C.T. 52-7 R.C. 52-105 S.T. 52-25

C.T. 52-7 R.C. 52-105 S.T. 52-25

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			1	99
CATSKILL SECTION					SUB. 6

NEW YORK STATE THRUWAY AUTHORITY

PLANS FOR CONSTRUCTING A PORTION OF THE NEW YORK STATE THRUWAY

CATSKILL SECTION - SUBDIVISION 6
(ROUTE 9W - GREENE COUNTY LINE)

From Station 940+00 northerly to Station 1259+82.93, a length of 6.06 miles in the Town of New Baltimore

CONTRACT No. C.T. 52-7

AND FOR RECONSTRUCTING PORTIONS OF THE

COXSACKIE - RAVENA, PART 1

STATE HIGHWAY No. 5198

Between Station 11+30 and Station -(11+21.47), a length of 0.02 mile in the Town of Coxsackie, and 0.41 mile in the Town of New Baltimore

NEW BALTIMORE STATION - COEYMANS

STATE HIGHWAY No. 1348

Between Station 4+90 and Station 17+00, a length of 0.23 mile in the Town of New Baltimore

A TOTAL LENGTH OF 0.66 MILES CONTRACT No. R.C. 52-105

AND FOR CONSTRUCTING PORTIONS OF

5 Access Roads to State Highway No. 1348 and State Highway No. 5198, a length of 1.54 miles in the Town of New Baltimore

A TOTAL COMBINED LENGTH OF 8.26 MILES CONTRACT No. S.T. 52-25

99 SHEETS

GREENE COUNTY

TYPE OF CONSTRUCTION

Cement Concrete Pavement 6.49 Miles
Asphalt Concrete, Type 1A, Optional 1.03 Miles
Gravel (Calcium Chloride Treated) 0.74 Mile
Including the Following Structures
Highway Separation (S.H. 5198), 4 Span, I-Beam (ALPHA), 1 @ 58' 5", 1 @ 70' 8", 2 @ 86' 5"
Highway Separation (S.H. 1348) 4 Span, I-Beam (ALPHA), 2 @ 90' 0", 1 @ 101' 0", 1 @ 87' 6"
Highway Separation (New Baltimore-Aquetuck Road), 1 Span, Rigid Frame, 31' 0"
Bridge (Hannacroix Creek), 1 Span, I-Beam (ALPHA), 62' 0"
R.R. Separation Structure (Sta. 1039+00), 3 Span, I-Beam (ALPHA), 1 @ 110' 0", 2 @ 88' 0"

STANDARD STRUCTURE SHEETS

40-101R, 40-103R, 46-4, 49-6S, 49-7, 50-1R, 50-3A, 51-3, 51-11R, 51-11W, 51-20, 51-21, 51-27, 51-33R, 51-40, 52-2C, 52-2W, 52-12R, 52-17A, 52-17B, 52-17C, 52-17D, 52-41, 52-43

All work contemplated under this contract to be covered by and in conformity with the specifications adopted January 2, 1951, except as modified on these plans and in the Itemized Proposal.

DEPARTMENT OF PUBLIC WORKS

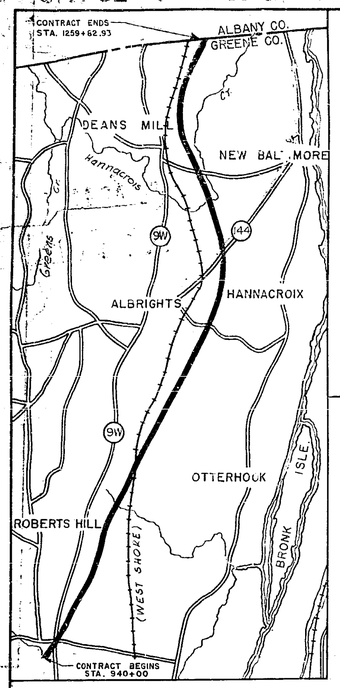
RECOMMENDED: G.L. NICKERSON, DISTRICT ENGINEER — DATE

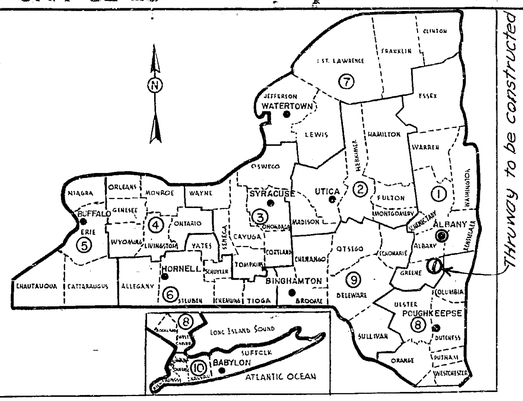
APPROVED:
E.T. GAWKINS, DEPUTY CHIEF ENGINEER — 10/2/52 DATE
E.W. WENDELL, DEPUTY CHIEF ENGINEER — 9/26/52 DATE
J.B. Mc MORRAN, CHIEF ENGINEER — 10/6/52 DATE

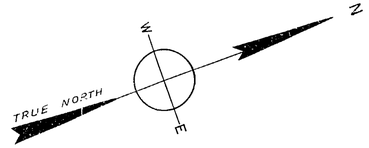
NEW YORK STATE THRUWAY AUTHORITY

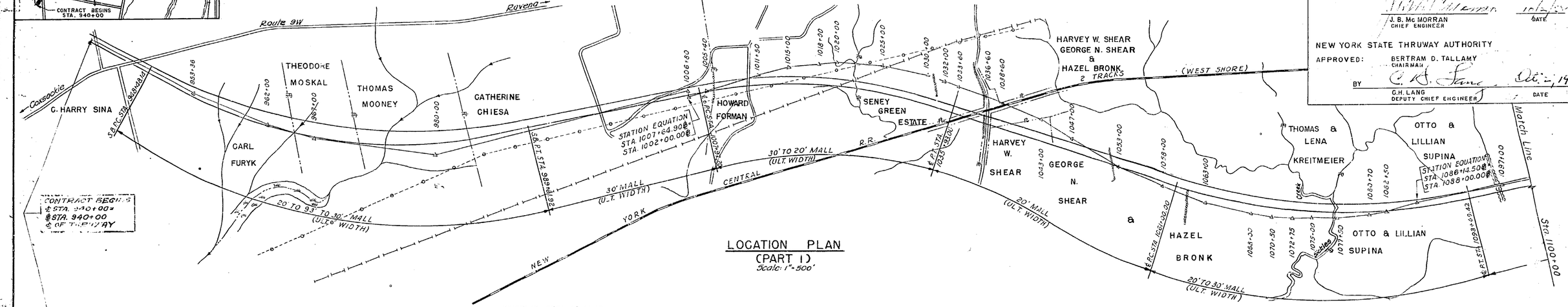
APPROVED: BERTRAM D. TALLAMY, CHAIRMAN

BY C.H. LANG, DEPUTY CHIEF ENGINEER — Oct. 14, 52 DATE



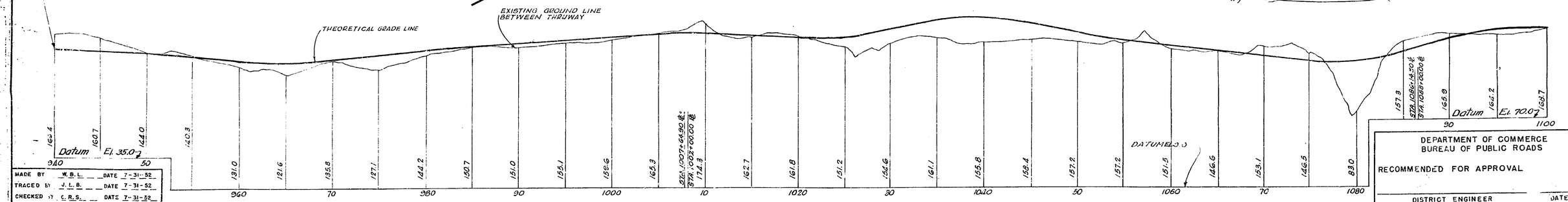






LOCATION PLAN (PART 1)

Scale: 1"=500'



PROFILE

Scale: Horiz. 1"=500' Vert. 1"=50'

MADE BY	W.B.L.	DATE 7-31-52
TRACED BY	J.L.B.	DATE 7-31-52
CHECKED BY	C.R.S.	DATE 7-31-52
SCALE	1"=500' PROFILE	1"=500' HOR. 1"=50' VERT.

PREPARED AND RECOMMENDED BY DE LEEUW AND BRILL ENGINEERS ARCHITECTS.
BY _____ DATE 7/25/52
N.Y.S. P.E. LIC. NO 25930

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL

_____ DISTRICT ENGINEER — DATE

APPROVED

_____ DIVISION ENGINEER — DATE

C.T. 52-7 R.C. 52-105 S.T. 52-25

C.T. 52-7 R.C. 52-105 S.T. 52-25

C.T. 52-7 R.C. 52-105 S.T. 52-25

C.T. 52-7 R.C. 52-105 S.T. 52-25

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			1	99

CATSKILL SECTION SUB. 6

NEW YORK STATE THRUWAY AUTHORITY

PLANS FOR CONSTRUCTING A PORTION OF THE NEW YORK STATE THRUWAY

CATSKILL SECTION - SUBDIVISION 6

(ROUTE 9W - GREENE COUNTY LINE)

From Station 940+00 northerly to Station 1259+82.93, a length of 6.06 miles in the Town of New Baltimore

CONTRACT No. C.T. 52-7

AND FOR RECONSTRUCTING PORTIONS OF THE

COXSACKIE - RAVENA, PART 1

STATE HIGHWAY No. 5198

Between Station 11+30 and Station -(11+21.47), a length of 0.02 mile in the Town of Coxsackie, and 0.41 mile in the Town of New Baltimore

NEW BALTIMORE STATION - COEYMANS

STATE HIGHWAY No. 1348

Between Station 4+90 and Station 17+00, a length of 0.23 mile in the Town of New Baltimore

A TOTAL LENGTH OF 0.66 MILES CONTRACT No. R.C. 52-105

AND FOR CONSTRUCTING PORTIONS OF

5 Access Roads to State Highway No. 1348 and State Highway No. 5198, a length of 1.56 miles in the Town of New Baltimore

A TOTAL COMBINED LENGTH OF 8.26 MILES CONTRACT No. S.T. 52-25

99 SHEETS

GREENE COUNTY

For Table of Lengths and List of Materials See Back of This Sheet

TYPE OF CONSTRUCTION

Cement Concrete Pavement 6.49 Miles
Asphalt Concrete, Type 1A, Optional 1.03 Miles
Gravel (Calcium Chloride Treated) 0.74 Mile
Including the Following Structures
Highway Separation (S.H. 5198), 4 Span, I-Beam (ALPHA), 1 @ 58' 5", 1 @ 70' 8", 2 @ 86' 5"
Highway Separation (S.H. 1348) 4 Span, I-Beam (ALPHA), 2 @ 90' 0", 1 @ 101' 0", 1 @ 87' 6"
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Bridge (Hannacroix Creek), 1 Span, I-Beam (ALPHA), 62' 0"
R.R. Separation Structure (Sta. 1039+00), 3 Span, I-Beam (ALPHA), 1 @ 110' 0", 2 @ 88' 0"

STANDARD STRUCTURE SHEETS

40-101R, 40-103R, 46-4, 49-6S, 49-7, 50-1R, 50-34, 51-3, 51-11R, 51-11W, 51-20, 51-21, 51-27, 51-33R, 51-40, 52-2C, 52-2W, 52-12R, 52-17A, 52-17B, 52-17C, 52-17D, 52-41, 52-43

All work contemplated under this contract to be covered by and in conformity with the specifications adopted January 2, 1951, except as modified on these plans and in the Itemized Proposal.

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED: G.L. NICKERSON, DISTRICT ENGINEER — DATE 8/6/52

APPROVED: E.T. GAWKINS, DEPUTY CHIEF ENGINEER — DATE 10/2/52

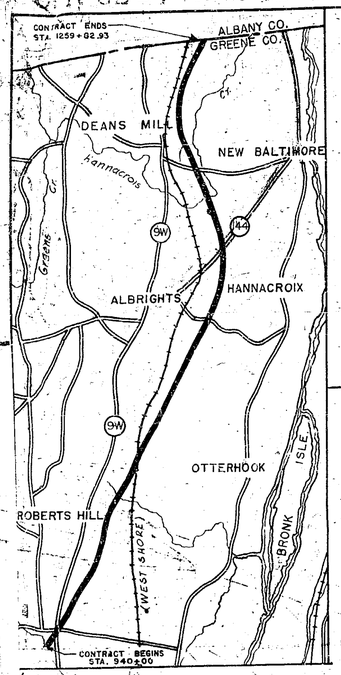
E.W. WENDELL, DEPUTY CHIEF ENGINEER — DATE 3/16/53

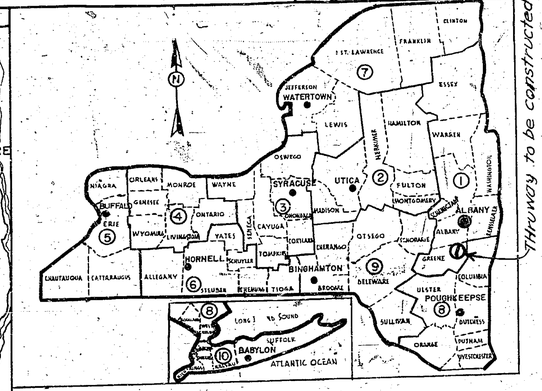
J.B. Mc MORRAN, CHIEF ENGINEER — DATE

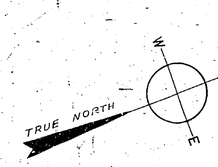
NEW YORK STATE THRUWAY AUTHORITY

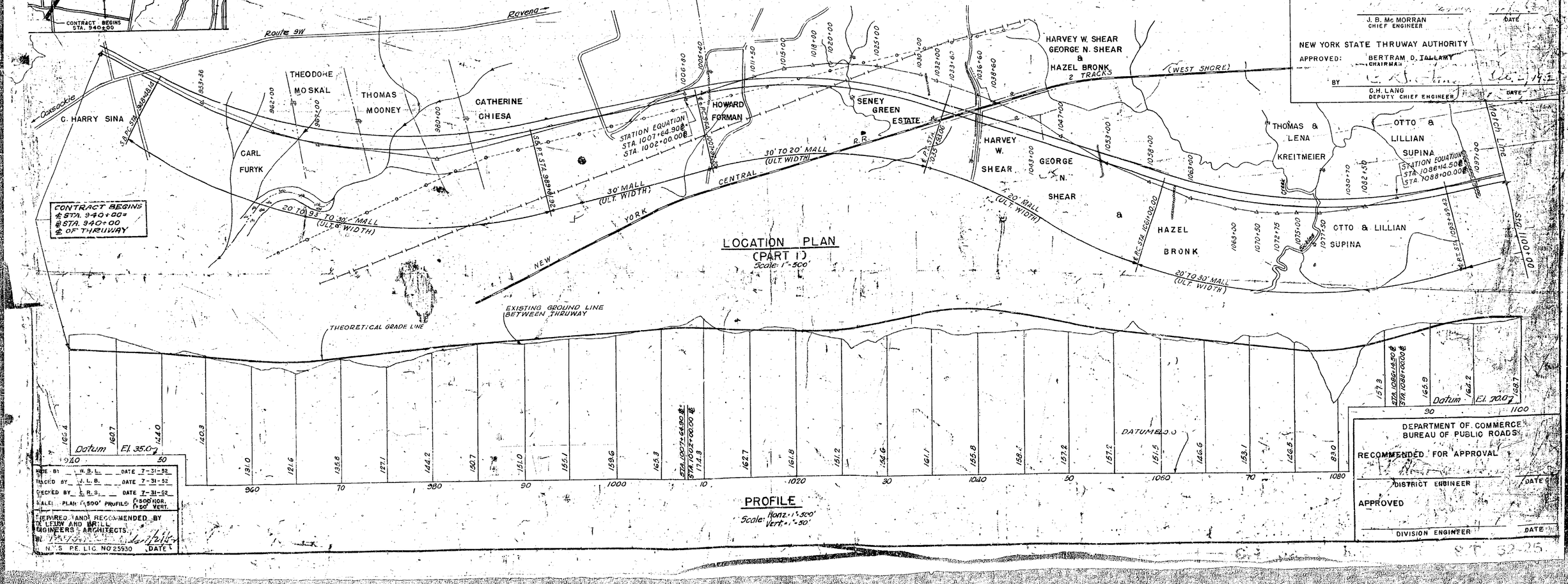
APPROVED: BERTRAM D. TALLAMY, CHAIRMAN

BY C.H. LANG, DEPUTY CHIEF ENGINEER — DATE 10-17-52









LOCATION PLAN (PART 1)
Scale: 1" = 500'

PROFILE
Scale: Horiz. 1" = 500' Vert. 1" = 50'

MADE BY	W.S.L. DATE 7-31-52
TRACED BY	J.L.B. DATE 7-31-52
CHECKED BY	C.R.S. DATE 7-31-52
SCALE: PLAN 1" = 500' PROFILE	1" = 500' HOR. 1" = 50' VERT.

PREPARED AND RECOMMENDED BY THE LEEDY AND SEELY ENGINEERS & ARCHITECTS
BY [signature] DATE 7/31/52
N.Y.S. P.E. LIC. NO. 25930

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL

DISTRICT ENGINEER — DATE

APPROVED

DIVISION ENGINEER — DATE

C.T. 52-7 R.C. 52-105 S.T. 52-25

CT52-7
1T

HIGHWAY NAME AND NUMBER		TYPE	THICKNESS
CT 52-7	NEW YORK STATE THRUWAY (ROUTE 90) (GREENE CO LINE) SUB 6	REINFORC	9"
RC 52-105	RECONSTRUCTION OF 2 STATE HIGHWAYS #1348 & #6196	REINFORC	9" & 4"
ST 52-25	RECONSTRUCTION OF 5 ACCESS ROADS: TOWN & COUNTRY	AS PER CONT. ASPH CONC & GRAVEL	2½"
CT 52-7	PAVEMENT. WIDTH: 2@25'+VARIES WIDTH ROADWAY	117+VARIES	
RC 52-105	20'+VARIES	3748	
ST 52-25	18'+20'	28+32+VARIES	

MEASURED LENGTHS

	SQ. YDS. PAVT.	HOR PLAN LGTH L.F.	HOR PLAN LGTH MI.	HOR FINAL LGTH L.F.	HOR FINAL LGTH MI.	FINAL SLOPE LGTH L.F.	FINAL SLOPE LGTH MI.	TOWN
CT 52-7 ROAD	175445	31613.94	5.987	31578.73	5.981	31580.05	5.981	NEW BALTIMORE
BRIDGE (2)	4350	358.66	0.068	358.03	0.068	358.03	0.068	"
TOTAL	179795	31972.60	6.055	31936.76	6.049	31938.08	6.049	
RC 52-105 ROAD	9333	2780.17	0.526	2767.13	0.524	2770.48	0.525	COXSACKIE NEW BALTIMORE
BRIDGE (3)	2065	680.83	0.129	680.93	0.129	682.42	0.129	NEW BALTIMORE
TOTAL	12198	3461.00	0.655	3448.06	0.653	3452.90	0.654	"
ST 52-25 ROADS	10114	8125.00	1.536	8130.00	1.540	8139.00	1.541	NEW BALTIMORE
CONTRACT TOTAL ADD	44878	42579.11	8.053	42475.86	8.045	42489.53	8.047	
CONTRACT TOTAL ANS	7215	1037.47	0.197	1038.76	0.197	1040.45	0.197	
CONTRACT TOTAL	202,107	43558.60	8.250	43514.82	8.242	43529.98	8.244	

MATERIALS

MATERIALS	SUPPLIER		TEST
SAND	WINDSOR BLDG & SUPPLY	NEW WINDSOR N.Y.	53-F-54
STONE	CALLANAN ROAD IMP. CO	SOUTH BETHLEHEM N.Y.	51-R725
CEMENT PORTLAND ASTM	BLAIR	CEMENTON N.Y.	
" " "	NORTH AMERICAN	ALSEN N.Y.	
" " "	LEHIGH	ALSEN N.Y.	
CEMENT NAT'L BRN	BLAIR	CEMENTON N.Y.	
" " "	LEHIGH	ALSEN N.Y.	
CEMENT NATURAL	CENTURY	ROSENDALE N.Y.	
CONCRETE CULVERT PIPE	CAPITOL CONCRETE PRODUCTS CO.	SCOTIA N.Y.	
CORR. M. CULVERT PIPE	DUTCHESS QUARRY	PLEASANT VALLEY	
C.S.P.A. METAL PIPE	U.S. FABRICATORS	WOOSTER OHIO	53-L-2748
MISC. METALS		BLOOMFIELD N.J. ELIZABETH N.J.	
BAR REINFORCEMENT	BETHLEHEM STEEL CO.	BLOOMFIELD N.J. & ELIZABETH N.J.	
STRUCTURAL STEEL	UNITED STATES STEEL	PITTSBURGH PA.	
TUBULAR RAILING	LINDSAY ST. RAILING CO.		
STEEL FABRIC REINF.	AMERICAN STEEL & WIRE CO.	DONORA PA.	
SPECIAL BAR SHEAR CONN.	UNITED STATES STEEL	PITTSBURGH PA.	
TRAFFIC JOINT SUPPORTS	T. to 3		
RAILING JOINT SUPPORTS	Armco steel	Buffalo N.Y.	
CONCRETE FOUNDATION COURSE	CALLANAN ROAD IMP. CO.	SOUTH BETHLEHEM N.Y.	1-46-7
CALCIUM CHLORIDE	SOLVAY PROCESS CO.	SOLVAY N.Y.	
WIRE	AMERICAN STEEL & WIRE CO.	CLEVELAND N.Y.	
BITUMINOUS	ESSO STANDARD OIL	CONSTABLE HOOK N.J.	
BITUMINOUS	AMERICAN BIT. & ASPHALT CO.	BARBER N.J.	
STEEL BEARING PILES	BETHLEHEM STEEL CO.	BLAISDELL N.Y.	
WATER PROOFING	NITCO CHEMICAL CO.		53-L-2231
BITUMINOUS FILLER	THOMSON MATERIALS CORP.	WARNERS N.Y.	53-L-3013, 53-L-1069
BITUMINOUS CONCRETE	CALLANAN ROAD IMP. CO.	SOUTH BETHLEHEM N.Y.	
SEED	SERRE SEED CO.	ROCHELLE PARK N.J.	
BEAM TYPE GUIDE RAILING	BETHLEHEM STEEL CO.	JOHNSTON PA.	

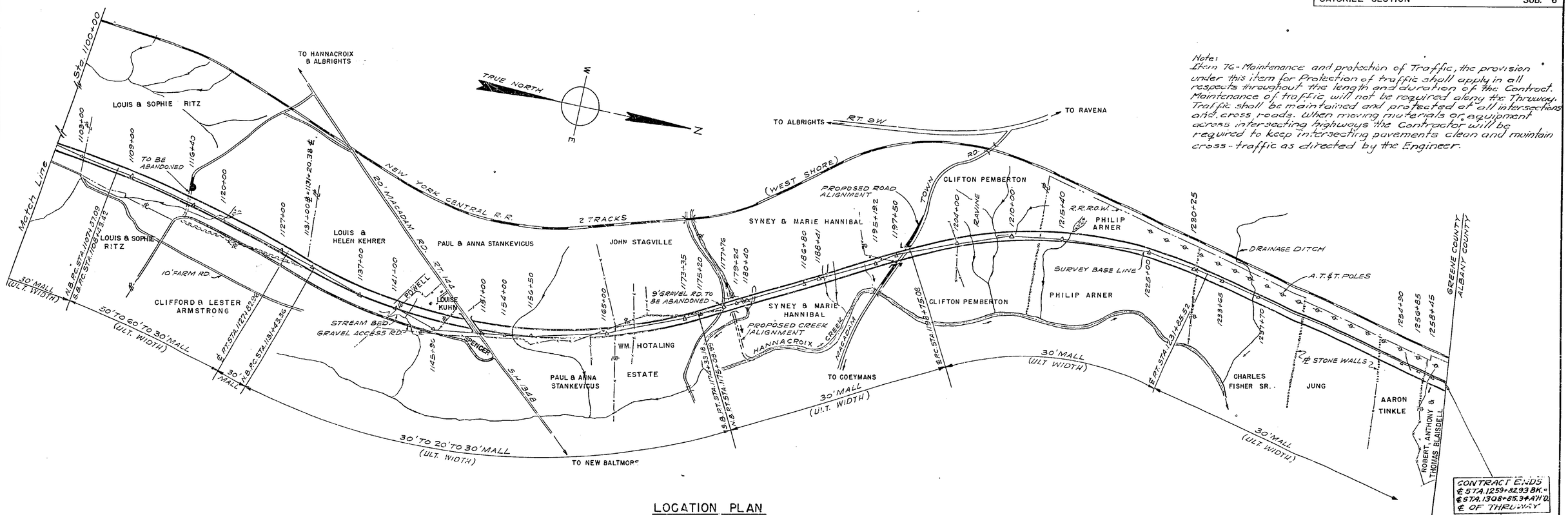
CONTRACT DATED	NOVEMBER 10, 1952
CONTRACT STARTED	NOVEMBER 17, 1952
CONTRACT COMPLETED	DECEMBER 12, 1956
CONTRACT ACCEPTED	AUGUST 12, 1957
CONTRACTOR	THE SAVIN CONSTRUCTION CO. 10 VILLAGE ST. EAST HARTFORD CONN
DISTRICT ENGINEER	R. NICKERSON & N.P. RONDA
ASSIST. RESIDENT ENGINEER	DE LEEUW & BRILL
RESIDENT ENGINEER	R. SIMPSON
STATE ENGINEER	N. ZIETLER
ROAD PLAN DRAWN BY	DE LEEUW & BRILL
ROAD PLAN CHECKED BY	DE LEEUW & BRILL

APPROVED
R. Nickerson
DISTRICT ENGINEER

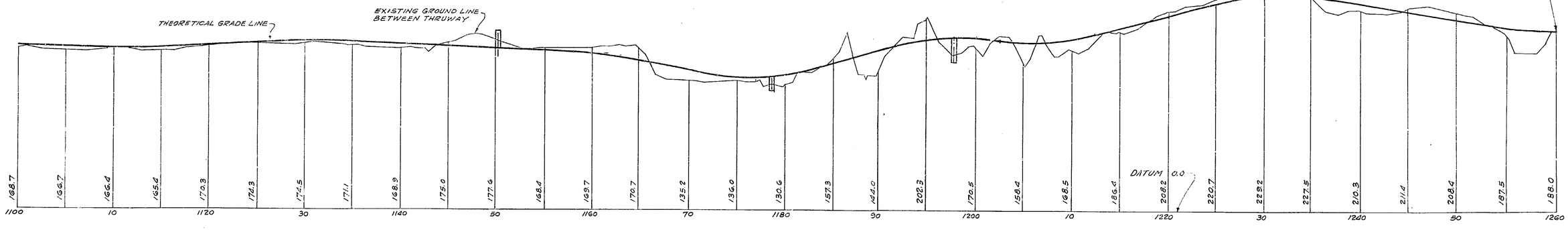
C.T. 52-7 S.T. 52-3 B.C. 52-105

FED.RD. DIV.NO.	STATE	FED.AID PROJ.NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			2	99
CATSKILL SECTION				SUB. 6	

Note:
Item 76 - Maintenance and protection of Traffic, the provision under this item for Protection of traffic shall apply in all respects throughout the length and duration of the Contract. Maintenance of traffic will not be required along the Thruway. Traffic shall be maintained and protected at all intersections and cross roads. When moving materials or equipment across intersecting highways the Contractor will be required to keep intersecting pavements clean and maintain cross-traffic as directed by the Engineer.



LOCATION PLAN
(PART II)
Scale: 1" = 500'



PROFILE
Scale: Horiz. 1" = 500'
Vert. 1" = 50'

MADE BY J.L.B. DATE 7/31/52
TRACED BY V.B.L. DATE 7/31/52
CHECKED BY G.R.S. DATE 7/31/52
SCALE PLAN 1"=500' PROFILE 1"=500' HOR. 1"=50' VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS-ARCHITECTS
BY _____ DATE _____
N.Y.S. P.E. LIC. NO. 25930

Prepared pursuant to the Thruway Law and recommended by
_____
Engineer District No. 1
_____ 1952

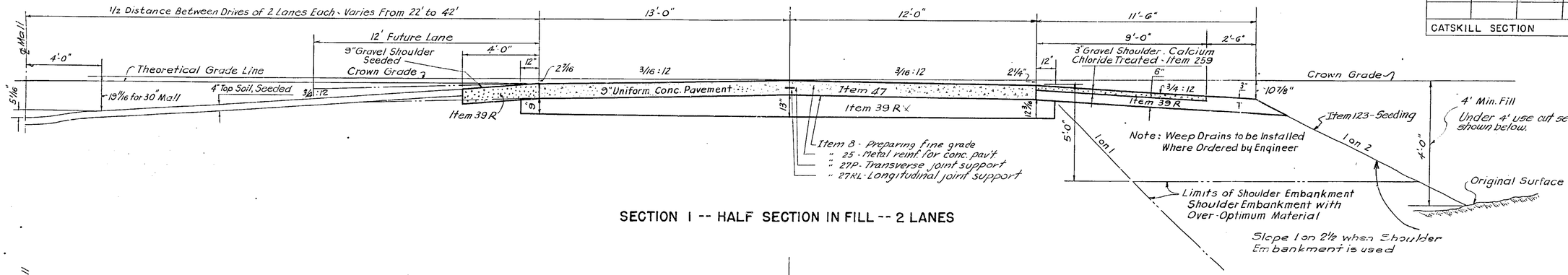
DE LEUW AND BRILL
ENGINEERS ARCHITECTS
227 E 44 TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE
LOCATION MAP

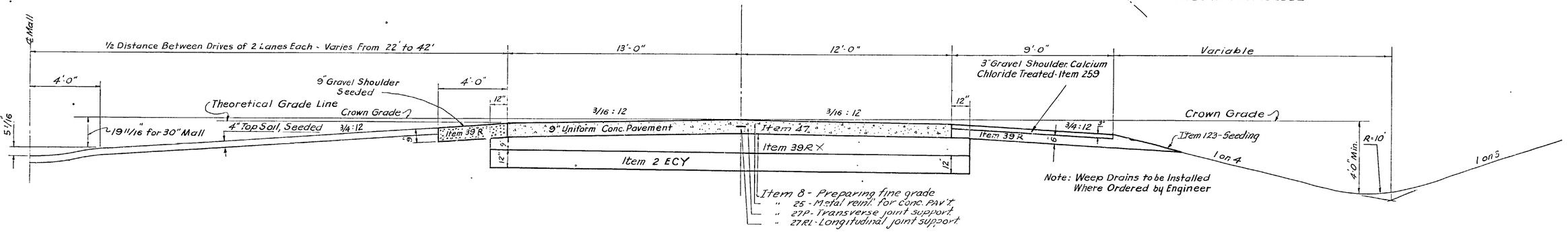
ASSOC. CIVIL ENGINR. CONST.

C.T. 52-1 S.T. 52-25 R.C. 52-105

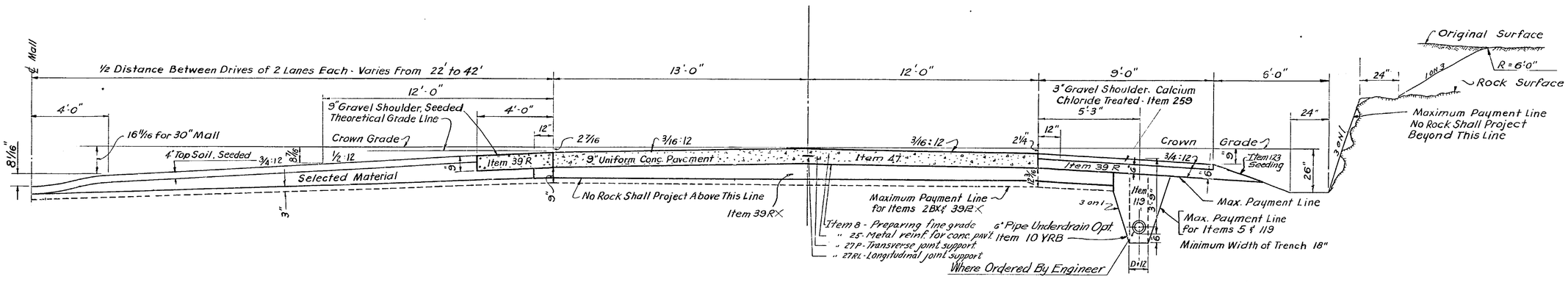
FED RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				3	99
CATSKILL SECTION				SUB. 6	



SECTION 1 -- HALF SECTION IN FILL -- 2 LANES



SECTION 2 -- HALF SECTION IN EARTH CUT -- 2 LANE



SECTION 3 -- HALF SECTION IN ROCK CUT -- 2 LANE

STATION TO STATION USE OF SECTION #1 TABULATED BELOW

STATION TO STATION	STATION TO STATION
955+00 956+40	1165+82 1180+25
NB 961+97 963+95	SB 1180+25 1181+45
963+95 965+93	NB 1187+32 1192+82
SB 965+93 968+92	NB 1195+82 1197+32
973+78 981+20	1197+32 1201+83
983+21 987+21	1204+35 1206+38
987+21 997+21	NB 1206+38 1207+88
1021+88 1053+48	1207+88 1217+00
NB 1063+42 1068+28	SB 1230+00 1236+00
NB 1074+00 1076+98	1236+00 1243+00
1076+98 1082+31	SB 1254+00 1256+00
1094+18 1098+19	1256+00 1259+00
SB 1110+18 1118+68	NB 1259+00 1259+50
SB 1137+22 1144+24	

STATION TO STATION USE OF SECTION #2 TABULATED BELOW

STATION TO STATION	STATION TO STATION
940+00 955+00	NB 1110+18 1118+68
936+00 961+97	1118+68 1137+22
SB 961+97 963+95	NB 1137+22 1144+24
NB 965+93 966+92	1144+24 1165+82
966+92 973+78	NB 1180+25 1181+45
981+20 983+21	1181+45 1187+32
NB 983+21 987+21	SB 1187+32 1192+82
997+21 1021+88	1192+82 1195+82
1053+48 1056+24	SB 1195+82 1197+32
1056+70 1063+42	1201+83 1204+35
SB 1063+42 1068+28	SB 1206+38 1207+88
1068+28 1074+00	1217+00 1230+00
1082+31 1094+18	NB 1230+00 1236+00
1098+19 1110+18	1243+00 1234+00
	NB 1254+00 1256+00
	SB 1259+00 1259+50
	1259+50 1259+8293

STATION TO STATION USE OF SECTION #3 TABULATED BELOW

STATION TO STATION	
1056+24	1056+70
SB 1074+00	1076+98

MADE BY L.B	DATE 7-31-52
TRACED BY N.F	DATE 7-31-52
CHECKED BY C.R.S	DATE 7-31-52
SCALE 3/8"=1'-0"	

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS ARCHITECTS
BY [signature]
N.Y.S. P.E. LIC. NO 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
[signature]
Engineer District No. 1
[illegible] 1952

DE LEUW AND BRILL
ENGINEERS ARCHITECTS
227 E 44 TH ST, NEW YORK 17, N.Y.

TYPICAL CROSS SECTIONS THRUWAY PAVING

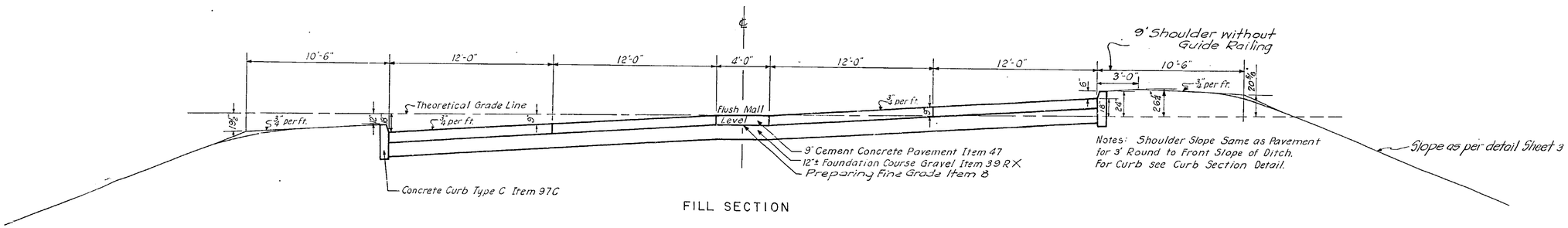
ASSOC. CIVIL ENGNR. CONST.

C.T. 52-7 S.T. 52-25 R.C.

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.
	N.Y.			4

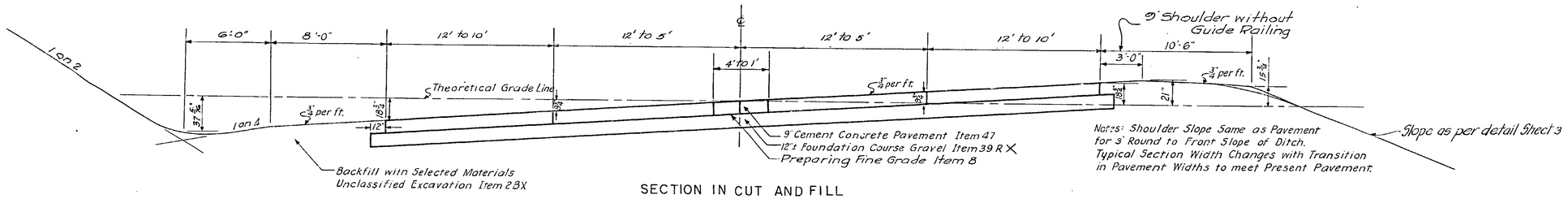
CATSKILL SECTION SUB.

TYPICAL BANKED SECTION—COXSACKIE-RAVENA PT. I S.H. 5198
4 LANE WIDTH WITH 4' FLUSH MALL

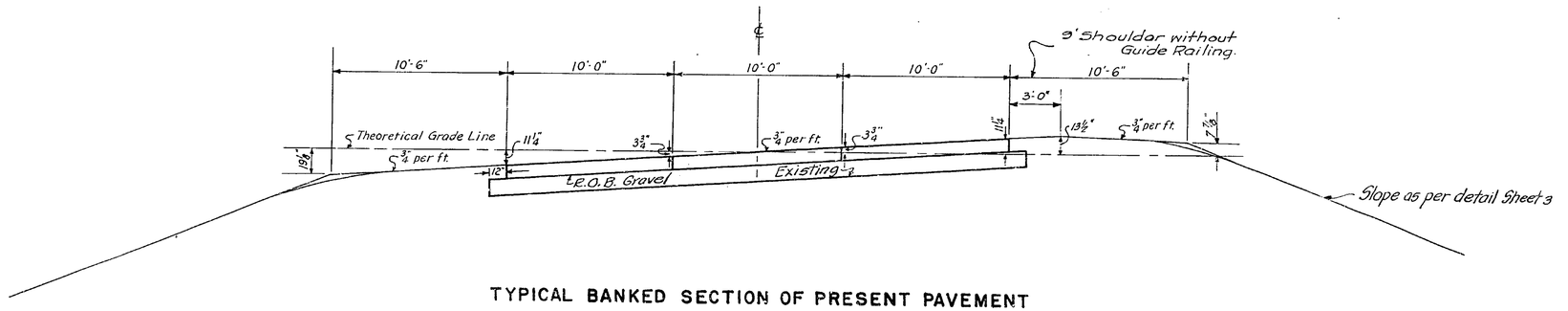


FILL SECTION

TYPICAL BANK SECTION—COXSACKIE-RAVENA PT. I S.H. 5198
4 LANE WIDTH—TRANSITION TO THREE LANES



SECTION IN CUT AND FILL



TYPICAL BANKED SECTION OF PRESENT PAVEMENT

MADE BY WRS DATE 7-31-52
TRACED BY WRS DATE 7-31-52
CHECKED BY CRC DATE 7-31-52
SCALE 1/4" = 1'-0"

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
BY _____
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by

_____
Engineer District No. 1

_____, 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

TYPICAL SECTIONS (RT.9W)
COXSACKIE-RAVENA-PT. I-S.H. 5198

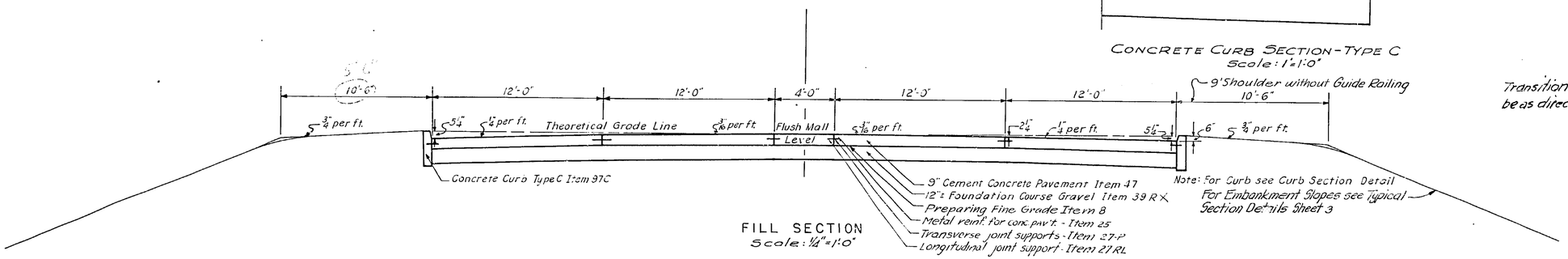
ASSOC. CIVIL ENGR. CONSY.

C.T. 52-1 S.T. 52-15 R.C. 52-105

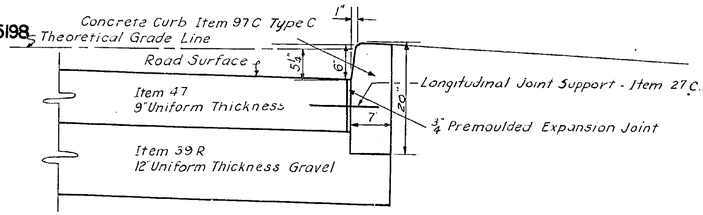
FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			5	99
CATSKILL SECTION				SUB.	6

TYPICAL SECTION—COXSACKIE-RAVENA PT. I S.H. 5198

4 LANE WIDTH WITH 4' FLUSH MALL



FILL SECTION
Scale: 1/4"=1'-0"

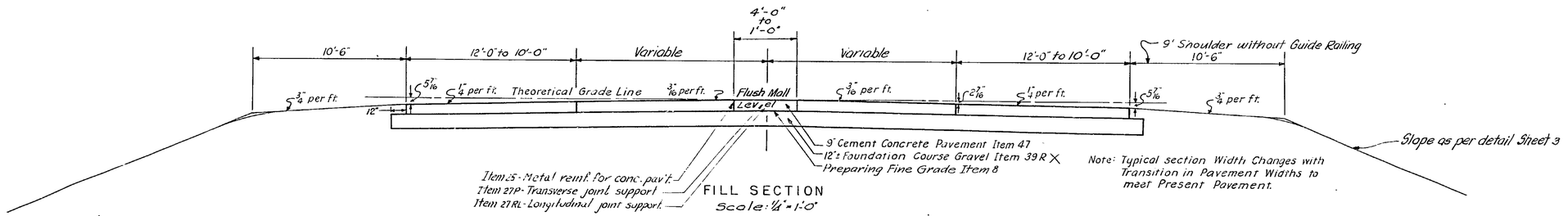


CONCRETE CURB SECTION-TYPE C
Scale: 1"=1'-0"

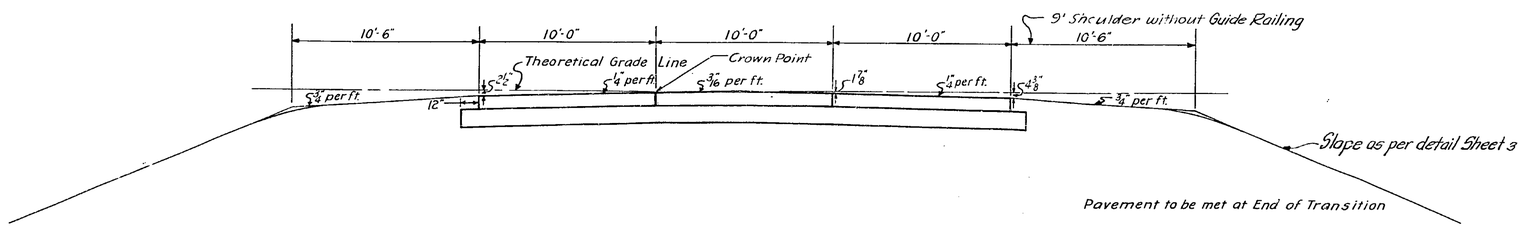
Transition from 10'-6" to 5'-6" shall be as directed by the Engineer.

TYPICAL SECTION—COXSACKIE-RAVENA PT. I S.H. 5198

TRANSITION SECTION



FILL SECTION
Scale: 1/4"=1'-0"



TYPICAL SECTION OF PRESENT PAVEMENT—COXSACKIE-RAVENA PT. I S.H. 5198

Scale: 1/4"=1'-0"

MADE BY D.H. DATE 5/19/52
TRACED BY W.R.S. DATE 7/31/52
CHECKED BY C.R.S. DATE 7-31-52
SCALE AS SHOWN ABOVE

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS-ARCHITECTS
BY.
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by

Engineering District No. 1

1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

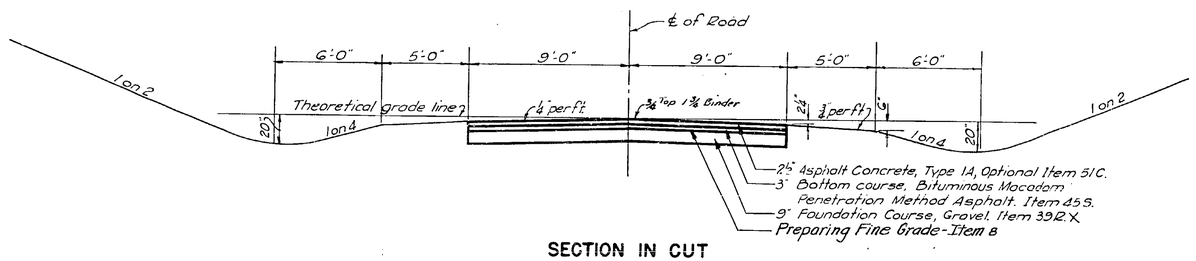
TYPICAL SECTIONS
COXSACKIE-RAVENA ROAD (RT. 9W)

ASSOC. CIVIL ENGRS. CONST.

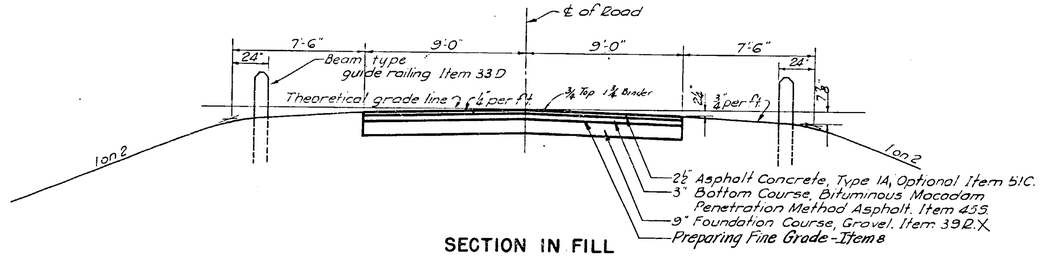
C.T. 52-7 S.T. 52-25 R.C. 52-105

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			6	99
CATSKILL SECTION				SUB. 6	

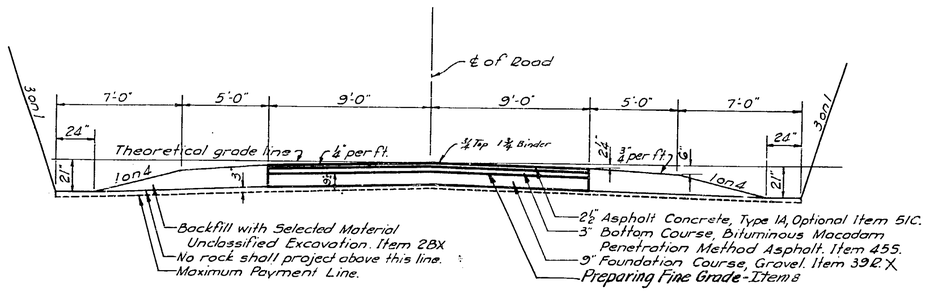
TYPICAL SECTIONS
NEW BALTIMORE–ACQUETUCK TOWN RD.
Scale: 1/4"=1'-0"



SECTION IN CUT



SECTION IN FILL



SECTION IN ROCK CUT

Note: Any excavation below Maximum Payment Line in rock and underneath pavement shall be backfilled with gravel at the Contractors expense.

ASSOC. CIVIL ENGNR. CONST.

ASSIST. DIST. ENGNR.

MADE BY J. J. B. DATE 7-31-52
TRACED BY W. F. DATE 7-31-52
CHECKED BY C. R. S. DATE 7-31-52
SCALE 1/4"=1'-0"

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
BY _____
N.Y.S. P.E. LIC NO. 25930 DATE 7/31/52

Prepared pursuant to the Thruway Law and recommended by
_____
Engineer District No. 1 _____ 1952

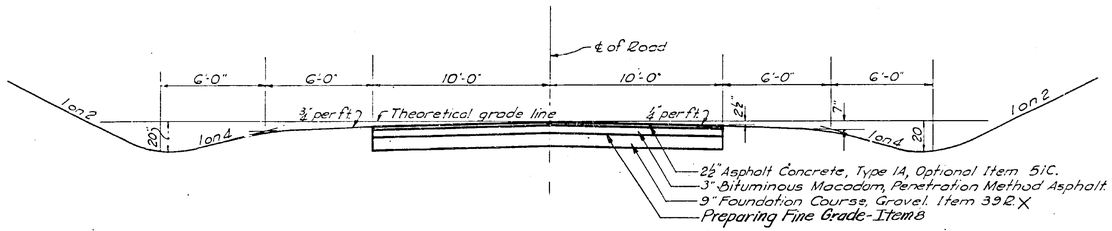
DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

TYPICAL PAVEMENT SECTIONS
NEW BALTIMORE-ACQUETUCK
TOWN ROAD

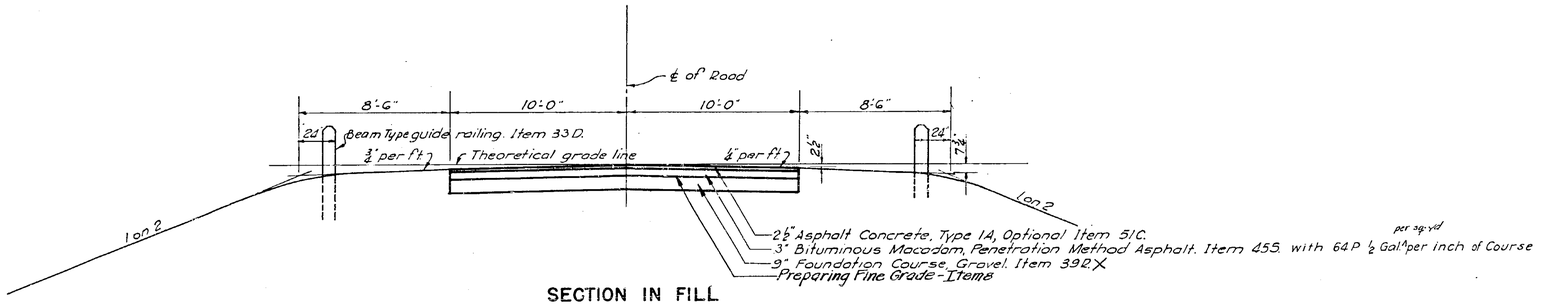
C.T. 52-7 S.T. 52-25 R.C. 52-105

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			7	99
CATSKILL SECTION					SUB. 6

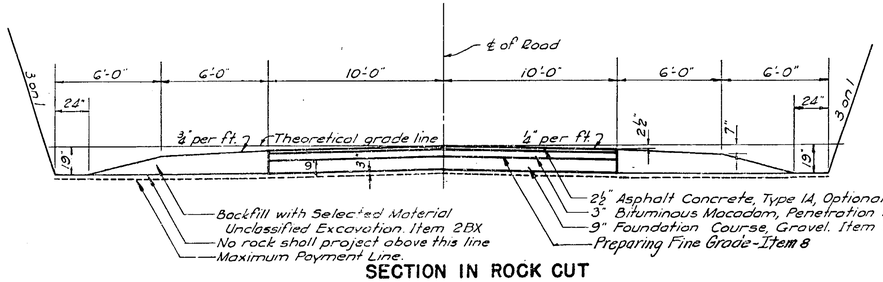
TYPICAL SECTIONS
NEW BALTIMORE - COEYMANS - S.H. 1348 (RT. 144)
Scale: 1/4" = 1'-0"



SECTION IN CUT



SECTION IN FILL



SECTION IN ROCK CUT

Note: Any excavation below Maximum Payment Line in rock and underneath pavement shall be backfilled with gravel at the Contractors expense.

ASSOC. CIVIL ENGNR. CONST.

ASSIST. DIST. ENGNR.

MADE BY	J.L.B.	DATE 7-31-52
TRACED BY	W.F.	DATE 7-31-52
CHECKED BY	C.R.S.	DATE 7-31-52
SCALE	1/4"=1'-0"	

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
BY R.B.S. 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
Engineer District No. 1 8/22 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

TYPICAL PAVEMENT SECTIONS
NEW BALTIMORE STATION COEYMANS
SH 1348 (ROUTE 144)

C.T. 52-7 S.T. 52-25 R.C. 52-105

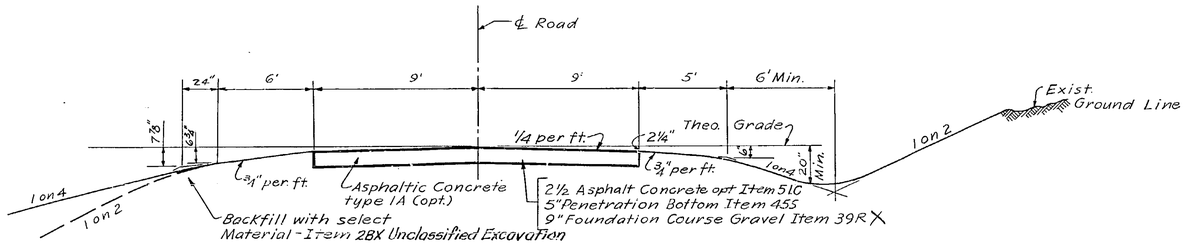
FED. RD. DIV. NO	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			8	99
CATSKILL SECTION				SUB.	6

ASSOC. CIVIL ENGNR. CONST.

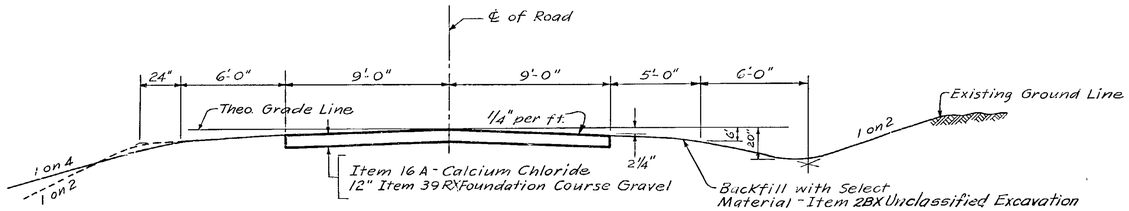
ASSIST. DIST. ENGNR.

TYPICAL SECTIONS
ACCESS ROAD-S.H. 5198(RT. 9W) & S.H. 1348(RT. 144)

Scale: ¼"=1'-0"



ACCESS ROAD TO S.H. 5198
(ROUTE 9W)



ACCESS ROAD TO SH. 1348
(ROUTE 144)

MADE BY	J. L. B. DATE 8-31-52
TRACED BY	W. R. S. DATE 8-31-52
CHECKED BY	C. R. S. DATE 8-31-52
SCALE	1/4"= 1'-0"

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
BY: _____
N.Y.S. P.E. LIC. NO. DATE

Prepared pursuant to the Thruway Law and recommended by

_____
Engineers District No. 1

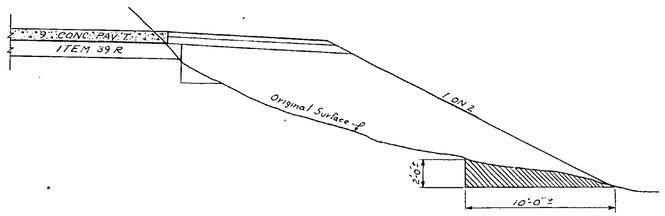
_____, 1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

TYPICAL PAVEMENT SECTIONS
ACCESS ROADS S.H. 5198 (ROUTE 9W) &
S.H. 1348 (ROUTE 144)

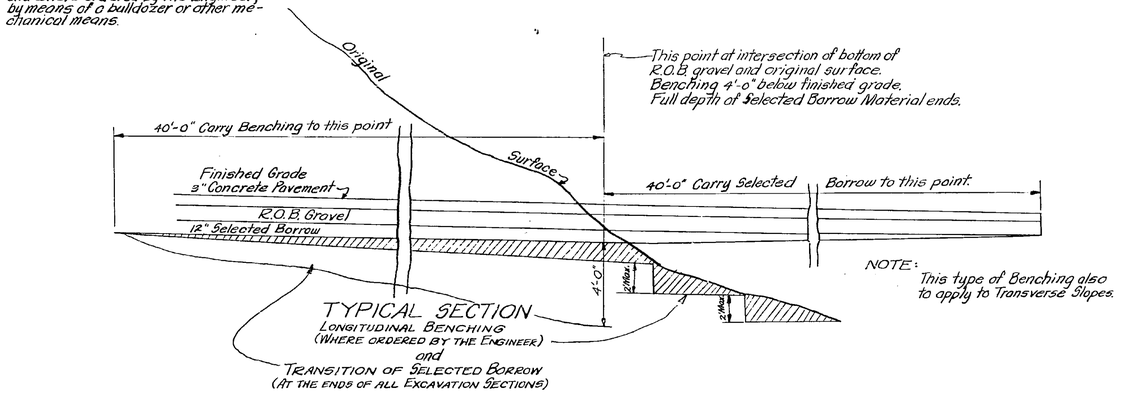
C.T. 52-7 S.T. 52-25 R.C. 12 / 06

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			9	99
CATSKILL SECTION				SUB.	6



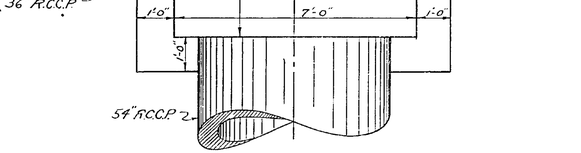
BENCHING AT BOTTOM OF FILL SLOPES
SCALE 1" = 50'

On slopes between 1 on 1 and 1 on 3 and where fill is placed against a hillside or existing slope, benches shall be cut as and where ordered by the Engineer, by means of a bulldozer or other mechanical means.

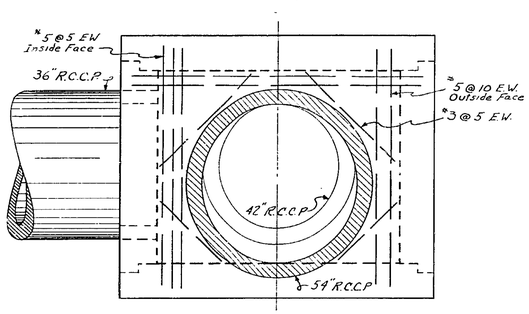


NOTE: This type of Benching also to apply to Transverse Slopes.

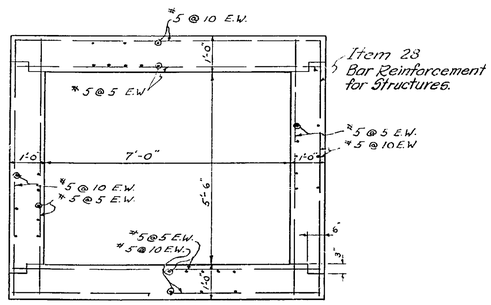
TYPICAL SECTION
LONGITUDINAL BENCHING
(WHERE ORDERED BY THE ENGINEER)
and
TRANSITION OF SELECTED BORROW
(AT THE ENDS OF ALL EXCAVATION SECTIONS)



PLAN

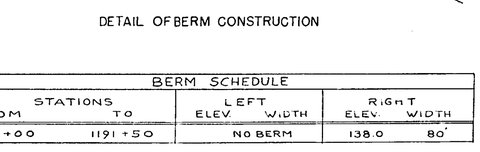


ELEVATION



SECTION THRU BOX

DETAIL OF JUNCTION BOX
AT STA. 1258+25
SCALE 1/2" = 1'-0"



DETAIL OF BERM CONSTRUCTION

BERM SCHEDULE

STATIONS FROM	STATIONS TO	LEFT ELEV.	LEFT WIDTH	RIGHT ELEV.	RIGHT WIDTH
1188+00	1191+50	NO BERM		138.0	80'

ASSOC. CIVIL ENGNR. CONST.

ASSOC. CIVIL ENGNRS.

MADE BY J.P. DATE 7-31-52
TRACED BY J.P. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52
SCALE AS NOTED

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
BY: [signature] 7-31-52
N.Y.S. P.E. LIC. NO. 25530 DATE

Prepared pursuant to the Thruway Law recommended by

[signature]
Engineer District No. 1

[signature] 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

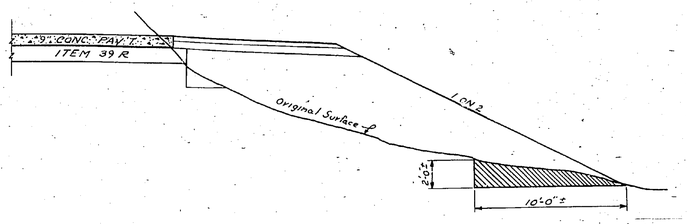
MISC. DETAILS

C.I. 52-1 S.T. 52-2.5 R.O.

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			9	99

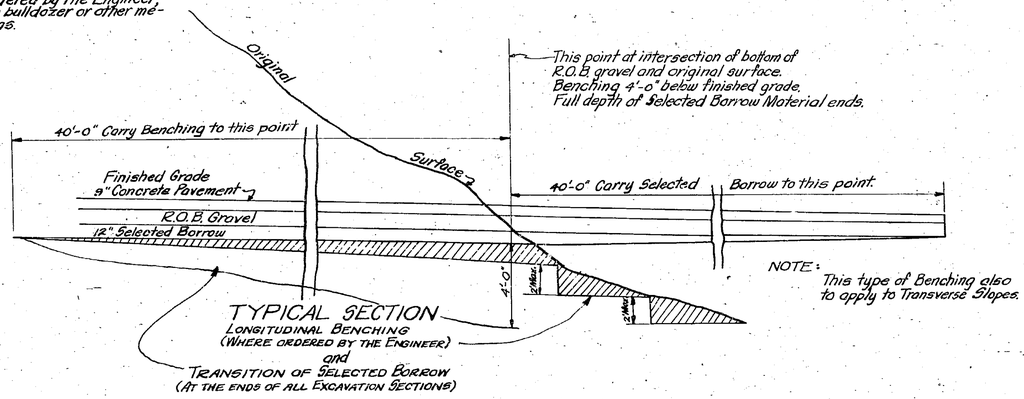
CATSKILL SECTION SUB. 6

9R



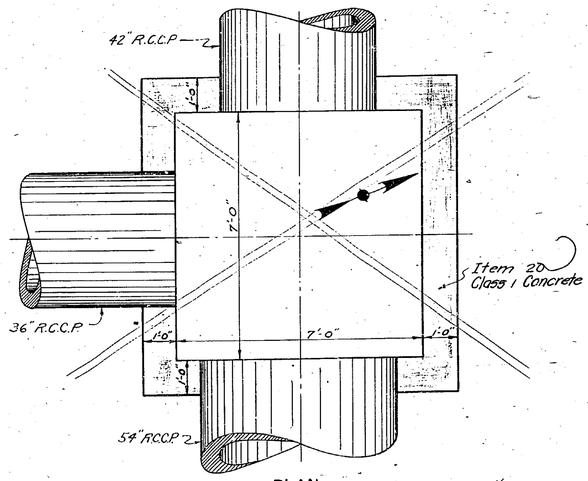
BENCHING AT BOTTOM OF FILL SLOPES
SCALE 1" = 50'

On slopes between 1 on 1 and 1 on 3 and where fill is placed against a hillside or existing slope, benches shall be cut as and where ordered by the Engineer, by means of a bulldozer or other mechanical means.

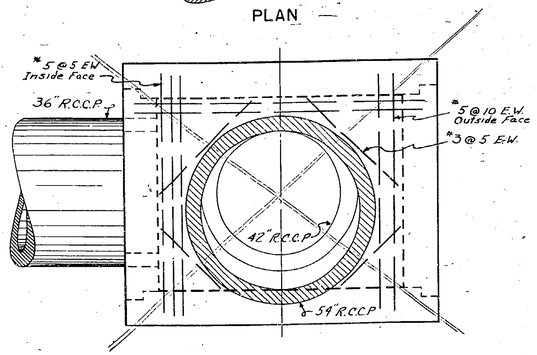


TYPICAL SECTION
LONGITUDINAL BENCHING
(WHERE ORDERED BY THE ENGINEER)
and
TRANSITION OF SELECTED BORROW
(AT THE ENDS OF ALL EXCAVATION SECTIONS)

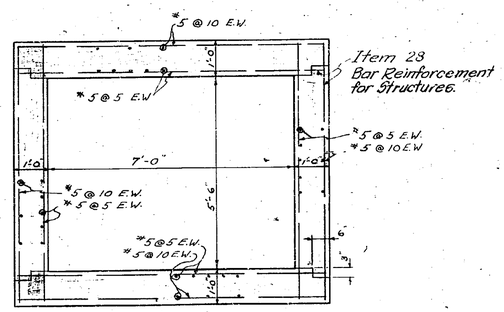
NOTE: This type of Benching also to apply to Transverse Slopes.



PLAN

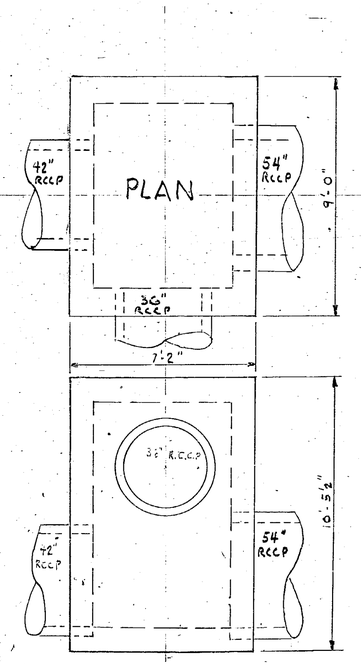


ELEVATION

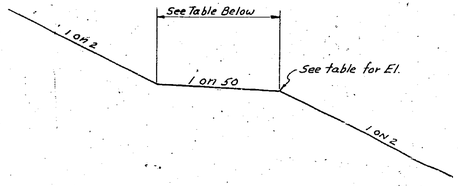


SECTION THRU BOX

DETAIL OF JUNCTION BOX
AT STA. 1258+25
SCALE 1/2" = 1'-0"



ELEVATION
LOOKING NORTH



DETAIL OF BERM CONSTRUCTION

BERM SCHEDULE

STATIONS FROM	STATIONS TO	LEFT ELEV.	LEFT WIDTH	RIGHT ELEV.	RIGHT WIDTH
1186+00	1191+50	NO BERM		138.0	80'

MADE BY	J.P.	DATE 7-31-52
TRACED BY	J.P.	DATE 7-31-52
CHECKED BY	C.R.S.	DATE 7-31-52
SCALE	AS NOTED	

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY: [signature] 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law recommended by:
[signature]
Engineer District No. 1
8/12/1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

MISC. DETAILS

RESIDENT ENGR. CONST.

RESIDENT ENGR. HIST. INSPR.

SCHEDULE OF EARTHWORK

CENTER LINE STATIONING	EXCAVATION									EMBANKMENT			STRUCTURES		16	17	BALANCE SHOULDER EMBANKMENT		20	21	BALANCE SUBGRADE PRISM		BORROW
	2 See Note #I C.Y.	3 0.8×Col. 2 C.Y.	4 See Note #II C.Y.	5 See Note #III C.Y.	6 TOTAL 3+5 C.Y.	7 4-5 C.Y.	8 0.8×Col. 7 C.Y.	9 Unsuitable Material C.Y.	10 TOTAL Roadway Exc. 2+4+9+16 C.Y.	11 Subgrade Prism C.Y.	12 Shoulder Embank. C.Y.	13 Unsuitable Material Replaced See Note #IV	14 Excav. Req. C.Y. See Note #V	15 Emb. Req. C.Y See Note #VI	Stripping Top Soil C.Y. See Note #VII	Item 2 ECY C.Y. Exc.	18 Surplus 8-12	19 Add Exc. Required 12-8	Excess Embank.	TOTAL Roadway Embankment 11,13,15,16	22 Surplus 6-21	23 Add Exc. Required 21-6	24 From Outside Ehwk Prism
940+00 - 1036+37	30,539	40,479	105,000	70,000	110,479	35,000	28,000		196,209	162,274	15,080				26,111	14,199	12,920			177,354		66,875	
COXSACKIE-RAVENA RD. (S.H. 5198)													2,181	28,008						26,263		26,263	11,138
ACCESS RD. TO S.H. 5198													104,245	1,465					82,000				
1041+60 - 1178+01.5	202,762	162,210	124,110	4,000	166,210	120,110	96,008		347,030		31,085				20,148	22,343	64923			345 759		179549	
NEW BALTIMORE STA. COEYMANS RD. (S.H. 1348)													119	5,929						5,929		5834	137740
SICKLES CREEK								2000					951			2000			951				
NEW BALTIMORE STA. ACCESS RD. TO S.H. 1348													7,912	12,145						6,815		6,815	
1178+66.5 - 1259+82.93	261,687	209,350	57,705	20,000	229,350	37,705	30,164	1070	328,817	193,808	20,938	1,070			3,442	11,205	9,226	16,058		203,822	25,528		
HANNACROIS CREEK								19,105					7,535	30,421		To Hannacroix	2,887	Remaining Surplus		30,421			
NEW BALTIMORE AQUETUCK TOWN ROAD						6216	4973						29,495	565			4,973			565	28,930		
TOTALS	515,048	412,039	286,815	94,000	506,039	199,031	159,145	22,175	872,056	356 082	67,103	1,070	152,438	78,533	55,703	50,047	92042	16058	82 951	796 919	54458		148 878
																						± 25%	136,098

NOTE I COLUMN 2
Excavation Estimated to have a Moisture Content Sufficiently Low to be Suitable for Use in Subgrade Embankment.

NOTE II COLUMN 3
Excavation Converted to Terms of Embankment.

NOTE III COLUMN 4
Excavation Material Given in this Column Represents Excavation that is Estimated to have a Moisture Content Sufficiently High to make Doubtful the Possibility of Use in Subgrade Embankment.

NOTE IV COLUMN 5
Excavation Material in this Column Represents an Estimated Portion of the Material Given in Column 4 that may be Successfully Dried and Used in Subgrade Embankment.

NOTE V COLUMN 8
Excavation Converted to Terms of Embankment.

NOTE VI COLUMN 9
Soil Tests Show that Some of the Material Under the Embankment Sections is Unsuitable for that Classification. It will be Necessary to Remove this Unsuitable Material to a Depth Ordered by the Engineer and Replace it with Material that meets the Specification for Subgrade Embankment.

NOTE VII COLUMN 14 & 15
Columns 14 & 15 Represent an Estimate of Material that will be Placed from this Contract on Approach Fills at Roads Crossing the Thruway.

EARTHWORK SUMMARY		
	Cu. Yds	Description
Column # 2	515,048	Usable Excavation
" # 4	286,815	Usable Excavation
" # 9	22,175	Unsuitable Material
" # 13	1,070	Unsuitable Material Replaced
" # 14	152,438	Structure Excavation
" # 16	55,703	Stripping Topsoil
	100,000	Replace Topsoil in Cut & Embank.
# 24	186 098	Outside Borrow
	110 653	Rounding
	1430000	Total

MADE BY J.W.M. DATE 7-31-52
TRACED BY R.C.M. DATE 7-31-52
CHECKED BY R.T.H. DATE 7-31-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS-ARCHITECTS
BY: R.J. Stickney 8/4/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
E.E. Shekney
Assist. Engineer Dist. No. 1
Aug. 26 1952

ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

EARTHWORK SCHEDULE

ASSOC. CIVIL ENGRS. CONST.

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			11	99
CATSKILL SECTION					SUB. 6

BENCH MARKS

NO.	STATION	LOCATION	ELEVATION	DESCRIPTION
	THRUWAY BASE LINE			
100	1007+00	300 L	173.35	NAIL IN BASE OF 12" ASH
101	1012+90	135 R	168.14	NAIL IN BASE OF POWER POLE
102	1020+60	200 R	156.49	NAIL IN BASE OF 6" TWIN CHERRY
103	1031+35	175 R	166.84	NAIL IN BASE OF 32" OAK
104	1043+00	200 L	160.72	NAIL IN BASE OF POWER POLE
105	1050+00	125 L	153.38	NAIL IN ROOT OF 18" ELM
106	1061+50	175 L	147.90	NAIL IN ROOT OF TWIN 8" ELM
107	1070+50	5 R	158.89	NAIL IN ROOT OF 6" OAK
107½	1073+88	3 L	150.11	NAIL IN ROOT OF 18" PINE
108	1078+00	12 R	94.24	NAIL IN ROOT OF 10" HEMLOCK
108½	1085+85	285 R	165.15	NAIL IN SIDE OF 18" APPLE
109	1093+00	175 R	165.69	NAIL IN ROOT OF 30" OAK
110	1099+90	45 R	171.78	NAIL IN ROOT OF 30" OAK
111	1110+40	100 L	176.33	NAIL IN ROOT OF 24" ASH
112	1118+00	50 R	165.36	NAIL IN ROOT OF 20" ELM
113	1130+50	C.L.	175.69	NAIL IN ROOT OF 24" ELM
114	1139+50	15 L	169.89	NAIL IN ROOT OF 8" ELM
115	1151+53	20 R	170.59	N.W. CORNER HEAD WALL CULVERT ON HWY.
115½	1156+12	1 R	167.49	NAIL IN ROOT OF 18" PINE
116	1160+00	36 R	167.76	NAIL IN ROOT OF 36" ELM
117	1170+50	70 L	139.07	NAIL IN SIDE OF 12" BUTTERNUT
117½	1177+56	40 R	133.33	NAIL IN ROOT OF 40" OAK
118	1179+35	25 R	131.15	NAIL IN ROOT OF 36" ELM
119	1189+60	4 OR	141.07	NAIL IN SIDE OF 30" BEECH
119½	1194+50	20 R	193.14	NAIL IN SIDE OF 15" BUTTERNUT
120	1198+10	2 R	162.59	NAIL IN BASE OF TEL. POLE
121	1208+40	40 L	162.30	NAIL IN ROOT OF 20" ELM
122	1220+80	350 R	198.55	NAIL IN BASE OF 20" OAK (TREE LINE)
123	1230+40	150 L	214.41	NAIL IN BASE OF A.T. & T. CABLE POLE
124	1240+10	100 L	212.89	NAIL IN BASE OF A.T. & T. CABLE POLE
125	1251+30	150 L	211.18	NAIL IN BASE OF A.T. & T. CABLE POLE
126	1260+80	150 L	191.44	NAIL IN BASE OF A.T. & T. CABLE POLE
91	940+00	160 L	173.71	NAIL IN TOP OF STUMP
92	942+60	260 R	157.83	TOP STONE NORTH END OF CURB
93	945+75	15 R	157.50	N.E. CORNER OF CULVERT
94	950+60	300 L	155.33	S.E. CORNER 4 ½' SQ. CONC. WELL FOUNDATION
95	960+85	155 R	136.57	TOP OF AXEL IN FENCE LINE
96	969+00	380 L	143.33	NAIL IN 15" ELM
97	984+00	310 L	147.01	NAIL IN 10" ELM
98	999+00	318 L	158.82	NAIL IN 20" TWIN ELM
99	1006+80	10 L	168.32	NAIL IN WEST SIDE OF TREE

EARTH WORK

STATION TO STATION		EXCAVATION	EMBANKMENT		
			TOTAL	SUBGRADE EMBANKMENT	SHOULDER
340+00	359+99	7620	13791	12069	1722
359+99	378+60	21610	32391	29738	2753
378+60	397+21	5953	13165	12046	1149
397+21	1017+02	37702	4272	3909	422
1017+02	1036+60	14258	113735	104068	9667
1036+60	1056+70	4931	126656	115990	10766
1056+70	1076+98	75855	14685	13437	1298
1076+98	1097+18	78354	148522	135998	12624
1097+18	1117+20	17920	8932	8173	809
1117+20	1137+22	16388	9408	8608	850
1137+22	1156+80	64503	18111	16672	1539
1156+80	1176+84	70708	38064	34929	3235
1176+84	1196+32	140264	91207	83554	7753
1196+32	1216+00	23086	88555	81128	7527
1216+00	1236+00	87641	5123	4688	485
1236+00	1256+00	68108	33753	30881	2869
1256+00	1259+82.93	299	29012	26546	2466

EARTHWORK SUMMARY

ITEM NO.	2 BX	2 ECY
SEE SHEET 10		

GRADING OPERATIONS

STATION TO STATION		LOCATION	LENGTH
940+00.00	952+37.30	EQUATION	1237.30
952+39.44	1036+37.00	BRIDGE	8397.56
1041+60.00	1178+01.50	BRIDGE	13641.50
1178+66.50	1259+82.93	END OF PROJ.	8116.43
			31392.79

TRENCH, CULVERT & BRIDGE EXCAVATION

FROM TILE UNDERDRAIN	610
FROM DRAINAGE SUMMARY	45560
FROM UTILITY RELOCATION	2000
TOTAL	48170

TABLE OF MALL WIDTHS

STATION	APPROX. MALL WIDTHS	VARIATION
940+00	20'	20'
948+00	20'	20'
950+00	21'	
952+00	28'	
954+00	42'	
956+00	54'	
958+00	66'	
960+00	78'	
962+00	82'	
964+00	87'	
966+00	90'	
968+00	91'	
970+00	93'	93'
972+00	90'	
974+00	85'	
976+00	82'	
978+00	76'	
980+00	68'	
982+00	62	
984+00	52'	
986+00	42'	
988+00	32'	
990+00	30'	30
1008+00	30'	30
1010+00	29'	
1012+00	29'	
1014+00	29'	
1016+00	28'	
1018+00	27'	
1020+00	26'	
1022+00	26'	
1024+00	25'	
1026+00	24'	
1028+00	23'	
1030+00	22'	
1032+00	21'	
1034+00	21'	
1036+00	20'	20'
1062+00	20'	20'
1064+00	21'	
1066+00	21'	
1068+00	22'	
1070+00	23'	
1072+00	23'	
1074+00	24'	
1076+00	24'	
1078+00	25'	
1080+00	26'	
1082+00	27'	
1084+00	27'	
1086+00	28'	
1088+00	28'	
1090+00	28'	
1092+00	29'	
1094+00	30'	30'
1096+00	32'	
1098+00	35'	
1100+00	39'	
1102+00	42'	
1104+00	46'	
1106+00	48'	
1108+00	51'	
1110+00	55'	
1112+00	58'	
1114+00	59'	
1116+00	60'	60'
1118+00	58'	
1120+00	52'	
1122+00	45'	
1124+00	37'	
1126+00	32'	
1128+00	30'	30'
1131+00	30'	30'
1133+00	29'	
1135+00	28'	
1137+00	27'	
1139+00	27'	
1141+00	26'	
1143+00	25'	
1145+00	25'	
1147+00	24'	
1149+00	23'	
1151+00	22'	
1153+00	20'	20'
1155+00	22'	
1157+00	23'	
1159+00	24'	
1161+00	25'	
1163+00	25'	
1165+00	26'	
1167+00	27'	
1169+00	27'	
1171+00	28'	
1173+00	28'	
1175+00	30'	30'
1259+83	30'	30'

BEAM TYPE OPTIONAL GUIDE RAILING-ITEM 33D

STATION TO STATION		SIDE	LIN. FT.
1037+68.5	1038+18.5	L.T.	50
1035+70.83	1036+70.83	R.T.	100
1041+29.17	1042+29.17	L.T.	100
1039+81.50	1040+31.50	R.T.	50
1177+01.5	1178+01.5	R.T.	100'
1177+51.5	1178+01.5	L.T.	50'
1178+66.5	1179+16.5	R.T.	50'
1178+66.5	1179+66.5	L.T.	100'
COXSACKIE - RAVENA ROAD (ROUTE 9W)			
-1+90	-3+60	R.T.	170'
-2+55	-3+60	L.T.	105'
1+40	2+40	R.T.	100'
0+85	2+40	L.T.	165'
NEW BALTIMORE STA. - COEYMANS (S.H.1348)			
6+07	7+07	R.T.	100'
6+07	7+47	L.T.	140'
11+43	12+78	R.T.	135'
11+78	12+78	L.T.	100'

R.O.W. FENCE - ITEM 106S

STATION TO STATION		SIDE	LIN. FT.
946+25	1036+45	R.T.	9020
948+40	1039+60	L.T.	9120
1037+90	1066+80	R.T.	2890
1041+60	1066+00	L.T.	2440
1075+00	1079+00	L.T.	400
1078+85	1147+85	L.T.	6900
1078+90	1151+25	R.T.	7235
1150+00	1177+50	L.T.	2750
1152+70	1196+40	R.T.	4370
1199+00	1229+90	L.T.	3090
1197+50	1258+00	R.T.	6050
		TOTAL=	54.265

TABLE OF LENGTHS NORTH BOUND

DESCRIPTION	STATION TO STATION		DESCRIPTION	PAVING L.F.	CONT. L.F.
BEGINNING OF PROJ. CONT.	940+00.00	952+37.30	EQUATION	1237.30	1237.30
	952+39.44	986+62.71	EQUATION	3423.27	3423.27
	986+45.54	1093+83.44	EQUATION	10737.90	10737.90
	1093+69.42	1175+09.99	EQUATION	8140.57	8140.57
	1174+87.90	1259+82.93	EQUATION	8495.03	8495.03
			END OF PROJ. CONT. GREENE		
			ALBANY CO. LINE	32034.07	32034.07
				6.07Mi.	6.07Mi.

TABLE OF LENGTHS SOUTH BOUND

DESCRIPTION	STATION TO STATION		DESCRIPTION	PAVING L.F.	CONT. L.F.
BEGINNING OF PROJ. CONT.	940+00.00	948+42.00	EQUATION	842.00	842.00
	948+42.14	989+81.92	EQUATION	4137.78	4137.78
	990+28.07	1127+77.66	EQUATION	13749.59	13749.59
	1127+82.96	1174+69.68	EQUATION	4686.72	4686.72
	1174+87.90	1259+82.93	END OF P.R.O.J. CONT. GREENE ALBANY CO. LINE	8495.03	8495.03
				31911.12	31911.12
				6.04 MI.	6.04 MI.

PIPE UNDERDRAIN OPTIONAL-6" DIAM.

STATION TO STATION		SIDE	LENGTH
1216+00	1232+00	RT.	1600'

CROSS HIGHWAYS

DESCRIPTION	STATION TO STATION	CONTRACT L.F.	CONTRACT MILES
COXSACKIE-RAVENA PT. 1 - S.H. 5198	11+30 TO -11+21	2251	0.426
NEW BALTIMORE-COEYMANS-S.H. 1348	4+90 TO 17+00	1210	0.229
NEW BALTIMORE-ACQUETUCK TOWN ROAD	1+00 TO 16+80	1580	0.299
ACCESS ROADS			
EDWARDS HILL RD. - TOWN ROAD	-1+00 TO 16+43	1743	0.330
ROBERTS HILL RD. - TOWN ROAD	0+00 TO 7+00	700	0.133
NEW BALTIMORE STA-CROSS ROAD TO S.H 1548	0+00 TO 39+00	3900	0.739

MADE BY W.B.L. DATE 7-31-52
TRACE BY J.L.B. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS-ARCHITECTS
BY R.P. Richards
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

SUMMARY SCHEDULES

ASSOC. CIVIL ENGNR. CONST.
ASSIST.

C.T. 52-7 S.T. 52-5 R.C. 52-105

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			11	99
CATSKILL SECTION					SUB. 6

11R

BENCH MARKS

NO.	STATION	LOCATION	ELEVATION	DESCRIPTION
	THRUWAY BASE LINE			
100	1007+00 ±	300 L	173.35	NAIL IN BASE OF 12" ASH
~~101~~	1012+90	135 R	168.14	NAIL IN BASE OF POWER POLE
		100 L	146.56	TWIN POWER POLE
102	1020+60 ±	~~200 R~~	~~165.49~~	NAIL IN BASE OF 6" TWIN CHERRY
	~~1035~~	150 L	169.16	18" ASH
103	~~1031+35 ±~~	~~175 R~~	~~166.84~~	NAIL IN BASE OF 32" OAK
104	1043+00	200 L	160.72	NAIL IN BASE OF POWER POLE
~~105~~	1050+00	125 L	153.38	NAIL IN ROOT OF 18" ELM
		150 R	149.71	10" ASH
106	1061+50 ±	~~175 L~~	~~147.90~~	NAIL IN ROOT OF TWIN 8" ELM
~~107~~	1070+50	5 R	158.89	NAIL IN ROOT OF 6" OAK
		150 L	160.11	10" HUMP
107½	1073+88 ±	3 L	159.11	NAIL IN ROOT OF 18" PINE
~~108~~	1078+00	12 R	94.24	NAIL IN ROOT OF 10" HEMLOCK
108½	1085+85	285 R	165.15	NAIL IN SIDE OF 18" APPLE
~~109~~	1093+00	175 R	165.69	NAIL IN ROOT OF 30" OAK
		200 R	167.91	10" ASH
110	1099+90 ±	~~25 R~~	~~171.78~~	NAIL IN ROOT OF 30" OAK
111	1110+40	100 L	176.33	NAIL IN ROOT OF 24" ASH
112	~~1118+00~~	50 R	165.36	NAIL IN ROOT OF 20" ELM
~~113~~	~~1015+00 ±~~	~~100 L~~	~~171.33~~	NAIL IN ROOT OF 24" ELM 10" ELM
113A	1130+50	~~150 CL~~	~~174.48 175.69~~	NAIL IN ROOT OF 24" ELM
		200 R	175.20	30" OAK
114	1139+50 ±	~~15 L~~	~~169.00~~	NAIL IN ROOT OF 8" ELM
	~~1160+00~~	100 L	169.93	NAIL IN BASE OF POWER POLE
115	~~1151+55~~	~~50 R~~	~~172.59~~	~~N.W. CORNER HEAD WALL CULVERT ON HWY.~~
	~~1160+00 ±~~	150 L	169.55	10" ELM
~~115½~~	~~1156+12~~	15 L	~~167.49~~	NAIL IN ROOT OF 12" PINE
116	1160+00 ±	~~3 R~~	~~167.76~~	NAIL IN ROOT OF 36" ELM
		150 L	169.67	10" ASH
117	1170+50 ±	~~150 L~~	~~173.07~~	NAIL IN SIDE OF 12" BUTTERNUT
	~~1170+00~~	150 L	172.42	BASE OF POWER POLE
~~117½~~	~~117+56~~	~~40 R~~	~~153.33~~	NAIL IN ~~ROOT OF 30" OAK~~
~~118~~	1179+35	25 R	131.15	NAIL IN ROOT OF 36" ELM
~~119~~	1189+60	40 R	141.07	NAIL IN SIDE OF 30" BEECH
~~119½~~	1194+50	20 R	193.14	NAIL IN SIDE OF 15" BUTTERNUT
		150 L	193.41	10" ASH
120	1198+10 ±	~~25 R~~	~~162.59~~	NAIL IN BASE OF TEL. POLE
		175 L	164.62	BASE OF 6" WILD CHERRY
121	1208+40 ±	~~40 L~~	~~162.30~~	NAIL IN ~~ROOT OF 20" ELM~~
122	1220+80	350 R	198.55	NAIL IN BASE OF 20" OAK (TREE LINE)
123	1230+40	150 L	214.41	NAIL IN BASE OF A.T. & T. CABLE POLE
124	1240+10	100 L	212.89	NAIL IN BASE OF A.T. & T. CABLE POLE
125	1251+30	150 L	211.18	NAIL IN BASE OF A.T. & T. CABLE POLE
126	1260+80	150 L	191.44	NAIL IN BASE OF A.T. & T. CABLE POLE
91	940+00	160 L	173.71	NAIL IN TOP OF STUMP
92	942+60	260 R	157.83	TOP STONE NORTH END OF CURB
	~~943+90 ±~~	150	146.14	10" PEAR
93	~~945+75~~	~~15 R~~	~~157.50~~	~~N.E. CORNER OF CULVERT~~
94	950+60	300 L	155.33	S.E. CORNER 4 ½' S.Q. CONC. WELL FOUNDATION
95	960+85	155 R	136.57	TOP OF AXEL IN FENCE LINE
96	969+00	380 L	143.33	NAIL IN 15" ELM
97	984+00	310 L	147.01	NAIL IN 10" ELM
98	999+00	318 L	158.82	NAIL IN 20" TWIN ELM
99	1006+80	10 L	168.32	NAIL IN WEST SIDE OF TREE

NOTE: HORIZONTAL LENGTH FROM STATIONING ALONG INSIDE EDGE OF PAVEMENT
CONTOUR LENGTH ALONG CENTER LINE OF PAVEMENT

TABLE OF LENGTHS NORTH BOUND

DESCRIPTION	STATION TO STATION		DESCRIPTION	CONTOUR PAVING L.F.	HORIZONTAL CONT. L.F.
BEGINNING OF PROJ. CONT.	940+00.00	~~952+37.30~~	~~EQUATION~~	~~1237.30~~	~~1237.30~~
	~~952+39.44~~	~~986+62.71~~	~~EQUATION~~	~~3423.27~~	~~3423.27~~
	~~986+45.54~~	~~1093+83.44~~	~~EQUATION~~	~~10737.90~~	~~10737.90~~
	~~1093+69.13~~	~~1175+09.99~~	~~EQUATION~~	~~8140.57~~	~~8140.57~~
	~~1174+87.90~~	~~1259+82.93~~	~~EQUATION~~	~~8495.03~~	~~8495.03~~
		1260+00.82	END OF PROJ.		
			CONT. GREENE	31997.57	32000.82
			ALBANY CO. LINE	~~32034.07~~	~~32034.07~~
				6.07 MI.	6.07 MI.

TABLE OF LENGTHS SOUTH BOUND

DESCRIPTION	STATION TO STATION		DESCRIPTION	CONTOUR PAVING L.F.	HORIZONTAL CONT. L.F.
BEGINNING OF PROJ. CONT.	940+00.00	~~948+42.00~~	~~EQUATION~~	~~842.00~~	~~842.00~~
	~~948+44.14~~	~~989+81.92~~	~~EQUATION~~	~~4137.78~~	~~4137.78~~
	~~990+28.07~~	~~1127+77.66~~	~~EQUATION~~	~~13749.59~~	~~13748.59~~
	~~1127+82.96~~	~~1174+69.68~~	~~EQUATION~~	~~4686.72~~	~~4686.72~~
	~~1174+87.90~~	~~1259+82.93~~	~~EQUATION~~	~~8495.03~~	~~8495.03~~
		1259+85.51	END OF PROJ.		
			CONT. GREENE	31978.6	31986.50
			ALBANY CO. LINE	~~31911.12~~	~~31911.12~~
				~~6.04 MI.~~	~~6.04 MI.~~

MADE BY W.B.L. DATE 7-31-52
TRACE BY J.L.B. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS-ARCHITECTS
BY R.G. Richards 7/24/52
N.Y.S. P.E. LIC. NO. 25950 DATE

ASSOC. CIVIL ENGNR. CONST.
ASSIST. DIST. ENGNR.

EARTH WORK

STATION TO STATION		EXCAVATION	EMBANKMENT		
			TOTAL	SUBGRADE EMBANKMENT	SHOULDER
940+00	959+99	70320	13791	12069	1722
959+99	978+60	21610	32391	29738	2753
978+60	997+21	5953	13165	12046	1169
997+21	1017+02	37702	4272	3909	422
1017+02	1036+60	14258	113735	104068	9667
1036+60	1056+70	4931	126656	115990	10766
1056+70	1076+98	75855	14685	13437	1298
1076+98	1097+18	78394	148522	135998	12624
1097+18	1117+20	17920	8932	8173	809
1117+20	1137+22	16388	9408	8608	850
1137+22	1156+80	64503	18111	16672	1539
1156+80	1176+84	70708	38064	34929	3235
1176+84	1196+32	140264	91207	83584	7753
1196+32	1216+00	23086	88555	81128	7527
1216+00	1236+00	87641	5123	4638	485
1236+00	1256+00	68108	33753	30884	2869
1256+00	1259+82.93	299	29012	26546	2466

EARTHWORK SUMMARY

ITEM NO.	2 BX	2 ECY
SEE SHEET 10		

GRADING OPERATIONS

STATION TO STATION		LOCATION	LENGTH
940+00.00	952+37.30	EQUATION	1237.30
952+39.44	1036+37.00	BRIDGE	8397.56
1041+60.00	1178+01.50	BRIDGE	13641.50
1178+66.50	1259+82.93	END OF PROJ.	8116.43
			31392.79

TRENCH, CULVERT & BRIDGE EXCAVATION

FROM TILE UNDERDRAIN	610
FROM DRAINAGE SUMMARY	45560
FROM UTILITY RELOCATION	2000
TOTAL	48170

PIPE UNDERDRAIN OPTIONAL-6" DIAM.

STATION TO STATION		SIDE	LENGTH
1216+00	1232+00	RT.	1600'

CROSS HIGHWAYS

DESCRIPTION	STATION TO STATION	CONTRACT L.F.	CONTRACT MILES
COXSACKIE-RAVENA PT. 1 - S.H. 5198	11+30 TO - 11+21	2251	0.426
NEW BALTIMORE-COEYMANS-S.H. 1348	4+90 TO 17+00	1210	0.229
NEW BALTIMORE-ACQUETUCK TOWN ROAD	1+00 TO 16+80	1580	0.299

ACCESS ROADS

DESCRIPTION	STATION TO STATION	CONTRACT L.F.	CONTRACT MILES
EDWARDS HILL RD. - TOWN ROAD	-1+00 TO 16+43	1743	0.330
ROBERTS HILL RD - TOWN ROAD	0+00 TO 7+00	700	0.133
NEW BALTIMORE STA-CROSS ROAD TO S.H. 1348	0+00 TO 39+00	3900	0.739

TABLE OF MALL WIDTHS

STATION	APPROX. MALL WIDTHS	VARIATION
940+00	20'	20'
948+00	20'	20'
950+00	21'	
952+00	28'	
954+00	42'	
956+00	54'	
958+00	66'	
960+00	76'	
962+00	82'	
964+00	87'	
966+00	90'	
968+00	91'	
970+00	93'	93'
972+00	90'	
974+00	85'	
976+00	82'	
978+00	76'	
980+00	68'	
982+00	62'	
984+00	52'	
986+00	42'	
988+00	32'	
990+00	30'	30
1008+00	30'	30
1010+00	29'	
1012+00	29'	
1014+00	29'	
1016+00	28'	
1018+00	27'	
1020+00	26'	
1022+00	26'	
1024+00	25'	
1026+00	24'	
1028+00	23'	
1030+00	22'	
1032+00	21'	
1034+00	21'	
1036+00	20'	20'
1062+00	20'	20'
1064+00	21'	
1066+00	21'	
1068+00	22'	
1070+00	23'	
1072+00	23'	
1074+00	24'	
1076+00	24'	
1078+00	25'	
1080+00	26'	
1082+00	27'	
1084+00	27'	
1086+00	28'	
1088+00	28'	
1090+00	28'	
1092+00	29'	
1094+00	30'	30'
1096+00	32'	
1098+00	35'	
1100+00	39'	
1102+00	42'	
1104+00	46'	
1106+00	48'	
1108+00	51'	
1110+00	55'	
1112+00	58'	
1114+00	59'	
1116+00	60'	60'
1118+00	58'	
1120+00	52'	
1122+00	45'	
1124+00	37'	
1126+00	32'	
1128+00	30'	30'
1131+00	30'	30'
1133+00	29'	
1135+00	28'	
1137+00	27'	
1139+00	27'	
1141+00	26'	
1143+00	25'	
1145+00	25'	
1147+00	24'	
1149+00	23'	
1151+00	22'	
1153+00	20'	20'
1155+00	22'	
1157+00	23'	
1159+00	24'	
1161+00	25'	
1163+00	25'	
1165+00	26'	
1167+00	27'	
1169+00	27'	
1171+00	28'	
1173+00	29'	
1175+00	30'	30'
1259+83	30'	30'

BEAM TYPE OPTIONAL GUIDE RAILING - ITEM 33D

STATION TO STATION		SIDE	LIN. FT.
~~1037+68.5~~	~~1038+18.5~~	LT.	50
~~1037+70.83~~	~~1038+70.83~~	RT.	100
~~1041+29.17~~	~~1042+29.17~~	LT.	100
~~1038+81.50~~	~~1038+31.50~~	RT.	50
1177+01.5	1178+01.5	RT.	100'
1177+51.5	1178+01.5	LT.	50'
1178+66.5 SEE REVERSE	1179+16.5	RT.	50'
~~1178+66.5~~ SIDE OF THIS SHEET	1179+66.5	LT.	100'
COXSACKIE - RAVENA ROAD (ROUTE 9W)			
-1+90 see plans	-3+60	RT.	170'
-2+55 for "As built"	-3+60	LT.	105'
1+40	2+40	RT.	100'
0+85	2+40	LT.	165'
NEW BALTIMORE STA - COEYMANS (S.H. 1348)			
6+07 see plans	7+07	RT.	100'
6+07 for "As built"	7+47	LT.	140'
11+43	12+78	RT.	135'
11+78	12+78	LT.	100'

R.O.W. FENCE - ITEM 1065

STATION TO STATION		SIDE	LIN. FT.
946+25	1036+45	RT.	9020
948+40	1039+60	LT.	9120
1037+90	1066+80	RT.	2890
1041+60	1066+00	LT.	2440
1075+00	1079+00	LT.	400
1078+85	1147+85	LT.	6900
1078+90	1151+25	RT.	7235
1150+00	1177+50	LT.	2750
1152+70	1196+40	RT.	4370
1199+00	1229+90	LT.	3090
1197+50	1258+00	RT.	6050
		TOTAL=	54,265

See Reverse Side of This Sheet

Prepared pursuant to the Thruway Law and recommended by
E.J. Mackerson
Engineer District No. 1 8/27/52

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE
SUMMARY SCHEDULES

BEAM TYPE OPTIONAL GUIDE RAILING ITEM 83D

LOCATION	LANE	@ STATIONING	L.F.
	S.B.	1037+53 to 1038+07	54
	S.B.	1040+87 to 1041+92	105
	N.B.	1035+62 to 1036+67	105
	N.B.	1040+38 to 1040+92	54
	S.B.	1078+90 to 1081+44	254
	N.B.	1177+58 to 1081+62	354
	S.B.	1077+06 to 1177+60	54
	S.B.	1178+40 to 1179+45	105
	N.B.	1176+56 to 1177+60	104
	N.B.	1178+40 to 1178+95	54
	N.B.	1193+71 to 1198+49	478
	S.B.	1197+55 to 1201+82	427
			2,148 LF

CT 52-7
IIT

SOURCE OF MATERIALS

CEMENT - ALPHA
LEHIGH
NORTH AMERICAN
CENTURY
FINE AGGREGATE - WINDSOR BUILDING & SUPPLY
COARSE AGGREG. - CALLANAN ROAD IMPROVEMENT
GRAVEL - " "

R.O.W. FENCE - ITEM 1068

FENCE NORTHBOUND LANE		
STATION	TO STATION	LIN. FEET
9+16+11	1036+45	9,006'
1057+35	1040+61	3,400'
1175+14	1151+57	7,243'
1163+57	1177+31	2,374'
1176+91	1196+87	1,796'
1197+83	1259+80	6,122'
	NB TOTAL =	30,011'

FENCE SOUTHBOUND LANE		
STATION	TO STATION	LIN. FEET
9+51	1041+40	9,181'
1039	1068+27	2,705'
1078+89	1145+29	6,873'
1154+22	1146+23	231'
1145+09	1177+01	2,820'
1193+19	1258+80	3,145'
	SB TOTAL =	24,955'

	117
	195
	265
	81
=	658

= 915

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			12	99
CATSKILL SECTION				SUB. 6	

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DRAINAGE & STRUCTURES

NO.	STATION	DESCRIPTION
1	942 + 00	LAY 125' OF 24" R.C.C.P. WITH TYPE "A" D.I. TO RIGHT & TYPE "B" D.I'S AT CENTER OF MALL 9' TO THE LT. WITH NEG. I. D. TO RT.
2	940 + 50 - 945 + 00	CONSTRUCT SPECIAL DITCH TO LT. AS SHOWN WITH TYPE "B" D.I. AT STA. 943 + 00. EXACT LOCATION OF DITCH TO BE DETERMINED IN THE FIELD.
3	942 + 00 - 943 + 00	LAY 100' OF 18" S.P. CONNECTING SPECIAL DITCH TO CULVERT.
4	942 + 00 - 952 + 00	LAY 1000' OF 30" S.P. WITH TYPE "B" D.I'S AT STATIONS 946 + 00, 949 + 00 & 952 + 00
5	945 + 95	LAY 175' OF 24" R.C.C.P. WITH TYPE "A" D.I. AT RT. & LT. WITH NECESSARY I.D. & O.D. AHEAD 45° LT.
5A	946 + 61.88	BUILD A 4 SPAN WF BEAM BRIDGE 309'-0" TOTAL LENGTH SKEW 42°-28'-00"
6	952 + 00	LAY 75' OF 30" R.C.C.P. WITH H.W. TO RT. AT SPECIAL DITCH. AHEAD 60' RT.
7	952 + 30	BUILD SPECIAL DITCH TO RT. AS SHOWN
8	956 + 50 SOUTH B.	LAY 75' OF 24" R.C.C.P. WITH H.W'S TO RT. & LT. WITH NECESSARY I.D. & O.D.
9	957 + 05 NORTH B.	LAY 90' OF 24" R.C.C.P. WITH H.W'S TO RT. & LT. WITH NECESSARY I.D. & O.D.
10	960 + 00 SOUTH B.	LAY 75' OF 24" R.C.C.P. WITH H.W'S TO RT. & LT. WITH NECESSARY I.D. & O.D.
11	960 + 10 NORTH B.	LAY 80' OF 24" R.C.C.P. WITH H.W'S TO RT. & LT. WITH NECESSARY I.D. & O.D.
12	965 + 00 NORTH B.	LAY 140' OF 42" R.C.C.P. AHEAD 45° LT. WITH H.W'S TO RT. & LT. WITH NECESSARY I.D. & O.D.
13	966 + 25 SOUTH B.	LAY 140' OF 42" R.C.C.P. AHEAD 45° LT. WITH H.W'S TO RT. & LT. WITH NECESSARY I.D. & O.D.
14	975 + 10 NORTH B.	LAY 95' OF 60" R.C.C.P. AHEAD 80° LT. WITH H.W'S TO RT. & LT. WITH NECESSARY I.D. & O.D.
15	975 + 20 SOUTH B.	LAY 120' OF 60" R.C.C.P. AHEAD 60° LT. WITH H.W'S TO RT. & LT. WITH NECESSARY I.D. & O.D.
16	989 + 00 SOUTH B.	LAY 100' OF 24" R.C.C.P. AHEAD 145° RT. WITH H.W. TO LT. & TYPE "B" D.I. AT ℄ OF MALL. WITH NECESSARY O.D.
17	989 + 00 - 994 + 00	LAY 500' OF 15" S.P. ALONG ℄ OF MALL WITH TYPE "B" INLET AT STA. 994 + 00
18	994 + 00 - 1004 + 00	LAY 1000' OF 12" S.P. ALONG ℄ OF MALL WITH TYPE "A" INLET AT STA. 1004 + 00 AND TYPE B AT STA. 999 + 00
19	1012 + 00 NORTH B.	LAY 75' OF 24" R.C.C.P. WITH TYPE "A" D.I. TO LT. & H.W. TO RT. WITH NECESSARY O.D.
20	1017 + 00 - 1021 + 00	LAY 400' OF 12" S.P. ALONG ℄ MALL WITH TYPE "A" D.I. AT STA. 1017 + 00 & TYPE "B" D.I. AT STA. 1021 + 00
21	1021 + 00	LAY 165' OF 24" R.C.C.P. AHEAD 60° LT. WITH H.W'S TO RT. & LT. WITH NEGESSARY I.D. & O.D.
22	1025 + 07	LAY 95' OF 24" R.C.C.P. WITH TYPE "A" D.I. IN ℄ OF MALL & H.W. TO RT. WITH NECESSARY O.D.
23	1025 + 70	LAY 105' OF 42" R.C.C.P. WITH H.W. 114° LT. WITH H.W.; & 105' OF 42" R.C.C.P. WITH H.W. RT.
24	1029 + 00	LAY 150' OF 24" R.C.C.P. WITH TYPE "C" D.I. IN ℄ OF MALL & H.W'S TO RT. & LT. WITH NECESSARY I.D. & O.D.
25	1034 + 50	LAY 96' OF 24" R.C.C.P. WITH TYPE "A" D.I. IN ℄ OF MALL & H.W. TO RT. WITH NECESSARY O.D.
26	1044 + 00	LAY 88' OF 24" R.C.C.P. WITH TYPE "A" D.I. AT ℄ MALL & H.W. TO RT. WITH NECESSARY O.D.
27	1048 + 00	LAY 70' OF 24" R.C.C.P. WITH TYPE "A" D.I. AT ℄ MALL & H.W. TO LT. WITH NECESSARY O.D.
28	1052 + 50	LAY 70' OF 24" R.C.C.P. WITH TYPE "A" D.I. AT ℄ MALL & H.W. TO LT. WITH NECESSARY O.D.
29	1056 + 10 - 1063 + 35	LAY 725' OF 12" S.P. WITH TYPE "A" D.I. AT STA. 1056 + 10 & TYPE "B" D.I. AT STATIONS 1059 + 70 & 1063 + 35
30	1063 + 35	LAY 170' OF 24" R.C.C.P. 70' TO RT. WITH TYPE "A" D.I. WITH NECESSARY I.D. & AHEAD 45° LT. TO H.W. WITH 100'-24" R.C.C.P. & NECESSARY O.D.
31	1067 + 00	LAY 145' OF 24" R.C.C.P. WITH TYPE "B" D.I. AT ℄ OF MALL & H.W'S TO RT. & LT. WITH NECESSARY I.D. & O.D.
32	1069 + 00 - 1075 + 00	LAY 600' OF 12" S.P. WITH TYPE "A" D.I. AT STA. 1069 + 00 & TYPE "B" D.I'S AT STATIONS 1072 + 00 & 1075 + 00
33	1075 + 00 - 1078 + 25	LAY 325' OF 15" S.P. WITH TYPE "B" D.I. AT ℄ OF MALL STA. 1078 + 25
34	1078 + 25	LAY 135' OF 24" R.C.C.P. FROM TYPE "B" D.I. AT ℄ OF MALL TO H.W. AT RT. WITH NECESSARY O.D.
34A	1078 + 90	BUILD A BOX CULVERT 10' & 5' CLEAR SPAN 350' TOTAL LENGTH. SKEW 0°-00'-00"
35	1082 + 00	LAY 80' OF 24" R.C.C.P. FROM TYPE "B" D.I. AT ℄ OF MALL TO H.W. AT RT. WITH NECESSARY O.D.
36	1082 + 00 - 1086 + 00	LAY 400' OF 15" S.P. AT ℄ OF MALL WITH TYPE "B" D.I. AT STA. 1086 + 00
37	1086 + 00 - 1094 + 00	LAY 800' OF 12" S.P. AT ℄ OF MALL WITH TYPE "B" D.I. AT STA. 1090 + 00 & TYPE "A" D.I. AT 1094 + 00
38	1099 + 00 - 1105 + 50	LAY 650' OF 12" S.P. AT ℄ OF MALL WITH TYPE "A" D.I. AT STA. 1099 + 00 & TYPE "B" D.I'S AT STA. 1102 + 00 & 1105 + 50
39	1105 + 50 - 1112 + 00	LAY 650' OF 15" S.P. AT ℄ OF MALL WITH TYPE "B" D.I. AT STATIONS 1108 + 75 & 1112 + 00
40	1112 + 00	LAY 180' OF 24" R.C.C.P. FROM TYPE "B" D.I. AT ℄ MALL RT. & LT. TO H.W'S WITH NECESSARY I.D. & O.D.
41	1116 + 00	LAY 90' OF 24" R.C.C.P. FROM TYPE "A" D.I. IN CENTER OF MALL RT. TO H.W. WITH NECESSARY O.D.
42	1119 + 50	LAY 180' OF 24" R.C.C.P. FROM TYPE "B" D.I. IN CENTER OF MALL RT. TO H.W. & LEFT TO TYPE "A" D.I. WITH NECESSARY I.D. & O.D.
43	1119 + 50 - 1127 + 00	LAY 750' OF 12" S.P. AT ℄ MALL WITH TYPE "B" D.I'S AT STATION 1119 + 50 - 1123 + 00 & 1127 + 00
44	1127 + 00	LAY 150' OF 24" R.C.C.P. FROM TYPE "B" D.I. AT ℄ OF MALL TO TYPE "A" D.I'S RT. & LT. WITH NECESSARY I. D'S.
45	1135 + 20	LAY 140' OF 24" R.C.C.P. FROM TYPE "B" D.I. AT ℄ OF MALL RT TO H.W. & LT. TO TYPE "A" D.I. WITH NECESSARY I.D.
46	1135 + 20 - 1138 + 25	BUILD SPECIAL DITCH AS SHOWN. (SAME AS ITEM 95)
47	1139 + 00	LAY 150' OF 24" R.C.C.P. FROM TYPE "B" D.I. AT ℄ OF MALL RT. TO H.W. & LT. TO TYPE "A" D.I. WITH NECESSARY I.D. & O.D.
48	1142 + 75	LAY 150' OF 24" R.C.C.P. FROM TYPE "B" D.I. AT ℄ OF MALL RT. TO H.W. & LT. TO TYPE "A" D.I. WITH NECESSARY I.D. & O.D.
49	1147 + 25 - 1156 + 00	LAY 875' OF 12" S.P. AT ℄ OF MALL WITH TYPE "A" D.I. AT STA. 1147 + 25 & TYPE "B" D.I.'S AT STA. 1150 + 10, 1152 + 00 & 1156 + 00
49A	1150 + 92.23	BUILD 4 SPAN I BEAM BRIDGE 377.5' TOTAL SPAN. SKEW 48°25'00"
50	1152 + 00	LAY 135' OF 24" R.C.C.P. FROM TYPE "B" D.I. AT ℄ OF MALL RT. & LT. TO TYPE "A" D.I.'S WITH NECESSARY I.D'S
51	1156 + 00 - 1163 + 40	LAY 740' OF 15" S.P. AT ℄ OF MALL WITH TYPE "B" D.I'S AT STA. 1160 + 00 & 1163 + 40
52	1160 + 00	LAY 150' OF 24" R.C.C.P. FROM TYPE "B" D.I. AT ℄ OF MALL RT. & LT. TO TYPE "A" D.I. WITH NECESSARY I.D'S
53	1163 + 40 - 1166 + 80	LAY 340' OF 18" S.P. AT ℄ OF MALL WITH TYPE "B" D.I. AT STA. 1166 + 80
54	1166 + 80	LAY 80' OF 24" R.C.C.P. FROM TYPE "B" D.I. AT ℄ OF MALL RT. TO H.W. WITH NECESSARY O.D.
55	1171 + 80	LAY 145' OF 24" R.C.C.P. FROM TYPE "B" D.I. AT ℄ OF MALL RT. & LT. TO H.W. WITH NECESSARY I.D. & O.D.
56	1175 + 84	LAY 85' OF 24" R.C.C.P. FROM TYPE "A" D.I. AT ℄ MALL RT. TO H.W. AHEAD 60° RT. WITH NECESSARY O.D.
56A	1178 + 34	BUILD SINGLE SPAN I BEAM BRIDGE 65.0' TOTAL LENGTH. SKEW 0° 00' 00"
57	1180 + 00	LAY 80' OF 24" R.C.C.P. FROM TYPE "B" D.I. AT ℄ MALL RT. TO H.W. WITH NECESSARY O.D.
58	1180 + 00 - 1187 + 50	LAY 750' OF 12" S.P. AT ℄ MALL WITH TYPE "B" D.I. AT STA. 1185 + 00 & TYPE "A" D.I. STA. 1187 + 50
59	1188 + 90	LAY 225' OF 24" R.C.C.P. RT. TO H.W. & LT. TO TYPE "C" D.I. WITH NECESSARY I.D. & O.D.

DRAINAGE & STRUCTURES (CONT.)

NO.	STATION	DESCRIPTION
60	1189 + 80	LAY 115' OF 24" R.C.C.P. AHEAD 135° LT. WITH TYPE "A" D.I. AT ℄ MALL & TYPE "C" D.I. AT LT. END
61	1134 + 32	LAY 155' OF 24" R.C.C.P. FROM TYPE "C" D.I. ℄ MALL RT. TO H.W. & LT. TO TYPE "A" D.I. WITH NECESSARY I.D. & O.D.
62	1194 + 32 - 1196 + 50	LAY 218' - 12" S.P. AT ℄ MALL FROM TYPE "B" D.I. AT STA. 1194 + 32 WITH TYPE "A" D.I. AT STA. 1196 + 50
62A	1197 + 73	BUILD A 14' - 2" X 31'-0" RIGID FRAME BRIDGE 242'5" TOTAL LENGTH. SKEW 48°25'00"
63	1200 + 95	LAY 185' OF 24" R.C.C.P. RT. & LT. TO H.W. WITH NECESSARY I.D. & O.D.
64	1201 + 75	LAY 85' OF 24" R.C.C.P. FROM TYPE "A" D.I. AT ℄ MALL RT. TO H.W. WITH NECESSARY O.D.
65	1205 + 40	LAY 215' OF 30" R.C.C.P. RT. & LT. TO H.W. AHEAD 75° RT.
66	1206 + 00	LAY 110' OF 24" R.C.C.P. FROM TYPE "A" D.I. AT ℄ MALL RT. TO H.W. WITH NECESSARY O.D.
67	1208 + 45	LAY 180' OF 36" R.C.C.P. RT. & LT. TO H.W. WITH NECESSARY O.D.
68	1208 + 45 - 1211 + 10	RELOCATE STREAM ON LEFT AS SHOWN.
69	1211 + 10	LAY 85' OF 24" R.C.C.P. FROM TYPE "C" D.I. ℄ OF MALL LT. TO H.W. WITH NECESSARY O.D.
70	1215 + 85	LAY 190' OF 24" R.C.C.P. FROM TYPE "B" D.I. ℄ OF MALL RT. TO H.W. LT. TO TYPE "A" D.I. AHEAD 70° LEFT
71	1215 + 85 - 1224 + 75	LAY 890' OF 12" S.P. AT ℄ OF MALL WITH TYPE "B" D.I. AT STA. 1220 + 25 & TYPE "A" D.I. AT STA. 1224 + 75
72	1228 + 00	LAY 150' OF 24" R.C.C.P. RT. FROM TYPE "B" D.I. ℄ MALL TO TYPE "A" D.I. & LT. TO H.W. WITH NECESSARY O.D.
73	1228 + 00	CONSTRUCT SPECIAL DITCH AS SHOWN LT.
74	1237 + 00	LAY 80' OF 24" R.C.C.P. FROM TYPE "A" D.I. RT. TO H.W. WITH NECESSARY O.D.
75	1237 + 60	LAY 210' OF 42" R.C.C.P. RT. & LT. TO H.W. WITH NECESSARY I.D. & O.D. AHEAD 60° RT.
76	1241 + 00	LAY 156' OF 24" R.C.C.P. FROM TYPE "B" D.I. IN ℄ MALL RT. & LT. TO H. W. WITH NECESSARY I.D. & O.D.
77	1245 + 00 - 1253 + 00	LAY 800' OF 12" S.P. AT ℄ MALL WITH TYPE "A" D.I. AT STATION 1245 + 00, & TYPE "B" D.I. AT STA. 1249 + 00 & 1253 + 00
78	1253 + 00	LAY 90' OF 24" R.C.C.P. FROM TYPE "A" D.I. AT ℄ MALL RT TO H.W. AHEAD 60° RT. WITH NECESSARY O.D.
79	1255 + 25	LAY 105' OF 36" R.C.C.P. FROM TYPE "C" D.I. ℄ MALL LT. TO HW AHEAD 135° LT. WITH NECESSARY I.D.
80	1255 + 25 - 1258 + 25	LAY 300' OF 36" R.C.C.P. AT ℄ MALL WITH TYPE "B" D.I. AT STA. 1255 + 25 & JUNCTION BOX AT STATION 1258 + 25
81	1258 + 25	LAY 90' OF 42" R.C.C.P. FROM JUNCTION BOX LT. TO H.W. WITH NECESSARY I. D. AHEAD 105° LT.
82	1258 + 25	LAY 105' OF 54" R.C.C.P. FROM JUNCTION BOX RT. TO H.W. WITH NECESSARY O.D. AHEAD 75° RT.
83	1259 + 30	LAY 120' OF 24" R.C.C.P. FROM TYPE "A" D.I. ℄ MALL RT TO HW WITH NECESSARY O.D. AHEAD 135° RT.
		—— COXSACKIE - RAVENA RD. (RT. 9W) ——
84	3 + 30 - 4 + 10	LAY 80' OF 12" C.M.P. RT. WITH H.W'S AT STA. 3 + 30 & 4 + 10
85	4 + 70 - 5 + 15	LAY 45' OF 12" C.M.P. RT. WITH H.W'S AT STA. 4 + 70 & 5 + 15
		—— ROBERTS HILL RD. TO RT. 9W ——
86	-S5 + 60 - 1 + 18	LAY 70' OF 24" R.C.C.P. FROM H.W. STA. S5 + 60 RT. TO H.W. STA. 1 + 18 LT. AS SHOWN
87	1 + 96	LAY 40' OF 18" R.C.C.P. TO H.W. RT. & LT.
88	S3 + 20	BUILD SPECIAL DITCH AS SHOWN
89	3 + 95	LAY 45' OF 18" R.C.C.P. TO H.W. RT. & LT.
90		BUILD DITCH CONNECTING H.W. NORTH TO H.W. AT STA. 3 + 95 AS SHOWN
91		LAY 40' OF 18" R.C.C.P. FROM TYPE "A" D.I. TO H.W. ON NORTH OF DITCH ITEM 87
92	6 + 90	LAY 35' OF 24" R.C.C.P. TO H.W. RT. & LT.
93	15 + 65 - 15 + 85	LAY 20' OF 18" C.M.P. FROM H.W. TO H.W.
94	16 + 15	LAY 45' OF 24" R.C.C.P. FROM H.W'S RT. & LT.
		—— NEW BALTIMORE STATION CROSSROAD TO S.H. 1348 ——
95	18 + 90 - 22 + 05	BUILD SPECIAL DITCH AS SHOWN LT. (SAME AS ITEM 46)
96	27 + 70	LAY 65' OF 24" R.C.C.P. TO H.W. RT. & LT. AHEAD 45° RT.
97	37 + 00	LAY 65' OF 24" R.C.C.P. TO H.W. RT. & LT.
		—— NEW BALTIMORE - AQUETUCK RD. ——
98	5 + 00 - 8 + 50	CONSTRUCT SPECIAL DITCH LT. AS SHOWN
99	5 + 00 - 8 + 00	CONSTRUCT SPECIAL DITCH RT. AS SHOWN
100	8 + 25	LAY 70' OF 24" R.C.C.P. TO H.W. RT. & LT. AHEAD 45° LT. CONNECTING SPECIAL DITCH RT. TO SPECIAL DITCH LT. AS SHOWN.
101		BUILD OUTLET DITCH CONNECTING SPECIAL DITCH LT. TO 24" CULVERT AT STA. 1200 + 95 THRUWAY
102	11 + 05	LAY 70' OF 12" R.C.C.P. TO TYPE "A" D.I. LT. & TYPE "B" RT. AHEAD 45° RT.
103	11 + 00 - 11 + 20	LAY 20' OF 12" R.C.C.P. RT. WITH TYPE "A" D.I. AT STA. 11 + 00 TO TYPE "B" D.I. AT STA. 11 + 20
104	11 + 25 - 13 + 62	LAY 237' OF 24" R.C.C.P. FROM TYPE "B" D.I'S AT STA. 11 + 20 WITH TYPE "B" D.I. AT STA. 13 + 00 & H.W. AT STA. 13 + 62.
104A	1036 + 37 - 1041 + 60	BRIDGE STRUCTURE N.Y.C.R.R. WEST SHORE BRANCH (SEE SPECIAL PLAN)
105	1141 + 00 - 1143 + 00	BUILD SPECIAL DITCH RT.

ASSOC. CIVIL ENGNR. CONST.

ASSOC. CIVIL ENGNR.

MADE BY R.H. DATE 7-31-52
TRACED BY S.R. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
BY [signature] 7/31/52
N.Y.S. RE. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
[signature]
Engineer District No. [illegible] 1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

DRAINAGE AND STRUCTURE SCHEDULE

SCHEDULE A

LOCATION AND QUANTITY OF PAYMENT ITEMS

STATION TO STATION	SIDE	ITEM	QUANTITY & UNIT	REMARKS
940+00-1259+82.93	MALL	121	18,550 C.Y.	4" PLACED LOOSE
940+00-1259+82.93	MALL	123	36 AC.	40# P.L.S. PER ACRE.
940+00-1259+82.93	SLOPES	123	34.32 Ac.	40# P.L.S. PER ACRE PLUS 48# OATS
COXSACKIE-RAVENA RD. BRIDGE SITE				
1+95± to -2+40±	WEST			
1+30± to -3+10±	EAST	121	143 C.Y.	4" PLACED LOOSE
		123B	0.22 AC.	125# P.L.S. PER ACRE PLUS 48# OATS ON BRIDGE
		123	1.62 AC.	40# P.L.S. PER ACRE PLUS 48# OATS
		124	240 S.Y.	STRIP SOD & GUTTERS
NEW YORK CENTRAL RR. BRIDGE SITE				
1196+43 TO WEST ABUT. BOTH EAST ABUT. TO 1201+60	BOTH		(SEE OTHER PLAN)	
	BOTH	121	608	4" PLACED LOOSE
		123B	0.68	125# P.L.S. PER ACRE PLUS 48# OATS ON BRIDGE SLOPES
		124	1254	STRIP SOD & GUTTERS
NEW BALTIMORE COEYMANS RD. BRIDGE SITE				
6+60± to 11+76±	R			
6+92± to 12+08±	L	121	1400 C.Y.	4" PLACED LOOSE
		123B	0.09 AC	125# P.L.S. 1 ACRE PLUS 48# OATS ON BRIDGE SLOPES
		124	603 SY	STRIP SOD & GUTTERS
	SLOPES	123	0.64 Ac.	40# P.L.S. PER ACRE PLUS 48# OATS
HANNACROIX CREEK BRIDGE SITE				
1177+46± to 1179+22±	R&L	121	183 C.Y.	4" PLACED LOOSE
		123B	0.15 AC	125# P.L.S. 1 ACRE PLUS 48# OATS ON BRIDGE SLOPES
		124	114 SY	STRIP SOD & GUTTERS

SUMMARY

		NEAT	ROUNDED
ITEM 121 AT BRIDGES AND MALL	121	19,764 CU YDS	20,920
ITEM 123 MALL	123	72.33 ACRES	80 Ac.
ITEM 123B AT BRIDGE SLOPES	123B	1.48 ACRES	1.80
ITEM 124 AT BRIDGE	124	2231 SQ YDS	2600

NEW BALTIMORE TO AQUETUCK RD. BRIDGE SITE

1195+80 to 1197+64	R			
1197+57 To 1199+07	L	121	140 C.Y.	4" PLACED LOOSE
		123B	0.2 Ac.	125# PLS PLUS 48# OATS PER 1 ACRE ON BRIDGE SLOPES
		124	420 S.Y.	STRIP SOD & GUTTERS
	SLOPES	123	0.73 Ac.	40# P.L.S. PER ACRE PLUS 48# OATS

NEW BALTIMORE STATION TO ROUTE 144 ACCESS ROAD

SLOPES	123	1.08 AC.	40# P.L.S. PER ACRE PLUS 48# OATS
TO ROUTE 144	SH	5198	
SLOPES	123	2.67 AC.	40# P.L.S. PER ACRE PLUS 48# OATS

MADE BY B.E.C. DATE 7-31-52
TRACED BY J.M. DATE 7-31-52
CHECKED BY G.L.S. DATE 7-31-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
BY: N.Y.S. P.E. LIC. NO. 25930 DATE

SCHEDULE B

DETAIL SPECIFICATIONS TO ACCOMPANY PUBLIC WORKS SPECIFICATIONS

ITEM NO.	PAR. NO.	DESCRIPTION
121		TOPSOIL PLACED FROM STOCKPILES
		NOTE AREAS TO BE STRIPPED A.O.B.E.
	C3	COMPLETED DEPTH 4" (LOOSE) ON MALL AND ON BRIDGE APPROACHES
		CHANGES: A.O.B.E.
123		SEEDING
	A	AREAS - SEE SCHEDULE A
	B	SEED, AS SPECIFIED FOR M-63 AND SHOWN AS ON SCHEDULE D
		LIME - M-52
		FERTILIZER M-55 TYPE I
		MULCH, AS SPECIFIED FOR M59 OR M60
	C3	NO SOIL AMENDMENTS
		LIME, 1 TON PER ACRE
		FERTILIZER, 800 LBS. PER ACRE
		DEPTH OF INCORPORATION - 4"
		SEEDING RATE - 40 LBS. PURE LIVE SEED PER ACRE + 48# OATS ON SUBSOIL OUTSIDE OF MALL
		SEEDING DATES, ANY SEASON OF THE YEAR WITH APPROVAL OF ENGINEER.
		MULCHING, 2 TONS PER ACRE
		MULCH ANCHORAGE, NONE REQUIRED BUT MAY BE EMPLOYED BY APPROVED METHOD IF CONTRACTOR DESIRES TO REDUCE REPLACEMENTS OF MULCH & MAINTENANCE
123B	B	MATERIALS, AS SPECIFIED UNDER ITEM 123 ABOVE
	C1	SEEDING DATES AS SPECIFIED ABOVE EXCEPT NO SEEDING FROM JUNE 1 TO AUGUST 15 AND FROM OCTOBER 1 UNTIL GROUND IS WORKABLE IN SPRING
		SEEDING RATE 125 LBS. PURE LIVE SEED PLUS 48 LBS. OATS PER ACRE
124	B	SOD - M-64 TYPE I MULCH TO BE OMITTED
		SOD PEGGING STAKES M-69 (1"x2"x6" MIN.)
		OTHER MATERIALS AS SPECIFIED ABOVE
		SODDING AS ON S.S. 50-34

SCHEDULE C

DETAIL SPECIFICATIONS FOR PLANTS

ITEM & SUBITEM	QUAN.	GENUS & SPECIES	ABBR.	COMMON NAME	SIZE	SPECIFICATIONS & REMARKS	SPACING

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			13	77

ROADSIDE DEVELOPMENT SHEET
CATSKILL SECTION SUB C

SCHEDULE D

DETAIL SPECIFICATIONS FOR SEEDS

A - MIN. % PURITY
B - MIN. % GERMINATION
C - POUNDS PURE LIVE SEED PER ACRE

NAME	VARIETY	A	B	C
RED FESCUE (FESTUCA RUBRA)	COMMERCIAL	95	75	18
KENTUCKY BLUEGRASS (POA PROTENSIS)	COMMERCIAL	90	80	7
COMMON RYE GRASS (DOMESTIC) (LOLIUM PERENNE) (LOLIUM MULTIFLORUM)	COMMERCIAL	95	85	5
ALSIKE CLOVER (TRIFOLIUM HYBRIDUM)	COMMERCIAL MAX. 25% HARD SEED	95	85	3
LADINO CLOVER (TRIFOLIUM REPENS VAR)	LADING MAX 25% HARD SEED	95	95	3
BIRDSFOOT TREFOIL (LOTUS CORNICULATUS)	N.Y. BROAD LEAF MAX. 50% HARD SEED	95	85	4
TOTAL PURE LIVE SEED PER ACRE				40
COVER CROP				
OATS (AVENA SATIVA) 48# PER ACRE	COMMERCIAL GLINTON, MOHAWK	95	90	

SUMMARY

ITEM	TOTAL QUANTITY ROUNDED		NAME OF ITEM
121	20,920	C.Y.	TOPSOIL PLACED FROM STOCKPILES
123	80	A	SEEDING
123B	1.80	A	SEEDING ON PREPARED AREAS
124	2,600	S.Y.	SODDING

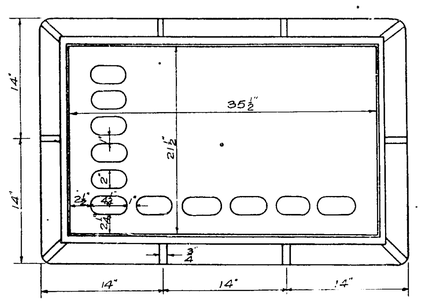
PREPARED PURSUANT TO THE HIGHWAY LAW AND REGULATIONS

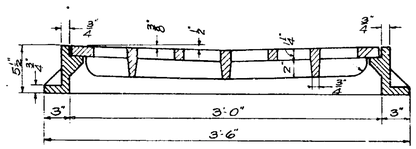
ENGINEER

1/12/52

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			14	99

CATSKILL - SECTION SUB. 6





SPECIAL FRAME AND GRATE

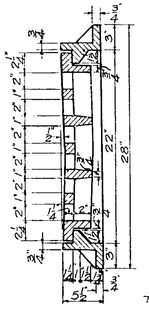
Scale: 1½" = 1'-0"

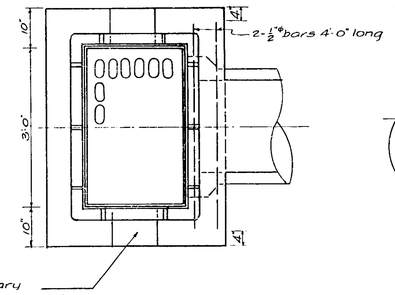
Approximate Weight

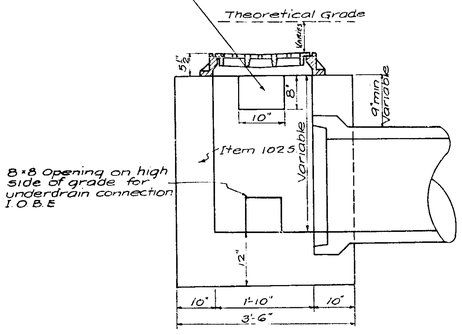
Grate 235#

Frame 275#

Total 510#





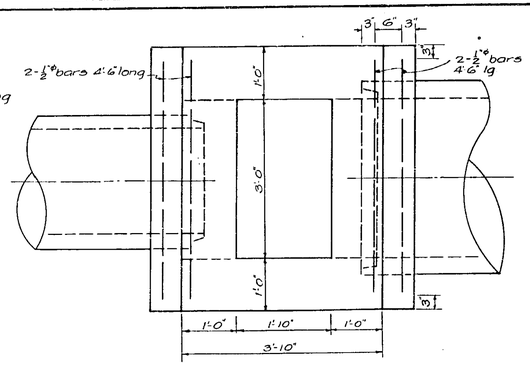


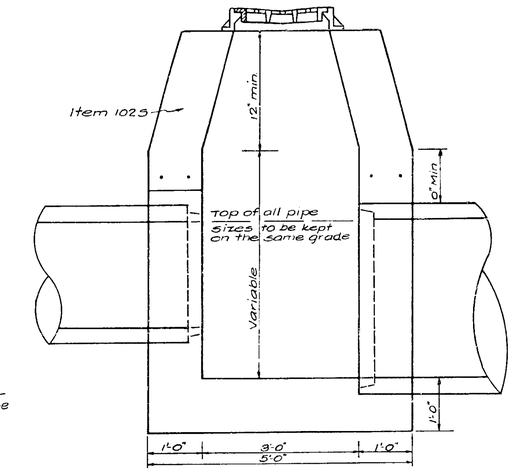
TYPE "A" DROP INLET

Scale: ¾" = 1'-0"

18" Sump if ordered by the Engineer

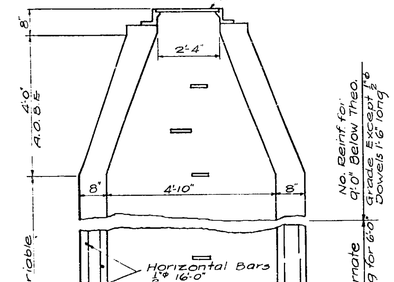
Wherever a Drop Inlet Type "A" or "B" is called for on the plans, unless otherwise ordered by the Engineer a special Frame & Grate as shown above, is to be furnished and placed. Furnishing and placing Frame and Grate to be paid for under Item No. 30





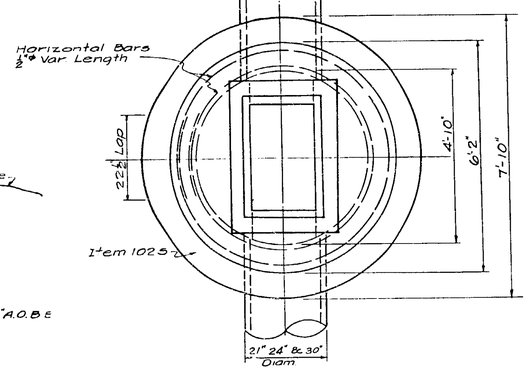
TYPE "B" DROP INLET

Scale: ¾" = 1'-0"



VERTICAL SECTION

Scale: ½" = 1'-0"

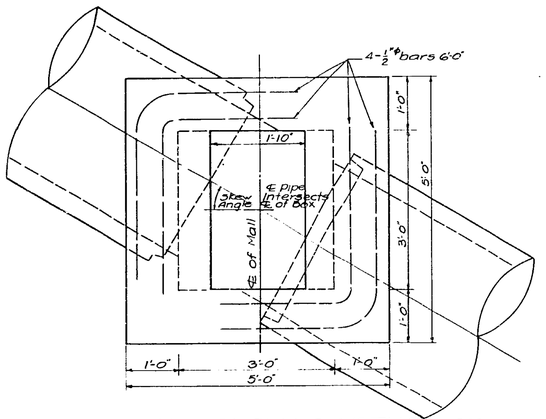


PLAN

DROP INLET TYPE "C" (OVER 9'-0")

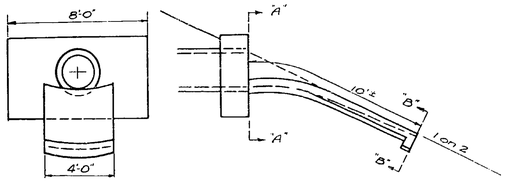
Scale ½" = 1'-0"

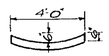
NOTE: FOR INLET TYPE "C" Bar reinforcement to be paid for under Item 28 Step Irons to be included in price for Item 30



SKETCH SHOWING METHOD OF CONNECTIONS ON SKEW CULVERTS

Scale: ¾" = 1'-0"



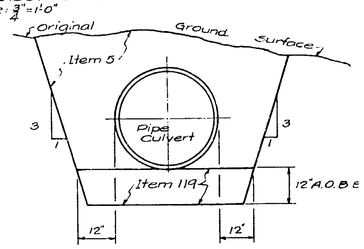


SECTION A-A

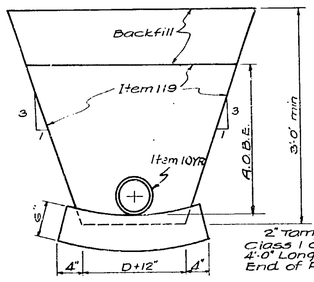
SECTION B-B

Scale: 1" = 1'-0"

Type "D" Concrete Gutter For Culvert Outlets See Table for Location

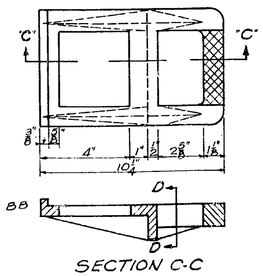


CULVERT & SEWER PIPE SECTION

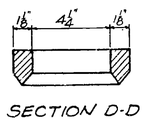


PIPE UNDERDRAIN OPT. SECTION

Scale 1" = 1'-0"



SECTION C-C



SECTION D-D

C.I. STEPS

Scale: 3" = 1'-0"

All material Grey Cast Iron

MADE BY	L.N.	DATE 7-31-52
TRACED BY	L.N.	DATE 7-31-52
CHECKED BY	C.R.S.	DATE 7-31-52
SCALE AS NOTED		

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
BY [illegible]
N.Y.S. P.E. LIC. NO 25930 DATE

Prepared pursuant to the Thruway Law and recommended by

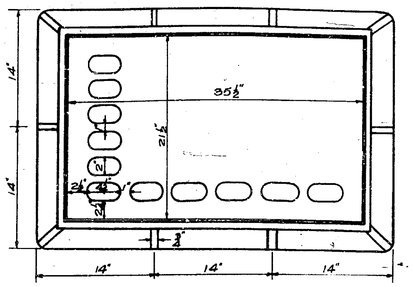
Engineer District No. 1 8/22/1952

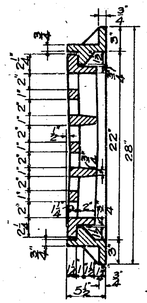
DE LEUW AND BRILL
ENGINEERS ARCHITECTS
227 E 44 TH ST., NEW YORK 17, N.Y.

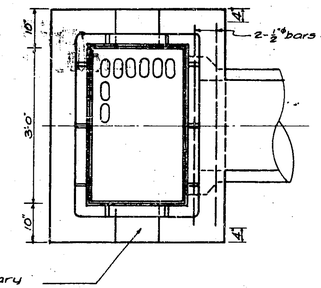
INLETS - TYPE A, B AND C MISC. DETAILS

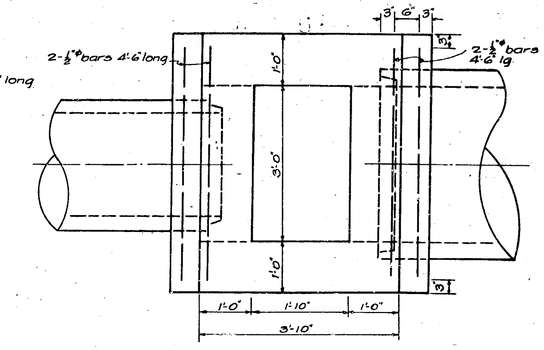
FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			14	99
CATSKILL SECTION				SUB. 6	

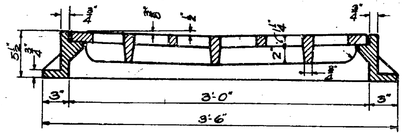
14R



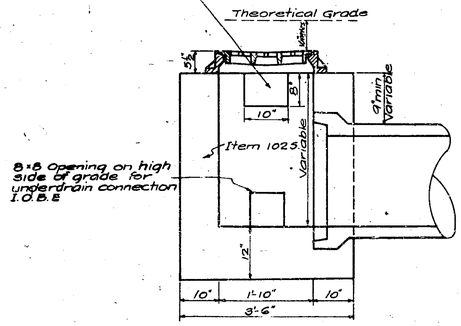




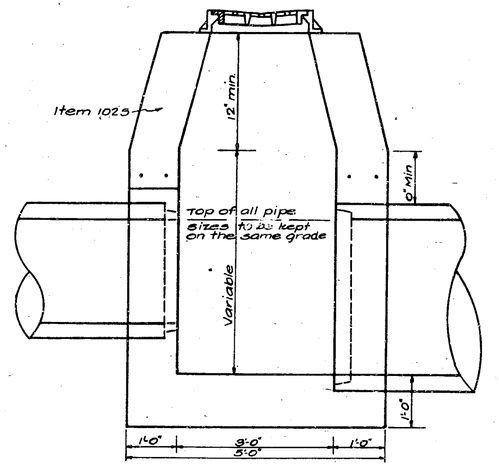




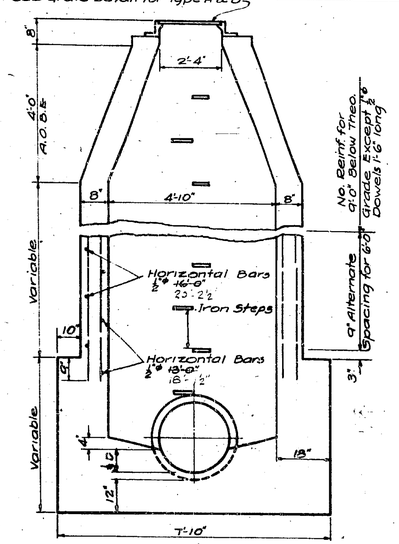
SPECIAL FRAME AND GRATE
Scale: 1½" = 1'-0"
Approximate Weight
Grate 235#
Frame 275#
Total 510#



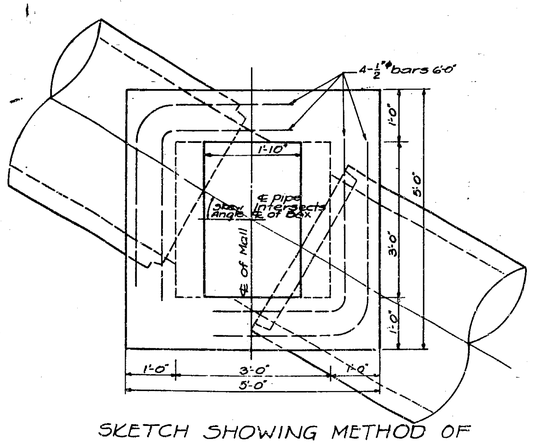
TYPE "A" DROP INLET
Scale: ¾" = 1'-0"
18" Sump if ordered by the Engineer
Wherever a Drop Inlet Type "A" or "B" is called for on the plans, unless otherwise ordered by the Engineer a special Frame & Grate as shown above, is to be furnished and placed. Furnishing and placing Frame and Grate to be paid for under Item No. 30



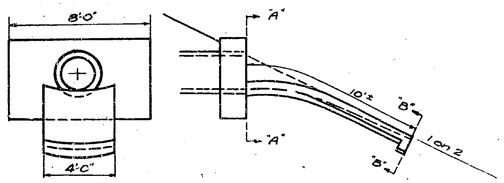
TYPE "B" DROP INLET
Scale: ¾" = 1'-0"

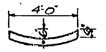


VERTICAL SECTION
Scale: ½" = 1'-0"



SKETCH SHOWING METHOD OF CONNECTIONS ON SKEW CULVERTS
Scale: ¾" = 1'-0"

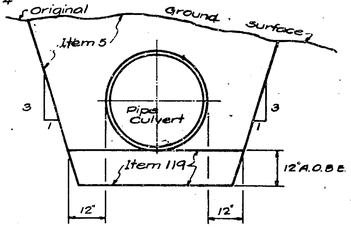




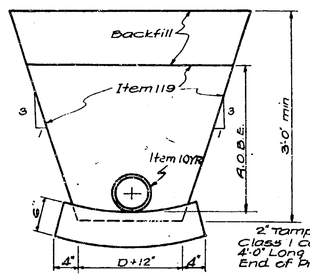
SECTION A-A

SECTION B-B
Scale: 1" = 1'-0"

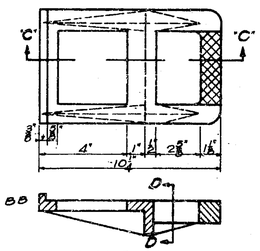
Type "D" Concrete Gutter For Culvert Outlets See Table for Location



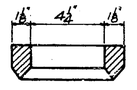
CULVERT & SEWER PIPE SECTION



PIPE UNDERDRAIN OPT. SECTION
Scale 1" = 1'-0"

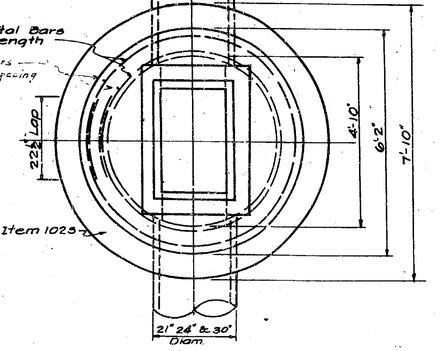


SECTION C-C



SECTION D-D

C.I. STEPS
Scale: 3" = 1'-0"
All material Grey Cast Iron



PLAN
DROP INLET TYPE "C" (OVER 9'-0")
Scale ½" = 1'-0"
NOTE: FOR INLET TYPE "C" bar reinforcement to be paid for under Item 28 Step Irons to be included in price for Item 30

MADE BY	L.N.	DATE 1-31-52
TRACED BY	L.N.	DATE 1-31-52
CHECKED BY	C.R.S.	DATE 1-31-52
SCALE: AS NOTED		

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
BY C.R.S. 2-8-52
N.Y.S. P.E. LIC. NO 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
Engineer District No. 1 8/22/52

DE LEUW AND BRILL
ENGINEERS ARCHITECTS
227 E 44 TH ST., NEW YORK 17, N.Y.

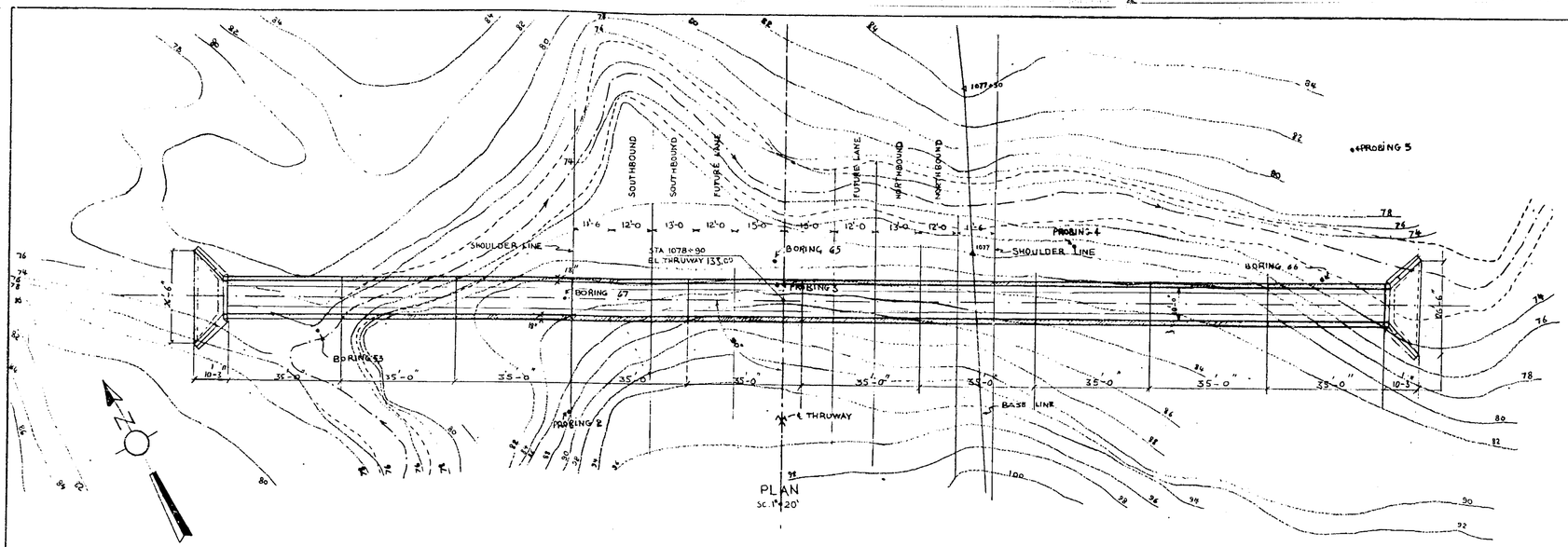
INLETS - TYPE A, B AND C
MISC. DETAILS

PARAGON 13909 KE ALBERT A. ESSER CO

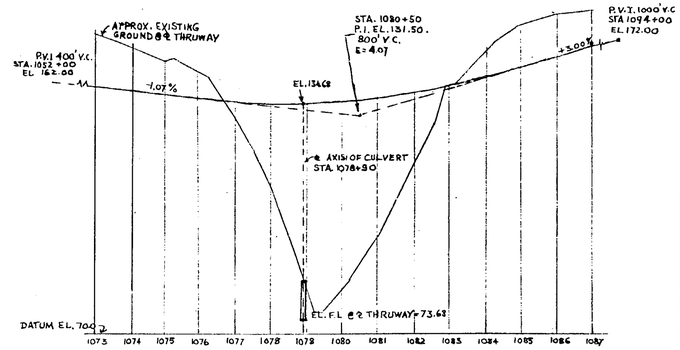
24-7

C.T. 52-7 | S.T. 52-25 R.C. 52-105

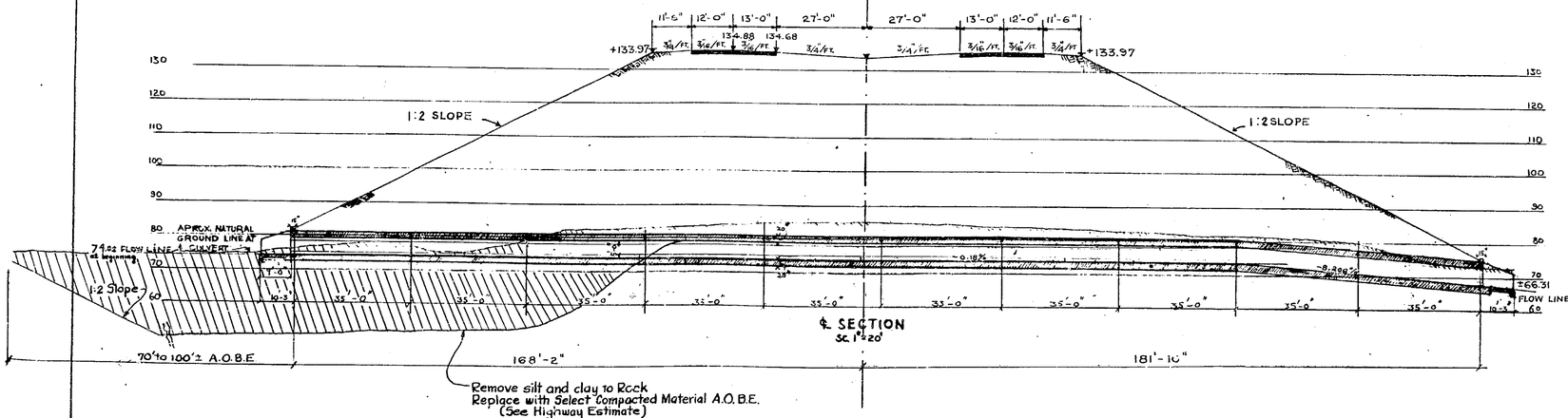
COUNTY		SHEET NO.	TOTAL SHEETS
GREENE		15	99
N.Y. STATE THRUWAY – CATSKILL SECTION SUB-DIVISION NT-6			



PLAN
Sc. 1"=20'



PROFILE OF THRUWAY
HORIZ. SC. 1"=200'
VERT. SC. 1"=20'



℄ SECTION
Sc. 1"=20'

LOCATION PLAN
Sc. 1"=500'

GENERAL NOTES:

1. Design Specifications: A.A.S.H.O. 1949
2. Materials and Fabrications: Specifications of the N.Y. State Department of Public Works dated Jan. 2, 1951 and current specifications and additions
3. Concrete shall be Item 18, Class 1A. All exposed edges of concrete shall be beveled ¾". The cost of Joint Material and Bituminous Material Item 71 B shall be included in the unit price bid for concrete.
4. Reinforcement for cement concrete shall be Item 28, Bar Reinforcement for structures, M-17, Reinforcement for cement concrete except that reinforcement meeting A.S.T.M. A 305-47T may be used.
5. No construction joints other than those shown on the plans will be permitted without written permission of the Deputy Chief Engr. for Bridges.
6. Identification plates in accordance with N.Y.S.D.P.W. Standard 40-102 will be furnished by the New York State Department of Public Works and shall be installed by the contractor at the locations shown. The cost of installation of identification plates shall be included in the unit prices bid for the various items of the contract.
7. The cost of flashing and 4" tile drains shall be included in the price bid for class 1A concrete.
8. Backfill shall be deposited on both sides of the culvert to approxim. the same elevations on each side.
9. Waterproofing: Apply one coat of Bituminous Waterproofing to all surfaces of the structure which will be in contact with backfill material.

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 6/27 1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY

SICKLES CREEK CULVERT

STATION 1078+90

Scale as Noted

Designed by _____ Date _____
Drawn by O. PINAR Date July 11, 1952
Traced by _____ Date _____
Checked by S.C. Date _____

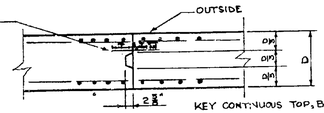
PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
BY K. V. Richards 8/11/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

C.T. 52-7 S.T. 52-25 R.C. 52-105

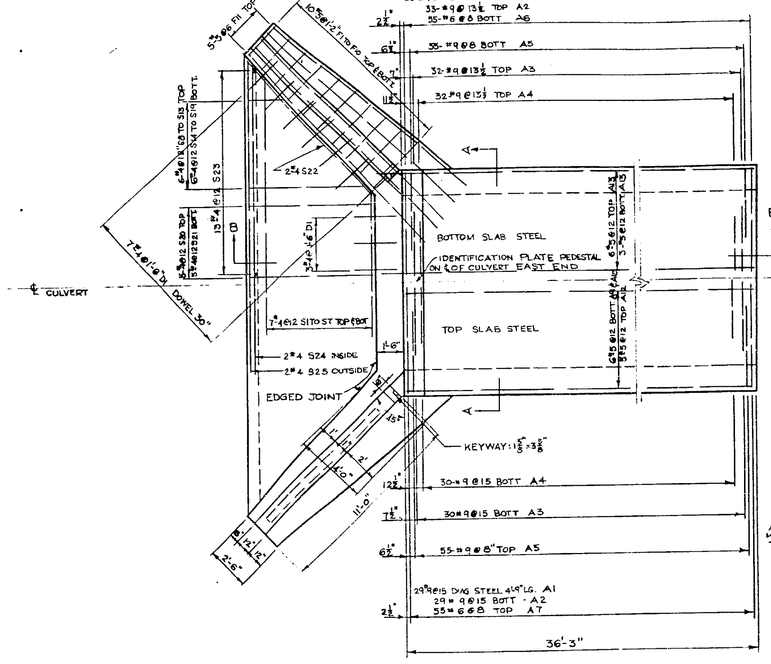
COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			16	99
N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION N1-6				

CONTINUOUS FLASHING BOX & WING
16 OZ. COPPER TYPE B, OR 16 OZ.
COPPER-ZINC ALLOY MEETING FEDERAL
SPEC. QQ-Z-351A GRADE A OR EQUAL

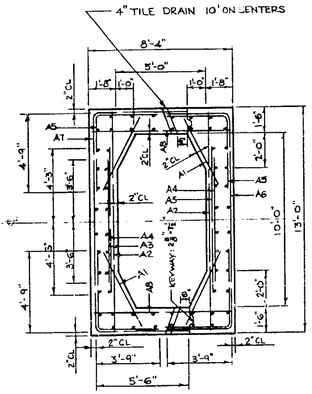


CONSTRUCTION JOINT DETAIL

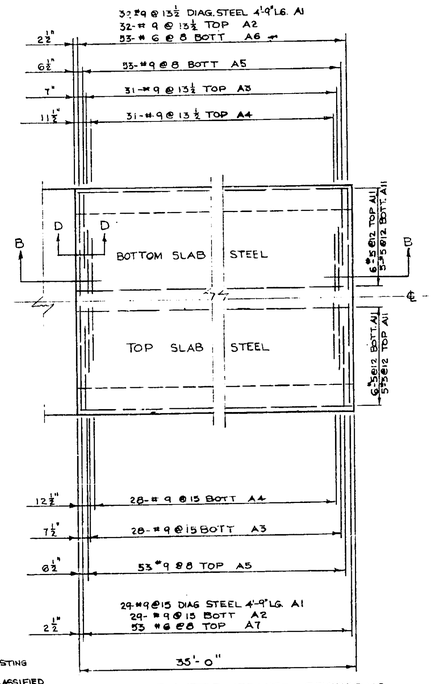
SECTION D-D
SCALE: 1/2" = 1'-0"



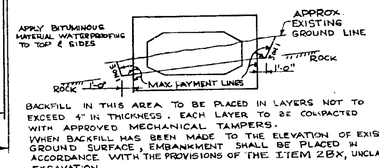
PLAN OF END SECTIONS, WINGWALLS & APRON
SCALE: 1/4" = 1'-0"



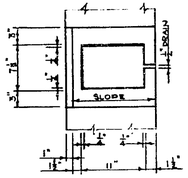
SECTION A-A
SCALE: 1/4"=1'-0"



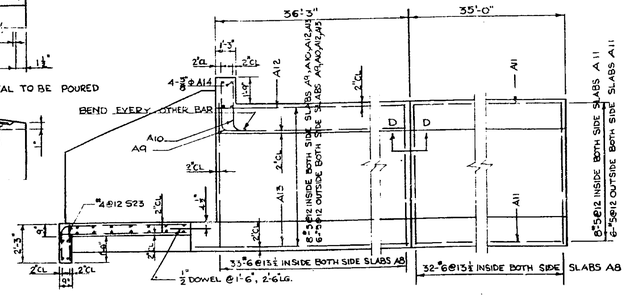
PLAN OF INTERMEDIATE SECTIONS
SCALE: 1/4"=1'-0"



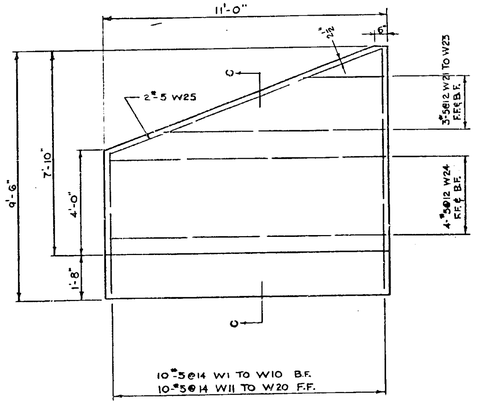
BACKFILL IN THIS AREA TO BE PLACED IN LAYERS NOT TO EXCEED 4" IN THICKNESS. EACH LAYER TO BE COMPACTED WITH APPROVED MECHANICAL TAMPERS.
WHEN BACKFILL HAS BEEN MADE TO THE ELEVATION OF EXISTING GROUND SURFACE, EMBANKMENT SHALL BE PLACED IN ACCORDANCE WITH THE PROVISIONS OF THE ITEM 28X, UNCLASSIFIED EXCAVATION.
PAYMENT FOR PLACING BACKFILL IN THE AREA INDICATED WILL BE INCLUDED IN THE PRICE BID FOR, THE ITEM 28X, UNCLASSIFIED EXCAVATION.



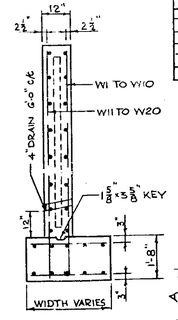
DETAIL OF IDENTIFICATION PLATE ON HEAD WALL
SCALE: 1"=1'-0"



SECTION B-B
SCALE: 1/4" = 1'



WING WALL ELEVATION
SCALE: 3/8"=1'



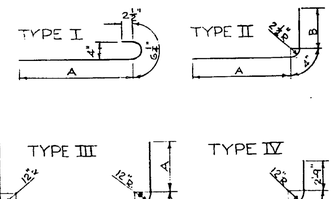
SECTION C-C
SCALE: 3/8"=1'-0"

CULVERT BARREL BAR-LIST

MARK	SIZE	NO.	LENGHT	TYPE	A	B	LOCATION
A1	#9	1224	4'-9"	STR			DIAGONAL STEEL TOP & BOTTOM SLABS
A2	#9	612	12'-8	STR			TRAVERSE STEEL BOTT SLAB TOP & TOP SLAB BOTT
A3	#9	596	8'-6"	STR			" " " " " " " "
A4	#9	596	7'-0"	STR			" " " " " " " "
A5	#9	2136	8'-1"	IV			TRAVERSE STEEL TOP & BOTTOM
A6	#6	534	19'-2"	III	2'-9"		" " BOTTOM SLAB
A7	#6	534	22'-9"	III	4'-6"		" " TOP SLAB
A8	#6	644	8'-0"	STR			" " SIDE SLABS INSIDE
A9	#5	12	38'-9"	II	35'-8"	2'-9"	LONG. STEEL TOP SLAB BOTTOM 36'-3" SECTIONS
A10	#5	12	37'-11"	II	34'-10"	2'-9"	" " " " " " " "
A11	#5	480	34'-8"	STR			35'-0" SECTIONS
A12	#5	32	33'-11"	STR			" " TOP SLAB TOP & SIDE SLABS 36'-3" ST.
A13	#5	44	37'-5"	STR			" " BOTTOM SLAB 36'-3" SECTION
A14	#5	8	12'-8"	STR			CULVERT HEADWALL

WING WALL & APRON BAR-LIST

W1	#5	4	6'-1"	I	5'-4"		WING WALL OUTSIDE FACE VERTICAL BARS
W2		4	6'-6"	I	5'-9"		" " " " " "
W3		4	6'-11"	I	6'-2"		" " " " " "
W4		4	7'-4"	I	6'-7"		" " " " " "
W5		4	7'-9"	I	7'-0"		" " " " " "
W6		4	8'-2"	I	7'-5"		" " " " " "
W7		4	8'-7"	I	7'-10"		" " " " " "
W8		4	9'-0"	I	8'-5"		" " " " " "
W9		4	9'-5"	I	8'-8"		" " " " " "
W10		4	9'-0"	I	9'-1"		" " " " " "
W11		4	5'-4"	STR			WING WALL INSIDE FACE VERTICAL BARS
W12		4	5'-9"				" " " " " "
W13		4	6'-2"				" " " " " "
W14		4	6'-7"				" " " " " "
W15		4	7'-0"				" " " " " "
W16		4	7'-5"				" " " " " "
W17		4	7'-10"				" " " " " "
W18		4	8'-3"				" " " " " "
W19		4	8'-8"				" " " " " "
W20		4	9'-1"				" " " " " "
W21		8	8'-3"				WING WALL INSIDE & OUTSIDE HORIZ. BARS
W22		8	5'-7"				" " " " " "
W23		8	2'-11"				" " " " " "
W24		32	10'-7"				" " " " " "
W25	#5	8	11'-2"				WING WALL INSIDE & OUTSIDE INCLINED BARS
F1		8	2'-2"				WING WALL FOOTING TOP & BOTT. TRAVERSE BARS
F2		8	2'-4"				" " " " " "
F3		8	2'-6"				" " " " " "
F4		8	2'-8"				" " " " " "
F5		8	2'-10"				" " " " " "
F6		8	3'-0"				" " " " " "
F7		8	3'-2"				" " " " " "
F8		8	3'-4"				" " " " " "
F9		8	3'-6"				" " " " " "
F10		8	3'-8"				" " " " " "
F11	#5	40	14'-8"				" " " " LONGIT. BARS
S1	#4	4	23'-0"				APRON SLAB TOP & BOTTOM TRAVERSE BARS
S2		4	20'-10"				" " " " " "
S3		4	18'-8"				" " " " " "
S4		4	16'-6"				" " " " " "
S5		4	14'-4"				" " " " " "
S6		4	12'-2"				" " " " " "
S7		4	8'-0"	STR			APRON SLAB TOP LONGITUDINAL BARS
S8		4	3'-11"	II	1'-10"	1'-9"	" " " " " "
S9		4	4'-10"	II	2'-9"	1'-9"	" " " " " "
S10		4	5'-3"	II	3'-8"	1'-9"	" " " " " "
S11		4	6'-8"	II	4'-7"	1'-9"	" " " " " "
S12		4	7'-1"	II	5'-6"	1'-9"	" " " " " "
S13		4	8'-6"	II	6'-5"	1'-9"	" " " " " "
S14		4	1'-11"	STR			APRON SLAB BOTTOM LONGITUDINAL BARS
S15		4	2'-10"	STR			" " " " " "
S16		4	3'-9"	STR			" " " " " "
S17		4	4'-8"	STR			" " " " " "
S18		4	5'-7"	STR			" " " " " "
S19		4	6'-6"	STR			" " " " " "
S20		20	9'-0"	II			" " TOP " "
S21		20	7'-6"	STR			" " BOTTOM " "
S22		8	10'-5"	STR			APRON SLAB TOP & BOTTOM
S23		32	1'-11"	STR			APRON SLAB FOOTING INSIDE FACE
S24		4	24'-8"	STR			" " " " " "
S25		4	25'-2"	STR			APRON SLAB FOOTING OUTSIDE FACE
D1	#4	40	2'-6"	STR			DOWELS BTW FOOTING & SLAB & BTW SLAB & CULV.



REINFORCEMENT BAR BENDING DETAIL

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY

SICKLES CREEK CULVERT

STATION 1078+90

Scale as Noted

ESTIMATE OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	NEAT	ROUND
16	CLASS IA CONC. FOR STRUCTURES	C.Y.	848	880
15-2	PORTLAND CEMENT TYPE-2	BBLS	1330	2000
15-N	NATURAL CEMENT TYPE-N	BBLS	190	290
5	CULVERT EXCAVATION	C.Y.	2532	2800
28	BAR REINFORCEMENT FOR STRUCT.	LBS	202950	207000

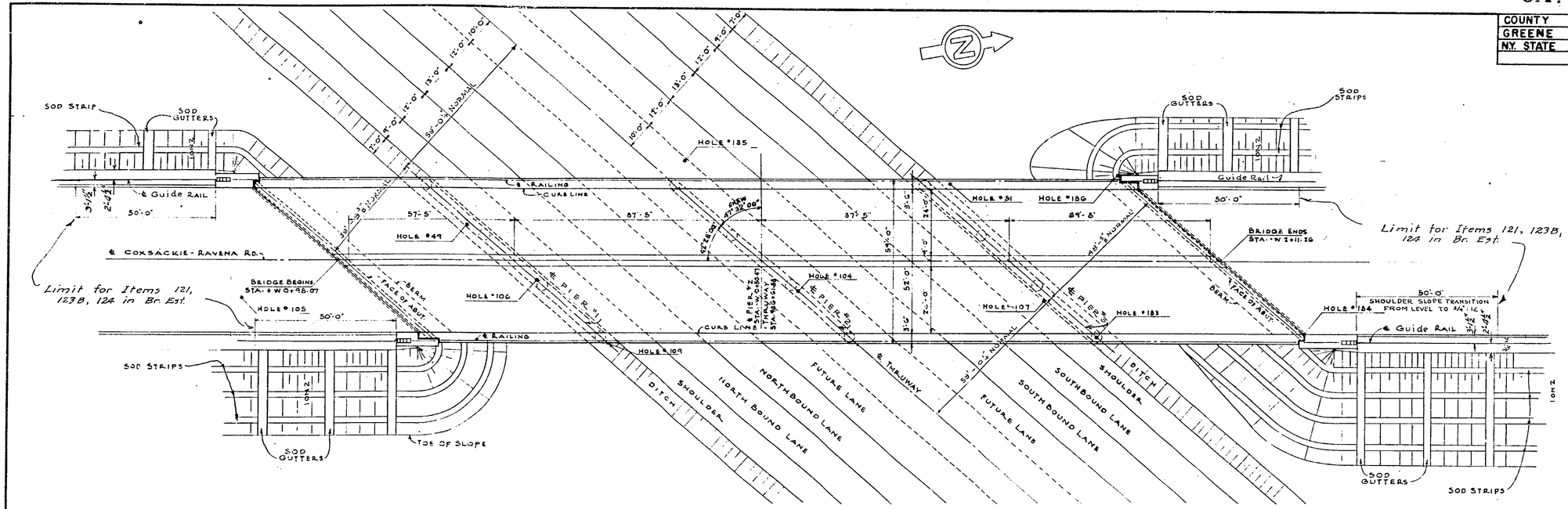
Designed by DLL-RBD Date JULY 5, 1952
Drawn by DIPERSIO Date JULY 15, 1952
Traced by ____ Date ____
Checked by DLL-RBD-OP.JSC. Date JULY 15 1952

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY R.B. Richards 8/11/52
N.Y.S. P.E. LIC. NO. 25930 DATE

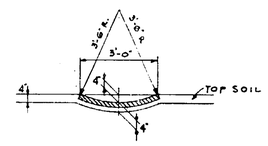
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____

C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY		SHEET NO.	TOTAL SHEETS
GREENE		17	99
N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6			

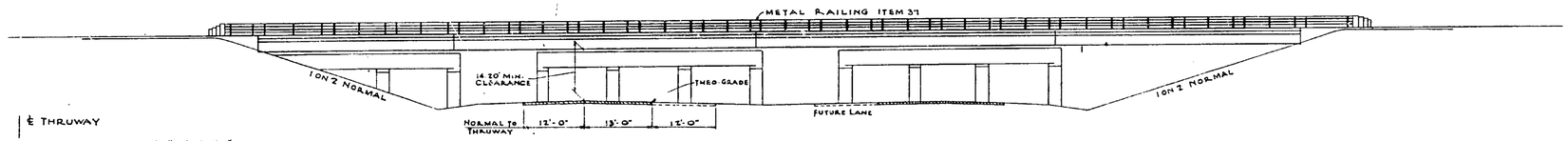


PLAN
SCALE: 1" = 20'-0"

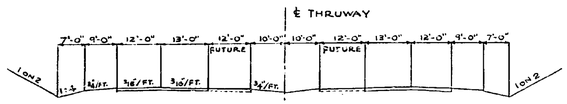


TYPICAL SOD GUTTER
3/8" = 1'-0"

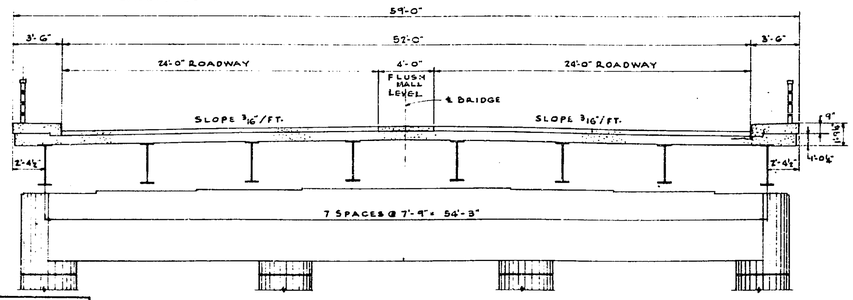
TYPICAL APPROACH SHOULDER SECTION
SCALE: 1/4" = 1'-0"



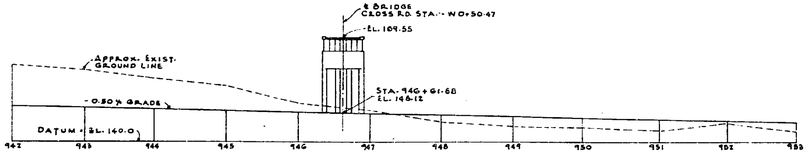
EAST ELEVATION
SCALE: 1" = 20'-0"



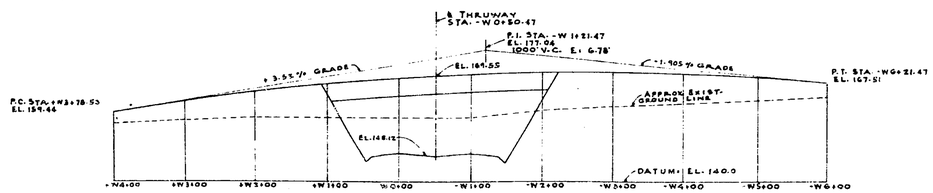
THRUWAY SECTION
SCALE: 1" = 20'-0"



TRANSVERSE SECTION
SCALE: 3/16" = 1'-0"



PROFILE OF THRUWAY
SCALE: HORIZ. 1" = 100'
VERT. 1" = 20'



PROFILE OF ROUTE 9W
SCALE: HORIZ. 1" = 100'
VERT. 1" = 20'

Designed by D. SCHIFF	Date 7-3-52
Drawn by R. NAZAR	Date 7-24-52
Traced by	Date
Checked by M. CHERNAS	Date 7-28-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY K. B. Richmond 8/6/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by	Date	Item
Revised by	Date	Item
Revised by	Date	Item
Revised by	Date	Item

DEPARTMENT OF PUBIC WORKS

RECOMMENDED:

G. L. NICKERSON, DISTRICT ENGINEER — DATE

APPROVED:

E. T. GAWKINS, DUPUTY CHIEF ENGINEER — DATE

E. W. WENDELL, DEPUTY CHIEF ENGINEER — DATE

J. B. McMORRAN, CHIEF ENGINEER — DATE

NEW YORK STATE THRUWAY AUTHORITY

APPROVED: BERTRAM D. TALLAMY, CHAIRMAN

BY

C. H. LANG, DEPUTY CHIEF ENGINEER — DATE

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

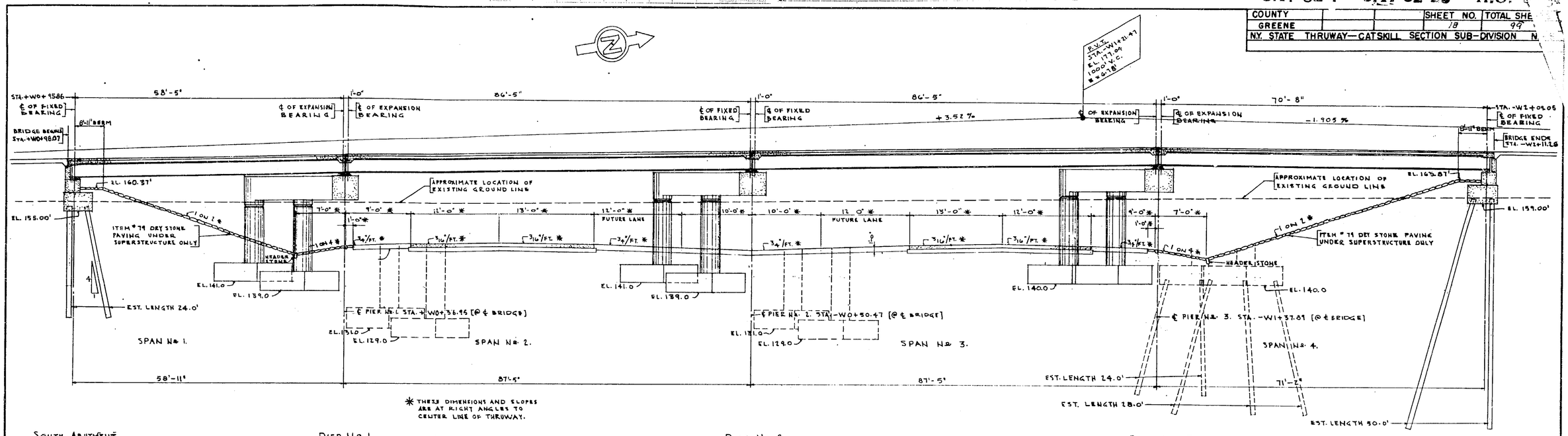
NEW YORK STATE THRUWAY
COXSACKIE - RAVENA BRIDGE
PT. 1 S.H. 5198 (ROUTE 9W)
STA. 946 + 61.88

GENERAL PLAN
Scale: As Noted

C.T. 52-7 S.T. 52-26 R.C. F[illegible]

COUNTY			SHEET NO.	TOTAL SHE[illegible]
GREENE			18	99

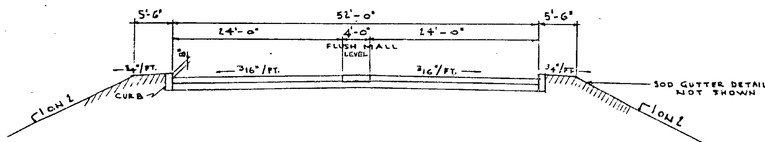
N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION N[illegible]



* THESE DIMENSIONS AND SLOPES ARE AT RIGHT ANGLES TO CENTER LINE OF THRUWAY.

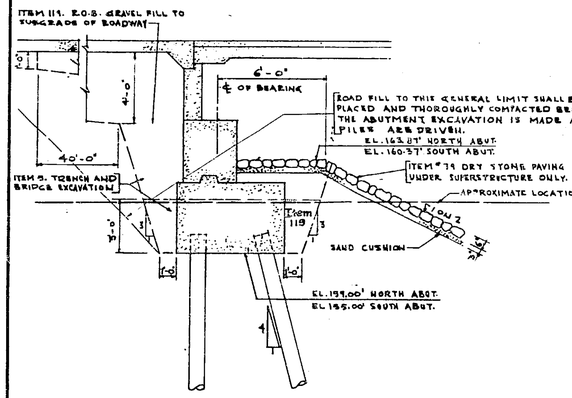
LONGITUDINAL SECTION ALONG ℄ OF CROSS ROAD - 9W

SCALE 1"=10'-0"



APPROACH SECTION OF CROSS ROAD - RT. 9W

SCALE 1"=10'-0"



DETAIL OF EMBANKMENT, CUT AND FILL AT SOUTH ABUTMENT

[NORTH ABUTMENT SIMILAR]

SCALE. 4"=1'-0"

ESTIMATE OF QUANTITIES

UNIT No.	DESCRIPTION	UNIT	SUBSTR.	SUPERSTR.	TOTAL NEAT	TOTAL ROUNDED
5	TRENCH, CULVERT & BRIDGE EXCAVATION	C.Y.	1360		1360	1600
15-Z	PORTLAND CEMENT TYPE Z	BBL.	1333	634	1967	2100
15-N	NATURAL CEMENT TYPE N	BBL.	192	90	282	300
18	CLASS IA - CONCRETE FOR STRUCTURES	C.Y.	91	502	593	620
19	CLASS IA - CONCRETE FOR RAILINGS	C.Y.	3		3	4
20	CLASS I - CONCRETE	C.Y.	840		840	890
25 F	STEEL FABRIC REINFORCEMENT	S.Y.		1780	1780	1900
28	BAR REINFORCEMENT FOR STRUCTURES	LB.	119401	108852	228253	233000
28B	SPIRAL BAR SHEAR CONNECTORS	LB.		6740	6740	6800
29	STRUCTURAL STEEL	LB.		734250	734250	749000
37	METAL RAILING	L.F.		668	668	690
47B	CEMENT CONCRETE PAVEMENT	C.Y.		197	197	220
79	DRY STONE PAVING	S.Y.	815		815	900
85C	CAST-IN-PLACE CONCRETE PILES	L.F.	3137		3137	3300
87	FURNISHING EQUIPMENT FOR DRIVING PILES	L.S.			NEC.	NEC.
775	TEMPORARY STRUCTURES AND APPROACHES	L.S.			NEC.	NEC.
119	RUN OF BANK GRAVEL FILL	C.Y.	103		103	120
121	TOP SOIL PLACED FROM STOCK PILES	C.Y.	143		143	150
123B	SEEDING ON PREPARED AREAS	ACRES	0.20		0.20	0.3
124	SODDING	S.Y.	240		240	260
2008	SUPPORTS FOR UTILITIES	L.S.			NEC.	NEC.
15-2A	PORTLAND CEMENT TYPE 2A	BBL.	16	430	446	470

GENERAL NOTES

ALL CONCRETE EXCEPT PAVEMENT & PYLONS SHALL BE ITEM 18
CONCRETE IN PAVEMENT SHALL BE ITEM 47B "CEMENT CONCRETE PAVEMENT"
CONCRETE IN PYLONS SHALL BE ITEM 19 "CLASS IA CONCRETE FOR RAILINGS"

THE COST OF FURNISHING & INSTALLING CAULKING COMPOUND, PREMOULDED BITUMINOUS JOINT MATERIAL, LEAD WOOL, FLASHING & BAFFLE STRIPS, SHALL BE INCLUDED IN THE PRICES BID FOR THE VARIOUS ITEMS IN THIS CONTRACT.

AFTER THE CONCRETE IS CURED, THE CONTRACTOR SHALL APPLY A WATER-PROOFING OIL TREATMENT, AS DESCRIBED IN THE SPECIFICATIONS FOR M-41W TO ALL EXPOSED SURFACES EXCEPT THE UNDERSIDE OF THE SLAB. TWO APPLICATIONS OF WATERPROOFING OIL TREATMENT SHALL BE APPLIED TO THE TOP OF THE SLAB. THE SECOND APPLICATION SHALL BE APPLIED TWO DAYS PRIOR TO THE PLACING OF THE PAVEMENT OR SIDEWALK.

MATERIALS & FABRICATION - SPECIFICATIONS OF NEW YORK STATE DEPARTMENT OF PUBLIC WORKS DATED JAN. 2, 1951 & CURRENT SPECIFICATIONS & ADDITIONS.

DESIGN SPECIFICATIONS - A.S.S.H.O. 1949 - LOADING H20-S16-44 MODIFIED.

NO CONSTRUCTION JOINTS OTHER THAN THOSE SHOWN ON THE PLANS WILL BE PERMITTED WITHOUT THE WRITTEN PERMISSION OF THE DEPUTY CHIEF ENGINEER.

WHERE CAULKING COMPOUND IS TO BE USED THE SIDES OF THE JOINTS SHALL BE PRIMED WITH A MATERIAL SATISFACTORY TO THE MANUFACTURER OF THE CAULKING COMPOUND - 20 TO 30 MINUTES BEFORE THE COMPOUND IS PLACED. ALL JOINTS MUST BE THOROUGHLY CLEAN & DRY BEFORE THE PRIMING COAT IS APPLIED. WORK MUST BE PERFORMED BY WORKMEN EXPERIENCED IN THIS TYPE OF WORK.

RIVETS TO BE 7/8" DIAMETER, HOLES 15/16" DIAMETER UNLESS OTHERWISE NOTED.

FIELD CONNECTIONS SHALL BE MADE WITH TURNED BOLTS, RIVET BOLTS OR APPROVED EQUAL.

SHOP PAINT - RED LEAD & OIL, FIRST FIELD COAT TO BE BATTLESHIP GRAY PAINT. SECOND FIELD COAT TO BE GRAY GREEN PAINT. SPIRAL BAR REINFORCEMENT, TOP FLANGE OF STRINGERS & TOP FLANGE OF END CHANNELS ARE NOT TO BE PAINTED.

THE CAMBER PROVIDED IN THE STEEL BEAMS IS TO COMPENSATE FOR PROBABLE ACTUAL DEAD LOAD DEFLECTION & VERTICAL CURVE.

TO INSURE UNIFORM GRADES FOR SURFACE OF ROADWAY & SAFETY WALKS UNDER DEAD LOAD, CORRECTIONS MAY BE MADE IN THE THICKNESS OF WEARING SURFACE OF ROADWAY & SAFETY WALKS. THE MINIMUM THICKNESS INDICATED IS TO BE INCREASED AT THE ENDS OF THE SPAN IN THE CASE OF EXCESSIVE CAMBER IN THE BEAMS & INCREASED AT THE CENTER OF THE SPAN IN CASE OF INSUFFICIENT CAMBER.

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE SPECIAL NOTES FOR THIS STRUCTURE WHICH APPEAR IN THE PROPOSAL. PARTICULAR ATTENTION SHOULD BE GIVEN TO THE FOUNDATION NOTE, WHICH BRIEFLY OUTLINES THE ANTICIPATED SUB-SURFACE CONDITIONS AT THE SITE OF THE STRUCTURE & WHICH SPECIFIES CERTAIN REQUIREMENTS RELATIVE TO CONSTRUCTION.

FOR DESIGN PURPOSES THE ASSUMED LOAD PER PILE DOES NOT EXCEED 40 TONS.

IDENTIFICATION PLATES IN ACCORDANCE WITH N.Y.S.D.P.W. STANDARD 52-41 WILL BE FURNISHED BY THE NEW YORK DEPARTMENT OF PUBLIC WORKS & SHALL BE INSTALLED BY THE CONTRACTOR AT LOCATIONS INDICATED ON THE PLANS.

THE COST OF SUCH INSTALLATION SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT.

METAL FLASHING & BAFFLE STRIPS TO BE 20 OZ. COPPER, ZINC ALLOY OR APPROVED EQUAL.

CEMENT USED SHALL BE A BLEND OF PORTLAND CEMENT TYPE 2 AND NATURAL CEMENT TYPE N IN THE PROPORTIONS INDICATED IN THE N.Y.S.D.P.W. SPECS. EXCEPT AS FOLLOWS. IN THE PAVEMENT, CURBS, SIDEWALKS, TOP 9" OF THE ABUTMENT WING WALLS AND ALL THE PYLONS, PORTLAND CEMENT TYPE 2A SHALL BE USED.

Designed by D. SCHIFF	Date 7-3-52	
Drawn by R. SIMON	Date 7-24-52	
Traced by _____	Date _____	
Checked by M. CHEMERS	Date 7-28-52	

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY R. B. Richards 8/8/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by _____	Date _____	Item _____
Revised by _____	Date _____	Item _____
Revised by _____	Date _____	Item _____
Revised by _____	Date _____	Item _____

Prepared pursuant to the Thruway Law and recommended by

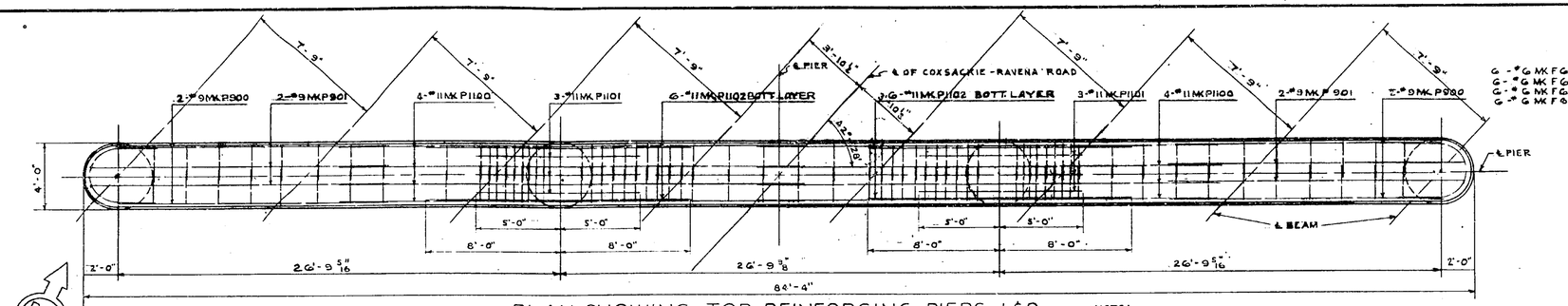
_____
Engineer District No. 1
_____ 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
COXSACKIE - RAVENA BRIDGE
PT. 1 S. H. 5198 (ROUTE 9W)
STA. 946 + 61.88

PROFILE AND SECTION
Scale: As Noted

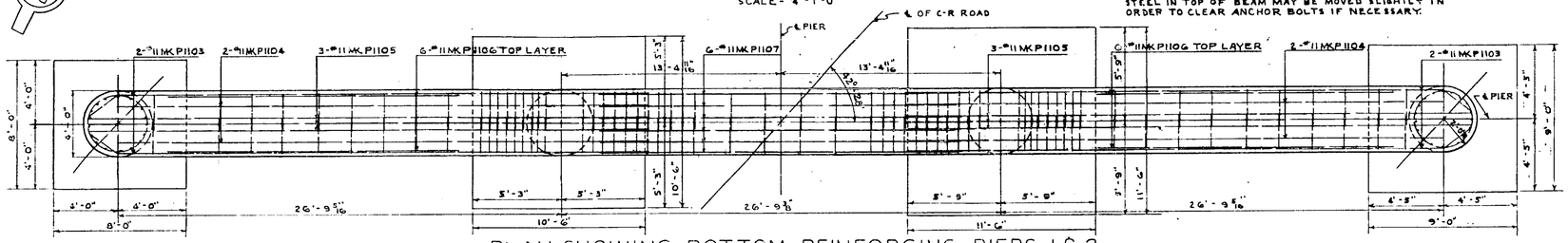
COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			19	99
N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6				



PLAN SHOWING TOP REINFORCING PIERS 1 & 2

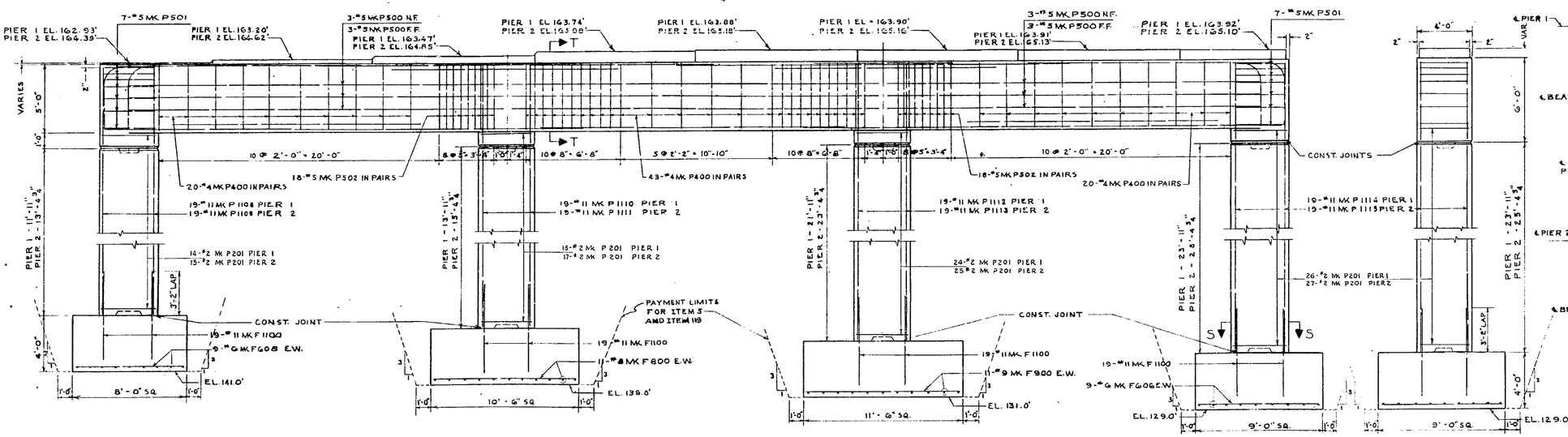
SCALE - ¼" = 1'-0"

NOTE: ANCHOR BOLTS FOR BEARING SHALL BE SET AT THE SAME TIME THAT STEEL IN PIER BEAMS IS PLACED. STEEL IN TOP OF BEAM MAY BE MOVED SLIGHTLY IN ORDER TO CLEAR ANCHOR BOLTS IF NECESSARY.



PLAN SHOWING BOTTOM REINFORCING PIERS 1 & 2

SCALE - ¼" = 1'-0"



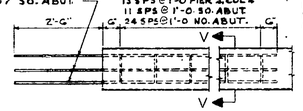
ELEVATION PIERS 1 & 2

SCALE - ¼" = 1'-0"

THE UPPER PAYMENT LIMITS OF ITEM 5 WHICH IS INCLUDED IN BRIDGE ESTIMATE EXTENDS TO THE LOWER LIMITS OF THE EXCAVATION FOR THE THRUWAY

G - #6 MK F607 PIER 3, COL 3
G - #6 MK F608 PIER 3, COL 4
G - #6 MK F609 NO. ABUT.
G - #6 MK F607 SO. ABUT.

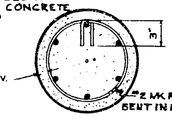
11 SPS @ 1'-0 PIER 3, COL 3
13 SPS @ 1'-0 PIER 3, COL 4
11 SPS @ 1'-0 SO. ABUT.
24 SPS @ 1'-0 NO. ABUT.



PILE REINFORCEMENT DETAILS

SCALE - ½" = 1'-0"

REINFORCING CAGES SHALL BE FABRICATED BEFORE BEING PLACED & HELD IN POSITION WHILE CONCRETE IS BEING POURED



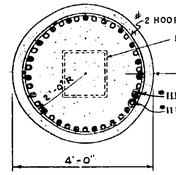
SECTION V-V

SCALE - 1½" = 1'-0"

ESTIMATED LENGTH OF PILES

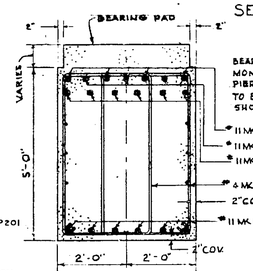
PIER 1	- NONE
PIER 2	- NONE
PIER 3, COL 3	- 24'-0"
PIER 3, COL 4	- 28'-0"
NO. ABUTMENT	- 50'-0"
SO. ABUTMENT	- 24'-0"

NOTE: FOR DESIGN PURPOSE THE ASSUMED LOAD PER PILE DOES NOT EXCEED 40 TONS.



SECTION S-S

SCALE - ½" = 1'-0"

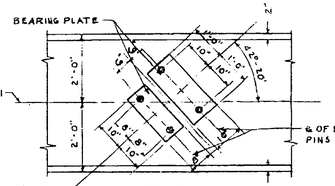


SECTION T-T

SCALE - 1½" = 1'-0"

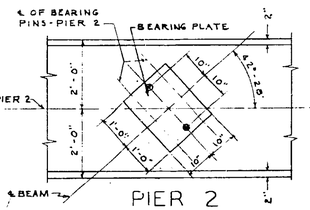
BEARING PAD TO BE CAST MONOLITHICALLY WITH PIERS AND FINISHED LEVEL TO EXACT ELEVATIONS AS SHOWN ON DRAWINGS.

ANCHOR BOLTS SHALL BE ACCURATELY SET BY USE OF A TEMPLATE. ANCHOR BOLTS - 1¼" ø 1'-5"



PIER 1 BEARING LOCATION

SCALE - ½" = 1'-0"



PIER 2 BEARING LOCATION

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 _____ 1952

END ELEVATION

SCALE - ¼" = 1'-0"

LEGEND

ST = TOP OF SLAB
SB = BOTTOM OF SLAB
CT = TOP OF CURB, SIDEWALK
CB = BOTTOM OF CURB, SIDEWALK
R = RAILING, PYLON
A = ABUTMENT
F = FOOTING
P = PIER
N.F. = NEAR FACE
F.F. = FAR FACE
T.F. = TOP FACE
E.F. = EACH FACE
E.W. = EACH WAY

BAR DESIGNATION

#2 - ¼" ø
#3 - ⅜" ø
#4 - ½" ø
#5 - ⅝" ø
#6 - ¾" ø
#7 - ⅞" ø
#8 - 1" ø
#9 - 1" ø
#10 - 1⅛" ø
#11 - 1¼" ø

EXAMPLE: 8 - ½" ø @ 9" CTRS. = 8-#4 MK SB 402-9

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STA. 946 + 61.88

PIERS NO. 1 & NO. 2

Scale: As Noted

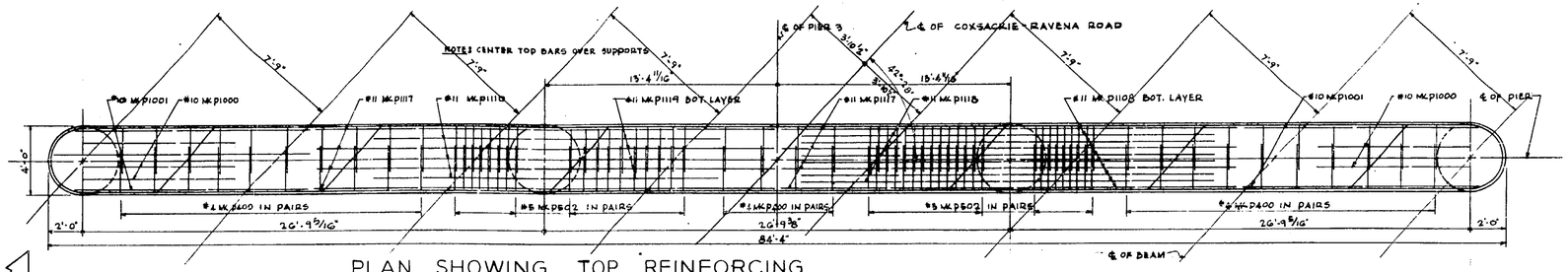
Designed by W. J. HORN	Date 7-10-52
Drawn by K. EDWARDS	Date 7-24-52
Traced by	Date
Checked by M. CHEMERS	Date 7-28-52

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS—ARCHITECTS
BY K.B. Richards 8/8/52
N.Y.S. PE. LIC. NO. 25930 DATE

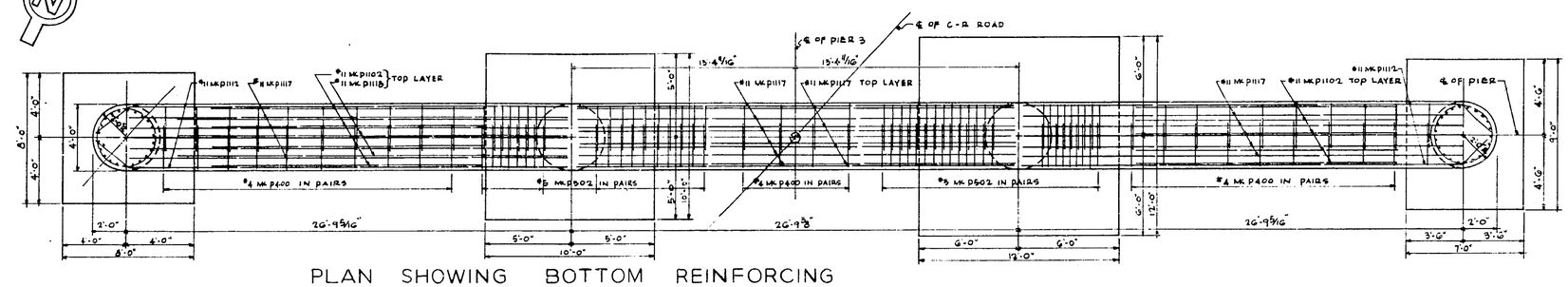
Revised by ____	Date ____	Item ____
Revised by ____	Date ____	Item ____
Revised by ____	Date ____	Item ____
Revised by ____	Date ____	Item ____

C.T. 52-7 S.T. 52-25 R.C. 52-105

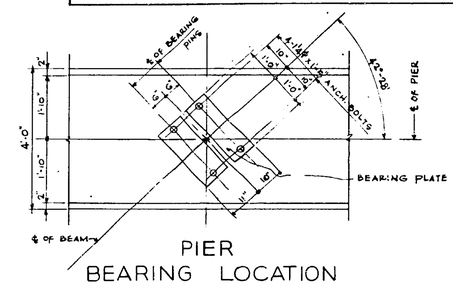
COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			20	99
NY. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6				



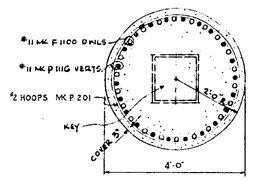
PLAN SHOWING TOP REINFORCING



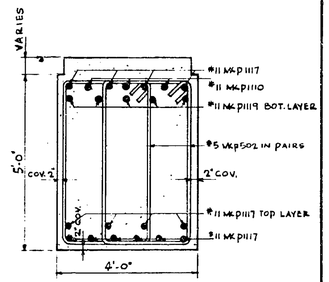
PLAN SHOWING BOTTOM REINFORCING



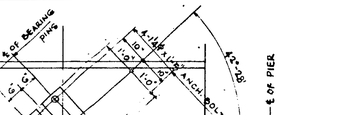
PIER
BEARING LOCATION
SCALE 1/2"=1'-0"



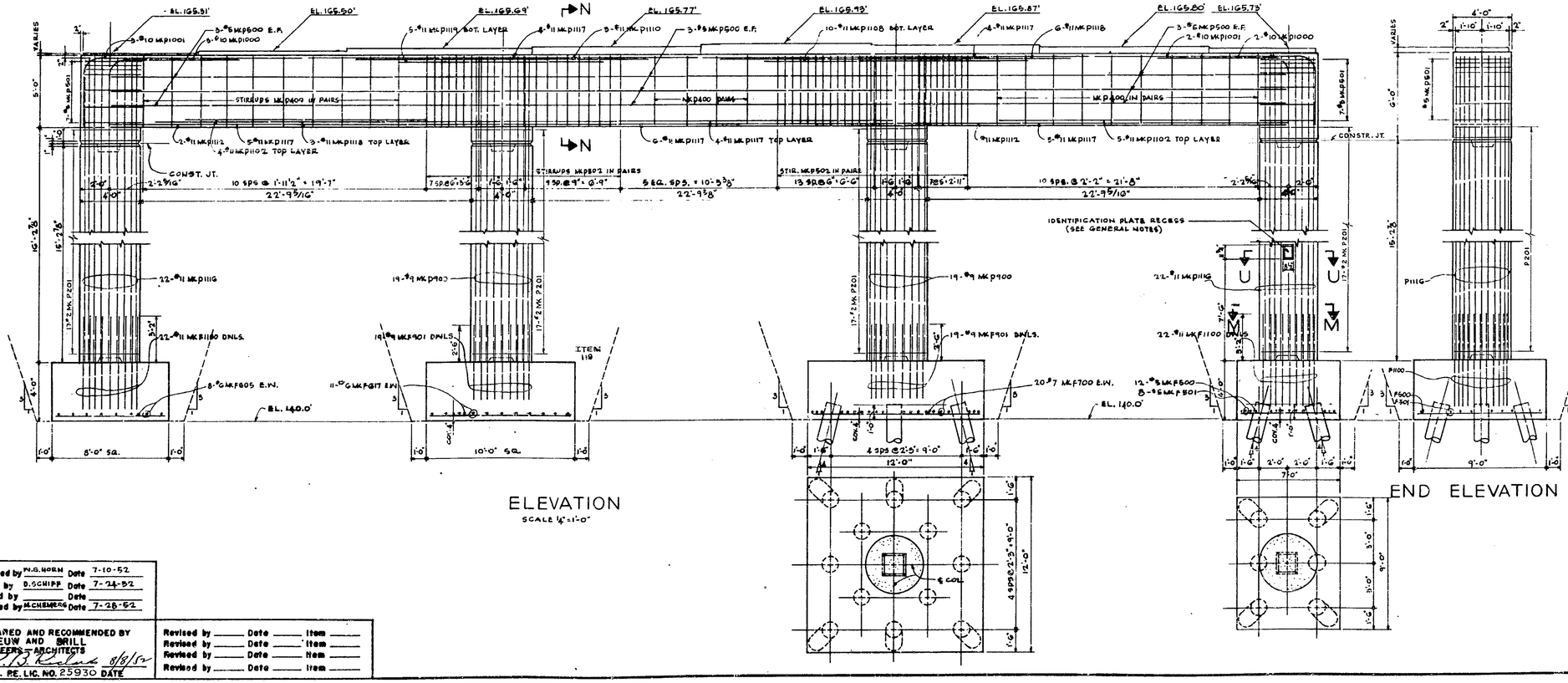
SECTION M-M
SCALE 1/2"=1'-0"



SECTION N-N
SCALE 1/2"=1'-0"



SECTION U-U
IDENTIFICATION PLATE
RECESS DETAIL



ELEVATION
SCALE 1/4"=1'-0"

END ELEVATION

Designed by N.G.HORN Date 7-10-52
Drawn by D.SCHIPP Date 7-24-52
Traced by Date
Checked by M.CHEMERS Date 7-28-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY R.B. Brill 8/8/52
N.Y.S. RE. LIC. NO. 25930 DATE

Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. I _____ 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
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NEW YORK STATE THRUWAY
COXSACKIE-RAVENA BRIDGE
PT. 1 S.H. 5198 (ROUTE 9W)
STA. 946+61.88

PIER NO. 3
Scale: As Noted

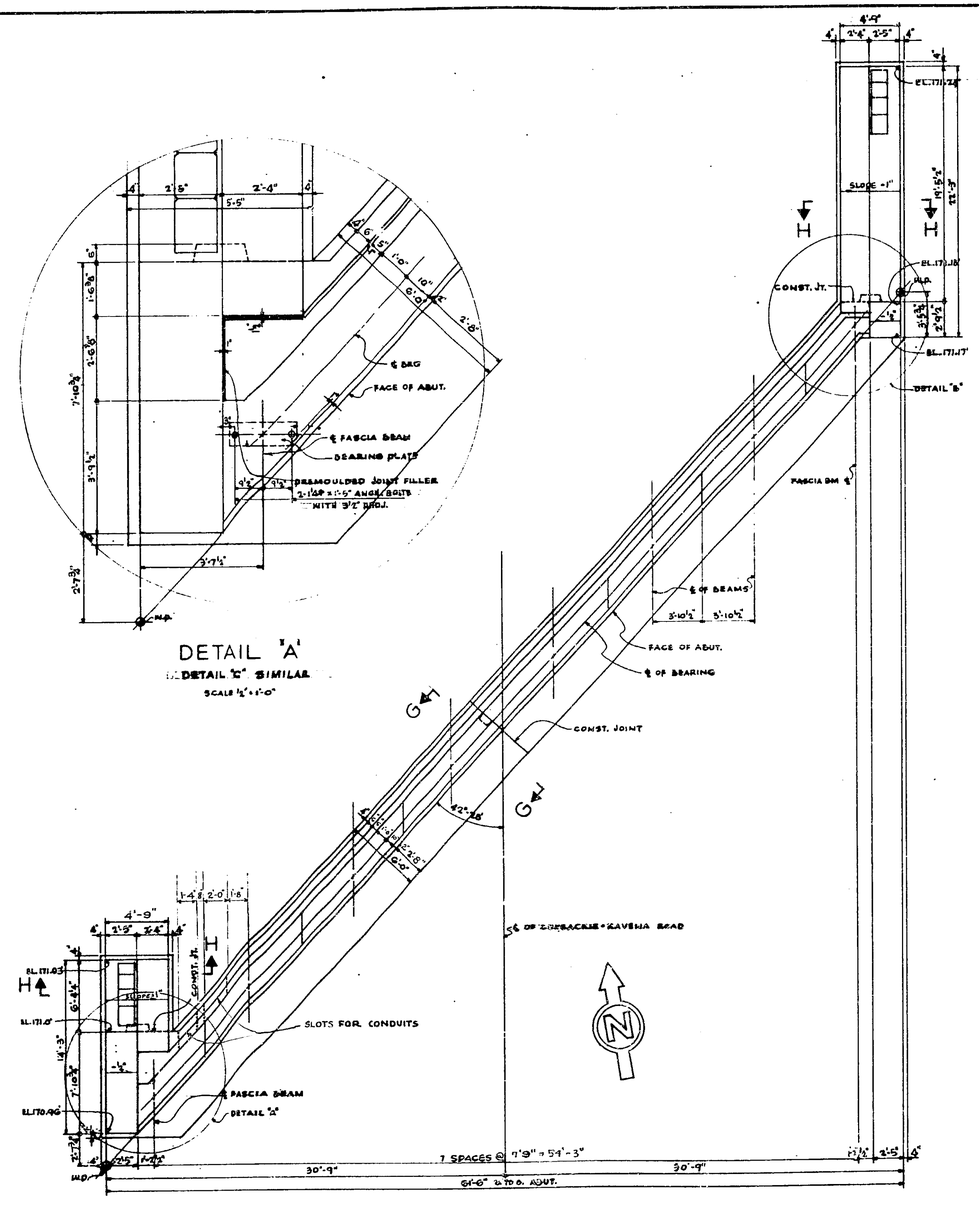
C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY		SHEET NO.	TOTAL SHEETS
GREENE		21	99
NY. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6			

DETAIL "A"

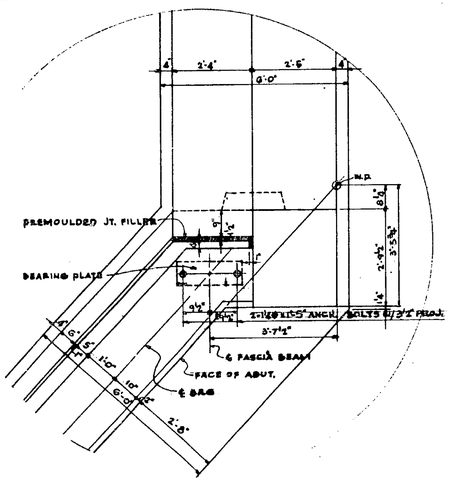
DETAIL "C" SIMILAR

SCALE ½" = 1'-0"



NORTH ABUTMENT PLAN

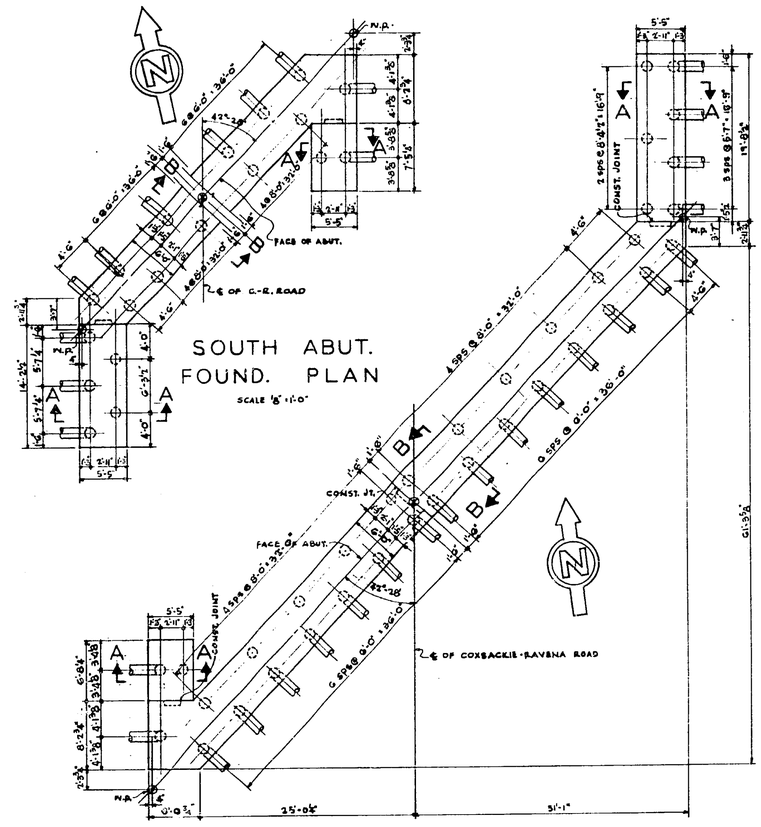
SCALE 3/16" = 1'-0"



DETAIL "B"

DETAIL "D" SIMILAR

SCALE ½" = 1'-0"

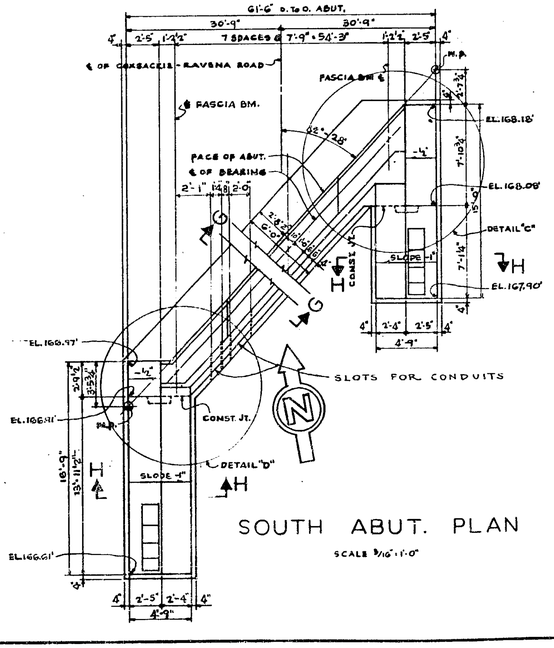


SOUTH ABUT. FOUND. PLAN

SCALE ⅛" = 1'-0"

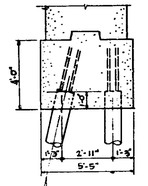
NORTH ABUTMENT FOUNDATION PLAN

SCALE ⅛" = 1'-0"

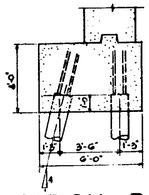


SOUTH ABUT. PLAN

SCALE 3/16" = 1'-0"



SECTION A-A



SECTION B-B

SUB-STRUCTURE NOTES

CONCRETE IN ABUTMENTS, WINGWALLS, PIERS & FOOTINGS SHALL BE ITEM 20 - CLASS I - CONCRETE; CONCRETE IN PYLONS SHALL BE ITEM 19 - CLASS IA - CONCRETE FOR RAILINGS; SIDEWALKS SHALL BE ITEM 18 - CLASS IA - CONCRETE FOR STRUCTURES.
PAYMENT FOR FURNISHING & PLACING ANCHOR BOLTS & NUTS SHALL BE MADE UNDER ITEM 29. - STRUCTURAL STEEL.
BRIDGE SEAT AREAS DIRECTLY UNDER ENDS OF BEAMS SHALL BE BUSH-HAMMERED, FOR PERFECT BEARING, AS DIRECTED BY THE ENGINEER.

Designed by D. SCHIFF Date 7-18-52
Drawn by D. SCHIFF Date 7-24-52
Traced by _____ Date _____
Checked by M. GHERARDI Date 7-28-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY R. B. Richards 8/4/52
N.Y.S. RE. LIC. NO. 25930 DATE

Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
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Revised by _____ Date _____ Item _____

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 _____ 1952

DE LEUW AND BRILL
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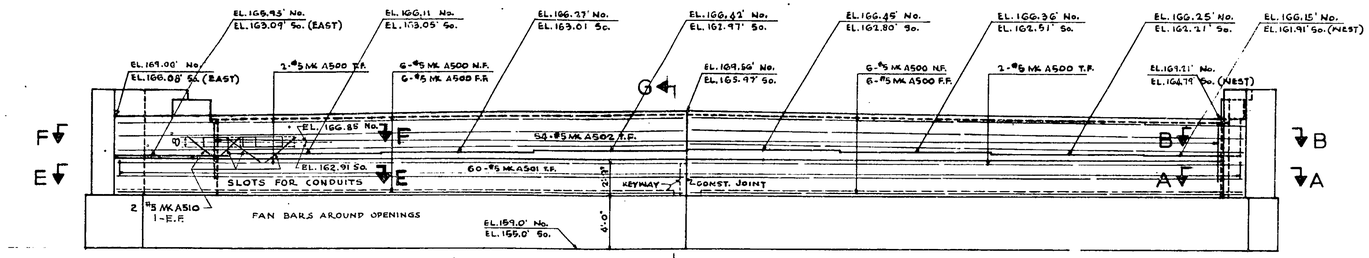
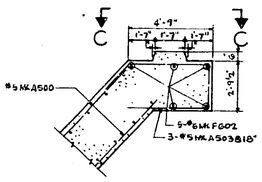
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
COXSACKIE-RAVENA BRIDGE
PT. 1 S. H. 5198 (ROUTE 9W)
STA. 946 + 61.88

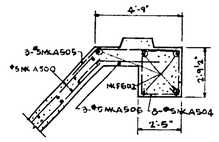
ABUTMENT DETAILS
Scale: As Noted



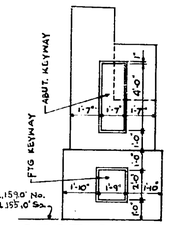
FRONT ELEVATION NORTH ABUTMENT
SOUTH ABUTMENT SIMILAR
SCALE 3/16" = 1'-0"



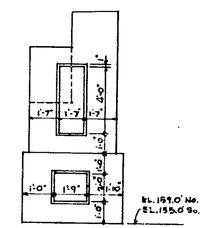
SECTION A-A



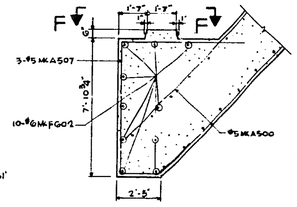
SECTION B-B



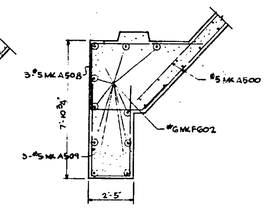
SECTION C-C



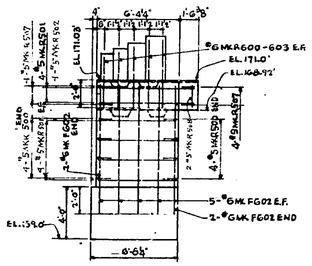
SECTION F-F



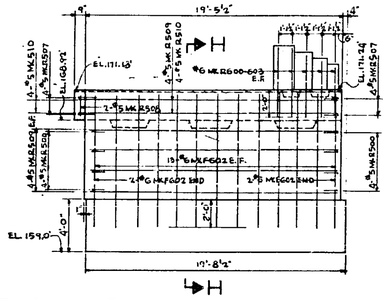
SECTION D-D
SCALE 1/4" = 1'-0"



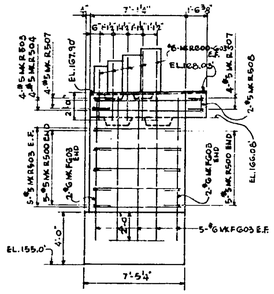
SECTION E-E



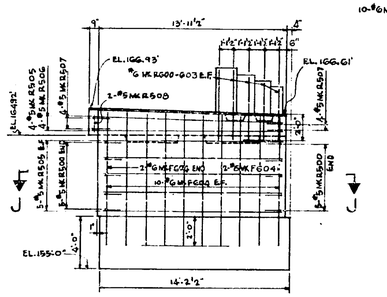
ELEVATION OF
NORTHWEST PYLON



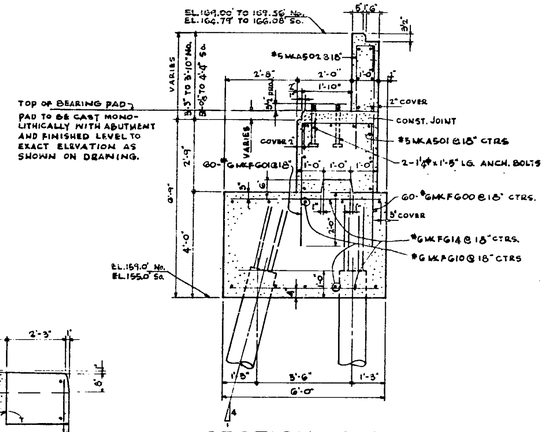
ELEV. OF NORTHEAST PYLON
SCALE 3/16" = 1'-0"



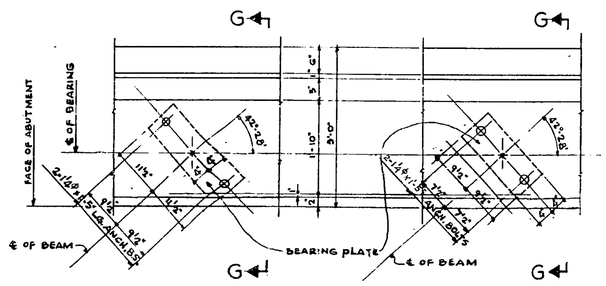
ELEVATION OF
SOUTHEAST PYLON



ELEVATION OF
SOUTHWEST PYLON



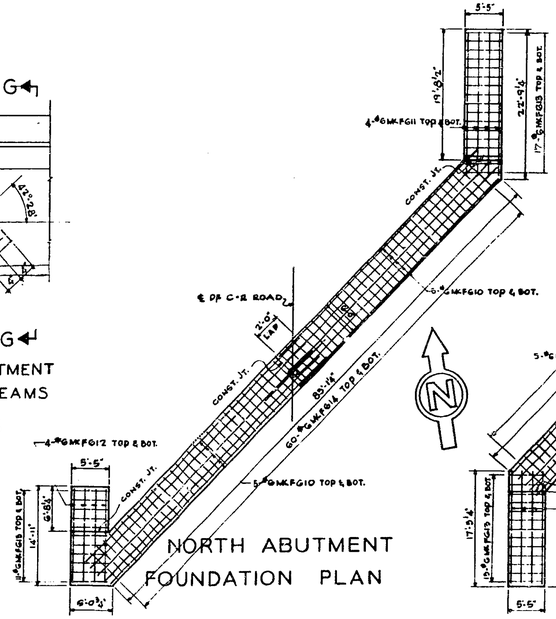
TOP OF BEARING PAD
PAD TO BE CAST MONOLITHICALLY WITH ABUTMENT AND FINISHED LEVEL TO EXACT ELEVATION AS SHOWN ON DRAWING.



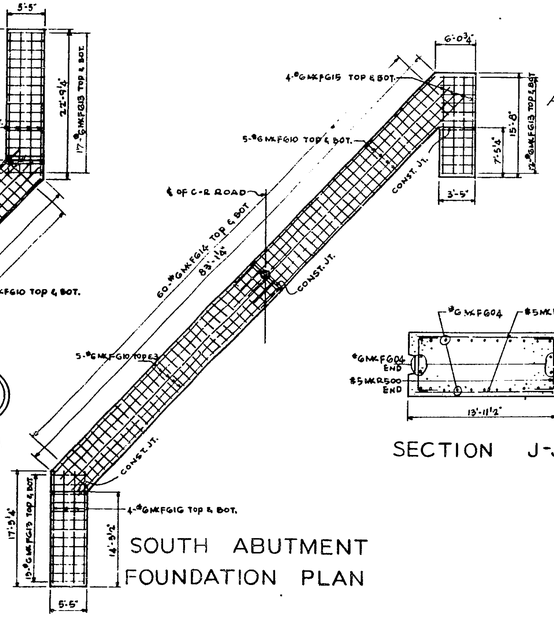
NORTH ABUTMENT
INTERIOR BEAMS

SOUTH ABUTMENT
INTERIOR BEAMS

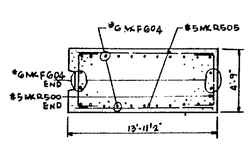
ANCHOR BOLT SETTING PLANS



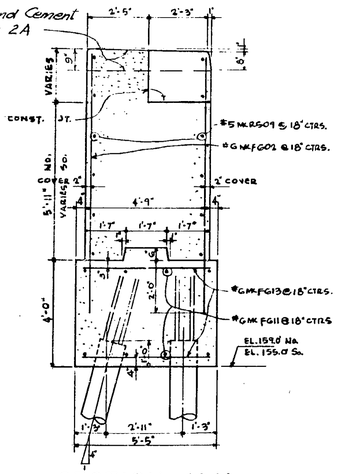
NORTH ABUTMENT
FOUNDATION PLAN



SOUTH ABUTMENT
FOUNDATION PLAN



SECTION J-J



SECTION H-H
THRU PYLONS
SCALE 3/8" = 1'-0"

SECTION G-G
THRU ABUTMENTS
SCALE 3/8" = 1'-0"

Prepared pursuant to the Thruway
Law and recommended by

Engineer District No. I _____ 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
COXSACKIE - RAVENA BRIDGE
PT. 1 S.H. 5198 (ROUTE 9W)
STA. 946 + 61.88

ABUTMENT DETAILS
Scale: As Noted

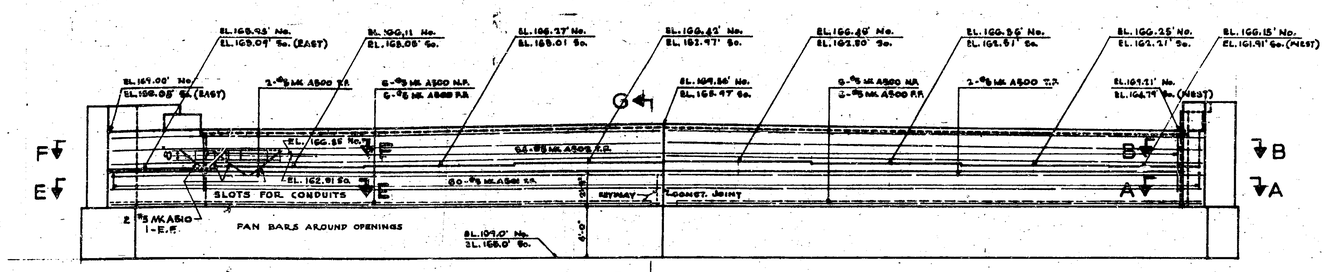
Designed by	D. SCHIFF	Date	7-3-52
Drawn by	D. SCHIFF	Date	7-24-52
Traced by		Date	
Checked by	M. CHERMES	Date	7-28-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY R.B. Perkins 8/8/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by		Date		Item			
Revised by		Date		Item			
Revised by		Date		Item			
Revised by		Date		Item			

C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY		SHEET NO.	TOTAL SHEETS
GREENE		22R	96
NY. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6			

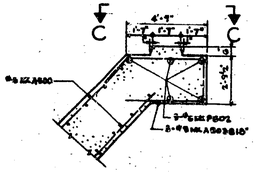


FRONT ELEVATION NORTH ABUTMENT

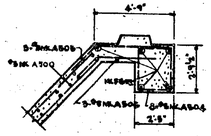
SOUTH ABUTMENT SIMILAR

SCALE 3/16" = 1'-0"

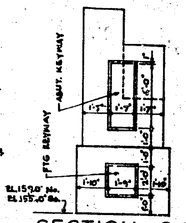
Reverse the 2'-0" slot with the 1'-6"



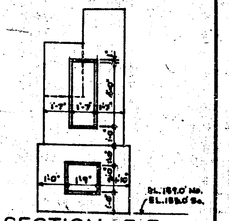
SECTION A-A



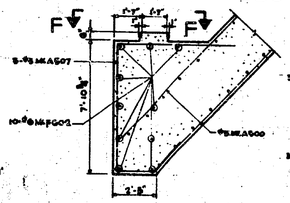
SECTION B-B



SECTION C-C

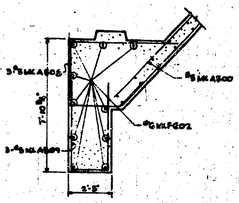


SECTION F-F

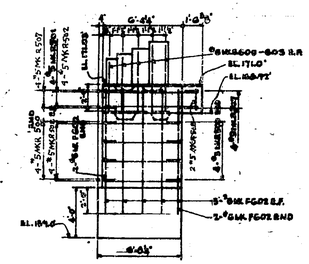


SECTION D-D

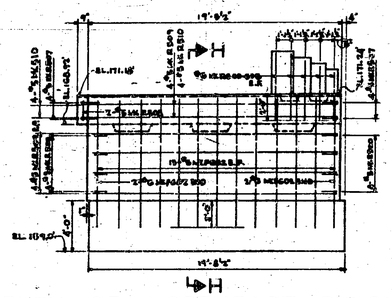
SCALE 3/4" = 1'-0"



SECTION E-E

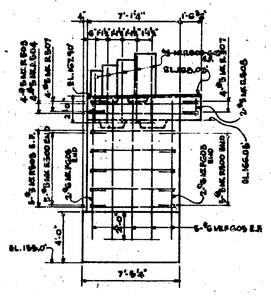


ELEVATION OF NORTHWEST PYLON

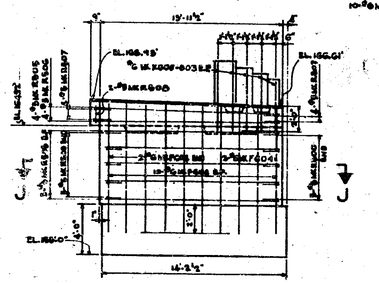


ELEV. OF NORTHEAST PYLON

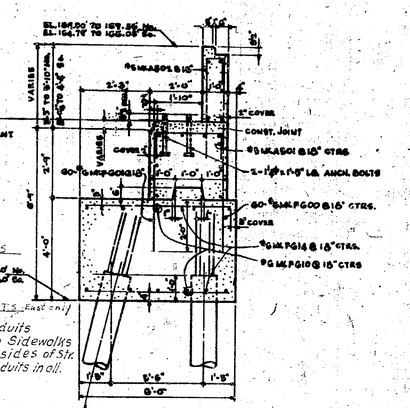
SCALE 3/16" = 1'-0"



ELEVATION OF SOUTHEAST PYLON



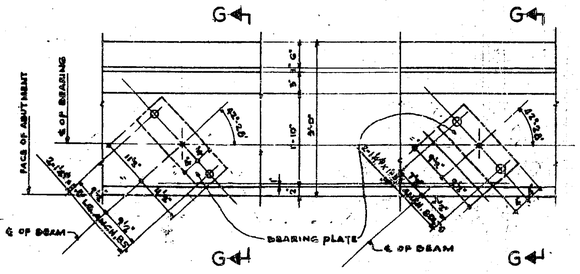
ELEVATION OF SOUTHWEST PYLON



SECTION G-G

THRU ABUTMENTS

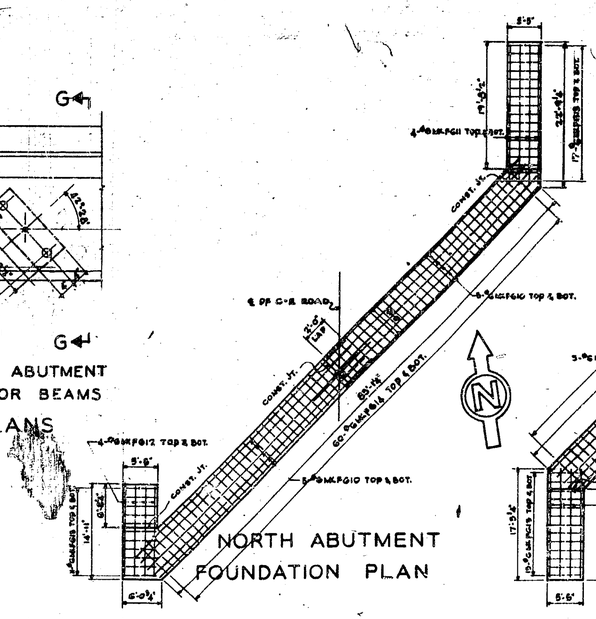
SCALE 3/8" = 1'-0"



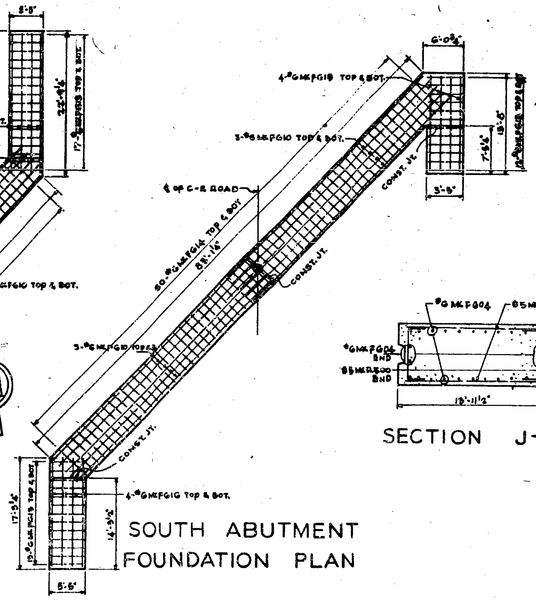
NORTH ABUTMENT INTERIOR BEAMS

SOUTH ABUTMENT INTERIOR BEAMS

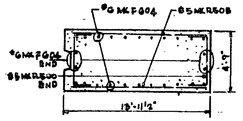
ANCHOR BOLT SETTING PLANS



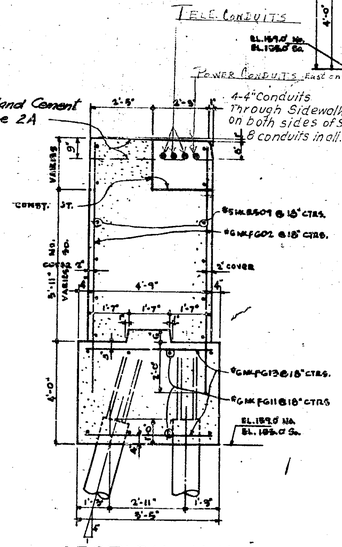
NORTH ABUTMENT FOUNDATION PLAN



SOUTH ABUTMENT FOUNDATION PLAN



SECTION J-J



SECTION H-H

THRU PYLONS

SCALE 3/8" = 1'-0"

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
COXSACKIE - RAVENA BRIDGE
PT. 1 S. H. 5198 (ROUTE 9W)
STA. 946+61.88

ABUTMENT DETAILS
Scale: As Noted

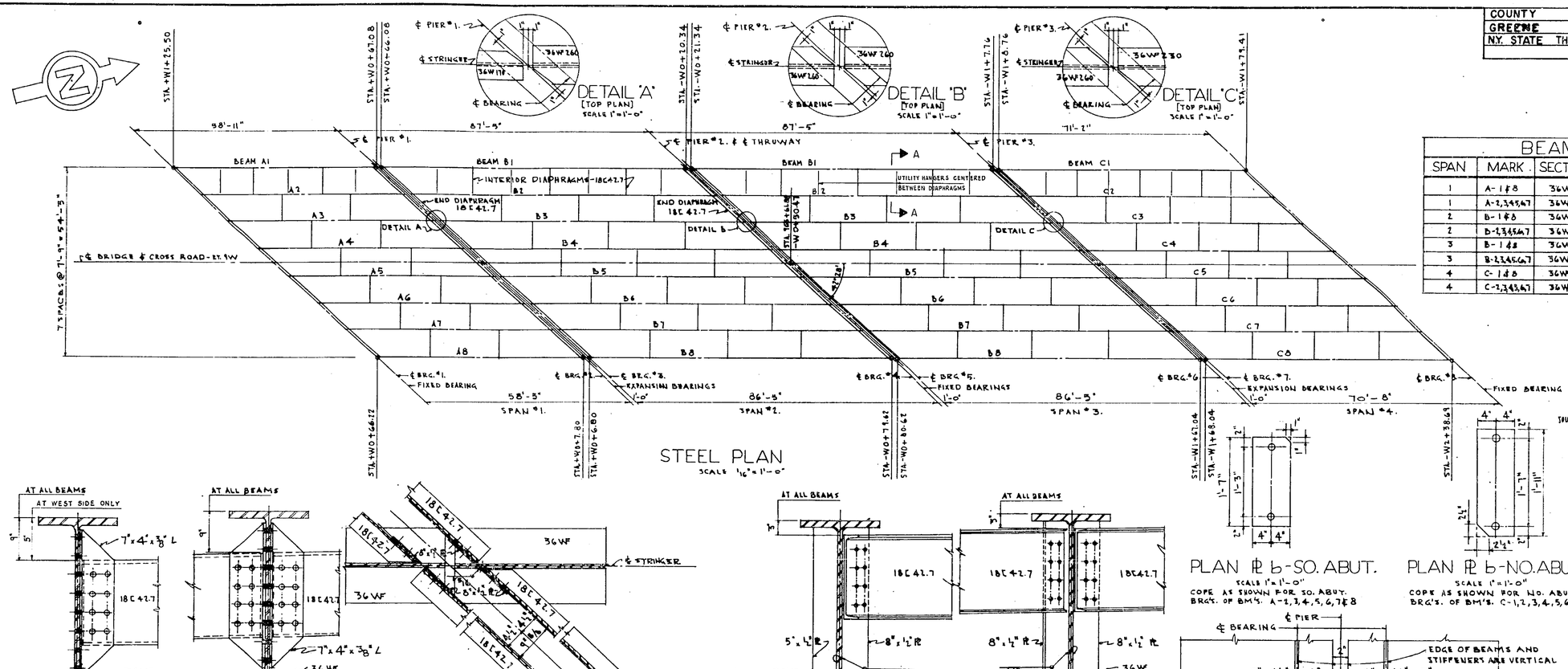
Designed by	D. SCHIFF	Date	7-3-52
Drawn by	D. SCHIFF	Date	7-26-52
Traced by		Date	
Checked by	M. CHAMBERS	Date	7-28-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY [signature] 8/15/52
N.Y.S. RE. LIC. NO. 25930 DATE

Revised by		Date	Item
Revised by		Date	Item
Revised by		Date	Item
Revised by		Date	Item

C.T. 52-7 S.T. 52-25 R.C. 52-105

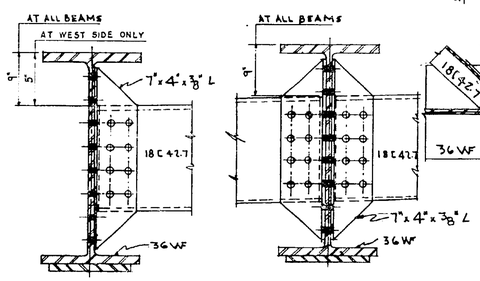
COUNTY		SHEET NO.	TOTAL SHEETS
GREENE		28	99
N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6			



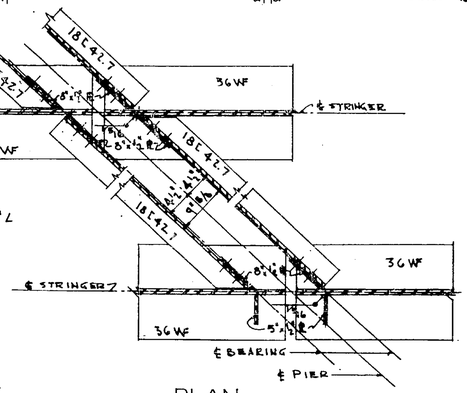
STEEL PLAN
SCALE 1/16"=1'-0"

BEAM SCHEDULE

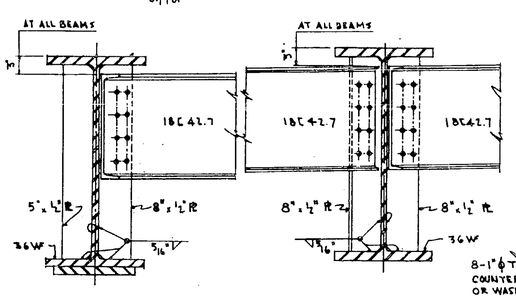
SPAN	MARK	SECTION	COVER PLATES	CAMBER
1	A-1 & 8	36WF170	7"x 9/16" & 57'-9" LONG BOTT.	1 3/4"
1	A-2,3,4,5,6,7	36WF170	7"x 3/4" & 76'-0" LONG BOTT.	1 3/4"
2	B-1 & 8	36WF260	14"x 15/16" & 85'-3" LONG BOTT.	2 1/8"
2	B-2,3,4,5,6,7	36WF260	14"x 1 1/2" & 86'-0" LONG BOTT.	2 1/8"
3	B-1 & 8	36WF260	14"x 15/16" & 85'-3" LONG BOTT.	2 1/8"
3	B-2,3,4,5,6,7	36WF260	14"x 1 1/2" & 86'-0" LONG BOTT.	2 1/8"
4	C-1 & 8	36WF230	10"x 5/8" & 70'-0" LONG BOTT.	1 7/8"
4	C-2,3,4,5,6,7	36WF230	14"x 3/4" & 33'-0" LONG BOTT.	1 7/8"



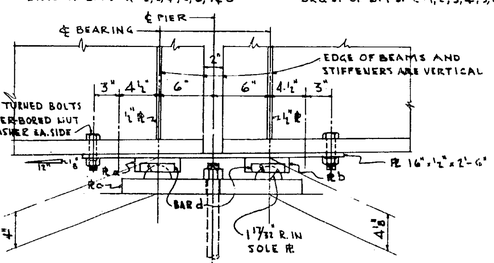
ELEVATION
INTERIOR DIAPHRAGM DETAILS
SCALE 1"=1'-0"



PLAN



ELEVATION

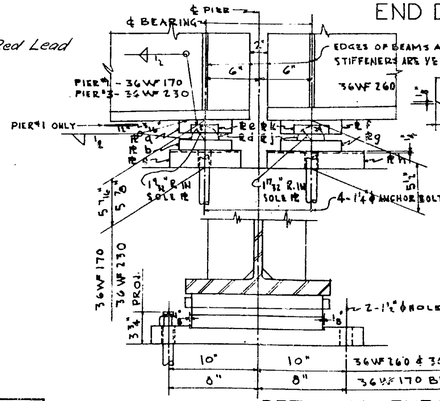


PLAN PL b-SO. ABUT.
SCALE 1"=1'-0"
COPE AS SHOWN FOR SO. ABUT.
BRG'S. OF BM'S. A-1,2,3,4,5,6,7 & 8

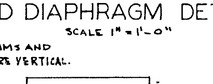
PLAN PL b-NO. ABUT.
SCALE 1"=1'-0"
COPE AS SHOWN FOR NO. ABUT.
BRG'S. OF BM'S. C-1,2,3,4,5,6 & 7

BEARING PAD TO BE CAST MONOLITHICALLY WITH PIER OR ABUTMENT AND FINISHED LEVEL TO EXACT ELEVATION SHOWN ON DRAWINGS.
MASONRY PLATE TO BE SET AS SPECIFIED BY A.A.S.H.O. 1-10-51.
N.Y.S.D.P.W. SPECS. DATED JAN. 2, 1951

BEARING PAD DETAIL

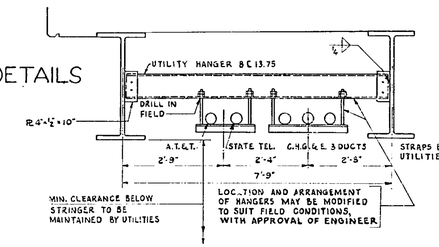


END DIAPHRAGM DETAILS
SCALE 1"=1'-0"

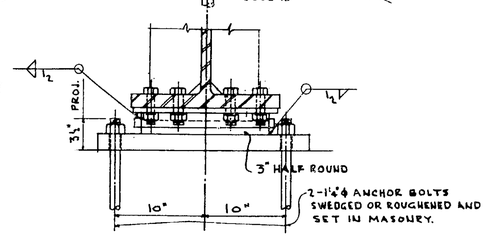


36WF 170 BRG.
PL a 6"x 1 15/16"x 0'-10 1/2"
PL b 6"x 1 1/2"x 0'-10 1/2"
PL c 8"x 1"x 1'-8"
PL d 2 1/2" HALF ROUND 10 1/2" LG.
PL e 2-BARS 1"x 3/4"x 0'-3"
2-1 1/4" ϕ x 1'-5" ANCHOR BOLTS

36WF 260 BRG.
PL f 1"x 1 1/2"x 1'-3"
PL g 1"x 1 1/2"x 1'-3"
PL h 10"x 2"x 2'-0"
PL j 3" HALF ROUND 1'-3" LG.
PL k 2-BARS 1"x 3/4"x 0'-3"
2-1 1/4" ϕ x 1'-5" ANCHOR BOLTS



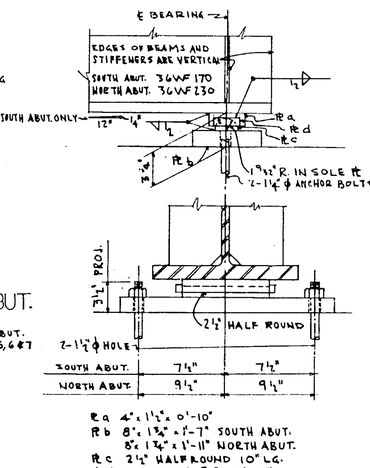
SECTION A-A
SCALE 1"=1'-0"



PL a 9"x 1 1/2"x 1'-2"
PL b 5"x 1 9/8"x 1'-2"
PL c 1'-8"x 13 3/4"x 2'-0"
BAR d 1"x 3 3/4"x 0'-4"
2 ANCHOR BOLTS 1 1/4" ϕ x 1'-5"
2-3" HALF ROUND x 1'-2" LG.

SLOPE OF FLANGES WILL GOVERN THICKNESS OF SOLE PL & IS MINIMUM AT CENTER OF BEARING.

DETAIL OF FIXED BEARING
PIER NO. 2.
SCALE 1 1/2"=1'-0"



SOUTH ABUT.	7 1/4"	7 1/4"
NORTH ABUT.	9 1/4"	9 1/4"

PL a 4"x 1 1/2"x 0'-10"
PL b 8"x 1 3/4"x 1'-7" SOUTH ABUT.
8"x 1 3/4"x 1'-11" NORTH ABUT.
PL c 2 1/2" HALF ROUND 10" LG.
PL d 2-BARS 1"x 3/4"x 0'-3"
2-1 1/4" ϕ x 1'-5" ANCHOR BOLTS

DETAIL OF FIXED BEARING
NORTH ABUT.
[SOUTH ABUT. SIMILAR]
SCALE 1 1/2"=1'-0"

DETAIL OF EXPANSION BEARING
PIER NO. 1 [PIER NO. 3 SIMILAR]
SCALE 1 1/2"=1'-0"

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
COXSACKIE-RAVENA BRIDGE
PT. 1 S.H. 5198 (ROUTE 9W)
STA. 946+61.88

STEEL & DIAPHRAGM DETAILS
Scale: As Noted

Designed by D.SCHIFF	Date 7-7-52		
Drawn by R.SIMON	Date 7-24-52		
Traced by	Date		
Checked by M.GENNERO	Date 7-28-52		

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS—ARCHITECTS
BY R. B. Brilliant 9/10/52
N.Y.S. PE. LIC. NO. 25930 DATE

Revised by	Date	Item	
Revised by	Date	Item	
Revised by	Date	Item	
Revised by	Date	Item	

C.T. 52-7 S.T. 52-25 R.C. 32-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			25	98

N.Y. STATE THRUWAY — CATSKILL SECTION SUB-DIVISION NI-6

23R

BEAM SCHEDULE

SPAN	MARK	SECTION	COVER PLATES	CAMBER
1	A-1#8	36WF170	7"x 1/16" # 57'-9" LONG BOTT.	1 3/4"
1	A-2,3#5#7	36WF170	7"x 3/4" # 26'-0" LONG BOTT.	1 3/4"
2	B-1#8	36WF260	14"x 1 5/8" # 85'-3" LONG BOTT.	2 1/8"
2	B-2,3#6#7	36WF260	14"x 1 5/8" # 56'-0" LONG BOTT.	2 1/8"
3	B-1#8	36WF260	14"x 1 5/8" # 89'-3" LONG BOTT.	2 1/8"
3	B-2,3#6#7	36WF260	14"x 1 1/4" # 56'-0" LONG BOTT.	2 1/8"
4	C-1#8	36WF230	10"x 9/16" # 70'-6" LONG BOTT.	1 7/8"
4	C-2,3#6#7	36WF230	14"x 9/16" # 33'-0" LONG BOTT.	1 7/8"

STEEL PLAN
SCALE 1/16" = 1'-0"

DETAIL 'A' [TOP PLAN] SCALE 1"=1'-0"

DETAIL 'B' [TOP PLAN] SCALE 1"=1'-0"

DETAIL 'C' [TOP PLAN] SCALE 1"=1'-0"

ELEVATION
INTERIOR DIAPHRAGM DETAILS
SCALE 1"=1'-0"

PLAN

ELEVATION

END DIAPHRAGM DETAILS
SCALE 1" = 1'-0"

PLAN ℄ b-SO. ABUT.
SCALE 1"=1'-0"
COPE AS SHOWN FOR SO. ABUT. BRG'S. OF BM'S. A-2,3,4,5,6,7&8

PLAN ℄ b-NO. ABUT.
SCALE 1"=1'-0"
COPE AS SHOWN FOR NO. ABUT. BRG'S. OF BM'S. C-1,2,3,4,5,6&7

Masonry pl. — 3 Layers Red Lead & Canvass

BEARING PAD TO BE CAST MONOLITHICALLY WITH PIER OR ABUTMENT AND FINISHED LEVEL TO EXACT ELEVATION SHOWN ON DRAWINGS.
MASONRY PLATE TO BE SET AS SPECIFIED BY A.A.S.H.O. 1-10-51.
N.Y.S.D.P.W. SPECS. DATED JAN. 2, 1951

BEARING PAD DETAIL

DETAIL OF EXPANSION BEARING
PIER NO.1 [PIER NO. 3 SIMILAR]
SCALE 1½" = 1'-0"

36WF 170 BRG.
Ra 6"x 1 5/16"x 0'-10½"
Rb 6"x 1½"x 0'-10½"
Rc 8"x 2"x 1'-8"
Rd 2½" HALF ROUND 10½" LG.
Re 2-BARS 1"x 3/4"x 0'-3"
2-1¼" ϕ x 1'-6" ANCHOR BOLTS

36WF 230 BRG.
Ra 6"x 2 1/8"x 0'-10½"
Rb 6"x 1½"x 0'-10½"
Rc 8"x 2"x 1'-0"
Rd 2½" HALF ROUND 10½" LG.
Re 2-BARS 1"x 3/4"x 0'-3"
2-1¼" ϕ x 1'-5" ANCHOR BOLTS

36WF 260 BRG.
Rf 7"x 1½"x 1'-3"
Rg 7"x 1½"x 1'-3"
Rh 10"x 2"x 2'-0"
Rj 3" HALF ROUND 1'-3" LG.
Rk 2-BARS 1"x 3/4"x 0'-3"
2-1¼" ϕ x 1'-5" ANCHOR BOLTS

SECTION A-A
SCALE 1½" = 1'-0"

DETAIL OF FIXED BEARING
PIER NO. 2.
SCALE 1½" = 1'-0"

DETAIL OF FIXED BEARING
NORTH ABUT.
[SOUTH ABUT. SIMILAR]
SCALE 1½" = 1'-0"

SOUTH ABUT.	7¼"	7¼"
NORTH ABUT.	9¼"	9¼"

Ra 4"x 1½"x 0'-10"
Rb 8"x 1¾"x 1'-7" SOUTH ABUT.
8"x 1¾"x 1'-11" NORTH ABUT.
Rc 2½" HALF ROUND 10" LG.
Rd 2-BARS 1"x 3/4"x 0'-3"
2-1¼" ϕ x 1'-5" ANCHOR BOLTS

Designed by D.SCHIFF Date 7-7-51
Drawn by R. SIMON Date 7-26-52
Traced by Date
Checked by M.GREENBERG Date 7-28-52

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS—ARCHITECTS
BY [signature] 7/8/52
N.Y.S. RE. LIC. NO. 25930 DATE

Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 1952

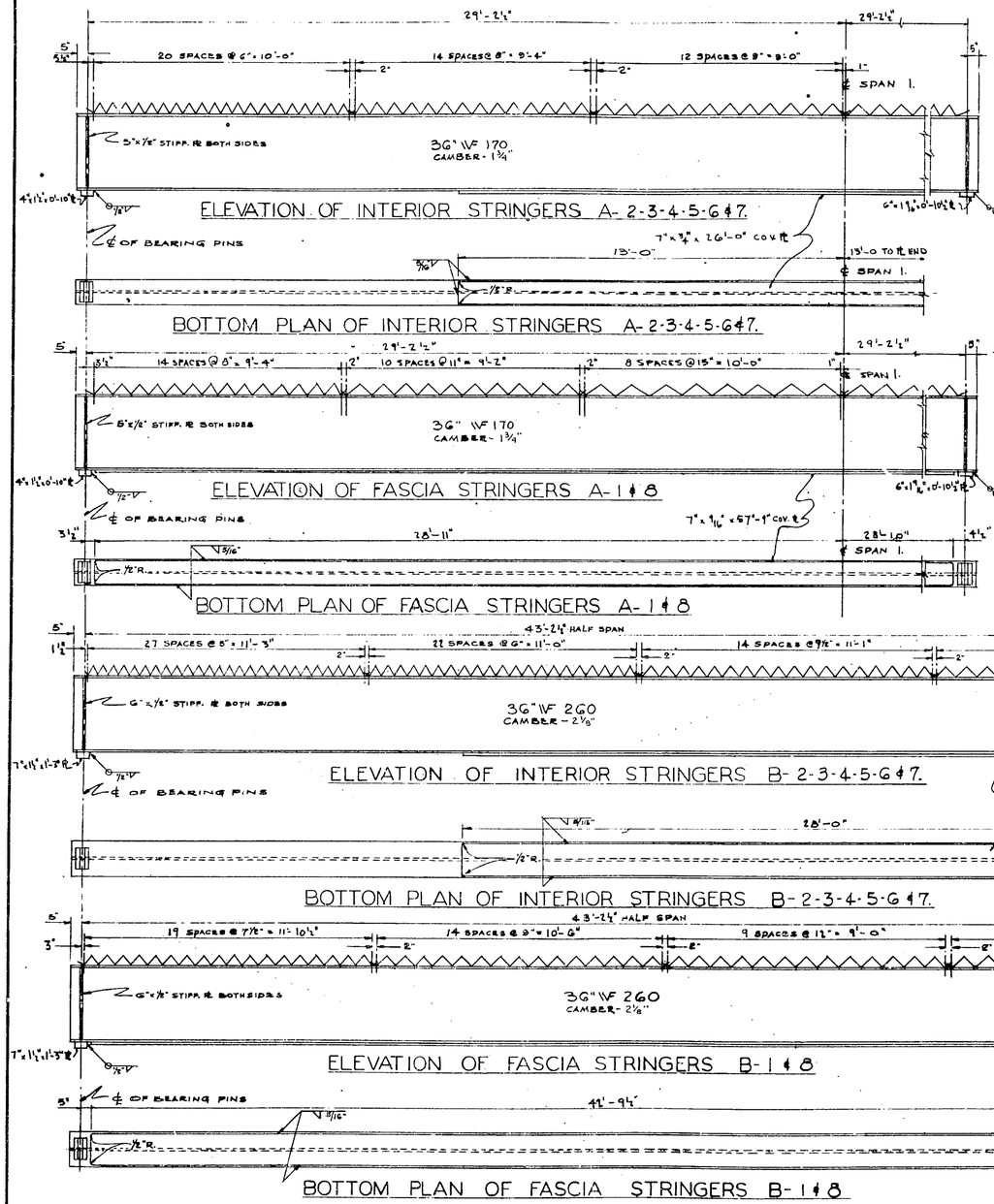
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

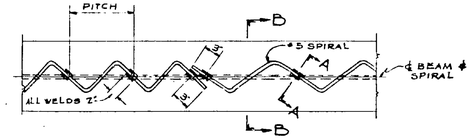
NEW YORK STATE THRUWAY
COXSACKIE-RAVENA BRIDGE
PT. 1 S.H. 5198 (ROUTE 9W)
STA. 946+61.88

STEEL & DIAPHRAGM DETAILS
Scale: As Noted

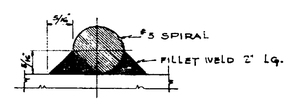
C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			22	99
N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6				

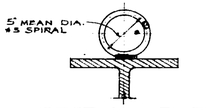




PLAN OF SPIRAL REINF.
SCALE 1" = 1'-0"



SECTION A-A
FULL SIZE



SECTION B-B
SCALE 1½" = 1'-0"

SCALE 3/8" = 1'-0"
EXCEPT AS SHOWN OTHERWISE
SPIRAL SHEAR CONNECTORS ARE SYMMETRICAL ABOUT ℄

SPIRAL SHEAR CONNECTOR NOTES

ALL SPIRAL BAR REINFORCEMENT SHALL BE FORMED FROM ⅝" DIA. PLAIN ROUND BARS. 5/32" OR 5/16" DIA. ELECTRODES SHALL BE USED IN WELDING THE SPIRAL BARS TO THE BEAMS. ALL SPIRAL BARS SHALL HAVE 2 STRUCTURAL WELDS 5/16" x 2" LONG, EFFECTIVE LENGTH, AT EACH POINT OF CONTACT WITH THE BEAM, ONE WELD EACH SIDE OF BAR, AS SHOWN IN DETAILS. WELDING OF SPIRALS SHALL BEGIN AT ENDS OF BEAMS AND PROGRESS TOWARDS THE CENTER. SPIRAL BAR REINFORCEMENT SHALL BE PAID FOR UNDER ITEM 28 B

SPACING OF SLAB BARS MAY BE VARIED SLIGHTLY WHERE INTERFERENCE WITH SPIRAL REINFORCEMENT IS FOUND. MAIN REINFORCING BARS MAY BE SPACED AT MINIMUM OF 4" CENTERS AND A MAXIMUM OF 6" CENTERS WITH NO LESS THAN 12 BARS IN EACH 8'-0" SPACE. BOTTOM REINFORCING BARS MAY BE THREADED THRU ONE OR MORE SPIRALS.

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

_____ 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
COXSACKIE - RAVENA BRIDGE
PT. 1 S.H. 5198 (ROUTE 9W)
STA. 946 + 61.88

STRINGERS
Scale: As Noted

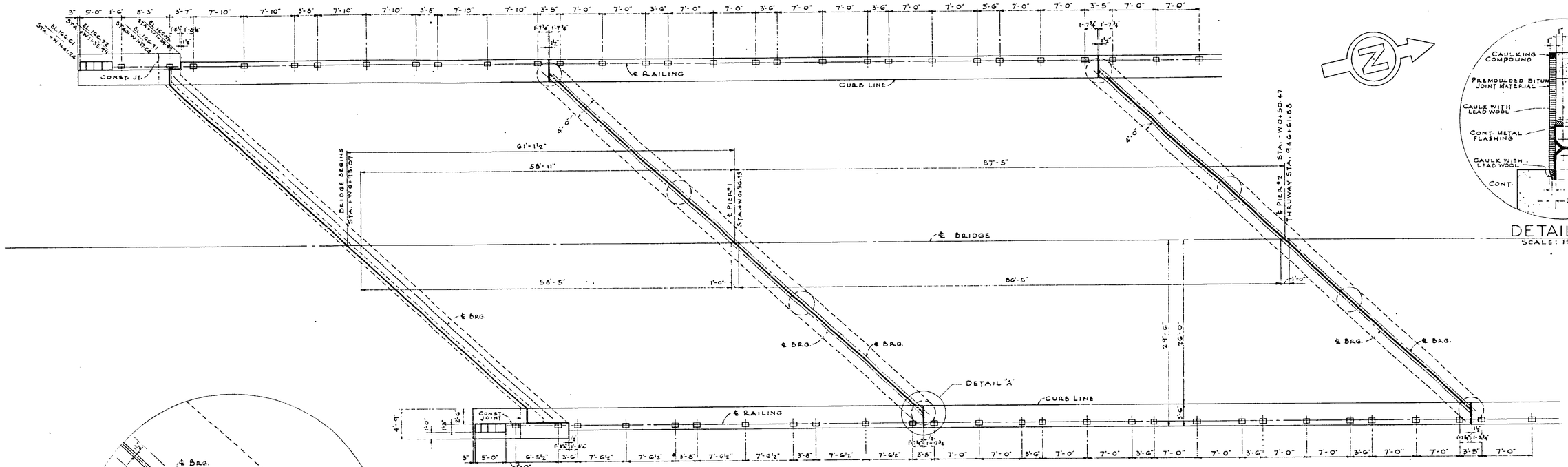
Designed by D.SCHIFF Date 7-7-52
Drawn by L.ENTAINGER Date 7-24-52
Traced by Date
Checked by H.CHAMBERS Date 7-28-52

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS—ARCHITECTS
BY R.P. Brahms 8/8/52
N.Y.S. PE. LIC. NO. 25930 DATE

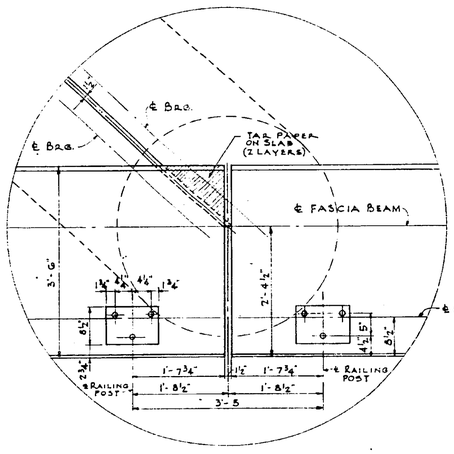
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____

C.T. 52-7 S.T. 52-25 R.C. 52-105

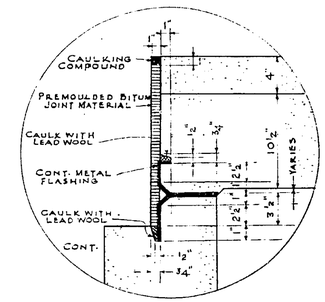
COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			25	99
N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI- 6				



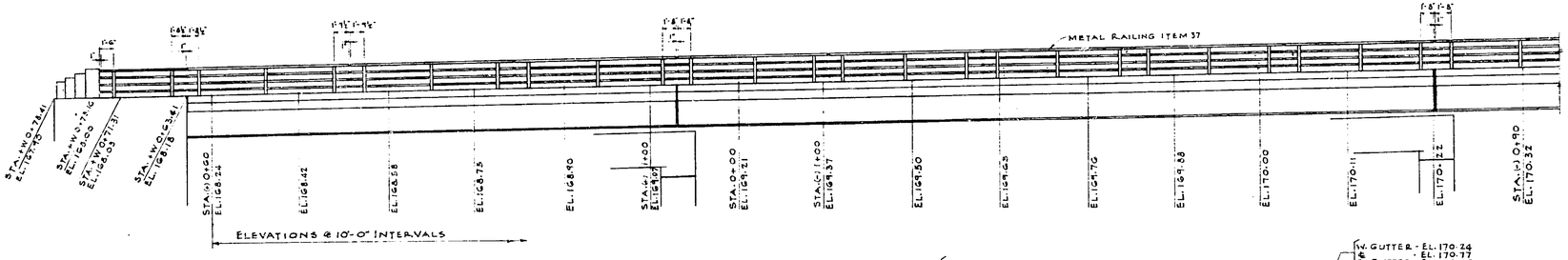
PART PLAN
SCALE: 1/8" = 1'-0"



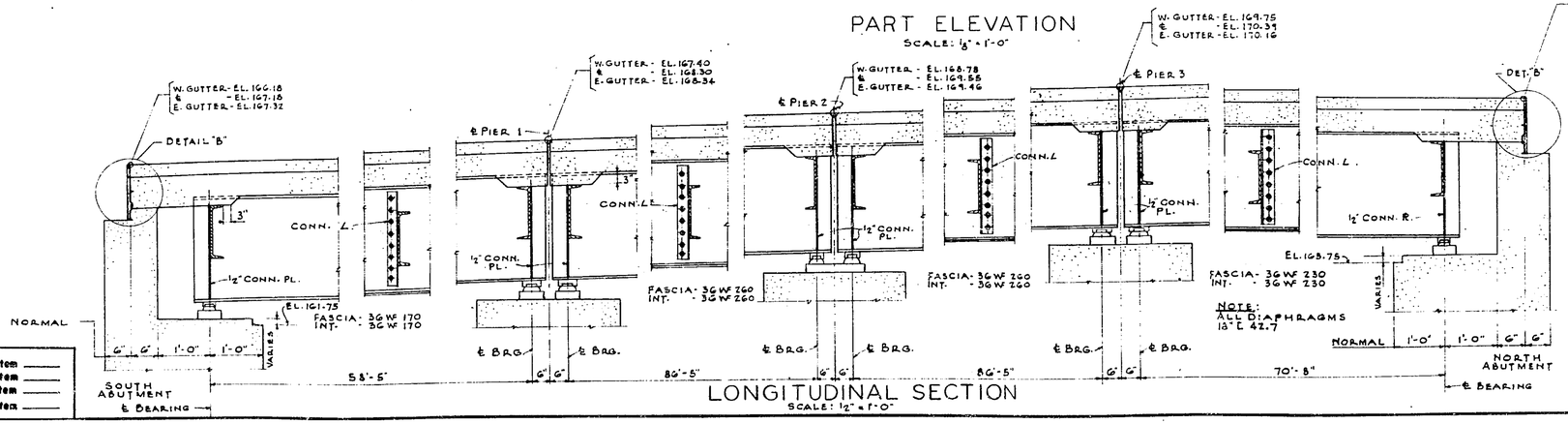
DETAIL "A"
SCALE: 3/4" = 1'-0"



DETAIL "B"
SCALE: 1½" = 1'-0"



PART ELEVATION
SCALE: 1/8" = 1'-0"



LONGITUDINAL SECTION
SCALE: 1/2" = 1'-0"

Designed by F. PERMODA Date 7-12-52
Drawn by R. NAZAR Date 7-24-52
Traced by Date
Checked by H. CHEHER Date 7-28-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
by M. B. Brill 8/8/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. I _____ 1952

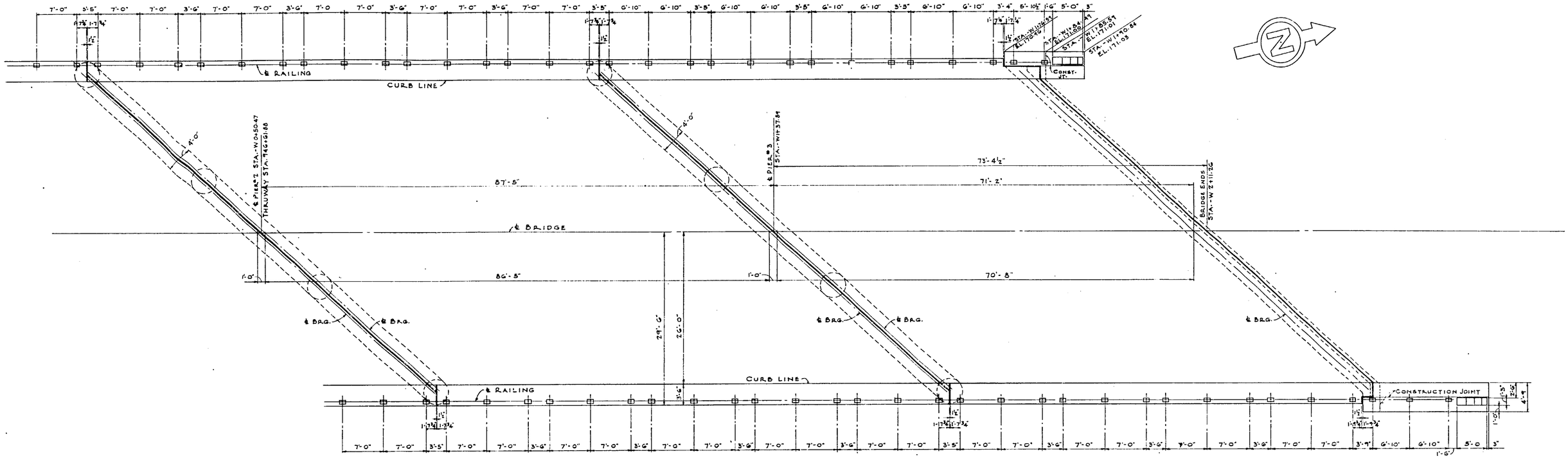
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
COXSACKIE - RAVENA BRIDGE
PT. I S. H. 5198 (ROUTE 9W)
STA. 946 + 61.88

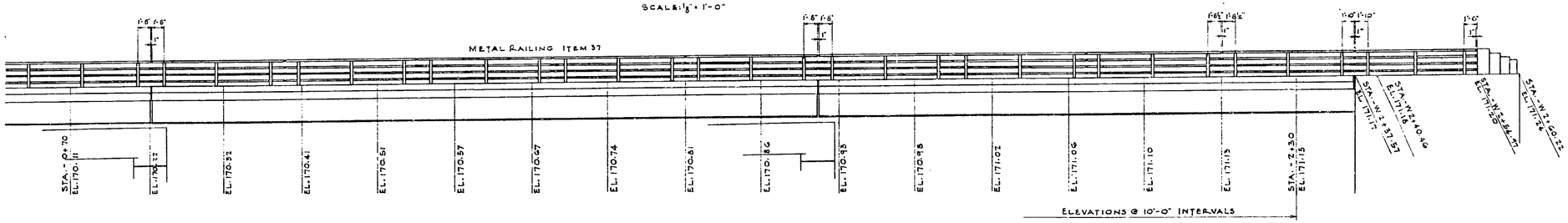
PART PLAN & PART ELEVATION
Scale: As Noted

C.T. 52-7 S.T. 52-25 R.C. 52-105

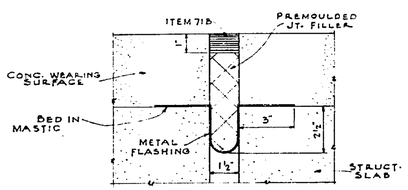
COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			26	99
NY. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6				



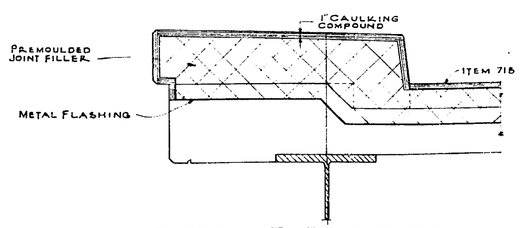
PART PLAN
SCALE: 1/8" = 1'-0"



PART ELEVATION
SCALE: 1/8" = 1'-0"



DETAIL OF JOINT OVER PIERS
SCALE: 3" = 1'-0"



SECTION THRU SAFETY WALK AT JOINT
SCALE: 1" = 1'-0"

Designed by E. PERMODA Date 7-12-52
Drawn by R. NAZAR Date 7-24-52
Traced by _____ Date _____
Checked by H. CHEMERA Date 7-26-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY R. B. Nazar 8/8/52
N.Y.S. RE. LIC. NO. 25930 DATE

Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

Prepared pursuant to the Thruway Law and recommended by

_____
Engineer District No. 1
_____ 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

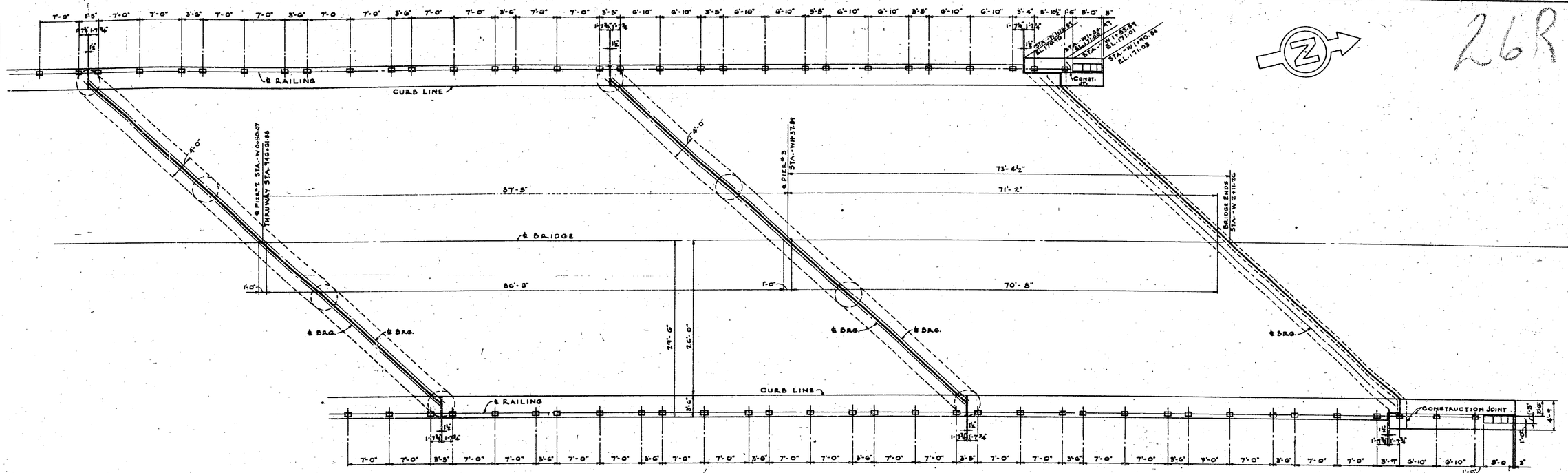
NEW YORK STATE THRUWAY
COXSACKIE-RAVENA BRIDGE
PT. 1 S.H. 5198 (ROUTE 9W)
STA. 946 + 61.88

PART PLAN & PART ELEVATION
Scale: As Noted

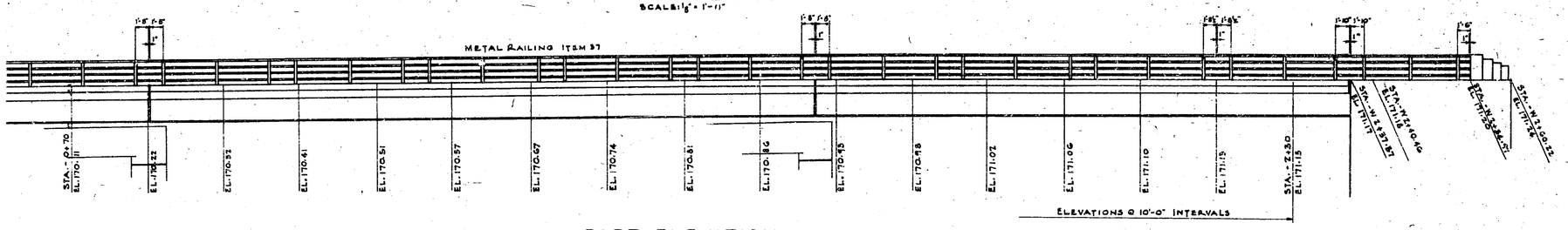
C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			26	28
NY. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6				

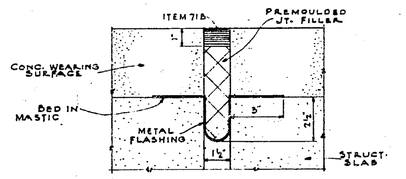
26R



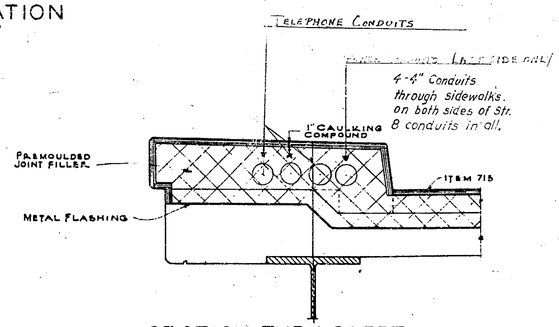
PART PLAN
SCALE: 1/8" = 1'-0"



PART ELEVATION
SCALE: 1/8" = 1'-0"



DETAIL OF JOIN OVER PIERS
SCALE: 3" = 1'-0"



SECTION THRU SAFETY WALK AT JOINT
SCALE: 1" = 1'-0"

Designed by E. PERMOD Date 7-12-83
Drawn by S. HAZAR Date 7-24-84
Traced by ____ Date ____
Checked by M. CHEMIAS Date 7-26-84

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY [signature] 8/8/85
N.Y.S. RE. LIC. NO. 25930 DATE

Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____

Prepared pursuant to the Thruway Law and recommended by

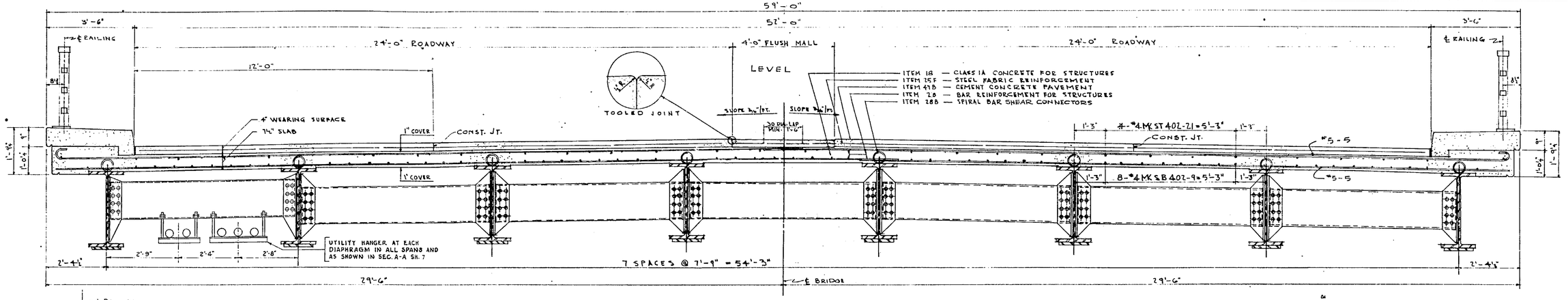
Engineer District No. 1

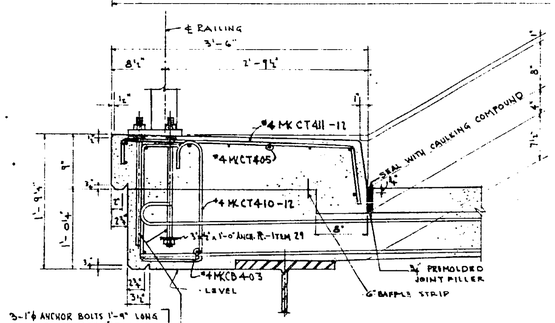
_____ 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
COXSACKIE-RAVENA BRIDGE
PT. 1 S.H. 5198 (ROUTE 9W)
STA. 946 + 61.88

PART PLAN & PART ELEVATION
Scale: As Noted





DETAIL OF FASCIA

SCALE 1"=1'-0"

AFTER NUTS HAVE BEEN PLACED AND TIGHTENENED TO THE SATISFACTION OF THE ENGINEER, BOLTS SHALL BE CUT OFF ⅛" ABOVE NUT AND PEENED.

RAILING NOTES

DIMENSIONS FOR TUBING ARE OUTSIDE DIMENSIONS. SHOP OR FIELD WELDING MAY BE USED IN FABRICATION AND ERECTION OF THE RAILING.

SINCE THE POSTS MUST BE VERTICAL AND THE FINISHED RAILING MUST MEET ALL REQUIREMENTS OF FIT, ALIGNMENT AND GRADE TO THE FULL SATISFACTION OF THE ENGINEER, IT IS SUGGESTED THAT COMPLETE FIELD MEASUREMENTS BE MADE BEFORE ANY SHOP FABRICATION WORK IS PERFORMED.

ALL RAILINGS ARE TO BE FABRICATED AND ERECTED SO THAT RAILS ARE PARALLEL TO THE TOP OF THE FASCIA AND POST ARE TRULY VERTICAL.

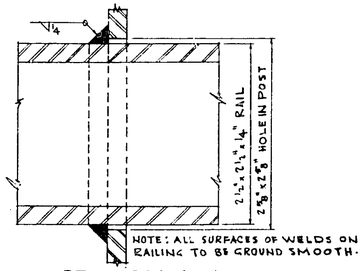
MATERIALS FOR POSTS AND RAILS SHALL BE COPPER BEARING STEEL AS SPECIFIED UNDER MATERIALS OF CONSTRUCTION FOR PIPE AND RECTANGULAR TUBING FOR RAILING, PAGE 94 OF N.Y. STATE PUBLIC WORKS SPECIFICATIONS OF JAN. 2, 1951.

RAILING WILL BE PAID FOR UNDER ITEM 37.

RAILING POST ANCHOR BOLTS AND ANCHOR PLATES WILL BE PAID FOR UNDER ITEM 29.

CONSTRUCTION PROCEDURE

1. SET RAILING ANCHOR BOLTS AND POUR CONCRETE SLAB.
2. MAKE TWO (2) APPLICATIONS OF WATERPROOFING OIL TREATMENT M4W TO TOP OF SLAB.
3. POUR ROADWAY PAVEMENT.
4. PLACE LOWER NUTS ON UPPER END OF ANCHOR BOLTS.
5. PLACE RAILING BASE PLATES ON LOWER NUTS AND TURN UP NUTS TO BRING BOTTOM OF PLATES TO SIDEWALK LEVEL.
6. PLACE UPPER NUTS ON ANCHOR BOLTS, TIGHTEN DOWN ON PLATES.
7. POUR SIDEWALK TO PROPER LINE AND GRADE.

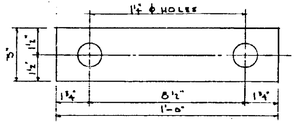


SECTION A-A

SCALE: FULL SIZE

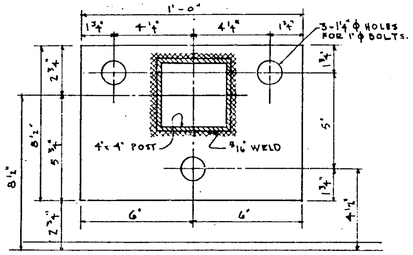
TRANSVERSE SECTION

SCALE ½"=1'-0"



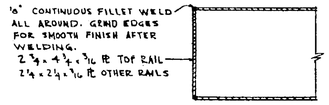
ANCHOR PLATE

SCALE 3"=1'-0"



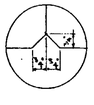
RAIL POST BASE PLATE

SCALE 3"=1'-0"



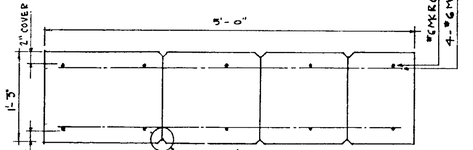
DETAIL AT ENDS OF RAILING

SCALE 3"=1'-0"



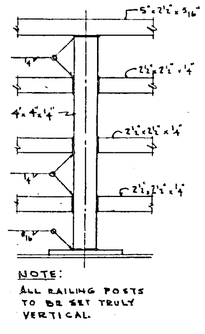
DETAIL 'A'

SCALE 3"=1'-0"



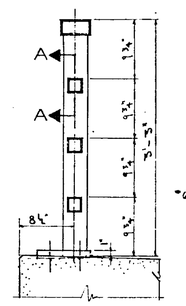
PLAN

SCALE 1"=1'-0"



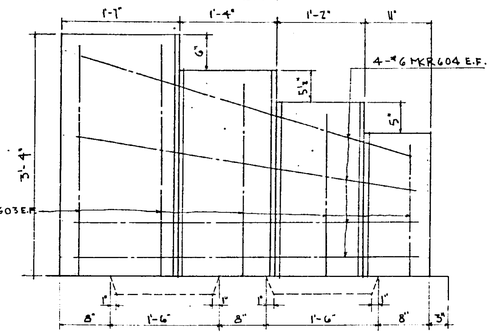
RAIL DETAIL

SCALE 1"=1'-0"



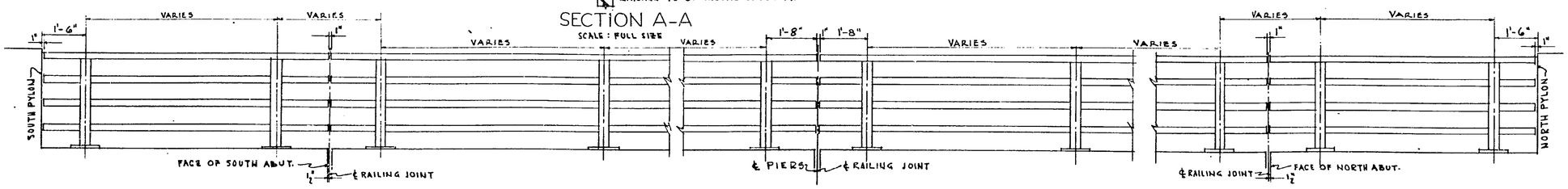
SECTION THRU RAILING

SCALE 1"=1'-0"



ELEVATION OF PYLON

SCALE 1"=1'-0"



RAILING ELEVATION

FOR DIMENSIONS SEE SHTS. 9 & 10.

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
COXSACKIE-RAVENA BRIDGE
PT. 1 S.H. 5198 (ROUTE 9W)
STA. 946+61.88

TRANSVERSE SECTION & RAILING DETAILS
Scale: As Noted

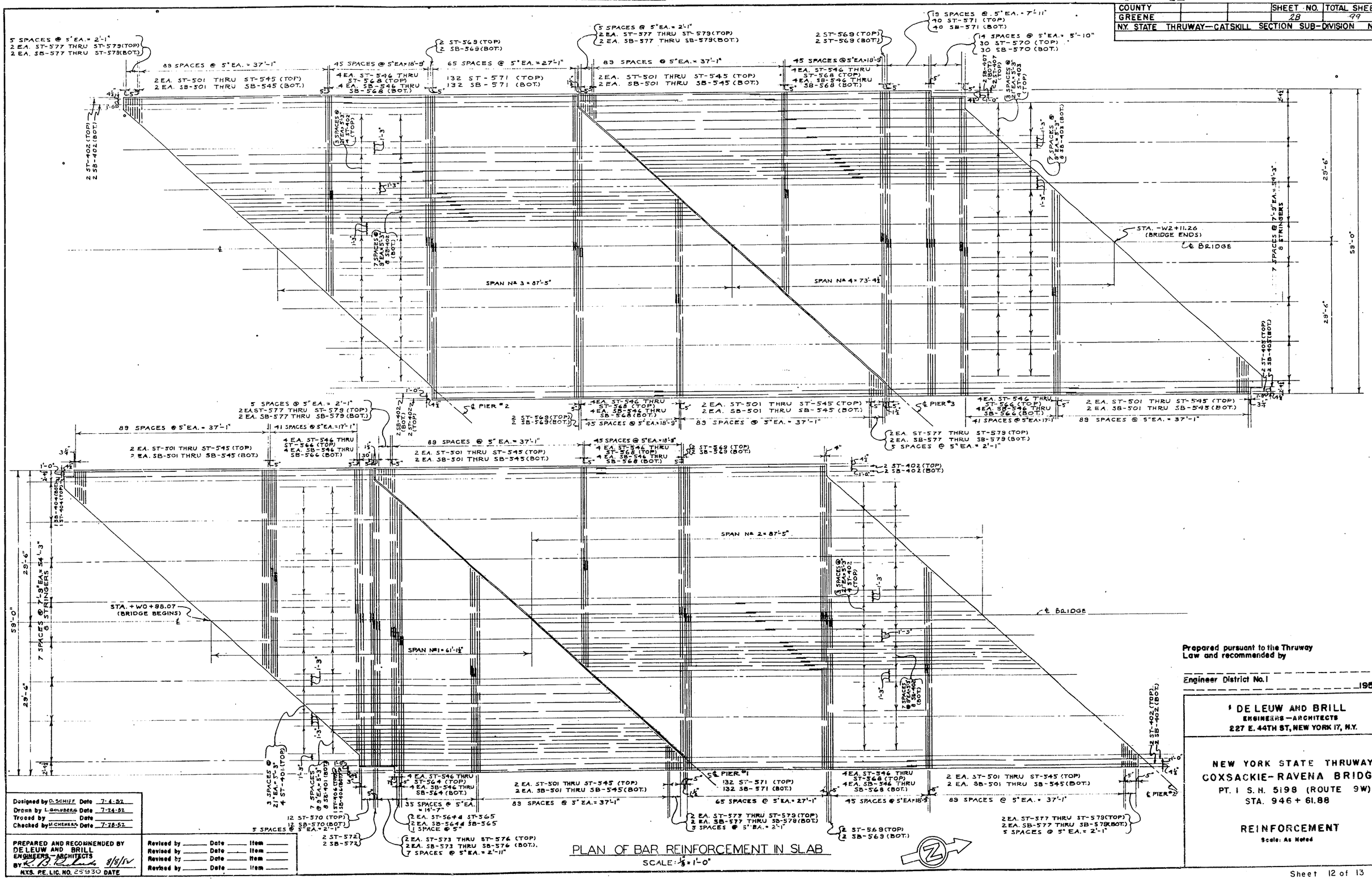
Designed by O. SCHIFF Date 7-10-52
Drawn by R. SIMON Date 7-24-52
Traced by ____ Date ____
Checked by H. CHAMBERS Date 7-28-52

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS—ARCHITECTS
BY R. B. Brilleaux 8/4/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____

C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			28	99
N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI- 6				



PLAN OF BAR REINFORCEMENT IN SLAB

SCALE: 1" = 1'-0"

Designed by D. SCHIFF Date 7-4-52
Drawn by L. GOLDBERG Date 7-24-52
Traced by ..... Date .....
Checked by M. CHERKES Date 7-28-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY K. B. Richards 8/8/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by ..... Date ..... Item .....
Revised by ..... Date ..... Item .....
Revised by ..... Date ..... Item .....
Revised by ..... Date ..... Item .....

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
COXSACKIE-RAVENA BRIDGE
PT. 1 S.H. 5198 (ROUTE 9W)
STA. 946 + 61.88

REINFORCEMENT

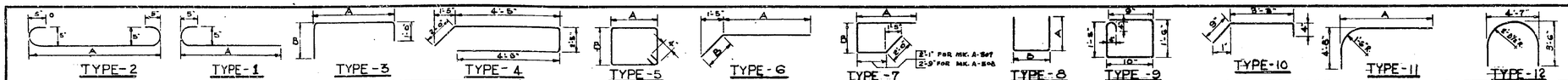
Scale: As Noted

Sheet 12 of 13

C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			29	99

N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6



SUPERSTRUCTURE ÷ BAR LIST

MARK	NO.	LENGTH	TYPE	A	B	LOCATION
SB-401	56	60'-6"	STR.			HORIZ. STR. BARS IN SPAN #1
SB-402	116	44'-3"	↓			" " " " SPAN #2 ♯3
SB-403	112	35'-4"				" " " " " #4
SB-404	1	59'-8"				" " " " " #1
SB-405	2	36'-8"				" " " " " #4
SB-406	1	61'-8"				" " " " " #1
SB-407	2	38'-1"	STR.			" " " " " #4
SB-501	16	5'-3"	STR.			HOR. STR. BARS IN SPANS #1-2-3♯4
SB-502	16	6'-0"	↓			Do.
SB-503	16	6'-9"				Do.
SB-504	16	7'-6"				Do.
SB-505	16	8'-3"				Do.
SB-506	16	9'-0"				Do.
SB-507	16	9'-9"				Do.
SB-508	16	10'-6"				Do.
SB-509	16	11'-3"				Do.
SB-510	16	12'-0"				Do.
SB-511	16	12'-9"				Do.
SB-512	16	13'-6"				Do.
SB-513	16	14'-3"				Do.
SB-514	16	15'-0"				Do.
SB 515	16	15'-9"				Do.
SB 516	16	16'-6"				Do.
SB 517	16	17'-3"				Do.
SB 518	16	18'-0"				Do.
SB-519	16	18'-9"				Do.
SB-520	16	19'-6"				Do.
SB-521	16	20'-3"				Do.
SB-522	16	21'-0"				Do.
SB-523	16	21'-9"				Do.
SB-524	16	22'-6"				Do.
SB-525	16	23'-3"				Do.
SB-526	16	24'-0"				Do.
SB-527	16	24'-9"				Do.
SB-528	16	25'-6"				Do.
SB-529	16	26'-3"				Do.
SB-530	16	27'-0"				Do.
SB-531	16	27'-9"				Do.
SB-532	16	28'-6"				Do.
SB-533	16	29'-3"				Do.
SB-534	16	30'-0"				Do.
SB-535	16	30'-9"				Do.
SB-536	16	31'-6"				Do.
SB-537	16	32'-3"				Do.
SB-538	16	33'-0"				Do.
SB-539	16	33'-9"				Do.
SB-540	16	34'-6"				Do.
SB-541	16	35'-3"				Do.
SB-542	16	36'-0"				Do.
SB-543	16	36'-9"				Do.
SB-544	16	37'-6"				Do.
SB-545	16	38'-3"				Do.
SB-546	16	39'-0"				Do.
SB-547	16	39'-9"				Do.
SB-548	32	20'-3"				Do.
SB-549	32	20'-7"				Do.
SB-550	32	21'-0"				Do.
SB-551	32	21'-6"				Do.
SB-552	32	21'-9"				Do.
SB-553	32	22'-1"				Do.
SB-554	32	22'-6"				Do.
SB-555	32	22'-10"				Do.
SB-556	32	23'-3"				Do.
SB-557	32	23'-7"				Do.
SB-558	32	24'-0"				Do.
SB-559	32	24'-4"				Do.
SB-560	32	24'-9"				Do.
SB-561	32	25'-1"				Do.
SB-562	32	26'-6"				Do.
SB-563	32	26'-10"				Do.
SB-564	34	26'-3"	↓			Do.
SB-368	30	26'-7"	STR.			HORIZ. STR. BARS IN SPANS #1-2-3♯4.

MARK	NO.	LENGTH	TYPE	A	B	LOCATION
SB-566	28	27'-0"	STR.			HOR. STR. BARS IN SPANS #2-3♯4
SB-567	20	27'-4"	↓			" " " " #2-3♯4
SB-568	20	27'-8"				" " " " #2-3♯4
SB-569	10	28'-1"				" " " " #2-3♯4
SB-570	42	28'-9"				HOR. STR. BARS IN SPANS #1♯4
SB-571	304	29'-4"				" " " " #2-3♯4
SB-572	2	27'-11"				" " " " #1
SB-573	4	27'-7"				" " " " #1
SB-574	4	27'-2"				" " " " #1
SB-575	4	26'-10"				" " " " #1
SB-576	4	26'-5"				" " " " #1
SB-577	12	4'-5"				" " " " #1-2-3♯4
SB-578	12	3'-8"				" " " " #1-2-3♯4
SB-579	12	2'-11"	STR.			" " " " #1-2-3♯4
ST-401	28	60'-6"	STR.			HORIZ. STR. BARS IN SPAN #1
ST-402	60	44'-3"	↓			" " " " " #2♯3
ST-403	56	35'-4"				" " " " " #4
ST-404	1	57'-0"				" " " " " #1
ST-405	2	35'-6"				" " " " " #4
ST-406	1	56'-8"				" " " " " #1
ST-407	2	36'-11"	STR.			" " " " " #4
ST 501	16	6'-5"	2	5'-3"		HOR. STR. BARS IN SPANS #1-2-3♯4
ST 502	16	7'-2"	2	6'-0"		Do.
ST 503	16	7'-11"	2	6'-9"		Do.
ST 504	16	8'-8"	2	7'-6"		Do.
ST 505	16	9'-5"	2	8'-3"		Do.
ST 506	16	10'-2"	2	9'-0"		Do.
ST 507	16	10'-11"	2	9'-9"		Do.
ST 508	16	11'-8"	2	10'-6"		Do.
ST 509	16	12'-5"	2	11'-3"		Do.
ST 510	16	13'-2"	2	12'-0"		Do.
ST 511	16	13'-11"	2	12'-9"		Do.
ST 512	16	14'-8"	2	13'-6"		Do.
ST 513	16	15'-5"	2	14'-3"		Do.
ST 514	16	16'-2"	2	15'-0"		Do.
ST 515	16	16'-11"	2	15'-9"		Do.
ST 516	16	17'-8"	2	16'-6"		Do.
ST 517	16	18'-5"	2	17'-3"		Do.
ST 518	16	19'-2"	2	18'-0"		Do.
ST 519	16	19'-11"	2	18'-9"		Do.
ST 520	16	20'-8"	2	19'-6"		Do.
ST 521	16	21'-5"	2	20'-3"		Do.
ST 522	16	22'-2"	2	21'-0"		Do.
ST 523	16	22'-11"	2	21'-9"		Do.
ST 524	16	23'-8"	2	22'-6"		Do.
ST 525	16	24'-5"	2	23'-3"		Do.
ST 526	16	25'-2"	2	24'-0"		Do.
ST 527	16	25'-11"	2	24'-9"		Do.
ST 528	16	26'-8"	2	25'-6"		Do.
ST 529	16	27'-5"	2	26'-3"		Do.
ST 530	16	28'-2"	2	27'-0"		Do.
ST 531	16	28'-11"	2	27'-9"		Do.
ST 532	16	29'-8"	2	28'-6"		Do.
ST 533	16	30'-5"	2	29'-3"		Do.
ST 534	16	31'-2"	2	30'-0"		Do.
ST 535	16	31'-11"	2	30'-9"		Do.
ST 536	16	32'-8"	2	31'-6"		Do.
ST 537	16	33'-5"	2	32'-3"		Do.
ST 538	16	34'-2"	2	33'-0"		Do.
ST 539	16	34'-11"	2	33'-9"		Do.
ST 540	16	35'-8"	2	34'-6"		Do.
ST 541	16	36'-5"	2	35'-3"		Do.
ST 542	16	37'-2"	2	36'-0"		Do.
ST 543	16	37'-11"	2	36'-9"		Do.
ST 544	16	38'-8"	2	37'-6"		Do.
ST 545	16	39'-5"	2	38'-3"		Do.
ST 546	32	20'-1"	1	19'-6"		Do.
ST 547	32	20'-5"	1	19'-10"		Do.
ST 548	32	20'-10"	1	20'-3"		Do.
ST 549	32	21'-2"	1	20'-7"		Do.
ST 550	32	21'-7"	1	21'-0"		Do.
ST 551	32	21'-11"	1	21'-6"		Do.
ST 552	32	22'-4"	1	21'-9"		Do.
ST 553	32	22'-8"	1	22'-1"		Do.
ST 554	32	23'-1"	1	22'-6"		Do.
ST 555	32	23'-5"	1	22'-10"		Do.
ST 556	32	23'-10"	1	23'-3"		Do.
ST 557	32	24'-2"	1	23'-7"		Do.
ST 558	32	24'-7"	1	24'-0"		Do.
ST 559	32	24'-11"	1	24'-4"		Do.

MARK	NO.	LENGTH	TYPE	A	B	LOCATION
ST 560	32	25'-4"	1	24'-8"		Do.
ST 561	32	25'-8"	1	25'-1"		Do.
ST 562	32	26'-1"	1	25'-6"		Do.
ST 563	32	26'-5"	1	25'-10"		Do.
ST 564	34	26'-10"	1	26'-3"		Do.
ST 565	30	27'-2"	1	26'-7"		HORIZ. STR. BARS IN SPANS #1-2-3♯4
ST 566	28	27'-7"	1	27'-0"		HOR. STR. BARS IN SPANS #2-3♯4
ST 567	20	27'-11"	1	27'-4"		" " " " #2-3♯4
ST 568	20	28'-6"	1	27'-9"		" " " " #2-3♯4
ST 569	10	28'-8"	1	28'-1"		" " " " #2-3♯4
ST 570	42	29'-6"	1	28'-9"		" " " " #1♯4
ST 571	304	29'-11"	1	29'-4"		" " " " #2-3♯4
ST 572	2	28'-6"	1	27'-11"		" " " " #1
ST 573	4	28'-2"	1	27'-7"		" " " " #1
ST 574	4	27'-9"	1	27'-2"		" " " " #1
ST 575	4	27'-5"	1	26'-10"		" " " " #1
ST 576	4	27'-0"	1	26'-5"		" " " " #1
ST 577	12	5'-7"	2	4'-5"		" " " " #1-2-3♯4
ST 578	12	4'-10"	2	3'-8"		" " " " #1-2-3♯4
ST 579	12	4'-1"	2	2'-11"		" " " " #1-2-3♯4
CB 601	2	57'-0"	STR.			HOR. STR. BARS IN SPAN #1
CB 602	4	35'-6"	↓			" " " " " #1
CB 603	16	44'-3"				" " " " " #2♯3
CB 604	1	61'-8"				" " " " " #1
CB 605	1	55'-3"				" " " " " #1
CB 606	1	58'-1"				" " " " " #4
CB 607	1	34'-11"	STR.			" " " " " #4
CT 601	3	58'-3"	STR.			HOR. STR. BARS IN SPAN #1
CT 602	6	57'-0"	↓			" " " " " #1
CT 603	6	36'-8"				" " " " " #4
CT 604	12	35'-6"				" " " " " #4
CT 605	72	44'-3"				" " " " " #2♯3
CT 606	6	61'-8"				" " " " " #1
CT 607	3	35'-3"				" " " " " #1
CT 608	6	36'-1"	↓			" " " " " #4
CT 609	3	34'-11"	STR.			" " " " " #4
CT 610	307	8'-0"	9			BENT STIRRUPS IN CURB.
CT 611	311	4'-4"	10			BENT BARS IN TOP OF CURB

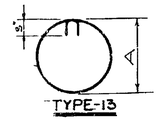
NORTH & SOUTH ABUTMENTS — BAR LIST

A 500	56	39'-8"	STR.			HORIZ. STR. BARS IN N.& S. ABUTS.
A 501	120	4'-8"	3	2'-8"	1'-0"	BENT BARS IN N.& S. ABUTS.
A 502	108	6'-6"	3	6"	4'-10"	BENT BARS IN N.& S. ABUT. BACKWALLS
A 503	6	11'-3"	4	"	"	HORIZ. BENT BARS IN N.& S. ABUT'S.
A 504	16	9'-6"	5	8'-1"	2'-5"	" " " " " "
A 505	6	6'-3"	6	5'-5"	2'-0"	" " " " " "
A 506	6	5'-0"	6	8'-6"	1'-6"	" " " " " "
A 507	6	18'-6"	7	6'-11"	7'-6"	" " " " " "
A 508	6	16'-6"	7	6'-0"	5'-5"	" " " " " "
A 509	6	12'-1"	8	5'-6"	2'-1"	" " " " " "
R 500	28	6'-5"	8	1'-0"	4'-5"	HORIZ. BENT BARS IN PYLONS
R 501	12	6'-6"	STR.			HORIZ. STR. BARS IN N.W. PYLON
R 502	4	7'-6"	STR.			" " " " " "
R 503	16	6'-9"	↓			HORIZ. STR. BARS IN S.E. PYLON
R 504	4	8'-2"				" " " " " "
R 505	16	13'-7"				HORIZ. STR. BARS IN S.W. PYLON
R 506	4	14'-4"	STR.			" " " " " "
R 507	24	4'-10"	6	1'-0"	2'-0"	HORIZ. BENT. BARS IN PYLONS
R 508	6	1'-7"	STR.			VERT. STR. BARS IN PYLONS
R 509	12	13'-10"	↓			HORIZ. STR. BARS IN N.E. PYLON.
R 510	4	19'-8"				" " " " " "
R 600	16	6'-2"				VERT. STR. BARS IN PYLONS
R 601	8	5'-8"				" " " " "
R 602	8	3'-2"				" " " " "
R 605	8	2'-9"	↓			" " " " "
R 606	32	4'-8"	STR.			" " " " "
F 200	1656	2'-10"	13.	0'-9"	-	PILE TIES IN PIER #3 & N.& S. ABUTS.
F 500	12	8'-9"	STR.			HORIZ. STR BARS IN PIER #3 FOOTING.
F 501	8	6'-0"	↓			" " " " " "
F 600	120	6'-6"				VERT. STR. DOWEL BARS IN. ABUT. FOOTINGS
F 601	120	4'-7"				" " " " " "
F 602	76	9'-9"				" " " " N. ABUT. "
F 603	14	10'-7"				" " " " S. ABUT. "
F 604	24	5'-3"				" " " " " "
F 605	32	7'-6"				HORIZ. STR. BARS IN PIERS #1-2♯3 FOOTINGS
F 606	36	8'-9"				" " " " " #1♯2
F 607	276	16'-6"				STR. DOWEL BARS #3 PIER PILES & S. ABUT. F
F 608	84	16'-6"	↓			" " " " " "
F-609	216	27'-6"	STR.			STR. DOWEL BARS IN PILES OF N. ABUT.

MARK	NO.	LENGTH	TYPE	A	B	LOCATION
F-610	40	43'-0"	STR.			HORIZ. STR. BARS IN ABUT. FOOTINGS
F-611	8	22'-0"	↓			" " " " N. ABUT. "
F-612	8	14'-8"				" " " " " " "
F-615	106	4'-11"				HORIZ. STR. BARS IN ABUT. FOOTINGS
F-614	240	5'-0"				" " " " " "
F-615	8	15'-2"				" " " " S. ABUT. "
F-616	8	16'-0"				" " " " " "
F-617	22	0'-6"				HORIZ. STR. BARS IN #3 PIER FOOTINGS
F-700	60	13'-6"				" " " " " "
F-800	44	10'-0"				" " " " #1♯2 "
F-900	44	11'-0"				" " " " " "
F-901	88	5'-0"	↓			VERT. STR. DOWELS IN #3 PIER FOOTING.
F-1100	196	6'-4"	STR.			" " " " #1-2♯3 "
A 510	16	3'-0"	STR.			BARS AT UTILITY SLOTS N.& S. ABUT.

PIERS—BAR LIST

P-201	232	12'-6"	13	3'-6"		HOOPS IN PIERS 1, 2, & 3
P-400	212	15'-0"	5	2'-6"	4'-8"	STIRRUPS IN BEAMS OF PIERS #1-2♯3
P- 500	54	28'-9"	STR.	-	-	HORIZ. STR. BARS IN BEAMS OF PIERS #1-2♯3
P- 501	56	19'-0"	12	-	-	BENT BARS IN BEAMS OF PIERS #1-2♯3
P- 502	154	15'-0"	5	2'-6"	4'-8"	STIRRUPS IN BEAMS OF PIERS #1-2♯3
P- 900	44	21'-0"	11	16'-4"		BENT BARS IN BEAMS OF PIERS #1♯2
P- 901	8	22'-10"	11	18'-2"		" " " " " " "
P-1000	5	13'-8"	11	9'-0"		BENT BARS IN BEAM OF PIER #3
P-1001	5	17'-8"	11	13'-0"		" " " " " "
P-1100	16	28'-6"	STR.			PIERS #1♯2 VERT. STR. BARS.
P 1101	12	10'-0"	↓			" " " " " "
P-1102	33	16'-0"				" #1-2♯3 " " "
P-1103	8	34'-8"				" #1-2 " " " "
P-1104	8	32'-8"				" " " " " "
P-1105	12	34'-0"				" " " " " "
P-1106	24	17'-8"				" #2 " " " "
P-1107	12	22'-0"				" " " " " "
P-1108	23	17'-8"				" #1-2♯3 " " "
P-1109	18	19'-2"				" #2 " " " "
P-1110	22	19'-9"				" #1-2♯3 " " "
P-1111	19	21'-2"				" #2 " " " "
P-1112	23	27'-9"				" #1 " " " "
P-1113	19	29'-2"				" #2 " " " "
P-1114	19	25'-9"				" #1 " " " "
P-1115	19	31'-2"				" #2 " " " "
P-1116	44	21'-0"				" #3 " " " "
P-1117	28	26'-9"				" #3 " " " "
P-1118	9	23'-6"				" #3 " " " "
P-1119	5	14'-0"	STR.			" #3 " " " "



Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
COXSACKIE-RAVENA BRIDGE
PT. 1 S.H. 5198 (ROUTE 9W)
STA. 946 + 61.88

BAR LIST
Scale: As Noted

Designed by D. SCHIFF Date 7-10-52
Drawn by L. ENTRINGER Date 7-25-52
Traced by _____ Date _____
Checked by M. CHAMBERS Date 7-30-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY R.J. Redmond 8/4/52
N.Y.S. PE. LIC. NO. 25930 DATE

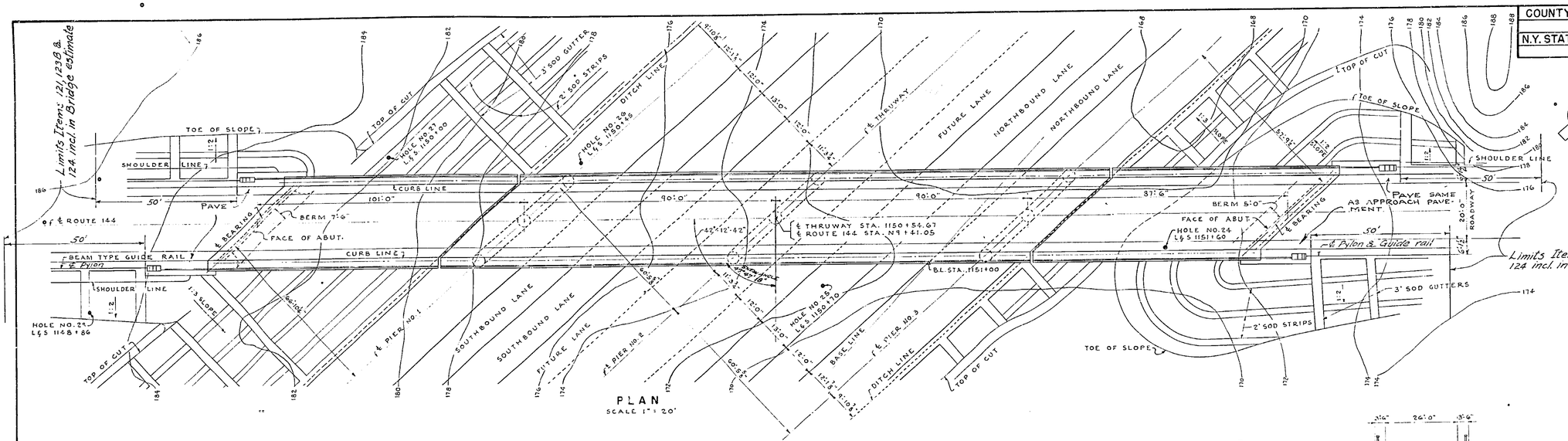
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

C.T. 52-7 S.T. 52-25 R.C. 52 105

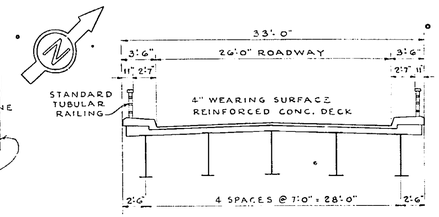
COUNTY			SHEET NO.	TOTAL SHEETS
			30	99

N.Y. STATE THRUWAY – CATSKILL SECTION SUB-DIVISION NI-6

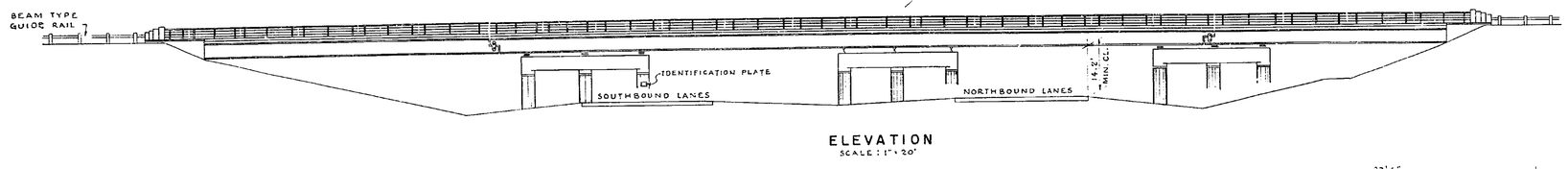
Limits Items 121, 1238 & 124 incl. in Bridge estimate



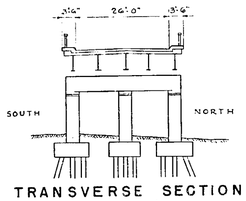
PLAN
SCALE 1" = 20'



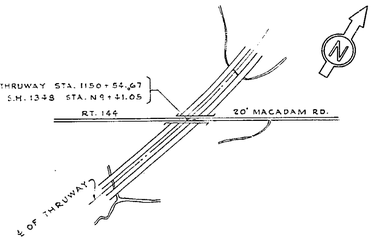
Limits Items 121, 1238 & 124 incl. in Bridge estimate TRANSVERSE SECTION
SCALE 1/8" = 1'-0"



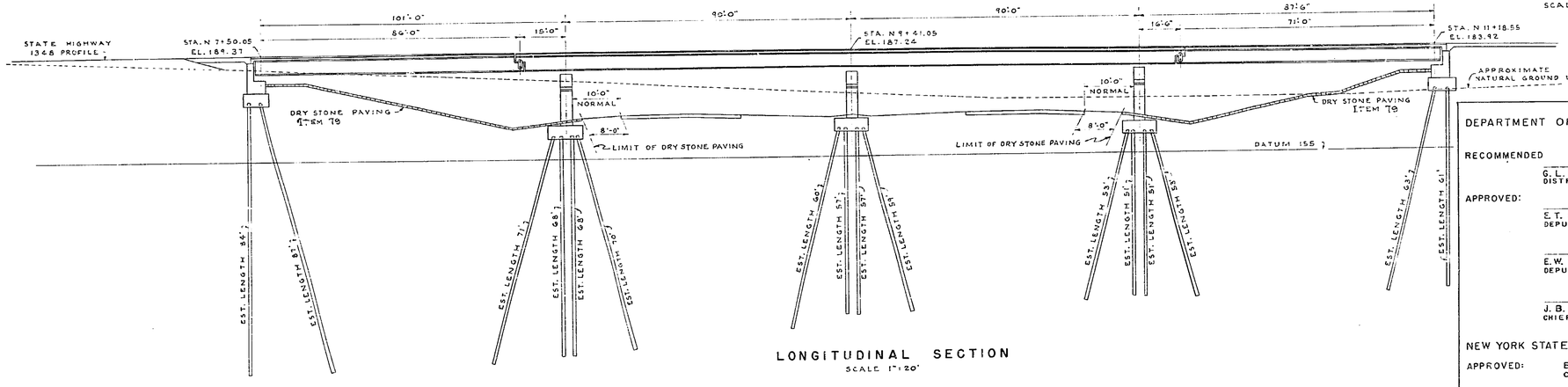
ELEVATION
SCALE : 1" = 20'



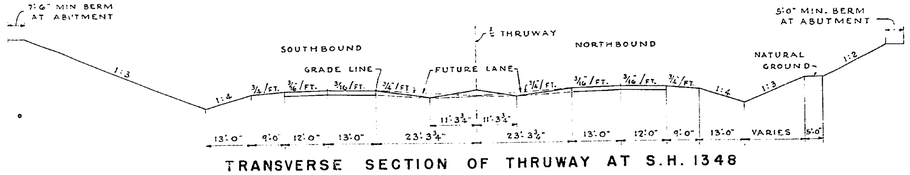
TRANSVERSE SECTION
SCALE 1" = 20'



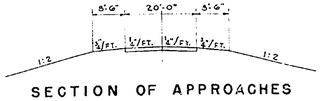
LOCATION PLAN
SCALE 1" = 500'



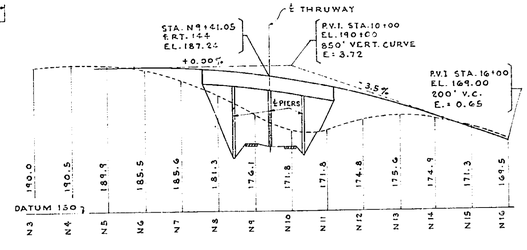
LONGITUDINAL SECTION
SCALE 1" = 20'



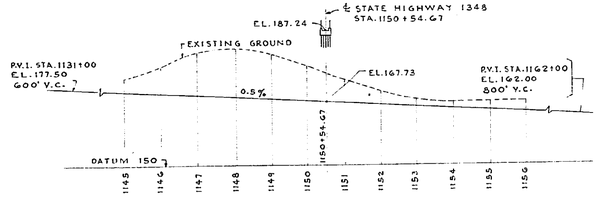
TRANSVERSE SECTION OF THRUWAY AT S.H. 1348



SECTION OF APPROACHES



STATE HIGHWAY 1348 – PROFILE
HORIZ. SCALE 1" = 200'
VERT. SCALE 1" = 20'



THRUWAY PROFILE
HORIZ. SCALE 1" = 200'
VERT. SCALE 1" = 20'

GENERAL NOTES :

MATERIALS and FABRICATION :
Specifiecttions of New York State Department of Public Works dated Jan.2, 1951 and current modifications and additions.

DESIGN SPECIFICATIONS :
AASHO. 1949 – Loading H-20-S16-44, modified.

CONCRETE :
A waterproofing oil treatment as specified in M41-W shall be applied to all exposed surfaces of concrete except the underside of slab and top of pavement. A waterproofing oil treatment as specified in M41-S shall be applied to top of pavement. Construction joints other than those shown will not be permitted without written permission of the Deputy Chief Engineer – Bridges, Grade Separations and Structures.

The cost of furnishing and installing caulking, all materials and roofing felt shall be included in the prices bid for the various items in this contract. The cost of furnishing and placing water used for wetting down the top of slab, sodding and seeding will be paid for under Items 1W and 1WA of the highway portion of this contract.

STEEL :
Material – Carbon Steel except as noted. All rivets ⅞"ϕ

IDENTIFICATION PLATES :
Identification plates in accordance with New York Dept. of Public Works Standard-52-41 will be furnished by the New York Dept. of Public Works and shall be installed by the Contractor at location indicated on plans.

The cost of installation of Identification plates shall be included in the unit prices bid for the various items of the contract.

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED

G. L. NICKERSON — DATE
DISTRICT ENGINEER

APPROVED:

E. T. GAWKINS — DATE
DEPUTY CHIEF ENGINEER

E. W. WENDELL — DATE
DEPUTY CHIEF ENGINEER

J. B. McMORRAN — DATE
CHIEF ENGINEER

NEW YORK STATE THRUWAY AUTHORITY

APPROVED: BERTRAM D. TALLAMY
CHAIRMAN

BY

C. H. LANG — DATE
DEPUTY CHIEF ENGINEER

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 _____ 1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E. 44 TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
NEW BALTIMORE STA. – COEYMANS BR.
S.H. No. 1348 – (Route 144)
Sta. 1150+54
GENERAL PLAN
Scale : As Shown

Designed by _____ Date _____
Drawn by _____ Date _____
Traced by _____ Date _____
Checked by _____ Date _____

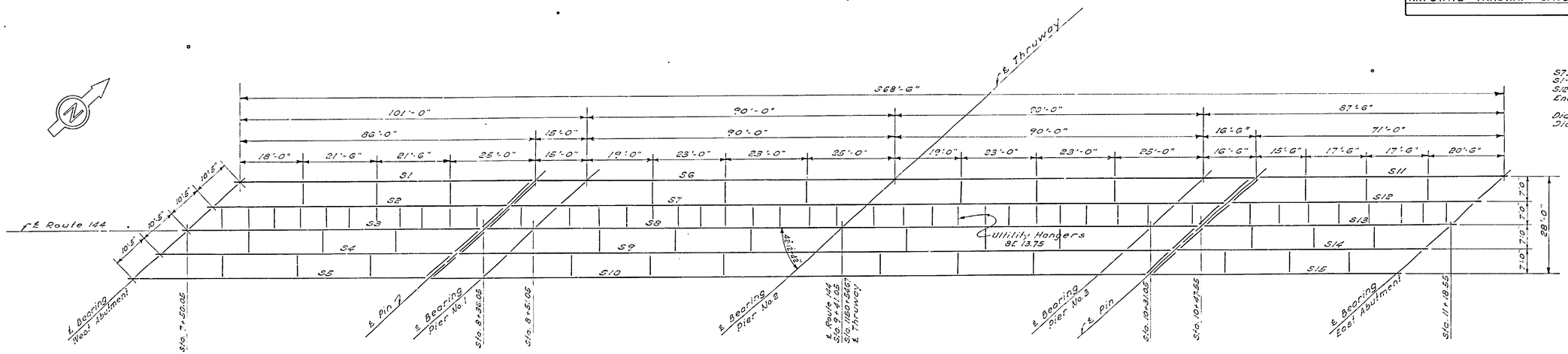
PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
BY _____
N.Y.S. PE. LIC. NO. 25930 DATE

Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

C.T. 52-7 S.T. 52-25 F.C. 52-1

COUNTY			SHEET NO.	TOTAL SHEETS
			31	99

N.Y. STATE THRUWAY – CATSKILL SECTION SUB-DIVISION NI-6



FRAMING PLAN

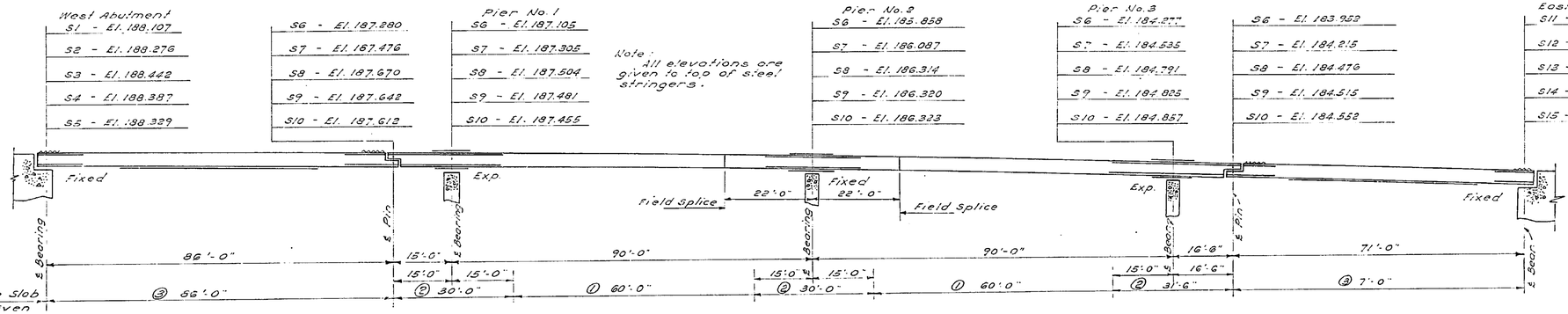
Scale : 1/16" = 1'-0"

MATERIAL

S7, 8 & 9	36 WF 245
S1-S6, S10, 11 & 15	36 WF 230
S12-S14	36 WF 182
End & Intermediate Diaphragms	18 L 42.7
Diaphragms at Piers	16 WF 36
Diaphragms at E. Pins	See Sh. #5

West Abutment		Pier No. 1		Pier No. 2	Pier No. 3		East Abutment
S1 - El. 188.107	S6 - El. 187.280	S6 - El. 187.105		S6 - El. 185.858	S6 - El. 184.277	S6 - El. 183.953	S11 - El. 182.421
S2 - El. 188.276	S7 - El. 187.476	S7 - El. 187.305		S7 - El. 186.087	S7 - El. 184.535	S7 - El. 184.215	S12 - El. 182.707
S3 - El. 188.442	S8 - El. 187.670	S8 - El. 187.504		S8 - El. 186.314	S8 - El. 184.791	S8 - El. 184.476	S13 - El. 182.990
S4 - El. 188.387	S9 - El. 187.642	S9 - El. 187.481		S9 - El. 186.320	S9 - El. 184.825	S9 - El. 184.515	S14 - El. 183.052
S5 - El. 188.339	S10 - El. 187.612	S10 - El. 187.455		S10 - El. 186.323	S10 - El. 184.857	S10 - El. 184.558	S15 - El. 183.111

Note : All elevations are given to top of steel stringers.



POUR SCHEDULE

Pouring of Structural Concrete Slab for Deck to be done in the order given

LONGITUDINAL SECTION

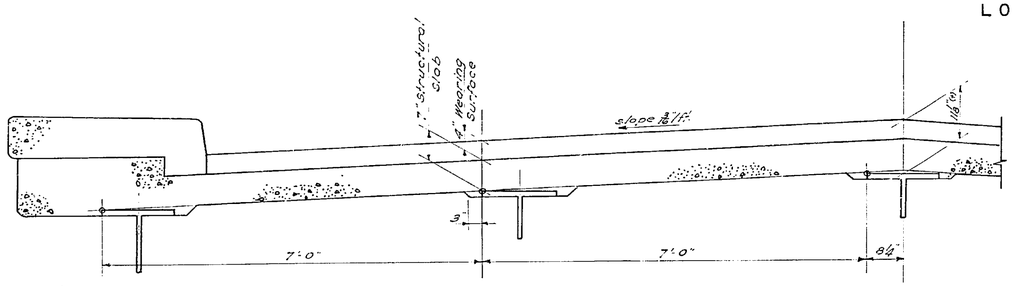
Scale : 1/16" = 1'-0"

Notes :

Material : Carbon Steel Rivets 7/8" unless otherwise noted

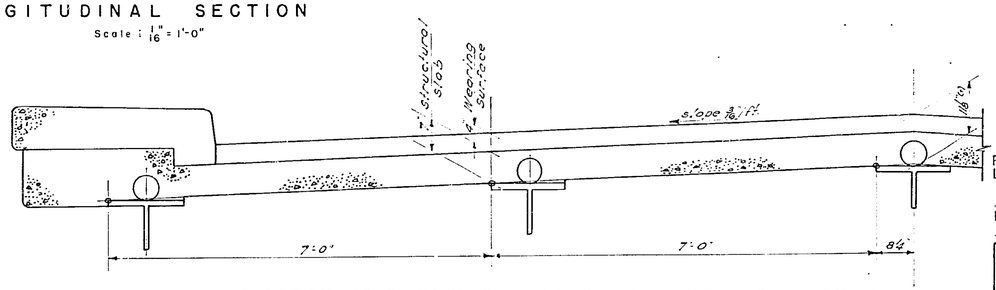
Stringers shall be cambered in accordance with Camber Diagram

For General Notes see sheet No. 1



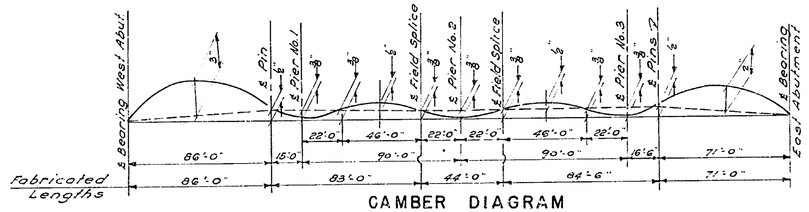
DIAGRAMMATIC SECTION FOR CONTINUOUS STRINGERS

Scale : 3/4" = 1'-0"



DIAGRAMMATIC SECTION FOR SIMPLE SPAN STRINGERS

Scale : 3/4" = 1'-0"



CAMBER DIAGRAM

Stringers to be cambered for Dead Load + Vertical Curvature of roadway. Fascia & interior stringers to have some camber.

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

1952

Designed by _____ Date _____
Drawn by _____ Date _____
Traced by _____ Date _____
Checked by _____ Date _____

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS–ARCHITECTS
BY _____ DATE 7/15/52
N.Y.S. P.E. LIC. NO. 29930

Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

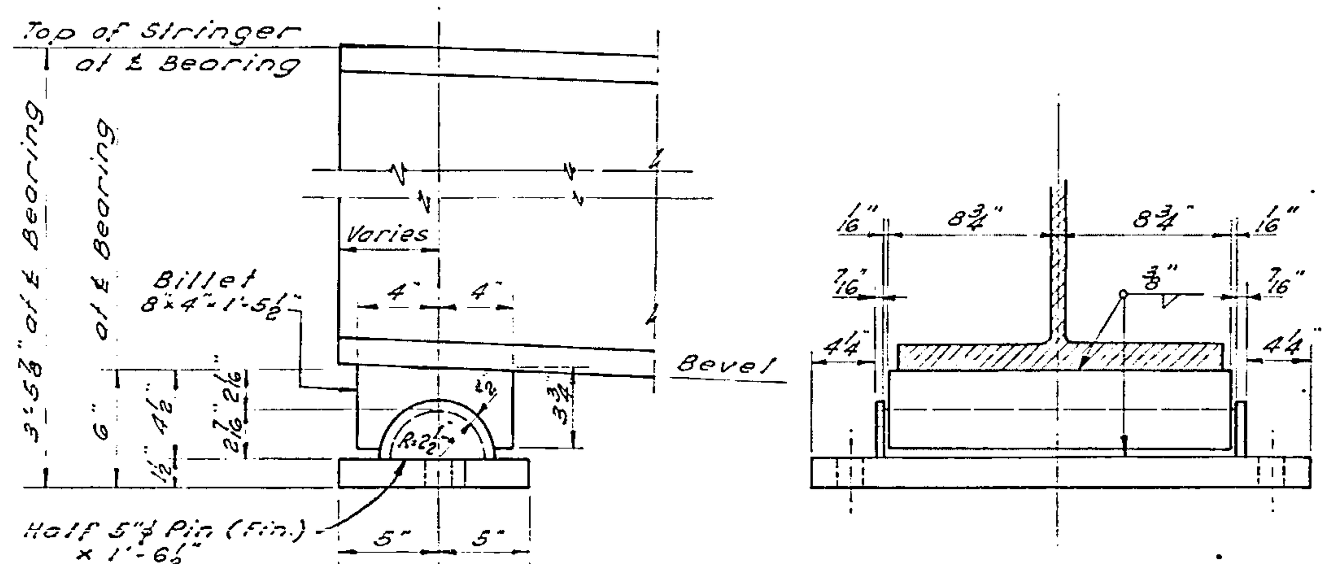
DE LEUW AND BRILL
ENGINEERS–ARCHITECTS
227 E.44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
NEW BALTIMORE STA.–COEYMANS BR.
S.H. No. 1348 - (Route 144)
Sta. 1150 + 54

FRAMING PLAN

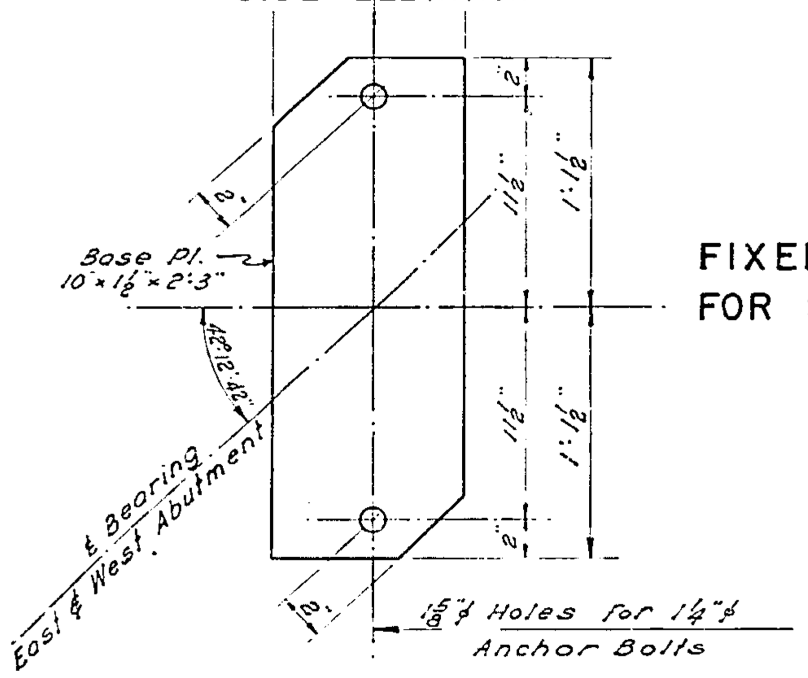
Scale : As Shown

COUNTY			SHEET NO.	TOTAL SHEETS
			32	99
N.Y. STATE THRUWAY — CATSKILL SECTION SUB-DIVISION NI-6				

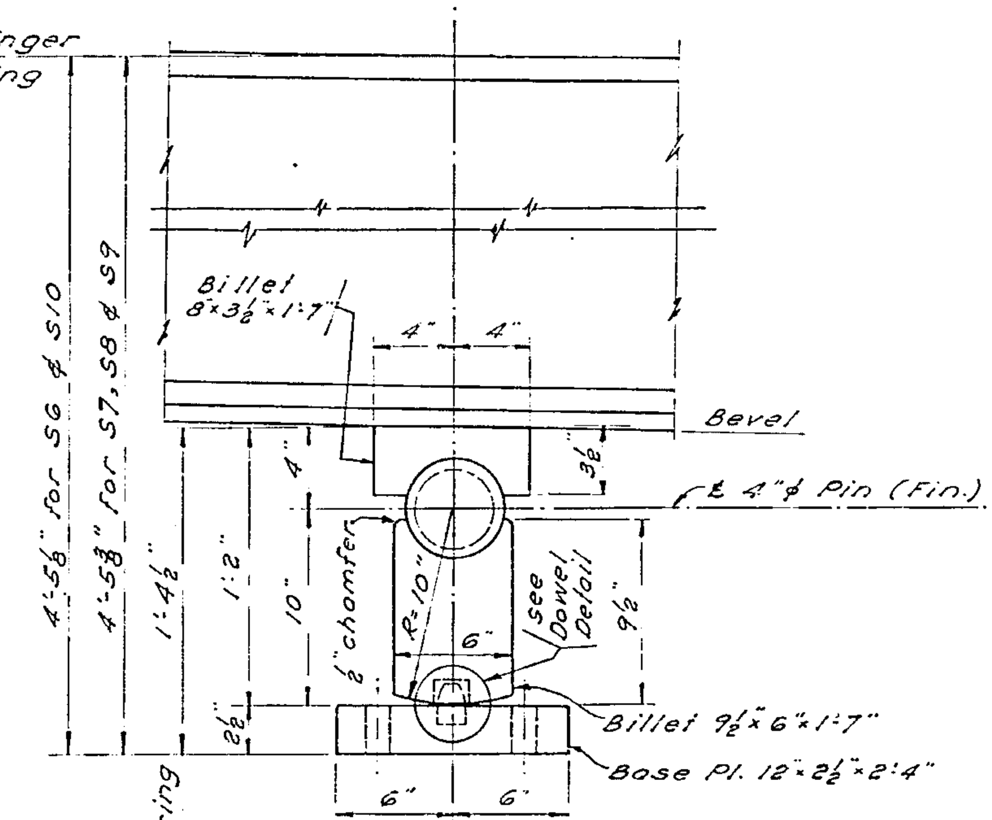


SIDE ELEVATION

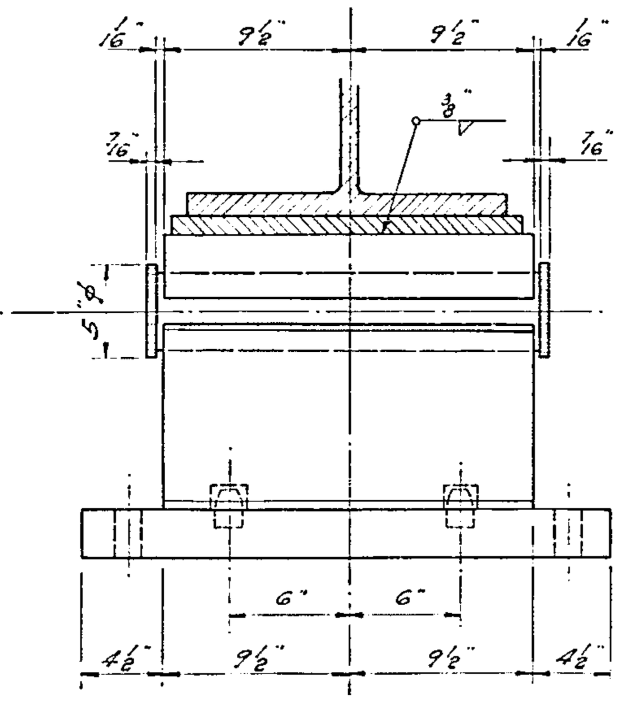
END ELEVATION



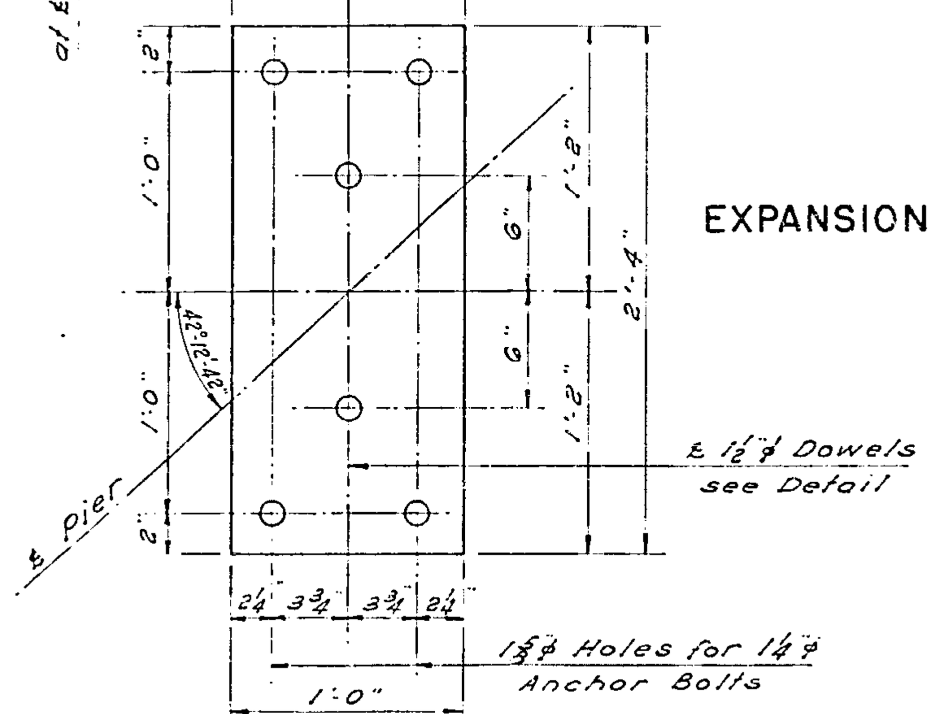
FIXED BEARINGS AT ABUTMENTS
FOR STRINGERS S1-S5, S11 & S15
7 SETS REQUIRED
Scale: 1½"=1'-0"



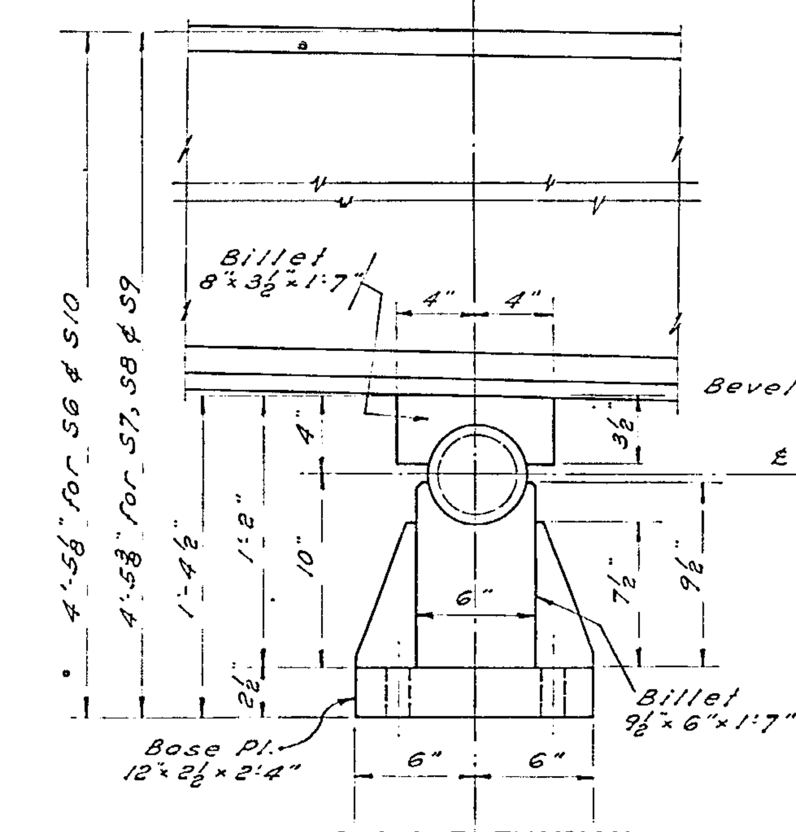
SIDE ELEVATION



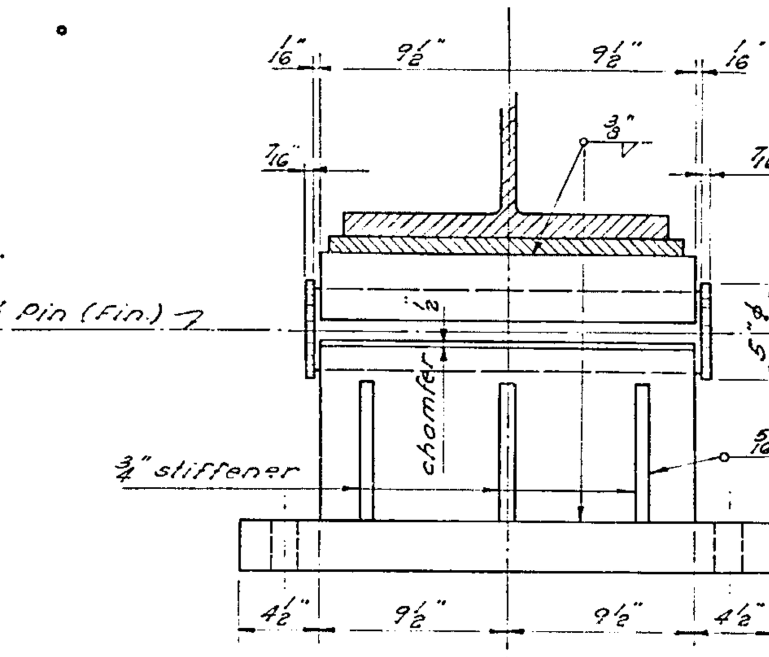
END ELEVATION



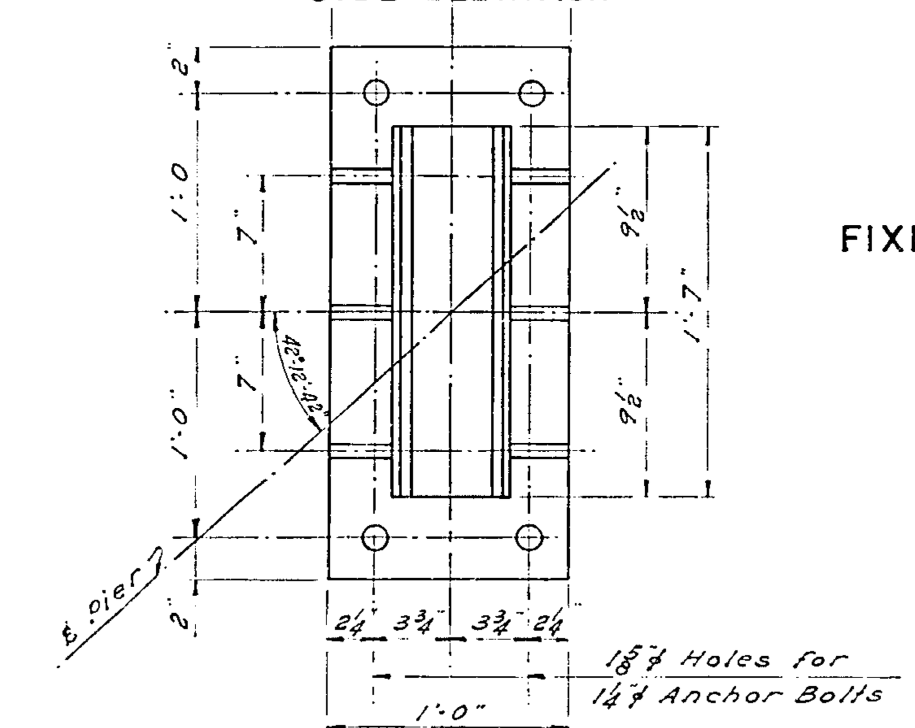
EXPANSION BEARINGS AT PIERS NOS. 1 & 3
10 SETS REQUIRED
Scale: 1½"=1'-0"



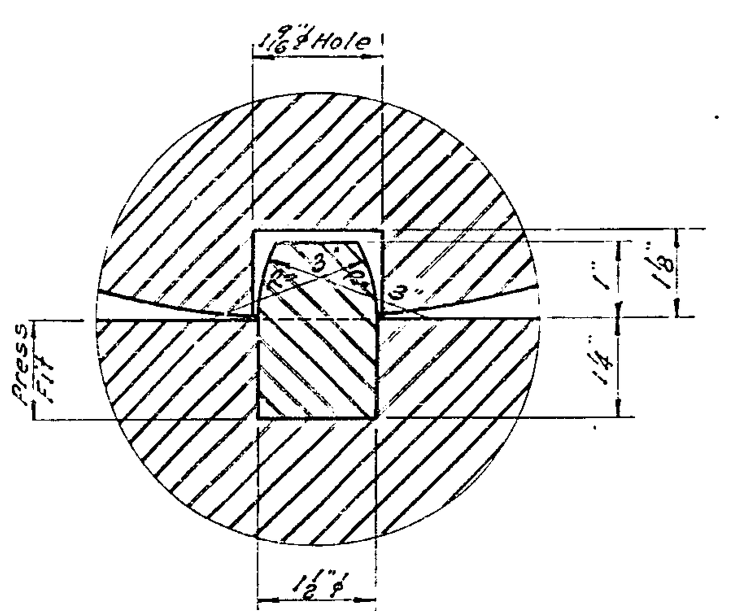
SIDE ELEVATION



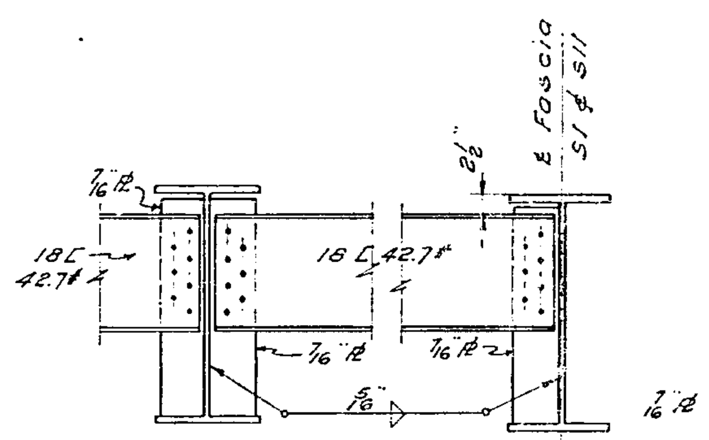
END ELEVATION



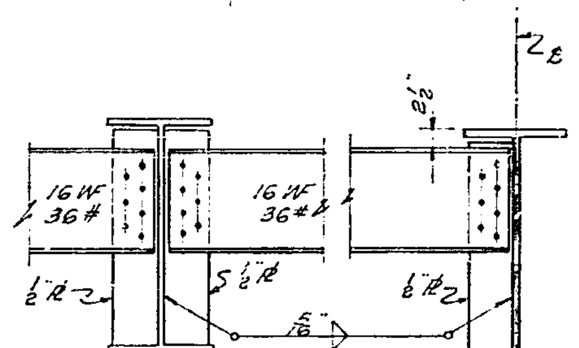
FIXED BEARING AT PIER NO. 2
5 SETS REQUIRED
Scale: 1½"=1'-0"



DOWEL DETAIL
Scale: 6"=1'-0"



ELEVATION



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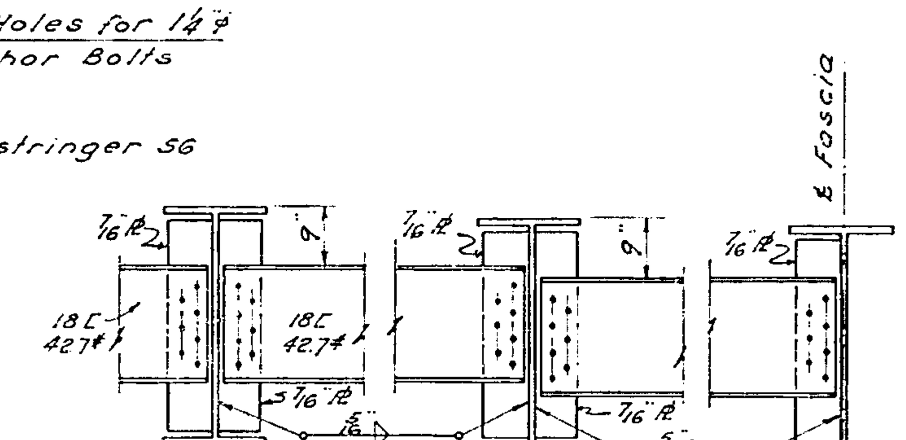
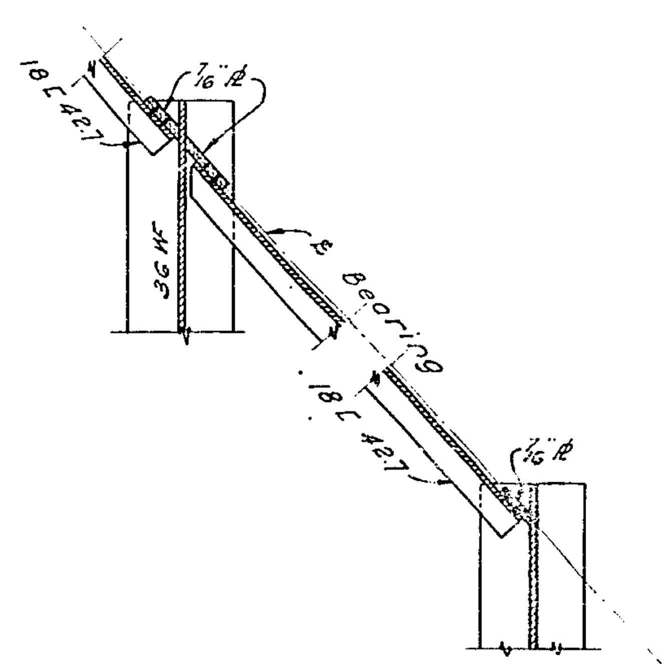
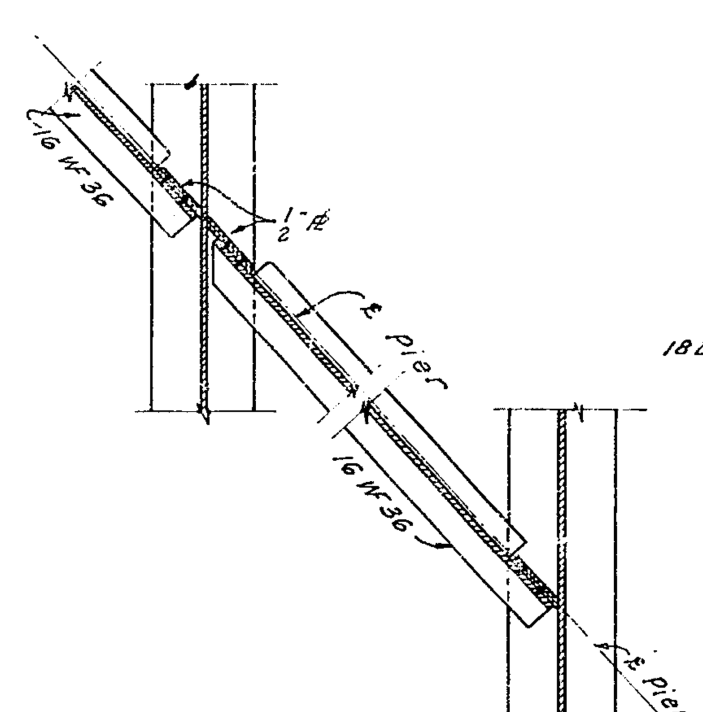


ELEVATION



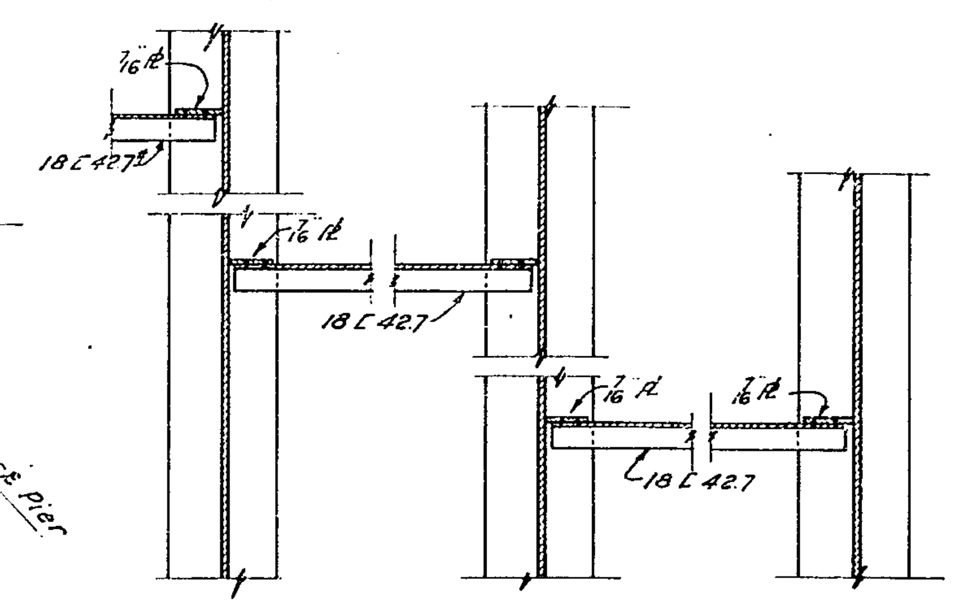
PLAN AT ABUTMENTS



PLAN AT PIERS

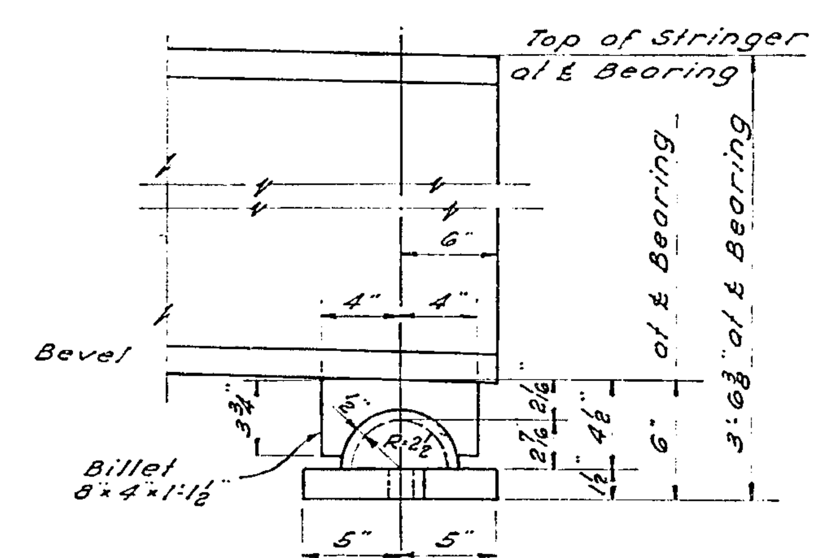
END DIAPHRAGM DETAILS
Scale: ½"=1'-0"

Note: All field connections of diaphragms to be made with ⅞"ϕ rivets

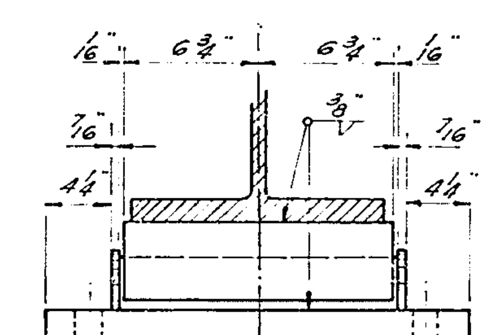


PLAN

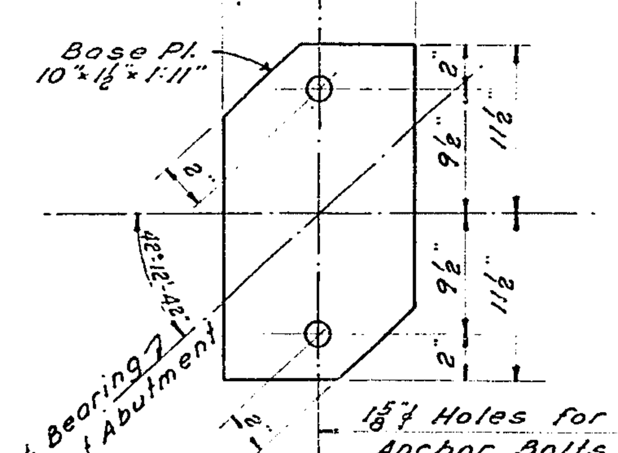
INTERMEDIATE DIAPHRAGM DETAILS
Scale: ½"=1'-0"



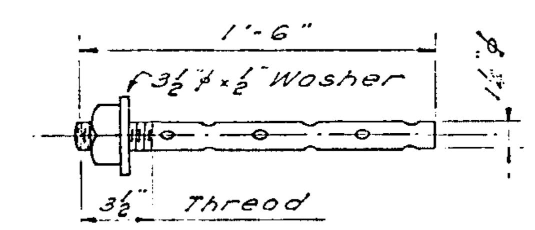
SIDE ELEVATION



END ELEVATION



FIXED BEARING AT EAST ABUTMENT
FOR STRINGERS S12, S13 & S14
3 SETS REQUIRED
Scale: 1½"=1'-0"



ANCHOR BOLT
80 REQUIRED
Scale: 1½"=1'-0"

Notes:
For General Notes see sh.#1
For Framing Plan see sh.#2

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 ____ 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E.44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
NEW BALTIMORE STA.-COEYMANS BR.
S.H. No. 1348 - (Route 144)
Sta. 1150 + 54
BEARING DEVICES & STEEL DETAILS
Scale: As Shown

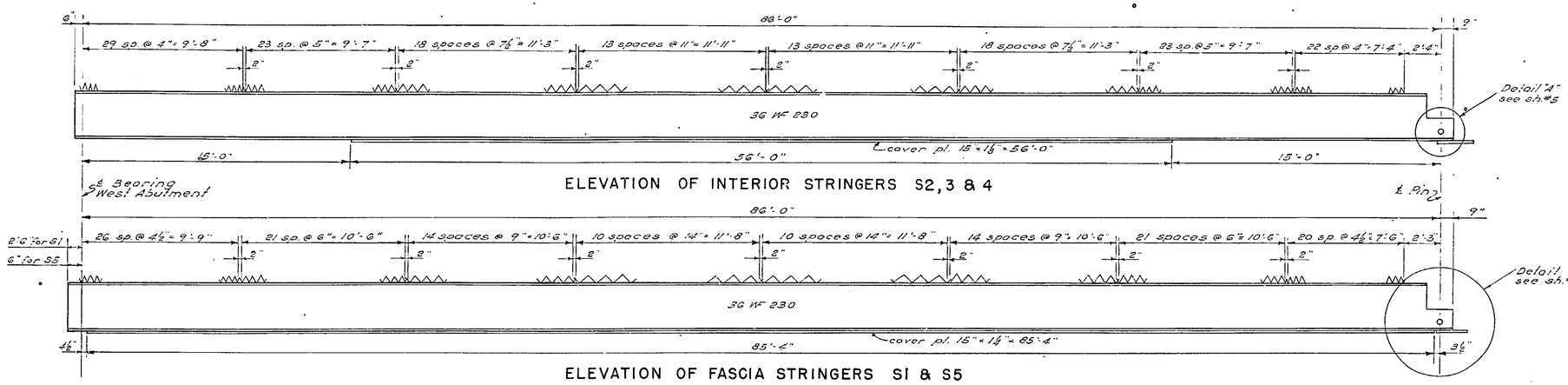
Designed by ____ Date ____
Drawn by ____ Date ____
Traced by ____ Date ____
Checked by ____ Date ____

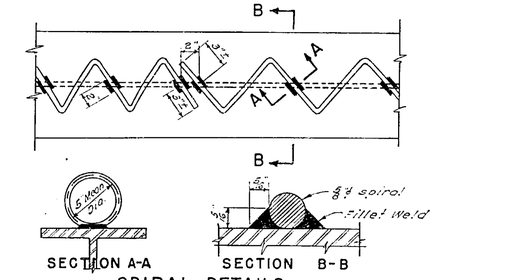
PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
BY ____ DATE
N.Y.S. P.E. LIC. NO. 25930

Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____

C.T. 52-7 S.T. 52-25 R.C. 52 [illegible]

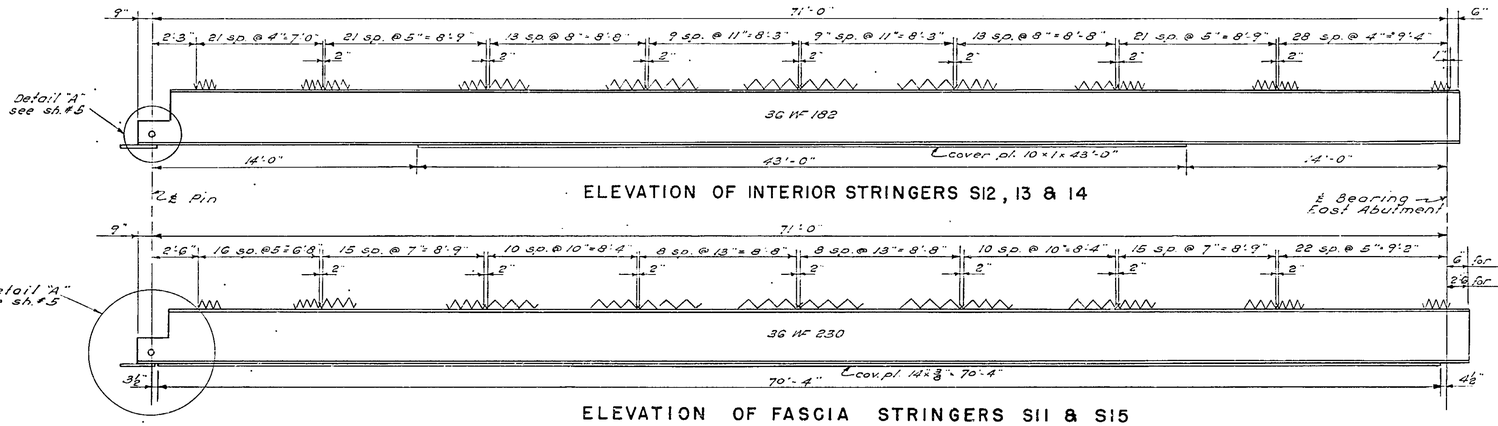
COUNTY			SHEET NO.	TOTAL SHEETS
			33	99
N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6				

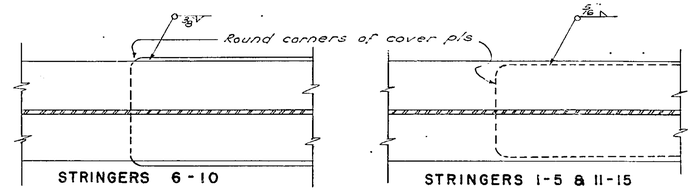




SPIRAL DETAILS

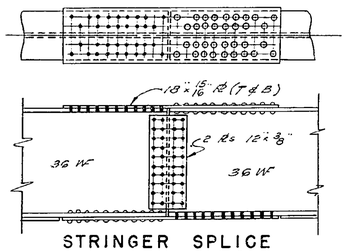
Notes To prevent interference between deck reinforcement and beam spirals, bar spacings may be varied 1" if provided that the required area of steel will be placed in each 5 FT.F. If necessary, some bars may be threaded through one or more spirals.





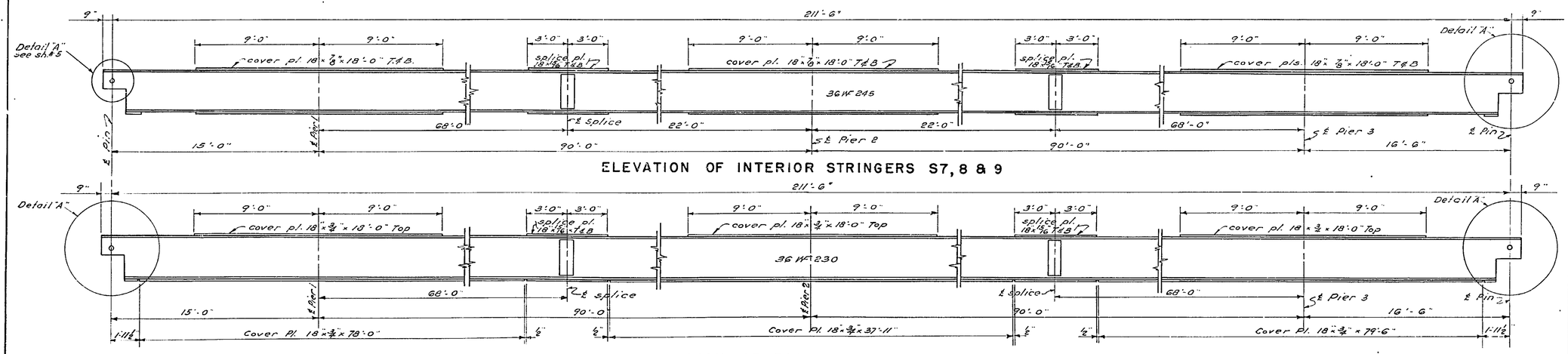
COVER PLATE DETAILS

Note: For welding steel exceeding one inch in thickness, mild steel arc-welding electrodes with low hydrogen type shall be used. These electrodes must comply A.S.T.M. (A233-48T) requirements for classification E 6015 or E 6016



STRINGER SPLICE
Scale : 1/2" = 1'-0"

Note : All field splices to be made with rivets only.



Notes :

For General Notes see sheet No. 1
For Framing Plan see sheet No. 2
for Pin Details see sheet No. 5
For Details of Hangers " " No. 5

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 1952

Designed by	Date
Drawn by	Date
Traced by	Date
Checked by	Date

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY [signature]
N.Y.S. P.E. LIC. NO. 25750 DATE 4-24-52

Revised by	Date	Item	
Revised by	Date	Item	
Revised by	Date	Item	
Revised by	Date	Item	

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
NEW BALTIMORE STA.-COEYMANS BR.
S.H. No. 1348 - (Route 144)
Sta. 1150+54

STRINGER DETAILS
Scale : 1/16 = 1'-0" and as Noted

CT 52-7

MF33F1

FIELD CHANGE

SHEET 39A

Contract

Contract

101'-0"

90'-0"

368'-6" (Abut. brg. to Abut brg.)

90'-0"

87'-6"

Contract

Contract

0.396' Max. Opening

Beam S-1

Beam S-6

Beam S-11

Backwall

Unless otherwise noted all measurements taken at 42°F

87.63 @ 34°F

14.93

90.01

90.00

16.55

70.52 @ 34°F

86.00

101.13

90.08

90.08

87.58

71.00

Abut. brg to Abut. brg = 368.87' - 368'-10 7/16" (increase of 4 7/16")

℄ Beam S-1

℄ Beam S-16

℄ Beam S-11

Backwall

℄ Beams W Abut 1

Abut Face

℄ Bearing Pier 1

℄ Bearing Pier 2

℄ Bearing Pier 3

℄ Bearing Abut Backwall

Abut Face 2

Beam S-2

Beam S-7

Beam S-12

Unless otherwise noted all measurements taken @ from 32°F to 25°F

85.60 @ 34°F

14.95

89.99

89.99

16.51

70.52 @ 34°F

86.01

101.14

90.06

90.08

87.57

71.00

Abut. brg. to Abut brg. = 368.85 = 368'-10 3/16" (increase of 4 3/16")

℄ Beam S 2

℄ Beam S-7

℄ Beam S-12

Backwall

Abut Face

Backwall

min. opening 4 1/2"

Beam S-3

Beam S-8

Beam S-13

Unless otherwise noted all measurements taken @ 40°F

85.59 @ 34°F

14.95

89.99

89.98

16.52

70.50 @ 34°F

86.00

101.15

90.03

90.12

87.52

71.00

Abut. brg. to Abut brg. = 368.82 = 368'-9 13/16" (increase of 3 13/16")

℄ Beam S-3

℄ Beam S-8

℄ Beam S-13

Backwall

Backwall

Beam S-4

Beam S-9

Beam S-14

Unless otherwise noted all measurements taken @ 40°F

85.63 @ 34°F

14.955

90.01

89.975

16.515

70.53 @ 34°F

86.00

101.18

90.05

90.11

87.53

71.00

Abut. brg. to Abut brg. = 368.87' = 368'-10 7/16" (increase of 4 7/16")

℄ Beam S-4

℄ Beam S8

℄ Beam S-14

Backwall

Abut. Face

Backwall

Max. opening 0.438'

min. opening 0.29'

Beam S-5

Beam S-10

Beam S-15

Unless otherwise noted all measurements taken @ 42°F

85.65 @ 34°F

14.93

89.96

90.05

16.52

72.51 @ 34°F

86.00

101.23

90.0 13/16"

(90.07')

90'-1 9/16"

(90.13')

87'-6 5/16"

(87.53')

℄ Beam S-5

℄ Beam S-8

℄ Beam S-15

Backwall

℄ Bearing Pier 1

℄ Bearing Pier 2

℄ Bearing Pier 3

℄ Brg East Abut

Face of Backwall

Abut. brg. to Abut brg. 368'-11 7/16" - increase 5 7/16"

APPROVED

MAR 11 1954

E. W. WENDELL, DEPUTY CHIEF E & EEN

Bridges, Grade Separations and Structures

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS - ARCHITECTS

N.Y.S. P.E. LIC. No. 25930 DATE Mar 3 1954

Revised by	Date	Item

DE LEUW AND BRILL

ENGINEERS - ARCHITECTS

202 E 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY

NEW BALTIMORE STA. - COEYMANS BR.

S.H. No. 1348 - (Route 144)

Sta. 1150+54

FIELD CHANGE

FEB. 9 1954

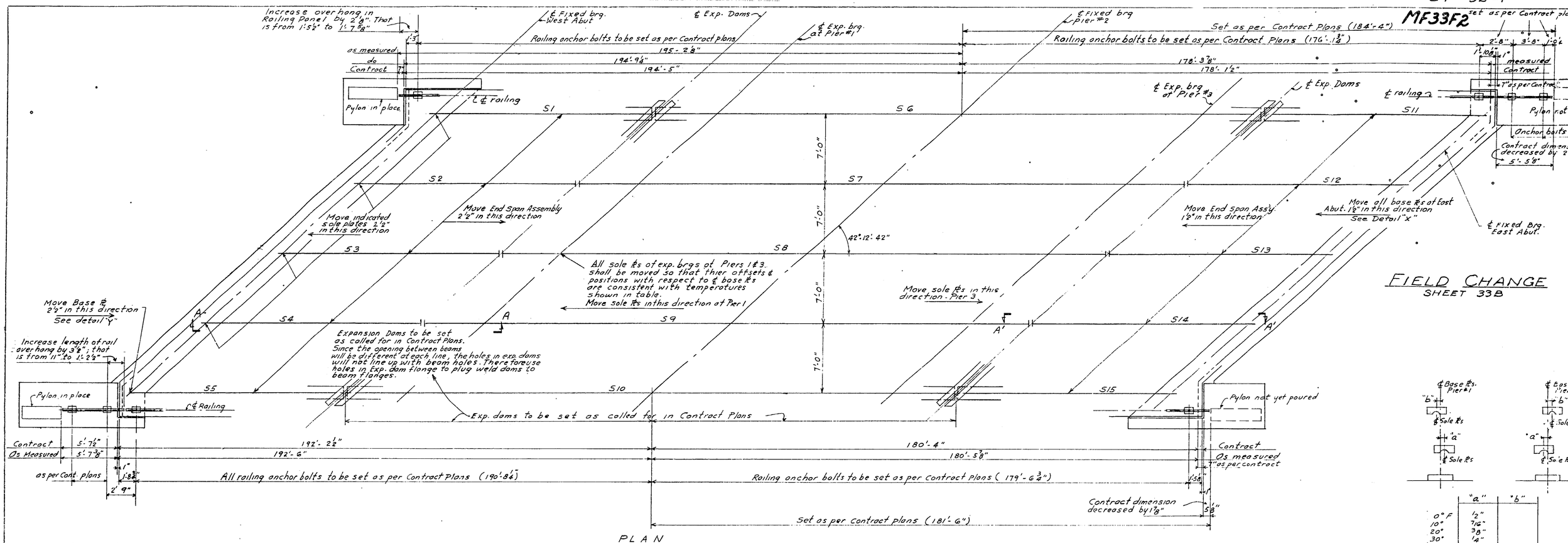
SHEET 2 of 2

FIELD MEASUREMENTS

CT 52-7

CT 52-7

MF33F2



PLAN
N.T.S.

FIELD CHANGE
SHEET 33B

	"a"	"b"
0° F	1/2"	
10°	7/16"	
20°	3/8"	
30°	1/4"	
40°	3/16"	
50°	1/8"	
60°	1/16"	
70°	0	0
80°		1/16
90°		1/8"
100°		3/16"
110°		1/4"
120°		3/8"

OFFSETS ℄ POSITIONS OF SOLE PLATES FOR VARIOUS TEMP. WITH RESPECT TO ℄ AT PIERS 1 & 3

Computations to determine West end span Movement
Computations for East End span similar

Since all stringers are framed together each stringer will be moved same amount
Coeff. of Exp. = .0000065
Span = Fixed brg. Pier #2 to Fixed brg West Abut. 191.0
Exp. from 70°F to 120°F + 50° temp. Change

$\Delta = (.0000065)(191.0)(50) = 0.062'$

Minimum clearance between two stringers such as S1 and S6 = 1/2" = 0.042'

① Min. allowable opening @ 70°F = 0.104'

Min. opening as measured @ 34°F occurs bet. S3 & S8 (see sheet 2) = 0.380
Temp Change from 34°F to 70° = 36°

$\Delta = (.0000065)(191.0)(36) = -0.045$

② Apparent opening @ 70°F bet. S3 & S8 = 0.335

Deducting ① above = -0.104

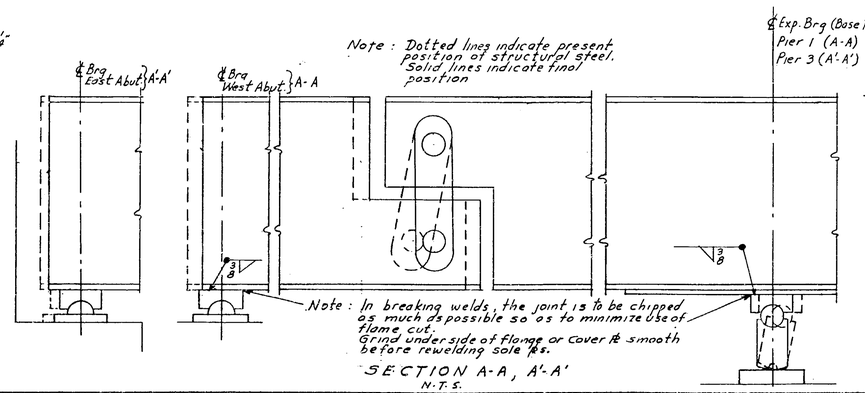
Theoretical Max. Movement of West end assembly = ② - ① = 0.231'

Move west end assembly 2 1/2" = 0.208 from ② opening @ 70°F = 0.335
movement = -0.208

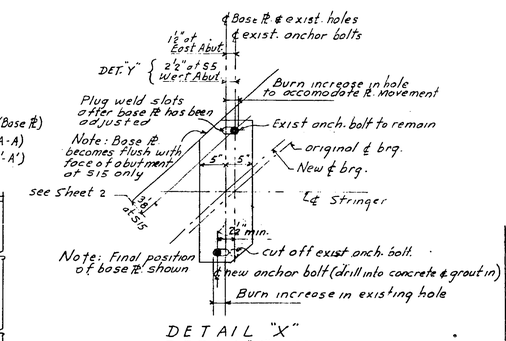
final corrected opening @ 70° bet S3 & S8 = 0.127' = 1 1/2" min. opening in End span Assembly

Max. opening as measured @ 34°F occurs between S5 & S10 (see sheet 2) = 0.438
Correction to 70°F = 0.045
Apparent opening @ 70°F = 0.393
Deducting 2 1/2" = 0.208
final corrected opening @ 70°F bet. S5 & S10 = 0.185 = 2 1/4"

∴ 2 1/2" Movement in West end assembly OK



SECTION A-A, A'-A'
N.T.S.



DETAIL "X"
DETAIL "Y" OPP. HAND
Scale: 1" = 1'-0"

APPROVED
MAR 11 1954
E. W. WENDELL, DEPUTY CHIEF E
Bridges, Grade Separations and Structures

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
N.Y.S. PE LIC. NO. 25920 DATE Mar 31 1954

Revised by ____ Date ____ Item ____

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
202 E 44TH ST, NEW YORK 17, N.Y.

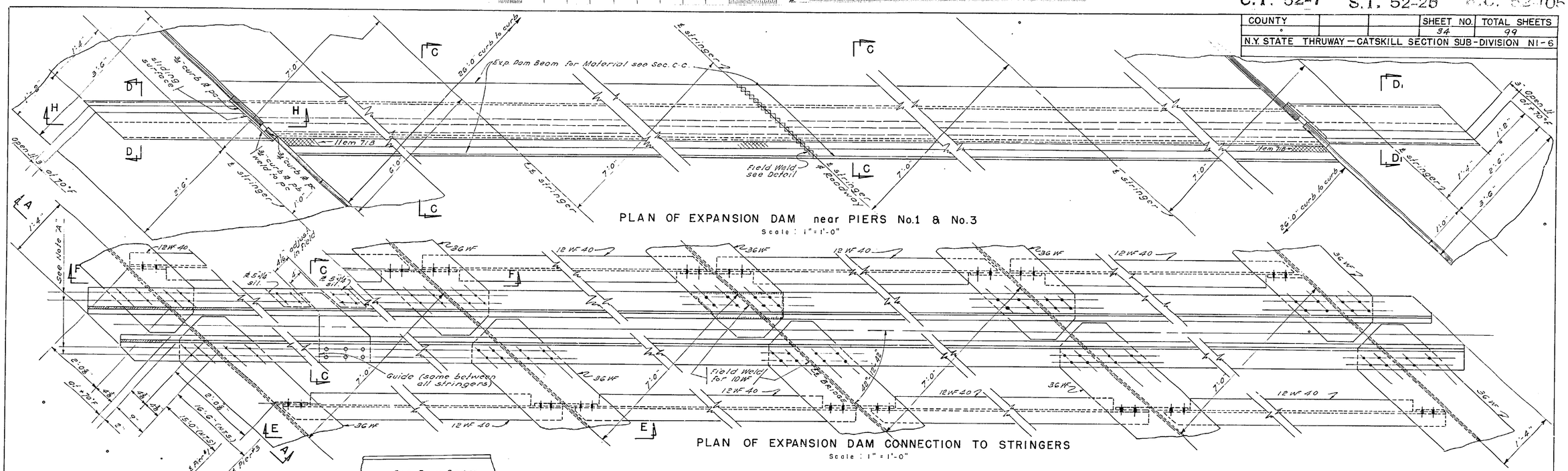
NEW YORK STATE THRUW
NEW BALTIMORE STA. - COEYMA
S.H. No. 1348 - (Route 144)
Sta. 1150 + 54

FIELD CHANGE
FEB. 9 1954
SHEET 1 of 2
CT 52-7

C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
			94	99

N.Y. STATE THRUWAY — CATSKILL SECTION SUB-DIVISION NI-6



Notes:
Material : Carbon steel unless noted.
Connections : All field connections not welded to be made with 7/8" ø rivets
General Notes : see sheet No. 1
Framing Plan : see sheet No. 2

Prepared pursuant to the Thruway Law and recommended by

Engineer District No.1

1952

Designed by _____ Date _____
Drawn by _____ Date _____
Traced by _____ Date _____
Checked by _____ Date _____

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
BY _____
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E44TH ST, NEW YORK17, N.Y.

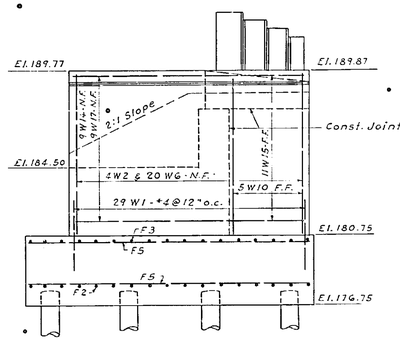
NEW YORK STATE THRUWAY
NEW BALTIMORE STA.-COEYMANS BR.
S.H. No. 1348 - (Route 144)
Sta. 1150+54

EXPANSION DAMS
Scale : As Shown

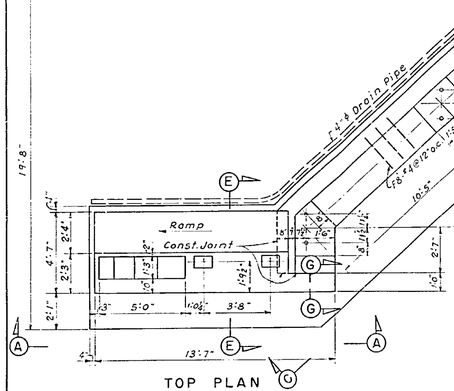
C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
			35	99

N.Y. STATE THRUWAY – CATSKILL SECTION SUB-DIVISION NI-6



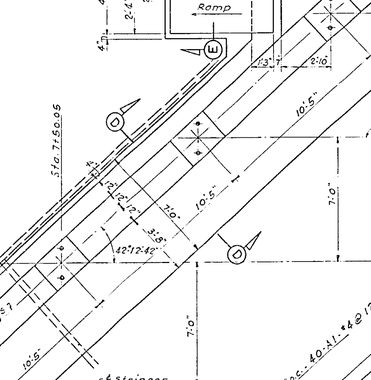
ELEVATION B-B



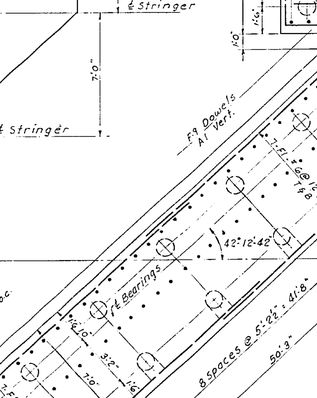
TOP PLAN FOUNDATION PLAN

WEST ABUTMENT

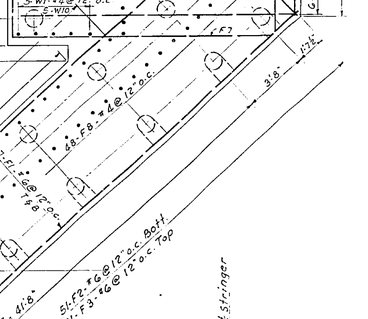
ELEVATION A-A



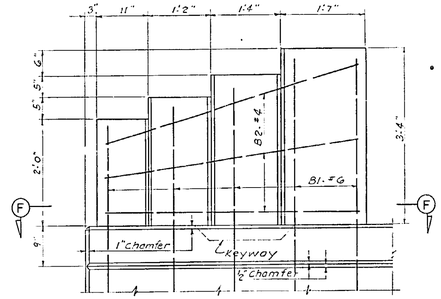
SECTION D-D



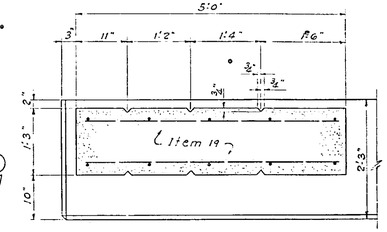
SECTION E-E



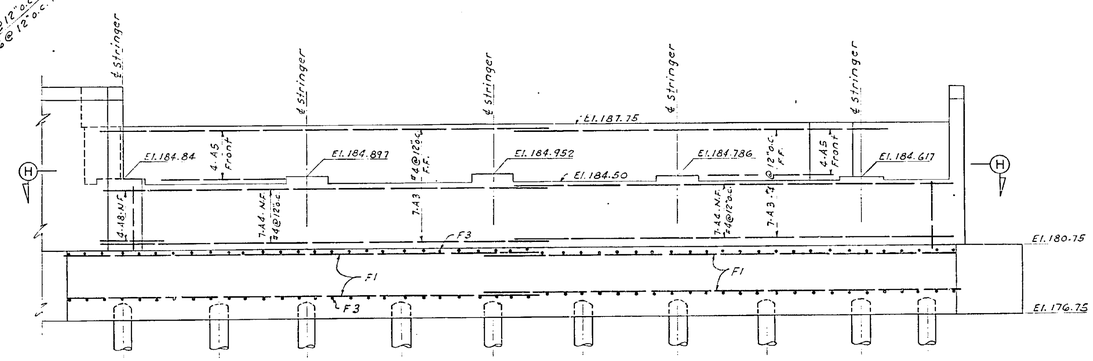
SECTION G-G



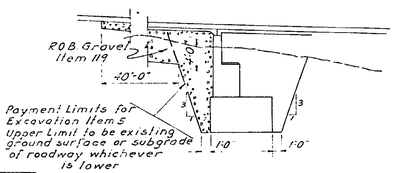
DETAIL OF PYLON
Scale: ¾" = 1'-0"



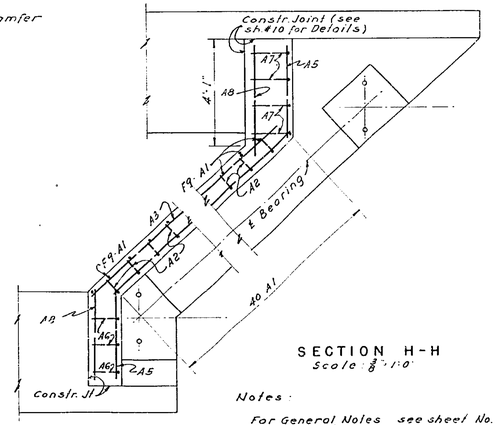
SECTION F-F



ELEVATION C-C



EXCAVATION & BACKFILL DETAIL
Scale: ⅛" = 1'-0"



SECTION H-H
Scale: ⅜" = 1'-0"

Notes

For General Notes see sheet No. 1
For Pile Details " " " 8
For Backwall Details " " " 10

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
NEW BALTIMORE STA. - COEYMANS BR.
S.H. No. 1348 - (Route 144)
Sta. 1150 + 54

WEST ABUTMENT
Scale: ¼" = 1'-0" and as Noted

Designed by _____ Date _____
Drawn by _____ Date _____
Traced by _____ Date _____
Checked by _____ Date _____

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
BY _____
N.Y.S. P.E. LIC. NO. 25130 DATE

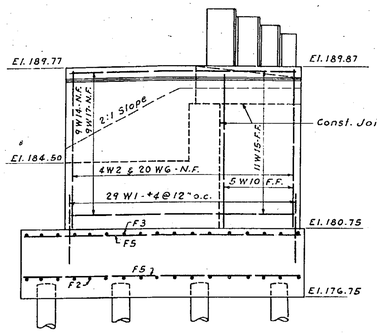
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

Sheet No. 6 of 11

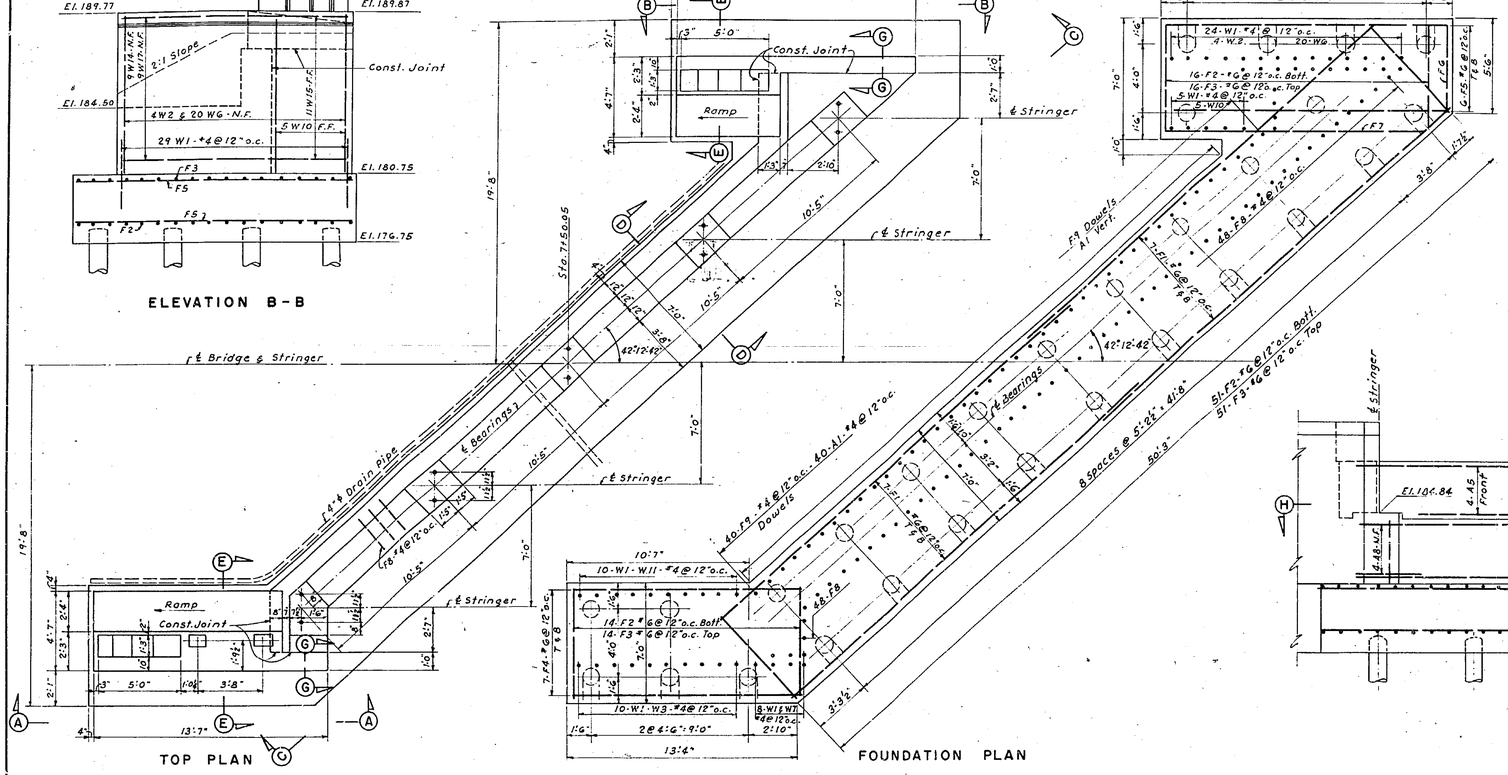
C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
			35	99
N.Y. STATE THRUWAY – CATSKILL SECTION SUB-DIVISION NI-6				

35R



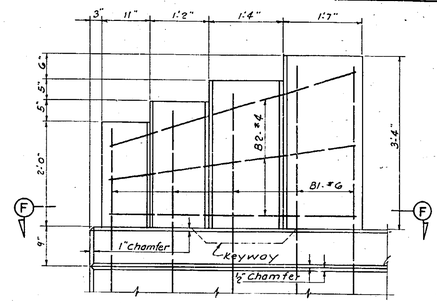
ELEVATION B-B



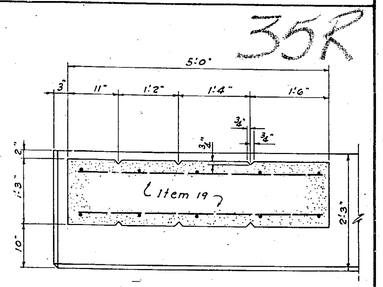
TOP PLAN

FOUNDATION PLAN

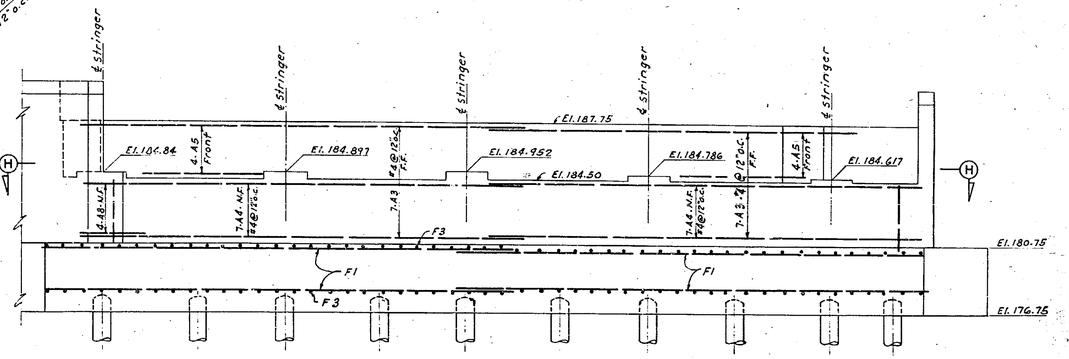
WEST ABUTMENT



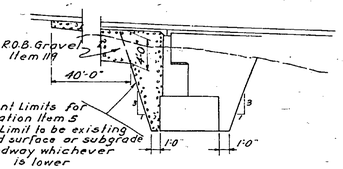
DETAIL OF PYLON
Scale: ¾" = 1'-0"



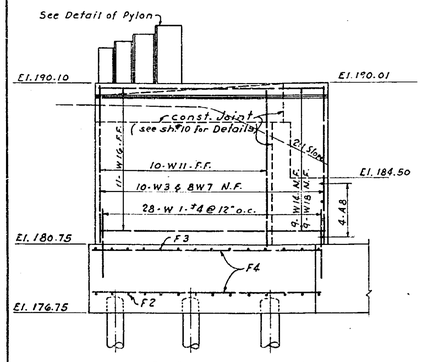
SECTION F-F



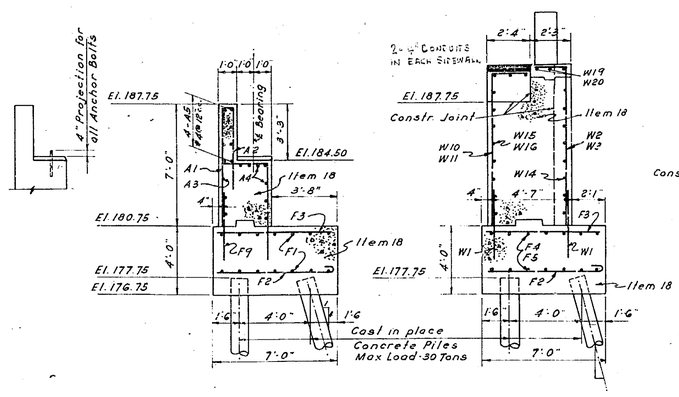
ELEVATION C-C



EXCAVATION & BACKFILL DETAIL
Scale: ⅛" = 1'-0"

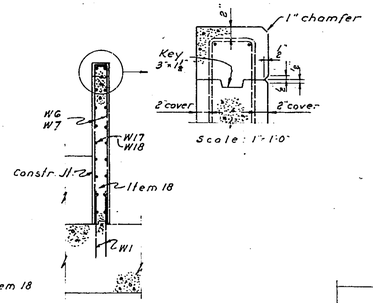


ELEVATION A-A

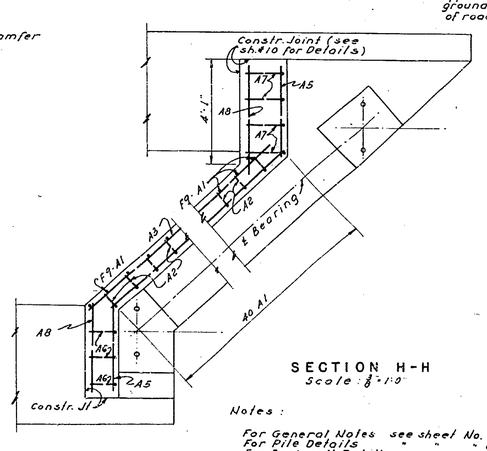


SECTION D-D

SECTION E-E



SECTION G-G
Scale: 1" = 1'-0"



SECTION H-H
Scale: ⅛" = 1'-0"

Notes:
For General Notes see sheet No. 1
For Pile Details " " " 8
For Backwall Details " " " 10

Designed by _____ Date _____
Drawn by _____ Date _____
Traced by _____ Date _____
Checked by _____ Date _____

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
BY _____
N.Y.S. P.E. LIC. NO. 25736 DATE

Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

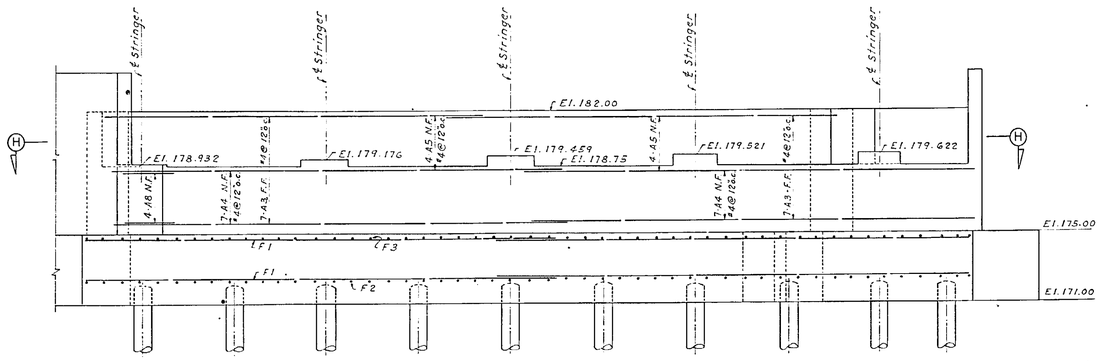
_____ 1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

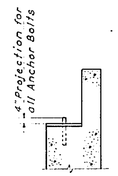
NEW YORK STATE THRUWAY
NEW BALTIMORE STA. - COEYMANS BR.
S.H. No. 1348 - (Route 144)
Sta. 1150 + 54

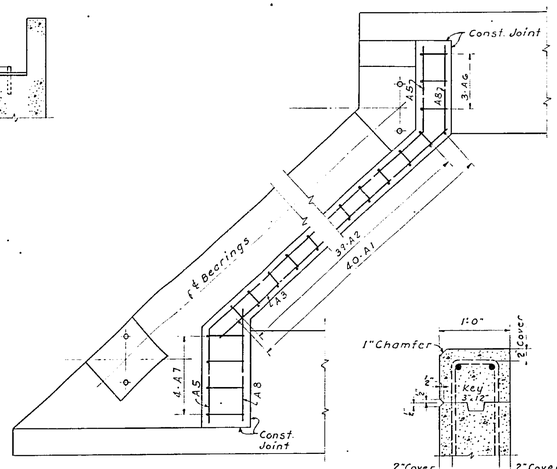
WEST ABUTMENT
Scale: 1/4" = 1'-0" and as Noted

COUNTY			SHEET NO.	TOTAL SHEETS
			36	99
N.Y. STATE THRUWAY - CATSKILL SECTION SUB-DIVISION NI-6				

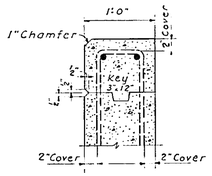


ELEVATION C-C

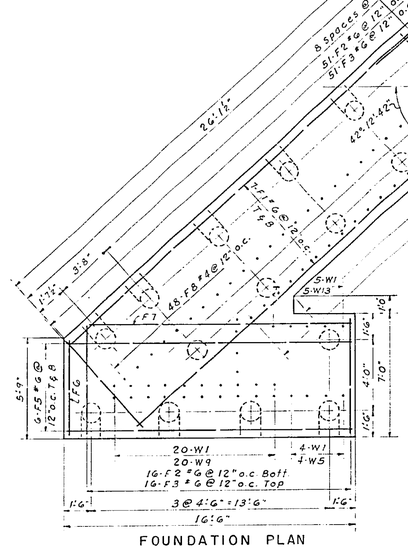




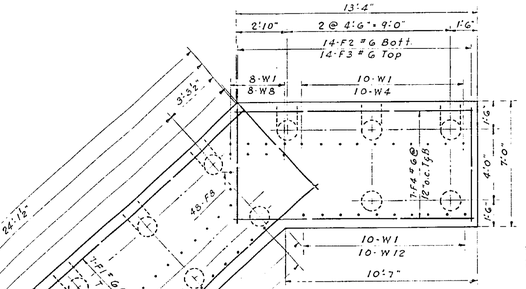
SECTION H-H
Scale 3/8" = 1'-0"



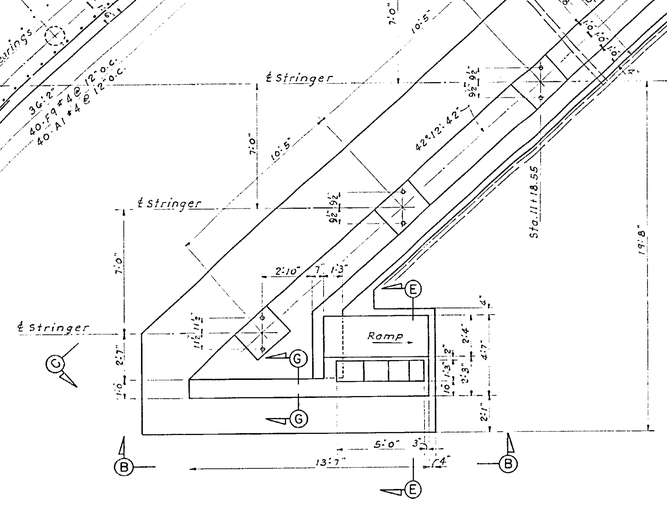
DETAIL "A"
Scale 1" = 1'-0"



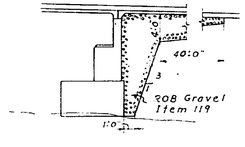
FOUNDATION PLAN



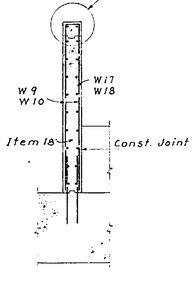
EAST ABUTMENT



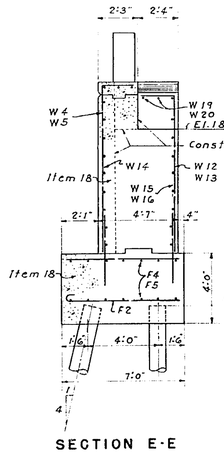
TOP PLAN



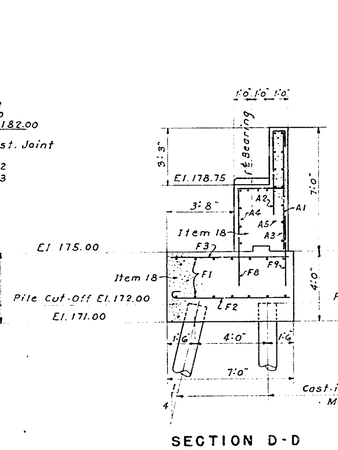
BACKFILL DETAIL



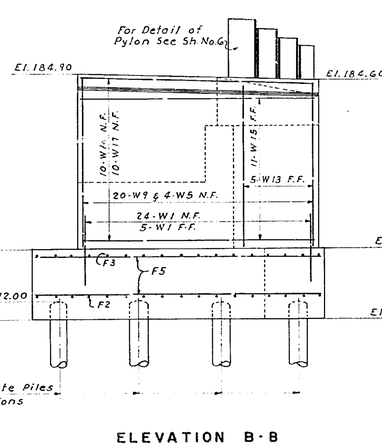
SECTION G-G



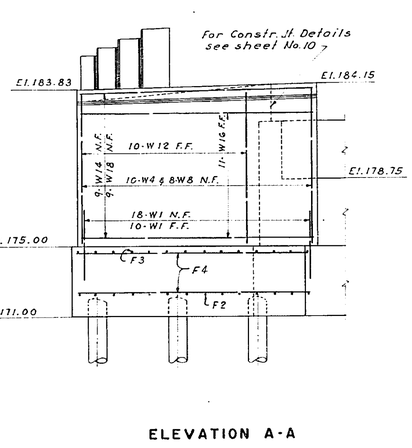
SECTION E-E



SECTION D-D



ELEVATION B-B



ELEVATION A-A

NOTES:
For General Notes See Sheet No. 1.
For Pile Details See Sheet No. 8
For Backwall Details see sheet No. 10

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E 44TH ST. NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
NEW BALTIMORE STA. - COEYMANS BR.
S.H. No. 1348 - (Route 144)
Sta. 1150+54

EAST ABUTMENT
Scale : 1" = 1'-0" and as Noted

Designed by	Date	Revised by	Date Item
Drawn by	Date	Revised by	Date Item
Traced by	Date	Revised by	Date Item
Checked by	Date	Revised by	Date Item

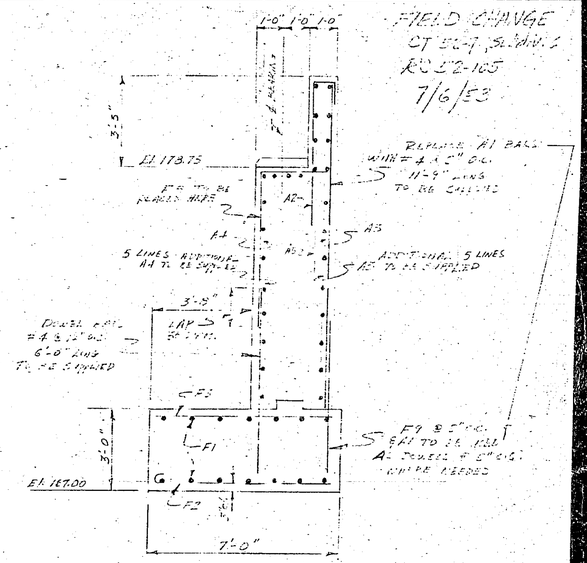
PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS ARCHITECTS
BY _____
N.Y.S. P.E. LIC. NO. 25730 DATE

CT 52-7
36 F/R

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
NEW YORK 17, N. Y.

SUBJECT New Baltimore-Coeymans JOB NO.
Highway
SHEET NO. 1 OF 2
MADE BY RD DATE 7/6/53 CHECKED BY EF DATE 7/6/53

FIELD CHANGE
CT 52-7, Subdiv. 6
RC 52-105
7/6/53

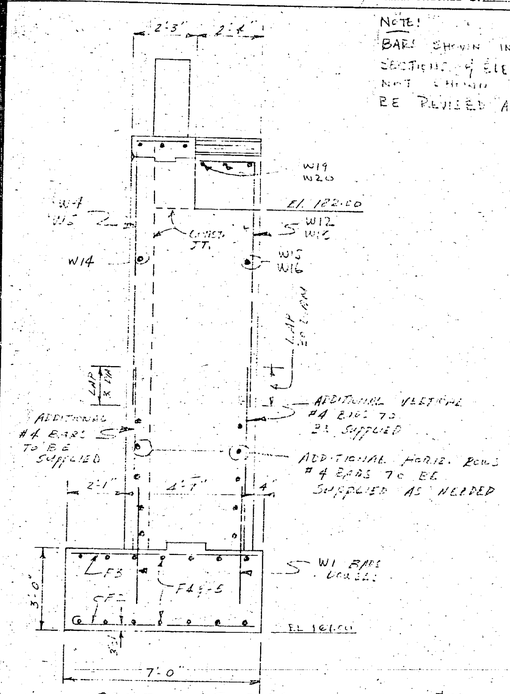


SECTION D-D (As shown on Sheet #7)
EAST ABUTMENT

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
NEW YORK 17, N. Y.

SUBJECT New Baltimore-Coeymans JOB NO.
Highway
SHEET NO. 2 OF 2
MADE BY RD DATE 7/6/53 CHECKED BY EF DATE 7/7/53

NOTE!
BARS SHOWN IN OTHER SECTIONS & ELEVATIONS & NOT SHOWN HERE TO BE REVISED AS REQ'D



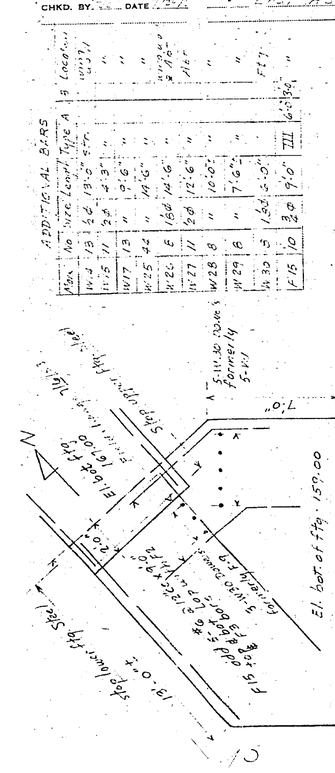
SECTION E-E (As shown on Sheet #7)
EAST ABUTMENT

BY A.F.M. DATE 7/23/53 SUBJECT New Baltimore-Coeymans SHEET NO. 1 OF 2
CHKD. BY RD DATE 7/24/53 East Abutment JOB NO.

ADDITIONAL BARS

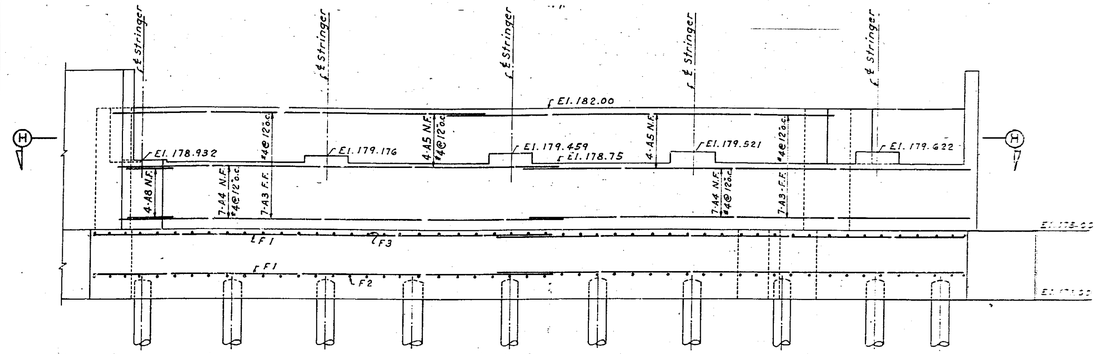
Mark	No.	Size	Length	Type	A	B	C	D
W-4	12	#6	19'-0"	Str.				
W-5	11	#6	5'-6"	"				
W-15	11	#6	6'-6"	"				
W17	18	#5	4'-6"	"				
W25	42	#5	16'-6"	"				
W26	6	#6	16'-6"	"				
W27	11	#7	12'-6"	"				
W28	8	#7	10'-0"	"				
W29	6	#7	7'-6"	"				
W30	5	#7	1'-3"	Str.	1'-3"	9'-0"	1'-3"	9'-0"
F15	10	#5	3'-0"	"	3'-0"			

Note: With exception of changes shown all details to be same as on Contract Plans & as shown on Change #1 & 2 & Subdiv. 6 Revision 7/6/53

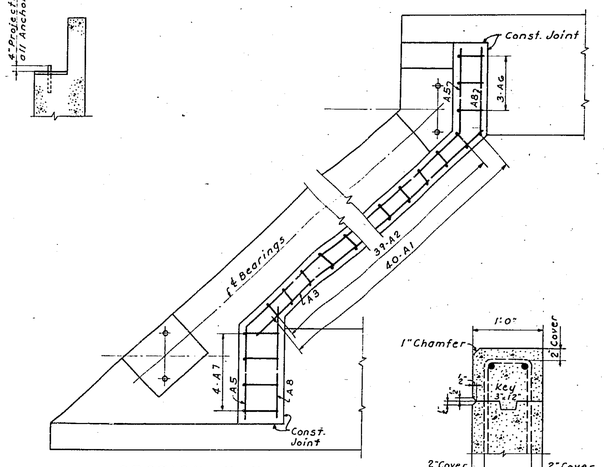

D
D'
El. 159.00
Rock
ELEVATION C-C
El. 137.00
Rock
PART FOUNDATION PLAN
Steel Pipe Piles 12" ø Driven to Rock
Steel Sheet Piling

COUNTY			SHEET NO.	TOTAL SHEETS
			86	99
N.Y. STATE THRUWAY – CATSKILL SECTION SUB-DIVISION NI-6				

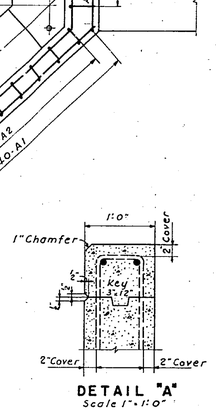
36R



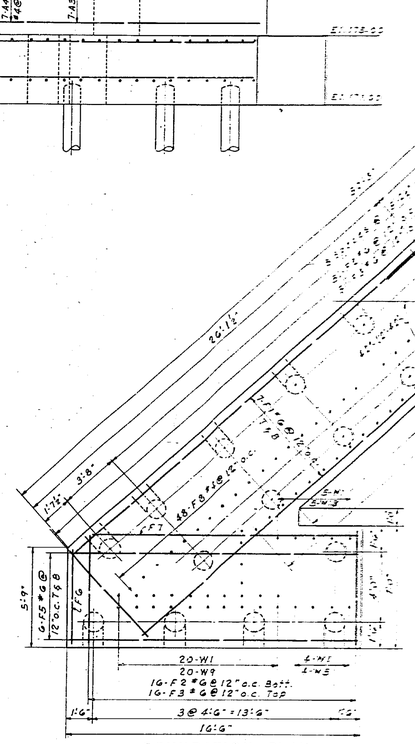
PILES ELIMINATED
ELEVATION C-C



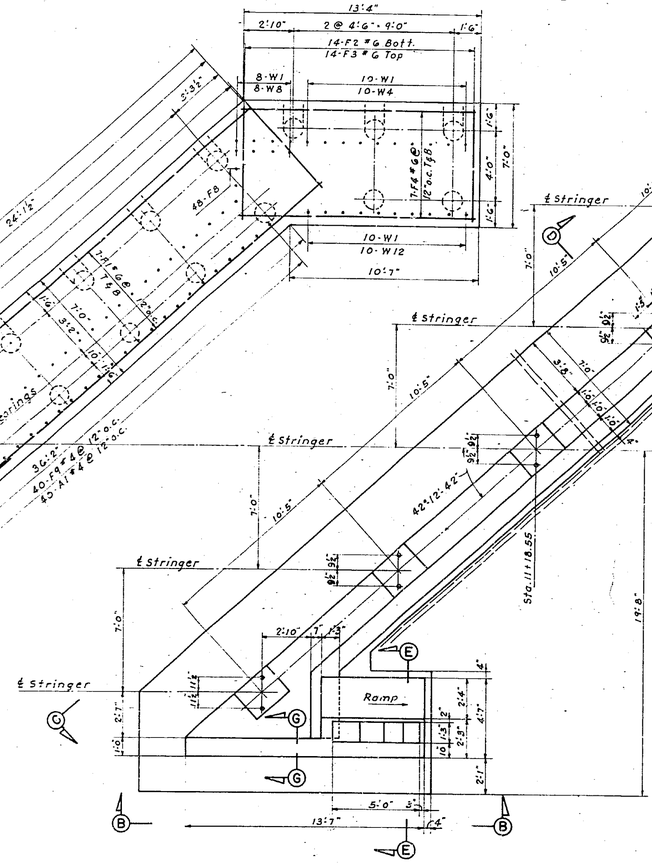
SECTION H-H
Scale 3/8"=1'-0"



DETAIL "A"
Scale 1"=1'-0"

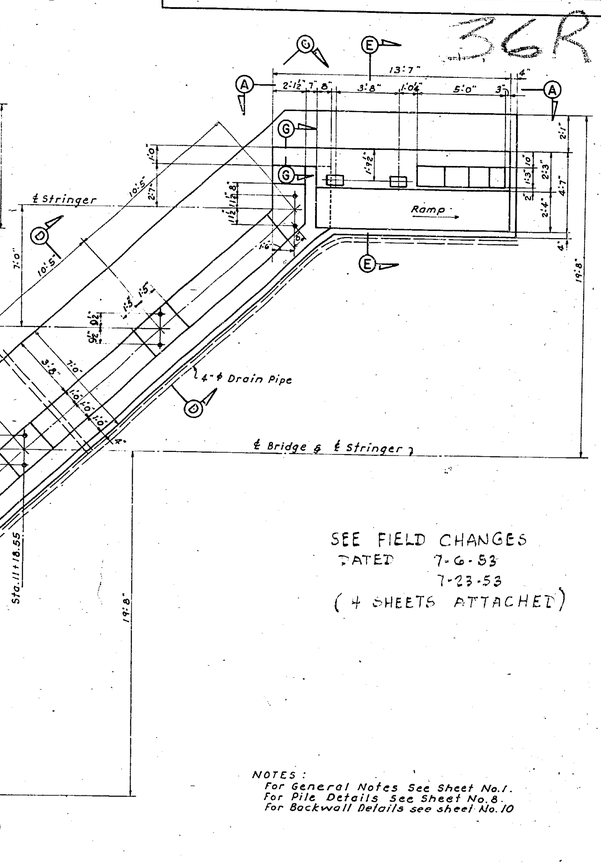


FOUNDATION PLAN
PILES ELIMINATED

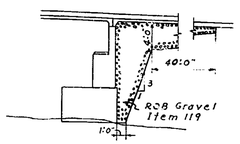


EAST ABUTMENT

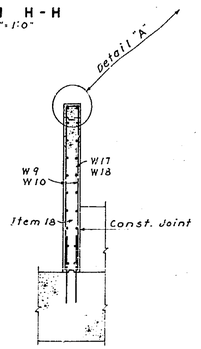
TOP PLAN



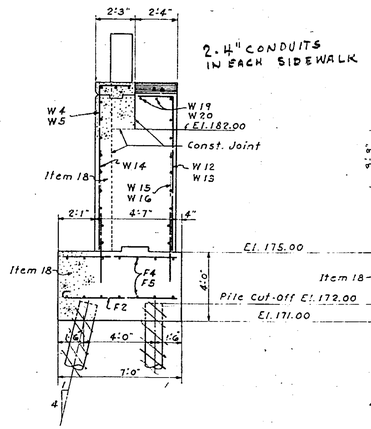
SEE FIELD CHANGES
DATED 7-6-53
7-23-53
(4 SHEETS ATTACHED)



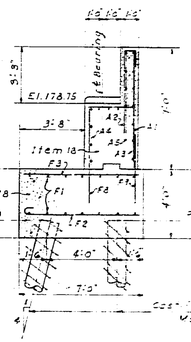
BACKFILL DETAIL



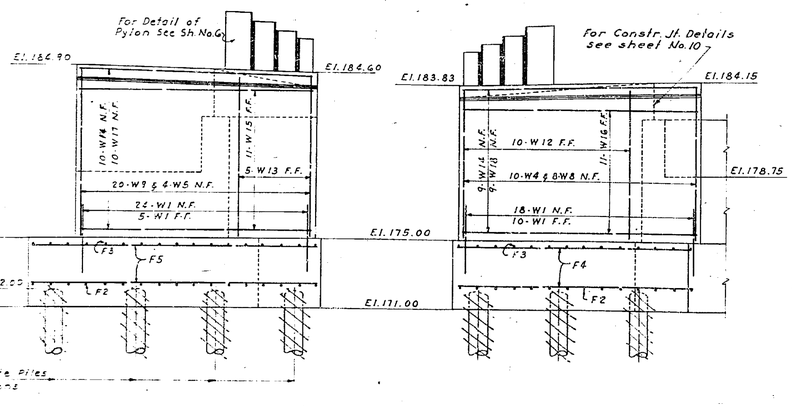
SECTION G-G



SECTION E-E



SECTION D-D



ELEVATION B-B

ELEVATION A-A

NOTES :
For General Notes See Sheet No. 1.
For Pile Details See Sheet No. 8.
For Backwall Details see sheet No. 10

Designed by ____ Date ____
Drawn by ____ Date ____
Traced by ____ Date ____
Checked by ____ Date ____

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS ARCHITECTS
BY: _____
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

_____ 1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E 44TH ST. NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
NEW BALTIMORE STA. – COEYMANS BR.
S.H. No. 1348 – (Route 144)
Sta. 1150+54

EAST ABUTMENT
Scale : 1/4"=1'-0" and as Noted

C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
			37	99
N.Y. STATE THRUWAY – CATSKILL SECTION SUB-DIVISION NI-6				

4-1¼" Anchor Bolts per stringer

Projection 5"

ANCHOR BOLT PLAN

SECTION D-D

SECTION E-E

SECTION F-F

SECTION G-G

PILE REINFORCEMENT

TOP VIEW C – C

SECTION B – B

ELEVATION (Looking West)

Note: All bar reinforcement is symmetrical about ℄ Pier

Pier No.1 - El. 164.50
Pier No.2 - El. 165.00
Pier No.3 - El. 163.50

Pier No.1 - El. 160.50
Pier No.2 - El. 161.00
Pier No.3 - El. 159.50

Pier No.1 El. 161.00
Pier No.2 El. 161.50
Pier No.3 El. 160.00

Cast in place Concrete Piles
Max. Load - 30 Tons

Pile Cut-off

Pier No.1 - 14-P1 - 2-P3 - 2-P4 - 2-P5
Pier No.2 - 14-P2 - 2-P6 - 2-P7 - 2-P8
Pier No.3 - 14-P2 - 2-P6 - 2-P7 - 2-P8

Pier No.1 - 24-P1
Pier No.2 - 24-P2
Pier No.3 - 24-P2

Payment Limits for Bridge Excavation Item 8. Upper limit to be existing ground surface or sub-grade of Roadway whichever is the lower.

ELEVATION A-A

Key 12"×12"×4"

Constr. Jt.

FOOTING PLAN

℄ Pier

Notes:
For General Notes see sh.#1
For Anchor Bolt Det. - " #3

Pier No.1 Thruway Sta. 1149+88.00
Pier No.2 " " 1150+54.67
Pier No.3 " " 1151+21.33

℄ Route 144

Designed by _____ Date _____
Drawn by _____ Date _____
Traced by _____ Date _____
Checked by _____ Date _____

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
BY _____ 11-4-52
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 _____ 1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
NEW BALTIMORE STA. – COEYMANS BR.
S.H. No. 1348 - (Route 144)
Sta. 1150+54

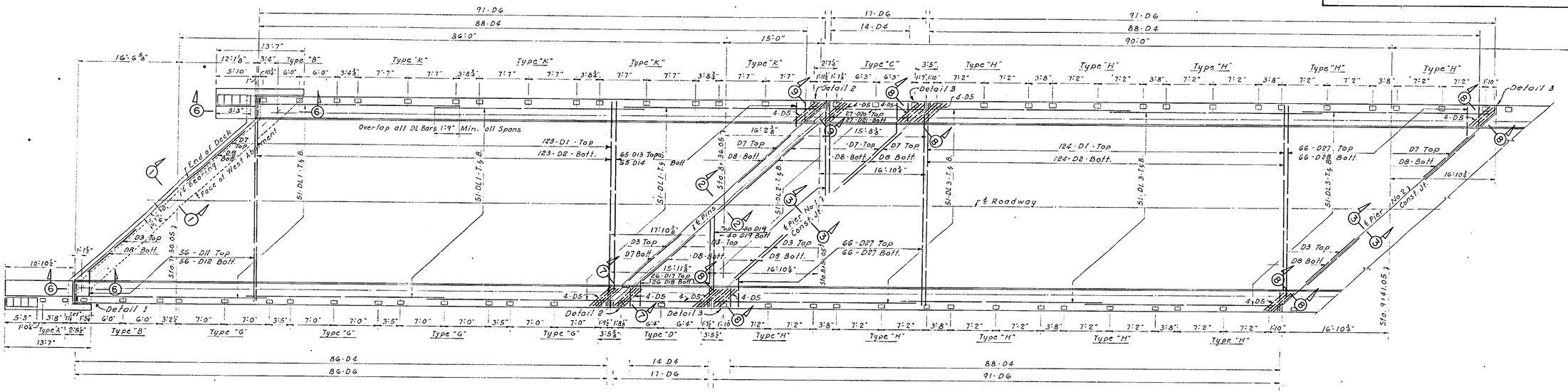
PIERS

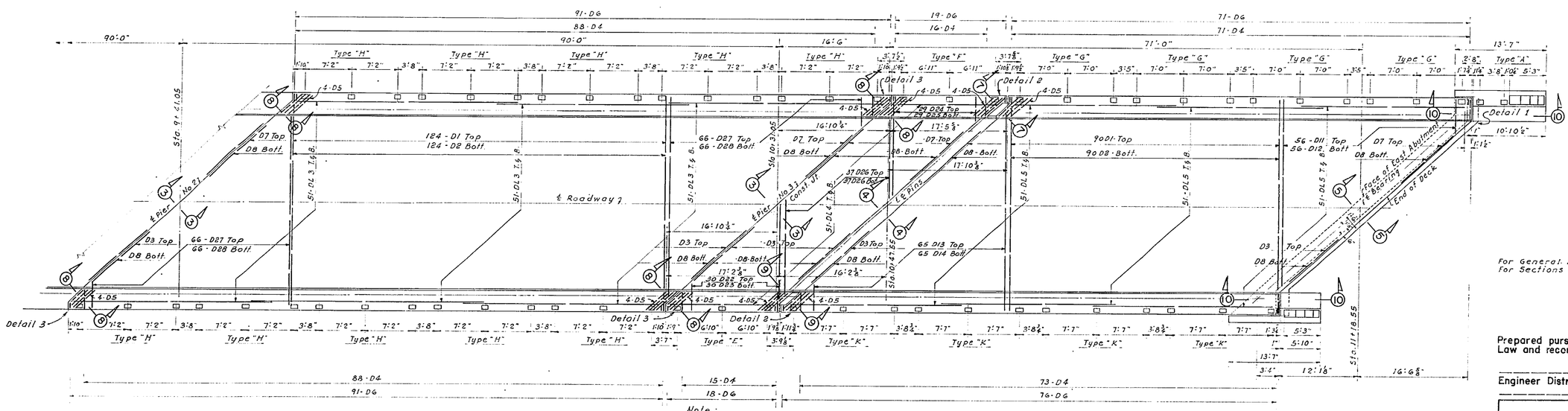
Scale: 3/8" = 1'-0"

45

C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
			38	99
N.Y. STATE THRUWAY – CATSKILL SECTION SUB-DIVISION NI-6				



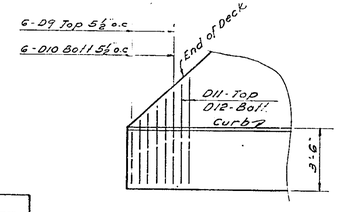


For General Notes See Sheet No. 1
For Sections and Railing Details See Sheet No. 10

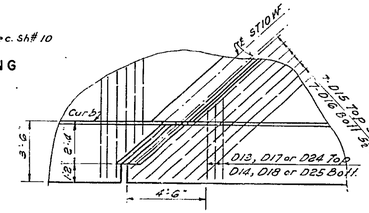
Note:
Types "A" "B" etc refers to Hand Railing panels as shown on sheet No. 10
Bars D1, D2, D5, D7 to D28 are 5½ c.c.
Bars D4 and D6 are 12" c.c.
All DL Bars spaced as shown on Typical Sec. Sh# 10

PLAN OF BRIDGE DECK AND RAILING

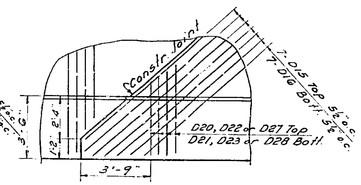
Scale: ⅛"=1'0"



DETAIL 1
Scale: ½"=1'0"



DETAIL 2
Scale: ½"=1'0"



DETAIL 3
Scale: ½"=1'0"

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
NEW BALTIMORE STA.-COEYMANS BR.
S.H. No. 1348 - (Route 144)
Sta. 1150+54

BRIDGE DECK & RAILING
Scale: As Shown

Designed by _____ Date _____
Drawn by _____ Date _____
Traced by _____ Date _____
Checked by _____ Date _____

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
BY G. B. Reichardt 11/21/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

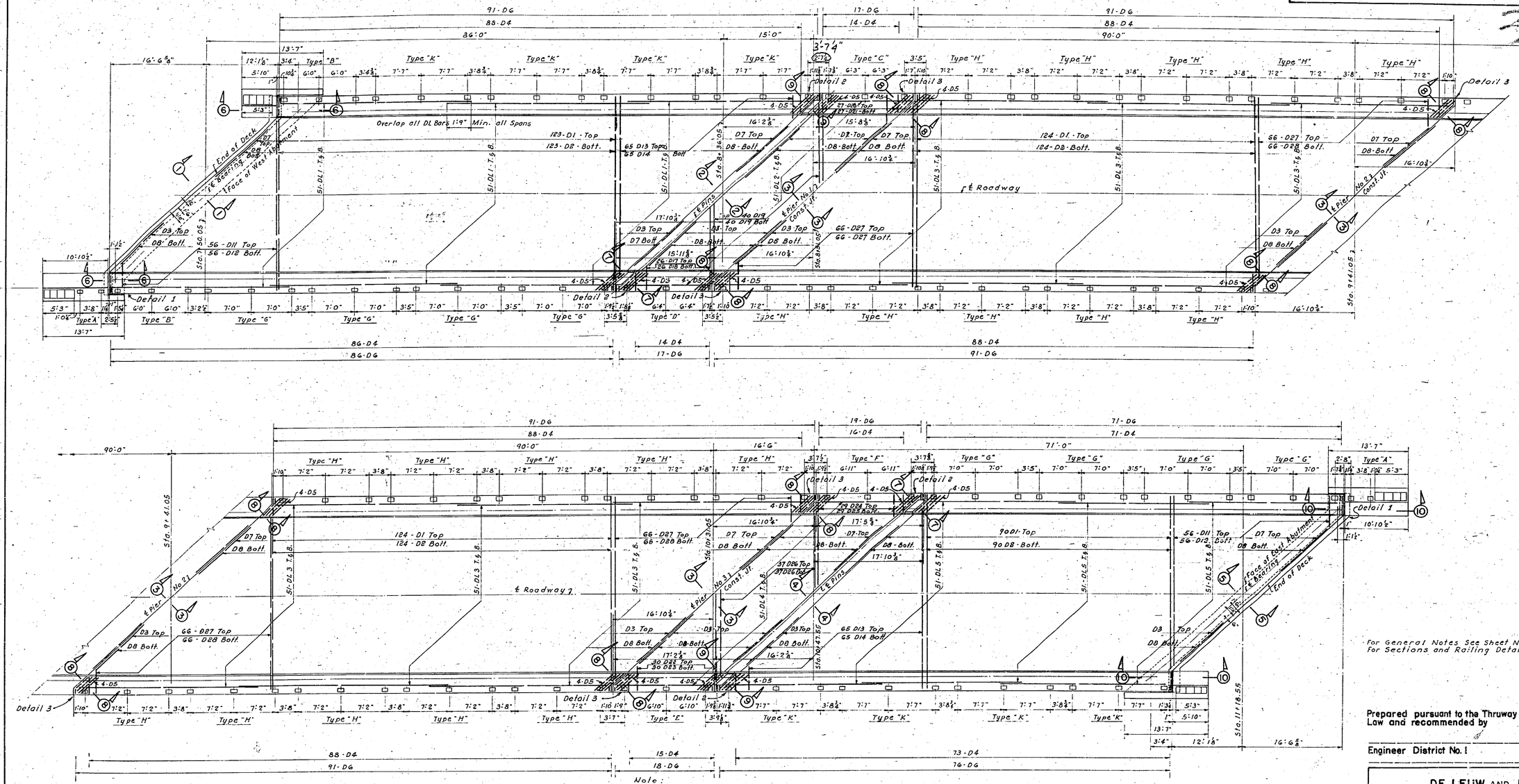
45

C.T. 52-7 S.T. 52-25 I.D. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
			38	99

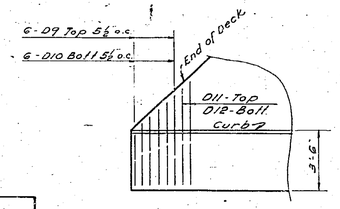
N.Y. STATE THRUWAY — CATSKILL SECTION SUB-DIVISION NI-6

38R



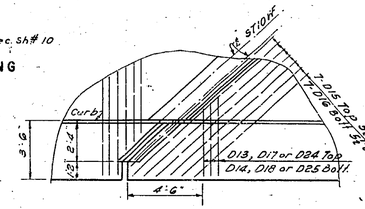
PLAN OF BRIDGE DECK AND RAILING

Scale: ⅛"=1'-0"



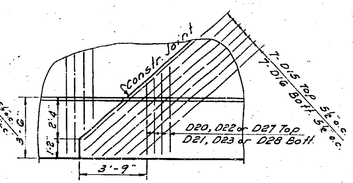
DETAIL 1

Scale: 1"=1'-0"



DETAIL 2

Scale: 1"=1'-0"



DETAIL 3

Scale: 1"=1'-0"

For General Notes See Sheet No.1
For Sections and Railing Details See Sheet No.10

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

1952

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ENGINEERS—ARCHITECTS
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NEW YORK STATE THRUWAY
NEW BALTIMORE STA.-COEYMANS BR.
S.H. No. 1348 - (Route 144)
Sta. 1150+54

BRIDGE DECK & RAILING

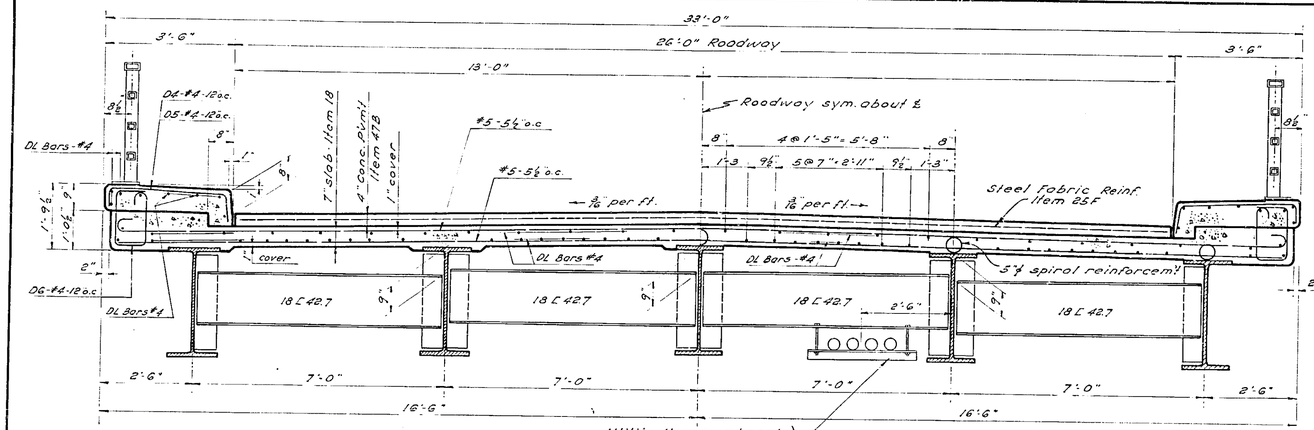
Scale: As Shown

Designed by _____ Date _____
Drawn by _____ Date _____
Traced by _____ Date _____
Checked by _____ Date _____

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
BY _____ 4/11/52
N.Y.S. P.E. LIC. NO. 25130 DATE

Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

COUNTY			SHEET NO.	TOTAL SHEETS
			39	99
N.Y. STATE THRUWAY – CATSKILL SECTION SUB-DIVISION NI-6				

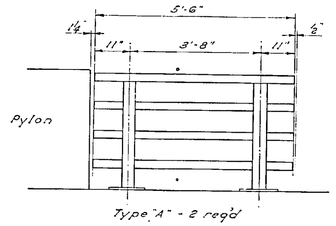


TYPICAL TRANSVERSE SECTION FOR CONTINUOUS SPANS

Scale : ½" = 1'-0"

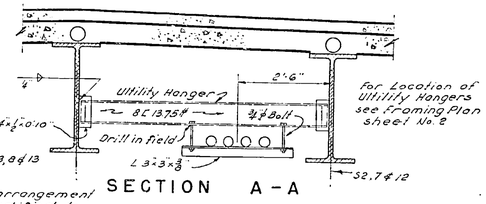
TYPICAL TRANSVERSE SECTION FOR SUSPENDED SPANS

Scale : ½" = 1'-0"



Type "A" - 2 req'd

RAILING PANELS

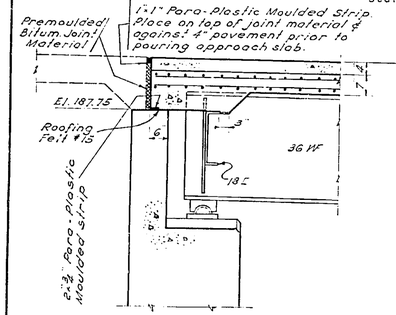


SECTION A-A

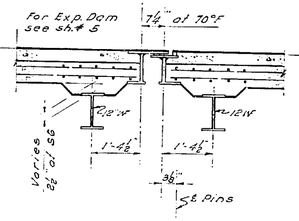
Type "B" - 2 req'd	1'-5½"	6'-0" (14'-11" e.to.e.)	6'-0"	1'-5½"
" "C"-1 "	1'-6½"	6'-3" (15'-7" e.to.e.)	6'-3"	1'-6½"
" "D"-1 "	1'-7"	6'-4" (15'-10" e.to.e.)	6'-4"	1'-7"
" "E"-1 "	1'-8½"	6'-10" (17'-1" e.to.e.)	6'-10"	1'-8½"
" "F"-1 "	1'-9"	6'-11" (17'-4" e.to.e.)	6'-11"	1'-9"
" "G"-8 "	1'-8"	7'-0" (17'-4" e.to.e.)	7'-0"	1'-8"
" "H"-20 "	1'-9½"	7'-2" (17'-11" e.to.e.)	7'-2"	1'-9½"
" "K"-8 "	1'-9⅜"	7'-7" (18'-9⅜" e.to.e.)	7'-7"	1'-9⅜"

RAILING PANELS

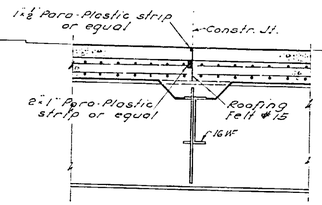
Note : Location & arrangement of hangers may be modified to suit field conditions provided minimum vertical clearances are held.



SECTION 1-1

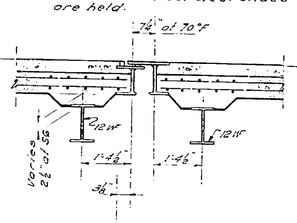


SECTION 2-2

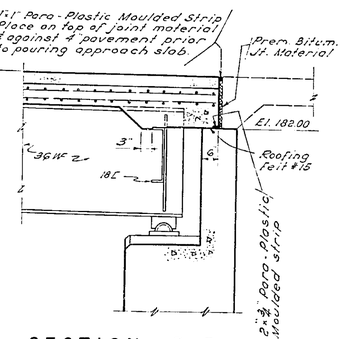


SECTION 3-3

Scale : ½" = 1'-0"

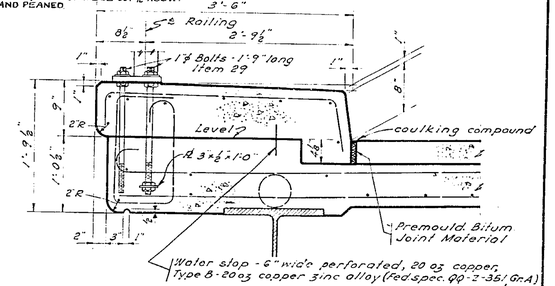


SECTION 4-4



SECTION 5-5

AFTER NUTS HAVE BEEN PLACED AND TIGHTENED TO THE SATISFACTION OF THE ENGINEER, BOLTS SHALL BE CUT ½" ABOVE NUT AND PEANED.

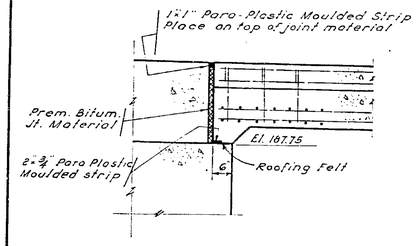


FASCIA DETAIL

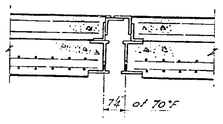
Scale : 1" = 1'-0"

CONSTRUCTION PROCEDURE

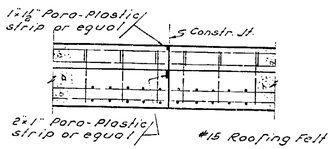
1. Set anchor bolts with template and pour slab.
2. Make two applications of waterproofing oil treatment M41-W to top of slab.
3. Wet down slab as directed by Engineer immediately prior to placing of roadway pavement.
4. Pour roadway pavement.
5. Place lower nut on upper end of anchor bolts.
6. Place railing on lower nuts and adjust to bring railing to line and grade.
7. Place upper nuts on anchor bolts and tighten down on plates.
8. Pour sidewalk to proper line and grade.



SECTION 6-6

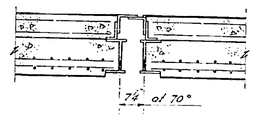


SECTION 7-7

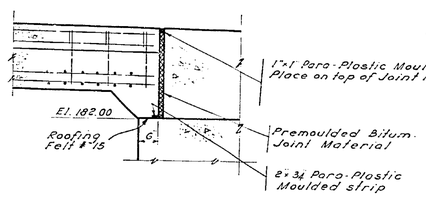


SECTION 8-8

Scale : ½" = 1'-0"



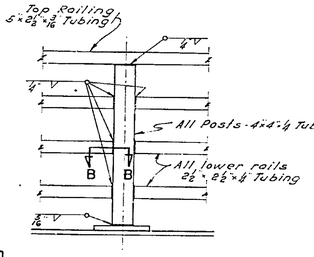
SECTION 9-9



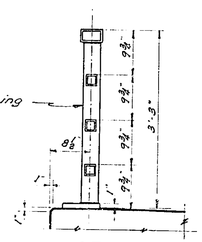
SECTION 10-10

RAILING NOTES

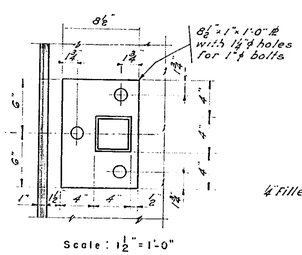
1. All railings to be fabricated & erected so that rails are parallel to each other and to top of fascia and posts are vertical.
2. Dimensions for tubing are outside dimen.
3. All welds to be ground smooth.
4. It is suggested that field measurements be made before shop fabrication is started.
5. Tubular rails, posts & plates are Item 37.
6. Anchor bolts, nuts and washers are Item 29.



RAILING ELEVATION Scale : ¾" = 1'-0"

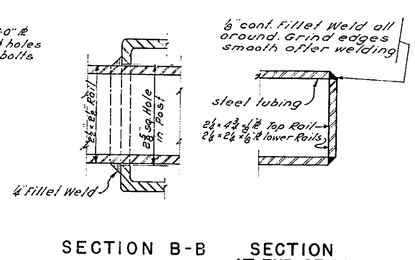


SECTION



Scale : 1½" = 1'-0"

POST BASE PLATE



SECTION B-B SECTION AT END OF RAILS

RAILING DETAILS

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
NEW BALTIMORE STA. - COEYMANS BR.
S.H. No. 1348 - (Route 144)
Sta. 1150+54

DECK & RAILING DETAILS

Scale : As Shown

For General Notes see sheet No. 1
For Framing Plan " " " 2
For Expansion Dam Det. " " " 5
For Location of Deck Sec. " " " 9

Designed by _____ Date _____
Drawn by _____ Date _____
Traced by _____ Date _____
Checked by _____ Date _____

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS - ARCHITECTS
BY _____
N.Y.S. P.E. LIC. NO. 25930 DATE _____

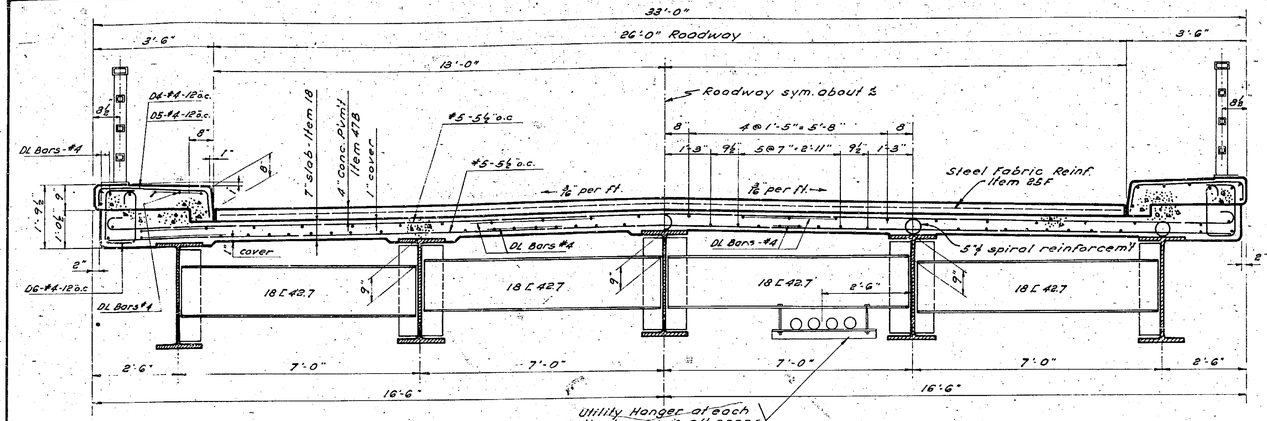
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

C.T. 52-7 S.T. 52-25 R.C. 52-105

39R

COUNTY			SHEET NO.	TOTAL SHEETS
			39	99

N.Y. STATE THRUWAY – CATSKILL SECTION SUB-DIVISION NI-6

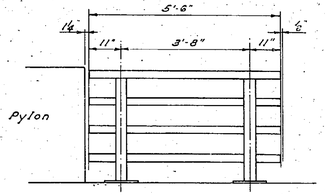


TYPICAL TRANSVERSE SECTION FOR CONTINUOUS SPANS

Scale: ½" = 1'-0"

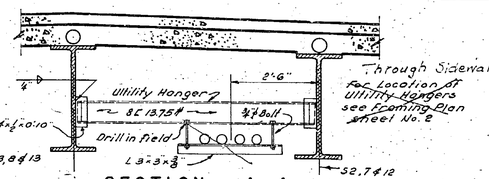
TYPICAL TRANSVERSE SECTION FOR SUSPENDED SPANS

Scale: ½" = 1'-0"



Type "A" - 8 reqd

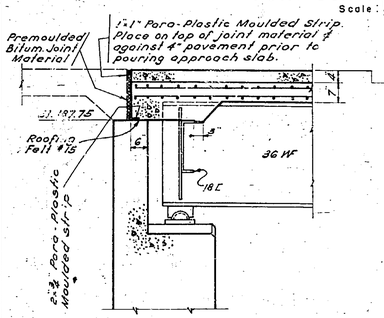
RAILING PANELS



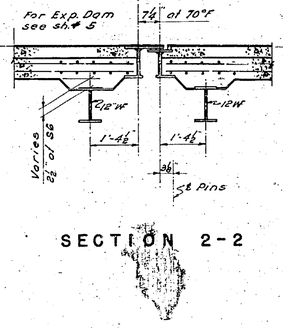
SECTION A-A

Type "B" - 2 reqd	1'-5½"	6'-0"	(14'-11" e. to e.)	6'-0"	1'-5½"
" "C" - 1 "	1'-6½"	6'-3"	(15'-7" e. to e.)	6'-3"	1'-6½"
" "D" - 1 "	1'-7"	6'-4"	(15'-10" e. to e.)	6'-4"	1'-7"
" "E" - 1 "	1'-8½"	6'-10"	(17'-1" e. to e.)	6'-10"	1'-8½"
" "F" - 1 "	1'-9"	6'-11"	(17'-4" e. to e.)	6'-11"	1'-9"
" "G" - 8 "	1'-8"	7'-0"	(17'-4" e. to e.)	7'-0"	1'-8"
" "H" - 20 "	1'-9½"	7'-2"	(17'-11" e. to e.)	7'-2"	1'-9½"
" "K" - 8 "	1'-9⅞"	7'-7"	(18'-9¾" e. to e.)	7'-7"	1'-9⅞"

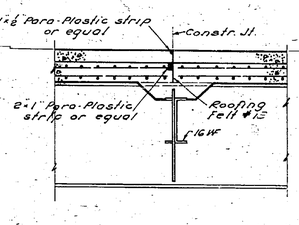
RAILING PANELS



SECTION 1-1

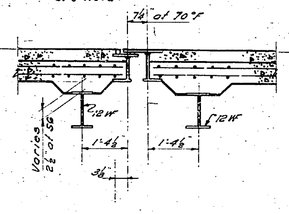


SECTION 2-2



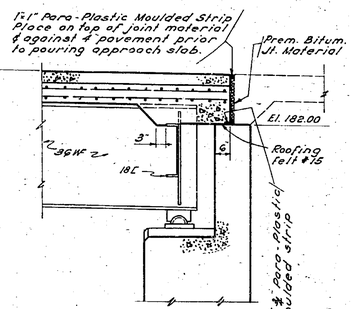
SECTION 3-3

Scale: ½" = 1'-0"

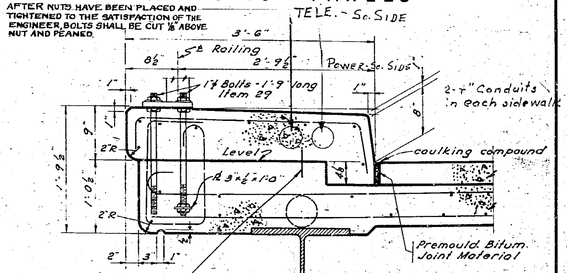


SECTION 4-4

Note: Location & orrangement of hangers may be modified to suit field conditions provided minimum vertical clearances are held.



SECTION 5-5



FASCIA DETAIL

Scale: 1" = 1'-0"

CONSTRUCTION PROCEDURE

1. Set anchor bolts with template and pour slab.
2. Make two applications of waterproofing oil treatment M41-W to top of slab.
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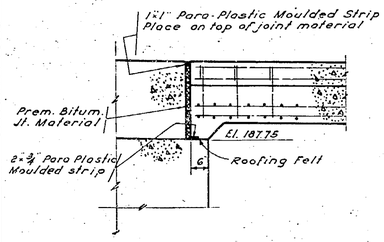
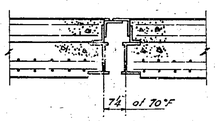
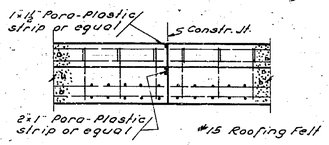


SECTION 6-6

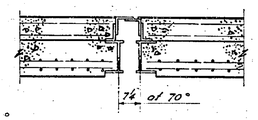


SECTION 7-7

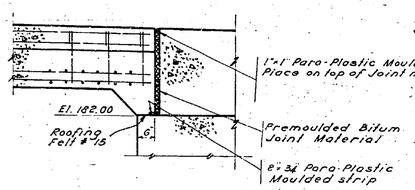


SECTION 8-8

Scale: ½" = 1'-0"



SECTION 9-9



SECTION 10-10

RAILING NOTES

1. All railings to be fabricated & erected so that rails are parallel to each other and to top of fascia and posts are vertical.
2. Dimensions for tubing are outside dimen.
3. All welds to be ground smooth.
4. It is suggested that field measurements be made before shop fabrication is started.
5. Tubular rails, posts & plates are Item 37.
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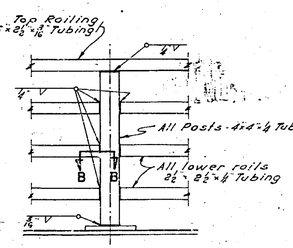
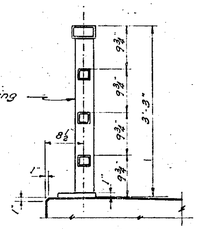
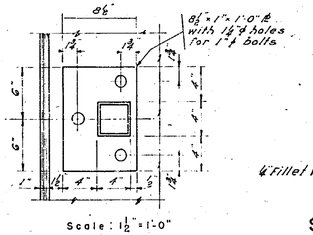


RAILING ELEVATION Scale: ¾" = 1'-0"

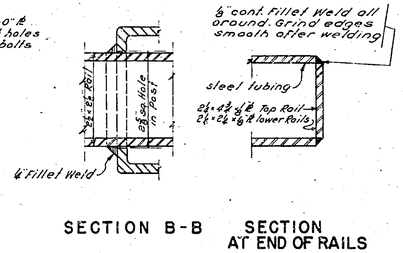


SECTION



Scale: 1½" = 1'-0"

POST BASE PLATE



SECTION B-B SECTION AT END OF RAILS

RAILING DETAILS

For General Notes see sheet No. 1
For Framing Plan " " " 2
For Expansion Dam Det. " " " 6
For Location of Deck Sec. " " " 9

Designed by _____ Date _____
Drawn by _____ Date _____
Traced by _____ Date _____
Checked by _____ Date _____

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL, ENGINEERS – ARCHITECTS
BY _____
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
NEW BALTIMORE STA. - COEYMANS BR.
S.H. No. 1348 - (Route 144)
Sta. 1150+54

DECK & RAILING DETAILS

Scale: As Shown

COUNTY			SHEET NO.	TOTAL SHEETS
			40	99
N.Y. STATE THRUWAY — CATSKILL SECTION SUB DIVISION NI-6				

WEST ABUTMENT

MARK	No.	SIZE	LENGTH	TYPE	A	B	C	LOCATION
F1	28	3/4 sq	26'-6"	Str.				T & B Footing
F2	81	"	7'-3	I	6'6			Bott. Footing
F3	81	"	6'-6"	Str.				Top Footing
F4	14	"	13'-0"	"				T & B "
F5	12	"	16'-0"	"				" "
F6	2	"	5'-0"	"				" " N.W. corner
F7	2	"	14'-6"	"				" " " "
F8	48	1/2 sq	8'-2"	II	5'-7	2'-7		Vert. Abut. face
F9	40	"	4'-0	Str.				Abut. Dowels
A1	40	"	6'-9"	"				Vert. Backwall
A2	39	"	6'-8	XI	5'-0 5/8	0'-7 5/8	1'-0"	" "
A3	14	"	20'-0"	Str.				Horz. "
A4	14	"	25'-0"	"				" Abut. face & Bridge Seat
A5	8	"	24'-0"	III	20'-6	3'-6		" Backwall
A6	3	"	6'-7	II	5'-7	1'-0"		Vert. "
A7	4	"	7'-2	II	5'-7	1'-7		" "
A8	6	"	3'-6"	Str.				Horz. " & Abut. Face
W1	57	"	4'-0"	"				W.W. Dowels
W2	4	"	10'-9"	II	8'-10	1'-11"		Vert. N.W. W.W.
W3	10	"	11'-0"	II	9'-1"	1'-11"		" S.W. W.W.
W6	20	"	9'-6"	"	8'-10	0'-8		" N.W. " "
W7	8	"	9'-9	"	9'-1	0'-8		" S.W. " "
W10	5	"	10'-1"	"	8'-1	2'-0"		" N.W. " "
W11	10	"	10'-4"	"	8'-4	2'-0		" S.W. " "
W14	18	"	13'-0"	Str.				Horz. N.W. & S.W. W.W.
W15	11	"	4'-3"	"				" N.W. W.W.
W16	11	"	10'-0"	"				" S.W. " "
W17	9	"	9'-6"	"				" N.W. " "
W18	9	"	3'-6"	"				" S.W. " "
W19	2	"	5'-6"	"				" N.W. " "
W20	2	"	9'-6"	"				" S.W. "

EAST ABUTMENT

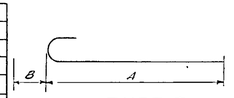
MARK	No.	SIZE	LENGTH	TYPE	A	B	C	LOCATION
F1	28	3/4 sq	26'-6"	Str.				T & B Footing
F2	81	"	7'-2"	I	6'6			Bott. "
F3	81	"	6'-6"	Str.				Top "
F4	14	"	13'-0"	"				T & B. "
F5	12	"	16'-0"	"				" "
F6	2	"	5'-0"	"				" " S.E. corner
F7	2	"	14'-6"	"				" " " "
F8	48	1/2 sq	8'-2"	II	5'-7	2'-7		Vert. Abut. Face
F9	40	"	4'-0"	Str.				Abut. Dowels
A1	40	"	6'-9"	"				Vert. Backwall
A2	39	"	6'-8	XI	5'-0 5/8	0'-7 5/8	1'-0"	Vert. "
A3	14	"	20'-0"	Str.				Horz. "
A4	14	"	25'-0"	"				" Abut. Face & Br. Seat
A5	8	"	24'-0"	III	20'-6	3'-6		" Backwall
A6	3	"	6'-7	II	5'-7	1'-0"		Vert. "
A7	4	"	7'-2	"	5'-7	1'-7		" "
A8	6	"	3'-6"	Str.				Horz. " & Abut. Face
W1	57	"	4'-0"	"				W.W. Dowels
W4	10	"	10'-7"	II	8'-8	1'-11"		Vert. N.E. W.W.
W5	4	"	11'-4"	"	9'-5	1'-11		" S.E. "
W8	8	"	9'-4"	"	8'-8	0'-8		" N.E. "
W9	20	"	10'-1"	"	9'-5	0'-8		" S.E. "
W12	10	"	9'-11	"	7'-11	2'-0"		" N.E. "
W13	5	"	10'-8"	"	8'-8	2'-0"		" S.E. "
W14	19	"	13'-0"	Str.				Horz. N.E. & S.E. W.W.
W15	11	"	4'-3"	"				" S.E. W.W.
W16	11	"	10'-0"	"				" N.E. "
W17	10	"	9'-6"	"				" S.E. "
W18	9	"	3'-6"	"				" N.E. "
W19	2	"	5'-6"	"				" S.E. "
W20	2	"	9'-6"	"				" N.E. "
B1	40	3/4 sq	5'-8"	Str.				Vert. Pylons
B2	24	"	4'-9"	"				Horz. "

P I E R S

MARK	No.	SIZE	LENGTH	TYPE	A	B	C	LOCATION
F20	276	3/4 sq	10'-10"	X	9'-6	0'-8		Ext. Col. Footings - Piers 1, 2 & 3
F21	69	7/8 sq	13'-2"	"	11'-6	0'-10		Center Col. " " " " "
F22	60	3/4 sq	9'-10"	"	8'-6	0'-8		" " " " " " "
F23	192	1 3/8 sq	8'-6"	II	7'-6	1'-0"		Column Footing Dowels
P1	52	1 3/8 sq	17'-7"	Str.				Vert. in Cols. Pier 1
P2	104	"	15'-10"	"				" " " " 2 & 3
P3	4	"	23'-0"	XII	17'-1	5'-0		" " Ext. Cols. " 1
P4	4	"	22'-3"	"	"	4'-3"		" " " " 1
P5	4	"	21'-6"	"	"	3'-6		" " " " 1
P6	8	"	21'-3"	"	15'-4	5'-0		" " " " 2 & 3
P7	8	"	20'-6"	"	15'-4	4'-3"		" " " " 2 & 3
P8	8	"	19'-9"	"	15'-4	3'-6		" " " " 2 & 3
P9	39	1/2 sq	10'-8"	VIII	3'-2	0'-4"		Horz. Ties in Cols " 1
P10	66	"	10'-8"	"	3'-2	0'-4		" " " " Piers 2 & 3
P11	24	1 3/8 sq	24'-3"	Str.				Horz. Top Pier Caps " 1, 2 & 3
P12	18	"	20'-0"	"				" " " " 1, 2 & 3
P13	30	"	23'-10"	"				" Bott. " " " 1, 2 & 3
P14	24	"	15'-3"	"				" " " " 1, 2 & 3
P15	36	1/2 sq	19'-0"	"				" Spacers " " 1, 2 & 3
P16	30	"	8'-10"	IX	2'-0	3'-1"		" Spacers " " " 1, 2 & 3
P17	156	"	14'-4"	XIII	3'-1	3'-7	0'-6	Vert. Str. " " " 1, 2 & 3
P18	174	"	7'-8"	XIII	2'-8	2'-6"		Ties - Top " " 1, 2 & 3
P19	6	"	7'-4"	"	2'-4	2'-6"		" " " " 1, 2 & 3
P20	6	"	6'-5"	"	1'-5	2'-6"		" " " " 1, 2 & 3
P21	45	"	10'-0"	Str.				Horz. " " " 1, 2 & 3
P22	18	"	6'-0"	"				" " " " 1, 2 & 3
P23	12	"	5'-3"	"				" " " " 1, 2 & 3
F10	324	3/4 sq	27'-4"	I	26'-8	0'-8"		Vert. in Vert. Piles
F11	564	"	37'-4"	I	36'-8	0'-8"		" " Batter Piles
F12	4640	1/2 sq	2'-10"	XIV				Horz. Ties in Piles

SUPERSTRUCTURE

MARK	No.	SIZE	LENGTH	TYPE	A	B	LOCATION
D1	461	5/8 sq	33'-7"	X	32'-5	7	Transverse - Top of slab susp. spans & E. 95' spans
D2	461	"	32'-5"	STR			Transverse - Bottom of slab susp. spans & E. 95' spans
D3	12	"	27'-3"	X			Transverse - Top of slab all spans
D4	729	1/2 sq	4'-5"	XI	3'-2"		Transverse - sidewalk all spans
D5	80	"	5'-11"	XI	4'-8"		"
D6	759	"	5'-1"	XII			"
D7	12	5/8 sq	24'-9"	I	24'-2"	7	Transverse - Top of slab all spans
D8	24	"	24'-2"	Str.			Transverse - Bottom of slab all spans
D9	12	"	4'-6" to 6'-7"	X	3'-4" to 5'-5	7	Bars vary by 5" 1 ea. length Top of slab - susp. spans
D10	12	"	3'-4" to 5'-5"	Str.			Bars vary by 5" 2 ea. length Bottom of slab - susp. spans
D11	112	"	6'-5" to 29'-4"	I	5'-10" to 28'-9	7	Bars vary by 5" - 2 ea. length Top of slab - susp. spans
D12	112	"	5'-0 to 28'-9	Str.			Bars vary by 5" - 2 ea. length Bottom of slab - susp. spans
D13	130	"	4'-11" to 31'-7"	I	4'-4" to 31'-0	7	Bars vary by 2" - 2 ea. length Top of slab - susp. spans
D14	130	"	4'-4" to 31'-0"	Str.			Bars vary by 2" - 2 ea. span Bottom of slab - susp. spans
D15	42	"	8'-0"	I	7'-5"	7	Transverse - Top of slab all spans
D16	42	"	7'-5"	Str.			Transverse - Bottom of slab all spans
D17	26	"	4'-11" to 13'-4	I	4'-4" to 14'-9	7	Bars vary by 5" - 1 ea. length Top of slab - West Cantilever span
D18	26	"	4'-4" to 14'-9"	Str.			Bars vary by 5" - 1 ea. length Bottom of slab - West Cant. Span
D19	80	"	13'-6"	"			T-Spacers - T & B. slab West Cantilever span
D20	27	"	4'-11" to 15'-9"	I	4'-4" to 15'-8	7	Bar vary by 5" - 1 ea. length Bottom of slab West Cant. Span
D21	27	"	4'-4" to 15'-2"	Str.			Bars vary by 5" - 1 ea. length Bottom of slab - West Cant. Span
D22	30	"	4'-11" to 17'-0"	I	4'-4" to 16'-5	7	Bars vary by 5" 1 ea. length Top of slab - East Cantilever Span
D23	30	"	4'-4" to 16'-5"	Str.			Bars vary by 5" 1 ea. length Bottom of slab - East Cant. Span
D24	29	"	4'-11" to 16'-7"	I	4'-4" to 16'-0	7	Bars vary by 5" - 1 ea. length Top of slab - East Cant. Span
D25	29	"	4'-4" to 16'-0"	Str.			Bars vary by 5" - 1 ea. length Bottom of slab - East Cant. Span
D26	74	"	15'-0"	"			Transverse - T & B slab East Cantilever Span
D27	264	"	4'-11" to 32'-0"	I	4'-4" to 31'-5	7	Bars vary by 5" - 2 ea. length Top of slab 90'-0" spans
D28	264	"	4'-4" to 31'-5"	Str.			Bars vary by 5" - 2 ea. length Bottom of slab - 90'-0" spans
DL1	228	1/2 sq	31'-6"	"			Longitudinal T & B - 86'-0" susp. spans
DL2	76	"	15'-3"	"			" " 15'-0" Cant. Span
DL3	456	"	32'-6"	"			" " 90'-0" Cant. Span
DL4	76	"	16'-9"	"			" " 16'-6" Cant. Span
DL5	152	"	26'-0"	"			" " 17'-0 Susp. Span



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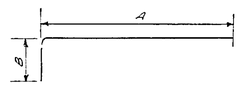

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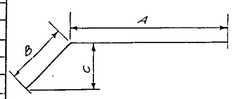

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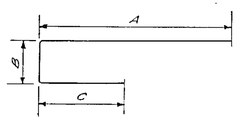

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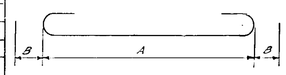

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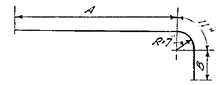

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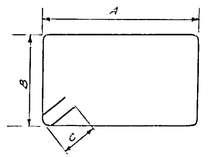

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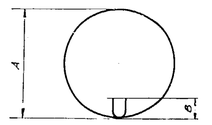

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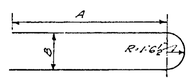

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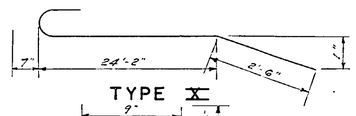

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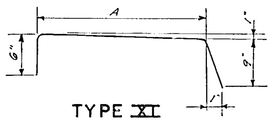

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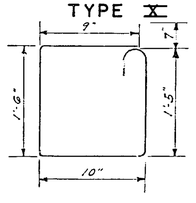

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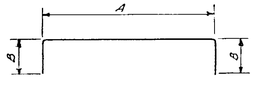


TYPE XIII

SUMMARY OF QUANTITIES
SUBSTRUCTURE & SUPERSTRUCTURE

ITEM No.	ITEM		QUANTITY NEAT	QUANTITY ROUND
	COMBINED TOTALS			
5	Bridge Excavation	C.Y.	585	600
10YRA	4" Pipe Underdrain, Optional	L.F.	146	150
15-2	Portland Cement Type 2	Bbl.	1942	2025
15-N	Natural Cement Type N	Bbl.	274	290
18	Class I-A Concrete for Structures	C.Y.	1183	1240
19	Class I-A Concrete for Railings	C.Y.	2.6	3
25F	Steel Fabric Reinforcement	S.Y.	1235	1250
28	Bar Reinforcement for Structures	Lb.	185210	185500
28B	Spiral Bar Shear Connectors	Lb.	2050	2100
29	Structural Steel	Lb.	584480	585000
37	Metal Railing	L.F.	755	755
47B	Cement Concrete Pavement	C.Y.	119	120
85C	Cast-in-place Concrete Piles	L.F.	9730	10000
87	Furnishing Equipment for Driving Piles	L.F.	NEC.	NEC.
119	Run of Bank Gravel Fill	C.Y.	580	600
79	Dry Stone Paving	S.Y.	855	900
121	Top soil placed from Stockpiles	C.Y.	140	150
123B	Seeding on Prepared Areas	Acre	0.09	0.10
124	Sodding	S.Y.	203	210
	SUBSTRUCTURE			
5	Bridge Excavation	C.Y.	585	600
10YRA	4" Pipe Underdrain, Optional	L.F.	146	150
15-2	Portland Cement Type 2	Bbl.	1205	1265
15-N	Natural Cement Type N	Bbl.	170	180
18	Class I-A Concrete for Structures	C.Y.	808	850
28	Bar Reinforcement for Structures	Lb.	103240	103500
85C	Cast-in-place Concrete Piles	L.F.	9730	10000
87	Furnishing Equipment for Driving Piles		L.S.	L.S.
119	Run of Bank Gravel Fill	C.Y.	580	600
	SUPERSTRUCTURE			
15-2	Portland Cement Type 2	Bbl.	737	760
15-N	Natural Cement Type N	Bbl.	104	110
18	Class I-A Concrete for Structures	C.Y.	375	390
19	Class I-A Concrete for Railing	C.Y.	2.6	3
25F	Steel Fabric Reinforcement	S.Y.	1235	1250
28	Bar Reinforcement for Structures	Lb.	81970	82000
28B	Spiral Bar Shear Connectors	Lb.	2050	2100
29	Structural Steel	Lb.	584480	585000
37	Metal Railing	L.F.	755	755
47B	Cement Concrete Pavement	C.Y.	119	120
79	Dry Stone Paving	S.Y.	855	900
121	Topsoil placed from Stockpiles	C.Y.	140	150
123B	Seeding on Prepared Areas	Acre	0.09	0.10
124	Sodding	S.Y.	203	210
* 77S	Temporary Structures and Approaches	L.S.	NEC.	NEC.
* 200S	Supports for Utilities	L.S.	NEC.	NEC.

Prepared pursuant to the Thruway Law and recommended by

_____

Engineer District No. 1

_____ 1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y

NEW YORK STATE THRUWAY.
NEW BALTIMORE STA. – COEYMANS BR.
S.H. No. 1348 – (Route 144)
Sta. 1150 + 54

BAR LISTS & QUANTITIES

No Scale

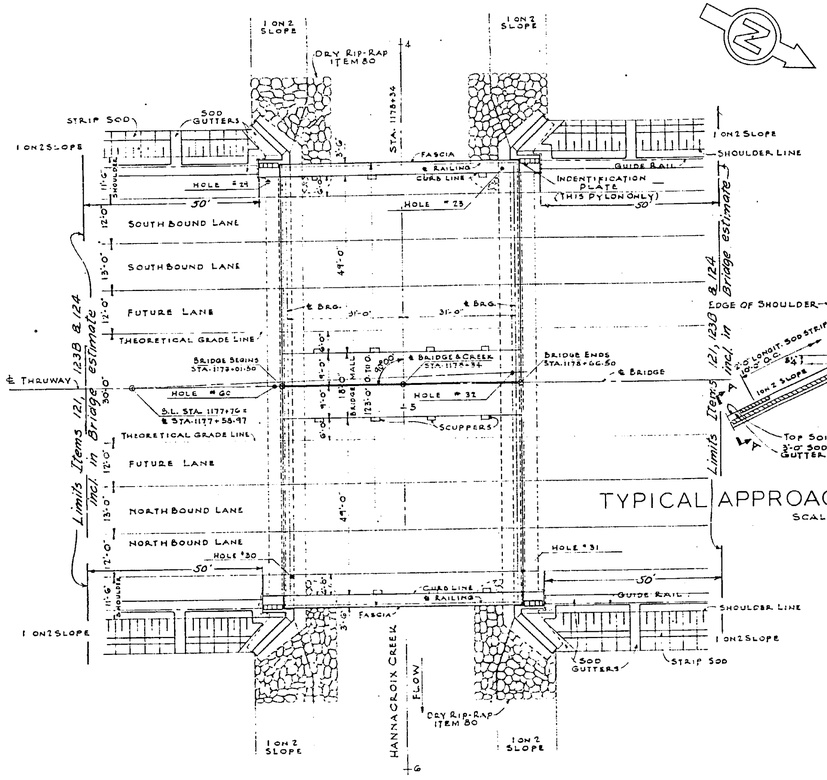
Designed by _____ Date _____
Drawn by _____ Date _____
Traced by _____ Date _____
Checked by _____ Date _____

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
BY _____, 21, 52
N.Y.S. P.E. LIC NO. 25930 DATE

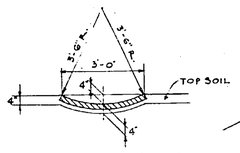
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

C.T. 52-7. S.T. 52 2E R.C. 52-105

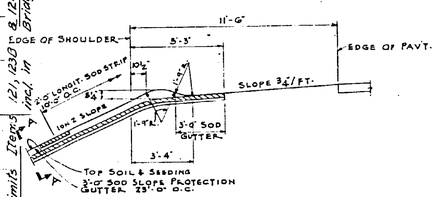
COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			41	99
N.Y. STATE THRUWAY — CATSKILL SECTION			SUB-DIVISION NI-6	



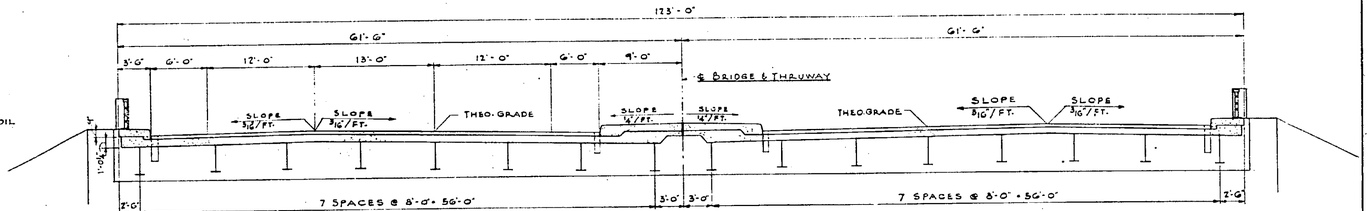
PLAN
SCALE 1" = 20'



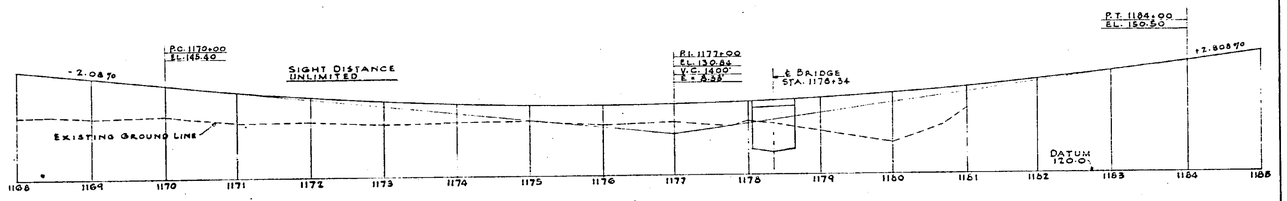
SECTION A-A
SCALE: 3/8" = 1'-0"



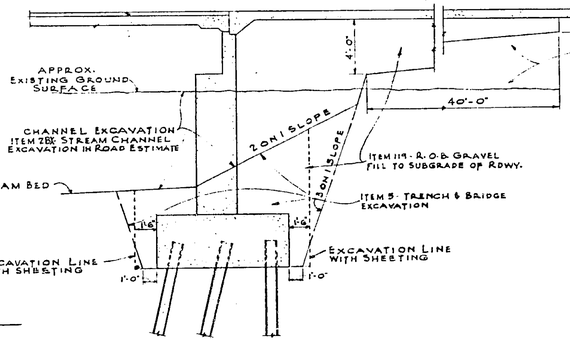
TYPICAL APPROACH SHOULDER SECTION
SCALE: 1/4" = 1'-0"



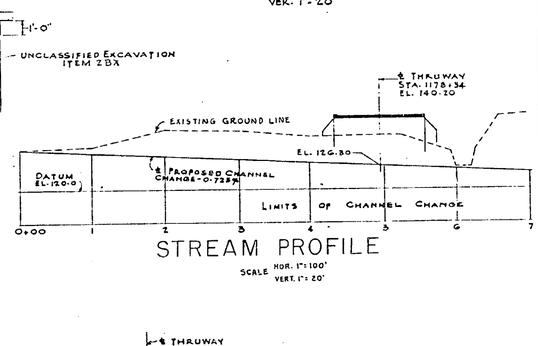
TRANSVERSE SECTION
SCALE 1/8" = 1'-0"



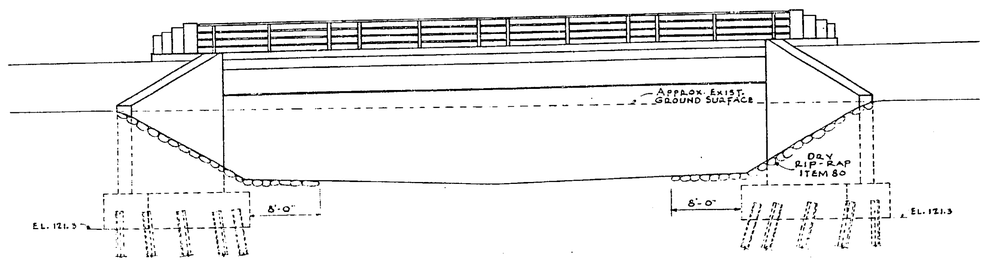
THRUWAY PROFILE
SCALE: HOR. 1" = 100'
VER. 1" = 20'



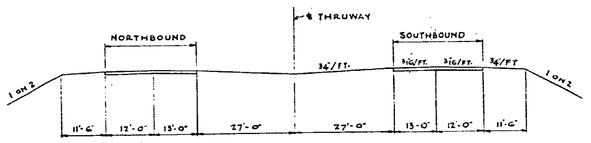
PAYMENT LIMIT LINES FOR EXCAVATION AT BRIDGE STRUCTURE
SCALE: 3/16" = 1'-0"



STREAM PROFILE
SCALE HOR. 1" = 100'
VERT. 1" = 20'



EAST ELEVATION
SCALE 1/8" = 1'-0"



CROSS SECTION OF THRUWAY AT BRIDGE
SCALE: 1" = 20'

GENERAL NOTES

All concrete except pavement & pylons shall be item 18
Concrete in pavement shall be item 47B "Cement concrete pavement"
Concrete in pylons shall be item 19 "Class 1A concrete for railings"
The cost of furnishing & installing caulking compound, premoulded bituminous joint material, lead wool, flashing and baffle strips, shall be included in the prices bid for the various items in this contract.

After the concrete is cured, the contractor shall apply a waterproofing, oil treatment, as described in the specifications for M-41W to all exposed surfaces except the underside of the slab. Two applications of waterproofing oil treatment shall be applied to the top of the slab, the second application shall be applied two days prior to the placing of the pavement or sidewalk.

Materials and fabrication - specifications of New York State Department of Public Works dated Jan. 2, 1951 and current specifications and additions.

Design specifications - A.S.S.H.O. 1949 - Loading H20-S16-44 modified.

No construction joints other than those shown on the plans will be permitted without the written permission of the deputy chief engineer.

Where caulking compound is to be used the sides of the joints shall be primed with a material satisfactory to the manufacturer of the caulking compound. 20 to 30 minutes before the compound is placed. All joints must be thoroughly clean and dry before the priming coat is applied. Work must be performed by workmen experienced in this type of work.

Rivets to be 7/8" diameter, holes 15/16" diameter. Unless otherwise noted.

Field connections shall be made with turned bolts, rivet bolts or approved equal.

Shop paint - red lead and oil. First field coat to be battle ship gray paint. Second field coat to be gray green paint. Spiral bar reinforcement, top flange of stringers and top flange of end channels are not to be painted.

The camber provided in the steel beams is to compensate for probable actual dead load deflection.

To insure uniform grades for surface of roadway and safety walks under dead load, corrections may be made in the thickness of wearing surface of roadway and safety walks. The minimum thickness indicated is to be increased at the ends of the span in the case of excessive camber in the beams and increased at the center of the span in case of insufficient camber.

The contractors attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the foundation note, which briefly outlines the anticipated subsurface conditions at the site of the structure and which specifies certain requirements relative to construction.

For design purposes the assumed load per pile does not exceed 40 tons.

Identification plates in accordance with N.Y.D.P.W. standard 32-41 will be furnished by the New York State Department of Public Works and shall be installed by the contractor at locations indicated on the plans.

The cost of such installation shall be included in the unit prices bid for the various items of the contract.

Metal flashing and baffle strips to be 20 oz. copper, zinc alloy or approved equal.

Designed by	D. Schiff	Date	6-8-52
Drawn by	R. Nazar	Date	9-30-52
Traced by		Date	
Checked by	M. Chemers	Date	7-3-52

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS — ARCHITECTS
BY _____ DATE 10-1-52
N.Y.S. R.E. LIC. NO. 25930

Revised by	Date	Item	
Revised by	Date	Item	
Revised by	Date	Item	
Revised by	Date	Item	

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED
G. L. NICKERSON, DISTRICT ENGINEER — DATE

APPROVED:
E. T. GAWKINS, DEPUTY CHIEF ENGINEER — DATE
E. W. WENDELL, DEPUTY CHIEF ENGINEER — DATE
J. B. Mc MORRAN, CHIEF ENGINEER — DATE

NEW YORK STATE THRUWAY AUTHORITY
APPROVED: BERTRAM D. TALLAMY, CHAIRMAN
BY
C. H. LANG, DEPUTY CHIEF ENGINEER — DATE

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

_____ 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY

HANNACROIX CREEK
STA. 1178+34

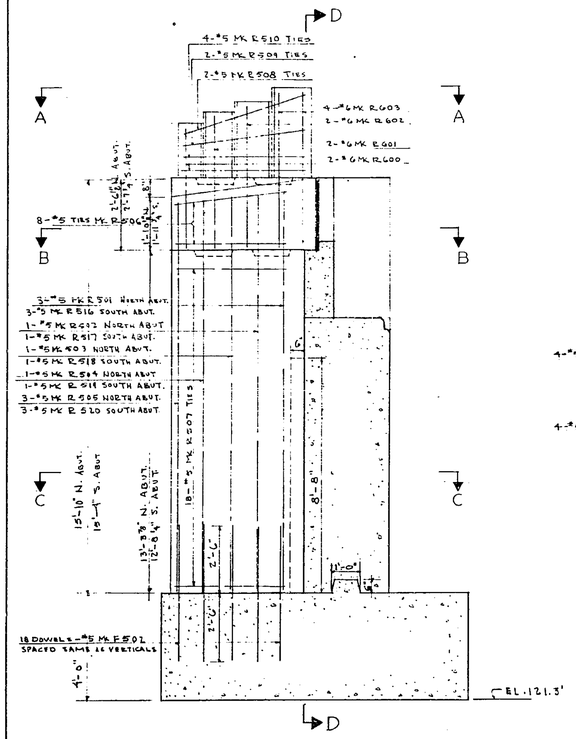
GENERAL PLAN

Scale: As Noted

C.T. 52-7 S.T. 52-25 R.C. 52-105

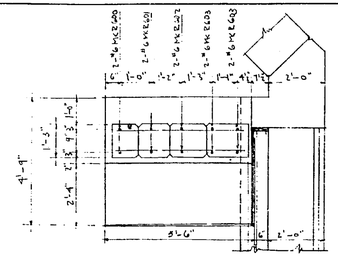
COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			42	99

N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6



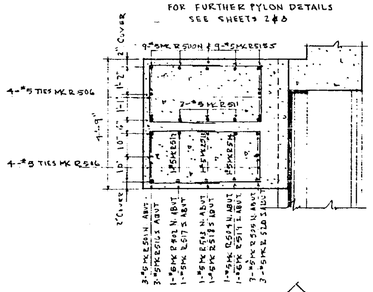
PYLON ELEVATION

REINF IN ABUT, BACKWALL, & FTG NOT SHOWN

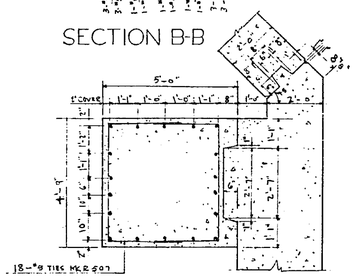


PLAN AT A-A

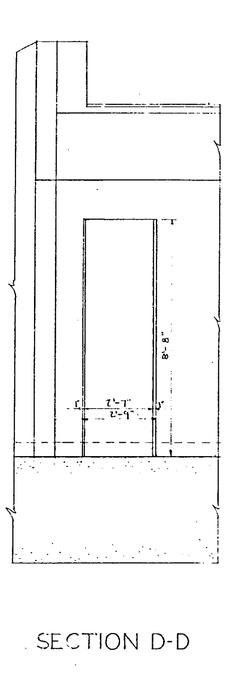
FOR FURTHER PYLON DETAILS SEE SHEETS 2 & 6



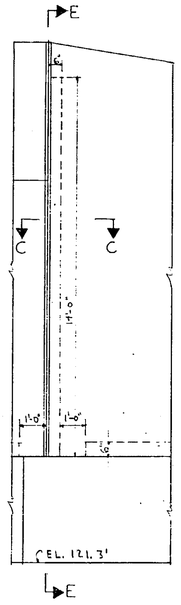
SECTION B-B



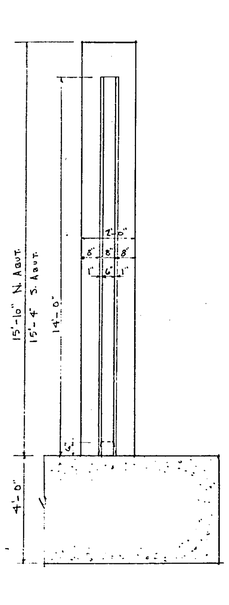
SECTION C-C



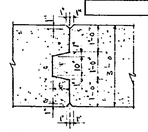
SECTION D-D



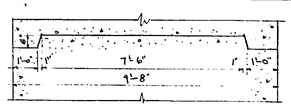
ELEVATION WINGWALL ABUTMENT CONSTRUCTION JOINT



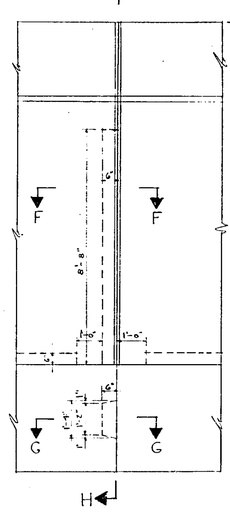
SECTION E-E

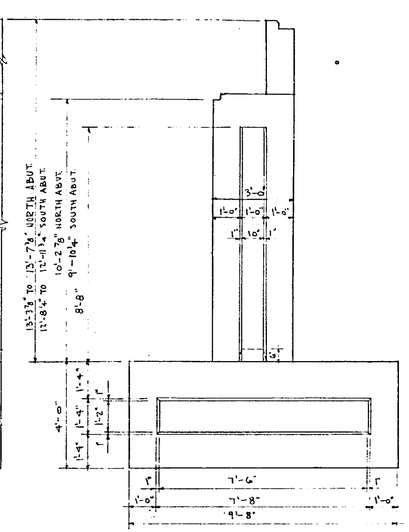


SECTION F-F



SECTION G-G

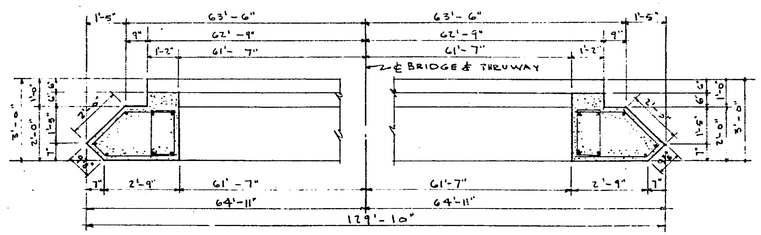




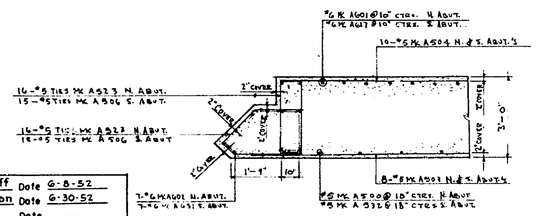
ELEVATION-℄ CONSTRUCTION JOINT OF ABUTMENT

OTHER ABUTMENT CONSTRUCTION JOINTS SIMILAR

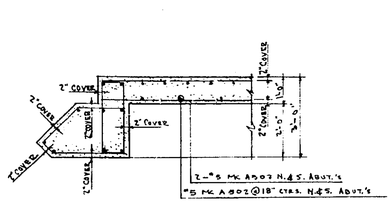
SECTION H-H



PLAN AT TOP OF BACKWALL



SECTION THRU ABUT.



SECT. THRU BACKWALL

ESTIMATE OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	SUBSTR.	SUPERSTR.	TOTAL NEAT	TOTAL R'DED.
80	DRY RIP RAP	C.Y.	185	—	185	210
5	TRENCH, CULVERT AND BRIDGE EXCAVATION	C.Y.	940	—	940	1,140
10YRA	PIPE UNDERDRAIN. OPTIONAL CONCRETE OR VIT. TILE 4" DIA.	LIN.FT.	310	—	310	340
15-2	PORTLAND CEMENT TYPE 2	Bbl.	1204	373	1577	1640
15-N	NATURAL CEMENT TYPE N	Bbl.	172	71	243	250
18	CLASS IA - CONCRETE FOR STRUCTURES	C.Y.	—	250	250	260
19	CLASS IA - CONCRETE FOR RAILINGS	C.Y.	3	—	3	4
20	CLASS I - CONCRETE	C.Y.	860	—	860	900
25F	STEEL FABRIC REINFORCEMENT	S.Y.	—	855	855	900
28	BAR REINFORCEMENT FOR STRUCTURES	LB.	44,600	52,400	97,000	99,000
28B	SPIRAL BAR SHEAR CONNECTORS	LB.	—	2,330	2,330	2,500
29	STRUCTURAL STEEL	LB.	—	211,700	211,700	216,000
37	METAL RAILINGS	LIN.FT.	—	130	130	170
47B	CEMENT CONCRETE PAVEMENT	C.Y.	—	79	79	85
82	COFFERDAM	S.F.	2800	—	2800	3000
85	STEEL BEARING PILES 12 BP 53#	LIN.FT.	3,130	—	3,130	3,260
87	FURNISHING EQUIPMENT FOR DRIVING PILES	L.S.	NEC.	—	NEC.	NEC.
119	RUN OF BANK GRAVEL FILL	C.Y.	2,500	—	2,500	2,750
121	TOP SOIL PLACED FROM STOCK PILES	C.Y.	183	—	183	200
123B	SEEDING ON PREPARED AREAS	ACRES	0.19	—	0.19	0.3
124	SODDING	S.Y.	114	—	114	130
15-2A	Portland Cement Type 2A	Bbl.		120	120	120

Prepared pursuant to the Thruway Law and recommended by

Engineer District No.1 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
HANNACROIX CREEK
STA. 1178+34

ABUTMENT DETAILS

Scale: As Noted

Designed by D. Schiff Date 6-8-52
Drawn by R. Simon Date 6-30-52
Traced by ____ Date ____
Checked by H. Chemers Date 7-3-52

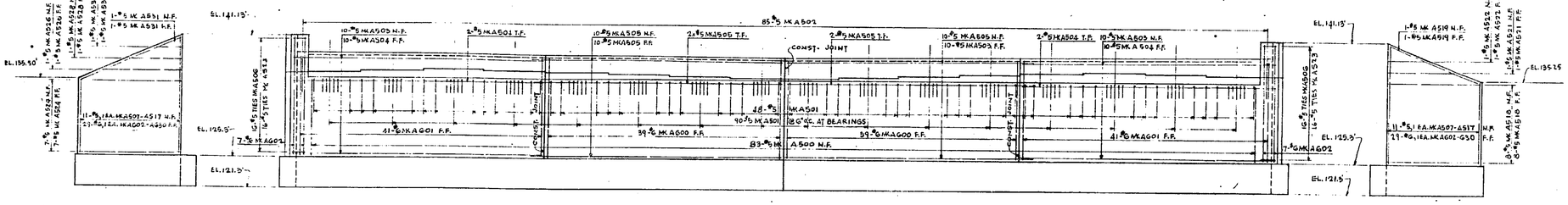
PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
BY ____
N.Y.S. RE. LIC. NO. 25956 DATE

Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____

30

C.T. 52-7 S.T. 52-25 R.C. 52-105

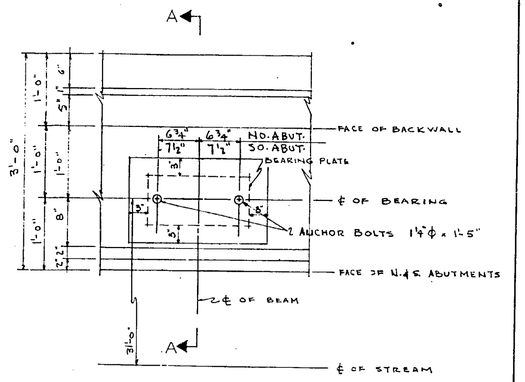
COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			43	99
N.Y. STATE THRUWAY — CATSKILL SECTION SUB-DIVISON N1-6				



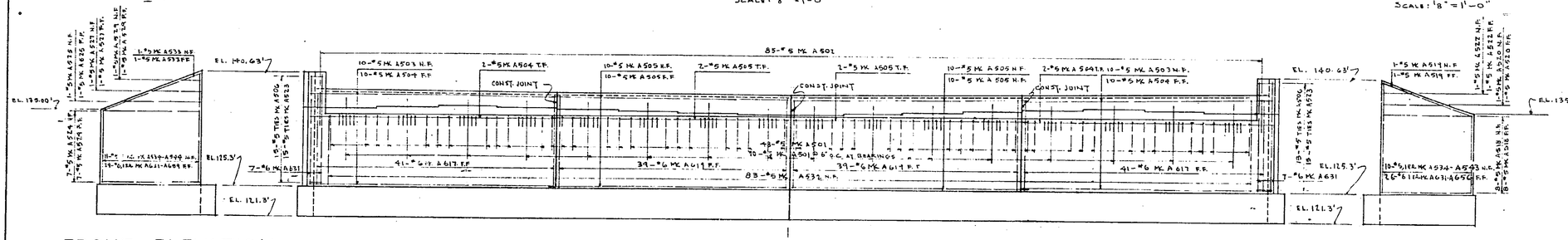
FRONT ELEVATION
WEST WING-NO. ABUT.
SCALE: 1/8" = 1'-0"

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

FRONT ELEVATION
EAST WING - NO. ABUT.
SCALE: 1/8" = 1'-0"



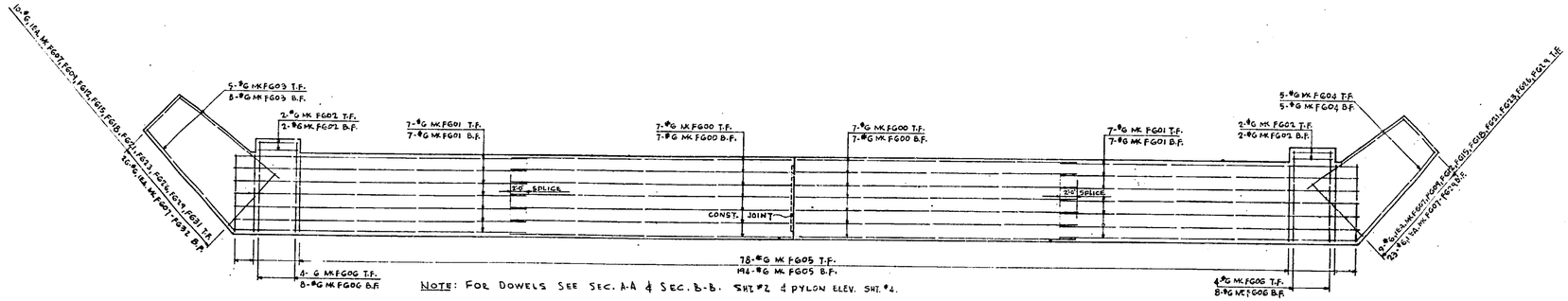
ANCHOR BOLT SETTING PLAN
SCALE: 1" = 1'-0"



FRONT ELEVATION
EAST WING - SO. ABUT.
SCALE: 1/8" = 1'-0"

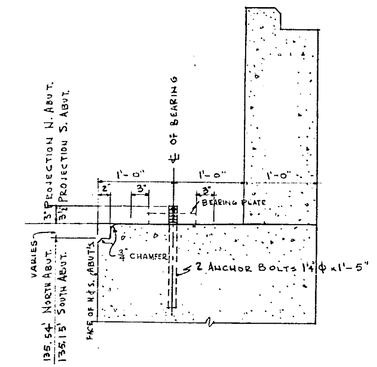
FRONT ELEVATION
SOUTH ABUTMENT
SCALE: 1/8" = 1'-0"

FRONT ELEVATION
WEST WING - SO. ABUT
SCALE: 1/8" = 1'-0"



NOTE: FOR DOWELS SEE SEC. A-A & SEC. B-B. SHT. #2 & PYLON ELEV. SHT. #4.

REINFORCING PLAN
SOUTH ABUTMENT FOOTING
NORTH ABUTMENT FOOTING SIMILAR - SYMMETRICAL ABOUT ℄ OF STREAM
SCALE 1/8"=1'-0"



SECTION "A-A"
SCALE: 1"=1'-0"

SUB - STRUCTURE NOTES

CONCRETE IN ABUTMENTS, WINGWALLS, PIERS AND FOOTINGS SHALL BE ITEM 20 - CLASS I - CONCRETE. CONCRETE IN PYLONS SHALL BE ITEM 19 - CLASS IA - CONCRETE FOR RAILINGS; SIDEWALKS SHALL BE ITEM 18 - CLASS IA - CONCRETE FOR STRUCTURES.
PAYMENT FOR FURNISHING AND PLACING ANCHOR BOLTS AND NUTS SHALL BE MADE UNDER ITEM 29.
BRIDGE SEAT AREAS DIRECTLY UNDER ENDS OF BEAMS SHALL BE BUSH HAMMERED, FOR PERFECT BEARING, AS DIRECTED BY THE ENGINEER.

LEGEND
N.F. = NEAR FACE
F.F. = FAR FACE
T.F. = TOP FACE
B.F. = BOTTOM FACE

BAR DESIGNATIONS
MARK:
F = FOOTING
A = ABUTMENT
S = SLAB (DECK)
C = CURB (MEDIAN CURB), MALL & SIDEWALK
R = RAILING (OR PYLON)
#4 = ½"Φ
#5 = ⅝"Φ
#6 = ¾"Φ
EXAMPLE: 11-¾ Φ x 34'-0" = 11-#6 MK FG01

Designed by D.Shiff Date 6-8-52
Drawn by R.Simon & D.Shiff Date 6-30-52
Traced by ____ Date ____
Checked by M.Clemens Date 7-3-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
BY [signature] 7/31/52
N.Y.S. P.E. LIC. NO. 25730 DATE

Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____

Prepared pursuant to the Thruway Law and recommended by

Engineer District No.1

_____ 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

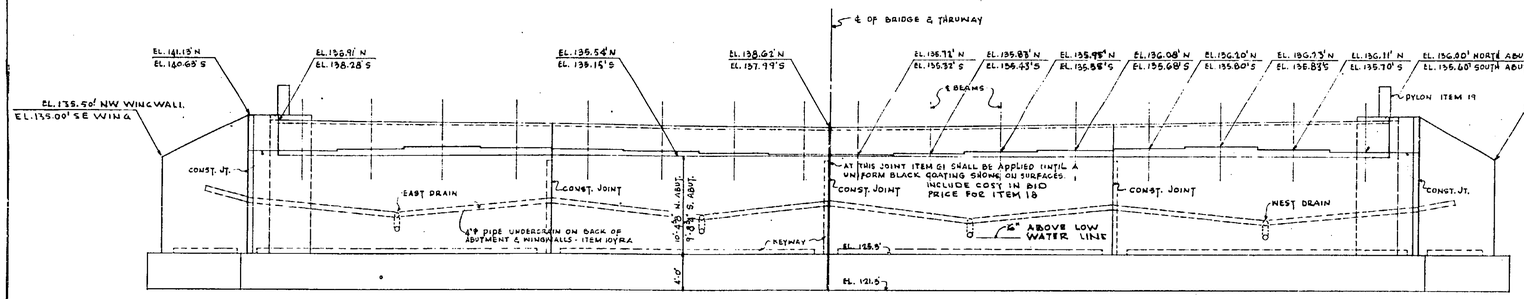
NEW YORK STATE THRUWAY
HANNACROIX CREEK
STA. 1178+34

ABUTMENT DETAILS
Scale: As Noted

C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			44	99

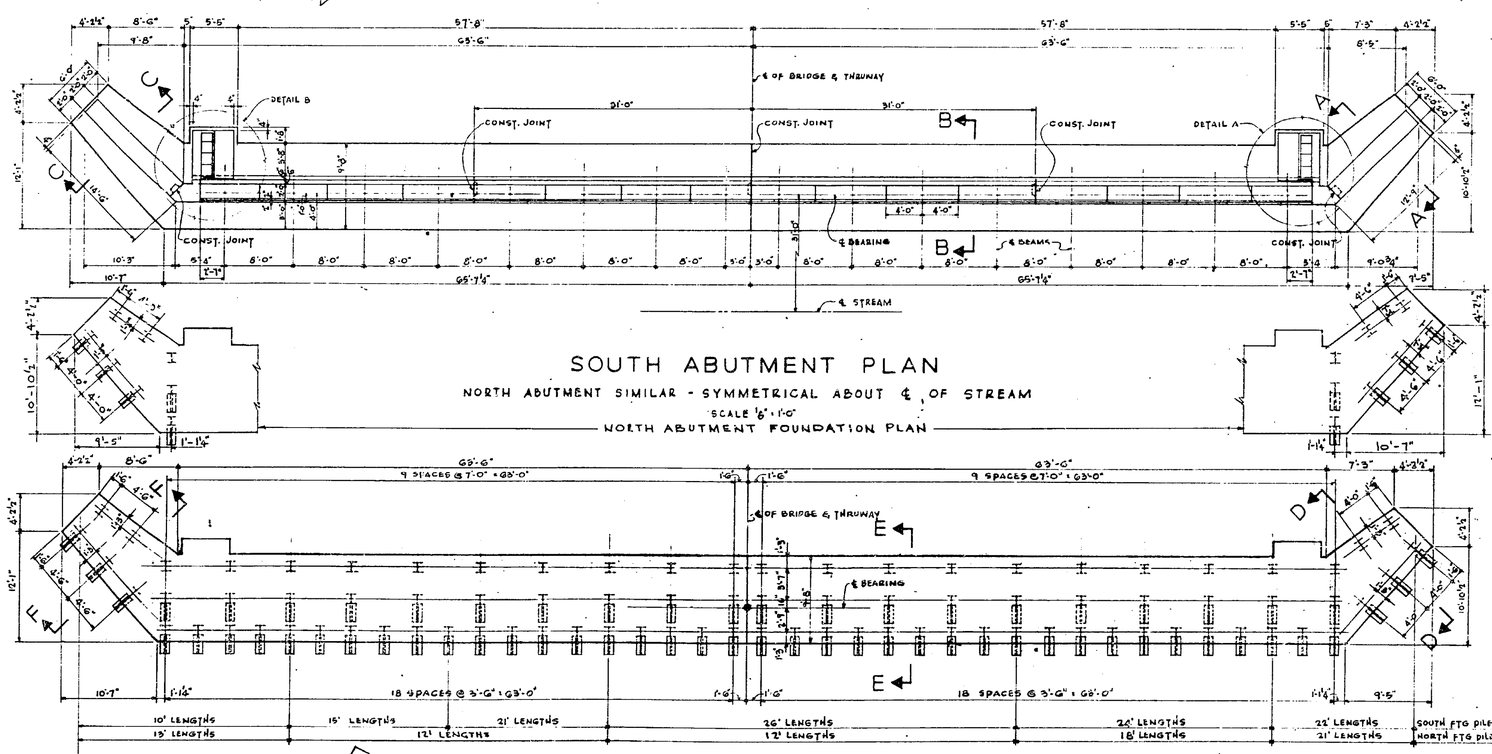
N.Y. STATE THRUWAY — CATSKILL SECTION SUB-DIVISION NI-6



FRONT ELEVATION

DETAILS SYMMETRICAL ABOUT ℄ OF BRIDGE & THRUWAY (EXCEPT AS NOTED)

SCALE 1/8"=1'-0"



SOUTH ABUTMENT PLAN

NORTH ABUTMENT SIMILAR - SYMMETRICAL ABOUT ℄ OF STREAM

SCALE 1/8"=1'-0"

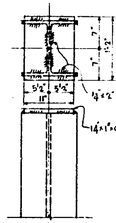
NORTH ABUTMENT FOUNDATION PLAN

SOUTH ABUTMENT FOUNDATION PLAN

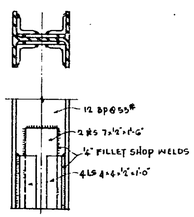
NORTH FOUNDATION SIMILAR - SYMMETRICAL ABOUT ℄ OF STREAM

SCALE 1/8"=1'-0"

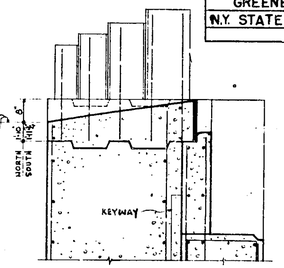
ALL PILES SHALL BE 12 BP @ 55 LBS. AND SHALL BE DRIVEN TO A FIRM BEARING IN ROCK. COST REQUIRED TO FURNISH AND PLACE PILE CAPS SHALL BE INCLUDED IN THE PRICE FOR ITEM 85.



BEARING CAP

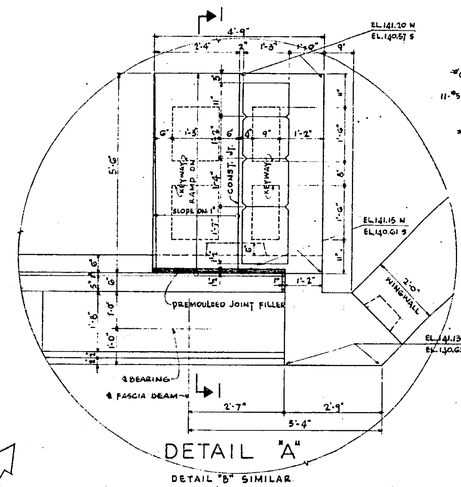


DRIVING POINT



SECTION 1-1

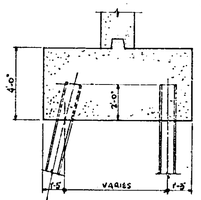
SCALE 3/8"=1'-0"



DETAIL "A"

DETAIL "B" SIMILAR

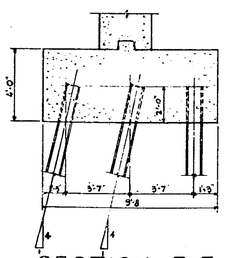
SCALE 1/2"=1'-0"



SECTION D-D

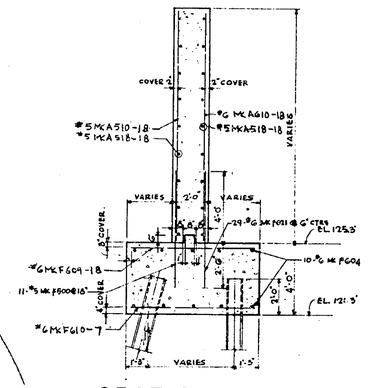
SECTION F-F SIMILAR

SCALE 1/2"=1'-0"



SECTION E-E

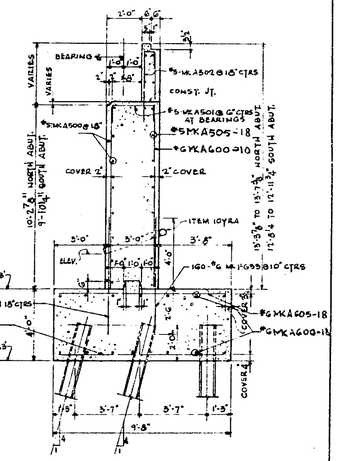
SCALE 1/2"=1'-0"



SECTION A-A

SECTION C-C SIMILAR

SCALE 1/2"=1'-0"



SECTION B-B

SCALE 1/4"=1'-0"

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 — 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
HANNACROIX CREEK
STA. 1178+34

ABUTMENT DETAILS

Scale: As Noted

Designed by D. Schiff Date 6-8-62
Drawn by D. Schiff Date 6-30-62
Traced by Date
Checked by M. Chemers Date 7-3-62

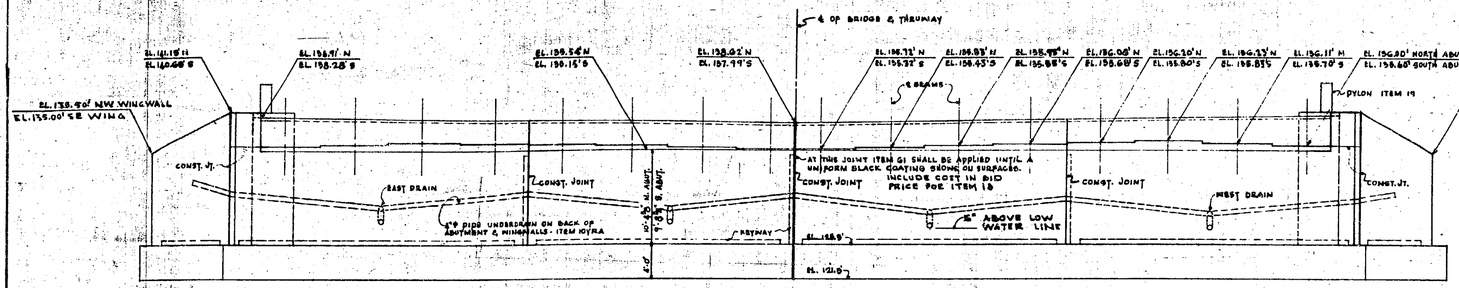
PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS — ARCHITECTS
BY [signature] 7/31/62
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by Date Item
Revised by Date Item
Revised by Date Item
Revised by Date Item

C.T. 52-7 S.T. 52-25 R.C. 52-106

COUNTY		SHEET NO.	TOTAL SHEETS
GREENE		44	99

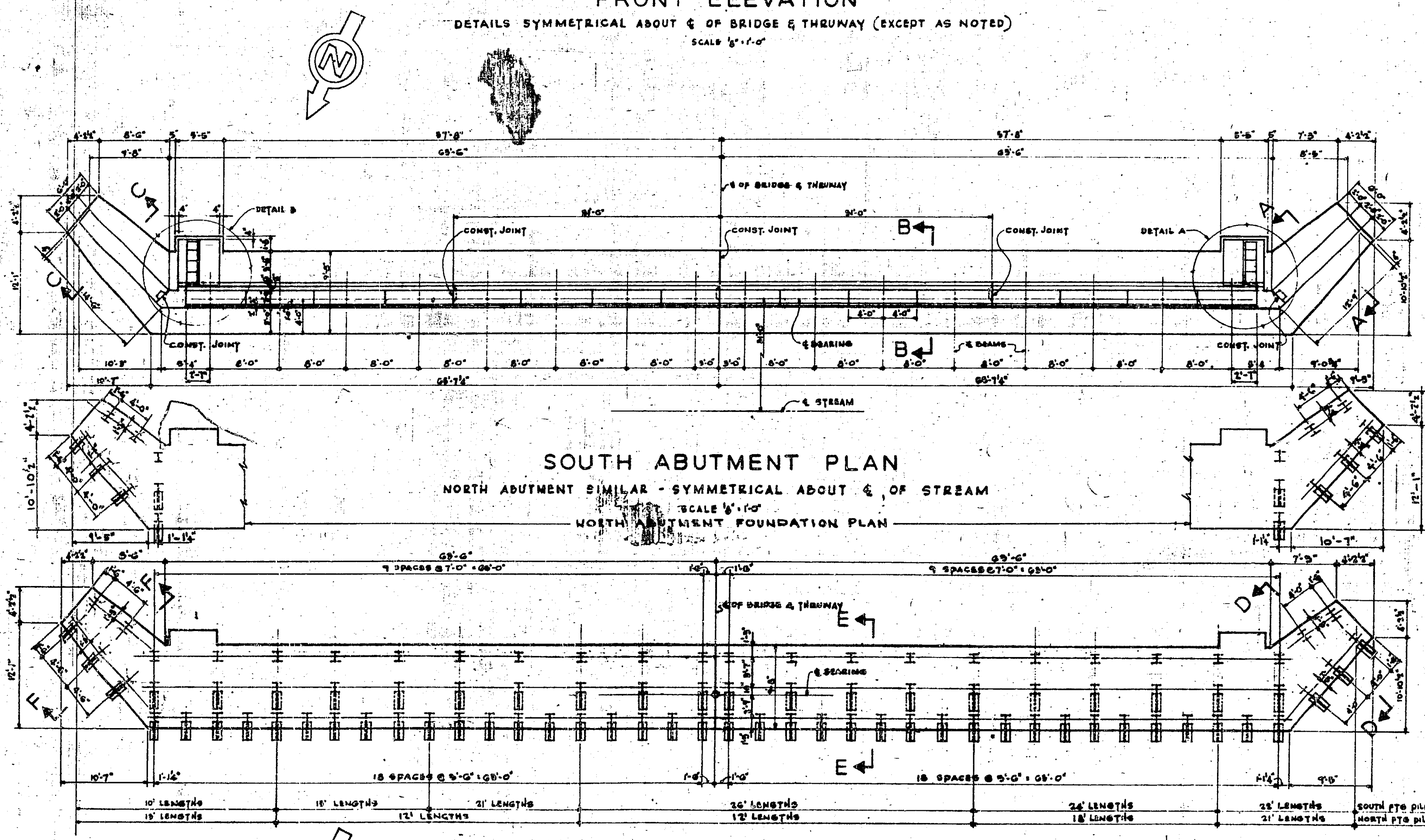
N.Y. STATE THRUWAY — CATSKILL SECTION SUB-DIVISION NI-6



FRONT ELEVATION

DETAILS SYMMETRICAL ABOUT ℄ OF BRIDGE & THRUWAY (EXCEPT AS NOTED)

SCALE 3/8"=1'-0"



SOUTH ABUTMENT PLAN

NORTH ABUTMENT SIMILAR - SYMMETRICAL ABOUT ℄ OF STREAM

SCALE 3/8"=1'-0"

NORTH ABUTMENT FOUNDATION PLAN

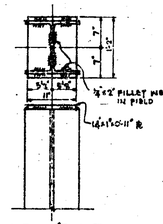
SOUTH ABUTMENT FOUNDATION PLAN

NORTH FOUNDATION SIMILAR - SYMMETRICAL ABOUT ℄ OF STREAM

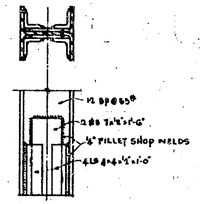
SCALE 3/8"=1'-0"

NOTE: FOR PILE CHANGES SEE ABUTMENT

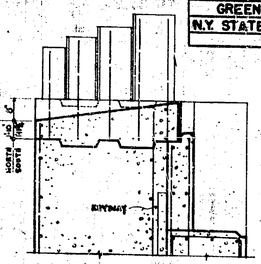
ALL PILES SHALL BE 12 BP @ 53 LBS. AND SHALL BE DRIVEN TO A FIRM BEARING IN ROCK. COST REQUIRED TO FURNISH AND PLACE PILE CAPS SHALL BE INCLUDED IN THE PRICE FOR ITEM 85.



BEARING CAP

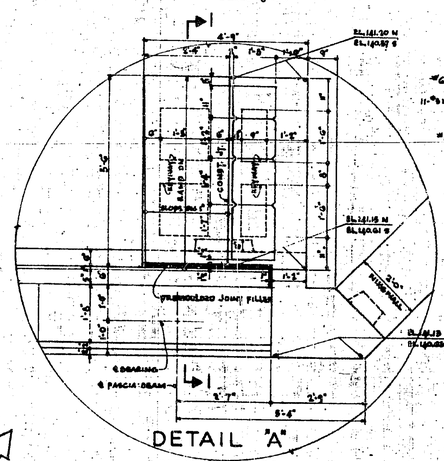


DRIVING POINT



SECTION 1-1

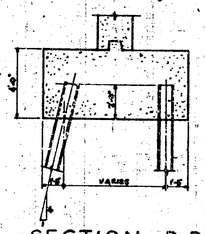
SCALE 3/8"=1'-0"



DETAIL "A"

DETAIL "B" SIMILAR

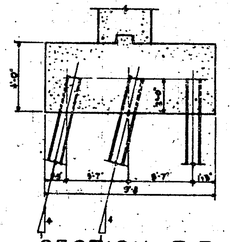
SCALE 1/2"=1'-0"



SECTION D-D

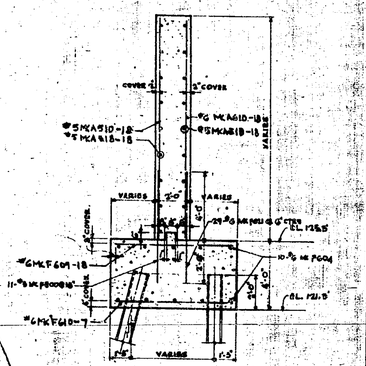
SECTION F-F SIMILAR

SCALE 1/2"=1'-0"



SECTION E-E

SCALE 1/2"=1'-0"



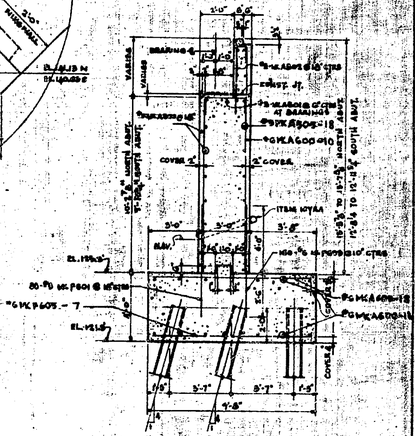
SECTION A-A

IN S.E. & N.E. W.W.

SECTION C-C SIMILAR

SCALE 1/2"=1'-0"

PILES IN C-C ELIMINATED



SECTION B-B

SCALE 1/2"=1'-0"

Prepared pursuant to the Thruway Law and recommended by

Engineer, District No. 1

1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
HANNACROIX CREEK
STA. 1178+34

ABUTMENT DETAILS

Scale: As Noted

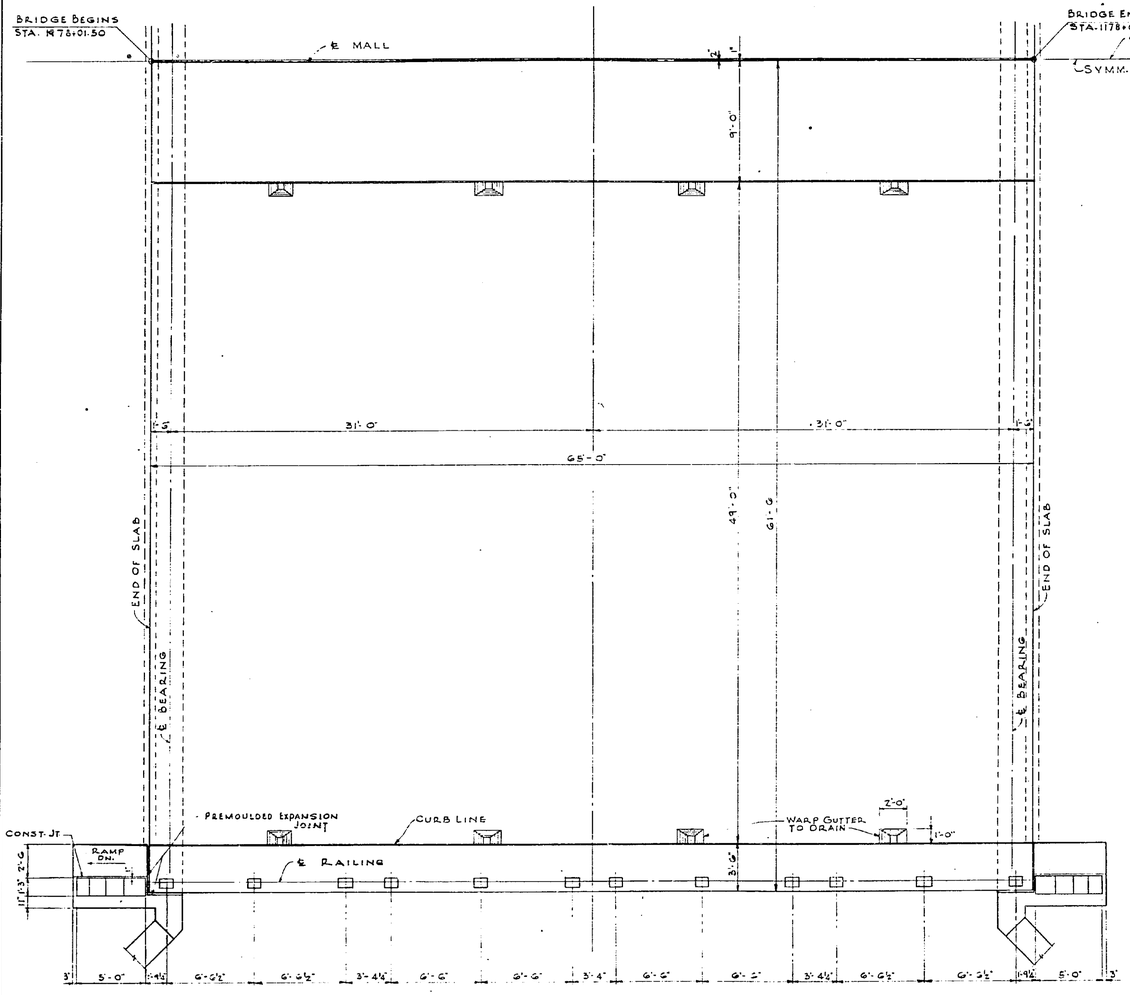
Designed by D. Schiff Date 6-8-52
Drawn by D. Schiff Date 6-30-52
Traced by ____ Date ____
Checked by M. Chalmers Date 7-3-52

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS — ARCHITECTS
BY ____ DATE ____
N.Y.S. RE. LIC. NO. 25956

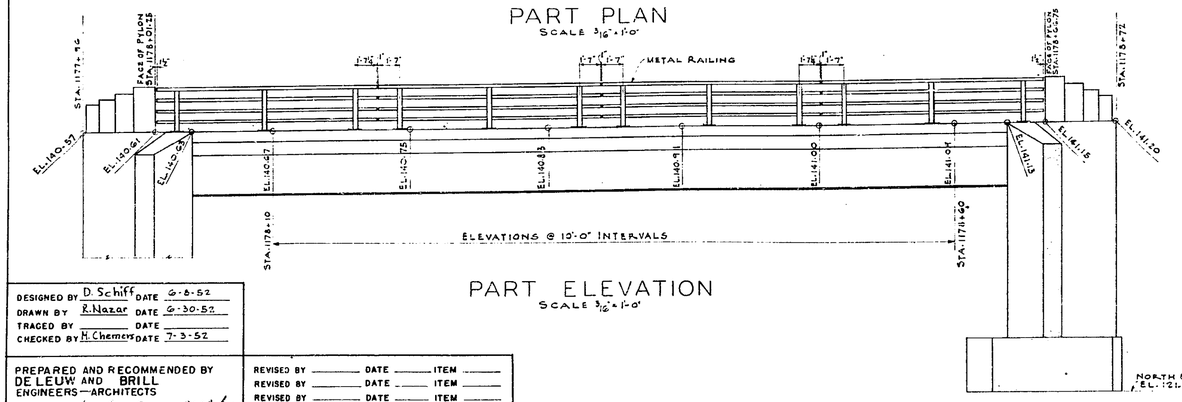
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____

C.T. 52-7 S.T. 52-25 R.C. 52-10E

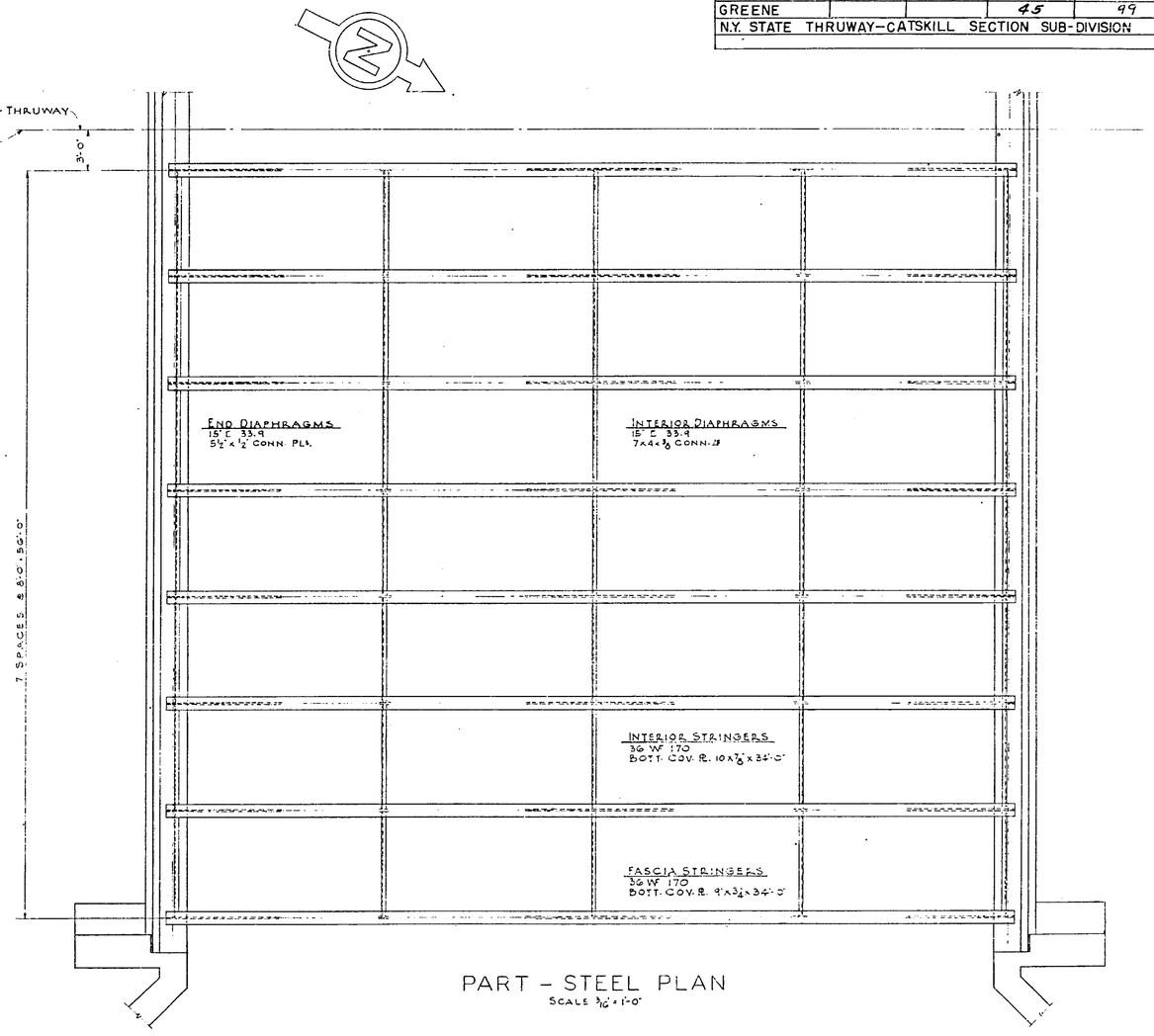
COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			45	99
N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6				



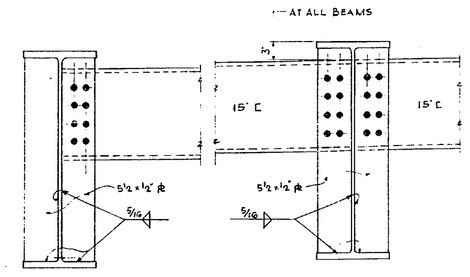
PART PLAN
SCALE 3/16" = 1'-0"



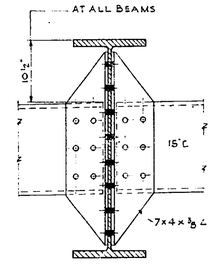
PART ELEVATION
SCALE 3/16" = 1'-0"



PART – STEEL PLAN
SCALE 3/16" = 1'-0"



END DIAPHRAGM DETAILS
SCALE 1" = 1'-0"



INTERIOR DIAPHRAGM DETAILS
SCALE 1" = 1'-0"

DESIGNED BY	D. Schiff	DATE	6-6-52
DRAWN BY	R. Nazar	DATE	6-30-52
TRACED BY		DATE	7-3-52
CHECKED BY	H. Chemers	DATE	7-3-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY _____
N.Y.S. P.E. LIC. NO. 25930 DATE 7/21/52

REVISED BY	DATE	ITEM
REVISED BY	DATE	ITEM
REVISED BY	DATE	ITEM
REVISED BY	DATE	ITEM

Prepared pursuant to the Thruway Law and recommended by

Engineer District No.1 _____ 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

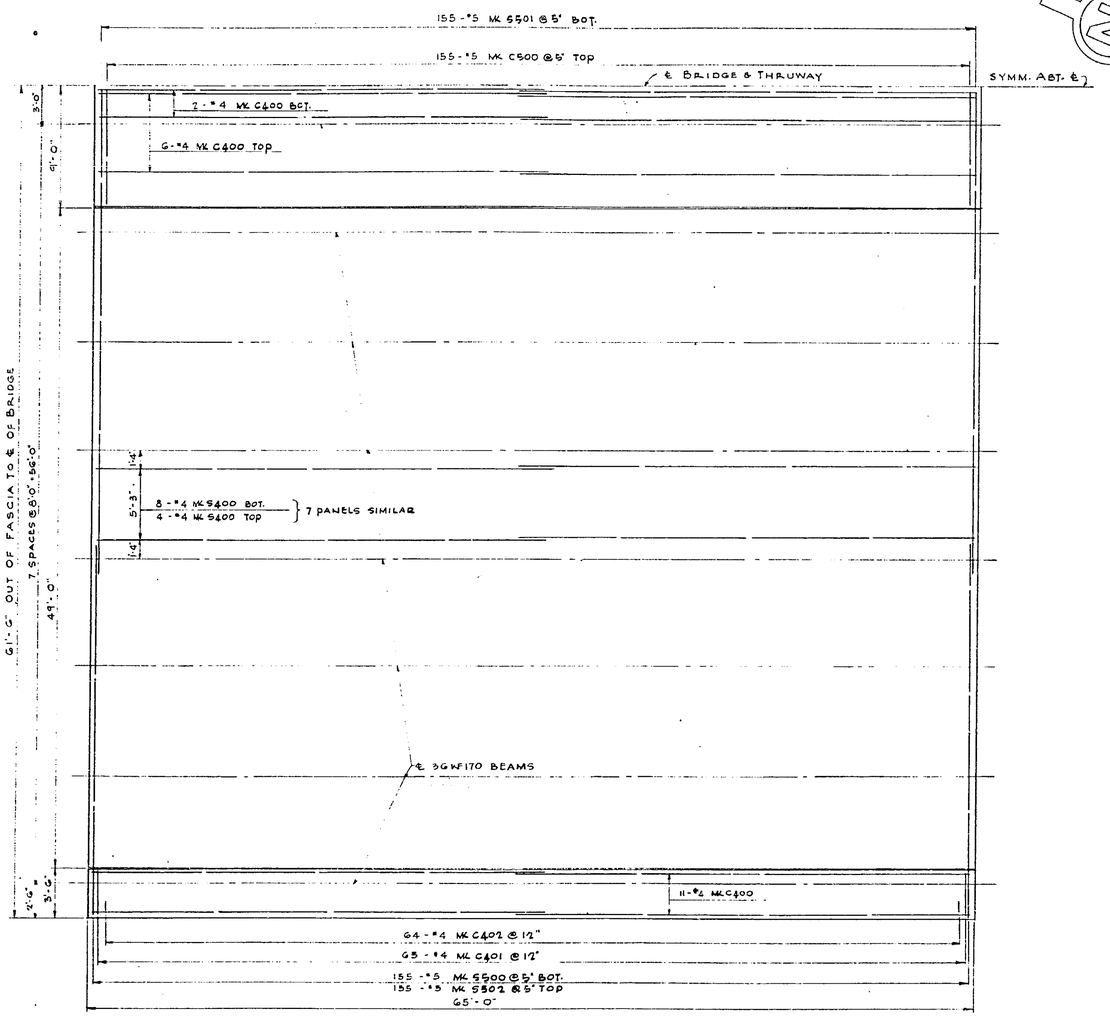
NEW YORK STATE THRUWAY
HANNACROIX CREEK
STA. 1178+34

SUPERSTRUCTURE

Scale: As Noted

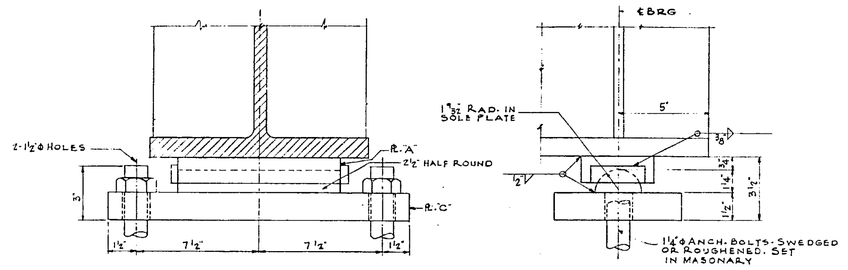
C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			46	99
N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6				

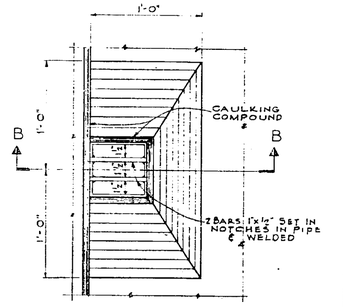


HALF PLAN DECK REINF.
SCALE 3/16" = 1'-0"

R. "A" 4 x 1½ x 0'-9"
R. "C" 7 x 1½ x 1'-6"
2 BARS 1 x ½ x 0'-3"
2 ANCHOR BOLTS 1¼" ø x 1'-5"
2½" HALF ROUND 9" LG.

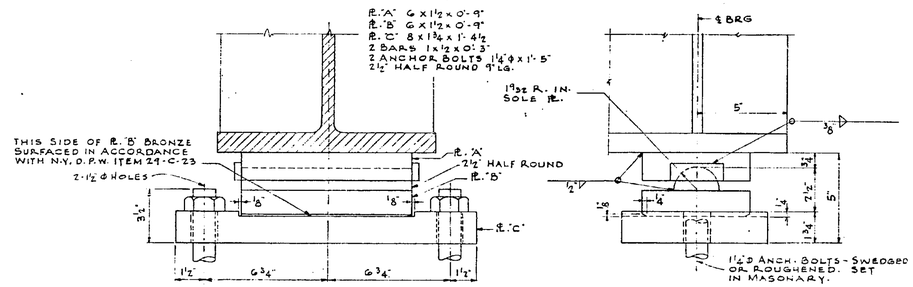


DETAIL OF FIXED BEARING AT SOUTH ABUTMENT
SCALE 3" = 1'-0"

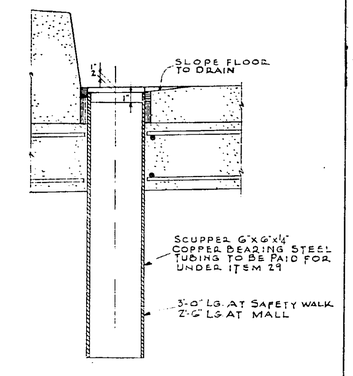


PLAN

R. "A" 6 x 1½ x 0'-9"
R. "B" 6 x 1½ x 0'-9"
R. "C" 8 x 1¾ x 1'-4½"
2 BARS 1 x ½ x 0'-3"
2 ANCHOR BOLTS 1¼" ø x 1'-5"
2½" HALF ROUND 9" LG.

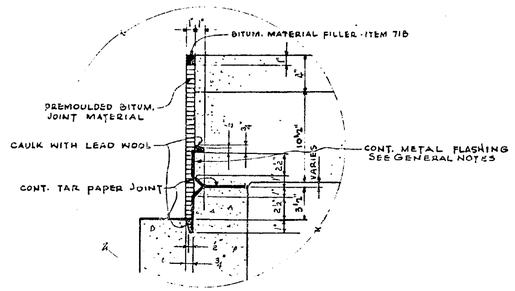


DETAIL OF EXPANSION BEARING AT NORTH ABUTMENT
SCALE 3" = 1'-0"

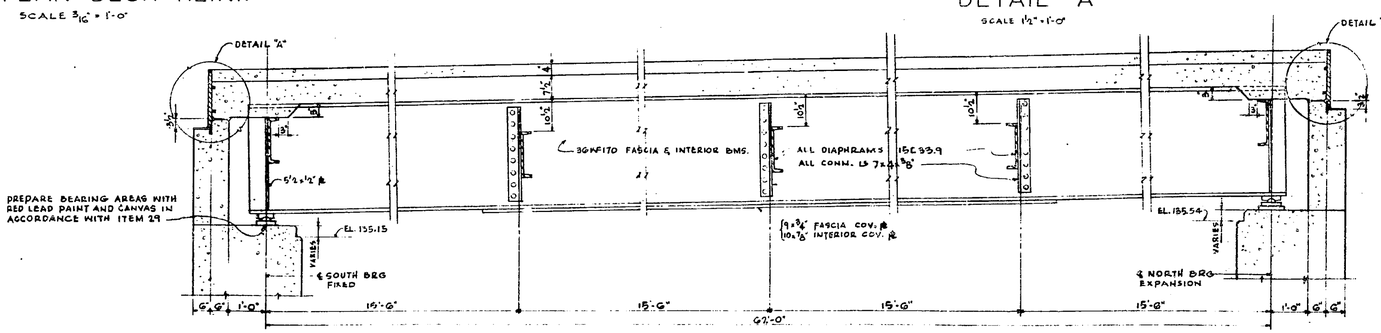


SECTION B-B

DETAILS OF SCUPPERS
SCALE: 1½" = 1'-0"



DETAIL "A"
SCALE 1½" = 1'-0"



LONGITUDINAL SECTION
SCALE ½"=1'-0"

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
HANNACROIX CREEK
STA. 1178+34

SUPERSTRUCTURE
Scale: As Noted

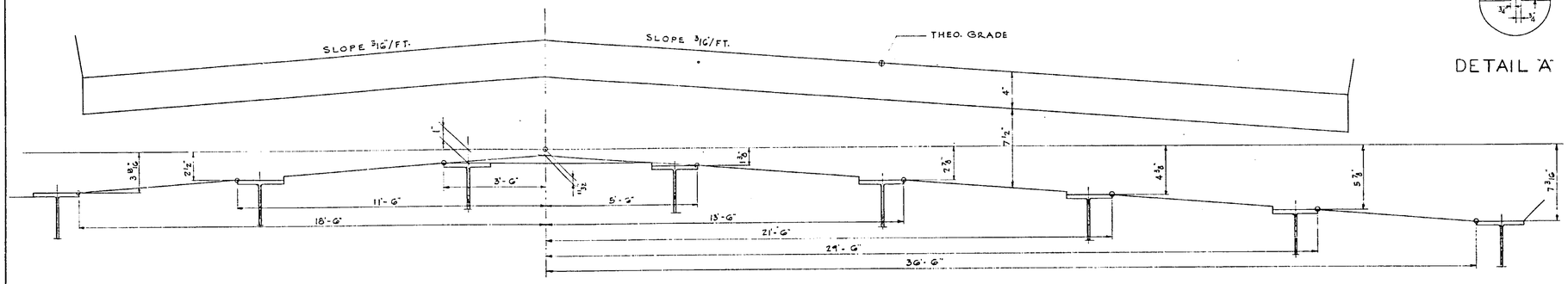
Designed by D. Schiff Date 3-8-52
Drawn by R. Nazar Date 6-30-52
Traced by ——— Date ———
Checked by M. Chemere Date 7-3-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
BY ——— 7/31/52
N.Y.S. P.E. LIC. NO. 25430 DATE

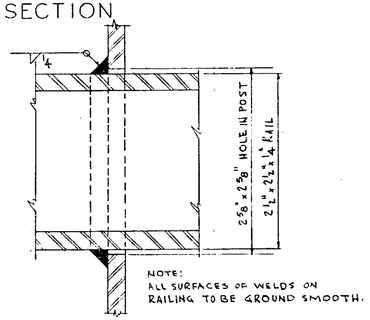
Revised by ——— Date ——— Item ———
Revised by ——— Date ——— Item ———
Revised by ——— Date ——— Item ———
Revised by ——— Date ——— Item ———

C.T. 52-7 S.T. 52-25 R.C. 52-1C

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			47	99
N.Y. STATE THRUWAY — CATSKILL SECTION SUB-DIVISION NI-6				



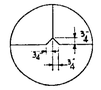
DIAGRAMMATIC SECTION
NOT TO SCALE



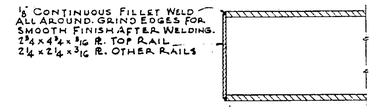
SECTION A-A
SCALE: FULL SIZE

RAILING NOTES

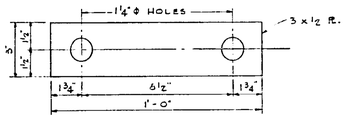
DIMENSIONS FOR TUBING ARE OUTSIDE DIMENSIONS.
SHOP OR FIELD WELDING MAY BE USED IN FABRICATION AND ERECTION OF THE RAILING SINCE THE POSTS MUST BE VERTICAL AND THE FINISHED RAILING MUST MEET ALL REQUIREMENTS OF FIT, ALIGNMENT AND GRADE TO THE FULL SATISFACTION OF THE ENGINEER. IT IS SUGGESTED THAT COMPLETE FIELD MEASUREMENTS BE MADE BEFORE ANY SHOP FABRICATION WORK IS PERFORMED.
ALL RAILINGS ARE TO BE FABRICATED AND ERECTED SO THAT RAILS ARE PARALLEL TO THE TOP OF THE FASCIA AND POST ARE TRULY VERTICAL.
MATERIALS FOR POSTS AND RAILS SHALL BE COPPER BEARING STEEL AS SPECIFIED UNDER MATERIALS OF CONSTRUCTION FOR PIPE AND RECTANGULAR TUBING FOR RAILING, PAGE 94 OF N.Y. STATE PUBLIC WORKS SPECIFICATIONS OF JAN. 2, 1951.
RAILING WILL BE PAID FOR UNDER ITEM 37
RAILING POST ANCHOR BOLTS AND ANCHOR PLATES WILL BE PAID FOR UNDER ITEM 29.



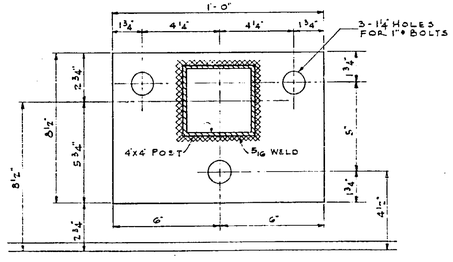
DETAIL 'A'



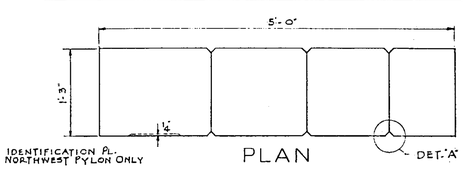
DETAIL AT ENDS OF RAILS
SCALE 3"=1'-0"



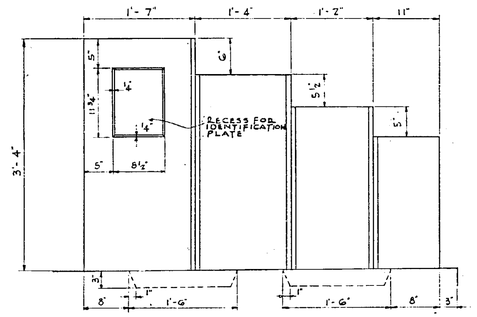
ANCHOR PLATE
SCALE: 3"=1'-0"



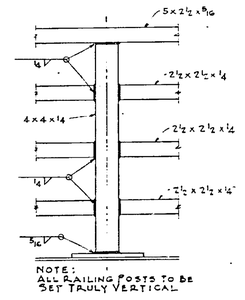
RAIL POST BASE PLATE
SCALE: 3"=1'-0"



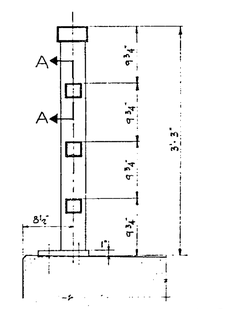
PLAN



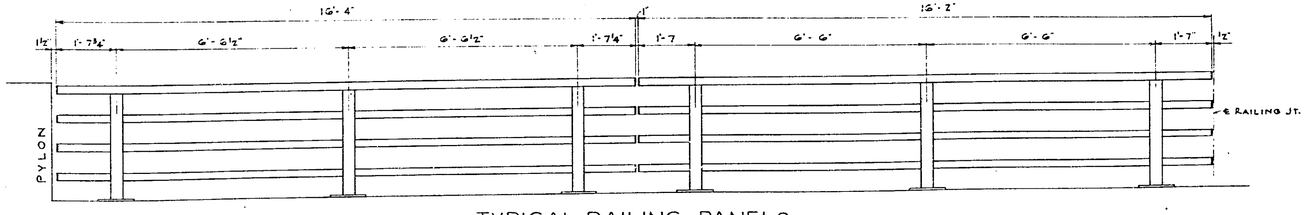
ELEVATION OF PYLON
SCALE: 1"=1'-0"



RAIL DETAIL
SCALE: 1"=1'-0"



SECTION THRU RAILING
SCALE: 1"=1'-0"



2 PANELS EACH FASCIA — TYPICAL RAILING PANELS SCALE ½"=1'-0" — 2 PANELS EACH FASCIA

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
HANNACROIX CREEK
STA. 1178+34

SUPERSTRUCTURE
Scale: As Noted

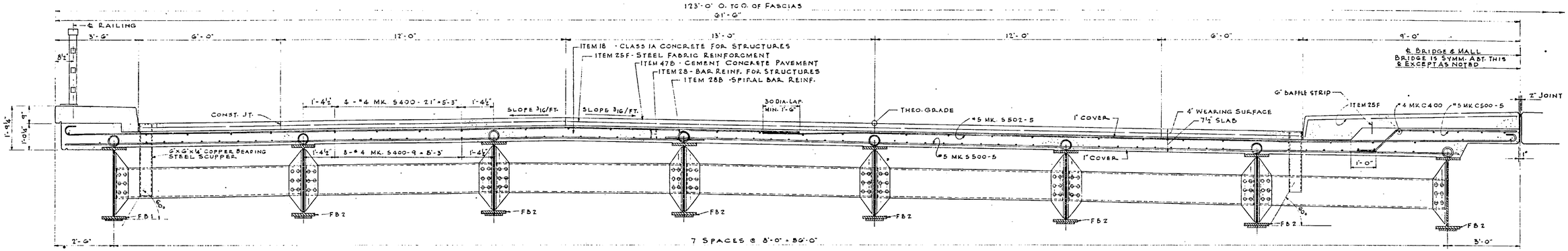
Designed by	D. Schiff	Date	6-8-52
Drawn by	R. Nazar	Date	6-30-52
Traced by		Date	
Checked by	M. Chemerr	Date	7-3-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS-ARCHITECTS
BY _____ DATE 7/8/52
N.Y.S. P.E. LIC. NO. 25930

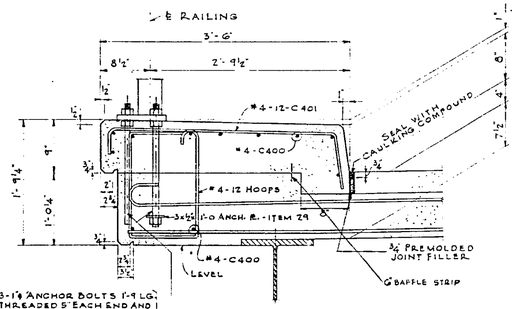
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____

C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			48	99
N.Y. STATE THRUWAY — CATSKILL SECTION SUB-DIVISION NI-6				



PART TRANSVERSE SECTION
SCALE ½" = 1'-0"



3-1⅛" ANCHOR BOLTS 1'-9 LG. THREADED 5" EACH END AND PLACED SO THAT THEY WILL PROJ. ABT. 1" ABOVE TOP NUTS PAID FOR UNDER ITEM 28

AFTER NUTS HAVE BEEN PLACED AND TIGHTENED TO THE SATISFACTION OF THE ENGINEER, BOLTS SHALL BE CUT OFF ⅞" ABOVE NUT AND PEANED.

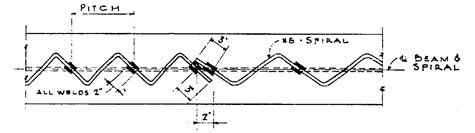
DETAIL OF FASCIA
SCALE 1" = 1'-0"

SPIRAL SHEAR CONNECTOR NOTES

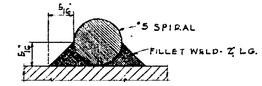
ALL SPIRAL BAR REINFORCEMENT SHALL BE FORMED FROM ⅝" DIAMETER PLAIN ROUND BARS. 5/32" OR 5/16" DIAMETER ELECTRODES SHALL BE USED IN WELDING THE SPIRAL BARS TO THE BEAMS. ALL SPIRAL BARS SHALL HAVE TWO STRUCTURAL WELDS 5/16" x 2" LONG, EFFECTIVE LENGTH, AT EACH POINT OF CONTACT WITH THE BEAM, ONE WELD EACH SIDE OF BAR, AS SHOWN IN DETAILS. WELDING OF SPIRALS SHALL BEGIN AT ENDS OF BEAMS AND PROGRESS TOWARDS THE CENTER. SPIRAL BAR REINFORCEMENT SHALL BE PAID FOR UNDER ITEM 28B.

SPACING OF SLAB BARS MAY BE VARIED SLIGHTLY WHERE INTERFERENCE WITH SPIRAL REINFORCEMENT IS FOUND. MAIN REINFORCING BARS MAY BE SPACED A MINIMUM OF 4 INCH CENTERS AND A MAXIMUM OF 6 INCH CENTERS, WITH NO LESS THAN 12 BARS IN EACH 5'-0" SPACE. BOTTOM REINFORCING BARS MAY BE THREADED THRU ONE OR MORE SPIRALS.

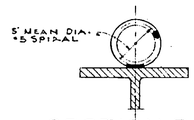
BEAM SCHEDULE	
FB1	FB2
36 WF 170 (COV. R. 9 x ¾ x 84'-0"	36 WF 170 (COV. R. 10 x ⅞ x 84'-0"



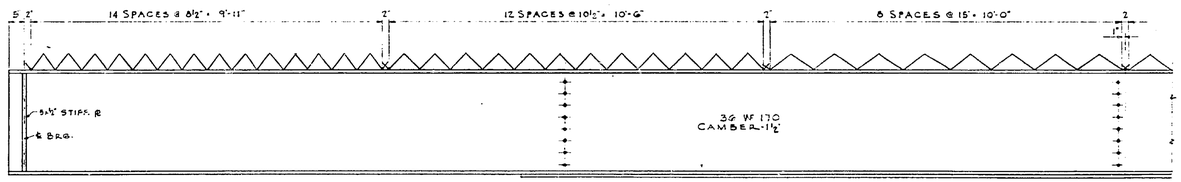
PLAN OF SPIRAL REINF.
SCALE 1" = 1'-0"



SECTION A-A
FULL SIZE

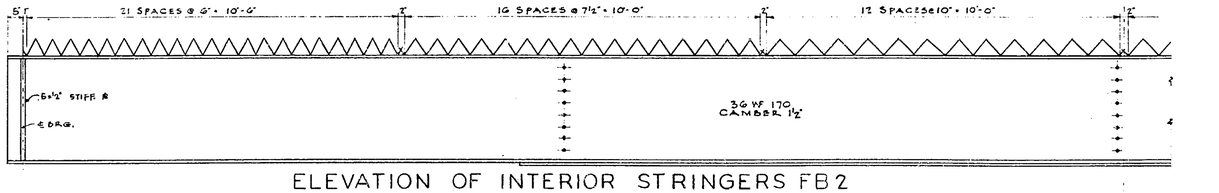


SECTION B-B
SCALE 1½" = 1'-0"

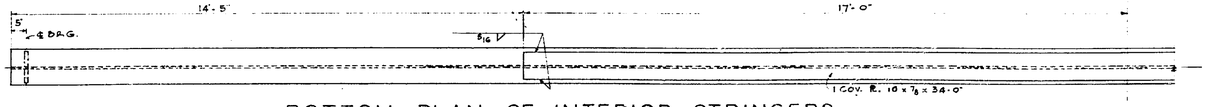


ELEVATION OF FASCIA STRINGERS FB1

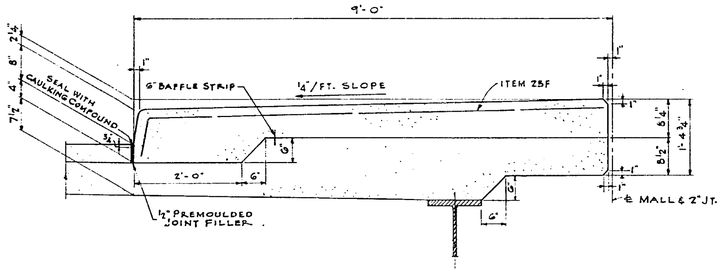
BOTTOM PLAN OF FASCIA STRINGERS



ELEVATION OF INTERIOR STRINGERS FB2



BOTTOM PLAN OF INTERIOR STRINGERS



DETAIL OF MALL
SCALE ¾" = 1'-0"

CONSTRUCTION PROCEDURE

1. SET RAILING ANCHOR BOLTS AND POUR CONCRETE SLAB.
2. MAKE TWO (2) APPLICATIONS OF WATERPROOFING OIL TREATMENT M41W TO TOP OF SLAB.
3. POUR ROADWAY PAVEMENT.
4. PLACE LOWER NUTS ON UPPER END OF ANCHOR BOLTS.
5. PLACE RAILING BASE PLATES ON LOWER NUTS AND TURN UP NUTS TO BRING BOTTOM OF PLATES TO SIDEWALK LEVEL.
6. PLACE UPPER NUTS ON ANCHOR BOLTS, TIGHTEN DOWN ON PLATES.
7. POUR SIDEWALK TO PROPER LINE AND GRADE.

Designed by D. Schiff Date 6-8-52
Drawn by R. Nazar Date 6-30-52
Traced by ____ Date ____
Checked by M. Clemens Date 7-3-52

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS — ARCHITECTS
BY _____ 7/1/52
N.Y.S. RE. LIC. NO. 25930 DATE

Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
HANNACROIX CREEK
STA. 1178+34

SUPERSTRUCTURE
Scale: As Noted

C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			49	99
N.Y. STATE	THRUWAY—CATSKILL SECTION SUB-DIVISION		NI-6	

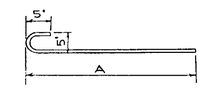
SUPERSTRUCTURE - BAR LIST

MARK	NO	LENGTH	TYPE	A	B	LOCATION
S400	336	35'-1"	Str.			Transv. Str. Bars in Top & Bott. of Slab
S500	310	26'-11"	Str.			Longit. Str. Bars in Bott. of Slab
S501	310	33'-3"	Str.			" " " " " " "
S502	620	32'-0"	1.	31'-5"		Longit. Hkd. Bars in Top of Slab
C400	76	33'-1"	Str.			Transv. Str. Bars in Curb & Mall
C401	130	4'-4"	2.	3'-3"		Bent Bars in Top of Curb
C402	128	5'-0"	2.			Bent Stirrups in Sidewalk
C500	310	7'-5"	5.	5'-4"		Bent Bars in Top of Mall

NO. & SO. ABUTMENTS - BAR LIST

MARK	NO	LENGTH	TYPE	A	B	LOCATION
A500	83	10'-2"	Str.			Vert. Str. Bars in N. Abut.
A501	186	4'-8"	3.	2'-8"	1'-0"	Bent Bars at Beam Seats in N. & S. Abuts.
A502	170	6'-2"	3.	8"	4'-6"	Bent Bars in W. & S. Abut. Backwalls
A503	40	33'-0"	Str.			Horiz. Str. Bars in W. & S. Abuts.
A504	48	32'-0"	Str.			" " " " " "
A505	48	32'-8"	Str.			" " " " " "
A506	62	6'-7"	6			Bent Tie Bars in W. & S. Abuts.
A507	2	15'-8"	Str.			Vert. Str. Bars in E. & W. Wingwalls of W. Abut.
A508		15'-0"				" " " " " " " " "
A509		14'-5"				" " " " " " " " "
A510		13'-10"				" " " " " " " " "
A511		13'-1"				" " " " " " " " "
A512		12'-6"				" " " " " " " " "
A513		11'-9"				" " " " " " " " "
A514		11'-1"				" " " " " " " " "
A515		10'-8"				" " " " " " " " "
A516		10'-3"				" " " " " " " " "
A517	2	9'-9"				" " " " " " " " "
A518	32	11'-5"				Horiz. Str. Bars in W. Wingwall of N. & S. Abuts.
A519	4	12'-3"				Diag. Str. Bars " " " " N. & S. Abuts.
A520	2	7'-10"				Horiz. Str. Bars " " " " S. Abut.
A521	2	8'-1"				" " " " " " N. Abut.
A522	4	3'-11"	Str.			" " " " " " N. & S. Abuts.
A523	62	7'-8"	8.	11"	2'-9"	Bent Tie Bars in W. & S. Abuts.
A524	28	13'-6"	Str.			Horiz. Str. Bars in E. Wingwall of N. & S. Abuts.
A525	2	10'-0"				" " " " " " " S. Abut.
A526	2	10'-3"				" " " " " " " N. Abut.
A527	2	6'-2"				" " " " " " " S. Abut.
A528	2	6'-3"				" " " " " " " N. Abut.
A529	2	2'-5"				" " " " " " " S. Abut.
A530	2	2'-9"				" " " " " " " N. Abut.
A531	2	14'-1"				Diag. Str. Bars " " " " N. Abut.
A532	83	9'-6"				Vert. Str. Bars in S. Abut.
A533	2	13'-11"				Diag. Str. Bars in E. Wingwall of S. Abut.
A534		15'-0"				Vert. Str. Bars in E. & W. Wingwalls of S. Abut.
A535		14'-5"				" " " " " " " " "
A536		13'-10"				" " " " " " " " "
A537		13'-3"				" " " " " " " " "
A538		12'-9"				" " " " " " " " "
A539		12'-2"				" " " " " " " " "
A540		11'-8"				" " " " " " " " "
A541		11'-1"				" " " " " " " " "
A542		10'-7"				" " " " " " " " "
A543	2	10'-0"				W.E. Wingwall of S. Abut.
A544	1	9'-5	Str.			
A600	78	12'-10"	Str.			Vert. Str. Bars in N. Abut.
A601	82	13'-0"				" " " " " "
A602	16	15'-8"				Vert. Str. Bars in N. Abut. and in E. & W. Wingwalls of N. Abut.
A603	2	15'-5"				Vert. Str. Bars in E. & W. Wingwalls of N. Abut.
A604		15'-2"				" " " " " " " " "
A605		14'-11"				" " " " " " " " "
A606		14'-9"				" " " " " " " " "
A607		14'-6"				" " " " " " " " "
A608		14'-3"				" " " " " " " " "
A609		14'-1"				" " " " " " " " "
A610		13'-11"				" " " " " " " " "
A611		13'-9"				" " " " " " " " "
A612		13'-6"				" " " " " " " " "
A613		13'-3"				" " " " " " " " "
A614		13'-1"				" " " " " " " " "
A615		12'-11"				" " " " " " " " "
A616	2	12'-9"				" " " " " " " " "
A617	84	12'-6"	Str.			Vert. Str. Bars in S. Abut. and in E. & W. Wingwalls of N. Abut.
A618	2	12'-3"	Str.			Vert. Str. Bars in E. & W. Wingwalls of N. Abut.
A619	80	12'-1"				Vert. Str. Bars in S. Abut. and in E. & W. Wingwalls of N. Abut.
A620	2	11'-11"				Vert. Str. Bars in E. & W. Wingwalls of N. Abut.
A621		11'-9"				" " " " " " " " "
A622		11'-6"				" " " " " " " " "
A623		11'-3"				" " " " " " " " "
A624		11'-1"				" " " " " " " " "
A625		10'-10"				" " " " " " " " "
A626		10'-8"				" " " " " " " " "
A627		10'-5"				" " " " " " " " "
A628		10'-3"				" " " " " " " " "
A629		10'-0"				" " " " " " " " "
A630	2	9'-9"				" " " " " " " " "
A631	9	15'-0				Vert. Str. Bars in S. Abut. and in E. & W. Wingwalls of S. Abut.
A632	2	14'-9"				Vert. Str. Bars in E. & W. Wingwalls of S. Abut.
A633		14'-7"				" " " " " " " " "
A634		14'-5"				" " " " " " " " "
A635		14'-3"				" " " " " " " " "
A636		14'-0"				" " " " " " " " "
A637		13'-10"				" " " " " " " " "
A638		13'-8"				" " " " " " " " "
A639		13'-6"				" " " " " " " " "
A640		13'-4"				" " " " " " " " "
A641		13'-2"				" " " " " " " " "
A642		13'-0"				" " " " " " " " "
A643		12'-9"				" " " " " " " " "
A644		12'-7"				" " " " " " " " "
A645		12'-5"				" " " " " " " " "
A646		12'-3"				" " " " " " " " "
A647		12'-0"				" " " " " " " " "
A648		11'-9"				" " " " " " " " "
A649		11'-7"				" " " " " " " " "
A650		11'-5"				" " " " " " " " "
A651		11'-3"				" " " " " " " " "
A652		11'-0"				" " " " " " " " "
A653		10'-9"				" " " " " " " " "
A654		10'-6"				" " " " " " " " "
A655		10'-3"				" " " " " " " " "
A656	2	10'-0"				" " " " " " " " "
A657	1	9'-10"				E. Wingwall of S. Abut.
A658	1	9'-8"				
A659	1	9'-5"	Str.			
F600	136	6'-6"	Str.			Str. Dowel Bars in N. & S. Footings
F601	166	6'-6"	Str.			" " " " " " "
F602	64	5'-0"	Str.			Str. Dowel Bars in N. & S. Footings at Pylon Piers
F600	56	33'-0"	Str.			Longit. Str. Bars in N. & S. Footings
F601	56	34'-0"				" " " " " " "
F602	16	4'-10"				" " " " " " "
F603	10	15'-0"				" " " " " " "
F604	20	13'-6"				" " " " " " "
F605	544	9'-2"				Transv. Str. Bars in N. & S. Footings
F606	48	10'-10"				" " " " " " "
F607	8	8'-0"				" " " " " " "
F608	4	7'-11"				" " " " " " "
F609	8	7'-10"				" " " " " " "
F610	4	7'-8"				" " " " " " "
F611	4	7'-7"				" " " " " " "
F612	8	7'-5"				" " " " " " "
F613	4	7'-4"				" " " " " " "
F614	4	7'-2"				" " " " " " "
F615	8	7'-1"				" " " " " " "
F616	4	7'-0"				" " " " " " "
F617	4	6'-10"				" " " " " " "
F618	8	6'-9"				" " " " " " "
F619	4	6'-8"				" " " " " " "
F620	4	6'-7"				" " " " " " "
F621	8	6'-6"				" " " " " " "
F622	4	6'-4"				" " " " " " "
F623	8	6'-3"				" " " " " " "
F624	4	6'-1"				" " " " " " "
F625	4	6'-0"				" " " " " " "
F626	8	5'-10"	Str.			" " " " " " "
F627	4	15'-9"	Str.			Transv. Str. Bars in N. & S. Footings
F628	4	5'-7"				" " " " " " "
F629	8	5'-6"				" " " " " " "
F630	2	8'-1"				" " " " " " "
F631	4	8'-3"				" " " " " " "
F632	2	8'-4"				" " " " " " "
F633	320	6'-6"	Str.			Str. Dowel Bars in N. & S. Footing
R500	18	15'-6"	Str.			Vert. Str. Bars in E. & W. Pylon Piers of N. Abut.
R501	6	15'-9"				" " " " " " " " "
R502	2	15'-3"				" " " " " " " " "
R503	2	15'-1"				" " " " " " " " "
R504	2	15'-0"				" " " " " " " " "
R505	6	14'-10"	Str.			" " " " " " " " "
R506	32	6'-7"	4.	1'-9"		Bent Tie Bars in E. & W. Pylon Piers of N. & S. Abuts.
R507	72	9'-0"	4.	4'-3"		" " " " " " " " " " " " " "
R508	16	4'-8"	Str.			Horiz. Str. Bars in E. & W. Pylons of N. & S. Abuts.
R509	8	4'-10"				" " " " " " " " "
R510	8	4'-11"				" " " " " " " " "
R511	12	2'-9"				Vert. Str. Bars in E. & W. Pylon Piers of N. & S. Abuts.
R512	4	1'-7"				" " " " " " " " "
R513	4	1'-9"				" " " " " " " " "
R514	4	1'-10"				" " " " " " " " "
R515	18	15'-0"				Vert. Str. Bars in E. & W. Pylon Piers of S. Abut.
R516	6	14'-10"				" " " " " " " " "
R517	2	14'-9"				" " " " " " " " "
R518	2	14'-7"				" " " " " " " " "
R519	2	14'-6"				" " " " " " " " "
R520	6	14'-4"	Str.			" " " " " " " " "
R600	8	4'-0"	Str.			Vert. Str. Bars in E. & W. Pylons of N. & S. Abuts.
R601	8	4'-6"	Str.			" " " " " " " " "
R602	8	5'-0"	Str.			" " " " " " " " "
R603	16	5'-6"	Str.			" " " " " " " " "

BAR DETAIL



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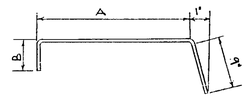

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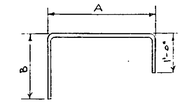
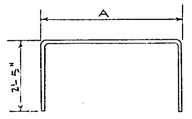


TYPE 3



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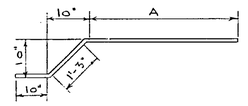

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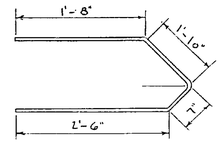
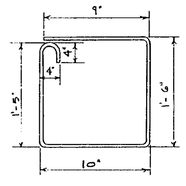
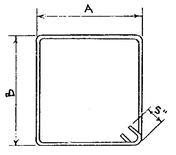


TYPE 6



TYPE 7



TYPE 8

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. I _____ 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
HANNACROIX CREEK
STA. 1178+34

BAR LIST

Designed by D. Schiff Date 6-6-52
Drawn by E. Edwards & B. Simon Date 6-20-52
Traced by _____ Date _____
Checked by M. Chemers Date 7-3-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY _____ 7/31/52
N.Y.S. RE. LIC. NO. 25930 DATE

Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			49	99
N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6				

SUPERSTRUCTURE - BAR LIST

MARK	NO	LENGTH	TYPE	A	B	LOCATION
S400	336	33'-1"	Str.			TRANS'V STR. BARS IN TOP & BOTT. OF SLAB
S500	310	26'-11"	Str.			LONGT. STR. BARS IN BOTT. OF SLAB
S501	310	33'-3"	Str.			" " " " " "
S502	620	32'-0"	1.	31-9"		LONGT. HKD. BARS IN TOP OF SLAB
C400	76	33'-1"	Str.			TRANV. STR. BARS IN CURB & MALL
C401	130	4'-4"	2.	3'-3"		BENT BARS IN TOP OF CURB
C402	128	5'-0"	1.			BENT STIRRUPS IN SIDEWALK
C500	310	7'-5"	5.	5'-4"		BENT BARS IN TOP OF MALL

NO. & SO. ABUTMENTS - BAR LIST

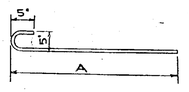
MARK	NO	LENGTH	TYPE	A	B	LOCATION
A500	83	10'-2"	Str.			VERT. STR. BARS IN N. ABUT.
A501	186	9'-8"	3.	2'-8"	1'-0"	BENT BARS AT BEAM SEATS IN N. & S. ABUTS.
A502	170	6'-2"	3.	8"	4'-6"	BENT BARS IN N. & S. ABUT. BACKWALLS
A503	40	33'-0"	Str.			HORIZ. STR. BARS IN N. & S. ABUTS.
A504	48	32'-0"	Str.			" " " " " "
A505	48	32'-8"	Str.			" " " " " "
A506	62	6'-7"	6			BENT TIE BARS IN N. & S. ABUTS.
A507	21	15'-8"	Str.			VERT STR. BARS IN E. & W. WINGWALLS OF N. ABUT.
A508	14	15'-0"				" " " " " " " " " "
A509		14'-5"				" " " " " " " " " "
A510		13'-10"				" " " " " " " " " "
A511		13'-1"				" " " " " " " " " "
A512		12'-6"				" " " " " " " " " "
A513		11'-9"				" " " " " " " " " "
A514		11'-1"				" " " " " " " " " "
A515		10'-8"				" " " " " " " " " "
A516		10'-3"				" " " " " " " " " "
A517	21	9'-9"				" " " " " " " " " "
A518	32	11'-5"				HORIZ. STR. BARS IN W. WINGWALL OF N. & S. ABUTS.
A519	42	12'-3"				DIAG. STR. BARS " " " " N. & S. ABUTS.
A520	2	7'-10"				HORIZ. STR. BARS " " " " S. ABUT.
A521	2	8'-1"				" " " " " " " " " " W. ABUT.
A522	42	3'-11"	Str.			" " " " " " " " " " N. & S. ABUTS.
A523	62	7'-8"	8.	11"	2'-9"	BENT TIE BARS IN N. & S. ABUTS.
A524	28	13'-6"	Str.			HORIZ. STR. BARS IN E. WINGWALL OF N. & S. ABUTS.
A525	2	10'-0"				" " " " " " " " " " S. ABUT.
A526	2	10'-3"				" " " " " " " " " " N. ABUT.
A527	2	6'-2"				" " " " " " " " " " S. ABUT.
A528	2	6'-3"				" " " " " " " " " " N. ABUT.
A529	2	2'-5"				" " " " " " " " " " S. ABUT.
A530	2	2'-9"				" " " " " " " " " " W. ABUT.
A531	2	14'-1"				DIAG. STR. BARS " " " " N. ABUT.
A532	83	9'-6"				VERT. STR. BARS IN S. ABUT.
A533	2	13'-11"				DIAG. STR. BARS IN E. WINGWALL OF S. ABUT.
A534	1	18'-0"				VERT. STR. BARS IN E. & W. WINGWALLS OF S. ABUT.
A535	A	14'-5"				" " " " " " " " " "
A536		13'-10"				" " " " " " " " " "
A537		13'-3"				" " " " " " " " " "
A538		12'-9"				" " " " " " " " " "
A539		12'-2"				" " " " " " " " " "
A540		11'-8"				" " " " " " " " " "
A541		11'-1"				" " " " " " " " " "
A542		10'-7"				" " " " " " " " " "
A543	21	10'-0"				" " " " W. & E. WINGWALL OF S. ABUT.
A544	1	9'-5	Str.			
A600	78	12'-18"	Str.			VERT. STR. BARS IN N. ABUT.
A601	82	13'-0"				" " " " " "
A602	165	19'-8"				VERT. STR. BARS IN N. ABUT. AND IN E. & W. WINGWALLS OF N. ABUT.
A603	21	15'-5"				VERT. STR. BARS IN E. & W. WINGWALLS OF N. ABUT.
A604	14	15'-2"				" " " " " " " " " "
A605		14'-11"				" " " " " " " " " "
A606		14'-9"				" " " " " " " " " "
A607		14'-6"				" " " " " " " " " "
A608		14'-3"				" " " " " " " " " "
A609		14'-1"				" " " " " " " " " "
A610		13'-11"				" " " " " " " " " "
A611		13'-9"				" " " " " " " " " "
A612		13'-6"				" " " " " " " " " "
A613		13'-3"				" " " " " " " " " "
A614		13'-1"				" " " " " " " " " "
A615		12'-11"				" " " " " " " " " "
A616	2	12'-9"				" " " " " " " " " "
A617	84	12'-6"	Str.			VERT. STR. BARS IN S. ABUT. AND IN E. & W. WINGWALLS OF N. ABUT.

MARK	NO	LENGTH	TYPE	A	B	LOCATION
A618	21	12'-3"	Str.			VERT. STR. BARS IN E. & W. WINGWALLS OF N. ABUT.
A619	80	12'-1"				VERT. STR. BARS IN S. ABUT. AND IN E. & W. WINGWALLS OF N. ABUT.
A620	21	11'-11"				VERT. STR. BARS IN E. & W. WINGWALLS OF N. ABUT.
A621	A	11'-9"				" " " " " " " " " "
A622		11'-6"				" " " " " " " " " "
A623		11'-3"				" " " " " " " " " "
A624		11'-1"				" " " " " " " " " "
A625		10'-10"				" " " " " " " " " "
A626		10'-8"				" " " " " " " " " "
A627		10'-5"				" " " " " " " " " "
A628		10'-3"				" " " " " " " " " "
A629		10'-0"				" " " " " " " " " "
A630	21	9'-9"				" " " " " " " " " "
A631	915	15'-0				VERT. STR. BARS IN S. ABUT. AND IN E. & W. WINGWALLS OF S. ABUT.
A632	21	14'-9"				VERT. STR. BARS IN E. & W. WINGWALLS OF S. ABUT.
A633		14'-7"				" " " " " " " " " "
A634		14'-9"				" " " " " " " " " "
A636		14'-3"				" " " " " " " " " "
A636		14'-0"				" " " " " " " " " "
A637		13'-10"				" " " " " " " " " "
A638		13'-8"				" " " " " " " " " "
A639		13'-6"				" " " " " " " " " "
A640		13'-4"				" " " " " " " " " "
A641		13'-2"				" " " " " " " " " "
A642		13'-0"				" " " " " " " " " "
A643		12'-9"				" " " " " " " " " "
A644		12'-7"				" " " " " " " " " "
A645		12'-5"				" " " " " " " " " "
A646		12'-3"				" " " " " " " " " "
A647		12'-0"				" " " " " " " " " "
A648		11'-9"				" " " " " " " " " "
A649		11'-7"				" " " " " " " " " "
A650		11'-5"				" " " " " " " " " "
A651		11'-3"				" " " " " " " " " "
A652		11'-0"				" " " " " " " " " "
A653		10'-9"				" " " " " " " " " "
A654		10'-6"				" " " " " " " " " "
A655		10'-3"				" " " " " " " " " "
A656	21	10'-0"				" " " " " " " " " "
A657	1	9'-10"				" " " " E. WINGWALL OF S. ABUT.
A658	1	9'-8"				" " " " " " " " " "
A659	1	9'-5"	Str.			" " " " " " " " " "
	68					
F500	136	6'-6"	Str.			STR. DOWEL BARS IN N. & S. FOOTINGS
F501	166	6'-6"	Str.			" " " " " " " "
F502	64	5'-0"	Str.			STR. DOWEL BARS IN N. & S. FOOTINGS AT PYLON PIERS
	72					
F600	56	33'-0"	Str.			LONGT. STR. BARS IN N. & S. FOOTINGS
F601	56	34'-0"				" " " " " " " "
F602	16	4'-10"				" " " " " " " "
F603	20	15'-0"				" " " " " " " "
F604	20	13'-6"				" " " " " " " "
F605	544	9'-2"				TRANSV. STR. BARS IN N. & S. FOOTINGS
F606	48	10'-10"				" " " " " " " "
F607	84	8'-0"				" " " " " " " "
F608	42	7'-11"				" " " " " " " "
F609	84	7'-10"				" " " " " " " "
F610	42	7'-8"				" " " " " " " "
F611	42	7'-7"				" " " " " " " "
F612	84	7'-5"				" " " " " " " "
F613	42	7'-4"				" " " " " " " "
F614	42	7'-2"				" " " " " " " "
F615	84	7'-1"				" " " " " " " "
F616	42	7'-0"				" " " " " " " "
F617	42	6'-10"				" " " " " " " "
F618	84	6'-9"				" " " " " " " "
F619	42	6'-8"				" " " " " " " "
F620	42	6'-7"				" " " " " " " "
F621	84	6'-6"				" " " " " " " "
F622	42	6'-4"				" " " " " " " "
F623	84	6'-3"				" " " " " " " "
F624	42	6'-1"				" " " " " " " "
F625	42	6'-0"				" " " " " " " "
F626	84	5'-10"	Str.			" " " " " " " "

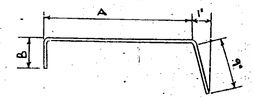
MARK	NO	LENGTH	TYPE	A	B	LOCATION
F627	42	15'-9"	Str.			TRANSV. STR. BARS IN N. & S. FOOTINGS
F628	42	5'-7"				" " " " " " " "
F629	84	5'-6"				" " " " " " " "
F630	2	8'-11"				" " " " " " " "
F631	4	8'-3"				" " " " " " " "
F632	2	8'-4"				" " " " " " " "
F633	320	6'-6"	Str.			STR. DOWEL BARS IN N. & S. FOOTING
R500	18	15'-6"	Str.			VERT. STR. BARS IN E. & W. PYLON PIERS OF N. ABUT.
R501	6	15'-4"				" " " " " " " " " "
R502	1	15'-3"				" " " " " " " " " "
R503	2	15'-1"				" " " " " " " " " "
R504	2	15'-0"				" " " " " " " " " "
R505	6	14'-10"	Str2.			" " " " " " " " " "
R506	32	6'-7"	4.	1'-9"		BENT TIE BARS IN E. & W. PYLON PIERS OF N. & S. ABUTS.
R507	72	9'-0"	4.	4'-3"		" " " " " " " " " "
R508	16	4'-8"	Str.			HORIZ. STR. BARS IN E. & W. PYLONS OF N. & S. ABUTS.
R509	8	4'-10"				" " " " " " " " " "
R510	8	4'-11"				" " " " " " " " " "
R511	12	2'-4"				VERT. STR. BARS IN E. & W. PYLON PIERS OF N. & S. ABUTS.
R512	4	1'-7"				" " " " " " " " " "
R513	4	1'-9"				" " " " " " " " " "
R514	4	1'-10"				" " " " " " " " " "
R515	18	15'-0"				VERT. STR. BARS IN E. & W. PYLON PIERS OF S. ABUT.
R516	6	14'-10"				" " " " " " " " " "
R517	2	14'-9"				" " " " " " " " " "
R518	2	14'-7"				" " " " " " " " " "
R519	2	14'-6"				" " " " " " " " " "
R520	6	14'-4"	Str.			" " " " " " " " " "
R600	8	4'-0"	Str.			VERT. STR. BARS IN E. & W. PYLONS OF N. & S. ABUTS.
R601	8	4'-6"	Str.			" " " " " " " " " "
R602	8	5'-0"	Str.			" " " " " " " " " "
R603	16	5'-6"	Str.			" " " " " " " " " "

SEE REVERSE SIDE OF THIS SHEET
FOR N.E.W.W. & S.E.W.W. FIELD CHANGE

BAR DETAIL



TYPE 1



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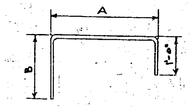

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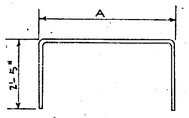

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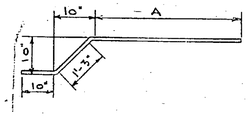

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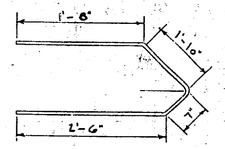

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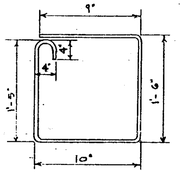

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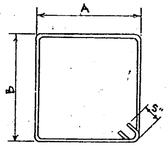


TYPE 8

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 ——— 1952

DE LEUW AND, BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
HANNACROIX CREEK
STA. 1178+34

BAR LIST

Designed by D. Schiff Date 6-6-52
Drawn by A.G. EDWARDS & R. SIMON Date 6-30-52
Traced by ——— Date ———
Checked by M. Chmura Date 7-3-52

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY [signature] 7/21/52
N.Y.S. RE. LIC. NO. 25130 DATE

Revised by ——— Date ——— Item ———
Revised by ——— Date ——— Item ———
Revised by ——— Date ——— Item ———
Revised by ——— Date ——— Item ———

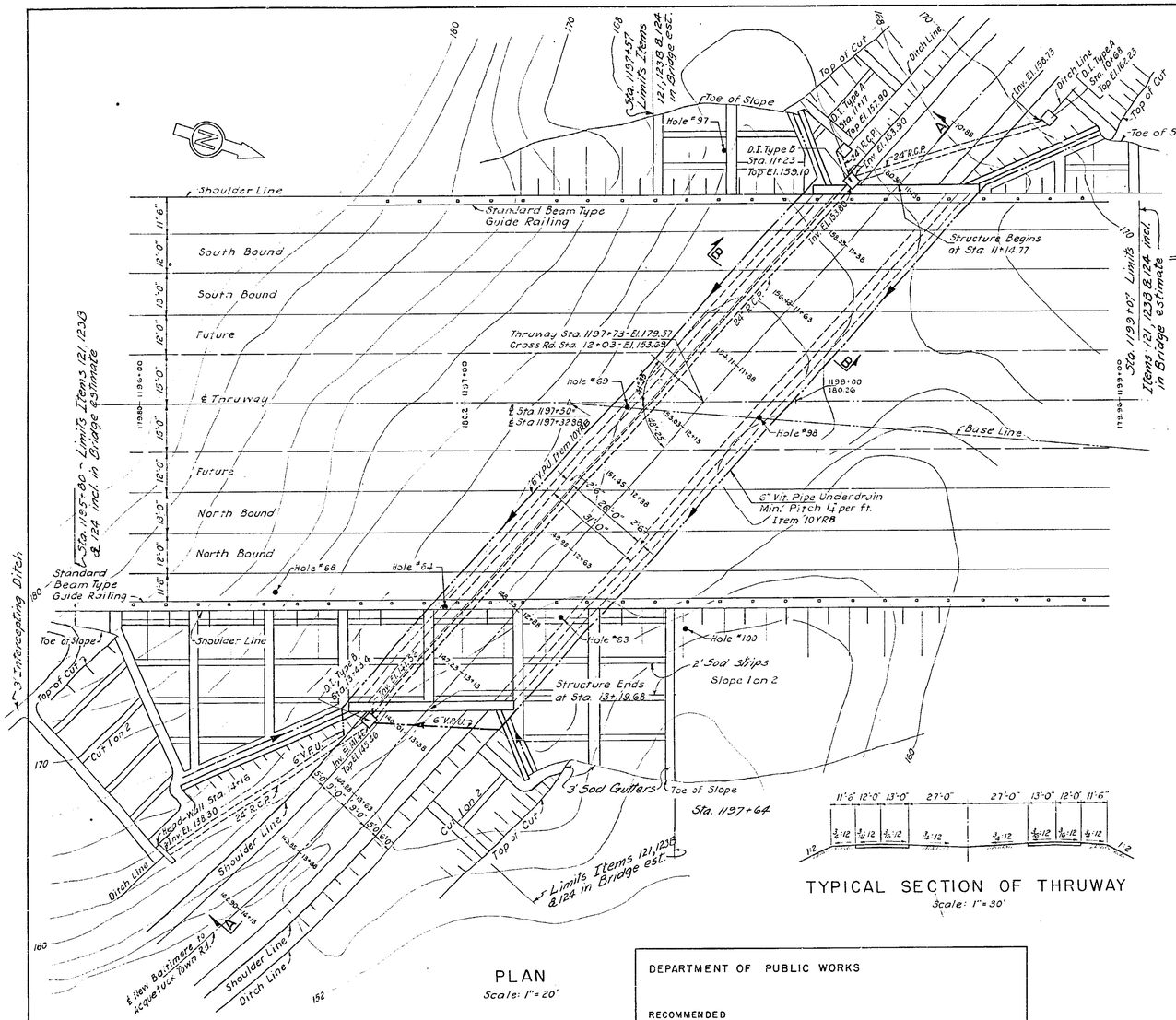
N-E WINGWALL FIELD CHANGE		
SIZE	NO.	LENGTH
6	2	20'-0"
6	2	19'-0"
6	2	18'-0"
6	2	17'-0"
6	2	16'-0"
6	9	12'-0"
6	10	9'-0"
6	28	11'-0"
8	26	9'-0"
10	2	20'-0"
10	2	19'-0"
10	2	18'-0"
10	2	17'-0"
10	2	16'-0"
10	9	12'-0"
10	10	8'-0"
10	2	3'-6"
5	2	21'-0"
5	1	14'-0"
5	2	8'-6"
5	2	3'-0"
5	12	14'-0"
5	5	14'-0"
5	10	14'-0"

S-E WINGWALL FIELD CHANGE		
SIZE	NO	LENGTH
9	3	15'-9"
9	3	14'-0"
9	4	11'-6"
9	5	10'-0"
9	5	7'-0"
9	20	9'-0"
8	22	3'-0"
7	22	8'-0"
5	2	2'-3"
5	2	9'-0"
5	12	14'-3"
5	1	15'-3"
5	3	15'-9"
5	3	14'-0"
5	4	11'-6"
5	5	10'-0"
5	5	7'-0"
5	2	3'-3"
5	2	9'-0"
5	12	14'-3"
5	1	15'-3"
5	8	14'-0"
5	8	14'-0"

CT52-7
497

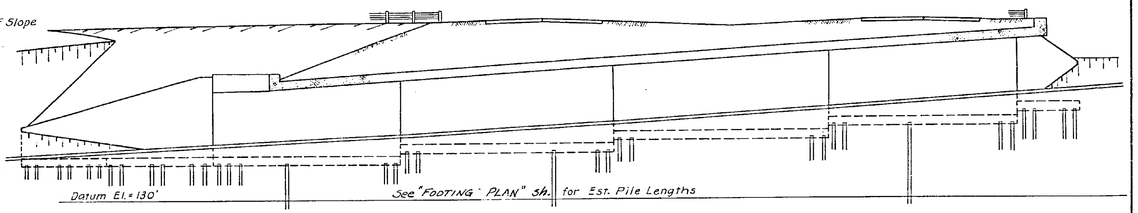
C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			50	99
N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6				



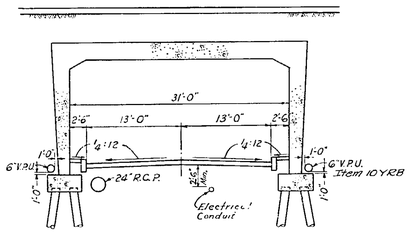
PLAN

Scale: 1" = 20'



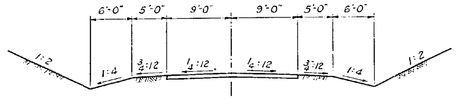
SECTION A-A

Scale: 1" = 20'



TYPICAL SECTION B-B

Scale: 1" = 10'

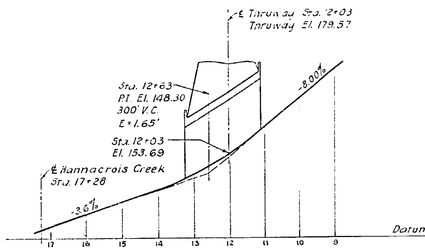


TYPICAL APPROACH SECTION
NEW BALTIMORE ROAD

Scale 1" = 10'

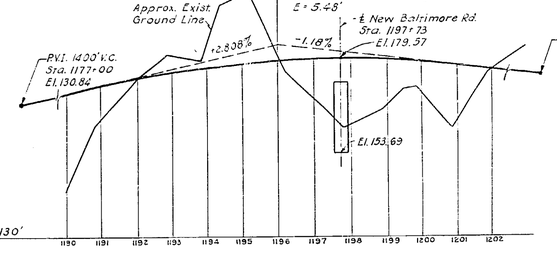
TYPICAL SECTION OF THRUWAY

Scale: 1" = 30'



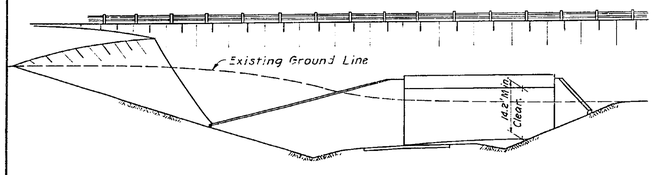
PROFILE OF NEW BALTIMORE RD.

Scale Hor. 1" = 200'
Vert. 1" = 20'



PROFILE OF THRUWAY

Scale Hor. 1" = 200'
Vert. 1" = 20'



EAST ELEVATION

Scale: 1" = 20'

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED

G. L. NICKERSON, DISTRICT ENGINEER — DATE

APPROVED:

E. T. GAWKINS, DEPUTY CHIEF ENGINEER — DATE

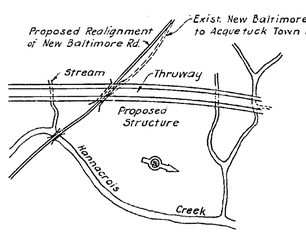
E. W. WENDELL, DEPUTY CHIEF ENGINEER — DATE

J. B. Mc MORRAN, CHIEF ENGINEER — DATE

NEW YORK STATE THRUWAY AUTHORITY

APPROVED: BERTRAM D. TALLAMY, CHAIRMAN

BY C. H. LANG, DEPUTY CHIEF ENGINEER — DATE



LOCATION PLAN

Scale: 1" = 500'

NOTE: See Structural Plan for Working Dimensions & Elevations.

ESTIMATE OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	NEAT	ROUNDED
5	Trench Culvert & Bridge Excavation	C.Y.	1875	1,900
10YRB	6" Pipe Underdrain Optional	L.F.	654	670
15-2	Portland Cement Type 2	Bbls.	3570	3750
15-N	Portland Cement Type N	Bbls.	510	540
18	Class I-A Concrete for Structures (1:2:3½ approx.)	C.Y.	1973	2050
20	Class I Concrete (1:2:4 approx.)	C.Y.	450	480
28	Bar Reinforcement for Structures	Lbs.	386,000	390,000
121	Topsoil Placed from Stockpiles	C.Y.	140	150
775	Temporary Structures and Approaches	L.S.	NEC.	NEC.
85C	Cast in Place Concrete Piles	L.F.	6,800	7000
87	Furnishing Equipment for Driving Piles	L.S.	NEC.	NEC.
123B	Seeding on Prepared Areas	Acres.	0.2	0.3
119	Run of Bank Gravel Fill	C.Y.	9800	10,000
124	Sodding	S.Y.	420	600

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY

NEW BALTIMORE TO AQUETUCK-TOWN ROAD

STATION 1197+ 73

GENERAL PLAN

Scale: As Noted

Designed by ____ Date ____
Drawn by ____ Date ____
Traced by ____ Date ____
Checked by ____ Date ____

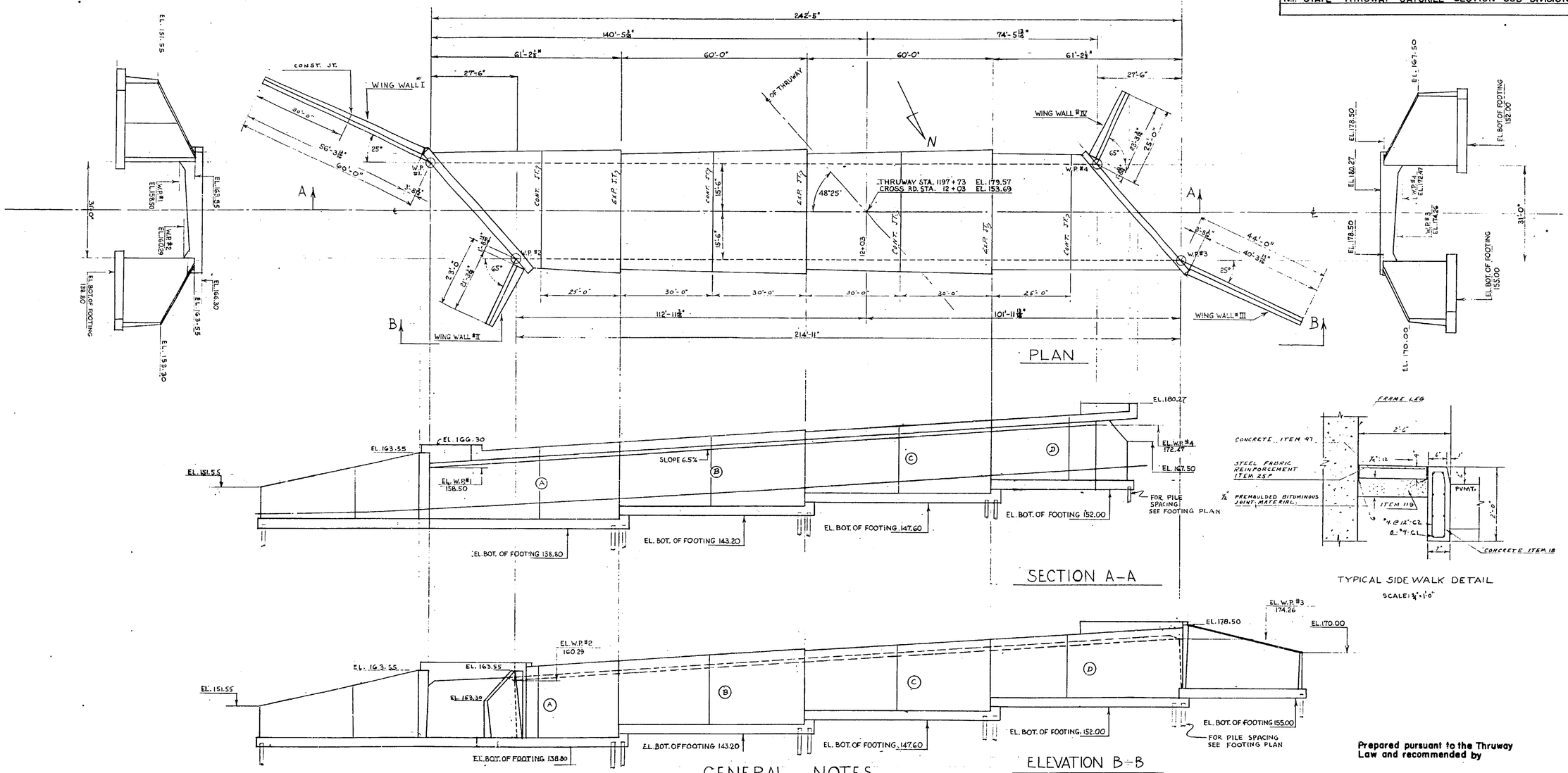
PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
BY ____
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____

SH # 1

C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			51	99
N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6				



GENERAL NOTES

Materials and Fabrication. – Specifications of New York State Department of Public Works dated Jan. 2, 1951 and current modifications and additions.

Design Specifications– American Association of State Highway Officials, 1949. H20-S16-44 Modified Loading.

Structure. – Reinforced concrete under-fill rigid frame on cast-in-place reinforced concrete piles. Maximum design pile load 40 Tons per pile.

Concrete – Reinforced concrete shall be Item 20, Class I, for footings and Item 18, Class IA for all other portions of the structure. Unless otherwise indicated on the plans, all exposed edges of concrete shall be beveled 3/4"

Reinforcement. – Reinforcement for Cement Concrete shall be Item 28, Bar Reinforcement for Structures.

Special Notes. – The Contractor's attention is directed to the special notes for the structure which appear in the proposal. Particular attention should be given to the foundation note which briefly outlines the anticipated subsurface conditions at the site of the structure and which specifies certain requirements relative to construction.

Construction Joints. – No construction Joints, other than those shown on the plans, will be permitted without the written permission of the Deputy Chief Engineer – Bridges, Grade Separations and Structures. Provide V type flashing as shown on the plans and fill all joints as required under Item 62. The cost of flashing and premoulded joint material shall be included in the price bid for Class IA Concrete.

Identification Plates. – Identification Plates, in accordance with the N.Y.S.D.P.W. Standard 52-41 will be furnished by the New York State Department of Public Works and shall be installed by the Contractor at locations indicated on the plans or as directed by the Engineer. The cost of installation of identification plates shall be included in the unit prices bid for the various items of the contract. – See Std. Sheet 52-41

Backfill. – The provision of Item 119, Run-of-Bank Gravel Fill, and "Excavation, General Specification," par. m, "Filling and Backfilling at Structures," must be complied with fully.

Designed by _____ Date _____
Drawn by J.V. Date July 19, 1952
Traced by _____ Date _____
Checked by S.C. Date July 19, 1952

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY _____ 7/21/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

Prepared pursuant to the Thruway Law and recommended by

_____
Engineer District No. 1
_____ 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
NEW BALTIMORE TO AQUETUCK-TOWN ROAD
STATION 1197+73
STRUCTURE PLAN
Scale: 1/16 = 1'-0"

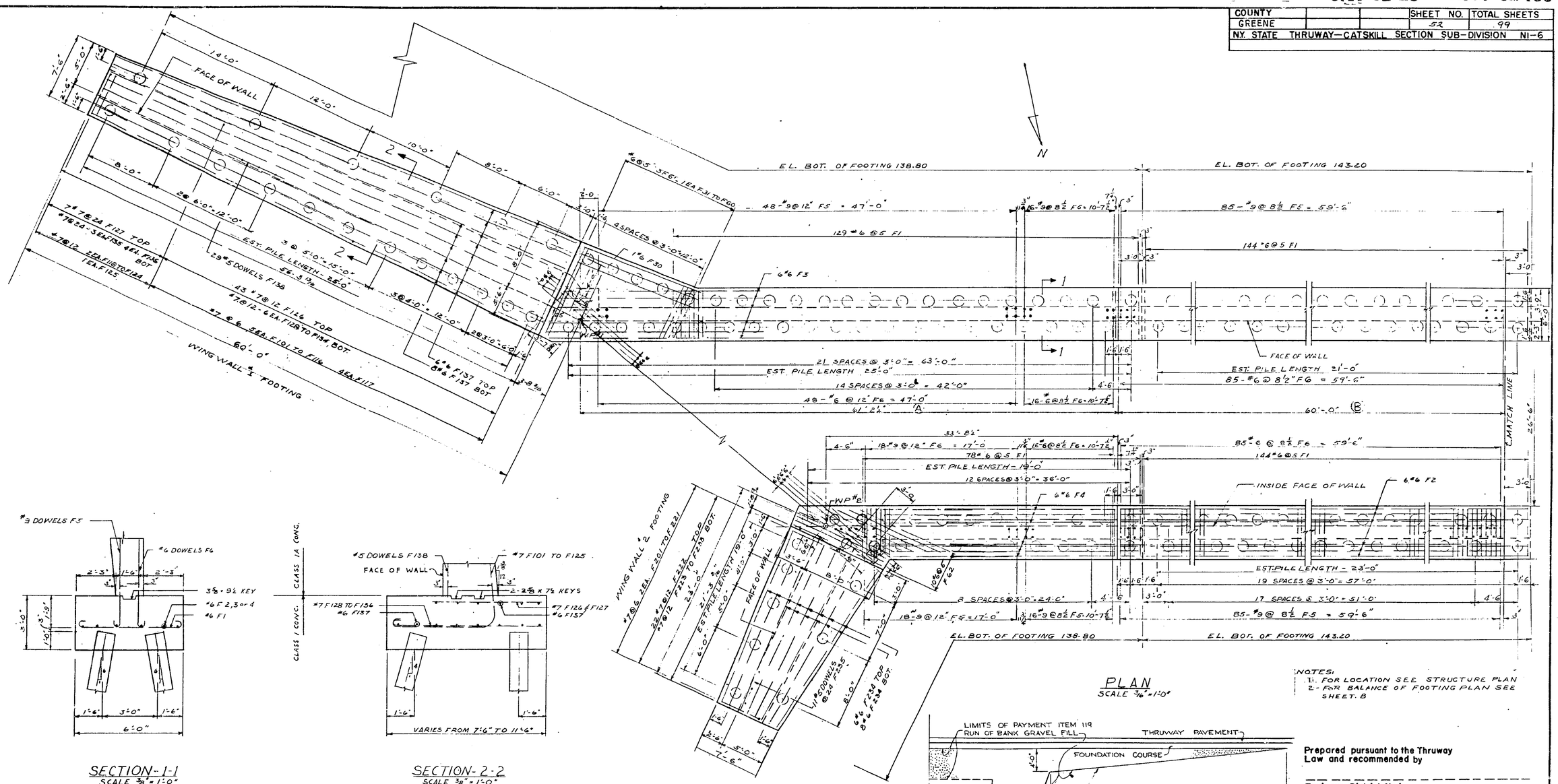
SH #2

50

C.T. 52-7 S.T. 52-25 R.C. 52-105

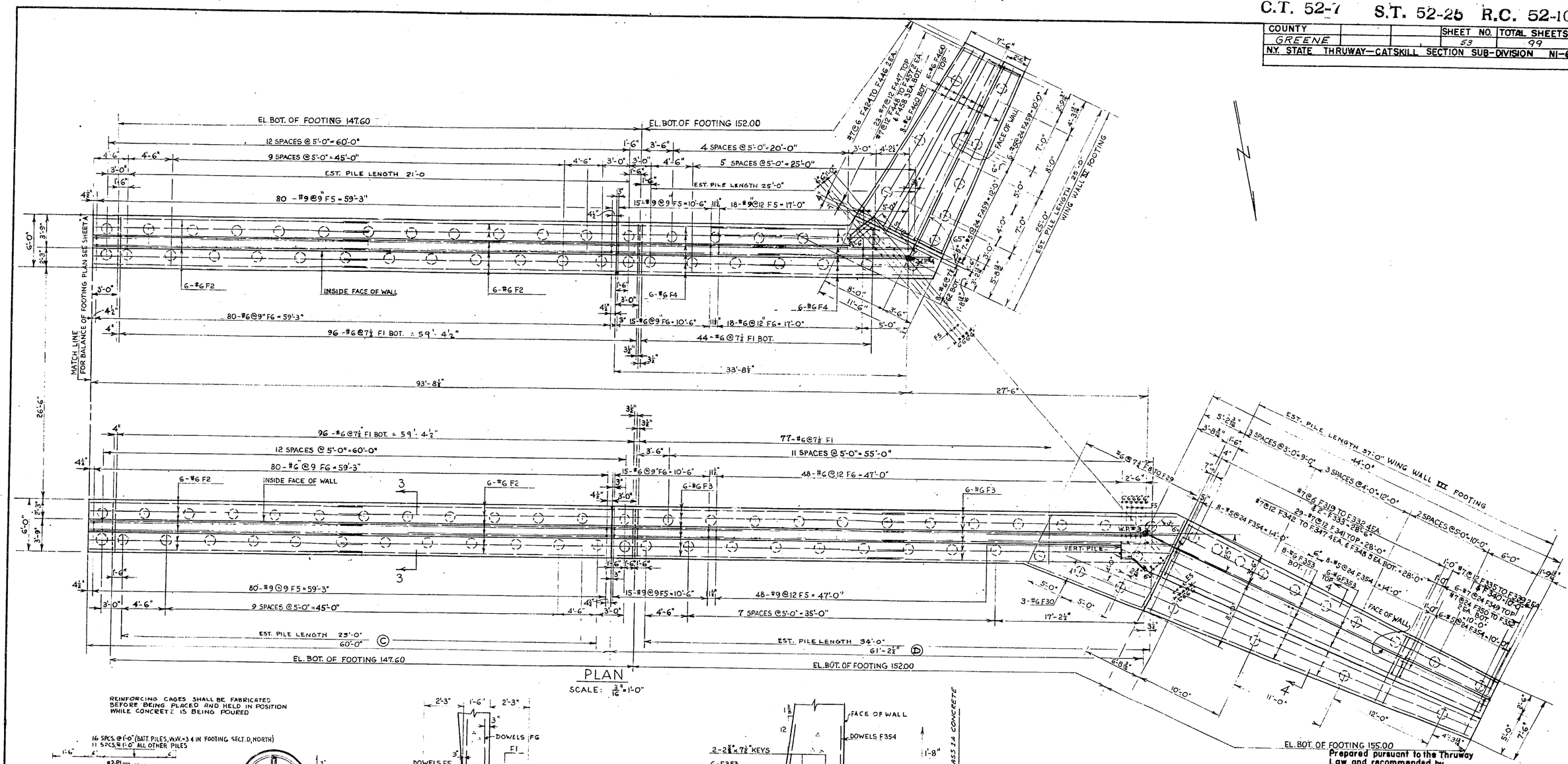
COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			52	99

N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6


14'-0"
FACE OF WALL
12'-0"
10'-0"
8'-0"
6'-0"
2'-0"
7'-6"
5'-0"
2'-6"
1'-6"
8'-0"
2 @ 6'-0" = 12'-0"
EST. PILE LENGTH - 28'-0"
3 @ 5'-0" = 15'-0"
5 @ 3 7/8"
29 #5 DOWELS F138
7 #7 @ 24 F127 TOP
#7 @ 24 - 3 EA. F135 TO F124 BOT.
4 #7 @ 12 - 2 EA. F118 TO F124
1 EA. F125
43 #7 @ 12 F126 TOP
47 @ 12 - 6 EA. F128 TO F134 BOT.
27 @ 6 - 5 EA. F101 TO F116 - 4 EA. F117
60'-0"
WING WALL & FOOTING
#6 @ 5 - 3 EA. F31 TO F60
1 EA. F31 TO F221
48 - #9 @ 12" FS = 47'-0"
129 #6 @ 5 FI
4 SPACES @ 3'-0" = 12'-0"
1 #6 F30
6 #6 F3
E.L. BOT. OF FOOTING 138.80
E.L. BOT. OF FOOTING 143.20
85 - #9 @ 8 1/2 FS = 59'-6"
144 #6 @ 5 FI
3'-0"
3"
7 1/2"
5"
16 - #6 @ 8 1/2 F6 - 10'-7 1/2"
FACE OF WALL
EST. PILE LENGTH 21'-0"
85 - #6 @ 8 1/2" F6 = 59'-6"
21 SPACES @ 3'-0" = 63'-0"
EST. PILE LENGTH 25'-0"
14 SPACES @ 3'-0" = 42'-0"
48 - #6 @ 12" F6 = 47'-0"
61'-2 1/2"
60'-0" (B)
33'-8 1/2"
4'-6"
18 - #9 @ 12" F6 = 17'-0"
78 #6 @ 5 FI
EST. PILE LENGTH = 19'-0"
12 SPACES @ 3'-0" = 36'-0"
WP #2
6 #6 F4
INSIDE FACE OF WALL
6 #6 F2
EST. PILE LENGTH = 23'-0"
19 SPACES @ 3'-0" = 57'-0"
8 SPACES @ 3'-0" = 24'-0"
17 SPACES @ 3'-0" = 51'-0"
4'-6"
1'-6"
3'-0"
18'-9 @ 12" F6 = 17'-0"
16 - #9 @ 8 1/2 F6 - 10'-7 1/2"
85 - #9 @ 8 1/2 F6 = 59'-6"
E.L. BOT. OF FOOTING 138.80
E.L. BOT. OF FOOTING 143.20
C. MATCH LINE
26'-6"
WING WALL & 2 FOOTING
#7 @ 6 EA. F201 TO F221
#7 @ 12
22 #7 @ 12 F232 TOP
F225 TO F235 BOT.
2'-3" TO 5'-0"
2'-3 3/8"
EST. PILE LENGTH 19'-0"
5'-0"
6'-0"
FACE OF WALL
21'-3"
8'-6"
7'-0"
11 #5 DOWELS @ 2'-6 F235
6 #6 F234 TOP
8 #6 F234 BOT.
5'-6"
5'-0"
7'-6"
1'-6"
10 #6 @ 6 F62
3'-0"
3'-6"
1'-6"
8'-6"
5'-0"
1'-6"
1'-6"
1'-6"
1'-6"
1'-6"
3'-0"
4'-6"
3'-0"
3'-0"
3'-0

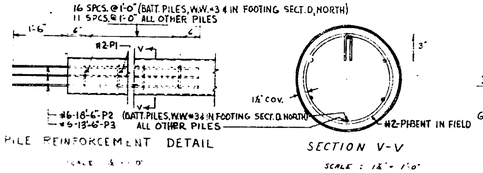
C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			53	99
N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6				



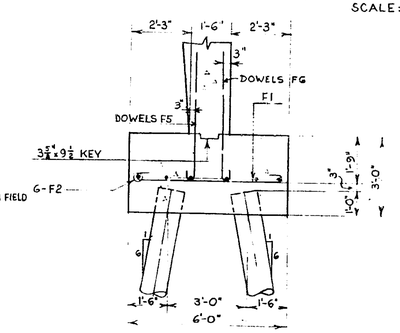
PLAN
SCALE: 3/16" = 1'-0"

REINFORCING CAGES SHALL BE FABRICATED BEFORE BEING PLACED AND HELD IN POSITION WHILE CONCRETE IS BEING POURED

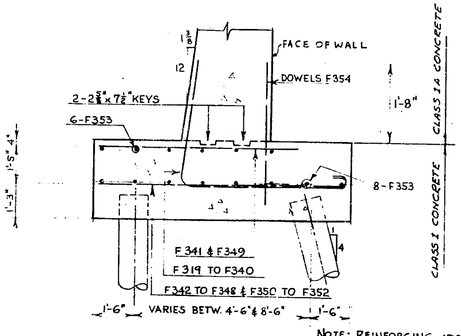


PILE REINFORCEMENT DETAIL

SECTION V-V
SCALE: 1½" = 1'-0"



SECTION 3-3
TYPICAL FRAME FOOTING
SCALE 3/8" = 1'-0"



SECTION 4-4
TYPICAL WING WALL FOOTING
SCALE 3/8" = 1'-0"

NOTE: REINFORCING IDENTIFICATION Nos. APPLY TO WING WALL III FOOTING ONLY.

NOTES

1. SEE STRUCTURE PLAN FOR LOCATION
2. SEE SHEET 'A' FOR BALANCE OF FOOTING PLAN

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY

NEW BALTIMORE TO AQUETUCK-TOWN ROAD

STATION 1197 + 73

FOOTING PLAN

SHEET-8

Scale: As Shown

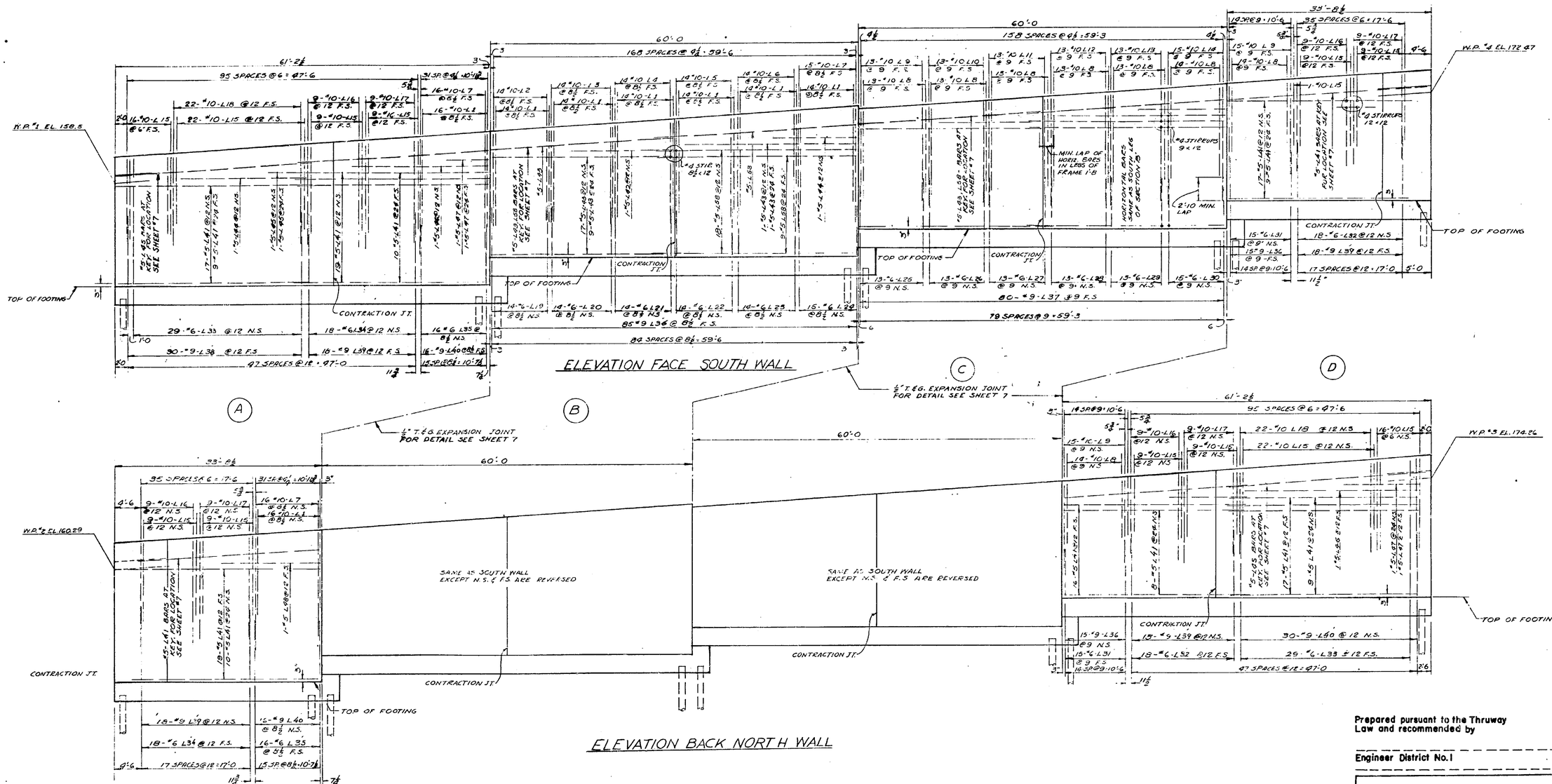
Designed by _____ Date _____
Drawn by J.V. Date July 19, 1952
Traced by _____ Date _____
Checked by A.M. Date July 13, 1952

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS—ARCHITECTS
BY _____ 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

C.T. 52-1 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			54	99
NY. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6				



Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 ——— 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
NEW BALTIMORE TO AQUETUCK-TOWN ROAD
STATION 1197+73
RIGID FRAME SIDEWALLS
Scale 1/8" = 1'-0"

Designed by W.E.V. Date 7-11-52
Drawn by A.D.R. Date 7-19-52
Traced by Date
Checked by J.P. & E.E. Date 7-19-52

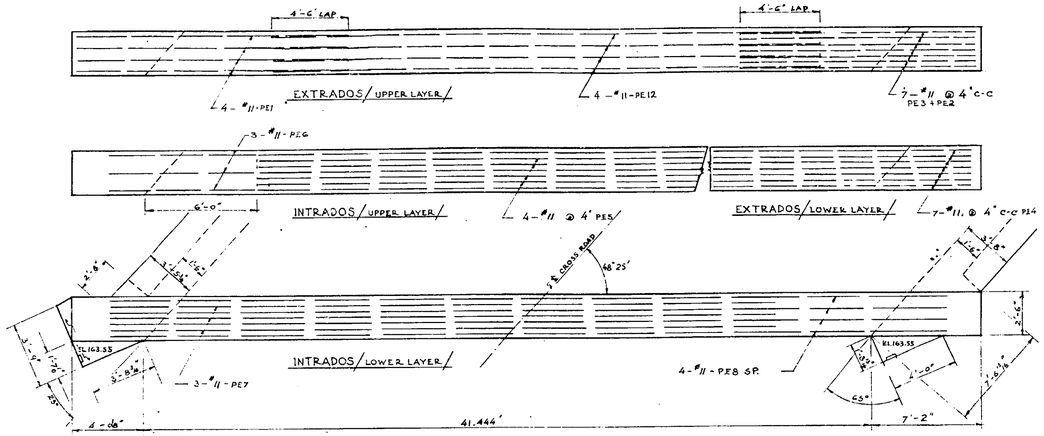
PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY E.I.S. 7/31/52
N.Y.S. RE. LIC. NO. 25930 DATE

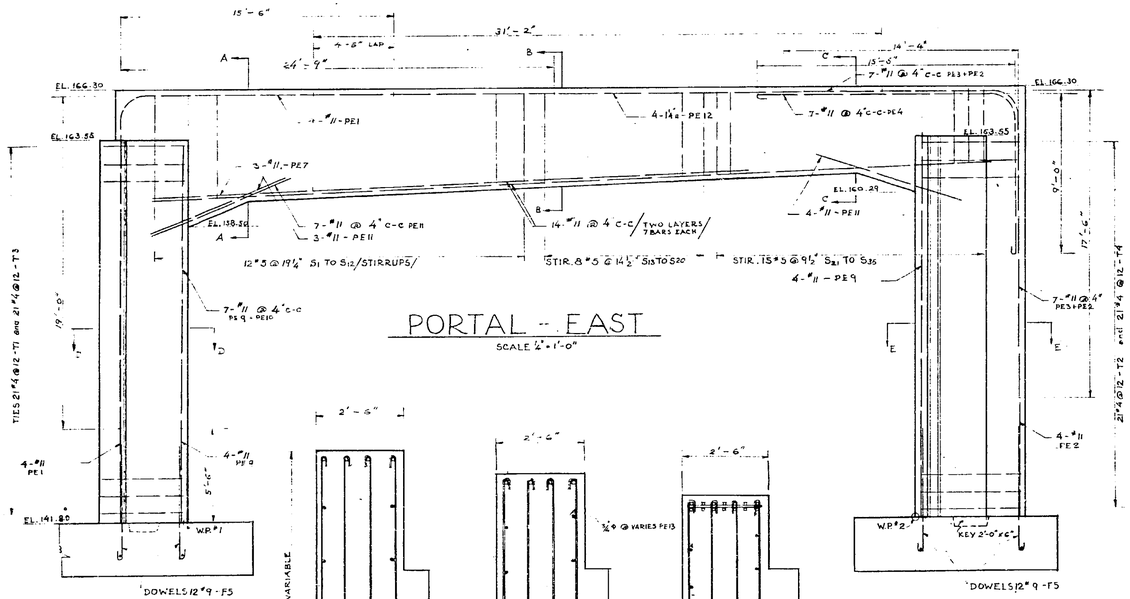
Revised by ——— Date ——— Item ———
Revised by ——— Date ——— Item ———
Revised by ——— Date ——— Item ———
Revised by ——— Date ——— Item ———

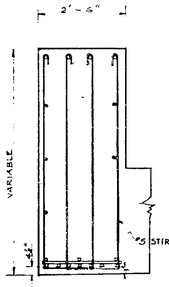
COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			55	99

N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6

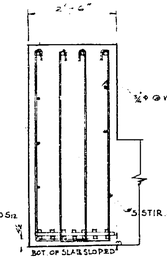
53



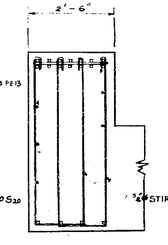




SECTION A-A

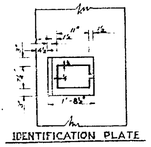


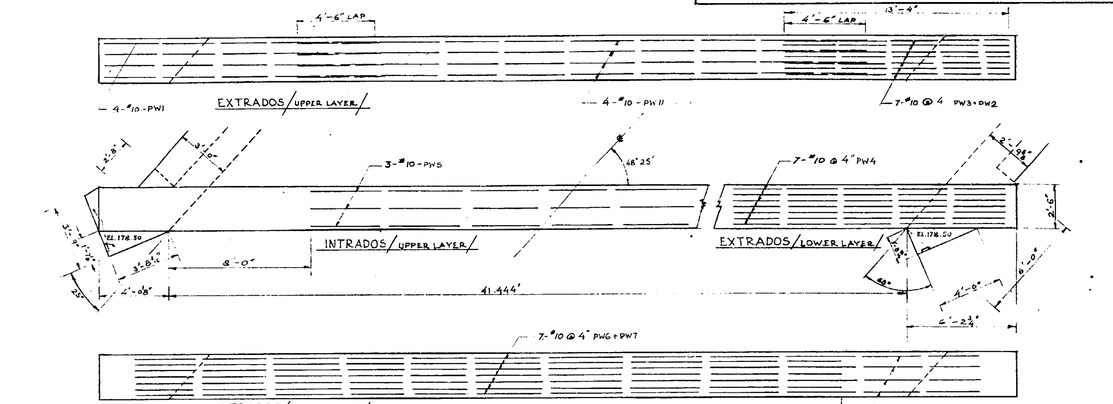
SECTION B-B

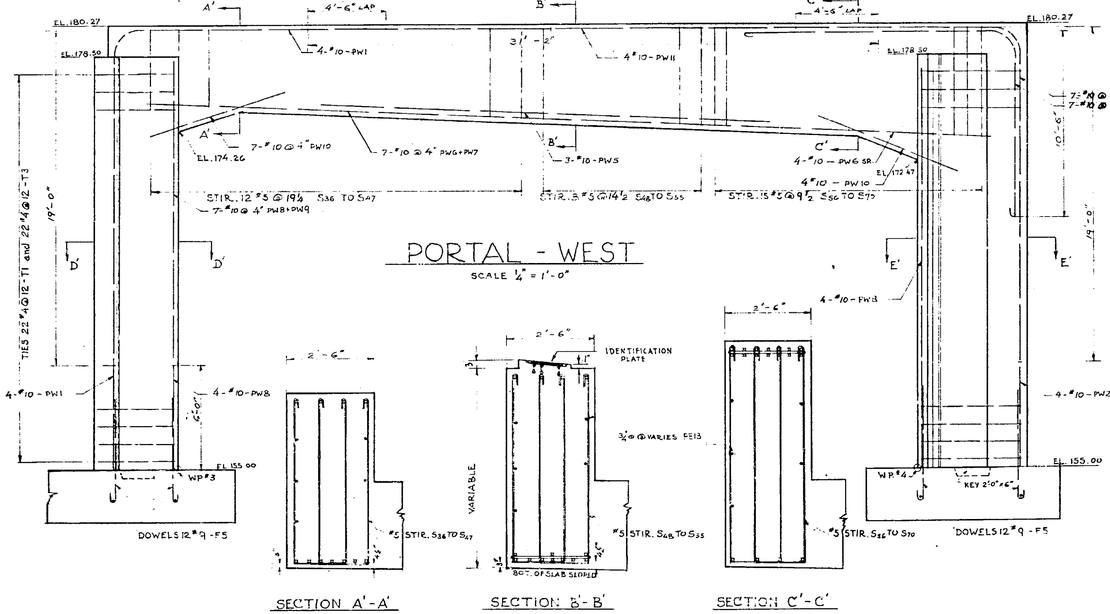


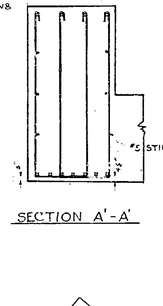
SECTION C-C

SCALE ½" = 1'

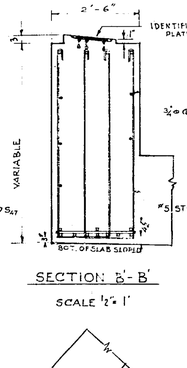






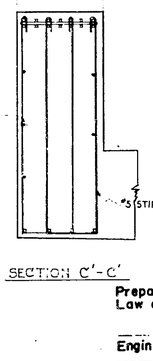


SECTION A'-A'

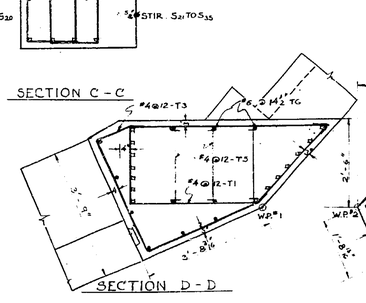


SECTION B'-B'

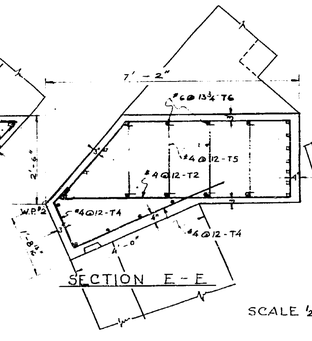
SCALE ½" = 1'



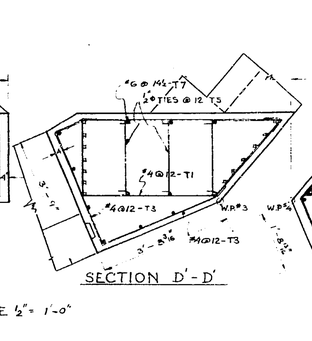
SECTION C'-C'



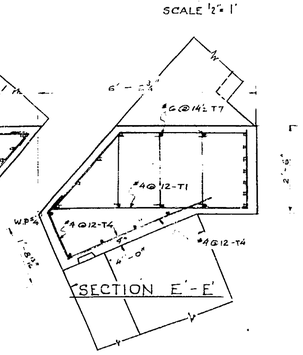
SECTION D-D



SECTION E-E



SECTION D'-D'



SECTION E'-E'

SCALE ½" = 1'-0"

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 ——— 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
NEW BALTIMORE TO AQUETUCK-TOWN ROAD
STATION 1197 + 73

RIGID FRAME PORTALS

Scale: 1/4" = 1'-0"

Designed by J.A.F.	Date 7-10-52	
Drawn by J.A.F.	Date 7-18-52	
Traced by ———	Date ———	
Checked by F.E.	Date 7-19-52	

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY F.B. Leuw Jr. 7/21/52
N.Y.S. P.E. LIC. NO. 25430 DATE

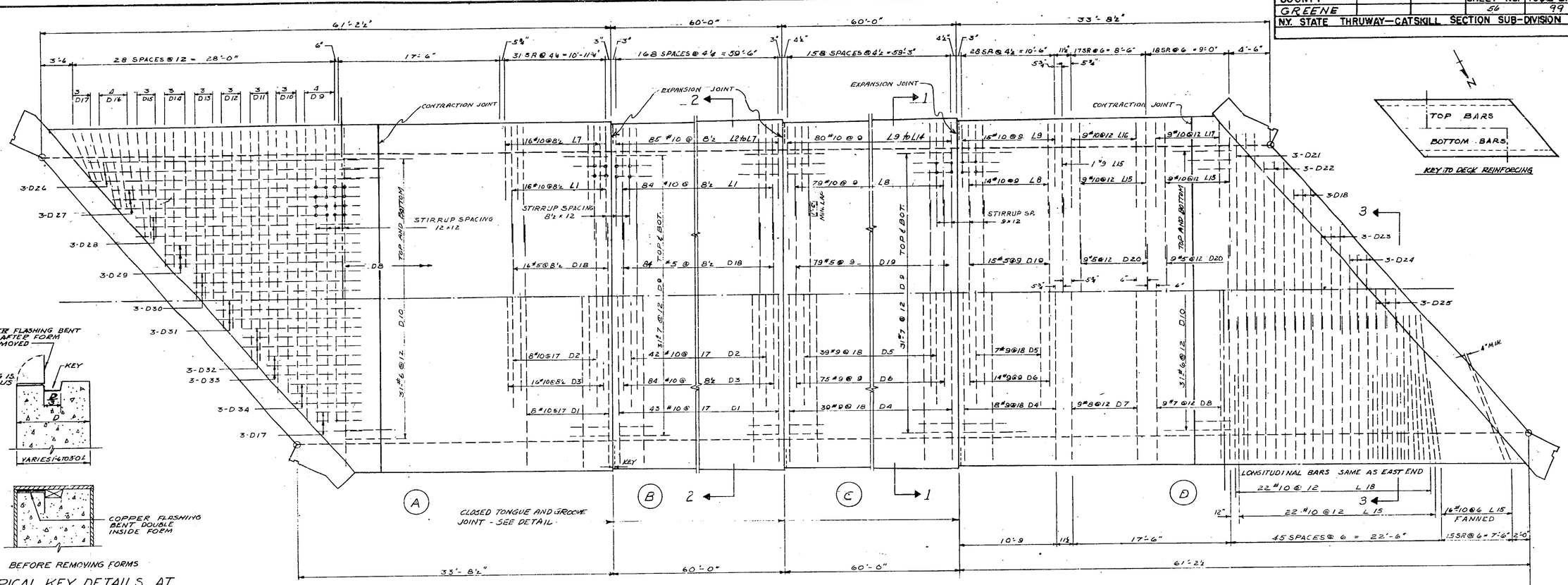
Revised by ———	Date ———	Item ———	
Revised by ———	Date ———	Item ———	
Revised by ———	Date ———	Item ———	
Revised by ———	Date ———	Item ———	

SH

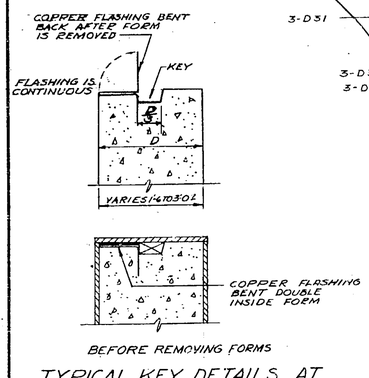
C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			56	99

N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6

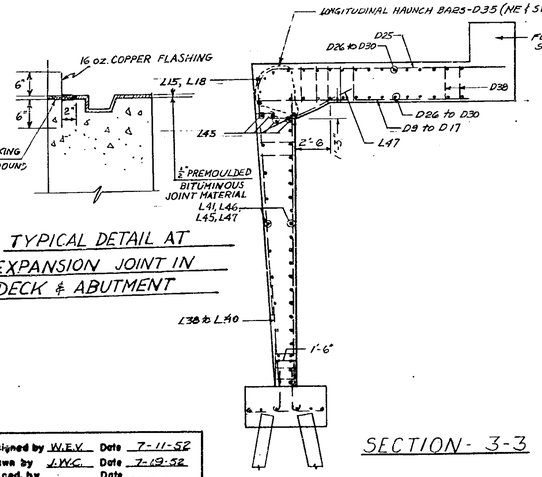


PLAN



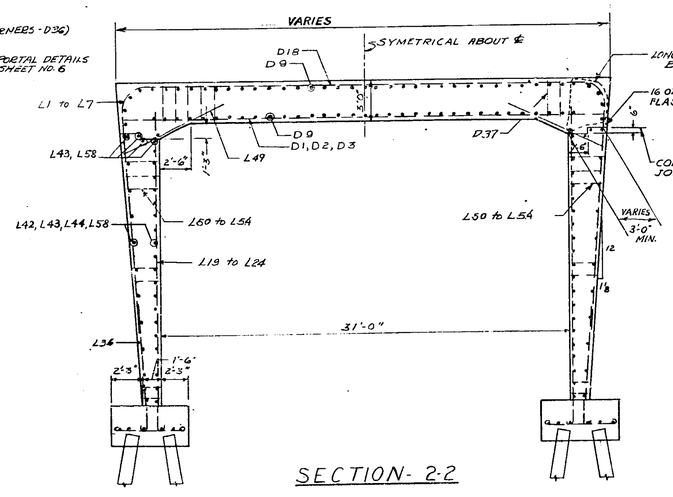
TYPICAL KEY DETAILS AT CONTRACTION JOINT

FOR LOCATION SEE SHEET #2

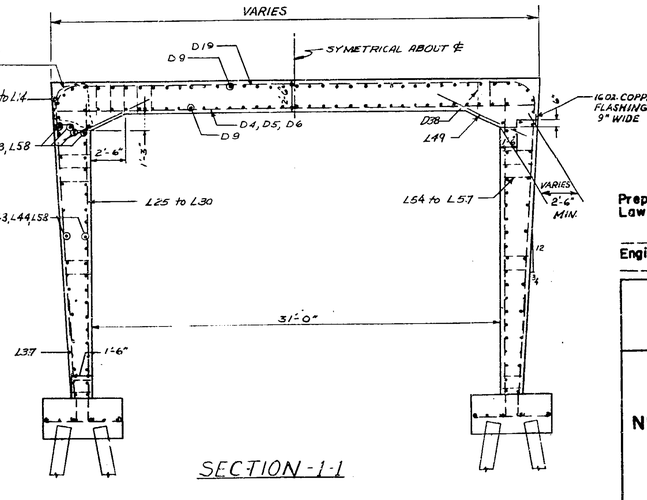


TYPICAL DETAIL AT EXPANSION JOINT IN DECK & ABUTMENT

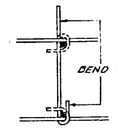
SECTION - 3-3



SECTION - 2-2



SECTION - 1-1



STIRRUP DETAIL

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 _____ 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY

NEW BALTIMORE TO AQUETUCK-TOWN ROAD

STATION 1197 + 73

RIGID FRAME DECK AND CROSS SECTIONS

Scale: 3/16"=1'-0"

Designed by W.E.V. Date 7-11-52
Drawn by J.W.C. Date 7-19-52
Traced by _____ Date _____
Checked by JAFFIE Date 7-19-52

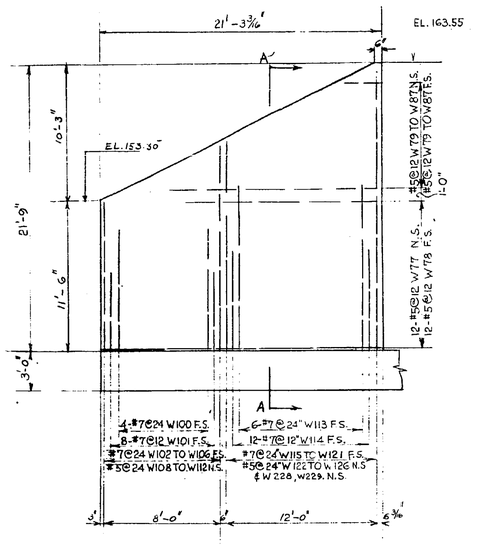
PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS—ARCHITECTS
BY _____ 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

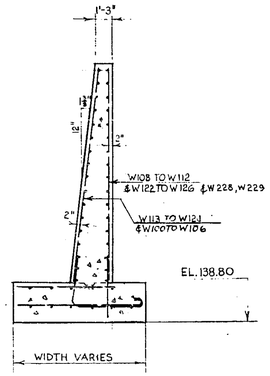
SHe

C.T. 52-7 S.T. 52-25 R.C. 52-105

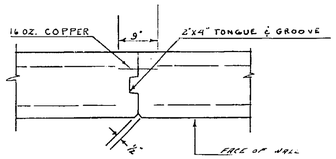
COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			57	99
N.Y. STATE THRUWAY – CATSKILL SECTION SUB-DIVISION N1-6				



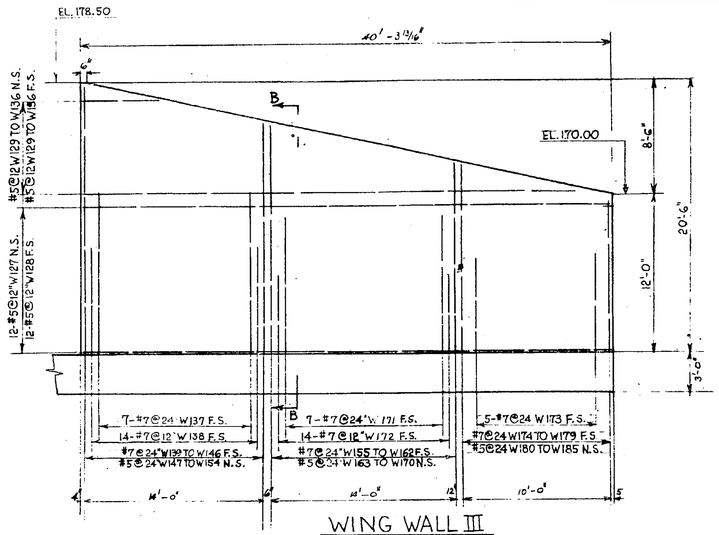
WING WALL II



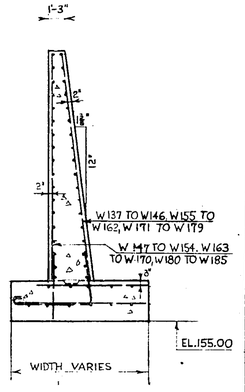
SECTION A-A



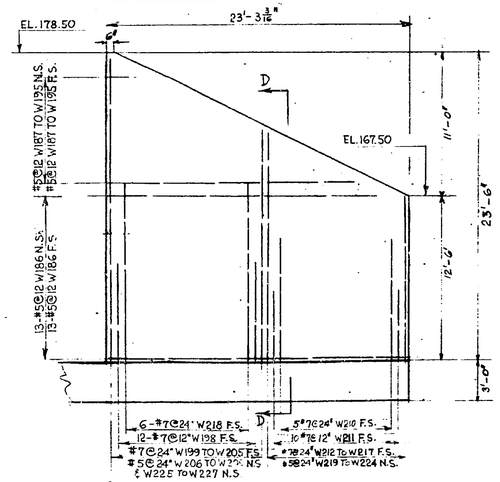
CONST. JOINT DETAIL
SCALE 3" = 1'



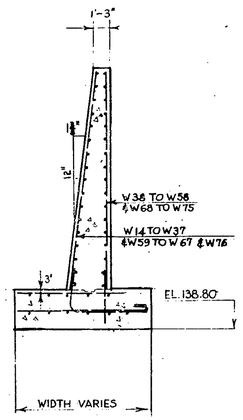
WING WALL III



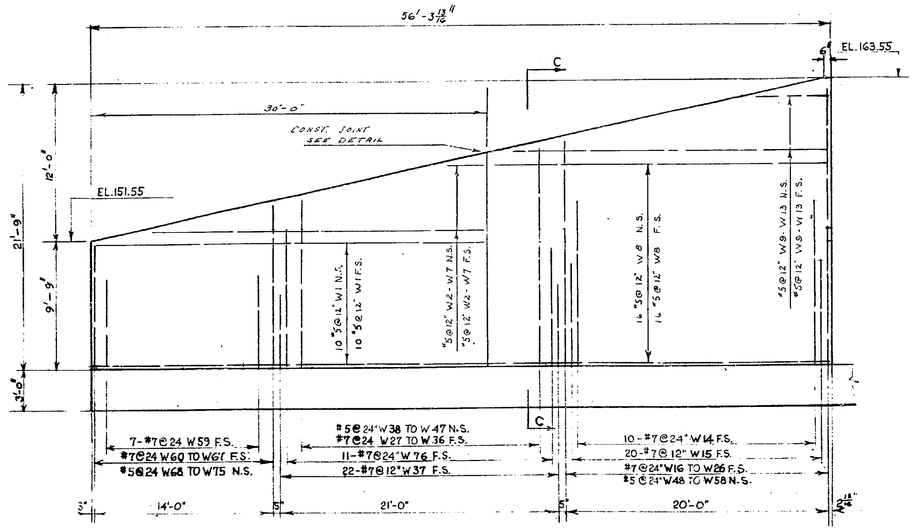
SECTION B-B



WING WALL IV



SECTION C-C



WING WALL I

Designed by J.V. Date JULY 19 1952
Drawn by T.K. Date JULY 19 1952
Traced by ____ Date ____
Checked by F.V Date JULY 18 1952

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
BY [signature] 7/21/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____
Revised by ____ Date ____ Item ____

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 ____ 1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY

NEW BALTIMORE TO ACQUETUCK-TOWN ROAD

STATION 1197+73

WING WALLS

Scale: 3/16" = 1'0"

SH#

C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			58	99

N.Y. STATE THRUWAY — CATSKILL SECTION SUB-DIVISION Ni-6

FRAME FOOTING - BAR LIST

MARK	SIZE	NO	LENGTH	TYPE	A	B	D	LOCATION
F 1	6	809	6-10	II	5'-6"	8	4½	TRANSV. BARS - BOT. FRAME FTG
F 2	6	48	32-3	STR				LONGIT. BARS - " " " "
F 3	6	24	35'-0	STR				" " " " " "
F 4	6	24	21'-0	STR				" " " " " "
F 5	9	572	5'-6"	I	4'-5	1'-1"	8"	DOWELS
F 6	6	524	4-4	I	3-8	8	4½	" " " "
								" " " "
F 8	6	1	7-7	II	6-3	8	4½	BOT. BARS AT NW-END " "
F 9	6	1	7-10	II	6'-6	8	4½	
F 10	6	1	8-1	II	6-9	8	4½	
F 11	6	1	8-4	II	7-0	8	4½	
F 12	6	1	8-7	II	7-3	8	4½	
F 13	6	1	8-9	II	7-5	8	4½	
F 14	6	1	9-0	II	7-8	8	4½	
F 15	6	1	9-3	II	7-11	8	4½	
F 16	6	1	9-6	II	8-2	8	4½	
F 17	6	1	9-9	II	8-5	8	4½	
F 18	6	1	9-11	II	8-7	8	4½	
F 19	6	1	10-2	II	8-10	8	4½	
F 20	6	1	10-5	II	9-1	8	4½	
F 21	6	1	10-8	II	9-4	8	4½	
F 22	6	1	10-11	II	9-7	8	4½	
F 23	6	1	11-2	II	9-10	8	4½	
F 24	6	1	11-5	II	10-1	8	4½	
F 25	6	1	11-7	II	10-3	8	4½	
F 26	6	1	11-10	II	10-6	8	4½	
F 27	6	1	12-1	II	10-9	8	4½	
F 28	6	1	12-4	II	11-0	8	4½	
F 29	6	1	12-7	II	11-3	8	4½	
F 30	6	6	16-0	STR				LONGIT. BAR OPP W8 #143 " "
F 31	6	1	7-2	II	5-10	8	4½	BOT. BARS AT SE END- " "
F 32	6	1	7-4	II	6-0	8	4½	
F 33	6	1	7-6	II	6-2	8	4½	
F 34	6	1	7-8	II	6-4	8	4½	
F 35	6	1	7-10	II	6-6	8	4½	
F 36	6	1	8-0	II	6-8	8	4½	
F 37	6	1	8-2	II	6-10	8	4½	
F 38	6	1	8-4	II	7-0	8	4½	
F 39	6	1	8-6	II	7-2	8	4½	
F 40	6	1	8-8	II	7-4	8	4½	
F 41	6	1	8-10	II	7-6	8	4½	
F 42	6	1	9-0	II	7-8	8	4½	
F 43	6	1	9-2	II	7-10	8	4½	
F 44	6	1	9-4	II	8-0	8	4½	
F 45	6	1	9-6	II	8-2	8	4½	
F 46	6	1	9-8	II	8-4	8	4½	
F 47	6	1	9-10	II	8-6	8	4½	
F 48	6	1	10-0	II	8-8	8	4½	
F 49	6	1	10-2	II	8-10	8	4½	
F 50	6	1	10-4	II	9-0	8	4½	
F 51	6	1	10-6	II	9-2	8	4½	
F 52	6	1	10-8	II	9-4	8	4½	
F 53	6	1	10-10	II	9-6	8	4½	
F 54	6	1	11-0	II	9-8	8	4½	
F 55	6	1	11-2	II	9-10	8	4½	
F 56	6	1	11-4	II	10-0	8	4½	
F 57	6	1	11-6	II	10-2	8	4½	
F 58	6	1	11-8	II	10-4	8	4½	
F 59	6	1	11-10	II	10-6	8	4½	
F 60	6	1	12-0	II	10-8	8	4½	
F 61	6	3	12-2	II	10-10	8	4½	
F 62	6	18	11-0	STR				" " " SW&NE END " "

SOUTHEAST (#I) WING WALL FOOTING-BAR LIST

F101	7	5	11-4	III	6-3	10	5½	TRANSV. BOT. BARS BENT UP AS DOWELS
F102	7	5	11-2	III	6-1	10	5½	
F103	7	5	11-1	III	6-0	10	5½	
F104	7	5	11-0	III	5-11	10	5½	
F105	7	5	10-10	III	5-9	10	5½	
F106	7	5	10-9	III	5-8	10	5½	
F107	7	5	10-8	III	5-7	10	5½	
F108	7	5	10-7	III	5-6	10	5½	
F109	7	5	10-5	III	5-4	10	5½	
F110	7	5	10-4	III	5-3	10	5½	
F111	7	5	10-3	III	5-2	10	5½	
F112	7	5	10-2	III	5-1	10	5½	
F113	7	5	10-1	III	5-0	10	5½	
F114	7	5	10-0	III	4-11	10	5½	
F115	7	5	9-11	III	4-10	10	5½	
F116	7	5	9-10	III	4-9	10	5½	
F117	7	4	9-9	III	4-8	10	5½	
F118	7	2	9-8	III	4-7	10	5½	
F119	7	2	9-7	III	4-6	10	5½	
F120	7	2	9-6	III	4-5	10	5½	
F121	7	2	9-5	III	4-4	10	5½	
F122	7	2	9-4	III	4-3	10	5½	
F123	7	2	9-3	III	4-2	10	5½	
F124	7	2	9-2	III	4-1	10	5½	
F125	7	1	9-1	III	4-0	10	5½	

MARK	SIZE	NO	LENGTH	TYPE	A	B	D	LOCATION
F126	7	43	8-0	STR				TRANSV. TOP BARS
F127	7	7	6-0	STR				" " "
F128	7	6	7-10	I	7-0	10	5½	TRANSV. BOT. BARS
F129	7	6	8-3	I	7-5	10	5½	" " "
F130	7	6	8-8	I	7-10	10	5½	
F131	7	6	9-1	I	8-3	10	5½	
F132	7	6	9-7	I	8-9	10	5½	
F133	7	6	10-1	I	9-3	10	5½	
F134	7	6	10-5	I	9-7	10	5½	
F135	7	3	10-10	I	10-0	10	5½	
F136	7	4	11-5	I	10-7	10	5½	
F137	5	28	29-0	STR				LONGIT. TOP & BOT. BARS
F138	5	29	3-4	STR				DOWELS

NORTHEAST (#II) WING WALL FOOTING - BAR LIST

F201	7	2	11-4	III	6-3	10	5½	TRANSV. BOT. BARS BENT UP AS DOWELS
F202	7	2	11-3	III	6-2	10	5½	
F203	7	2	11-2	III	6-1	10	5½	
F204	7	2	11-1	III	6-0	10	5½	
F205	7	2	10-11	III	5-10	10	5½	
F206	7	2	10-10	III	5-9	10	5½	
F207	7	2	10-9	III	5-8	10	5½	
F208	7	2	10-7	III	5-6	10	5½	
F209	7	2	10-6	III	5-5	10	5½	
F210	7	2	10-5	III	5-4	10	5½	
F211	7	2	10-4	III	5-3	10	5½	
F212	7	2	10-3	III	5-2	10	5½	
F213	7	2	10-2	III	5-1	10	5½	
F214	7	2	10-0	III	4-11	10	5½	
F215	7	2	9-11	III	4-10	10	5½	
F216	7	2	9-10	III	4-9	10	5½	
F217	7	2	9-8	III	4-7	10	5½	
F218	7	2	9-7	III	4-6	10	5½	
F219	7	2	9-6	III	4-5	10	5½	
F220	7	2	9-5	III	4-4	10	5½	
F221	7	2	9-4	III	4-3	10	5½	
F222	7	22	7-0	STR				TRANSV. TOP BARS
F223	7	2	7-10	I	7-0	10	5½	TRANSV. BOT. BARS
F224	7	2	8-2	I	7-4	10	5½	
F225	7	2	8-6	I	7-8	10	5½	
F226	7	2	8-11	I	8-1	10	5½	
F227	7	2	9-3	I	8-5	10	5½	
F228	7	2	9-8	I	8-10	10	5½	
F229	7	2	10-0	I	9-2	10	5½	
F230	7	2	10-4	I	9-6	10	5½	
F231	7	2	10-10	I	10-0	10	5½	
F232	7	2	11-2	I	10-4	10	5½	
F233	7	2	11-7	I	10-9	10	5½	
F234	6	14	20-9	STR				LONGIT. TOP & BOT. BARS
F235	5	12	3-4	STR				DOWELS

NORTHWEST (#III) WING WALL FOOTING - BAR LIST

F319	7	4	11-3	III	6-2	10	5½	TRANSV. BOT. BARS BENT UP AS DOWELS
F320	7	4	11-1	III	6-0	10	5½	
F321	7	4	11-0	III	5-11	10	5½	
F322	7	4	10-11	III	5-10	10	5½	
F323	7	4	10-10	III	5-9	10	5½	
F324	7	4	10-9	III	5-8	10	5½	
F325	7	4	10-8	III	5-7	10	5½	
F326	7	4	10-6	III	5-5	10	5½	
F327	7	4	10-5	III	5-4	10	5½	
F328	7	4	10-4	III	5-3	10	5½	
F329	7	4	10-3	III	5-2	10	5½	
F330	7	4	10-2	III	5-1	10	5½	
F331	7	4	10-1	III	5-0	10	5½	
F332	7	4	10-0	III	4-11	10	5½	
F333	7	2	9-11	III	4-10	10	5½	
F335	7	2	9-10	III	4-9	10	5½	
F336	7	2	9-9	III	4-8	10	5½	
F337	7	2	9-8	III	4-7	10	5½	
F338	7	2	9-6	III	4-5	10	5½	
F339	7	2	9-5	III	4-4	10	5½	
F340	7	1	9-4	III	4-3	10	5½	
F341	7	29	7-6	STR				TRANSV. TOP BARS
F342	7	4	11-5	I	10-7	10	5½	TRANSV. BOT. BARS
F343	7	4	11-1	I	10-3	10	5½	
F344	7	4	10-8	I	9-10	10	5½	
F345	7	4	10-3	I	9-5	10	5½	
F346	7	4	9-10	I	9-0	10	5½	
F347	7	4	9-6	I	8-8	10	5½	
F348	7	5	9-0	I	8-2	10	5½	
F349	7	6	5-5	STR				TRANSV. TOP BARS

MARK	SIZE	NO	LENGTH	TYPE	A	B	D	LOCATION
F350	7	2	8-8	I	7-10	10	5½	TRANSV. BOT. BARS
F351	7	2	8-4	I	7-6	10	5½	" " "
F352	7	2	7-11	I	7-1	10	5½	" " "
F353	6	14	39-9	STR				LONGIT. TOP & BOT. BARS
F354	5	22	3-4	STR				DOWELS

SOUTHWEST (#IV) WING WALL FOOTING-BAR LIST

F424	7	2	11-7	III	6-6	10	5½	TRANSV. BOT. BARS BENT UP AS DOWELS
F425	7	2	11-6	III	6-5	10	5½	
F426	7	2	11-5	III	6-4	10	5½	
F427	7	2	11-4	III	6-3	10	5½	
F428	7	2	11-2	III	6-1	10	5½	
F429	7	2	11-1	III	6-0	10	5½	
F430	7	2	11-0	III	5-11	10	5½	
F431	7	2	10-11	III	5-10	10	5½	
F432	7	2	10-10	III	5-9	10	5½	
F433	7	2	10-9	III	5-8	10	5½	
F434	7	2	10-8	III	5-7	10	5½	
F435	7	2	10-6	III	5-5	10	5½	
F436	7	2	10-5	III	5-4	10	5½	
F437	7	2	10-4	III	5-3	10	5½	
F438	7	2	10-3	III	5-2	10	5½	
F439	7	2	10-2	III	5-1	10	5½	
F440	7	2	10-0	III	4-11	10	5½	
F441	7	2	9-11	III	4-10	10	5½	
F442	7	2	9-10	III	4-9	10	5½	
F443	7	2	9-9	III	4-8	10	5½	
F444	7	2	9-8	III	4-7	10	5½	
F445	7	2	9-6	III	4-5	10	5½	
F446	7	2	9-5	III	4-4	10	5½	
F447	7	23	7-0	STR				TRANSV. TOP BARS
F448	7	2	11-6	I	10-8	10	5½	TRANSV. BOT. BARS
F449	7	2	11-2	I	10-4	10	5½	
F450	7	2	10-10	I	10-0	10	5½	
F451	7	2	10-6	I	9-8	10	5½	
F452	7	2	10-2	I	9-4	10	5½	
F453	7	2	9-10	I	9-0	10	5½	
F454	7	2	9-5	I	8-7	10	5½	
F455	7	2	9-1	I	8-3	10	5½	
F456	7	2	8-9	I	7-11	10	5½	
F457	7	2	8-5	I	7-7	10	5½	
F458	7	3	7-11	I	7-1	10	5½	
F459	5	13	3-4	STR				DOWELS
F460	6	14	22-9	STR				TRANSV. TOP BARS

SOUTHEAST (#I) WING WALL - BAR LIST
ALL BARS STRAIGHT

MARK	SIZE	NO	LENGTH	REMARKS
W 1	5	20	29-6	LONGIT. BARS
W 2	5	2	24-3	
W 3	5	2	21-7	
W 4	5	2	14-11	
W 5	5	2	12-9	
W 6	5	2	7-8	
W 7	5	2	2-11	
W 8	5	32	25-10	
W 9	5	2	24-9	
W10	5	2	20-2	
W11	5	2	15-6	
W12	5	2	10-10	
W13	5	2	6-2	
W14	7	10	12-0	VERT. BARS
W15	7	20	7-9	
W16	7	1	21-7	
W17	7	1	21-3	
W18	7	1	20-10	
W19	7	1	20-5	
W20	7	1	19-11	
W21	7	1	19-6	
W22	7	1	19-1	
W23	7	1	18-8	
W24	7	1	18-2	
W25	7	1	17-8	
W26	7	1	17-4	
W27	7	1	16-11	
W28	7	1	16-6	
W29	7	1	16-0	
W30	7	1	15-7	
W31	7	1	15-2	
W32	7	1	14-9	
W33	7	1	14-4	
W34	7	1	13-11	
W35	7	1	13-6	
W36	7	1	13-0	
W37	7	22	6-0	
W38	5	1	16-10	

MARK	SIZE	NO	LENGTH	REMARKS
W39	5	1	16-5	VERT. BARS
W40	5	1	15-11	
W41	5	1	15-6	
W42	5	1	15-1	
W43	5	1	14-8	
W44	5	1	14-3	
W45	5	1	13-10	
W46	5	1	13-5	
W47	5	1	12-11	
W48	5	1	21-6	
W49	5	1	21-1	
W50	5	1	20-8	
W51	5	1	20-3	
W52	5	1	19-10	
W53	5	1	19-4	
W54	5	1	18-11	
W55	5	1	18-6	
W56	5	1	18-1	
W57	5	1	17-7	
W58	5	1	17-3	
W59	7	7	5-6	
W60	7	1	12-8	
W61	7	1	12-2	
W62	7	1	11-9	
W63	7	1	11-4	
W64	7	1	10-11	
W65	7	1	10-6	
W66	7	1	10-1	
W67	7	1	9-7	
W68	5	1	12-7	
W69	5	1	12-1	
W70	5	1	11-8	
W71	5	1	11-3	
W72	5	1	10-10	
W73	5	1	10-5	
W74	5	1	10-0	
W75	5	1	9-6	
W76	7	11	10-0	

NORTHEAST (#II) WING WALL - BAR LIST
ALL BARS STRAIGHT

MARK	SIZE	NO	LENGTH	REMARKS
W77	5	12	20-9	LONGIT. BARS
W78	5	12	20-9	
W79	5	2	18-11	
W80	5	2	16-11	
W81	5	2	14-11	
W82	5	2	12-11	
W83	5	2	10-10	
W84	5	2	8-10	
W85	5	2	6-10	
W86	5	2	4-9	
W87	5	2	2-9	
W100	7	4	9-0	VERT. BARS
W101	7	8	6-3	
W102	7	1	11-5	
W103	7	1	12-5	
W104	7	1	13-5	
W105	7	1	14-5	
W106	7	1	15-5	

MARK	SIZE	NO	LENGTH	REMARKS
W108	5	1	11-4	VERT. BARS
W109	5	1	12-4	
W110	5	1	13-4	
W111	5	1	14-4	
W112	5	1	15-4	
W113	7	6	12-0	
W114	7	12	7-6	
W115	7	1	15-7	
W116	7	1	16-7	
W117	7	1	17-7	
W118	7	1	18-7	
W119	7	1	19-7	
W120	7	1	20-7	
W121	5	1	21-7	
W122	5	1	15-6	
W123	5	1	16-6	
W124	5	1	17-6	
W125	5	1	18-6	
W126	5	1	19-6	
W228	5	1	20-6	
W229	5	1	21-6	

NORTHWEST (#III) WING WALL - BAR LIST
ALL BARS STRAIGHT

MARK	SIZE	NO	LENGTH	REMARKS
W127	5	12	39-9	LONGIT. BARS
W128	5	12	39-9	
W129	5	2	37-8	
W130	5	2	33-0	
W131	5	2	28-4	
W132	5	2	23-8	
W133	5	2	19-0	
W134	5	2	14-3	
W135	5	2	9-7	
W136	5	2	4-11	
W137	7	7	12-0	VERT. BARS
W138	7	14	8-2	
W139	7	1	20-4	
W140	7	1	19-11	
W141	7	1	19-6	
W142	7	1	19-1	
W143	7	1	18-8	
W144	7	1	18-3	
W145	7	1	17-9	
W146	7	1	17-4	
W147	7	1	20-3	
W148	5	1	19-10	
W149	5	1	19-5	
W150	5	1	19-0	
W151	5	1	18-7	
W152	5	1	18-2	
W153	5	1	17-8	
W154	5	1	17-3	
W155	7	1	17-2	
W156	7	1	16-9	

MARK	SIZE	NO	LENGTH	REMARKS
W157	7	1	16-4	VERT. BARS
W158	7	1	15-11	
W159	7	1	15-6	
W160	7	1	15-1	
W161	7	1	14-8	
W162	7	1	14-3	
W163	5	1	17-2	
W164	5	1	16-9	
W165	5	1	16-4	
W166	5	1	15-11	
W167	5	1	15-6	
W168	5	1	15-1	
W169	5	1	14-8	
W170	5	1	14-2	
W171	7	7	10-3	
W172	7	14	6-0	
W173	7	5	7-0	
W174	7	1	14-0	
W175	7	1	13-7	
W176	7	1	13-2	
W177	7	1	12-9	
W178	7	1	11-11	
W179	7	1	11-6	
W180	5	1	13-11	
W181	5	1	13-6	
W182	5	1	13-1	
W183	5	1	12-8	
W184	5	1	12-3	
W185	5	1	11-10	

SOUTHWEST (#IV) WING WALL - BAR LIST
ALL BARS STRAIGHT

MARK	SIZE	NO	LENGTH	REMARKS
W186	5	26	22-9	LONGIT. BARS
W187	5	2	20-11	
W188	5	2	18-10	
W189	5	2	16-9	
W190	5	2	14-9	
W191	5	2	12-8	
W192	5	2	10-7	
W193	5	2	8-6	
W194	5	2	6-6	
W195	5	2	4-5	
W198	7	12	7-2	VERT. BARS
W199	7	1	23-5	
W200	7	1	22-1	
W201	7	1	21-6	
W202	7	1	20-6	
W203	7	1	19-6	
W204	7	1	18-6	
W205	7	1	17-7	
W206	5	1	23-3	
W207	5	1	22-5	
W208	7	1	21-5	

MARK	SIZE	NO	LENGTH	REMARKS
W209	7	1	20-5	VERT. BARS
W210	7	5	9-3	
W211	7	10	5-2	
W212	7	1	17-9	
W213	7	1	16-5	
W214	7	1	15-5	
W215	7	1	14-5	
W216	7	1	13-5	
W217	7	1	12-6	
W218	7	6	13-3	
W219	5	1	17-3	
W220	5	1	16-9	
W221	5	1	15-9	
W222	5	1	14-9	
W223	5	1	13-5	
W224	5	1	12-5	
W225	5	1	19-5	
W226	5	1	18-5	
W227	5	1	17-6	

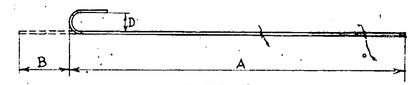
PIPE REINFORCEMENT

MARK	SIZE	NO	LENGTH	TYPE	REMARKS
P1	2	3516	2'-10"	IV	BENT TIE BARS
P2	6	216	18-6	STR	VERT. BARS
P3	6	1452	18-6	STR	VERT. BARS

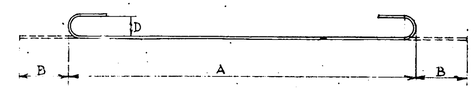
CURB REINFORCEMENT

MARK	SIZE	No.	LENGTH	TYP	REMARKS
C1	4	648	5'-6"	STR	HOR. BARS
C2	4	486	4'-2"	V	TIE BARS

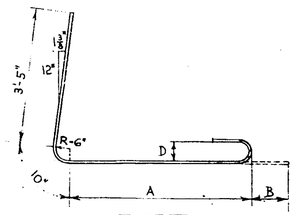
BAR DETAIL



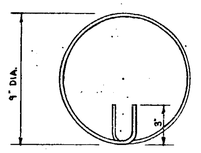
TYPE I



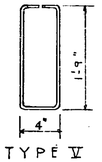
TYPE II



TYPE III



TYPE IV



TYPE V

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1

1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
NEW BALTIMORE TO AQUETUCK-TOWN ROAD
STATION 1197 + 73

BAR LIST #1
FOOTING & WING WALLS

Designed by _____ Date _____
Drawn by J.V. Date Jan. 19, 1952
Traced by _____ Date _____
Checked by A.N. Date Jan 19, 1952

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY E. B. Stevens 7/31/52
N.Y.S. RE. LIC. NO. 25930 DATE

Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____
Revised by _____ Date _____ Item _____

SHW

C.T. 52-7 | S.T. 52-25 | R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			59	99

N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIVISION NI-6

MARK	SIZE	NO	LENGTH	TYPE	A	B	D	LOCATION
L1	10	200	22'-8"	II	11'-0"	8'-6"	10"	CORNER, SECTIONS A & B
L2	"	28	21'-2"	"	6'-6"	11'-6"	11"	" " "
L3	"	"	21'-10"	"	"	12'-2"	12"	" " "
L4	"	"	22'-6"	"	"	12'-10"	13"	" " "
L5	"	"	23'-2"	"	"	13'-6"	14"	" " "
L6	"	68	23'-10"	"	"	14'-2"	14"	" " "
L7	"	62	24'-6"	"	6'-6"	14'-10"	15"	" " "
L8	"	186	19'-6"	"	7'-10"	8'-6"	7"	CORNER, SECTIONS C & D
L9	"	56	18'-2"	"	8'-10"	10'-2"	8"	" " "
L10	"	26	18'-10"	"	"	10'-10"	8"	" " "
L11	"	"	19'-6"	"	"	11'-6"	9"	" " "
L12	"	"	20'-2"	"	"	12'-2"	9"	" " "
L13	"	26	20'-10"	"	"	12'-10"	10"	" " "
L14	"	50	21'-6"	"	4'-10"	13'-6"	10"	" " "
L15	"	148	25'-5"	"	14'-3"	8'-0"	6	CORNER, SECTION A & D
L16	"	36	23'-3"	"	7'-1"	14'-0"	10	" " "
L17	"	36	21'-1"	"	7'-1"	10'-10"	8	" " "
L18	10	44	23'-1"	II	7'-1"	12'-10"	10"	" " "
L19	6	28	20'-5"	Str.				VERTICAL BARS, SECTION B
L20	"	28	20'-11"	"				" " " "
L21	"	28	21'-7"	"				" " " "
L22	"	28	22'-3"	"				" " " "
L23	"	28	22'-11"	"				" " " "
L24	"	30	23'-7"	"				" " " "
L25	"	26	19'-9"	"				VERTICAL BARS, SECTION C
L26	"	"	20'-5"	"				" " " "
L27	"	"	21'-1"	"				" " " "
L28	"	"	21'-9"	"				" " " "
L29	"	26	22'-5"	"				" " " "
L30	"	30	23'-1"	"				" " " "
L31	"	30	18'-9"	"				" " SECTIONS A & D
L32	"	36	19'-6"	"				" " " "
L33	"	58	20'-8"	"				" " " "
L34	"	36	22'-9"	"				
L35	6	32	23'-10"	"				
L36	9	170	13'-0"	"				SPLICE BARS, SECTION B
L37	"	160	13'-6"	"				" " " "
L38	"	60	10'-8"	"				" " " A & D
L39	"	72	13'-8"	"				" " " A & D
L40	9	62	11'-0"	"				" " " "
L41	5	168	30'-10"	"				HORIZONTAL BARS
L42	"	4	12'-3"	"				" "
L43	"	120	28'-3"	"				" "
L44	"	6	12'-6"	"				" "
L45	"	24	31'-4"	"				" "
L46	5	2	21'-4"	"				" "
L47	5	8	7'-0"	"				" "
L48	5	1	16'-0"	"				" "
L49	6	524	9'-0"	Str.				HAUNCH BARS
L50	4	2407	2'-8"	I	2'-2"	0'-6"	0'-3"	LEG STIRRUPS
L51	"	1092	3'-0"	"	2'-6"	"	"	" "
L52	"	1092	3'-5"	"	2'-11"	"	"	" "
L53	"	1092	3'-9"	"	3'-3"	"	"	" "
L54	"	691	4'-2"	"	3'-8"	"	"	" "
L55	"	1315	2'-11"	"	2'-5"	0'-6"	0'-3"	" " "
L56	"	1315	3'-3"	"	2'-9"	"	"	" "
L57	4	630	3'-7"	I	3'-1"	0'-6"	0'-3"	" " "
L58	5	124	33'-5"	Str.				HORIZONTAL BARS

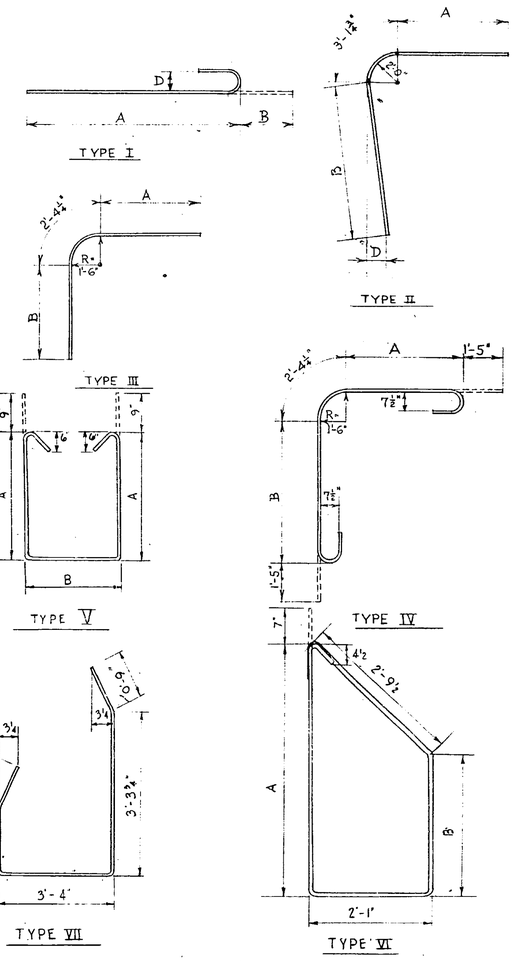
MARK	SIZE	NO	LENGTH	TYPE	A	B	D	LOCATION
D1	10	51	96'-3"	Str.				BOTTOM BARS, SECTS. A & B
D2	10	50	24'-0"	"				" " "
D3	10	100	20'-0"	"				" " "
D4	9	47	35'-6"	"				" " C & D
D5	9	46	24'-0"	"				" "
D6	9	89	20'-0"	"				" " C & D
D7	8	18	35'-6"	"				" " A & D
D8	7	18	35'-6"	"				" " "
D9	7	256	31'-0"	"				" " "
D10	9	150	28'-0"	"				" "
D11	"	6	24'-6"	"				" "
D12	"	"	21'-0"	"				" "
D13	"	"	17'-9"	"				" "
D14	"	"	14'-6"	"				" "
D15	"	6	11'-3"	"				" "
D16	"	8	8'-0"	"				" "
D17	6	18	5'-0"	"				" "
D18	5	106	15'-0"	"				TOP BARS SECTION B
D19	"	94	18'-4"	"				" " " C
D20	"	36	10'-0"	"				" " " A & D
D21	"	6	21'-0"	"				" " " "
D22	"	"	18'-0"	"				" " " "
D23	"	"	11'-0"	"				" " " "
D24	"	"	8'-0"	"				" " " "
D25	5	6	4'-6"	Str.				" " " "
D26	6	12	29'-0"	"				TOP & BOT. SECTIONS A & D
D27	"	"	26'-6"	"				" " " "
D28	"	"	24'-0"	"				" " " "
D29	"	"	20'-9"	"				" " " "
D30	"	"	18'-0"	"				" " " "
D31	"	"	15'-6"	"				" " " "
D32	"	"	12'-9"	"				" " " "
D33	"	"	10'-0"	"				" " " "
D34	"	12	7'-6"	"				" " " "
D35	"	84	81'-0"	"				LONG. BARS IN CORNERS
D36	6	14	28'-0"	Str.				" " " "
D37	4	4247	3'-10"	I	3'-4"	0'-6"		DECK STIRRUPS
D38	4	4092	3'-4"	I	2'-10"	0'-6"		" "

MARK	SIZE	NO	LENGTH	TYPE	A	B	D	LOCATION
PE1	11	4	40-5	III	15'-6"	22'-7		CORNER BARS
PE2	"	4	39-3	III	14'-4"	22'-7		" "
PE3	"	3	32'-8	III	14'-4	16'-0		" "
PE4	"	7	28'-1	III	15'-5	7'-6		" "
PE5	"	4	26'-0	Str.				INTRADOS
PE6	"	3	34'-0"	"				UPPER LAYER
PE7	"	3	38'-0"	"				INTRADOS
PE8	"	8	26'-4"	"				LOWER LAYER
PE9	"	8	21'-9"	"				VERTICAL BARS
PE10	"	3	16'-3"	"				" "
PE11	"	14	8'-6"	"				HAUNCH BARS
PE12	11	4	32'-2"	Str.				EXTRADOS UPPER LAYER
PE13	6	20	25'-6"	Str.				VERTICAL BARS
P.W.1	10	4	41'-2"	III	15'-6"	23'-4		CORNER BARS
P.W.2	"	4	39'-0"	III	13'-4	23'-4		" "
P.W.3	"	3	28'-2"	III	13'-4	12'-6		" "
P.W.4	"	7	28'-7"	IV	14'-3	9'-0		" "
P.W.5	"	3	25'-0"	Str.				UPPER LAYER } INTRADOS
P.W.6	"	8	26'-4"	"				LOWER LAYER }
P.W.7	"	3	39'-0"	"				VERTICAL BARS
P.W.8	"	6	23'-3"	"				" "
P.W.9	"	3	17'-3"	"				HAUNCH BAR
P.W.10	"	10	8'-6"	"				EXTRADOS UPPER LAYER
P.W.11	10	4	31'-2"	Str.				
S1	5	2	15'-3	V	6'-1¾"	1'-5¾"		STIRRUPS
S2	"	"	15'-0	"	6'-0¾"	"		"
S3	"	"	14'-10	"	5'-11¾"	"		"
S4	"	"	14'-8	"	5'-10¾"	"		"
S5	"	"	14'-6	"	5'-9¾"	"		"
S6	"	"	14'-4	"	5'-8¾"	"		"
S7	"	"	14'-2	"	5'-7¾"	"		"
S8	"	"	14'-0	"	5'-6¾"	"		"
S9	"	"	13'-10	"	5'-5¾"	"		"
S10	"	"	13'-8	"	5'-4¾"	"		"
S11	"	"	13'-6	"	5'-3¾"	"		"
S12	"	"	13'-4	"	5'-2¾"	"		"
S13	"	"	13'-3	"	5'-1¾"	"		"
S14	"	"	13'-1	"	5'-0¾"	"		"
S15	"	"	13'-0	"	5'-0	"		"
S16	"	"	12'-10	"	4'-11¾"	"		"
S17	"	"	12'-9	"	4'-10¾"	"		"
S18	"	"	12'-7	"	4'-9¾"	"		"
S19	"	"	12'-6	"	4'-9	"		"
S20	"	"	12'-4	"	4'-8¾"	"		"
S21	"	"	12'-3	"	4'-7¾"	"		"
S22	"	"	12'-2	"	4'-7¾"	"		"
S23	"	"	12'-1	"	4'-6¾"	"		"
S24	"	"	12'-0	"	4'-6¼"	"		"
S25	"	"	11'-11	"	4'-5¾"	"		"
S26	"	"	11'-10	"	4'-5¼"	"		"
S27	"	"	11'-9	"	4'-4¾"	"		"
S28	"	"	11'-8	"	4'-4¼"	"		"
S29	"	"	11'-7	"	4'-3¾"	"		"
S30	"	"	11'-6	"	4'-3¼"	"		"
S31	"	"	11'-5	"	4'-2¾"	"		"
S32	"	"	11'-4	"	4'-2¼"	"		"
S33	"	"	11'-3	"	4'-1¾"	"		"
S34	"	"	11'-2	"	4'-1¼"	"		"
S35	5	2	11'-1	V	4'-0¾"	1'-5¾"		"
S36	5	2	11'-9	V	4'-2¼"	1'-5¾"		"
S37	"	"	11'-6	"	4'-1¼"	"		"
S38	"	"	11'-8	"	4'-1¾"	"		"
S39	"	"	11'-10	"	4'-2¼"	"		"
S40	"	"	12'-0	"	4'-2¾"	"		"
S41	"	"	12'-2	"	4'-3¼"	"		"
S42	"	"	12'-4	"	4'-3¾"	"		"
S43	"	"	12'-6	"	4'-4¼"	"		"
S44	"	"	12'-8	"	4'-4¾"	"		"
S45	"	"	12'-10	"	4'-5¼"	"		"
S46	"	"	13'-0	"	4'-5¾"	"		"
S47	"	"	13'-2	"	4'-6¼"	"		"
S48	"	"	13'-4	"	4'-6¾"	"		"
S49	"	"	13'-5	"	4'-7¾"	"		"
S50	"	"	13'-7	"	4'-8¼"	"		"
S51	"	"	13'-8	"	4'-8¾"	"		"
S52	"	"	13'-10	"	4'-9¼"	"		"
S53	"	"	13'-11	"	4'-9¾"	"		"
S54	"	"	14'-1	"	4'-10¼"	"		"
S55	"	"	14'-2	"	4'-10¾"	"		"
S56	"	"	14'-3	"	4'-11¼"	"		"
S57	"	"	14'-4	"	4'-11¾"	"		"
S58	"	"	14'-5	"	5'-0¼"	"		"
S59	"	"	14'-6	"	5'-0¾"	"		"
S60	"	"	14'-7	"	5'-1¼"	"		"
S61	"	"	14'-8	"	5'-1¾"	"		"
S62	"	"	14'-9	"	5'-2¼"	"		"
S63	"	"	14'-10	"	5'-2¾"	"		"
S64	5	2	14'-11	V	5'-3¼"	1'-5¾"		"

MARK	SIZE	NO	LENGTH	TYPE	A	B	D	LOCATION
S65	5	2	15'-0		6'-0¾"	1'-5¾"		STIRRUPS
S66	"	"	15'-1		6'-0¾"	"		"
S67	"	"	15'-2		6'-1¼"	"		"
S68	"	"	15'-3		6'-1¾"	"		"
S69	"	"	15'-4		6'-2¼"	"		"
S70	5	2	15'-5		6'-2¾"	1'-5¾"		"
T1	4	65	15'-0	II	5'-10⅞"	3'-7⅝"		TIES
T2	"	21	16'-11	II	6'-10⅛"	4'-7"		"
T3	"	49	9'-1"	VII				"
T4	"	49	7'-2	VIII				"
T5	"	279	3'-0"	I	2'-6"	0'-6"		"
T6	"	29	21'-6"	Str.				"
T7	4	21	23'-3"	Str.				"

TOTAL REINFORCING FOR THIS SHEET
FRAME AND PORTALS 289,320 lbs.

BAR DETAIL



Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 ——— 1952

DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

NEW YORK STATE THRUWAY
NEW BALTIMORE TO AQUETUCK-TOWN ROAD
STATION 1197 + 73

BAR LIST #2
FRAME AND PORTAL

Designed by ——— Date ———
Drawn by F.V. Date JULY 19 1952
Traced by ——— Date ———
Checked by F.E. Date JULY 19 1952

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY ——— 7/21/52
N.Y.S. RE. LIC. NO. 23930 DATE

Revised by ——— Date ——— Item ———
Revised by ——— Date ——— Item ———
Revised by ——— Date ——— Item ———
Revised by ——— Date ——— Item ———

SH# 15

C.T. 52-7 S.T. 52-25 R.C. 52-105

FED. RD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			60	99

CATSKILL SECTION SUB. 6

ALICE JORDAN

FRED BAXTER

CHARLES H. JORDON, JR.

SUE F. KLINGBERG

KLINGBERG

C. HARRY SIMAY

MARY CANDY

CARL FURYK

Light Woods

Old Orchard

Large Barn

2-S Frame House

Frame Shack

Frame Garage

Chicken House

Foundation for House Inv. El. 142.4

Special Ditch 3.80'

Special Ditch 4.5'

Inv. El. 169.0

Top El. 163.00

Inv. El. 159.83

Inv. El. 172.0

Exact location of ditch to be determined in field.

18" Sewer Pipe Opt.

30" Sewer Pipe Opt.

Bridge No. 5N See Special Plans

℄ Sta. 945+95.00 Bte. 9W. Sta. W 0+00 Inv. El. 140.1

℄ 946+00 Inv. El. 139.95

℄ Sta. 948+42.00

58.82' RC Sta. 948+42.00 Rad. 1935' R.O.W.

See Sheet For Plan & Profile of Route 9W

℄ 942+00 Inv. El. 141.78

℄ Az = 48°53'00" (T.N.)

℄ Thruway

24" C.C.C.P. Inv. El. 142.4

24" C.C.C.P. Inv. El. 140.4

℄ 949+00 Inv. El. 137.78

℄ 950+950

℄ 952+00 Inv. El. 136.20

℄ 953+36

℄ Az = 48°46'28" (T.N.)

Survey Base Line

Az = 48°59'00"

30" C.C.C.P. Inv. El. 135.50

Special ditch to flow into existing ditch where ordered by engineer in the field.

See Sheet No.

Match Line

7200 W 9500 S

7500 W 10000 S

8000 W 10000 S

9500 S 7500 W

S. 9450.60 W. 7056.16 ℄ P.C. Sta. 952+39.44 Ahd. = Sta. 953+37.30 Bk. N.B. P.C. Sta. 952+55.16 S. 9456.84 W. 7079.85

S. 9633.97 W. 7368.44

1935' R.O.W.

ROUTE 9W COXSACKIE RAVENA

S.H. 5198

CONTRACT BEGINS Sta. 940+00.00 (Survey Base Line)

4197.26 N 20896.71 E } Bℓ = Ahd { 10264.21 S 7988.31 W

B.M. = 92 Elev. 157.83 Sta. 942+60 Top of most N'ly stone in conc. curb in front of Variety Rest. 260' Rt.

B.M. = 93 Elev. 157.50 Sta. 945+75 N.E. Cor. conc. culvert 15' Rt.

B.M. = 94 Elev. 155.33 Sta. 950+60 S.E. cor. 4½' ⌀ Conc. well foundation 300' Left.

B.M. = 91 Elev. 173.71 Sta. 940+00 Top of stump 160' Left.

NOTE

R.O.W. Markers to be placed where and as ordered by Engineer. Contractor will be required to give acess and fully cooperate with all Utility Companies at all times for the proper conclusion of the work.

Section 1-7 | Section 1-6

Existing Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane

Theoretical Grade Line

0.50%

-0.60%

0.50%

P.C. Sta. 951+00 Elev. 145.25'

P.I. Sta. 953+00 Elev. 141.25

P.T. Sta. 955+00 Elev. 142.43

400' V.C. X=0.205'

Sta. 942+00 24" C.C.C.P.

30" Sewer Pipe Opt.

Sta. 946+00

30" Sewer Pipe Opt.

Sta. 949+00

Sta. 952+00 30" C.C.C.P.

170 160 150 140

Elev. Ground Line ℄ Northbound Lane	163.5	161.3	160.4	158.9	157.9	152.1	158.5	145.1	143.8	143.9	143.0	143.9	142.0
	164.9	163.2	164.3	163.5	160.6	157.9	150.1	146.8	145.0	144.9	144.1	144.7	144.0
Elev. Ground Line ℄ Southbound Lane	145.0	166.7											

940 945 950 955

1 2 3 4 6 7 8 9 1 2 3

1398 140.7 1379 137.2 4

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST. NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 940+00 TO STA. 955+00

W. B. L. DATE 7-31-52
A. L. P. DATE 7-31-52
C. R. S. DATE 7-31-52
DESIGN: 1"=50' PROFILE: 1"=50' HOR. 1"=10' VERT.

AND RECOMMENDED BY AND BRILL —ARCHITECTS

E. LIC. NO. 25930 DATE

C.T. 52-7 S.T. 52-25 R.C. 52-105

FED RD DIV. NO.	STATE	FED AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			60	99

CATSKILL SECTION SUB. 6

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, GRADES CHECKED, RT. OF WAY CHECKED, B.M.'S NOTED, NOTE BOOK, NO., DATE

ALICE JORDAN — Fee M304 P334 — Light Woods — Fee M305 P335

CHARLES H. JORDON, JR. — SUE F. KLINGBERG — Fee M306 P341

FRED BAXTER — Fee M313 P343 — Fee M314 P344 — Fee M321 P352 — Large Barn — T.E. M322 P353

20' Mall (Ult. Width) — 20' to 92' to 30' Mall (Ult. Width)

RAVENA COXSACKIE ROAD — ROUTE 9W — PT 1 — 7500 W — 9500 S — 7000 W — 9500 S

Top El. 163.60 — Inv. El. 159.65 — 144 Special Ditch 4.5% — Bridge No. 5A — See Special Plans — 166.94 — Inv. El. 142.0 — 1935 R.O.W. — See Sheet No. for Plan & Profile of Route 9W

Special Ditch 3.80' — Foundation for House Inv. El. 142.4 — Inv. El. 143.0 — 18" Sewer Pipe Opt. — Exact location of ditch to be determined in field.

DR 1 — DR 2 — DR 3 — DR 4 — DR 5 — DR 6

℄ Sta. 945+95.00 Rte. 9W: Sta. W 0+00 — Inv. El. 140.0 — 66' Guide Rail — 80' Guide Rail

℄ Sta. 940+00 — Inv. El. 138.45 — ℄ Sta. 945+95 — ℄ Sta. 948+23.00 — 1935 R.O.W. — S.B. P.C. Sta. 948+42.00

S. 9638.97 W. 7364.44 — S. 9450.60 W. 7096.16 — ℄ P.C. Sta. 952+39.25 — ℄ Sta. 952+37.30 Ahd. — 1.19 AC — S. 9466.84 W. 7099.85 — S. 9521.55 W. 7116

2.5 Frame House — Frame Shack — Frame Garage

See Sheet No. — See Sheet No.

℄ 940 — ℄ Thruway — 28 CCCP — ℄ Sta. 942+00 140.09 — Inv. El. 141.73 — 30" Sewer Pipe Opt. — ℄ Az = 48°53'00" (T.N.) — ℄ Sta. 945+95 — Az. 48°53'00" — Survey Base Line — ℄ Sta. 949+00 39.40 — Inv. El. 137.78 — ℄ 950+950 — 30° — ℄ 952+00 35.88 — Inv. El. 136.20 — ℄ 953+36 — ℄ Az. 18°46'28" (T.N.) — ℄ 955

Match Line — Match Line

M296 P326 — Fee — M301 P331 — Fee — 204' Guide Rail — M306 P336 — Fee — KLINGBERG — 154' Guide Rail — Chicken House — 30" CCCP Inv. El. 135.50 — Special ditch — 102'

CONTRACT BEGINS Sta. 940+00.00 Survey Base Line

L 1921.26 / 2089.71 E — Bc = and — 10262.25 S / 7988.31 W

SECTION 1-7 SECTION 1-6

Old Orchard — MARY CANDY — M317 P347 — Fee — M320 P351 — Fee — M300 P330 — T.E. — C. HARRY SINAY — M308 P338 — Fee — M316 P346 — Fee — M315 P345 — Fee — M309 P334 — T.E.

S.H. 5198 — 1935 R.O.W. — 946.26 — 47.42 — P.C. Sta. 946+26 — P.T. Sta. 946+73.68

CARL FURYK

NOTE

▲ Denotes location of R.O.W. marker

NOTE

R.O.W. Markers to be placed where and as ordered by Engineer. Contractor will be required to give acess and fully cooperate with all Utility Companies at all times for the proper conclusion of the work.

(Special ditch to flow into existing ditch where ordered by engineer in the field.)

B.M.#91 Elev. 173.71 Sta. 940+00 Nail in top of stump 160' Left.

B.M.#92 Elev. 157.83 Sta. 942+60 Top of most N'ly stone in conc curb in front of Variety Dept. 260' Rt.

B.M.#93 Elev. 157.50 Sta. 945+75 N.E. Cor. conc. culvert 15' Rt.

B.M.#94 Elev. 155.33 Sta. 950+60 S.E. cor. 4½" D Conc. well foundation 300' Left.

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, B.M.'S NOTED, STRUCTURE NOTE BOOK, NO., DATE, BY

Section 1-7 — Section 1-6

Existing Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane

Theoretical Grade Line

0.50% — 0.60% — 0.60%

Sta. 942+00 22' PCCP — 30" Sewer Pipe Opt. — Sta. 946+00 — 30" Sewer Pipe Opt. — Sta. 949+00 — Sta. 952+00 30" PCCP

P.C. Sta. 951+00 El. 145.25 — P.I. Sta. 953+00 El. 141.25 — P.T. Sta. 955+00 El. 142.43 — 400' V.C. X=0.205'

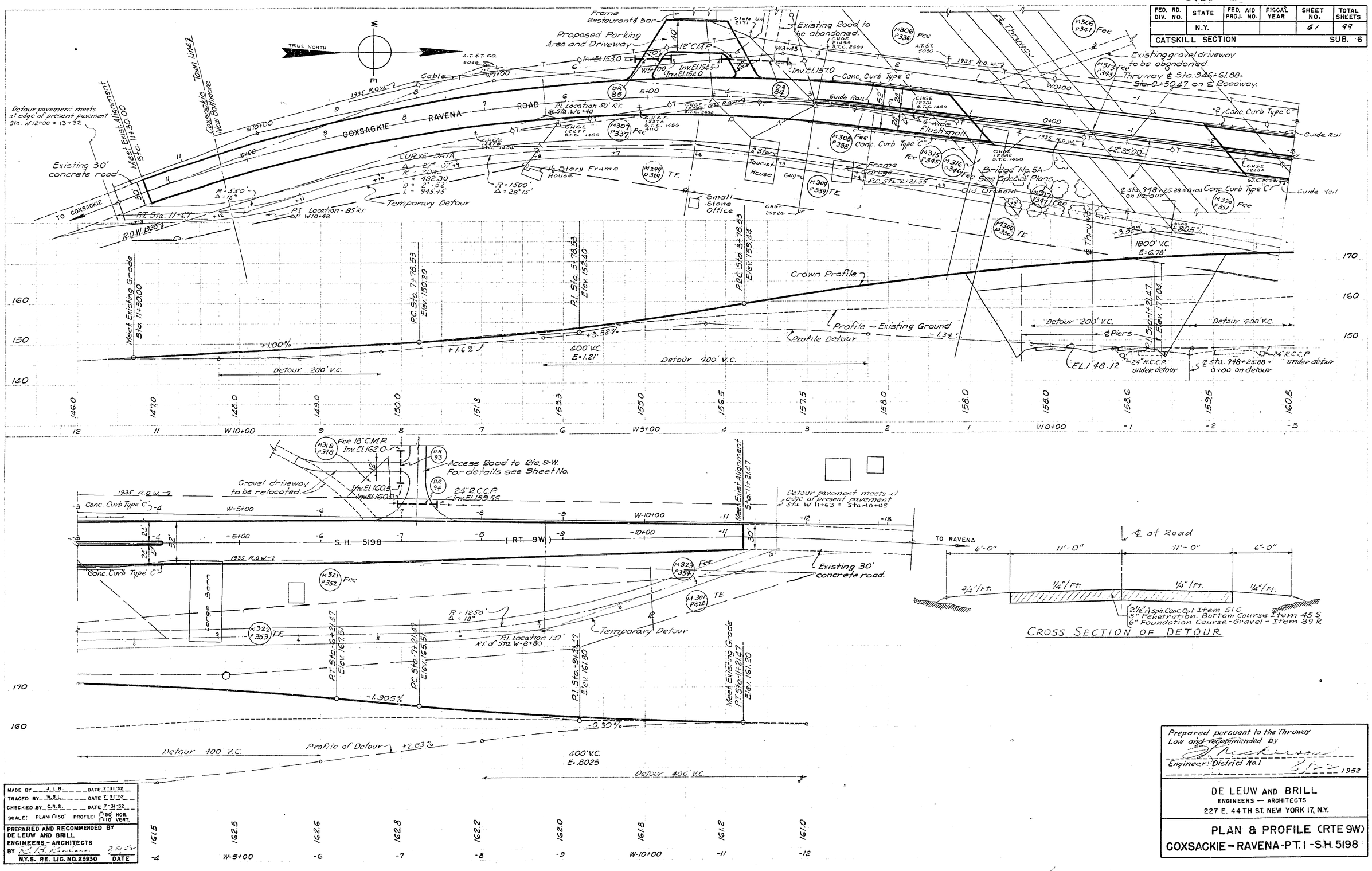
El. Sta. of Highway Grade Line

Elev. Ground Line ℄ No. Bound Lane — Elev. Ground Line ℄ Southbound Lane

| | | |

C.T. 52-7 S.T. 52-25 R.C. 52-105

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			61	99
CATSKILL SECTION					SUB. 6



CROSS SECTION OF DETOUR

| | | | | |

C.T. 52-1 S.T. 52-25 R.C. 52-105

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			61	99
CATSKILL SECTION				SUB. 6	

61R

TRUE NORTH

Frame Restaurant & Bar

Proposed Parking Area and Driveway

12" C.M.P.

Inv. El. 153.0

Inv. El. 154.5

Inv. El. 154.0

Existing Road to be abandoned.

CHGE 2198A S.T.C. 2499

A.T.&T. Co. 5048

Cable

1935 R.O.W.

Coxsackie Town Line

New Baltimore

Detour pavement meets at edge of present pavement Sta. W12+00 = 13+32

Existing 30' concrete road

Meet Exist. Alignment Sta. 11+30.00

TO COXSACKIE

P.I. Location 50' Rt. of Sta. W6+90

COXSACKIE RAVENA ROAD

CHGE 1456 S.T.C. 1456

CHGE 1458 S.T.C. 1458

CURVE DATA
Δ = 27° 07' 29"
R = 2000
T = 482.30 428.30
D = 2° 52'
L = 945.15

R = 1500'
Δ = 28° 15'

Temporary Detour

1½ Story Frame House

Small Stone Office

CHGE 2526

Tanned House

Guy

Frame Barn

P.C. Sta. 2+21.55

Fee Conc. Curb Type C

Guide Rail

CHGE 1460 S.T.C. 1460

Bridge No. 5A See Special Plans for Detour and Ord

Existing gravel driveway to be abandoned. Sta. 9W6+61.88 = Sta. 0+50.47 on Roadway

Thruway

Conc. Curb Type C

1935 R.O.W.

CHGE 1260A S.T.C. 1499

CHGE 1260B S.T.C. 1499

CHGE 1260C S.T.C. 1499

Fee

TE

Profile

West Existing Grade Sta. 11+30.00

Sta. 11+67

R.O.W. 1998

R = 550'
Δ = 16°

P.I. Location - 85' Rt. of W10+48

P.I. Sta. 5+78.53
Elev. 150.20

P.C. Sta. 7+78.53

P.I. Sta. 9+78.53
Elev. 152.45

P.C. Sta. 11+78.53
Elev. 159.20

Crown Profile

Profile - Existing Ground

Profile Detour

+1.17%
+1.00%
+1.6%
+3.52%
-1.39%

400' V.C.
E = 1.21'

1000' V.C.
E = 6.78'

Detour 200' V.C.

Detour 400' V.C.

Detour 200' V.C. ℄ Pier 3

Detour 400' V.C.

Sta. 24" R.C.C.P. under detour

℄ Sta. 948+25.88 = 0+00 on detour

Sta. 24" R.C.C.P. under detour

Elev. 148.72

Elev. 147.47

Elev. 147.04

Elev. 146.04

Elev. 146.0 146.70 147.0 149.0 150.0 151.8 153.3 155.0 156.5 157.5 158.0 158.0 158.6 159.5 160.8

W10+00 W5+00 W0+00

12 11 9 8 7 6 4 3 2 1 -1 -2 -3

170 160 150 140

M318 P348 Fee 18" C.M.P. Inv. El. 162.0

Access Road to Rte. 9W. For details see Sheet No. G2

Gravel driveway to be relocated

Inv. El. 160.6

Inv. El. 160.0

DR 93

DR 94

24" R.C.C.P. Inv. El. 159.56

Conc. Curb Type C

W-5+00

S. H. 5198

(RT. 9W)

W-10+00

364' Guide Rail

Meet Exist. Alignment Sta. 11+21.47

Detour pavement meets at edge of present pavement Sta. W 11+63 = Sta. 10+05

Existing 30' concrete road.

M321 P352 Fee

M322 P353 TE

M323 Fee

M381 P428 TE

Berm

R = 1250'
Δ = 18°

Temporary Detour

P.I. Location 137' Rt. of Sta. W-8+80

P.C. Sta. 7+42.47
Elev. 165.61

P.I. Sta. 9+42.47
Elev. 161.80

P.T. Sta. 11+42.47
Elev. 161.20

West Existing Grade

-1.905%

-0.30%

+2.93%

Profile of Detour

400' V.C.
E. .8025

Detour 400' V.C.

Detour 400' V.C.

Elev. 161.5 162.5 162.8 162.8 162.2 162.0 161.8 161.2 161.0

-4 W-5+00 -6 -7 -8 -9 W-10+00 -11 -12

170 160

TO RAVENA

℄ of Road

6'-0" 11'-0" 11'-0" 6"-0"

¾"/Ft. ¼"/Ft. ¼"/Ft. ¼"/Ft.

2½" Asph. Conc. Opt. Item 51C
3" Penetration. Bottom Course Item 455
6" Foundation Course - Gravel - Item 39R

CROSS SECTION OF DETOUR

Prepared pursuant to the Thruway Law and recommended by

Engineer-District No. 1

Dec. 1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E. 44TH ST. NEW YORK 17, N.Y.

PLAN & PROFILE RTE 9W

COXSACKIE - RAVENA - P.T.I - S.H. 5198

MADE BY J. I. B. DATE 7-31-52
TRACED BY W. B. L. DATE 7-31-52
CHECKED BY C. R. S. DATE 7-31-52
SCALE: PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS - ARCHITECTS
BY [signature] 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

PLAN: SURVEYED, DRAWN, ALIGNMENT CHECKED, RT. OF WAY CHECKED, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, CHECKED, B.M.'S NOTED, STRUCTURE NOTATIONS CHKD., NOTE BOOK, NO., BY, DATE

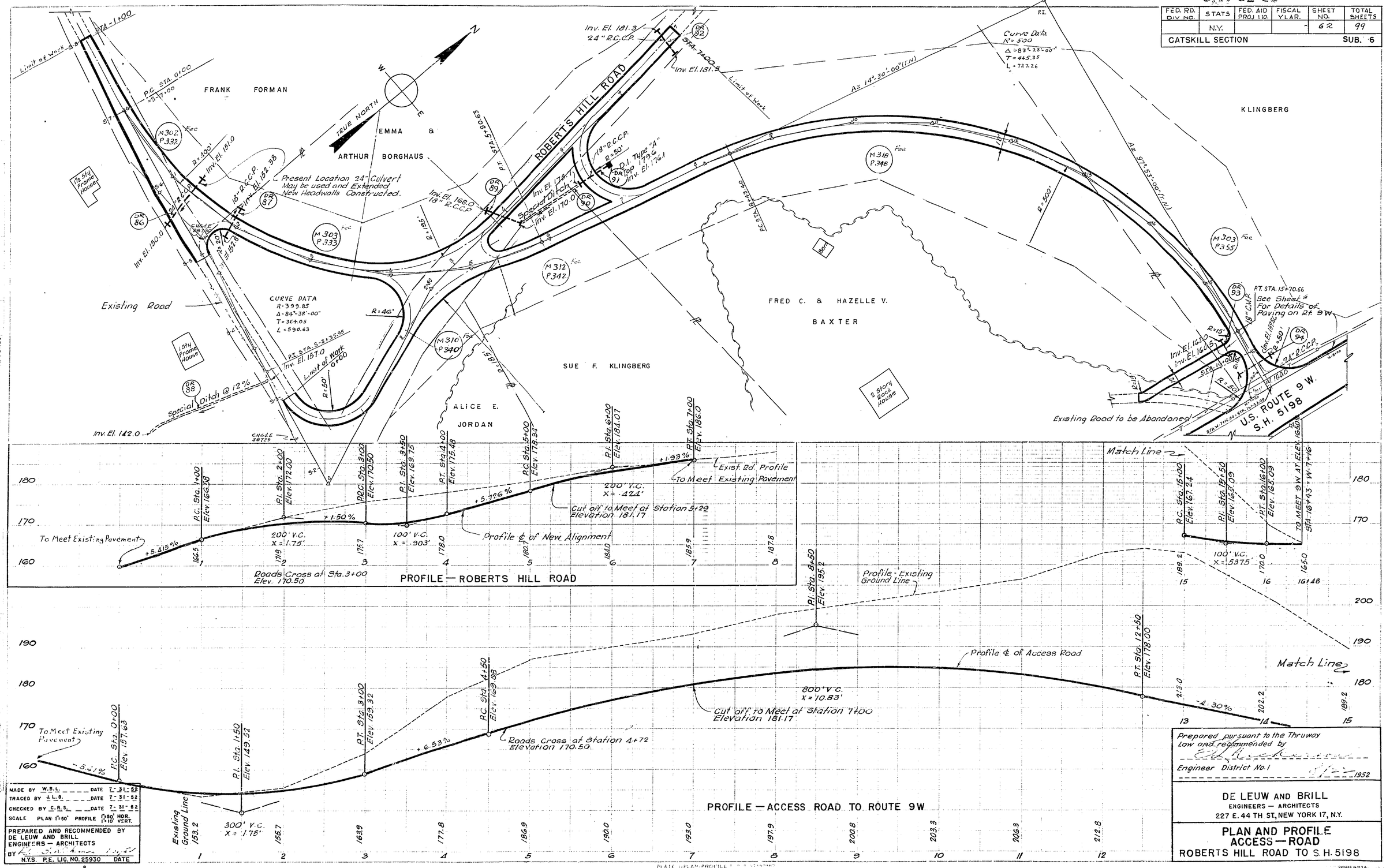
ASSOC. CIVIL ENGR. CONST.

ASSIST. DIST. ENGR.

PLATE 2 - PLAN - PROFILE - P.R.S. & R.F. STANDARD
PFUFFEL & ESSER CO., NEW YORK

C.T. 52-7 S.T. 52-15 R.C. 52-105

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.		-	62	99
CATSKILL SECTION				SUB. 6	


Sta 1+00
Limit of Work
P.C. Sta. 0+00
Sta 5+17.00
FRANK FORMAN
EMMA & ARTHUR BORGHAUS
TRUE NORTH
M 302 P 332
Fee
R = 100'
Inv. El. 151.0
18" R.C.C.P.
Inv. El. 152.38
Present Location 24" Culvert May be used and Extended New Headwalls Constructed.
DR 87
DR 86
Inv. El. 150.0
CHORD 25°15'
Inv. El. 168.0 18" R.C.C.P.
DR 89
M 303 P 333
Sta 3+45.93
ROBERTS HILL ROAD
Inv. El. 181.3 24" R.C.C.P.
DR 92
Sta 7+00.5
Limit of Work
Inv. El. 176.7
Special Ditch
Inv. El. 170.0
DR 90
18" R.C.C.P.
R = 50'
DR Top 191
Inv. El. 176.1
D.I. Type "A" 196
Inv. El. 176.1
Curve Data
R = 500
Δ = 83°-23'-00"
T = 445.35
L = 727.26
P.I.
Az 14°-30'-00" (F.N.)
Az 97°-53'-00" (F.N.)
KLINGBERG
M 318 P 348
Fee
M 303 P 355
Fee
Sta 8+43.76
Bore
R = 500'
DR 93
P.T. STA. 15+70.66
See Sheet # For Details of Paving on Rt. 9W
18" C.M.P.
Inv. El. 165.5
R = 15'
DR 94
R = 50'
24" R.C.C.P.
Inv. El. 164.0
Inv. El. 164.15
Sta 14+00
R = 350'
Tan = 1600
Sta W 714+00 = Sta 14+00
Sta W 716+50 = Sta 16+50
U.S. ROUTE 9 W.
S.H. 5198
Existing Road to be Abandoned
Existing Road
CURVE DATA
R = 399.85
Δ = 84°-38'-00"
T = 364.05
L = 590.63
P.T. STA. 3+35.95
Inv. El. 157.0
Limit of Work 0+00
R = 50'
15th Frame House
DR 88
Special Ditch @ 12%
Inv. El. 142.0
CHORD 25°29'
R = 46'
M 310 P 340
15th
15.87.0
M 312 P 342
Fee
2 Story Rock House
SUE F. KLINGBERG
ALICE E. JORDAN
FRED C. & HAZELLE V. BAXTER
Match Line
Match Line
Match Line

C.T. 52-7 S.T. 52-5 N.C. 52-105

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
-	N.Y.		-	62	99
CATSKILL SECTION				SUB.: 6	

62

PLAN — SURVEYED ____ DRAWN ____ ALIGNMENT CHECKED ____ RT. OF WAY CHECKED ____ NOTE BOOK ____ NO. ____ BY ____ DATE ____

PROFILE — SURVEYED ____ DRAWN ____ CHECKED ____ N.M.P. NOTED ____ STRUCTURE NOTATIONS DENO ____ NO. ____ BY ____ DATE ____

Sta. 1+00

Limit of Work Sta. 1+00

P.C. STA. 0+00

Limit of Work

FRANK FORMAN

EMMA & ARTHUR BORGHAUS

TRUE NORTH

ROBERTS HILL ROAD

Inv. El. 178.38 24" R.C.C.P.

Limit of Work Sta. 11+70

Inv. El. 181.5 178.71

Curve Data R = 500 Δ = 83°-23'-00" T = 445.35 L = 727.26

A = 14°-30'-00" (R.M.)

KLINGBERG

M 302 P 332 Fee

DR 87

DR 86

DR 88

DR 89

DR 90

DR 91

DR 112

DR 114

DR 107

DR 93

DR 94

M 309 P 333 Fee

M 312 P 342 Fee

M 310 P 340 Fee

M 314 P 348 Fee

M 303 P 355 Fee

1½ sty. Frame House

1 sty. Frame House

2 Story Rock House

Present Location 24" Culvert May be used and Extended New Headwalls Constructed.

Inv. El. 150.0

Inv. El. 166.38

Inv. El. 166.52

Inv. El. 166.6 18" R.C.C.P.

Inv. El. 176.05 Second Ditch

Inv. El. 176.0 169.20

18" R.C.C.P. R=50'

D.I. Type "A" Top 179.6 Inv. El. 176.07

Inv. El. 177.66

Existing Road

CURVE DATA
R = 399.85
Δ = 84°-38'-00"
T = 364.05
L = 590.63

PT STA. 5+35.95

Inv. El. 157.0

Limit of Work 0+00

Special Ditch @ 12%

Inv. El. 142.0

SUE F. KLINGBERG

ALICE E. JORDAN

FRED C. & HAZELLE V. BAXTER

R = 46'

R = 500'

R = 15'

Inv. El. 169.0

Inv. El. 168.5

Inv. El. 166.0

18" C.M.P.

24" R.C.C.P.

RT. STA. 15+70.66

See Sheet # 61 For Details of Paving on Rt. 9W

Existing Road to be Abandoned

U.S. ROUTE 9 W. S.H. 5198

STA. 7+14.40 = STA. 15+39.09

Match Line

Match Line

Exist. Rd. Profile To Meet Existing Pavement

To Meet Existing Pavement

+5.41% e/o

+1.50%

+5.176%

+1.93%

+6.53%

-6.30%

200' V.C. X = 1.75

100' V.C. X = .903'

400' V.C. X = .424'

300' V.C. X = 1.76

800' V.C. X = 10.83'

100' V.C. X = 3.375

P.C. Sta. 0+00 Elev. 157.63

P.C. Sta. 1+00 Elev. 166.56

P.I. Sta. 1+50 Elev. 169.75

P.C. Sta. 2+00 Elev. 172.00

P.T. Sta. 2+00 Elev. 170.50

P.I. Sta. 3+00 Elev. 169.32

P.C. Sta. 3+00 Elev. 170.50

P.T. Sta. 3+50 Elev. 169.75

P.I. Sta. 4+00 Elev. 168.48

P.C. Sta. 5+00 Elev. 178.34

P.I. Sta. 6+00 Elev. 184.07

P.T. Sta. 7+00 Elev. 186.0

P.C. Sta. 11+50 Elev. 169.08

P.T. Sta. 12+50 Elev. 178.50

P.C. Sta. 15+00 Elev. 169.22

P.I. Sta. 15+50 Elev. 169.09

P.T. Sta. 16+00 Elev. 165.09

P.I. Sta. 6+50 Elev. 195.2

Roads Cross at Sta. 3+00 Elev. 170.50

Roads Cross at Station 4+72 Elevation 170.50

Cut off to Meet at Station 5+29 Elevation 181.17

Cut off to Meet at Station 7+00 Elevation 181.17

Profile ℄ of New Alignment

Profile Existing Ground Line

Profile ℄ of Access Road

TO MEET 9W AT ELEV. 165.0 STA. 16+43 = 14+71.6

PROFILE — ROBERTS HILL ROAD (SEE REVERSE SIDE)

PROFILE — ACCESS ROAD TO ROUTE 9W

Existing Ground Line 153.2 163.9 177.8 186.9 197.9 200.8 203.3 204.3 212.8 202.2 189.2

MADE BY W.B.L. DATE 7-31-52
TRACED BY W.L.B. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52
SCALE PLAN: 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS — ARCHITECTS
BY ____ N.Y.S. P.E. LIC. NO. 25930 DATE

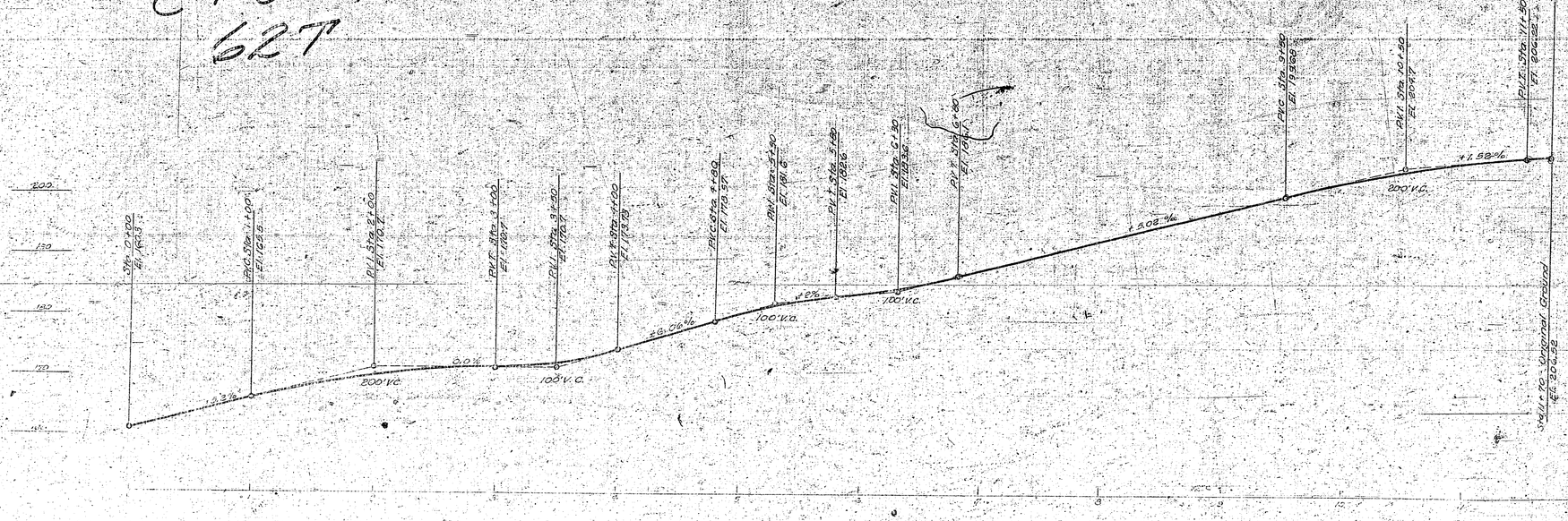
Prepared pursuant to the Thruway Law and recommended by
Engineer District No. 1
1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44 TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE ACCESS — ROAD
ROBERTS HILL ROAD TO S.H. 5198

PLATE 1-PLAN-PROFILE B. P. R. STANDARD
EUGENE DIETZGEN CO. Chicago New York
Printed in U.S.A. On IMPERIAL Tracing Cloth

CT52-7
627



PROFILE - ROBERTS HILL ROAD

C.T. 52-7 S.T. 52-25 R.C. 52-105

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			63	99
GATSKILL SECTION					SUB. 6

ASSOC. CIVIL ENGR. CONST.

ASSIST DIST ENGR

W.7000 S.9000

See Sheet No.

Match Line

TRUE NORTH

THEODORE MOSKAL

S.8500 W.6500

CURVE DATA

C.L. & NO. BD.	SOUTHBOUND
R=5055.51'	R=6138.90'
D=1°08'00"	D=0°55'59.96"
Δ=38°37'08"	Δ=38°37'08"
T=1771.36'	T=2150.95'
L=3407.55'	L=4137.78'
E=301.34'	E=365.92'

THOMAS MOONEY

3' Creek

Inv. El. 135.00

DR 8

24" R.C.C.P.

Inv. El. 134.50

Inv. El. 133.00

℄ Az = 47°16'28"

958+00

DR 9

24" R.C.C.P.

Inv. El. 131.00

M320 P331 Fee

CARL FURYK

M318 P349 P.E.

W.6500 S.9000

Inv. El. 136.00

DR 10

960

24" R.C.C.P.

Inv. El. 134.50

Inv. El. 132.50

℄ 960

960

℄ 960+00 ℄ Az = 42°46'28"

24" R.C.C.P.

DR 11

Inv. El. 131.00

M319 P350 P.E.

℄ 962+00

℄ Az = 40°31'28"

℄ Thruway

℄ 965

965

Inv. El. 121.00

965+30

DR 12

42" R.C.C.P.

Inv. El. 120.00

℄ 967+00

℄ Az = 38°01'28"

M319 P356 Fee.

Survey Base Line

℄ Az = 35°48'23"

969+00

℄ Az = 33°46'28"

℄ 970+00

DR 13

Inv. El. 122.00

42" R.C.C.P.

Inv. El. 121.50

℄ 970

S.8500 W.6000

BM-95 Top of Axle in fence Line - Elev. 136.57
155' Rt. of Sta. 960+85

BM 96 Nail in 15" Elm - Elev. 143.33
380' Lt. of Sta. 969+00

S.B.P.I.	{S. 8279.52 W. 5747.97}
B.P.I.	{S. 8285.76 W. 5721.60}
N.B.P.I.	{S. 8292.00 W. 5695.36}

Bk. 3 Pk. 369+68.22
Bk. Sta. 969+28.38
Bk. Sta. 969+38.47

ITEM 17
193.33
22.43

Theoretical Grade Line
-0.91 %

Existing Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane

P.T. Sta. 955+90 Elev. 142.43

P.C. Sta. 961+00 Elev. 136.97

P.T. Sta. 964+00 Elev. 124.24

P.T. Sta. 967+00 Elev. 136.98

+0.88 %

600' V.C. X = 1.34

Sta. 966+65 ℄ 24" R.C.C.P.

Sta. 956+90 ℄ 24" R.C.C.P.

Sta. 960+00 ℄ 24" R.C.C.P.

Sta. 965+00± ℄ 42" R.C.C.P.

Sta. 966+00± ℄ 42" R.C.C.P.

150 140 130 120

Elev. Ground Line ℄ Northbound Lane

Elev. Ground Line ℄ Southbound Lane

120.0 141.5 955

136.7 136.2 6

130.2 136.7 7

133.0 137.2 8

136.8 137.0 9

131.0 134.6 960

136.8 138.8 1

135.3 139.0 2

130.5 136.7 3

125.3 132.6 4

120.0 128.0 965

130.8 125.1 6

140.0 125.0 7

141.8 135.7 8

140.8 141.2 9

137.3 140.8 970

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 955+00 TO STA. 970+00

MADE BY	W.B.L.	DATE 7-31-52
TRACED BY	J.L.B.	DATE 7-31-52
CHECKED BY	C.R.S.	DATE 7-31-52
SCALE	PLAN 1"=50'	PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
BY _____
N.Y.S. P.E. LIC. NO 25930 DATE

C.T. 52-7 S.T. 52-25 R.C. 52-105

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			63	99
CATSKILL SECTION				SUB. -6	

63R

See Sheet No.

Match Line

THEODORE MOSKAL

THOMAS J. MOONEY

TRUE NORTH

W.7000 S.9000

S.8500 W.6500

S.8000 W.6000

W.6500 S.9000

W.6500 S.8500

W.6000

CURVE DATA

C.L. & NO. BD.	SOUTHBOUND
R=5055.59'	R=6128.80'
D=1°08'00"	D=0°55'58"
Δ=38°38'08"	Δ=38°33'28"
T=1772.88'	T=2150.85'
L=3407.15'	L=4138.49
E=301.34'	E=365.92'
L=3409.38	

Inv. El. 135.00 — 3.65

(OR 8) 24"R.C.C.P. 131.30 Inv. El. 134.50 — 130.80 Inv. El. 133.00

(OR 9) 24"R.C.C.P. 128.05 Inv. El. 131.00

(OR 10) 24"R.C.C.P. Inv. El. 132.50 — Inv. El. 132.50

(OR 11) 24"R.C.C.P. Inv. El. 130.00

(OR 12) 42"R.C.C.P. Inv. El. 120.00 — 119.18

(OR 13) Inv. El. 122.00 — 7.5 — 42"R.C.C.P. Inv. El. 121.50 — 120.89 — Inv. El. 121.00 — 0.55

3' Creek

℄ Az=47°16'28" — 958+00 — ℄ Az=44°46'28" — 960+00 ℄ Az=42°46'28" — ℄ 962:00 — ℄ Az=40°31'28" — ℄ 965 — ℄ Az=38°01'28" — ℄ 967+00 — ℄ Az=35°48'28" — 969+00 — ℄ Az=33°36'28" — ℄ 970+00

℄ Thruway — Survey Base Line

964+50 — 965

M320 P331 Fee — M324 P356 Fee

CARL FURYK

M319 P349 P.E. — M319 P350 P.E.

BM-95-Top of Axle in fence Line-Elev.136.57
155' Lt. of Sta. 960+85

BM 96-Nail in 15" Elm - Elev. 143.33
380' Lt. of Sta. 969+00

S.B.P.I. (S. 8279.52 W. 5749.97)
℄ P.I. (S. 8285.76 W. 5721.67)
N.B.P.I. (S. 8292.00 W. 5695.36)

Bk. 576 — 262+58.27
P.I. 574 — 264+28.38
P.I. 574 — 264+60.57
176.12
192.24
224.93

Elev. Ground Line ℄ Northbound Lane
Elev. Ground Line ℄ Southbound Lane

Sta. 955+00 El. 129.38

Theoretical Grade Line
-0.91%

Sta. 966+63 ℄24"R.C.C.P.
Sta. 955+90 ℄24"R.C.C.P.
Sta. 960+00 ℄24"R.C.C.P.

P.C. Sta. 961+00.00 El. 131.36.57
P.T. Sta. 964+34.24 El. 131.34.24
P.C. Sta. 964+00.00 El. 131.34.24
P.T. Sta. 967+00.00 El. 126.88.88

Existing Ground Line ℄ of Southbound Lane
Existing Ground Line ℄ of Northbound Lane

600' V.C. X=1.34'

Sta. 965+00* ℄42"R.C.C.P.
Sta. 966+00* ℄42"R.C.C.P.

+0.47%
+0.88%

| | | | |

C.T. 52-7 S.T. 52-25 R.C. 52-105

FED. RD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			64	99
CATSKILL SECTION				SUB. 6	

TRUE NORTH

THOMAS MOONEY

CATHERINE CHIESA

CARL FURYK

THOMAS MOONEY

CATHERINE CHIESA

6000 W.

7500 S.

5500 W.

7000 S.

5500 W.

7500 S.

See Sheet No.

See Sheet No.

Match Line

Match Line

Survey Base Line

℄ Thruway

Inv. El. 129.00
3' Creek

60" CCCP

Inv. El. 128.50

Inv. El. 127.50

60" CCCP

Inv. El. 127.00

DE 14

DE 15

Fee
M 324 P 356

Fee
M 325 P 357

Fee
M 326 P 358

1 ℄ Az 31°46'28" (T.N.) 2

3 ℄ Az 29°46'28" (T.N.) ℄ 975+00

4

5

6 ℄ Az 27°46'28" (T.N.) 7

8 ℄ Az 25°16'23" (T.N.) 9

℄ 980+00

1 ℄ Az 8°24'55" (T.N.) 2

℄ 985+00

970

975

980

985

℄ 970

℄ 975

℄ 980

℄ 985

BM # 97 Elev. 147.01 Sta. 984+00 Nail in 10" Elm 310' Left.

CURVE DATA

C.L. & NO BD.	SOUTHBOUND
R = 5055.51'	R = 6138.90'
D = 1° 08'00"	D = 0° 55' 59.96"
Δ = 38° 37'08"	Δ = 38° 37'08"
T = 1771.36'	T = 2150.95'
L = 3407.55'	L = 4137.78'
E = 301.34'	E = 365.92'

Theoretical Grade Line

Existing Ground Line ℄ of Northbound Lane

Existing Ground Line ℄ of Southbound Lane

Sta 975+00± ℄ 60" CCCP

+0.88%

+0.68%

P.C. Sta. 980+00 Elev. 148.30

P.I. Sta. 982+00 Elev. 150.06

P.T. Sta. 984+00 Elev. 151.42

200' VC X=0.099'

160
150
140
130

Elev. Ground Line ℄ Northbound Lane
Elev. Ground Line ℄ Southbound Lane

140.0 141.5
970

139.4 132.1
1

138.8 142.8
2

138.8 143.0
3

138.0 141.3
4

128.2 129.4
975

130.4 132.6
6

140.5 140.1
7

143.1 141.7
8

144.7 140.6
9

145.0 140.5
980

149.4 148.3
1

147.8 145.0
2

153.0 155.3
3

150.3 149.2
4
985

ASSOC. CIVIL ENGNR. CONST.

PLAN LAYOUT PLOTTED FROM FIELD SURVEY DATED

MADE BY W.B.L. DATE 7-31-52
TRACED BY A.L.B. DATE 7-31-52
CHECKED BY C.A.S. DATE 7-31-52
SCALE PLAN: 1"=50' PROFILE: 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS — ARCHITECTS
BY _____
N.Y.S. P.E. LIC. NO 25930 DATE

Prepared pursuant to the Thruway Law and Recommended by
_____
Engineer District No. 1 8/22 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 970+00 TO STA. 985+00

C.T. 52-7 S.T. 52-25 R.C. 52-105

FED. RD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			64	99
CATSKILL SECTION					SUB. 6

64R

TRUE NORTH

THOMAS MOONEY

CATHERINE CHIESA M326 P358 Fee

CARL FURYK M324 P356 Fee

THOMAS MOONEY M325 P357 Fee

CATHERINE CHIESA

See Sheet No. 970

See Sheet No. 985

Match Line

Match Line

6000 W.

7500 S.

7000 S.

5500 W.

5500 W.

7500 S.

Inv. El. ~~129.00~~ 130.00

3' Creek

60" CCCP

Inv. El. ~~128.50~~ 129.67

Inv. El. ~~127.50~~ 129.17

Inv. El. ~~127.00~~ .70

℄ Thruway

℄970

℄975

℄980

℄985

970

975

980

985

1 ℄ Az. 31°46'28" (T.N.)2

A ℄ Az. 29°46'28" (T.N.) ℄ 975+00

6 ℄ Az. 27°46'28" (T.N.)7

8 ℄ Az. 25°16'28" (T.N.)9

℄ 980+00

3 ℄ Az. 8°24'55" (T.N.)4

Survey Base Line ℄ 985+00

B.M.# 97 Elev. 147.01 Sta. 984+00 Nail in 10" Elm 310' Left.

CURVE DATA

Cl. A NO BD.	SOUTHBOUND
~~R=5855.51'~~	~~R=6138.90'~~
~~D=1°08'00"~~	~~D=0°55'59.96"~~
~~Δ=38°37'08"~~	~~Δ=38°37'08"~~
~~T=1771.38'~~	~~T=2150.95'~~
~~L=3407.55'~~	~~L=4137.78'~~
~~E=301.34'~~	~~E=365.92'~~

PROFILE

SURVEYED
PLOTTED
NOTE BOOK
NO.
GRADES CHECKED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
STRUCTURE NOTATIONS CHKD
BY
DATE

Theoretical Grade Line

Existing Ground Line ℄ of Northbound Lane

Existing Ground Line ℄ of Southbound Lane

Elev. Ground Line ℄ Northbound Lane

Elev. Ground Line ℄ Southbound Lane

+0.87% +0.88%

+0.68%

400' V.C. X=0.099'

1.8 P.C. Sta. 980+00 Elev. 148.30

M.A.91. Sta. 982+00 Elev. 150.06 Sta. P.C.C.T. 982+12 Elev. 150.19

M.A.P.T. Sta. 984+00 Elev. 151.92 Sta. P.T.C.C. 983+88 Elev. 151.93

1394 1421 1386 1218 1390 1430 1390 1213 1286 1294 1364 1326 1403 1407 1447 1406 1450 1405 1464 1433 1478 1450 1530 1553

1503 1492

970 975 980 985

160 150 140 130

1 2 3 4 5 6 7 8 9 1 2 3

MADE BY W.C.L. DATE 7-31-52
TRACED BY J.L.B. DATE 7-31-52
CHECKED BY C.R.B. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS — ARCHITECTS
BY R.B. Richards N.Y.S. P.E. LIC. NO 25930 7/31/52 DATE

Prepared pursuant to the Thruway Law and recommended by
Engineer District No. 1 8/22 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 970+00 TO STA. 985+00

PLATE I-PLAN-PROFILE B. P. R. STANDARD
EUGENE DIETZGEN CO. Chicago-New York

Printed in U.S.A. C-o INDUSTRIAL Printing Corp.

C.T. 52-7 S.T. 52-25 R.C. 52-105

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			65	99
CATSKILL SECTION				SUB. 6	

20' to 93' to 30' Mall (Ult. Width) — 30' Mall (Ult. Width)

N.B. P.T. Sta. 986+627 Bk = ℄ Sta. 986+475.54 Ahd.
N 6548.99 W 5379.72

℄ P.T. Sta. 986+46.99
S 6542.75 W 5406.08

S.B. P.T. Sta. 989+81.92 Bk = ℄ Sta. 990+28.07 Ahd.
S 6162.99 W 5364.69

N 321 P 359 P.E.

5500 W. — 6000 S.

Fee N 326 P 356 — CATHERINE CHIESA

TRUE NORTH

See Sheet No.

985

℄ 985

℄ Thruway

24" R.C.C.P.

Inv. El. 148.00±

DR 16

Inv. El. 148.80 ℄ 989+00

℄ 990

℄ Az = 10°15'52" (T.N.)

15" Sewer Pipe Opt.

Inv. El. 152.20 ℄ 994+00

DR 17

℄ 995

12" Sewer Pipe Opt.

Inv. El. 155.6 ℄ 999+00

DR 18

℄ 1000

Stone Fence

25' 27' 54'-0" 30' U/H 27' 25'

See Sheet No.

Match Line

7 8 9 ℄ 990+00 1 2 ℄ Az = 8°24'55" (T.N.) 3 4 ℄ 995+00 6 7 8 9 ℄ 1000+00

Survey Base Line

Tel. Cable

CATHERINE CHIESA

5000 W. — 5500 S.

B.M. #98 Elev. 158.82 - Sta. 999+00
Nail in 20" Twin Elm 3/8 Left.

Theoretical Grade Line

+0.68 %

-0.65 %

Existing Ground Line ℄ of Northbound Lane

Existing Ground Line ℄ of Southbound Lane

Sta. 989+00

15" Sewer Pipe Opt.

Sta. 994+00

12" Sewer Pipe Opt.

Sta. 999+00

12" Sewer Pipe Opt.

Elev. Ground Line ℄ Northbound Lane

Elev. Ground Line ℄ Southbound Lane

	6	7	8	9	990	1	2	3	4	995	6	7	8	9	1000
℄ Northbound Lane	151.9	152.0	152.6	151.5	151.2	152.0	152.2	153.7	154.6	155.1	156.0	157.5	158.0	159.0	160.0
℄ Southbound Lane	150.4	151.0	151.2	150.8	150.4	151.2	152.0	153.0	154.2	154.8	155.3	156.3	157.2	158.5	160.0

Elevations 170, 160, 150, 140

MADE BY W. B. L. DATE 7-31-52
TRACED BY J. L. B. DATE 7-31-52
CHECKED BY C. R. S. DATE 7-31-52
SCALE PLAN: 1"=50' PROFILE: 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
BY [signature] 7/31/52
N.Y.S. P.E. LIC. NO 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
[signature]
Engineer District No. 1 Aug 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE — THRUWAY
STA. 985+00 TO STA. 1000+00

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			65	99
CATSKILL SECTION					SUB. 6

6R

20' to 93' to 30' Mall (Ult. Width)

30' Mall (Ult. Width)

TRUE NORTH

M 327 P 359 P.E.

M 326 F 358 Fee

CATHERINE CHIESA

5500 W.

6000 S.

See Sheet No.

℄ P.T. Sta. 986+46.99
S. 6647.75
W. 5406.03

5500 W.

6500 S.

Inv. El. 148.00±

DR 16

145.73

126.

24" R.C.C.P.

Inv. El. 137.02
℄ 989+00

985

℄ Thruway

℄ 990

497'

℄ Az = 10° 15' 52" (T.N.)

15" Sewer Pipe Opt.

Inv. El. 152.46
℄ 994+00

℄ 995

497'

12" Sewer Pipe Opt.

DR 17

DR 18

12" Sewer Pipe Opt.
Inv. El. 155.86
℄ 999+00

℄ 1000

Match Line

N.B. P.T. Sta. 986+45.54 Ahd.
℄ Sta. 986+45.54 Ahd.
S. 6548.99
W. 5379.12

℄ 990+00

2 ℄ Az = 8° 24' 55" (T.N.)

℄ 995+00

℄ 1000+00

Survey Base Line

Match Line

S.P.T. Sta. 989+84.35 Ahd.
℄ Sta. 990+00.00 Ahd.
S. 6162.99
W. 5364.69

N.B.P.T. Sta. 990+41.30

Tel. Cable

Stone Fence

5000 W.

5500 S.

B. M. #98, Elev. 158.82 - Sta. 999+00
Nail in 20" Twin Elm, 3'8 Left.

SURVEYED	DATE
PLOTTED	
DRAWN	
ALIGNMENT CHECKED	
RT. OF WAY CHECKED	
NOTE BOOK	
NO.	

PLAN

SURVEYED	BY
PLOTTED	
DRAWN	
ELEVATIONS CHECKED	
STRUCTURE NOTATIONS CHKD	
NOTE BOOK	
NO.	

PROFILE

E.P.V. Ground Line ℄ of Northbound Lane
E.P.V. Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane
Existing Ground Line ℄ of Southbound Lane

Theoretical Grade Line

+0.68 %

-0.68 %

Sta. 989+00

Sta. 994+00

Sta. 999+00

15" Sewer Pipe Opt.

12" Sewer Pipe Opt.

12" Sewer Pipe Opt.

MADE BY	W.B.L. DATE 7-31-52
TRACED BY	J.L.B. DATE 7-31-52
CHECKED BY	C.R.S. DATE 7-31-52
SCALE PLAN	1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
BY R. L. Richards 7/31/52
N.Y.S. P.E. LIC. NO 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
E. J. Mackenzie
Engineer District No. 1 8/22/1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 985+00 TO STA. 1000+00

PLATE I-PLAN-PROFILE B. P. R. STANDARD

Printed in U.S.A. Cs IMPERIAL Tracing Cloth

C.T. 52-1 S.T. 52-25 R.C. 52-105

FED. RD DIV. NO	STATE	FED. AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			66	99
CATSKILL SECTION				SUB. 6	

CURVE DATA - N.B. & S.B. & C.L.
R = 5055.51'
D = 1°08'00"
Δ = 31°41'11"
T = 1434.68'
L = 2795.86'
E = 199.63'

TRUE NORTH

CATHERINE CHIESA

HOWARD FORMAN

30' to 20' Mall (Ult. Width)

30' Mall (Ult. Width)

(S. 4426.35 W. 5022.38) ℄ R.C. Sta. 1007+97.20

S.B. P.C. Sta. 1007+95.86 (S. 4423.92 W. 5049.78)
N.B. P.C. Sta. 1007+99.04 (S. 4429.96 W. 4965.98)

1328 P 360 Fee

1326 P 358 Fee

S 5000 W.

See Sheet No. 5

Match Line

Sheet No. 4

℄ 1000

℄ 1005

℄ 1010

1015

1010+00 ℄

1005+00 ℄

1000+80 ℄

Inv. El. 159.00 ℄ 1004+00

Inv. El. 159.00 ℄ 1012+00

DR 18

DR 19

℄ Thruway

℄ Az = 10° 15' 52" (T.N.)

12" Sewer Pipe Opt.

25' 10" 30' Ult. 27' 27' 25'

2 ℄ Az = 8° 24' 55" (T.N.) 3

3 ℄ Az = 2° 03' 44" (T.N.) 4

4 ℄ Az = 3° 40' 11" (T.N.) ℄ 7

℄ Survey Base Line

24" R.C.C.P.

Inv. El. 158.00

Rocks

4" Hickory 14.32

6" Elm 9.07

6" Twin Oak 10.26

12" Hickory

Thick Growth Cedars

24" Pine

6" Elm 4.27

6" Hickory 6.77

8" Elm 20.66

Hardwoods

New York Telephone & Telegraph Co. Easement

6" Cedar

6" Cedar

24" Pine

6" Cedar

20" Pine

Stone Wall

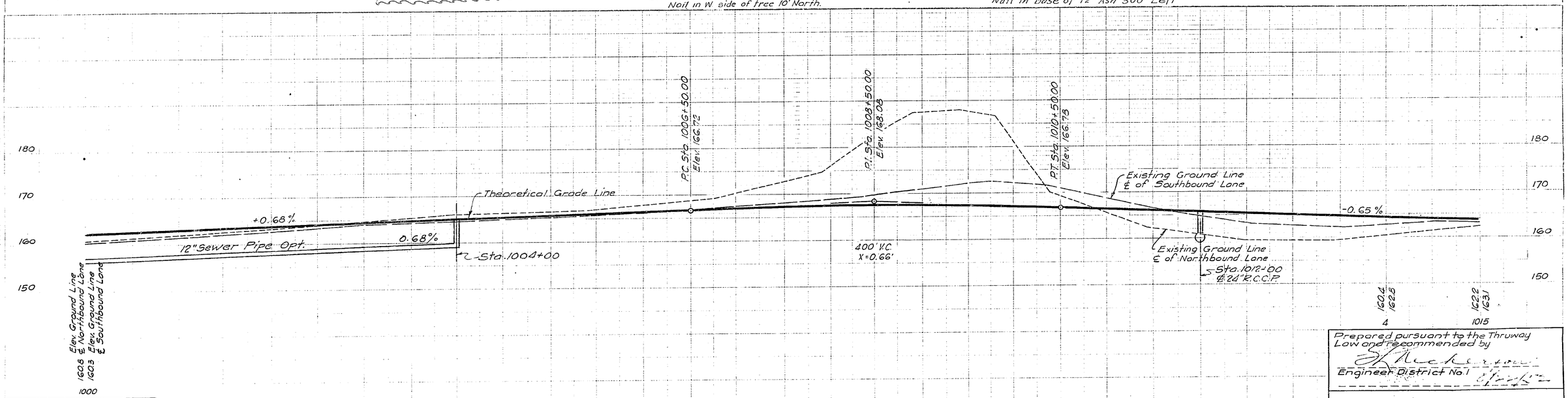
M 1320 P.E. P 361

HOWARD FORMAN

Station Equation on ℄
Sta. 1007+64.90 Bk =
Sta. 1002+00.00 Ahd.

B.M.# 99 Elev. 168.32 - Sta. 1006+80, Nail in W. side of tree 10' North.

B.M.# 100 Elev. 173.35 Sta 1007+00 Nail in base of 12" Ash 300" Left



MADE BY	W. B. L. DATE 7-31-52
TRACED BY	J. J. B. DATE 7-31-52
CHECKED BY	C. R. S. DATE 7-31-52
SCALE	PLAN: 1"=50' PROFILE: 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS - ARCHITECTS
BY _____ N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
_____ Engineer District No. 1 _____

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 1000+00 TO STA. 1015+00

C.T. 52-1 S.T. 52-25 R.C. 52

FED. RD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOT SHE
	N.Y.			66	99

CATSKILL SECTION SUB. 6

66R

CURVE DATA – N.B. & S.B. ~~S.B.L.~~

R = 5055.~~61~~ .59
D = 1°08'00"4"
Δ = 31°~~41'11"~~ 43' 32"
T = ~~1434.00'~~ 1436.57'
L = ~~2795.00'~~ 2799.36
E = 199.63'

TRUE NORTH

CATHERINE CHIESA — HOWARD FORMAN

30' Mall (Ult. Width) — 30' to 20' Mall (Ult. Width)

S.B. P.C. Sta. 1007+37.20 — S 44° 12' 38" W, 6.95 — 87.29' — S 44° 12' 38" W, 5049.78 — S 44° 12' 38" W, 4123.98 — S 44° 12' 38" W, 4935.98

℄ P.C. Sta. 1007+~~84.00~~ 1007+00.00

S.B. P.C. Sta. 1007+~~84.00~~ 1007+00.00

N.B. P.C. Sta. 1007+~~84.00~~ 1007+00.00

M 326 P 358 Fee

M 328 P 360 Fee

M 328 P 361 Fee

1000' S. 5000' W.

See Sheet No. 55

Match Line

158.96 — Inv. El. ~~159.00~~ ℄ 1004+00 — DR 18 — ℄ 1005 — ℄ Thruway — ℄ Az = 10° 15' 52" (T.N.)

158.64 — Inv. El. ~~159.00~~ ℄ 1012+00 — DR 19 — 1010+00 ℄ — 1015 — 1010 ℄ 1010

497' 12" Sewer Pipe Opt.

5.10" 30' 11" 27'

℄ 1000 — ℄ 1005+00 — 1000+80 ℄ — 5000' W.

Hardwoods — Rocks — 4" Hickory 14.32 — 6" Elm 4.07 — 1005+40 ℄ — 6" Twin Oak 10.26 — 5 — 4 — 3 — 2 — 1

2 ℄ Az = 8° 24' 55" (T.N.) — 3 ℄ Az = 2° 03' 44" (T.N.) — Survey Base Line — 4 ℄ Az = 3° 40' 11" (T.N.) ℄ 7

Hardwoods — Growth Cedors — 24" Pine — 6" Hickory 4.27 — 6" Hickory 6.77 — 6" Elm 20.16 — 24" Pine — 6" Cedar — 6" Cedar — 4" Cedar — 20" Pine — 5000' S.

New York Telephone ℄ Telegraph Co. Easement

Station Equation on ℄
Sta. 1007+64.90 Bk =
Sta. 1002+00.00 Ahd.

B.M.# 99 Elev. 168.92 – Sta. 1006+80
Nail in W. side of tree 10' North.

B.M.# 100 Elev. 173.35 Sta 1007+00
Nail in base of 12" Ash 300" Left

24" R.C.C.P. Inv. El. 158.~~00~~ — 43

5' State Wall

HOWARD FORMAN

PLAN: SURVEYED ___ DRAWN ___ ALIGNMENT CHECKED ___ RT. OF WAY CHECKED ___ NOTE BOOK ___ NO. ___ BY ___ DATE ___

PROFILE: SURVEYED ___ DRAWN ___ GRADES CHECKED ___ B.M.'s NOTED ___ STRUCTURE BORINGS PLOTTED ___ NOTE BOOK ___ NO. ___ BY ___ DATE ___

Elev. Ground Line ℄ Northbound Lane
Elev. Ground Line ℄ Southbound Lane

+0.68% — 10" Sewer Pipe Opt. — -0.68% — ℄ Sta. 1004+00 — Theoretical Grade Line

S.A. P.V.I. Sta. 1003+50.00 Elev. 162.72 — L = 400' V.C. X = 0.66' — S.A. P.V.I. Sta. 1008+50.00 Elev. 168.08 — S.A. P.V.T. Sta. 1010+50.00 Elev. 166.80

Existing Ground Line ℄ of Southbound Lane — Existing Ground Line ℄ of Northbound Lane — Sta. 1012+00 ℄ 24" R.C.C.P.

S.A. = 6.32% — 0.65% — N.A. = -6.39%

180 170 160 150 1000 1005 1010 1015

1620 1614 1622 1616 1629 1623 1623 1617 1647 1640 1664 1654 1657 1652 1679 1661 1712 1665 1760 1689 1785 1705 1812 1722 1858 1828 1903 1873 1952 1921 2004 1974 2022 1991

MADE BY W.R.L. DATE 7-31-52
TRACED BY J.L.B. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52
SCALE PLAN: 1"=50' PROFILE: 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
BY [signature] 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
[signature]
Engineer-District No. 1 8/22/52

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44 TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE – THRUWAY
STA. 1000+00 TO STA. 1015+00

PLATE 1-PLAN-PROFILE W. P. R. STANDARD
EUGENE DIETZGEN CO., Chicago-New York

Printed in U.S.A. On IMPERIAL Tracing Cloth

C.T. 52-7 S.T. 52-25 R.C. 52-105

FED. RD DIV. NO.	STATE	FED. AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			67	99
CATSKILL SECTION					SUB. 6

ASSOC. CIVIL ENGNR. CONST.

ASSIST DIST. ENGNR.

5000W 3500S

TRUE NORTH

HOWARD FORMAN

Hay

S.B. BL. Sta. 1018+92.86
N.B. BL. Sta. 1018+32.20
S.E. BL. Sta. 1018+37.13

S.B.P.I. {S. 30/2.27 W. 4792.13

℄ P.I. {S. 3015.24 W. 4767.23

N.B.P.I. {S. 3018.24 W. 4740.33

Stake 18.96

℄ Az: 6°06'12"(T.N.)

℄ 1013+00

Stake 19.98

Stake 22.04

℄ Az: 16°06'25"(T.N.)

Stake 16.20

Stake 13.80

℄ 1015+00

Stake 13.30

Δ Az: 7°02'38"(T.N.)

Stake 26.24

℄ 1011+50

Inv. El. 157.00 ℄ 1017+00

Stake 34.25'

Stake 30.87

1015

PR 20

follow

12" Sewer Pipe Opt. ℄ 1020

1020

New York Telephone

℄ Telegraph 1020

Excavate necessary Trench for Relocation of Aerial Cable.

M 328 P 360 Fee

Inv. El. 155.30

PR 21

Nec. O.D.

24" R.C.C.P.

Inv. El. 155.00

Easement

℄ 1021+00

CO

60°

3000S

4500W

Conc. Conduit

Underground Tel. Cable

M.H 14Ø

Private Burial Ground

Pasture

Pasture

SENEY GREEN ESTATE

10" Twin Elm 18.64

12" Hickory

14" Elm

14" Elm

6" Elm 6.00

6" Elm 7.35

℄ 1020+00

℄ Az: 25°10'39"(T.N.)

14" Elm

3-14" Apple

Stake 20.47

Stake 20.18

℄ 1025+00

Stake 20.03

℄ Az: 34°14'26"(T.N.)

℄ Survey Base Line

4500W

2500S

Inv. El. 138.50

42" R.C.C.P.

Conc. Conduit

M.H 14Ø

Easement

℄ 1025+00

Inv. El. 155.00

1025

1020

24" R.C.C.P.

PR 22

PR 23

℄ 1025+70

℄ Thruway

Inv. El. 155.0

℄ 1029+00 ℄ 1030

CURVE DATA – N.B. & S.B. & C.L.

R = 5055.51
D = 1°08'00"
Δ = 31°41'11"
T = 1434.68'
L = 2795.86'
E = 199.65'

Inv. El. 142.00

Nec. O.D.

The stream is the Property Line.

Inv. El. 137.30

M 330 P 362 Fee

24" R.C.C.P.

PR 24

SENEY GREEN ESTATE

Nec. O.D.

Inv. El. 152.0

Match Line

See Sheet No.

B.M. #101 Elev. 168.14 Sta. 1012+90 Nail in Base of Power Pole 135' Right of Base Line

B.M. #102 Elev. 156.43 Sta. 1020+60 Nail in Base of 6" Twin Cherry 200' Right of Base Line

P.C. Sta. 1021+00 Elev. 159.95

P.I. Sta. 1022+00 Elev. 158.00

P.T. Sta. 1027+00 Elev. 163.00

-0.65%

0.65%

+2.00%

Theoretical Grade Line

12" Sewer Pipe Opt.

Sta. 1017+00

Sta. 1021+00 ℄ 24" R.C.C.P.

Sta. 1025+00 ℄ 24" R.C.C.P.

Sta. 1025+70 ℄ 42" R.C.C.P.

Sta. 1029+00 ℄ 24" R.C.C.P.

Existing Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane

600' V.C. X = 1.99'

170
160
150
140

Elev. Ground Line ℄ Northbound Lane
Elev. Ground Line ℄ Southbound Lane

162.3 163.3 | 164.9 164.4 | 166.5 165.4 | 166.3 165.0 | 165.3 164.0 | 161.9 161.6 | 158.5 161.1 | 156.8 157.5 | 153.8 155.1 | 148.2 156.6 | 148.5 154.4 | 139.7 141.3 | 147.9 147.0 | 148.7 151.2 | 147.7 149.6 | 155.4 153.8

6 7 8 9 1020 1 2 3 4 1025 6 7 8

MADE BY	W. B. L. DATE 7-31-52
TRACED BY	J. L. B. DATE 7-31-52
CHECKED BY	C. R. S. DATE 7-31-52
SCALE	PLAN: 1"=50' PROFILE: 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS – ARCHITECTS
BY _____ N.Y.S. P.E. LIC. NO. 25930 DATE 7/31/52

Prepared pursuant to the Thruway Law and recommended by
_____ Engineer District No. 1
_____ 1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE – THRUWAY
STA. 1015+00 TO STA. 1030+00

C.T. 52-1 S.T. 52-5 R.C. 52-105

FED. RD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			67	99
CATSKILL SECTION				SUB. 6	

64

67R

PLAN — SURVEYED, PLOTTED, NOTE BOOK, NO., BY, DATE, GRADES CHECKED, R.W. & L. LINES CHECKED, ST. OF WAY CHECKED

PROFILE — SURVEYED, PLOTTED, NOTE BOOK, NO., BY, DATE, GRADES CHECKED, R.W. & L. LINES CHECKED, STRUCTURE DETAILS CHKD.

ASSOC. CIVIL ENGNR. — ASSIST. DIST. ENGNR.

HOWARD FORMAN — 5000W — 3500S — Hay — TRUE NORTH — S.B.P.I. {S.3012.77 W.4794.13} — ℄ P.I. {S.3015.24 W.4767.23} — S.B. ℄ Sta. 1016+42.86 — N.B. ℄ Sta. 1018+72.20 — ℄ B.L. Sta. 1018.57.15 — Pasture — Private Burial Ground — pasture — 10" Twin Elm 18.64 — 12" Hickory — 4" Elm — 6" Elm 6.05 — 6" Elm 7.35 — ℄ 1020+00 — ℄ As=6°06'12"(TN) — Stake 18.96 — ℄ 1018+00 — Stake 19.95 — Stake 22.04 — N.B.P.I. {S.3018.24 W.4740.33} — ℄ As=16°06'25"(TN) — Stake 16.20 — Stake 13.80 — ℄ 1015+00 — Stake 13.30 — ℄ As=7°02'38"(TN) — Stake 28.24 — ℄ 1011+50 — Inv.El.157.00 — ℄ 1017+00 — Stake 34.25' ℄1015 — Stake 30.87 — 120'-12" Sewer Pipe Opt — 1020 — ℄ Telegraph 1020 — New York Telephone — Excavate necessary Trench for Relocation of Aerial Cable. — M328 P360 Fee — Match Line — See Sheet No. — Nec.O.D — 24"R.C.C.P. — Inv.El.155.00 — 4.88 — 20' — 90° — Easement — 60° — Cb — ℄ 1021+00 — Inv.El.155.30 — 4.44 — Inv.El.155.30 — DR 20 — DR 21 — 1020 — 1025 — 4500W — 3500S — Conc.Conduit — Underground Telecable — M.H 149 — SENEY GREEN ESTATE — 14" Elm — 3-14" Apple — Stake 20.18 — ℄ 1023+00 — ℄ As=34°14'26"(TN) — Survey Base Line — Stake 20.03 — Stake 20.47 — 4500W — 2500S — Inv.El.158.50 — 4.88 — 124' — 42"R.C.C.P. — Conc. Conduit — M.H 148 — SEE REVERSE SIDE OF THIS SHEET — Inv.El.155.00 — 4.76 — ℄ 1025+00 — Easement — 300' — 75.5 — 24"R.C.C.P. — DR 22 — DR 23 — 178' — ℄ 1025+70 — ℄ Thruway — 146.18 — Inv.El.155.0 — 91' — ℄ 1029+00 ℄ 1030 — The stream is The Property Line — Inv.El.137.30 — M330 P362 Fee — 24"R.C.C.P. — 108' — DR 24 — SENEY GREEN ESTATE — Nec.O.D. — Inv.El.152.0 — 141.54 — Match Line — See Sheet No.

CURVE DATA – N.B. & S.B. & C.L.
R = 5055.51'
D = 1°08'08"
Δ = 31°45'38"
T = 1436.66'
L = 2795.86'
E = 199.63'

B.M.#101 Elev. 168.14 Sta. 1012+80 Nail in Base of Power Pole 133' Right of Base Line

B.M.#102 Elev. 156.49 Sta. 1020+60 Nail in Base of 6" Twin Cherry 200' Right of Base Line

---

Existing Ground Line ℄ of Northbound Lane — Existing Ground Line ℄ of Southbound Lane — S.B. -4.92% — -0.65% — N.B. -4.30% — 12" Sewer Pipe Opt — -0.65% — S.B.P.C.S. Sta.1020+55 El.159.85 — N.B.P.C.S. Sta.1021+00 Elev.159.95 — Sta.1021+00 ℄ 24" R.C.C.P. — Sta.10-7+00 — S.B.P.I. Sta.1023+55 El.147.30 — N.B.P.I. Sta.1024+00 Elev.158.96 — S.B.P.T. Sta.1024+55 El.163.90 — N.B.P.T. Sta.1027+00 Elev.162.96 — Theoretical Grade Line — +2.00% — Sta.1022+00 ℄ 24"R.C.C.P. — Sta.1025+70 ℄ 12"R.C.C.P. — 600' V.C. X=1.99' — Sta.1029+00 ℄ 24"R.C.C.P. — Existing Ground Line ℄ of Southbound Lane — Existing Ground Line ℄ of Northbound Lane

Elev. Ground Line ℄ Northbound Lane: 162.3 163.1 164.9 164.4 166.5 165.4 166.3 165.0 163.3 164.0 161.9 161.6 158.5 161.7 156.6 157.5 153.8 155.5 148.2 156.9 148.5 154.4 139.7 141.3 146.9 151.3 147.7 149.6 151.4 153.6

Elev. Ground Line ℄ Southbound Lane: 163.1

6 7 8 9 1020 1 2 3 4 1025 6 7 8

MADE BY W.B.L. DATE 7-31-52
TRACED BY A.L.B. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS-ARCHITECTS
BY [signature] PARTNER
N.Y.S. P.E. LIC. NO. 23950 DATE

Prepared pursuant to the Thruway Law and recommended by
[signature]
Engineer District No. 1 8/22 1952

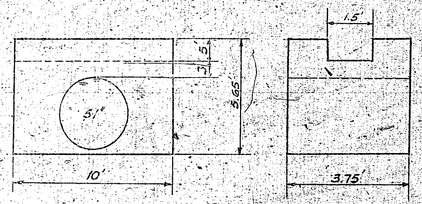
DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST. NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 1015+00 TO STA. 1030+00

PLATE 1-PLAN-PROFILE B. P. R. STANDARD
EUGENE DIETZGEN CO., Chicago-New York

Printed in U.S.A. On IMPERIAL Tracing Cloth

CT52-7
67T



ITEM 18

Conc. support for telephone conduit @ Sta. 1025+70 carrying conduit over 48" R.C.C. Pipe.

Not to Scale.

10' x 5.65' x 3.75' = 211.875 SF
10' x 1.5' x 0.5' = -7.500 SF
3.14 x (2.167)² x 3.65' = 46.801 SF
151.176 SF x 1/27 = 5.60 C.Y.

Item 15-N-320 lbs. x 1/320 = 1 Bbl.
Item 15-R-2632 lbs x 1/376 = 7 Bbls.

65

C.T. 52-7 S.T. 52-25 R.C. 52-105

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
	N.Y.			68	99

CATSKILL SECTION SUB. 6

12"Cherry 85.20' 10"Ash 63.48'
8"Ash 37.62'
14"Apple
14"Apple 7.85'
6"Apple 20.62'
10"Apple
12"Apple
12"Apple 31.25'
18"Apple 35.61'
Rock Outcrop
4"Hickory 41.09'
4"Locust 9.62'
4"Locust 22.59'
4"Ash
14"Apple
14"Apple 40.92'
16"Apple
14"Apple 50.85'
12"Apple
16"Apple
10"Elm 27.42'
W.U.T. Pole #128-16 30.07'
6"Elm 30.62'
8"Elm
12"Apple
16"Apple
14"Apple
32"Oak

Survey Base Line

℄ 1030+00 — 8 Az = 43°17'58" (T.N.) — ℄ 1032+00 — 8 Az = 43°17'40" (T.N.) — ℄ 1033+60 — 8 Az = 38°01'47" (T.N.) — ℄ 1036+60 = E 5+00 — 7 Az = 50°39'12" (T.N.) — ℄ 1038+60 — ℄ 1040+00

8 Az = 3°14'26" (T.N.)

1039+00 = G 9+00

30' to 22' Wall (Ult. Width)

20' Wall (Ult. Width)

℄ 1033+11.37

TRUE NORTH

DAVID GREENE & OTHERS

Pasture

Stone Wall

4000 W

2000 E

S.B. PT Sta. 1035+91.22 {S. 1845.27 W. 3835.06

℄ PT Sta. 1035+93.06 {S. 1948.23 W. 3808.16 233.92'

℄ Sta 1038+82.91 = G 12+71.99 {S. 1732.69 W. 3614.40

Fee M 333 P 365

Stone Wall

12" C.I.P (Existing)

G 10+00 (West Shore)

RR Tel.

2-2 20' W. Line

C.H. Sys. ℄ 9357 G

MRS. CHARLES BRONK & GEORGE & MARGARET SHEAR

Fee M 334 P 367

Fee M 330 P 362

Fee M 331 P 366

P.E.

1500 S

3500 W

No Tag

Pasture

See Sheet No.

Inv. El. 173.00 ℄ 1034+50

1035 ℄ 1035

℄ 1040

℄ Thruway

℄ Az 41°57'03" (T.N.) Inv. El. 172.00 ? ℄ 1044+00

22' 22' 44'-0" 30' Unif. ℄ 1045

25' 25'

8"Elm 27.51'

6"Elm 27.12'

℄ 1030

℄ 1038+00

Signal 5X

Form Lope

C.H. Sys 9355 G

8"Elm 25.12'

Fee M 331 P 363

Fee M 332 P 364

12" C.I.P (Existing)

N.Y.C. 2-2

Stone Wall

Pasture

Match Line

24" R.C.C.P.

Inv. El. 157.00

Inv. El. 158.00

Provide trench cultivated for Utility Line

CURVE DATA - N.B. & S.B. & C.L.

R = 5055.51'
D = 1°08'00"
Δ = 31°41'11"
T = 1434.68'
L = 2795.86'
E = 199.63'

N.B.P.T. Sta. 1035+94.90 {S. 1951.24 W. 3781.26

2-2 R.O.W. Line

℄ C.H. Sys 9354 G

DAVID GREENE & OTHERS

MRS. CHARLES BRONK & GEORGE & MARGARET SHEAR

R.R. Tel.

℄ Sta. 1036+37

℄ Sta. 1041+60

2500 S 4000 W

2000 S 3500 W

FOR DETAILS BETWEEN THESE STATIONS SEE SPECIAL PLANS.

B.M. # 103 Elev. 166.84 Sta. 1031+35 Nail in Base of 32" oak - 175' Right of Base Line.

B.M. # 104 Elev. 160.72 Sta. 1043+00 Nail in Base of Power Line Pole - 200' Left of Base Line.

P.C. Sta. 1034+00 Elev. 178.00

P.I. Sta. 1039+00 Elev. 188.00

P.T. Sta. 1044+00 Elev. 178.00

Theoretical Grade Line

+2.00%

-2.00%

S.F. 1034+50 ℄ 24" R.C.C.P.

1000' V.C. X = 5.00'

Sta. 1044+00 ℄ 24" R.C.C.P.

Existing Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane

Provide trench for Utility Line

180 170 160 150

	1	2	3	4	1035	6	7	8	9	1040	1	2	3
Elev. Ground Line ℄ N.B.	157.7 158.0	159.7 161.2	159.5 162.2	159.9 163.7	162.5 166.0	158.2 160.3	154.3 157.8	153.1 153.8	156.1 155.7	155.8 157.0	155.9 157.0	156.9 158.7	
Elev. Ground Line ℄ S.B.	155.4 153.8												

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E. 44TH ST, NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 1030+00 TO STA. 1045+00

MADE BY	W.B.L.	DATE	7-31-52
TRACED BY	J.L.B.	DATE	7-31-52
CHECKED BY	C.R.S.	DATE	7-31-52
SCALE	PLAN: 1"=50' PROFILE:	1"=50' HOR. 1"=10' VERT.	

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS-ARCHITECTS
BY _____ N.Y.S. P.E. LIC. NO 25930 DATE

PLATE - PLAN - PROFILE - CROSS SECTIONS

ASSOC. CIVIL ENGNR. CONST

65

C.I. 52-7 S.T. 52-25 R.C. 52-105

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
	N.Y.			68	99

CATSKILL SECTION SUB.: 6

68R

12"Cherry 85.20' 10"Ash 63.48

8"Ash 62' 14"Apple

8 Az = 34°14'26" (T.N.)

℄ Az = 43°17'53" (T.N.) 1

℄1030+00

14"Apple 7.85 6"Apple 20.62" 10"Apple 16"Apple 12"Apple 35.61' 12"Apple 31.25' Rock Outcrop

4 Az = 43°17'40" (T.N.) 3

℄1032+00 ℄1033+60

℄1033+11.37 30' to 20' Mall (Vlt. Width)

20' Mall (Vlt. Width)

14"Apple 40.92 16"Apple

4 Az = 39°01'47" (T.N.) 5

Survey Base Line

4"Hickory 41.09

4"Locust 9.62 4"Locust 22.59 4"Ash

℄1036+60 F 5+00

6 Az = 50°39'12" (T.N.)

6"Elm 30.62 10"Elm 27.45 W.U.T. Pole #128-16 30.07

℄1038+60 8"Elm 14"Apple

℄1040+00

103G+60 ℄ 1035+00 to 1039+00 G 9+00

C.H. Sys ℄ 9335 G

14"Apple 50.85 14"Apple 14"Apple 14"Apple 12"Apple 16"Apple

Stone Wall

Fee M 333 P 365

MRS. CHARLES BRONK & GEORGE & MARGARET SHEAR

DAVID GREENE & OTHERS

Pasture

Stone Wall

4000 W

Fee M 330 P 362

32" Oak

2000 S

S.B. P.T. Sta. 1035+39.22 37.07 84.78 S.B. P.C.C. Sta. 1035+23.96 S. 1945.27 W. 3835.06 S. 1948.23 W. 3208.16 239.92' S.B. P.C.C. Sta. 1037+63.52

℄ Sta 1038+82.91 = G12+71.99 {S. 1732.69 W. 3611.40

S.B. P.T. Sta. 1038+90.44

Fee M 331 P 366

12'C.I.P. (Existing) P.E. 12'C.I.P. (Existing)

G 10+00 (West Shore)

RR Tel. ℄ R.O.W. Line

Fee M 331 P 367

3500 W

No Tag

Pasture

See Sheet No.

Inv. El. 172.71 ~~173.00~~

1035 ℄1035

℄1034+50

1035

℄1030

℄ Thruway

℄ Az 41°57'03" (T.N.)

111.39 Inv. El. ~~177.00~~ 177.007

℄1044+00

22' 44' Vlt. 20' ℄1045

Signal 38X

8"Elm 27.61

C"Elm 27.12

℄ 9A+00

C.H. Sys 9355 G

8"Elm 25.12

Farm Lane

12'C.I.P. (Existing) P.E.

M 331 P 363

M 332 P 364

Fee

RR Tel.

12'C.I.P. (Existing)

Stone Wall

DR 25 99' 24" R.C.C.P.

Inv. El. 157.00

CURVE DATA-N.B. & S.B. ~~G.C.L.~~

R = 5055.81' 59

D = 1°08'08"4"

Δ = 31°41'41" 43' 32"

T = ~~1454.88'~~ 1436.57'

L = ~~2795.86'~~ 2799.36

E = 199.63'

Match Line

DAVID GREENE & OTHERS

2500 S

4000 W

B.M. # 103 Elev. 166.84 Sta. 1031+35 Nail in Base of 32" Oak - 175' Right of Base Line.

N.B. P.T. Sta. 1036+03.63

R.O.W. Line

N.B. P.C.C. Sta. 1034+27.96

Base Line

℄ Sta. 1036+37

℄ C.H. Sys 9354 G

DAVID GREENE & OTHERS

RR Tel. ℄

N.B. 103P + 67.13

2000 S 3500 W

FOR DETAILS BETWEEN THESE STATIONS SEE SPECIAL PLANS.

℄ Sta. 1041+60

Provide trench cultivated for Utility Line

101' 24" R.C.C.P. Inv. El. 158.00 157.63

Match Line

See Sheet No.

MRS. CHARLES BRONK & GEORGE & MARGARET SHEAR

B.M. # 104 Elev. 160.72 Sta. 1043+00 Nail in Base of Power Line Pole - 200' Left of Base Line.

PLAN — SURVEYED, PLOTTED, CHECKED, R/W PLOTTED, R/W CHECKED, RT. OF WAY CHECKED — NOTE BOOK — NO. — BY — DATE

ASSOC. CIVIL ENGINEER, CONSULT. ASSIST. CIVIL ENGINEER

PROFILE — SURVEYED, PLOTTED, CHECKED, R.O.W. PLOTTED, R.O.W. CHECKED, R.O.W. NOTED, STRUCTURE ROTATED AS DRAWN — NOTE BOOK — NO. — BY — DATE

Theoretical Grade Line

+2.00%

-2.00%

S.B. P.C.C. Sta. 1033+60 El. 177.00

S.B. P.C.C. Sta. 1037+63.52 El. 177.00

N.B. P.C.C. Sta. 1034+27.96 El. 177.00

N.B. P.T. Sta. 1036+03.63 El. 177.00

N.B. P.T. Sta. 1039+90.44 El. 177.00

N.B. P.C.C. Sta. 1041+60 El. 177.00

S.B. P.T. Sta. 1041+60 El. 177.00

S.B. P.C.C. Sta. 1043+90.44 El. 177.00

Vert. Int. Sta. 1038+00 El. 168.00

1000' V.C. X = 5.00'

Sta. 1034+50 ℄ 24" R.C.C.P.

Sta. 1044+00 ℄ 24" R.C.C.P.

Existing Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane

Provide trench for Utility Line

Existing Ground Line ℄ Northbound Lane

Existing Ground Line ℄ Southbound Lane

1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 1041 1042 1043 1044 1045

1557.4 1558.8 1557.7 1561.2 1560.0 1562.5 1560.0 1562.8 1560.3 1559.9 1563.2 1564.3 1563.8 1564.1 1563.8 1565.7 1564.1 1565.8 1565.0 1566.5 1565.9 1567.3 1566.8 1567.8 1566.9 1567.7 1566.9 1567.8 1566.7

MADE BY W.B.L. DATE 7-31-52

TRACED BY J.L.B. DATE 7-31-52

CHECKED BY C.R.S. DATE 7-31-52

SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS—ARCHITECTS

BY R.V.B. 7/31/52

N.Y.S. P.E. LIC. NO 25930 DATE

Prepared pursuant to the Thruway Law and recommended by

Engineer, District No. 1 8/2 1952

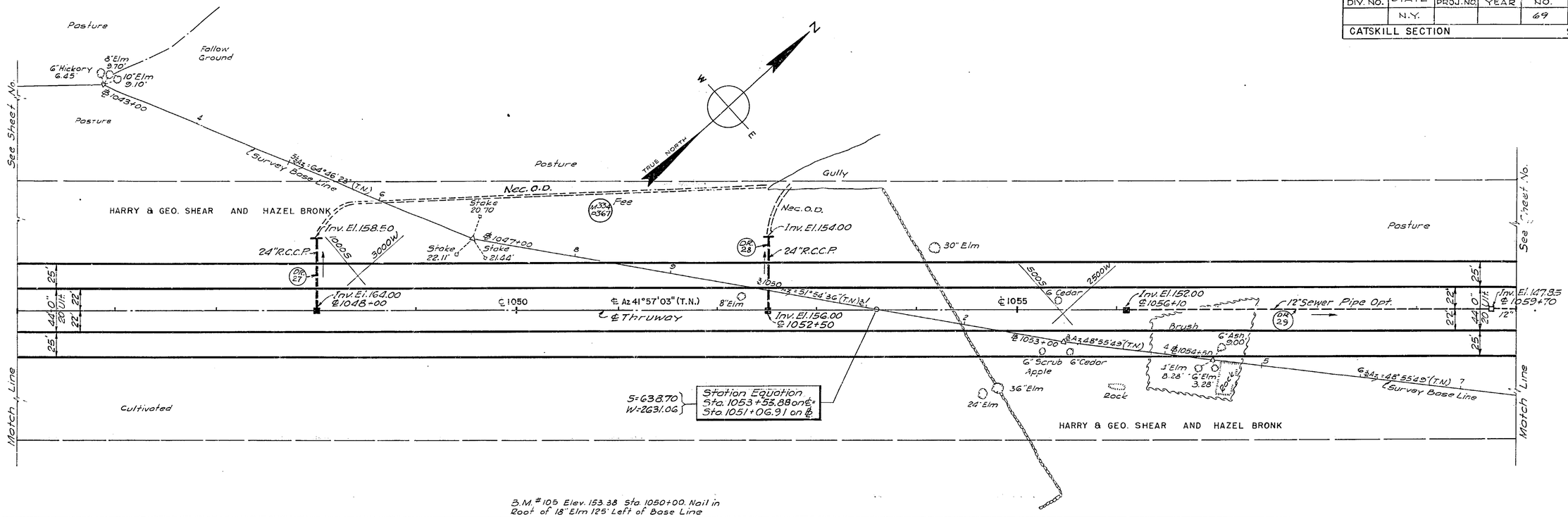
DE LEUW AND BRILL ENGINEERS — ARCHITECTS 285 MADISON AVE. NEW YORK 17, N.Y.

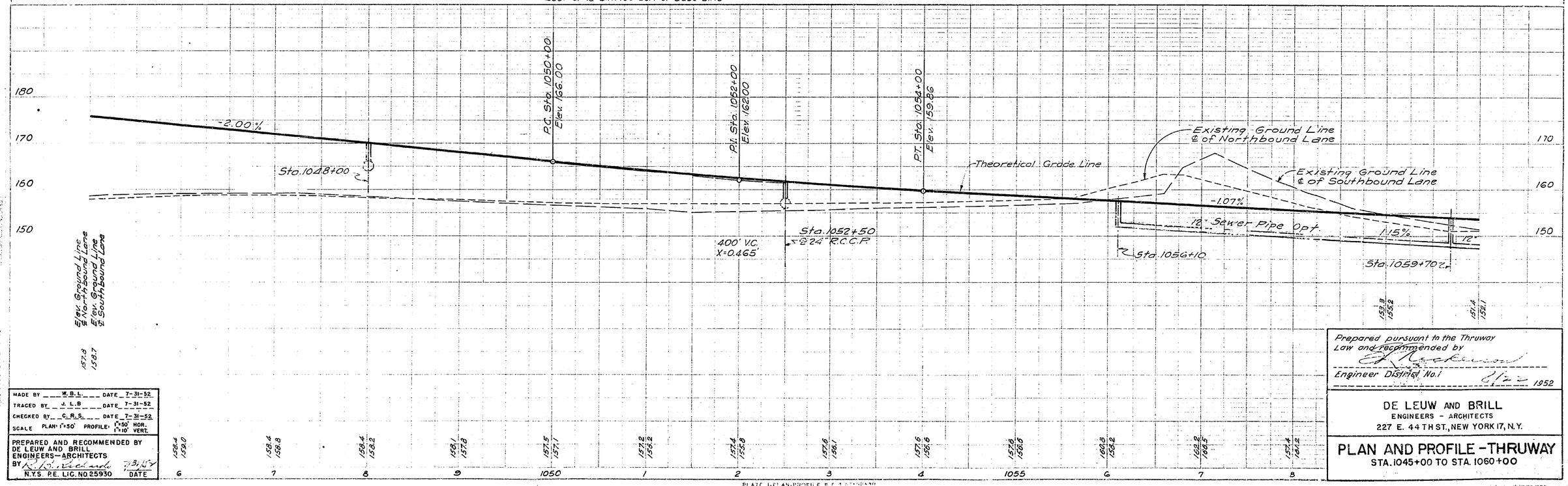
PLAN AND PROFILE - THRUWAY STA. 1030+00 TO STA. 1045+00

PLATE I-PLAN-PROFILE B. P. R. STANDARD

C.T. 52-7 S.T. 52-25 R.C. 52-105

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			69	99
CATSKILL SECTION					SUB. 6





MADE BY W.B.L. DATE 7-31-52
TRACED BY J.L.B. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS—ARCHITECTS
BY R.P. Richards 7-31-52
N.Y.S. P.E. LIC. NO 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
Engineer District No. 1 8/12 1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E. 44 TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 1045+00 TO STA. 1060+00

PLATE 1-PLAN-PROFILE B.P.R. STANDARD

PLAN SURVEYED PLOTTED ALIGNMENT PLACED BY U.S. BUREAU OF PUBLIC ROADS RT. OF WAY CHECKED DATE BY NOTE BOOK NO.

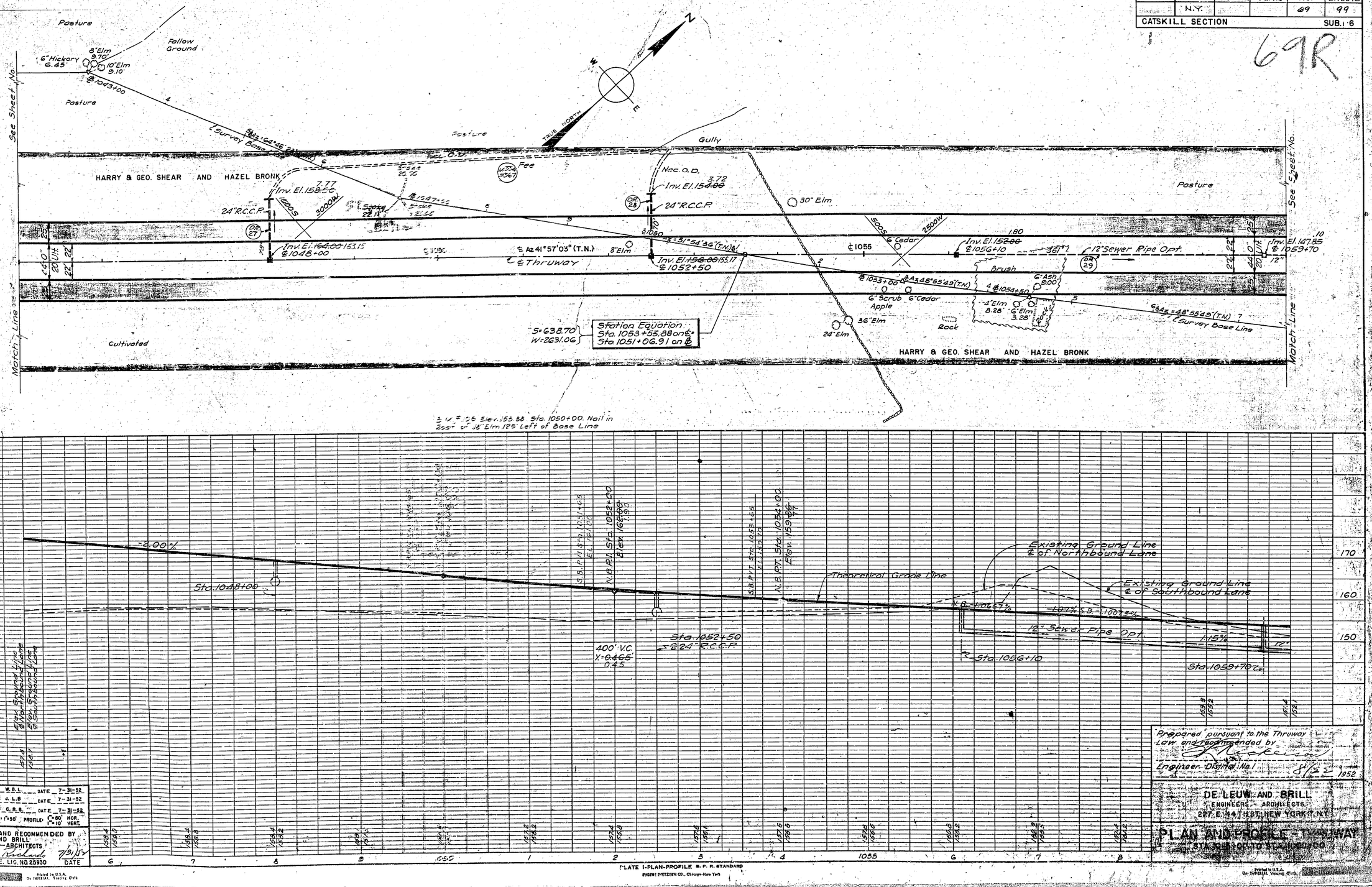
ASSOC. CIVIL ENGR. CONST.

C.T. 52-7 S.T. 52-25 R.C. 52-105

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			69	99

CATSKILL SECTION SUB. 1-6

69R



℄ W. # 55 Elev. 158.88 Sta. 1050+00. Nail in 22cm. of 12" Elm 125' Left of Base Line

MADE BY W.B.L. DATE 7-31-52
TRACED BY J.L.B. DATE 7-31-52
CHECKED BY C.R.B. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS-ARCHITECTS
BY [signature] 7/31/52
N.Y.S. RE. LIC. NO 25930 DATE

Prepared pursuant to the Thruway Law and recommended by [signature]
Engineer-Director No. 1 8/12 1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E. 44TH ST. NEW YORK, N.Y.

PLAN AND PROFILE - THRUWAY
STATION TO STATION

PLATE I-PLAN-PROFILE N. P. R. STANDARD
EUGENE DIETZGEN CO., Chicago-New York

Printed in U.S.A. On INTERCIL Tracing Cloth

PLAN: SURVEYED, PLOTTED, DRAWN, CHECKED, ALIGNMENT, BK. NOTED, STRUCTURE NO'S & TYPE GIVEN, NOTE BOOK, NO., DATE, BY

PROFILE: SURVEYED, PLOTTED, DRAWN, CHECKED, BK. NOTED, STRUCTURE NO'S & TYPE GIVEN, NOTE BOOK, NO., DATE, BY

FSSCC. CIVIL ENGR. CONST.

ASSIST. DIST. ENGR.

C.T. 52-1 S.T. 52-25 R.C. 52-105

FED. RD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			70	99
CATSKILL SECTION					SUB 6

CURVE DATA

C.L. & NO. BD. SOUTHBOUND	
R=5729.58'	R=5729.58'
D=1°00'00"	D=1°00'00"
Δ=31°55'25"	Δ=32°46'06"
T=1638.80'	T=1684.59'
L=3192.36'	L=3276.83'
E=229.76'	E=242.52'

20' Mall (Ult. Width) — 20' to 30' Mall (Ult. Width)

Heavily Wooded 6" to 12" White Pines

HARRY & GEO. SHEAR AND HAZEL BRONK

M335 P368 P.E — M335 P369 P.E — M331 P367 Fee

See Sheet No.

℄ Sta. 1061+60.00 = N.B. Sta. 1061+0000 = S.B. Sta. 1061+0000

S.B. P.C. Sta. 1061+59.62, S 24 74 W 2108 79

℄ P.C. Sta. 1061+75.33, S 27 77 W 2081.33

N.B. P.C. Sta. 1061+91.08, S 30 76 W 2055.04

44'-0" Ult. — 25' — 22.22' — 22.22'

24" R.C.C.P. Inv. El. 140.00 — Inv. El. 141.50 ℄ 1063+35 — Inv. El. 142.00

12" Sewer Pipe Opt. — 1.07% — 45° — DR 29 — DR 30

Inv. El. 134.50 — 24" R.C.C.P. — ℄ 1067+00 — Inv. El. 136.00 — DR 31

Inv. El. 138.33 ℄ 1069+00 — 12" Sewer Pipe Opt. — DR 32 — Inv. El. 135.13 ℄ 1072+00

12" Sewer Pipe Opt. Inv. El. 131.90 ℄ 1075+00

℄ Thruway — 1065 — 1070

2000 W. 000 N. — 1000 N. 1500 W. — 500 N. 1500 W.

Match Line — Match Line

Stake 22.66 — Stake 23.15 — Stake 18.55 — 1058+00 — 1063+00 — 1068+00 — 1070+50

SURVEY BASE LINE — 6 ΔA3 = 42°41'21" (T.N.) — 5 ΔA3 = 36°28'33" (T.N.) — 9 ΔA3 = 31°57'26" (T.N.) — 3 ΔA3 = 23°12'38" (T.N.)

6" W. Pine 57.12 — 8" W. Pine 24.86 — 8" W. Pine 72.16 — 6" W. Pine 2.08 — 8" W. Pine 18.71 — 8" Oak 13.13 — 6" Ash 11.79 — 6" Oak 3.70 — 10" Hemlock 16.08 — 12" Hemlock 13.26

10" Ash 65.81 — 3/1072+75

Abandoned Farm Lane — Abandoned Farm Lane

Scattered Pines

End Pine — Begin Hardwood

HARRY & GEO. SHEAR AND HAZEL BRONK

B.M. #106 Elev. 147.90 Sta. 1061+50 Nail in Root of twin 8" Elm 175' Left of Base Line

B.M. #107 Elev. 158.89 Sta. 1070+50 Nail in Root of 6" Oak 5' Right of Base Line

B.M. #107½ Elev. 150.11 Sta. 1073+88 Nail in Root of 18" Pine 3' Left of Base Line

160 / 150 / 140

Existing Ground Line ℄ of Northbound Lane — Existing Ground Line ℄ of Southbound Lane — Theoretical Grade Line

12" Sewer Pipe Opt. 1.07% — Sta. 1063+35 ℄ 24" R.C.C.P. — Sta. 1067+00 ℄ 24" R.C.C.P. — Sta. 1069+00 — 12" Sewer Pipe Opt. — Sta. 1072+00 — 12" Sewer Pipe Opt. 1.07% — Sta. 1075+00

Elev. Ground Line ℄ Northbound Lane 151.4 152.1 — Elev. Ground Line ℄ Southbound Lane

150.5 149.8 — 149.0 149.4 — 147.6 147.6 — 148.0 146.9 — 148.3 144.7 — 148.4 139.8 — 148.2 136.4 — 150.3 137.5 — 151.1 143.7 — 154.0 147.8 — 154.4 147.1 — 155.0 144.8 — 154.4 145.2

1 — 2 — 3 — 4 — 1065 — 6 — 7 — 8 — 9 — 1070 — 1 — 2 — 3

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 — 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44 TH ST. NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 1060+00 TO STA. 1075+00

MADE BY J. L. B. DATE 7-31-52
TRACED BY W. B. L. DATE 7-31-52
CHECKED BY C. R. S. DATE 7-31-52
SCALE PLAN: 1"=50' PROFILE: 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS-ARCHITECTS
BY N. J. Lacombe 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

PLATE 1-PLAN-PROFILE

ASSOC. CIVIL ENGRS. CONST.

C.I. 52-2 S.T. 52-25 R.C. 52-105

FED. RD DIV. NO.	STATE	FEDRD PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.		—	70	99
CATSKILL SECTION				SUB I-6	

70R

CURVE DATA

~~C.L. C~~	NO. BD.	SOUTHBOUND
R=	5729.58'	R=5729.58'
D=	1°00'00"	D= 1°00'00"
31°57'37"	Δ= ~~31°55'25"~~	Δ=32°46'06" 44'
1640.78'	T= ~~1638.80'~~	T= ~~1684.59'~~ 1682.69
3196.03'	L= ~~3198.36'~~	L= ~~3276.89'~~ 3273.33'
E=	229.76'	E= 242.52'

20' Mall (Ult. Width)

20' to 30' Mall (Ult. Width)

Heavily Wooded 6" to 12" White Pines

2000 N. 500 N.

TRUE NORTH

M1335 P368 P.E.

M1335 P369 P.E.

Heavily Wooded 6" to 12" White Pines

1000 N. 1500 N.

HARRY & GEO. SHEAR AND HAZEL BRONK

See Sheet No.

Sta. 1061+69.39

℄ Sta. 1061+00.00 N.B. Sta. 1061+00.00 S.B. Sta. 1061+00.00

S 24.74 W 2108.79 N 82.82 S 27.77 W 2081.93 S 36.16 N 2055.00

℄ P.C. Sta. 1061+76.55

N.B. Sta. 1061+00.00 S.B. Sta. 1061+00.00

HARRY & GEO. SHEAR AND HAZEL BRONK

See Sheet No.

Inv. El. 132.60 ~~132.07~~

24" R.C.C.P.

Inv. El. 130.07 ~~130.00~~

24" R.C.C.P.

44'-0" 20'-0" 22'-22"

365'

℄ 12" Sewer Pipe Opt.

46°

977'

DR 29

Inv. El. 141.50 ℄ 1063+35.46

1065

℄ 1065

℄ Thruway

DR 30

Inv. El. 142.66 1.69

665'

2000 N.

600 N.

Match Line

Stake 2.46 E

Stake 0.06 E

℄ 1063+00

1061+91.69

N.B. P.C.

6p ℄ A3 = 42°41'21" (T.N.)

SURVEY BASE LINE

6" W. Pine 57.12

8" W. Pine 24.86

℄ 1063+00

5 ℄ A3 = 36°28'33" (T.N.)

10" Oak 66.81

Abandoned Farm Lane

Scattered Pines

DR 31

Type "A" DI

Inv. El. 136.~~00~~.15

Abandoned Farm Lane

1065

1070

℄ 1067+00

Inv. El. 132.~~00~~.33

℄ 1069+00

70.5

72'

1070

℄ 1070

℄ 12" Sewer Pipe Opt. 269'

DR 32

Inv. El. 135.~~15~~.04

℄ 1072+00

335'

℄ 12" Sewer Pipe Opt.

Inv. El. 131.~~00~~.84

℄ 1075+00

8" W. Pine 12.15

6" W. Pine 2.06

℄ 1068+00

8" W. Pine 78.71

9 ℄ A3 = 31°57'26" (T.N.) 70

8" Oak 13.13

6" Ash 11.79

℄ 1070+50

6" Oak 3.70

5 ℄ A3 = 25°12'38" (T.N.)

℄ 1072+75

10" Hemlock 16.08

12" Hemlock 13.26

Match Line

End Pipe Opt.

Begin Hard Surface

HARRY & GEO. SHEAR AND HAZEL BRONK

B.M. #106 Elev. 147.90 Sta. 1061+50 Nail in Root of twin 8" Elm 175' Left of Base Line

B.M. #107 Elev. 158.89 Sta. 1070+50 Nail in Root of 6" Oak 5' Right of Base Line

B.M. #107½ Elev. 150.11 Sta. 1073+88 Nail in Root of 18" Pine 3' Left of Base Line

PLAN: SURVEYED, PLOTTED, TRACINGS CHECKED, R/W CHECKED, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, TRACINGS CHECKED, B.M.'S NOTED, STRUCTURE NOTATNS CHKD

FESCO. CIVIL ENGNR. CONST.

ASST. DIST. ENGNR.

MADE BY O.L.B.S. DATE 7-31-52

TRACED BY W.B.L. DATE 7-31-52

CHECKED BY C.B.S. DATE 7-31-52

SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS-ARCHITECTS

BY R. B. Roland 7/31/52

N.Y.S. P.E. LIC. NO. 25930 DATE

Existing Ground Line ℄ of Northbound Lane

Existing Ground Line ℄ of Southbound Lane

12" Sewer Pipe Opt. 1.07%

Sta. 1063+35 ℄ 24" R.C.C.P.

Sta. 1067+00 ℄ 24" R.C.C.P.

Theoretical Grade Line

N.B. - I.T. 0.25 %

S.B. - I.T. 0.25 %

12" Sewer Pipe Opt. 1.07%

Sta. 1069+69

Sta. 1072+00

Sta. 1075+00.34

1502 1500 1520 1497

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 9/22 1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E. 44TH ST. NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 1060+00 TO STA. 1075+00

PLATE 1-PLAN-PROFILE S. P. P. STANDARDS
EUGENE DIETZGEN CO. Chicago-New York

C.T. 52-7 S.T. 52-25 R.C. 52-105

FED RD DIV NO.	STATE	FED AID PROJ NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			71	99
CATSKILL SECTION					SUB. 6

CURVE DATA

C.L. & NO. BD.	SOUTHBOUND
R=5729.58'	R=5729.58'
D=1°00'00"	D=1°00'00"
Δ=31°55'25"	Δ=32°46'06"
T=1638.80'	T=1684.59'
L=3192.36'	L=3276.83'
E=229.76'	E=242.52'

KREITMIER (M336 P370) Fee

BRONK & SHEAR (M334 P367) Fee

OTTO & LILLIAN SUPINA (M337 P371) Fee

OTTO & LILLIAN SUPINA

HARRY & GEORGE SHEAR & HAZEL BRONK

(M338 P372) PE

Wood's

Cultivated

SICKLES CREEK

Heavily Wooded Hemlock-Oak-Pine up to 30"

Culvert No. 34 A See special plans

For details of Channel Relocation see Sheet No.

See Sheet No.

Match Line

Sta. 1078+90

15" Sewer Pipe Opt. Inv. El. 129.00 ℄ 1078+25

30°

℄ Thruway

1080

Inv. El. 131.00 ℄ 1082+00

15" Sewer Pipe Opt.

12" Sewer Pipe Opt.

Inv. El. 142.50 ℄ 1086+00

Inv. El. 154.50 ℄ 1090+00

R.U.S.

SURVEY BASE LINE

℄ 1075+00

℄ 1077+50 H3+00

℄ 1080+00

℄ 1080+70

℄ 1082+50

℄ 1085

3°8' Δ3 - 23°13'56" (T.N.) 4

3°8' Δ3 = 21°19'12" (T.N.)

3°8' Δ3 = 15°31'06" (T.N.) 5

3°8' Δ3 = 14°54'38" (T.N.)

3°8' Δ3 = 14°20'51" (T.N.) 4

24" R.C.C.P.

Inv. El. To be determined in the field.

Inv. El. 125.00

Ditch to El. 115.00

5' Drainage Easement

10' Farm Road

Falls

1000 W. 1500 N.

1000 N. 1500 W.

Station Equation on ℄
Sta. 1086+14.5 Back =
Sta. 1088+00 Ahead

B.M. #108 Elev. 94.24 Sta. 1078+00 Nail in Root of 10" Hemlock 12' Right of Base Line

B.M. #108½ Elev. 165.15 Sta. 1085+85 Nail in side of 18" Apple 285' Right of Base Line

N. 1228.13 W. 982.65 } S.B.P.I.

N. 1191.04 W. 986.40 } ℄ P.I.

N. 1188.04 W. 959.51 } N.B.P.I.

P.C. Sta. 1076+50 Elev. 135.78

P.I. Sta. 1080+50 Elev. 131.50

P.T. Sta. 1084+50 Elev. 123.50

P.C. Sta. 1089+00 Elev. 157.10

-1.07%

0.89%

+3.00%

2.93%

Existing Ground Line ℄ of Northbound Lane

Theoretical Grade Line

Existing Ground Line ℄ of Southbound Lane

℄ Culvert Sta. 1078+90

Sta. 1078+25 ℄ 24" R.C.C.P.

800' V.C. X=4.07

Sta. 1082+00 ℄ 24" R.C.C.P.

Sta. 1086+00

Sta. 1090+00

Elev. Ground Line ℄ Northbound Lane: 152.0 144.7

Elev. Ground Line ℄ Southbound Lane

| | | | | |

C.T. 52-7 S.T. 52-25 R.C. 52-105-4

FED 2D DIV NO.	STATE	FED AID PROJ. NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
	N.Y.			71	99
CATSKILL SECTION				SUB. 6	

71R

CURVE DATA

C.L. & NO. BD.	SOUTHBOUND
R=5729.58'	R=5729.58'
D=1°00'00"	D=1°00'00"
Δ=31°55'26"	Δ=32°46'06"
T=1638.80'	T=1684.59'
L=3192.36'	L=3276.83'
E=229.76'	E=242.52'

T.E. T.E. TRUE NORTH

KREITMIER (W336 P370) Fee

Joroo 18"Oak 8"Oak 11.99 24"Oak 14"Oak H2+75± J2+75

SICKLES STREET

BRONK & SHEAR

Heavily Wooded Hemlock-Oak-Pine up to 30"

Culvert No. 34 A See special plans

For details of Channel Delocation see Sheet No.

OTTO & LILLIAN SUPINA (W337 P371) Fee

Woods

1500 W. 1000 N. 1000 W.

See Sheet No.

Match Line

316' 15" Sewer Pipe Opt. DR 33

Sta. 1078+90 Inv. El. 128.69 ℄ 1078+25

90°

R.U.S. 16% DR 34

3 Δ3 - 23°16'56"(T.N.) 4 12"Oak 11.30 24"Oak 9.37 ℄ 1075+00 ℄ Creek 12"Hemlock 8.47

Δ3 = 21°19'.14"(T.N.) 12"Hemlock 9.93 ℄ 1077+50-H3+00 8"Oak 11.88

INV. 124.20 24" R.C.C.P. Inv. El. to be determined in the field.

HARRY & GEORGE SHEAR & HAZEL BRONK

N. 1228.13 W. 982.65 } S.B.P.I.

N. 1191.04 W. 986.40 } ℄ P.I.

N. 1188.04 W. 959.51 } N.B.P.I.

Falls

B.M. #108 Elev. 342.4 Sta. 1078+00 Nail in Root of 10" Hemlock 12' Right of Base Line

1080 ℄ Thruway 1080

Inv. El. 131.30 ℄ 1082+00

408' 15" Sewer Pipe Opt.

℄ 1080+00 16"Oak 18.14

Δ3 = 14°54'38"(T.N.)

℄ 1080+70

12"Hemlock 9.27

Δ3 = 15°31'06"(T.N.)

SURVEY BASE LINE

18"Maple 17.6E

DR 35 24"Oak 24.69

24" R.C.C.P.

6.00

Inv. El. 125.00

1000 W. 1500 N.

Ditch to El. 113.00

5' Drainage Easement

PE (W338 P372)

1085 3 Δ3 = 14°40'51"(T.N.) 4

℄ 1082+50 Stake 15.85 Stake 17.00 Stake 13.27 Stake 1085 1085

DR 36

396' 12" Sewer Pipe Opt.

Inv. El. 142.55 ℄ 1086+00

Station Equation on ℄ Sta. 1086+14.5 Back = Sta. 1088+00 Ahead

OTTO & LILLIAN SUPINA

6"Apple 55.22 6"Apple 46.56 8"Apple 6"ScrubApple

Stake 54.98 DR 37 Inv. El. 154.50 ℄ 1090+00 4"Apple

Cultivated

Match Line

See Sheet No.

10' Farm Road

1000 W.

B.M. #108½ Elev. 165.15 Sta. 1085+85 Nail in side of 18"Apple 2.85' Right of Base Line

Elev. Ground Line ℄ of Northbound Lane

Elev. Ground Line ℄ of Southbound Lane

S.B. P.V.I. Sta. 1075+28 Elev. 135.90

S.B. P.V.I. Sta. 1078+50 Elev. 135.78

S.B. P.V.I. Sta. 1080+50 Elev. 131.50

N.B. P.V.I. Sta. 1078+28 Elev. 131.50

N.B. P.V.I. Sta. 1083+28 Elev. 143.50

N.B.P.T. Sta. 1085+50 Elev. 143.50

S.B. P.V.I. Sta. 1083+28 Elev. 145.90

S.B. P.V.C. Sta. 1084+28 Elev. 157.00

N.B.P.T. Sta. 1090+00 Elev. 165.50

S.B. - 1.90 5%

0.89%

N.B. - 1.07%

+3.00%

-2.99%

15" Sewer Pipe Opt.

Sta. 1078+25 ℄ 24" R.C.C.P.

Theoretical Grade Line

Existing Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane

Sta. 1082+00 ℄ 24" R.C.C.P.

800' V.C. X = ~~4.07~~ 4.10'

℄ Culvert Sta. 1078+50

12" Sewer Pipe Opt.

Sta. 1086+00

Sta. 1090+00

1220 1221 1220 1221 1350 1351 1350 1351 1350 1351

C. I. 52-7 S.T. 52-25 R.C. 52-105

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			72	99
CATSKILL SECTION				SUB. 6	

83

PLAN — SURVEYED / PLOTTED / KOTE BOOK / NO. — ALIGNMENT CHECKED / R.T. OF WAY CHECKED — BY — DATE

ASSOC. CIVIL ENGNR. CONST.

ASSIST. DIST. ENGNR.

N

E

W

TRUE NORTH

T.E.

OTTO SUPINA

Remove silt and clay to rock. Replace with select compacted Material. See Structural Sheet

℄ 1080

1500 N.

1000 W.

Δ2 = 15°31'06" (TH)

8" Oak 1.88

12" Hemlock 9.27

1077+50 : H 5+00

12" Hemlock 9.38

Nec. O.D.

Falls

"H" Line

H 2+75 : H 2+75

Nec. I.D.

14" Oak

Heavily Wooded Hemlock Oak - Pine up to 30°

"J" Line

New Channel

KREITMIER

Fee

Existing Ground Line

Lane 2

6.0'

10.0'

TYPICAL CHANNEL CHANGE

T.E.

R.U.S.

℄ THRUWAY

Δ2 = 21°19'04" (TH)

6" Oak 9.33

12" Hemlock 8.41

1075+00

12" Oak 11.90

OTTO SUPINA

Fee

14" Oak 9.21

16" Hemlock 8.51

H 7+19

8" Hemlock 7.18

Connect to Existing Creek

SICKLES CREEK

Construct 10' x 5' Box Culvert at Sta. 1078+90 on N.B. Lane at 90° Angle. For Details see Sheet No.

BRONK & SHEAR

Fee

14" Elm 10.55

14" Oak 21.66

H 10+00

12" Elm 9.69

B.M. #108 El. 94.24 Sta. 1078+00
Nail in Root of 10" Hemlock, 12' Right of Base Line

℄ OF THRUWAY

Elev.

West End of Culvert

Existing Ground Line

CHANNEL RELOCATION PARALLEL TO THRUWAY

90

80

70

2

1

0.18%

Inv. El. 73.4

3.20CS

Inv. El. 74.0

1:2 Slope

Remove silt and clay to Rock. Replace with Select Compacted Material A.O.B.E. (See Highway Estimate)

Existing Flow Line

Meet Existing Invert

75.7 1 | 76.0 2 | 74.7 3 | 73.7 4 | 73.5 5 | 72.9 6 | 73.8 | 63.3 | 63.8 7 | 61.8 8 | 9 | 10

MADE BY J.L.B. DATE 1-31-52
TRACED BY J.L.B. DATE 1-31-52
CHECKED BY C.R.S. DATE 1-31-52
SCALE PLAN: 1"=50' PROFILE: 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS-ARCHITECTS
BY N.Y.S. P.E. LIC. NO. 25930 DATE 7/31/52

Prepared pursuant to the Thruway Law and recommended by
Engineer District No. 1 8/—— 1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E. 44 TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE
CHANNEL RELOCATION
SICKLES CREEK

PLATE 1-PLAN-PROFILE N. Y. S. STANDARD
EUGENE DIETZGEN CO., Chicago New York

C.T. 52-7 S.T. 52-25 R.C. 52-10

FED 2D DIV. NO.	STATE	FED AID PROJ NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			99	99
CATSKILL SECTION				SUB. 6	

CURVE DATA	C.L. & NO. BD.	SOUTHBOUND
	R=5729.58'	R=5729.58'
	D=1°00'00"	D=1°00'00"
	Δ=31°55'25"	Δ=32°46'06"
	T=1638.80'	T=1684.59'
	L=3192.36'	L=3276.83'
	E=229.76'	E=242.52'

Station Equation
Sta. 1103+17.82 on ℄ = N 3740.42, W 535.63
Sta. 1103+00 on ℄

1000 W. 2000 N.

20' to 30' Mall (Ult. Width) | 30' to 50' Mall (Ult. Width)

℄ P.T. Sta. 1093+67.69 N 280.80 W 701.06

N.B. P.T. Sta. 1093+83.44 = ℄ Sta. 1093+69.42 N 280.81 W 672.17

S.B. P.T. Sta. 1094+36.45 N 289.13 W 713.83

Ditch 2' Wide

15" Brush R.O.W.

TRUE NORTH

Apple Orchard

See Sheet No.

8" Apple

6" Apple

4" Apple

8" Apple

℄ 1090

3 ℄ Az = 11°22'04" (T.N.)

10 95

Survey Base Line

℄ 1095

12" Sewer Pipe Opt.

Inv. El. 162.00 ℄ 1094+00

DR 37

℄ E. Thruway

℄ Az = 10°01'38" (T.N.)

N.B. Az = 10°01'38" (T.N.)

4" Oak 32.33

℄ 1097+00

3" Oak 20.38

6" Cedar 36.33

Inv. El. 164.00 ℄ 1099+00

S.B. Az = 9°10'57" (T.N.)

Inv. El. 163.00 ℄ 1102+00

℄ 1100+00

℄ Az = 12°17'26" (T.N.)

℄ 1100

DR 38

12" Sewer Pipe Opt.

18" Elm 26.29

12" Elm 13.68

12" Elm 32.27

OTTO & LILLIAN SUPINA (Fee M337 P571)

LOUIS RITZ (Fee M339 P373)

24" Oak

Brush and Outcrop

500 W.

3500 N.

Match Line

Cultivated Hay

OTTO & LILLIAN SUPINO

3000 N.

500 W.

30" Oak

30" Oak

24" Hickory

Brush

10' Farm Road

2500 N.

500 W.

Apple Orchard

B.M. #109 Elev. 165.69 Sta. 1093+00 Nail in Root of 30" Oak 175' Right of Base Line

B.M. #110 Elev. 171.78 Sta. 1099+90 Nail in Root of 30" Oak 45' Right of Base Line

P.I. Sta. 1094+00 Elev. 172.00

+3.00%

1.87%

1000' V.C. X=4.1625

Theoretical Grade Line

P.T. Sta. 1099+00 Elev. 170.35

Existing Ground Line ℄ of Northbound Lane

-0.33%

12" Sewer Pipe Opt.

Existing Ground Line ℄ of Southbound Lane

12" Sewer Pipe Opt. 0.31%

Sta. 1102+00

180 / 170 / 160

Elev. Ground Line ℄ Northbound Lane 165.4

Elev. Ground Line ℄ Southbound Lane 165.9

| | | | |

C.R. 52-7 S.T. 52-25 R.C. 52-G

FED RD DIV. NO.	STATE	FED AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
I	N.Y.			73	99
CATSKILL SECTION				SUB. 6	

73R

Station Equation
Sta. 1103+17.82 on ℄ = N 3740.42, W 535.63
Sta. 1103+00 on ℄

CURVE DATA

C.L. & NO. BD.	SOUTHBOUND
R = 5729.58'	R = 5729.58'
D = 1°00'00"	D = 1°00'00"
Δ = 31°55'25"	Δ = 32°46'06"
T = 1638.80'	T = 1684.59'
L = 3192.36'	L = 3276.83'
E = 229.76'	E = 242.38'

1000 W. — 2500 N. — 500 W.

20' to 30' Mall (Ult. Width) — 30' to 50' Mall (Ult. Width)

TRUE NORTH — N — E — S

Ditch 2' Wide — 5' Brush R.O.W.

℄ P.T. Sta. 1093+67.69 — N 2804.80, W 701.06 — N.B. P.C.C. Sta. 1093+83.44, R = 5729.58, Δ = 1°00'00", T = 83.44, L = 166.87

S.B. P.C.C. Sta. 1093+60.82, R = 5729.58, Δ = 1°00'00", T = 83.44, L = 166.87

38-27 Sta. 1094+96.45 — N 2891.13, W 753.83

S.C. P.T. 1093+42.12

N 337 P 371 Fee — OTTO & LILLIAN SUPINA

LOUIS RITZ — N 334 P 373 Fee

See Sheet No.

Apple Orchard

8" Apple — 6" Apple — 8" Apple — 8" Apple

℄ 1090 — 1 — 2 — 3 ∠A 3 = 11°22'04" (T.N.) — 4 — 5 — 6 — 1095 — 8 — 9 — 1100 — 30

4" Oak 32.33

℄ 1097+00 — 3" Oak 20.98 — 6" Cedar 36.33

℄ 1095 — Survey Base Line — ℄ E. Thruway — ℄ Az = 10°01'38" (T.N.) — N.B. Az = 10°01'38" (T.N.)

S.B. Az = 9°10'57" (T.N.)

℄ 1100+00 — ∠A 3 = 12°17'26" (T.N.)

Inv. El. 163.00 ℄ 1102+00 — 18" Elm 26.29 — 344'

Inv. El. 162.00 ℄ 1094+00 — Inv. El. 164.00 ℄ 1099+00 — 301' — 12" Sewer Pipe Opt.

396' — 12" Sewer Pipe Opt. — DR 37 — DR 38

12" Elm 13.65 — 12" Elm 30.27

24" Oak — Brush and Outcrop — 500 W. — 3500 N.

Match Line — Match Line

Cultivated — Hay — OTTO & LILLIAN SUPINO

N.B. P.C.T. 1094+64.12 — N.B. P.C.T. 1093+67.69

30" Oak — 30" Oak — 24" Hickory — 3000 N. — 500 W.

Brush

15' Farm Road

Apple Orchard

2500 N. — 500 W.

B.M. #109 Elev. 165.69 Sta. 1093+00 Nail in Root of 30" Oak 175' Right of Base Line

B.M. #110 Elev. 171.78 Sta. 1099+90 Nail in Root of 30" Oak 45' Right of Base Line

---

S.B. P.C.C. Sta. 1093+67.69 Elev. 172.00

N.B. P.C.C. Sta. 1093+83.44 Elev. 172.00

38-27 P.T. Sta. 1094+96.45 Elev. 172.00

S.B. P.C.T. Sta. 1093+00 Elev. 171.78

N.B. P.T. Sta. 1093+00 Elev. 170.35

+3.00% — 1.87% — 0.33% — -0.30% — 0.31%

Theoretical Grade Line

Existing Ground Line ℄ of Northbound Lane

Existing Ground Line ℄ of Southbound Lane

12" Sewer Pipe Opt. — 12" Sewer Pipe Opt.

1000' V.C. X = 4.1625' 4.133

Sta. 1102+00

180 — 170 — 160

1654.4 1653.9 — Existing Ground Line ℄ of Northbound Lane

1654.6 1654.1 — Existing Ground Line ℄ of Southbound Lane

1653.5 1654.1 — 1654.9 1654.7 — 1654.2 1654.2 — 1640 1641 — 1640 1640 — 1642 1642 — 1648 1648 — 1654.4 1654.4 — 1655.4 1655.4 — 122.5 122.5 — 1658 1661 — 1658 1661 — 1662 1662

1 — 2 — 3 — 4 — 1035 — 6 — 7 — 8 — 9 — 1100 — 1 — 2 — 3

MADE BY W.B.L. DATE 7-31-52
TRACED BY J.L.B. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS-ARCHITECTS
BY [signature] 7/31/52
N.Y.S. P.E. LIC. NO 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
[signature]
Engineer District No. 1 — Supervising Engineer
Aug 2 1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
CRTE 44TH ST. NEW YORK 17 N.Y.

PLAN AND PROFILE THRUWAY
THE STATE OF NEW YORK

PLATE 1-PLAN-PROFILE B. P. R. STANDARD
EUGENE DIETZGEN CO., Chicago-New York

Printed in U.S.A. by IMPERIAL Tracing Cloth

PLAN: SURVEYED ___ BY ___ DATE ___ | NOTE BOOK ___ NO. ___ | ALIGNMENT CHECKED ___ | RT. OF WAY CHECKED ___

PROFILE: SURVEYED ___ BY ___ DATE ___ | NOTE BOOK ___ NO. ___ | CROSSES CHECKED ___ | B.M.'s NOTED ___ | STRUCTURE NOTATIONS DONE ___

ASSOC. CIVIL ENGINEERS — N. DIST. ENGINEERS

C.T. 52-7 S.T. 52-25 R.C. 52-105

FED. RD DIV. NO.	STATE	FED. AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			74	99
CATSKILL SECTION					SUB. 6

30' to 50' Wall (Ult. Width)

50' to 60' to 30' Wall (Ult. Width)

℄ P.C. Sta. 1107+51.90 N. 4016.87 W. 460.05

S.B.P.C. Sta. 1108+43.42 N. 4280.07 W. 489.30

TRUE NORTH

Meadow

Uncultivated

24" Birch

4500 N.

500 W.

30" Elm

4-14" Ash

16" Elm

Inv. El. 161.50

24" R.C.C.P.

Fallow

Hay

LOUIS RITZ

See Sheet No.

Match Line

1000 W.

DR 38

Inv. El. 161.95 ℄ 1105+50

12"

15" Sewer Pipe Opt.

Survey Base Line

DR 39

Stake 17.28

Stake 15.08

Inv. El. 160.98 ℄ 1108+75

Stake 16.72

℄ 1108+00

15" Sewer Pipe Opt.

DR 40

Inv. El. 160.00 ℄ 1112+00

℄ 1110

1115

1110

Thruway

Δ3 = 12° 56' 22" (TAN)

℄ 1115+45 = K 7+00

DR 41

Inv. El. 162.00 ℄ 1116+00

Fee M341 P375

1116+19

℄ 1116+40

Δ3 = 17° 10' 58" (TAN)

DR 42

Swampy

Inv. El. 161.50

24" R.C.C.P.

12" Elm 30.58

12" Elm 44.05

M339 P373 Fee

Inv. El. 159.00

Ditch to Exist. Stream

Drainage Easement

5-14" Elms

14" Elm

14" Elm

14" Elm

P.E.

M340 P374

CURVE DATA

CENTERLINE	SOUTHBOUND
R = 11459.16'	R = 7639.44'
D = 0° 30' 00"	D = 0° 45' 00"
Δ = 10° 09' 19"	Δ = 11° 00' 00"
T = 1018.20'	T = 735.59'
L = 2031.06'	L = 1466.67'
E = 45.15'	E = 35.33'

18" Elm

30" Elm

24" Elm

Inv. El. 162.00

10" Conc. Culv.

10" Ash

20" Elm

20" Elm

Ditch to Exist. Stream

Inv. El. 162.50

Access Road - For Details See Sheet No.

Survey "K" Line

10" Elm

6" Hickory

12' Gravel Road

M342 P376 Fee

30" Elm

Stream 2' Wide

10' Farm Road

OTTO & LILLIAN SUPINO

B.M. #111 Elev. 176.33 Sta. 1110+40 Nail in Root of 24" Ash 100' Left of Base Line

CLIFFORD & LESTER ARMSTRONG

B.M. #112 Elev. 165.36 Sta. 1118+00 Nail in Root of 20" Elm 50' Right of Base Line

5000 N.

000 W.

000 E.

Provide Turnaround.

Cultivated

LOUIS RITZ

N. 5006.23 W. 3771.92

M334 P377 Fee

℄ P.I. N. 5170.52 W. 282.76 Inv. El. 163.00

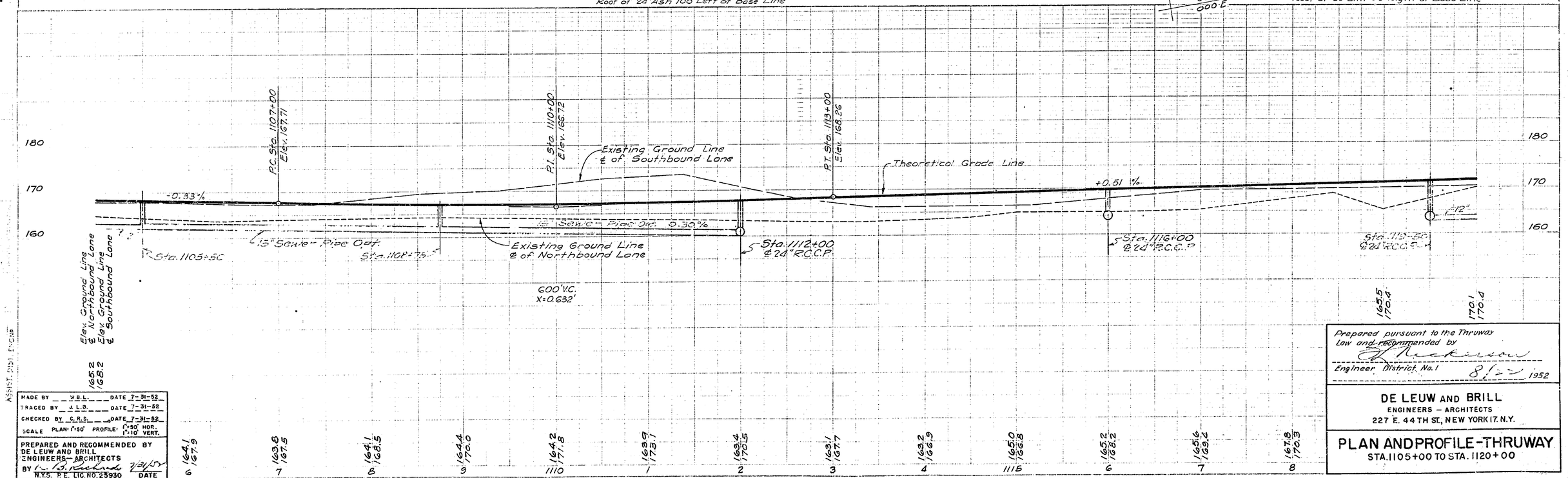
24" R.C.C.P.

See Sheet No.

Match Line

Access Road - For Details See Sheet No.

M342 P376 Fee



	6	7	8	9	1110	1	2	3	4	1115	6	7	8
Elev. Ground Line ℄ Northbound Lane	164.1	163.8	164.1	164.4	164.2	163.9	163.4	163.1	163.2	165.0	165.2	165.6	167.8
Elev. Ground Line ℄ Southbound Lane	167.9	167.5	168.5	170.0	171.8	173.1	170.5	167.7	166.9	168.8	168.2	169.2	170.3

Prepared pursuant to the Thruway Law and recommended by

Engineer, District No. 1 8/2/52

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE — THRUWAY
STA. 1105+00 TO STA. 1120+00

MADE BY	W.B.L.	DATE 7-31-52
TRACED BY	J.L.B.	DATE 7-31-52
CHECKED BY	C.R.S.	DATE 7-31-52
SCALE	PLAN 1"=50'	PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS — ARCHITECTS
BY J. B. Brill 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

PLAN SUBMITTED / APPROVED / CHECKED / RECOMMENDED

ASSOC. CIVIL ENGINEERS, ARTISTS

ASSIST. CIVIL ENGINEERS

C.T. 52-7 S.T. 52-28 R.C. 52-105

FED. RD DIV. NO.	STATE	FED. AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			74	99
CATSKILL SECTION		THRUWAY		SUB. 6	

30' to 50' Mall (Ult. Width)

50' to 60' to 30' Mall (Ult. Width)

TRUE NORTH

Meadow

Uncultivated

24" Birch

LOUIS RITZ

See Sheet No.

Match Line

Survey Base Line

℄ Thruway

℄ P.C. 1105+50

℄ P.C. 1107+53

S.B.P.C. Sta. 1108+43.42

N 2,216.87 W 30,025.87

N 2,216.87 W 30,030.31

N 2,216.87 W 30,030.25

S.B.P.C. 1106+29

S.B.P.C. 1107+53

500W.

4500N.

4-14" Ash

30" Elm

16" Elm

Inv. El. 161.50

24" R.C.C.P.

Fallow

Hay

161.75

2.01

2.55

Inv. El. 160.98

Inv. El. 160.00

℄ 1108+75

Stake 1.72

℄ 1109+00

Stake 17.28

Stake 15.08

12" Sewer Pipe Opt. 323.5'

15" Sewer Pipe Opt. 320.5'

15" Sewer Pipe Opt. 323.5'

DR 38

DR 39

DR 40

DR 41

DR 42

1110

1115

20'

32'

36'

Inv. El. 160.00 ℄ 1112+00

℄ 1115+45 = K 7+00

28° 43' 14" 58' 22" (T.N.)

Inv. El. 159.00

Ditch to Exist. Stream

Drainage Easement

Stream 2' Wide

10' Farm Road

6-14" Elms

14" Elm

30" Elm

CURVE DATA

	N.B. CENTERLINE	SOUTHBOUND
11,462.15	R = 11450.18'	R = 7639.44'
0° 30' 04.14	D = 0° 30' 00"	D = 0° 45' 00"
10° 05' 38"	Δ = 10° 05' 19"	Δ = 11° 60' 00" 10° 55' 35" Survey "K" Line
1009.62	T = 1018.20'	T = 735.53' 730.64'
2014.02	L = 2031.86'	L = 1406.87' 1456.85
	E = 45.15'	E = 35.33'

P.C.

P.T.

OTTO & LILLIAN SUPINO

B.M. #111 Elev. 176.33 Sta. 1110+40 Nail in Root of 24" Ash 100' Left of Base Line

W339 P313 Fee

W340 P314

W341 P315

W342 P316 Fee

W343 P317 Fee

W344 P318 Fee

Turnaround omitted

Provide Turnaround

Cultivated

LOUIS RITZ

S.B.P.I. N. 2306.83 W. 371.92

W339 P377 Fee

℄ P.I. N. 5170.52 W. 282.76 40 Inv. El. 163.00

24" R.C.C.P.

Hay

Swampy

163.30

℄ 1119+50

Δ 2 = 17° 10' 58" (T.N.)

Inv. El. 163.00 ℄ 1116+00

℄ 1116+40

℄ 1116+19

12" Elm 30.68

24" R.C.C.P.

18" Elm 120.05

Inv. El. 162.00 161.52

18" Elm

30" Elm

24" Elm

10" Conc. Culv.

10" Ash

20" Elm

20" Elm

Ditch to Exist. Stream

Inv. El. 162.50

Access - 2000

See Sheet No.

Match Line

10" Elm

6" Hickory

12" Gravel

CLIFFORD & LESTER ARMSTRONG

B.M. #112 Elev. 165.36 Sta. 1118+00 Nail in Root of 20" Elm 50' Right of Base Line.

5000N.

000W.

6000E.

PROFILE

Elev. Ground Line ℄ of Southbound Lane

Elev. Ground Line ℄ of Northbound Lane

1652 1682

S.B. -0.30 6%

N.B. -0.33%

Existing Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane

Theoretical Grade Line

+0.51 3%

+0.51 %

15" Sewer Pipe Opt. -0.30%

12"

Sta. 1105+50

15" Sewer Pipe Opt.

Sta. 1108+75

Sta. 1112+00 ℄ 24" R.C.C.P.

Sta. 1116+00 ℄ 24" R.C.C.P.

Sta. 1118+50 ℄ 24" R.C.C.P.

600' V.C. K = 0.632' D. 6.15

N.B. ℄ S.B. P.I. Sta. 1107+00 Elev. 166.72

N.B. ℄ S.B. P.I. Sta. 1113+00 Elev. 168.36

180

170

160

1652 1682 1647 1679 1643 1675 1638 1670 1641 1685 1644 1700 1642 1718 1639 1737 1634 1705 1631 1677 1632 1698 1650 1698 1652 1682 1655 1685 1658 1708

6 7 8 9 1110 1 2 3 4 1115 6 7 8

PLATE 1-PLAN-PROFILE N. P. R. STANDARD

EUGENE DIETZGEN CO. Chicago-New York

Printed in U.S.A. On IMPERIAL Tracing Cloth

MADE BY W.B.L. DATE 7-31-52

TRACED BY J.L.B. DATE 7-31-52

CHECKED BY C.R.S. DATE 7-31-52

SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS-ARCHITECTS

BY [signature]

N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by

[signature]

Engineer - Director No. 1 Date 8-1-1952

DE LEUW AND BRILL

ENGINEERS - ARCHITECTS

22 E. 41st STREET NEW YORK, N.Y.

PLAN AND PROFILE THRUWAY

STATE LINE TO HUDSON RIVER

Printed in U.S.A. On IMPERIAL Tracing Cloth

ASSOC. CIVIL ENGRS. CATSKILL

PLAN: SURVEYED, PLOTTED, GRADES CHECKED, B.M.'S SET, CTS. MONUMENTS & STAKES FOUND, NOTE BOOK, NO., BY, DATE, RT. OF WAY CHECKED

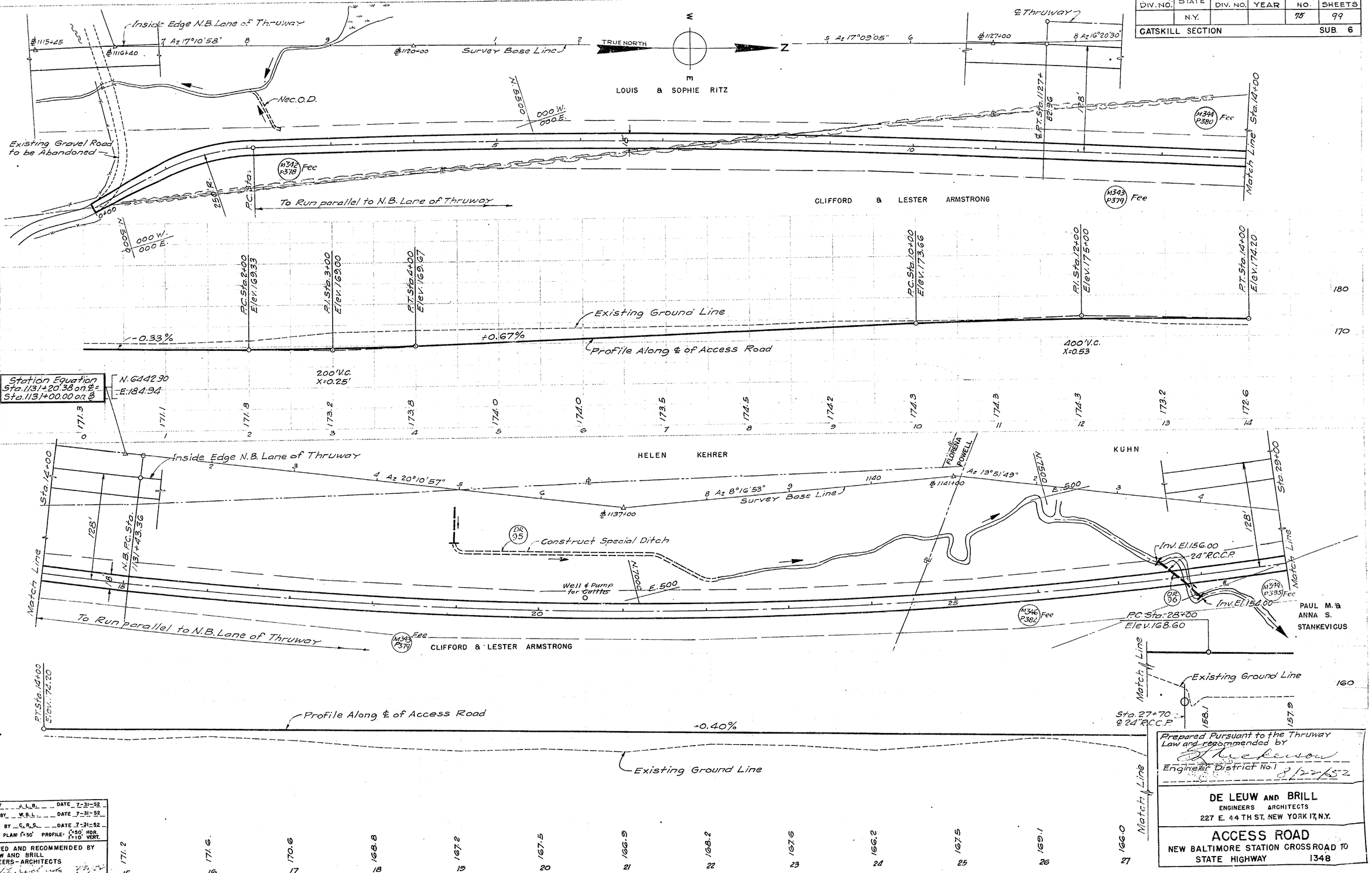
PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M.'S SET, CTS. MONUMENTS & STAKES FOUND, NOTE BOOK, NO., BY, DATE

C.T. 52-7 S.T. 52-25 R.C. 52-105

FED. RD DIV. NO.	STATE	FED. AID DIV. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			75	99
CATSKILL SECTION					SUB. 6

PLAN

ASSOC. CIVIL ENGNR. CONST.



MADE BY J.L.B. DATE 7-31-52
TRACED BY W.B.L. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS-ARCHITECTS
BY _____
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared Pursuant to the Thruway Law and recommended by
_____
Engineer District No. 1 8/27/52

DE LEUW AND BRILL
ENGINEERS ARCHITECTS
227 E. 44TH ST. NEW YORK 17, N.Y.

ACCESS ROAD
NEW BALTIMORE STATION CROSS ROAD TO STATE HIGHWAY 1348

C.H. 52-7 S.T. 52-25 R.C. 52-105

FED. RD DIV. NO.	STATE	FED. AID DIV. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			75	99

CATSKILL SECTION — SUB. 6

75R

Inside Edge N.B. Lane of Thruway

℄ 1115+45 — Az 17°10'58" — ℄ 1130+00 — Survey Base Line — TRUE NORTH — Az 17°09'05" — ℄ 1127+00 — ℄ Thruway — Az 16°20'30"

L=136.12
Δ=32°57'45"
D=2°-15'-59"
T=70.00
R=2536.60

DR 108

Nec. O.D.

INV. 164.19
STA. 2+75

500' N.
500' E.

Existing Gravel Road to be Abandoned

M342 P378 Fee

INV. 165.05

POBBA 17.72

28'

0+00

STA. 0

500' N.
600' E.

To Run parallel to N.B. Lane of Thruway

LOUIS & SOPHIE RITZ

Δ = 4°52'08"
R = 11304.16
D = 0°30'24.4
L = 960.61
T = 480.59

CLIFFORD & LESTER ARMSTRONG

M344 P380 Fee

M343 P379 Fee

PT. STA. 11+96.33

Match Line Sta. 14+00

128'

22.96

℄ PT. STA. 11+27+

Station Equation
Sta. 1131+20.38 on ℄ =
Sta. 1131+00.00 on ℄

N. 6442.90
E. 184.94

P.C. Sta. 2+00
Elev. 169.33

P.I. Sta. 3+00
Elev. 169.00

P.T. Sta. 4+00
Elev. 168.37

P.C. Sta. 10+00
Elev. 173.96

P.I. Sta. 12+00
Elev. 175+00

P.T. Sta. 14+00
Elev. 174.20

Existing Ground Line

-2.57%

-0.33%

Profile Along ℄ of Access Road

200' V.C.
X=0.25'

400' V.C.
X=0.53

180
170

171.3 171.1 171.8 172.2 173.4 173.9 174.0 173.5 174.5 174.2 174.3 174.3 174.3 173.2 172.6

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14

Inside Edge N.B. Lane of Thruway

Sta. 14+00

HELEN KEHRER

4 Az 20°10'37"

8 Az 8°16'53"

Survey Base Line

℄ 1137+00

1140

℄ 1141+00

Az 19°51'49"

POBBA O'NEILL

N. 7000
E. 500

KUHN

N. 7050
E. 500

Sta. 22+00

128'

Match Line

Construct Special Ditch

DR 106

DR 55

Well & Pump

M345 P381 Fee

To Run parallel to N.B. Lane of Thruway

CLIFFORD & LESTER ARMSTRONG

Δ = 19°-04'-32"
R = 5438.92
D = 1°-03'-12"
L = 1810.79
T = 913.56

M346 P382 Fee

STA. 28+05 86
Inv. El. 156.00
24" R.C.C.P.

DR 104

70.8'

Inv. El. 155.10

Re Sta. 28+00
Elev. 168.60

PAUL M. & ANNA S. STANKEVICUS

Existing Ground Line

Sta. 27+70
@ 24" R.C.C.P.

160
170

171.2 171.6 170.6 168.8 167.8 167.8 166.9 168.2 167.6 166.2 167.5 168.1 166.0 167.6

16 16 17 18 19 20 21 22 23 24 25 26 27

PROFILE — SURVEYED — PLOTTED — DRAWN — CHECKED — NOTE BOOK — NO. — BY — DATE — R. M.'s NOTED — STRUCTURE NOTATIONS CHKD

PLAN — F. RIVETED — PLOTTED — DRAWN — CHECKED — NOTE BOOK — NO. — BY — DATE — RT. OF WAY CHECKED

ASSOC. CIVIL ENGINR. CONST.

ASSIST. DIST. ENGR.

MADE BY J.L.B. DATE 7-31-52
TRACED BY W.B.L. DATE 7-31-52
CHECKED BY C.R.B. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE: 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS-ARCHITECTS
BY L. B. Friedland 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared Pursuant to the Thruway Law and Recommended by
Engineer District No. 1 8/22/52

DE LEUW AND BRILL
ENGINEERS ARCHITECTS
227 E. 44 TH ST. NEW YORK (17) N.Y.

PROP. ACCESS ROAD — THRUWAY
NEW BALTIMORE STATION ACCESS ROAD TO STATE HIGHWAY 1548

"STATE" PLAN PROFILE & P.R.R. & R.E. STANDARD

FED. RD DIV. NO	STATE	FED. AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			76	99
CATSKILL SECTION				SUB.. 6	

LOUISE KUHN

TO ALBRIGHT

N. 8000
E. 500

Sta. 29+00

Inside Edge N.B. Lane of Thruway

1149

1150

℄ 1151+00±

Az 353°30'48"

8 Az 354°37'04"
Survey Base Line

9

10

11

12

7

6

Az 19°51'49"

℄ 1145+90

128'

30+00

18'

Match Line

M331 P387 Fee

PAUL & ANNA STANKEVICUS

M349 P383 Fee

To Run parallel to N.B. Lane of Thruway

P.C. Sta. 33+00

150' R.

P.T. Sta.

To Run parallel to S.B. Lane

165'

P.C. Sta.

150' R.

Inv. El. 166.5
Swamp

Sta. 14+00 Rt. 1348 =
Sta. 39+00± Access Rd.

S.H. 1348 - 13 - RT. 144

30' R.

30' R.

15

STANKEVICUS

CR 97

24" R.C.C.P.

Inv. El. 166.0

TO NEW BALTIMORE

TRUE NORTH

N

W

E

S

24" | 6'-0" | 9'-0" | 9'-0" | 5'-0" | 6'-0"

Theo. Grade Line

¼" Per Ft.

1:4

1:2

1:2

FILL

Item 16A - Calcium Chloride
12" Item 39 R - Foundation Course Gravel

CUT

Backfill with select Material - Item 2BX

TYPICAL CROSS SECTION
Scale: 1" = 1'-0"

P.I. Sta. 30+00
Elev. 167.80

P.T. Sta. 32+00
Elev. 169.65

Profile along ℄ of Access Road

+0.92%±

℄ Route 1348
Elev. 176.12±

Existing Ground Line

℄ Sta. 37+00
24" R.C.C.P.

180

170

160

400' V.C.
X=0.62

157.9

163.7	164.4	167.2	168.9	167.7	169.3	168.7	166.2	170.0	175.0		
30	31	32	33	34	35	36	37	38	39	40	

MADE BY	W.B.L.	DATE	7-31-52
TRACED BY	J.L.B.	DATE	7-31-52
CHECKED BY	C.A.S.	DATE	7-31-52
SCALE	PLAN: 1"=50'	PROFILE: 1"=50' / 1"=10'	HOR. VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
BY _____
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by

_____
Engineer, District No. 1

_____

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E. 44TH ST., NEW YORK 17 N.Y.

ACCESS ROAD
NEW BALTIMORE STATION CROSSROAD TO STATE HIGHWAY 1348 - RTE. 144

FED. RD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			76	99
CATSKILL SECTION				SUB. -6	

76R

LOUISE KUHN

TO ALBRIGHT

N.8000
E.500

Sta 29+00

Inside Edge N.B. Lane of Thruway

1149

1150

℄ 11+51+00

℄ Az 354°37'04"
Survey Base Line

Az 19°51'49"

℄ 11+65+90

128'

30+00

Match Line

M351 P387 Fee

PAUL & ANNA STANKEVICUS

M348 P385 Fee

To Run parallel to N.B. Lane of Thruway

35+00

165'

P.T. 38+70.70

Sta. 14+00 Rt. 1348 =
Sta. 39+00 ℄ Access Rd.

STANKEVICUS

Sta. 36+71

A=90°-00'
R=150'
D=38°-11.832'
T=150 L=235.62
Inv. El. ~~166.5~~ 167.58
Swamp

30'R.

30'R.

P.C. 33+15.45
P.C.S.

P.C. 36+35.08
P.C.S.

P.T. 34+65.95
P.C.S.

To Run Parallel To ℄ L. of S.H. 1348

Δ=40°-33'-30"
R=213.94
T=79.05
L=151.44
D=26°-46'-86"

24" R.C.C.P.

Inv. El. 166.89

TO NEW BALTIMORE

SH 1348 - 13 Rt 144

TRUE NORTH

N

W E

S

24" 6'-0" 9'-0" 9'-0" 5'-0" 6'-0"

Theo. Grade Line

½" Per Ft.

1:4
1:2

FILL

Item 16A - Calcium Chloride
12" Item 39.R - Foundation Course Gravel

CUT

Backfill with select Material - Item 2BX

TYPICAL CROSS SECTION
Scale: ½" = 1'-0"

PLAN	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	ALIGNMENT CHECKED		
NO.	R.B.M. NOTED		
	STRUCTURE NOTATIONS ENTERED		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	GRADES CHECKED		
NO.	R.B.M. NOTED		
	STRUCTURE NOTATIONS ENTERED		

180
170
160

P.I. Sta. 30+00
Elev. 167.80

P.T. Sta. 32+00
Elev. 169.65

Profile along ℄ of Access Road

+0.92%

Existing Ground Line

℄ Route 1348
Elev. 176.12

℄ Sta. 37+00
℄ 24" R.C.C.P.

400' V.C.
X=0.62

167.9
167.8
168.4
167.2
168.9
167.7
169.3
168.7
168.2
170.0
175.0
30
31
32
33
34
35
36
37
38
39
40

MADE BY W.B.L. DATE 7-31-52
TRACED BY W.L.B. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
BY [signature] 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
[signature]
Engineer, District No. 1 8/22/52

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E. 44TH ST., NEW YORK 17 N.Y.

PLAN ACCESS ROAD THRUWAY
NEW BALTIMORE STATION-CROSSROAD TO
STATE HIGHWAY 1348 - RTE. 144

PLATE 1-PLAN-PROFILE U. P. R. STANDARD
EUGENE DIETZGEN CO., Chicago-New York

Printed in U.S.A.
On IMPERIAL Tracing Cloth

FED RD DIV NO.	STATE	FED AID PROJ NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			77	99
CATSKILL SECTION				SUB. 6	

CURVE DATA

CENTER LINE	SOUTHBOUND
R = 11459.16'	R = 7639.44'
D = 0°30'00"	D = 0°45'00"
Δ = 10°09'19"	Δ = 11°00'00"
T = 1018.20'	T = 735.59'
L = 2031.06'	L = 1466.67'
E = 45.15'	E = 35.33'

TRUE NORTH

50' to 60' to 30' Mall (Ult. width)

30' Mall (Ult. width)

30' to 20' to 30' Mall (Ult. width)

See Sheet No.

See Sheet No.

S.B. P.T. Sta. 1123+10.09
N. 5696.65
W. 1178.13

N.B. – ℄ P.T. Sta. 1127+82.96 (226.0 W) ℄ H.
to ℄ Sta. 1127+63.34 = S.B.
Sta. 1127+77.66 Bk.
N. 6126.20
E. 68.53

℄ P.C. Sta. 1131+43.36
N.B. P.C. Sta. 1131+43.36

LOUIS RITZ

(1334 P.371) Fee

Cultivated

Station Equation
Sta. 1131+20.38 on ℄ = Sta. 1131+00.00 on ℄
N. 6442.90
E. 184.94

HELEN KEHRER
S.B. P.C. Sta. 1131+79.96

(1343 381) Fee

Inv. El. 167.00

DR 44

24" R.C.C.P.

6000 N 00 W. 00 E.

Inv. El. 164.50
℄ 1123+00

12" Sewer Pipe Opt.

DR 43

1125

12" Sewer Pipe Opt.

Inv. El. 166.50
℄ 1127+00

℄ Thruway

℄ Az 20°10'57" (T.N.)

℄ 1130

18" Elm 39.95

N. 6464.47
E. 192.87

2 ℄ Az = 17°09'05" (T.N.)

Survey Base Line

℄ 1120+00

℄ 1127+00

8 ℄ Az = 16°20'30" (T.N.)

3" Ash 33.08'

8" Hickory 55.88

Hedge Row ℄

N. 6455.15
E. 218.21

12" Hickory

14" Oak

14" Oak

30" Elm 71.00' Prop. Cor.

15' Brush Row ℄

6" Oak 114.15

12" Elm

36" Elm

36" Elm

12" Elm

14" Oak

6" Elm 97.15

8" Oak 88.95

Inv. El. 167.00

Match Line

Match Line

6500 N 00 W. 00 E.

(1334 P.376) Fee

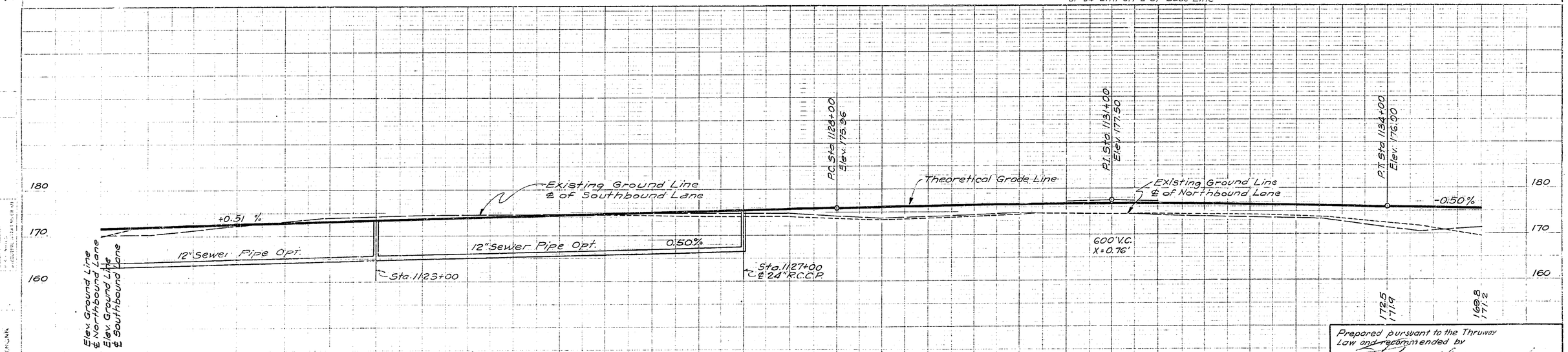
(1343 P.377) Fee

(1334 P.380) Fee

CLIFFORD AND LESTER ARMSTRONG

Access Road
For Details See Sheet No

B.M. #113 Elev. 175.69 Sta. 1130+50 Nail in Root of 24" Elm on ℄ of Base Line



MADE BY	W.B.L.	DATE 7-31-52
TRACED BY	J.L.B.	DATE 7-31-52
CHECKED BY	C.R.S.	DATE 7-31-52
SCALE PLAN	1"=50'	PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
BY K.T.B. 7/31/52
N.Y.S. P.E. LIC. NO 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
Engineer, District No. 1 1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E. 44TH ST., NEW YORK 17 N.Y.

PLAN AND PROFILE – THRUWAY
STA. 1120+00 TO STA 1135+00

PLATE 1-PLAN-PROFILE P.F.R. STANDARD

PLAN NOTE BOOK NO. | SURVEYED PLOTTED ALIGNMENT CHECKED RT. OF WAY CHECKED | BY | DATE

ASSOC. CIVIL ENGRS. CONST.

ASSIST. CIVIL ENGRS.

FED.RD DIV. NO.	STATE	FED.AID PROJ.NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
..	N.Y.			77	99
CATSKILL SECTION				SUB. 6	

77R

CURVE DATA

CENTER LINE	SOUTHBOUND
R=11459.16'	R=7639.44'
D=0°30'00"	D=0°45'00"
Δ=10°09'19"	Δ=11°00'00"
T=1018.20'	T=735.59'
L=2031.06'	L=1466.67'
E=45.15'	E=35.33'

TRUE NORTH

50' to 60' to 30' Mall (Ult. width)

30' Mall (Ult. width)

30' to 20' to 30' Mall (Ult. width)

See Sheet No.

See Sheet No.

Match Line

Match Line

S.B. PT. Sta. 1122+10.03 N. 5693.65 W. 118.13

S.B. PT. Sta. 1122+10.76

LOUIS RITZ

M334 P371 Fee

Inv. El. 164.74 ℄ 1123+00

12" Sewer Pipe Opt. 347'

398.5'

12" Sewer Pipe Opt. 00 W. 00 E.

Survey Base Line

Inv. El. 167.00

Inv. El. 166.84 ℄ 1127+00

6.96

24" R.C.C.P.

N.B. - ℄ P.T. Sta. 1127+82.96 (226.0 W) 21 L

To ℄ Sta. 1127+63.34 = 63.62 Rt. Sta. 1127+77.66 Rt.

N. 6216.20 E. 68.53

S.B. POT. 1122+71.18

73.78

S.B. POT. 1131+23.60

59.67

N.B. PC. 1131+43.36

℄ PC Sta. 1131+43.36

S.B. PC. 1131+43.36

Cultivated

Station Equation
Sta. 1131+20.38 on ℄ } N. 6442.90 E. 184.94
Sta. 1131+00.00 on ℄

HELEN KEHRER

S.B. P.C. Sta. 1131+78.96

M343 P381 Fee

℄ Thruway ℄ Az 20°10'57" (T.N.) ℄ 1130

℄ 1125

℄ 1127+00

88° Δ Az = 16°20'30" (T.N.)

28° Δ Az = 17°09'05" (T.N.)

℄ 1120+00

70'

69'

89

8" Ash 55.85

N. 6464.47 E. 192.87

℄ Az 20°10'57" (T.N.)

3" Ash 53.08'

6" Hickory 55.88

Hedge Row ℄ ft.

30" Elm 77.00' Prop. Cor

N. 6455.15 E. 218.21

15" Brush Row ℄ ft.

12" Hickory 14" Oak 14" Oak 14" Oak 12" Elm 36" Elm 12" Elm 36" Elm 6" Oak 114.15 8" Oak 88.85 6" Elm 97.5

M343 P380 Fee

M343 P379 Fee

M342 P378 Fee

CLIFFORD AND LESTER ARMSTRONG

N.B. PC. 1131+43.36

Access Road For Details See Sheet No.

B.M. #113 Elev. 175.69 Sta. 1130+50 Nail in Root of 24" Elm on ℄ of Base Line

N 6500

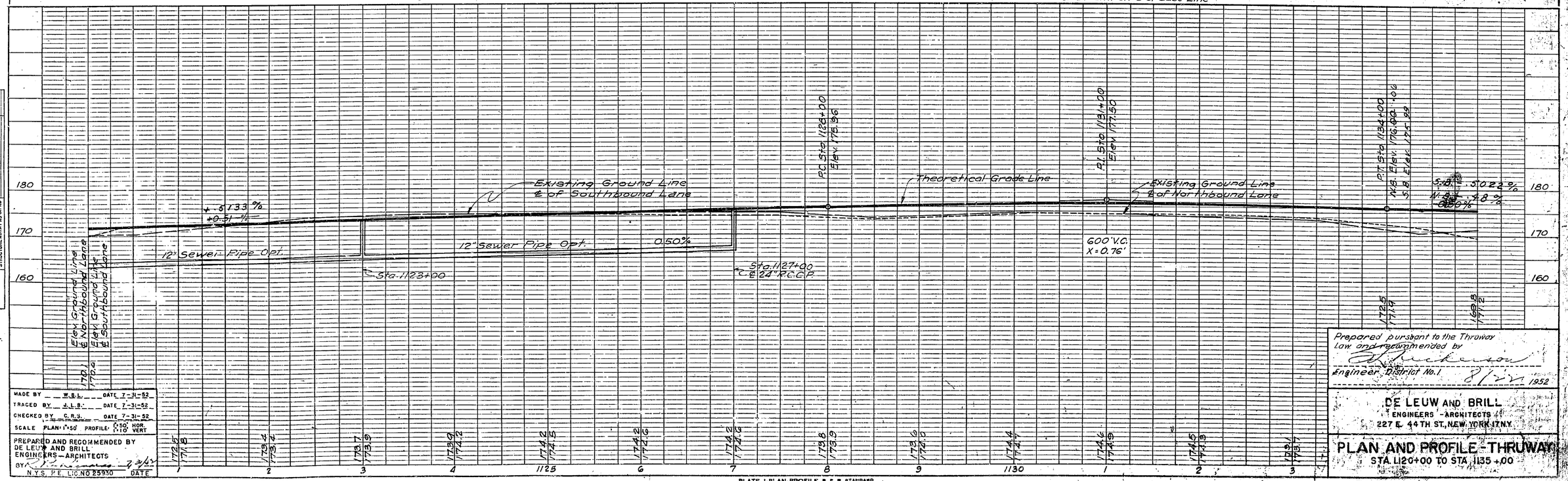
00 W. 00 E.

N 6500

PLAN — SURVEYED — PLOTTED — NOTE BOOK — NO. — CROSS SECTIONS CHECKED — R.O.W. LINES CHECKED — MT. OF WAY CHECKED — BY — DATE

PROFILE — SURVEYED — PLOTTED — NOTE BOOK — NO. — CROSS SECTIONS CHECKED — B.M.'S NOTED — STRUCTURE NOTATIONS CHECKED — BY — DATE

ARMOG. CIVIL ENGINEERS CONST.



MADE BY W.S.L. DATE 7-31-52
TRACED BY J.L.B. DATE 7-31-52
CHECKED BY C.R.J. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS—ARCHITECTS
BY _____ 8/2/52
N.Y.S. P.E. LIC. NO 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
_____
Engineer, District No. 1 8/22 1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA 1120+00 TO STA 1135+00

PLATE 1-PLAN-PROFILE B. P. R. STANDARD
EUGENE DIETZGEN CO., Chicago-New York

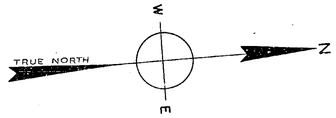
Printed in U.S.A. On IMPERIAL Tracing Cloth

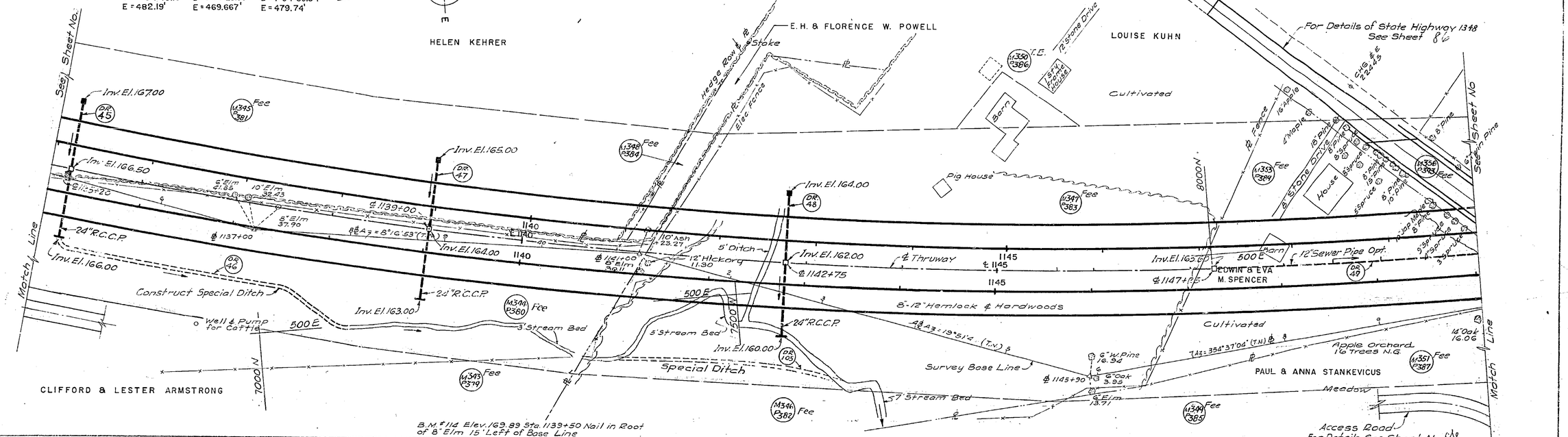
FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			78	99
CATSKILL SECTION				SUB.. 6	

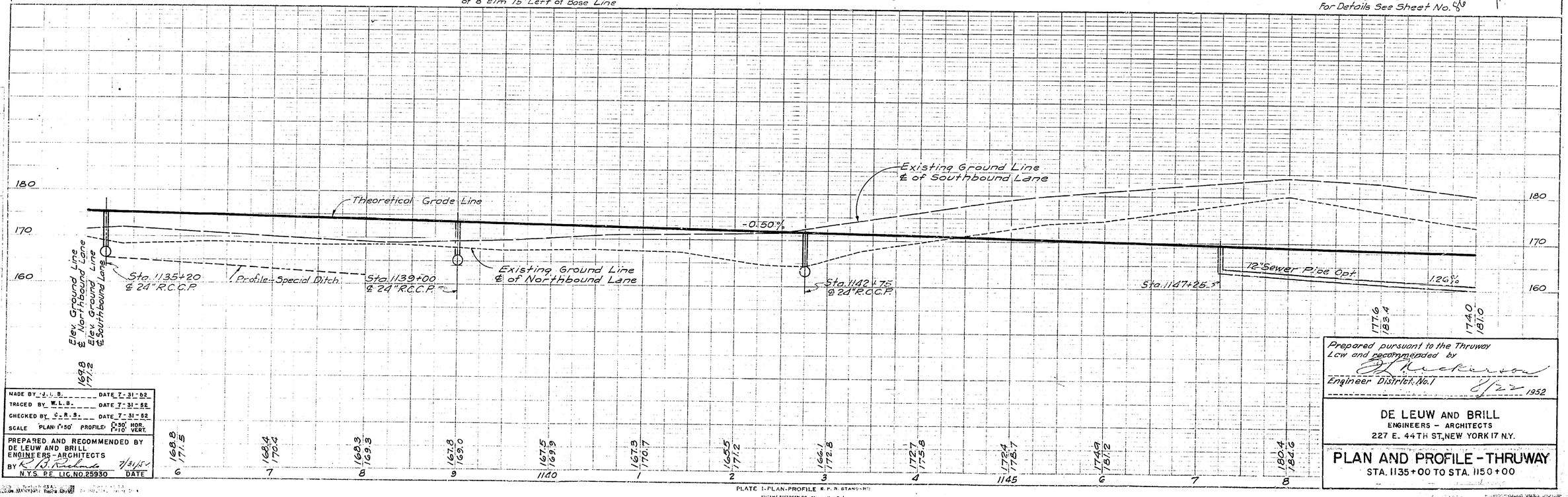
CURVE DATA

NORTHBOUND	SOUTHBOUND	CENTERLINE
R = 5315.92'	R = 5177.86'	R = 5288.92'
Δ = 47°03'51"	Δ = 47°03'51"	Δ = 47°03'51"
T = 2314.97'	T = 2254.846'	T = 2303.21'
L = 4366.63'	L = 4253.22'	L = 4344.54'
D = 1°04'40.13"	D = 1°06'23.59"	D = 1°04'59.94'
E = 482.19'	E = 469.667'	E = 479.74'

TRUE NORTH







MADE BY J. J. B. DATE 7-31-52
TRACED BY W. L. B. DATE 7-31-52
CHECKED BY C. R. S. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS-ARCHITECTS
BY R. J. Rieland 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
J. J. Jackson
Engineer District No. 1
7/22 1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E. 44TH ST., NEW YORK 17 N.Y.

PLAN AND PROFILE - THRUWAY
STA. 1135+00 TO STA. 1150+00

PLATE 1-PLAN-PROFILE E. P. R. STANG-RD

ASSOC. CIVIL ENGNR. CONST.
ASSIST. DIST. ENGNR.
PLAN
PROFILE
SURVEYED
TRACED
NOTE BOOK
NO.
DATE
BY
ALIGNMENT UNLOCKED
R.L. OF WAY CHECKED

FED RD. DIV. NO.	STATE	FED AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			78	99
CATSKILL SECTION					SUB. 6

78A

CURVE DATA

NORTHBOUND	SOUTHBOUND	CENTERLINE
R=5315.92'	R=5177.86'	R=5288.92'
Δ=47°03'51"	Δ=47°03'51"	Δ=47°03'51"
T=2314.97'	T=2254.846'	T=2303.21'
L=4366.63'	L=4253.22'	L=4344.54'
D=1°04'40.3"	D=1°06'23.59"	D=1°04'59.94"
F=482.19'	F=469.667'	E=479.74'
Δ=47°05'00"	Δ=47°06'15"	
R=5359.32'	R=5221.22'	
D=1°04'08.76"	D=1°05'5057"	
L=4404.07'	L=4292.42	
T=2334.93	T=2275.90	

TRUE NORTH

HELEN KEHRER

E.H. & FLORENCE W. POWELL

LOUISE KUHN

CLIFFORD & LESTER ARMSTRONG

PAUL & ANNA STANKEVICUS

EDWIN & EVA M. SPENCER

Cultivated

Pig House

Barn

House

Maple Orchard 40 Trees N.G.

8-12" Hemlock & Hardwoods

Construct Special Ditch

Special Ditch

Survey Base Line

Match Line

Sheet No.

For Details of State Highway 1348 See Sheet 80

For Details See Sheet No. 80

Access Road

Water Pump for Cattle

B.M. #114 Elev. 169.89 Sta. 1139+50 Nail in Root of 8" Elm 15' Left of Base Line

Inv. El. 167.00 — DR 45 — M345 P381 Fee

Inv. El. 166.53 — 24" R.C.C.P. — Inv. El. 166.00 — 5.95

Inv. El. 165.43 — 4.53 — Inv. El. 163.00 — DR 47 — M348 P384 Fee

Inv. El. 164.00 — 3.80 — DR 48

Inv. El. 160.70 — 5' Ditch — 12" Hickory 11.90 — 24" R.C.C.P. — Inv. El. 160.00 — 57.50 — DR 105

Inv. El. 163.88 — 500 E — 12" Sewer Pipe Opt. — 279' — DR 49

Inv. El. 163.00 — 2.57 — 24" R.C.C.P. — M344 P380 Fee

M343 P379 Fee — M346 P382 Fee — M349 P385 Fee — M351 P387 Fee

M350 P386 — T.E. — 15 Stone Drive — 15 Stone Drive — M336 P395 Fee — M353 P389 Fee — M341 P383 Fee

Chg. @ E 22+45

6" Elm 41.85 — 10" Elm 38.23 — 8" Elm 37.90 — 6" Elm 16.94 — 6" Oak 3.71 — 14" Oak 16.06

Δ1 = 8°16'53" (T.) — Δ2 = 19°51'4 (T.N.) — Δ3 = 35°37'00" (T.N.)

℄ 1135+20 — ℄ 1137+00 — ℄ 1139+00 — ℄ 1140 — ℄ 1142+75 — ℄ 1145+90 — ℄ 1147+25

7000 N — 8000 N — 500 E — 750 E — 72' — 78' — 80'

1140 — 1145

PROFILE

Existing Ground Line ℄ of Northbound Lane

Existing Ground Line ℄ of Southbound Lane

Theoretical Grade Line

S.B. - .5022 %

N.B. -.48 % -0.50 %

Profile - Special Ditch

Sta. 1135+20 ℄ 24" R.C.C.P.

Sta. 1139+00 ℄ 24" R.C.C.P.

Sta. 1142+75 ℄ 24" R.C.C.P.

Sta. 1147+25

12" Sewer Pipe Opt. 1.26 %

Elev. Ground Line ℄ Northbound Lane: 169.8 167.2 165.5 167.8 167.5 167.3 166.5 166.1 172.7 172.4 174.3 180.4

Elev. Ground Line ℄ Southbound Lane: 171.5 170.3 169.3 169.0 169.9 170.7 171.2 172.8 175.6 176.7 178.2 184.6

1135 6 7 8 9 1140 1 2 3 4 1145 6 7 8

180 170 160

1177.6 / 183.4 — 1174.0 / 181.0

MADE BY J.L.B. DATE 7-31-52

TRACED BY W.L.B. DATE 7-31-52

CHECKED BY J.R.B. DATE 7-31-52

SCALE PLAN 1"=50' PROFILE HOR. 1"=50' VERT. 1"=10'

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS-ARCHITECTS

BY [signature] 7/24/52

N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by

[signature]

Engineer District No. 1 8/12 1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E. 44TH ST. NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 1135+00 TO STA. 1150+00

PLATE 1-PLAN-PROFILE B. P. R. STANDARD
EUGENE DIETZGEN CO., Chicago-New York

PLAN: SURVEYED, PLOTTED, NOTE BOOK, NO., BY, DATE, CHECKED, RT. OF WAY CHECKED

PROFILE: SURVEYED, PLOTTED, NOTE BOOK, NO., R.M.'s NOTED, STRUCTURE NOTES CK'ED, BY, DATE

ASSOC. CIVIL ENGR.

ASSIST. DIST. ENGR.

FED. RD DIV. NO.	STATE	FED. AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			79	99

CATSKILL SECTION — SUB. 6

CURVE DATA

NORTHBOUND	SOUTHBOUND	CENTER LINE
R=5315.92'	R=5177.86'	R=5288.92'
Δ=47°03'51"	Δ=47°03'51"	Δ=47°03'51"
T=2314.97'	T=2254.846'	T=2303.21'
L=4366.63'	L=4253.22'	L=4344.54'
D=1°04'40.13"	D=1°06'23.59"	D=1°04'59.94"
E=482.19'	E=469.667'	E=479.74'
P.I. N 8627.98, E 1016.90	P.I. N 8624.54, E 958.10	P.I. N 8626.26, E 987.50

N.B. P.I. 474.96' R OF B.L. STA. 1153+05
S.B. P.I. 416.15' R OF B.L. STA. 1153+08.23
℄ P.I. 445.55' R OF B.L. STA. 1153+06.62

TRUE NORTH

PAUL & ANNA STANKEVIGUS

Note:- Sewer Pipe Along ℄ of Mall beneath Route 1348 to be laid to miss pier footings.

See Sheet No.

Meadow

Inv. El. 158.00 — 24" R.C.C.P. — N 8500

DR 50

Fee (1351 P394)

℄ Sta. 1150-10 Inv. El. 159.90

12" Sewer Pipe Opt. Inv. El. 157.50

DR 49 — 6" Elm 143.09

10" Elm

47°58'30"

14 Oak 16.06

℄ 1152+00

Hardwoods

12" Sewer Pipe Opt.

3" w. Birch 20.26

6" Elm 2.39

℄ A3=353°30'28" (T.N.)

℄ 1154+10 15" Oak 15.78

2'x2' Box Culvert

Inv. El. 158.00

Match Line

10" Elm 33.63

Fee (1351 P361)

℄ Sta. 1151+13.61 = Sta. 101+12.37 on Rte. 1348

Fee (1356 P393)

Bridge Plan #49A See Special Plans

Woods

For details of State Highway Route 144 see Sheet No. 86

Access Road — For Details see Sheet No. 86

B.M. #115 Elev. 170.59 Sta. 1151+53 N.W. Corner H/W Culvert on Highway 20' Right of Base Line

℄ 1155

DR 48

Inv. El. 155.50 — 15" Sewer Pipe Opt.

℄ A3=352°08'11" (T.N.)

24" Pine 37.65

℄ 1156+50

12" Hickory 6.11

4" Elm 28.75

E 500

N 9000

℄ 1156+00

Brush R.O.W.

℄ 1160+00

℄ A3=347°21'44" (T.N.)

DR 51

DR 52

Inv. El. 154.00

1160

15" Sewer Pipe Opt.

Inv. El. 153.50

30" Oak

36" Elm

24" R.C.C.P. Inv. El. 154.00

Pasture

Fee (1351 P394)

E 500

N 9500

PAUL & ANNA STANKEVIGUS

4" Poplar 127.70

2" Ash 76.29

DR 53

℄ 1165+00

1165

Thruway

℄ 1163+40

Inv. El. 149.01

18" Sewer Pipe Opt.

Match Line

B.M. #116 Elev. 167.76 Sta. 1160+00 Nail in Root of 36" Elm 36' Right of Base Line

B.M. #115½ Elev. 167.49 Sta. 1156+12 Nail in Root of 18" Pine 1' Right of Base Line

℄ State Highway Route 1348

Existing Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane

PC Sta. 1158+00 Elev. 162.00

PT Sta. 1162+00 Elev. 162.00

Theoretical Grade Line

-0.50%

-2.08%

1.32%

1.32%

12" Sewer Pipe Opt. 1.26%

12" Sewer Pipe Opt.

0.50%

15" Sewer Pipe Opt.

0.50%

15" Sewer Pipe Opt. 800' V.C. X=1.58'

18" Sewer Pipe Opt.

Sta. 1152+00 ℄ 24" R.C.C.P.

Sta. 1156+00

Sta. 1160+00 ℄ 24 R.C.C.P.

Sta. 1163+40

Elev. Ground Line Northbound Lane

Elev. Ground Line Southbound Lane

180 / 170 / 160

174.0 181.0 — 170.7 175.8 — 168.1 171.4 — 168.1 167.7 — 167.4 168.7 — 167.3 171.0 — 167.3 171.5 — 167.0 172.0 — 167.0 172.2 — 167.8 171.3 — 167.8 171.7 — 168.8 172.4 — 168.7 172.0 — 168.0 173.0 — 168.4 174.0 — 169.7 174.2

1 2 3 4 1155 6 7 5 9 1160 1 2 3

Prepared pursuant to the Thruway Law and recommended by

Engineer-District No. 1 — 8/27 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH. ST, NEW YORK 17, N.Y.

PLAN AND PROFILE-THRUWAY
STA. 1150+00 TO STA. 1165+00

MADE BY J.L.B DATE 7-31-52
TRACED BY W.B.L. DATE 7-31-52
CHECKED BY C.R.S DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS-ARCHITECTS
BY R. B. Nichols 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

PLATE 1-PLAN-PROFILE 9" x 11" STANDARD

ASSOC. CIVIL ENGR. — ASSIST DIST. ENGR. — PLAN NOTE BOOK — PLAN PLOTTED — PLACEMENT CHECKED — AS OF MAY CHECKED — PROFILE — NO. — BY — DATE

FED. RD DIV. I. D.	STATE	FED AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			79	99
CATSKILL SECTION					SUB. 6

79R

73

CURVE DATA

NORTHBOUND	SOUTHBOUND	CENTER LINE
R = 5315.92'	R = 5177.86'	R = 5288.92'
Δ = 47°03'51"	Δ = 47°03'51"	Δ = 47°03'51"
T = 2314.97'	T = 2254.846'	T = 2303.21'
L = 4366.63'	L = 4253.22'	L = 4344.54'
D = 1°04'40.13"	D = 1°06'23.59"	D = 1°04'59.94"
E = 482.19'	E = 469.667'	E = 479.74'
P.I. N 8627.98, E 1016.90	P.I. N 8624.54, E 958.10	P.I. N 8626.26, E 987.50

N.B. P.I. 474.96' R OF B.L. STA. 1153+05
S.B. P.I. 416.15' R OF B.L. STA. 1153+08.23
℄ P.I. 445.55' R OF B.L. STA. 1153+06.62

TRUE NORTH

PAUL & ANNA STANKEVICUS

Note:— Sewer Pipe Along ℄ of Mall beneath Route 1348 to be laid to miss pier footings.

See Sheet No. 78

Meadow

93.04' N.B. Sta. 1151+23.39 Lt. 1348 ℄ Bks. 37.83 N 8360.55 E 544.07

Inv. El. 158.00

24" R.C.C.P.

DR 120

22.7' Long Corner

Fee (W351 P394)

DR 50

DR 49

12" Sewer Pipe Opt.

6" Elm 125.05

Inv. El. 157.60

Hardwoods

12" Sewer Pipe Opt.

392° 3'W Birch 29.26

6" Elm 239.90

Δ2 = 353°30'28" (T.N.)

DR 48

DR 47

Inv. El. 155.80

403'

15" Sewer Pipe Opt.

Δ2 = 352°08'11" (T.N.)

14 Oak 19.80

12" Sewer Pipe Opt.

℄ 1154+00 18" Oak 16.78

℄ 1154+50

℄ 1155+00

℄ 1156+00

2'-2' Box Culvert

Inv. El. 158.00 7.74

Fee (W351 P367) 38.63

℄ Sta. 1151+19.61 = Sta. 101+28.7 on Rte. 1348

10" Elm 19.10

Fee (W336 P393)

Bridge Plan #49A See Special Plans

Woods

Match Line

For details of State Highway Route 144 see Sheet No. 80

Access Road — For Details see Sheet No. 76

B.M. #115 Elev. 170.59 Sta. 1151+53 N.W. Corner S/W Culvert on Highway 20' Right of Base Line

Meadow

N 9000

12" Hickory 6.61

11" Elm 28.10

E 500

Brush R.O.W.

30" Oak

36" Elm

DR 51

DR 52

Inv. El. 154.00

39

℄ 1160+00

1160

15" Sewer Pipe Opt.

340'

℄ Thruway

℄ 1163+40

Inv. El. 149.81

18" Sewer Pipe Opt.

344'

DR 53

℄ 1165+00

1165

4" Poplar 127.75

2" Ash 96.28

See Sheet No. 78

70' 24" R.C.C.P. Inv. El. 154.00 Pasture 153.97

Fee (W351 P394)

Match Line

N 9500

E 500

PAUL & ANNA STANKEVICUS

B.M. #115½ Elev. 167.49 Sta. 1156+12 Nail in Root of 18" Pine 1' Right of Base Line

B.M. #116 Elev. 167.76 Sta. 1160+00 Nail in Root of 36" Elm 36' Right of Base Line

---

Existing Ground Line ℄ of Northbound Lane

Existing Ground Line ℄ of Southbound Lane

℄ State Highway Route 1348

Sta. 1150+10

N.B. -5.022%

N.B. -4.8%

-0.50%

12" Sewer Pipe Opt. 1.26%

12" Sewer Pipe Opt.

Sta. 1152+00 ℄ 24" R.C.C.P.

-0.50%

Sta. 1156+00

S.B. PVC 1156+50 Elev. 164.69

Match Sta. 1156+00 Elev. 164.99

15" Sewer Pipe Opt.

0.50%

Sta. 1160+00.3 ℄ 24" R.C.C.P.

S.B. PVC 1160+50 Elev. 162.68

Match Sta. 1162+00 Elev. 162.09

S.B. PVC 1162+00 Elev. 162.00

15" Sewer Pipe Opt. 800' V.C. X=1.58'

1.32%

Theoretical Grade Line

18" Sewer Pipe Opt. 1.32%

Sta. 1163+40

S.B. PVC 1164+50 Elev. 159.54

180

170

160

1150 1151 1152 1153 1154 1155 1156 1157 1158 1159 1160 1161 1162 1163 1164 1165

170.7 175.0 169.7 169.4 168.7 168.7 167.4 169.9 167.9 169.0 167.8 169.2 167.3 171.3 167.6 171.4 168.8 172.2 168.7 172.0 169.0 172.0

MADE BY J.L.B. DATE 7-31-52
TRACED BY W.B.L. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS-ARCHITECTS
BY [signature] Vice Pres.
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
[signature]
Engineer, District No. 1
8/7, 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
221 E. 44TH ST. NEW YORK, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 1150+00 TO STA. 1165+00

PLATE 1-PLAN-PROFILE B. P. R. STANDARD
ROSENE SKETCHEN CO., Chicago-New York

Printed in U.S.A. by IMPERIAL Printing Corp.

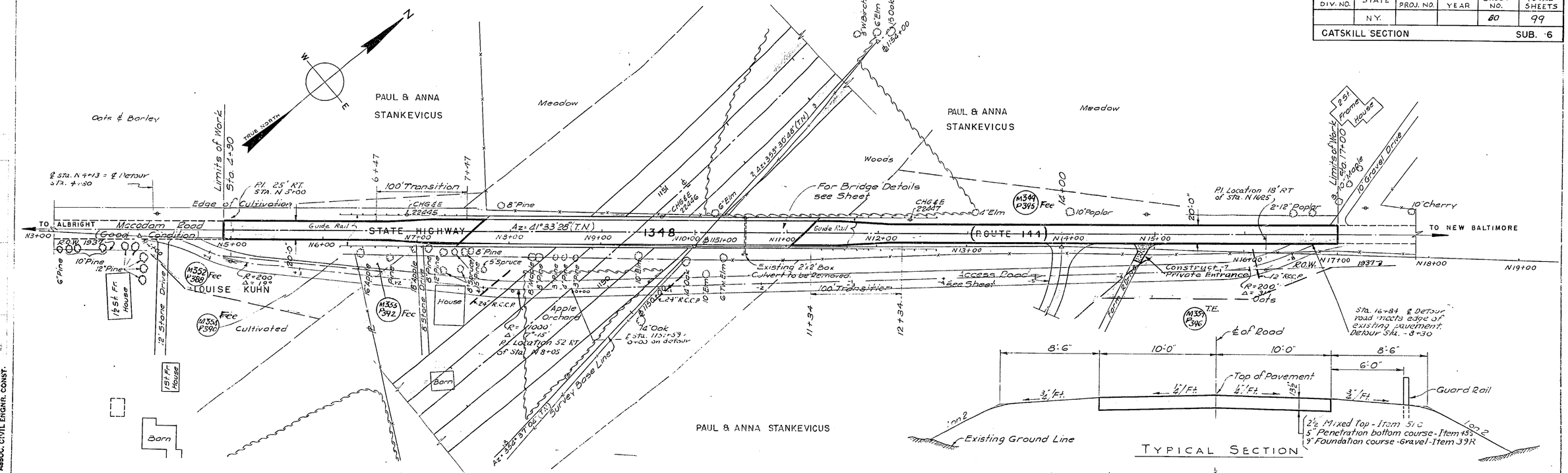
PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, NOTE BOOK, RT. OF WAY CHECKED, NO., BY, DATE

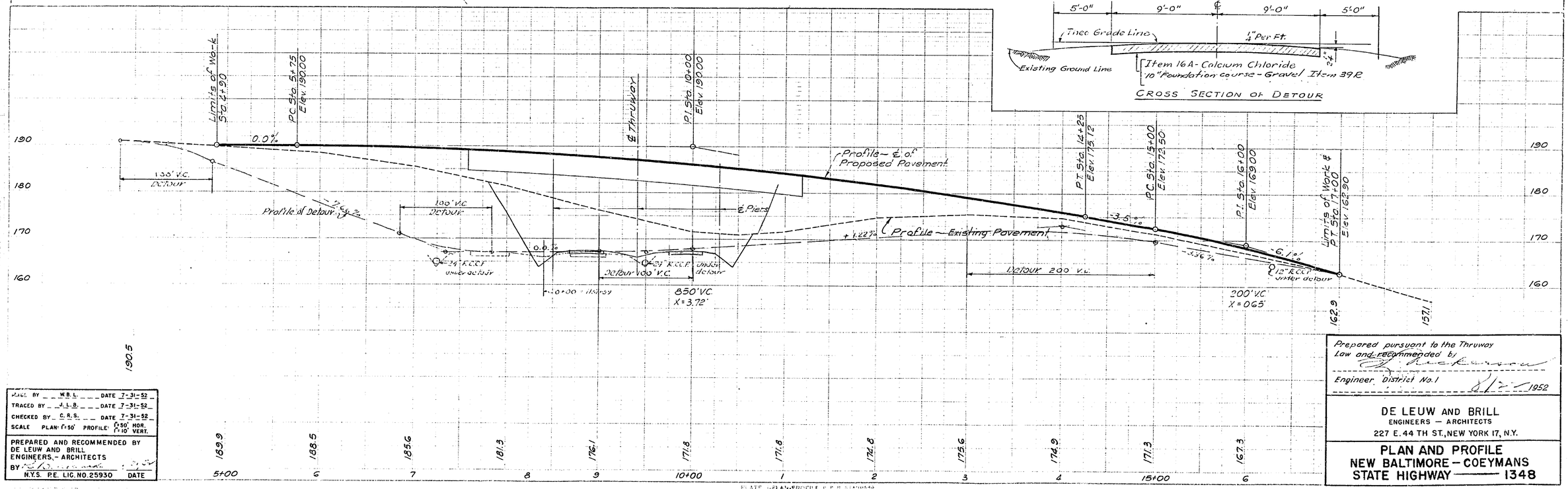
PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, NOTE BOOK, STRUCTURE NO. AT END, NO., BY, DATE

ASSOC. CIVIL ENGNR. ASSIST. DIST. ENGNR.

84

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			80	99
CATSKILL SECTION				SUB. 6	





PLAN BY W.B.L. DATE 7-31-52
TRACED BY J.L.B. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52
SCALE PLAN: 1"=50' PROFILE: 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS, - ARCHITECTS
BY _____
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
_____
Engineer, District No. 1 8/12/1952

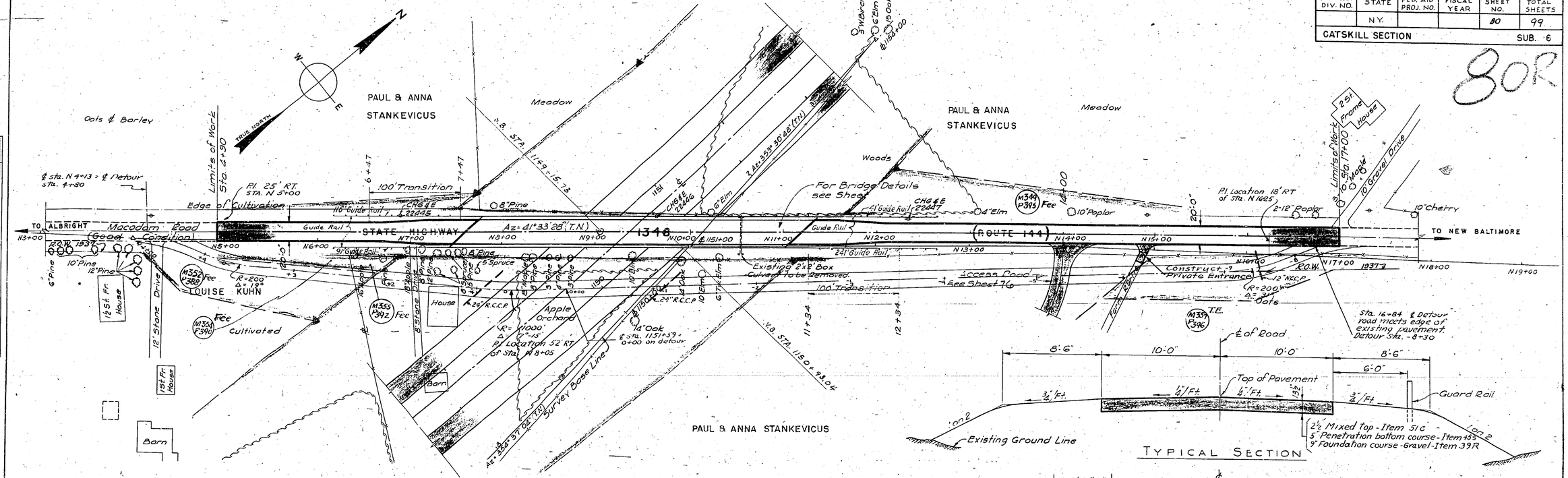
DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44 TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE
NEW BALTIMORE - COEYMANS
STATE HIGHWAY —— 1348

PLATE 1 - PLAN - PROFILE

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			80	99
CATSKILL SECTION				SUB. 6	

80R



PLAN — SURVEYED, PLOTTED, CHECKED, RT. OF WAY CHECKED — NOTE BOOK — NO. — BY — DATE

PROFILE — SURVEYED, PLOTTED, CHECKED, B.M.'S NOTED, STRUCTURE NOTATIONS CHKD — NOTE BOOK — NO. — BY — DATE

ASSOC. CIVIL ENGR'S. CONST.

ASSIST.

MADE BY K.B.L. DATE 7-31-52
TRACED BY J.L.B. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52
SCALE PLAN: 1"=50' PROFILE: 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS - ARCHITECTS
BY _____ DATE 8/1/52
N.Y.S. P.E. LIC. NO. 25930

Prepared pursuant to the Thruway Law and recommended by
_____ Engineer, District No. 1
8/2/1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44 TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE
NEW BALTIMORE — COEYMANS
STATE HIGHWAY ——— 1348

PLATE I-PLAN-PROFILE R. P. R. STANDARD

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EUGENE DIETZGEN CO., Chicago-New York

14

FED.RD DIV. NO.	STATE	FED.AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			81	99

CATSKILL SECTION . SUB. 6

CURVE DATA		
NORTHBOUND	SOUTHBOUND	CENTERLINE
R=5315.92'	R=5177.86'	R=5288.92'
D=1°04'40.13"	D=1°06'	D=1°04'59.94"
Δ=47°03'51"	Δ=47°03'51"	Δ=47°03'51"
T=2314.97'	T=2254.846'	T=2303.21'
L=4366.63'	L=4253.22'	L=4344.54'
E=482.19'	E=469.667'	E=479.74'

TRUE NORTH

30' to 20 to 30' Mall (Ult. Width)

30' Mall (Ult. Width)

JOHN STAGVILLE (OWNERS)

JOHN STAGVILLE

Meadow

Cultivated Field

Hedge Row

36" Maple

3" Chain 94.01

Stone Wall

Inv. El. 134.00

Tree 57.0 Ci

10000 N 00 W 00 E

See Sheet No.

M359 P398 Fee

M359 P398 Fee

S.B.P.T. Sta. 1174+33.18

N.B.P.T. Sta. 1175+09.99 (N 10692.80 W 29.51)

℄ P.T. Sta. 1174+37.90 (N 10660.59 W 53.89)

=S.B. Sta. 1174+69.63

Bk.

CHG ℄ E HS 60.72

For Details of Channel Relocation - See Sheet No.

N. 10922.37 W. 176.46

Station Equation
Sta. 1177+58.89 on ℄ =
Sta. 1177+76.00 on ℄

Bridge No. 56 A
See special Plans
105°47'00"

Guide Rail

10" Elm 7.0 Ci

4" Locust 34.64

6" Maple 9.8

4" Sumack 7.8

3" Ash 7.8

5" Ash 13.95

9" Elm 76.83

Inv. El. 131.50

Sta 1179+22.8 P.S. 100

Sta 1180+46

48°00'30"

Sta 1180+00

Sta. 1175+76

Sta. 1175+20

Inv. El. 131.50

1165

1170

1175

Ag. 339°12'37" (T.N.)

Ag. 334°40'13" (T.N.)

Ag. 332°47'11" (T.N.)

Ag. 332°44'57" (T.N.)

Sta. 1173+35

℄ 1175+84

16" Sewer Pipe Opt.

Inv. El. 142.00

℄ 1166+80

DR. 54

℄ 1170 Survey Base Line

℄ of Thruway

1170

℄ 1171+80 Inv El 133.50

10" Apple 22.82

12" Apple 22.73

8" Apple 30.60

24" R.C.C.P.

DR. 56

8" Apple 9.77

Inv. El. 131.00

24" R.C.C.P.

Inv. El. 140.00

24" R.C.C.P.

Inv. El. 133.00

Orchard

Match Line

℄ Fence

Edge of Cultivation

M359 P397 Fee

M360 P399 P.E.

Meadow

WILLIAM HOTALING ESTATE

500 E 10000 N

B.M. #117 Elev. 139.07 Sta. 1170+50 Nail in side of 12" Butternut 70' Left of Base Line

CHG ℄ E 56.10

Portion of 9' gravel road between turnarounds 2'-6" to be abandoned.

9' GRAVEL TOWN ROAD

Woods Hardwoods

M358 P405 Fee

M358 P405

M360 P424

WILLIAM HOTALING ESTATE

M361 P430

M362 P412

M361 P400 TE

M362 P401 TE

Nec. 0.0

Pipe 48

6 Ash 24.72

10 Elm 27.58 6.30

HANNACROIX CREEK

00 W 00 E 11000 N

SIDNEY & MARIE HANNIBAL

B.M. #117½ Elev. 133.33 Sta. 1177+56 Nail in Root of 20" Oak 40 Right of Base Line

B.M. #118 Elev. 131.15 Sta. 1179+35 Nail in Root of 36" Elm 25' Right of Base Line

Match Line

See Sheet No.

P.S. 100

P.S. 420

Inv. El. 131.03

4" Elm 30.05

3" Ash 11.31

4" Elm 24.21

24" R.C.C.P.

P6

P7

P8+00

Proposed ℄ Hannacroix Creek Sta. 1178+54.00

P.C. Sta. 1170+00 Elev. 145.40

P.I. Sta. 1177+00 Elev. 130.84

-2.08%

+2.68%

1400' V.C. X=8.55'

Theoretical Grade Line

Existing Ground Line ℄ Northbound Lane.

Existing Ground Line ℄ Southbound Lane

Sta. 1166+80 2-24" R.C.C.P.

Sta. 1172+00 2-24" R.C.C.P.

Sta. 1175+84 2-24" R.C.C.P.

Sta. 1180+00 2-24" R.C.C.P.

Elev. Ground Line ℄ Northbound Lane

Elev. Ground Line ℄ Southbound Lane

165.7 174.2 160.3 164.1 160.4 167.8 159.1 166.2 159.2 166.3 159.4 165.1 159.8 165.0 159.2 163.8 159.0 165.0 159.1 163.9 159.0 164.9 159.4 165.2 159.8 165.0 159.8 166.0 132.3 132.4 128.2 128.2

6 7 8 9 1170 1 2 3 4 1175 6 7 8

ASSOC. CIVIL ENGNR. COAST

ASSIST. DIST. ENGNR.

PLAN: SURVEYED / PLOTTED
NOTE BOOK: ALIGNMENT CHECKED / RIT OF WAY CHECKED
NO

DATE

MADE BY J.L.B. DATE 7-21-52
TRACED BY W.S.L. DATE 7-31-52
CHECKED BY C.A.S. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMEND BY DE LEUW AND BRILL ENGINEERS - ARCHITECTS
BY A. J. Richards 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
Engineer, District No. 1 8/22/1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E. 44TH ST. NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 1165+00 TO STA. 1180+50

PLATE - PLAN-PROFILE A. P. H. STANDARD
EUGENE DIETZGEN CO. LITHO. U.S.A.

14

FED. RD DIV. NO.	STATE	FED. AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			81	99

CATSKILL SECTION SUB. 6

CURVE DATA			
NORTHBOUND	SOUTHBOUND	CENTERLINE	
R=5315.92'	R=5177.86'	R=5288.92'	
D=1°04'40.13"	D=1°06'	D=1°04'59.94"	
Δ=47°03'51"	Δ=47°03'51"	Δ=47°03'51"	47°05'00"
T=2314.97'	T=2254.846'	T=2303.21'	2304.26'
L=4366.63'	L=4253.22'	L=4344.54'	4346.23'
E=482.19'	E=469.667'	E=479.74'	

Δ=47°05'00" Δ=47°06'15"
R=5359.32' R=5221.22
D=1°04'05.76" D=1°05'50.56"
L=4404.01' L=4292.42
T=2331.93 T=2275.99

TRUE NORTH

30' to 20 to 30' Mall (Ult. Width)

30' Mall (Ult. Width)

JOHN STAGVILLE (OWNERS)

JOHN STAGVILLE

Cultivated Field

Meadow

100 W 00 E 10000 N

See Sheet No. 82

Hedge Row

36" Maple

3" Cherry 94.01

Stone Wall

Inv. El. ~~134.00~~ 133.10

DR 55

100 W 00 E 10200 N

Tree 57.61

S.B.P.T. 1174+33.18

S.B.P.T. 1174+52.09

N.B.P.T. Sta. 1174+87.14

N.B.P.T. Sta. 1175+09.99 (N 10680.59 W 63.89)

S.B.P.T. Sta. 1174+85.43

N.10922.37 W.176.46

Station Equation
Sta. 1177+58.89 on ℄
Sta. 1177+76.00 on ℄

For Details of Channel Relocation ~ See Sheet No. 82

Guide Rail

Bridge No. 56A See special Plans

105°47'00"

4" Locust 34.84

8" Maple 15.40

8" Sassafras 15.40

2" Maple 9.98

Inv. El. 131.58

Inv. El. 131.00

8" Ash 3.41

8" Apple 30

Apple 30

Sta. 1177+05

Sta. 1176+05

Sta. 1175+20

Sta. 1175+84

℄ 1175+84

℄ 1173+35

℄ 1171+80 Inv. El. 133.50

℄ 1170 Survey Base Line

℄ of Thruway

1170

1165

1175

Inv. El. 131.50

Inv. El. ~~142.00~~

℄ 1166+80

18" Sewer Pipe Opt.

DR 54

121.41

A3°339°12'37" (T.N.)

A3°332°40'13" (T.N.)

A3°332°47'11" (T.N.)

8' 24" R.C.C.P. Inv. El. ~~140.00~~ 138.25

24" R.C.C.P. Inv. El. ~~133.00~~ 132.60

10" Apple 22.85

12" Apple 28.73

8" Apple 30.60

3" Elm 76.63

30" Assawood 16.63 Guide Rail

24" R.C.C.P.

DR 56

Sta. 1178+34 ℄ Sto. 0100 N.10989.29 W 210.38

Portion of 3 gravel road between turnarounds to be abandoned.

8" Apple 27.77

Inv. El. 131.00

3 GRAVEL TOWN ROAD

Woods Hardwoods

Rec. O.D.

WILLIAM HOTALING ESTATE

JOHN STAGVILLE

4" Elm 36.58

8" Ash 7.78

4" Elm

Inv. El. 131.00

Pioneer

8 Ash 24.72

10" Elm 2 Trees 9.32

ANNA CROIX

SIDNEY & MARIE HANNIBAL

Fee

Orchard

Meadow

Edge of Cultivation

Match Line

Match Line

℄ fence

WILLIAM HOTALING ESTATE

Cultivated Field

500 E 10000 N

M359 P398

M358 P397

M360 P399

M359 P405

M358 P403

M360 P429

M360 P430

M360 P412

M360 P300

M360 P401

M360 P402

CHG & E 56012

CHG & E 56010

B.M.#117 Elev. 139.07 Sta. 1170+50 Nail in side of 12" Butternut 70' Left of Base Line

B.M.#117a Elev. 133.38 Sta. 1177+56 Nail in Root of 40" Oak 40' Right of Base Line

B.M.#118 Elev. 131.15 Sta. 1179+35 Nail in Root of 36" Elm 25' Right of Base Line

PROFILE

Elev. Ground Line ℄ Northbound Lane

Elev. Ground Line ℄ Southbound Lane

18" Sewer Pipe Opt. 132.4

Sta. 1166+80 8' 24" R.C.C.P.

Existing Ground Line ℄ Northbound Lane.

Existing Ground Line ℄ Southbound Lane

Sta. 1172+00 8' 24" R.C.C.P.

Sta. 1176+84 8' 24" R.C.C.P.

Theoretical Grade Line

S.B. +2.81%

N.B. -2.00%

N.B. -2.17%

S.B. -1.61%

P.C. Sta. 1169+00 Elev. 145.60

P.T. Sta. 1171+34.38 Elev. 141.38

P.C. Sta. 1177+00 Elev. 136.84

P.T. Sta. 1178+34.00 Elev. 136.68

Proposed 8' Thruway Grade Sta. 1178+34.00

Sta. 1180+00 8' 24" R.C.C.P.

1400' V.C. X=8.55'

160 150 140 130

1691 1742 1691 1742 1691 1742 1691 1742 1691 1742 1691 1742 1691 1742 1691 1742 1691 1742

1691 1742 1691 1742 1691 1742 1691 1742 1691 1742 1691 1742 1691 1742 1691 1742 1691 1742

1691 1742 1691 1742 1691 1742 1691 1742 1691 1742 1691 1742 1691 1742 1691 1742 1691 1742

1691 1742 1691 1742 1691 1742 1691 1742 1691 1742 1691 1742 1691 1742 1691 1742 1691 1742

6 7 8 9 1170 1 2 3 4 1175 6 7 8

MADE BY W.L.B. DATE 7-31-52
TRACED BY W.B.L. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMEND BY DE LEUW AND BRILL ENGINEERS-ARCHITECTS
BY [signature] 7/31/52
NYS. P.E. LIC. NO. 29930 DATE

Prepared pursuant to the Thruway Law and recommended by [signature] Engineer-in-Charge, District No. 1 8/27 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
221 E. 46TH ST. NEW YORK 17, N.Y.

PLAN AND PROFILE-THRUWAY
STA. 1165+00 TO STA. 1180+50

PLATE 1-PLAN-PROFILE B. P. R. STANDARD
EUGENE DIETZGEN CO., Chicago-New York

Printed in U.S.A. On INTERNATIONAL Printing Cloth

PLAN: SURVEYED, PLOTTED, NOTE BOOK, NO., DATE, BY, CHECKED, ALIGNMENT CHECKED, R.M.'s NOTED, RT. OF WAY CHECKED, STRUCTURE NOTATIONS CHKD

PROFILE: SURVEYED, PLOTTED, NOTE BOOK, NO., DATE, BY, CHECKED, R.M.'s NOTED, STRUCTURE NOTATIONS CHKD

ASSOC. CIVIL ENGINEER

ASSIST. DIST. ENGINEER

FED. RD DIV. NO.	STATE	FED. AID PROJ. NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
	N.Y.			82	99
CATSKILL SECTION					SUB. 6

37

N
W
E
TRUE NORTH

18" Basswood 63.5'
Slough
M368 P411 Fee
18" Maple 20.90
10" Elm 1.61
5" Ash 9.21
Δ at 332°-5'-49" (Tan.)
℄ 1179+24 At 333°-07'-07" Tan.
Guide Rail
M362 P410 TE
M366 P409 PE
HANNACROIX CREEK
Guide Rail
5" Ash 13.82
3" Ash 7.14
6" Maple 4.58
Sta. 1178+36.2
Sta. 0+00
M361 P430 TE
M359 P103 Fee
M360 P429 Fee
M339 P105 Fee
-2+50
-2
-1
1
2
3+00
A+00
90°
M365 P406 PE.
M364 P407 PE
M357 P408 Fee
M363 P402 Fee
3" Elm 16.03
Sugar 9.58
3" Locust 24.98
Guide Rail
See Sheet No. for Structural Details
36" Basswood
Construct Turnaround Exact location to be determined in field
M364 P404 Fee
M359 P398 Fee
SURVEY BASE LINE ℄ THRUWAY
B.M. #118 Elev. 131.15 Sta. 1179+35 Nail in Root of 36" Elm 25' Right of Base Line

Note:- Existing Channel North of New Channel shall be filled as shown to existing ground elevation and as directed by the engineer.

R. 1225'
HANNACROIX CREEK
Existing channel to remain
M362 P400 TE.
M360 P401 TE.
HANNACROIX CREEK
Existing channel to be filled to here
Channel Relocation Sta. 1179+34

Existing Ground Line
1:2
1:2
1.0'
25'
25'

TYPICAL CROSS SECTION OF PROPOSED CHANNEL
Scale 1"=20'

El. 140.20
H.W. 133.5
El. 121.3

SECTION "A-A"
Scale: 1"=20'

Existing Ground Line
Profile along ℄ of Proposed Channel Relocation
-1.16% ↓
Approx ℄ of Existing Creek

	4	3	2	1	0	1	2	3	4	5	6	7
Elev. Existing Ground	130.5	131.0	135.8	135.6	132.0	134.2	125.2	140.3	141.7	139.6	136.1	

140
130
120

Prepared pursuant to the Thruway Law and recommended by
Engineer District No. 1
8/22 1952

DE LEUW AND BRILL
ENGINEER — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE
CHANNEL RELOCATION
HANNACROIX CREEK

MADE BY	W.L.B. DATE 7-31-52
TRACED BY	J.L.B. DATE 7-31-52
CHECKED BY	C.R.S. DATE 7-31-52
SCALE	PLAN 1"=50' PROFILE: 1"=50' HOR. 1"=10' VERT.

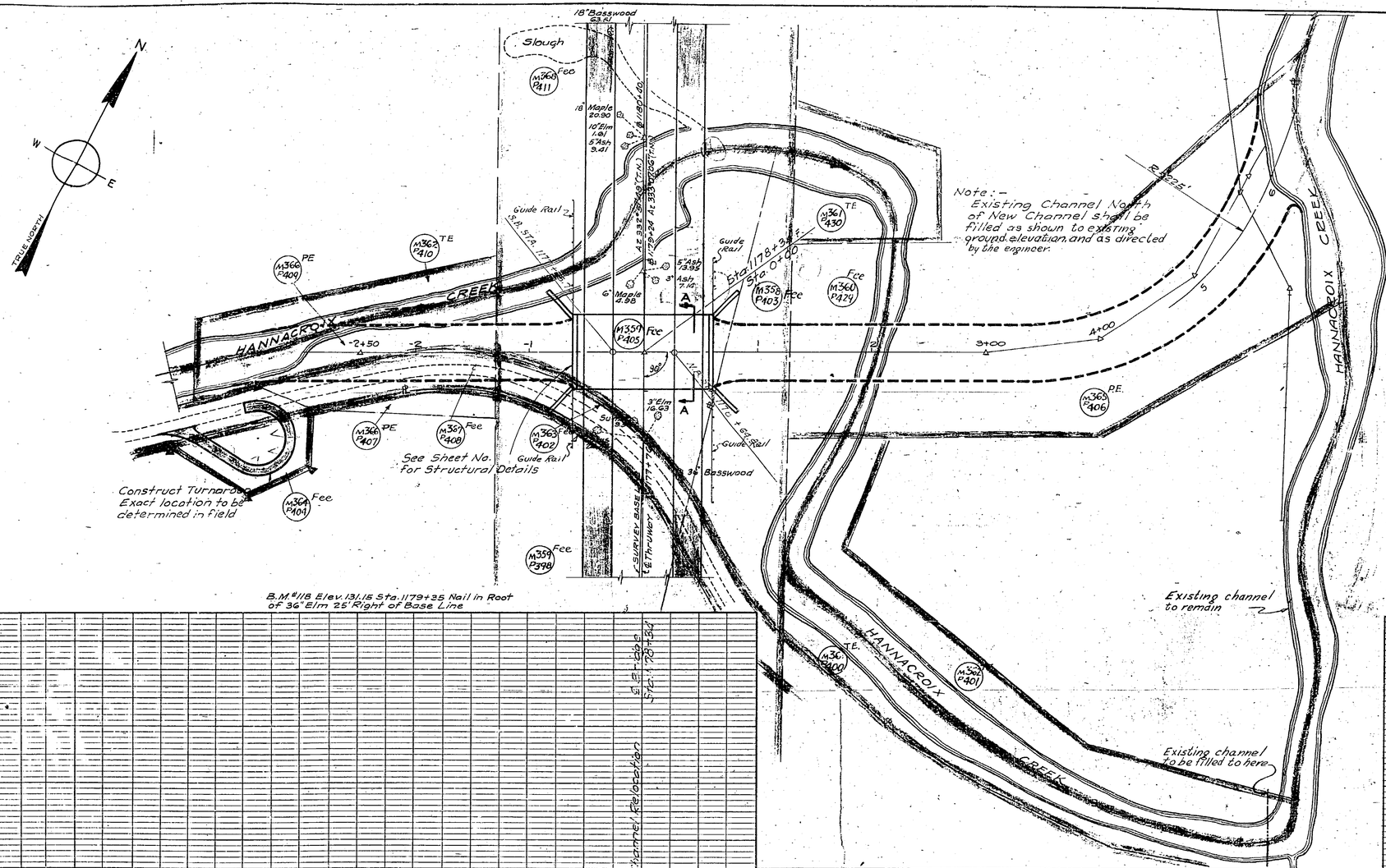
PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS—ARCHITECTS
BY _____ 7/31/52
N.Y.S. P.E. LIC. NO 25930 DATE

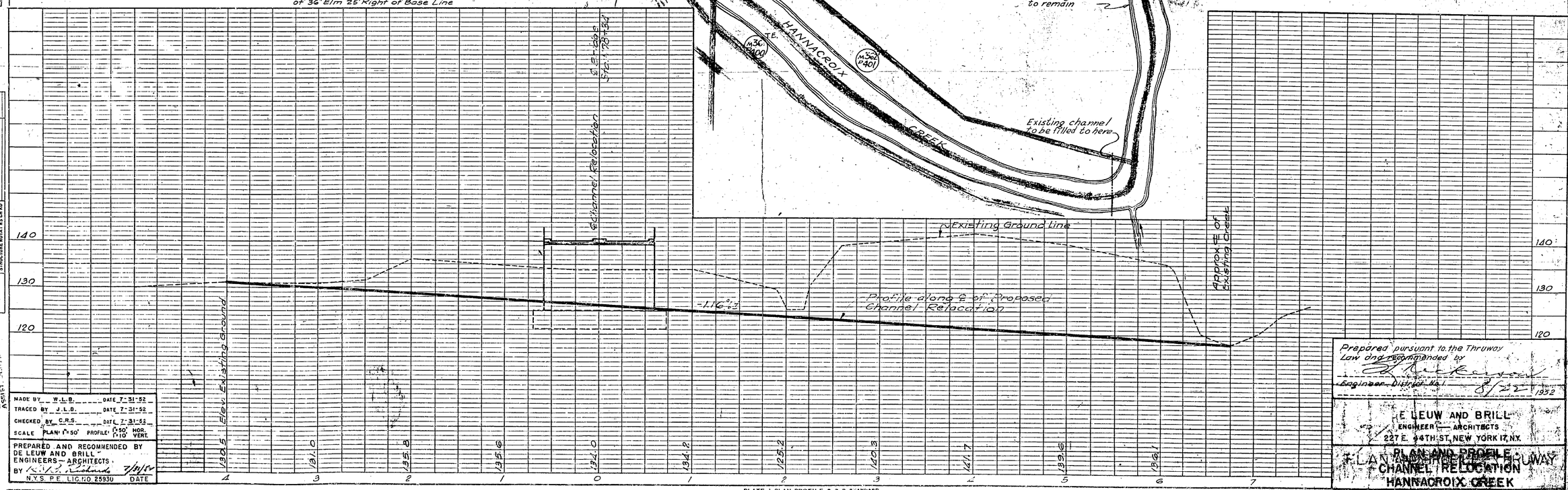
PLATE 1-PLAN-PROFILE

FED. RD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO	TOTAL SHEETS
	N.Y.			82	99

CATSKILL SECTION SUB. 6

82R





PLAN | SURVEYED | PLOTTED | ALIGNMENT CHECKED | RE-STAKE MAT CHECKED | NOTE BOOK | NO. | BY | DATE

PROFILE | SURVEYED | PLOTTED | PROFILE CHECKED | B.M.'s NOTED | STRUCTURE NOTAT'NS CH'KD | NOTE BOOK | NO. | BY | DATE

ASSOC. CIVIL ENGIN. ASSIST. DIST. ENGINR.

MADE BY W.L.B. DATE 7-31-52
TRACED BY J.L.D. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS—ARCHITECTS
BY R. L. Brill 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
Engineer, District No. 1 8/22-1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST. NEW YORK 17, N.Y.

PLAN AND PROFILE THRUWAY CHANNEL RELOCATION HANNACROIX CREEK

PLATE 1-PLAN-PROFILE B. P. R. STANDARD

Printed in U.S.A. On IMPERIAL Tracing Cloth

EUGENE DIETZGEN CO., Chicago New York

FED. RD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			88	99
CATSKILL SECTION				SUB. - 6	

TRUE NORTH

SIDNEY AND MARIE HANNIBAL

Scattered Apple Trees

Brush

Woods

Slough

See Sheet No.

Match Line

18" Basswood 6.35

2" Poplar 17.03

2" Basswood 9.45

Survey Base Line

℄ AZ. 333°07'06"

℄ Thruway

1300 N

500 W

12" Apple 21.80

12" Apple 12.28

10" Poplar 11.22

7" Hemlock 9.84

10" Hemlock 11.00

10" Hemlock 9.36

6" Elm 21.17

4" Elm 7.12

6" Birch 10.62

12" Sewer Pipe Opt.

Inv. El. 147.50

Inv. El. 154.50

℄ 1185

℄ Sta. 1187+50

℄ Sta. 1188+80

Sta. 1188+41.8

Inv. El. 161.00

℄ 1190

Sta. 1189+85 P.O.T.

Part of 11 91.00 ft. x 333°13'15" (T.N.)

10 Hemlock 15.21

7" Hemlock 13.56

30" Oak 36.06

30" Oak 28.86

5" Maple 12.85

2" Oak 9.32

4" Maple 11.60

Draw 3' Wide at Bottom

Nec. I.D.

Inv. El. 154.00

Draw 2' Wide at Bottom

Inv. El. 142.50

6"-18" Hardwood & Hemlock

24" R.C.C.P.

Fee

Liber 368 Pg 11

1000 W

12000 N

Woods

Inv. El. 167.00

24" R.C.C.P.

6" Maple 9.39

14" Pine 7.18

Inv. El. 166.50

℄ Sta. 1194+32

Side Hill Swamp

Inv. El. 166.00

Nec. O.D.

Draw 5' Wide at Bottom

2" Stream

24" R.C.C.P. Exact limits and Inv. El. To be determined in the field.

Berm 80 ft. wide to be constructed right of Sta. 1188+30 to right of Sta. 1191+50 as directed by the engineer.

℄ Sta. 1188+23.88 (120' E) 12± L to ℄ Sta. 1188+41.00

12000 N

Inv. Elev. to be determined in field

B.M. #119 Elev. 141.07 Sta. 1189+60 Nail in Side of 30" Beech 40' Right of Base Line

B.M. #119½ Elev. 193.14 Sta. 1194+50 Nail in Side of 15" Butternut 20' Right of Base Line

SYDNEY AND MARIE HANNIBAL

Elev. Ground Line ℄ Northbound Lane

Elev. Ground Line ℄ Southbound Lane

Existing Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane

P.T. Sta. 1184+00 Elev. 150.50

℄ Sta. 1189+80

P.C. Sta. 1190+50 Elev. 168.75

Theoretical Grade Line

+2.808% No. Bd.

+2.135% So. Bd.

12" Sewer Pipe Opt. 2.80%

3.20% 12" Sewer Pipe Opt.

Sta. 1188+90 ℄ 24" R.C.C.P.

18" Sewer Pipe Opt.

Sta. 1194+32 ℄ 24" R.C.C.P.

	1	2	3	4	1185	6	7	8	9	1190	1	2	3
	143.1 / 134.0	144.5 / 136.2	146.5 / 145.4	152.2 / 147.2	160.2 / 152.2	171.1 / 170.5	165.4 / 160.2	139.2 / 151.0	134.1 / 149.2	137.2 / 162.3	147.2 / 174.5	145.5 / 179.0	179.3 / 186.2

MADE BY	J.L.B.	DATE	7-31-52
TRACED BY	W.B.L.	DATE	7-31-52
CHECKED BY	C.R.S.	DATE	7-31-52

SCALE PLAN: 1"=50' PROFILE: 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS-ARCHITECTS

BY _____ 7/31/52

N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by

_____ Engineer District No. 1 _____ 1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE-THRUWAY
STA. 1180+50 TO STA. 1195+00

PLATE 1-PLAN-PROFILE

PLAN: SURVEYED / PLOTTED / CONTENT CHECKED / ST. OF WAY CHECKED / NO / DATE

ASSOC. CIVIL ENGNR. CONST.

ASSIST. DIST. ENGR.

FED. RD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			83	99
CATSKILL SECTION				SUB. 6	

83R

TRUE NORTH

SIDNEY AND MARIE HANNIBAL

SIDNEY AND MARIE HANNIBAL

SYDNEY AND MARIE HANNIBAL

See Sheet No.

Match Line

Scattered Apple Trees

Brush

Woods

6'-18' Hardwood & Hemlock

Slough

D.I. TYPE A

8' Concrete Gutter

Concrete Gutter

77'

1000' W.

1200' N.

Fee

Nec. I.D. 5'

Inv. El. 154.00

Drow 3' Wide at Bottom

Inv. El. 142.50

Drow 2' Wide at Bottom

452' (Underdrain)

Inv. El. 167.00 Sta. 1193+52

24" R.C.C.P.

Survey Base Line

℄ AZ. 333°07'06"

℄ Sta. 1189+80

℄ 1185

℄ 1190

Inv. El. 147.50 @ Thruway

12" Sewer Pipe Opt.

Inv. El. 154.50

Inv. El. 167.00

Inv. El. 166.50 ℄ Sta. 1194+32

Drow 5' Wide at Bottom

Side Hill Swamp

Nec. O.D.

2'-St. Drain

Exact limits and Inv. El. to be determined in the field.

Berm 80 ft. wide to be constructed right of Sta. 1188+00 to right of Sta. 1191+50 as directed by the engineer.

℄ Sta. 1188+23.88 (120' E. of ℄ Sta. 1188+41.00)

500' W.

Inv. Elev. to be determined in the field

B.M. #119 Elev. 141.07 Sta. 1183+50 Nail in Side of 30" Beech 20' Right of Base Line

B.M. #119½ Elev. 193.14 Sta. 1194+50 Nail in Side of 15" Butternut 20' Right of Base Line

Existing Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane

Theoretical Grade Line +3.80% to No. Bd. +2.13% to So. Bd.

3.20%

12" Sewer Pipe Opt. 2.80%

S.B. P.V.T. Sta. 1184+00 Elev. 150.32

S.B. P.V.T. Sta. 1187+81 Elev. 150.32

S.B. P.V.C. Sta. 1189+50 Elev. 167.92

N.B. P.V.C. Sta. 1190+50 Elev. 168.06

S.B. P.V.T. Sta. 1193+50 Elev. 163.31

1100 V.C. E = 5.39

Sta. 1188+90 ℄ 24" R.C.C.P.

Sta. 1194+32 ℄ 24" R.C.C.P.

1340 1345 1342 1345 1365 1354 1322 1327 1302 1322 1171 1205 1654 1602 1392 1510 1321 1392 1372 1423 1472 1445 1655 1790 1792 1866

1 2 3 4 1185 6 7 8 9 1190 1 2 3

120 130 140 150 160 170 180 190

MADE BY J.L.B. DATE 7-31-52

TRACED BY W.B.L. DATE 7-31-52

CHECKED BY C.R.S. DATE 7-31-52

SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS-ARCHITECTS

BY [signature] 8/21/52

N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by

[signature]

Engineer District No. 1 8/21 1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E. 44 TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY

STA. 1180+50 TO STA. 1195+00

PLATE 1-PLAN-PROFILE U. P. R. STANDARD

EUGENE DIETZGEN CO. Chicago New York

Printed in U.S.A.

PLAN: SURVEYED, PLOTTED, DRAWN, TRACED, NOTE BOOK, NO., BY, DATE, ALIGNMENT CHECKED, RT. OF WAY CHECKED.

PROFILE: SURVEYED, PLOTTED, DRAWN, TRACED, NOTE BOOK, NO., BY, DATE, ALIGNMENT CHECKED, STRUCTURE NOTATIONS CHKD

ASSOC. CIVIL ENGINEER

ASSIST. ENGINEER

FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			84	99
CATSKILL SECTION					SUB. 6

716

PLAN — SURVEYED / PLOTTED / ASSOC. CIVIL ENGINEER, CONST. — DATE / BY / NO.

For Paving Details See Sheet No.

See Sheet No.

Station Equation
Sta. 1197+32.88 on ℄ = N 12682.99 W 1068.96
Sta. 1197+50.00 on ℄

TRUE NORTH

CLIFTON PEMBERTON

Sta 12+03.39 ℄ of Roadway = Sta. 1197+73 ℄ of Thruway

TO AQUETUCK

Aquetuck Road

Brush

Woods

Fee

M 371 P 414

Nec. T.D.

Inv. El. 165.00

Inv. El. 156.00

Pasture — Brush

℄ P.I. N 13556.13 W 1511.58

Inv. El. 160.20 Stream Relocation

Approx. Creek Locations to Fork

℄ Thruway

Inv. El. 16700 ℄ 1206+00

Inv. El. 17000 ℄ 1201+75

Inv. El. 166+00

Nec. O.D.

Inv. El. 158.00

Inv. El. 150.00

Inv. El. 147.00

Inv. El. 156.00

Survey Base Line

℄ Bearings: Az = 345°58'48" (T.N.)

Bridge No. 61A See special plans

SYDNEY L. & MARIE HANNIBAL

Match Line

TO NEW BALTIMORE

New Baltimore — Tory Road

℄ Macedon Road

M 372 P 415

M 369 P 412

M 370 P 413

M 373 P 416

M 368 P 411

M 371 P 421

P.C. Sta. 1198+75.08 (1142' W) ℄ L

Sta. 1198+91.74
N 12809.82
W 1133.25

Meadow (Poor)

CURVE DATA ON C.L.

R = 4583.66'
D = 1°15'
Δ = 41°22'50"
T = 1731.13'
L = 3310.44'
E = 316.00'

B.M. #120 Elev. 162.59 Sta. 1198+10 Nail in Base of Tel. Pole 2' Right of Base Line.

B.M. #121 Elev. 162.30 Sta. 1208+40 Nail in Root of 20" Elm 40' Left of Base Line.

Sta. 1196+50

Sta. 1200+95 ℄ 24" R.C.C.P.

Sta. 1201+75 ℄ 24" R.C.C.P.

Sta. 1205+35 ℄ 30" R.C.C.P.

Sta. 1206+00 ℄ 24" R.C.C.P.

Sta. 1208+45 ℄ 36" R.C.C.P.

P.I. Sta. 1196+00 Elev. 182.20

P.T. Sta. 1197+73 New Baltimore to Aquetuck Rd.

P.T. Sta. 1201+50 Elev. 177.11

P.C. Sta. 1202+50 Elev. 176.53

P.I. Sta. 1207+50 Elev. 170.63

+2.80% -1.18% +2.60%

12" Sewer Pipe Opt. 2.62%

1100' V.C. X=5.48'

1000' V.C. X=4.723'

Existing Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane

Theoretical Grade Line

℄ Profile-Stream Relocation

Elev. Ground Line ℄ Northbound Lane

Elev. Ground Line ℄ Southbound Lane

| | | | | |

FED ROAD DIV. NO.	STATE	FED AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			84	99

CATSKILL SECTION SUB.-6

84R

TRUE NORTH

For Paving Details See Sheet No. 85

Station Equation
Sta. 1197+32.88 on ℄
= Sta. 1197+50.00 on ℄

N 12682.99
W 1068.96

Sta 1197+03.39 ℄ of Roadway =
Sta. 1197+19.39 ℄ of Thruway

Aquetuck Road

TO AQUETUCK

See Sheet No.

CLIFTON PEMBERTON

Woods Fee W37 P419

Brush

30" Pine

8" Twin Elm

5" Elm

Nec. I.D.

Inv. El. 165.00
164.56

Fee W371 P417

Inv. El. 172.00
℄ 1196+33
Sta 1196+33.41 (T.N.)
Az = 333°06'41" (T.N.)

Sta. 1195+97

165'

12500 N

100' W

Sta. 1197+46.96 = 85.39 Ahead

Sta. 1197+46.96 = 85.39 Back

Sta. 1195+19.20

14" Pine 7.13

6" Maple 3.33

24" Cherry 16.65

12" Sewer Pipe Opn.

18" Pine 13.76

4" Ash 24 Dead 18.31

CHGE 24C94 E

5" Elm 39.85

Tree 7.78

5" Elm 21.47

10" Cherry

10" Elm

℄ 1200

1200

℄ 1200+00 Az = 337°43'35" (T.N.)

Inv. El. 169.00
℄ 1201+75

169.75

151'

63.25'

24" R.C.C.P.

Inv. El. 166+00
Nec. O.D.
Inv. El. 158.00
154.92

164.06

W.B.R.C. 1199+02.46

S.B.R.C. 1198+73.60

Inv. El. 165.00
164.56

154.33
Inv. El. 156.00

℄ Ravine

DR 65

6" Cherry 26.36

1205

℄ 1205

℄ Survey Base Line

℄ Bk. Az = 345°58'45" (T.N.)

℄ 2074.70

30" R.C.C.P.

Inv. El. 150.00
142.96

DR 66

24" R.C.C.P.

Nec. O.D.

Inv. El. 147.00
143.95

Pasture — Brush

1500 W

℄ P.I. N 13556.13 W 1511.58

13500 N

℄ Thruway

Inv. El. 167.00
℄ 1206+00

156.80

156.95

Inv. El. 160.20 Stream Relocation

Approx. Creek Locations to Fork

DR 67

DR 68

2" Cedar 26.36

2" Culvert

6" Elm 10.29

36" R.C.C.P.

2" Oak 15.86

2" Cedar 18.48

2" Oak 13.26

5" Elm 24.65

2" Cedar 8.99

℄ 1210+00

Inv. El. 156.00
152.62

3" Stream

Nec. O.D.

PE W374 P421

Woods

Match Line

Fee W373 P416

Fee W372 P415

Fee W371 P413

Fee W369 P412

Bridge No. 61A
See special Plans

SYDNEY L. & MARIE HANNIBAL

TO NEW BALTIMORE

℄ New Baltimore Athens Turnpike Road

W. Macadam 24'-0"

Elm

CHGE 24C94 E

℄ P.C. Sta 1198+73.60
Elev. 165.00

Sta 1193+97.46

Sta 1198+73.60 = 1202.42 W 21.42 ℄

12.26

N 12303.82
W 1133.25

Meadow (Poor)

3000 N

1000 W

CLIFTON PEMBERTON

CURVE DATA ON C.L.

R = 4583.66'
D = 1°15'
Δ = 41°22'50"
T = 1731.13'
L = 3310.44'
E = 316.00'

CURVE DATA

N.B.	S.B.
Δ = 41°23'30"	Δ = 41°23'30"
R = 4556.66	R = 4610.66
L = 3291.87	L = 3330.84
T = 1721.14	T = 1741.84
D = 1°15' 26.76"	D = 1°14'38.74"

B.M.#120 Elev. 162.59 Sta 1198+10 Nail in Base of Tel. Pole 2' Right of Base Line.

B.M.#121 Elev. 162.30 Sta. 1208+40 Nail in Root of 20" Elm 40' Left of Base Line.

PLAN
SURVEYED
PLOTTED
CURVES CHECKED
B.M.'s NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
CURVES CHECKED
B.M.'s NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
BY
DATE

ASSOC. CIVIL ENGINEER CONST.

ASSIST. DIST. ENGR.

Existing Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane

Theoretical Grade Line

N.B. P.I. Sta. 1203+50 Elev. 176.66

S.B. P.I. Sta. 1201+50 Elev. 177.28

N.B. P.C. Sta. 1196+00 Elev. 183.32

S.B. P.C. Sta. 1201+00 Elev. 176.17

S.B. P.C. Sta. 1206+00 Elev. 179.13

P.I. Sta. 1207+50 Elev. 180.63

S.B. P.R.C. Sta. 1209+00 Elev. 183.40

N.B. +2.806% 0

-1.18%

N.B. -1.066%

S.B. -1.089%

S.B. +2.554%

+2.660% N.B. +2.598%

12" Sewer Pipe Opt. 2.52%

1100' V.C. X = 5.44' 138' Sta. 1196+50

Sta. 1200+95 ℄ 24" R.C.C.P.

Sta. 1201+75 ℄ 24" R.C.C.P.

Sta. 1206+00 ℄ 24" R.C.C.P.

1000' V.C. X = 4.723'

N.B. E 4.63 S.B. E 4.56

Sta. 1205+35 ℄ 30" R.C.C.P.

Profile-Stream Relocation

Sta. 1208+45 ℄ 36" R.C.C.P.

1196.3 1192.3

1192.3 1192.3

| | | |

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			85	99
CATSKILL SECTION				SUB. 6	

NOTE
EXISTING MACADAM ROAD TO BE USED AS TEMPORARY DETOUR

CURVE DATA ON C.L.
R=170.19'
D=33°40'00"
Δ=59°56'13"
T=98.13'
L.=178.03'

CURVE DATA ON C.L.
R=1909.86
D=3°00'
Δ=7°41'44"
T=128.45'
L=256.52'

CURVE DATA ON C.L.
R=818.51'
D=7°00'00"
Δ=14°13'04"
T=102.09'
L=203.11'

Existing Farm Road To be Relocated

Sta. 12+03.39 on ℄ of Roadway = Sta. 1197+73 on ℄ of Thruway

Sta 1197+32.88 on ℄ Sta. 1197+50 on ℄

Sta. 1198+25.08

Sta. 1198+13.40

Sta. 15+00 = 13+00

Sta. 16+80 Limit of Work

Sta. 15+43.42

Sta. 14+60

Sta. 13+50

Sta. 12+50

Sta. 11+63

Sta. 11+00

Sta. 10+00

Sta. 9+00

Sta. 8+00

Sta. 7+00

Sta. 6+00

Sta. 5+00

Sta. 4+00

Sta. 3+00

Sta. 2+00

Sta. 1+00

R0+00

R1+00

R2+00

R3+00

R4+00

R5+00

R6+00

R7+00

R8+00

R9+00

R10+00

R11+00

R12+00

R13+00

R14+00

R15+00

R16+00

R17+00

P.C. Sta. 1+63.87

P.T. Sta. 3+41.90

P.C. Sta. 4+50 Elev. 219.0

P.I. Sta. 4+50 Elev. 213.3

P.I. Sta. 6+50 Elev. 197.3

P.C. Sta. 11+13 Elev. 160.3

P.I. Sta. 11+63 Elev. 148.3

P.I. Sta. 14+13 Elev. 142.9

P.T. Sta. 15+43.42 Elev. 139.2

400' V.C. X=26. S.D.=8.46'

300' V.C. X=1.65' S.D.=56.0'

-2.8%

-8.0%

-5.93%

-3.6%

Inv. El. 165.00

Inv. El. 178.00

Inv. El. 180.00

Nec. O.D.

24" R.C.C.P.

12" R.C.C.P.

Pasture

Meadow (Poor)

Brush

Woods

Trees

Barn

Barn

2 story Frame House

Fence & Guard Rail

Well

Fee

Special Ditch

Exist. Macadam Town Road

Temporary Detour

Existing Road

Detour

Exist. Ground Line

Flow Line of Ditch

Match Line

Profile of Detour

Detour meets existing road Sta. 15+00

Profile Special Ditch - Right & Left

Profile Special Ditch - Left

Profile - ℄ of Proposed Pavement

Existing Profile

Proposed Ditches left and right between Approximate Stations 5+50 and 11+00 to be paved as directed by Engineer in Field.

OUTLET DITCH

SURVEY BASE LINE

TRUE NORTH

CLIFTON PEMBERTON

SIDNEY L. & MARIE HANNABAL

JOSEPH WYCHE

CROSS SECTION OF DETOUR

Item 16A - Calcium Chloride
12" Item 39E Foundation course gravel

Bituminous Macadam { 2½" Mixed Top - Item 51C; 5" Penetration Bottom Course - Item 45S; 9" Foundation Course - Gravel - Item 39R

¼ per Ft. — ¾ per Ft. — 2½" Theo. Grade — 10' — 1 on 4 — 2.0' Min. — 1 on 2

6' — 5' — 9' — ℄ Road — 9' — 5' — 6' Min.

TO NEW BALTIMORE

TO AQUETUCK

Limit of Work

Existing Bridge

HANNACROIX CREEK

B.M. #120 Elev. 162.59 Sta. 1198+10 Nail in Base of Tel. Pole 2' Right of Base Line.

Prepared pursuant to the Thruway Law and recommended by

Engineer District No. 1 — 1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE
GRADING - PAVING
NEW BALTIMORE - AQUETUCK RD

MADE BY W.B.L. DATE 7-31-52
TRACED BY J.L.B. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52
SCALE PLAN: 1"=50' PROFILE: 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS—ARCHITECTS
BY _____ N.Y.S. P.E. LIC. NO. 25930 DATE

PLATE 1: PLAN-PROFILE

A550C. CIVIL ENGNR. CONST.

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			86	99

CATSKILL SECTION — SUB. 6

℄ P.I. {N 14353.89 W 1915.98

TRUE NORTH

CLIFTON PEMBERTON — PHILIP ARNER

Fee (W 371 / P 9-1)

Stream Relocation

Pasture - Brush

Inv. El. 163.00

24" C.C.C.P.

DR 68 — DR 69 — DR 70 — DR 71

See Sheet No.

Inv. El. 170.00 ℄ 1211+10

54"-0" 30 U/H

25' — 27' — 27'

℄ Thruway

6" Twin Elm 25.06

℄ 1215+85

24" R.C.C.P.

Inv. El. 180.50

Marsh

Uncultivated Field

Fee (W 370 / P 422)

12" Sewer Pipe Opt.

℄ 1220

Inv. El. 198.30 ℄ 1220+25

℄ P.I. {N 15219.82 W 1692.06

Hub (E 44) — 1220

8 @ Az 356°57'44" (T.N.) ℄ 1219+60 — ℄ 1220+00

Hub 20.45 δ — Hub 22.19

Survey Base Line

Inv. El. 210.00 ℄ 1224+75 — Hub δ 13.84

℄ 1225+00

128.33 — 1223+80.63 — 90° — Bl. Sta.

6" Pipe Underdrain Opt.

3" Poplar 42.08

3" Elm 5.60

8" Apple 12.63

6" Elm 12.88

℄ 1213+35

℄ 1215+40

2" Ash 55.76

2" Ash 36.85

Inv. El. 178.00

Az 349°28'21" (T.N.)

1500 W

42000 N

Match Line

3" Poplar 37.98

1' stream

Stone Wall

Pasture - Brush

Woods

5" Sta. 1215+30.30 (43.5' W)

5" Sta. 1215+38.36

42500 N

1500 W

Uncultivated Field

15000 N

1500 W

Match Line

See Sheet No.

CURVE DATA ON C.L.

R = 4583.66'
D = 1° 15'
Δ = 41° 22' 50"
T = 1731.13'
L = 3310.44'
E = 316.00

B.M. = 122 Elev. 198.55 Sta. 1220+80 Nail in Base of 20" Oak (Tree Line) 350' Right of Base Line

P.T. Sta. 1212+50 Elev. 183.62

Existing Ground Line ℄ of Northbound Lane

Sta. 1220+25

Sta. 1224+75 P.C. Sta. 1225+00 Elev. 216.09

+ 2.598 %

Theoretical Grade Line

2.60 %

12" Sewer Pipe Opt.

6" Pipe

Inv. El. 212.00

Existing Ground Line ℄ of Southbound Lane

6" Pipe Underdrain Opt.

Sta. 1215+85 ℄ 24" R.C.C.P.

Prof.'s - Stream Relocation

Sta. 1211+10 ℄ 24" C.C.C.P.

190 — 180 — 170 — 160

220 — 210 — 200 — 190

Elev. Ground Line ℄ Northbound Lane: 174.4 / 182.6

Elev. Ground Line ℄ Southbound Lane: 166.6 / 167.1

1	2	3	4	1215	6	7	8	9	1220	1	2	3
169.7 / 168.9	183.4 / 181.8	184.2 / 186.3	181.5 / 186.6	188.3 / 185.9	194.1 / 188.5	198.7 / 195.7	203.3 / 201.7	205.8 / 206.5	205.4 / 210.4	213.1 / 213.0	211.6 / 215.1	214.4 / 215.4 / 222.3 / 218.5

MADE BY J.L.B. DATE 7-31-52
TRACED BY W.B.L. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE: 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS-ARCHITECTS
BY [signature] 7/31/52
N.Y.S. P.E. LIC. NO 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
[signature]
Engineer District No. 1 [signature] 1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE-THRUWAY
STA. 1210+00 TO STA. 1225+00

ASSOC. CIVIL ENGNR. CONSLT.

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			86	99

CATSKILL SECTION SUB. 6

382

℄ P.I. { N 14353.89 W 1915.98

TRUE NORTH

CLIFTON PEMBERTON — PHILIP ARNER

See Sheet No.

Stream Relocation

Pasture - Brush

Inv. El. 163.00 166.47

24" C.C.P.

(371 Fee 24.1)

(DR 68) (DR 69) (DR 70) (DR 71)

℄ Thruway

Inv. El. 180.50

Marsh

Uncultivated Field

Sta. 1213+00

6" UNDERDRAIN 300'

(371 Fee 24.2)

436' 12" Sewer Pipe Opt.

Inv. El. 198.39.28 ℄ 1220+25

12" Sewer Pipe Opt.

℄ 1225+00

Inv. El. 210.00 Hub 3.84

12" Sewer

℄ P.I. { N 15219.82 W 1692.06

Inv. El. 136.00 ℄ 1211+10

3" Poplar 44.08

3" Elm 5.64

8" Apple 12.63

6" Elm 12.88

℄ 1213+35

6" Twin Elm 12.06

Inv. El. 186.99 OR 71

Inv. El. 179.84 OR 70

24" R.C.C.P.

2" Ash 55.76

2" Ash 32.8

Sta. 1215+85 W

Inv. El. 178.00 0.5

Az 349°28'21" (T.N.)

Az 356°57'44" (T.N.)

℄ 1219+60 ℄ 1220+00

Hub 20.45 Hub 22.19

Survey Base Line

6" Pipe Underdrain Opt.

1500 W

1500 N

1500 W

Match Line

Pasture - Brush

Stream

Stone Wall

Woods

Sta. 1215+30.30 (43.51 W)

Sta. 1215+38.36

Uncultivated Field

15000 N

1500 W

CLIFTON PEMBERTON — PHILIP ARNER

CURVE DATA ON C.L.

R = 4583.66'
D = 1°15'
Δ = 41°22'50"
T = 1731.13'
L = 3310.44'
E = 316.00

B.M. #122 Elev. 198.55 Sta. 1220+80 Nail in Base of 20" Oak (Tree Line) 350' Right of Base Line

PROFILE — SURVEYED ____ DATE ____ PLOTTED ____ GRADES CHECKED ____ ALIGNMENT CHECKED ____ STRUCTURE NO(S) & LOC'D ____ NOTE BOOK ____ NO. ____

PLAN — SURVEYED ____ DATE ____ PLOTTED ____ ALIGNMENT CHECKED ____ R.T. OF WAY CHECKED ____ NOTE BOOK ____ NO. ____

ASSOC. CIVIL ENGR. CONST.

Existing Ground Line ℄ of Northbound Lane

Existing Ground Line ℄ of Southbound Lane

Theoretical Grade Line

Sta. 1211+10 ℄ 24" C.C.P.

Profile-Stream Relocation

N.B. + 2.598%

S.B. + 2.554%

2.60%

12" Sewer Pipe Opt.

6" Pipe Underdrain Opt.

Sta. 1215+85 ℄ 24" R.C.C.P.

Sta. 1220+25

Sta. 1225+00 P.C. Elev. 216.09

S.B. P.V.I. Sta. 1223+00 Elev. 216.35

Inv. El. 212.00

6" Pipe

Elev. 185.62

Sta. 1212+50

Elev. 172.4 192.9 169.7 188.9 183.4 181.8 184.2 186.3 186.3 185.3 191.1 188.5 198.7 195.7 203.3 201.7 205.8 206.5 205.4 210.4 213.1 215.0 216.5 215.1 222.3 218.5 204.2 215.4

220 210 200 190 180 170 160

1 2 3 1215 6 7 8 9 1220 1 2 3

MADE BY J.J.B. DATE 7-31-52
TRACED BY W.B.L. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS—ARCHITECTS
BY [signature] 7/31/52
N.Y.S. RE. LIC. NO 25930 DATE

Prepared pursuant to the Thruway Law and recommended by

[signature]
Engineer District No. 1

1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE—THRUWAY
STA. 1210+00 TO STA. 1225+00

PLATE 1-PLAN-PROFILE N. P. H. STANDARD
EUGENE DIETZGEN CO. Chicago-New York

Printed in U.S.A. On IMPERIAL Tracing Cloth

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				87	99
CATSKILL SECTION					SUB . 6

Exist R.R. Ditch ?
R.R. R.O.W. Line ?
P.E. M371 P424
Exist. Ground Line
1on 3
1on 2
18" Min.
2'-0"
TRUE NORTH
PHILLIP ARNER
P.E. M376 P423
Construct Ditch to Existing R.R. Ditch
L.T. & T. POLES
CHARLES FISHER, SR.
Drainage Ditch
5299 5300 5301 5302 5303 5304 5305 5306 5307 5308 5309 5310 5311 5312
DR 73
Station Equation
Sta. 1225+83.25 on ℄
Sta 1225+83.86 on ℄
Fee
N 15238.59
W 1592.67
M372 P422
Uncultivated Field
Inv. El. 213.00
DR 72
22" 2.C.C.P.
See Sheet No.
Station Equation
Sta. 1233+65.00 on ℄
Sta. 1233+65.00 on ℄
N 16203.65
W 1437.64
M376 P423
1500W
1650N
Nec. I.D.
Inv. El. 202.30
See Sheet No.
6" Ash 31.32
8" Oak 8.39
℄ 1237+70
18" Oak 8.39
℄ 1240+00 B.O.T.
8" Oak 71.82
4" Elm 58.62
6" Hickory 61.51
℄ 1225+00
Hub 13.42
Hub 14.63
25' 30' Unit 27'
℄ Thruway
℄ 1228+00
SURVEY BASE LINE
℄ 1230
℄ 1230+25
℄ 1235
12" Triple Elm 5.08
1" Cherry 4.29
10" Elm 2.88
10" Twin Elm 21.93
℄ 1233+65
3" Hickory 6.67
℄ Az = 12° 32' 13" (T.N.)
℄ Az = 14° 29' 56" (T.N.)
Inv. El. 216.00
℄ 1237+00
Sta. 1237+60
1500W
1650N
Inv. El. 218.00
Inv. El. 214.00
6" Pipe Underdrain Opt.
Inv. El. 218.00
6" Pipe Underdrain Opt.
Inv. El. 221.42
Stone Line
Meadow
8" Maple and Oak
Match Line
Uncultivated Field
1500 W
CURVE DATA ON C.L.
R = 4583.66'
D = 1° 15'
Δ = 41° 22' 50"
T = 1731.13'
L = 3310.44'
E = 316.00'
℄ P.T. Sta. 1231+85.52 (5.36 W)
℄ Sta 1231+85.60
N 16029.89
W 1482.57
PHILLIP ARNER
CHARLES FISHER, SR.
DR 74
25" 2.C.C.P.
Inv. El. 213.00
Inv. El. 201.00
DR 75
42" 2.C.C.P.
Match Line

B.M. #123 Elev. 214.41 Sta. 1230+10 Nail in Base of A.T.&T. Cable Pole 150' Left of Base Line

P.C. Sta. 1225+00
Elev. 216.09
2.00%
6" Pipe Underdrain Opt.
Inv. El. 212.00
Sta. 1228+00
℄ 24" RCCP
0.86%
6" Pipe Underdrain Opt.
Inv. El. 221.42
P.I. Sta. 1231+00
Elev. 231.68
+2.598%
Theoretical Grade Line
1200' VC
X = 6.435
Existing Ground Line ℄ of Northbound Lane
Existing Ground Line ℄ of Southbound Lane
P.T. Sta. 1237+00
Elev. 221.54
-1.69%
Sta. 1237+00
℄ 24" RCCP
Sta. 1237+47
℄ 42" RCCP
240 230 220 210 200

Elev. Ground Line ℄ Northbound Lane	226.5 221.4	228.0 219.8	229.0 221.7	231.6 223.3	234.7 223.5	236.8 224.1	242.7 224.6	251.6 225.6	249.0 226.7	234.7 223.5	222.9 216.0	209.8 207.6	202.3 206.8
Elev. Ground Line ℄ Southbound Lane	222.3 218.5												
	6	7	8	9	1230	1	2	3	4	1235	6	7	8

MADE BY	J. L. B.	DATE 7-31-52
TRACED BY	W. B. L.	DATE 7-31-52
CHECKED BY	C. R. S.	DATE 7-31-52
SCALE PLAN 1"=50'	PROFILE: 1"=50' 1"=10'	HOR. VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
BY R. S. Hedrick
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
Engineer District No. 1
1952

DE LEUW AND BRILL
ENGINEERS – ARCHITECTS
227 E. 44TH ST., NEW YORK 17 N.Y.

PLAN AND PROFILE – THRUWAY
STA. 1225+00 TO STA. 1240+00

PLATE - PLAN-PROFILE N.Y.S. STANDARD

ASSOC. CIVIL ENGNR.
ASSIST. DIST. ENGNR.

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
				87	99

CATSKILL SECTION SUB . 6

87R

Exist R.R. Ditch
P.E. (M377 P424)
R.R. R.O.W. Line
Exist Ground Line
1on2
18" Min.
2'-0"
Construct Ditch to Existing R.R. Ditch
P.E. (M376 P423)
TRUE NORTH
PHILLIP ARNER
CHARLES FISHER, SR.
Drainage Ditch
A.T. & T. POLES
5299 5300 5301 5302 5303 5304 5305 5306 5307 5308 5309 5310 5311 5312
DR 73
Uncultivated Field
NOT CONSTRUCTED
Station Equation
Sta. 1225+83.25 on ℄
Sta. 1225+83.86 on ℄
N 15238.59
W 15211.67
Fee (M375 P422)
DR 72
Inv. El. 213.00
24" R.C.C.P.
Station Equation
Sta. 1233+65.00 on ℄
Sta. 1233+65.00 on ℄
N 16203.65
W 14137.64
Fee (M378 P425)
1650.00 N.
Nec. I. D.
Inv. El. 202.20
See Sheet No.
See Sheet No.
Sta. 1226+00
SHREDDED CORN
Hub 13.42
℄ 1225+00
℄ Thruway
℄ 1228+00
322'
12" Sewer
Inv. El. 213.96
SURVEY BASE LINE
Δ3 = 16° 40' 51" (T.N.)
1230
℄ 1230
1230+25
12" Triple Elm 5.08
1500W
1600W
S.B. P.T. STA. 1230+64.53
℄ 1235
10" Elm 2.88
10" Twin Elm 21.93
1" Cherry 4.29'
3" Hickory 6.67
Δ3 = 12° 47' 19" (T.N.)
Δ3 = 12° 32' 13" (T.N.)
Δ1 = 14° 29' 56" (T.N.)
Inv. El. 216.00
℄ 1237+00
Sta. 1237+60
6" Ash 3.32
8" Oak 8.89
8" Oak 8.39
℄ 1237+70
18" Oak 8.39
1240+00
6" Hickory 6.51
Sta. 1228+00
Inv. El. 218.00
Inv. El. 214.00
215.16
Inv. El. 218.00
6" Pipe Underdrain Opt.
Inv. El. 214.00
Stone Wall
6" Pipe Underdrain Opt.
Inv. El. 221.42
Inv. El. 221.42
Meadow
8" Maple and Oak
1500 W
Uncultivated Field
Match Line
Match Line
CURVE DATA ON C.L.
R = 4583.66'
D = 1° 15'
Δ = 41° 22' 50"
T = 1731.13'
L = 3310.44'
E = 316.00'
82.03
5.36' W.
N.B. P.T. STA. 1231+85.60
℄ P.T. Sta. 1231+85.53
℄ Sta. 1231+85.60
N 16029.89
W 14821.51
PHILLIP ARNER
CHARLES FISHER, SR.
B.M. #123 Elev. 214.41 Sta. 1230+40 Nail in Base of A.T. & T. Cable Pole 150' Left of Base Line

240 230 220 210 200

P.C. Sta. 1225+00 Elev. 216.09
S.B. = 2.5994%
2.00%
℄ 6" Pipe Under Drain Opt.
Inv. El. 212.00
Sta. 1228+00 ℄ 24" R.C.C.P.
S.B. P.T. Sta. 1229+80 Elev. 221.68
N.B. = 2.598%
P.I. Sta. 1231+00 Elev. 223.68
Theoretical Grade Line
0.86%
℄ 6" Pipe Under drain Opt.
Inv. El. 221.42
1200' V.C.
K = 6466
S.B. 0.36%
N.B. 2.43%
Existing Ground Line ℄ of Northbound Lane
Existing Ground Line ℄ of Southbound Lane
P.T. Sta. 1236+50 Elev. 237.56
P.T. Sta. 1237+00 Elev. 221.54
S.B. = 1.6866%
N.B. = 1.69%
Sta. 1237+00 ℄ 24" R.C.C.P.
Sta. 1237+47 ℄ 42" R.C.C.P.
223.3 218.6 Elev. Ground Line ℄ of Northbound Lane
226.5 221.4 Elev. Ground Line ℄ of Southbound Lane
228.0 219.8
229.0 221.7
231.6 223.3
236.8 224.1
242.7 224.6
249.0 226.7
254.9 225.9
234.7 223.5
222.9 219.0
209.6 207.3
208.8 206.8
211.7 209.8

6 7 8 9 1230 1 2 3 4 1235 6 7 8

MADE BY J. L. D. DATE 7-31-52
TRACED BY W. B. L. DATE 7-31-52
CHECKED BY C. R. S. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
BY R. T. Nieland
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
Engineer District No. 1
1952

DE LEUW AND BRILL
ENGINEERS — ARCHITECTS
227 E. 44TH ST., NEW YORK 17 N.Y.

PLAN AND PROFILE — THRUWAY
STA. 1225+00 TO STA. 1240+00

PLATE I-PLAN-PROFILE B. P. R. STANDARD
EUGENE DIETZGEN CO., Chicago-New York

Printed in U.S.A. On IMPERIAL Tracing Cloth

PLAN / PROFILE — SURVEYED, PLOTTED, CHECKED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, NOTE BOOK, NO., BY, DATE, STRUCTURE NOTATIONS ONTD

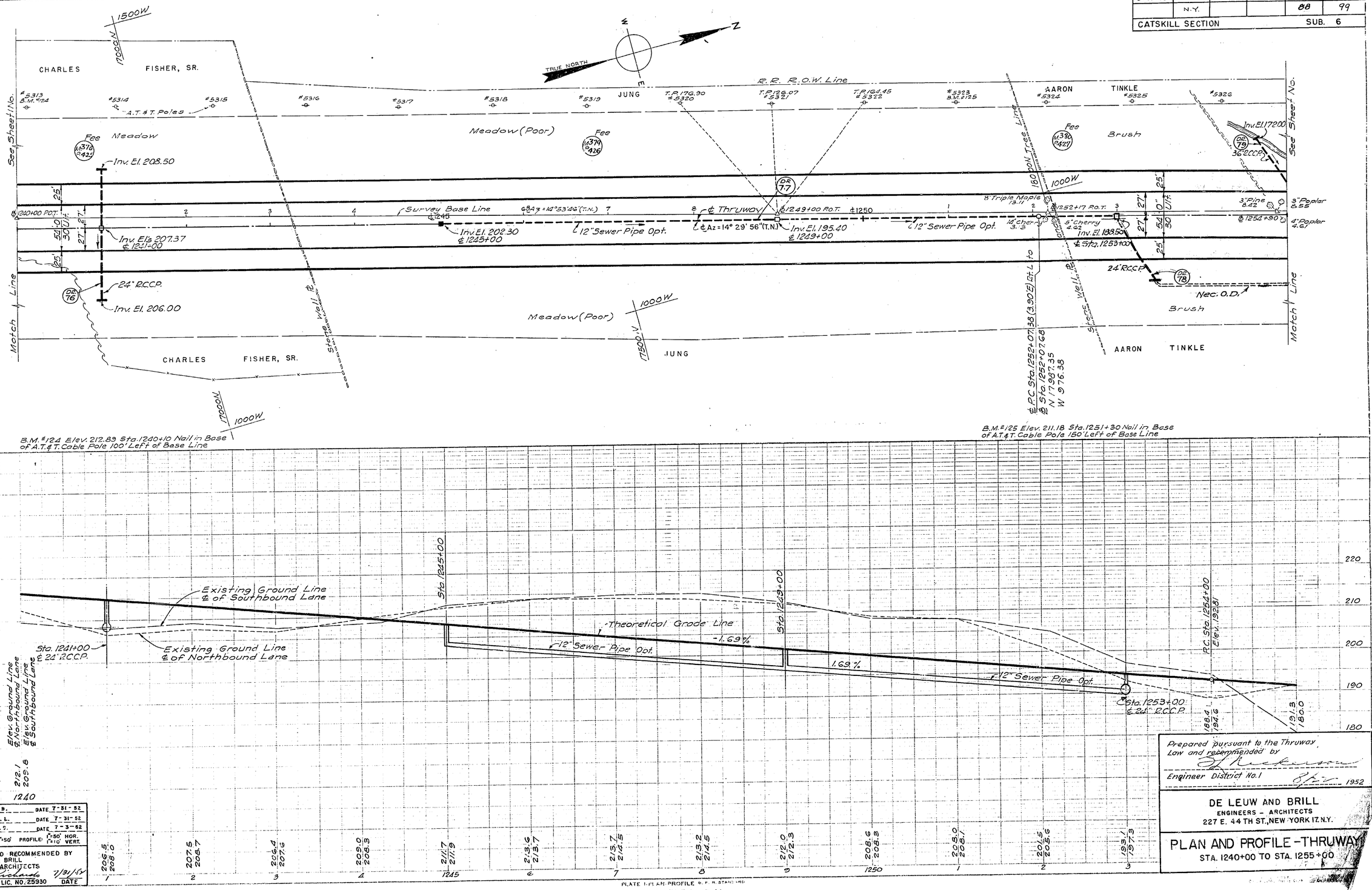
ASSOC. CIVIL ENGINEER — ASSIST. DIST. ENGINEER

79

FED. RD DIV. NO	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			88	99
CATSKILL SECTION				SUB. 6	

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED — DATE / BY / NOTE BOOK / NO.

ASSOC. CIVIL ENGNR. — ASSIST. DIST. ENGNR.



MADE BY J.L.B. DATE 7-31-52
TRACED BY W.B.L. DATE 7-31-52
CHECKED BY C.R.S. DATE 7-3-62
SCALE PLAN: 1"=50' PROFILE: 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
BY K.B. Richards 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
Engineer District No. 1
1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E. 44 TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 1240+00 TO STA. 1255+00

PLATE 1-PLAN-PROFILE

79

FED. RD. DIV. NO	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			88	99
CATSKILL SECTION				SUB. 6	

89K

CHARLES FISHER, SR.

JUNG

AARON TINKLE

R. R. R.O.W. Line

TRUE NORTH

See Sheet No.

Match Line

Fee Meadow (Poor)

Brush

Survey Base Line

℄ Thruway

12" Sewer Pipe Opt.

Inv. El. 202.30 ℄ 1245+00.40

Inv. El. 196.40 ℄ 1249+00

℄ Az = 14° 29' 56" (T.N.)

℄ Az = 14° 53' 46" (T.N.)

337'

403'

℄ 1240+00 P.O.T.

℄ 1245

℄ 1249+00 P.O.T.

℄ 1250

℄ 1252+17 P.O.T.

℄ 1254+30

℄ Sta. 1253+00

24" R.C.C.P.

Inv. El. 206.00

Inv. El. 205.88

℄ 1241+00

Inv. El. 207.37

Inv. El. 205.88

Inv. El. 188.08

Nec. O.D.

8" Triple Maple 73.1'

14" Cherry 3.3'

8" Cherry 189.2' 4.02

3" Pine 8.42

3" Poplar 6.85

4" Poplar 4.61

180' Row Trees

Sta. 1252+17.32

Sta. 1252+07.35

P.C. Sta. 1252+07.68

N 1739735

W 976.38

0.04

0.80 El. Above

Sta. 1252+67.68

Sta. 1252+17.32

Sta. 1252+07.35

Sta. 1252+00

Sta. 1251+00

Sta. 1250+00

Sta. 1249+00

Sta. 1248+00

Sta. 1247+00

Sta. 1246+00

Sta. 1245+00

Sta. 1244+00

Sta. 1243+00

Sta. 1242+00

Sta. 1241+00

Sta. 1240+00

B.M. #124 Elev. 212.89 Sta. 1240+10 Nail in Base of A.T. & T. Cable Pole 100' Left of Base Line

B.M. #125 Elev. 211.18 Sta. 1251+30 Nail in Base of A.T. & T. Cable Pole 150' Left of Base Line

1500W 1000N

1000W 1000N

1000W 1500N

1000W 1000S

1000W 1500S

1000W 2000S

Existing Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane

Theoretical Grade Line

S.A. = 400 sq. ft.

E = 0.539

S.A. = 900 sq. ft.

E = 0.583

Elev. Ground Line Northbound Lane

Elev. Ground Line Southbound Lane

220 210 200 190 180

2121 2098 1240

2075 2087 1245

2098 2072 1250

2015 2063 1253

1881 1915 1800

PLAN

SURVEYED
PLOTTED
DRAWN & CHECKED
ALIGNMENT CHECKED
PLAN OF MAP CHECKED
STRUCTURE NUTATIONS OKED

BY DATE

NOTE BOOK NO.

PROFILE

SURVEYED
PLOTTED
DRAWN & CHECKED
ALIGNMENT CHECKED
PLAN OF MAP CHECKED
STRUCTURE NUTATIONS OKED

BY DATE

NOTE BOOK NO.

ASSOC. CIVIL ENGR.

ASSIST. DIST. ENGR.

MADE BY J.L.B. DATE 7-31-52

TRACED BY W.B.L. DATE 7-31-52

CHECKED BY C.R.B. DATE 7-3-52

SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS - ARCHITECTS

BY C. R. Brill 7/31/52

N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared Pursuant to the Thruway Law and recommended by

Engineer District No. 1 1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E. 44TH ST. NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 1240+00 TO STA. 1255+00

PLATE 1-PLAN-PROFILE, N. Y. S. H. STANDARD

Printed in U.S.A. On IMPERIAL Tracing Cloth

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			89	99
CATSKILL SECTION				SUB. 6	

AARON TINKLE

BLAISDELL

R.R. R.O.W. Line

18500N 1000W

Section 1-6 Section 1-5

#5327 #5328 #5329 #5330 #5331 #5332 #5333 #5334

B.M. #126

1'x1'-6" Culvert

3'x3'-6" Box Culvert

TRUE NORTH

Woods 12" Elm and Maple

Nec. O.D. Inv. El. 164.30 42" R.C.C.P.

CONTRACT ENDS @ STA. 1259+82.93 BK. @ STA. 1308+85.34 AHD. OF THRUWAY

{N. 18732.34 W. 761.15

See Sheet No.

DD 79 DD 80 DD 81

N 18564.87 W 827.04 ℄ P.I.

℄ 1256+85

4" Elm 20.94

3" Elm 13.71

3" Elm 59.36

1260+00 P.O.T. Survey Base Line

1264+50 3" Ash 8.22

5" Basswood 29.80

10" Oak 13.37

36" R.C.C.P. 36" R.C.C. Pipe 5" Elm 8.44

73 AZ 14°53'22" (T.N.)

AAZ 14°44'59" (T.N.)

℄ 1255+25 Inv. El's 171.00

12" Ash 11.82

12" Elm 17.00

Junction Box Inv. El's 163.90

6" Elm 13.24

℄ 1258+25

Thruway

2" Elm 51.60

Inv. El. 180.0 ℄ 1259+30

℄ Thruway

54" R.C.C.P. 24" R.C.C.P.

81.82

DD 82 DD 83 Meadow

Fee

Match Line

Inv. El. 166.80

Inv. El. 163.40

Nec. O.D.

AARON TINKLE

BLAISDELL

Albany County Line

℄ P.T. Sta. 1312+99.61 (38.23E) BK. Sta. 1263+99.53 AHD. N 19127.28 W 628.22

19000N 500W

CURVE DATA ON C.L.

R = 13750.99
D = 0°25'
Δ = 4°58'04"
T = 596.51
L = 1192.27
E = 12.93
P.I. - 0.23' E. OF ℄ STA. 1258+04.7

This Curve to be adjusted to meet Thruway in Albany Co. before or during construction.

B.M. #126 Elev. 191.44 Sta. 1260+80 Nail in Base of A.T. & T. Cable Pole 150' Left of Base Line

18500N 500W

P.I. Sta. 1255+25 Elev. 189.45

P.T. Sta. 1258+00 Elev. 188.73

Section 1-6 Section 1-5

℄ Sta. 1259+82.93 BK. = ℄ Sta. 1308+85.34 AHD. END OF SECTION 1-6

Sta. 1255+25

Theoretical Grade Line

-1.69%

-0.50%

Profile Special Ditch - Right

Sta. 1259+30 @ 24" C.C.P.

36" R.C.C. Pipe @ -1.33%

200' V.C. X = 0.60'

Inv. El. 167.00

Existing Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane

℄ Junction Box Sta. 1258+25 See Sheet No. For Details

Elev. Ground Line ℄ Northbound Lane 191.3

Elev. Ground Line ℄ Southbound Lane 180.0

200 190 180 170 160

180.0 174.0 | 175.0 175.2 | 181.0 171.0 | 172.5 176.1 | 187.2 188.8

6 7 8 9 1260 1 2 3 4 1265 6 7 8

MADE BY	W.L.S. DATE 7-31-52
TRACED BY	W.B.L. DATE 7-31-52
CHECKED BY	C.R.B. DATE 7-31-52
SCALE PLAN	1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY DE LEUW AND BRILL ENGINEERS-ARCHITECTS
BY R.B. Richards 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
Engineer District No. 8/22/1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E. 44TH ST., NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 1255+00 TO STA. 1259+82.93

PLATE 1: PLAN-PROFILE

ASSOC. CIVIL ENGNR.
ASSIST. DIST. ENGNR.
PLAN
NOTE ROUT
NO.
DATE
BY
SURVEYED
PLOTTED
ALIGNMENT CHECKED
W.I. OF WAY CHECKED

80

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.			89	99
CATSKILL SECTION				SUB. 6	

89R

1x1'-6" Culvert

3'x3'-6" Box Culvert

AARON TINKLE

BLAISDELL

R.R. R.O.W. Line

18500N 1000W

Section 1-6 Section 1-5

#5327 #5328 #5329 #5330 #5331 #5332 B.M.#126 #5333 #5334

TRUE NORTH

Woods 12" Elm and Maple

Nec. O.D.
Inv. El. 164.30.40
42" R.C.C.P.

CONTRACT ENDS
Sta. 1259+82.33 Bk.
Sta. 1308+85.34 Ahd.
of THRUWAY
N. 18732.34
W. 761.15

CONTRACT ENDS
N.B. STA. 1260+06.30
S.B. STA. 1258+06.50

Sta. 1264+06.70

See Sheet No.

N 18564.87
W 827.04
℄ Thruway

Survey Base Line

℄ 1258+45

℄ 1260+86 P.O.T.

℄ 1255+25

36" R.C.C.P.
36" R.C.C. Pipe
5" Elm 5.44
8" Elm 9.54
12" Elm 17.00
6" Ash 11.52
78 Az 14°53'22" (TM)
82 Az 14°44'59" (TM)
300'
Junction Box
Inv. El's 171.60 163.90

Inv. El. 180.0 179.31

℄ Thruway

℄ 1259+30

Sta. 1264+50
3" Ash 8.22
5" Basswood 29.80
10" Oak 13.37

Match Line

54" R.C.C.P.
24" R.C.C.P.
112'
Meadow
167.23
Inv. El. 166.80
Inv. El. 163.30
160.32
Nec. O.D.

Fee

AARON TINKLE

BLAISDELL

Albany County
Greene County

19000N 500W

N.B. Pt. 1264 + 12.17

℄ P.T. Sta. 1264+02.04 Bk. (98.236)
℄ Sta. 1263+99.53
N 19127.28
W 628.24

CURVE DATA ON C.L.
R = 13750.99
D = 0°25'
Δ = 4°58'04"
T = 596.51
L = 1192.27
E = 12.93
P.T. - 0.23' E OF ℄ STA. 1258+04.7

This Curve to be adjusted to meet Thruway in Albany Co. before or during construction.

N. B. CURVE	S. B. CURVE
Δ = 4°59'15"	Δ = 4°59'15"
R = 13723.99	R = 13777.99
T = 597.70	T = 600.05
L = 1194.65	L = 1199.35
D = 0°25'02.96"	D = 0°24'59.36"

B.M. #126 Elev. 191.44 Sta. 1260+80 Nail in Base of A.T.&T. Cable Pole 150' Left of Base Line

Section 1-6 Section 1-5

℄ Sta. 1259+82.33 Bk.
℄ Sta. 1308+85.34 Ahd.
END OF SECTION 1-6

Theoretical Grade Line

-1.69%

-0.50%

Profile Special Ditch - Right

Sta. 1259+30
℄ 24" R.C.C.P.

36" R.C.C. Pipe @ -1.33%
400' V.C.
X = 0.60'
Inv. El. 167.00

Existing Ground Line ℄ of Southbound Lane

Existing Ground Line ℄ of Northbound Lane

℄ Junction Box Sta. 1258+25 See Sheet No. For Details

Sta. 1255+25 Elev. 169.43

N.B. P.T. Sta. 1256+00 Elev. 169.43

S.B. P.T. Sta. 1256+19.95 Elev. 169.49

N.B. P.T. Sta. 1258+00 Elev. 168.43

Elev. Ground Line ℄ Northbound Lane
Elev. Ground Line ℄ Southbound Lane

200 190 180 170 160

6	7	8	9	1260	1	2	3	4	1265	6	7	8							
160.0	162.0	164.0	166.0	168.0	170.0	172.0	174.0	176.0	178.0	180.0	182.0	184.0	186.0	188.0	190.0	192.0	194.0	196.0	198.0
125.0	125.2	125.4	125.6	125.8	126.0	126.2	126.4	126.6	126.8	127.0	127.2	127.4	127.6	127.8	128.0	128.2	128.4	128.6	128.8

PLAN
SURVEYED
NOTE BOOK
NO.
ALIGNMENT CHECKED
RT. OF WAY CHECKED
DATE BY

PROFILE
SURVEYED
PLOTTED
CURVES CHECKED
GRADES CHECKED
STRUCTURE NO(S) & CHKD
DATE BY

ASSOC. CIVIL ENGRS. CONST.

ASSOC. DIST. ENGRS.

MADE BY J.L.B. DATE 7-31-52
TRACED BY W.S.L. DATE 7-31-52
CHECKED BY C.R.B. DATE 7-31-52
SCALE PLAN 1"=50' PROFILE 1"=50' HOR. 1"=10' VERT.

PREPARED AND RECOMMENDED BY
DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
BY R.B. Richards 7/31/52
N.Y.S. P.E. LIC. NO. 25930 DATE

Prepared pursuant to the Thruway Law and recommended by
Engineer District No.
8/22/1952

DE LEUW AND BRILL
ENGINEERS - ARCHITECTS
227 E. 44TH ST. NEW YORK 17, N.Y.

PLAN AND PROFILE - THRUWAY
STA. 1255+00 TO STA. 1259+82.33

PLATE 1-PLAN-PROFILE A. P. R. STANDARD
EUGENE DIETZGEN CO., Chicago-New York

C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO	TOTAL SHEETS
GREENE			90	99

N.Y. STATE THRUWAY - CATSKILL SECTION SUB. DIV. 6
N.Y.C.R.R. (WEST SHORE) NEW BALTIMORE STATION

PROFILE S. B. TRACK
Scale: 1" = 100' Horz.
1" = 10' Vert.

Top West Rail
Datum 1507
G15 1543 | G14 1546 | G13 1542 | G12 1550 | G11 1555 | G10 1556 | G9 1557

SECTION A-A

TRANSVERSE GUTTER DETAILS
Scale: 3/8" = 1'-0"

SECTION B-B
Scale: 1/2" = 1'-0"

PLAN
Scale: 1/16" = 1'-0"

ELEVATION
Scale: 1/16" = 1'-0"

Sta. 1033+00
El. 188.00
V.C. 1000'

+2.0%
-2.0%

291'-4" Same Throughout

℄ BENT "A" (℄ Collision Wall)
℄ BENT "B" (℄ Collision Wall)
℄ BENT "C" (℄ Collision Wall)
℄ BENT "D" (℄ Collision Wall)

℄ Thruway 1036+02.91 = ℄ Line 12+71.99

Sta. 1036+37
Sta. 1037+57 ℄ Brgs.
Br. Pav't. Begins Sta. 1037+53.17
Sta. 1038+48
Sta. 1039+00 ℄ Thruway
Sta. 1039+55
Sta. 1040+93 ℄ Brgs.
Br. Pav't. Ends Sta. 1040+96.83
Sta. 1041+60
1041+72

Limits of Dry Stone Paving - Item 79
Item 79
Items 121 & 123B
Items 121, 123B, 124

Sod Gutter
Sod Strips
Slope Prot. Gutter
Shoulder Line
Edge of Pavement
Normal Shoulder
Shoulder Slope 3/4" per ft.
Normal shoulder between Slope Protection Gutters
Sod Gutter
Sodding Item 124
Topsoil Placed from Stockpiles - Item 121
Seeding on Prepared Areas. - Item 123B
2'-0" Long Sod Strips on 10'-0" ctrs. Item 124
Slope 1" per ft.
Item 124
Item 121
1 on 2
2'-0" ℄ Corners
3'-6"
℄ Railing
Pavement
Future Pav't.
Structure
Trucks
Between ℄'s
Clear
Abutment Piles Item 85C
Sept. 16, 1952
Approximate Ground
Hardy
Marker by Whiting
Marker
Hardy
Identification Plate
Beam Type Guide Railing
Exp.
Fix
24 Cast-in-Place Concrete Piles-Item 85CS Bent "A"
24 Cast-in-Place Concrete Piles Item 85CS Bent "B"
24 Cast-in-Place Concrete Piles Item 85CS Bent "C"
24 Cast-in-Place Concrete Piles Item 85CS Bent "D"
22'-0" Min. Clearance
NEW YORK CENTRAL R.R. WEST SHORE
O.H. #70
O.H. #71
O.H. #72

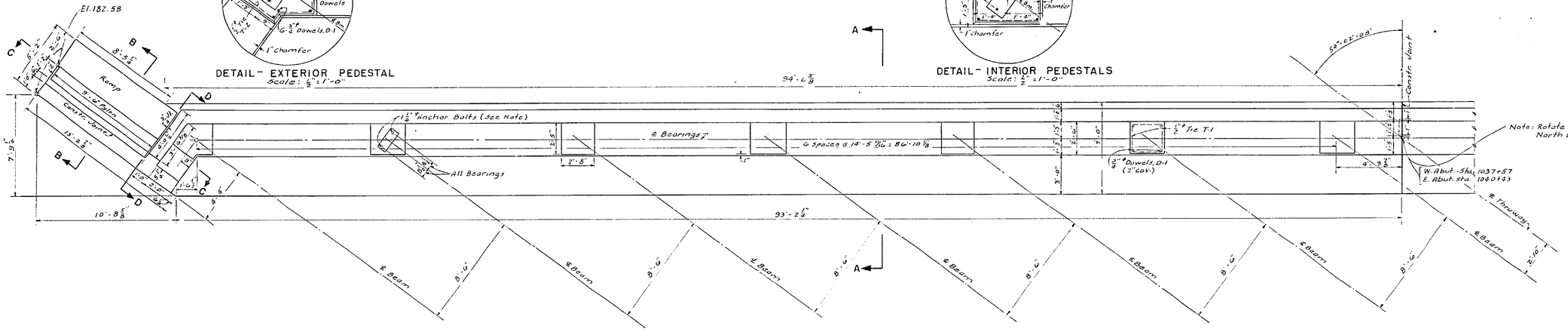
NOTE

This Plan and Elevation represent the structure and Approaches after completion of all work required to achieve such ultimate result. It is to be noted that the Items shown are included in the construction of the Bridge and its supports.
The Piles for the abutments shall be driven thru the fill into the existing ground. The driving shall be done after the fill material of the site is placed and compacted to the elevations of the bottom of the footing. The fill material of the pile site and for a distance of 5 ft. outside of the outermost pile shall be so selected as to contain no stones having a dimension greater than 3 inches.

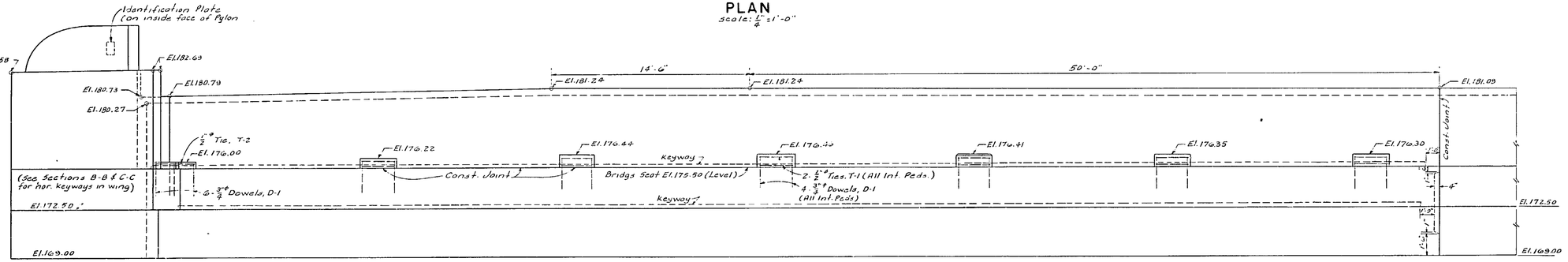
LAYOUT

C.T. 52-7 S.T. 52-26 R.C. 52-109

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			91	99
N.Y. STATE THRUWAY - CATSKILL SECTION SUB. DIV. 6				
N.Y.C.R.R. (WEST SHORE) NEW BALTIMORE STATION				

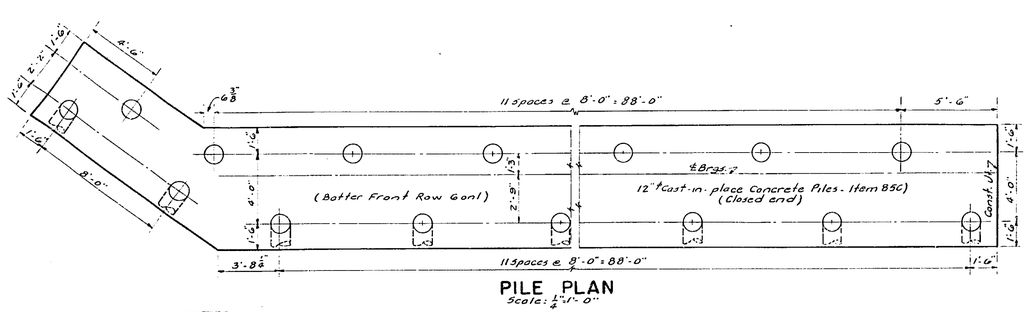


PLAN
Scale: 1/4" = 1'-0"

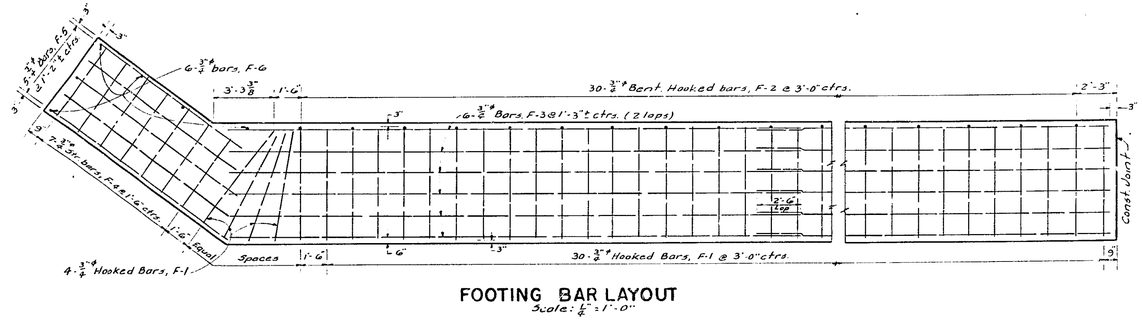


ELEVATION
Scale: 1/4" = 1'-0"

Note: All Pedestals.
Pedestals shall not be poured monolithic with breastwall.
Anchor bolts to be 1 1/4" ϕ bolts, 1'-3" long and set 1'-5" below tops of pedestals.
Anchor bolts are to be set at the time the breastwall is poured.



PILE PLAN
Scale: 1/4" = 1'-0"



FOOTING BAR LAYOUT
Scale: 1/4" = 1'-0"

Sept. 16, 1952

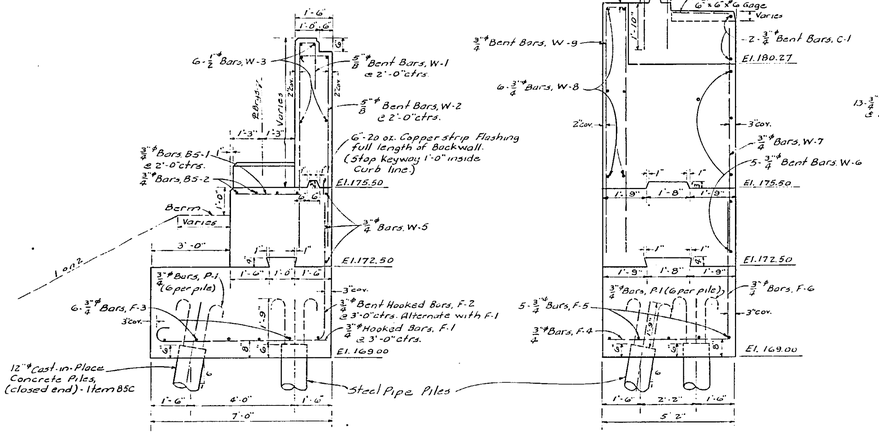
Hardy
Cooper by Burleigh
Burleigh by Whiting
A. Imsieke

TRACED [illegible] Hardy

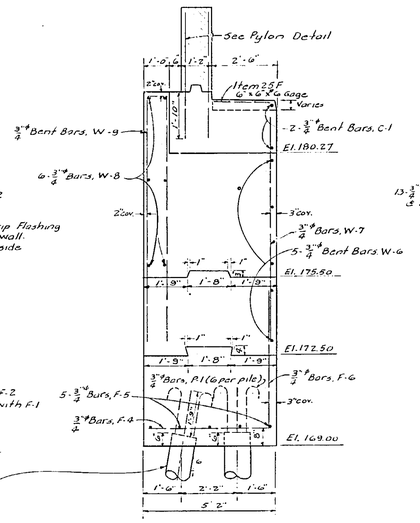
WEST ABUTMENT - SOUTH END

C.T. 52-7 S.T. 52-25 R.O. 52-105

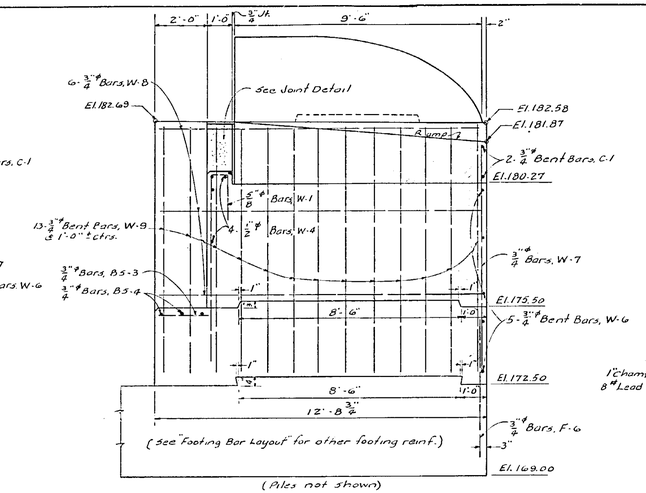
COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			92	99
N.Y. STATE THRUWAY - CATSKILL SECTION SUB. DIV. 6				
N.Y.C.R.R. (WEST SHORE) NEW BALTIMORE STATION				



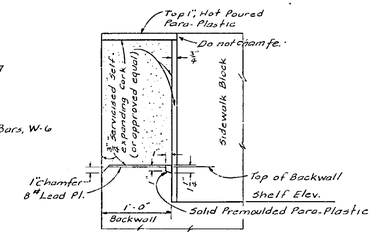
SECTION A-A
Scale: 3/8" = 1'-0"



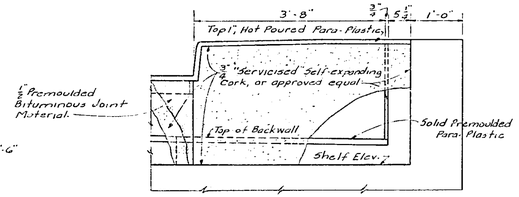
SECTION B-B
Scale: 3/8" = 1'-0"



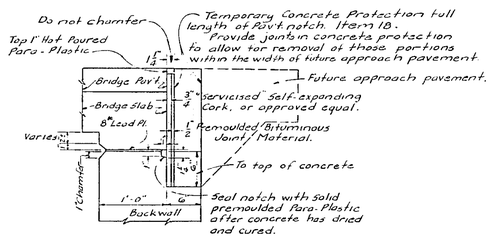
SECTION C-C
Scale: 3/8" = 1'-0"



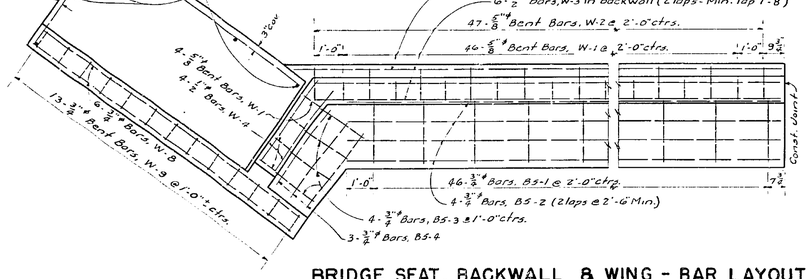
JOINT DETAIL
(From section C-C)
Scale: 1" = 1'-0"



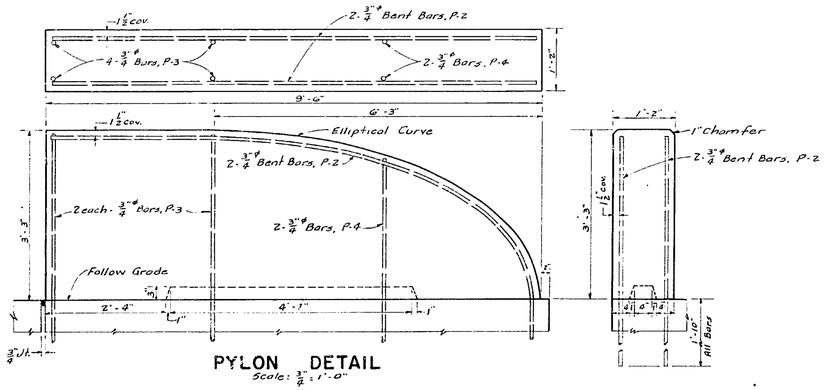
SECTION D-D
Scale: 3/4" = 1'-0"
(Treatment is similar for Joint at North End of Abut)



BACKWALL DETAIL
Scale: 1" = 1'-0"



BRIDGE SEAT, BACKWALL & WING - BAR LAYOUT
Scale: 3/8" = 1'-0"



PYLON DETAIL
Scale: 3/4" = 1'-0"

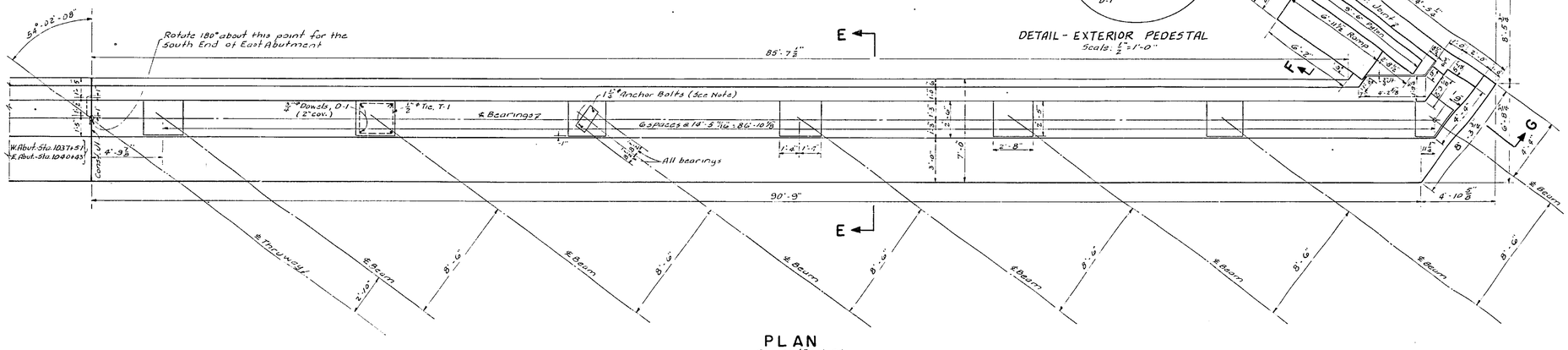
Sept. 16, 1952

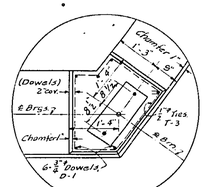
Hardy
Cooper by Burleigh
Burleigh by Whiting
A. Maclean
Hardy

WEST ABUTMENT - SOUTH END
(Sections & Pylon)

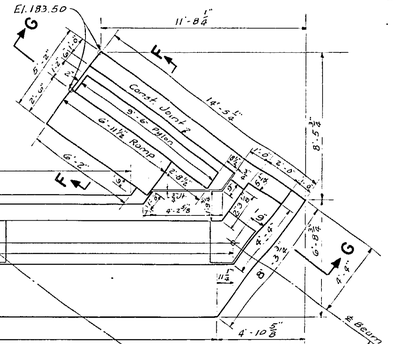
C.T. 52-7 S.T. 52 26 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			93	99
N.Y. STATE THRUWAY - CATSKILL SECTION SUB. DIV. 6				
N.Y.C.R.R. (WEST SHORE) NEW BALTIMORE STATION				

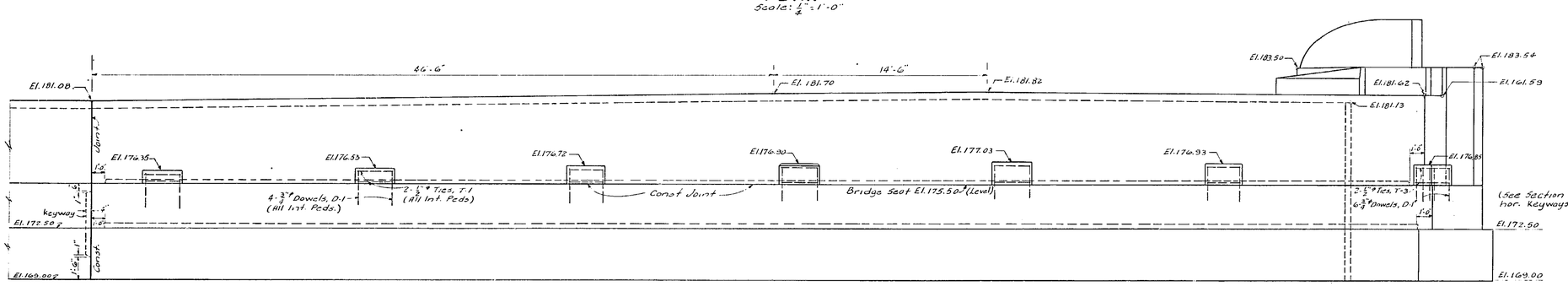




DETAIL - EXTERIOR PEDESTAL
Scale: 1/2" = 1'-0"

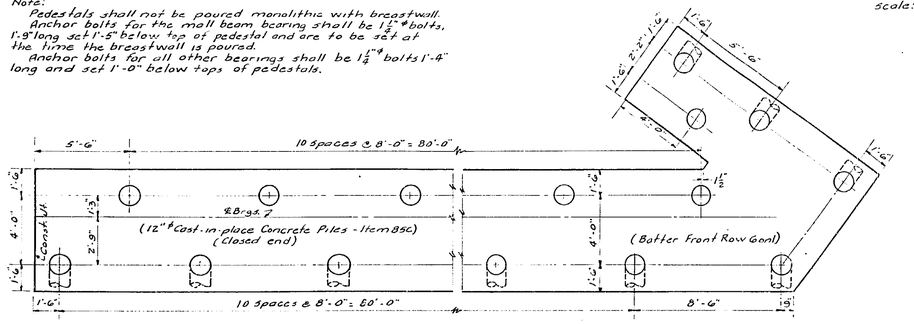


PLAN
Scale: 1/4" = 1'-0"

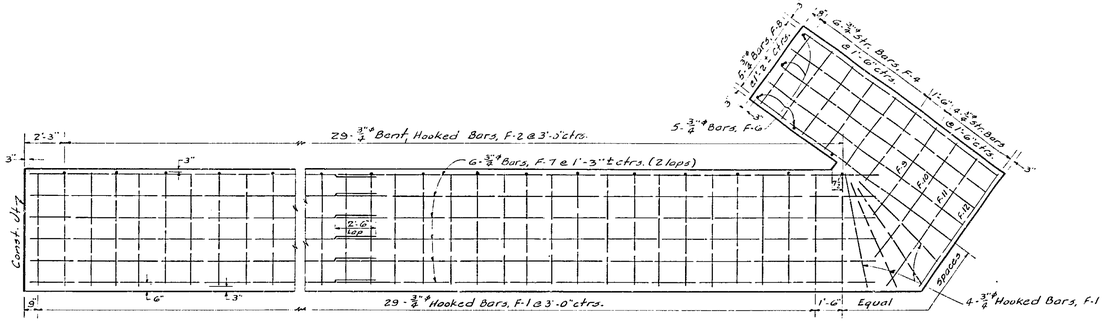


ELEVATION
Scale: 1/4" = 1'-0"

Note:
Pedestals shall not be poured monolithic with breastwall. Anchor bolts for the mall beam bearing shall be 1 1/2" ø bolts, 1'-9" long set 1'-5" below top of pedestal and are to be set at the time the breastwall is poured.
Anchor bolts for all other bearings shall be 1 1/2" ø bolts 1'-4" long and set 1'-0" below tops of pedestals.



PILE PLAN
Scale: 1/4" = 1'-0"



FOOTING BAR LAYOUT
Scale: 1/4" = 1'-0"

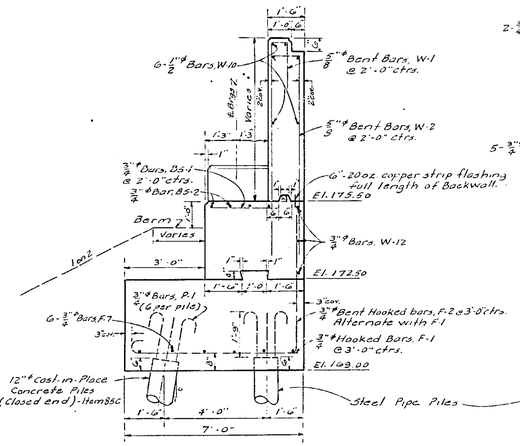
Sept. 16, 1952

Hardy
Cooper by Burbeigh
Burbeigh by Whiting
A. Minchew
Hardy

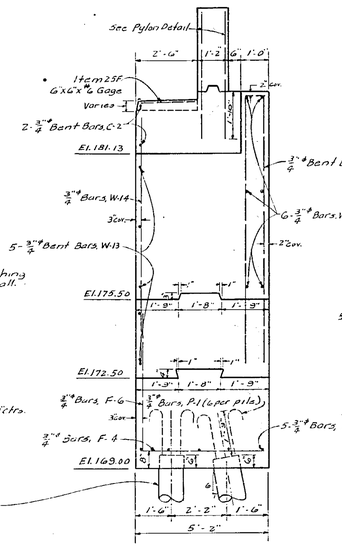
WEST ABUTMENT - NORTH END

C.T. 52-7 S.T. 52-25 R.C. 52-108

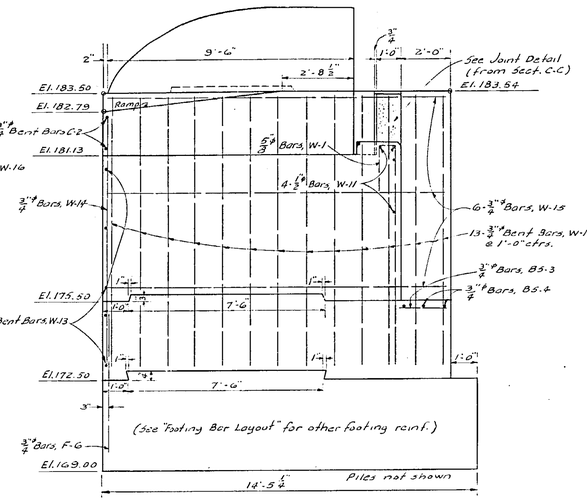
COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			94	99
N.Y. STATE THRUWAY - CATSKILL SECTION SUB. DIV. 6				
N.Y.C.R.R. (WEST SHORE) NEW BALTIMORE STATION				



SECTION E-E
Scale: 3/8" = 1'-0"



SECTION F-F
Scale: 3/8" = 1'-0"



SECTION G-G
Scale: 3/8" = 1'-0"

BAR LIST

WEST ABUTMENT

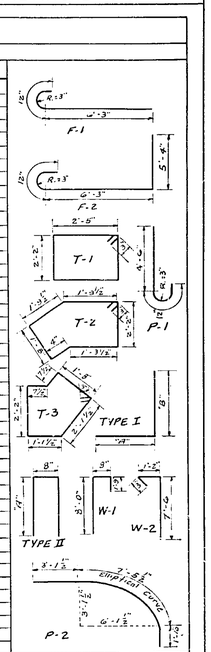
MARK	SIZE	LGTH.	NO	TYPE	A	B	DESCRIPTION
F-1	3/4"ø	7'-3"	67				Transv. hooked in Abut. Footing: {35 So. End / 33 No. End
F-2	3/4"ø	12'-6"	59				Bent hooked in Abut. Footing to Breastwall. {30 So. End / 28 No. End
F-3	3/4"ø	32'-7"	18				Long. str. in Abut. Footing. So. End only. (2 laps)
F-4	3/4"ø	4'-8"	13				Transv. str. in Wing Footings. {2 So. End / 2 No. End
F-5	3/4"ø	11'-6"	5				Long. str. in Wing Ftg. So. End only.
F-6	3/4"ø	5'-6"	11				Vert. str. in rear faces of Wings {5 So. End / 5 No. End
F-7	3/4"ø	31'-0"	18				Long. str. in Abut. Footing. No. End only. (2 laps)
F-8	3/4"ø	13'-11"	5				Long. str. in Wing Footing. No. End only.
F-9	3/4"ø	6'-3"	1				Transv. str. in Wing Footing. No. End only. (Vary by 1 7/8" from 10'-3" to 13'-3")
F-10	3/4"ø	8'-2"	1				Trunsv. str. in Wing Footing. No. End only.
F-11	3/4"ø	9'-0"	1				Transv. str. in Wing Footing. No. End only.
F-12	3/4"ø	7'-11"	1				Transv. str. in Wing Footing. No. End only.
W-1	5/8"ø	10'-3"	98				Vert. bent in backwall. {30 So. End / 98 No. End
W-2	5/8"ø	8'-9"	92				Vert bent in backwall. {47 So. End / 45 No. End
W-3	1/2"ø	32'-2"	18				Long. str. in backwall. So. End only. (2 laps)
W-4	1/2"ø	3'-8"	4				Long. str. in backwall of wing. So. End only.
W-5	3/4"ø	32'-10"	9				Long. str. in rear face of Abut. Breastwall. So End only. (2 laps)
W-6	3/4"ø	13'-9"	5	I	9'-2"	4'-8"	Hor. bent. breastwall and wingwall. So. End only.
W-7	3/4"ø	8'-8"	6				Vert. str. breastwall and wingwall. So. End only.
W-8	3/4"ø	12'-2"	6				Long. str. in wingwall. So. End only.
W-9	3/4"ø	19'-6"	13	II	9'-6"		Vert. hairpin bars in wingwall. So. End only.
W-10	1/2"ø	31'-3"	18				Long., str. in backwall. No. End only. (2 laps)
W-11	1/2"ø	1'-11"	4				Long. str. in backwall of wing. No. End only.
W-12	3/4"ø	30'-1"	9				Long., str. rear face of Abut. Breastwall. No. End only. (2 laps)
W-13	3/4"ø	11'-1"	5	I	6'-6"	4'-8"	Hor. bent, breastwall and wingwall. No. End only.
W-14	3/4"ø	9'-7"	5				Vert. str. breastwall and wingwall. No. End only.
W-15	3/4"ø	12'-11"	6				Long., str. in Wingwall. No. End only.
W-16	3/4"ø	21'-2"	13	II	10'-4"		Vert. hairpin bars in wingwall. No. End only.
B5-1	3/4"ø	2'-6"	92				Transv. str. in Bridge Seat. {6 So. End / 6 No. End
B5-2	3/4"ø	32'-2"	24				Long., str. in Bridge Seat. (2 laps) {12 So. End / 12 No. End
B5-3	3/4"ø	2'-0"	8				Transv. str. in Bridge Seat at ends. {3 So. End / 3 No. End
B5-4	3/4"ø	3'-6"	6				Long., str. in Bridge Seat at ends. {3 So. End / 3 No. End
C-1	3/4"ø	12'-9"	2	I	9'-2"	3'-8"	Hor. bent in sidewalk block. So. End only.
C-2	3/4"ø	10'-1	2	I	6'-6"	3'-8"	Hor. bent in sidewalk block. No. End only.
D-1	3/4"ø	2'-4"	60				Dowels in Pedestals {10 So. End / 10 No. End
T-1	1/2"ø	9'-5"	24				Ties in Interior Pedestals {1/2 So. End / 1/2 No. End
T-2	1/2"ø	9'-3"	1				Tie in Exterior Pedestal. So. End.
T-3	1/2"ø	9'-7"	2				Ties in Exterior Pedestal. No. End.
P-1	3/4"ø	5'-6"	324				Hooked, in Piles. {162 So. End / 162 No. End
P-2	3/4"ø	12'-5"	4				Bent in Pylons. {2 So. End Pylon / 2 No. End Pylon
P-3	3/4"ø	5'-0"	8				Vert, str. in Pylons. {4 So. End Pylon / 4 No. End Pylon
P-4	3/4"ø	4'-6"	4				Vert, str in Pylons. {2 So. End Pylon / 2 No. End Pylon

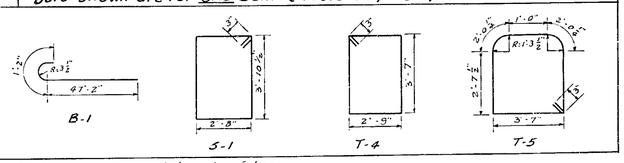
Bars shown are for One Abut. (2 Sets required)

BENTS

P-5	3/4"ø	6'-0"	144				Str. bars in piles.
B-1	7/8"ø	48'-4"	48				Long. hooked bars in beam. Top and Bottom (lapped)
S-1	5/8"ø	13'-4"	360				Stirrups in beams.
D-2	5/8"ø	2'-0"	84				Dowels in pedestals.
T-4	1/2"ø	12'-11"	10				Ties in pedestals for interior beams.
T-5	1/2"ø	14'-2 1/2"	2				Ties in pedestals for exterior and mall beams.
CW-1	1/2"ø	9'-6"	124				Vert. str. bars in Collision Wall.
CW-2	5/8"ø	47'-5"	40				Horz. str. bars in Collision Wall.

Bars shown are for One Bent. (4 Sets required.)





All dimensions are out to out of bars.

SUBSTRUCTURE NOTES

For design purposes the assumed load per pile for the abutments and bents does not exceed 40 tons.

The average estimated length of piles in the West Abutment is 66 ft. in the East Abutment 82 ft., in Bent A-68 ft; in Bent B-78 ft; in Bent C-87 ft. and in Bent D-83 ft.

All concrete in the abutments and bents shall be Class 1A Concrete for Structures, Item 18.

The net volume of Concrete in two abutments is 756 cu. yds., and in four bents is 245 cu. yds.

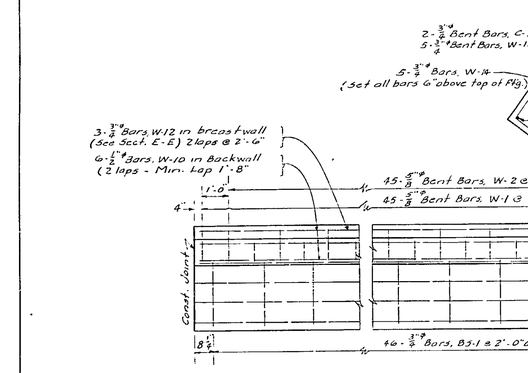
Anchor bolts in the abutments and bents shall be set prior to the pouring of the concrete.

All slopes normal to the ℄ of Thruway and to the ℄ of Railroad shall be 1 on 2.

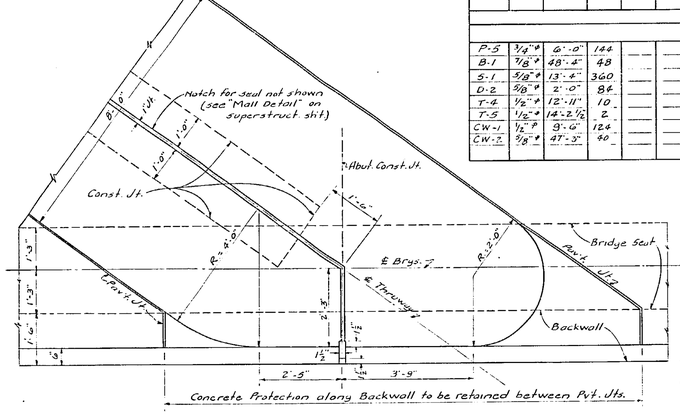
Waterproofing oil treatment, as required under Item 18, shall in addition be applied to bridge seats, backwalls and the backs of abutments and wings.

The Contractor's attention is directed to the special notes for the structure which appear in the proposal. Particular attention should be given to the foundation note which briefly outlines the anticipated subsurface conditions at the site of the structure and which specifies certain requirements relative to construction.

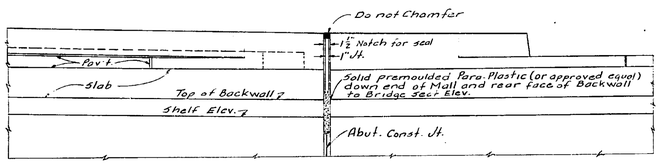
All exposed edges of concrete shall be chamfered 1" unless otherwise indicated.



BRIDGE SEAT, BACKWALL & WING - BAR LAYOUT
Scale: 3/8" = 1'-0"



PLAN



ELEVATION

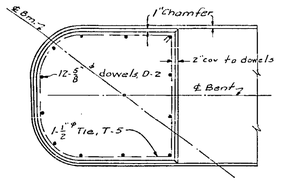
DETAIL - END OF MALL
Scale: 1/2" = 1'-0"

DATE	Sept. 10, 1952	
DESIGNED BY	Hardy	
DRAWN BY	Cooper / by Bruckrigel / Burbrigh / by Whiting	
TRACED BY	A. Marchese	
CHECKED BY	Hardy	

WEST ABUTMENT NORTH END

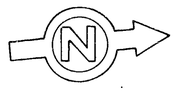
C.T. 52-7 S.T. 52-25 R.C. 52-105

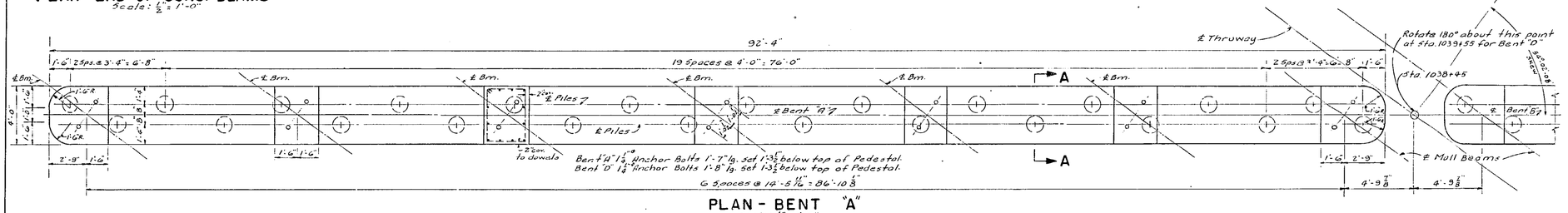
COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			95	99
N.Y. STATE THRUWAY - CATSKILL SECTION SUB. DIV. 6				
N.Y.C.R.R. (WEST SHORE) NEW BALTIMORE STATION				



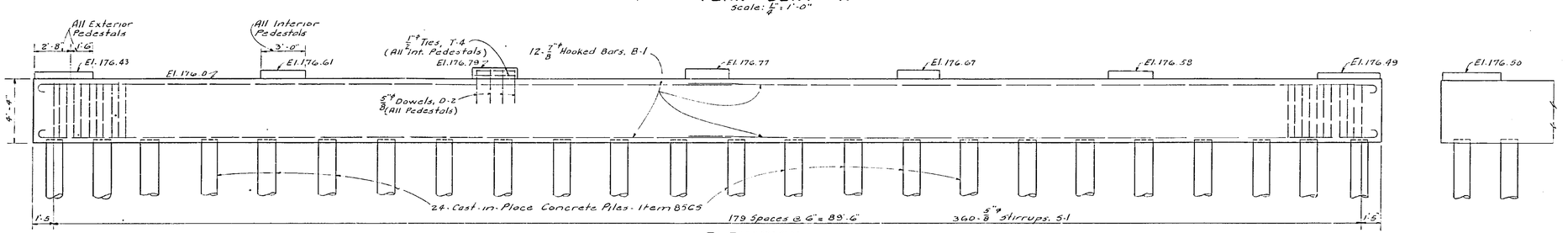
PLAN - END OF CONC. BEAMS
Scale: 1/2" = 1'-0"

Pedestals shall not be poured monolithic with beams.
Anchor bolts shall be set at time beam is poured.

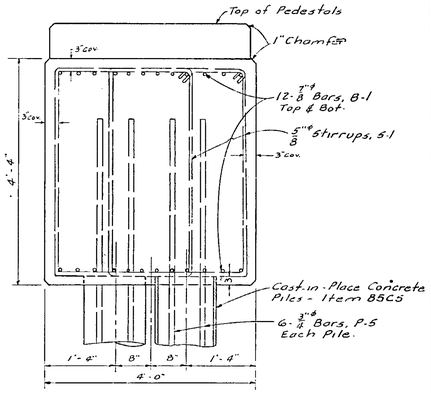




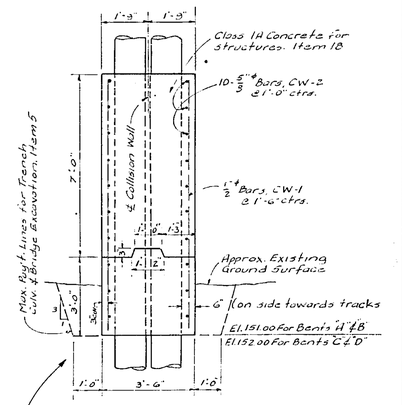
PLAN - BENT "A"
Scale: 1/4" = 1'-0"



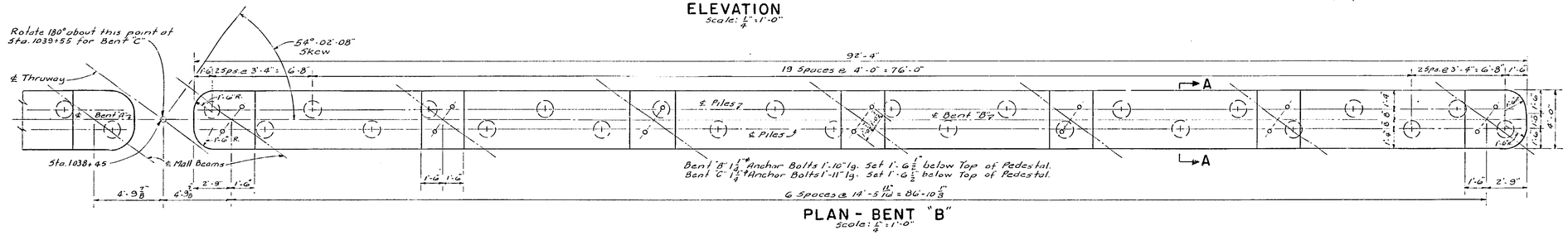
ELEVATION
Scale: 1/4" = 1'-0"



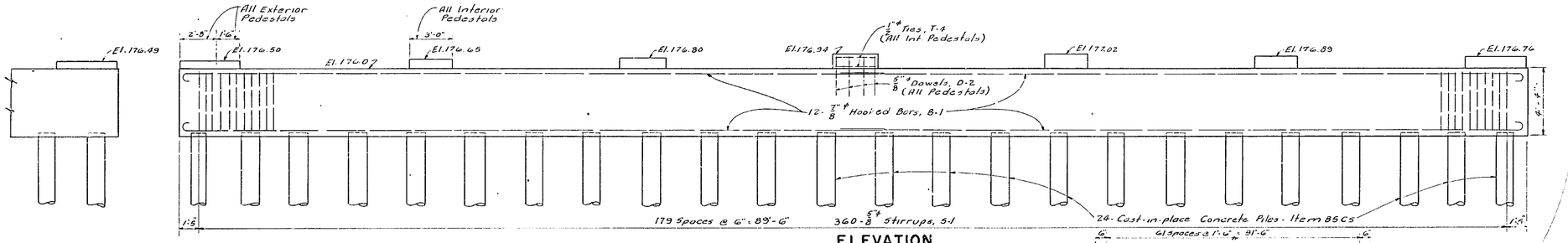
SECTION A-A
Scale: 3/4" = 1'-0"



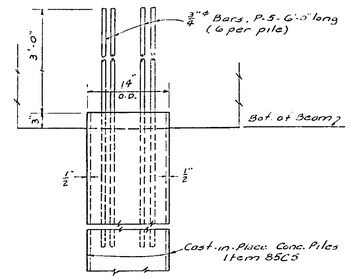
TYPICAL SECTION COLLISION WALL
Scale: 3/8" = 1'-0"



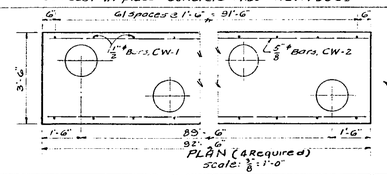
PLAN - BENT "B"
Scale: 1/4" = 1'-0"



ELEVATION
Scale: 1/4" = 1'-0"



PILE DETAIL
Scale: 1" = 1'-0"



PLAN (4 Required)
Scale: 3/8" = 1'-0"

BENTS "A", "B", "C" & "D"

Sept. 16, 1952

DESIGNED BY Hardy
DETAILED BY Whiting by Hardy
TRACED BY A. Marchen by Hardy
CHECKED BY Hardy

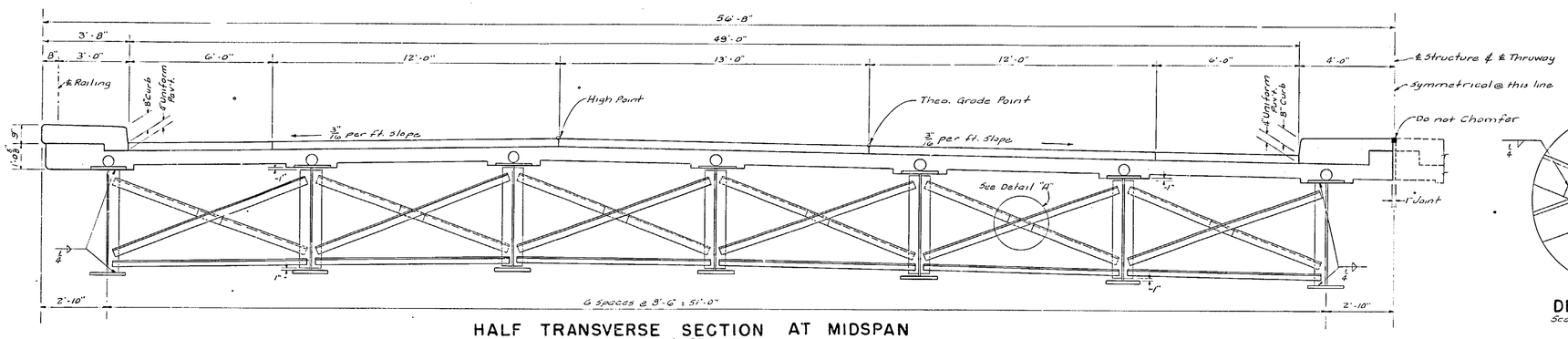
3-5 REVISION

C.T. 52-7 S.T. 52-25 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			96	99

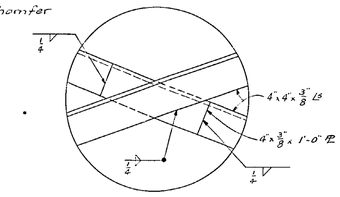
N.Y. STATE THRUWAY - CATSKILL SECTION SUB. DIV. 6

N.Y.C.R.R. (WEST SHORE) NEW BALTIMORE STATION



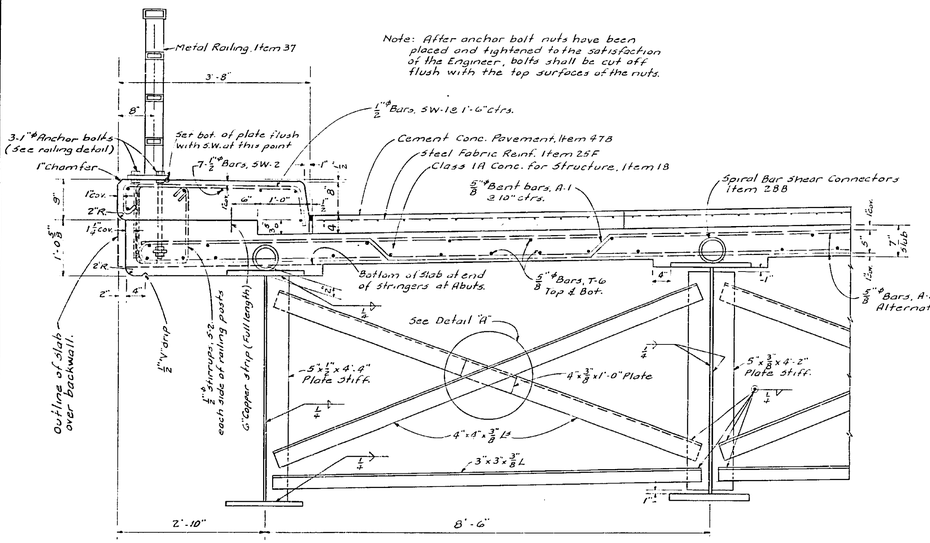
HALF TRANSVERSE SECTION AT MIDSPAN

Scale: 3/8" = 1'-0"



DETAIL "A"

Scale: 1 1/2" = 1'-0"



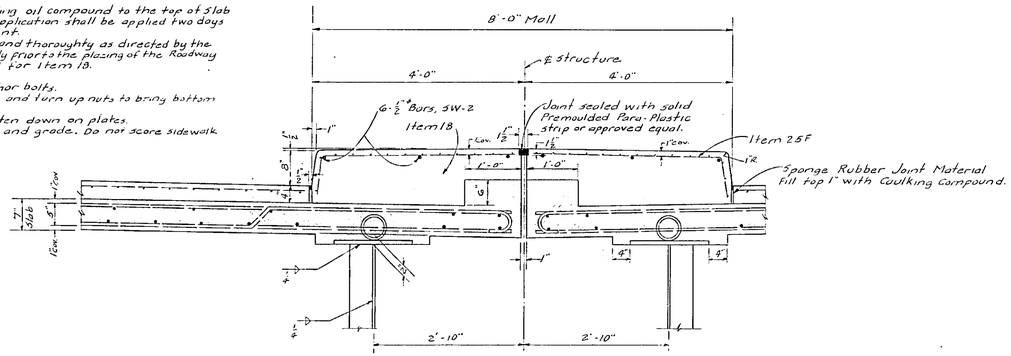
PART TRANSVERSE SECTION AT MIDSPAN

Scale: 3/4" = 1'-0"

CONSTRUCTION PROCEDURE

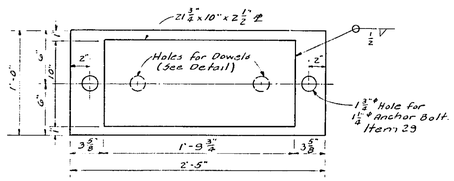
① Set anchor bolts and pour slab.
② Make two applications of waterproofing oil compound to the top of slab as specified under Item 18. The second application shall be applied two days prior to pouring sidewalk or laying pavement.
③ Wet down the top of slab continuously and thoroughly as directed by the Engineer for at least one hour immediately prior to the placing of the Roadway Pavement. Cost included in unit price bid for Item 18.
④ Pour roadway pavement.
⑤ Place lower nuts on upper end of anchor bolts.
⑥ Place railing base plate on lower nuts and turn up nuts to bring bottom of plates to sidewalk level.
⑦ Place upper nuts on anchor bolts, tighten down on plates.
⑧ Pour sidewalk and mall to proper line and grade. Do not score sidewalk or mall.

Note: After anchor bolt nuts have been placed and tightened to the satisfaction of the Engineer, bolts shall be cut off flush with the top surfaces of the nuts.

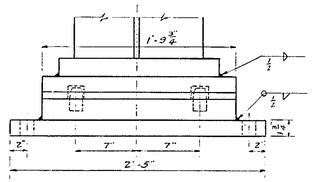


MALL DETAIL

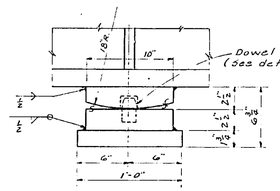
Scale: 3/4" = 1'-0"



PLAN



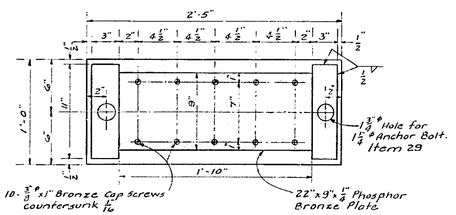
FRONT ELEVATION



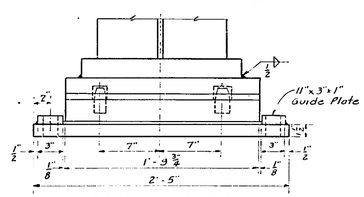
SIDE ELEVATION

FIXED BEARINGS AT BENTS "A" & "B"

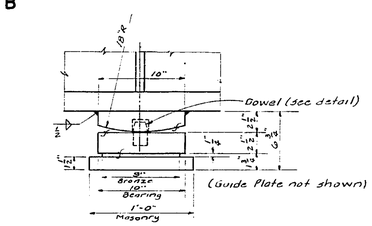
Scale: 1 1/2" = 1'-0"



PLAN



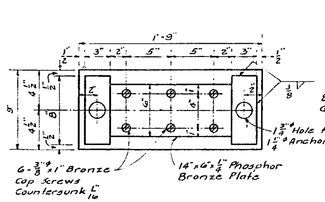
FRONT ELEVATION



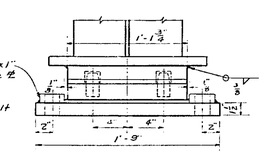
SIDE ELEVATION

EXPANSION BEARINGS AT BENTS "C" & "D"

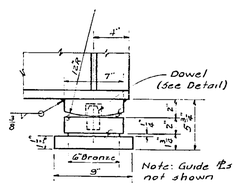
Scale: 1 1/2" = 1'-0"



PLAN



FRONT ELEVATION



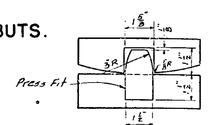
SIDE ELEVATION

EXPANSION BEARINGS AT ABUTS.

Scale: 1 1/2" = 1'-0"

Sept. 16, 1952

Hardy
Whipple by Whiting
Cooper by Whiting
A. Mercher
Hardy



DOWEL DETAIL

Scale: 3" = 1'-0"

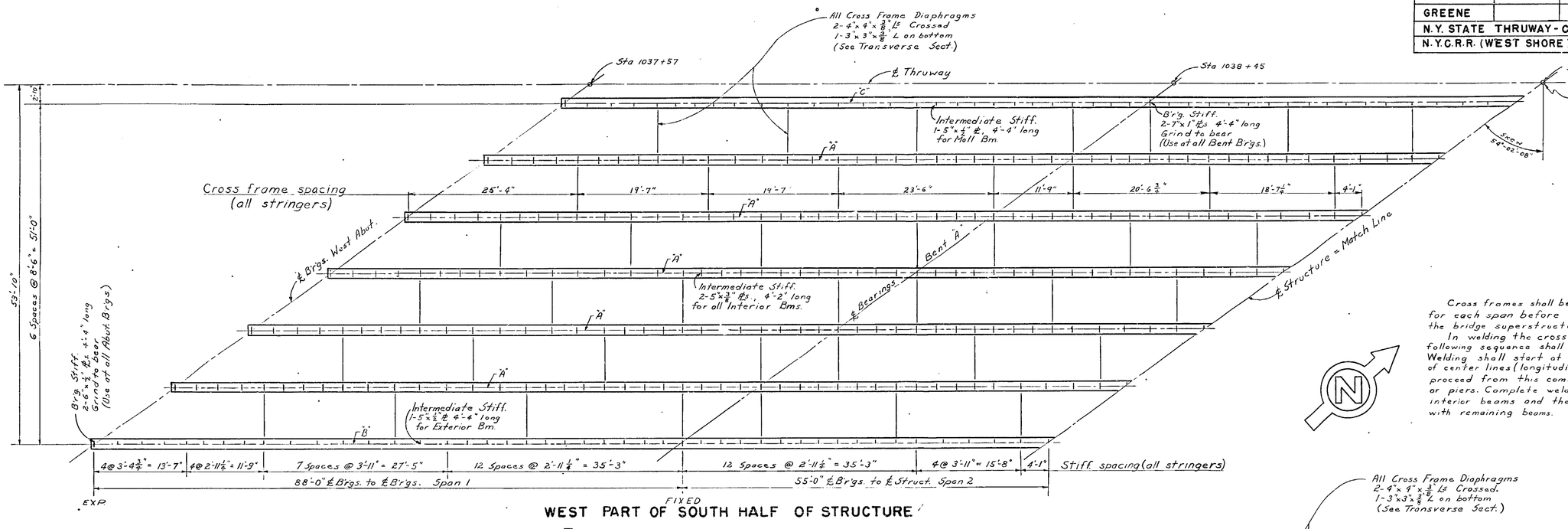
SUPERSTRUCTURE

C.T. 52-7 S.T. 52-26 R.C. 52-105

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			97	99

N.Y. STATE THRUWAY - CATSKILL SECTION SUB. DIV. 6

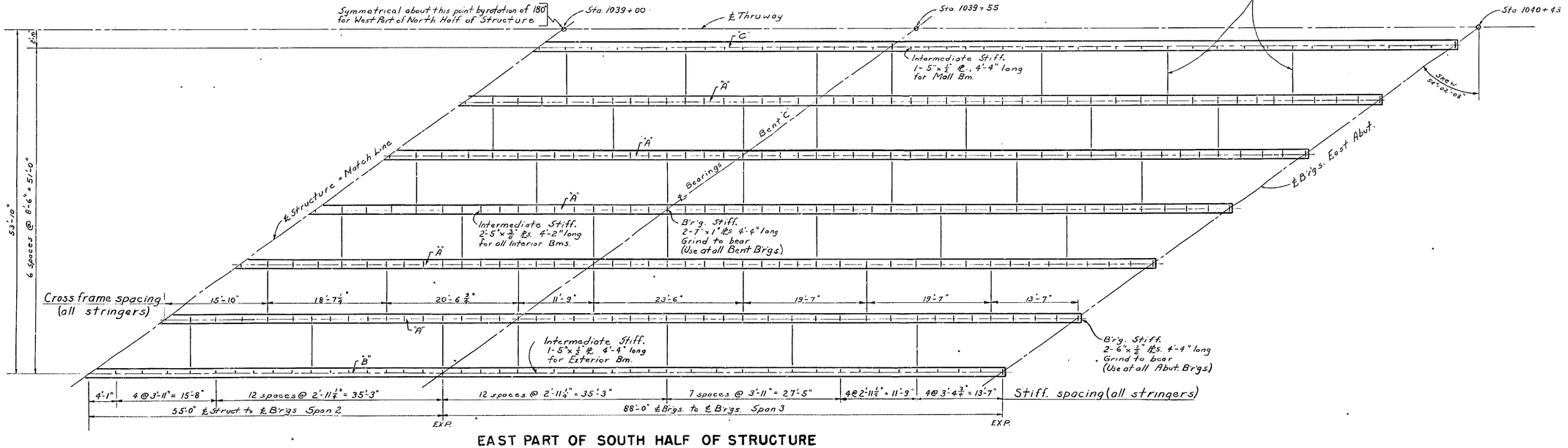
N.Y.C.R.R. (WEST SHORE) NEW BALTIMORE STATION



WEST PART OF SOUTH HALF OF STRUCTURE

Cross frames shall be completely welded to beams for each span before any concrete is placed on the bridge superstructure.

In welding the cross frames to the beams, the following sequence shall control for each span. Welding shall start at or close to the intersection of center lines (longitudinal and transverse) and proceed from this common center toward abutments or piers. Complete welding cross frames for the interior beams and then proceed in same order with remaining beams.



EAST PART OF SOUTH HALF OF STRUCTURE

DATE: Sept. 16, 1952

DRAWN BY: OF Hardy

TRACED BY: Wpg. 16 by Whiting

DETAILED BY: Cooper by Whiting

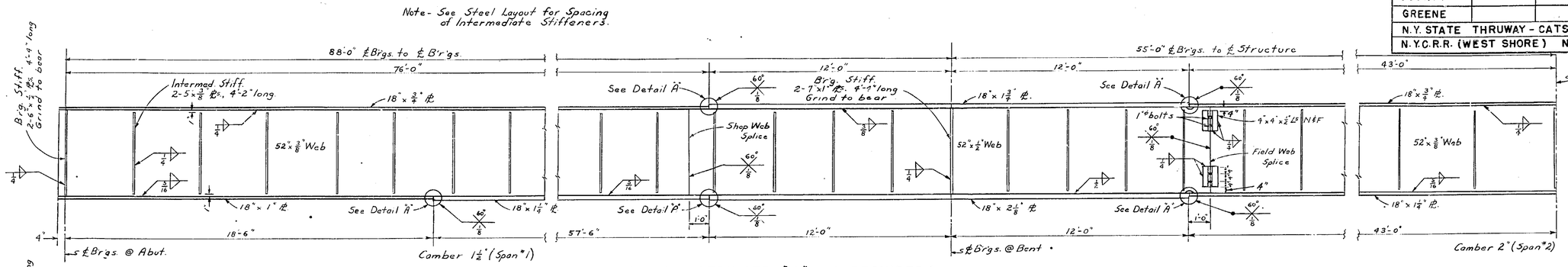
CHECKED BY: Douglas H. Smith

TRACING CHECKED BY: Hardy ✓

STEEL LAYOUT
SOUTH HALF OF STRUCTURE
Scale- 1/8" = 1'-0"

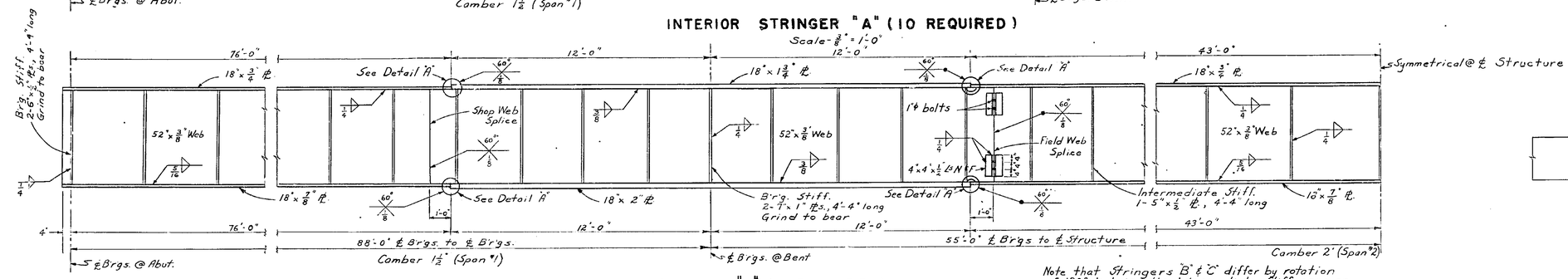
STEEL LAYOUT

COUNTY			SHEET NO.	TOTAL SHEETS
GREENE			98	99
N.Y. STATE THRUWAY - CATSKILL SECTION SUB. DIV. 6				
N.Y.C.R.R. (WEST SHORE) NEW BALTIMORE STATION				



INTERIOR STRINGER "A" (10 REQUIRED)

Scale - ⅜" = 1'-0"

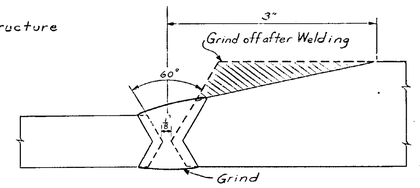


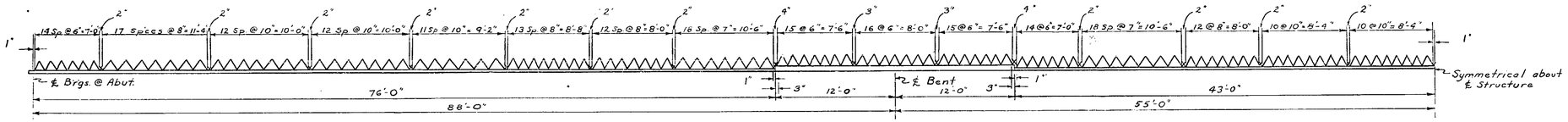
Note- Stiffeners to be set Vertical

EXTERIOR STRINGER "B" (2 REQUIRED)
MALL STRINGER "C" (2 REQUIRED)

Scale - ⅜" = 1'-0"

Note that Stringers 'B' & 'C' differ by rotation of 180° to bring the Intermediate Stiffeners on the inside of the Stringer web in each case. (See 'Steel Layout' & 'Half Transverse Sect.')

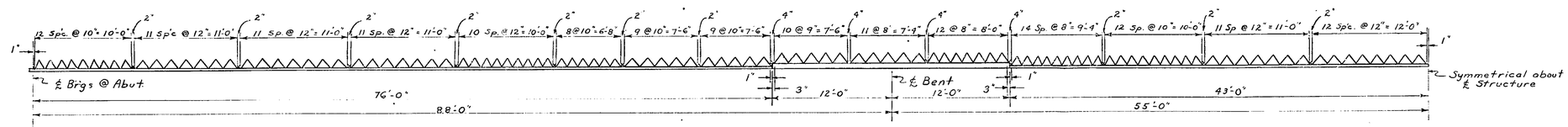




SPIRAL INTERIOR STRINGER

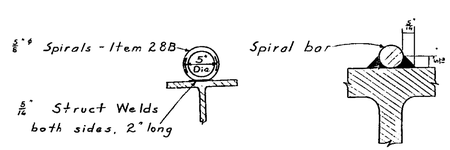
Not to Scale

All spirals shall have mean diam. of 5"

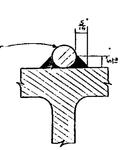


SPIRAL EXTERIOR STRINGER & MALL STRINGER

Not to Scale



SECTION A-A

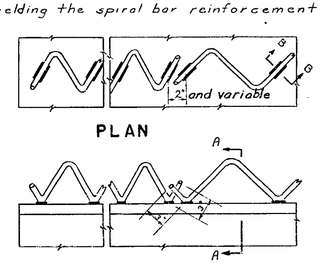


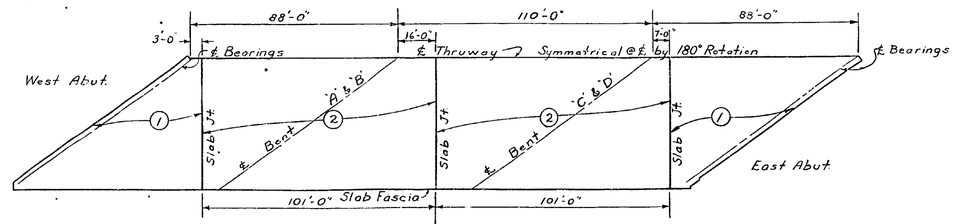
SECTION B-B

SPIRAL DETAIL

Not to Scale

5/32" or 3/16" diameter electrodes shall be used in welding the spiral bar reinforcement





Note: Units shall be poured in the numbered sequence but units of the same number need not be poured simultaneously. This sequence is not necessary for pouring Item 47 B. Joints may be moved slightly to bisect bar spacings.

SLAB POURING DIAGRAM

Scale: 1" = 30'-0"

Date	Sept 10, 1952
Revision	
Revision	
Revision	
Revision	

IN CHARGE OF Hardy
DESIGNED BY Wappler & by Whiting
DETAILED BY Cooper & by Whiting
TRACED BY Douglas H. Smith
TRACING CHECKED BY Cooper ✔

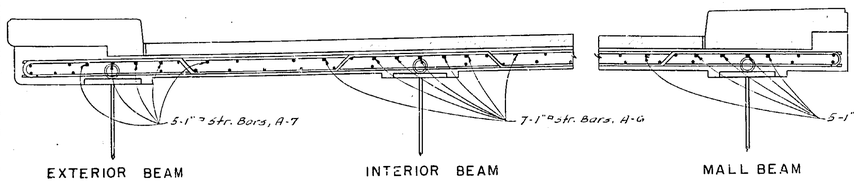
SPIRAL & STRINGER DETAILS

C.T. 52-1 S.T. 52-45 R.C. 52

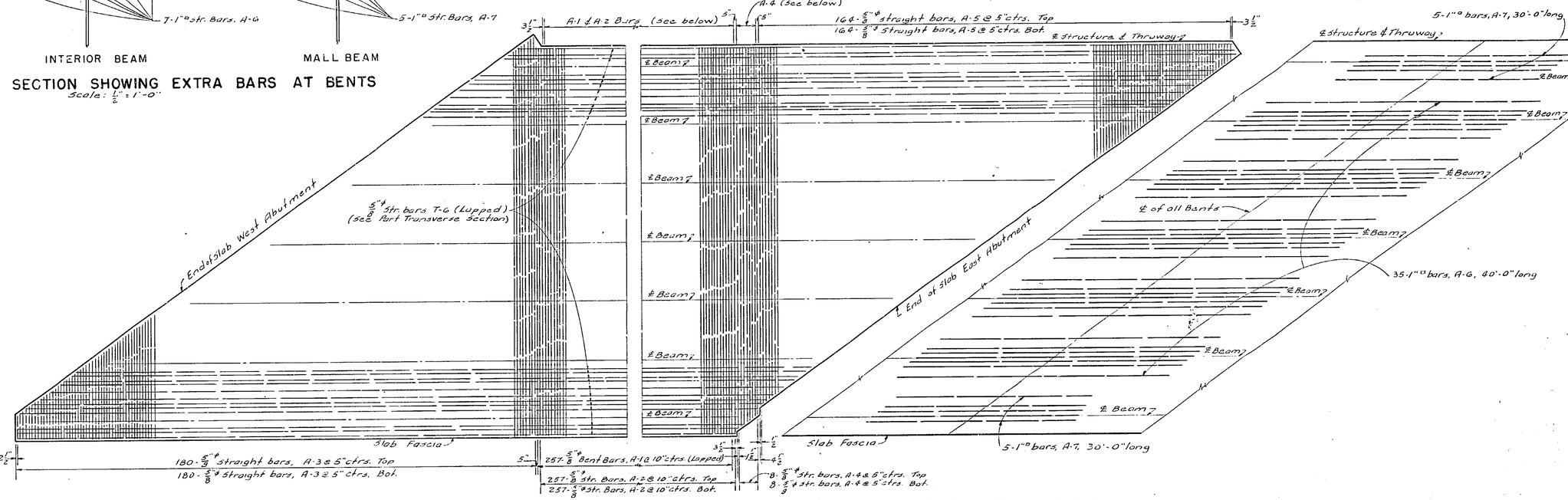
COUNTY			SHEET NO	TOTAL SHEE
GREENE			199	199

N.Y. STATE THRUWAY - CATSKILL SECTION SUB. DIV. 6

N.Y.C.R.R. (WEST SHORE) NEW BALTIMORE STATION



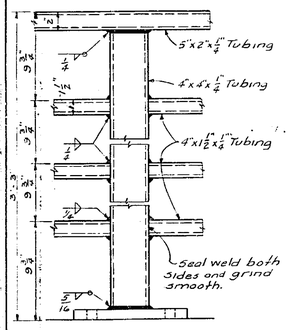
PART TRANSVERSE SECTION SHOWING EXTRA BARS AT BENTS
Scale: 1/2" = 1'-0"



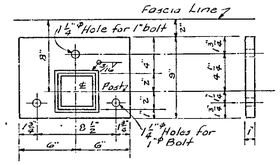
SLAB BAR LAYOUT
Scale: 1/8" = 1'-0"

Note: Rotate layout 180° for North half of Bridge.

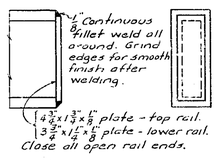
EXTRA BARS IN SLAB AT BENTS
Scale: 1/8" = 1'-0"



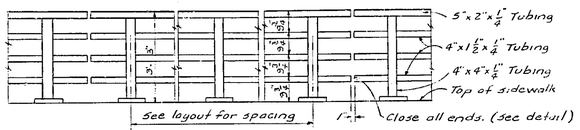
DETAIL AT POST
Scale: 1/2" = 1'-0"



POST BASE
Scale: 1 1/2" = 1'-0"



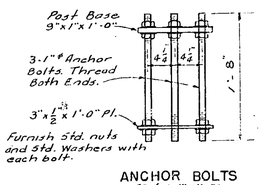
ENDS OF RAILS
Not to scale.



Note: All railing shall be fabricated and erected so that posts are vertical and rails parallel to each other.

TYPICAL PANEL
Scale: 3/8" = 1'-0"

RAILING DETAILS



ANCHOR BOLTS
Scale: 1" = 1'-0"

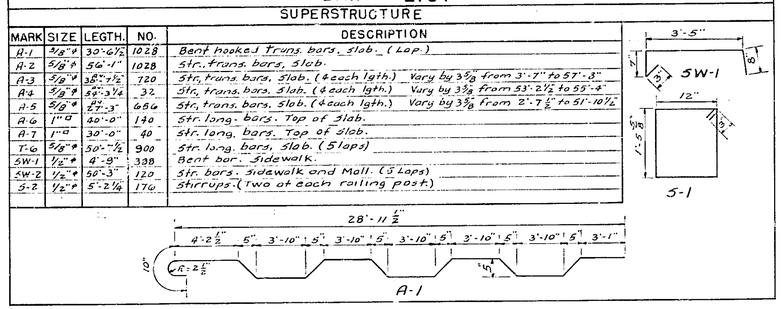
Sept. 16, 1952

Hardy
Whipple & Whiting
Cooper & Whiting
A. Mucken
Hardy ✓

BAR LIST

SUPERSTRUCTURE

MARK	SIZE	LEGTH.	NO.	DESCRIPTION
A-1	3/8" ϕ	30'-6 1/2"	1028	Bent hooked trans. bars, Slab. (1 Lap.)
A-2	3/8" ϕ	56'-1"	1028	Str. trans. bars, Slab.
A-3	5/8" ϕ	38'-7 1/2"	720	Str. trans. bars, Slab. (4 each lgth.) Vary by 3 5/8 from 3'-1" to 57'-8"
A-4	5/8" ϕ	54'-3 1/4"	32	Str. trans. bars, Slab. (4 each lgth.) Vary by 3 3/8 from 53'-2 1/2 to 55'-4"
A-5	5/8" ϕ	27'-3"	656	Str. trans. bars, Slab. (4 each lgth.) Vary by 3 3/8 from 2'-7 1/2" to 51'-10 1/2"
A-6	1" □	40'-0"	140	Str. long. bars - Top of Slab.
A-7	1" □	30'-0"	40	Str. long. bars, Top of Slab.
T-6	5/8" ϕ	50'-3 1/2"	900	Str. long. bars, Slab. (5 laps)
SW-1	1/2" ϕ	4'-9"	338	Bent bars - Sidewalk.
SW-2	1/2" ϕ	50'-3"	120	Str. bars - sidewalk and Mall. (3 Laps)
S-2	1/2" ϕ	5'-2 1/8"	176	Stirrups - (Two at each railing post)



ESTIMATE OF QUANTITIES

NO.	ITEM	UNIT	NET	ROUND
5	Trench, Culvert and Bridge Excavation.	C.Y.	277	300
15-2	Portland Cement, Type 2	Bbl.	4,306	4,330
15-2A	Portland Cement, Type 2 A	Bbl.	621	630
15-N	Natural Cement, Type N.	Bbl.	601	625
18	Class 1A Concrete for Structures. (1:2:3½ approx.)	C.Y.	2384	2,410
25F	Steel Fabric Reinforcement.	S.Y.	3,380	3,450
28	Bar Reinforcement for Structures.	Lb.	296,674	302,500
28B	Spiral Bar Shear Connectors.	Lb.	9,332	9,600
29	Structural Steel.	Lb.	963,000	992,000
37	Metal Railing.	L.F.	583	595
47-B	Cement Conc. Pav't (1:1 3/4:3½ approx.)	C.Y.	355	360
79	Dry Stone Paving.	S.Y.	1,726	1,800
85-C	Cast in-Place Concrete Piles.	L.F.	7992	8,000
85-C5	Cast in-Place Concrete Piles.	L.F.	7584	8,200
87	Furnishing Equipment for Driving Piles.	L.S.	Nec.	Nec.
121	Topsoil Placed From Stockpiles.	C.Y.	608	660
123-B	Seeding on Prepared Areas.	Acre	0.68	0.80
124	Sodding.	S.Y.	1,254	1,400
500	Railroad Protection.	L.S.	Nec.	Nec.

SUPERSTRUCTURE NOTES

Design Specifications - A.A.S.H.O. 1949. - H 20 - S16 - 44 Loading, Modified.

Materials, Construction and Fabrication Specifications. - New York State Dept. of Public Works, Jan. 2, 1951 and current modifications.

With the exception of metal railing, all structural steel, including beam bearings, anchor bolts for metal railing, nuts and washers will be paid for under Item 29.

Metal railing, including posts and base plates will be paid for under Item 37. All tubing shall be shop-welded into a finished railing.

Cement used for all concrete in this structure shall be a mixture of Type 2 and Type N, with the exception of the cement used in the wearing surface, which shall be Type 2A.

Spiral bar shear connectors will be paid for under Item 28B.

Welding shall comply with provisions of the current specifications for Welded Highway and Railroad Bridges of the American Welding Society.

Where steel exceeding one inch in thickness is to be welded, mild steel arc-welding electrodes with covering of low-hydrogen type shall be used. These electrodes must comply with A.S.T.M. (A-233-48T) requirements for Classification E 6015 or E 6016.

With the exception of the bridge pavement, all concrete in the superstructure shall be Class 1A. Concrete for structures, Item 18.

The bridge pavement shall be Cement Concrete Pavement Item 47B. The thickness of the concrete pavement may be varied slightly as directed by the Engineer in the field in order to follow closely the roadway grade.

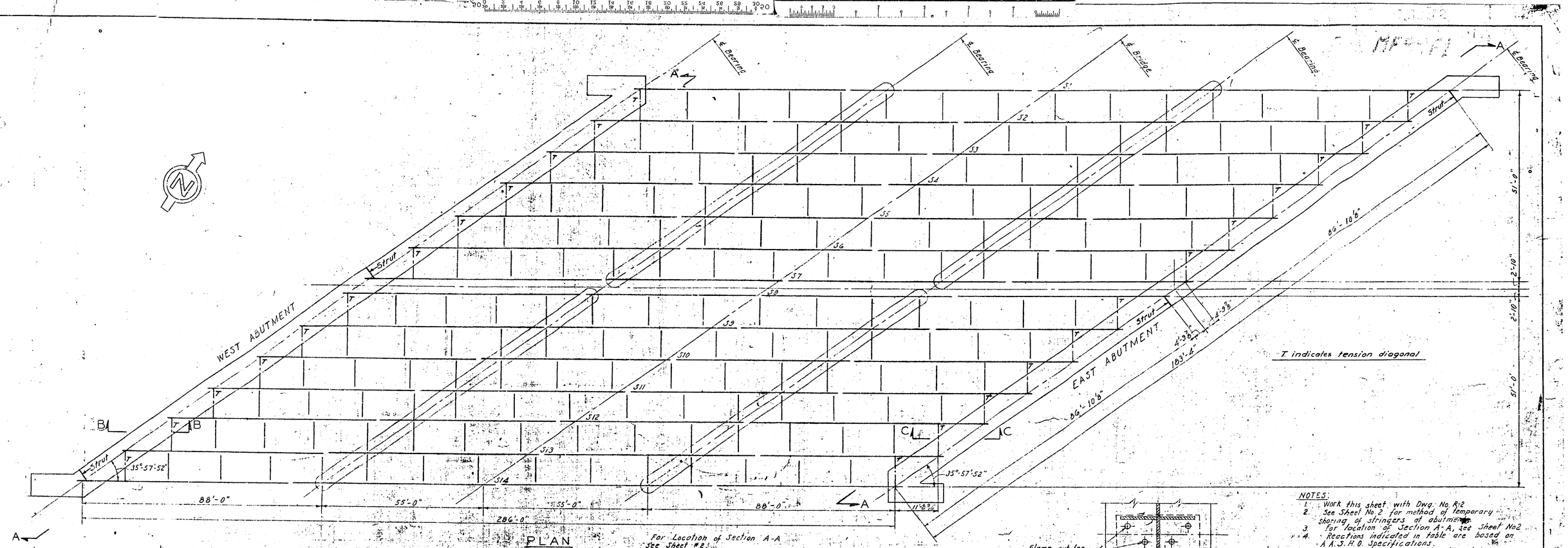
The cost of furnishing and placing copper strips, sponge rubber, caulking compound, Para-Plastic, premoulded bituminous joint, self-expanding cork, lead plates or any other joint material shall be included in the unit price bid for Item 18.

Sponge rubber furnished shall conform to the A.S.T.M. Specifications D 544.

One identification plate will be furnished free of charge to the Contractor to be installed where shown on the plans. The plate shall be installed before the concrete is poured in accordance with the instructions furnished by the Department. The cost of installing the identification plate shall be included in the unit price bid for Item 18.

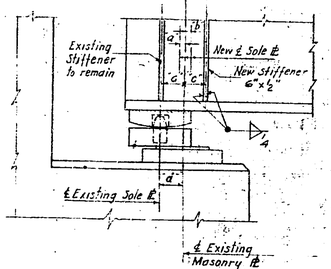
Cement used for Item 18 shall be a mixture of Type 2 and Type N. Cement used for Item 47B shall be Type 2A.

SLAB BARS & ESTIMATE

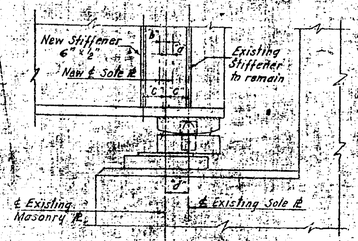


PLAN
No Scale

For Location of Section A-A
See Sheet #2



WEST ABUTMENT
SECTION B-B
Scale: 1½"=1'-0"



EAST ABUTMENT
SECTION C-C
Scale: 1½"=1'-0"

BOTH ABUTMENTS
BEARING REACTIONS

STRINGER	DEAD LOAD	LIVE LOAD + IMPACT	TOTAL
1	80 K	32 K	112 K
2	60 K	68 K	128 K
3	60 K	68 K	128 K
4	60 K	68 K	128 K
5	60 K	68 K	128 K
6	60 K	68 K	128 K
7	80 K	32 K	112 K
8	80 K	32 K	112 K
9	60 K	68 K	128 K
10	60 K	68 K	128 K
11	60 K	68 K	128 K
12	60 K	68 K	128 K
13	60 K	68 K	128 K
14	80 K	32 K	112 K

WEST ABUTMENT

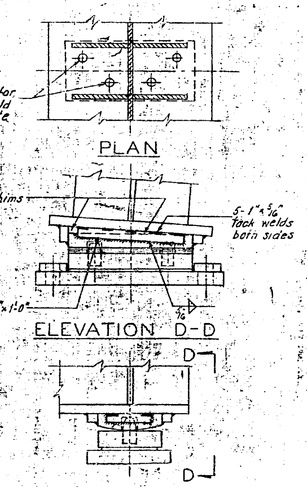
EXIST. COND; AR 16, 1955	
STRINGER	"d"
1	10 5/16"
2	11 1/16"
3	11 1/16"
4	11 1/16"
5	12 1/16"
6	12 1/16"
7	11 1/16"
8	11 1/16"
9	10 1/16"
10	11 1/16"
11	11 1/16"
12	12 1/16"
13	12 1/16"
14	13 1/16"

ALL STRINGERS-NEW COND. AT		
TEMP. °F	"a"	"b"
120	1/4"	
110	3/16"	
100	1/16"	
90	0"	
80	0"	
70	0"	0"
60		1/16"
50		1/8"
40		3/16"
30		5/16"
20		3/8"
10		7/16"
0		1/2"

EAST ABUTMENT

EXIST. COND; AR 16, 1955	
STRINGER	"d"
1	11 1/16"
2	11 1/16"
3	2 1/16"
4	2 1/16"
5	3 1/16"
6	2 3/16"
7	3 3/16"
8	3 3/16"
9	3 5/16"
10	3 5/16"
11	3"
12	2 15/16"
13	2 13/16"
14	2 9/16"

ALL STRINGERS-NEW COND. AT		
TEMP. °F	"a"	"b"
120	3/8"	
110	5/16"	
100	1/4"	
90	1/8"	
80	0	
70	0	0
60		3/16"
50		5/16"
40		7/16"
30		9/16"
20		5/8"
10		3/4"
0		7/8"



BEARING ADJUSTMENT DETAILS
Scale: 1½"=1'-0"

NOTES:
1. Work this sheet with Dwg. No. R-2
2. See Sheet No. 2 for method of temporary shoring of stringers at abutments.
3. For location of Section A-A, see Sheet No. 2
4. Reactions indicated in table are based on A.A.S.H.O. Specifications.
5. Jacks are to be capable of sustaining a minimum of 30% greater capacity than total reaction indicated for respective Stringer bearing point.

DE LEUW, CATHER & BRILL
ENGINEERS - ARCHITECTS
202 E 44TH ST., NEW YORK 17, N.Y.

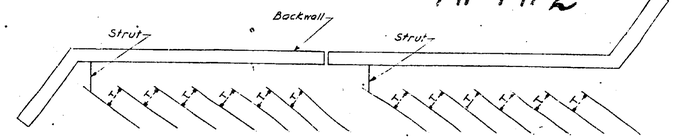
N.Y.S. THRUWAY OVER N.Y.C.R.R. (WEST SHORE)
NEW BALTIMORE STATION

REPAIRS TO SHOES

DWG. NO. R-1
SHEET NO 1 OF 2
DATE: MAY 17, 1955 (REVISED)
SCALE: AS NOTED

C.T. 52-7

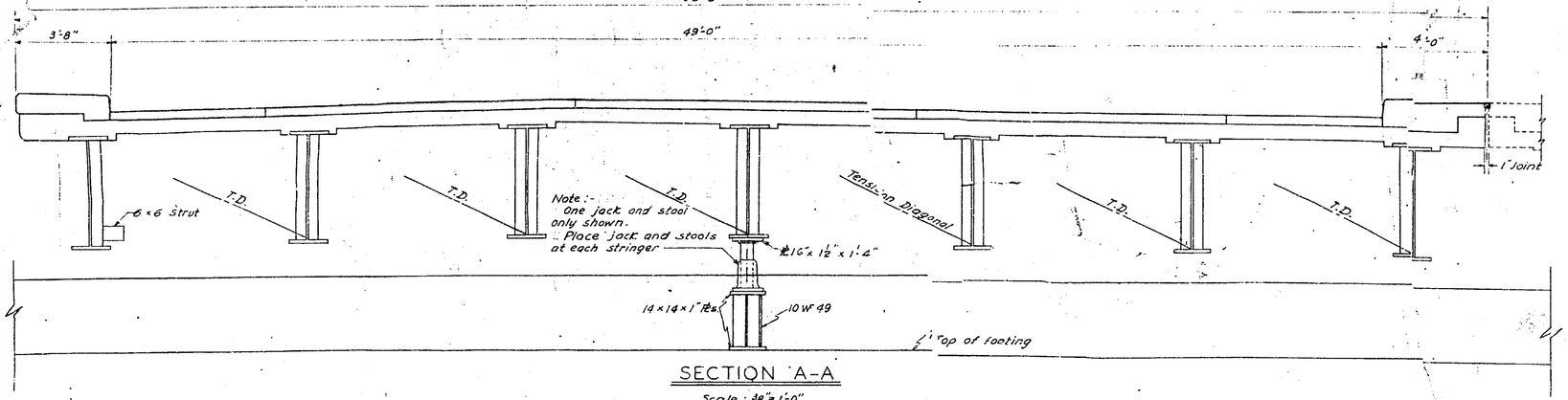
MF99F2 99B



T - Indicates Tension Diagonal

KEY PLAN

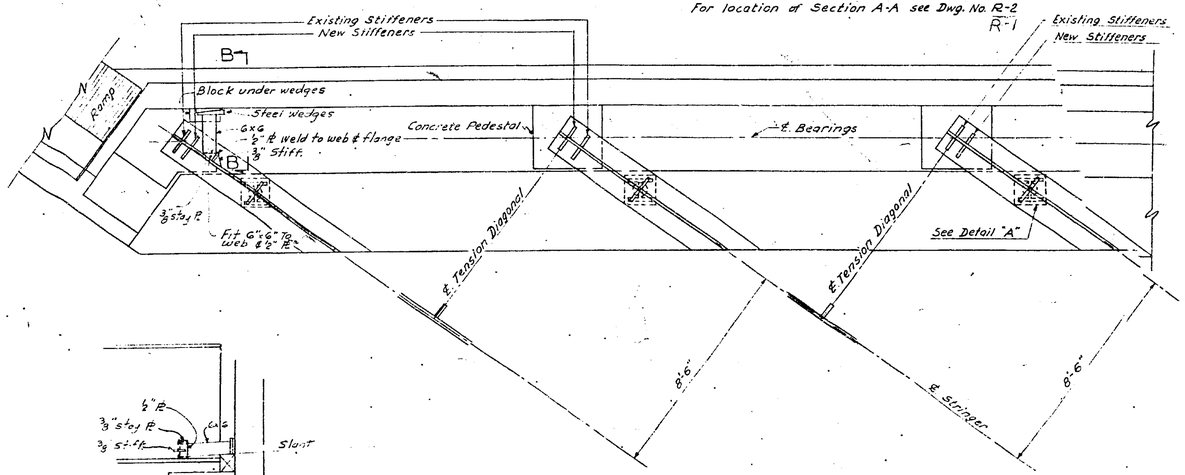
No Scale



SECTION A-A

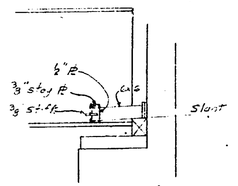
Scale : ⅜"=1'-0"

For location of Section A-A see Dwg. No. R-2



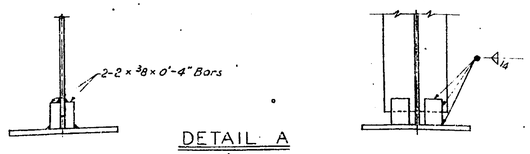
TYPICAL PLAN AT STRINGERS

Scale : ⅜"=1'-0"



SECTION B-B

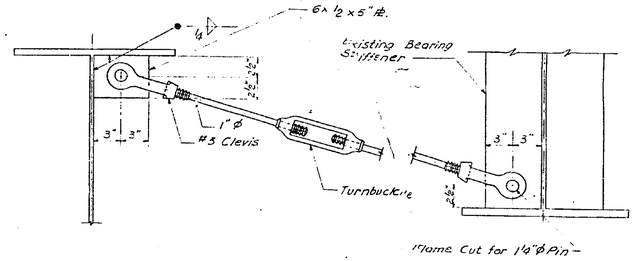
Scale ⅜"=1'-0"



DETAIL A

Scale 1"=1'-0"

FOR STIFFENER BRACES AT JACKING POINTS



TENSION DIAGONAL DETAILS

Scale : 1½"=1'-0"

Notes :-
1- Work this sheet with drawing No. R-1
2- For details of stringers, pedestal elevations etc., see contract design and shop drawings.

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NEW BALTIMORE STATION

REPAIR'S TO SHOES

DWG. NO. R-2
SHEET NO. 2 OF 2
DATE : MAY 17, 1955 (REVISED)
SCALE : AS NOTED