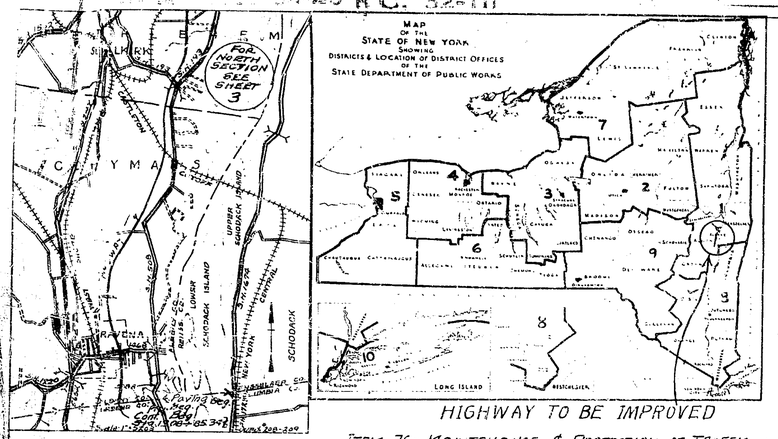


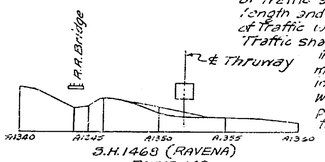




HIGHWAY TO BE IMPROVED

ITEM 76 - MAINTENANCE & PROTECTION OF TRAFFIC

Under 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 crossroads. 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.




S.H. 1468 (RAVENA)
ROUTE 143

# NEW YORK STATE THRUWAY AUTHORITY

## PLANS FOR CONSTRUCTING A PORTION OF THE NEW YORK STATE THRUWAY
## CATSKILL SECTION - Subdivision 5 (Greene County Line - Normanskill Creek)

From Station 1308+85.34, at the Greene County Line to Station 1922+06.09 near the Normanskill Creek, a length of 4.51 miles in the Town of Coeymans, of which 0.98 mile is in the Village of Ravena, and 7.05 miles in the Town of Bethlehem, a total length of 13.56 miles

AND FOR CONSTRUCTING THE

**SELKIRK INTERCHANGE**

At Station 1588+80, a length of 1.35 miles in the Town of Bethlehem

A TOTAL LENGTH OF 12.91 MILES CONTRACT No. C.T. 52-8P

AND FOR CONSTRUCTING PORTIONS OF THE FOLLOWING TOWN ROADS

**STYLEBARRCK ROAD**

From Station 0+40 to Station 12+10, a length of 0.22 mile in the Town of Coeymans

**BEAVER DAM ROAD**

From Station N 6+00 to Station N 19+00, a length of 0.24 mile in the Town of Bethlehem

**CLAPPER ROAD - WEISHEIT ROAD**

From Station CR 6+00 to Station CR 24+30 and from Station WR 10+50 to Station WR 25+70, a length of 0.83 mile in the Town of Bethlehem

**WEMPLE ROAD**

From Station T 14+00 to Station T 30+00, a length of 0.30 mile in the Town of Bethlehem

A TOTAL LENGTH OF 1.59 MILES CONTRACT No. S.T. 52-29

AND FOR RECONSTRUCTING PORTIONS OF THE

**COEYMANS - INDIAN FIELDS, PART 1, S.H. No. 1468**

Between Station A 1347+00 and Station A 1356+00, a length of 0.17 mile in the Village of Ravena, Town of Coeymans

**RIVER S.H. No. 193**

Between Station NJ 8+00 and Station NJ 27+96, a length of 0.38 mile in the Town of Bethlehem

**GLENMONT - FEURA BUSH, S.H. No. 367**

Between Station U 0+40 and Station U 13+14, a length of 0.34 mile in the Town of Bethlehem

**ALBANY - BETHLEHEM, S.H. No. 5499**

Between Station 0+00 and Station 66+04, a length of 1.48 miles in the Town of Bethlehem

A TOTAL LENGTH OF 2.37 MILES CONTRACT No. R.C. 52-111

A TOTAL COMBINED LENGTH OF 16.87 MILES

197 SHEETS

**ALBANY COUNTY**

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 1 | 197 |
| CATSKILL SECTION | | | | 8U43 -5 | |

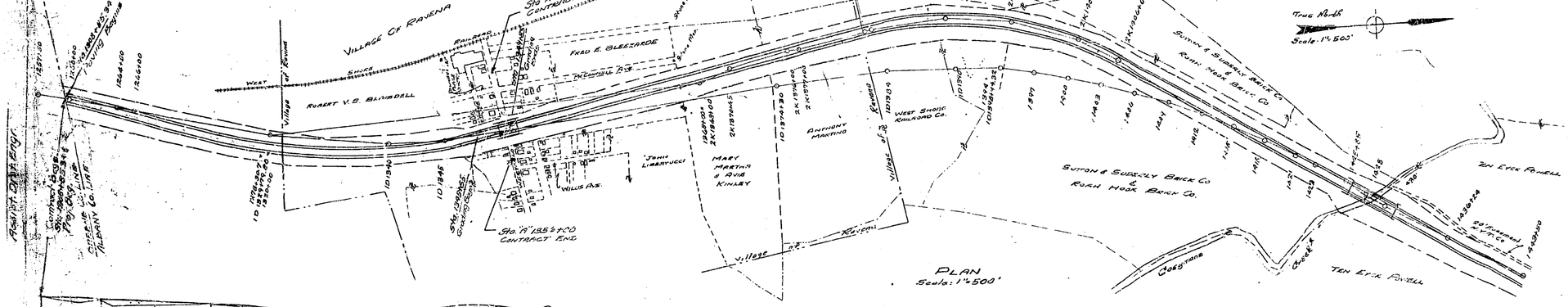
**TYPE OF CONSTRUCTION**

Cement Concrete Pavement 14.94 Miles
Asphalt Concrete, Type 1A, Opt. 0.88 Mile
Bituminous Macadam, Type 1 0.46 Mile
Gravel (Calcium Chloride Treated) 0.59 Mile
Including
Grade Separation Structure (S.H. 1468), I-Beam (Alpha), 3 Spans, 1 @ 72' and 2 @ 37'
Bridge (Coeymans Creek), Suspended Plate Girder, 3 Spans, 1 @ 165' and 2 @ 130'
Grade Separation Structure (Stylebarrck Rd.) Reinforced Concrete Closed Box Culvert, 18' Span
Grade Separation Structure (Hudson River Connecting R.R.), I-Beam (Alpha), 3 Spans, 1 @ 70' 6", 1 @ 64' and 1 @ 58'
Grade Separation Structure (S.H. 193), I-Beam (Alpha) 4 Spans, 2 @ 72', 1 @ 63' and 1 @ 79'
Grade Separation Structure (Selkirk Interchange) I-Beam (Alpha), 45' Span
Grade Separation Structure (Beaver Dam Rd.), I-Beam (Alpha), 4 Spans, 1 @ 46' 3¾", 2 @ 77' 11" and 1 @ 39' 6½"
Grade Separation Structure (Clapper Rd.-Weisheit Rd.) I-Beam (Alpha) 4 Spans, 2 @ 64' and 2 @ 37'
Grade Separation Structure (Wemple Rd), I-Beam (Alpha), 4 Spans, 2 @ 67' 11¾", and 2 @ 40' 4¼"
Grade Separation Structure (S.H. 367), I-Beam (Alpha), 4 Spans, 2 @ 64' and 2 @ 51'
Grade Separation Structure (S.H. 5499), I-Beam (Alpha), 3 Spans, 1 @ 92' 9½" and 2 @ 52' 9½"

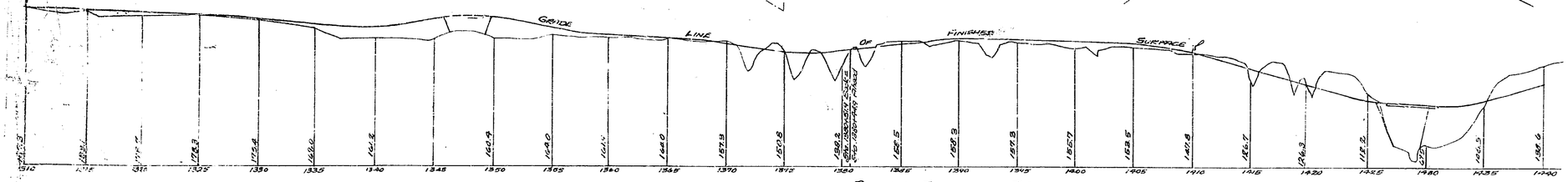
**STANDARD STRUCTURE SHEETS**

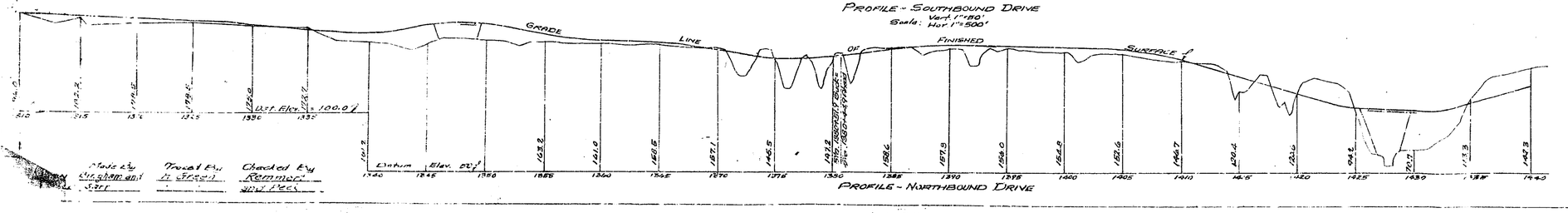
39-9, 40-101R, 40-103R, 46-4, 49-6S, 49-7, 50-1R, 50-34, 51-3, 51-11R, 51-11W, 51-20, 51-21, 51-27, 51-33R, 51-40, 52-17A, 52-17B, 52-17C, 52-17D, 52-41 52-43

***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.***




PLAN
Scale: 1"=500'




Made by Engineering Staff | Traced by D. Steed | Checked by Remmert and Pecs

NEW YORK STATE DEPARTMENT OF PUBLIC WORKS
DIVISION OF CONSTRUCTION

Approved ..... 19..
J. B. McMORRAN
Chief Engineer

Approved Oct 24 19..
E. F. GAWKINS
Deputy Chief Engineer

Approved
B. D. TALLAMY, Chairman of the N.Y. State Thruway Comm.
By
G. H. LANG, DEPUTY CHIEF ENGINEER

Prepared pursuant to the Highway Law and recommended by

Engineer Dist. No. 1

C.T. 52-8P S.T. [illegible] A.C. 52-111

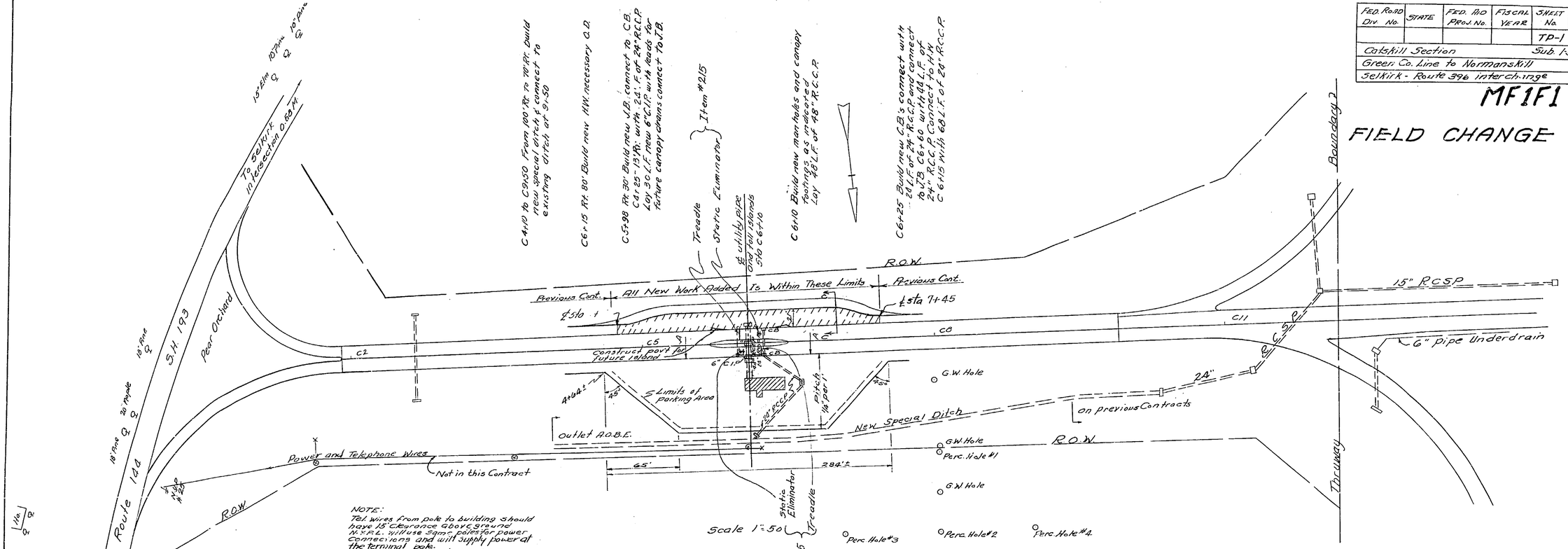
| Fed. Rd. No. Div. No. | State | Fed. Rd. No. Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | | | | TP-1 Field Change | 4 |
| Catskill Section | | | | Sub. 1-5 | |
| Green Co. Line to Normanskill | | | | | |
| Selkirk - Route 396 interchange | | | | | |

MF1F1

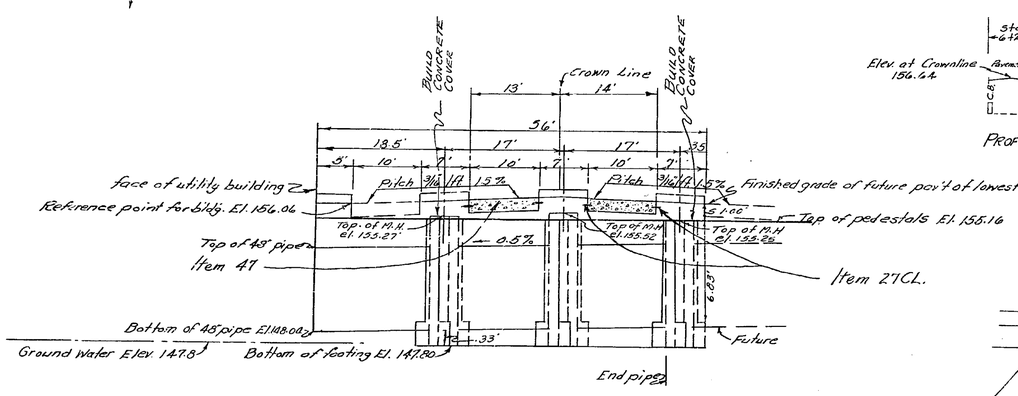
FIELD CHANGE

Approved _____ Date: _____ Assoc. Civil Engr. Constr.

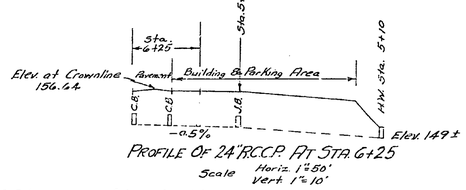
Approved _____ Date: _____ Assist. Dist. Engr.



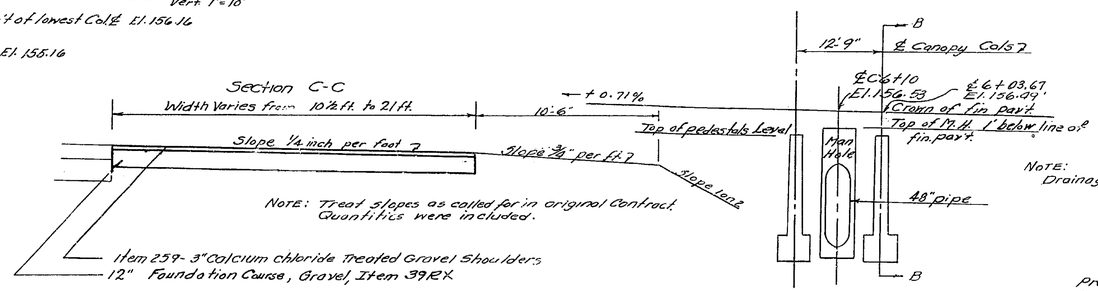

NOTE:
Tel. Wires from pole to building should have 15' Clearance above ground N.Y.R.E. will use 3gmc poles for power connections and will supply power at the Terminal pole.
⊗ Joint N.Y.Tel & E.L. pole
× Anchor & Guy.




CROSS SECTION B-B
Scale: Horiz. 1"=10'
Vert. 1"=4'

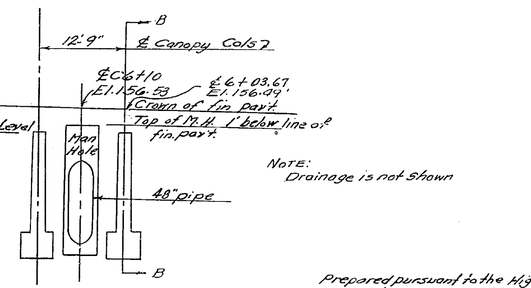



PROFILE OF 24" R.C.C.P. AT STA. 6+25
Scale Horiz. 1"=50'
Vert. 1"=10'




NOTE: Tread slopes as called for in original Contract. Quantities were included.

Scale ½" = 1'-0"




LONGITUDINAL SECTION A-A
Scale Horiz. 1"=10'
Vert. 1"=4'

NOTE:
Drainage is not shown

PLAN Made by W. Critchlow Traced by J. Grennan Checked by W. Critchlow

Prepared pursuant to the Highway Law and recommended by
[signature]
Engineer Dist. No. 1
Oct. 24 19[illegible]

| FED. ROAD DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | TP-1 | FIELD CHANGE 4 |
| Catskill Section | | | | Sub 1-5 | |
| Green Co. Line to Normanskill | | | | | |
| Selkirk - Route 396 Interchange | | | | | |

# IFIR
# FIELD CHANGE

C4+10 to C9+50 From 100'Rt. to 70'Rt. Build new special ditch & connect to existing ditch at 9+50

C6+15 Rt. 80' Build new HW. necessary 0.2

C5+98 Rt. 30' Build new CB connect to CB & C.I.P. CB: 25-19 Rt. with 24'-1" of 24" RCCP Lay 30 L.F. new 6" C.I.P. with leads for future canopy drains connect to CB

Item #215

Treadle

Static Eliminator

Utility pole

One tall Islands Sta C6+10

C6+10 Build new manholes and canopy footings as indicated Lay 48 L.F. of 48" R.C.C.P.

C6+25 Build new C.B.'s connect with 28 L.F. of 24" R.C.P. and connect to C.B. C6+60 with 44 L.F. of 24" RCCP Connect to H.W. C6+15 With 68 L.F. of 24" RCCP

Boundary 2

R.O.W.

Previous Cont. — All New Work Added Is Within These Limits — Previous Cont.

℄ Sta 7+45

℄ Sta 7+

15" RCSP

C11

C8

C5

C2

Construct part for future island

6" C.I.P.

6" Pipe Underdrain

G.W. Hole

4+04± — 45° — ℄ Limits of parking Area

Pitch ¼" per ft.

24"

on previous Contracts

Outlet A.O.B.E.

New Special Ditch

Power and Telephone Wires

Not in this Contract

45'

284'±

R.O.W.

Perc. Hole #1

G.W. Hole

Perc. Hole #3

Perc. Hole #2

Perc. Hole #4

Static Eliminator

Treadle

Item #215

Scale 1"=50'

Driveway

SH 193

Route 144

Pear Orchard

To Selkirk Intersection 0.60 M.

To Albany

NOTE:
Tel. Wires from pole to building should have 15' Clearance above ground. N.Y.R.L. will use 3 gang poles for power connections and will supply power at the terminal pole.
⊗ Joint N.Y.Tel & R.L. pole
× Anchor & Guy.

Sta 6+25 — Sta 5+98 — Sta 5+10

Elev at Crowning 156.64

Avement — Building & Parking Area

CB — CB — LB

EL. 151.1 — 150.6 — -0.5% — 152.5 — Elev 149.1 — 150.0

PROFILE OF 24" RCCP AT STA. 6+25

Scale Horiz. 1"=50'
Vert 1"=10'

Build Concrete Cover

Crown Line

13' — 14'

36'

18.5' — 17' — 17' — 3.5

5' — 10' — 7' — 10' — 7' — 10' — 7'

Face of utility building

Pitch ¾" /ft 1.5% — Pitch ¾" /ft 1.5%

Reference point for bldg. El. 156.06

Finished grade of future pav't of lowest C.B. El. 156.16

Top of pedestals El. 155.16

Top of M.H. El. 153.27

Top of M.H. El. 153.32

Top of M.H. El. 153.28

Top of 48" pipe

Item 47

0.5%

Item 27CL.

6.83'

Bottom of 48" pipe El. 148.08

.33'

Future

Ground Water Elev. 147.8

Bottom of footing El. 147.80

End pipe

CROSS SECTION B-B

Scale: Horiz. 1"=10'
Vert 1"=4'

Section C-C

Width Varies from 10½ ft. to 21 ft.

10'-6"

+0.71%

Top of pedestals Level

Slope ¼ inch per foot

Slope ¾" per ft.

Slope Level

Note: Treat slopes as called for in original Contract. Quantities were included.

Item 259- 3" Calcium chloride treated Gravel Shoulders

12" Foundation Course, Gravel, Item 39.RX

Scale ½"=1'-0"

B — 12'-9" — B

℄ Canopy Col 7

℄ C6+10 El. 156.53

℄ 6+03.67 El. 156.79

Crown of 24" pav't

Top of M.H. 1' below line of pin. pav't.

Man Hole

48" pipe

B

LONGITUDINAL SECTION A-A

Scale Horiz. 1"=10'
Vert 1"=4'

NOTE:
Drainage is not shown

Prepared pursuant to the Highway Law and recommended by

Engineer Dist. No. 1

Dec 4 19 62

| | Made by | Traced by | Checked by |
|---|---|---|---|
| PLAN | W.C. Critchlow | J. Grendon | W. Critchlow |

Approved _____ Date: _____
Asst. Dist. Engr.

Approved _____ Date: _____
Assoc. Civil Engr. Consltr.

C.T. 52-8P S.T. 52-29 R.C. 52-111

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | TP-2 | FIELD CHANGE 4 |

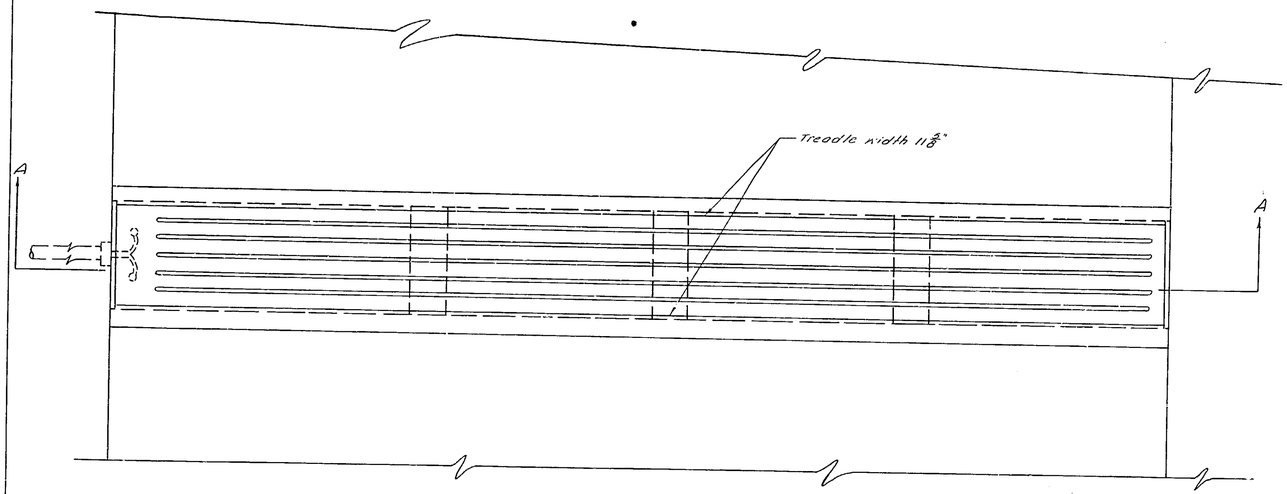
Coeymans Section — Sub. 1-3
Green Co. Line to Normanskill
Selkirk - Route 396 Interchange

MF1F2

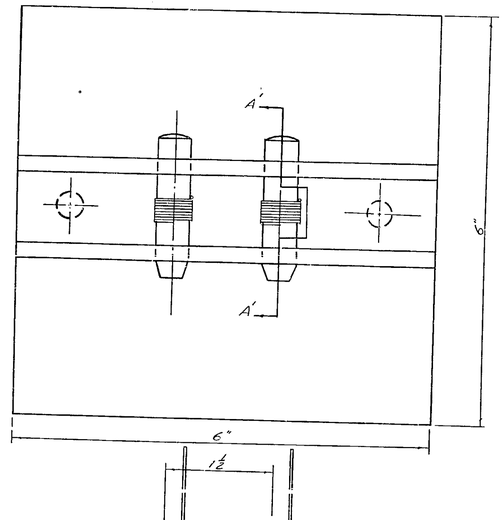
FIELD CHANGE

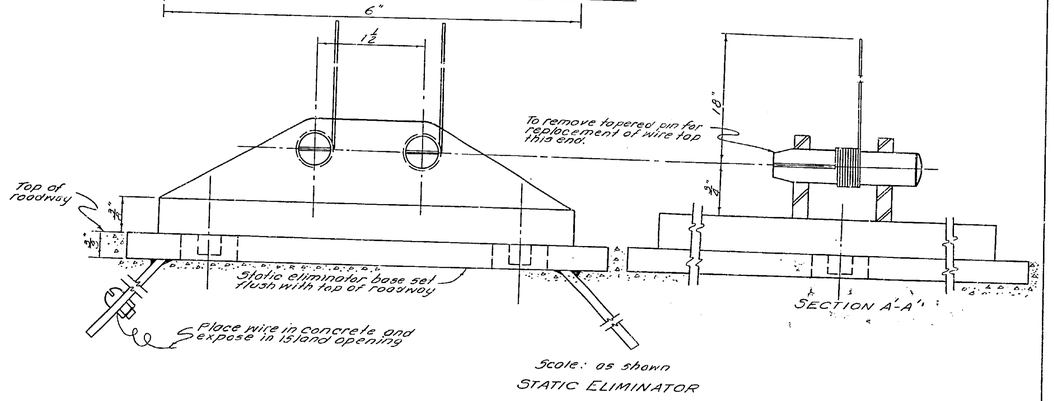
Approved: _____ Date: _____
Assoc. Civil Engr. Const.

Approved: _____ Date: _____
Assis. Dist. Engr.

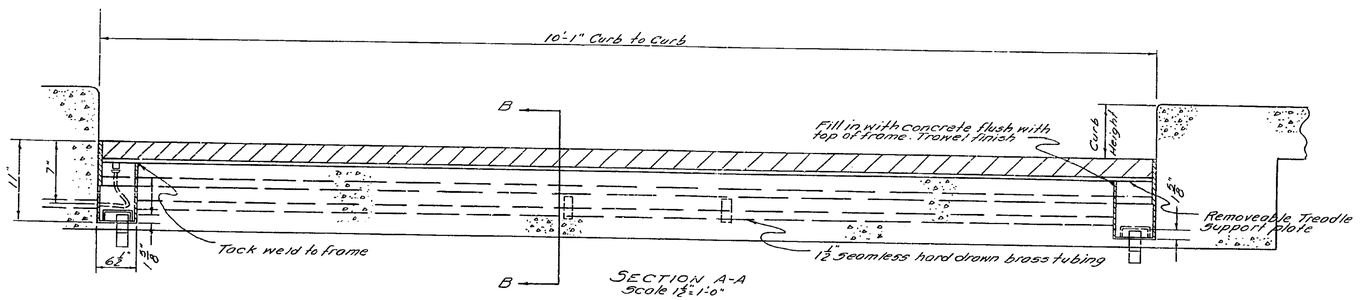



PLAN OF TREADLE IN ROADWAY
Scale 1½"=1'-0"

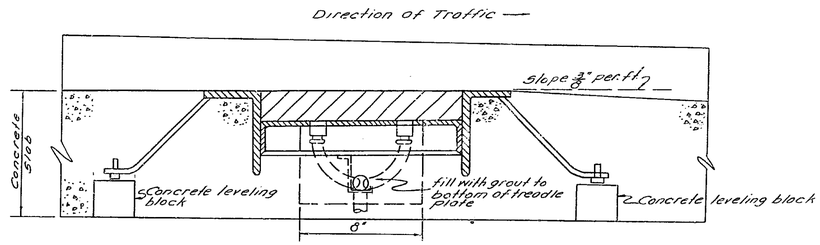



Scale: as shown
STATIC ELIMINATOR




SECTION A-A
Scale 1½"=1'-0"




SECTION B-B
Scale 3"=1'-0"

Made by _____ Traced by W. Deming Checked by W. Critchlow

PLAN

Prepared pursuant to the Highway Law and recommended by

[illegible]
Engineer Dist. No. 1

Oct 24 1952

C.T. 52-8P S.T. 52-29 R.C. 52-111

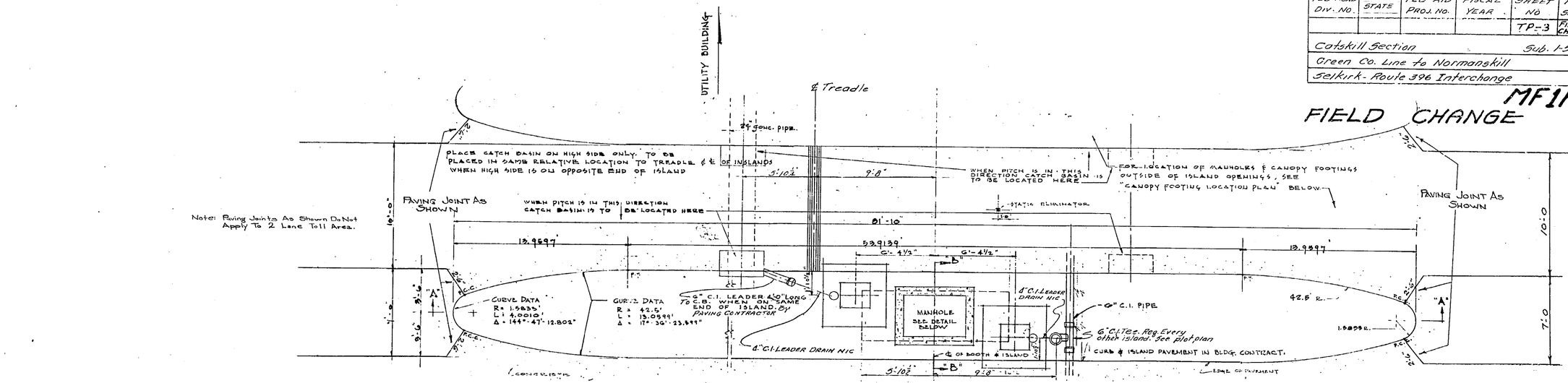
| FED ROAD DIV. NO. | STATE | FED AID PROJ. NO. | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | TP-3 | FIELD CHANGE 4 |

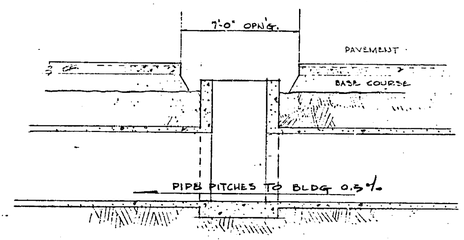
Catskill Section Sub. 1-5
Green Co. Line to Normanskill
Selkirk - Route 396 Interchange

MF1F3

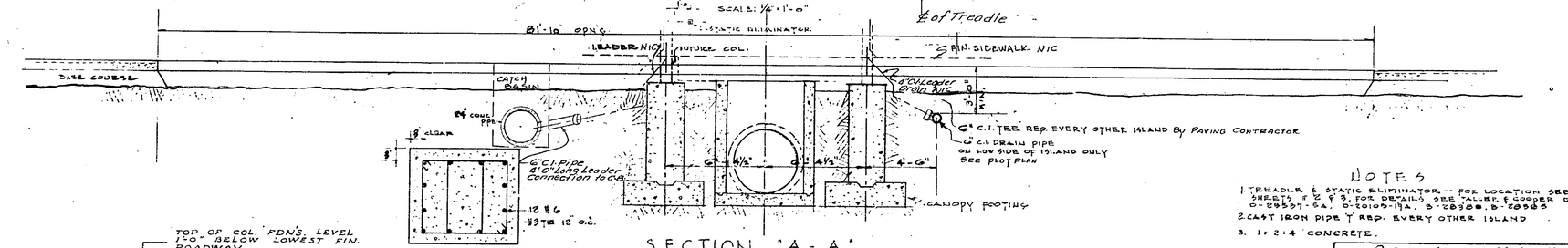
FIELD CHANGE

Approved: Date:
Assoc. Civil Engr. Constr.
Approved: Date:
Asst. Dist. Engr.



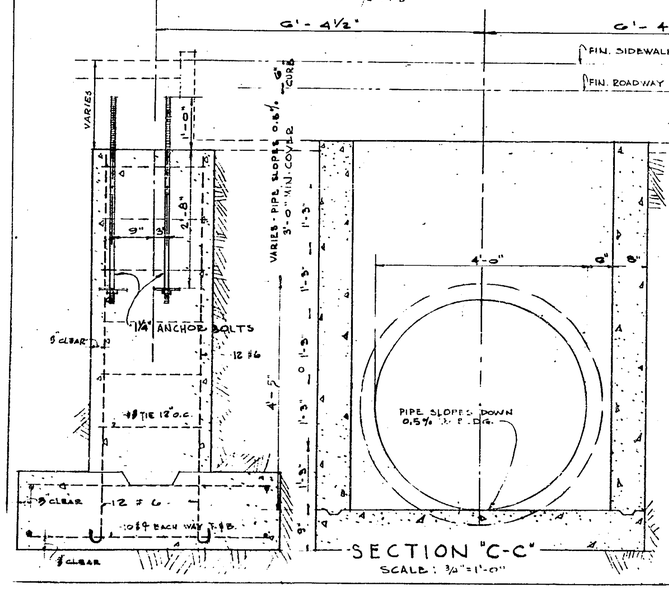

SECTION "B-B"
SCALE: ¼"=1'-0"

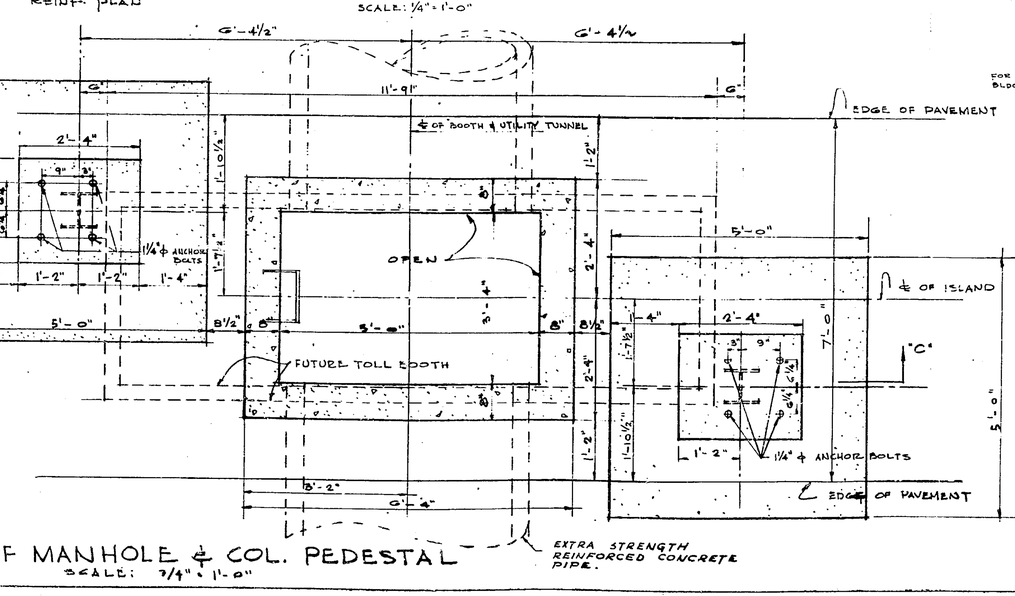



NOTES

1. TREADLE & STATIC ELIMINATOR -- FOR LOCATION SEE SHEETS F & F 3, FOR DETAILS SEE TALLER & COOPER DWG'S. D-28597-SA, D-20105-11A, B-28308, B-28985
2. CAST IRON PIPE T REQ. EVERY OTHER ISLAND
3. 1:2:4 CONCRETE.

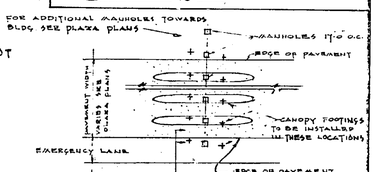
TOP OF COL. FDN'S. LEVEL 1'-0" BELOW LOWEST FIN. ROADWAY.




EXTRA STRENGTH REINFORCED CONCRETE PIPE.

Prepared pursuant to the Highway Law and recommended by
[illegible] Engineer Dist. No. 1
Dec. 23 1953




CANOPY FOOTING LOCATION PLAN
N.T.S.

TOP OF COL. FDN'S LEVEL 1'-0" BELOW LOWEST FIN. ROADWAY

MAY-8-1953 REVISED

STANDARD INTERCHANGE DESIGNS

PLAN OF PAVEMENT AROUND TOLL BOOTH-ISLAND AND UTILITY PIPE & FOOTING DETAILS.

TWE-1028
1

C.T. 52-8P 8.1. 52-29 R.C. 52-11

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | TP-4 | FIELD CHANGE 4 |

Catskill Section — Sub. 1-5
Green Co. Line to Normanskill
Selkirk - Route 396 Interchange

MF1F4

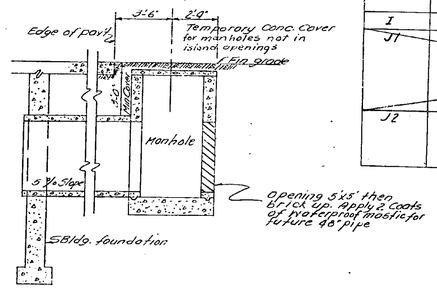
FIELD CHANGE

Approved: _____ Date: _____
Assoc. Civil Engr. Dept.
Assist. Dist. Engr.

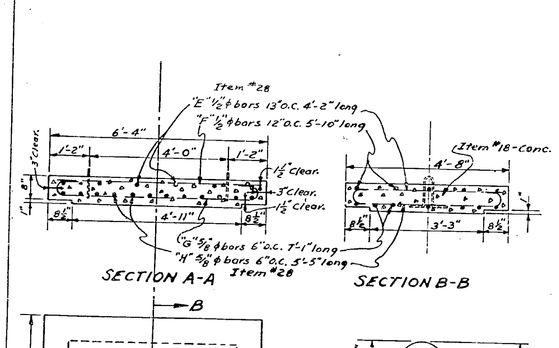
## BAR LIST

| MARK | SIZE | NO. | LENGTH | LOCATION & DESCRIPTION |
|---|---|---|---|---|
| A | ½" ϕ | 240 | 4'-6" | Top and bottom of Col. footing |
| B | ⅜" ϕ | 72 | 7'-8¼" | Vertical bars in Col. Pedestal |
| C | ⅜" ϕ | 36 3/4 | 6'-0" | Hoops in Col. Pedestals |
| D | ¾" ϕ | 12 1/4 | 4'-0" | Top of Catch Basin |
| E | ½" ϕ | 12 | 4'-2" | Bars in top of M.H. Cover |
| F | ½" ϕ | 10 | 5'-10" | Bars in top of M.H. Cover |
| G | ⅝" ϕ | 18 | 7'-1" | Hook Bars in bottom of M.H. Cover |
| H | ⅝" ϕ | 24 | 5'-5" | |
| I | ½" ϕ | 12 12 | 2'-0" | Top of Catch Basin |
| J1 | ½" ϕ | 8 8 | 4'-0" | In Pavt under Treadle |
| J2 | ½" ϕ | 380 8 | 5'-1" | In pavt under treadle |

PLACE CATCH BASIN ON HIGH SIDE ONLY, TO BE PLACED IN SAME RELATIVE LOCATION TO TREADLE WHEN HIGH SIDE IS ON OPPOSITE END OF ISLAND.

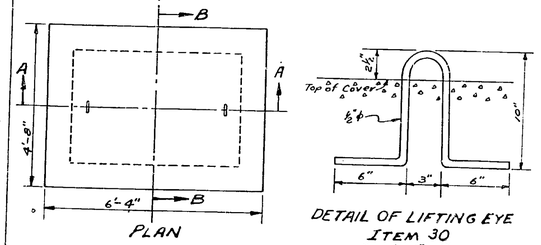



SECTION THRU UTILITY PIPE SHOWING END CONDITIONS
Scale ⅛"=1'-0"




SECTION A-A

SECTION B-B

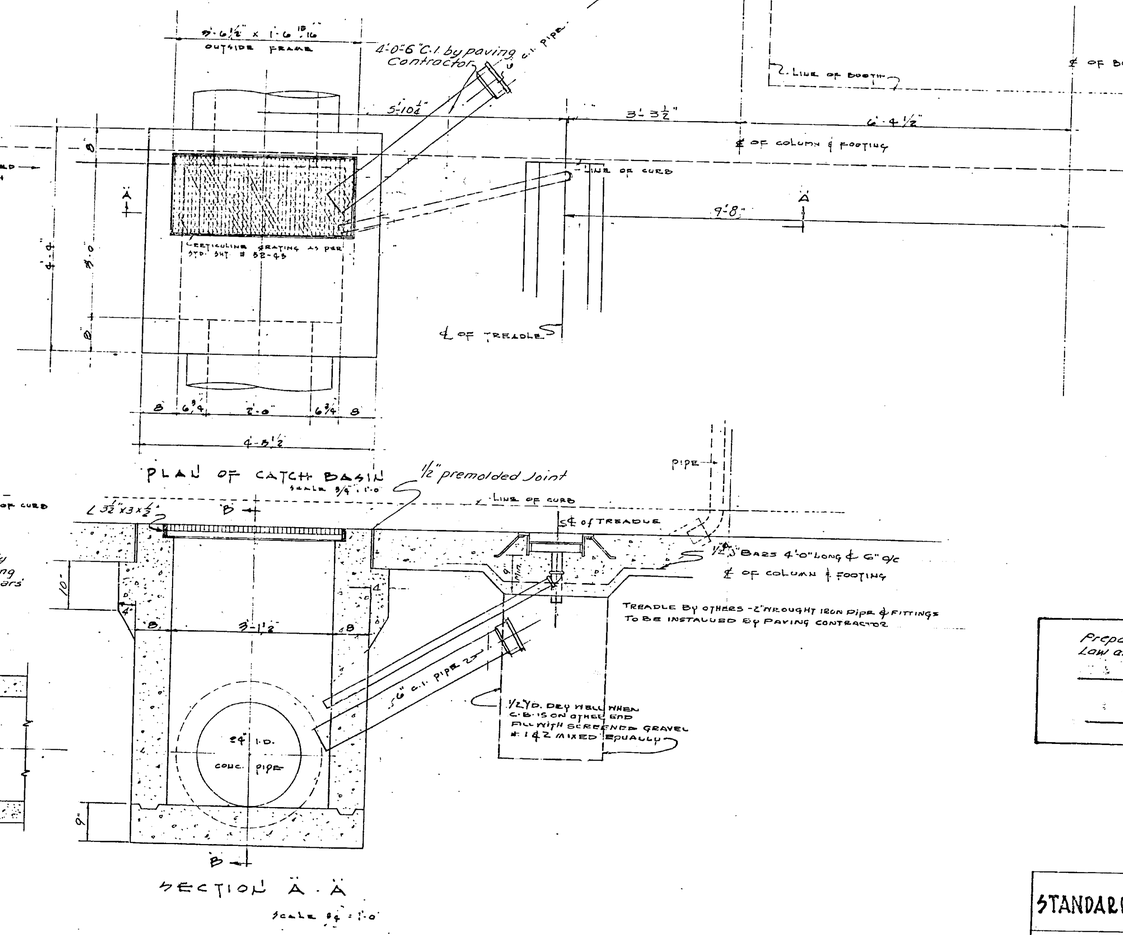



PLAN

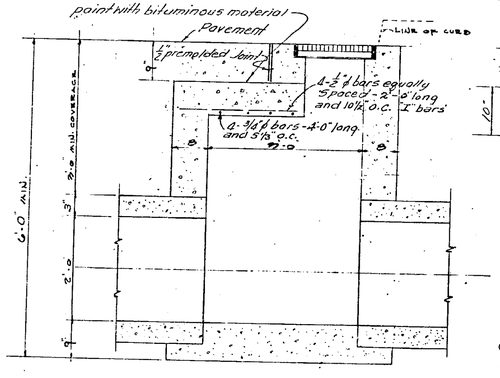



DETAIL OF LIFTING EYE
ITEM 30
Scale 1"=6"

TEMPORARY MANHOLE COVER
Scale ½" = 1'-0"




PLAN OF CATCH BASIN
Scale ¾" = 1'-0




SECTION B-B
Scale ¾" = 1'-0




SECTION A-A
Scale ¾" = 1'-0

Prepared pursuant to the Highway Law and recommended by
J. Peterson
Engineer Dist. No. 1
19__

REVISED

STANDARD-INTERCHANGE-DESIGN

TYPICAL CATCH BASIN FOR ALL PLAZAS

Made by Plan _____ Traced by H. Drozin Checked by W. Critchlow

TE 1033

CT.52-8P

1T

## Source Of Materials

| Item | Source |
|---|---|
| Portland Cement Type 1A | Universal Atlas Hudson |
| Portland Cement Type 2 | Universal Atlas Hudson |
| Portland Cement Type 2 | North American Howes Cave |
| Portland Cement Type 2 | Federal Port Cem. Woodlawn |
| Portland Cement Type 2A | Universal Atlas Hudson |
| Portland Cement Type 2A | North American Howes Cave |
| Natural Cement Type N | Century Rosendale |
| Fine Aggregate 53F76 | Windsor Bldg. Supp Co. New Windsor |
| Coarse Aggregate 51A25 | Callanan Rd. Imp. Co. S. Bethlehem |
| Asphaltic Concrete Type 1A | Callanan Rd. Imp. Co. S. Bethlehem |
| Type A Bituminous Paving 541.1947 | Shell Oil Co. Sewaren N.J. |
| Structural Steel | Phoenix Bridge Co. Phoenixville Pa. |
| Metal Railing | Vulcan Rail Co. Benwood W.Va. |
| Spiral Bar Shear Connectors | Eastern Const. Inc. Warren O. |
| Miscellaneous Metals | Walton Foundry Corp. Walton |
| Bar Reinforcement | Albany Steel & Iron Co. Albany |
| Pavement Mesh | Amer. Steel & Wire Co. Donora Pa. |
| Bridge Paint | M.A. Bruder & Co. |
| Reinf. Conc. Culvert Pipe | Capital Concrete Scotia |
| Sewer Pipe & Conc. Underdrain | Northern Concrete Scotia |
| All Gravel Items | Callanan Rd. Imp. Co. S. Bethlehem |

| Fed Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 2 | 197 |

CATSKILL SECTION SUB 5

2

Approved: Dec. 31, 1951
Assist. Chief Engr. Constr.

Approved:
Assist. Chief Engr.

Approved:
Chief Engr.

True North
Scale: 1" = 800'

N.Y.C.R.R. (West Shore)

Connecting R.R. Court N.Y.C.R.R. (Contract Limit)

The Hudson River

The Hudson River Connecting Railroad Co.

Michele Palmieri

Avis Kinley

Frangella Bros.

John Bubie & Edna M. Bubie

Katherine E. Lorenz, Edward F.N. Uthe & Others

Ten Eyck Powell

Ten Eyck Powell 16½ Easement Michele Palmieri

50' Easement N.Y. Telephone Co.

Alton C. Rowe Jr.

Edwin T. Wilsey, Norman V. Wilsey

Harmon Slingerland

Ethel B. Fletcher

Elsie V. Schillaci

Alma V. Snell

Sta. 0+40 Contract Begins

Sta. 0+00 Contract Begins

Sta. 0+13.16 Contract Ends

Sta. 10+63.48 Contract Ends

Proposed Stylebarrack Road

Slingerland Rd.

Margaret Pierer

Norman V. Wilsey

Wm. S. Slingerland

Harmon C. & M. C. Slingerland

John Newton

W. Peltz

J.G. Dollard, T.H. Dollard

L.J. Vrooman

J.J. Ryan

"C" Line

Sta. "C" 0+23 Interchange Begins

Mrs. Stuart Bartram

Peter Mikkelsen

Henry Klett

Edvard Enston

Dat. (Ex.)

RIVER S.H. 143

"C" LINE

(Thruway)

PROFILE – SOUTHBOUND DRIVE
Vert. 1" = 50 ft.
Scale: Hor. 1" = 500 ft.

Dat. Elev. 50.0 ft.

PROFILE – NORTHBOUND DRIVE

Dat. Elev. 100.0 ft.

| | Made By | Traced By | Checked By |
|---|---|---|---|
| PLAN | Bingham | H. Green | Remmert |
| PROFILE & Starr | | | & Peak |

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept. 15 19 51

C.T. 52-3P S.T. 52-29 A.P.

| FED. ROAD DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 3 | 197 |

CATSKILL SECTION SUB. 5

Contract No. 52-3P
Sta. 1428+65.0 Ahead = Sta. 1428+65.0 Ahead

BETHLEHEM
ELSMERE
GLENMONT
BETHLEHEM CENTER
SELKIRK YARD
BECKERS CORNERS
CEDAR HILL
MALLORY'S CORNERS
FORTHINGHAM LAKE
PLEASANT VALLEY
COEYMANS
SCHODACK
EAST GREENBUSH
HUDSON RIVER
Coeymans Sheet 1
See Sheet 2

SELKIRK
Ethel B. Fletcher
Abandoned R.R.
Central R.R. Co.
Harmon Slingerland
Charles H. Selkirk
Hans Vroman-Snell
Henry H. & Stella Myer
W. H. Wilkie
Andrew Hunt
Ralph C. & Lydia H. Spencer
Sta. 14+70 Contract Bdry.
Sta. 41+18.50 Ahead
Whitehead Bros. Co.
Marie Koster
Julius & Lillian Steffens
Sta. 1498+00 Ahead
See sheet for Plan back of Sta. 1498±
Thomas Slingerland
Harmon C. Slingerland
John Herron
W. Paltz
Road
Rte. 396
Edward Easton
Mary
Creek
River
Sta. 1496+45 Grading Limits
Sta. 1499+20 Grading Limits
Sta. 1501+31.50 Ahead
Sta. 1501+93.28 Grading Limits
Sta. 1502+28 Grading Limits
Sta. 14+70 Contract Bdry.
Sta. 14+70 Contract Limits
Jas. & M. A. Dolliver
L. J. Vroman
L. J. Vroman
Clapper Est.
Clapper
Clapper Est.
Loco
W.S.C.R.R. (West Shore)
Sta. 1639+50 Back = Sta. 1639+50 Ahead
Sta. 1639+50 Back = Sta. 1639+50 Ahead
Sta. 1639+50 Back = Sta. 1639+50 Ahead

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 4 | 197 |

CATSKILL SECTION — SUB 5

S.T. 52-3P S.T. 52-29 R.C. 52-1.

Approved: _____ Date: _____
Asst. Chief Engr.

Approved: _____ Date: _____
Assoc. Civil Engr. Constr.

Approved: _____ Date: _____
Assoc. Civil Engr. Right of Way

Clapper Hill
George Dutton
Contract Ends Sta. CE 22+30
Oswald & Eleanor Dahl
1692.75 Clapper Road
Weisheit Road
Sta. 1702.1 77.5 BK
Sta. 1702.1 42 AH
Clarence C. Crocker
Mrs. William E. Weisheit
Sta. 1726.4 68 Right
Sta. 1726.4 38 of Road
Doris L. Weisheit
Elizabeth L. Slingerland
Sta. T 30+00 Contract Ends
A.T. & T. Underground
1773.4 Week Road
W.H. Heath
Peter Shattal
Emmanuel H. Hinderleiter
Clarence Hartman
Milton, Clarence, Winslow M. & Jean Crocker
Miner & Grace Prink
James & Sara Killough
Clapper
John B. Slawson
Contract Ends Sta. WE 25+70
Andrew J. Moore
Gunnar J. Dahl
Contract Begins Sta. CR 0+00
Hammond
Mary A. Hickey
N.Y.C.R.R. (West Shore)
Fred & Kay Potvin
Orchard
Clinton Roth
Borrow Area
Lloyd I. Vogele
George W. Albert
Town Highway
CR 5 CR 10 CR 15 THRUWAY CR 20 OVERPASS
Vert. S.D. 500'
Min. Rad 300'
PLAN
Scale: 1in. = 500ft.
WEMPLE ROAD
WEISHEIT ROAD
Theoretical Grade
Datum Elev. = 1000'
PROFILES
Scale: Vert. 1" = 50', Hor. 1" = 500'

PLAN: Made By Engineering Staff — Traced By Highway Draftsman — Checked By Remmert
PROFILE: Made By Staff — Traced By Engineering Aid Peak

Prepared for submittal to the Highway Law and recommended by
_____
Engineer, District No. 1
Sept. 20 1952

C.T. 52-8P S.T. 52-2B R.O. 52-1A

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 5 | 197 |
| CATSKILL SECTION | | | | SUB 5 | |

Approved _____ Date _____
Assoc. Civil Engr. Bureau
Asst. Civil Engr.
Approved _____ Date _____
Asst. Chief Engr.

Plan
Profile

Assist. Civil Engr.

Glenmont - Feura Bush S.H. No. 347

Scale: Horiz. 1" = 50'
Vert. 1" = 10'

Map by Bingham
Traced by Howard Green
Checked by Kemmert
Profile by Farr
Plan by Van Hassel
and Peak

Prepared pursuant to the Highway Law and recommended by

_____
Engineer, District No. 1

_____ 19__

C.T 52-8P

5T

# TABLE of LENGTHS

## Hor. Plan Lengths

| | Sta | Sta | | Town Coeymans Rd L.F | Town Coeymans Br L.F | Village Rd L.F | Ravena Br L.F | Town of Bethlehem Rd L.F | Town of Bethlehem Br L.F |
|---|---|---|---|---|---|---|---|---|---|
| Conf & Proj Beg | 1308+85.34 | 1320+30 | Village Line | 1952.66 | | | | | |
| | 1338+38 | 1347+53 | Stop Br. | | | 1915.00 | | | |
| | 1347+53 | 1348+99 | Br over S.H 1468 | | | | 146.00 | | |
| | 1398+99 | 1380+33 | Village Ends | | | 3134.00 | | | |
| Town Coeymans Beg | 1380+33 | 1380+61.9 | Eq. | 18.90 | | | | | |
| Eq. | 1380+44.9 | 1426+21.6 | Stop Br. | 4576.80 | | | | | |
| | 1426+21.5 | 1430+52.5 | Coeymans Cr. Br. | | 431.00 | | | | |
| | 1430+53.5 | 1444+54.5 | Eq. | 1402.00 | | | | | |
| Eq. | 1444+44.05 | 1512+98.61 | Stop Br. | 6850.56 | | | | | |
| | 1512+98.61 | 1512+96.27 | Br. over RR | | 201.66 | | | | |
| | 1514+96.27 | 1547+05 | Town Coeymans End | 3208.73 | | | | | |
| Town Bethlehem Beg. | 1547+05 | 1563+08.61 | Eq. | | | | | 1603.61 | |
| Eq. | 1563+06.45 | 1588+54.16 | Stop Br. | | | | | 2547.71 | |
| | 1588+54.16 | 1589+05.84 | Selk Inter. Br. | | | | | | 51.68 |
| | 1589+05.84 | 1610+34.88 | Eq. | | | | | 2129.04 | |
| | 1611+19.20 | 1618+41.44 | | | | | | 822.24 | |
| | 1619+31.96 | 1650+00 | Stop Br. | | | | | 3068.04 | |
| | | | Vlomanhill Bridge | | | | | | |
| Beg | 1656+00 | 1702+72.5 | Eq. | | | | | 4677.50 | |
| Eq. | 1702+62 | 1724+58.63 | Eq. | | | | | 2396.63 | |
| | 1724+58.13 | 1885+20.54 | | | | | | 15862.39 | |
| | 1888+80.29 | 1907+56.37 | Stop Br. | | | | | 2276.08 | |
| | 1907+56.37 | 1909+59.63 | Br. over 9W | | 203.26 | | | | |
| | 1909+59.63 | 1924+03.50 | Eq. | | | | | 1443.87 | |
| Eq. | 1919+84.90 | 1921+08.09 | Stop Norman's Kill Br. | | | | | 221.19 | |
| | | | Total | 18,009.45 | 632.66 | 5049.00 | 146.00 | 27,648.36 | 254.94 |
| | | | | | | | | 61,140.35 | |

| | Town of Coeymans Rd L.F | Town of Coeymans Br L.F | Village Rd L.F | Ravena Br L.F | Town of Bethlehem Rd L.F | Town of Bethlehem Br L.F |
|---|---|---|---|---|---|---|
| | 1952.66 | | | | | |
| | | | 1915.00 | | | |
| | | | | 146.00 | | |
| | | | 3134.00 | | | |
| | 18.90 | | | | | |
| | 4582.90 | | | | | |
| | | 431.00 | | | | |
| | 1402.00 | | | | | |
| | 6850.56 | | | | | |
| | | 201.66 | | | | |
| | 3208.73 | | | | | |
| | | | | | 1603.61 | |
| | | | | | 2547.71 | |
| | | | | | | 51.68 |
| | | | | | 2129.04 | |
| | | | | | 822.24 | |
| | | | | | 3068.04 | |
| | | | | | 4677.50 | |
| | | | | | 2393.26 | |
| | | | | | 15861.14 | |
| | | | | | 2275.45 | |
| | | 203.26 | | | | |
| | | | | | 1443.97 | |
| | | | | | 221.19 | |
| | 18,015.75 | 632.66 | 5049.00 | 146.00 | 37,643.05 | 254.94 |
| | | | | | 61,141.40 | |

## Final/Slope Lengths

| | Town Coeymans Rd L.F | Town Coeymans Br L.F | Village Rd L.F | Ravena Br L.F | Town of Bethlehem Rd L.F | Town of Bethlehem Br L.F |
|---|---|---|---|---|---|---|
| | 1952.66 | | | | | |
| | | | 1915.00 | | | |
| | | | | 146.00 | | |
| | | | 3134.05 | | | |
| | 18.90 | | | | | |
| | 4582.98 | | | | | |
| | | 431.80 | | | | |
| | 1702.05 | | | | | |
| | 6850.69 | | | | | |
| | | 201.66 | | | | |
| | 3208.80 | | | | | |
| | | | | | 1600.63 | |
| | | | | | 2547.74 | |
| | | | | | | 51.68 |
| | | | | | 2129.08 | |
| | | | | | 822.26 | |
| | | | | | 3068.18 | |
| | | | | | 4677.85 | |
| | | | | | 2,393.28 | |
| | | | | | 15,862.24 | |
| | | | | | 2276.00 | |
| | | 203.26 | | | | |
| | | | | | 1443.89 | |
| | | | | | 221.19 | |
| | 18,016.08 | 632.66 | 5,049.05 | 146.00 | 37,643.34 | 254.94 |
| | | | | | 61,141.07 | |

## Selkirk Interchange

| | Sta | Sta | Rd L.F |
|---|---|---|---|
| Proj Begins | 0+00 | | |
| Spurs | 0+50 (2+90) | | 230.00 |
| NK Line | K42+47 | KK-37+63 | 1016.00 |
| D " | D 11+85 | D 26+39 | 1484.00 |
| B " | B 10+50 | B 19+81 | 931.00 |
| C " | C 4+82 | C 34+18 | 3391.00 |
| | Due to Change of Center Line | | 712.00 |
| | | | 61,140.35 |
| | Total | | 68,252.35 |

Sheet 1 of 2

ST 52-29

## Horizontal Plan Length

| Sta | Sta | Town of Coeymans Stylbarrack Rd L.F | Stylbarrack Br L.F | Beaver Dam Rd L.F | Beaver Dam Br L.F | Town of Bethlehem Clapper Rd L.F | Clapper Weisheit Br L.F | Weisheit Wemple Rd L.F | Wemple Br L.F |
|---|---|---|---|---|---|---|---|---|---|
| 0+40 | 12+10 | 1015.00 | 165.00 | | | | | | |
| N 6+00 | N 14+61.22 | | | | | | | | |
| N 10+06.22 | N 13+52.38 | | | | | | | | |
| N 13+63.39 | N 17+76.60 Eq. | | | | | | | | |
| Eq N 18+28 | N+19+00 | | | 1002.43 | 246.17 | | | | |
| CR 0+00 | CR 16+10 | | | | | | | | |
| Ch 16+10 | CR 18+168. | | | | | | | | |
| CR 18+16 | CR 24+30. | | | | | | | | |
| WR 10+50 | WR 24+70 | | | | | | | | |
| WR 14+10 | WR 20+02 | | | | | | | | |
| | | | | 1199.00 | 206.00 | | | | |
| T 14+00 | T 18+78.77 | | | | | | | | |
| T 18+78.77 | T 20+99.69 Br. | | | | | | | | |
| T 20+99.69 | T 30+00 | | | | | | | | |
| | | | | | | 1379.08 | 220.92 | | |
| | Total | 1015.00 | 165.00 | 1002.43 | 246.17 | 1199.00 | 206.00 | 1379.08 | 220.92 |

| | Town of Coeymans Stylbarrack Rd L.F | Stylbarrack Br L.F | Beaver Dam Rd L.F | Beaver Dam Br L.F | Town of Bethlehem Clapper Rd L.F | Clapper Weisheit Br L.F | Weisheit Wemple Rd L.F | Wemple Br L.F |
|---|---|---|---|---|---|---|---|---|
| | 992.00 | 155.00 | | | | | | |
| | | | 942.20 | 246.17 | | | | |
| | | | | | 1200.00 | 206.00 | | |
| | | | | | | | 1467.20 | 220.92 |
| | 992.00 | 155.00 | 942.20 | 246.17 | 1200.00 | 206.00 | 1467.20 | 220.92 |

| | Town of Coeymans Stylbarrack Rd L.F | Stylbarrack Br L.F | Beaver Dam Rd L.F | Beaver Dam Br L.F | Town of Bethlehem Clapper Rd L.F | Clapper Weisheit Br L.F | Weisheit Wemple Rd L.F | Wemple Br L.F |
|---|---|---|---|---|---|---|---|---|
| | 992.50 | 155.00 | | | | | | |
| | | | 944.80 | 246.17 | | | | |
| | | | | | 1227.50 | 206.00 | | |
| | | | | | | | 1461.30 | 220.92 |
| | 992.50 | 155.00 | 944.80 | 246.17 | 1227.50 | 206.00 | 1461.30 | 220.92 |

AC 52-111

| | Sta | Sta | Town of Coeymans Village of Ravena Rd L.F | Ravena Br L.F | Selkirk River Rd Main St Rd L.F | Selkirk River Rd Main St Br L.F | Town of Bethlehem Glenmont Rd L.F | Feura Bush Br L.F | Route 9W Rd L.F | Route 9W Br L.F |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1347+00 | 1356+00 | 900.00 | | | | | | | |
| | 38+00 | 332+19 | | | | | | | | |
| | 325+05 | 27+92 | | | | | | | | |
| | U 0+40 | U 9440.73 | | | | | | | | |
| | U 11+35.27 | U 18+14 | | | | | | | | |
| | 0+00 | 21+49 Eq. | | | | | | | | |
| | Eq. 21+49 | 39+24 Eq. | | | | | | | | |
| | Eq. 39+34 | 66+04 | | | | | | | | |
| | | | | | 1710.00 | 286.00 | 1539.46 | 234.54 | 7820.00 | |
| | Total | | 900.00 | | 1710.00 | 286.00 | 1539.46 | 234.54 | 7820.00 | |
| | Total Road Only | | | | | | | | 12,490.00 | |
| | | | | | | | | | 11,049.46 | |

| | Town of Coeymans Village of Ravena Rd L.F | Ravena Br L.F | Selkirk River Rd Main St Rd L.F | Selkirk River Rd Main St Br L.F | Town of Bethlehem Glenmont Rd L.F | Feura Bush Br L.F | Route 9W Rd L.F | Route 9W Br L.F |
|---|---|---|---|---|---|---|---|---|
| | | | | | 883.85 | | | |
| | | | 1701.00 | 286.00 | | | | |
| | | | | | 1513.40 | 234.54 | | |
| | | | | | | | 7605.90 | |
| | 883.85 | | 1701.00 | 286.00 | 1513.40 | 234.54 | 7605.94 | |
| | | | | | | | 12,224.69 | |

| | Town of Coeymans Village of Ravena Rd L.F | Ravena Br L.F | Selkirk River Rd Main St Rd L.F | Selkirk River Rd Main St Br L.F | Town of Bethlehem Glenmont Rd L.F | Feura Bush Br L.F | Route 9W Rd L.F | Route 9W Br L.F |
|---|---|---|---|---|---|---|---|---|
| | 883.85 | | | | | | | |
| | | | 1761.65 | 286.00 | | | | |
| | | | | | 1518.30 | 234.54 | | |
| | | | | | | | 7606.10 | |
| | 883.85 | | 1761.65 | 286.00 | 1518.30 | 234.54 | 7606.10 | |
| | | | | | | | 12,230.44 | |

C.T. 52-8P S.T. 52-29 R.C 52-111

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 6 | 197 |
| Catskill Section | | | | Sub -5 | |

# Table of Lengths (Thruway)

| Description | Station | to Station | Bridge L.F. | Highway L.F. | Total L.F. |
|---|---|---|---|---|---|
| Greene County Line | | | | | |
| Contract # Project Begins | 1308+85.34 | 1347+53 | | 3867.66 | |
| Bridge over S.H. 1468 (Ravena) | 1347+53 | 1348+99 | 146.00 | | |
| | 1348+99 | 1380+51.9 Eq. | | 3152.90 | |
| Eq. | 1380+44.9 | 1426+21.5 | | 4576.60 | |
| Bridge over Coeymans Creek | 1426+21.5 | 1430+52.5 | 481.00 | | |
| | 1430+52.5 | 1444+54.5 Eq. | | 1402.00 | |
| Eq. | 1444+44.05 | 1512+94.61 | | 6850.56 | |
| Bridge over Hudson River R.R. | 1512+94.61 | 1514+96.27 | 201.66 | | |
| | 1514+96.27 | 1547+00 | | 3,203.73 | |
| Town of Coeymans Ends | 1547+00 | 1563+08.61 Eq. | | 1608.61 | |
| Town of Bethlehem Begins Eq. | 1563+06.45 | 1588+54.16 | | 2547.71 | |
| Bridge Selkirk Interchange | 1588+54.16 | 1589+05.84 | 51.68 | | |
| | 1589+05.84 | 1610+34.88 Eq. | | 2129.04 | |
| Eq. | 1611+19.20 | 1619+41.44 Eq. | | 822.24 | |
| | 1619+91.96 | 1650+84.00 | | 3068.04 * | |
| Bridge Vlomankill West Shore RR | 1650+84.00 | 1655+39.50 | 455.50 * | | |
| | 1655+39.50 | 1702+79.5 Eq. | | 4677.50 * | |
| Eq. | 1702+62.0 | 1726+58.63 Eq. | | 2396.63 | |
| Eq. | 1726+58.15 | 1884+80.29 Eq. | | 15822.14 | |
| Eq. | 1885+20.54 | 1907+56.37 | | 2235.83 | |
| Bridge 9W, S.H. 5499 | 1907+56.37 | 1909+59.63 | 203.26 | | |
| | 1909+59.63 | 1924+08.50 Eq. | | 1443.87 | |
| Eq. | 1919+86.90 | 1922+08.09 | | 221.19 | |
| Contract # Project Ends | 1922+08.09 | | | | |
| | | | 1033.60 LF | 60,026.29 EF | 61,059.85 LF |
| | | | 0.19 Mi. | 11.37 Mi. | 11.56 Mi. |

| | Bridges L.F. | Highway L.F. | To Nat L.F. | Miles |
|---|---|---|---|---|
| Town Of Coeymans | 778.66 | 23,053.45 | 23,832.11 | 4.51 |
| Town Of Bethlehem | 254.94 | 36,972.80 | 37,227.74 | 7.05 |
| | 1033.60 | 60,026.25 | 61,059.85 | 11.56 |

* Bridge Not in this Contract

All in the County of Albany

* Sta. 1650+00 to Sta. 1654+00 not in this Contract.

# Table of Lengths Selkirk Interchange

| Description | Station to Station | | L.F. |
|---|---|---|---|
| "C" Ramp | C1+87 | C34+98 | 3311 |
| "B" Ramp | C9+87 | B10+56 | 931 |
| "D" Ramp | B10+56 | B19+81 | |
| | C10+77 | D11+55 | |
| | D11+55 | D26+39 | 1484 |
| KK Ramp | C27+47 | KK 27+47 | |
| | KK 27+47 | KK 37+63 | 1016 |
| River Road Connection | | | |
| Left Branch | 0+00 | -1+47 | |
| | | C1+87 | 140 |
| Right Branch | 0+00 | -2+30 | |
| | | C1+87 | 230 |
| | | Total | 7112 = 1.35 mi. |

# Table of Lengths - Summary

| | Bridges No. | Bridges L.F. | Highway | Total L.F. | Total Miles |
|---|---|---|---|---|---|
| THRUWAY | | 1033.60 | 60,026.25 | 61,059.85 | 11.56 |
| Selkirk Interchange | | | 7112.00 | 7112.00 | 1.35 |
| THRUWAY TOTAL | | 1033.60 | 67,138.25 | 68,171.85 | 12.91 |
| INTERSECTING ROADS | | 1348.63 | 19564.97 | 20,913.60 | 3.96 |
| Grand Totals | | 2382.23 | 86,703.22 | 89,085.45 | 16.87 |
| | | 0.45 Mi. + 16.42 mi. = | | | 16.87 |
| | | All in the County of Albany | | | |

# Table of Lengths Intersecting Roads

| Description | Station | to Station | Bridge L.F. | Road L.F. | Total L.F. | Total Miles |
|---|---|---|---|---|---|---|
| S.H. 1468 - Coeymans - Indian Fields, Ravena Main Street | "A" 1347+00 | "A" 1356+00 | | 900 | 900 | 0.170 |
| S.H. 193 - River Road - Selkirk Main Street | J 8+00 | J 22+19 | | 1419 | | |
| | J 22+19 | J 25+05 | 286 | | | |
| | J 25+05 | J 27+96 | | 291 | 1996 | 0.378 |
| Beaver Dam Road | N 6+00 | N 10+06.22 | | | | |
| | N 10+06.22 | N 12+52.39 | 246.71 | 406.22 | | |
| | N 12+52.39 | N 17+76.60 Eq. | | 524.21 | | |
| | GN 18+28 | N 19+00 | | 72.00 | 1248.6 | 0.236 |
| Clapper Road - Weisheit Road | CR 0+00 | CR 16+10 | | 1610.0 | | |
| | CR 16+10 | CR 18+16 | 206.0 | | | |
| | CR 18+16 | CR 24+30 | | 614.0 | | |
| | WR 10+50 | WR 25+90 | | 1520.0 | | |
| | WR' 14+10 | WR' 20+02 | | 435.0 | 4405 | 0.832 |
| Wample Road | T 14+00 | T 18+78.77 | | 478.77 | | |
| | T 18+78.77 | T 20+99.69 | 220.92 | | | |
| | T 20+99.69 | T 30+00 | | 900.31 | 1600.0 | 0.303 |
| S.H. 367, Glenmont Feura Bush | U 0+40 | U 9+40.73 | | 900.73 | | |
| | U 9+40.73 | U 11+75.27 | 234.54 | | | |
| | U 11+75.27 | U 18+14 | | 638.73 | 1774.0 | 0.336 |
| S.H. 5499, Albany - Bethlehem Route 9W | Intersections 0+00 | 21+69 Eq. | | 1221.0 | 1221.0 | 0.23 |
| | Eq. 21+64 | 39+24 Eq. | | 2169.0 | | |
| | Eq. 39+34 | 66+02 | | 1760.0 | | |
| | | | | 2670.0 | 6599.0 | 1.250 |
| Styleburrck Road | 0+40 | 12+10 | (Clv) 155.00 | 1015.00 | 1170.0 | 0.222 |
| | | | 1348.63 | 19564.97 | 20913.60 | 3.96 |
| | | | 0.255 | 3.70 | | |

# BENCH MARKS

| No. | Station | Loc. | Elev. | Description |
|---|---|---|---|---|
| ℳ 126 | 1260+80 ℄ | 150' Lt. | 191.44' | Nail base A.T.&T. pole |
| " 127 | 1272+20 ℄ | 100' Lt. | 183.48' | " " " " |
| " 133 | 1330+90 ℄ | 350' Lt. | 185.09' | " " Tel. pole by R.R. |
| " 134 | 1340+90 ℄ | 270' Rt. | 165.87 | Spike in power pole N.Y.P. 5354 |
| " 135 | 1349+95 ℄ | 130' Lt. | 170.92 | Hydrant - to ø bolt nearest ℄ in coverplate |
| " 136 | 1358+70 ℄ | 328' Rt. | 162.37 | Spike in fence post |
| " 137 | 1373+70 ℄ | 156' Rt. | 156.78 | Nail in root of 12" Cherry |
| " 138 | 1379+70 ℄ | 150' Lt. | 147.42 | Spike in root of 12" twin ash |
| " 139 | 1389+80 ℄ | 185' Rt. | 166.90 | Top of iron pipe driven in ground (property marker) |
| " 140 | 1402+80 ℄ | 120' Rt. | 147.32 | Spike in root of 15" elm |
| " 141 | 1413+70 ℄ | 120' Lt. | 141.55 | " " " " 18" pine |
| " 142 | 1421+75 ℄ | 90' Lt. | 137.29 | " " " " 8" elm. |
| " 143 | 1429+90 ℄ | 160' Lt. | 69.59 | N.E. Cor. of northern conc. pier for Bell Tel. cable stream X ing |
| " 144 | 1440+35 ℄ | 95' Lt. | 138.41 | Spike in root of 6" triple poplar |
| " 145 | 1450+70 ℄ | 90' Lt. | 149.12 | Edge of rim nearest ℄ of southerly M.H. in triple group |
| " 146 | 1461+65 ℄ | 180' Rt. | 154.14 | Spike in "A" frame A.T.&T.Co. #5470 L |
| BB 147 | BB 1472+02 | 1' Rt. | 159.67 | Nail in root of 10" apple |
| " 148 | " 1480+13 | 8' Lt. | 161.54 | " " " " 8" poplar |
| " 149 | " 149-1+60 | 65' Rt. | 150.43 | " " " " 40" elm |
| " 150 | " 1503+75 | 70' Rt. | 147.40 | " " " " 30" hickory |
| " 151 | " 1512+72 | 171' Lt. | 170.18 | " " " " 12" twin poplar |
| C 273 USC&G | | | 156.39 | |
| BB 152 | BB 1521+02 | 190' Rt. | 170.04 | Nail in root of 30" oak |
| " 153 | " 1530+90 | 400' Rt. | 178.93 | " " " " 34" elm |
| " 154 | " 1541+40 | 275' Rt. | 184.14 | " " " " 36" " |
| " 155 | " 1550+55 | 148' Rt. | 181.81 | " " " " 30" elm |
| " 156 | " 1558+35 | 200' Lt. | 182.31 | " " " " 36" " |
| " 157 | " 1571+10 | 180' Rt. | 186.67 | " " " " 15" spruce |
| " 158 | " 1582+40 | 185' Lt. | 181.68 | " " " " 12" beech |
| " 159 | " 1592+40 | 165' Lt. | 183.57 | " " " " 24" poplar |
| ℳ 160 | 1598+90 ℳ | 95' Lt. | 185.23 | Spike " " " 20" pine |
| " 161 | 1610+90 ℳ | 330' Rt. | 159.13 | " " " " 18" Elm |
| " 162 | 1620+60 | 95' Lt. | 169.05 | " " " " 15" twin oak |
| " 163 | | | 169.26 | " " " " 18" poplar |
| " 164 | 1641+60 | 75' Rt. | 183.81 | " " " " 15" pine |
| " 165 | 1650+80 | 135' Lt. | 137.23 | Paint mark on S.E. Cor. of southerly R.R. abut. |
| IE 168 | IE 1684+80 | 308' Lt. | 177.01 | Nail in root of 40" elm |
| " 169 | " 1690+03 | 200' Lt. | 179.50 | " " " back of 30" elm |
| " 170 | " 1703+25 | 116' Rt. | 175.63 | " " " of 30" elm |
| " 171 | " 1712+61 | 344' Lt. | 179.34 | " " " " 15" hickory |
| " 172 | " 1720+12 | 153' Lt. | 178.47 | E. edge N.Y.T. #56 M.H. Rim |
| " 173 | " 1732+00 | 294' Rt. | 179.33 | Nail in root of 30" ash |
| " 174 | " 1742+58 | 163' Rt. | 180.39 | " " " " 36" butternut |
| " 175 | " 1752+80 | 227' Rt. | 183.99 | " " " " 20" elm |
| " 176 | " 1760+28 | 330' Rt. | 188.19 | " " " " 24" " |
| " 177 | " 1770+40 | 312' Rt. | 194.48 | " " " " " maple |
| " 178 | " 1784+00 | 119' Lt. | 192.12 | " " " " 6" ash |
| " 179 | " 1790+65 | 3' Lt. | 196.33 | " " " " 10" b. birch |
| ℳ 180 | 1801+10 ℳ | 115' Rt. | 199.63 | " " " " 24" pine |
| " 181 | 1809+85 ℳ | 116' Rt. | 198.67 | " " " " 20" ash |
| " 182 | 1818+00 ℳ | 123' Lt. | 194.58 | " " " " 18" oak |
| " 183 | 1829+10 ℳ | 152' Lt. | 187.11 | Paint mark on N.E. corner of north head wall |
| " 184 | 1840+00 ℳ | 85' Rt. | 191.98 | Spike in root of 8" white birch |
| " 185 | 1850+10 ℳ | 90' Lt. | 184.19 | Spike in "A" frame cable line (#3R) A.T.&T.Co. |
| " 186 | 1859+75 ℳ | 107' Lt. | 183.02 | Spike in crotch of 15" twin oak |
| " 187 | 1870+35 ℳ | 160' Lt. | 180.13 | Spike in root of 18" twin oak |
| " 188 | 1880+00 ℳ | 105' Lt. | 181.52 | " " " " 30" " " |
| " 189 | 1889+70 ℳ | 130' Lt. | 179.50 | " " " " 48" " elm |
| " 190 | 1903+10 ℳ | 195' Rt. | 180.51 | " " " " 15" elm |
| " 191 | 1912+50 ℳ | 390' Lt. | 181.90 | " " crotch of mult. oak |
| " 192 | 1920+00 ℳ | 95' Rt. | 168.51 | " " root of 12" oak |

Made by J. McLaughlin Traced by Matt Palmieri Checked by Hickerson & Bentley

Prepared pursuant to the Highway Law and recommended by

E. J. Hutchinson
Engineer, Dist. No. 1
Sept. 26 1952

Approved: E. H. Cutler, Chief Engr.
Assistant Chief Engr.
Date: Feb. 18, 1952

See back of Previous Sheet for Table of Lengths

C.T. 52-8T S.T. 52-29 R.C. 52-III

6R

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 6 | 197 |
| Catskill Section | | | | Sub -5 | |

## Table of Lengths (Thruway)

| Description | Station | to Station | Bridge L.F. | Highway L.F. | Total L.F. |
|---|---|---|---|---|---|
| Greene County Line | | | | | |
| Contract # Project Begins | 1398+85.34 | 1347+53 | | 3867.66 | |
| Bridge over S.H. 1468 (Ravena) | 1347+53 | 1348+99 | 146.00 | | |
| | 1348+99 | 1380+51.9 Eq. | | 3152.90 | |
| Eq. | 1390+449 | 1426+21.5 | | 4576.60 | |
| Bridge over Coeymans Creek | 1426+21.5 | 1430+52.5 | 491.00 | | |
| | 1430+52.5 | 1444+54.5 Eq. | | 1402.00 | |
| Eq. | 1444+44.05 | 1512+94.61 | | 6850.56 | |
| Bridge over Hudson River R.R. | 1512+94.61 | 1514+96.27 | 201.66 | | |
| | 1514+96.27 | 1547+00 | | 3,203.73 | |
| Town of Coeymans Ends / Town of Bethlehem Begins | 1547+00 | 1563+08.61 Eq. | | 1608.61 | |
| Eq. | 1563+06.45 | 1585+54.16 | | 2547.71 | |
| Bridge Selkirk Interchange | 1588+54.16 | 1589+05.84 | 51.68 | | |
| | 1589+05.84 | 1610+34.85 Eq. | | 2129.04 | |
| Eq. | 1611+19.20 | 1613+41.44 Eq. | | 822.24 | |
| | 1619+91.96 | 1650+34.00 | | 3068.04 * | |
| Bridge Womankill West Shore RR | 1650+34.00 | 1655+39.50 | 485.50 * | | |
| | 1655+39.50 | 1702+77.5 Eq. | | 4677.50 * | |
| Eq. | 1702+62.0 | 1726+58.63 Eq. | | 2896.63 | |
| Eq. | 1764+58.15 | 1885+80.29 Eq. | | 15,822.14 | |
| Eq. | 1885+20.54 | 1907+56.37 | | 2235.83 | |
| Bridge 9W, S.H. 5499 | 1907+56.37 | 1909+59.63 | 203.26 | | |
| | 1909+59.63 | 1924+08.50 Eq. | | 1443.87 | |
| Eq. | 1919+86.90 | 1922+08.09 | | 221.19 | |
| Contract & Project Ends | 1922+08.09 | | | | |
| | | | 1033.60 LF | 60,026.25 EF | 61,059.85 LF |
| | | | 0.19 Mi. | 11.37 Mi. | 11.56 Mi. |

| | Bridges L.F. | Highway L.F. | Total L.F. | Miles |
|---|---|---|---|---|
| Town of Coeymans | 778.66 | 23,053.45 | 23,832.11 | 4.51 |
| Town of Bethlehem | 254.94 | 36,972.80 | 37,227.74 | 7.05 |
| | 1033.60 | 60,026.25 | 61,059.85 | 11.56 |

* Bridge Not in this Contract

All in the County of Albany

* Sta. 1650+00 to Sta. 1654+00 not in this Contract.

## Table of Lengths Selkirk Interchange

| Description | Station to Station | | L.F. |
|---|---|---|---|
| "C" Ramp | C1+87 | C34+98 | 3311 |
| "B" Ramp | C9+87 | B19+81 | 931 |
| "D" Ramp | C10+77 | D21+39 | 1484 |
| | D1+55 | | |
| KK Ramp | C27+47 | KK37+63 | 1016 |
| | KK27+47 | | |
| River Road Connections | | | |
| Left Branch | 0+00 | -1+40 | |
| | | C1+87 | 140 |
| Right Branch | 0+00 | -2+30 | |
| | | C1+87 | 230 |
| | | Total | 7112 = 1.35 mi. |

## Table of Lengths - Summary

| | Bridges No. | L.F. | Highway | L.F. | Total L.F. | Miles |
|---|---|---|---|---|---|---|
| THRUWAY | | 1033.60 | 60,026.25 | | 61,059.85 | 11.56 |
| Selkirk Interchange | | | 7112.00 | | 7,112.00 | 1.35 |
| THRUWAY TOTAL | | 1033.60 | 67,138.25 | | 68,171.85 | 12.91 |
| INTERSECTING ROADS | | 1348.63 | 19564.97 | | 20,913.60 | 3.96 |
| Grand Totals | | 2382.23 | 86,703.22 | | 89,085.45 | 16.87 |
| | | 0.45 Mi. + 16.42 mi. = All in the County of Albany | | | | 16.87 |

## Table of Lengths Intersecting Roads

| Description | Station | to Station | Bridge L.F. | Road L.F. | Total L.F. | Total Miles |
|---|---|---|---|---|---|---|
| S.H. 1468 - Coeymans-Indian Fields, Ravena Main Street | "A" 1347+00 | "A" 1356+00 | | 900 | 900 | 0.170 |
| S.H. 193 - River Road - Selkirk Main Street | J 5+00 | J 22+19 | | 1419 | | |
| | J 22+19 | J 25+05 | 286 | | | |
| | J 25+05 | J 27+96 | | 291 | 1996 | 0.378 |
| Beaver Dam Road | N 6+00 | N 10+06.22 | | 406.22 | | |
| | N 10+06.22 | N 12+52.39 | 246.17 | | | |
| | N 12+52.39 | N 17+76.60 | | 524.21 | | |
| | & N 18+28 | N 19+00 | | 72.00 | 1248.6 | 0.236 |
| Clapper Road - Weisheit Road | CR 0+00 | CR 16+10 | | 1610.0 | | |
| | CR 16+10 | CR 18+16 | 206.0 | | | |
| | CR 18+16 | CR 24+30 | | 614.0 | | |
| | WR 10+50 | WR 25+70 | | 1520.0 | | |
| | WR 14+10 | WR 20+02 | | 455.0 | 4405 | 0.832 |
| Wemple Road | T 14+00 | T 18+78.77 | | 478.77 | | |
| | T 18+78.77 | T 20+99.69 | 220.92 | | | |
| | T 20+99.69 | T 30+00 | | 900.31 | 1600.0 | 0.303 |
| S.H. 367, Glenmont Feura Bush | U 0+40 | U 9+40.73 | | 900.73 | | |
| | U 9+40.73 | U 11+75.27 | 234.54 | | | |
| | U 11+75.27 | U 18+14 | | 638.73 | 1774.0 | 0.336 |
| S.H. 5499, Albany-Bethlehem Route 9W | Intersections | | | 1221.0 | 1221.0 | 0.23 |
| | 0+00 | 21+69 Eq. | | 2169.0 | | |
| Eq. | 21+64 | 39+24 Eq. | | 1760.0 | | |
| Eq. | 89+34 | 66+04 | | 2670.0 | 6599.0 | 1.250 |
| Styleburick Road | 0+40 | 12+10 | C(lv) 155.00 | 1015.00 | 1170.0 | 0.222 |
| | | | 1348.63 | 19564.97 | 20,913.60 | 3.96 |
| | | | 0.255 | 3.70 | | |

Made by J. McLoughlin Traced by Matt Blumenthal Checked by Mickerson & Bentley

## Beam Type ITEM 33D Guide Railing

MAINLINE

| Sta. | to Sta. | Side | Lin. Ft. | Total |
|---|---|---|---|---|
| 1346+32 | 1347+35 | RT. | 103.0 | |
| 1346+07 | 1347+35 | LT. | 128.0 | |
| 1349+18 | 1349+71 | RT. | 53.0 | |
| 1349+18 | 1350+21 | LT. | 103.0 | |
| 1425+72 | 1426+25 | LT. | 53.0 | |
| 1424+72 | 1425+75 | RT. | 103.0 | |
| 1429+80 | 1434+45 | LT. | 365.0 | |
| 1430+80 | 1433+84 | RT. | 304.0 | |
| 1470+74 | 1471+27 | RT. | 153.0 | |
| 1470+74 | 1471+27 | LT. | 153.0 | |
| 1511+30 | 1512+33 | RT. | 103.0 | |
| 1512+72 | 1513+25 | LT. | 53.0 | |
| 1515+63 | 1516+66 | LT. | 103.0 | |
| 1514+65 | 1515+18 | RT. | 53.0 | |
| 1587+95 | 1588+98 | LT. | 53.0 | |
| 1587+95 | 1588+48 | RT. | 103.0 | |
| 1587+83 | 1588+48 | & Mall | 65.5 | |
| 1587+83 | 1588+48 | & " | 65.5 | |
| 1589+12 | 1589+65 | RT. | 53.0 | |
| 1589+12 | 1590+15 | LT. | 103.0 | |
| 1589+12 | 1589+98 | & Mall | 65.5 | |
| 1589+12 | 1590+78 | & " | 65.5 | |
| 1906+70 | 1907+73 | RT. | 103.0 | |
| 1906+48 | 1907+01 | LT. | 53.0 | |
| 1909+12 | 1910+65 | RT. | 53.0 | |
| 1909+42 | 1910+95 | LT. | 103.0 | |
| 1920+85 | 1921+75 | RT. | 90.2 | |
| 1920+45 | | LT. | 177.2 | |
| Wemple Road | | ST 52-29 | | |
| 14+77 | 18+69 | RT. | 392 | |
| 14+93 | 18+58 | LT. | 365 | |
| 21+10 | 27+35 | LT. | 625 | |
| 21+20 | 28+10 | RT. | 690 | |
| Clapper Weisheit Road | | | | |
| CR 12+10 | 15+07 | RT. | 267 | |
| CR 12+35 | 15+77 | LT. | 342 | |
| CR 18+35 | 21+40 | LT. | 305 | |
| CR 18+35 | 21+26 | RT. | 291 | |
| WR 11+90 | 14+94 | RT. | 304 | |
| " 13+22 | 16+50 | LT. | 328 | |
| " 18+72 | 19+88 | RT. | 116 | |
| " 22+20 | 24+23 | RT. | 203 | |
| " 24+19 | 25+06 | LT. | 92 | |
| " 24+19 | 25+61 | RT. | 66 | |
| " 25+70 | 25+12 | LT. | 42 | |
| " 17+00 | 19+55 | LT. | 255 | |
| " Bridge | 16+20 | RT. | 329 | |
| Beaver Dam Road | | | | |
| 7+16 | 9+53 | RT. | 267 | |
| 1+71 | 4+15 | LT. | 216 | |
| 12+75 | 15+67 | LT. | 372 | |
| 12+60 | 17+51 | RT. | 491 | |

Total C.T. 52-8T 2984.0

Total S.T. 52-29 6328.0

ITEM 33D cont.

ITEM 33D cont. RC 52-III Glenmont Feura Bush Rd

| | | | |
|---|---|---|---|
| 2+50 | 4+41 | RT. | 191 |
| 3+80 | 9+20 | LT. | 540 |
| 4+97 | 9+26 | RT. | 429 |
| 11+91 | 12+95 | RT. | 104 |
| 11+91 | 13+99 | LT. | 203 |
| 13+25 | 13+91 | RT. | 66 |
| 14+33 | 14+90 | RT. | 55 |
| 14+35 | 15+51 | LT. | 116 |
| River Road | | | |
| 7+50 | 16+10 | RT. | 780 |
| 16+80 | 18+00 | LT. | 115 |
| 17+03 | 22+03 | RT. | 490 |
| 18+16 | 22+65 | LT. | 390 |
| 25+20 | 26+35 | RT. | 115 |
| 25+20 | 26+85 | LT. | 165 |
| Relocation | | | |
| 0+21 | 2+97 | LT. | 228 |
| 16+76 | 22+79 | LT. | 611 |
| 28+36 | 31+17 | LT. | 179 |
| 59+45 | 62+75 | LT. | 303 |
| 64+53 | 66+84 | RT. | 127 |
| 64+53 | 66+84 | LT. | 114 |

Total For All Contracts 14,632 L.F.

Total RC 52-III 5327.0

## BENCH MARKS

| No. | Station | Loc. | Elev. | Description |
|---|---|---|---|---|
| M 124 | 1260+80 Rt | 150' Lt. | 191.44' | Nail base A.T.&T. pole |
| " 127 | 1272+20 Rt | 100' Lt. | 182.48' | " " " " |
| " 133 | 1330+90 Rt | 860' Lt. | 185.09' | " " " Tel. pole by R.R. |
| " 134 | 1340+90 Rt | 270' Rt. | 165.37 | Spike in power pole N.Y.P. 5354 |
| " 135 | 1349+95 Rt | 130' Lt. | 170.92 | Hydrant - to of bolt nearest Rt in coverplate |
| " 136 | 1358+80 Rt | 325' Rt. | 162.37 | Spike in fence post |
| " 137 | 1373+70 Rt | 158' Rt. | 156.78 | Nail in root of 12" Cherry |
| " 138 | 1379+70 Rt | 150' Lt. | 147.44 | Spike in root of 12" twin oak |
| " 139 | 1389+80 Rt | 185' Rt. | 166.90 | Top of iron pipe driven in ground (property marker) |
| " 140 | 1402+80 Rt | 120' Rt. | 147.32 | Spike in root of 15" elm |
| " 141 | 1413+70 Rt | 120' Lt. | 141.55 | " " " " 18" pine |
| " 142 | 1421+75 Rt | 90' Lt. | 137.29 | " " " " 8" elm |
| " 143 | 1429+90 Rt | 160' Lt. | 69.59 | N.E. Cor. of northern conc. pier for Bell Tel. cable at ream X'ing |
| " 144 | 1440+35 Rt | 98' Lt. | 138.41 | Spike in root of 6" triple poplar |
| " 145 | 1450+70 Rt | 90' Lt. | 149.12 | Edge of iron nearest Rt of southerly M.H. in triple group |
| " 146 | 1461+65 Rt | 180' Rt. | 154.14 | Spike in "A" frame A.T.&T.Co. #5470 L |
| BB 147 | BB 1472+02 | 1' Rt. | 159.67 | Nail in root of 10" apple |
| " 148 | " 1480+13 | 8' Lt. | 161.54 | " " " " 8" poplar |
| " 149 | " 1494+60 | 65' Rt. | 160.43 | " " " " 40" elm |
| " 150 | " 1502+75 | 70' Rt. | 167.40 | " " " " 30" hickory |
| " 151 | " 1512+72 | 171' Lt. | 170.18 | " " " " 12" twin poplar |
| C273U50G6 | | | 156.39 | |
| BB 152 | BB 1521+02 | 190' Rt. | 170.04 | Nail in root of 30" oak |
| " 153 | " 1530+90 | 400' Rt. | 178.93 | " " " " 34" elm |
| " 154 | " 1541+40 | 275' Rt. | 184.14 | " " " " 36" " |
| " 155 | " 1550+55 | 148' Rt. | 181.81 | " " " " 30" elm |
| " 156 | " 1558+85 | 200' Lt. | 182.31 | " " " " 36" " |
| " 157 | " 1571+10 | 180' Rt. | 186.67 | " " " " 15" spruce |
| " 158 | " 1582+40 | 185' Lt. | 181.68 | " " " " 12" beech |
| " 159 | " 1592+40 | 165' Lt. | 182.57 | " " " " 24" poplar |
| M 160 | 1598+90 M | 95' Lt. | 185.23 | Spike " " " 20" pine |
| " 161 | 1610+90 M | 330' Rt. | 189.13 | " " " " 18" Elm |
| " 162 | 1620+60 | 75' Lt. | 169.05 | " " " " 15" twin oak |
| " 163 | " | | 169.26 | " " " " 18" poplar |
| " 164 | 1641+60 | 75' Rt. | 183.81 | " " " " 15" pine |
| " 165 | 1650+80 | 135' Lt. | 137.23 | Paint mark on S.E. cor. of southerly R.R. abut. |
| IE 168 | IE 1684+80 | 308' Lt. | 177.01 | Nail in root of 40" elm |
| " 169 | " 1690+03 | 200' Lt. | 179.50 | " " " back of 30" elm |
| " 170 | " 1703+25 | 116' Rt. | 175.63 | " " " of 30" elm |
| " 171 | " 1712+61 | 344' Lt. | 179.34 | " " " " 15" hickory |
| " 172 | " 1720+12 | 153' Lt. | 178.47 | E. edge N.Y.T. #58 M.H. Rim |
| " 173 | " 1732+00 | 294' Rt. | 179.33 | Nail in root of 30" ash |
| " 174 | " 1742+58 | 143' Rt. | 180.39 | " " " " 36" butternut |
| " 175 | " 1752+80 | 227' Rt. | 183.99 | " " " " 20" elm |
| " 176 | " 1760+28 | 330' Rt. | 188.19 | " " " " 24" " |
| " 177 | " 1770+40 | 312' Rt. | 194.48 | " " " " " maple |
| " 178 | " 1784+00 | 117' Lt. | 192.12 | " " " " 6" ash |
| " 179 | " 1790+65 | 3' Lt. | 194.33 | " " " " 10" b. birch |
| M 180 | 1801+10 M | 115' Rt. | 199.68 | " " " " 24" pine |
| " 181 | 1809+85 M | 116' Rt. | 198.67 | " " " " 20" ash |
| " 182 | 1818+00 M | 123' Lt. | 196.58 | " " " " 18" oak |
| " 183 | 1829+46 M | 182' Lt. | 187.11 | Paint mark on N.E. corner of north head wall |
| " 184 | 1840+00 M | 55' Rt. | 191.98 | Spike in root of 8" white birch |
| " 185 | 1850+10 M | 90' Lt. | 184.19 | Spike in "A" frame cable line (#3R) A.T.&T.Co. |
| " 186 | 1859+75 M | 107' Lt. | 183.02 | Spike in crotch of 15" twin oak |
| " 187 | 1870+35 M | 160' Lt. | 180.13 | Spike in root of 18" twin oak |
| " 188 | 1880+00 M | 105' Lt. | 181.52 | " " " " 30" " " |
| " 189 | 1889+70 M | 130' Lt. | 179.50 | " " " " 48" " elm |
| " 190 | 1903+10 M | 195' Rt. | 180.51 | " " " " 16" elm |
| " 191 | 1912+50 M | 390' Lt. | 161.90 | " " " crotch of mult. oak |
| " 192 | 1920+00 M | 95' Rt. | 168.51 | " " " root of 12" oak |

Prepared pursuant to the Highway Law and recommended by

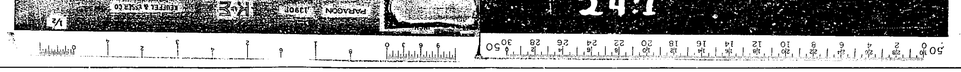
E. Mickerson
Engineer-Dist. No. 7

Sept. 26 1952

CT 52-8P
6T

# Bench Marks

| No. | Station | Loc. | Elev. | Description |
|---|---|---|---|---|
| M 126 | 1260+80 B | | 191.44 | Nail Base A T & T Pole |
| " 127 | 1272+20 M | | 183.48 | " " " |
| | 1324+50 | ℄ DI | 172.12 | Top Concrete S.E. Corner |
| | 1334+00 | ℄ DI | 169.98 | " " S.E. " |
| | 1343+00 | ℄ DI | 169.99 | " " S.E. " |
| | 1354+00 | ℄ DI | 168.94 | " " S.E. " |
| | 1362+00 | ℄ DI | 160.48 | " " S.E. " |
| | 1370+00 | ℄ DI | 152.54 | " " S.E. " |
| | 1376+41 | ℄ DI | 144.88 | " " S.E. " |
| | 1387+00 | ℄ DI | 154.34 | " " S.E. " |
| | 1394+00 | ℄ DI | 156.48 | " " S.E. " |
| | 1401+00 | ℄ DI | 154.40 | " " S.E. " |
| | 1411+00 | ℄ DI | 142.56 | " " S.E. " |
| | 1420+00 | ℄ DI | 116.31 | " " S.E. " |
| M 143 | 1429+90 B | | 69.59 | N.E Corner of N. Conc. Pier for Bell Tel. Co. Cable Stream Xing. |
| | 1440+50 | ℄ DI | 121.49 | Top Concrete N.E. Corner |
| | 1450+00 | ℄ DI | 145.29 | " " N.E. " |
| | 1459+00 | ℄ DI | 151.40 | " " N.E. " |
| | 1471+50 | | 161.36 | Box Culv. East Parapet N.W. Corner |
| | 1482+00 | ℄ DI | 159.41 | Top Concrete N.E. Corner |
| | 1492+00 | ℄ DI | 155.98 | " " N.E. " |
| | 1502+00 | ℄ DI | 166.56 | " " N.E. " |
| BB 150 | BB 1502+75 | | 167.40 | Nail in root of 30" Hickory |
| | 1510+50 | ℄ DI | 175.08 | Top Concrete N.E. Corner |
| 151 | BB 1512+72 | | 170.98 | Nail in root of, 12" Twin Poplar |
| | 1524+00 | ℄ DI | 182.24 | Top Concrete S.E. Corner |
| | 1534+00 | ℄ DI | 177.32 | " " S.E. " |
| | 1542+00 | ℄ DI | 180.86 | " " S.E. " |
| | 1552+00 | ℄ DI | 181.69 | " " S.E. " |
| | 1561+00 | ℄ DI | 180.50 | |
| BB 157 | BB 1571+10 | | 186.67 | Nail in root of 15" Spruce |
| | 1579+00 | ℄ DI | 179.46 | Top Concrete S.E. Corner |
| | 1587+50 | ℄ DI | 180.70 | " " S.E. " |
| BB 159 | BB 1592+40 | | 182.57 | Nail in root of 24" Poplar |
| | 1598+82 | ℄ DI | 175.03 | Top Concrete S.E. Corner |
| | 1606+70 | ℄ DI | 169.64 | " " S.E. " |
| | 1614+25 | ℄ DI | 165.73 | " " S.E. " |
| | 1622+50 | ℄ DI | 164.91 | " " S.E. " |
| | 1630+50 | ℄ DI | 175.65 | " " S.E. " |
| | 1642+00 | ℄ DI | 182.90 | " " S.E. " |
| | 1649+20 | ℄ DI | 168.90 | " " S.E. " |
| M 165 | 1650+80 | | 137.23 | Paint Mark on S.E Corner of Southerly R.R. Abut. |
| | 1660+50 | HW Lt. | 154.62 | Top Concrete S.E Corner |
| | 1670+00 | " | 167.42 | " " S.E Corner |
| IE 168 | IE 1684+80 | | 176.95 | Nail in root 40" Elm |
| IE 170 | IE 1703+25 | | 175.51 | " " " 30" " |
| | 1712+50 | ℄ DI | 176.31 | Top Concrete S.E. Corner |
| | 1718+50 | H.W. Lt. | 177.26 | " " S.E. " |
| | 1728+15 | H.W. Lt. | 174.90 | " " S.E. " |
| | 1744+06 | ℄ DI | 176.94 | " " S.E. " |
| | 1753+00 | HW Lt. | 180.73 | " " S.E. " |
| | 1763+00 | ℄ DI | 189.46 | " " S.E. " |
| | 1770+50 | HW Lt. | 194.87 | " " S.E. " |
| | 1780+20 | HW Lt. | 201.38 | " " S.E. " |
| | 1790+00 | HW Rt. | 199.45 | " " N.E. " |
| M 180 | M 1801+10 | | 199.68 | Nail in root of 24" Pine |
| | 1812+50 | ℄ DI | 193.35 | Top Concrete N.E Corner |
| | 1821+60 | ℄ DI | 189.28 | " " N.E. " |
| | 1830+00 | ℄ DI | 179.02 | " " N.E. " |
| M 183 | M 1829+16 | | 183.11 | Paint Mark on N.E Corner of North H.W. |
| | 1838+00 | ℄ DI | 184.19 | Top Concrete S.E Corner |
| | 1846+00 | ℄ DI | 190.42 | " " S.E. " |
| | 1857+00 | ℄ DI | 183.17 | " " S.E. " |
| M 185 | M 1860+10 | | 184.19 | Spike in "A" Frame Cable Line (#3R) AT&TCo. |
| M 187 | M 1876+35 | | 180.13 | Spike in root 18" Twin Oak |
| M 188 | M 1888+00 | | 181.52 | " " " 30" " " |
| M 189 | M 1889+70 | | 179.50 | " " " 48" " Elm |
| M 190 | M 1903+10 | | 180.51 | " " " 15" Elm |
| | 1907+50 | | 195.93 | S. Abt. 9W Br. N.W Corner S.W. Wall |





| FED. ROAD DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 7 | 197 |
| CATSKILL SECTION | | | | SUB | -5 |

7

## DRAINAGE STRUCTURES

| STATION | DESCRIPTION |
|---|---|
| | COEYMANS-INDIAN FIELDS S.H. 1468 (RAVENA) MAIN ST. STORM DRAIN |
| "A" 1352+05 | Build D.I's Rt. & Lt. with Curb Boxes, Grate & Frame. Connect with 44' lin. ft. of 12" R.C.C.P. Connect D.I. on Rt. to new Manhole at Sta. "A" 1353+00 27' Rt. of ℄ with 92' of 18" R.C.S.P. Build cradle to support Sanitary Sewer. |
| "A" 1353+00 | New Manhole on Rt. Outlet to stream with 332' of 18" R.C.S.P. and 44' of 18" R.C.C.P. under Cottage St. to new hdwl. |
| | SANITARY SEWER MAIN ST. (10" V.T.P.) |
| "A" 1348+49 | Build new Manhole at ℄ Sta. "A" 1348+49. Connect to new Manhole at Sta. "A" 1351+85± with 336' lin. ft. of 10" V.T.P. |
| "A" 1351+85 | Build new Manhole at ℄ Sta. "A" 1351+85. Connect to exist. Manhole at ℄ Sta. "A" 1353+85 with 200' lin. ft. of 10" V.T.P. Top of Manhole to be lowered. |
| | MC CONNELL ST. |
| "BB" 10+75 | Build new Manhole at Sta. BB 10+75 (McConnell Street) Connect 80' lin. ft. of 4" V.T.P. to house on Lt. Connect to new Manhole at Sta. BB 12+90 with 215' lin. ft. of 8" V.T.P. |
| "BB" 12+90 | Build new Manhole and connect new Manhole at Sta. "BB" 12+90 with new Manhole at ℄ Sta. "A" 1348+49 with 196' lin. ft. of 8" V.T.P. |
| | SEEBERGER PLACE WEST |
| "A" 1348+49 = "BB" 12+86 | Connect new Manhole at Sta. "A" 1348+49℄ to new Manhole at Sta. "B" 5+97 with 212' lin. ft. of 8" V.T.P. |
| | MAIN ST. WATER MAIN |
| "A" 1348+60 | Relocate 8" Water Main on Westerlo St. between ℄ Sta. "A" 1348+60 and ℄ Sta. 1355+00 with 640' lin. ft. of 8" C.I.P. |
| "B" 8+00 | Relocate 1 Hydrant from Sta. "B" 9+00 to Sta. "B" 8+00 on Cottage St. |
| "A" 1348+60 | New 4" Water Main connecting Hydrant at ℄ Sta. "A" 1348+60 and Sta. "B" 6+20 with 240' lin. ft. of 4" C.I.P. |
| | STYLEBARRCK ROAD |
| | NOTE: All D.I's will have special Frame and Grate unless otherwise noted. |
| N 6+10 | Build D.I. Type "A" on Lt. Connect to special Manhole on Lt. of Sta. N 6+05 with 16' of 24" R.C.C.P. D.I. Type "A" on Rt. Connect to special Manhole on Lt. of Sta. N 6+05 with 32' of 24" R.C.C.P. |
| N 6+05 | Build special Manhole on Lt. New 24" R.C.C.P. Lt. Connect to special Manhole N Sta. 4+45 Lt. 192' long. |
| N 4+45 | Build special Manhole on Lt. New 24" R.C.C.P. Lt. Connect to D.I. Type B Sta. N 4+40 on Lt. 16' long. |
| N 4+40 | New D.I. Type "A" on Rt. Connect to special Manhole on Lt. of Sta. N 4+45 with 32' of 24" R.C.C.P. New D.I. Type "B" on Lt. Connect to special Manhole Thruway Sta. 1467+15 Rt. with 436' of 24" R.C.C.P. |
| Thruway 1467+15 | Build special Manhole on Rt. Connect to special Manhole on Rt. of Sta. 1462+55 with 460' lin. ft. of 24" R.C.C.P. |
| 1472+00 | New Type "A" D.I. & Mail. Connect to concrete junction box Rt. Sta. 1472+00 with 100' lin. ft. of 24" R.C.C.P. |
| 1472+00 | 100' Rt. New concrete junction box. Connect to new D.I. Rt. Sta. 4+25 (Stylebarrck Rd.) with 32' lin. ft. of 12" R.C.C.P. |
| 1462+55 | Build special Manhole on Rt. Connect to special Manhole Rt. Sta. 1461+53 with 160' lin. ft. of 24" R.C.C.P. |
| 1461+53 | Build special Manhole on Rt. Connect to special Manhole Rt. Sta. 1460+55 with 96' lin. ft. of 24" R.C.C.P. |
| 1460+55 | Build special Manhole on Rt. Connect to special Manhole Rt. Sta. 1458+83 with 192' lin. ft. of 24" R.C.C.P. |
| 1458+83 | Build special Manhole on Rt. Outlet to headwall Rt. Sta. 1458+30 with 100' lin. ft. of 24" R.C.C.P. at existing stream. |
| 1458+30 | New headwall on 24" R.C.C.P. Outlet Ditch. |

## DRAINAGE STRUCTURES

| STATION | DESCRIPTION |
|---|---|
| | SELKIRK INTERCHANGE |
| "C" 2+70 | Lay 24" R.C.C.P. Skew 0° 92' lin. ft. Headwall Rt. & Lt. Inlet & outlet ditches. |
| "C" 10+32 | Build headwall 65' Rt. Connect to D.I. 47' Rt. of Sta. "C" 11+30 with 96' lin. ft. of 24" R.C.S.P. Build special ditch to outlet 24" pipe along & parallel to "C" line. |
| "C" 11+30 | Build D.I. with standard frame & grate, 47' Rt. Connect to D.I. 31' Lt. of Sta. "C" 12+00 with 104' lin. ft. of 24" R.C.C.P. |
| "C" 11+95 | Build D.I. with standard frame & grate 130' Lt. Connect to D.I. 31' Lt. of Sta. "C" 12+00 with 106' lin. ft. of 24" R.C.C.P. |
| "C" 12+00 * | Build D.I. with standard frame & grate 31' Lt. Connect to D.I. 31' Lt. of Sta. "C" 14+40 with 240' lin. ft. of 15" R.C.S.P. |
| D 15+90 | New 48" RCCP Culvert 56' long. Skew 15° Rt. back Headwalls Rt. & Lt. |
| "C" 14+40 | Build D.I. with standard frame & grate 31' Lt. Connect to existing D.I. at Sta. 1587+50 – 80' Rt. with 120' lin. ft. of 12" R.C.S.P. Also connect to special Manhole 10' Lt. of Sta. "C" 14+55 with 24' of 24" R.C.C.P. |
| "C" 14+55 | Build special Manhole 10' Lt. with frame & cover. Connect to special Manhole 10' Lt. of Sta. "C" 17+15 with 260' lin. ft. of 24" R.C.C.P. |
| "C" 17+15 | Build special Manhole 10' Lt. with frame & cover. Connect to D.I. 31' Lt. of Sta. "C" 17+25 with 24' lin. ft. of 24" R.C.C.P. Also connect to D.I. 31' Rt. of Sta. "C" 17+25 with 44' lin. ft. 24" RCCP |
| "C" 17+25 | Build D.I's 31' Rt. & 31' Lt. with frames & grate |
| "C" 20+25 | Lay 92' lin. ft. of 36" RCCP. Skew 40° Rt. back. Headwalls Rt. & Lt. |
| "C" 23+00 | Lay 46' lin. ft. of 24" R.C.C.P. Skew 0° Headwalls Rt. & Lt. Inlet and outlet ditches. |
| "C" 29+20 | Build D.I. in 30" R.C.C.P. X drain. |
| "C" 29+37 | Lay 144' lin. ft. of 30" R.C.C.P. Skew 15° Lt. ahead. Hdwalls Rt. & Lt. |
| "C" 33+00 | Lay 100' lin. ft. of 24" R.C.C.P. Skew 15° Lt. back. Headwall on Lt. Nec. Outlet Ditch. |
| "C" 33+15 | Build D.I. with standard frame & grate, 55' Rt. |
| * "C" 12+57 | New D.I. with frame & grate 31' Rt. Connect to new headwall 91' Rt. with 56' lin. ft. of 24" R.C.C.P. |
| Ditch | Start ditch 125' Rt. (Call Sta. 0+00) and continue thru Sta. "C" 20+25 to the 48" drain at Sta. 1592+30 Length of ditch line 1340' lin. ft. |
| | WEMPLE ROAD |
| "T" 27+40 | New 36" R.C.C.P. Culv. 52' long. Hdwalls Rt. & Lt. Nec. O.D. |
| | ALBANY – BETHLEHEM S.H. 5499 |
| | NOTE: From Sta. 43+18 to Sta. 61+32 on Lt. Only lower half of joint of R.C.S.P. shall be caulked. Top half of joint shall be covered with burlap. |
| 0+32 to 2+00 | New 24" R.C.C.P. Culv. 54' long. Headwalls Rt. & Lt. Special ditch on Rt. |
| 5+00 to 10+30 | New 12" R.C.C.P. Ditch Xing in Lt. ditch. 50' long. Nec. O.D. Headwalls on inlet & outlet ends. |
| 11+00 to 17+00± | New 24" R.C.C.P. Culv. 60' long. 15° skew Rt. ahead. D.I. with frame & grate on Rt. Headwall on Lt. Nec. O.D. Special ditch on Rt. See profile. Exc. quantities incl. in road excav. |
| 29+20± to 29+10± | New 24" R.C.C.P. Culv. 72' long. 15° skew Lt. ahead. Hdwalls Rt. & Lt. |
| 39+50 | New 15" R.C.C.P. Ditch Xing on Lt. 36' long. |
| 42+85 | New 24" R.C.C.P. Culv. 104' long. 35° skew Lt. ahead. D.I. Rt. & Lt. with frame & grate. Connect Lt. D.I. (Sta. 43+18±) to D.I. on Lt. of Sta. 44+96 with 180' lin. ft. of 18" R.C.S.P. |
| 44+65 | New 24" R.C.C.P. Culv. 100' long. 35° skew Lt. ahead. D.I. with frame & grate Rt. & Lt. Connect Lt. D.I. (Sta. 44+96) to D.I. on Lt. of Sta. 47+98 with 308' lin. ft. of 18" RCSP. |
| 47+75 | New 24" RCCP Culv. 92' long. 30° skew Lt. ahead. D.I. with frame and grate Rt. & Lt. Connect Lt D.I. (Sta. 47+98) to D.I. on Lt. of Sta. 49+88± with 192' lin. ft. of 18" Sewer Pipe opt. |
| 49+65 | New 24" R.C.C.P. Culv. 92' long. 30° skew Lt. ahead. D.I. with frame and grate Rt. & Lt. Connect Lt. D.I. (Sta. 49+88±) to D.I. on Lt. of Sta. 52+18± with 232' lin. ft. of 21" Sewer Pipe opt. |
| * RK 0+68 | New 24" R.C.C.P. Ditch Xing under intersecting highway Rt. of Sta. 50+85± 52' long. 'L' type hdwalls on inlet & outlet. Drain ahead to culv. Sta. 51+95± |
| 51+95 | New 24" R.C.C.P. Culv. 92' long. 30° skew Lt. ahead. D.I. with frame & grate Rt. & Lt. Connect Lt. D.I. (Sta. 52+18) to D.I. on Lt. of Sta. 54+23 with 204' lin. ft. of 21" Sewer Pipe opt. |
| 54+00 | New 24" R.C.C.P. Culv. 92' long. 30° skew Lt. ahead. D.I. with frame & grate Rt. & Lt. Connect Lt. D.I. (Sta. 54+23±) to D.I. on Lt. of Sta. 57+28± with 304' lin. ft. of 21" Sewer Pipe opt. |
| 54+21 | Remove old culv. |
| 57+05 | New 24" R.C.C.P. Culv. 92' long. 30° skew Lt. ahead. D.I. with frame & grate Rt. & Lt. Connect Lt. D.I. (Sta. 57+28±) to 'L' Hdwall on Lt. of Sta. 61+28 with 400' lin. ft. of 24" Sewer Pipe opt. |
| 57+25 | Remove old culvert. |

## DRAINAGE STRUCTURES

| STATION | DESCRIPTION |
|---|---|
| | ALBANY – BETHLEHEM S.H. 5499 |
| 58+50 | New D.I. on sewer on Lt. with frame & grate. |
| 61+00 | New 24" R.C.C.P. Culv. 112' long. 30° skew Lt. ahead. 'U' hdwall Rt. & Lt. Nec. paved outlet on Lt. |
| 60+20 | Remove old culvert. |
| 61+32 | Type 'D' gutter on Lt. 50' long. (Quantity on Detail Sheet.) |
| 62+13 | Remove old culvert. |
| 65+50 | Turn water Rt. & Lt. |
| | CLAPPER-WEISHEIT |
| ℄ WR 13+25± | New 24" R.C.C.P. Culvert 44' long. Headwalls Rt. & Lt. |
| ℄ CR 12+40± | New 24" R.C.C.P. Culvert 48' long. H'dwall on Lt. & Rt. |
| | RIVER ROAD S.H. 193 |
| ℄ NJ 14+75 | New 24" R.C.C.P. Culv. 56' long. Standard headwalls Rt. & Lt. Skew 15° Lt. ahead. Nec. I. D. |

Or as ordered by the Engineer

## DRAINAGE STRUCTURES

| STATION | DESCRIPTION |
|---|---|
| | THRUWAY ONLY |
| 1895+45 | New 12" Sewer Pipe opt. from D.I. at Sta. 1895+45 Connect to existing sewer at Sta. 1898+00 with 255' lin. ft. |
| 1895+50 | Remove existing culvert under old road and lay 46' lin. ft. of 24" R.C.C.P. Connect to existing culvert. |
| 1467+50 | New D.I. with frame & grate on ℄ Mail. Connect to Manhole on Rt. of Sta. 1467+15 with 112' lin. ft. of 24" R.C.C.P. |

## SUMMARY OF ROADWAY EXCAVATION

| LOCATION | CUT C.Y. | FILL C.Y. | BORROW C.Y. | EXPLANATION | CU. YDS EMBANKMENT (Waste) | CU. YDS BORROW |
|---|---|---|---|---|---|---|
| THRUWAY:- | | | | | | |
| @ S.H. 1468 | 0 | 14,939 | 12,369 | Total Borrow 17,927 – 5558 from Ravena (Main St.) | | 12369 |
| @ S.H. 193 | 5,732 | 0 | 0 | Surplus Cut 5,732 × 0.8 = 4586 | 4,586 | |
| @ Selkirk Interchange | 118,147 | 25,556 | 0 | Surplus Cut 83,195 × 0.8 = 66556 (Haul 7426 C.Y. To ℄ of S.H. 193 Haul 3586 C.Y. to Beaver Dam) | 55,580 | |
| @ Beaver Dam | 3,918 | 111 | 0 | Surplus Cut 3,785 × 0.8 = 3028 | 3,028 | |
| @ S.H. 367 | 4,555 | 0 | 0 | Surplus Cut 4,555 × 0.8 = 3644 | 3,644 | |
| @ S.H. 5499 | 1,084 | 0 | 0 | Surplus Cut 1,084 × 0.8 = 867 | 867 | |
| TOTAL THRUWAY | 130,436 | 40,606 | 12,369 | TOTAL THRUWAY | 47,705 | 12,369 |
| CROSSROADS | | | | | | |
| S.H. 1468 | 8,271 | 2,261 | 0 | Surplus Cut 5558 Haul to Thru. Approach Fills & Ravena Cut included in Item 77-3 | 0 | |
| S.H. 1468 (Detour) | 0 | 0 | 0 | | | |
| Stylebarrck Road | 35,870 | 0 | 0 | Surplus Cut 35,870 | 28,696 | |
| S.H. 193 | 1,845 | 7,465 | | Borrow 7,426 Haul from Interchange | | |
| Beaver Dam Rd | 480 | 3,330 | 3,553 | Borrow 3,553 Haul from Interchange I.O.B.E. | | 3,553 |
| Clapper Weisheit Rd. | 12,470 | 5,038 | 0 | Surplus 6,425 Haul to Wemple Rd. 5858 Cu. Yds = | 567 | |
| Wemple Rd. | 85 | 4,881 | 0 | Borrow 5,858 Haul from Clapper Rd. | | |
| S.H. 367 | 982 | 1,748 | 2,098 | Borrow 2,098 or haul from Detour | | 2,098 |
| S.H. 5499 | 115,309 | 7,595 | 0 | Surplus 106,195 × 0.8 | 84,956 | |
| Total Crossroads | 175,312 | 32,592 | 5,651 | Total Crossroads | 114,219 | 5,651 |
| Total Contract | 305,748 | 73,198 | 18,020 | Total Contract | 181,924 | 18,020 |

| ITEM | FROM | TOTAL CONTRACT | THRUWAY | S.H. 1468 | STYLEBARRCK ROAD | S.H. 193 | BEAVER DAM | CLAPPER WEISHEIT | WEMPLE | S.H. 367 | S.H. 5499 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2BX | Earthwork Sheets | 305,748 | 130,436 | 8,271 | 35,870 | 1,845 | 480 | 12,470 | 85 | 982 | 115,309 |
| | Borrow | 18,020 | 12,369 | | | | 3553 | | | 2,098 | |
| | Drainage Sheet | 776 | 337 | 200 | 10 | 12 | | 7 | 21 | | 189 |
| | Driveways | 758 | | | | | | 7 | | 751 | |
| | Weep Drains | 189 | | | | | | | | | 189 |
| | Special Shoulder | 2,432 | | | | | | | | | 2,432 |
| | | 327,923 | | | | | | | | | |
| 2ECX | Earthwork Sheet | 247,327 | 247,327 | | | | | | | | |
| | Borrow | | | | | | | | | | |
| | Drainage Sheet | | | | | | | | | | |
| | Detail Sheet | 2,918 | | | | | | | | | 2,918 |
| | | 250,245 | | | | | | | | | |
| 5 | Earthwork Sheets | 2,684 | 2,684 | | | | | | | | |
| | Borrow | | | | | | | | | | |
| | Drainage Sheets | 14,437 | | 2,952 | 10,071 | 20 | 50 | 95 | 26 | | 1,223 |
| | Paved Gutter | 10 | | | | | | | | | 10 |
| | Relaying old Pipe | 20 | | | | | | | | 20 | |
| | Sewer | 1,487 | | | | | | | | | 1,687 |
| | Pipe Underdrain | 341 | | | | | | | | | 341 |
| | | 19,199 | | | | | | | | | |

MADE BY Shannon TRACED BY Howard Green CHECKED BY Hickerson & Burley

PLAN

PROFILE

Approved: Date: Sept. 26 1952

Approved: Date: Sept. 26 1952

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept. 26 1952

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | | 7 | 197 |
| Catskill Section | | | | Sub | -5 |

7R

## DRAINAGE STRUCTURES

| Station | Description |
|---|---|
| | **Coeymans – Indian Fields S.H. 1468 (Ravena)** |
| | Main St. Storm Drain |
| "A" 1352+05 | Build D.I's Rt. & Lt. with Curb Boxes, Grate & Frame. Connect with 44' lin. ft. of 12" R.C.C.P. Connect D.I. on Rt. to new Manhole at Sta. "A" 1353+00 ~~"ST" Rt. of ℄~~ with ~~80'~~ 40' of 18" R.C.S.P. Build cradle to support Sanitary Sewer. |
| "A" 1353+00 | New Manhole on Rt. Outlet to stream with 32 1/2' of 18" R.C.S.P. and 44' of 18" R.C.C.P. under Cottage St. to new hdwall. |
| | Sanitary Sewer |
| | Main St. (10" V.T.P.) |
| "A" 1348+49 | Build new Manhole at ℄ Sta. "A" 1348+49. Connect to new Manhole at Sta. "A" 1351+~~85~~ 50 with 332 lin. ft. of 10" V.T.P. |
| "A" 1351+~~85~~ 50 | Build new Manhole at ℄ Sta. "A" 1351+85. Connect to exist. Manhole at ℄ Sta. "A" 1353+85 with 206 lin. ft. of 10" V.T.P. Top of Manhole to be lowered. 272 |
| | Mc Connell St. |
| "BB" 10+75 | Build new Manhole at Sta. BB 10+75 (McConnell Street) Connect 80 lin. ft. of 8" V.T.P. to house on Lt. Connect to new Manhole at Sta. BB 12+90 with 215 lin. ft. of 8" V.T.P. |
| "BB" 12+90 | Build new Manhole and connect new Manhole at Sta. "BB" 12+90 with new Manhole at ℄ Sta. "A" 1348+49 with 196 lin. ft. of 8" V.T.P. |
| | Seeberger Place West |
| "A" 1348+49 = "BB" 14+86 | Connect new Manhole at Sta. "A" 1348+49 ℄ to new Manhole at Sta. "B" 5+97 with 210 lin. ft. of 8" V.T.P. 196 |
| | Main St. Water Main |
| "A" 1348+60 | Relocate 8" Water Main on Westerly Side of Main St. between ℄ Sta. "A" 1348+60 and ℄ Sta. 1355+00 with 248 lin. ft. of 8" C.I.P. |
| "B" 8+00 | Relocate 1 Hydrant from Sta. "B" 9+00 to Sta. "B" 8+00 on Cottage St. |
| "A" 1348+60 | New Water Main connecting Hydrant at ℄ Sta. "A" 1348+60 and Sta. "B" 6+20 with 246 lin. ft. of 6" C.I.P. 367 6" |
| | **Style-Barrack Road** |
| | NOTE: All D.I's will have special Frame and Grate unless otherwise noted. |
| N 6+~~70~~ 25 | Build D.I. Type "A" on Lt. Connect to special Manhole on Lt. of Sta. N 6+05 with 25' of 24" R.C.C.P. |
| | D.I. Type "A" on Rt. Connect to special Manhole on Lt. of Sta. N 6+05 with 25' of 24" R.C.C.P. |
| N 6+05 | Build special Manhole on Lt. New 24" R.C.C.P. Lt. Connect to special Manhole ℄ Sta. N 4+45 Lt. 152 long. |
| N 4+~~45~~ 20 | Build special Manhole on Lt. New 24" R.C.C.P. Lt. Connect to D.I. Type B Sta. N 4+40 on Lt. 141' long. |
| N 4+40 20 | New D.I. Type "A" on Rt. Connect to special Manhole on Lt. of Sta. N 4+45 with 52' of 24" R.C.C.P. |
| | New D.I. Type "B" on Lt. Connect to special Manhole Thruway Sta. 1467+15 Rt. with 436' of 24" R.C.C.P. |
| Thruway 1467+~~45~~ 50 | Build special Manhole on Rt. Connect to special Manhole on Lt. of Sta. 1462+~~55~~ 10 with 456 lin. ft. of 24" R.C.C.P. 528 |
| 1472+00 | New Type "A" D.I. & Mail. Connect to concrete junction box Rt. Sta. 1472+00 with 100 lin. ft. of 24" R.C.C.P. |
| 1472+00 | 100' Rt. New concrete junction box. Connect to new D.I. Rt. Sta. 4+25 (Stylebarrck Rd) with 22 lin. ft. of 12" R.C.C.P. |
| 1462+55 | Build special Manhole on Rt. Connect to special Manhole Rt. Sta. 1461+53 with 102 lin. ft. of 24" R.C.C.P. |
| 1461+53 | Build special Manhole on Rt. Connect to special Manhole Rt. Sta. 1460+55 with 98 lin. ft. of 24" R.C.C.P. |
| 1460+55 | Build special Manhole on Rt. Connect to special Manhole Rt. Sta. 1459+83 with 182 lin. ft. of 24" R.C.C.P. |
| ~~1458+88~~ | ~~Build special Manhole 30 Rt. Outlet to Headwall Rt. Sta. 11+38+30 with 100 lin. ft. of 24" R.C.C.P. at existing stream.~~ |
| ~~1458+30~~ | ~~New headwall on 24" R.C.C.P. Outlet Ditch.~~ |
| 1467+50 | New I.I. with frame & grate on ℄ Mail. Connect To Manhole on Rt. @ 1467+50 With 100 L.F. of 24" ACCP |

MADE BY Shannon TRACED BY Howard Green CHECKED BY Hickerson & Beardsley

PLAN

PROFILE

## DRAINAGE STRUCTURES

| Station | Description |
|---|---|
| | **Selkirk Interchange** |
| "C" 2+70 | Lay 24" R.C.C.P. Skew 0° ~~Rt.~~ 1in. ft. Headwall Rt. & Lt. |
| "C" 10+32 | Inlet & outlet ditches. 192 Build headwall 65' Rt. Connect to D.I. 47' Rt. of Sta. "C" 11+30 with 96' lin. ft. of 24" R.C.S.P. Build special ditch to outlet 24" pipe along & parallel to "C" line. |
| "C" 11+30 | Build D.I. with standard Frame & grate. 47' Rt. Connect to D.I. 31' Lt. of Sta. "C" 12+00 with 104' lin. ft. of 24" R.C.C.P. |
| "C" 11+95 | Build D.I. with standard Frame & grate 130' Lt. Connect to D.I. 31' Lt. of Sta. "C" 12+00 with 105 lin. ft. of 24" R.C.C.P. |
| "C" 12+00 * | Build D.I. with standard Frame & grate 31' Lt. Connect to D.I. 31' Lt. of Sta. "C" 14+40 with 240 lin. ft. of 15" R.C.S.P. |
| D 15+90 | New 48" R.C.C.P. Culvert ~~long~~ 48' long. Skew 15° Rt. Build Headwalls Rt. & Lt. |
| "C" 14+40 | Build D.I. with standard Frame & grate 31' Lt. Connect to existing D.I. at Sta. 1587+50 – 80' Rt. with 140 lin. ft. of 12" R.C.S.P. Also connect to special Manhole 10' Lt. of Sta. "C" 14+55 with 24' of 24" R.C.C.P. |
| "C" 14+55 | Build special Manhole 10' Lt. with Frame & cover. Connect to special Manhole 10' Lt. of Sta. "C" 17+15 with 260 lin. ft. of 24" R.C.C.P. |
| "C" 17+15 | Build special Manhole 10' Lt. with Frame & cover. Connect to D.I. 31' Lt. of Sta. "C" 17+25 with 24 lin. ft. of 24" R.C.C.P. Also connect to D.I. 31' Rt. of Sta. "C" 17+25 with 44 lin. ft. of RCCP |
| "C" 17+25 | Build D.I's 31' Rt. & 31' Lt. with Frames & grate |
| "C" 20+25 | Lay 88 lin. ft. of 36" RCCP. Skew 40° Rt. back. Headwalls Rt. & Lt. |
| "C" 23+00 | Lay 52 lin. ft. of 24" R.C.C.P. Skew 0° Headwalls Rt. & Lt. Inlet and outlet ditches. |
| ~~"C" 29+20~~ | ~~Build D.I. in 30" RCCP X-drain.~~ |
| "C" 29+37 | Lay 148 lin. ft. of 30" R.C.C.P. Skew 15° Lt. ahead. Hdwalls R & L. |
| "C" 33+00 | Lay 100 lin. ft. of 24" R.C.C.P. Skew 15° Lt. back. Headwall on Lt. Nec. Outlet Ditch. |
| "C" 33+15 | Build D.I. with Standard Frame & grate. 55' Rt. |
| * "C" 12+57 | New D.I. with Frame & grate 31' Lt. Connect to new D.I. Proposed 21" R.C.C.P. from D.I. at Sta. "C" 11+30 to new D.I. Sta. "C" 11+30 with 124' 24" R.C.C.P. |
| Ditch | Start ditch 125' Rt. (Call Sta. 0+00) and continue thru Sta. "C" 20+25 to the 48" Drain at Sta. 1592+30 Length of ditch line 1340' lin. ft. |
| C 1+00 S-Spur | 56 LF 24" RCCP Type "A" I.I. Rt. H/W Lt. |
| | **Wemple Road** |
| "T" 27+40 | New 36" R.C.C.P. Culv. 52' long. H'walls Rt. & Lt. Nec. O.D. |
| | **Albany – Bethlehem S.H. 5499** |
| NOTE: | From Sta. 43+18 to Sta. 41+32 on Lt. Only lower half of joint of R.C.S.P. shall be caulked. Top half of joint shall be covered with burlap. |
| 0+32 to 2+00 | New 24" R.C.C.P. Culv. 48' long. Headwalls Rt. & Lt. |
| 3+00 | Special ditch on Rt. 52 |
| 10+30 | New 12" R.C.C.P. Ditch Xing in Lt. ditch. 59' long. Nec. O.D. Headwalls on inlet & outlet ends. |
| 11+00 | New 24" R.C.C.P. Culv. 60' long. 18° skew Rt. ahead. D.I. with Frame & grate on Rt. Headwall on Lt. Nec. O.D. |
| 17+00± to 23+20± | Special ditch on Rt. See profile. Exc. quantities incl. in road exc. |
| 29+10± | New 24" R.C.C.P. Culv. 96 long. 15° skew Lt. ahead. H'walls Rt. & Lt. |
| 39+50 | New 15" R.C.C.P. Ditch Xing on Lt. 36' long. |
| 42+85 | New 24" R.C.C.P. Culv. 132 long. 35° skew Lt. ahead. D.I. Rt. & Lt. with Frame & grate. Connect Lt. D.I. (Sta. 43+18±) to D.I. on Lt. of Sta. 44+96 with 185 lin. ft. of 18" R.C.S.P. |
| 44+65 | New 24" R.C.C.P. Culv. 136 long. 35° skew Lt. ahead. D.I. with Frame & grate Rt. & Lt. Connect Lt. D.I. (Sta. 44+96) to D.I. on Lt. of Sta. 47+98 with 308 lin. ft. of 18" RCSP. |
| 47+75 | New 24" RCCP Culv. 92' long. 30° skew Lt. ahead. D.I. with Frame and grate Rt. & Lt. Connect Lt. D.I. (Sta. 47+98) to D.I. on Lt. of Sta. 49+88± with 194 lin. ft. of 18" Sewer Pipe opt. |
| 49+65 | New 24" R.C.C.P. Culv. 92' long. 30° skew Lt. ahead. D.I. with Frame and grate Rt. & Lt. Connect Lt. D.I. (Sta. 49+88±) to D.I. on Lt. of Sta. 52+18 with 234 lin. ft. of 21" Sewer Pipe opt. |
| ~~RC 52-111~~ | ~~New 24" R.C.C.P. Ditch Xing under intersecting Highway Rt. of Sta. 50+95± 52' long. 2 type H'walls on inlet & outlet. Ditch shall be a culvert Sta. 51+95±~~ |
| 51+95 | New 24" R.C.C.P. Culv. 92' long. 30° skew Lt. ahead. D.I. with Frame & grate Rt. & Lt. Connect Lt. D.I. (Sta. 52+18) to D.I. on Lt. of Sta. 54+25 with 204 lin. ft. of 21" Sewer Pipe opt. |
| 54+00 | New 24" R.C.C.P. Culv. 92' long. 30° skew Lt. ahead. D.I. with Frame & grate Rt. & Lt. Connect Lt. D.I. (Sta. 54+25) to D.I. on Lt. of Sta. 57+28 with 286 lin. ft. of 21" Sewer Pipe opt. |
| 54+21 | Remove old culv. 286 |
| 57+05 | New 24" R.C.C.P. Culv. 92' long. 30° skew Lt. ahead. D.I. with Frame & grate Rt. & Lt. Connect Lt. D.I. (Sta. 57+28) to "U" H'wall on Lt. of Sta. 61+28 with 404 lin. ft. of 21" Sewer Pipe opt. |
| 57+25 | Remove old culvert. 316 |

## DRAINAGE STRUCTURES

| Station | Description |
|---|---|
| | **Albany – Bethlehem S.H. 5499** |
| 58+50 | New D.I. on sewer on Lt. with Frame & grate. |
| 61+00 | New 24" R.C.C.P. Culv. ~~Rt.~~ long. 30° Skew Lt. ahead. "U" H'wall Rt. & Lt. Nec. paved outlet on Lt. 108 |
| 60+20 | Remove old culvert. |
| 61+32 | Type "D" gutter on Lt. 50' long. (Quantity on Detail Sheet.) |
| 62+13 | Remove old culvert. |
| 65+50 | Turn water Rt. & Lt. |
| | **Clapper-Weisheit** |
| C.B. ℄ WR 13+25 | New 24" R.C.C.P. Culvert 44' long. Headwalls Rt. & Lt. 69 |
| ℄ ER 18+40 = WR 14+00 | New 24" R.C.C.P. Culvert 48' long. H'wall on Lt. & Rt. |
| | **River Road S.H. 193** |
| ℄ N.J. 14+78 | New 24" R.C.C.P. Culv. 48 long. Standard headwalls Rt. & Lt. Skew 15° Lt. ahead. Nec. I.D. II. Lt. |
| | Or as ordered by the Engineer |

## DRAINAGE STRUCTURES

| Station | Description |
|---|---|
| | **Thruway Only** |
| 1895+45 | New 12" Sewer Pipe opt. from D.I. at Sta. 1895+45 264 Connect to existing sewer at Sta. 1898+00 with ~~264~~ 260 lin. ft. |
| 1895+50 | Remove existing culvert under old road and lay ~~68~~ 60 lin. ft. of 24" R.C.C.P. Connect to existing culvert. |
| ~~1464+50~~ | ~~New D.I. with Frame & grate at end main. Connect to Manhole on Rt. of Sta. 1464+45 with 112 lin. ft. of 24" R.C.C.P.~~ |

## SUMMARY OF ROADWAY EXCAVATION

| Location | Cut C.Y. | Fill C.Y. | Borrow C.Y. | Explanation | Cu. Yds Embankment (Waste) | Cu. Yds Borrow |
|---|---|---|---|---|---|---|
| Thruway:– | | | | | | |
| @ S.H. 1468 | 0 | 14,939 | 12,369 | Total Borrow 17,927 – 5558 from Ravena (Main St.) | | 12369 |
| @ S.H. 193 | 5,732 | 0 | 0 | Surplus Cut 5,732 × 0.8 = 4586 | 4,586 | |
| @ Selkirk Interchange | 116,127 | 26,586 | 0 | Surplus Cut 83,195 × 0.8 = 66556 (Haul 71826 C.Y. to S.H. #193; Haul 35370 C.Y. to Beaver Dam) | 55,580 | |
| @ Beaver Dam | 3,918 | 111 | 0 | Surplus Cut 3,785 × 0.8 = 3028 | 3,028 | |
| @ S.H. 367 | 4,555 | 0 | 0 | Surplus Cut 4,555 × 0.8 = 3644 | 3,644 | |
| @ S.H. 5499 | 1,084 | 0 | 0 | Surplus Cut 1,084 × 0.8 = 867 | 867 | |
| Total Thruway | 130,436 | 40,606 | 12,369 | Total Thruway | 67,705 | 12,369 |
| Crossroads | | | | | | |
| S.H. 1468 | 8,271 | 2,261 | 0 | Surplus Cut 5,558 Haul to Thru. Approach Fill @ Ravena Cut included in Item 77-5 | 0 | |
| S.H. 1468 (Detour) | 0 | 0 | 0 | | | |
| Stylebarrck Road | 35,870 | 0 | 0 | Surplus Cut 35,870 | 28,696 | |
| S.H. 193 | 1,845 | 7,665 | | Borrow 7,426 Haul from Interchange | | |
| Beaver Dam Rd | 480 | 3,330 | 3,553 | Borrow 3,553 Haul from Interchange I.O.B.E. | | 3,553 |
| Clapper Weisheit Rd | 12,470 | 5,038 | 0 | Surplus 6,425 Haul to Wemple Rd. 5858 Cu. Yds= | 567 | |
| Wemple Rd. | 85 | 4,881 | 0 | Borrow 5,858 Haul from Clapper Rd. | | |
| S.H. 367 | 982 | 1,748 | 2,098 | Borrow 2,098 or haul from Detour | | 2,098 |
| S.H. 5499 | 115,309 | 7,595 | 0 | Surplus 106,195 × 0.8 | 84,956 | |
| Total Crossroads | 175,312 | 32,592 | 5,651 | Total Crossroads | 114,219 | 5,651 |
| Total Contract | 305,748 | 73,198 | 18,020 | Total Contract | 181,924 | 18,020 |

| Item | From | Total Contract | Thruway | RC 52-111 S.H. 1468 | ST 52-29 Stylebarrack Road | RC 52-111 S.H. 193 | ST 52-29 Beaver Dam | ST 52-29 Clapper Weisheit | ST 52-29 Wemple | RC 52-111 S.H. 367 | RC 52-111 S.H. 5499 | RC 52-111 | ST 52-29 | CT 52-8F |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2BX | Earthwork Sheets | 305,748 | 130,436 | 8,271 | 35,870 | 1,845 | 480 | 12,470 | 85 | 982 | 115,309 | | | |
| | Borrow | 18,020 | 12,369 | | | | 3553 | | | 2,098 | | | | |
| | Drainage Sheet | 776 | 337 | 200 | 10 | 12 | | 7 | 21 | | 189 | | | |
| | Driveways | 758 | | | | | | 7 | | 751 | | | | |
| | Weep Drains | 189 | | | | | | | | | 189 | | | |
| | Special Shoulder | 2432 | | | | | | | | | 2,432 | 145,062 | 55,173 | 151,366 |
| | | 327,923 | | | | | | | | | | | | |
| 2ECX | Earthwork Sheet | 247,327 | 247,327 | | | | | | | | | | | |
| | Borrow | | | | | | | | | | | | | |
| | Drainage Sheet | | | | | | | | | | | | | |
| | Detail Sheet | 2,918 | | | | | | | | | 2,918 | | | |
| | | | | | | | | | | | | 2963 | | 261,490 |
| | | 250,245 | | | | | | | | | | | | |
| 5 | Earthwork Sheets | 2,684 | 2,684 | | | | | | | | | | | |
| | Borrow | | | | | | | | | | | 7177 | 10,177 | 3,166 |
| | Drainage Sheets | 14,437 | | 2,952 | 10,071 | 20 | 50 | 95 | 26 | | 1,223 | | | |
| | Paved Gutter | 10 | | | | | | | | | 10 | | | |
| | Relaying old Pipe | 20 | | | | | | | | 20 | | | | |
| | Sewer | 1,687 | | | | | | | | | 1,687 | | | |
| | Pipe Underdrain | 361 | | | | | | | | | 361 | | | |
| | | 19,199 | | | | | | | | | | | | |

Prepared pursuant to the Highway Law and recommended by

E. Hickerson
Engineer District No. 1

Sept. 26, 1952

Approved: Date:
Assoc. Civil Engr. Consltr.

Approved:
Date:
Assoc. Civil Engr.

C.V. 52-5F

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 8 | 197 |
| CATSKILL SECTION | | | | | |

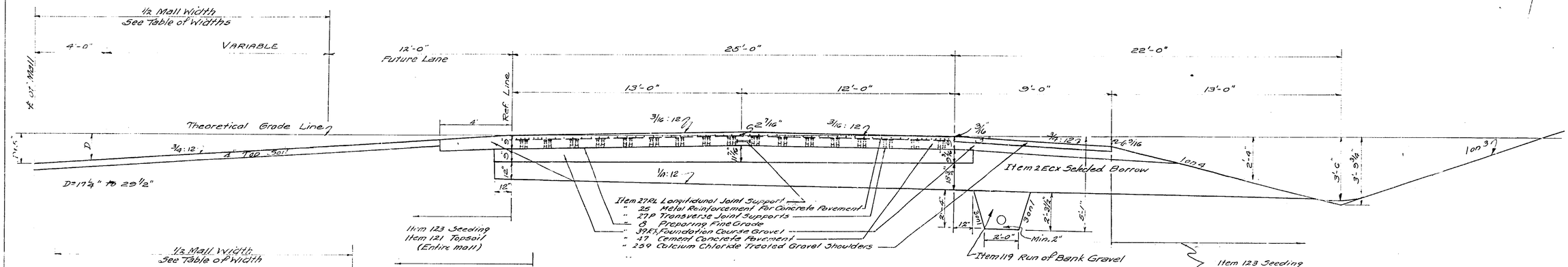
9

# TYPICAL SECTIONS

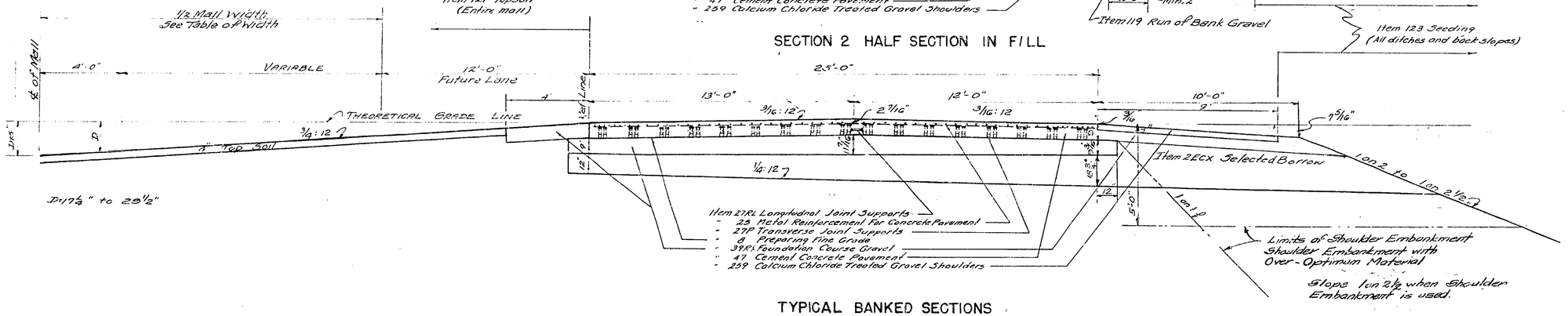
Scale - 3/8" = 1 Ft.

## THRUWAY TO BE GRADED AND PAVED

### SECTION 1 HALF SECTION IN CUT

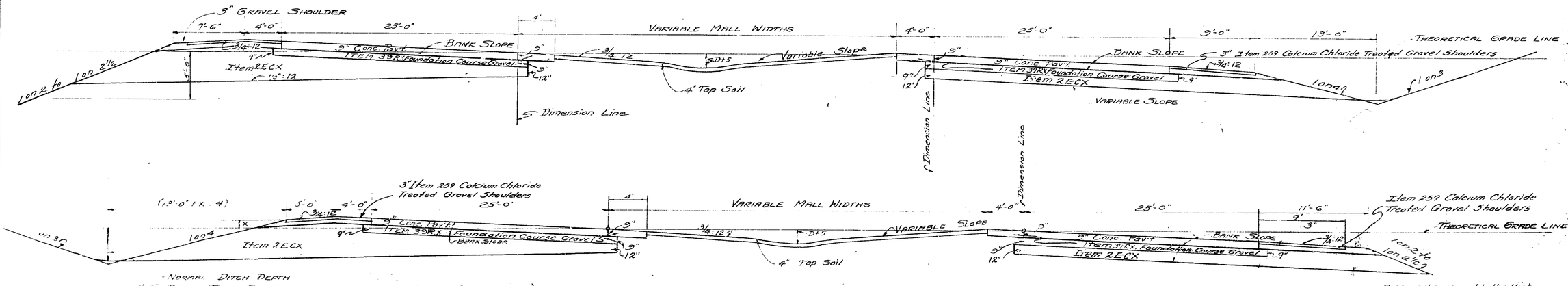



### SECTION 2 HALF SECTION IN FILL




# TYPICAL BANKED SECTIONS

Scale - 1" = 5 Ft.




Made By Traced By Checked By

PLAN Plan Co. Harold Green W. Tessling

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept. 26 1952

Approved: Date

Asst. Dist. Engr.

C.I. 52-8?

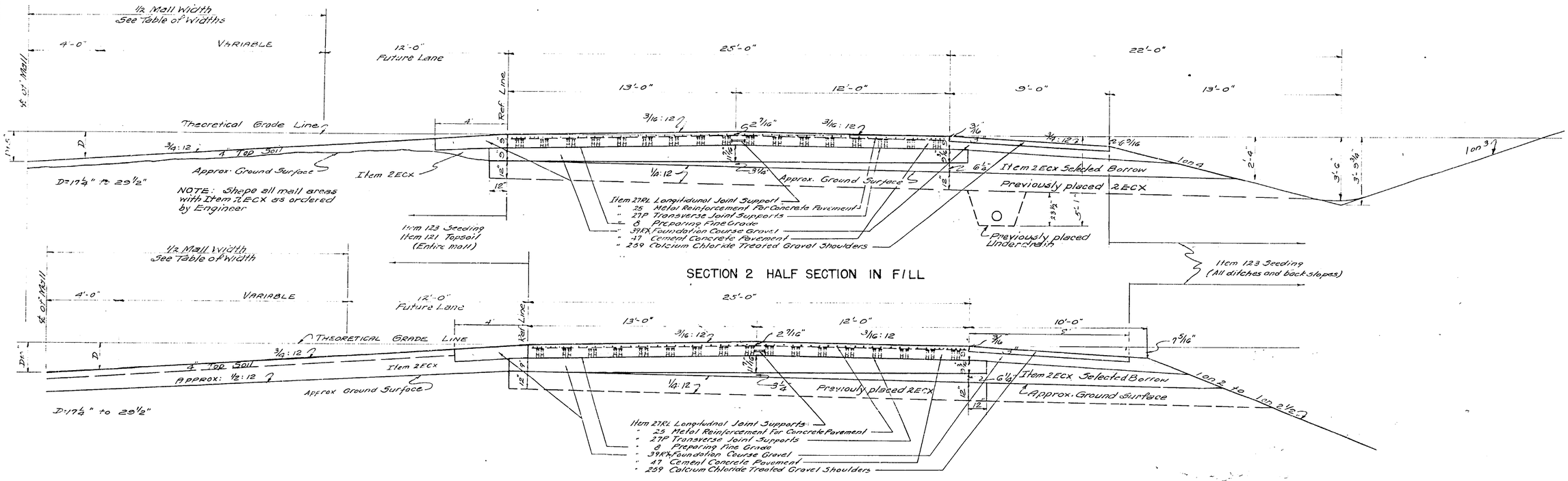
| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No | Total Sheets |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 9 | 197 |
| CATSKILL SECTION | | | | | |

# TYPICAL SECTIONS

Scale ~ 3/8" = 1 Ft.

## THRUWAY PREVIOUSLY GRADED

### SECTION 1 HALF SECTION IN CUT

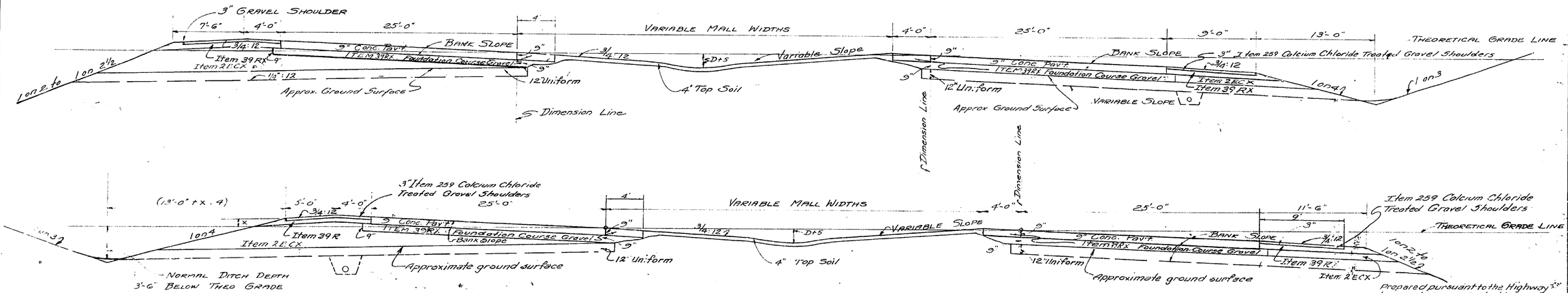



### SECTION 2 HALF SECTION IN FILL




## TYPICAL BANKED SECTIONS

Scale ~ 1" = 5 Ft.




Traced By Hancock Green Checked By W. Dowling

PLAN

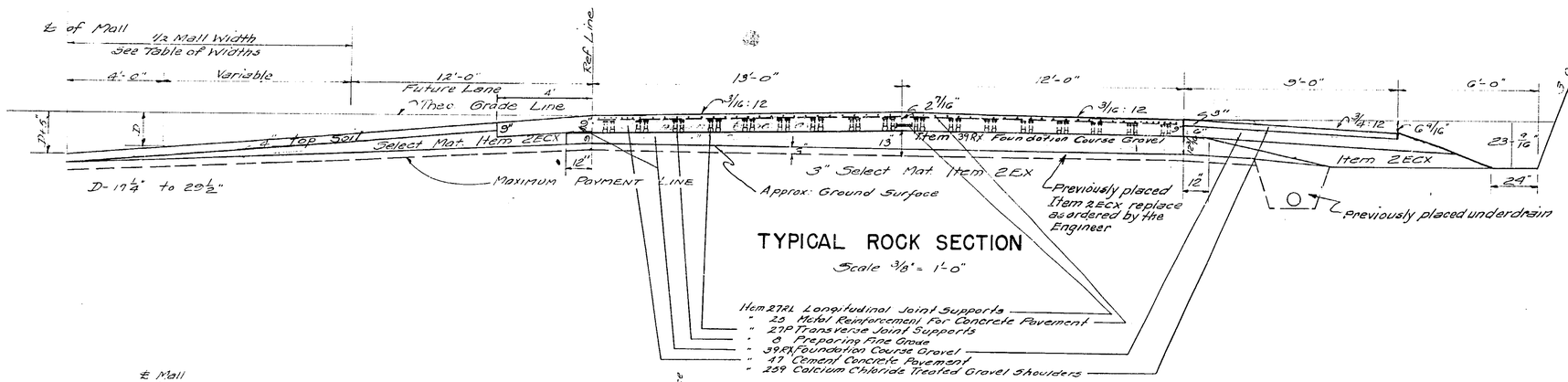
Prepared pursuant to the Highway Law and recommended by

E. Hickerson
Engineer District No. 1

Sept 26 95

C.O.T. 58-3P

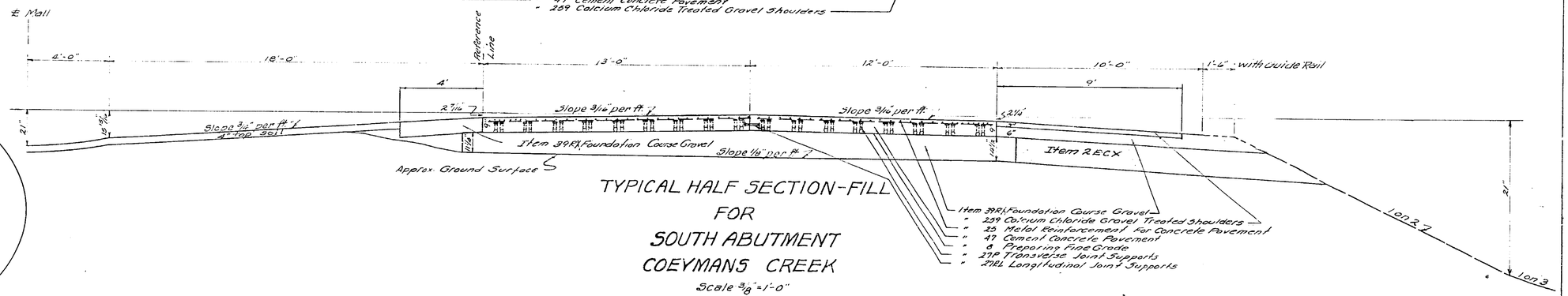
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 10 | 197 |
| CATSKILL SECTION | | | SUB. -5 | | |




## TYPICAL ROCK SECTION

Scale 3/8" = 1'-0"

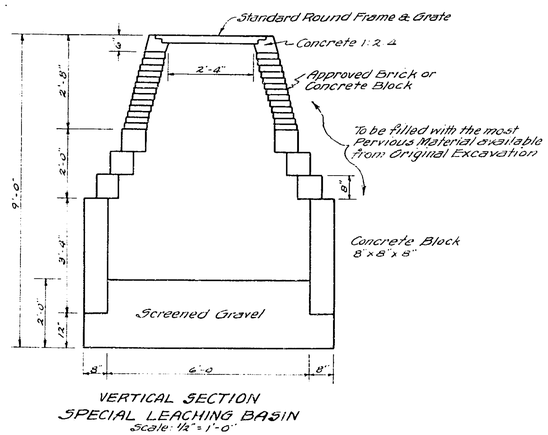
Item 27RL Longitudinal Joint Supports
" 25 Metal Reinforcement for Concrete Pavement
" 27P Transverse Joint Supports
" 6 Preparing Fine Grade
" 39RX Foundation Course Gravel
" 47 Cement Concrete Pavement
" 239 Calcium Chloride Treated Gravel Shoulders



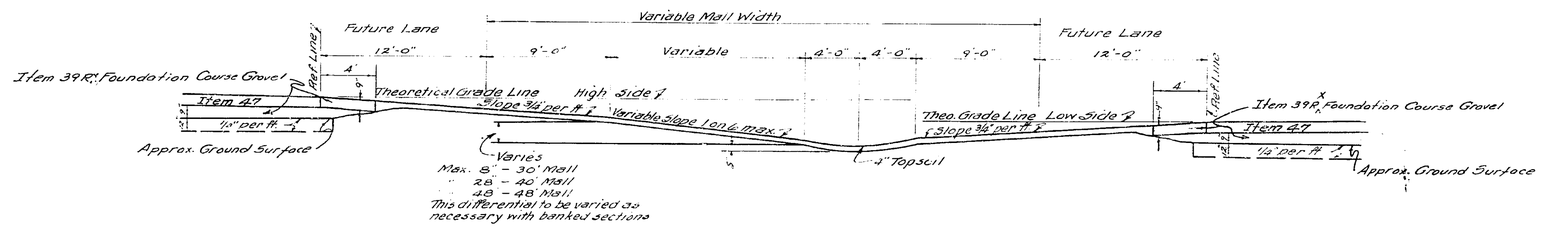

## TYPICAL HALF SECTION-FILL FOR SOUTH ABUTMENT COEYMANS CREEK

Scale 3/8" = 1'-0"




VERTICAL SECTION
SPECIAL LEACHING BASIN
Scale: 1/2" = 1'-0"




## TYPICAL SECTION OF MALL WHERE THEORETICAL GRADES ARE UNEQUAL

Scale: 1" = 5'-0"

Approved _____ Date _____
Assoc. Civil Engr. Consult.

Approved _____ Date _____
Assoc. Civil Engr. Consult.

Made By Bingham Traced By Howard Green Checked By W Dowling

PLAN

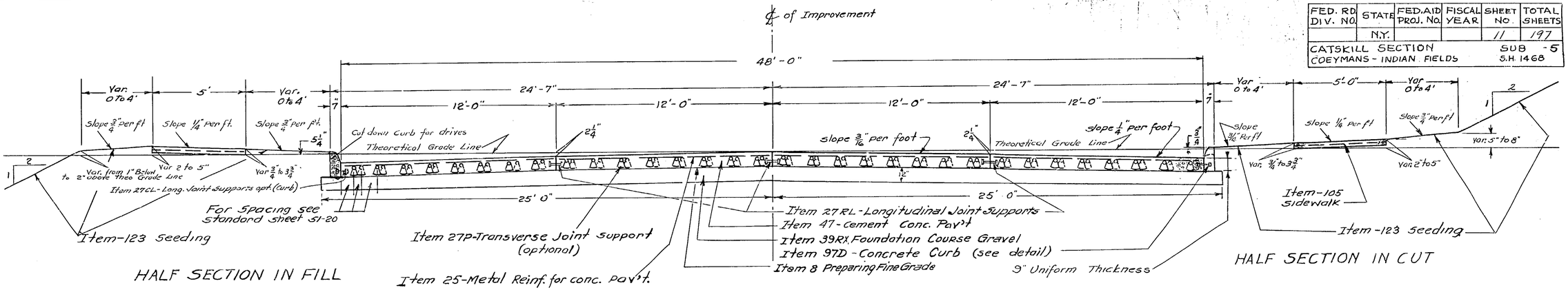
Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Approved _____ Date _____

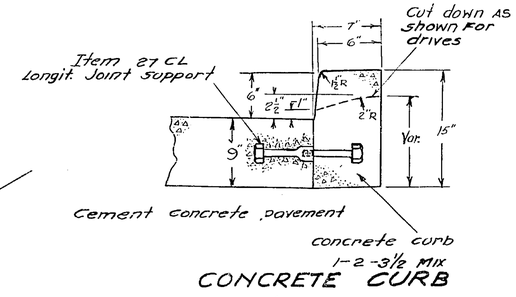
| FED. RD DIV. NO. | STATE | FED.AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 11 | 197 |

CATSKILL SECTION SUB -5
COEYMANS - INDIAN FIELDS S.H. 1468



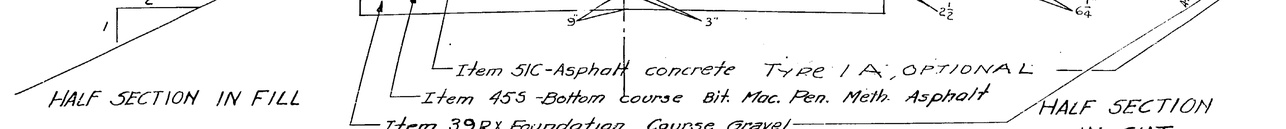

## TYPICAL SECTION S.H. 1468

Westerlo St. Ravena.
Scale 3/8" = 1'0"



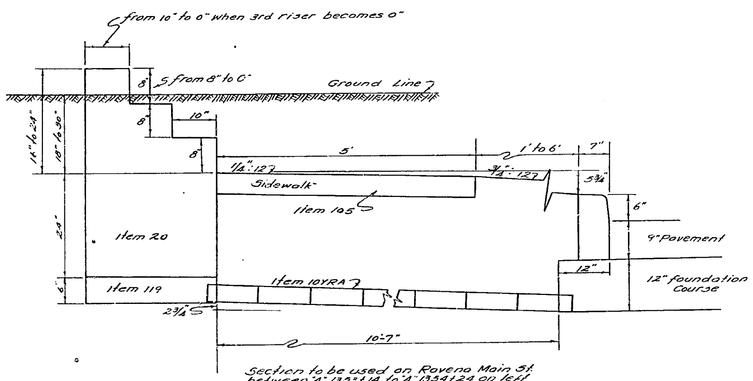

## CONCRETE CURB

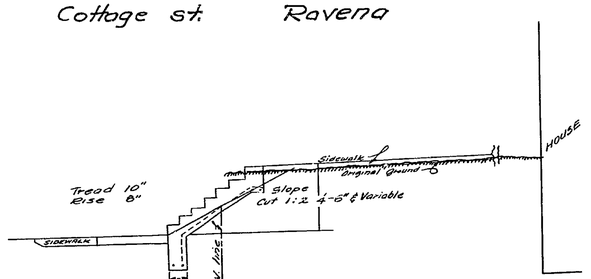
Item - 97.D
Scale 1 1/2" = 1'0" (APPROX)




## TYPICAL SECTION DETOUR

Cottage st. Ravena




TYPICAL SECTION OF SIDEWALK STERS
TO BE USED WHERE INDICATED
ON
PLANS.

Made by Critchlow Traced by Grennen checked by Bentley

Prepared Pursuant to the Highway Law and Recommended by
H. Jackson
Eng. Dist. No. 1
Sept. 26 1952

Approved _____ Date SEP 16 1952
Assoc. Civil Engr. Construction
Approved _____ Date SEP 16 1952
Assist. Dist. Engr.

S.T. 52-29

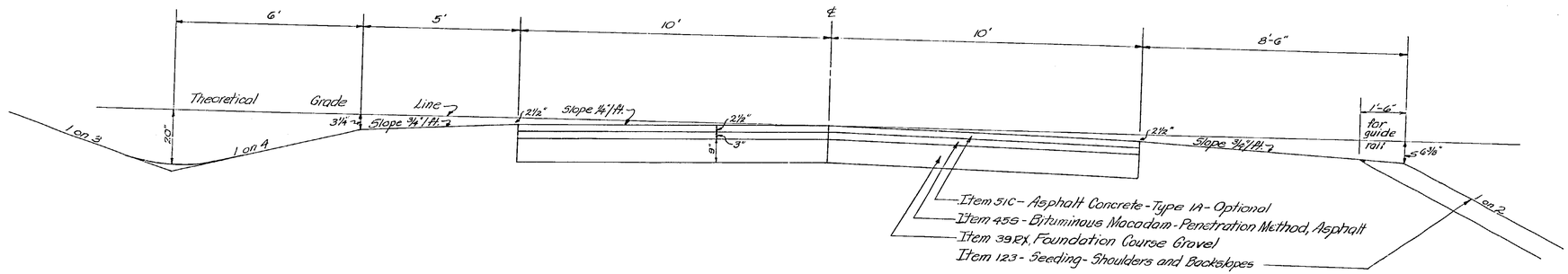
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 12 | 197 |
| CATSKILL SECTION | | | | SUBDIV. | -5 |

14

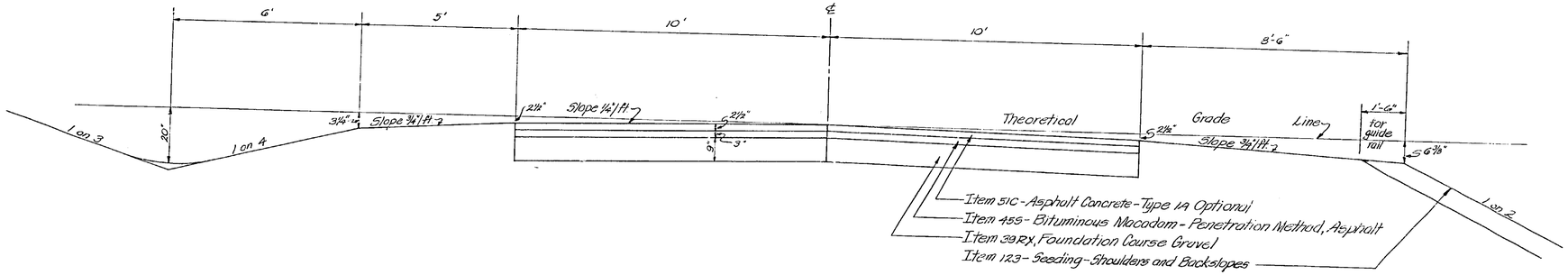
# TYPICAL SECTIONS

Scale: ½"=1'-0"

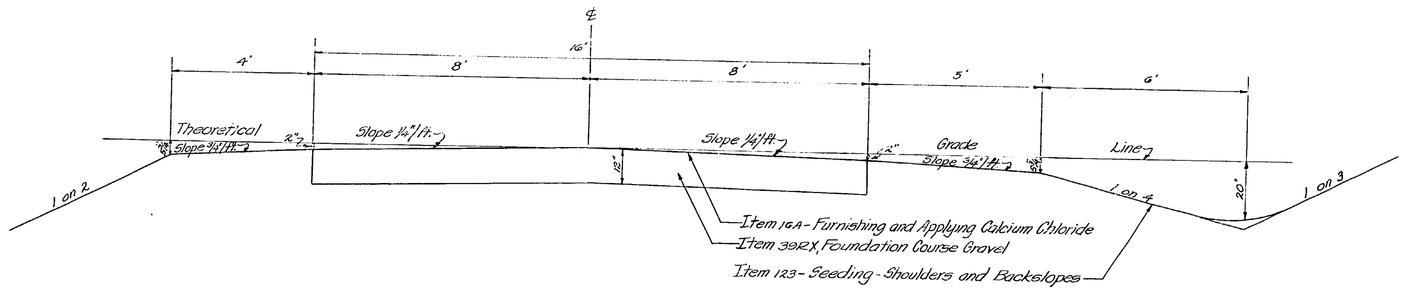
## BEAVER DAM ROAD (TOWN ROAD)




## WEMPLE ROAD (TOWN ROAD)




## STYLEBARRACK ROAD (TOWN ROAD)




Approved: _____ Date: _____
Asst. Civil Engr. Constr.

Approved: _____ Date: _____
Assist. Dist. Engr.

Made By: E. Bentley

Traced By: F. Hickerson

Checked By: M. Bingham

Sept. 26 '52

S.T. 52-29 R.C 52-111

| FED.ROAD DIV.NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| — | N.Y. | | 1952 | 13 | 197 |
| CATSKILL SECTION | | | SUBDIV. -5 | | |

15

Approved: _____ Date: Sept 26 1952

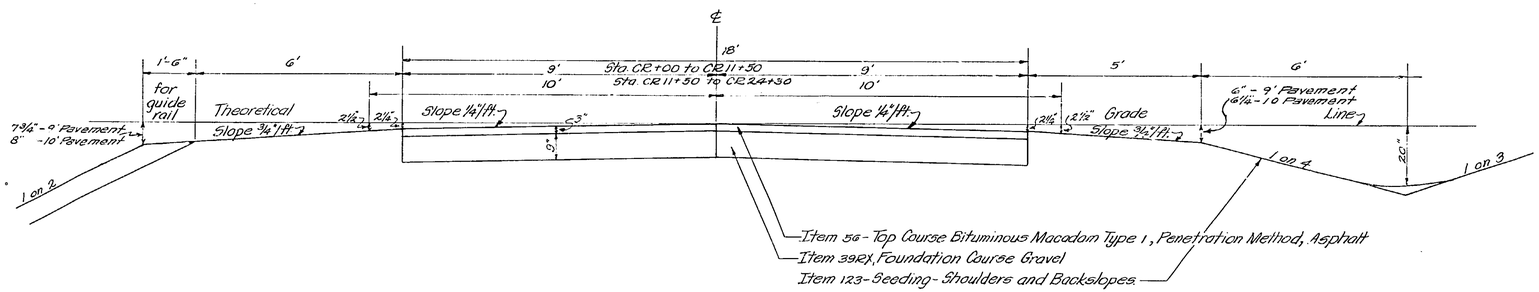
Assoc. Civil Engr. Consult.

Approved: _____ Date: Sept 26 1952

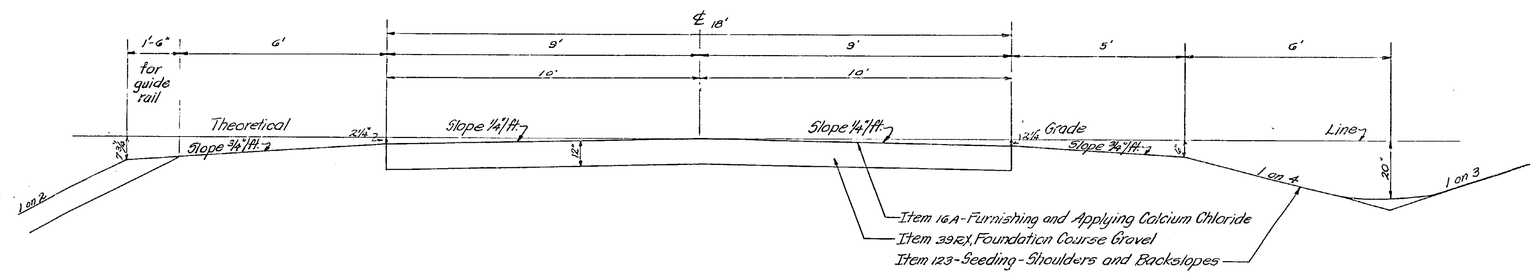
Assist. Dist. Engr.

## TYPICAL SECTIONS
Scale: ½" = 1'

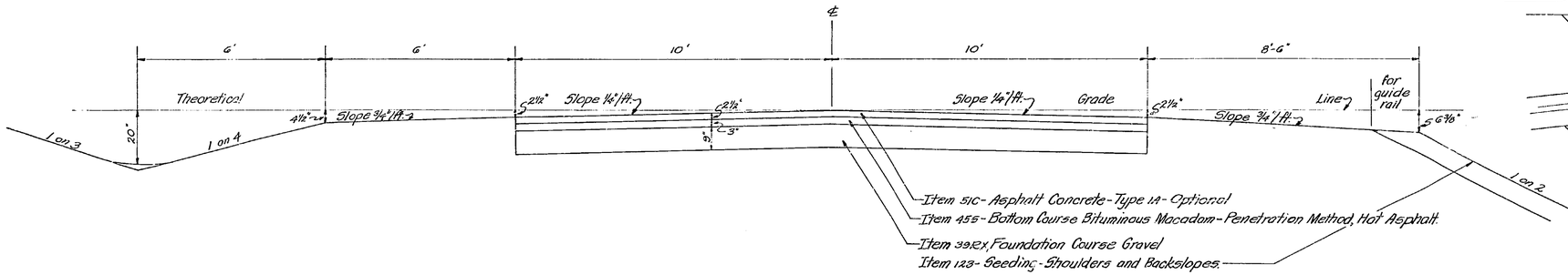
### CLAPPER ROAD (TOWN ROAD)
Sta. CR 0+00 to CR 11+50

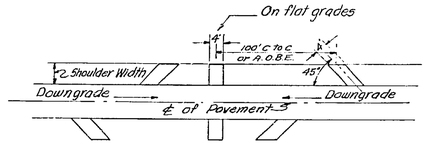



### CLAPPER ROAD (TOWN ROAD)
(WR 10+50 to WR 25+70)
(WR 14+10 to WR 18+65)

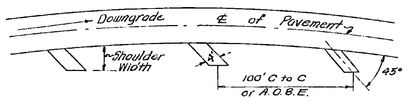



### GLENMONT ~ FEURA BUSH ~ S.H. 367




WEEP DRAINS ON TANGENTS




WEEP DRAINS ON BANKED CURVES

Made By: F. Bentley

Traced By: F. Hickerson

Checked By: M. Bingham

Sept 26 1952

C.T. 52-8P

| FED.ROAD DIV.NO. | STATE | FED.AID PROJ.NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 14 | 197 |
| CATSKILL SECTION | | | | SUBDIV. -5 | |

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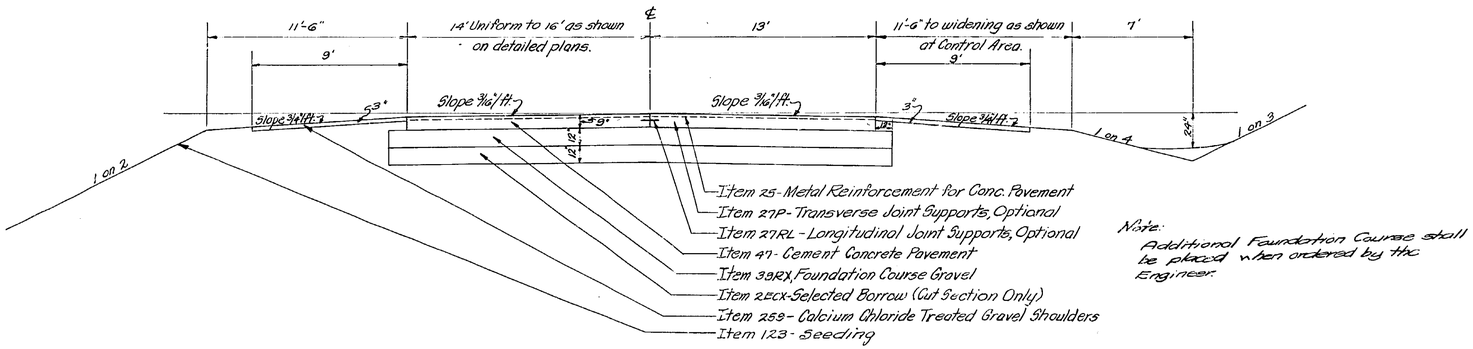
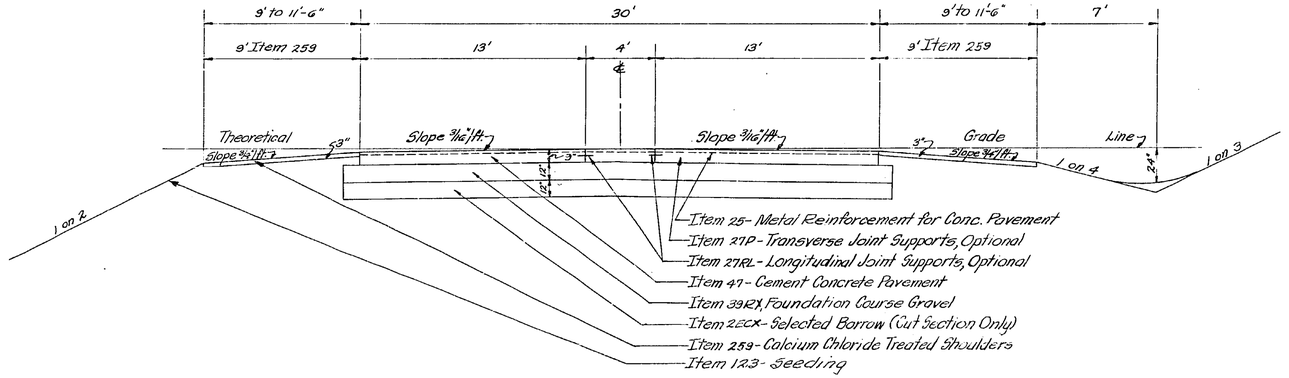
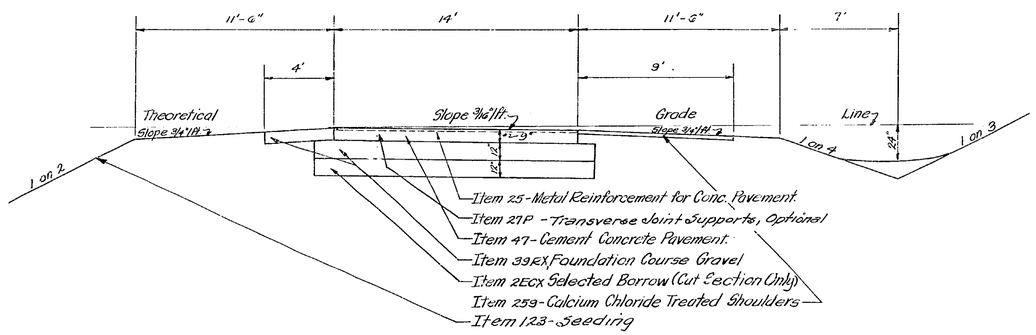
# TYPICAL SECTIONS FOR SELKIRK INTERCHANGE

Scale: 1/2" = 1'




Note: Additional Foundation Course shall be placed when ordered by the Engineer.




Approved: Date: SEP 26 1952
Assoc. Civil Engr. Const.

Approved: Date: SEP 26 1952
Assist. Dist. Engr.

Made By: F. Bentley
Traced By: F. Hickerson
Checked By: M. Bingham

Prepared pursuant to the Highway Law and recommended by
Engineer District No. 1
Sept. 4th 1952

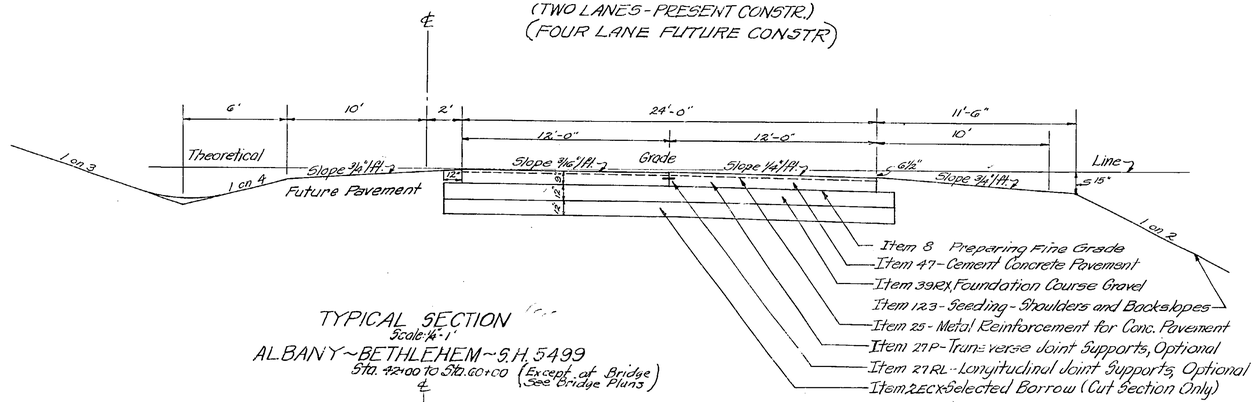
R.C 52-111

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 15 | 197 |
| CATSKILL SECTION | | | | SUBDIV. -5 | |

17

## TYPICAL SECTION
Scale: ½"=1'

ALBANY~BETHLEHEM~S.H. 5499
Sta. 0+00 to Sta. 39+50
(TWO LANES - PRESENT CONSTR.)
(FOUR LANE FUTURE CONSTR)

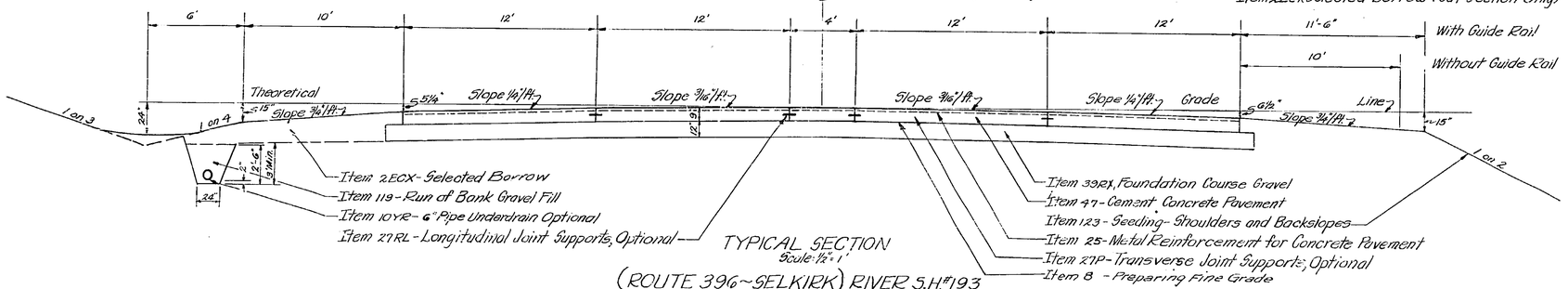



Note:
Additional Foundation Course shall be placed when ordered by the Engineer.

Disposal material from Albany Bethlehem S.H. 5499 shall be hauled to a location North of the Normanskill if ordered by the Engineer.

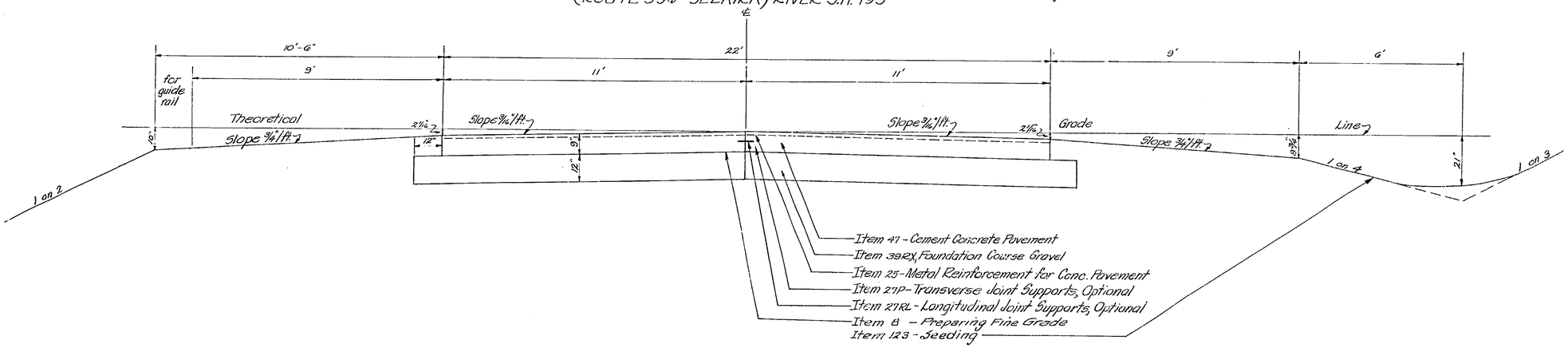
## TYPICAL SECTION
Scale: ¼"=1'

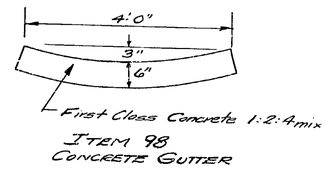
ALBANY~BETHLEHEM~S.H. 5499
Sta. 42+00 to Sta. 60+00 (Except at Bridge See Bridge Plans)




## TYPICAL SECTION
Scale: ½"=1'

(ROUTE 396~SELKIRK) RIVER S.H. #193




ITEM 98
CONCRETE GUTTER

Made By: E. Bentley
Traced By: F. Hickerson
Checked By: M. Bingham

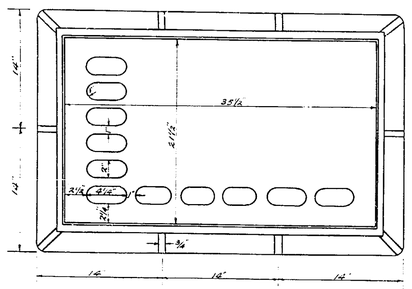
Approved: _____ Date: _____ 1952
Associate Civil Engr. Const.

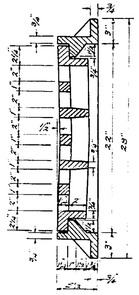
Approved: _____ Date: _____ 1952
Assist. Dist. Engr.

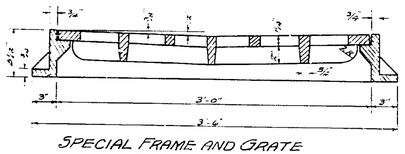
I hereby certify that the highway work shown hereon was constructed by
F. Hickerson
Engineer District No. 1
Sept. 14 1954

C.T. 52-8P S.T. 52-29 C 62-11

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 16 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

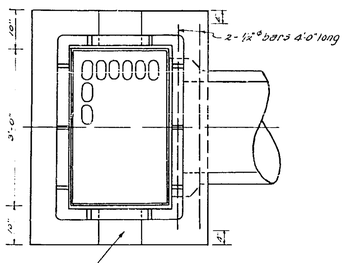



SPECIAL FRAME AND GRATE
Scale: 1½" = 1'-0"

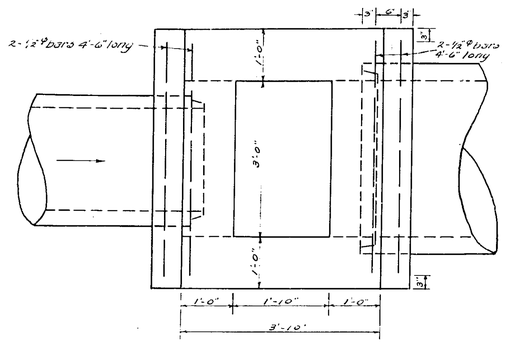
Approximate Weight
Grate 235#
Frame 275#
Total 510#

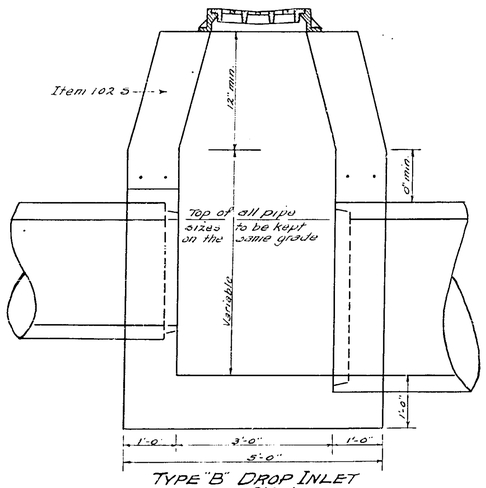



TYPE "A" DROP INLET
Scale 3/4" = 1'-0"

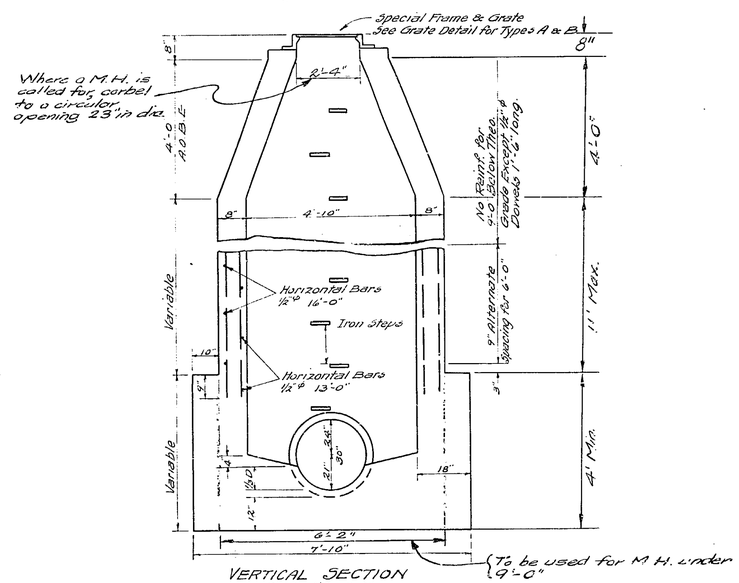
18" or 24" Sump if ordered by the Engineer

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

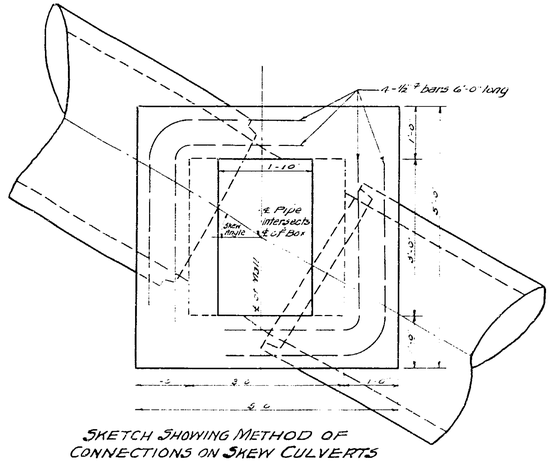


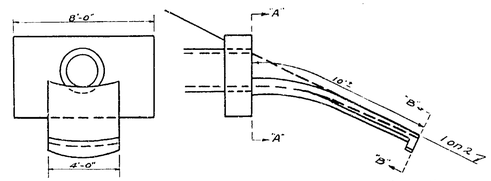

TYPE "B" DROP INLET
Scale: 3/4" = 1'-0"



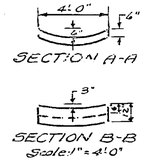

VERTICAL SECTION
Scale: ½" = 1'-0"

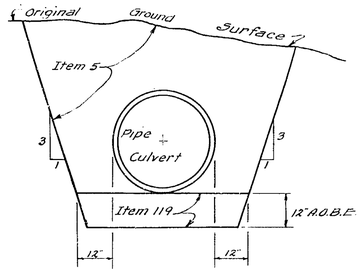



SKETCH SHOWING METHOD OF CONNECTIONS ON SKEW CULVERTS
Scale: ¾" = 1'-0"

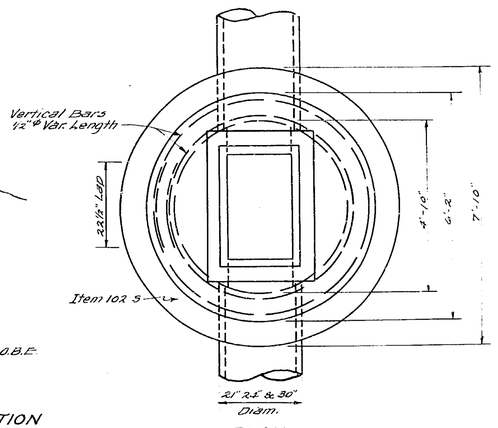



Type "D" Concrete Gutter For Culvert Outlets See Table for Location




CULVERT & SEWER PIPE SECTION

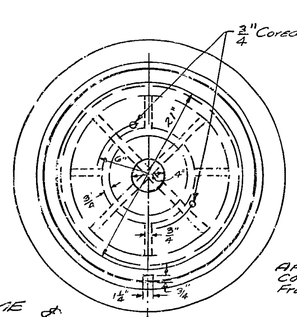



PLAN
DROP INLET TYPE "C" (OVER 9'-0")
Scale: ½" = 1'-0"

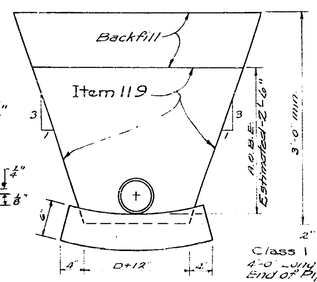
NOTE: For DROP INLET TYPE "C" Bar reinforcement to be paid for under Item 28 Step Irons to be included in price for Item 30



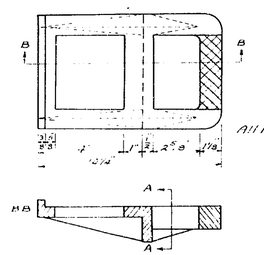

Fig. 1.3 - SPECIAL MANHOLE FRAME & COVER
Scale: ½" = 1'-0"



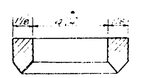

Approx Wt.
Cover 135 lbs
Frame 230 lbs




PIPE UNDERDRAIN SECTION




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




Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept 26 1952

Made By PLAN BIN: IIA.F.
Traced By Howard Green
Checked By W. Dewing

Approved Sept 15 1952
Chief Engr.
Assoc. Civil Engr. Design
Approved Nov 15
Asst. Chief Engr.

C.T. 52-8P S.T. 52-29 R.C 52-111

# SCHEDULE A

LOCATION AND QUANTITY OF PAYMENT ITEMS

| STATION TO STATION | SIDE | ITEM | QUANTITY & UNIT | REMARKS |
|---|---|---|---|---|
| 1308+85-1922+08 | Mall | 121 | 36,628 c.y. | 4" Placed Loose |
| 1308+85-1922+08 | Mall | 123 | 79.18 Ac. | 40# P.L.S./Ac. |
| 1308+85-1922+08 | L&R | 123* | 102.32 Ac. | 40#P.L.S./Ac. plus 48#/Ac. of Oats |
| Selkirk Interchange | | 123 | 7.47 Ac. | 40 #P.L.S./Ac. plus 48#/Ac. of Oats |
| *Thruway Bridge Overpass* | | | | |
| *COEYMANS - INDIAN FIELDS (ROUTE 144 MAIN ST.) SITE* | | | | |
| 1347+53 - 1348+99 | L&R | 121 | 90 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 123 | 0.20 Ac. | 40#P.L.S./Ac. plus 48#Oats |
| | | 124 | 220 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Overpass* | | | | |
| *BRIDGE OVER COEYMANS CREEK SITE* | | | | |
| 1426+59.5 - 1430+90.5 | L&R | | | |
| 1425+93.5 - 1430+43.5 | | 121 | 485 c.y. | 3" Placed Loose |
| | | 123B | 0.90 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 124 | 295 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Underpass* | | | | |
| *STYLEBARRACK ROAD SITE* | | | | |
| | L&R | 121 | 100 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 123 | 2.10 Ac. | 40#P.L.S./Ac. plus 48#Oats |
| | | 124 | 350 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Underpass* | | | | |
| *RIVER ROAD (SELKIRK MAIN ST.) S.H. 193 SITE* | | | | |
| NJ 22+19 - NJ 25+05 | L&R | 121 | 130 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 123 | 2.52 Ac. | 40#P.L.S./Ac. plus 48#Oats |
| | | 124 | 450 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Overpass* | | | | |
| *SELKIRK INTERCHANGE SITE* | | | | |
| 1588+54.16 - 1589+05.84 | L&R | 121 | 120 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 124 | 220 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Underpass* | | | | |
| *BEAVER DAM TOWN ROAD SITE* | | | | |
| N10+06.22 - N12+52.39 | L&R | 121 | 140 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 123 | 1.41 Ac. | 40#P.L.S./Ac. plus 48#Oats |
| | | 124 | 390 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Underpass* | | | | |
| *CLAPPER ROAD - WEISHEIT ROAD SITE* | | | | |
| CR 16+10 - CR 18+16 | L&R | 121 | 140 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 123 | 4.40 Ac. | 40#P.L.S./Ac. plus 48#Oats |
| | | 124 | 320 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Underpass* | | | | |
| *WEMPLE ROAD SITE* | | | | |
| T 18+78.77 - T 20+99.69 | L&R | 121 | 130 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 123 | 1.83 Ac. | 40#P.L.S./Ac. plus 48#Oats |
| | | 124 | 320 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Underpass* | | | | |
| *GLENMONT - FEURA BUSH S.H. 367 SITE* | | | | |
| V 9+40.78 - V 11+75.27 | L&R | 121 | 120 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 123 | 1.53 Ac. | 40#P.L.S./Ac. plus 48#Oats |
| | | 124 | 300 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Overpass* | | | | |
| *ALBANY - BETHLEHEM S.H. 5499 (Route 9W) SITES* | | | | |
| 1907+56.17 - 1909+04.39 | L&R | 121 | 130 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 123 | 11.05 Ac. | 40#P.L.S./Ac. plus 48#Oats |
| | | 124 | 260 S.Y. | Strip Sod & Gutters |

MADE BY E. B. MacQuesten

TRACED BY Matt Klimcovitz

CHECKED BY Joe Davidson, E. S. MacQuesten

# SCHEDULE B

DETAIL SPECIFICATIONS TO ACCOMPANY PUBLIC WORKS SPECIFICATIONS

| ITEM NO. | PAR. NO. | DESCRIPTION |
|---|---|---|
| 121 | | Topsoil Placed From Stockpiles |
| | C-3 | Completed Depth 4" Loose on Mall only - except 4' shoulder each side On Bridge Approaches and Slopes, 3" Loose |
| | | Changes: A.O.B.B. |
| 123 | | Seeding - |
| | A | Areas: See Schedule "A" |
| | B | Seed: As specified for M-63 and shown as on Schedule "B" |
| | | Lime: As specified for M-52 |
| | | Fertilizer: As specified for M-55: Type 2 |
| | C-3 | No Soil Amendment |
| | | Lime: 1 Ton per Acre |
| | | Fertilizer: 500#/Ac. plus 300# Animal Tankage on all areas |
| | | Depth of Incorporation: 4" If dry application of Lime & Fertilizer is used. |
| | | Seeding Rate: 40# P.L.S. per Acre, plus 48# of Oats except on Mall |
| | | Seeding Dates: Any season of the year with the approval of the DISTRICT ENGINEER |
| | Method "A" | except all stones 2" over in diameter shall be removed from the Sub-soil areas to be seeded as ordered by Engineer |
| | C-4 | Mulching - 2 Tons per Acre |
| | | Mulch Anchorage: None required but may be employed by approved methods if Contractor desires to reduce replacement of mulch and maintenance. |
| 123B | B | Materials: As specified above under Item 123 |
| | | Seeding Dates: When ground is workable in Spring to June 1st and from August 15 to October 1st |
| 124 | B | Sod: As specified for M-64, Type 1 |
| | | No insecticides required |
| | | Pegging stakes as specified for M-68 (1"x 2"x 8" min) |
| | | All other materials shall be as specified for Items: 2) and 123 above. (See Std. Structure Sheet 50.34) |
| 1WA | | Applying Water |
| | a | Sodded areas shall be watered As Ordered By Engineer |

## SUMMARY

ITEM 121 - TOPSOIL PLACED FROM STOCKPILES

| | NEAT | ROUND |
|---|---|---|
| Thruway | 36,628 | 40,285 |
| Bridge Approach | 1,605 | 1,765 |
| | 38,233 c.y. | 42,050 c.y. |

ITEM 123 - SEEDING

| | | |
|---|---|---|
| Thruway Mall | 79.18 | 82.00 |
| Thruway L & R | 102.32 | 105.00 |
| Selkirk Interchange | 7.47 | 8.00 |
| Bridge Approach | 25.04 | 30.00 |
| | 214.01 Ac. | |
| Say | 214.00 Ac. | 225.00 Ac. |

ITEM 123B - SEEDING ON PREPARED AREAS

| | | |
|---|---|---|
| Structures (Bridge Slopes) | 2.70 | 2.80 |
| | 2.70 Ac. | 2.80 Ac. |

ITEM 124 - SODDING

| | | |
|---|---|---|
| Structures (Bridge Slopes) | 3125 | 3310 |
| | 3125 S.Y. | 3310 S.Y. |

# 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. | | | 17 | 197 |

ROADSIDE DEVELOPMENT SHEET

CATSKILL SECTION SUB. -5

# 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 CREEPING (Festuca Rubra) | Commercial | 95 | 75 | 18 |
| KENTUCKY BLUEGRASS (Poa protensis) | Commercial | 80 | 80 | 7 |
| COMMON RYEGRASS (Lolium perenne) (Lolium multiflorum) | Commercial | 95 | 85 | 5 |
| ALSIKE CLOVER (Trifolium hybridum) | Commercial Max. 25% Hardseed | 95 | 85 | 4 |
| LADINO CLOVER (Trifolium repens Var.) | Ladino Max. 25% Hardseed | 95 | 95 | 3 |
| BIRDSFOOT TREFOIL (Lotus Corniculatus) | N.Y. Broad Leaf Max. 50% Hardseed | 95 | 85 | 3 |
| | TOTAL PURE LIVE SEED PER ACRE | | | 40 |
| Cover Crop Oats (Avena Sativa) | Commercial Clinton, Mohawk | 95 | 90 | 48 |

NOTE: 125# P.L.S. shall be used on Bridge Slopes.

## SUMMARY

| ITEM | TOTAL QUANTITY ROUNDED | NAME OF ITEM |
|---|---|---|
| 121 | 42,050 c.y. | Topsoil Placed From Stockpiles |
| 123 | 225.0 Ac. | Seeding |
| 123B | 2.8 Ac. | Seeding on prepared areas |
| 124 | 3310 S.Y. | Sodding |
| IWA | 30 M Gal | Applying Water |

PREPARED PURSUANT TO THE THRUWAY LAW AND RECOMMENDED BY

ENGINEER, DISTRICT NO. 8

# SCHEDULE A

LOCATION AND QUANTITY OF PAYMENT ITEMS

| STATION TO STATION | SIDE | ITEM | QUANTITY & UNIT | REMARKS |
|---|---|---|---|---|
| 1308+85-1922+08 | Mall | 121 | 36,628 c.y. | 4" Placed Loose |
| 1308+85-1922+08 | Mall | 123 | 79.18 Ac. | 40# P.L.S./Ac. |
| 1308+85-1922+08 | L&R | 123a | 102.32 Ac. | 40#P.L.S./Ac. plus 48# /Ac. of Oats |
| Selkirk Interchange | | 123 | 7.47 Ac. | 40 #P.L.S./Ac. plus 48#/Ac. of Oats |
| *Thruway Bridge Overpass* | | | | |
| *COEYMANS - INDIAN FIELDS (Ravena Main St.) SITE* | | | | |
| 1347+53 - 1348+99 | L&R | 121 | 90 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 123 | 0.20 Ac. | 40#P.L.S./Ac. plus 48#Oats |
| | | 124 | 220 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Overpass* | | | | |
| *BRIDGE OVER CUYAHANNA CREEK SITE* | | | | |
| 1426+09.5 - 1430+19.5 | L&R | | | |
| 1425+83.5 - 1430+14.3 | | 121 | 485 c.y. | 3" Placed Loose |
| | | 123B | 0.90 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 124 | 295 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Underpass* | | | | |
| *STYLEBARRACK ROAD SITE* | | | | |
| | L&R | 121 | 100 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 123 | 2.10 Ac. | 40#P.L.S./Ac. plus 48#Oats |
| | | 124 | 350 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Underpass* | | | | |
| *RIVER ROAD (Selkirk Main St.) S.H. 193 SITE* | | | | |
| NJ 22+19 - NJ 25+05 | L&R | 121 | 130 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 123 | 2.52 Ac. | 40#P.L.S./Ac. plus 48#Oats |
| | | 124 | 450 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Overpass* | | | | |
| *SELKIRK INTERCHANGE SITE* | | | | |
| 1508+54.16 - 1509+58.84 | L&R | 121 | 120 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 124 | 320 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Underpass* | | | | |
| *BEAVER DAM TOWN ROAD SITE* | | | | |
| N10+06.22 - N12+52.39 | L&R | 121 | 140 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 123 | 1.41 Ac. | 40#P.L.S./Ac. plus 48#Oats |
| | | 124 | 390 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Underpass* | | | | |
| *CLAPPER ROAD - WEISHEIT ROAD SITE* | | | | |
| CR 16 H0 - CR 18 H6 | L&R | 121 | 140 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 123 | 4.40 Ac. | 40#P.L.S./Ac. plus 48#Oats |
| | | 124 | 320 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Underpass* | | | | |
| *WEMPLE ROAD SITE* | | | | |
| T 19+18.77 - T 20+99.68 | L&R | 121 | 150 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 123 | 1.83 Ac. | 40#P.L.S./Ac. plus 48#Oats |
| | | 124 | 320 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Underpass* | | | | |
| *GLENMONT - FLOWER BUSH S.H. 367 SITE* | | | | |
| U 9+40.13 - U 11+15.27 | L&R | 121 | 120 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 123 | 1.53 Ac. | 40#P.L.S./Ac. plus 48#Oats |
| | | 124 | 300 S.Y. | Strip Sod & Gutters |
| *Thruway Bridge Overpass* | | | | |
| *ALBANY - BETHLEHEM S.H. 5499 (Route 9W) SITE* | | | | |
| N 09+36.39 - N 09+96.39 | L&R | 121 | 130 c.y. | 3" Placed Loose |
| | | 123B | 0.20 Ac. | 125#P.L.S./Ac. plus 48#Oats on Bridge Slopes |
| | | 123 | 11.05 Ac. | 40#P.L.S./Ac. 48#Oats |
| | | 124 | 260 S.Y. | Strip Sod & Gutters |

MADE BY E. S. MacQuesten

TRACED BY Matt Klimcovitz

CHECKED BY Joe Davidson, E. S. MacQuesten

# SCHEDULE B

DETAIL SPECIFICATIONS TO ACCOMPANY PUBLIC WORKS SPECIFICATIONS

| ITEM NO. | PAR. NO. | DESCRIPTION |
|---|---|---|
| 121 | | Topsoil Placed From Stockpiles |
| | C-3 | Completed Depth 4" Loose on Mall only - except 4' shoulder each side On Bridge Approaches and Slopes, 3" Loose |
| | | Changes: P.O.B.E. |
| 123 | | Seeding - |
| | A | Areas: See Schedule "A" |
| | B | Seed: As specified for M-63 and shown as on Schedule "B" |
| | | Lime: As specified for M-62 |
| | | Fertilizer: As specified for M-65 Type 2 |
| | C-3 | No Soil Amendment |
| | | Lime: 1 Ton per Acre |
| | | Fertilizer: 300#/Ac. plus 300# Animal Tonkage on all areas |
| | | Depth of Incorporation: 4" If dry application of Lime & Fertilizer is used. |
| | | Seeding Rate: 40# P.L.S. per Acre, plus 48# of Oats except on Mall |
| | | Seeding Dates: Any season of the year with the approval of the Director Engineer |
| | Method "1" | except all stones 2" over in diameter shall be removed from the Sub-soil areas to be seeded as ordered by Engineer |
| | C-4 | Mulching - 2 Tons per Acre |
| | | Mulch Anchorage: None required but may be employed by approved methods if Contractor desires to reduce replacement of mulch and maintenance. |
| 123B | B | Materials: As specified above under Item 123 |
| | | Seeding Dates: When ground is workable in Spring to June 1st and from August 15 to October 1st |
| 124 | B | Sod: As specified for M-64, Type 1 |
| | | No insecticides required |
| | | Pegging stakes as specified for M-64 (1"x 2"x 8" min) |
| | | All other materials shall be as specified for Items 121 and 123 above. (See Std. Structure Sheet 50.34) |
| 1WA | | Applying Water |
| | a | Sodded areas shall be watered As Ordered By Engineer |

## SUMMARY

ITEM 121 - TOPSOIL PLACED FROM STOCKPILES

| | NEAT | ROUND |
|---|---|---|
| Thruway | 36,628 | 40,285 |
| Bridge Approach | 1,605 | 1,765 |
| | 38,233 c.y. | 42,050 c.y. |

ITEM 123 - SEEDING

| | | |
|---|---|---|
| Thruway Mall | 79.18 | 82.00 |
| Thruway L. & R. | 102.32 | 105.00 |
| Selkirk Interchange | 7.47 | 8.00 |
| Bridge Approach | 25.04 | 30.90 |
| | 214.01 Ac. | |
| Say | 214.00 Ac. | 225.00 Ac. |

ITEM 123B - SEEDING ON PREPARED AREAS

| | | |
|---|---|---|
| Structures (Bridge Slopes) | 2.70 / 2.70 Ac. | 2.80 / 2.80 Ac. |

ITEM 124 - SODDING

| | | |
|---|---|---|
| Structures (Bridge Slopes) | 3125 / 3125 S.Y. | 3310 / 3310 S.Y. |

# 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. | | | 17 | 197 |

ROADSIDE DEVELOPMENT SHEET

CATSKILL SECTION SUB. -5

# 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 CREEPING (Festuca Rubra) | Commercial | 95 | 75 | 13 |
| KENTUCKY BLUEGRASS (Poa pratensis) | Commercial | 80 | 80 | 7 |
| COMMON RYEGRASS (Lolium perenne) (Lolium multiflorum) | Commercial | 95 | 85 | 5 |
| ALSIKE CLOVER (Trifolium hybridum) | Commercial Max. 25% Hardseed | 95 | 85 | 4 |
| LADINO CLOVER (Trifolium repens Var.) | Lading Max. 25% Hardseed | 95 | 95 | 3 |
| BIRDSFOOT TREFOIL (Lotus Corniculatus) | N.Y. Broad Leaf Max 50% Hardseed | 95 | 85 | 3 |
| | TOTAL PURE LIVE SEED PER ACRE | | | 40 |
| Cover Crop Oats (Avena Sativa) | Commercial Clinton, Mohawk | 95 | 90 | 48 |

NOTE: 125# P.L.S. shall be used on Bridge Slopes.

## SUMMARY

| ITEM | TOTAL QUANTITY ROUNDED | NAME OF ITEM |
|---|---|---|
| 121 | ~~37,650~~ 42,050 c.y. | Topsoil Placed From Stockpiles |
| 123 | ~~238.93~~ 225.0 Ac. | Seeding |
| 123B | ~~3.43~~ 2.8 Ac. | Seeding on prepared areas |
| 124 | ~~4078~~ 3310 S.Y. | Sodding |
| 1WA | ~~30 M Gal~~ | Applying Water |

PREPARED PURSUANT TO THE THRUWAY LAW AND RECOMMENDED BY

ENGINEER, DISTRICT NO. 1

Sept 26 1955

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 18 | 197 |
| CATSKILL THRUWAY | | | | | |
| RAVENA - SOUTHERN BLVD. | | | | | |

THRUWAY OVERPASS — Station 1908+58: ROUTE 9W, State Highway 5499
Albany - Bethlehem

THRUWAY UNDERPASS — Station 1802+88: GLENMONT - FEURA BUSH ROAD, State Highway 367
Station 1753+48.81: WEMPLE ROAD, Town Road
Station 1682+75: CLAPPER ROAD - WEISHEIT ROAD, Town Road

THRUWAY UNDERPASS — Station 1615+66.05: BEAVER DAM ROAD, Town Road

THRUWAY OVERPASS — Station 1588+80: SELKIRK INTERCHANGE

THRUWAY UNDERPASS — Station 1571+84: RIVER ROAD, State Highway 193

THRUWAY OVERPASS — Station 1348+26: RAVENA MAIN STREET, State Highway 1468
Coeymans - Indian Fields

## GENERAL NOTES

Design and Detailing, as per A.A.S.H.O. Specifications for Highway Bridges, 1949.

Loading:-
Roadway Deck, single axle load of 32,000#
Structure:
Thruway & State Highways H20-S16-44 Modified.
Others: H20-S16-44.

Materials and Construction, as per Public Works Specifications of the State of New York, Jan. 2, 1951, and current modifications.

No construction joints and no splicing of reinforcing bars other than shown on the plans will be permitted except on the approval of the Deputy Chief Engineer. Bar splices, when permitted, shall overlap not less than 40 bar diameters.

The cost of furnishing and installing caulking compound, premoulded bituminous joint material, sponge rubber joint material, lead wool, asbestos packing, mastic 71B, copper flashing and baffle strips shall be included in the prices bid for the various items in this Contract.

For sub-soil information the Contractor is referred to the boring data at the office of the Deputy Chief Engineer.

Utilities:- See schedule, this sheet.

## SUBSTRUCTURE NOTES

Concrete in Piers and Abutments above Footings to be Item 18.

Concrete in Pylons to be Item 19.

Concrete in Piers and Abutments in Footings to be Item 20.

Payment for furnishing and placing of anchor bolts, nuts and washers, and 8" lead plates at abutments will be made under Item 29.

Bridge seat areas directly under bearings shall be bush-hammered and the base plate set on 2 layers of #14 canvas painted with 2 coats of red lead. Payment included under Item 18.

For design pile loads and estimated length of piles, see Piling Plan.

The Contractors' attention is directed to the special notes for these structures which appear in the proposal. Particular attention should be given to the foundation note, which briefly outlines the anticipated subsurface conditions at the sites of the structures and which specifies certain requirements relative to construction.

## SUPERSTRUCTURE NOTES

Concrete in pavement shall be Item 47B. *

All other superstructure concrete shall be Item 18.

Railing: see Notes on Typical Details Sheet 1.

Wrought phosphor bronze plates and deposited bronze: see Notes on Typical Details Sheet 2.

Spiral bar shear connectors: see Notes on Typical Details Sheet 2. Payment under Item 28B.

Waterproofing of roadway slab: see Notes on Superstructure Sheet.

The camber provided in the steel beams to compensate for Dead Load deflections may not correspond exactly with actual deflections. To insure uniform grades on roadway and sidewalk, corrections may be made in the thickness of the wearing surface and height of the curbs, but in no case shall these be less than those called for on the plans.

Welding, to conform to the American Welding Society Specifications for Welded Highway and Railway Bridges, 1947.

Rivets, 7/8"ϕ, unless otherwise noted.

Bolts, 7/8"ϕ high tensile steel unless otherwise noted. Bolts and connections to conform to the Specifications for Assembly of Structural Joints using High Tensile Steel Bolts by the Research Council on Riveted and Bolted Structural Joints of the Engineering Foundation, Jan. 31, 1951.

Holes, 15/16"ϕ, unless otherwise noted.

Immediately before placing pavement concrete, the concrete surface or surfaces upon which it is to be placed shall be thoroughly wetted down continuously for one hour, if the air temperature is above 50°F. Payment will be included in Item 1WA in Highway Estimate.

* Portland Cement Type 2A, Item 15-2A, shall be used in lieu of Portland Cement Type 2, Item 15-2, for Cement Concrete Pavement, Item 47B, on the following structures: Route 9W; Selkirk Interchange; River Road; & Ravena Main St.

## LIST OF DRAWINGS

| | Route 9W | Glenmont Feura Bush Road | Wemple Road | Clapper Road Weisheit Road | Beaver Dam Road | Selkirk Interchange | River Road | Ravena Main Street |
|---|---|---|---|---|---|---|---|---|
| ○ General Plans | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| ○ Superstructure | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| ○ Piers And Piling Plan | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| ○ Abutments | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 |
| ○ Bar Schedule | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

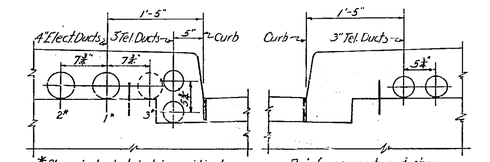
Typical Details 2 Sheets

## SCHEDULE OF UTILITIES

| STRUCTURE | ELECTRIC CONDUITS | | | | TELEPHONE CONDUITS | | | |
|---|---|---|---|---|---|---|---|---|
| | No. & Size | Location | Side | Furnished by | No. & Size | Location | Side | Furnished by |
| ROUTE 9W | 3-4" | Earth | So. | Others | 2-3" | Earth | So. | Others |
| GLENMONT-FEURA BUSH ROAD | 2-4" (1-4" | Conc. Deck | So. No. | Item 200S | 2-3" | Conc. Deck | So. | Item 200S |
| WEMPLE ROAD | 2-4" | " " | No. | " " | 2-3" | " " | No. | " " |
| CLAPPER ROAD | 2-4" | " " | No. | " " | 2-3" | " " | No. | " " |
| BEAVER DAM ROAD | 3-4" | " " | So. | " " | 2-3" | " " | No. | " " |
| SELKIRK INTERCHANGE | None | | | | None | | | |
| RIVER ROAD | 3-4" | " " | So. | " " | 2-3" | " " | No. | " " |
| RAVENA, MAIN ST. | 3-4" | Earth | No. | Others | 4-3" | Earth | So. | Others |

## ESTIMATED QUANTITIES SUBSTRUCTURE AND SUPERSTRUCTURE

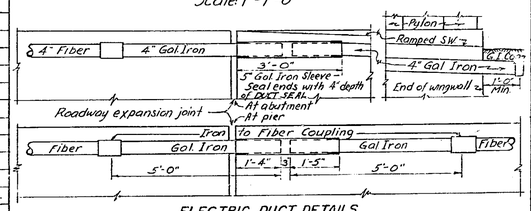
| ITEM NO. | ITEM | UNIT | ROUTE 9W NEAT | ROUTE 9W ROUNDED | GLENMONT FEURA BUSH ROAD NEAT | GLENMONT FEURA BUSH ROAD ROUNDED | WEMPLE ROAD NEAT | WEMPLE ROAD ROUNDED | CLAPPER ROAD WEISHEIT ROAD NEAT | CLAPPER ROAD WEISHEIT ROAD ROUNDED | BEAVER DAM ROAD NEAT | BEAVER DAM ROAD ROUNDED | SELKIRK INTERCHANGE NEAT | SELKIRK INTERCHANGE ROUNDED | RIVER ROAD NEAT | RIVER ROAD ROUNDED | RAVENA MAIN STREET NEAT | RAVENA MAIN STREET ROUNDED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | Trench, Culvert and Bridge Excavation | C.Y. | 2,840 | 3,000 | 1,060 | 1,170 | 920 | 1,010 | 900 | 990 | 860 | 950 | 1,410 | 1,480 | 950 | 1,050 | 1,340 | 1,470 |
| 10 YRB | Pipe Underdrain, 6" Dia. | L.F. | | | | | | | | | | | 500 | 525 | | | | |
| 15-2A | Portland Cement Type 2A | Bbl. | 372 | 390 | | | | | | | | | 104 | 110 | 168 | 180 | 264 | 280 |
| 15-2 | Portland Cement Type 2 | Bbl. | 2,870 | 2,980 | 1,390 | 1,460 | 1,700 | 1,790 | 1,750 | 1,850 | 1,160 | 1,220 | 3,330 | 3,460 | 2,020 | 2,120 | 2,790 | 2,920 |
| 15 N | Natural Cement Type N | Bbl. | 460 | 490 | 200 | 210 | 240 | 260 | 250 | 270 | 170 | 180 | 490 | 520 | 310 | 330 | 430 | 460 |
| 18 | Class 1A Concrete for Structures (1:2:3½ Approx.) | C.Y. | 1,200 | 1,250 | 480 | 500 | 470 | 490 | 460 | 480 | 510 | 540 | 990 | 1,050 | 590 | 620 | 960 | 1,010 |
| 19 | Class 1A Concrete for Railings (1:2:3½ Approx.) | C.Y. | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 6 | 6 | 3 | 3 | 3 | 3 |
| 20 | Class 1 Concrete (1:2:4 Approx.) | C.Y. | 730 | 770 | 320 | 350 | 230 | 250 | 230 | 250 | 170 | 190 | 820 | 860 | 270 | 300 | 510 | 560 |
| 25 F | Steel Fabric Reinforcement | S.Y. | 2,210 | 2,300 | 680 | 710 | 640 | 670 | 600 | 630 | 710 | 750 | 640 | 670 | 960 | 1,010 | 1,590 | 1,670 |
| 28 | Bar Reinforcement for Structures | Lb. | 256,000 | 266,000 | 104,000 | 109,000 | 131,000 | 137,000 | 129,000 | 136,000 | 91,000 | 95,000 | 260,000 | 270,000 | 181,000 | 190,000 | 257,000 | 270,000 |
| 28B | Spiral Bar Shear Connectors | Lb. | 7,000 | 7,300 | 2,150 | 2,220 | 1,240 | 1,290 | 1,190 | 1,240 | 1,380 | 1,440 | 1,840 | 1,900 | 3,280 | 3,410 | 2,460 | 2,560 |
| 29 | Structural Steel | Lb. | 889,000 | 925,000 | 189,000 | 198,000 | 163,000 | 192,000 | 163,000 | 171,000 | 256,000 | 269,000 | 143,000 | 150,000 | 359,000 | 377,000 | 468,000 | 491,000 |
| 37 | Metal Railing | L.F. | 450 | 460 | 510 | 520 | 480 | 490 | 460 | 470 | 530 | 540 | 540 | 550 | 610 | 620 | 340 | 350 |
| 47 B | Cement Concrete Pavement (1:1½:3½ Approx.) | C.Y. | 250 | 260 | 76 | 80 | 71 | 75 | 66 | 69 | 79 | 83 | 90 | 95 | 113 | 119 | 177 | 186 |
| 79 | Dry Stone Paving | S.Y. | 1,540 | 1,600 | 480 | 500 | 410 | 430 | 380 | 400 | 430 | 450 | 380 | 400 | 690 | 720 | 1,180 | 1,240 |
| 85 | Steel Bearing Piles | L.F. | 31,500 | 33,300 | | | | | | | | | | | | | | |
| 85 C | Cast-in-place Concrete Piles | L.F. | | | 1,900 | 2,000 | 8,600 | 9,000 | 9,100 | 9,600 | 900 | 1,000 | 17,500 | 18,500 | 11,200 | 11,800 | 12,000 | 12,600 |
| 87 | Furnishing Equipment for Driving Piles | L.S. | Nec. | Nec. | Nec. | Nec. | Nec. | Nec. | Nec. | Nec. | Nec. | Nec. | Nec. | Nec. | Nec. | Nec. | Nec. | Nec. |
| 92S | Screened Gravel - Loose Measure - #2 & 3 Sizes | C.Y. | | | 142 | 150 | | | | | | | | | | | | |
| 97 DA | Concrete Curb | L.F. | 480 | 500 | | | | | | | | | 500 | 525 | | | 330 | 350 |
| 105 | Concrete Sidewalk | S.Y. | 190 | 200 | | | | | | | | | 110 | 120 | | | 190 | 200 |
| 119 | Run of Bank Gravel Fill | C.Y. | | | | | | | | | | | 4,350 | 4,500 | | | | |
| 121 | Topsoil Placed from Stockpiles | C.Y. | 130 | 140 | 120 | 130 | 150 | 160 | 140 | 150 | 140 | 150 | 120 | 130 | 130 | 140 | 90 | 100 |
| 123 B | Seeding on Prepared Areas | Acre | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| 124 | Sodding | S.Y. | 260 | 280 | 300 | 320 | 320 | 340 | 320 | 340 | 390 | 420 | 220 | 240 | 450 | 490 | 220 | 240 |
| 200 S | Utilities | L.S. | | | Nec. | Nec. | Nec. | Nec. | Nec. | Nec. | Nec. | Nec. | | | Nec. | Nec. | | |



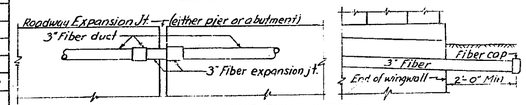

*Place single elect. duct in position 1.
Place 2-elect. ducts in positions 1 & 2.
Place 3-elect. ducts in positions 1, 2, & 3, and locate telephone ducts on other side.

Reinforcement not shown.

TYPICAL ARRANGEMENT OF UTILITIES
Scale: 1"=1'-0"




ELECTRIC DUCT DETAILS




TELEPHONE DUCT DETAILS

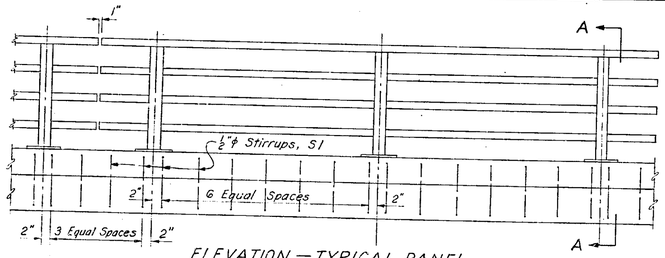
PREPARED AND RECOMMENDED:

Frankland + Lienhard — 6-10-52
FRANKLAND & LIENHARD — DATE
CONSULTING ENGINEERS
NEW YORK STATE PROFESSIONAL ENGINEERS
LICENSES NO. 5696 & NO. 15842

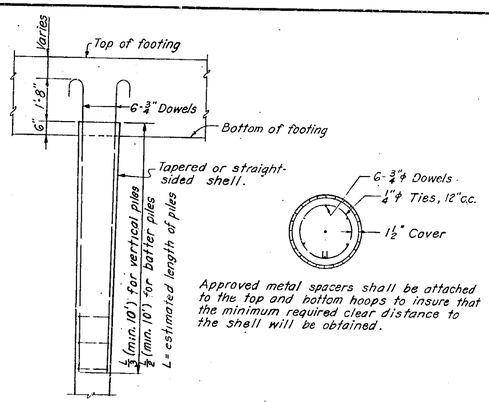
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 19 | 197 |

CATSKILL THRUWAY
RAVENA - SOUTHERN BLVD.



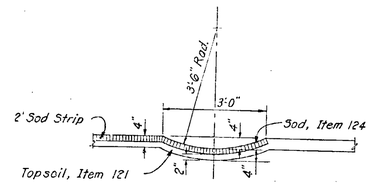

ELEVATION — TYPICAL PANEL
Scale: ½" = 1'-0"



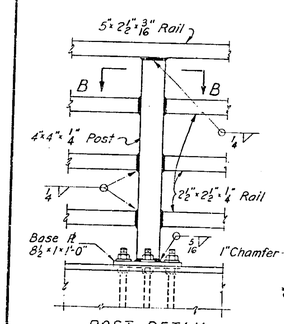

Cement and reinforcement to be paid for under their respective Items.

Approved metal spacers shall be attached to the top and bottom hoops to insure that the minimum required clear distance to the shell will be obtained.

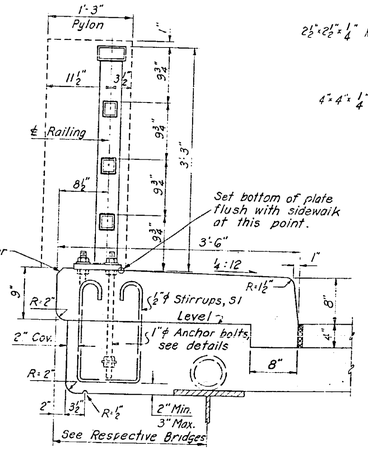
CAST-IN-PLACE CONC. PILE REINFORCEMENT
No Scale



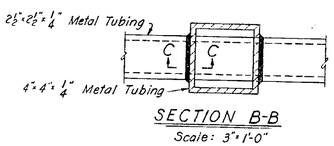

SOD STRIP & GUTTER
Scale: ½" = 1'-0"



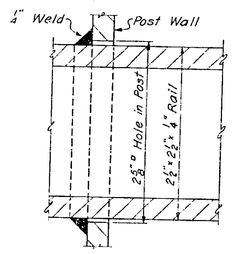

POST DETAIL
Scale: 1" = 1'-0"



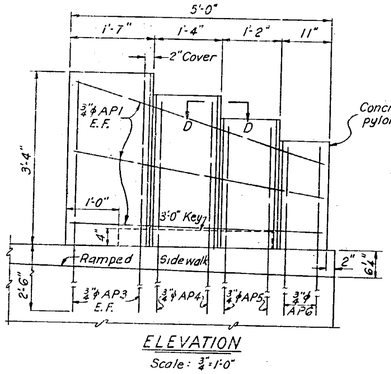

SECTION A-A
Scale: 1" = 1'-0"



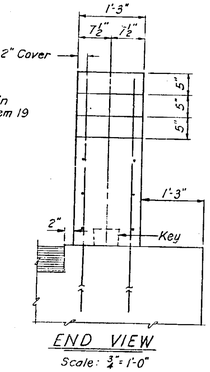

SECTION B-B
Scale: 3" = 1'-0"



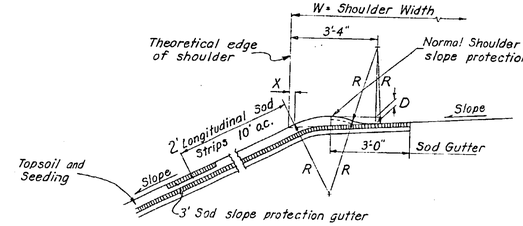

SECTION C-C
Scale: Full Size




ELEVATION
Scale: ¾" = 1'-0"

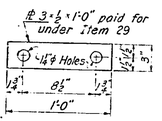



END VIEW
Scale: ¾" = 1'-0"

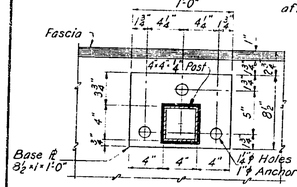



SECTION THRU APPROACH SHOULDER
Scale: ⅜" = 1'-0"

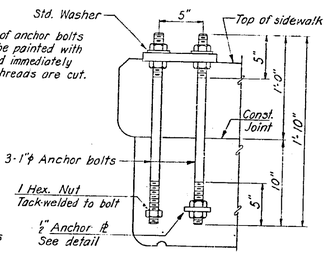
| | W | R | X | D |
|---|---|---|---|---|
| Route 9W | 11'-6" | 1'-9" | 10½" | 5" |
| Glenmont-Feura Bush Road | 8'-6" | 3'-0" | 3½" | 3" |
| Wemple Road | 8'-6" | 3'-0" | 3½" | 3" |
| Clapper Road-Weisheit Road | 8'-6" | 3'-0" | 3½" | 3" |
| Beaver Dam Road | 8'-6" | 3'-0" | 3½" | 3" |
| Selkirk Interchange | 11'-6" | 1'-9" | 10½" | 5" |
| River Road | 10'-6" | 2'-0" | 9" | 4½" |
| Ravena Main Street | 11'-6" | 1'-9" | 10½" | 5" |



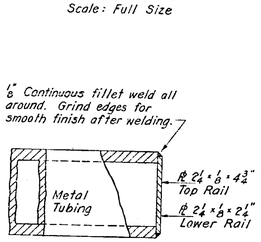

ANCHOR PLATE
Scale: 1½" = 1'-0"



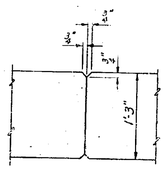

BASE PLATE DETAIL
Scale: 1½" = 1'-0"




ANCHOR BOLT DETAIL
Scale: 1½" = 1'-0"




END OF RAIL
Scale: Half Size




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

## RAILING NOTES

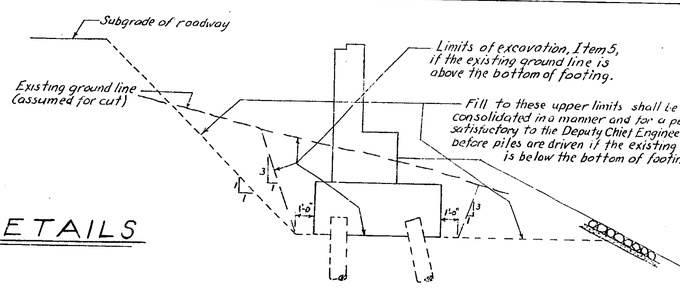
Rails, posts and base plates will be paid for under Item 37. Anchor bolts paid for under Item 29.
Railing to be fabricated and erected so that posts are vertical and rails are parallel to each other and to top of the fascia.
Shop paint, red lead and oil.
Field paint one coat battleship gray and one coat gray green paint, except bottom of base plates, which shall be painted two field coats battleship gray.
Dimensions for tubing are outside dimensions.

## CONSTRUCTION PROCEDURE

Set anchor bolts and pour slab.
Make two applications of waterproofing oil treatment M-41W to top of slab.
Pour roadway pavement.
Place lower nuts on upper end of anchor bolts.
Place railing base plate on lower nuts and turn up lower nuts to bring bottom of plates to sidewalk level.
Place upper nuts on anchor bolts and tighten down on plates.
Cut off bolt projections and paint base plate, nuts and top of bolts with red lead.
Pour sidewalk to proper line and grade.

# RAILING DETAILS

# LANDSCAPING DETAILS




ABUTMENTS - CUT & FILL

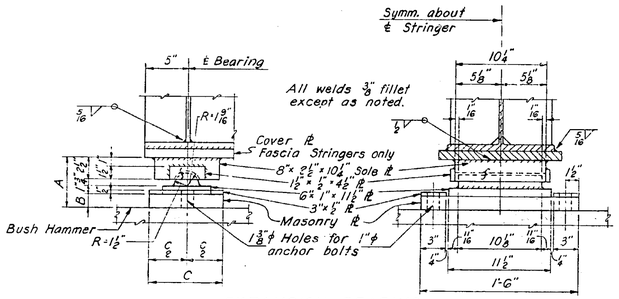
# PYLON DETAILS

TYPICAL DETAILS
SHEET 1

RECOMMENDED BY
Frankland & Lienhard DATE 6-10-1952
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

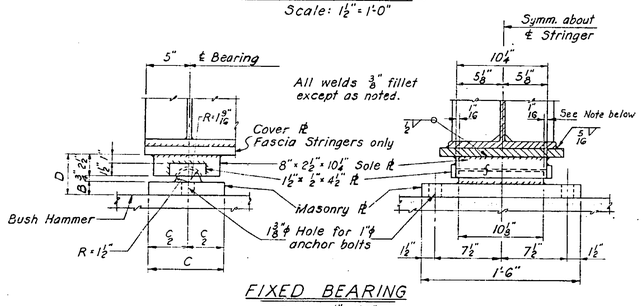
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 20 | 197 |
| CATSKILL THRUWAY | | | | | |
| RAVENA - SOUTHERN BLVD. | | | | | |



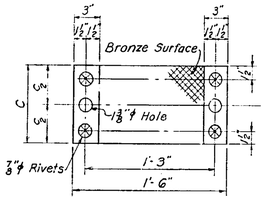

EXPANSION BEARING

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



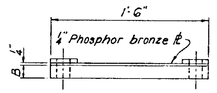

FIXED BEARING

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




MASONRY PLATE - EXP. END

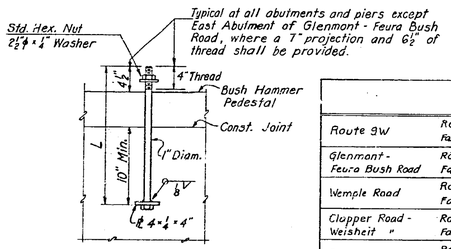
Scale: 1 1/2" = 1'-0"




ALTERNATE BEARING - EXP. END

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

A rolled phosphor bronze plate 1/4" thick with a steel bearing Pl. may be substituted for the steel Pl. and deposited bronze. The bronze Pl. shall conform to the A.S.T.M. Specifications B100-Type A. Payment for bronze used in sliding bearing Pls. will be made at the contract price bid for structural steel Item 29. If alternate scheme is used, pedestals at Expansion Bearings must be lowered 1/4".




Note: For length, L, and number of anchor bolts required, see respective Bridges

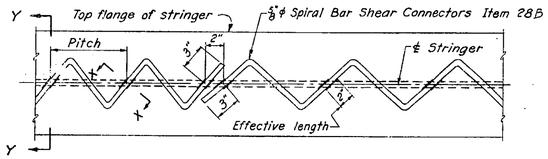
ANCHOR BOLTS

No Scale

| | | End Spans A | End Spans B | End Spans C | End Spans D | Center Spans A | Center Spans B | Center Spans C | Center Spans D |
|---|---|---|---|---|---|---|---|---|---|
| Route 9W | Roadway Stringers | 5 3/4" | 1 1/2" | 8" | 4 3/4" | 6" | 12 1/4" | 10" | 5" |
| | Fascia, Hall " | | | | | | | 8" | |
| Glenmont - Feura Bush Road | Roadway " | 6 | 12 1/4 | 9 | 5 | 6 | 12 1/4 | 9 1/2 | 5 |
| | Fascia " | 5 3/4 | 1 1/2 | 8 | 4 3/4 | 5 3/4 | 1 1/2 | 8 | 4 3/4 |
| Wemple Road | Roadway " | 5 3/4 | 1 1/2 | 8 | 4 3/4 | 6 | 12 1/4 | 10 | 5 |
| | Fascia " | | | | | 5 3/4 | 1 1/2 | 8 | 4 3/4 |
| Clapper Road - Weisheit " | Roadway " | 5 3/4 | 1 1/2 | 8 | 4 3/4 | 6 | 11 3/4 | 9 1/2 | 5 |
| | Fascia " | | | | | 5 3/4 | 1 1/2 | 8 | 4 3/4 |
| Beaver Dam Road | Roadway " | 5 3/4 | 1 1/2 | 9 | 4 3/4 | 6 | 13 3/4 | 10 1/2 | 5 |
| | Fascia " | | | 8 | | 5 3/4 | 1 1/2 | 8 | 4 3/4 |
| Selkirk Interchange | Roadway " | | | | | 6 | 13 3/4 | 8 | 5 |
| | Fascia " | | | | | 5 3/8 | 1 1/2 | | 4 3/4 |
| River Road | Roadway " | 6 | 13 3/4 | 10 3/16 to 9 5/8 | 5 | 6 | 13 3/4 | 10 | 5 |
| | Fascia " | 5 3/8 | 1 1/2 | 8 | 4 3/4 | 5 3/8 | 1 1/2 | 8 | 4 3/8 |
| Ravena Main Street | Roadway " | 5 3/4 | 1 1/2 | 8 | 4 3/8 | 6 | 12 3/4 | 10 | 5 |
| | Fascia " | | | | | 5 3/4 | 1 1/2 | 8 | 4 3/4 |

NOTES: For Selkirk Interchange and Ravena Main Street, increase transverse play in fixed bearings from 1/16" to 1/8", and sole plates from 10 1/4" to 10 3/8", for fascia and mall stringers.
For special arrangement of shoes for Route 9W, see same.

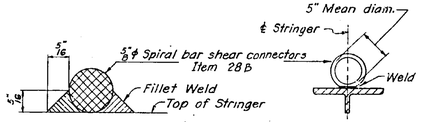
SHOE DETAILS




PARTIAL PLAN OF STRINGER

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

Note: 5/32" or 3/16" diameter electrodes shall be used for welding spiral bar shear connectors.

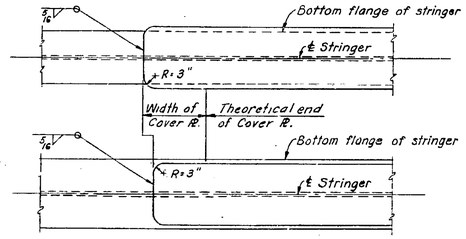



SECTION X-X

Full Size

SECTION Y-Y

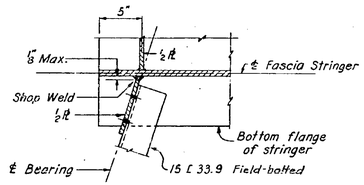
Scale: 1" = 1'-0"




END OF COVER PLATES

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

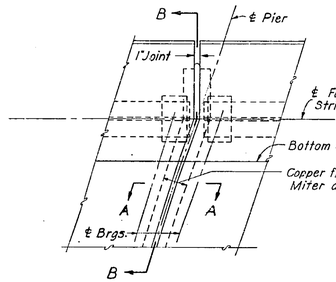
Notes: Special precautions must be exercised where welding crosses edge of flange to avoid any possibility of undercut or nicks in edge of flange. Where steel exceeding one inch in thickness is to be welded, mild steel arc-welding electrodes with covering of low-hydrogen type shall be used. These electrodes shall comply with A.S.T.M. A 233 requirements for Classification E6015 or E6016.




END DIAPHRAGM CONNECTION

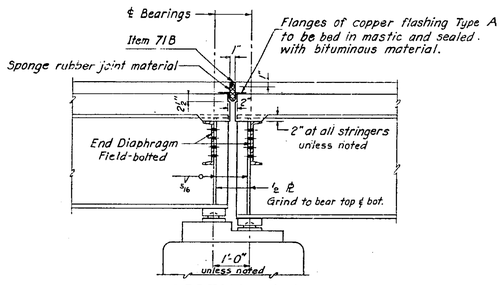
Scale: 1 1/2" = 1'-0"

FRAMING DETAILS



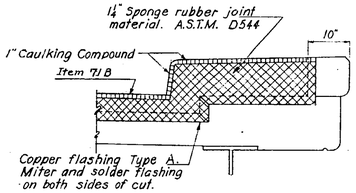

PLAN OF DECK JOINT AT ℄ PIER

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



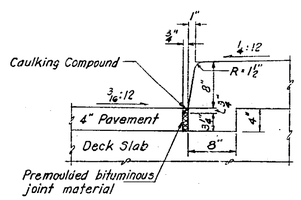

SECTION A-A

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




SECTION B-B

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

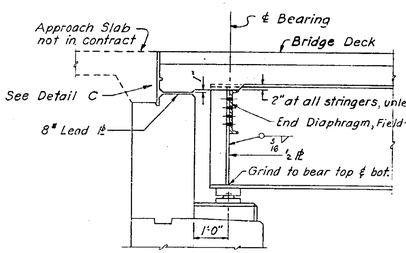



DETAIL AT CURB

Scale: 1" = 1'-0"

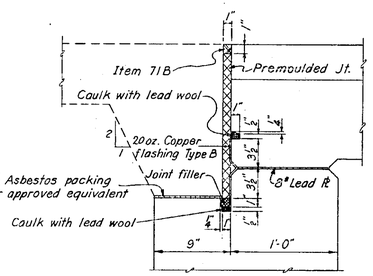
JOINT DETAILS

NOTE: See Route 9W and Glenmont - Feura Bush Road for special Details



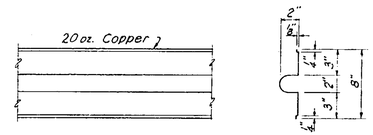

SECTION THRU HEADWALL

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

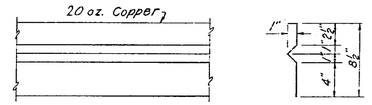



DETAIL C

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




TYPE A




TYPE B

COPPER FLASHING

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

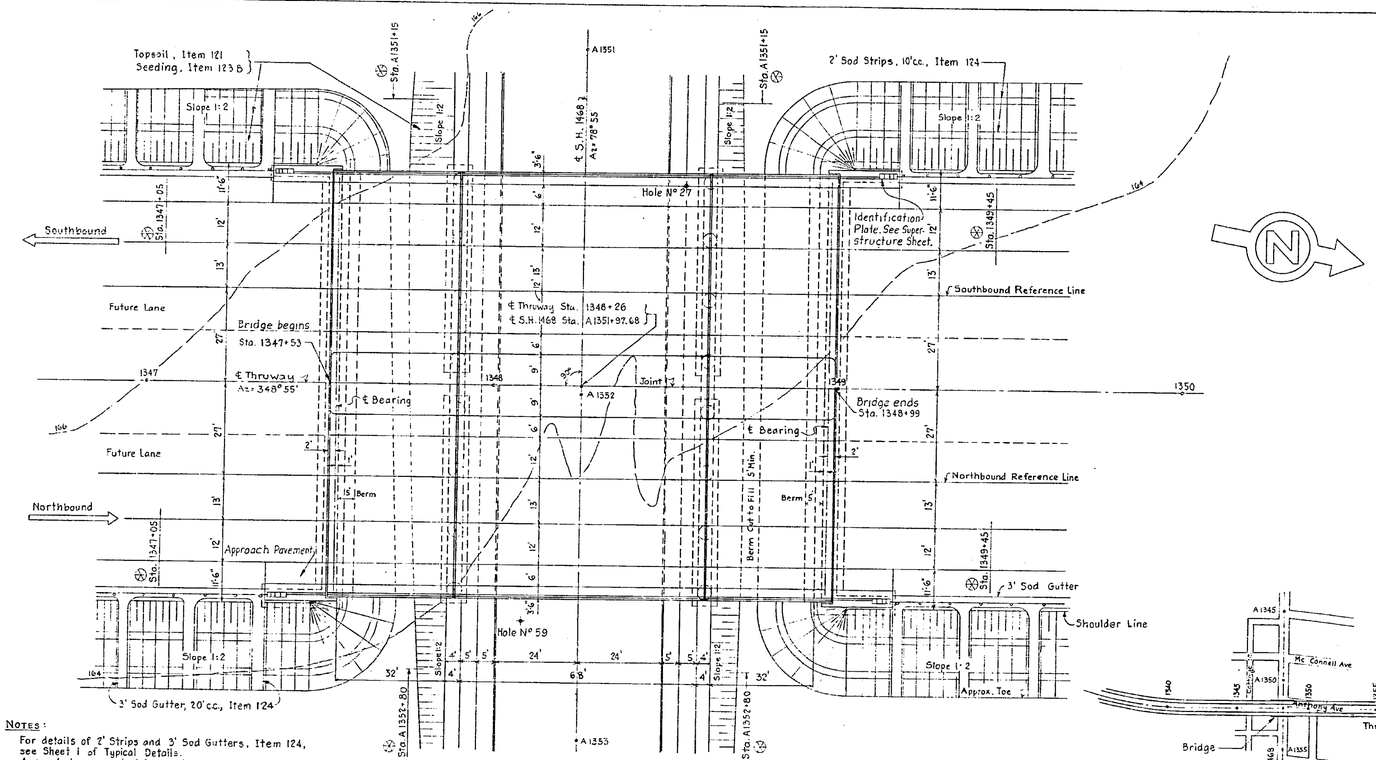
TYPICAL DETAILS SHEET 2

RECOMMENDED BY Frankland & Lienhard DATE 6-10-1952
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED.ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 21 | 197 |

CATSKILL THRUWAY
RAVENA – SELKIRK

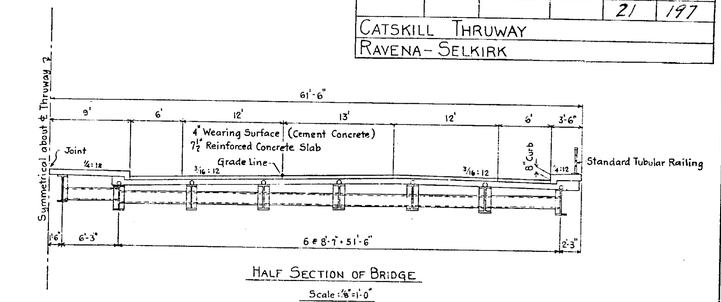



PLAN
Scale: 1" = 20'

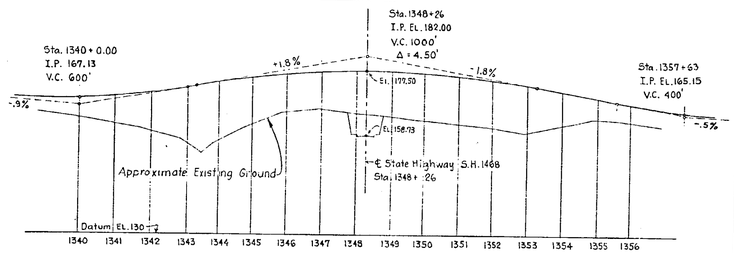
NOTES:
For details of 2' Strips and 3' Sod Gutters, Item 124, see Sheet 1 of Typical Details.
Areas between sod strips and gutters to be topsoiled and seeded, Item 121 and 123 B respectively.
Stations marked ✠ indicate limits of Items 5TDA, 105, 121, 123B, and 124 included in bridge estimate.



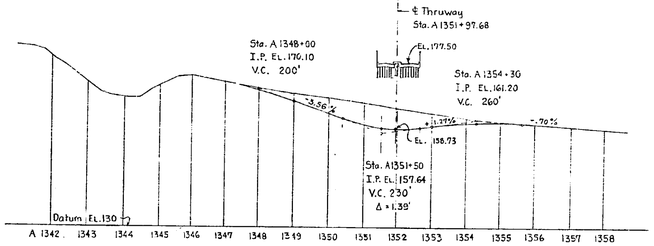

LOCATION PLAN
Scale: 1" = 500'



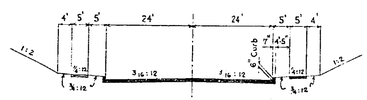

HALF SECTION OF BRIDGE
Scale: ⅜" = 1'-0"



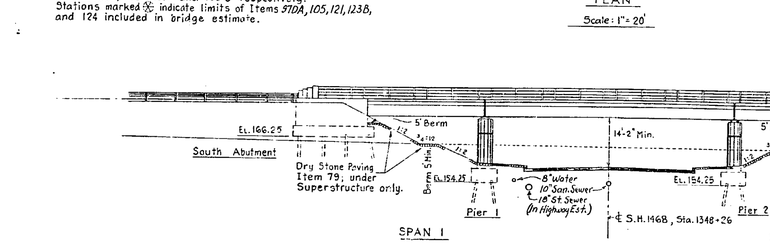

THRUWAY PROFILE
Hor. Scale: 1" = 200'
Vert. Scale: 1" = 20'



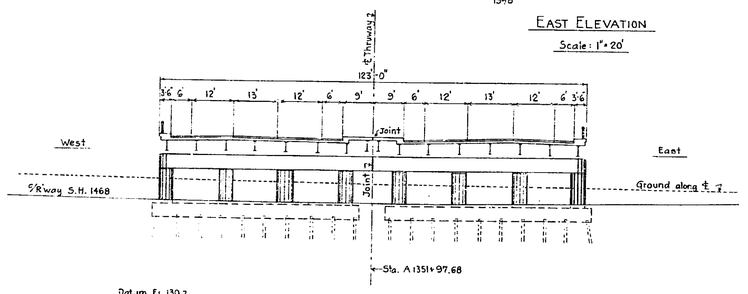

S.H. 1468 PROFILE
Hor. Scale: 1" = 200'
Vert. Scale: 1" = 20'



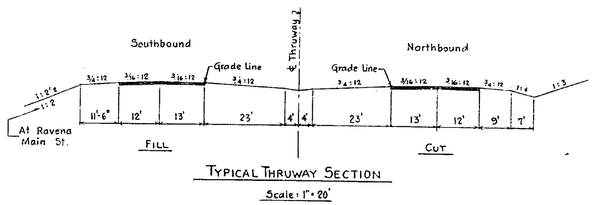

TYPICAL S.H. 1468 SECTION
Scale: 1" = 20'




EAST ELEVATION
Scale: 1" = 20'




SECTION OF BRIDGE
Along Centerline of S.H. 1468
Scale: 1" = 20'




TYPICAL THRUWAY SECTION
Scale: 1" = 20'

NOTES:
1. A.A.S.H.O. Specifications – Loading H20-S16-44, Modified.
2. WF-Beams with composite Deck.
3. Cast-in-Place Concrete Piles. – Length as required.
4. Slopes stonepitched under Bridge.

RECOMMENDED BY
Frank Lland and Lienhard DATE 11-2-51
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

THRUWAY OVERPASS – S.H. 1468 – COEYMANS – INDIAN FIELDS
(RAVENA MAIN STREET)
CATSKILL THRUWAY – STATION 1348+26

GENERAL PLANS
SCALE AS NOTED

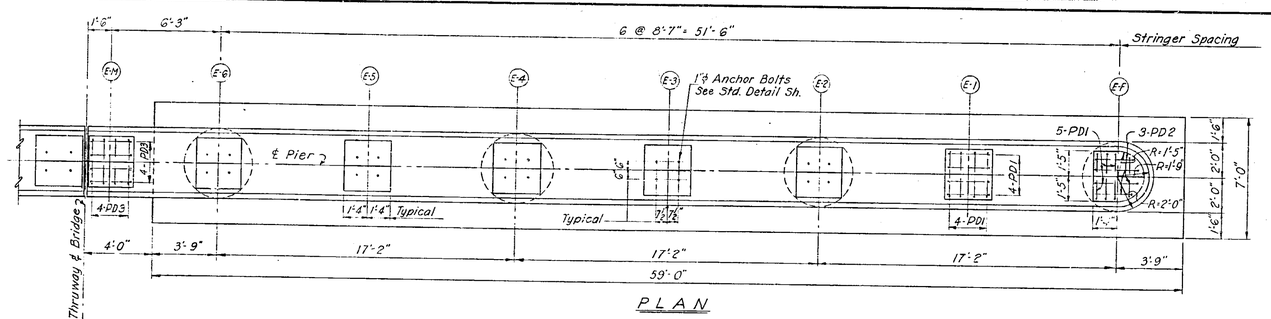
CT52-8P
21T

| ITEM No. | ITEM | UNIT | FINAL QUANTITIES |
|---|---|---|---|
| 5 | Trench, Guiv & Br Excav. | C.Y. | 646 |
| 15-2 | Portland Cement Type 2 | Bbl. | 2581 |
| 15-2A | Portland Cement Type 2A | Bbl. | 10 |
| 15-N | Natural Cement Type N | Bbl. | 413 |
| 16 | Class IA Conc. for Structures | C.Y. | 250.23 |
| 19 | Class IA Conc. for Railings | C.Y. | 2.59 |
| 20 | Class I Conc. | C.Y. | 505.24 |
| 25-F | Steel Fabric Reinf. | S.Y. | 1990 |
| 28 | Bar Reinf. for Structures | Lb. | 242408 |
| 28-B | Spiral Bar Shear Connectors | Lb. | 2418 |
| 29 | Structural Steel | Lb. | 467571 |
| 37 | Metal Railing | L.F. | 533.8 |
| 47-B | Cement Conc Pavt | C.Y. | 171 |
| 79 | Dry Stand Paving | S.Y. | 145 |
| 85-C | Cast-in-Place Conc Piles | L.F. | 1014.2 |
| 87 | Furn Equip for Driving Piles | L.S. | 100% |
| 97-0A | Conc Curb Type "0A" | L.F. | 295 |
| 105 | Concrete Sidewalk | S.Y. | 137 |
| 121 | Topsoil Placed from Stockpiles | C.Y. | 127 |
| 135-B | Seeding on Prepared Areas | Acre | 0.25 |
| 214 | Sodding | S.Y. | 326 |
| 225-1A | ASTM Cement Type 1A | Bbl. | 35 |

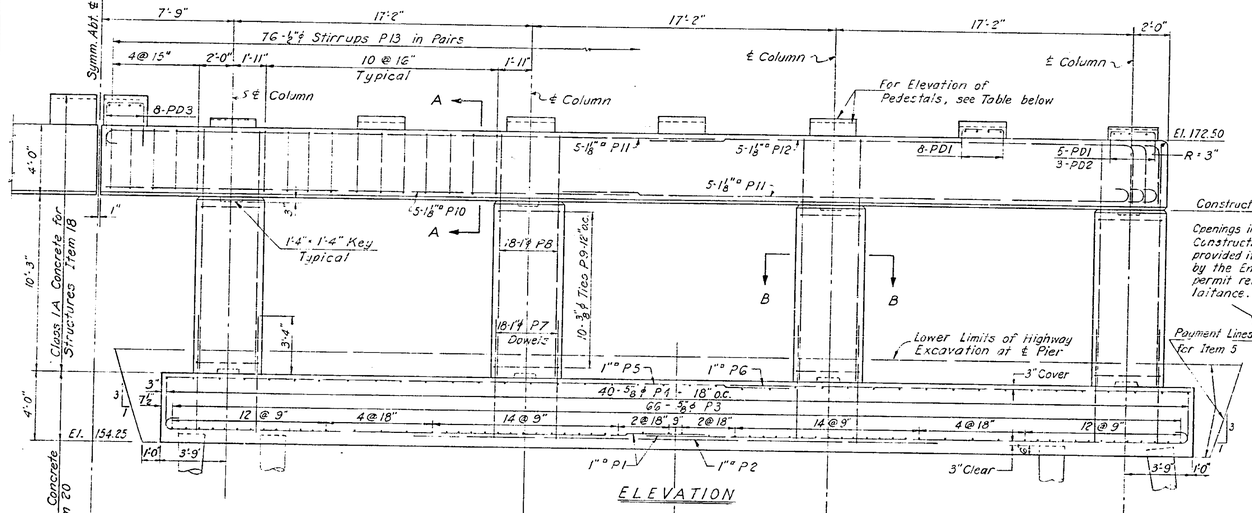
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | ZZ | 197 |

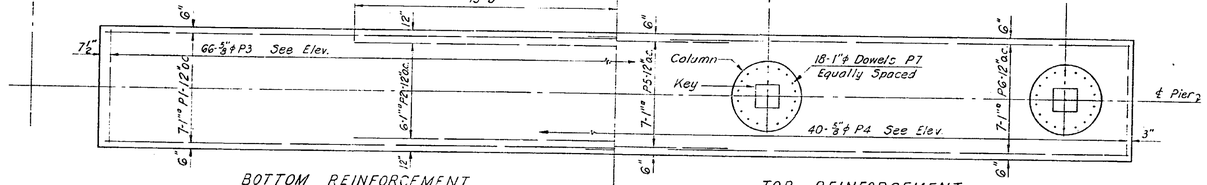
CATSKILL THRUWAY
RAVENA - SELKIRK




PLAN



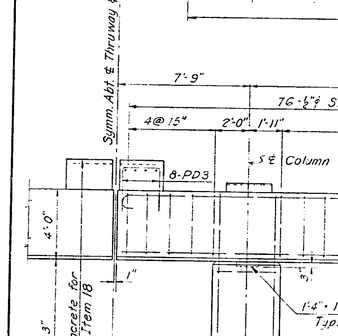

ELEVATION




BOTTOM REINFORCEMENT

PLAN OF FOOTING
PIERS 1 & 2
Scale: ¼" = 1'-0"

TOP REINFORCEMENT




SECTION A-A
Scale: ½" = 1'-0"

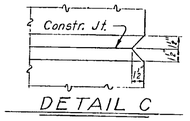



SECTION B-B
Scale: ½" = 1'-0"

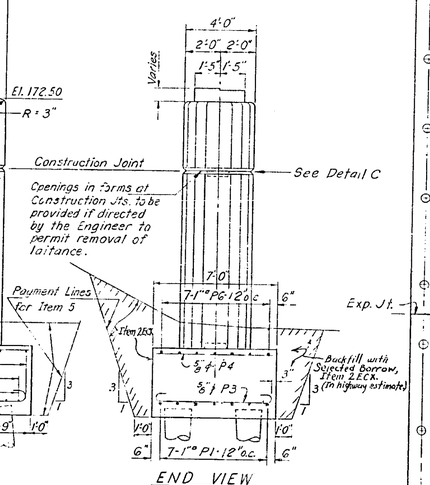
Note:
16-1"ϕ Anchor bolts 3'-0" lg required for WM & EM at 2 Piers.
112-1"ϕ " " " 2'-2" lg. " " WI-WF & EI-EF " "
For detail, see Typical Detail Sheet.

| PIER | ℄ PIER STA. | SPAN | ELEVATION OF PEDESTAL | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | E-M | E-G | E-5 | E-4 | E-3 | E-2 | E-1 | E-F |
| 1 | 1347+90 | 1 | 174.27 | 173.06 | 173.19 | 173.32 | 173.46 | 173.53 | 173.39 | 173.26 |
| | | 2 | 174.04 | 173.06 | 172.93 | 173.07 | 173.20 | 173.27 | 173.14 | 173.17 |
| 2 | 1348+62 | 2 | 173.96 | 172.98 | 172.85 | 172.99 | 173.12 | 173.19 | 173.06 | 173.09 |
| | | 3 | 174.27 | 173.06 | 173.19 | 173.32 | 173.46 | 173.53 | 173.39 | 173.26 |

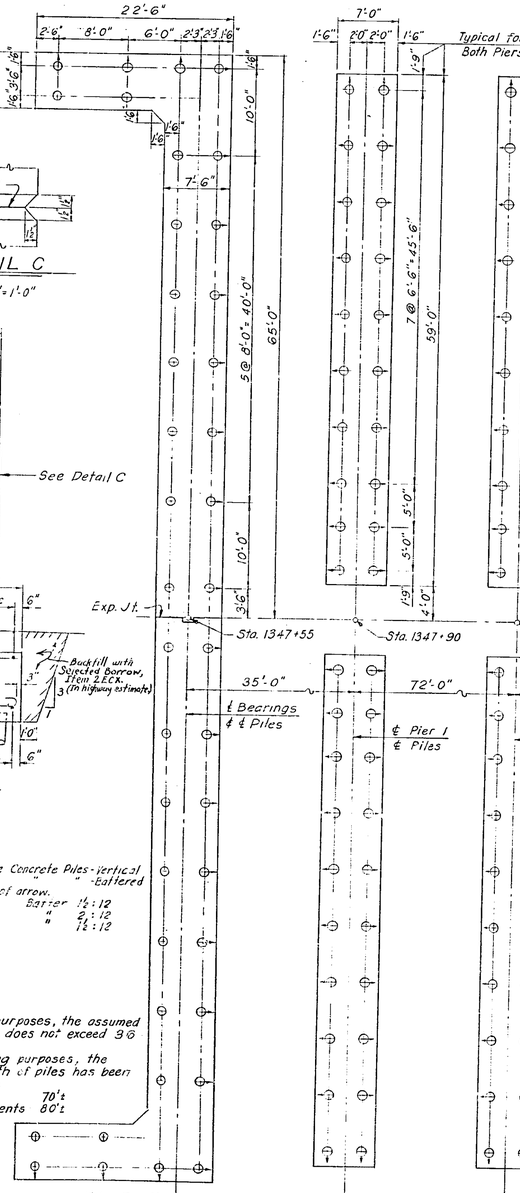
Note: Utilities under sidewalk not shown:-
North Side, 3'-4" Electric ducts. } Not in contract.
South Side, 4'-3" Telephone ducts. }




DETAIL C
Scale: 1½" = 1'-0"




END VIEW

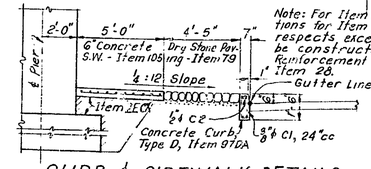



PILING PLAN
Scale: 1/8" = 1'-0"

Legend:
○ Cast-in-place Concrete Piles - vertical
" - battered
→ in direction of arrow.
Piers - Batter ½ : 12
Abutments - " 2 : 12
Wing Walls - " ½ : 12

Notes:
For design purposes, the assumed load per pile does not exceed 36 tons.
For estimating purposes, the average length of piles has been estimated at:
Piers 70't
Abutments 80't

Piles per Pier = 40
" " Abut. = 40
Total Piles = 160




CURB & SIDEWALK DETAILS
Scale: 1/4" = 1'-0"

Note: For Item 970A the Specifications for Item 97 shall apply in all respects, except that curb shall be constructed as shown in Detail. Reinforcement to be included under Item 28.

NOTES:
For General Notes and Reference Drawings, see Title Sheet.
For Typical Details, not shown, see Typical Detail Sheets.

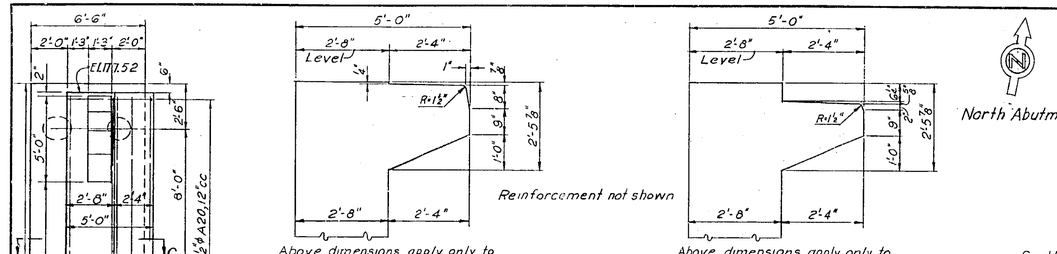
THRUWAY OVERPASS
S.H. 1468 COEYMANS - INDIAN FIELDS
(RAVENA MAIN STREET)
PIERS AND PILING PLAN
SCALE: AS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 2-25-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 23 | 197 |

CATSKILL THRUWAY
RAVENA - SELKIRK







Reinforcement not shown

Above dimensions apply only to extreme headwall end of sidewalk.

DETAIL "D"
Scale: ½"=1'-0"

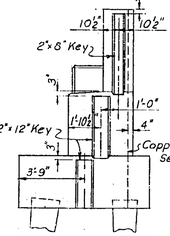



Above dimensions apply only to extreme pylon end of sidewalk.

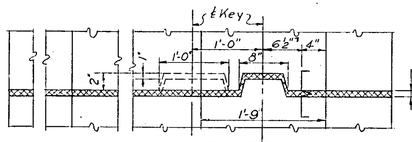
DETAIL "D'"
Scale: ½"=1'-0"

North Abutment

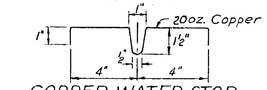
South Abutment




SECTION E-E




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




COPPER WATER STOP
Scale: 3"=1'-0"

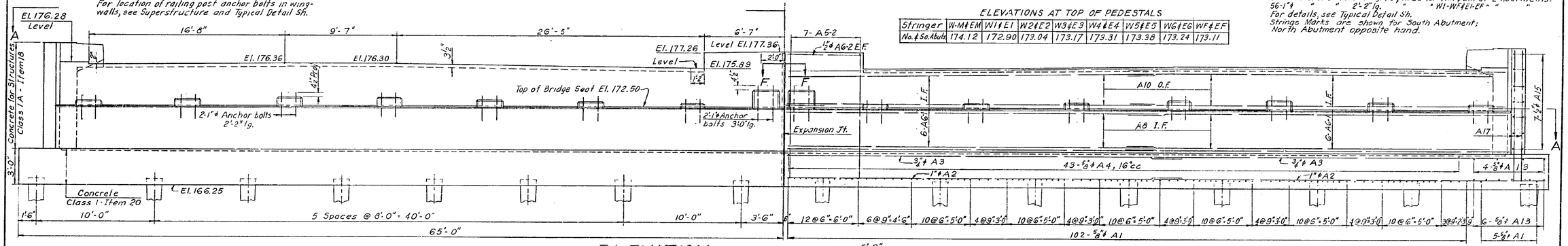
SECTIONAL PLAN A-A

Notes:
All exposed edges of concrete to be chamfered 1" except where noted.
For location of railing post anchor bolts in wing-walls, see Superstructure and Typical Detail Sh.

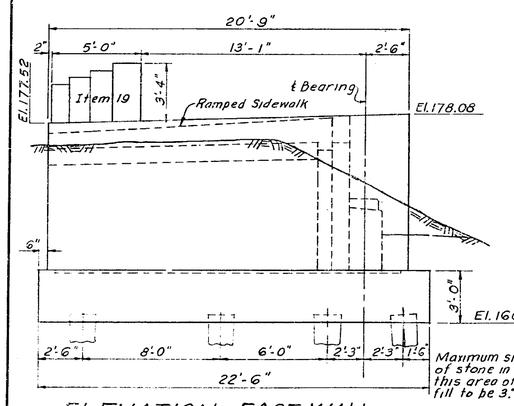
ELEVATIONS AT TOP OF PEDESTALS

| Stringer | W-M ℄ EM | W1 ℄ E1 | W2 ℄ E2 | W3 ℄ E3 | W4 ℄ E4 | W5 ℄ E5 | WG ℄ EG | WF ℄ EF |
|---|---|---|---|---|---|---|---|---|
| No. ℄ So. Abuts. | 174.12 | 172.90 | 173.04 | 173.17 | 173.31 | 173.38 | 173.24 | 173.11 |

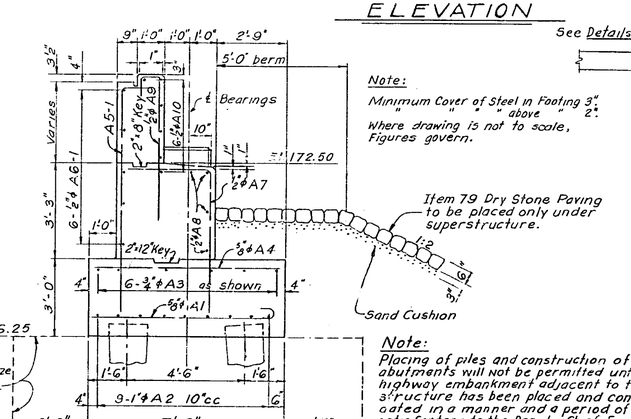
Notes:
8-1"ϕ Anchor bolts 3'-0"lg. required for WM ℄ EM at 2 Abutments.
56-1"ϕ " " 2'-2"lg. " " W1-WF ℄ E1-EF " " "
For details, see Typical Detail Sh.
Stringe Marks are shown for South Abutment; North Abutment opposite hand.




ELEVATION



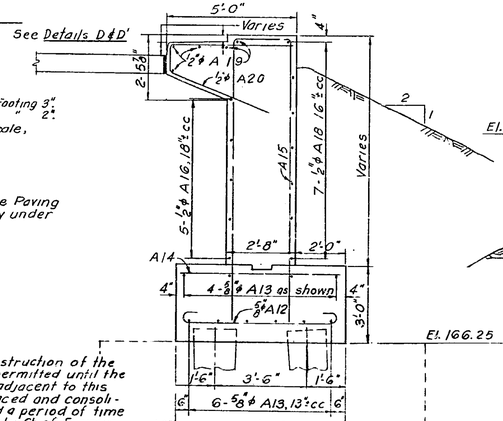

ELEVATION - EAST WALL



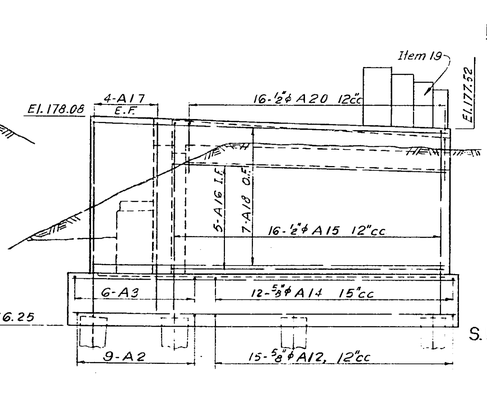

SECTION B-B
Scale: ⅜"=1'-0"

Note:
Minimum Cover of Steel in Footing 3"
" " " " above " 2"
Where drawing is not to scale, Figures govern.

Note:
Placing of piles and construction of the abutments will not be permitted until the highway embankment adjacent to this structure has been placed and consolidated in a manner and a period of time satisfactory to the Deputy Chief Engineer (Bridges). See Typical Details Sheet 1.




SECTION C-C
Scale: ⅜"=1'-0"




ELEVATION - WEST WALL

NOTES:
For General Notes and Reference Drawings, see Title Sheet.
For Typical Details, not shown, see Typical Detail Sheet.
I.F. - Inside Face; O.F. - Outside Face; E.F. - Each Face

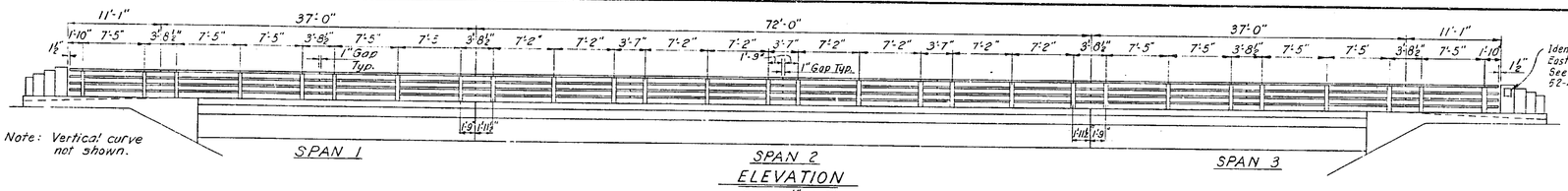
THRUWAY OVERPASS
S.H. 1468 COEYMANS - INDIAN FIELDS
(RAVENA MAIN STREET)
ABUTMENTS
SCALE: ¼"=1'-0" UNLESS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 2-25-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

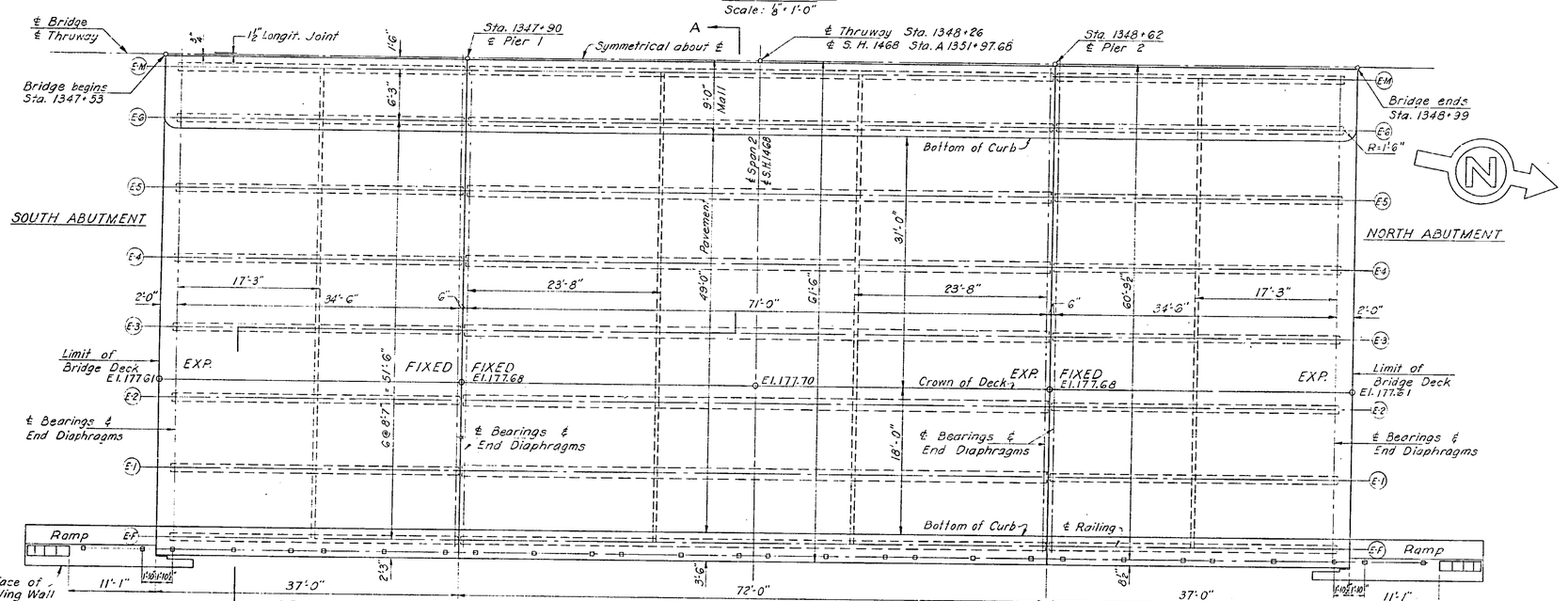
# C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 24 | 197 |

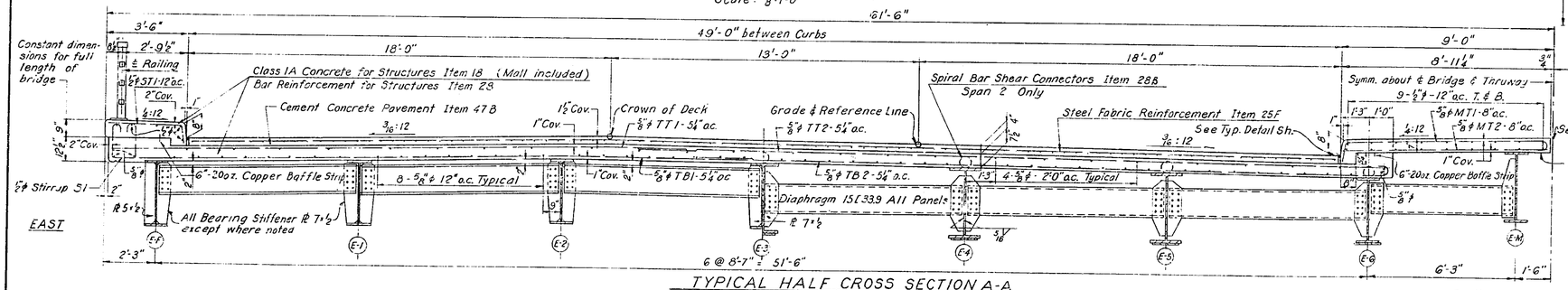
CATSKILL THRUWAY
RAVENA - SELKIRK



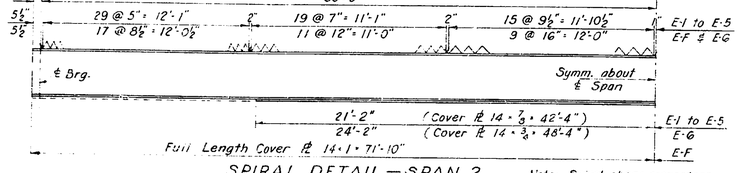

## ELEVATION
Scale: 1/8" = 1'-0"




## HALF PLAN
Scale: 1/8" = 1'-0"




## TYPICAL HALF CROSS SECTION A-A
Scale: ⅜" = 1'-0"




## SPIRAL DETAIL — SPAN 2
Scale: 1" = 1'-0"

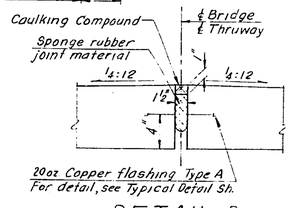
Note: Spiral shear connectors are not required for Spans 1 & 3.

### STRINGER LIST

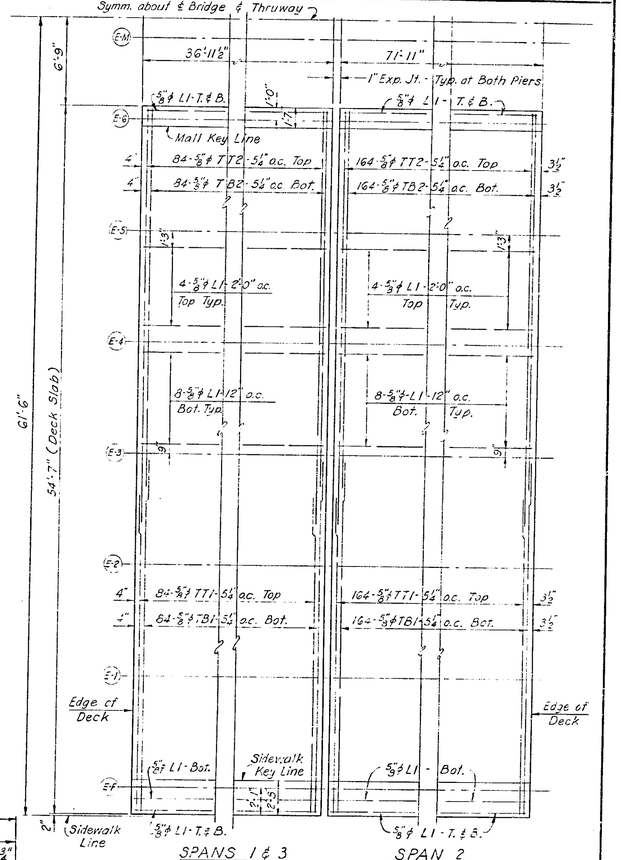
| SPAN | E-F | E-1 E-2 E-3 E-4 E-5 | E-G | E-M |
|---|---|---|---|---|
| 1 & 3 | 33 WF 130 | 33 WF 130 | 33 WF 130 | 33 WF 130 |
| | ← Camber ¾" → | | | |
| 2 | 33 WF 141 PL 14"x1" F.L. | 36 WF 230 PL 14"x⅞"x 42'-4" | 33 WF 130 PL 14"x½"x 48'-4" | 36 WF 150 |
| | ← Camber 2½" → | | | |

Notes: All plates are bottom flange cover plates.
F.L. = Full Length
Cambers include cambers for vertical curves.

Notes: For position of diaphragms at abutments and piers, see sections on Standard Detail Sheet.
After the concrete is cured the Contractor shall apply a waterproofing oil treatment of M-81 W to all exposed surfaces except the underside of slab. Where a pavement or sidewalk is to be placed on top of a slab, two applications of waterproofing oil treatment shall be applied, the second application shall be applied two days prior to the placing of the pavement or sidewalk.
For additional Notes, see Title Sheet.




## DETAIL B
Scale: 1½" = 1'-0"




## DECK REINFORCEMENT PLAN
Scale: 3/16" = 1'-0"

Notes: Bars in sidewalk and mall are not shown in Plan. For types and locations, see Cross Section A-A.
If the spirals interfere with the spacing of the deck reinforcement, the spacing will be considered satisfactory if there are 8 bars in a distance of 3'-6" provided bar spacing is never less than 4½" nor more than 6½".
Longitudinal bars in Span 2 are to be spliced at the midspan.

NOTES:
For General Notes and Reference Drawings, see Title Sheet.
For Typical Details not shown, see Typical Detail Sheets.

THRUWAY OVERPASS
S.H. 1468 COEYMANS - INDIAN FIELDS
(RAVENA MAIN STREET)
SUPERSTRUCTURE
SCALE: AS NOTED

RECOMMENDED BY
Frankland & Lienhard
DATE 2-25-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 25 | 197 |

CATSKILL THRUWAY
RAVENA-SELKIRK

## SOUTH ABUTMENT

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| A 1 | 5/8 sq | 214 | 7'-7" | II | 6'-9" | 0'-10" | | | Transverse bars bot. of headwall ftg. |
| A 2 | 1" sq | 36 | 34'-0" | str. | | | | | Longitudinal " " " " " |
| A 3 | 3/4 sq | 24 | 33'-6" | " | | | | | " " top " " " |
| A 4 | 5/8 sq | 86 | 7'-0" | " | | | | | Transverse " " " " " |
| A 5-1 | 1/2 sq | 106 | 9'-11" | IV | 8'-6 | 1'-2" | | | Vertical bars I.E. of headwall & br. seat. |
| A 5-2 | " | 14 | 18'-0" | XIII | 10'-3" | 1'-5" | 6'-4" | | " " " " " " " " |
| A 6-1 | " | 24 | 30'-10" | str. | | | | | Horizontal " " " " " " " " |
| A 6-2 | " | 4 | 6'-3" | " | | | | | " " E.F. " |
| A 7 | " | 124 | 8'-8" | IV | 3'-9" | 5'-2" | | | Bent bars in bridge seat. |
| A 8 | " | 16 | 31'-8" | str. | | | | | Horizontal bars O.F. of bridge seat. |
| A 9 | " | 110 | 7'-11" | XIII | 5'-9" | 0'-8" | 1'-6" | | Vertical " " " headwall. |
| A 10 | " | 24 | 31'-4" | str. | | | | | Horizontal " " " " |
| A 11 | 1/2 sq | 28 | 6'-3" | IV | 4'-0" | 2'-0" | | | Dowels in headwall & wing walls. |
| A 12 | 5/8 sq | 30 | 7'-3" | I | 5'-7" | 0'-10" | | | Transverse bars bot. of W.W. ftgs. |
| A 13 | " | 20 | 22'-0" | str. | | | | | Longitudinal " T.& B. " " " |
| A 14 | " | 24 | 6'-0" | " | | | | | Transverse " top " " " |
| A 15 | 1/2 sq | 32 | 23'-9" | III | 1'-11" | 10'-8" | | | Vertical U-bars in wing walls. |
| A 16 | " | 10 | 17'-10" | IV | 15'-9" | 1'-10" | | | Horizontal bars I.F. of " |
| A 17 | " | 16 | 11'-3" | str. | | | | | Vertical " E.F. " " |
| A 18 | " | 14 | 27'-1" | XIII | 20'-5 | 0'-8" | 6'-0" | | Horizontal " O.F. " " |
| A 19 | " | 10 | 75'-10" | str. | | | | | Longitudinal bars in sidewalk. |
| A 20 | 1/2 sq | 32 | 9'-9" | XII | 4'-8" | 111 Max 7" Min | 4'-0" Max 6'-6" Min | | Bent bars in sidewalk. |
| AT1 | 1/2 sq | 18 | 9'-7" | VIII | 3'-5" | 0'-8" | 1'-10" | | Horiz. ties in pedestals. |
| AD1 | 5/8 sq | 98 | 3'-6" | str. | | | | | Dowels " " |
| AD2 | " | 14 | 4'-6" | " | | | | | " " mall " |
| AP1 | 3/4 sq | 12 | 4'-9" | " | | | | | Horizontal bars in pylons. See Typ. Det. Sh. |
| AP2 | | | | | | | | | Deleted |
| AP3 | 3/4 sq | 8 | 5'-8" | str. | | | | | Vertical " " " " " " " " |
| AP4 | " | 8 | 5'-3" | " | | | | | " " " " " " " " |
| AP5 | " | 8 | 4'-10" | " | | | | | " " " " " " " " |
| AP6 | 3/4 sq | 8 | 4'-5" | str. | | | | | " " " " " " " " |

## NORTH ABUTMENT

| | |
|---|---|
| A1-AP6 | Same as South Abutment. |

## PIER 1

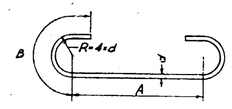
| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| P 1 | 1" sq | 28 | 32'-0" | II | 30'-6" | 1'-4" | | | Longitudinal bars bottom of footing |
| P 2 | " | 12 | 30'-0" | str. | | | | | " " " " " |
| P 3 | 5/8 sq | 132 | 7'-9" | I | 6'-1" | 0'-10" | | | Transverse " " " " |
| P 4 | " | 80 | 6'-6" | str. | | | | | " " top " " |
| P 5 | 1" sq | 14 | 35'-10" | | | | | | Longitudinal " " " " |
| P 6 | " | 14 | 26'-0" | | | | | | " " " " " |
| P 7 | 1" sq | 144 | 6'-8" | | | | | | Column dowels in footing. |
| P 8 | " | 144 | 14'-1" | str. | | | | | Vertical bars in columns. |
| P 9 | 3/8 sq | 80 | 11'-6" | VIII | | | | | Ties in columns. |
| P 10 | 1 5/8 sq | 10 | 30'-6" | str. | | | | | Longitudinal bars bottom of beam. |
| P 11 | " | 20 | 35'-3" | II | 33'-9 | 1'-6" | | | " " T.& B. " " |
| P 12 | " | 10 | 34'-0" | IV | 30'-0 | 3'-5" | | | " " top " " |
| P 13 | 1/2 sq | 152 | 13'-10" | X | 3'-8" | 2'-10" | | | Stirrups in beam. |
| PD1 | 5/8 sq | 106 | 6'-2" | IV | 1'-11" | 1'-10" | | | Dowels in pedestals. |
| PD2 | " | 6 | 5'-8" | IV | 1'-5" | 1'-10" | | | " " fascia " |
| PD3 | " | 16 | 8'-6" | IV | 1'-11" | 3'-0" | | | " " mall " |

## PIER 2

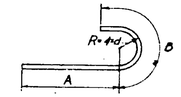
| | |
|---|---|
| P1-PD3 | Same as Pier 1. |

## CURBS

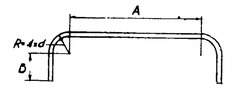
| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| C1 | 3/8 sq | 165 | 3'-4" | XIV | 0'-3" | 1'-3" | 0'-4" | Vertical Stirrups in N.& S. Curbs. |
| C2 | 1/2 sq | 220 | 5'-8" | str. | | | | Longitudinal bars " " " |



TYPE I



TYPE II



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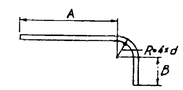

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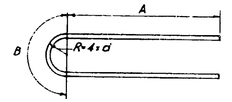
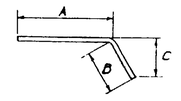


TYPE V



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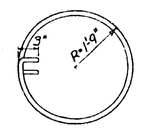
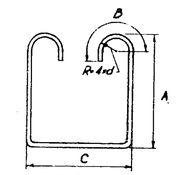
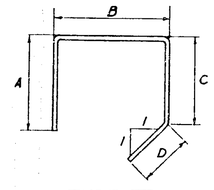


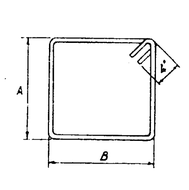
TYPE VII



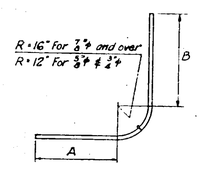
TYPE VIII



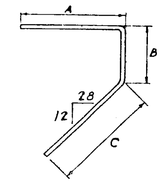
TYPE IX



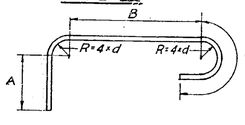
TYPE X



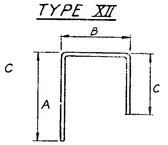
TYPE XI



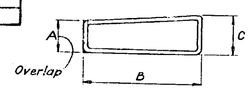
TYPE XII



TYPE XIV



TYPE XIII



TYPE XIV

## SUPERSTRUCTURE

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| TB1 | 5/8 sq | 664 | 27'-0" | str. | | | | | Transverse bars bottom of deck. |
| TB2 | " | 664 | 30'-0" | II | 29'-2 | 0'-10" | | | " " " " |
| TT1 | " | 664 | 24'-6" | str. | | | | | " " top " " |
| TT2 | " | 664 | 32'-0" | " | | | | | " " " " |
| L1 | 5/8 sq | 616 | 36'-9" | " | | | | | Longitudinal " T.& B. " " |
| SL1 | 1/2 sq | 184 | 36'-9" | str. | | | | | " " in sidewalk & mall. |
| ST1 | " | 292 | 3'-10" | IV | 2'-11" | 0'-8" | | | Transverse bars in sidewalk. |
| MT1 | 5/8 sq | 440 | 10'-0" | XIV | 0'-9" | 8'-1" | 0'-10" | | " " top of mall. |
| MT2 | " | 440 | 8'-7" | str. | | | | | " " bot. " " |
| S1 | 1/2 sq | 288 | 4'-9" | VIII | 1'-5" | 0'-8" | 0'-11" | | Stirrups in deck & sidewalk. |

NOTES:

For General Notes and Reference Drawings, see Title Sheet.
Reinforcement to be paid for under Item 28.
Reinforcement in piles not included in this bar schedule. See Piling Plan and Typical Details Sheet 1.

THRUWAY OVERPASS
S.H. 1468 COEYMANS - INDIAN FIELDS
(RAVENA MAIN STREET)
BAR SCHEDULE

RECOMMENDED BY
Frankland & Lienhard DATE 2-25-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 26 | 197 |
| CATSKILL THRUWAY | | | | | |
| RAVENA - SELKIRK, ALBANY COUNTY | | | | | |

# THRUWAY BRIDGE
## OVER
# COEYMANS CREEK

Southbound Station 1426+59.5 To 1430+90.5
Northbound Station 1425+83.5 To 1430+14.5

## GENERAL NOTES

Design and Detailing, as per A.A.S.H.O. Specifications for Highway Bridges, 1949.

Loading:
Roadway Deck, single axle load of 32,000#
Structure, H 20-S16-44 Modified.
Design Load per Girder = 1½ Lane

Materials and Construction, as per Public Works Specifications of the State of New York, Jan. 2, 1951, and current modifications.

No construction joints and no splicing of reinforcing bars other than shown on the plans will be permitted except on the approval of the Deputy Chief Engineer. Bar splices, when permitted, shall overlap not less than 40 bar diameters.

The cost of furnishing and installing caulking compound, premoulded bituminous joint material, sponge rubber joint material, lead wool, asbestos packing, mastic T.B. copper flashing and baffle strips shall be included in the prices bid for the various items in this Contract.

For sub-soil information the Contractor is referred to the boring data at the office of the Deputy Chief Engineer.

Utilities:- None

## SUBSTRUCTURE NOTES

Concrete in Piers and Abutments above Footings to be Item 18.

Concrete in Pylons to be Item 19.

Concrete in Piers and Abutments in Footings to be Item 20.

Payment for furnishing and placing of anchor bolts, nuts and washers, and 8" lead plates at abutments will be made under Item 29.

Bridge seat areas directly under bearings shall be bush-hammered and the base plate set on 2 layers of #14 canvas painted with 2 coats of red lead. Payment included under Item 18.

For design pile loads and estimated length of piles, see Piling Plan.

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.

## SUPERSTRUCTURE NOTES

Concrete in pavement shall be Item 47B *

All other superstructure concrete shall be Item 18

Railing: See Notes on Railing Sheet.

Waterproofing of Roadway Slab: See Notes on Cross Section Sheet.

Welding, to conform to the American Welding Society Specifications for Welded Highway and Railway Bridges, 1947.

Rivets, ⅞"ϕ, unless otherwise noted.

Bolts, ⅞"ϕ high tensile steel unless otherwise noted. Bolts and connections to conform to the Specifications for Assembly of Structural Joints Using High Tensile Steel Bolts by the Research Council on Riveted and Bolted Structural Joints of the Engineering Foundation, Jan. 31, 1951.

Holes, 15/16"ϕ, unless otherwise noted.

Immediately before placing pavement concrete, the concrete surface or surfaces upon which it is to be placed shall be thoroughly wetted down continuously for one hour, if the air temperature is above 50°F. Payment will be included in Item 1 WA in Highway Estimate.

Where steel exceeding one inch in thickness is to be welded, electrodes of classification number E6015 or E6016 shall be used.

* Portland Cement Type 2A, Item 15-2A, shall be used in lieu of Portland Cement Type 2, Item 15-2, for Cement Concrete Pavement, Item 47B.

## LIST OF DRAWINGS


- General Plan
- Framing Plan & Stress Sheet
- Girder Details Sheet 1
- Girder Details Sheet 2
- Girder Details Sheet 3
- Girder Details Sheet 4
- Piling Plan
- Piers
- Abutments Sheet 1
- Abutments Sheet 2
- Deck Reinforcement & Details Sheet 1
- Deck Reinforcement & Details Sheet 2
- Railings & Miscellaneous Details
- Bar Schedule


## ESTIMATED QUANTITIES
## SUBSTRUCTURE AND SUPERSTRUCTURE

| ITEM NO. | ITEM | UNIT | NEAT | ROUNDED |
|---|---|---|---|---|
| | | | | |
| | | | | |
| 5 | Trench, Culvert and Bridge Excavation | C.Y. | 4,150 | 4,570 |
| 15-2A | Portland Cement Type 2A | Bbl. | 770 | 800 |
| 15-2 | Portland Cement Type 2 | Bbl. | 6660 | 6970 |
| 15 N | Natural Cement Type N | Bbl. | 1090 | 1140 |
| 18 | Class 1A Concrete for Structures (1:2:3½ Approx.) | C.Y. | 2,300 | 2,420 |
| 19 | Class 1A Concrete for Railings (1:2:3½ Approx.) | C.Y. | 8.5 | 9 |
| 20 | Class 1 Concrete (1:2:4 Approx.) | C.Y. | 1,220 | 1,280 |
| 25 F | Steel Fabric Reinforcement | S.Y. | 4,655 | 4,840 |
| 28 | Bar Reinforcement for Structures | Lb. | 767,000 | 804,000 |
| 29 | Structural Steel | Lb. | 3,090,000 | 3,220,000 |
| 37 | Metal Railing | L.F. | 935 | 950 |
| 47 B | Cement Concrete Pavement (1:1¾:3½ Approx.) | C.Y. | 517 | 540 |
| 79 | Dry Stone Paving | S.Y. | 1,480 | 1,550 |
| 80 | Dry Rip-rap | C.Y. | 360 | 380 |
| 82 | Cofferdams | S.F. | 6,450 | 7,000 |
| 85C | Cast-in-Place Concrete Piles | L.F. | 29,600 | 32,600 |
| 87 | Furnishing Equipment for Driving Piles | L.S. | Nec. | Nec. |
| 121 | Topsoil Placed from Stockpiles. | C.Y. | 485 | 510 |
| 123 B | Seeding on Prepared Areas | Acre | .90 | 1.00 |
| 124 | Sodding | S.Y. | 295 | 310 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

PREPARED AND RECOMMENDED:

Frankland + Lienhard 2/27/52
FRANKLAND & LIENHARD DATE
CONSULTING ENGINEERS
NEW YORK STATE PROFESSIONAL ENGINEERS
LICENCES NO. 5696 & NO. 15842

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 26 | 197 |
| CATSKILL THRUWAY | | | | | |
| RAVENA - SELKIRK, ALBANY COUNTY | | | | | |

26R

# THRUWAY BRIDGE
## OVER
# COEYMANS CREEK

Southbound Station 1426+59.5 To 1430+90.5
Northbound Station 1425+83.5 To 1430+14.5

## GENERAL NOTES

Design and Detailing, as per A. A. S. H. O. Specifications for Highway Bridges, 1949.

Loading:
Roadway Dack, single axle load of 32,000#
Structure; H 20-S16-44 Modified.
Design Load per Girder = 1½ Lane

Materials and Construction, as per Public Works Specifications of the State of New York, Jan. 2, 1951, and current modifications.

No construction joints and no splicing of reinforcing bars other than shown on the plans will be permitted except on the approval of the Deputy Chief Engineer. Bar splices, when permitted, shall overlap not less than 40 bar diameters.

The cost of furnishing and installing caulking compound, premoulded bituminous joint material, sponge rubber joint material, lead wool, asbestos packing, mastic T18, copper flashing and baffle strips shall be included in the prices bid for the various items in this Contract.

For sub-soil information the Contractor is referred to the boring data at the office of the Deputy Chief Engineer.

Utilities :- None

## SUBSTRUCTURE NOTES

Concrete in Piers and Abutments above Footings to be Item 18.

Concrete in Pylons to be Item 19.

Concrete in Piers and Abutments in Footings to be Item 20.

Payment for furnishing and placing of anchor bolts, nuts and washers, and 8" lead plates at abutments will be made under Item 29.

Bridge seat areas directly under bearings shall be bush-hammered and the base plate set on 2 layers of #14 canvas painted with 2 coats of red lead. Payment included under Item 18.

For design pile loads and estimated length of piles, see Piling Plan.

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.

## SUPERSTRUCTURE NOTES

Concrete in pavement shall be Item 47 B *

All other superstructure concrete shall be Item 18

Railing: See Notes on Railing Sheet.

Waterproofing of Roadway Slab: See Notes on Cross Section Sheet.

Welding, to conform to the American Welding Society Specifications for Welded Highway and Railway Bridges, 1947.

Rivets, ⅞" ϕ, unless otherwise noted.

Bolts, ⅞" ϕ high tensile steel unless otherwise noted. Bolts and connections to conform to the Specifications for Assembly of Structural Joints Using High Tensile Steel Bolts by the Research Council on Riveted and Bolted Structural Joints of the Engineering Foundation, Jan. 31, 1951.

Holes, 15/16" ϕ, unless otherwise noted.

Immediately before placing pavement concrete, the concrete surface or surfaces upon which it is to be placed shall be thoroughly wetted down continuously for one hour, if the air temperature is above 50°F. Payment will be included in Item 1 WA in Highway Estimate.

Where steel exceeding one inch in thickness is to be welded, electrodes of classification number E6015 or E6016 shall be used.

* Portland Cement Type 2A, Item 15-2A, shall be used in lieu of Portland Cement Type 2, Item 15-2, for Cement Concrete Pavement, Item 47B.

## LIST OF DRAWINGS


- General Plan
- Framing Plan & Stress Sheet
- Girder Details Sheet 1
- Girder Details Sheet 2
- Girder Details Sheet 3
- Girder Details Sheet 4
- Piling Plan
- Piers
- Abutments Sheet 1
- Abutments Sheet 2
- Deck Reinforcement & Details Sheet 1
- Deck Reinforcement & Details Sheet 2
- Railings & Miscellaneous Details
- Bar Schedule


## ESTIMATED QUANTITIES
## SUBSTRUCTURE AND SUPERSTRUCTURE

| ITEM NO. | ITEM | UNIT | NEAT | ROUNDED | Final Quantities |
|---|---|---|---|---|---|
| | | | | | |
| 5 | Trench, Culvert and Bridge Excavation | C.Y. | 4,150 | 4,570 | 3830 |
| 15-2A | Portland Cement Type 2A | Bbl. | 770 | 800 | 444 |
| 15-2 | Portland Cement Type 2 | Bbl. | 6660 | 6870 | 5279 |
| 15 N | Natural Cement Type N | Bbl. | 1090 | 1140 | 954 |
| 18 | Class 1A Concrete for Structures (1:2:3½ Approx.) | C.Y. | 2,300 | 2,420 | 2280.69 |
| 19 | Class 1A Concrete for Railings (1:2:3½ Approx.) | C.Y. | 8.5 | 9 | 16.51 |
| 20 | Class 1 Concrete (1:2:4 Approx.) | C.Y. | 1,220 | 1,280 | 122.55 |
| 25 F | Steel Fabric Reinforcement | S.Y. | 4,655 | 4,840 | 4655 |
| 28 | Bar Reinforcement for Structures | Lb. | 767,000 | 804,000 | 715909 |
| 29 | Structural Steel | Lb. | 3,090,000 | 3,220,000 | 3044644 |
| 37 | Metal Railing | L.F. | 935 | 950 | 934.5 |
| 47 B | Cement Concrete Pavement (1:1¼:3½ Approx.) | C.Y. | 517 | 540 | 522 |
| 79 | Dry Stone Paving | S.Y. | 1,480 | 1,550 | 1854 |
| 80 | Dry Rip-rap | C.Y. | 360 | 380 | 337 |
| 82 | Cofferdams | S.F. | 6,450 | 7,000 | 2340 |
| 85C | Cast-in-Place Concrete Piles | L.F. | 29,600 | 32,600 | 20,047 |
| 87 | Furnishing Equipment for Driving Piles | L.S. | Nec. | Nec. | 100% |
| 121 | Topsoil Placed from Stockpiles. | C.Y. | 485 | 510 | 140 |
| 123 B | Seeding on Prepared Areas | Acre | .90 | 1.00 | 110 |
| 124 | Sodding | S.Y. | 295 | 310 | 307 |
| 119 | Run of Bank Gravel Fill | CY | | | 901 |
| 10 YRB | Pipe Underdrain Opt' 6" Dia | L.F | | | 150 |
| | | | | | |
| | | | | | |

PREPARED AND RECOMMENDED:

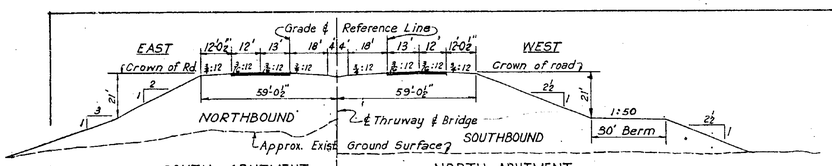
Frankland & Lienhard 2/27/52
DATE

FRANKLAND & LIENHARD
CONSULTING ENGINEERS
NEW YORK STATE PROFESSIONAL ENGINEERS
LICENCES NO. 5696 & NO. 15842

# C.T. 52-8P

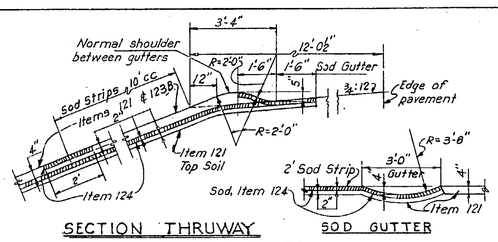
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 27 | 197 |

CATSKILL THRUWAY
RAVENA - SELKIRK




## HALF SECTION OF APPROACHES

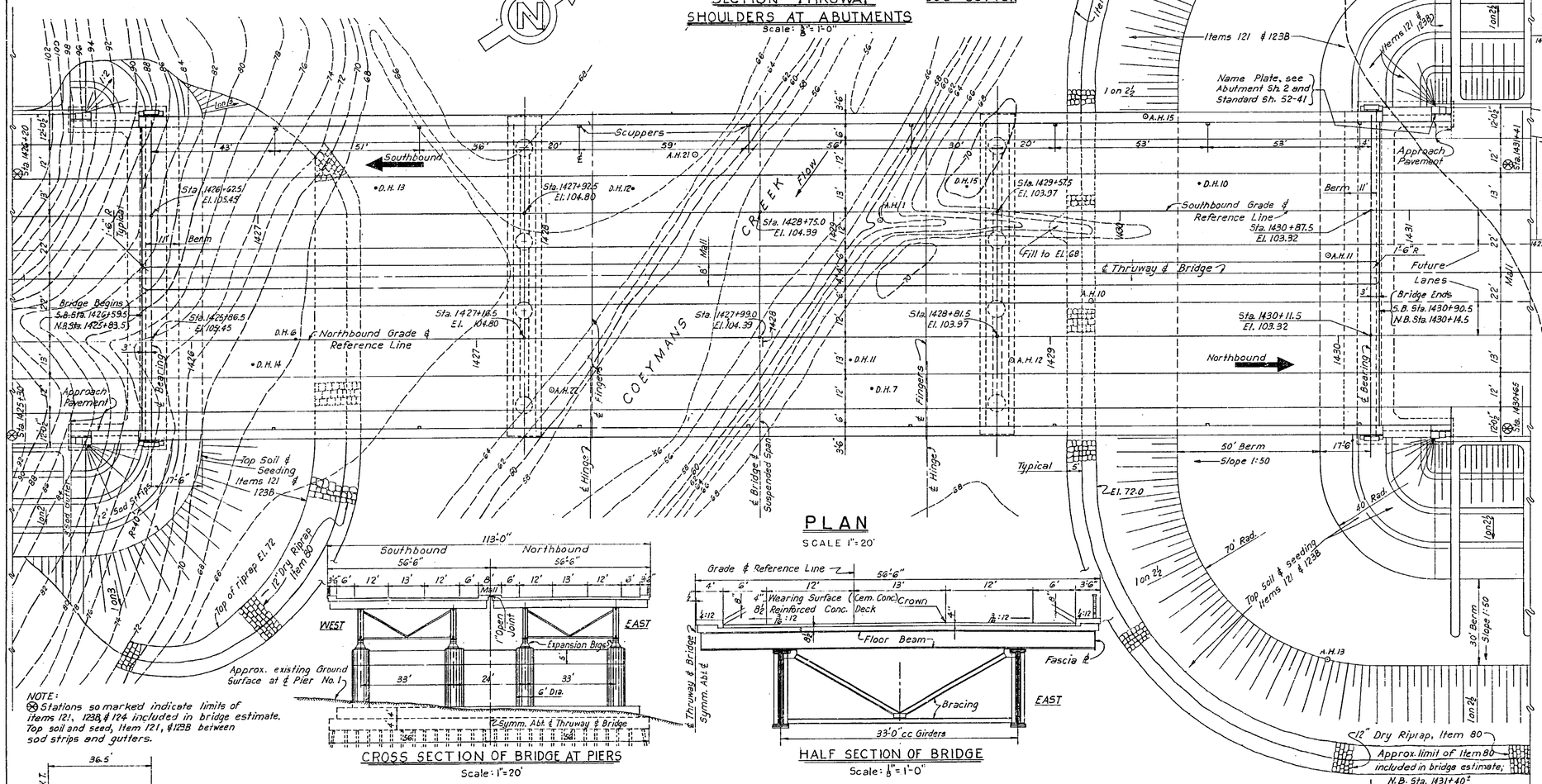
Scale: 1" = 30'




## SECTION THRUWAY SHOULDERS AT ABUTMENTS

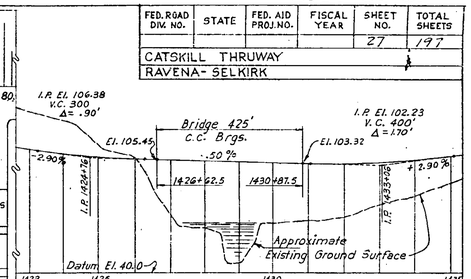
Scale: ½" = 1'-0"

## SOD GUTTER




## PLAN

SCALE 1" = 20'




## THRUWAY PROFILES

ALONG GRADE ℄ REFERENCE LINES

Scale: Horiz. 1" = 200'
Vert. 1" = 40'

NOTES

1. A.A.S.H.O. Specifications - Loading H20-S16-44, modified.
2. Cantilever girders with suspended center span.
3. Lateral bracing at bottom flanges of girders.
4. Foundations: Cast-in-place concrete piles. Lgth as Req'd.
5. 12" dry riprap at toe of slopes.
6. Slopes to be stone paved under bridge.

NOTE:
⊗ Stations so marked indicate limits of items 121, 123B & 124 included in bridge estimate. Top soil and seed, Item 121, & 123B between sod strips and gutters.



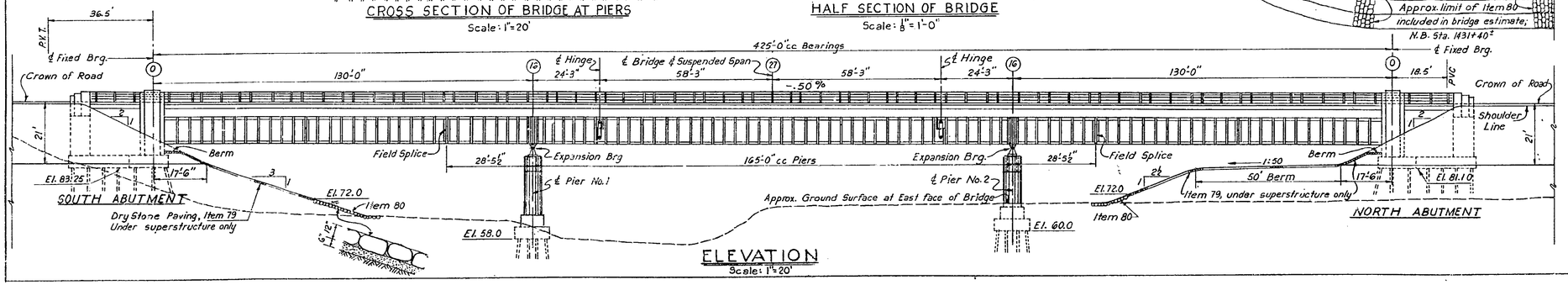

## CROSS SECTION OF BRIDGE AT PIERS

Scale: 1" = 20'




## HALF SECTION OF BRIDGE

Scale: ½" = 1'-0"




## ELEVATION

Scale: 1" = 20'

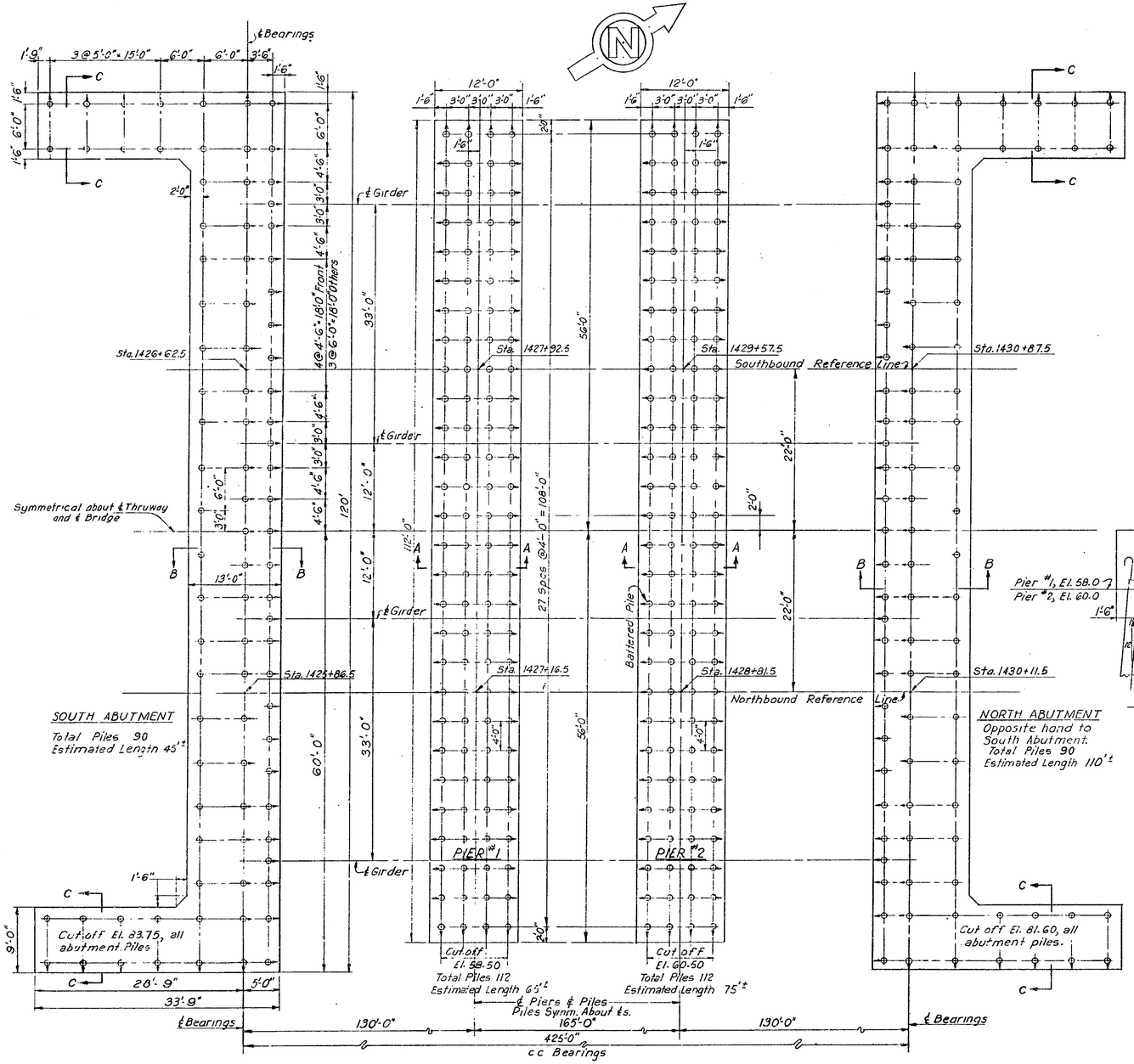
RECOMMENDED BY
Frankland & Lienhard DATE 2/27/52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

# THRUWAY BRIDGE
OVER
# COEYMANS CREEK
CATSKILL THRUWAY
NORTHBOUND STA. 1425+83.5 to 1430+14.5
SOUTHBOUND STA. 1426+59.5 to 1430+90.5
# GENERAL PLAN
SCALES: AS NOTED

C.T. 52-8P

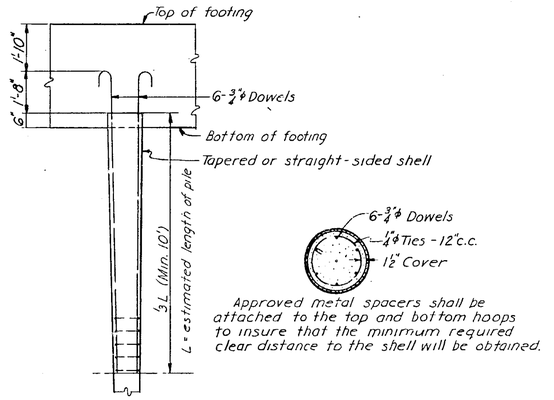
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 28 | 197 |

CATSKILL THRUWAY
RAVENA - SELKIRK



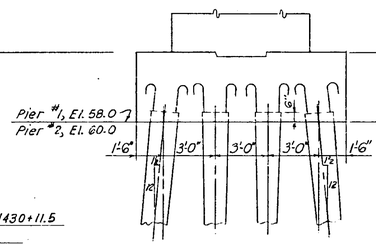

PLAN
Scale: 1/8"=1'-0"

LEGEND:
o - Cast-in-Place Concrete Piles - Vertical
o→ - " " " " " - Battered in direction of arrow. For batter, see Sections A-A, B-B, and C-C.

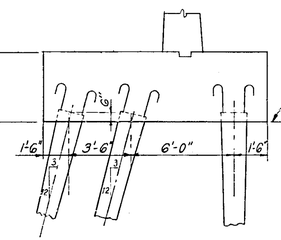



Approved metal spacers shall be attached to the top and bottom hoops to insure that the minimum required clear distance to the shell will be obtained.

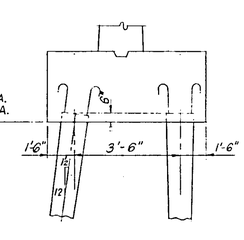
CAST-IN-PLACE CONC. PILE REINFORCEMENT




SECTION A-A
Scale: ¼"=1'-0"




SECTION B-B
Scale: ¼"=1'-0"




SECTION C-C
Scale: ¼"=1'-0"

NOTES:
For General Notes and Reference Drawings, see Title Sheet.
For design purposes, the assumed load per pile does not exceed 35 Tons, combined dead and live loads.

THRUWAY BRIDGE
OVER
COEYMANS CREEK
PILING PLAN
SCALE: AS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 2/27/52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

# C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 29 | 197 |

CATSKILL THRUWAY
RAVENA - SELKIRK

## HALF PLAN AT TOP OF ABUTMENT

## HALF PLAN AT TOP OF FOOTING

## ELEVATION

## SECTION L-L

## SECTION Q-Q
Scale: 3/8"=1'-0"

## SECTION J-J

## SECTION K-K
Scale: 1"=1'-0"

## SECTION M-M
Scale: 3/4"=1'-0"

## DETAIL "R"
Scale: 1 1/2"=1'-0"

## DETAIL "P"
Scale: 3/4"=1'-0"

## COPPER WATER STOP
Scale: 3"=1'-0"

## BEARING ANCHOR BOLTS
No Scale
32 Required

SOUTH ABUTMENT

NORTH ABUTMENT

NOTES:
For General Notes and Reference Drawing, see Title Sheet.
For Wing Walls, Elevation, Sections, and Pylon details, see Abutment, Sh. 2
All reinforcement, Payment Item 28.

THRUWAY BRIDGE
OVER
COEYMANS CREEK
ABUTMENTS
SHEET 1
SCALE: 1/4"=1'-0" UNLESS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 7/27/52
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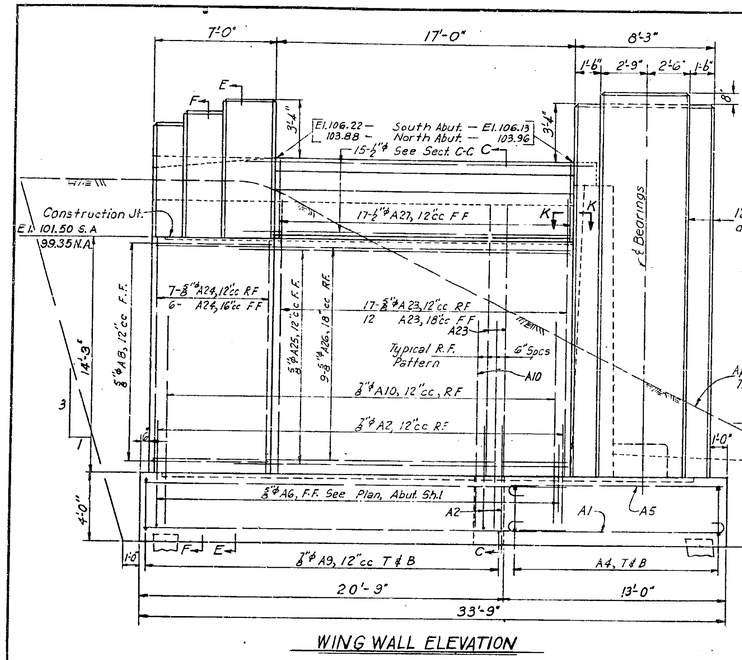
C.T. 52-8P

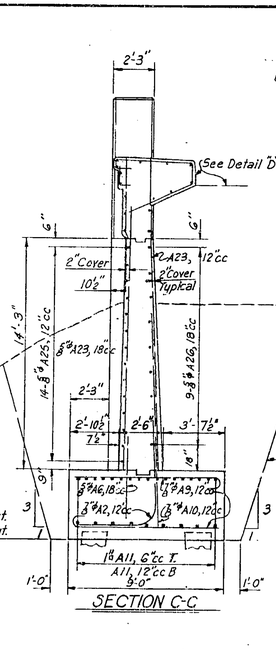
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 30 | 197 |

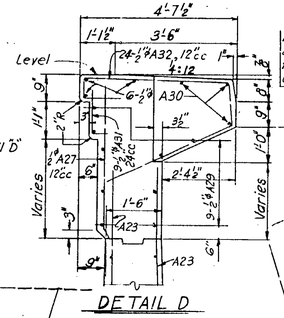
CATSKILL THRUWAY

RAVENA - SELKIRK




WING WALL ELEVATION

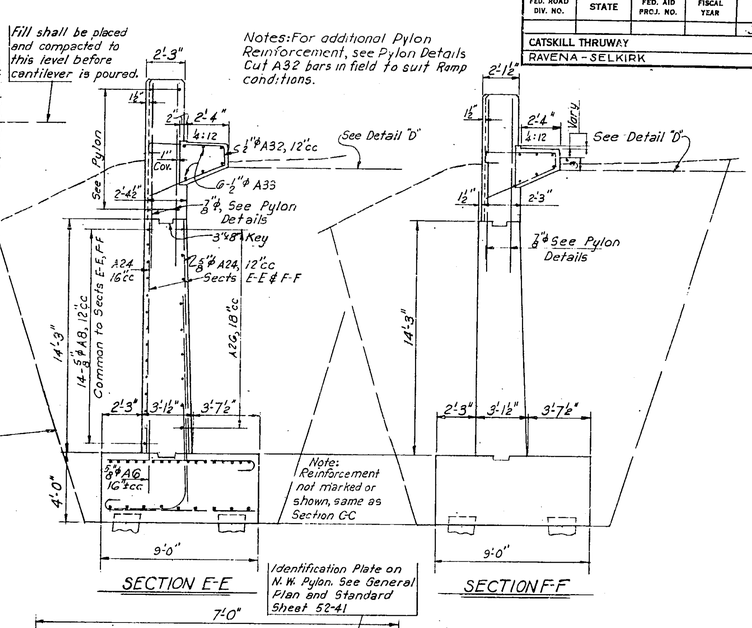



DETAIL D

Scale: ½"=1'-0"

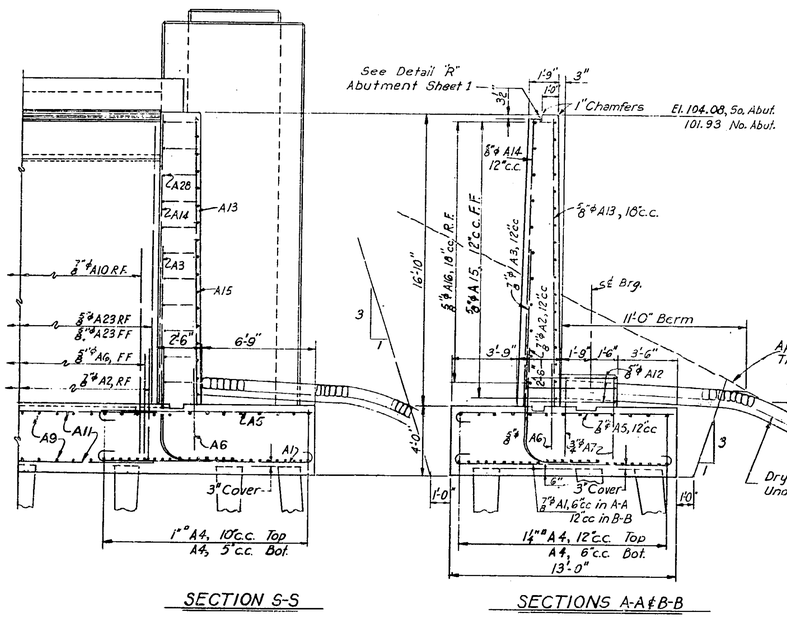
Payment line for Excavation, Item 5, typical.




SECTION E-E

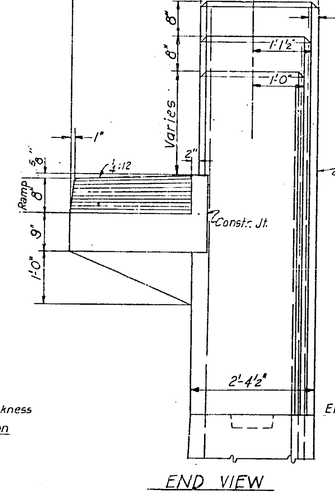
SECTION F-F

Identification Plate on N.W. Pylon. See General Plan and Standard Sheet 52-41

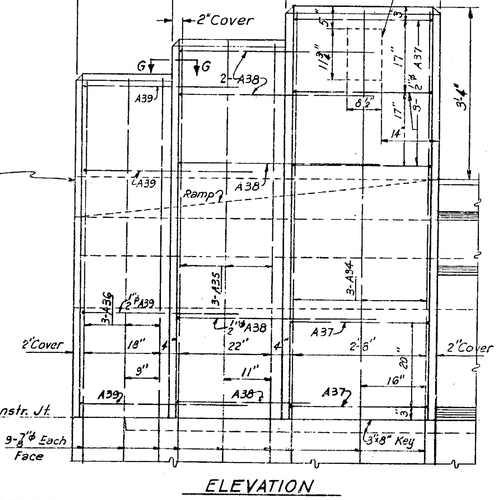



SECTION S-S

SECTIONS A-A & B-B



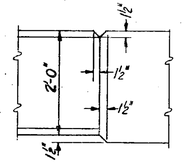

END VIEW




PYLON DETAILS

Scale: ¾"=1'-0"

ELEVATION




SECTION G-G

Scale: ¾"=1'-0"

NOTES:

For General Notes and Reference Drawings see Title Sheet.

See Abutments - Sheet 1 for locations of Sections A-A, B-B, & S-S.

THRUWAY BRIDGE

OVER

COEYMANS CREEK

ABUTMENTS-SHEET 2

SCALE: ¼"=1'-0" UNLESS NOTED

RECOMMENDED BY

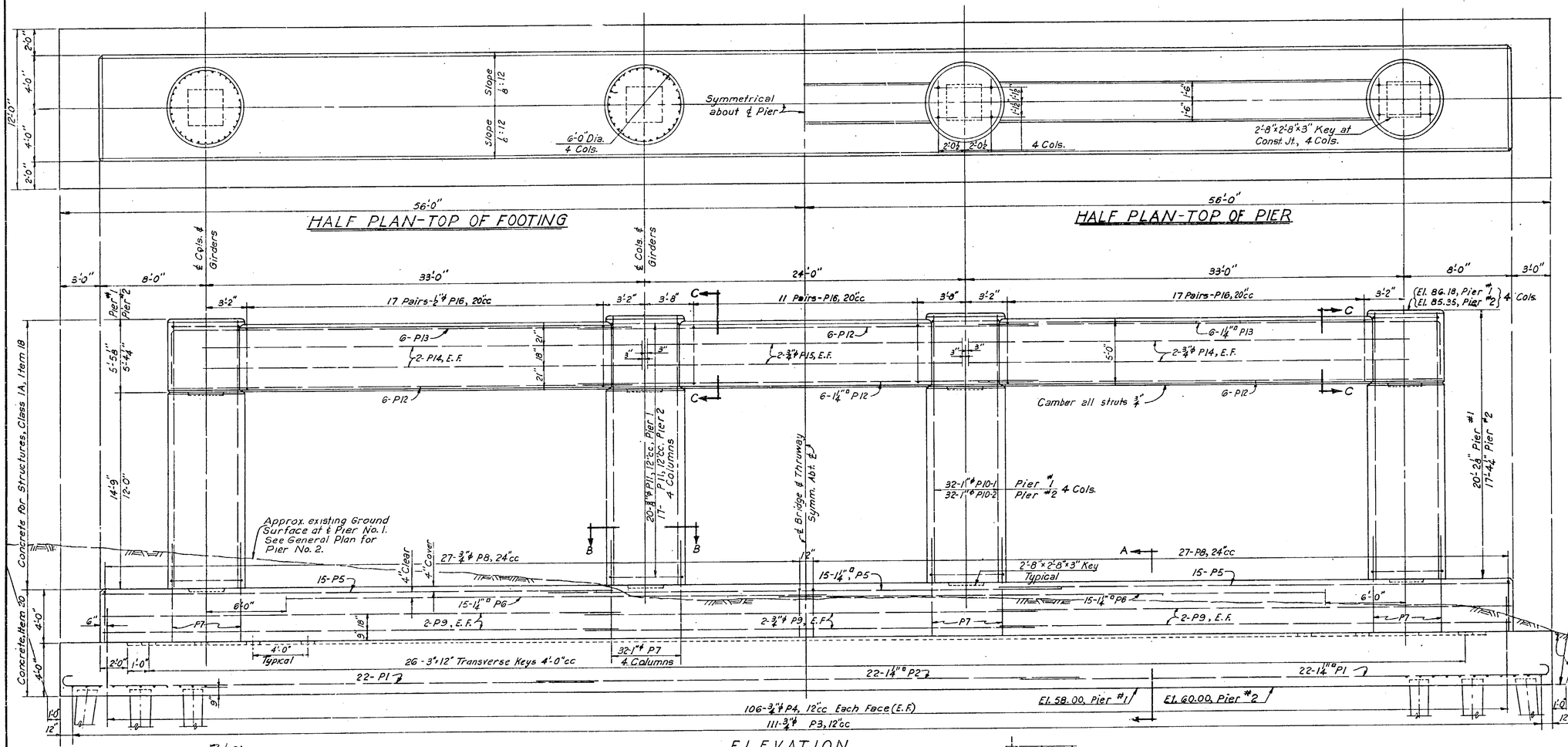
Frankland & Lienhard DATE 2/27/52

FRANKLAND & LIENHARD CONSULTING ENGINEERS

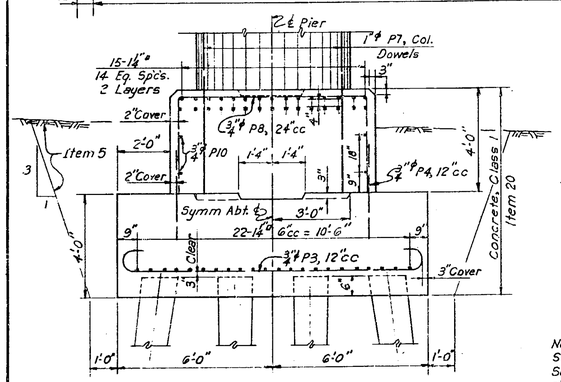
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 31 | 197 |

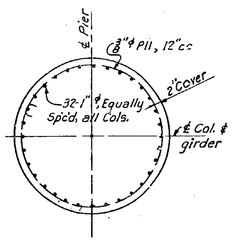
CATSKILL THRUWAY
RAVENA - SELKIRK




ELEVATION

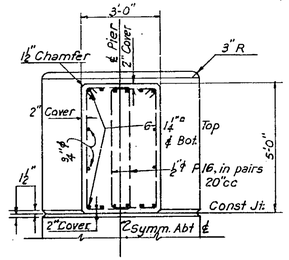



SECTION A-A

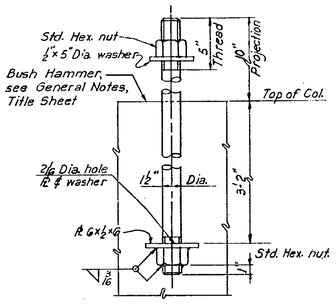



SECTION B-B

Note:
Scale for Sections A, B, C, ⅜" = 1'-0"
See Elevation for bar Mks not shown in Sections.




SECTION C-C




BEARING ANCHOR BOLT

Scale: 1½" = 1'-0"
32 Reqd. as shown

NOTES:
All reinforcement paid for under item 28.
Anchor Bolts paid for under item 29, Structural Steel.
For General Notes and Reference Drawings, see Title Sheet.

THRUWAY BRIDGE
OVER
COEYMANS CREEK
PIERS

SCALE: ¼" = 1'-0" UNLESS NOTED

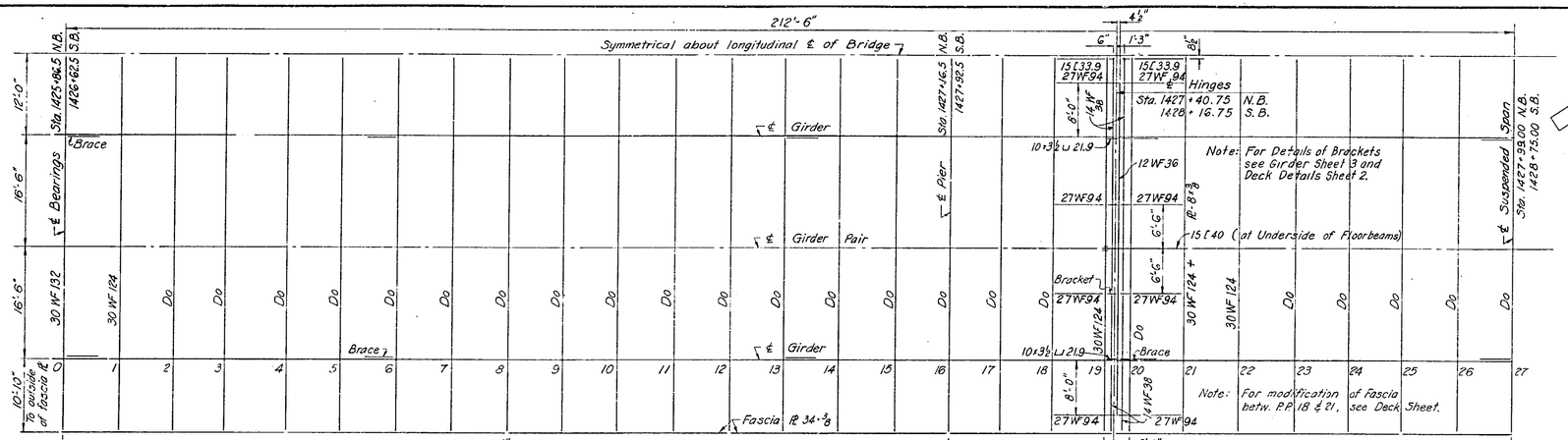
RECOMMENDED BY
Frankland & Lienhard DATE 2/27/52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 32 | 197 |

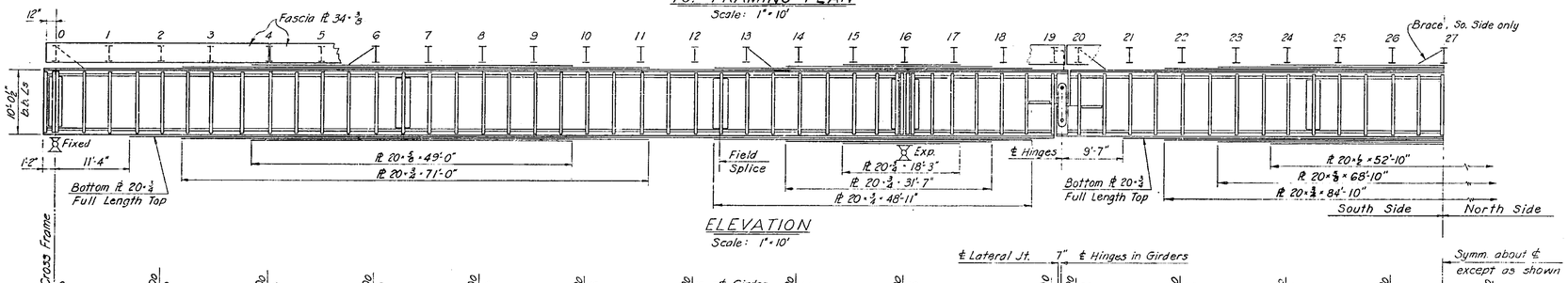
CATSKILL THRUWAY

RAVENA - SELKIRK



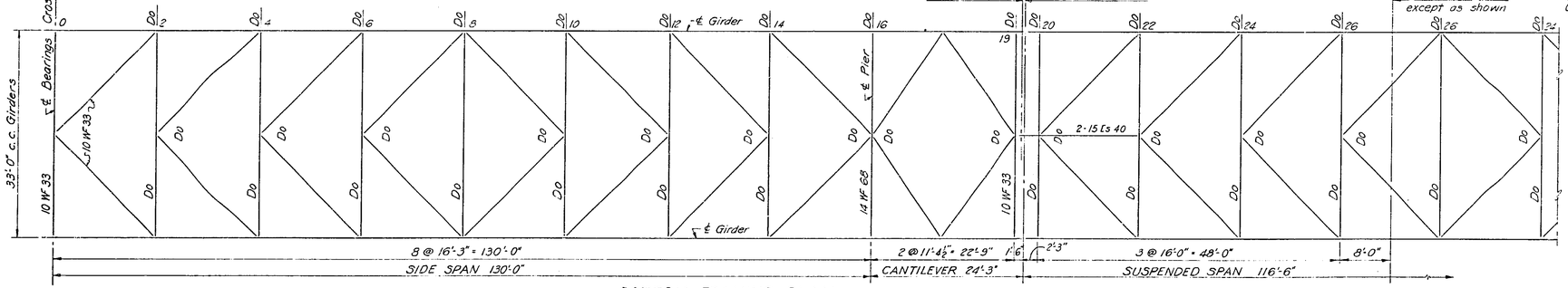

TOP FRAMING PLAN

Scale: 1" = 10'




ELEVATION

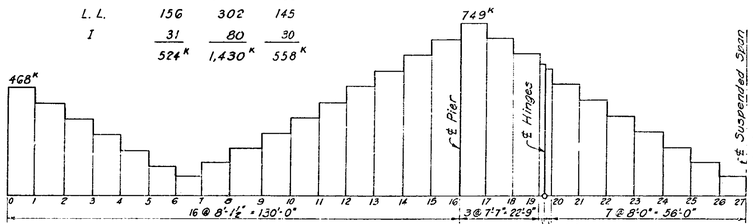
Scale: 1" = 10'




BOTTOM FRAMING PLAN

Scale: 1" = 10'

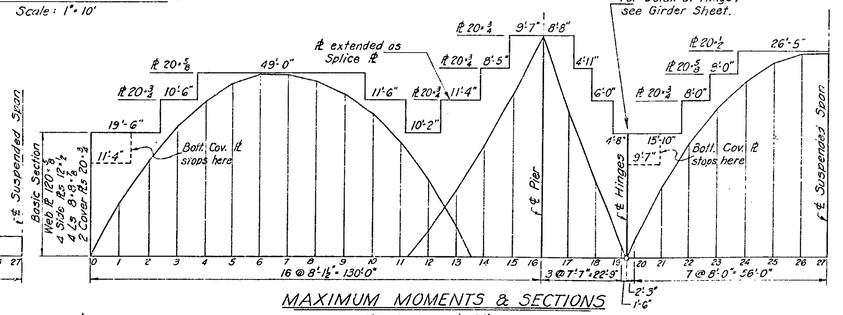
| REACTIONS AT | ABUT. P.P. 0 | PIER 16 | HINGE |
|---|---|---|---|
| D. L. | 337ᴷ | 1,048ᴷ | 383ᴷ |
| L. L. | 156 | 302 | 145 |
| I | 31 | 80 | 30 |
| | 524ᴷ | 1,430ᴷ | 558ᴷ |




MAXIMUM SHEAR DIAGRAM

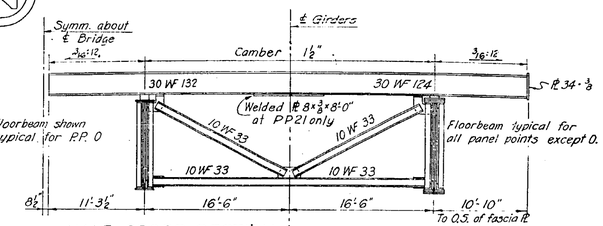
Hor. Scale: 1" = 20'
Vert. Scale: 1" = 300 Kips

Note: Each Girder designed for 1½ Lane Load.




MAXIMUM MOMENTS & SECTIONS

Hor. Scale: 1" = 20'
Vert. Scale: 1" = 3,000 Ft-Kips



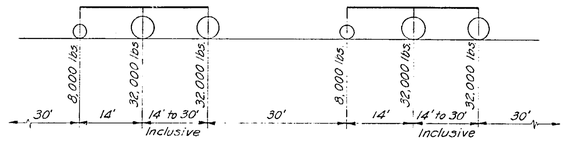

HALF CROSS SECTION AT HINGES

Note: For Support of Exp. Joints see Girder and Deck Sheets.

TYPICAL HALF CROSS SECTION

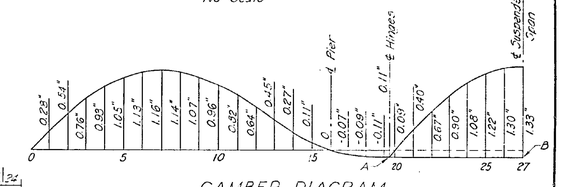
Scale: 1" = 1'-0"

Note: For cross section at piers and abutments, see Girder Sheets.




TRUCK TRAIN LOADING DIAGRAM

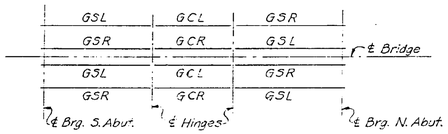
No Scale




CAMBER DIAGRAM

Hor. Scale: 1" = 30'
Vert. Scale: Full Scale

Note: The camber on Suspended Span (P.P. 20 to 27 incl.) is measured from the line AB.




GIRDER PLAN

NOTES:

For General Notes and Reference Drawings, see Title Sheet.

THRUWAY BRIDGE
OVER
COEYMANS CREEK
FRAMING PLAN & STRESS SHEET

SCALE: AS NOTED

RECOMMENDED BY

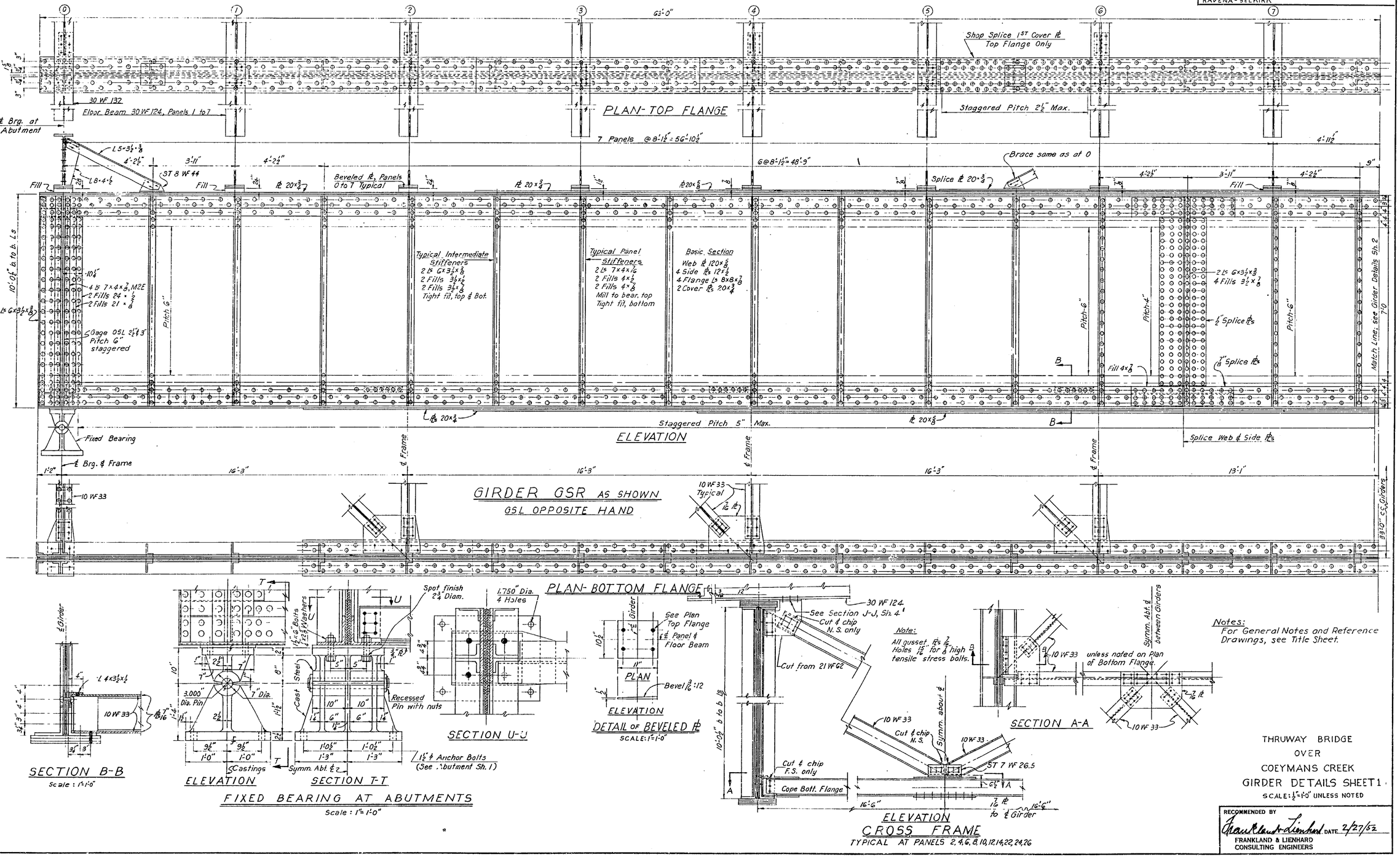
Frankland & Lienhard DATE 2/27/52

FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 33 | 177 |

CATSKILL THRUWAY
RAVENA - SELKIRK










FIXED BEARING AT ABUTMENTS
Scale : 1½" = 1'-0"







Note:
All gusset Pls ½" Holes 1⅛" for ⅞" high strength tensile stress bolts.




Notes:
For General Notes and Reference Drawings, see Title Sheet.

THRUWAY BRIDGE
OVER
COEYMANS CREEK
GIRDER DETAILS SHEET 1
SCALE: ½" = 1'-0" UNLESS NOTED

RECOMMENDED BY
Frankland-Lienhard DATE 2/27/52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 34 | 197 |

CATSKILL THRUWAY
RAVENA SELKIRK

PLAN-TOP FLANGE

ELEVATION

GIRDER GSR AS SHOWN
GSL-OPPOSITE HAND

PLAN-BOTTOM FLANGE

SECTION C-C

EXPANSION BEARING AT ℄ PIERS
SCALE: ½"=1'-0"

SECTION Q-Q

DOWEL DETAIL
SCALE: 3"=1'-0"

SECTION S-S, SUSPENSION HINGE

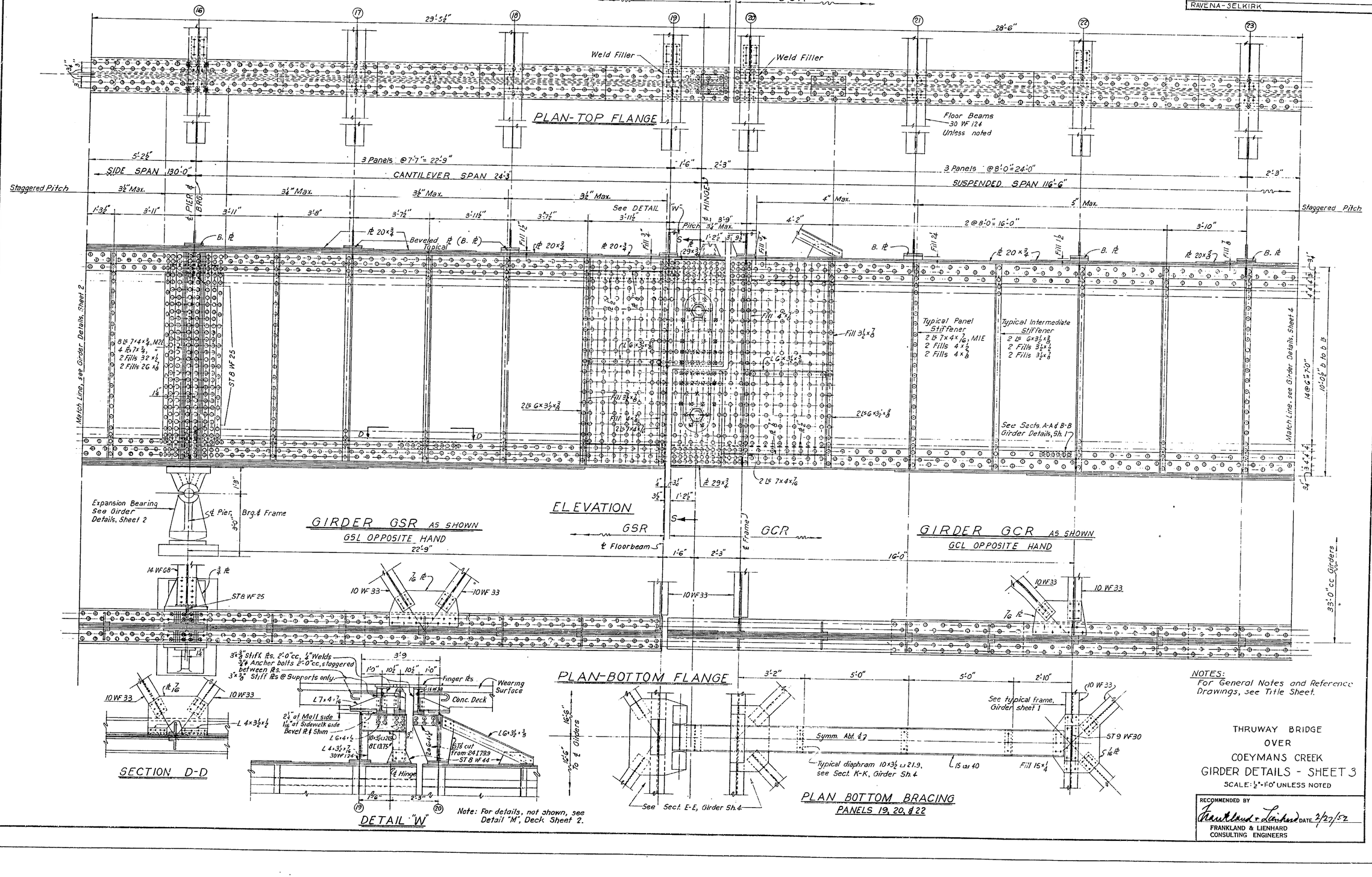
NOTES:
For General Notes and Reference Drawings, see Title Sheet.

THRUWAY BRIDGE
OVER
COEYMANS CREEK
GIRDER DETAILS - SHEET 2
SCALE: ½"=1'-0" UNLESS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 2/27/52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 35 | 197 |
| CATSKILL THRUWAY | | | | | |
| RAVENA - SELKIRK | | | | | |




NOTES:
For General Notes and Reference Drawings, see Title Sheet.

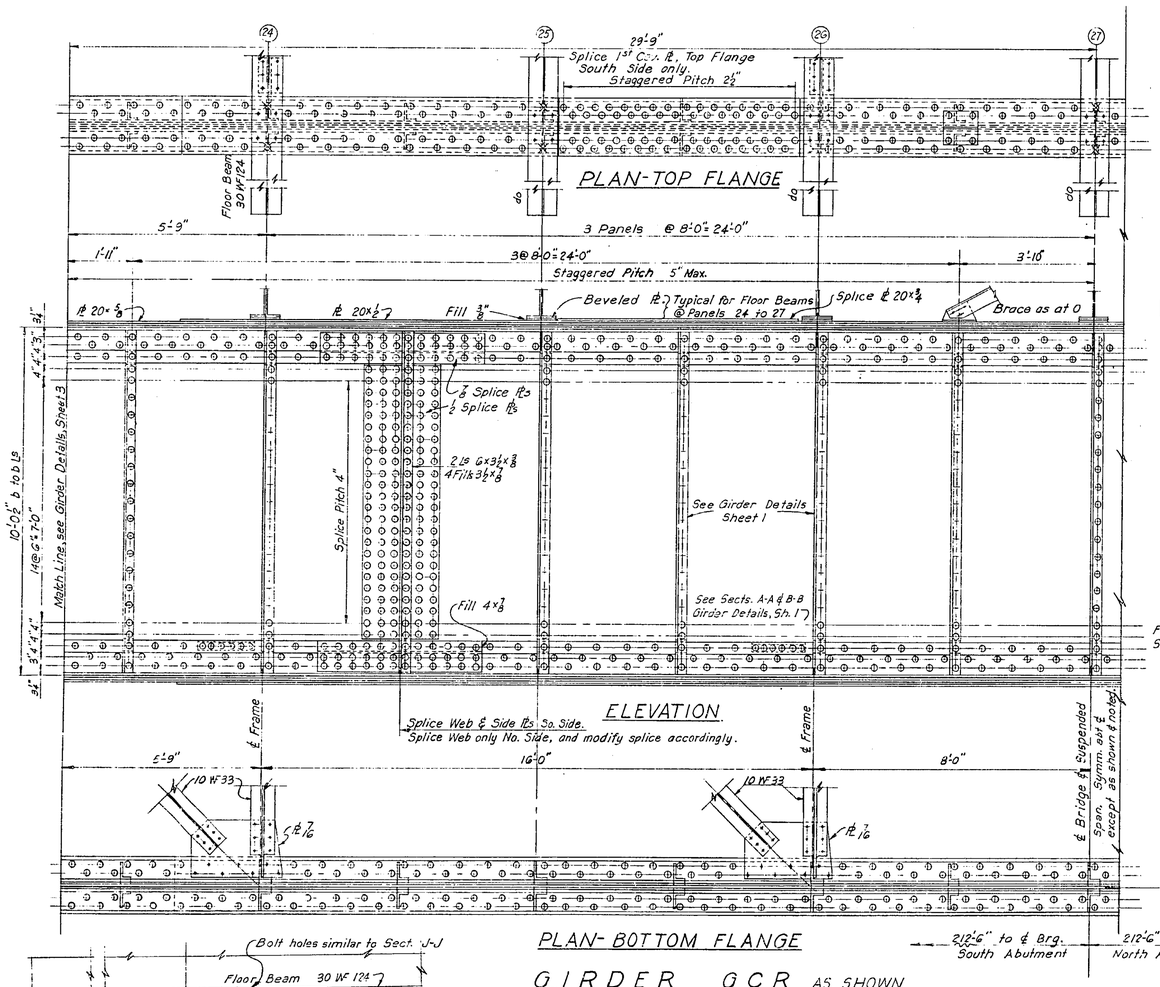
THRUWAY BRIDGE
OVER
COEYMANS CREEK
GIRDER DETAILS - SHEET 3
SCALE: ½"=1'-0" UNLESS NOTED

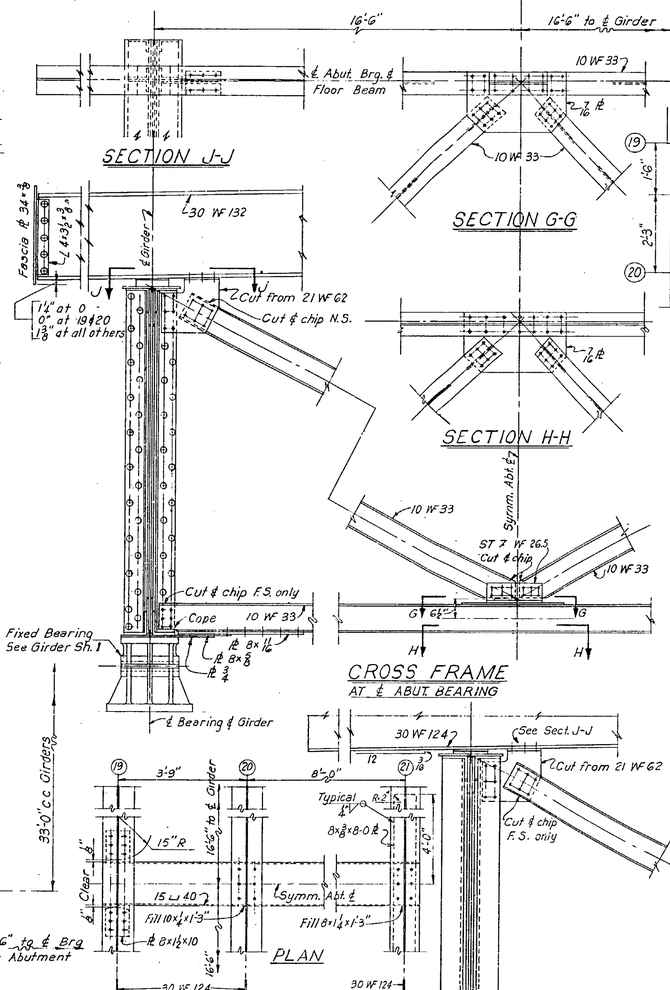
RECOMMENDED BY
Frankland + Lienhard DATE 2/27/52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

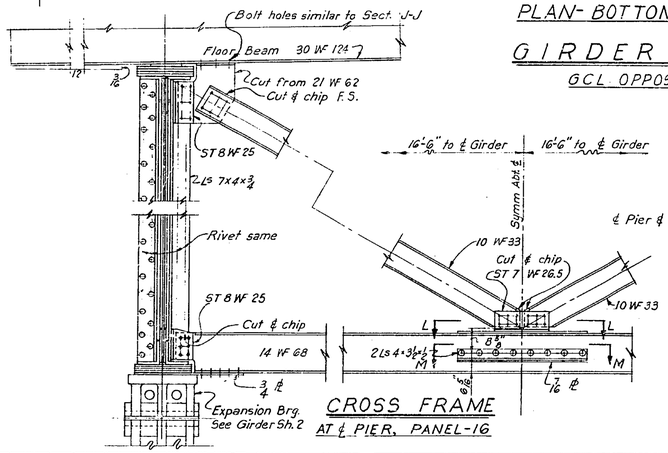
C.T. 52-8P

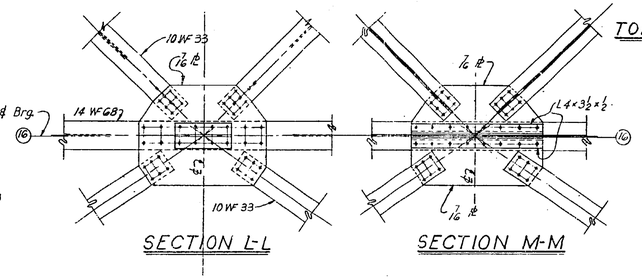
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 36 | 197 |

CATSKILL THRUWAY
RAVENA - SELKIRK




NOTES:
For General Notes and Reference Drawings, see Title Sheet.

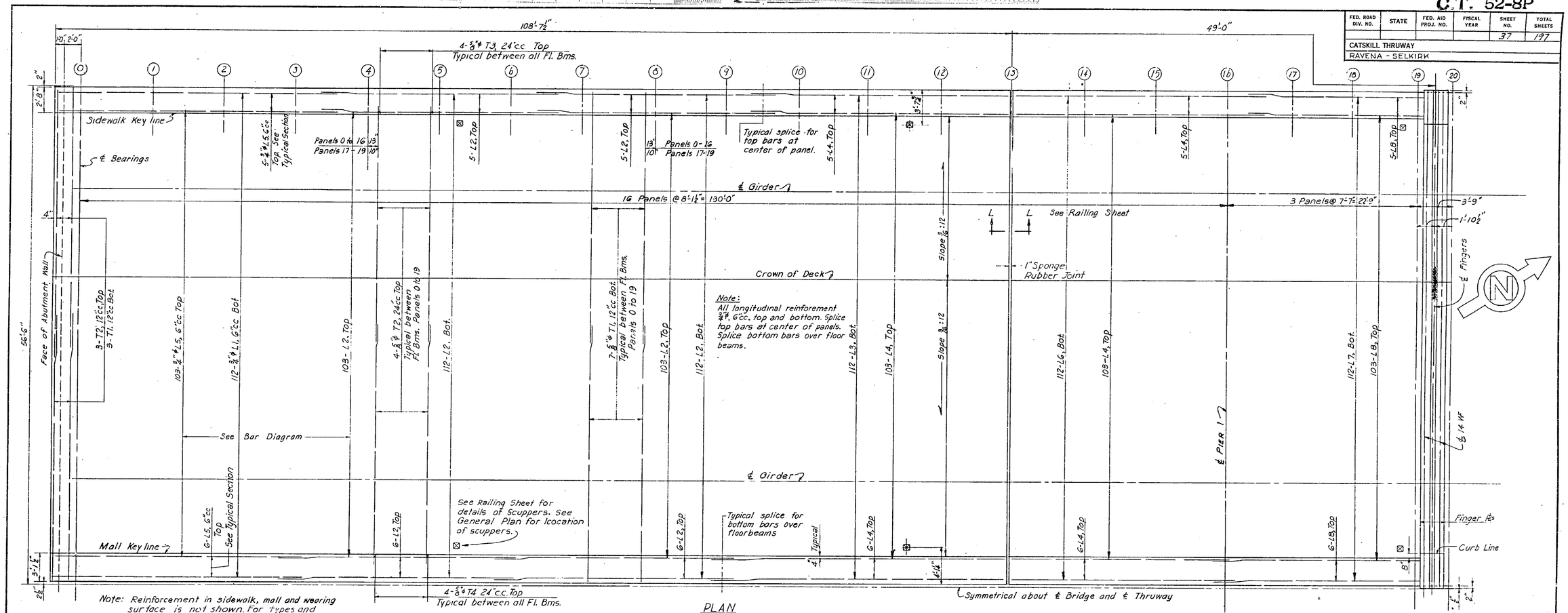
THRUWAY BRIDGE
OVER
COEYMANS CREEK
GIRDER DETAILS - SHEET 4
SCALE: 1" = 1'-0" UNLESS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 2/27/52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

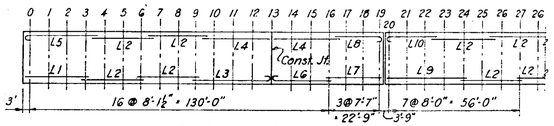
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 37 | 197 |

CATSKILL THRUWAY
RAVENA - SELKIRK



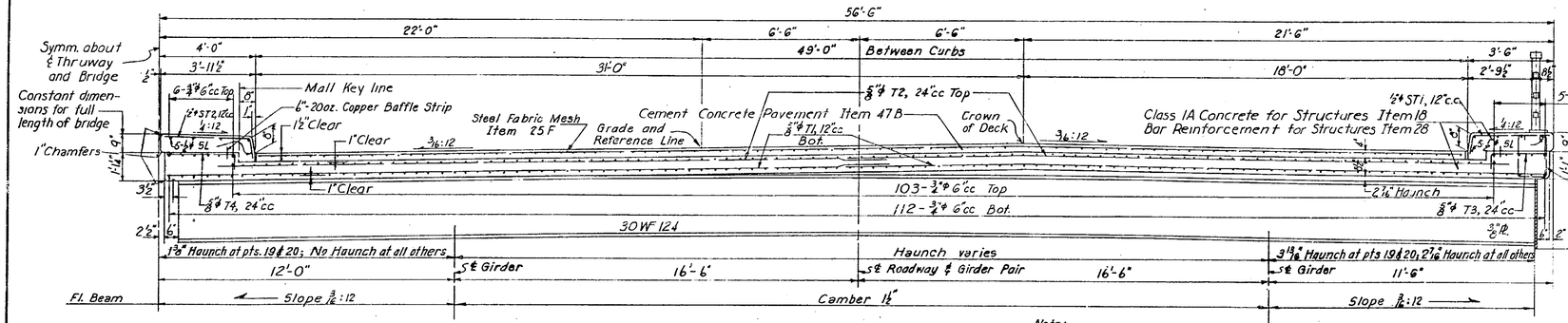

Note: Reinforcement in sidewalk, mall and wearing surface is not shown. For types and locations of sidewalk reinforcement see Typical Section and Railing Detail Sh.

## PLAN
## DECK REINFORCEMENT
Scale: 3/16" = 1'-0"




## BAR DIAGRAM

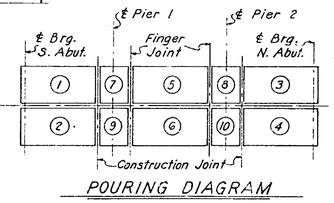
NOTES:
For General Notes and Reference Drawings, see Title Sheet.




Note: After the concrete is cured the Contractor shall apply a waterproofing oil treatment of M-41W to all exposed surfaces except the underside of slabs. Where a pavement or sidewalk is to be placed on top of a slab, two applications of waterproofing oil treatment shall be applied, the second application shall be applied two days prior to the placing of the pavement or sidewalk.

## TYPICAL HALF SECTION
Scale: 3/8" = 1'-0"

Note: See Plan for bar marks not shown in Typical Section.




## POURING DIAGRAM

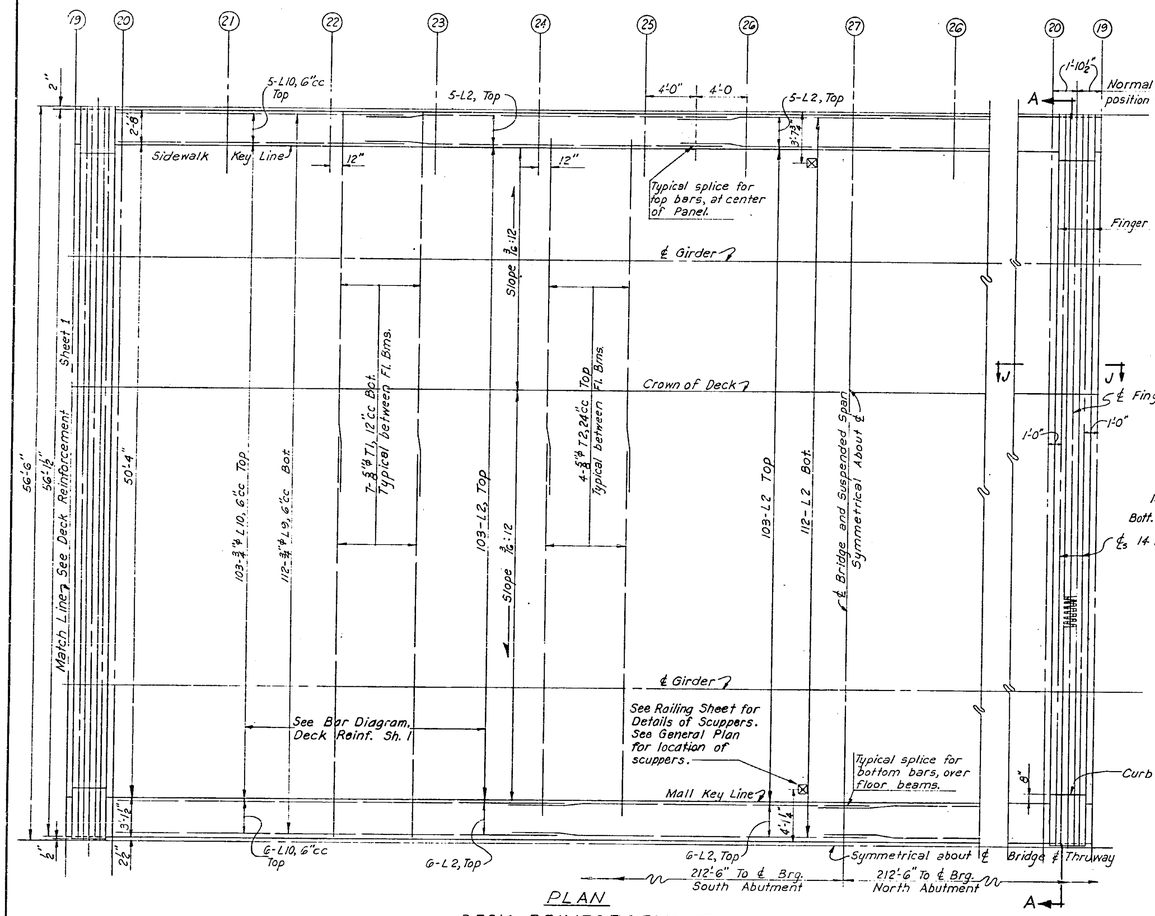
THRUWAY BRIDGE
OVER
COEYMANS CREEK
DECK REINFORCEMENT & DETAILS
SHEET 1
SCALE : AS NOTED

RECOMMENDED BY,
Frankland & Lienhard DATE 2/27/62
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

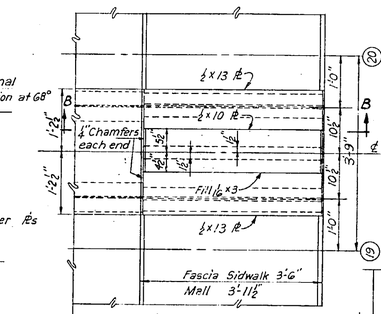
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 38 | 197 |

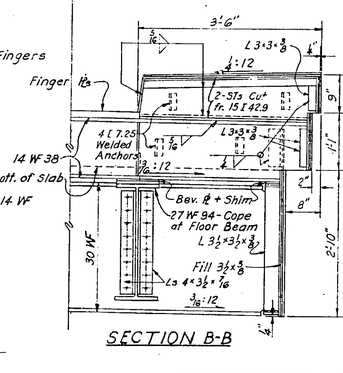
CATSKILL THRUWAY
RAVENA - SELKIRK



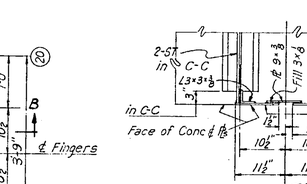

PLAN
DECK REINFORCEMENT
Scale: 1/8"=1'-0"




PLAN

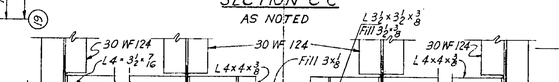



SECTION B-B

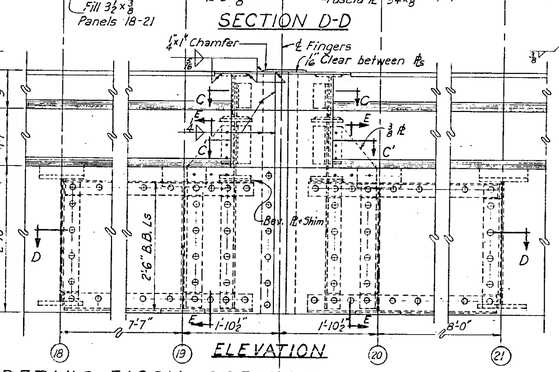



SECTION C-C

SECTION C'-C'
AS NOTED

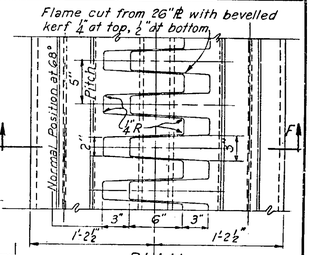



SECTION D-D

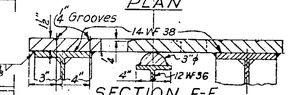



ELEVATION

EXPANSION DETAILS-FASCIA-SIDEWALK
Scale: ¾"=1'-0"

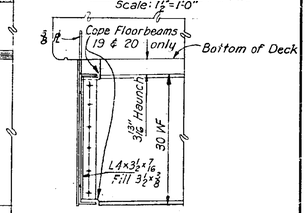



PLAN

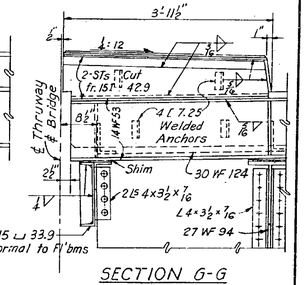



SECTION F-F

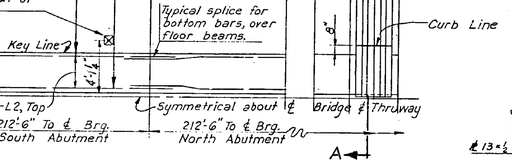
FINGER DETAILS
Scale: 1½"=1'-0"



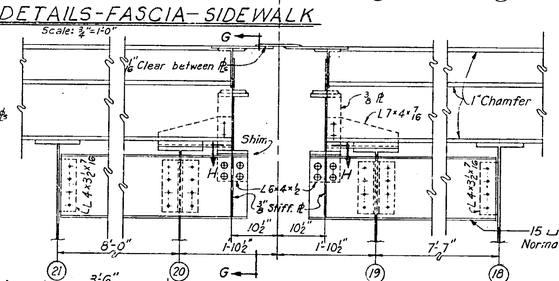

SECTION E-E



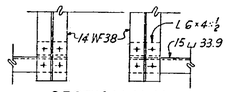

SECTION G-G




EXPANSION DETAILS AT CURB
Scale: 3"=1'-0"

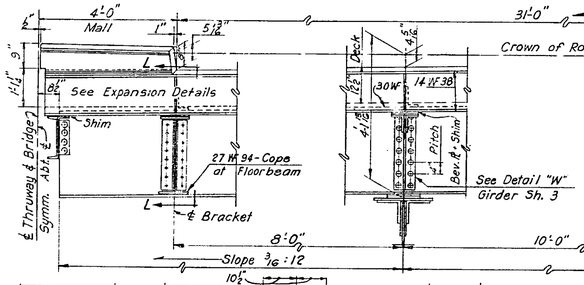



ELEVATION

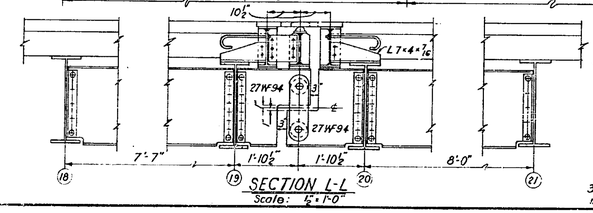



SECTION H-H

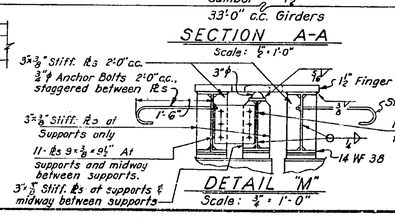
EXPANSION DETAILS-FASCIA-MALL
Scale: ¾"=1'-0"



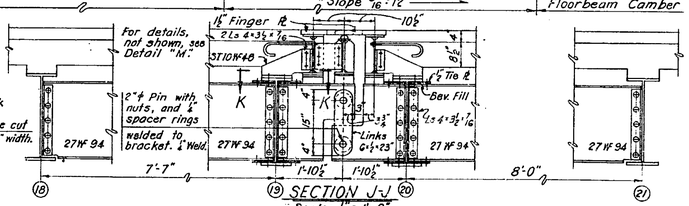

SECTION A-A
Scale: ½"=1'-0"



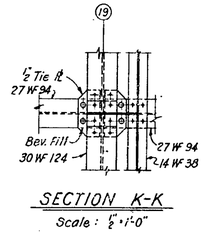

SECTION L-L
Scale: ½"=1'-0"




DETAIL "M"
Scale: ¾" = 1'-0"




SECTION J-J
Scale: ½" = 1'-0"




SECTION K-K
Scale: ½"=1'-0"

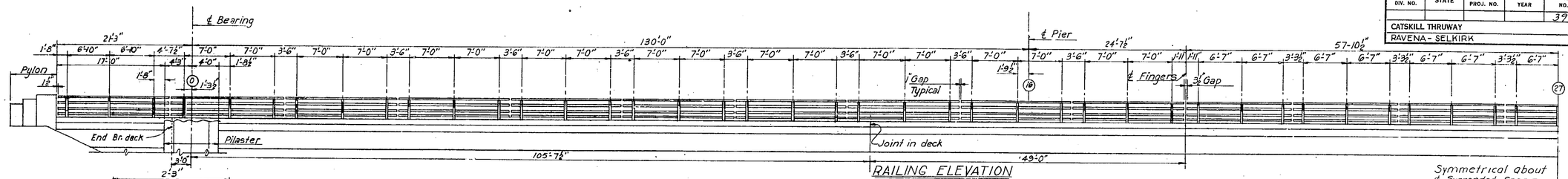
THRUWAY BRIDGE
OVER
COEYMANS CREEK
DECK REINFORCEMENT & DETAILS
SHEET-2
SCALE: AS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 2/27/52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

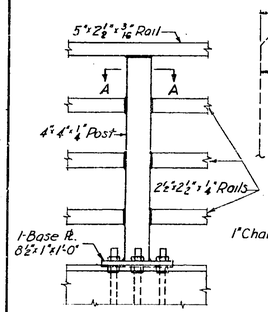
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 39 | 197 |

CATSKILL THRUWAY
RAVENA - SELKIRK

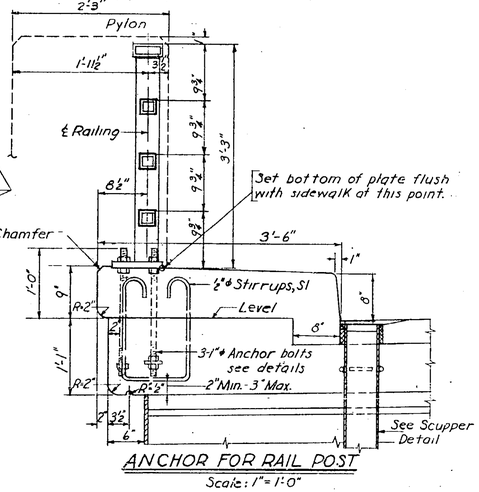



RAILING ELEVATION
Scale: 1/8"=1'-0"

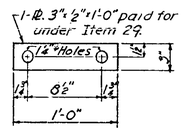
Symmetrical about ℄ Suspended Span ℄ Bridge.




SIDEWALK RAIL
Scale: 1"=1'-0"




ANCHOR FOR RAIL POST
Scale: 1"=1'-0"



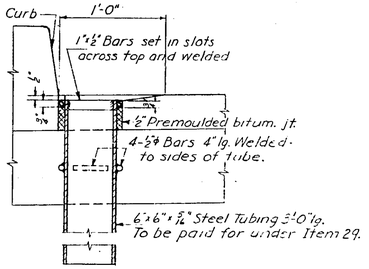

ANCHOR PLATE
Scale: 1½"=1'-0"

## RAILING NOTES

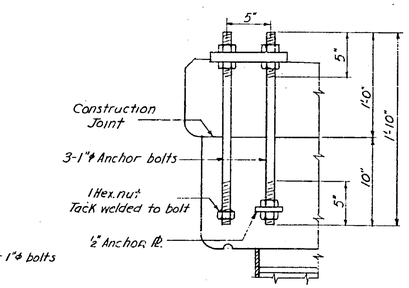
Rails, posts, and base plates will be paid for under Item 37.
Anchor bolts paid for under Item 29.
Railing to be fabricated and erected so that posts are vertical and rails are parallel to each other and to top of the fascia.
Shop paint, red lead and oil.
Field paint one coat battleship gray and one coat gray green paint, except bottom of base plates, which shall be painted two field coats battleship gray
Dimensions for tubing are outside dimensions.

## CONSTRUCTION PROCEDURE

Set anchor bolts and pour slab.
Make two applications of waterproofing oil treatment M-41-W to top of slab.
Pour roadway pavement.
Place lower nuts on upper end of anchor bolts.
Place railing base plate on lower nuts and turn up lower nuts to bring bottom of plates to sidewalk level.
Place upper nuts on anchor bolts, tighten down on plates.
Cut off bolt projections and paint base ℄s, nuts, and tops of bolts with red lead.
Pour sidewalk to proper line and grade.




SECTION C-C
Scale: 1½"=1'-0"




ANCHOR BOLT DETAIL
Scale: 1½"=1'-0"




SECTION A-A
Scale: 3

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 40 | 197 |

CATSKILL THRUWAY
RAVENA - SELKIRK

## SOUTH ABUTMENT

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| A 1 | 7/8"ϕ | 156 | 14'-3" | I | 12'-0" | 1'-2" | | | Transverse bars bot. of front wall ftg. |
| A 2 | " | 158 | 10'-0" | XI | 3'-0" | 5'-0" | | | Wall dowels rear face of all walls. |
| A 3 | " | 108 | 18'-0" | XI | 5'-0" | 11'-0" | | | " " " " " front wall |
| A 4 | 1¼"□ | 152 | 33'-0" | str. | | | | | Longitudinal bars T. & B. " " " ftg. |
| A 5 | 7/8"ϕ | 120 | 13'-4" | II | 12'-2" | 1'-2" | | | Transverse " top of front wall ftg. |
| A 6 | 5/8"ϕ | 144 | 4'-6" | str. | | | | | Wall dowels front face of all walls. |
| A 7 | 3/4"ϕ | 40 | 4'-6" | " | | | | | Dowels in pedestals. |
| A 8 | 5/8"ϕ | 28 | 10'-9" | III | 6'-3" | 2'-0" | | | Horizontal bars front face of W.W's |
| A 9 | 7/8"ϕ | 84 | 9'-5" | II | 8'-3" | 1'-2" | | | Transverse bars T. & B. of W.W. ftg's. |
| A10 | " | 46 | 12'-6" | str. | | | | | Wall dowels rear face of wingwalls. |
| A11 | 1"ϕ | 52 | 24'-3" | " | | | | | Longitudinal bars T. & B. of W.W. ftg's. |
| A12 | 5/8"ϕ | 12 | 13'-3" | III | 2'-10" | 5'-0" | | | Tie bars in pedestals. |
| A13 | ↓ | 76 | 16'-8" | str. | | | | | Vertical bars front face of front wall |
| A14 | | 110 | 16'-4" | ↓ | | | | | " " rear " " " |
| A15 | | 68 | 30'-3" | | | | | | Horizontal " front " " front wall |
| A16 | | 44 | 29'-0" | | | | | | " " rear " " " " |
| A17 | | 18 | 22'-0" | ↓ | | | | | Vertical " in pilaster. |
| A18 | 5/8"ϕ | 10 | 22'-8" | str. | | | | | " " " |
| A19 | 1/2"ϕ | 28 | 7'-1" | III | 4'-7" | 1'-0" | | | Horizontal " " " |
| A20 | ↓ | 30 | 19'-0" | X | 8'-0" | 1'-2" | | | " " " " |
| A21 | ↑ | 10 | 5'-3" | III | 0'-10" | 2'-0" | | | " " top of " |
| A22 | 1/2"ϕ | 4 | 5'-0" | str. | | | | | " " " " " |
| A23 | 5/8"ϕ | 58 | 16'-3" | ↑ | | | | | Vertical bars front & rear face of W.W. |
| A24 | ↓ | 26 | 14'-0" | | | | | | " " " " " " " |
| A25 | ↑ | 28 | 19'-6" | | | | | | Horizontal " " face of wingwalls. |
| A26 | 5/8"ϕ | 18 | 23'-9" | ↑ | | | | | " " rear " " |
| A27 | 1/2"ϕ | 34 | 4'-3" | str. | | | | | Vertical bars top of front face of " |
| A28 | ↓ | 22 | 8'-6" | III | 4'-6" | 1'-9" | | | Horizontal bars rear face of front wall |
| A29 | | 18 | 19'-0" | str. | | | | | " " in wingwalls & sidewalks. |
| A30 | | 12 | 21'-0" | " | | | | | " " " " " |
| A31 | | 18 | 2'-6" | IV | 1'-4" | 1'-0" | | | Bent bars top of front face of W.W's |
| A32 | ↑ | 48 | 11'-0" | XIII | (See Diagram) | | | | " bars in wingwalls & sidewalks. |
| A33 | 1/2"ϕ | 12 | 9'-0" | str. | | | | | Horizontal " " " " |
| A34 | 7/8"ϕ | 12 | 11'-0" | ↓ | | | | | Vertical bars in pylons. |
| A35 | " | 12 | 10'-6" | | | | | | " " " " |
| A36 | " | 12 | 10'-0" | str. | | | | | " " " " |
| A37 | 1/2"ϕ | 10 | 9'-8" | X | 2'-8" | 1'-10" | | | Horizontal " " " |
| A38 | " | 10 | 10'-0" | III | 1'-5" | 4'-0" | | | " " " " |
| A39 | " | 8 | 8'-9" | III | 1'-3" | 3'-6" | | | " " " " |

## NORTH ABUTMENT

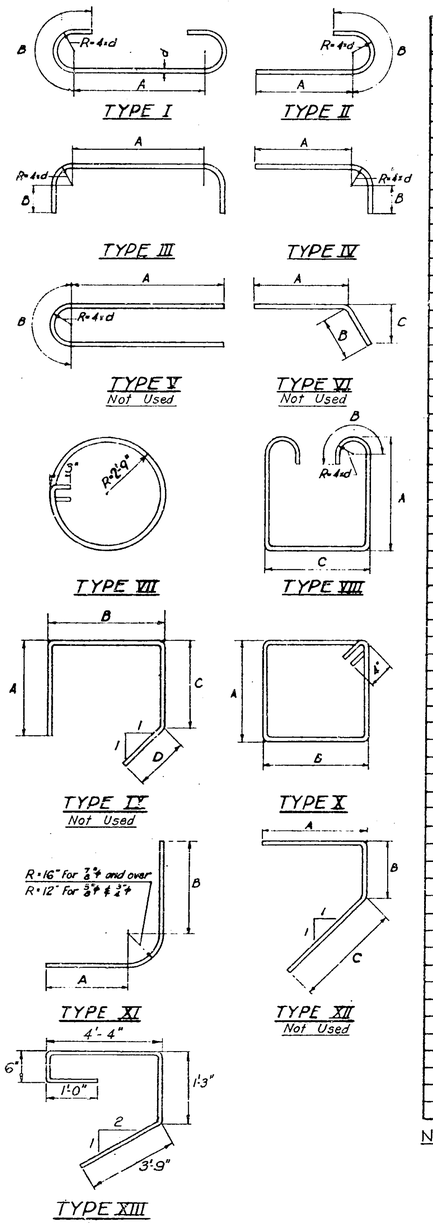
| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| A1-A39 | | | | | | | | | Same as South Abutment. |

## PIER 1

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| P 1 | 1¼"□ | 44 | 41'-0" | II | 39'-4" | 1'-6" | | | Longitudinal bars in bottom of footing. |
| P 2 | " | 22 | 40'-6" | str. | | | | | " " " " " " |
| P 3 | 3/4"ϕ | 111 | 13'-0" | I | 11'-0" | 1'-0" | | | Transverse " " " " " |
| P 4 | " | 228 | 5'-8" | str. | | | | | Vertical dowels in footing. |
| P 5 | 1¼"□ | 45 | 38'-0" | ↓ | | | | | Longitudinal bars in top of footing. |
| P 6 | " | 30 | 41'-1" | ↓ | | | | | " " " " " " |
| P 7 | 1"ϕ | 128 | 7'-4" | str. | | | | | Column dowels in footing. |
| P 8 | 3/4"ϕ | 54 | 14'-7" | III | 7'-0" | 3'-5" | | | Transverse bars in top of footing. |
| P 9 | " | 12 | 37'-0" | str. | | | | | Horizontal bars outside faces of ftg. |
| P10-1 | 1"ϕ | 128 | 20'-0" | " | | | | | Vertical bars in columns. |
| P11 | 3/4"ϕ | 80 | 18'-0" | VII | | | | | Tie " " " |
| P12 | 1¼"□ | 24 | 34'-9" | str. | | | | | Longitudinal bars T. & B. of struts. |
| P13 | " | 12 | 39'-0" | IV | 34'-4" | 4'-0" | | | " " " " " |
| P14 | 3/4"ϕ | 8 | 33'-0" | str. | | | | | Horizontal bars outside faces of struts |
| P15 | " | 4 | 23'-6" | " | | | | | " " " " " |
| P16 | 1/2"ϕ | 90 | 13'-4" | X | 4'-6" | 1'-10" | | | Stirrups in struts. |

## PIER 2

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| P1-P9 | | | | | | | | | Same as Pier 1. |
| P10-2 | 1"ϕ | 128 | 17'-2" | str. | | | | | Vertical bars in columns. |
| P11 | 3/4"ϕ | 68 | 18'-0" | VII | | | | | Tie " " " |
| P12-P16 | | | | | | | | | Same as Pier 1 |




## SUPERSTRUCTURE

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| L 1 | 3/4"ϕ | 448 | 28'-6" | str. | | | | | Longitudinal bars bot. of deck slab. |
| L 2 | ↓ | 2940 | 27'-0" | " | | | | | " " T. & B. " " " |
| L 3 | | 448 | 34'-6" | II | 33'-6" | 1'-0" | | | " " bot. " " " |
| L 4 | | 912 | 29'-6" | str. | | | | | " " top " " " |
| L 5 | | 456 | 33'-3" | II | 32'-3" | 1'-0" | | | " " " " " |
| L 6 | | 448 | 26'-3" | II | 25'-3" | 1'-0" | | | " " bot. " " " |
| L 7 | | 448 | 25'-0" | str. | | | | | " " " " " |
| L 8 | | 456 | 22'-3" | II | 21'-3" | 1'-0" | | | " " top " " " |
| L 9 | ↓ | 448 | 34'-0" | str. | | | | | " " bot. " " " |
| L10 | 3/4"ϕ | 456 | 22'-9" | II | 21'-9" | 1'-0" | | | " " top " " " |
| T 1 | 5/8"ϕ | 1480 | 29'-0" | str. | | | | | Transverse bars bot. of deck slab. |
| T 2 | ↓ | 856 | 27'-3" | " | | | | | " " top " " " |
| T 3 | | 428 | 3'-2" | IV | 2'-2" | 0'-8" | | | " " top of deck under S.W. |
| T 4 | 5/8"ϕ | 428 | 3'-8" | IV | 2'-8" | 0'-8" | | | " " " " " mall |
| SL 1 | 1/2"ϕ | 160 | 28'-4" | Str. | | | | | Longit. bars in S.W. & mall for P.P. 0 to 13 |
| SL 2 | ↓ | 80 | 24'-9" | " | | | | | " " " " " " " 13 " 19 |
| SL 3 | | 80 | 29'-8" | " | | | | | " " " " " " " 20 " 27 |
| ST 1 | | 856 | 3'-11" | IV | 3'-0" | 0'-8" | | | Transverse bars top of S.W. |
| ST 2 | ↓ | 856 | 4'-5" | IV | 3'-6" | 0'-8" | | | " " " " mall. |
| S 1 | 5/8 | 900 | 5'-0" | VIII | 1'-6" | 0'-8" | 1'-0" | | Stirrups in sidewalk. |

NOTES:

For General Notes and Reference Drawings, see Title Sheet.
Reinforcement to be paid for under Item 28.
Reinforcement in piles not included, except as noted on Piling Plan Sheet.

THRUWAY BRIDGE
OVER
COEYMANS CREEK
BAR SCHEDULE

RECOMMENDED BY
Frankland & Leonhard DATE 2/27/52
FRANKLAND & LEONHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 41 | 197 |
| CATSKILL THRUWAY | | | | | |
| RAVENA – SELKIRK | | | | | |

# THRUWAY OVERPASS — STYLEBARRCK ROAD
## TOWN ROAD — TOWN OF COEYMANS
## CATSKILL THRUWAY — STATION 1471 + 50
## DISTRICT 1 — SUBDIVISION 5

### GENERAL NOTES

Design and Detailing, as per A.A.S.H.O. Specifications for Highway Bridges, 1949.

Loading: H 20-S16-44

Materials and Construction, as per Public Works Specifications of the State of New York, Jan. 2, 1951, and current modifications.

No construction joints and no splicing of reinforcing bars other than shown on the plans will be permitted except on the approval of the Deputy Chief Engineer. Bar splices, when permitted, shall overlap not less than 40 bar diameters.

The cost of furnishing and installing caulking compound, premoulded bituminous joint material and copper flashing shall be included in the price bid for the various items in this Contract.

For sub-soil information the Contractor is referred to the boring data at the office of the Deputy Chief Engineer.

### SUBSTRUCTURE NOTES

Concrete in Box Culvert above Curbs and in Wing Walls above Footings to be Item 18.

Concrete in Box Culvert below Curbs and in Wing Wall Footings to be Item 20.

The Contractors' 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.

### LIST OF DRAWINGS


- Title Sheet
- General Plans
- Box Culvert
- Wing Walls & Drainage Details
- Bar Schedule


### ESTIMATED QUANTITIES
### BOX CULVERT & WING WALLS

| ITEM NO. | ITEM | UNIT | NEAT | ROUNDED |
|---|---|---|---|---|
| 2 ECX | Selected Borrow | C.Y. | 960 | 990 |
| 5 | Trench, Culvert and Bridge Excavation | C.Y. | 3,050 | 3,350 |
| 10 YRB | Pipe Underdrain 6" Diam. | L.F. | 500 | 525 |
| 14 A | Reinforced Concrete Culvert Pipe – 12" Diam. | L.F. | 145 | 153 |
| 14 D | " " " " – 24" " | L.F. | 270 | 284 |
| 15-2 | Portland Cement Type 2 | Bbl. | 2,270 | 2,380 |
| 15-N | Natural Cement Type N | Bbl. | 324 | 340 |
| 18 | Class 1A Concrete for Structures (1:2:3½ Approx.) | C.Y. | 765 | 805 |
| 20 | Class 1 Concrete (1:2:4 Approx.) | C.Y. | 805 | 880 |
| 28 | Bar Reinforcement for Structures | Lb. | 191,000 | 201,000 |
| 30 | Miscellaneous Metals | Lb. | 8,300 | 8,730 |
| 102 S | Catch Basins, Manholes & Drop Inlets | C.Y. | 20 | 22 |
| 119 | Run of Bank Gravel Fill | C.Y. | 955 | 985 |
| 121 | Topsoil Placed from Stockpile | C.Y. | 120 | 130 |
| 123 B | Seeding on Prepared Areas | Acre | 0.15 | 0.2 |
| 124 | Sodding | S.Y. | 670 | 720 |
| 92 S | Screened Gravel Loose Measure. No 2 & 3 sizes | C.Y. | 295 | 350 |

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED: _____ DATE
G. L. NICKERSON
DISTRICT ENGINEER, DIST. 1

APPROVED: _____ DATE
E. T. GAWKINS
DEPUTY CHIEF ENGINEER

_____ 10/16/52. DATE
E. W. WENDELL
DEPUTY CHIEF ENGINEER

_____ DATE
J. B. MC MORRAN
CHIEF ENGINEER

APPROVED _____ 1952
NEW YORK STATE THRUWAY AUTHORITY
B. D. TALLAMY, CHAIRMAN
By C. H. LANG

_____
DEPUTY CHIEF ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
RECOMMENDED FOR APPROVAL
_____ DATE
DISTRICT ENGINEER
APPROVED
_____ DATE
DIVISION ENGINEER

PREPARED AND RECOMMENDED BY
Frankland & Lienhard 10:9:52
FRANKLAND & LIENHARD DATE
CONSULTING ENGINEERS
NEW YORK STATE PROFESSIONAL ENGINEERS
LICENCES NO. 5696 & NO. 15842

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 41 | 197 |
| CATSKILL THRUWAY | | | | | |
| RAVENA – SELKIRK | | | | | |

4R

# THRUWAY OVERPASS — STYLEBARRCK ROAD
## TOWN ROAD — TOWN OF COEYMANS
## CATSKILL THRUWAY — STATION 1471+50
## DISTRICT 1 — SUBDIVISION 5

### GENERAL NOTES

Design and Detailing, as per A.A.S.H.O. Specifications for Highway Bridges, 1949.

Loading: H 20-S16-44

Materials and Construction, as per Public Works Specifications of the State of New York, Jan. 2, 1951, and current modifications.

No construction joints and no splicing of reinforcing bars other than shown on the plans will be permitted except on the approval of the Deputy Chief Engineer. Bar splices, when permitted, shall overlap not less than 40 bar diameters.

The cost of furnishing and installing caulking compound, premoulded bituminous joint material and copper flashing shall be included in the price bid for the various items in this Contract.

For sub-soil information the Contractor is referred to the boring data at the office of the Deputy Chief Engineer.

### SUBSTRUCTURE NOTES

Concrete in Box Culvert above Curbs and in Wing Walls above Footings to be Item 18.

Concrete in Box Culvert below Curbs and in Wing Wall Footings to be Item 20.

The Contractors' 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.

### LIST OF DRAWINGS


- Title Sheet
- General Plans
- Box Culvert
- Wing Walls & Drainage Details
- Bar Schedule


### ESTIMATED QUANTITIES
### BOX CULVERT & WING WALLS

| ITEM NO. | ITEM | UNIT | NEAT | ROUNDED | Final Quantities |
|---|---|---|---|---|---|
| 2 ECX | Selected Borrow | C.Y. | 960 | 990 | 988 |
| 5 | Trench, Culvert and Bridge Excavation | C.Y. | 3,050 | 3,350 | 3365 |
| 10 YR8 | Pipe Underdrain 6" Diam. | L.F. | 500 | 525 | 480 |
| 14 A | Reinforced Concrete Culvert Pipe – 12" Diam. | L.F. | 145 | 153 | 36 |
| 14 D | " " " " – 24" " | L.F. | 270 | 284 | 280 |
| 15-2 | Portland Cement Type 2 | Bbl. | 2,270 | 2,380 | 2009 |
| 15-N | Natural Cement Type N | Bbl. | 324 | 340 | 335 |
| 18 | Class 1A Concrete for Structures (1:2:3½ Approx.) | C.Y. | 765 | 805 | 767.08 |
| 20 | Class 1 Concrete (1:2:4 Approx.) | C.Y. | 805 | 880 | 807.41 |
| 28 | Bar Reinforcement for Structures | Lb. | 191,000 | 201,000 | 189,798 |
| 30 | Miscellaneous Metals | Lb. | 8,300 | 8,730 | 2750 |
| | | | | | |
| 102 S | Catch Basins, Manholes & Drop Inlets | C.Y. | 20 | 22 | 10.48 |
| 119 | Run of Bank Gravel Fill | C.Y. | 955 | 985 | 265 |
| 121 | Topsoil Placed from Stockpile | C.Y. | 120 | 130 | 120 |
| 123 B | Seeding on Prepared Areas | Acre | 0.15 | 0.2 | 0.18 |
| 124 | Sodding | S.Y. | 670 | 720 | 570 |
| 92 S | Screened Gravel Loose Measure No 2 & 3 Stone | C.Y. | 295 | 350 | 227 |

PREPARED AND RECOMMENDED BY

Frankland & Lienhard 10:9:52
FRANKLAND & LIENHARD DATE
CONSULTING ENGINEERS
NEW YORK STATE PROFESSIONAL ENGINEERS
LICENCES NO. 5696 & NO. 15842

DEPARTMENT OF PUBLIC WORKS

RECOMMENDED: _____ DATE
G. L. NICKERSON
DISTRICT ENGINEER, DIST. 1

APPROVED: _____ DATE
E. T. GAWKINS
DEPUTY CHIEF ENGINEER

E. W. WENDELL 10/15/52
DEPUTY CHIEF ENGINEER DATE

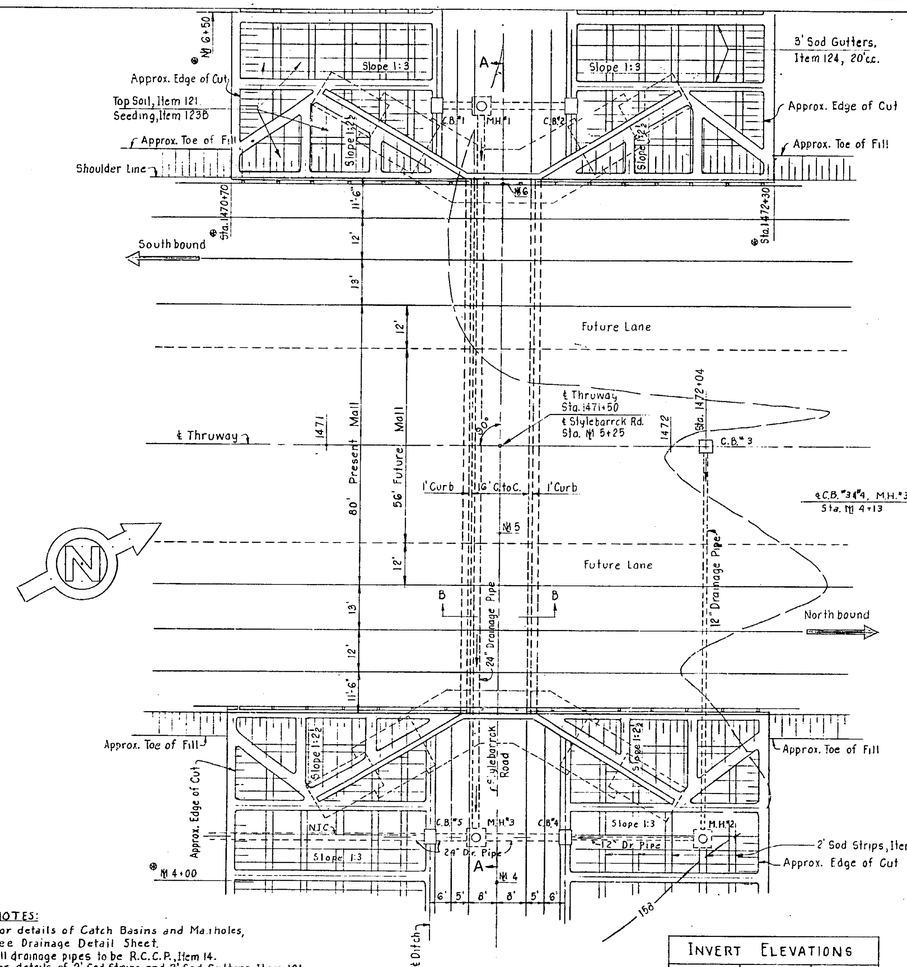
_____ DATE
J. B. MC MORRAN
CHIEF ENGINEER

APPROVED _____ 1952
NEW YORK STATE THRUWAY AUTHORITY
B. D. TALLAMY, CHAIRMAN
By C. H. LANG
DEPUTY CHIEF ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
RECOMMENDED FOR APPROVAL
_____ _____
DISTRICT ENGINEER DATE
APPROVED
_____ _____
DIVISION ENGINEER DATE

C.T. 52-8P

| COUNTY | | | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| | | | 42 | 197 |
| N.Y. STATE THRUWAY - CATSKILL SECT. - SUB. 1-5 | | | | |
| | | | | |

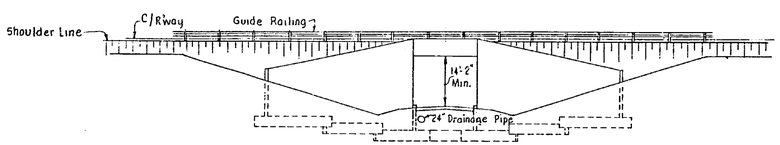



PLAN

Scale : 1" = 20'

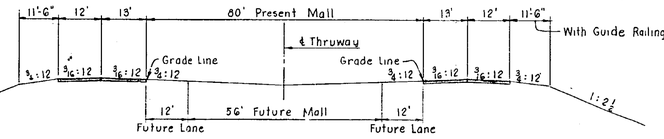
NOTES:
For details of Catch Basins and Manholes, See Drainage Detail Sheet.
All drainage pipes to be R.C.C.P., Item 14.
For details of 2' Sod Strips and 3' Sod Gutters, Item 124, see Typical Detail Sheet.
Areas between sod strips and gutters to be top soiled and seeded, Items 121 and 123B.
Stations so marked ⊕ indicate limits of Items , 121 , 123B, and 124, included in overpass estimate.

| INVERT ELEVATIONS | | |
|---|---|---|
| | Inlet | Outlet |
| M.H."1 | 136.5 | 136.4 |
| M.H."2 | 144.3 | 144.1 |
| M.H."3 | 135.6 | 135.5 |
| C.B."1 | ——— | 136.6 |
| C.B."2 | ——— | 136.6 |
| C.B."3 | ——— | 154.9 |
| C.B."4 | 135.8 | 135.7 |
| C.B."5 | 135.4 | 135.3 |



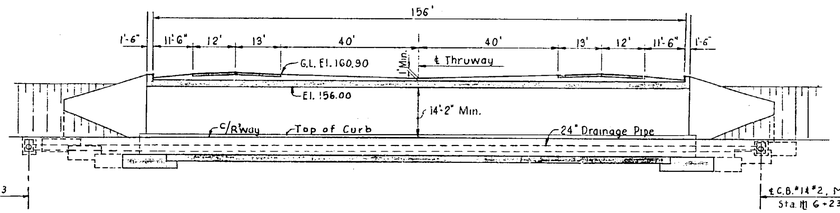

EAST ELEVATION

Scale : 1" = 20'



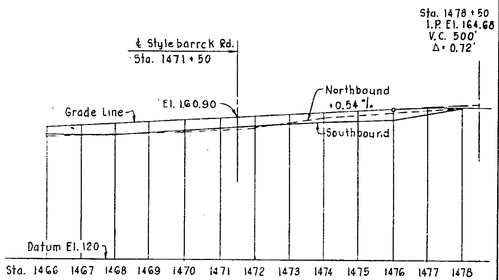

CROSS SECTION OF THRUWAY

Scale: 1" = 20'



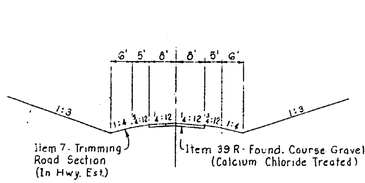

LONGITUDINAL SECTION A-A

Scale : 1" = 20'



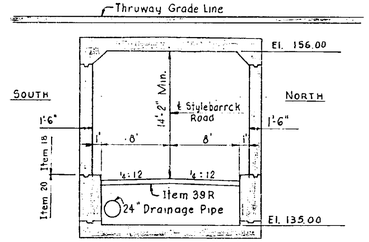

THRUWAY PROFILE

Scale : Horiz. 1" = 200' ; Vert. 1" = 20'



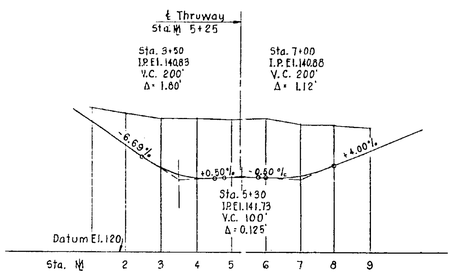

CROSS SECTION STYLEBARRCK ROAD

Scale: 1" = 20'



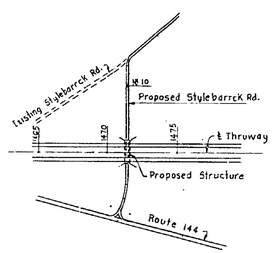

TRANSVERSE SECTION B-B

Scale: ½" = 1'-0"




STYLEBARRCK ROAD PROFILE

Scale : Horiz. 1" = 200'; Vert. 1" = 20'




LOCATION PLAN

Scale: 1" = 500'

Note : 1. A.A.S.H.O. Specifications - Loading H 20-S16-44
2. Wing Walls - Spread Footings on clay
Allowable Soil Pressure 1 Ton per sq. ft.

APPROVED SUBJECT TO MODIFICATIONS WHICH MAY BE NECESSITATED BY SUBSURFACE INVESTIGATIONS NOW IN PROGRESS

APPROVED _____ 1952
NEW YORK STATE THRUWAY AUTHORITY
B.D. TALLAMY, CHAIRMAN
By C.H. LANG
DEPUTY CHIEF ENGINEER

THRUWAY OVERPASS - STYLEBARRCK ROAD
TOWN ROAD - TOWN OF COEYMANS
CATSKILL THRUWAY - STATION 1471+50

GENERAL PLANS

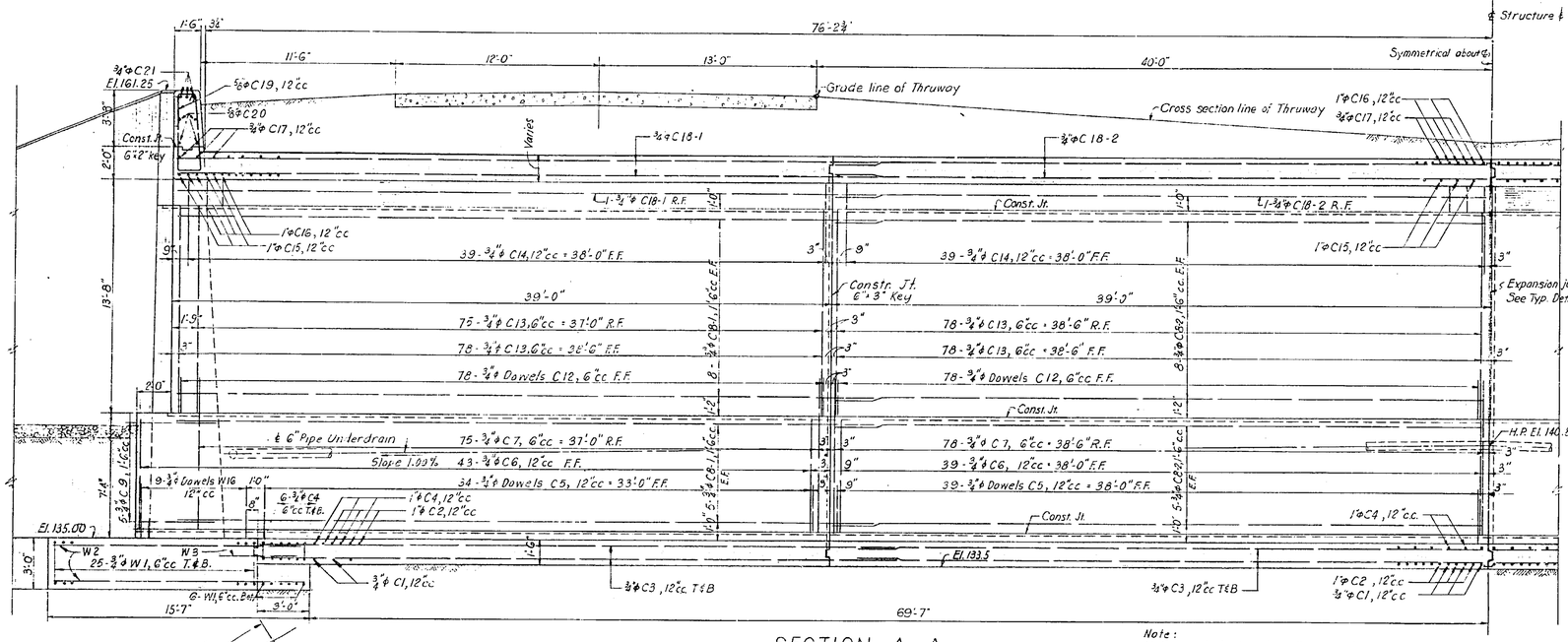
Scale: As Noted

RECOMMENDED BY
Frankland & Lienhard DATE 9-3-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

APPROVED
NEW YORK STATE DEPT. OF PUBLIC WORKS
_____ DATE _____
E.E. STICKNEY ASST. DIST. ENGINEER, DIST. 1
_____ DATE _____
E.T. GAWKINS DEPUTY CHIEF ENGINEER
_____ DATE 9/16/52
E.W. WENDELL DEPUTY CHIEF ENGINEER
_____ DATE 11-5-52
J.B. Mc MORRAN CHIEF ENGINEER

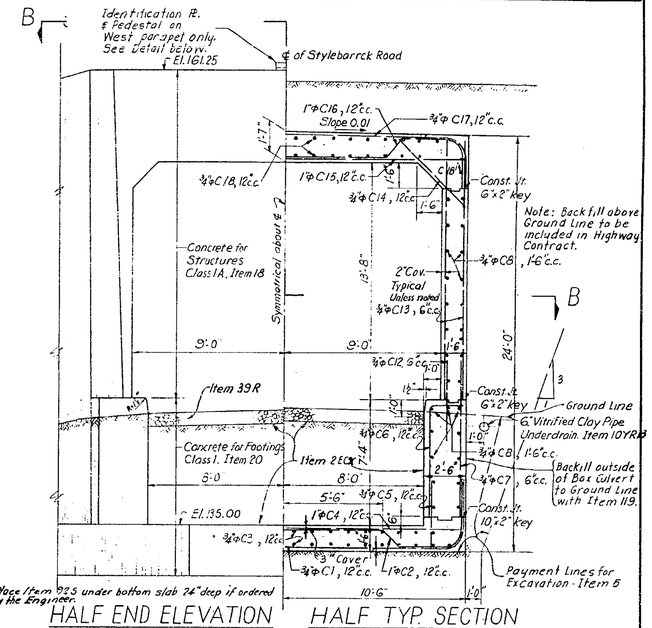
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 43 | 197 |
| CATSKILL THRUWAY | | | | | |




SECTION A-A

Note:
Unless noted, chamfer all exposed edges 1"

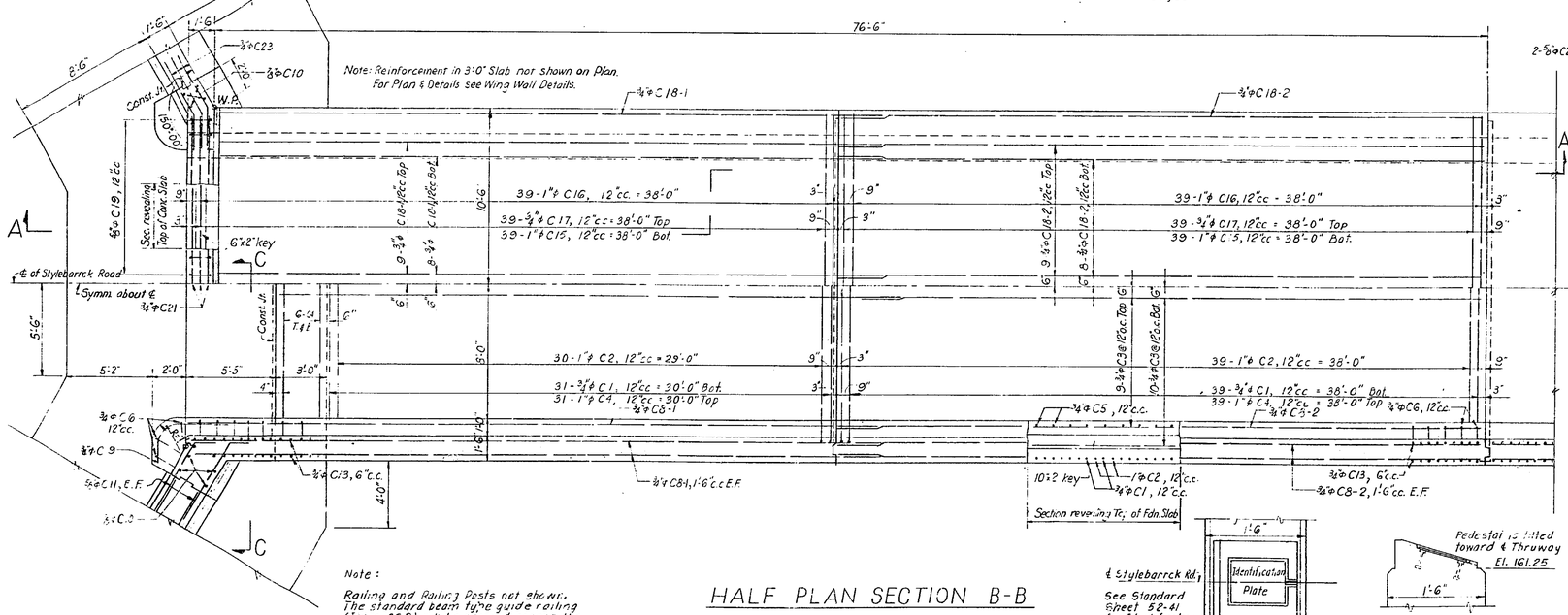



Note: Backfill above Ground Line to be included in Highway Contract.

Place Item 39.5 under bottom slab 24" deep if ordered by the Engineer.

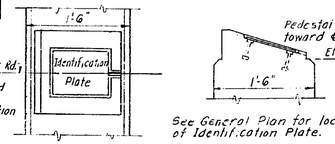
HALF END ELEVATION

HALF TYP. SECTION




Note:
Railing and Railing Posts not shown. The standard beam type guide railing (Item 33D) will be carried across the structure, and the Contractor shall perform the necessary work as directed by the Engineer.

HALF PLAN SECTION B-B



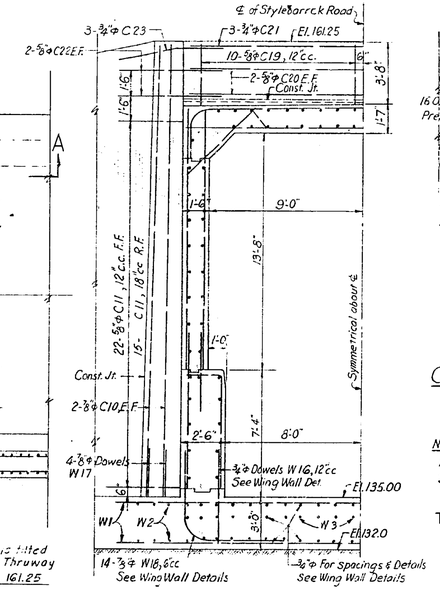

See Standard Sheet 52-41 for Identification Plate Details

IDENTIFICATION PLATE

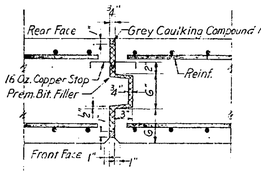
No Scale




See General Plan for location of Identification Plate.

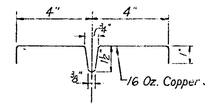



SECTION C-C




TYP. EXPAN. JOINT

Scale: 1"=1'-0"




COPPER WATER STOP

Scale: 3"=1'-0"

NOTES:
For General Notes and Reference Drawings, See Title Sheet.

THRUWAY OVERPASS - STYLEBARRCK ROAD
TOWN ROAD - TOWN OF COEYMANS

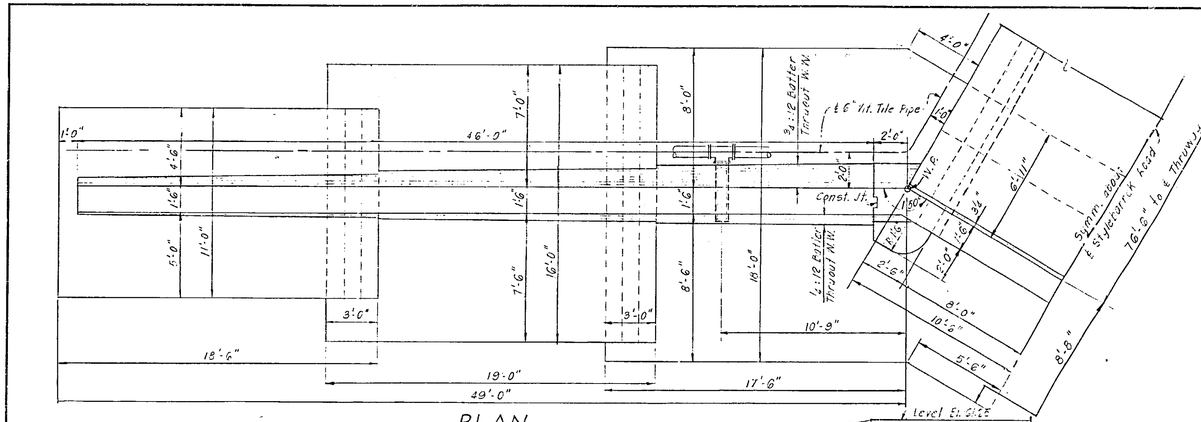
BOX CULVERT

Scale: ¼"=1'-0" unless noted

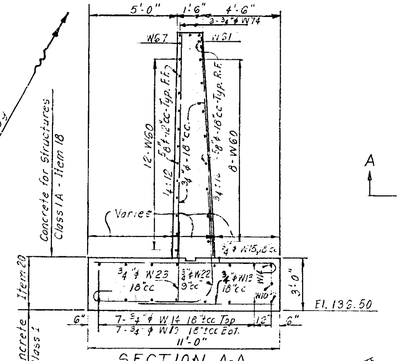
RECOMMENDED BY
Frankland & Lienhard DATE 10-9-62
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

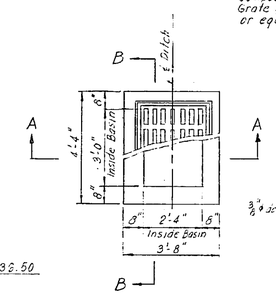
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 44 | 197 |
| CATSKILL THRUWAY | | | | | |




PLAN

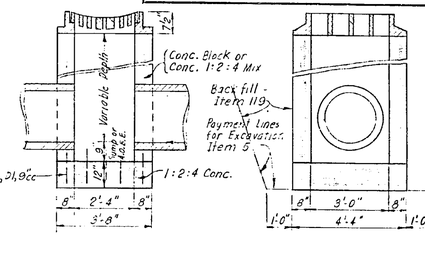



SECTION A-A



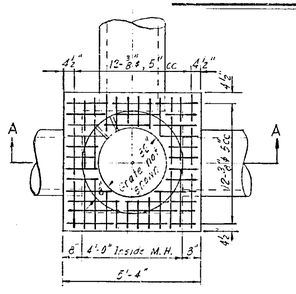

PLAN

Campbell Foundry Co. Grate & Frame Pat. #416 (Spec) or equal - Wt. 1300 lbs.

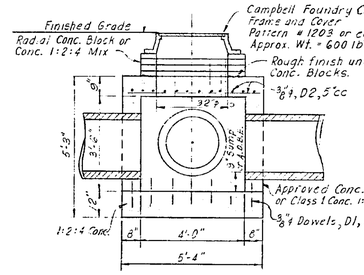



SECTION A-A SECTION B-B

## CATCH BASINS Nº 1, 2, 3, 4, & 5




PLAN



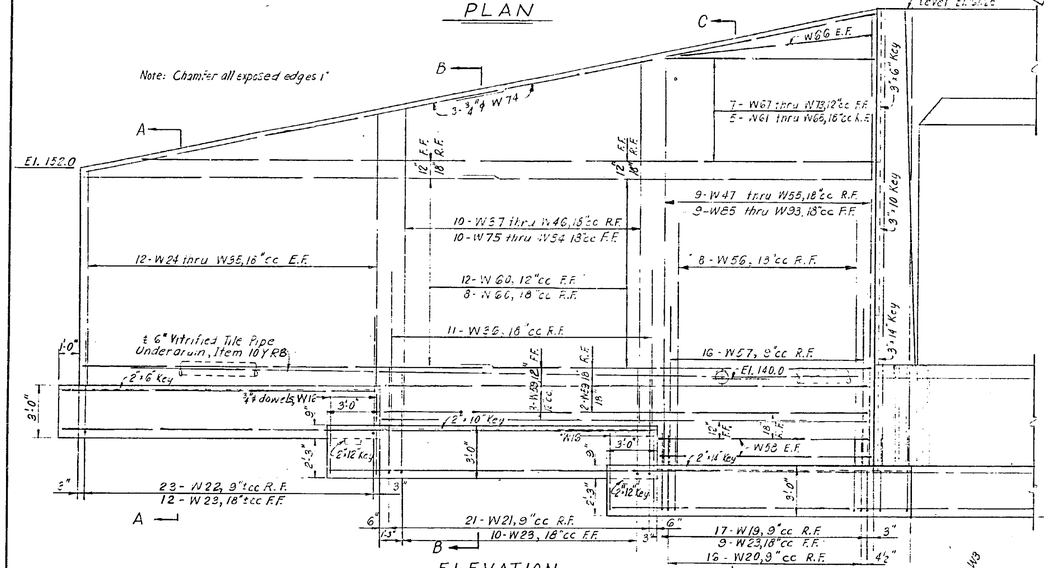

SECTION A-A

## MANHOLES Nº. 1, 2 & 3

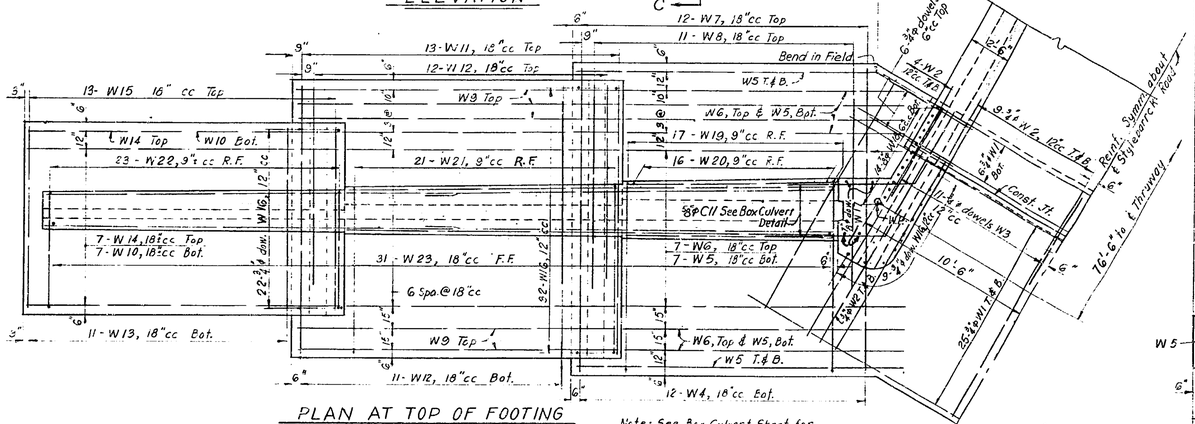
Notes: A.O.B.E. - As ordered by Engineer.
For Drainage Layout and invert Elevations at all junction boxes, see General Plan.
Catch Basins and Manholes to be paid for under Item 102 except as noted in N.Y.S.D.P.W. Specifications, January 2, 1951
Reinforced Concrete Culvert Pipe to be paid for under Item 14A + 14D except as noted in Specifications.

## DRAINAGE DETAILS

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




ELEVATION

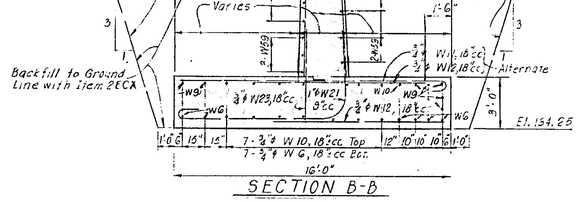



PLAN AT TOP OF FOOTING

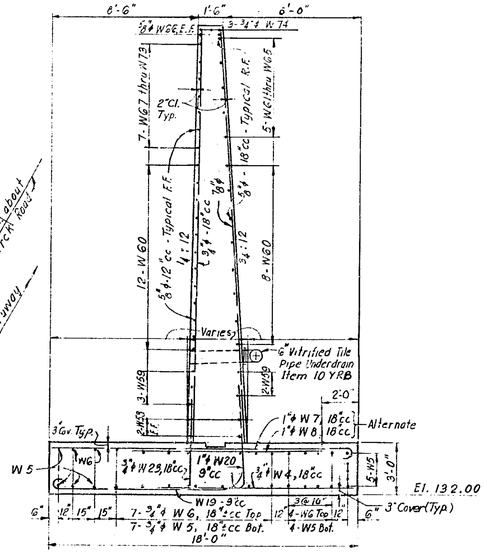
Note: See Box Culvert Sheet for additional Sections.

WING WALLS

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




SECTION B-B




SECTION C-C

Concrete Pouring Sequence :
1. Wing Wall Footings
2. Box Culvert Base
3. Box Culvert Walls & Roof
4. Wing Walls

NOTES:
For General Notes and Reference Drawings, see Title Sheet.

THRUWAY OVERPASS
STYLEBARRCK ROAD
WING WALLS
& DRAINAGE DETAILS
SCALE : AS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 10:9:52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED.-AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 45 | 797 |

CATSKILL THRUWAY

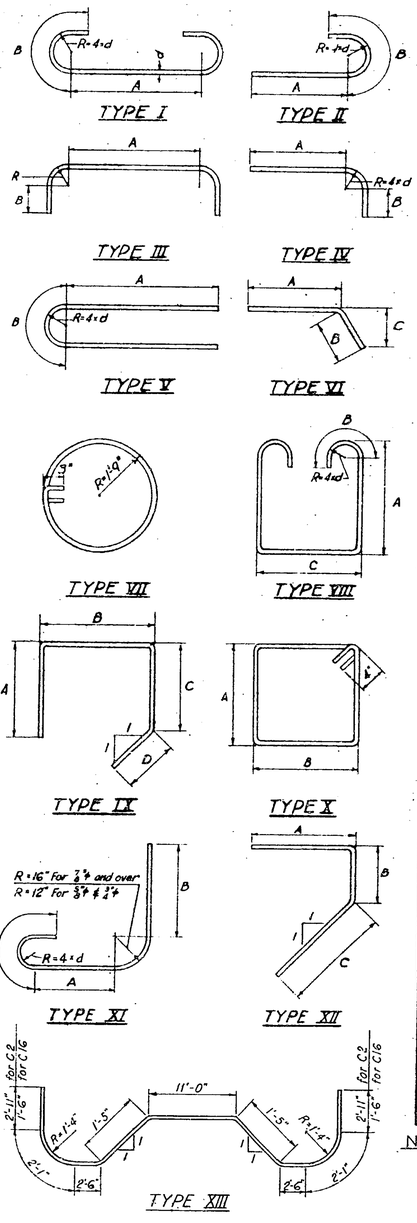
## CULVERT BOX

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| | | | FOUNDATION SLAB | | | | | | |
| C1 | ¾"ϕ | 140 | 28'-0" | III | 18'-0" | 2'-11" | R = 16" | | Transv. Bars Bottom |
| C2 | 1"ϕ | 138 | 28'-10" | XIII | | | | | Transv. Bent-up Bars. |
| C3 | ⅝"ϕ | 152 | 37'-4" | Str. | | | | | Longit. Bars T & B |
| C4 | 1"ϕ | 164 | 20'-6" | Str. | | | | | Transv. Bars Top |
| C5 | ¾"ϕ | 292 | 4'-3" | Str. | | | | | Dowels F.F. of Wall |
| | | | WALLS | | | | | | |
| C6 | ⅜"ϕ | 328 | 8'-9" | IV | 6'-5" | 1'-10" | | | Vert. Bars - Front Face |
| C7 | ⅜"ϕ | 612 | 9'-4" | Str. | | | | | Vert. Bars - Rear Face |
| C8-1 | ⅜"ϕ | 108 | 41'-6" | Str. | | | | | Horiz Bars E.F. |
| C8-2 | ⅜"ϕ | 108 | 38'-8" | Str. | | | | | Horiz Bars E.F. |
| C9 | ¾"ϕ | 20 | 6'-5" | XI | 1'-2" | 3'-3" | 0" | R=15" | Horiz. Bars - at Ends |
| C10 | ⅝"ϕ | 16 | 26'-0" | Str. | | | | | Vert. Bars - at Ends |
| C11 | ⅝"ϕ | 148 | 7'-0" | VI | 6'-0" | 1'-0" | 10½" | | Horiz Bars - at Ends |
| C12 | ¾"ϕ | 624 | 5'-0" | Str. | | | | | Dowels at Curb Level |
| C13 | ¾"ϕ | 1236 | 14'-11" | Str. | | | | | Vert. Bars - Each Face |
| | | | TOP SLAB | | | | | | |
| C14 | ¾"ϕ | 312 | 5'-6" | Str. | | | | | Diagonal Bars in Haunches |
| C15 | 1"ϕ | 156 | 20'-6" | Str. | | | | | Transv. Bars Bottom |
| C16 | 1"ϕ | 156 | 26'-0" | XIII | | | | | Transv. Bent-up Bars |
| C17 | ¾"ϕ | 156 | 25'-2" | III | 18'-0" | 1'-6" | R=16" | | Transv. Bars Top |
| C18-1 | ⅜"ϕ | 72 | 41'-6" | Str. | | | | | Longit. Bars T & B |
| C18-2 | ⅜"ϕ | 72 | 38'-8" | Str. | | | | | Longit. Bars T & B |
| | | | END PARAPETS | | | | | | |
| C19 | ⅝"ϕ | 40 | 12'-6" | X | 4'-9" | 1'-2" | | | Vert. Bars |
| C20 | ⅝"ϕ | 8 | 20'-6" | Str. | | | | | Horiz Bars |
| C21 | ¾"ϕ | 6 | 20'-6" | Str. | | | | | Horiz Bars Top |
| C22 | ⅝"ϕ | 16 | 6'-6" | VI | 4'-2" | 2'-4" | 1'-2" | | Horiz. Splices |
| C23 | ½"ϕ | 12 | 7'-4" | VI | 4'-8" | 2'-8" | Bend in Field | | Horiz. Splices |

## WING WALLS

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| | | | FOOTINGS | | | | | | |
| W1 | ⅜"ϕ | 112 | 29'-0" | Str. | | | | | Longit Bars T & B. |
| W2 | " | 112 | 15'-0" | " | | | | | Transv. " " " |
| W3 | " | 68 | 5'-0" | " | | | | | Horiz Dowel thru W.W & Culv Const Jt. |
| W4 | " | 48 | 11'-0" | " | | | | | Transv Bars Bottom |
| W5 | " | 80 | 18'-9" | " | | | | | Longit Bars T & B |
| W6 | " | 52 | 32'-9" | " | | | | | " " " " " |
| W7 | 1"ϕ | 48 | 18'-6" | II | 17'-2" | 1'-4" | | | Transv Bars Top |
| W8 | " | 44 | 11'-0" | Str. | | | | | " " " |
| W9 | ¾"ϕ | 28 | 18'-6" | " | | | | | Longit. " " |
| W10 | " | 32 | 34'-0" | " | | | | | Longit Bars T & B |
| W11 | " | 52 | 16'-3" | II | 15'-3" | 1'-0" | | | Transv " Top |
| W12 | " | 92 | 10'-0" | Str | | | | | " " T & B |
| W13 | " | 44 | 8'-0" | " | | | | | " " Bottom |
| W14 | " | 36 | 18'-0" | " | | | | | Longit. Bar Top |
| W15 | " | 52 | 11'-3" | II | 10'-3" | 1'-0" | | | Transv. " " |
| W16 | " | 252 | 5'-0" | Str. | | | | | Vert. Dowels |
| W17 | ⅞"ϕ | 16 | 5'-10" | " | | | | | " " |
| W18 | " | 56 | 12'-0" | XI | 4'-6" | 5'-5" | 0 | | " " |
| W19 | 1"ϕ | 68 | 17'-6" | " | 9'-4" | 4'-9" | 1'-4" | | Dowels R.F. of W.W. |
| W20 | " | 64 | 7'-1" | II | 5'-9" | 1'-4" | | | " " " " |
| W21 | " | 84 | 16'-3" | XI | 8'-1" | 4'-9" | 1'-4" | | " " " " |
| W22 | ¾"ϕ | 92 | 13'-11" | " | 5'-7" | 5'-9" | 1'-0" | | " " " " |
| W23 | " | 124 | 5'-0" | Str. | | | | | " F.F. " " |
| | | | WALLS | | | | | | |
| W24-W35 | ¾"ϕ | 96 | 12'-5" to 15'-10" | Str. | | | | | Vert. Bars E.F. |
| W36 | ⅞"ϕ | 44 | 9'-0" | " | | | | | " " R.F. |
| W37-W46 | " | 40 | 18'-4" to 21'-1" | " | | | | | " " " |
| W47-W55 | " | 36 | 23'-7" to 26'-0" | " | | | | | " " " |
| W56 | " | 32 | 14'-0" | " | | | | | " " " |
| W57 | " | 64 | 9'-0" | " | | | | | " " " |
| W58 | ⅝"ϕ | 16 | 12'-2" | " | | | | | Horiz Bars E.F. |
| W59 | " | 20 | 28'-2" | " | | | | | " " " |
| W60 | " | 160 | 24'-0" | " | | | | | " " " |
| W61-W65 | " | 20 | 10'-6" to 10'-0" | " | | | | | " " R.F. |
| W66 | " | 8 | 10'-6" | " | | | | | " " E.F. |
| W67-W73 | " | 28 | 12'-6" to 12'-6" | " | | | | | " " F.F. |
| W74 | ⅝"ϕ | 24 | 24'-6" | " | | | | | Inclined Bars Top |
| W75-W84 | " | 40 | 18'-4" to 21'-1" | " | | | | | Vert. Bars F.F. |
| W85-W93 | " | 36 | 23'-7" to 26'-0" | " | | | | | " " " |

* Vary these bar lengths by equal increments




## DRAINAGE BOXES

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| | | | CATCH BASINS | | | | | Nº 1, 2, 3, 4 & 5 | |
| D1 | ⅜"ϕ | 80 | 1'-0" | Str. | | | | | Dowels in Footing |
| | | | MANHOLES | | | | | Nº 1, 2 & 3 | |
| D1 | ⅜"ϕ | 72 | 1'-0" | Str. | | | | | Dowels in Footing |
| D2 | " | 72 | 5'-0" | " | | | | | Horiz Bars in Top Slab |

NOTES

All reinforcement to be paid for under Item 28

THRUWAY OVERPASS
TOWN ROAD - TOWN OF COEYMANS
STYLEBARRCK ROAD
BAR SCHEDULE

RECOMMENDED BY
Frankland & Lienard DATE 10-9-52
FRANKLAND & LIENARD
CONSULTING ENGINEERS

C.T. 52-8P

| COUNTY | SHEET NO. | | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| ALBANY | | | 46 | 197 |

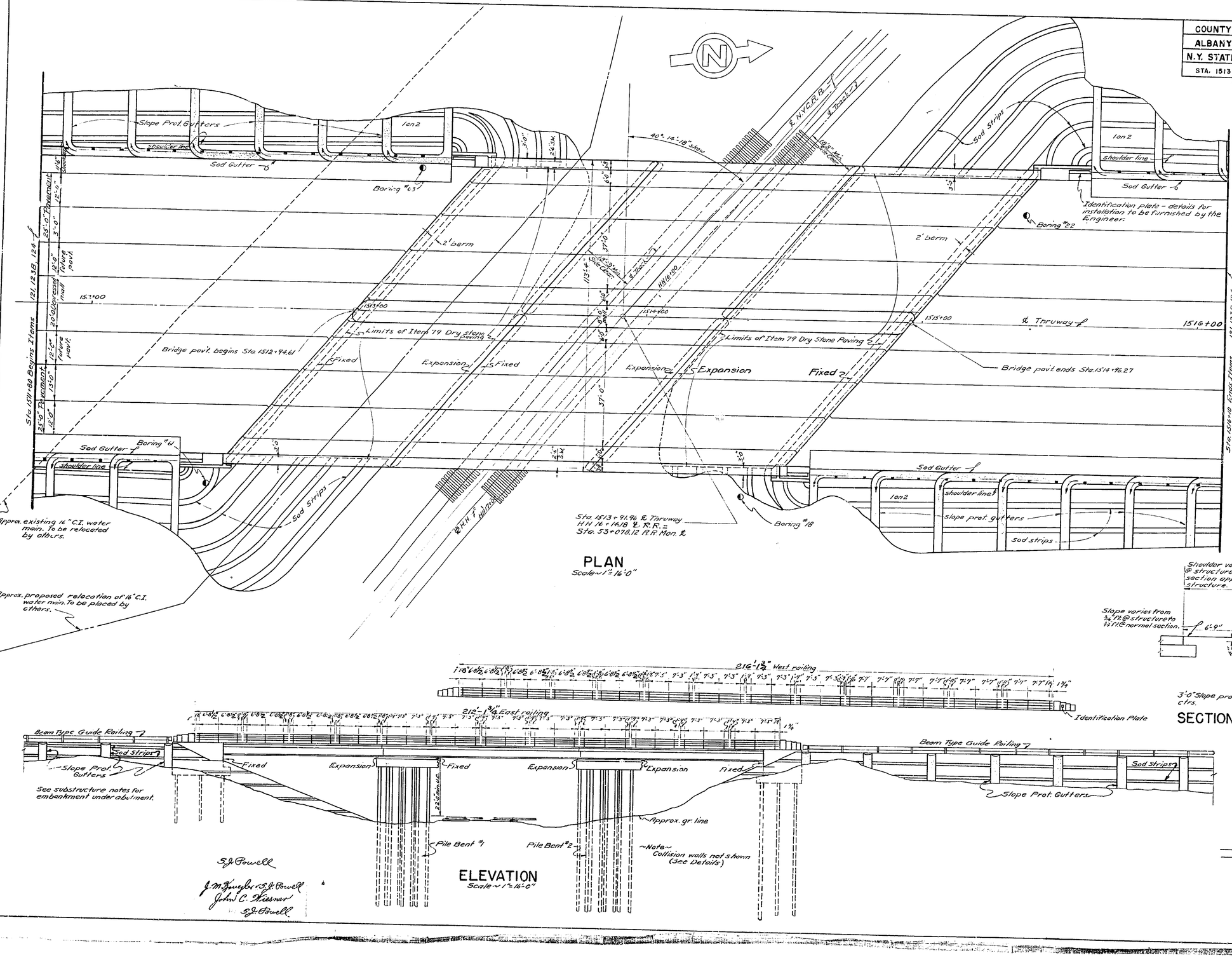
N.Y. STATE THRUWAY CATSKILL SECTION SUB-DIV. NO. 5

STA. 1513 + 92 N.Y.C.R.R. (HUDSON RIVER CONNECTING RAILROAD)

NOTES:

This plan and profile represents the structure and approaches after completion of all work required to achieve such ultimate result. It is to be noted that various items shown are not part of the contract for the construction of the bridge and its supports.

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 subsurface conditions at the site of the structure and specifies certain requirements relative to construction.



| COUNTY | SHEET NO. | | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| ALBANY | | | 46 | 197 |

N.Y. STATE THRUWAY CATSKILL SECTION SUB-DIV. NO. 5

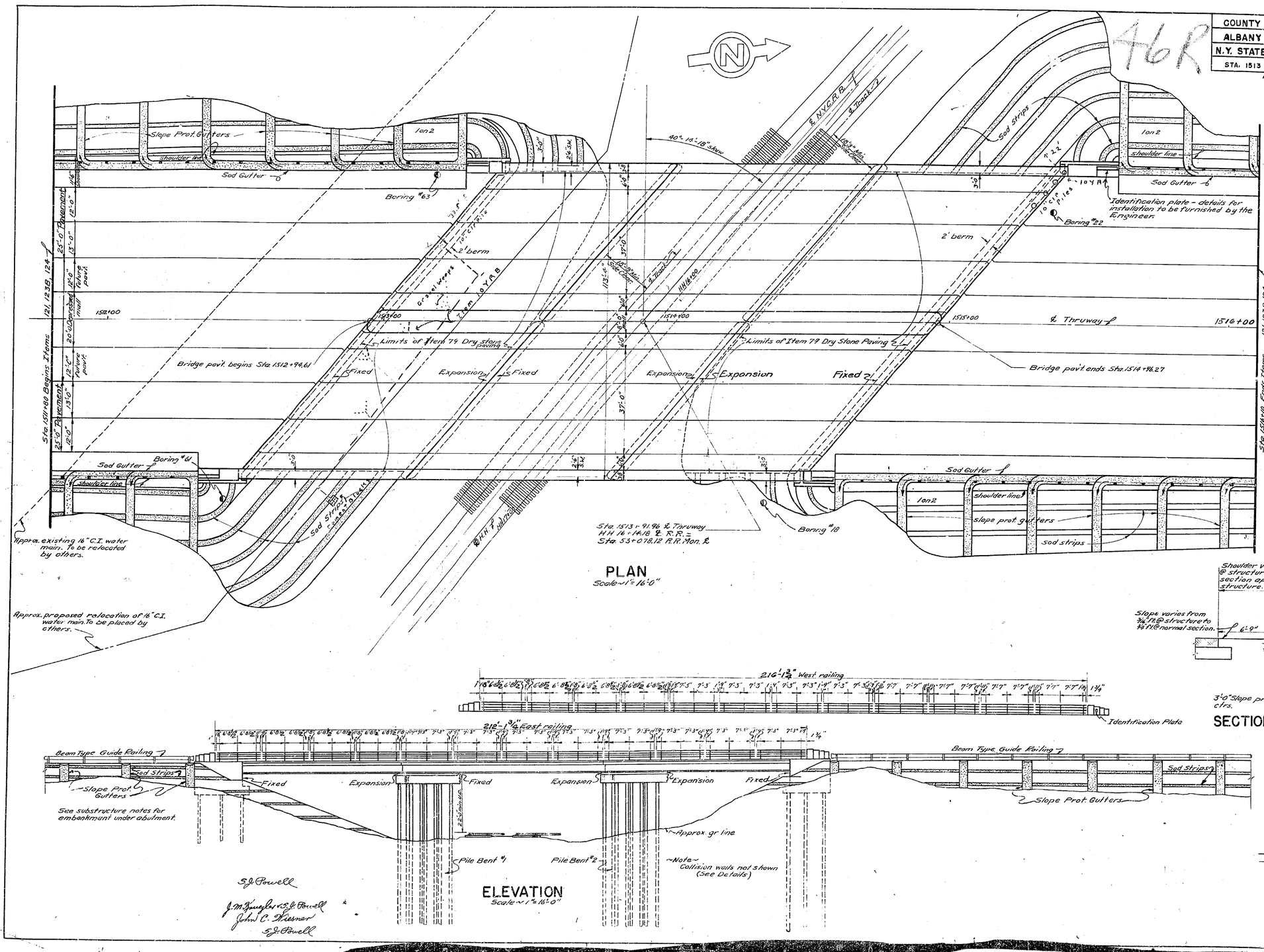
STA. 1513 + 92 N.Y.C.R.R. (HUDSON RIVER CONNECTING RAILROAD)

46R

Notes:

This plan and profile represents the structure and approaches after completion of all work required to achieve such ultimate result. It is to be noted that various items shown are not part of the contract for the construction of the bridge and its supports.

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 subsurface conditions at the site of the structure and specifies certain requirements relative to construction.




PLAN

Scale ~ 1" = 16'-0"







ELEVATION

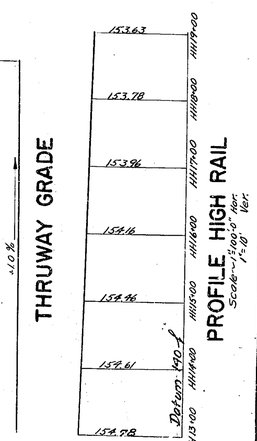
Scale ~ 1" = 16'-0"

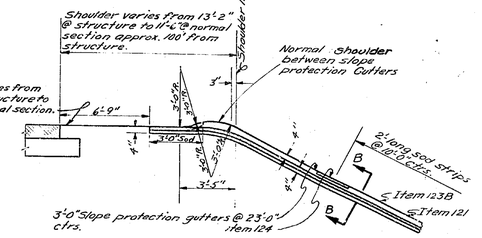
S.J. Powell

J.M. Kingsley for S.J. Powell

John C. Kleiner

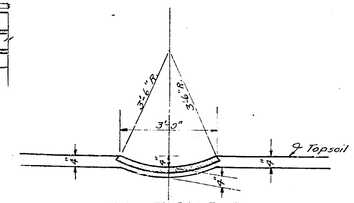
S.J. Powell




SECTION AT SHOULDER

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



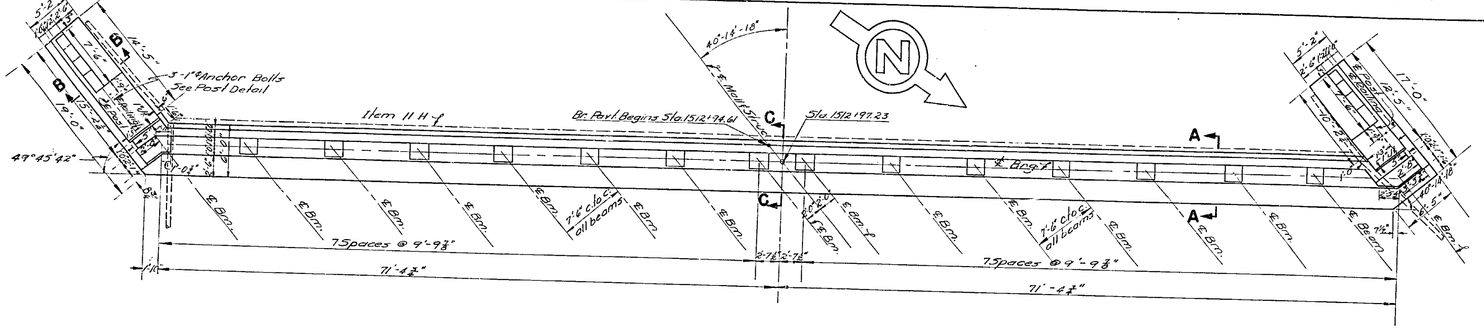

SECTION B-B

Scale ~ 1/2" = 1'-0"

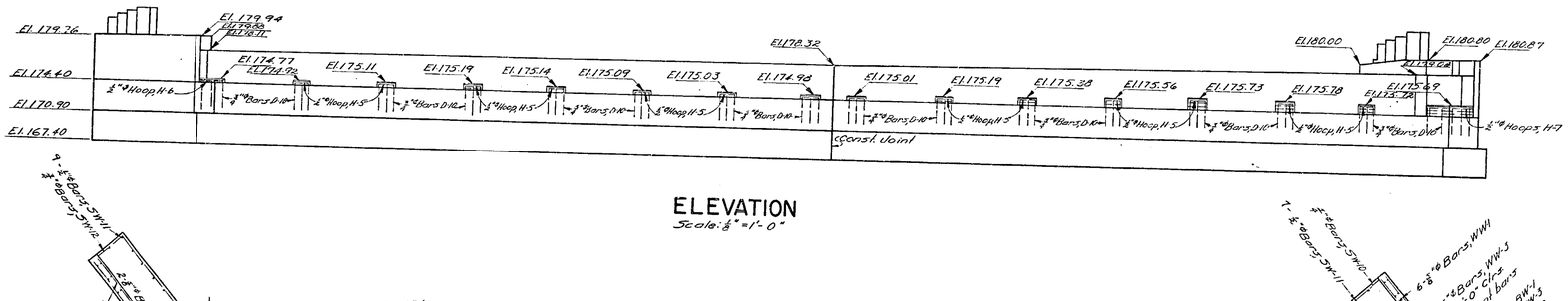
LAYOUT

C.T. 52-SP

| COUNTY | | | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| ALBANY | | | 47 | 197 |
| N.Y. STATE THRUWAY — CATSKILL SECTION SUB-DIV. NO. 5 | | | | |
| STA. 1513 + 92 N.Y.C.R.R. (HUDSON RIVER CONNECTING RAILROAD) | | | | |



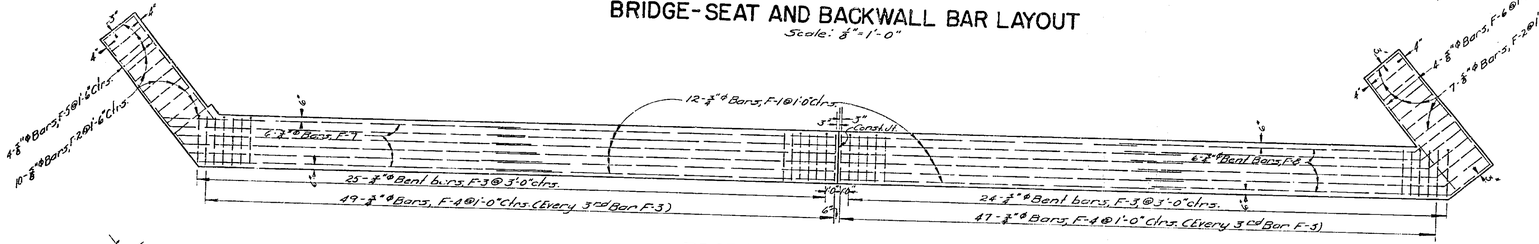

## PLAN
Scale: ⅛"=1'-0"



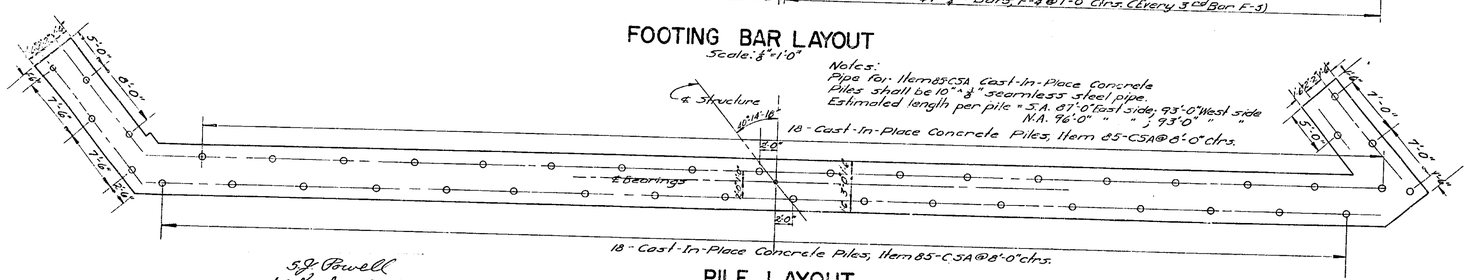

## ELEVATION
Scale: ⅛"=1'-0"




## BRIDGE-SEAT AND BACKWALL BAR LAYOUT
Scale: ⅛"=1'-0"



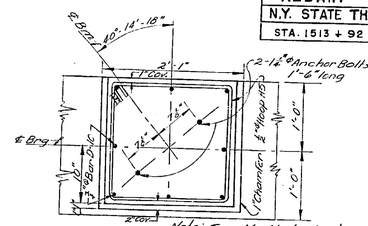

## FOOTING BAR LAYOUT
Scale: ⅛"=1'-0"



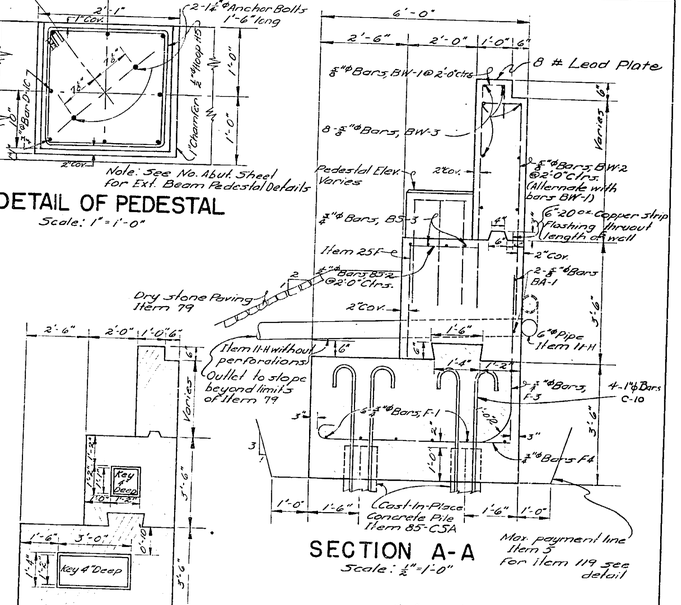

Notes:
Pipe for Item 85 CSA Cast-In-Place Concrete Piles shall be 10"-¼" seamless steel pipe.
Estimated length per pile = S.A. 87'-0" East side; 93'-0" West side
N.A. 96'-0" " " " 93'-0" " "

## PILE LAYOUT
Scale: ⅛"=1'-0"

S.J. Powell
J.M. Quigley
J. Sanderson
Gulli
R.A. Regna
Fred Saeltz
J.M. Quigley



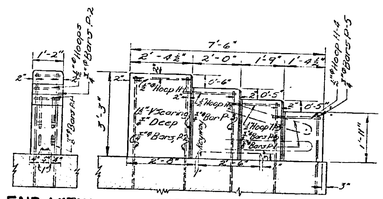

## DETAIL OF PEDESTAL
Scale: 1"=1'-0"




## SECTION A-A
Scale: ½"=1'-0"

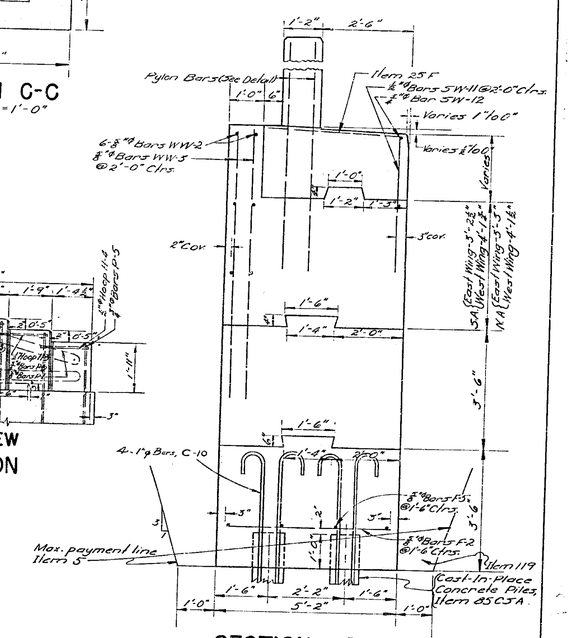



## SECTION C-C
Scale: ⅜"=1'-0"




END VIEW SIDE VIEW

## DETAIL OF PYLON
Scale: ⅜"=1'-0"



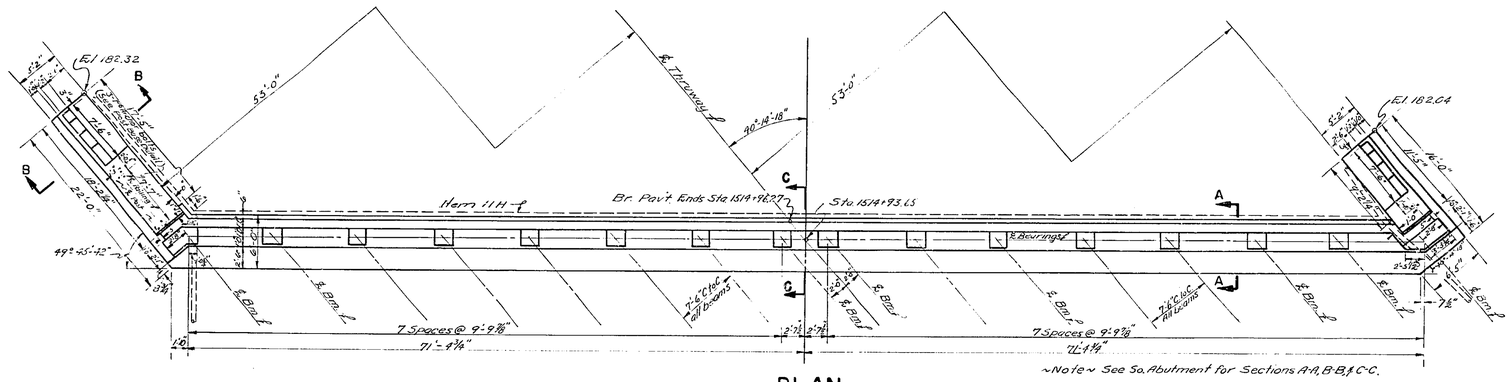

## SECTION B-B
Scale: ⅜"=1'-0"

SOUTH ABUTMENT

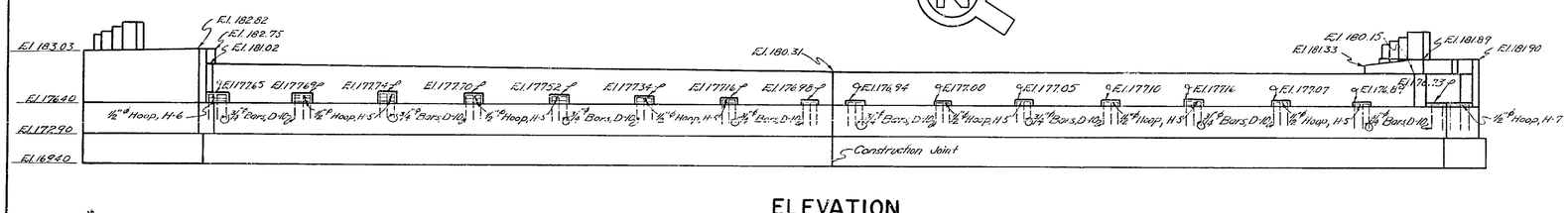
| COUNTY | | | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| | | | 48 | 197 |

N.Y. STATE THRUWAY CATSKILL SECTION SUB-DIV. NO. 5

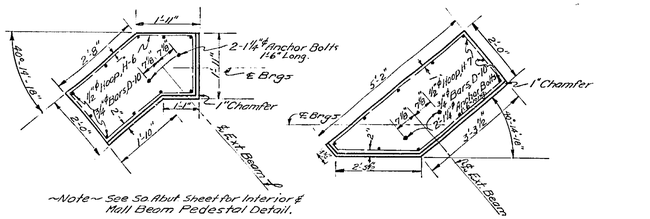
STA. 1513+92 N.Y.C.R.R. (HUDSON RIVER CONNECTING RAILROAD)




PLAN
Scale ~ 1/16" = 1'-0"

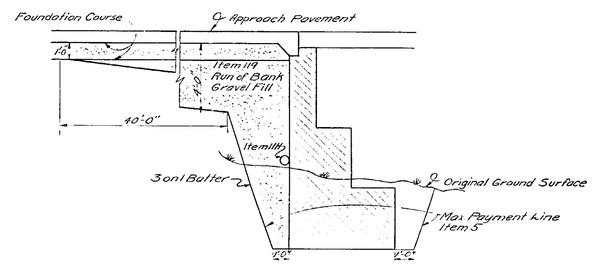



ELEVATION
Scale ~ 1/16" = 1'-0"

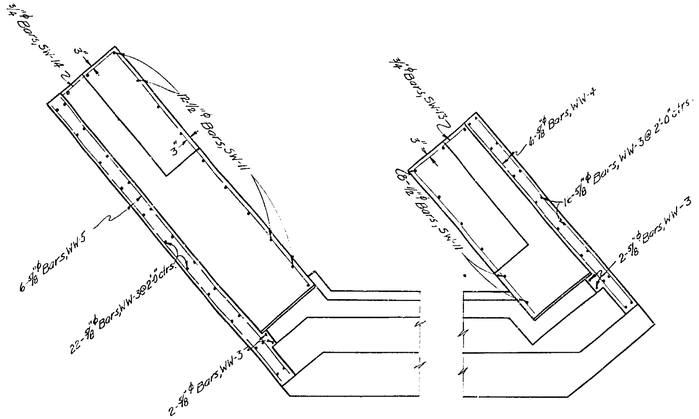



~Note~ See So. Abut. Sheet for Interior & Mall Beam Pedestal Detail.

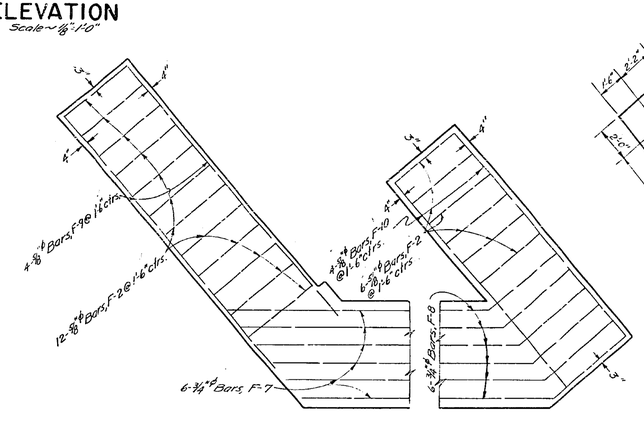
PEDESTAL DETAILS
Scale ~ 1½" = 1'-0"



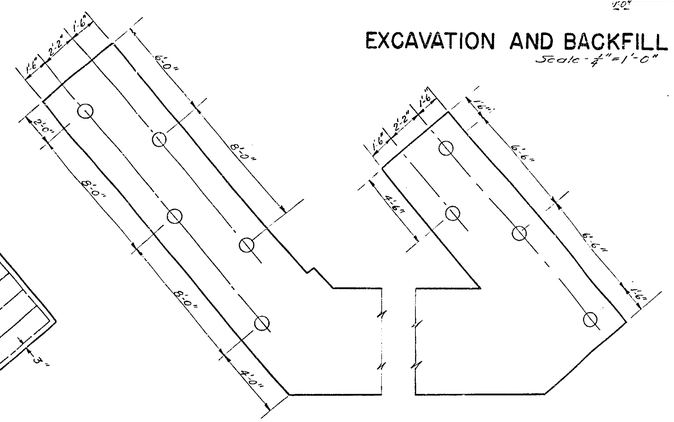

EXCAVATION AND BACKFILL AT ABUTMENT
Scale ~ ¼" = 1'-0"




WINGWALL BAR LAYOUT ABOVE BR. SEAT
Scale ~ ½" = 1'-0"




FOOTING WINGWALL BAR LAYOUT
Scale ~ ½" = 1'-0"




WINGWALL PILE LAYOUT
Scale ~ ¼" = 1'-0"

~Note~
Abutment Bar and Pile Layout except Wingwalls same as for South Abutment.

Substructure Notes:~

All concrete in abutments and wingwalls shall be class 1 Concrete Item 6.

All concrete in the pylons and pile bents shall be class 1A Concrete for Structures, Item 18.

The anchor bolts for the bridge bearings and railing posts shall be set prior to the pouring of the concrete.

The Cast-In-Place Concrete piles used in the abutments and pile bents will be paid for under Item 85C&A and Item 85C&B. The estimated lengths per pile are shown in the details. For design purposes the assumed load per pile does not exceed 40 Tons.

The Cast-In-Place concrete piles for the abutments shall be driven after the fill material at the site is placed and compacted to the elevations of the bottom of the footings. The fill material at the pile site and for a distance of 8 feet outside the outermost piles shall be so selected as to contain no stones having a dimension greater than 3 inches.

Identification plates shall be installed where indicated on the plans (See Specifications)

The instructions for installing the plates will be furnished by the Engineer.

Waterproofing oil treatment, as specified in Item 18, shall be applied to the bridge seats, backwalls and backs of abutments and wingwalls.

The 16" C.I. Water main shall be relocated before the Contractor starts construction of Pile Bent No. 1 and the South abutment.

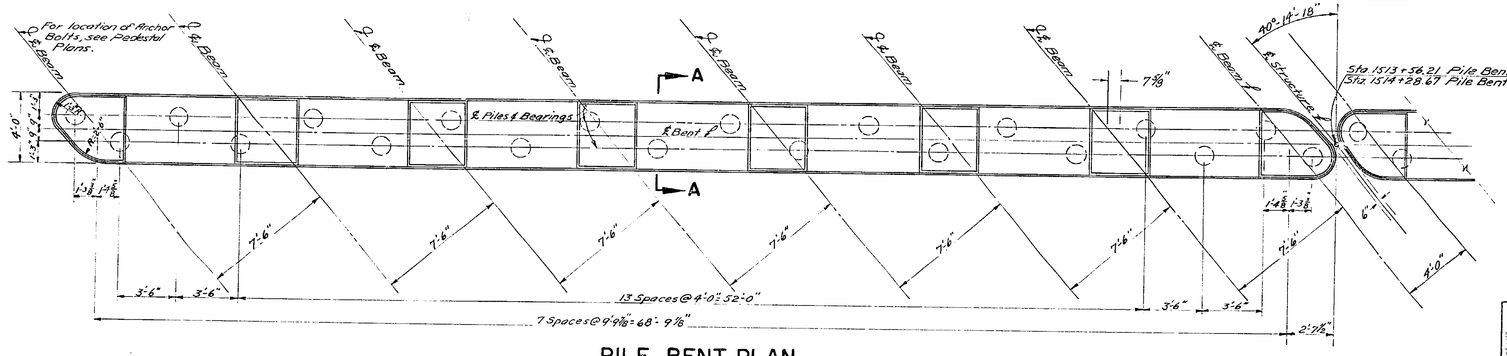
| | |
|---|---|
| | IN CHARGE OF S.F. Powell |
| 2ND REV. | DESIGNED BY J.M. Kingsley & Sanderson |
| 3RD REV. | DETAILED BY Gulli & J.J. Rogers |
| | TRACED BY John C. Wellmer |
| | CHECKED BY Sanderson |

# NORTH ABUTMENT

| COUNTY | | | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| ALBANY | | | 49 | 197 |

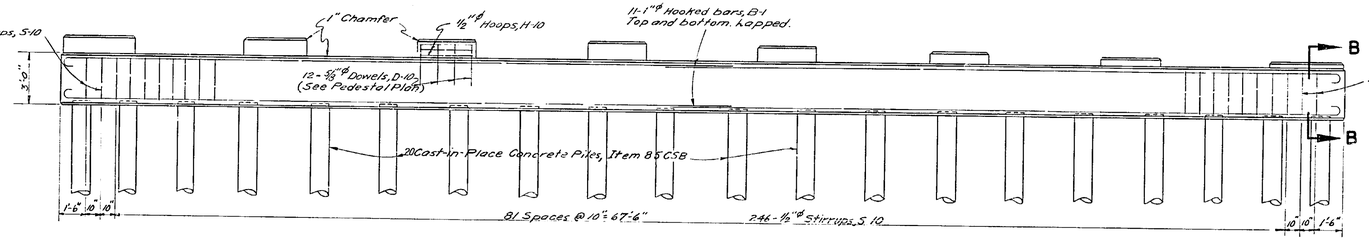
N.Y. STATE THRUWAY — CATSKILL SECTION SUB-DIV. NO. 5

STA. 1513 + 92 N.Y.C. R.R. (HUDSON RIVER CONNECTING RAILROAD)




## PILE BENT PLAN

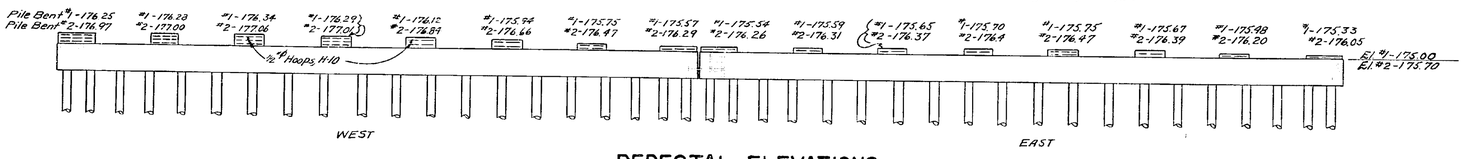
Scale ~ ¼"=1'-0"




## ELEVATION

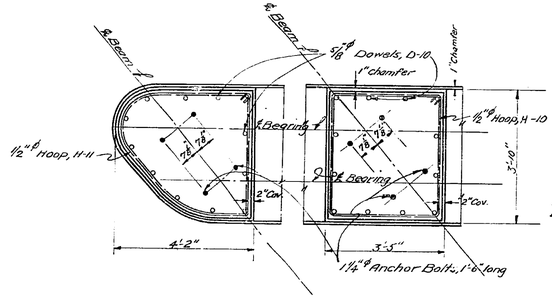
Scale ~ ¼"=1'-0"

~Note~ Pipe for Cast-in-Place Concrete Piles, Item 85C58 shall be 12"x½" seamless steel pipe.
Estimated length of pile = 98'0"



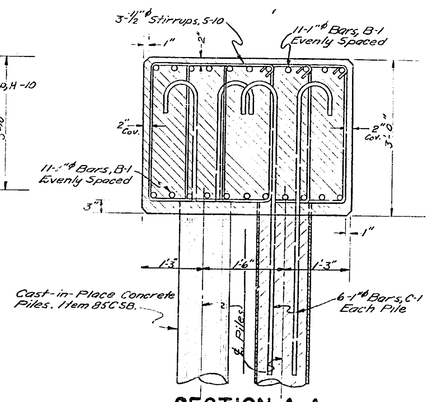

## PEDESTAL ELEVATIONS

Scale ~ ⅛"=1'-0"



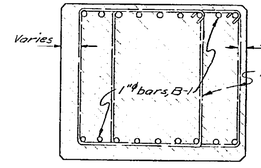

## PEDESTAL PLAN

Scale ~ ½"=1'-0"




## SECTION A-A

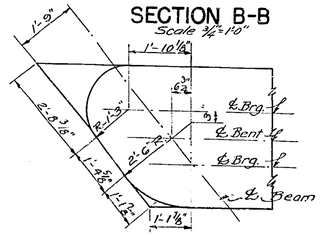
Scale ~ ¾"=1'-0"




pedestal & piles not shown

## SECTION B-B

Scale ¾"=1'0"




DETAIL END OF BENT (Scale - ½"= 1'-0")

## BAR LIST

### SUPERSTRUCTURE

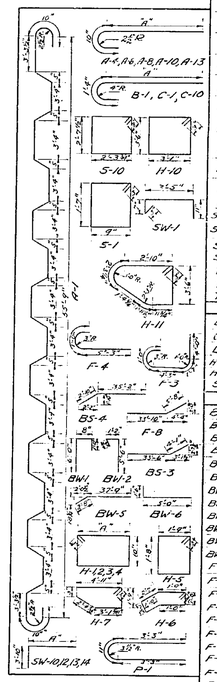
| MARK | SIZE | LGTH | NO. | A | DESCRIPTION |
|---|---|---|---|---|---|
| A-1 | ⅝"ϕ | 59'-2 | 144 | | Bent, Hooked Bars in Slab |
| A-2 | ⅞"ϕ | 56'-1 | 200 | | Str. Transverse Bars, Top & Bottom, in Slab |
| A-3 | ⅝"ϕ | Avg. 26'-3½ | 872 | | Str. Transverse Bars in Bottom of Slab, all Spans. Lengths Vary by 5⅜", From 2'-6" to 55'-4⅝" |
| A-4 | ⅝"ϕ | Avg. 26'-3½ | 872 | | Hooked Transverse Bars in Top of Slab All Spans. A" Varies by 5⅜", From 2'-4⅝" to 52'-2" |
| A-5 | ⅝"ϕ | Avg. 27'-5 | 102 | | Str. Transverse Bars Bottom of 38'-0" Slab. Span lengths vary by 5⅜", From 2'-8⅛" to 52'-1⅜" (West Side) |
| A-6 | ⅝"ϕ | Avg. 28'-0½ | 102 | | Hooked Transverse Bars in Top of Slab, 38'-0" Span, A" Varies by 5⅜" From 2'-5⅜" to 52'-1⅛" (West Side) |
| A-7 | ⅝"ϕ | Avg. 29'-3⅜ | 108 | | Str. Transverse Bars in Bottom of Slab, 64'-0" Span. Lengths vary by 5⅜", From 3'-1¼" to 55'-8⅛" (West Side) |
| A-8 | ⅝"ϕ | Avg. 30'-3 | 108 | | Hooked Transverse Bars in Top of Slab, 64'-0" Span. A" Varies by 5⅜", From 3'-1⅝" to 55'-8⅛" (West Side) |
| A-9 | ⅝"ϕ | Avg. 27'-7⅞ | 101 | | Str. Transverse Bars in Bottom of Slab, 64'-0" Span Lengths Vary by 5⅜", From 2'-10⅝" to 51'-10⅛" (East Side) |
| A-10 | ⅝"ϕ | Avg. 27'-7⅞ | 101 | | Hooked Transverse Bars in Top of Slab, 64'-0" Span. A" Varies by 5⅜" From 2'-8⅛" to 51'-7⅝" (East Side) |
| A-11 | ⅝"ϕ | 52'-7" | 18 | | Str. Transverse Bars, Top & Bottom of Slab, 38'-0" Span, West Side & 64'-0" Span, East Side |
| A-12 | ⅜"ϕ | Avg. 29'-4½ | 108 | | Str. Transverse in Bottom of Slab, 58'-0" Span. Lengths Vary by 7⅛" From 3'-1⅞" to 53'-4⅜" (East Side) |
| A-13 | ⅜"ϕ | Avg. 29'-10⅛ | 108 | | Hooked Transverse Bars in Top of Slab, 58'-0" Span. A" Varies by 5⅜", From 2'-11⅜" to 55'-4" (East Side) |
| A-14 | ⅛"ϕ | 3'-2" | 8 | | Str. Transverse Bars, Top & Bottom of Slabs, 38'-0" Span, East Side & 64'-0" West Side. |
| S-1 | ½"ϕ | 4'-1" | 134 | | Stirrups in Fascia. |
| SW-1 | ½"ϕ | 5'-0" | 388 | | Transverse Bent Bars in Sidewalk. |
| SW-2 | ⅝"ϕ | 31'-5" | 40 | | Long. Str. Bars in Sidewalk and Mall (58'-0" Span) |
| SW-3 | ½"ϕ | 36'10" | 40 | | Long. Str. Bars in Sidewalk and Mall (70'-6" Span) |
| SW-4 | ⅝"ϕ | 36'5" | 40 | | Long. Str. Bars in Sidewalk and Mall (64'-0" Span) |
| T-1 | ⅝"ϕ | 31'-8" | 392 | | Str. Long. Bars in Slab, Top & Bottom, 58'-0" Span |
| T-2 | ⅝"ϕ | 37'-1" | 392 | | Str. Long. Bars in Slab, Top & Bottom, 70'-6" Span. |
| T-3 | ⅝"ϕ | 34'-2" | 392 | | Str. Long. Bars in Slab, Top & Bottom, 64'-0" Span. |

### PILE BENTS

| | | | | | |
|---|---|---|---|---|---|
| B-1 | 1"ϕ | 39'-2" | 1716 | 5'-6" | Long. Hooked Bars in Pile Cap. |
| C-1 | 1"ϕ | 6'-8" | 180 | 5'-4" | Vertical Hooked Bars in Pile. |
| D-1 | ⅝"ϕ | 3'-0" | 384 | | Dowels in Pedestals. |
| H-10 | ½"ϕ | 13'-5" | 44 | | Hoops in Rectangular Pedestals. |
| H-11 | ½"ϕ | 13'-5" | 12 | | Hoops in End Pedestals. |
| S-10 | ½"ϕ | 10'-11⅝" | 1016 | | Stirrups in Pile Cap. |

### ABUTMENTS

| | | | | | |
|---|---|---|---|---|---|
| BA-1 | ⅝"ϕ | 39'-6" | 8 | | Hor'z Str. Bars back of So. Abut (West Side), No. Abut (East Side) |
| BA-2 | ⅝"ϕ | 37'-0" | 8 | | Hor'z Str. Bars back of So. Abut. (East Side) No. Abut (West Side) |
| BS-1 | ⅜"ϕ | 49'-0" | 16 | | Long. Str. Bars in Bridge Seat, No. & So. Abutment. |
| BS-2 | ⅞"ϕ | 2'-0" | 150 | | Trans. " " " " " " " " |
| BS-3 | ⅜"ϕ | 37'-1" | 8 | | Long. Bent " " " " , So. Abut. (West End), No. Abut. (East End) |
| BS-4 | ⅜"ϕ | 38'-6" | 8 | | " " " " " " " " (East End), " " (West End) |
| BW-1 | ⅝"ϕ | 7'6" | 146 | | Vert. " " " Backwall, No. & So. Abutment. |
| BW-2 | ⅝"ϕ | 6'-9" | 136 | | " " " " " " " " |
| BW-3 | ⅝"ϕ | 3'-6" | 32 | | Long. Str. " " " " , So. Abut (West Side) No. Abut (East Side) |
| BW-4 | ⅝"ϕ | 37'-0" | 22 | | " " " " " " (East Side) " " (West Side) |
| BW-5 | ⅝"ϕ | 40'-3" | 10 | | " Bent " " " " " " " " |
| BW-6 | ⅝"ϕ | 6'-5" | 10 | | " " " " " " (West Side) " " (East Side) |
| F-1 | ¾"ϕ | 39'-6" | 24 | | Long. Str. Bars in Footing, No. & So. Abutment. |
| F-2 | ⅝"ϕ | 41'8" | 35 | | Trans. " " " " , Wingwall, No. & So. Abutment. |
| F-3 | ¾"ϕ | 10'-10" | 98 | | " Hooked, Bent Bars in Footing, No. & So. Abutment. |
| F-4 | ¾"ϕ | 6'3" | 192 | | " " Bars in Footing, No. & So. Abutment. |
| F-5 | ⅝"ϕ | 15'0" | 4 | | Long. Str. Bars, East Wing Wall Footing, So. Abutment. |
| F-6 | ⅝"ϕ | 4'6" | 4 | | " " " , West " " " " " " |
| F-7 | ¾"ϕ | 40'-3" | 12 | | " " " In Footing, So. Abut. (East Side) No. Abut (West Side) |
| F-8 | ¾"ϕ | 39'6" | 12 | | " Bent " " " " (West Side) " " (East Side) |
| F-9 | ⅝"ϕ | 19'0" | 4 | | " Str. " West Wing Wall Footing, No. Abutment. |
| F-10 | ⅝"ϕ | 15'6" | 4 | | " " " East " " " " " |
| D-10 | ⅝"ϕ | 3'0" | 264 | | Dowels in Pedestals. |
| H-1 | ½"ϕ | 6'-0" | 4 | 2'0½ | Hoops for Pylons |
| H-2 | ½"ϕ | 6'-2½ | 4 | 2'1⅝ | " " " |
| H-3 | ⅝"ϕ | 5'8" | 4 | 1'11½ | " " " |
| H-4 | ½"ϕ | 7'11⅝" | 4 | 1'4.9 | " " " |
| H-5 | ½"ϕ | 7'1" | 48 | | " " Interior Beam Pedestals |
| H-6 | ½"ϕ | 10'-1" | 4 | | " " Exterior " Ped. So. Abut. (East Side) No. Abut (West Side) |
| H-7 | ½"ϕ | 12'-7⅝" | 4 | | " " " " " " (West Side) " " (East Side) |
| SW-10 | ⅜"ϕ | 15'9" | 1 | 12'0 | Hor. Bent Bar in Sidewalk, West Wing, So. Abut. |
| SW-11 | ⅝"ϕ | 3'0" | 36 | | Vert. Str. " " " , North & South Abut. |
| SW-12 | ⅜"ϕ | 18'6" | 1 | 14'9 | Hor'z Bent " " " , East Wing, So. Abut. |
| SW-13 | ½"ϕ | 16'10" | 1 | 11'1" | " " " " " " No. Abut. |
| SW-14 | ½"ϕ | 21'7" | 1 | 17'10 | " " " " " West " " " . |
| WW-1 | ⅜"ϕ | 15'2" | 6 | | Hor'z. Str. Bars West Wing Wall, So. Abut. |
| WW-2 | ⅜"ϕ | 17'9" | 6 | | " " " East " " " " |
| WW-3 | ⅝"ϕ | 8'3" | 80 | | Vert " " " in Wingwalls, No. & So. Abut. |
| WW-4 | ½"ϕ | 14'0" | 6 | | Hor'z. " " " East Wingwall, No. Abut. |
| WW-5 | ⅜"ϕ | 20'-9" | 6 | | " " " West " " " " |
| C-10 | 1"ϕ | 6'8" | 360 | 5'4 | Vert Hooked Bars in Piles. |
| P-1 | ⅜"ϕ | 7'5" | 16 | | Hair Pin Bars in Pylons |
| P-2 | ⅜"ϕ | 6'2" | 16 | | Vert. Str. " " " " |
| P-3 | ⅜"ϕ | 5'2" | 8 | | " " " " " |
| P-4 | ⅜"ϕ | 4'-9" | 8 | | " " " " " |
| P-5 | ⅜"ϕ | 3'-9" | 8 | | " " " " " |

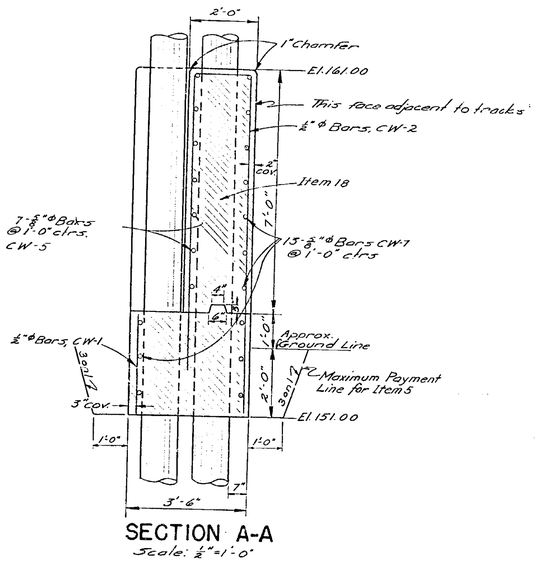



Submitted
J. J. Powell
J. M. Smugler - R. J. Logan
C. Blumhardt - E. J. Logan
John C. Wiesmer
John M. Smugler

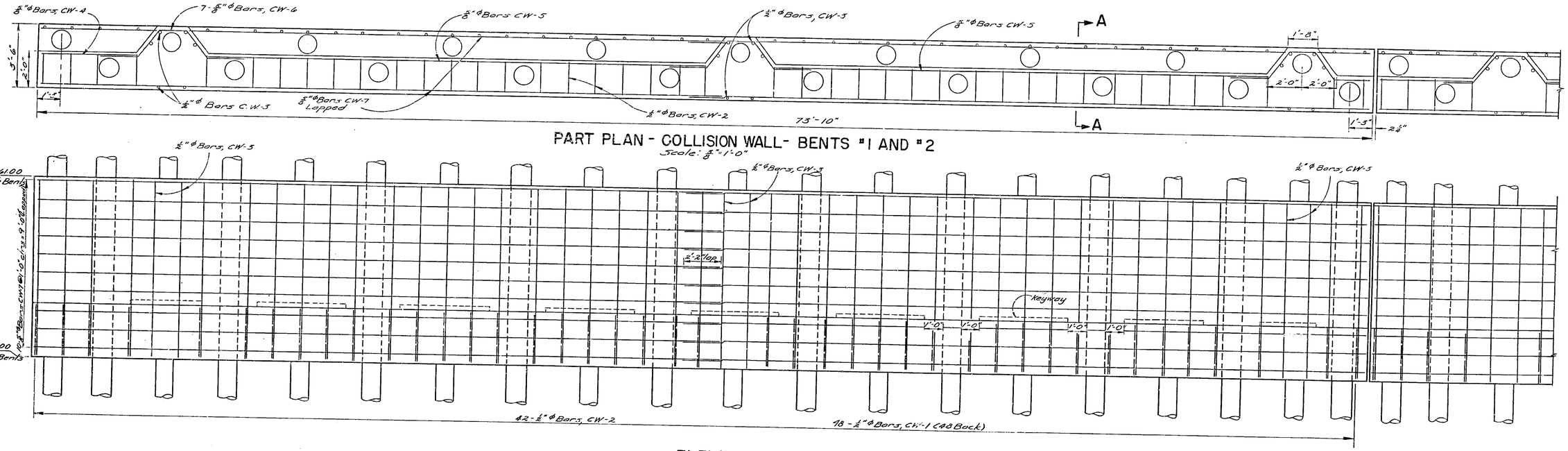
PILE BENTS

C.T. 52-8P

| COUNTY | SHEET NO. | | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| ALBANY | | | 50 | 197 |
| N.Y. STATE THRUWAY CATSKILL SECTION SUB-DIV. NO. 5 | | | | |
| STA. 1513+92 N.Y.C.R.R. (HUDSON RIVER CONNECTING R.R.) | | | | |




SECTION A-A
Scale: ½"=1'-0"




PART PLAN - COLLISION WALL - BENTS #1 AND #2
Scale: ⅛"=1'-0"

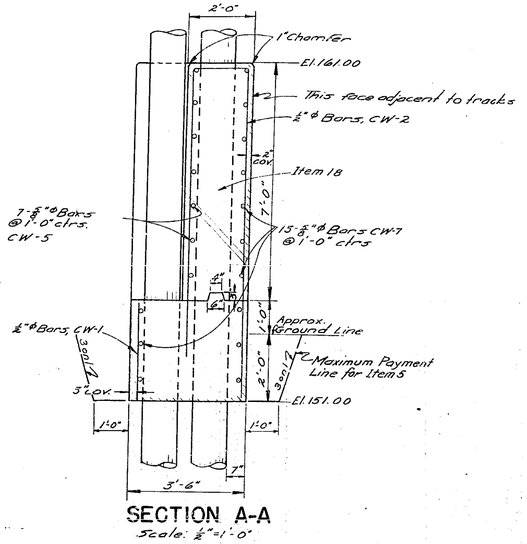
ELEVATION
Scale - ⅛"=1'-0"

| | |
|---|---|
| IN CHARGE OF | J.J. Powell |
| DESIGNED BY | Bernhard R. Rogers |
| CHECKED BY | Bernhard R. Rogers |
| TRACED BY | Fred Seyfeld |
| TRACING CHECKED BY | P. Anderson |

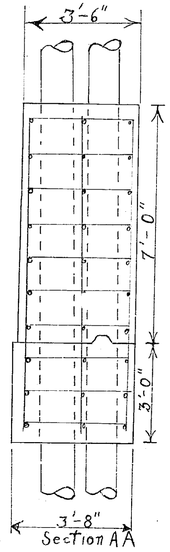
# COLLISION WALLS

| COUNTY | SHEET NO. | | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| ALBANY | | | 50 | 197 |
| N.Y. STATE THRUWAY CATSKILL SECTION SUB-DIV. NO. 5 | | | | |
| STA. 1513+92 N.Y.C.R.R. (HUDSON RIVER CONNECTING R.R.) | | | | |

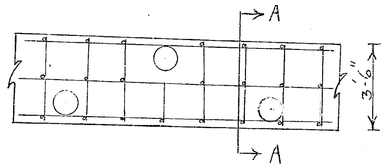
50R



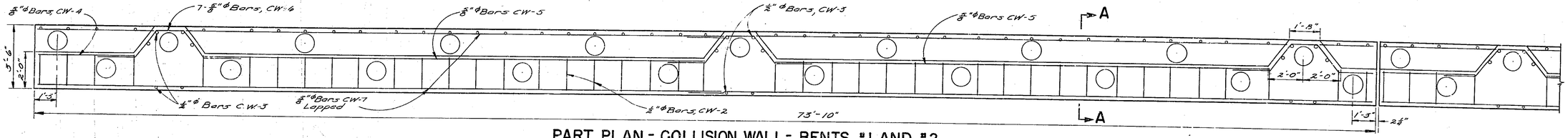

SECTION A-A
Scale: 1/2"=1'-0"



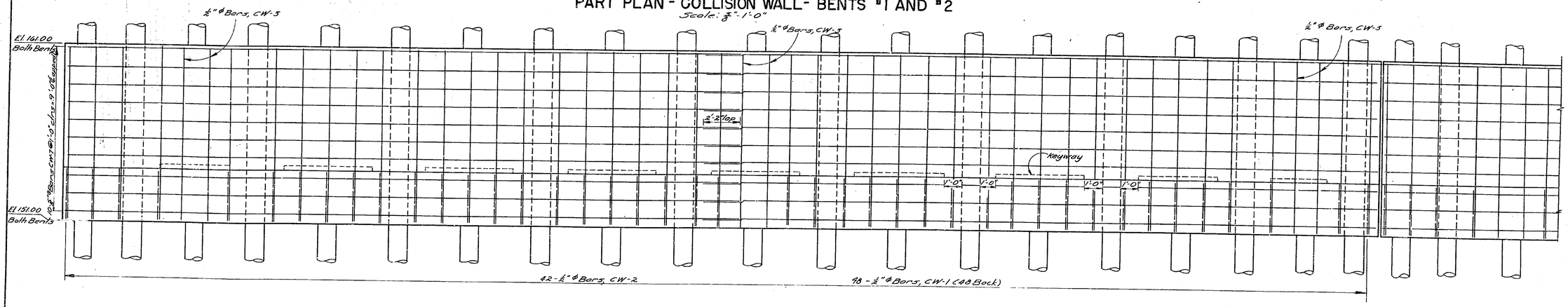

Section A A




Except for additional Concrete encompassing all pipe piles, original information still applies.




PART PLAN - COLLISION WALL - BENTS #1 AND #2
Scale: 1/2"=1'-0"



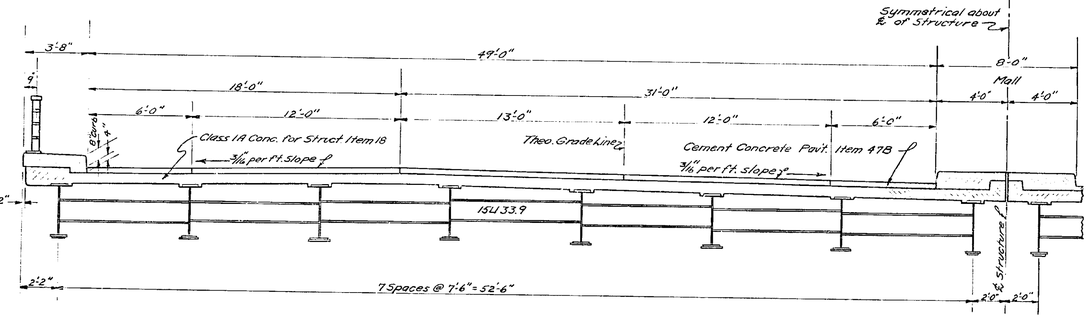

ELEVATION
Scale: 1/2"=1'-0"

S.J. Powell
Consultant: R. Rogers
Consultant: R. Rogers
Fred. Lagalle
R. Henderson

COLLISION WALLS

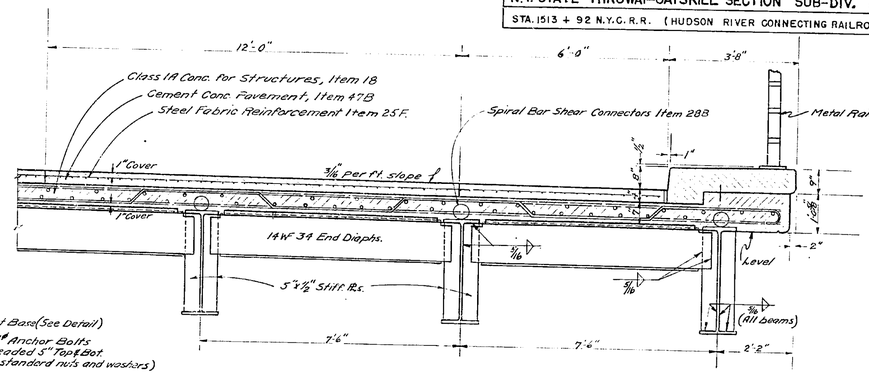
C.T. 52-3P

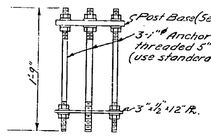
| COUNTY | | | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| ALBANY | | | 51 | 197 |
| N.Y. STATE THRUWAY—CATSKILL SECTION SUB-DIV. NO. 5 | | | | |
| STA. 1513 + 92 N.Y.C.R.R. (HUDSON RIVER CONNECTING RAILROAD) | | | | |




## TRANSVERSE SECTION

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



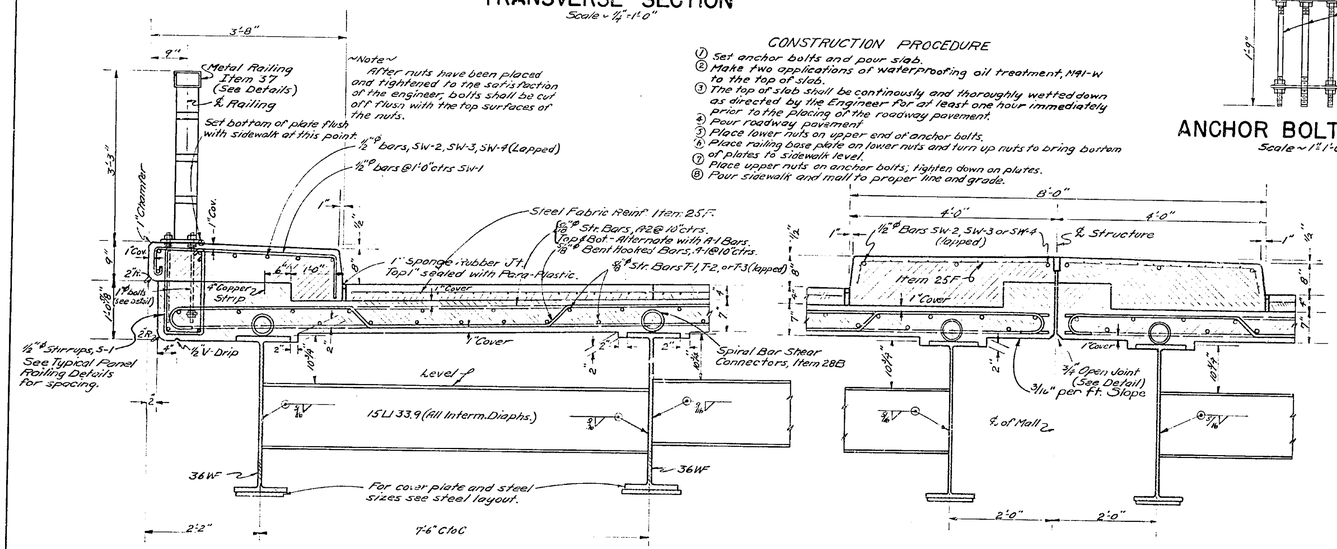




## ANCHOR BOLT DETAIL

Scale ~ 1"=1'-0"

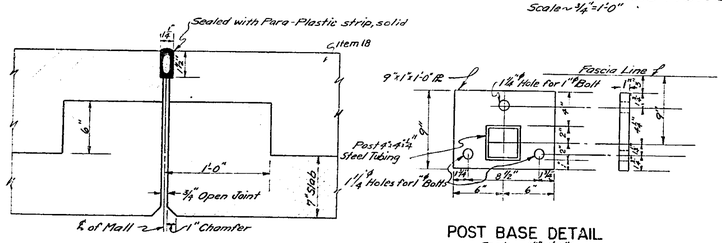
### CONSTRUCTION PROCEDURE

1. Set anchor bolts and pour slab.
2. Make two applications of waterproofing oil treatment, N91-W to the top of slab.
3. The top of slab shall be continously and thoroughly wetted down as directed by the Engineer for at least one hour immediately prior to the placing of the roadway pavement.
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.




## PART TRANSVERSE SECTIONS

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



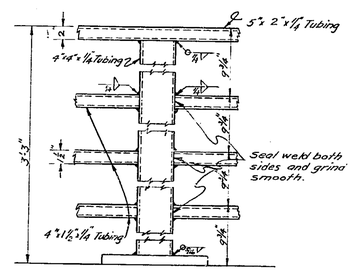

## DETAIL OF CONSTRUCTION JOINT

Scale ~ 1 1/2"=1'-0"



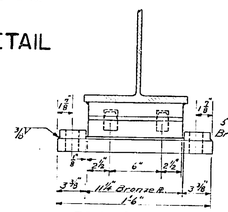

## POST BASE DETAIL

Scale ~ 1 1/2"=1'-0"

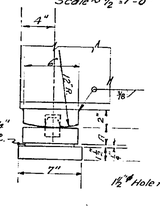



## DETAIL AT POST

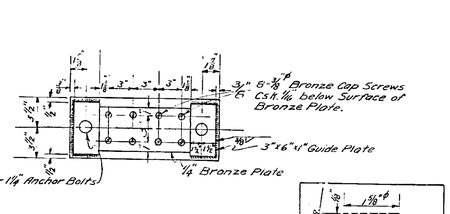
Scale ~ 1 1/2"=1'-0"




FRONT ELEV.




SIDE ELEV.



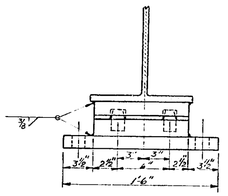

PLAN VIEW

## TYPICAL SECTION AT BENTS

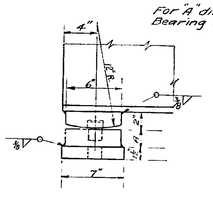
Scale ~ 1/2"=1'-0"

## EXPANSION BEARINGS

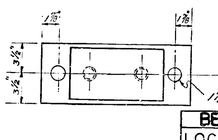
Scale ~ 1 1/2"=1'-0"




FRONT ELEV.




SIDE ELEV.

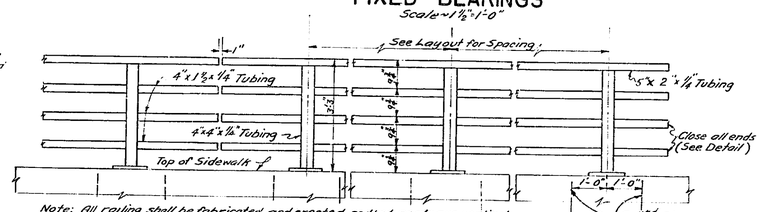



PLAN VIEW

## FIXED BEARINGS

Scale ~ 1 1/2"=1'-0"

| BEARING PLATE THICKNESS | | |
|---|---|---|
| LOCATION | "A" DIMENSION | NO. REQ'D |
| FIXED BEARINGS | | |
| No. 1 & So. Abuts. | 2" | 32 |
| Pile Bent ℄ 1 | 2 1/2" | 16 |
| EXPANSION BEARINGS | | |
| Pile Bents 1 & 2 | 2" | 32 |
| Pile Bent ℄ 2 | 2 1/4" | 16 |



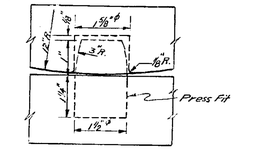

Note: All railing shall be fabricated and erected so that posts are vertical and rails are parallel to each other.

## RAILING DETAILS

Item 37

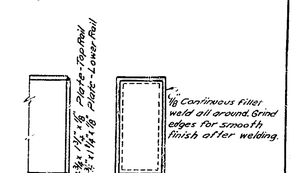
## TYPICAL PANEL

Scale ~ 1/2"=1'-0"




## DETAIL OF DOWEL NEST

Scale ~ Half Size




## DETAIL AT END OF RAILS

S.J. Powell
J.M. Vaughn
R.J. Klapp
Gulf + Sondersen
John C. Klessner
Sondersen

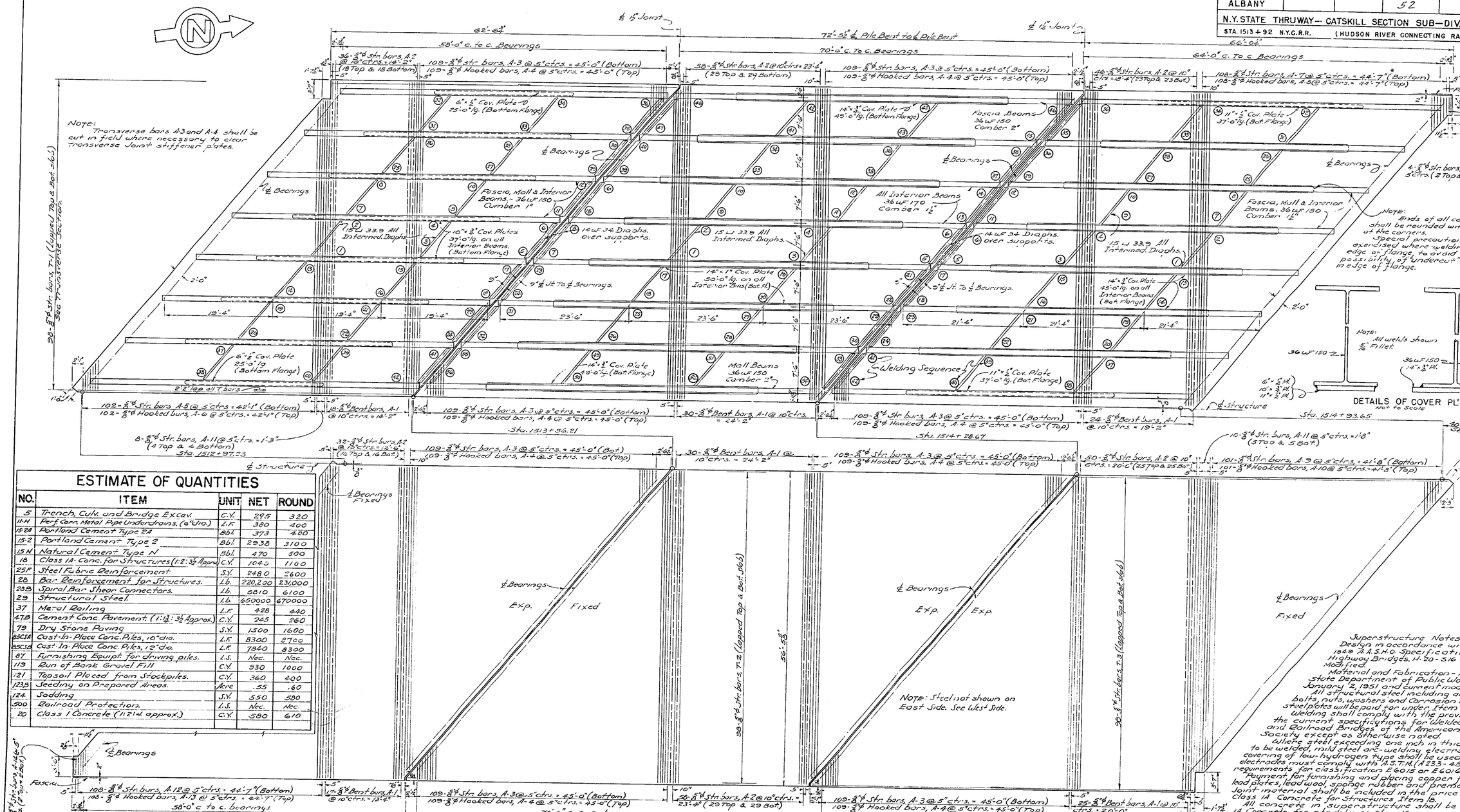
SUPERSTRUCTURE

C.T. 52-8P

| COUNTY | | | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| ALBANY | | | 52 | 197 |

N.Y. STATE THRUWAY — CATSKILL SECTION SUB—DIV. NO. 5

STA. 1513 + 92 N.Y.C.R.R. (HUDSON RIVER CONNECTING RAILROAD)




## ESTIMATE OF QUANTITIES

| NO. | ITEM | UNIT | NET | ROUND |
|---|---|---|---|---|
| 5 | Trench, Culv. and Bridge Excav. | C.Y. | 295 | 320 |
| 11-M | Perf Conn Metal Pipe Underdrains, (6" Dia.) | L.F. | 380 | 400 |
| 15-2A | Portland Cement Type 2A | Bbl. | 373 | 400 |
| 15-2 | Portland Cement Type 2 | Bbl. | 2938 | 3100 |
| 15-N | Natural Cement Type N | Bbl. | 470 | 500 |
| 18 | Class 1A Conc. for Structures (1:2:3½ Approx.) | C.Y. | 1040 | 1100 |
| 25-F | Steel Fabric Reinforcement | S.Y. | 2480 | 2600 |
| 28 | Bar Reinforcement for Structures. | Lb. | 220,200 | 231,000 |
| 28-B | Spiral Bar Shear Connectors. | Lb. | 5810 | 6100 |
| 29 | Structural Steel. | Lb. | 650000 | 670000 |
| 37 | Metal Railing | L.F. | 428 | 440 |
| 47-B | Cement Conc. Pavement. (1:1½:3½ Approx.) | C.Y. | 245 | 260 |
| 79 | Dry Stone Paving | S.Y. | 1500 | 1600 |
| 85C-1A | Cast-In-Place Conc. Piles, 10" dia. | L.F. | 8300 | 8700 |
| 85C-1B | Cast-In-Place Conc. Piles, 12" dia. | L.F. | 7840 | 8300 |
| 87 | Furnishing Equipt. for driving piles. | L.S. | Nec. | Nec. |
| 119 | Run of Bank Gravel Fill | C.Y. | 930 | 1000 |
| 121 | Topsoil Placed from Stockpiles. | C.Y. | 360 | 400 |
| 123-B | Seeding on Prepared Areas. | Acre | .55 | .60 |
| 124 | Sodding | S.Y. | 550 | 580 |
| 500 | Railroad Protection. | L.S. | Nec. | Nec. |
| 20 | Class 1 Concrete (1:2:4 approx.) | C.Y. | 580 | 610 |

BAR REINFORCEMENT AND STEEL LAYOUT DIAGRAM

Scale: ⅜" = 1'-0"

S.J. Powell
R.J. Logan
Lewis Pawlikowski
R.J. Logan
Geo. Sidoruk
J.M. Zwigle

NOTE:
Diaphragms shall be completely welded to beams for each span before any concrete is placed on the bridge superstructure.
In welding the diaphragms 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 towards abutments or piers. Complete welding diaphragms for the interior beams and then proceed in the same order with remaining beams. See layout above for required welding sequence.

Superstructure Notes:
Design in accordance with the 1949 A.A.S.H.O. Specifications for Highway Bridges, H-20-S16 Loading Modified.
Material and Fabrication - New York State Department of Public Works of January 2, 1951 and current modifications.
All structural steel including anchor bolts, nuts, washers and Corrosion resisting steel plates will be paid for under Item 29.
Welding shall comply with the provisions of the current specifications for Welded Highway and Railroad Bridges of the American Welding Society except as otherwise noted.
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. (A233-48T) requirements for classification E6015 or E6016.
Payment for furnishing and placing copper flashing, lead plates, lead wool, sponge rubber and premoulded joint material shall be included in the price bid for Class 1A Concrete for Structures Item 18.
All concrete in superstructure shall be Class 1A Concrete for structures Item 18.
Sponge rubber shall conform to the A.S.T.M. specification D 544.
Cement used in Items 18&20 shall be a mixture of Type 2 and Type N.
Paint - Plastic and Kork-Pak as manufactured by the Servicised Products Corp. or approved equal shall be installed in accordance with the manufacturer's instructions and shall be incl. in the price bid for Class 1A Concrete for Structures Item 18.
Cement used in Item 47B shall be a mixture of Type 2A and Type N.

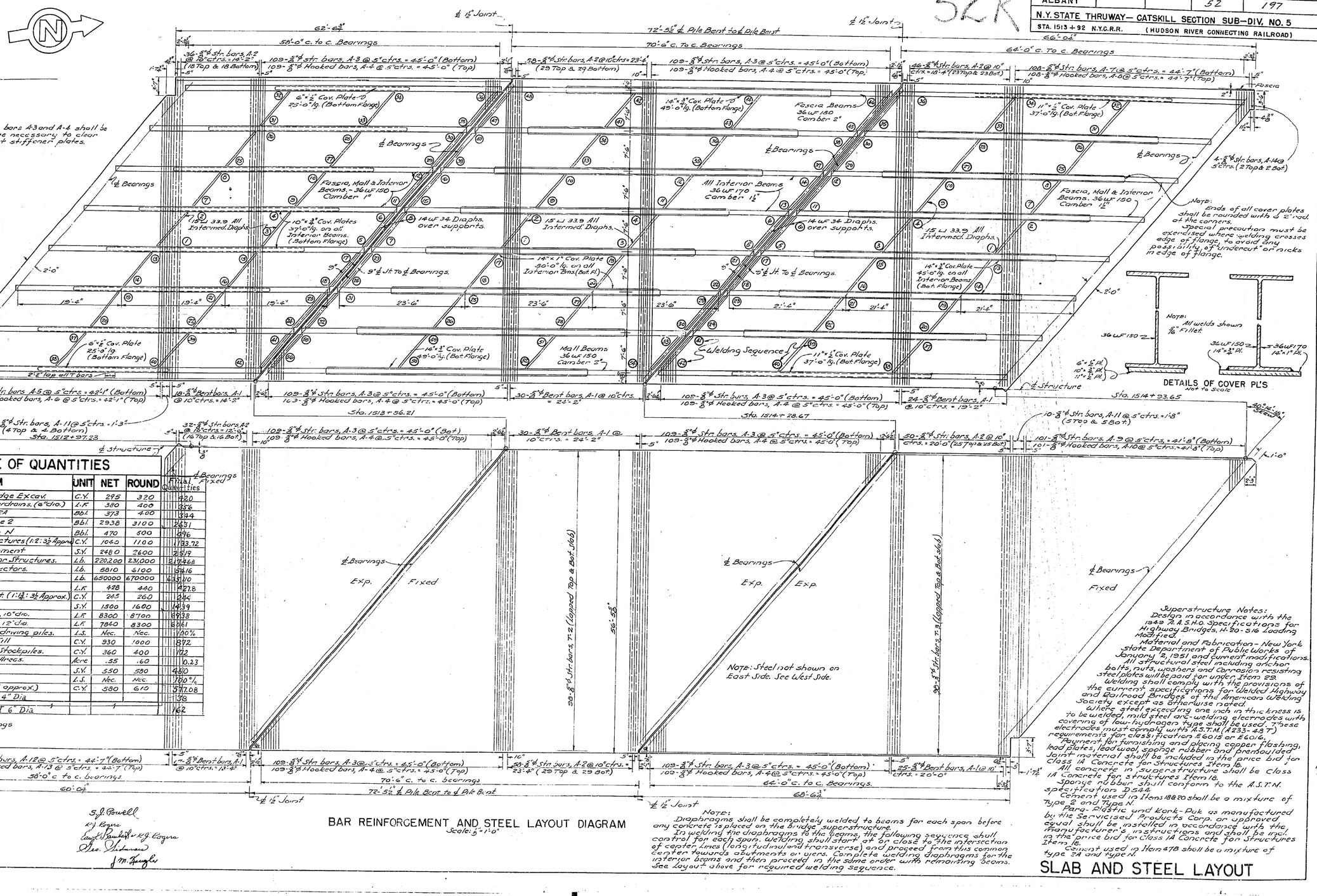
SLAB AND STEEL LAYOUT

52R

| COUNTY | | | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| ALBANY | | | 52 | 197 |

N.Y. STATE THRUWAY— CATSKILL SECTION SUB-DIV. NO. 5

STA. 1513+92 N.Y.C.R.R. (HUDSON RIVER CONNECTING RAILROAD)




## ESTIMATE OF QUANTITIES

| NO. | ITEM | UNIT | NET | ROUND | Final Quantities |
|---|---|---|---|---|---|
| 5 | Trench, Culv. and Bridge Excav. | C.Y. | 295 | 320 | 420 |
| 11-H | Perf. Conc. Metal Pipe Underdrains, (6" dia.) | L.F. | 380 | 400 | 356 |
| 15A | Portland Cement Type IA | Bbl. | 373 | 400 | 394 |
| 15-2 | Portland Cement Type 2 | Bbl. | 2938 | 3100 | 2651 |
| 15N | Natural Cement Type N | Bbl. | 470 | 500 | 496 |
| 18 | Class 1A Conc. for Structures (1:2:3½ Approx.) | C.Y. | 1040 | 1100 | 1133.72 |
| 25F | Steel Fabric Reinforcement | S.Y. | 2480 | 2600 | 2519 |
| 28 | Bar Reinforcement for Structures. | Lb. | 220,200 | 231,000 | 214468 |
| 28B | Spiral Bar Shear Connectors. | Lb. | 5810 | 6100 | 5416 |
| 29 | Structural Steel. | Lb. | 650000 | 670000 | 633110 |
| 37 | Metal Railing | L.F. | 428 | 440 | 427.8 |
| 47B | Cement Conc. Pavement (1:1½:3½ Approx.) | C.Y. | 245 | 260 | 284 |
| 79 | Dry Stone Paving | S.Y. | 1500 | 1600 | 1439 |
| 85C1A | Cast-In-Place Conc. Piles, 10" dia. | L.F. | 8300 | 8700 | 8938 |
| 85C1B | Cast-In-Place Conc. Piles, 12" dia. | L.F. | 7840 | 8300 | 8061 |
| 87 | Furnishing Equipt. for driving piles. | L.S. | Nec. | Nec. | 100% |
| 119 | Run of Bank Gravel Fill | C.Y. | 930 | 1000 | 872 |
| 121 | Topsoil Placed from Stockpiles. | C.Y. | 360 | 400 | 172 |
| 123B | Seeding on Prepared Areas. | Acre | .55 | .60 | 10.23 |
| 124 | Sodding | S.Y. | 550 | 550 | 450 |
| 500 | Railroad Protection. | L.S. | Nec. | Nec. | 100% |
| 20 | Class 1 Concrete (1:2:4 approx.) | C.Y. | 580 | 610 | 547.08 |
| 10YRA | Pipe Underdrain Opt 4" Dia. | | | | 38 |
| 10YRB | Pipe Underdrain Opt 6" Dia. | | | | 162 |

BAR REINFORCEMENT AND STEEL LAYOUT DIAGRAM

Scale: ⅜"=1'-0"

S.J. Powell
K.J. Kogna
Lauf Pankhoff for K.J. Kogna
Geo. Shuman
J.M. Zeugler

NOTE:
Diaphragms shall be completely welded to beams for each span before any concrete is placed on the bridge superstructure.
In welding the diaphragms 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 towards abutments or piers. Complete welding diaphragms for the interior beams and then proceed in the same order with remaining beams. See "Layout" above for required welding sequence.

Superstructure Notes:
Design in accordance with the 1949 A.A.S.H.O. Specifications for Highway Bridges, H-20-S16 Loading Modified.
Material and Fabrication - New York State Department of Public Works of January 2, 1951 and current modifications.
All structural steel including anchor bolts, nuts, washers and corrosion resisting steel plates will be paid for under Item 29.
Welding shall comply with the provisions of the current specifications for Welded Highway and Railroad Bridges of the American Welding Society except as otherwise noted.
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. (A233-48T) requirements for classification E6015 or E6016.
Payment for furnishing and placing copper flashing, lead plates, lead wool, sponge rubber and preformed joint material shall be included in the price bid for Class 1A Concrete for Structures, Item 18.
All concrete in superstructure shall be Class 1A Concrete for structures Item 18.
Sponge rubber shall conform to the A.S.T.M. specification D 544.
Cement used in Items 18B & 20 shall be a mixture of Type 2 and Type N.
Para-Plastic and Kork-Pak as manufactured by the Servicised Products Corp. or approved equal shall be installed in accordance with the manufacturer's instructions and shall be incl. in the price bid for Class 1A Concrete for Structures Item 18.
Cement used in Item 47B shall be a mixture of Type 3A and Type N.

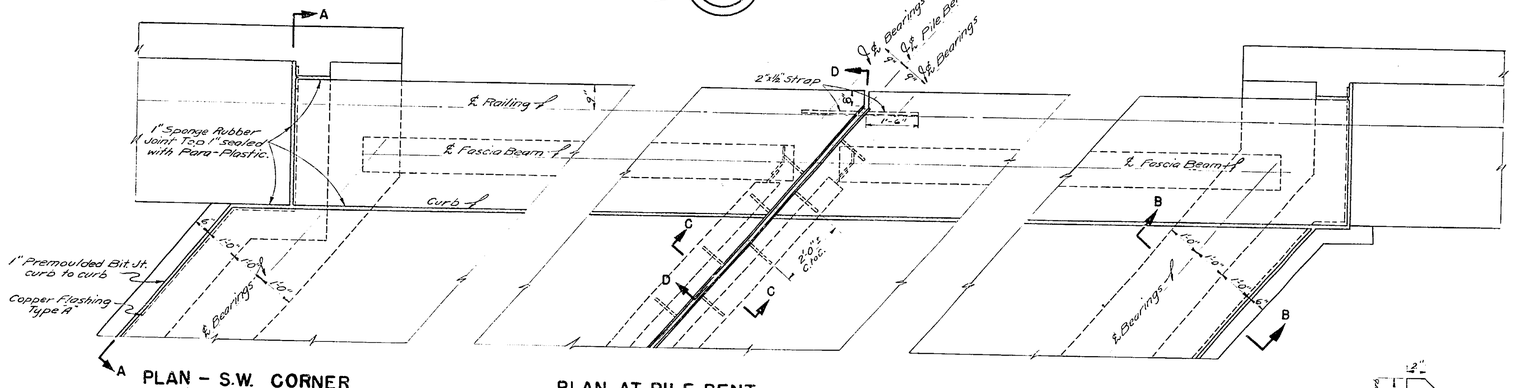
SLAB AND STEEL LAYOUT

C.T. 52-8P

| COUNTY | | | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| ALBANY | | | 53 | 197 |

N.Y. STATE THRUWAY CATSKILL SECTION SUB-DIV. NO. 5

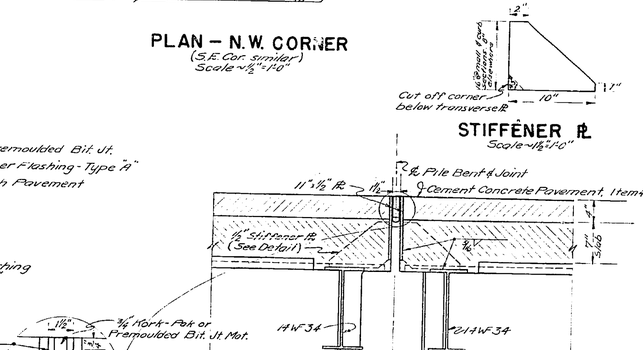
STA. 1513 + 92 N.Y.C.R.R. (HUDSON RIVER CONNECTING RAILROAD)



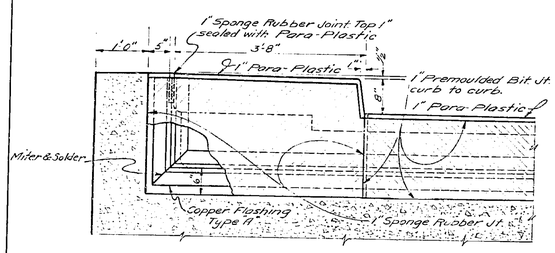

PLAN – S.W. CORNER
(N.E. Cor. similar)
Scale ~ 1/2" = 1'-0"



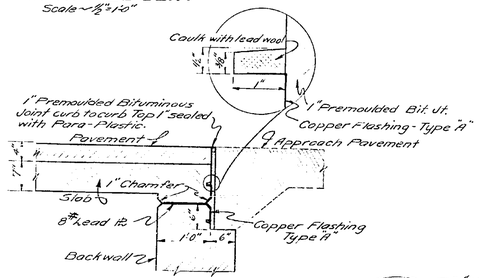

PLAN AT PILE BENT
Scale ~ 1/2" = 1'-0"




PLAN – N.W. CORNER
(S.E. Cor. similar)
Scale ~ 1/2" = 1'-0"




SECTION A-A
Scale ~ 3/4" = 1'-0"



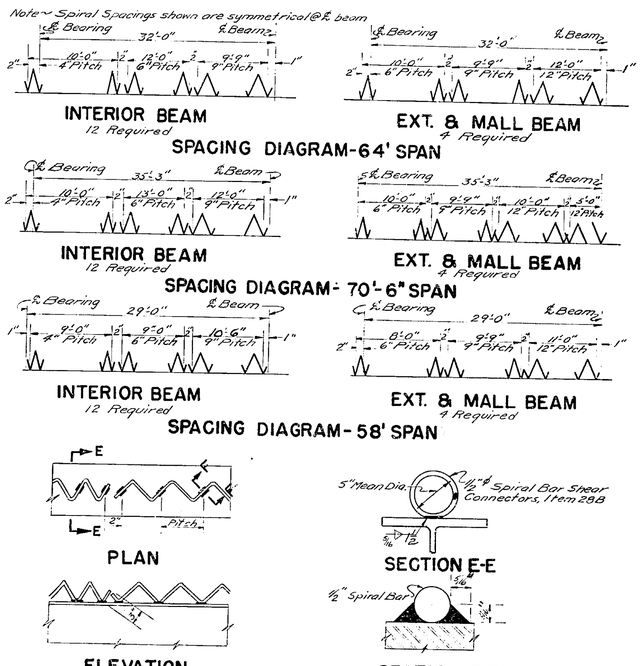

SECTION B-B
Scale ~ 3/4" = 1'-0"




SECTION C-C
Scale ~ 1" = 1'-0"



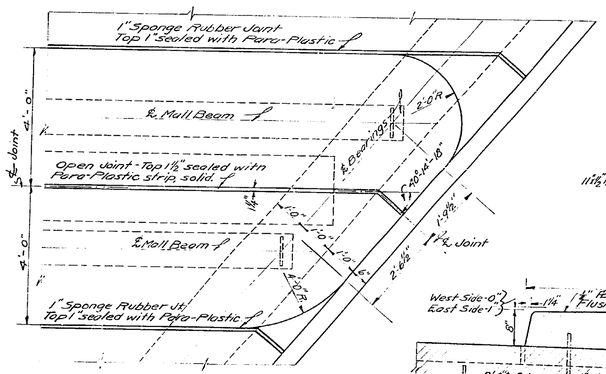

STIFFENER ℄
Scale ~ 1½" = 1'-0"



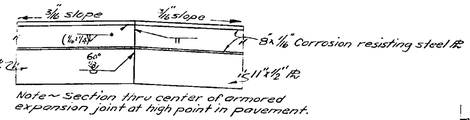




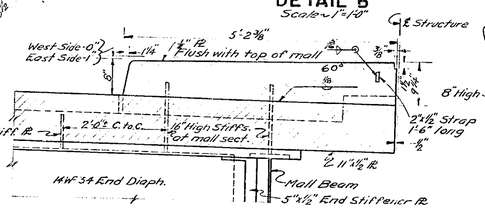
SPIRAL BAR DETAILS
Not to Scale



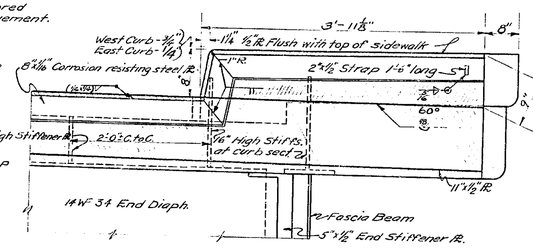

PLAN AT END OF MALL
Scale ~ 1/2" = 1'-0"



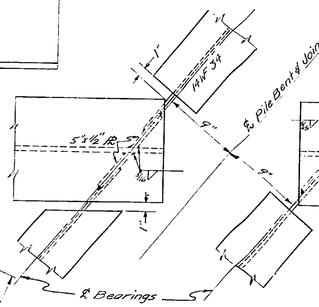

DETAIL B
Scale ~ 1" = 1'-0"



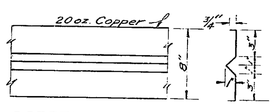

SECTION THRU JOINT AT MALL
Scale ~ 3/4" = 1'-0"



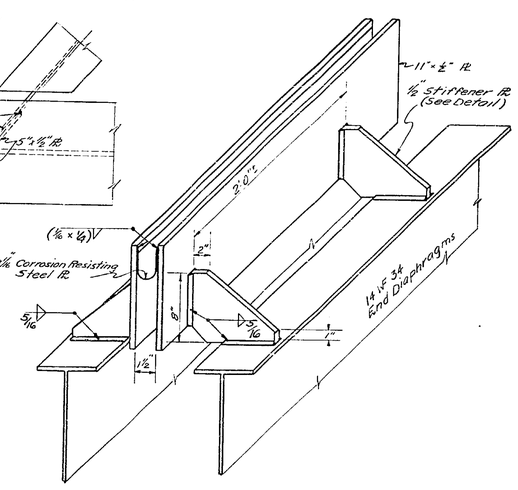

SECTION D-D
Scale ~ 1" = 1'-0"




END DIAPHRAGM CONN. DETAIL
Scale ~ 1½" = 1'-0"




COPPER FLASHING - TYPE-A
Scale ~ 1½" = 1'-0"



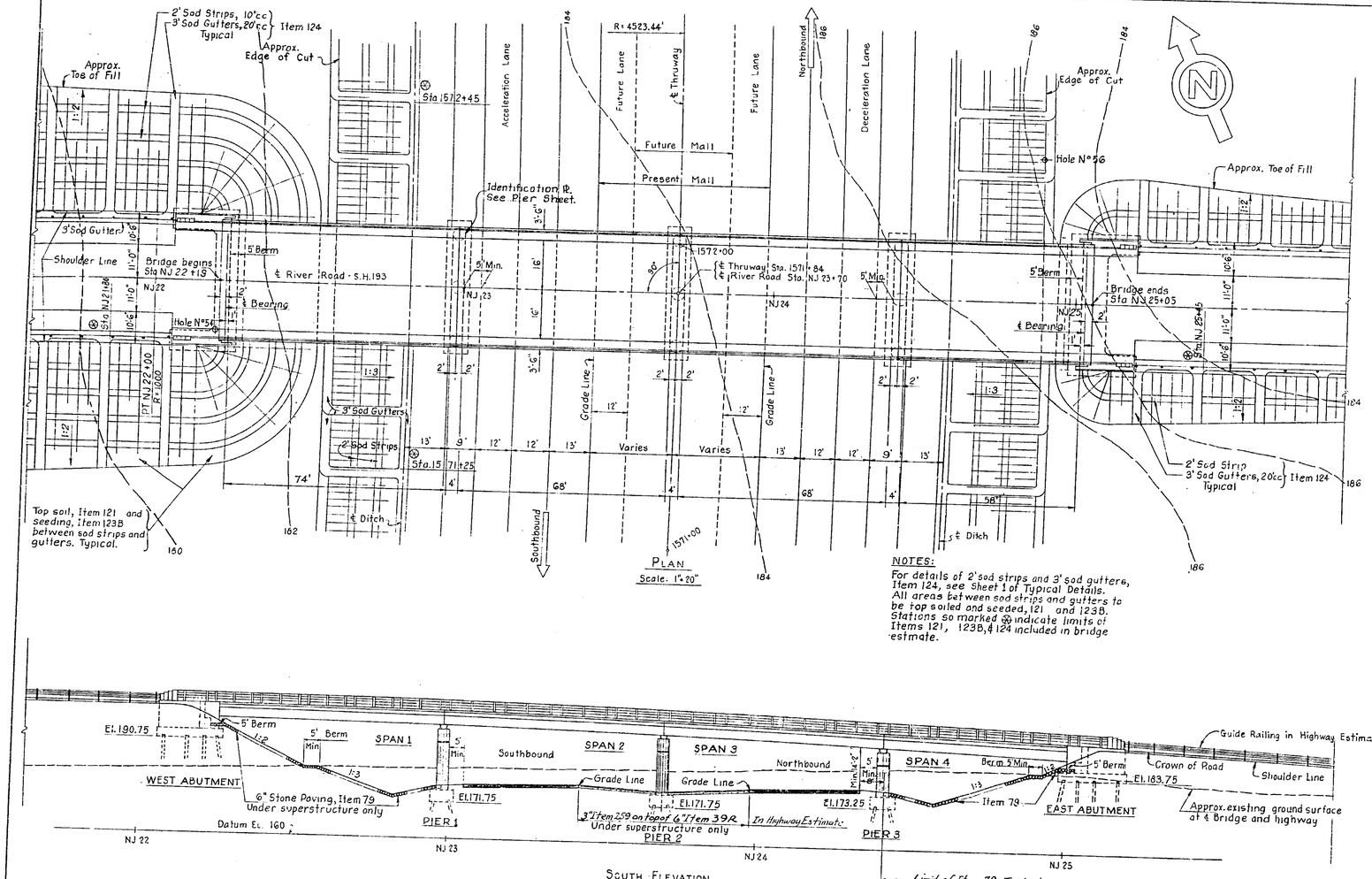

VIEW OF JOINT ASSEMBLY
Scale ~ 1½" = 1'-0"

S. J. Powell
J. M. Zwigler
R. J. Rogers
R. J. Rogers - Sanderson
John C. Kissner
R. J. Rogers

SUPERSTRUCTURE DETAILS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 54 | 197 |
| CATSKILL THRUWAY | | | | | |
| RAVENA - SELKIRK | | | | | |

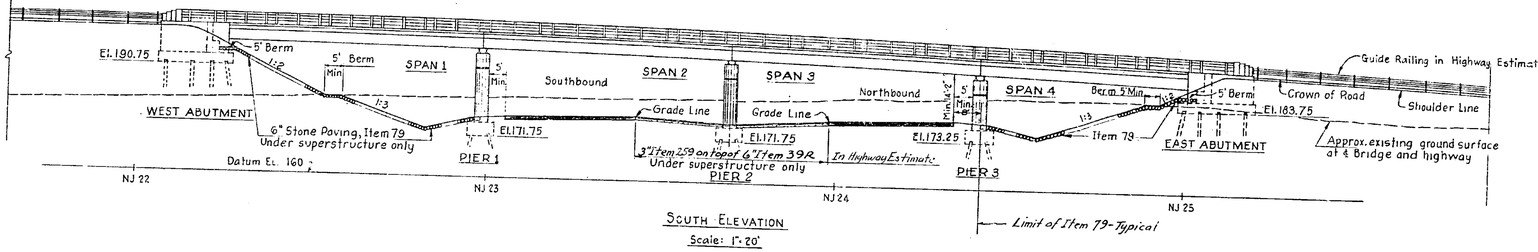



PLAN

Scale: 1" = 20'

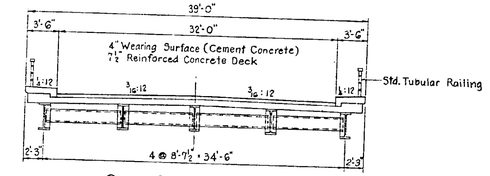
NOTES:

For details of 2' sod strips and 3' sod gutters, Item 124, see Sheet 1 of Typical Details. All areas between sod strips and gutters to be top soiled and seeded, 121 and 123B. Stations so marked ⊛ indicate limits of Items 121, 123B, & 124 included in bridge estimate.



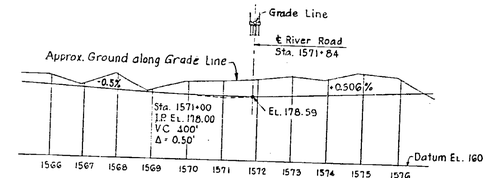

SOUTH ELEVATION

Scale: 1" = 20'



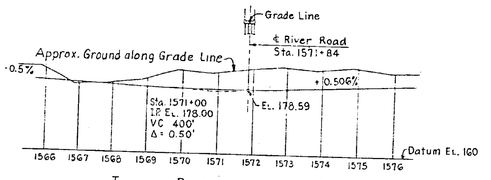

CROSS SECTION OF BRIDGE

Scale: ½" = 1'-0"



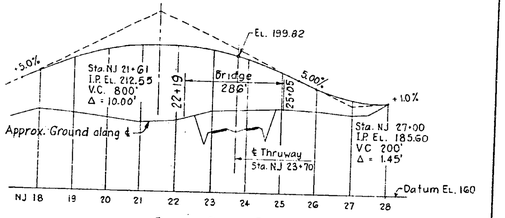

THRUWAY PROFILE - SOUTHBOUND LANE

Scale: Hor. 1" = 200'; Vert. 1" = 20'



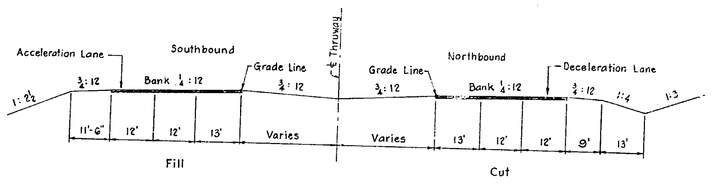

THRUWAY PROFILE - NORTHBOUND LANE

Scale: Hor. 1" = 200'; Vert. 1" = 20'




RIVER ROAD PROFILE

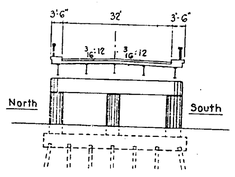
Scale: Hor. 1" = 200'; Vert. 1" = 20'




CROSS SECTION OF THRUWAY AT RIVER ROAD

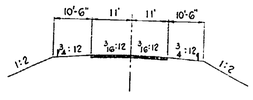
Normal to Centerline of Thruway

Scale: 1" = 20'



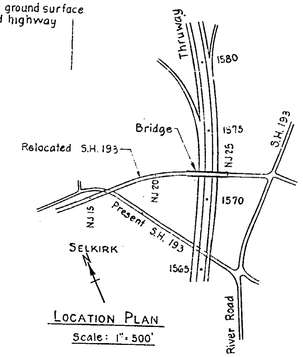

CROSS SECTION OF BRIDGE

Scale: 1" = 20'




CROSS SECTION OF APPROACHES

Scale: 1" = 20'




LOCATION PLAN

Scale: 1" = 500'

Notes:
1. A. A. S. H. O. Specifications - Loading H20-S16-44, Modified.
2. WF-Beams with composite Deck. - Simple Spans
3. Cast-in-Place Concrete Piles - Length as required.
4. Slopes stone-paved under Bridge.

RECOMMENDED BY

Frankland & Lienhard

FRANKLAND & LIENHARD
CONSULTING ENGINEERS

DATE 1-10-52

# THRUWAY UNDERPASS - S.H. 193

## (RIVER ROAD)

## CATSKILL THRUWAY - STATION 1571+84

## GENERAL PLANS

SCALE AS NOTED

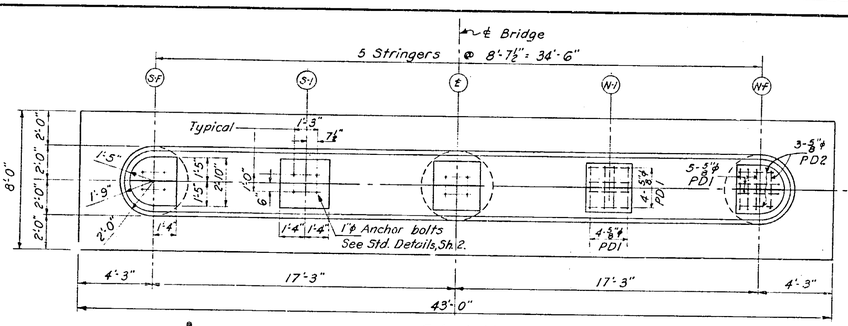
CT 52-8P

54T

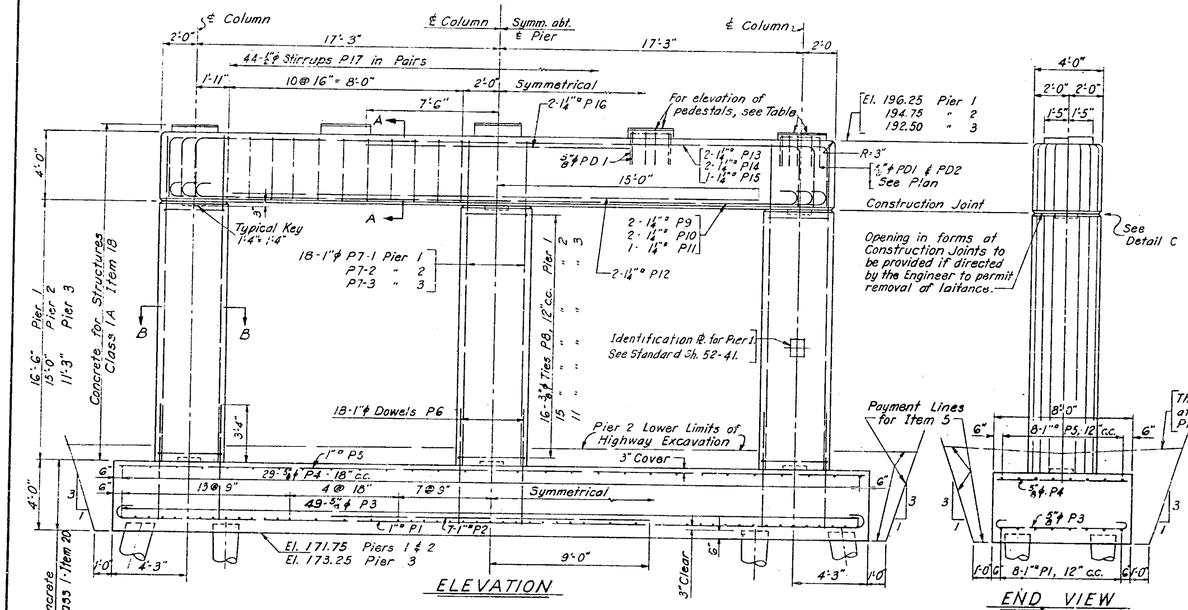
| Item No | Item | Unit | Final Quantities |
|---|---|---|---|
| 5 | Trench, Culv. & Bridge Excav. | C.Y. | 314 |
| 15-2 | Portland Cement Type 2 | Bbl. | 1432 |
| 15-2A | Portland Cement Type 2A | Bbl. | 159 |
| 15N | Portland Cement Type N | Bbl. | 2.62 |
| 18 | Class 1A Conc. for Structures | C.Y. | 584.96 |
| 19 | Class 1A Conc. for Railings | C.Y. | 3.59 |
| 20 | Class 1 Conc. | C.Y. | 269.55 |
| 25F | Steel Fabric Reinf. | S.Y. | 1017 |
| 28 | Bar Reinf. for Structures | Lb. | 140,976 |
| 28B | Spiral Bar Shear Connectors | -Lb. | 3,233 |
| 29 | Structural Steel | Lb. | 356,445 |
| 37 | Metal Railing | L.F. | 610.5 |
| 47-B | Cement Conc. Pave. | C.Y. | 126 |
| 79 | Dry Stone Paving | S.Y. | 643 |
| 85-C | Cast in Place Conc. Piles | L.F. | 10,516 |
| 87 | Furn. Equip. for Driving Piles | L.S. | 100% |
| 121 | Top Soil Placed from Stockpiles | C.Y. | 123 |
| 123B | Seeding on Prepared Areas | Acre | 0.23 |
| 124 | Sodding | S.Y. | 340 |
| 200-S | Utilities | L.S. | 100% |

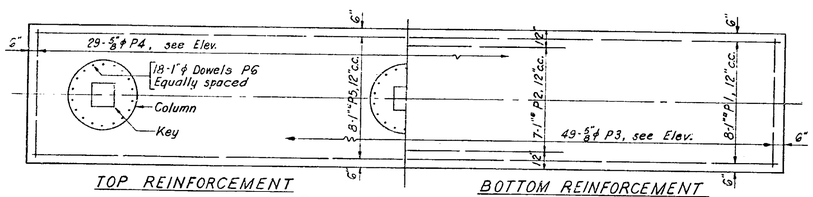
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 55 | 197 |
| CATSKILL THRUWAY | | | | | |
| RAVENA - SELKIRK | | | | | |




PLAN



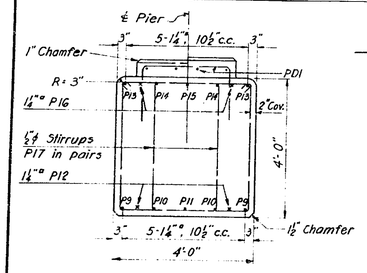




TOP REINFORCEMENT — BOTTOM REINFORCEMENT

PLAN OF FOOTING

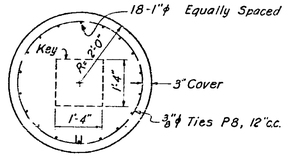
PIERS 1, 2, & 3

Scale: ¼" = 1'-0"




SECTION A-A

Scale: ½" = 1'-0"

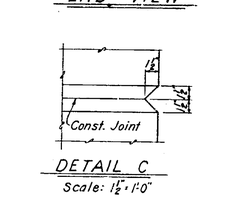



SECTION B-B

Scale: ½" = 1'-0"

| | ℄ PIER STA. | SPAN | ELEVATION OF PEDESTAL | | |
|---|---|---|---|---|---|
| | | | SF ℄ NF | S1 ℄ N1 | ℄ |
| PIER 1 | NJ 22+98 | 1 | 196.66 | 196.82 | 196.96 |
| | | 2 | 196.60 | 196.77 | 196.91 |
| PIER 2 | NJ 23+70 | 2 | 195.14 | 195.32 | 195.46 |
| | | 3 | 195.12 | 195.30 | 195.43 |
| PIER 3 | NJ 24+42 | 3 | 192.86 | 193.04 | 193.17 |
| | | 4 | 192.96 | 193.09 | 193.23 |

ELEVATION




END VIEW

Payment Lines for Item 5

Thruway Excavation Line at Pier 2. See General Plan, for Piers 1 ℄ 3.

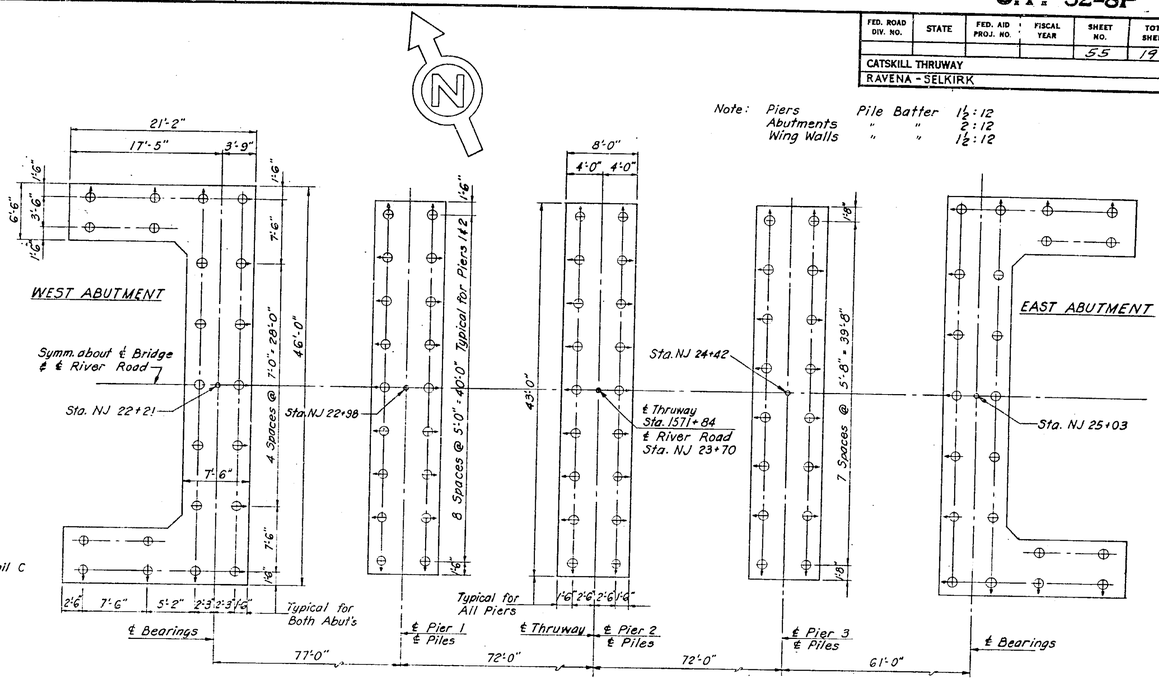
Note:

60-1"ø Anchor bolts 2'-0" lg. are required for 3 Piers. For details, see Typical Details Sheet.




DETAIL C

Scale: 1½" = 1'-0"




Note: Piers Pile Batter 1½ : 12
Abutments " " 2 : 12
Wing Walls " " 1½ : 12

PILING PLAN

Scale: 1" = 1'-0"

LEGEND:

○ Cast-in-Place Concrete Piles – Vertical

→○ " " " – Battered in direction of arrow.

Notes:

For design purposes, the assumed load per pile does not exceed 36 tons.
For estimating purposes, the average length of piles has been assumed at:

| | |
|---|---|
| West Abutment | 125' |
| Piers 1 & 2 | 107' |
| Pier 3 | 110' |
| East Abutment | 120' |

NOTES:

For General Notes and Reference Drawings, see Title Sheet.
For Typical Details, not shown, see Typical Detail Sheets.

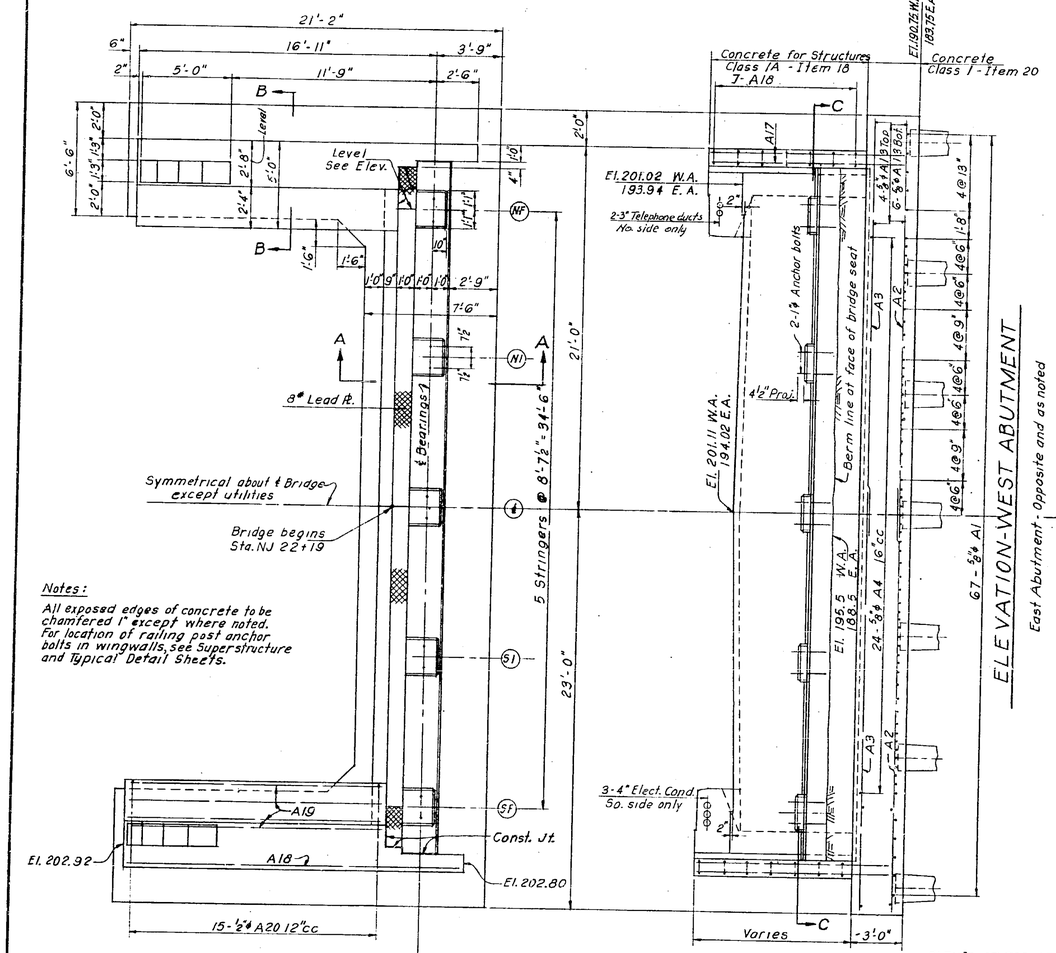
THRUWAY UNDERPASS
STATE HIGHWAY 193
RIVER ROAD
PIERS AND PILING PLAN
SCALE: AS NOTED

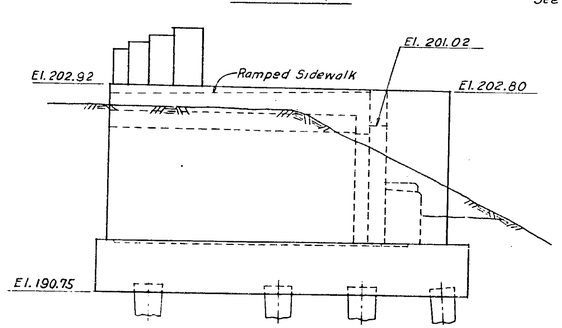
RECOMMENDED BY
Frankland & Lienhard DATE 3-13-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

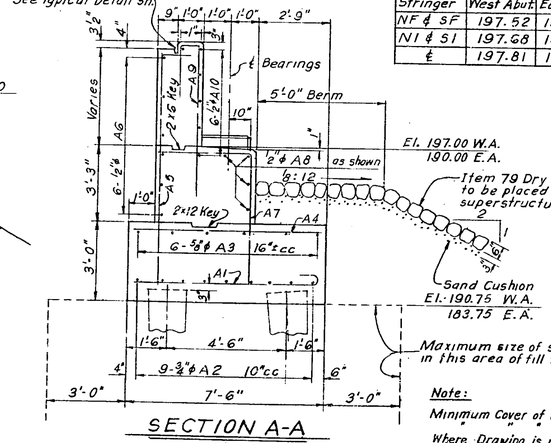
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 56 | 197 |

CATSKILL THRUWAY
RAVENA-SELKIRK




ELEVATION
North and South Walls
WEST ABUTMENT

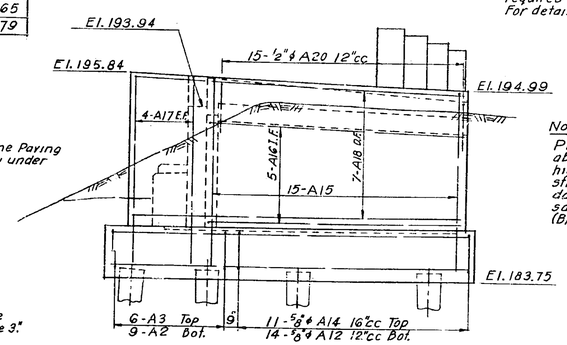



SECTION A-A
Scale: ⅜"=1'-0"

ELEV'S AT TOP OF PEDESTALS

| Stringer | West Abut. | East Abut. |
|---|---|---|
| NF & SF | 197.52 | 190.52 |
| N1 & S1 | 197.68 | 190.65 |
| ℄ | 197.81 | 190.79 |

Note:
Minimum Cover of Steel in Footing 3" " " " above 2"
Where Drawing is not to scale, Figures govern.




ELEVATION
North and South Walls
EAST ABUTMENT

Note:
Placing of piles and construction of the abutment will not be permitted until the highway embankment adjacent to this structure has been placed and consolidated in a manner and a period of time satisfactory to the Deputy Chief Engineer (Bridges). See Typical Details-Sheet 1.

NOTES:

For General Notes and Reference Drawings, see Title Sheet.
For typical details, not shown, see Typical Detail Sheet.

I.F.-Inside Face; O.F.-Outside Face; E.F.-Each Face

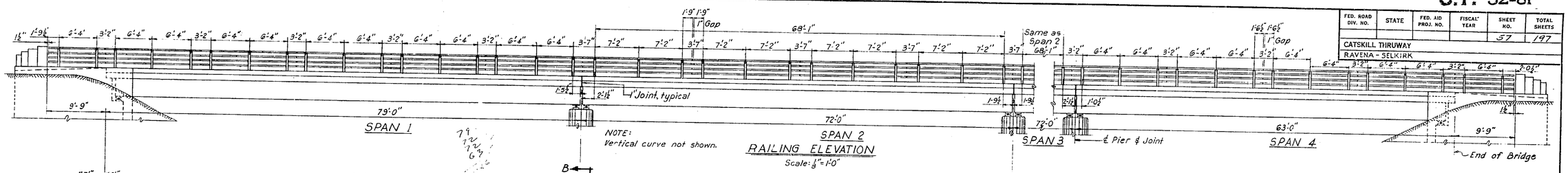
THRUWAY UNDERPASS
STATE HIGHWAY 193
(RIVER ROAD)
ABUTMENTS
SCALE: 1"/4=1'-0" UNLESS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 3-13-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

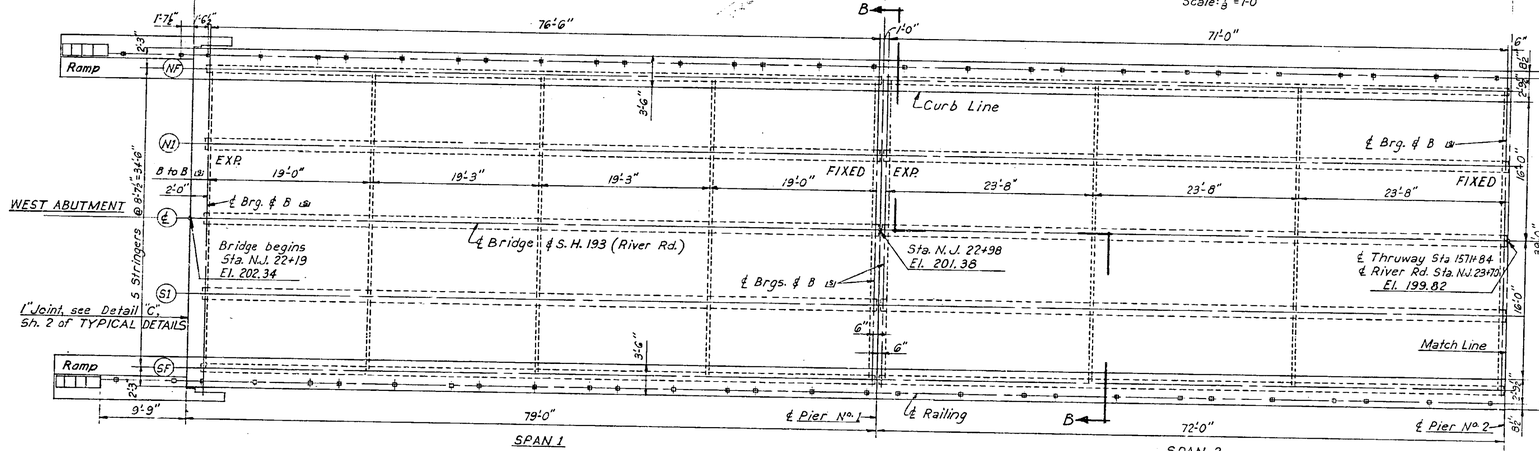
# C.T. 52-8P

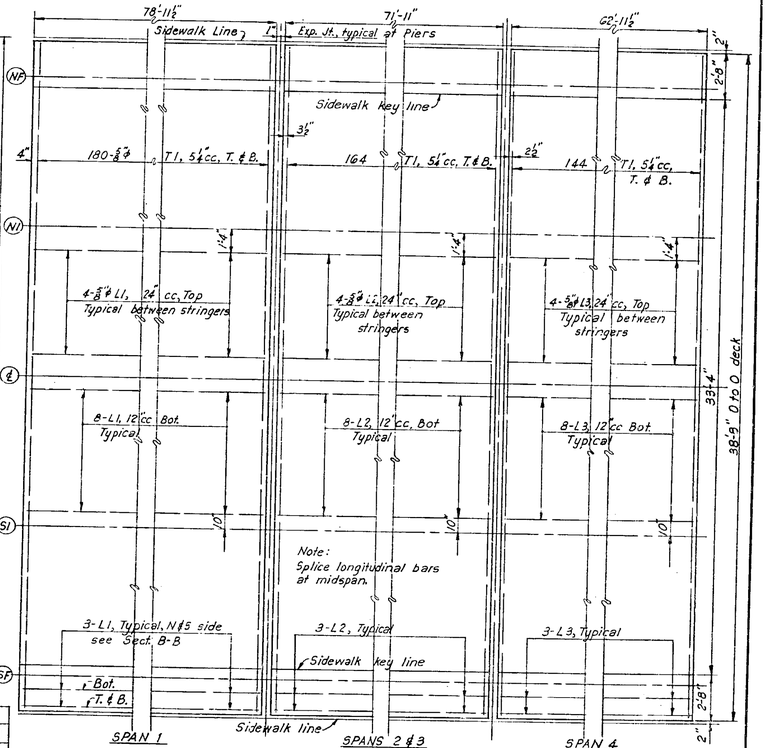
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 37 | 147 |

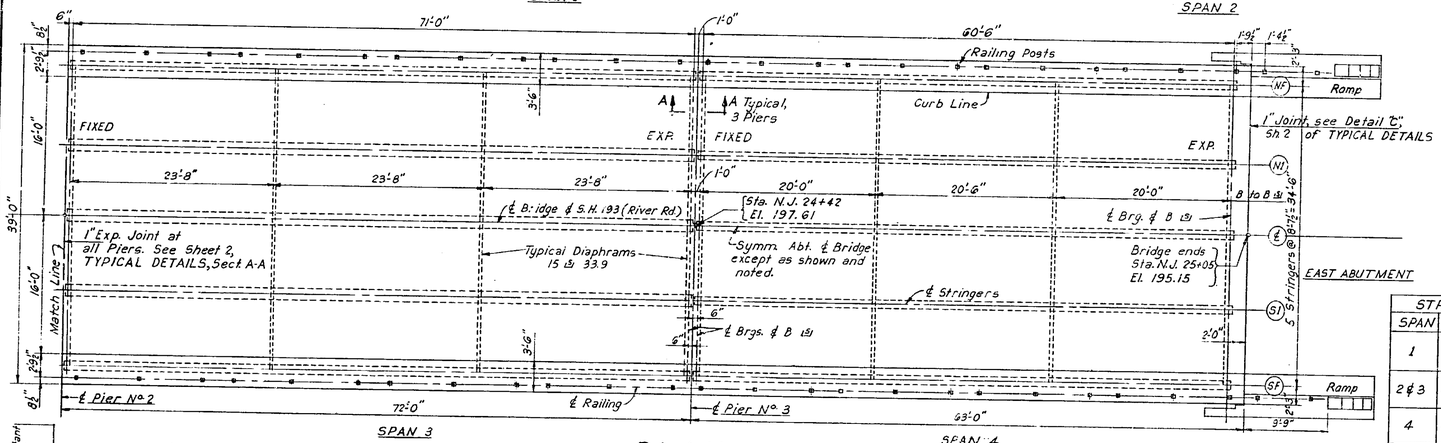
CATSKILL THRUWAY
RAVENA - SELKIRK



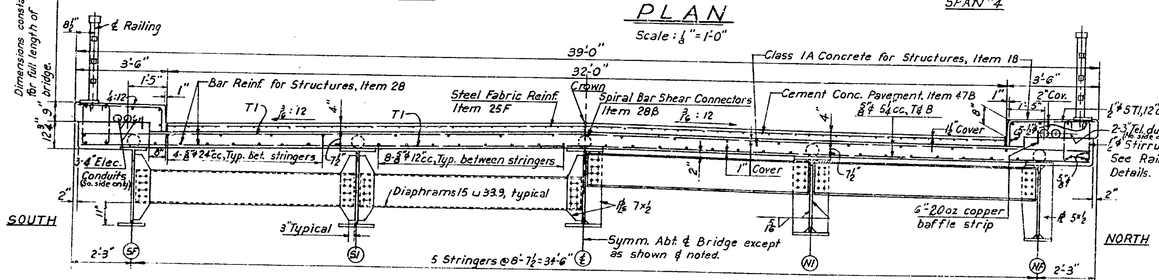

RAILING ELEVATION
Scale: 1/8"=1'-0"




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




SECTION B-B
TYPICAL
Scale: 1/8"=1'-0"

Notes:
For position of diaphrams at abutments and piers, see sections on Sheet 2 of TYPICAL DETAILS. After the concrete is cured the Contractor shall apply a waterproofing oil treatment of M-41W to all exposed surfaces except the underside of slab. Where a pavement or sidewalk is to be placed on top of a slab, two applications of waterproofing oil treatment shall be applied, the second application shall be applied two days prior to the placing of the pavement or sidewalk. For additional notes, see Title Sheet.

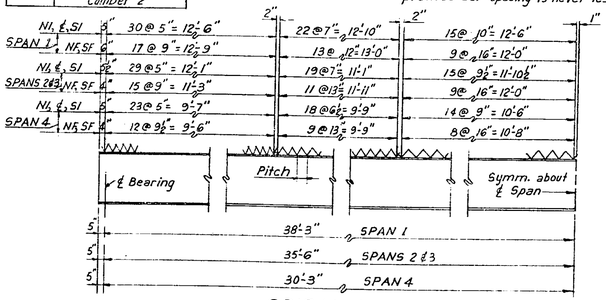
STRINGER SCHEDULE

| SPAN | N1 | ℄ | S1 | N5 | S5 |
|---|---|---|---|---|---|
| 1 | 36 WF 280 lb 14×1×44'-6" Camber 3⅜" | | 36 WF 170 lb 14¼" F.L. | | |
| 2 & 3 | 36 WF 230 lb 14×¾×42'-6" Camber 3" | | 36 WF 150 lb 14×¾ F.L. | | |
| 4 | 36 WF 150 lb 14×¾×42'-6" Camber 2" | | 36 WF 170 No lb | | |

Notes:
All lb are bottom flange cover ℄s. F.L.= Full Length. Cambers include camber for vertical curve.

PLAN-DECK REINFORCEMENT
Scale: 1"=1'-0"

Note: Bars in sidewalk not shown in Plan. For size, types, and location see B-B. If the spirals interfere with the spacing of the deck reinforcement the spacing shall be considered satisfactory if there are 8 bars in a distance of 3'-6" provided bar spacing is never less than 4½" nor more than 6½".




SPIRAL DETAILS
No scale

NOTES
For General Notes and Reference Drawings, see Title Sheet.
See Sheets 1&2, Typical Details for typical details not shown on this sheet.

THRUWAY UNDERPASS
STATE HIGHWAY 193
RIVER ROAD
SUPERSTRUCTURE
SCALE: AS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 3-13-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 58 | 147 |
| CATSKILL THRUWAY | | | | | |
| RAVENA-SELKIRK | | | | | |

## WEST ABUTMENT

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| A1 | 5/8" ø | 67 | 7'-10" | II | 7'-0" | 0'-10" | | | Transverse bars bot. of headwall ftg. |
| A2 | 3/4" ø | 18 | 24'-0" | str. | | | | | Longitudinal " " " " " |
| A3 | 5/8" ø | 12 | 24'-0" | " | | | | | " " top " " " |
| A4 | 5/8" ø | 24 | 7'-0" | str. | | | | | Transverse bars top of headwall ftg. |
| A5 | 1/2" ø | 36 | 9'-11" | IV | 8'-6" | 1'-2" | | | Vertical bars I.F. of headwall & br.seat. |
| A6 | | 6 | 36'-4" | str. | | | | | Horizontal " " " " " " |
| A7 | | 40 | 8'-8" | IV | 3'-3" | 5'-2" | | | Bent bars in bridge seat. |
| A8 | | 4 | 39'-8" | str. | | | | | Horizontal " " " " |
| A9 | | 40 | 7'-11" | XIII | 5'-9" | 0'-8" | 1'-6" | | Vertical " O.F. of headwall. |
| A10 | | 6 | 39'-0" | str. | | | | | Horizontal " " " " & bridge seat |
| A11 | 5/8" ø | 28 | 6'-3" | IV | 4'-0" | 2'-0" | | | " dowels in " & wing walls. |
| A12 | 5/8" ø | 28 | 7'-3" | I | 5'-7" | 0'-10" | | | Transverse bars bot. of wing wall ftgs. |
| A13 | " | 20 | 20'-8" | str. | | | | | Longitudinal " T.& B. " " " " |
| A14 | " | 22 | 6'-0" | " | | | | | Transverse " top " " " " |
| A15 | 1/2" ø | 30 | 23'-9" | III | 1'-11" | 10'-8" | | | Vertical U-bars in wing walls. |
| A16 | | 10 | 16'-5" | IV | 14'-4" | 1'-10" | | | Horizontal bars I.F. of " " |
| A17 | | 16 | 11'-2" | str. | | | | | Vertical " E.F. " " " |
| A18 | | 14 | 25'-9" | XIII | 19'-1" | 0'-8" | 6'-0" | | Horizontal " O.F. " " " |
| A19 | | 70 | 14'-6" | str. | | | | | Longitudinal bars in sidewalk. |
| A20 | 5/8" ø | 30 | 9'-9" | XII | 6'-8" | 11" Max. 10" Min. | Max. Min. | | Bent bars in sidewalk. |
| AD1 | 5/8" ø | 35 | 3'-6" | " | | | | | Dowels in pedestals. |
| AT1 | 1/2" ø | 5 | 9'-7" | VIII | 3'-5" | 0'-8" | 1'-10" | | Ties " " |
| AP1 | 3/4" ø | 12 | 4'-9" | str. | | | | | Horizontal bars in pylons. See Typ. Detail Sh. |
| AP2 | | | | | | | | | Deleted |
| AP3 | 3/4" ø | 8 | 5'-8" | str. | | | | | Vertical " " " " " " " |
| AP4 | | 8 | 5'-3" | | | | | | " " " " " " " " |
| AP5 | | 8 | 4'-10" | | | | | | " " " " " " " " |
| AP6 | 3/4" ø | 8 | 4'-5" | str. | | | | | " " " " " " " " |

## EAST ABUTMENT

A1-AP6 — Same as West Abutment.

## PIER 1

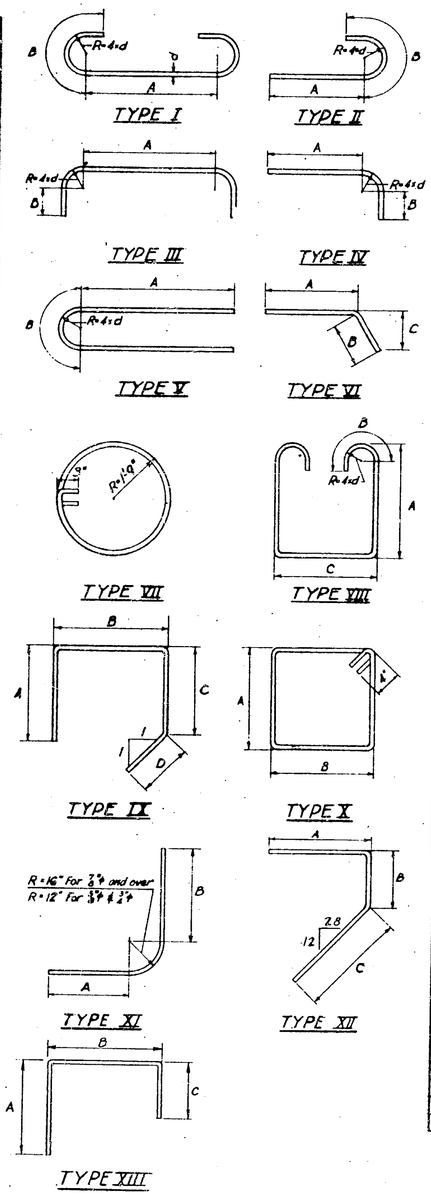
| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| P1 | 1" ø | 8 | 44'-6" | I | 41'-10" | 1'-4" | | | Longitudinal bars in bottom of footing. |
| P2 | | 7 | 18'-0" | str. | | | | | " " " " " " |
| P3 | 5/8" ø | 49 | 8'-9" | I | 7'-1" | 0'-10" | | | Transverse " " " " " |
| P4 | " | 29 | 7'-6" | str. | | | | | " " " top " " |
| P5 | 1" ø | 8 | 42'-6" | | | | | | Longitudinal " " " " " |
| P6 | 1" ø | 54 | 6'-8" | | | | | | Vertical dowels in footing. |
| P7-1 | " | 54 | 20'-4" | str. | | | | | " bars " columns. |
| P8 | 3/8" ø | 48 | 11'-6" | VII | | | | | Ties in columns. |
| P9 | 1 1/4" ø | 2 | 37'-0" | I | 33'-8" | 1'-8" | | | Longitudinal bars in bottom of beam. |
| P10 | | 2 | 40'-0" | I | 36'-8" | 1'-8" | | | " " " " " " |
| P11 | | 1 | 40'-6" | I | 37'-2" | 1'-8" | | | " " " " " " |
| P12 | | 2 | 30'-0" | str. | | | | | " " " " " " |
| P13 | | 2 | 41'-8" | III | 39'-8" | 13'-5" | | | " " " top " " |
| P14 | | 2 | 44'-8" | III | 36'-6" | 3'-5" | | | " " " " " " |
| P15 | | 1 | 45'-2" | III | 37'-2" | 3'-5" | | | " " " " " " |
| P16 | 1 1/4" ø | 2 | 15'-0" | str. | | | | | " " " " " " |
| P17 | 5/8" ø | 44 | 13'-10" | X | 3'-8" | 2'-10" | | | Stirrups in beam. |
| PD1 | 3/4" ø | 34 | 6'-2" | III | 1'-11" | 1'-10" | | | Dowels in pedestals. |
| PD2 | " | 6 | 5'-8" | III | 1'-5" | 1'-10" | | | " " fascia " |

## PIER 2

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| P1-P6 | | | | | | | | | Same as Pier 1. |
| P7-2 | 1" ø | 54 | 18'-10" | str. | | | | | Vertical bars in columns. |
| P8 | 3/8" ø | 45 | 11'-6" | VII | | | | | Ties in columns. |
| P9-PD2 | | | | | | | | | Same as Pier 1. |

## PIER 3

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| P1-P6 | | | | | | | | | Same as Pier 1. |
| P7-3 | 1" ø | 54 | 15'-1" | str. | | | | | Vertical bars in columns. |
| P8 | 3/8" ø | 33 | 11'-6" | VII | | | | | Ties in columns. |
| P9-PD2 | | | | | | | | | Same as Pier 1. |




## SUPERSTRUCTURE

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| T1 | 5/8" ø | 304 | 38'-5" | str. | | | | | Transverse bars T.& B. of deck. All spans |
| L1 | | 108 | 40'-4" | | | | | | Longitudinal " " " Span 1. |
| L2 | | 216 | 36'-10" | | | | | | " " " " " 2 & 3. |
| L3 | 5/8" ø | 108 | 32'-4" | | | | | | " " " " " 4. |
| SL1 | 1/2" ø | 20 | 40'-4" | | | | | | " " " in sidewalk. " 1. |
| SL2 | | 40 | 36'-10" | | | | | | " " " " " 2 & 3. |
| SL3 | | 20 | 32'-4" | str. | | | | | " " " " " 4. |
| ST1 | | 572 | 3'-10" | IV | 2'-11" | 0'-8" | | | Transverse " " " |
| S1 | 1/2" ø | 612 | 4'-9" | VIII | 1'-5" | 0'-8" | 0'-11" | | Stirrups in deck and sidewalk. |

NOTES:

For General Notes and Reference Drawings, see Title Sheet.
All reinforcement to be paid for under Item 28.
Reinforcement in piles not included in this bar schedule. See Piling Plan and Typical Details Sh. 1.

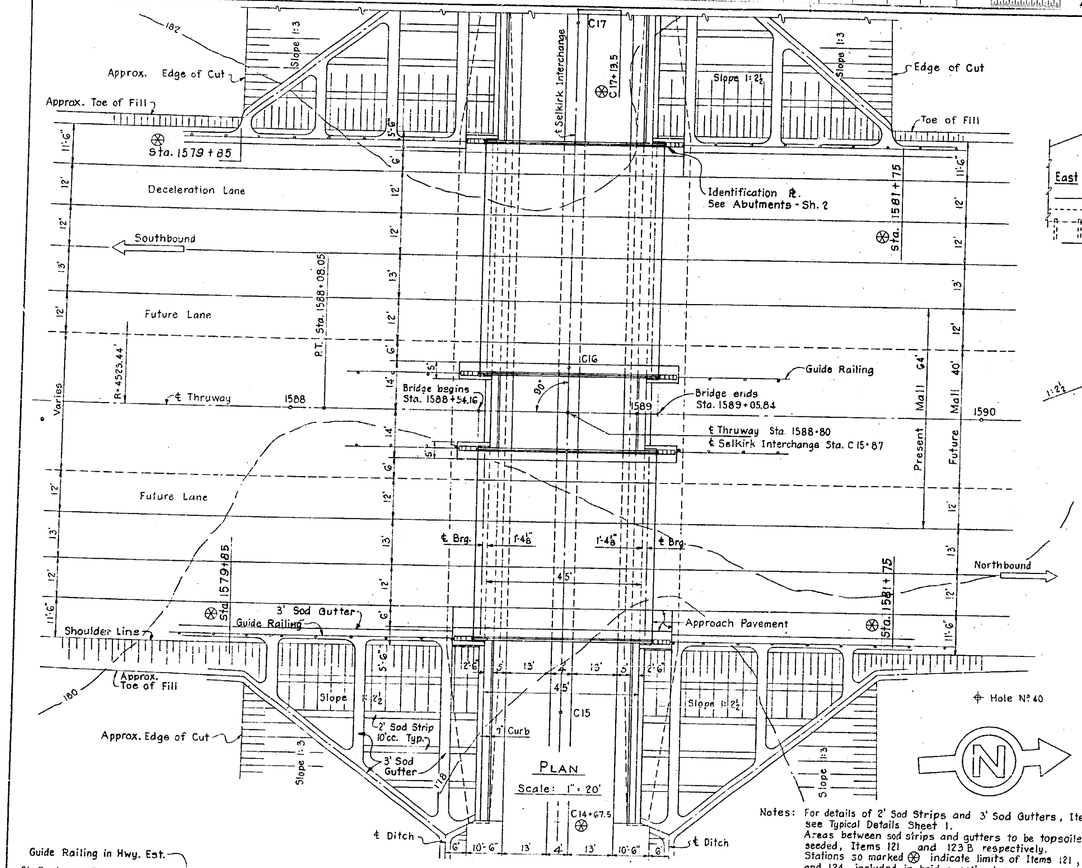
THRUWAY UNDERPASS
STATE HIGHWAY 193
RIVER ROAD
BAR SCHEDULE

RECOMMENDED BY
Frankland & Lienhard DATE 3-13-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

# C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 59 | 197 |

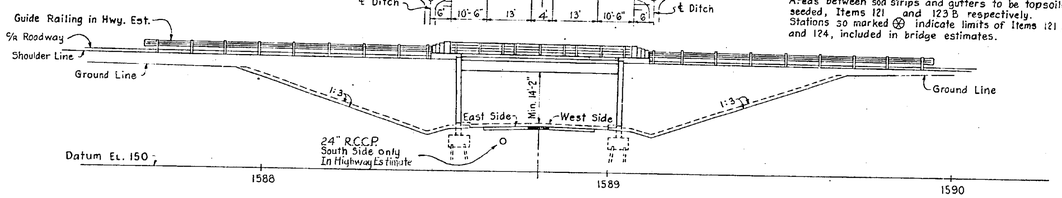
CATSKILL THRUWAY
RAVENA - SELKIRK




## PLAN

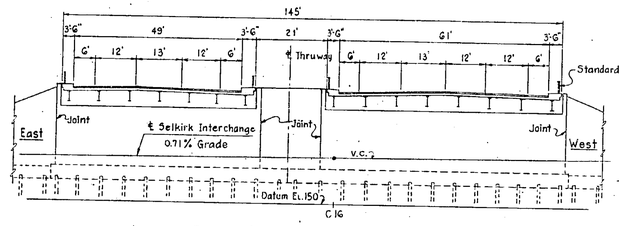
Scale: 1" = 20'

Notes: For details of 2' Sod Strips and 3' Sod Gutters, Item 124, see Typical Details Sheet 1. Areas between sod strips and gutters to be topsoiled and seeded, Items 121 and 123 B respectively. Stations so marked ⊛ indicate limits of Items 121, 123 B and 124, included in bridge estimates.



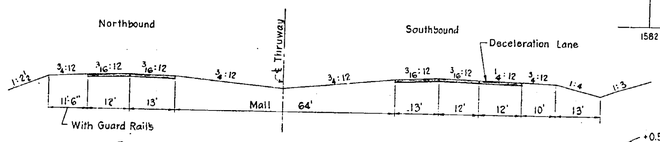

## EAST ELEVATION

Scale: 1" = 20'




## CROSS SECTION OF BRIDGE

Scale: 1" = 20'



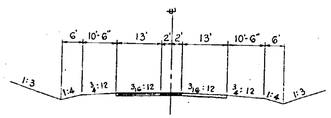

FILL

## THRUWAY CROSS SECTION AT SELKIRK INTERCHANGE

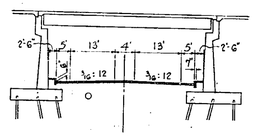
Scale: 1" = 20'

CUT

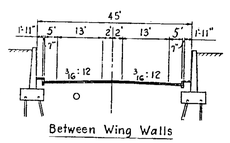
Note: Bridge to have normal cross section; transition to full superelevation to start to the South of Bridge.




## Approaches



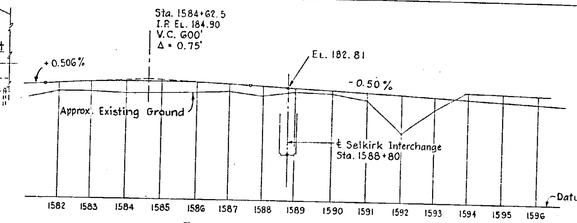

## Under Superstructure




## Between Wing Walls

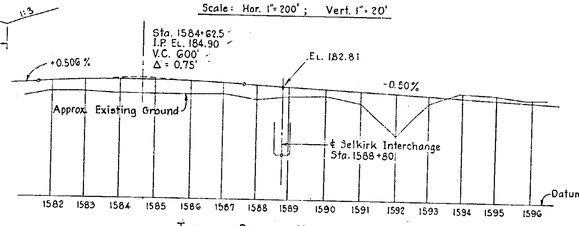
## TYPICAL CROSS SECTIONS SELKIRK INTERCHANGE

Scale: 1" = 20'



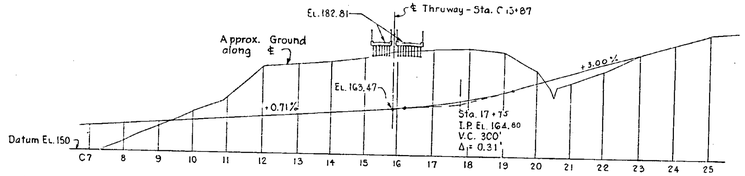

## THRUWAY PROFILE - SOUTHBOUND LANE

Scale: Hor. 1" = 200'; Vert. 1" = 20'



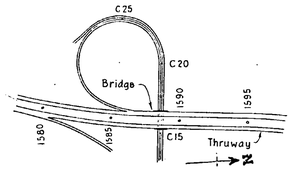

## THRUWAY PROFILE - NORTHBOUND LANE

Scale: Hor. 1" = 200'; Vert. 1" = 20'



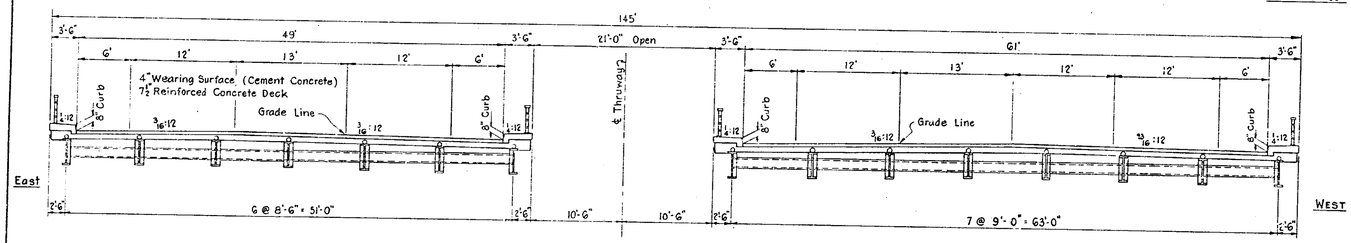

## SELKIRK INTERCHANGE PROFILE

Scale: Hor. = 200'; Vert. 1" = 20'




## LOCATION PLAN

Scale: 1" = 500'




## CROSS SECTION OF BRIDGE

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

Notes:

1. A.A.S.H.O. Design Specifications, 1949. Loading H 20-S16-44 Modified.
2. 'W' Beams with Composite Deck.
3. Cast-in-place Concrete Piles — Length as required.

RECOMMENDED BY
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## THRUWAY OVERPASS — SELKIRK INTERCHANGE

CATSKILL THRUWAY - STATION 1588+80

GENERAL PLANS

SCALE AS NOTED

CT 52-8P

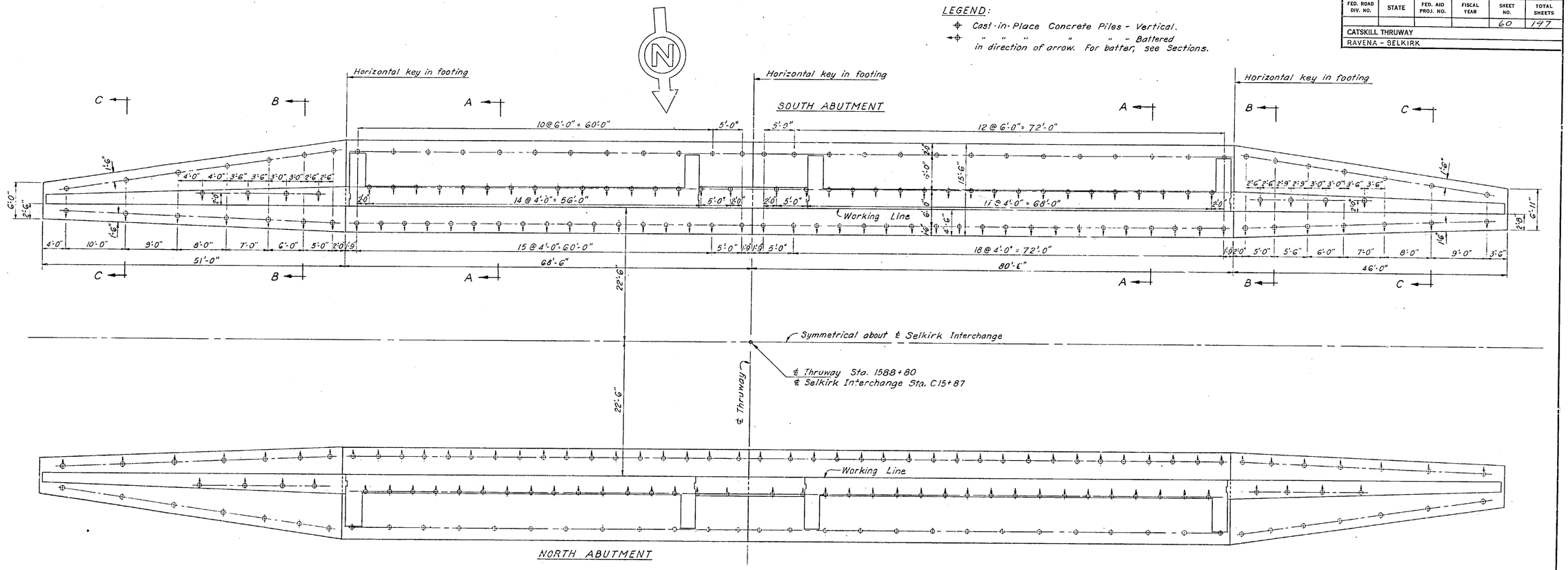
59T

| Item No. | Item | Unit | Final Quantities |
|---|---|---|---|
| 5 | Trench Culv'd Bk. Excav. | C.Y. | 398 |
| 10YBB | Pipe Underdrain Opt. 6" Dia. | L.F. | 489 |
| 15-2 | Portland Cement Type 2 | Bbl. | 2923 |
| 15-2A | Portland Cement Type 2A | Bbl. | 188 |
| 15-N | Portland Cement Type N | Bbl. | 511 |
| 18 | Class 'A' Conc. for Structures | C.Y. | 1044.93 |
| 19 | Class 'A' Conc. for Railings | C.Y. | 5.18 |
| 20 | Class 'A' Conc. | C.Y. | 812.12 |
| 25-F | Steel Fabric Reinf. | S.Y. | 632 |
| 28 | Bar Reinf. for Structures | Lb. | 241,725 |
| 28B | Spiral Bar Shear Connectors | Lb. | 1801 |
| 29 | Structural Steel | Lb. | 14,445 |
| 37 | Metal Railing | L.F. | 208.3 |
| 47-B | Cement Conc. Pavt. | C.Y. | 78 |
| 79 | Dry Stone Paving | S.Y. | — |
| 85-C | Cast in Place Conc. Piles | L.F. | 16792 |
| 87 | Furn. Equip. for Driving Piles | L.S. | 100% |
| 97DA | Conc. Curb Type 'DA' | L.F. | 490 |
| 105 | Conc. Sidewalk | S.Y. | 105 |
| 119 | R.O.B. Gravel Fill | C.Y. | 3993 |
| 121 | Top Soil Placed from Stockpiles | C.Y. | 92 |
| 123B | Seeding on Prepared Areas | Acre | 0.14 |
| 124 | Sodding | S.Y. | 477 |
| 225-1A | A.S.T.M. Cement Type 1A | Bbl. | 40 |

C.T. 52-8P

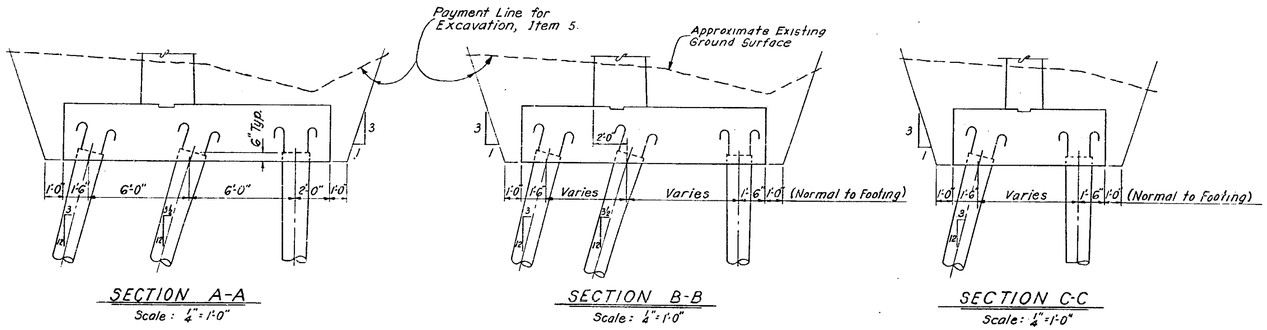
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 60 | 197 |
| CATSKILL THRUWAY | | | | | |
| RAVENA – SELKIRK | | | | | |

LEGEND:
- Cast-in-Place Concrete Piles - Vertical.
- " " " " " - Battered in direction of arrow. For batter, see Sections.




PILING PLAN
Scale: 1/8" = 1'-0"

Notes:
For design purposes, the assumed load per pile does not exceed 36 tons.
For estimating purposes, the average length has been estimated at 65 ft.
Total piles required = 268.




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

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

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

NOTES:
For General Notes and Reference Drawings, see Title Sheet.
For typical details, not shown, see Typical Details Sheets.

THRUWAY OVERPASS
SELKIRK INTERCHANGE
PILING PLAN
SCALE: AS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 5-6-52
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# C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 61 | 197 |

CATSKILL THRUWAY
RAVENA - SELKIRK

Notes
All exposed edges of concrete to be chamfered 1" except where noted.
60-1"ϕ Anchor Bolts 2'-0"lg. are required for 2 Abutments. For details, see Typical Detail Sheet 2.

PLAN - EAST HEADWALL - SOUTH ABUTMENT as shown
- NORTH ABUTMENT as noted

ELEVATION

PLAN AT TOP OF FOOTING

Note: Minimum Cover of Steel in Footing 3" above " 2"

Note: For Sections A-A & B-B, and Pedestal Elevations, see Abutments - Sheet 2.

SECTION F-F

SECTION G-G

SECTION C-C

SECTION D-D

Note: For location of Sections C-C, D-D, & E-E, see Abutments - Sheet 3. For Excavation Lines, see Piling Plan Sh.

Note: For Item 97DA, the Specifications for Item 97 shall apply in all respects except that curb shall be constructed as shown in Detail. Reinforcing to be included under Item 28.

CURB & SIDEWALK DETAILS
Scale: 3/2" = 1'-0"

SECTION E-E

Note: Curbs and Sidewalks are not shown. See Detail below.

NOTES:
For General Notes and Reference Drawings, see Title Sheet.
For typical details, not shown, see Typical Detail Sheets.

THRUWAY OVERPASS
SELKIRK INTERCHANGE
ABUTMENTS
SHEET 1
SCALE: 1/4" = 1'-0" UNLESS NOTED

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C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
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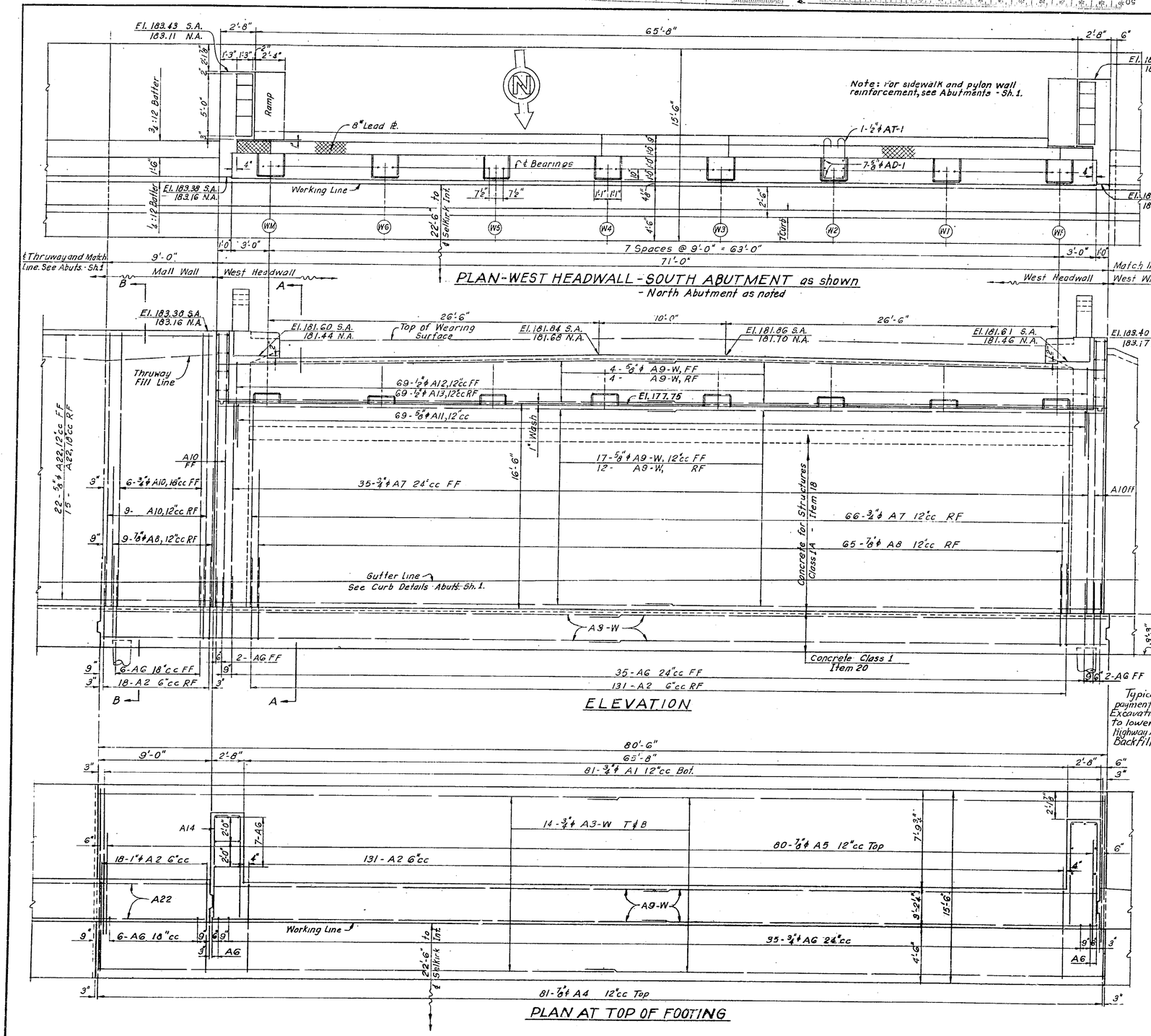
| | | | | 62 | 197 |

CATSKILL THRUWAY
RAVENA - SELKIRK

ELEVATIONS TOP OF PEDESTALS

| Abutment | EF | E1 | E2 | E3 | E4 | E5 | EM | WM | W6 | W5 | W4 | W3 | W2 | W1 | WF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South | 178.64 | 178.50 | 178.64 | 178.57 | 178.43 | 178.30 | 178.43 | 178.43 | 178.30 | 178.44 | 178.58 | 178.59 | 178.45 | 178.31 | 178.45 |
| North | 178.48 | 178.35 | 178.48 | 178.41 | 178.28 | 178.15 | 178.28 | 178.28 | 178.14 | 178.28 | 178.42 | 178.44 | 178.30 | 178.16 | 178.29 |




NOTES:

For General Notes and Reference Drawings, see Title Sheet.
For typical details, not shown, see Typical Detail Sheets.

THRUWAY OVERPASS
SELKIRK INTERCHANGE
ABUTMENTS
SHEET 2
SCALE: ¼" = 1'-0" UNLESS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 5-6-52
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**C.T. 52-8P**

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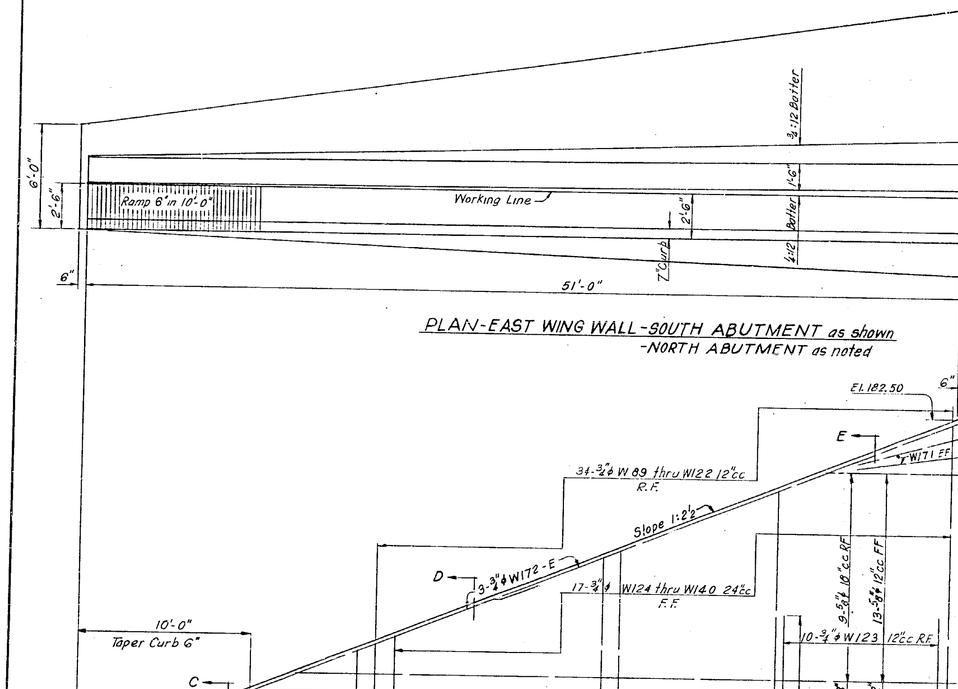
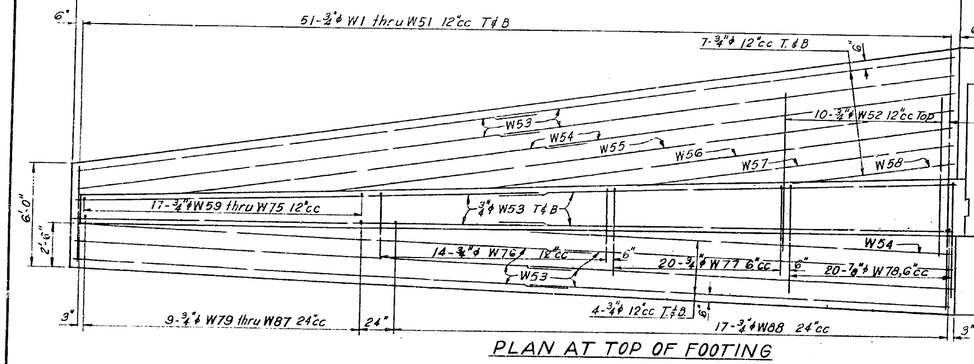
| | | | | 63 | 197 |

CATSKILL THRUWAY
RAVENA-SELKIRK

PLAN-EAST WING WALL-SOUTH ABUTMENT as shown
-NORTH ABUTMENT as noted




ELEVATION

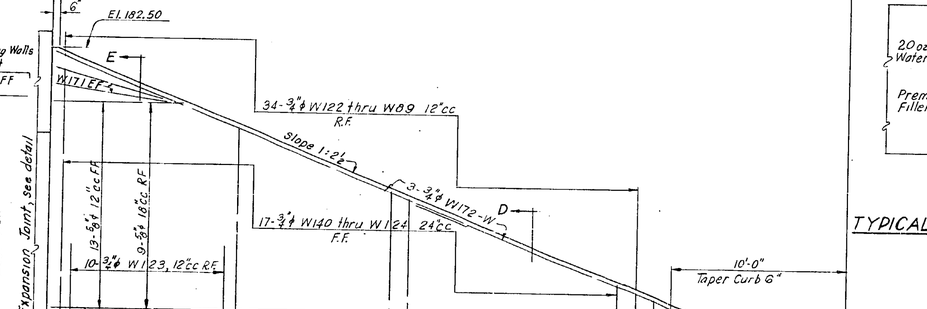



PLAN AT TOP OF FOOTING

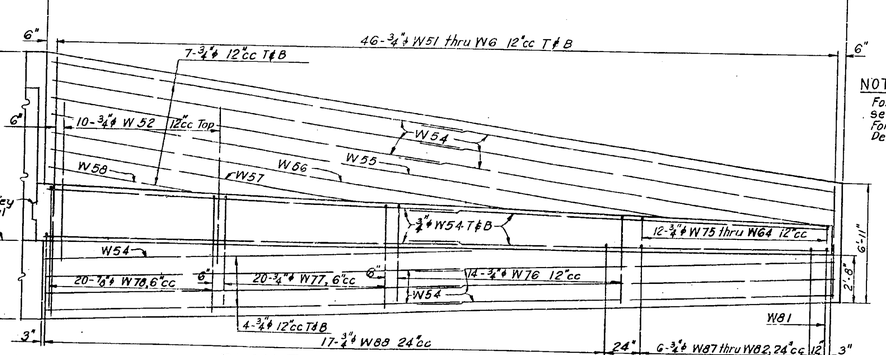
| Horizontal Bars in Wing Walls East | | West | |
|---|---|---|---|
| F.F. | R.F. | R.F. | F.F. |
| W158 | W170 | | |
| W157 | | | |
| W156 | W169 | | |
| W155 | W168 | | |
| W154 | | | |
| W153 | W167 | | |
| W152 | W166 | | |
| W151 | | | |
| W150 | W165 | | |
| W149 | W164 | | |
| W148 | | | |
| W147 | W163 | | |
| W146 | W162 | | |
| W145 | | | |
| W144 | W161 | | |
| W143 | W160 | | |
| W142-E | | W141-W | |
| W141-E | W159-E | W141-W | W141-W |
| W141-E | W141-E | W141-W | W141-W |

Same as East Wall
Expansion Joint, see detail

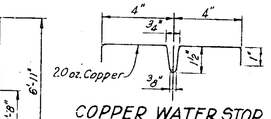
PLAN-WEST WING WALL-SOUTH ABUTMENT as shown
-NORTH ABUTMENT as noted



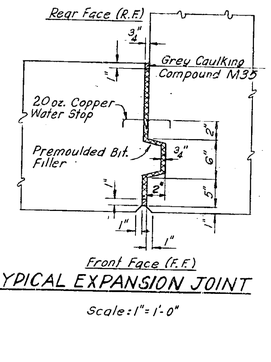

ELEVATION




PLAN TOP OF FOOTING




COPPER WATER STOP
Scale: 3"=1'-0"




TYPICAL EXPANSION JOINT
Scale: 1"=1'-0"

NOTES:
For General Notes and Reference Drawings, see Title Sheets.
For typical details, not shown, see Typical Detail Sheet.

THRUWAY OVERPASS
SELKIRK INTERCHANGE
ABUTMENTS
SHEET 3
SCALE: ¼"=1'-0" UNLESS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 5-6-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

# C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
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| | | | | 64 | 197 |

CATSKILL THRUWAY
RAVENA - SELKIRK

RAILING ELEVATION
Scale: 1/8" = 1'-0"

FRAMING PLAN
Scale: 1/8" = 1'-0"

SOUTH ABUTMENT

NORTH ABUTMENT

| STRINGER LIST | | |
|---|---|---|
| E1 E2 E3 E4 E5 W1 W2 W3 W4 W5 W6 W7 | E1 Thru E5 | W1 Thru W6 |
| 33 WF 130 | 36 WF 160 | 36 WF 170 |
| Camber 3/4" | | |

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

EAST DECK REINFORCEMENT PLAN
Scale: 3/16" = 1'-0"

WEST DECK REINFORCEMENT PLAN
Scale: 3/16" = 1'-0"

Notes:
Bars in sidewalks are not shown in Plan. For size, type and location, see Section B-B.
If the spirals interfere with the spacing of deck reinforcement the spacing shall be considered satisfactory if there are 8 bars in a distance of 3'-6" for East Deck and 3'-4" for West Deck, provided bar spacing is never 1" less nor 1" more than the required spacings for respective Decks. Longitudinal bars are to be spliced at midspan.

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

Notes:
After the concrete is cured the Contractor shall apply a waterproofing oil treatment of M-41W to all exposed surfaces except the underside of slab. Where a pavement or sidewalk is to be placed on top of a slab, two applications of waterproofing oil treatment shall be applied, the second application shall be applied two days prior to the placing of the pavement or sidewalk.
For additional notes, see Title Sheet.

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

NOTES:
For General Notes and Reference Drawings, see Title Sheet.
For Typical Details, not shown, see Typical Detail Sheets.

THRUWAY OVERPASS
SELKIRK INTERCHANGE
SUPERSTRUCTURE
SCALE: AS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 5-6-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
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| | | | | 65 | 197 |

CATSKILL THRUWAY
RAVENA - SELKIRK

## SOUTH ABUTMENT

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| | | | | EAST FOOTING | | | | | |
| A1 | 3/4"ϕ | 69 | 12'-0" | str. | | | | | Transverse bars in bottom. |
| A2 | 1"ϕ | 125 | 14'-2" | XIV | 5'-8" | 5'-2" | | | Dowels in R.F. of wall. |
| A3-E | 3/4"ϕ | 56 | 35'-4" | str. | | | | | Longitudinal bars T&B. |
| A4 | 7/8"ϕ | 69 | 15'-10" | II | 14'-8" | 1'-2" | | | Transverse bars top. |
| A5 | " | 68 | 8'-0" | str. | | | | | " " " |
| A6 | 3/4"ϕ | 53 | 5'-0" | str. | | | | | Dowels in FF of wall & pylon walls. |
| | | | | WEST FOOTING | | | | | |
| A1 | 3/4"ϕ | 81 | 12'-0" | str. | | | | | Transverse bars in bottom. |
| A2 | 1"ϕ | 149 | 14'-2" | XIV | 5'-8" | 5'-2" | | | Dowels in R.F. of wall. |
| A3-W | 3/4"ϕ | 56 | 41'-6" | str. | | | | | Longitudinal bars T&B. |
| A4 | 7/8"ϕ | 81 | 15'-10" | II | 14'-8" | 1'-2" | | | Transverse bars top. |
| A5 | " | 80 | 8'-0" | str. | | | | | " " " |
| A6 | 3/4"ϕ | 59 | 5'-0" | " | | | | | Dowels in FF of walls & pylon walls. |
| | | | | EAST HEADWALL & PYLON WALLS | | | | | |
| A7 | 3/4"ϕ | 83 | 16'-3" | str. | | | | | Vertical bars EF of headwall. |
| A8 | 7/8"ϕ | 53 | 11'-0" | ↓ | | | | | " " RF " " |
| A9-E | 5/8"ϕ | 78 | 30'-6" | ↑ | | | | | Horizontal " EF " " |
| A10 | 3/4"ϕ | 18 | 21'-8" | str. | | | | | Vertical bars in pylon walls. |
| A11 | 5/8"ϕ | 57 | 11'-1" | IX | 2'-6" | 3'-5" | 1'-8" | 3'-6" | Bent bars top of bridge seat. |
| A12 | 1/2"ϕ | 57 | 8'-0" | XIII | 5'-10" | 0'-8" | 1'-6" | | " " " " headwall. |
| A13 | " | 57 | 6'-9" | IV | 1'-3" | 5'-3" | | | " " " " |
| A14 | 5/8"ϕ | 22 | 18'-6" | III | 2'-0" | 8'-0" | | | Horizontal ties in pylon walls. |
| A15 | 3/4"ϕ | 4 | 8'-3" | str. | | | | | Vertical bars EF of pylon walls. |
| A16 | 5/8"ϕ | 4 | 21'-10" | XV | 6'-2" | | | | Horizontal ties in pylon walls. |
| A17 | " | 4 | 20'-9" | XV | 5'-1" | | | | " " " " |
| A18 | 1/2"ϕ | 10 | 9'-9" | VII | 4'-8" | 10" Max 1" Min | 4'-3" Max 4'-6" Min | | Bent bars in sidewalk. |
| A19 | ↓ | 2 | 10'-6" | VIII | 4'-0" | 4'-8" | 2'-0" | | " " " " |
| A20 | | 6 | 8'-11" | IV | 4'-10" | 3'-10" | | | " " " " |
| A21 | ↑ | 2 | 9'-7" | IV | 4'-10" | 4'-6" | | | " " " " |
| AT1 | 1/2"ϕ | 7 | 9'-1" | VIII | 3'-5" | 0'-8" | 1'-10" | | Horizontal ties in pedestals. |
| AD1 | 5/8"ϕ | 49 | 3'-6" | str. | | | | | Dowels in pedestals. |
| AP1 | 3/4"ϕ | 12 | 4'-9" | " | | | | | Horizontal bars in pylons. See Typ. Det. Sh. |
| AP2 | | | | | | | | | Deleted |
| AP3 | 3/4"ϕ | 8 | 5'-8" | str. | | | | | Vertical " " " " " " " |
| AP4 | ↓ | 8 | 5'-3" | ↓ | | | | | " " " " " " " |
| AP5 | ↑ | 8 | 4'-10" | ↑ | | | | | " " " " " " " |
| AP6 | 3/4"ϕ | 8 | 4'-5" | str. | | | | | " " " " " " " |
| | | | | MALL WALL | | | | | |
| A8 | 7/8"ϕ | 18 | 11'-0" | str. | | | | | Vertical bars RF of wall. |
| A10 | 3/4"ϕ | 30 | 21'-8" | " | | | | | " " EF " |
| A22 | 5/8"ϕ | 37 | 17'-8" | " | | | | | Horizontal " " " |
| | | | | WEST HEADWALL & PYLON WALLS | | | | | |
| A7 | 3/4"ϕ | 101 | 16'-3" | str. | | | | | Vertical bars EF of headwall. |
| A8 | 7/8"ϕ | 65 | 11'-0" | ↓ | | | | | " " RF " " |
| A9-W | 5/8"ϕ | 18 | 36'-7" | ↑ | | | | | Horizontal " EF " " |
| A10 | 3/4"ϕ | 18 | 21'-8" | str. | | | | | Vertical " in pylon walls. |
| A11 | 5/8"ϕ | 69 | 11'-1" | IX | 2'-6" | 3'-5" | 1'-8" | 3'-6" | Bent bars top of bridge seat. |
| A12 | 1/2"ϕ | 69 | 8'-0" | XIII | 5'-10" | 0'-8" | 1'-6" | | " " " " headwall. |
| A13 | " | 69 | 6'-9" | IV | 1'-3" | 5'-3" | | | " " " " |
| A14 | 5/8"ϕ | 22 | 18'-6" | III | 2'-0" | 8'-0" | | | Horizontal ties in pylon walls. |
| A15 | 3/4"ϕ | 4 | 7'-4" | str. | | | | | Vertical bars EF of " " |
| A16 | 5/8"ϕ | 4 | 21'-10" | XV | 6'-2" | | | | Horizontal ties in pylon walls. |
| A17 | " | 4 | 20'-9" | XV | 5'-1" | | | | " " " " |
| A18 | 1/2"ϕ | 10 | 9'-9" | VII | 4'-8" | 10" Max 1" Min | 4'-3" Max 4'-6" Min | | Bent bars in sidewalks. |
| A19 | ↓ | 2 | 10'-8" | VIII | 4'-0" | 4'-8" | 2'-0" | | " " " " |
| A20 | | 6 | 8'-11" | IV | 4'-10" | 3'-10" | | | " " " " |
| A21 | ↑ | 2 | 9'-7" | IV | 4'-10" | 4'-6" | | | " " " " |
| AT1 | 1/2"ϕ | 8 | 9'-1" | VIII | 3'-5" | 0'-8" | 1'-10" | | Horizontal ties in pedestals. |
| AD1 | 5/8"ϕ | 56 | 3'-6" | str. | | | | | Dowels in pedestals. |
| AP1 | 3/4"ϕ | 12 | 4'-9" | " | | | | | Horizontal bars in pylons. See Typ. Det. Sh. |
| AP2 | | | | | | | | | Deleted |
| AP3 | 3/4"ϕ | 8 | 5'-8" | str. | | | | | Vertical " " " " " " " |
| AP4 | ↓ | 8 | 5'-3" | ↓ | | | | | " " " " " " " |
| AP5 | ↑ | 8 | 4'-10" | ↑ | | | | | " " " " " " " |
| AP6 | 3/4"ϕ | 8 | 4'-5" | str. | | | | | " " " " " " " |

## SOUTH ABUTMENT

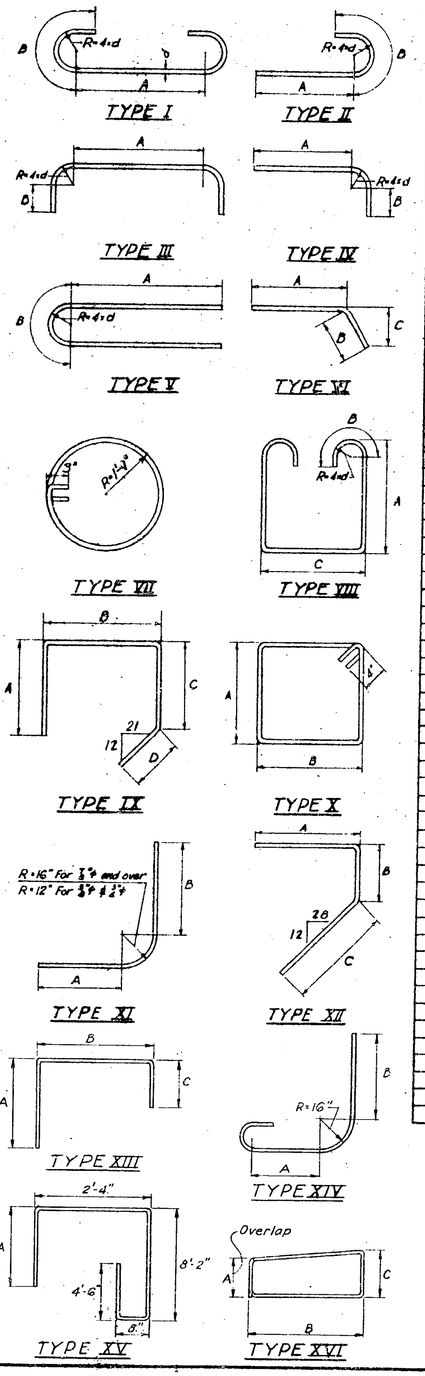
| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| | | | | EAST WING WALL | | | | | |
| W1-W51 | 3/4"ϕ | 102 | 6'-6" to 15'-8" | II | 5'-7" to 14'-8" | 1'-0" | | | Transverse bars T&B of footing. * |
| W52 | ↓ | 10 | 8'-0" | str. | | | | | " " top " * |
| W53 | | 28 | 26'-9" | | | | | | Longitudinal " T&B " " |
| W54 | | 6 | 24'-3" | | | | | | " " " " " |
| W55 | | 2 | 37'-0" | | | | | | " " " " " |
| W56 | | 2 | 28'-0" | | | | | | " " " " " |
| W57 | | 2 | 19'-0" | | | | | | " " " " " |
| W58 | | 2 | 10'-0" | | | | | | " " " " " |
| W59-W75 | | 17 | 3'-6" to 9'-11" | str. | | | | | Vertical bars and dowels RF of wall. * |
| W76 | | 14 | 8'-6" | XI | 3'-0" | 4'-0" | | | Dowels R.F. of wall. |
| W77 | 3/4"ϕ | 20 | 12'-0" | XI | 4'-0" | 6'-6" | | | " " " " |
| W78 | 7/8"ϕ | 20 | 13'-2" | XI | 5'-0" | 6'-2" | | | " " " " |
| W79-W87 | 3/4"ϕ | 9 | 5'-6" to 9'-11" | str. | | | | | Vertical bars and dowels R.F. of wall. * |
| W88 | ↓ | 17 | 5'-0" | ↓ | | | | | Dowels F.F. of wall. |
| W89 to W126 | | 34 | 7'-9" to 21'-0" | | | | | | Vertical bars RF of wall. * |
| W123 | | 10 | 10'-0" | | | | | | " " " " " |
| W124-W140 | 3/4"ϕ | 17 | 8'-2" to 21'-0" | | | | | | " " FF " " * |
| W141-E | 5/8"ϕ | 6 | 26'-6" | | | | | | Horizontal " EF " " |
| W142-E | ↓ | 2 | 24'-9" | | | | | | " " FF " " |
| W143-W145 | | 6 | 23'-6" to 21'-0" | | | | | | " " " " " * |
| W146-W158 | | 13 | 37'-4" to 7'-4" | | | | | | " " " " " * |
| W159-E | | 2 | 25'-5" | | | | | | " " RF " " |
| W160-W161 | | 4 | 23'-7" to 21'-9" | | | | | | " " " " " * |
| W162-W170 | | 9 | 37'-4" to 7'-4" | | | | | | " " " " " * |
| W171 | 5/8"ϕ | 4 | 6'-0" | | | | | | Inclined " EF " " |
| W172 | 3/4"ϕ | 6 | 28'-6" | str. | | | | | " " top " " |

Note: Bars marked * vary in length by uniform increments.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | WEST WING WALL | | | | | |
| W1-W5 | | | | Same as East Wing Wall except | | | | | as noted |
| W6-W52 | | | | | | | | | Out |
| W53 | | | | | | | | | Same as East Wing Wall. |
| W54 | 3/4"ϕ | 34 | 24'-3" | str. | | | | | Out |
| W55-W58 | | | | | | | | | Longitudinal bars T&B of footing. |
| W59-W63 | | | | | | | | | Same as East Wing Wall. |
| W64-W78 | | | | | | | | | Out |
| W79-W80 | | | | | | | | | Same as East Wing Wall. |
| W81-W140 | | | | | | | | | Out |
| W141-W | 5/8"ϕ | 10 | 24'-0" | str. | | | | | Same as East Wing Wall. |
| W142 | | | | | | | | | Horizontal bars EF of wall. |
| W143-W53 | | | | | | | | | Out |
| W159 | | | | | | | | | Same as East Wing Wall. |
| W160-W171 | | | | | | | | | Out |
| W172-W | 3/4"ϕ | 6 | 25'-9" | str. | | | | | Same as East Wing Wall. |
| | | | | | | | | | Inlined bars top of wall. |
| | | | | CURB | | | | | |
| C1 | 5/8"ϕ | 123 | 3'-4" | XVI | 0'-3" | 1'-3" | 0'-4" | | Stirrups in Curbs (2 Curbs) |
| C2 | 1/2"ϕ | 164 | 5'-8" | str. | | | | | Longitudinal bars in Curbs. (" ") |

## SUPERSTRUCTURE

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| | | | | EAST DECK | | | | | |
| TB1 | 5/8"ϕ | 118 | 30'-3" | str. | | | | | Transverse bars bottom of deck. |
| TB2 | ↓ | 118 | 27'-2" | ↑ | | | | | " " " " |
| TT1 | | 118 | 33'-0" | | | | | | " " top " " |
| TT2 | | 118 | 24'-6" | | | | | | " " " " |
| L1 | 5/8"ϕ | 156 | 26'-9" | ↓ | | | | | Longitudinal " T.&B. " " |
| SL1 | 1/2"ϕ | 20 | 26'-8" | str. | | | | | " " in sidewalks. |
| ST1 | " | 104 | 3'-10" | IV | 2'-11" | 0'-8" | | | Transverse " " " |
| S1 | " | 108 | 4'-9" | VIII | 1'-5" | 0'-8" | 0'-11" | | Stirrups in deck and sidewalks. |
| | | | | WEST DECK | | | | | |
| TB3 | 5/8"ϕ | 124 | 31'-9" | str. | | | | | Transverse bars bottom of deck. |
| TB4 | ↓ | 124 | 37'-8" | ↑ | | | | | " " " " |
| TT3 | | 248 | 34'-9" | | | | | | " " top " " |
| L1 | 5/8"ϕ | 180 | 26'-9" | ↓ | | | | | Longitudinal " T.&B. " " |
| SL1 | 1/2"ϕ | 20 | 26'-9" | str. | | | | | Longitudinal " in sidewalks. |
| ST1 | " | 104 | 3'-10" | IV | 2'-11" | 0'-8" | | | Transverse " " " |
| S1 | " | 108 | 4'-9" | VIII | 1'-5" | 0'-8" | 0'-11" | | Stirrups in deck and sidewalks. |




NOTES:

For General Notes and Reference Drawings, see Title Sheet.
All reinforcement to be paid for under Item 28.
Reinforcement in piles not included in this bar schedule. See Piling Plan and Typical Details Sh. 1.

NORTH ABUTMENT
REINFORCEMENT SAME AS SOUTH ABUTMENT

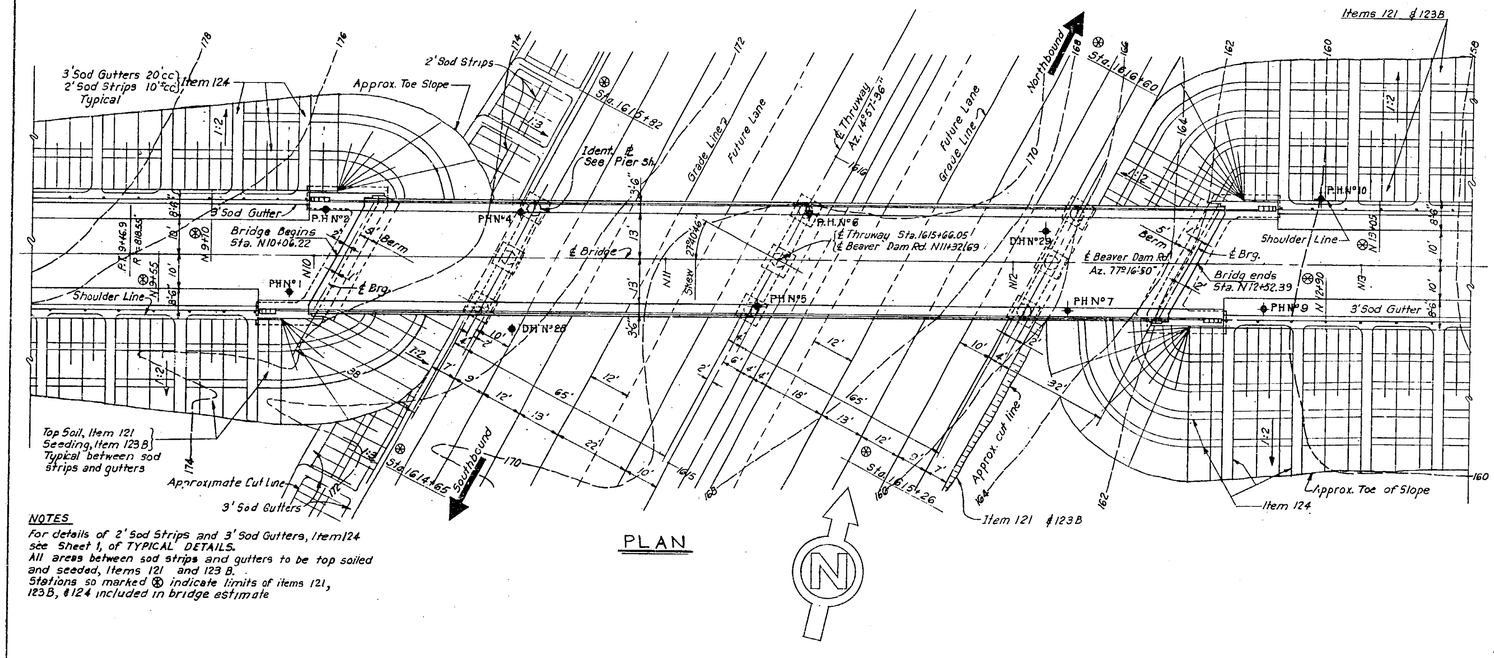
THRUWAY OVERPASS
SELKIRK INTERCHANGE
BAR SCHEDULE

RECOMMENDED BY
Frankland & Lienhard DATE 5-6-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

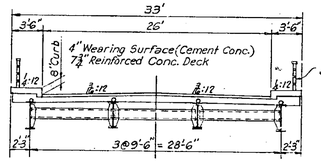
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 66 | 197 |

CATSKILL THRUWAY
RAVENA – SELKIRK



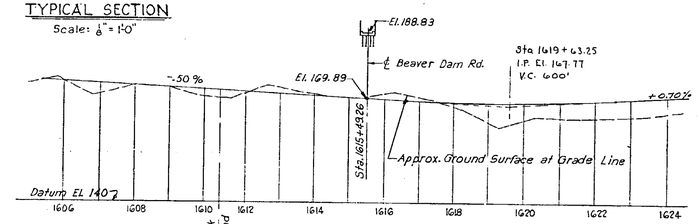

NOTES

For details of 2'Sod Strips and 3'Sod Gutters, Item124 see Sheet 1, of TYPICAL DETAILS.
All areas between sod strips and gutters to be top soiled and seeded, Items 121 and 123 B.
Stations so marked ⊗ indicate limits of items 121, 123B, &124 included in bridge estimate

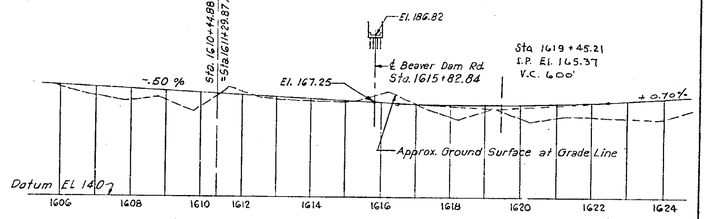



TYPICAL SECTION

Scale: ⅜" = 1'-0"



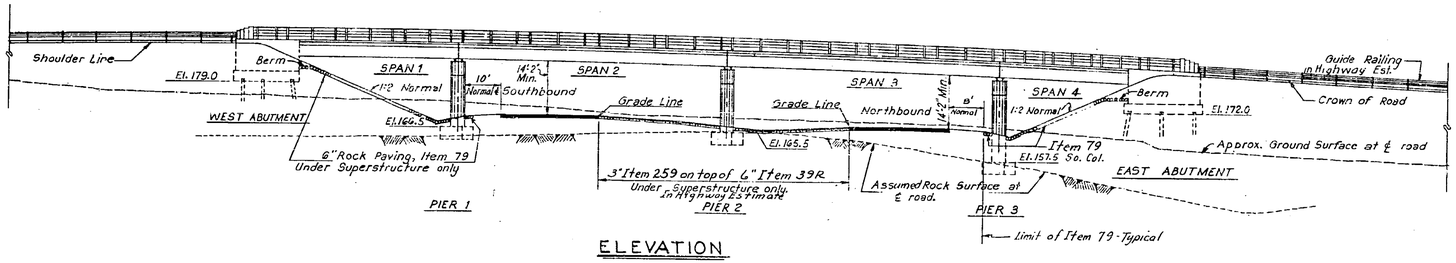

SOUTHBOUND GRADE LINE



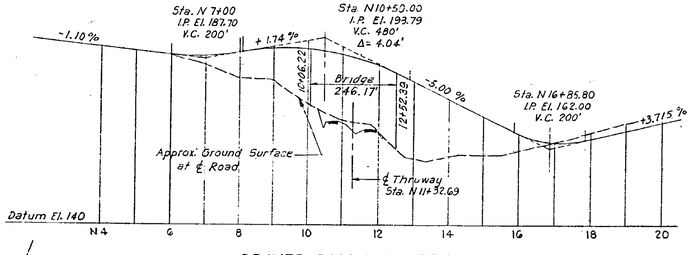

NORTHBOUND GRADE LINE

THRUWAY PROFILES

Scales: Horiz. : 1"= 200'
Vert. : 1"= 20'

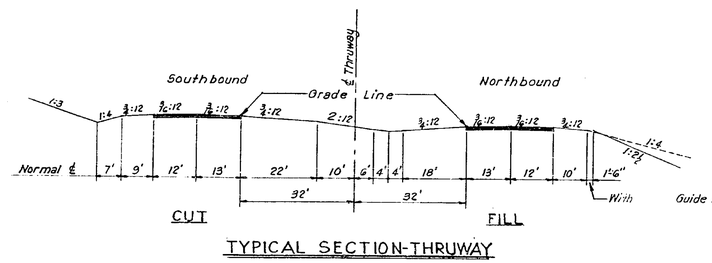



ELEVATION

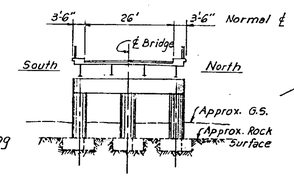



BEAVER DAM ROAD PROFILE

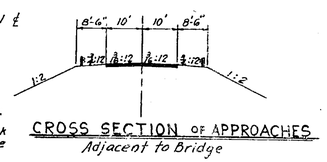
Scales: Horiz. 1"= 200'
Vert. 1"= 20'




TYPICAL SECTION-THRUWAY




CROSS SECTION OF BRIDGE

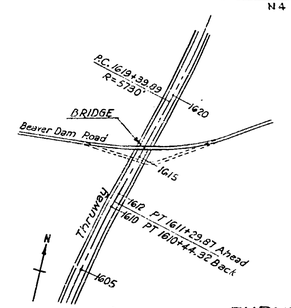



CROSS SECTION OF APPROACHES

Adjacent to Bridge

NOTES

1. A.A.S.H.O. Specifications-Loading H20-S16-44.
2. W. Beams with composite deck-Simple Spans.
3. Piers: Spread Footings on rock.
   Abutments: Cast-in-Place Concrete Piles, length as required.
4. Slopes rock paved under bridge.




LOCATION PLAN

Scale: 1"=500'

THRUWAY UNDERPASS
TOWN ROAD- BEAVER DAM ROAD
CATSKILL THRUWAY- STATION 1615+66.05
GENERAL PLANS

Scale: 1"= 20' Unless Noted

RECOMMENDED BY
Frankland & Lienhard DATE 6-18-51
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

CT52-8P

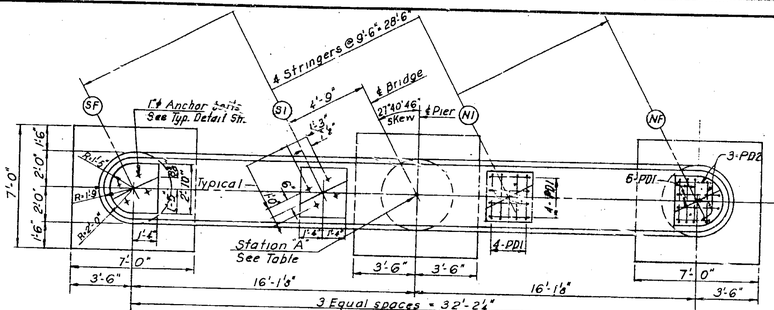
66T

| ITEM No. | ITEM | UNIT | FINAL QUANTITIES |
|---|---|---|---|
| 5 | Trench, Culv & Br Excav | C.Y. | 502 |
| 15-2 | Port Cement, Type 2 | Bbl. | 1046 |
| 15-N | Nat. Cement, Type N | Bbl. | 174 |
| 18 | Class 1A, Conc. for Structures | C.Y. | 509.83 |
| 19 | Class 1A, Conc. for Railings | C.Y. | 2.59 |
| 20 | Class 1 Conc. | C.Y. | 175.91 |
| 25-F | Steel Fabric Reinf. | S.Y. | 711 |
| 26 | Bar Reinf. for Structures | Lb. | 67,697 |
| 28-B | Spiral Bar Shear Connectors | Lb. | 1,376 |
| 29 | Structural Steel | Lb. | 254,198 |
| 37 | Metal Railing | L.F. | 531.5 |
| 47-B | Cement Conc. Pav't. | C.Y. | 88 |
| 79 | Dry Stone Paving | S.Y. | 342 |
| 85-C | Cast-in-Place Conc. Piles | L.F. | 781 |
| 87 | Furn. Equip. for Driving Piles | L.S. | 100% |
| 121 | Top Soil Placed from Stockpiles | C.Y. | 134 |
| 123-B | Seeding on Prepared Areas | Acre | 0.26 |
| 124 | Sodding | S.Y. | 356 |
| 200-S | Utilities | L.S. | 100% |

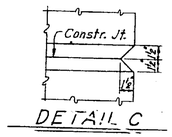
# C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 67 | 197 |

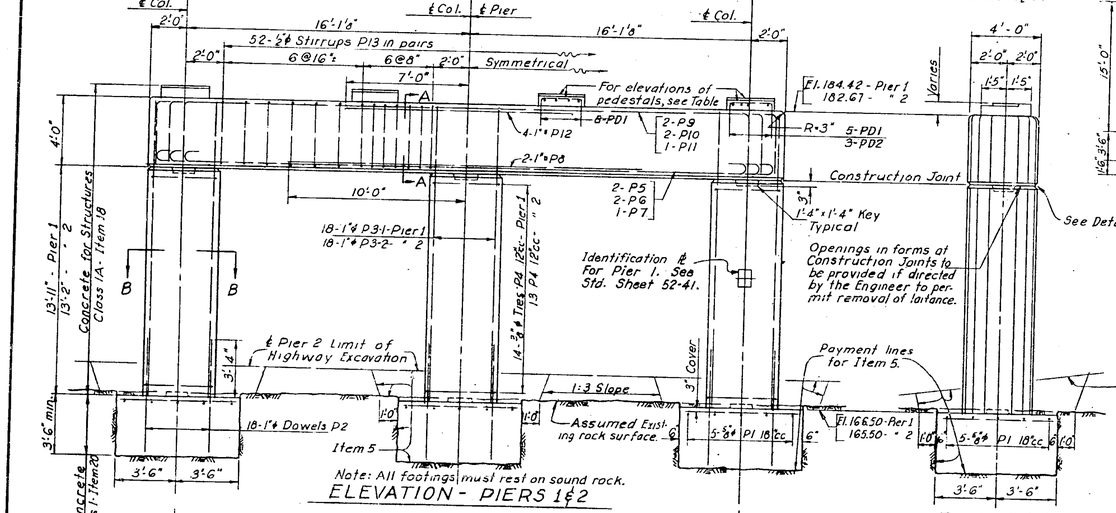
CATSKILL THRUWAY
RAVENA - SELKIRK



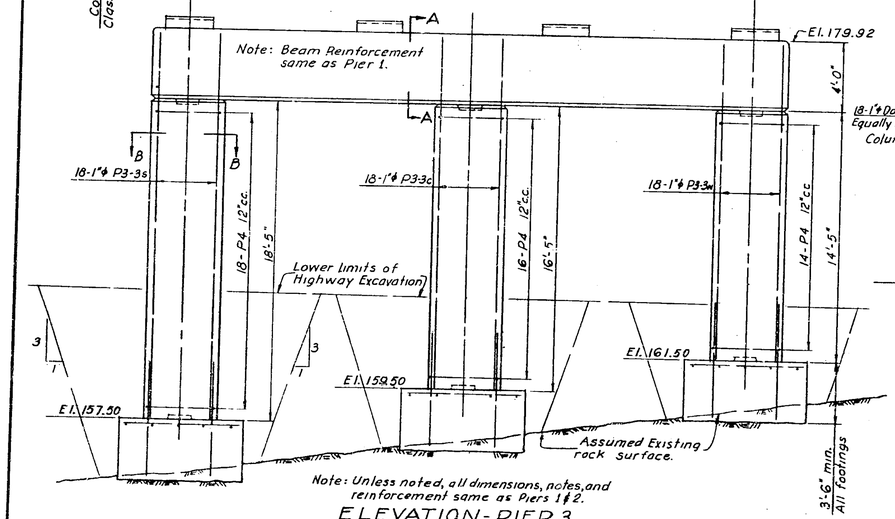

PLAN - PIERS 1, 2, & 3




DETAIL C
Scale: 1½"=1'-0"



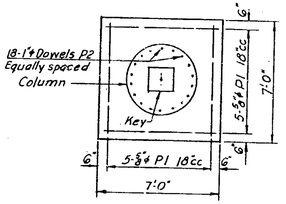

ELEVATION - PIERS 1 & 2




ELEVATION - PIER 3

PIERS 1, 2, & 3

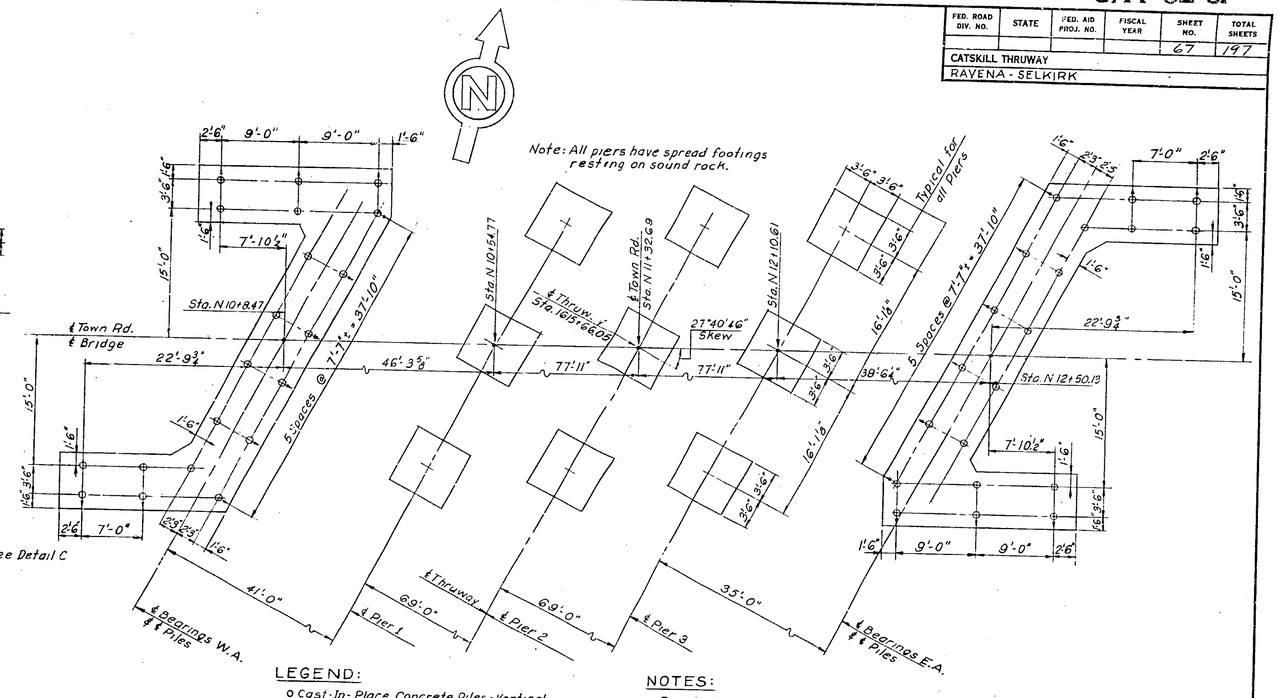
Scale: ¼"=1'-0"




PLAN OF FOOTINGS

| | STATION "A" | SPAN | ELEVATION OF PEDESTALS | | | |
|---|---|---|---|---|---|---|
| | | | SF | S1 | N1 | NF |
| Pier 1 | N10+54.77 | 1 | 185.20 | 185.27 | 185.19 | 184.94 |
| | | 2 | 184.99 | 185.09 | 185.01 | 184.73 |
| Pier 2 | N11+32.69 | 2 | 183.43 | 183.48 | 183.34 | 183.01 |
| | | 3 | 183.40 | 183.45 | 183.31 | 182.98 |
| Pier 3 | N12+10.61 | 3 | 180.83 | 180.83 | 180.63 | 180.25 |
| | | 4 | 180.98 | 180.92 | 180.73 | 180.40 |

Note:
48-1" ℄ Anchor bolts 2'-4" lg. are required for the 3 Piers. For details, see Typical Detail Sh.




PILING & FOOTING PLAN

Scale: ⅛"=1'-0"

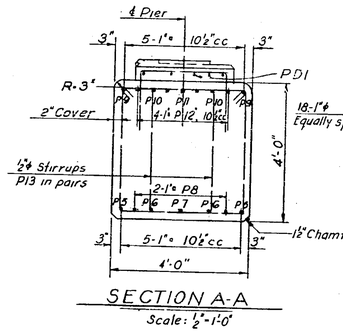
LEGEND:

- ○ Cast-In-Place Concrete Piles - Vertical
- →○ " " " " - Battered in direction of arrow.
  - Abutments Batter 2:12
  - Wing Walls " 1½:12

NOTES:

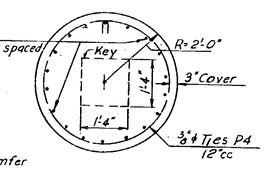
Pier footings are to be carried down to sound rock.
Abutment piles to be driven to rock.
For design purposes, the assumed load per pile does not exceed 30 tons.
For estimating purposes, the average length of piles has been assumed at:
- West Abutment 20'
- East Abutment 25'

For design purposes, the maximum rock pressure is 5 tons p.s.f.




SECTION A-A

Scale: ½"=1'-0"




SECTION B-B

Scale: ½"=1'-0"

NOTES:

For General Notes and Reference Drawings see Title Sheet.
For Typical Details, not shown, see Typical Detail Sheets.

THRUWAY UNDERPASS
TOWN ROAD
BEAVER DAM ROAD
PIERS
PILING & FOOTING PLAN
SCALE: AS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 2-1-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 68 | 197 |
| CATSKILL THRUWAY | | | | | |
| RAVENA - SELKIRK | | | | | |




Reinforcement not shown.
Above dimensions apply only to extreme pylon end of sidewalk.

DETAIL D

Scale: ½" = 1'-0"



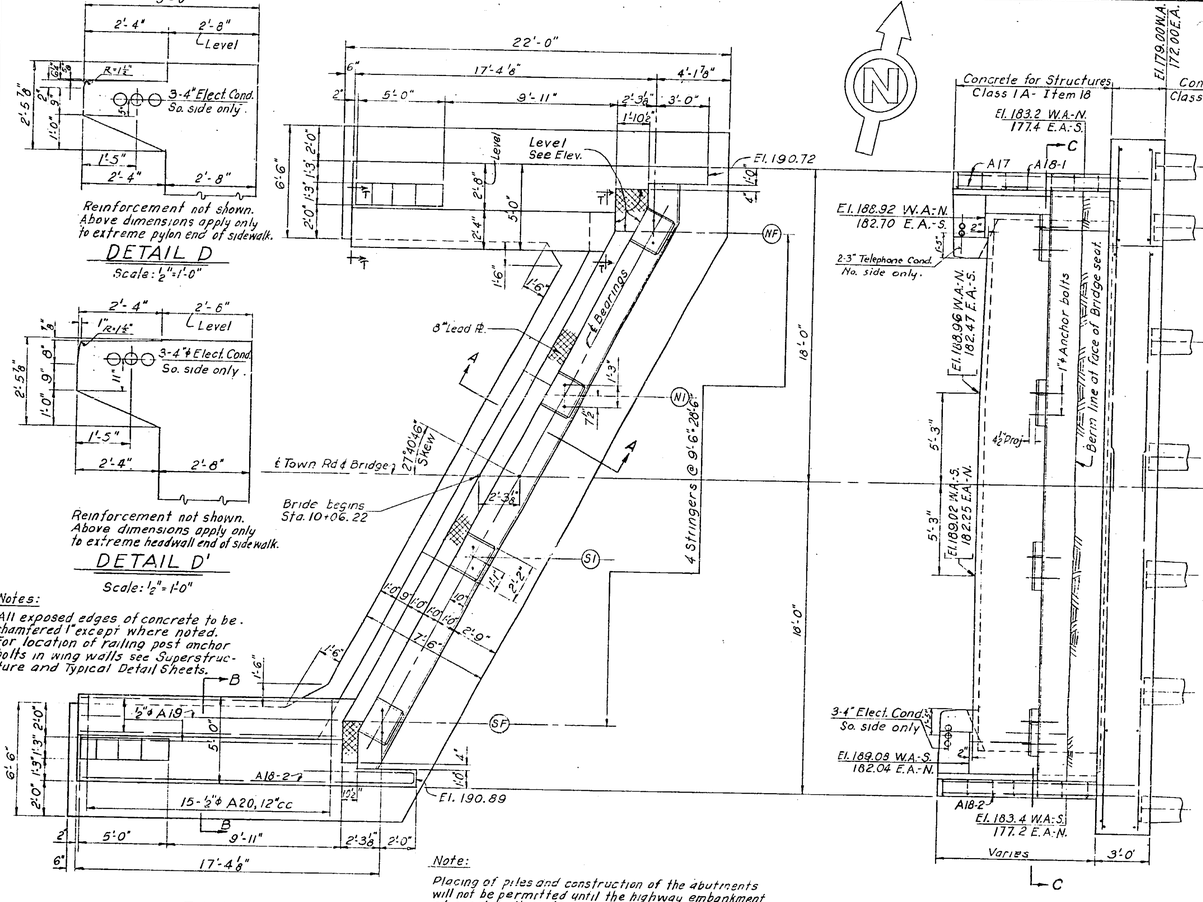

Reinforcement not shown.
Above dimensions apply only to extreme headwall end of sidewalk.

DETAIL D'

Scale: ½" = 1'-0"

Notes:

All exposed edges of concrete to be chamfered 1" except where noted.
For location of railing post anchor bolts in wing walls see Superstructure and Typical Detail Sheets.




PLAN

Note:

Placing of piles and construction of the abutments will not be permitted until the highway embankment adjacent to this structure has been placed and consolidated in a manner and a period of time satisfactory to the Deputy Chief Engineer (Bridges).
See Typical Details - Sheet 1.




ELEVATION - WEST ABUTMENT

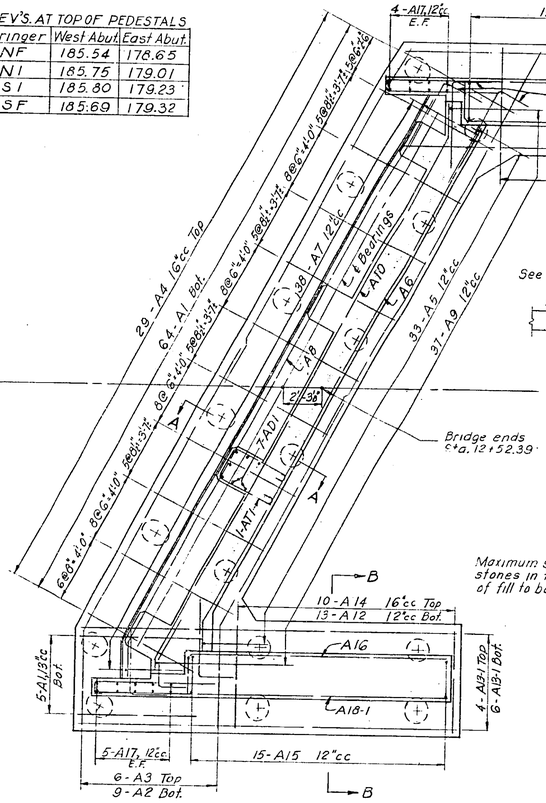
East Abutment - Opposite end as noted

Note:

Bend and cut bars in field, where required to fit skew conditions.

ELEV'S. AT TOP OF PEDESTALS

| Stringer | West Abut. | East Abut. |
|---|---|---|
| NF | 185.54 | 178.65 |
| NI | 185.75 | 179.01 |
| SI | 185.80 | 179.23 |
| SF | 185.69 | 179.32 |

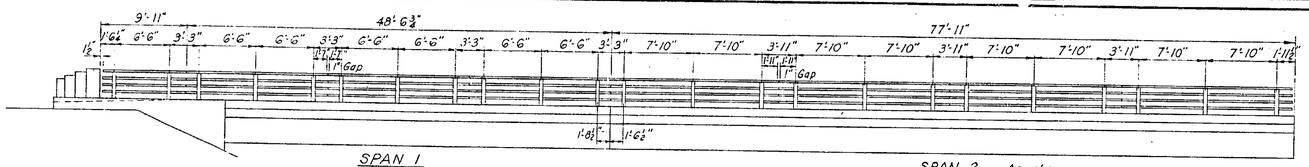

4-A17, 12"cc E.F.
15-A15 12"cc
A18-2
A16
4-A18 2 Top
6-A18 2 Bot.
11-A14 16"cc Top
14-A12 12"cc Bot.
29-A4 16"cc Top
64-A1 Bot.
66@6"=33'-0"
66@6'-4"=419'-0"
66@6'-4"=419'-0"
66@6'-4"=419

# C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 69 | 197 |

CATSKILL THRUWAY

RAVENA - SELKIRK

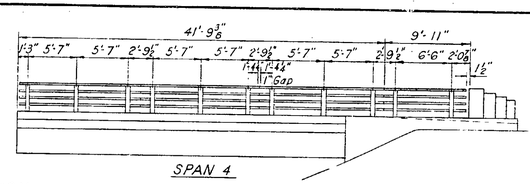



SPAN 1

Note: Vertical curve not shown.

SPAN 2 As shown

SPAN 3 Opposite hand

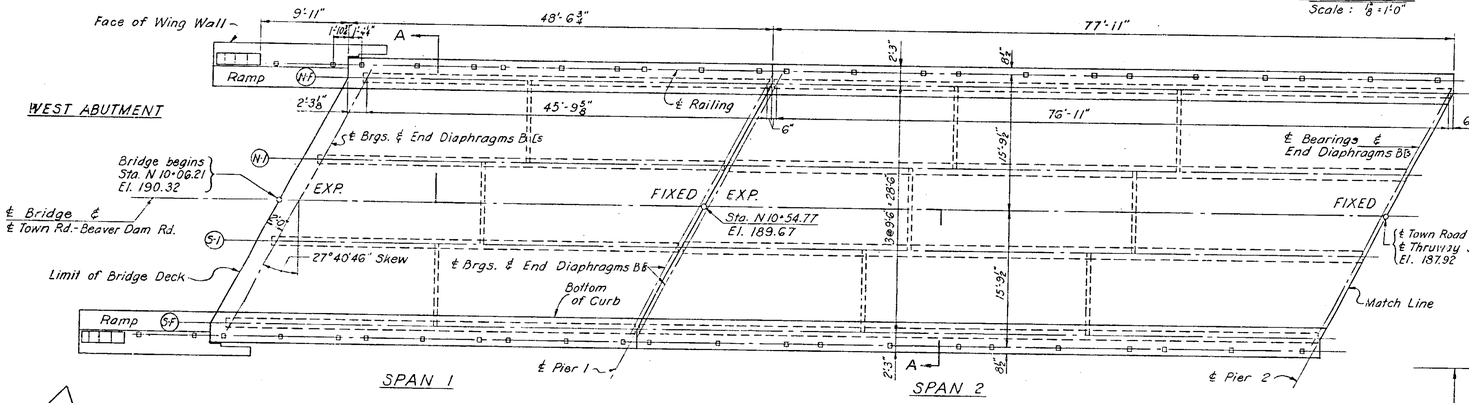



SPAN 4

| STRINGER LIST | | | | |
|---|---|---|---|---|
| SPAN | (S-F) | (N-F) | (S-1) (N-1) | |
| 1 | 36 WF 150 | | 36 WF 150 ℄ 10-3/8 +28'-8 Camber 1 1/8 | |
| 2 & 3 | 36 WF 194 ℄ 14-1 F.L. | | 36 WF 280 ℄ 14-1 1/2 - 52'-4 Camber 3 5/8 | |
| 4 | 36 WF 150 | | 36 WF 170 Camber 2" | |

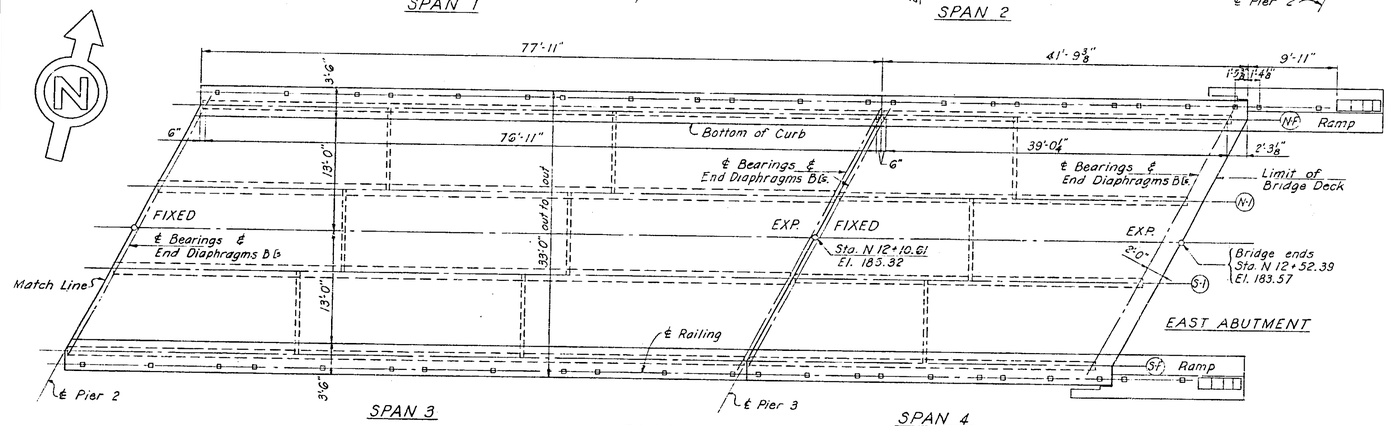
Notes:
All plates are bottom flange cover Pls.
F.L. = Full Length
Cambers include cambers for vertical curve.

WEST ABUTMENT



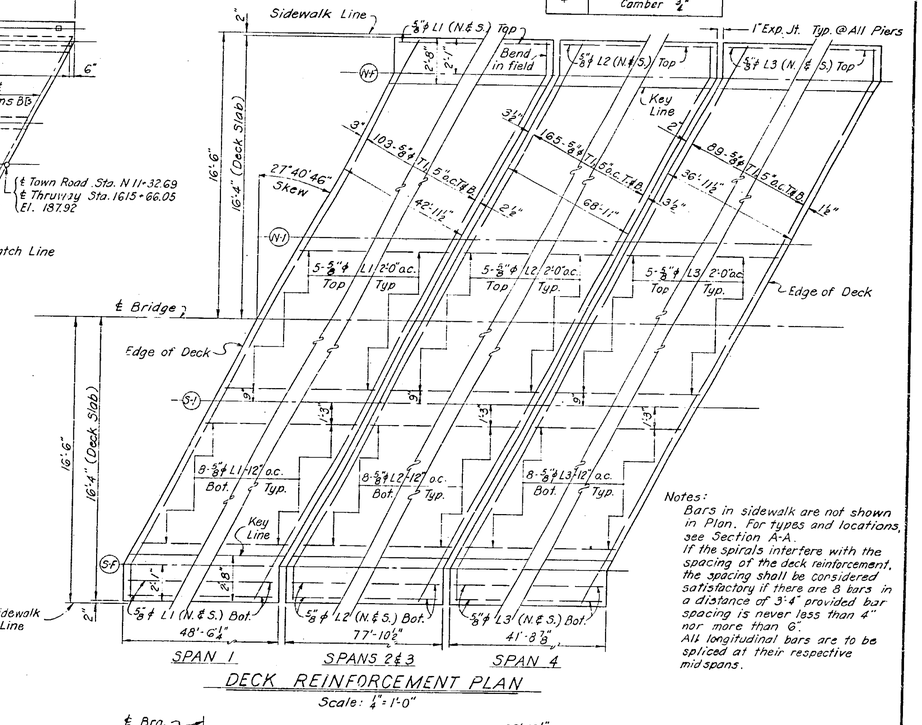

ELEVATION

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




PLAN

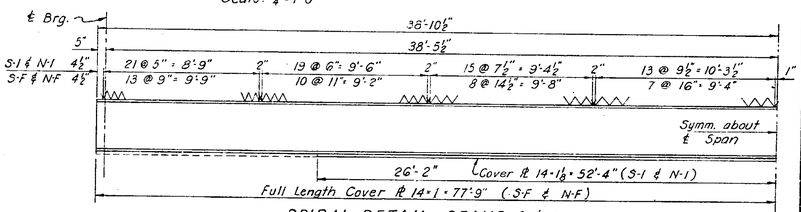
Scale: 1/8" = 1'-0"




DECK REINFORCEMENT PLAN

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

Notes:
Bars in sidewalk are not shown in Plan. For types and locations, see Section A-A.
If the spirals interfere with the spacing of the deck reinforcement, the spacing shall be considered satisfactory if there are 8 bars in a distance of 3'-4" provided bar spacing is never less than 4" nor more than 6".
All longitudinal bars are to be spliced at their respective midspans.

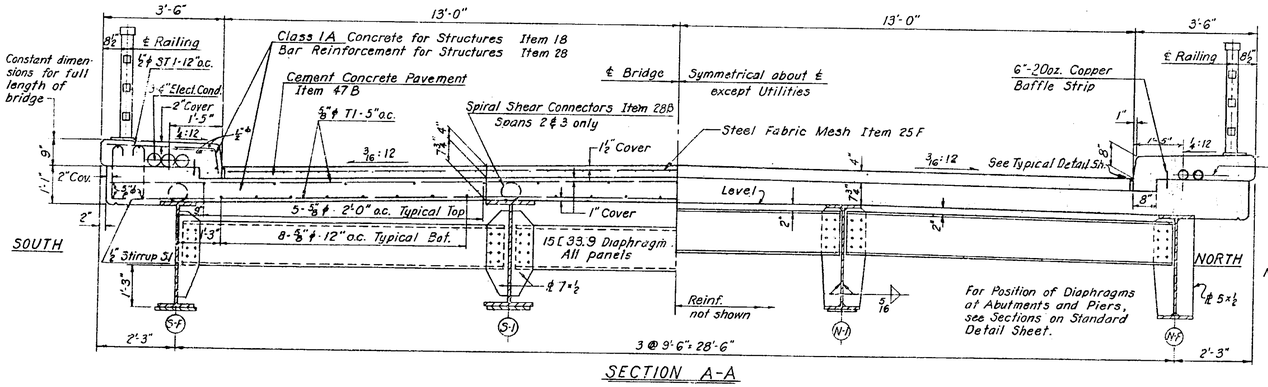



SPIRAL DETAIL - SPANS 2 & 3

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

Note: Spiral shear connectors are not required for Spans 1 & 4.

SOUTH




SECTION A-A

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

Note: After the concrete is cured the Contractor shall apply a waterproofing oil treatment of M-41W to all exposed surfaces except the underside of slabs. Where a pavement or sidewalk is to be placed on top of a slab, two applications of waterproofing oil treatment shall be applied; the second application shall be applied two days prior to the placing of the pavement or sidewalk. For additional notes, see Title Sheet.

For Position of Diaphragms at Abutments and Piers, see Sections on Standard Detail Sheet.

NOTES:

For General Notes and Reference Drawings, see Title Sheet.
For Typical Details, not shown, see Typical Detail Sheets.

THRUWAY UNDERPASS

TOWN ROAD

BEAVER DAM ROAD

SUPERSTRUCTURE

SCALE: AS NOTED

RECOMMENDED BY

Frankland & Lienhard DATE 2-1-52

FRANKLAND & LIENHARD
CONSULTING ENGINEERS

# C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 70 | 197 |

CATSKILL THRUWAY
RAVENA-SELKIRK

## WEST ABUTMENT

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| A1 | 5/8 sq | 69 | 7'-7" | II | 6'-9" | 0'-10" | | | Transverse bars in bot. of headwall ftg. |
| A2 | 3/4 sq | 18 | 23'-5" | str. | | | | | Longitudinal " " " " " |
| A3 | 5/8 sq | 12 | 23'-3" | " | | | | | " " " top " " " |
| A4 | 1/2 sq | 29 | 7'-0" | " | | | | | Transverse " " " " " " |
| A5 | \| | 34 | 9'-11" | IV | 8'-6" | 1'-2" | | | Vertical bars I.F. of headwall. |
| A6 | | 6 | 33'-10" | str. | | | | | Horizontal " " " " & br. seat |
| A7 | | 37 | 8'-8" | IV | 3'-3" | 5'-2" | | | Bent bars in bridge seat. |
| A8 | | 4 | 37'-9" | str. | | | | | Horizontal " " " " |
| A9 | | 36 | 7'-11" | XIII | 5'-9" | 0'-8" | 1'-6" | | Vertical bars O.F. of headwall. |
| A10 | \| | 6 | 36'-10" | str. | | | | | Horizontal " " " " |
| A11 | 1/2 sq | 28 | 6'-3" | IV | 4'-0" | 2'-0" | | | " dowels in headwall & wingwalls |
| A12 | 5/8 sq | 27 | 7'-3" | I | 5'-7" | 0'-10" | | | Transverse bars bot. of W.W. footings |
| A13-1 | \| | 10 | 21'-6" | str. | | | | | Longitudinal " T. & B. " No. W.W. footing. |
| A13-2 | \| | 10 | 18'-9" | " | | | | | " " " " So. " " |
| A14 | 5/8 sq | 21 | 6'-0" | " | | | | | Transverse " top of W.W. footings |
| A15 | 1/2 sq | 30 | 23'-3" | III | 1'-11" | 10'-8" | | | Vertical U-bars in wingwalls. |
| A16 | \| | 10 | 16'-7" | IV | 14'-6" | 1'-10" | | | Horizontal bars I.F. of " |
| A17 | \| | 18 | 11'-2" | str. | | | | | Vertical " E.F. " " |
| A18-1 | \| | 7 | 26'-8" | XIII | 20'-0" | 0'-8" | 6'-0" | | Horizontal " O.F. " No. wingwall. |
| A18-2 | \| | 7 | 25'-8" | XIII | 19'-0" | 0'-8" | 6'-0" | | " " " " So. " |
| A19 | \| | 10 | 14'-8" | str. | | | | | Longitudinal bars in sidewalk. |
| A20 | 1/2 sq | 30 | 9'-9" | XII | 4'-8" | 11"+Max 4'-0"+Min 1'-4"+Min | 4'-6"+Min | | Bent bars in sidewalk. |
| AD1 | 5/8 sq | 28 | 3'-6" | str. | | | | | Dowels in pedestals. |
| AT1 | 1/2 sq | 4 | 9'-7" | VIII | 3'-5" | 0'-8" | 1'-10" | | Horizontal ties in " |
| AP1 | 3/4 sq | 12 | 4'-9" | str. | | | | | " bars in pylons. See Typ. Det. Sh. |
| AP2 | | | | | | | | | Deleted |
| AP3 | 3/4 sq | 8 | 5'-8" | str. | | | | | Vertical " " " " " " " |
| AP4 | \| | 8 | 5'-3" | " | | | | | " " " " " " " " |
| AP5 | \| | 8 | 4'-10" | " | | | | | " " " " " " " " |
| AP6 | 3/4 sq | 8 | 4'-5" | str. | | | | | " " " " " " " " |

## EAST ABUTMENT

| | |
|---|---|
| A1-A12 | Same as West Abutment. |
| A13-1 | Longitudinal bars in bot. of So. W.W. ftg |
| A13-2 | " " " " " No. " " |
| A14-A17 | Same as West Abutment. |
| A18-1 | Horizontal bars O.F. of So. wingwall |
| A18-2 | " " " " No. " |
| A19-AP6 | Same as West Abutment. |

## PIER 1

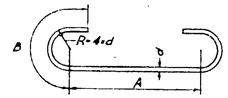
| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| P1 | 5/8 sq | 30 | 6'-6" | str. | | | | | Horizontal bars in top of footings. |
| P2 | 1" sq | 54 | 6'-8" | " | | | | | Dowels in footing. |
| P3-1 | 1" sq | 54 | 17'-9" | " | | | | | Vertical bars in columns. |
| P4 | 5/8 sq | 42 | 11'-6" | VII | | | | | Ties in columns. |
| P5 | 1" sq | 2 | 34'-2" | I | 31'-6" | 1'-4" | | | Longitudinal bars in bot. of beam. |
| P6 | \| | 2 | 37'-2" | I | 34'-6" | 1'-4" | | | " " " " " " |
| P7 | \| | 1 | 37'-8" | I | 35'-0" | 1'-4" | | | " " " " " " |
| P8 | \| | 2 | 20'-0" | str. | | | | | " " " " " " |
| P9 | \| | 2 | 39'-4" | III | 31'-6" | 3'-5" | | | " " " top " " |
| P10 | \| | 2 | 42'-4" | III | 34'-6" | 3'-5" | | | " " " " " " |
| P11 | \| | 1 | 42'-10" | III | 35'-0" | 3'-5" | | | " " " " " " |
| P12 | 1" sq | 4 | 14'-0" | str. | | | | | " " " " " " |
| P13 | 1/2 sq | 52 | 13'-10" | X | 3'-8" | 2'-10" | | | Stirrups in beam. |
| PD1 | 5/8 sq | 26 | 6'-2" | III | 1'-11" | 1'-10" | | | Dowels in pedestals. |
| PD2 | " | 6 | 5'-8" | III | 1'-5" | 1'-10" | | | " " fascia " |

## PIER 2

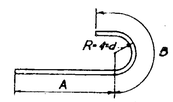
| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| P1-P2 | | | | | | | | | Same as Pier 1. |
| P3-2 | 1" sq | 54 | 17'-0" | str. | | | | | Vertical bars in columns. |
| P4 | 3/8 sq | 39 | 11'-6" | VII | | | | | Ties in columns. |
| P5-PD2 | | | | | | | | | Same as Pier 1. |

## PIER 3

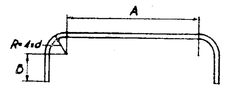
| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| P1-P2 | | | | | | | | | Same as Pier 1. |
| P3-3s | 1" sq | 18 | 22'-3" | str. | | | | | Vertical bars in south column. |
| P3-3c | " | 18 | 20'-3" | " | | | | | " " " center " |
| P3-3n | " | 18 | 18'-3" | " | | | | | " " " north " |
| P4 | 3/8 sq | 48 | 11'-6" | VII | | | | | Ties in columns. |
| P5-PD2 | | | | | | | | | Same as Pier 1. |



TYPE I



TYPE II



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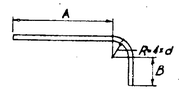

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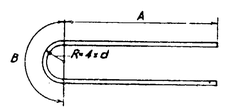
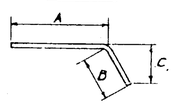
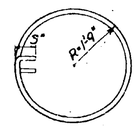


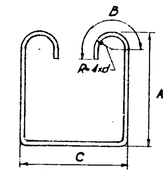
TYPE V



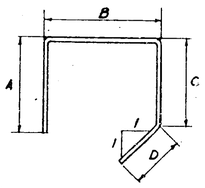
TYPE VI



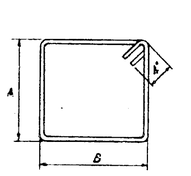
TYPE VII



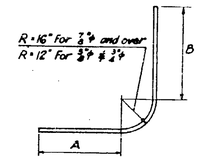
TYPE VIII



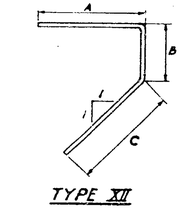
TYPE IX



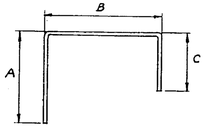
TYPE X



TYPE XI



TYPE XII



TYPE XIII

## SUPERSTRUCTURE

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| T1 | 5/8 sq | 1044 | 36'-6" | str. | | | | | Transverse bars T. & B. of deck. All Spans |
| L1 | \| | 90 | 25'-2" | \| | | | | | Longitudinal " " " " Span 1 |
| L2 | \| | 180 | 39'-10" | \| | | | | | " " " " " " 2 & 3 |
| L3 | 5/8 sq | 90 | 21'-9" | \| | | | | | " " " " " " 4 |
| SL1 | 1/2 sq | 20 | 25'-2" | \| | | | | | " " " in sidewalks. " 1 |
| SL2 | \| | 40 | 39'-10" | \| | | | | | " " " " " " 2 & 3 |
| SL3 | \| | 20 | 21'-9" | str. | | | | | " " " " " " 4 |
| ST1 | \| | 494 | 3'-10" | IV | 2'-11" | 0'-8" | | | Transverse " " " |
| S1 | 1/2 sq | 504 | 4'-9" | VIII | 1'-5" | 0'-8" | 0'-11" | | Stirrups in deck and sidewalks. |

NOTES:

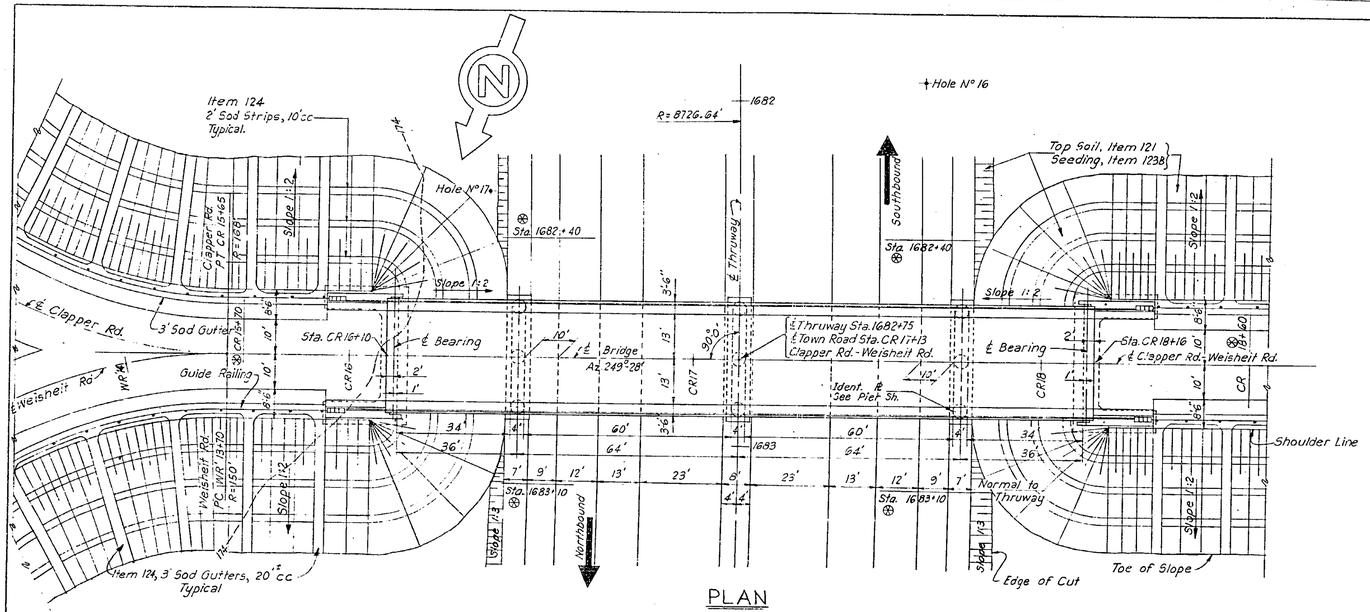
For General Notes and Reference Drawings, see Title Sheet.
All reinforcement to be paid for under Item 2&.
Reinforcement in piles not included in this bar schedule. See Piling Plan and Typical Details Sheet 1.

THRUWAY UNDERPASS
TOWN ROAD
BEAVER DAM ROAD
BAR SCHEDULE

RECOMMENDED BY
Frankland & Lienhard
DATE 2-1-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

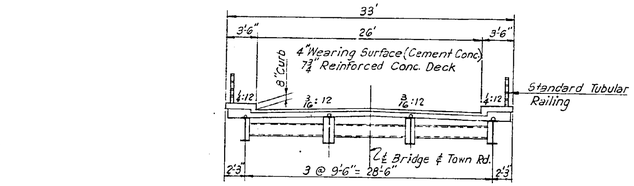
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 71 | 147 |
| CATSKILL THRUWAY | | | | | |
| SELKIRK – SOUTHERN BLVD. | | | | | |

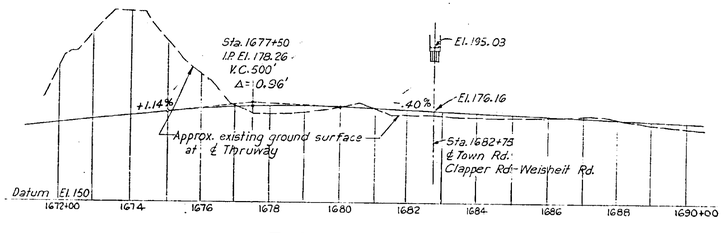



PLAN

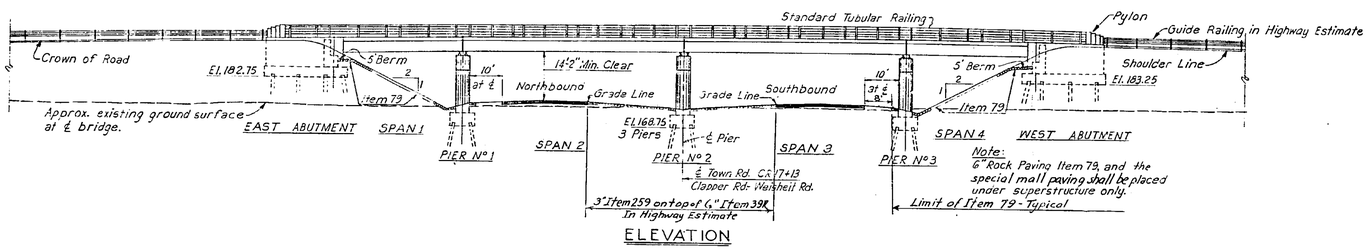
NOTE:
For details of 2' Strips and 3' Sod Guiter, Item 124, see Sheet 1 of TYPICAL DETAILS.
Areas between sod strips and gutters to be top soiled and seeded, Items 121 and 123B.
Stations so marked ⊕ indicate limits of Items 121, 123B and 124 included in bridge estimate.




TYPICAL SECTION
Scale: ⅛"=1'-0"

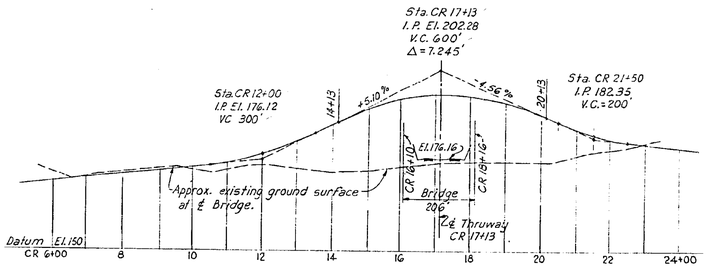



THRUWAY PROFILE
Scales: Horiz. 1"=200'
Vert. 1"= 20'

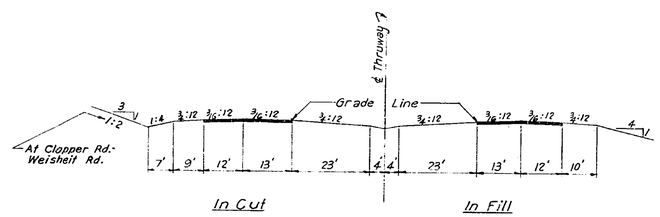



Note:
6" Rock Paving Item 79, and the special mall paving shall be placed under superstructure only.

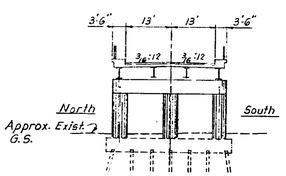
ELEVATION



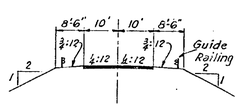

TOWN ROAD PROFILE
CLAPPER RD.- WEISHEIT RD.
Scales: Horiz. 1"= 200'
Vert. 1"= 20'



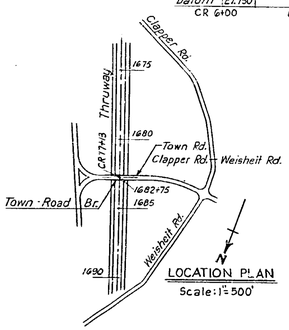

TYPICAL SECTION-THRUWAY




CROSS SECTION OF BRIDGE




CROSS SECTION OF APPROACHES




Notes:
A.A.S.H.O. Specifications - Loading H20-S16-44.
WF Beams with composite deck - simple spans.
Cast-in-place Concrete Piles - length as required.
Slopes stone paved under bridge.

RECOMMENDED BY
Frankland and Lienhard DATE 6-21-1951
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

# THRUWAY UNDERPASS-TOWN ROAD
CLAPPER RD.-WEISHEIT RD.
CATSKILL THRUWAY-STA. 1682+75
GENERAL PLANS
Scale: 1"= 20' Unless Noted

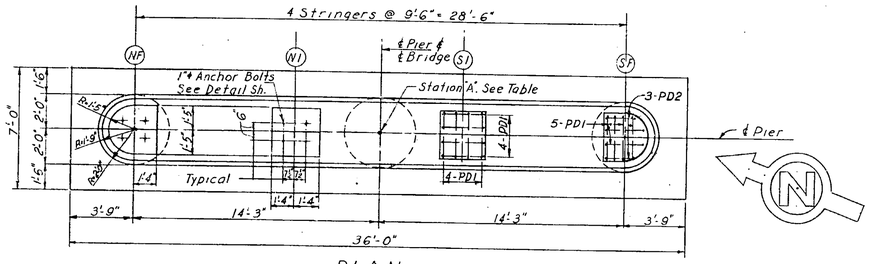
CT 52-8P
71

| ITEM No. | ITEM | UNIT | FINAL QUANTITIES |
|---|---|---|---|
| 5 | Trench, Culv. & Br. Excav. | C.Y. | 293 |
| 15-2 | Portland Cement | Bbl. | 124 |
| 15-N | Natural Cement | Bbl. | 208 |
| 16 | Class 1A Conc. for Structures | C.Y. | 454.84 |
| 19 | Class 1A Conc. for Railings | C.Y. | 2.59 |
| 20 | Class 1 Concrete | C.Y. | 227.41 |
| 25F | Steel Fabric Reinf. | S.Y. | 595 |
| 28 | Bar Reinf. for Structures | Lb. | 116191 |
| 28-B | Spiral Bar Shear Connectors | Lb. | 1174 |
| 29 | Structural Steel | Lb. | 163,011 |
| 37 | Metal Railing | L.F. | 462.5 |
| 42-B | Cement Conc. Pavt. | C.Y. | 77 |
| 79 | Dry Stone Paving | S.Y. | 322 |
| 85-C | Cast-in-Place Conc. Piles | L.F. | 9,666 |
| 87 | Form. Equip. for Driving Piles | L.S. | 100% |
| 121 | Top Soil Placed from Stockpiles | C.Y. | 116 |
| 123-B | Seeding on Prepared Areas | Acre | 0.22 |
| 124 | Sodding | S.Y. | 318 |
| 200-3 | Utilities | L.S. | 100% |

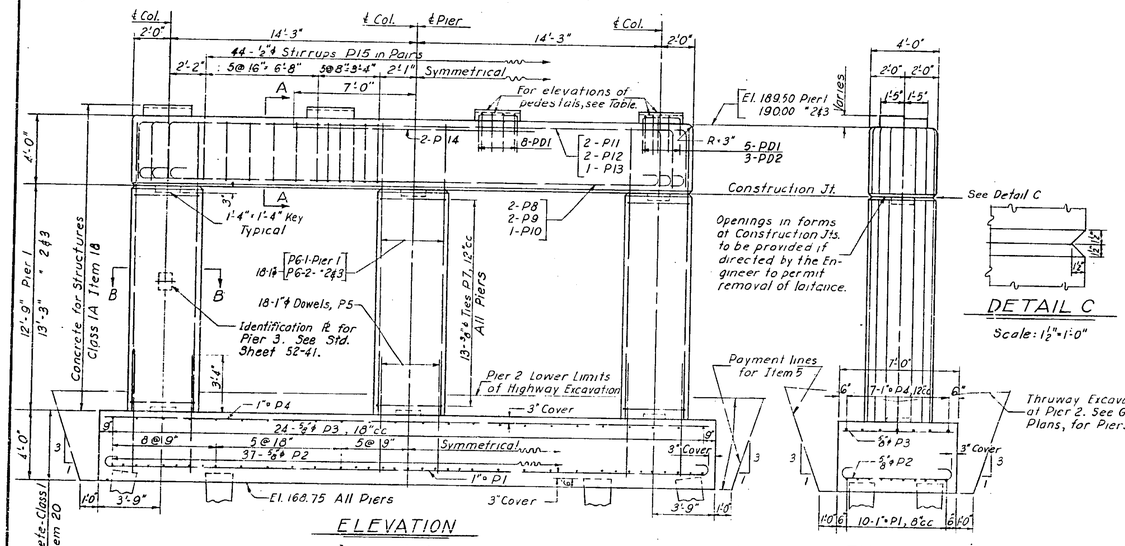
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 72 | 197 |

CATSKILL THRUWAY
SELKIRK - SOUTHERN BLVD.

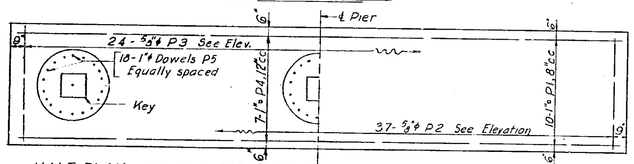



PLAN




ELEVATION

END VIEW




HALF PLAN - TOP REINFORCEMENT HALF PLAN - BOTTOM REINFORCEMENT

PLAN OF FOOTING

PIERS 1, 2 & 3

Scale: ¼" = 1'-0"

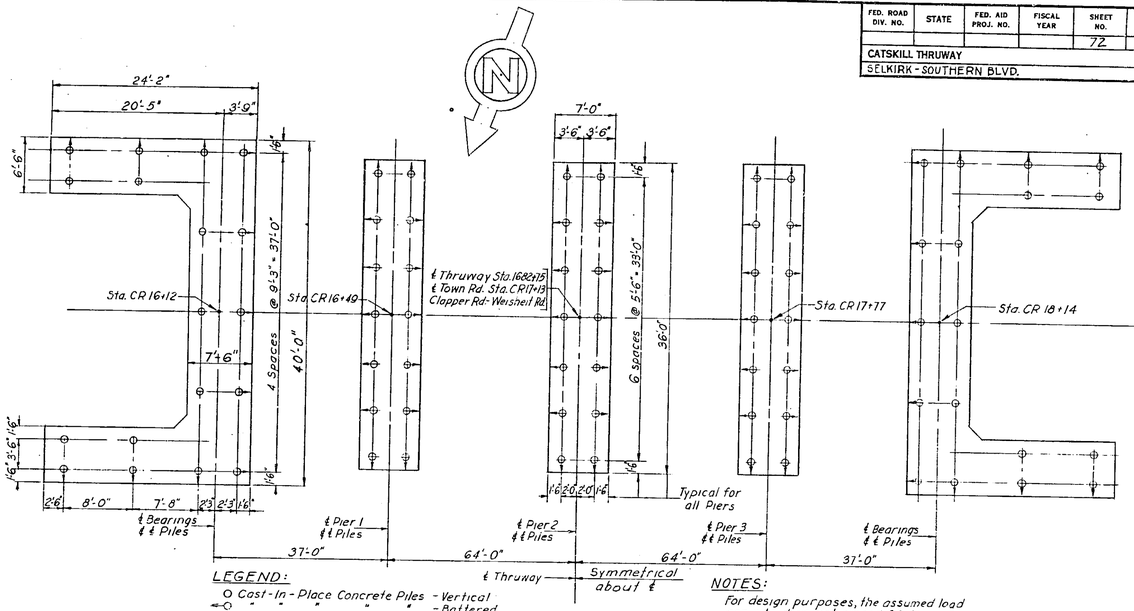
Note:

48-1"ϕ Anchor bolts 2'-0" lg. are required for 3 Piers. For details, see Typical Details Sheet 2.




DETAIL C

Scale: 1½" = 1'-0"




PILING PLAN

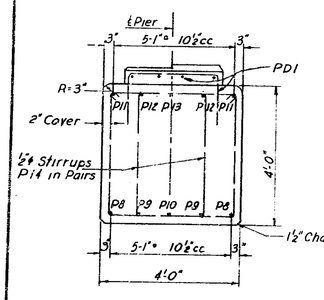
Scale: 1" = 1'-0"

LEGEND:

○ Cast-In-Place Concrete Piles - Vertical
" " " - Battered
in direction of arrow.
Piers Batter ½ : 12
Abutments " 2 : 12
Wing Walls " ½ : 12

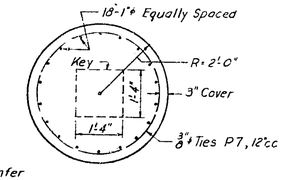
NOTES:

For design purposes, the assumed load per pile does not exceed 33 tons.
For estimating purposes, the average length of piles has been assumed at:
Abutments 125'
Piers 110'




SECTION A-A

Scale: ½" = 1'-0"




SECTION B-B

Scale: ½" = 1'-0"

| | STATION "A" | SPAN | ELEVATION OF PEDESTAL NF & SF | ELEVATION OF PEDESTAL N1 & S1 |
|---|---|---|---|---|
| PIER 1 | CR 16+49 | 1 | 190.17 | 190.08 |
| | | 2 | 190.03 | 189.95 |
| PIER 2 | CR 17+13 | 2 | 190.61 | 190.53 |
| | | 3 | 190.61 | 190.53 |
| PIER 3 | CR 17+77 | 3 | 190.38 | 190.29 |
| | | 4 | 190.52 | 190.43 |

NOTES:

For General Notes and Reference Drawings see Title Sheet.
For Typical Details, not shown, see Typical Details Sheet.

THRUWAY UNDERPASS
TOWN ROAD
CLAPPER ROAD-WEISHEIT ROAD
PIERS AND PILING PLAN
SCALE: AS NOTED

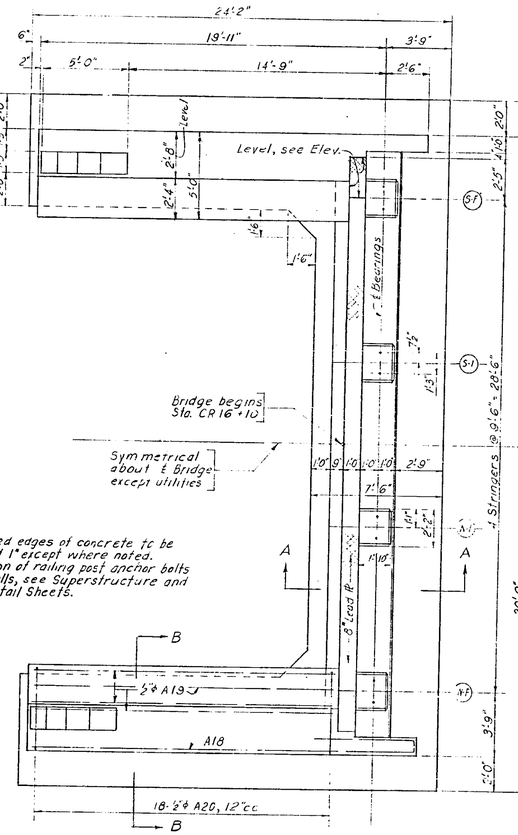
RECOMMENDED BY
Frankland & Lienhard DATE 1-14-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 73 | 197 |

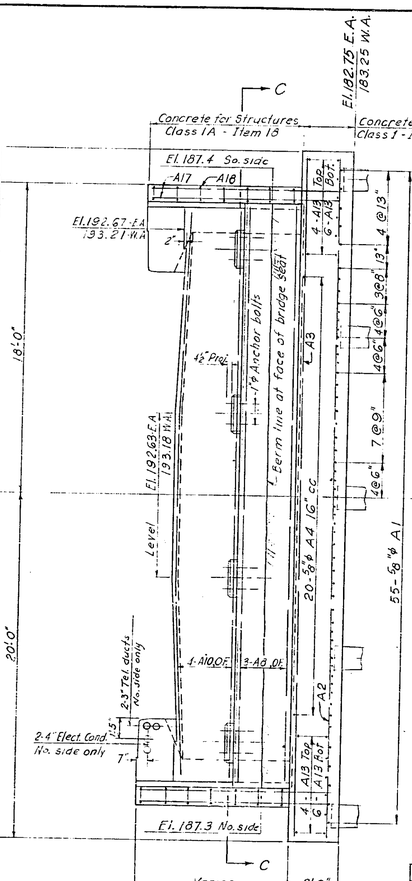
CATSKILL THRUWAY

SELKIRK - SOUTHERN BLVD.




Notes:

All exposed edges of concrete to be chamfered 1" except where noted.
For location of railing post anchor bolts in wingwalls, see Superstructure and Typical Detail Sheets.

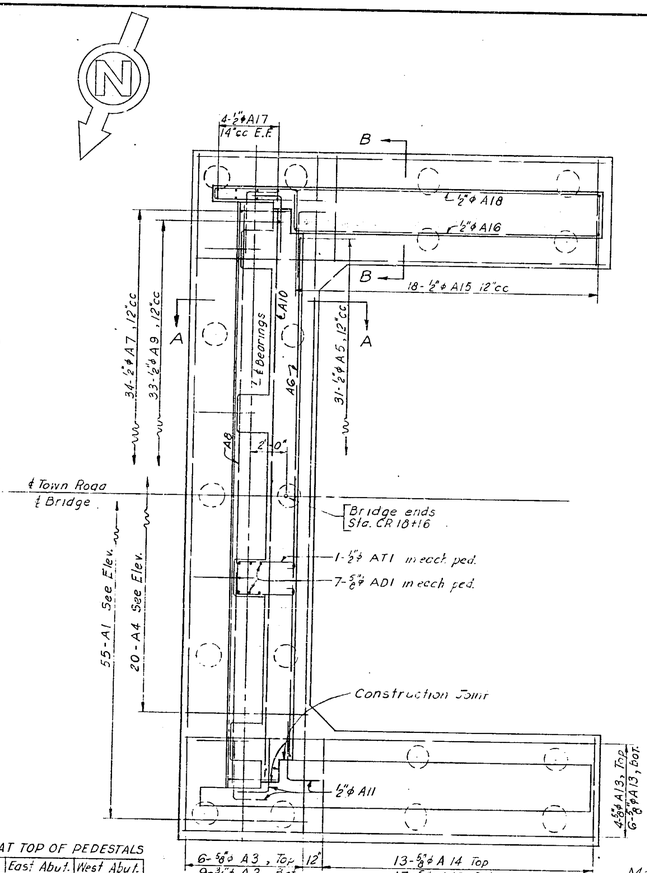



ELEVATION - EAST ABUTMENT

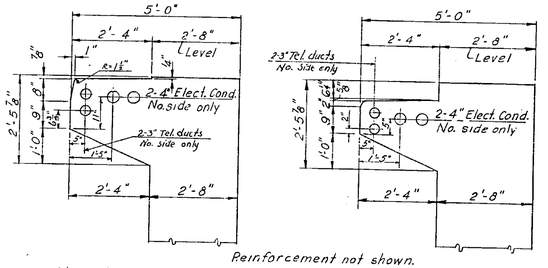
West Abutment Opposite and as noted

ELEV'S. AT TOP OF PEDESTALS

| Stringer | East Abut. | West Abut. |
|---|---|---|
| S-F ℄ N-F | 189.50 | 190.04 |
| S-1 ℄ N-1 | 189.41 | 189.96 |




SECTIONAL PLAN C-C




Reinforcement not shown.

Above dimensions apply only to extreme headwall end of sidewalk.

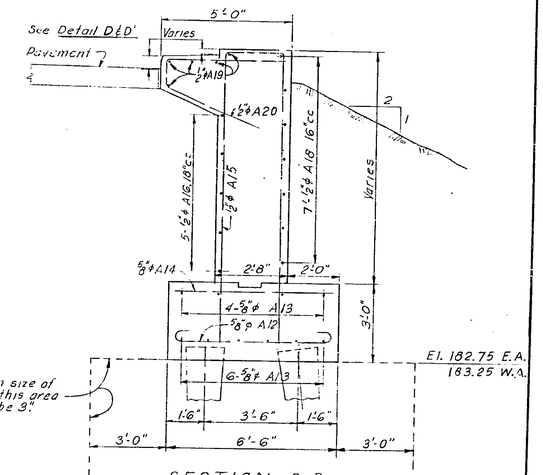
DETAIL D

Scale: ½"=1'-0"

Above dimensions apply only to extreme pylon end of sidewalk.

DETAIL D'

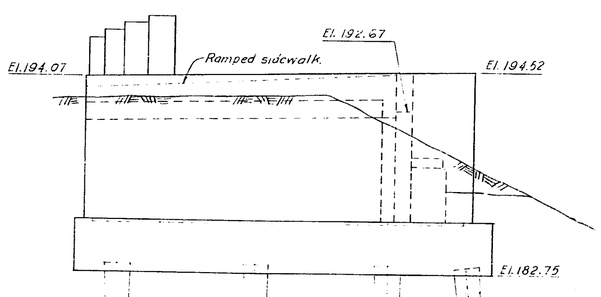
Scale: ½"=1'-0"




Maximum size of stone in this area of fill to be 3".

SECTION B-B

Scale: ⅜"=1'-0"



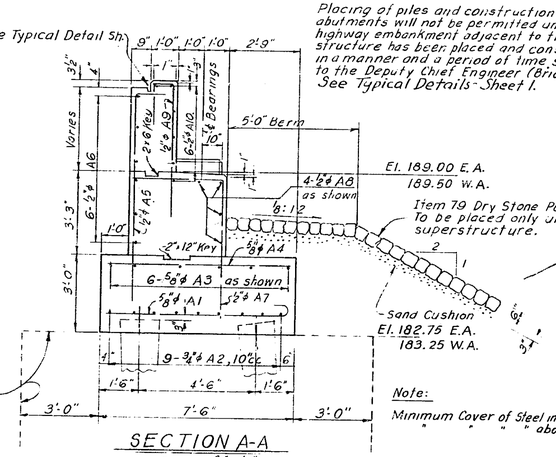

ELEVATION

Varying South Walls

EAST ABUTMENT

Note:

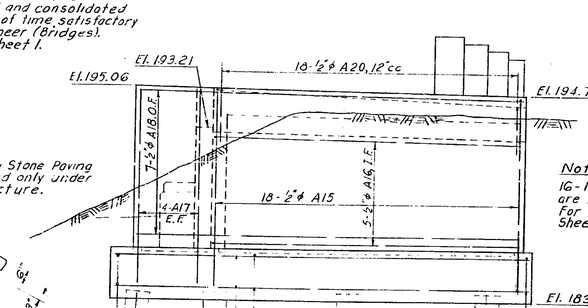
Placing of piles and construction of the abutments will not be permitted until the highway embankment adjacent to this structure has been placed and consolidated in a manner and a period of time satisfactory to the Deputy Chief Engineer (Bridges). See Typical Details - Sheet 1.




Maximum size of stone in this area of fill to be 3".

SECTION A-A

Scale: ⅜"=1'-0"




ELEVATION

North and South Walls

WEST ABUTMENT

Note:

Minimum Cover of Steel in Footing 3"
" " " " above " 2"

Note:

16-1" ϕ Anchor bolts 2'-0" lg. are required for 2 Abutments. For details, see Typical Details Sheet 2.

NOTES:

For General Notes and Reference Drawings, see Title Sheet.
For Typical Details not shown, see Typical Detail Sheet.

E.A. - East Abutment W.A. - West Abutment

THRUWAY UNDERPASS

TOWN ROAD

CLAPPER ROAD-WEISHEIT ROAD

ABUTMENTS

SCALE: ¼"=1'-0" UNLESS NOTED

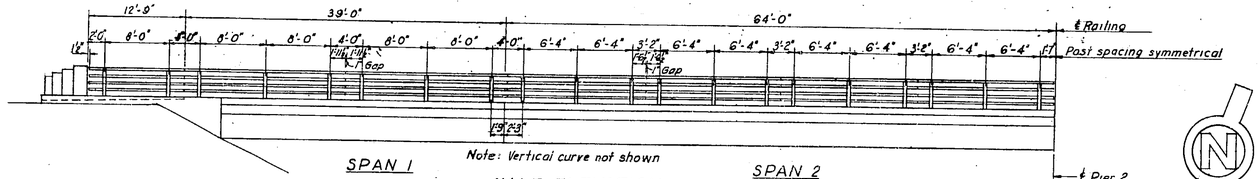
RECOMMENDED BY

Frankland & Lienhard DATE 1-14-52

FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 74 | 197 |
| CATSKILL THRUWAY | | | | | |
| SELKIRK - SOUTHERN BLVD. | | | | | |




Note: Vertical curve not shown

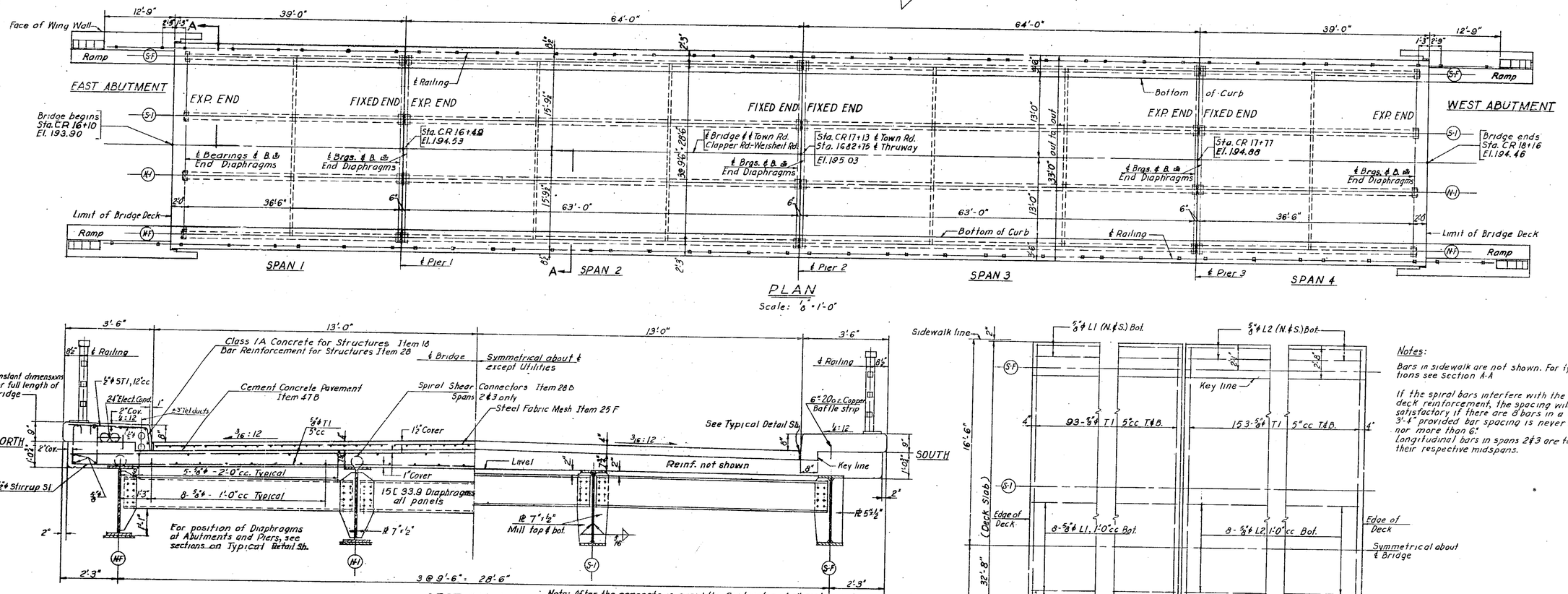
HALF ELEVATION

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

For spacing of Railing Posts see Elevation.

| STRINGER LIST | | |
|---|---|---|
| SPAN | (SF) (NF) | (S1) (N1) |
| 1&4 | 33 WF 130 | 36 WF 150 |
| | Camber 5/8" | |
| 2&3 | 33 WF 130 PL 14 x 3/4 x F.L. | 36 WF 182 PL 14 x 1 x 42'-4" |
| | Camber 2 3/4" | |

Notes: All plates are bottom flange Cover Pls.
F.L. - Full length
Cambers include cambers for Vertical curve.




PLAN

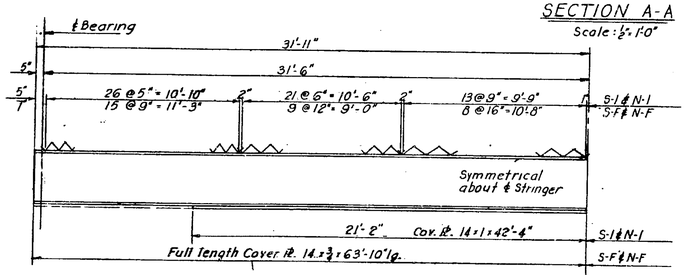
Scale: 1/8" = 1'-0"




SECTION A-A

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

Note: After the concrete is cured the Contractor shall apply a waterproofing oil treatment of NF-41W to all exposed surfaces except the underside of slabs. Where a pavement or sidewalk is to be placed on top of a slab, two applications of waterproofing oil treatment shall be applied; the second application shall be applied two days prior to the placing of the pavement or sidewalk.
For additional notes, see Title Sheet.

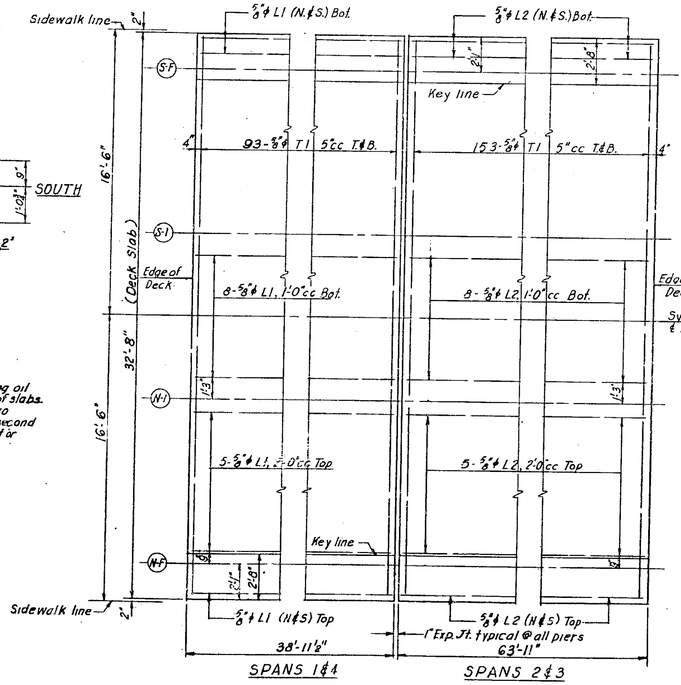



SPANS 2&3

SPIRAL DETAIL

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

Note: Spiral Shear Connectors are not required for Spans 1&4.




PLAN

DECK REINFORCEMENT

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

Notes:

Bars in sidewalk are not shown. For types and locations see Section A-A

If the spiral bars interfere with the spacing of the deck reinforcement, the spacing will be considered satisfactory if there are 8 bars in a distance of 3'-4" provided bar spacing is never less than 4" nor more than 6".
Longitudinal bars in spans 2&3 are to be spliced at their respective midspans.

NOTES:

For General Notes and Reference Drawings, see Title Sheet.
For Typical Details, not shown, see Typical Detail Sheets.

THRUWAY UNDERPASS

TOWN ROAD

CLAPPER ROAD-WEISHEIT ROAD

SUPERSTRUCTURE

SCALE: AS NOTED

RECOMMENDED BY Frankland & Lienhard DATE 1-14-52

FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 75 | 197 |

CATSKILL THRUWAY
SELKIRK - SOUTHERN BLVD.

## EAST ABUTMENT

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| A1 | 5/8"ϕ | 55 | 7'-7" | II | 6'-9" | 0'-10" | | | Transverse bars in bot. of headwall ftg. |
| A2 | 3/4"ϕ | 9 | 39'-6" | str. | | | | | Longitudinal " " " " " " |
| A3 | 5/8"ϕ | 6 | 39'-6" | " | | | | | " " " top " " " |
| A4 | " | 20 | 7'-0" | " | | | | | Transverse bars in top of headwall ftg. |
| A5 | 1/2"ϕ | 31 | 3'-11" | IV | 8'-6" | 1'-2" | | | Vertical bars I.F. of headwall |
| A6 | ↓ | 6 | 30'-4" | str. | | | | | Horizontal " " " " ϕ br. seat. |
| A7 | | 34 | 8'-8" | IV | 3'-3" | 5'-2" | | | Bent bars in bridge seat |
| A8 | | 4 | 33'-8" | str. | | | | | Horizontal bars in bridge seat. |
| A9 | | 33 | 7'-11" | XIII | 5'-9 | 0'-8" | 1'-6" | | Vertical bars O.F. of headwall |
| A10 | ↓ | 6 | 33'-0 | str. | | | | | Horizontal " " " |
| A11 | 5/8"ϕ | 28 | 6'-3" | IV | 4'-0" | 2'-0" | | | " dowels in headwall & W.W's. |
| A12 | 5/8"ϕ | 34 | 7'-3" | I | 5'-7" | 0'-10 | | | Transverse bars in bot. of W.W. ftgs. |
| A13 | " | 20 | 23'-8" | str. | | | | | Longitudinal " " top & bot." " |
| A14 | 5/8"ϕ | 26 | 6'-0" | str. | | | | | Transverse bars in top of W.W. ftgs. |
| A15 | 1/2"ϕ | 36 | 23'-9" | III | 1'-11" | 10'-8" | | | Vertical U-bars in wingwalls. |
| A16 | ↓ | 10 | 19'-6" | IV | 17'-5 | 1'-10" | | | Horizontal bars I.F. of " |
| A17 | ↓ | 16 | 11'-2" | str. | | | | | Vertical " E.F. " " |
| A18 | 1/2"ϕ | 14 | 28'-9" | XIII | 22'-1 | 0'-8" | 2'-0" | | Horizontal " O.F. " " |
| A19 | 1/2"ϕ | 10 | 17'-7" | str. | | | | | Longitudinal bars in sidewalks. |
| A20 | " | 36 | 9'-9" | XII | 4'-8" | 1'-1" Min. 3'-11" Max. 7" Min. 4'-6" Max. | | | Bent bars in sidewalks. |
| AD1 | 5/8"ϕ | 28 | 3'-6" | str. | | | | | Dowels in pedestals. |
| AT1 | 1/2"ϕ | 4 | 9'-7" | VIII | 3'-5" | 0'-8" | 1'-10" | | Ties " " |
| AP1 | 3/4"ϕ | 12 | 4'-9" | str. | | | | | Horizontal bars in pylons. See Typ. Detail Sht. |
| AP2 | | | | | | | | | Deleted |
| AP3 | 3/4"ϕ | 8 | 5'-8" | str. | | | | | Vertical " " " " " " " |
| AP4 | ↓ | 8 | 5'-3" | ↓ | | | | | " " " " " " " |
| AP5 | ↓ | 8 | 4'-10" | ↓ | | | | | " " " " " " " |
| AP6 | 3/4"ϕ | 8 | 4'-5" | str. | | | | | " " " " " " " |

## WEST ABUTMENT

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| A1-AP6 | | | | | | | | | Same as East Abutment |

## PIER 1

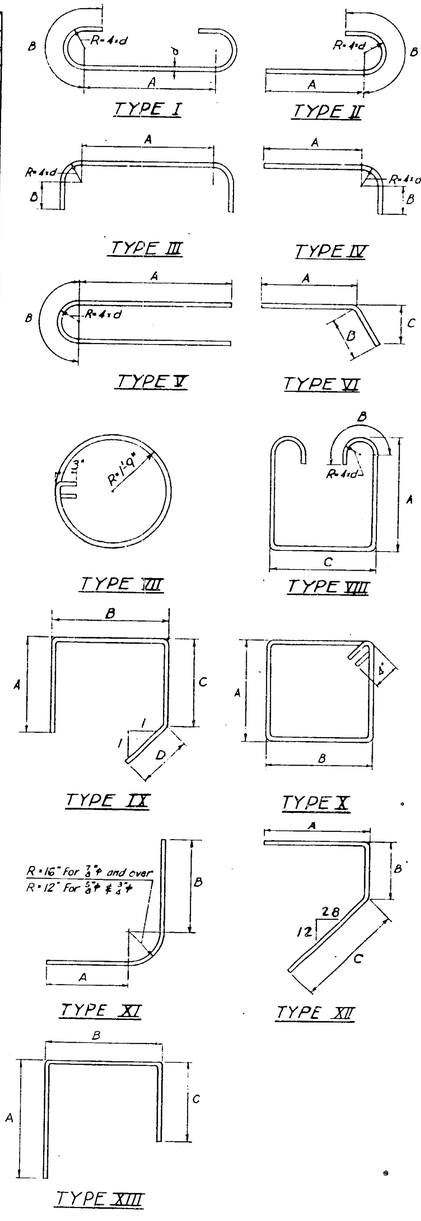
| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| P1 | 1"ϕ | 10 | 37'-6" | I | 34'-10" | 1'-4" | | | Longitudinal bars in bottom of footing |
| P2 | 5/8"ϕ | 37 | 7'-9" | I | 6'-1" | 0'-10" | | | Transverse " " " " " |
| P3 | 5/8"ϕ | 24 | 6'-6" | str. | | | | | " " " top " " |
| P4 | 1"ϕ | 7 | 35'-6" | ↓ | | | | | Longitudinal " " " " " |
| P5 | 1"ϕ | 54 | 6'-8" | ↑ | | | | | Dowels in footing |
| PG-1 | 1"ϕ | 54 | 16'-7" | str. | | | | | Vertical bars in columns |
| P7 | 3/8"ϕ | 39 | 11'-6" | VII | | | | | Ties in columns |
| P8 | 1"ϕ | 2 | 30'-6" | I | 27'-10" | 1'-4" | | | Longitudinal bars in bottom of beam. |
| P9 | ↓ | 2 | 33'-6" | I | 30'-10" | 1'-4" | | | " " " " " |
| P10 | | 1 | 34'-0" | I | 31'-4" | 1'-4" | | | " " " " " |
| P11 | | 2 | 35'-7" | III | 27'-10" | 3'-5" | | | " " " top " " |
| P12 | | 2 | 38'-7" | III | 30'-10" | 3'-5" | | | " " " " " |
| P13 | ↓ | 1 | 39'-1" | III | 31'-4" | 3'-5" | | | " " " " " |
| P14 | 1"ϕ | 2 | 14'-0" | str. | | | | | " " " " " |
| P15 | 1/2"ϕ | 44 | 13'-10" | X | 3'-8" | 2'-10" | | | Stirrups in beam. |
| PD1 | 5/8"ϕ | 26 | 6'-2" | III | 1'-11" | 1'-10" | | | Dowels in pedestals. |
| PD2 | " | 6 | 5'-8" | III | 1'-5" | 1'-10" | | | " " fascia " |

## PIER 2

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| P1-P5 | | | | | | | | | Same as Pier 1. |
| PG-2 | 1"ϕ | 54 | 17'-1" | str. | | | | | Vertical bars in columns. |
| PT-PD2 | | | | | | | | | Same as Pier 1. |

## PIER 3

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Same as Pier 2 |




## SUPERSTRUCTURE

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| T1 | 5/8"ϕ | 984 | 32'-4" | str. | | | | | Transverse bars in T. & B. of deck. All spans |
| L1 | " | 90 | 38'-8" | ↓ | | | | | Longitudinal " " " " " ". Spans 1 & 4 |
| L2 | " | 180 | 32'-10" | | | | | | " " " " " " " 2 & 3 |
| SL1 | 1/2"ϕ | 20 | 36'-8" | ↓ | | | | | " " " sidewalk. " 1 & 4 |
| SL2 | " | 40 | 32'-10" | str. | | | | | " " " " " 2 & 3 |
| ST1 | " | 412 | 3'-10" | IV | 2'-11" | 0'-8" | | | Transverse " " " . All spans |
| S1 | " | 432 | 4'-9" | VIII | 1'-5" | 0'-8" | 0'-11" | | Stirrups in deck and " " " |

NOTES:

For General Notes and Reference Drawings, see Title Sheet.
All reinforcement to be paid for under Item 20.
Reinforcement in piles not included in this bar schedule. See Piling Plan and Typical Details Sheet 1.

THRUWAY UNDERPASS.
TOWN ROAD
CLAPPER ROAD-WEISHEIT ROAD
BAR SCHEDULE

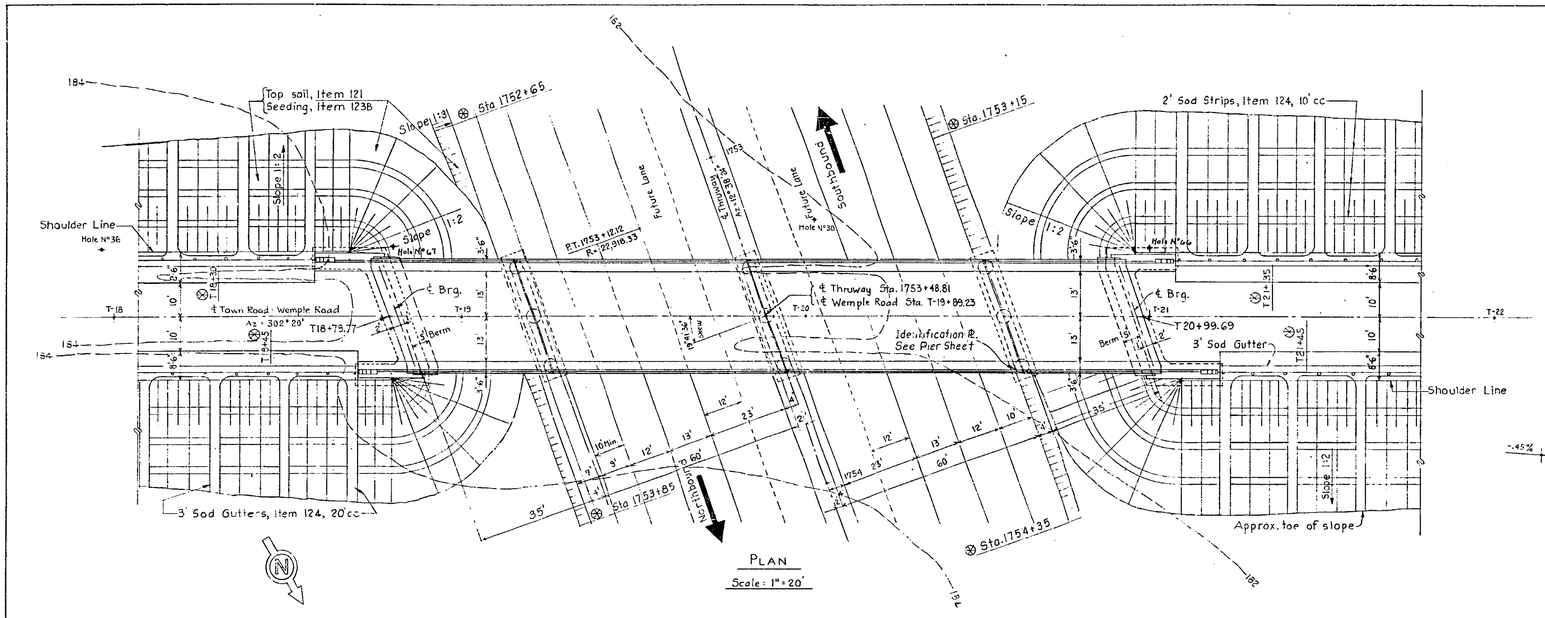
RECOMMENDED BY
Frankland & Lienhard DATE 1-14-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 76 | 197 |

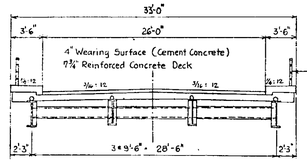
CATSKILL THRUWAY

SELKIRK – SOUTHERN BLVD.



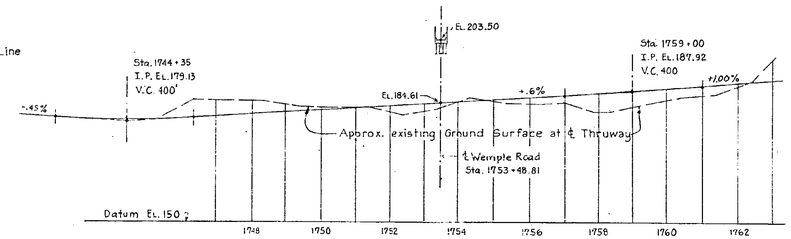

PLAN

Scale: 1" = 20'




TYPICAL SECTION

Scale: ⅜" = 1'-0"

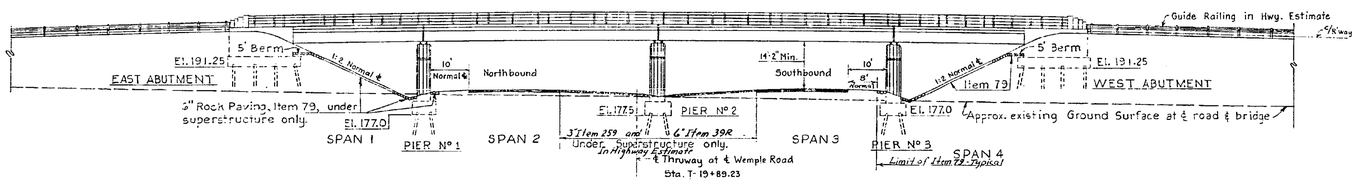



THRUWAY PROFILE

Hor. Scale: 1" = 200'

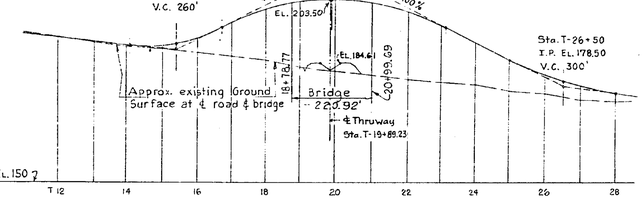
Vert. Scale: 1" = 20'

NOTE:
For details of 2' Sod Strips and 3' Sod Gutters, Item 124 see Sheet 1 of TYPICAL DETAILS.
Areas between sod strips and gutters to be top soiled and seeded, Items 121 and 123B.
Stations so marked ⊗ indicate limits of Items 121, 123B, and 124, included in bridge estimate.




ELEVATION

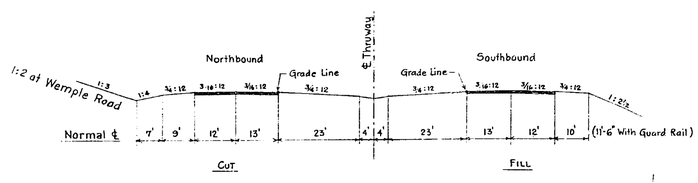
Scale: 1" = 20'




WEMPLE ROAD PROFILE

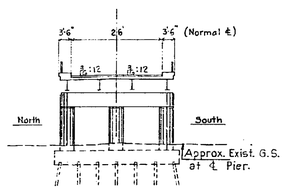
Hor. Scale: 1" = 200'

Vert Scale: 1" = 20'



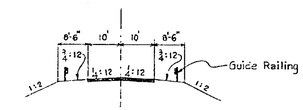

TYPICAL SECTION-THRUWAY

Scale: 1" = 20'



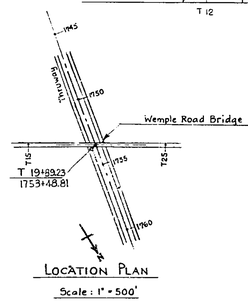

CROSS SECTION OF BRIDGE

Scale: 1" = 20'




CROSS SECTION OF APPROACHES

Scale: 1" = 20'




LOCATION PLAN

Scale: 1" = 500'

RECOMMENDED BY
Frankland and Lienhard DATE 10-30-51
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

NOTES:
1. A.A.S.H.O. Specifications. - Loading H20-S16-44.
2. WF-Beams with composite Deck - Simple Spans.
3. Cast-in-Place Concrete Piles. - Length as required.
4. Slopes rock paved under bridge.

THRUWAY UNDERPASS – TOWN ROAD – WEMPLE ROAD,
CATSKILL THRUWAY – STATION 1753+48.81

GENERAL PLANS

SCALE: AS NOTED

CT 52-8P
76T

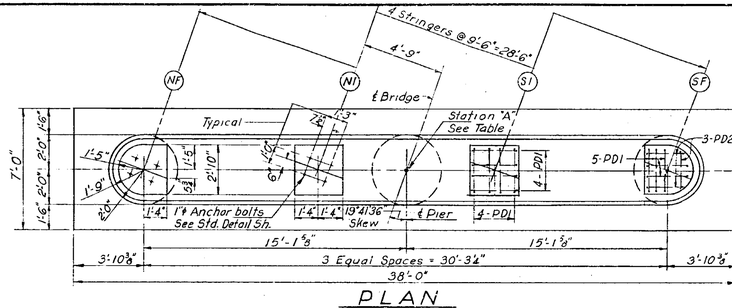
| ITEM No | ITEM | UNIT | FINAL QUANTITIES |
|---|---|---|---|
| 5 | Trench, Culv. & Bridge Excav. | C.Y. | 290 |
| 15-2 | Portland Cement Type 2 | Bbl. | 1244 |
| 15-N | Natural Cement, Type N | Bbl. | 206 |
| 16 | Class 1A Conc. for Structures | C.Y. | 464.09 |
| 18 | Class 1A Conc. for Railings | C.Y. | 2.59 |
| 20 | Class 1 Concrete | C.Y. | 22543 |
| 25-F | Steel Fabric Reinf. | S.Y. | 638.00 |
| 26 | Bar Reinforcement for Structures | Lb. | 117089 |
| 26-B | Spiral Bar Shear Connectors | Lb. | 1225 |
| 29 | Structural Steel | Lb. | 194,585 |
| 37 | Metal Railing | L.F. | 477.3 |
| 47-B | Cement Conc. Pav't. | C.Y. | 92. |
| 79 | Dry Stone Paving | S.Y. | 341 |
| 85-C | Castin-Place Conc. Piles | L.F. | 7447 |
| 87 | Furn. Equip. for Driving Piles | L.S. | 100% |
| 121 | Top Soil Placed from Stockpiles | C.Y. | 135 |
| 123-B | Seeding on Prepared Areas | Acre | 0.26 |
| 124 | Sodding | S.Y. | 348 |
| 200-5 | Utilities (16% of Total) | L.S. | 100% |

C.T. 52-8P

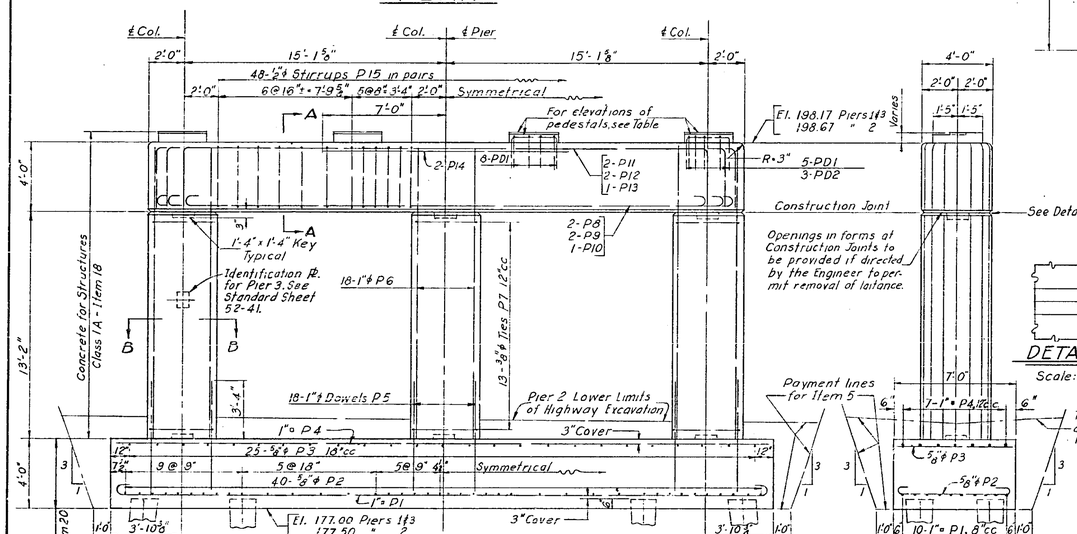
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 77 | 197 |

CATSKILL THRUWAY

SELKIRK - SOUTHERN BLVD.




PLAN



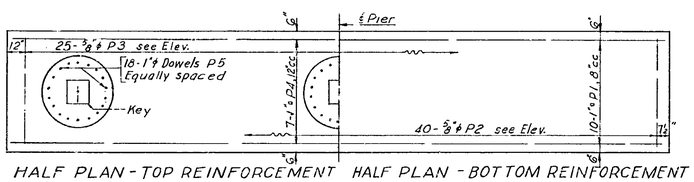

ELEVATION




END VIEW

DETAIL C

Scale: 1½"=1'-0"




HALF PLAN - TOP REINFORCEMENT HALF PLAN - BOTTOM REINFORCEMENT

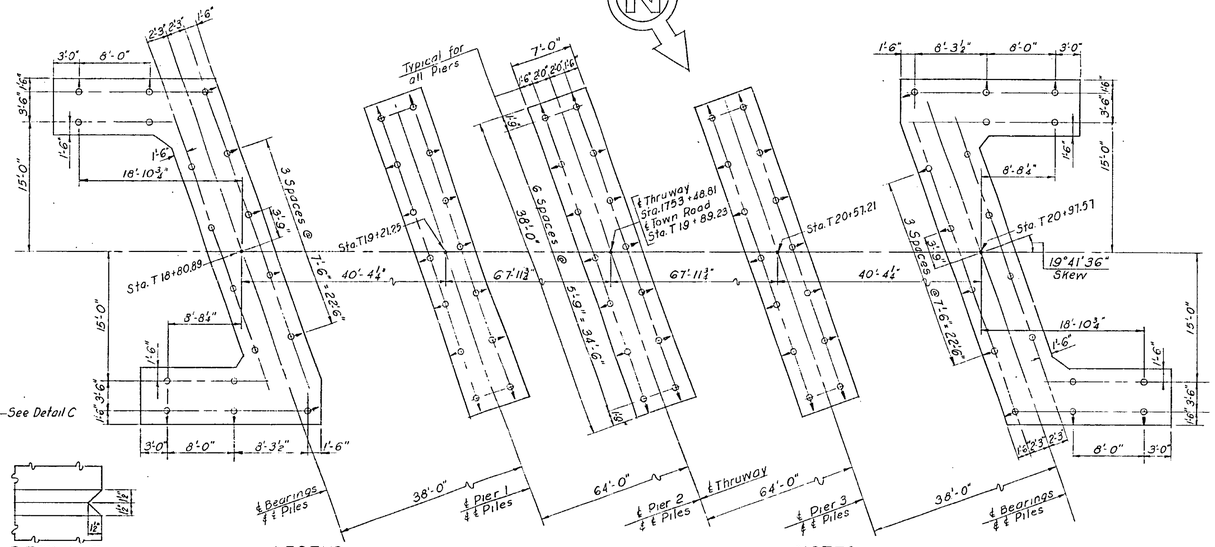
PLAN OF FOOTING

PIERS 1, 2 ℄ 3

Scale: ¼"=1'-0"

Notes:

48-1" ℄ Anchor bolts 2'-0" lg. are required for 3 Piers. For details, see Typical Detail Sheet.




LEGEND:

o Cast-In-Place Concrete Piles - Vertical

→o " " " " - Battered in direction of arrow.

| | | |
|---|---|---|
| Piers | Batter | ½ : 12 |
| Abutments | " | 2 : 12 |
| Wing Walls | " | ½ : 12 |

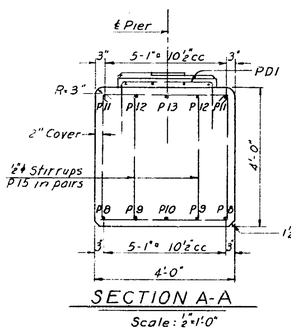
PILING PLAN

Scale: ⅛"=1'-0"

NOTES:

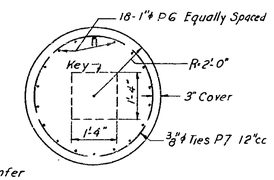
For design purposes, the assumed load per pile does not exceed 35 tons.
For estimating purposes, the average length of piles has been assumed at:

| | |
|---|---|
| East Abutment | 120' |
| Pier 1 | 100' |
| Pier 2 | 95' |
| Pier 3 | 105' |
| West Abutment | 125' |




SECTION A-A

Scale: ½"=1'-0"




SECTION B-B

Scale: ½"=1'-0"

| | STATION "A" | SPAN | ELEVATION OF PEDESTALS | | | |
|---|---|---|---|---|---|---|
| | | | NF | NI | SI | SF |
| Pier 1 | T19+21.25 | 1 | 198.82 | 198.67 | 198.64 | 198.71 |
| | | 2 | 198.66 | 198.60 | 198.56 | 198.55 |
| Pier 2 | T19+89.23 | 2 ℄ 3 | 199.05 | 199.03 | 199.03 | 199.05 |
| Pier 3 | T20+57.21 | 3 | 198.56 | 198.58 | 198.62 | 198.67 |
| | | 4 | 198.73 | 198.65 | 198.69 | 198.84 |

NOTES:

For General Notes and Reference Drawings, see Title Sheet.
For Typical Details, not shown, see Typical Detail Sheets.

THRUWAY UNDERPASS
TOWN ROAD
WEMPLE ROAD
PIERS AND PILING PLAN
SCALE: AS NOTED

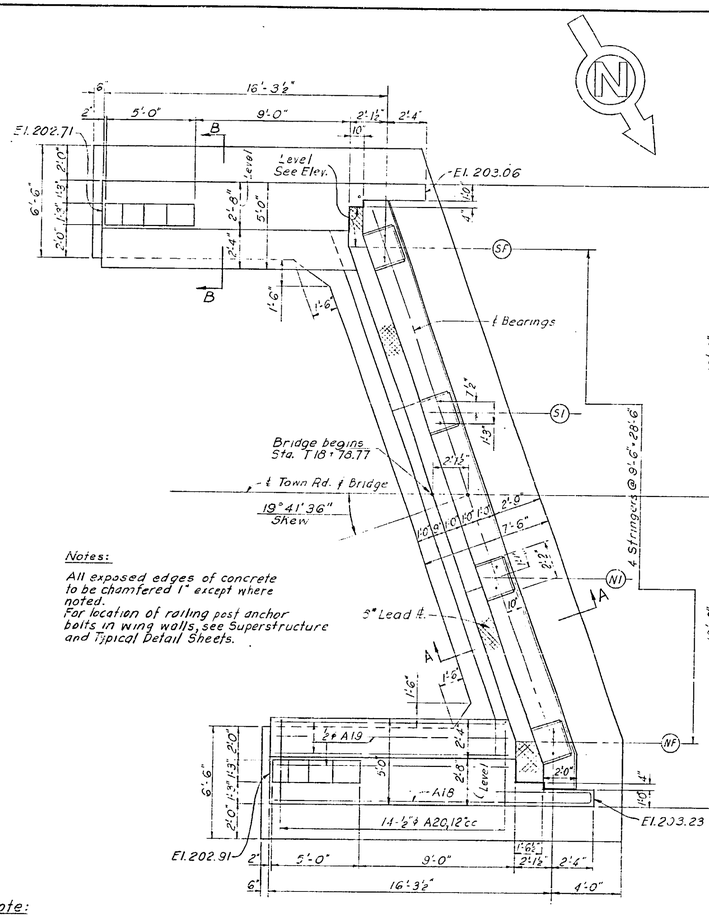
RECOMMENDED BY
Frankland & Lienhard DATE 1-22-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 78 | 197 |

CATSKILL THRUWAY

SELKIRK - SOUTHERN BLVD.

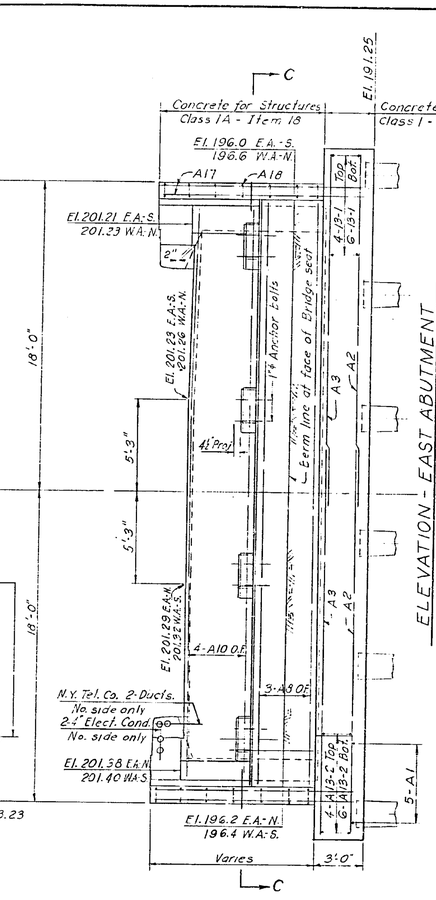



Notes:

All exposed edges of concrete to be chamfered 1" except where noted.
For location of railing post anchor bolts in wing walls, see Superstructure and Typical Detail Sheets.

Note:

Placing of piles and construction of the abutments will not be permitted until the highway embankment adjacent to this structure has been placed and consolidated in a manner and a period of time satisfactory to the Deputy Chief Engineer (Bridges).
See Typical Details - Sheet 1.



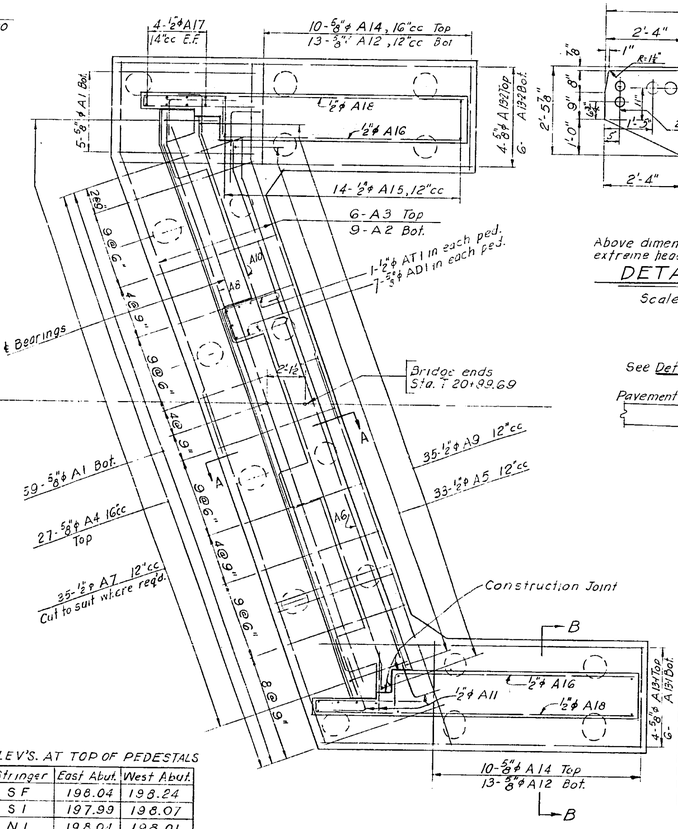

Note:

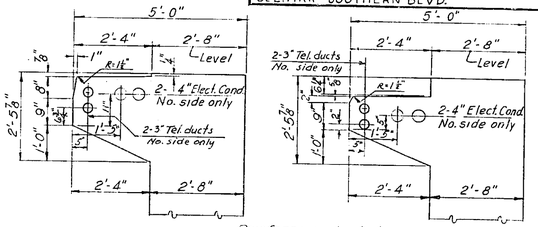
16-1" ϕ Anchor bolts 2'-0" lg. are required for 2 Abutments. For details, see Typical Details Sheet 2.

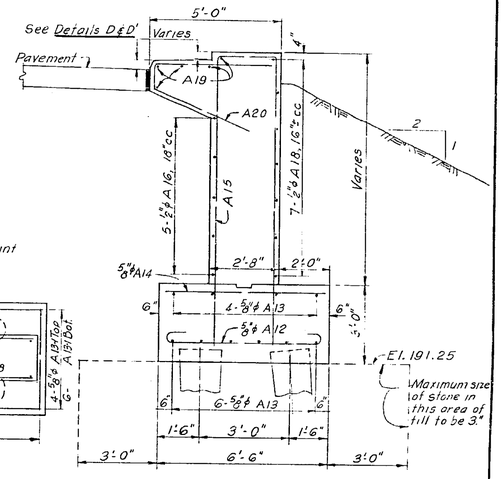
| ELEV'S. AT TOP OF PEDESTALS | | |
|---|---|---|
| Stringer | East Abut. | West Abut. |
| S F | 198.04 | 198.24 |
| S I | 197.99 | 198.07 |
| N I | 198.04 | 198.01 |
| NF | 198.21 | 198.07 |

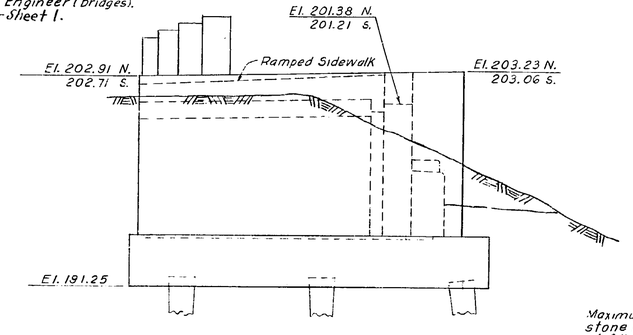
Note:

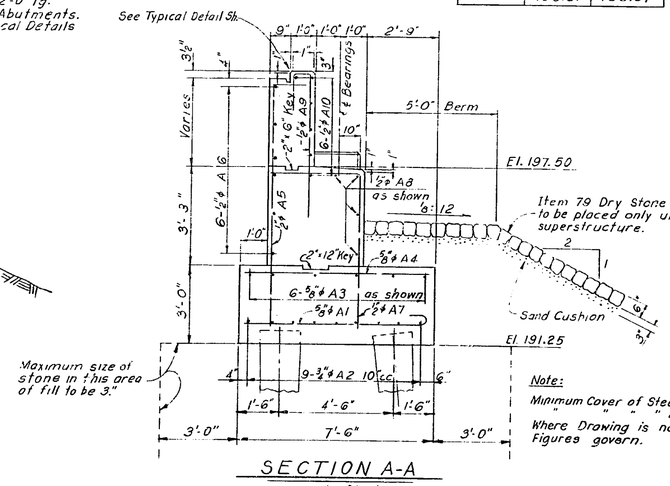
Bend and cut bars in field, where required, to fit skew conditions.



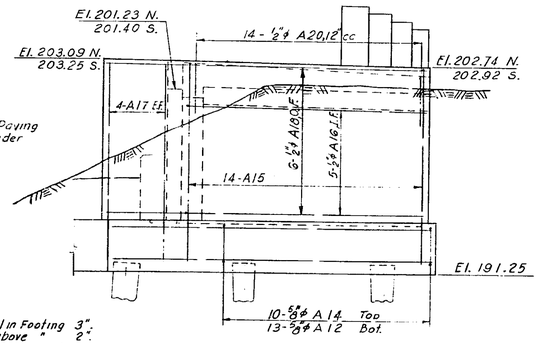




Note:

Minimum Cover of Steel in Footing 3"
" " " above " 2"
Where Drawing is not to scale, figures govern.




NOTES:

For General Notes and Reference Drawings, see Title Sheet.
For Typical Details, not shown, see Typical Detail Sheets.

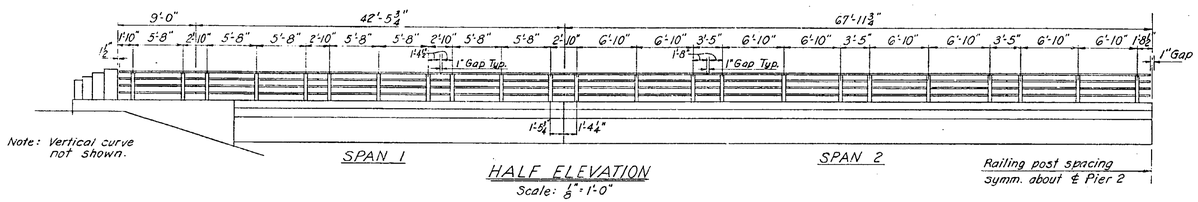
E.A. - East Abutment ; W.A. - West Abutment
N. - North side; S. - South side.

THRUWAY UNDERPASS
TOWN ROAD
WEMPLE ROAD
ABUTMENTS
SCALE: ¼"=1'-0" UNLESS NOTED

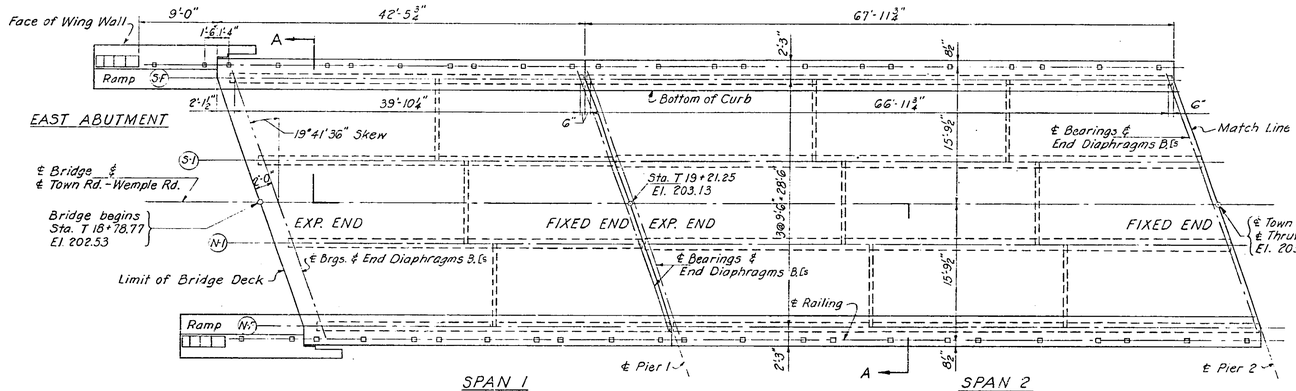
RECOMMENDED BY
Frankland & Lienhard DATE 1-22-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

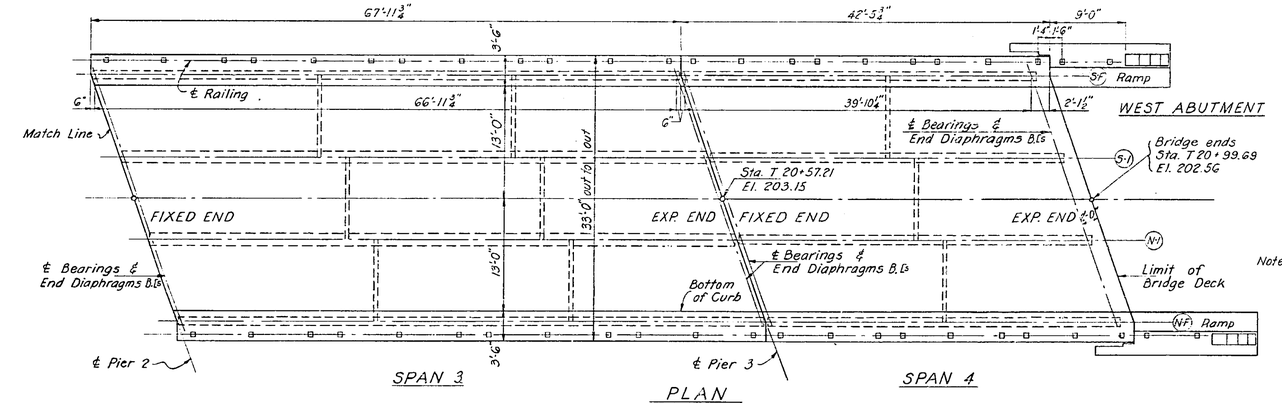
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 79 | 197 |
| CATSKILL THRUWAY | | | | | |
| SELKIRK - SOUTHERN BLVD. | | | | | |

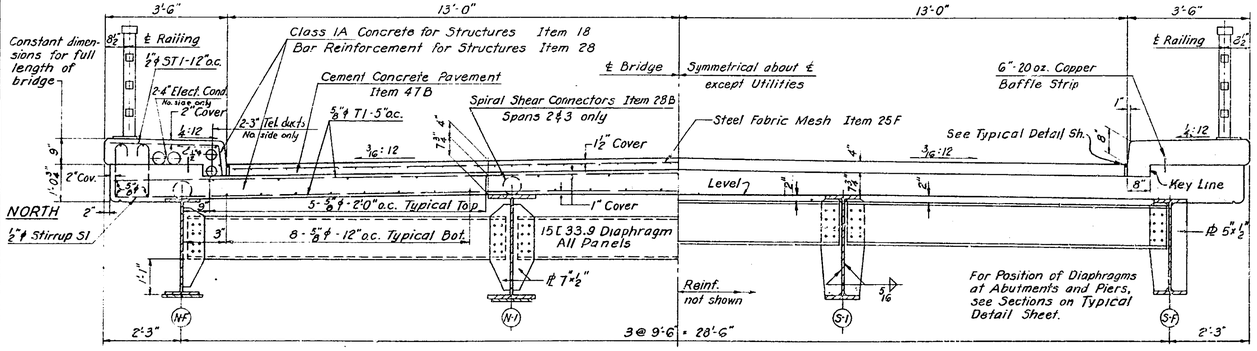



## HALF ELEVATION
Scale: ⅛" = 1'-0"



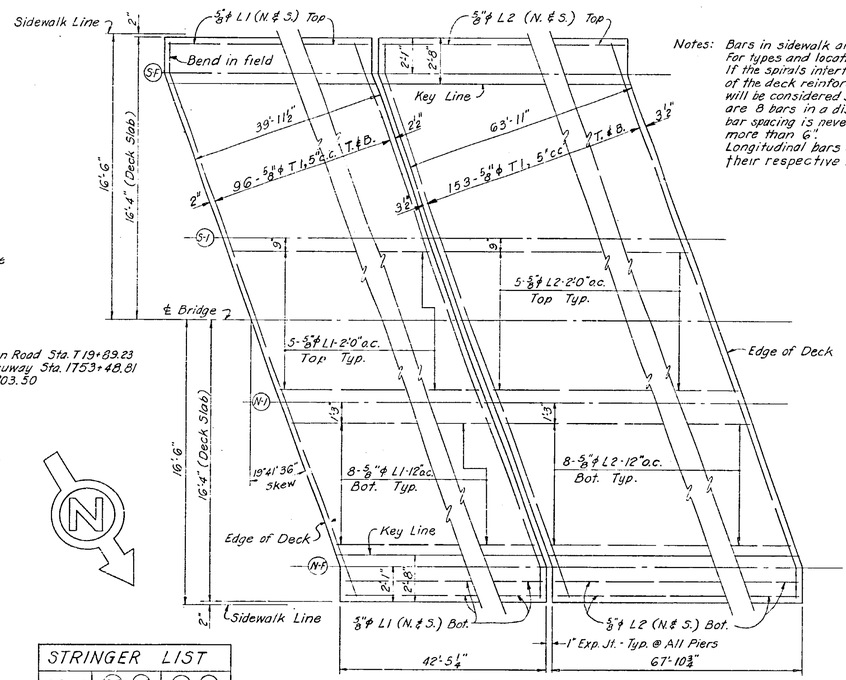

## PLAN
Scale: ⅛" = 1'-0"




## SECTION A-A
Scale: ½" = 1'-0"

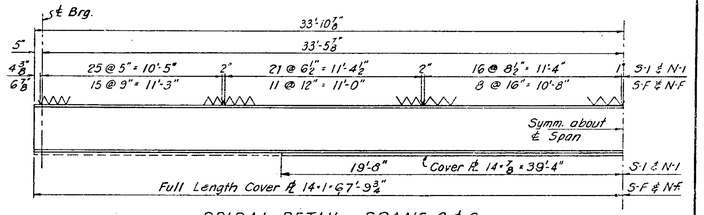
| STRINGER LIST | | | | |
|---|---|---|---|---|
| SPAN | (S-F) (N-F) | | (S-1) (N-1) | |
| 1 & 4 | 33 WF 130 | 36 WF 170 | | |
| | Camber - ⅞" | | | |
| 2 & 3 | 33 WF 141 ℄ 14-1 F.L. | 36 WF 230 ℄ 14°-2'-39'-4" | | |
| | Camber 3" | | | |

Notes: All plates are bottom flange cover ℄s.
F.L. = Full Length
Cambers include cambers for Vertical Curve




## PLAN
## DECK REINFORCEMENT
Scale: ¼" = 1'-0"

Notes: Bars in sidewalk are not shown in Plan. For types and locations, see Section A-A. If the spirals interfere with the spacing of the deck reinforcement, the spacing will be considered satisfactory if there are 8 bars in a distance of 3'-4" provided bar spacing is never less than 4" nor more than 6". Longitudinal bars are to be spliced at their respective midspans.




## SPIRAL DETAIL - SPANS 2 & 3
Scale: 1" = 1'-0"

Note: Spiral shear connectors are not required for Spans 1 & 4.

NOTES:
For General Notes and Reference Drawings, see Title Sheet.
For Typical Details, not shown, see Typical Detail Sheets.

Note: After the concrete is cured the Contractor shall apply a waterproofing oil treatment of M-41W to all exposed surfaces except the underside of slabs. Where a pavement or sidewalk is to be placed on top of a slab, two applications of waterproofing oil treatment shall be applied; the second application shall be applied two days prior to the placing of the pavement or sidewalk.
For additional notes, see Title Sheet.

THRUWAY UNDERPASS
TOWN ROAD
WEMPLE ROAD
SUPERSTRUCTURE
SCALE: AS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 1-22-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 80 | 197 |

CATSKILL THRUWAY
SELKIRK - SOUTHERN BLVD.

## EAST ABUTMENT

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| A1 | 5/8ϕ | 64 | 7'-7" | II | 6'-9" | 0'-10" | | | Transverse bars in bottom of headwall ftg. |
| A2 | 3/4ϕ | 18 | 22'-1" | str. | | | | | Longitudinal " " " " " |
| A3 | 5/8ϕ | 12 | 22'-1" | " | | | | | " " " top " " |
| A4 | " | 27 | 7'-0" | " | | | | | Transverse " " top " " |
| A5 | 1/2ϕ | 33 | 9'-11" | IV | 8'-6" | 1'-2" | | | Vertical bars I.F. of headwall. |
| A6 | ↓ | 6 | 32'-0" | str. | | | | | Horizontal " " " |
| A7 | | 35 | 8'-8" | IV | 3'-3" | 5'-2" | | | Bent bars in bridge seat |
| A8 | | 4 | 35'-6" | str. | | | | | Horizontal bars in " " |
| A9 | | 35 | 7'-11" | XIII | 5'-9" | 0'-8" | 1'-6" | | Vertical bars O.F. of headwall |
| A10 | ↑ | 6 | 34'-6" | str. | | | | | Horizontal " " " |
| A11 | 1/2ϕ | 28 | 6'-3" | IV | 4'-0" | 2'-0" | | | " dowels in headwall & wingwalls |
| A12 | 5/8ϕ | 26 | 7'-5" | I | 5'-7" | 0'-10" | | | Transverse bars in bottom of W.W. ftgs. |
| A13-1 | ↓ | 10 | 18'-4" | str. | | | | | Longitudinal " " T.& B. "So." ftg. |
| A13-2 | ↑ | 10 | 20'-4" | " | | | | | " " " " "No." " |
| A14 | 5/8ϕ | 20 | 6'-0" | " | | | | | Transverse " " top " W.W. ftgs. |
| A15 | 1/2ϕ | 28 | 23'-9" | III | 1'-11" | 10'-8" | | | Vertical U-bars in wingwalls. |
| A16 | ↓ | 10 | 15'-9" | IV | 13'-8" | 1'-10" | | | Horizontal bars I.F. of " |
| A17 | | 16 | 11'-2" | str. | | | | | Vertical " E.F. of " |
| A18 | | 14 | 24'-11" | XIII | 18'-3" | 0'-8" | 6'-0" | | Horizontal " O.F. " " |
| A19 | ↑ | 10 | 13'-9" | str. | | | | | Longitudinal bars in sidewalk. |
| A20 | 1/2ϕ | 28 | 9'-9" | XII | 4'-8" | 1'-1" Mat 1'-Mat | 2'-0" Min. 6'-C Mat | | Bent bars in sidewalk. |
| AD1 | 5/8ϕ | 28 | 3'-6" | str. | | | | | Dowels in pedestals. |
| AT1 | 1"ϕ | 4 | 9'-7" | VIII | 3'-5" | 0'-8" | 1'-10" | | Ties " " |
| AP1 | 3/4ϕ | 12 | 4'-9" | str. | | | | | Horizontal bars in pylons. See Typ.Det. Sh. |
| AP2 | | | | | | | | | Deleted |
| AP3 | 3/4ϕ | 8 | 5'-8" | str. | | | | | Vertical " " " " " " |
| AP4 | ↓ | 8 | 5'-3" | ↓ | | | | | " " " " " " " |
| AP5 | ↑ | 8 | 4'-10" | ↑ | | | | | " " " " " " " |
| AP6 | 3/4ϕ | 8 | 4'-5" | str. | | | | | " " " " " " " |

## WEST ABUTMENT

| | |
|---|---|
| A1-A12 | Same as East Abutment. |
| A13-1 | Longitudinal bars in T.& B. of No. W. W. Ftg. |
| A13-2 | " " " " So. " " |
| A14-AP6 | Same as East Abutment. |

## PIER 1

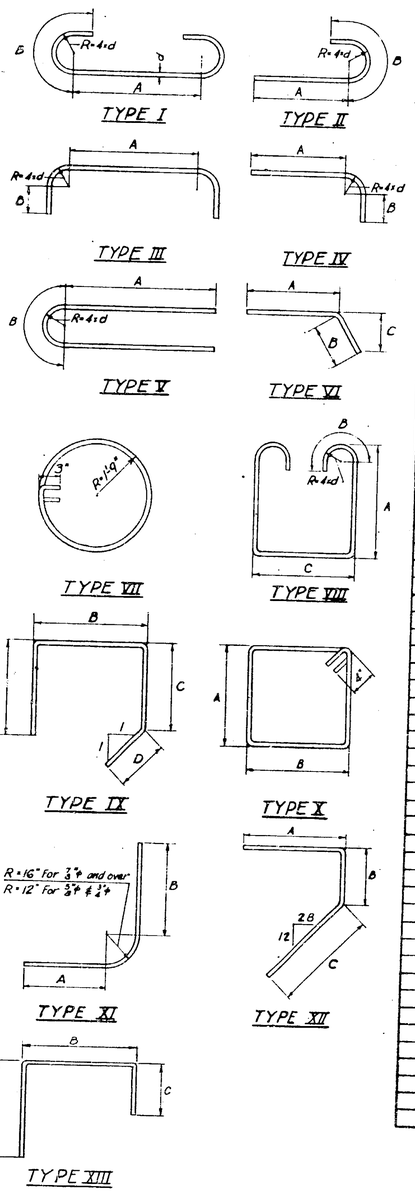
| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| P1 | 1"ϕ | 10 | 39'-6" | I | 36'-10" | 1'-4" | | | Longitudinal bars in bottom of footing |
| P2 | 5/8ϕ | 40 | 7'-9" | I | 6'-1" | 0'-10" | | | Transverse " " " " " |
| P3 | " | 25 | 6'-6" | str. | | | | | " " " top " " |
| P4 | 1"ϕ | 7 | 37'-6" | ↓ | | | | | Longitudinal " " " " " |
| P5 | 1"ϕ | 54 | 6'-8" | ↓ | | | | | Dowels in footing. |
| P6 | " | 54 | 17'-0" | str. | | | | | Vertical bars in columns. |
| P7 | 3/4ϕ | 39 | 11'-6" | VII | | | | | Ties in columns |
| P8 | 1"ϕ | 2 | 32'-3" | I | 29'-7" | 1'-4" | | | Longitudinal bars in bottom of beam |
| P9 | ↓ | 2 | 35'-3" | I | 32'-7" | 1'-4" | | | " " " " " " |
| P10 | | 1 | 35'-9" | I | 33'-1" | 1'-4" | | | " " " " " " |
| P11 | | 2 | 37'-4" | III | 29'-7" | 3'-5" | | | " " " top " " |
| P12 | | 2 | 40'-4" | III | 32'-7" | 3'-5" | | | " " " " " |
| P13 | ↑ | 1 | 40'-10" | III | 33'-1" | 3'-5" | | | " " " " " |
| P14 | 1"ϕ | 2 | 14'-0" | str. | | | | | " " " " " |
| P15 | 1/2ϕ | 48 | 13'-10" | X | 3'-8" | 2'-10" | | | Stirrups in beam |
| PD1 | 5/8ϕ | 26 | 6'-2" | III | 1'-11" | 1'-10" | | | Dowels in pedestals. |
| PD2 | " | 6 | 5'-8" | III | 1'-5" | 1'-10" | | | " in fascia " |

## PIER 2

| | |
|---|---|
| P1-PD2 | Same as Pier 1. |

## PIER 3

| | |
|---|---|
| P1-PD2 | Same as Pier 1 |




## SUPERSTRUCTURE

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| T1 | 3/8ϕ | 996 | 34'-4" | str. | | | | | Transverse bars T.& B. of deck. All spans |
| L1 | 5/8ϕ | 180 | 34'-10" | ↓ | | | | | Longitudinal " " " Spans 1&4 |
| L2 | 5/8ϕ | 180 | 34'-10" | str. | | | | | " " " " " 2&3 |
| SL1 | 1/2ϕ | 20 | 42'-1" | ↑ | | | | | " " in sidewalk. " 1&4 |
| SL2 | ↓ | 40 | 34'-10" | str. | | | | | " " " " " 2&3 |
| ST1 | ↑ | 444 | 3'-10" | IV | 3'-0" | 0'-8" | | | Transverse " " " |
| S1 | 1/2ϕ | 504 | 4'-9" | VIII | 1'-5" | 0'-8" | 0'-11" | | Stirrups in deck and sidewalk. |

NOTES:

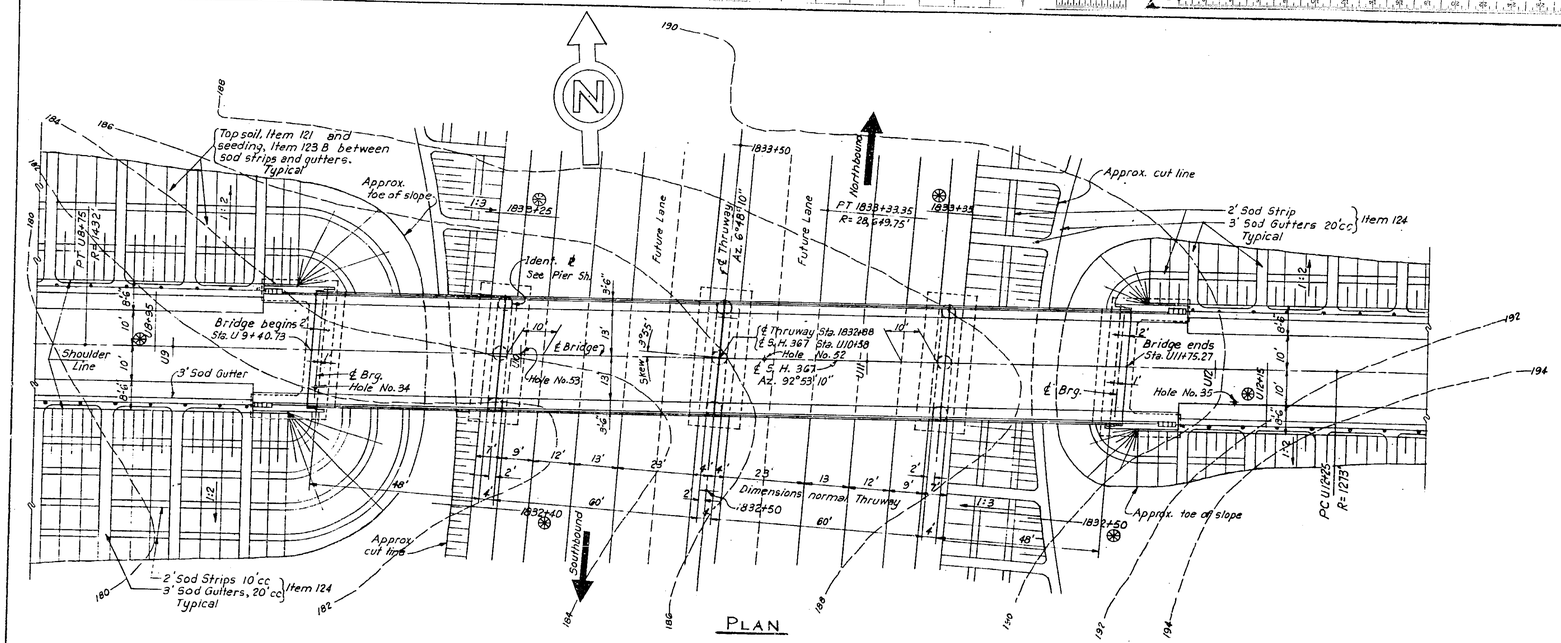
For General Notes and Reference Drawings, see Title Sheet.
All reinforcement to be paid for under Item 28.
Reinforcement in piles not included in this bar schedule. See Piling Plan and Typical Details Sheet 1.

THRUWAY UNDERPASS
TOWN ROAD
WEMPLE ROAD
BAR SCHEDULE

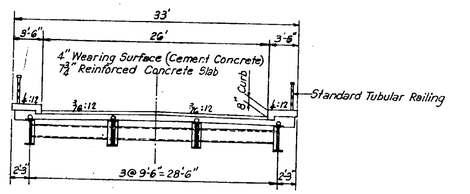
SUBMITTED BY
Frankland & Lienhard DATE 1-22-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 81 | 197 |
| CATSKILL THRUWAY | | | | | |
| SELKIRK – SOUTHERN BLVD. | | | | | |

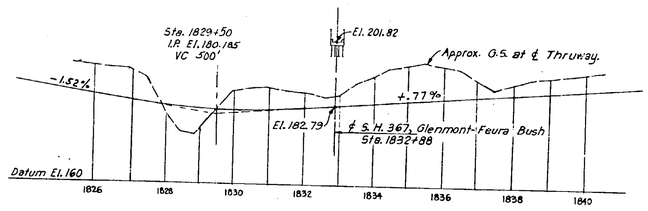



PLAN




TYPICAL SECTION

Scale: ⅛"=1'-0"



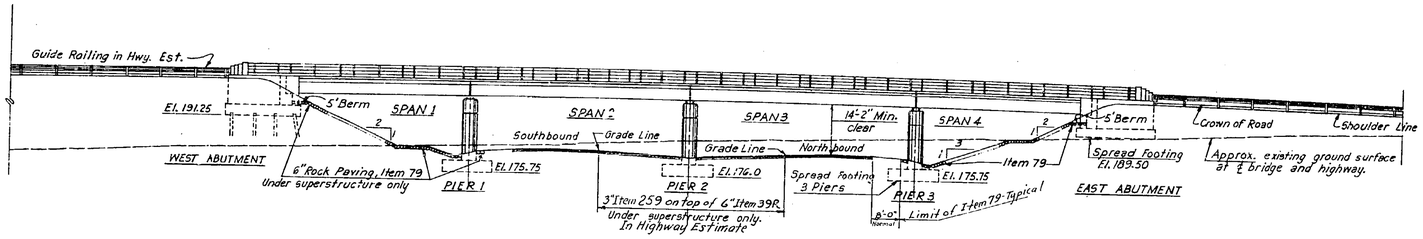

THRUWAY PROFILE

Hor. Scale: 1"=200'

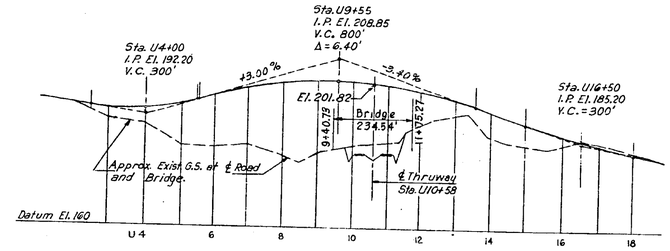
Vert. Scale: 1" = 20'

NOTES:

For details of 2' sod strips and 3' sod gutters, Item 124 see Sheet 1 of TYPICAL DETAILS.
All areas between sod strips and gutters to be top soiled and seeded, 121 and 123 B.
Stations so marked ⊛ indicate limits of items 121, 123B, & 124 included in bridge estimate.




ELEVATION

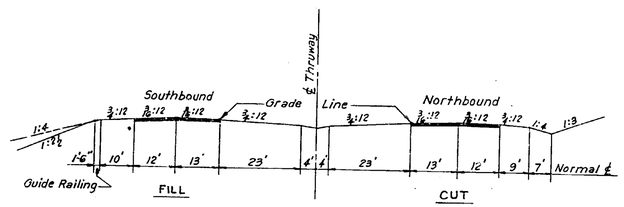



STATE HIGHWAY 367 – PROFILE

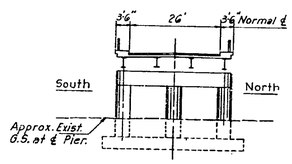
GLENMONT – FEURA BUSH

Hor. Scale: 1" = 200'

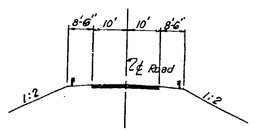
Vert. Scale: 1" = 20'




TYPICAL SECTION - THRUWAY

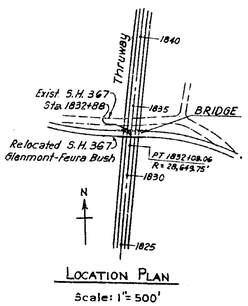



CROSS SECTION OF BRIDGE




CROSS SECTION OF APPROACHES

Adjacent to Bridge




LOCATION PLAN

Scale: 1" = 500'

NOTES:

1. A.A.S.H.O. Specifications - Loading H20-S16-44, modified.
2. WF Beams with composite deck - Simple Spans.
3. Cast-in-place concrete piles for West Abutment - length as required.
   Spread Footings for Piers and East Abutment.
   Allowed bearing, dead and live load; 1 Ton/Ft².
4. Slopes rock paved under Bridge.

RECOMMENDED BY

Frankland and Lienhard DATE 10-25-1951

FRANKLAND & LIENHARD
CONSULTING ENGINEERS

THRUWAY UNDERPASS – STATE HIGHWAY 367

GLENMONT - FEURA BUSH

CATSKILL THRUWAY - STATION 1832+88

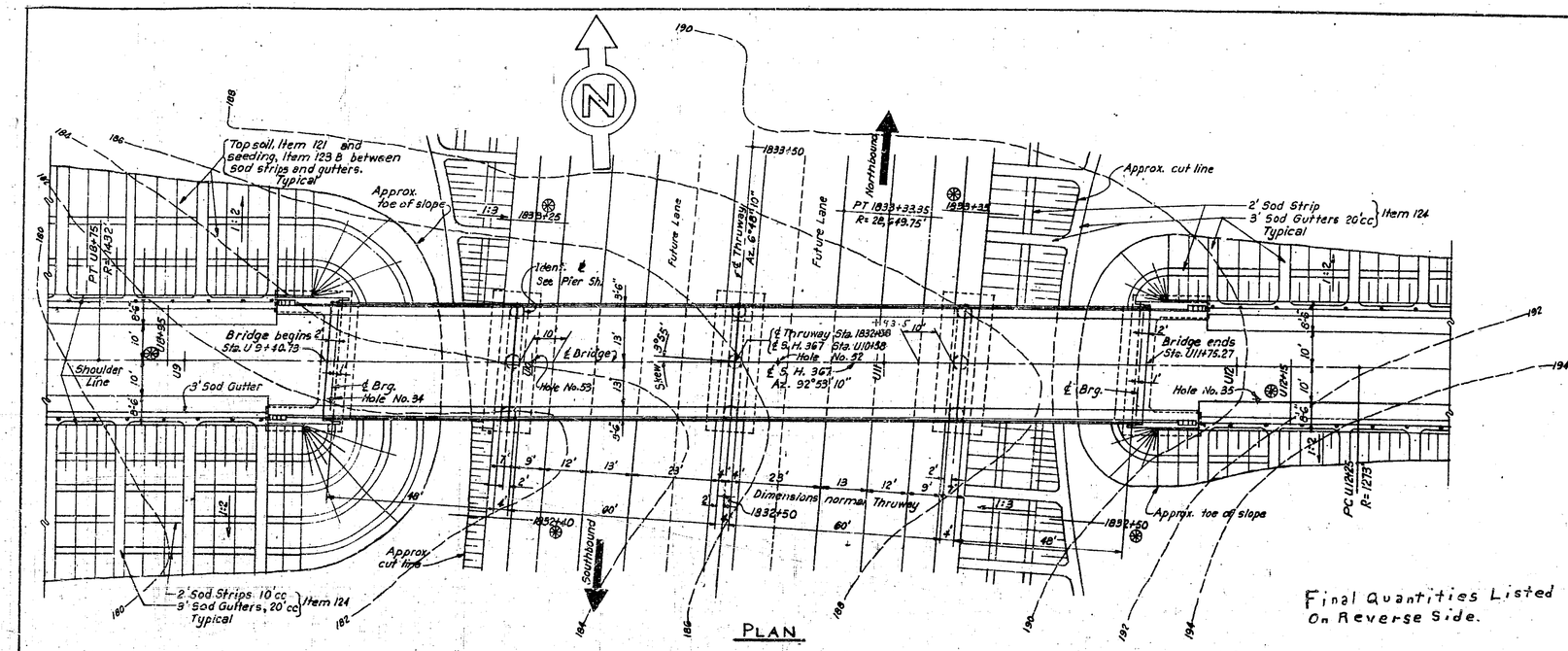
GENERAL PLANS

Scale: 1" = 20' Unless Noted

C.T. 52-8P

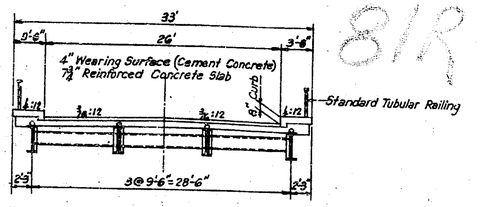
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 81 | 197 |
| CATSKILL THRUWAY | | | | | |
| SELKIRK – SOUTHERN BLVD. | | | | | |

81R



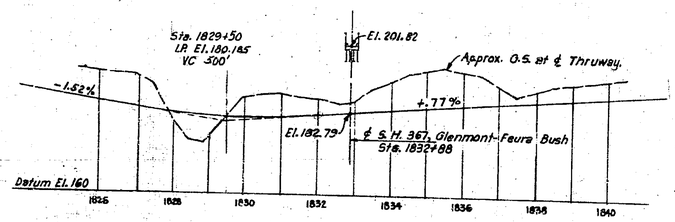

PLAN

Final Quantities Listed On Reverse Side.




TYPICAL SECTION

Scale: ⅛"=1'-0"



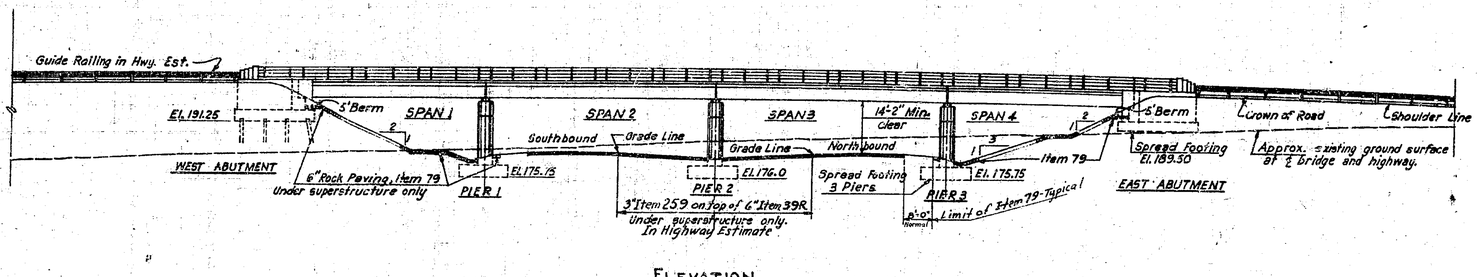

THRUWAY PROFILE

Hor. Scale: 1"=200'

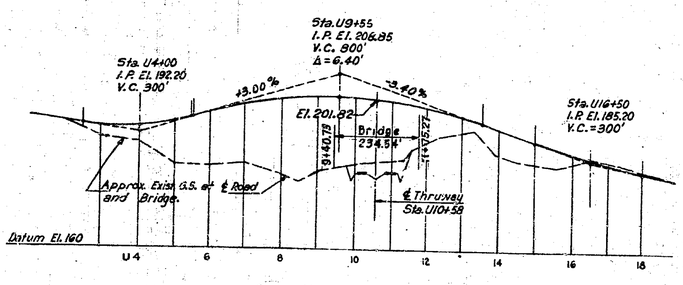
Vert. Scale: 1"= 20'

NOTES:

For details of 2' sod strips and 3' sod gutters, Item 124 see Sheet 1 of TYPICAL DETAILS.
All areas between sod strips and gutters to be top soiled and seeded, 121 and 123 B.
Stations so marked ⊛ indicate limits of Items 121, 123 B, ℄ 124 included in bridge estimate.




ELEVATION

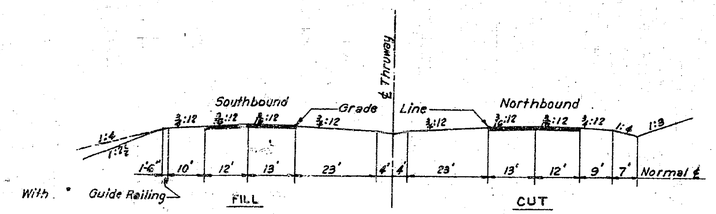



STATE HIGHWAY 367—PROFILE

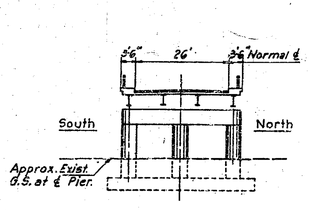
GLENMONT—FEURA BUSH

Hor. Scale: 1"= 200'

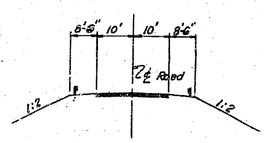
Vert. Scale: 1"= 20'




TYPICAL SECTION-THRUWAY

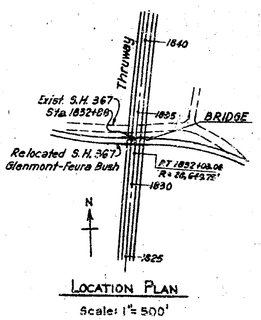



CROSS SECTION OF BRIDGE




CROSS SECTION OF APPROACHES

Adjacent to Bridge




LOCATION PLAN

Scale: 1"= 500'

NOTES:

1. A.A.S.H.O. Specifications - Loading H20-S16-44, modified.
2. WF Beams with composite deck - Simple Spans.
3. Cast-in-place concrete piles for West Abutment - length as required. Spread Footings for Piers and East Abutment. Allowed bearing, dead and live load; 1 Ton/FT².
4. Slopes rock paved under Bridge.

RECOMMENDED BY

Frankland and Lienhard DATE 10-25-1951

FRANKLAND & LIENHARD CONSULTING ENGINEERS

THRUWAY UNDERPASS—STATE HIGHWAY 367

GLENMONT - FEURA BUSH

CATSKILL THRUWAY - STATION 1832+88

GENERAL PLANS

Scale: 1"=20' Unless Noted

CT 52-8P.

81T

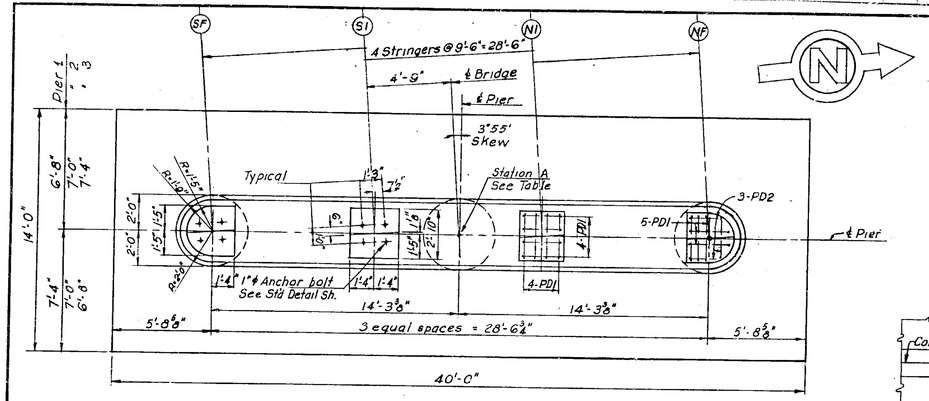
| ITEM No. | ITEM | UNIT | FINAL QUANTITIES |
|---|---|---|---|
| 5 | Trench, Culvert & Br Excav. | C.Y. | 866 |
| 15-2 | Portland Cement Type 2 | Bbl. | 1,180 |
| 15-N | Natural Cement Type N | Bbl. | 197 |
| 18 | Class 1A Concrete for Structures | C.Y. | 478.66 |
| 19 | Class 1A Concrete for Railings | C.Y. | 2.59 |
| 20 | Class 1 Concrete | C.Y. | 318.19 |
| 25-F | Steel Fabric, Reinf. | S.Y. | 678 |
| 28 | Bar Reinf. for Structures | Lb. | 89,882 |
| 28-B | Spiral Bar Shear Connectors | Lb. | 2,126 |
| 29 | Structural Steel | Lb. | 188,872 |
| 37 | Metal Railing | Lb. | 5116 |
| 47-B | Cement Conc. Pav't. | C.Y. | 83 |
| 79 | Dry Stone Paving | S.Y. | 411 |
| 85-C | Cast-in-Place Concrete Piles | L.F. | 1813 |
| 87 | Furn. Equip. for Driving Piles | L.S. | 100% |
| 92-S | Screened Gravel L.M. | C.Y. | 124 |
| 121 | Top Soil Placed from Stockpiles | C.Y. | 122 |
| 123-B | Seeding on Prepared Areas | Acre | 0.23 |
| 124 | Sodding | S.Y. | 339 |
| 200-S | Utilities (22% of Total) | L.S. | 100% |

C.T. 52-8P

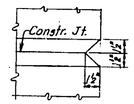
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 82 | 197 |

CATSKILL THRUWAY

SELKIRK - SOUTHERN BLVD.

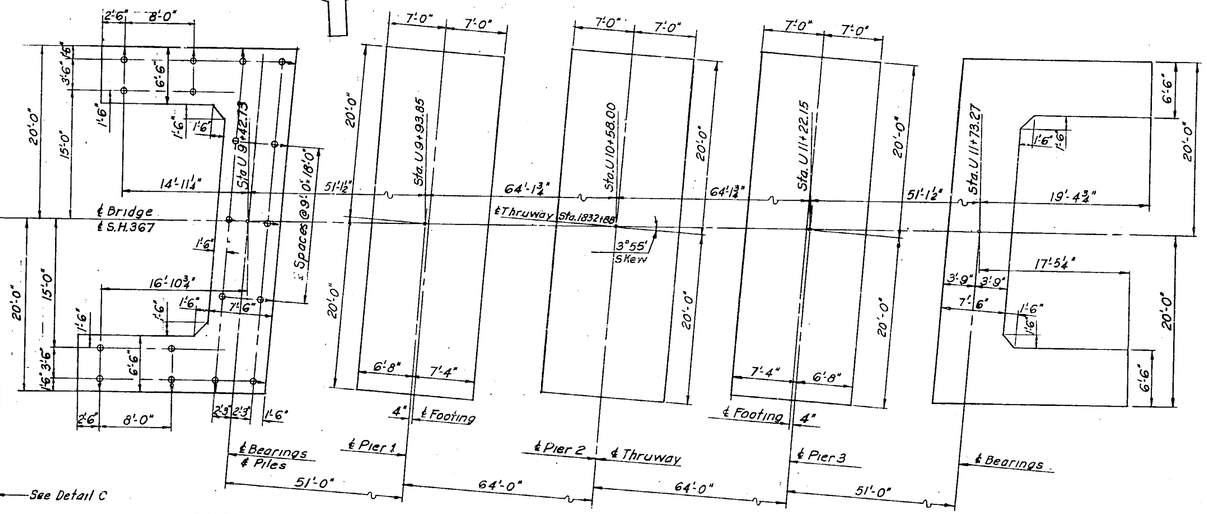



PLAN




DETAIL C

Scale: 1½"=1'-0"




LEGEND:

- Cast-In-Place Concrete Piles - Vertical
- " " " " - Battered in direction of arrow.

Abutment Batter 2:12

Wing Walls " 1½:12

PILING ℄ FOOTING PLAN

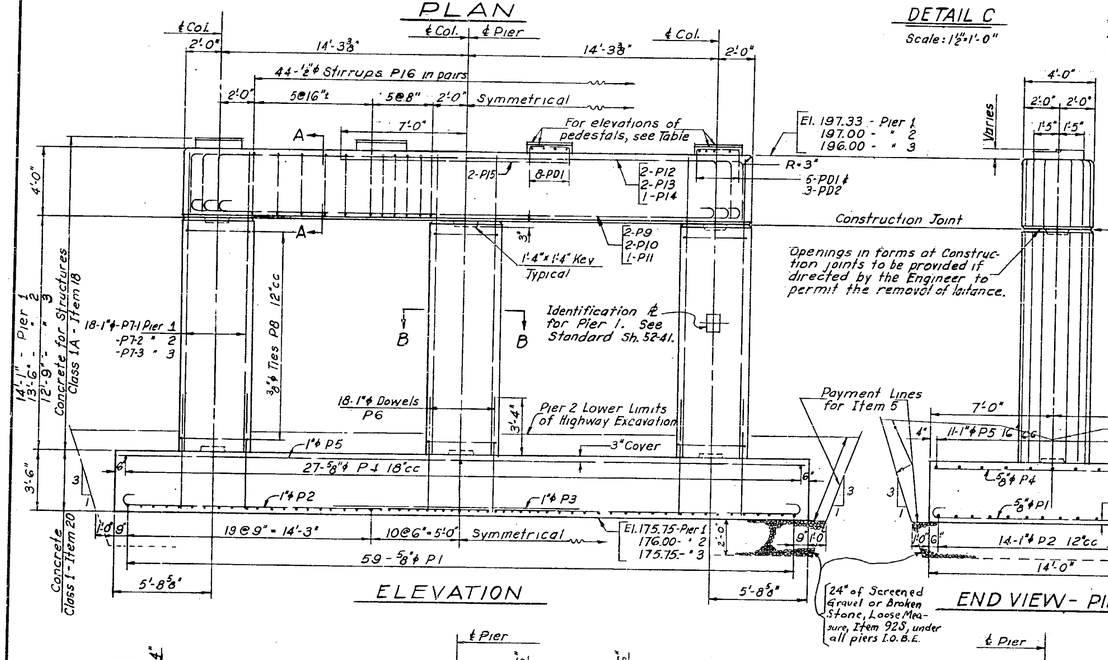
Scale: ⅛"=1'-0"

NOTES:

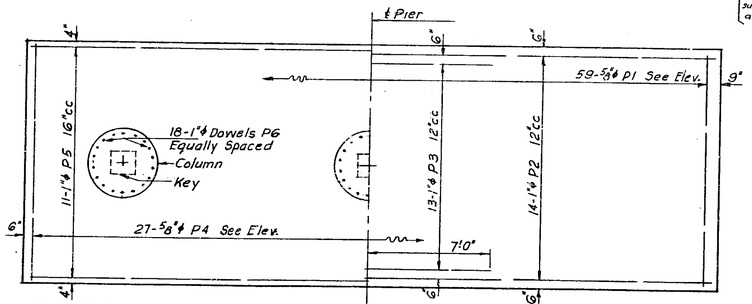
For design purposes, the assumed load per pile does not exceed 30 tons.

For estimating purposes, the average length of piles has been assumed at 105'

For design purposes the maximum soil pressure under all piers and East Abutment is 1 ton p.s.f.




ELEVATION

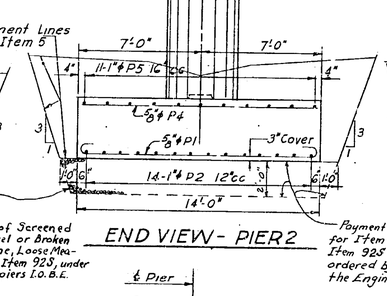



HALF PLAN - TOP REINFORCEMENT HALF PLAN - BOTTOM REINFORCEMENT

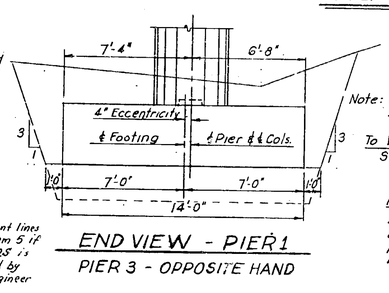
PLAN OF FOOTING

PIERS 1, 2 ℄ 3

Scale: ¼"=1'-0" Unless noted




END VIEW - PIER 2

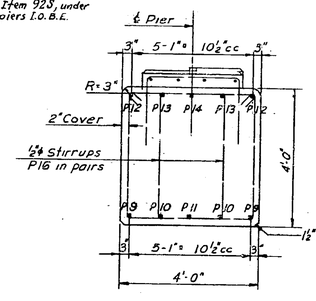



END VIEW - PIER 1

PIER 3 - OPPOSITE HAND

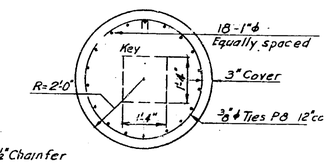
Note:

48-1"℄ Anchor bolts 2'-0" lg. are required for 3 Piers. For details, see typical Detail Sh.




SECTION A-A

Scale: ½"=1'-0"




SECTION B-B

Scale: ½"=1'-0"

| | STATION "A" | SPAN | ELEVATION OF PEDESTALS | | | |
|---|---|---|---|---|---|---|
| | | | S F | S I | N I | N F |
| PIER 1 | U 9+93.85 | 1 | 197.95 | 197.85 | 197.85 | 197.94 |
| | | 2 | 197.81 | 197.72 | 197.72 | 197.80 |
| PIER 2 | U 10+58.00 | 2 | 197.41 | 197.32 | 197.32 | 197.39 |
| | | 3 | 197.40 | 197.31 | 197.31 | 197.38 |
| PIER 3 | U 11+22.15 | 3 | 196.52 | 196.42 | 196.41 | 196.49 |
| | | 4 | 196.64 | 196.53 | 196.52 | 196.61 |

NOTES:

For General Notes and Reference Drawings, see Title Sheet.
For Typical Details, not shown, see Typical Detail Sheets.

THRUWAY UNDERPASS

STATE HIGHWAY 367

GLENMONT - FEURA BUSH ROAD

PIERS AND PILING ℄ FOOTING PLAN

SCALE: AS NOTED

RECOMMENDED BY

Frankland & Lienhard DATE 2-14-52

FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

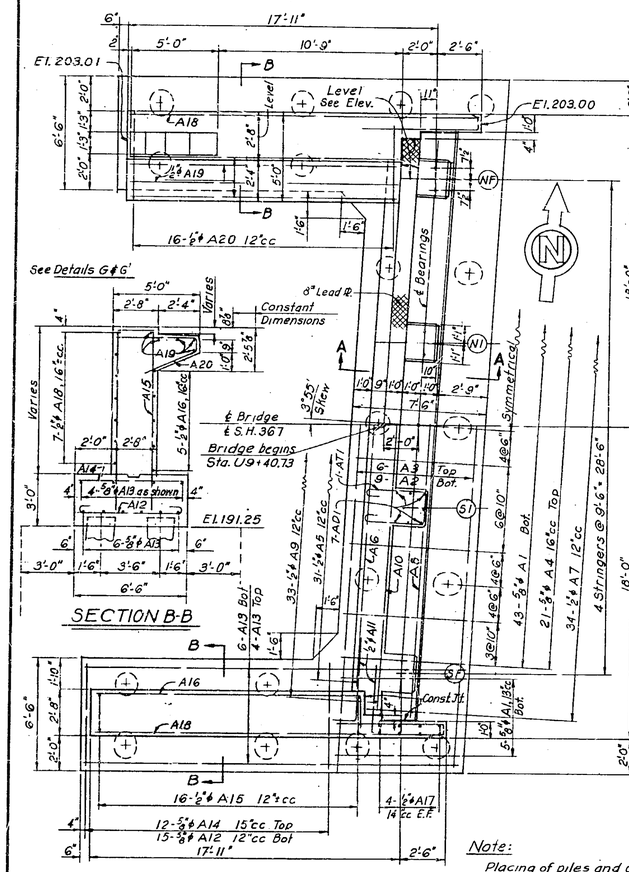
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 83 | 197 |

CATSKILL THRUWAY

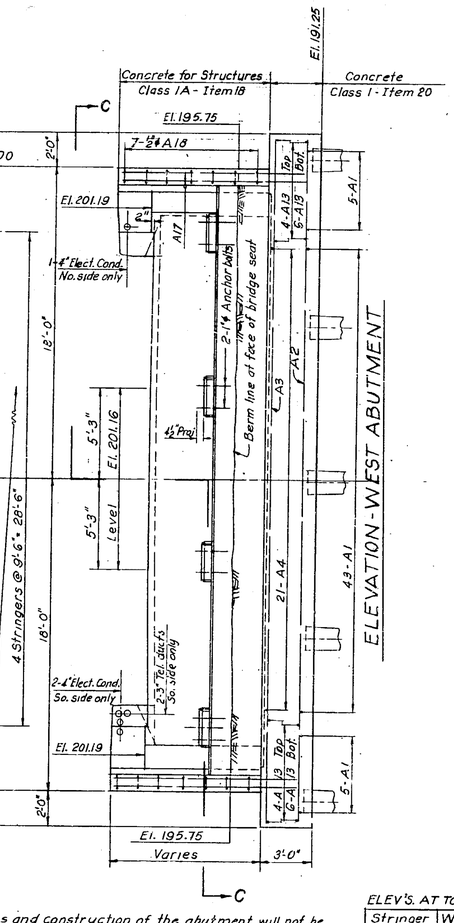
SELKIRK - SOUTHERN BLVD.

# WEST ABUTMENT

## SECTION B-B




## SECTION C-C




## ELEVATION - WEST ABUTMENT

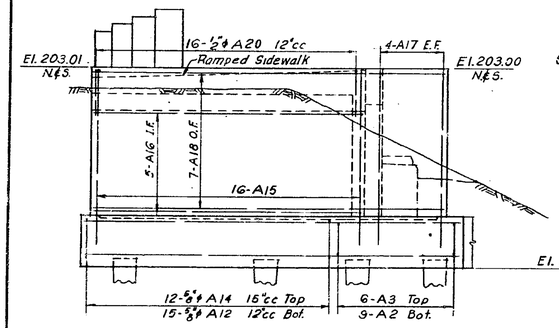
Note:
Placing of piles and construction of the abutment will not be permitted until the highway embankment adjacent to this structure has been placed and consolidated in a manner and a period of time satisfactory to the Deputy Chief Engineer (Bridges). See Typical Details - Sheet 1.

ELEV'S. AT TOP OF PEDESTALS

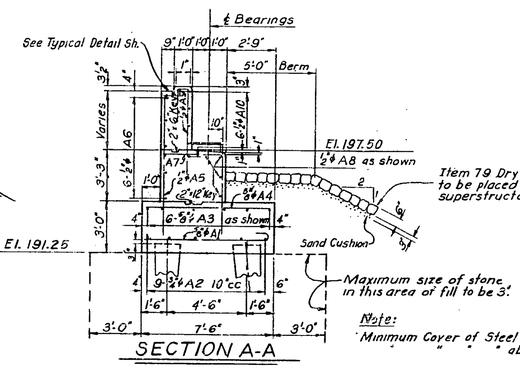
| Stringer | West Abut. | East Abut. |
|---|---|---|
| N F | 198.02 | 195.64 |
| N 1 | 197.92 | 195.55 |
| S 1 | 197.92 | 195.57 |
| S F | 198.02 | 195.68 |

## ELEVATION

North and South Walls




## SECTION A-A

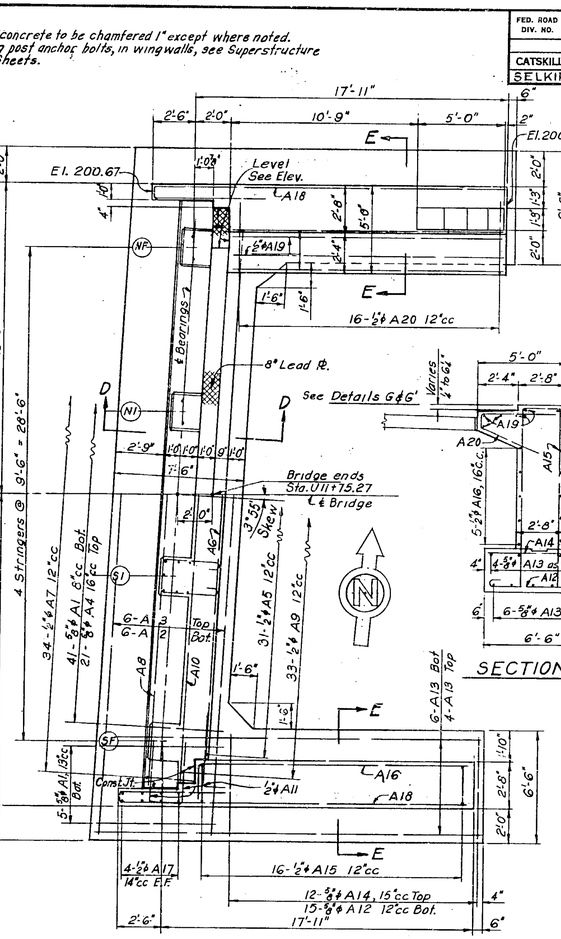



Note:
Minimum Cover of Steel in Footing 3"
" " " above 2"

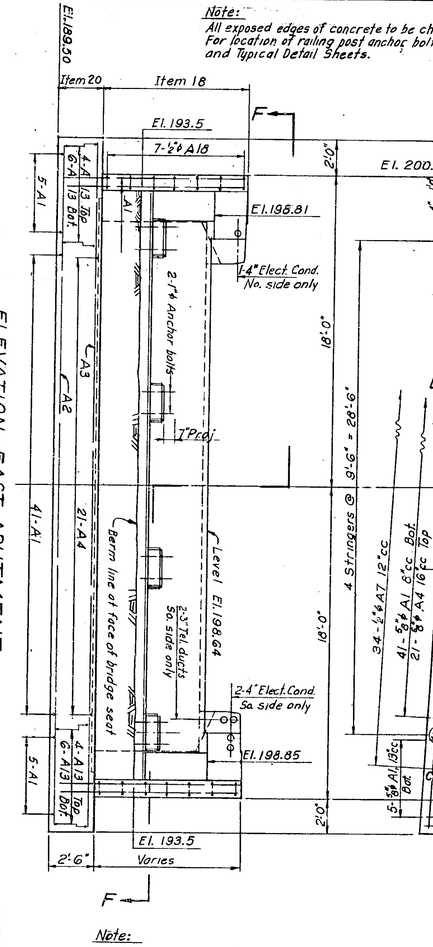
# EAST ABUTMENT

Note:
All exposed edges of concrete to be chamfered 1" except where noted.
For location of railing post anchor bolts, in wingwalls, see Superstructure and Typical Detail Sheets.

## SECTION E-E



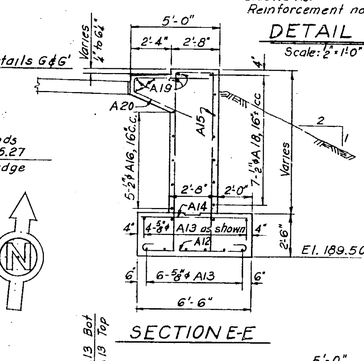

## SECTION F-F




Note:
16-1¼ Anchor bolts 2'-0" lg. are required for 2 Abutments.
For details, see Typical Details Sh. 2.

## DETAIL G

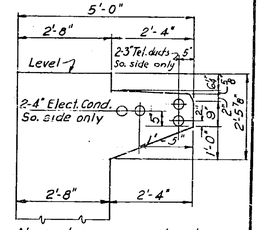
Scale: ½"=1'-0"




Above dimensions apply only to extreme headwall end of sidewalks.
Reinforcement not shown.

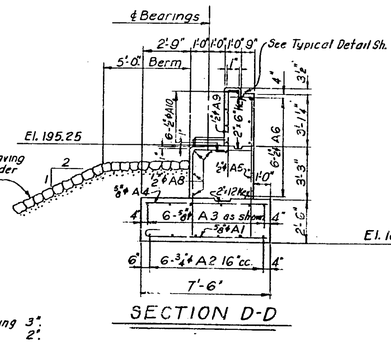
## DETAIL G'

Scale: ½"=1'-0"



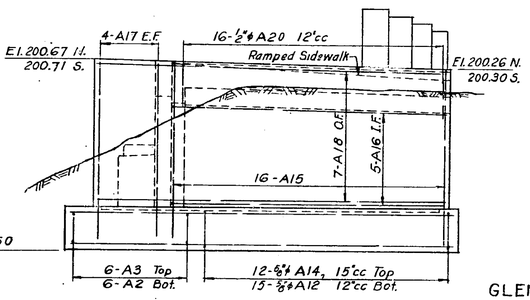

Above dimensions apply only to extreme pylon end of sidewalks.
Reinforcement not shown.

## SECTION D-D




## ELEVATION

North and South Walls




NOTES:

For General Notes and Reference Drawings, see Title Sheet.
For Typical Details, not shown, see Detail Sheet

I.F. - Inside Face; O.F. - Outside Face, E.F. - Each Face; N. - North; S. - South.
For design purposes the maximum soil pressure does not exceed 1 Ton p.s.f.

THRUWAY UNDERPASS
STATE HIGHWAY 367
GLENMONT - FEURA BUSH ROAD
ABUTMENTS

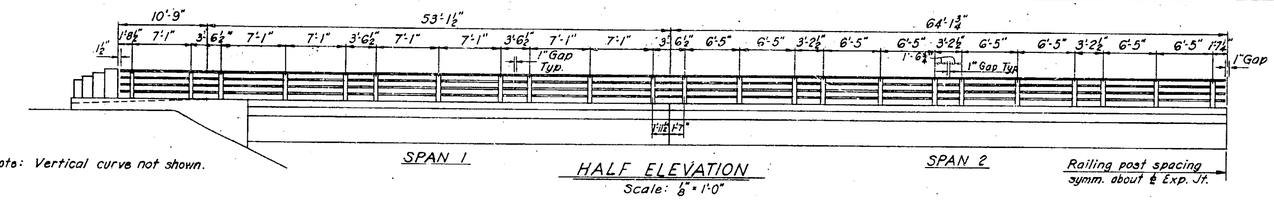
SCALE: ¼"=1'-0" UNLESS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 2-14-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

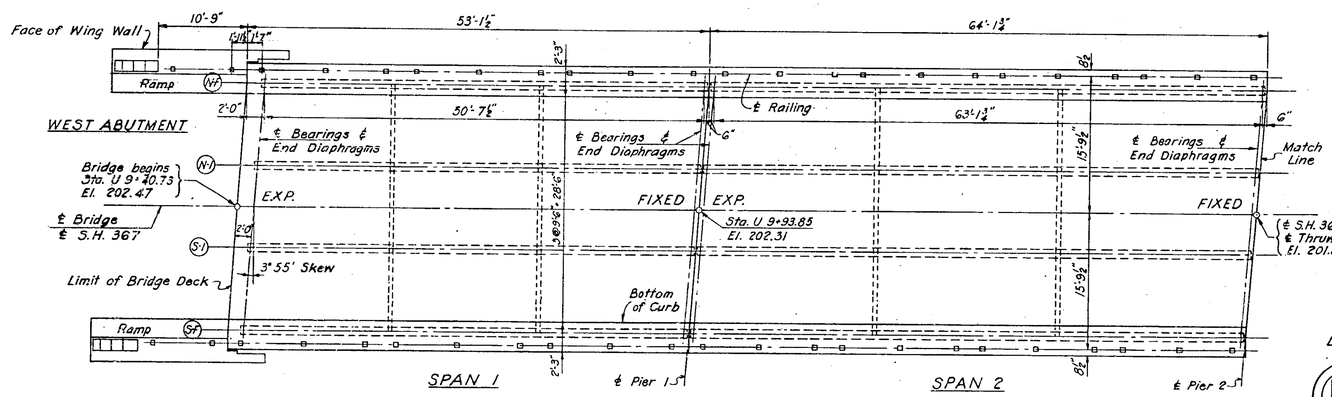
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 84 | 197 |

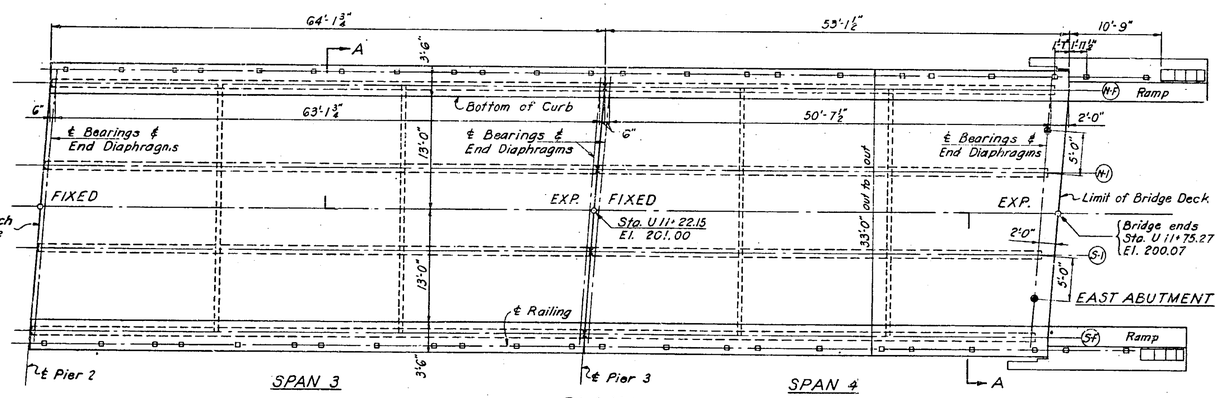
CATSKILL THRUWAY
SELKIRK-SOUTHERN BLVD.




Note: Vertical curve not shown.

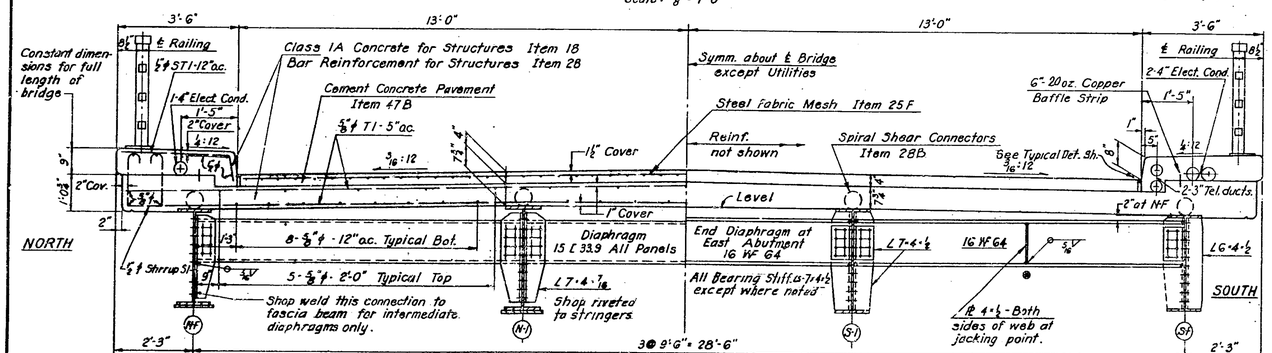
HALF ELEVATION
Scale: ⅛" = 1'-0"



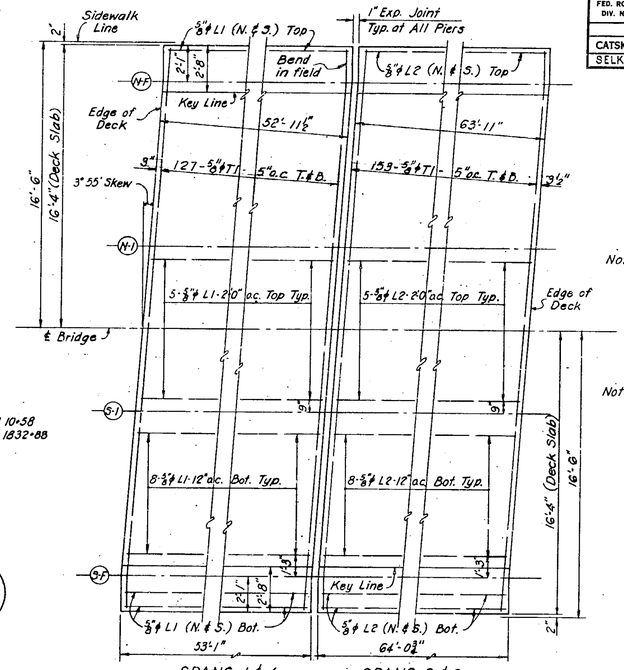

PLAN
Scale: ⅛" = 1'-0"

Note: ⊕ Indicates location of jacking point.

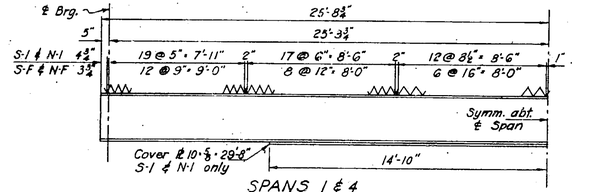


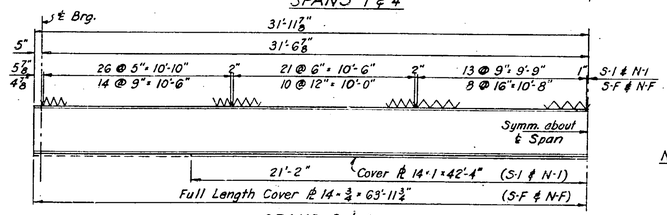

SECTION A-A
Scale: ½" = 1'-0"

Notes: For Position of End Diaphrams at West Abutment and Piers, see Sections on Typ. Details Sheet 2.
⅞" ϕ High Tensile Steel Bolts for field connections.




DECK REINFORCEMENT PLAN
Scale: ¼" = 1'-0"




SPIRAL DETAIL
Scale: ¼" = 1'-0"

Note: After the concrete is cured the Contractor shall apply a waterproofing oil treatment of M-4IW to all exposed surfaces except the underside of slabs. Where a pavement or sidewalk is to be placed on top of a slab, two applications of waterproofing oil treatment shall be applied; the second application shall be applied two days prior to the placing of the pavement or sidewalk. For additional Notes, see Title Sheet.

STRINGER LIST

| SPAN | S-F (N-F) | S-1 (N-1) |
|---|---|---|
| 1 ℄ 4 | 33 WF 141 | 36 WF 150 ℞ 10"x⅝"-29'-5" |
| | Camber 1'6" | |
| 2 ℄ 3 | 33 WF 130 ℞ 14"x¾"-F.L. | 36 WF 182 ℞ 14"-1"-42'-4" |
| | Camber 2'6" | |

Notes: All plates are bottom flange cov. pls.
F.L. = Full Length
Cambers include cambers for vertical curves.

Notes: Bars in sidewalk are not shown in Plan. For types and locations, see Sect. A-A. If the spirals interfere with the spacing of the deck reinforcement, the spacing will be considered satisfactory if there are 8 bars in a distance of 3'-4" provided bar spacing is never less than 4" nor more than 6". All longitudinal bars to be spliced at their respective midspans.

NOTES:
For General Notes and Reference Drawings, see Title Sheet.
For Typical Details not shown, see Typical Detail Sheets.

THRUWAY UNDERPASS
STATE HIGHWAY 367
GLENMONT - FEURA BUSH ROAD
SUPERSTRUCTURE
SCALE: AS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 2-14-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 85 | 197 |

CATSKILL THRUWAY

SELKIRK - SOUTHERN BLVD.

## WEST ABUTMENT

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| A 1 | 5/8 sq | 53 | 7'-7" | II | 6'-9" | 0'-10" | | | Transverse bars in bot. of headwall ftg. |
| A 2 | 3/4 sq | 9 | 39'-6" | str. | | | | | Longitudinal " " bot. " " " |
| A 3 | 5/8 sq | 6 | 39'-6" | " | | | | | " " " top " " " |
| A 4 | 5/8 sq | 21 | 7'-0" | " | | | | | Transverse " " " " " |
| A 5 | 1/2 sq | 31 | 9'-8" | IV | 8'-3" | 1'-2" | | | Vertical bars I.F. of headwall |
| A 6 | | 6 | 30'-4" | str. | | | | | Horizontal " " " " " |
| A 7 | | 3/4 | 8'-8" | IV | 3'-3" | 5'-2" | | | Bent bars in bridge seat. |
| A 8 | | 4 | 33'-8" | str. | | | | | Horizontal " " " " |
| A 9 | | 33 | 7'-11" | XIII | 5'-9" | 0'-8" | 1'-6" | | Vertical bars O.F. of headwall. |
| A 10 | | 6 | 33'-0" | " | | | | | Horizontal " " " " |
| A 11 | 1/2 sq | 28 | 6'-3" | IV | 4'-0" | 2'-0" | | | Horizontal dowels in headwall # W.W. |
| A 12 | 5/8 sq | 30 | 7'-3" | I | 5'-7" | 0'-10" | | | Transverse bars in bot. of W.W. ftgs. |
| A 13 | " | 20 | 21'-6" | str. | | | | | Longitudinal " " T & B. " " |
| A 14 | " | 24 | 6'-0" | " | | | | | Transverse " " top " " " |
| A 15 | 1/2 sq | 32 | 22'-9" | III | 1'-11" | 10'-2" | | | Vertical U-bars in wingwalls. |
| A 16 | | 10 | 17'-6" | IV | 15'-5" | 1'-10" | | | Horizontal bars I.F. of " |
| A 17 | | 16 | 10'-8" | str. | | | | | Vertical " E.F. " " |
| A 18 | | 14 | 25'-8" | XIII | 19'-0" | 0'-8" | 6'-0" | | Horizontal " O.F. " " |
| A 19 | | 10 | 15'-6" | str. | | | | | Longitudinal bars in sidewalk. |
| A 20 | 1/2 sq | 32 | 9'-9" | XII | 4'-8" | 11"Max 3'-0"Min 7"Min. 6'-6"Max | | | Bent bars in sidewalk. |
| AD1 | 5/8 sq | 28 | 3'-6" | str. | | | | | Dowels in pedestals. |
| AT1 | 1/2 sq | 4 | 9'-7" | VIII | 3'-5" | 0'-8" | 1'-10" | | Horizontal ties in " |
| AP1 | 3/4 sq | 12 | 4'-9" | str. | | | | | " bars in pylons. See Typ. Detail Sh. |
| AP2 | | | | | | | | | Deleted |
| AP3 | 3/4 sq | 8 | 5'-8" | str. | | | | | Vertical " " " " " " |
| AP4 | | 8 | 5'-3" | | | | | | " " " " " " " |
| AP5 | | 8 | 4'-10" | | | | | | " " " " " " " |
| AP6 | 3/4 sq | 8 | 4'-5" | str. | | | | | " " " " " " " |

## EAST ABUTMENT

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| A1 | 5/8 sq | 61 | 7'-7" | II | 6'-9" | 0'-10" | | | Transverse bars in bot. of headwall ftg. |
| A 2 | 3/4 sq | 6 | 39'-6" | str. | | | | | Longitudinal " " bot. " " " |
| A3-AP6 | | | | | | | | | Same as West Abutment. |

## PIER 1

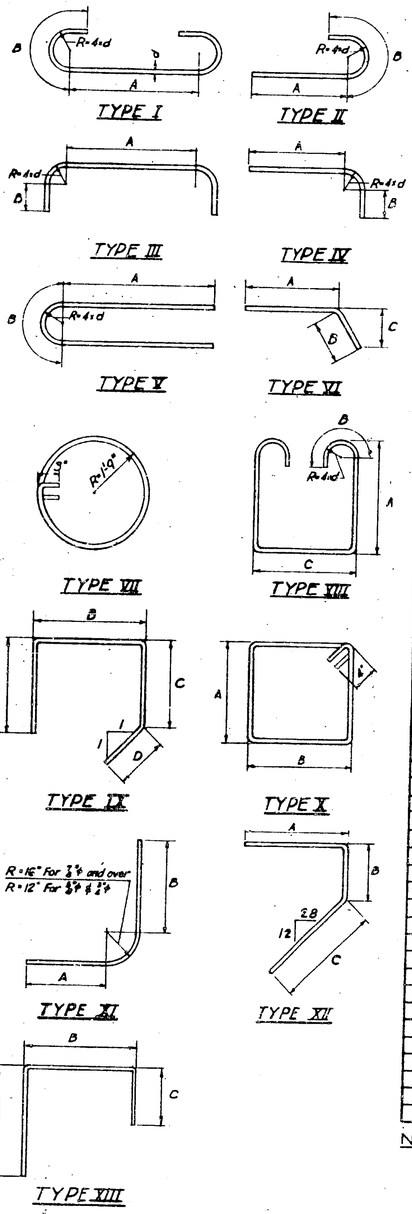
| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| P 1 | 5/8 sq | 59 | 14'-9" | I | 13'-1" | 0'-10" | | | Transverse bars in bottom of footing |
| P 2 | 1" sq | 14 | 41'-6" | I | 38'-10" | 1'-4" | | | Longitudinal " " " " " |
| P 3 | 1" sq | 13 | 14'-0" | str. | | | | | " " " " " |
| P 4 | 5/8 sq | 27 | 13'-6" | | | | | | Transverse " " top " " |
| P 5 | 1" sq | 11 | 39'-6" | | | | | | Longitudinal " " " " " |
| P 6 | " | 54 | 6'-8" | | | | | | Dowels in footing |
| P 7-1 | " | 54 | 17'-11" | str. | | | | | Vertical bars in columns |
| P 8 | 3/4 sq | 42 | 11'-6" | VII | | | | | Ties in columns. |
| P 9 | 1" sq | 2 | 30'-7" | I | 27'-11" | 1'-4" | | | Longitudinal bars in bottom of beam |
| P10 | | 2 | 33'-7" | I | 30'-11" | 1'-4" | | | " " " " " " |
| P11 | | 1 | 34'-1" | I | 31'-5" | 1'-4" | | | " " " " " " |
| P12 | | 2 | 35'-8" | III | 27'-11" | 3'-5" | | | " " " top " " |
| P13 | | 2 | 38'-8" | III | 30'-11" | 3'-5" | | | " " " " " " |
| P14 | | 1 | 39'-2" | III | 31'-5" | 3'-5" | | | " " " " " " |
| P15 | 1" sq | 2 | 14'-0" | str. | | | | | " " " " " " |
| P16 | 1/2 sq | 44 | 13'-10" | I | 3'-8" | 2'-10" | | | Stirrups in beam. |
| PD1 | 5/8 sq | 26 | 6'-2" | III | 1'-11" | 1'-10" | | | Dowels in pedestals. |
| PD2 | " | 6 | 5'-8" | III | 1'-5" | 1'-10" | | | " " fascia " |

## PIER 2

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| P1-P6 | | | | | | | | | Same as Pier 1. |
| P 7-2 | 1" sq | 54 | 17'-4" | str. | | | | | Vertical bars in columns. |
| P8-PD2 | | | | | | | | | Same as Pier 1. |

## PIER 3

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| P1-P6 | | | | | | | | | Same as Pier 1. |
| P7-3 | 1" sq | 54 | 16'-7" | str. | | | | | Vertical bars in columns. |
| P8 | 3/4 sq | 39 | 11'-6" | VII | | | | | Ties in columns. |
| P9-PD2 | | | | | | | | | Same as Pier 1. |




## SUPERSTRUCTURE

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| T 1 | 5/8 sq | 1120 | 32'-5" | str. | | | | | Transverse bars in T. & B. of deck. |
| L 1 | " | 180 | 27'-5" | | | | | | Longitudinal " " " " Spans 1 & 4 |
| L 2 | " | 180 | 32'-11" | | | | | | " " " " " " 2 & 3 |
| SL1 | 1/2 sq | 40 | 27'-5" | | | | | | " " " sidewalk " 1 & 4 |
| SL2 | " | 40 | 32'-11" | str. | | | | | " " " " " 2 & 3 |
| ST1 | " | 468 | 3'-10" | IV | 2'-11" | 0'-8" | | | Transverse bars in sidewalk. |
| S1 | " | 504 | 4'-9" | VIII | 1'-5" | 0'-8" | 0'-11" | | Stirrups in deck and sidewalk. |

NOTES:

For General Notes and Reference Drawings, see Title Sheet.
Reinforcement to be paid for under Item 28.
Reinforcement in piles not included in this bar schedule. See Piling Plan and Typical Details Sheet 1.

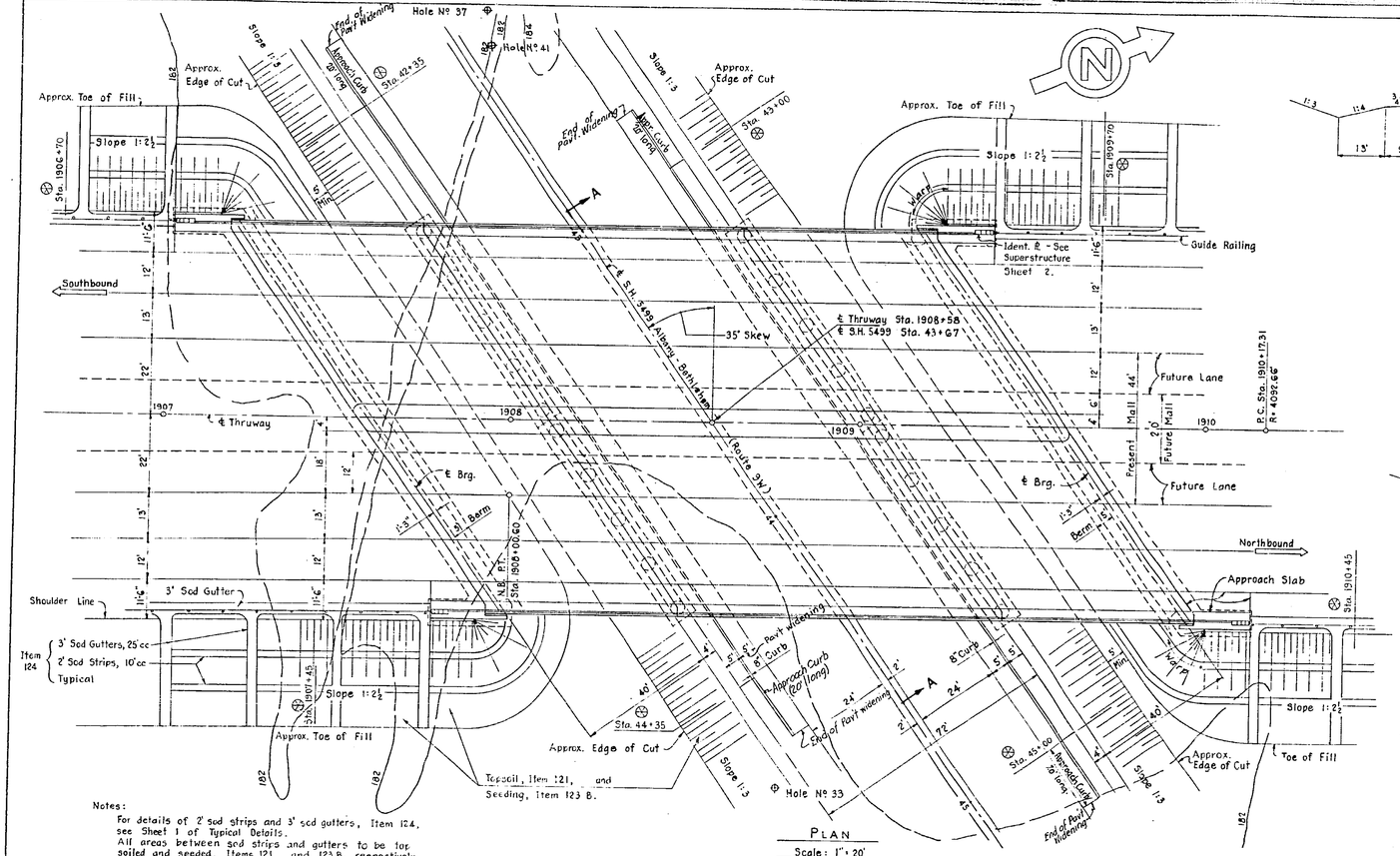
THRUWAY UNDERPASS
STATE HIGHWAY 367
GLENMONT - FEURA BUSH ROAD
BAR SCHEDULE

RECOMMENDED BY
Frankland & Lienhard DATE 2-14-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

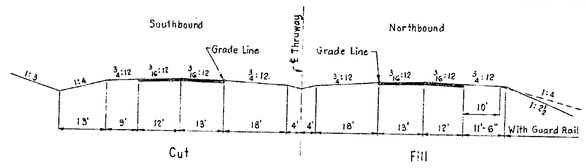
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 86 | 197 |

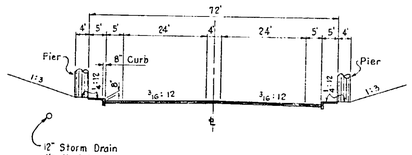
CATSKILL THRUWAY
SELKIRK – SOUTHERN BLVD



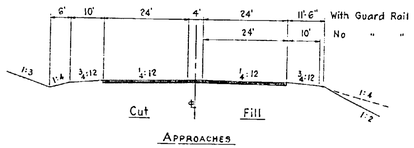

PLAN
Scale: 1" = 20'




TYPICAL THRUWAY SECTION
Normal to Centerline of Thruway
Scale: 1" = 20'

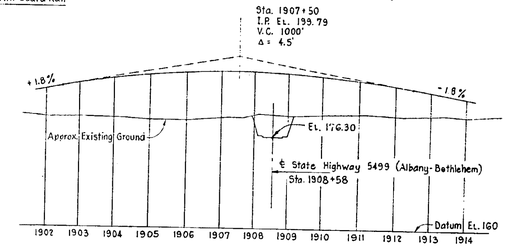



AT STRUCTURE

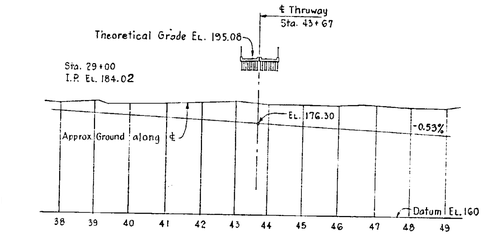



APPROACHES

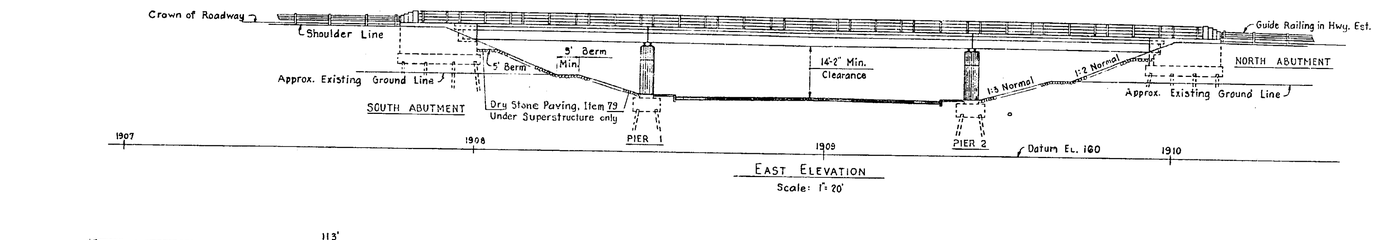
TYPICAL CROSS SECTIONS OF S.H. 5499
Scale: 1" = 20'



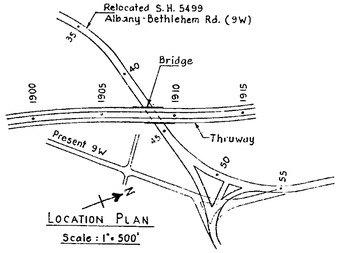

THRUWAY PROFILE
Scale: Hor. 1" = 200' ; Vert. 1" = 20'



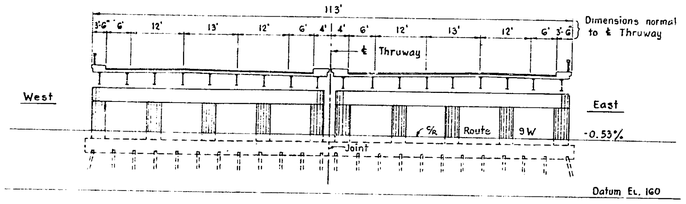

ALBANY - BETHLEHEM ROAD - S.H. 5499 - PROFILE
Scale: Hor. 1" = 200' ; Vert. 1" = 20'



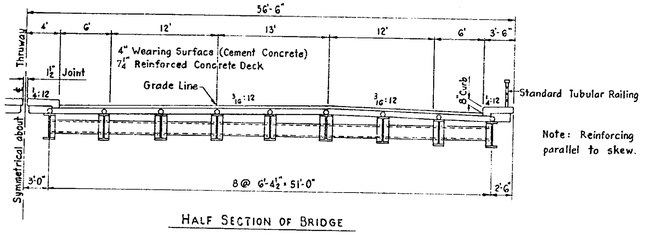

EAST ELEVATION
Scale: 1" = 20'




Notes:
1. A.A.S.H.O. Specifications - Loading H20-S16-44, Modified.
2. WF-Beams with composite Deck.
3. Steel Bearing H-Piles, 12" BP 53, for Piers & Abutments - Max. Pile Loads : 45 Tons.
4. Slopes stone-paved under Bridge.




SECTION A-A
Along Centerline of S.H. 5499 Albany - Bethlehem
Scale: 1" = 20'




HALF SECTION OF BRIDGE
Scale: 1" = 1'-0"

Note: Reinforcing parallel to skew.

RECOMMENDED BY
Frankland & Lienhard
FRANKLAND & LIENHARD
CONSULTING ENGINEERS
DATE 5-12-52

THRUWAY OVERPASS – S.H. 5499 ALBANY - BETHLEHEM
(ROUTE 9W)
CATSKILL THRUWAY STATION 1908+58

GENERAL PLANS
SCALE AS NOTED

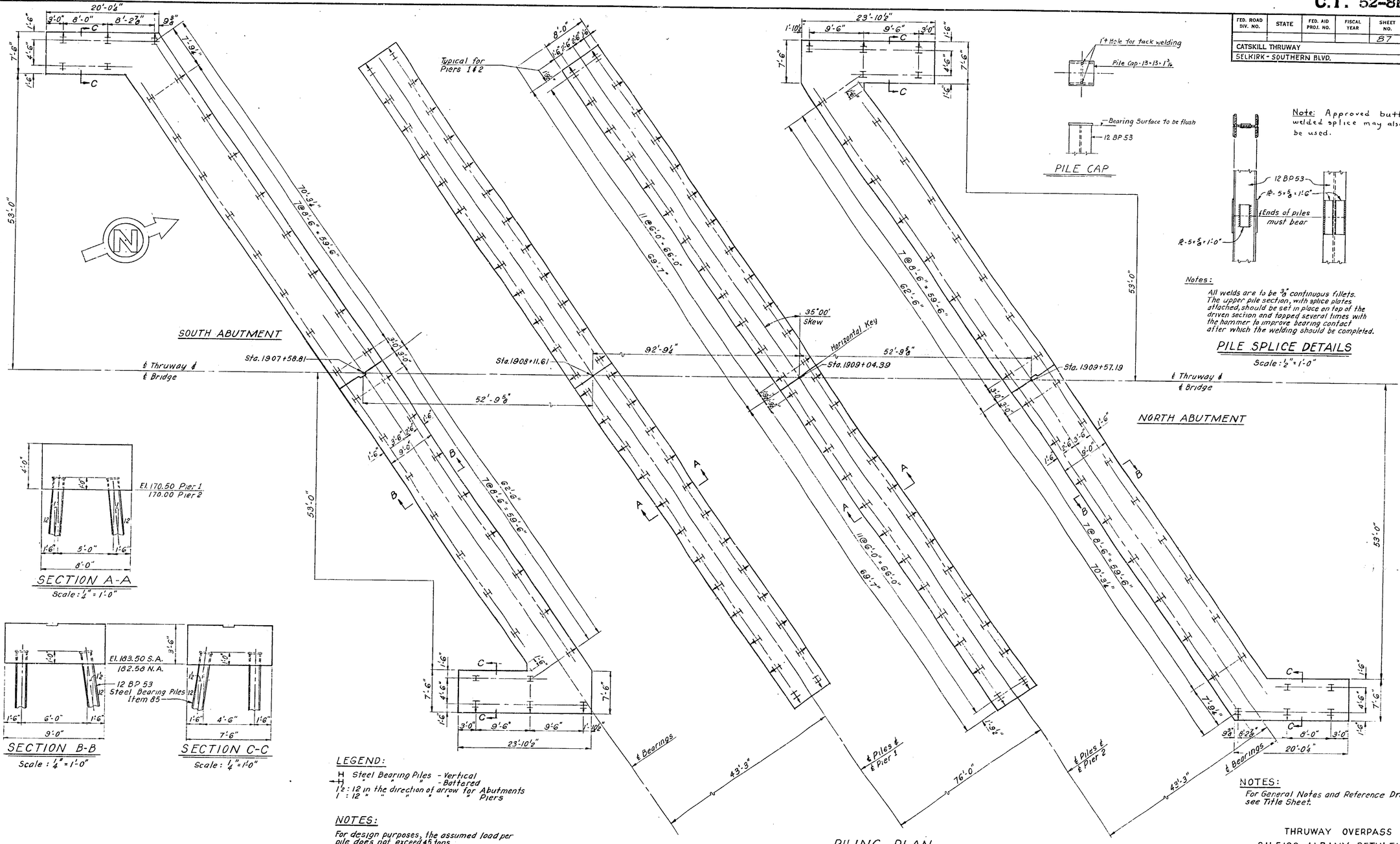
CT 52-8P
86T

| ITEM No. | ITEM | UNIT | FINAL QUANTITIES |
|---|---|---|---|
| 5 | Trench, Culvert & Br Excav | C.Y. | 1,731 |
| 15-2 | Portland Cement Type 2 | Bbl. | 2,725 |
| 15-2A | Portland Cement Type 2A | Bbl. | 68 |
| 15-N | Natural Cement Type N | Bbl. | 457 |
| 18 | Class IA Conc for Structures | C.Y. | 1,189.06 |
| 19 | Class IA Conc for Railings | C.Y. | 2.59 |
| 20 | Class I Concrete | C.Y. | 722.22 |
| 25-F | Steel Fabric Reinf. | S.Y. | 2,213 |
| 28 | Bar Reinf for Structures | Lb. | 258,399 |
| 28-B | Spiral Bar Shear Connectors | Lb. | 7,036 |
| 29 | Structural Steel | Lb | 886,675 |
| 37 | Metal Railing | L.F. | 452.3 |
| 47-B | Cement Conc Pav't | C.Y. | 261 |
| 79 | Dry Stone Paving | S.Y. | 1406 |
| 85 | Steel Bearing Piles | L.F. | 31,562 |
| 87 | Fore Equip for Driving Piles | L.S. | 100% |
| 97-DA | Concrete Curb Type DA | L.F. | 480 |
| 105 | Concrete Sidewalk | S.Y. | 193 |
| 121 | Topsoil Placed from Stockpiles | C.Y. | 154 |
| 123-B | Seeding on Prepared Areas | Acre | 0.33 |
| 124 | Sodding | S.Y. | 245 |

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 87 | 197 |

CATSKILL THRUWAY
SELKIRK - SOUTHERN BLVD.




PILING PLAN
Scale: ⅛"=1'-0"




PILE CAP




Note: Approved butt welded splice may also be used.

Notes:
All welds are to be ⅜" continuous fillets.
The upper pile section, with splice plates attached, should be set in place on top of the driven section and tapped several times with the hammer to improve bearing contact after which the welding should be completed.

PILE SPLICE DETAILS
Scale: ½"=1'-0"




SECTION A-A
Scale: ½"=1'-0"




SECTION B-B
Scale: ¼"=1'-0"

SECTION C-C
Scale: ¼"=1'-0"

LEGEND:
H Steel Bearing Piles - Vertical
" " " - Battered
½ : 12 in the direction of arrow for Abutments
1 : 12 " " " " " " Piers

NOTES:
For design purposes, the assumed load per pile does not exceed 45 tons.
For estimating purposes, the average length of piles has been estimated at
Abutments 185'±
Piers 170'±
Piles per Abutment 41
" " Pier 48
Total number of Piles 178

NOTES:
For General Notes and Reference Drawings see Title Sheet.

THRUWAY OVERPASS
S.H. 5499 ALBANY-BETHLEHEM
(ROUTE 9W)
PILING PLAN
SCALE: AS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 5-29-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

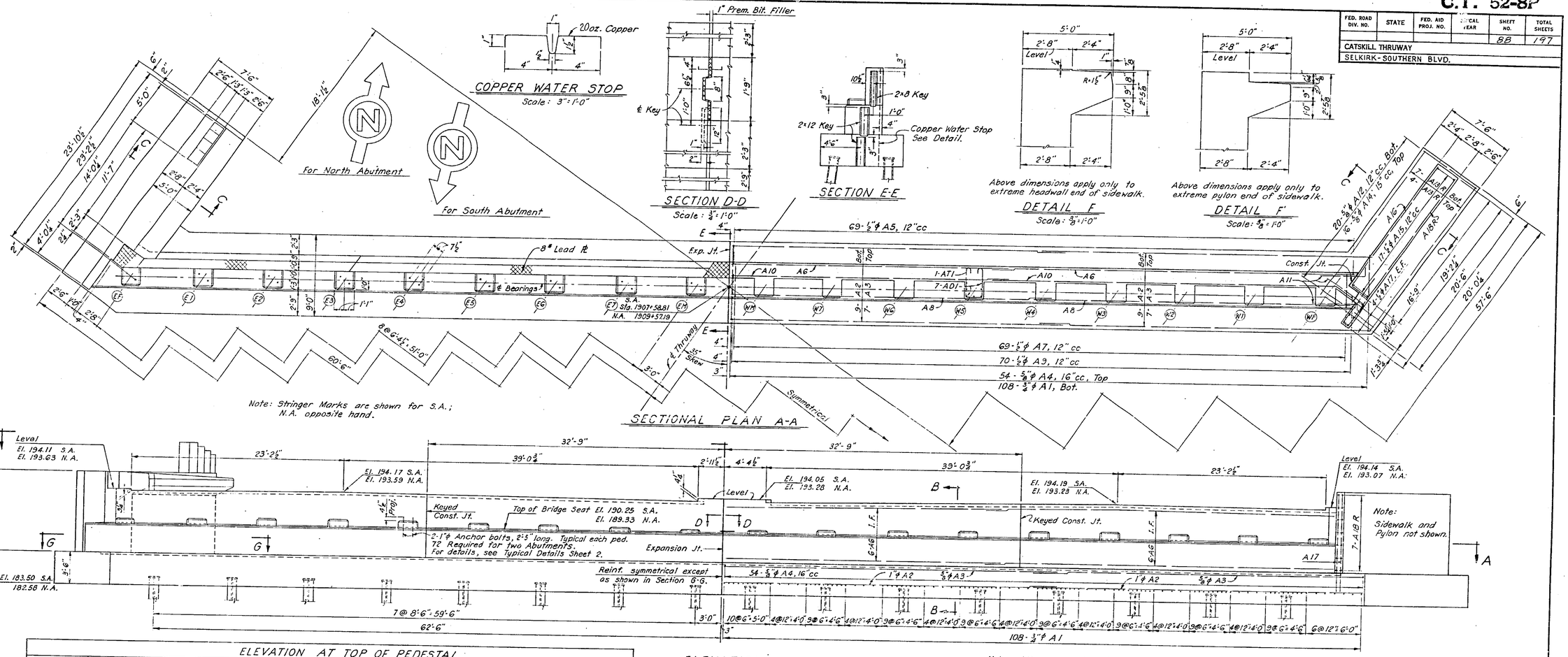
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 88 | 197 |

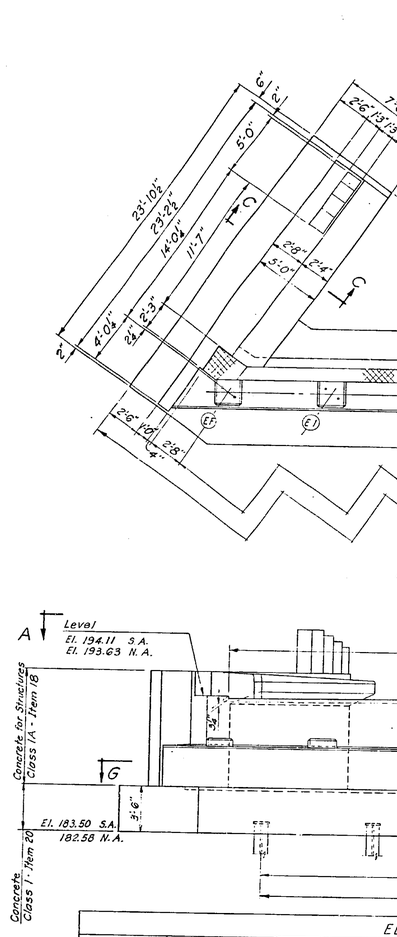
CATSKILL THRUWAY

SELKIRK - SOUTHERN BLVD.

11-20-52

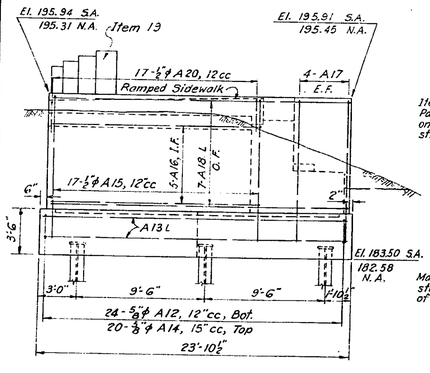
11-20-52



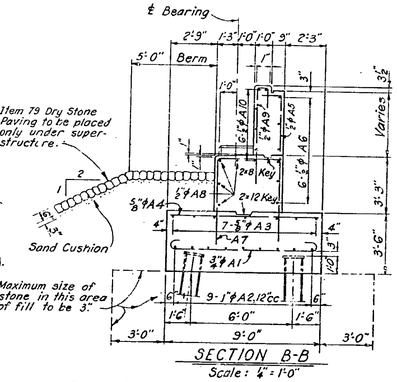




| Stringer | EF | E1 | E2 | E3 | E4 | E5 | E6 | E7 | EM | WM | W7 | W6 | W5 | W4 | W3 | W2 | W1 | WF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| So. Abutment | 190.72 | 190.85 | 190.96 | 191.06 | 190.97 | 190.87 | 190.77 | 190.68 | 190.58 | 190.58 | 190.68 | 190.78 | 190.88 | 190.98 | 191.08 | 190.98 | 190.87 | 190.75 |
| No. Abutment | 189.68 | 189.84 | 189.98 | 190.12 | 190.05 | 189.99 | 189.92 | 189.86 | 189.80 | 189.83 | 189.96 | 190.09 | 190.22 | 190.35 | 190.48 | 190.41 | 190.34 | 190.25 |

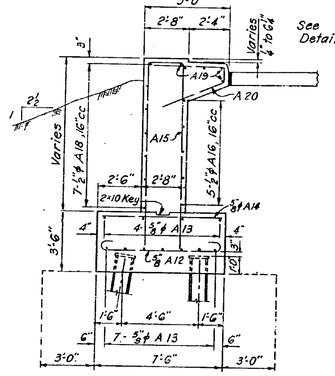
ELEVATION AT TOP OF PEDESTAL

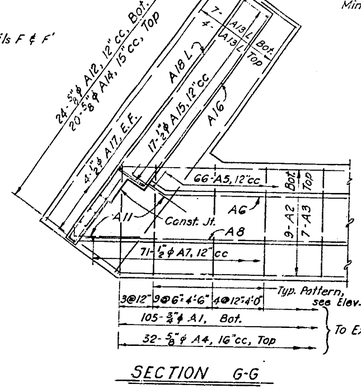



ELEVATION — LEFT WALL

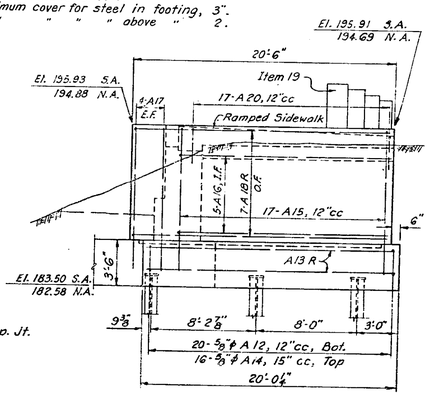



Note: Placing of piles and construction of the abutments will not be permitted until the highway embankment adjacent to this structure has been placed and consolidated in a manner and a period of time satisfactory to the Deputy Chief Engineer (Bridges). See Typical Details - Sheet 1.




Notes: All exposed edges to be chamfered 1", unless noted.
For location of railing post anchor bolts in wingwalls, see Superstructure and Typical Details Sheets.
Minimum cover for steel in footing, 3".
" " " " above " 2".




ELEVATION — RIGHT WALL

NOTES:
For General Notes and Reference Drawings, see Title Sheet.
For typical details, not shown, see Typical Details Sheets.
North and South Abutments are identical, except as shown and noted.
S.A. - South Abutment; N.A. - No. Abut.
I.F. - Inside Face; O.F. - Outside Face;
E.F. - Each Face.
All bar reinf., Item 28.

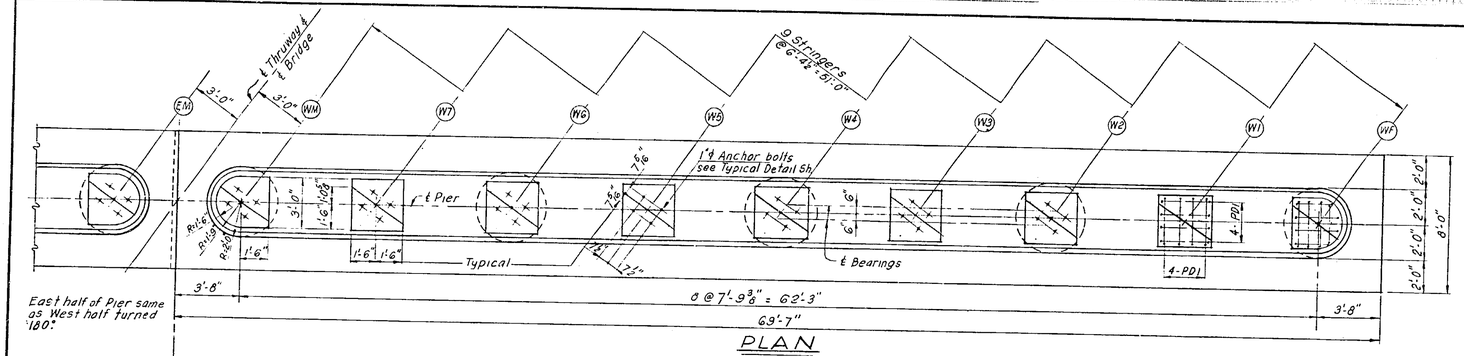
THRUWAY OVERPASS
S.H. 5499 ALBANY - BETHLEHEM
( ROUTE 9W )
ABUTMENTS
SCALE: 5/16" = 1'-0" UNLESS NOTED

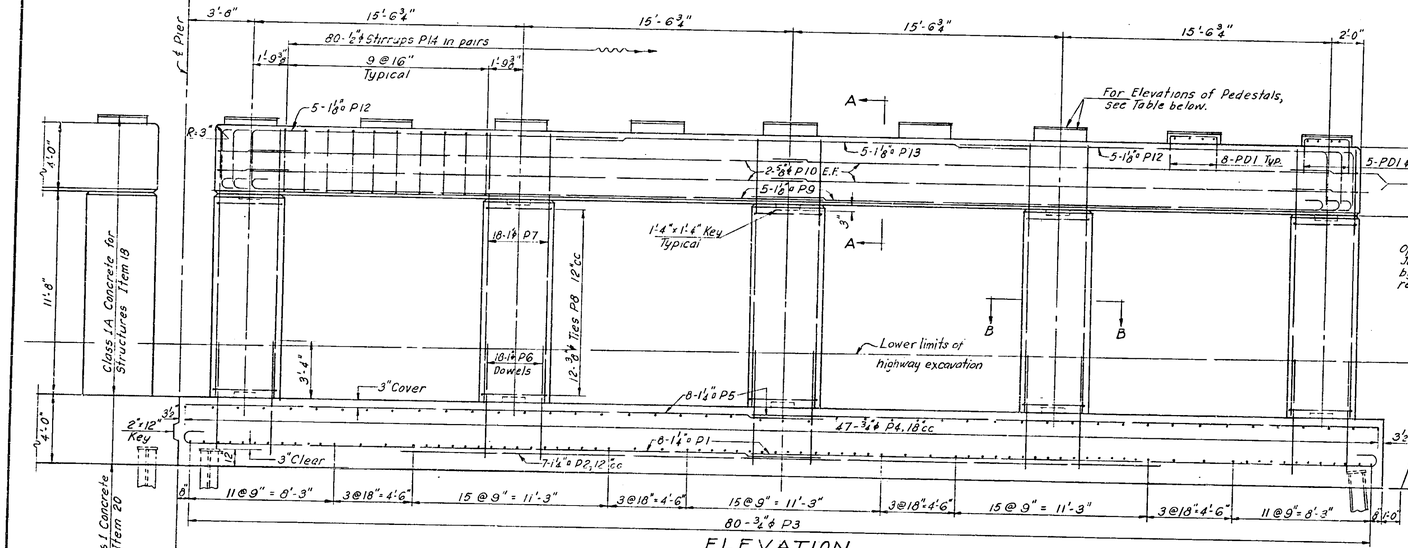
RECOMMENDED BY
Frankland & Lienhard DATE 5-29-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

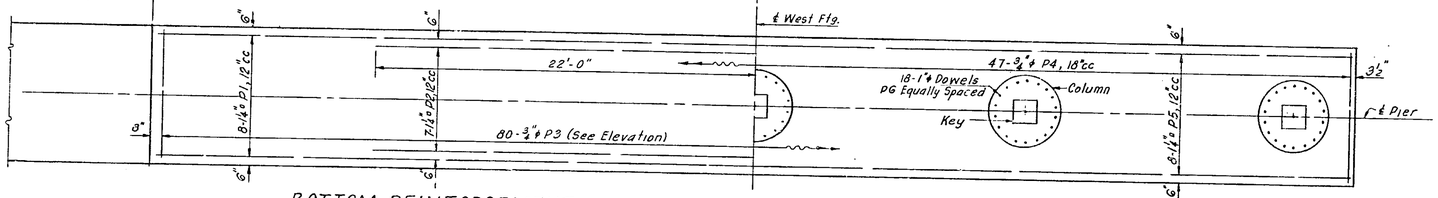
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 84 | 147 |

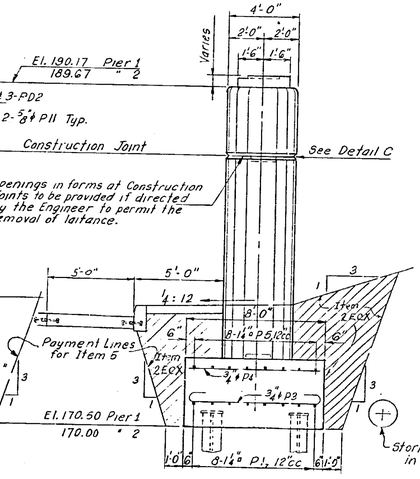
CATSKILL THRUWAY
SELKIRK - SOUTHERN BLVD.

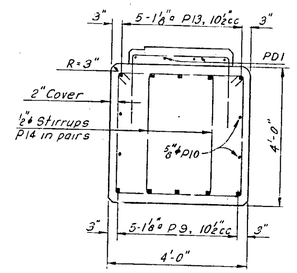


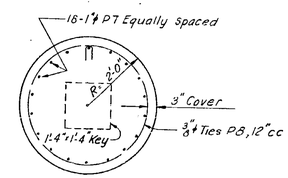



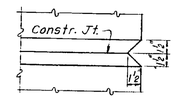




Note: 144 - 1" ϕ Anchr Bolts 2'-6" lg. are required for 2 Piers. For details, see Typical Details Sheet 2.



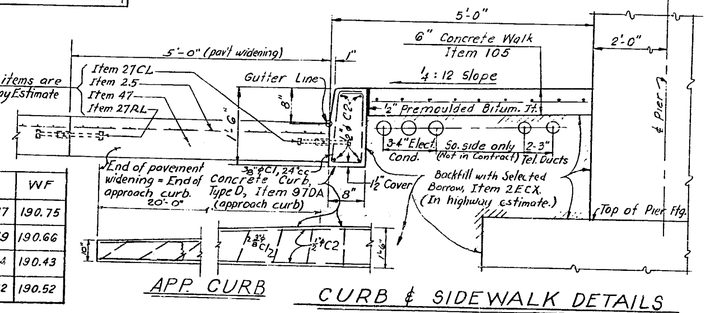




Note: For Item 97 DA, the Specifications for Item 97 shall apply in all respects except that curb shall be constructed as shown in Detail. Reinforcement to be included under Item 28.

| PIER | ℄ PIER STA. | SPAN | ELEVATION OF PEDESTALS | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | EF | E1 | E2 | E3 | E4 | E5 | E6 | E7 | EM | WM | W7 | W6 | W5 | W4 | W3 | W2 | W1 | WF |
| 1 | 1908+11.61 | 1 | 190.59 | 190.73 | 190.92 | 191.03 | 190.95 | 190.86 | 190.77 | 190.60 | 190.51 | 190.52 | 190.63 | 190.82 | 190.93 | 191.03 | 191.14 | 191.05 | 190.87 | 190.75 |
| | | 2 | 190.49 | 190.64 | 190.76 | 190.87 | 190.78 | 190.69 | 190.61 | 190.52 | 190.47 | 190.48 | 190.55 | 190.66 | 190.76 | 190.87 | 190.98 | 190.89 | 190.79 | 190.66 |
| 2 | 1909+04.39 | 2 | 190.01 | 190.18 | 190.39 | 190.51 | 190.44 | 190.37 | 190.30 | 190.14 | 190.11 | 190.13 | 190.21 | 190.42 | 190.54 | 190.66 | 190.78 | 190.71 | 190.54 | 190.43 |
| | | 3 | 190.09 | 190.25 | 190.46 | 190.58 | 190.51 | 190.44 | 190.37 | 190.21 | 190.14 | 190.16 | 190.29 | 190.49 | 190.62 | 190.74 | 190.96 | 190.78 | 190.62 | 190.52 |




NOTES:

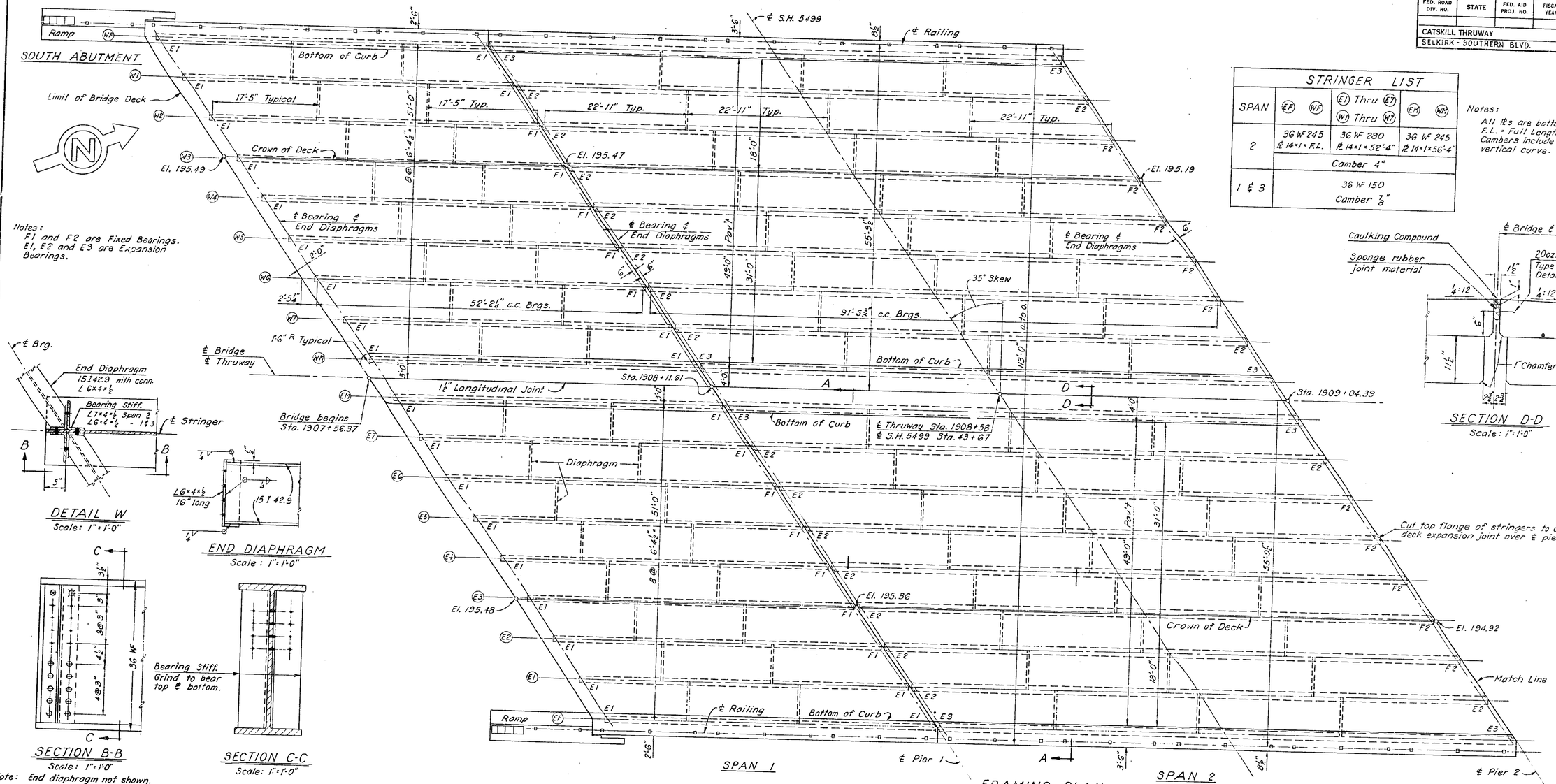
For General Notes and Reference Drawings, see Title Sheet.
For typical details, not shown, see Typical Detail Sheets.

THRUWAY OVERPASS
S.H. 5499 ALBANY-BETHLEHEM
(ROUTE 9W)
PIERS
SCALE: AS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 5-29-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

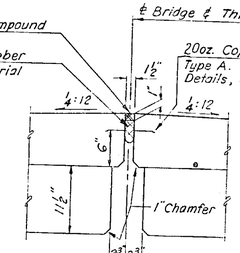
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 90 | 197 |
| CATSKILL THRUWAY | | | | | |
| SELKIRK - SOUTHERN BLVD. | | | | | |

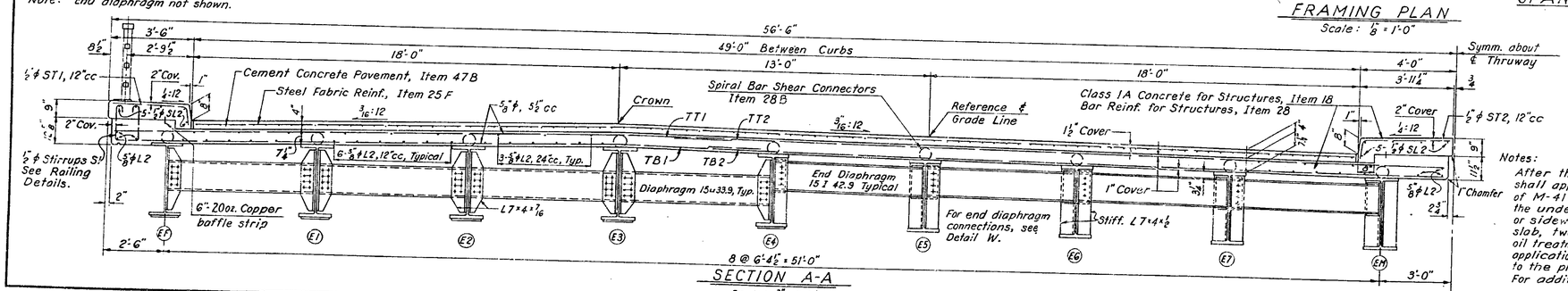



| STRINGER LIST | | | |
|---|---|---|---|
| SPAN | (EF) (WF) | (E1) Thru (E7) (W1) Thru (W7) | (EM) (WM) |
| 2 | 36 WF 245 PL 14"×1" F.L. | 36 WF 280 PL 14"×1"×52'-4" | 36 WF 245 PL 14"×1"×56'-4" |
| | Camber 4" | | |
| 1 & 3 | 36 WF 150 Camber ⅞" | | |

Notes:
All PL's are bottom flange cover PL's.
F.L. = Full Length
Cambers include camber for vertical curve.




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




SECTION A-A
Scale: ⅜"=1'-0"

Notes:
After the concrete is cured the Contractor shall apply a waterproofing oil treatment of M-41W to all exposed surfaces except the underside of slab. Where a pavement or sidewalk is to be placed on top of a slab, two applications of waterproofing oil treatment shall be applied; the second application shall be applied two days prior to the placing of the pavement or sidewalk. For additional notes, see Title Sheet.

NOTES:
For General Notes and Reference Drawings, see Title Sheet.
For typical details, not shown, see Typical Details Sheets.

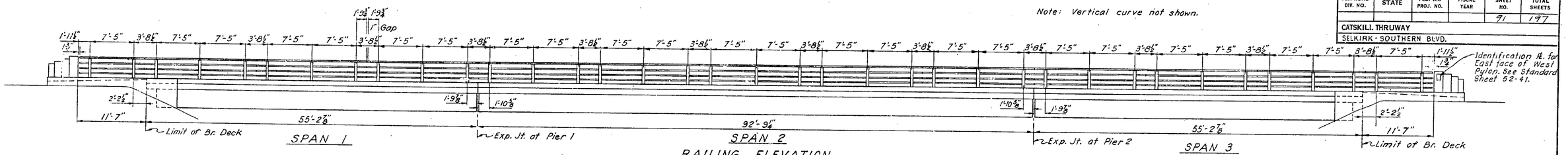
THRUWAY OVERPASS
S.H. 5499 ALBANY-BETHLEHEM
(ROUTE 9W)
SUPERSTRUCTURE
SHEET 1
SCALE: AS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 5-29-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

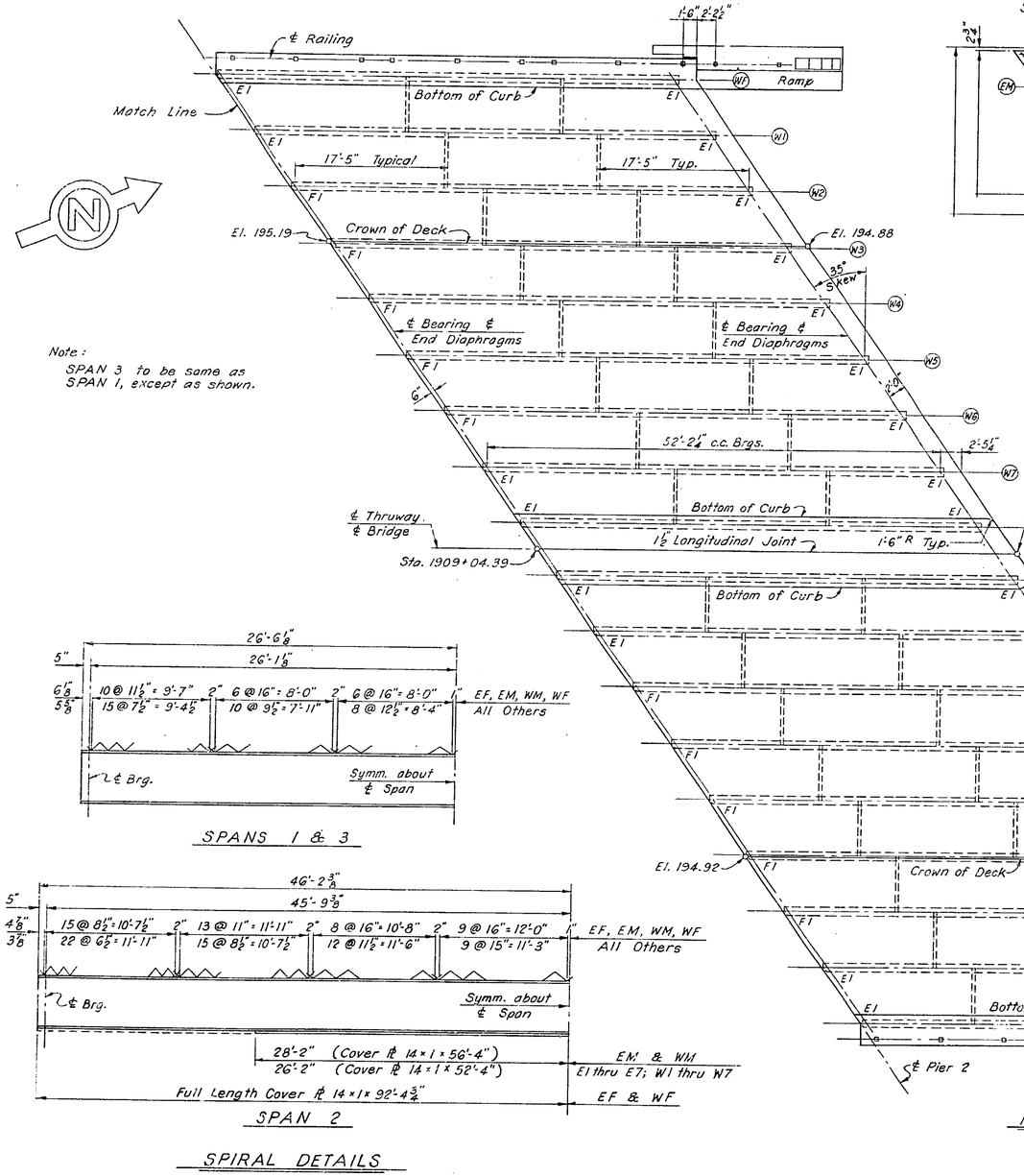
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 91 | 197 |

CATSKILL THRUWAY
SELKIRK - SOUTHERN BLVD.




RAILING ELEVATION
Scale: ⅛" = 1'-0"




SPAN 3
FRAMING PLAN
Scale: 1/8" = 1'-0"

Note:
SPAN 3 to be same as SPAN 1, except as shown.

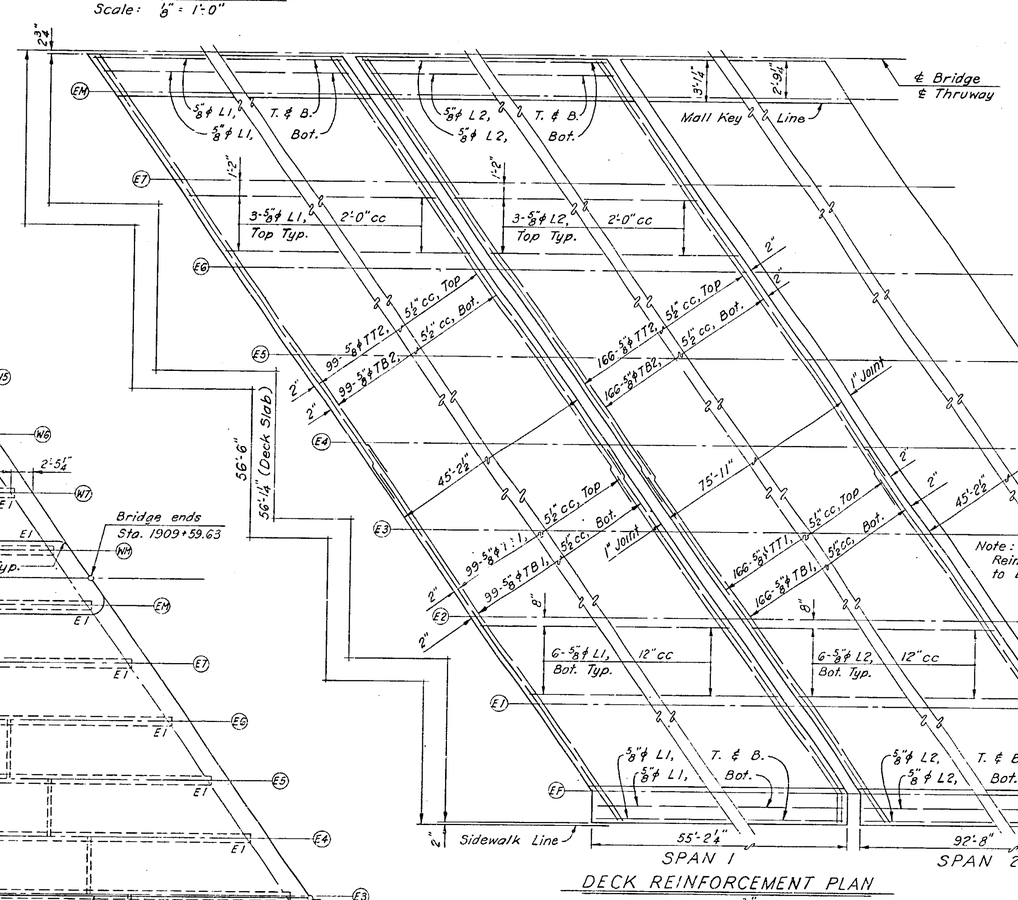



SPANS 1 & 3




SPAN 2

SPIRAL DETAILS
No Scale




Notes: Bars in sidewalk and mall not shown in Plan. For size, type and location, see Section A-A, on SHEET 1. If the spirals interfere with the spacing of the deck reinforcement the spacing shall be considered satisfactory if there are 8 bars in a distance of 3'-8" provided bar spacing is never less than 4½" nor more than 6½". Longitudinal bars are to be spliced at third points in SPAN 2, and at mid-span for SPANS 1 & 3.

Note: Reinf. for SPAN 3 to be same as SPAN 1.

DECK REINFORCEMENT PLAN
Scale: 3/16" = 1'-0"
East Deck as shown; West Deck similar.

NOTES:
For General Notes and Reference Drawings, see Title Sheet.
For typical details, not shown, see Typical Details Sheets.

THRUWAY OVERPASS
S.H. 5499 ALBANY-BETHLEHEM
(ROUTE 9W)
SUPERSTRUCTURE
SHEET 2
SCALE: AS NOTED

RECOMMENDED BY
Frankland & Lienhard DATE 5-29-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 92 | 197 |

CATSKILL THRUWAY

SELKIRK - SOUTHERN BLVD.

## SOUTH ABUTMENT

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| A1 | 3/4"ϕ | 213 | 10'-0" | I | 8'-0" | 1'-0" | | | Transverse bars bot. of headwall ftg. |
| A2 | 1"ϕ | 36 | 37'-2" | str. | | | | | Longitudinal " " " " " |
| A3 | 5/8"ϕ | 28 | 36'-6" | " | | | | | " " top " " " |
| A4 | " | 106 | 8'-6" | " | | | | | Transverse " " " " " |
| A5 | 1/2"ϕ | 135 | 10'-3" | IV | 8'-10" | 1'-2" | | | Vertical bars I.F. of headwall & br. seat. |
| A6 | ↓ | 24 | 35'-6" | str. | | | | | Horizontal " " " " " " |
| A7 | | 140 | 8'-11" | IV | 3'-6" | 5'-2" | | | Vertical " O.F. " " " " " |
| A8 | | 16 | 36'-0" | str. | | | | | Horizontal " " " bridge seat. |
| A9 | | 140 | 7'-11" | XIII | 5'-9" | 0'-8" | 1'-6" | | Vertical " " " headwall. |
| A10 | ↑ | 24 | 35'-9" | str. | | | | | Horizontal " " " |
| A11 | ↓ | 28 | 6'-3" | IV | 4'-0" | 2'-0" | | | Dowels in headwall & wing walls. |
| A12 | 5/8"ϕ | 44 | 8'-3" | I | 6'-7" | 0'-10" | | | Transverse bars bottom of wing w-ll ftgs. |
| A13L | ↑ | 11 | 23'-4" | str. | | | | | Longitudinal "T&B. of left " ftg. |
| A13R | ↑ | 11 | 19'-6" | " | | | | | " " " right " " |
| A14 | 5/8"ϕ | 36 | 7'-0" | " | | | | | Transverse bars top of wing wall ftgs. |
| A15 | 1/2"ϕ | 94 | 23'-9" | III | 1'-11" | 10'-8" | | | Vertical U-bars in wing walls. |
| A16 | ↓ | 10 | 16'-4" | IV | 16'-3" | 1'-10" | | | Horizontal bars I.F. of " |
| A17 | | 16 | 10'-10" | str. | | | | | Vertical " E.F. " " " |
| A18L | | 7 | 29'-6" | XIII | 22'-10" | 0'-8" | 6'-0" | | Horizontal " O.F. " left wing wall. |
| A18K | | 7 | 26'-10" | XIII | 20'-2" | 0'-8" | 6'-0" | | " " " " right " " |
| A19L | ↑ | 5 | 15'-9" | str. | | | | | Longitudinal " in left sidewalk. |
| A19R | ↑ | 5 | 16'-9" | " | | | | | " " " right " |
| A20 | 1/2"ϕ | 34 | 9'-9" | III | 4'-8" | 1'-1" Max 0'-5" Min | 1'-0" Max 0'-4" Min | | Bent bars in sidewalks. |
| AD1 | 3/8"ϕ | 126 | 3'-6" | str. | | | | | Dowels in pedestals. |
| AT1 | 1/2"ϕ | 18 | 10'-1" | VIII | 3'-8" | 0'-8" | 1'-10" | | Horizontal ties in pedestals. |
| AP1 | 3/4"ϕ | 12 | 4'-9" | str. | | | | | " bars in pylons. See Typ. Det. Sh. |
| AP2 | | | | | | | | | Deleted |
| AP3 | 3/4"ϕ | 8 | 5'-8" | str. | | | | | Vertical " " " " " " |
| AP4 | ↓ | 8 | 5'-3" | ↓ | | | | | " " " " " " " " |
| AP5 | ↑ | 8 | 4'-10" | ↑ | | | | | " " " " " " " " |
| AP6 | 3/4"ϕ | 8 | 4'-5" | str. | | | | | " " " " " " " " |

NORTH ABUTMENT

A1-AP6 Same as South Abutment.

## PIER 1

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| P1 | 1 1/4"□ | 32 | 38'-0" | II | 36'-4" | 1'-8" | | | Longitudinal bars bottom of footings. |
| P2 | " | 14 | 44'-0" | str. | | | | | " " " " " |
| P3 | 2 1/2"ϕ | 160 | 9'-0" | I | 7'-0" | 1'-0" | | | Transverse " " " " |
| P4 | " | 94 | 7'-6" | str. | | | | | " " top " " |
| P5 | 1 1/4"□ | 32 | 36'-8" | ↑ | | | | | Longitudinal " " " " |
| P6 | 1"ϕ | 180 | 6'-8" | ↑ | | | | | Column dowels in footings. |
| P7 | " | 180 | 15'-6" | str. | | | | | Vertical bars in columns. |
| P8 | 3/8"ϕ | 120 | 11'-6" | VII | | | | | Ties in columns. |
| P9 | 1 1/8"□ | 20 | 36'-0" | II | 34'-6" | 1'-6" | | | Longitudinal bars bottom of beams. |
| P10 | 5/8"ϕ | 16 | 32'-2" | str. | | | | | " " E.F. " " |
| P11 | " | 8 | 9'-8" | XIV | | | | | U-bars at ends of beams. |
| P12 | 1 1/8"□ | 20 | 26'-9" | IV | 22'-9" | 3'-5" | | | Longitudinal bars top of beams. |
| P13 | " | 10 | 27'-0" | str. | | | | | " " " " " |
| P14 | 1/2"ϕ | 160 | 13'-10" | X | 9'-8" | 2'-10" | | | Stirrups in beams. |
| PD1 | 5/8"ϕ | 132 | 6'-6" | III | 2'-3" | 1'-10" | | | Dowels in pedestals. |
| PD2 | " | 12 | 5'-9" | III | 1'-6" | 1'-10" | | | " " fascia " |

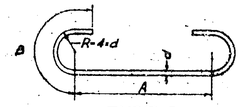
## PIER 2

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| P1-PD2 | | | | | | | | | Same as Pier 1. |

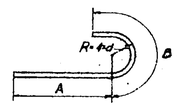
## CURB

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| C1 | 3/8"ϕ | 238 | 3'-7" | XV | 0'-4" | 1'-3" | 0'-5" | Stirrups in Curbs |
| C2 | 1/2"ϕ | 320 | 5'-8" | Str. | | | | Longitudinal bars in Curbs |

TYPE I




TYPE II

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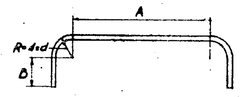


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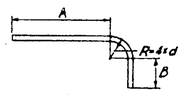


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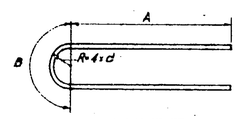


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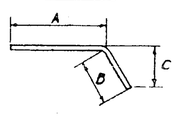


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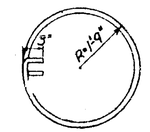


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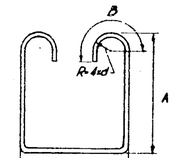


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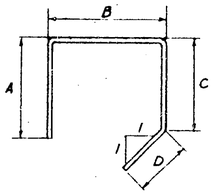


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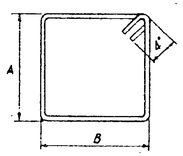


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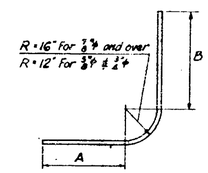


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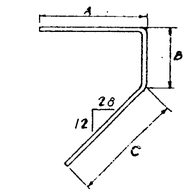


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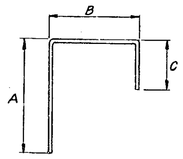


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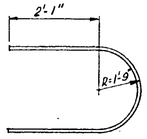


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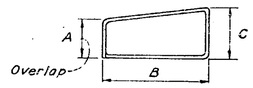



## SUPERSTRUCTURE

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | DESCRIPTION AND LOCATION |
|---|---|---|---|---|---|---|---|---|---|
| TB1 | 5/8"ϕ | 728 | 33'-3" | str. | | | | | Transverse bars bottom of deck. |
| TB2 | ↑ | 728 | 37'-3" | ↑ | | | | | " " " " " |
| TT1 | ↓ | 728 | 31'-0" | ↓ | | | | | " " top " " |
| TT2 | ↓ | 728 | 39'-6" | ↓ | | | | | " " " " " |
| L1 | 5/8"ϕ | 624 | 28'-6" | ↓ | | | | | Longitudinal "T&B of deck. Spans 1&3 |
| L2 | 5/8"ϕ | 468 | 32'-2" | ↓ | | | | | " " " " Span 2. |
| SL1 | 1/2"ϕ | 80 | 28'-3" | ↓ | | | | | " " in sidewalks. Spans 1&3 |
| SL2 | ↓ | 60 | 32'-0" | str. | | | | | " " " " Span 2. |
| ST1 | | 406 | 3'-10" | IV | 2'-11" | 0'-8" | | | Transverse " " |
| ST2 | ↑ | 406 | 4'-4" | IV | 3'-5" | 0'-8" | | | " " " " mall. |
| S1 | 1/2"ϕ | 396 | 4'-9" | VIII | 1'-5" | 0'-8" | 0'-11" | | Stirrups in deck & sidewalk. |

NOTES:

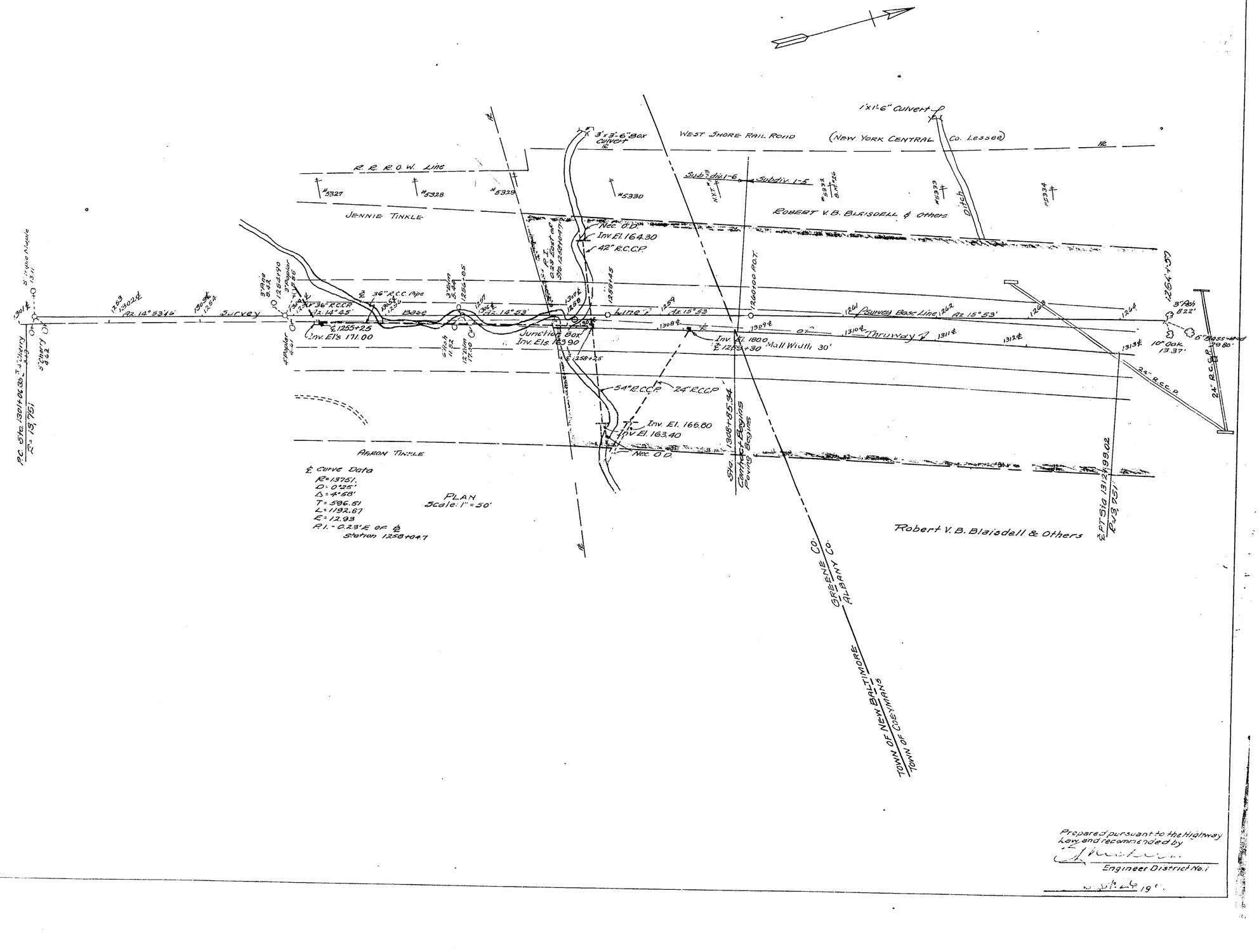
For General Notes and Reference Drawings, see Title Sheet.
All reinforcement to be paid for under Item 20.

THRUWAY OVERPASS
S.H. 5499 ALBANY-BETHLEHEM
(ROUTE 9W)
BAR SCHEDULE

RECOMMENDED BY
Frankland & Lienhard DATE 5-29-52
FRANKLAND & LIENHARD
CONSULTING ENGINEERS

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 93 | 197 |

CATSKILL SECTION SUB -5




Approved: _____ Date _____ 1958

Assoc. Civil Engr.

Approved: _____ Date _____ 1958

Asstn. Dist. Engr.

MADE BY Plan Bingham

TRACED BY Howard Green

CHECKED BY N. Zeitler

Prepared pursuant to the Highway Law and recommended by

_____
Engineer District No. 1

_____ 19__

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 93 | 193 |
| CATSKILL SECTION | | | | SUB | |

93R

1'x1'-6" Culvert

5'x3'-6" Box Culvert

WEST SHORE RAIL ROAD (NEW YORK CENTRAL Co. Lessee)

R.R.R.O.W. Line

Subdiv. L-6

Subdiv. L-5

JENNIE TINKLE

ROBERT V.B. BLAISDELL & others

Ditch

Inv. El. 164.30

42" R.C.C.P.

179.5

Survey

36" R.C.C. Pipe

Junction

Inv. Els. 163.90

Line T

Approx. R.O.W.

Inv. El. 180.0

℄ 1259+30

Mtd Width 30'

Throughway

10" Oak 19.37'

24" R.C.C.P.

5.4' R.C.C.P.

24" R.C.C.P.

Inv. El. 166.60

Inv. El. 163.40

Sta. 1265+55.34

Casting Begins

Casting Ends

AARON TINKLE

℄ Curve Data

R=19761'

D=0°25'

Δ=4°23'

T=696.61

L=1193.67

E=12.98

P.I. - 0.23'E of ℄ Station 1268+04.7

PLAN

Scale: 1"=50'

Sta. 1268+99.02

℄ PT

R=3761.2

Robert V.B. Blaisdell & Others

GREENE CO.

ALBANY CO.

TOWN OF NEW BALTIMORE

TOWN OF COEYMANS

Prepared pursuant to Highway Law and recommended by

Engineer District No. 1

Dec. 1952

MADE BY: PLAN Bingham

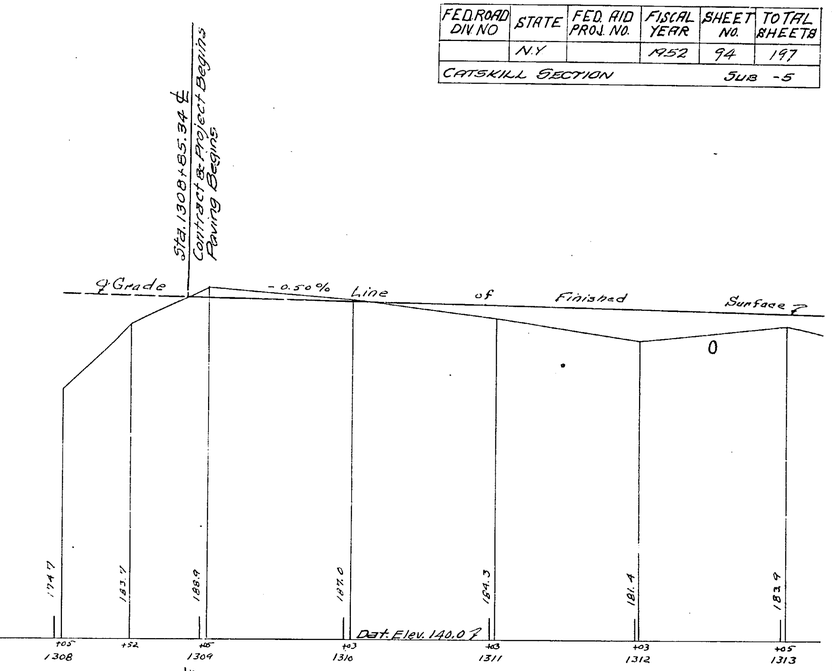
TRACED BY: Howard Green

CHECKED BY: N. Zeitler

| FED. ROAD DIV. NO | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 94 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

Profile on this plan is Original ground surface prior to grading operations.

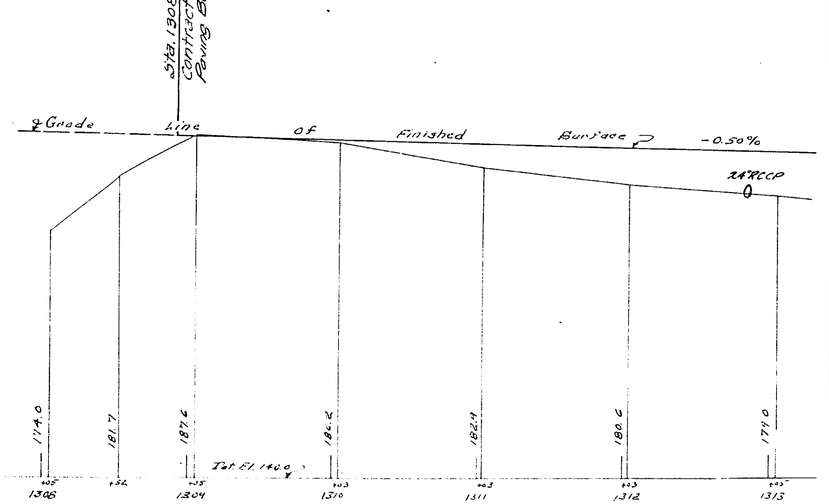
The present ground surface is approx. 1' to 24 inches below the grade line of finished surface.




## SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Horiz 1"=50'-0"

Elevations are Original ground surface and no longer apply.




## NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Horiz. 1"=50'-0"

| | Made By | Traced By | Checked By |
|---|---|---|---|
| Profile | BINGHAM | GREEN | CHRISTMAN |

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept 26 1951

Asst. Civil Engr. Constr.

Asst. Dist. Engr.

24:1

| FED. RD. DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 5-5 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

Approved: _____ Date _____ Asst. Chief Engr. Assoc. Civil Engr.

Approved: _____ Date _____ Asst. Dist. Engr.

WEST SHORE RAIL ROAD (NEW YORK CENTRAL RAIL ROAD Co. Lessee)

Robert V. B. Blaisdell & Others

Dry Ditch

Sta. 1324+12.5 P.C. R=5055.59'

℄ Curve Data
I = 30° 23'
R = 5055.59'
T = 1372.75'
L = 2680.96
D = 1° 08'
E = 183.12'

T.P. Sta. 1278+30.7 Elev. 1330.00

R.R. Spike 93.78

1278+30.7 = 1013291.80

T.P. Sta. 1013+30 Elev. 1330.00

Az. 15° 53'

Az 15° 36'

Survey Base Line

Az. 14° 32'

Az. 35° 54' 34"

Az. 8° 08'

Mall Width 30'

℄ of Thruway

Mall Width 30'

24" RCCP

24" RCCP

24" RCCP

R=13,751'

℄ Curve Data
I = 4° 58'
R = 13,751
D = 0° 25'
T = 596.51
L = 1192.67
E = 12.99'

PLAN
Scale: 1" = 50'

MADE BY TRACED BY CHECKED BY

PLAN Bingham Howard Greer N. Zeitler

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

September 19 52

| FED. ROAD DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 95 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

95R

O.T. 32-3P

WEST SHORE RAIL ROAD (NEW YORK CENTRAL RAIL ROAD Co. Lessee)

Robert V. B. Blaisdell & Others

Dry Ditch

Sta. 1320+17.54 ℄ P.C.
R = 5055.59'

℄ Curve Data
I = 30° 23'
R = 5055.59'
T = 1372.75'
L = 2680.96'
D = 1° 08'
E = 183.12'

Survey Base Line ℄ of Thruway

Az. 15° 55'

Az. 15° 04'

Az. 14° 32'

Az. 356° 54' 33"
Δc 8° 08'

T.P. N 3345 P
120.50

T.P. 8764

T.P. 8765
93.70

1268+30.17 = 1300+00
=D 1329+17.80

Mall Width 30'

24' RCDP

175°

E 3,125,151
F.T. 1324+82

℄ Curve Data
I = 4° 56'
R = 1373.61'
D = 0° 25'
T = 59.6.51
L = 192.67'
E = 12.93'

PLAN
Scale: 1" = 50'

Date 6-23-52

Approved

Assist. Dist. Engr.

SEE

MADE BY TRACED BY CHECKED BY

PLAN Bingham Howard Green N. Zeitler

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept. 26, 1952

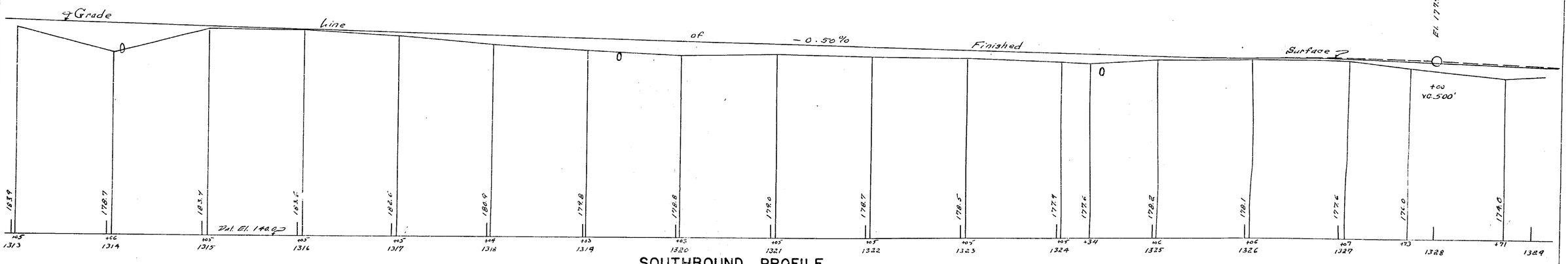
24:1

C.T. 52-3P

Profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.

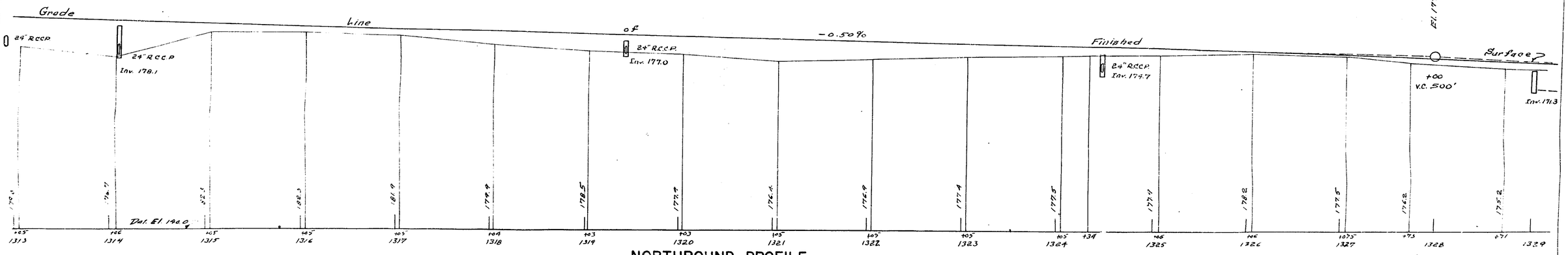
| FED. ROAD DIV. No | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 96 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |




## SOUTHBOUND PROFILE

Scale: Vert: 1"= 10'-0"
Horiz: 1"= 50'-0"

Elevations are Original ground surface and no longer apply.




## NORTHBOUND PROFILE

Scale: Vert: 1"= 10'-0"
Horiz: 1"= 50'-0"

Made By Bingham
Traced By Gloyle
Checked By Christman

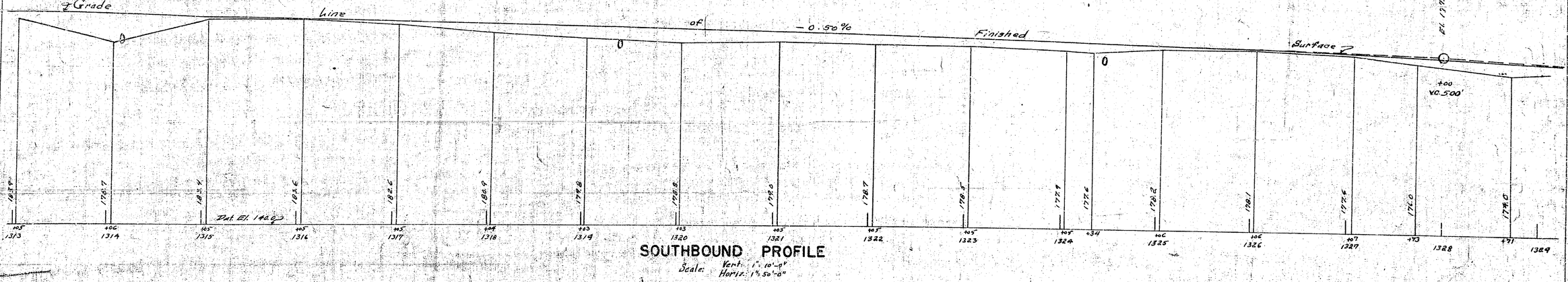
Prepared pursuant to the Highway Law and recommended by
Engineer Dist. No. 1
Sept. 26 1952

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 96 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

Profile on this plan is Original ground surface prior to grading operations.

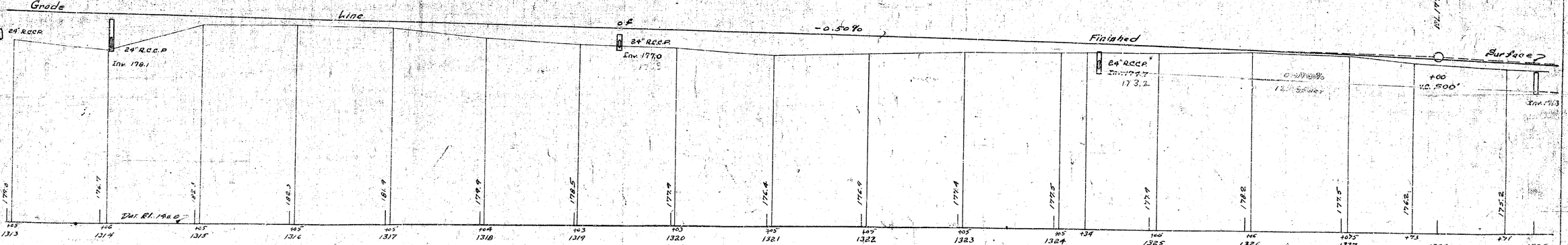
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1" = 10'-0"
Horiz: 1" = 50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1" = 10'-0"
Horiz: 1" = 50'-0"

Made By BINGHAM Traced By GLOVICH Checked By CHRISTMAN

Profile:

Approved: Date: SEP 26 1952
Division Engineer

Approved: Date: SEP 26 1952
Assistant Chief Engineer

Prepared pursuant to the Highway Law and recommended by
Engineer Dist. No. 1
Sept. 26 1952

24:1

| FED. ROAD DIV No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 97 | 197 |

CATSKILL SECTION SUB -5

Robert B. V. Blaisdell & Others

VILLAGE OF PALENVILLE

Az 14°32' 1329

1330 1331 1332 1333 1334 1335 1336 1337 1338 Az 356°54'34" 1339 1340 1341 1342 1343 1344 1345

℄ Curve Data
I = 30°23'
R = 5055.59'
T = 1372.75'
L = 2680.96
D = 1°08'

101330 101331 101332 101333 101334 101335 101336 101337 101338 101339 101340+00 101341 101342 101343 101344 101345+00

1327℄ 1328℄ 1329℄ 1330℄ 1331℄ 1332℄ 1333℄ 1334℄ 1335℄ 1336℄ 1337℄ 1338℄ 1339℄ 1340℄ 1341℄ 1342℄ 1343℄

Az 8°08'

SPECIAL DITCH 0.9%

Special Ditch 1.2%

12" Sewer Pipe

Thruway

12" Sewer Pipe

18" Sewer Pipe

12" Sewer Pipe

6" V.P. Underdrain

24" RCCP

24" RCCP

Az 359°39'

Az 354°39'

℄ P.I.
ID 1336+03.39 ℄
285.27' Rt.

Robert B. V. Blaisdell & Others

PLAN
Scale: 1" = 50'

Date: Aug 18 1952

Approved
Asst. Chief Engr.

Approved
Acting Dist. Engr.

MADE BY Bingham TRACED BY Howard Green CHECKED BY N. Zeitler

PLAN

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

9/L&T 26.9d

C.I. 52-UP

| FED. ROAD DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 97 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

Robert B. V. Blaisdell & Others

VILLAGE OF HAVENA

TOP 1345F 1420.0

T.O. 1344 1419.80

T.S. SEWER 1418.8

1418.307 1339.00 1349.79.80

Δ=142°32'

1329

1330

1331

1332

1333

1334

1335

1336

1337

1338

1339

1340

1341

1342

1343

1344

1345

101330

101331

101332

101333

101334

101335

101336

101337

101338

101339

101340+00

101341

101342

101343

101344

101345+00

#5340

#5345

Δ=356° 54' 34"

℄ Curve Data
I = 30° 23'
R = 3052.59'
T = 1372.75'
L = 2680.96
D = 1° 08'

Δ=8° 08'

SPECIAL DITCH

0.9%

Special Ditch 1.2%

INV. 159.5

Δ=359° 39'

Δ=354° 39'

1328℄

1329℄

1330℄

1331℄

12" Sewer Pipe

1332℄

1333℄

1334℄

INV. 166.2

1335℄

12" Sewer Pipe

1336℄

Thruway

INV. 163.0

INV. 162.82

1337℄

1338℄

18" Sewer Pipe

1339℄

INV. 160.75

1340℄

1341℄

1342℄

12" Sewer Pipe

INV. 165.0

1343℄

6" V.P. Underdrain

℄ P.I.
101336+03.39 ℄
285.27' Rt.

Robert B. V. Blaisdell & Others

PLAN
Scale: 1" = 50'

Approved

Date

Assistant District Engr.

Approved

Date

Assistant Civil Engr.

MADE BY Bingham TRACED BY Howard Green CHECKED BY N. Zeitler

PLAN

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

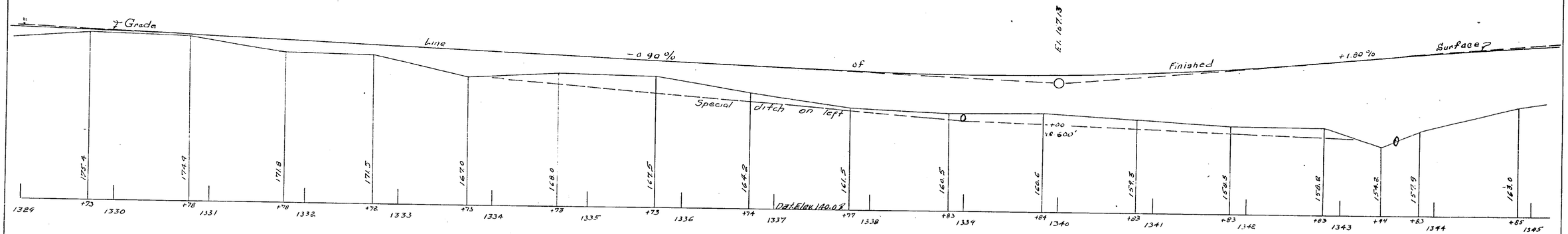
July 26, 1950

C.T. 62-SP

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 98 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

Profile on this plan is Original ground surface prior to grading operations.

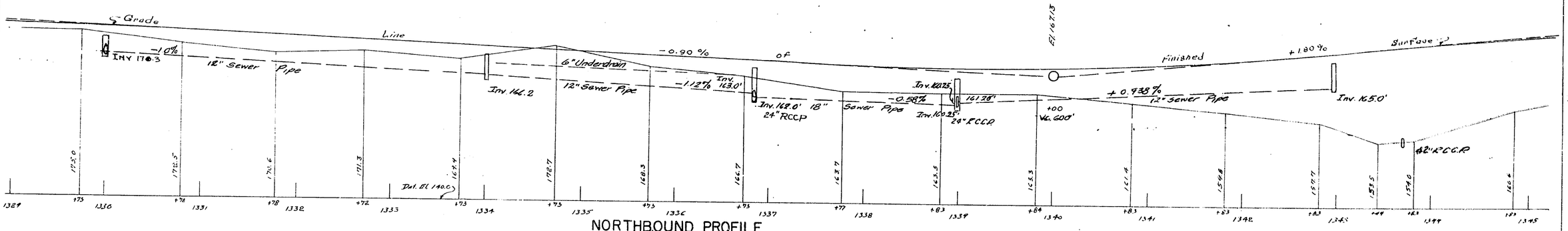
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Made By Traced By Checked By

Profile BINGHAM GLOVER CHRISTMAN

E. Thackeray
District No. 1
Sept. 26 19

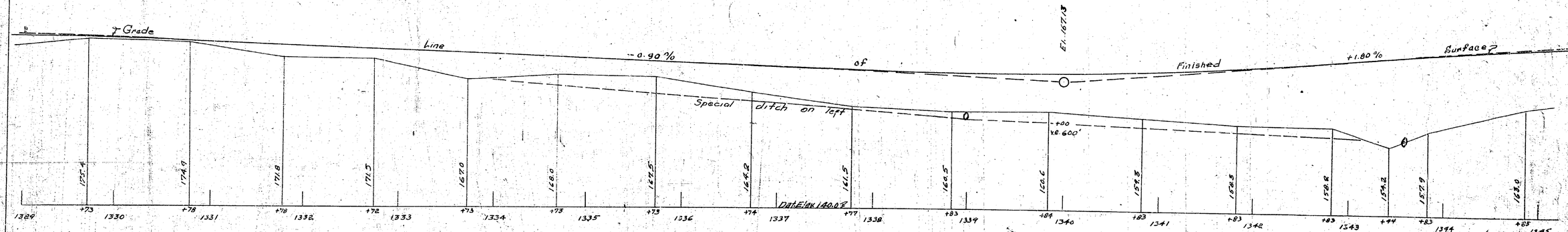
Approved
Asst. Chief Engr.
Asst. Dist. Engr.

C.T. 52-SP

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 98 | 197 |
| CATSKILL SECTION | | | | SUB -51 | |

Profile on this plan is Original ground surface prior to grading operations.

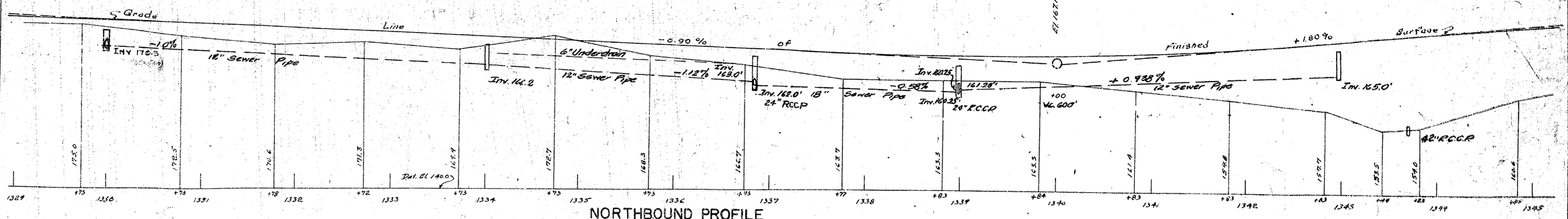
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Approved: _____ Asst. Chief Engr. Const.

Date: SEP 26 1952

Approved: _____ Assist. Dist. Engr.

Date: SEP 26 1952

Profile Made By BINGHAM Traced By GLOVER Checked By CHRISTMAN

Prepared in the Highway Data Unit and Signed by

E. Ruckenson

Asst. District Engr. District No. 1

Sept. 26, 1952

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | -- | 91 |

CATSKILL SECTION SUB. 5

True North
Scale 1"=50'

Ravena Iron Co.
Assunta Persico
Carl Frager
Frederick E. Bleezarde
Ethel C. Robinson
I = 30° 23'
R = 5055.59'
T = 1372.75'
L = 2480.96'
D = 1° 08'
E = 183.12'
(Mac.) McConnell Ave.
Central Hudson Gas & Elec. Corp.
Sub Station
Antonio & Concetta Caracciolo
Sylvester and Frances Albano
J. T. Dutcher
R. C. Rivers
Maria Basotti
Nicholas & Josephine Dottino
Joseph & Florence Perrino
John De Matteo
Salvatore Strazerre
Joseph & Fannie Nungiato
Cottage St.
J. Horrell
Bg. 356°-55'
Bg 354°-35'
Bg 80°-55'
42" RCCP
12" RCSP
Gilbert & Louise Mollelo
Joseph Nungiato & Maria Carmino Nungiato
Robert V. B. Blaisdell
Anthony V. B. Blaisdell
Thomas H. Blaisdell
Sta. 1345+85 Grading Begins
Underground Cable
Carmen Nungiato
Carrie Elisso
Teresa Nungiato
Ralph Nungiato
Sheep Barn
Geller Excav.
WESTERLO STREET
Jane Taranto
Store
Maria Gaetana Libertucci
Josephine Pluise
Bernard Perfico
Clifford St.
Grill
Flora & Theodore Mollelo
Beauty Shop
Dan Mollelo
Eugene Dutri
Mrs.
Anglio Resotto
Joseph Pietroni
Joe Nungiato
Louis Canaro
Frank Cherchio
Domonick Carnabucci
Salvatore Strazerre
Michael & Catherine Alimari
Marie Garnata Libertucci
WILLIS AVE.
Gus Mestropolo
Joseph Biseoni
Carmen Nunziato
Vincent Fatica
Domonick Carnabucci
Thruway ℄ Sta 1342+26
Bk. A 1351+97.68
Thruway ℄ Sta 1365+53
Inv. 165.53
Inv. 159.12" Sewer Pipe
Sta. 1345+85 Grading Begins
Sta. 1349+00 Grading Ends
Sta. 1351+00
Sta. 1351+50
Sta. 1352+00
Sta. 1353+00
Sta. 1354+00
Sta. 1355+00
Sta. 1356+00
Sta. 1357+00
Sta. 1358+00
Sta. 1359+00
Sta. 1360+00
Sta. 1361+00
ID 1356
ID 1357
ID 1358
ID 1359
ID 1360
Bg 354°-35'
Bg 354°-32'2"
Bg 358°-35'
Bg 356°-55'2
Bg 80°-55'
Hedge
Fence
Barn
Shed
Garage
Ho.
Gar.
Po.
Pp.
F & P
F & Tr.
Cata. Box
Sewer Box
Inv. 14.68
Inv. 14.79
Inv. 14.90
Inv. 14.98
Inv. 15.00
Inv. 15.02
Inv. 15.04
Inv. 15.06
Inv. 15.08
Inv. 15.10
Inv. 15.12
Inv. 15.14
Inv. 15.16
Inv. 15.18
Inv. 15.20
Inv. 15.22
Inv. 15.24
Inv. 15.26
Inv. 15.28
Inv. 15.30
Inv. 15.32
Inv. 15.34
Inv. 15.36
Inv.

CT. 52-3P

| F.E.D. Road Div. No. | State | F.E.D. (1) Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 99 | 197 |

CATSKILL SECTION SUB. 5

True North
Scale 1"=50'

Ravena Iron Co.

Assunta Persico

T.P. ±459

Ethel C. Robinson

I= 30° 23'
R= 5055.59'
T= 1372.75'
L= 2680.96'
D= 1° 08'
E= 183.12'

Ethel C. Robinson

Bg 356°-55'

Joseph & Florence Perrino

John De Matteo

Salvatore Strazerre

Cottage St.

(Mac.)

D 18" Twin Tiles

Antonio & Concetta Caracciolo

Gar.

Joseph & Fannie Nungiato

Ho.

F. & Pt.

Carl Frager

Ho.

Po.

T.P.

Frederick E. Bleezarde

(Mac.) McConnell Ave.

Central Hudson Gas & Elec. Corp.

Sub Station

Sylvester and Frances Albano

J.T. Dutcher

R.C. Rivers

Gar.

Maria Basotti

Nicholas & Josephine Dottino

Bg 356°-55'

Inv. 156.5

Inv. 156.0

Thruway ℄ Sta. 1348+26
Sta. A 1351+97.68

Sta. 1351+97.68
Bridge Begins

Sta. 1349+39
Bridge Ends

Sta. 1346+65
Crossing Begins

Robert V.B. Blaisdell
Anthony V.B. Blaisdell
Thomas H. Blaisdell

42" RCCP

12" RCSP

Gilbert & Louise Mallela

Joseph Nungiato & Maria Carmine Nungiato

Underground Cable

Barn

Cellar Excav.

Carmen Nungiato

Carrie Elisso

Teresa Nungiato

Sheep Barn

Ralph Nungiato

Westerlo Street

E. Maria Taranto

Store

Maria Gennaro Libertucci

Barn

Josephine Alvise

Bernard Pierfelice

Clifford St.

Mrs. Eugene Darti

Hedge & Th.

Anglio Resatto

Joseph Pietroni

12" Catalpa

Joe Nungiato

Louis Canoro

Frank Chercitio

Domenico Carnabuci

Salvatore Stragerre

Michael & Catherine Ahrmart

Marie Gennaro Libertucci

Nillis Ave.

Grill

Flora & Theodore Mallela

Beauty Shop

Barn

Dan Mallela

Hedge

Gus Mestropolo

Joseph Biseoni

Carmen Nunziato

Vincent Fatica

Domenico Carnabucci

Shed

Shop

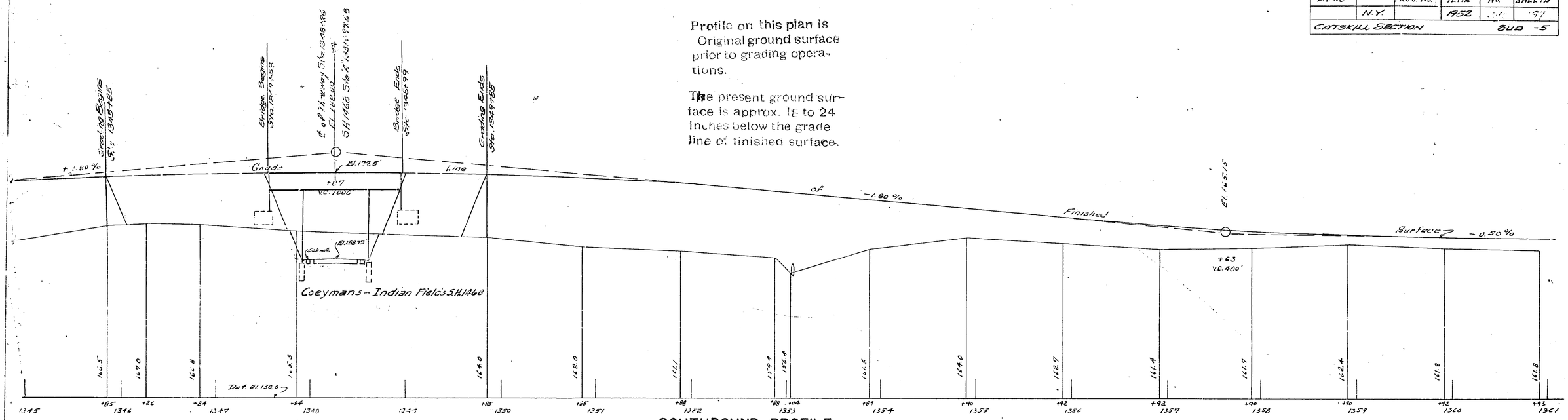
Made By Bingham
Traced By A. Smith
Checked By N. Zeitler
PLAN

Approved by the Highway Law this [illegible] day of
Sept 26 19[illegible]
Engineer District No. 1

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | | 97 |
| CATSKILL SECTION | | | | SUB -5 | |

Profile on this plan is Original ground surface prior to grading operations.

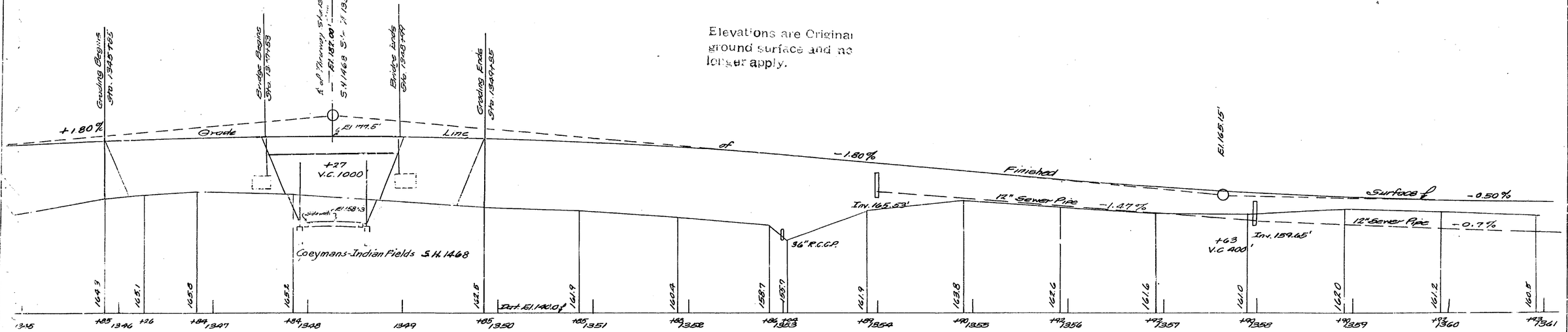
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




## SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0"
Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




## NORTHBOUND PROFILE

Scale Vert: 1"=10'-0"
Horiz 1"=50'-0"

Engineer District No. 1

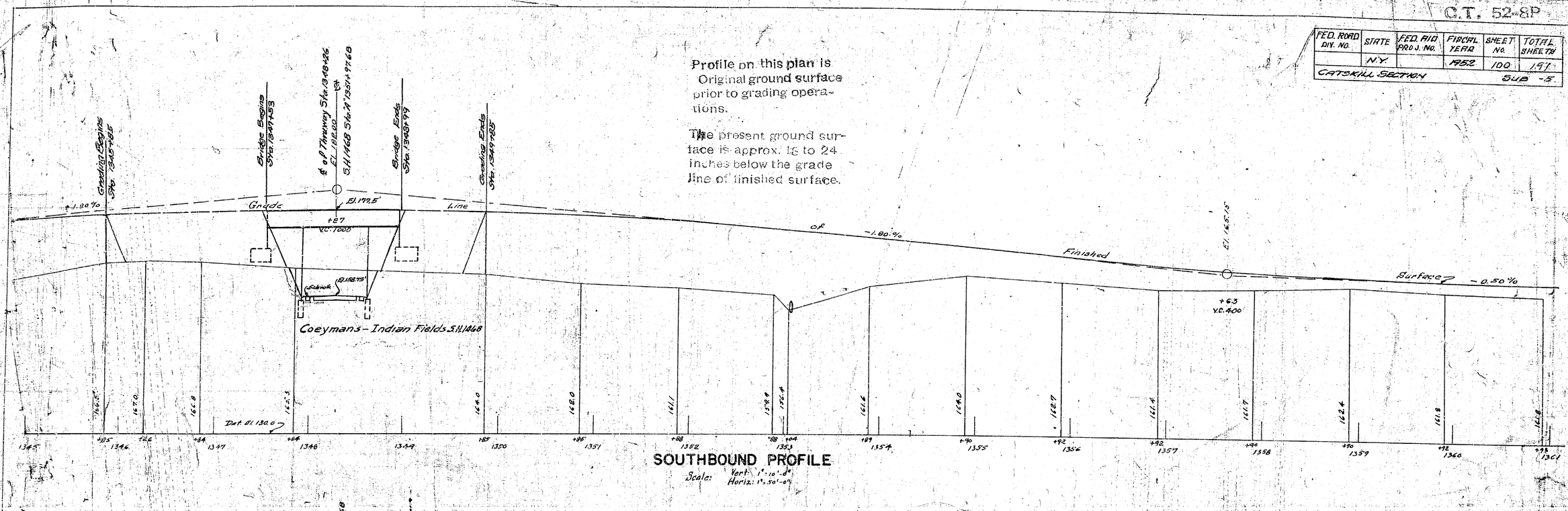
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 100 | 197 |

CATSKILL SECTION SUB -5

Profile on this plan is Original ground surface prior to grading operations.

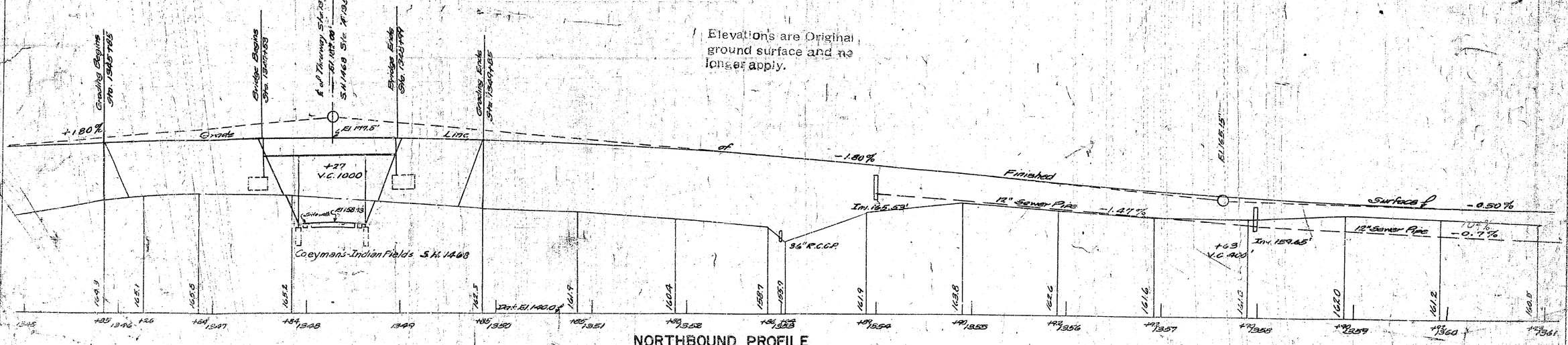
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale Vert. 1"=10'-0" Horiz. 1"=50'-0"

Made By Traced By Checked By

Profile: GRAHAM HEIMOWITZ ROSS

E. Hickerson
Engineer District No. 1
Sept. 26, 1951

Approved Date
Assoc. Civil Engr. Coord.

Oday Sept. 26 1952
Plan X Dist Engr
Assoc. Civil Engr.

R.C. 52-111

| FED RD DIV No | STATE | FED AID PROJ. No | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| | NY | | | 101 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |
| COEYMANS - INDIAN FIELDS · S.H. 1468 | | | | | |

## MAIN ST. STORM DRAIN

Sta. "A" 1352+05 Build D.I's Rt. & Lt. with Curb Boxes, Grate & Frame Connect with 44' lin. ft. of 12" R.C.C.P. Connect D.I. on Rt. to new Manhole at Sta. "A" 1353+00 22' Rt. of ℄ with 92' of 18" R.C.S.P. Build cradle to support Sanitary Sewer.

Sta. "A" 1353+00 New Manhole on Rt. Outlet to stream with 332' of 18" R.C.S.P. and 44' of 18" R.C.C.P. under Cottage St. to new Hdwall

## SANITARY SEWER

### MAIN ST.

Sta. "A" 1348+49 Build new Manhole at ℄ Sta. "A" 1348+49 Connect to new Manhole at Sta. "A" 1351+85 ℄ with 336' lin. ft. of 10" V.T.P.

Sta. "A" 1351+85 Build new Manhole at ℄ Sta. "A" 1351+85 Connect to exist. Manhole at ℄ Sta. "A" 1353+85 with 200' lin. ft. of 10" V.T.P. Top of Manhole to be lowered.

### McCONNELL ST.

Sta. "BB" 10+75 Build new Manhole at Sta. "BB" 10+75 (McConnell Street) Connect 83 lin. ft. of 4" V.T.P. to house on Lt. Connect to new Manhole at Sta. "BB" 12+90 with 215' lin. ft. of 8" V.T.P.

Sta. "BB" 12+90 Build new Manhole and connect new Manhole at Sta. "BB" 12+90 with new Manhole at ℄ Sta. "A" 1348+49 with 196' lin. ft. of 8" V.T.P.

### SEEBERGER PLACE WEST

Sta. "A" 1348+49 = Sta. "BB" 14+86 Connect new Manhole at Sta. "A" 1348+49 ℄ to new Manhole at Sta. "B" 5+97 with 212' lin. ft. of 8" V.T.P.

## MAIN ST. WATER MAIN

Sta. "A" 1348+60 Relocate 8" Water Main on Westerlo St. between ℄ Sta. "A" 1348+60 and ℄ Sta. 1355+00 with 640' lin. ft. of 8" C.I.P.

Sta. "B" 8+00 Relocate () Hydrant from Sta. "B" 9+00 to Sta. "B" 8+00 on Cottage St.

Sta. "A" 1348+60 New 4" Water Main connecting Hydrant at ℄ Sta. "A" 1348+60 and Sta. "B" 6+20 with 240' lin. ft. of 4" C.I.P.

## COTTAGE PLACE SANITARY SEWER

Sta "B" 7+90 Build new Manhole @ Sta. "B" 7+90 connect to manhole @ Sta. "BB" 14+97 with 222 l.f. of 8" V.T.P. Make house connections with 4" V.T.P.

Sta. "A" 1353+14 to "A" 1354+24 on Lt. Build retaining wall and steps. Refer to Typical Section Sheet.

Scale 1" = 50'

N

RAVENA IRON CO.

Made by Shannon — Traced by J. Crannen — Checked by Critchlow

E. Richardson Sept. 24 1973

R.C. 52.111

| FED RD DIV No | STATE | FED AID PROJ. No | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| | NY | | | 101 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |
| COEYMANS - INDIAN FIELDS | | | | S.H. 1468 | |

101R

## MAIN ST. STORM DRAIN

Sta. "A" 1352+05 Build D.I's Rt. & Lt. with Curb Boxes, Grate & Frame Connect with 44 lin. ft. of 18" R.C.C.P. Connect D.I. on Rt. to new Manhole at Sta. "A" 1353+00 2'/Rt. of ℄ with 92' of 18" R.C.S.P. Build cradle to support Sanitary Sewer.

Sta. "A" 1353+00 New Manhole on Rt. Outlet to stream with 38 lin. ft. of 18" R.C.S.P. and 44' of 18" R.C.C.P. under Cottage St. to new Headwall

## SANITARY SEWER
### MAIN ST.

Sta. "A" 1348+49 Build new Manhole at ℄ Sta. "A" 1348+49 Connect to new Manhole at Sta. "A" 1351+85 ℄ with 336 lin. ft. of 10" V.T.P.

Sta. "A" 1351+85 Build new Manhole at ℄ Sta. "A" 1351+85 Connect to exist. Manhole at ℄ Sta. "A" 1353+85 with 200 lin. ft. of 10" V.T.P. Top of Manhole to be lowered.

### McCONNELL ST.

Sta. "BB" 10+75 Build new Manhole at Sta. "BB" 10+75 (McConnell Street) Connect 88 lin. ft. of 8" V.T.P. to house on Lt. Connect to new Manhole at Sta. "BB" 12+90 with 215 lin. ft. of 8" V.T.P.

Sta. "BB" 12+90 Build new Manhole and connect new Manhole at Sta. "BB" 12+90 with new Manhole at ℄ Sta. "A" 1348+49 with 196 lin. ft. of 8" V.T.P.

### SEEBERGER PLACE WEST

Sta. "A" 1348+49 Connect new Manhole at Sta. "A" 1348+49 ℄ to new Manhole at Sta. "B" 5+97 with 196 lin. ft. of 8" V.T.P.

Sta. "BB" 14+86

### MAIN ST.
### WATER MAIN

Sta. "A" 1348+60 Relocate 6" Water Main on Westerly ROW between ℄ Sta. "A" 1348+60 and ℄ Sta. 1355+00 with 360 lin. ft. of 8" C.I.P.

Sta. "B" 8+00 Relocate (1) Hydrant from Sta. "B" 9+00 to Sta. "B" 8+00 on Cottage St.

Sta. "A" 1348+60 New ℄ Water Main connecting Hydrant at ℄ Sta. "A" 1348+60 and Sta. "B" 6+20 with 266 lin. ft. of 6" C.I.P.

367' 6'

## COTTAGE PLACE, SANITARY SEWER

Sta "B" 7+90 Build new Manhole @ Sta. "B" 7+90 connect to manhole @ Sta. "BB" 16+97 with 222.224 I.P. of 8" V.T.P. Make house connections with 4" V.T.P.

Sta. "A" 1353+14 to "A" 1354+24 on Lt. Build retaining wall and steps. Refer to Typical Section Sheet.

Scale 1" = 50'

N

RAVENA IRON CO.

SALVATORE JOHN BRANZARA MATTEO

JOSEPH & FLORENCE FERRINO

JOSEPH & MARY E VOLINTINO

ETHEL C ROBINSON

JOSEPH & MARIA CARMINA NUNZIATO

GILBERT & LOUISE MARLEIO

JOSEPH & FANNIE NUNZIATO

ANTONIO & CONCETTA CARACCIOLA

Assunto Persico

Foundry

Gas Sta.

JOSEPHINE ALOISE

MARIA GARNATO LIBERTUCCI

NICHOLA AND JANE TARANTO

BERNARD PERSICO

DAN MOLLETA

GEO. ORSINO

CATHRINE COLUCCI

JOSEPH ROMANO

JAMES F DATRI

FELICE & THEODORE

CARMELLA J MORREALE

SYLVESTA AND FRANCES ALBANO

Sub Station Central Hudson Corp.

J.T. PUTCHER

R.C. RIVERS

MARIO BASSOTTI

CARL FRAZER

JOSEPH BISEONI

GUS MASTROPOLE

JOSEPH PIETRONI

ANGLIO ROSOTTO

MRS EUGENE DATRI

ANTHONY CHICKORELLI (EST.)

JOHN LIBERTUCCI

TERESA NUNZIATO

CARRIE ESSO

CARMEN NUNZIATO

RALPH NUNZIATO

Cottage St.

Clifford St.

Seeberger Place West

Church Ave.

Willis Ave.

St. Johnsky ℄

ROW Line

Curb Line

Relocated Hydrant

New 8" Water Main

Existing Water Main

New 8" V.T.P. San Sewer with House connection

Existing 30in. Sewer

Sta. 1347+53 Bridge Begins

Sta. 1348+99 Bridge Ends

Sta. 1347+00 Center Point Begins Type D Curb Begins Rdwy. Rt. & Lt.

See back of Sheet for Sanitary Sewer

Scale 1" = 50' Vertically Ref.

Made by Shannon

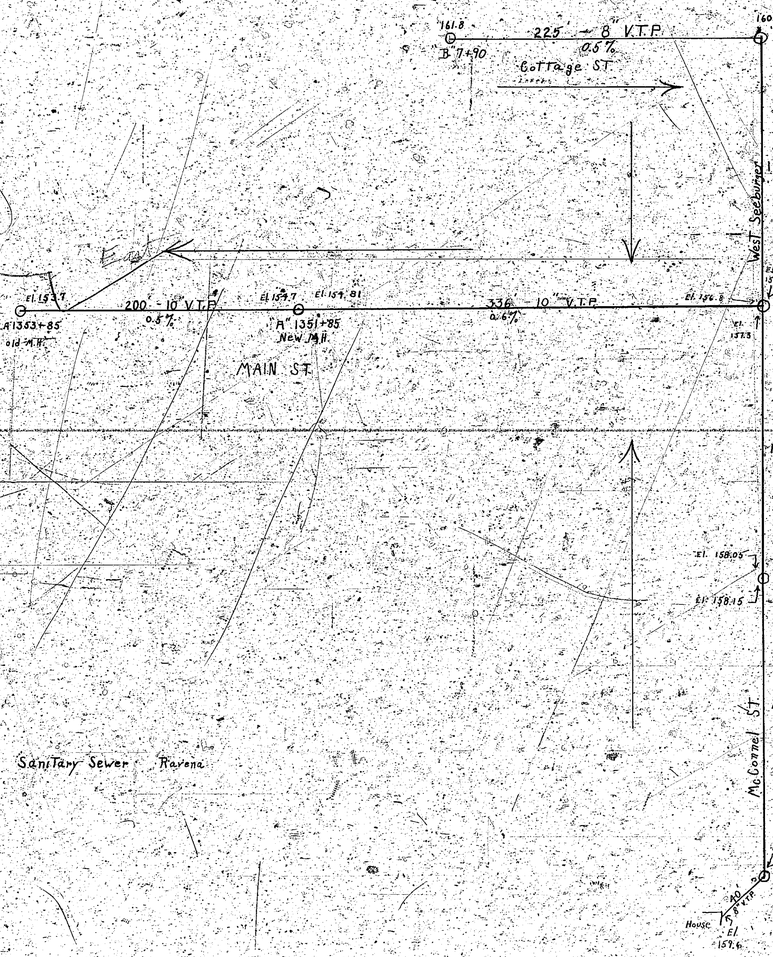
Traced by J. Grennon

Checked by Critchlow

Sept. 26 52

S.H. Nicholson

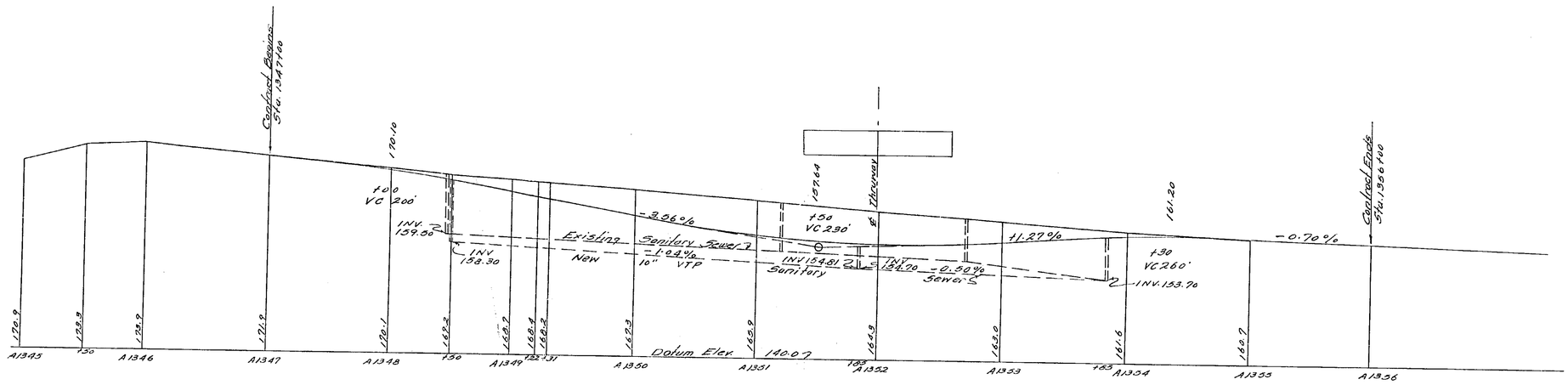
CT 52-8P
101 T


225 - 8" V.T.P.
0.5%
B 7+90
161.8
Cottage ST.
B 5+97
New M.H.
160.7
West Seeburger
196
0.08%
El. 157.6
A 13+8+7.9
New M.H.
B 5 14+86
El. 157.7
200 - 10" V.T.P.
0.5%
El. 157.7
El. 154.81
A 1351+85
New M.H.
336 - 10" V.T.P.
0.67%
El. 154.8
El. 153.3
A 1353+85
old M.H.
MAIN ST.
El. 158.05
BB 12+90
New M.H.
El. 158.15
216
McConnel ST.
El. 159.3
BB 10+75
House
El. 159.6
Sanitary Sewer - Ravena

24:1

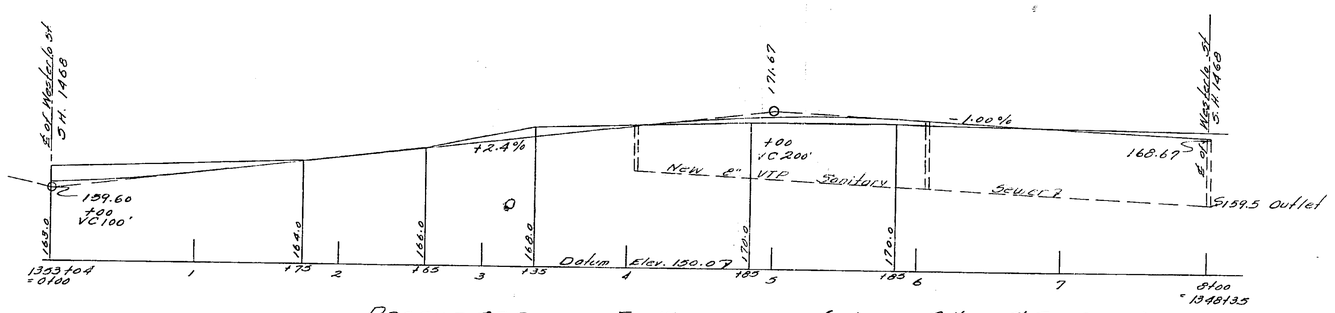
R.C 52-111

| FED ROAD DIV. NO. | STATE | FED. AID PROJ NO. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 102 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |
| COEYMANS - INDIAN FIELDS | | | | S.H. 1468 | |




PROFILE OF COEYMANS INDIAN FIELDS S.H. 1468

Scale: 1"=10' Vert.
1"=50' Hor.




PROFILE OF DETOUR FOR WESTERLO ST. (showing Cottage St. San. Sewer)

Scale: 1"=10' Vert.
1"=50' Hor.

Approved Date: SEP 26 1952
Asst. Chief Engr.

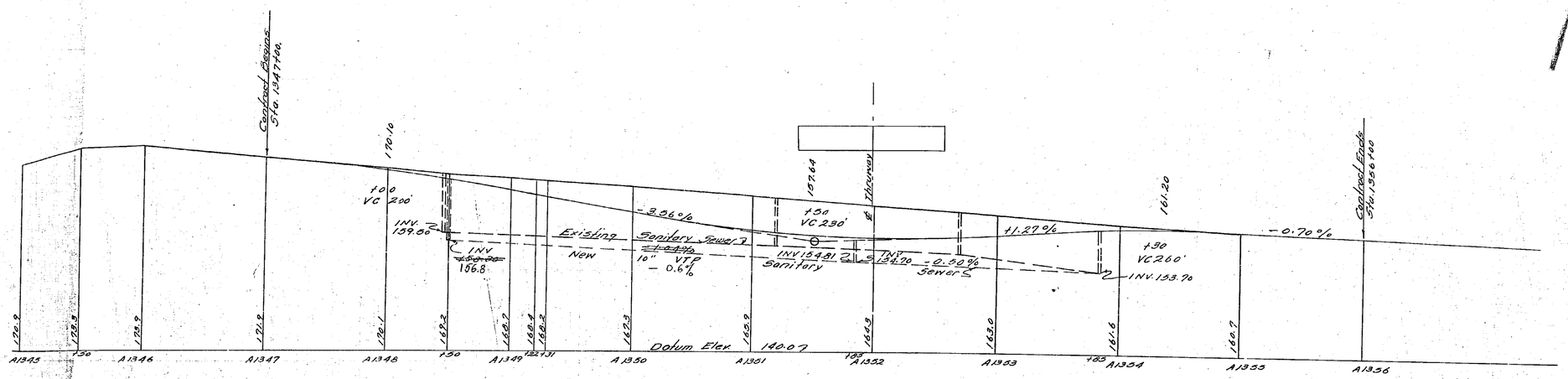
Approved Date: SEP 26 1952
Asst. Chief Engr.

Prepared pursuant to the Highway Law and recommended by
Engineer District No 1
Sept 26 1952

PROFILE Made by Shannon Traced by W. Dowling Checked by Bentley

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | | 102 | 197 |
| Catskill Section | | | | Sub -3 | |
| Coeymans - Indian Fields S.H. 1468 | | | | | |

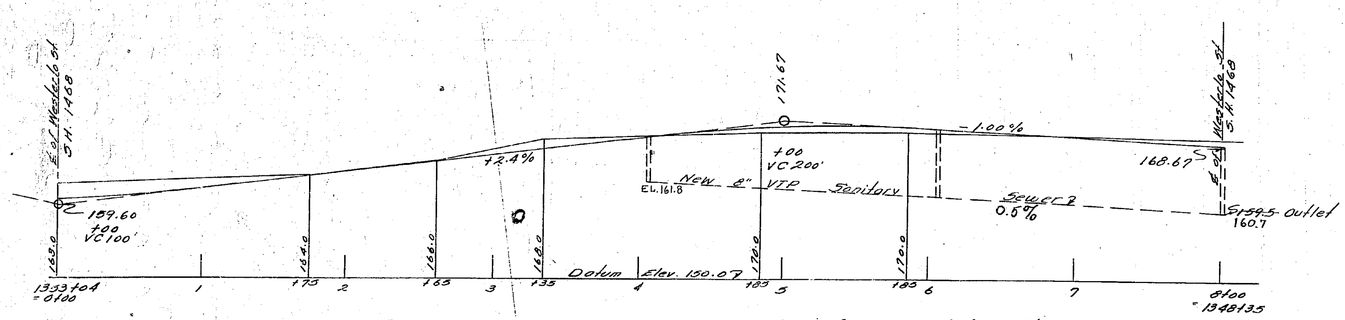
102R




PROFILE OF COEYMANS INDIAN FIELDS S.H. 1468

Scale: 1"= 10' Vert.
1"= 50' Hor.

For Profile of McConnel St. See back of Previous Sheet




PROFILE OF DETOUR FOR WESTERLO ST. (showing Cottage St. San. Sewer)

Scale: 1"= 10' Vert.
1"= 50' Hor.

Prepared pursuant to the Highway Law and recommended by

E. J. Luckman
Engineer District No 1

Sept. 22 1952

PROFILE Made by Shannon Traced by W. Dowling Checked by Bentley

Approved Chief Engr.
Date:
Approved Asst. Chief Engr.
Date:

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | NY | | 1952 | 103 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

Frederick E. Bleezarde

Mary, Martha & Avie Kinley

Anthony Martino

True North
Scale 1"=50'

5-24" RCCP

Survey of 18" Sewer Pipe

12" Sewer Pipe

Thruway ℄

Base Line

6" Underdrain

24" R.C.P.

Az. 359° 39'

Az. 356° 35'

Az. 340° 00'

Az. 352° 55'

Az. 352° 59'

Az. 348° 55'

Az. 357° 59'

Az. 356° 39'

3 Stakes

waste land

Central Hudson Gas & Electric Co. Power Line

PLAN
SCALE 1"=50'

MADE BY Bingham TRACED BY B. Smith CHECKED BY N. Zeitler

PLAN

Approved pursuant to the Highway Law and recommended by

Engineer District No 1

August 26 1952

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 103 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

103R

Frederick E. Bleezarde

Mary, Martha & Avie Kinley

Anthony Martino

True North
Scale 1"=50'

Approved: Date: SEP 11 1952
Assist. Dist. Engr.

Approved: Date: SEP 11 1952
Assist. Dist. Engr.

Central Hudson Gas & Electric Co. Power Line

INV. 156.5

5'24" RCCP

12" Sewer Pipe

INV. 155.50

Survey

Az. 356°25'

Az. 354°37'

Az. 356°55'

Az. 340°00'

Az. 348°25'

Az. 356°39'

Az. 357°55'

Thruway

INV. 152.70

Line 7

6" Underdrain

INV. 148.85

INV. 143.7

INV. 142.7

INV. 140.0

Pipe

waste load

9 Stakes

PLAN
SCALE 1"=50'

MADE BY Bingham TRACED BY P. Smith CHECKED BY N. Zeitler

Prepared pursuant to the Highway Law and recommended by

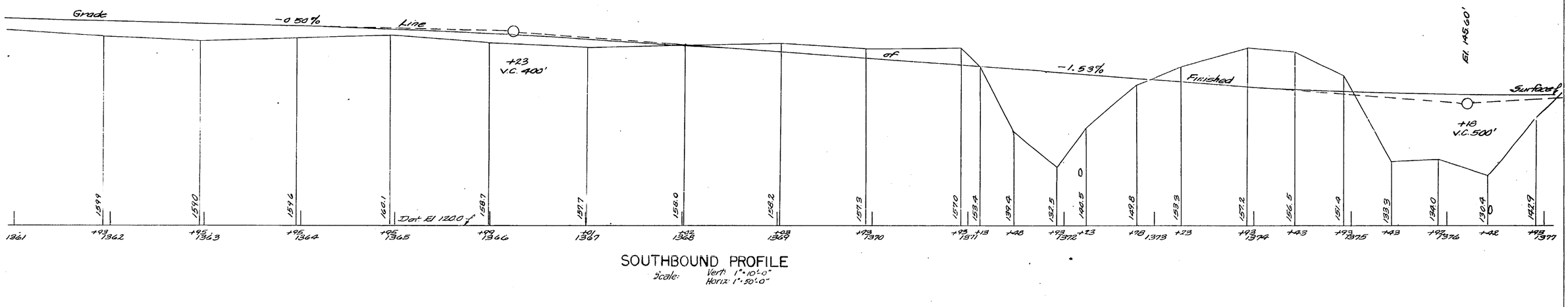
Engineer District No 1

Sept 26 1952

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | NY | | 1952 | 104 | 197 |
| CATSKILL SECTION | | | SUB -5 | | |

Profile on this plan is Original ground surface prior to grading operations.

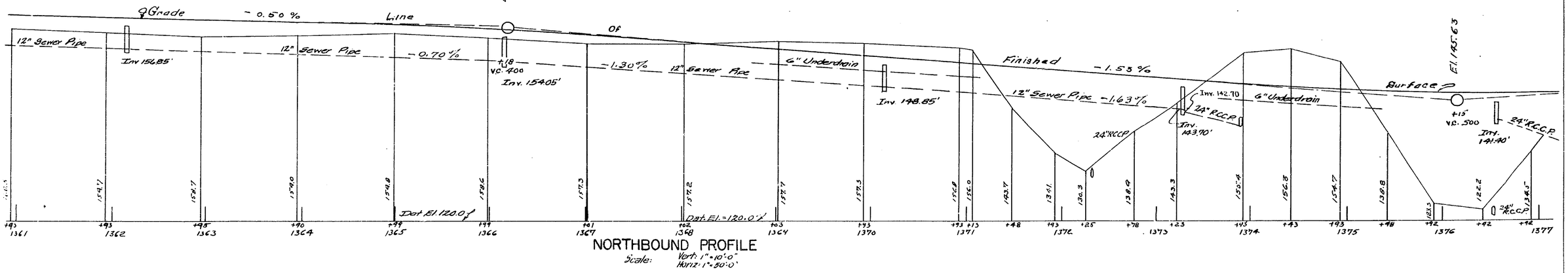
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

| | Made By | Traced By | Checked By |
|---|---|---|---|
| Profile | BINGHAM | KLIMCOVITZ | WILLIAMS |

Engineer District No. 1

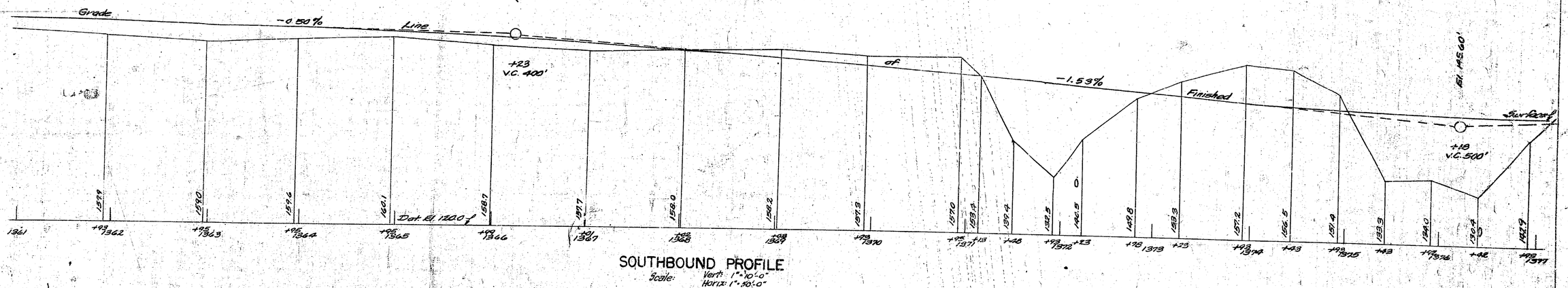
C.L.F. 26 19

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1958 | 104 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

C.T. 32-5F

Profile on this plan is Original ground surface prior to grading operations.

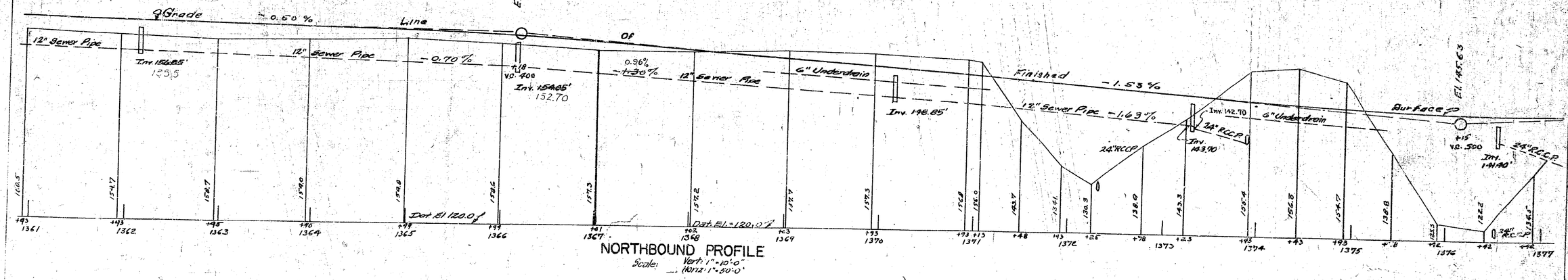
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0"
Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0"
Horiz: 1"=50'-0"

Made By — Traced By — Checked By

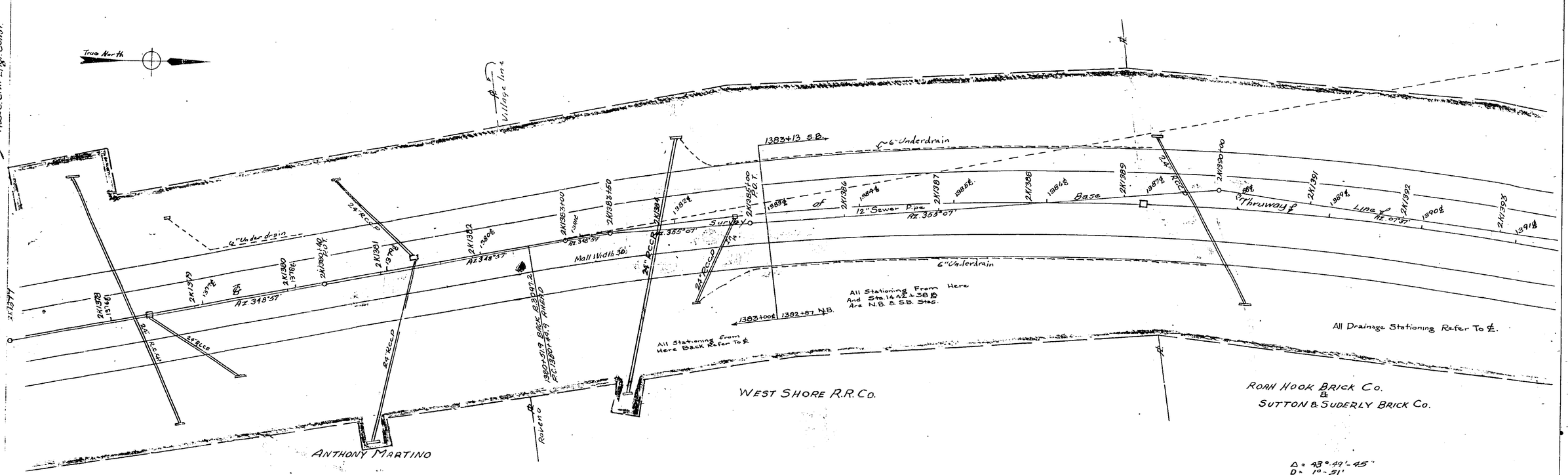
Profile RINGHAM — KLIMCOVITZ — WILLIAMS

Approved: [signature] Date: SEP 26 1958
Assoc. Civil Engr. Consult.

Approved: [signature] Date: SEP 26 1958
Assist. Dist. Engr.

Approved for the Division by
[signature]
Engineer District No. 1
Sept. 26, 1958

| FED ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 105 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |




Δ = 43°-49'-45"
D = 1°-51'
R = 3097.2
T = 1246.1
L = 2369.4

℄ Curve Data

Made By PLAN Bingham Traced By e.t.smith Checked By N.Zeitler

E. F. Mackenzie
Engineer District No. 1
March 26 19 52

C.T. 62-5P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 105 | 197 |
| CATSKILL SECTION | | | | SUB 5 | |

Approved Date Sept 26 1952
Assoc. Civil Engr. Const.

Approved Date Sept 26 1952
Asst. Dist. Engr.

Approved

True North

Village Line

Inv. 125.0

Inv. 127.0

Inv. 135.8

Inv. 152.5

1385+13 B.P.

6" Underdrain

24" RCCP

Inv. 123.3

Inv. 123.1

Az 348°37'

Mall Width 36'

Inv. 141.4

Inv. 145.0

Inv. 152.0

12" Sewer Pipe
Az. 355°07'

Base Line of Thruway

All Stationing From Here And Sta. 14+42 ± 38 B Are N.B. & S.B. Stas.

1383+00 B | 1382+87 N.B.

All Stationing From Here Back Refer To ℄

All Drainage Stationing Refer To ℄

Inv 147.0

Inv. 135.0

Inv. 118.7

Inv. 117.0

Inv. 129.0

24" RCCP

18" RCCP

Az 355°07'

Az 348°37'

Relocated 18" RCCP

ANTHONY MARTINO

WEST SHORE R.R. CO.

ROAH HOOK BRICK CO.
&
SUTTON & SUDERLY BRICK CO.

Δ = 43°-49'-45"
D = 1°-51'
R = 3099.8
T = 1246.1
L = 2369.4

℄ Curve Data

Made By Bingham Traced By H. Smith Checked By N. Zeitler
PLAN

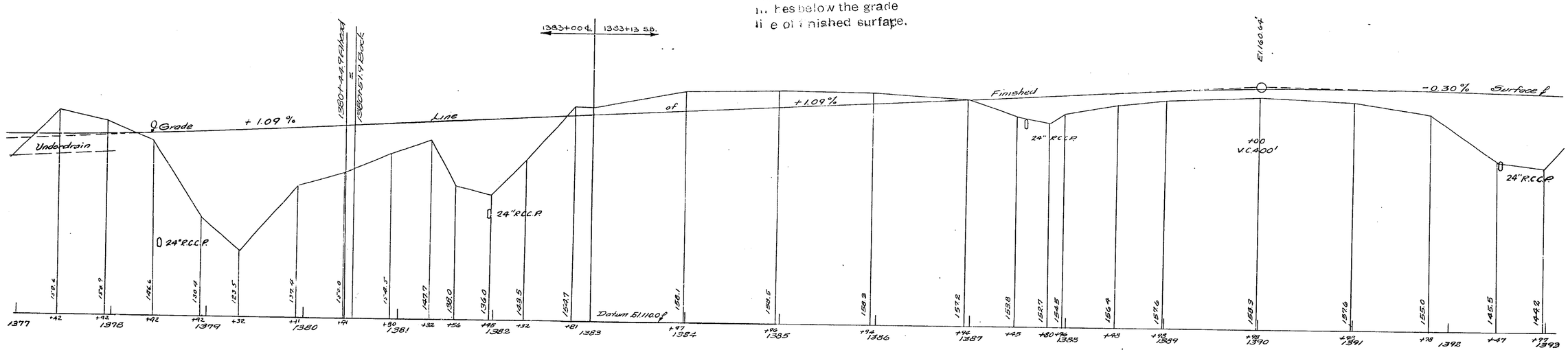
E. F. Nickerson
Engineer District No. 1
Sept. 26 19 52

24:1

| Fed Road Div No. | State | Fed Aid Proj No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 106 | 197 |
| Catskill Section | | | | Sub -5 | |

Profile on this plan is Original ground surface prior to grading operations.

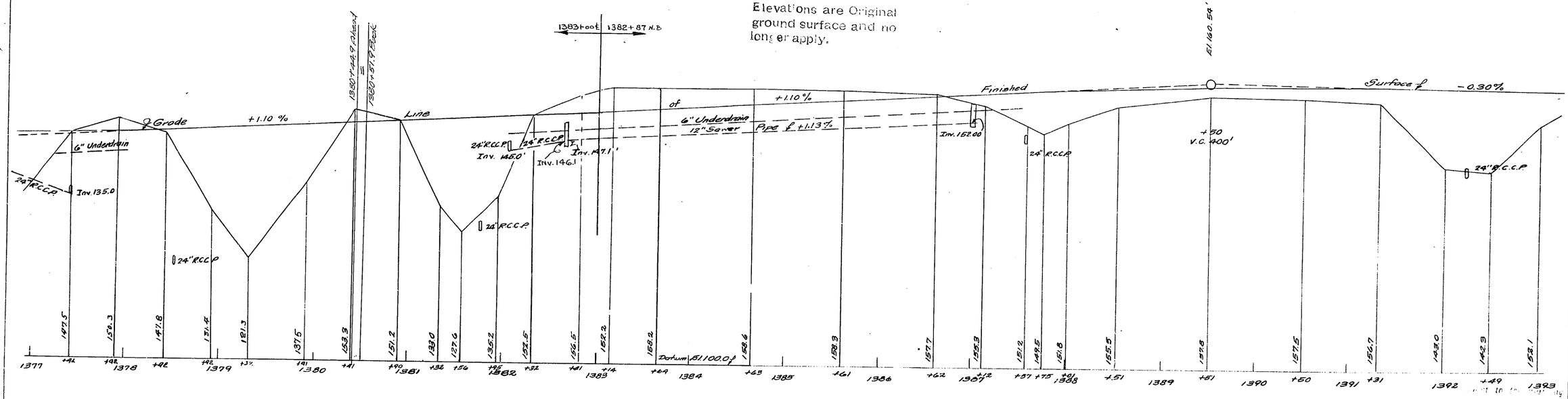
The present ground surface is approx. 18 to 24 ins. below the grade line of finished surface.




## SOUTHBOUND PROFILE

Scale: Vert 1"=10'0"
Hor 1"=50'0"

Elevations are Original ground surface and no longer apply.




## NORTHBOUND PROFILE

Scale: Vert 1"=10'0"
Hor 1"=50'0"

PROFILE Made By Bingham Traced By Killmeovits Checked By Rommert

Engineer District No. 1

Sept. 26 19

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 107 | 197 |
| CATSKILL SECTION | | | | SUB - 5 | |

Approved

Date: Sept. 26 1952

Asstt. Dist. Engr.

Approved

Date: Sept. 26 1952

Asstt. Dist. Engr.

New York Telephone Company

P.I. 2K1394+63
Rt. 22° Lt.

True North

2K1396+00 Survey 2K1397 2K1398 2K1399 2K1400 Base 2K1401 2K1402+00

Az. 20° 37'

12" Sewer Pipe

of 12" Sewer Pipe

Line 7

2K1403 2K1404 Az. 30° 37' 2K1405 2K1406+00 2K1407 Az. 36° 37' 2K1408 2K1409

Mall Width 50

24" RCCP

Mall Width 20'

Throughway

12" Sewer

AT 1404+14.3
R = 3097.2

Ridge Rd

Δ curve data
Δ = 43°49'-45"
D = 18°-51'
R = 3097.2
T = 1246.1
L = 2369.4

Roah Hook Brick Co. & Sutton & Sudderly Brick Co.

MADE BY Bingham TRACED BY Hickerson CHECKED BY N. Zeitler

PLAN

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept. 26, 19

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 107 | 197 |
| CATSKILL SECTION | | | | Sub -5 | |

New York Telephone Company

Pl. 2K 1394+43 Sta. 227+24

True North

INV. 145.0

2K1396+00

Survey

2K1397

2K1398

2K1399

2K1400

Base

2K1401

2K1402+00

12" Sewer Pipe

Inv. 148.85

12" Sewer Pipe

Line 2

INV. 146.5

2K1394

2K1395

Az. 20° 37'

Az. 30° 37'

Az. 36° 37'

INV. 152.60

INV. 146.20

INV. 145.8

2K1404

2K1405

2K1406+00

2K1407

2K1408

2K1409

Mall Width 50

Mall Width 20'

Roadway

24" RCCP

INV. 140.5

INV. 144.5

2K1404+43.3

R=3097.2

19°1'-08" RH

Fence 2

℄ curve data
Δ: 43°49'-45"
D: 1°-51'
R: 3097.6
T: 1246.1
L: 2369.4

Rosh Hook Brick Co. & Sutton & Sudderly Brick Co.

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept 26 1951

MADE BY Bingham TRACED BY Hickerson CHECKED BY N. Zeitler

PLAN

Approved

Date

Assist. Div. Engr.

Approved

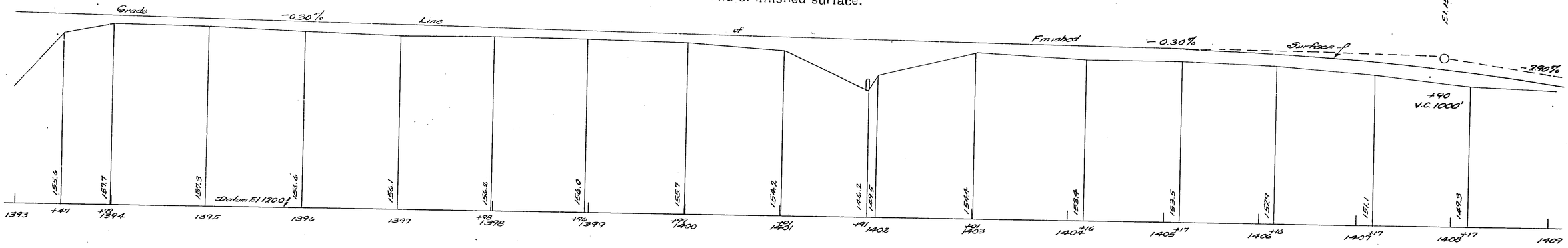
Date

State Civil Engr.

| Fed Road Div. No | State | Fed Aid Proj No | Fiscal Year | Sheet No | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 108 | 197 |
| Catskill Section | | | | Sub -5 | |

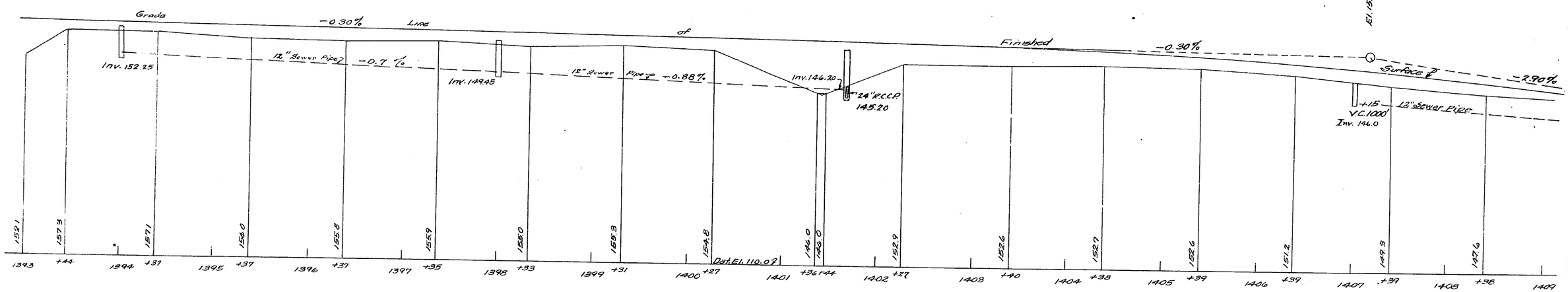
Profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE
Scale: Vert. 1"= 10'-0"
Hor. 1"= 50'-0"

Elevat ons are Original ground surface and no longer apply.




NORTHBOUND PROFILE
Scale: Vert. 1"= 10'-0"
Hor. 1"= 50'-0"

Approved Date 9/26/52
Assistant Division Engineer

Approved Date
Assistant Division Engineer

PROFILE: Made By Bingham Traced By Klinkovitz Checked By Ross

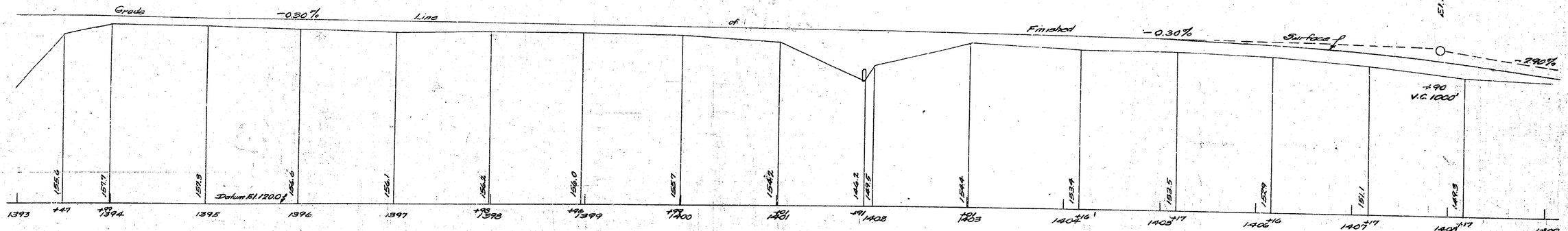
Approved
Engineer District No. 1
Sept. 26, 19

C.T. 52-5P

| Fed Road Div. No. | State | Fed Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 108 | 197 |
| Catskill Section | | | | Sub -5 | |

Profile on this plan is Original ground surface prior to grading operations.

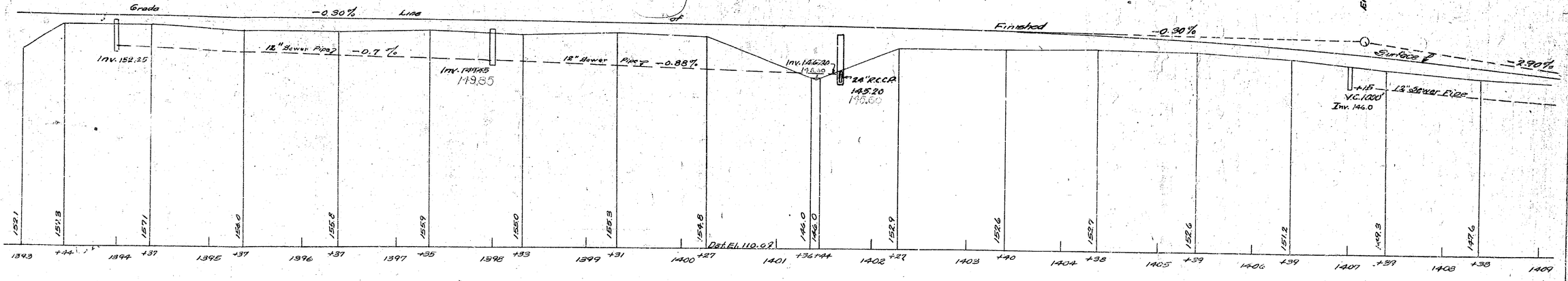
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Hor. 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Hor. 1"=50'-0"

PROFILE: Made By Bingham | Traced By Klimkovitz | Checked By Ross

...pursuant to the Highway ... is recommended by:

E. Muckerman
Engineer District No. 1

Oct. 26 1951

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 109 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

Asst. Civil Engr.

Asst. Dist. Engr.

Approved

Existing 2'x2' Culvert

Tel. M.H.

New York Telephone Co.

30" RCCP

12" Sewer Pipe

12" Sewer Pipe

Survey Base

Az 36°37'

Az 25°28'

Az 23°04'

Az 27°02'

Az 30°20'

6" V.T.P Underdrain

6" Underdrain

6" Underdrain

24" RCCP

24" RCCP

30" RCCP

Special Headwall

Line

Thruway ℄

ROAH HOOK BRICK CO. &
SUTTON & SUDERLY BRICK Co.

Small Hemlocks

Hardwoods

ROAH HOOK BRICK CO. &
SUTTON & SUDERLY BRICK Co.

True North

PLAN MADE BY Bingham TRACED BY CHECKED BY N. Zeitler

Pursuant to the highway
[illegible] dated by
E. J. Mackendrick
[illegible] No. 1
April 26 19

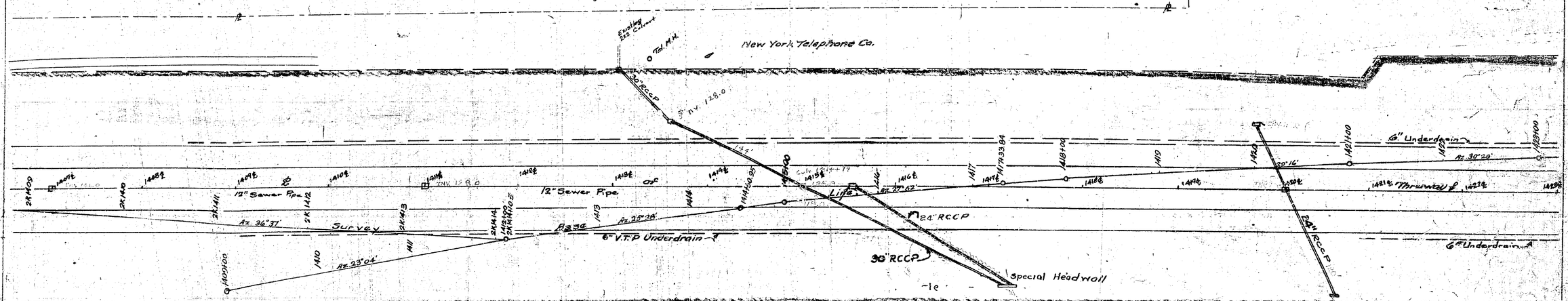
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 109 | 197 |

CATSKILL SECTION SUB -5

34

Approved Date Sept 26 1952
Asst. Civil Engr. Consth.

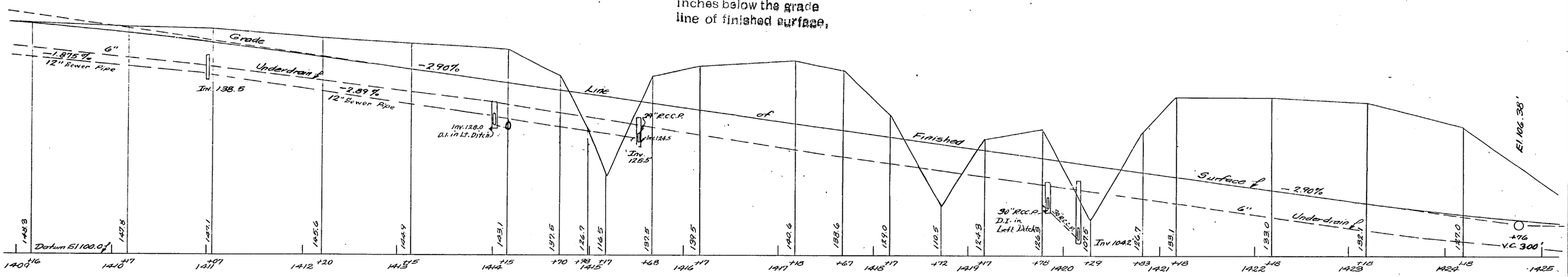
Approved Date: Sept 26 1952
Asst. Dist. Engr.



| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 110 | 197 |
| Catskill Section | | | | Sub -5 | |

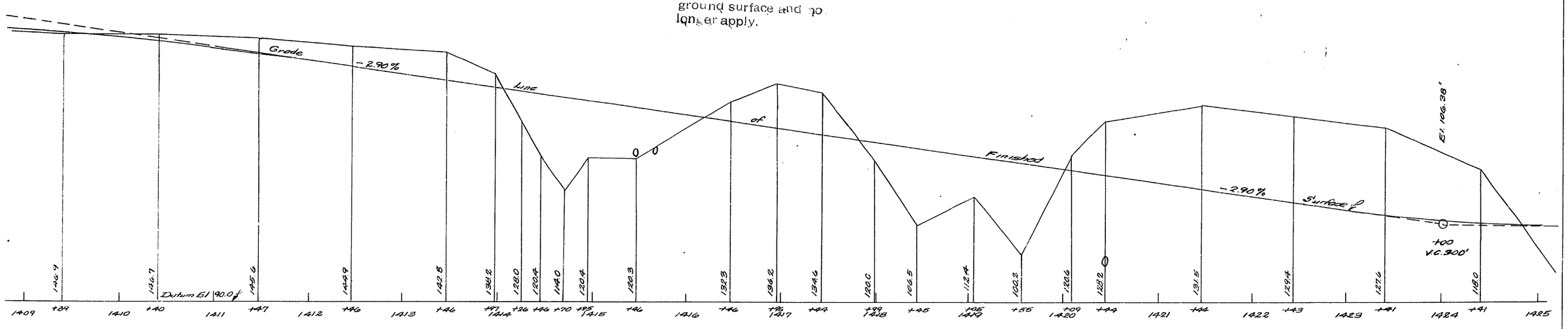
Profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE
Scale: Vert. 1"= 10'-0" Hor. 1"= 50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE
Scale: Vert. 1"= 10'-0" Hor. 1"= 50'-0"

PROFILE: Made By BINGHAM Traced By KLIMKOVITZ Checked By WILLIAMS

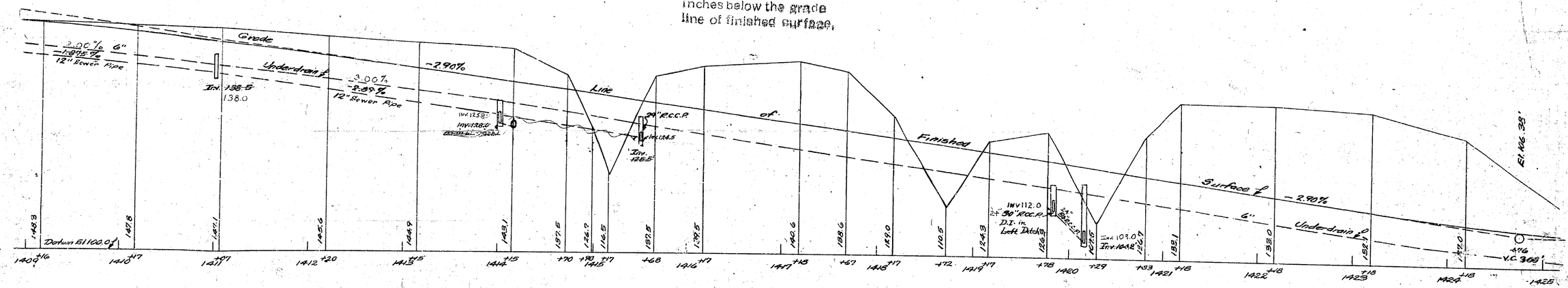
E. Anderson
Engineer District No. 1
Sept. 26 19__

Assistant Chief Engr.
Design Civil Engr. Control

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 110 | 197 |
| Catskill Section | | | | Sub -5 | |

Profile on this plan is Original ground surface prior to grading operations.

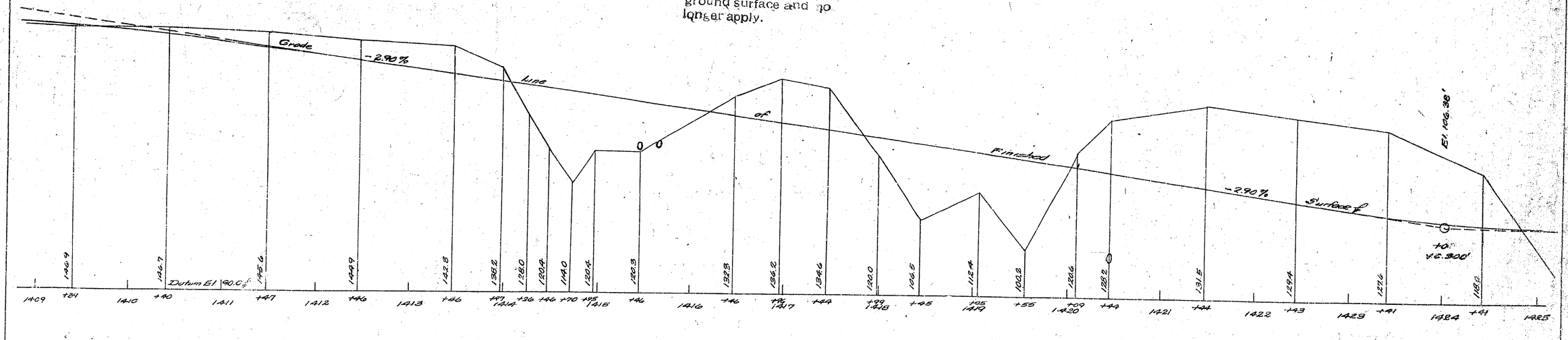
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1" = 10'-0"
Hor. 1" = 50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert. 1" = 10'-0"
Hor. 1" = 50'-0"

PROFILE: Made By BINGHAM Traced By KLIMKOVITZ Checked By WILLIAMS

Approved subject to the Highway Agreement

E. Anderson
Engineer District No. 1

Sept. 26 1952

Approved Date SEP 26 1952
Assistant Chief Engr.
Assistant Chief Engr. - Const.

| FED. ROAD DIV NO. | STATE | FED. AID PROJ NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 111 | 137 |
| CATSKILL SECTION | | | | SUB -5 | |

Approved _____ Date _____ 1952
Assoc. Civil Engr. Const.

Approved _____ Date _____ 1952
Assist. Dist. Engr.

New York Telephone Company

Fence No. #7

Conduit goes underground

Former R.R. R.O.W.

Ten Eyck B. Powell

N.Y. TEL. CO. - 20' R.O.W. - SUBWAY LINE

Railroad Abutment

6" Underdrain

Survey

Line 7

Az 30° 28'

Az 32° 58'

Az 36° 38'

Az 35° 38'

Az 30° 55'

Az 31° 21'

Az 336° 57'

Az 336° 58'

Inv. 98.2'

of Thruway

12" Sewer Pipe

24" Sewer Pipe

24" Sewer Pipe

24" Sewer Pipe

24" Sewer Pipe

Bridge Ends
S.B. Sta. 1430+00.5
N.B. Sta. 1430+52.5

Bridge Ends
S.B. Sta. 1430+00.5
N.B. Sta. 1430+44.5

Flush Hook Brick Co.
&
Sutton & Suderly Brick Co.

COEYMANS CREEK

Limit of Water Surface on Dec. 23, 1946

Ten Eyck B. Powell

PLAN
SCALE 1"=50'

True North
Scale 1"=50'

MADE BY Bingham TRACED BY Hickerson CHECKED BY DeFeo

PLAN

Plan prepared pursuant to the Highway Law and is recommended by

E. L. Hickerson
Engineer District No. 1

Sept 24 1952

| FED. ROAD DIV NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 111 | 197 |
| CATSKILL SECTION | | | | 9.A | |

Approved Date Sept 28 1951
Assoc. Civil Engr. Consult.

Approved Date
Assist. Dist. Engr.

New York Telephone Company

Ten Eyck B. Powell

Former R.R. R.O.W.

N.Y. TEL CO - 20' R.O.W. - SUBWAY LINE

Fence No. 7

Conduit goes underground

Conduit goes underground

6" Underdrain

Survey

Base Line 7

Az. 30° 28'

Az. 32° 56'

Az. 35° 38'

Az. 30° 55'

Az. 31° 21'

Az. 336° 57'

Az. 336° 58'

Inv. 98.6

Inv. 98.0

Inv. 98.2'

Inv. 102.0

Inv. 85.0

Inv. 94.5

Inv. 90.0

Inv. 67.0

12" Sewer Pipe

24" Sewer Pipe

Thruway

of

Roah Hook Brick Co.
&
Sutton & Sudarly Brick Co.

Bridge Ends
S.B. Sta. 1430+00.5
Rt. 34°
N.B. Sta. 1430+14.5

Bridge Ends
S.B. Sta. 1424+27.5
Rt. 34°
N.B. Sta. 1424+41.5

COEYMAN'S CREEK

Limit of Water Surface at Elev. 20 MHW

True North
Scale 1"=50'

PLAN
SCALE 1"=50'

MADE BY Bingham TRACED BY Hickerson CHECKED BY De Feo
PLAN

Prepared pursuant to the Highway Law and recommended by

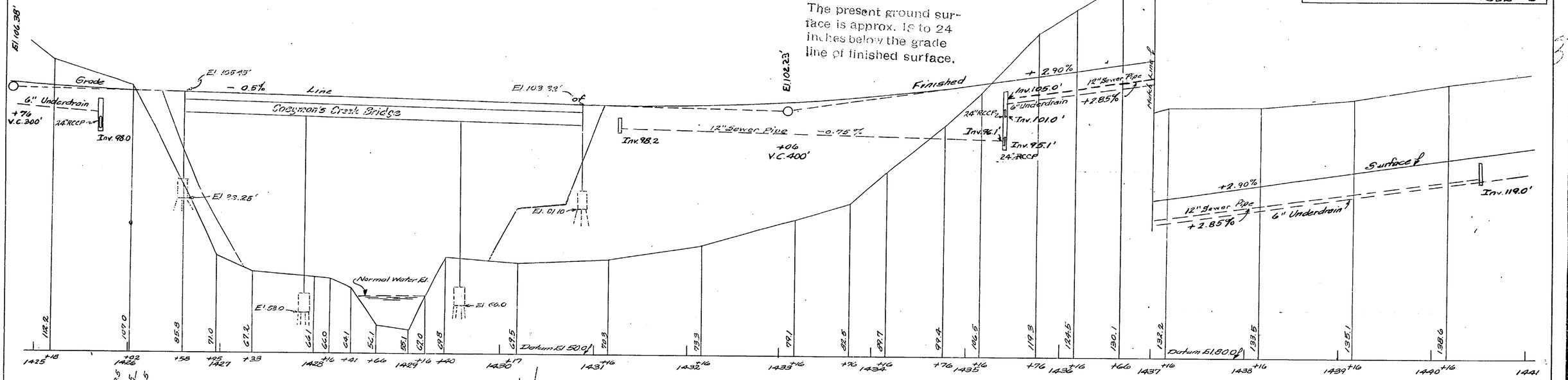
E. Hickerson
Engineer District No. 7

Sept 26 19

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 112 | 197 |
| Catskill Section | | | | Sub -5 | |

Profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.

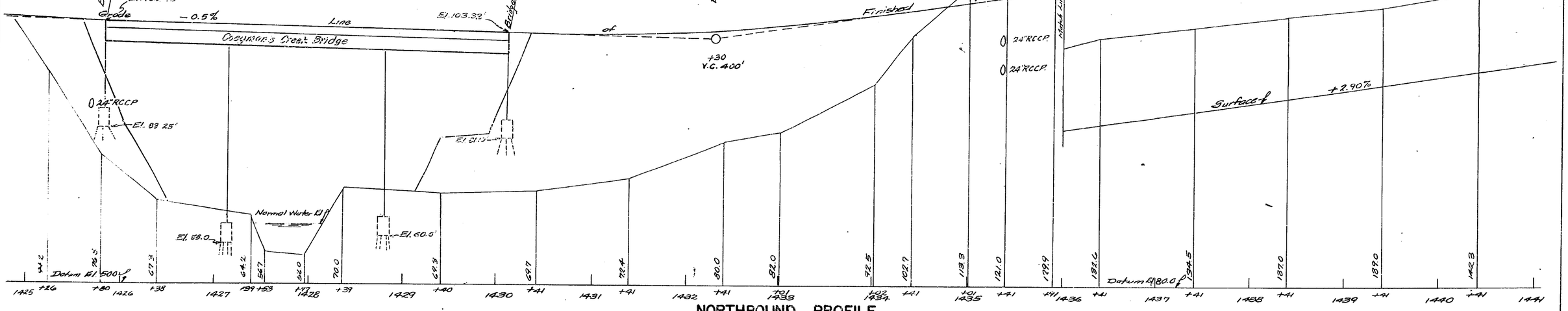



SOUTHBOUND PROFILE

Scale: VERT. 1" = 10'-0"
HOR. 1" = 50'-0"

S.B. Sta. 1426+57.5
Bridge Begins
N.B. Sta. 1426+82.5
Ends
S.B. Sta. 1430+90.5
Bridge Ends
N.B. Sta. 1430+32.5
Begins

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: HOR. 1" = 50'-0"
VERT. 1" = 10'-0"

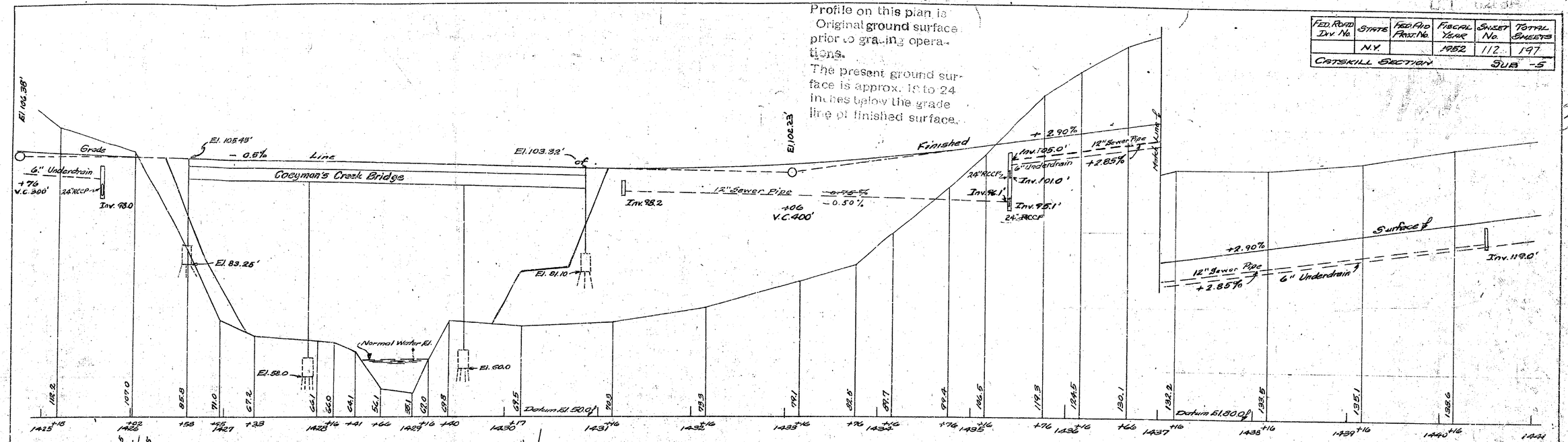
Made By Bingham Checked by Christman Traced by Hickerson

PROFILE

E. J. Hickerson
Engineer District No. 1
[illegible] 19

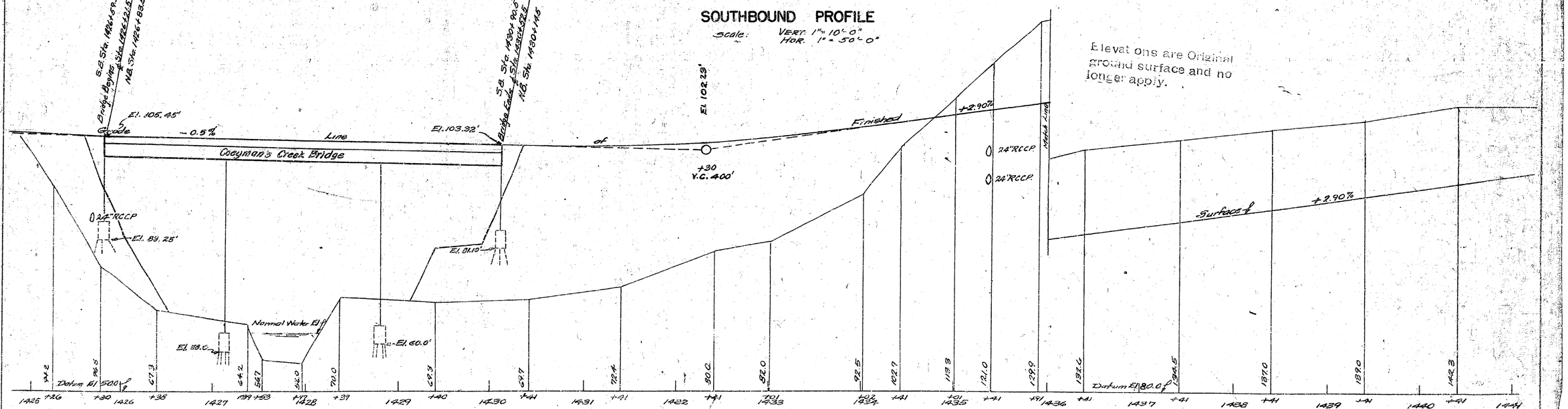
| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 112 | 197 |
| Catskill Section | | | | Sub -5 | |

Profile on this plan is Original ground surface prior to grading operations.
The present ground surface is approx. 12 to 24 inches below the grade line of finished surface.




## SOUTHBOUND PROFILE

Scale: VERT. 1" = 10'-0"
HOR. 1" = 50'-0"




## NORTHBOUND PROFILE

Scale: HOR. 1" = 50'-0"
VERT. 1" = 10'-0"

Elevations are Original ground surface and no longer apply.

Approved: Date SEP 26 1952
Asst. Chief Engr., Consult.

Approved: Date
Assist. Chief Engr.

Approved pursuant to the Highway Law
by direction of the Commissioner
Hickerson
Engineer District No. 1
Sept. 26 1952

Made By PROFILE Bingham Checked by Christman Traced by Hickerson

| FED. ROAD DIV NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 113 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

True No.

Approved: _____ Date: _____
Assoc. Civil Engr.

APPROVED SEP 26 1952
Asstt. Dist. Engr.

Curve Data
Δ = 23° 41' 49"
D = 0° 22'
R = 15,626.15'
T = 3278.37
L = 6462.80

TEN EYCK B. POWELL

5" Apple 19.5'

12" Apple 27.16'

5" Apple 22.40'

Apple Orchard, 8" Trees, 27' Grid

Apple Orchard 8" trees 27' Grid

TEN EYCK B. POWELL

N.Y. TEL. CO. 20' R.O.W. Subway Line

N.Y. TEL. CO. 20' R.O.W. Subway Line

Fence

Apple

Pg. 31°-21'

Survey Base Line of Thruway

Mall Width 20'

Pg. 31°-21'

Pg. 30°-39'

Pg. 26°-25'

Bs 21° 40' Pts 20.78

Pt. 28°-21'

6" Underdrain

6" Underdrain

6" Underdrain

6" Underdrain

12" Sewer Pipe

12" Sewer Pipe

12" Sewer Pipe

12" Sewer Pipe

SB 1442+76 ℄ 1472+30

NB 1442+00 ℄ 1442+38

All stationing and referred to ℄

24" RCCP

Sta. 1444+44.65 Back = PC.
1445+44.65 Ahead = PC.
R = 15,626.15'
Δ = 0° 22' 15"

BB 1436

TEN EYCK B. POWELL

MADE BY Bingham TRACED BY J. Smith CHECKED BY Zeitler

PLAN

PROFILE

Prepared pursuant to the Highway Law and recommended by

Engineer District No. _____

Date _____ 19 ____

| Fed. Road Div. No. | State | Fed. A.I.D. Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 113 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

True No.

Curve Data
Δ = 23°-41'-49"
D = 0°-22'
R = 15,426.15'
T = 3293.37
L = 6442.80

TEN EYCK B. POWELL

8" Apple 19.5'

12" Apple 27.1'

5" Apple 22.4'

Apple Orchard, 8' Trees, 24' Grid

Apple Orchard 7' trees 27' Grid

TEN EYCK B. POWELL

OLD 12" VIT. TILE

P.C.

N.Y. TEL. CO. 20' R.O.W. Subway Line

N.Y. TEL. CO. 20' R.O.W. Subway Line

SB 1442+76 — ℄ 1472+30

Inv. 119.5

6" Underdrain

Bg. 31°-21' Survey Base Line N

Bg. 30°-39'

Bg. 31°-21'

Tk. 28°-21'

Bg. 26°-25'

Bg. 21°-40'

12" Sewer Pipe

Inv. 119.0

Mall Width 20' of Thruway

Inv. 128.5

12" Sewer Pipe

6" Underdrain

6" Underdrain

NB 1442+00 — ℄ 1442+38 all stationing and referred to ℄

Inv. 133.0

TEN EYCK B. POWELL

Made By Bingham Traced By O. Smith Checked By Zeiher

Plan

Profile

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Jul 26 19

Approved:

Date: SEP 26 1952

Assoc. Civil Engr.

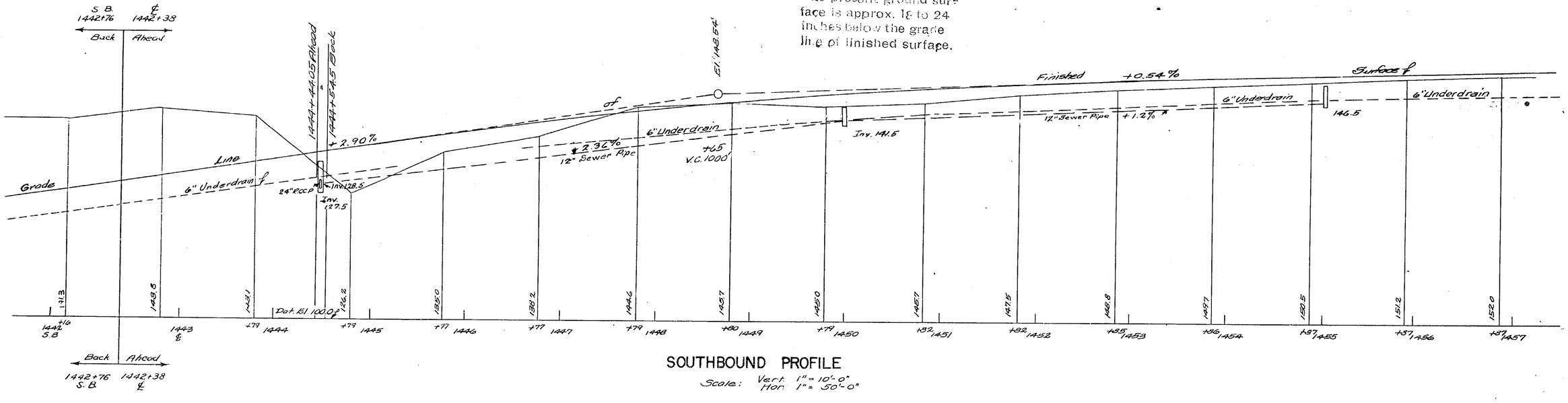
Assist. Dist. Engr.

Approved:

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 114 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

Profile on this plan is Original ground surface prior to grading operations.

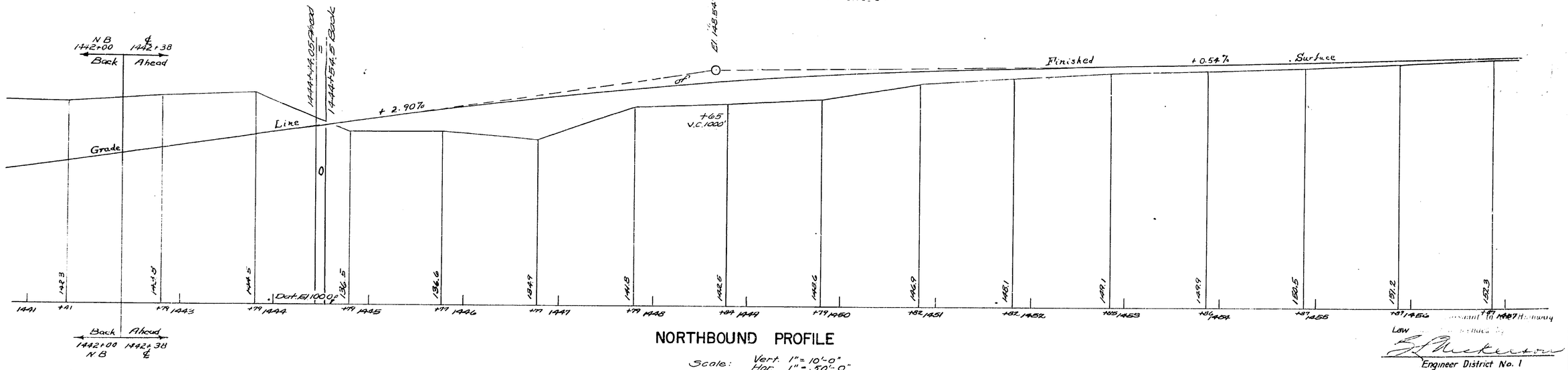
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




## SOUTHBOUND PROFILE

Scale: Vert. 1" = 10'-0"
Hor. 1" = 50'-0"

Elevations are Original ground surface and no longer apply.




## NORTHBOUND PROFILE

Scale: Vert. 1" = 10'-0"
Hor. 1" = 50'-0"

Made By BINGHAM Checked by PEAK & ROSE Traced by KLIMOVITZ

PROFILE

Law

Engineer District No. 1

Sept. 26 19

Approved: Asstt. Dist. Engr.

Date: SEP 26 1952

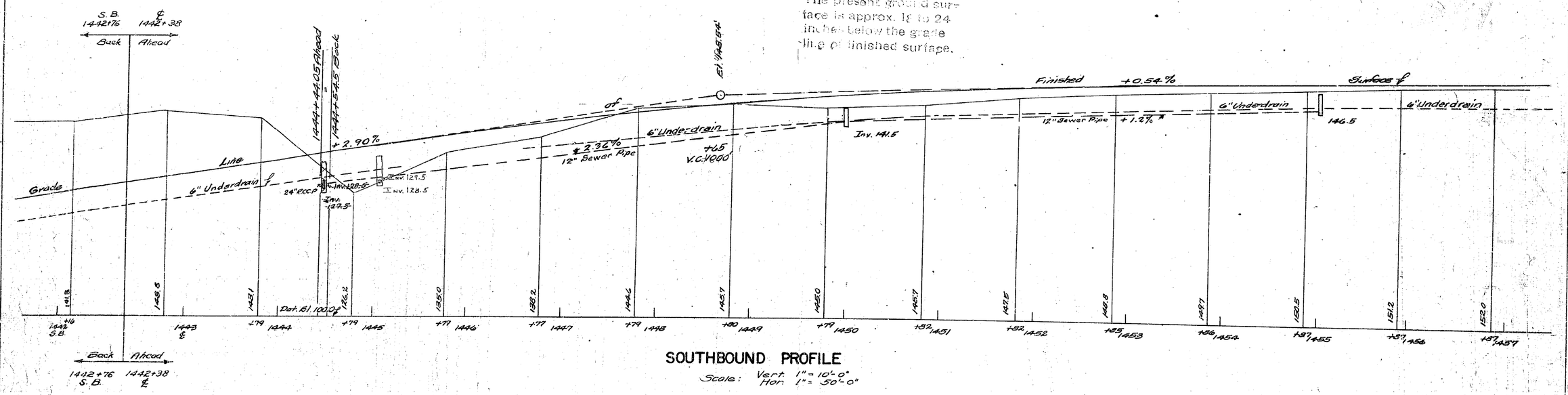
Approved: Asstt. Chief Engr. Constr.

Date: SEP 24 1952

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 114 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

Profile on this plan is Original ground surface prior to grading operations.

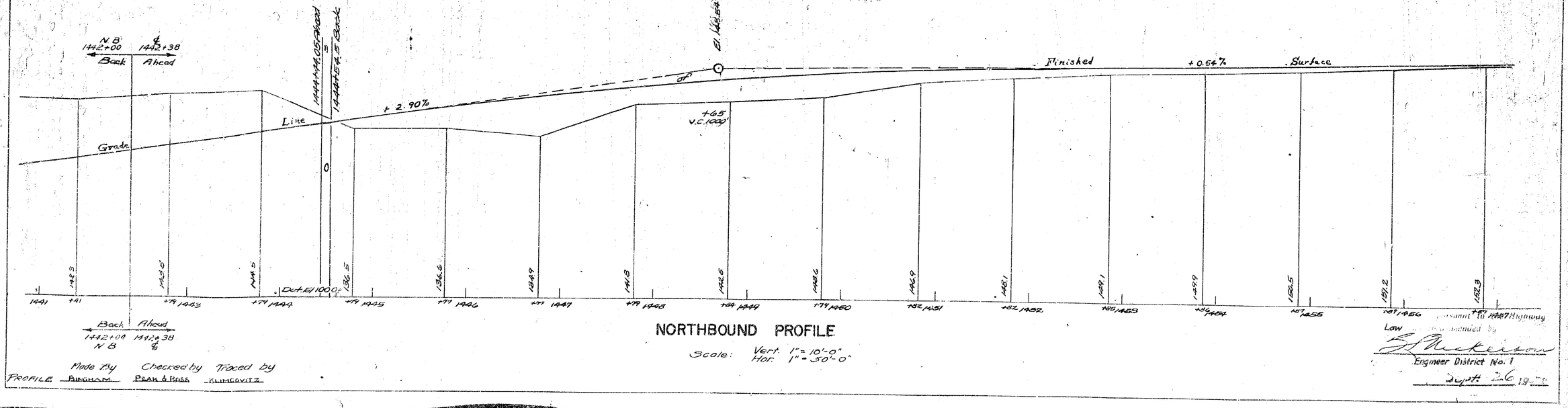
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1" = 10'-0"
Hor. 1" = 50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert. 1" = 10'-0"
Hor. 1" = 50'-0"

Made By BINGHAM Checked by PEAK & ROSS Traced by KLIMOVITZ

Approved _____ Date Sept. 26 1952
Assoc. Civil Engr. Catskill

Approved _____ Date Sept. 26 1952
Assoc. Dist. Engr.

Low ... mitted to ... Highway
Engineer District No. 1
Sept. 26 19...

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 115 | 197 |
| CATSKILL SECTION | | | SUB -5 | | |

Δ 23° 41' 49"
D 0° 22'
R 15,626.15
T 3,278.37
L 6,462.80

TEN EYCK B. POWELL

Styebarrick Road

Survey Az. 26°25' Bk. Line Az. 26°25'

BB 1454 BB 1455 BB 1456 BB 1457 BB 1458 BB 1459 BB 1460 BB 1461 POT BB 1462 BB 1463 BB 1464 BB 1465 BB 1466 BB 1467 BB 1468 BB 1469 BB 1470

6" Underdrain

12" Sewer Pipe

1457+00 1457+50 1458+00 1458+50 1459+00 1459+50 1460+00 1460+50 1461+00 1461+50 1462+00 1462+50 1463+00 1463+50 1464+00 1464+50 1465+00 1465+50 1466+00 1466+50 1467+00 1467+50 1468+00 1468+50 1469+00 1469+50 1470+00

Thruway

INV. 1580

36" RCCP

6" Underdrain

Sewer Inv. El. 1944.0

Culvert INV EL 152.00

24" R.C.C.P.

29" R.C.C.P.

13.70

Hwy Bdry

2-2 Conc. Mon.

Bdry

130.42' N 49° E

24" R.C.C.P.

13.40

N 77°

Hwy Bdry

S.H. 508

TEN EYCK B. POWELL

Sta. 1467+50
New D.I. with frame & grate on ℄ Mall. Connect to manhole on Rt. @ 1467+15 with 112 l.f. of 24" R.C.C.P.

PLAN
Scale: 1"=50'-0"

Sta 1458+30
New headwall on Rt of 24" R.C.C.P. Outlet ditch

Sta 1458+83
Build special manhole on Rt. outlet to headwall on Rt @ Sta 1458+30 with 100 l.f. of 24" R.C.C.P. @ existing stream

NOTE: Replace pavement on S.H. 508 as ordered by Engineer. Payment under respective Items used.

Sta. 1460+55
Build special manhole Rt. Connect to special manhole Rt. Sta. 1458+83 with 192 l.f. of 24" R.C.C.P.

Sta. 1461+53
Build special manhole Rt. connect to special manhole Rt. Sta. 1460+55 with 98 l.f. of 24" R.C.C.P.

Sta. 1462+55
Build special manhole Rt. connect to special manhole Rt. Sta 1461+53 with 160 l.f. of 24" R.C.C.P.

Prepared pursuant to the Highway Law and recommended by

Engineer, District No. 1

Sept. 26 19

Made by Bingham Traced by Klimcovitz Checked by Zeitler

Assist. Dist. Engr.

Date SEP 11 1952

Approved

Chief Engr. Consult.

Date

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 115 | 197 |

CATSKILL SECTION SUB -5

TEN EYCK B. POWELL

Stylebarrick Road

Δ 2.3° 41" 49'
D 0° 22'
R 15,526.15
T 3,278.37
L 6,462.80

BB 1458 BB 1459 BB 1460 BB 1461 BB 1462 BB 1463 BB 1464 BB 1465 BB 1466 BB 1467 BB 1468 BB 1469 BB 1470

Survey Az: 26°25' Line Ahead Az: 26°25'

6" Underdrain

12" Sewer Pipe Junc. 1+16.5 ℄

Inv. 148.0 Of

Inv. 148.0

Thruway

Inv. 146.0

Inv. 142.2

Ex. Underdrain

30" R.C.C.P. 152'

24" R.C.C.P. 528'

Sewer Inv. El. 1340 Culvert Inv. El. 152.00

24" R.C.C.P.

Hwy

Hwy Bdry

S.H. 508

TEN EYCK B. POWELL

Sta. 1467+50
New D.I. with frame & grate on ℄ Mall. Connect to manhole on Rt. @ 1467+50 with 112' L.F. of 24" R.C.C.P. 110

Sta. 1458+30
New headwall on Rt of 24" R.C.C.P. outlet ditch

Sta. 1458+83
Build special manhole on Rt. outlet to headwall on Rt @ Sta. 1458+30 with 100 l.f. of 24" R.C.C.P. @ existing stream

Notes: Replace pavement on S.H. 508 as ordered by Engineer. Payment under respective items used.

Sta. 1460+55
Build special manhole Rt. Connect to special manhole Rt. Sta. 1458+83 with 192 l.f. of 24" R.C.C.P. 140

Sta. 1461+53
Build special manhole Rt. connect to special manhole Rt. Sta. 1460+55 with 98 l.f. of 24" R.C.C.P. 118

Sta. 1462+55
Build special manhole Rt. connect to special manhole Rt. Sta. 1461+53 with 160 l.f. of 24" R.C.C.P. 148

PLAN
Scale: 1"=50'-0"

Made by Bingham Traced by Klimcavitz Checked by Zeitler

PLAN

Approved Date SEP 19 1952
Chief Engr.
N.Y.S.D.C. Civil Engr. Consltn.

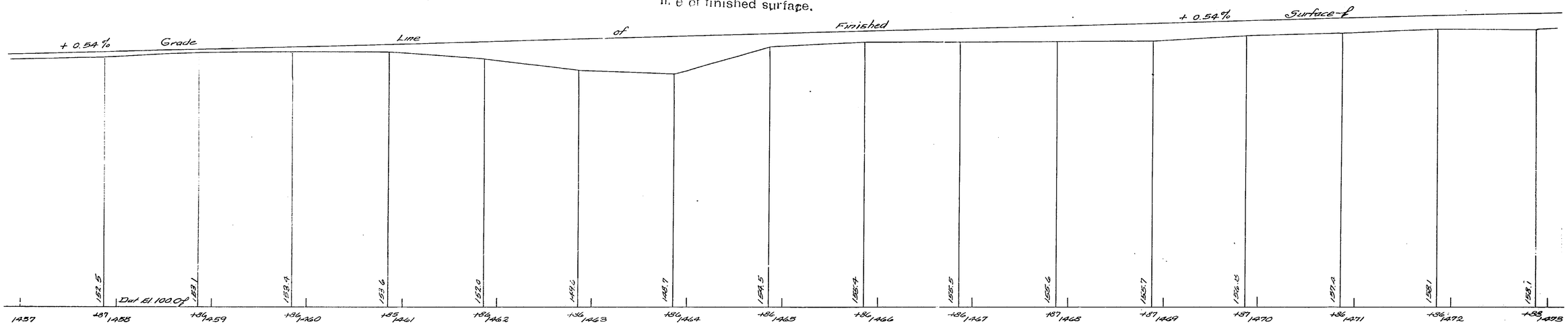
Approved Date:
Assist. Dist. Engr.

Prepared pursuant to the Highway Law and recommended by
Engineer, District No. 9
Sept. 19 52

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 116 | 197 |
| CATSKILL SECTION | | | | SUB -5. | |

Profile on this plan is Original ground surface prior to grading operations.

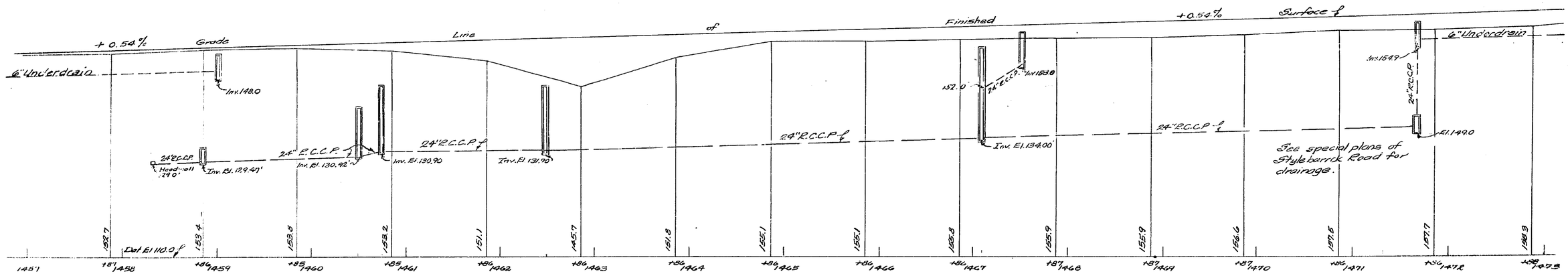
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1"= 10'-0"
Hor. 1"= 50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert. 1"= 10'-0"
Hor. 1"= 50'-0"

Pursuant to the Highway Law approved by

E. F. Hackerson

Engineer District No. 1

Sept. 26 19__

Plans Made By Bingham Checked By Williams Traced By Hackerson

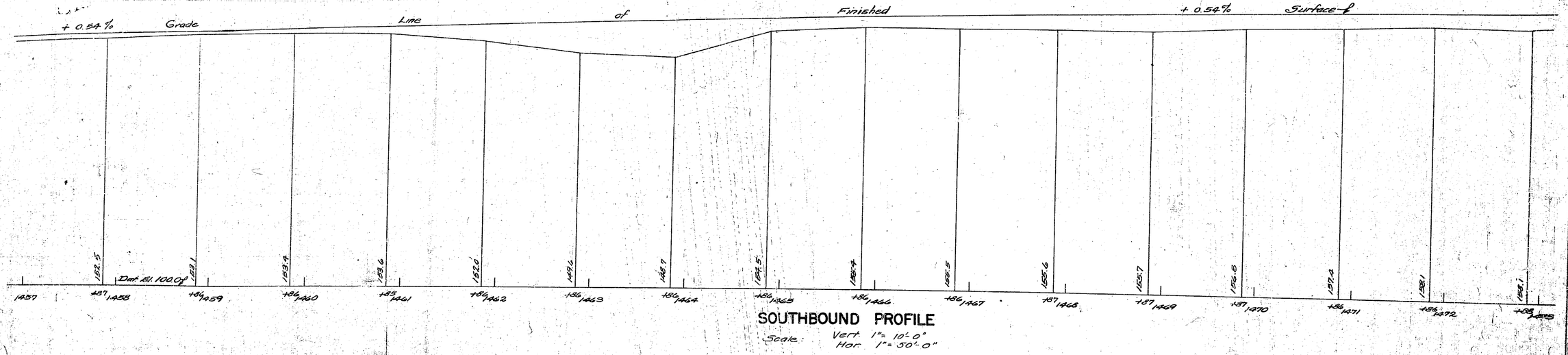
Asst. Dist. Engr.

Resident Engineer

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 116 | 197 |
| CATSKILL SECTION | | | | SUB -S | |

Profile on this plan is Original ground surface prior to grading operations.

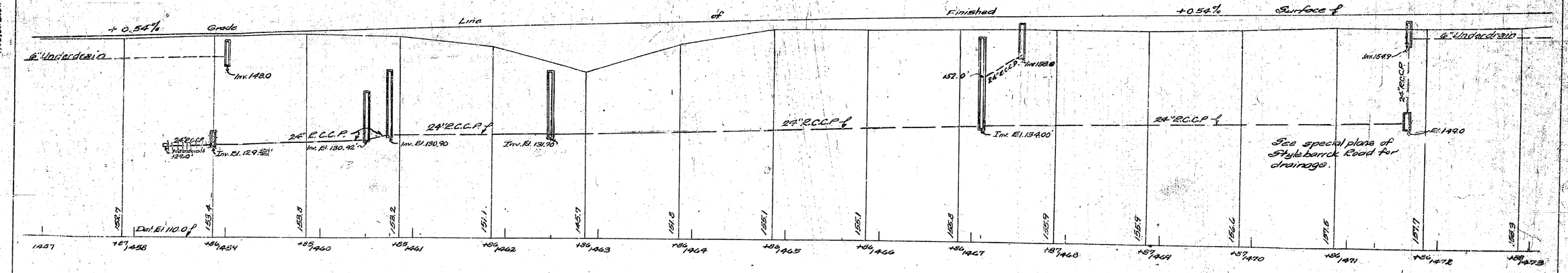
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




## SOUTHBOUND PROFILE

Scale: Vert. 1" = 10'-0"
Hor. 1" = 50'-0"

Elevations are Original ground surface and no longer apply.




## NORTHBOUND PROFILE

Scale: Vert. 1" = 10'-0"
Hor. 1" = 50'-0"

Made By Bingham Checked By Williams Traced By Hickerson

PROFILE

Approved pursuant to the Highway Law recommended by

Engineer District No. 1

Sept. 26 19 —

Approved: Date: SEP 18 1952
Assoc. Civil Engr. Consult.

Approved: Date: SEP 18 1952
Asst. Dist. Engr.

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 117 | 197 |
| CATSKILL SECTION | | | SUB -5 | | |

Contract ends 12+10

STYLEBARRICK ROAD

CURVE DATA

Δ = 29° 41' 49"
D = 0° 22'
T = 3278.37
E = 1562.15
L = 6462.80

Sta. 1470

Elev. 471

Culv. ends Sta 6+02.5

BB 1478+00 P.O.T.

BB 1473

BB 1474

BB 1475

BB 1476

BB 1477

BB 1478+00 P.O.T.

BB 1479

BB 1480

BB 1481

BB 1482

BB 1483

BB 1484

BB 1485

BB 1485+00

1466 ℄

6" Underdrain

Az 26° 25'

12" Sewer Pipe

Thruway

Mall Width 55'

1470 ℄

1471 ℄

1472 ℄

1473 ℄

1474 ℄

1476 ℄

1477 ℄

1478 ℄

1479 ℄

1480 ℄

1481 ℄

1482 ℄

1483 ℄

1484 ℄

1485 ℄

℄ of Mall Width 55'

Inv. El. 1549

1477+50 ℄ Thru 372.5' R of Road

24" R.C.C.P.

Inv. El. 1490

See special plans of Stylebarrick Road for drainage.

Sta. 1472+00
New type "A" D.I. @ ℄ Mall
Connect to concrete junction box on Rt @ 1472+00 with 100 l.f. of 24" R.C.C.P.

Sta. 1472+00
Build new junction box on Rt connect to new junction box @ sta 4+25 (Stylebarrick Rd) with 32 l.f. of 12" R.C.C.P.

Culv. begins Sta 4+47.5

3:70

R = 625'

Proposed

℄

TEN EYCK B. POWELL

℄ P.I.
1477+21.5 ℄
339.3' Rt.

E = 673'
R = 75'

E = 75'

T.C. = 23.49

E = 75'

P.C. = 23.50

Δ = 21° 44'

Contract Begins sta 0+40

PLAN

Scale: 1" = 50'-0"

Mode by Bingham

Traced by Klimkovitz

Checked by Zeitler

Prepared pursuant to the Highway Law and recommended by

Engineer, District No. 1

Date: 10

Approved

Date

Assist. Dist. Engr.

Resident Engr. Const.

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 117 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

42

CURVE DATA

Δ = 29° 41' 49"
D = 0° 22'
T = 3278.37
R = 15626.15
L = 6462.80

Contract ends 12+10

Sta. 10+70

Sta. 7+02.5 C.L.V. ends

Sta. 4+79.4 P.O.T.

Sta. 4+00 P.O.T.

STYLEBARRICK ROAD

BB 1474 BB 1475 BB 1476 BB 1477 BB 1478+00 P.O.T. BB 1479 BB 1480 BB 1481 BB 1482 BB 1483 BB 1484 BB 1485 BB 1485+00

Δ2: 26° 25'

6" Underdrain

Inv. 156.5

12" Sewer Pipe

Inv. 155.4

24" RCCP

Inv. 156.5

6" Underdrain

1482 ℄ 1483 ℄ 1484 ℄ 1485 ℄ 1486 ℄

Thruway

1480 ℄ 1481 ℄

1476 ℄ 1477 ℄ 1478 ℄ 1479 ℄

℄ of Mall Width 55'

1471 ℄ 1472 ℄ 1473 ℄ 1474 ℄ 1475 ℄

Inv. El. 134.9

(147)+502 ℄ Thru. 3722 ℄ of Road

6" Underdrain

See special plans of Stylebarrick Road for drainage.

Inv. El. 145.0

24" R.C.C.P.

Sta. 1472+00
New type "A" D.I. @ ℄ Mall
Connect to concrete junction box on ℄ @ 1472+00 with 100 l.f. of 24" R.C.C.P.

Sta. 1472+00
Build new junction box on ℄ connect to new junction box @ Sta. 4+25 (Stylebarrick Rd) with 92 l.f. of 12" R.C.C.P.

C.L.V. begins Sta 4+47.5

Proposed

3+70
R = 625'

368

TEN. EYCK B. POWELL

℄ P.I. 1477+21.6 ℄ 330.3' Rt.

R = 625'
R = 75'
Δ = 75° 23' 49"
T = 48.1
L = 82.2
R = 75'
℄ P.I. 23+50
R = 125'
Δ = 21° 27'
T = 23.7
L = 46.8

Contract Begins Sta 0+40

PLAN

Scale 1" = 50'-0"

Made by Bingham Traced by Klimcavitz Checked by Zeitler

Approved _____ Date _____ Assoc. Civil Engr. Constr.

Approved _____ Date _____ Assist. Dist. Engr.

Prepared pursuant to the Highway Law and recommended by

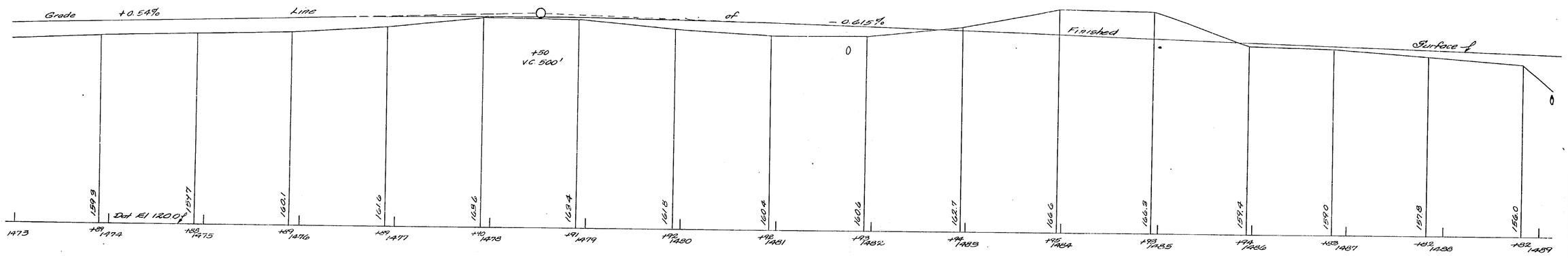
E. Henderson
Engineer, District No. 7

Feb. 26 1952

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 116 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

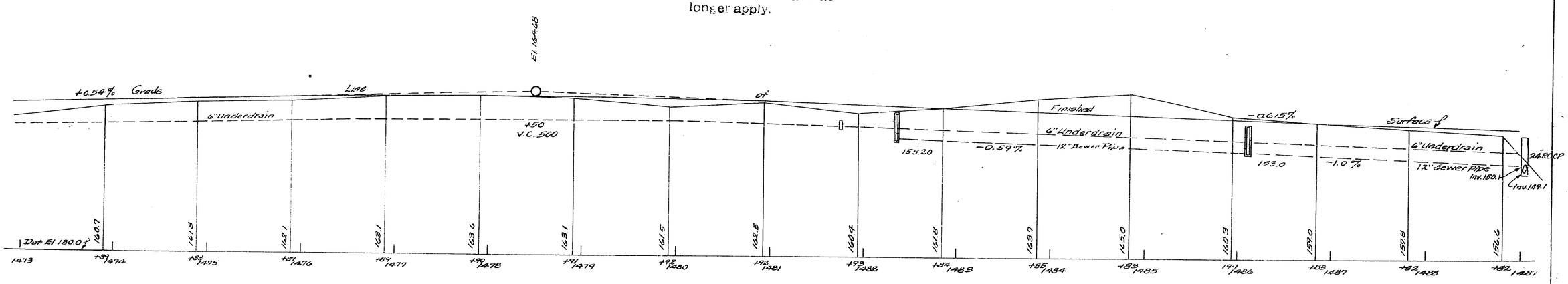
Profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE
Scale: Vert 1"= 10'-0"
Hor. 1"= 50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE
Scale: Vert 1"= 10'-0"
Hor. 1"= 50'-0"

PROFILE: Made By Bingham Traced By Hickerson Checked By Christman

Approved
Asst. Dist. Engr.

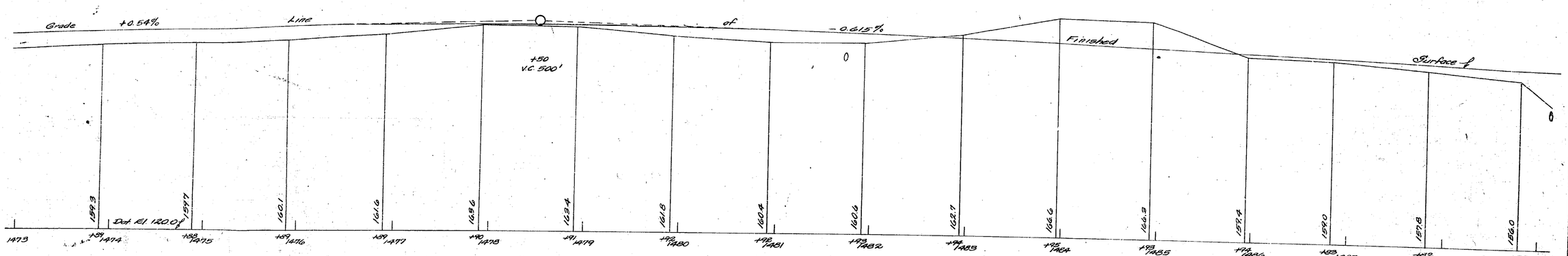
Approved
Asst. Dist. Engr. Engr. Graphics

Submitted By
E. J. Ruckman
Supt.
Sept. 26 19 52

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 118 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

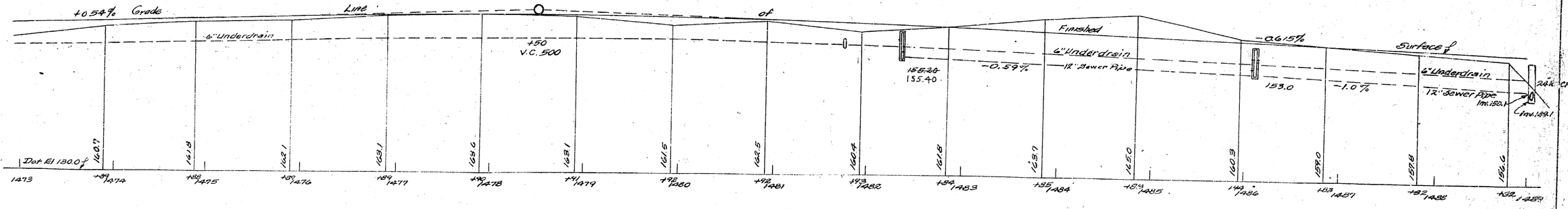
Profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 18 to 24 inches below the grade line of finished surfaces.




SOUTHBOUND PROFILE
Scale: Vert. 1" = 10'-0"
Hor. 1" = 50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE
Scale: Vert. 1" = 10'-0"
Hor. 1" = 50'-0"

PROFILE: Made By Bingham Traced By Hickerson Checked By Christman

Approved: Date: AUG 21 1952
Assist. Dist. Engr.

Approved: Date: SEP 1 1952
Assist. Dist. Engr.

Submitted by E. Richardson
Sept. 26 19 52

S.T. 52-29

| FED. ROAD DIV. NO | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 119 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |
| STYLEBARRCK ROAD | | | | | |

14

Approved: _____ Date: _____

_____ Assoc. Engineer

_____ Asst. Chief Engr.

Sta. 6+10.78 Type "A" on Lt. Connect to special manhole on Rt. Connect to special manhole on D.I. Type "A" on Rt. Connect to special manhole on Lt. of Sta. 6+05.78 with 32' of 24" R.C.C.P.

Sta. 6+05.78 Build special manhole on Lt. New 24" R.C.C.P. on Lt. Connect to special manhole on Lt. New 24" R.C.C.P. Lt. 10.69'

Sta. 4+45.78 Build special manhole on Lt. New 24" R.C.C.P. Lt. 10.69' on Lt. Connect to special manhole on Lt. New 24" R.C.C.P.

Sta. 4+40.78 New D.I. Type "B" on Lt. Sta. 4+40.78 on Lt. 10.69' on Lt. Connect to special manhole on Lt. New 24" R.C.C.P.

Sta. 4+45.78 Build special manhole on Lt. New 24" R.C.C.P. on Lt. Connect to D.I. Type "B" on Rt. Connect to special manhole on Rt. New 24" R.C.C.P.

Thruway Sta. 14+77.00 New D.I. Type "A" Manhole with 100 lin. ft. of 24" R.C.C.P.

Thruway Sta. 14+78.00 New D.I. Type "A" junction box with 100 lin. ft. of 24" R.C.C.P.

Thruway Sta. 14+78.00 New concrete junction box. Connect to new D.I. Type "A" junction box with 92 lin. ft. of 24" R.C.C.P.

Sta. 12+11.0 Contract Ends

Culv. Sta. 4+47.5

Culv. Sta. 6+00.5

Sta. 0+40 Cont. 8.69

PLAN
Scale: 1" = 50'

PROFILE OF STYLEBARRCK UNDERPASS
Scale: Vert: 1" = 10'
Horiz: 1" = 50'

| | MADE BY | TRACED BY | CHECKED BY |
|---|---|---|---|
| PLAN | Akins | Boos | Bentley |
| PROFILE | Akins | Boos | Bentley |

Prepared pursuant to the Highway Law and recommended by

_____
Engineer, District No. 1

State _____ 19__

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 119 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |
| STYLEBARRACK ROAD | | | | | |

119 14

Sta. 6+10 W. Type "A" on Lt. Connect to special Manhole on Rt. Connect to special Manhole on Lt. of 24" R.C.C.P. Invert Elev. 146.00

Sta. 6+05 Rt. Manhole on Lt. New 84" R.C.C.P. Invert Elev. 145.45

Sta. 6+05 Rt. Manhole on Lt. New 84" R.C.C.P. Lt. of Sta. 6+05 Rt. with 9± of 24" R.C.C.P.

Sta. 6+00 Rt. Manhole on Lt. New 84" R.C.C.P. Lt. of Sta. 6+05 Rt. with 18± of 24" R.C.C.P.

Sta. 4+45 Rt. Manhole on Lt. New 84" R.C.C.P. Build special to D.I. Type "B" on Lt. Connect to special Manhole on Lt. of Sta. 4+40 Rt. on Lt. 18± long.

Sta. 4+40 Rt. Type "A" on Rt. Connect to special Manhole on Lt. of Sta. 4+45 Rt. with 3± of 24" R.C.C.P.

Thruway Sta. 14+77.00 D.I. & Mail Connect New Type "A" Junction Box Rt. of Thruway Sta. 14+77.00 to connect to Sta. 4+45 Rt. (Stylebarrack Rd.) of 24" R.C.C.P.

Thruway Sta. 14+77.00 New Type "A" Junction Box Rt. of Thruway Sta. 14+77.00 to connect to Sta. 4+45 Rt. (Stylebarrack Rd.) of 24" R.C.C.P.

Thruway Sta. 14+77.00 New concrete junction box. Connect 100± Rt. New 24" R.C.C.P. to open D.I. Rt. of Sta. 4+45 Rt. (Stylebarrack Rd.) of 24" R.C.C.P.

NEW YORK TELEPHONE CO. LINE

STYLEBARRACK ROAD

ORCHARD

Sta. 12+10 Contract Ends

Sta. 0+40 Contract Begins

Sta. 14+77.00 Thruway

Thruway Sta. 14+77.32

El. 160.90 - 147+50 Thruway = S-25 E

Culv. Sta. 4+47.5

Culv. Sta. 4+47.5

24" R.C.C.P.

Inv. 135.5

Inv. 135.3

Inv. 136.5

Inv. 136.4

Inv. 136.0

Inv. 135.9

12" Sewer Pipe Gutter

Thruway Sta. 14+77.00

Thruway Sta. 14+77.32

Thruway Sta. 14+78.00

Thruway Sta. 14+78.32

Thruway Sta. 14+79.00

Thruway Sta. 14+79.32

Thruway Sta. 14+80.00

Thruway Sta. 14+80.32

Thruway Sta. 14+81.00

Thruway Sta. 14+81.32

Thruway Sta. 14+82.00

Thruway Sta. 14+82.32

Thruway Sta.

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 120 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

41

Approved: [illegible] Chief Engineer

Date: SEP 16 1952

Approved:

True North

Curve Data
Δ = 23° 41' 49"
D = 0° 22'
R = 15,626.15'
T = 3278.37
L = 6462.80

6" Underdrain

24" RCCP

30" RCCP

24" RCCP

6" Underdrain

12" Sewer Pipe

15" Sewer Pipe

Thruway

SURVEY BASE LINE

Az. 16° 24' 21"

Az. 16° 24'

John J. Gamble

Edward F. Uthe & Others

Made by B. Nyham
Traced by Dickerson
Checked by Reitler

PLAN

Prepared pursuant to the Highway Law and recommended by

Engineer, District No. 1

Date 26 19

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 120 | 197 |
| CATSKILL SECTION. | | | | SUB -5 | |

45

Date SEP 26 1952

Approved Parsons

Asst. Dist. Engr.

Date SEP 26 1952

Approved Parsons

Asst. Dist. Engr.

True North

**Curve Data**

Δ = 23° 41' 49"
D = 0° - 22'
R = 15,626.15'
T = 3278.37
L = 6462.80

℄

Inv. 126.5
J.T. Box

Inv. 146.0

Inv. 150.0

6" Underdrain

6" Underdrain ℄

Inv. 153.0

148℄ 1487℄ 12" Sewer Pipe E. 1488℄ 1489℄ 1490℄ 1491℄ 1492℄ 1493℄ 1494℄ 1495℄ 1496℄ 15" Sewer Pipe ℄ 1497℄ 1498℄ 15" Sewer Pipe ℄ 1500℄ 1501℄ 1502℄

Inv. 149.0

12" Sewer Pipe

Inv. 150.0 ℄ Inv. 152.0

Inv. 152.25

Inv. 153.0

Inv. 158.5

Inv. 163.25

Thruway ℄

SURVEY BASE LINE ℄

BP 1486 BP 1487 BP 1488 BP 1489 BP 1490 BP 1491 BP 1492 BP 1493 BP 1494 BP 1495+00 POT BP 1496 BP 1497 BP 1498 BP 1499 BP 1500 BP 1501 BP 1502

Δ1: 16° 24' 21" Δ2: 16° 24'

Inv. 135.0

Inv. 136.5

Edward F. Uthe & Others

John J. Gamble

PLAN Made by B. Ingham Traced by Hickerson Checked by Reiher

Prepared pursuant to the Highway Law and recommended by

E. Hickerson

Engineer, District No. 1

Sept. 26 1952

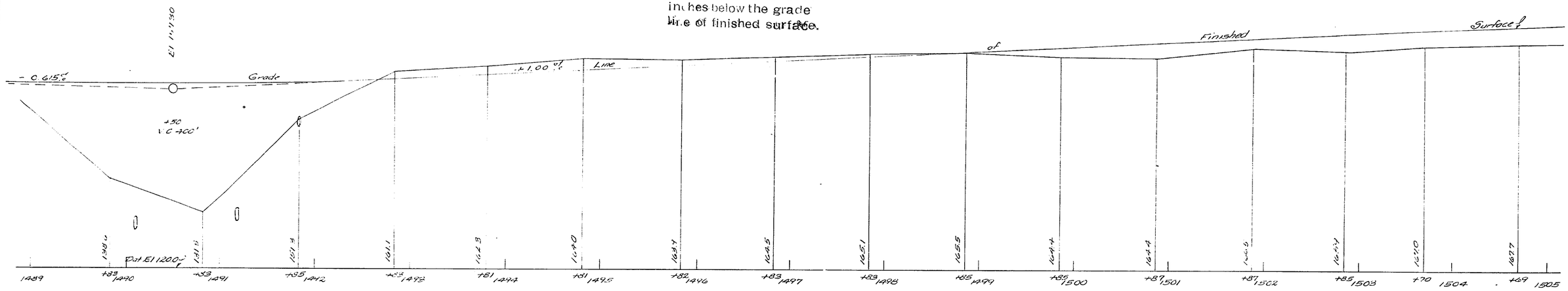
24:1

C.I. 52-68P

| FED.ROAD DIV.NO. | STATE | FED.AID PROJ.NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 121 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

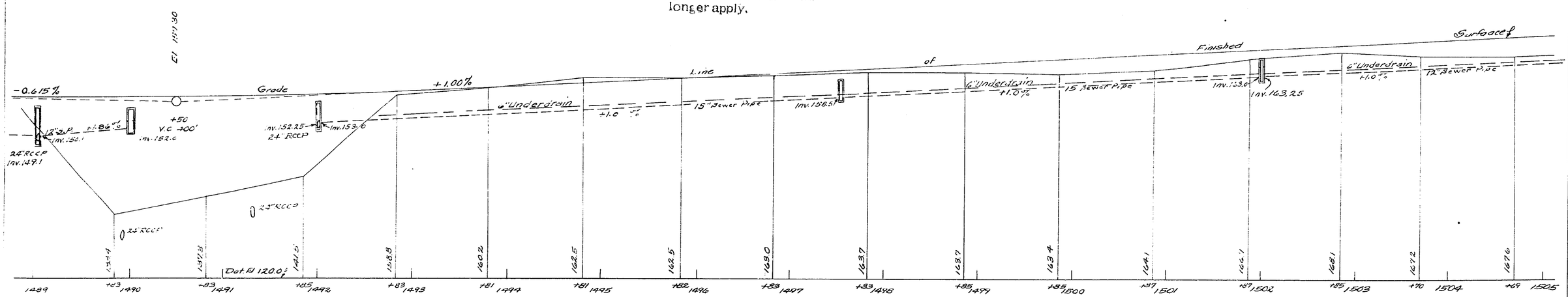
Profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE
Scale: Vert. 1"= 10'-0"
Hor 1"= 50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOND PROFILE
Scale: Vert 1"= 10'-0"
Hor 1"= 50'-0"

Approved. Date. Sept 26 1952
Assist. Dist. Engr.

PROFILE. Made By Bingham Traced By Checked By

Sept 26 5

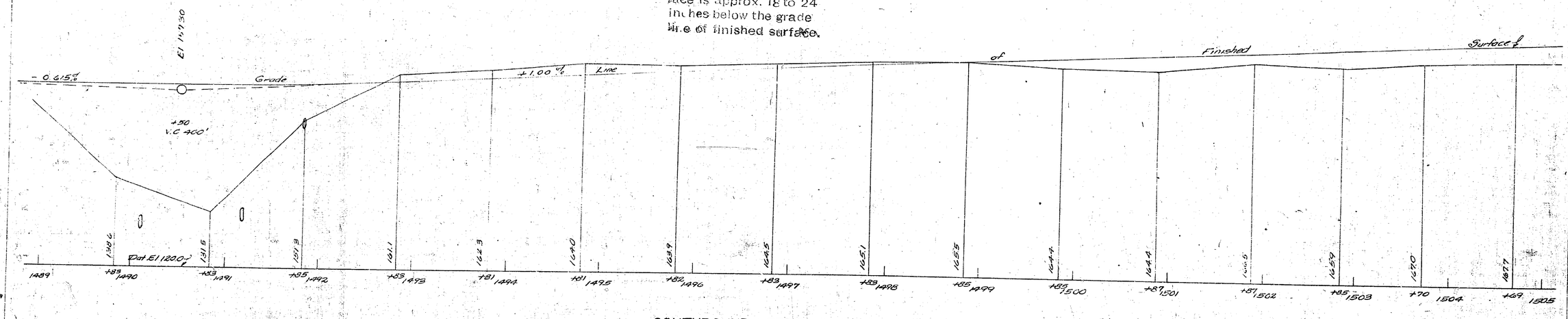
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 121 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

46

Profile on this plan is Original ground surface prior to grading operations.

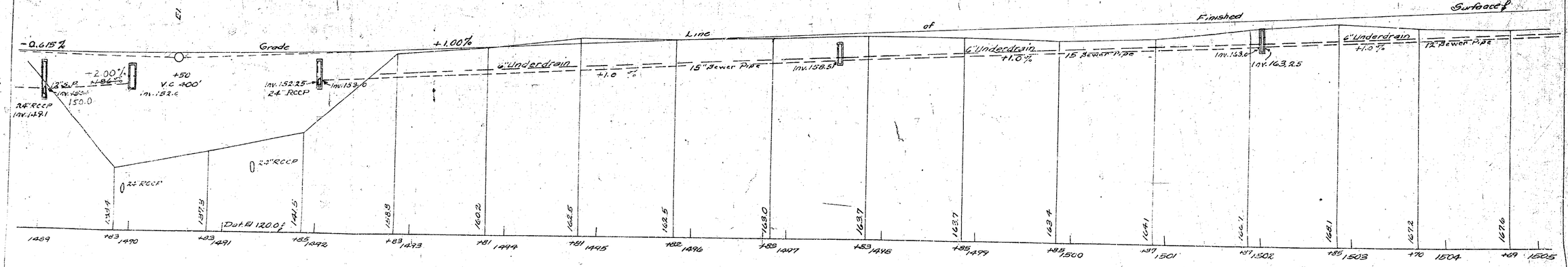
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1" = 10'-0"
Hor. 1" = 50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOND PROFILE

Scale: Vert. 1" = 10'-0"
Hor. 1" = 50'-0"

PROFILE: Made By Bingham Traced By Dickerson Checked By Ross

Approved: Date: SEP 26 1952 Assist. Dist. Engr.

Approved pursuant to the Highway Law and recommended for approval

Engineer

Sept. 26 52

C.T. 52-61

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 122 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

47

Curve Data
Δ = 23°41'-49"
D = 0°-22'
R = 16626.15'
T = 3278.37
L = 6462.80

Work other than gravel & paving from Sta. 1511+80 to Sta. 15116+10 will be included in Special Bridge Plans.

Thruway ℄ 1513+91.96 = H.H. 16+14.18 ℄ of R.P.

Sta. 1512+34.61 ℄ Bridge Begins

Sta. 1515+38.32 ℄ Bridge Ends

℄ 15626.15' P.T. Sta. 1509+16.65

12" Sewer Pipe

Thruway
Mall Width 20'

Mall

Bridge

24" ECCP

FLOW

HH 13+00
HH 14
HH 15
HH 16
HH 19
HH 20+00
HH 21

BB 1502 Az. 16°24'
BB 1503+00
BB 1504
BB 1505
SURVEY
BB 1506
Az. 8°15'-45"
BB 1507
BB 1508
BB 1509
BB 1510
BASE
BB 1511
BB 1512
BB 1512+20 P.O.T.
BB 1513
BB 1514
BB 1515
LINE 2 BB 1516
Az. 16°49'-50"
BB 1517
BB 1518

Iron Pipe
Fence ℄
30' Right of Way Sta. 1511+50
Iron Pipe
Iron Pipe
Iron Pipe

C. T. 52-51

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 122 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

Curve Data
Δ = 23°-21'-49"
Dc = 0°-22'
Rc = 15626.15'
T = 3278.37
L = 6462.80

Work other than gravel & paving from Sta. 1511+80 to Sta. 1516+10 will be included in Special Bridge Plans.

Tangent Sta. 1508+06.36

Pt. 15626.15' Sta. 1508+06.36

Tangent

12" Sewer Pipe

Inv. 163.0

Inv. 163.25

Inv. 167.0

Inv. 171.5

Inv. 168.5

Inv. 167.5 Flow

Mall Width 20'

Mall

Bridge

Tangent

Sta. 1512+34.46 Bridge Begins

Sta. 1513+98.96 Bridge Ends

Tangent Sta. 1513+91.96 H.H. 167 M.18 E. of P.R.

H.H. 18

H.H. 17

H.H. 16

H.H. 15

H.H. 14

H.H. 13

H.H. 19

H.H. 20-00

H.H. 21

H.H. 18+00

24" R.C.P.

Ditch

Fence

Iron Pipe

Iron Rod

Bench Mark Elev. 1150

Sq. Pk. Survey Bolt

HOUSE

BARN

COVER

BAILEY

Tel. Pole

Signal Cable Post

K.E. Signal Box

Road Slope

Min. Creek

SURVEY Az: 8° 15' 45"

BASE Az: 16° 49' 50"

LINE Az: 16° 49' 50"

BB 1508

BB 1509

BB 1510

BB 1511

BB 1512

BB 1512+20 P.O.T.

BB 1513

BB 1514 Elev. 1150

BB 1515

BB 1516

BB 1517

Sta. 1508+00

Sta. 1516+50

Prepared pursuant to the Highway Law and recommended by

Engineer, District No. 1

Dept. Dec. 19__

PLAN Made by Bingham Traced by Chmielewitz Checked by Miller

Approved

Date

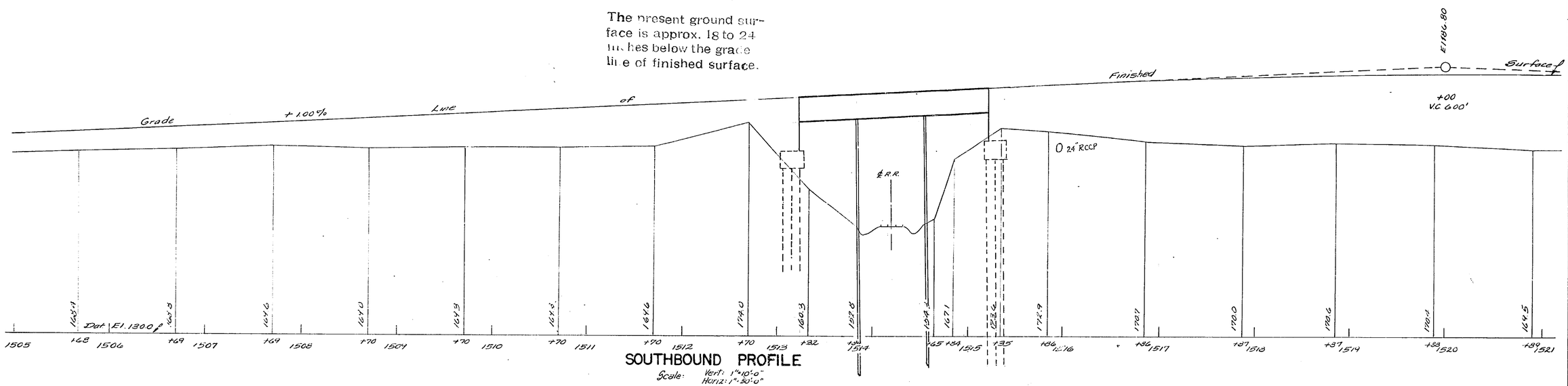
Chief Engr.

24:1

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 123 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

**Profile on this plan is Original ground surface prior to grading operations.**

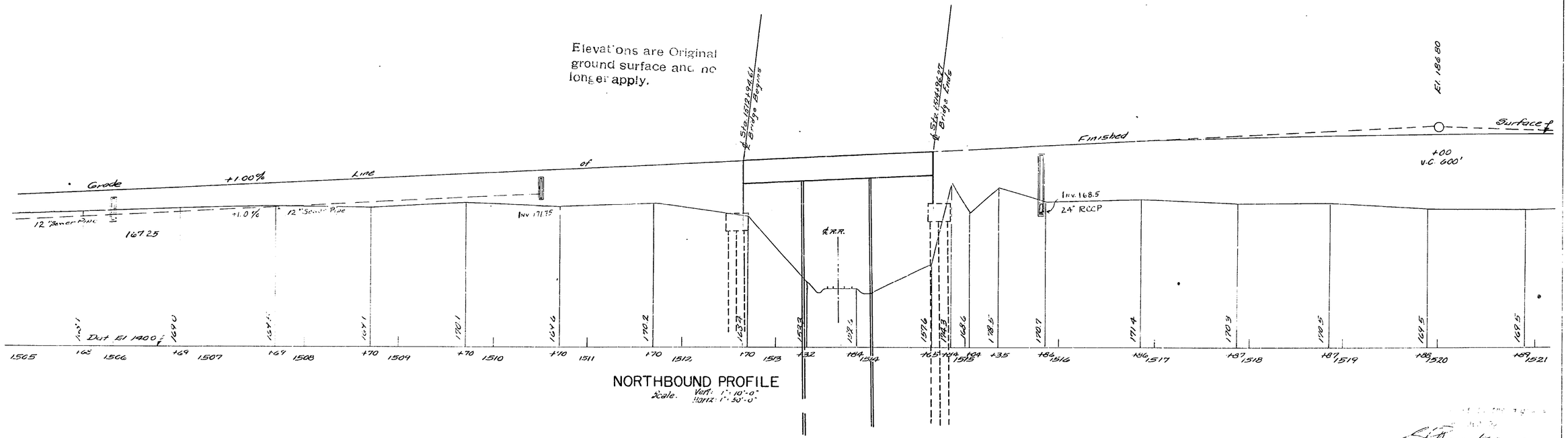
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Made By: Bingham Traced By: Hukerson Checked By: Christman

Profile

Approved: [illegible] Dist. Engr.

Date: [illegible]

Approved: [illegible] Dist. Engr.

Date: [illegible]

24:1

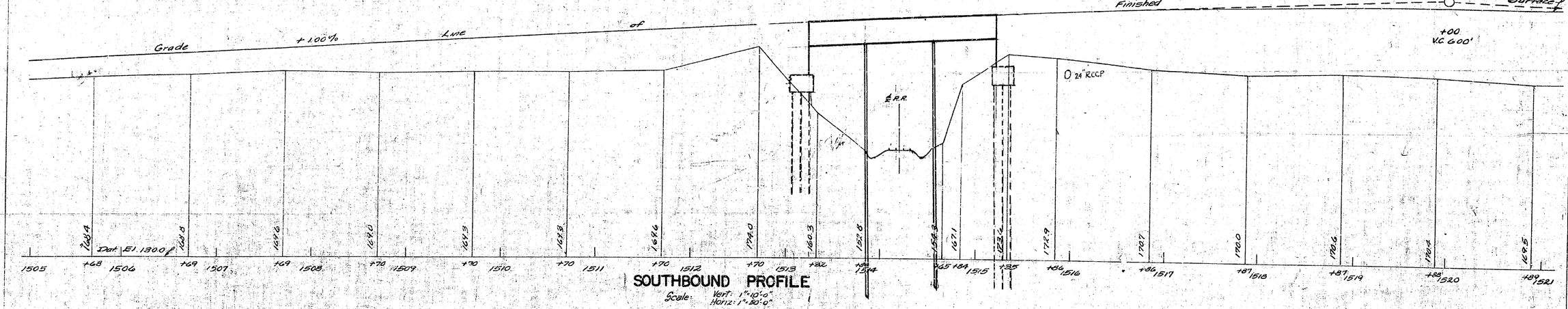
C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 123 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

48

Profile on this plan is Original ground surface prior to grading operations.

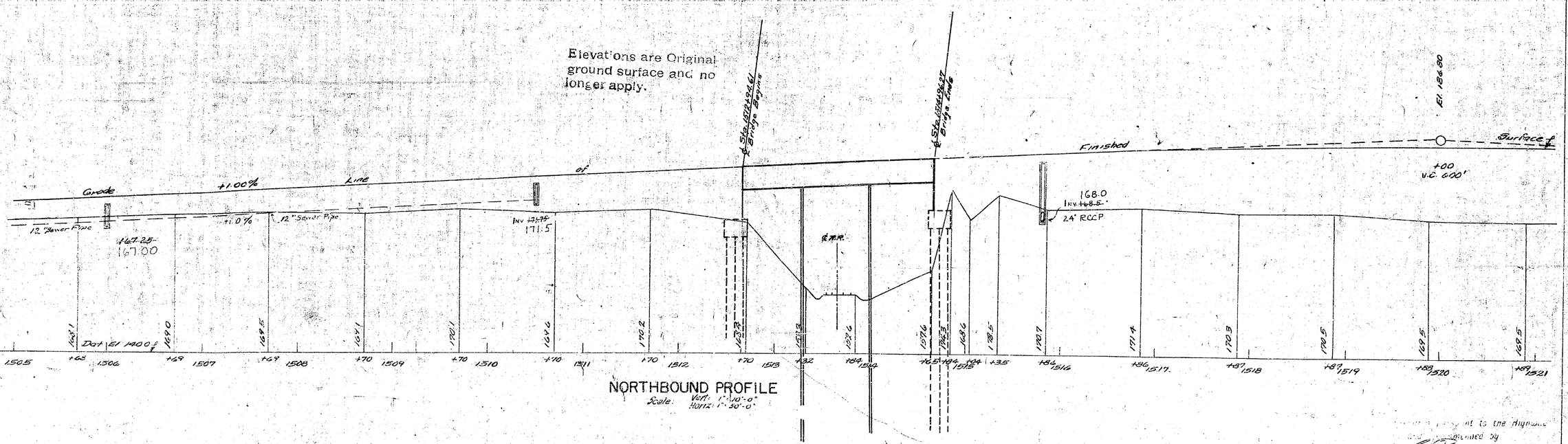
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Made By: Bingham Traced By: Hickerson Checked By: Christman

Profile

Approved: Date: SEP 26 1958 Asst. Dist. Engr.

Approved: Date: Asst. Dist. Engr.

Approved: Date: Assoc. Civil Engr. Constr.

Approved as to the Alignment
Recommended by
[illegible] Hickerson
Senior Civil Engineer
Sept. 26, 1958

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 124 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

℄ Curve Data

Δ = 8°48'40"
D = 0°30'
R = 11459.19'
T = 882.93
L = 1762.23

MARGARET PERRIER

NORMAN WILSEY

Cultivated

151+68.35 P.C.

15184 15194 ℄ 15204 15214 15224 15234 of 15244 15254 15264 15274 15284

Mall Width 20'

12" Sewer Pipe

2-24" R.C.P.

15294 Thruway ℄ 15304 18" Sewer Pipe 15314 15324 15334 18" Sewer Pipe

24" R.C.P.

2-6" Underdrain

Open ditch ℄

PI 152+98.8 ℄ 198.0' Lt.

BB1518 BB1519 BB1520 BB1521 BB1522 BB1523 BB1524 BB1524+98 BB1525 BB1526 BB1527 BB1528 BB1529 BB1530 BB1531 BB1532 BB1533 BB1534

Az. 16°-49'-50"

F Post 24.22' F Post 30.85' 30" Elm to ROT

Meadow

SURVEY Az. 16°49'50"

10" Elm 89.42'

F Post 24.45'

6" Apple 12" Apple 65.26'

5" Apple 8" Apple

BASE Az. 358°00'-14"

LINKS

Fence ℄

4' Drive

Barn Shed Silo

NORMAN WILSEY

Garage House PP 318-1

House

8" Pear 5" Pear 12" Pear

G Pole

PP 318

PLAN
Scale 1"=50'-0"

Made by PLAN Brigham Traced by Filimowitz Checked by Reiter

Prepared pursuant to the Highway Law and recommended by

Engineer, District No. 1

Approved: Date: Sept 28 1951

Approved: Date:

Approved: Date:

Approved: Date:

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 124 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

C.T. 6-5P

℄ Curve Data
Δ = 8°48'40"
D = 0°30'
R = 11459.19'
T = 882.93'
L = 1762.23'

MARGARET PERRIER

NORMAN WILSEY

Cultivated

Inv. 168.5

24" RCCP 84'

Inv. 168.0

Inv. 169.5

12" Sewer Pipe 193.69

18" Sewer Pipe

24" RCCP

8" RCCP 170.9

6" Underdrain

193.0

69" Sewer Pipe

Mall Width 20'

Thruway ℄

Open ditch ℄

P.I. 1521+98.8 118.0 Lt.

Inv. 1519.24

Meadow

BB1518 BB1519 BB1520 BB1521 BB1522 BB1523 BB1524 BB1525 BB1526 BB1527 BB1528 BB1529 BB1530 BB1531 BB1532 BB1533 BB1534

Az. 16°49'00"

Az. 16°49'20"

Az 358°00'14"

BASE

LINE ℄ BB1531

Survey

F. Post 24.2'

F. Post 24.5'

F. Post 24.2'

PP 1524 60' Lt.

PP 1524+98

10" Apple 59.4'

14" Elm

5" Apple

5" Apple

12" Apple 65.3'

5" Pear

5" Pear

12" Pear

Barn

Shed

Silo

Smoke House

PP 30-1

House

G. Rd.

Fence ℄

Ditch ℄

PP 30

NORMAN WILSEY

MARGARET PERRIER

Approved: Date SEP 21 1951 Asst. Chief Engr.

Approved: Date SEP 21 1951 Asst. Chief Engr. Design

Made by Bingham . Traced by Kilmovitz Checked by Keitler

PLAN

Scale 1"=50'-0"

Prepared pursuant to the Highway Law and recommended by:

Engineer, District No. 7

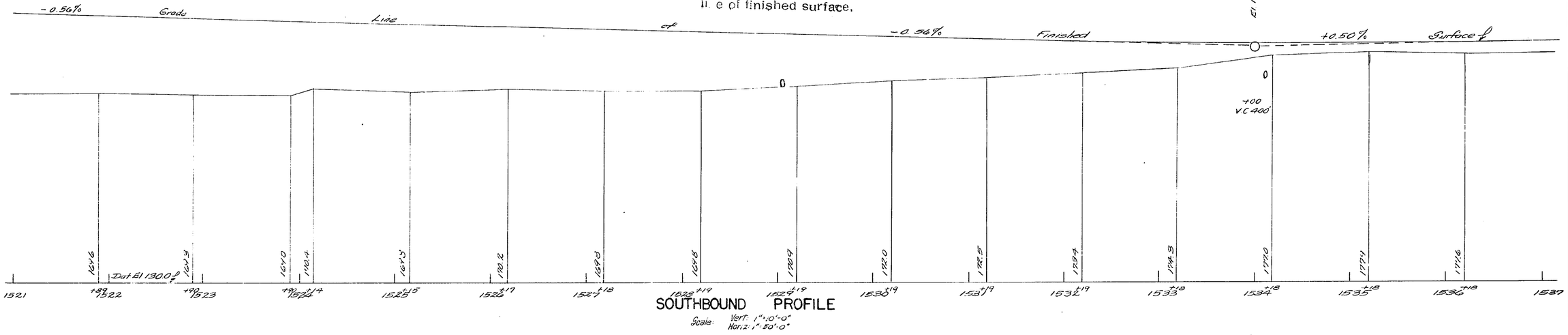
July 26 1951

52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 125 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

Profile on this plan is Original ground surface prior to grading operations.

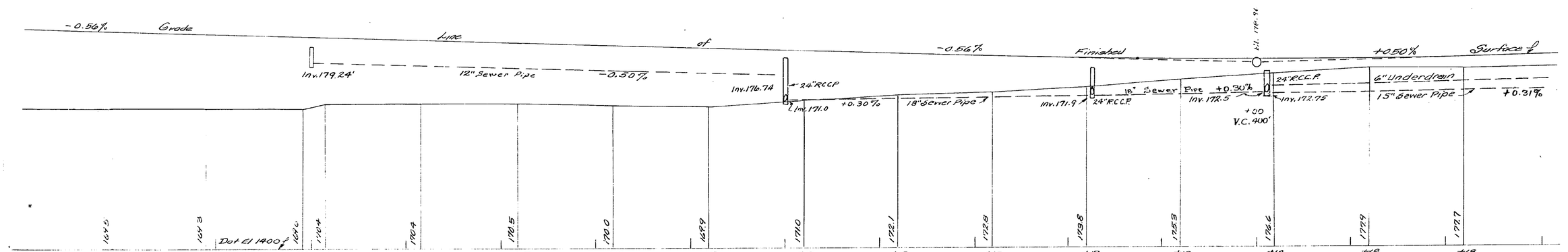
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Horiz. 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Horiz. 1"=50'-0"

Made By — Traced By — Checked By

Profile B. A. Higgins — Hickerson — Zeltler

Approved: _____ Date: _____

Asst. Dist. Engr.

Resid. Civil Engr. Constr.

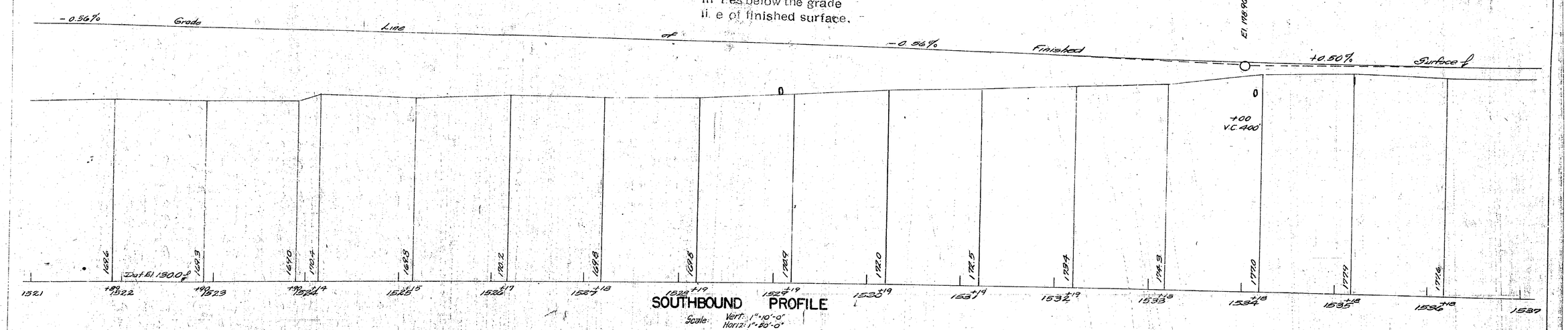
Date: SEP 16 1952

C.H. 52-8P

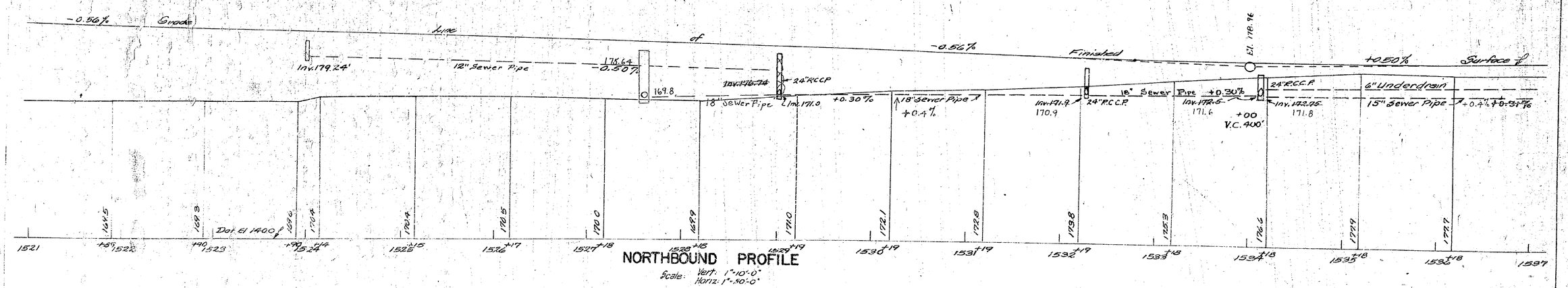
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 125 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

**Profile on this plan is** Original ground surface prior to grading operations.

The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




Elevations are Original ground surface and no longer apply.




Approved: Date: SEP 26 1952
Assoc. Civil Engr. Consult.

Approved: Date: SEP 26 1952
Assist. Dept. Engr.

| | Made By | Traced By | Checked By |
|---|---|---|---|
| Profile | Bingham | Hickerson | Zeitler |

E. Hickerson
DRAFTSMAN
Sept. 26 1952

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 126 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

Curve Data.

Δ = 8°48'40"
D = 0°30'
R = 11459.19'
T = 882.93
L = 1762.23

NORMAN WILSEY

PT

HARMON SLINGERLAND

ETHEL B. FLETCHER

TOWN OF COEYMANS
TOWN OF BETHLEHEM

N 33° 50' 08" E
R = 11,459.19'

6" Underdrain

6" Underdrain

6" Underdrain

6" Underdrain

6" Underdrain

24"RCP

24"RCP

18" Sewer Pipe

15" Sewer Pipe
Mall Width 20'

of 12" Sewer Pipe

Thruway

24" RCP
Mall Width 20'

PC R=4092.66'

1535+

1536+

1537+

1538+

1539+

1540+

1541+

1542+

1543+

1544+

1545+

1546+

1547+

1548+

1549+

1540+

1543+17.00

Survey Az 358° 00'-14"

Base Az: 2°31'59"

Az 14°31'39"

BB 1534

BB 1535

BB 1536

BB 1537

BB 1538

BB 1539

BB 1540

BB 1541

BB 1542

BB 1543

BB 1544

BB 1545

BB 1546

BB 1547

BB 1548

BB 1549

BB 1550

LINE

HARMON C. SLINGERLAND Jr.

WILLIAM F. SLINGERLAND

NORMAN WILSEY

HARMON SLINGERLAND

Barn

Shed

Wall

Curve Data.
Δ = 27°52'59"
D = 1°24'
R = 4092.66'
T = 1015.96'
L = 1991.61'

ESIE SCHILLACI

T.P. #1319

T.P. #920

3" Apple
5" Apple
8" Cherry
18" Elm
3" Locust
3" Cherry
6" Apple
3" Hickory
3" Apple
6" Apple
6" Apple
6" Apple
15" Hickory

Gar
Hh
Ho
Garage
Garage
Gar
Hh
Ho
Ho
Shed
Ho

Iron Pipe
Iron Rod
Iron Pipe
N 19°42'30" E

PLAN
Scale 1"=50'-0"

Made by PLAN Bingham
Traced by Klimkovitz
Checked by Zeitler

Prepared pursuant to the Highway Law and recommended by

Engineer, District No. 1

Date SEP 26 1957

Approved

Date SEP 26 1957

Approved Dist Engr.

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 126 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

Curve Data.
Δ = 8°48'40"
D = 0°30'
R = 11459.19'
T = 882.93
L = 1762.23

NORMAN WILSEY PT HARMON SLINGERLAND

ETHEL B. FLETCHER

TOWN OF COEYMANS
TOWN OF BETHLEHEM

6" Underdrain

Inv. 172.4

18" Sewer pipe

Inv. 171.6

15" Sewer pipe
Mall Width 20'

12" Sewer Pipe

Thruway

Mall Width 20'

173.8

173.3

178.0

177.25

Survey Az: 358° 00'-14"

Base Az: 2°31'59"

Line Az: 14°30'-30"

NORMAN WILSEY

WILLIAM F. SLINGERLAND

HARMON C. SLINGERLAND JR.

HARMON SLINGERLAND

ESIE SCHILLACI

Barn

House

Shed

Well

Fence

Curve Data.
Δ = 27°52'59"
D = 1°24'
R = 4092.66'
T = 1015.96'
L = 1991.61'

PLAN
Scale 1"-50'-0"

Made by Bingham Traced by Klimcovitz Checked by Zeitler

PLAN

Prepared pursuant to the Highway Law and recommended by

Engineer, District No. 7

Sept. 26 19--

Date Approved: SEP 28 1954

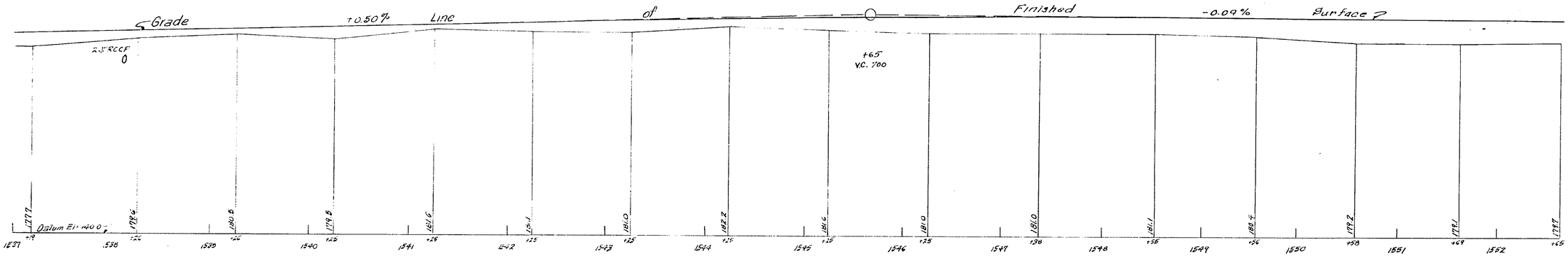
Date Approved: SEP 28 1954

C.T. 52-8F

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 127 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

Profile on this plan is Original ground surface prior to grading operations.

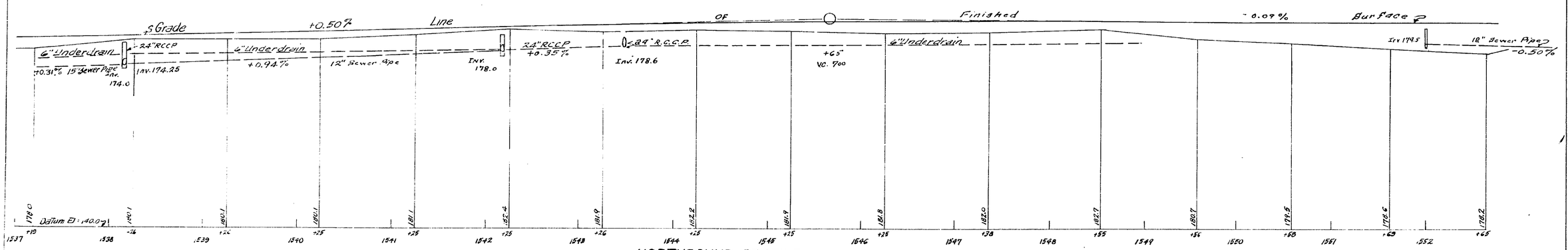
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0"
Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0"
Horiz: 1"=50'-0"

Made By: Birgham Traced By: Hickerson Checked By: Williams

Profile:

Approved: Asst. Dist. Engr. Date: SEP 16 1952

Approved: Asst. Dist. Engr. Date: SEP 16 1952

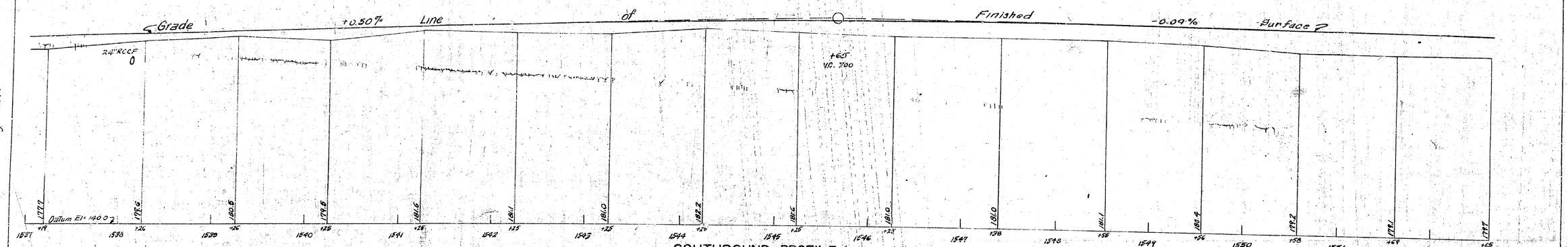
Sept. 24

C.T. 52-SP

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 127 | 197 |
| CATSKILL SECTION | | | | Sub -5 | |

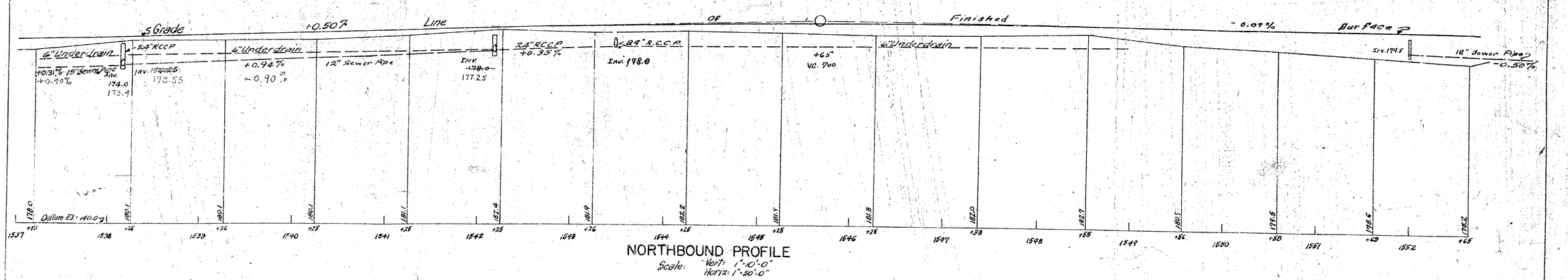
Profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE
Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE
Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Made By: Bingham Traced By: Hickersen Checked By: Williams
Profile: Bingham Hickersen Williams

Approved: _____ Date: SEP 26 1952
Assist. Dist. Engr.

Approved: _____ Date: SEP 26 1952
Assoc. Civil Engr. Consult.

Forms to be m... J. Dickerson
Sept. 26 19...

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N. Y. | | 1952 | 128 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

53

P.I. 1553+47.5 ℄ 312.5' Lt

1549℄ 1550℄ 1551℄ 1552℄ 1553℄ 12" S.P. 1554℄ 1555℄ 1556℄ ℄ of "Driveway" 1557℄ 1558℄ 15" S.P. 1559℄ 1560℄ 1561℄ 1562℄ 1563℄ 18" S.P. 1564℄ 1565℄

Ditch ℄

6" Underdrain

Add 1 Ccup

Survey

At N. 4° 30' 43" W.

Pear Orchard

2" Iron Pipe

House

Gar.

Cistern

Barn

15" Apple

15" Apple

16" Elm

16" Elm

10" Elm

6" Maple

Wall

House

18" Pine

Add 1 Ccup

Add 2 Ccup

Mall Width 30'

Sta. 1565.46 Grading Begins

P.T. Line

Ac. 22° 07' 28" Base

Az. 21° 28' 32"

Az. 201° 28' 32"

Az. 201° 28' 32"

Az. 21° 28' 32"

℄ Curve Data

Δ = 27° 52' 59"
D = 1° 24'
R = 4092.66'
T = 1015.96
L = 1991.61

PLAN
Scale 1" = 50'-0"

Prepared pursuant to the Highway Law and recommended by

Engineer, District No. 1

Approved: Date: Sept 26 1952

Assoc. Civil Engr. Consltr.

Assist. Asst. Engr.

Date: Sept 5 1952

Surveyed:

Plan made by Bingham Traced by Klimcovitz Checked by Reitler

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 128 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

U.S. 9W-9P

Pl.
1553+47.5 ℄
315.5' Lt

1549℄ 1550℄ 1551℄ Inv. 175.5 1552℄ 1553℄ 12" S.P. 1554℄ 1555℄ 177.0 1556℄ ℄ of "Highway" ℄ 1557℄ 15" S.P. 1558℄ 1559℄ 1560℄ 1561℄ 1562℄ 1563℄ 18" S.P. 1564℄

Inv. 1556+40 at 7.1 Rt. from ℄

Inv. 178.0

Ditch ℄

6" Underdrain

6" Underdrain

Inv. 175.5

Top 174.5

WILLARD A. & LILLIAN S. STARKS

Wall Width 30'

Sta. 1563+66.46 (Old Back) = Sta. 1563+76.46 Ahead

Sta. 1565.46 Grading Begins

P.T.

Az. 21°-28'-32"

Az. 21°-01'-28" Basis

SURVEY

Az. 22°-30'-49"

RB 1550 RB 1551 RB 1552 RB 1553 RB 1554 RB 1555 RB 1556 RB 1557 RB 1558 RB 1559 RB 1560 RB 1561 RB 1562 RB 1563 RB 1564 RB 1565 RB 1566

Poor Orchard

4" ditch ℄

House

Col. Cist

Fence Post

6" Apple

16" Apples

15"

House

Cistern

Gar.

Barn

10" Elm

10" round 6" square Well

18" Pine

15" Elm

24" Oak

Elm

Oak

Maple

Pine

Stone Wall

Fence

Fence Post

Bldg. Line

Bldg. Line

Bldg. Line

Bldg. Line

## ℄ Curve Data

Δ = 27°-22'-59"
D = 1°-24'
R = 4092.66'
T = 1015.96'
L = 1991.61'

PLAN
Scale 1"-50'-0"

Prepared pursuant to the Highway Law and recommended by

Engineer, District No. 7

Sept. 26 19--

Mode by Bingham Traced by Klimcovitz Checked by Zeitler

PLAN

Approved: Dep. Comm.

Asst. Chief Engr.

Date: SEP 16 1952

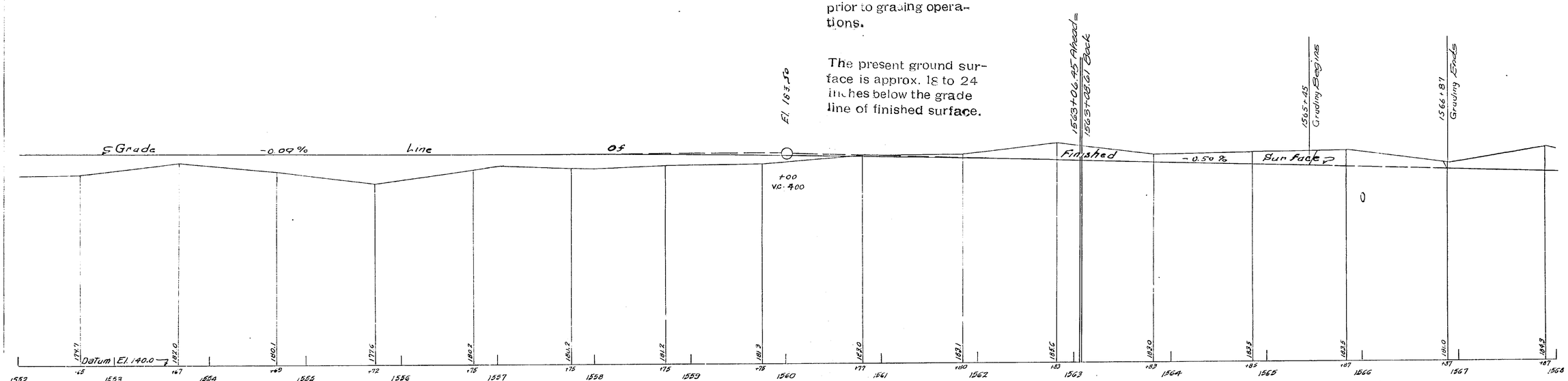
Approved: Chief Engr.

Date: SEP 26 1952

| FED. ROAD DIV NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 129 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

**Profile on this plan is** Original ground surface prior to grading operations.

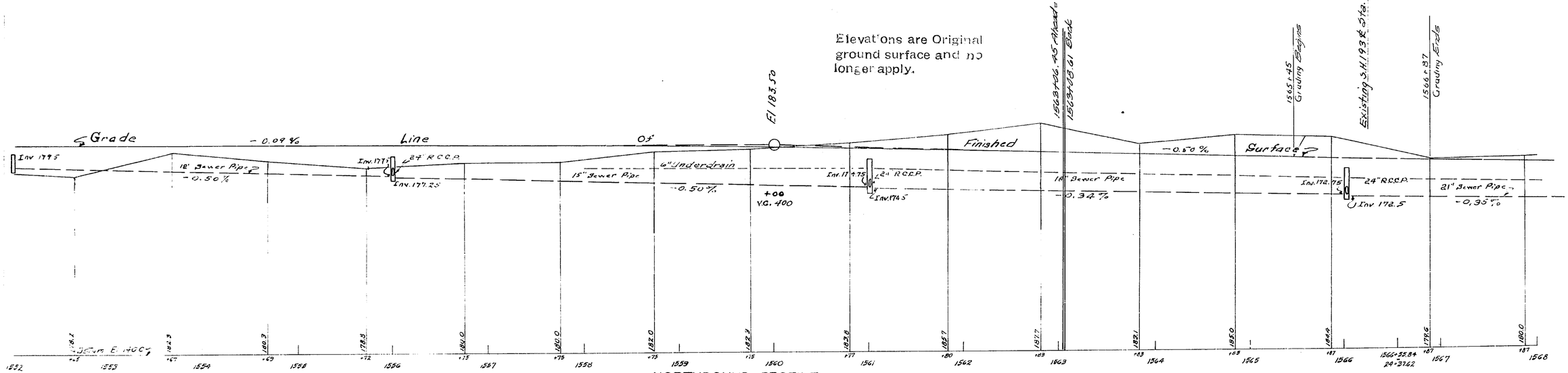
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0"
Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0"
Horiz: 1"=50'-0"

Made By: Profile Bridges — Traced By: Hickson — Checked By: Emmert & Ross

Approved: [illegible] Asst. Dist. Engr.

Date: [illegible]

Approved: [illegible] State Highway Engineer

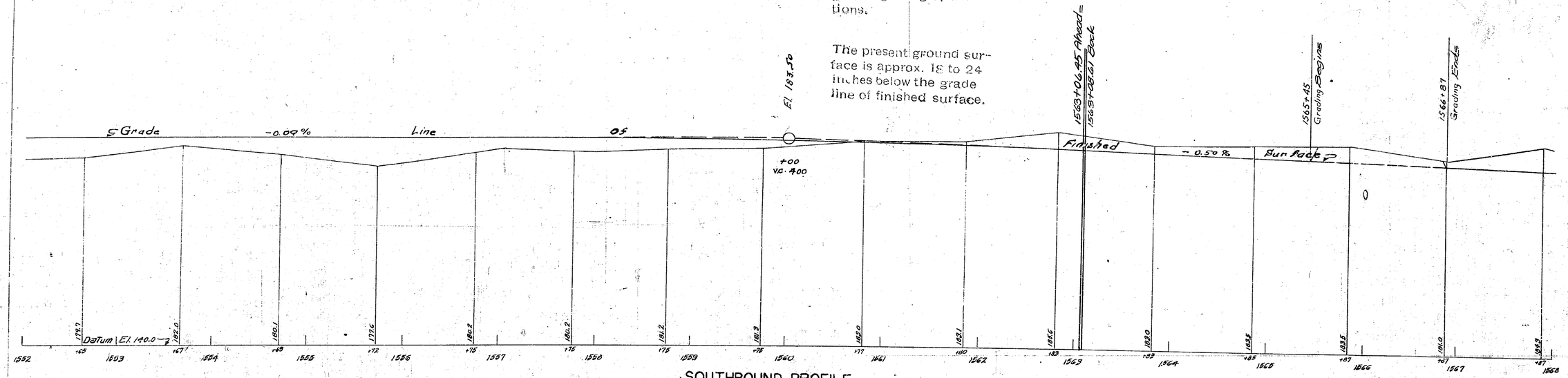
Date: [illegible]

[illegible] Sheet No. 26

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 129 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

Profile on this plan is Original ground surface prior to grading operations.

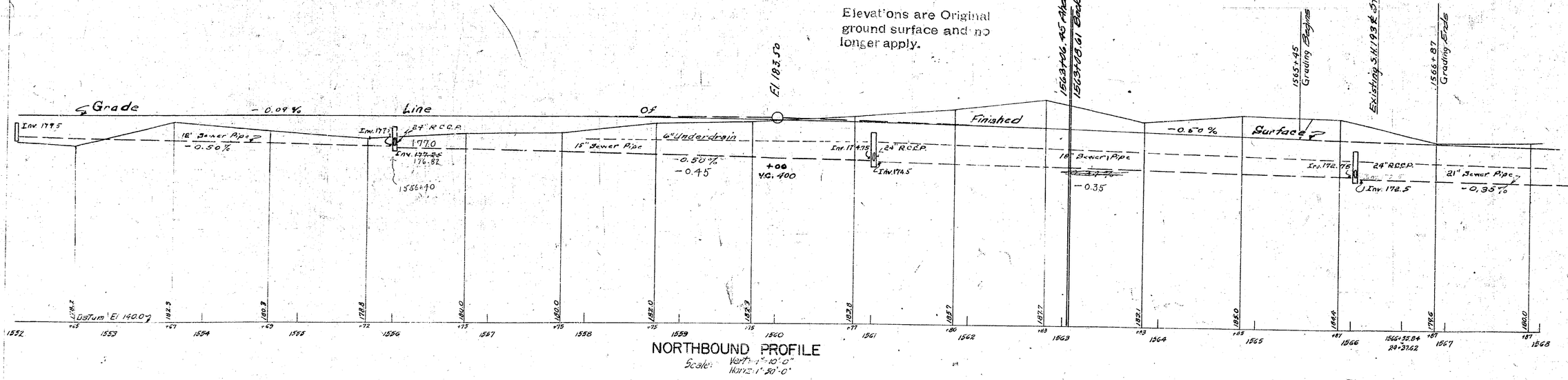
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0"
Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0"
Horiz: 1"=50'-0"

Made By: Profile Brigham
Traced By: Hickerson
Checked By: Pommert & Ross

Hickerson
Sept. 26 1952

Approved: Date: SEP 26 1952
Assist. Dist. Engr.

Approved: Date: SEP 26 1952
Resident Civil Engr. Consstr.

R.C 52-111

| FED. ROAD DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 130 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |
| RIVER ROAD | | | | S.H. 193 | |

Approved: _____ Date: _____
Assoc. Civil Engr. Consult.

Approved: _____ Date: SEP 16 1952
Assist. Dist. Engr.

PLAN
Scale: 1" = 50'

PROFILE
SCALE: VERT. 1" = 10'
HOR. 1" = 50'

| | MADE BY | TRACED BY | CHECKED BY |
|---|---|---|---|
| PLAN | Leavitt | Howard Green | Critchlow |
| PROFILE | Leavitt | Howard Green | Critchlow |

Prepared pursuant to the Highway Law and recommended by

_____
Engineer District No. 1

Sept. 24 1952

| FED. ROAD DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 130 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |
| RIVER ROAD | | | | S.H. 193 | |

130R

Approved: _____ Date: _____
Assoc. Civil Engr. Constr.

Approved: _____ Date: _____
Assist. Dist. Engr.

Henry Wilke

Ralph G. Surridge

Joseph McDonald

Frank G. & Ada R. Chesebro

Horace S. & Corinne H. Houghton

John Curtis

Jesse A. Crum

L. Niles Haight

Michael H. Mangini

William W. & Harriet Newberry

Byron A. Goodermote

Ralph Bedell

TEN EYCK AVE

COMPTON AVE

Sta. NJ 8+70± on Rt. Grade & pave Drive with gravel. 20'. R.O.B.E.

Sta. NJ 8+90± to Sta. J6+00± Remove old pavement.

Sta. NJ 8+90± on Lt. Grade & pave Drive with gravel. R.O.B.E. 20' of 12" C.M.P. Ditch Xing.

Sta. NJ 11+95± on Lt. Grade & pave drive with gravel. R.O.B.E. 20' of 12" C.M.P. Ditch Xing.

Sta. NJ 13+25± on Lt. Grade & pave Drive with gravel. 20' of 12" C.M.P. Ditch Xing.

Sta. NJ 14+25± on Lt. Grade and pave Intersection with Asph. Conc. R.O.B.E. 32' of 12" C.M.P. ditch Xing.

Sta. NJ 14+75± & Sta. J7+00± Rt. C.B. & Culv. New 24" R.C.P. Standard headwalls & R.P. shed. Skew 5° Lt. Special D.I. & Grate Lt.

Sta. NJ 15+25± on Lt. Grade & Pave Drive with gravel. 30' of 12" C.M.P. Ditch Xing.

Sta. NJ 16+65± on Lt. Grade & pave Drive with gravel. 44' of 12" C.M.P. Ditching. I.O.B.E.

Sta. NJ 16+80± & on Rt. Grade & pave Intersection with Asph. Conc. R.O.B.E. 68' of 12" C.M.P. Ditch Xing. Remove old culv.

Sta. NJ 17+40± on Lt. Grade & pave Drive with gravel. R.O.B.E. 48' of 12" C.M.P. Ditch Xing. I.O.B.E.

Sta. J17+85± & Grade & pave Drive with gravel. R.O.B.E. 20' of 12" C.M.P. Ditching.

Sta. NJ 8+02 Contract Begins

Sta. NJ 11+52 Contract Ends

MATCH LINE

For other Match Line see Survey Sta. 187+84

PLAN
Scale: 1" = 50'

PROFILE
SCALE Vert. 1" = 10'
Hor. 1" = 50'

Prepared pursuant to the Highway Law and recommended by

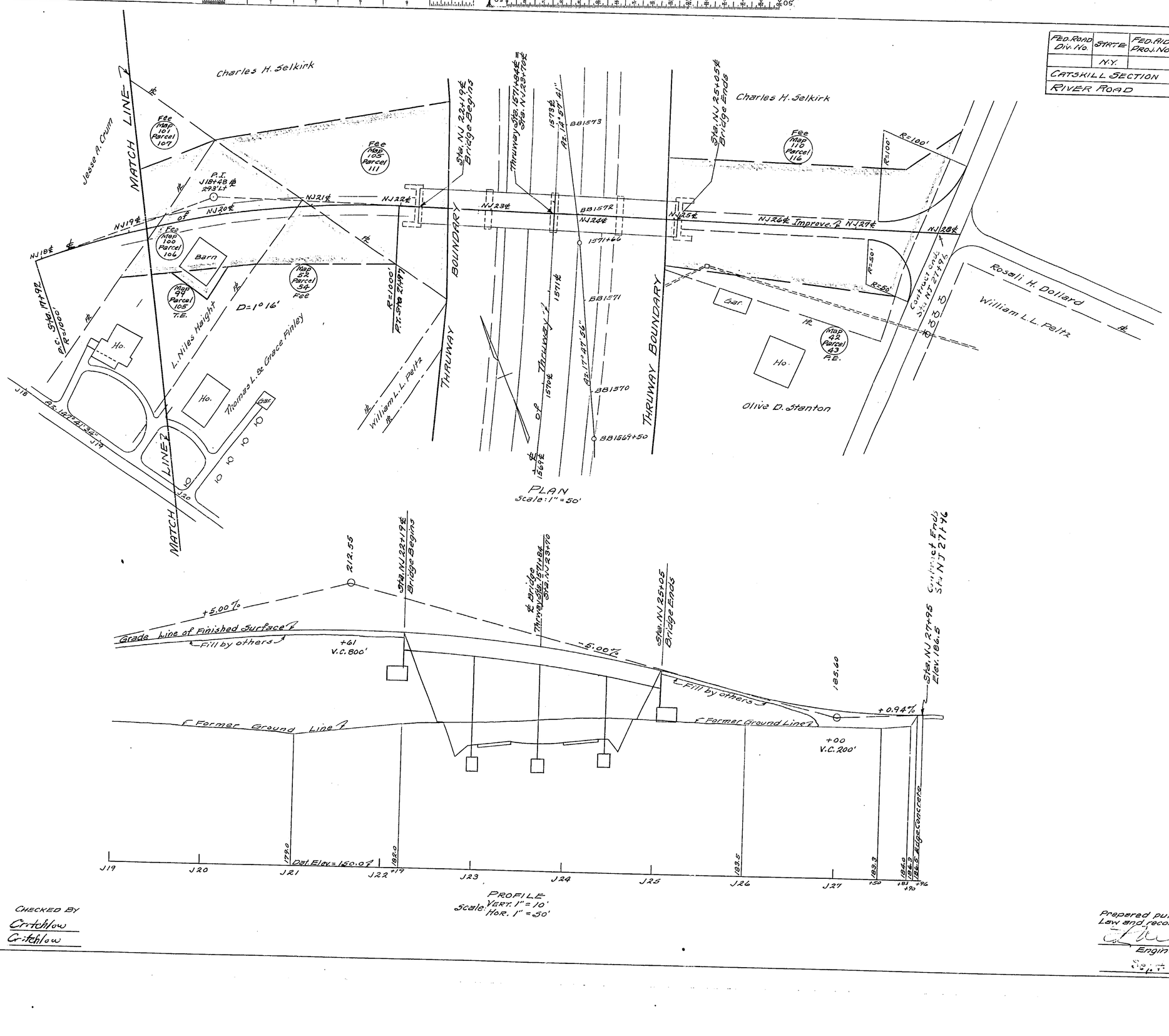
_____
Engineer District No. 1

Sept. 22, 1952

| | MADE BY | TRACED BY | CHECKED BY |
|---|---|---|---|
| PLAN | Leavitt | Howard Green | Critchlow |
| PROFILE | Leavitt | Howard Green | Critchlow |

RC 52-111

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 131 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |
| RIVER ROAD | | | | S.H. 193 | |




PLAN
Scale: 1" = 50'




PROFILE
Vert. 1" = 10'
Hor. 1" = 50'

| | MADE BY | TRACED BY | CHECKED BY |
|---|---|---|---|
| PLAN | Leavitt | Howard Green | Critchlow |
| PROFILE | Leavitt | Howard Green | Critchlow |

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

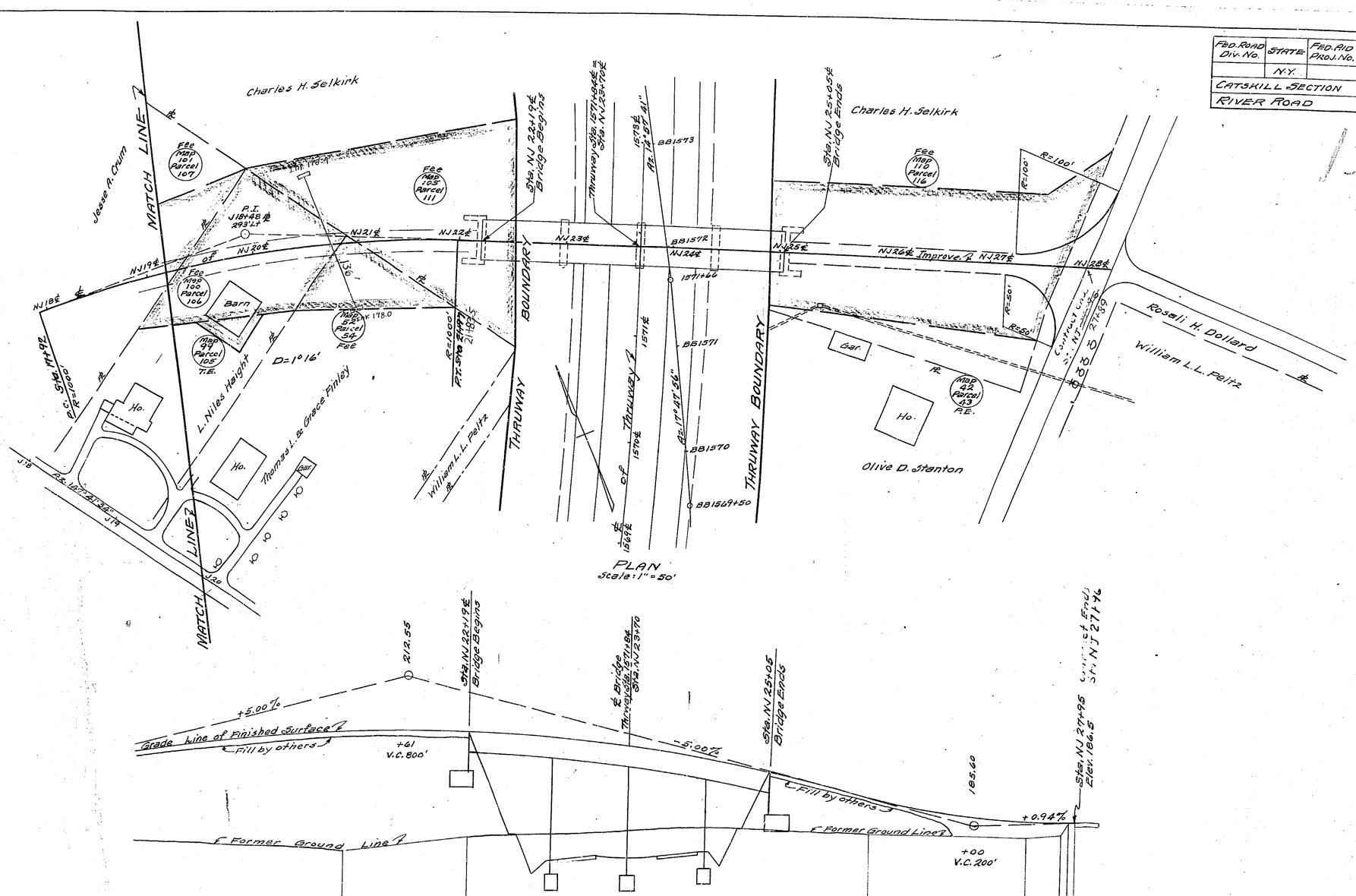
Sept. 26 1934

Approved: [illegible]
Date: Sept. 26 1934
Asst. Chief Engr. Const.

Approved: [illegible]
Date: Sept. 26 1934
Asst. Chief Engr.

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 131 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |
| RIVER ROAD | | | | S.H. 193 | |

131R




Approved: _____ Date: _____
Asst. Dist. Engr.

Approved: _____ Date: _____
Asst. Dist. Engr.

| | MADE BY | TRACED BY | CHECKED BY |
|---|---|---|---|
| PLAN | Leavitt | Howard Green | Critchlow |
| PROFILE | Leavitt | Howard Green | Critchlow |

Prepared pursuant to the Highway Law and recommended by

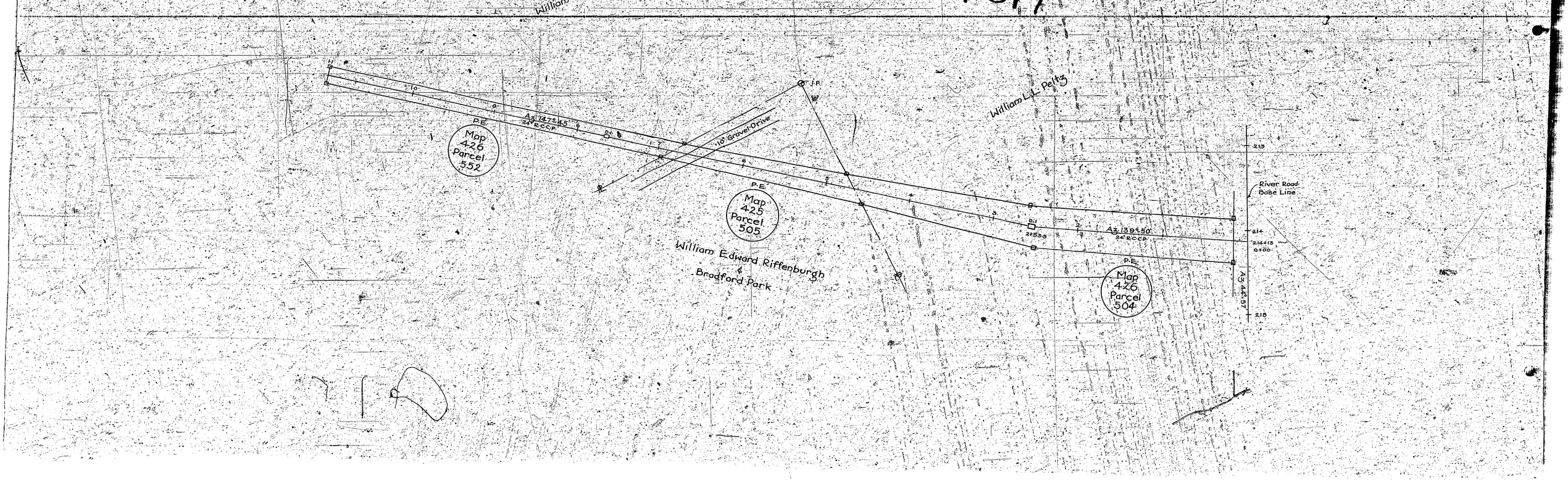
_____
Engineer District No. 1

Sept. 6, 1962

CT52-8P

131-

William L.L. Pelts



| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 132 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

Approved _____ Date _____

ETHEL B. FLETCHER
BUENELLE & GRACE SMITH
House
Iron Pin
Iron Pin
WILLARD A. & LILLIAN STRATS
L. NILES HAIGHT
JESSE A. CRUM
Match Line
THOMAS L. FINLEY
House
Gar.
WILLIAM PAULSEY
W.L. PELTZ
House
Gar.
Sta 1565+04 Lane Starts
Sta. 1576+04 Full Lane Width
6" Underdrain
5% sloping 18" S.P.
Sta 1565+25 Guiderail Begins
Sta 1565+45 Guiderail Ends
Sta 1568+85 P.C.
R=1000'
Sta. NJ 22+19 Bridge Begins
R=1000
R=700
Sta. KK 36+42
P.I. 118+48 293' Lt.
NJ20
NJ21
NJ22
NJ19
Iron Pin
Iron Pin
Edge of Woods
P.C. 90°02' R=700
KK14
KK15
KK16
KK17
KK18
KK19
KK34
KK33
P.I. KK 17+35 24' Lt.
Δ = 24°04'
D = 1°16'
R = 4523.44'
T = 964.01'
L = 1899.53'
Δ = 140°27' Lt.
Mall Width
1568'
1567'
1569'
1570'
1571'
1572'
1573'
1574'
1575'
1576'
1577'
1578'
1579'
1580'
1581'
Thruway
Survey
Base
Ditch
6" Underdrain
Existing 12" S.P.
Thruway Sta. 1571+94 NJ 23+90
Thruway Sta. 1578+00 KK 18+50
Sta 1572+15 Lane Starts
Sta 1573+15 Full Lane Width
Sta NJ 25+05 Bridge Ends
BB1569
BB1570
BB1571
BB1572
BB1573
BB1574
BB1575
BB1576
BB1577
BB1578
BB1579
BB1580
BB1581
B22
B21
B20
B19
B18
B17
B16
B15
B14
B13
B12
B11
B10
B9
B8
B7
B6
B5
B4
B3
B2
B1
AZ 219° 25' 52"
AZ 179° 47' 36"
AZ 14° 51' 41"
AZ 140° 27' 16"
P.I. Sta 1578+99 141' Rt.
P.C. 22° 31'
BB 1578+62
R=2800'
P.I. B 21 no A Pl
S.H. 193
REV. ROYAL A. STANTON
OLIVE D. STANTON
House
Garage
W.L. PELTZ
WILLIAM L.L. PELTZ
CHARLES H. SELKIRK
Barn
Barn
House
Shed
Wall
Fence
Match Line
Match Line
24" RCCP
Grade 0.60%
0.82
24" RCCP
24" RCCP
Relief
Ditch
Ditch
Ditch

U.T. 52-3P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 132 | 197 |
| CATSKILL SECTION | | | SUB. "S" | | |

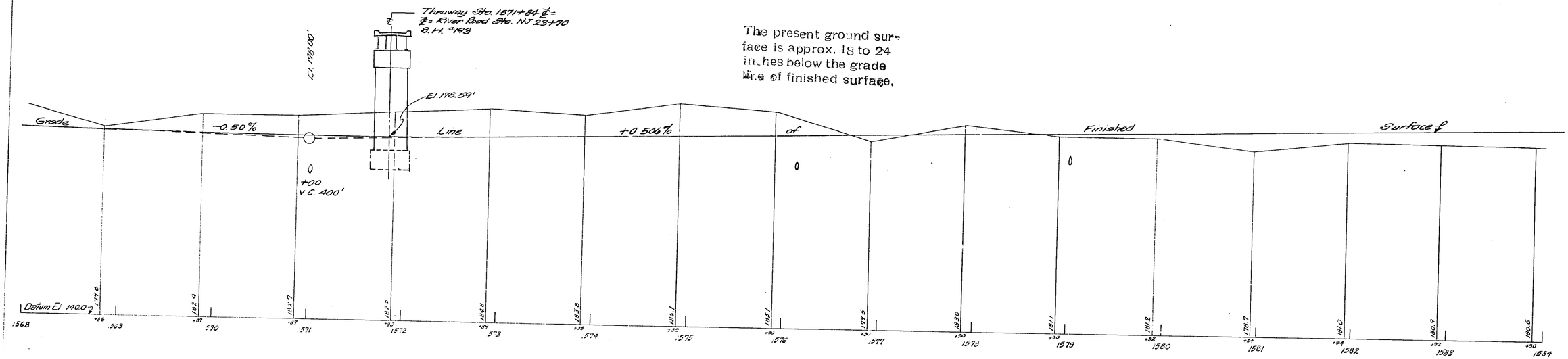
ETHEL B. FLETCHER
BUENELLA & GRACE SMITH
House
Iron Pin
L. NILES HAIGHT
House
JESSE A. CRUM
Match Line
THOMAS L. FINLEY
WILLARD A. & LILLIAN STRATTS
W. L. PELTZ
WILLIAM PAULSEY
House
Gar.
Sta. 1565+08 Lane Starts
Sta. 1566+08 Full Lane width
6" Underdrain
Existing 18" S.P.
Sta. 1566+63 P.C.
Δ = 24° 04'
D = 1° 16'
R = 4523.44'
T = 964.01'
L = 1899.53'
Sta. NJ 22+19 Begins Bridge
Culv. J 20+80
136' 24" RCCP
P.I. 18+48 893' Lt.
NJ 20
NJ 21
NJ 22
NJ 25
NJ 26
NJ 27
Edge of Woods
P.C. 34+02 R=700'
P.T. Sta. KK 36+44
R=1000'
Sta. 1572+15 Lane Starts
Sta. 1573+15 Full Lane width
Sta. NJ 25+05 Bridge Ends
Ditch
6" Underdrain
Existing 12" S.P.
Thruway
Ramp
Survey
W.L. PELTZ
S.H. 193
REV. ROYAL A. STANTON
OLIVE D. STANTON
House
WILLIAM L.L. PELTZ
CHARLES H. SELKIRK
Barn
Barn
Shed
Fence
Wall
P.I. KK 171+35 14° Lt.
P.C. 22+21 R=2865.0'
P.I. Sta. 1578+59 141' Rt.
See Back of Page Sheet # 131
Match Line
Prepared pursuant to the Highway Law and recommended by
Engineer, District No. 7
Ft. 26 19

Made by Bingham  Traced by Klimcovitz  Checked by Zeitler
PLAN

U.T. 52-3P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 133 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

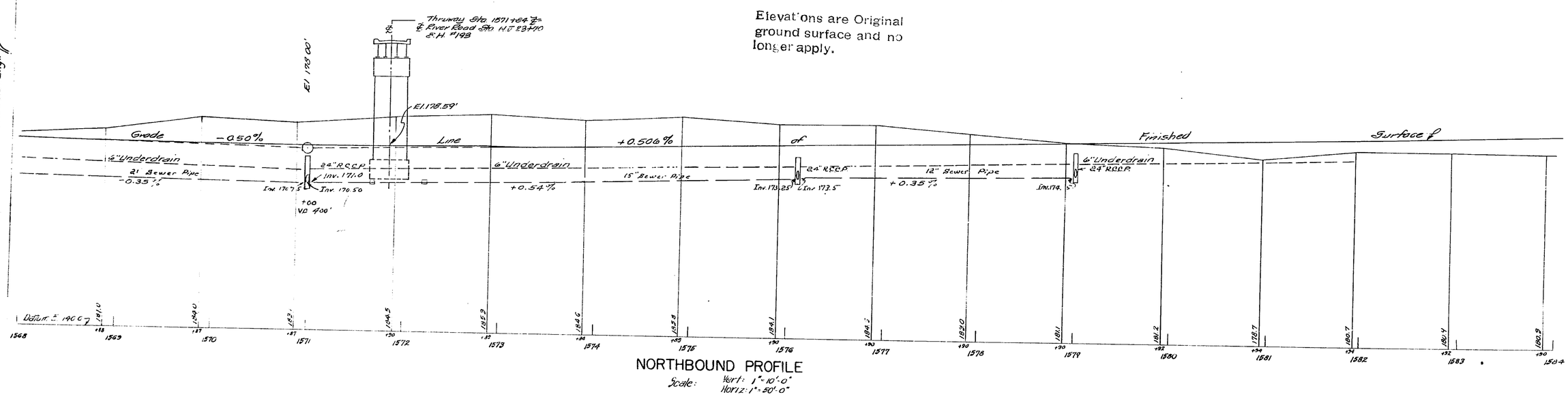
Approved: [illegible] Asst. Chief Engr. Date: [illegible]




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Made By Traced By Checked By

Profile Bingham Hickerson Kimmert & Christman

E. Hickerson

Sheet 26

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 133 | 197 |

CATSKILL SECTION — SUB 5

58

Approved: [illegible] Date: [illegible]
Asst. Chief Engr. Constr.

Approved: [illegible] Date: SEP 26 1952
Asst. Chief Engr.

Throughway Sta. 1571+84.2 ℄ = River Road Sta. NJ 23+70 B.H. #193

El. 178.0'

El. 178.59'

℄

Grade −0.50% Line +0.506% of Finished Surface ℄

0 +00 V.C. 400'

The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.

Datum El. 140.0

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 182.6 | 182.9 | 182.7 | 182.9 | 184.8 | 183.8 | 186.1 | 185.1 | 178.5 | 183.0 | 181.1 | 181.2 | 178.7 | 181.0 | 180.9 | 180.6 | | | | | | | | | | |
| +88 | +87 | +87 | +90 | +89 | +88 | +89 | +90 | +90 | +90 | +90 | +92 | +94 | +94 | +92 | +90 | | | | | | | | | | |
| 1568 | 1569 | 1570 | 1571 | 1572 | 1573 | 1574 | 1575 | 1576 | 1577 | 1578 | 1579 | 1580 | 1581 | 1582 | 1583 | 1584 | | | | | | | | | |

SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Throughway Sta. 1571+84.2 ℄ = River Road Sta. NJ 23+70 B.H. #193

El. 178.0'

El. 178.59'

℄

Grade −0.50% Line +0.506% of Finished Surface ℄

6" Underdrain 21" Sewer Pipe −0.33%

24" RCCP Inv. 171.0 Inv. 170.50

+00 V.C. 400'

6" Underdrain +0.54% +0.4%

15" Sewer Pipe

24" RCCP Inv. 172.5 Inv. 172.75

12" Sewer Pipe +0.35% +0.6%

6" Underdrain 24" RCCP Inv. 174.

Datum El. 1400

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 191.0 | 190.0 | 187.1 | 194.5 | 191.3 | 194.6 | 192.9 | 193.1 | 194.6 | 192.0 | 181.1 | 181.2 | 178.7 | 180.7 | 180.9 | 180.8 | | | | | | | | | | |
| +88 | +87 | +87 | +90 | +88 | +88 | +89 | +90 | +90 | +90 | +90 | +92 | +94 | +94 | +92 | +90 | | | | | | | | | | |
| 1568 | 1569 | 1570 | 1571 | 1572 | 1573 | 1574 | 1575 | 1576 | 1577 | 1578 | 1579 | 1580 | 1581 | 1582 | 1583 | 1584 | | | | | | | | | |

NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.

Made By Bingham Traced By Hickerson Checked By Remmert & Christman

Profile

[illegible] the Highway
[illegible] Hickerson
Sept. 26 [illegible]

C.T. 52-8P

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | | 134 | 197 |
| Catskill Section | | | | Sub -5 | |
| Selkirk Interchange | | | | | |

59

Approved: Hall Steinman, Assoc. Civil Engr. Constr.

Date:

Approved: Assist. Dist. Engr.

Date:

Sta. "C" 2+70 Lay 24" R.C.C.P. 92 lin. ft. long Skew 0° Headwall Rt. & Lt. Rec. Inlet & outlet ditches

Sta. "C" 11+95
Build D.I. with standard frame & grate. 130' Lt.
Connect to D.I. 31' Lt. of Sta. "C" 12+00 with 98' lin. ft. of 24" R.C.C.P.

Sta. "C" 12+00
Build D.I. with standard frame & grate 31' Lt.
Connect to D.I. 31' Lt. of Sta. "C" 14+40 with 240' lin. ft. of 15" R.C.S.P.

Sta. "C" 12+57
New D.I. with stand. frame & grate 31' Rt. Connect to new h'dwall 91' Rt. with 56' lin. ft. of 24" R.C.C.P.
Inv. 157.8'

Sta. "D" 15+40
Build a 48" R.C.C.P. culvert 56' lg Skew 15° Rt. back. Headwalls Rt. & Lt.

Sta. "C" 10+32
Build h'dwall 65' Rt. Connect to D.I. 47' Rt. of Sta. "C" 11+30 with 96 lin. ft. of 24" R.C.C.P.
Build slab via ditch to outlet 42" pipe storm ∥ & parallel to "C" line.

Sta. "C" 11+30
Build D.I. with standard frame & grate 47' Rt. Connect to D.I. 31' Lt. of Sta. "C" 11+95 with 164 lin. ft. of 24" R.C.C.P.

Sta. "C" 0+23
Interchange Beg.

Mabel Thorn

Wilbur & Mildred Hoxsie
Map 440 Parcel 231

Michael Zakens

Stella M. & Henry A. Meyer

Thruway Boundary

PLAN
Scale: 1" = 50'

| | Made by | Traced by | Checked by |
|---|---|---|---|
| Plan | W. H. Crichton | Howard Green | Bingham |

Prepared pursuant to the Highway Law and recommended by D.V.P.
E. J. Ruckinson
Engineer District No. 1
Sept. 26 19[illegible]

| FED. ROAD DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 134 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |
| SELKIRK INTERCHANGE | | | | | |

134R

Approved: _____ Date: _____
Asst. Dist. Engr.

Approved: _____ Date: _____
Assoc. Civil Engr. Constr.

Sta. "C" 2+70 Lay 24" R.C.C.P. 92' lin. ft. long, skew 0° Headwall Rt. & Lt. Rec. Inlet & Outlet ditches.

Sta. C 7+20 Conc. Paving & Gravel Pav't. Begins

Sta. C 7+40 Conc. Pav't. Ends & Gravel Pav't. Begins

Sta. "C" 10+10

Sta. C 11+20 Conc. Pav't. Ends & Gravel Pav't. Begins

Mabel Thorn

Charles H. Selkirk

THRUWAY BOUNDARY

Sta. "C" 11+95
Build D.I. with standard frame & grate. 130' Lt. Connect to D.I. 31' Lt. of Sta. "C" 12+00 with 98' lin. ft. of 24" R.C.C.P.

Sta. "C" 12+00
Build D.I. with standard frame & grate 31' Lt. Connect to D.I. 31' Lt. of Sta. "C" 14+40 with 240' lin. ft. of 15" R.C.S.P.

Sta. "C" 12+57
New D.I. with standard frame & grate 31' Rt. Connect to new hdwall 91' Rt. with 56' lin. ft. of 24" R.C.C.P.

Sta. "C" 13+10
Build D.I. with standard frame & grate 31' Rt. Connect to D.I. 31' Rt. of Sta. "C" 12+00 with 104' lin. ft. of 24" R.C.C.P.

Sta. "C" 13+32
Build high 31' 6" Rt. Connect to D.I. 47' Rt. of Sta. "C" 11+30 with 96' lin. ft. of 24" R.C.S.P.
Build special ditch to outlet 24" pipe slope & pave-sill to 'C' line.

Sta. "C" 14+40
Build D.I. with standard frame & grate Connect to Sta. "C" 12+00 with 240' lin. ft. of 15" R.C.S.P.

Sta. "C" 14+40
Build a 48" R.C.C.P. culvert. 56' lg. Skew 15° Rt. back. Headwalls. Rt. & Lt.

Sta. "C" 0+23
Interchange Beg.

Wilbur & Mildred Hoxsie

Michael Zakens

Special Ditch

Jonathan M. Curry Jr.

PLAN
Scale: 1" = 50'

MADE BY W.H. CRITCHLOW
TRACED BY Howard Green
CHECKED BY Bingham
PLAN

Prepared pursuant to the Highway Law and recommended by D.E.
Engineer District No. 1
Sept. 26 1957

C.T. 52-8P

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | | 135 | 197 |
| Catskill Section | | | | Sub. -5 | |
| Selkirk Interchange | | | | | |

Approved: _____ Date: _____ Asst. Chief Engr.

Asst. Civil Engr. Constr.

Asssst. Dist. Engr.

℄ Curve Data
Δ = 24°04'
D = 1°16'
R = 4523.44'
T = 964.01'
L = 1899.53'

Sta."C" 23+00
Lay 56' lin. ft. of 24" R.C.C.P. Skew 0°
Headwalls Rt. & Lt. Nec. Inlet & outlet ditches.

P.I. RR 22+59 ℄ 136' Rt.

Sta."C" 20+25
Lay 92' lin. ft. of 36" R.C.C.P.
Skew 40° Rt. back. Headwalls RA & Lt.

Sta."C" 29+37
Lay 144' lin. ft. of 30" R.C.C.P.
Skew 15° Lt. Ahead. Hdwalls Rt. & Lt.

Sta."C" 29+29
Build D.I. in 30" R.C.C.P. Katrain

P.I. KK 14+40 ℄ 42' Lt.

P.I. A 7+44 ℄ 136' Lt.

Sta."C" 32+00
Lay 100 lin. ft. of 24" R.C.C.P. Skew 15° Rt. Ahead. Hdwall on Lt. Nec. outlet ditch.

Sta."C" 33+15
Build D.I. with standard Frame & grate.

Sta."C" 33+86
P.C.C.

P.I. "B" 4+13.5' 7' Lt.

Sta."C" 14+40
Build D.I. with standard frame & grate. 31' Lt. Connect to existing D.I. at Sta. 1587+50 80' Rt. with 120' lin. ft. of 12" R.C.S.P. Also connect to special Manhole 10' Lt. of Sta."C" 14+55 with 24" of 24" R.C.C.P.

Sta."C" 14+55
Build special Manhole 10' Lt. with frame & cover. Connect to special Manhole 10' Lt. of Sta."C" 17+15 with 260' lin. ft. of 24" R.C.C.P.

Sta."C" 17+25
Build D.I.'s 31' Rt. & 31' Lt. with frame & grate.

Sta."C" 17+15
Build special Manhole 10' Lt. with frame and cover. Connect to D.I. 31' Lt. of Sta."C" 17+25 with 24' lin. ft. of 24" R.C.C.P.
Also connect to D.I. 31' Rt. of Sta."C" 17+25 with 44' lin. ft. of 24" R.C.C.P.

Sta. 1588+54.16
Bridge Begins

Sta. 1589+05.84
Bridge Ends

Sta. 1593+00

Henry A. & Stella M. Myers

Edge of Woods

℄ Curve Data
Δ = 10°49'50"
D = 0°40'
R = 8594.42'
T = 814.74'
L = 1626.00'

Made by W.H. Critchlow
Traced by Howard Green
Checked by Bingham
Plan
Profile

Prepared pursuant to the Highway Law and recommended by
E. Ruckerson
Engineer District No. 1
Sept. 26 1952

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | | 135 | 197 |
| Catskill Section | | | | Sub. -5 | |
| Selkirk Interchange | | | | | |

135R

Approved: _____ Date: _____
Assoc. Civil Engr. Constr.

Approved: _____ Date: _____
Assist. Dist. Engr.

Sta. "C" 23+00
Lay 56' lin. ft. of 24" R.C.C.P. Skew 0°
Headwalls Rt. & Lt. Nec. Inlet & outlet ditches.

P.I. RR 22+59 ℄ 136' Rt.

P.I. RR 24+55 ℄ 63' Rt.

℄ Curve Data
Δ = 24° 04'
D = 1° 16'
R = 4523.44'
T = 964.01'
L = 1899.53'

Sta. "C" 27+47 ℄

Start Ditch 125' Rt. (Sta. 0+00) and continue thru Sta. "C" 20+25 to the 48" Length of Ditch line is 1340 lin. ft.

8" W. Birch O 239.1 ℄

16" Maple O

Sta. "C" 29+37
Lay 144 lin. ft. of 30" R.C.C.P. Skew 15° Lt. ahead. Hdwalls Rt. & Lt.

152'

Sta. "C" 18+20
Build D.I. in 30" R.C.C.P. Kelsey

P.I. RR 14+40 ℄ 42' Lt.

P.I. 7+44 ℄ 136' Lt.

Sta. "C" 20+25
Lay 92 lin. ft. of 36" R.C.C.P. Skew 40° Rt. back. Headwalls Rt. & Lt.

103' B. Birch 70.90

89'

Inv. 164.3

Inv. 163.9'

Inv. 173.8'

Inv. 174.5'

Inv. 176.0

Inv. 175.5

Inv. 161.5'

Inv. 160.5'

Inv. 159.5'

Sta. 1588+54.16
Bridge Begins

Sta. 1589+05.64
Bridge Ends

Thruway 1588+80 ℄ Selkirk ℄ 15+87

Sta. "C" 14+40
Build D.I. with standard frame & grate. 31' Lt. Connect to existing D.I. at Sta. 1587+50 80' Rt. with 180 lin. ft. of 12" R.C.S.P. Also connect to special Manhole 10' Lt. of Sta. "C" 14+55 with 24' of 24" R.C.C.P.

Sta. "C" 14+55
Build special Manhole 10' Lt. with frame & cover. Connect to special Manhole 10' Lt. of Sta. "C" 17+15 with 260' lin. ft. of 24" R.C.C.P.

Sta. "C" 17+25
Build D.I. 31' Rt. & 31' Lt. with frame & grate.

Sta. "C" 17+15
Build special Manhole 10' Lt. with frame and cover. Connect to D.I. 31' Lt. of Sta. "C" 17+25 with 24' lin. ft. of 24" R.C.C.P. Also connect to D.I. 31' Rt. of Sta. "C" 17+25 with 44' lin. ft. of 24" R.C.C.P.

℄ Curve Data
Δ = 10° 49' 50"
D = 0° 40'
R = 8594.42'
T = 814.72'
L = 1626.00'

Sta. "C" 33+00
Build D.I. with standard frame & grate.

Sta. "C" 33+00
Lay 110' lin. ft. of 24" R.C.C.P. Skew 15° Rt. ahead. Hdwall on Lt. Nec. outlet ditch.

Sta. "C" 33+15
Build D.I. with standard frame & grate.

Sta. "C" 33+15
Build special Manhole 10' Lt. with frame & cover. Connect to D.I. 31' Rt. of Sta. "C" 33+00 with 24' lin. ft. of 24" R.C.C.P.

Sta. "C" 33+00
Lay 110' lin. ft. of 24" R.C.C.P. Skew 15° Rt. ahead. Hdwall on Lt. Nec. outlet ditch.

Henry A. & Stella M. Myers

Edge of Woods ℄

Prepared pursuant to the Highway Law and recommended by

C. J. Ruckelshaus
Engineer District No. 1

Sept. 1st 19 59

MADE BY W.H. Critchlow
TRACED BY Howard Green
CHECKED BY Bingham
PLAN
PROFILE

C.T. 52-8P

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 136 | 197 |
| CATSKILL SECTION | | | SUBD. | -5 | |
| SELKIRK INTERCHANGE | | | | | |

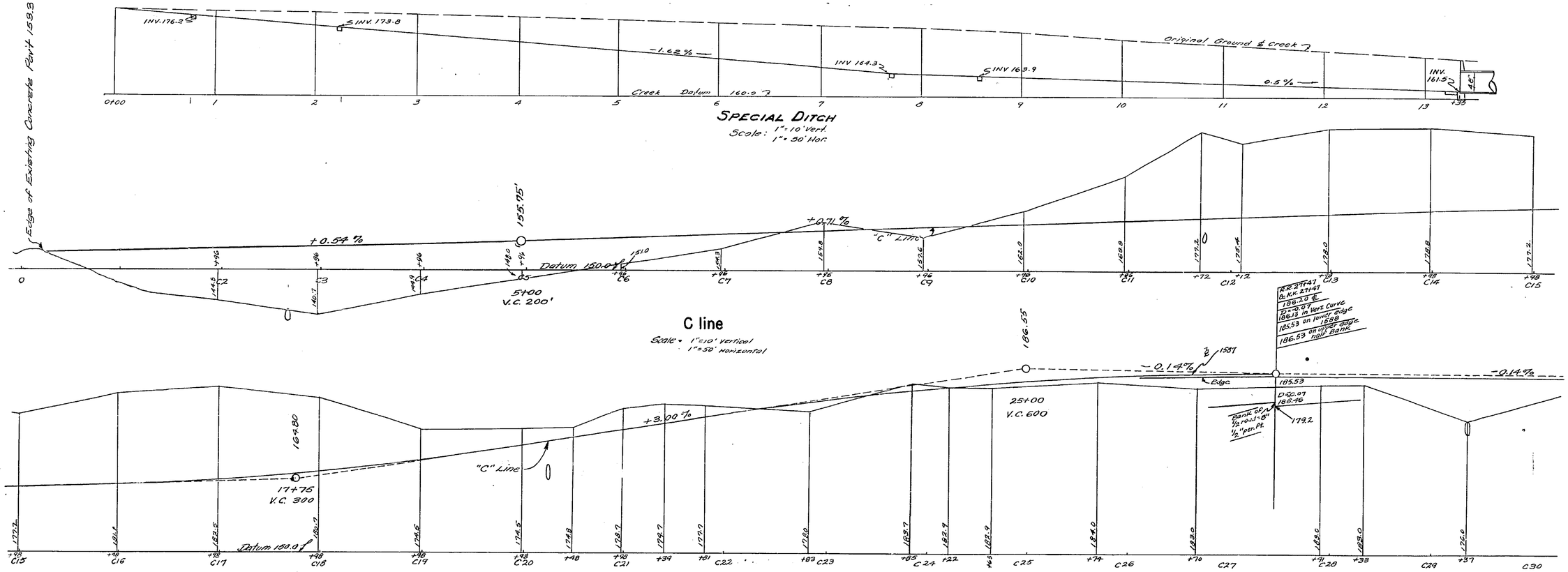
Approved: [illegible] Asst. Chief Engr.

Date: [illegible]

Approved: [illegible] Asst. Chief Engr.

Date: [illegible]

SEE SHEET [illegible]




# PROFILES OF SELKIRK INTERCHANGE

Made by W.H. Critchlow Traced by Dowling Checked by Brigham

PROFILE

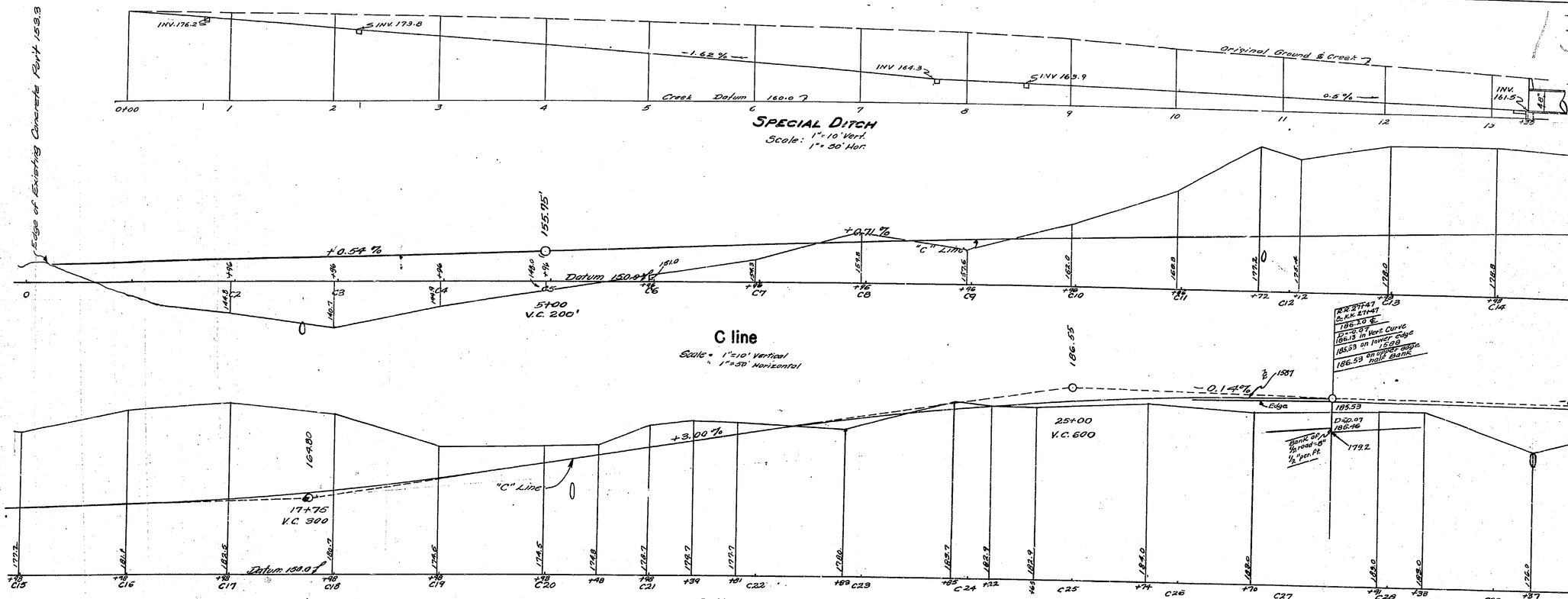
Prepared pursuant to the Highway Law and recommended by

Engineer, Dist. No. 1

Sept. 26 1952

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 136 | 197 |
| CATSKILL SECTION | | | SUBD. | -5 | |
| SELKIRK INTERCHANGE | | | | | |

136R




PROFILES OF SELKIRK INTERCHANGE

Made by W.H. Ceitaine Traced by Dowling Checked by Brigham

PROFILE

Prepared pursuant to the Highway Law and recommended by:

Engineer, Dist. No. 1

Sept. 26 1952

Approved: Date:

Passed Civil Engr Constr.

Date: Sept. 15 1952

Date: Sept. 1952

C.T. 52-8P

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
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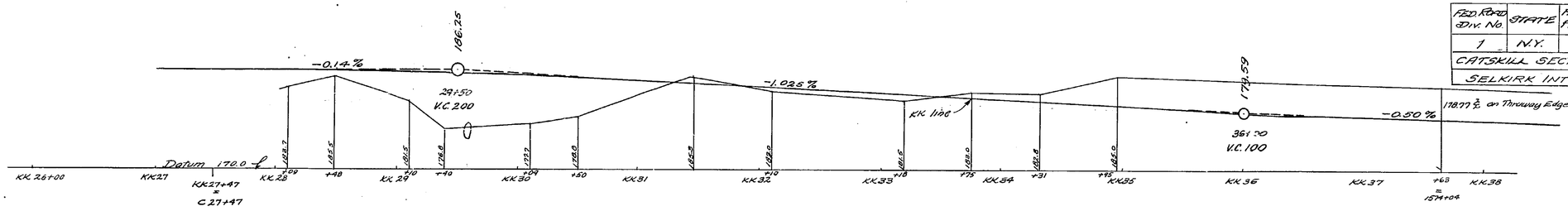
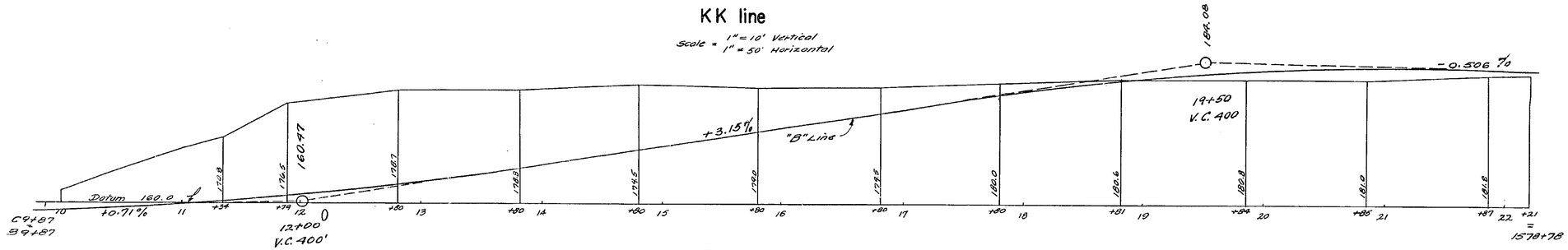
| 1 | N.Y. | | 1952 | 137 | 197 |
| CATSKILL SECTION | | | | 5U82 | -5 |
| SELKIRK INTERCHANGE | | | | | |

62



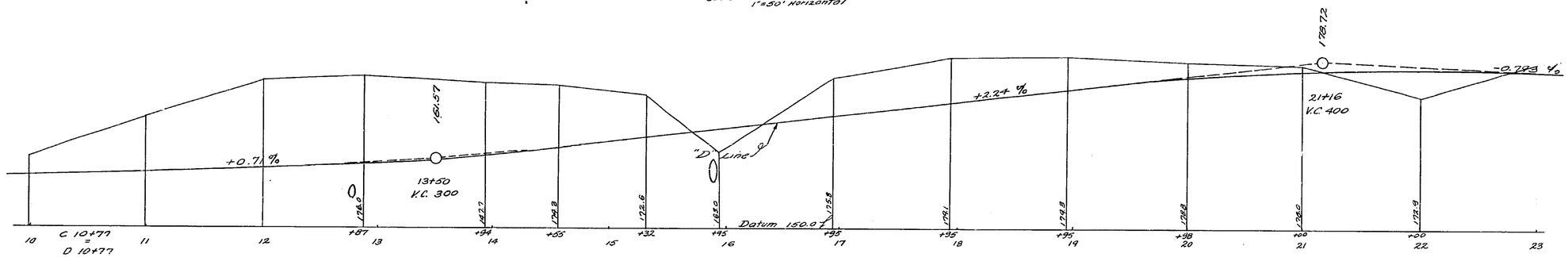

## KK line

Scale = 1" = 10' Vertical
1" = 50' Horizontal



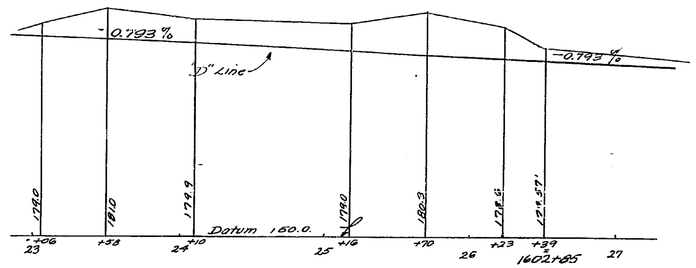

## B line

Scale = 1"=10' Vertical
1"=50' Horizontal




## D line

Scale = 1" =10' Vertical
1" =50' Horizontal




## D line

Scale = 1"=10' Vertical
1"=50' Horizontal

# PROFILES OF SELKIRK INTERCHANGE

Made by PROFILE W.H. Critchlow  Traced by Dowling  Checked by Bingham

Prepared pursuant to the Highway Law and recommended by

E. J. Mackinnon
Engineer, Dist. No. 1
Sept. 26 1950

Approved:
Chief Engr. Consltr.
Asst. Chief Engr.
Asst. Dist. Engr.

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
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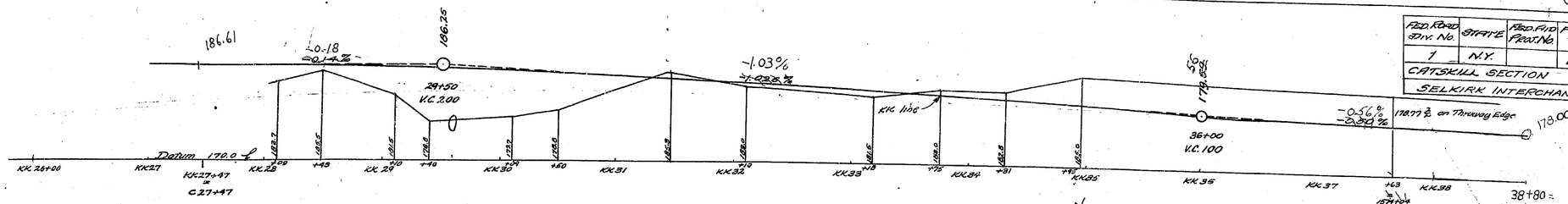
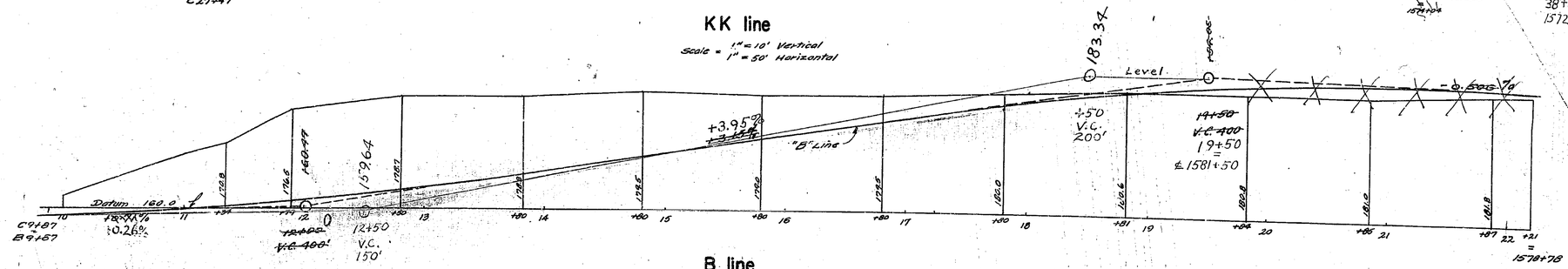
| 1 | N.Y. | | 1952 | 137 | 197 |
| CATSKILL SECTION | | | | SUBD -5 | |
| SELKIRK INTERCHANGE | | | | | |

137R 62



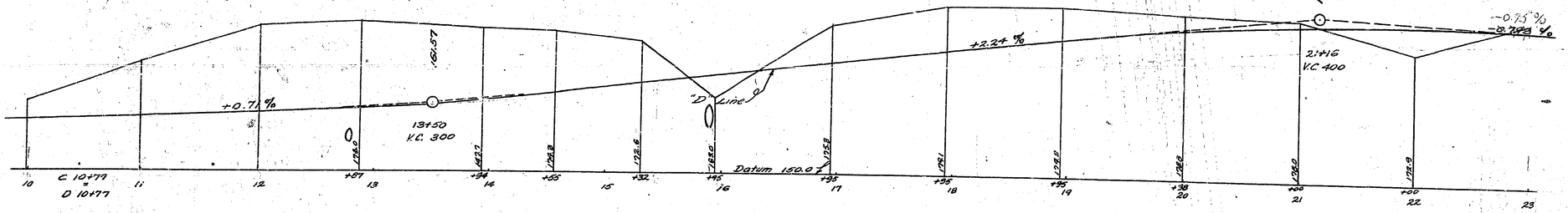

## KK line

Scale = 1" = 10' Vertical
1" = 50' Horizontal



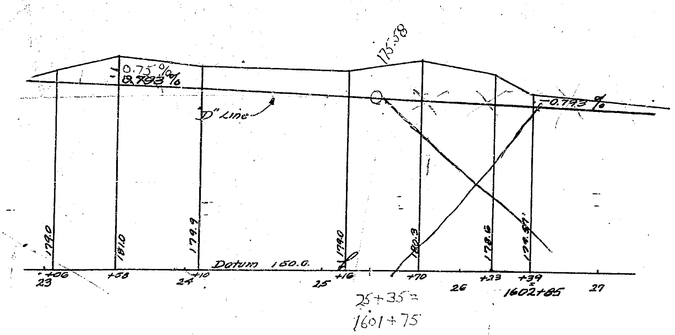

## B line

Scale = 1"=10' Vertical
1"=50' Horizontal




## D line

Scale = 1"=10' Vertical
1"=50' Horizontal




## D line

Scale = 1"=10' Vertical
1"=50' Horizontal

# PROFILES OF SELKIRK INTERCHANGE

Made by PROFILE W.H. Critchlow | Traced by Dowling | Checked by Bingham

Prepared pursuant to the Highway Law and recommended by

E. Ruckman
Engineer, Dist. No. 1
Sept. 26 1952

Approved: Frank Dale Lyon
Acting Deputy Chief Engr.
Date: SEP 26 1952

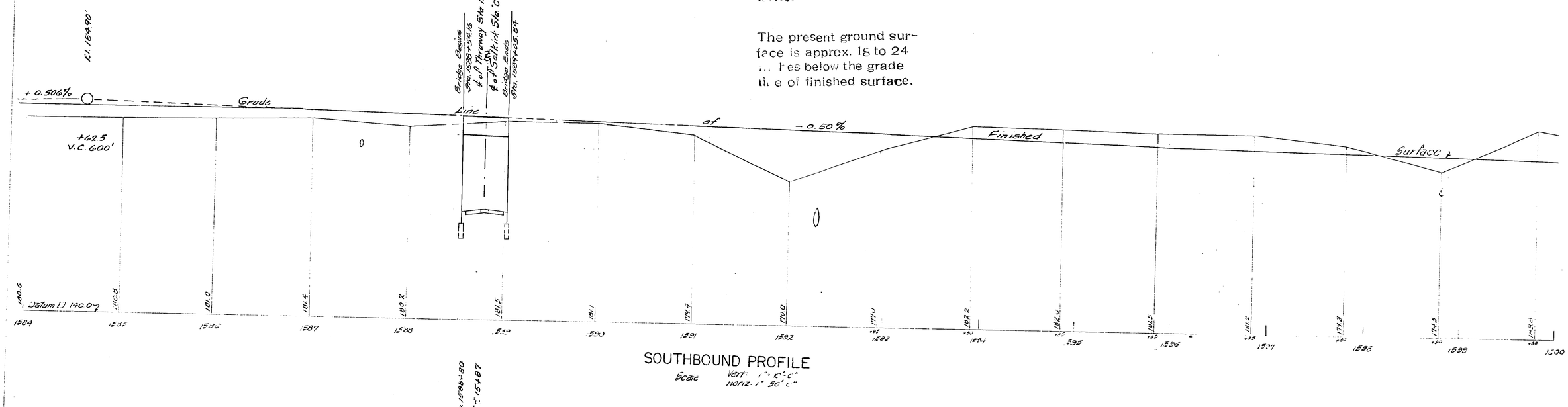
Approved:
Date:

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 138 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

63

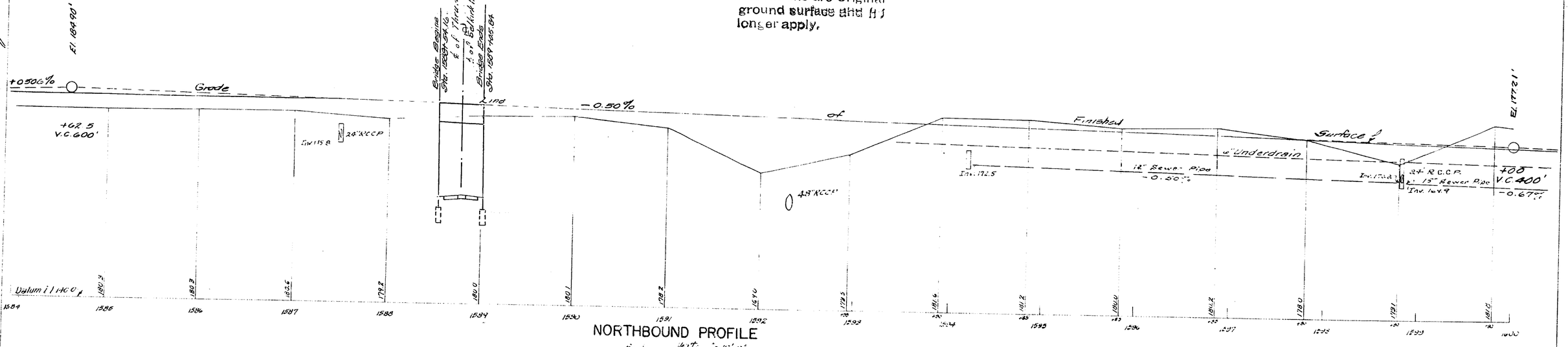
**Profile on this plan is Original ground surface prior to grading operations.**

The present ground surface is approx. 18 to 24 ... Fes below the grade ... e of finished surface.




SOUTHBOUND PROFILE

Scale Vert: 1" = 5'-0"
Horiz. 1" = 50'-0"




NORTHBOUND PROFILE

Scale Vert: 1" = 5'-0"
Horiz. 1" = 50'-0"

Made By Profile — Traced By — Checked By

Approved: [illegible] Asst. Civil Engr. Constr.

Date: Sept 26 1952

Asst. Civil Engineer

Date: Sept 26 1952

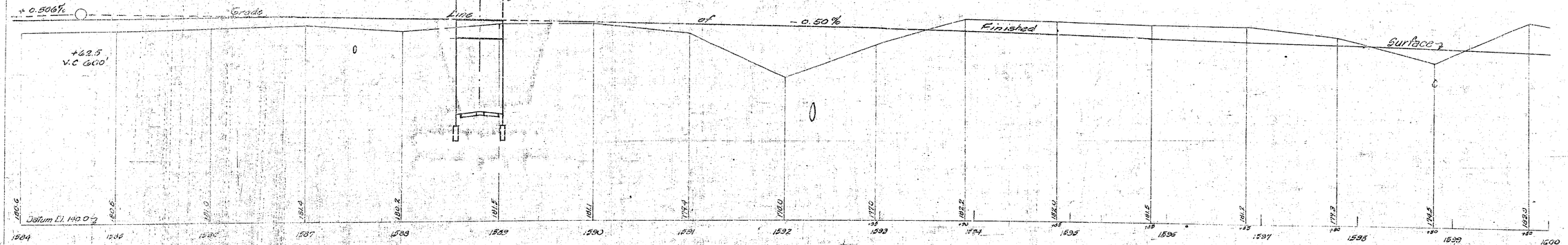
Approved: [illegible] Asst. Civil Engr.

Sept 26 ...

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 138 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

Profile on this plan is Original ground surface prior to grading operations.

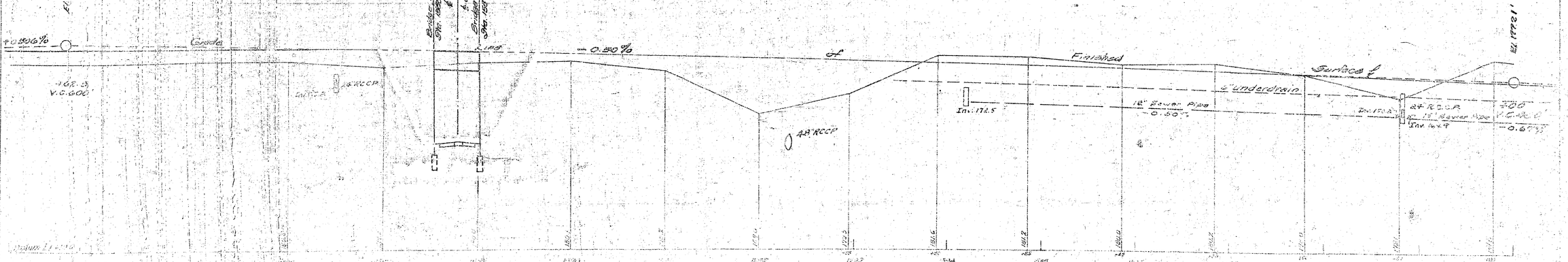
The present ground surface is approx. 18 to 24 ... bes below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale Vert: 1" = 10'-0"
Horiz: 1" = 50'-0"

Elevations are Original ground surface and ... longer apply.




NORTHBOUND PROFILE

Approved: _____ Date: _____
Asst. Civil Engr. Constr.

Approved: _____ Date: _____
Asst. Civil Engr.

Date: _____

| FED. ROAD DIV NO. | STATE | FED. AID PROJ NO | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | NY | | 1952 | 139 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

64

Date SEPT 26 1952

Approved: Asst. Civil Engr.

Date SEPT 26 1952

Asphalt Ditch 2.0 Ft.

8" Pvc 567.4'

Az. 34°-04'

1598+70

Az. 33°-02'

1601+00

Az. 29°-56'

1604+00

Az. 26°-27'

True North

HENRY A. & STELLA M. MYERS

BB 1597

Az. 10°-38'-00" BB1598

BB1599

BB1600

BB1601

6" Underdrain

BB1602

Survey

BB1603

BB1604

Base

BB1605

BB1606

Az. 15°-58'-25"

BB1607

BB1608

BB1609

Line 1

BB1610

BB1611

BB1612

BB1613

6" Underdrain

1597℄

1598R Jnt. 1942

1599℄

℄ 1600℄

℄ P 1601℄ Thruway 1602℄

1603℄

1604℄

1605℄

1606℄

1607℄

1608℄

1609℄

1610℄

1611℄

1612℄

1613℄

12" S.P.

15" S.P.

21" S.P.

24" R.C.C.P.

P.I. 1602+34.48℄ 18° Rt.

1602+74.60

1603+78.0℄ D19 Az. 17.5

D17

D18

D16

D15

D14

D13 Az. 347°-25'-28"

D12

D11

D20

D21

D22

D23

D24

D25

D26

P.I. 1604+39 39° Lt.

6" Underdrain

Sta. 1609+76 Full lane width ends

Sta 1611+40 Lane Steps

HENRY A. & STELLA M. MYERS

℄ Curve Data.
Δ = 10°49'50'
D = 0°40'
R = 8594.42'
T = 814.74'
L = 1625.00'

P.C. 1602+39 R=8212'

P.T. 1610+34.88 Back = 1611+49.20 Ahead

R= 8594.42'

Nail in 10" Ash 513.9'

PLAN
Scale: 1"=50'-0"

Made by PLAN Bingham Traced by Klimcovitz Checked by Zeitler

Prepared pursuant to the Highway Law and recommended by

E. L. Anderson
Engineer, District No. 1

Sept 26 1952

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 139 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

64

SEP 26 1952

8" Pvmt. 547.4'

Az. 34°-04'

Sta. 1598+90

Az. 33°-02'

Sta. 1601+00

Az. 29°-56'

Sta. 1604+00

Az. 12°-27'

True North

HENRY A. & STELLA M. MYERS

Inv.

18" R.C.P. 192' 18" S.F.

Permit # 239

18" S.F.

166.7

Az. 10°-36'-00" BB 1598

BB 1597

BB 1599

170.5

BB 1600

BB 1601

6" Underdrain

BB 1602

Sta. 1602+24.60

1603+37.02 Dia. 2115

6" Underdrain

Az. 22°-56'

6" Underdrain

Sta. 1610+00

6" Underdrain

Survey

P.I. 1602+39.49 18' Rt.

BB 1603

Dia.

AB 1604

15" S.F.

BB 1605

BB 1606

Az. 16°-32'-25"

BB 1607

1607±

1608±

1609±

BB 1608

21" S.F.

BB 1609

LINE 1

BB 1610

1610±

BB 1611

1611±

BB 1612

1612±

1613±

1600± of 15" S.F.

1601± Thruway 1602±

1603±

1604±

1605±

1606±

1597±

1598±

Inv. 1942

1599±

72" S.F.

P.I. 1602+38.49 139.4' Lt.

6" Underdrain

6" Underdrain

6" Underdrain

Sta. 1609+96 Full lane width ends

Sta. 1611+20 Lane Stops

Pavement

Asphalt Dike Edge

D 20

D 21

D 22

D 23

D 24

D 25

D 26

D 27

D 28

D 1

D 2

D 3

D 4

D 5

D 6

D 7

D 8

D 9

D 10

D 11

D 12

D 13 Az. 267°-25.29'

D 14

D 15

D 16

D 17

D 18

1677

P.C. R=8212 D 26°39

P.T.

HENRY A. & STELLA M. MYERS

℄ Curve Data.
Δ = 10°49'.50'
D = 0°40'
R = 8594.42'
T = 814.74'
L = 1625.00'

R = 8594.42' Back ℄ 1610+34.88

P.T. 1610+34.88 1611+10 20 Ahead

Nail in 10" Ash 513.9'

PLAN
Scale: 1"=50'-0"

Made by Bingham Traced by Klimcavitz Checked by Reitler

PLAN

Prepared pursuant to the Highway Law and recommended by

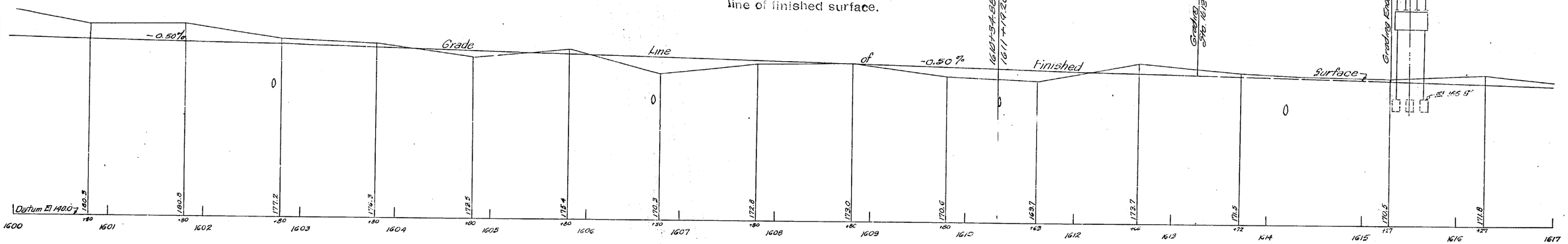
E. Anderson
Engineer, District No. 7

Sept. 26 1952

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 140 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

Profile on this plan is Original ground surface prior to grading operations.

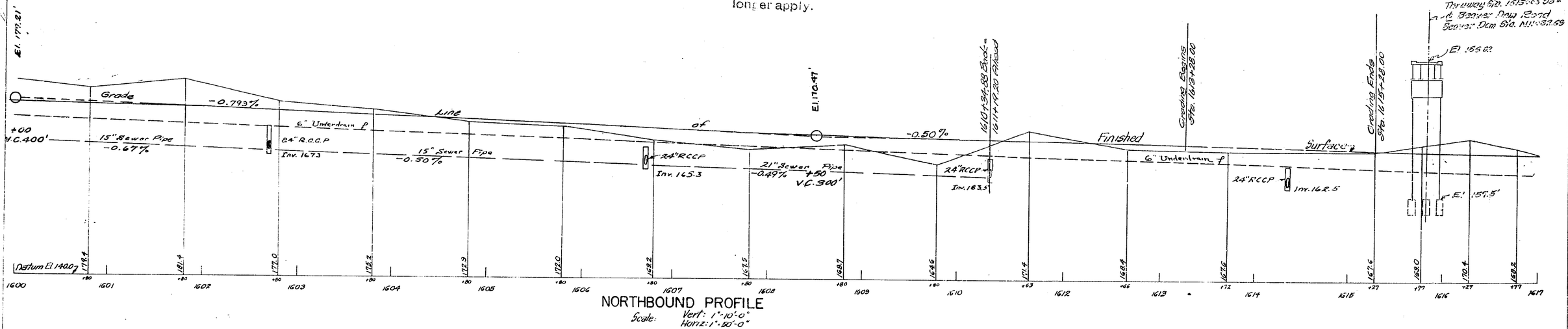
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

| | Made By | Traced By | Checked By |
|---|---|---|---|
| Profile | Bingham | Klimowitz | Kemmert & Ross |

...nt to the Highway ...ended by

...Assistant No

Sept 26 19...

Approved: Date: SEPT 26 1952

Assist. Dist. Engr.

Assoc. Civil Engr. Constr.

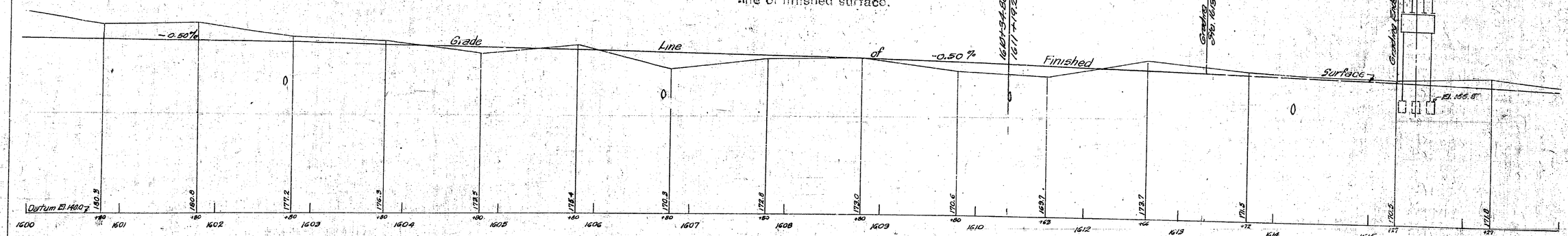
Approved: Date: SEPT 26 1952

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 140 | 197 |
| CATSKILL SECTION | | | | SUB 5 | |

65

Profile on this plan is Original ground surface prior to grading operations.

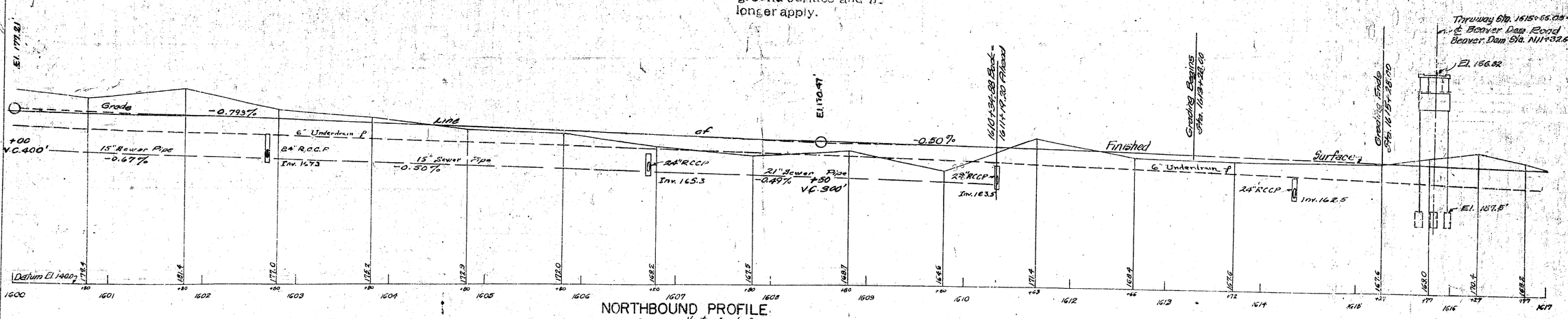
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Made By Traced By Checked By

Profile Bingham Klimovitz Remmert & Ross

...ent to the Highway ...mended by

...for District No

Sept 26 19...

Approved: Date: SEPT 26 1952

Asst. Dist. Engr.

Date SEPT 26 1952

Approved

Asst. Civil Engr. Supvr.

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 141 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

64

Approved Date Sept 26 1952

Chief Engineer, Albany

Approved Date Sept 26 1952

Assistant Chief Engineer

Albany, N.Y.

True North

℄ Curve Data
Δ = 30°15'36"
D = 1°00'
R = 5729.95'
T = 1548.92'
L = 3026.00'
E = 209.67'

℄ curve Data
Δ = 8°06'
D = 4°00'
R = 1432.5'
L = 202.5'
T = 101.18'
E = 3.6'

℄ curve Data
Δ = 26°19'24"
D = 5°30'
R = 1041.81'
T = 243.62'
L = 478.61'
E = 28.11'

RALPH & LYDIA K. SPENCER

HENRY A. & STELLA M. MEYER

WHITEHEAD BROS.

Jules G. Steffen

RALPH & LYDIA K. SPENCER

Sta N101+06.22 Bridge Begins

Sta N112+52.39 Bridge Ends

Thruway ℄ Sta. 1615+66.05 = Beam Dam Sta. N111+32.49

Mall Width 40'-0"

Base of Exist. 12" S.P.

Exist. 12" S.P.

6" Underdrain

Line J

Az 1°37'

Az 4°26'

Az 8°37'

Az 12°27'

Az 15°50'45"

Az 5°17'30"

Az 58°17'30"

Survey

Exist. Building

Exist. Garage

House

Barn

Exist. Pump

Exist. Mailbox

Exist. Hydrant

Exist. Oak 13"

Exist. Oak 13"

Exist. Oak 13"

Exist. Oak 12"

Exist. Oak 12"

Exist. Oak 13"

Exist. Oak 13"

Exist. Oak 13

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1932 | 141 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

Approved Sept 26 1962

Date Sept 26 1962

Approved [illegible]

Resident Engineer

True North

℄ curve Data
Δ = 30°15' 36"
D = 1°00'
R = 5729.95'
T = 1548.92'
L = 3026.00'
E = 209.67'

℄ curve Data
Δ = 8°06'
D = 4°00'
R = 1432.5'
L = 202.5'
T = 101.18'
E = 3.6'

℄ curve Data
Δ = 26°19' 24"
D = 5°30'
R = 1041.81'
T = 243.62'
L = 478.61'
E = 28.11'

RALPH & LYDIA K. SPENCER

RALPH & LYDIA K. SPENCER

HENRY A. & STELLA M. METER

WHITEHEAD BROS.

Julia G. Shaffan

Sta. N110+06.22 Bridge Begins

Sta. N121+52.39 Bridge Ends

Mall Width 40.000

6" underdrain

Survey

Match Line

PLAN
Scale 1" = 50'-0"

Made by Bingham Traced by Klimkevitz Checked by Zeitler

Prepared pursuant to the Highway Law and recommended by

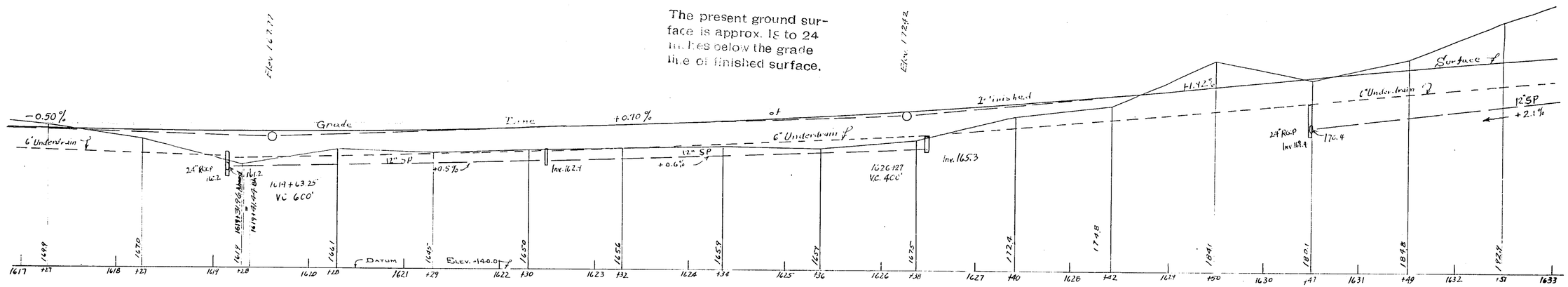
Engineer, District No. 1

Sept. 26 1962

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 142 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

Profile on this plan is Original ground surface prior to grading operations.

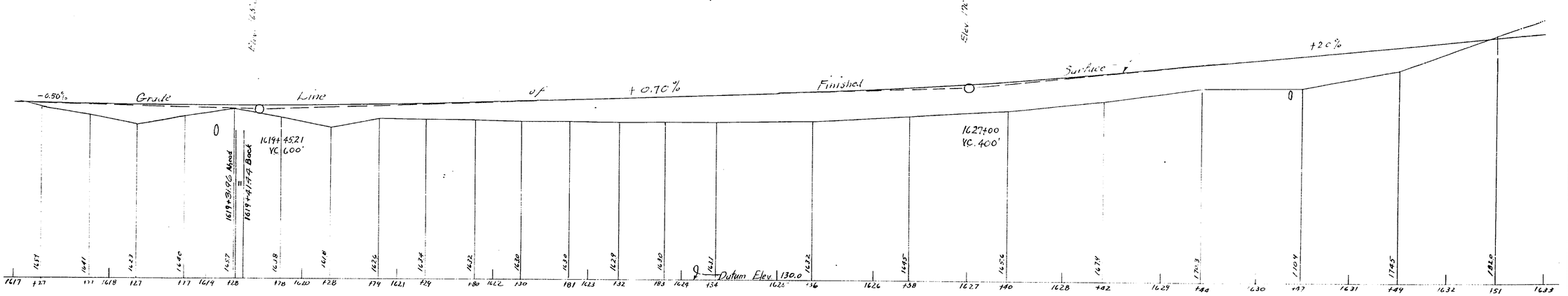
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

Made By Bingham Traced By Klimcovitz Checked By Ross

Profile:

Approved: Date: SEPT 26 1952

Assist. Div. Engr.

Approved: Date: SEPT -6 1952

Assist. Civil Engr. Constr.

Prepared pursuant to the Highway Law and recommended by

E. K. Anderson

Engineer District No. 9

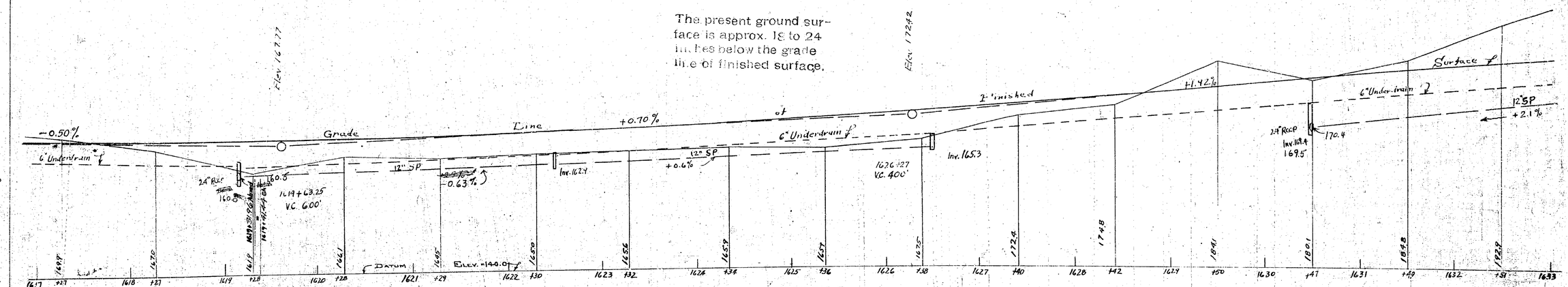
Sept 26 1952

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 142 | 197 |
| CATSKILL SECTION | | | | SUB 5 | |

C.T. 5240F

Profile on this plan is Original ground surface prior to grading operations.

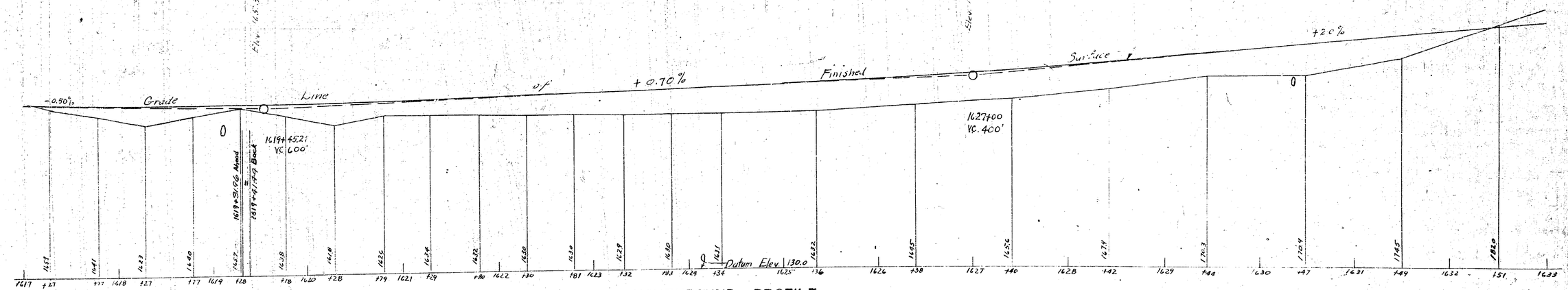
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1" = 10'-0"
Horiz: 1" = 50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1" = 10'-0"
Horiz: 1" = 50'-0"

Prepared pursuant to the Highway Law and recommended by

E. Thuberson
Engineer District No. 7

Sept. 26 19 52

Made By Bingham
Traced By Klimcovitz
Checked By Ross
Profile:

Approved: Date: SEPT 26 1952
Assist. Div. Engr.

Approved: Date: SEPT 26 1952
Assoc. Civil Engr. Consltr

S.T. 52-29

| Fed. Rd. Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | | | | 143 | 197 |
| Catskill Section | | | | Sub -5 | |
| Beaver Dam Road | | | | | |

68

Approved: Date: SEPT 26 1952
Assoc. Civil Engr. Const.

Approved: Date: SEPT 26 1952
Assist. Dist. Engr.

Whitehead Bros.

Myers

Ralph & Lydia K. Spencer
Map 493 Parcel 543 P.E.

Jules G. Steffen
P.E. Map 494 Parcel 543

2 THRUWAY BOUNDARY 3

2 THRUWAY BOUNDARY 2

Thruway 2

N.B.

S.B.

Survey Base Line 2

Improvement 2 Line 2

Az. 88° 46' 7

Az. 83° 40'

Az. 93° 40'

Az. 80° 28'

Az. 17° 32' 30"

Az. 52° 17' 30"

D = 5° 30'

P.I. 3183.79 32.92' Lt.

27° 40' 46"

P.I. 1518/68 1.58' Lt.

Sta. N 137.70 Contract Begins

Sta. N 140.01 Bridge Begins

Sta. N 143.79 Bridge Ends

Sta. N 149.00 Contract Ends

Sta. N 140.01 Rt. New 12' C.M.P. Blkhdng 16' Long

Sta. N 140.01 Lt. New 12' C.M.P. Blkhdng 16' Long

Sta. N 145.01 Rt. New 12' C.M.P. Blkhdng 32' Long

Mail Box Post

PLAN
Scale: 1" = 50'

Grade -1.10% +1.74 % Line

Fill by others

Former Ground Line 2

Finished Surface 2

-5.00 %

+3.715 %

+00 V.C. 200'

+50 V.C. 480'

+85.8 V.C. 200'

Elev. 166.5

El. 165.5

El. 157.5

Def. Elev. 140.0?

| | N3 | N4 | N5 | N6 | N7 | N8 | N9 | N10 | N11 | N12 | N13 | +40 | N14 | +10 | N15 | +30 | N16 | +50 | N17 | +50 | 19 | +60 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 191.8 | 192.8 | 182.2 | 180.8 | 196.0 | 182.2 | 181.8 | 174.8 | 170.0 | 166.9 | 159.0 | 159.9 | 160.0 | 160.0 | 160.1 | 160.1 | 162.4 | 162.0 | 164.7 | 165.0 | 168.1 | 170.2 |

PROFILE
Vert. 1" = 10'
Scale: Hor. 1" = 50'

| | Made By | Traced By | Checked By |
|---|---|---|---|
| Plan | Bentley | W. Dowling | Critchlow |
| Profile | Bentley | W. Dowling | Critchlow |

Prepared pursuant to the Highway Law and recommended by

Engineer District No 1

Sept. 26 1952

| FED. RD. DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 143 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |
| BEAVER DAM ROAD | | | | | |

143R

Whitehead Bros.

Myers

Ralph & Lydia K. Spencer
Map 423 Parcel 542 P.E.

Jules G. Steffen
P.E. Map 424 Parcel 543

THRUWAY BOUNDARY

Thruway

Survey Base Line

Improvement Line

Line of Thruway

Sta. 16+15.66 = N 11+32.69 Thruway

Sta. N 10+06.22 Bridge Begins

Sta. N 11+82.38 Bridge Ends

Sta. N 8+78.60 Contract Begins

Sta. N 19+76.60 Contract Ends

Sta. N 8+78.60 Bk. New 12" CMP Bk. 16' Long
Sta. N 8+78.60 Ah. New 12" CMP Ah. 16' Long
Sta. N 7+48.00 Bk. New 12" CMP Bk. 32' Long

Sta. 18+36.42 Part Ends

PLAN
Scale: 1" = 50'

-0.90 %
-1.40%
+1.74 %
-5.00 % Finished Surface
Fill by others
Former Ground Line
Grade Line
V.C. 200'
V.C. 480'
V.C. 200'
+3.30%
+3.715 %
Elev. 166.5
El. 165.5
El. 157.5
Dat. Elev. 140.07

PROFILE
Vert. 1" = 10'
Scale: Hor. 1" = 50'

| | MADE BY | TRACED BY | CHECKED BY |
|---|---|---|---|
| PLAN | Bentley | W. Dowling | Critchlow |
| PROFILE | Bentley | W. Dowling | Critchlow |

Prepared pursuant to the Highway Law and recommended by

Engineer District No 1

Sept. 7th 19 52

Approved: _____ Date _____
Assoc. Civil Engr. Const.

Approved: _____ Date _____
Assist. Dist. Engr.

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 144 | 197 |
| CATSKILL SECTION | | | | SUB 5 | |

69

Approved _____ Date: SEP 26 1952

Assoc. Civil Engr. Consult.

Approved _____ Date: _____

Assist. Dist. Engr.

True North

℄ Curve Data
Δ = 30°-15'-36"
D = 1°-48'-42"
T = 1598.42
R = 5274.95
L = 3036.00
Ext. = 209.67'

RALPH & LYDIA K. SPENCER

MARIE KOSTER

Edge of pavement

Survey Base Line

Az. 358°-07' | Az. 356°-16' | Az. 356°-18' | Az. 356°-23'

1628+00 | 1629 | 1630 | 1631+00 | 1632 | 1633 | 1634 | 1634+40 | 1635 | 1636 | 1637 | 1638 | 1639 | 1640 | 1641 | 1642+00 | 1643

16+91.00 5" Poplar 19.3'

5" Poplar 7.15'

10" Poplar 18.6'

24" Poplar 22.19'

6" Poplar 14.74'

20" Maple 18.82'

6" Underdrain

12" S.P. ℄

24" C.C.P.

6" Underdrain ℄

12" S.P. ℄

6" Underdrain ℄

℄ of Thruway

12" Sewer Pipe

6" Underdrain ℄

P.I. 1633+87.5 ℄ 364.8' Rt.

PLAN
Scale: 1" = 50'-0"

Made by Bingham Traced by Klimkovitz Checked by Remmert & Peak

PLAN

Prepared pursuant to the Highway Law and recommended by

Engineer, District No. 1

Sept. 26 19__

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 142 | 197 |

CATSKILL SECTION SUB 5

Approved Sept 26 1952
Assist Dist Engr

Approved Sept 26 1952
Date

RALPH & LYDIA K. SPENCER

MARIE KOSTER

True North

℄ Curve Data
Δ = 30°-15'-36"
D = 1°48'.92
R = 5324.95
E = 3026.00
L = 309.67'
Ext. = 309.67'

Edge of woods ℄

Az: 355°-01'
SURVEY

Az: 356°-16'
BASE

Az: 356°-18'

Az: 356°-23'
LINE

1628+50 1629 1630 1631+00 1632 1633 1634 1634+40 1635 1636 1637 1638 1639+00 1640 1641 1642+00 1643

5" Poplar 7.15'
5" Poplar 5-18.3'
20" Poplar 18.6'
24" Poplar 22.13'
20" Poplar 18.22'
6" Poplar 14.74'

6" Underdrain
12" S.R.
24" RCP
12" Sewer
Rgs.
Tfrwy ℄
of

1628℄ 1629℄ 1630℄ 1631℄ 1632℄ 1633℄ 1634℄ 1635℄ 1636℄ 1637℄ 1638℄ 1639℄ 1640℄ 1641℄ 1642℄ 1643℄ 1644℄

P.I. 1633+87.5 ℞ 349.8' Rt.

PLAN
Scale: 1" = 50'-0"

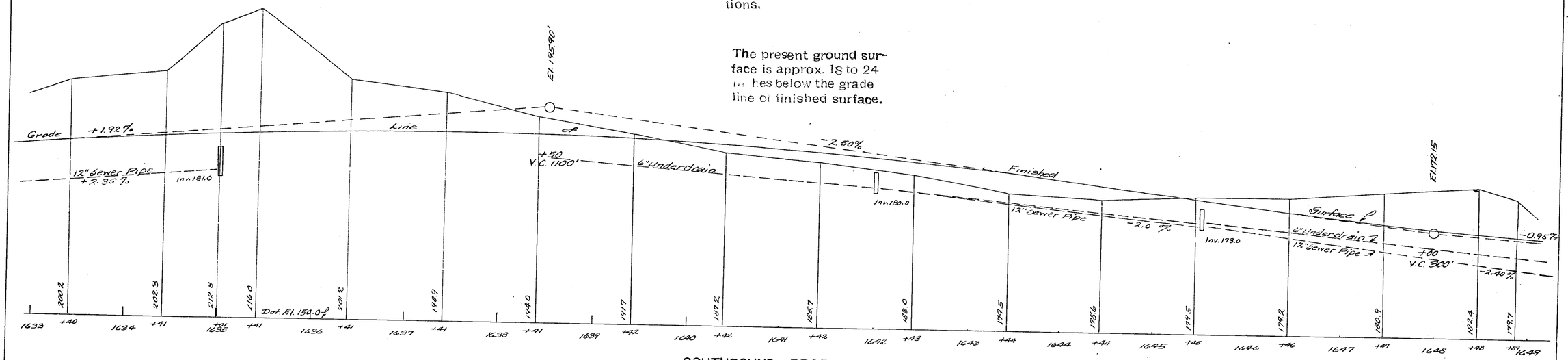
Made by Traced by Checked by
PLAN Bingham Klimcovitz Remmert & Peak

Prepared pursuant to the Highway Law and recommended by
Engineer, District No. 1
Sept 26 19

| Fed. Rd. Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 145 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

Profile on this plan is Original ground surface prior to grading operations.

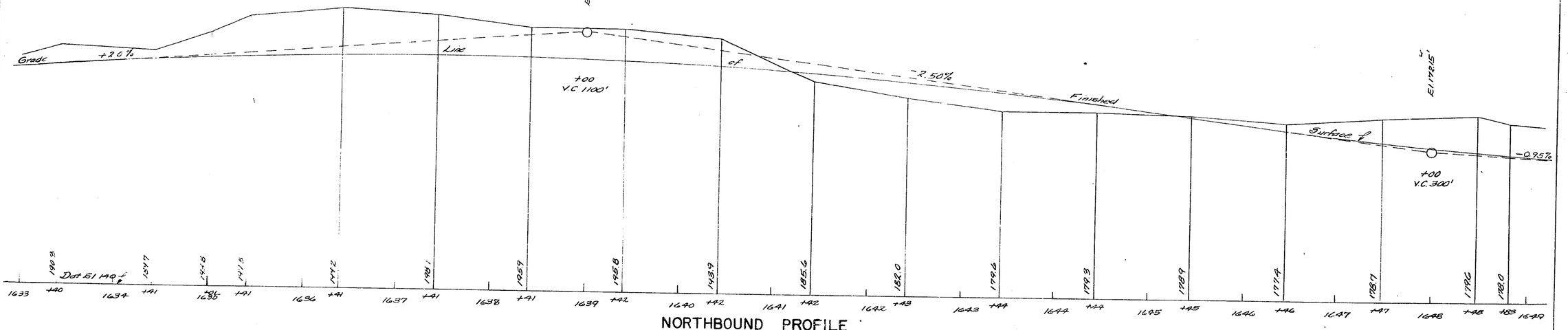
The present ground surface is approx. 1ft to 24 inches below the grade line or finished surface.




SOUTHBOUND PROFILE

Scale — Vert 1" = 10'-0"
Hor 1" = 50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale — Vert 1" = 10'-0"
Hor 1" = 50'-0"

PROFILE Made By Bingham Checked By Hickerson Traced by Williams

Approved: Assist. Dist. Engr.

Date: SEP 26 1952

Approved: Asst. Dist. Engr. Resid. Util. Engr. Constr.

Date: Sept. 26 1952

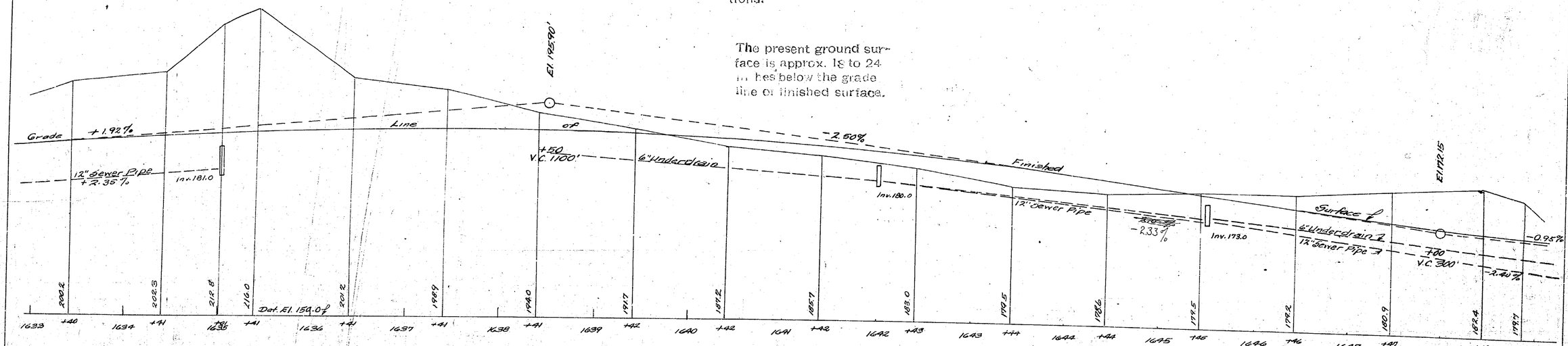
E. J. Hickerson

Sht. 26

| Fed. Rd. Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 145 | 197 |
| CATSKILL SECTION | | | | SUS-5 | |

Profile on this plan is Original ground surface prior to grading operations.

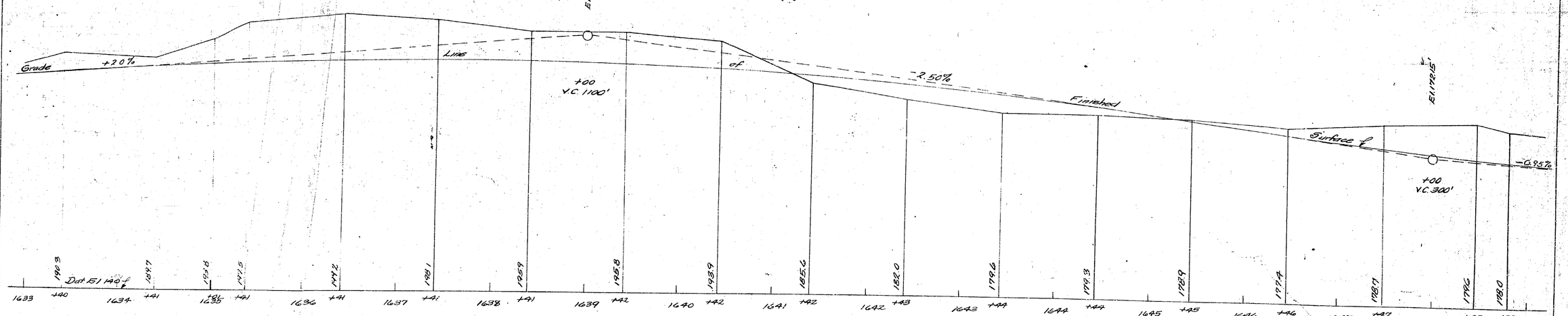
The present ground surface is approx. 18 to 24 inches below the grade line or finished surface.




SOUTHBOUND PROFILE

Scale— Vert 1"=10'-0"
Hor 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale — Vert 1"=10'-0"
Hor 1"=50'-0"

PROFILE Made By Bingham Checked By Hickerson Traced by Williams

Approved: Date: SEP 26 1952
Assist. Dist. Engr.

Approved: Date: SEP 26 1952
Asst. Chief Engr. Assoc. Civil Engr. Consult.

70

| FED ROAD DIV NO. | STATE | FED AID PROJ NO | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 14C | 177 |
| CATSKILL SECTION | | | | SUB 5 | |

Approved Date: Oct 26 1952
Asst Civil Engr Constr.

Approved Date:
Asst Civil Engr

Curve Data
Δ = 30° 15' 36"
D = 1°
R = 5729.95
T = 1548.92
L = 3026.00

Curve Data
Δ = 13° 09'
D = 1° 23'
R = 4141.96
T = 477.51
L = 950.83

TRUE NORTH

Vlomanskill

ABRAHAM CLAPPER EST.

NEW YORK CENTRAL RAILROAD CO.

MARIE KOSTER

ABRAHAM CLAPPER EST.

Mall Width 20'

6" Underdrain

12" Sewer Pipe

Future conn. to Apartments

Sta 1650 Work Stops
Sta 1656 Work starts
the stop and start
stas are approximate
only and may be
changed as ordered
by the Engineer

NOTE.
Bridge over Vlomanskill and N.Y. Central Railroad will not be built under this contract.

PLAN
Scale: 1"=50'-0"

Made by Traced by Checked by
PLAN Bingham Klimcovitz Remmert & Peak

Prepared pursuant to the Highway Law and recommended by
E. Buckman
Engineer, District No. 1
Oct. 26 19..

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 146 | 197 |
| CATSKILL SECTION | | | | SUB 5 | |

Approved Sept 26 1952
Resident Civil Engr. Greene County

Date Sept 26 1952
Asst. Highway Engr.

Curve Data
Δ = 30° 15' 36"
D = 1°
R = 5729.95
T = 1548.92
L = 3026.00

Curve Data
Δ = 13° 09'
D = 1° 23'
R = 4141.96
T = 477.51
L = 950.83

Vlomanskill

ABRAHAM CLAPPER EST.

TRUE NORTH

NEW YORK CENTRAL RAILROAD CO.

MARIE KOSTER

Mall Width 20'

6" Underdrain

12" Sewer Pipe

Future conn. to Apartment

Thru & Sta. 1653+65.9 = HYDE Sta. P4+39.38

Sta 1650 Work Stops
Sta 1656 Work Starts
the stop and start stas are Approximate only and may be changed as ordered by the Engineer

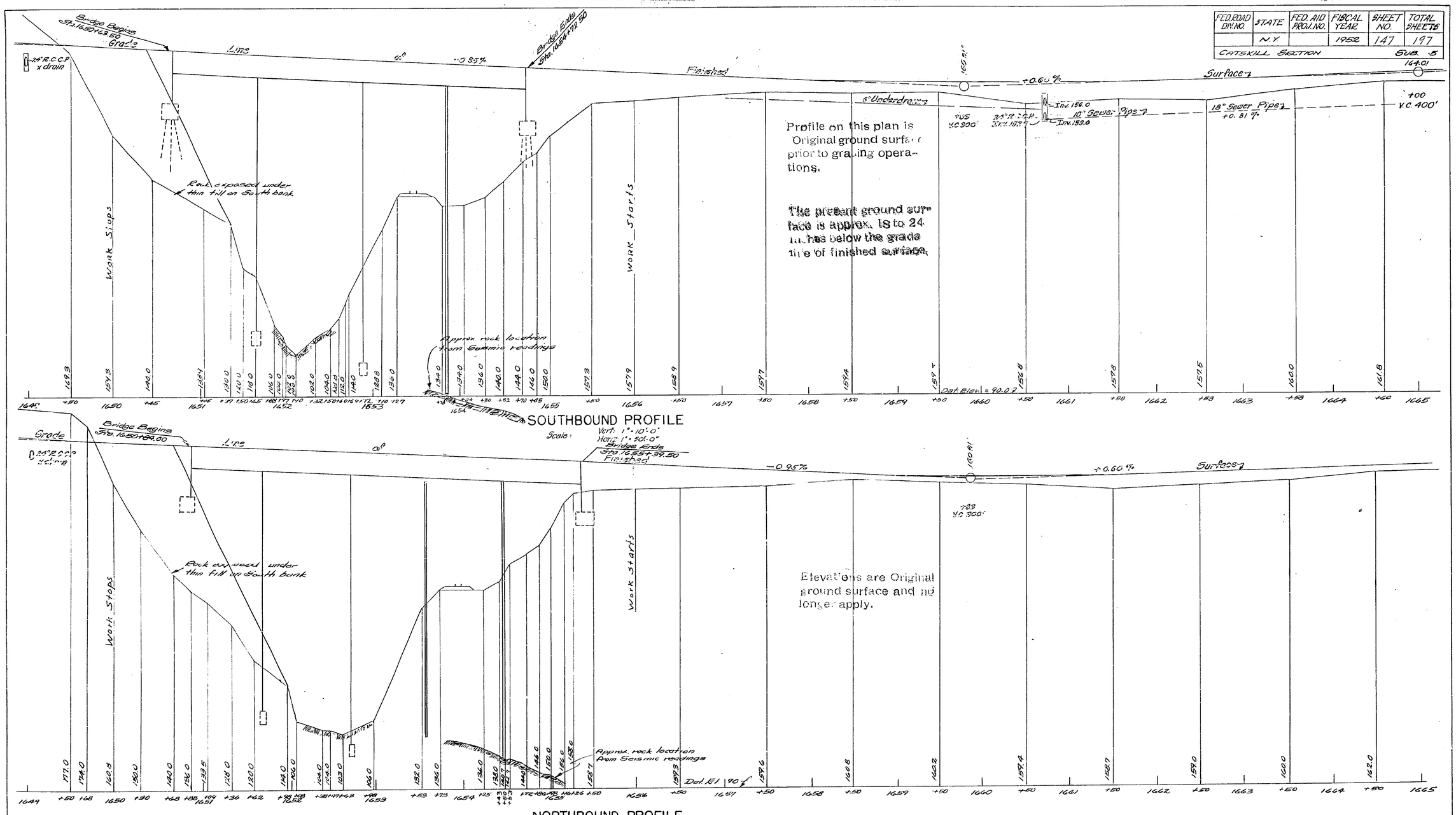
NOTE.
Bridge over Vlomonskill and N.Y. Central Railroad will not be built under this Contract.

PLAN
Scale: 1"=50'-0"

Made by PLAN Bingham
Traced by Klimcevitz
Checked by Remmert & Rook

Prepared pursuant to the Highway Law and recommended by
E. H. Nickerson
Engineer, District No. 1
Sept 26 19__

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 147 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |




Notes
The stop and start stas. are approximate only and may be changed as ordered by the Engineer

The Bridge over Wlomonskill and N.Y.C. Railroad will not be built under this Contract.

Made By: Bingham Traced By: Hickerson Checked By: Christmann

Profile:

Approved: _____ Date: SEPT 26 1952

Asst. Civil Engr. Consult.

Approved: _____ Date: SEPT 26 1952

Asst. Dist. Engr.

E. L. Nickerson

Sept 26 1952

72

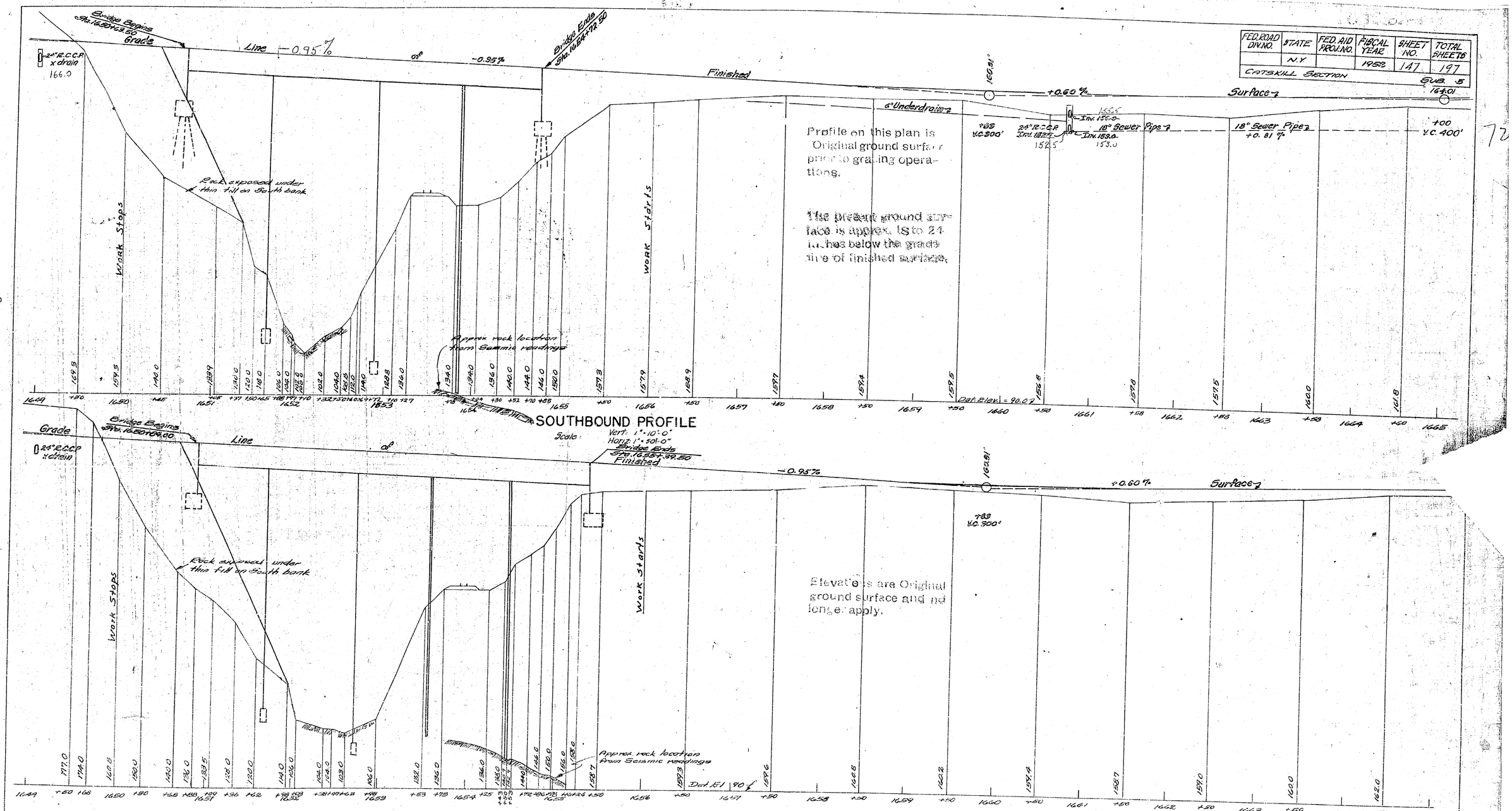
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 147 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

Approved: _____ Date: SEPT 26 19__

Asst. Dist. Engr. Const.

Approved: _____ Date: SEPT 26 19__

Assoc. Civil Engr. Const.




Notes

The stop and start stas. are approximate only and may be changed as ordered by the Engineer

The Bridge over Vlomanskill and N.Y.C. Railroad will not be built under this Contract.

Made By: _____ Traced By: _____ Checked By: _____

Profile: Bingham Hickerson Christman

E. Ruckerson

Sept. 26 19__

C.T. 52-81

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 1.48 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

73

Abraham Clapper Est.

Δ = 13°09'
D = 1°23'
R = 4141.96'
T = 477.51'
L = 950.83'
Ext. = 27.41'

True North

Survey

Base

Az. 340° 59'

Az. 331° 23'

Mall Width 30'

Mall Width 30'

Runway 3

Line 7

Az. 336° 51'

Abraham Clapper Est.

Δ = 13° 30'
D = 39° 25'
R = 8726.64'
T = 1082.66'
L = 2055.85'

6" Underdrain

5" Underdrain

18" S.P.

12" S.P.

24" RCCP

Sta. 1E 1655+25 P.T.

P.I. Sta. 1E 1660+83 5.45' Rt.

House

Barn

Barn

Gar.

Smoke House

Shrubs

Well

Shrubbery

R=200'

Clapper Road 68'±0'

Fred & Viola M. Hammond

P.I. Sta. 0+33 8°±0'

B.C. Sta. 0+02 CR0100

P.C. Sta. 0+00

P.T. Sta. 1+33

CR1 CR2 CR3 CR4 CR5 CR6 CR7

PLAN
Scale: 1"=50'-0"

Made By Bingham Traced By Simpson Checked By Remmert & Peak

PLAN

Prepared pursuant to the Highway Law and recommended by

E. R. Mackenzie
Engineer, District No. 1

April 26 1952

Approved

Date: April 26 1952

Asst. Dist. Engr.

Assoc. Civil Engr. Consltr.

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 148 | 197 |

CATSKILL SECTION Sub. -5

Abraham Clapper Est.

Δ = 13°09'
D = 1°23'
R = 4141.96'
T = 477.51'
L = 950.83'
Ext. = 27.41'

True North

Sta. 1626+65.93 RT.

Mail Widthe 30'

18" S.P

Survey

Az. 340° 55'

Base

Sta. 1E 1660+83
5.45' Rt.

P.I.

Δ = 13° 30'
D = 39° 25"
R = 8726.64'
T = 1082.66'
L = 2055.85'

6" Underdrain

1" Underdrain

Highway

12" S.P

Mail Width 30'

Sta. 1676+48.66

Line 2

Az. 336° 51'

Abraham Clapper Est.

House

Barn

Garage

Smoke House

Well

Barn

Barn

Shrubbery

Clapper Road

Fred & Viola M. Hammond

PLAN
Scale: 1"=50'-0"

Made By Bingham Traced By Klimkewitz Checked By Remmert & Peak
PLAN

Prepared pursuant to the Highway Law and recommended by

E K Mackenzie
Engineer, District No. 1

Sept 26 1952

Approved

Sept 26 1952

Assist. Dist. Engr.

Asst. Chief Engr. Constr.

Approved

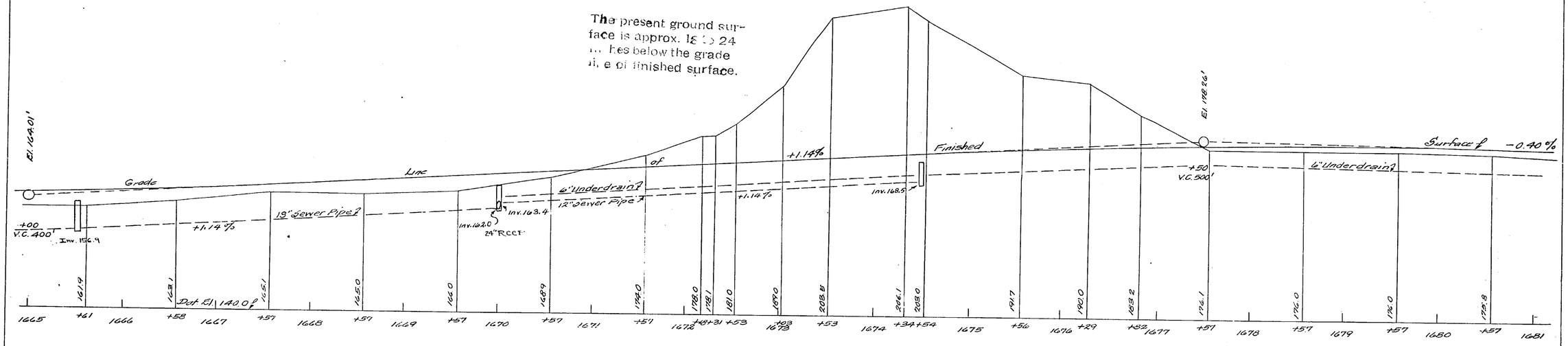
Date: SEPT 26 1952

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 149 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

74

Profile on this plan is Original ground surface prior to grading operations.

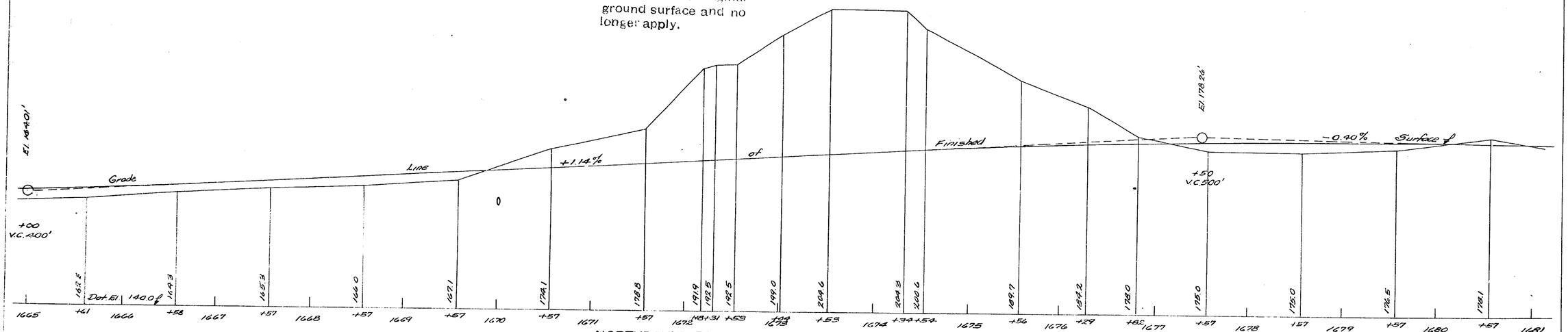
The present ground surface is approx. 18 to 24 ... hes below the grade ... e of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

Made By: Bingham Traced by: Hickerson Checked By: Ross

Profile

Approved: Date:

Asst. Civil Engr. const.

Approved: Date:

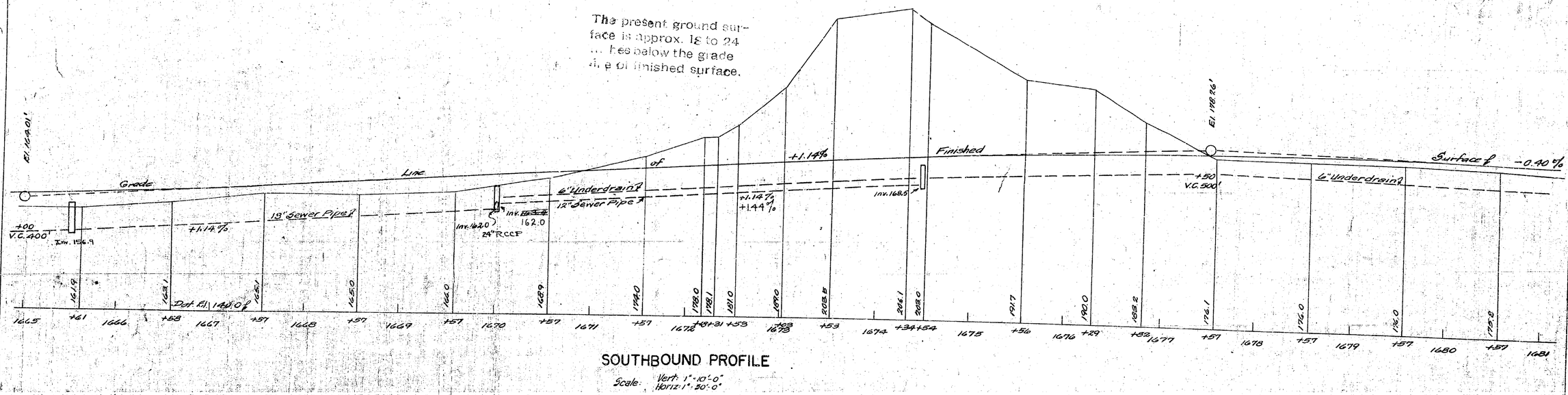
Asst. Dist. Engr.

Recommended
B. F. Hickerson
Engineer District
July 26 1951

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 189 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

Profile on this plan is Original ground surface prior to grading operations.

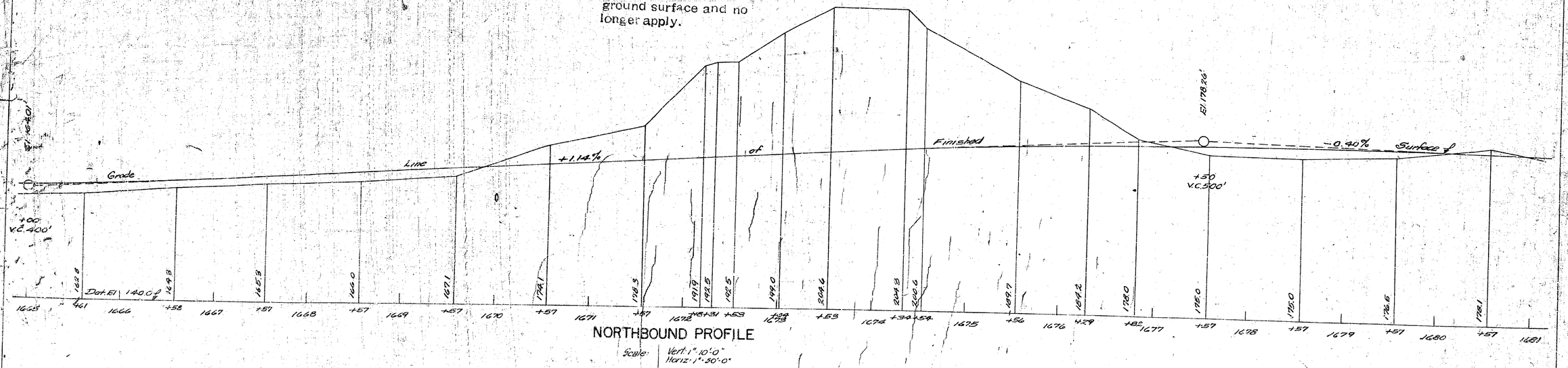
The present ground surface is approx. 18 to 24 ... hes below the grade ... e of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"-10'-0"
Horiz: 1"-50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1" 10'-0"
Horiz: 1"-50'-0"

Made By: Traced By: Checked By:
Profile Bingham Hickerson Ross

Approved: Date: Feb 1952
Area Engr. Consult. Engr.

Approved: Date: Feb 1952
Assoc. Civil Engr. Consult.

Lake
Nearest Dist. Engr.

Amended
Engineer District No.
Date 2/6/52

74

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 150 | 197 |
| CATSKILL SECTION | | | | SUB | -5 |

Date ... 1952 Approved ... Date ... 1952 Approved ...

Abraham Clapper Est.

Match Line 7

P.I. 1E 1680+52 25.34 Lt.

Sta. CR 18+16 Bridge Ends

C.R. 18

6" Underdrain ℄

Exist. 6" Underdrain ℄

AZ 336° 36'

AZ 339° 23'

Line

Exist. 18" S.P.

Thruway

AZ 345° 24'

Exist. 6" Underdrain

Δ = 13° 30'
D = 39° 25'
R = 4724.04
T = 1032.05
L = 2055.85
Ext. = 00.91'

Sta. CR 16+10 Bridge Begins

P.C. Sta. CR 15+67 = WR 13+68

R=150'

Base Line

Survey Line

Gunnar J. Dahl

AZ 336° 51'

Sta. & CR 12+40± New 24" R.C.C.P. Culv. 48' long. Hdwall on Lt. & Rt.

P.C. R=1935'

Sta. WR 13+25± & New 24" R.C.C.P. Culv. 48' long Headwalls Rt. & Lt.

P.C. 22+53 R=358'

Sta. CR 21+60 ℄ Rt. & Lt. Grade & pave Type "A" intersections

Gunnar J. Dahl

George Diedrich

Sta. CR 22+85 ℄ Rt. & Sta. CR 23+ 70 ℄ Rt. Grade and pave Type "G" drives. 20' of 12" C.M.P. each.

Well

Made By ... Traced By ... Checked by ...

Prepared pursuant to the Highway Law and recommended by

Engineer, District No. 1

Dated ... 19...

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 150 | 197 |
| CATSKILL SECTION | | | | 318 | 5 |

O.T. 3838P

Match Line 2

Abraham Clapper Est.

P.I. 1E 1680+52 253'Lt.

Sta. CE 15+16 Bridge Ends

CR18

Exist. 6" Underdrain ℄

6" Underdrain ℄

AZ 339° 23'

AZ 336° 36'

Exist. 24" R.C.C.P.

Exist. 18" S.P.

Thruway Station 18"S.P. AZ 345° 24'

Sta. 1682+75 CR17+13

Sta. CE 16+10 Bridge Begins

P.C. Sta. CR 15+67.= 15+64 AH

F=150' 15+66.8 BK

WR' 13+55 P.C. 13+67 R=150'

Gunnar J. Dahl

AZ 336° 51'

Survey

Sta. & CR 12+40± New 24" R.C.C.P. culv. 48' long. Hdwall on Lt. & Rt.

INV 173.0

INV 172.5

INV 169.0

Sta. WR 13+25± New 24" R.C.C.P. Culv. 48' long Headwalls Rt. & Lt.

Sta. CR 21+60 ℄ ± Rt. & Lt. Grade & pave Type "M" intersections.

Centerline R.T.H. 6010

George Diedrich

Gunnar J. Dahl

Sta. CR 22+85 ℄ ± Rt. & Sta. CR 23+70 ℄ ± Rt. Grade and pave Type "G" drives. 20' x 8' 12" C.M.P. each

CR 23+71.20

Prepared pursuant to the Highway Law and recommended by

Engineer, District No. 1

Date Sept. 26 1952

Made By Bingham Traced By: Hickerson Checked By Remmert & Peak

PLAN

Approved

Assist. Dist. Engr.

Asst. Civil Engr. Const.

Date SEP 26 1952

Date SEP 26 1952

C.T. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 151 | 197 |
| CATSKILL SECTION | | | SUB. -5 | | |

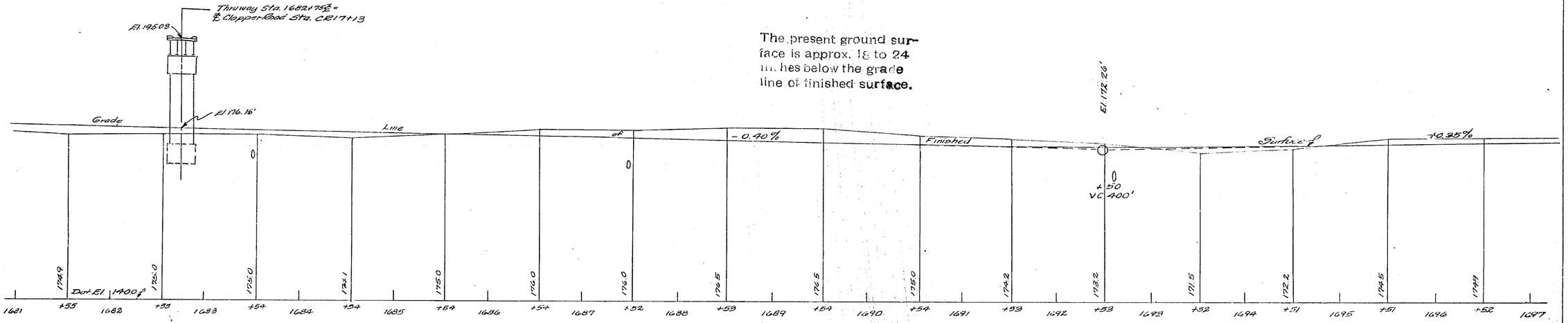
76

Approved: Date: SEPT 26 1952
Assist. Chief Engr. Const.

Approved: Date: SEPT 26 1952
Assist. Chief Engr. Const.

**Profile on this plan is Original ground surface prior to grading operations.**

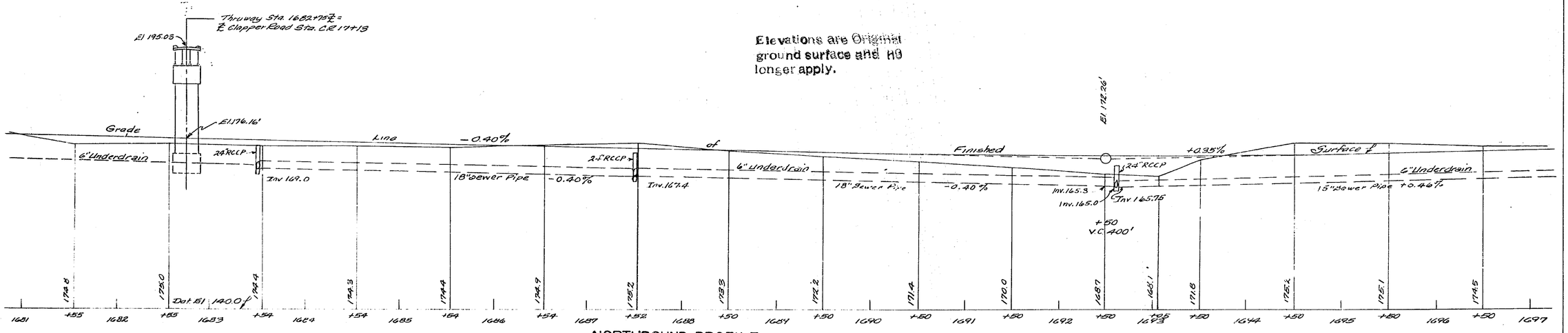
**The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.**




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

**Elevations are Original ground surface and no longer apply.**




NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

Profile: Made By Bingham Traced By Hickerson Checked By Williams

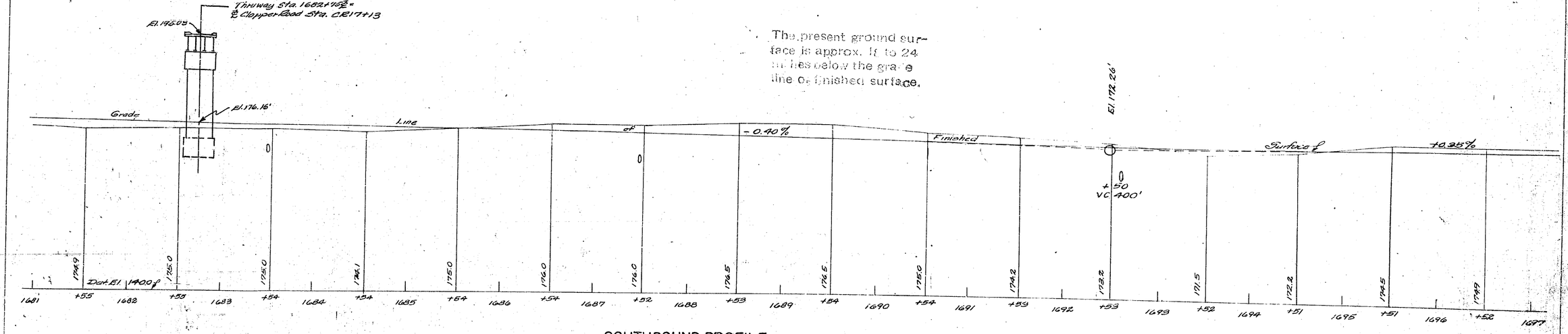
Submitted to the Engineer
Prepared by
E. Hickerson
Assistant District Engineer

C.I. 52-8P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 151 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

Profile on this plan is Original ground surface prior to grading operations.

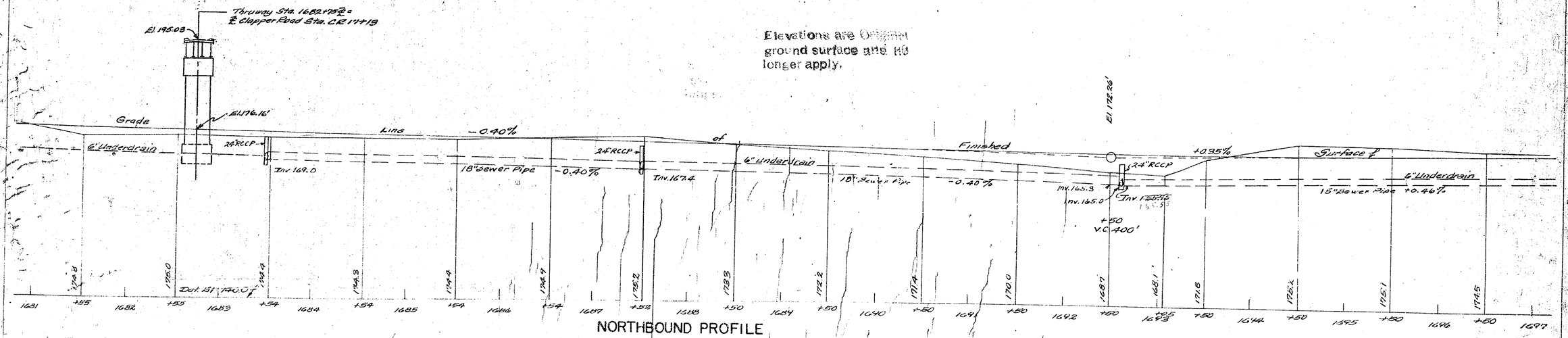
The present ground surface is approx. 1' to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale Vert 1"=10'-0" Horiz 1"=50'-0"

Pursuant to the Agreement
Recommended by
E. Ruckstuhl
Area Engineer
Dist. No. 7

Profile: Made By Bingham Traced By Hickerson Checked By Williams

Approved: Date SEPT 26 1952
Assoc. Civil Engr. Consult.

Approved: Date SEPT 26 1952
Assist. Dist. Engr.

S S.T. 52-29

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| CATSKILL SECTION | | | | SUB -5 | |
| CLAPPER-WEISHEIT | | | | | |

97

Approved: Date SEPT 26 1952

Asst. Civil Engr. Consult.

Approved: Date SEPT 26 1952

Asst. Dist. Engr.

Abraham Clapper Est.

Gunnar J. Dahl

C.L. R.O.W. 1952

R=818'

CR 21 ℄

CR 20 ℄

CR 19 ℄

CR 18

CR 17

CR 16 ℄

CR 15 ℄

CR 14

CR 13

CR 12

CR 11

CR 10

CR 9

CR 8

CR 7 ℄

CR 6

CR 5

CR 4 ℄

CR 3 ℄

CR 2 ℄

CR 1 ℄

CR 22

CR 23

CR 0+00

CR 0+00 ℄ (Clapper Road)

Sta. CR 0+00 ℄ Contract Begins

Sta. CR 1+00 ℄ Grade and Save Type M Intersection 40 of 12" C.M.P.

New 12" CMP

CR(C) 0+26

R=200' Apx.

P.C.

Barn

House

Barn

Barn

CR 1+49

CR 1+00

10" Apple 51.0 ℄

Oak 24.0 ℄

Oak 25.0 ℄

23.8% Slope

THRUWAY BOUNDARY

R.O.W. 1952

Sta. CR 9+32.5 ℄ R=955'

Sta. "CR" 12+40 ± New 24" R.C.C.P. Culv. 48' long. Headwall on Lt. Headwall on Rt.

CR 12+34.70

Sta. CR 14+10 Bridge Begins

Sta. CR 16+10 Bridge Ends

CR 15+47 R=150'

WR 13+68 R=150'

R=150' R=155'

WR 14 ℄

WR 15 ℄

Sta. WR 13+25 ℄ New 24" R.C.C.P. Culv. 48' long Headwalls Lt. & Rt.

Fred & Viola Hammond

PLAN

Scale: 1" = 50'

MADE BY J.H. Critchlow TRACED BY Howard Green CHECKED BY Bentley

PLAN

Prepared pursuant to the Highway Law and recommended by,

Engineer District No. 1

Sept. 26, 1952

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
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| Catskill Section | | | | Sub -5 | |
| Clapper-Weisheit | | | | | |

152R

Approved: _____ Date: _____
Assoc. Civil Engineer

Approved: _____ Date: _____
Asst. Dist. Engr.

Abraham Clapper Est.

CR21 ℄

CR19

CR20 ℄

CR18

Gunnar J. Dahl

R.O.W. 1952

R=818'

CR19℄

CR17

THRUWAY BOUNDARY

Sta. CR18+16 Bridge Ends

CR18 ℄

CR16

CR15

CR14

CR13

CR12

CR11

CR10

CR9

CR8

CR7

CR6

CR5

CR4+30

CR4

CR3

CR2

CR1

CR 0+00 ℄ (Clapper Road)

Sta. CR 0+00 ℄ Contract Begins

Sta. CR 1+00 ℄ Grade and pave Type M Intersection at 0°12' C.W.P.

New 12"CMP

CR(-) 0+26

0°+31.33

R=200' Apx.

Barn

House

Gar

Barn

Barn

10" Apple 61.3

6" Oak 24.0

20" Oak 25.39

23.91 3.43 2.30 1.84

CR 0+00

CR 1+00

CR 2+42 1342.25

INV 169.0

INV 168.0

Sta. CR 7+40 ± New 24" R.C.C.P. Culv. 48' long. Headwalls Lt. & Rt.

Sta. CR 9+42 R=955'

Sta. CR 12+40 ± New 24" R.C.C.P. Culv. 48' long. Hdwall on Lt. Hdwall on Rt.

CR 12+34.70

INV 173.0

INV 172.5

INV 110.5

INV 169.0

Sta. WR 13+25 ± New 24" R.C.C.P. Culv. 48' long Headwalls Lt. & Rt.

℄ of CR 15+30.70 1681 ± Thruway

1682+75 ℄ CR 17+13 ℄

1683 ℄

CR 17 ℄

Sta. CR 16+10 Bridge Begins CR 16 ℄

CR 15+87 ℄ R=150'

64.0 AH

15+66.8 BK

WR 13+68 ℄ R=150'

69.6

R=150'

WR 14 ℄

WR 15 ℄

CR 13 ℄

CR 14 ℄

CR 15 ℄

CR 16 ℄

CR 17 ℄

CR 18 ℄

CR 19 ℄

CR 20 ℄

CR 21 ℄

R.O.W. 1952

THRUWAY BOUNDARY

Abraham Clapper Est.

Fred & Viola Hammond

Gunnar J. Dahl

PLAN
Scale: 1" = 50'

Made by U.H. Critchlow

Traced by Howard Green

Checked by Bentley

Prepared pursuant to the Highway Law and recommended by,

Engineer District No. 1

Apr. 26 1952

S.T. 52-29

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
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| Clapper-Weisheit | | | | | |

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Sta. CR 24+30 ℄ Contract Ends Project Ends

CR25 ℄ ℄ ICR 23+77.20

ICR23 Ho.

CR24 ℄

CR 23+63 P.T. R=818'

Sta. CR 22+85 ℄ ± On Rt.
Sta. C.R 23+70 ℄ ± On Rt.
Grade and pave Type "G" drives
20 of 12" C.M Pipe

ICR22

CR23 ℄

George Deichrich

Map 433 Parcel 434 Fee

Map 433 Parcel 513 Fee

Sta. CR 21+60 ℄ ± Rt. & Lt.
Grade and pave Type "M" intersections.

ICR21

CR22 ℄

ICR20+30.79
1671+20.10

CR20

CR21 ℄

Gunnar J. Dahl

John B. Slawson

196

197

CR19

CR20 ℄

C.R.O.W. 1952 ?

R=818' P.C.
CR 19+26'

CR19 ℄

Abraham Clapper Est.

CR18

197 Gunnar J. Dahl

C.R.O.W. 1952 ?

CR18 ℄

THRUWAY BOUNDARY

1684 ℄ ± 1685 ℄ ± of 1686 ℄ Thruway 1687 ℄

CR17

1682+75 ℄ = CR17+13 ℄

1683 ℄

CR17 ℄

CR16

1682 ℄

CR14 ℄

WR 13+68 P.C. R=150'

1E1683

1E1684

R=150' WR 15+51

WR15 ℄

R=150' WR 14+19

WR16 ℄

WR17 ℄

WR18 ℄

CR15

1680 ℄

1679 ℄

CR15 ℄

P.T. CR 15+67 R=150'

P.C. 1E1681

1E1682

CR14

WR16 ℄

WR17 ℄

WR18 ℄

1694 ℄

1693 ℄

1692 ℄

1691 ℄

1690 ℄

1689 ℄

1688 ℄

1687 ℄

1E1693

1E1692

1E1691

1E1690

1E1689

1E1688

1E1687

1E1686

1E1685 Az 336°51'

1F3+00

1F4+00

1F5+00

1F6+00

1F7+00

1F8+00

1F9+00

1F10+00

Sta. WR 25+90 ℄ ± Rt. & Lt. Grade and pave Type "G" Turn around.

Sta. WR 25+70 ℄ Contract Ends

Weisheit Drive

Weisheit Road

WR24 ℄

WR25 ℄

WR23 ℄

Exist.

C.R.O.W. 1952 ?

WR 20+00 P.C. R=350'

WR21 ℄

WR22 ℄

WR19 ℄

WR20 ℄

Gunnar J. Dahl

Thruway Boundary ?

1E1685 Az 336°51' 1E1686

C.R.O.W. 1952 ?

Gunnar J. Dahl

Herr Ho.

Ho.

P.T. R=358'

Barn

Hog Ho.

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept. 26 1952

Approved: Date: SEPT 26 1952

Assoc. Civil Engr. Consm.

Plan by W.H. Schilling — Traced by Howard Green — Checked by Bentley

Approved: Date: SEPT 26 1952

Asst. to Dist. Engr.

| FED. ROAD DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
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153R

Sta. CR24+30± Contract Ends Project Ends

CR25± ICR23+77.20

ICR23 Ho.

CR24± 22+92 P.T. R=818'

Sta. CR22+85±E On Rt. Sta. CR23+70±E On Rt. Grade and pave Type "G" drives 28 of 12" C.M. Pipe

ICR22

CR23±

George Deichrich

Nat. 434 Partial 433 Fee

Nat. 434 Partial 433 Fee

Sta. CR21+60±E Rt. & Lt. Grade and pave Type "M" Intersections.

ICR21

CR22±

ICR22+38.70 187+60.10

187

CR20

CR21±

Gunnar J. Dahl

196

CR19

CR20±

R=818' P.C. CR19+38.5' 22'

Rad. W. 1952 ℄

CR19±

Abraham Clapper Est.

CR18

℄ R.O.W. 1952 ℄ Gunnar J. Dahl

THRUWAY BOUNDARY

CR18±

CR17

1684± ℄ 1685± of 1686± Thruway 1687±

1682+75±E = CR17+13±E

CR17±

CR16±

WR 13+69.6 P.C. R=150'

1E1683

CR16

1682±

1681±

CR15

1680±

R=150' WR15+15.11

R=150' WR14+11.6

WR15±

WR16±

WR17±

WR18±

WR19±

Ft. CR 15+85.5 R=1360' 15+66.8 B.K.

64 A.H.

P.C. 1E1681

R=150' 14+11.9

CR14

1679±

1E1684

1E1685 AZ. 336°-31' 1E1686

THRUWAY BOUNDARY

Gunnar J. Dahl

Ft. ℄ Old W.R. Road

W.R. 20+62.5

WR20±

WR21±

WR22±

WR23±

WR24±

WR25±

℄ R.O.W. 1952 ℄

Gunnar J. Dahl

1694±

1693±

1692±

1691±

1690±

1689±

1688±

1687±

1E1691

1E1690

1E1689

1E1688

1E1687

1E1692

1E1693

1F3+00

1F4+00

1F5+00

1F6+00

1F7+00

1F8+00

1F9+00

1F10+00

1E1694 P.O.T. 1F6+00

Sta. WR25+00±E on Lt. Grade and pave Type "G" turnaround.

Sta. WR25+70± Contract Ends

Weisheit Drive

Road

Ex. 24"

INV. 162.1

INV. 162.3

INV. 161.6

Hen Ho.

Ho.

Barn

Hen Ho.

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept. 26 1952

MADE BY PLAN A.H. Erickson

TRACED BY Howard Green

CHECKED BY Bentley

Approved: Date: Assoc. Civil Engr. Consltn.

Approved: Date: Assist. Dist. Engr.

S.T. 52-29

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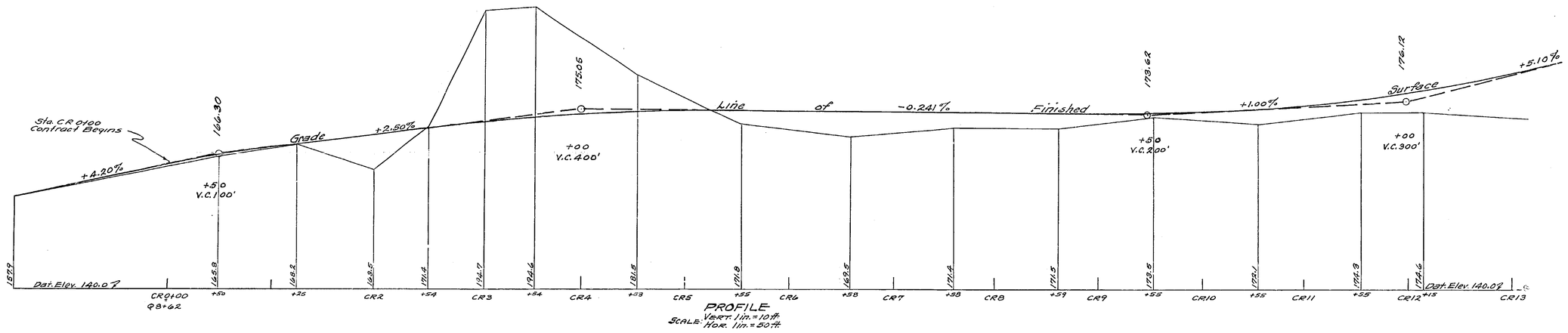
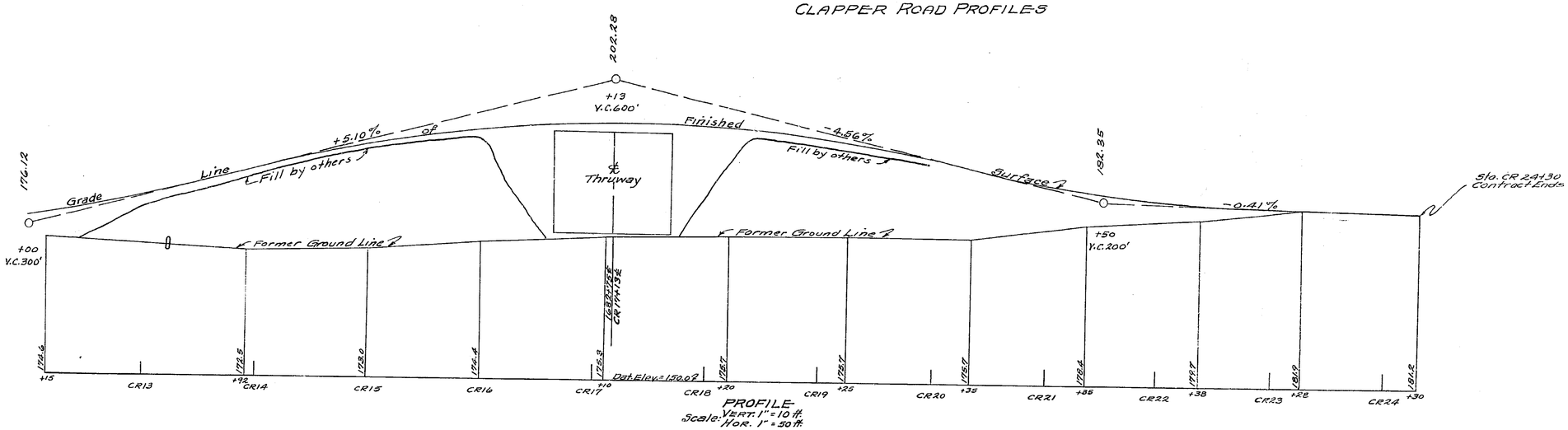



PROFILE
Scale: Vert. 1 in. = 10 ft.
Hor. 1 in. = 50 ft.

## Clapper Road Profiles




PROFILE
Scale: Vert. 1" = 10 ft.
Hor. 1" = 50 ft.

Made by PLAN J.H. Gentilcore
Traced by Howard Green
Checked by Bentley

Prepared pursuant to the Highway Law and recommended by
Engineer District No. 1
Sept. 26, 1952

Approved: S. T. Shirley, Assoc. Civil Engr. Const.
Date: SEP 26 1952

Approved: S. T. Shirley, Assoc. Dist. Engr.
Date: SEP 26 1952

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
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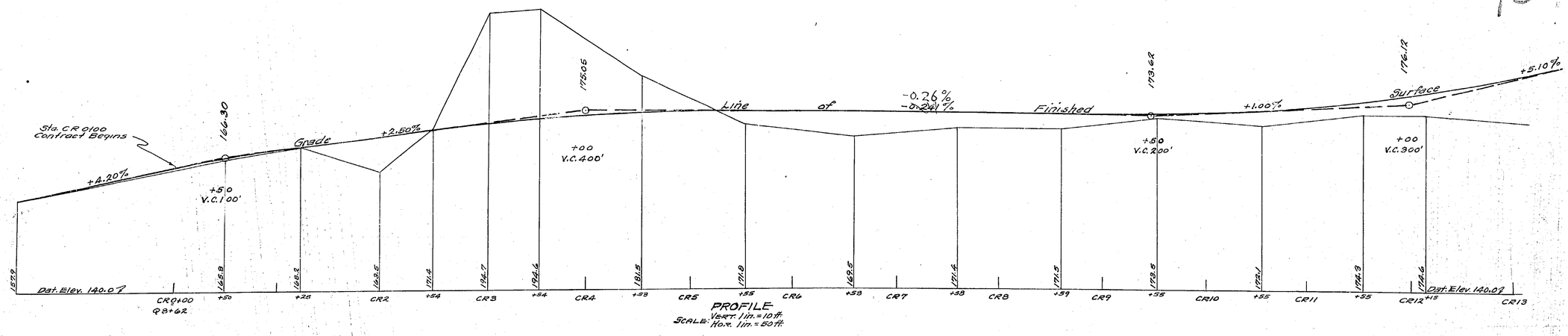
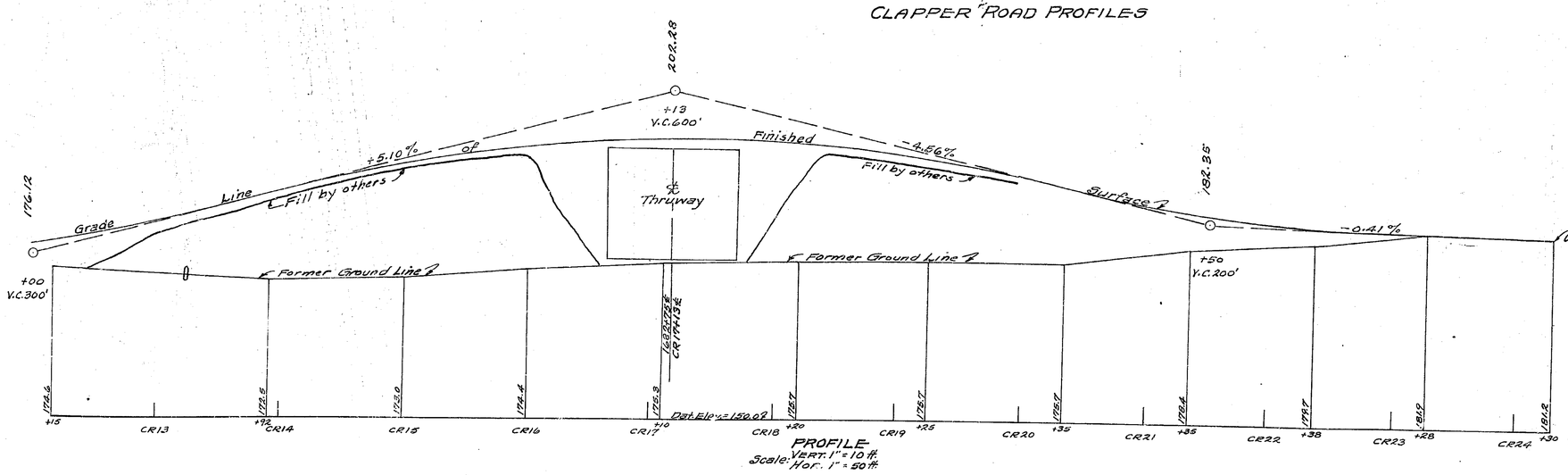
# Clapper Road Profiles




PROFILE
Scale: Vert. 1 in. = 10 ft.
Hor. 1 in. = 50 ft.




PROFILE
Scale: Vert. 1" = 10 ft.
Hor. 1" = 50 ft.

Made by PLAN N.H. Crutchlow
Traced by Howard Green
Checked by Bentley

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept. 24 1952

Approved: Date: ____
Assoc. Civil Engr. Consult.

Approved: Date: Sept 28 1952
Assist. Dist. Engr.

S. S.T. 52-29

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
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| Clapper – Weisheit | | | | | |

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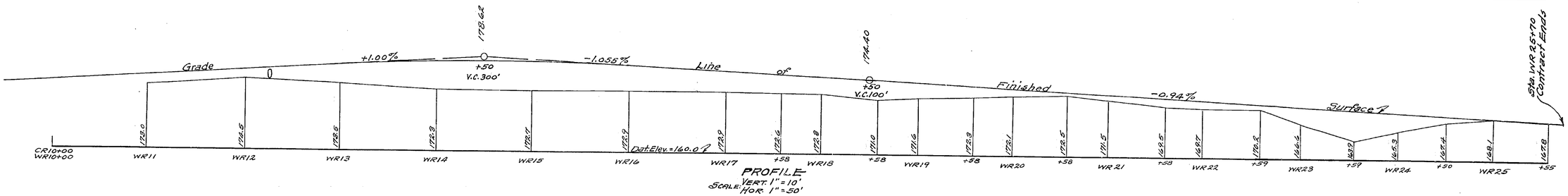
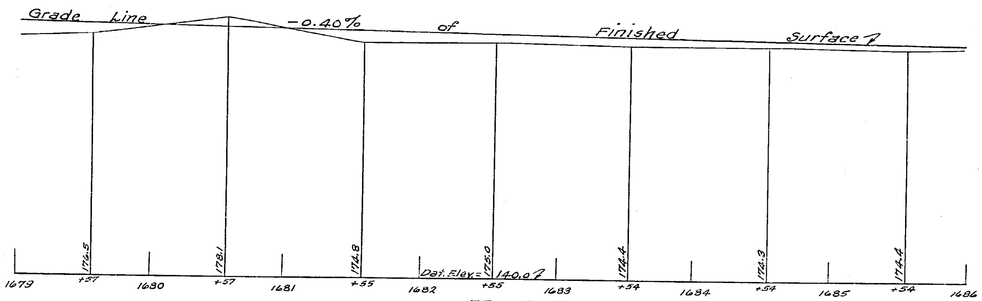


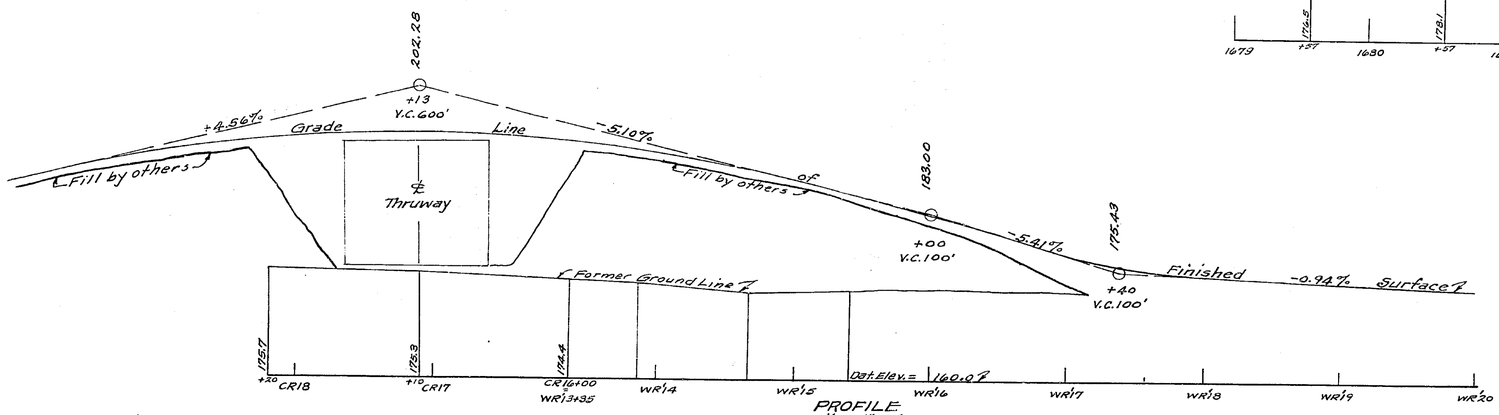

PROFILE
Scale: Vert. 1" = 10'
Hor. 1" = 50'

CLAPPER ROAD – WEISHEIT (NORTHBOUND)




PROFILE
Scale: Vert. 1" = 10'
Hor. 1" = 50'

THRUWAY (NORTHBOUND)




PROFILE
Scale: Vert. 1" = 10'
Hor. 1" = 50'

CLAPPER ROAD TO WEISHEIT OVER THRUWAY
EASTBOUND TO NORTH

Made by W. H. Critchlow
Traced by Howard Green
Checked by Bentley

Prepared pursuant to the Highway Law and recommended by
L. J. Mickerson
Engineer District No. 1
Sept 26 1952

Approved: [illegible]
Assoc. Civil Engr. Consult.
Date: SEPT 26 1952

Approved: [illegible]
Asstnt. Dist. Engr.
Date: SEPT 26 1952

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
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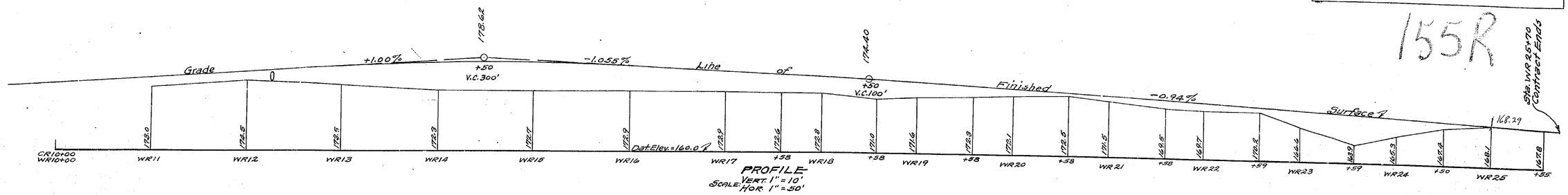
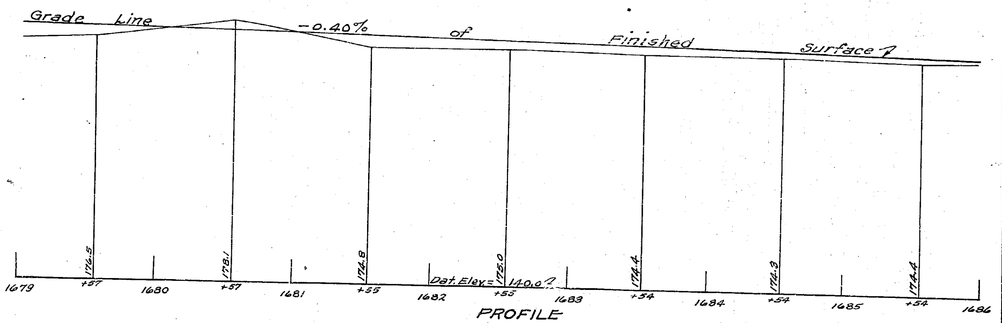
| Clapper – Weisheit | | | | | |

155R



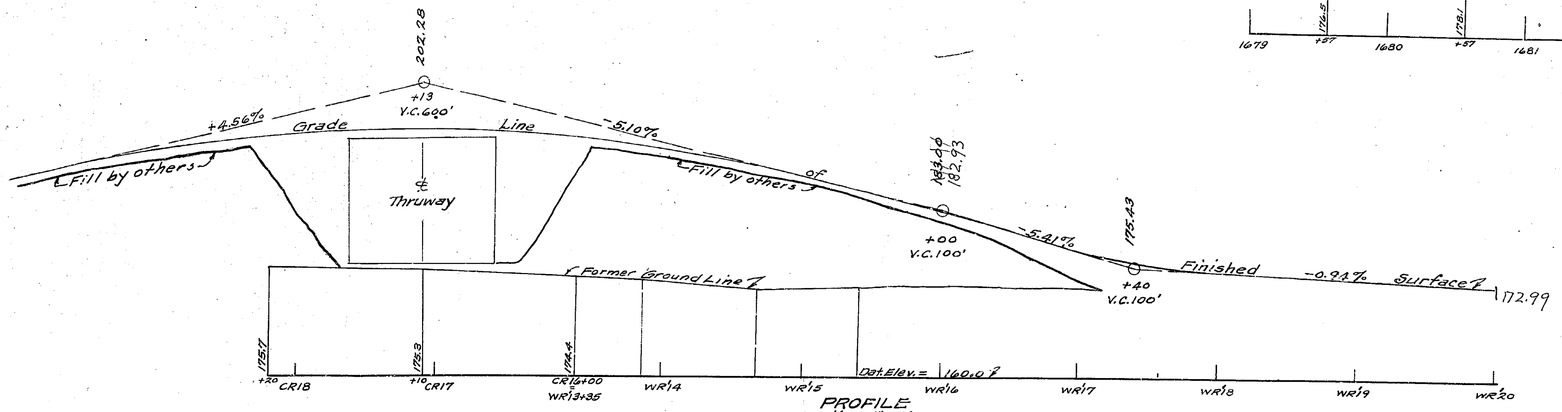

PROFILE
SCALE: VERT. 1" = 10'
HOR. 1" = 50'

CLAPPER ROAD – WEISHEIT (NORTHBOUND)




PROFILE
SCALE: VERT. 1" = 10'
HOR. 1" = 50'

THRUWAY (NORTHBOUND)




PROFILE
SCALE: VERT. 1" = 10'
HOR. 1" = 50'

CLAPPER ROAD TO WEISHEIT OVER THRUWAY
EASTBOUND TO NORTH

Approved: _____ Date: _____
Assoc. Civil Engr. Consult.

Approved: _____ Date: Sept 26 1952
Assist. Dist. Engr.

MADE BY W.H. Critchlow TRACED BY Howard Green CHECKED BY Bentley
PLAN

Prepared pursuant to the Highway Law and recommended by
E. J. Mackerrow
Engineer District No. 1
Sept 26 1952

C.T. 3[illegible]

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
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81

Curve Data
Δ = 21°-45'
D = 0° 54'-32"
R = 6399.22
T = 1211.27
L = 2392.26

Date SEPT 26 1952
Approved:
Assoc. Civil Engr. Consltr.

Date SEPT 26 1952
Approved:
Asstt. Dist. Engr.

PLAN
SCALE 1"=50'

Oswald & Eleanor Dahl

Clarence & Edith M. Crocker

Gunnar J. Dahl

Made By Bingham Traced By Hickerson Checked By Nicolls

Prepared pursuant to the Highway Law and recommended by
Engineer, District No. 1
May 26 1952

C.T. SECT.

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 1 | N.Y. | | 1952 | 156 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

156R

Curve Data
Δ = 21°-45'
D = 0° 54' 32"
R = 6399.22
T = 1211.27
L = 2392.26

Approved: _____ Date: SEPT 26 1952
Assoc. Civil Engr. Consult.

Approved: _____ Date: SEPT 26 1952
Assist. Dist. Engr.

PLAN
SCALE 1"=50'

Made By Bingham Traced By Hickerson Checked By Nicolla

Prepared pursuant to the Highway Law and recommended by
E. Hickerson
Engineer, District No. 1
Sept 26 1952

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
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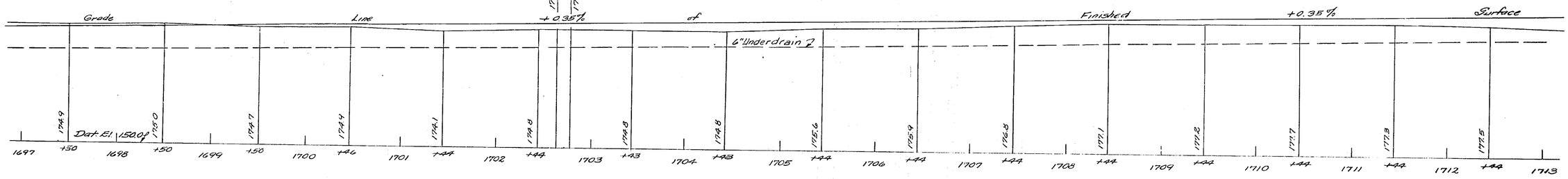
| | N.Y. | | 1958 | 157 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

Profile on this plan is Original ground surface prior to grading operations.

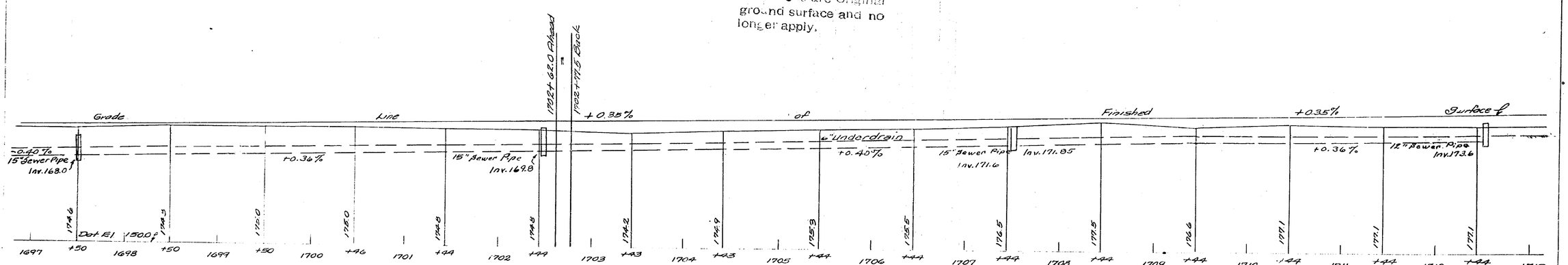
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

Profile: Made By Bingham Traced By Hickerson Checked By Christman

Approved: Date: SEP 26 1952
Assoc. Civil Engr. Consltr.

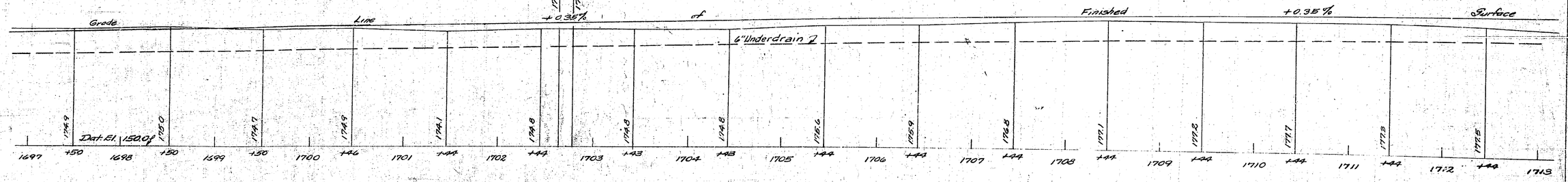
Approved: Date: SEP 26 1952
Asst. Dist. Engr.

...ward pursuant to the Highway ...nd recommended by
...Hickerson
Engineer District N 1
Sept 26 19...

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1958 | 157 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

Profile on this plan is Original ground surface prior to grading operations.

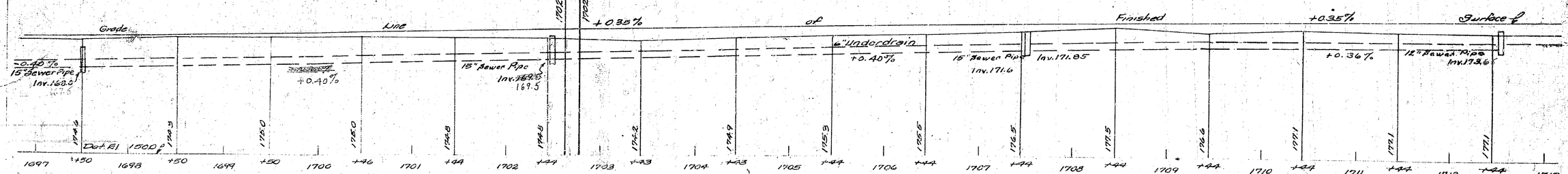
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale Vert. 1"=10'-0" Horiz. 1"=50'-0"

Profile: Made By Bingham Traced By Hickerson Checked By Christman

Approved pursuant to the Agreement and recommended by

Engineer District N 1

Sept 26 1958

Approved: Date SEP 26 1958 Assoc. Civil Engr. Assist. Dist. Engr.

Date SEP 26 1958

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 158 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

83

True North

Clarence & Edith M. Crocker

Elizabeth Weisheit Est.

Cultivated

Edge of Woods

P.I. 96+22.5 L of 1E1714 Rt 4.2

6" Underdrain

1E1708 — Az. 349° 22' — 1E1709 Survey 1E1710 1E1711 1E1712 1E1713 1E1714 Base 1E1715 1E1716 1E1717 Rz 359° 27' 1E1718 1E1719 Line 2 1E1720 1E1721 1E1722 1E1723

12" S.P.

24" R.C.P.

NYT M.H. BM. 1E 172

Clarence & Edith M. Crocker

Pasture

Δ = 20° 45' 31"
D = 0° 54' 32"
R = 6299.22'
T = 1211.21'
L = 2282.26'

Hedge Row

24" S.P.

Elizabeth Weisheit Est.

H. House

H. House

Shed

Gar.

Road

Barn

Town Road

Gar.

House

Made By Bingham Traced By Hickerson Checked By Nicolia

PLAN

Prepared pursuant to the Highway Law and recommended by

Engineer, District No. 1

Sept 26 19

Approved: Assist. Dist. Engr.

Date: SEPT 26 1952

Approved: Assoc. Civil Engr. Consltr.

Date: SEPT 26 1952

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | NY | | 1952 | 158 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

Clarence & Edith M. Crocker

True North

℄

℄ Edge of Woods

Elizabeth Weisheit Est.

Cultivated

P.I. 96+22.4 L to of IE 1714.4 14.2

6" Underdrain

1590 (Tie-Sp) 1708 1708+ 1709+ IE 1708 — Az. 349° 22' — IE 1709 Survey IE 1710 1710+ 1711+ IE 1711 IE 1712 1712+ IE 1713 IE 1713+45

12" S.P.

173.65

1713+ 1714+ IE 1714 Base IE 1715 1715+ IE 1716 1716+ IE 1717 1717+ Az. 358° 27' IE 1718 1718+ IE 1719 1719+ Line 2 IE 1720 1720+ IE 1721 1721+ IE 1722 1722+ IE 1723 1723+

174.5

Recp.

N.Y.T. M.H. B.M. IE 172

6" Underdrain

Clarence & Edith M. Crocker

Pasture

Δ = 21° 45' 32"
D = 0° 52' 22"
R = 6879.22'
T = 1321.27'
L = 2992.26'

℄ Hedge Row

Open Ditch

173.0

172.0

24" S.P.

OPEN Ditch

Elizabeth Weisheit Est

Im. 1711.5

12" S.P.

6" Underdrain

H.House

H.House

Shed

Gar.

Barn

Gar.

Road

Town Road

House

Bdry.

168.0

Made By Bingham Traced By Hickerson Checked By Nicolls

PLAN

Approved: Sept 26 1952
Date:
Assoc. Civil Engr. Consult.

Approved: Sept 26 1952
Date:
Resident Dist. Engr.

Prepared pursuant to the Highway Law and recommended by

Engineer-District No. 1

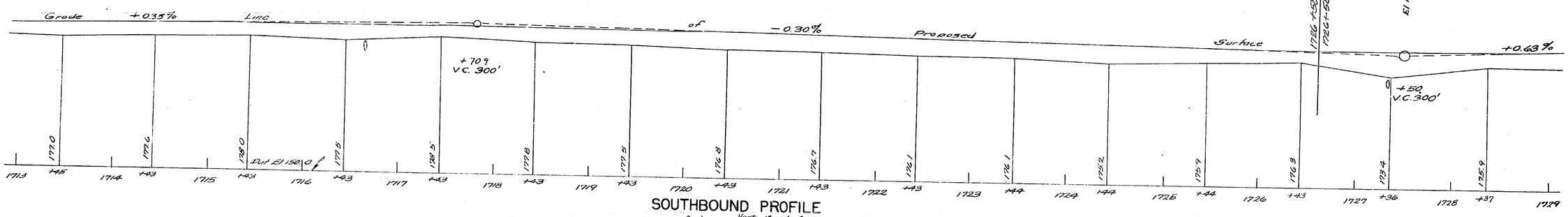
Sept 26 1952

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N Y | | 1952 | 159 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

84

**Profile on this plan is Original ground surface prior to grading operations.**

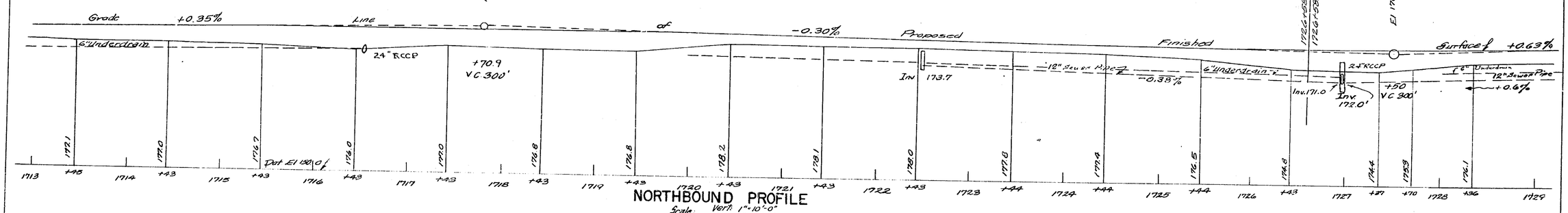
**The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.**




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

**Elevations are Original ground surface and no longer apply.**




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Made By Traced By Checked By

Profile Bingham Hickerson Ross

...mitted pursuant to the Highway ...d recommended by

...Engineer, District No ...

Approved: Date: SEPT 26 1952

Assoc. Civil Engr. Constr.

Approved: Date: SEPT 26 1952

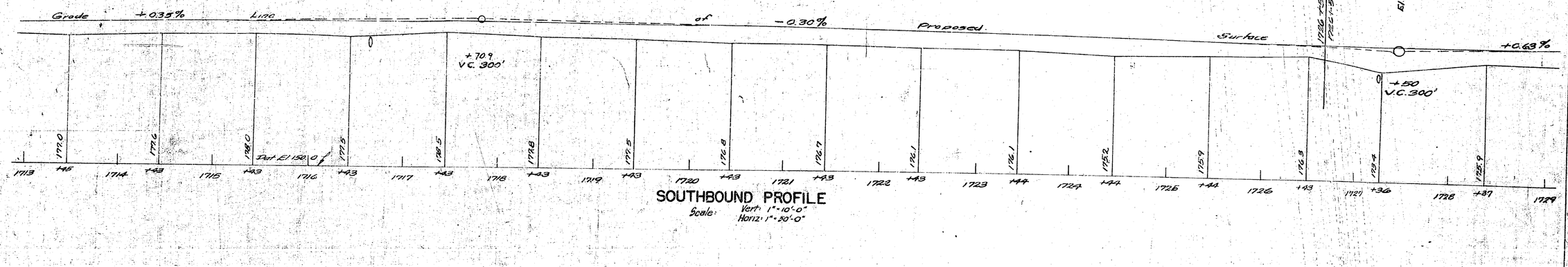
Assist. District Engr

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 159 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

84

Profile on this plan is Original ground surface prior to grading operations.

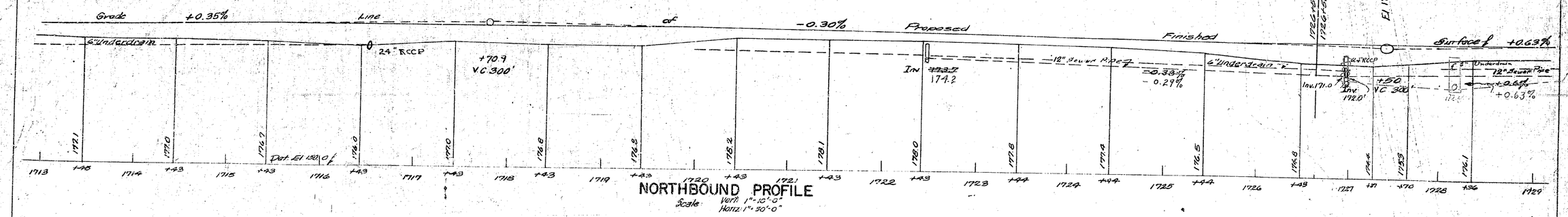
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Made By Traced By Checked By

Profile Bingham Hickerson Ross

Approved pursuant to the Highway Law and recommended by

Engineer, District No. 1

Date: Dec 26 1952

Approved

Assistant Chief Engr.

Approved

Assoc. Civil Engr. Director

Date: SEPT 26 1952

| Fed. Road Div. No | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 160 | 197 |
| Catskill Section | | | | Sub. -5 | |

Approved _____ Date: SEPT 26 1952

Assoc. Civil Engr. Const.

Approved _____ Date: SEPT 26 1952

Assist. Dist. Engr.

Curve Data
Δ = 21° 45'
D = 0° 54' 32"
R = 6399.27'
T = 1211.17'
L = 2392.26'

Cultivated

Elizabeth Weisheit Est.

Twin M.H.'s
N.Y.T. #57
LPG½

Approximate ℄ Tenn. Gas Line

Edge of Woods

DORIS L. WEISHEIT

N.Y.T. M.H. #56

Meadow

Hedge

IE 1726+00

IE 1745 P.O.T.

IE 1765+00 P.O.T.

IE 1722 IE 1723 IE 1724 IE 1725 IE 1726 IE 1727 IE 1728 IE 1729 IE 1730 IE 1731 IE 1732 IE 1733 IE 1734 IE 1736 IE 1737 IE 1738

Az 358° 27' Survey

Az 9° 15'

Az 7° 15'

Base Line

1722 ℄ 1723 ℄ 1724 ℄ 12" RCBPP 1725 ℄ 1726 ℄ 1727 ℄ 1728 ℄ 1729 ℄ 1730 ℄ 1731 ℄ 1732 ℄ 1733 ℄ 1734 ℄ 1735 ℄ 1736 ℄ 1737 ℄ 1738 ℄

12" RCBPP

12" S.R. ← O.P.

6" Underdrain

6" Underdrain

R = 6399.22'
1726+58.15 Back
Ahead

PT

Permanent Easement

Δ = 2° 42' 30"
R = 2291.80'

Elizabeth Weisheit Est.

I = 5° 50' 12"
D = 0° 15'
R = 229.180
T = 116.914
L = 233.16
Ext = 29.83'

PLAN — MADE BY Bingham — TRACED BY A. Smith — CHECKED BY Nicolls

PROFILE

Prepared pursuant to the Highway Law and recommended by

S. H. Ruckerson

Engineer, District No. 7

Sept 26 19__

| FED. ROAD DIV. NO | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 160 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

Sept 26 1952

Approved _____ Date _____

Assoc. Civil Engr. Const.

Curve Data
Δ = 21° 45'
D = 0° 58' 32"
R = 5879.22'
T = 1211.27'
L = 2392.26'

Cultivated

Elizabeth Weisheit Est.

Approximate ℄ Penn. Gas Line

Twin M.H's N.Y.T. Co. L.P.G.℄

Conc. 171.9

Edge of Woods

Hedge

DORIS L. WEISHEIT

N.Y.T. M.H. #56

Meadow

IE 1726+00

IE 1726

IE 1727

IE 1728

IE 1729 Az 92°15'

IE 1730

IE 1731

IE 1732

IE 1733 Az 72°15'

IE 1734

IE 1735+00

IE 1722

IE 1723

IE 1724 Az 358°27' Survey

Base Line

IE 1736

IE 1737

IE 1738

12" R.C.B.P.

12" S.P. — O.P.

6" Underdrain

6" Underdrain

Permanent Easement

4" PERMIT - 157 = 4" IRON PIPE (TO N.H. ST.) TO N.Y.T. PROPERTY - 314'

Elizabeth Weisheit Est.

I = 50° 50' 24"
D = 0° 15'
R = 22919.80
T = 1149.14
L = 2336
Ext = 29.83

Prepared pursuant to the Highway Law and recommended by

E. Huckerson
Engineer, District No. 7

Sept 26 19__

PLAN MADE BY Bingham TRACED BY A. Smith CHECKED BY Nicolls

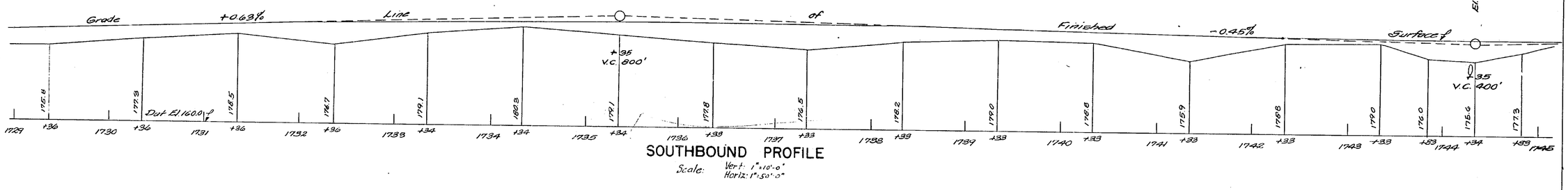
PROFILE

| FED ROAD DIV NO. | STATE | FED AID PROJ NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 161 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

86

Profile on this plan is Original ground surface prior to grading operations.

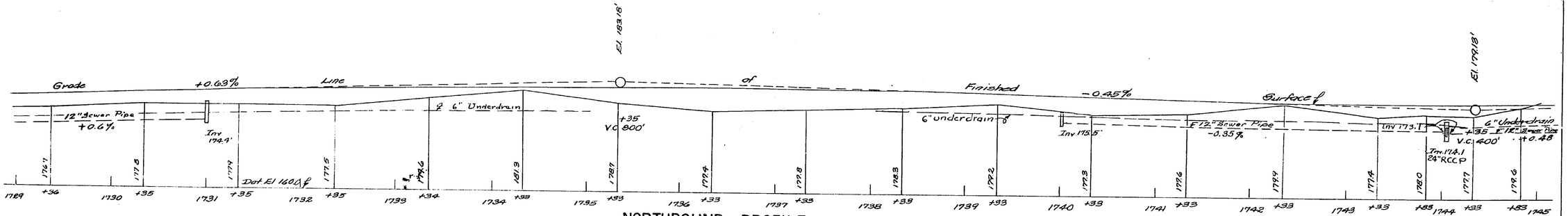
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Made By Traced By Checked By

Profile Bingham Klimcavitz Christman

Prepared pursuant to the Highway Law and recommended by

[signature]

Assist. Engineer Dist. No. 1

Sept 26, 1952

Approved: [signature]

Asst. Chief Engr.

Date: SEP 26 1952

Approved

Date: SEP 26 1952

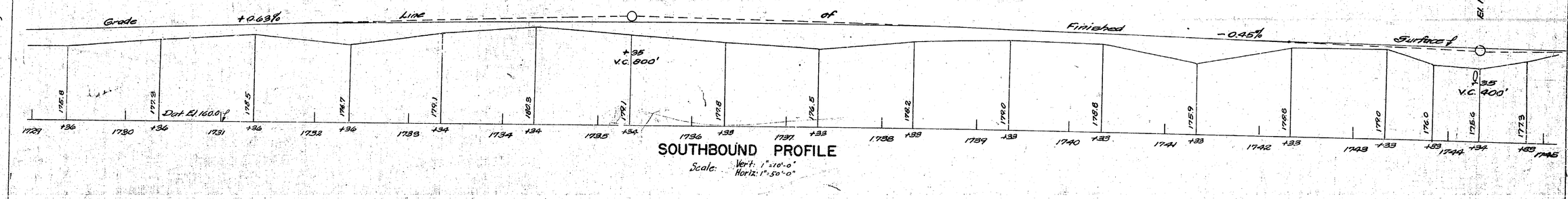
Assoc. Civil Engr. Constr.

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 161 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

86

Profile on this plan is Original ground surface prior to grading operations.

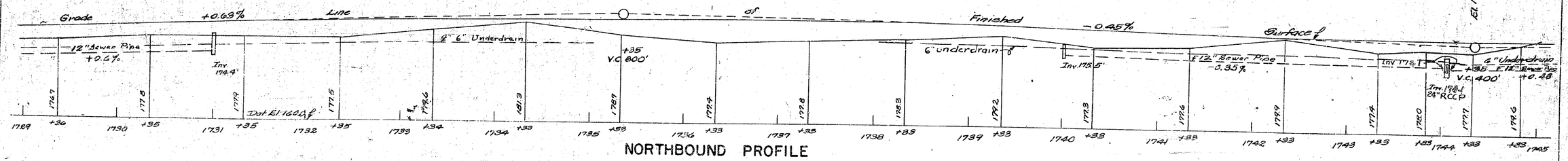
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Approved: Date: SEP 26 1952
Assoc. Civil Engr. Consultant

Approved: Date: SEP 26 1952
Assist. Dist. Engr.

| | Made By | Traced By | Checked By |
|---|---|---|---|
| Profile | Bingham | Klimcovitz | Christman |

Prepared pursuant to the Highway Law and recommended by
S. J. Mickerson
Assist. Engineer Dist. No. 1
Sept 26, 1952

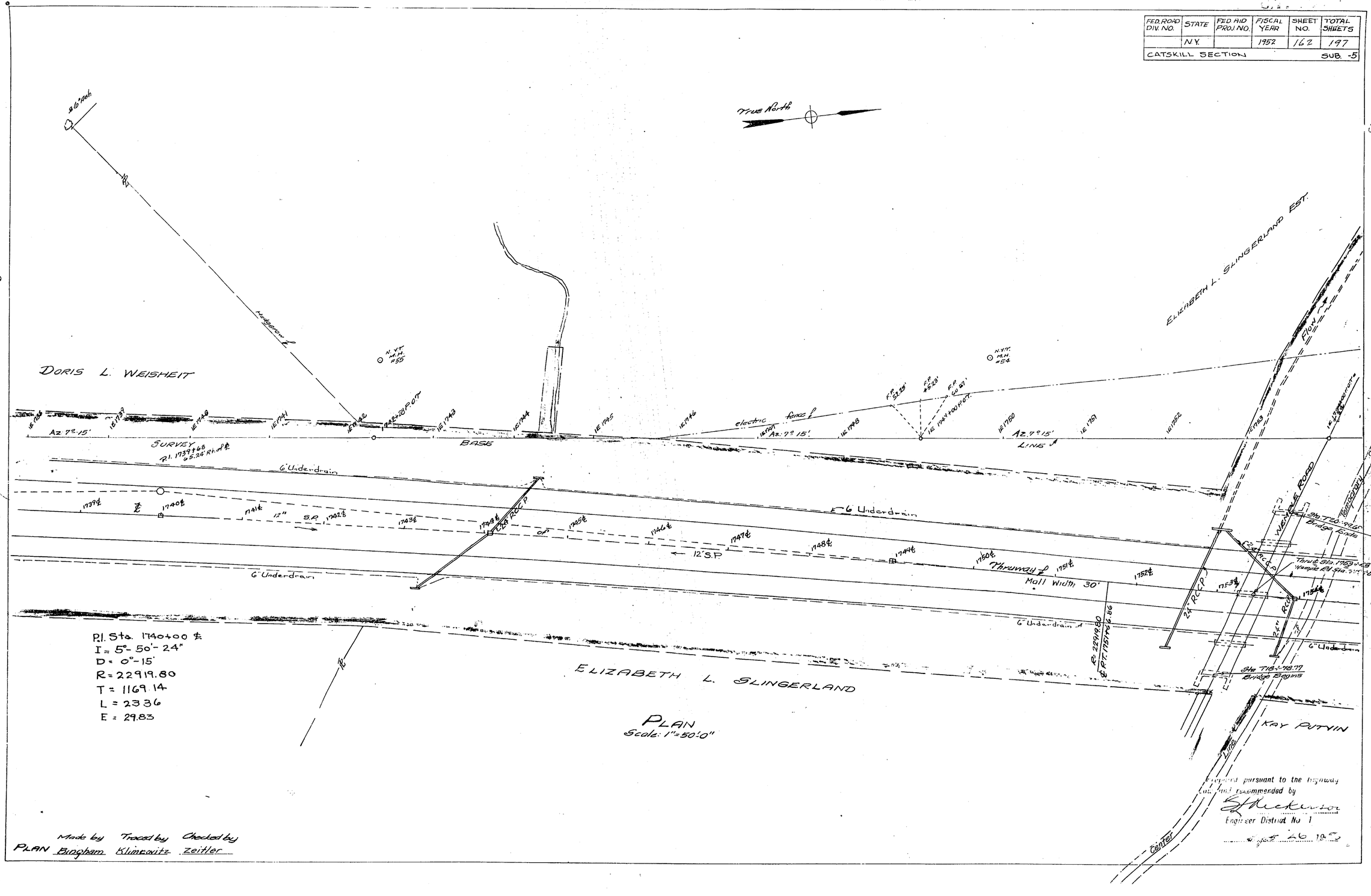
| FED. ROAD DIV. NO. | STATE | FED AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 162 | 197 |

CATSKILL SECTION SUB. -5

87

Approved Date: Oct 1 26 1952
Assoc. Civil Engr. Constr.

SEP 26 1952
Approved Date:
Assist Dist. Engr.




P.I. Sta. 1740+00 ℄
I = 5°-50'-24"
D = 0°-15'
R = 22919.80
T = 1169.14
L = 2336
E = 29.83

ELIZABETH L. SLINGERLAND

PLAN
Scale: 1"=50'-0"

Made by Traced by Checked by
PLAN Bingham Klimowitz Zeitler

Prepared pursuant to the highway
Law and recommended by
E. J. Ruckerson
Engineer District No. 1
Sept 26 1952

| FED. ROAD DIV. NO. | STATE | F.-D. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1958 | 162 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

87

Approved Date: SEP 26 1958
Assoc. Civil Engr. Consltr.

Approved Date: SEP 26 1958
Asst. Civil Engr.

DORIS L. WEISHEIT

ELIZABETH L. SLINGERLAND EST.

ELIZABETH L. SLINGERLAND

KAY PUTNIN

Hudgeon's L

N.Y.T. M.M. #55

N.Y.T. M.M. #54

16"Ash

Az. 7°-15'

SURVEY
P.I. 1739+68
=5.26 Rt of ℄

BASE LINE

Az. 7°15'

electric fence ℄

6" Underdrain

12" S.P.

12 S.P.

Thruway ℄

Mall Width 30'

24" RCP

Wetland Drainage Ditch

Wetland Drainage Ditch

Center

Existing 9% 7.50-9.00 Bridge Rdwy

Existing 9% 7.50-9.00 Bridge Rdwy

Sta. 1748+19.77 Bridge Begins

Sta. 1748+19.77 Bridge Begins

Three Sta. 1748+19.77 Wingwalls Req. 7.75 Rdwy Width

Three Sta. 1748+19.77 Wingwalls Req. 7.75 Rdwy Width

Sta. 1740+00 ℄

Sta. 1750+00 ℄

Sta. 1752+00 ℄

Sta. 1753+00 ℄

Sta. 1754+00 ℄

Sta. 1755+00 ℄

Sta. 1756+00 ℄

Sta. 1757+00 ℄

Sta. 1758+00 ℄

Sta. 1759+00 ℄

Sta. 1760+00 ℄

Sta. 1761+00 ℄

Sta. 1762+00 ℄

Sta. 1763+00 ℄

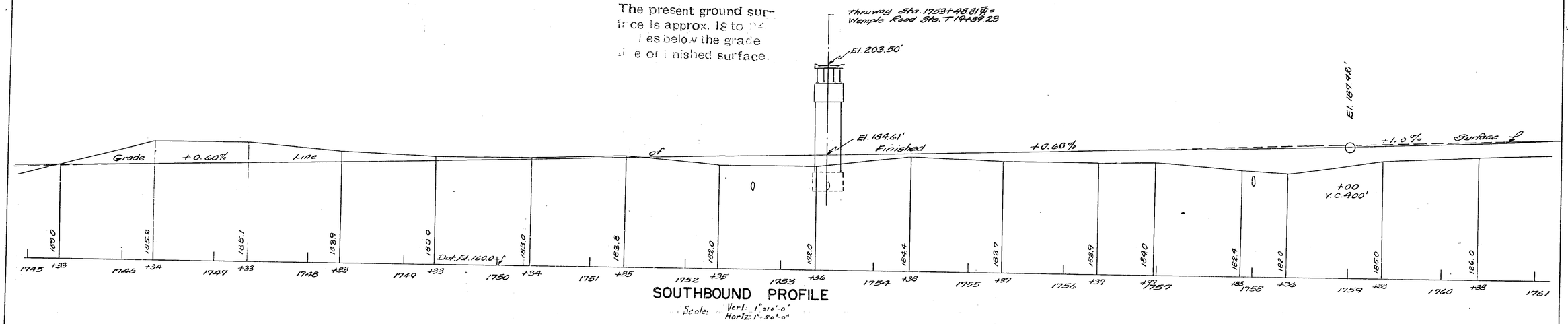
Sta. 1764+00 ℄

Sta.

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO | TOTAL SHEETS |
|---|---|---|---|---|---|
| | NY | | 1952 | 163 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

Profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 1 ft to 2 ft below the grade line of finished surface.

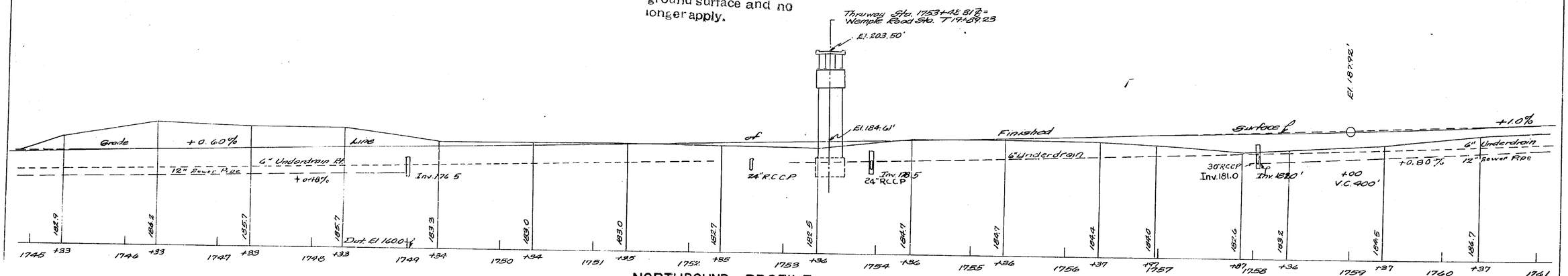



SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Horiz. 1"=50'-0"

Approved Date: SEPT 26 1952
Asst. Superintendent
Assoc. Civil Engr. Consltn.

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Horiz. 1"=50'-0"

Approved Date: SEPT 26 1952
Assist. Div. Engr.

Made By Ile Bingham  Traced By Klimcovitz  Checked By Shannon

Prepared pursuant to the Highway Law and recommended by
Assist Engineer Dist. No. 1
Sept 26 1952.

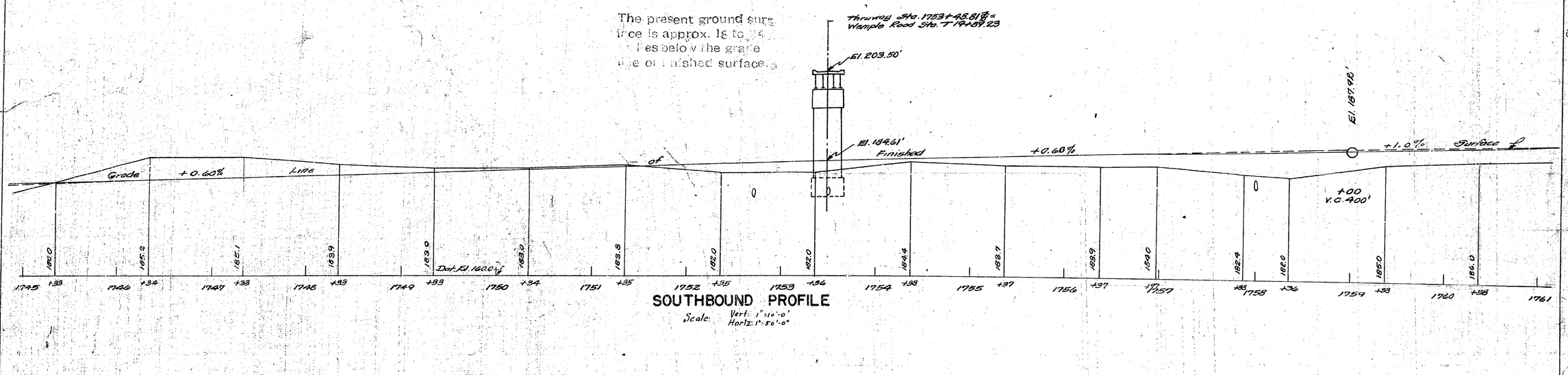
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | NY | | 1952 | 163 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

Approved Date: SEPT 26 1952
Asst. Civil Engr. Counsel

Approved Date: SEP 26 1952
Asst. Dist. Engr.

Profile on this plan is Original ground surface prior to grading operations.

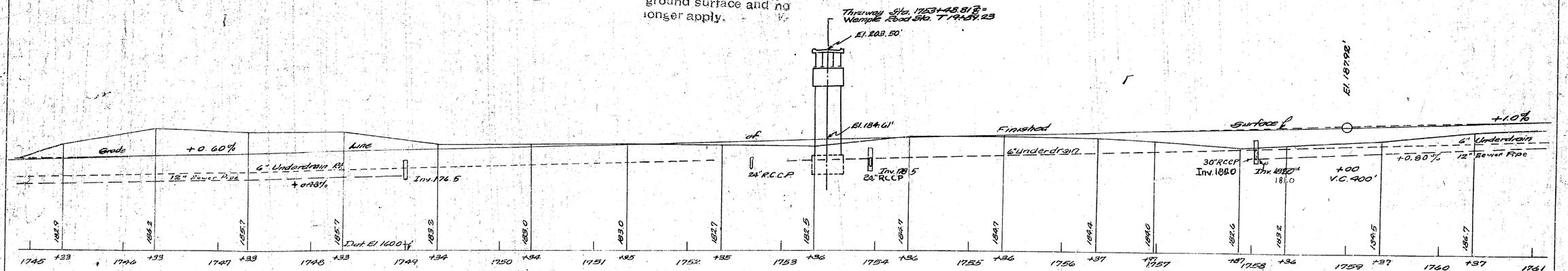
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

| | Made By | Traced By | Checked By |
|---|---|---|---|
| Profile | Bingham | Klimcovitz | Shannon |

Prepared pursuant to the Highway Law and recommended by:

E. F. Nickerson

Assistant Engineer Dist. No. 1

Sept 26 1952

| FED. AID DIV. NO. | STATE | FED AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 164 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

Approved _____ Date _____ 20 ____
Assoc. Civil Engr. Constn.

Approved _____ Date _____ 20 ____
Assist. Dist. Engr.

24:1

Sta. T 26+30
New 36" RCCP, culv. 71.2' long
skew 30° Lt. Ahead Headwalls
Rt. & Lt. Noc. 1D & OD

Sta. T 27+35
Remove old culv

New Ditch Channel R.O. B.E.
Fill in existing Channel.
See special Plans of
Wemple Road for balance
of ditch.

P.E. Map 456 Parcel 595

Sta. T 27+00

Sta. T 27+40

Sta. T 26+78.77 Bridge Begins

Sta. T 27+00.69 Bridge Ends

True North

Wemple Road

Temporary Detour

Electric Fence

Marsh Line

Swamp

B't Cr. Dr.

Pasture

Center

24" RCCP

12" S.R.

6" Underdrain

Thruway

Mull Width 30'

WILLIAM H. & ELVIRA M. HEATH

KAY PUTVIN

SURVEY BASE LINE

AZ 70° 15'

PLAN
Scale: 1" = 50'-0"

Made by Bingham Traced by Kimcovitz Checked by Zeitler

Prepared pursuant to the highway law and recommended by

Engineer District No 1

_____ 26 19__

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 164 | 197 |

CATSKILL SECTION SUB 5

Approved _____ Date _____ Assoc. Civil Engr. Constr.

Approved _____ Date _____ Assist. Dist. Engr.

Sta. T 26+80 New 36" RCCP culv. 52' long skew 90° Rt. Ahead Headwalls Rt. & Lt. Nos. 1D & 0D.

Sta. T 27+35 Remove old culv.

New Ditch Channel AD. B.E. Fill in existing Channel. See special Plans of Wemple Road for backing of ditch.

TRUE North

Match Line

Pasture

Swamp

B.E. Map 436 Proj. 948

Electric Fence

WEMPLE ROAD

Temporary Detour

Sta. T 26+49.69 Bridge Ends

6" Underdrain

Thru. 6, Sta. 1763+48.81 = Wemple Rd. Sta. T 19+84.23

12" S.R.C.P.

24" R.C.P.

12" R.C.P.

Sta. T 26+78.99 Bridge Begins

Center Line

SURVEY BASE LINE

AZ 70° 15'

WILLIAM H. & ELVIRA M. HEATH

KAY PUTVIN

6" Underdrain

Thruway

Mull Width 30'

Prepared pursuant to the Highway Law and recommended by

Engineer District No 1

Date 26 19

PLAN

Scale: 1" = 50'-0"

Made by Bingham Traced by Klimcovitz Checked by Zeitler

89

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 165 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

Approved: _____ Date: _____

_____ Assoc. Civil Engr. Consult.

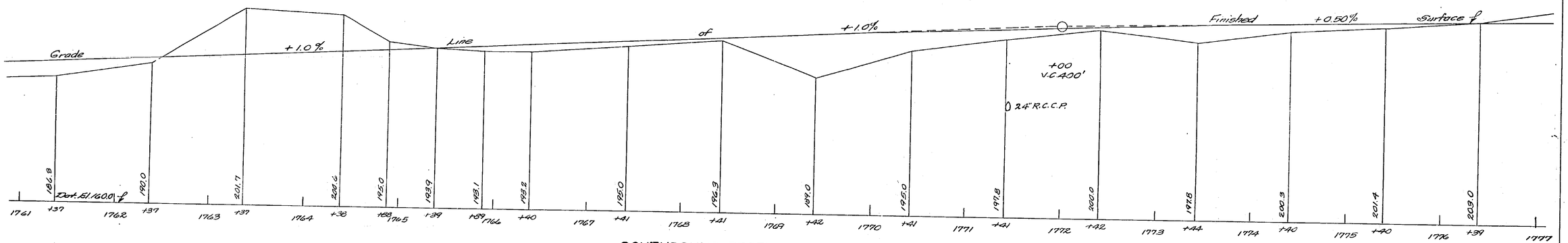
Approved: _____ Date: _____

_____ Assist. Dist. Engr.

The profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.

El. 2009.2'

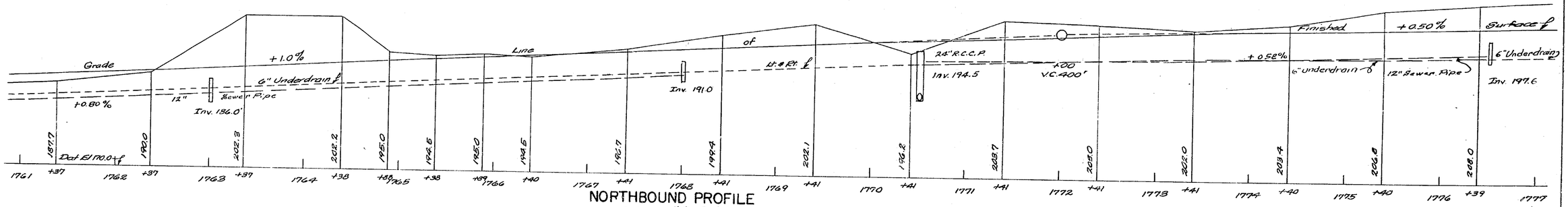



SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

El. 2009.2'

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Made By M. Bingham Traced By Matt Clemente Checked By Williams

Profile

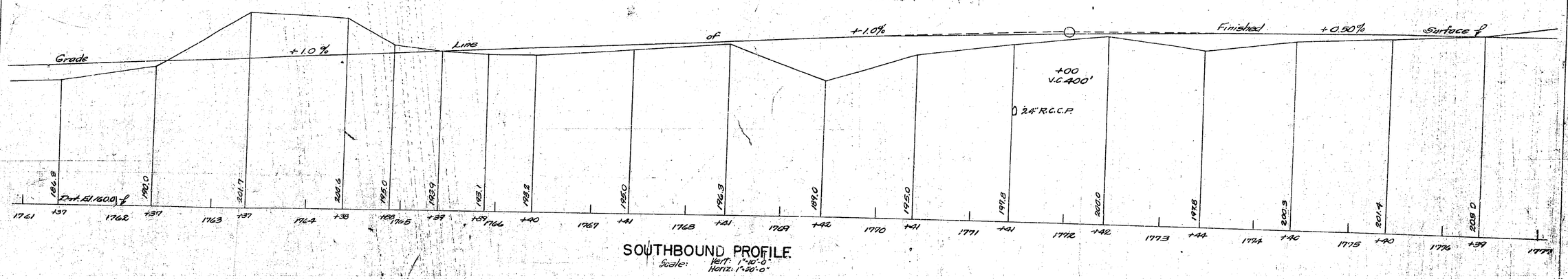
Prepared pursuant to the Highway Law and recommended for approval

Sept. 26 19[illegible]

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 165 | 197 |
| CATSKILL SECTION | | | | SUB. "5 | |

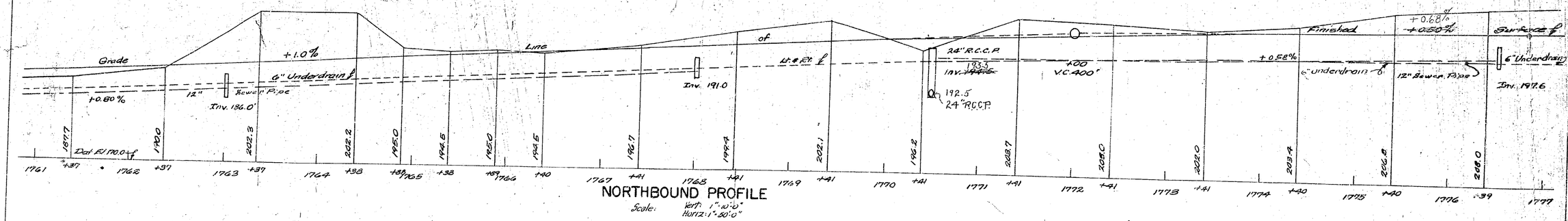
...ofile on this plan is
"Original ground surface
...rior to grading opera-
tions.

The present ground sur-
face is approx. 18 to 24
in. hes below the grade
line of finished surface.




SOUTHBOUND PROFILE
Scale: Vert: 1"=10'-0"
Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE
Scale: Vert: 1"=10'-0"
Horiz: 1"=50'-0"

Made By M. Bingham Traced By Checked By
Profile Williams

Prepared pursuant to the Highway Law and recommended for approval

Sept 26, 1952

Approved: Date: SEP 26 1952
Assist. Civil Engr. Consult.

Approved: Date:
Assist. Dist. Engr.

S.T. 52-29

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | | 166 | 197 |
| Catskill Section | | | | Sub -5 | |
| Wemple Rd. | | | | | |

91

Elizabeth L. Slingerland

Anthony Roth

Kay Putvin

William H. & Elvira M. Heath

Wemple Road

Survey Base Ar. 302° 27'

Sta. 714+00 Contract Begins

Sta. 1753+48.81 ℄
Sta. 714+89.23 ℄

Sta. 726+00.67 P.O.T.

Sta. 726+48.77 Bridge Begins

Sta. 726+98.43 Bridge Ends

℄ Thruway Boundary

N.B.

S.B.

℄ Detour

Electric Fence ℄

R.O.W. 1952

R.O.W. 1952 ℄

R.O.W. 1952 ℄

℄ R.O.W. 1952 ℄

Map 112 Parcel 526 T.E.

Map 112 Parcel 101 T.E.

1751 ℄

1752 ℄

1753 ℄

1754 ℄

1755 ℄

IE 1751

IE 1752

IE 1753

IE 1755

Ar. 7°15'

24" Pine 25.09

8" Ash 21.10

18" Elm 13.51

18" Maple 31.25

18" Maple 34.42

N.Y.C.R.R. #24 33.32

Or

PLAN
Scale: 1" = 50'

Finished Surface ℄

Approx. Fill Level

℄ Former Ground Line ℄

Grade Line of Approx. Fill Level

Special Ditch

-5.00 %

-1.54 %

-1.00 % on Lt. ℄

+5.

+40 V.C. 260'

+90 V.C. 640'

El. 203.50

El. 184.61

El. 177.6

El. 176.0

Dat. El. = 160.07

189.00

211.50

T9 T10 T11 T12 T13 T14 +80 T15 T16 T17 T18 T19 +69 T20 T21 T22 T23

199.4 196.8 192.5 192.3 190.8 189.4 188.7 188.7 187.7 186.5 185.6 183.4 182.6 182.8 181.1 179.8 177.1

PLAN
Vert. 1" = 10'
Scale: Hor. 1" = 50'

| | Made by | Traced by | Checked by |
|---|---|---|---|
| Plan | Bentley | Howard Green | Bingham |
| Profile | Bentley | Howard Green | Bingham |

Approved: _____ Date: _____
Asst. Civil Engr. Const.

Approved: _____ Date: SEP 26 1952
Asst. Dist. Engr.

Prepared pursuant to the Highway Law and recommended by

_____
Engineer District No. 1

Sept. 26 1952.

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | | 166 | 197 |
| Catskill Section | | | | Sub -3 | |
| Wemple Rd. | | | | | |

166R

Approved: _____ Date: _____
Chief Engr.

Approved: _____ Date: _____
Asst. Civil Engr. Const.

Asst. Dist. Engr.

Elizabeth L. Slingerland

Anthony Roth

Kay Putvin

William H. & Elvira M. Heath

Elizabeth L. Slingerland

Thruway Boundary

Thruway Boundary

Electric Fence

N.B. ↑

S.B. ↓

Wemple Road

Survey Base Line

Az. 302° 09'

Az. 302° 27'

Az. 302° 27'

Az. 72° 16'

R.O.W. 1952

R.O.W. 1952

R.O.W. 1952

R.O.W. 1952

R.O.W. 1952

R.O.W. 1952

Row 18627

Row 18627

Detour

Sta. 13+23 Pav't. Ends

Sta. 17+40 Contract Begins

Sta. 17+48.81 ℄
Sta. 1719+89.23 ℄

Sta. 7+21.22 Bridge Begins

Sta. 7+29.62 Bridge Ends

T.E. 1952.67 R.O.W.

Mark Tree Parcel 506 T.E.

Mark Tree Parcel 161 T.E.

24" Pine 25.09

8" Ash 21.19

18" Elm 19.21

16" Maple 32.25

16" Maple 34.42

16" Maple 36.22

T9 T10 T11 T12 T13 T14 T15 T16 T17 T18 T19 T20 T21 T22 T23

T7 T8 T9 T10 T11 T12 T13 T14 T15 T16 T17 T18 T19 T20 T21 T22 T23

1E 17514 ℄ 1E 17522 ℄ 1E 17533 ℄ 1E 17544 ℄ 1E 17552 ℄ 1E 17553 PE 1E 17554 ℄ 1E 17555 ℄

PLAN
Scale: 1" = 50'

Grade Line of Approx. Fill Level +5 Finished Surface -5.00 % Approx. Fill Level

-1.09 %

+40 V.C. 260'

+90 V.C. 640'

El. 203.20

189.00

R 11.50

Former Ground Line

Former Ground Line

El. 184.61

Special -1.87 % Ditch Grade -1.00 % on Lt.

198.4 192.8 193.5 192.2 190.6 189.4 188.7 188.7 187.7 186.8 185.6 183.4 182.6 182.9 181.1 179.8 179.1

Dat. El. = 160.07

El. 179.6 El. 176.0

PLAN
Vert. 1" = 10'
Scale: Hor. 1" = 50'

| | Made By | Traced By | Checked By |
|---|---|---|---|
| Plan | Bentley | Howard Green | Brigham |
| Profile | Bentley | Howard Green | Brigham |

Prepared pursuant to the Highway Law and recommended by

_____
Engineer District No. 1

Sept. 26 1962

S.T. 52-29

| FED. ROAD DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 167 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |
| WEMPLE RD. | | | | | |

Elizabeth L. Slingerland

Elizabeth L. Slingerland

Kay Putvin

William H. & Elvira M. Heath

℄ Thruway Boundary

℄ of Thruway

S. B.

N. B.

R.O.W. 1952 ℄

P.E. R.O.W. 1952 ℄

℄ of Detour

℄ of Improvement

Survey Base Line

Az. 302°09'

Az. 302°27'

Az. 311°27'

Az. 220°-01'-29"

WEMPLE ROAD

Ho.

Gar.

Sta. 1751 ℄

Sta. 1752 ℄

Sta. 1753 ℄

Sta. 1753+48.81 ℄ 719+89.23 ℄

Sta. 1754 ℄

Sta. 1756 ℄

Sta. T18+28.27 Bridge Begins

Sta. T22+92.69 Bridge Ends

Sta. T24+00.67

Sta. T26+00 ℄ R.I. 1127+00 on ℄

Sta. T30+00 Contract Ends

Sta. T31+35 ℄

Sta. T26+90 New 36" R.C.C.P.C.U. 30° skew Lt. and 72' long Headwalls Rt. & Lt. Elev. O.D. @ 152.

New Ditch channel P.O.B.E. Fill in existing channel

Sta. T27+35 Remove old culvert

Note See Thruway Sheet for balance of ditch

D = 1° 30'

R = 3820'

T30+04

211.55

+5.00 %

-5.00 %

+90 V.C. 640'

+80 V.C. 300

Grade Line of Approx. Fill Level

Approx. Fill Level

Former Ground Line

Special Ditch Grade on Lt.

Finished Surface

-1.50 %

-1.00 %

-1.52 %

El. 203.50

El. 184.61

El. 177.6

El. 174.0

Dat. Elev. = 160.0 ℄

176.50

T18 T19 +69 T20 T21 T22 T23 T24 T25 T26 T27 +36 +70 T28 +93 T29 T30 T31 T32

PLAN
Vert. 1" = 10'
Scale: Hor. 1" = 50'

℄ Grade of New Road

El. 172.0 Inlet culv.

Grade Line of ℄ of Ditch @ cable crossing

-1.42 %

-0.88 %

New Ditch ℄

-0.88 %

21+75 22+75 23+75 24+75 25+75 26+75 27+75 28+75 29+75 30+75 31+75

PROFILE OF NEW DITCH
Scale: Vert. 1" = 10'
Hor. 1" = 50'

MADE BY TRACED BY CHECKED BY

PLAN Beatty Howard Green Bingham

PROFILE Beatty Howard Green Bingham

Approved: Date:

Asst. Civil Engr. Consn.

Approved: Date: Sept 26 1952

Asst. Dist. Engr.

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept 2.6 1952

| FED. ROAD DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 167 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |
| WEMPLE RD. | | | | | |

167R

Elizabeth L. Slingerland

Elizabeth L. Slingerland

Kay Putvin

William H. & Elvira M. Heath

℄ Thruway Boundary

℄ of Thruway

℄ of Detour

℄ Survey Base Line of Improvement

R.O.W. 1952 ℄

R.O.W. 1962 ℄

E.R.O.W. 1962

P.E. R.O.W. 1962 ℄

R.O.W. 1952R ℄

1751+

1752+

1753+

1753+48.81 ℄ 719+89.23

1754+

1756+

Az. 302°09'

Az. 302°27'

Az. 311°27'

Az. 220°-21' 2°

T22+00.67

Sta. T18+28.22 Bridge Begins

Sta. T20+88.68 Bridge Ends

N.B. →

← S.B.

211.55

T.E. Map 488 Parcel 549

T.E. Map 488 Parcel 548

T.E. Map 117 Parcel 548

T.E. Map 154 Parcel 161

P.E. Map 457 Parcel 546

P.E. Map 466 Parcel 545

Ho.

Gar.

Fence

Inv. 173.0

Inv. 172.0

Inv. 173.0 Mk.

T.L. 172+00 on ℄

Sta. T19+00 on ℄

Sta. T21+00 on ℄

Sta. T22+00 on ℄

Sta. T23+00 on ℄

Sta. T24+00 on ℄

Sta. T25+00 on ℄

Sta. T26+00 on ℄

Sta. T27+00 on ℄

Sta. T28+00 on ℄

Sta. T29+00 on ℄

Sta. T30+00 on ℄

Sta. T31+00 on ℄

Sta. T32+00 on ℄

WEMPLE ROAD

BT 31

BT 30

BT 29

BT 28

BT 27

BT 26

BT 25

BT 24

BT 23

BT 22

BT 21

BT 20

BT 19

BT 18

R.P. 3844

R.P. 3825

R.P. 3828

R=3820'

D=1°30'

P.C. T23+52.16

R=3820'

Δ=21°46'

P.T. T24+75.62

R=3820'

T30+44.08

17.08

Sta. T24+80 New 36" R.C.C. P. C.U.H. 30° skew Lt. and 52' New long Headwalls R. & Lt. Rec. D.O. & I.D. New Ditch channel R.C.B.E. Fill in existing channel Sta. T27+35 Remove old culvert

Note See Thruway Sheet for balance of ditch

Sta. T30+00 Contract Ends

A.T.&T. Co. 20' R.O.W.

Conduit

Hydr. MH 53

Approx. Fill Level

Former Ground Line

Grade Line of Special Ditch Grade on Lt.

Approx. Fill Level of Finished Surface

+5.00%

-5.00%

-1.50%

-1.00%

1.50%

+1.52%

+50 V.C. 300

El. 203.50

El. 184.61

El. 177.6

El. 176.0

178.50

Dat. Elev. = 160.0

T18 185.6 | T19 183.4 | +69 182.6 | T20 182.9 | T21 181.1 | T22 179.3 | T23 179.1 | T24 178.8 | T25 176.6 | T26 175.9 | T27 174.1 | +30 174.1 | +70 173.6 | T28 173.6 | +93 174.9 | T29 174.7 | T30 173.2 | T31 173.0 | T32 173.0

PLAN
Vert. 1"=10'
Hor. 1"=50'

℄ Grade of New Road

Grade Line of ℄ of Ditch @ cable crossing of New Ditch

-1.42%

-0.88%

-0.88%

El. 1720 Inlet culv.

181.66 | 180.5 | 21+00 | 182.2 | 21+75 | 176.6 | 22+75 | 177.7 | 23+75 | 178.4 | 24+75 | 178.0 | 25+75 | 177.5 | 26+75 | 175.4 | 27+75 | 174.1 | 28+75 | 173.6 | 29+75 | 175.0 | 30+75 | 174.2 | 31+75 | 174.9 | 32+75 | 172.7 | 33+75 | 171.5 | 34+75 | 171.8 | 35+75 | 171.2 | 36+75 | 170.9 | 37+75 | 168.6 | 38+75 | 168.4 | 39+75 | 170.1 | 40+75 | 166.8

PROFILE OF NEW DITCH
Scale: Vert. 1"=10'
Hor. 1"=50'

| | MADE BY | TRACED BY | CHECKED BY |
|---|---|---|---|
| PLAN | Bunting | Howard Green | Brigham |
| PROFILE | Bunting | Howard Green | Brigham |

Approved: _____ Date: _____
Asst. Chief Engr. Const.

Approved: _____ Date: _____
Asst. Dist. Engr.

Prepared pursuant to the Highway Law and recommended by

_____
Engineer District No. 1

Sept. 26 1962

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | NY | | 1952 | 168 | 197 |

CATSKILL SECTION SUB. 5

Approved _____ for _____

_____ Assoc. Civil Engr. Const.

Approved _____ Date _____

_____ Assist. Dist. Engr.

True North

Taper ℄

N.Y.T. M.H. #61

N.Y.T. M.H. #60

6" Asph. ℄ Apch. Pavement

6" Asph. ℄ Apch. Pavement

6" Asph. B.M. I.E. = 1778

Thruway ℄ Sta. 1768+00.

I.E. 1769 | I.E. 1770 | Az. T° 15' | I.E. 1771 | I.E. 1772 | I.E. 1773 | I.E. 1774 | I.E. 1775 | I.E. 1776 | I.E. 1777 | I.E. 1778 P.O.T. | Sta. 6.39' | I.E. 1779 | I.E. 1780 | Az. T° 15' | I.E. 1781 | I.E. 1782 | I.E. 1783 | I.E. 1784

Survey Base Line

Sta. 9.08' Sta. 6.91'

7" Asphalt 2100' 15.65' 1768

5.90'

PETER & ANNA STOFFELS

CLARENCE D. & BERTHA E. HOFFMAN

I = 12° 51' 54"
D = 0° 30' 00"
R = 11459.10'
T = 1292.10'
Ext = 72.06'
L = 2570.78'

6" Underdrain ℄ | 24" R.C.C.P. | 6" Underdrain ℄ | 24" R.C.C.P. | 6" Underdrain

1769 ℄ | 1770 ℄ | 15" S.P. | 1771 ℄ | 1772 ℄ | 1773 ℄ | 1774 ℄ of | 1775 ℄ 12" S.P. | 1776 ℄ | 1777 ℄ | 1778 ℄ Thruway ℄ | 1779 ℄ | 1780 | 1781 ℄ | 1782 ℄ | 1783 ℄ | 1784 ℄

6" Underdrain | 6" Underdrain ℄ | 6" Underdrain

℄ P.I. Sta. 17+79+47.87 Rt. I.E. 144.38' Rt.

KAY PUTVIN

PLAN
Scale: 1" = 50'-0"

Made by Traced by Checked by
PLAN Bingham Klimcovitz Zeitler

Prepared pursuant to the Highway Law and recommended by

S. L. Huckerson
Engineer, District No. 7

26 19

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 168 | 197 |

CATSKILL SECTION SUB. 5

93

Approved (Yr. ____)
Assoc. Civil Engr. Const.

Approved
Assist. Dist. Engr.

Date 6-20-52

True North

N.Y.T. M.H. #51

N.Y.T. M.H. #50

Survey Line ℄

Base Line ℄

Edge of cultivated field

7" Poplar 2100' 5.65' 1765

3.40

IE 1769 IE 1770 IE 1771 IE 1772 IE 1773 IE 1774 IE 1775 IE 1776 IE 1777 IE 1778 Abdt. 6.35' IE 1779 IE 1780 IE 1781 IE 1782 IE 1783 IE 1784

A 27°15'

A 7°15'

Stake 2.08

Stake 2.91

C'Arch ⊙ B.M. I.E. = 178

Sw. 1004

PETER & ANNA STOFFELS

CLARENCE D. & BERTHA E. HOFFMAN

I = 12° 51' 54"
D = 0° 30' 00"
R = 11459.90'
T = 1292.10'
Ext = 72.66'
L = 2570.78'

192.0

24" R.C.C.P. 112'

6" Underdrain ℄

6" Underdrain

6" Underdrain

6" Underdrain

6" Underdrain

1769℄ 1770℄ 1771℄ 1772℄ 1773℄ 1774℄ 1775℄ 1776℄ 1777℄ 1778℄ 1779℄ 1780 82' 1781℄ 1782℄ 1783℄ 1784℄

193.5

12" C.S.P. 104'

193.0

197.6

Thruway ℄

198.5

24" R.C.C.P. 74'

199.0

199.5

IE 1779 44.87 ℄

℄ P.T. Sta 444.38' Rt.

KAY PUTVIN

PLAN
Scale: 1" = 50'-0"

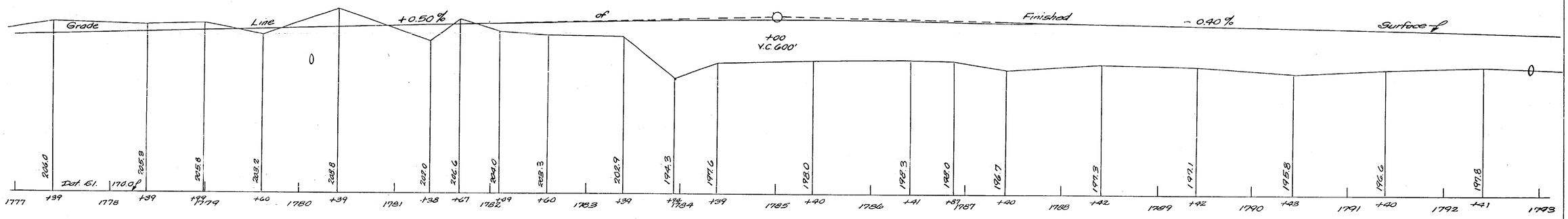
Made by Traced by Checked by
PLAN Bingham Klimcovitz Zeitler

Prepared pursuant to the Highway Law and recommended by
S. L. McKerrow
Engineer, District No. 7
Sept. 26 19

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 169 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

Profile on this plan is Original ground surface prior to grading operations.

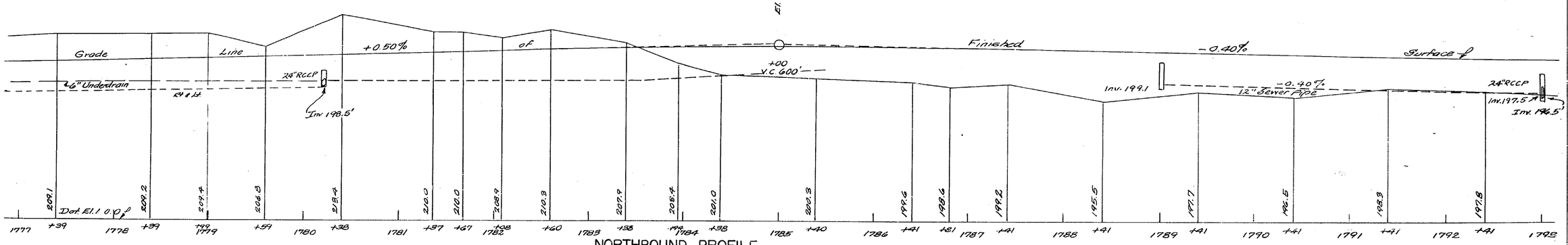
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

Made By Bingham Traced By Klimcavitz Checked By Shannon

Profile

Approved _____ Date _____ Assoc. Civil Engr. Consltr.

Approved _____ Date _____ Assist. Dist. Engr.

... to the Highway ... Issued by

E. Mackenson

... Division No. 7

... 26 ...

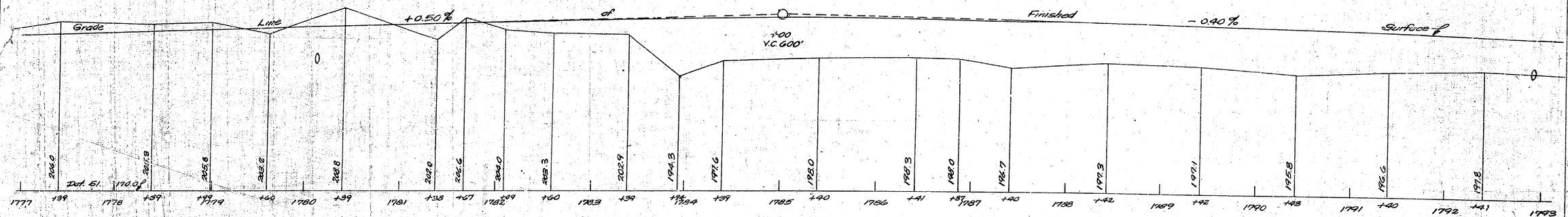
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 169 | 197 |
| CATSKILL SECTION | | | | Rte. 5 | |

C.T. 22-02

Profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.

El. 207.42'

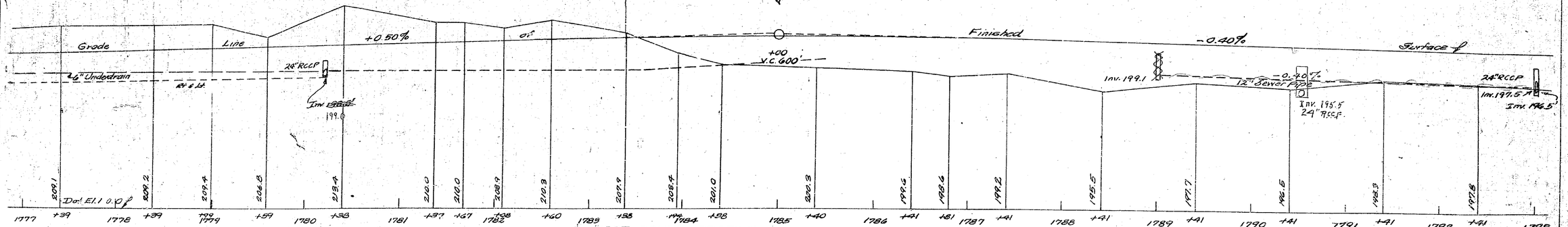



SOUTHBOUND PROFILE

Scale: Vert: 1"-10'-0" Horiz: 1"-50'-0"

Elevations are Original ground surface and no longer apply.

El. 207.42'




NORTHBOUND PROFILE

Scale: Vert: 1"-10'-0" Horiz: 1"-50'-0"

Made By Bingham Traced By Klimcavitz Checked By Shannon

Profile

Approved Date

Assoc. Civil Engr. Contr.

Approved

Date

Assoc. Civil Engr.

Plans present to the Highway Commission recommended by

E. L. Nickerson

Engineer District No. 1

Date Aug 26 1952

94

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 170 | 197 |

CATSKILL SECTION SUB. -5

Approved _____ Date: _____
Assist. Dist. Engr.

Approved _____ Date: _____
Assist. Dist. Engr.

Approved _____ Date: _____
Asst. Chief Engr. (Design)
4550C, Civil Engr. Constr.

True North

Insert Map

R.O.W. ℄

℄ of Thruway ℄

B O R R O W A R E A

Scale: 1" = 200'

N: 79° 15' E

SURVEY BASE LINE

1780 POT. 1800 POT.

Curve Data
Δ = 12° 51' 54"
D = 0° 30'
R = 11,459.90'
T = 1292.10'
L = 2590.98'

Rt. 7°-15'

12" Walnut 15.90'
8" Maple 4.96'
8" Birch 6.88'
8" Maple 11.66'
6" Elm 15.15'
5" Elm 9.33'
5" Poplar 20.68'
8" Poplar 17.32'
4" Poplar 7.91'
4" Poplar 3.90'
3" Poplar 2.92'

IE 1784 IE 1785 IE 1786 IE 1787+00 POT. IE 1788 IE 1789 IE 1789+40 POT. IE 1790 IE 1791 IE 1792 IE 1793 IE 1794+00 POT. IE 1795 IE 1796 IE 1797+00 POT. IE 1798 IE 1799 IE 1800

Rt. 7°-15'

Rt. 7°-15'

LINE N

F 6" Underdrain

℄ 1142+79.90
R 1142+88.49 PT.

RCDP

Mall Width 60'

Thruway ℄

1785 ℄ 1786 ℄ 1787 ℄ 1788 ℄ 1789 ℄ Inv. 1791 1790 ℄ 12" Sewer Pipe 1791 ℄ 1792 ℄ 1793 ℄ 1794 ℄ 1795 ℄ 1796 ℄ 1797 ℄ 1798 ℄ 1799 ℄ 18" RCSP ? 1800 ℄

℄ 6" Underdrain

℄ 1796+96.56 PC
R 2864+74.75

Curve Data
Δ = 79° 01' 30"
D = 0° 12'
R = 28649.75'
T = 1958.52'
L = 3512.5'

See Insert Sketch for R.O.W. East of this line ℄

PLAN
Scale: 1" = 50'-0"

Made by Traced by Checked by
PLAN: Bingham Glover Zeitler

Prepared pursuant to the Highway Law and recommended by
Engineer, District No. 7

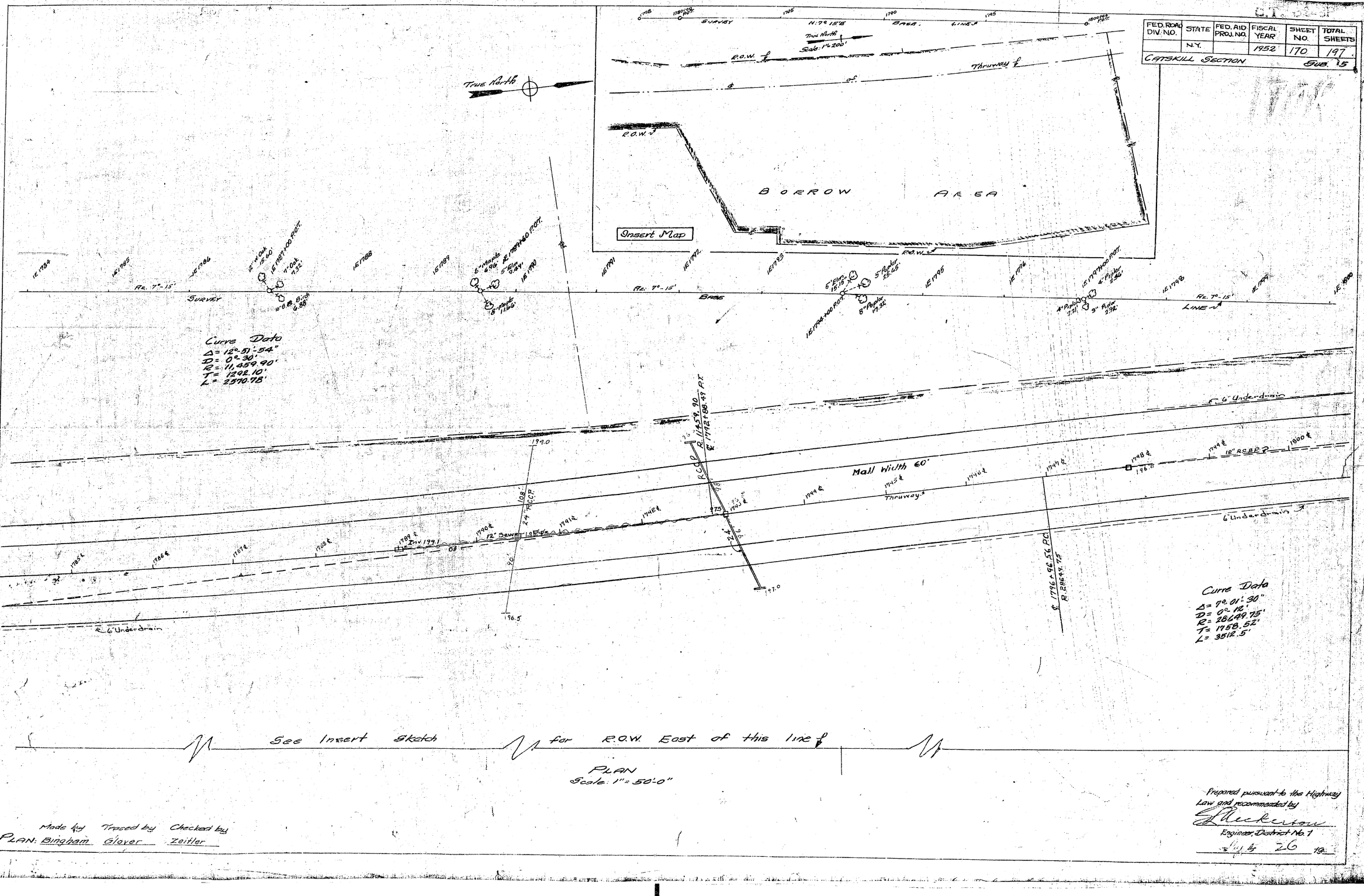
_____ 19 26

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 170 | 197 |

CATSKILL SECTION SUB. 15

Approved _____ Date: _____
H.S.O.C. Civil Engr. Constr.

Approved _____ Date: _____
Asst. Dist. Engr.




PLAN
Scale: 1" = 50'-0"

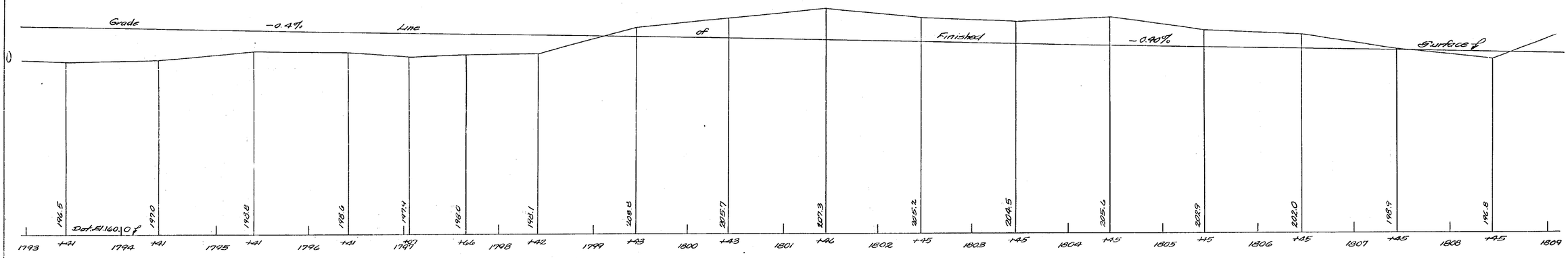
Made by _____ Traced by _____ Checked by _____
PLAN: Bingham Glover Zeitler

Prepared pursuant to the Highway Law and recommended by
_____
Engineer, District No. 7
Date _____ 26

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 171 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

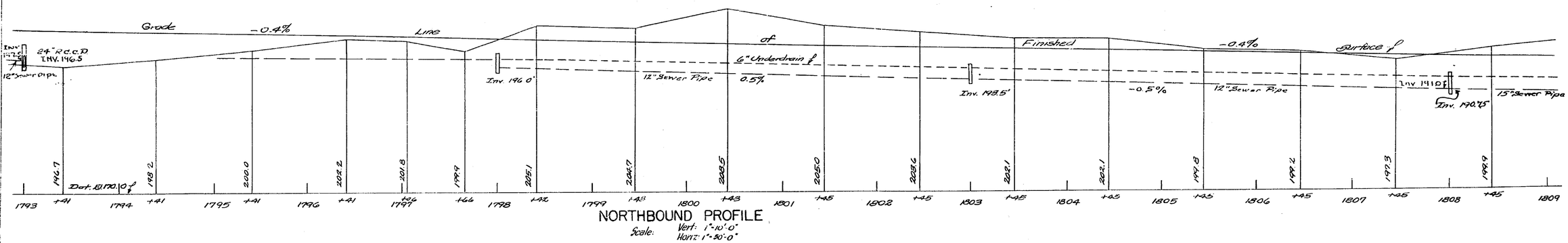
Profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE
Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE
Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Made By Traced By Checked By
Profile Bingham Klimcovitz Christman

Approved: _____ Date: _____
Assoc. Unit Engr. Conslt.

Approved: _____ Date: _____
Assist. Dist. Engr.

24:1

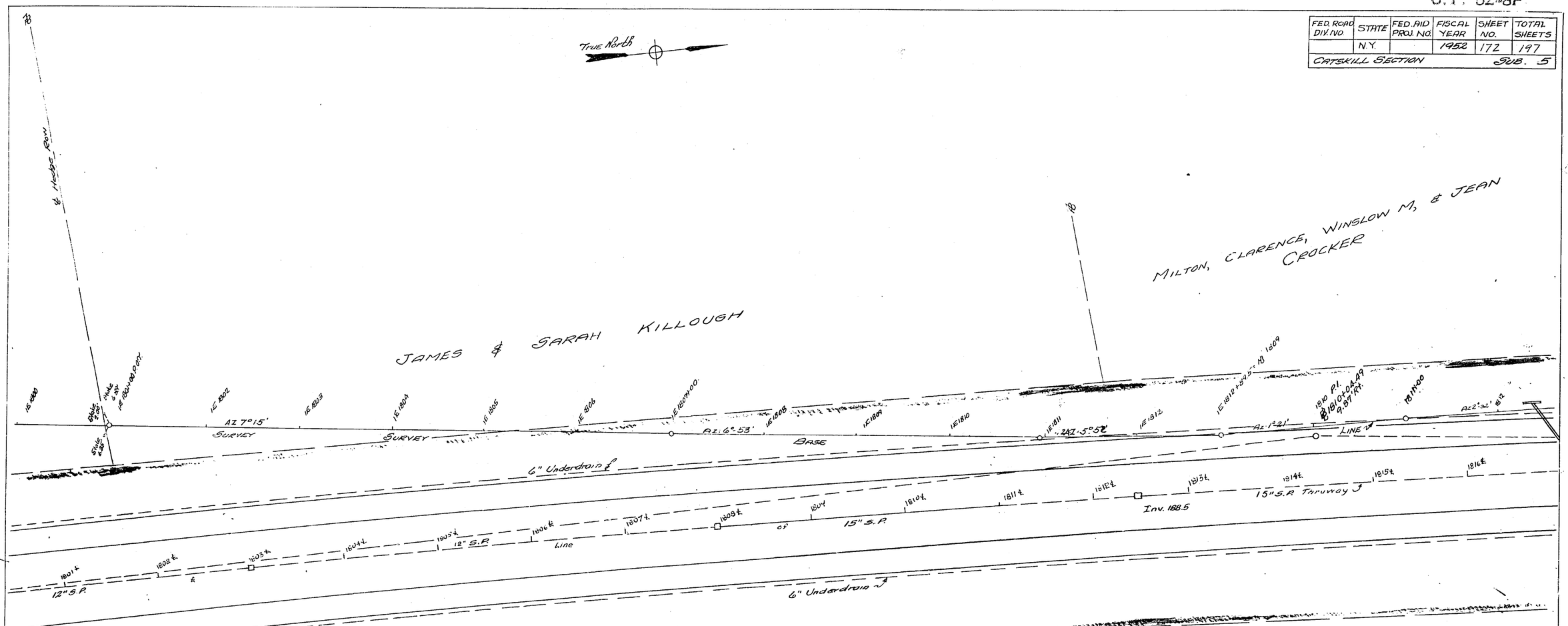
C.I. 52-8F

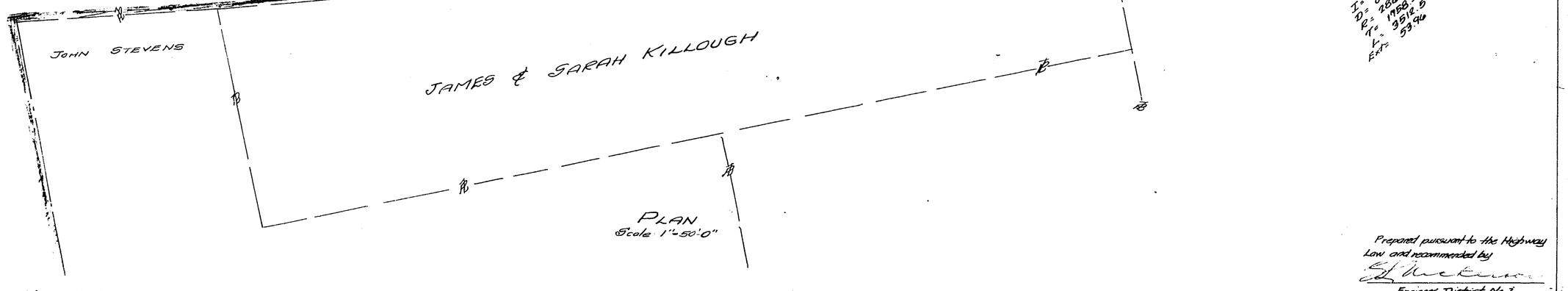
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 172 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

77

Approved _____ Date _____
Assoc. Civil Engr. Constr.

Approved _____ Date _____
Asst. Dist. Engr.




Made by _____ Traced by _____ Checked by _____
PLAN Bingham Klimcovitz Remmert & Peak

Prepared pursuant to the Highway Law and recommended by

_____
Engineer, District No. 7

_____ 19__

C.T. 52-5P

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 172 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

97

Approved _____ Date _____
Chief Engineer
Assoc. Civil Engr. Constr.

Approved _____ Date _____
Assist. Dist. Engr.

True North

Map of

JAMES & SARAH KILLOUGH

MILTON, CLARENCE, WINSLOW M., & JEAN CROCKER

JOHN STEVENS

JAMES & SARAH KILLOUGH

Survey Line

Base Line

6" Underdrain ℄

12" S.P.

15" S.P.

15" S.P. Thruway ℄

Inv. 188.5

Δ1 7°15'

Δ2 6°53'

Δ3 5°52'

Δ4 1°21'

Δ5 22°32' 6"

I = 7°01'30"
D = 0°12"
R = 28649.75'
T = 1758.52'
L = 3518.15
E = 59.96

PLAN
Scale 1"=50'-0"

Made by _____ Traced by _____ Checked by _____
PLAN Bingham Klimcovitz Remmert & Peak

Prepared pursuant to the Highway Law and recommended by

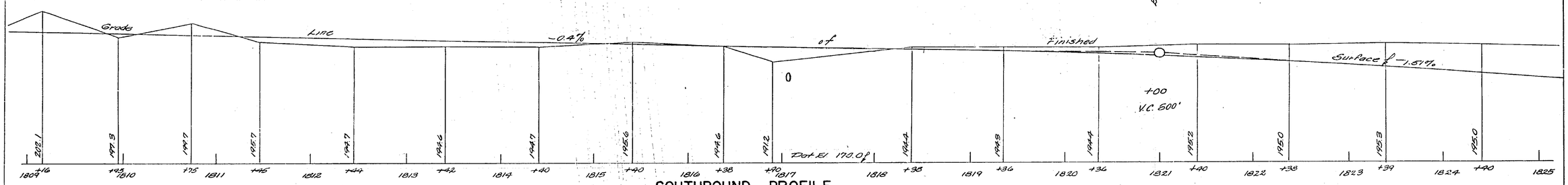
_____
Engineer, District No. 7

Aug 26 1954

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N Y | | 1952 | 173 | 197 |
| CATSKILL SECTION | | | | SUB. 15 | |

**Profile on this plan is** Original ground surface prior to grading operations.

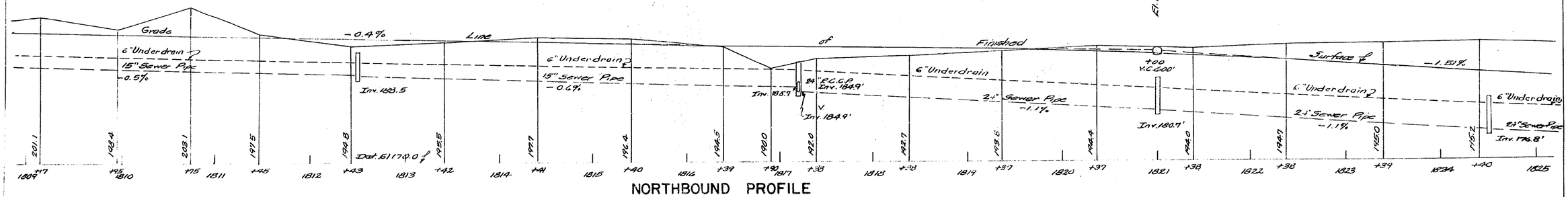
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Horiz: 1"=50'-0"

Approved: _____ Date: _____
for Assoc. Civil Engr. Constr.

Approved: _____ Date: SEP 26 1952
Assist. Dist. Engr.

| Made By | Traced By | Checked By |
|---|---|---|
| Profile Bingham | Klimcovitz | Christman |

Engineer pursuant to the Highway Law and recommended for approval
E. Mackerson
Engineer District 11
SEP 26

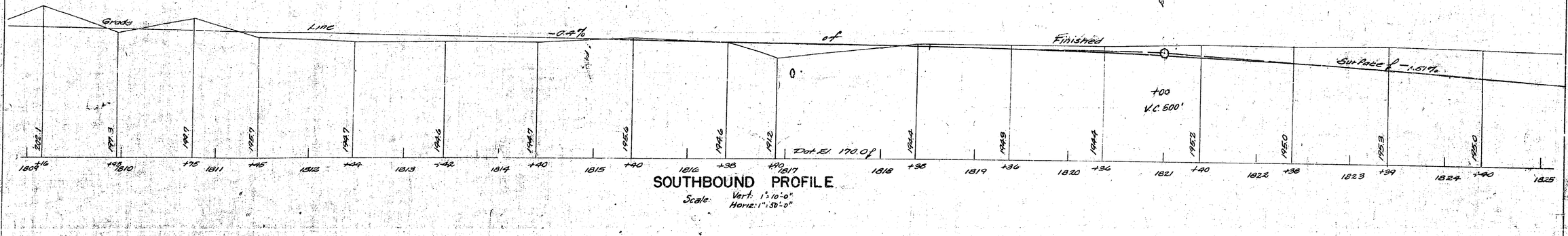
C.T. 5[illegible]

98

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 173 | 197 |
| CATSKILL SECTION | | | | SUB. #5 | |

Profile on this plan is Original ground surface prior to grading operations.

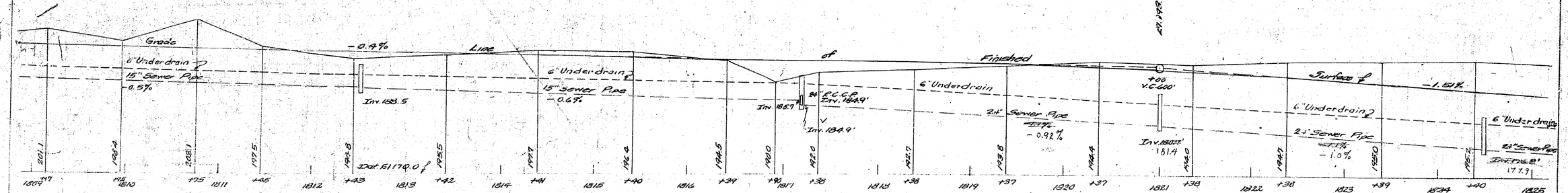
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Horiz. 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Horiz. 1"=50'-0"

Made By Profile Bingham
Traced By Klimcovitz
Checked By Christman

Prepared pursuant to the Engineer Law and recommended by:
E. Rheckerson
Engineer District No. 1
Nov 26

Approved: _____ Date: _____
Asst. Dist. Engr.

Approved: _____ Date: _____
Asst. Chief Engr. Constr.

8

98

24:1

| FED ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 174 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

Approved _____ Date. June 1952

Asst. Supervising Engr.
Assoc. Civil Engr. Constn.

Dept. of Public Works
Assist. Dist. Engr.

Approved _____

True North

Curve Data
Δ = 7°-01' 30"
D = 0°-12'
R = 28649.75
T = 1758.52
L = 3512.5

10'± wide Brush line

GEORGE W. & CATHERINE T. ALBERT

MILTON, CLARENCE, WINSLOW M., & JEAN CROCKER

Pond

Road

Underground Cond

Az 2° 22'
Az 4° 01'
Az 5° 31'
Az 6° 59'
Az 7° 39'

6" Underdrain

15" Sewer Pipe

24" Sewer Pipe

Tarvway 3

US 9P

Mall, 30' Ith

15" Sewer Pipe

Pc 38649.75
1832+09.96 P.T.

Barn

PLAN
Scale 1"=50:0"

Made by _____ Traced by _____ Checked by _____
PLAN Bingham Limeavite Remmert & Platt

Tour Sy
S. Rukeyser
Jan 26 53

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1958 | 174 | 197 |
| CATSKILL SECTION | | | | SUB. #5 | |

True North

Curve Data
Δ = 70-01'-30"
D = 0°-12'
R = 28649.75
T = 1758.52
L = 3512.5

GEORGE W. & CATHERINE T. ALBERT

MILTON, CLARENCE, WINSLOW M., & JEAN CROCKER

10'± wide Brush line

N.Y.T. M.H. #54

N.Y.T. M.H. #53

Pond

N.Y.T. M.H. #52

A.T.&T.

Underground Cable

Road

Az: 2° 22'

Az: 4° 01'

Az: 5° 31'

Az: 6° 58'

Az: 7° 39'

E.6 Under drain

173.5

6" Underdrain

1812 1813 1814 1815 1816 1817 1818 1819 1820 1821 1822 1823 1824 1825 1826 1827 1828

1814.00 1817.00 1820.00 1822.78

294'

1816 ℄ 15" Sewer Pipe ℄ 1818 ℄ 24" Sewer Pipe 1819 ℄ Line 1820 ℄ 181.4 1821 ℄ 1822 ℄ 24" Sewer Pipe 1823 ℄ 1824 ℄ OF 176.8 1825 ℄ 24" Sewer Pipe 1826 ℄ Thruway 1827 ℄ 174.5 US SP 173.75 1828 ℄ 175.2 1829 ℄ 1830 ℄ 1831 ℄ 15" Sewer Pipe 1832 ℄ 10'

Mail 30'

℄ 6" Underdrain

171.0

℄ 10'± wide Brushline

Barn

℄ 38641.725 E. 1061+09.06 N.T.

PLAN
Scale 1"=50'-0"

Made by Traced by Checked by
PLAN Bingham Klimcavitz Remmert & Peet

Approved Date
Asst. Dist. Engr.

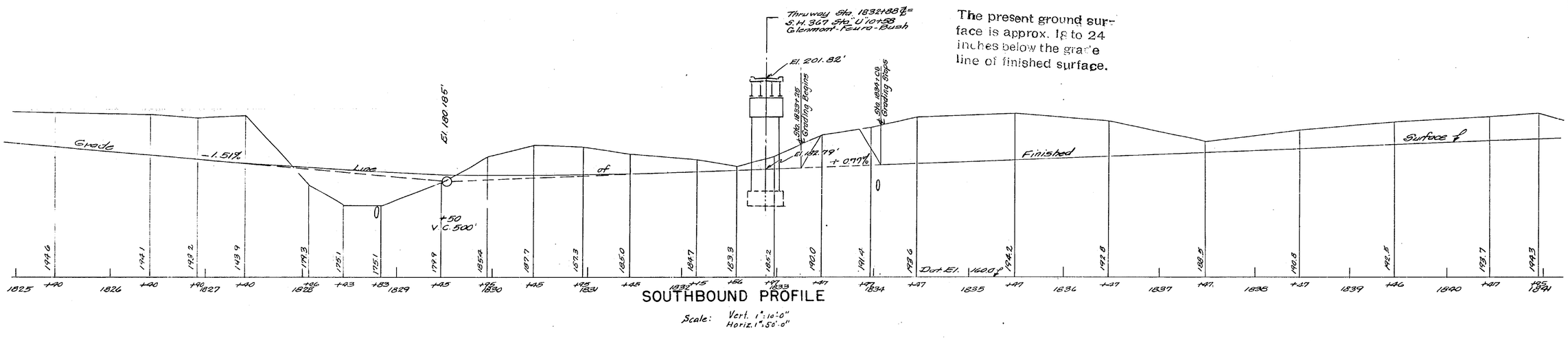
Approved Date
Assoc. Civil Engr. Constr.

Sept 26 1957.

| FED. ROAD DIV NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 175 | 197 |
| CATSKILL SECTION | | | | SUB 5 | |

Profile on this plan is Original ground surface prior to grading operations done.

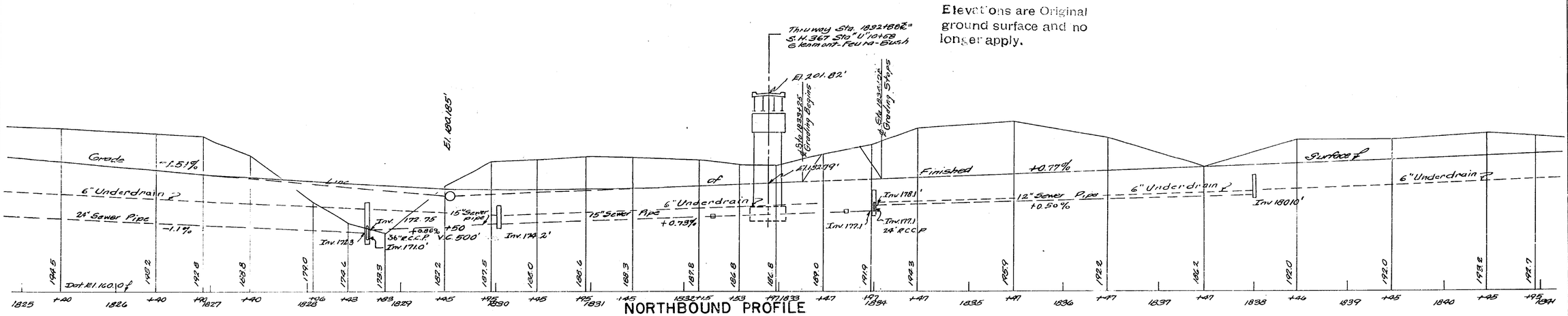
The present ground surface is approx. 1ft to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

Made By Profile Bingham — Traced By Klimcovitz — Checked By Christman

Approved: _____ Date: SEP 9 1952

Assist Dist. Engr.

Approved: _____ Date: _____

Asst. Civil Engr. Constr.

S. L. Huckerton

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 175 | 197 |
| CATSKILL SECTION | | | | SUB: 15 | |

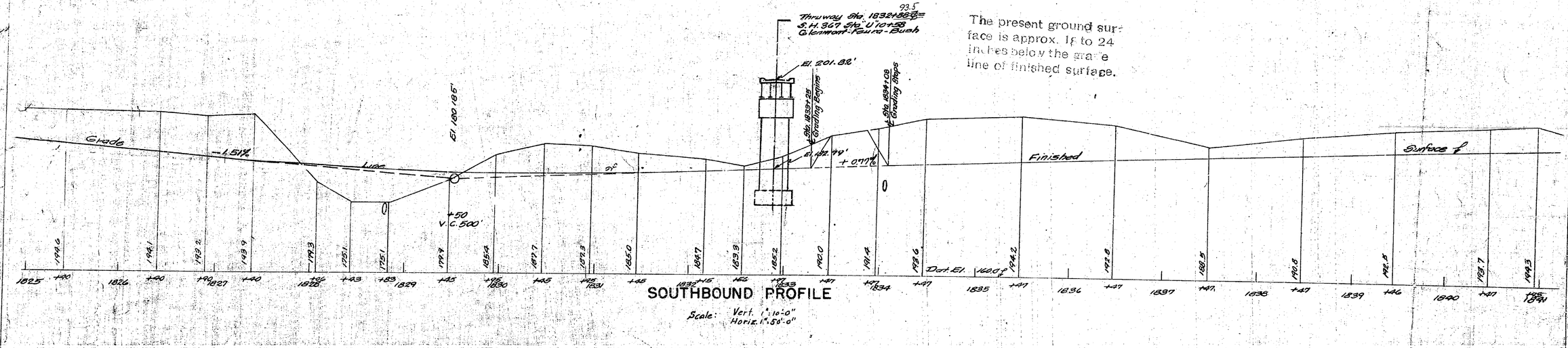
Profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 1" to 24 inches below the grade line of finished surface.

Elevations are Original ground surface and no longer apply.

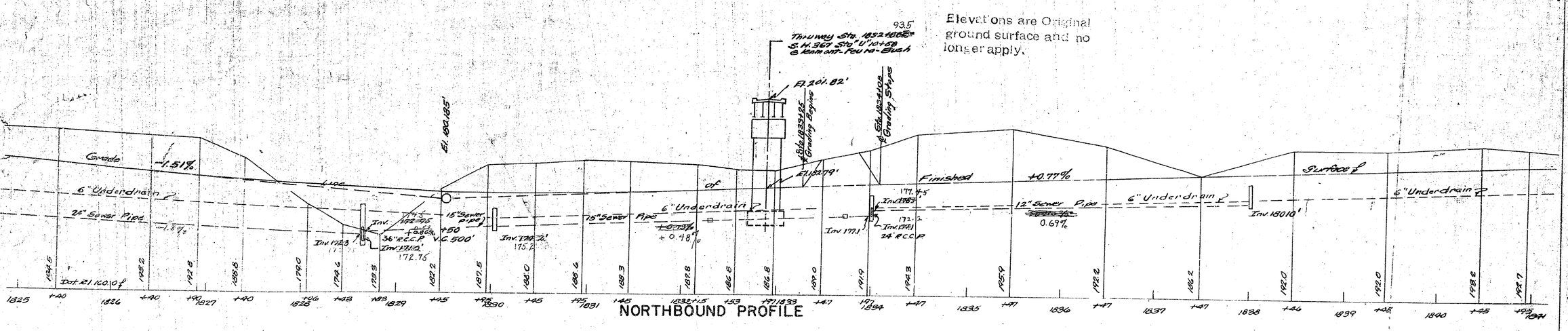
Approved: _____ Date: _____ Asst. Civil Engr. Constr.

Approved: _____ Date: SEP 1952 Asst. Dist. Engr.




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"




NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

Made By _____ Traced By _____ Checked By _____

Profile Bingham Klimovitz Christman

E. L. Huckerson
Engineer

Sept 26 19 52

| FED. ROAD DIV NO. | STATE | FED AID PROJ NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | NY. | | 1952 | 176 | 197 |
| CATSKILL SECTION | | | | SUB 5 | |

Approved _____ Date _____ 1952

_____ Assoc. Civil Engr Constr

Approved _____ Date _____ 1952

_____ Assist Dist. Engr.

GLENMONT-FEURBUSH RD. S.H. 367 Az. 96° 48'

P.C. P.I. 1198 92.52' Rt.

R = 1432'

P.T.

New House

Gar

House

24" R.C.C.P.

A.T. & T.

Underground Conduit Line

Sta. U9+40.73 Bridge Beg.

Sta. U11+95.27 Bridge Ends

Junction Boxes

Thru Sta 1833+98.98 = S.H. 367 Sta. U10+28.

Overhead A.T. & T.

GEORGE W. & CATHERINE WALKER

WM. J. LA RUE & OTHERS

ST. MATTHEWS CEMETERY

True North

N.Y.P.&L.

Hwy

Bdry

Highway

Bdry of R/W

40' R

100' R

Spur

EP

Ent.

Exist. location of R/W line to be apparently new boundary

Fence

Hedge

Stone Wall

Underdrain

Manhole

Inv 185.2

6" Underdrain

18" S.P. Line of Thruway

JACOB J. & CLARA M.V. WIGGAND

WALTER & CATHERINE EGO

CLARA WIGGAND

Bdry End Abt.

Made by _____ Traced by _____ Checked by

PLAN Bingham Klimcovitz Remmert & Peak

PLAN

Scale: 1" = 50'-0"

Submitted pursuant to the Highway Law and recommended by

_____

Approved by

Oct 26 1952

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 176 | 197 |
| CATSKILL SECTION | | | | SUB 35 | |

Approved _____ Date _____
Assoc. Civil Engr Constr.

Approved _____ Date _____
Assist Dist. Engr.

GLENMAN HEIGHTS FEURBUSH RD. S.H. 367

WM. J. LA RUE & OTHERS

GEORGE W. & CATHERINE ALBERT

WALTER & CATHERINE EGO

JACOB J. & CLARA M.V. WIGGAND

ST. MATTHEWS CEMETERY

Overhead A.T.&T. Co.

Underground Conduit Line

Bridge Data

Sta. U94+40.75 Bridge Back

Sta. U95+03.20 Bridge Ahead

Sta. U111+95.20 Bridge Ahead

Sta. U113+13 = U100+00 P.O.T.

Junction Box

Spur

Highway

Ahead

Back

Made by Bingham Traced by Klimkovitz Checked by Rimmer & Peak

PLAN
Scale 1" = 50'-0"

Submitted pursuant to the Highway Law as recommended by

E. L. Peckenson
Engineer District No. 9

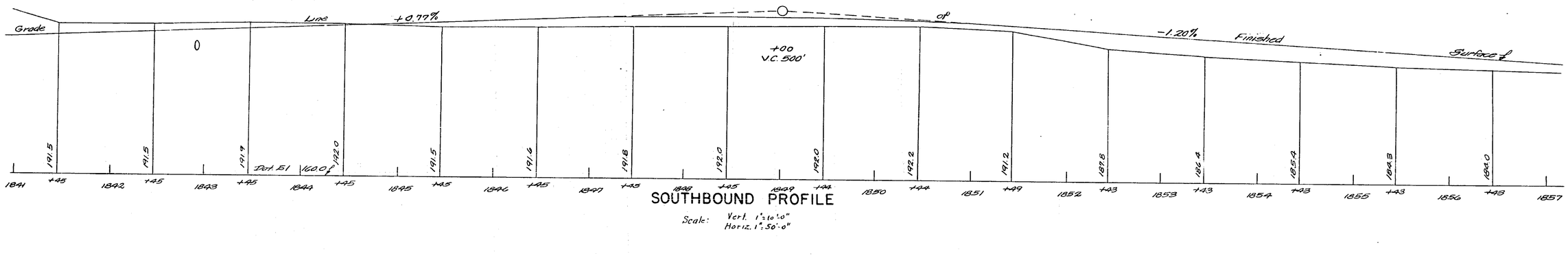
Sept 26 1952

C.T. Sec.

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 177 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

**Profile on this plan is Original ground surface prior to grading operations.**

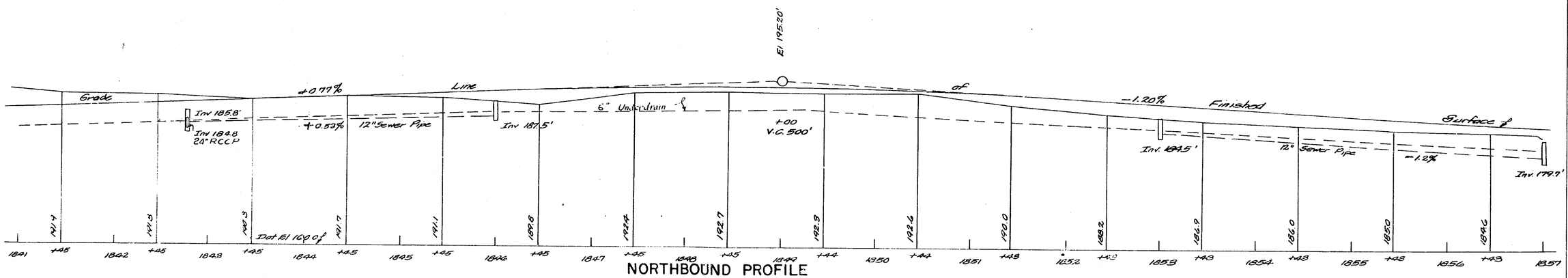
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Horiz. 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Horiz. 1"=50'-0"

Made By Traced By Checked By
Profile Bingham Klimcovitz Christman

State Highway
By
E. McPherson
Asst. Dist. Engr.
Sept 26

Approved: Date: Sept 6 1951
L. F. Rice, Supervising Highway Engr.
Assoc. Civil Engr. Consult.
Approved:
Asst. Dist. Engr.

177

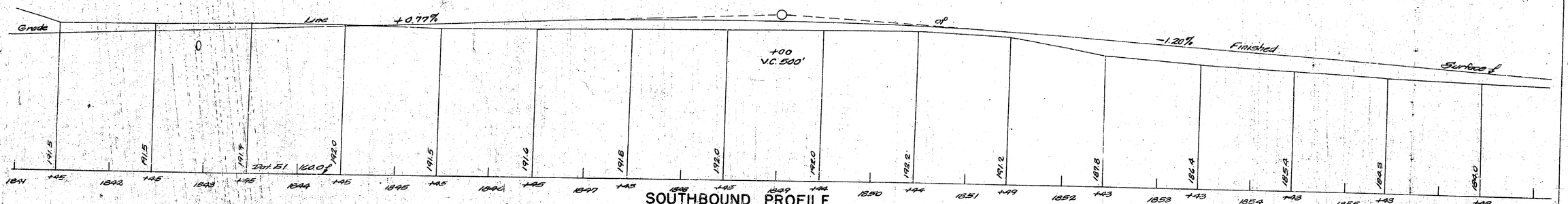
| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 177 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

C.T. 5 [illegible]

Profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.

El. 195.20'

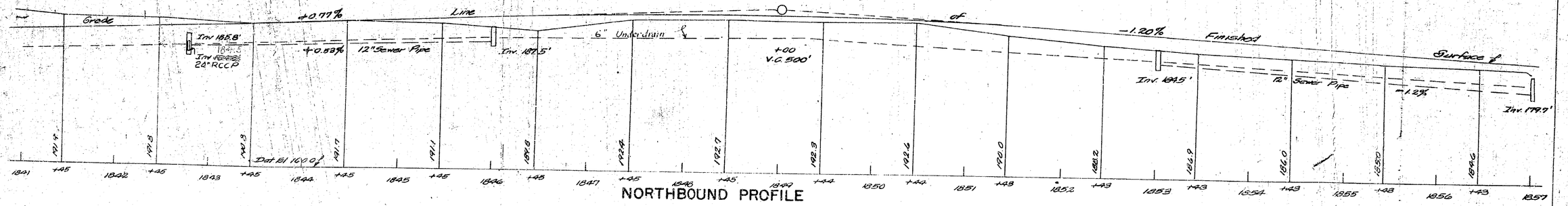



SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Horiz. 1"=50'-0"

Elevations are Original ground surface and no longer apply.

El. 192.20'




NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Horiz. 1"=50'-0"

Made By Bingham Traced By Klimczyk Checked By Christman

Profile

Approved: [illegible]
Date: Sept 18 1952
Asst. Dist. Engr.

Approved: [illegible]
Date: Sept 18 1952
Asst. Chief Engr. Constr.

[illegible] the Highway
[illegible]
E. Ruckerson
[illegible]
Sept 26 [illegible]

127

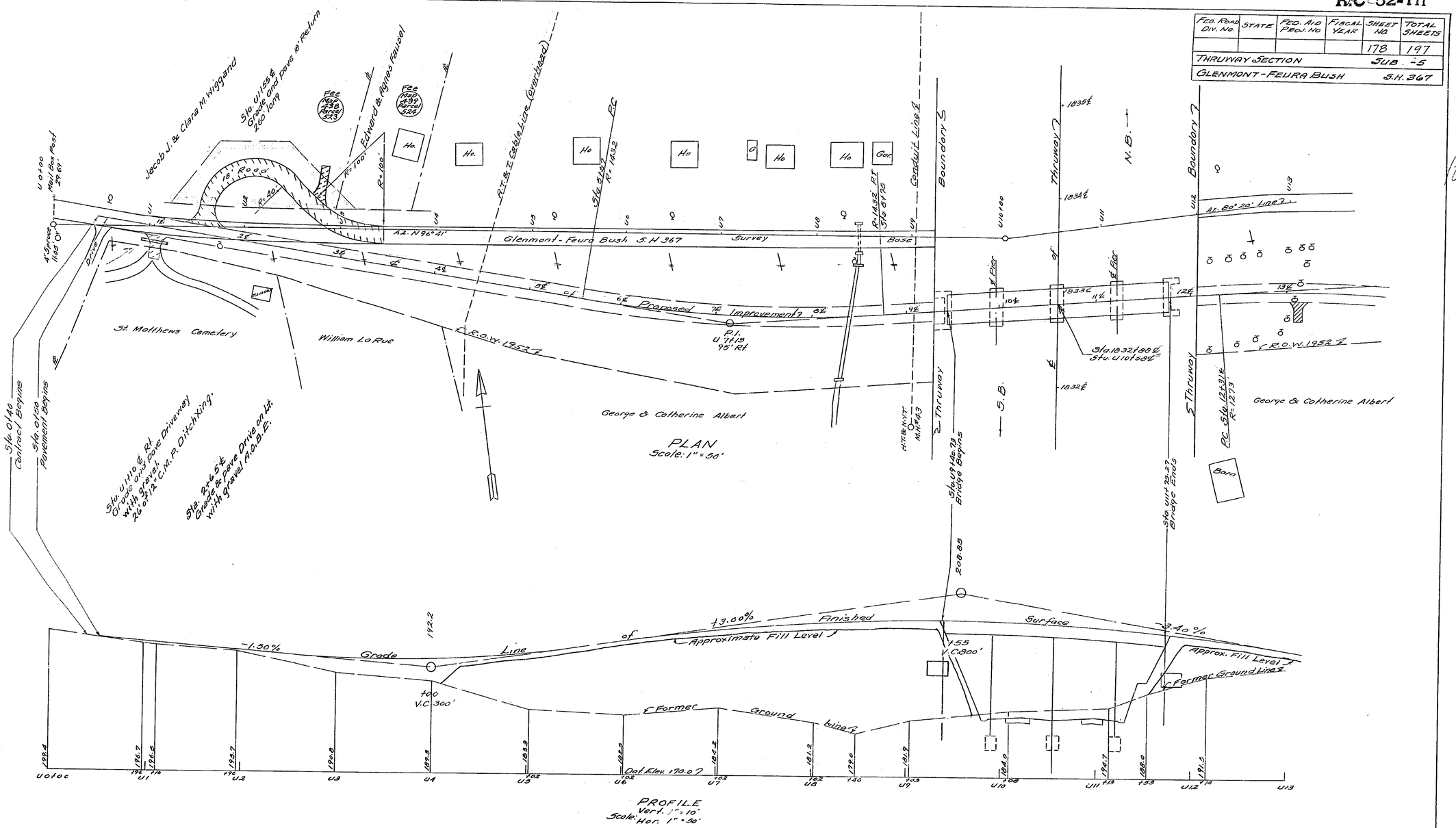
R.C. 52-111

| Fed. Road Div. No. | State | Fed. Aid Proj. No | Fiscal Year | Sheet No | Total Sheets |
|---|---|---|---|---|---|
| | | | | 178 | 197 |
| Thruway Section | | | | Sub. -5 | |
| Glenmont - Feura Bush | | | | S.H. 367 | |

103

Approved: _____ Date: _____
Assist. Chief Engr. Constr.

Approved: _____ Date: _____
Assist. Dist. Engr.




| | Made By | Traced By | Checked By |
|---|---|---|---|
| Plan | Critchlow | W. Dowling | Bentley |
| Profile | Critchlow | W. Dowling | Bentley |

Prepared pursuant to the Highway Law and recommended by

E. T. Ruckerson

Engineer Dist. No. 1

Sept 26 1952

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | | | | 178 | 197 |
| Thruway Section | | | | Sub -5 | |
| Glenmont - Feura Bush | | | | S.H. 367 | |

178R

Jacob J. & Clara M. Wiggand

Sta. U1155 ℄ Grade and pave 18' Return

Fee Map 438 Parcel 523

Fee Map 438 Parcel 524

18' Road

R=100'

Edward & Agnes Faubel

Ho.

Gar.

Sta. 1+60.89 P.C.

R=1432'

Sta. 3+26.36 P.T.

A.T.&T. Cable Line (overhead)

Conduit Line ℄

Boundary ℄

Thruway ℄

N.B. →

S.B. →

Az. N 96° 41'

Az. 86° 29' Line ℄

Glenmont - Feura Bush S.H. 367 Survey

Base

INV 182.5

INV 177.5

Proposed ℄ Improvement ℄

P.I. U 7+13 95' Rt.

R.O.W. 195 ± ℄

St. Matthews Cemetery

William LoRue

George & Catherine Albert

Sta. U0+00 Contract Begins

Sta. U0+00 Pavement Begins

Sta. U1+10 ℄ Rt. Grade and pave Driveway with gravel. Rd. 8'12" C.M.P. Ditching.

Sta. 2+45 ℄ Grade & pave Drive on Lt. with gravel R.O.B.E.

Sta. U1+55 Bridge Begins

Sta. U1+82.32 Bridge Ends

Sta. U1+01.98 ℄

93.5'

Pier

Pier

1833 ℄

1834 ℄

1832 ℄

1832 ± ℄

1832 ± ℄

U0+00

U1

U2

U3

U4

U5

U6

U7

U8

U9

U10

U11

U12

U13

PLAN
Scale: 1" = 50'

Sta. 1+72.3 P.C.

R=1432'

Sta. 2+68.85 P.T.

Barn

1.54%

-1.30%

Grade Line of

Finished Surface

Approximate Fill Level

Former Ground Line ℄

Approx. Fill Level

Former Ground Line ℄

112.2

to U0+00 V.C. 300'

Dat. Elev. 170.0 ?

13.00%

-3.40%

1.58 V.C. 900'

PROFILE
Vert. 1" = 10'
Scale: Hor. 1" = 50'

Approved: _____ Date: _____
Asst. Civil Engr. Consult.

Approved: _____ Date: _____
Asst. Dist. Engr.

| | Made By | Traced By | Checked By |
|---|---|---|---|
| Plan | Critchlow | W. Dowling | Brentley |
| Profile | Critchlow | W. Dowling | Brentley |

Prepared pursuant to the Highway Law and recommended by

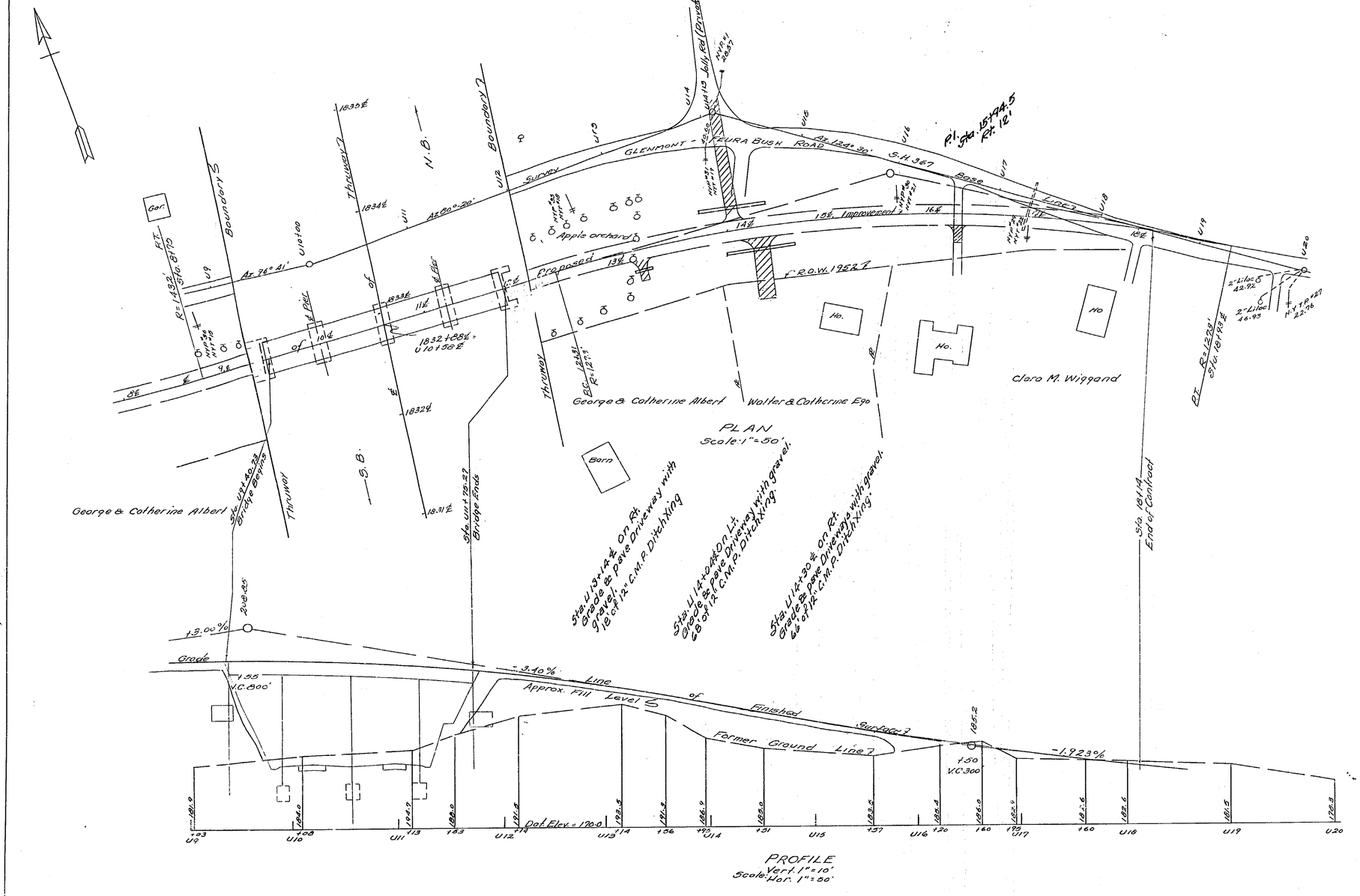
C. L. Dickerson
Engineer Dist. No. 1

Sept 26 1962

R.C 52-111

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 179 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |
| GLENMONT - FEURA BUSH | | | | S.H. 367 | |

104




| | MADE BY | TRACED BY | CHECKED BY |
|---|---|---|---|
| PLAN | Critchlow | W. Dowling | Bradley |
| PROFILE | Critchlow | W. Dowling | Bradley |

Prepared pursuant to the Highway Law and recommended by

Engineer Dist. No 1

Sept 26 1952

Approved: Date: SEP 26 1952

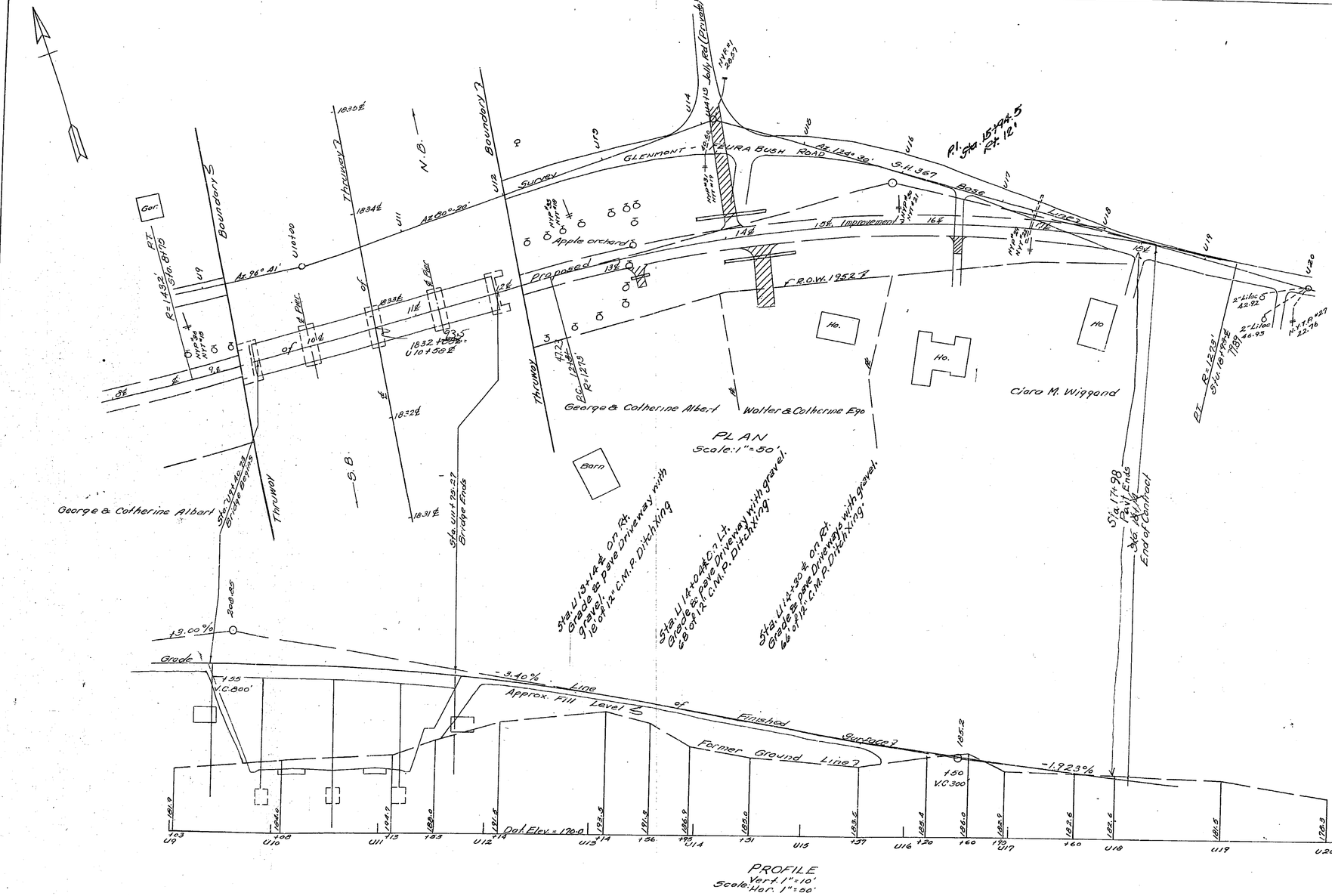
Assoc. Civil Engr. Consult.

Approved: Date: SEP 26 1952

Assist. Dist. Engr.

| FED. ROAD DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | | | | 179 | 197 |
| CATSKILL SECTION | | | | SUB -6 | |
| GLENMONT-FEURA BUSH | | | | S.H. 367 | |

179R




MADE BY Critchlow — TRACED BY W. Dowling — CHECKED BY Beatley

PLAN Critchlow — W. Dowling — Beatley

PROFILE Critchlow — W. Dowling — Beatley

Prepared pursuant to the Highway Law and recommended by

Engineer Dist. No 1

Sept 26 1962

Approved: Date:

Assoc. Civil Engr. Design

Approved: Date:

Assoc. Dist. Engr.

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 180 | 197 |
| CATSKILL SECTION | | | | SUB 5 | |

Approved _____ Date: SEP 26 1952
Assoc. Civil Engr. Construction

Approved _____ Date: SEP 26 1952
Assist Dist. Engr.

TRUE NORTH

VIOLA KILMER HOTALING & WILLIAM J. HOTALING

Overhead A.T.&T.

Stone fence & tree line

JOHN H. MAGEE EST.

HUDSON VALLEY BROADCASTING Co.

Curve Data
Δ = 1°26'38"
D = 1°-12'
R = 2864.79'
T = 36.21'
L = 72.25'

P.C. 1861+79.24
R 2864.79'

Station 184+100 1845 1846 1847+00 1848 1849 1850 1851 1852 1853 1854 1855 1856+00 1857 1858 1859 1860+00

Az 7°43'

1847 ℄ Survey Line

Az 7°41'

1852 ℄ 1853 ℄ 1854 ℄ 1855 ℄ BABE 1856 ℄ 1857 ℄ 1858 ℄ 1859 ℄ 1860 ℄

12" Sewer Pipe

Az 7°45'

1861 ℄ 1862 ℄ 1863 ℄ 1864 ℄ 1865 ℄

℄ LINE ℄ Thruway

6" Underdrain

24" RCCP

36" RCCP

6" Underdrain S

JACOB J. & CLARA M. V. WIGGAND

FREDERICK N. & MARY C. BURNELL
GORDON J. & AGNES M. LUDWIG

Tree Line

ROBERT J. E. HALTER
&
MAY R. HALTER

PLAN
Scale: 1"=50'-0"

Made by N Bingham Traced by Slutsky Checked by Kimmert & Peak

Prepared pursuant to the Highway Law and recommended by

Engineer, District No. 1

Sept 26 19

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 180 | 197 |
| CATSKILL SECTION | | | | SUB 15 | |

105

Approved Sep 26 1952
Date
Assoc. Civil Engr. Constr.

Approved Sep 26 1952
Date
Asst. Dist. Engr.

TRUE NORTH

VIOLA KILMER HOTALING & WILLIAM J. HOTALING

Overhead AT&T

JOHN H. MAGEE EST.

HUDSON VALLEY BROADCASTING Co

Curve Data
Δ = 1°-26'-38"
R = 2864.93'
T = 36.27'
L = 72.22'

Tree line

P.C.

P.T.

Old Kingston Rd

184+00 1845 1846 1847+00 1848 1849 1850 1851 1852 453 1854 1855 1856+00 1857 1858 1859 1860+00

184+52 Survey Line

Az 7°-43'

Az 7°-45'

AT 70+11

12" Sewer Pipe

BABE

179.7 LF

12" Sewer Pipe

6" Underdrain 7

6" Underdrain 5

6" Underdrain 5

24" RCCP

88'

173.5

162.0

3:6'

36" RCCP

1:3:0

Thruway

JACOB J. & CLARA M. L. WIGGAND

FREDERICK N. & MARY C. BURNELL
GORDON J. & AGNES M. LUDWIG

ROBERT J. E. HALTER
&
MAY R. HALTER

PLAN
Scale 1" = 50'-0"

Made by PLAN Traced by Bingham Checked by Kimcovitz Remmert & Peak

Prepared pursuant to the Highway Law and recommended by
Engineer, District No. 7
Sept 26 1952

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 181 | 197 |
| CATSKILL SECTION | | | | SUB. #5 | |

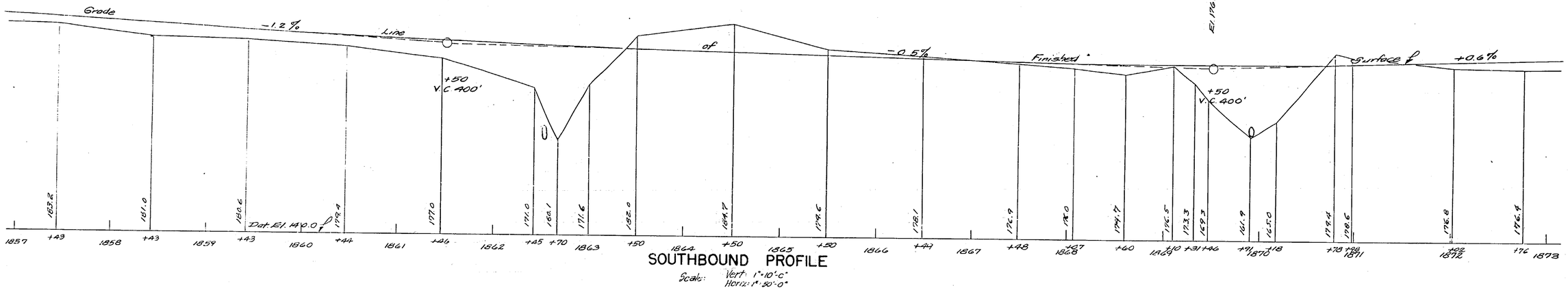
106

Approved: Date: SEP 26 1952
Assoc. Civil Engr. Consnr.

Approved: Date: SEP 26 1952
Assist. Dist. Engr.

**Profile on this plan is Original ground surface prior to grading operations.**

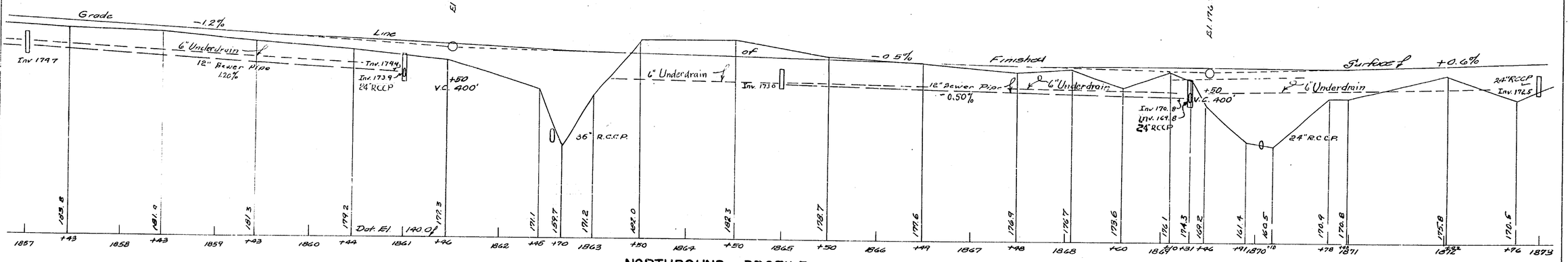
**The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.**




## SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0"
Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




## NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0"
Horiz: 1"=50'-0"

Made By Traced By Checked By
Profile Bingham Klimcovitz Williams

[illegible] pursuant to the Highway
recommended by
[illegible]
Engineer District No. 1
Sept 26 19[illegible]

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 182 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

(182)

TRUE NORTH

P.I. Sta. 1865 +35.31 ℄
I = 1° 26' 38"
D = 0° 12"
R = 28 649.75
T = 361.27
L = 722.25'
E = 220'

HUDSON VALLEY BROADCASTING CO, INC.

N.Y.T. M.M. #98

N.Y.T. M.M. #97

JOHN H McGEE EST.

JOHN H. McGEE EST.

℄ 206+44.75
℄ 1869+01.49 P.T.

6" Underdrain ℄

6" Underdrain ℄

6" Underdrain ℄

6" Underdrain ℄

1860+00 1861 1862 1863 1864 1865 1866 1867 1868 1869 1870 1871 1872 1873 1874 1875 1876 1880

Az 7° 49' 18" S.P. 30' MALL Az 7° 44' Az 7° 31' Az 6° 32' Az 4° 35' Az 2° 39'

SURVEY LINE BASE LINE

24" R.C.C.P. 24" R.C.C.P. 24" R.C.C.P. 24" R.C.C.P. 12" R.C.C.P. 12" R.C.C.P.

12" Sewer Pipe Thruway ℄

ROBERT J. E. & MAY R HALTER

EMILY TREIBER

JOHN & MILLIE HOEDT

MARK W. STEVENS

PLAN
Scale: 1" = 50'-0"

Made by PLAN Traced by Klimcovitz Checked by Remmert & Peak

Prepared pursuant to the Highway Law and recommended by

E. T. Anderson
Engineer District No. 7

Sept 26 1952

Approved Carl A. Peterson
Assoc. Civil Engr. Constr.

Date: Sept 26 1952

Approved

Date: SEP 29 1952

Assist. Dist. Engr.

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1958 | 182 | 197 |

CAT. KILL SECTION SUB. 25

Approved Date: SEP 26 1958
Hudson Civil Engr.

Approved Date: SEP 26 1958
Assist. Dist. Engr.

TRUE NORTH

P.I. Sta. 1865 +35.81 ℄
I = 1° 26' 38"
D = 0° 12'
R = 28 649.75'
T = 361.27'
L = 722.25'
E = 220'

HUDSON VALLEY BROADCASTING CO, INC.

JOHN H McGEE EST.

N.Y.T. NH #98

N.Y.T. NH #97

JOHN H. McGEE EST.

R 286 47.75'
K 1861 01.49 P.T.

6" Underdrain ℄

163.5

169.0

1864+00 1865 1866 1867 1868 1869 1870 1871 1872 1873 1874 1875 1876 1877 1878 1879 1880 1881

Az: 7° 49'

SURVEY

18" S.P.

30' MALL

Az: 7° 44'

Az: 7° 31'

Az: 6° 32'

Az: 4° 55'

Az: 2° 39'

12" R.C.C.P.

Pipe

Tarruway

LINE

Base Line

24" R.C.C.P.

30" R.C.C.P.

20" R.C.C.P.

18" R.C.C.P.

6" Underdrain ℄

6" Underdrain ℄

6" Underdrain ℄

6" Underdrain ℄

163.0

155.5

170.8

165.0

173.3

ROBERT J.E. & MAY R. HALTER

EMILY TREIBER

JOHN & MILLIE HOEDT

MARK W. STEVENS

PLAN
Scale: 1" = 50'-0"

Made by Traced by Checked by
PLAN Bingham Klimcovitz Remmert & Peak

Prepared pursuant to the Highway Law and recommended by

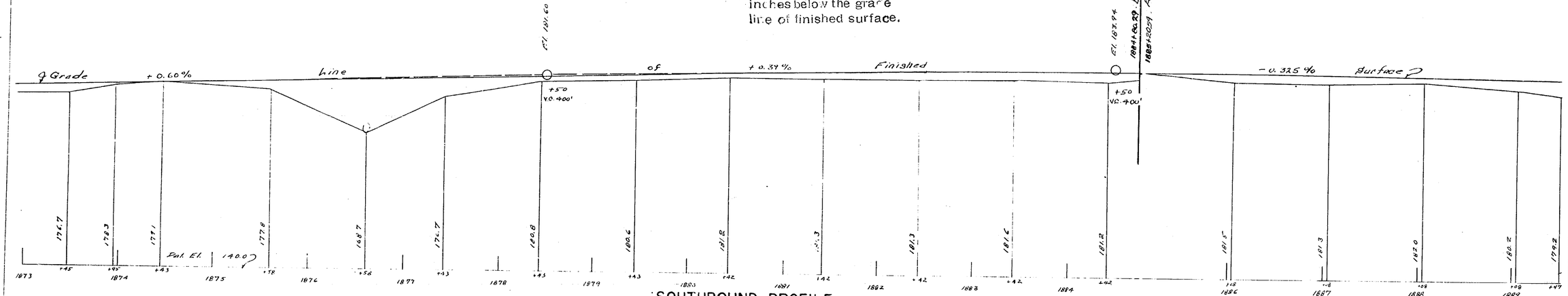
E. Mackerson
Engineer District No. 7

Feb 26 1958

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 183 | 197 |
| CATSKILL SECTION | | | SUB. -5 | | |

**Profile on this plan is** Original ground surface prior to grading operations.

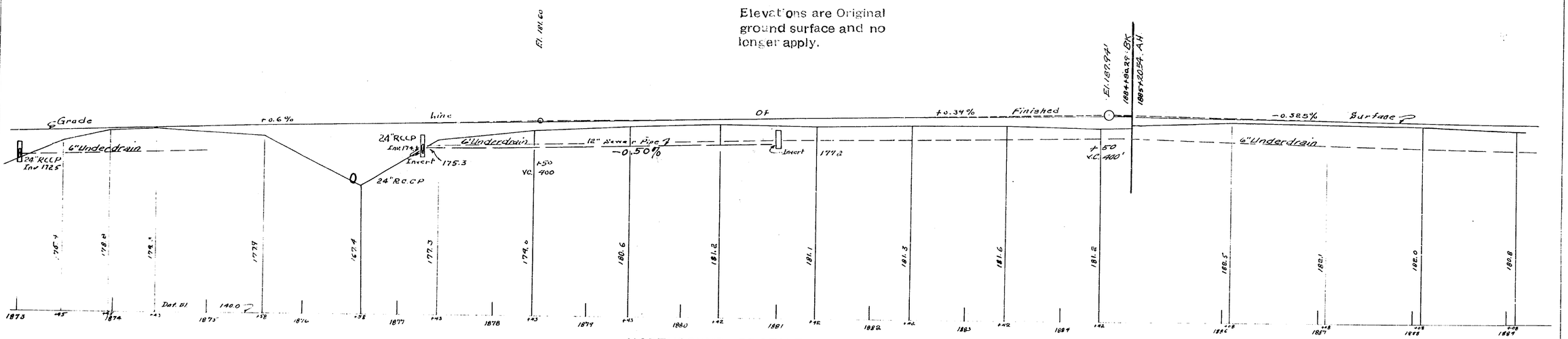
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0" Horiz. 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Made By Bingham Traced By Glover Checked By Shannon

Profile

Prepared pursuant to the Highway Law and recommended by

E. J. Ruckriegel

Acting District Engineer

Approved: Date: [illegible] 1952

Chief Engineer

Assist. Civil Engr.

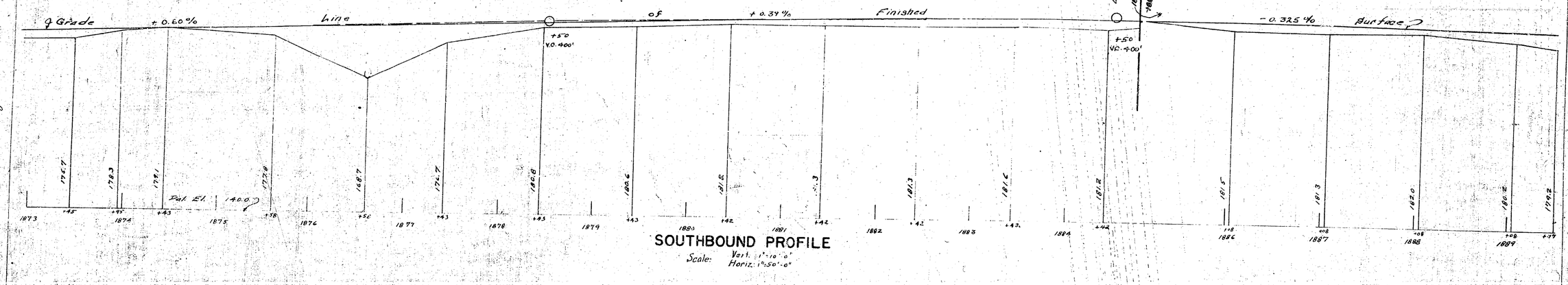
Asst. Dist. Engr.

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 183 | 197 |

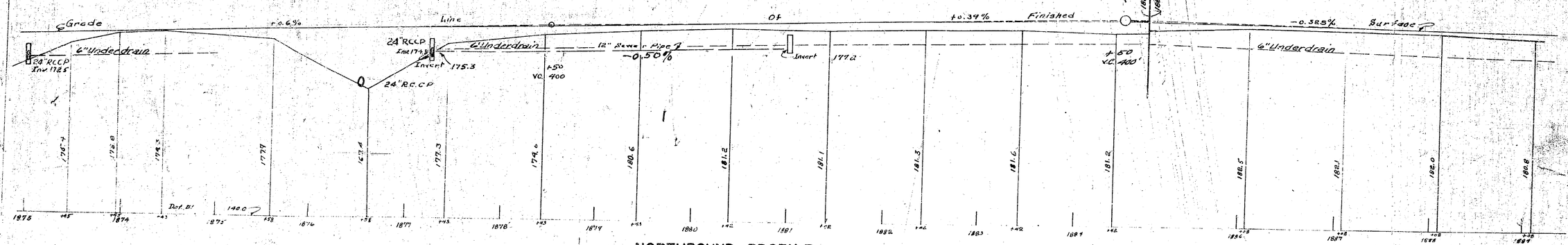
CATSKILL SECTION SUB. 15

Profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




Elevations are Original ground surface and no longer apply.




Made By Traced By Checked By

Profile: Bingham Glover Shannon

Prepared pursuant to the Highway Law and recommended by:

Asst. Engineer District No. 1

Approved: Date: SEP 8 1952

Assist. Chief Engr. Constr.

Assist. Dist. Engr.

Date:

| FED.ROAD DIV.NO. | STATE | FED AID PROJ.NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 184 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

John O. Chamberlin

From Mon. & Corner

Hub & Cut

Ho.

George Chamberlin

William E & Kathryn Thompson

William & Edith Wolvett

John H. Magee Estate

TRUE NORTH

A.T.&T. Pole #2

A.T.&T.

A.T.&T. Overhead

Meadow

S.H. 5499

Bell Ma. 1/24 Sec. E

6" Underdrain

12" Sewer Mh. 1880+ 1881+00 Az. 6°35' 1882+00 1885+40

1880+ 1876 Az. 2°39' 1877 1878+00 1879 Az. 1°54' 1880 1881 1882 1883 1884 1885 1886 1887 Az. 15°12' 1888 1889 1890 1891 1892 Az. 19°00' 1893

Line of 30' MALL

Thruway 3

12" S.P.

6" Underdrain

189+430.09 Back
= 1885+20.54 Ahead

℄ P.C. 1888+28.68
R = 5544.46'

Δ = 18-50'-30"
D = 1°02'
T = 919.87
R = 5544.46
L = 1823.39'

Sta. 1895+45
New 12" sewer pipe opt from D.I. @ 1895+45 connect to existing sewer @ 1898+00 with 255 L.F.

Sta. 1895+50
Remove existing culvert under old road and lay 66 L.F. of 24" RCCP to connect to exist. culv.

Mark W. Stevens

Approved _____ Date _____ 1952

Assoc. Civil Engr. Constr.

Assist. Dist. Engr. Date May 1952

MADE BY Bingham TRACED BY Hickerson CHECKED BY DeFeo

PLAN

PLAN
Scale: 1in. = 50ft

...pursuant to the highway ... recommended by

... District No. 1

... 26 19...

167

| FED.ROAD DIV.NO. | STATE | FED.AID PROJ.NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 184 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

Approved [illegible]
Asst. Dist. Engr.
Date Sept 8 1952

Approved [illegible]
Asst Dist Engr Constr.
Date Sept 8 1952

John O. Chamberlin

Stone Pin Corner

Hub Cor.

George Chamberlin

Ha

William E. & Kathryn Thompson

William & Edith Wolcott

John H. Magee Estate

TRUE NORTH

AT&T Pole #2

AT&T

AT&T Overhead

N.Y. Tel. Co. Pole

Meadow

S.H. 5499

Gate

Gate

6" Underdrain

12" Sewer Pipe

Az. 1°54'

Az. 2°39'

Line of 30' MALL

Runway 3

Az. 15°12'

12" S.P.

6" Underdrain

Az. 19°00'

174.5

173.5

Mark M. Stevens

1881+20.34 PR
1881+29.65 PC
1881+80.22 PT

℄ PC. 1881+29.65
R = 5544.46'

A = 18° 50' 30"
D = 1° 02'
T = 919.87
R = 5544.46'
L = 1823.39'

Sta. 1895+45
New 12" sewer pipe out from D.I. @ 1895+46 connect to existing sewer @ 1898+00 with 247 L.F.

Sta. 1895+50
Remove existing culvert under old road and lay 60.6 L.F. of 24" RCCP to connect to exist. culv.

MADE BY Bingham TRACED BY Hickerson CHECKED BY DeFeo

PLAN

Scale: 1 in. = 50 ft

Pursuant to the Highway Law recommended by

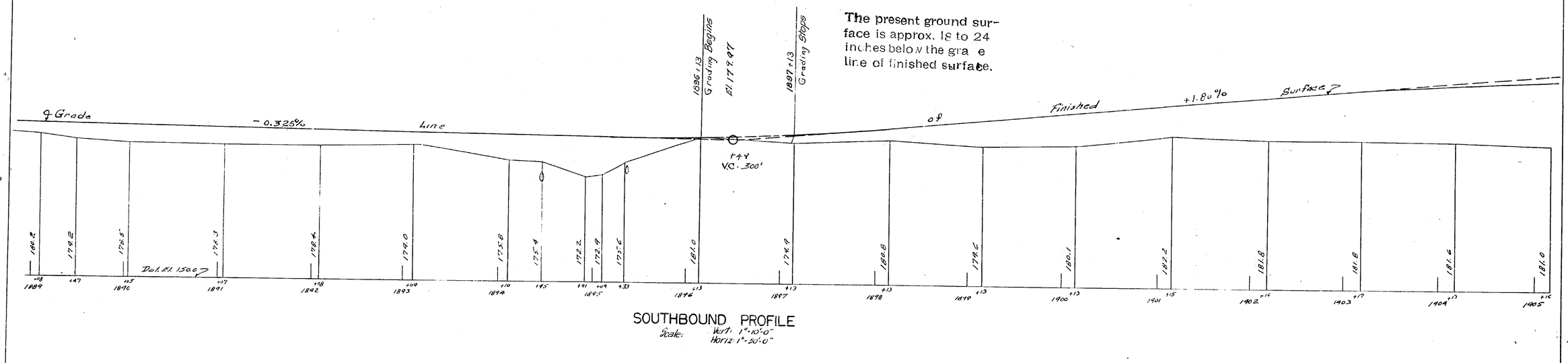
[signature] Engineer District No. 7

Dec 26 1952

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 185 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

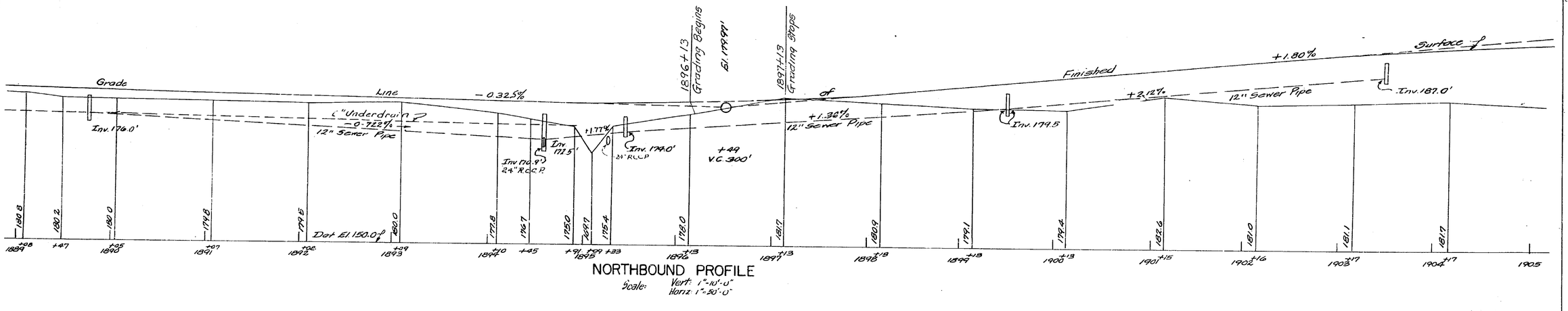
Profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE
Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE
Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Approved: Date: Sept. 8, 1952
Assoc. Civil Engr. Consult.

Approved: Date:
Assist. Dist. Engr.

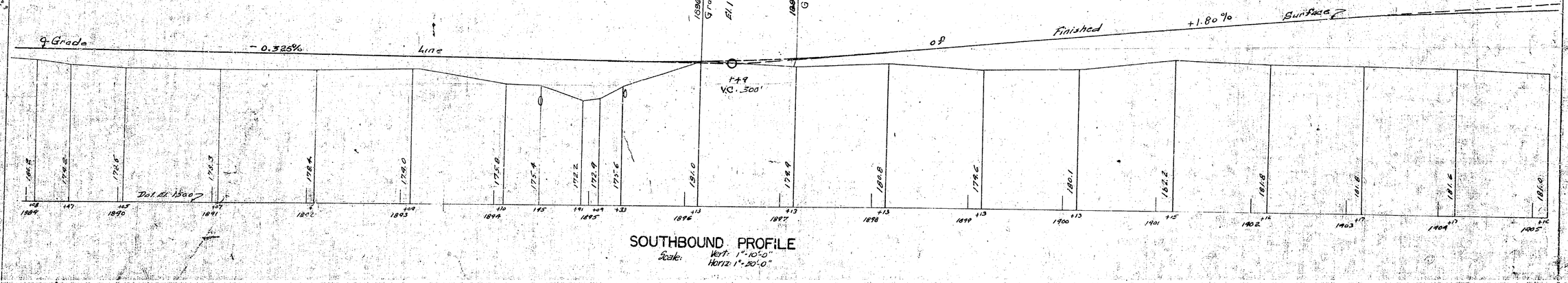
Made By Traced By Checked By
Profile Bingham Klimcovitz Christman

110

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 185 | 197 |
| CATSKILL SECTION | | | | SUB. 35 | |

Profile on this plan is Original ground surface prior to grading operations.

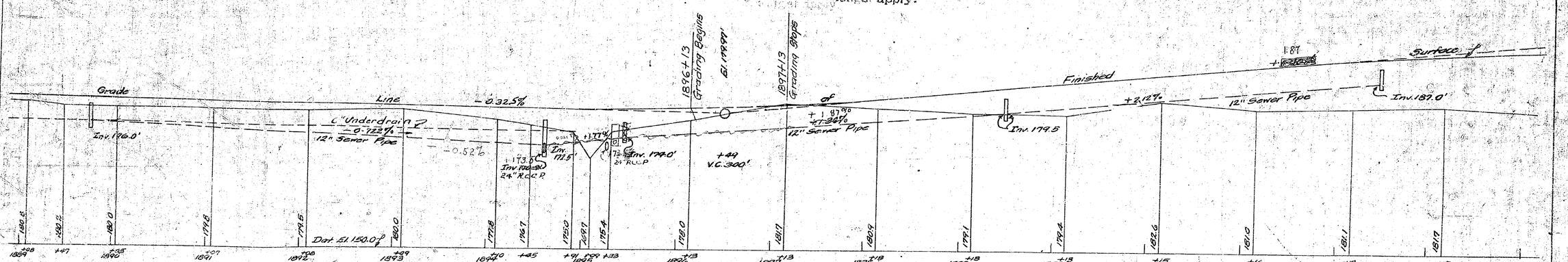
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0" Horiz: 1"=50'-0"

Made By Traced By Checked By

Profile Bingham Klimcovitz Christman

Approved: Date: Asst. Dist. Engr.

Approved: Date: Asst. Chief Engr. Constr.

...to the Highway ...ided by

E. K. Buckley

...ber 1

A. D. 1952

| FED ROAD DIV. NO | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 186 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

Approved _____ Date: _____
Assoc. Civil Engr. Consltr.

Approved _____ Date: _____
Asssst. Dist. Engr.

Fence

27+00

29+50

32+00

34+50

37+00

39+50

℄ Curve Data
Δ = 18° 50' 30"
D = 1° 02'
T = 919.87'
R = 5544.46
L = 1823.39'

WILLIAM & EDITH WAYLETT

WILLIAM & OLIVE SCHOONMAKER

Mary L. Languish

HAROLD McGEE

ERASTUS A. CORNING

HANEY LANE

TRUE NORTH

P.I. Sta. 1893 + 16 ℄

P.T. Sta. 1901 + 39.67 V13+79.38

Line of Thruway

Approx. 19°00'

V18+00

V8+00

M.H. #32

12" Sewer Pipe

12" Sewer Pipe

1896 ℄

1897 ℄

1898 ℄

1899 ℄

1900 ℄

1901 ℄

1902 ℄

1903 ℄

1904 ℄

1894

1895

1896

PLAN
Scale: 1 in. = 50 ft

Note:
For relocation of S.H. 5499
See special Plans.

MADE BY Bingham TRACED BY Hickerson CHECKED BY DeFeo

PLAN

Prepared pursuant to the Highway Law and recommended by

E. K. Mckenna
Engineer, District No. 7

Dec 26 19__

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 187 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

117

Approved _____ Date: _____ 1955
Asst. Chief Engr. Civil Engr. Constr.

Approved _____ Date: _____ 1955
Asst. Dist. Engr.

TRUE NORTH

William & Olive Schoonmaker

Mary L. Lanquish

Harold McGee

Harold McGee

Estate of Parker Corning

Louise Corning & Philip Lakeburt

Proposed

℄ of Bldg.

HANEY LANE

Thruway

Sta. 1909+59.63 Bridge Ends

Sta. 1907+56.37 Bridge Begins

Rt. ℄ 1906+52.01

Az 19°01'

Az 41° 00'

Az 18° 00'

℄ Curve Data:
Δ = 18° 50' 30"
D = 1° 02'
R = 5541.46
T = 919.87
L = 1823.39

℄ Curve Data
Δ = 19° 15'
D = 1° 24'
R = 4092.66
T = 694.07
L = 1375.0

Note:
For relocation of S.H. 5499
See special Plans.

Sta 1907+45±
Traffic shall be maintained on the Haney Lane for the duration of the contract

24"RCCP

18"RCCP

36"RCCP

12" S.P.

Hedges

Guide Posts

Guard Rail

Guard Rail

Guard Rail

ROW 1927

P.I.

House

House

Dinner

COMING HILL ROAD

PLAN
Scale: 1in=50ft.

MADE BY Bingham TRACED BY Hickerson CHECKED BY Zeitler
PLAN

pursuant to the Highway
mended by
[illegible]
Dist. District No. 1
Nov 26 '52

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 187 | 197 |
| CATSKILL SECTION | | | | SUB. 25 | |

Approved Dated Sept 28, 1955
Assist. Dist. Engr.
Assoc. Civil Engr. Consr.

TRUE NORTH

William & Olive Schoonmaker

Mary L. Languish

Harold McGee

Harold McGee

Sta. 1904+59.63 Bridge Ends

Sta. 1907+55.37 Bridge Begins

℄ Curve Data:
Δ = 18° 50' 30"
D = 1°-02'
R = 5541.46
T = 919.87
L = 1823.39

℄ Curve Data
Δ = 19° 15'
D = 1° 24'
R = 4092.66
T = 694.07
L = 1375.0

Note:
For relocation of S.H. 6499
See special plans

Louise Corning & Philip Lakeburt

Proposed ℄ of Rt. 9W ℄

Sta. 1907+75±
Traffic shall be maintained on the Haney Lane for the duration of the contract.

HANEY LANE

Dinner

Hedges

HIGHWAY BOUNDARY

Az. 41° 00'

Az. 19° 01'

Estate of Parker Corning

House

House

Guide Posts

Guard Rail

ROW 1927

CORNING HILL ROAD

PLAN
Scale: 1in=50ft.

MADE BY Bingham TRACED BY Hickerson CHECKED BY Zeitler

PLAN

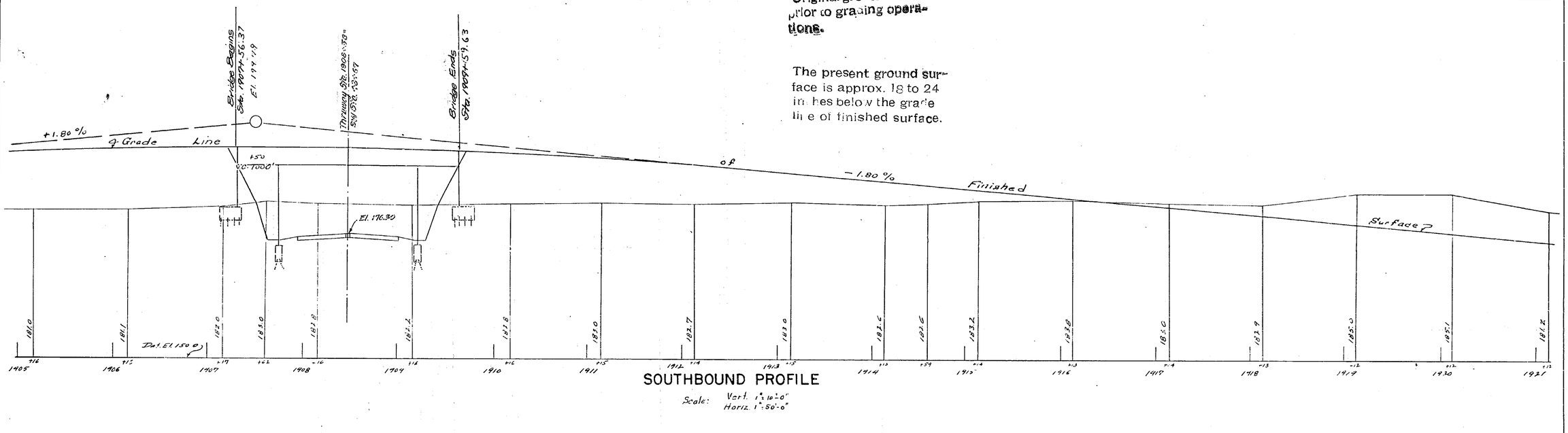
...t pursuant to the Highway ...
...amended by
...
...ner District No. 1
Sept 30 19...

| FED. ROAD DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 188 | 197 |
| CATSKILL SECTION | | | | SUB. -5 | |

113

**Profile on this plan is Original ground surface prior to grading operations.**

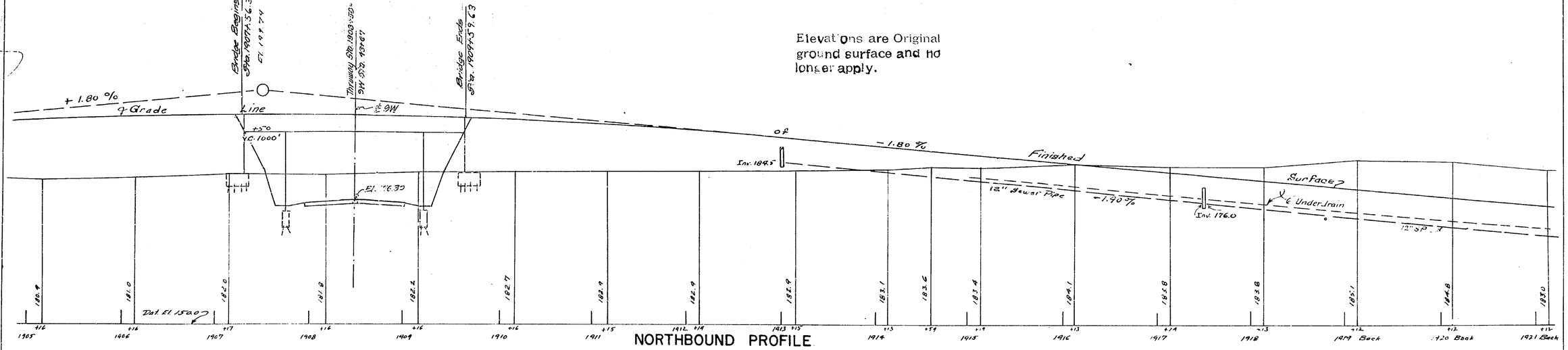
The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.




SOUTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Horiz. 1"=50'-0"

Elevations are Original ground surface and no longer apply.




NORTHBOUND PROFILE

Scale: Vert. 1"=10'-0"
Horiz. 1"=50'-0"

Made By Traced By Checked By
Profile Bingham Glover Williams

Prepared pursuant to the Highway Law and recommended by
C. J. Mackenzie
Engineer District No. 1
2 1 8 26 1954.

Approved: Date: Sept 24 1952
Assoc. Civil Eng. Constr.

Approved: Date: 1952
Assist. Dist. Engr.

| FED.ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 189 | 197 |
| CATSKILL SECTION | | | | SUB. 5 | |

Curve Data
Δ = 19°15'
D = 12°24'
Tc = 694.09
Rc = 4892.66
Lc = 1375.0

TRUE NORTH

1913 ℄ 1909 Az 18°56' 1914 ℄ 1910 1910+48 1915 ℄ 1911 1916 ℄ 1912 Az 16°32' 1917 ℄ 1913 1918 ℄ 1914+00 1919 ℄ Line 1915 Az 12°02' 1920 ℄ 1916 1921 ℄ 1917+00 1922 ℄ 1918 Az 8°07' 1923 ℄ 1919 1919+70 1924 ℄ 1920 Az 6°16' 1920 ℄ 1921+00 1925 ℄ 1922 Az 5°29' 1926 ℄ 1923+00 1927 ℄ 1924 Az 6°18' 1928 ℄ 1925

6" Underdrain ℄
12"S.P.
P.I. 46' Rt. of 1913+00 ℄
6" Underdrain ℄
24" RCCP
Pt. 1921+03.50 Back = 1919+94.90 Ahead
Thruway ℄
Sta. 1921+85
Sta. 1922+83.09 Contract Ends Pavement Ends
Structure, grading and planting items provided under another Contract

ERASTUS CORNING 2ND

24" RCCP
24" RCCP Proposed
Pt. 1+100' 562.91 ℄
℄ 1+559.91
℄ 32+74
R.O.W. 1914 ℄
V32+00 V32+50 V33+00 Az 9°16' V34+00 V35+00 V36+00 of V37+00 V38+00 ℄ W ℄ V39+00 V40+00 Az 8°56' V41+00 V42+00 V43+00 V43+05 V44+00 V45+00 Az 3°27' V46+00 V47+00 V48+00
Pt. 32+74 ℄ R=5730' Pt. 32+74
Edge R.C. 32.74' ℄ 24" Oak 24" Oak 24" Oak 3" Maple
4"&1" Elm 60.90' 11.20' Kwams 3"Ø 17.12' 10" Elm 24" Elm 20" Oak 36" Oak 36" Oak 30" Oak Fence Edge of Woods
X Meadow
N.Y.P. V3
Gas Pump
Gas Station
Gas Pump
Truck & Freight Bldg.
Joseph Alocsso
Edge R.I. ℄ 32+00 32.18'
5'-12"x6' Conc. Box Leaching Basin
Guard Rail
Guard Rail
Leaching Basin
N.Y.S. M.S. 3
N. P.I. V 43+05 ℄ 12' Rt.
5' Conc. Slope Wall
Sta. 1457+82.8 CONTRACT ENDS
NORMANSKILL CREEK

Notes:
For relocation of S.H. 5499 See special Plans.

PLAN
Scale: 1in.=50ft.

MADE BY Bingham TRACED BY Hickerson CHECKED BY N. Zeitler
PLAN

Approved ... Date: ...
Assoc. Civil Engr. Consult.
Asst. Dist. Engr.
Date: 5-22-52
Appd ...

Submitted to the Highway ... recommended by ...
District Engr.
Date ... 26

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | 1952 | 189 | 197 |

CATSKILL SECTION SUB. 15

Curve Data

Δ = 19°-05'
D = 15°-24'
Ts = 694.07
R = 372.66
L = 1375.0
1378.57

TRUE NORTH

6" Underdrain ℄

12" S.P.

24" 15¼° RCCP

6" Underdrain ℄

R.I. 41' Rt. of 1913+00 ℄

Pt. 1921+03.50 Back = 1919+86.90 Ahead

Sta. 1922+48.09 Contract Ends Pavement Ends

Sta. 1921+25

Thruway ℄

Structure, grading and planting items provided under another Contract

ERASTUS CORNING 2ND

Note:
For relocation of S.H. 5499 See special plans.

Proposed 24" RCCP

R.O.W. 1914 ℄

Fence

Edge of Woods

Meadow

N.Y.P. Sig.

Gas Pump

Gas Station

Truck & Freight Bldg.

Joseph Abesso

Edge P.I. V 42+00 321 Rt.

Guard Rail

24" RCCP

Concr. Box Lighting Basin

Concr. Box Leaching Basin

P.I. V 43+05 91 Rt.

5' Conc. Stone Wall

Edge P.C.

Edge P.T.

Sta. 1927+44 - V 45+94.88 CONTRACT ENDS

NORMANSKILL CREEK

PLAN

Scale: 1 in. = 50 ft.

MADE BY Bingham TRACED BY Hickerson CHECKED BY N. Zeitler

PLAN

Pursuant to the Highway Law recommended by

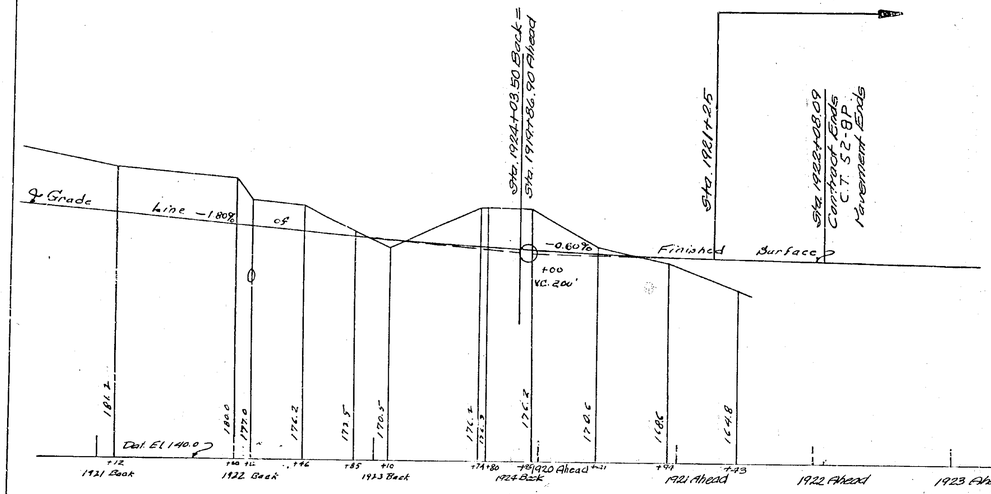
District No. 1

Sheet 26

C.T. 52-8P

| FED ROAD DIV NO. | STATE | FED AID PROJ NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | NY | | 1952 | 190 | 197 |
| CATSKILL SECTION | | | | SUB 5 | |

Structure, grading and planting items provided under another Contract (Contract No C.T. 52-4)



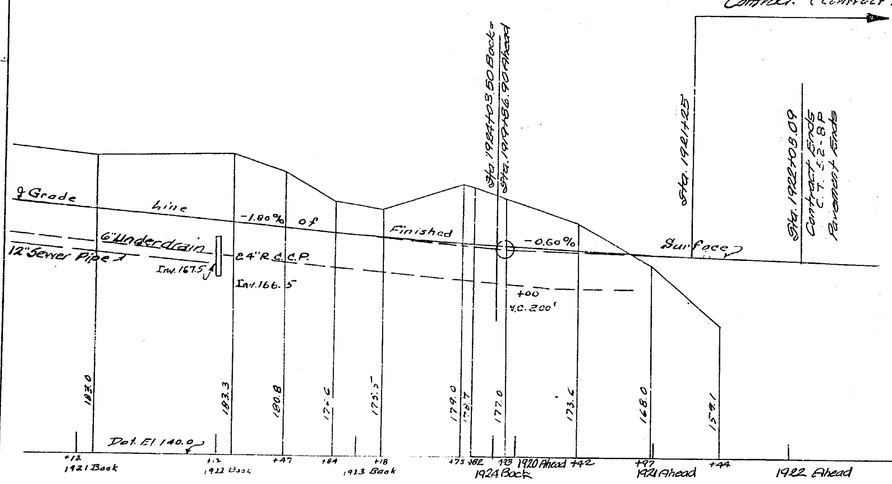

SOUTHBOUND PROFILE

Scale: Vert: 1"=10'-0"
Horiz: 1"=50'-0"

Profile on this plan is Original ground surface prior to grading operations.

The present ground surface is approx. 18 to 24 inches below the grade line of finished surface.

Structure, grading and planting items provided under another Contract (Contract No C T 52-4)




NORTHBOUND PROFILE

Scale: Vert: 1"=10'-0"
Horiz. 1"=50'-0"

Elevations are Original ground surface and no longer apply.

Made By Bingham Traced By Glover Checked By Peak
Profile

Prepared pursuant to the Highway law and recommended by
S Mackerson
Assist Engineer District No 1
Sept 26 1952

Approved: Date:
Assoc. Civil Engr. Contr.
Assist. Dist. Engr.

115

R.C 52-111

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | | 191 | 197 |
| Catskill Section | | | | Sub -5 | |
| Albany-Bethlehem | | | | S.H. 5499 | |

116

Sta. 0+32 New 24" R.C.C.P. Culv. 56' long Headwalls Rt. & Lt.

Sta. 2+00 to Sta. 5+00 on Rt. Special Ditch

Normanskill Farm Dairy Inc.

Sta. 10+30 Grade and pave Kenwood Ave with 1½" of Item 39-R and 2½" of Item 5I-C and 50'of Bitum Course 3'of 12" RCCP Ditching Headwalls Rt. & Lt. Nec. Inlet & Outlet Ditch.

Sta. 11+00 New 24" RCCP Culv. 60' long 16° skew Rt. ahead & Grate D.I. with frame & Grate on Rt. Headwall on Lt. Nec. O.D.

Ho.

D=4°30'

Survey Base Line

Az. 28° 57'

Az. 30° 43'

Az. 33° 29'

D=1°30'

R=3820'

Harlow & Grace Metzger

Hudson Valley Broadcasting Co. Inc.

Harold & Beatrice Vanderpool

PLAN
Scale: 1"=50'

Sta. 0+00 Contract Begins

Sta. 11+12 Temp. Conc. End Perm. Const. Begins

Grade Line of Finished Surface

Special Ditch on Lt.

+0.30% +0.50% −0.68% +0.63%

194.57

190.88

+50 V.C. 300'

+00 V.C. 300'

Dsh. El. = 160.0 ℄

PROFILE
VERT. 1" = 10'
HOR. 1" = 50'

| | Made by | Traced by | Checked by |
|---|---|---|---|
| Plan | Bentley | Howard Green | Brigham |
| Profile | Bentley | Howard Green | Brigham |

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

April 26 1951

Approved:

Date: SEP 16 1952

Assoc. Civil Engr. Const.

District Engr.

R.C 52.111

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | | 191 | 197 |
| Catskill Section | | | | Sub -5 | |
| Albany-Bethlehem | | | | S.H. 5494 | |

19R

116

Sta. 0+32 New 24" RCCP Culv. 56' long. Headwalls Rt. & Lt.

Sta. 2+00 to Sta. 5+00 on Rt. Special Ditch

Normanskill Farm Dairy Inc.

Sta. 10+30 Grade and pave Kenwood Ave with 14' of 10" 39 R and 2 1/2' of Item 51 C and 3' of Bottom Course and 5' of 12" RCCP ditching Headwalls Rt. & Lt. Nec. Inlet & Outlet ditch.

Sta. 11+00 New 24" RCCP Culv. 60' long 15° skew Rt. & Lt. Headwalls with frame & grate on Rt. Headwall on Lt. Nec. O.D.

Survey Base Line

Az. 42.30° 43'

Az. 42.28° 57'

Az. 28° 29'

D = 1° 30'

D = 4° 30'

Temporary Construction 2.9 ft

℄ of Four Lane Pavement 1

℄ of Rt. Lane 2

Harlow & Grace Metzger

Hudson Valley Broadcasting Co. Inc.

Harold & Beatrice Vanderpool

Ho.

Drive

Farm Coach

Temp. Coach

Fence

WROW

Map No. 4 Parcel 530 Fee

Map No. 4 Parcel 531 Fee

Map No. 4 Parcel 528 Fee

Map No. 4 Parcel 529 P.E.

Sta. 0+05 Contract Begins

PLAN
Scale 1"=50'

Grade Special Ditch on Lt. +0.30% +0.50% Line of Finished Surface +0.68% -0.68% +0.63%

184.37

180.83

+50 V.C. 300'

+00 V.C. 300'

Path El = 160.0 ℄

PROFILE
Scale Vert. 1" = 10'
Hor. 1" = 50'

| | Made By | Traced By | Checked By |
|---|---|---|---|
| Plan | Bentley | Howard Green | Bingham |
| Profile | Bentley | Howard Green | Bingham |

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept 26 1952

Approved: Date:

Assoc. Civil Engr. Constr.

Approved: Date:

Assoc. Civil Engr.

R.C 52-111

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
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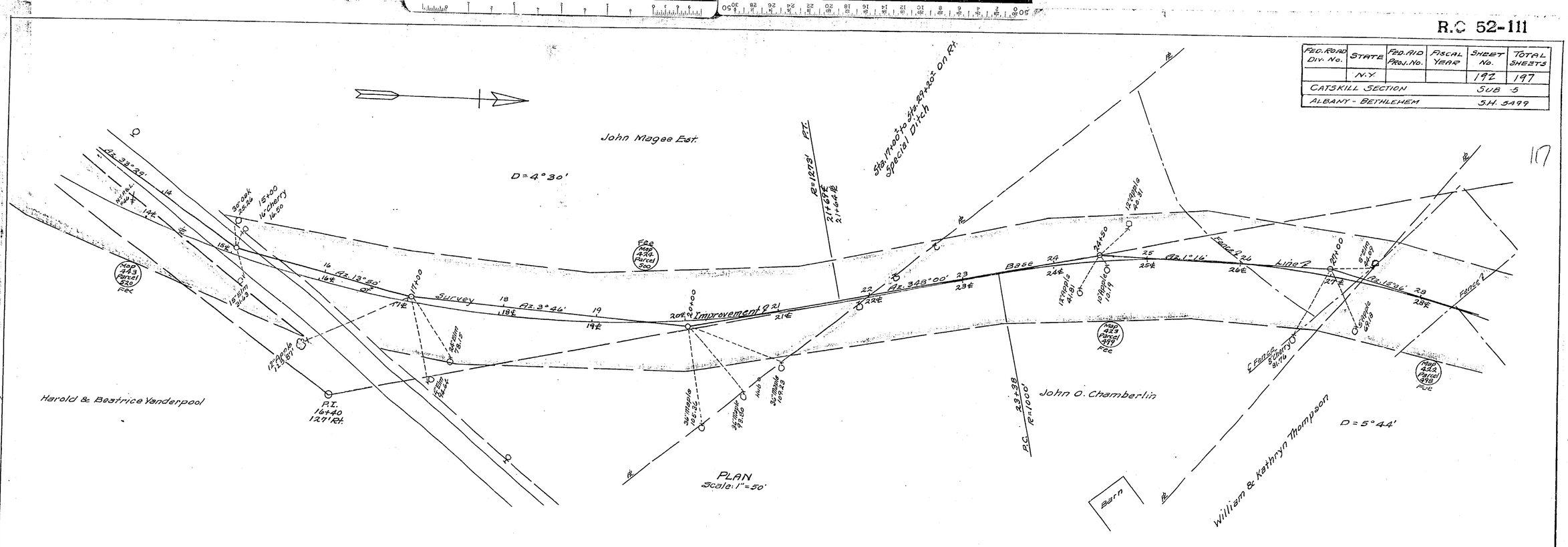
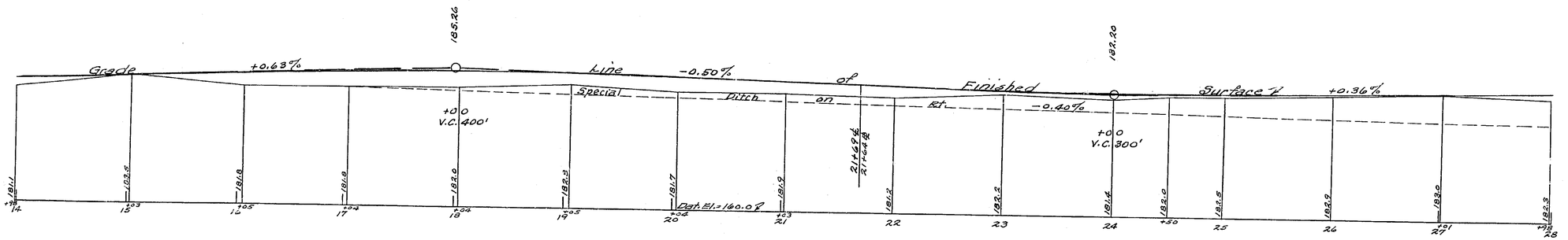
| | N.Y. | | | 192 | 197 |
| Catskill Section | | | | Sub -5 | |
| Albany - Bethlehem | | | | S.H. 5499 | |

117

Assoc. Civil Engr. Consltn.

Assist. Dist. Engr.




PROFILE
SCALE: Vert. 1"=10'
Hor. 1"=50'

PLAN
Scale: 1"=50'

| | Made by | Traced by | Checked by |
|---|---|---|---|
| Plan | Bentley | Howard Green | Bingham |
| Profile | Bentley | Howard Green | Bingham |

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

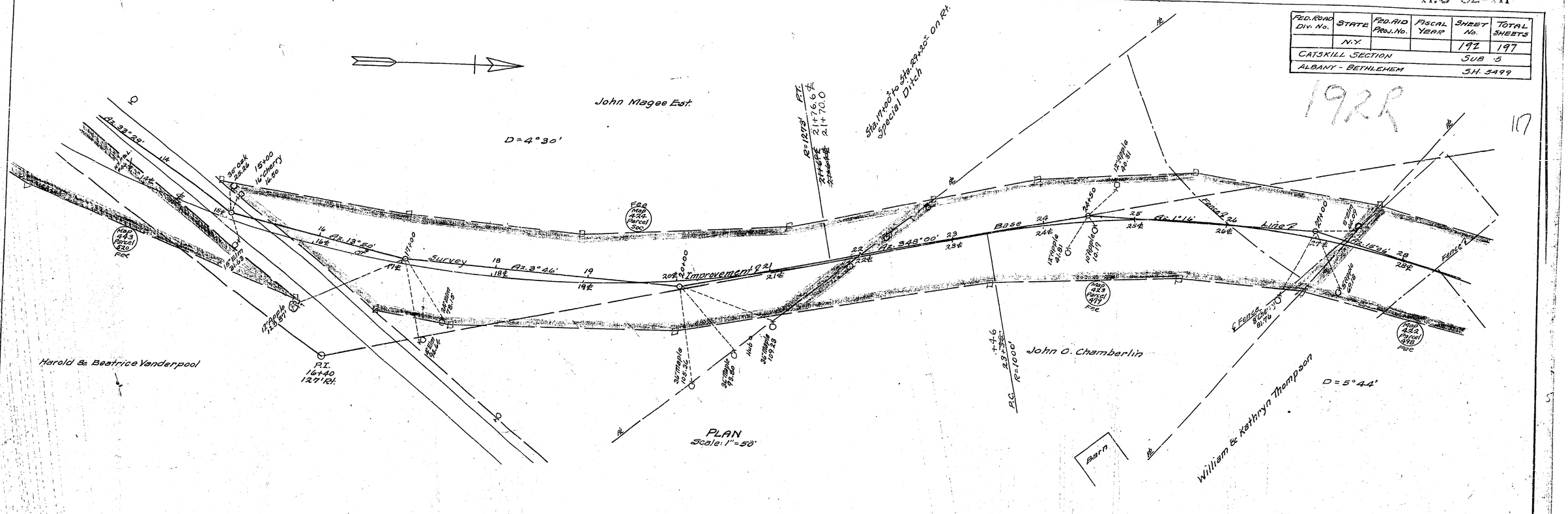
Sept 26 19 52.

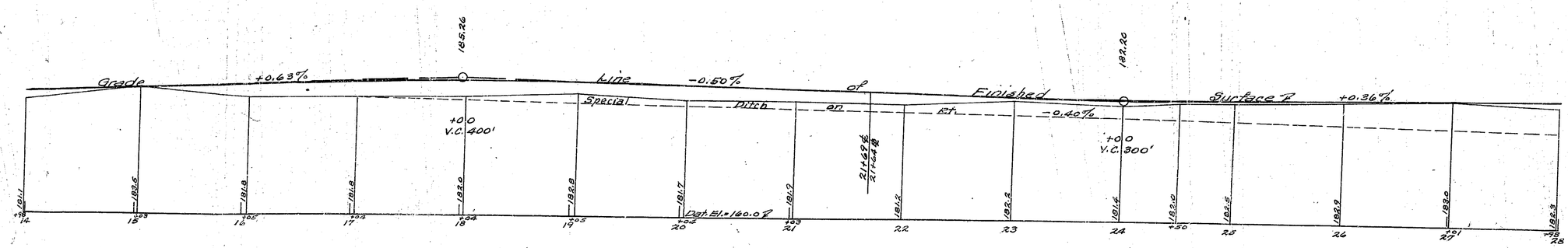
R.C 52-111

| FED. ROAD DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 192 | 197 |
| CATSKILL SECTION | | | | SUB 5 | |
| ALBANY - BETHLEHEM | | | | SH. 3499 | |

192R

117




| | MADE BY | TRACED BY | CHECKED BY |
|---|---|---|---|
| PLAN | Bratley | Howard Green | Bingham |
| PROFILE | Bentley | Howard Green | Bingham |

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept. 26 1952

Approved:

Date: SEP 26 1952

Asst. Chief Engr.

Asst. Dist. Engr.

# R.C 52-111

| FED. ROAD DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 193 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |
| ALBANY–BETHLEHEM S.H.B.R.P. | | | | | |

P.I. 31+61 425' Lt.

Harold Magee

F.P. 1290.05

F.P. 1298.04

Sta. 39+50 New 15" C.M.P. (Heavy) Ditch Xing on Lt. 36' long. Grade and pave Drive In Common with 12" R.O.B. Gravel. See specifications for maintenance of traffic

Harold Magee

P.I. X 3+00 15° Rt.

R=300'

X 4+05

R=300'

X 1+75

20°-00' Lt. 61.04

20°-00' Rt. 52.15

45° 00' 42.63

Erastus J. Corning 2nd

N.Y.S.R.S. #4 N.Y.T. 195.30

Harley Lane

20° Tri-Elm 124.80

Improvement

BOUNDARY

Concrete Transition 4 Lane to 2 Lane Pavement

THRUWAY

John O. Chamberlin

William & Kathryn Thompson

William & Edith Wayleth

Fee Map 421 Parcel 437

Fee Map 422 Parcel 438

Fee Map 420 Parcel 433

Fee Map 415 Parcel 414

Map 420 Parcel 496 Fee

Map 417 Parcel 415 Fee

Fee Map 417 Parcel 413

Fee Map 416 Parcel 392

Base

Survey

Fence

Gate Post

Orchard

William J. Schoonmaker

Mary L. Languish

Sta. 27+10 New 24" RCCP Culv. 72' long. 15° Skew Lt. Headed. Headwall Rt. & Lt.

PLAN
Scale: 1" = 50'

D = 5° 44'

Az. 29° 12'

Az. 48° 41'

Az. 38° 22'

Az. 42° 12'

Line 2

Sta. 32+00

Sta. 34+50

Sta. 37+00

Sta. 39+50

Sta. 40+00

Sta. 42+00

Fence

Fence

Fence

Fence

Orchard 81.76 Ch.

Orchard 79.28

24" Hickory

Elm 9.28 Ch.

Elm 9.28 Ch.

Elm 9.28 Ch.

R.C 52-111

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
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| | N.Y. | | | 193 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |

ALBANY-BETHLEHEM S.H.5499

1957

P.I. 31+41 425'Lt.

Harold Magee

John O. Chamberlin

William & Kathryn Thompson

William & Edith Weylest

Fee Map 421 Parcel 417

Fee Map 422 Parcel 418

Fence

Sta. 29+10 New 24" RCCP Culv. 72' long. 15° Skew Lt. ahead. Headwall Rt. & Lt.

Sta. 32+00 P.C.

Base 2' 24'

Survey

Fence

Fence

Fence

R.C 52-A11

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | | 194 | 197 |
| Catskill Section | | | | Sub 3 | |
| Albany-Bethlehem | | | | S.H. 3499 | |

Sta. 42+85
New 24" R.C.C.P. Culv. 104' long. Skew 35° Lt. ahead.
D.I. 3 Rt. & Lt. with Frame & Grate.
Connect Lt. D.I. (Sta. 43+19) to D.I. at (Sta. 44+96) on Lt. with 180' Lin. Ft. of 18" R.C.S.P.

Sta. 44+66
New 24" R.C.C.P. Culv. 100' long. Skew 35° Lt. ahead.
D.I. 3 with Frame & Grate (Rt. & Lt.)
Connect Lt. D.I. (Sta. 44+96) to D.I. on Lt. of Sta. 47+18 with 308' of 18" R.C.S.P.

Sta. 47+76
New 24" R.C.C.P. 100' long. 30° Skew Lt. ahead.
D.I. 3 with Frame & Grate (Rt. & Lt.)
Connect Lt. D.I. (Sta. 47+96) to D.I. on Lt. of Sta. 49+58 with 232 Lin. Ft. of 18" R.C.S.P.

Sta. 49+65
New 24" R.C.C.P. 92' long. 30° Skew Lt. ahead
D.I. 3 with Frame & Grate (Rt. & Lt.
Connect Lt. D.I. (Sta. 50+58) to D.I. on Lt. of Sta. 52+18 with 232 Lin. Ft. of 21" R.C.S.P.

Sta. RK 0+68
New 24" R.C.C.P. Ditching under Inter Highway
on Rt. of Sta. 50+58 with headwall on Inlet and
Outlet (Drain ahead to culvert at Sta. 51+98)

Sta. 51+95
New 24" R.C.C.P. 92' long. 30° Skew Lt. ahead
D.I. 3 with Frame & Grate (Rt. & Lt.)
Connect Lt. D.I. (Sta. 52+85) to D.I. on Lt. of Sta. 54+23 with 204 Lin. Ft. of 21" R.C.S.P.

Sta. 54+00
New 24" R.C.C.P. 92' long. 30° Skew Lt. ahead.
D.I. 3 with Frame & Grate (Rt. & Lt.)
Connect Lt. D.I. (Sta. 54+35) to D.I. on Lt. of Sta. 57+28 with 304 Lin. Ft. of 21" R.C.S.P.

Sta. 54+21
Remove old Culv.

Sta. 42+85 New 24" R.C.C.P. Culv. 104' long. Skew 35° Lt. ahead. D.I. 3 Rt. & Lt. with Frame & Grate. Connect Lt. D.I. (Sta. 43+19) to D.I. at (Sta. 44+96) on Lt. with 180' Lin. Ft. of 18" R.C.S.P.

Sta. 1909+59.63 Bridge Ends

Sta. 1907+56.37 Bridge Begins

Sta. 1908+28.85 Bridge Ends

Sta. 1907+56.37 Bridge Begins

Sta. 1907+56.37 Bridge Begins

Sta. 1908+28.85 Bridge Ends

Sta. 1909+59.63 Bridge Ends

Sta. 1910+18 with 308' of 18" R.C.S.P.

Sta. 1911+92 with 192 Lin. Ft. of 18" R.C.S.P.

Sta. 1912+25 1000' Ft.

Sta. 54+21 Remove old Culv.

D=5°44'

Sta. 18 0+95 On Lt. and Sta. 18 1+25 On Rt. Grade and pave Driveways with Item 51 C

Build Conc. Intersections on "S", "RK", "B", "N" lines as shown.

PLAN
Scale: 1" = 50'

| | Made by | Traced by | Checked by |
|---|---|---|---|
| Plan | Bratley | Howard Green | Brigham |
| Profile | Bratley | Howard Green | Brigham |

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

July 26 1937

Assoc. Civil Engr. Consltn.

Assist. Div. Engr.

119

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 194 | 197 |
| CATSKILL SECTION | | | | SUB 3 | |
| ALBANY-BETHLEHEM | | | | S.H. 3499 | |

194-R

Sta. 42+85
New 24" R.C.C.P. Culv. 106' long. Skew 35° Lt. ahead.
D.I's Rt. & Lt. with Frame & Grate.
Connect Lt. D.I. (Sta. 43+18) to D.I. at (Sta. 44+96) on Lt. with 788' Lin. Ft. of 18" R.C.S.P.

Sta. 42+65
New 24" R.C.C.P. Culv. 136' long. Skew 35° Lt. ahead.
D.I's with Frame & Grate Rt. & Lt.
Connect Lt. D.I. (Sta. 44+96) to D.I. on Lt. of Sta. 47+98 with 292' of 18" R.C.S.P.

Sta. 47+45
New 24" RCCP 106' long. 30° skew Lt. ahead.
D.I's with Frame and Grate Rt. & Lt.
Connect Lt. D.I. (Sta. 47+98) to D.I. on Lt. of Sta. 49+85) with 189' Lin. Ft. of 18" R.C.S.P.

Sta. 47+45
New 24" RCCP 92' long. 30° skew Lt. ahead
D.I's with Frame & Grate Rt. & Lt.
Connect Lt. D.I. (Sta. 49+85) to D.I. on Lt. of Sta. 52+18 with 233' Lin. Ft. of 21" RCSP. 204

Sta. RK 0+68
New 24" RCCP Ditch Xing under Inter. Highway on Rt. of Sta. 50+85 to D.I. on Lt. of Sta. 51+95 outlet (Drain ahead to culvert at Sta. 51+95±)

Sta. 51+95
New 24" RCCP 92' long. 30° skew Lt. ahead
D.I's with Frame & Grate Rt. & Lt.
Connect Lt. D.I. (Sta. 52+18) to D.I. on Lt. of Sta. 54+23± with 196' Lin. Ft. of 21" RCSP.

Sta. 54+00
New 24" RCCP 92' long. 30° skew Lt. ahead.
D.I's with Frame & Grate Rt. & Lt.
Connect Lt. D.I. (Sta. 54+23) to D.I. on Lt. of Sta. 57+28± with 288' Lin. Ft. of 21" RCSP.

Sta. 54+21
Remove old Culv.

Sta. 18 0+95 On Lt. and Sta. 18 1+25 On Rt.
Grade and pave Driveways with Item 51 C

Build Conc. Intersections on "S", "K", "B", "N" lines as shown.

PLAN
Scale: 1" = 50'

| | MADE BY | TRACED BY | CHECKED BY |
|---|---|---|---|
| PLAN | Bentley | Howard Green | Brigham |
| PROFILE | Bentley | Howard Green | Brigham |

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept 24 1957

Approved: Date: — Assoc. Civil Engr. Constr.

Approved: Date: — Assistant Div. Engr.

R.C 52-111

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 195 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |
| ALBANY - BETHLEHEM | | | | S.H. 3499 | |

Sewer line subject to relocation in connection with relocation of underground cable line.

Sta. 57+05 New 24" RCCP Culv. 92' long, 30° skew Lt. ahead. D.I. with Frame and Grate Rt. & Lt. Connect Lt. D.I. (Sta. 57+28E) to "L" headwall on Lt. of Sta. 61+32 with 404 Lin. Ft. of 24" RCSP

Sta. 57+25 Remove old Culv.

Edge P.C. R=5730'

Sta. 58+50 New D.I. on Sewer on Lt. with Frame & Grate.

Sta. 60+20 Remove old Culv.

Sta. 61+20 New 24" RCCP Culv. 112' long, 30° skew, Lt. ahead. "I" headwall Rt. & Lt. Nec. paved outlet on Lt. D=1°00'

P.E. Map 442 Parcel 527

Sta. 61+32 Type "D" gutter on Lt. 50 long

Sta. 62+13 Remove old Culv.

Sta. 65+50 Turn water Rt. & Lt.

Edge P.C. R=3274'

D=5°44'

D=1°45'

Edge P.T. R=5730'

Edge P.T. R=3274'

1952 R.O.W.

21" RCSP

24" RCSP M.H. #28

24" RCSP

Underground A.T.&T. Cable

Approx. Survey Base Line

Edge P.I. V44+40 19' Lt.

V45+00

M.H. #27

5' Sidewalk

5' Sidewalk

Az. 9° 18'

Az. 8° 56'

Az. 3° 26' 45"

Nail on Top & Hubs

Gas Pump

Gas Station

Truck & Freight Bldg.

Map 442 Parcel 525 T.E.

Map 442 Parcel 528 Fee

Joseph Aloesso

Edge P.I. V42+00 32' Rt.

Sta. 57+00 & Sta. 59+30 On Rt. Grade and pave Driveways with 12" R.O.B. Gravel.

PLAN
Scale: 1" = 50'

Sta. 66+04 = V45+98 ℄ Contract Ends

Grade Line -0.53%

21" RCSP -0.53%

24" RCSP -0.53%

24" RCSP +60 V.C. 600'

-4.42%

-4.12%

Finished Surface

+0.30%

+50 V.C. 300'

El. 165.07

163.36

163.11

D.I. Sta 57+19

D.I. Sta 57+28

D.I. Sta 58+05

162.46

167.86

147.65

Edge of Bridge Rdwy.

| | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | +08 | +09 | +09 | +09 | +09 | +09 | +09 | +08 | +07 | +07 | +06 | +04 | +06 | +06 |
| | | | | | | +19 | | +13 | | +58 | | +57 | | |
| | 180.0 | 180.7 | 176.8 | 174.6 | 168.0 | 162.5 | 159.2 | 154.9 | 154.4 | 151.9 | 148.7 | 148.3 | 143.4 | 138.7 |
| | | | | | | 162.0 | | 154.8 | | | 148.6 | | | |

PROFILE
Vert. 1" = 10'
Scale
Hor. 1" = 50'

| | MADE BY | TRACED BY | CHECKED BY |
|---|---|---|---|
| PLAN | Bentley | Howard Green | Brigham |
| PROFILE | Bentley | Howard Green | Brigham |

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept 26 1952

R.C. 52-11

| FED. ROAD DIV. NO. | STATE | FED. AID PROJ. NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 195 | 197 |
| CATSKILL SECTION | | | | SUB -5 | |
| ALBANY - BETHLEHEM | | | | S.H. 5499 | |

195R

120

Sewer line subject to relocation in connection with relocation of underground cable line.

Sta. 57+05 New 24" RCCP Culv. 92' long, 30° skew Lt. ahead. D.I. with Frame and Grate Rt. & Lt. Connect Lt. D.I. (Sta. 57+28±) to "L" headwall on Lt. of Sta. 61+32 with top of Lin. Ft. of 24" RCSP 376'

Sta. 57+25 Remove old Culv.

Edge P.C. Rt. 5730'

Sta. 58+50 New D.I. on Sewer on Lt. with Frame & Grate.

Sta. 60+20 Remove old Culv.

Sta. 61+00 New 24" RCCP Culv. Lt. 108' long, 30° skew Lt. "L" headwall Rt. & Lt. Rec. paved outlet on Lt.

P.E. Map 242 Parcel 327

Sta. 61+38 Type "D" gutter on Lt. along

Sta. 62+13 Remove old Culv.

Sta. 65+50 Turn water Rt. & Lt.

Edge P.C. R= 3174'

D = 5° 44'

R= 1000'

P.T. Sta 56+96.6 92.4

D = 1° 45'

R= 5730' Edge P.T.

R= 3174' Edge P.T.

1952 R.O.W. ↗

396'

21" RCSP

24" RCSP M.H. #28

24" RCSP

Underground

163.4

149.0

V37+00

V43+00

V45+00

Edge P.I. V44+40 19' Lt.

NU P.I. V43+05 7' Rt.

Az. 9° 18'

Az. 8° 56'

Az. 3° 26' 42"

24'

5% V36

6% V36

5% V38

5% V39

6% V40

6% V41

6% V42

6% V43

6% V44

6% V46

6% V47

5% V49

5% V50

Survey Base Line ℄

5' Sidewalk

22.31 22.38 Nelson Top 3 Hubs

Gas Pump

Gas Station

Truck & Freight Bldg.

Map 242 Parcel 325 T.E.

Map 242 Parcel 326 Fee

Joseph Aloesso

Sta. 57+00 & Sta. 59+30 On Rt. Grade and pave Driveways with 12" R.O.B. Gravel.

PLAN
Scale: 1" = 50'

Sta. 46+98 = V45+98.8 Contract Ends

Grade Line

2" RCSP -0.53%

24" RCSP -0.53%

-0.53%

0%

-4.12%

Surface ℄

+0.30%

Finished

-4.42%

2" RCSP +60 V.C. 600'

+50 V.C. 300'

El. 165.0

163.36

163.11

162.46

147.86

147.65

O.I. 56+77

O.I. 57+28

O.I. 58+50

Sta. 55 +08 Rt. 19.0

56 +09 Rt. 20.7

57 +09 Rt. 21.8

58 +09 Rt. 22.6

59 +09 Rt. 23.0

60 +09 +19 Rt. 22.5 Lt. 22.0

61 +09 Rt. 22.2

62 +08 +13 Rt. 23.0 Lt. 23.3

63 +07 Rt. 24.4

64 +07 Rt. 25.2

+83 Rt. 25.7

65 +04 Rt. 26.6

+27 Rt. 26.6

66 +04 Rt. 26.3 Lt. 26.3 Bridge Bldg.

67 +06 Rt. 25.4

68 +06 Rt. 25.7

PROFILE
Vert. 1" = 10'
Scale: Hor. 1" = 50'

| | MADE BY | TRACED BY | CHECKED BY |
|---|---|---|---|
| PLAN | Bentley | Howard Green | Brigham |
| PROFILE | Bentley | Howard Green | Brigham |

Prepared pursuant to the Highway Law and recommended by

Engineer District No. 1

Sept 26, 1952

Approved

Date SEP 26 1952

Assoc. Civil Engr. Const.

Approved

Date

Assistant Engineer

ST-52-29-CT-52-8-P R.C 52-111

| FED. ROAD DIV. No. | STATE | FED. AID PROJ. No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| | N.Y. | | | 196 | 197 |
| CATSKILL SECTION | | | | SUB -3 | |
| ALBANY ~ BETHLEHEM | | | | S.H. 3499 | |

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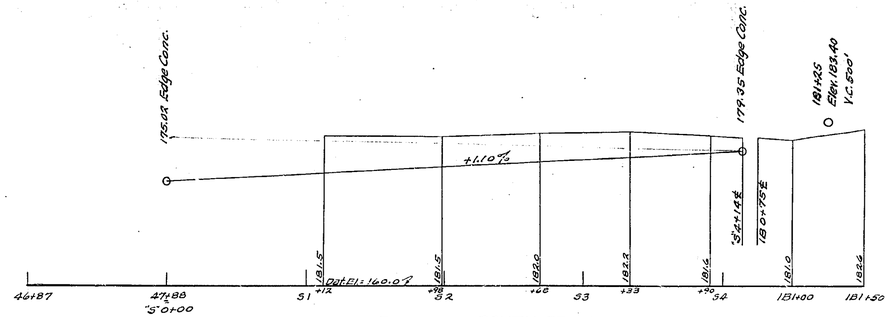
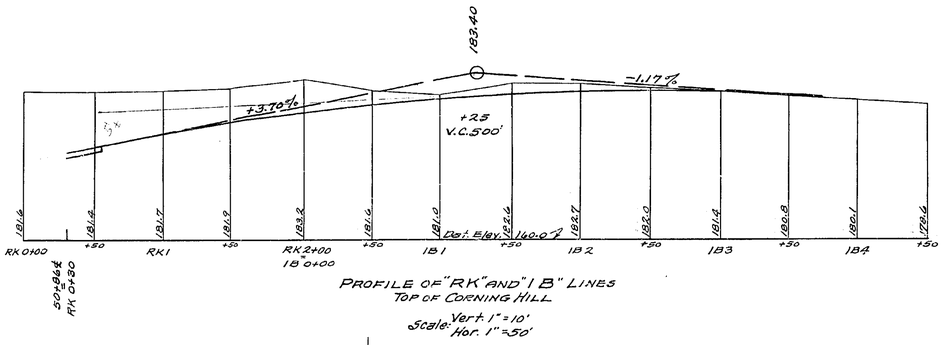
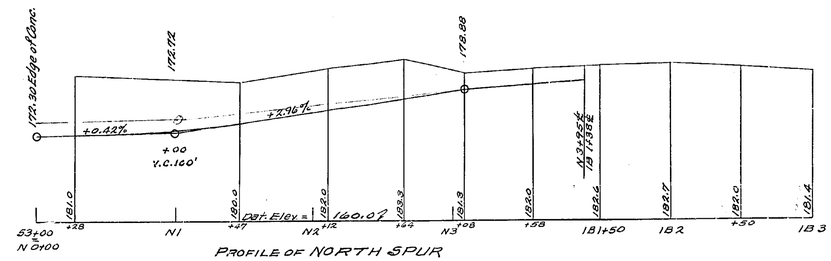


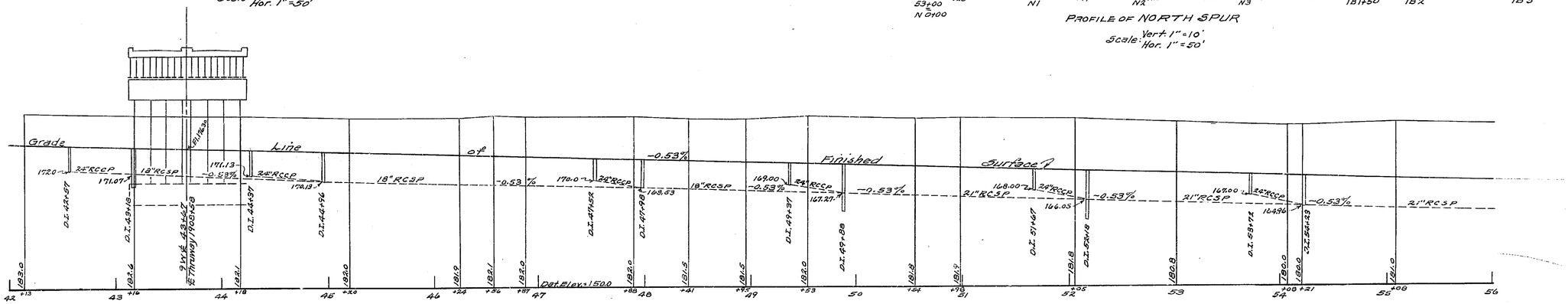

PROFILE OF SOUTH SPUR
Scale: Vert. 1" = 10'
Hor. 1" = 50'




PROFILE OF "RK" AND "1B" LINES
TOP OF CORNING HILL
Scale: Vert. 1" = 10'
Hor. 1" = 50'




PROFILE OF NORTH SPUR
Scale: Vert. 1" = 10'
Hor. 1" = 50'




PROFILE
VERT. 1" = 10'
SCALE HOR. 1" = 50'

MADE BY Bentley TRACED BY Howard Green CHECKED BY Brigham

PROFILE

Prepared pursuant to the Highway Law and recommended by
Engineer District No. 1
Sept 26 1952

Assoc. Civil Engr. Constr.

Asst. Dist. Engr.

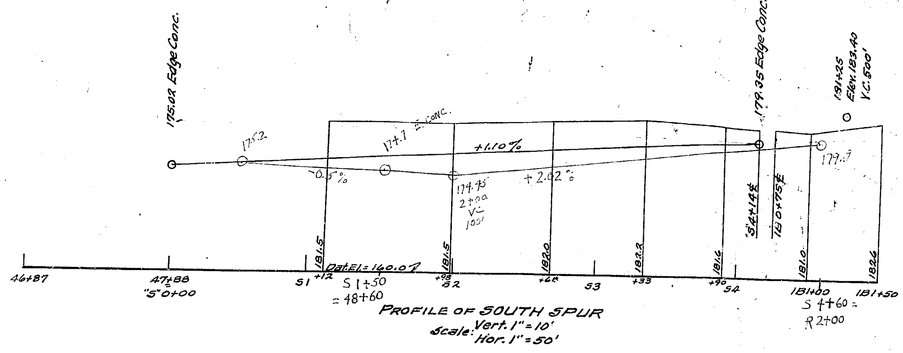
R.C. 52-11

| Fed. Road Div. No. | State | Fed. Aid Proj. No. | Fiscal Year | Sheet No. | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | | 196 | 197 |
| Catskill Section | | | | Sub -5 | |
| Albany – Bethlehem | | | | S.H. 3499 | |

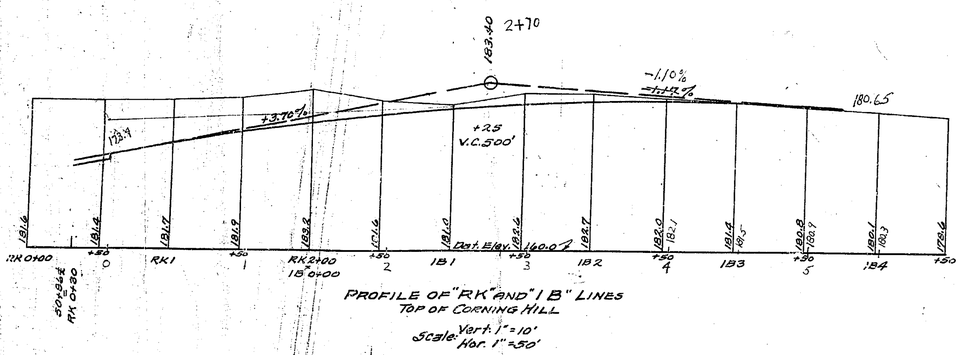
196R

Approved: [illegible] Date: [illegible]
Assoc. Civil Engr. Constr.

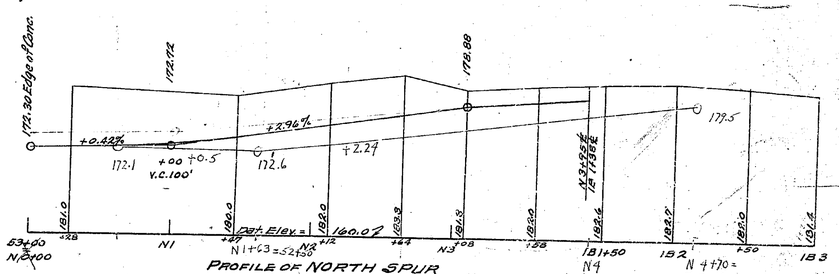
Approved: [illegible] Date: Sept 26 1952
Assist. Div. Engr.



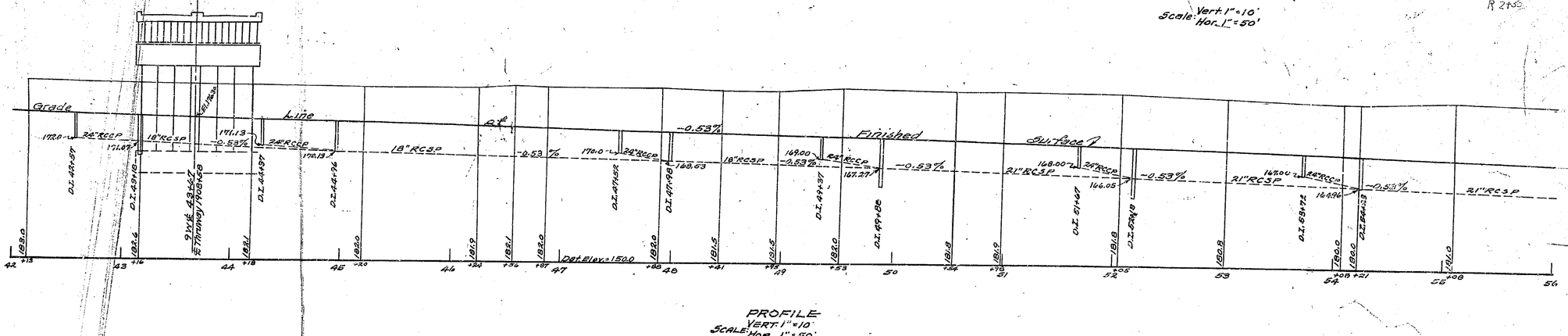

PROFILE OF SOUTH SPUR
Scale: Vert. 1" = 10'
Hor. 1" = 50'




PROFILE OF "RK" AND "1B" LINES
TOP OF CORNING HILL
Scale: Vert. 1" = 10'
Hor. 1" = 50'




PROFILE OF NORTH SPUR
Scale: Vert. 1" = 10'
Hor. 1" = 50'




PROFILE
VERT: 1" = 10'
SCALE: HOR. 1" = 50'

MADE BY [illegible]
PROFILE Bentley
TRACED BY Howard Green
CHECKED BY Bingham

Prepared pursuant to the Highway Law and recommended by
[illegible]
Engineer District No. 1
Sept. 26 1952

R.C 52-111

| Fed Road Div. No. | State | Fed Aid Proj. No. | Fiscal Year | Sheet No | Total Sheets |
|---|---|---|---|---|---|
| | N.Y. | | | 197 | 197 |
| Catskill Section | | | | Sub 3 | |
| Albany – Bethlehem | | | | S.H. 3499 | |

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R= 1000' P.I.

Edge Curve P.C. Sta 5+30.0

N.Y.T. M.H. 2/3

V35 V36 Az. 9° 18' Survey V37+00 V38 Az 8° 56' Base V39 V40 Light V41

℄ of Proposed Improvement

20'-0" Easement

S Gas Pumps S

Edge Curve P.C. R= 3274'

Mrs. Louise Corning & Mrs. Philip Iglehart

24" Oak

24" Oak

Edge Curve P.T. R= 5730'

R= 3274' Edge Curve P.T.

I = 3°-18'
D = 1° 45'
R = 3274'
T = 131.4'

Edge PI V44+40 19'Lt.

N.Y.T. M.H. 2/3

V42 V43 Az 8° 56" Survey ℄ PI V43+03 7'Rt. Base V44+00 Light V46 Az 9° 26" V47

20" Oak 42.99

24" Oak 26.34'

3" Maple 34.27

Edge PI V42+00 32' Rt.

I = 6°00'
D = 1°-00'
R = 5730'
T = 300.3'
L = 600'

Harold Magee

PANEL LAYOUT
Scale 1" = 20'

Prepared pursuant to the Highway Law and recommended by

Engineer Dist. No 1

Nov 26 1953

Node By Dudley Traced By W. Dowling Checked By Bingham