TAS 88-5

NEW YORK STATE THRUWAY AUTHORITY

SYRACUSE DIVISION

PLANS FOR

CONSTRUCTING AN ASPHALT CONCRETE WEARING COURSE, SAFETY IMPROVEMENTS, AND MISCELLANEOUS WORK

BETWEEN

MILEPOST 267.0* AND MILEPOST 285.2* WESTBOUND
MILEPOST 267.0* AND MILEPOST 279.0* EASTBOUND

IN

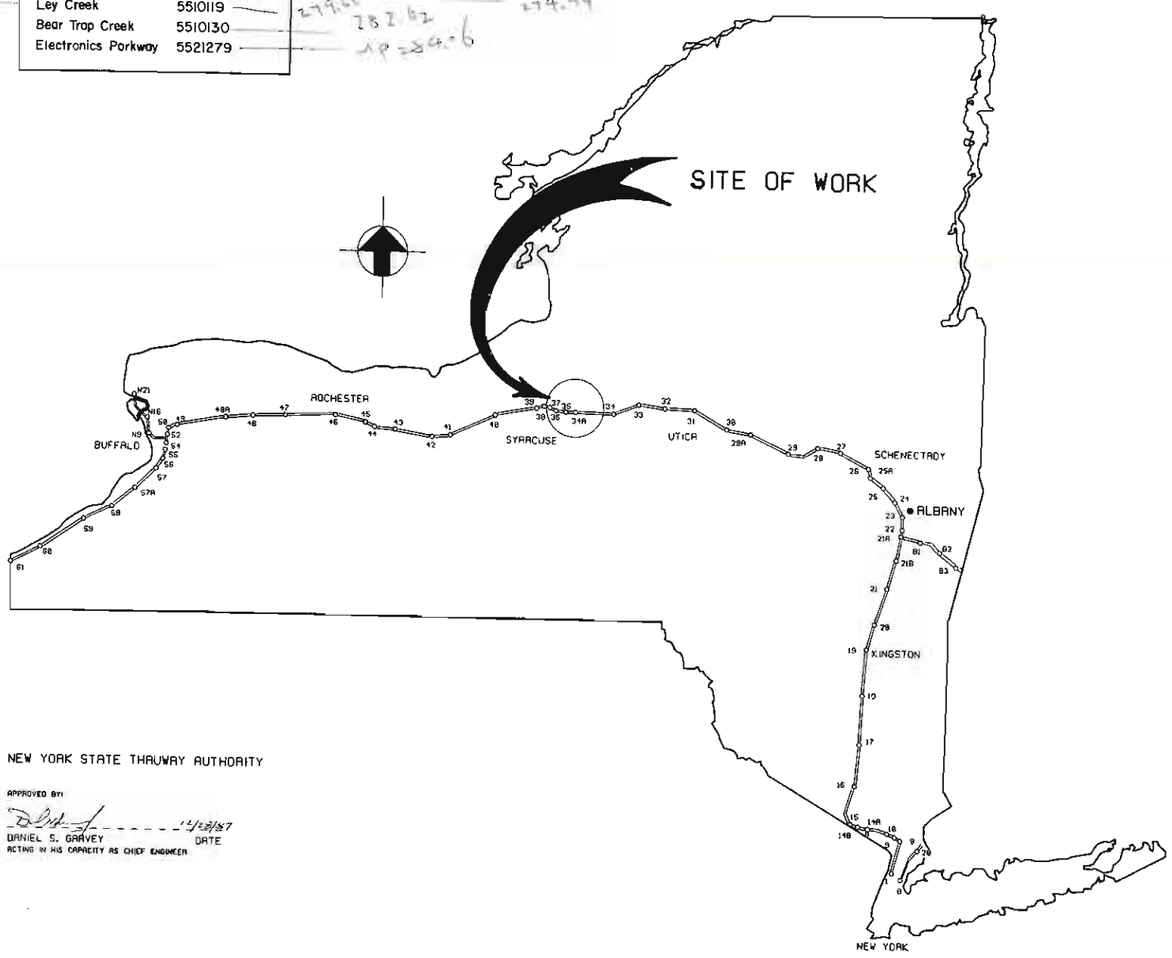
ONONDAGA AND MADISON COUNTIES

61 SHEETS

TAS 88-5

THIS PROJECT INCLUDES WORK ON THE FOLLOWING BRIDGES:	
LOCATION	BIN
Chittenango Creek	5510021(WB) 5510022(EB)
Limestone Creek	5510041(WB) 5510042(EB)
Butternut Creek	5510061(WB) 5510062(EB)
Ley Creek	5510119
Bear Trap Creek	5510130
Electronics Parkway	5521279

MP 273.16
MP 273.17
274.18
274.19
MP 279.78
279.79
279.65
282.62
MP 284.6



SCALE OF MILES

0 10 20 30 40 50

NEW YORK STATE THRUWAY AUTHORITY

APPROVED BY:

12/23/87
DANIEL S. GRAVEY — DATE
ACTING IN HIS CAPACITY AS CHIEF ENGINEER

TYPE OF CONSTRUCTION

Road rehabilitation, safety improvements, drainage modifications, bridge modifications and miscellaneous work.

STANDARD SHEETS

203 - 5R1	619 - 4R2
603 - 3R1	645 - 8R1
606 - 3R3	646 - 4R1
606 - 6R2	646 - 5
606 - 7R1	655 - 3
606 - 15R1	
619 - 3R3	

All work contemplated under this contract is to be covered by and in conformity with the New York State Department Of Transportation Standard Specifications adopted January 2, 1985 as amended by Addendum No. 1, except as modified on these plans and in the proposal.

INTERCHANGES

NO. YONKERS TO RIPLEY

1 YONKERS - HALL PLACE
2 YONKERS - YONKERS AVENUE
3 YONKERS - MILE SQUARE ROAD
4 YONKERS - CROSS COUNTY PARKWAY
5 YONKERS - ROUTE 100 (CENTRAL AVENUE)
6 TUCKAHOE ROAD
6A RIDGE HILL
YONKERS TOLL BARRIER
7 ARDSLEY - ROUTE 9A
7A SAW MILL RIVER PKWY.
8 CROSS-WESTCHESTER EXPRESSWAY I-287
* 9 TARRYTOWN - ROUTE 9
TAPPAN ZEE BRIDGE TOLL BARRIER
10 SOUTH NYACK - ROUTE 9W
11 NYACK - ROUTE 9W
12 WEST NYACK - ROUTE 303
13 PALISADES INTERSTATE PKWY.
14 SPRING VALLEY - ROUTE 59
14A GARDEN STATE PKWY. CONNECTION - SCHOOLHOUSE ROAD
SPRING VALLEY TOLL BARRIER
14B ARMONT ROAD
15 SUFFERN - ROUTE 17
16 HARRIMAN - ROUTES 6 & 17
WOODBURY TOLL BARRIER
17 NEWBURGH - ROUTES 17K & I-84
18 NEW PALTZ - ROUTE 299
19 KINGSTON - ROUTE 28
20 SAUGERTIES - ROUTE 32
21 CATSKILL - ROUTES 23 & 145
21B COXSACKIE - ROUTES 9W & 81
21A BERKSHIRE SECTION
22 SELKIRK ROUTES 144 & 396
* 23 ALBANY - ROUTES 9W & I-787
24 ALBANY - I-87 & I-90
25 SCHENECTADY ROUTES 7, 146 & I-890
25A SCHENECTADY - I-88
26 SCHENECTADY - ROUTES 55 & I-890
27 AMSTERDAM - ROUTE 30
28 FULTONVILLE - ROUTE 30A
29 CANAJOHARIE - ROUTE 10
29A LITTLE FALLS - ROUTE 169
30 HERKIMER - ROUTE 28
31 UTICA - ROUTES 5, 8, 12 & 790
32 WESTMORELAND - ROUTE 233
33 VERONA - ROUTE 365
34 CANASTOTA - ROUTE 13
34A SYRACUSE - I-481
* 35 SYRACUSE - ROUTE 298
36 SYRACUSE - I-81
37 ELECTRONICS PKWY.
38 SYRACUSE - ROUTE 57
39 SYRACUSE - ROUTES 48 & I-690
40 WEEDSPORT - ROUTE 34
41 CLYDE WATERLOO - ROUTE 414
42 GENEVA - LYONS - ROUTE 14
43 MANCHESTER - ROUTE 21
44 CANANDAIGUA - ROUTE 332
45 ROCHESTER - ROUTES 96 & I-490
46 ROCHESTER - I-390
47 LEROY - ROUTES 19 & I-490
48 BATAVIA - ROUTE 98
48A PEMBROKE - ROUTE 77
49 DEPEW - ROUTE 78
WILLIAMSVILLE TOLL BARRIER
50 BUFFALO I-290
50A CLEVELAND DRIVE
51 BUFFALO - ROUTE 33
* 52 BUFFALO - WALDEN AVENUE
53 BUFFALO - NIAGARA SECTION, I-190
54 WEST SENECA - ROUTES 16 & 400
55 LACKAWANNA - RIDGE HILL ROAD & ROUTE 310
LACKAWANNA TOLL BARRIER
56 BLASDELL - MILE STRIP ROAD & ROUTE 179
57 HAMBURG - ROUTE 75
57A EDEN - ANGOLA
58 SILVER CREEK - ROUTES 5 & 20
59 FREDONIA - DUNKIRK - ROUTE 60
60 WESTFIELD - ROUTE 17
RIPLEY TOLL BARRIER
61 RIPLEY - SHORTHAN ROAD - ROUTES 5 & 20

NO. NEW ENGLAND SECTION

RC PELHAM PKWY. WESTBOUND
9 HUTCHINSON RIVER PKWY. - NORTHBOUND
10 GUN HILL ROAD
11 BARTOW AVENUE
12 BAYCHESTER AVENUE
13 CONNER STREET
14 HUTCHINSON RIVER PKWY. - SOUTHBOUND
15 NEW ROCHELLE - ROUTE US 1
NEW ROCHELLE - DIVISION STREET
16 NEW ROCHELLE - NORTH AVENUE, CEDAR STREET
NEW ROCHELLE TOLL BARRIER
17 LARCHMONT - CHATSWORTH AVENUE
18A MAMARONECK
18B WHITE PLAINS
19 RYE - PLAYLAND PKWY.
20 RYE - ROUTE US 1
21 WHITE PLAINS I 287
22 PORT CHESTER - MIDLAND AVENUE

NO. BERKSHIRE SECTION

B1 ROUTE 9 & I-90 WEST
B2 TACONIC STATE PKWY. - ROUTE 295
CANAAN TOLL BARRIER
B3 ROUTE 22

NO. NIAGARA SECTION

BUFFALO CITY LINE TOLL BARRIER
N1 OGDEN STREET
N2 CLINTON STREET - ROUTES 62 & 354
N3 SENECA STREET - ROUTES 16 & 62
N4 SMITH STREET
N5N HAMBURG STREET
N5S LOUISIANA STREET
N6 OAK & ELM STREETS
N7 CHURCH STREET & SKYWAY BRIDGE - ROUTE 5
N8 NIAGARA STREET
N9 PORTER AVENUE, PEACE BRIDGE, CANADA
BLACK ROCK TOLL BARRIER
N11 SCAJAQUADA EXPWY., ROUTE 198
N12 AMHERST STREET
N13 AUSTIN STREET
N14 VULCAN STREET
N15 SHERIDAN DRIVE - ROUTE 324
N16 I 290
N17 RIVER ROAD ROUTE 266
TONAWANDA TOLL BARRIER
N18 GRAND ISLAND - ROUTE 324
N18A BEAVER ISLAND PKWY.
N19 WHITEHAVEN ROAD
N20 WEST RIVER PKWY. - LONG ROAD ROUTE 324
NIAGARA TOLL BARRIER
N21 ROBERT MOSES PKWY. & ROUTE 384

* DENOTES DIVISION HEADQUARTERS

CONTRACT NO.: TAS
CONTRACTOR:
DATE OF AWARD:
COMPLETION DATE:
DATE OF FINAL ACCEPTANCE:
ESTIMATED CONSTRUCTION COST:
FINAL CONSTRUCTION COST:
DIRECTOR CONSTRUCTION & DESIGN:
DIVISION ENGINEER:

CONSULTING ENGINEERS: Calacerinos & Spina Consulting Engineers, Liverpool, New York 13088

FILE NO. 185.008
185.009

RESIDENT ENGINEER:

NOTE

PHOTOGRAPHIC REDUCTION

THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

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GENERAL NOTES

1. MATERIAL AND CONSTRUCTION SPECIFICATIONS: STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, OFFICE OF ENGINEERING, DATED JANUARY 2, 1985, INCLUDING ADDENDUM NO. 1 ADOPTED MAY 15, 1986, WITH CURRENT ADDITIONS AND MODIFICATIONS.

2 REINFORCING STEEL AND CONCRETE DATA: CONCRETE-MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS OF 3,000 PSI. BAR REINFORCEMENT-ASTM DESIGNATION A615, GRADE 60.

3. RECORD PLANS: RECORD PLANS FOR THE EXISTING STRUCTURE WILL BE AVAILABLE TO ALL PROSPECTIVE BIDDERS AT THE THRUWAY HEADQUARTERS IN ALBANY PRIOR TO THE LETTING DATE.

4. THIS CONTRACT IS TO BE EXECUTED IN STAGES OF CONSTRUCTION AS INDICATED ON THE DRAWINGS.

5. THE CONTRACTOR SHALL EXAMINE AND VERIFY IN THE FIELD ALL EXISTING AND GIVEN CONDITIONS AND DIMENSIONS WITH THOSE SHOWN ON THE PLANS. IF FIELD CONDITIONS AND DIMENSIONS DIFFER FROM THOSE SHOWN ON THE PLANS, THE CONTRACTOR SHALL USE FIELD CONDITIONS AND DIMENSIONS AND MAKE THE APPROPRIATE CHANGES TO THOSE SHOWN ON THE PLANS AS APPROVED BY THE ENGINEER. THE RESULTS OF THIS CHECK OF CONDITIONS AND DIMENSIONS SHALL BE SO NOTED ON THE DRAWINGS SUBMITTED FOR APPROVAL.

6. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ALL DAMAGES CAUSED BY HIS OPERATIONS TO THE EXISTING STRUCTURE WHICH IS NOT INCLUDED AS PART OF THE INTENDED WORK. ALL DAMAGE TO THE EXISTING STRUCTURE WHICH IS NOT PART OF THE INTENDED WORK SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR WITHOUT COST TO THE AUTHORITY AND TO THE SATISFACTION OF THE ENGINEER.

7. THERE SHALL BE NO CLAIM AGAINST THE AUTHORITY MADE BY THE CONTRACTOR FOR WORK PERTAINING TO MODIFICATIONS AS MAY BE REQUIRED DUE TO ANY DIFFERENCE BETWEEN ACTUAL FIELD CONDITIONS AND THOSE SHOWN BY THE DETAILS AND DIMENSIONS ON THE CONTRACT PLANS. THE CONTRACTOR WILL BE PAID AT THE UNIT BID PRICE FOR THE ACTUAL QUANTITIES OF MATERIALS USED OR FOR THE WORK PERFORMED, AS INDICATED BY THE VARIOUS ITEMS IN THE CONTRACT.

8. THE CONTRACTOR SHOULD NOTE THAT ADDITIONAL WORK MAY BE REQUIRED AS THE CONTRACT PROGRESSES WHICH IS NOT SHOWN OR NOTED ON THE PLANS. THIS WORK SHALL BE PERFORMED BY THE CONTRACTOR AS ORDERED BY THE ENGINEER AND PAYMENT SHALL BE MADE AT THE BID PRICE FOR THE APPROPRIATE ITEMS.

9. THE CONTRACTOR SHALL EXERCISE CARE IN HIS REMOVAL OPERATIONS SO AS NOT TO UNDULY DISTURB UNDERLYING MATERIALS WHICH ARE TO REMAIN IN PLACE. THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE AUTHORITY, WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE AUTHORITY, THE DAMAGED MATERIAL SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER, AT THE EXPENSE OF THE CONTRACTOR.

10. IT WILL BE THE CONTRACTOR'S OBLIGATION AND RESPONSIBILITY TO USE METHODS AND EQUIPMENT WHICH WILL INSURE THE SATISFACTORY COMPLETION OF THE REQUIRED WORK WITH A MINIMUM OF DELAY.

11. PROTECTION OF THE PUBLIC: THE CONTRACTOR SHALL MAINTAIN AND PROTECT THRUWAY TRAFFIC IN ACCORDANCE WITH ITEM 619.01 THE TRAFFIC CONTROL SHEETS AND PERTINENT PROVISIONS OF THE NEW YORK STATE MANUAL OF TRAFFIC CONTROL DEVICES (1983 EDITION). THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF SECTION 107, LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC, OF THE STANDARD SPECIFICATIONS DATED JANUARY 2, 1985, INCLUDING ADDENDUM #1 ADOPTED MAY 15, 1986.

12. ALL EXPOSED EDGES OF CONCRETE ARE TO BE CHAMFERED ONE INCH UNLESS OTHERWISE NOTED.

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

14. IF THE CONTRACTOR ELECTS TO PERFORM NIGHTTIME OPERATIONS, THE WORK AREA SHALL BE ILLUMINATED TO THE SATISFACTION OF THE ENGINEER. THE LIGHTING SHALL BE SHIELDED TO AVOID GLARE TO THE TRAFFIC AS DIRECTED BY THE ENGINEER.

15. NO PAYMENT WILL BE MADE FOR WORK CALLED FOR BY NOTES ON THE PLANS, IN THE SPECIFICATIONS AND UNDER THE HEADING 'GENERAL NOTES' UNLESS PAYMENT IS SPECIFICALLY INDICATED BY ITEM NUMBER. THE COST OF WORK FOR WHICH NO PAYMENT IS INDICATED SHALL BE INCLUDED IN THE UNIT PRICES BID FOR VARIOUS ITEMS OF THIS CONTRACT.

16. THE CONTRACTOR IS ADVISED THAT ADDITIONAL 'NOTES' WILL BE FOUND ON SUBSEQUENT SHEETS OF THE CONTRACT PLANS AND SUCH 'NOTES', WHILE PERTAINING TO THE SPECIFIC DRAWINGS THEY ARE PLACED ON, ALSO SUPPLEMENT THE GENERAL NOTES LISTED HEREIN.

17. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH HIS PROPOSED WORK SCHEDULE AS IT PERTAINS TO LANE CLOSURES ON A WEEKLY BASIS FOR REVIEW AND APPROVAL.

18. STREAM CONSERVATION: DURING THE COURSE OF CONSTRUCTION, THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER TO PREVENT OR REDUCE TO A MINIMUM ANY DAMAGE TO ANY STREAM FROM POLLUTION BY DEBRIS, SEDIMENT OR OTHER FOREIGN MATERIAL, OR FROM THE MANIPULATION OF EQUIPMENT AND/OR MATERIALS IN OR NEAR SUCH STREAMS. HE SHALL NOT RETURN DIRECTLY TO A STREAM OR TO A DITCH IMMEDIATELY FLOWING INTO A STREAM, ANY WATER WHICH HAS BEEN USED FOR WASH PURPOSES OR OTHER OPERATIONS WHICH CAUSE THIS WATER TO BECOME POLLUTED WITH SAND, SILT, CEMENT, OIL, OR OTHER IMPURITIES. IF HE USES WATER FROM A STREAM, HE SHALL CONSTRUCT ANY INTAKE OR TEMPORARY DAM REQUIRED TO PROTECT AND MAINTAIN WATER RIGHTS AND TO SUSTAIN FISH LIFE DOWNSTREAM.

SPECIAL BRIDGE NOTES

1. DESIGN SPECIFICATIONS: CURRENT NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES WITH ALL INTERIM SPECIFICATIONS AND MODIFICATIONS AND 1981 NEW YORK STATE STEEL CONSTRUCTION MANUAL, INCLUDING ADDENDUM NO. 1 ADOPTED 4/1/84.

2. LIVE LOAD: HS20-44 OR TWO (2) 24,000 POUND AXLES SPACED 4'-0" ON CENTER, WHICHEVER GOVERNS.

3. REINFORCING STEEL AND CONCRETE DATA: CONCRETE-MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS OF 3,000 PSI. BAR REINFORCEMENT-ASTM DESIGNATION A615, GRADE 60.

4. THE COST OF ALL JOINT MATERIAL WILL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS ITEMS OF THE CONTRACT EXCEPT AS OTHERWISE SPECIFIED ON THE PLANS.

5. RECORD PLANS: RECORD PLANS FOR THE EXISTING STRUCTURE WILL BE AVAILABLE TO ALL PROSPECTIVE BIDDERS AT THE THRUWAY HEADQUARTERS IN ALBANY PRIOR TO THE LETTING DATE.

6. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ALL DAMAGES CAUSED BY HIS OPERATIONS TO THE EXISTING STRUCTURE WHICH IF NOT INCLUDED AS PART OF THE INTENDED WORK. ALL DAMAGE TO THE EXISTING STRUCTURE WHICH IS NOT PART OF THE INTENDED WORK SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR WITHOUT COST TO THE AUTHORITY AND TO THE SATISFACTION OF THE ENGINEER.

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

8. ALL MATERIAL FALLING ON THE AREA BELOW AND ADJACENT TO THE BRIDGE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.

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

10. EXPOSED REINFORCING STEEL WHICH IS TO REMAIN IN THE STRUCTURE SHALL BE PROTECTED FROM DAMAGE, OR OTHERWISE BE REPLACED AT THE CONTRACTOR'S EXPENSE, AND SANDBLAST CLEANED TO THE SATISFACTION OF THE ENGINEER.

11. WHEN PLACING NEW CONCRETE WITH EXISTING CONCRETE SURFACES, APPLY EPOXY BONDING COMPOUND (ITEM 15555.3502) TO THESE SURFACES AS INDICATED ON THE CONTRACT PLANS.

12. ALL EXPOSED EDGES OF CONCRETE ARE TO BE CHAMFERED ONE INCH UNLESS OTHERWISE NOTED.

13. STREAM CONSERVATION: DURING THE COURSE OF CONSTRUCTION, THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER TO PREVENT OR REDUCE TO A MINIMUM ANY DAMAGE TO ANY STREAM FROM POLLUTION BY DEBRIS, SEDIMENT OR OTHER FOREIGN MATERIAL, OR FROM THE MANIPULATION OF EQUIPMENT AND/OR MATERIALS IN OR NEAR SUCH STREAMS. HE SHALL NOT RETURN DIRECTLY TO A STREAM OR TO A DITCH IMMEDIATELY FLOWING INTO A STREAM, ANY WATER WHICH HAS BEEN USED FOR WASH PURPOSES OR OTHER OPERATIONS WHICH CAUSE THIS WATER TO BECOME POLLUTED WITH SAND, SILT, CEMENT, OIL, OR OTHER IMPURITIES. IF HE USES WATER FROM A STREAM, HE SHALL CONSTRUCT ANY INTAKE OR TEMPORARY DAM REQUIRED TO PROTECT AND MAINTAIN WATER RIGHTS AND TO SUSTAIN FISH LIFE DOWNSTREAM.

WORK TO BE DONE

1. REMOVE EXISTING ASPHALT OVERLAY AND MILL SHOULDERS (MP 278.0 - 284.1 WB).
2. COLD MILL CONCRETE PAVEMENT TO REMOVE WHEEL RUTS. REPLACE BROKEN AND FAULTED CONCRETE PAVEMENT WITH FULL DEPTH ASPHALT CONCRETE (MP 278.0 - 284.1 WB).
3. INSTALL PRESSURE RELIEF JOINTS AS SHOWN IN THE PLANS (MP 268.0 - 278.0)
4. INSTALL UNDERDRAIN AT EDGE OF PAVMENT IN THE LOCATIONS SHOWN IN THE PLANS.
5. RECONSTRUCT RIGHT AND MALL SHOULDERS TO THE LIMITS SHOWN IN THE PLANS.
6. EXTEND CULVERTS, ALTER DRAINAGE STRUCTURES, UPGRADE GUIDE RAILING, AND MODIFY EXISTING RIGHT SIDE OVERHEAD STRUCTURE PIER PROTECTION.
7. CONSTRUCT CROSSOVER DECELERATION LANES.
8. REMOVE THE SIDEWALKS AT THE LEY CREEK BRIDGE (MP 279.65) AND RECONSTRUCT THE FASCIAS AS SHOWN IN THE PLANS.
9. SEAL CRACKS IN JOINTS IN CONCRETE PAVEMENT (MP 278.0 - 284.1). INSTALL GEOTEXTILE PAVING FABRIC.
10. MP 268.0 - 278.0: APPLY TACK COAT AND PLACE ASPHALT CONCRETE WHEEL RUT FILLER COURSE. PLACE ASPHALT CONCRETE TRUING AND LEVELING COURSE TO CORRECT CROWN AND PROVIDE SUPERELEVATION.
11. MP 278.0 - 284.1 WB: APPLY TACK COAT AND PLACE ASPHALT CONCRETE TRUING AND LEVELING COURSE TO CORRECT CROWN AND PROVIDE SUPERELEVATION.
12. PLACE ASPHALT CONCRETE TOP COURSE OVER THE TRUING AND LEVELING COURSE AND APPLY ALL PERMANENT PAVEMENT MARKINGS.
13. CLEAN, PRIME AND PAINT THE STEEL BRIDGE RAILING AT THE CHITTENANGO CREEK (MP 273.16), LIMESTONE CREEK (MP 274.18), AND BUTTERNUT CREEK (MP 274.78) BRIDGES AND INSTALL TRIBE BEAM GUIDE RAILING.
14. REMOUNT AND RELOCATE SIGNS AS SHOWN ON THE PLANS. INSTALL DELINEATORS, MILE AND TENTH MILE MARKERS.

INDEX OF DRAWINGS

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SPECIAL NOTES

-RECYCLE OPTION: THE CONTRACTOR HAS THE OPTION OF RECYCLING RECLAIMED ASPHALT PAVEMENT OBTAINED BY REMOVAL OF THE EXISTING ASPHALT OVERLAYS AND SHOULDERS AS SHOWN ON THE PLANS. THIS MILLED ASPHALT SHALL REMAIN THE PROPERTY OF THE AUTHORITY AND, IF NOT USED FOR PAVEMENT RECYCLING, SHALL BE DELIVERED TO DESIGNATED LOCATIONS WITHIN THE PROJECT LIMITS DETERMINED BY THE ENGINEER OR USED AS SHOULDER BACK UP MATERIAL AT THE CONTRACTOR'S OPTION.

-OVERLAY REMOVAL: ASPHALT OVERLAY REMOVAL IN PAVEMENT AREAS, IF NOT DONE BY MILLING, SHALL BE ACCOMPLISHED IN SUCH A MANNER THAT THE REMAINING OVERLAY IN THE ADJACENT TRAFFIC-CARRYING LANE SHALL REMAIN INTACT. NO EXTRA PAYMENT FOR SAWCUTTING THE OVERLAY SHALL BE MADE IF THE CONTRACTOR ELECTS TO USE A METHOD OTHER THAN MILLING TO REMOVE THE OVERLAY.

-RETENTION OF MATERIAL: ALL MATERIAL REMOVED UNDER ITEMS 202.20, 18490.4032, AND 18490.5022 SHALL REMAIN THE PROPERTY OF THE AUTHORITY. ASPHALT CONCRETE SHALL BE USED AS STATED ABOVE. CEMENT CONCRETE MILLINGS, IF REMOVED SEPARATELY FROM THE ASPHALT REMOVAL, SHALL BE STOCKPILED AT INTERCHANGE 35 IN AN AREA DESIGNATED BY THE AUTHORITY.

LEGEND

A/1 B/2 — DENOTES THE LOCATION AND REFERENCE OF A SECTION, ELEVATION OR DETAIL. A LETTER IN THE UPPER HALF OF THE CIRCLE IS USED TO REFERENCE THE SECTION, ELEVATION OR DETAIL. THE NUMBER IN THE LOWER HALF OF THE CIRCLE IS THE DRAWING NUMBER WHERE THE SECTION, ELEVATION OR DETAIL CAN BE FOUND.

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.
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AS-BUILT REVISIONS

SIGNATURE DATE

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT: ROADWAY REHABILITATION

LOCATION OF PROJECT: M.P. 267.0 ± — M.P. 285.2 ±

TITLE OF DRAWING: INDEX OF DRAWINGS AND NOTES

DRAWN BY:
CHECKED BY: LJF
DATE: 1/12/88
DRAWING NUMBER: 2

TAS 88-5

QUANTITY TABLE

ITEM	DESCRIPTION	UNIT	ESTIMATE	FINAL
201.0801	CLEARING & GRUBBING	LS	NEC	
202.20	REMOVING OLD BITUMINOUS CONCRETE OVERLAY	SY	102500.0	
203.01	UNCLASSIFIED EXCAVATION AND EMBANKMENT	CY	7800.0	
25203.022502	REMOVING CONCRETE PAVEMENT (FULL DEPTH)	SY	780.0	
203.17	CLEANING CULVERTS	LF	9400.0	
203.18	CLEANING CLOSED DRAINAGE SYSTEMS	LF	800.0	
01203.51	GRADING, CLEANING AND SHAPING EXIST. DITCHES AND BACKSLOPES	LF	6700.0	
25203.51	ESTABLISHING NEW DITCHES AND SLOPES	LF	280.0	
206.02	TRENCH AND CULVERT EXCAVATION	CY	8500.0	
207.03	GEOTEXTILE UNDERDRAIN	SY	44000.0	
25207.10	GEOTEXTILE PAVING FABRIC	LF	190000.0	
209.01	TEMP. SOIL EROSION AND WATER POLLUTION CONTROL	FLS	NEC	
304.03	SUBBASE COURSE TYPE 2	CY	18000.0	
403.13	ASPHALT CONCRETE-TYPE 3 BINDER COURSE	T	6000.0	
403.15	ASPHALT CONCRETE-TYPE 5 SHIM COURSE	T	11.0	
403.1701	ASPH CONC - TYPE 6F TOP COURSE (HIGH FRICTION)MARSHALL DESIGN	T	53000.0	
25403.1987	ASPHALT CONC TYPE 7F WHEEL RUT FILLER COURSE (HS MOD. SCREED)	T	15000.0	
403.21	ASPHALT CONCRETE-TRUING & LEVELING COURSE	T	85000.0	
407.0101	TACK COAT	GAL	42500.0	
18490.4032	COLD MILL, SHAP. & REM OF BIT. CONC. PAVEMENT	SY	61000.0	
18490.5022	COLD MILL, SHAP. & REM OF PORT CEMENT CONCRETE PAVEMENTS	SY	102000.0	
25502.45	INSTALLING TRANSVERSE PRESSURE RELIEF JOINTS	LF	2550.0	
25502.50	SAW CUTTING ASPHALT CONCRETE - (FULL DEPTH)	LF	8800.0	
25502.5101	SAWING AND FILLING ASPHALT CONCRETE PAVEMENT	LF	640.0	
25502.5201	SAW CUTTING REINFORCED CONCRETE PAVEMENT (FULL DEPTH)	LF	290.0	
25555.0354	CONCRETE FOR STRUCTURES, CLASS D	SF	320.0	
15555.3502	EPOXY BONDING COMPOUND	GAL	8.0	
558.0202	EPOXY-COATED BAR REINFORCEMENT FOR STRUCTURES	LB	2550.0	
25558.5001	MEMBRANE WATERPROOFING SYSTEM FOR STRUCTURAL SLABS	SF	4450.0	
25568.1001	STEEL BRIDGE RAILING (2 RAIL CURBLESS)	LF	121.0	
568.32	CEMENT MORTAR PADS	EA	12.0	
570.0301	MAINTENANCE CLEAN AND PRIME OF STRUCTURAL STEEL (LOC. 1)	LS	NEC	
570.0302	MAINTENANCE CLEAN AND PRIME OF STRUCTURAL STEEL (LOC. 2)	LS	NEC	
570.0303	MAINTENANCE CLEAN AND PRIME OF STRUCTURAL STEEL (LOC. 3)	LS	NEC	
570.0401	MAINTENANCE PAINTING OF STRUCTURAL STEEL (LOC. 1)	LS	NEC	
570.0402	MAINTENANCE PAINTING OF STRUCTURAL STEEL (LOC. 2)	LS	NEC	
570.0403	MAINTENANCE PAINTING OF STRUCTURAL STEEL (LOC. 3)	LS	NEC	
570.08	ENVIRONMENTAL WATERWAY PROTECTION	LS	NEC	
580.01	REMOVAL OF STRUCTURAL CONCRETE	CY	0.5	
25580.52	REMOVAL OF CURBS AND SIDEWALKS	CY	15.0	

QUANTITY TABLE

ITEM	DESCRIPTION	UNIT	ESTIMATE	FINAL
586.01	DRILL & GROUT BOLTS OR REINFORCING BARS	LF	228.0	
587.02	BR RAILING REMOVAL & STORAGE	LF	86.0	
587.20	THRIE BEAM BRIDGE RAIL-ATTACH. TO EXIST BRIDGE RAIL	LF	1300.0	
603.0509	CORR ST PIPE (2-2/3X1/2) 12 IN. DIAM., 16 GAUGE	LF	84.0	
603.0520	CORR ST PIPE (2-2/3X1/2) 24 IN. DIAM., 16 GAUGE	LF	468.0	
603.0524	CORR ST PIPE (2-2/3X1/2) 30 IN. DIAM., 16 GAUGE	LF	442.0	
603.0528	CORR ST PIPE (2-2/3X1/2) 36 IN. DIAM., 16 GAUGE	LF	24.0	
603.1709	GALV ST END-SECTIONS-PIPE (2-2/3X1/2) 12 IN.D 16 GA.	EA	10.0	
603.1720	GALV ST END-SECTIONS-PIPE (2-2/3X1/2) 24 IN.D 16 GA.	EA	74.0	
603.1725	GALV ST END-SECTIONS-PIPE (2-2/3X1/2) 30 IN.D 14 GA.	EA	63.0	
603.1730	GALV ST END-SECTIONS-PIPE (2-2/3X1/2) 36 IN.D 14 GA.	EA	4.0	
25603.9701	REMOVAL OF EXISTING DRAINAGE STRUCTURES	EA	141.0	
25603.9825	EXTENSION CONNECTION TO EXISTING DRAINAGE SYSTEM	EA	142.0	
604.05	DROP INLETS	LF	8.0	
25604.070101	ALTERING DRAINAGE STRUCTURE TYPE A	EA	15.0	
25604.070201	ALTERING DRAINAGE STRUCTURE, TYPE B	EA	1.0	
15604.11	CLEANING EXISTING CB, MH, FI AND DI	EA	35.0	
25605.0825	CONNECTIONS TO EXISTING DRAINAGE SYSTEM	EA	84.0	
605.1001	UNDERDRAIN FILTER TYPE 2	CY	5400.0	
605.1502	PERF COR POLYETHYLENE UNDRDRN TUBING 6 INCH DIAMETER	LF	64000.0	
606.10	BOX BEAM GUIDE RAILING	LF	2952.0	
25606.1001	BOX BEAM GUIDE RAILING (ATTACHED TO CONCRETE BARRIER)	LF	936.0	
606.11	BOX BEAM GUIDE RAILING (SHOP CURVED)	LF	882.0	
606.14	BOX BEAM GUIDE RAILING END ASSEMBLY	EA	31.0	
606.20	CORRUGATED BEAM GUIDE RAILING	LF	4025.0	
606.21	CORRUGATED BEAM MALL BARRIER	LF	1650.0	
606.22	ANCHORAGE UNITS FOR CORRUGATED BEAM GUIDE RAILING	EA	26.0	
606.24	ANCHORAGE UNITS FOR CORRUGATED BEAM MALL BARRIER	EA	1.0	
25606.3202	PRECAST CONC. MEDIAN BARRIER (HALF SECTION)	LF	300.0	
25606.3251	RESETTING CONCRETE BARRIER	LF	1450.0	
10606.3299	BACK UP POSTS FOR HALF SECTION CONCRETE BARRIER	EA	60.0	
15606.4801	I BEAM BACK UP POSTS FOR GUIDE RAILS	EA	288.0	
606.52	RESET BOX BEAM GUIDE RAILING	LF	1422.0	
606.61	REMOVING & STORING CABLE GUIDE RAILING	LF	463.0	
606.62	REMOVING & STORING CORRUGATED BEAM GUIDE RAILING	LF	1915.0	
606.64	REMOVING & STORING BOX BEAM GUIDE RAILING	LF	2954.0	
606.66	REMOVING & STORING ANCHORAGE UNITS FOR CABLE GUIDE RAILING	EA	1.0	
606.67	REMOVE & STORE ANCHOR UNIT FOR CORR BEAM GD RAIL & MALL BARR	EA	13.0	
606.68	REMOVE & STORE BX BEAM GUIDE RAILING END ASSEMBLY	EA	46.0	

QUANTITY TABLE

ITEM	DESCRIPTION	UNIT	ESTIMATE	FINAL
25606.8101	REMOVE & STORE GD RAIL TRANS CORR BM TO BOX BM (1 OR 2 WAY)	EA	6.0	
606.86	GUIDE RAIL TRANSITION CORR. BEAM TO THRIE BEAM	EA	12.0	
610.0202	SEEDING	A	1.0	
613.0101	TOPSOIL	CY	425.0	
619.01	BASIC MAINTENANCE & PROTECTION OF TRAFFIC	LS	NEC	
619.02	CONSTRUCTION SIGNS	LS	NEC	
15619.0303	FLASHING ARROW BOARDS	LS	NEC	
619.0413	TYPE III CONSTRUCT. BARRICADES	LF	96.0	
619.15	PAVEMENT DELINEATION	LF	283000.0	
619.17	TEMPORARY CONC BARRIER	LF	840.0	
25633.05	FILLING JOINTS AND CRACKS	LF	50200.0	
25633.10	PARTIAL DEPTH JOINT AND CRACK REPAIR	LF	5000.0	
25637.070102	ENGINEER'S OFFICE - TYPE C	MOS	10.0	
25643.4001	REBUILD N.Y. SIGN, 72 IN. X 48 IN.	EA	2.0	
646.0601	DELINEATOR SGLE UNIT ONE WAY ON POST	EA	1428.0	
646.0606	DELINEATOR DBL UNIT ON POST	EA	136.0	
25646.0625	INSTALL TENTH MILE MARKERS	EA	235.0	
25646.1032	REMOVE AND RESET EXISTING DELINEATORS AND MILE MARKERS	EA	42.0	
25646.50	REMOVE AND DISPOSE OF DELINEATORS AND MILE MARKERS	EA	1075.0	
647.11	RELOCATING SIGNS SIZE B (11-20 SF)	EA	17.0	
647.12	RELOCATING SIGNS SIZE C (21-40 SF)	EA	1.0	
15654.6802	INERTIAL BARRIER MODULE (400 POUNDS)	EA	2.0	
15654.6803	INERTIAL BARRIER MODULE (700 POUNDS)	EA	4.0	
15654.6804	INERTIAL BARRIER MODULE (1400 POUNDS)	EA	4.0	
15654.6805	INERTIAL BARRIER MODULE (2100 POUNDS)	EA	2.0	
655.02	FRAMES AND GRATES (FABRICATED)	SF	128.1	
18685.080103	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES	LF	40100.0	
25688.0199	WHITE PREFORMED RETRO-REFLECTIVE PAVEMENT MARKINGS	LF	35600.0	
25699.0011	ASPHALT PRICE ADJUSTMENT (PAYMENT)	D-C	90000.0	
25698.0012	ASPHALT PRICE ADJUSTMENT (CREDIT)	D-C	0.0	
25699.0013	FUEL PRICE ADJUSTMENT (PAYMENT)	D-C	100.0	
25699.0014	FUEL PRICE ADJUSTMENT (CREDIT)	D-C	0.0	
699.04	MOBILIZATION	LS	NEC	

NOTE

PHOTOGRAPHIC REDUCTION

THESE PLANS ARE NOT TO SCALE. ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4

AS-BUILT REVISIONS

SIGNATURE DATE

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0± — M.P. 285.2±

TITLE OF DRAWING
ESTIMATE OF QUANTITIES

DRAWN BY: CAD
CHECKED BY: LJF
DATE: 1-6-88
DRAWING NUMBER: 3

TAS 88-5

PAVEMENT CORE LOG

LOCATION	CORE NO.	DEPTH OF EXISTING ASPHALT OVERLAY (IN.)
WESTBOUND		
MP 278.00 DRIVING LANE	C-1	1 5/8
MP 278.50 PASSING LANE	C-2	3
MP 279.00 PASSING LANE	C-3	2 7/8
MP 279.50 DRIVING LANE	C-4	3 1/4
MP 279.65 LEY CREEK BRIDGE - DRIVING LANE	C-5	4
MP 279.65 LEY CREEK BRIDGE - PASSING LANE	C-6	4 3/4
MP 280.00 DRIVING LANE	C-7	3
MP 280.375 PASSING LANE	C-8	3 1/8
MP 280.50 DRIVING LANE	C-9	4
MP 280.80 PASSING LANE	C-10	3 1/4
MP 281.10 DRIVING LANE	C-11	3
MP 281.40 PASSING LANE	C-12	3 7/8
MP 281.675 DRIVING LANE	C-13	3 1/4
MP 282.00 PASSING LANE	C-14	3 1/2
MP 282.40 DRIVING LANE	C-15	4 1/8
MP 282.62 BEAR TRAP CREEK CULVERT - CENTER LINE	C-16	4 1/8
MP 282.80 PASSING LANE	C-17	3 3/8
MP 283.35 DRIVING LANE	C-18	5 1/2
MP 283.90 PASSING LANE	C-19	4 1/8
MP 278.00 RIGHT SHOULDER	C-20	3 3/4
MP 279.50 RIGHT SHOULDER	C-21	6
MP 280.375 MALL SHOULDER	C-22	4 3/4
MP 281.00 RIGHT SHOULDER	C-23	5 3/8
MP 282.50 RIGHT SHOULDER	C-24	7 1/4
MP 277.39 DRIVING LANE	C-25	2 15/16
MP 276.01 DRIVING LANE	C-26	6 1/4
MP 274.80 PASSING LANE	C-27	5
MP 274.78 BUTTERNUT CREEK BRIDGE - PASSING LANE	C-28	1 1/4
MP 274.78 PASSING LANE	C-29	3
MP 274.48 PASSING LANE	C-30	1 1/2
MP 274.20 PASSING LANE	C-31	5 1/2
MP 274.18 LIMESTONE CREEK BRIDGE - PASSING LANE	C-32	2 9/16
MP 274.17 PASSING LANE	C-33	4
MP 273.17 PASSING LANE	C-34	1 15/16
MP 273.16 CHITTENANGO CREEK BRIDGE - PASSING LANE	C-35	1
MP 273.15 PASSING LANE	C-36	3 1/16
MP 271.84 DRIVING LANE	C-37	5
MP 269.37 DRIVING LANE	C-38	2 3/4
EASTBOUND		
MP 277.39 DRIVING LANE	C-39	3 1/4
MP 276.01 DRIVING LANE	C-40	3 1/2
MP 274.80 PASSING LANE	C-41	5 1/2
MP 274.78 BUTTERNUT CREEK BRIDGE - PASSING LANE	C-42	3/4
MP 274.78 PASSING LANE	C-43	4 3/8
MP 274.48 - PASSING LANE	C-44	3
MP 274.20 PASSING LANE	C-45	4 1/2
MP 274.18 - LIMESTONE CREEK BRIDGE - PASSING LANE	C-46	2 3/4
MP 274.17 PASSING LANE	C-47	4 5/8
MP 273.29 DRIVING LANE	C-48	3 3/8
MP 273.17 PASSING LANE	C-49	3 3/8
MP 273.16 CHITTENANGO CREEK BRIDGE - PASSING LANE	C-50	1 3/8
MP 273.15 PASSING LANE	C-51	3 3/8
MP 271.84 DRIVING LANE	C-52	4 1/2

NOTE:

Table based on cores taken in January, 1987 (Milepost 278.0 to 284.0) and October, 1987 (Milepost 268.0 to 278.0). Depths measured at those times are indicated in the table. Any subsequent repairs, if any, by maintenance after the cores were taken are not reflected in the table.

Calocerinos & Spina
CONSULTING ENGINEERS
Utica, New York 13502

IN CHARGE OF: J. W. Franz, Jr., P.E.

SHOULDER RECONSTRUCTION

RIGHT SHOULDER		MALL SHOULDER	
LOCATION	LENGTH (Ft.)	LOCATION	LENGTH (Ft.)
EASTBOUND			
* 272.94 - 272.75	1,015		
SUBTOTALS	1,015		
WESTBOUND			
268.00 - 268.01	60	278.00 - 284.10	32,210
270.10 - 270.31	1,085		
270.79 - 270.84	235		
* 272.75 - 272.94	1,020		
275.19 - 275.23	200		
282.90 - 282.92	105		
SUBTOTALS	2,705		32,210
TOTALS	3,720		32,210

* The shoulder at these locations are to be reconstructed with the Deceleration Lane Pavement Section. See section on Drawing 41.

FULL DEPTH PAVEMENT REPLACEMENT

LOCATION	LENGTH (FT.)			SQUARE YARDS		
M.P.	DRIVING LANE	PASSING LANE	RAMPS	DRIVING LANE	PASSING LANE	RAMPS
EASTBOUND						
277.91	20			27		
WESTBOUND						
278.74 INT. 35 OFF RAMP			40			67
278.84 INT. 35 ON RAMP			40			67
279.64 - 279.65	70	80		94	116	
280.50 - 280.52	95			126		
282.90 INT. 36 OFF RAMP			40			67
283.00 INT. 36 ON RAMP			40			67
283.61 INT. 37 OFF RAMP			40			67
283.72 INT. 37 ON RAMP			40			67
SUBTOTALS				247	116	402
TOTAL					765 S.Y.	

EXISTING ASPHALT OVERLAY REMOVAL TABLE
(ITEM 202.20)

LOCATION	LENGTH (FT.)		SQUARE YARDS	
M.P. TO M.P.	DRIVING LANE	PASSING LANE	DRIVING LANE	PASSING LANE
MAINLINE WESTBOUND				
278.00 - 284.10	32,400	32,400	43,200	46,800
SUBTOTAL			43,200	46,800
RAMPS WESTBOUND				
			LENGTH (FT.)	SQUARE YARDS
INTERCHANGE 35 OFF RAMP				1,700
INTERCHANGE 35 ON RAMP				2,150
INTERCHANGE 36 OFF RAMP				1,850
INTERCHANGE 36 ON RAMP				1,750
INTERCHANGE 37 OFF RAMP				2,100
INTERCHANGE 37 ON RAMP				2,200
SUBTOTAL				11,750
SHOULDERS WESTBOUND				
268.33 - 268.37			215	240
273.36 - 273.40			160	180
273.93 - 273.94			90	100
SUBTOTAL				520
TOTAL				102,270 S.Y.

UNDERDRAIN PIPE INSTALLATION TABLE

M.P. TO M.P.	LOCATION	LENGTH OF UNDERDRAIN (FT.)
EASTBOUND		
276.38 - 276.36	RIGHT SHOULDER	100
276.32 - 276.20	RIGHT SHOULDER	620
276.03 - 275.95	RIGHT SHOULDER	380
274.50 - 274.45	RIGHT SHOULDER	205
273.31 - 273.25	RIGHT SHOULDER	395
272.94 - 272.71	RIGHT SHOULDER	1,200
WESTBOUND		
268.00 - 268.01	RIGHT SHOULDER	70
268.87 - 268.89	RIGHT SHOULDER	235
268.96 - 269.20	RIGHT SHOULDER	1,280
269.75 - 269.82	RIGHT SHOULDER	270
269.92 - 269.98	RIGHT SHOULDER	315
270.79 - 270.84	RIGHT SHOULDER	235
272.72 - 272.88	RIGHT SHOULDER	835
273.23 - 273.24	RIGHT SHOULDER	90
274.49 - 274.52	RIGHT SHOULDER	150
275.14 - 275.23	RIGHT SHOULDER	485
275.80 - 275.81	RIGHT SHOULDER	90
276.04 - 276.19	RIGHT SHOULDER	785
276.42 - 276.46	RIGHT SHOULDER	195
276.52 - 276.70	RIGHT SHOULDER	810
277.00 - 277.03	RIGHT SHOULDER	145
277.04 - 277.06	RIGHT SHOULDER	125
278.00 - 278.30	RIGHT SHOULDER	1,580
278.00 - 278.20	LEFT SHOULDER	1,045
278.60 - 279.10	LEFT SHOULDER	2,650
278.70 - 278.72	RIGHT SHOULDER	150
278.72 - 278.78	RIGHT SHOULDER	310
279.15 - 279.20	RIGHT SHOULDER	270
279.22 - 283.95	LEFT SHOULDER	24,925
279.30 - 279.68	RIGHT SHOULDER	1,960
279.90 - 280.30	RIGHT SHOULDER	2,120
280.83 - 281.20	RIGHT SHOULDER	1,940
281.30 - 281.61	RIGHT SHOULDER	1,650
281.74 - 282.56	RIGHT SHOULDER	4,335
282.63 - 282.64	RIGHT SHOULDER	70
282.65 - 282.89	RIGHT SHOULDER	1,310
282.89 - 283.01	RIGHT SHOULDER	650
283.01 - 283.60	RIGHT SHOULDER	3,120
283.60 - 283.73	RIGHT SHOULDER	750
283.73 - 283.90	RIGHT SHOULDER	900
	SUBTOTAL	58,750
	LATERALS	5,170
	TOTAL	63,920

NOTES:

1. LATERAL LOCATIONS TO BE AT 250'± INTERVALS A.O.B.E.
2. CERTAIN SECTIONS OF UNDERDRAIN WILL BE CONNECTED TO EXISTING DRAINAGE. CONNECTIONS WILL BE DETERMINED BY THE ENGINEER. PAYMENT WILL BE MADE UNDER ITEM 25605.0625.
3. SEE DRAWING 9 FOR INSTALLATION DETAILS.

SIGN RELOCATION TABLE

LOCATION (M.P.)±	ITEM 647.11	ITEM 647.12
270.00 W.B.	1	
272.07 E.B.	1	
276.00 W.B.	1	
276.36 W.B.	1	
277.10 W.B.	1	
277.14 E.B.	1	
277.19 W.B.	1	
277.98 E.B.	1	
277.99 W.B.	1	
278.63 W.B.	1	
278.85 W.B.	1	
279.22 W.B.	1	
280.17 W.B.	1	
282.50 W.B.		1
282.82 W.B.	1	
282.99 W.B.	1	
283.45 W.B.	1	
284.97 W.B.	1	

NOTE: ALL THE SIGNS LISTED ARE BEING RELOCATED IN THE SAME LOCATION WITH NEW BREAKAWAY POSTS EXCEPT FOR THE SIGN AT M.P. 283.97± WHICH IS BEING RELOCATED TO A DIFFERENT LOCATION ON A NEW BREAKAWAY POST. SEE THE PLANS FOR NEW LOCATION.

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4

DATE	DESCRIPTION	BY	SYB.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0 ± - M.P. 285.2 ±

TITLE OF DRAWING
TABLES

DRAWN BY: D.K. Mills
CHECKED BY: D.A. Pilawa
DATE: November 25, 1987
DRAWING NO.: 4

TAS 88-5

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

DRAINAGE MODIFICATIONS

STRUCTURE NUMBER	LOCATION M.P.	PIPE SIZE (IN.)	MODIFICATION TYPE	MODIFICATION PIPE EXT. (FT.)
EASTBOUND				
114	279.74	24	B	46
151	277.91	30	B	4
155	277.77	30	B	4
156	277.77	30	SEE PLAN SHEET	12
158	277.55	30	B	4
162	277.41	30	B	4
166	277.27	30	B	4
170	277.16	30	B	4
174	277.04	30	B	4
178	277.00	30	B	4
182	276.85	30	B	4
186	276.76	30	B	4
194	276.30	30	B	4
198	276.07	36	B	4
202	275.85	30	B	4
206	275.69	30	B	4
210	275.31	30	B	4
215	275.16	30	B	4
219	275.04	30	B	4
221	274.92	24	B	8
222	274.92	24	B	4
224	274.60	30	B	8
230	274.39	36	B	12
237	274.11	24	B	8
238	274.11	24	B	4
241	273.87	30	B	8
242	273.87	30	SEE PLAN SHEET	--
244	273.66	30	SEE PLAN SHEET	--
248	273.46	30	B	4
263	272.71	24	B	4
267	272.59	30	B	4
270	272.37	24	B	4
274	272.20	24	B	8
278	272.08	24	B	8
282	271.91	24	B	8
284	271.74	24	B	4
288	271.50	24	B	12
292	271.19	24	B	4
295	271.02	24	B	8
299	270.82	24	B	12
303	270.74	24	B	8
307	270.62	24	B	4
310	270.50	24	B	4
311	270.50	24	B	4
314	270.36	24	B	8
315	270.36	24	B	4
318	270.21	24	B	4
322	269.98	24	B	4
323	269.98	24	B	8
324	269.79	24	B	4
328	269.65	24	B	4
329	269.65	24	B	4
332	269.49	24	B	4
337	269.26	24	B	4
339	269.13	24	B	4
341	268.86	24	B	4
345	268.69	24	B	4
349	268.52	24	B	4
352	268.41	24	SEE PLAN SHEET	--
356	268.30	24	B	4
357	268.30	24	B	4
360	268.12	24	B	4
361	268.12	24	SEE PLAN SHEET	30

TYPE "A" = NEW PIPE TO EXISTING HEADWALL
TYPE "B" = NEW PIPE - EXISTING HEADWALL REMOVED
TYPE "D" = END SECTION ONLY

Calocerinos & Spina
CONSULTING ENGINEERS
Liverpool, New York 13088

IN CHARGE OF J.W. Franz, Jr., P.E.

DRAINAGE MODIFICATIONS

STRUCTURE NUMBER	LOCATION M.P.	PIPE SIZE (IN.)	MODIFICATION TYPE	MODIFICATION PIPE EXT. (FT.)
WESTBOUND				
359	268.12	24	B	12
355	268.30	24	B	4
354	268.30	24	B	4
351	268.41	24	SEE PLAN SHEET	--
344	268.69	24	B	4
336	269.26	24	B	4
330	269.49	24	B	4
327	269.65	24	B	12
321	269.98	24	B	4
320	269.98	24	B	4
317	270.21	24	B	4
313	270.36	24	B	4
309	270.50	24	B	4
308	270.50	24	B	4
305	270.62	24	B	4
302	270.74	24	B	8
298	270.82	24	B	12
294	271.02	24	B	8
290	271.19	24	B	4
287	271.50	24	B	12
281	271.91	24	B	8
277	272.08	24	B	8
273	272.20	24	B	8
269	272.36	24	B	4
265	272.59	24	B	4
262	272.70	24	B	4
254	273.24	2-24	SEE PLAN SHEET	--
249	273.46	30	B	4
245	273.66	30	SEE PLAN SHEET	--
240	273.87	30	B	8
233	274.28	24	B	12
232	274.39	36	B	4
229	274.47	30	B	4
225	274.60	30	B	8
218	275.04	30	B	4
214	275.16	30	B	4
211	275.31	30	B	4
207	275.69	30	B	4
203	275.85	30	B	4
199	276.07	36	B	4
195	276.30	30	B	4
187	276.76	30	B	4
183	276.85	30	B	4
171	277.16	30	B	4
167	277.27	30	B	4
163	277.41	30	B	8
159	277.55	30	B	4
154	277.77	30	B	4
153	277.77	30	SEE PLAN SHEET	12
150	277.91	30	B	4
146	278.03	30	B	8
145	278.03	30	B	8
142	278.23	30	B	8
141	278.23	30	B	8
136	278.66	30	B	8
135	278.85	24	B	4
134	278.85	24	B	4
112	279.74	24	B	12
109	279.84	30	B	22
106	280.07	30	B	4
97	280.49	30	B	12
94	280.58	30	A	16
91	280.86	30	B	4
88	281.07	30	B	28
85	281.26	30	B	16
83	281.38	30	A	8
80	281.49	30	B	24
78	281.59	30	B	12
75	281.66	24	B	4
62	282.12	30	B	16
59	282.29	30	B	8
56	282.40	30	B	4
45	282.12	30	B	4
36	282.29	30	B	4
35	283.00	30	B	4
26	283.16	24	B	4
23	283.28	24	B	4
20	283.43	24	B	4
14	283.72	24	SEE PLAN SHEET	--
9	283.84	30	A	20

CULVERT CLEANING TABLE

STRUCTURE NUMBERS	LOCATION M.P.	PIPE SIZE (IN.)	ITEM 203.17 (L.F.)	ITEM 203.18 (L.F.)	ITEM 15604.11 (EA.)
8-9	283.84	30	80		1 (8)
20-22	283.43	24	150		1 (21)
23-25	283.28	24	140		1 (24)
26-28	283.16	24	80	75	2 (27,28)
31-34	283.05	24		150	3 (31,32,34)
35-36	283.00	24	65		
37-38	282.93	24	95		1 (37)
56-58	282.40	30	150		1 (57)
59-61	282.29	30	150		1 (60)
62-64	282.12	30	150		1 (63)
68-70	281.92	24		125	3 (68,69,70)
65-70	281.90	15		180	1 (65)
85-86	281.26	30	80		1 (86)
91-93	280.86	30	140		1 (92)
97-99	280.49	30	130		1 (98)
100-102	280.32	30	160		1 (101)
104-105	280.28	30	80		1 (104)
109-111	279.84	30	130		1 (109)
120-122	279.20	24		160	3 (120,121,122)
126-128	279.08	24	165		1 (127)
134-135	278.85	24	50		
136-138	278.66	30	160		1 (137)
139-140	278.37	24	100		
141-144	278.23	30	150		
145-148	278.03	30	140		
149-152	277.91	30	160		
153-156	277.77	30	160		
157-160	277.55	30	155		
161-164	277.41	30	155		
165-168	277.27	30	165		
169-172	277.16	30	170		
177-180	277.00	30	175		
181-184	276.85	30	220		
185-188	276.77	30	190		
193-196	276.30	30	195		
197-200	276.06	36	170		
203-204	275.95	30	80		
207-208	275.69	30	85		
209-210	275.31	30	80		
217-220	275.04	30	170		
221-222	274.92	24	80		
222A-222B	274.80	24	50		
222C-222D	274.77	24	50		
223-226	274.60	30	150		
227-229	274.48	30	180	90	2 (227.228)
231-232	274.39	36	100		1 (231)
233-234	274.28	24	80		
239-242	273.87	30	150		
243-246	273.66	30	165		
247-250	273.46	30	160		
253-254	272.24	24	95		1 (253)
255-255A	273.17	30	50		1 (255)
261-264	272.71	24	150		
265-267	272.59	24	200		1 (266)
268-271	272.37	24	160		
272-273	272.20	24	85		
276-277	272.07	24	85		
280-281	271.91	24	80		
284-285	271.74	24	90		
286-287	271.50	24	75		
295-296	271.02	24	90		
297-300	270.82	24	170		
301-304	270.74	24	165		
308-311	270.50	24	200		
312-315	270.36	24	190		
320-323	269.98	24	200		

CULVERT CLEANING TABLE

STRUCTURE NUMBERS	LOCATION M.P.	PIPE SIZE (IN.)	ITEM 203.17 (L.F.)	ITEM 203.18 (L.F.)	ITEM 15604.11 (L.F.)
324-325	269.79	24	80		
328-329	269.65	24	80		
330-332	269.49	24	205		1 (331)
343-346	268.69	24	165		
348-349	268.52	24	90		1 (348)
350-353	268.41	24	180		
354-357	268.30	24	185		
		SUBTOTALS	9110	780	35

CROSSOVER CULVERT CLEANING

STRUCTURE NUMBERS	LOCATION M.P.	PIPE SIZE (IN.)	ITEM 203.17 (L.F.)	ITEM 203.18 (L.F.)	ITEM 15604.11 (L.F.)
	279.80	12	60		
	278.46	12	45		
	277.07	12	40		
	272.84	12	40		
	268.91	12	40		
		SUBTOTALS	225		
		TOTALS	9335	780	35

DROP INLET TABLE

STRUCTURE NUMBERS	LOCATION (M.P.)	ITEM 25604.070101 (EA.)	ITEM 25604.070201 (EA.)	ITEM 655.02 (EA.)	ITEM 604.05 (L.F.)
--	INTERCHANGE 36 OFFRAMP (W.B.)			9.7	4.0
--	INTERCHANGE 36 OFFRAMP (W.B)			9.7	4.0
65	281.88 (MALL)	1		6.6	
68	281.92 (W.B.)	1		6.6	
69	281.92 (MALL)	1		6.6	
70	281.92 (E.B.)		1	9.7	
92	280.86 (MALL)	1		6.6	
101	280.32 (MALL)	1		6.6	
104	280.28 (MALL)	1		6.6	
120	279.20 (W.B.)	1		6.6	
121	279.20 (MALL)	1		6.6	
127	279.08 (MALL)	1		6.6	
137	278.66 (MALL)	1		6.6	
227	274.48 (W.B.)	1		6.6	
228	274.48 (MALL)	1		6.6	
231	274.39 (MALL)	1		6.6	
253	273.24 (MALL)	1		6.6	
255	273.17 (MALL)	1		6.6	
TOTAL		15	1	128.1	8.0

NOTE: THE CULVERT CLEANING LENGTHS SHOWN IN THE TABLE ARE TO BE VERIFIED BY FIELD MEASUREMENTS.

THE NUMBER OR NUMBERS IN PARENTHESES IN ITEM 15604.11 COLUMN INDICATES THE NUMBER OF THE STRUCTURES TO BE CLEANED.

CROSSOVER DRAINAGE MODIFICATIONS

M.P.	PIPE SIZE (IN)	MODIFICATION TYPE	MODIFICATION PIPE EXT. (FT.)
268.91	12	SEE PLAN SHEET	34
* 272.85	12	SEE PLAN SHEET	12,12
277.07	12	SEE PLAN SHEET	20
278.47	12	SEE PLAN SHEET	--
279.80	12	SEE PLAN SHEET	6

* There are two drainage pipes to be modified at this milepost. One is in the Crossover and the other is in the Maintenance Driveway.

NOTE
PHOTOGRAPHIC REDUCTION
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0 1 2 3 4

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW

DATE	DESCRIPTION	BY
	REVISIONS	

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0± – M.P. 285.2±

TITLE OF DRAWING
TABLES

DRAWN BY D.K. Mills
CHECKED BY D.A. Phillips
DATE November 25, 1987
DRAWING NO. 5

TAS 88-5

EASTBOUND

MILEPOST/ LOCATION	ITEM 586.01	ITEM 587.20	ITEM 606.10	ITEM 25606.1001	ITEM 606.11	ITEM 606.14	ITEM 606.20	ITEM 606.21	ITEM 606.22	ITEM 606.24	ITEM 25606.3202	ITEM 10606.3299	ITEM 15606.4801	ITEM 606.52	ITEM 606.61	ITEM 606.62	ITEM 606.64	ITEM 606.66	ITEM 606.67	ITEM 606.69	ITEM 25606.8101	ITEM 606.86	ITEM 15654.6802	ITEM 15654.6803	ITEM 15654.6804	ITEM 15654.6805	ITEM 25606.3251
279.75 - 279.74																78			2								
279.68 - 279.64 (LEY CREEK BRIDGE)			108		72	2						6				103			2								
277.39 (FLY ROAD OVERPASS)			198	35	18	1					15	3	10	87					1								65
276.60 - 276.58 (INTERCHANGE 34A OVERPASS MALL SIDE)							75		1									1									
276.01 (FREMONT ROAD OVERPASS)			54	35		1					15	3	10	87					1								65
274.84 - 274.75 (BUTTERNUT CREEK BRIDGE RIGHT SIDE)	12	81.25					325		2				8			142.5		2		2	1						
274.77 - 274.83 (BUTTERNUT CREEK BRIDGE MALL SIDE)	12	81.25					175		2				8				209		2		1						
274.48 (SCHEPPS CORNERS ROAD OVERPASS)			144		72	2										175		2									
274.24 - 274.13 (LIMESTONE CREEK BRIDGE RIGHT SIDE)	18	118.75					312.5		2				8				155		2		1						
274.24 - 274.16 (LIMESTONE CREEK BRIDGE MALL SIDE)	18	118.75					175		2				8				209		2		1						
273.29 (NORTH MANLIUS ROAD OVERPASS)			216	39		1					15	3	10	87					1								70
273.22 - 273.03 (CHITTENANGO CREEK BRIDGE RIGHT SIDE)	24	131.25					800		2				8			587.5		2		2	1						
273.20 - 273.13 (CHITTENANGO CREEK BRIDGE MALL SIDE)	24	131.25					125		2				8				191		2		1						
271.84 (PINE PLAINS - KIRKVILLE ROAD OVERPASS)			54	35		1					15	3	10	87					1								65
269.37 (FYLER SETTLEMENT ROAD OVERPASS)			54	39		1					15	3	10	87					1								70

WESTBOUND

MILEPOST / LOCATION	ITEM 586.01	ITEM 587.20	ITEM 606.10	ITEM 25606.1001	ITEM 606.11	ITEM 606.14	ITEM 606.20	ITEM 606.21	ITEM 606.22	ITEM 606.24	ITEM 25606.3202	ITEM 10606.3299	ITEM 15606.4801	ITEM 606.52	ITEM 606.61	ITEM 606.62	ITEM 606.64	ITEM 606.66	ITEM 606.67	ITEM 606.69	ITEM 25606.8101	ITEM 606.86	ITEM 15654.6802	ITEM 15654.6803	ITEM 15654.6804	ITEM 15654.6805	ITEM 25606.3251
269.37 (FYLER SETTLEMENT ROAD OVERPASS)			54	39		1					15	3	10	87					1								70
271.84 (PINE PLAINS - KIRKVILLE ROAD OVERPASS)			54	35		1					15	3	10	87					1								65
273.00 - 273.18 (CHITTENANGO CREEK BRIDGE RIGHT SIDE)	24	118.75					737.5		2				8			562.5	59.5	1	1	1	1						
273.11 - 273.18 (CHITTENANGO CREEK BRIDGE MALL SIDE)	24	118.75					137.5		2				8				209		2		1						
273.29 (NORTH MANLIUS ROAD OVERPASS)			54	39		1					15	3	10	87					1								70
274.14 - 274.21 (LIMESTONE CREEK BRIDGE RIGHT SIDE)	18	118.75					137.5		2				8				155		2		1						
274.13 - 274.20 (LIMESTONE CREEK BRIDGE MALL SIDE)	18	118.75					175		2				8				209		2		1						
274.48 (SCHEPPS CORNERS ROAD OVERPASS)			144		72	2										185		2									
274.69 - 274.83 (BUTTERNUT CREEK BRIDGE RIGHT SIDE)	18	81.25					512.5		2				8			262.5	59.5	1	1	1	1						
274.74 - 274.80 (BUTTERNUT CREEK BRIDGE MALL SIDE)	18	81.25					175		2				8				209		2		1						
276.01 (FREMONT ROAD OVERPASS)			54	35		1					15	3	10	87					1								65
276.52 - 276.57 (INTERCHANGE 34A OVERPASS MALL SIDE)							162.5		1									1									
277.39 (FLY ROAD OVERPASS)			306	35		1					15	3	10	87					1								65
278.37 (ROUTE 298 OVERPASS)			18	45	72	1					15	3	10	51			90		1								75
278.93 (INTERCHANGE NO. 35 OVERPASS)			18	45	72	1					15	3	10	51			90		1								75
279.14 (THOMPSON ROAD OVERPASS)			18	45	54	1					15	3	10	69			30		1								75
279.68 (LEY CREEK BRIDGE)			306		72	2							6				184		2								
280.31 (TOWN LINE ROAD OVERPASS)			36	75	54	2					15	3	10	69			60		1								105
281.75 (LEMOYNE AVENUE OVERPASS)			252	80	54	1					15	3	10	69			60		1								110
281.90 (ROUTE 11 OVERPASS)			18	80	72	1					15	3	10	51			60		1								110
282.62 (BEAR TRAP CREEK BOX CULVERT)			108		72	2											162		2								
282.93 (INTERCHANGE NO. 36 OVERPASS)				110							30	6					90		1			2	4	4	2		80
283.04 (BUCKLEY ROAD OVERPASS)			18	45		1					15	3	10	123					1								75
283.79 (INTERCHANGE NO. 37 OVERPASS)			18	45	54	1					15	3	10	69			60		1								75
283.80 - 284.11 (MALL SIDE)								1650		1								1									
284.00 - 284.05 (RIGHT SIDE)			162		72	1											222		1								
284.09 - 284.18 (RIGHT SIDE)			486			1									463			1									
TOTALS	228	1300	2952	936	882	31	4025	1650	26	1	300	60	288	1422	463	1915	2954	1	13	46	6	12	2	4	4	2	1450

NOTE
PHOTOGRAPHIC REDUCTION
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0 1 2 3 4

DATE	DESCRIPTION	BY	SYB
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0± — M.P. 285.2±

TITLE OF DRAWING
GUIDE RAIL TABLE

DRAWN BY M.T. Schell
CHECKED BY D.A. Pilnen
DATE November 25, 1987
DRAWING NO. 6

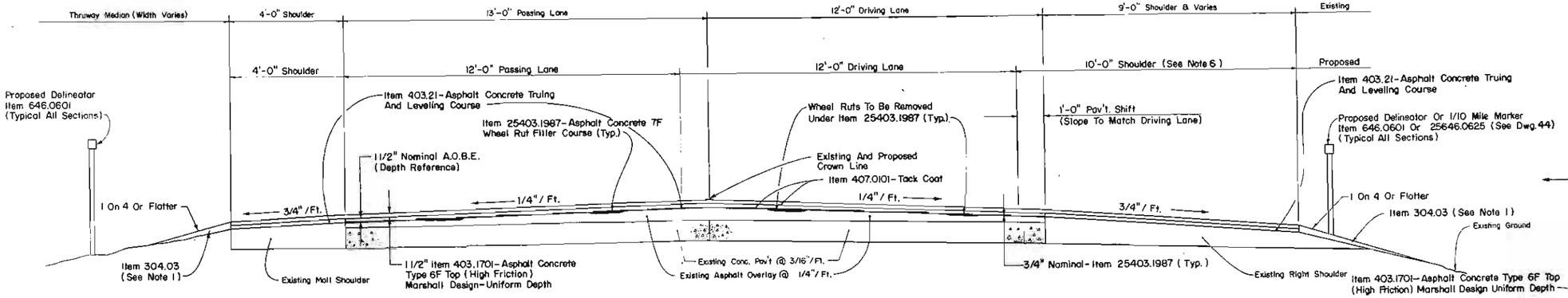
TAS 88-5

Calogeracos & Spina
CONSULTING ENGINEERS
Liverpool, New York 13088

University Of The State Of New York
Licensed Professional Engineer
No. 38780

IN CHARGE OF: J.W. Franz, Jr., P.E.
MADE BY: S.H. George, P.E.

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW



PROPOSED EAST AND WESTBOUND TYPICAL NORMAL SECTION
(M.P. 268.0 TO M.P. 278.0 ONLY)

Scale: 1" = 2'

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
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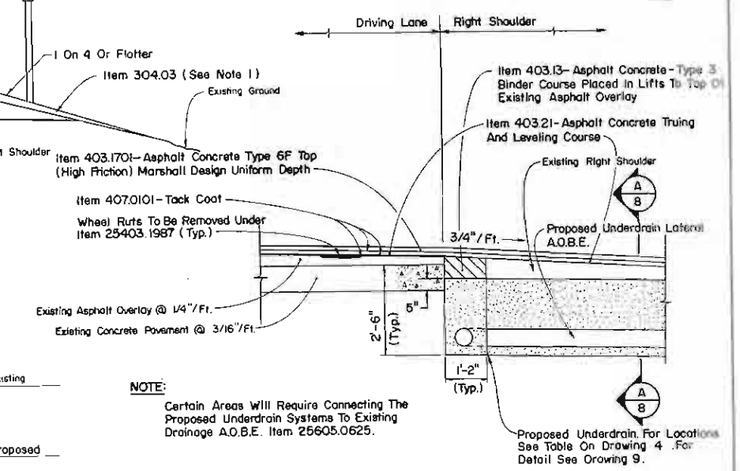
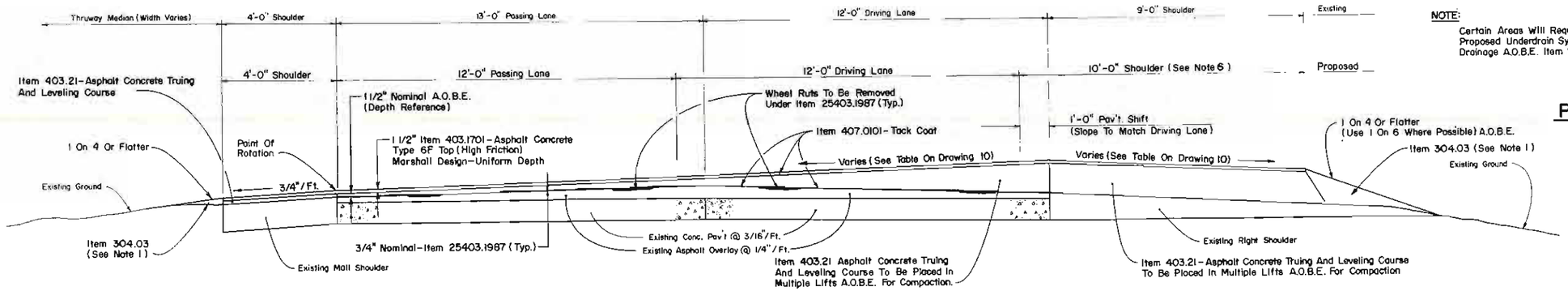


NOTE:
Certain Areas Will Require Connecting The Proposed Underdrain Systems To Existing Drainage A.O.B.E. Item 25605.0625.

PROPOSED UNDERDRAIN IN EXISTING RIGHT SHOULDER DETAIL
M.P. 268.0 TO M.P. 278.0 ONLY

Not To Scale

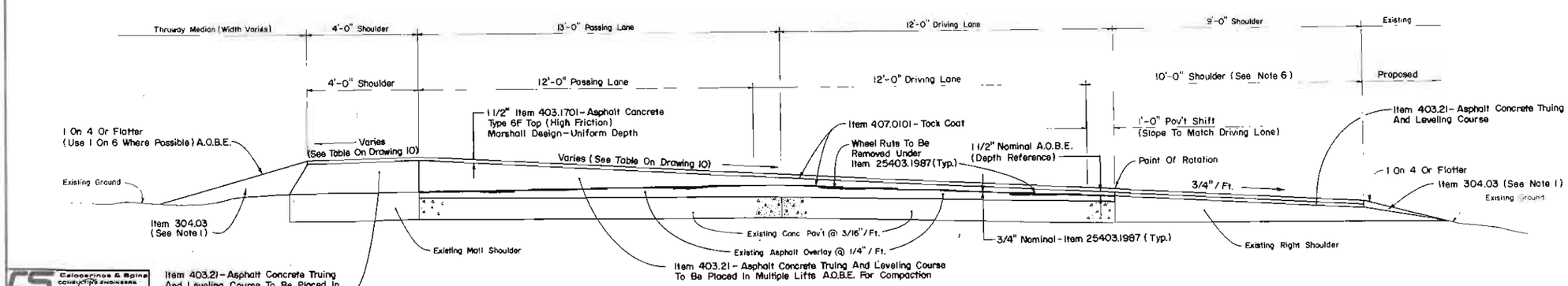


PROPOSED TYPICAL BANKED LEFT SECTION
(M.P. 268.0 TO M.P. 278.0 ONLY)

Scale: 1" = 2'

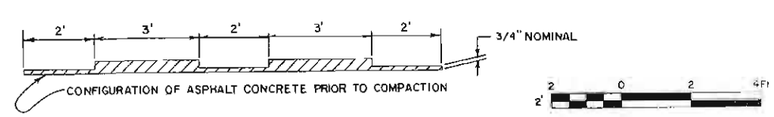
NOTES:

1. The contractor, at his option, may use milled material as shoulder backup instead of Item 304.03.
2. The tack coat is to be applied at a rate of .05 gallons per square yard on the existing pavement and at a rate of .03 gallons per square yard on the truing and leveling course and on the wheel rut filler course.
3. See Dwg. No. 9 for Typical Section at Overhead Structures.
4. See cross slope adjustment drawings for limits of superelevation at curves and cross slopes to be used.
5. The depth of Item 403.21 shall vary in normal and banked areas to correct cross slopes. See Cross Slope Adjustment drawings for depths in banked areas.
6. Right shoulders will be overlaid to 11'-3" wide where there is guide rail. See Dwg. No. 9 for detail



PROPOSED TYPICAL BANKED RIGHT SECTION
(M.P. 268.0 TO M.P. 278.0 ONLY)

Scale: 1" = 2'



WHEEL RUT FILLER COURSE DETAIL
Item 25403.1987

2 0 2 4 Ft
2'

NO ALTERATION PERMITTED AS PROVIDED UNDER SECTION 2 OF THE NEW YORK STATE EDUCATION LAW

DATE	DESCRIPTION	BY	SYM
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
NO. MONTICELLO

ROADWAY REHABILITATION

M.P. 267.0± - M.P. 285.2±

TYPICAL SECTIONS

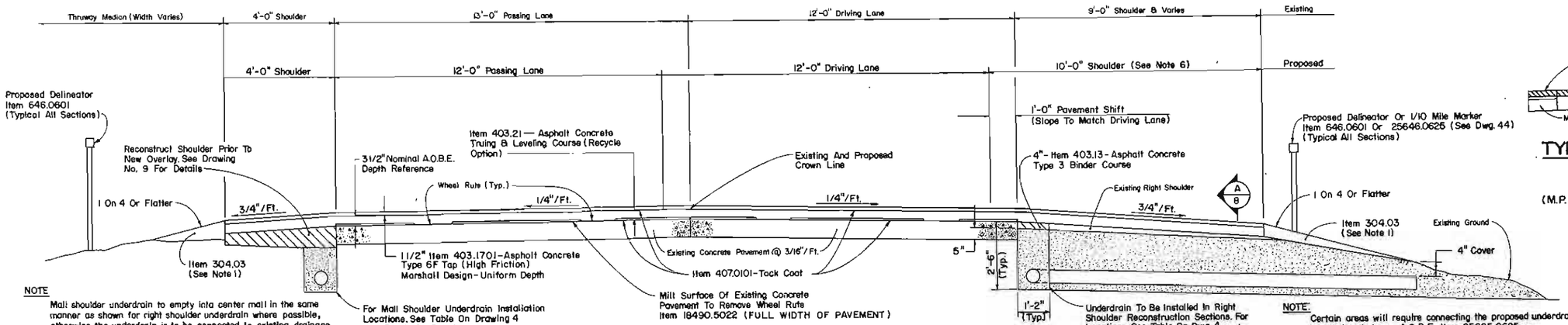
DRAWN BY D.K. Mills
CHECKED BY D.A. Pilawa
DATE November 25, 1987
DRAWING NO. 7

TAS 88-5

Calocerinos & Spina
CONSULTING ENGINEERS

State Of New York
DISTRICT / CALDONIA
No. 24789
Licensed Professional Engineer

IN CHARGE OF - J.W. Franz, Jr., P.E.



NOTE

Mall shoulder underdrain to empty into center mall in the same manner as shown for right shoulder underdrain where possible, otherwise the underdrain is to be connected to existing drainage structures A.O.B.E. Item 25605.0625

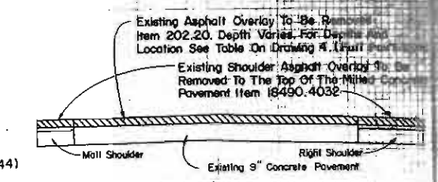
NOTE:

Certain areas will require connecting the proposed underdrain systems to existing drainage A.O.B.E. Item 25605.0625

PROPOSED TYPICAL NORMAL SECTION

Scale: 1" = 2'

(M.P. 278.0 TO M.P. 284.1 WESTBOUND ONLY)



TYPICAL EXISTING ROADWAY PAVEMENT SECTION

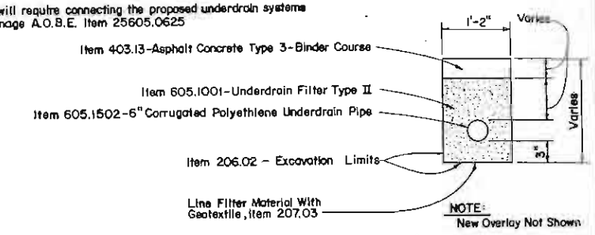
Not To Scale

(M.P. 278.0 TO M.P. 284.1 WESTBOUND ONLY)

NOTES:

1.) Shoulder Milling Shall Be To Daylight For Drainage.

2.) If Removal Of Overlay Under Item 202.20 Is By Means Other Than Milling, No Encroachment Of Asphalt Concrete Removal Into Adjacent Open Traffic Lane Shall Be Allowed.



NOTE:

New Overlay Not Shown

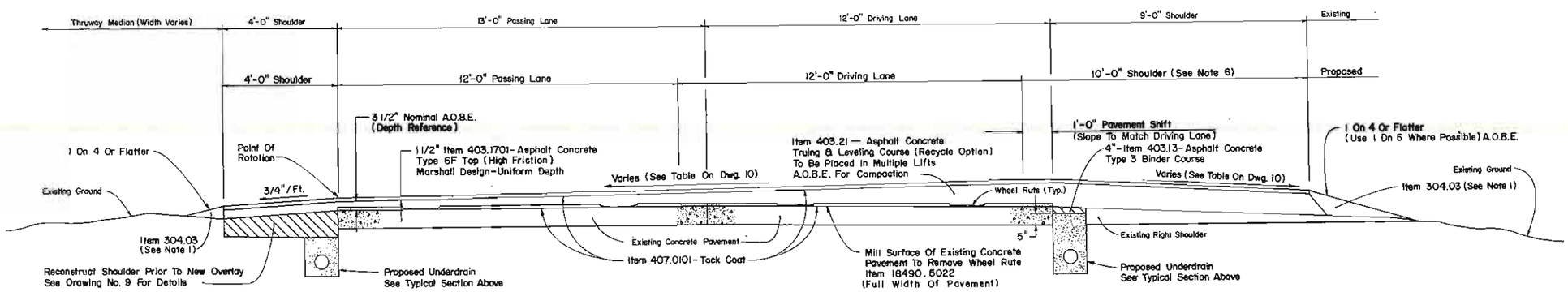
SECTION A/B

Not To Scale

(UNDERDRAIN LATERALS)

NOTE:

Underdrain laterals to be spaced at 250' ± A.O.B.E.



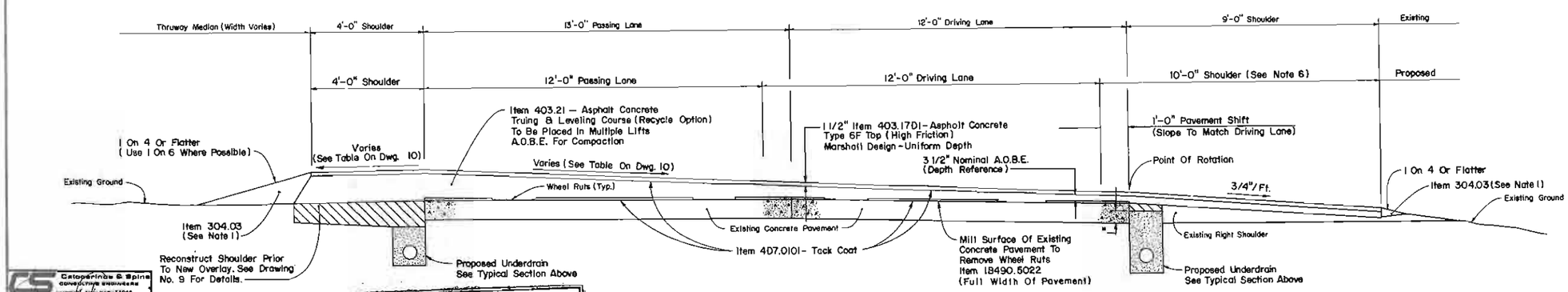
PROPOSED TYPICAL BANKED LEFT SECTION

Scale: 1" = 2'

(M.P. 278.0 TO M.P. 284.1 WESTBOUND ONLY)

NOTES:

1. The contractor, at his option, may use milled material as shoulder backup instead of Item 304.03.
2. The tack coat is to be applied at rate of 0.05 gallons per square yard on the existing pavement and at a rate of 0.03 gallons per square yard on the Truing And Leveling Course.
3. See Dwg. No. 9 for Typical Section at Overhead Structures.
4. See Cross Slope Adjustment drawing for limits of superelevation at curves and cross slopes to be used.
5. The depth of Item 403.21 shall vary in normal and banked areas to correct cross slopes. See Cross Slope Adjustment drawings for depths in banked areas.
6. Right shoulders will be overlaid to 11'-3" wide where there is guide rail. See Dwg. No. 9 for detail.
7. After Removal Of Asphalt Overlay In Lane Under Item - 202.20, Contractor Shall Be Required To Mill Concrete Pavement (Item 18490.5022) And Adjacent Shoulder (Item 18490.4032) Prior To Opening Lane To Traffic. Traffic shall Only Be Allowed On Milled Concrete Surface. A Complete Cleaning of All Milled Surfaces Shall Be Required Prior To Opening To Traffic.



PROPOSED TYPICAL BANKED RIGHT SECTION

Scale: 1" = 2'

(M.P. 278.0 TO M.P. 284.1 WESTBOUND ONLY)

NOTES CONT'D:

8. Any Asphalt Concrete Remaining In Existing Wheel Ruts After Item 202.20 Is Completed Shall Be Removed Under Item 18490.5022 As Part Of The Concrete Pavement Milling Work. No Separate Payment For This Asphalt Removal Shall Be Made.

NOTE

PHOTOGRAPHIC REDUCTION

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0 1 2 3 4

2' 2 0 2 4Ft.

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

Catoperinos & Spina Consulting Engineers Syracuse, New York 13088

State Of The State Of New York Daniel J. Catoperinos Licensed Professional Engineer

IN CHARGE OF: J.W. Franz, Jr., P.E.
MADE BY: S.H. George, P.E.

DATE	DESCRIPTION	BY	BY
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT: ROADWAY REHABILITATION

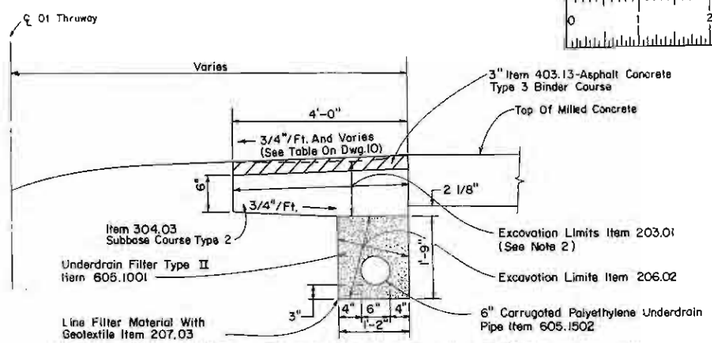
LOCATION OF PROJECT: M.P. 267.0± - M.P. 285.2±

TITLE OF DRAWING: TYPICAL SECTIONS

DRAWN BY: D.K. Mills
CHECKED BY: D.A. Pilawa
DATE: November 25, 1987
DRAWING NO.: 8

TAS 88-5

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.



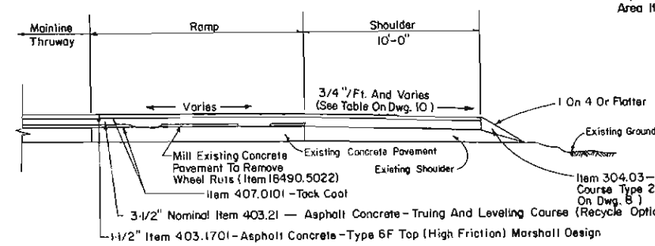
MALL SHOULDER RECONSTRUCTION DETAIL

Not To Scale

(M.P. 278.0 TO M.P. 284.1 WESTBOUND ONLY)

NOTES:

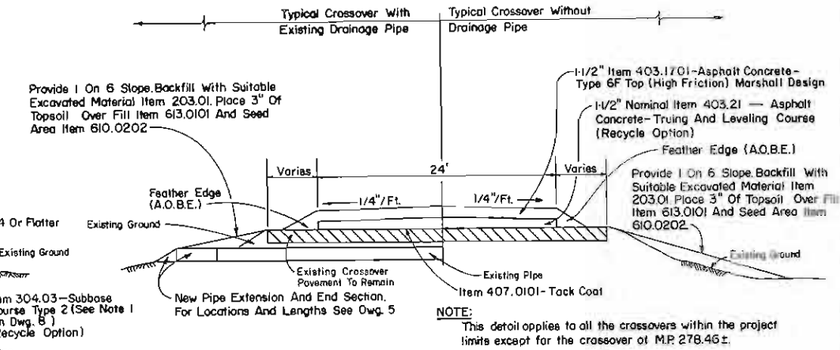
1. New overlay not shown on shoulder reconstruction details. See Typical Sections on Dwg. 8 for overlay.
2. If the underdrain and laterals are installed prior to the excavation for the new shoulder, the trenches will be backfilled with Item 206.02 - Suitable Excavated Material and Item 403.13 - Asphalt Concrete Type 3 Binder Material A.O.B.E. No separate payment will be made for these materials.



TYPICAL RAMP SECTION

Not To Scale

(M.P. 278.0 TO M.P. 284.1 WESTBOUND ONLY)

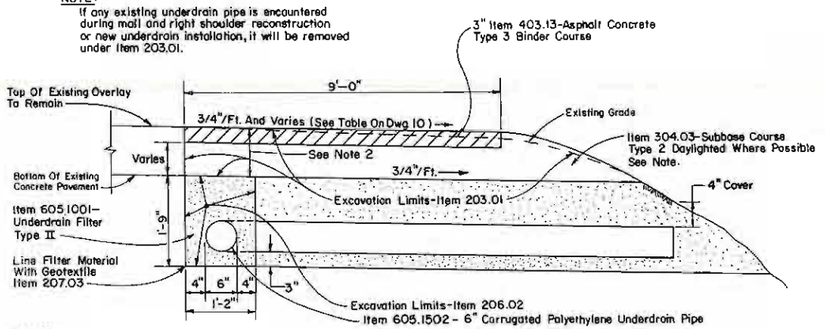


NOTE:
This detail applies to all the crossovers within the project limits except for the crossover at M.P. 278.46±.

EXISTING CROSSOVER TO BE OVERLAID DETAIL

Not To Scale

NOTE:
If any existing underdrain pipe is encountered during mall and right shoulder reconstruction or new underdrain installation, it will be removed under Item 203.01.



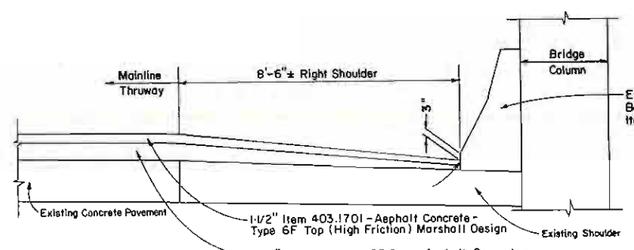
NOTES:

1. In some areas of shoulder reconstruction, as determined by the Engineer, Item 304.03 may not readily be daylighted due to existing field conditions. Such areas to have Item 304.03 boxed in and weeped to daylight A.O.B.E.
2. If the underdrain and laterals are installed prior to the excavation for the new shoulder, the trenches will be backfilled with Item 206.02 - Suitable Excavated Material and Item 403.13 - Asphalt Concrete Type 3 Binder Material A.O.B.E. No separate payment will be made for these materials.

PROPOSED UNDERDRAIN IN RECONSTRUCTED RIGHT SHOULDER DETAIL

Not To Scale

(M.P. 268.0 TO M.P. 278.0 ONLY)

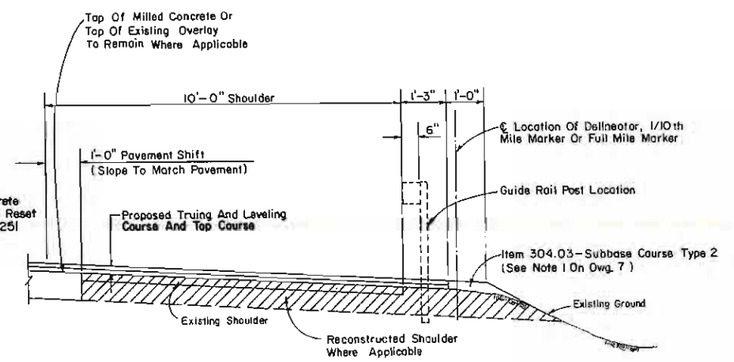


NOTE:
General limits for this section shall be from 50' prior to overhead structure to 50' beyond overhead structure A.O.B.E.. Shoulder slope will vary in this area.

TYPICAL SECTION AT OVERHEAD STRUCTURES WITH CONCRETE BARRIER PIER PROTECTION

Not To Scale

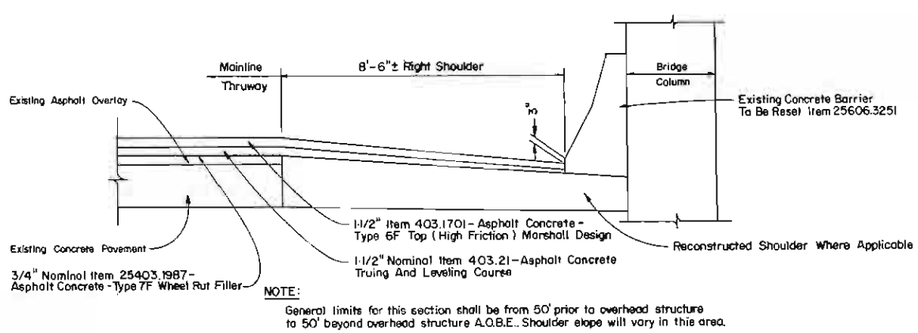
(M.P. 278.0 TO M.P. 284.1 WESTBOUND ONLY)



NOTE:
In areas with guide rail place delineator post 1'-0" behind rail

RIGHT SHOULDER DETAIL IN GUIDE RAIL AREAS

Not To Scale

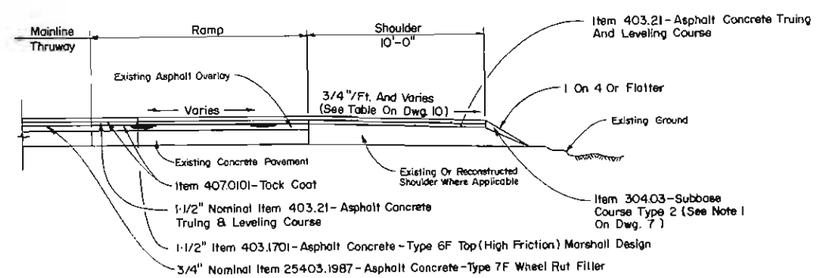


NOTE:
General limits for this section shall be from 50' prior to overhead structure to 50' beyond overhead structure A.O.B.E.. Shoulder slope will vary in this area.

TYPICAL SECTION AT OVERHEAD STRUCTURES WITH CONCRETE BARRIER PIER PROTECTION

Not To Scale

(M.P. 268.0 TO M.P. 278.0 EAST AND WESTBOUND)



TYPICAL RAMP SECTION

Not To Scale

(M.P. 268.0 TO M.P. 278.0 EAST AND WESTBOUND)

DATE	DESCRIPTION	BY	CHK

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT: ROADWAY REHABILITATION

LOCATION OF PROJECT: M.P. 267.0 ± — M.P. 285.2 ±

TITLE OF DRAWING: MISCELLANEOUS TYPICAL SECTIONS AND DETAILS

DRAWN BY: M.T. Schard
CHECKED BY: D.A. Pilawa
DATE: November 25, 1987
DRAWING NO: 9

TAS 88-5

Calocerinos & Spina
Consulting Engineers
Hauppauge, New York 11788

IN CHARGE OF: J.W. Franz, Jr., P.E.
MADE BY: S.H. George, P.E., D.A. Pilawa

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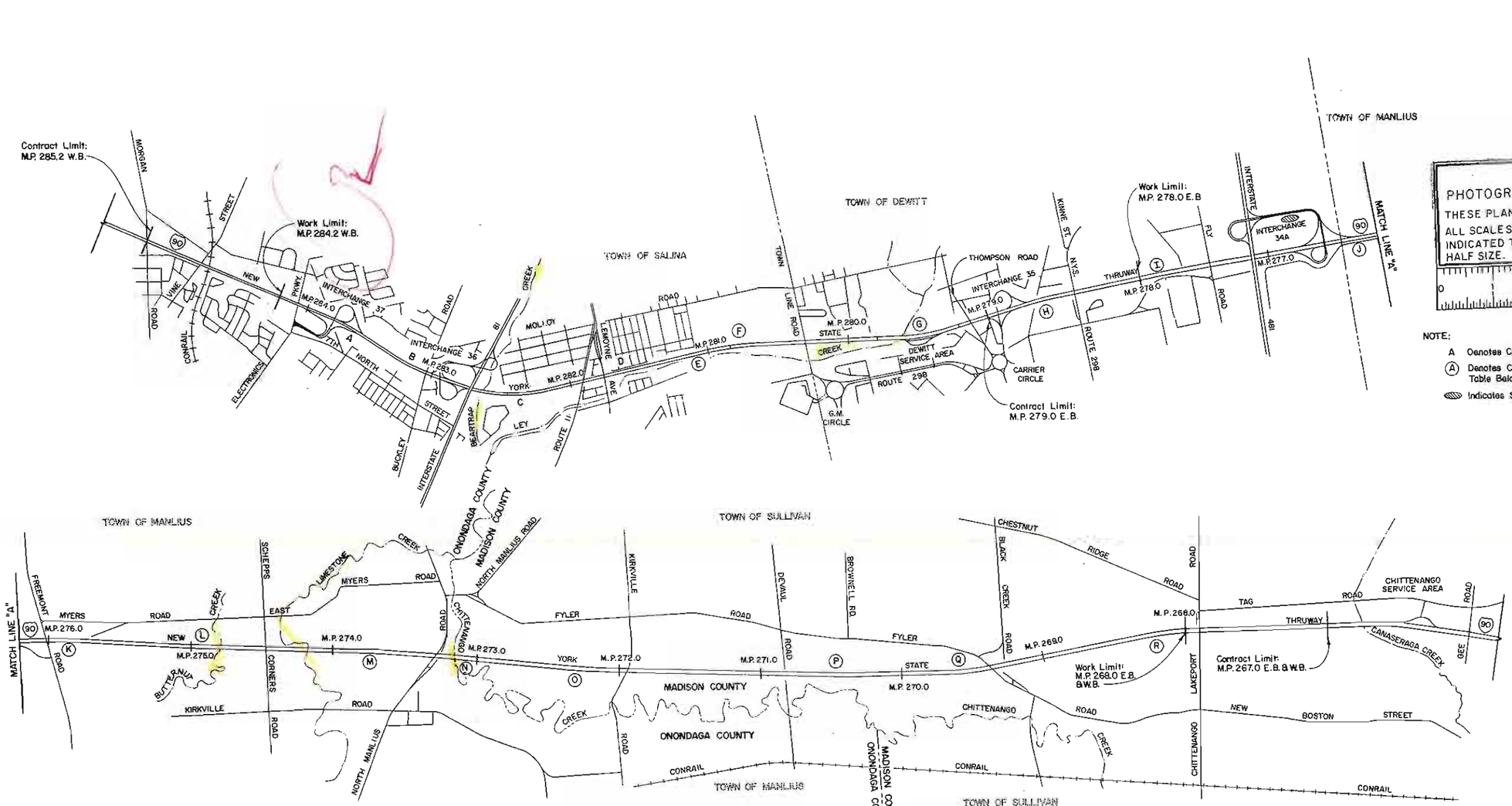

GENERAL PLAN

Scale: 1" = 2000'

NOTE

PHOTOGRAPHIC REDUCTION

THESE PLANS ARE NOT TO SCALE. ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4

NOTE:

A Denotes Curves Not To Be Superelevated.

(A) Denotes Curves To Be Superelevated. See Table Below For Limits.

Indicates Spoil Area Location.

CURVE & SUPERELEVATION TABLE

WESTBOUND

CURVE	CURVE LIMITS BY MILEPOST±	DEGREE OF CURVE	PAVEMENT SUPERELEVATION EXISTING	PAVEMENT SUPERELEVATION PROPOSED	NEW SHOULDER SLOPE RIGHT	NEW SHOULDER SLOPE MALL
A	283.93 TO 283.46	0°-30'	N.C.	N.C.	3/4"/FT	3/4"/FT
B	283.32 TO 283.04	1°-00'	N.C.	N.C.	3/4"/FT	3/4"/FT
C	282.80 TO 282.20	1°-00'	N.C.	N.C.	3/4"/FT	3/4"/FT
D	281.75 TO 281.65	0°-30'	N.C.	N.C.	3/4"/FT	3/4"/FT
(E)	281.23 TO 281.13	0°-30'	N.C.	R.C.	5/8"/FT	3/4"/FT
(F)	280.85 TO 280.68	1°-00'	N.C.	.033 FT/FT	1/2"/FT	3/4"/FT
(G)	279.64 TO 279.27	0°-45'	N.C.	.026 FT/FT	3/4"/FT	5/8"/FT
(H)	278.61 TO 278.51	1°-00'	N.C.	.033 FT/FT	1/2"/FT	3/4"/FT
(I)	277.81 TO 277.74	0°-30'	N.C.	R.C.	5/8"/FT	3/4"/FT
(J)	276.46 TO 276.41	0°-30'	N.C.	R.C.	3/4"/FT	5/8"/FT
(K)	275.90 TO 275.80	1°-00'	N.C.	.033 FT/FT	1/2"/FT	3/4"/FT
(L)	274.93 TO 274.85	0°-30'	N.C.	R.C.	3/4"/FT	5/8"/FT
(M)	273.80 TO 273.75	1°-00'	N.C.	.033 FT/FT	1/2"/FT	3/4"/FT
(N)	273.04 TO 272.98	0°-30'	N.C.	R.C.	5/8"/FT	3/4"/FT
(O)	272.42 TO 272.30	0°-30'	N.C.	R.C.	3/4"/FT	5/8"/FT
(P)	270.50 TO 270.45	1°-00'	D.L. = .022± P.L. = .014±	.033 FT/FT	3/4"/FT	1/2"/FT
(Q)	269.63 TO 269.43	1°-00'	D.L. = .021± P.L. = .016±	.033 FT/FT	3/4"/FT	1/2"/FT
(R)	268.22 TO 268.05	1°-00'	D.L. = .016± P.L. = .017±	.033 FT/FT	1/2"/FT	3/4"/FT

EASTBOUND

CURVE	CURVE LIMITS BY MILEPOST±	DEGREE OF CURVE	PAVEMENT SUPERELEVATION EXISTING	PAVEMENT SUPERELEVATION PROPOSED	NEW SHOULDER SLOPE RIGHT	NEW SHOULDER SLOPE MALL
(I)	277.81 TO 277.74	0°-30'	N.C.	R.C.	3/4"/FT	5/8"/FT
(J)	276.47 TO 276.41	0°-30'	N.C.	R.C.	5/8"/FT	3/4"/FT
(K)	275.90 TO 275.80	1°-00'	N.C.	.033 FT/FT	3/4"/FT	1/2"/FT
(L)	274.93 TO 274.85	0°-30'	N.C.	R.C.	5/8"/FT	3/4"/FT
(M)	273.76 TO 273.71	1°-00'	N.C.	.033 FT/FT	3/4"/FT	1/2"/FT
(N)	273.04 TO 272.98	0°-30'	N.C.	R.C.	3/4"/FT	5/8"/FT
(O)	272.35 TO 272.21	0°-30'	N.C.	R.C.	5/8"/FT	3/4"/FT
(P)	270.50 TO 270.45	1°-00'	O.L. = .014± P.L. = .019±	.033 FT/FT	1/2"/FT	3/4"/FT
(Q)	269.65 TO 269.45	1°-00'	D.L. = .009± P.L. = .019±	.033 FT/FT	1/2"/FT	3/4"/FT
(R)	268.26 TO 268.06	1°-00'	D.L. = .025± P.L. = .018±	.033 FT/FT	3/4"/FT	1/2"/FT

NOTES:

1. N.C. Indicates Normal Crown
2. R.C. Indicates To Superelevate At Normal Crown Slope (1/4"/ Ft. Right Or Left)
3. Limits Showns Are For P.C. To P.T. Of Curve. Actual Paving For Superelevation Transitions Will Extend Beyond These Limits. (See Cross Slope Adjustment Drawings For Transition Lengths.)

2000 0 2000 4000
2000'

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Calocerinos & Spina
CONSULTING ENGINEERS
Lindenhurst, New York 11757

IN CHARGE OF: J.W. Franz Jr., P.E.

DATE	DESCRIPTION	BY	SYB
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

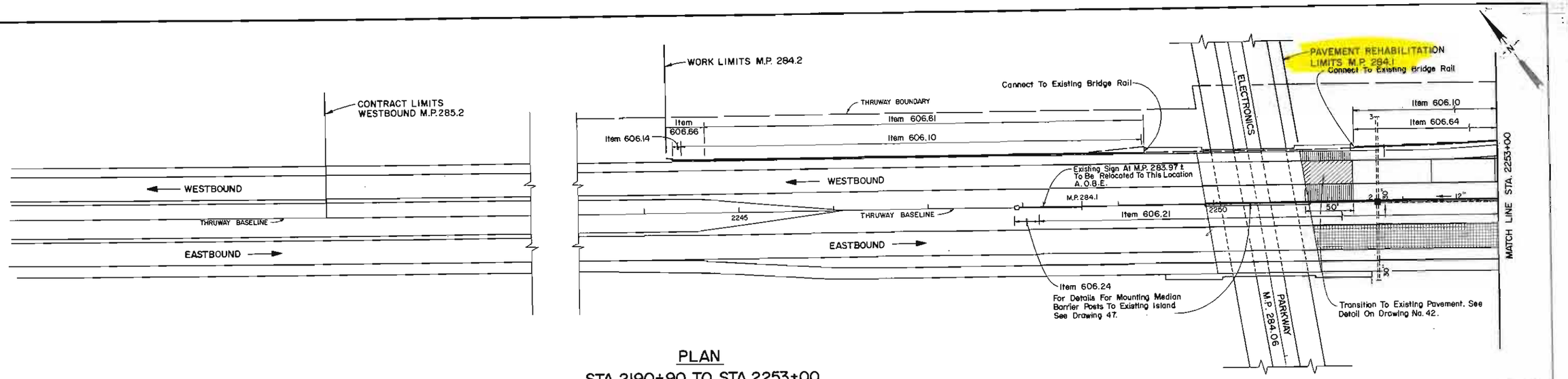
TITLE OF PROJECT: ROADWAY REHABILITATION

LOCATION OF PROJECT: M.P. 267.0 ± – M.P. 285.2 ±

TITLE OF DRAWING: GENERAL PLAN

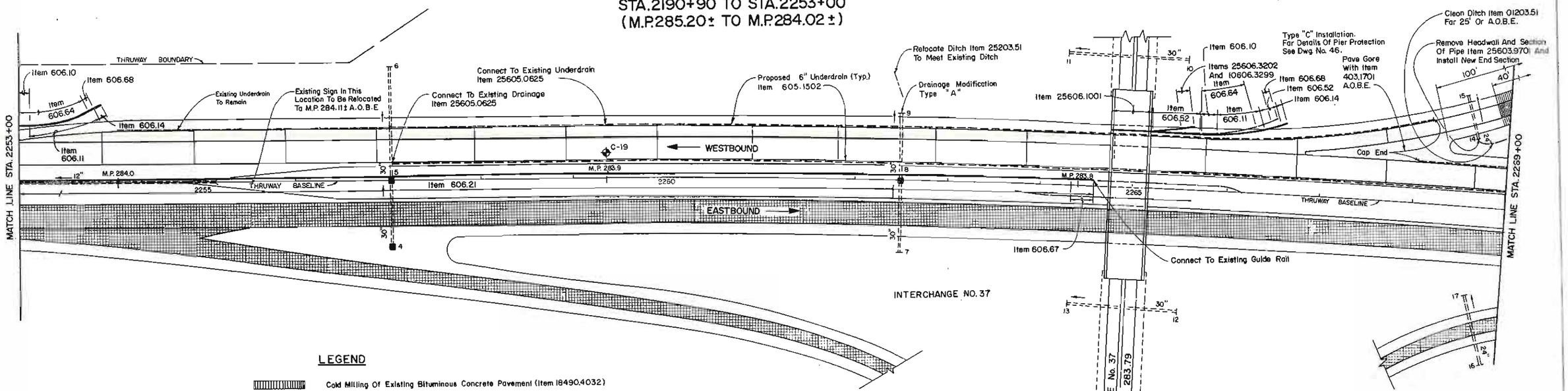
DRAWN BY: D.K.Mill
CHECKED BY: D.A. Pilowe
DATE: November 25, 1987
DRAWING NO. 10

TAS 88-5



PLAN

STA.2190+90 TO STA.2253+00
(M.P.285.20± TO M.P.284.02±)



PLAN

STA.2253+00 TO STA.2269+00
(M.P.284.02± TO M.P.283.72±)

LEGEND

- Cold Milling Of Existing Bituminous Concrete Pavement (Item 18490.4032)
- Shoulder Reconstruction
- Removal Of Existing Bituminous Concrete Overlay (Item 202.20)
- Not In Contract
- Full Depth Pavement Repair
- Crossover And Deceleration Lane Rehabilitation
- 30" 14 — Existing Drainage Pipe With Headwall
- 30" 17 — Existing Drainage Pipe Without Headwall
- 211 — Existing Drop Inlet
- E.B. — Eastbound
- W.B. — Westbound
- Existing Guide Rail
- Proposed Guide Rail And Anchorage Unit
- Core Location
- Existing Underdrain
- Proposed Underdrain
- N.I.C. — Not In Contract
- Proposed Ditch Cleaning Or Relocation
- Proposed Stone Filled Ditch
- 24" — Proposed Drainage Pipe
- Proposed Drop Inlet

NOTE

PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4

50 0 50 100
50'

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DATE	DESCRIPTION	BY
	REVISIONS	

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT: ROADWAY REHABILITATION

LOCATION OF PROJECT: M.P. 267.0± — M.P. 285.2±

TITLE OF DRAWING: PLAN STA.2190+90 TO STA.2269+00

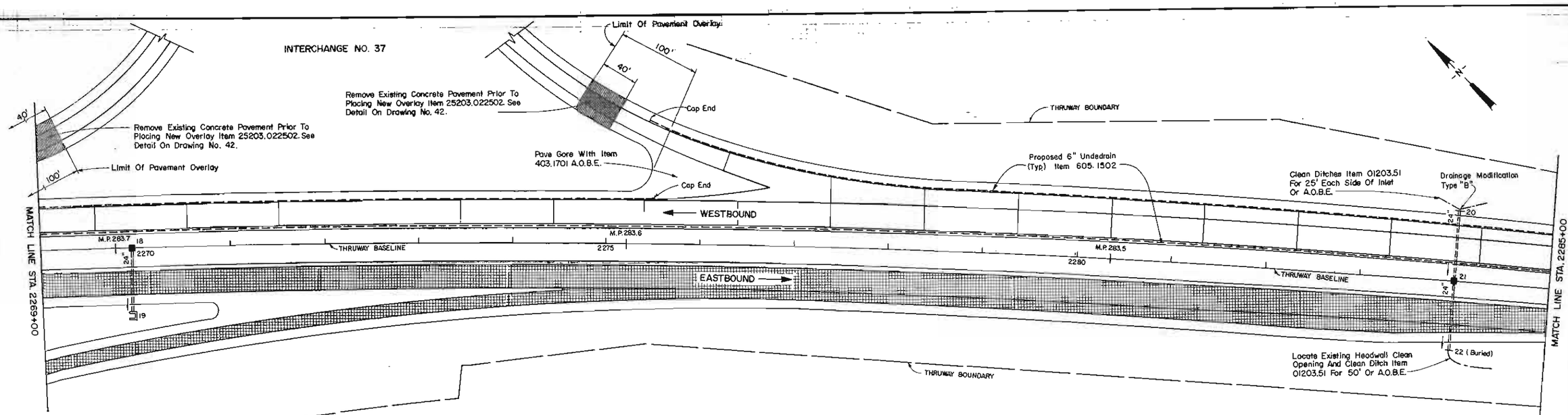
DRAWN BY: O.K. Mills
CHECKED BY: D.A. Pilawa
DATE: November 25, 1987
DRAWING NO.: 11

TAS 88- 5

Calacerinos & Spina
Consulting Engineers
Lowville, New York 13367

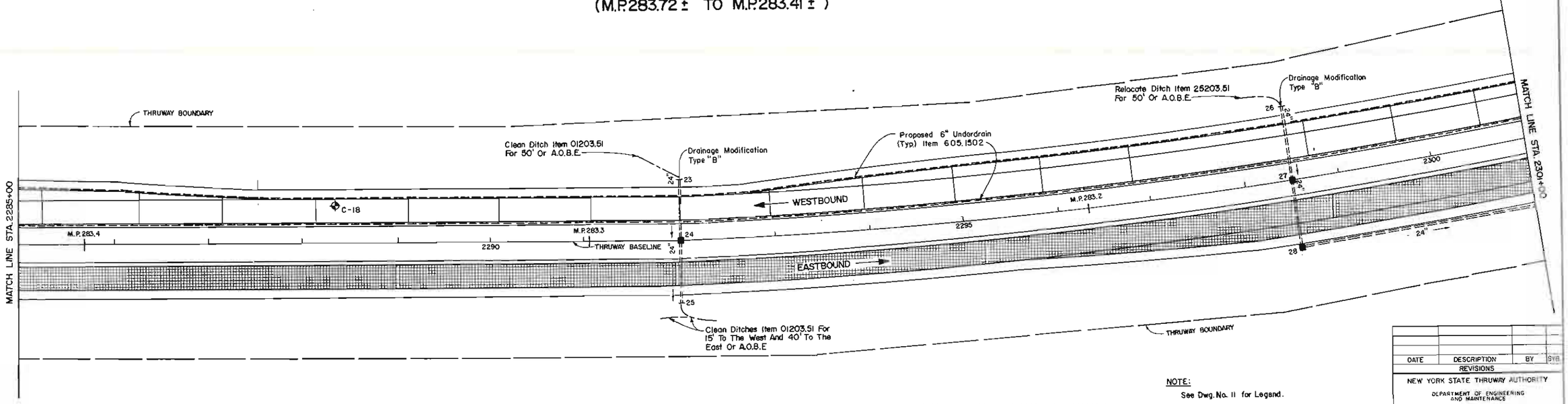
University Of The State Of New York
Registered Professional Engineer
No. 38730

IN CHARGE OF: J.W. Franz Jr., P.E.



PLAN

STA. 2269+00 TO STA. 2285+00
(M.P. 283.72 ± TO M.P. 283.41 ±)



PLAN

STA. 2285+00 TO STA. 2301+00
(M.P. 283.41 ± TO M.P. 283.11 ±)

NOTE:
See Dwg. No. 11 for Legend.

NOTE
PHOTOGRAPHIC REDUCTION
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0 1 2 3 4

50' 50 0 50 100

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DATE	DESCRIPTION	BY	SYB.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT:
M.P. 267.0 ± — M.P. 285.2 ±

TITLE OF DRAWING:
PLAN
STA. 2269+00 TO STA. 2301+00

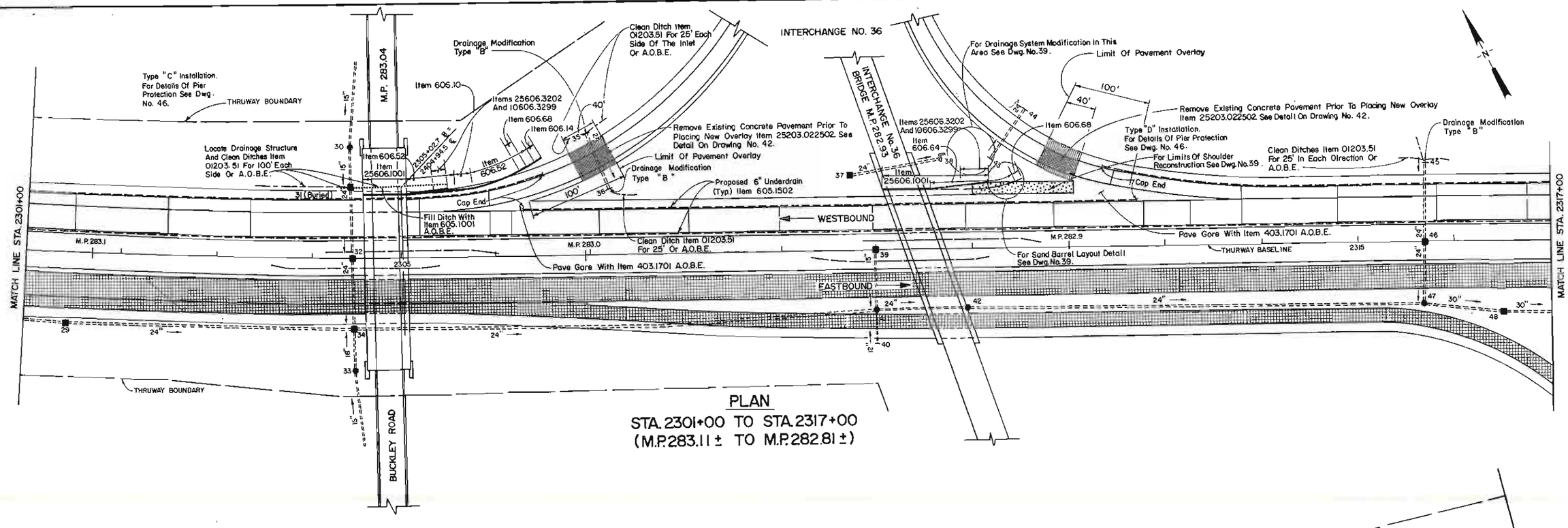
DRAWN BY: D.K. Mills
CHECKED BY: D.A. Pitaro
DATE: November 25, 1987
DRAWING NO. 12

TAS 88- 5

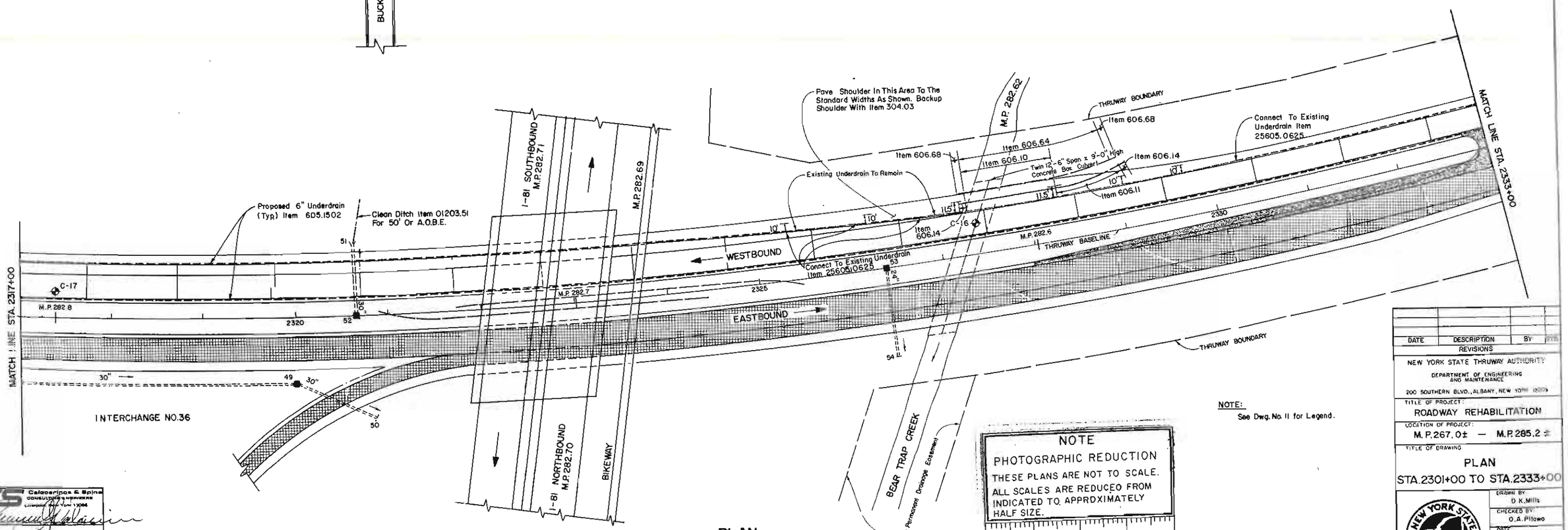
Calocerinos & Spina
Consulting Engineers
Liverpool, New York 13088

University Of The State Of New York
Registered Professional Engineer

IN CHARGE OF J.W. Franz Jr., P.E.



PLAN
STA. 2301+00 TO STA. 2317+00
(M.P. 283.11 ± TO M.P. 282.81 ±)



PLAN
STA. 2317+00 TO STA. 2333+00
(M.P. 282.81 ± TO M.P. 282.51 ±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

NOTE:
See Dwg. No. 11 for Legend.

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DATE	DESCRIPTION	BY
	REVISIONS	

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT:
M.P. 267.0± — M.P. 285.2 ±

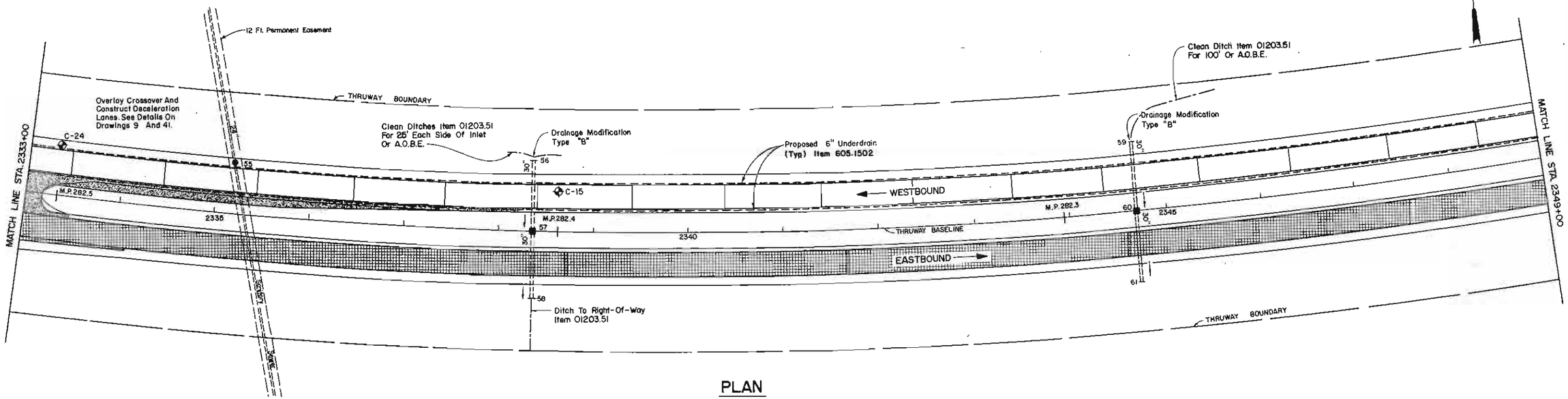
TITLE OF DRAWING
PLAN
STA. 2301+00 TO STA. 2333+00

DRAWN BY: D.K. Mills
CHECKED BY: O.A. Pitaro
DATE: November 25, 1987
DRAWING NO.: 13

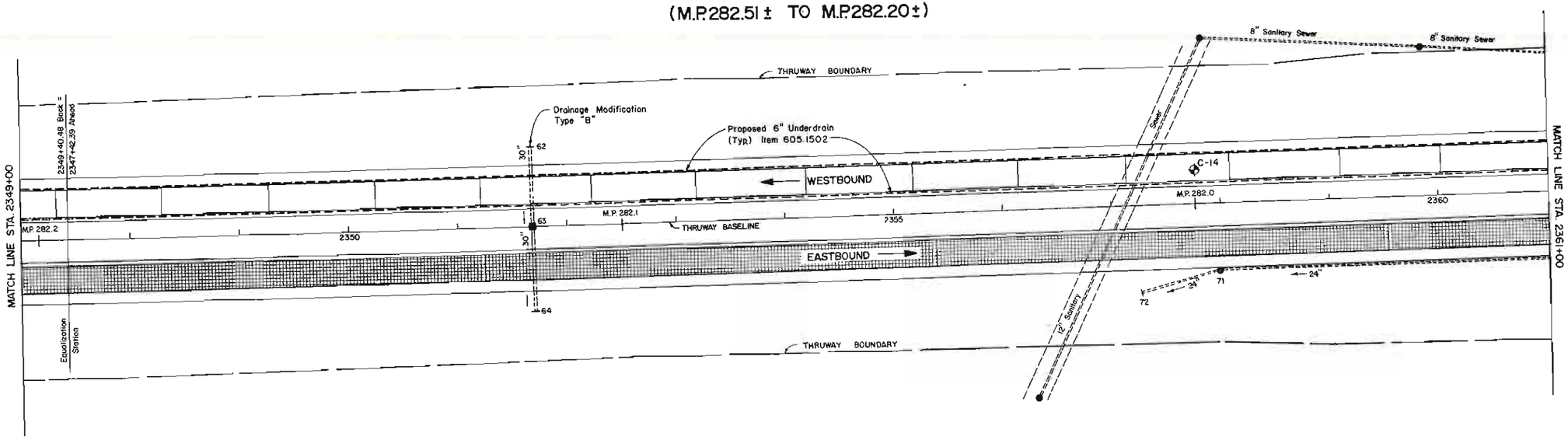
TAS 88-5

Calocerinos & Spina
CONSULTING ENGINEERS
Liverpool, New York 13088

IN CHARGE OF J.W. Franz Jr., P.E.



PLAN
STA. 2333+00 TO STA. 2349+00
(M.P. 282.51 ± TO M.P. 282.20 ±)



PLAN
STA. 2349+00 TO STA. 2361+00
(M.P. 282.20 ± TO M.P. 281.94 ±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4

NOTE:
See Dwg. No. 11 for Legend.

50' 50 0 50 100

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DATE	DESCRIPTION	BY	SYM

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT:
M.P. 267.0 ± — M.P. 285.2 ±

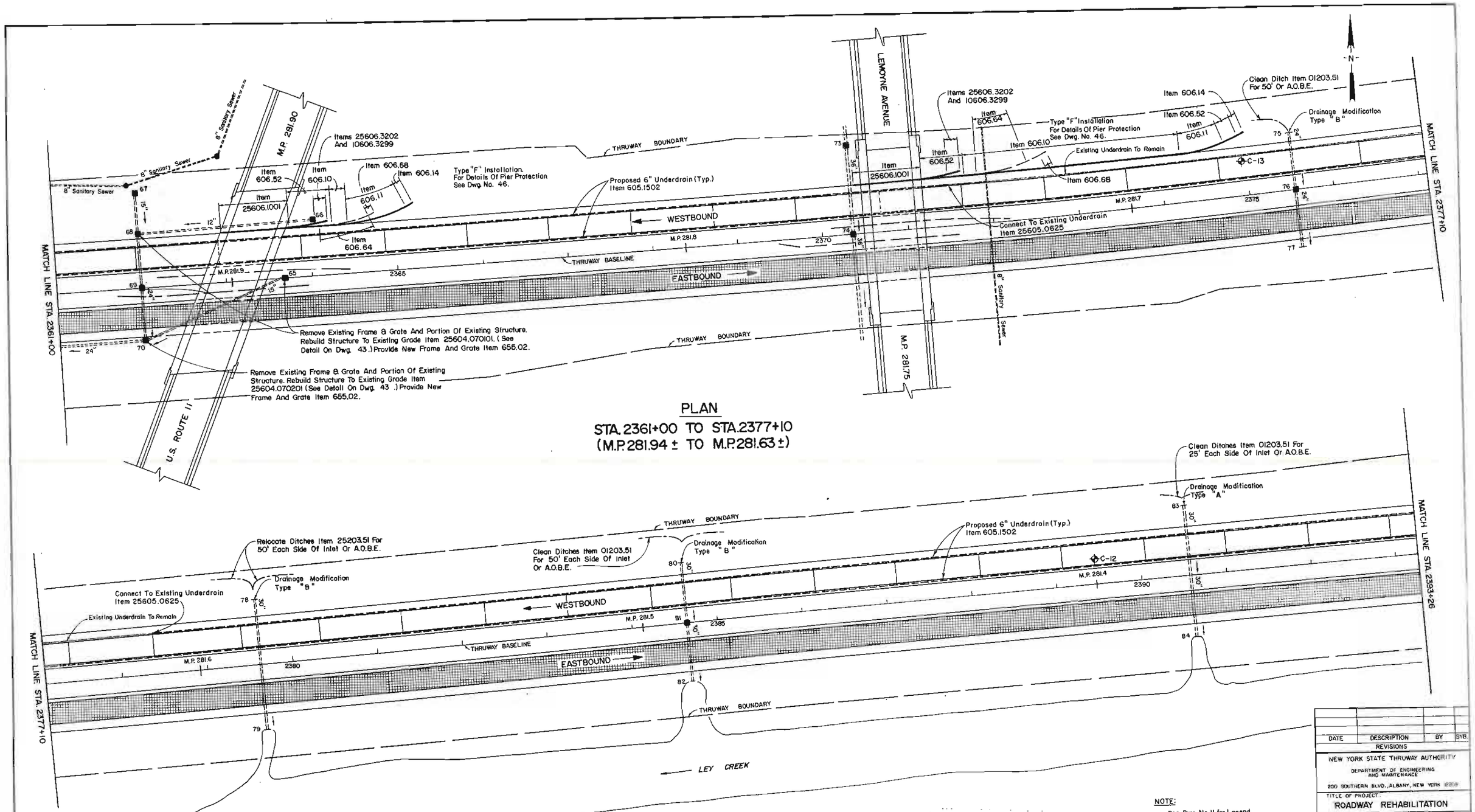
TITLE OF DRAWING:
PLAN
STA. 2333+00 TO STA. 2361+00

DRAWN BY: D.K. Mills
CHECKED BY: D.A. Pilowa
DATE: November 25, 1987
DRAWING NO.: 14

TAS 88-5

Caloccino & Spina
CONSULTING ENGINEERS
University Of The State Of New York
GEORGE T. CALOCCINO
No. 34780
Licensed Professional Engineer

IN CHARGE OF J.W. Franz Jr., P.E.



PLAN
STA. 2361+00 TO STA. 2377+10
(M.P. 281.94 ± TO M.P. 281.63 ±)

PLAN
STA. 2377+10 TO STA. 2393+26
(M.P. 281.63 ± TO M.P. 281.33 ±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

NOTE:
See Dwg. No. 11 for Legend.

50' 50 0 50 100

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW

Calacephios & Spina
CONSULTING ENGINEERS
Liverpool New York 13088

Licensed Professional Engineer
No. 38790
State Of New York

DATE	DESCRIPTION	BY	SYB.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

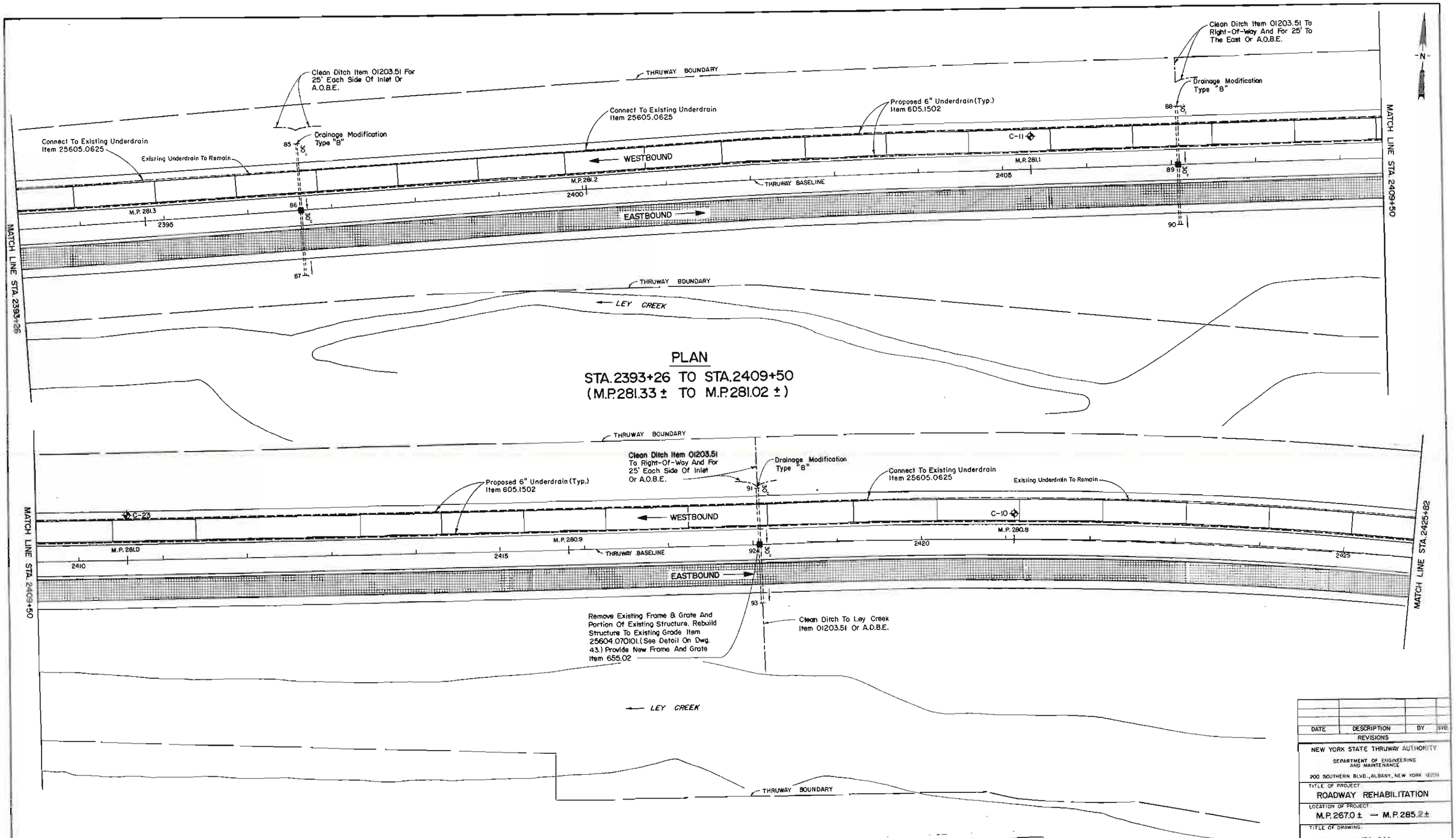
TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT:
M.P. 267.0 ± — M.P. 285.2 ±

TITLE OF DRAWING:
PLAN
STA. 2361+00 TO STA. 2393+26

DRAWN BY: D.K. Mills
CHECKED BY: D.A. Pilowa
DATE: November 25, 1987
DRAWING NO. 15

TAS 88- 5



NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4

NOTE:
See Dwg. No. 11 for Legend.

50' 50 0 50 100

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW

DATE	DESCRIPTION	BY	SYM

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0 ± — M.P. 285.2 ±

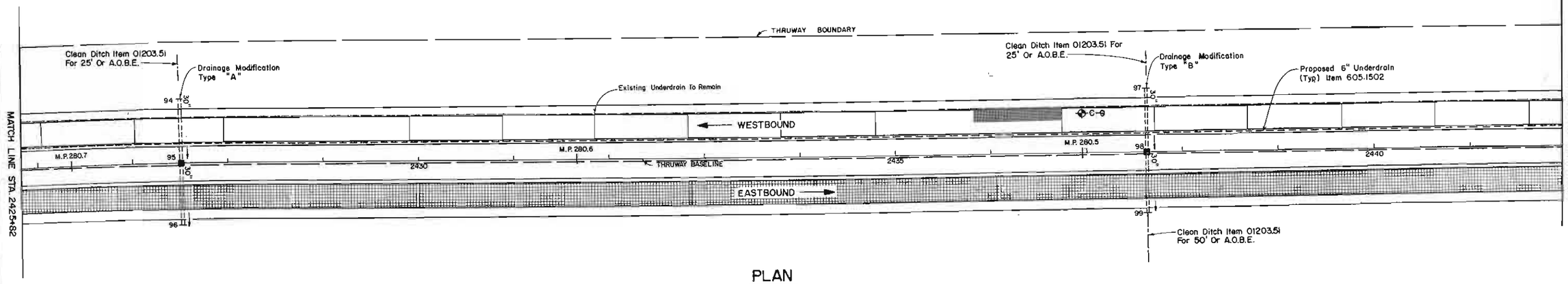
TITLE OF DRAWING
PLAN
STA. 2393+26 TO STA. 2425+82

DRAWN BY D.K. Mills
CHECKED BY D.A. Pilawa
DATE November 25, 1987
DRAWING NO. 16

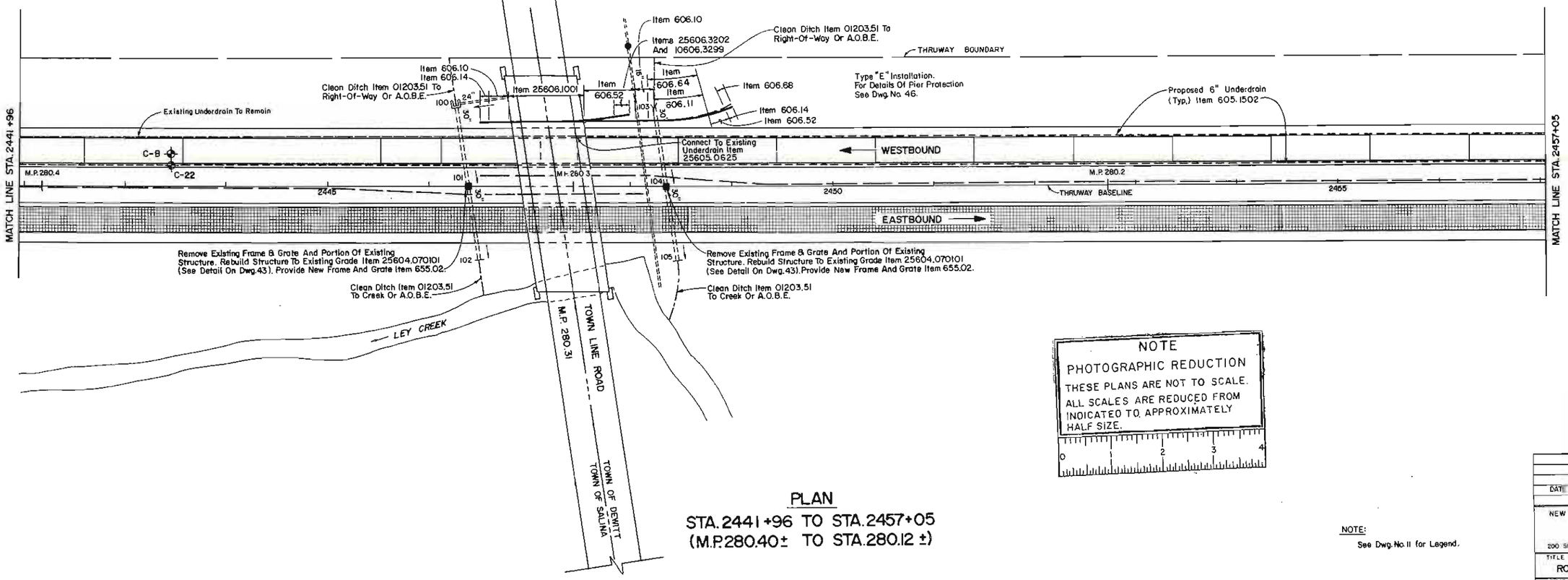
TAS 88 - 5

Calderone & Spina
CONSULTING ENGINEERS
Lockport, New York 14094
University Of The State Of New York
Licensed Professional Engineer
No. 38780

IN CHARGE OF J.W. From Jr., P.E.



PLAN
STA.2425+82 TO STA.2441+96
(M.P.280.71 ± TO M.P.280.40±)



PLAN
STA.2441+96 TO STA.2457+05
(M.P.280.40± TO STA.280.12 ±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

NOTE:
See Dwg. No. 11 for Legend.

50' 50 0 50 100

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

DATE	DESCRIPTION	BY	SYE

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT:
M.P. 267.0 ± — M.P. 285.2±

TITLE OF DRAWING:
PLAN
STA.2425+82 TO STA.2457+05

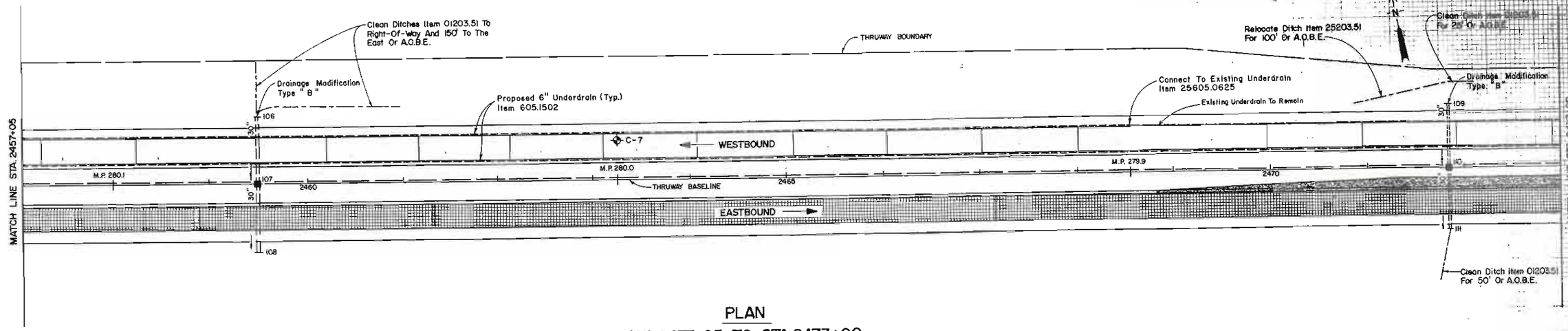
DRAWN BY: D.K. Mills
CHECKED BY: O.A. Pilidwi
DATE: November 25, 1987
DRAWING NO. 17

TAS 88- 5

Calogeringas & Spina
CONSULTING ENGINEERS
Liverpool, New York 13088

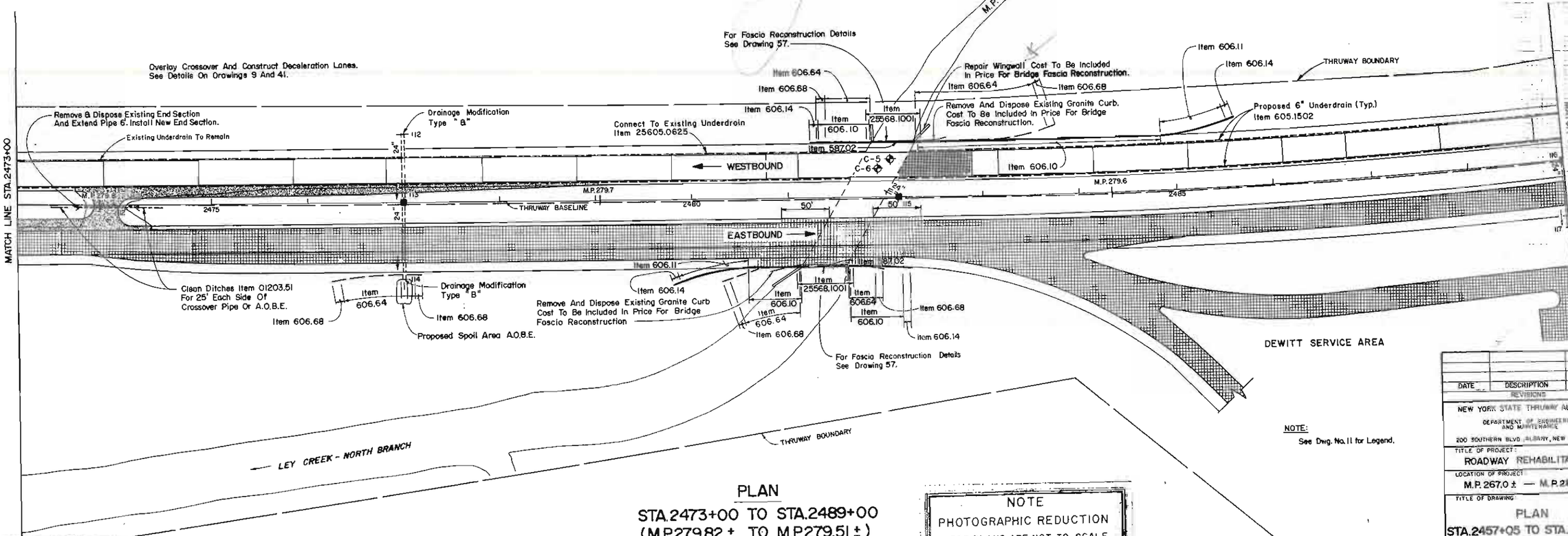
University Of The State Of New York
EXCELSIOR
No. 35780
Licensed Professional Engineer

IN CHARGE OF: J.W. Franz Jr., P.E.



PLAN

STA.2457+05 TO STA.2473+00
(M.P.280.12 ± TO M.P.279.82 ±)



PLAN

STA.2473+00 TO STA.2489+00
(M.P.279.82 ± TO M.P.279.51 ±)

NOTE:
See Dwg. No. 11 for Legend.

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

50 0 50 100
50'

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW

DATE	DESCRIPTION	BY	CHK
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT: ROADWAY REHABILITATION

LOCATION OF PROJECT: M.P. 267.0 ± — M.P. 285.2 ±

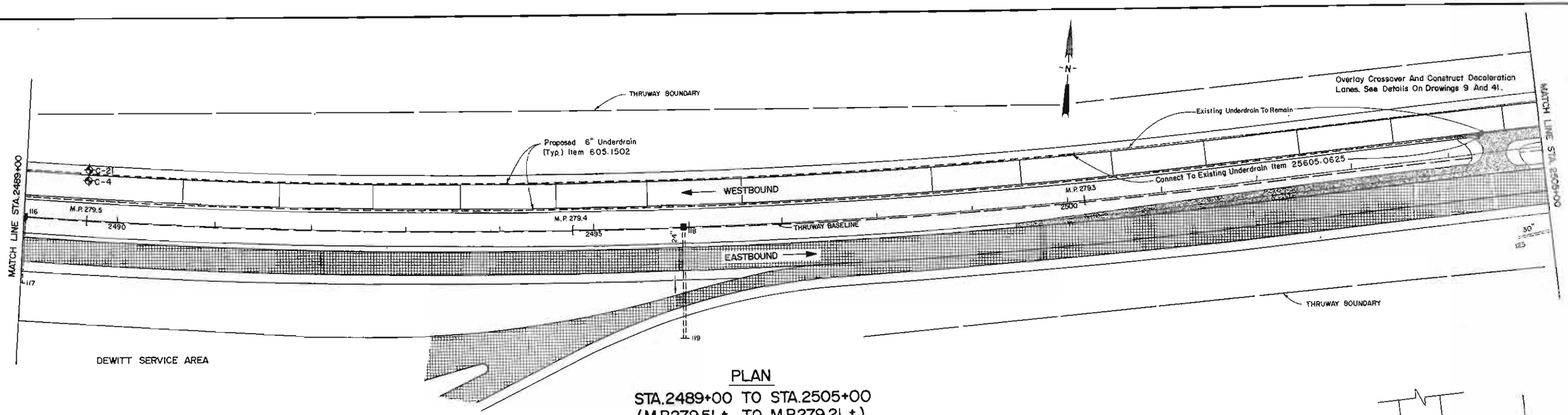
TITLE OF DRAWING: PLAN STA.2457+05 TO STA.2489+00

DRAWN BY: D.R.Mills
CHECKED BY: D.A.Phillips
DATE: November 25, 1987
DRAWING NO. 18

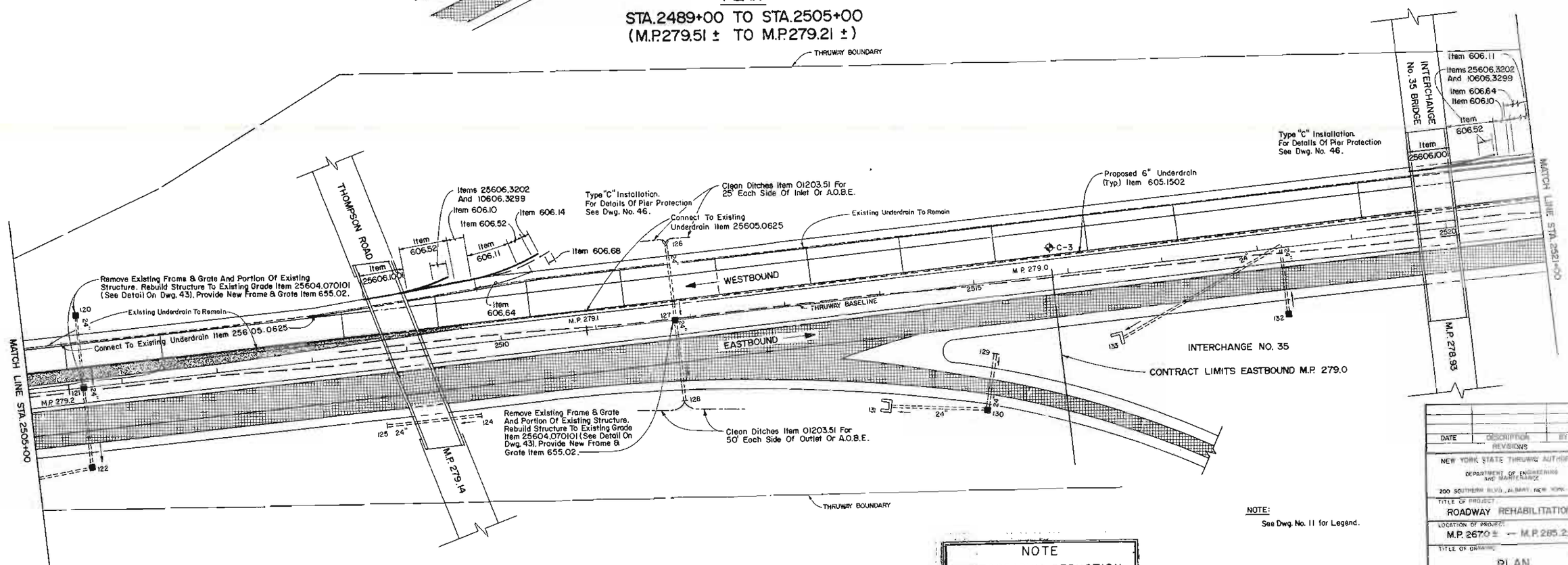
TAS 88-5

Calocerinos & Spina
Consulting Engineers

IN CHARGE OF J.W. Fronz Jr., P.E.



PLAN
STA. 2489+00 TO STA. 2505+00
(M.P. 279.51 ± TO M.P. 279.21 ±)



PLAN
STA. 2505+00 TO STA. 2521+00
(M.P. 279.21± TO M.P. 278.90±)

NOTE:
See Dwg. No. 11 for Legend.

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO, APPROXIMATELY HALF SIZE.

50 0 50 100
50'

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW

Calogeromos & Spina
CONSULTING ENGINEERS
Liverpool, New York 13088

University Of The State Of New York
DANIEL J. CALOGEROMOS
NO. 26792
Licensed Professional Engineer

IN CHARGE OF J.W. Franz Jr., P.E.

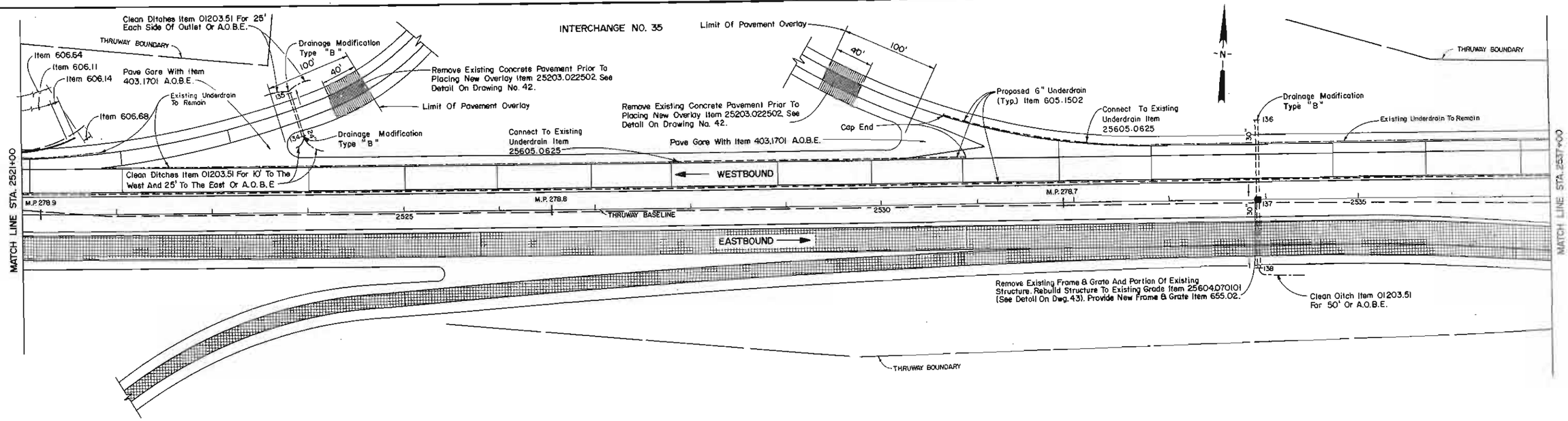
DATE	DESCRIPTION	BY	APP
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT: ROADWAY REHABILITATION
LOCATION OF PROJECT: M.P. 267.0 ± — M.P. 285.2 ±
TITLE OF DRAWING: PLAN STA. 2489+00 TO STA. 2521+00
DRAWN BY: D.K. Mills
CHECKED BY: D.A. Pirkes
DATE: November 23, 1987
DRAWING NO. 19

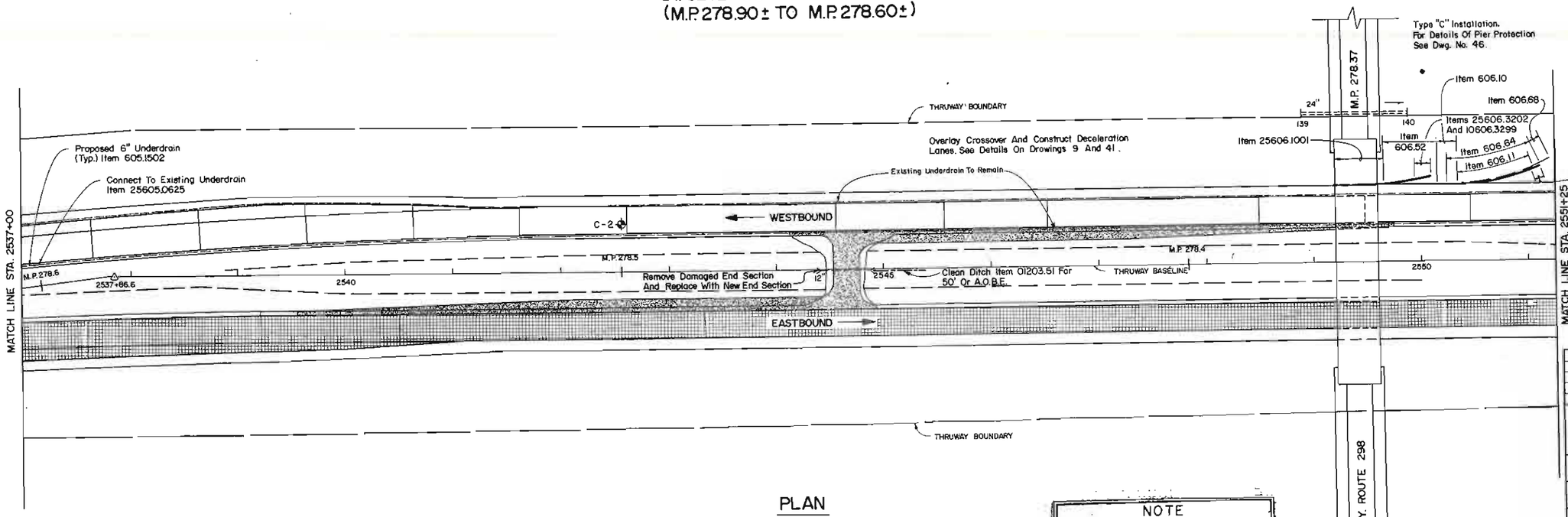
NEW YORK STATE THRUWAY AUTHORITY

TAS 88-5



PLAN

STA. 2521+00 TO STA. 2537+00
(M.P. 278.90 ± TO M.P. 278.60 ±)



NOTE:
See Dwg. No. 11 for Legend.

PLAN

STA. 2537+00 TO STA. 2551+25
(M.P. 278.60 ± TO M.P. 278.34 ±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4

50' 50 0 50 100

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

Calogeracos & Spina
CONSULTING ENGINEERS
Albany, New York 12208

University Of The State Of New York
Gabriel J. Calogeracos
No. 36730
Licensed Professional Engineer

IN CHARGE OF J.W. Fronz Jr., P.E.

DATE	DESCRIPTION	BY	APP.
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

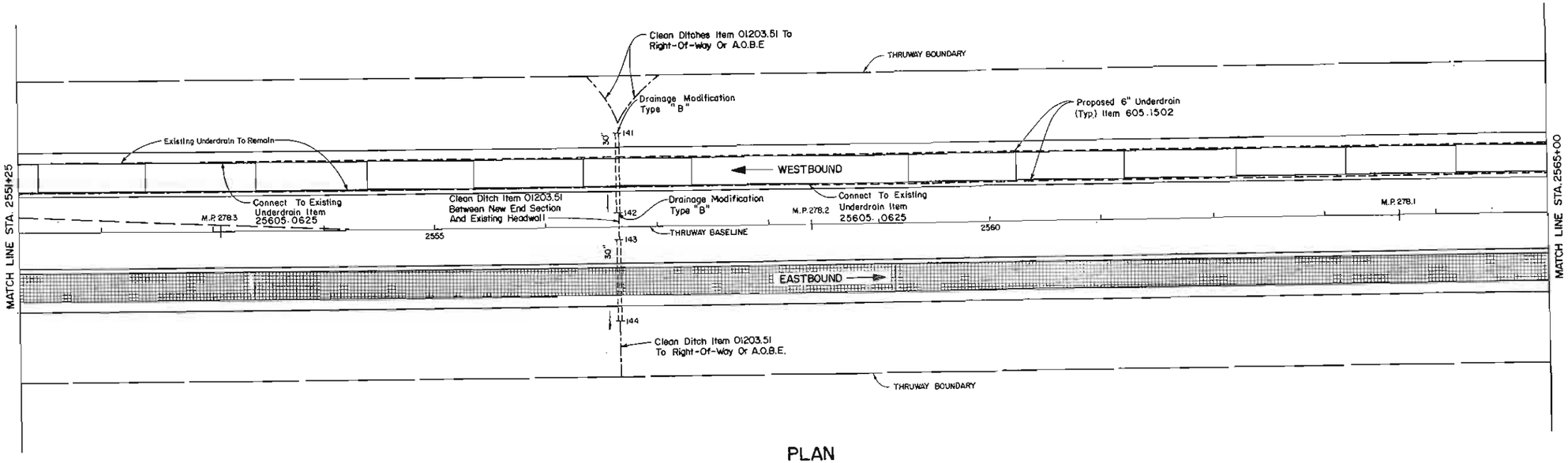
TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT:
M.P. 267.0 ± — M.P. 285.2 ±

TITLE OF DRAWING:
PLAN
STA. 2521+00 TO STA. 2551+25

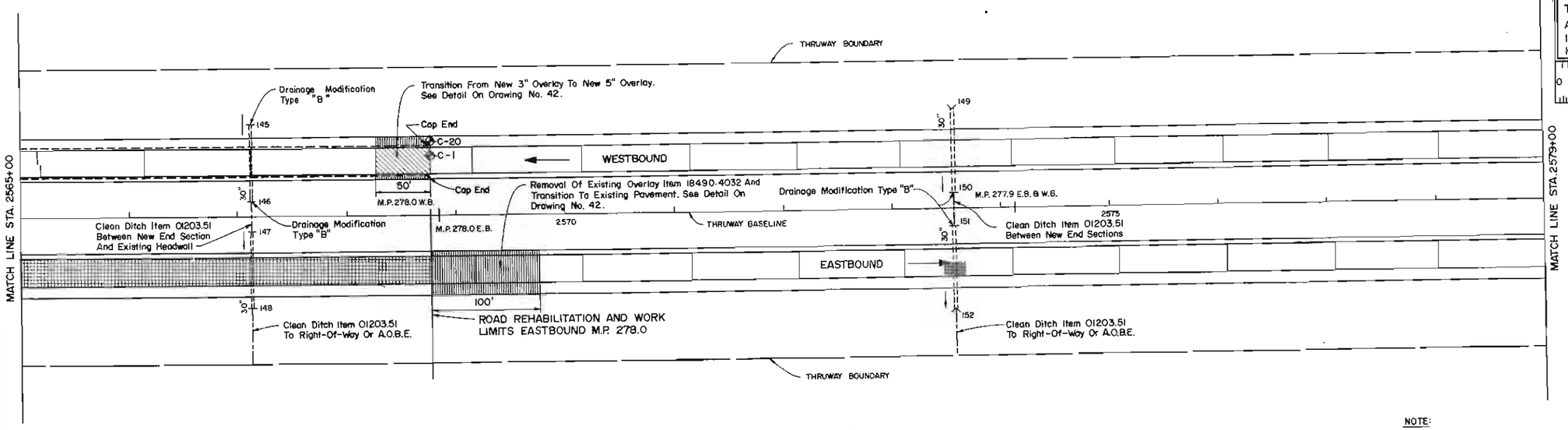
DRAWN BY: D.K. Mills
CHECKED BY: D.A. Pillsed
DATE: November 25, 1987
DRAWING NO. 20

TAS 88-5



PLAN

STA.2551+25 TO STA.2565+00
(M.P.278.34 ± TO M.P.278.07 ±)



PLAN

STA.2565+00 TO STA.2579+00
(M.P.278.07 ± TO M.P.277.81 ±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4

NOTE:
See Dwg. No. 11 for Legend.

50' 50 0 50 100

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

DATE	DESCRIPTION	BY	SYB
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT:
M.P. 267.0 ± — M.P. 285.2 ±

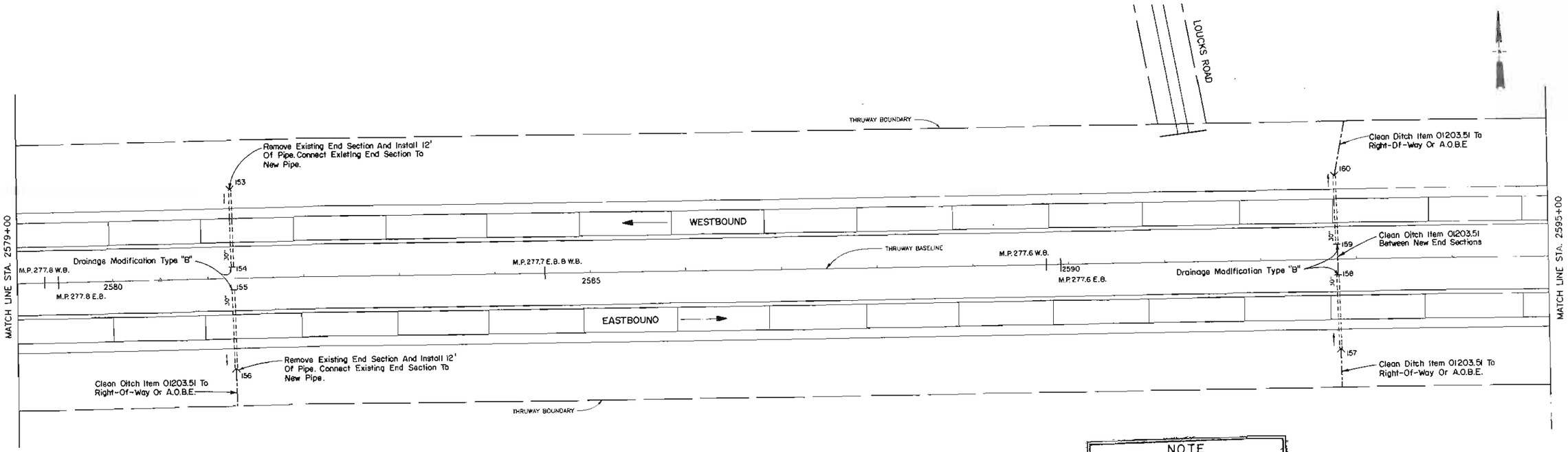
TITLE OF DRAWING:
PLAN
STA.2551+25 TO STA.2579+00

DRAWN BY: D. K. Mills
CHECKED BY: D. A. Pilewe
DATE: November 25, 1997
DRAWING NO. 21

TAS 88-5

Caddenino & Spina
CONSULTING ENGINEERS
Licensed Professional Engineer No. 29700

IN CHARGE OF: J.W. Fronz Jr., P.E.

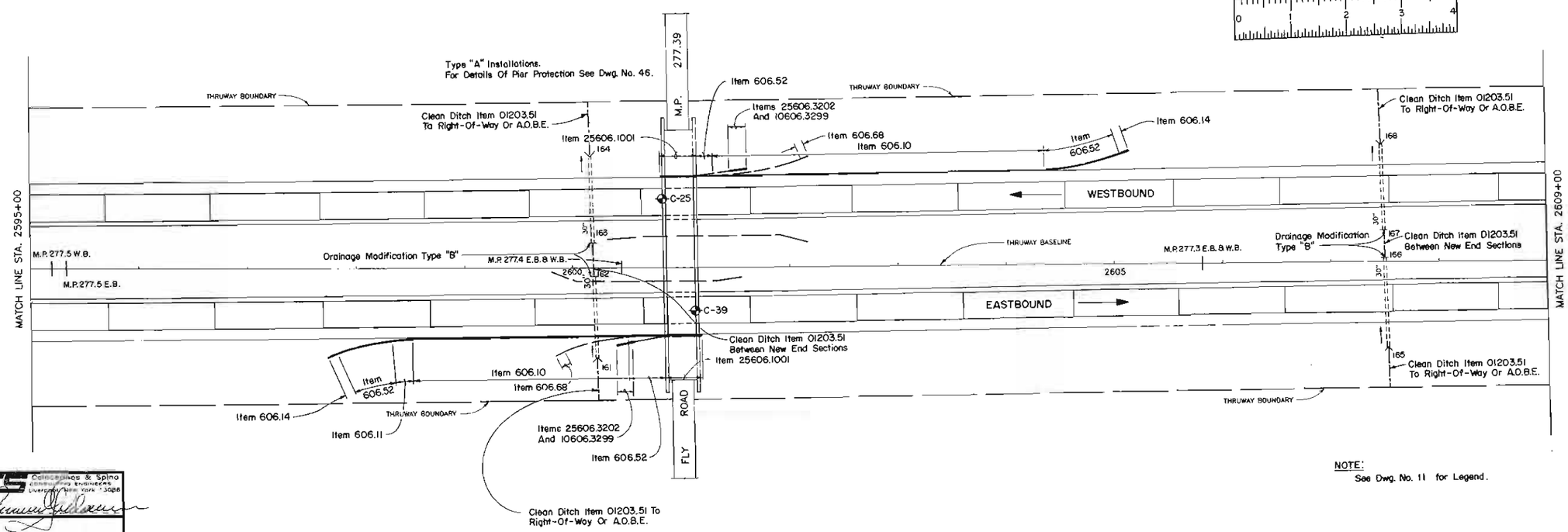


PLAN

STA. 2579+00 TO STA. 2595+00
(M.P. 277.81 ± TO M.P. 277.50 ±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO, APPROXIMATELY HALF SIZE.

0 1 2 3 4



NOTE:
See Dwg. No. 11 for Legend.

PLAN

STA. 2595+00 TO STA. 2609+00
(M.P. 277.50 ± TO M.P. 277.24 ±)

50' 50 0 50 100 FT.

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

Calocerinos & Spina
Consulting Engineers
Liverpool, New York 13088

University Of The State Of New York
Registered Professional Engineer
No. 36780

In Charge Of: J.W. Franz Jr., P.E.

DATE	DESCRIPTION	BY	APP
	REVISIONS		

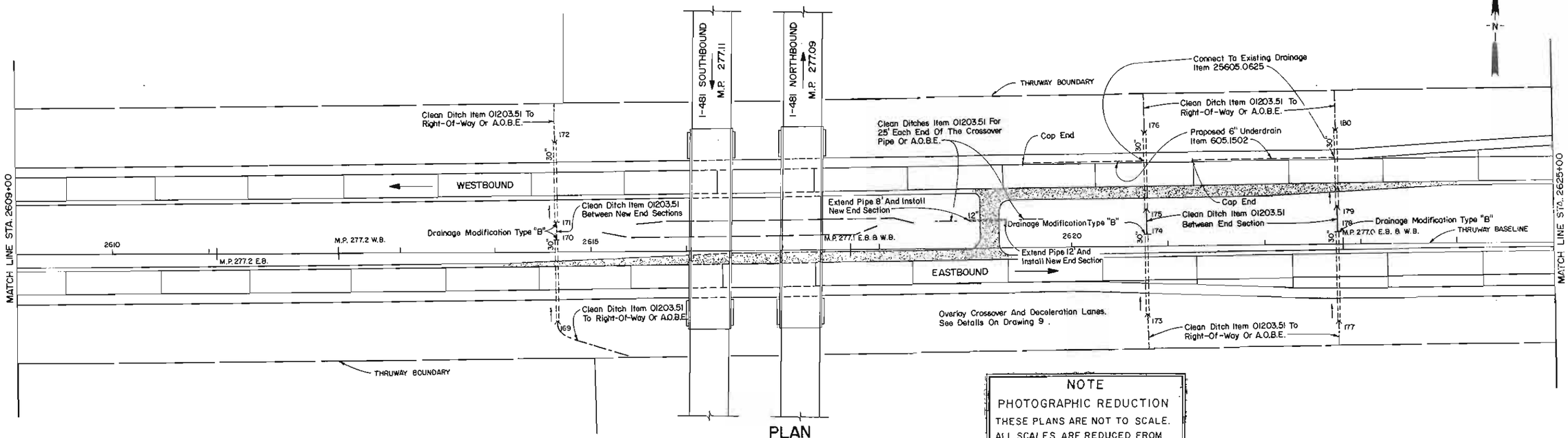
NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT: ROADWAY REHABILITATION
LOCATION OF PROJECT: M.P. 267.0± – M.P. 285.2±
TITLE OF DRAWING: PLAN
STA. 2579+00 TO STA. 2609+00

NEW YORK STATE THRUWAY AUTHORITY

Drawn By: J.M. Lazzara
Checked By: D.A. Plowes
Date: November 25, 1987
Drawing No. 22

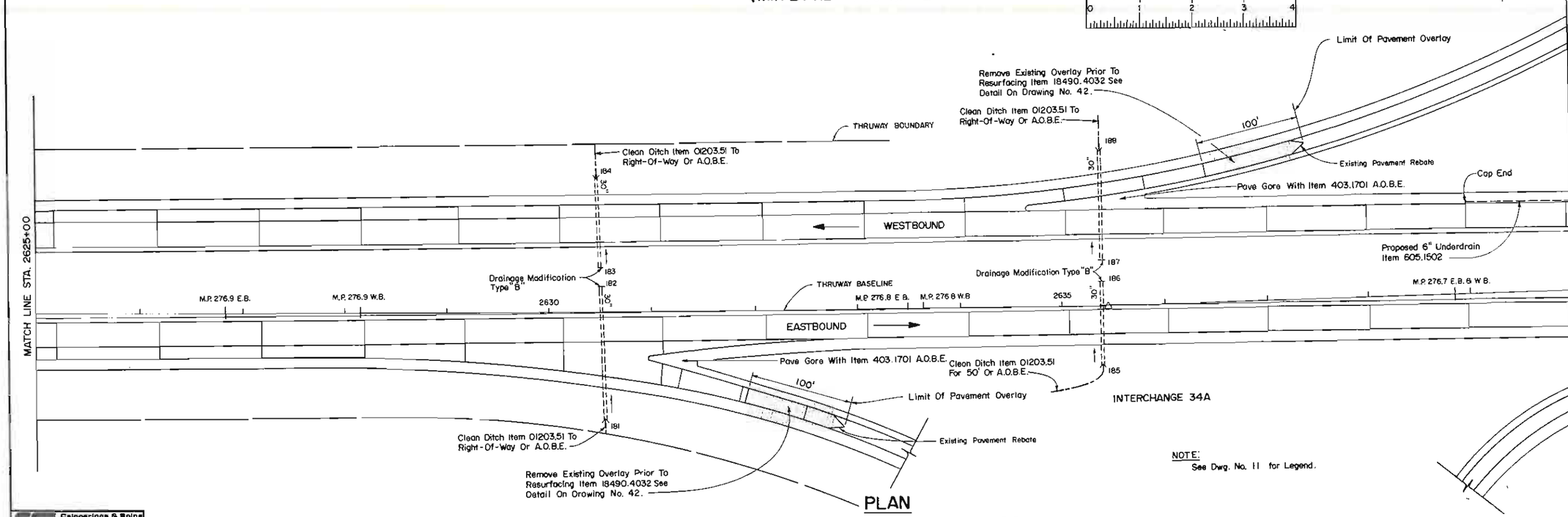
TAS 88 – 5



PLAN

STA. 2609+00 TO STA. 2625+00
(M.P. 277.24± TO M.P. 276.96±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.



PLAN

STA. 2625+00 TO STA. 2640+00
(M.P. 276.96± TO M.P. 276.68±)

NOTE:
See Dwg. No. 11 for Legend.

50' 0 50 100

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW

DATE	DESCRIPTION	BY	SYE
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0 ± - M.P. 285.2±

TITLE OF DRAWING
PLAN
STA. 2609+00 TO STA. 2640+00

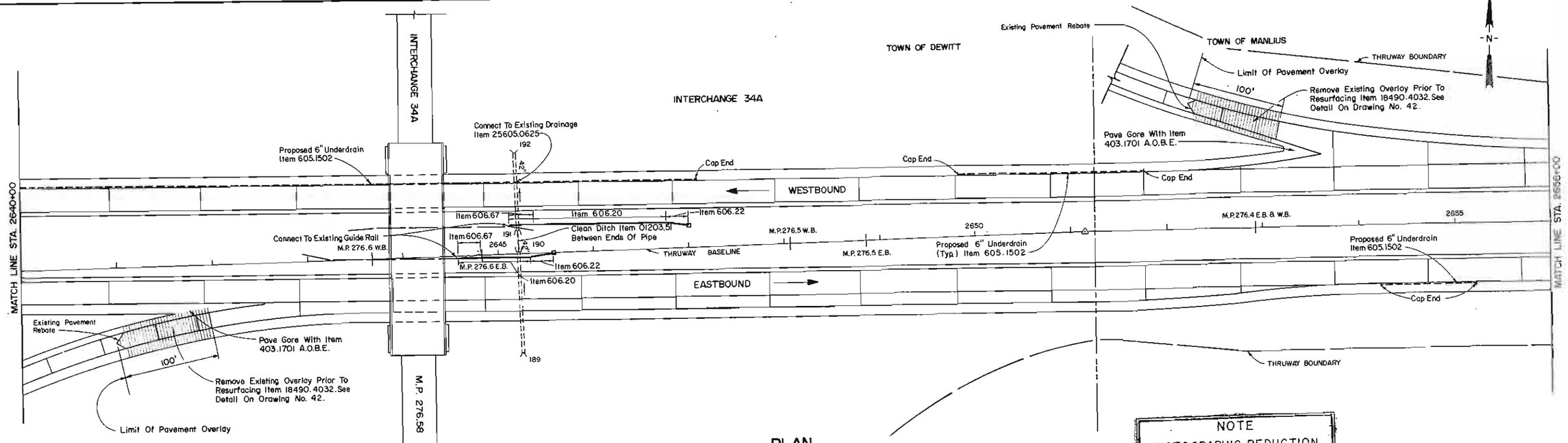
DRAWN BY D.K. Mills
CHECKED BY D.A. Pilawa
DATE November 25, 1987
DRAWING NO 23

TAS 88-5

Calocerinos & Spina
CONSULTING ENGINEERS
Liverpool, New York 13088

University Of The State Of New York
DAVID A. CALOCERINOS
No. 35780
Licensed Professional Engineer

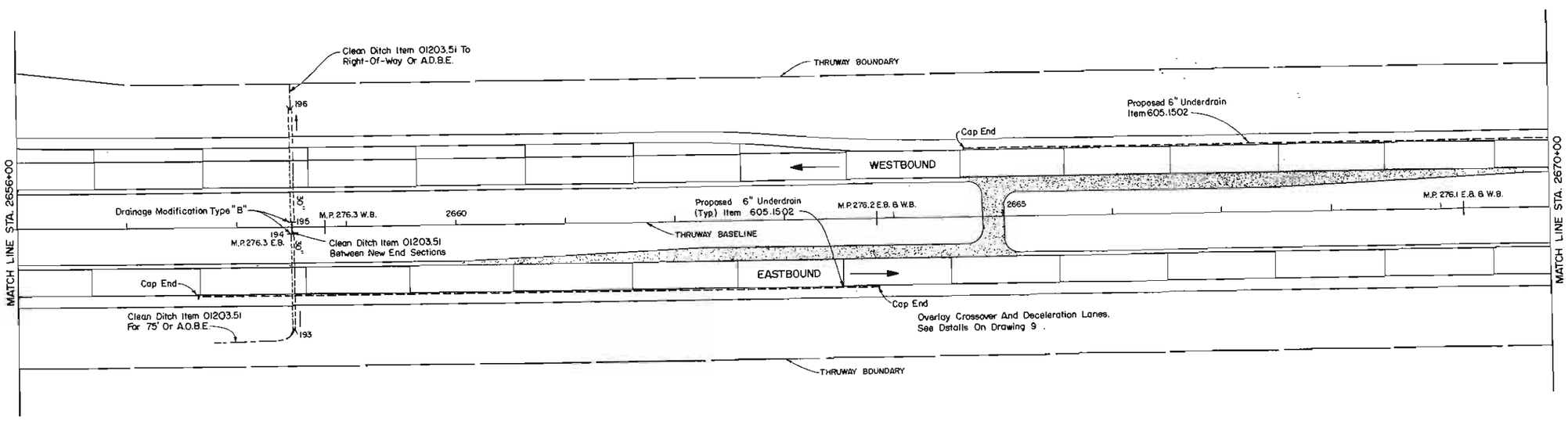
IN CHARGE DR. J.W. Emery Jr. P.E.



PLAN

STA. 2640+00 TO STA. 2656+00
(M.P.276.68± TO M.P.276.35±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.



PLAN

STA. 2656+00 TO STA. 2670+00
(M.P.276.35± TO M.P.276.09±)

NOTE:
See Dwg. No. 11 for Legend.

50' 0 50 100

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW

Calocerinos & Spina
CONSULTING ENGINEERS
Liverpool, New York 13088

University Of The State Of New York
EMANUEL A. CALOCERINOS
No. 36780
Licensed Professional Engineer

DATE	DESCRIPTION	BY	SYM
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT
ROADWAY REHABILITATION

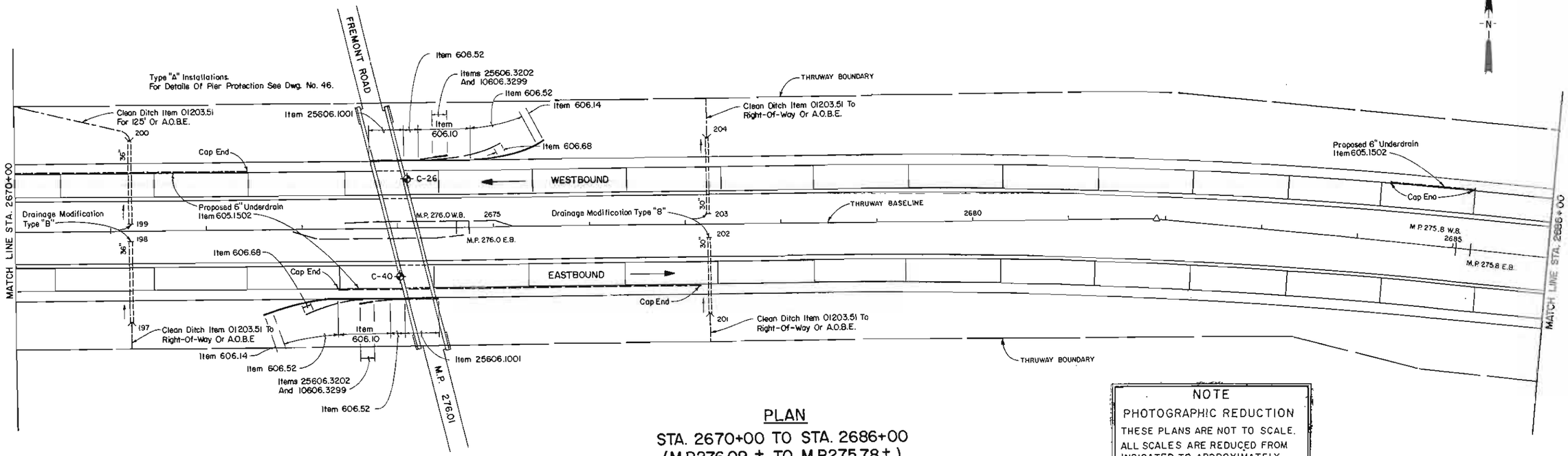
LOCATION OF PROJECT
M.P. 267.0 ± - M.P. 285.2 ±

TITLE OF DRAWING
PLAN
STA.2640+00 TO STA.2670+00

DRAWN BY D.R. Ritz
CHECKED BY D.A. Pridell
DATE November 25, 1987
DRAWING NO. 24

NEW YORK STATE THRUWAY AUTHORITY

TAS 88-5

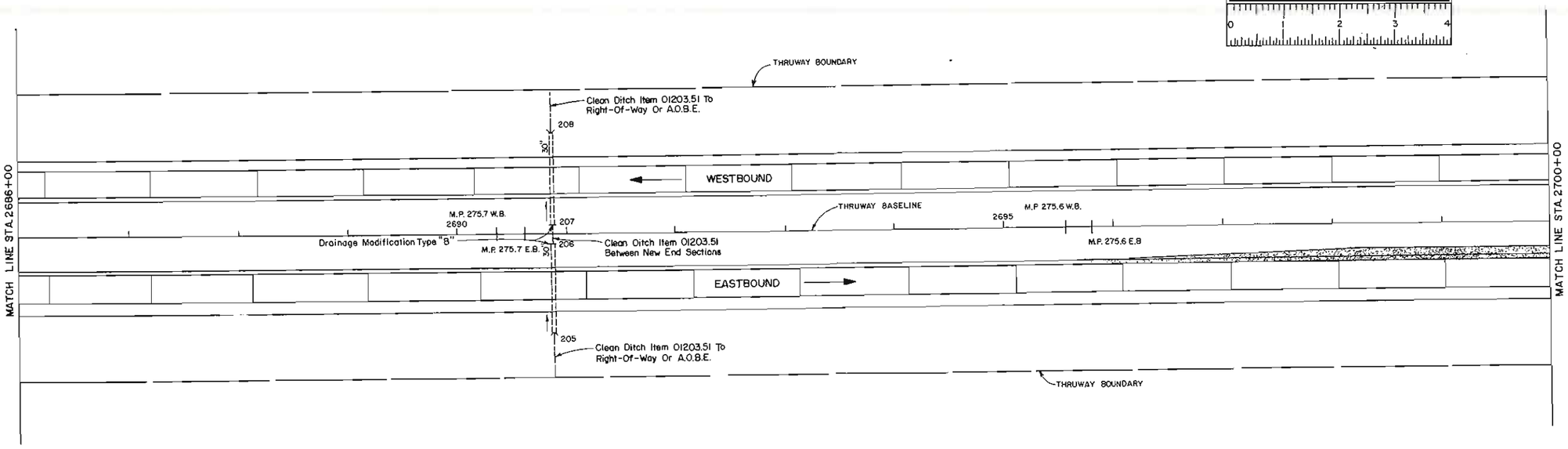


PLAN

STA. 2670+00 TO STA. 2686+00
(M.P.276.09 ± TO M.P.275.78 ±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4



PLAN

STA. 2686+00 TO STA. 2700+00
(M.P.275.78 ± TO M.P.275.52 ±)

NOTE:
See Dwg. No. 11 for Legend.

50' 0 50 100
50'

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW

Caloperinos & Spina
CONSULTING ENGINEERS
Liverpool, New York 13088

University Of The State Of New York
EMANUEL J. CALOPERINOS
No. 36789
Licensed Professional Engineer

DATE	DESCRIPTION	BY

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD. ALBANY, N.Y. 12209

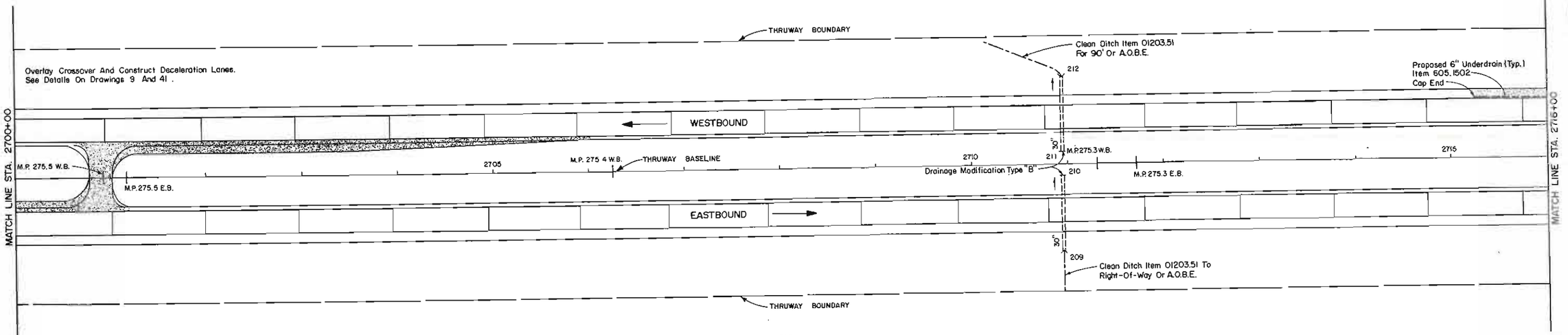
TITLE OF PROJECT
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0 ± — M.P. 285.2 ±

TITLE OF DRAWING
PLAN
STA. 2670+00 TO STA. 2700+

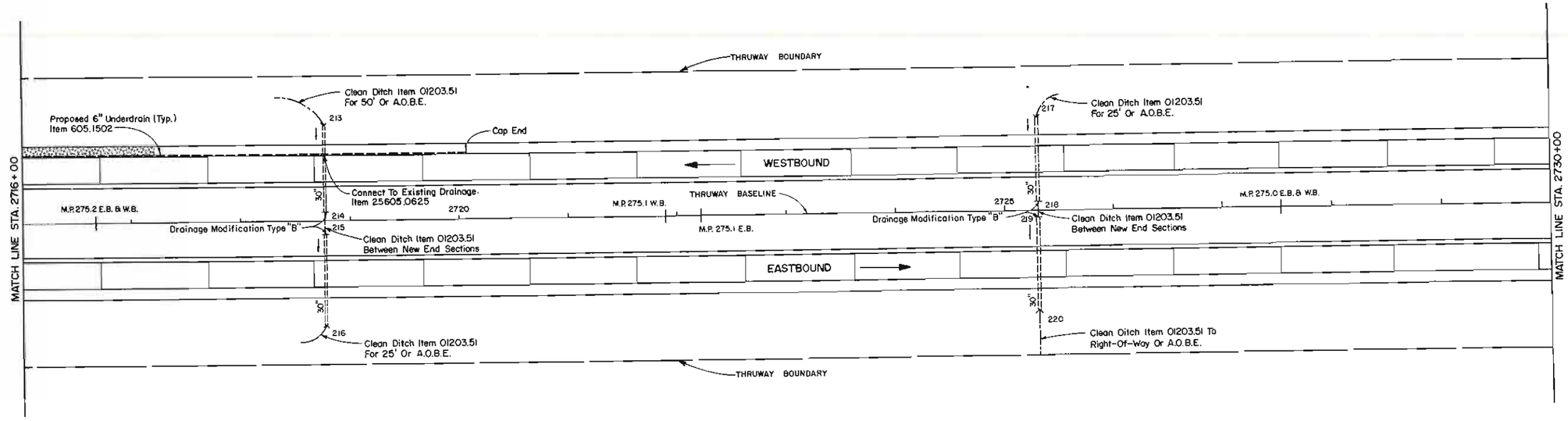
DRAWN BY M.T. Schorf
CHECKED BY D.A. Pilato
DATE November 25, 19
DRAWING NO. 25

TAS 88-5



PLAN

STA. 2700 +00 TO STA. 2716 +00
(M.P.275.52 ± TO M.P.275.21 ±)



PLAN

STA. 2716 +00 TO STA. 2730 +00
(M.P.275.21 ± TO M.P.274.95 ±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM
INOICATED TO APPROXIMATELY
HALF SIZE.

0 1 2 3 4

NOTE:
See Dwg. No. 11 for Legend.

50' 0 50 100
50'

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

DATE	DESCRIPTION	BY	SYB
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0 ± - M.P. 285.2 ±

TITLE OF DRAWING
PLAN
STA. 2700+00 TO STA. 2730+00

DRAWN BY J. H. Goldfield
CHECKED BY D.A. Pirnie
DATE November 25, 1987
DRAWING NO. 26

TAS 88-5

Calogeracos & Spina
CONSULTING ENGINEERS
Loudonville, New York 12065

NOTES ON M.P 274.78 BRIDGE

1. CLEAN, PRIME AND PAINT THE EXISTING BRIDGE RAIL BEFORE INSTALLING THRIE BEAM RAILING (ITEMS 570.03 AND 570.04.)

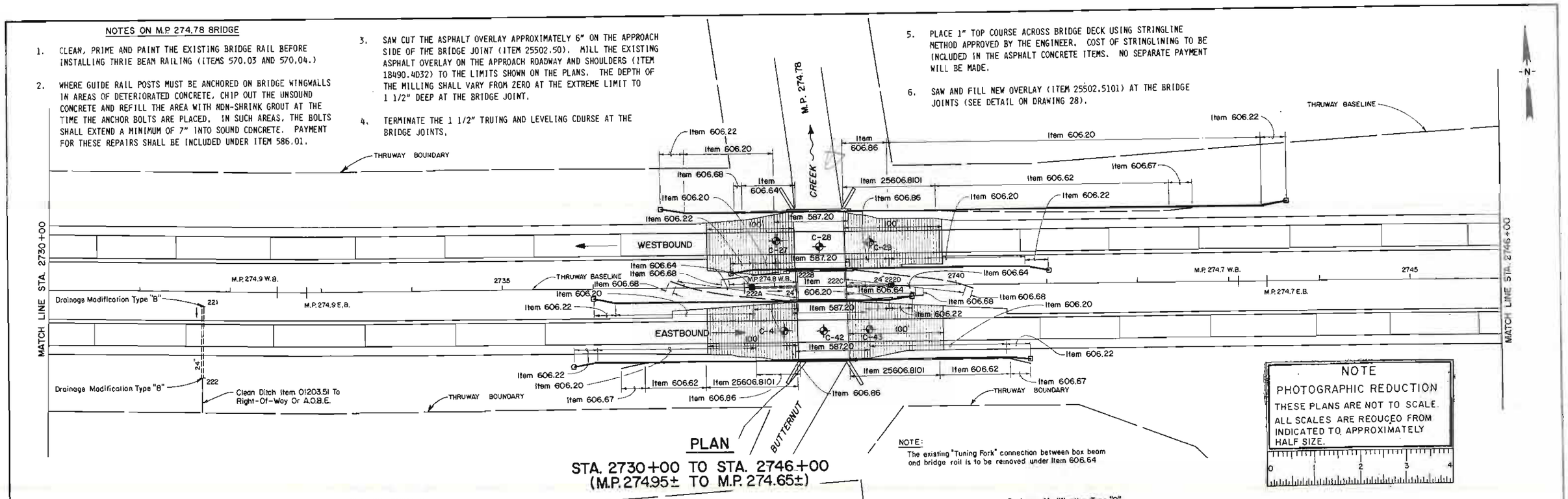
2. WHERE GUIDE RAIL POSTS MUST BE ANCHORED ON BRIDGE WINGWALLS IN AREAS OF DETERIORATED CONCRETE, CHIP OUT THE UNSOUND CONCRETE AND REFILL THE AREA WITH NON-SHRINK GROUT AT THE TIME THE ANCHOR BOLTS ARE PLACED. IN SUCH AREAS, THE BOLTS SHALL EXTEND A MINIMUM OF 7" INTO SOUND CONCRETE. PAYMENT FOR THESE REPAIRS SHALL BE INCLUDED UNDER ITEM 586.01.

3. SAW CUT THE ASPHALT OVERLAY APPROXIMATELY 6" ON THE APPROACH SIDE OF THE BRIDGE JOINT (ITEM 25502.50). MILL THE EXISTING ASPHALT OVERLAY ON THE APPROACH ROADWAY AND SHOULDERS (ITEM 18490.4032) TO THE LIMITS SHOWN ON THE PLANS. THE DEPTH OF THE MILLING SHALL VARY FROM ZERO AT THE EXTREME LIMIT TO 1 1/2" DEEP AT THE BRIDGE JOINT.

4. TERMINATE THE 1 1/2" TRUING AND LEVELING COURSE AT THE BRIDGE JOINTS.

5. PLACE 1" TOP COURSE ACROSS BRIDGE DECK USING STRINGLINE METHOD APPROVED BY THE ENGINEER. COST OF STRINGLINING TO BE INCLUDED IN THE ASPHALT CONCRETE ITEMS. NO SEPARATE PAYMENT WILL BE MADE.

6. SAW AND FILL NEW OVERLAY (ITEM 25502.5101) AT THE BRIDGE JOINTS (SEE DETAIL ON DRAWING 28).



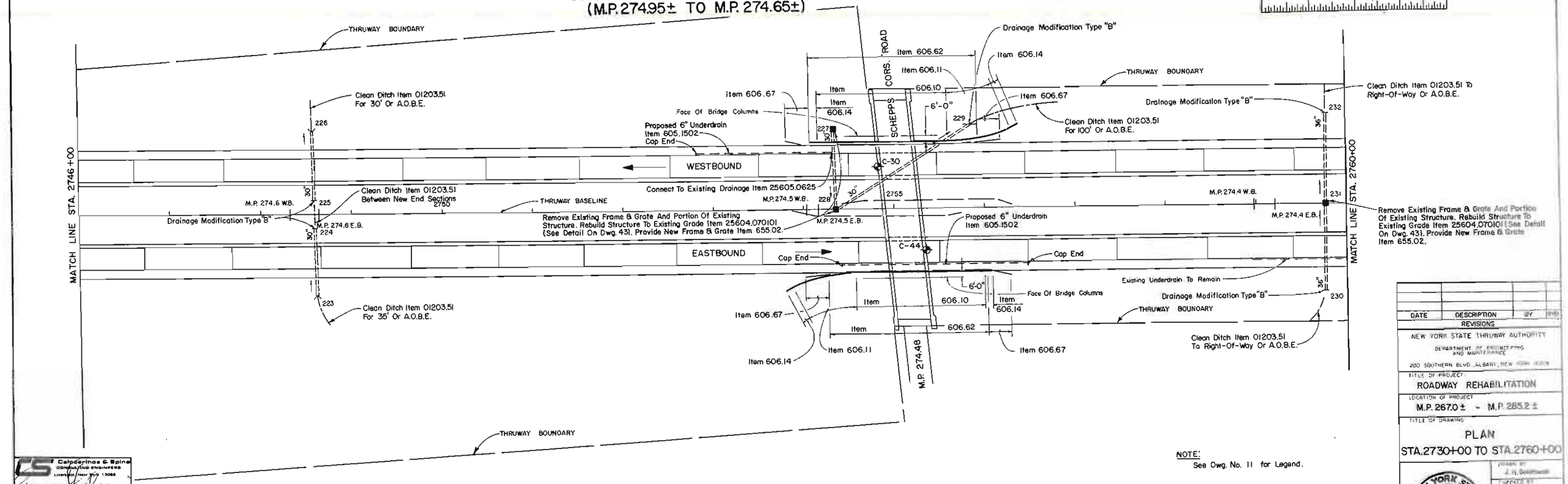
NOTE:
The existing "Tuning Fork" connection between box beam and bridge rail is to be removed under Item 606.64

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4

PLAN

STA. 2730+00 TO STA. 2746+00
(M.P. 274.95± TO M.P. 274.65±)



NOTE:
See Dwg. No. 11 for Legend.

PLAN

STA. 2746+00 TO STA. 2760+00
(M.P. 274.65± TO M.P 274.38±)

50' 0 50 100

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW

Calocerinos & Spina
CONSULTING ENGINEERS
Liverpool, New York 13088

University Of The State Of New York
EUGENE J. CALOCERINOS
No. 36783
Licensed Professional Engineer

DATE	DESCRIPTION	BY	REV.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0 ± - M.P. 285.2 ±

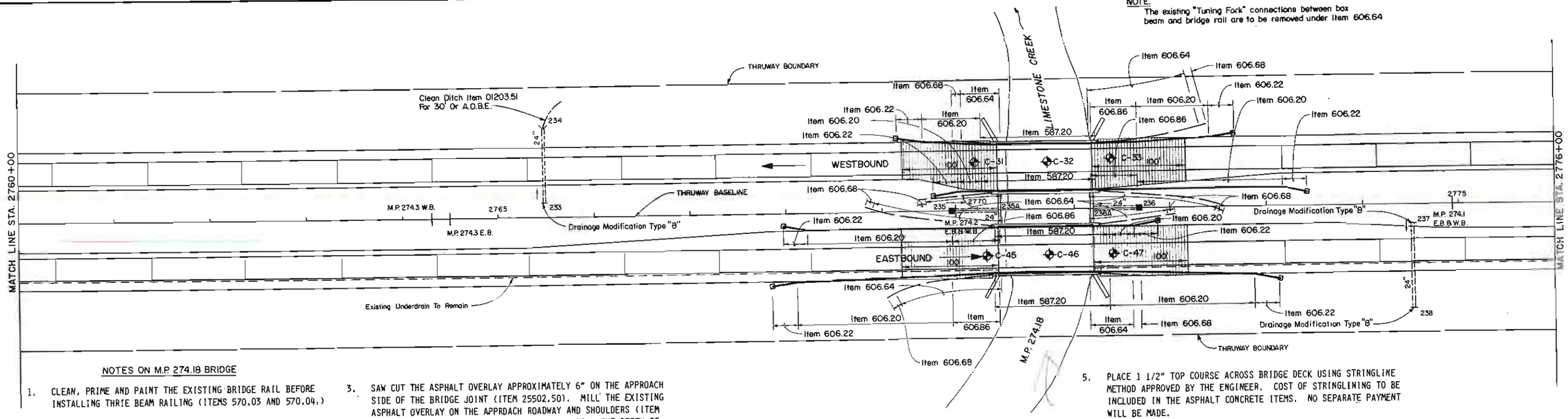
TITLE OF DRAWING
PLAN
STA. 2730+00 TO STA. 2760+00

DRAWN BY J. H. Goldhawk
CHECKED BY D.A. Pflaum
DATE November 25, 1987
DRAWING NO. 27

NEW YORK STATE THRUWAY AUTHORITY

TAS 88-5

NOTE:
The existing "Tuning Fork" connections between box beam and bridge rail are to be removed under Item 606.64



NOTES ON M.P. 274.18 BRIDGE

1. CLEAN, PRIME AND PAINT THE EXISTING BRIDGE RAIL BEFORE INSTALLING THRIE BEAM RAILING (ITEMS 570.03 AND 570.04.)

2. WHERE GUIDE RAIL POSTS MUST BE ANCHORED ON BRIDGE WINGWALLS IN AREAS OF DETERIORATED CONCRETE, CHIP OUT THE UNSOUND CONCRETE AND REFILL THE AREA WITH NON-SHRINK GROUT AT THE TIME THE ANCHOR BOLTS ARE PLACED. IN SUCH AREAS, THE BOLTS SHALL EXTEND A MINIMUM OF 7" INTO SOUND CONCRETE. PAYMENT FOR THESE REPAIRS SHALL BE INCLUDED UNDER ITEM 586.01.

3. SAW CUT THE ASPHALT OVERLAY APPROXIMATELY 6" ON THE APPROACH SIDE OF THE BRIDGE JOINT (ITEM 25502.50). MILL THE EXISTING ASPHALT OVERLAY ON THE APPROACH ROADWAY AND SHOULDERS (ITEM 18490.4032) TO THE LIMITS SHOWN ON THE PLANS. THE DEPTH OF THE MILLING SHALL VARY FROM ZERO AT THE EXTREME LIMIT TO 1 1/2" DEEP AT THE BRIDGE JOINT.

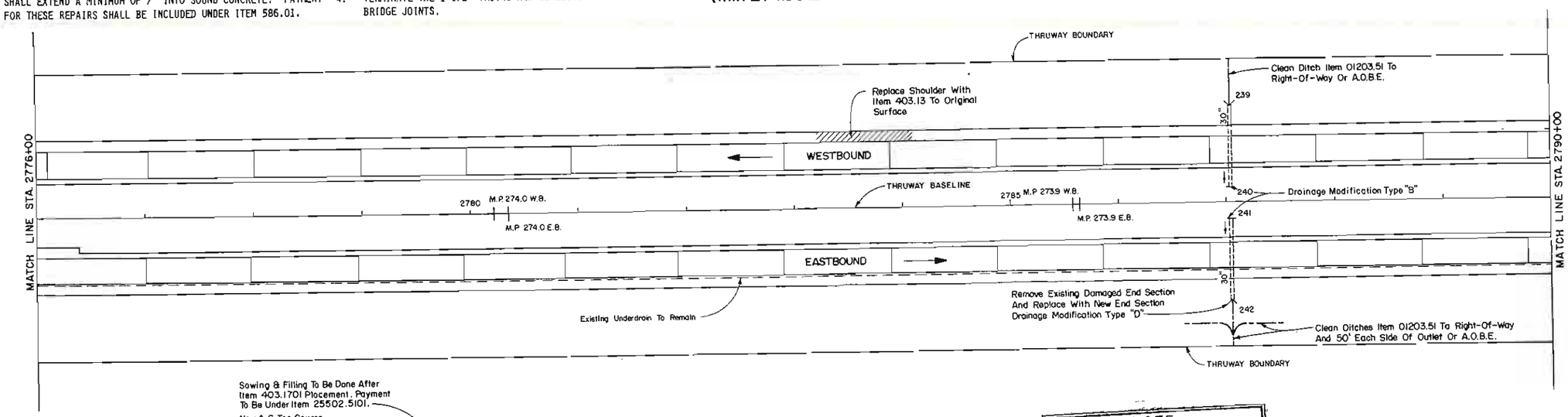
4. TERMINATE THE 1 1/2" TRUING AND LEVELING COURSE AT THE BRIDGE JOINTS.

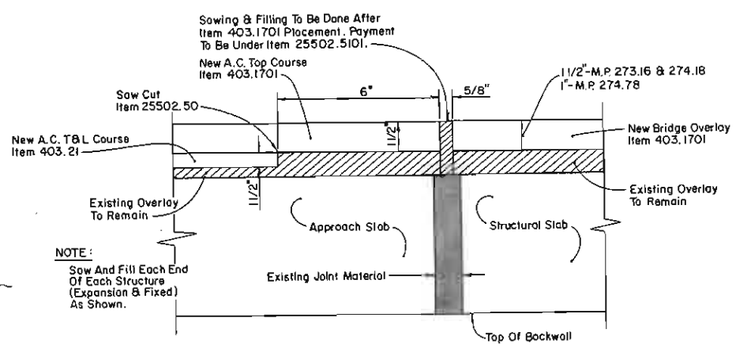
5. PLACE 1 1/2" TOP COURSE ACROSS BRIDGE DECK USING STRINGLINE METHOD APPROVED BY THE ENGINEER. COST OF STRINGLINING TO BE INCLUDED IN THE ASPHALT CONCRETE ITEMS. NO SEPARATE PAYMENT WILL BE MADE.

6. SAW AND FILL NEW OVERLAY (ITEM 25502.5101) AT THE BRIDGE JOINTS (SEE DETAIL ON DRAWING 28).

PLAN

STA. 2760+00 TO STA. 2776+00
(M.P. 274.38± TO M.P. 274.08±)





NOTE:
Saw And Fill Each End Of Each Structure (Expansion & Fixed) As Shown.

JOINT DETAIL

Not To Scale
(BRIDGES @ M.P. 273.16, 274.18 & 274.78)

PLAN

STA. 2776+00 TO STA. 2790+00
(M.P. 274.08± TO M.P. 273.82±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

NOTE:
See Dwg. No. 11 for Legend.

50' 0 50 100

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

Calogeracos & Spina
CONSULTING ENGINEERS
Liverpool, New York 13088

University of The State of New York
DISTRICT OF COLUMBIA
No. 40750
Licensed Professional Engineer

DATE	DESCRIPTION	BY	CHK
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

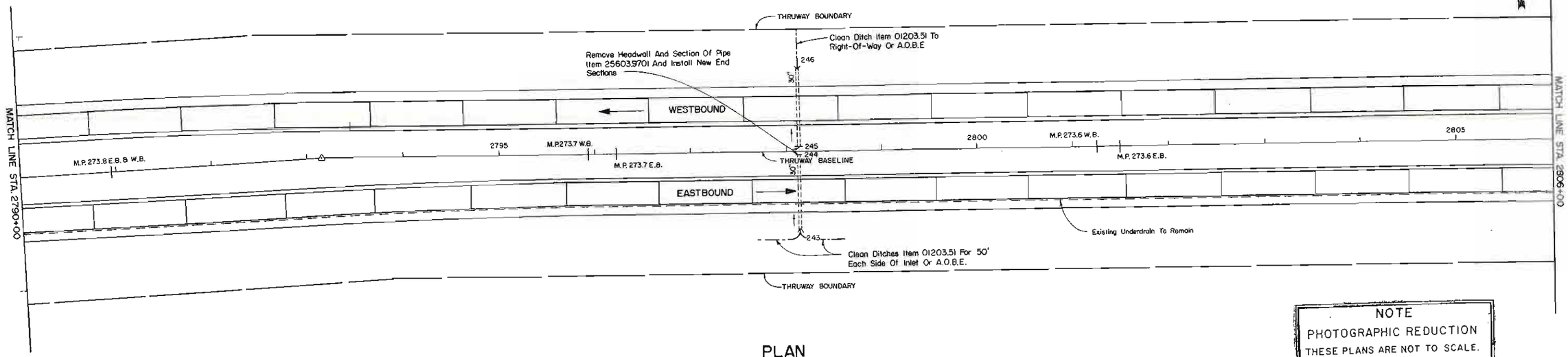
TITLE OF PROJECT
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0± — M.P. 285.2±

TITLE OF DRAWING
PLAN
STA. 2760+00 TO STA. 2790+00

DRAWN BY M.T. Sokoll
CHECKED BY D. A. Pinney
DATE November 25, 1987
DRAWING NO. 28

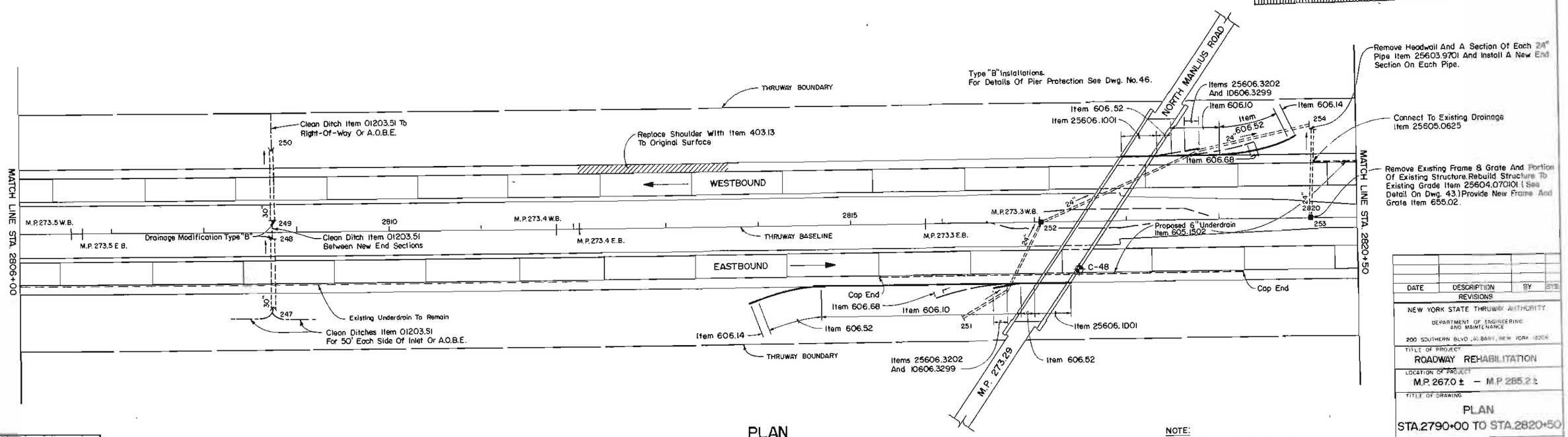
TAS 88—5



PLAN

STA. 2790+00 TO STA. 2806+00
(M.P. 273.82± TO M.P. 273.51±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO, APPROXIMATELY HALF SIZE.



PLAN

STA. 2806+00 TO STA. 2820+50
(M.P. 273.51± TO M.P. 273.23±)

NOTE:
See Dwg. No. 11 for Legend.

50' 0 50 100

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

DATE	DESCRIPTION	BY	SYB
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0 ± — M.P. 285.2 ±

TITLE OF DRAWING
PLAN
STA. 2790+00 TO STA. 2820+50

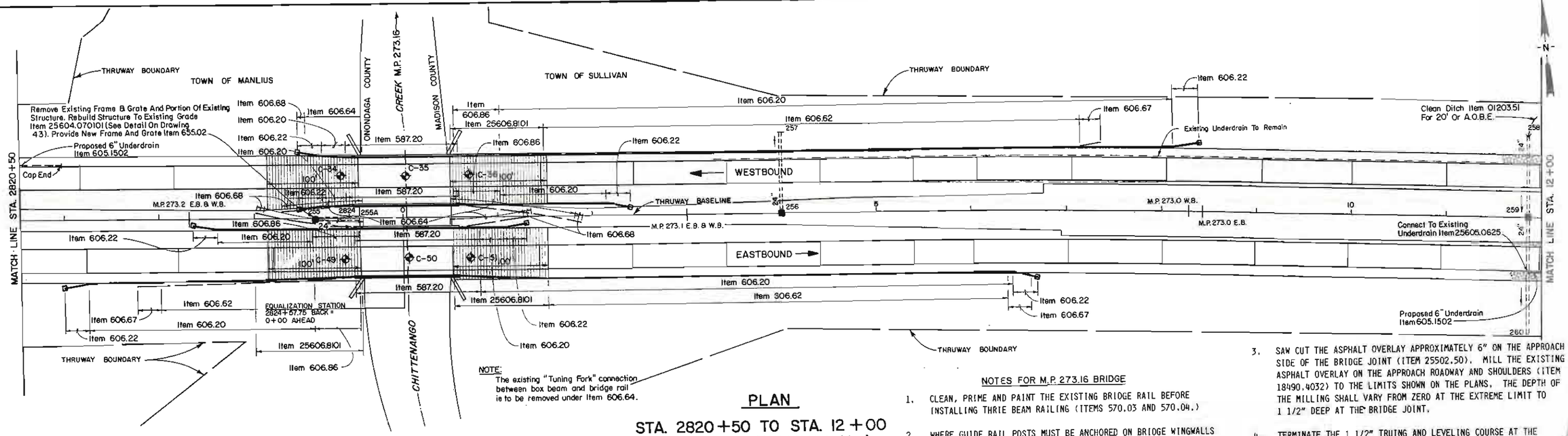
DRAWN BY D. K. Mills
CHECKED BY D. A. Pilgaard
DATE November 25, 1987
DRAWING NO. 29

TAS 88-5

Calocerinos & Spina
CONSULTING ENGINEERS
Latham, New York 12088

University Of The State Of New York
EDWARD L. CALOCERINOS
NO. 38780
Licensed Professional Engineer

IN CHARGE OF: J.W. Franz Jr., P.E.

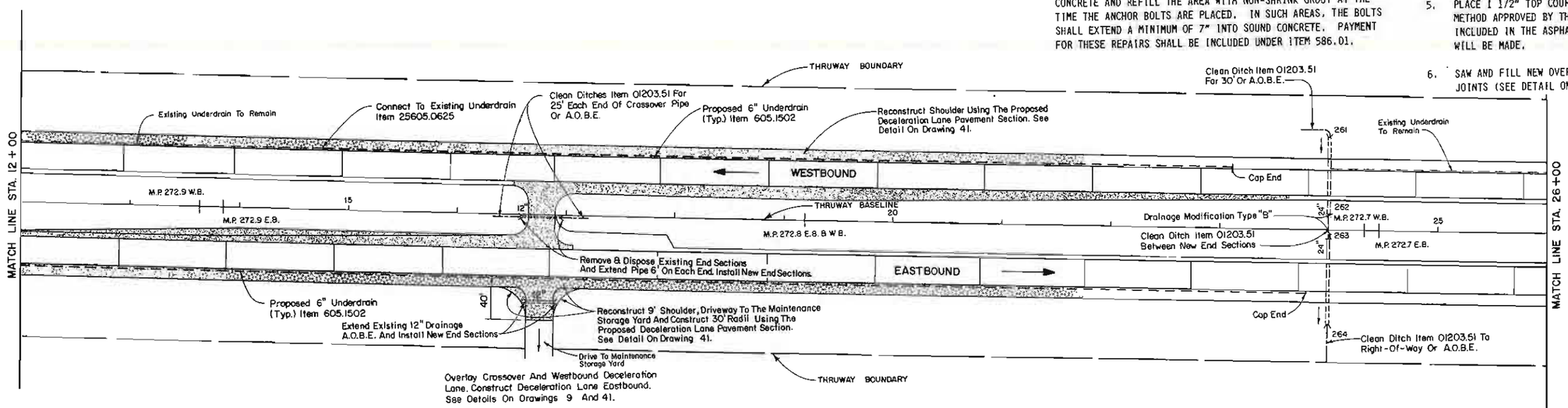


PLAN

STA. 2820+50 TO STA. 12+00
(M.P. 273.23± TO M.P. 272.93±)

NOTES FOR M.P. 273.16 BRIDGE

1. CLEAN, PRIME AND PAINT THE EXISTING BRIDGE RAIL BEFORE INSTALLING THRIE BEAM RAILING (ITEMS 570.03 AND 570.04.)
2. WHERE GUIDE RAIL POSTS MUST BE ANCHORED ON BRIDGE WINGWALLS IN AREAS OF DETERIORATED CONCRETE, CHIP OUT THE UNSOUND CONCRETE AND REFILL THE AREA WITH NON-SHRINK GROUT AT THE TIME THE ANCHOR BOLTS ARE PLACED. IN SUCH AREAS, THE BOLTS SHALL EXTEND A MINIMUM OF 7" INTO SOUND CONCRETE. PAYMENT FOR THESE REPAIRS SHALL BE INCLUDED UNDER ITEM 586.01.
3. SAW CUT THE ASPHALT OVERLAY APPROXIMATELY 6" ON THE APPROACH SIDE OF THE BRIDGE JOINT (ITEM 25502.50). MILL THE EXISTING ASPHALT OVERLAY ON THE APPROACH ROADWAY AND SHOULDERS (ITEM 18490.4032) TO THE LIMITS SHOWN ON THE PLANS. THE DEPTH OF THE MILLING SHALL VARY FROM ZERO AT THE EXTREME LIMIT TO 1 1/2" DEEP AT THE BRIDGE JOINT.
4. TERMINATE THE 1 1/2" TRUING AND LEVELING COURSE AT THE BRIDGE JOINTS.
5. PLACE 1 1/2" TOP COURSE ACROSS BRIDGE DECK USING STRINGLINE METHOD APPROVED BY THE ENGINEER. COST OF STRINGLINING TO BE INCLUDED IN THE ASPHALT CONCRETE ITEMS. NO SEPARATE PAYMENT WILL BE MADE.
6. SAW AND FILL NEW OVERLAY (ITEM 25502.5101) AT THE BRIDGE JOINTS (SEE DETAIL ON DRAWING 28).



PLAN

STA. 12+00 TO STA. 26+00
(M.P. 272.93± TO M.P. 272.67±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO, APPROXIMATELY HALF SIZE.

0 1 2 3 4

NOTE:
See Dwg. No. 11 for Legend.

50' 0 50 100

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

Calocerinos & Spina
CONSULTING ENGINEERS
Lawrence, New York 11559

University Of The State Of New York
CALOCERINOS
Licensed Professional Engineer

IN CHARGE OF: J. W. Sponz Jr. P.E.

DATE	DESCRIPTION	BY	SYB.
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12203

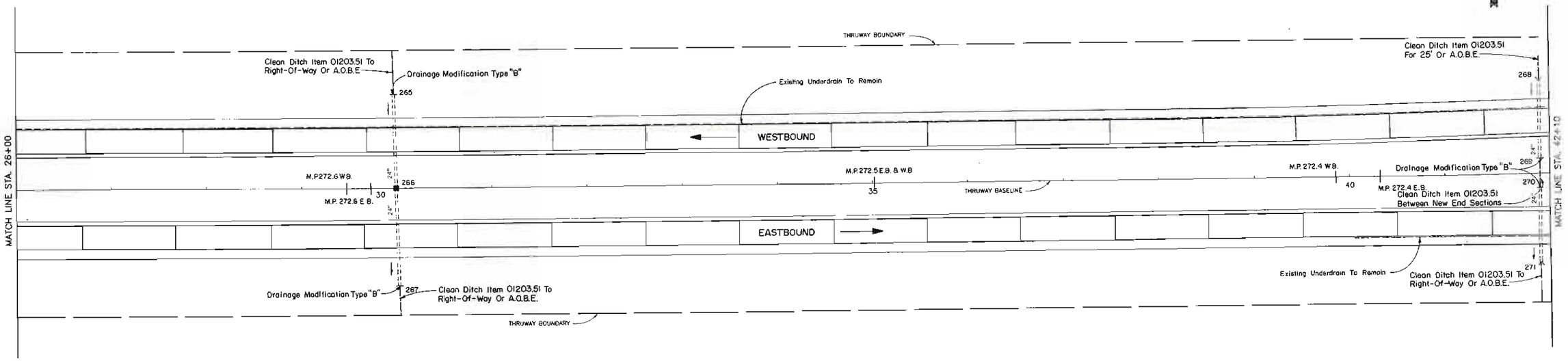
TITLE OF PROJECT
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0 ± - M.P. 285.2 ±

TITLE OF DRAWING
PLAN
STA. 2820+50 TO STA. 26+00

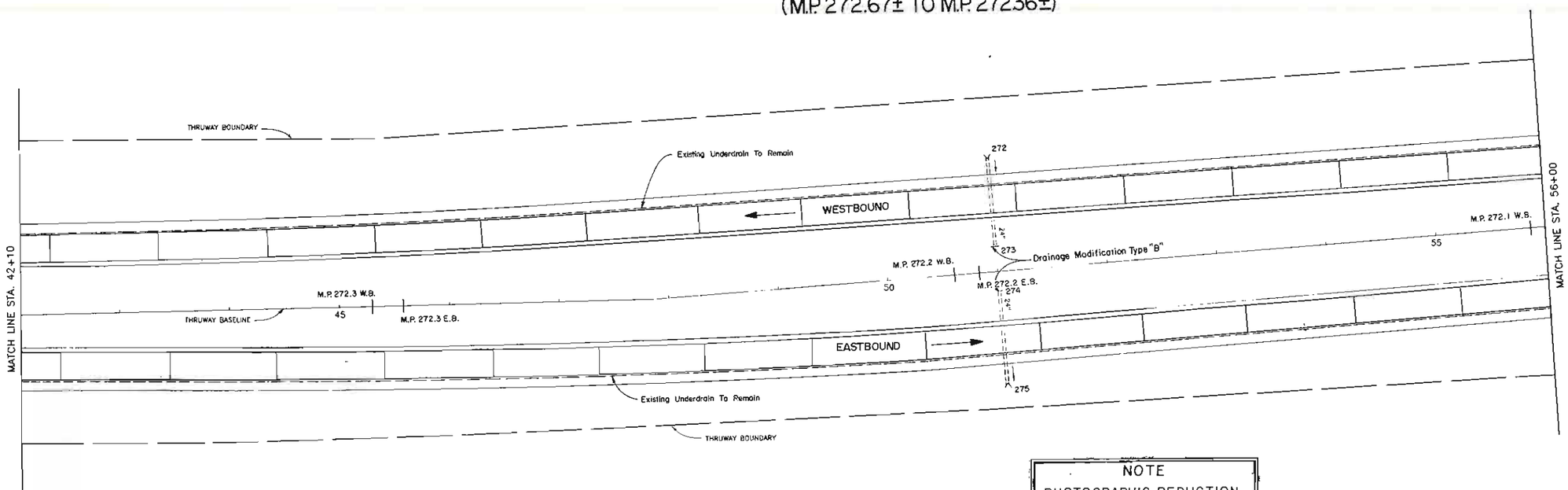
DRAWN BY: J. R. Goldfield
CHECKED BY: G. A. Pilone
DATE: November 23, 1987
DRAWING NO. 30

TAS 88-5



PLAN

STA. 26+00 TO STA. 42+10
(M.P. 272.67± TO M.P. 272.36±)



PLAN

STA. 42+10 TO STA. 56+00
(M.P. 272.36± TO M.P. 272.10±)

NOTE

PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4

NOTE:
See Dwg. No. 11 for Legend.

50' 50 0 50 100Ft.

Calocerinos & Spina
Consulting Engineers
Liverpool, New York 13088

University Of The State Of New York
Registered Calocerinos
No. 26780
Licensed Professional Engineer

IN CHARGE OF: J.W. Franz Jr., P.E.

DATE	DESCRIPTION	BY	STR
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 CONGRESS BLVD., ALBANY, NEW YORK 12203

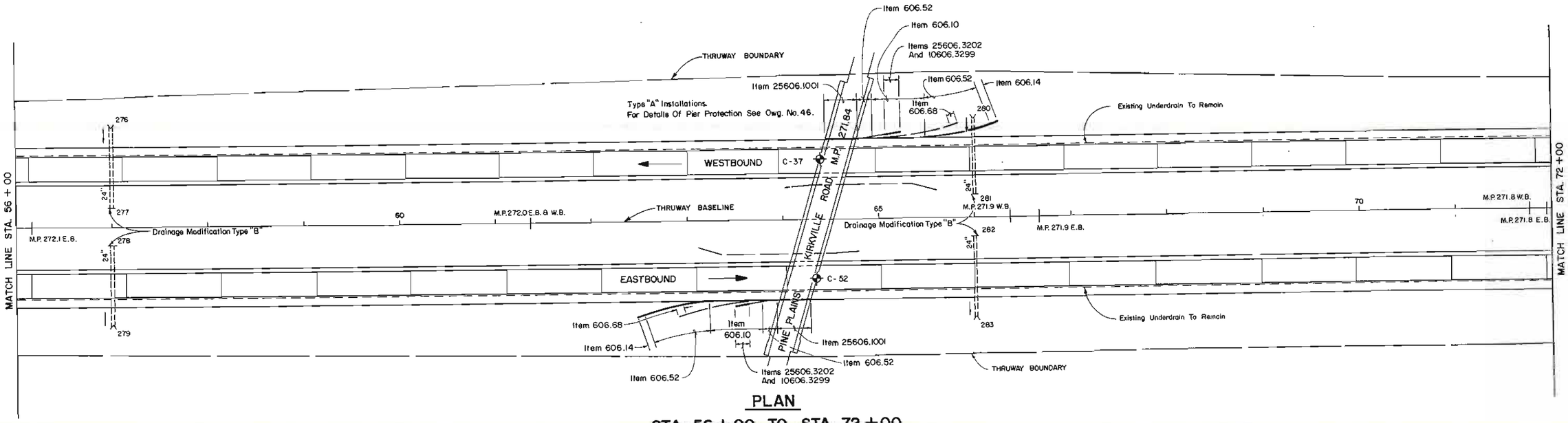
TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT:
M.P. 267.0± – M.P. 285.2±

TITLE OF DRAWING:
PLAN
STA. 26+00 TO STA. 56+00

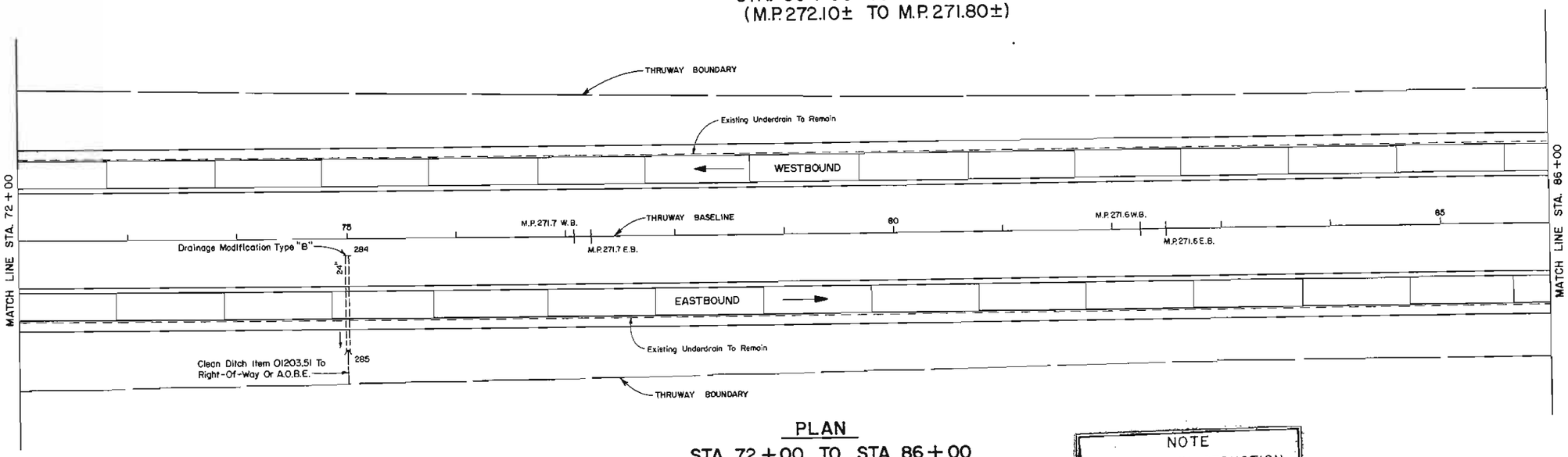
DRAWN BY: J.M. Lozzolo (CAD)
CHECKED BY: D.A. Rizzo
DATE: November 25, 1987
DRAWING NO.: 31

FAS 88 – 5



PLAN

STA. 56+00 TO STA. 72+00
(M.P. 272.10± TO M.P. 271.80±)



PLAN

STA. 72+00 TO STA. 86+00
(M.P. 271.80± TO M.P. 271.53±)

NOTE

PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM
INDICATED TO. APPROXIMATELY
HALF SIZE.

0 1 2 3 4

NOTE:
See Dwg. No. 11 for Legend.

50' 0 50' 100'
50'

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW

Calogeropoulos & Spina
CONSULTING ENGINEERS
Lawrence, New York 11559

University Of The State Of New York
DEPARTMENT OF EDUCATION
LICENSED PROFESSIONAL ENGINEER
No. 34780

DATE	DESCRIPTION	BY	SYS.
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

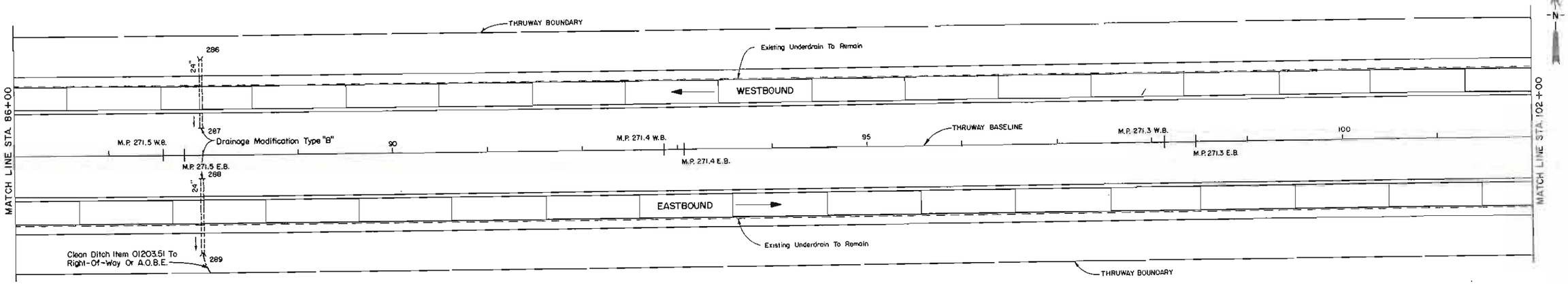
TITLE OF PROJECT
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0 ± - M.P. 285.2 ±

TITLE OF DRAWING
PLAN
STA. 56+00 TO STA. 86+00

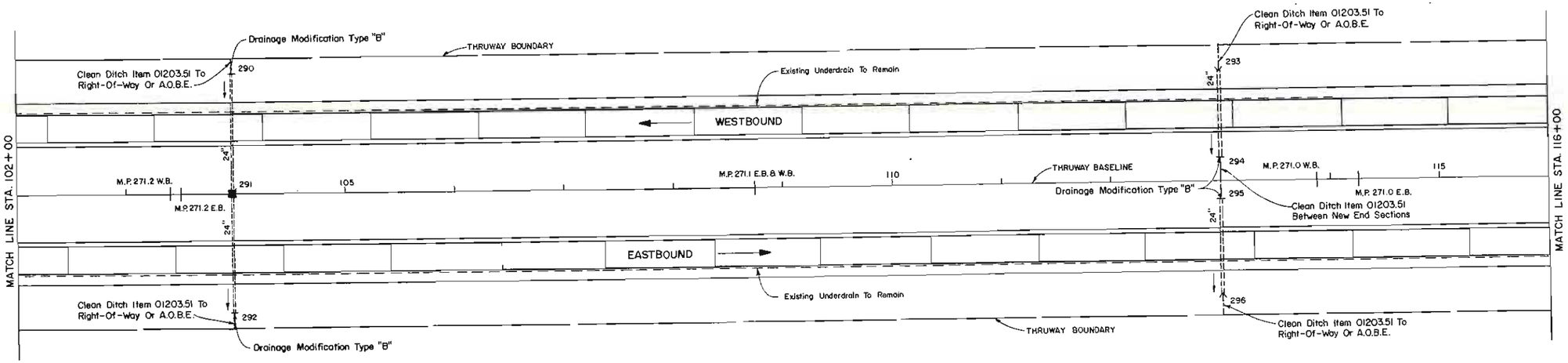
DRAWN BY J.H. Goldthwait
CHECKED BY O.A. Pilowo
DATE November 23, 1987
DRAWING NO. 32

TAS 88-5



PLAN

STA. 86+00 TO STA. 102+00
(M.P. 271.53± TO M.P. 271.23±)



PLAN

STA. 102+00 TO STA. 116+00
(M.P. 271.23± TO M.P. 270.96±)

NOTE

PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO, APPROXIMATELY HALF SIZE.

0 1 2 3 4

NOTE:
See Dwg. No. 11 for Legend.

50' 0 50 100

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

DATE	DESCRIPTION	BY	SYB.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0 ± — M.P. 285.2 ±

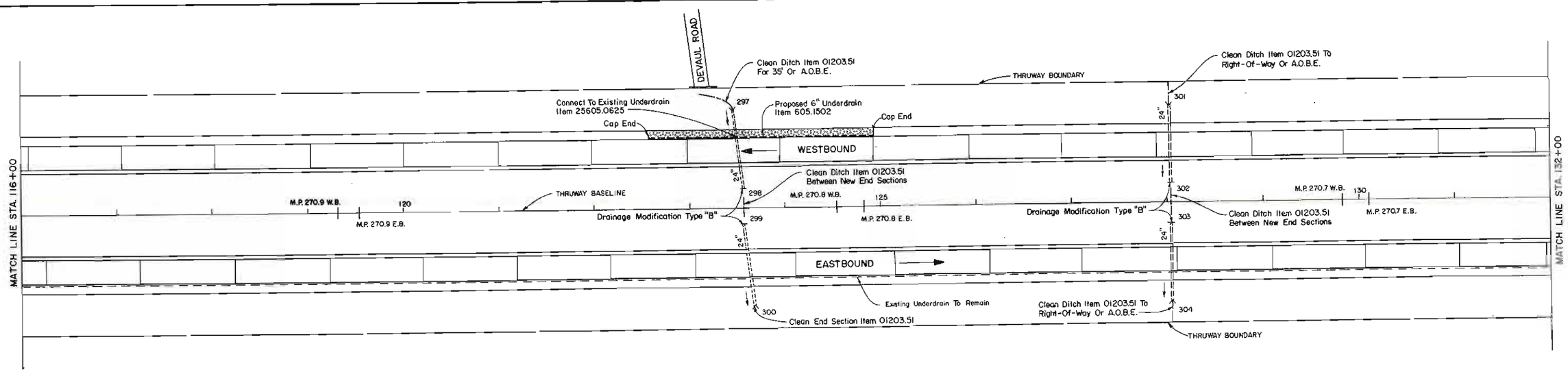
TITLE OF DRAWING
PLAN
STA. 86+00 TO STA. 116+00

DRAWN BY M.T. Schott
CHECKED BY O.A. Pilowo
DATE November 25, 1987
DRAWING NO. 33

TAS 88—5

Calacerinos & Spina
CONSULTING ENGINEERS
Lindenhurst, New York 11757

University Of The State Of New York
BENJAMIN J. CALACERINOS
NO. 36790
Licensed Professional Engineer

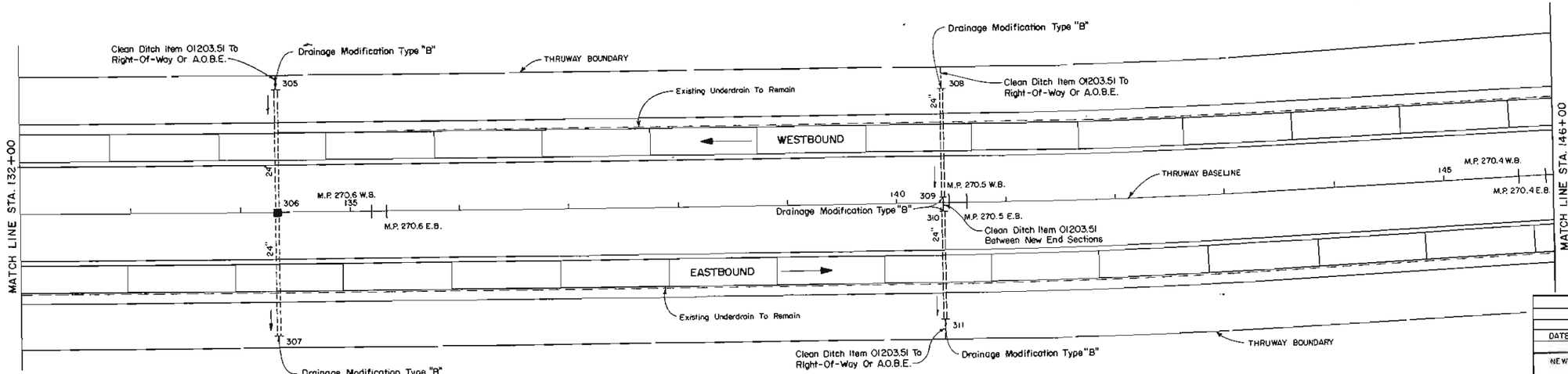


PLAN

STA. 116+00 TO STA. 132+00
(M.P. 270.96± TO M.P. 270.66±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4



PLAN

STA. 132+00 TO STA. 146+00
(M.P. 270.66± TO M.P. 270.40±)

NOTE:
See Dwg. No. 11 for Legend.

50' 0 50 100

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

DATE	DESCRIPTION	BY	SYM
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0± — M.P. 285.2±

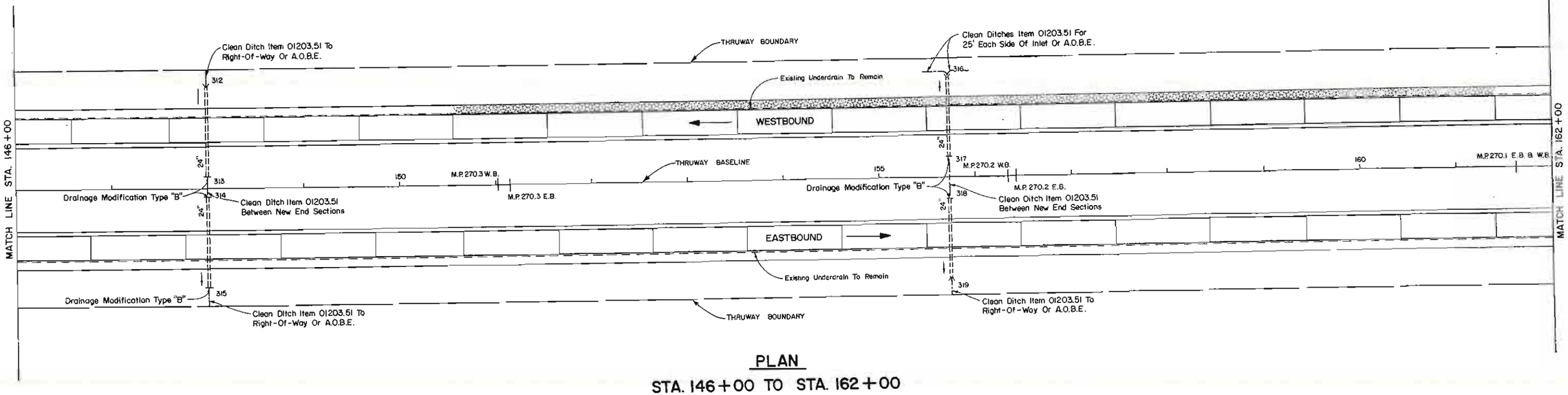
TITLE OF DRAWING
PLAN
STA. 116+00 TO STA. 146+00

DRAWN BY M.Y. Scharf
CHECKED BY D.A. Plimes
DATE November 25, 1987
DRAWING NO. 34

TAS 88—5

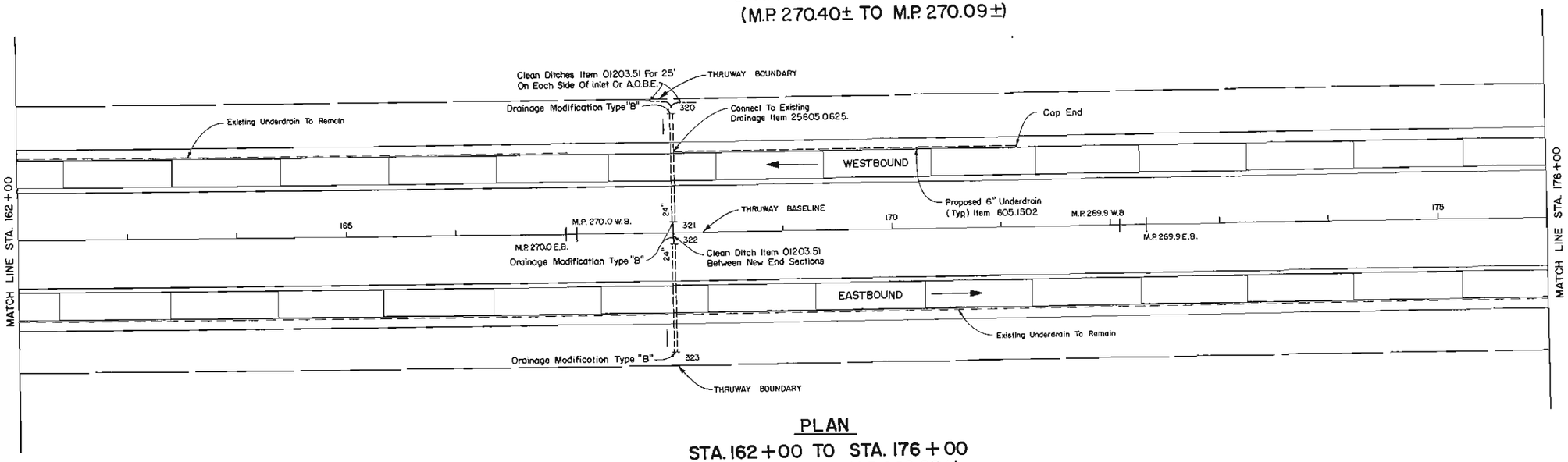
Cajoerinos & Spina
CONSULTING ENGINEERS
Utica, New York 13502

University of the State of New York
EXAMINER OF PROFESSIONAL ENGINEERS
Licensed Professional Engineer
No. 36780



PLAN

STA. 146+00 TO STA. 162+00
(M.P. 270.40± TO M.P. 270.09±)



PLAN

STA. 162+00 TO STA. 176+00
(M.P. 270.09± TO M.P. 269.83±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE
ALL SCALES ARE REDUCED FROM INDICATED TO, APPROXIMATELY HALF SIZE.

0 1 2 3 4

NOTE:
See Dwg. No. 11 for Legend.

50' 0 50' 100'
50'

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW

Calogeracos & Spina
CONSULTING ENGINEERS
Licensed Professional Engineers
No. 39780

DATE	DESCRIPTION	BY	STB
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12228

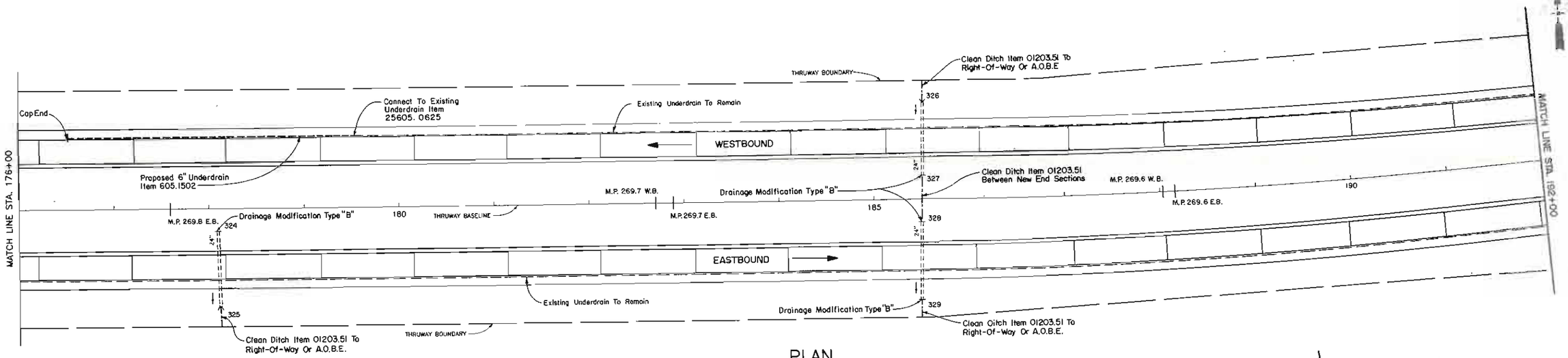
TITLE OF PROJECT
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0 ± - M.P. 285.2 ±

TITLE OF DRAWING
PLAN
STA. 146+00 TO STA. 176+00

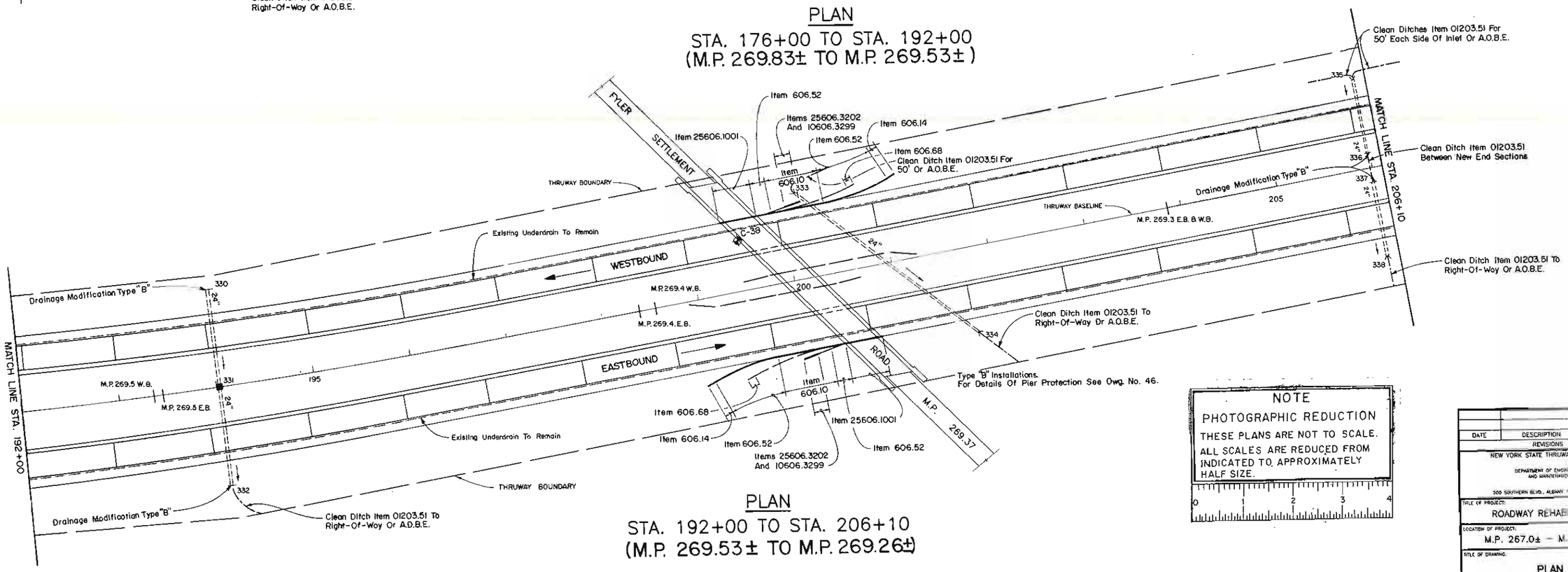
DRAWN BY J.H. Guilfoyle
CHECKED BY D. A. Pilmer
DATE November 25, 1987
DRAWING NO. 35

TAS 88-5



PLAN

STA. 176+00 TO STA. 192+00
(M.P. 269.83± TO M.P. 269.53±)



PLAN

STA. 192+00 TO STA. 206+10
(M.P. 269.53± TO M.P. 269.26±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO, APPROXIMATELY HALF SIZE.

0 1 2 3 4

NOTE.
See Owg. No. 11 for Legend.

50' 50 0 50 100Ft.

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW

Calocerdeos & Spina
CONSULTING ENGINEERS
Liverpool, New York 13088

University Of The State Of New York
EXAMINED & CATALOGUED
No. 38780
Licensed Professional Engineer

DATE	DESCRIPTION	BY	SYM.
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY

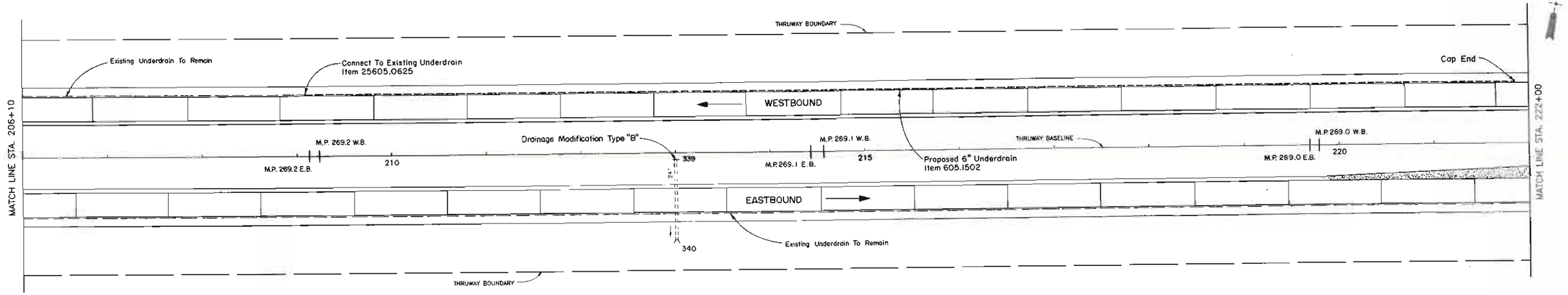
TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT:
M.P. 267.0± – M.P. 285.2±

TITLE OF DRAWING:
PLAN
STA. 176+00 TO STA. 206+10

DRAWN BY: J.M. Lazzara (CAD)
DESIGNED BY: D.A. Flaws
DATE: November 25, 1987
DRAWING NO. 36

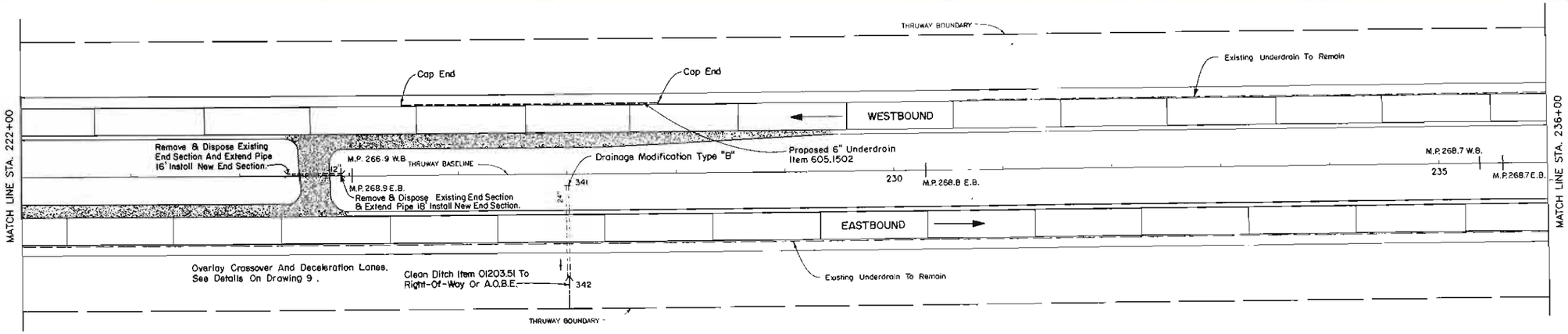
TAS 88 – 5



PLAN

STA. 206+10 TO STA. 222+00
(M.P. 269.26± TO STA. 268.96±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.



PLAN

STA. 222+00 TO STA. 236+00
(M.P. 268.96± TO M.P. 268.69±)

NOTE:
See Dwg. No. 11 for Legend.

50' 50 0 50 100Ft.

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION [illegible] OF THE NEW YORK STATE EDUCATION LAW.

DATE	DESCRIPTION	BY	SYM
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12210

TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT:
M.P. 267.0± – M.P. 285.2±

TITLE OF DRAWING
PLAN
STA. 206+10 TO STA. 236+00

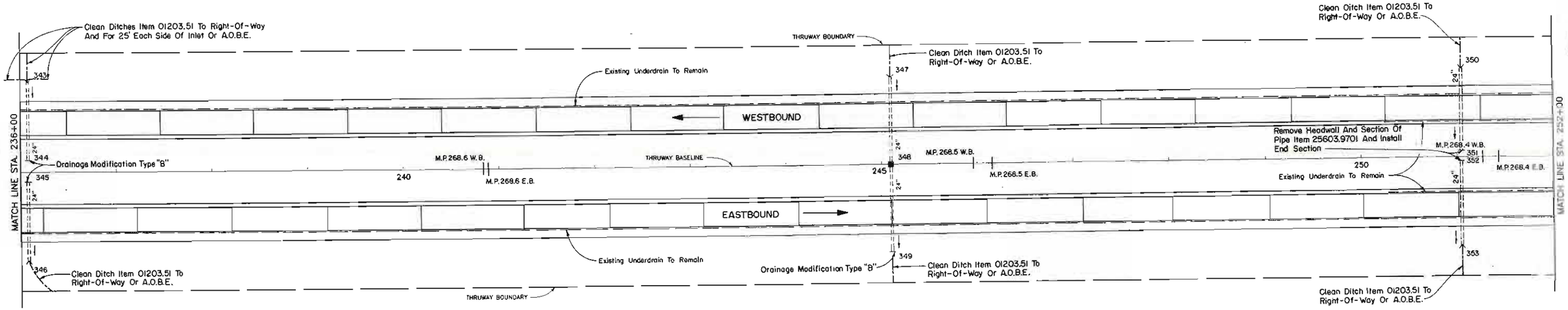
DRAWN BY: J.M. Lucchino (CAD)
PROJECT MGR: D.A. Pilewa
DATE: November 25, 1987
DRAWING NO. 37

TAS 88 – 5

Calocerinos & Spina
Consulting Engineers
Liverpool, New York 13088

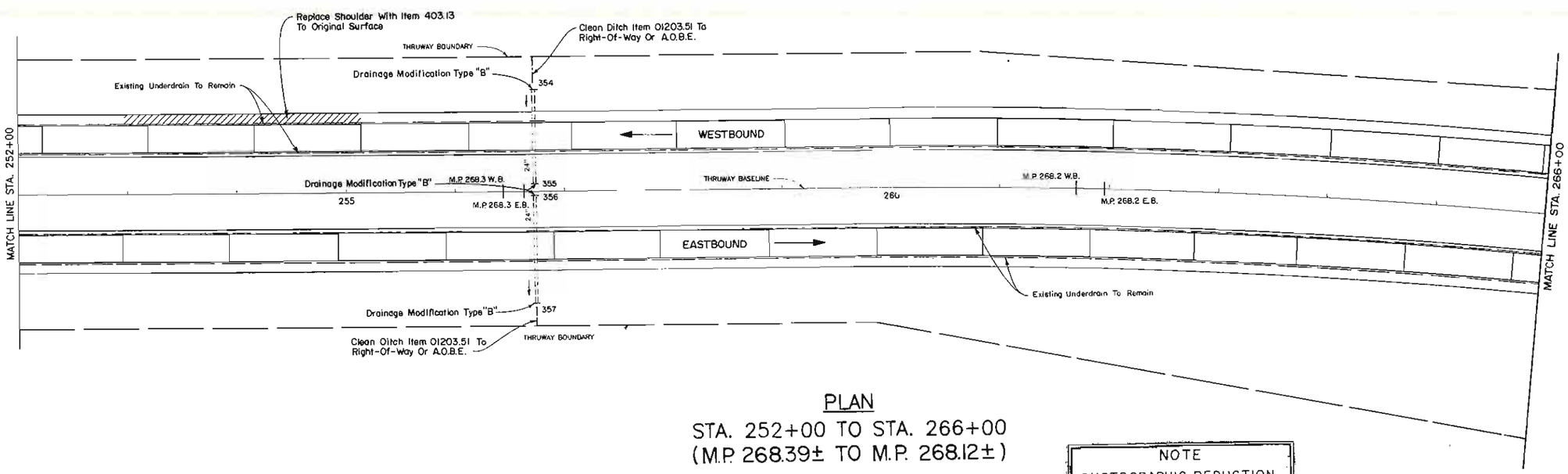
University Of The State Of New York
Licensed Professional Engineer
No. 38760

IN CHARGE OF J.W. Franz, Jr., P.E.



PLAN

STA. 236+00 TO STA. 252+00
(M.P. 268.69± TO M.P. 268.39±)



PLAN

STA. 252+00 TO STA. 266+00
(M.P. 268.39± TO M.P. 268.12±)

NOTE

PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4

NOTE:
See Dwg. No. 11 for Legend.

50 0 50 100 FT.
50

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW

Calocerinos & Spina
CONSULTING ENGINEERS
Clifton Park, New York 12065

University Of The State Of New York
EMANUEL J. CALOCERINOS
No. 38340
Licensed Professional Engineer

IN CHARGE OF: J.W. Franz, Jr. P.E.

DATE	DESCRIPTION	BY

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 CORPORATE BLVD., ALBANY, NEW YORK 12226

TITLE OF PROJECT:
ROADWAY REHABILITATION

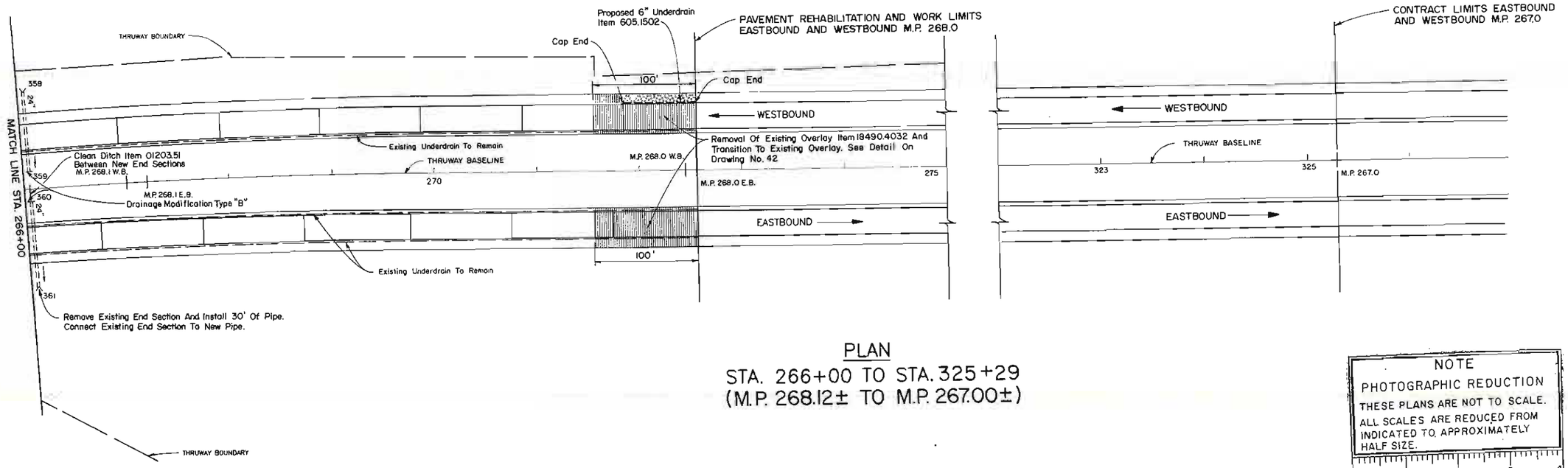
LOCATION OF PROJECT:
M.P. 267.0± – M.P. 285.2±

TITLE OF DRAWING:
PLAN
STA. 236+00 TO STA. 266+00

NEW YORK STATE THRUWAY AUTHORITY

Drawn By: J.M. Lozano (CWI)
Checked By: D.A. Flynn
Date: November 25, 1997
Drawing No. 38

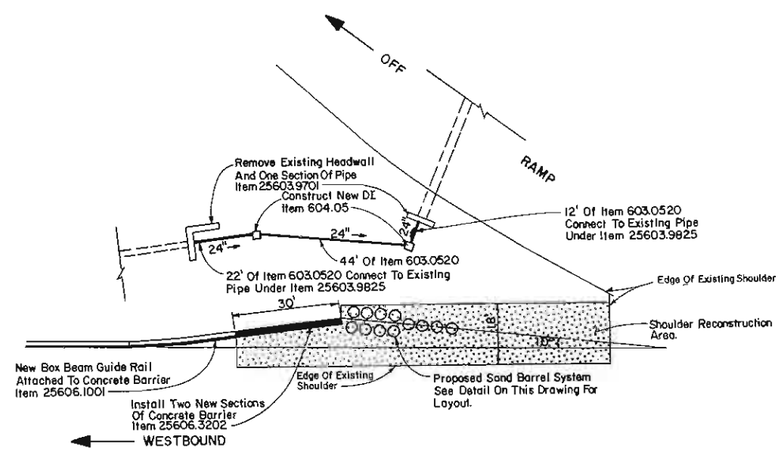
TAC 88 – 5



PLAN

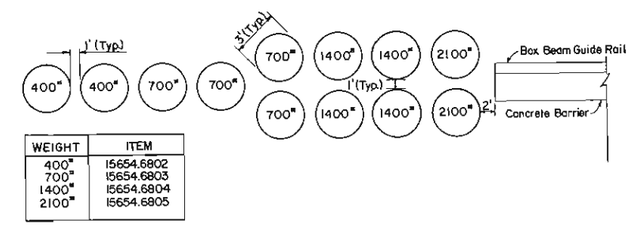
STA. 266+00 TO STA. 325+29
(M.P. 268.12± TO M.P. 267.00±)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.



INTERCHANGE NO.36 DRAINAGE SYSTEM AND PIER PROTECTION MODIFICATIONS

Scale: 1" = 20'



WEIGHT	ITEM
400"	15654.6802
700"	15654.6803
1400"	15654.6804
2100"	15654.6805

SAND BARREL SYSTEM DETAIL

Not To Scale

NOTE:
See Dwg. No. 11 for Legend.

50' 50 0 50 100ft.

NO ALTERATION PERMITTED HEREIN EXCEPT AS PROVIDED UNDER SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW

Coloccrinos & Spino
CONSULTING ENGINEERS
Liverpool, New York 13088
University Of The State Of New York
Licensed Professional Engineer
No. 16780

DATE	DESCRIPTION	BY	TYPE

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 CHESTNUT HILL, ALBANY, NEW YORK 12203

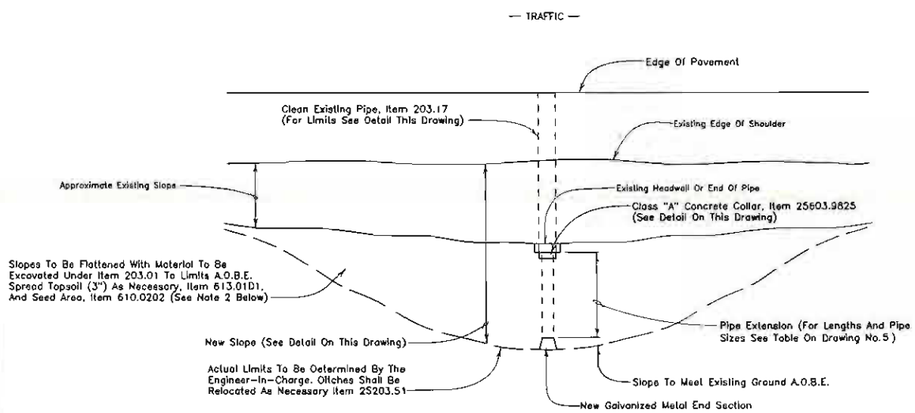
TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT:
M.P. 267.0± – M.P. 285.2±

TITLE OF DRAWING:
PLAN
STA. 266+00 TO STA. 325+29

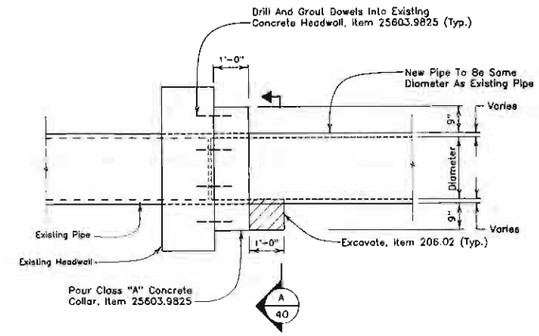
DRAWN BY: J.M. Lizzano (CAD)
CHECKED BY: C.A. Pizzo
DATE: November 25, 1987
DRAWING NO. 39

TAS 88 – 5



PLAN

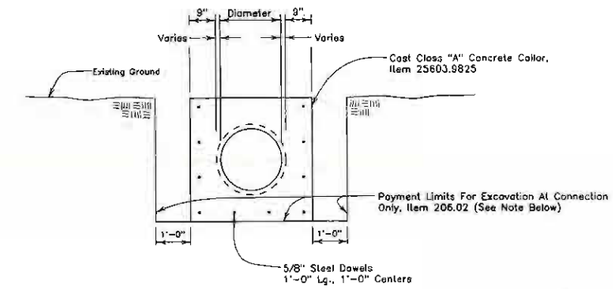
Not To Scale



NEW PIPE TO EXISTING HEADWALL DETAIL

Not To Scale

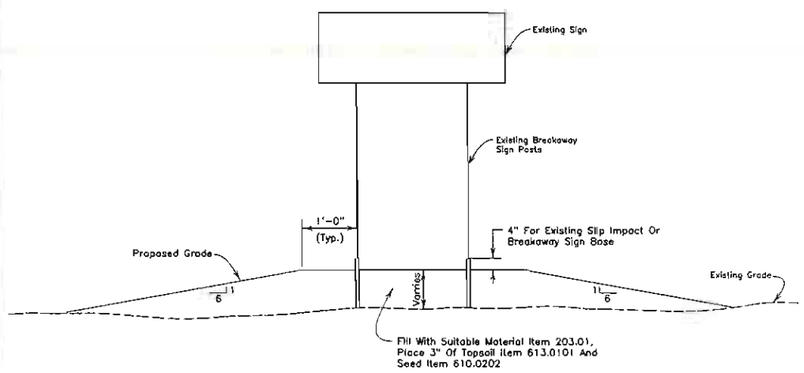
(TYPE "A")



NOTE: Any excavation necessary to install the new pipe and end section other than the collar shall be included in the cost of Item 25603.9825.

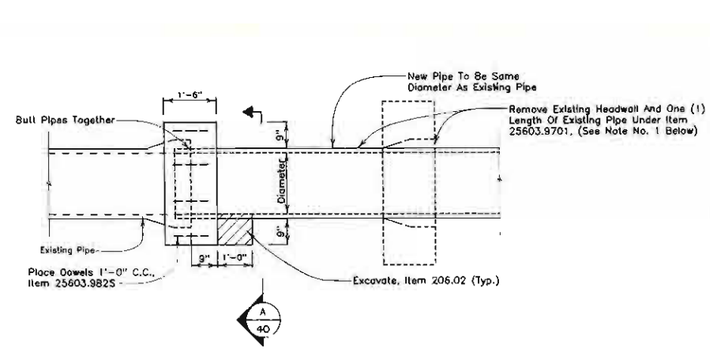
SECTION A/40

Not To Scale



GRADE ADJUSTMENT DETAIL AT EXISTING SIGNS

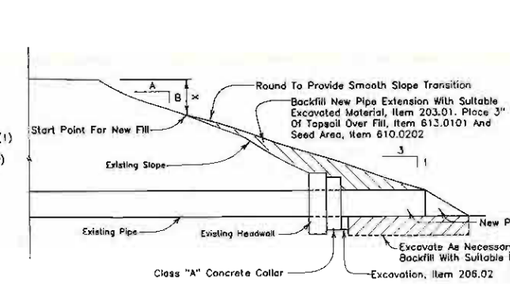
Not To Scale



NEW PIPE – EXISTING HEADWALL REMOVED

Not To Scale

(TYPE "B")



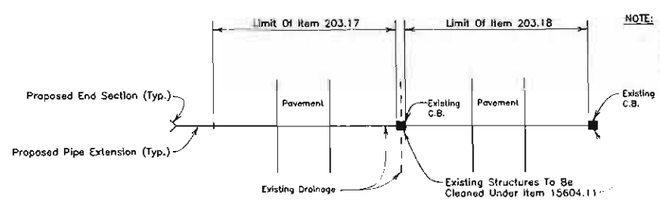
A	B	X	TOLERANCE
1	1	0	NOT ALLOWED
2	1	OVER 6'	NOT ALLOWED
2	1	0'–6'	ACCEPTABLE
3	1	UNLIMITED	ACCEPTABLE
4	1	UNLIMITED	ACCEPTABLE
5	1	UNLIMITED	ACCEPTABLE

NOTE: Above detail is a guideline only and may be altered by the Engineer.

CULVERT EXTENSION FILL GUIDELINES

Not To Scale

LOCATIONS	
WESTBOUND	EASTBOUND
272.00 RT.	268.75 RT.
274.65 RT.	268.90 LT.
276.75 RT.	269.00 RT.
277.39 RT.	275.20 RT.
279.41 RT.	275.65 RT.
279.49 RT.	276.62 RT.
281.72 RT.	277.41 RT.
283.29 RT.	
283.62 RT.	
283.72 RT.	



NOTE: For locations of culverts, storm sewers and drainage structures to be cleaned see table on Drawing No. 5.

Any existing end sections that require cleaning will be paid for under Item 01203.51 .

LIMITS FOR CLEANING CULVERTS DETAIL

Not To Scale

NOTES:
1. Where removal is designated on roadway plan sheets or where headwall is tilted and/or pipe joint separated, remove headwall and one (1) section of existing pipe under Item 25603.9701. If additional section of pipe is separated, it shall be removed under Item 206.02 A.O.B.E. Connect new pipe to end of next section.
2. Seeding to include cost of seed, fertilizer and mulch binder. For seed composition table see Drawing No. 44.
3. Cross culverts to be extended are to be cleaned under Item 203.17 . For table of extensions see Drawing No. 5 .

NOTE
PHOTOGRAPHIC REDUCTION
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0 1 2 3 4

Calocerinos & Spina
CONSULTING ENGINEERS
Liverpool, New York 13088

University Of The State Of New York
EMANUEL J. CALOCERINOS
No. 38760
Licensed Professional Engineer

IN CHARGE OF: J.W. Franz, Jr., P.E
MADE BY: S.H. George P.E.

DATE	DESCRIPTION	BY
	REVISIONS	

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHGATE BLVD., ALBANY, NEW YORK 12203

TITLE OF PROJECT
ROADWAY REHABILITATION

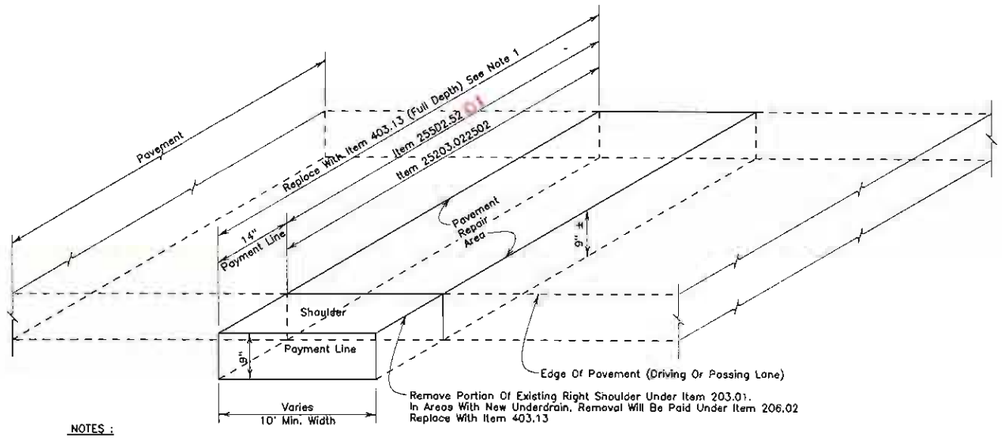
LOCATION OF PROJECT
M.P. 267.0 – M.P. 285.2 ±

TITLE OF DRAWING
DRAINAGE ALTERATION & GRADE ADJUSTMENT AT EXISTING SIGN DETAILS

NEW YORK STATE THRUWAY AUTHORITY

DRAWN BY: J.M. Lazzara (CAD)
CHECKED BY: D.A. Pilato
DATE: November 25, 1987
DRAWING NO.: 40

TAS 88–5

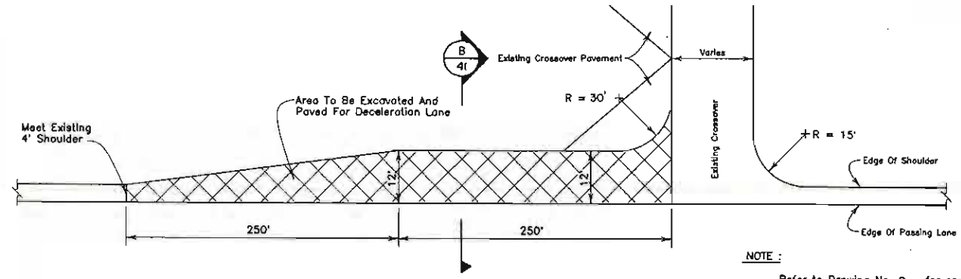


NOTES :

1. Item 403.13 shall be placed in pavement and shoulder areas in 3 equal lifts to insure proper compaction.
2. This removal detail shall not apply to mall shoulders and right shoulders that are to be reconstructed.

DETAIL A/41

Not To Scale

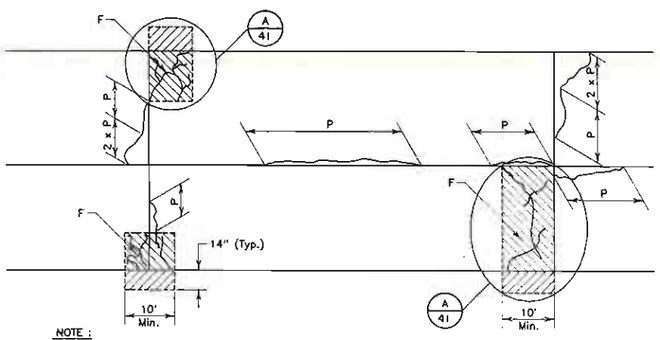


NOTE :

Refer to Drawing No. 9 for crossover to be overlaid details.

CROSSOVER DECELERATION LANE

Not To Scale



F – Full Depth Repair
Cut Area Parallel To Joints, Item 25502.52
Remove Concrete, Item 25203.022502
Replace With Item 403.13

P – Partial Depth Repair, Item 25633.10
Remove Deteriorated Concrete Or Asphalt
Replace With Asphalt Concrete Meeting
Material Specifications Of Type 5 – Shim Course

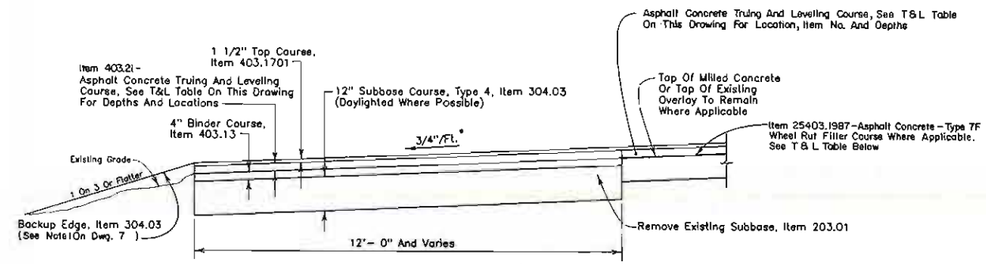
2 x P – Areas Of Partial Depth With a Width Greater Than 6". Payment For Item 25633.10 Will Be Twice The Linear Measurement.

NOTE :

Price bid for Item 25633.10 shall include cost of asphalt concrete patching material.

JOINT AND CRACKED PAVEMENT REPAIR

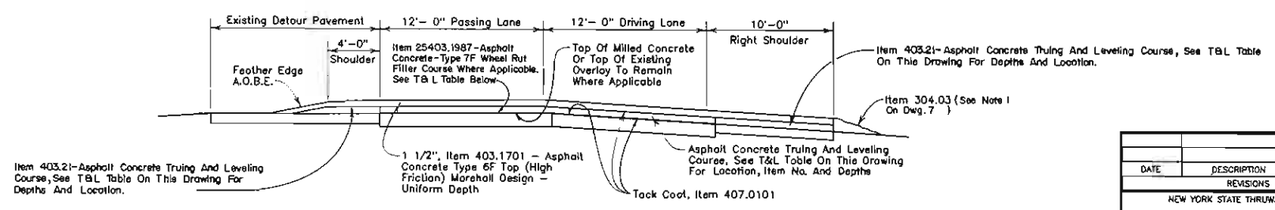
Not To Scale



* Slope may vary if deceleration lane is within a curve to be superelevated. See Drawing No. 10 for shoulder cross slope.

SECTION B/41

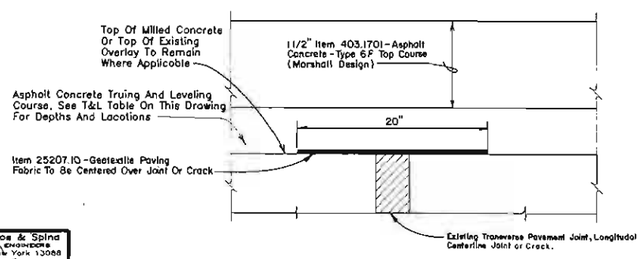
Not To Scale



TYPICAL APPROACH SECTION FOR BRIDGES*

Not To Scale

* = MAINLINE STRUCTURES



CRACK RETARDENT FABRIC INSTALLATION DETAIL

Not To Scale

T & L TABLE		
LOCATION	ITEM NO.	NOMINAL DEPTH (IN.)
M.P. 268.0 TO M.P. 278.0	25403.1987	3/4"
M.P. 268.0 TO M.P. 278.0	403.21	1 1/2"
M.P. 278.0 TO / M.P. 284.1	403.21	3 1/2"

NOTE

PHOTOGRAPHIC REDUCTION
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0 1 2 3 4

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

Caloiaerinos & Spina
CONSULTING ENGINEERS
Liverpool, New York 13088
University Of The State Of New York
Licensed Professional Engineer

IN CHARGE BY: J. W. Franz Jr., P.E.
MADE BY: S. H. George, P.E.

DATE	DESCRIPTION	BY	SYB.
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

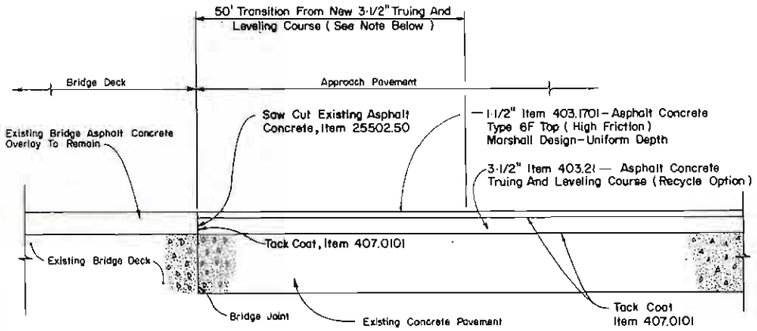
TITLE OF PROJECT: ROADWAY REHABILITATION

LOCATION OF PROJECT: M.P. 267.0 ± — M.P. 285.2 ±

TITLE OF DRAWING: MISCELLANEOUS PAVEMENT DETAILS

DRAWN BY: T. H. Le
CHECKED BY: O.A. Pilawa
DATE: November 25, 1987
DRAWING NO.: 41

TAS 88 – 5

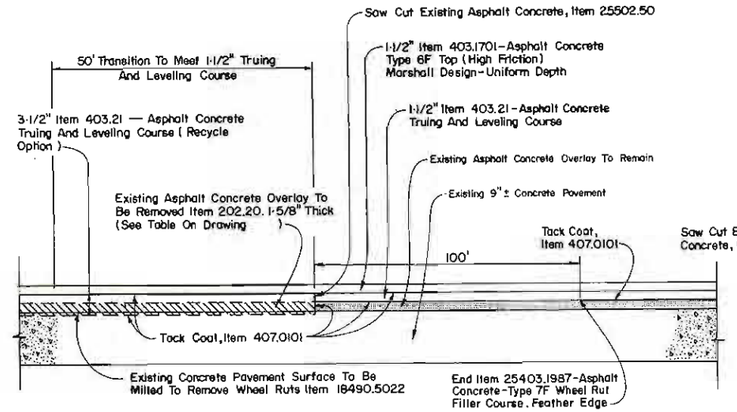


NOTE:
Depth Of Existing Asphalt Concrete Overlay Is Unknown. Contractor Is To Verify Depth During The Removal Of The Existing Overlay. Contractor Is To Transition Truing And Leveling Course From 3-1/2" Depth To Bridge Joint Allowing For 1-1/2" Thick Top Course At The Bridge Joint.

ASPHALT CONCRETE TRANSITION TO EXISTING BRIDGE DECK OVERLAY

Not To Scale

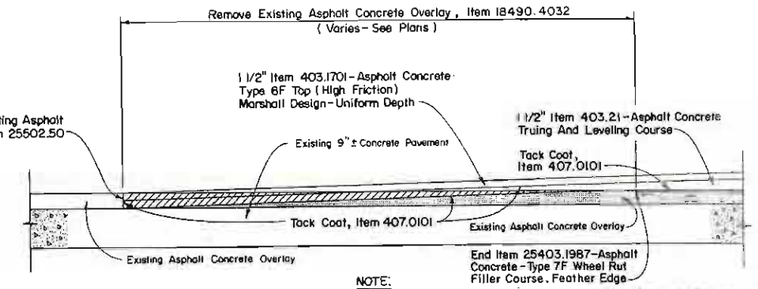
(ELECTRONICS PARKWAY BRIDGE - M.P. 284.2 WESTBOUND ONLY)



ASPHALT CONCRETE TRANSITION FROM NEW 3" OVERLAY TO NEW 5" OVERLAY

Not To Scale

(M.P. 278.0 WESTBOUND ONLY)

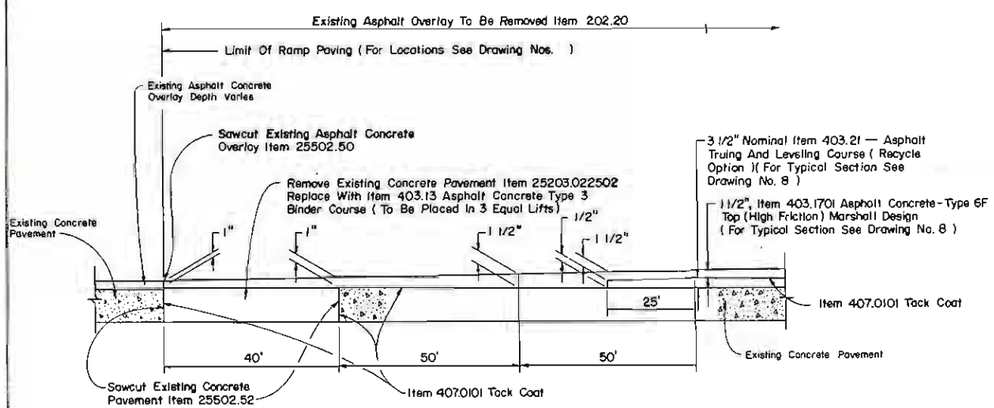


NOTE:
Contractor Shall Pave Transition Areas With "Stringline" To Ensure Smooth Transition From Old To New Overlay. Engineer Shall Approve Layout Prior To Paving. Any Additional Costs To Be Included In Asphalt Concrete Items. No Separate Payment Will Be Made.

ASPHALT CONCRETE TRANSITION TO EXISTING OVERLAY

Not To Scale

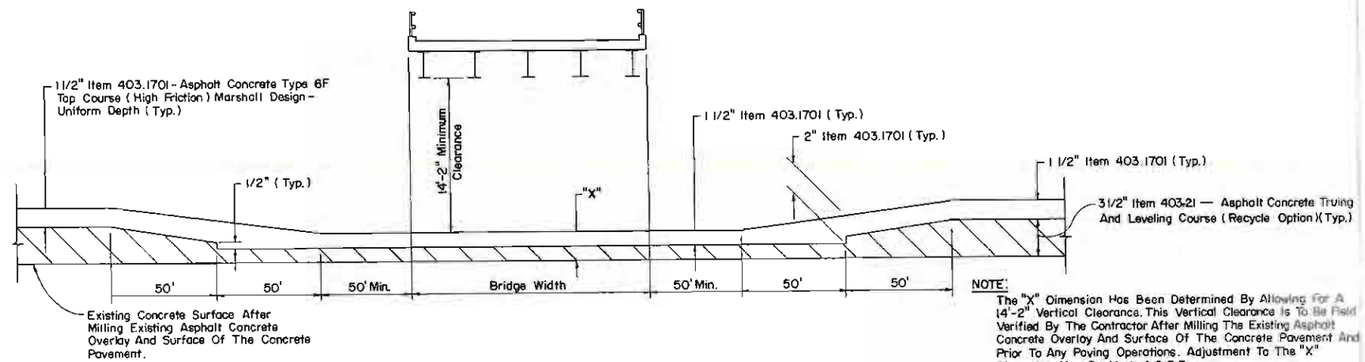
(M.P. 268.0 EASTBOUND)
(M.P. 268.0 WESTBOUND)
(M.P. 278.0 EASTBOUND ONLY)



RAMP PAVING TRANSITION DETAIL

Not To Scale

(M.P. 278.0 TO M.P. 284.1 WESTBOUND ONLY)



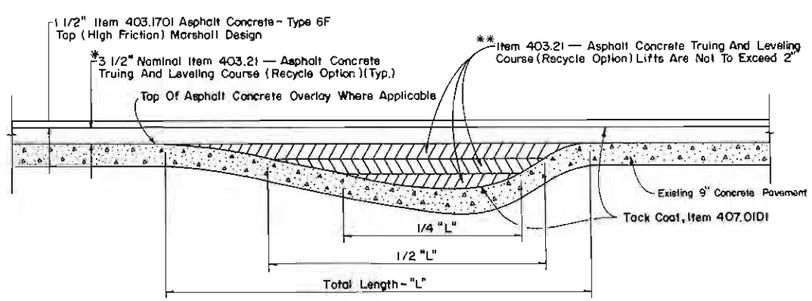
NOTE:
The "X" Dimension Has Been Determined By Allowing For A 14'-2" Vertical Clearance. This Vertical Clearance Is To Be Field Verified By The Contractor After Milling The Existing Asphalt Concrete Overlay And Surface Of The Concrete Pavement And Prior To Any Paving Operations. Adjustment To The "X" Dimension May Be Made A.O.B.E.

PAVING DETAILS AT OVERHEAD STRUCTURES FOR MINIMUM VERTICAL CLEARANCE

Not To Scale

LOCATION		"X"
M.P. 278.37	WESTBOUND	3 1/2"
M.P. 278.93	WESTBOUND	4"
M.P. 282.93	WESTBOUND	3" *
M.P. 283.04	WESTBOUND	4 1/2"
M.P. 283.79	WESTBOUND	3" *

* Resulting Vertical Clearance Will Be Approx. 14'-2"



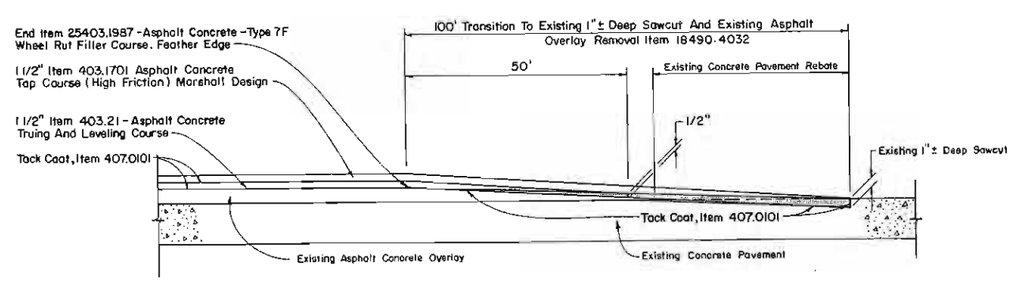
NOTE:
Locations Of Leveling Wedges Are To Be Determined By The Engineer In The Field.

LEVELING WEDGE

Not To Scale

*The Truing And Leveling Course Will Be Item 403.21 At 1 1/2" Deep Between M.P. 268.0 And M.P. 278.0 East And Westbound.

**Item 25403.1987 Is To Be Used Between M.P. 268.0 And M.P. 278.0 East And Westbound.



RAMP PAVING TRANSITION DETAIL

Not To Scale

(EXIT AND ENTRANCE RAMPS AT INTERCHANGE 34A ONLY)

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

Calogeringo & Spina
Consulting Engineers
Liverpool, New York 13088

University Of The State Of New York
Registered Professional Engineer
No. 46282
Licensed Professional Engineer

IN CHARGE OF: J.W. Franz Jr., P.E.
MADE BY: S.H. George, P.E.

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW

DATE	DESCRIPTION	BY	SYE
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

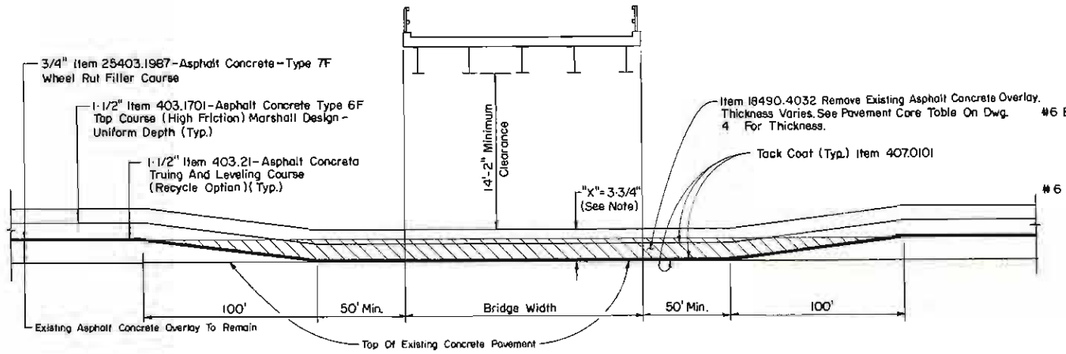
TITLE OF PROJECT
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0± - M.P. 285.2±

TITLE OF DRAWING
PAVEMENT TRANSITION AND OVERLAY DETAILS

DRAWN BY: D.K. Mills
CHECKED BY: D.R. Pridell
DATE: November 25, 1987
DRAWING NO. 42

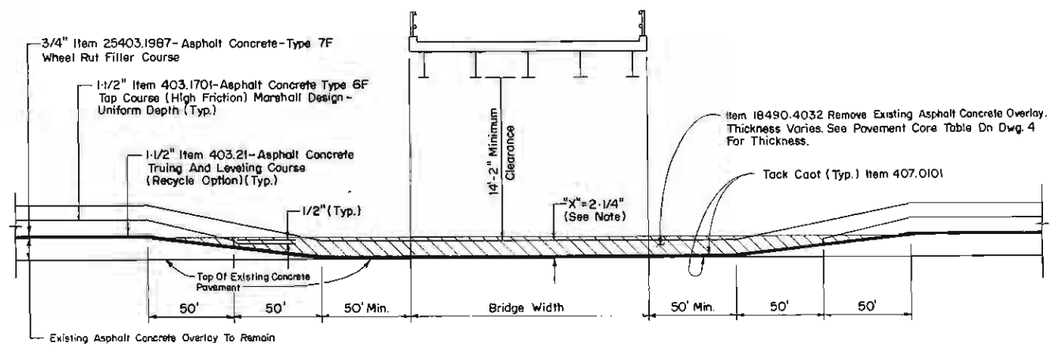
TAS 88-5



PAVING DETAIL AT OVERHEAD STRUCTURES FOR MINIMUM VERTICAL CLEARANCE WITH T & L COURSE

(M.P. 268.0 TO M.P. 278.0 ONLY)

M.P. 271.84 EASTBOUND	M.P. 269.37 WESTBOUND
M.P. 273.29 EASTBOUND	M.P. 271.84 WESTBOUND
M.P. 276.01 EASTBOUND	M.P. 276.01 WESTBOUND
M.P. 277.39 EASTBOUND	

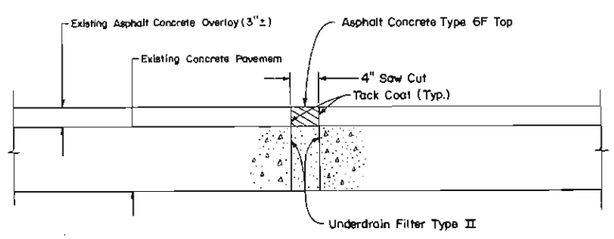


PAVING DETAIL AT OVERHEAD STRUCTURES FOR MINIMUM VERTICAL CLEARANCE WITH T & L COURSE TERMINATED

(M.P. 268.0 TO M.P. 278.0 ONLY)

M.P. 274.48 EASTBOUND	M.P. 274.48 WESTBOUND *
	M.P. 277.39 WESTBOUND

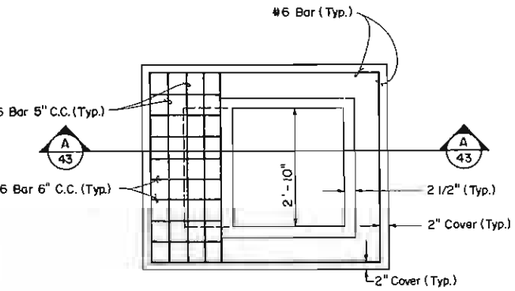
* Item 25403.1987 Wheel Rut Filler Course Is To Be Terminated Under The Structure. The Point Of Termination Will Be The Limits Of The Existing Asphalt Concrete Overlay Removal.



TRANSVERSE PRESSURE RELIEF JOINT DETAIL (ITEM 25502.45)

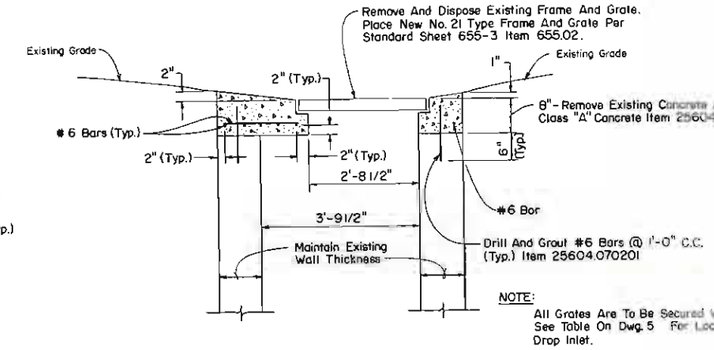
Not To Scale

(M.P. 268.0 TO M.P. 278.0 ONLY)



DETAIL FOR ALTERING EXISTING DROP INLET TYPE B ITEM 25604.070201

Not To Scale

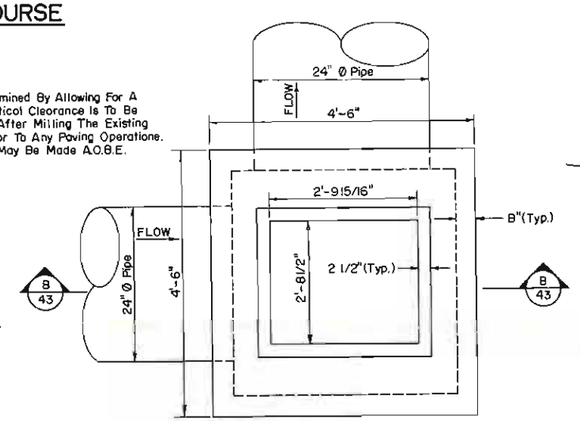


NOTE:
All Grates Are To Be Secured With Bolts. See Table On Dwg. 5 For Location Of Drop Inlet.

SECTION A 43

Not To Scale

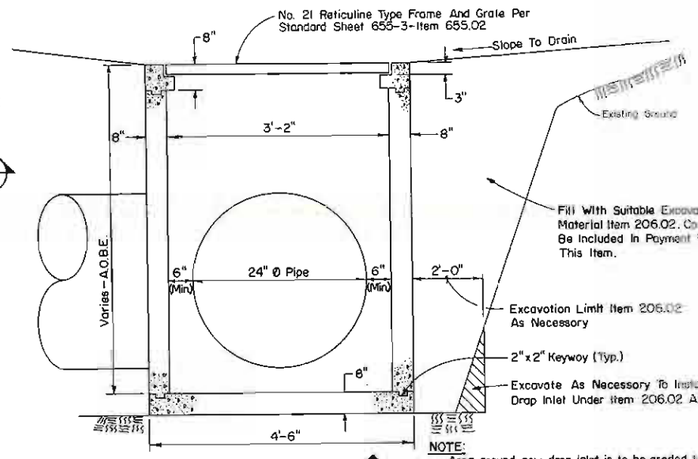
NOTE:
The "X" Dimension Has Been Determined By Allowing For A 14'-2" Vertical Clearance. This Vertical Clearance Is To Be Field Verified By The Contractor After Milling The Existing Asphalt Concrete Overlay And Prior To Any Paving Operations. Adjustment To The "X" Dimension May Be Made A.O.B.E.



NOTE:
Drainage structure steps to be installed in drop inlet in accordance with section 604.05 of the New York State Department Of Transportation Standard Specifications.

DROP INLET DETAIL

Not To Scale



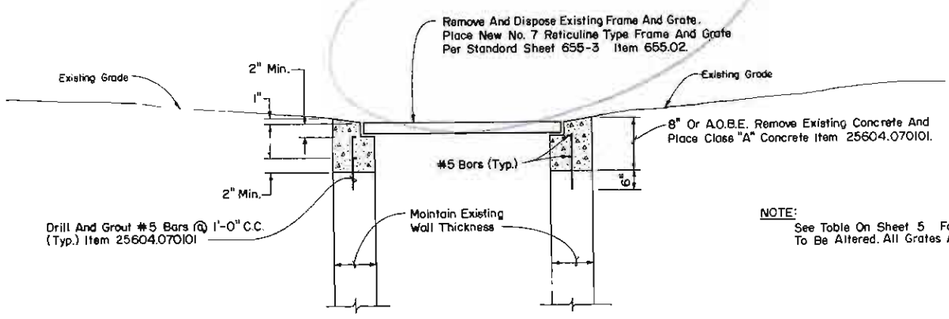
NOTE:
Area around new drop inlet is to be graded to drain to inlet.

SECTION B 43

Not To Scale

Item 604.05

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.



NOTE:
See Table On Sheet 5 For Locations Of Drop Inlets To Be Altered. All Grates Are To Be Secured With Bolts.

DETAIL FOR ALTERING EXISTING DROP INLETS TYPE A-ITEM 25604.070101

Not To Scale

DATE	DESCRIPTION	BY	CHK
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y.

TITLE OF PROJECT: ROADWAY REHABILITATION

LOCATION OF PROJECT: M.P. 267.0± — M.P. 285.2±

TITLE OF DRAWING: OVERLAY AND MISCELLANEOUS DETAILS

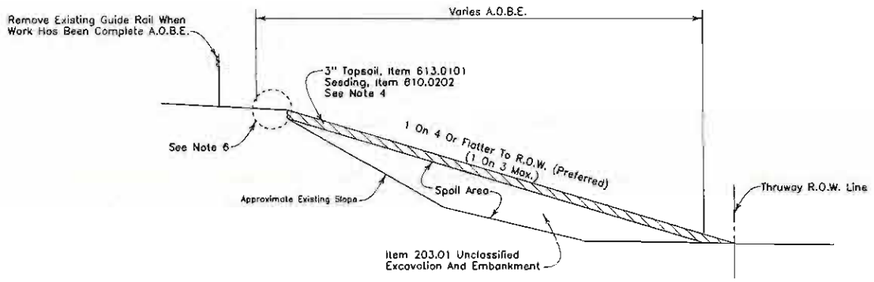
DRAWN BY: D.K. Mills
CHECKED BY: G.A. Fisher
DATE: November 23, 1987
DRAWING NO. 43

TAS 88-5

Calpdorinos & Spina Consulting Engineers
Certificate of Authorization No. 36789
University Of The State Of New York Registered Professional Engineer

IN CHARGE OF: J.W. Franz Jr., P.E.
MADE BY: S.H. George, P.E.

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

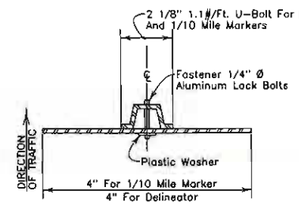


PROPOSED SPOIL AREA SECTION GUIDELINES

Not To Scale

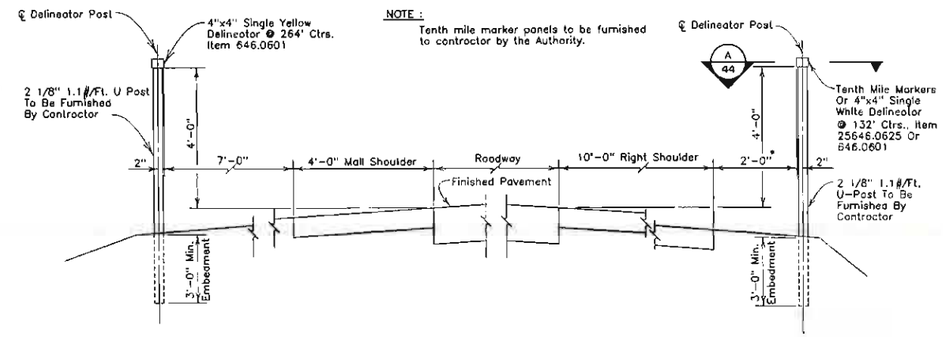
NOTES :

1. Object of spoil area is to provide smoothest possible transition from right shoulder to R.O.W. line.
2. Contractor to use single lane closure A.O.B.E. to establish area.
3. Drainage is to be maintained along toe of slope, cut ditches A.O.B.E., Item 25203.51.
4. Spoil is to be of suitable material for each particular area. All slabs are to be covered completely with suitable material, then 3" of topsoil shall be added and area seeded.
5. Toe of fill slope should be placed as close as possible to R.O.W. line A.O.B.E.
6. In areas where right shoulder has been reconstructed, spoil area shall be constructed so as not to block the "DAYLIGHTED" shoulder subbase material to ensure drainage.



SECTION A / 44

Not To Scale



NOTE :

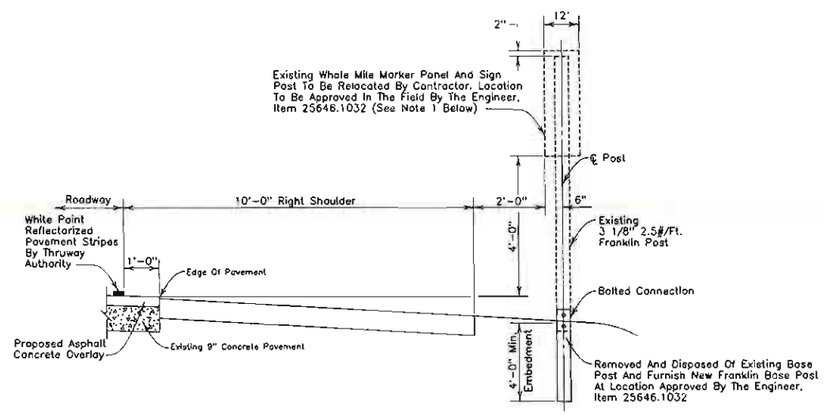
Tenth mile marker panels to be furnished to contractor by the Authority.

TENTH MILE AND DELINEATOR INSTALLATION DETAIL

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

*NOTE :

In areas with guide rail place delineator post 1'-0" behind back face of railing.

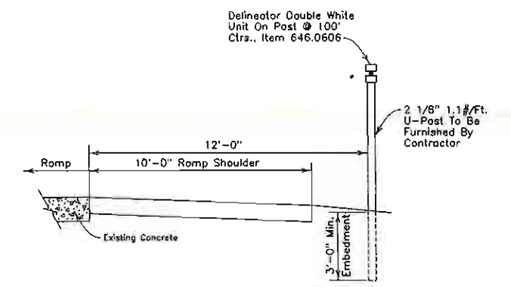


MILE MARKER SIGN RELOCATION DETAIL

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

NOTES :

1. Some of the existing mile markers, tenth mile markers and delineators between M.P. 268.0 and 284.2 are not in the correct location. Included in the price bid for each respective marker & delineator shall be the cost to accurately determine the exact location prior to installation. Overhead and mainline structures shall be used as fixed reference guides for the installation. The Engineer shall approve the exact locations prior to installations. Any cost for this layout work shall be included in the price bid for the markers or delineators.
2. Reset existing mile marker panels and post, Item 25646.1032. Install new delineators as detailed above under Item 646.0601.
3. Cost to pick up tenth mile marker panels from the Authority shall be included in price bid for Item 25646.0625.
4. Any existing snow plow markers that are encountered during the installation of new guide rail or resetting existing guide rail, will be reset as per standard sheet 646-5 and paid for under Item 25646.1032.



RAMP DELINEATOR INSTALLATION DETAIL

Not To Scale

SEEDING – ITEM 610.0202

NAME	VARIETY	MIN. % GERM.	LBS. PURE LIVE SEED
Tall Fescue (Festuca Arundinaceas)	Kentuckey 31	80	20
Red Fescue (Festuca Rubra)	Commercial	80	20
Kentuckey Bluegrass (Poa Pratensis)	Commercial	80	10
Perennial Ryegrass (Lolium Perenne)	Commercial	80	10
Fulls Puccinellia Distans	Commercial	80	20
		TOTAL =	80 Lbs.

FERTILIZER : Fertilizer shall conform to Section 713.03, Type No. 2 of the Standard Specifications and shall be applied at the rate of 80 lbs. of each element per acre.

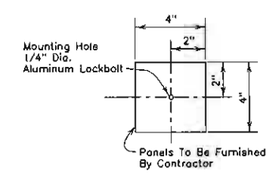
MULCH : Mulch shall conform to either Section 713-18 hay or 713-19 straw of the Standard Specifications and shall be applied at the rate of 3 tons per acre.

MULCH BINDER : Mulch Binder shall conform to either Section 713-12 or 702-3201 of the Standard Specifications. Application rate shall be 350 gals. per acre if asphalt emulsion is used, maximum manufacturers rate if the chemical Mulch Binder is used.

SEEDING DATES : Seeding will only be allowed from April 15 to June 15 and from August 15 to October 1.

NOTES :

1. Item 610.0202 to include cost of seed, fertilizer, mulch and mulch binder.
2. Apply Seed at a rate of 80 lbs. per acre.
3. Contractor shall use care when applying seeding components to avoid "OVERSPRAY" of materials. Any overspray on any component, including guide railing shall be removed immediately.



DELINEATOR DETAIL

Scale : 3"=1'-0"

NOTE

PHOTOGRAPHIC REDUCTION

THESE PLANS ARE NOT TO SCALE.

ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4

1/2" 1 0 1 2 3 4 5Ft.

3" 0 3 6 9 12In.

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

Consultants & Spina
CONSULTING ENGINEERS
Liverpool, New York 13088

University Of The State Of New York
Licensed Professional Engineer

IN CHARGE OF: J. W. Franz Jr., P.E.

DATE	DESCRIPTION	BY	SYB.
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY

DEPARTMENT OF ENGINEERING AND MAINTENANCE

200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT: ROADWAY REHABILITATION

LOCATION OF PROJECT: M.P. 267.0 ± — M.P. 285.2 ±

TITLE OF DRAWING: MARKER AND SPOIL DETAILS

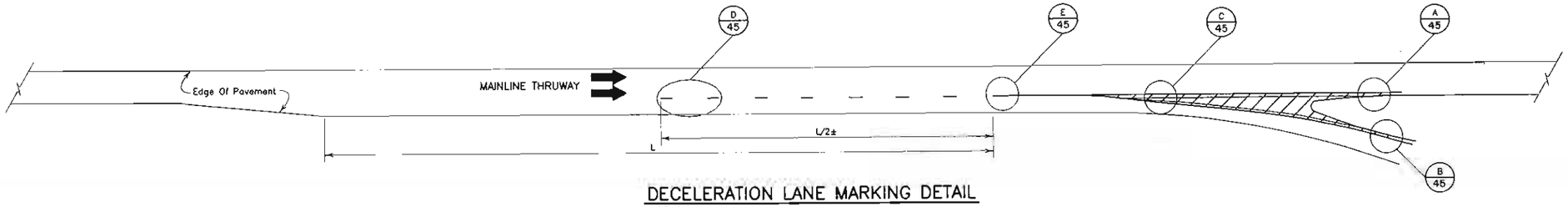
DRAWN BY: T. H. Le

CHECKED BY: D. A. Pilgrim

DATE: November 25, 1987

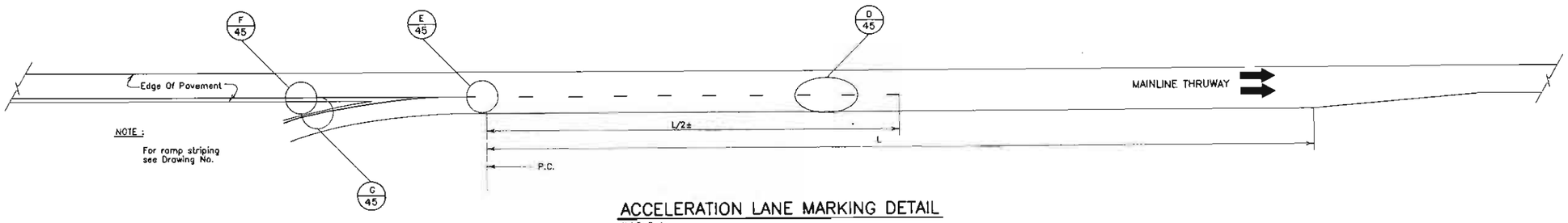
DRAWING NO.: 44

TAS 88-5



DECELERATION LANE MARKING DETAIL

Not To Scale

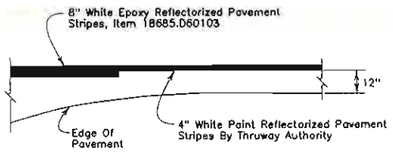


NOTE :

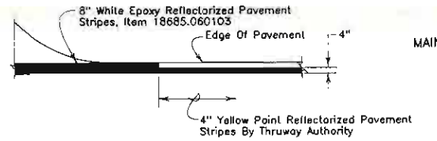
For ramp striping see Drawing No.

ACCELERATION LANE MARKING DETAIL

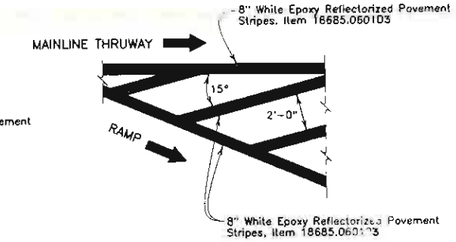
Not To Scale



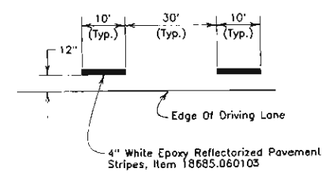
DETAIL A / 45



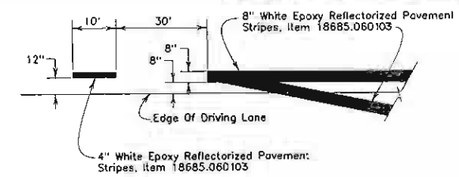
DETAIL B / 45



DETAIL C / 45

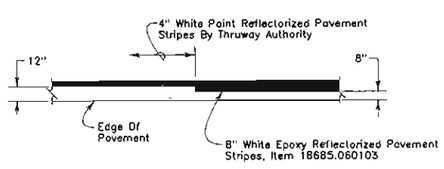


DETAIL D / 45

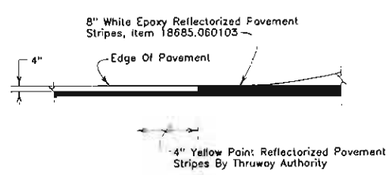


DETAIL E / 45

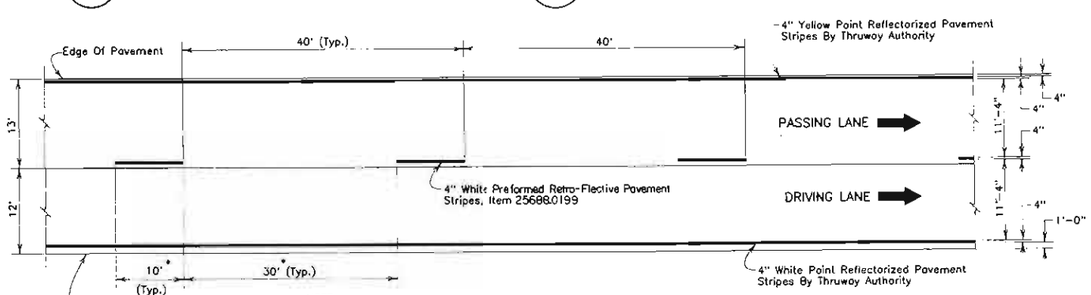
(OPPOSITE HAND FOR ACCELERATION LANE)



DETAIL F / 45



DETAIL G / 45



* NOTE :

For temporary centerline delineation (Item 619.15) the 10' & 30' spacing shall be 2' & 38' respectively.

MAINLINE REFLECTORIZED PAVEMENT MARKINGS

Scale : 1" = 10'

NOTE

PHOTOGRAPHIC REDUCTION

THESE PLANS ARE NOT TO SCALE. ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4

NOTES :

1. All markings shown on this drawing are for pavement installation on finished pavement.
2. Temporary delineation shall be applied under Item 619.15 in accordance with the N.Y.S. Manual of Uniform Traffic Control Devices (current edition).
3. Contractor shall contact the division Traffic Supervisor For layout of all markings prior to installation.
4. The Authority will apply the painted pavement stripes after the epoxy pavement stripes have been placed by the contractor.

10 0 10 20 FT.

Colocarinos & Spina
consulting engineers
Utica, New York 13502

University Of The State Of New York
LICENSED CERTIFICATE
No. 36780
Licensed Professional Engineer

IN CHARGE OF: J.W. Front Jr., P.E.

DATE	DESCRIPTION	BY	CHK

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY

DEPARTMENT OF ENGINEERING AND MAINTENANCE

200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT:
M.P. 267.0 ± - M.P. 285.2 ±

TITLE OF DRAWING:
PAVEMENT MARKING DETAILS

T.H. Le

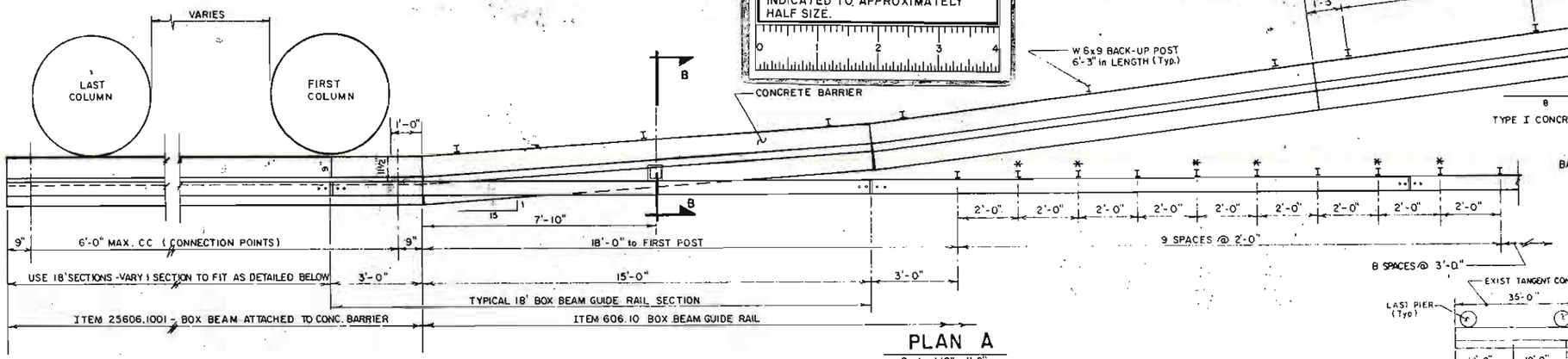
D.A. Pisac

November 25, 1987

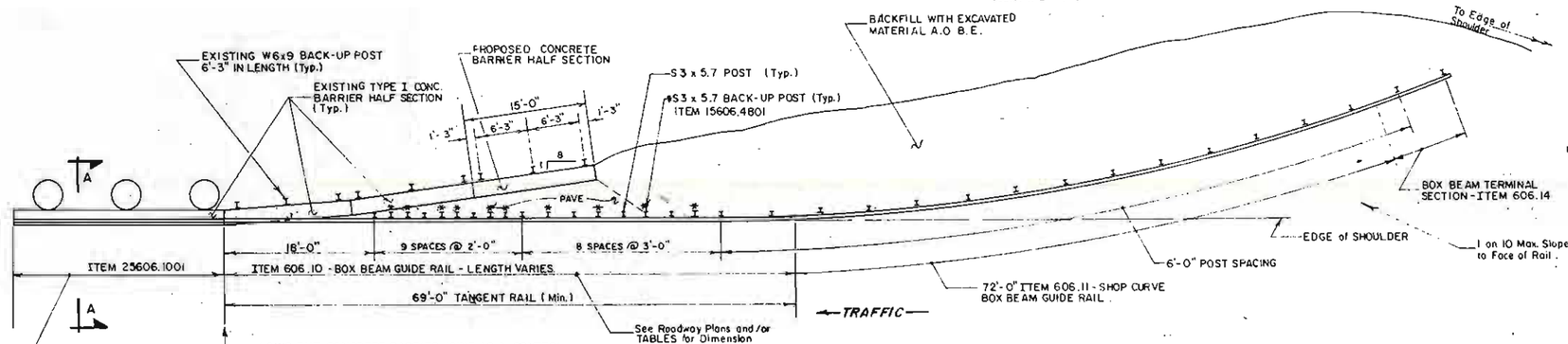
45

TAS 88-5

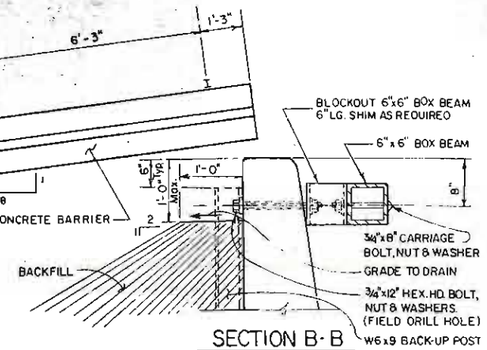
NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.



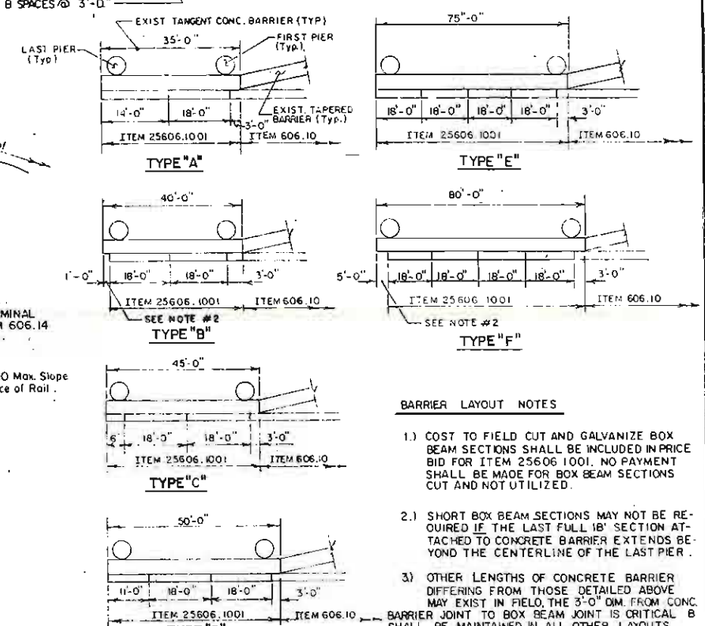
PLAN A
Scale: 1/2" = 1'-0"



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



SECTION B-B
NTS



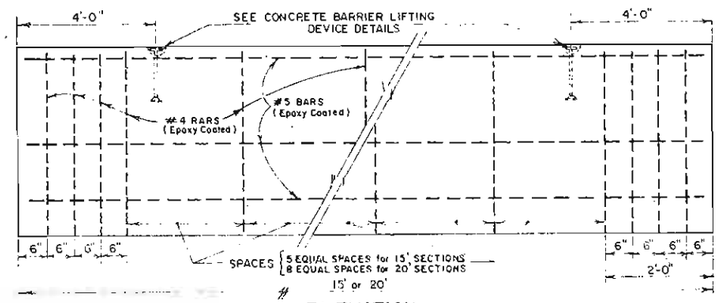
BARRIER LAYOUT NOTES

1.) COST TO FIELD CUT AND GALVANIZE BOX BEAM SECTIONS SHALL BE INCLUDED IN PRICE BID FOR ITEM 25606.1001. NO PAYMENT SHALL BE MADE FOR BOX BEAM SECTIONS CUT AND NOT UTILIZED.

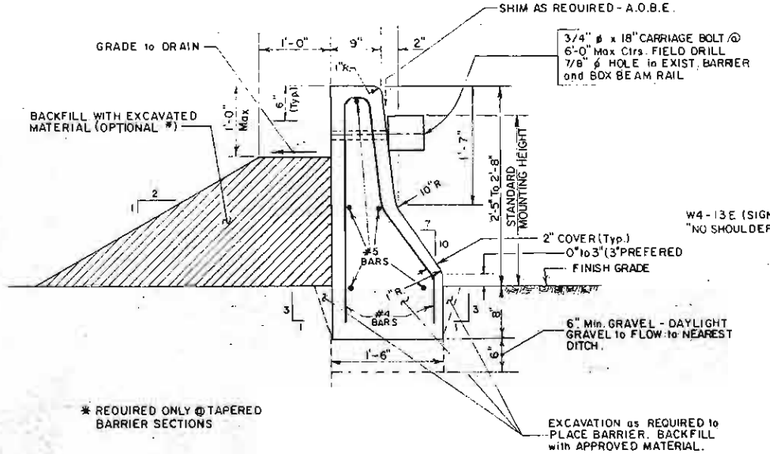
2.) SHORT BOX BEAM SECTIONS MAY NOT BE REQUIRED IF THE LAST FULL 18' SECTION ATTACHED TO CONCRETE BARRIER EXTENDS BEYOND THE CENTERLINE OF THE LAST PIER.

3.) OTHER LENGTHS OF CONCRETE BARRIER DIFFERING FROM THOSE DETAILED ABOVE MAY EXIST IN FIELD. THE 3'-0" DIM. FROM CONC. BARRIER JOINT TO BOX BEAM JOINT IS CRITICAL & SHALL BE MAINTAINED IN ALL OTHER LAYOUTS

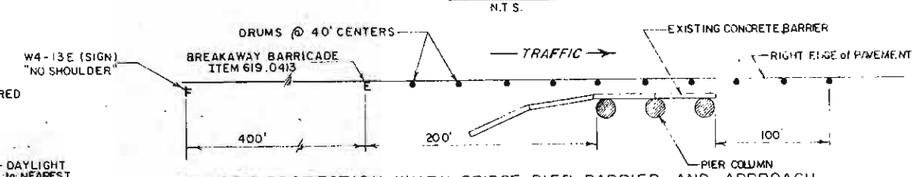
BOX BEAM ATTACHED TO BARRIER LAYOUT & NOTES
N.T.S.



ELEVATION
N.T.S.



SECTION A-A

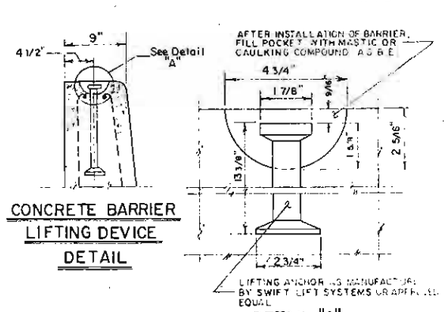


TRAFFIC PROTECTION WHEN BRIDGE PIER BARRIER AND APPROACH SECTION IS NOT COMPLETE

(COST TO BE INCLUDED IN ITEM 619.01 AND 619.02)

NOTES: (FOR PIER PROTECTION TRAFFIC CONTROL)

1. SINGLE LANE CLOSURE TO BE USED DURING WORK HOURS TO INSTALL PIER PROTECTION.
2. NO SHOULDER PATTERN AS SHOWN TO BE USED DURING NON-WORK HOURS (DRIVING AND MALL LANE OPEN TO TRAFFIC)
3. PAY QUANTITY FOR ITEM 619.0413 SHALL BE 4 LIN. FT. (1 BARRICADE) PER PROTECTION SITE. NO EXTRA PAYMENT SHALL BE MADE FOR ANY MOVING OF THE BARRICADES BY THE CONTRACTOR



CONCRETE BARRIER LIFTING DEVICE DETAIL

DETAIL "A"

GENERAL NOTES

1.) THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH SHOP DRAWINGS FOR THE FABRICATION AND CONSTRUCTION OF THE BARRIER (ITEM 25606 3202)

2.) THE COST OF DRILLING HOLES & FURNISHING BOLTS, NUTS AND WASHERS SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 606 10.

3.) FILL MATERIAL BEHIND THE BARRIER TAPER SECTIONS (NEW & EXISTING) SHALL BE CLEAN EXCAVATION REMOVED FROM SHOULDER EXCAVATION (ITEM 203.01).

4.) CONCRETE BARRIER TO BE FABRICATED IN ACCORDANCE WITH SECTION 704-03 OF STANDARD SPECIFICATIONS.

5.) REPAVE IN FRONT OF BARRIER WITH ASPHALT CONCRETE A.O.B.E.

6.) COST OF LIFTING DEVICES AND NECESSARY CAULKING TO BE INCLUDED IN THE PRICE BID FOR CONCRETE BARRIER (ITEM 25606.3202).

AS BUILT REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
ENGINEER'S OFFICE
200 SOUTHERN BLVD. ALBANY, N.Y. 12209

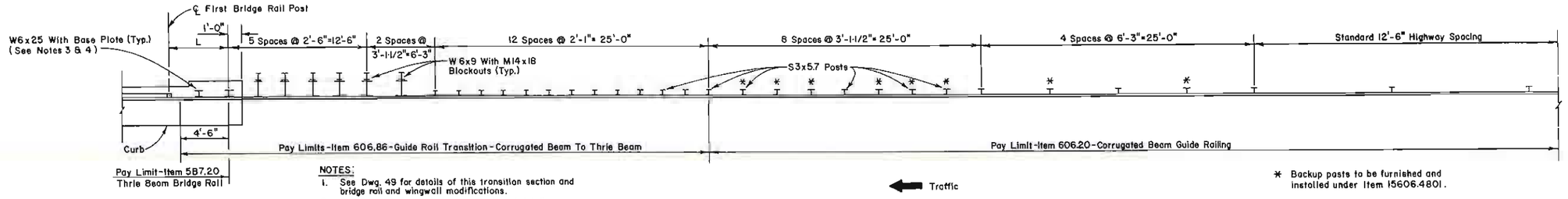
TITLE OF PROJECT: ROADWAY REHABILITATION

LOCATION OF PROJECT: M.P. 267.0 ± — M.P. 285.2 ±

TITLE OF DRAWING: PROPOSED SHOULDER PIER PROTECTION

DRAWN BY:
CHECKED BY:
DATE: November 25, 1987
DRAWING NUMBER: 46

TAS 88-5



NOTES:

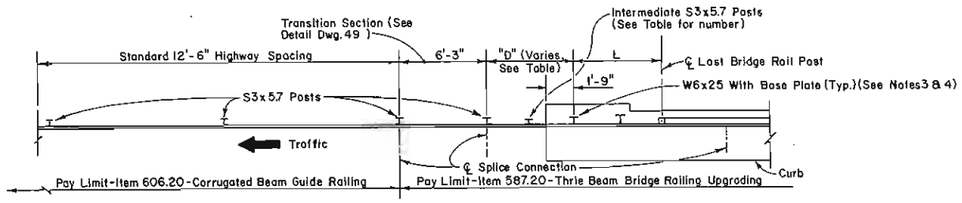
1. See Dwg. 49 for details of this transition section and bridge rail and wingwall modifications.
2. See Dwg. 48 for thrie beam attachment details.
3. See Dwg. 48 for detail for anchoring W6x25 post and base plate to bridge wingwall.
4. See Table this sheet for number of W6x25 posts required.

* Backup posts to be furnished and installed under Item 15606.4801.

APPROACH END GUIDE RAIL TREATMENT AT UNDERPASSES

Not To Scale

(STRUCTURES AT MILEPOSTS 274.78, 274.18, & 273.16)



TERMINAL END GUIDE RAIL TREATMENT AT UNDERPASSES

Not To Scale

(STRUCTURES AT MILEPOSTS 274.78, 274.18, & 273.16)

BRIDGE LOCATION		W6 x 25 POSTS REQUIRED				"D" (L.F.) (TERMINAL END)	INTERMEDIATE S3 x 5.7 POSTS REQUIRED (TERMINAL END)
		APPROACH END		TERMINAL END			
		RIGHT SIDE	MALL SIDE	RIGHT SIDE	MALL SIDE	RIGHT & MALL SIDE	RIGHT & MALL SIDE
M.P. 274.78	EB	1	1	1	1	10'-11"	1
	WB	2	2	1	1	10'-8"	1
M.P. 274.18	EB	2	2	1	1	8'-1"	1
	WB	2	2	1	1	8'-2"	1
M.P. 273.16	EB	2	2	2	2	14'-7"	2
	WB	2	2	2	2	2'-8"	0

NOTE

PHOTOGRAPHIC REDUCTION

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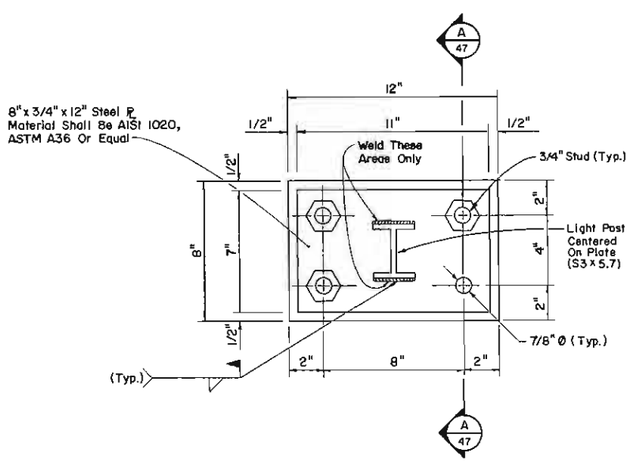
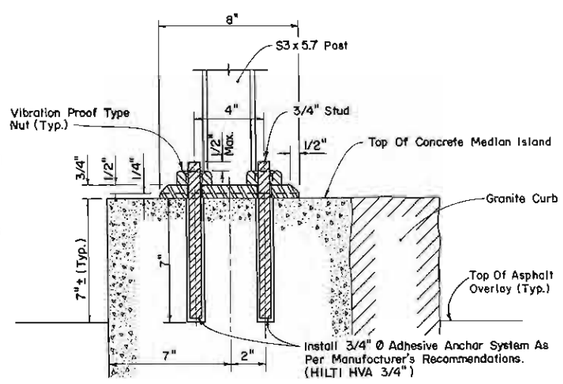
0 1 2 3 4





SECTION A 47

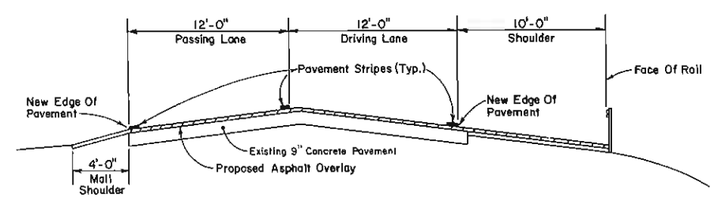
MALL RAIL POST ANCHORAGE DETAILS

Scale: 1" = 4"

(ELECTRONICS PARKWAY UNDERPASS M.P. 284.06)

NOTES:

1. The posts and anchorage appurtenances are included under Item 606.21.
2. All bolts, nuts and washers shall be galvanized in accordance with ASTM A-325.



TYPICAL RAIL PLACEMENT

Not To Scale

DATE	DESCRIPTION	BY	SYB.
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY

DEPARTMENT OF ENGINEERING AND MAINTENANCE

200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT: ROADWAY REHABILITATION

LOCATION OF PROJECT: M.P. 267.0± - M.P. 285.2±

TITLE OF DRAWING: MISCELLANEOUS GUIDE RAIL DETAILS

DRAWN BY: L.G. Cornell

CHECKED BY: S.H. George

DATE: November 25, 1987

DRAWING NO.: 47

TAS 88-5

Calogeringas & Spina Consulting Engineers Lindenhurst, New York 11757

University Of The State Of New York Calogero X. Calogeringas No. 44700 Licensed Professional Engineer

IN CHARGE OF: J.W. Franz, Jr., P.E.

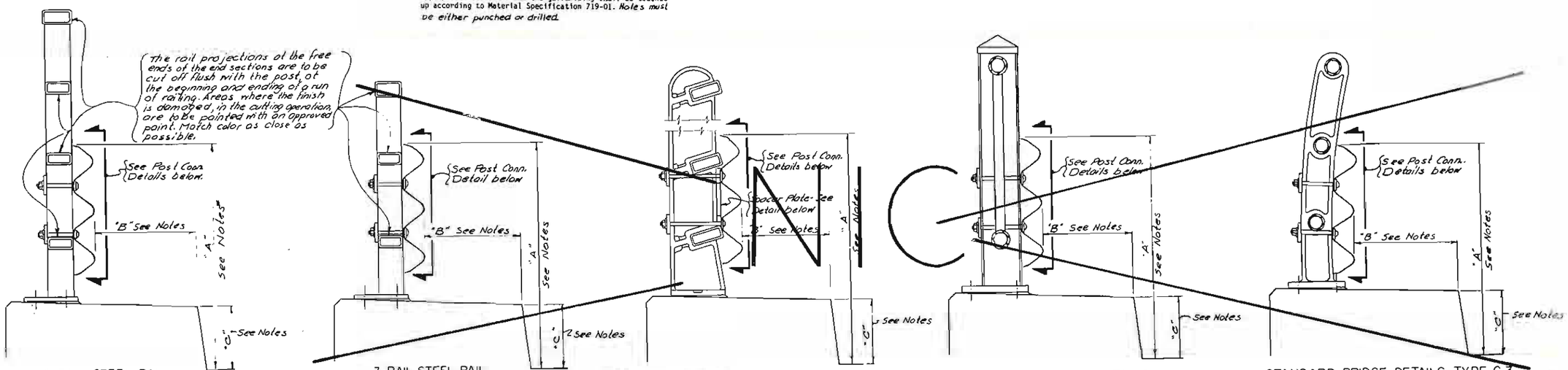
NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK			

CAPITAL PROJECT IDENTIFICATION NO.

NOTES

1. All Thrie Beam sections shall be 10 gage.
2. All Thrie Beam sections shall be in conformance with Material Specification 710-20.
3. All components of the Thrie Beam upgrading system are to be galvanized in accordance with Material Specification 719-01 after fabrication.
4. When highway posts occur where there are no holes in the standard thrie beam section, holes shall be made in the appropriate locations and the galvanizing shall be touched up according to Material Specification 719-01. *Holes must be either punched or drilled.*
5. The Thrie Beam shall be connected to all posts.
6. After all concrete anchor stud nuts have been placed and tighened to the *satisfaction* of the Engineer, the studs shall be flame cut-off one inch above the nut and the first thread above the nut shall be damaged as ordered by the Engineer.
7. The Thrie Beam shall have an expansion joint at every location that the bridge has an expansion joint.
8. All nuts shall either be tack welded in place (*galvanizing repaired in accordance with specification 719-01*) or *have lock washers.*
9. Where dimension "B" is less than or equal to 3'-0" dimension "A" should be 2'-9". If necessary dimension "A" may be decreased to 2'-7" or increased to 2'-10" to avoid connection difficulties involving rails on existing systems. When dimension "B" exceeds 3'-0" and the thrie beam cannot be located near the curb as shown in detail titled THRU GIRDER WITH FLANGE LOWER THAN RAIL other details will be necessary. In some cases it may be necessary to use 2 thrie beam sections. These details can be obtained from the Special Design Unit of the Structures Division.
10. If dimension "C" is greater than 11", contact the D.C.E.S. for alternate details.



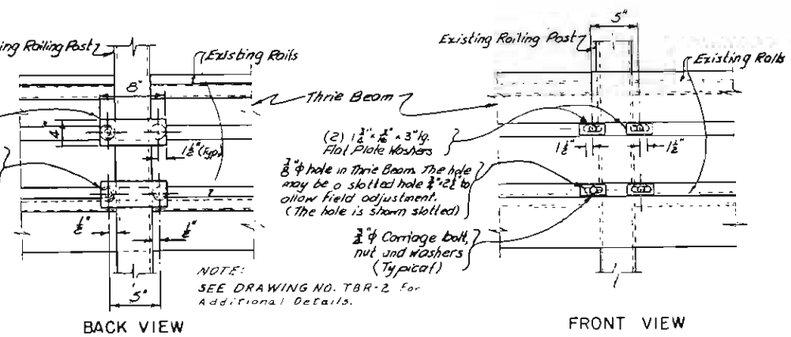
4-RAIL STEEL RAIL STANDARD BRIDGE DETAILS (61-106)

3-RAIL STEEL RAIL

STANDARD BRIDGE DETAILS-TYPE B-3, B-4 (62-55)

STANDARD BRIDGE DETAILS (43-32R)

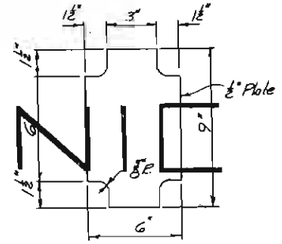
STANDARD BRIDGE DETAILS-TYPE C-3 (62-56)



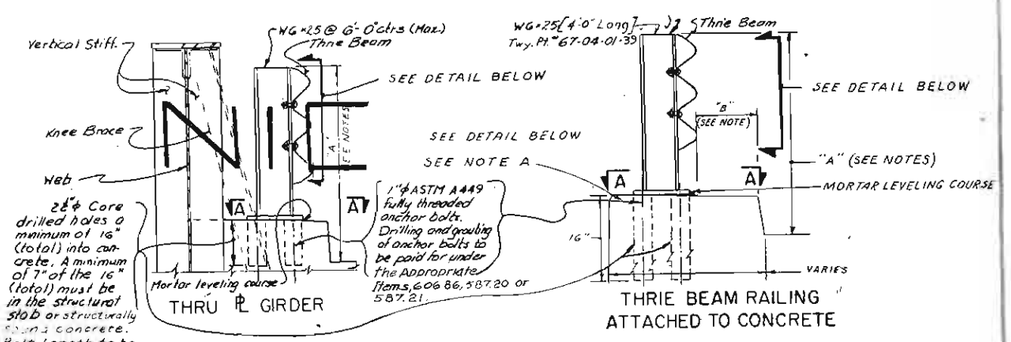
BACK VIEW

FRONT VIEW

POST CONNECTION DETAILS
DETAILS ARE DRAWN FOR CONNECTION TO RAILING SHOWN ON STANDARD BRIDGE DETAILS (61-106) ABOVE



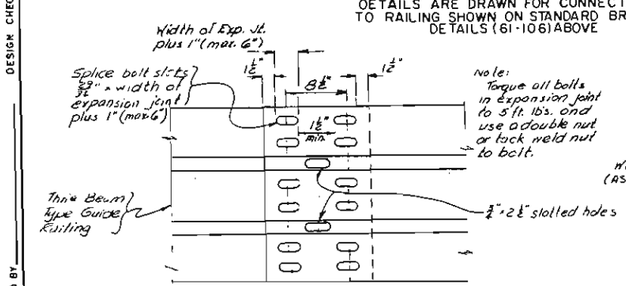
SPACER PLATE FOR RAILING TYPE B-3, B-4 (ABOVE)



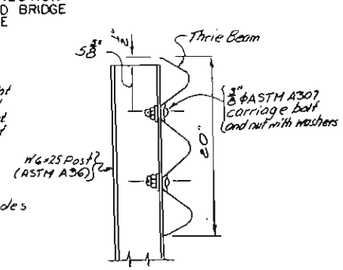
THRU ℄ GIRDER

THRIE BEAM RAILING ATTACHED TO CONCRETE

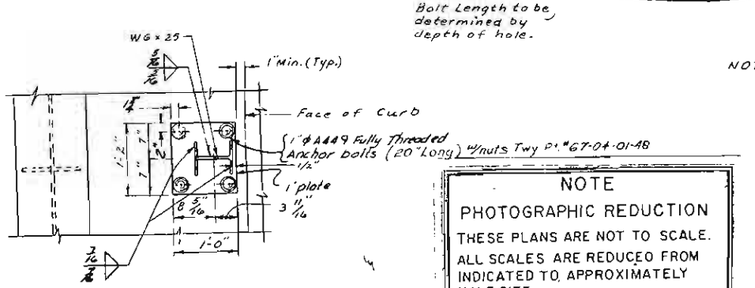
NOTE (A) CRACKED WINGWALLS WITHIN 1' OF THE PROPOSED ANCHORAGE SHALL BE REMOVED A.O.B.E. AND REPLACED WITH GROUT MATERIAL AT THE SAME TIME THAT THE ANCHORS ARE GROUTED. THE COST OF THIS WORK SHALL BE INCLUDED IN THE THRIE BEAM ITEM.



BEAM SPLICE EXPANSION JOINT DETAIL (See Note #7)



THRIE BEAM CONN. W6×25



SECTION A-A

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4

NEW YORK STATE THRUWAY AUTHORITY

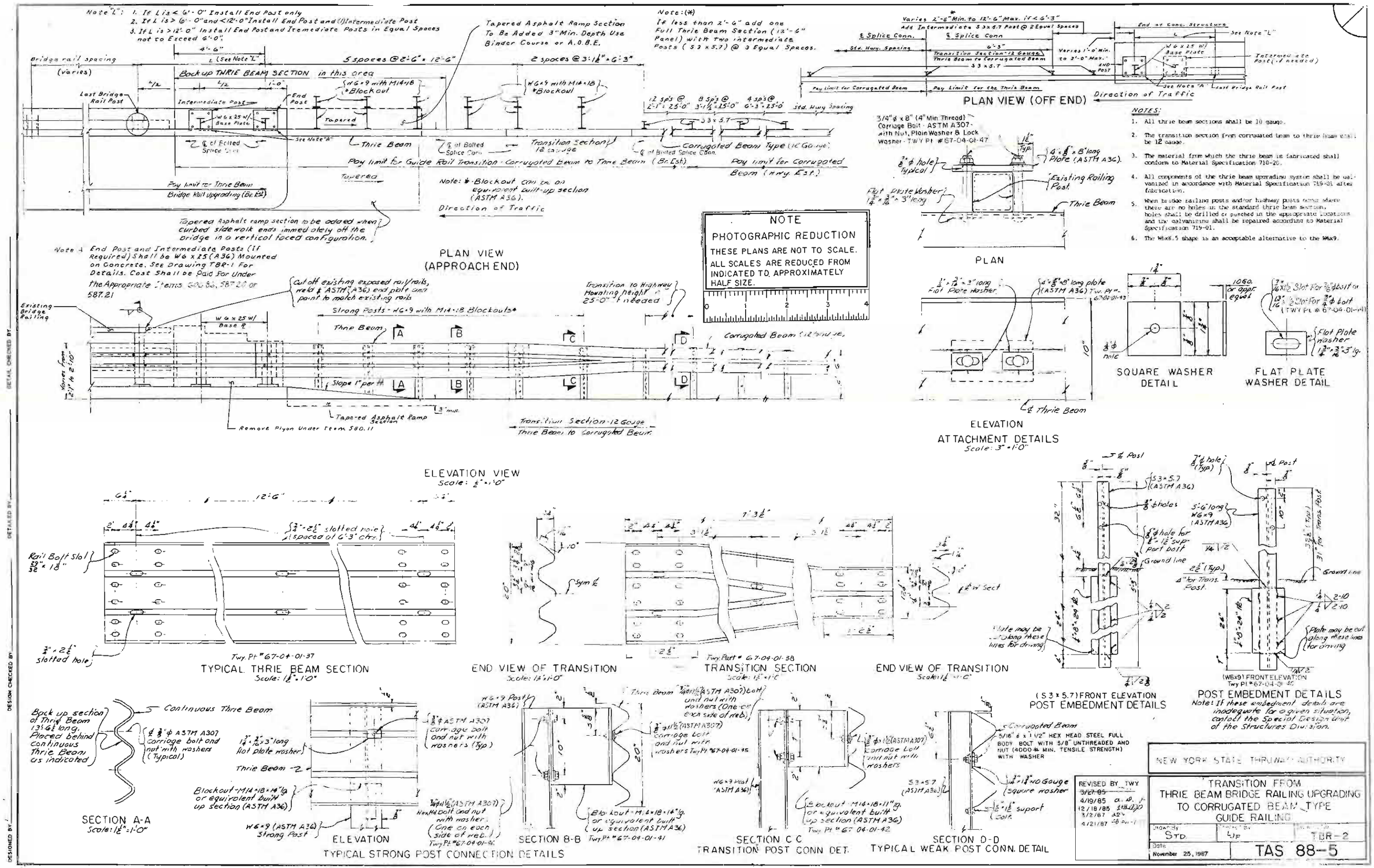
REVISED BY TWY. ~~3/27/85~~ 4/19/85 A.D. 12/18/85 L.G.

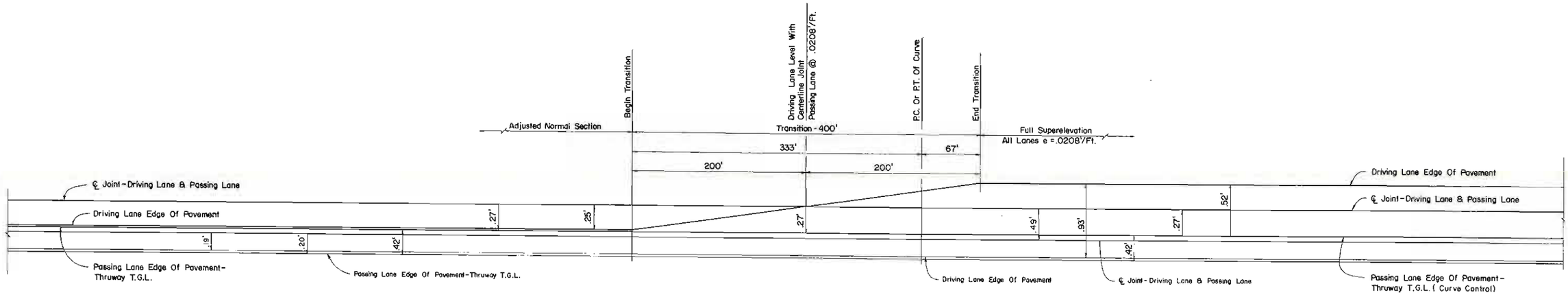
DETAILS FOR ATTACHING THRIE BEAM RAILING TO BRIDGE RAILING (BRIDGE RAILING UPGRADING)

DRAWN BY:	CHECKED BY:	DRAWING NUMBER
STD.	JF	TBR-1
DATE: November 25, 1987	TAS 88-5	

DETAIL CHECKED BY
DETAILED BY
DESIGN CHECKED BY
DESIGNED BY

BDD 84-3B


Note "L": 1. If L is < 6'-0" Install End Post only
2. If L is > 6'-0" and < 12'-0" Install End Post and (1) Intermediate Post
3. If L is > 12'-0" Install End Post and Intermediate Posts in Equal Spaces not to Exceed 6'-0"
Bridge rail spacing (varies)
4'-6" ℄ (See Note "L")
5 spaces @ 2'-6" = 12'-6"
2 spaces @ 3'-1½" = 6'-3"
Back up THRIE BEAM SECTION in this area
Last Bridge Rail Post
Intermediate Post
End Post
W6 x 25 w/ Base Plate
W6x9 with M14x18 *Blockout
Tapered
See Note "A"
℄ of Bolted Splice Conn.
Thrie Beam
Transition Section 12 gauge
Corrugated Beam Type (12 Gauge)
Pay limit for Guide Rail Transition - Corrugated Beam to Thrie Beam (Br. Est)
Pay limit for Corrugated Beam (Hwy. Est.)
Pay limit for Thrie Beam Bridge Rail Upgrading (Br. Est)
Note: * Blockout can be an equivalent built-up section (ASTM A36).
Direction of Traffic
Tapered Asphalt ramp section to be added when curbed sidewalk ends immediately off the bridge in a vertical faced configuration.
PLAN VIEW (APPROACH END)
Note 4 End Post and Intermediate Posts (If Required) Shall be W6 x 25 (A36) Mounted on Concrete. See Drawing TBR-1 For Details. Cost Shall be Paid For Under the Appropriate Items 580.86, 587.20 or 587.21
Existing Bridge Railing
Cut off existing exposed rail/rails, weld ℄ ASTM (A36) end plate and paint to match existing rails
Strong Posts - W6x9 with M14x18 Blockouts*
Thrie Beam
Transition to Highway Mounting height 25'-0" if needed
Corrugated Beam (12 Gauge)
Slope 1" per ft
Tapered Asphalt Ramp Section
Remove Plyon Under Item 580.11
Transition Section - 12 Gauge Thrie Beam to Corrugated Beam
ELEVATION VIEW
Note: (*) If less than 2'-6" add one Full Thrie Beam Section (12'-6" Panel) with Two intermediate Posts (S3x5.7) @ 3 Equal Spaces.
Varies 2'-6" Min. to 12'-6" Max. if < 6'-3"
Add Intermediate S3x5.7 Post @ 2 Equal Spaces
℄ Splice Conn.
Std. Hwy. Spacing
6'-3"
Transition Section - 12 Gauge Thrie Beam to Corrugated Beam
S3x5.7
Pay Limit for Corrugated Beam
Pay Limit for the Thrie Beam
End of Conc. Structure
See Note "L"
Varies 1'-0" Min. to 2'-0" Max.
END POST
W6 x 25 w/ Base Plate
Intermediate Post (if needed)
See Note "A"
Least Bridge Rail Post
Direction of Traffic
PLAN VIEW (OFF END)
3/4"ø x 8" (4" Min Thread) Carriage Bolt - ASTM A307 - with Nut, Plain Washer & Lock Washer - TWY Pt #67-04-01-47
4"x8"x8" long Plate (ASTM A36).
Existing Railing Post
Flat Plate Washer 1/4" x 3/16" x 3" long
Thrie Beam
PLAN
1/4" x 2" x 3" long Flat Plate Washer
4"x8"x8" long plate (ASTM A36) Twy. Pt #-67-04-01-43
10"
3/8"ø hole
SQUARE WASHER DETAIL
1060. or appr. equal
7/16" x 1 1/2" Slot For 3/8"ø bolt or 13/16" x 3/8" Slot For 3/4"ø bolt (TWY Pt # 67-04-01-44)
Flat Plate washer 1 3/4" x 3/16" x 3" lg.
FLAT PLATE WASHER DETAIL
℄ Thrie Beam
ELEVATION
ATTACHMENT DETAILS
Scale: 3" = 1'-0"
NOTES:
1. All thrie beam sections shall be 10 gauge.
2. The transition section from corrugated beam to thrie beam shall be 12 gauge.
3. The material from which the thrie beam is fabricated shall conform to Material Specification 710-20.
4. All components of the thrie beam upgrading system shall be galvanized in accordance with Material Specification 719-01 after fabrication.
5. When bridge railing posts and/or highway posts are where there are no holes in the standard thrie beam section, holes shall be drilled or punched in the appropriate locations and the galvanizing shall be repaired according to Material Specification 719-01.
6. The W6x8.5 shape is an acceptable alternative to the W6x9.
NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.
0 1 2 3 4
Rail Bolt Slot 5/32" x 1 3/8"
3/4" x 2 1/2" slotted hole
3/4" - 2 1/2" slotted hole (spaced at 6'-3" ctrs.)
Twy. Pt #67-04-01-37
TYPICAL THRIE BEAM SECTION
Scale: 1 1/2" = 1'-0"
Sym ℄
END VIEW OF TRANSITION
Scale: 1 1/2" = 1'-0"
Twy. Part # 67-04-01-38
TRANSITION SECTION
Scale: 1 1/2" = 1'-0"
℄ W Sect
END VIEW OF TRANSITION
Scale: 1 1/2" = 1'-0"
℄ Post
Plate may be cut along these lines for driving
(S3x5.7) FRONT ELEVATION
POST EMBEDMENT DETAILS
(W6x9) FRONT ELEVATION
Twy Pt #67-04-01-40
POST EMBEDMENT DETAILS
Note: If these embedment details are inadequate for a given situation, contact the Special Design Unit of the Structures Division.
Back up section of Thrie Beam 13'-6" long. Placed behind continuous Thrie Beam as indicated
Continuous Thrie Beam
3/4"ø ASTM A307 carriage bolt and nut with washers (Typical)
SECTION A-A
Scale: 1 1/2" = 1'-0"
1/4" x 2" x 3" long flat plate washer
Thrie Beam
Blockout - M14x18x14" lg. or equivalent built up section (ASTM A36)
W6x9 (ASTM A36) Strong Post
ELEVATION
3/4"ø ASTM A307 carriage bolt and nut with washers (Typ.)
W6x9 Post (ASTM A36)
Thrie Beam
3/4"ø x 11 1/2" (ASTM A307) carriage bolt and nut with washers Twy Pt #67-04-01-45
Blockout - M14x18x14" lg. or equivalent built up section (ASTM A36)
Twy. Pt #67-04-01-41
SECTION B-B
W6x9 Post (ASTM A36)
Blockout - M14x18x11" lg. or equivalent built up section (ASTM A36)
Twy. Pt #67-04-01-42
SECTION C-C
TRANSITION POST CONN DET.
Corrugated Beam
5/16" ø x 1 1/2" HEX HEAD STEEL FULL BODY BOLT WITH 5/8" UNTHREADED AND NUT (4000# MIN. TENSILE STRENGTH) WITH WASHER
S3x5.7 (ASTM A36)
3/4" x 1 3/8" No Gauge square washer
1/2" x 1 1/2" suport bolt
SECTION D-D
TYPICAL WEAK POST CONN. DETAIL
TYPICAL STRONG POST CONNECTION DETAILS
REVISED BY TWY
4/19/85
12/18/85
3/2/87
4/21/87
NEW YORK STATE THRUWAY AUTHORITY
TRANSITION FROM THRIE BEAM BRIDGE RAILING UPGRADING TO CORRUGATED BEAM TYPE GUIDE RAILING
Drawn by STD
Checked by UP
TBR-2
Date November 25, 1987
TAS 88-5
DETAIL CHECKED BY
DESIGN CHECKED BY
DESIGNED BY

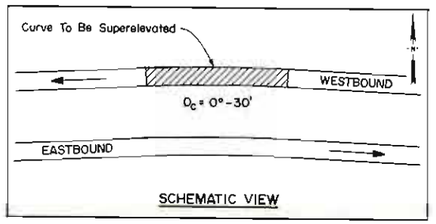


CROSS SLOPE ADJUSTMENT

Not To Scale

(OUTSIDE CURVE)

WESTBOUND: M.P. 281.13± TO M.P. 281.23± (CURVE E)



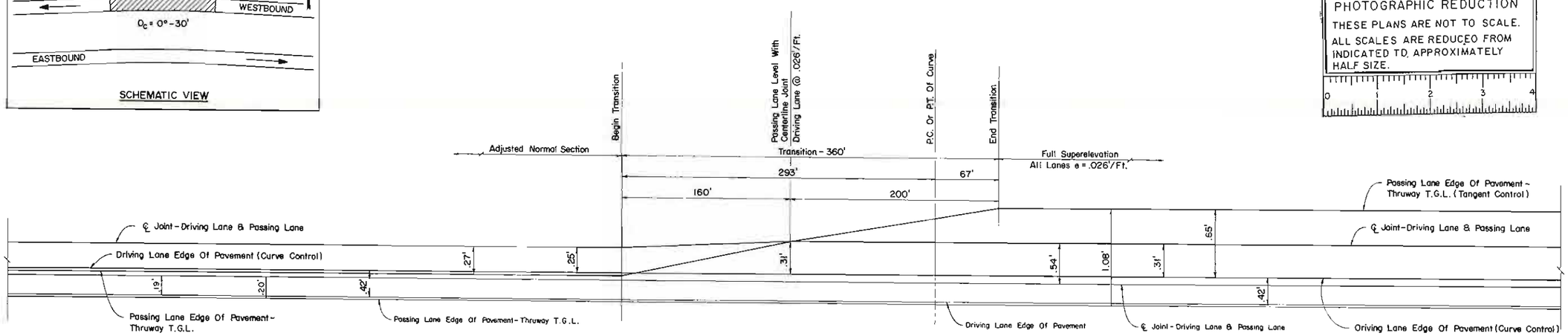
NOTE

PHOTOGRAPHIC REDUCTION

THESE PLANS ARE NOT TO SCALE.

ALL SCALES ARE REDUCED FROM INDICATED TO, APPROXIMATELY HALF SIZE.

0 1 2 3 4

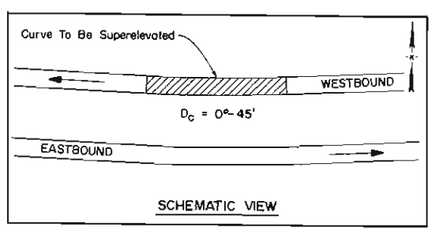


CROSS SLOPE ADJUSTMENT

Not To Scale

(INSIDE CURVE)

WESTBOUND: M.P. 279.27± TO M.P. 279.64± (CURVE G)



NOTES:

1. The proposed profile shown is that of final pavement course, Item 403.1701. The existing profile shown is that of the existing concrete pavement after milling. All slope corrections shall be made with the truing and leveling course, Item 403.21, prior to placement of the final pavement course. (See Typical Section On Drawing No. 8)
2. The small print indicates existing conditions.
3. The large print indicates the proposed cross slope adjustment.

DATE	DESCRIPTION	BY	SYM

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY

DEPARTMENT OF ENGINEERING AND MAINTENANCE

200 SOUTHERN BLVD., ALBANY, NEW YORK 12204

TITLE OF PROJECT

ROADWAY REHABILITATION

LOCATION OF PROJECT

M.P. 267.0± - M.P. 285.2±

TITLE OF DRAWING

CROSS SLOPE ADJUSTMENT CURVES "E" & "G"

DRAWN BY D. R. Mills

CHECKED BY J. F. Kornasky

DATE November 25, 1987

DRAWING NO. 50

TAS 88-5

Caloserinos & Spina Consulting Engineers Liverpool, New York 13088

University Of The State Of New York Ezekiel T. Caloserinos No. 36780 Licensed Professional Engineer

IN CHARGE OF: J. W. Franz, Jr., P.E.

MADE BY

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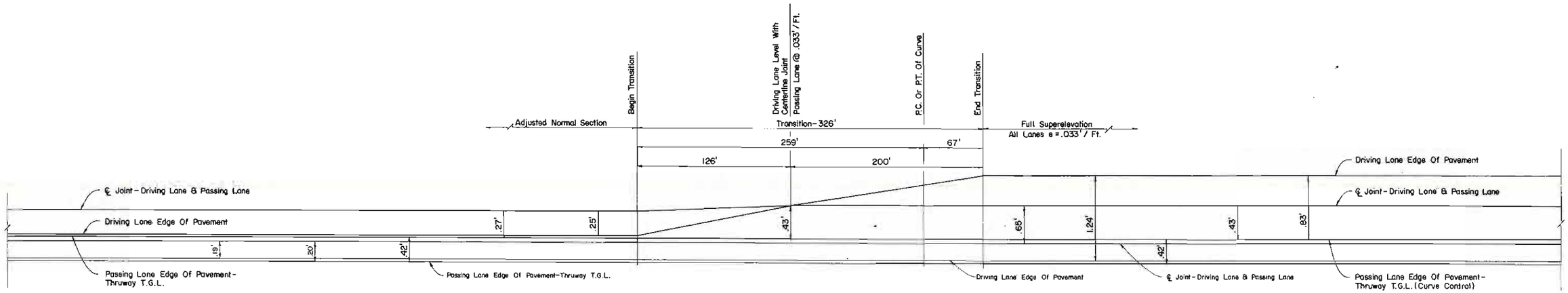
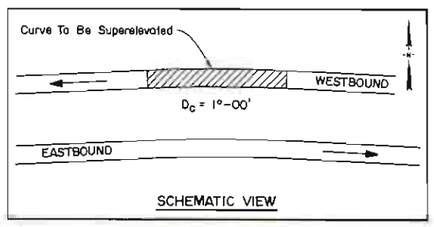


CROSS SLOPE ADJUSTMENT

Not To Scale

(OUTSIDE CURVE)

WESTBOUND: M.P. 280.68± TO M.P. 280.85± (CURVE F)
M.P. 278.51± TO M.P. 278.61± (CURVE H)



NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

NOTES:

1. The proposed profile shown is that of final pavement course, Item 403.1701. The existing profile shown is that of the existing concrete pavement after milling. All slope corrections shall be made with the truing and leveling course, Item 403.21, prior to placement of the final pavement course. (See Typical Section On Drawing No. 8)
2. The small print indicates existing conditions.
3. The large print indicates the proposed cross slope adjustment.

DATE	DESCRIPTION	BY	APR
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT
ROADWAY REHABILITATION

LOCATION OF PROJECT
M.P. 267.0± – M.P. 285.2±

TITLE OF DRAWING
CROSS SLOPE ADJUSTMENT CURVES "F" & "H"

DRAWN BY: D. K. Mills
CHECKED BY: J. P. Morrissey
DATE: November 23, 1987
DRAWING NO. 51

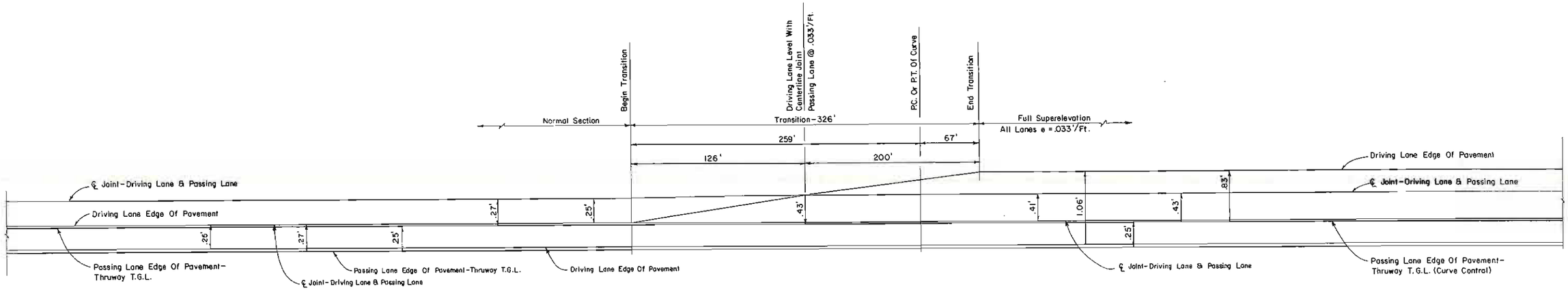
Calogrinos & Spina
CONSULTING ENGINEERS
Liverpool, New York 13088

University Of The State Of New York
BUREAU OF CERTIFICATIONS
No. 36780
Licensed Professional Engineer

IN CHARGE OF: J.W. Franz, Jr., P.E.

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW

TAC 58 – 5



CROSS SLOPE ADJUSTMENT

Not To Scale

(OUTSIDE CURVE)

WESTBOUND: M.P. 275.80± TO M.P. 275.90± (CURVE K)
WESTBOUND: M.P. 273.75± TO M.P. 273.80± (CURVE M)

NOTE
PHOTOGRAPHIC REDUCTION
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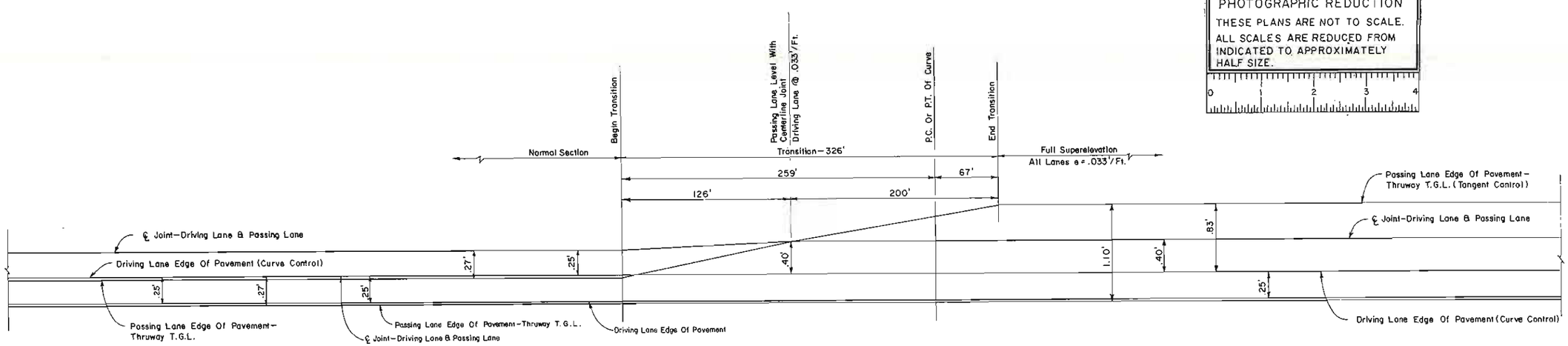
0 1 2 3 4



CROSS SLOPE ADJUSTMENT

Not To Scale

(INSIDE CURVE)

EASTBOUND: M.P. 275.80± TO M.P. 275.90± (CURVE K)
EASTBOUND: M.P. 273.71± TO M.P. 273.76± (CURVE M)

NOTES:

1. The proposed profile shown is that of final pavement course, Item 403.1701. All slope corrections shall be made with the truing and leveling course, Item 403.21, prior to placement of the final pavement course. (See Typical Section On Drawing No. 7)
2. The small print indicates existing conditions.
3. The large print indicates the proposed Cross Slope Adjustment.

Calogeropoulos & Spina
CONSULTING ENGINEERS
Lindenhurst, New York 11757

University Of The State Of New York
GABRIEL J. CALOGEROPOULOS
No. 30730
Licensed Professional Engineer

IN CHARGE OF J.W. Fiore Jr., P.E.
MADE BY

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW

DATE	DESCRIPTION	BY	SYM
	REVISIONS		

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK

TITLE OF PROJECT
ROADWAY REHABILITATION

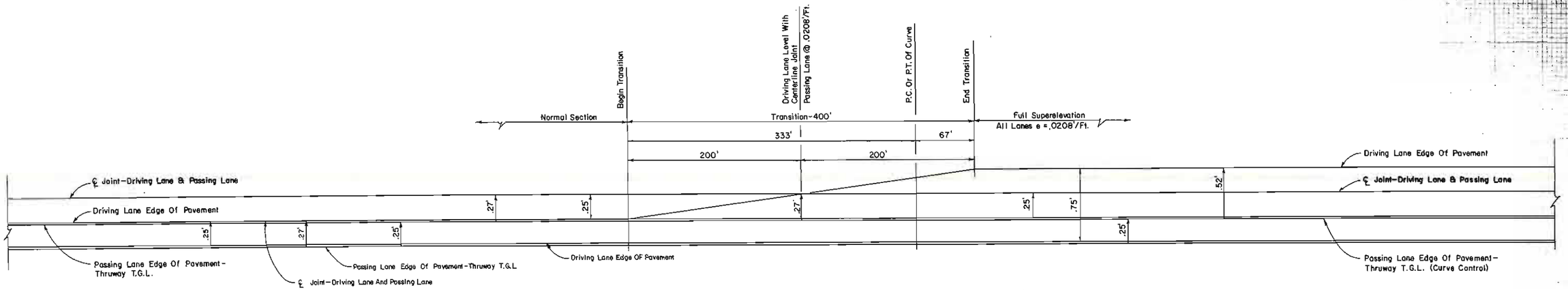
LOCATION OF PROJECT
M.P. 267.0± - M.P. 285.2±

TITLE OF DRAWING
CROSS SLOPE ADJUSTMENT
CURVES "K" AND "M"

DRAWN BY M.T. Gilbert
CHECKED BY D.A. Howe
DATE November 25, 1987
DRAWING NO. 52

NEW YORK STATE THRUWAY AUTHORITY

TAS 88-5



CROSS SLOPE ADJUSTMENT

Not To Scale

(OUTSIDE CURVE)

WESTBOUND: M.P. 277.74± TO M.P. 277.81± (CURVE I)
EASTBOUND: M.P. 276.41± TO M.P. 276.47± (CURVE J)
EASTBOUND: M.P. 274.85± TO M.P. 274.93± (CURVE L)
WESTBOUND: M.P. 272.98± TO M.P. 273.04± (CURVE N)
EASTBOUND: M.P. 272.21± TO M.P. 272.35± (CURVE O)

NOTE

PHOTOGRAPHIC REDUCTION

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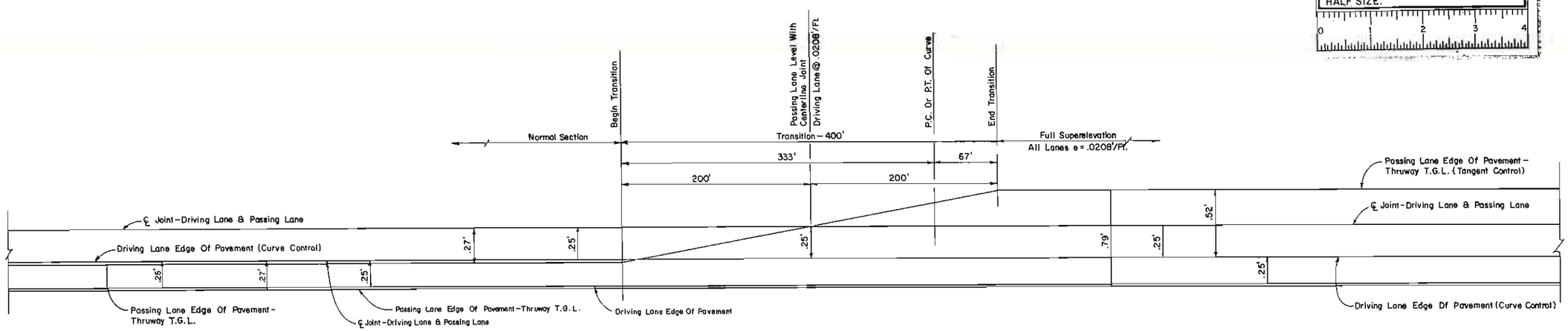
0 1 2 3 4



CROSS SLOPE ADJUSTMENT

Not To Scale

(INSIDE CURVE)

EASTBOUND: M.P. 277.74± TO M.P. 277.81± (CURVE I)
WESTBOUND: M.P. 276.41± TO M.P. 276.47± (CURVE J)
WESTBOUND: M.P. 274.85± TO M.P. 274.93± (CURVE L)
EASTBOUND: M.P. 272.98± TO M.P. 273.04± (CURVE N)
WESTBOUND: M.P. 272.30± TO M.P. 272.42± (CURVE O)

NOTES:

1. The proposed profile shown is that of final pavement course, Item 403.1701. All slope corrections shall be made with the truing and leveling course Item 403.21, prior to placement of the final pavement course. (See Typical Section On Drawing No. 7)
2. The small print indicates existing conditions.
3. The large print indicates the proposed Cross Slope Adjustment.

DATE	DESCRIPTION	BY	SYB

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY

DEPARTMENT OF ENGINEERING AND MAINTENANCE

200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT:
M.P. 267.0± – M.P. 285.2±

TITLE OF DRAWING:
CROSS SLOPE ADJUSTMENT CURVES "I","J","L","N" AND "O"

DRAWN BY: M.T. Scharf
CHECKED BY: D. A. Pilawa
DATE: November 25, 1987
DRAWING NO.: 53

TAS 88-5

Calogeropoulos & Spina Consulting Engineers
Liverpool, New York 13088

University Of The State Of New York
DANIEL J. CALOGEROPOULOS
No. 36790
Licensed Professional Engineer

IN CHARGE OF J.W. Franz, Jr., P.E.
MADE BY

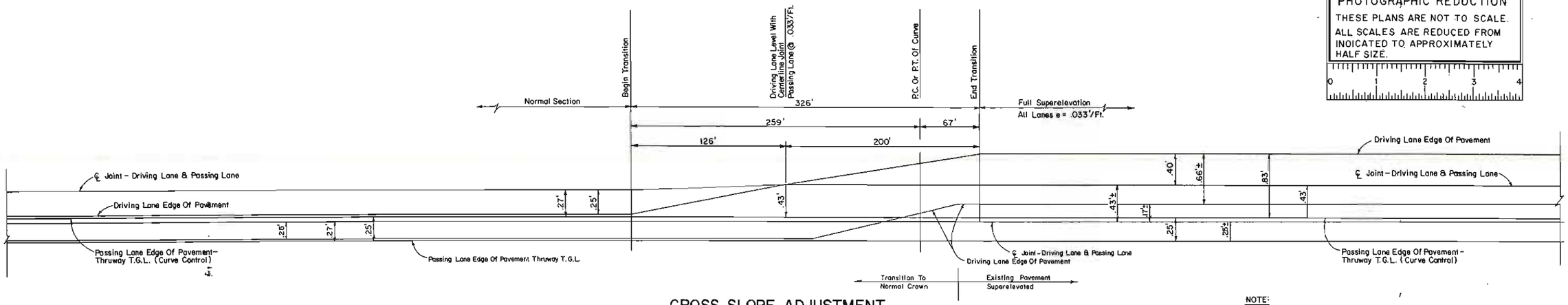
NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

NOTE

PHOTOGRAPHIC REDUCTION

THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4



CROSS SLOPE ADJUSTMENT

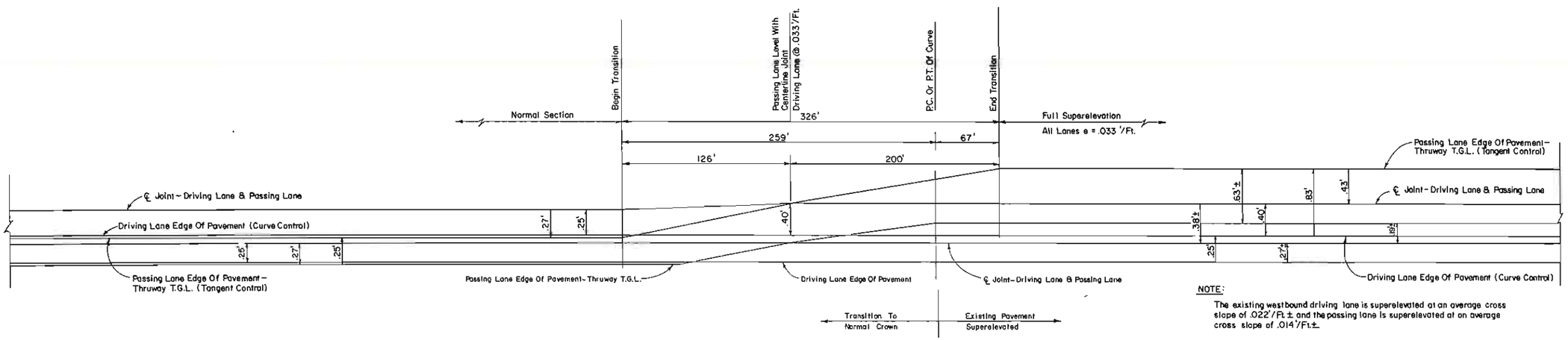
Not To Scale

(OUTSIDE CURVE)

EASTBOUND: M.P. 270.45± TO M.P. 270.50± (CURVE P)

NOTE:

The existing eastbound driving lane is superelevated at an average cross slope of .014'/Ft.± and the passing lane is superelevated at an average cross slope of .019'/Ft.±.



CROSS SLOPE ADJUSTMENT

Not To Scale

(INSIDE CURVE)

WESTBOUND: M.P. 270.45± TO M.P. 270.50± (CURVE P)

NOTE:

The existing westbound driving lane is superelevated at an average cross slope of .022'/Ft.± and the passing lane is superelevated at an average cross slope of .014'/Ft.±.

NOTES:

1. The proposed profiles shown is that of the final pavement course, Item 403.1701. All slope corrections shall be made with the truing and leveling course, Item 403.21, prior to placement of the final pavement course. (See Typical Section on Drawing No. 7.)
2. The small print indicates existing conditions.
3. The large print indicates the proposed cross slope adjustment.

Calogeracos & Spina
CONSULTING ENGINEERS
Lindenhurst, New York 11757

University Of The State Of New York
FRANCIS X. CALOGERACOS
No. 26780
Licensed Professional Engineer

IN CHARGE OF: J.W. Franz, Jr., P.E.
MADE BY: S.V. Georgia

DATE	DESCRIPTION	BY	SYB.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY

DEPARTMENT OF ENGINEERING AND MAINTENANCE

200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT:
ROADWAY REHABILITATION

LOCATION OF PROJECT:
M.P. 267.0 ± — M.P. 285.2 ±

TITLE OF DRAWING:
CROSS SLOPE ADJUSTMENT CURVE "P"

DRAWN BY: M.T. Schart
CHECKED BY: D.A. Pilawa
DATE: November 25, 1987
DRAWING NO. 54

TAS 88-5

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

NOTE

PHOTOGRAPHIC REDUCTION

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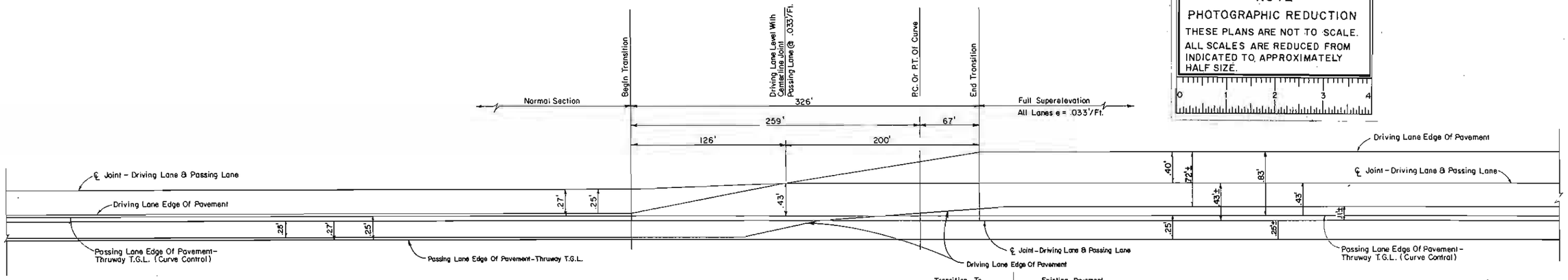
ALL SCALES ARE REDUCED FROM INDICATED TO, APPROXIMATELY HALF SIZE.



Transition To	Existing Pavement
Normal Crown	Superelevated

CROSS SLOPE ADJUSTMENT

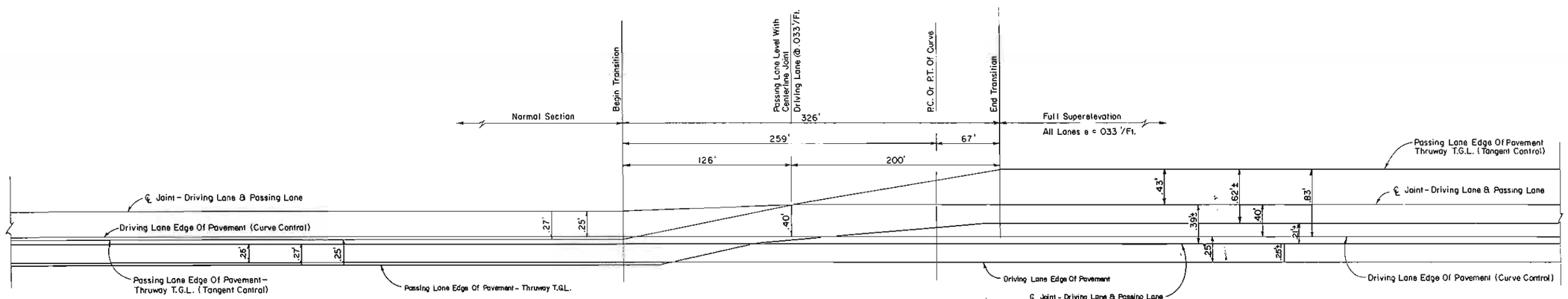
Not To Scale

(OUTSIDE CURVE)

EASTBOUND: M.P. 269.45± TO M.P. 269.65± (CURVE Q)

NOTE:

The existing eastbound driving lane is superelevated at an average cross slope of .009'/Ft.± and the passing lane is superelevated at an average cross slope of .019'/Ft.±.



Transition To	Existing Pavement
Normal Crown	Superelevated

CROSS SLOPE ADJUSTMENT

Not To Scale

(INSIDE CURVE)

WESTBOUND: M.P. 269.43± TO M.P. 269.63± (CURVE Q)

NOTE:

The existing westbound driving lane is superelevated at an average cross slope of .021'/Ft.± and the passing lane is superelevated at an average cross slope of .016'/Ft.±.

NOTES:

1. The proposed profiles shown is that of the final pavement course, Item 403.1701. All slope corrections shall be made with the truing and leveling course, Item 403.21, prior to placement of the final pavement course. (See Typical Section on Drawing No. 7)
2. The small print indicates existing conditions.
3. The large print indicates the proposed cross slope adjustment.

DATE	DESCRIPTION	BY	SYB

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY

DEPARTMENT OF ENGINEERING
DIV. MAINTENANCE

SOUTHERN BLVD. ALBANY, N.Y.

ROADWAY REHABILITATION

LOCATION OF PROJECT

M.P. 267.0 ± — M.P. 285.2 ±

TITLE OF DRAWING

CROSS SLOPE ADJUSTMENT
CURVE "Q"

DRAWN BY M.T. Schorf

CHECKED BY D.A. Pilawa

DATE November 25, 1987

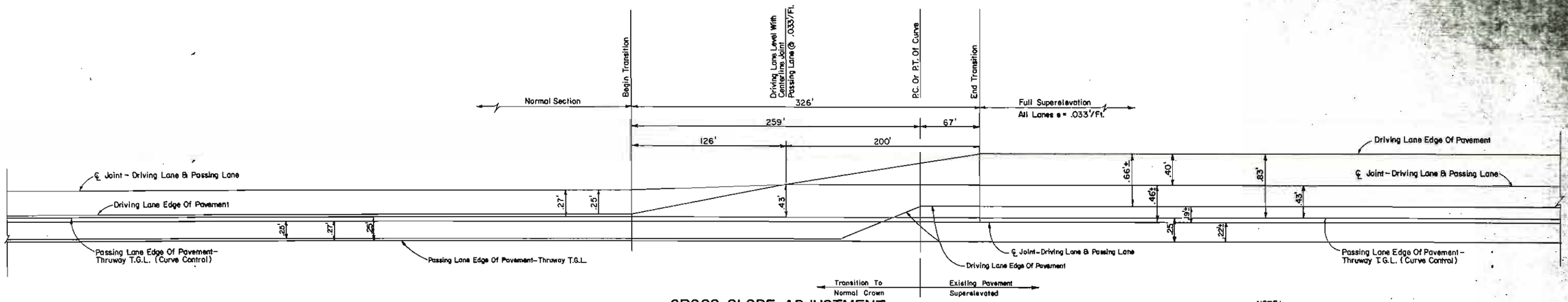
DRAWING NO. 55

Calacanis & Spina
CONSULTING ENGINEERS
Liverpool, New York 13088

University Of The State Of New York
DANIEL J. CALACANIS
No. 34780
Licensed Professional Engineer

IN CHARGE OF J.W. Franz, Jr., P.E.

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 OF ARTICLE 2 OF THE NEW YORK STATE EDUCATION LAW



CROSS SLOPE ADJUSTMENT

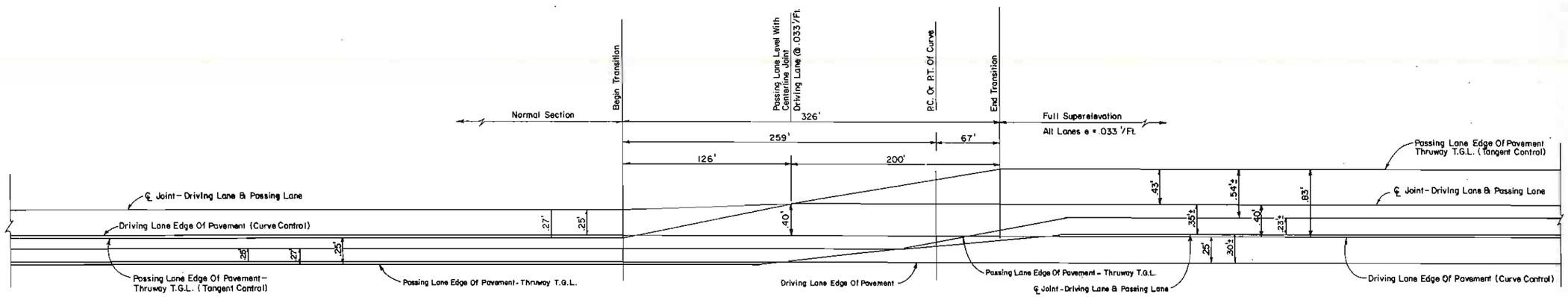
Not To Scale

(OUTSIDE CURVE)

WESTBOUND: M.P. 268.05± TO M.P. 268.22± (CURVE R)

NOTE:

The existing westbound driving lane is superelevated at an average cross slope of .016'/Ft.± and the passing lane is superelevated at an average cross slope of .017'/Ft.±.



CROSS SLOPE ADJUSTMENT

Not To Scale

(INSIDE CURVE)

EASTBOUND: M.P. 268.06± TO M.P. 268.26± (CURVE R)

NOTE:

The existing eastbound driving lane is superelevated at an average cross slope of .025'/Ft.± and the passing lane is superelevated at an average cross slope of .018'/Ft.±.

NOTES:

1. The proposed profiles shown is that of the final pavement course, Item 403.1701. All slope corrections shall be made with the truing and leveling course, Item 403.21, prior to placement of the final pavement course. (See Typical Section on Drawing No.)
2. The small print indicates existing conditions.
3. The large print indicates the proposed cross slope adjustment.

NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4

DATE	DESCRIPTION	BY	SYB.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT: ROADWAY REHABILITATION

LOCATION OF PROJECT: M.P. 267.0 ± — M.P. 285.2 ±

TITLE OF DRAWING: CROSS SLOPE ADJUSTMENT CURVE "R"

DRAWN BY: M.T. Scharf
CHECKED BY: D.A. Pilawa
DATE: November 25, 1987
DRAWING NO.: 56

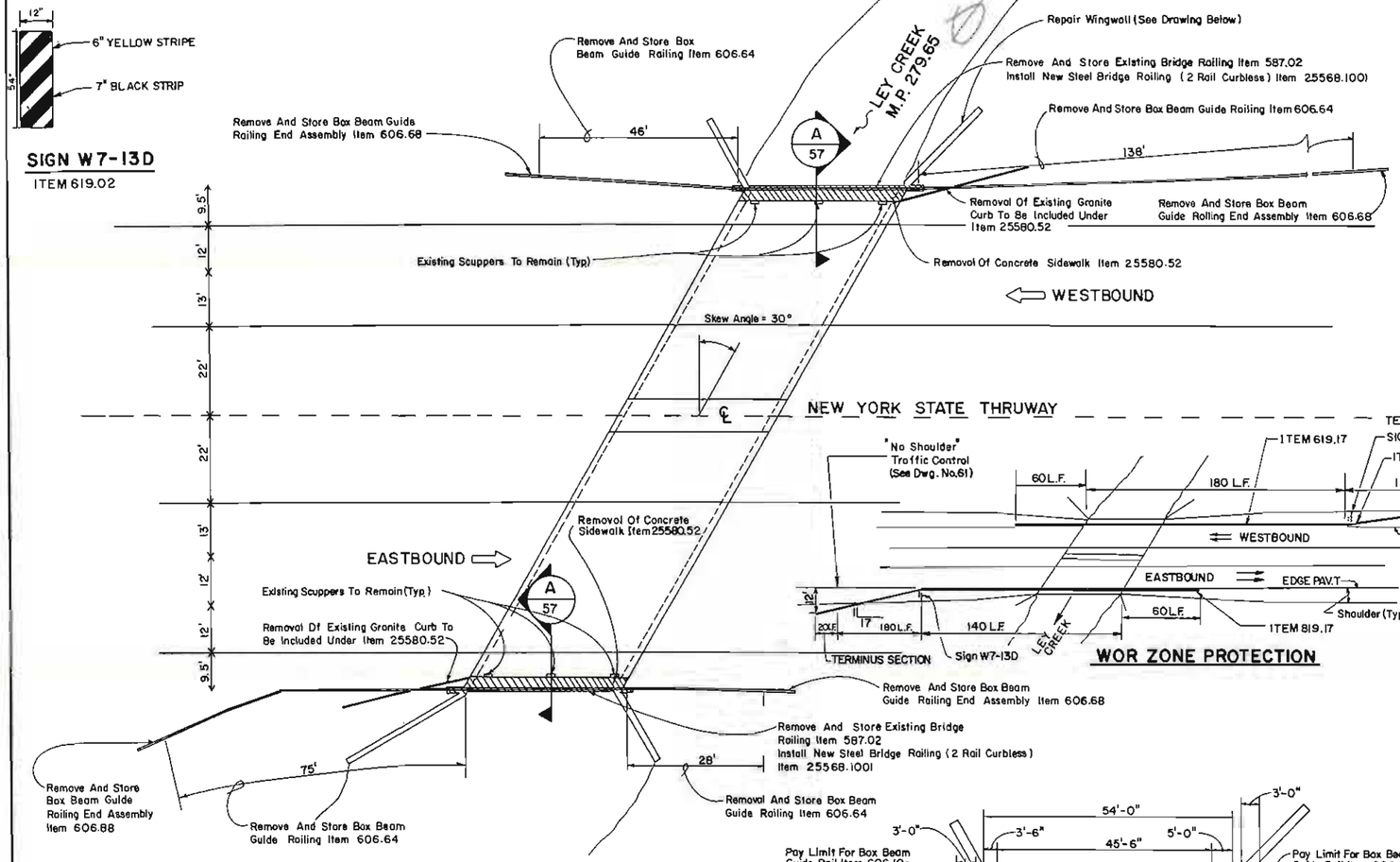
TAS 88-5

Calocerinos & Spina
consulting engineers
Licensed New York 13088

University Of The State Of New York
Licensed Professional Engineer

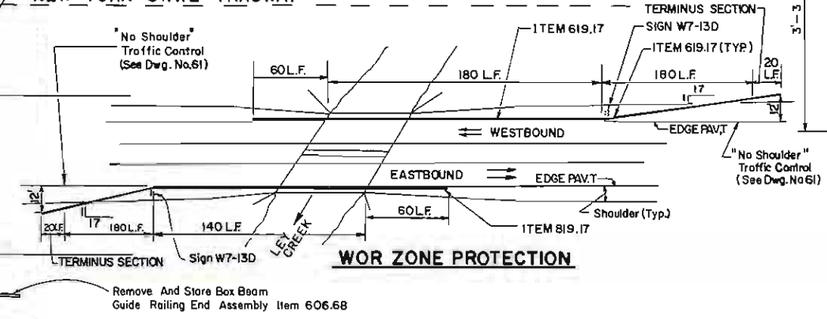
IN CHARGE OF J.W. Franz, Jr., P.E.
MADE BY: S.H. Gaynor, P.E.

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.

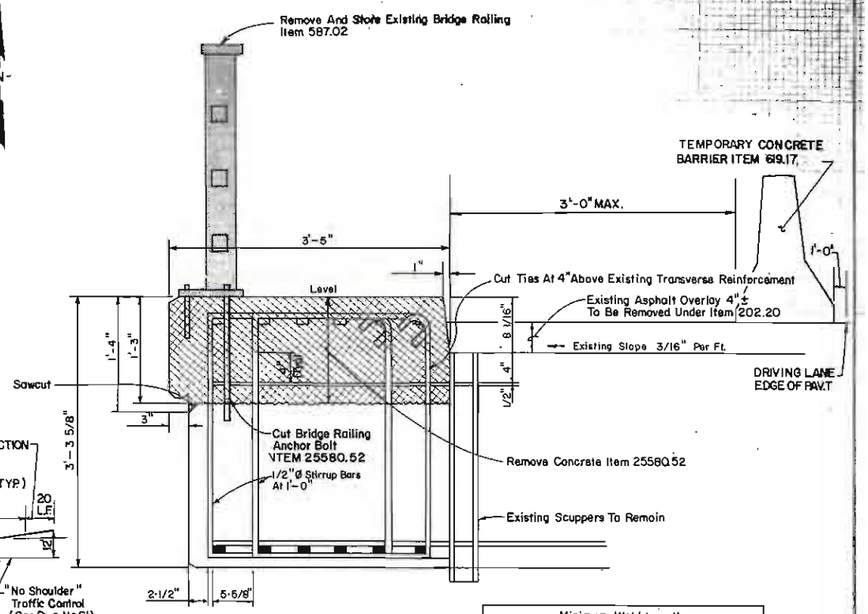


PLAN

Not To Scale



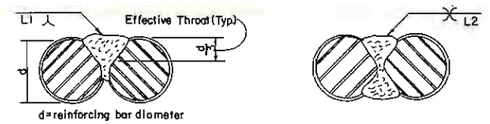
WOR ZONE PROTECTION



SECTION A/57

Not To Scale

Minimum Weld Lengths		
Bar Size	Single Flare V-Groove Weld L1	Double Flare V-Groove Weld L2
4	3 1/2"	2"



SINGLE FLARE V-GROOVE WELD — DOUBLE FLARE V-GROOVE WELD

WELDED SPLICES

NOTES:

1. Welders shall be qualified in accordance with the New York State Steel Construction Manual.
2. For welding Details see Section 7 of the New York State Steel Construction Manual.

NOTE

PHOTOGRAPHIC REDUCTION
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ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

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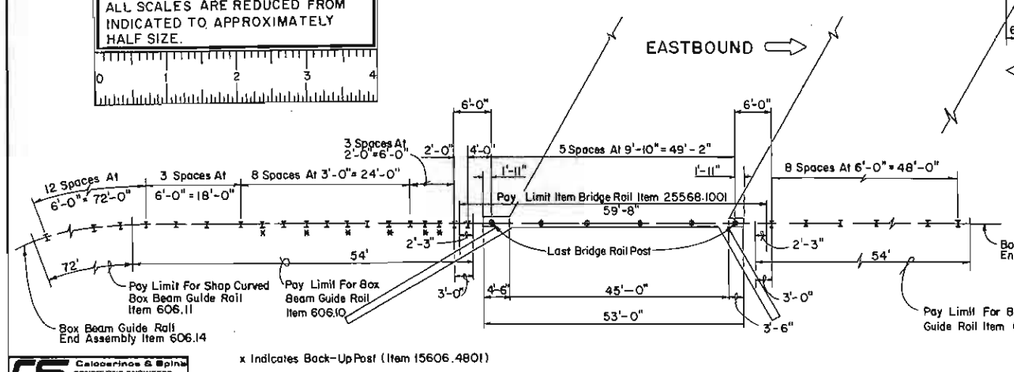
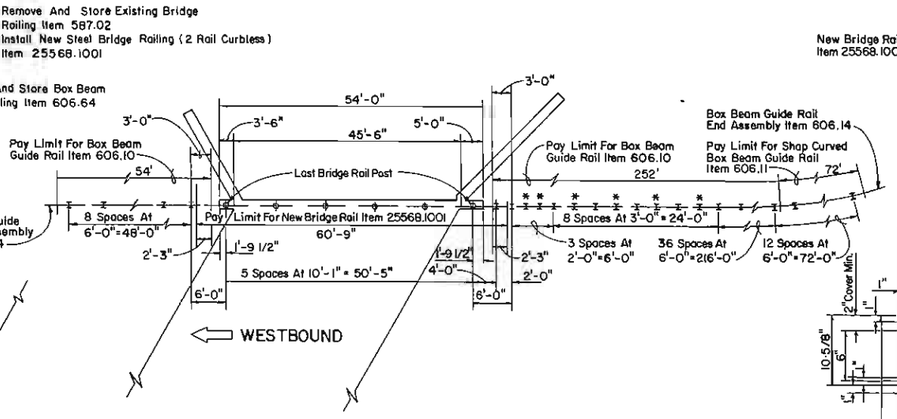


x Indicates Back-Up Post (Item 15606.4801)

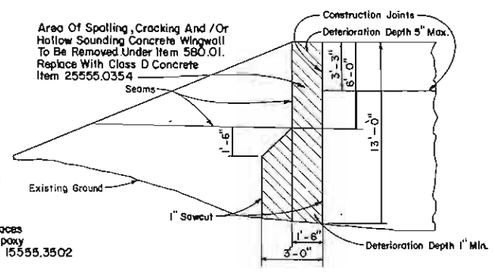
PROPOSED EASTBOUND BRIDGE RAILING LAYOUT

Not To Scale



PROPOSED WESTBOUND BRIDGE RAILING LAYOUT

Not To Scale

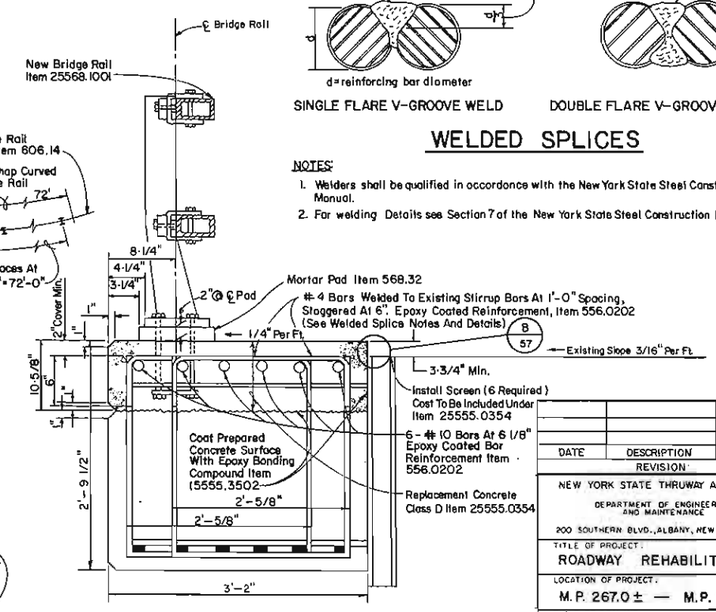


NOTES:

1. Cost Of 1" Sawcutting To Be Included In Cost For Item 580.01.
2. Prepared Concrete Surfaces Shall Be Coated With Epoxy Bonding Compound Item 15555.3502

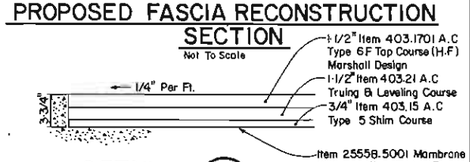
NORTHEAST WINGWALL ELEVATION

Not To Scale



PROPOSED FASCIA RECONSTRUCTION SECTION

Not To Scale



DETAIL B/57

Not To Scale

DATE	DESCRIPTION	BY	SYB

REVISION

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, NEW YORK 12209

TITLE OF PROJECT: ROADWAY REHABILITATION

LOCATION OF PROJECT: M.P. 267.0 ± — M.P. 285.2 ±

TITLE OF DRAWING: LEY CREEK FASCIA RECONSTRUCTION DETAILS

DRAWN BY: M.T.Scharf
CHECKED BY: W.R. Hopkins, Jr.
DATE: November 25, 1987
DRAWING NO. 57

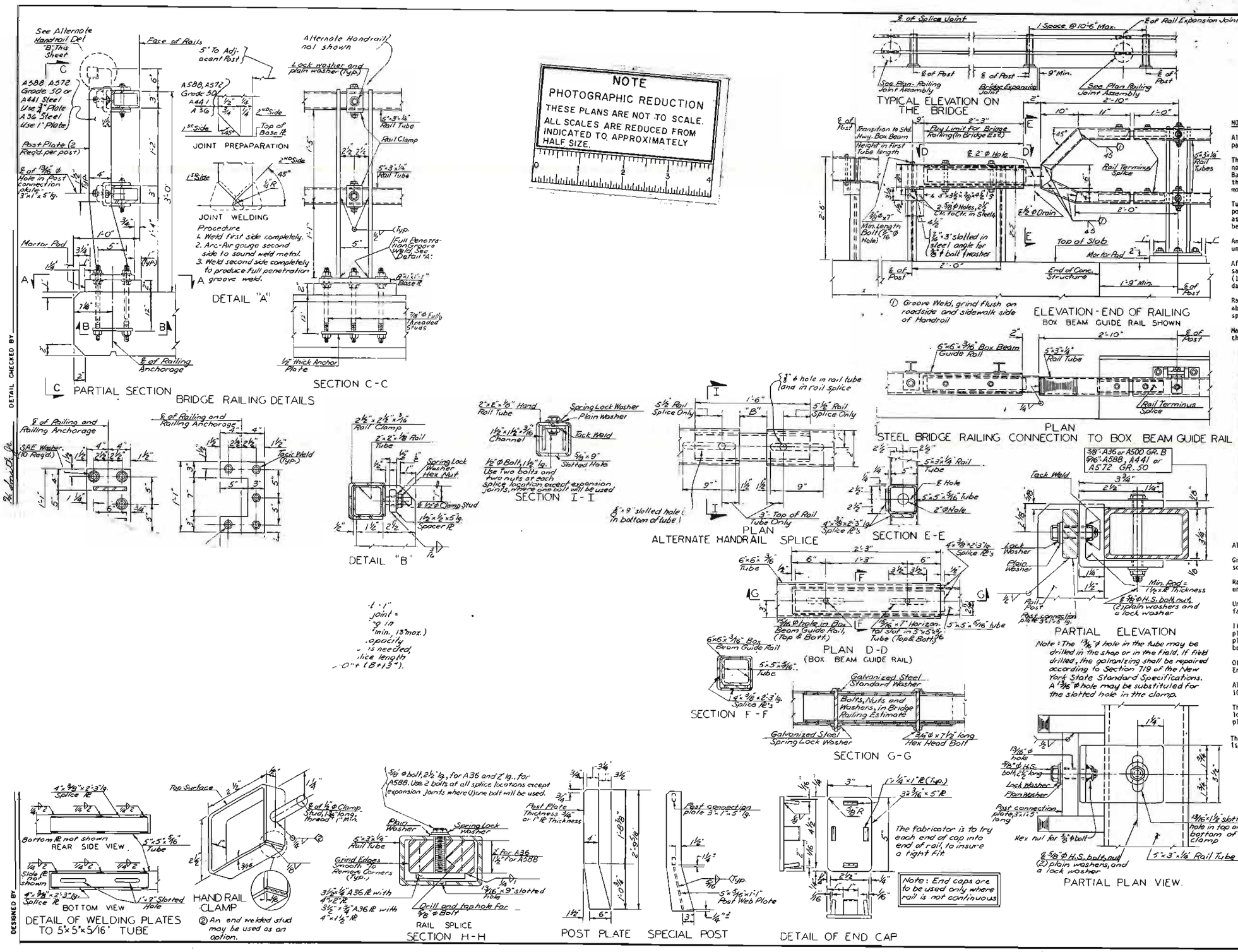
TAS 88-5

Caloccerinos & Spina Consulting Engineers, Utica, New York 13502

University Of The State Of New York — Licensed Professional Engineer

IN CHARGE OF: J.W. Franz, Jr., P.E.
MADE BY S.H. George, P.E.

NO ALTERATION PERMITTED HEREON EXCEPT AS PROVIDED UNDER SECTION 7209 SUB-DIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.



NOTE
PHOTOGRAPHIC REDUCTION
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ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK			

CAPITAL PROJECT IDENTIFICATION NO.

NOTES:

All railing is to be fabricated and erected so that the rails are parallel to each other and the posts are truly vertical.

The Base Plates shall be perpendicular to the post unless otherwise noted. When the railing is to be placed on a preformed surface, the Base Plate may be parallel to the grade or may be perpendicular to the post and made level by the use of (1:1 ratio cement to sand) mortar .

Tubular steel rails, rail clamp assemblies, nuts and washers, posts, post webs, if required, post spacers, base plates, railing joint assemblies and any necessary shims and mortar leveling course shall be paid for under the railing item.

Anchor studs, nuts, washers and anchor plates shall be paid for under the railing item.

After the anchor stud nuts have been placed and tightened to the satisfaction of the Engineer, the studs shall be flame cut off one (1) inch above the nut and the first thread above the nut shall be damaged, as ordered by the Engineer.

Rails shall span a minimum of 3 posts. If this is impossible, the absolute minimum shall be two posts with one of these posts being a special post.

Materials used in the manufacture of this railing shall conform to the requirements and/or specifications listed below:

Rail Tubes - ASTM Designation A500, Grade B.
Rail Clamps - ASTM Designation A500, Grade B, A36, A588, A441, or A572, Grade 50.
Clamp Bolts and Nuts - ASTM Designation A325.
Rail Splices - ASTM Designation A588, A441, A36, or A572, Grade 50.
Tubular Rail Splices - ASTM Designation A500, Grade B
Washers - ASTM Designation A307.
Splice Plates - ASTM Designation A36.
3/4" Post Plates - ASTM Designation A441, A588, or A572, Grade 50.
1" Post Plates - ASTM Designation A36.
Post Connection Plate - ASTM Designation A36 or A.I.S.I. Designation 1020.
Base Plates - Same as Post Plate material.
Splice Bolts, Nuts and Washers - ASTM Designation A307.
Anchor Studs - ASTM Designation A449.
Nuts and Washers for Anchor Studs - ASTM Designation A325.
Anchor Plates - ASTM Designation A36.
Post Web Plates (if required) - Same as Post Plate material.
Channel Rail Splices - ASTM Designation A36
Galvanized Railing - All components of the railing including anchor studs, nuts, and washers shall be galvanized in accordance with Material Specification 719-01. Anchor Studs shall have a Class 2A thread fit prior to galvanizing. The cut portion of the anchor studs shall be repaired according to Material Specification 719-01.

All bolts shall have a Class 2A thread fit prior to galvanizing.

Grind all edges of Post Plates and Base Plates prior to galvanizing so that all sharp edges are removed.

Rail post shall be erected to proper line and grade before concrete under post is poured unless otherwise indicated on the Contract Plans.

Unless covered by other specifications, all dimensions related to the fabrication of the steel railing shall have a tolerance of ± 1/16".

If the end of the bolts connecting the clamp to the post connection plate bear against the tube when in the final position, additional plain washers shall be added to prevent the end of the bolt from bearing against the tube.

Other clamp steels may be used with the approval of the Deputy Chief Engineer (Structures).

All high-strength bolts shall be torqued snug tight (approximately 100 ft. lbs.).

The hole for the bolt connecting the tube and the clamp shall be located in the tube so that the tube will bear against the post plates when in final position.

The alternate handrail is for use when traffic railing system is used between pedestrain traffic and vehicular traffic.

DETAIL CHECKED BY

DESIGNED BY

NEW YORK STATE THRUWAY AUTHORITY

STEEL BRIDGE RAILING - TWO RAIL

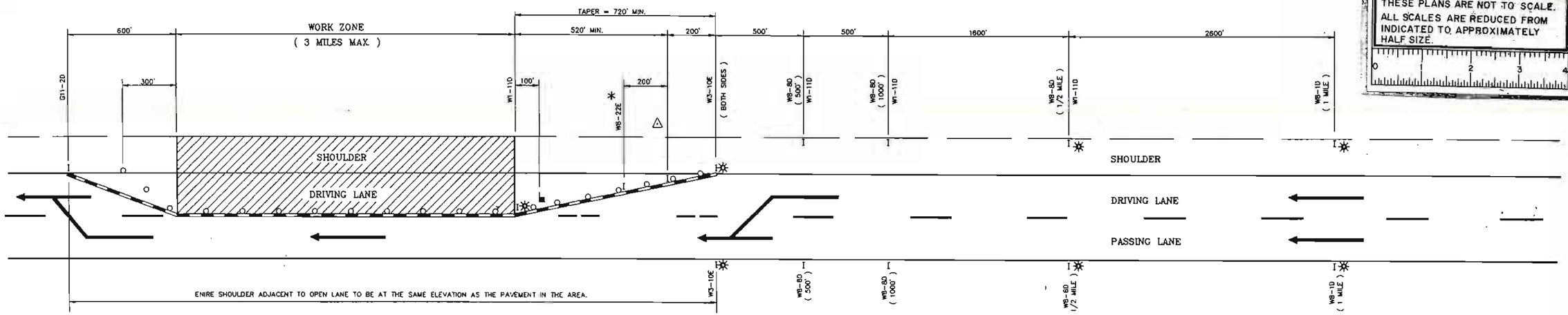
(FOR USE ON CURBLESS BRIDGES ONLY)

DWG. NO. 58

TAS 88-5

BDD 80-51A

2-Rail System for Curbless Bridges



NOTE
PHOTOGRAPHIC REDUCTION
THESE PLANS ARE NOT TO SCALE.
ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

LEGEND

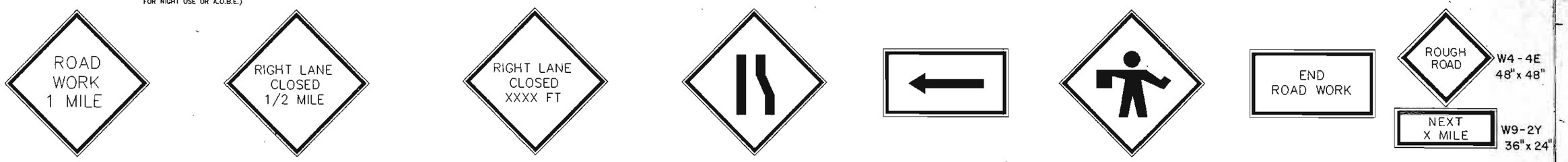
- EXISTING PAVEMENT MARKINGS (BROKEN OR SOLID)
- REMOVAL OF EXISTING PAVEMENT MARKINGS. (SEE NOTE A)
- TEMPORARY PAVEMENT MARKING FOR CONSTRUCTION (SEE NOTE A)
- ✳ USE ONLY WHEN FLAGGER IS ON DUTY
- ✳ FLASHING LIGHTS (HIGH INTENSITY FOR NIGHT USE OR A.O.B.E.)
- ○ TRAFFIC CONES AT 40' INTERVALS ON TAPER, 80' ON TANGENT.
- ■ FLAGGER, TYPICAL LOCATION.
- I SIGNS
- △ FLASHING ARROWBOARD
- ● DRUM

PLAN

NOTE " A "

EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN PROJECT LIMITS. IF CONTRACTOR'S OPERATIONS IN ANY WORK ZONE WILL EXCEED A PERIOD OF 2 WEEKS OR AS DIRECTED BY THE ENGINEER, CONTRACTOR SHALL COMPLETELY REMOVE PORTIONS OF EXISTING MARKINGS AND INSTALL TEMPORARY MARKINGS, AS DETAILED ABOVE. TEMPORARY MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

WHEN ALL WORK IS COMPLETED IN THE WORK ZONE, OR AS DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL REMOVE THE TEMPORARY MARKINGS AND RESTORE THE EXISTING MARKINGS.



W8-1D 48" X 48" | W8-8D 48" X 48" | W8-8D 48" x 48" | W3-10E 48" X 48" | W1-11D 48" X 24" | W8-22E * 48" X 48" | G11-2D 48" X 24"

NOTES :
ALL SIGNS MAY ALSO BE FOUND IN THE NEW YORK STATE DEPT. OF TRANSPORTATION "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES". (LATEST EDITION). ALL " W " SERIES SIGNS SHALL BE BLACK ON ORANGE.

SIGN SUPPORTS SHALL BE SUCH AS TO RESIST OVERTURNING IN WINDS AND PROVIDE MINIMUM MOUNTING HEIGHT OF 5 FEET TO BOTTOM OF SIGN.

FLAGGER TO BE PROVIDED AND LOCATED IN THE PATTERN AS DIRECTED BY THE ENGINEER. WHEN USED, A W8-22E SIGN WILL BE PLACED NOT CLOSER THAN 500 FEET NOR FURTHER THAN 2,800 FEET AHEAD OF FLAGGER.

ALL FLASHING LIGHTS AS SHOWN ON THIS SHEET SHALL BE PLACED IN OPERATION FROM 1/2 HOUR AFTER SUNSET TO 1/2 HOUR BEFORE SUNRISE OR A.O.B.E.

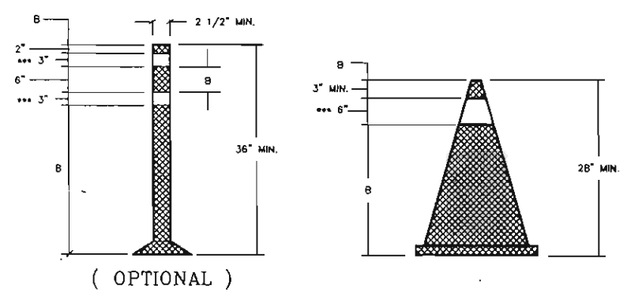
THIS PLAN SHALL BE MODIFIED TO A LEFT LANE CLOSURE BY CHANGING THE ARROWS FROM W1-11D TO W1-12D, AND CHANGING THE W8-8D SIGNS TO W6-7D SIGNS AND THE W3-10E SIGNS TO W3-9E SIGNS.

SIGNS SHALL BE PLACED AT OR AS NEAR AS PRACTICABLE TO THE LOCATIONS SHOWN.

THE LOCATION OF THE TRAFFIC SIGNS AND CONES SHALL BE SUBJECT TO REVIEW BY THE DIVISION TRAFFIC SUPERVISOR BEFORE INSTALLATION FOR EXACT POSITIONING AND CONDITION.

ALL REFLECTORIZED SIGN BACKGROUNDS AND LEGENDS SHALL BE CLASS " B " REFLECTORIZED SHEETING.

FLASHING ARROWBOARD SHALL CONFORM TO SECTION 294.45 OF M.U.T.C.O. MINIMUM SIZE SHALL BE TYPE B 54" X 30" FULL ARROW FLASH ONLY, NO CHEVRONS NOR SEQUENTIAL ARROW FLASH WILL BE ALLOWED.

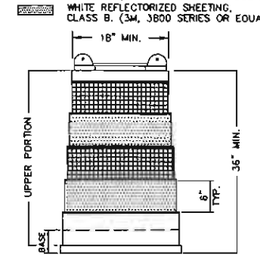


(OPTIONAL)

B = NON-REFLECTORIZED ORANGE.
*** = REFLECTORIZED WHITE BAND OR COLLAR FOR NIGHT USE.

CONES

LEGEND
- ORANGE REFLECTORIZED SHEETING CLASS B. (3M, 3800 SERIES OR EQUAL)
- WHITE REFLECTORIZED SHEETING, CLASS B. (3M, 3800 SERIES OR EQUAL)



PLASTIC DRUM

NOTES "ROUGH ROAD" SIGNS (M.P. 278-284 ONLY)

1. SIGNS TO BE PLACED ON BOTH SIDES OF WESTBOUND ROADWAY AT LOCATIONS SHOWN BELOW. SIGNS TO BE INSTALLED AFTER MILLING BUT PRIOR TO OPENING LANE FOR TRAFFIC TO RUN ON MILLED SURFACE.
2. ENGINEER TO DETERMINE "X" DISTANCE ON AS-NEEDED BASIS TO REFLECT ACTUAL LENGTH OF ROUGH ROAD.
3. SIGNS TO BE REMOVED IMMEDIATELY AFTER FIRST PAVING COURSE THAT COVERS MILLED SURFACE.
4. SIGNS TO BE LOCATED AT FOLLOWING LOCATIONS A.O.B.E. AS WORK PROGRESSES.

STA	M.P.±
2572+00	277.96
2502+00	279.26
2291+00	283.30
2249+00	284.10*

* "W4-4E SIGN ONLY"

6/87

AS-BUILT REVISIONS

SIGNATURE DATE

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12203

TITLE OF PROJECT
ROADWAY REHABILITATION

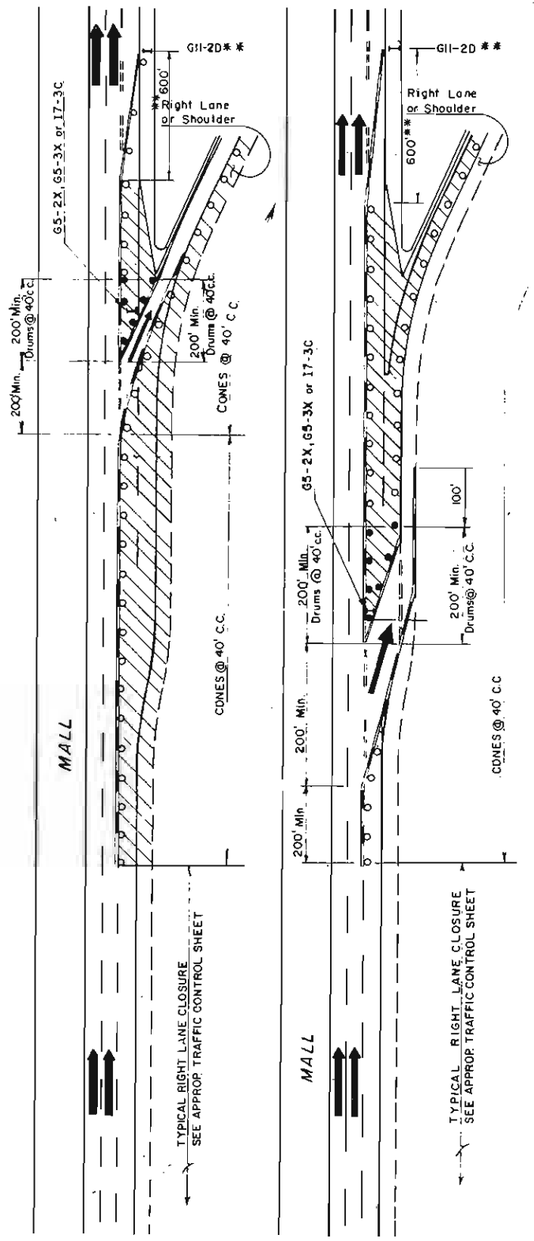
LOCATION OF PROJECT
M.P. 267.0 ± — M.P. 285.2 ±

TITLE OF DRAWING
TWO LANE THRUWAY TRAFFIC CONTROL PLAN

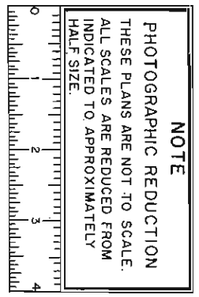
DRAWN BY: STD.
CHECKED BY: LJF
DATE: 1/12/88
DRAWING NUMBER: 59

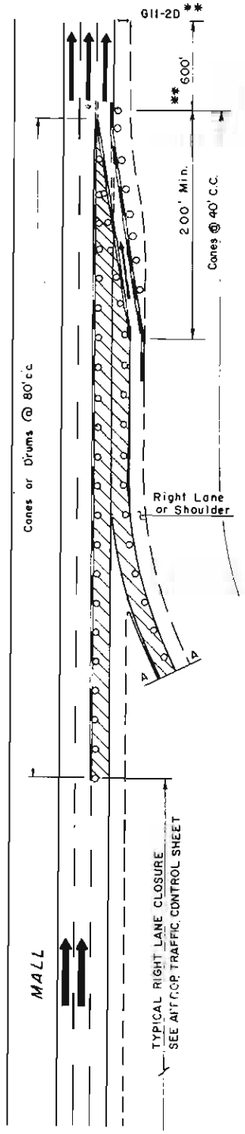
TAS 88 - 5

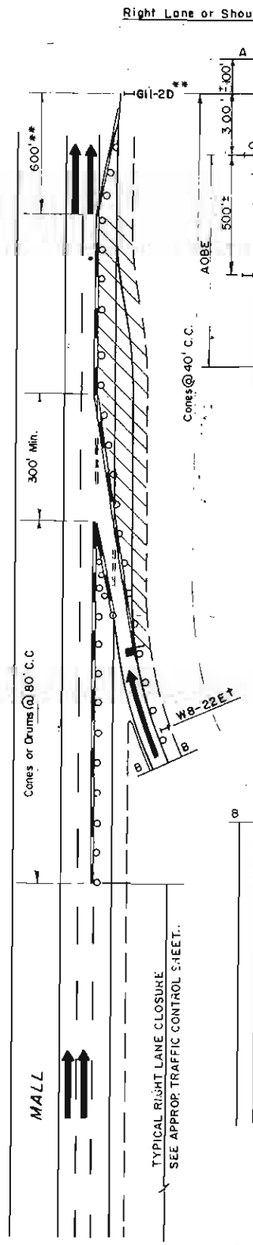
NOTE IF NECESSARY, CONSULT THE DIVISION TRAFFIC SUPERVISOR ON OTHER VARIATIONS

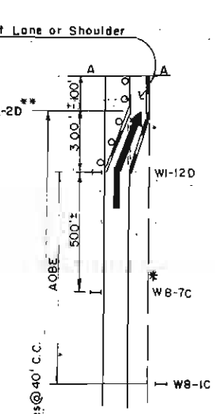


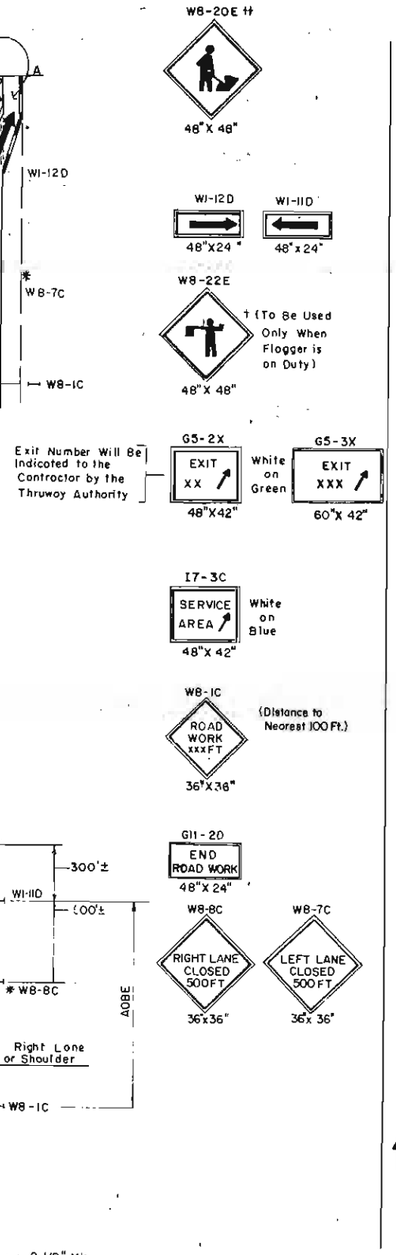
TYPICAL DECELERATION LANE

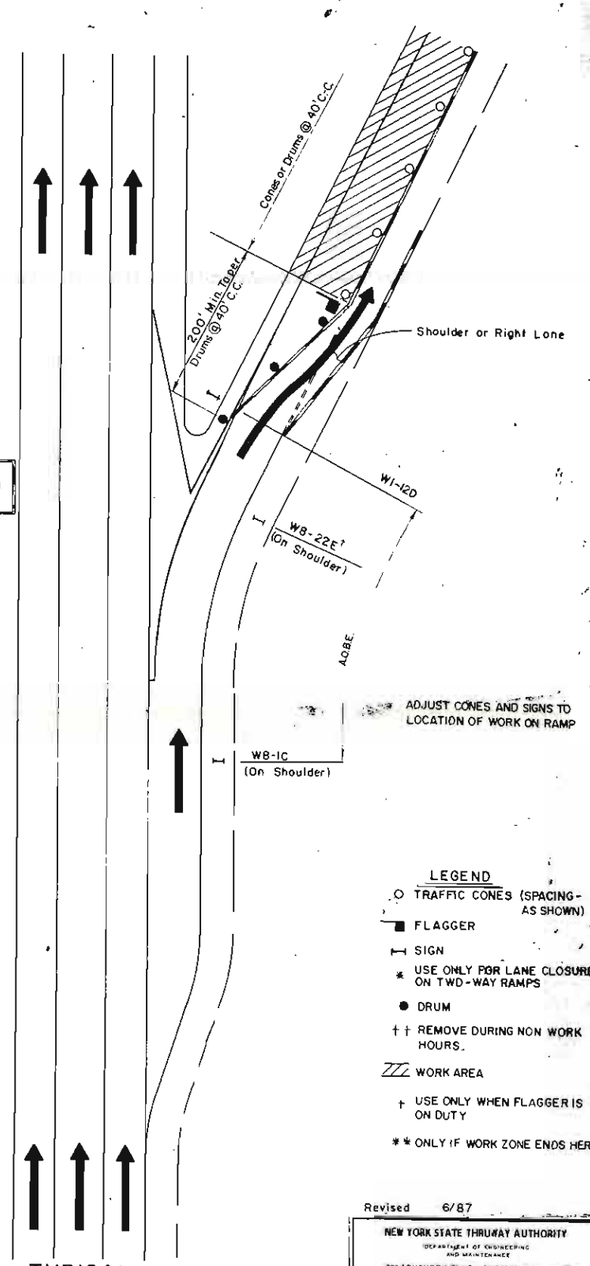












TYPICAL WORK ZONE ON RAMP

LEGEND

- TRAFFIC CONES (SPACING - AS SHOWN)
- FLAGGER
- SIGN
- * USE ONLY FOR LANE CLOSURE ON TWO-WAY RAMPS
- ● DRUM
- †† REMOVE DURING NON WORK HOURS.
- WORK AREA
- † USE ONLY WHEN FLAGGER IS ON DUTY
- * * ONLY IF WORK ZONE ENDS HERE

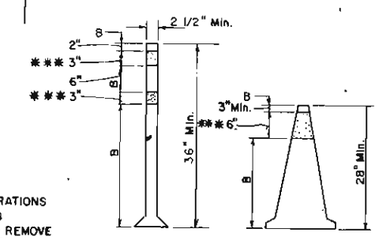
TYPICAL ACCELERATION LANE

LEGEND

- EXISTING PAVEMENT MARKINGS (BROKEN OR SOLID)
- REMOVAL OF EXISTING PAVEMENT MARKINGS DURING CONSTRUCTION
- TEMPORARY PAVEMENT MARKING FOR CONSTRUCTION (SEE NOTE A)

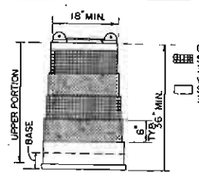
NOTE-A

EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY CONTRACTOR WITHIN PROJECT LIMITS. IF CONTRACTOR'S OPERATIONS IN ANY WORK ZONE WILL EXCEED A PERIOD OF 2 WEEKS OR AS DIRECTED BY THE ENGINEER, CONTRACTOR SHALL COMPLETELY REMOVE PORTIONS OF EXISTING MARKINGS AND INSTALL TEMPORARY MARKINGS AS DETAILED ABOVE. TEMPORARY MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. WHEN ALL WORK IS COMPLETED IN THE WORK ZONE, OR AS DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL REMOVE THE TEMPORARY MARKINGS AND RESTORE THE EXISTING MARKINGS.



B - Non Reflectorized Orange
* * * - Reflectorized White Band or Collar for Night use.

CONES



PLASTIC DRUM

LEGEND

- ORANGE REFLECTORIZED SHEETING CLASS B (3M, 3800 SERIES OR EQUAL)
- WHITE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)

Revised 6/87

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT: ROADWAY REHABILITATION

LOCATION OF PROJECT: M.P. 267.0± — M.P. 285.2±

TITLE OF DRAWING: TRAFFIC CONTROL AT INTERCHANGES, SERVICE AREAS & PARKING AREAS

STD. SHEET

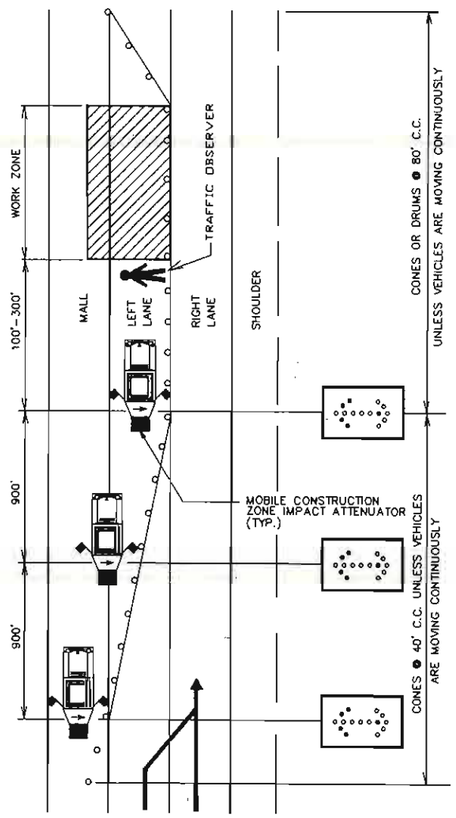
CHECKED BY: STD.

DATE: 1/12/88

DRAWING NUMBER: 60

TAS 88-5

Dwg No. 23-2-8-DT



MOBILE TRAFFIC CONTROL PLAN FOR SINGLE LANE CLOSURE

NOTES FOR MOBILE TRAFFIC CONTROL PLAN:

FLASHING ARROW BOARD SHALL CONFORM TO SECTION 294.5 OF M.U.T.C.O. MIN. SIZE SHALL BE TYPE "B" 54"x 30" FULL ARROW FLASH ONLY; NO CHEVRONS NOR SEQUENTIAL ARROW FLASH WILL BE ALLOWED.

WHERE THE PASSING LANE IS TO BE CLOSED, THE FIRST TRUCK IS TO BE PARKED IN THE MALL, THE SECOND STRADDLES THE MALL AND LEFT LANE AND THE THIRD TRUCK IN THE LEFT LANE. THE TRUCKS WILL DISPLAY FLASHING RIGHT ARROWS.

WHERE THE DRIVING LANE IS TO BE CLOSED, THE FIRST TRUCK IS TO BE PARKED ON THE RIGHT SHOULDER, THE SECOND STRADDLES THE SHOULDER AND DRIVING LANE AND THE THIRD TRUCK IS IN THE DRIVING LANE. THE TRUCKS WILL DISPLAY FLASHING LEFT ARROW.

THIS PLAN IS TO BE USED ONLY WHEN AUTHORIZED BY THE ENGINEER.

THE MINIMUM HEIGHT OF FLASHING ARROW BOARDS SHALL BE 7'-0" FROM THE PAVEMENT TO THE BOTTOM OF THE PANEL.

THE MOBILE CONSTRUCTION ZONE IMPACT ATTENUATOR SHALL CONFORM TO THE REQUIREMENTS OF SECTION 712-06 OF THE STANDARD SPECIFICATIONS.

NOTE "A"

EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN PROJECT LIMITS. IF CONTRACTOR'S OPERATIONS IN ANY WORK ZONE WILL EXCEED A PERIOD OF 2 WEEKS, OR AS DIRECTED BY THE ENGINEER, CONTRACTOR SHALL COMPLETELY REMOVE PORTIONS OF EXISTING MARKINGS AND INSTALL TEMPORARY MARKINGS AS DETAILED ABOVE. TEMPORARY MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

WHEN ALL WORK IS TO BE COMPLETED IN THE WORK ZONE, OR AS DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL REMOVE THE TEMPORARY MARKINGS AND RESTORE THE EXISTING MARKINGS.

NOTES FOR SHOULDER EXCAVATION PROTECTION:

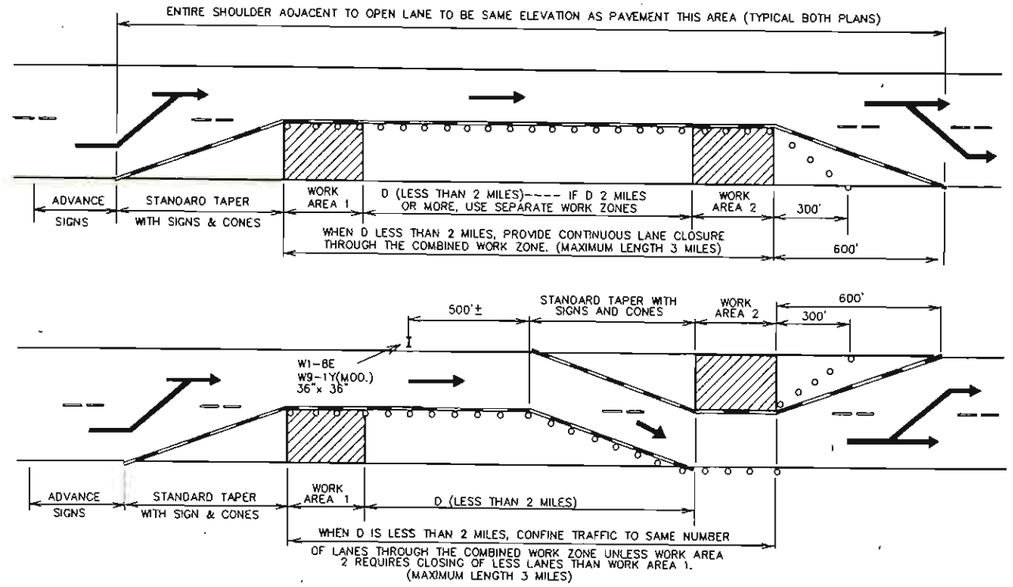
THE DISTANCE BETWEEN THE W4-12E OR W4-13E SIGNS SHALL NOT EXCEED ONE HALF MILE. USE W9-2Y ON FIRST SIGN TO NEAREST HALF MILE WHEN THE AREA BEING PROTECTED EXCEEDS ONE HALF MILE IN LENGTH. ONLY THE LEFT OR RIGHT SHOULDER MAY BE WORKED ON AT ONE TIME.

DRUMS AND CONES SHALL BE PLACED AND MAINTAINED SO THAT AT LEAST TWO THIRDS OF THEIR HEIGHT IS EXPOSED ABOVE THE PAVEMENT.

IF THE DEPTH OF EXCAVATION EXCEEDS 18" THE ADJACENT LANE SHALL REMAIN CLOSED.

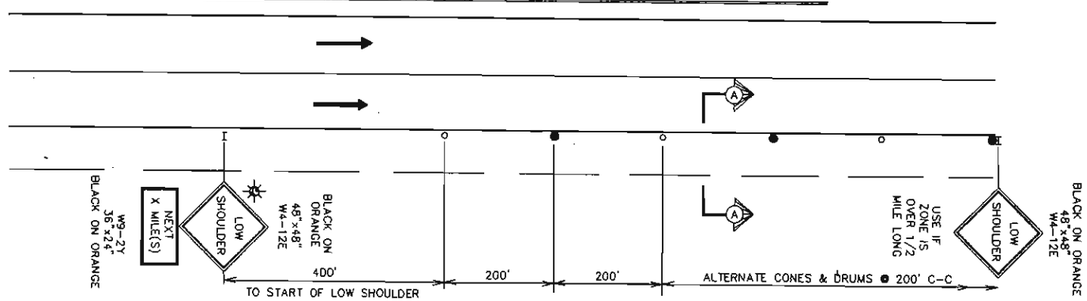
TYPICAL PLAN FOR RIGHT SHOULDER SHOWN. LEFT SHOULDER PROTECTION IS SAME DETAIL.

EXCAVATED SHOULDER TO BE RAMPED DOWN (SECTION A-A) DURING NON-WORK HOURS.

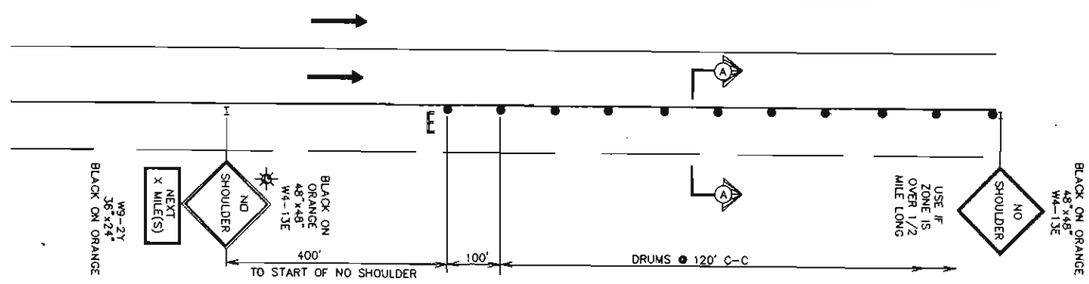


SUCCESSIVE WORK ZONES – TWO LANE SECTIONS

(THREE LANE SIMILAR)



TRAFFIC CONTROL PLAN IN AREAS WITH A SHOULDER DROP OF 1 1/2 INCHES TO 4 INCHES *



TRAFFIC CONTROL PLAN IN AREAS WITH A SHOULDER DROP OF MORE THAN 4 INCHES AND LESS THAN 18 INCHES *

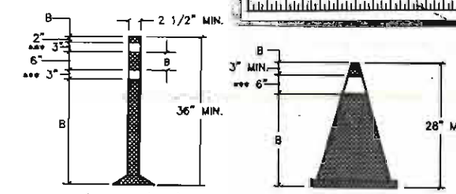
* ALSO APPLIES TO DROP-OFFS WITHIN 12' OF AN OPEN LANE

NOTE

PHOTOGRAPHIC REDUCTION

THESE PLANS ARE NOT TO SCALE. ALL SCALES ARE REDUCED FROM INDICATED TO APPROXIMATELY HALF SIZE.

0 1 2 3 4

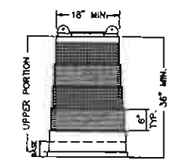


(OPTIONAL)

B = NON-REFLECTORIZED ORANGE

*** = REFLECTORIZED WHITE BAND OR COLLAR FOR NIGHT USE.

CONES



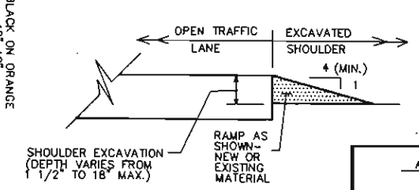
PLASTIC DRUM

LEGEND

- ORANGE REFLECTORIZED SHEETING CLASS B. (3M, 3800 SERIES OR EQUAL)
- WHITE REFLECTORIZED SHEETING, CLASS B. (3M, 3800 SERIES OR EQUAL)

LEGEND

- MOBILE CONSTRUCTION ZONE IMPACT ATTENUATOR
- TRAFFIC CONE
- DRUM
- FLASHING LIGHT, HIGH INTENSITY, FOR NIGHT USE OR A.O.B.E.
- TYPE III BREAKAWAY BARRICADES
- SIGN (ALL "W" SERIES SIGNS TO BE BLACK ON ORANGE)
- FLASHING ARROW BOARD
- REMOVAL OF EXISTING PAVEMENT MARKINGS DURING CONSTRUCTION
- TEMPORARY PAVEMENT MARKING FOR CONSTRUCTION (SEE NOTE A)



SECTION A-A

6/87

AS-BUILT REVISIONS

SIGNATURE DATE

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING AND MAINTENANCE
200 SOUTHERN BLVD., ALBANY, N.Y. 12203

TITLE OF PROJECT: ROADWAY REHABILITATION

LOCATION OF PROJECT: M.P. 267.0± — M.P. 285.2±

TITLE OF DRAWING: THRUWAY TRAFFIC PLANS FOR MISCELLANEOUS OPERATIONS

DRAWN BY: STD

CHECKED BY: GF

DATE: 1/12/88

DRAWING NUMBER: 61

TAS 88-5

BRUNING 63334-3