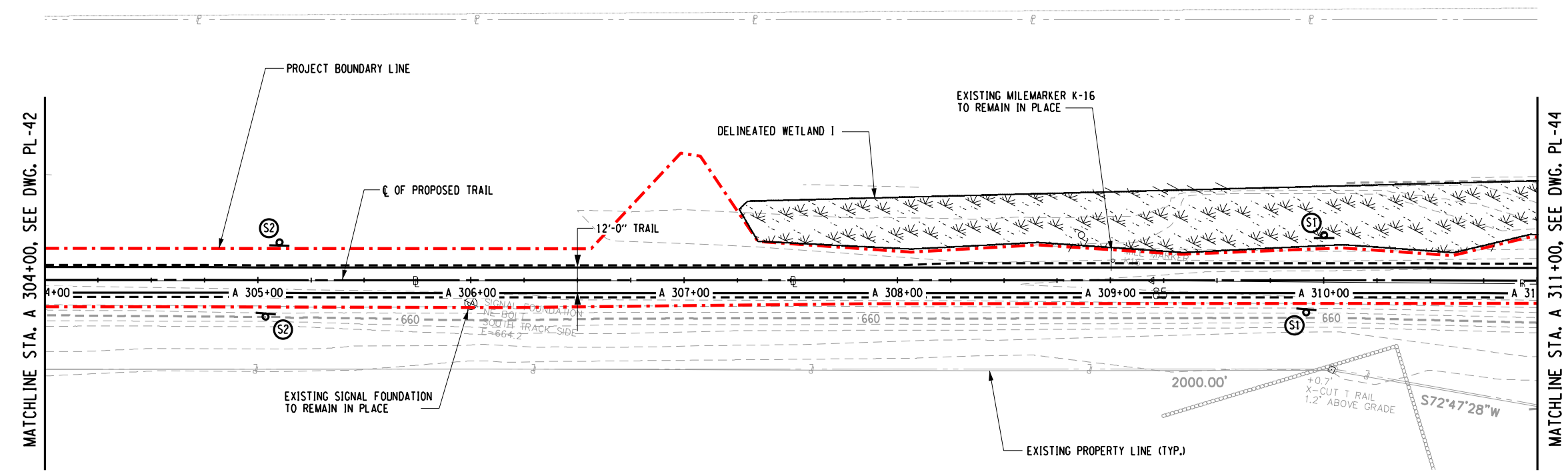
Barton
& Loguidice, D.P.C.

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DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW, ARTICLE 145, SECTION 7209

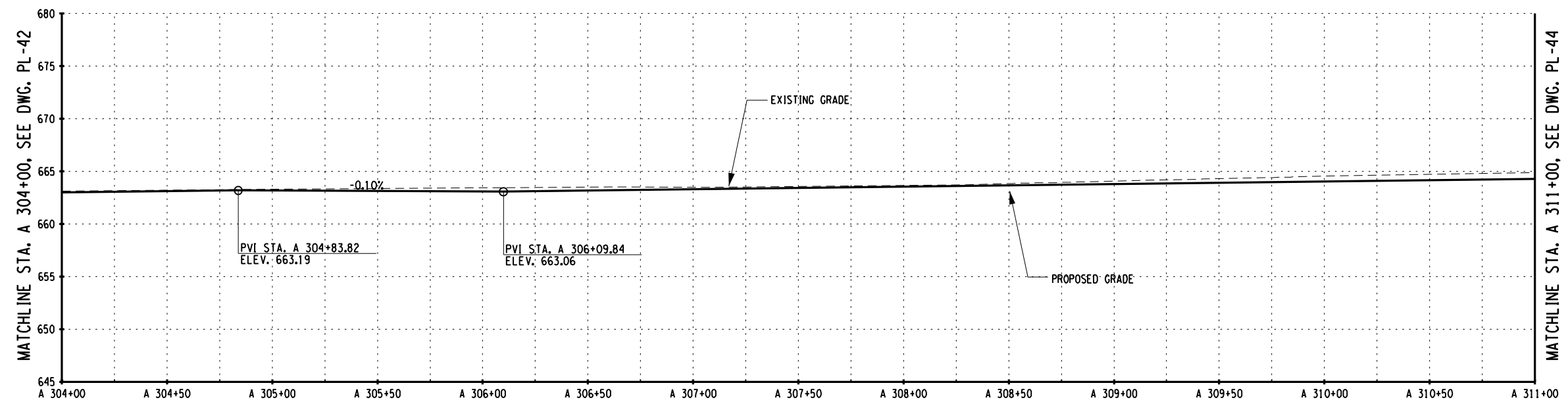
SHOKAN RAIL TRAIL
ULSTER COUNTY

PLAN AND
PROFILE - 43

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING PL-43



PLAN - STA. A 304+00 TO STA. A 311+00



PROFILE - STA. A 304+00 TO STA. A 311+00

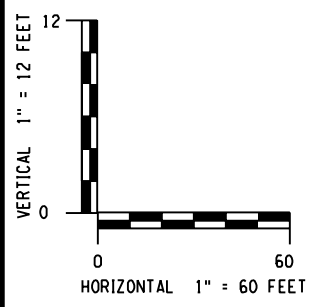
SURVEY AND MAPPING PROVIDED BY:



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



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ON : MAY 30, 2018



NO.	DATE	BY	REVISION
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Barton
Loguidice, D.P.C.

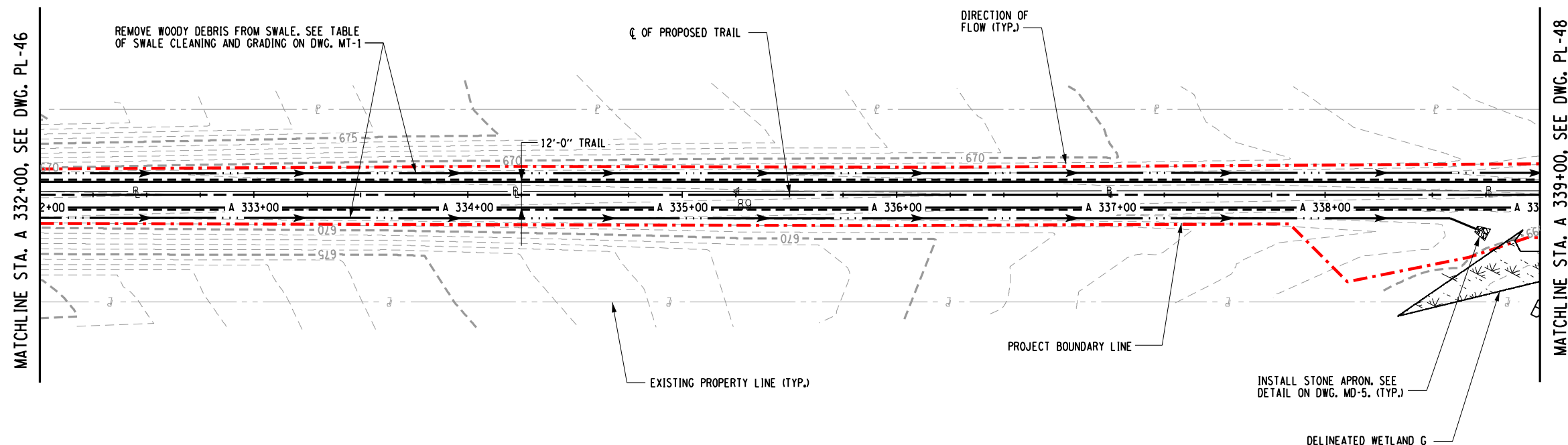
UNAUTHORIZED ALTERATION OR ADDITION TO THIS
DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW ARTICLE F 145 SECTION 7209

ASHOKAN RAIL TRAIL
III STER COUNTY

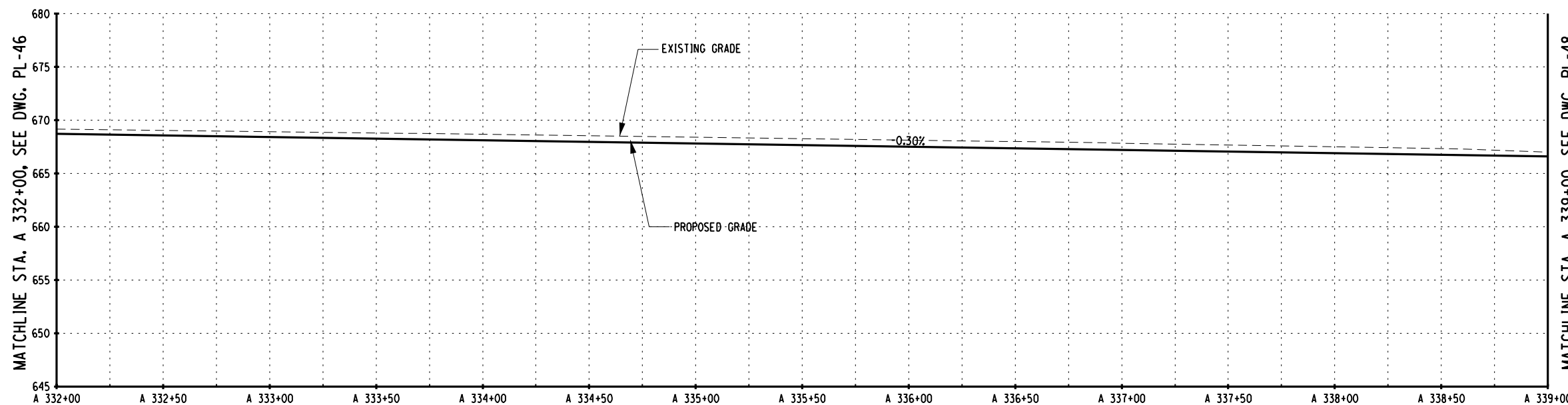
PLAN AND
PROFILE - 47

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING PL-47

SURVEY AND MAPPING PROVIDED BY:



PLAN - STA. A 332+00 TO STA. A 339+00



PROFILE - STA. A 332+00 TO STA. A 339+00

CHECKED BY _____ CMH

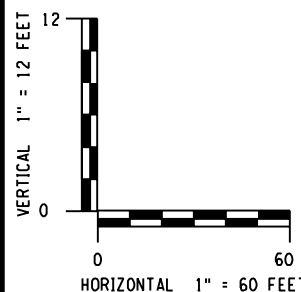
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TCB

CMH _____ CHECKED BY _____

DESIGNED BY _____

IN CHARGE OF _____



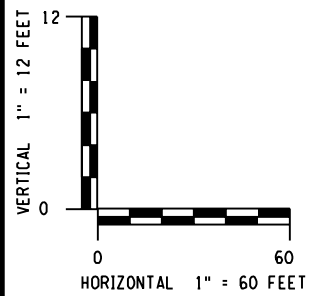
PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018



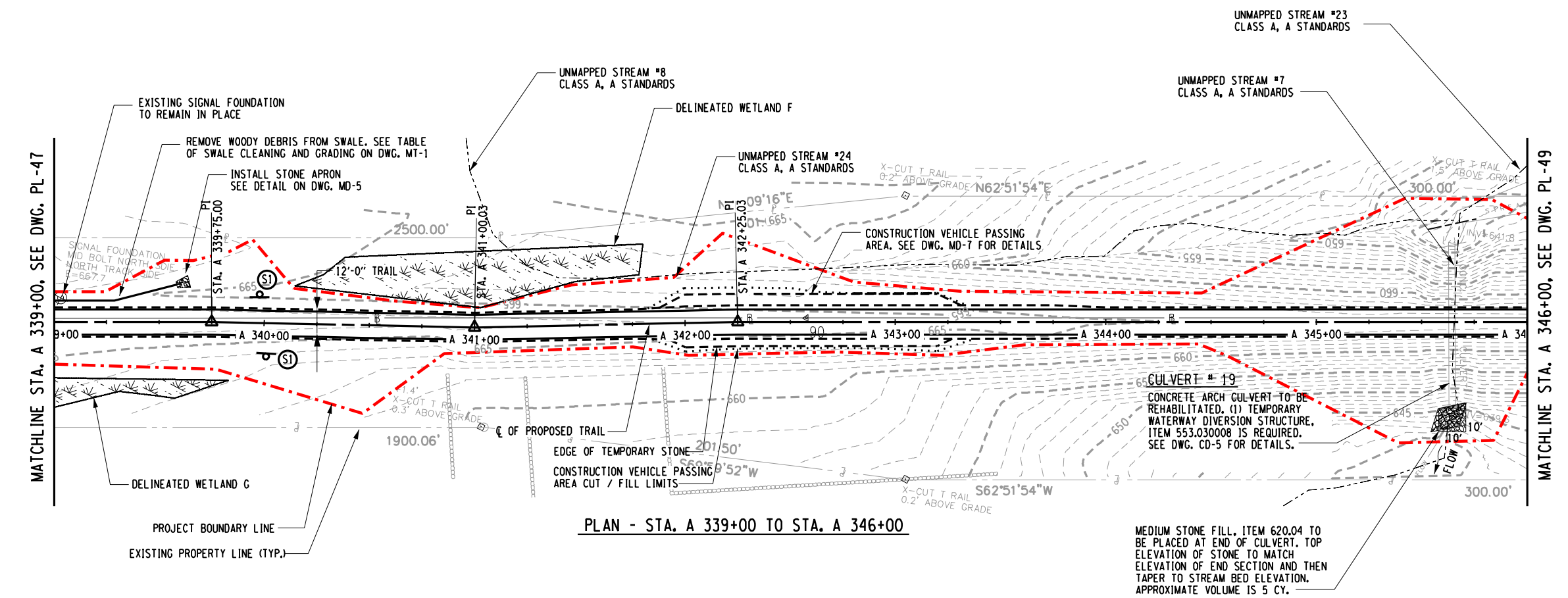
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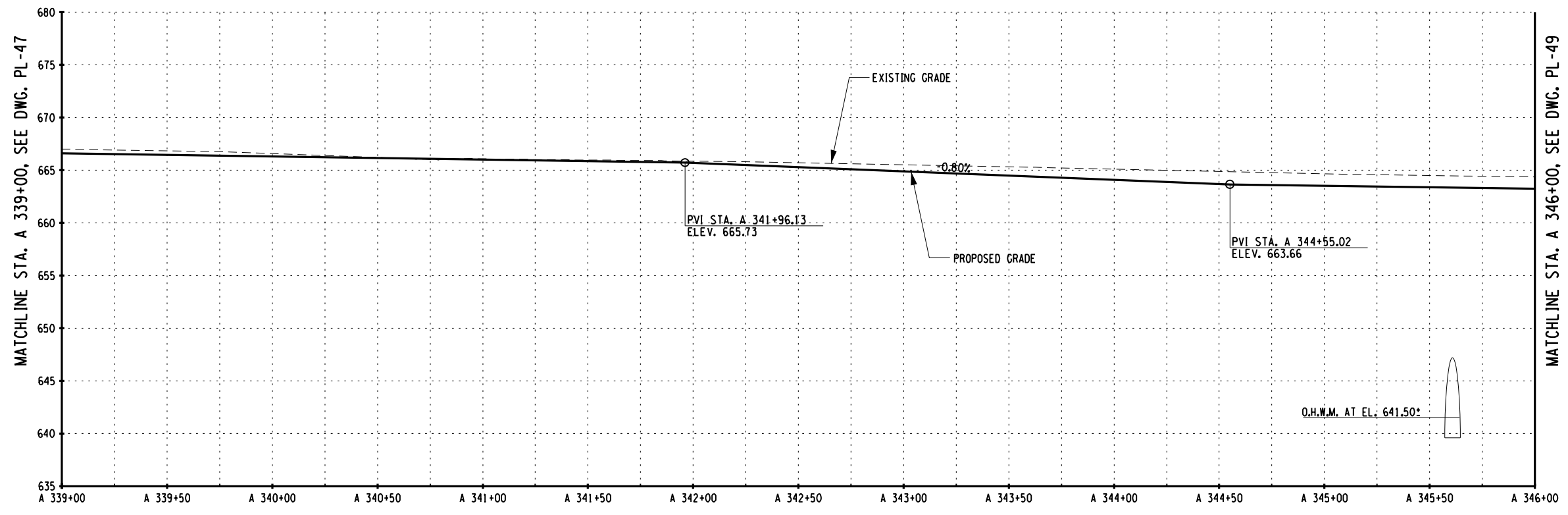
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH CHECKED BY CMH



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



PLAN - STA. A 339+00 TO STA. A 346+00



PROFILE - STA. A 339+00 TO STA. A 346+00

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

NO. DATE BY REVISION	

Barton & Loguidice, D.P.C.

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ASHOKAN RAIL TRAIL
ULSTER COUNTY

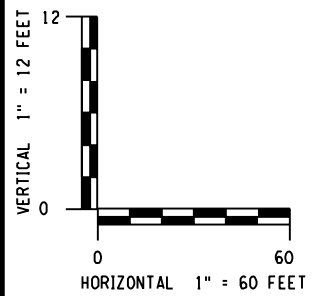
PLAN AND PROFILE - 48

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING PL-48

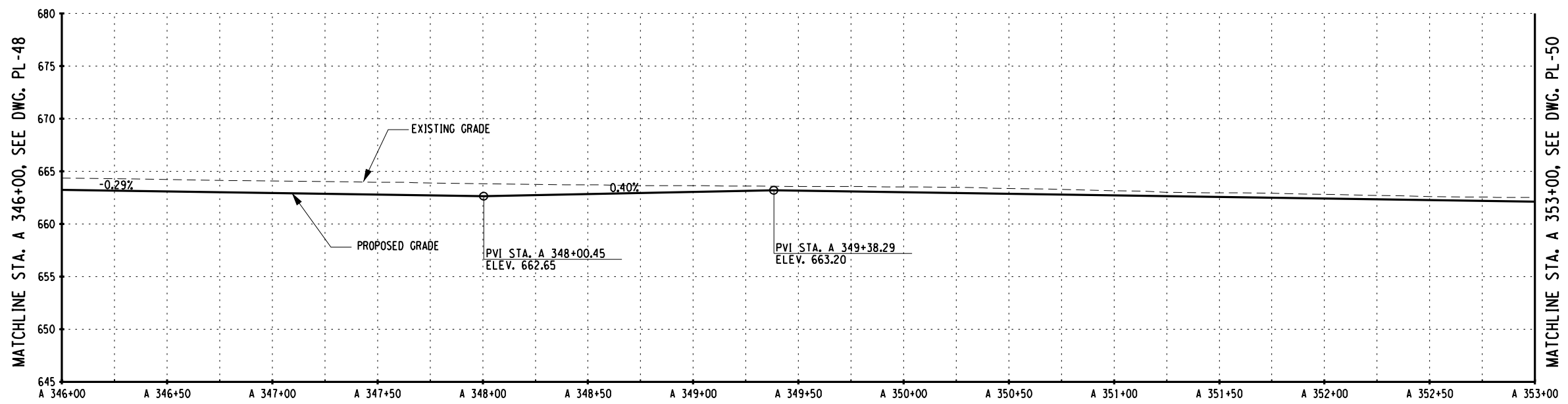
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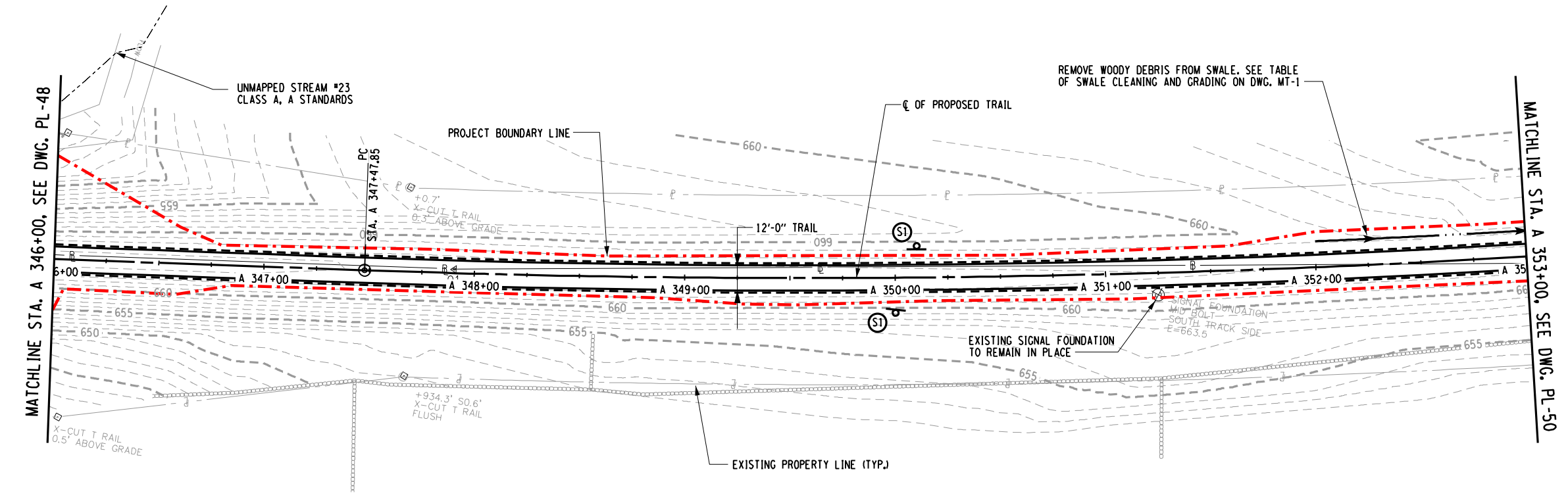
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH TCB CHECKED BY CMH



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



PROFILE - STA. A 346+00 TO STA. A 353+00



PLAN - STA. A 346+00 TO STA. A 353+00

SURVEY AND MAPPING PROVIDED BY:



87 245	
NO. DATE BY REVISION	
ASHOKAN RAIL TRAIL ULSTER COUNTY	
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PLAN AND PROFILE - 49	
SCALE: AS SHOWN DATE ISSUED: 5/30/2018 DRAWING PL-49	

NO.	DATE	BY	REVISION
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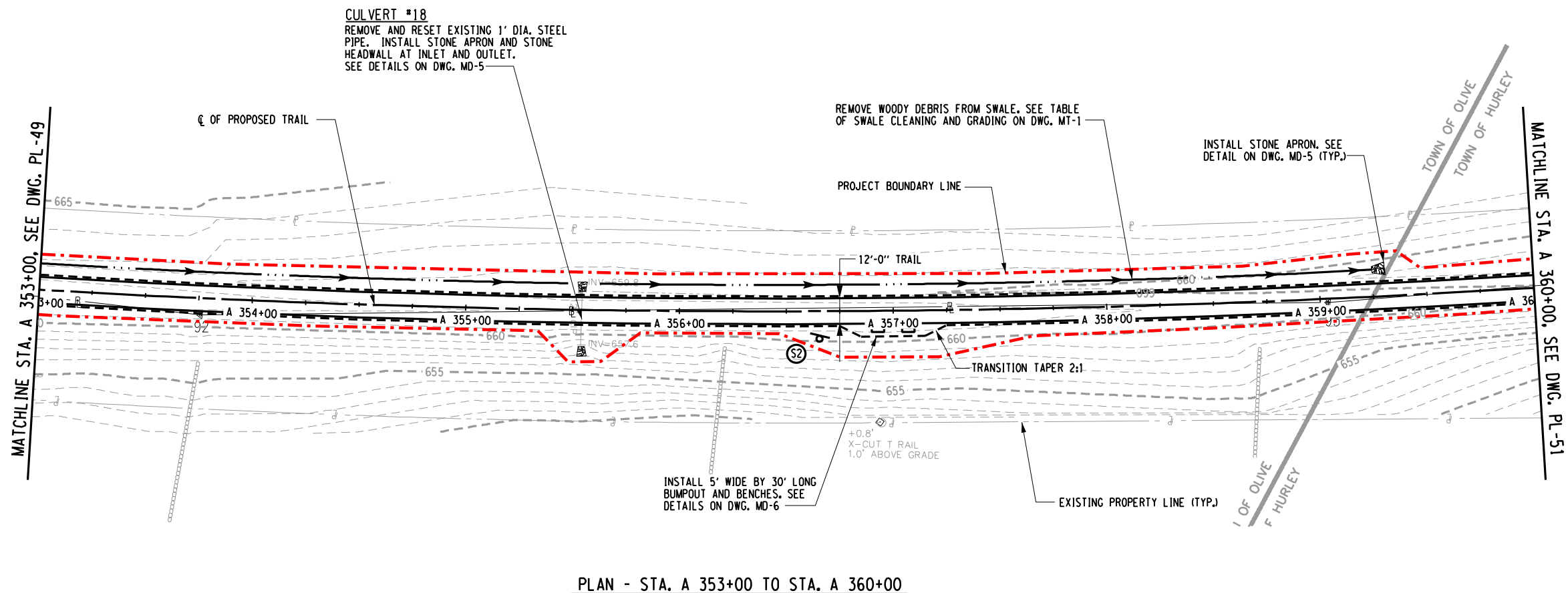
Barton
Loguidice, D.P.C.

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DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW ARTICLE F 145 SECTION 7209

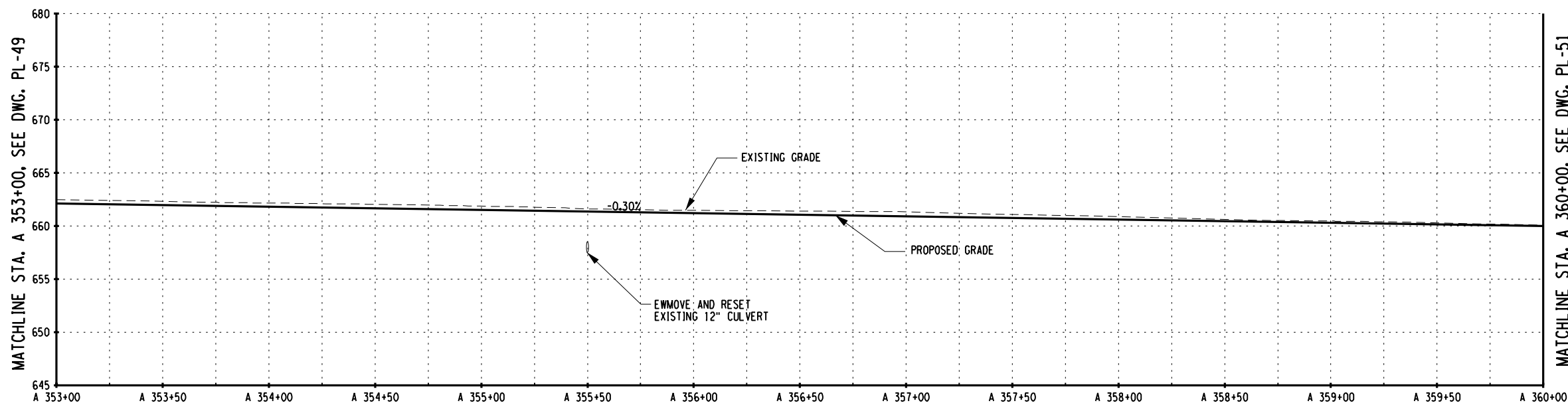
ASHOKAN RAIL TRAIL

PLAN AND
PROFILE - 50

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING PL-50



PLAN - STA. A 353+00 TO STA. A 360+00



PROFILE - STA. A 353+00 TO STA. A 360+00

SURVEY AND MAPPING PROVIDED BY:

BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

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

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

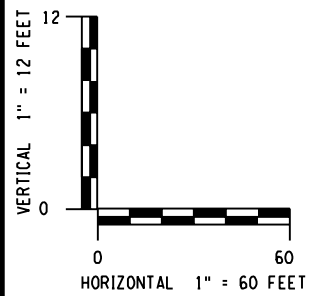


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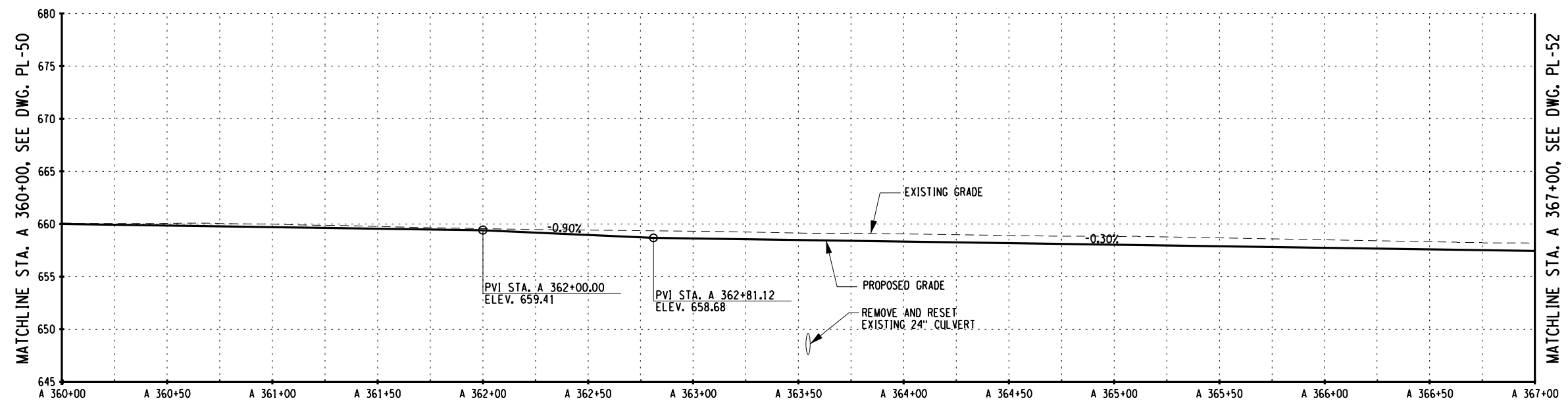
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IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH TCB CHECKED BY CMH

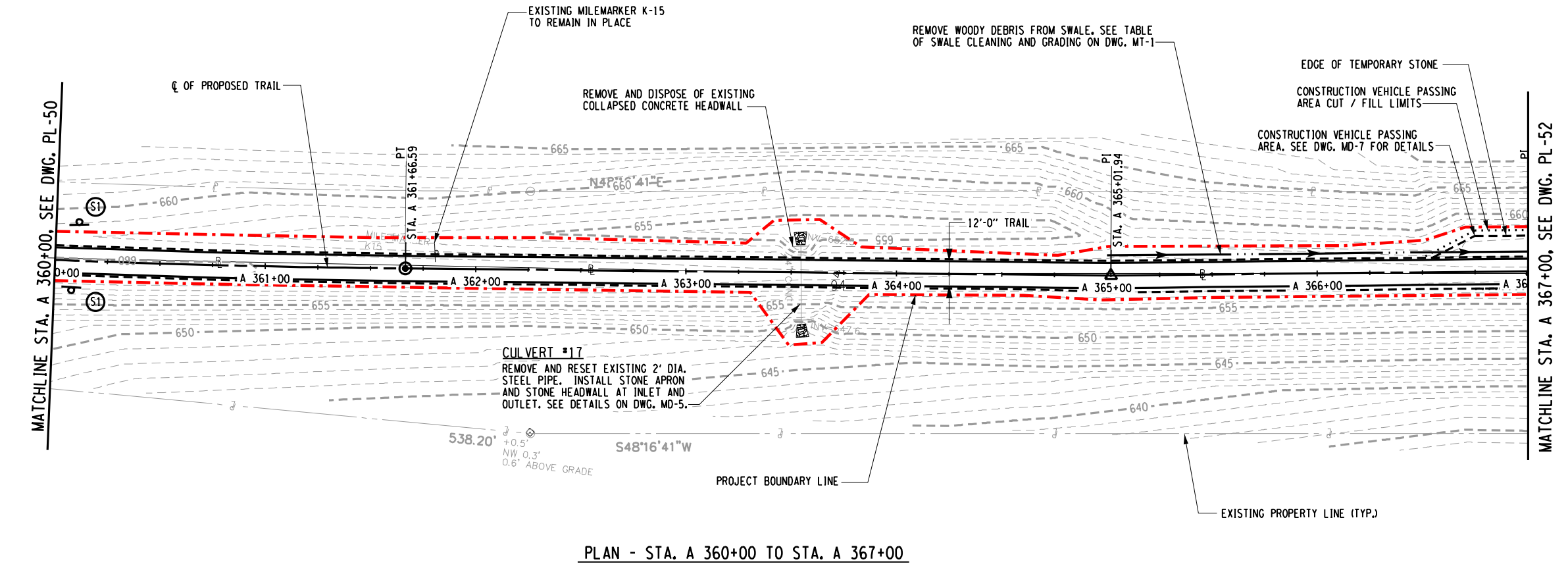


PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018



PROFILE - STA. A 360+00 TO STA. A 367+00

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



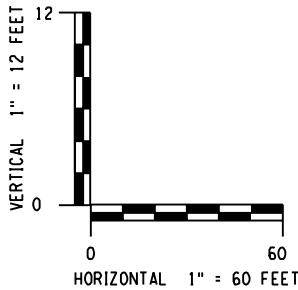
PLAN - STA. A 360+00 TO STA. A 367+00

89 245	
NO. DATE BY REVISION	
Barton & Loguidice, D.P.C.	
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ASHOKAN RAIL TRAIL	ULSTER COUNTY
PLAN AND PROFILE - 51	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING PL-51	

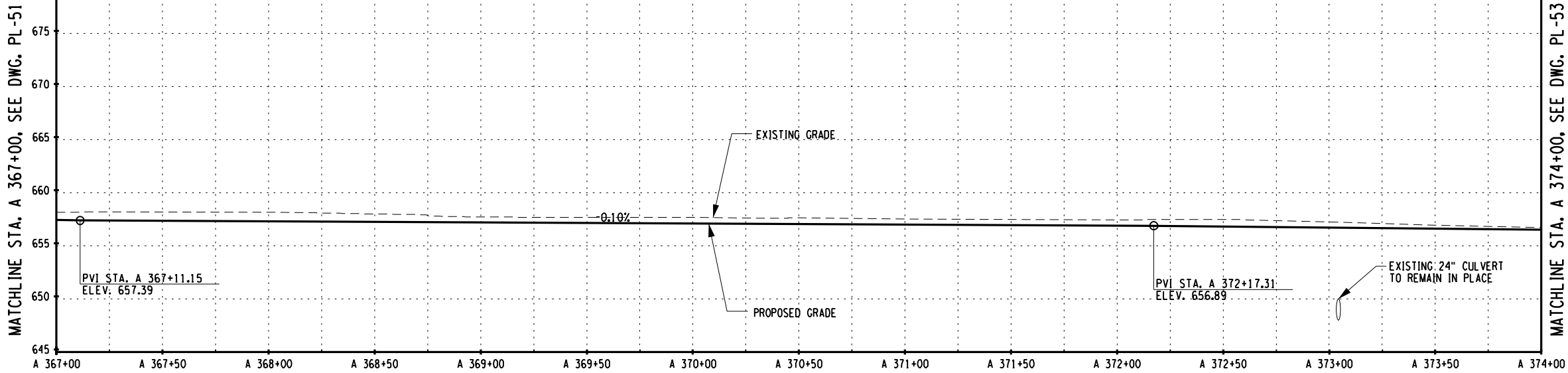
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IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ CMH
TCB _____ DRAFTED BY _____ CMH/ERB/JDH
TCB _____

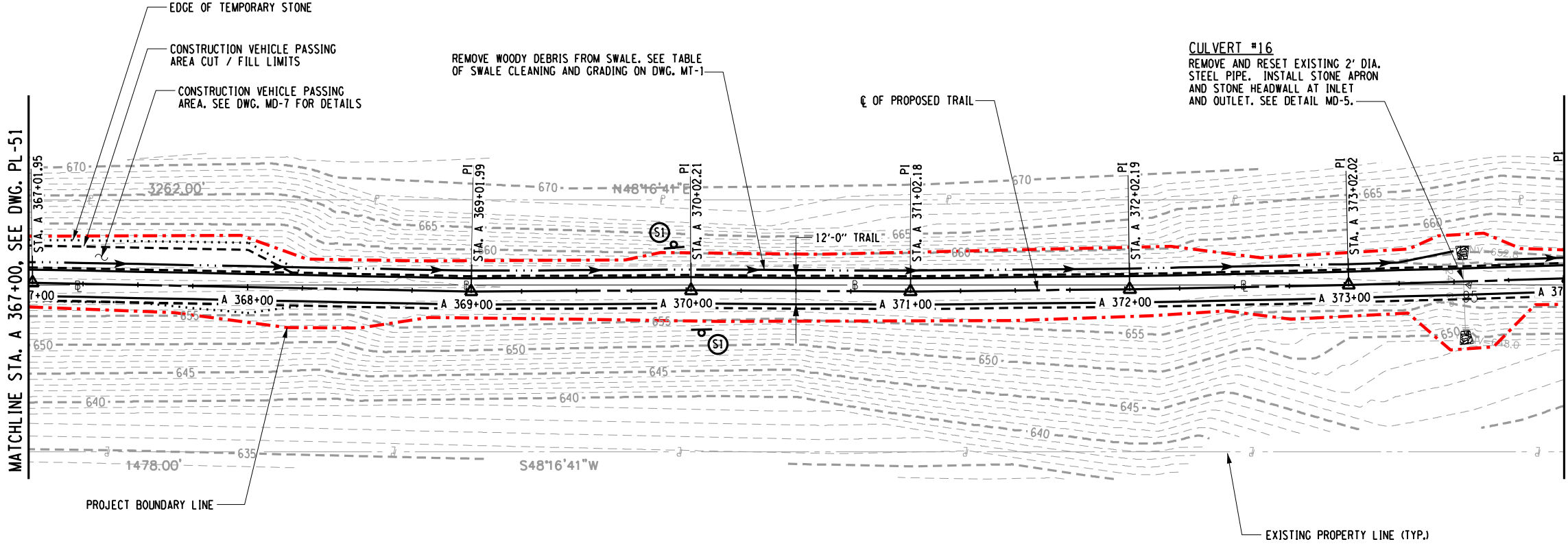


PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018



PROFILE - STA. A 367+00 TO STA. A 374+00

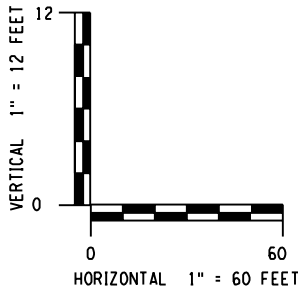
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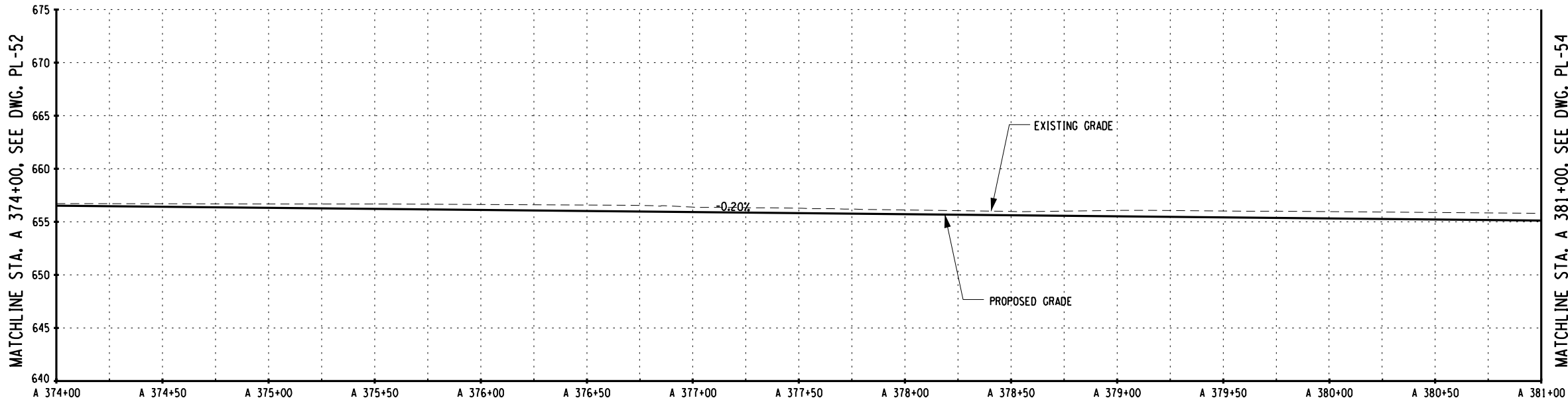
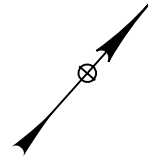
PLAN - STA. A 367+00 TO STA. A 374+00

90 245			
NO.	DATE	BY	REVISION
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		ULSTER COUNTY	
PLAN AND PROFILE - 52			
SCALE: AS SHOWN			
DATE ISSUED: 5/30/2018			
DRAWING PL-52			

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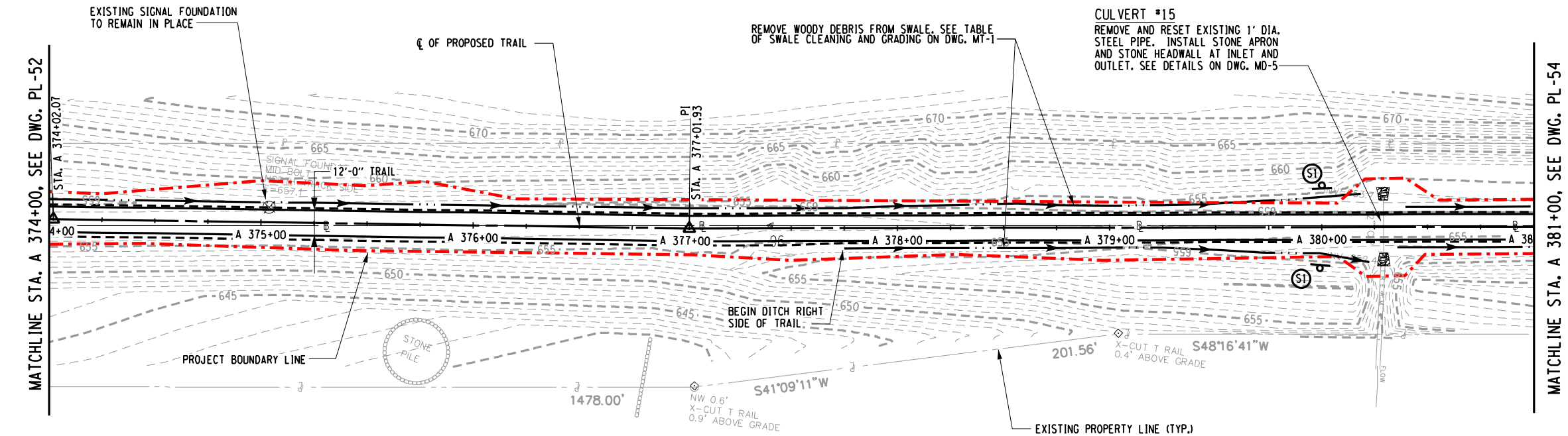


PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018



PROFILE - STA. A 374+00 TO STA. A 381+00

SURVEY AND MAPPING PROVIDED BY:

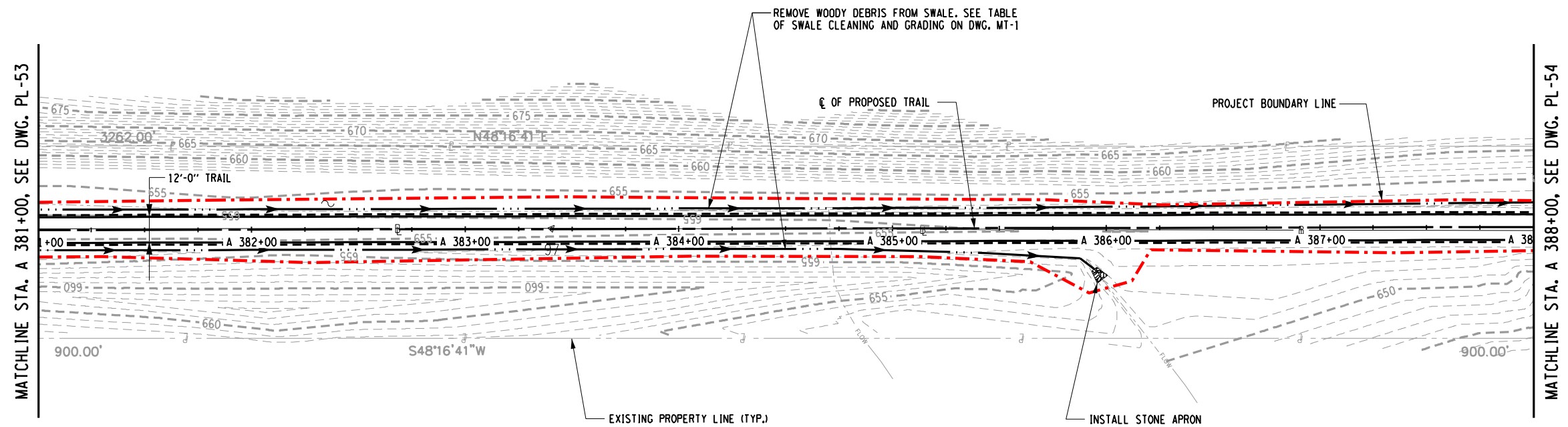


PLAN - STA. A 374+00 TO STA. A 381+00

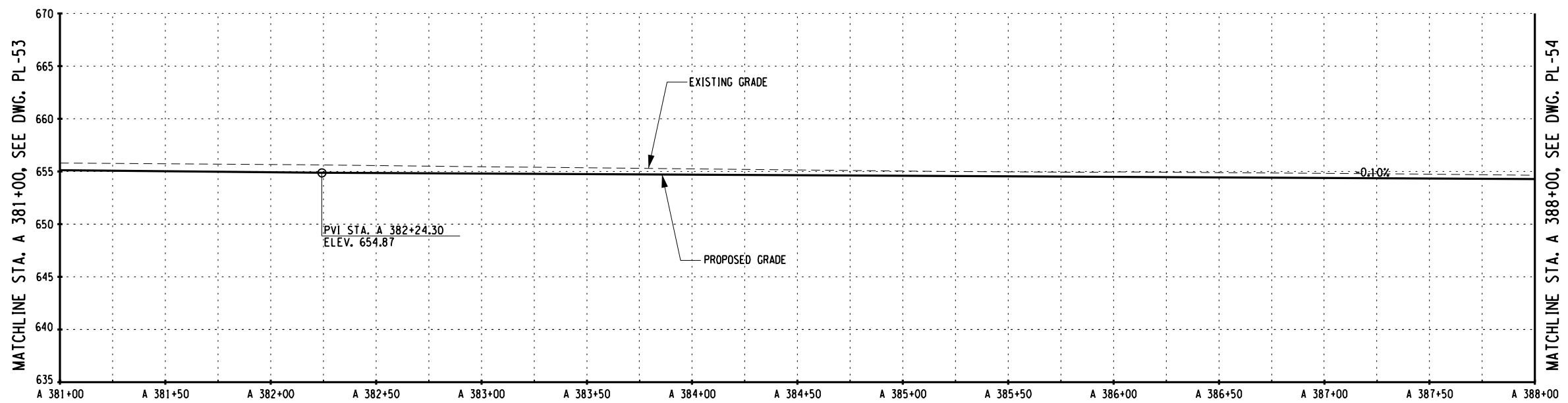
MATCHLINE STA. A 374+00, SEE DWG. PL-52

MATCHLINE STA. A 381+00, SEE DWG. PL-54

91 245	
NO. DATE BY REVISION	
ASHOKAN RAIL TRAIL ULSTER COUNTY	
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	
PLAN AND PROFILE - 53	
SCALE: AS SHOWN DATE ISSUED: 5/30/2018 DRAWING PL-53	



PLAN - STA. A 381+00 TO STA. A 388+00



PROFILE - STA. A 381+00 TO STA. A 388+00

SURVEY AND MAPPING PROVIDED BY:

Morton
& Oguidice, D.P.C.

DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW ARTICLE 145 SECTION 7209

HUKAN RAIL TRAIL
ULSTER COUNTY

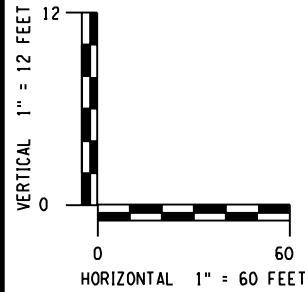
PLAN AND
PROFILE - 54

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING PL-54

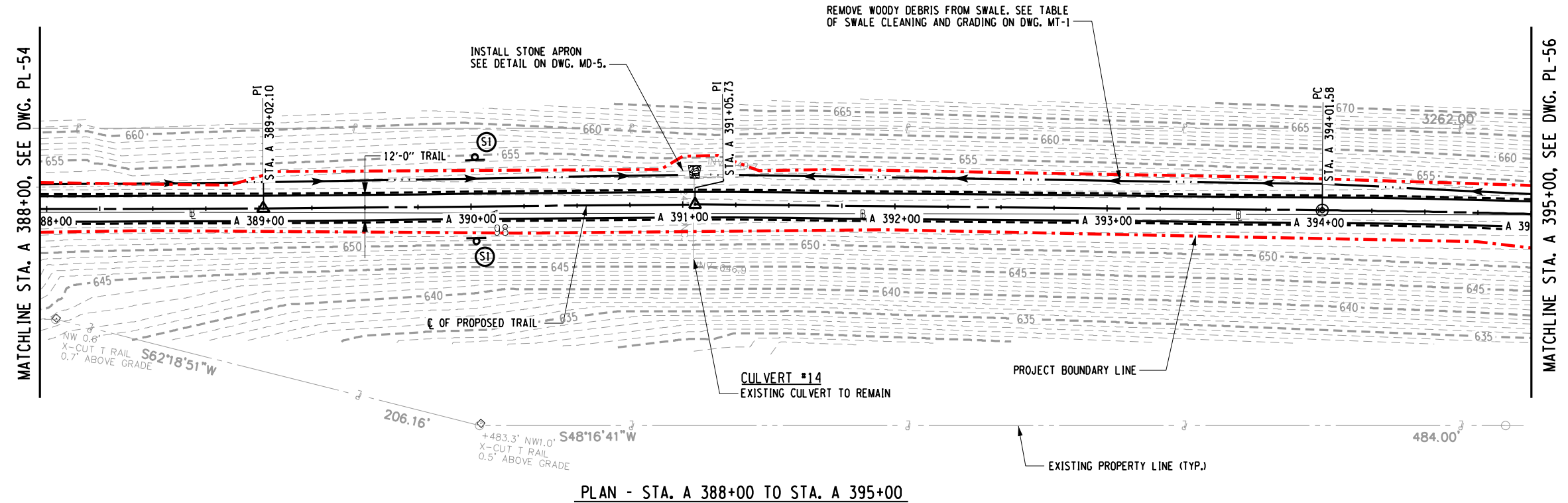
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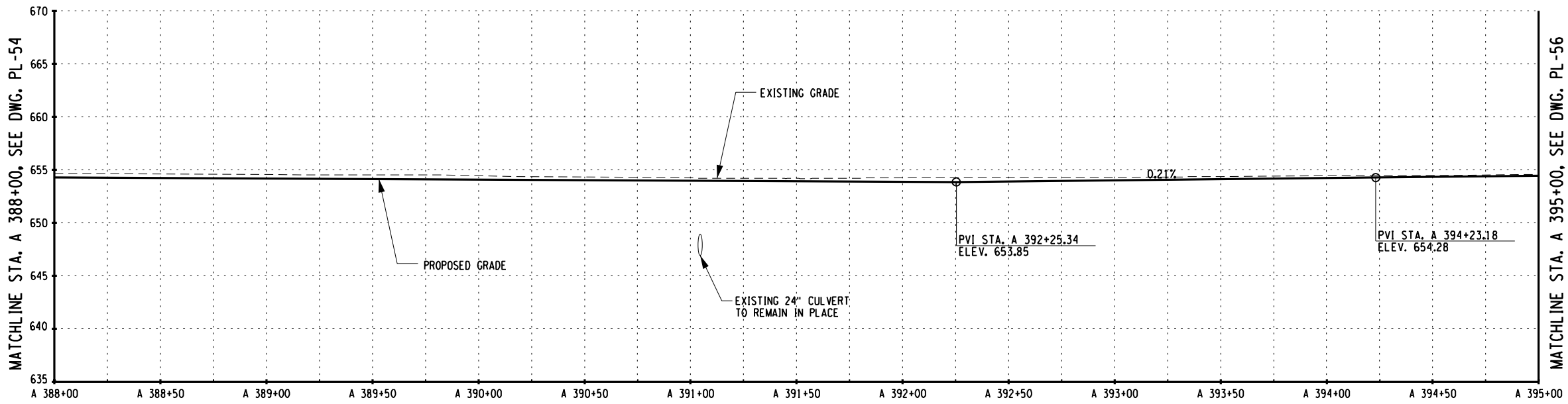
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH TCB CHECKED BY CMH



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



PLAN - STA. A 388+00 TO STA. A 395+00



PROFILE - STA. A 388+00 TO STA. A 395+00

SURVEY AND MAPPING PROVIDED BY:



93 245	
NO. DATE BY REVISION	
Barton & Loguidice, D.P.C.	
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ASHOKAN RAIL TRAIL	ULSTER COUNTY
PLAN AND PROFILE - 55	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING PL-55	

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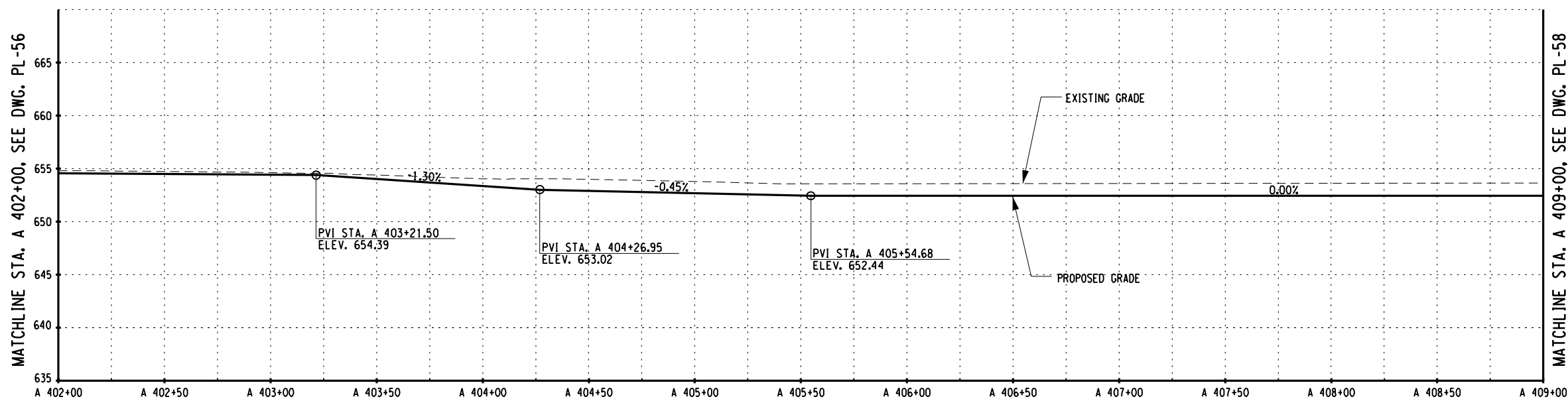
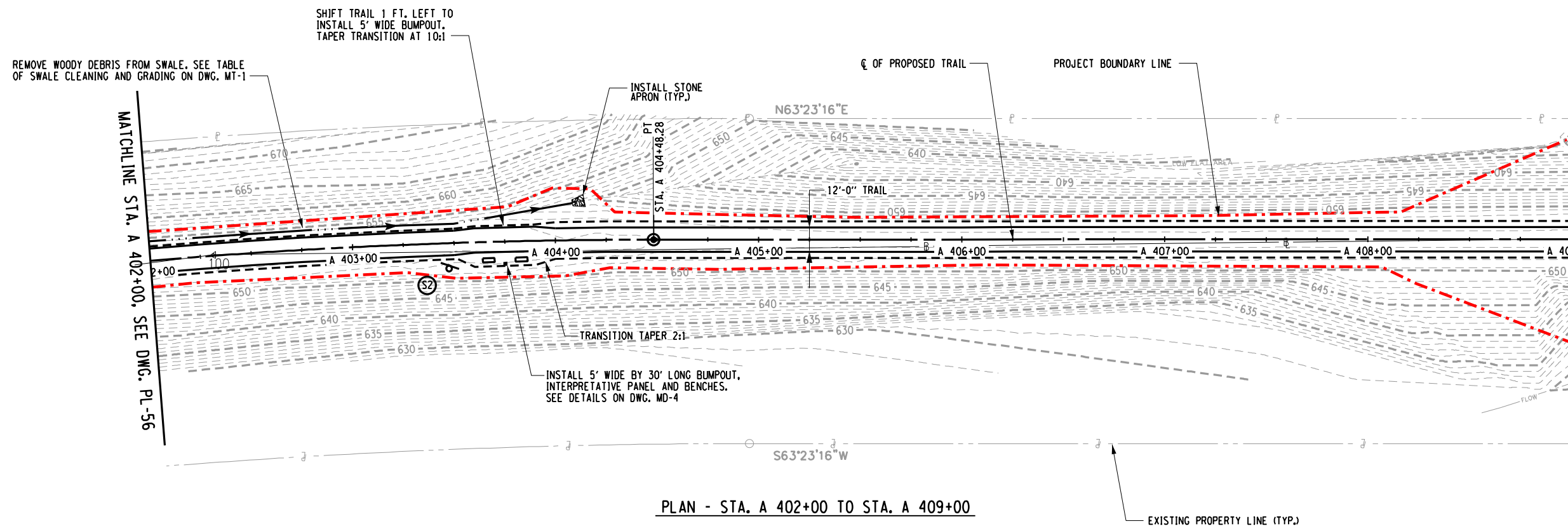
Barton
Loguidice, D.P.C.

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DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW ARTICLE F 145 SECTION 7209

ASHOKAN RAIL TRAIL

PLAN AND
PROFILE - 57

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING PL-57



PROFILE - STA. A 402+00 TO STA. A 409+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 _____

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



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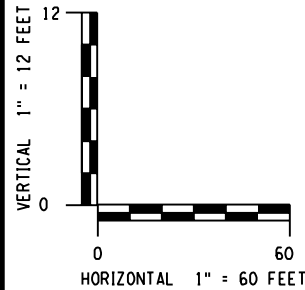
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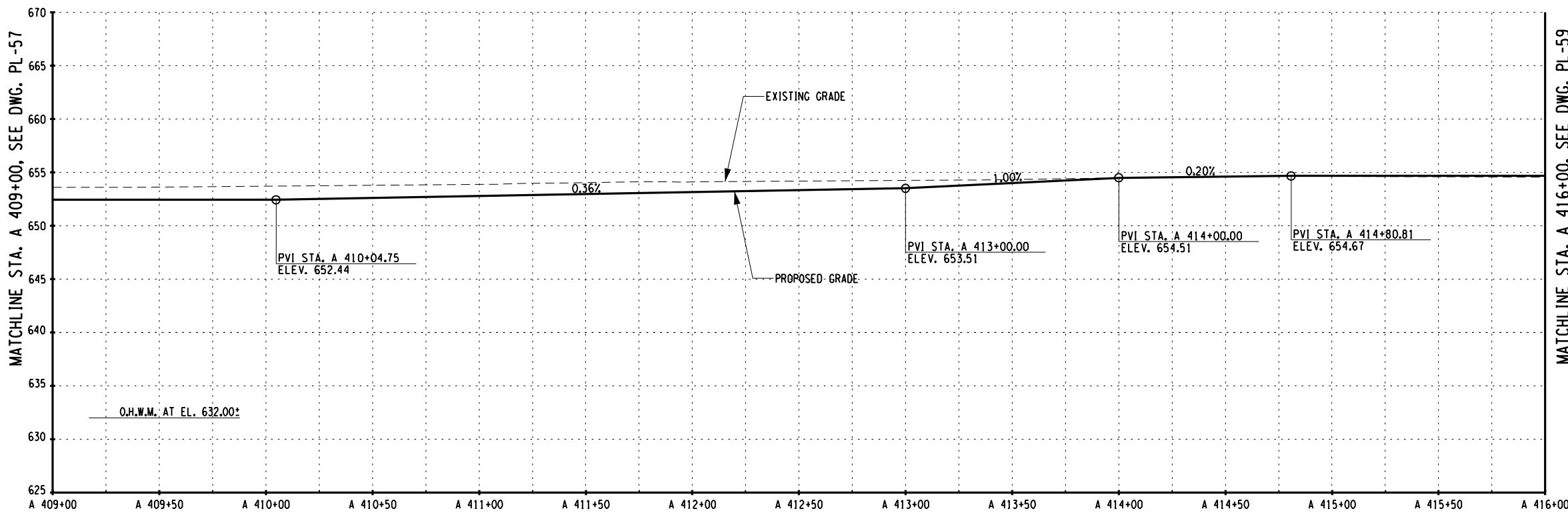
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IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH CHECKED BY CMH

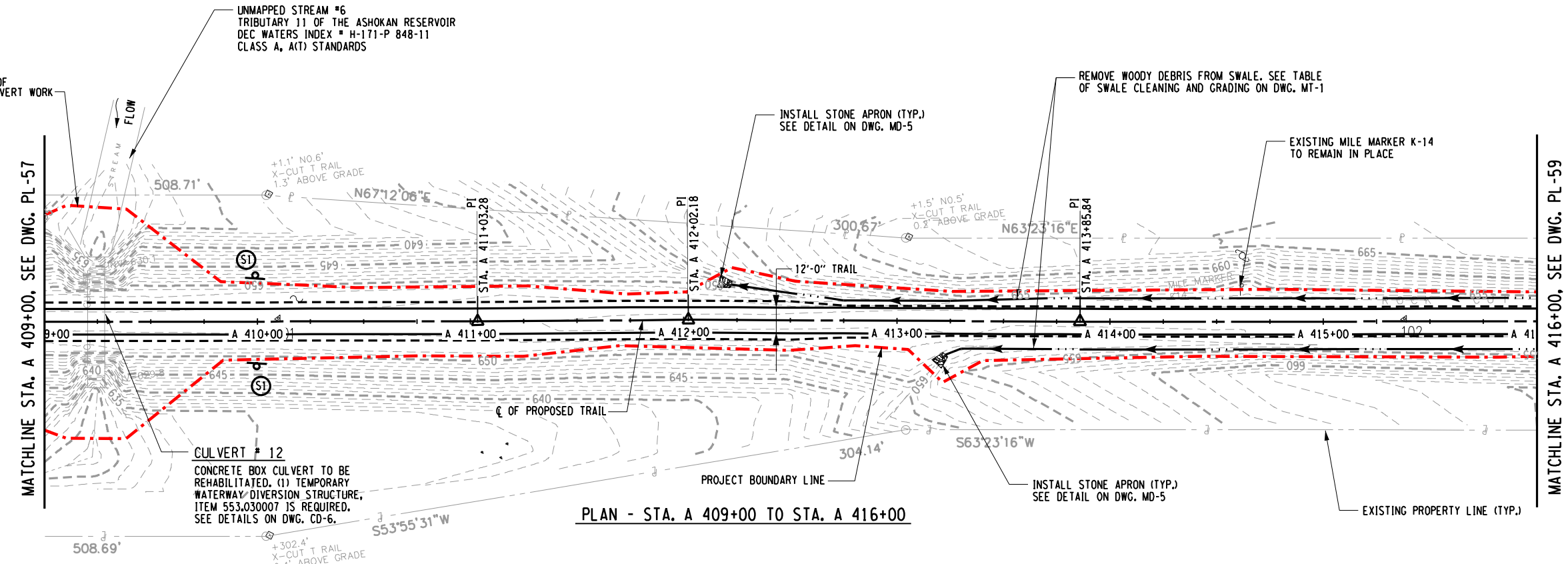


PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018



PROFILE - STA. A 409+00 TO STA. A 416+00

SURVEY AND MAPPING PROVIDED BY:



PLAN - STA. A 409+00 TO STA. A 416+00

MATCHLINE STA. A 409+00, SEE DWG. PL-57

MATCHLINE STA. A 416+00, SEE DWG. PL-59

96 245			
NO.	DATE	BY	REVISION
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		ULSTER COUNTY	
PLAN AND PROFILE - 58			
SCALE: AS SHOWN			
DATE ISSUED: 5/30/2018			
DRAWING PL-58			

NO.	DATE	BY	REVISION

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oguidice, D.P.C.DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW ARTICLE 145 SECTION 7209

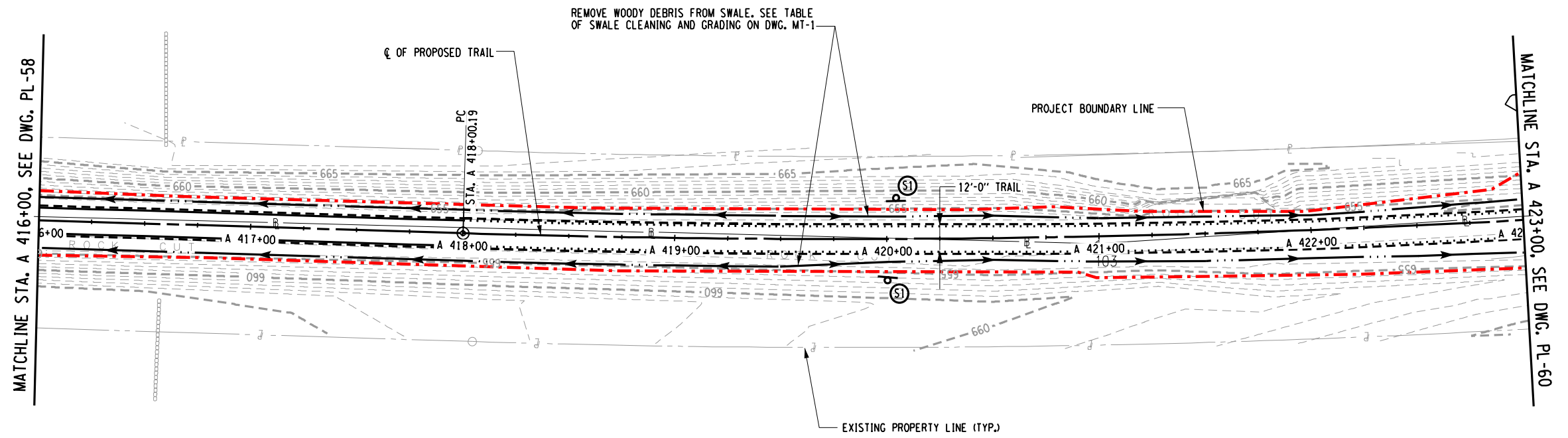
ULSTER COUNTY

PLAN AND
PROFILE - 59

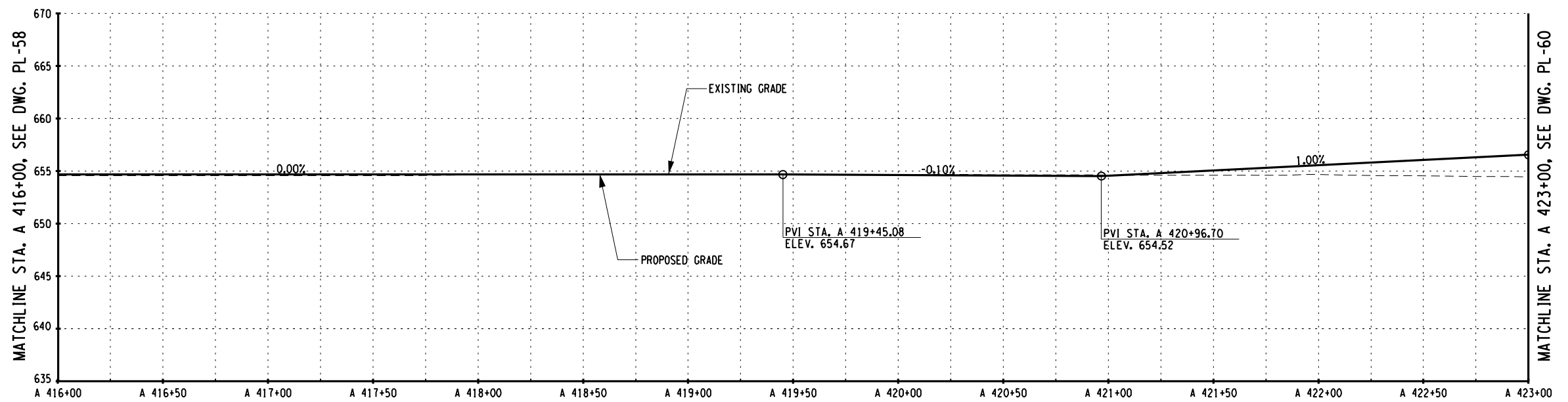
SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-59

SURVEY AND MAPPING PROVIDED BY:

BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS



PLAN - STA. A 416+00 TO STA. A 423+00



PROFILE - STA. A 416+00 TO STA. A 423+00

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

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



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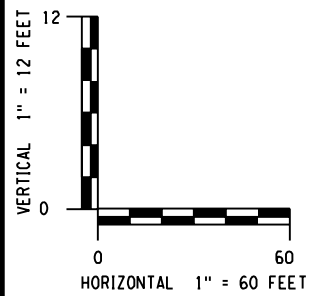
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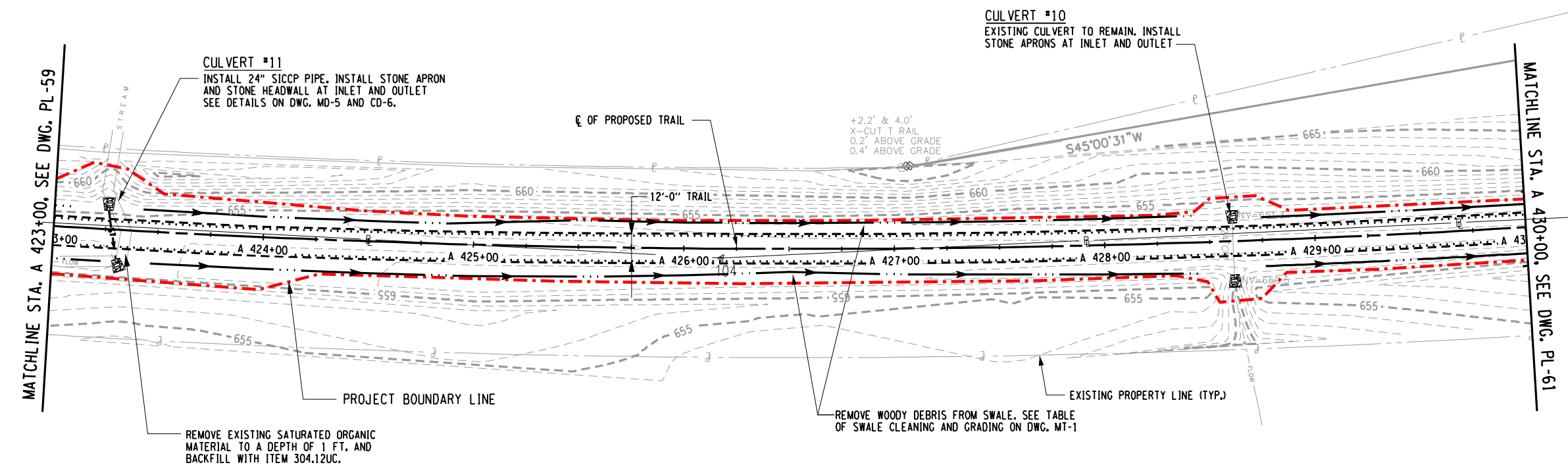
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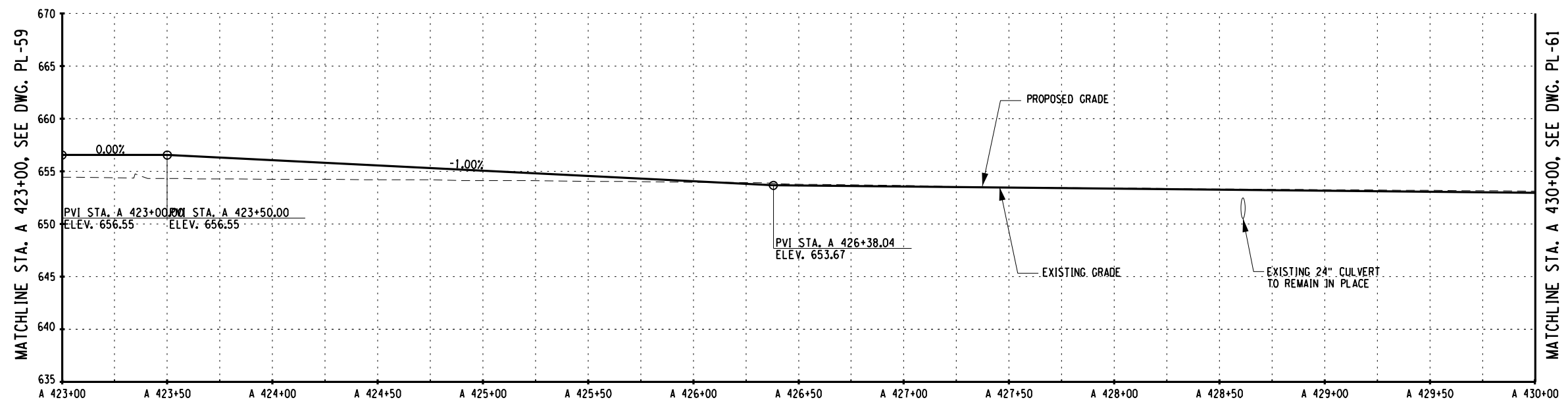
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH CHECKED BY CMH



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



PLAN - STA. A 423+00 TO STA. A 430+00



PROFILE - STA. A 423+00 TO STA. A 430+00

SURVEY AND MAPPING PROVIDED BY:

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING: PL-60

NO. DATE BY REVISION	

ASHOKAN RAIL TRAIL
ULSTER COUNTY

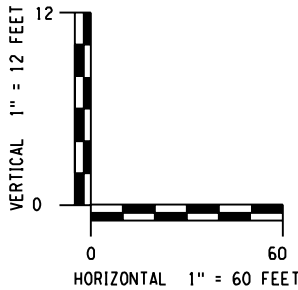
Barton & Loguidice, D.P.C.

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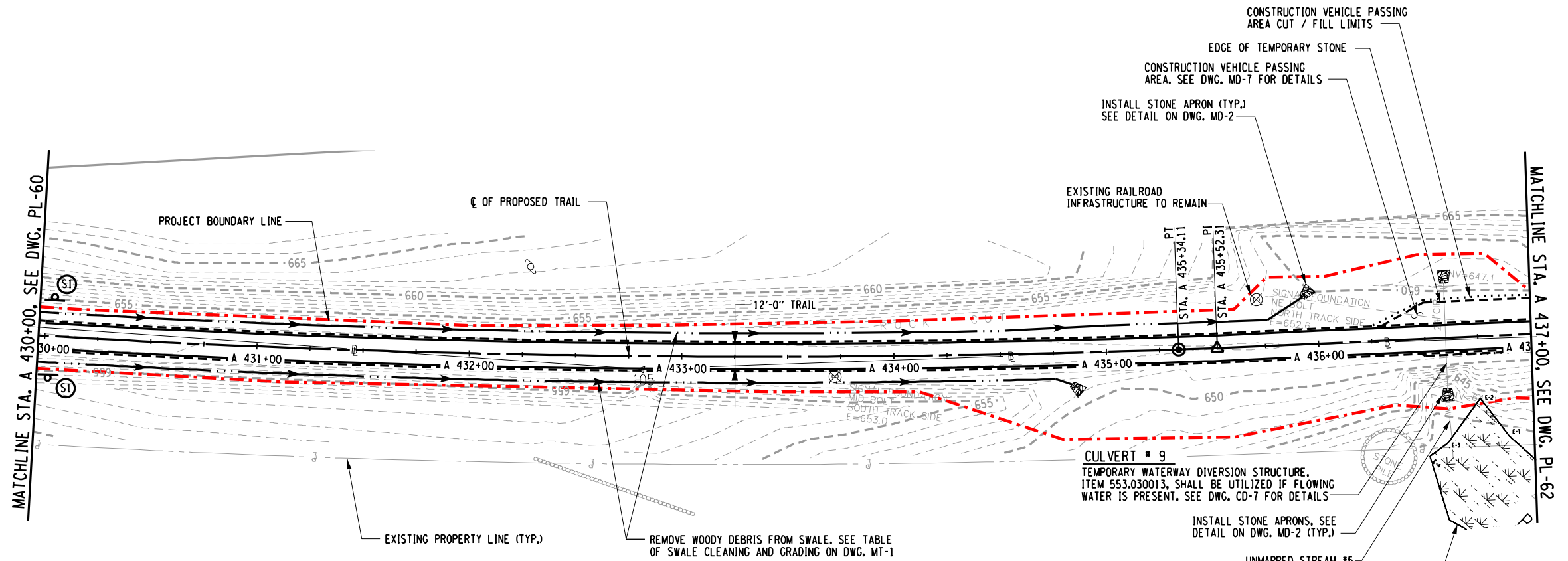
PLAN AND PROFILE - 60

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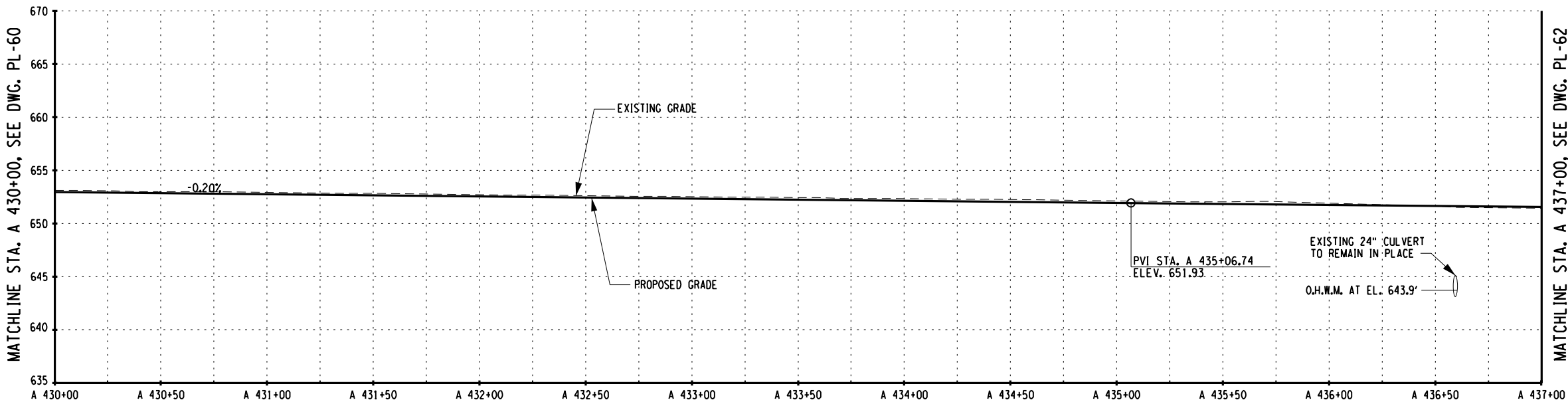
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH CHECKED BY CMH



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



PLAN - STA. A 430+00 TO STA. A 437+00



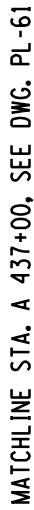
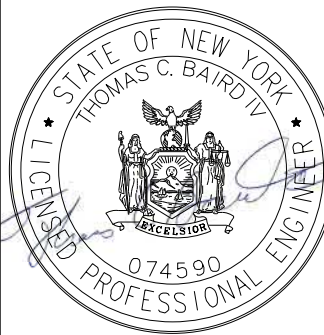
PROFILE - STA. A 430+00 TO STA. A 437+00

SURVEY AND MAPPING PROVIDED BY:



99 245			
NO.	DATE	BY	REVISION
Barton & Loguidice, D.P.C.			
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ASHOKAN RAIL TRAIL		ULSTER COUNTY	
PLAN AND PROFILE - 61			
SCALE: AS SHOWN			
DATE ISSUED: 5/30/2018			
DRAWING PL-61			

CHECKED BY	CMH
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PLAN - STA. A 437+00 TO STA. A 444+00



MATCHLINE STA. A 444+00, SEE DWG. PL-63

MATCHLINE STA. A 444+00, SEE DWG. PL-63

BLarton
& **L**ognidice, D.P.C.

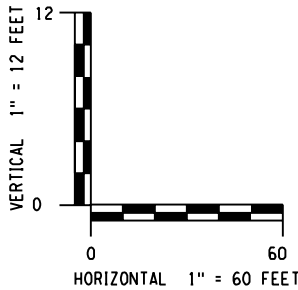
Barton
oguidice, D.P.C.

BL Barton
& Loguidice, D.P.C.

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



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



SURVEY AND MAPPING PROVIDED BY:



SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-63

PLAN AND
PROFILE - 63

ASHOKAN RAIL TRAIL
ULSTER COUNTY

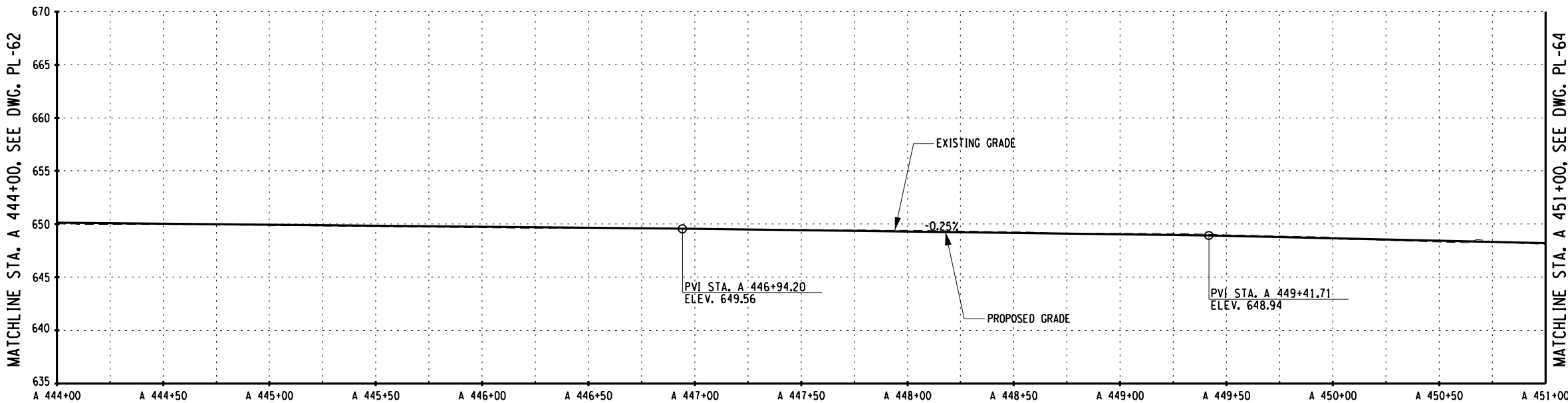


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EDUCATION LAW ARTICLE 145 SECTION 7209

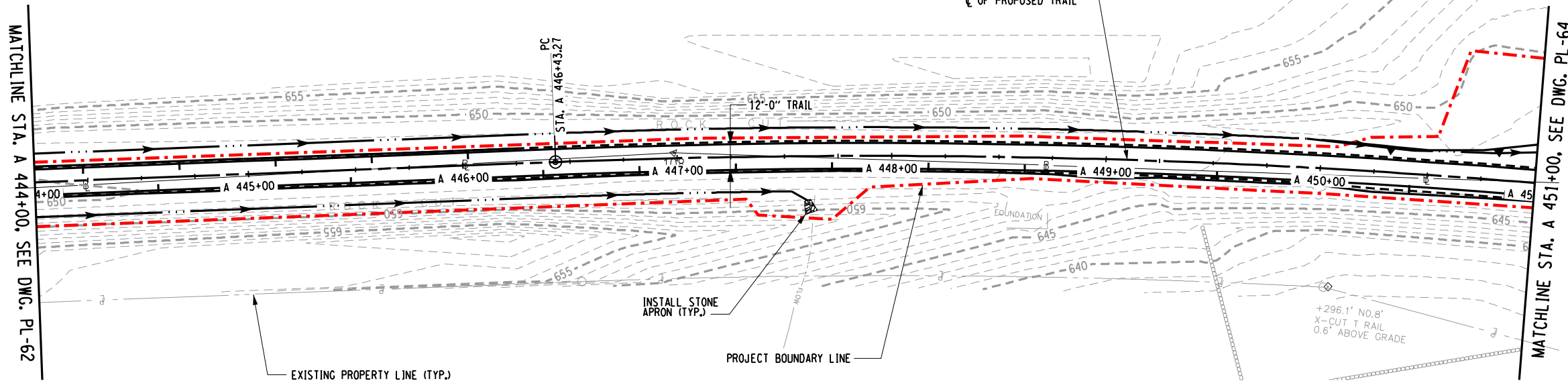


NO. DATE BY REVISION

101
245



PROFILE - STA. A 444+00 TO STA. A 451+00



PLAN - STA. A 444+00 TO STA. A 451+00

NO.	DATE	BY	REVISION
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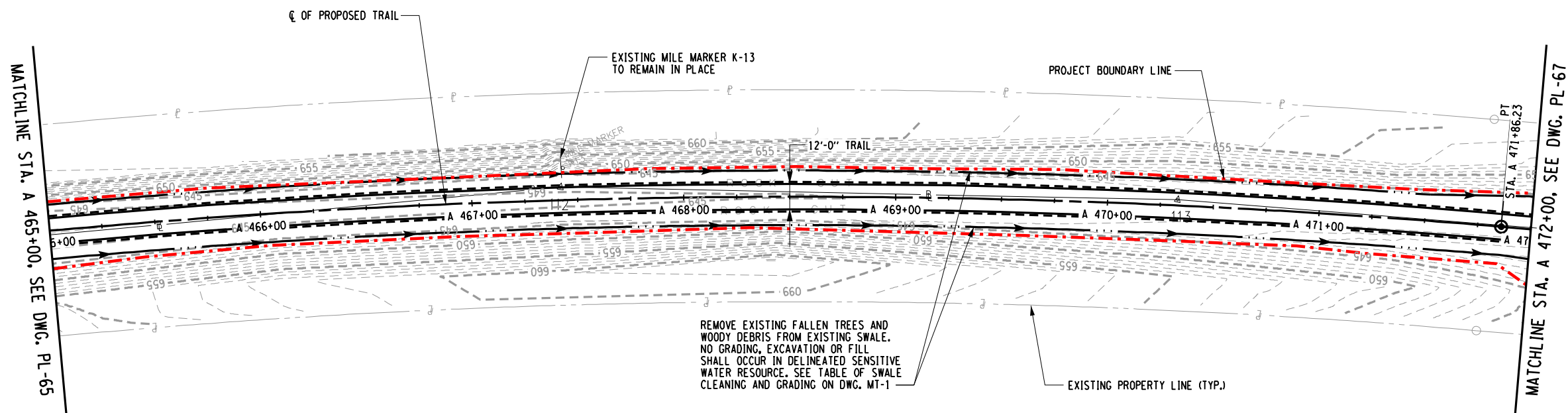
Barton
oguidice, D.P.C.

UNAUTHORIZED ALTERATION OR ADDITION TO THIS
DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW ARTICLE F 145 SECTION 7209

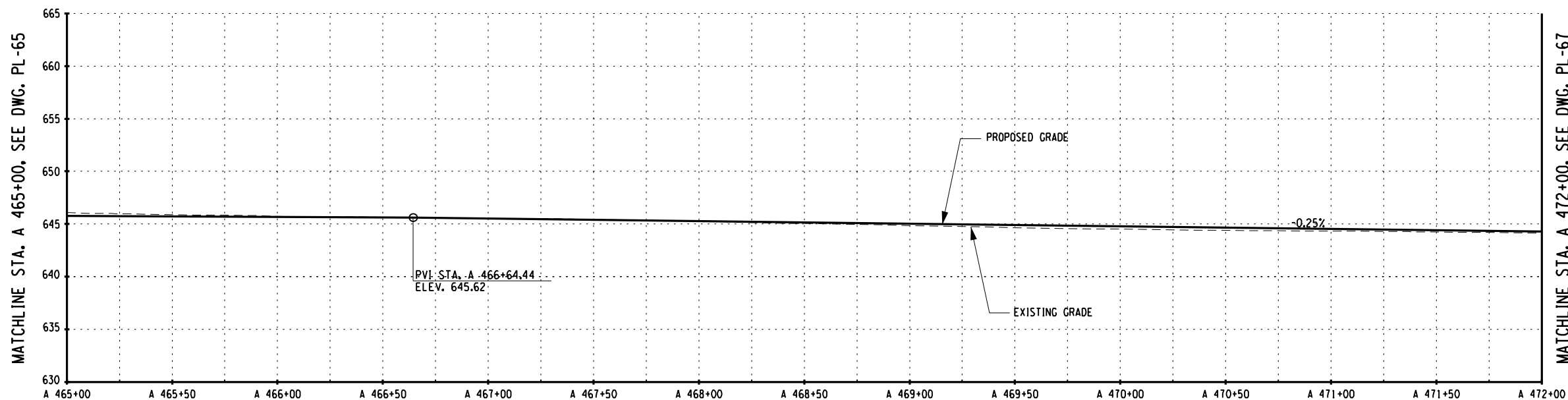
ASHOKAN RAIL TRAIL

PLAN AND
PROFILE - 66

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-66



PLAN - STA. A 465+00 TO STA. A 472+00



PROFILE STA. A 465+00 TO STA. A 472+00

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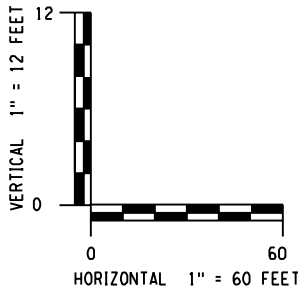
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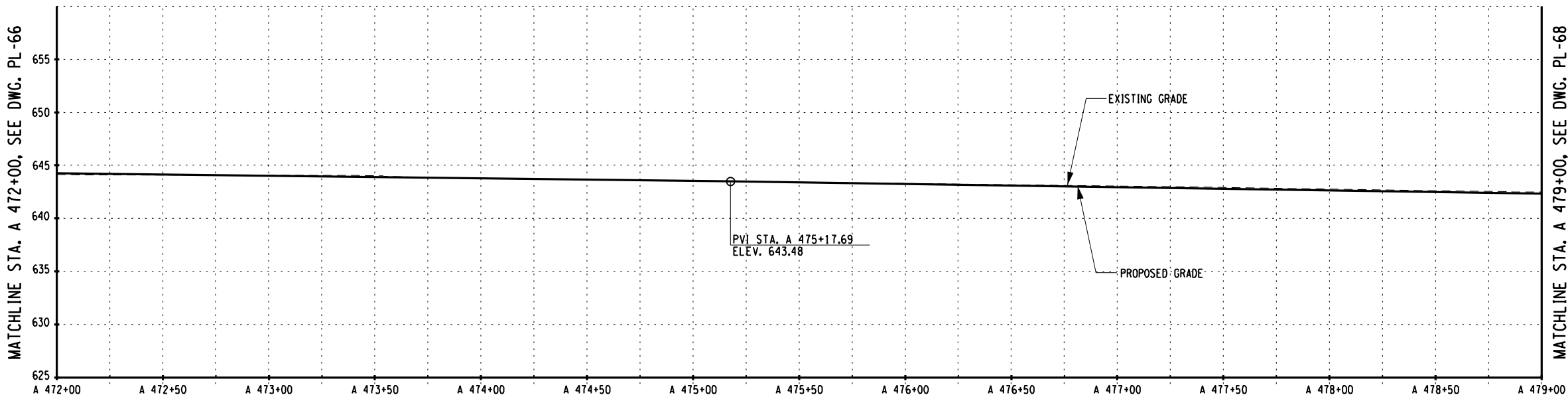
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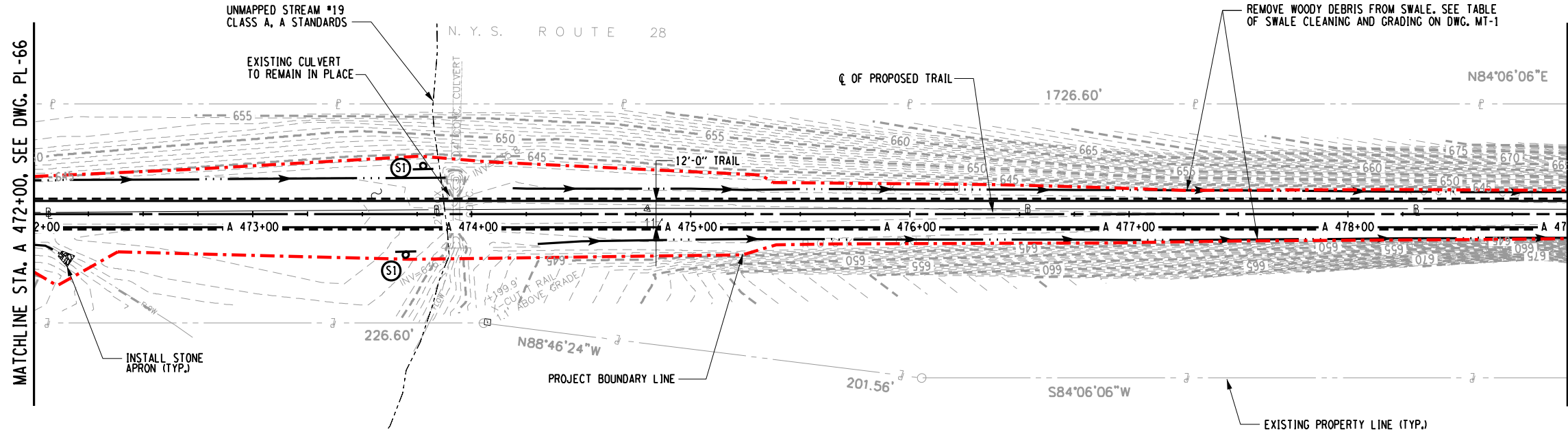
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH TCB CHECKED BY CMH



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ON: MAY 30, 2018



PROFILE - STA. A 472+00 TO STA. A 479+00



PLAN - STA. A 472+00 TO STA. A 479+00

SURVEY AND MAPPING PROVIDED BY:

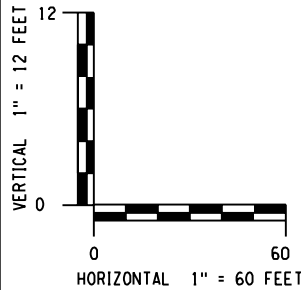


105 245	
NO. DATE BY REVISION	
Barton & Loguidice, D.P.C.	
UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW ARTICLE 145 SECTION 7209	
ASHOKAN RAIL TRAIL	ULSTER COUNTY
PLAN AND PROFILE - 67	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING	
PL-67	

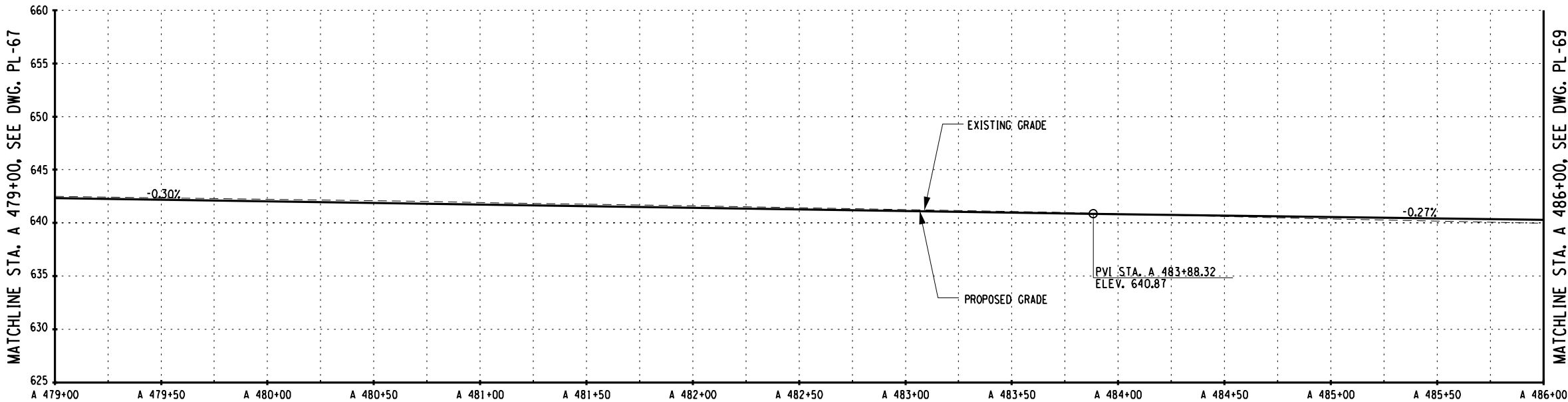
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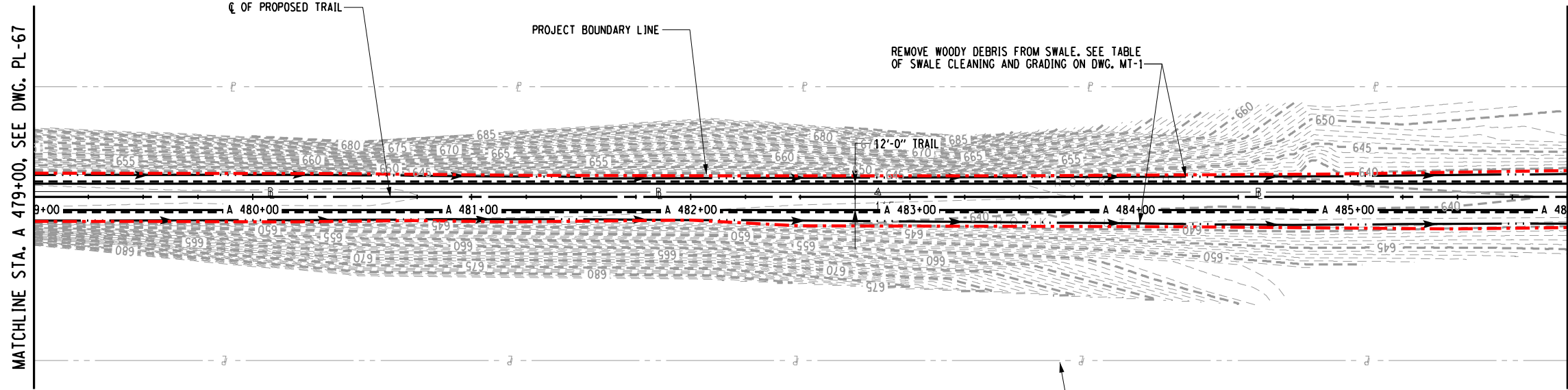
IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ TCB _____
DRAFTED BY _____ CMH/ERB/JDH _____ CHECKED BY _____ CMH _____



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



PROFILE - STA. A 479+00 TO STA. A 486+00



PLAN - STA. A 479+00 TO STA. A 486+00

SURVEY AND MAPPING PROVIDED BY:



106 245			
NO.	DATE	BY	REVISION
Barton & Loguidice, D.P.C.			
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ASHOKAN RAIL TRAIL		ULSTER COUNTY	
PLAN AND PROFILE - 68			
SCALE: AS SHOWN			
DATE ISSUED: 5/30/2018			
DRAWING PL-68			



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EDUCATION LAW ARTICLE 145 SECTION 7209

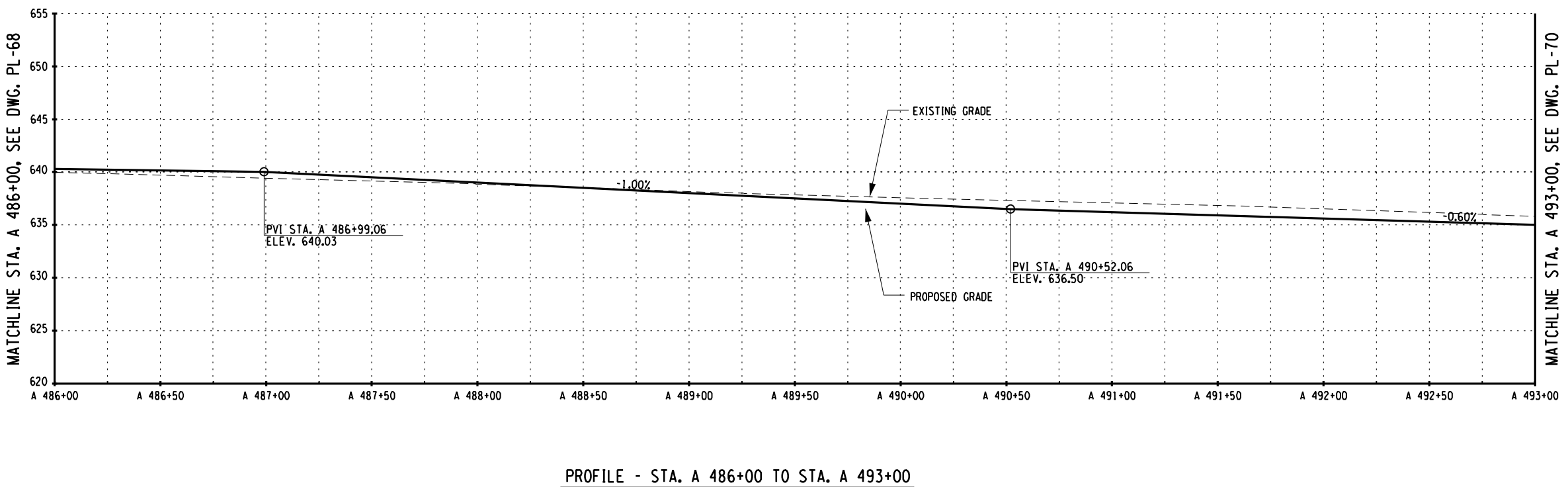
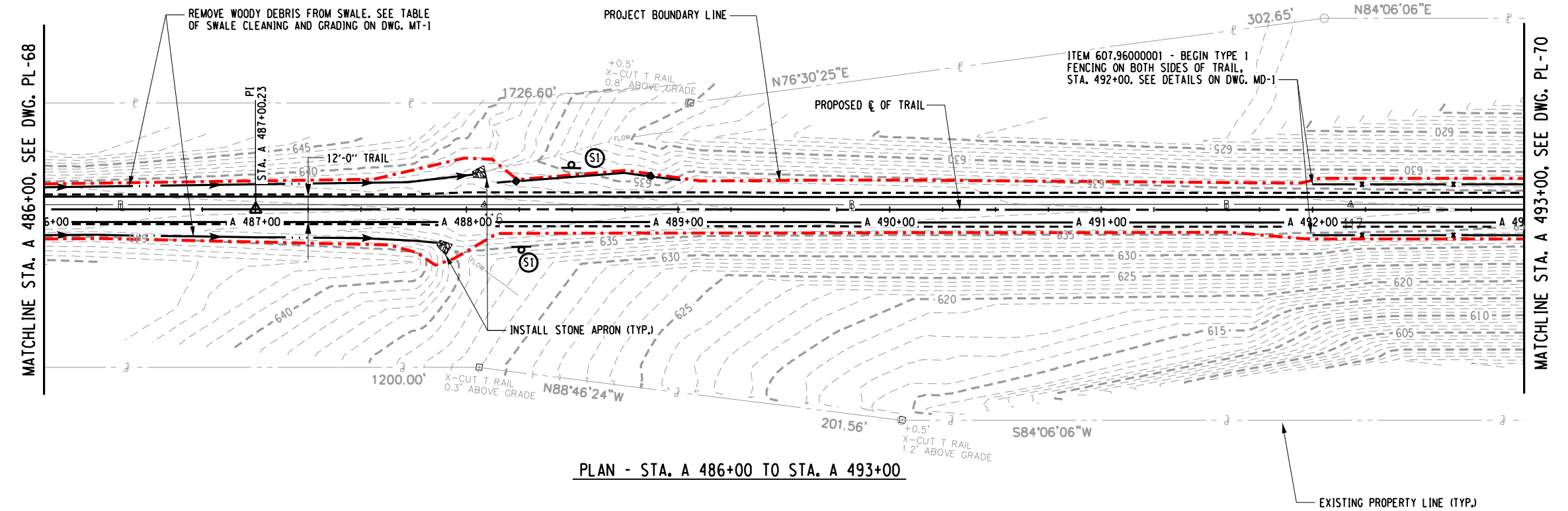
ULSTER COUNTY

PLAN AND
PROFILE - 69

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-69

SURVEY AND MAPPING PROVIDED BY:

BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

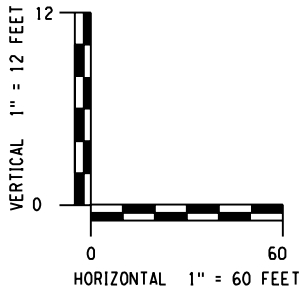


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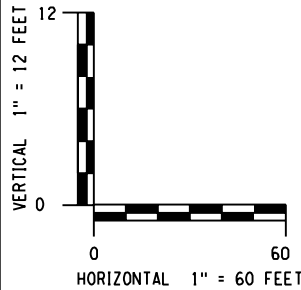


PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON : MAY 30, 2018

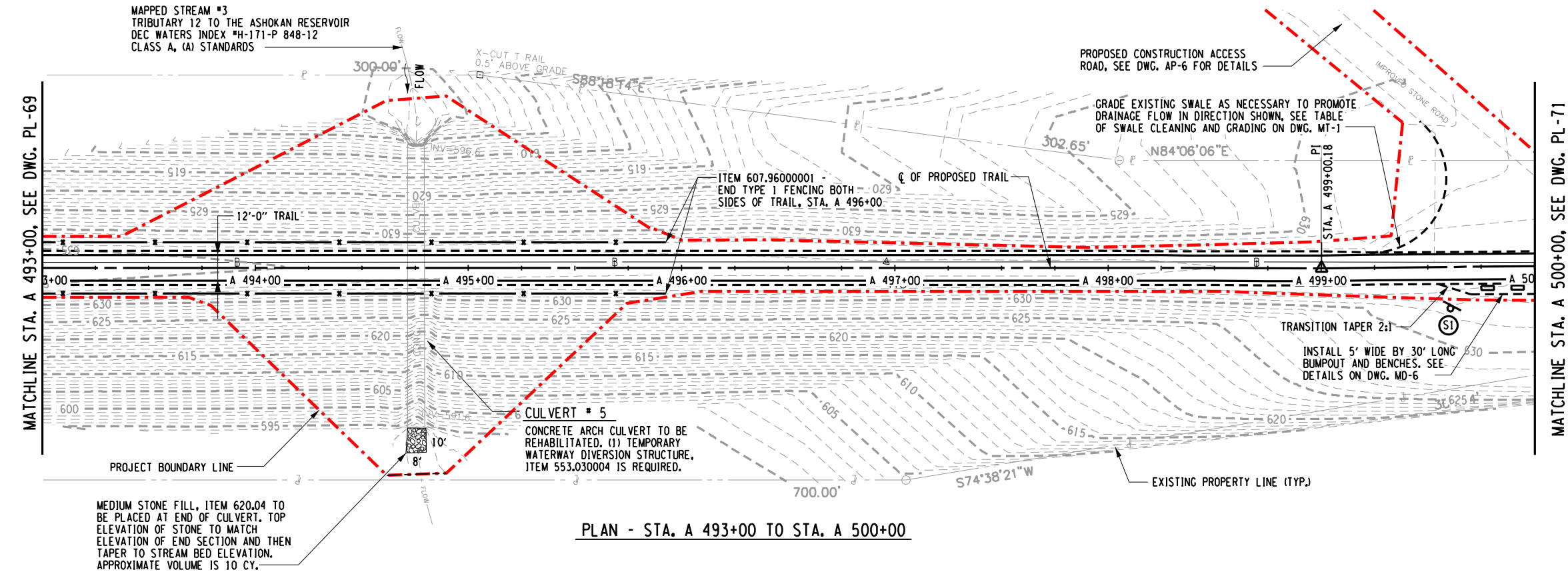


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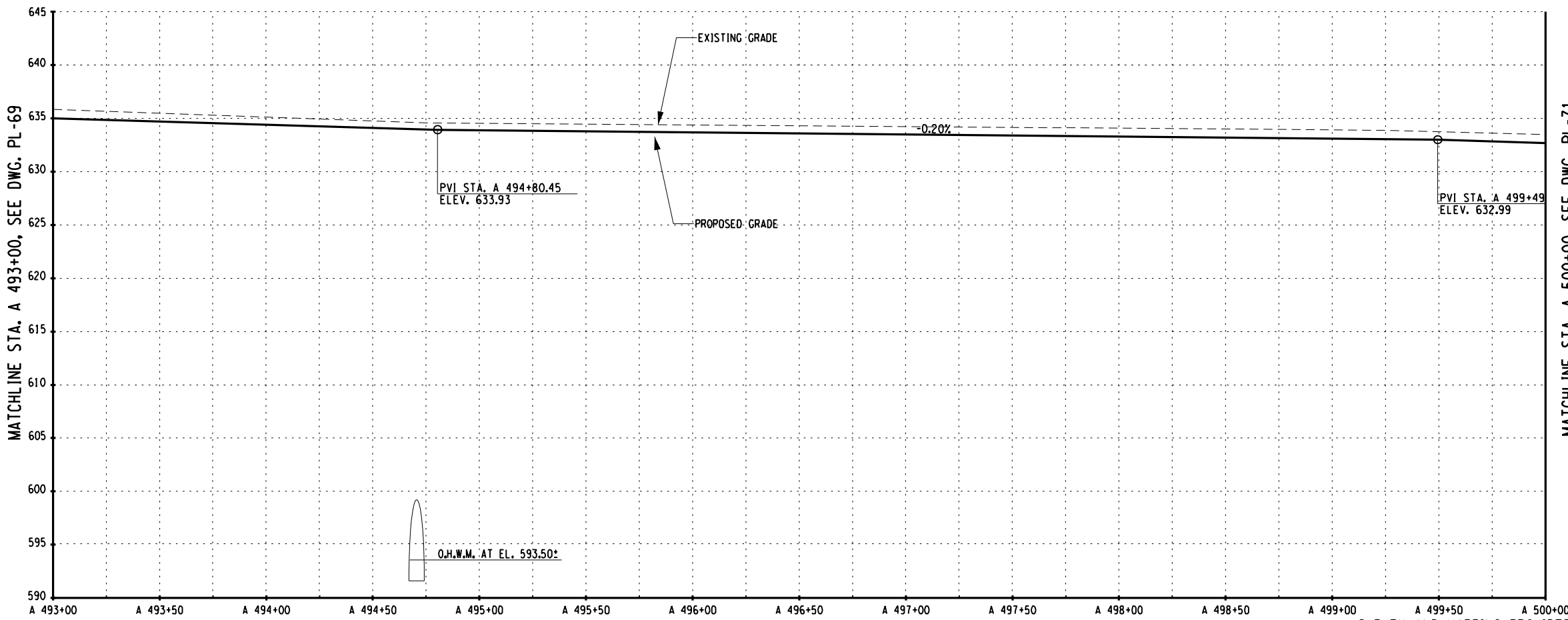
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PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018



PLAN - STA. A 493+00 TO STA. A 500+00



PROFILE - STA. A 493+00 TO STA. A 500+00

SURVEY AND MAPPING PROVIDED BY:

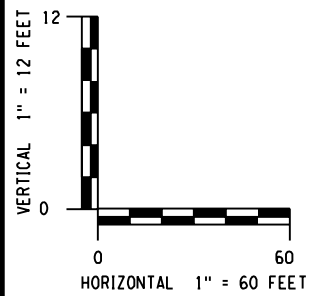


108 245	
NO. DATE BY REVISION	
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ASHOKAN RAIL TRAIL	ULSTER COUNTY
PLAN AND PROFILE - 70	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING PL-70	

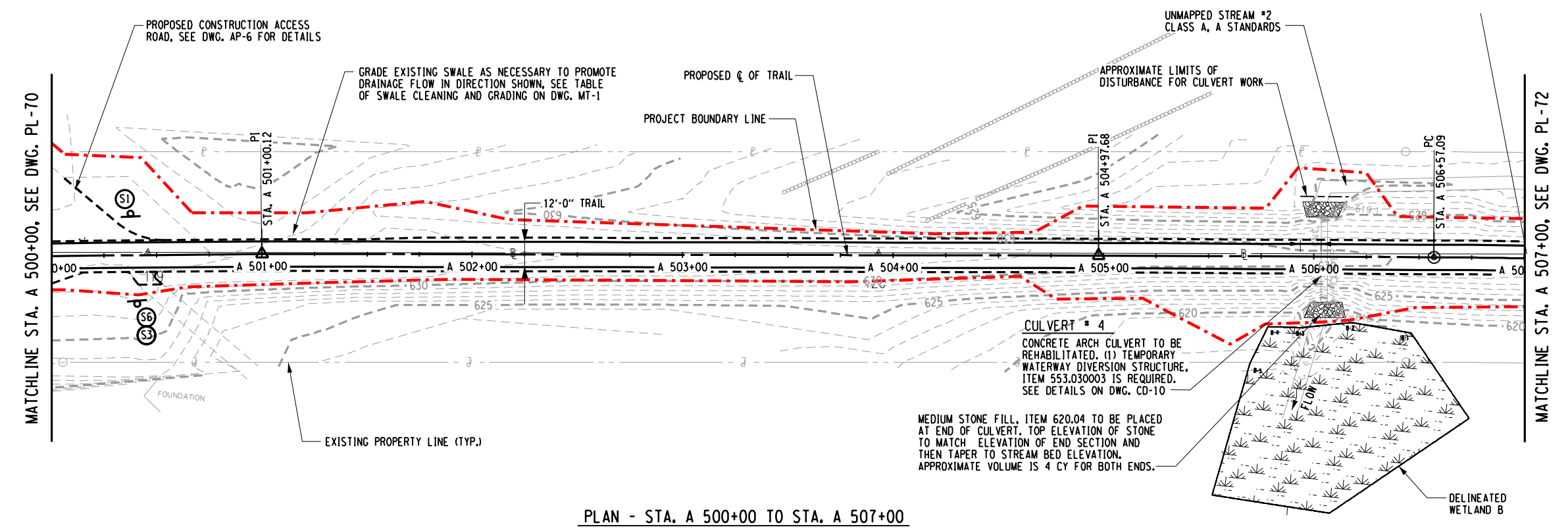
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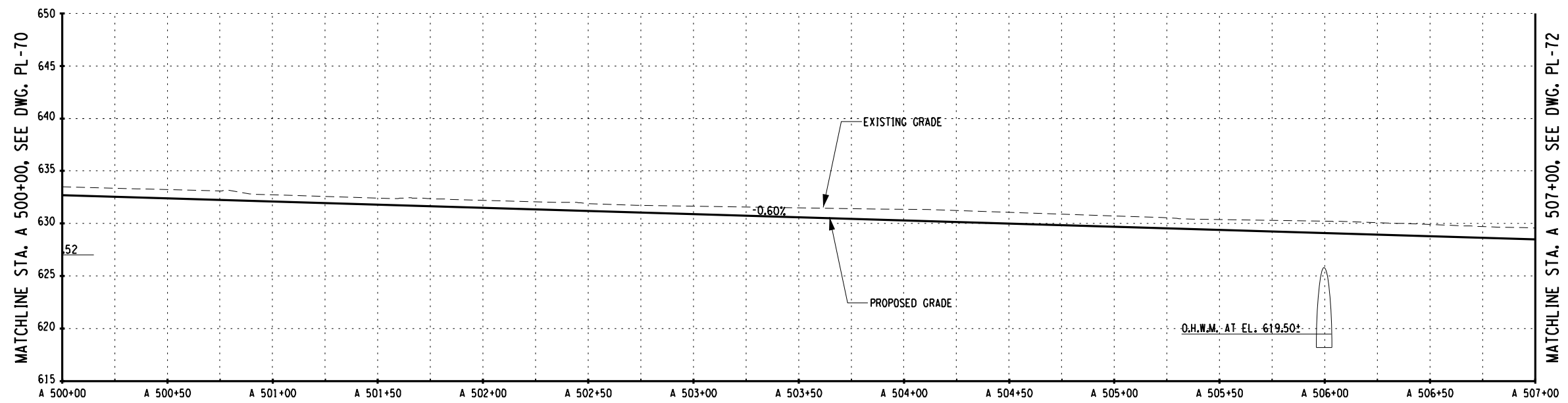
IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ TCB _____ DRAFTED BY _____ CMH/ERB/JDH _____ CHECKED BY _____ CMH _____



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



PLAN - STA. A 500+00 TO STA. A 507+00



PROFILE - STA. A 500+00 TO STA. A 507+00

SURVEY AND MAPPING PROVIDED BY:



109 245			
NO.	DATE	BY	REVISION
Barton & Loguidice, D.P.C.			
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ASHOKAN RAIL TRAIL		ULSTER COUNTY	
PLAN AND PROFILE - 71			
SCALE: AS SHOWN			
DATE ISSUED: 5/30/2018			
DRAWING PL-71			

NO.	DATE	BY	REVISION
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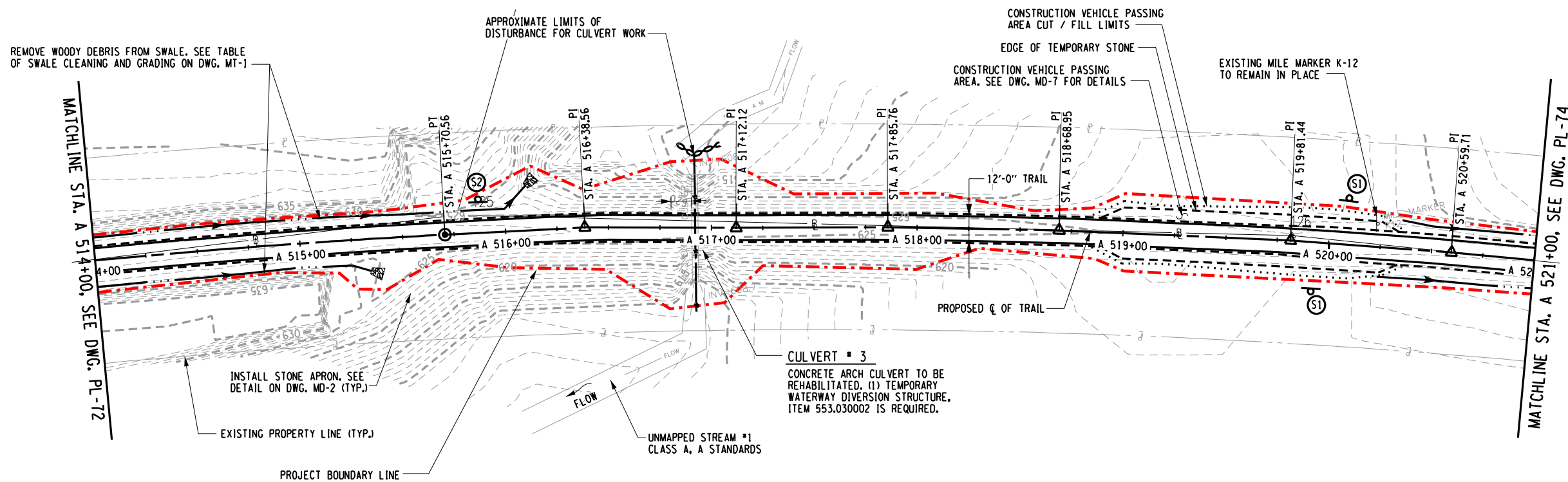
Barton
Loguidice, D.P.C.

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DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW ARTICLE F 145 SECTION 7209

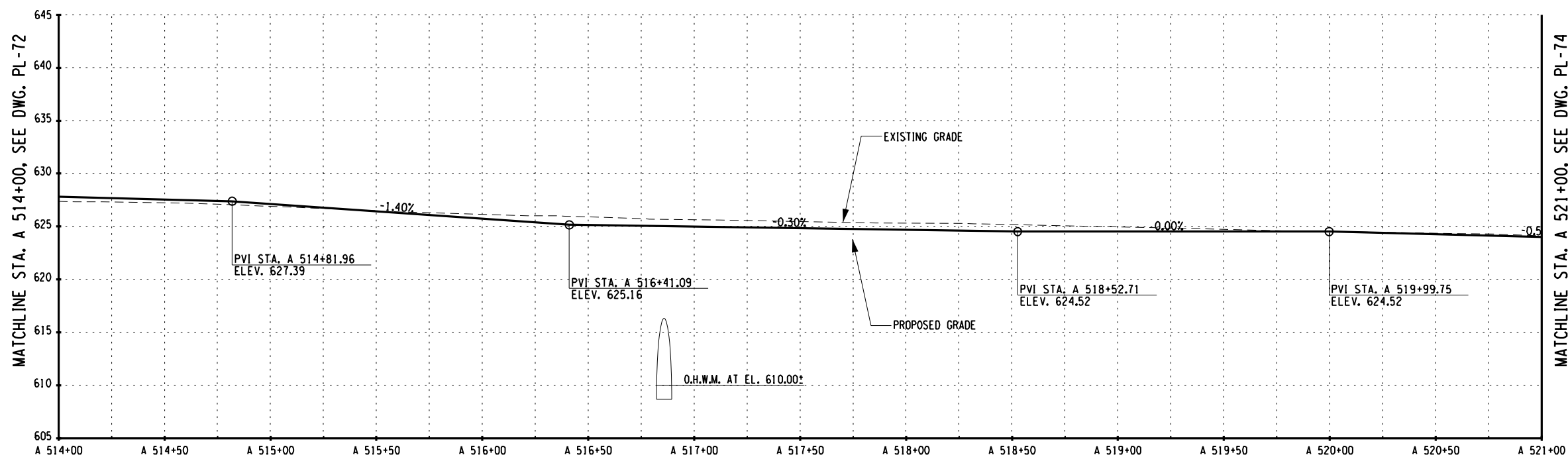
ASHOKAN RAIL TRAIL

PLAN AND
PROFILE - 73

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-73



PLAN - STA. A 514+00 TO STA. A 521+00



PROFILE - STA. A 514+00 TO STA. A 521+00

SURVEY AND MAPPING PROVIDED BY:

BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

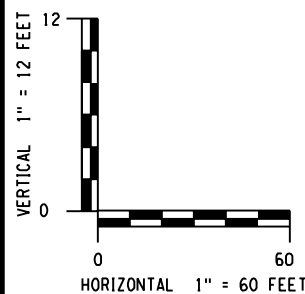
CHECKED BY _____ CMH

DRAFTED BY CMH/ERB/JDH

TCB

CMH _____ CHECKED BY _____

DESIGNED BY -

IN CHARGE OF TCB

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



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NO.	DATE	BY	REVISION
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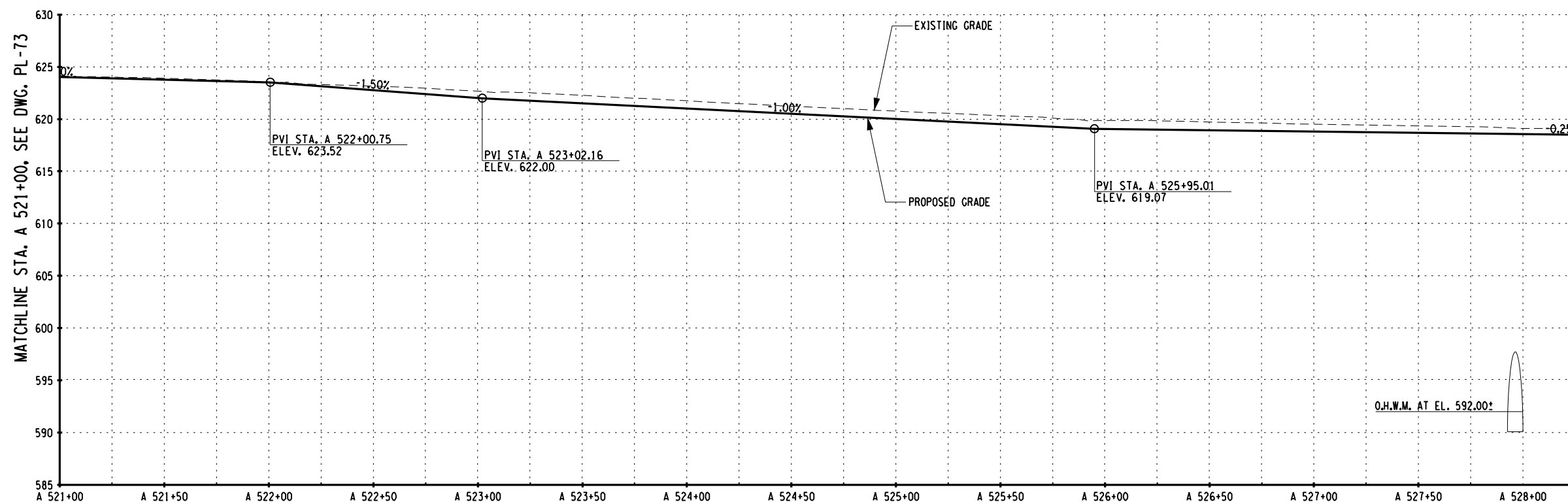
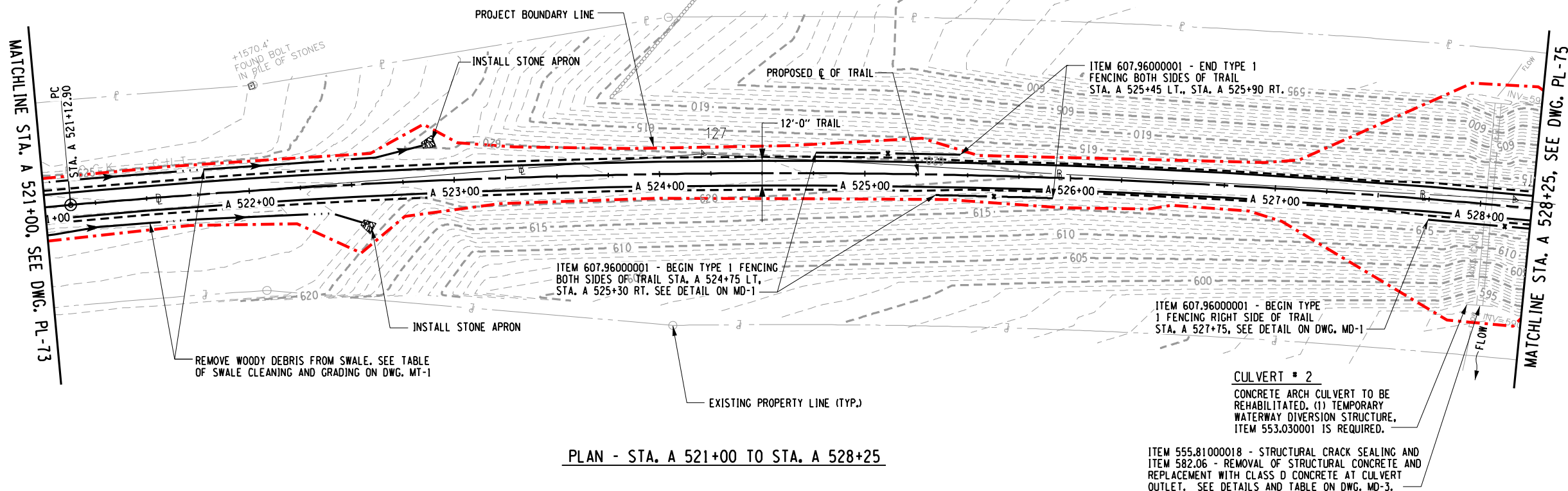
Barton
Loguidice, D.P.C.

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DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW ARTICLE F 145 SECTION 7209

ASHOKAN RAIL TRAIL
III STER COUNTY

PLAN AND
PROFILE - 74

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-74



PROFILE - STA. A 521+00 TO STA. A 528+25

SURVEY AND MAPPING PROVIDED BY:

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SURVEYING, PLANNING, GIS

CHECKED BY _____ CMH

DRAFTED BY CMH/ERB/JDH

TCB

ANALYTICAL CHEMISTRY

DESIGNED BY

IN CHARGE OF _____

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



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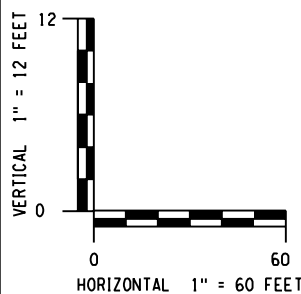
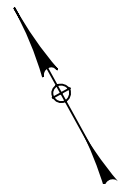
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NAME
DATE
TIME

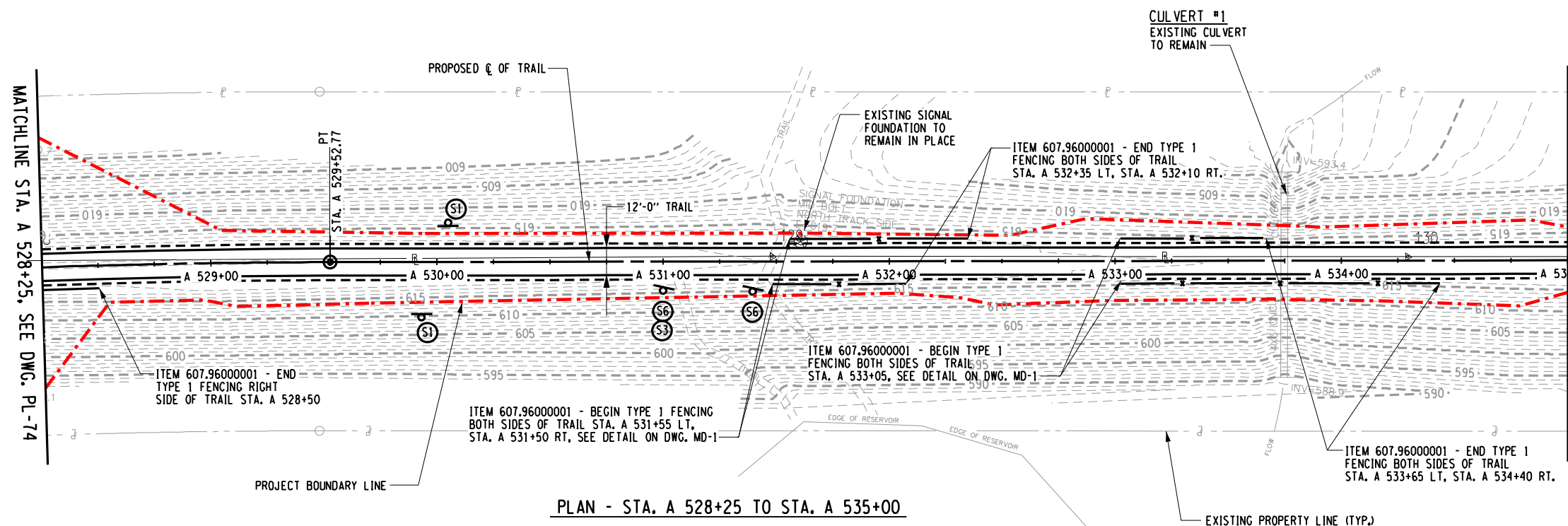
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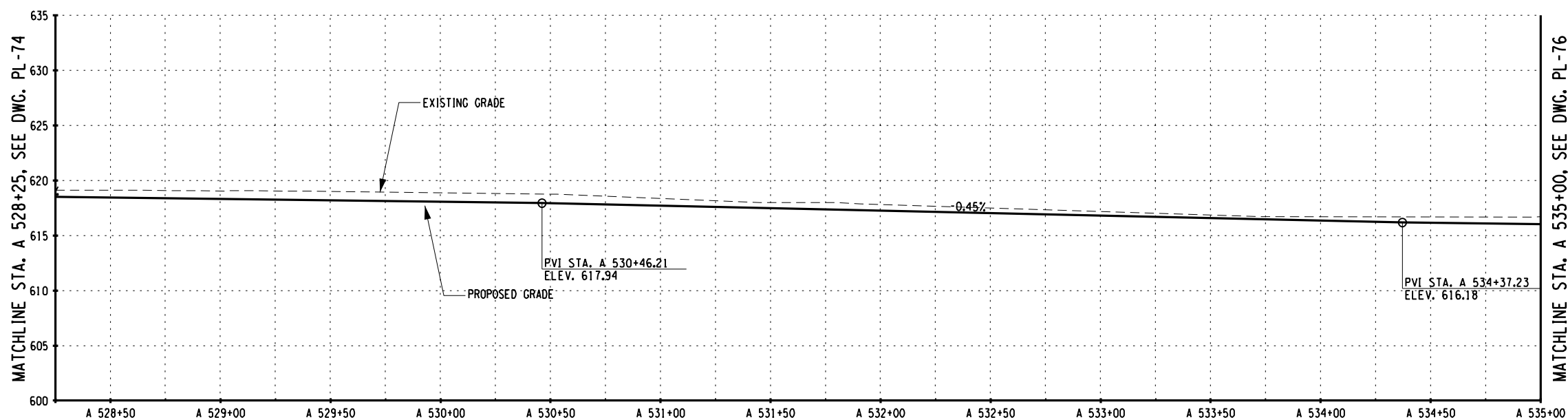
IN CHARGE OF	TCB	DESIGNED BY	CMH	CHECKED BY	TCB	DRAFTED BY	CMH/ERB/JDH	CHECKED BY	CMH
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ON : MAY 30, 2018



PLAN - STA. A 528+25 TO STA. A 535+00



PROFILE - STA. A 528+25 TO STA. A 535+00

SURVEY AND MAPPING PROVIDED BY:



MATCHLINE STA. A 535+00, SEE DWG. PL-76

MATCHLINE STA. A 535+00, SEE DWG. PL-76

Barton
Loguidice, D.P.C.

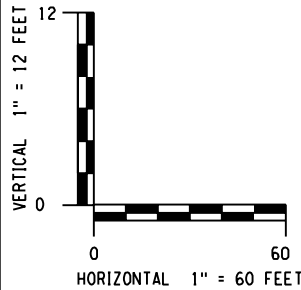
UNAUTHORIZED ALTERATION OR ADDITION TO THIS
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ASHOKAN RAIL TRAIL

PLAN AND
PROFILE - 75

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-75

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



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



SURVEY AND MAPPING PROVIDED BY:



SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-76

PLAN AND
PROFILE - 76

ASHOKAN RAIL TRAIL
ULSTER COUNTY

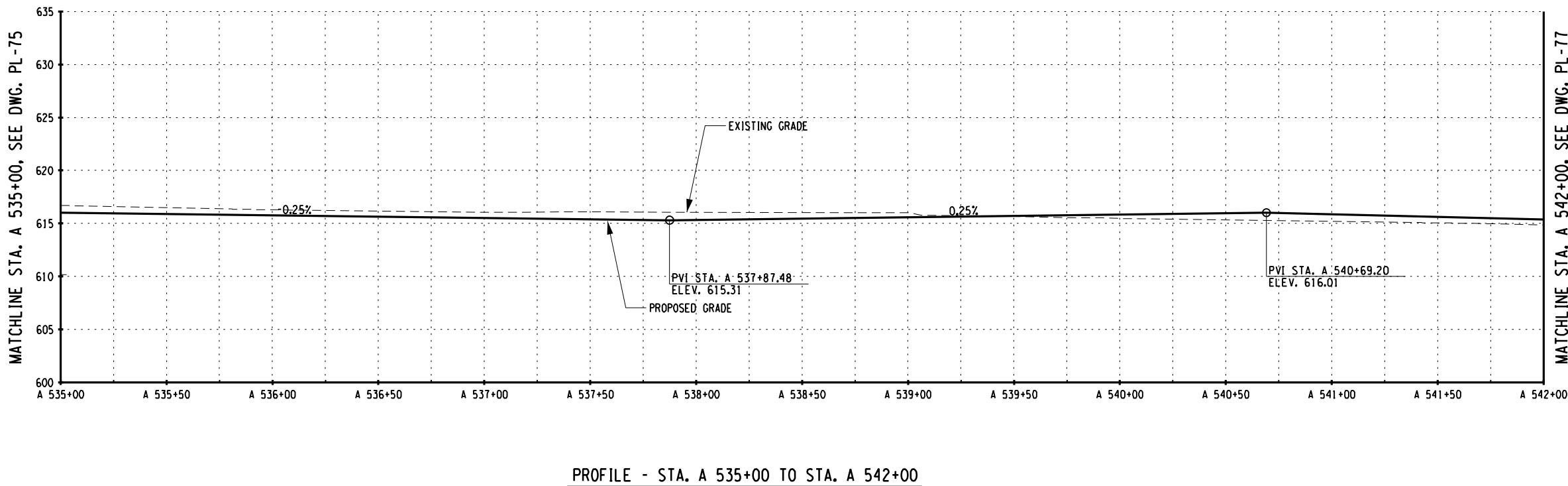


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DRAWING IS A VIOLATION OF THE NEW YORK STATE
EDUCATION LAW ARTICLE 145 SECTION 7209

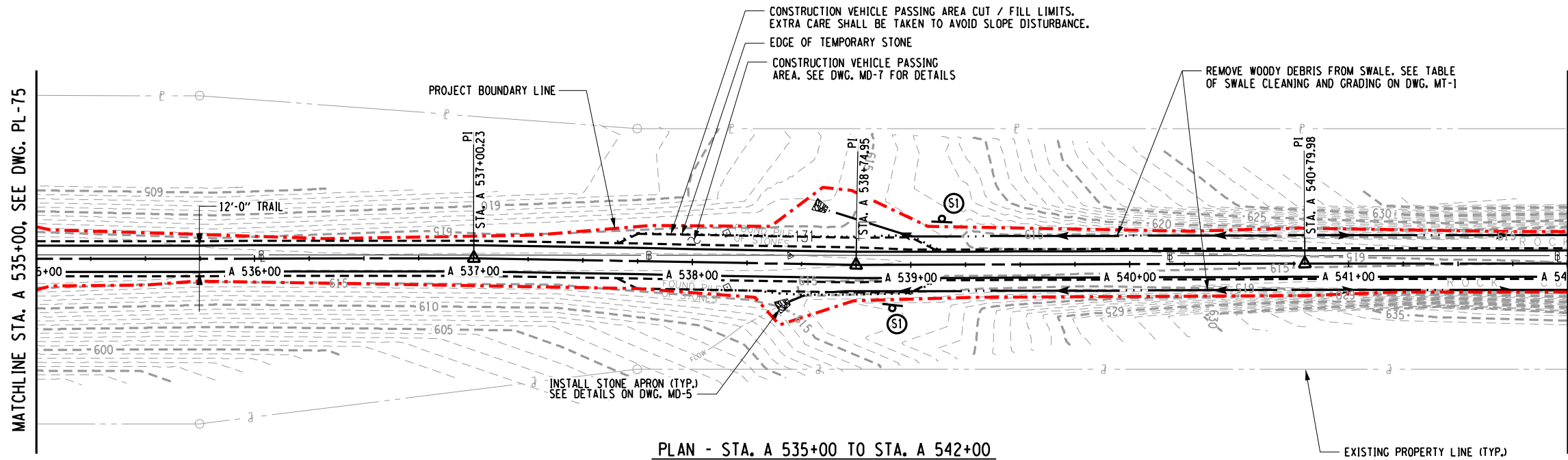
NO.	DATE	BY	REVISION



114
245



PROFILE - STA. A 535+00 TO STA. A 542+00

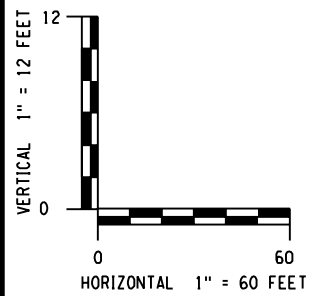


PLAN - STA. A 535+00 TO STA. A 542+00

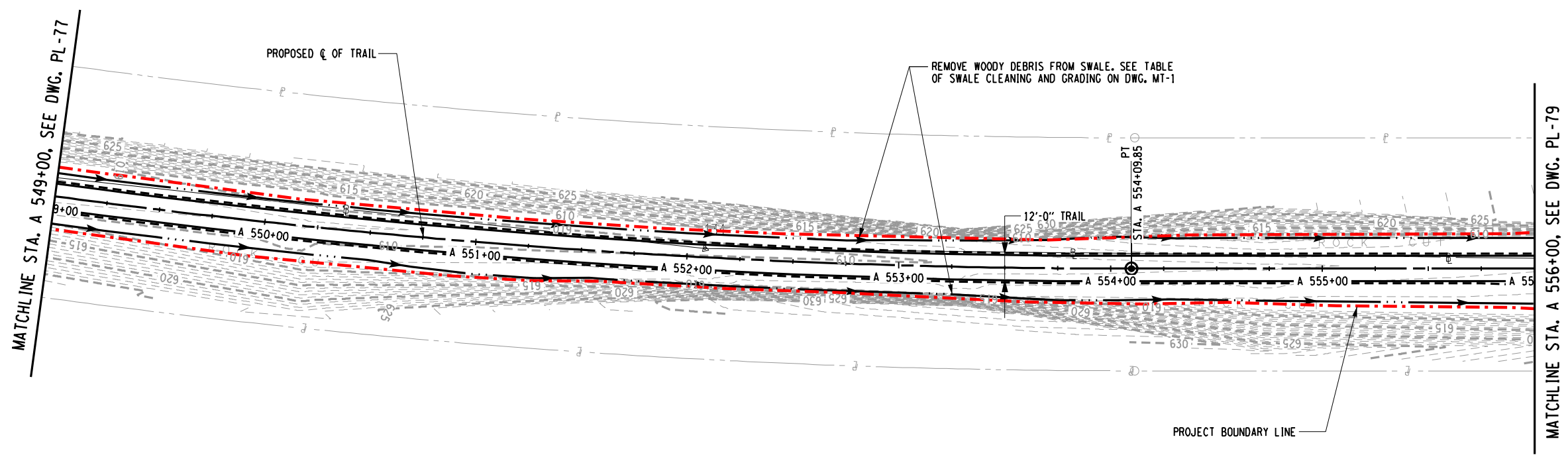
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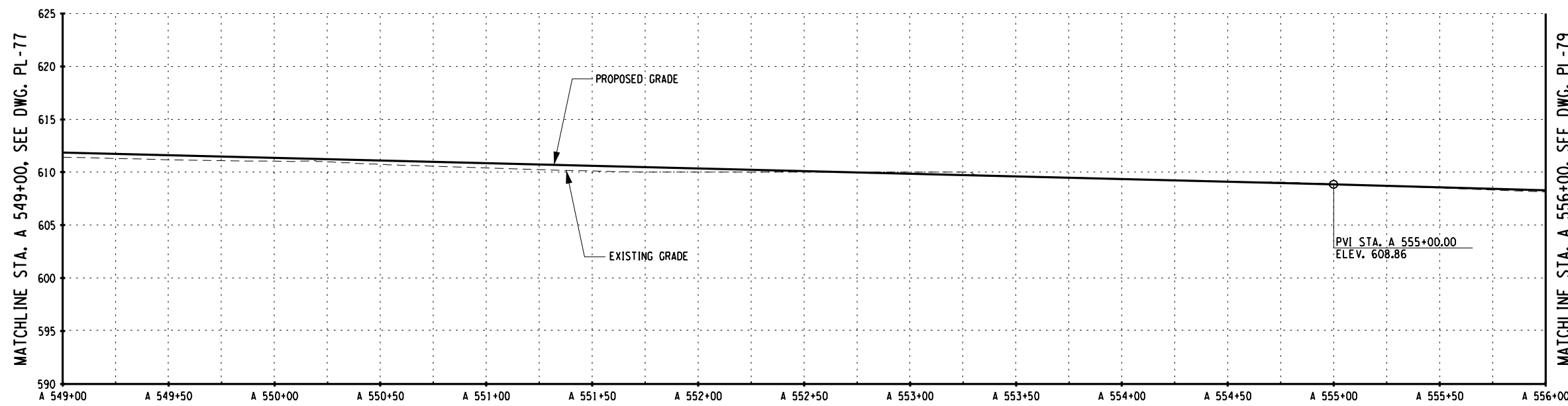
IN CHARGE OF _____ TCB _____ DESIGNED BY _____ CMH _____ CHECKED BY _____ TCB _____ DRAFTED BY _____ CMH/ERB/JDH _____ CHECKED BY _____ CMH _____



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



PLAN - STA. A 549+00 TO STA. A 556+00



PROFILE - STA. A 549+00 TO STA. A 556+00

SURVEY AND MAPPING PROVIDED BY:



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ASHOKAN RAIL TRAIL	ULSTER COUNTY
PLAN AND PROFILE - 78	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING	
PL-78	

NO.	DATE	BY	REVISION
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EDUCATION LAW, ARTICLE 145, SECTION 7209

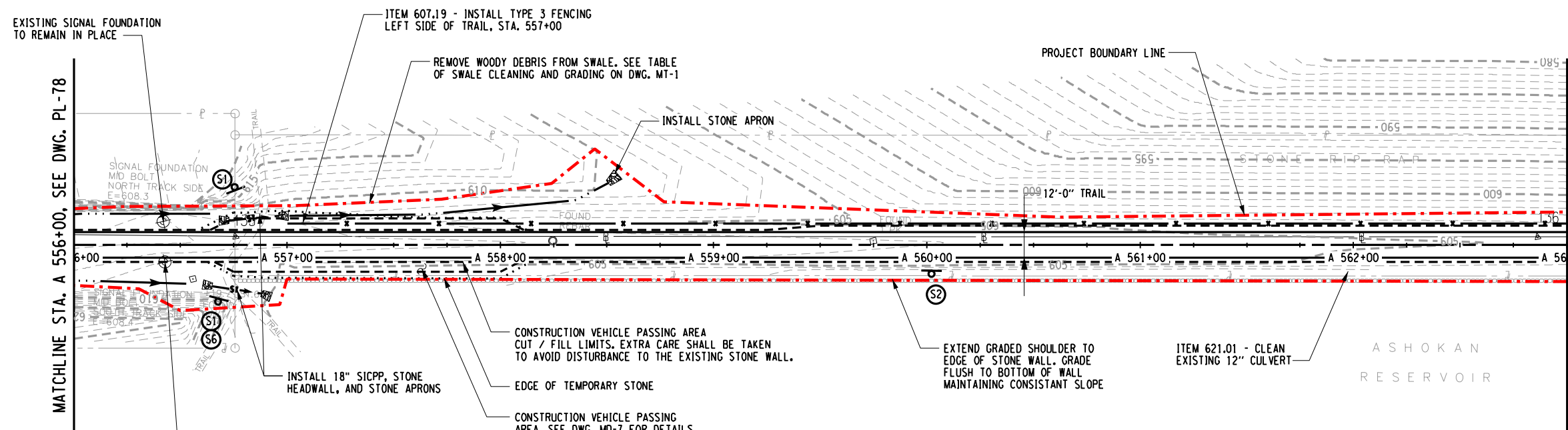
ASHOKAN RAIL TRAIL

PLAN AND
PROFILE - 79

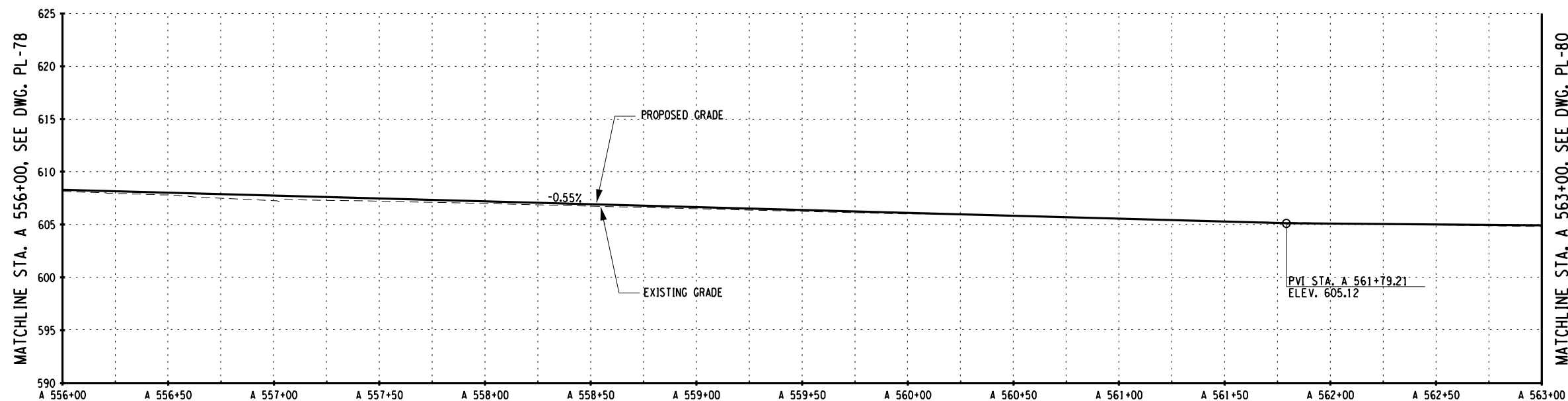
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DATE ISSUED: 5/30/2018
DRAWING
PL-79

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SURVEYING, PLANNING, GIS



PLAN - STA. A 556+00 TO STA. A 563+00



PROFILE - STA. A 556+00 TO STA. A 563+00

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ON : MAY 30, 2018

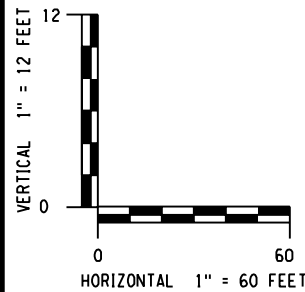


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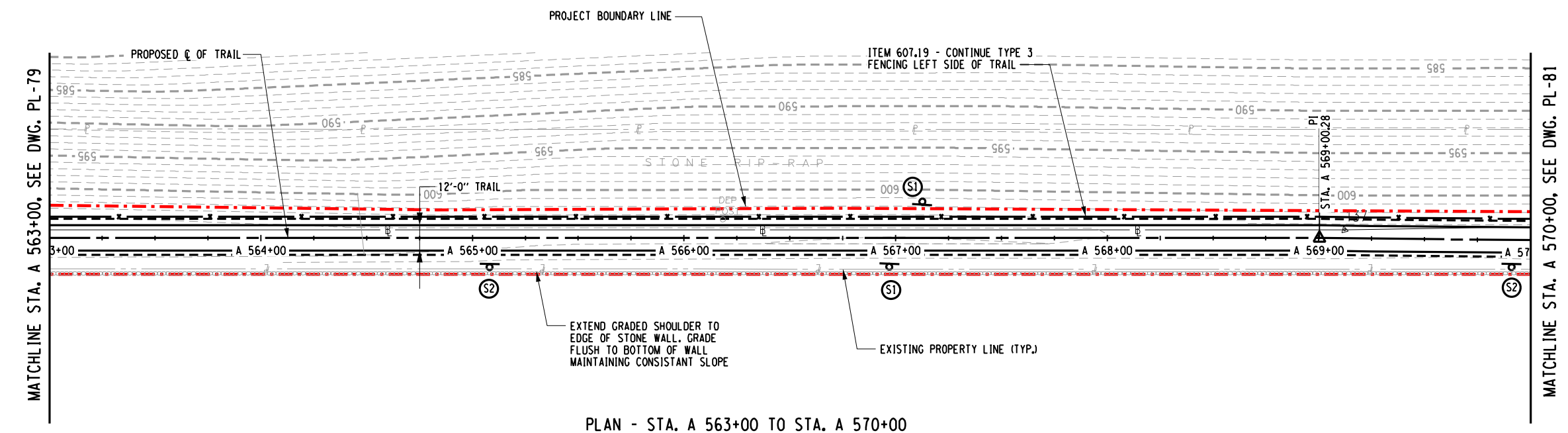
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IN CHARGE OF	TCB	DESIGNED BY	CMH	CHECKED BY	TCB	DRAFTED BY	CMH/ERB/JDH	CHECKED BY	CMH
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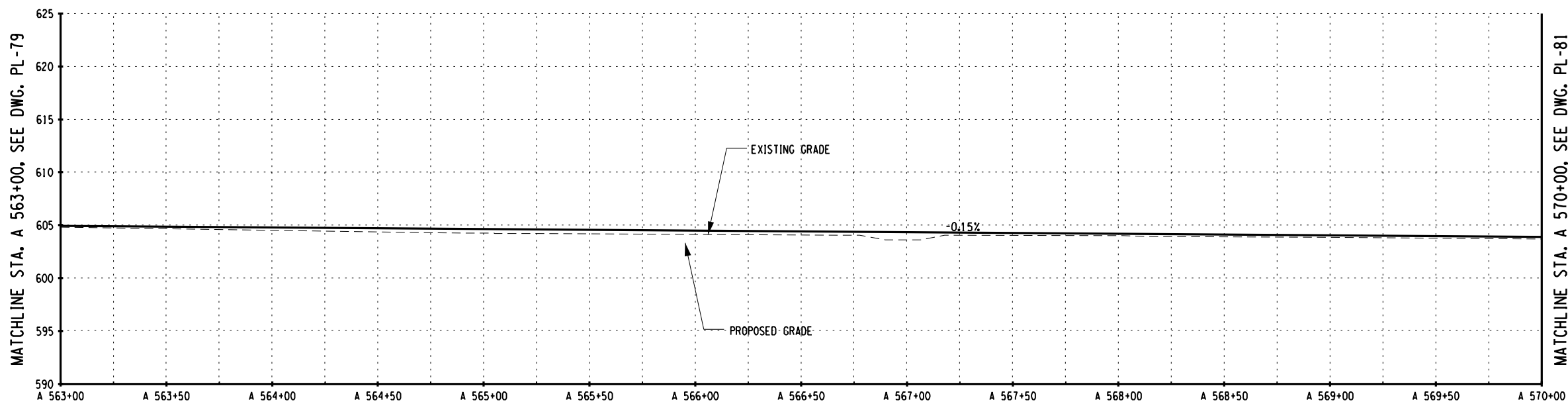
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY TCB DRAFTED BY CMH/EPB/JDH CHECKED BY CMH



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



PLAN - STA. A 563+00 TO STA. A 570+00



PROFILE - STA. A 563+00 TO STA. A 570+00

SURVEY AND MAPPING PROVIDED BY:



NO.	DATE	BY	REVISION



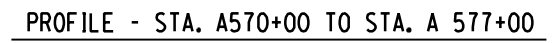
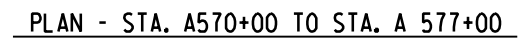
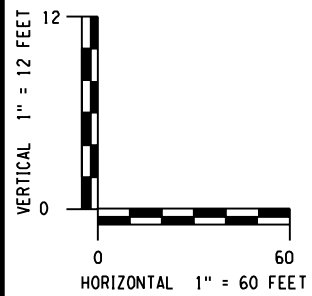
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Oguidice, D.P.C.

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ASHOKAN RAIL TRAIL

PLAN AND
PROFILE - 80

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-80



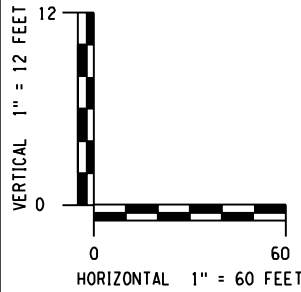
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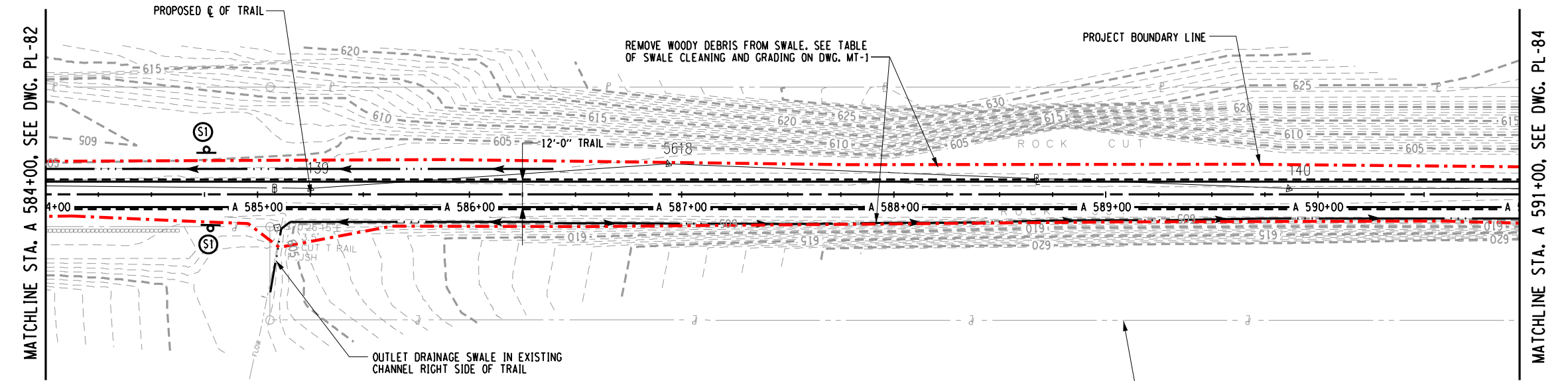
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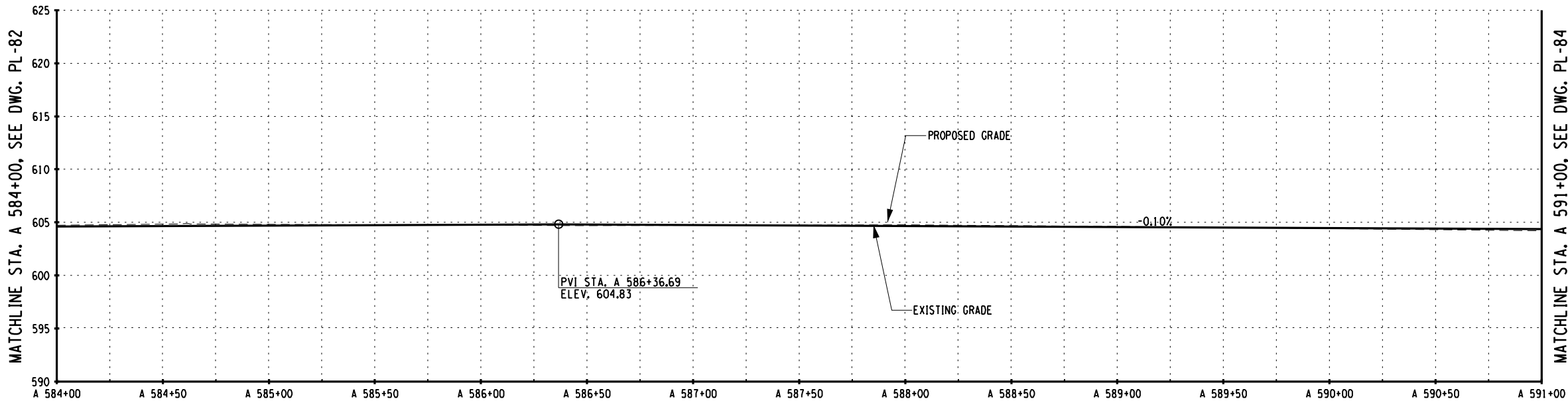
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH CHECKED BY CMH



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



PLAN - STA. A 584+00 TO STA. A 591+00



PROFILE - STA. A 584+00 TO STA. A 591+00

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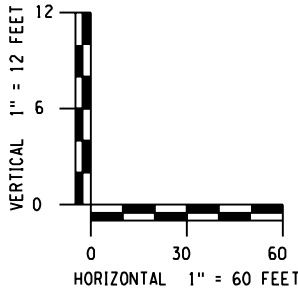


NO. DATE BY REVISION	
Barton & Loguidice, D.P.C.	
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ASHOKAN RAIL TRAIL	ULSTER COUNTY
PLAN AND PROFILE - 83	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING	
PL-83	

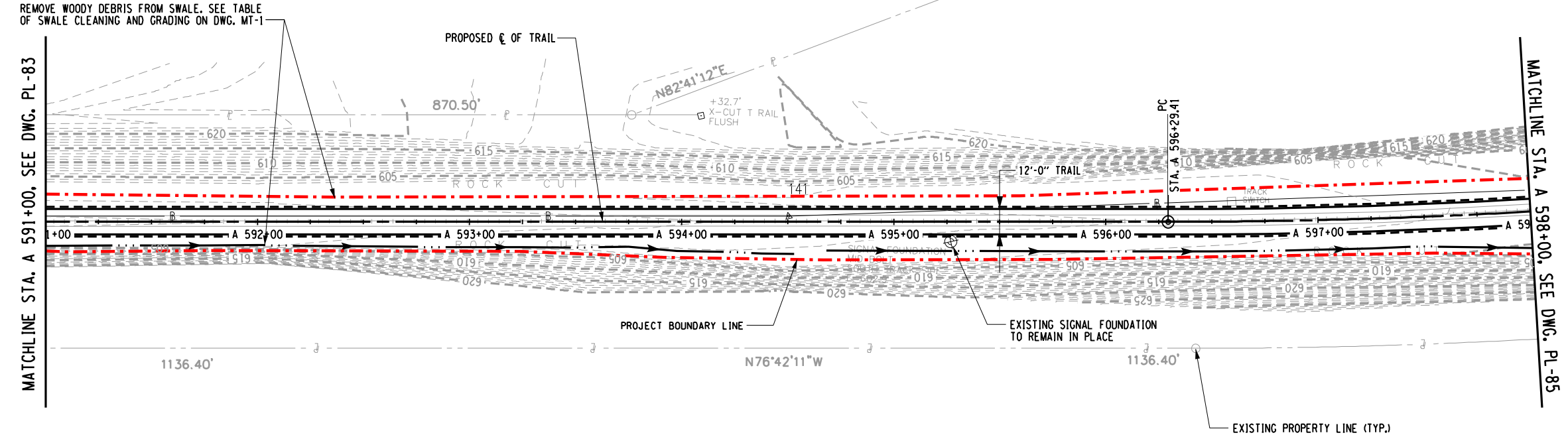
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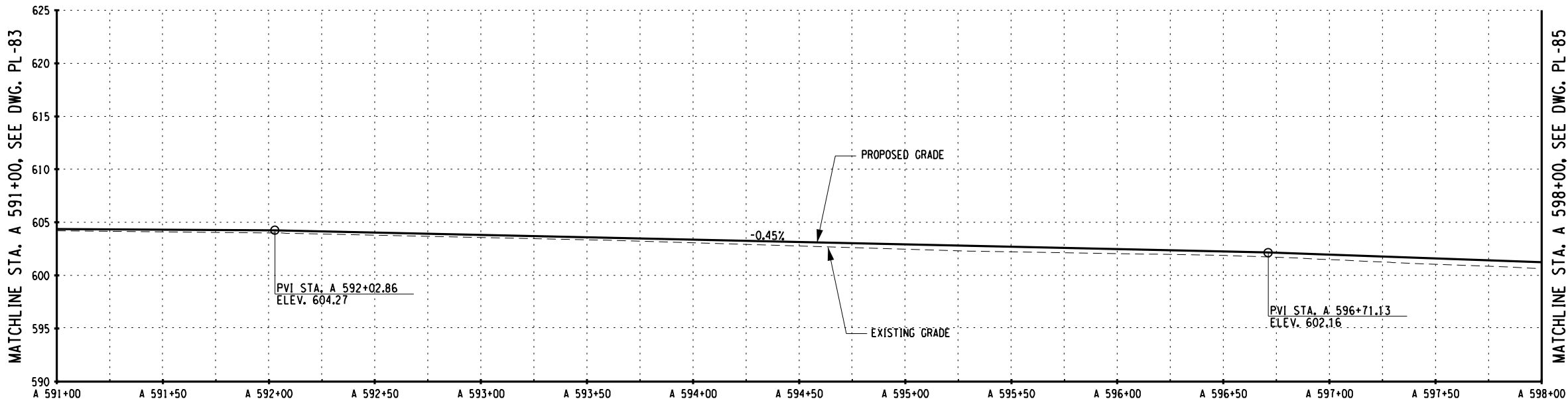
IN CHARGE OF _____ DESIGNED BY _____ CHECKED BY _____ CMH
TCB
DRAFTED BY _____ CMH/ERB/JDH
CHECKED BY _____ CMH



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



PLAN - STA. A 591+00 TO STA. A 598+00



PROFILE - STA. A 591+00 TO STA. A 598+00

SURVEY AND MAPPING PROVIDED BY:

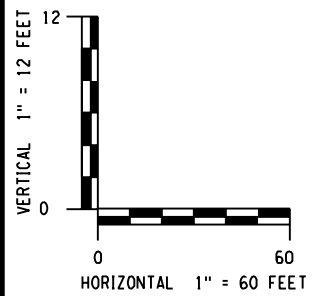


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NO.	DATE	BY	REVISION
Barton & Loguidice, D.P.C.			
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ASHOKAN RAIL TRAIL		ULSTER COUNTY	
PLAN AND PROFILE - 84			
SCALE: AS SHOWN			
DATE ISSUED: 5/30/2018			
DRAWING PL-84			

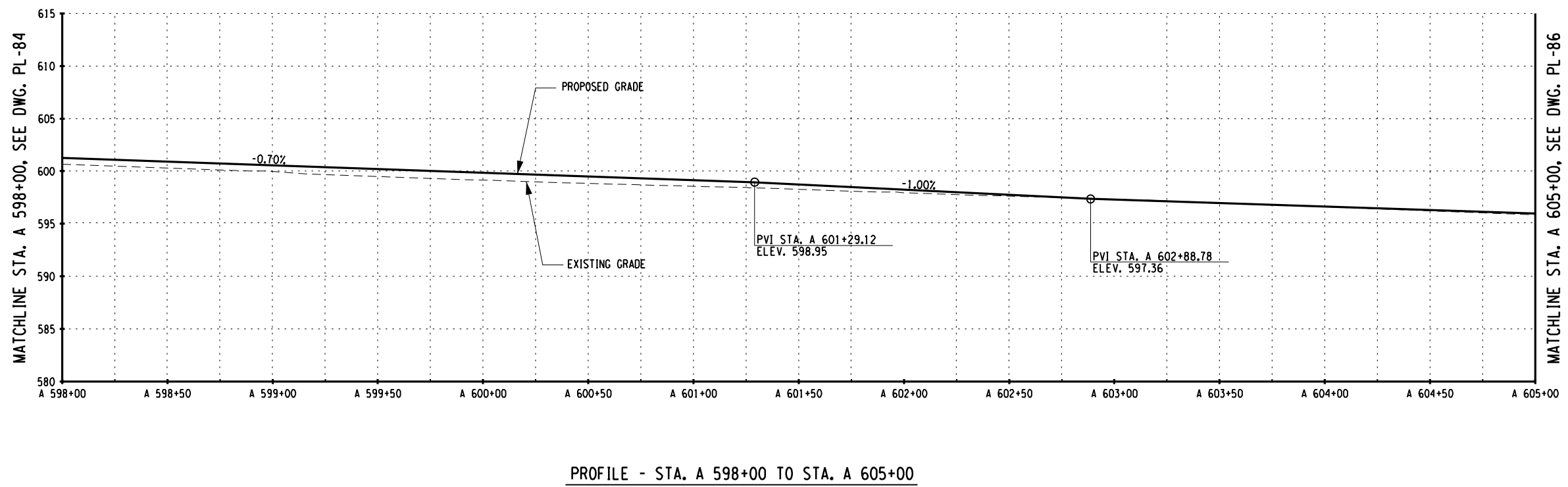
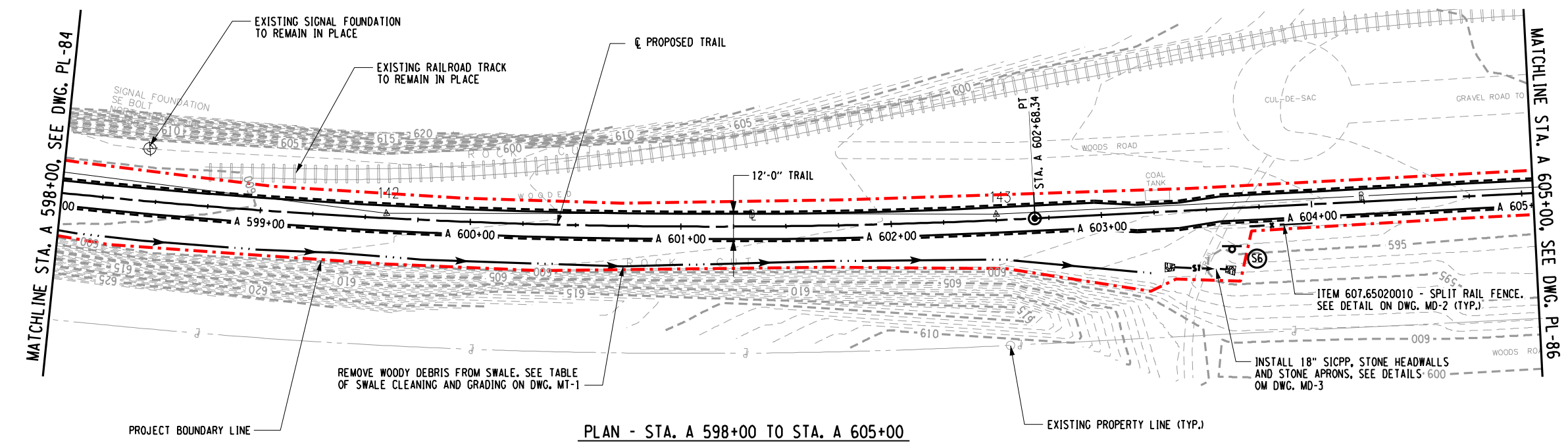
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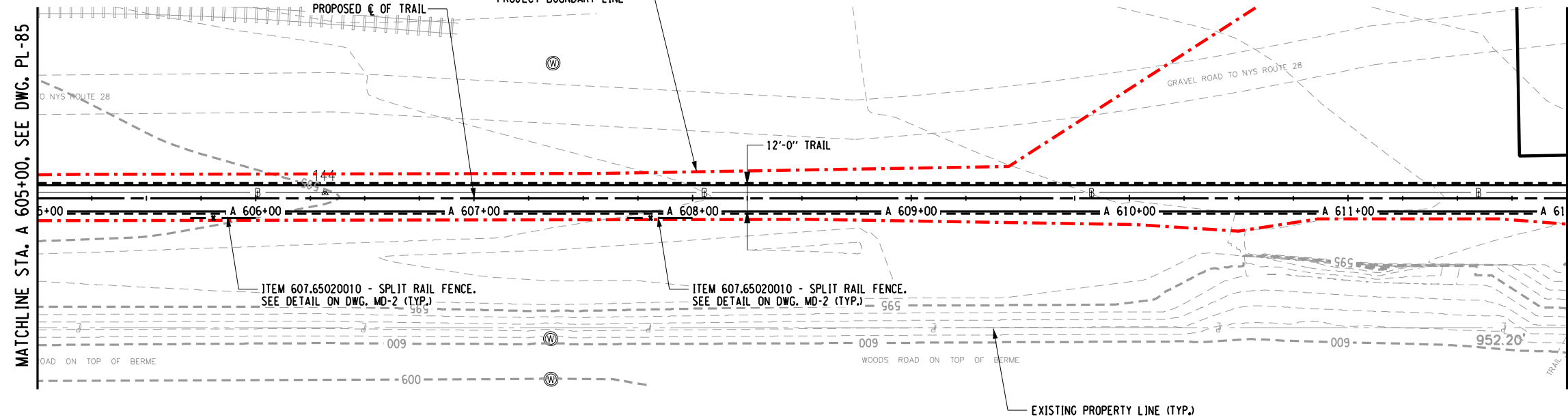


PREPARED BY: BARTON & LOGUIDICE, D.P.C.
ON: MAY 30, 2018

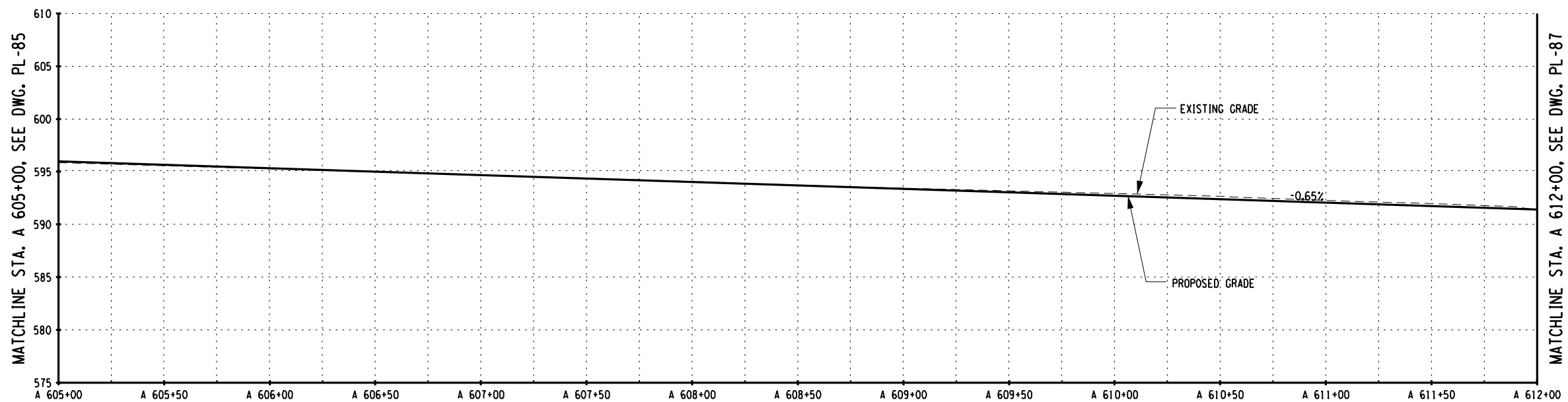


SURVEY AND MAPPING PROVIDED BY:
BROOKS & BROOKS, PC
SURVEYING, PLANNING, GIS

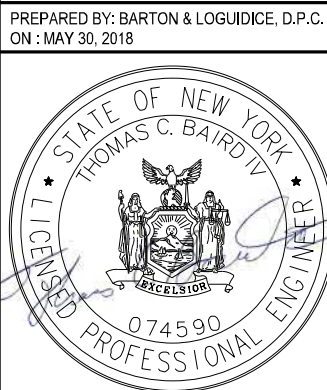
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NO. DATE	BY REVISION
Barton & Loguidice, D.P.C.	
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ASHOKAN RAIL TRAIL	ULSTER COUNTY
PLAN AND PROFILE - 85	
SCALE: AS SHOWN	
DATE ISSUED: 5/30/2018	
DRAWING PL-85	



PLAN - STA. A 605+00 TO STA. A 612+00



PROFILE - STA. A 605+00 TO STA. A 612+00



SURVEY AND MAPPING PROVIDED BY:

Barton
& Loguidice, D.P.C.

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EDUCATION LAW ARTICLE 145 SECTION 7209**

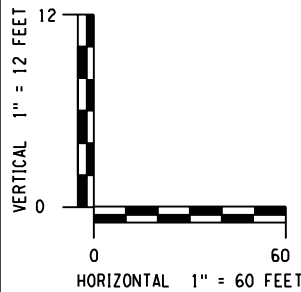
ASHOKAN RAIL TRAIL

ULSTER COUNTY

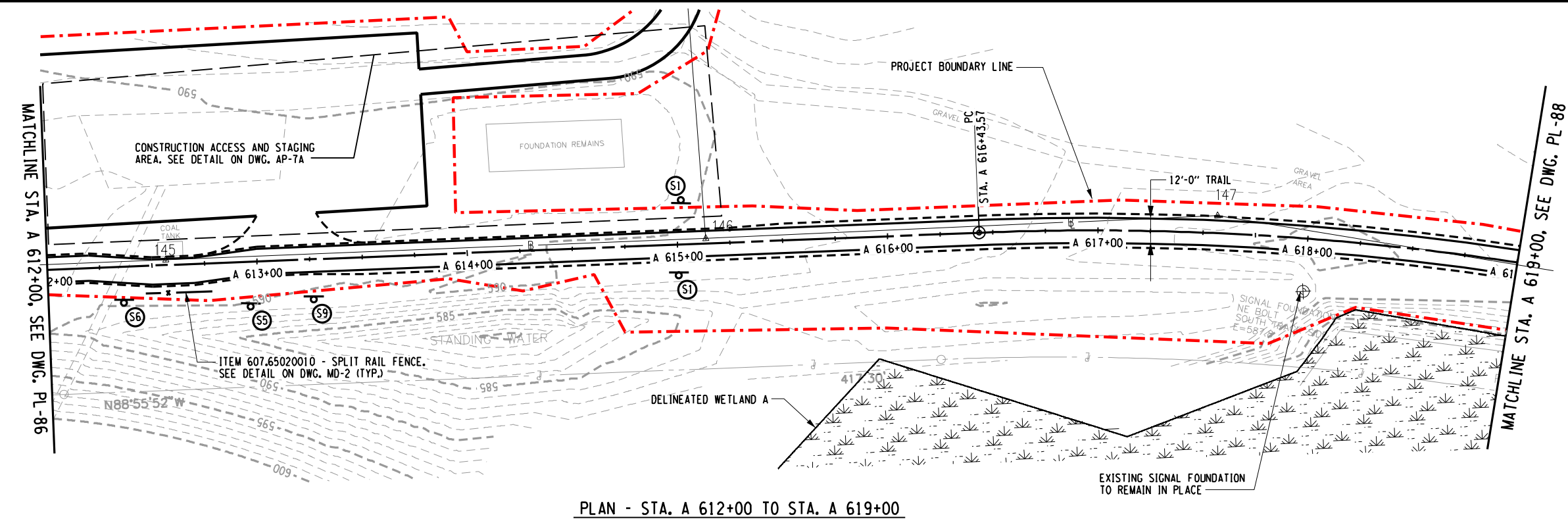
PLAN AND
PROFILE - 86

SCALE: AS SHOWN
DATE ISSUED: 5/30/2018
DRAWING
PL-86

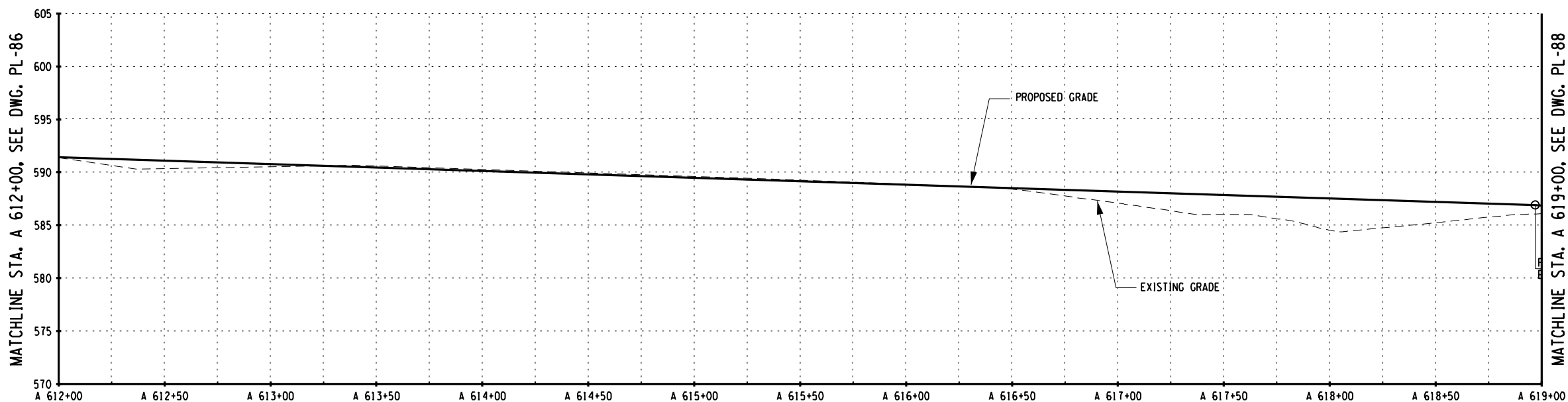
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY TCB DRAFTED BY CMH/ERB/JDH CHECKED BY CMH



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



PLAN - STA. A 612+00 TO STA. A 619+00



PROFILE - STA. A 612+00 TO STA. A 619+00

SURVEY AND MAPPING PROVIDED BY:



NO. DATE	BY	REVISION



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ASHOKAN RAIL TRAIL

PLAN AND
PROFILE - 87

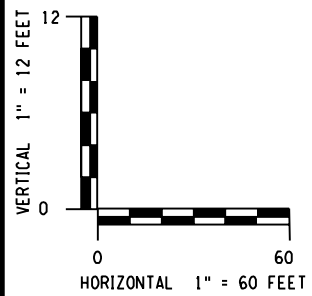
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DATE ISSUED: 5/30/2018
DRAWING
PL-87

25
245

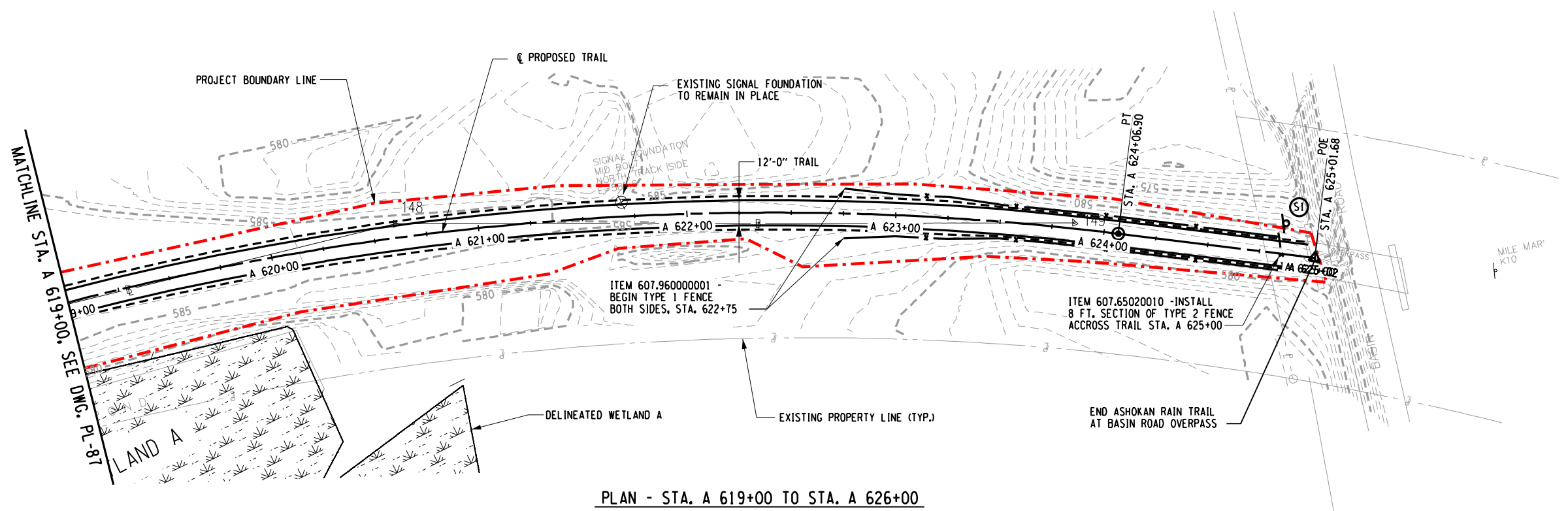
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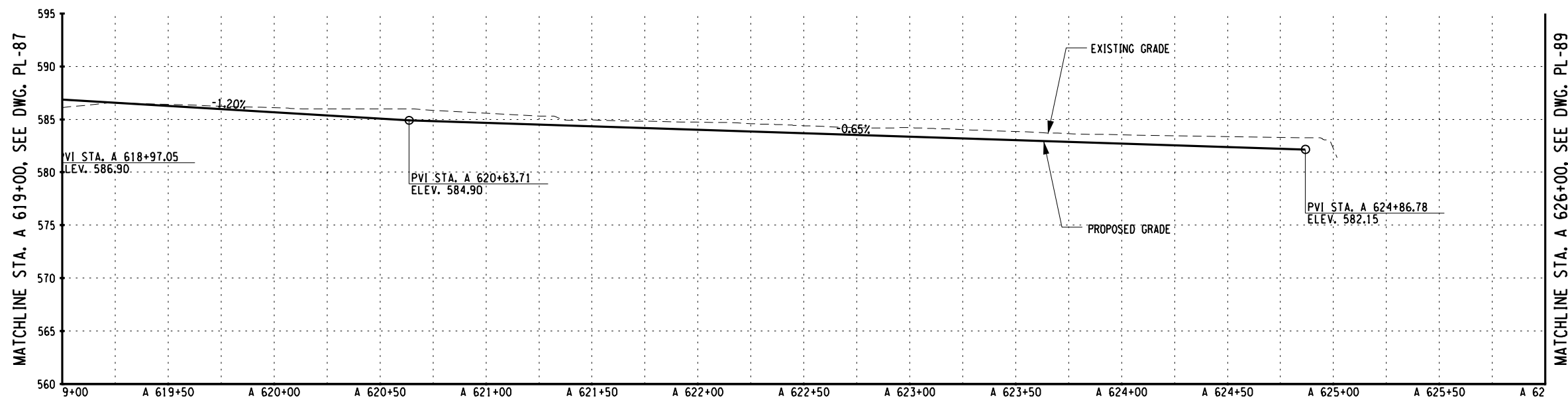
IN CHARGE OF TCB DESIGNED BY CMH CHECKED BY CMH DRAFTED BY CMH/ERB/JDH TCB CHECKED BY CMH



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



PLAN - STA. A 619+00 TO STA. A 626+00



PROFILE - STA. A 619+00 TO STA. A 626+00

SURVEY AND MAPPING PROVIDED BY:



126		245	
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