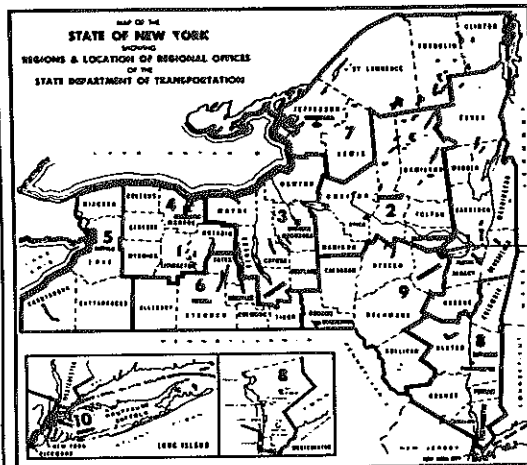


D96243

D96243



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DESIGN AND CONSTRUCTION DIVISION

PLANS FOR CONSTRUCTING A PORTION OF
INTERSTATE ROUTE 508, SECTION 4
(ROUTE 7 CONNECTION TO N.Y.S. THRUWAY), S.H. 80-1
Between Station EB 703+00 and Station RT 22+27.495
A Length of 0.52 Miles in the Town of Princetown and
A Length of 1.09 Miles (Plus 3.8 Miles of Access) in the Town of Rotterdam
A TOTAL CONTRACT LENGTH OF 1.61 MILES (PLUS 3.8 MILES OF ACCESS)
F.A. PROJECT NO. 1-88-2(10)

THIS SET OF PLANS INCLUDES THE COVER
SHEETS FOR THE FOLLOWING RELATED
CONTRACTS FOR THE THRUWAY TOLL PLAZA.
D 96244 - HEATING & VENTILATING
D 96245 - PLUMBING
D 96246 - ELECTRICAL
EACH COVER SHEET CONTAINS A
CROSS REFERENCE BETWEEN THE INDIVIDUAL
RECORD PLAN SHEET & RECORD PLANS FOR D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | | 181 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

TYPE OF CONSTRUCTION
I-88 Mainline - Unreinforced Cement Concrete 0.87 Miles
I-80 Interchange Ramps - Unreinforced Cement Concrete 2.15 Miles
Route 7 Reconstruction - Asphalt Concrete 1.19 Miles
Including
Route 7 Bridge over N.Y.S. Thruway
2 Span Continuous (101' and 107' Span Lengths)
Steel Stringers, Composite Monolithic Concrete Slab
and
Bridge No. 3 Ramps P+L over N.Y.S. Thruway and Ramp L
2 Span Continuous (102' and 132' Span Lengths)
Steel Stringers, Composite Monolithic Concrete Slab

STANDARD SHEETS

203-1, 203-2R1, 203-3, 203-4R1, 203-5R1, 502-1R1, 502-2R1,
502-3, 502-4, 502-5, 502-6, 502-9, 603-1, 603-3, 606-3R2,
606-4R1, 606-6R1, 606-20, 606-21, 607-1, 607-2, 609-1, 611-1,
615-3R1, 615-4, 625-1R1, 644-1, 644-2, 645-7, 645-8R1, 645-9,
645-10, 645-11, 645-12, 645-13R1, 645-14R2, 646-4, 646-5,
655-3, 655-4R1, 655-5R1, 655-6R1, 655-7R1

All work contemplated under this contract is to be covered by and in conformity with the specifications of January 3, 1978, as amended by Addendum No. 1 except as modified on these plans and in the Itemized Proposal.

PROJECT LOCATION:

THIS CONTRACT IS THE FINAL PORTION OF INTERSTATE ROUTE 88, THE SUSQUEHANNA EXPRESSWAY, WHICH CONNECTS BINGHAMTON TO THE CAPITAL DISTRICT. THIS PROJECT BEGINS APPROXIMATELY 500 FEET WEST OF THE ROUTE 7 INTERCHANGE. IT RUNS IN AN EASTERLY DIRECTION FOR 0.9+ MILES ON NEW LOCATION ABOUT 1500 FEET NORTH OF ROUTE 7 AND SOUTH OF THE DELAWARE AND HUDSON RAILROAD AND ENDS WITH A NEW TRUMPET INTERCHANGE WITH THE NEW YORK STATE THRUWAY. IT ALSO INCLUDES THE RECONSTRUCTION OF APPROXIMATELY 0.9 MILES OF EXISTING ROUTE 7. THIS CONTRACT IS IN SCHENECTADY COUNTY.

DESIGN DATA:

| | MAINLINE | | ROUTE 7 | |
|------------------------|----------|--------|---------|--------|
| | ALL | ACT | ALL | ACT |
| DESIGN CLASS | R-2 | | R-5 | |
| DESIGN SPEED | 70 | 70 | 60 | 60 |
| CURVE | 3° | 1°-30' | 4°-30' | 2°-15' |
| MAX. GRADE | 4% | 23% | 5% | 4.5% |
| MIN. S.S.D. | 600 | 862 | 475 | 481 |
| ESTIMATED 2000 TRAFFIC | | | | |
| DHV - 1 WAY | 2000 | 1920 | 500 | 880 |
| A.A.D.T. - 2 WAY | | 16800 | | 13500 |

WHEREVER ITEM NO. 11607.01 APPEARS IN THE PROPOSAL OR ON THE PLANS THE DESCRIPTION SHALL BE MADE TO READ: "REMOVING AND STORMING RIGHT-OF-WAY FENCING".

CONTRACTOR'S NAME **AUGUST BOHL CONTR.**
AWARD DATE **2/25/80**
COMPLETION DATE **6/30/82**
FINAL ACCEPTANCE DATE **12/7/82**
REGIONAL DIRECTOR **DONALD N. GEOFFROY**
ENGINEER IN CHARGE **CHARLES P. SORENTO**
FINAL COST TOTAL **\$12,923,606.70**
FISCAL SHARE COST(S)
1 **\$10,084,615.85**
2 **\$1,894,437.77**
3 **\$942,436.24**
4 **\$2,116.84**

PREPARED BY:
NYS. DEPARTMENT OF TRANSPORTATION
DESIGN BUREAU AND
GOODKIND & O'DEA, INC.
CONSULTING ENGINEERS

DIRECTOR, DESIGN BUREAU DATE

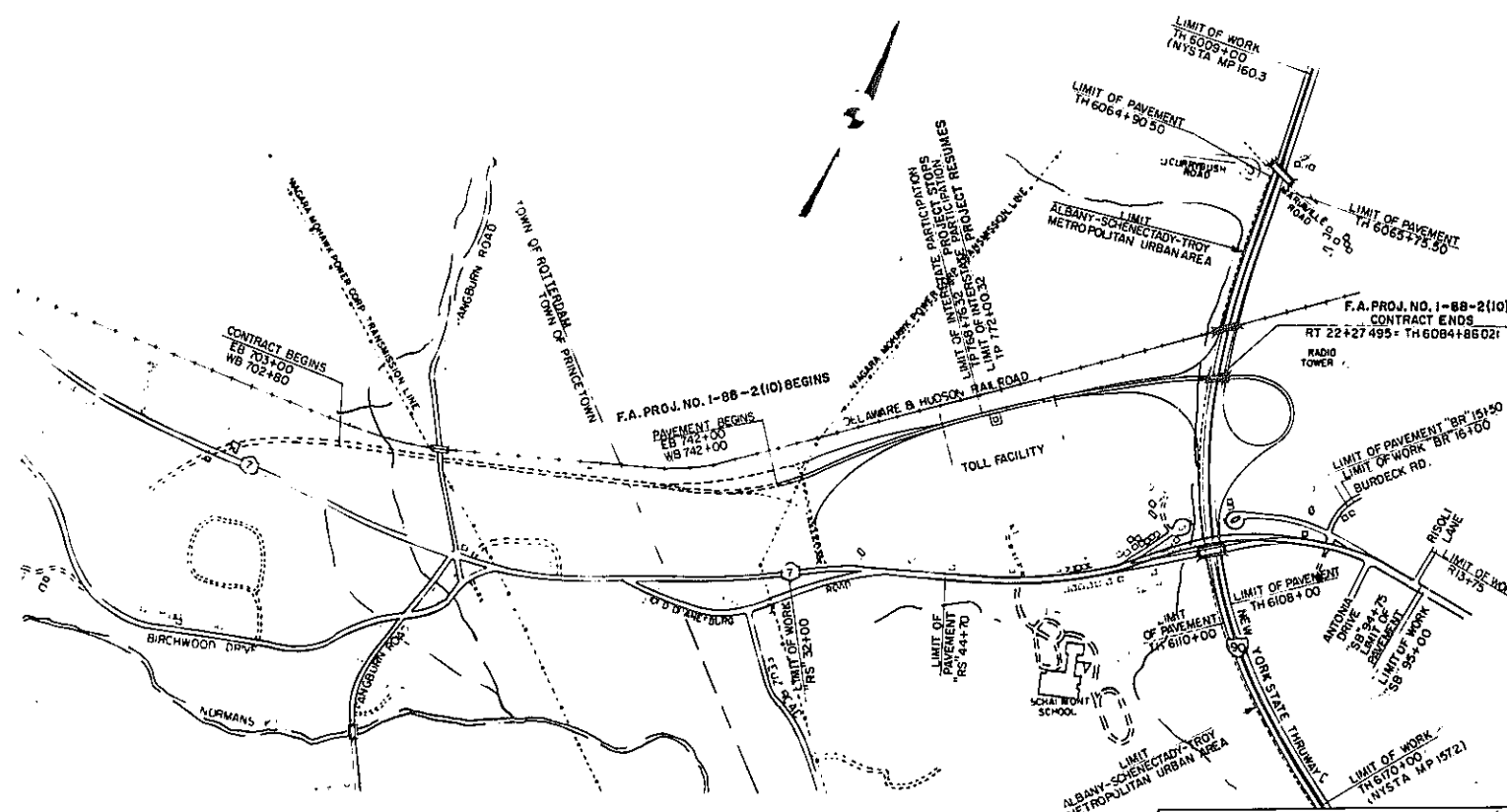
RECOMMENDED BY:
R. M. Jaramila DATE **7/25/79**
REGIONAL DESIGN ENGINEER

RECOMMENDED BY:
C. J. Jaramila DATE **7/25/79**
REGIONAL CONSTRUCTION ENGINEER

RECOMMENDED BY:
George L. Thomas DATE **7/19/79**
REGIONAL HWY. MAINT. ENGINEER

RECOMMENDED BY:
George L. Thomas DATE **7/19/79**
REGIONAL TRAFFIC ENGINEER

RECOMMENDED BY:
George L. Thomas DATE **7/19/79**
REGIONAL DIRECTOR



SCALE 1 INCH = 800 FEET
800 400 0 800 1600 2400 3200 4000
1/2 MILE

INDEX SHEET * 2

NEW YORK STATE
THRUWAY AUTHORITY
APPROVED:
John P. Lombardi DATE **9/19/79**
CHIEF ENGINEER

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
APPROVED: **Michael J. Sheehan** DATE **10 17 79**
DIRECTOR OF PROJECT
MICHAEL J. SHEEHAN, JR.
Acting in his capacity as
Implementation Bureau

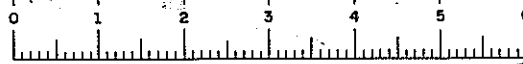
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DIVISION ADMINISTRATOR DATE
NEW YORK STATE DEPARTMENT OF TRANSPORTATION
APPROVED: **September 10 1979**
L.W. HALLENBECK Acting in his capacity as
Chief Engineer
APPROVED: **Sept. 17 1979**
ROGER H. EDWARDS Acting in his capacity as
Deputy Chief Engineer (Facilities Design)
APPROVED: **Sept 17 1979**
E.V. HOURIGAN Acting in his capacity as
Deputy Chief Engineer (Structures)

REVISIONS

| INTERSTATE ROUTE 508 | | | |
|---|-------|-----------|--------------|
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | |
| SCHENECTADY COUNTY | | | |
| FED. ROAD REG. NO. | STATE | SHEET NO. | TOTAL SHEETS |
| 1 | N.Y. | G-1 R1 | |
| FEDERAL AID PROJECT NO. 1-88-2(10) | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04.315, 1357.04.306 | | | |

D96243

D96243



D96243

| FED. ROAD DIST. NO. | STATE | FEDERAL AND PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-83-2(10) | 2 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

LEGEND

| FEATURE | SYMBOL | PROPOSED | EXISTING |
|--|--------|----------|----------|
| 1 ROADS | | | |
| ROADS | | | |
| SIDEWALK | | | |
| CLUB | | | |
| 2 ROUTE MARKERS | | | |
| INTERSTATE | | | |
| U.S. | | | |
| STATE | | | |
| COUNTY | | | |
| TOWN | | | |
| 3 TYPICAL SECTIONS | | | |
| ORIGINAL GROUND | | | |
| 4 BARRIERS | | | |
| BARRICADE | | | |
| BOX BEAM OR W. BEAM GUIDE RAILING | | | |
| BOX BEAM OR W. BEAM WALL BARRIER | | | |
| CABLE GUIDE RAIL | | | |
| RETAINING WALL | | | |
| FENCE | | | |
| GUIDE POSTS | | | |
| STONE FENCE | | | |
| 5 DRAINAGE FACILITIES | | | |
| CULVERTS | | | |
| CATCH BASIN, ETC. | | | |
| WATER COURSE | | | |
| DITCH | | | |
| GUTTER | | | |
| 6 WATER LOCATIONS | | | |
| STREAM | | | |
| LAKE OR POND | | | |
| DRY POND OR DRY LAKE | | | |
| SPRING | | | |
| MARSH, FRESH | | | |
| MARSH, SALT | | | |
| WETLAND | | | |
| 7 SURVEYING DATA | | | |
| SPOT ELEVATION | | | |
| WATER ELEVATION | | | |
| BENCH MARK | | | |
| TRANSIT POINT | | | |
| NORTH ARROW (TRUE) | | | |
| BASELINE | | | |
| CENTERLINE | | | |
| 8 BUILDING AND SPECIAL SITES | | | |
| BUILDING IN GENERAL | | | |
| DEMOLISHED BUILDING | | | |
| FOUNDATION | | | |
| TANK | | | |
| 9 SIGNS AND BILLBOARDS | | | |
| SIGNS, CROWN MTD. | | | |
| SIGNS, OVERHEAD | | | |
| PROPOSED SIGN LOCATION & TEXT | | | |
| 10 TOPOGRAPHY | | | |
| CONTOURS | | | |
| ROCK OUTCROP | | | |
| 11 BOUNDARIES | | | |
| NATIONAL | | | |
| STATE | | | |
| COUNTY | | | |
| TOWN | | | |
| CITY OR VILLAGE | | | |
| PROPERTY LINE | | | |
| ROW LINE & MON. | | | |
| ACCESS LINE | | | |
| ACQUISITION INFO | | | |
| 12 TREE AND BRUSH | | | |
| WOODED AREA | | | |
| BRUSH | | | |
| TREES, DECIDUOUS | | | |
| TREES, CONIFEROUS | | | |
| STUMP | | | |
| HEDGE | | | |
| 13 UTILITIES BELOW GROUND | | | |
| ELECTRIC | | | |
| GAS | | | |
| TELEPHONE | | | |
| WATER MAIN | | | |
| WATER VALVE | | | |
| SEWER, SANITARY | | | |
| SEWER, STORM | | | |
| MANHOLE | | | |
| UTILITY VALVE | | | |
| 14 CUT AND FILL LIMITS | | | |
| TOP OF CUT | | | |
| BOTTOM OF FILL | | | |
| 15 UTILITIES ABOVE GROUND | | | |
| HIGH TENSION TRANSMISSION TOWER | | | |
| UTILITY POLE | | | |
| TRAFFIC SIGNAL | | | |
| PULL BOX | | | |
| STREET LIGHT | | | |
| STREET LIGHT UTILITY POLE | | | |
| STEEL SIGNAL POLE | | | |
| SIGNAL POLE WITH CONTROLLER | | | |
| POLICE OR FIRE CALL BOX | | | |
| 16 RAILROADS | | | |
| SMALL SCALE TRACK | | | |
| LARGE SCALE TRACK | | | |
| 17 SUBSURFACE EXPLORATIONS | | | |
| STANDARD SYMBOL | | | |
| REPLACE ABBREVIATION "AS" WITH | | | |
| DA = 25' Cased Drill Hole | | | |
| DN = 40' Cased Drill Hole | | | |
| PH = Hollow Flight Auger | | | |
| DM = Drilling Mud | | | |
| PA = Power Auger | | | |
| AN = Hand Auger | | | |
| PH = Probe Hole | | | |
| RP = One Inch Sampler (Retractable Plug) | | | |
| TP = Test Pit | | | |
| HT = Penetration Test Hole | | | |
| SP = Seismic Point | | | |
| REPLACE ABBREVIATION "C" IN CATEGORIES DA, DN, PH, & DM WITH | | | |
| C = BRIDGE | | | |
| C = CUT | | | |
| D = DAM | | | |
| F = FILL | | | |
| K = CULVERT | | | |
| W = WALL | | | |
| Z = To be used if one of the above cannot be defined at the time the exploration is made | | | |

INDEX

| SH. NO. | TITLE | DWG. NO. | SH. NO. | TITLE | DWG. NO. | SH. NO. | TITLE | DWG. NO. |
|---------|---|----------|---------|---|----------|---------|--|----------------|
| 1 | COVER SHEET | G-1 | 46 | DRIVEWAY DETAILS | MT-9 | 83-87 | 1" = 50' SCALE PLAN - I-88 - I-90 INTERCHANGE | PH-4 - PH-8 |
| 2 | INDEX AND LEGEND | G-2 | 47 | MISCELLANEOUS DETAILS AND TABLES | MT-10 | 88-91 | 1" = 50' SCALE PLAN - ROUTE 7 | PH-9 - PH-12 |
| 3 | TYPICAL SECTIONS - I-88 | TY-1 | 48 | MISCELLANEOUS TABLES | MT-11 | 92-101 | 1" = 20' SCALE PLAN - ROUTE 7 | PH-13 - PH-22 |
| 4 | TYPICAL SECTIONS - I-88 | TY-2 | 49 | UNDERDRAIN DETAILS | D-1 | 102 | MAINLINE PROFILES STA. 731+00 TO 744+00 | PF-1 |
| 5 | TYPICAL SECTIONS - I-88 | TY-3 | 50 | DRAINAGE STRUCTURE TABLE | D-2 | 103 | MAINLINE PROFILES STA. 744+00 TO 759+50 | PF-2 |
| 6 | TYPICAL SECTIONS - I-88 | TY-4 | 51 | STONE LINED DITCH DETAILS | D-3 | 104 | TOLL PLAZA PROFILES | PF-3 |
| 7 | TYPICAL SECTIONS - I-88 | TY-5 | 52 | PROFILE - 12' STONE LINED DITCH | D-4 | 105 | RAMPS C & D PROFILES | PF-4 |
| 8 | TYPICAL SECTIONS - I-88 | TY-6 | 53 | PROFILE - 12' STONE LINED DITCH | D-5 | 106 | RT PROFILE | PF-5 |
| 9 | TYPICAL SECTIONS - I-88 | TY-7 | 54 | D.S.#6 - RK 21+80 - PRECAST CONC. BOX CULV. | D-6 | 107 | RAMP K PROFILE | PF-6 |
| 10 | TYPICAL SECTIONS - I-88 | TY-8 | 55 | D.S.#6 - RK 21+80 - HEADWALL & WINGWALL DETAIL | D-7 | 108 | RAMP M PROFILE | PF-7 |
| 11 | TYPICAL SECTIONS - I-88 | TY-9 | 56 | BAR LIST DS#6 | D-8 | 109 | RAMP L PROFILE | PF-8 |
| 12 | TYPICAL SECTIONS - I-88 | TY-10 | 57 | CUT-OFF WALL DETAILS | D-9 | 110 | RAMP P PROFILE | PF-9 |
| 13 | TYPICAL SECTIONS - I-88 | TY-10A | 58 | DRAINAGE STRUCTURE DETAILS | D-10 | 111 | RELOCATED ROUTE 7 PROFILE | PF-10 |
| 14 | TYPICAL SECTIONS - I-88 | TY-11 | 59 | DRAINAGE DETAILS | D-11 | 112 | RELOCATED ROUTE 7 PROFILE | PF-11 |
| 15 | TYPICAL SECTIONS - I-88 | TY-12 | 60 | DRAINAGE DETAILS | D-12 | 113 | 1" = 50' SCALE PROFILES | PF-12 |
| 16 | TYPICAL SECTIONS - ROUTE 7 | TY-13 | 61 | MISC. DRAINAGE DETAILS | D-13 | 114-123 | SIGN AND DELINEATOR LOCATIONS | SDL-1 - SDL-10 |
| 17 | TYPICAL SECTIONS - ROUTE 7 | TY-14 | 62 | HOUSE SERVICE CONNECTION & WATERLINE TABLES | U-1 | 124-127 | SIGN TEXT DATA | SD-1 - SD-4 |
| 18 | TYPICAL SECTIONS - ROUTE 7 | TY-15 | 63 | WATER MAIN DETAILS | U-2 | 128-132 | SIGN FACE DETAILS | SD-5 - SD-9 |
| 19 | TYPICAL SECTIONS - ROUTE 7 | TY-16 | 64 | RELOCATED 12" WATER MAIN ALONG NORTH OF ROUTE 7 | U-3 | 133-141 | SIGN MOUNTING DETAILS | SS-1 - SS-9 |
| 20 | TYPICAL SECTIONS - ROUTE 7 | TY-17 | 65 | WATER MAIN PROFILES | U-4 | 142-143 | LIGHTING DETAILS | LD-1 - LD-2 |
| 21 | TYPICAL SECTIONS - ROUTE 7 | TY-18 | 66 | WATER MAIN PROFILES | U-5 | 144 | TABLES OF DELINEATOR LOCATIONS | DLT-1 |
| 22 | MEDIAN CROSSOVER-N.Y.S. THRUWAY | TY-19 | 67 | WATER MAIN CASING SECTIONS | U-6 | 145 | TRAFFIC SIGNAL NOTES | TSGN |
| 23 | TOLL PLAZA LAYOUT AND JOINT LAYOUT | TY-20 | 68 | WATER MAIN CASING SECTIONS | U-7 | 146-147 | TRAFFIC SIGNAL PLANS | TS-1 - TS-2 |
| 24 | LOCATION PLAN, 1" = 200' | SLP-1 | 69 | WATER MAIN CASING SECTIONS | U-8 | 148-149 | TRAFFIC SIGNAL MOUNTING DETAILS | TS-3 - TS-4 |
| 25 | LOCATION PLAN, 1" = 200' | SLP-2 | 70 | CONCRETE MEDIAN BARRIER & PIER PROTECTION DETAILS | CB-1 | 150 | TRAFFIC SIGNAL DETECTORS | TS-5 |
| 26 | 1" = 200' MAINLINE PROFILES | SLP-3 | 71 | CONCRETE MEDIAN BARRIER & PIER PROTECTION DETAILS | CB-2 | 151 | PULL BOX DETAILS & CONTROLLER MOUNTINGS | TS-6 |
| 27 | 1" = 200' PROFILES | SLP-4 | 72 | TYPICAL EROSION CONTROL MEASURES | PC-1 | 152-154 | TOLL PLAZA LAYOUT PLANS | LP-1 - LP-3 |
| 28 | 1" = 200' PROFILES | SLP-5 | 73 | TEMPORARY POLLUTION CONTROL PLAN | PC-2 | 155-156 | TOLL PLAZA TYPICAL SECTIONS | TI-1 - TI-2 |
| 29 | TABLE OF MAINTENANCE | MP-1 | 74 | TEMPORARY POLLUTION CONTROL PLAN | PC-3 | 157-159 | ARCHITECTURAL PLANS | A1 - A13 |
| 30 | MAINTENANCE JURISDICTION PLAN | MP-2 | 75 | TEMPORARY POLLUTION CONTROL PLAN | PC-4 | 160-174 | PLUMBING PLANS | P1 - P5 |
| 31 | MAINTENANCE JURISDICTION PLAN | MP-3 | 76 | PAVEMENT MARKING DETAILS | PM-1 | 175-177 | WATER SUPPLY SYSTEM | W1 - W3 |
| 32 | TRAFFIC CONTROL AT INTERCHANGES | MP-4 | 77 | PAVEMENT MARKING DETAILS - GORES | PM-2 | 178-181 | HEATING & VENTILATING PLANS | HV1 - HV4 |
| 33 | 2 LANE THRUWAY TRAFFIC CONTROL PLAN | MP-5 | 78 | PAVEMENT MARKING DETAILS - ROUTE 7 | PM-3 | 182-190 | TOLL BOOTH PLANS | TB1 - TB9 |
| 34 | TEMPORARY TRAFFIC RELOCATION - ROUTE 7 | MP-6 | 79 | LANDSCAPE DEVELOPMENT SHEET | L-1 | 191-198 | STRUCTURAL PLANS | S1 - S8 |
| 35 | MAINTENANCE AND PROTECTION OF TRAFFIC ROUTE 7 STRUCTURE OVER N.Y.S. THRUWAY | MP-7 | 80 | UTILITY BUILDING LANDSCAPE PLAN | L-2 | 199-212 | ELECTRICAL PLANS | E1 - E14 |
| 36 | GENERAL MAINTENANCE & PROTECTION OF TRAFFIC NOTES | MP-8 | 81 | 1" = 50' SCALE PLAN - I-88 - MAINLINE | PH-1 | 213-239 | BRIDGE# 1, ROUTE 7 BRIDGE OVER N.Y.S. THRUWAY | 1 - 27 |
| 37 | BASELINE TIES AND TABLE OF BENCHMARKS | BT-1 | 82 | 1" = 50' SCALE PLAN - I-88 - MAINLINE | PH-2 | 240-251 | D & H R.R. BRIDGE ABUTMENTS | 1 - 12 |
| 38 | UTILITY DISPOSITION TABLE | MT-1 | | 1" = 50' SCALE PLAN - TOLL PLAZA | PH-3 | 252-284 | BRIDGE # 3, RAMP "RT" BRIDGE OVER N.Y.S. THRUWAY | 1 - 33 |
| 39 | ESTIMATE OF QUANTITIES | MT-2 | | | | | | |
| 40 | ESTIMATE OF QUANTITIES | MT-3 | | | | | | |
| 41 | ESTIMATE OF QUANTITIES | MT-4 | | | | | | |
| 42 | TABLE OF LENGTHS, TABLE OF R.O.W. ACQUISITION | MT-5 | | | | | | |
| 43 | CENTERLINE - BASELINE CONTROL | MT-6 | | | | | | |
| 44 | EARTHWORK SUMMARY ES-1 | MT-7 | | | | | | |
| 45 | EARTHWORK SUMMARY ES-2 | MT-8 | | | | | | |

ABBREVIATIONS

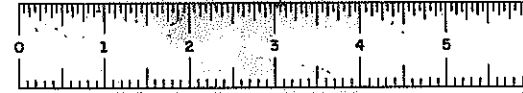
| | | |
|--|---|--|
| ALIGNMENT | TOPOGRAPHY (DRAINAGE) CONTINUED | TOPOGRAPHY (MISCELLANEOUS) |
| B = BASELINE | D.C.M.P. = OBLATE CORRUGATED METAL PIPE | B.M. = BENCH MARK |
| C = CENTERLINE | V.C.P. = VITRIFIED CLAY PIPE | R.O.W. = RIGHT OF WAY |
| STR. = STATION | V.T.P. = VITRIFIED TILE PIPE | P = PROPERTY LINE |
| P.I. = POINT OF INTERSECTION | C.I.P. = CAST IRON PIPE | ABUT. = ABUTMENT |
| P.C. = POINT OF CURVE | C.B. = CATCH BASIN | A.W. = WINGWALL |
| P.T. = POINT OF TANGENT | C.I. = CURB INLET | FO. = FOUNDATION |
| T.S. = TANGENT TO SPIRAL | D.I. = DROP INLET | C.R.W. = CONCRETE RETAINING WALL |
| S.C. = SPIRAL TO CURVE | M.H. = MANHOLE | DR. = DRIVEWAY |
| C.S. = CURVE TO SPIRAL | T.P. = TOP OF RIM | BLDG. = BUILDING |
| S.T. = SPIRAL TO TANGENT | C STRM. = CENTERLINE OF STREAM | HO. = HOUSE |
| R. = RADIUS | B.B. = BOTTOM OF BANK (STREAM) | POB. = PORCH |
| D. = DEGREE OF CURVE | T.B. = TOP OF BANK (STREAM) | FR.HO. = FRAME HOUSE |
| MA. = DIAMETER | E.H.W. = EXTREME HIGH WATER | STO.HO. = STONE HOUSE |
| L. = LENGTH | O.H.W. = ORDINARY HIGH WATER | BRK.HO. = BRICK HOUSE |
| EXT. = EXTERNAL | M.H.W. = MEAN HIGH WATER | C.B.HO. = CONCRETE BLOCK HOUSE |
| EQ. = EQUALITY | ELEV. OR EL. = ELEVATION | ST. = STREET |
| AK. = AHEAD | O.L.W. = ORDINARY LOW WATER | STY. = STORY |
| BK. = BACK | E.L.W. = EXTREME LOW WATER | S.W. = SIDEWALK |
| E.MAX. = MAXIMUM SUPERELEVATION | | T.L. = TREE LINE |
| P.V.I. = POINT OF VERTICAL INTERSECTION | | C.C. = CENTER TO CENTER |
| V.C. = VERTICAL CURVE | | I.P. = IRON PIN OR IRON PIPE |
| M.C. = CENTER CORRECTION OF VERTICAL CURVE | | MON. = MONUMENT |
| P.S.D. = PASSING SIGHT DISTANCE | TEL. P. = TELEPHONE POLE | STK. = STAKE |
| S.S.D. = STOPPING SIGHT DISTANCE | G.P. = GUY POLE | N.SH. = NAIL AND WASHER |
| H.S.D. = HEADLIGHT SIGHT DISTANCE | L.P. = LIGHT POLE | N.R. = NAIL AND RED |
| | P.P. = POWER POLE | SPX. = SPIKE |
| | G. = GAS | R.R. = RAILROAD |
| | L.P.G. = LOW PRESSURE GAS | M. = MEASURED DISTANCE |
| | H.P.G. = HIGH PRESSURE GAS | D. = DEED DISTANCE |
| | G.V. = GAS VALVE (MAIN LINE) | S.H. = STATE HIGHWAY |
| | G.S.B. = GAS SERVICE BOX (HOUSE LINE) | C.R. = COUNTY ROAD |
| | W. = WATER | R.O.W./a = RIGHT OF WAY WITH ACCESS |
| | W.V. = WATERVALVE (MAIN LINE) | R.O.W./b = RIGHT OF WAY WITHOUT ACCESS |
| | W.S.B. = WATER SERVICE BOX (HOUSE BOX) | B.O. = BOTTOM OF OPENING |
| | HYD. = HYDRANT | T.O. = TEMPORARY OCCUPANCY |
| | | P.E. = PERMANENT EASEMENT |
| | | T.E. = TEMPORARY EASEMENT |

INDEX & LEGEND

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

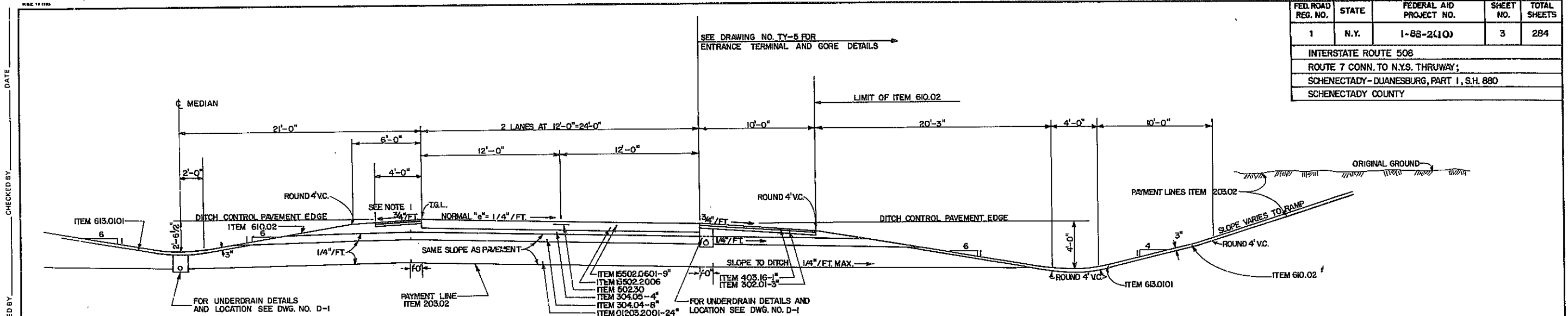
| | | | |
|--------------------|---------------|--------------|-------------|
| DRAWING NO. 0-2 | SCALE NONE | DATE 7/79 | REGION 1 |
|--------------------|---------------|--------------|-------------|

110 41/10 22335

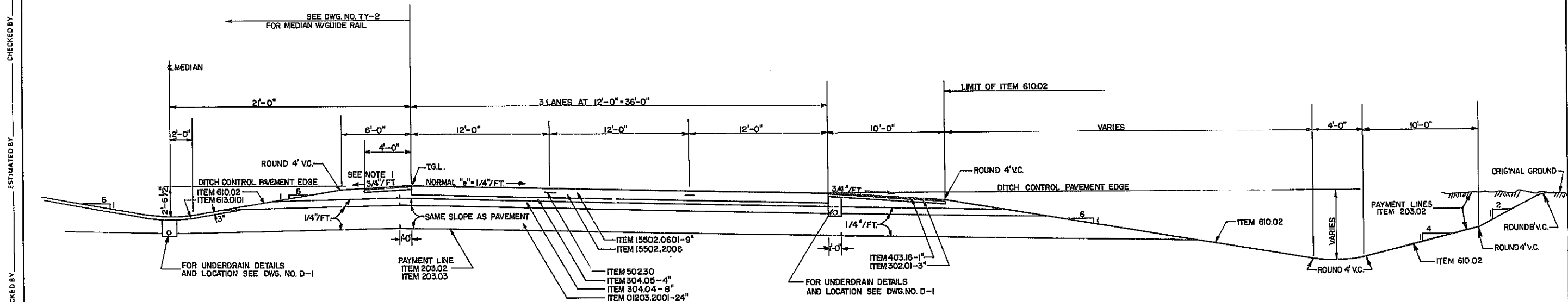


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 3 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



EASTBOUND-EARTH, CUT
NORMAL & BANKED RIGHT SECTION
(READ IN DIRECTION OF STATIONS)
"EB" STA. 750+11.45 TO "EB" STA. 758+95.23



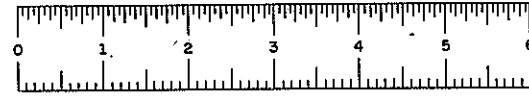
EASTBOUND-EARTH, CUT & FILL
NORMAL & BANKED RIGHT SECTION
(READ IN DIRECTION OF STATIONS)
"EB" STA. 758+95.23 TO "EB" STA. 763+88.32

| ITEM NO. | DESCRIPTION | PAY UNIT | ITEM NO. | DESCRIPTION | PAY UNIT | NOTES |
|------------|---|----------|------------|---|----------|---|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | C.Y. | 502.30 | LONGITUDINAL JOINT TIES | E.A. | 1) WHEN THE PAVEMENT IS SUPERELEVATED GREATER THAN 1/4" / FT. THE SHOULDER SLOPE VARIES |
| 203.03 | EMBANKMENT IN PLACE | C.Y. | 18502.4401 | SAWING & SEALING PAVEMENT & SHOULDER JOINTS | L.F. | USE ROLL-OVER OF 0.08 FT. / FT. AT PAVEMENT SHOULDER JOINT ON THE HIGH SIDE. |
| 01203.2001 | SELECT GRANULAR SUBGRADE (MODIFIED) | C.Y. | 17605.9104 | CORR. POLY. UNDERDRAIN PIPE, 4" DIAMETER | L.F. | 2) WHEN GUIDE RAIL IS PROVIDED, STABILIZE THE SHOULDER 6" BEHIND THE GUIDE POST. |
| 302.01 | BITUMINOUS STABILIZED COURSE | C.Y. | 605.1001 | UNDERDRAIN FILTER, TYPE II | C.Y. | 3) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL |
| 304.04 | SUBBASE COURSE, TYPE 3 | C.Y. | 610.02 | SEEDING | ACRE | SLOPES SHOWN ON THE PLANS AND TYPICAL SECTIONS AND WILL NOT INCLUDE ROUNDING. |
| 304.05 | SUBBASE COURSE, TYPE 4 | C.Y. | 815.0101 | TOPSOIL | C.Y. | THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. |
| 403.16 | ASPHALT CONCRETE, TYPE 6 TOP COURSE | TON | | | | |
| 15502.0601 | CEMENT CONCRETE PAVEMENT UNREINFORCED CLASS C, PROFILEGRAPH | C.Y. | | | | |
| 15502.2006 | TRANSVERSE JOINT SUPPORTS UNREINFORCED CONCRETE | L.F. | | | | |

TYPICAL SECTIONS

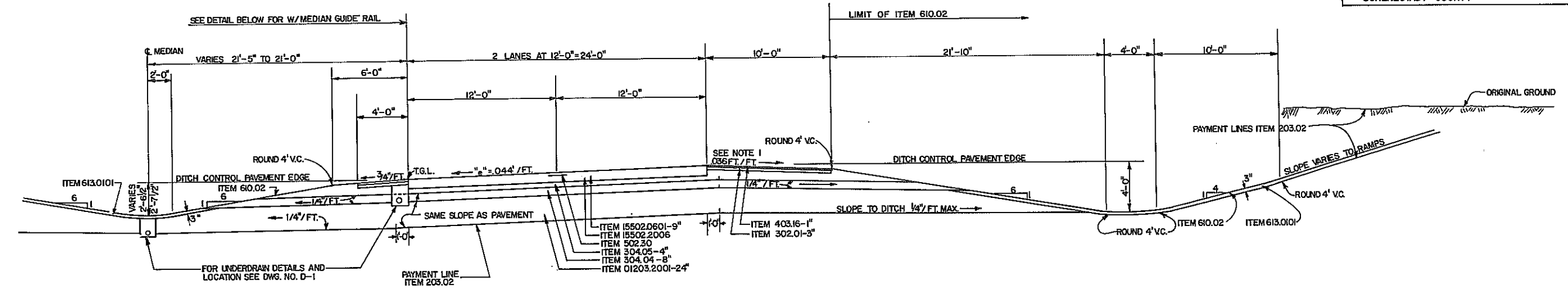
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| | | | |
|---------------------|---------------------|--------------|----------|
| DRAWING NO. TY-1 | SCALE 1/4"=1'-0" | DATE 3/79 | REGION I |
|---------------------|---------------------|--------------|----------|

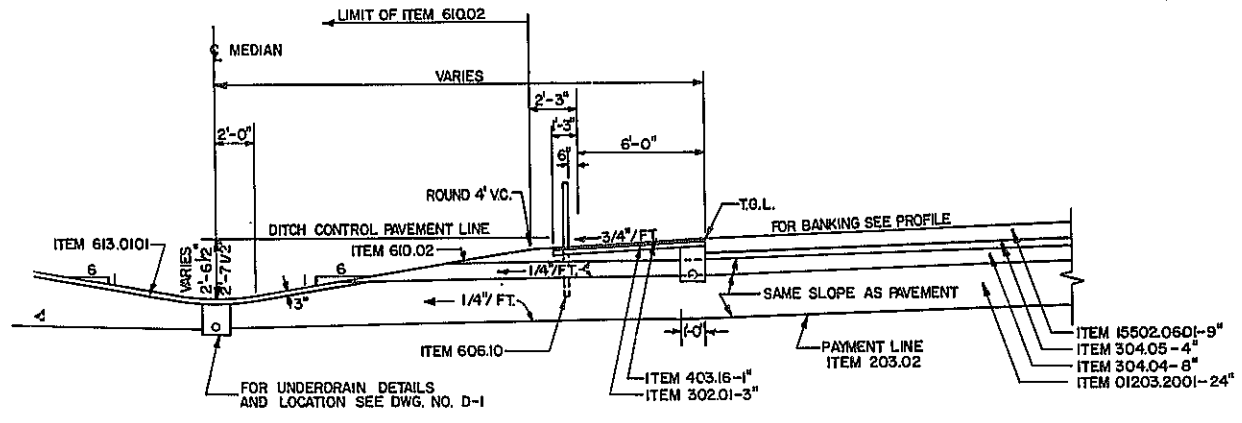


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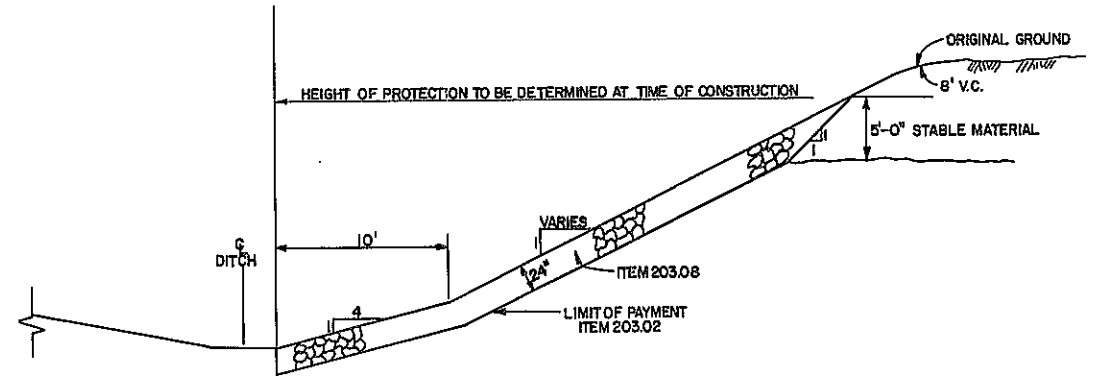
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-58-2(10) | 421 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY ; | | | | |
| SCHENECTADY - DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



EASTBOUND-EARTH, CUT
BANKED LEFT SECTION
(READ IN DIRECTION OF STATIONING)
"EB" STA. 742+00 TO "EB" STA. 750+11.45



EASTBOUND-EARTH, CUT
SECTION W/ MEDIAN GUIDE RAIL
(READ IN DIRECTION OF STATIONING)
"EB" STA. 731+90 TO "EB" STA. 733+30
"EB" STA. 745+00 TO "EB" STA. 747+85
"EB" STA. 761+81 TO "EB" STA. 763+39



SLOPE PROTECTION DETAIL

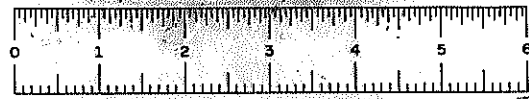
APPROXIMATE LOCATIONS
(READ IN DIRECTION OF STATIONING)
"WB" STA. 747+15 TO "WB" STA. 748+00 TO "WB" STA. 763+00 LT. 755+35 LT.
"RC" STA. 11+50 TO "RC" STA. 22+00 LT. 23+00 LT.
"RB" STA. 15+00 TO "RB" STA. 22+00 RT.

REVISIONS

| ITEM NO. | DESCRIPTION | PAY UNIT | ITEM NO. | DESCRIPTION | PAY UNIT | NOTES |
|------------|---|----------|-----------|--|----------|--|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | C.Y. | 176059104 | CORR. POLY. UNDERDRAIN PIPE, 4" DIAMETER | L.F. | 1) WHEN THE PAVEMENT IS SUPERELEVATED GREATER THAN 1/4" FT. THE SHOULDER SLOPE VARIES. USE ROLL-OVER OF 0.08 FT./FT. AT PAVEMENT SHOULDER JOINT ON THE HIGH SIDE. 2) WHEN GUIDE RAIL IS PROVIDED, STABILIZE THE SHOULDER 6" BEHIND THE GUIDE POST. 3) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTIONS AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. |
| 01203.2001 | SELECT GRANULAR SUBGRADE (MODIFIED) | C.Y. | 606.10 | UNDERDRAIN FILTER, TYPE II | C.Y. | |
| 302.01 | BITUMINOUS STABILIZED COURSE | C.Y. | 606.11 | BOX BEAM GUIDE RAILING | L.F. | |
| 304.04 | SUBBASE COURSE, TYPE 3 | C.Y. | 606.14 | BOX BEAM GUIDE RAILING (SHOP CURVED) | L.F. | |
| 304.05 | SUBBASE COURSE, TYPE 4 | C.Y. | 610.02 | BOX BEAM GUIDE RAILING -END ASSEMBLY | E.A. | |
| 403.16 | ASPHALT CONCRETE, TYPE 6 TOP COURSE | TON | 613.0101 | SEEDING | ACRE | |
| 15502.0601 | CEMENT CONCRETE PAVEMENT UNREINFORCED CLASS C, PROFILEGRAPH | C.Y. | 203.08 | TOPSOIL | C.Y. | |
| 15502.2006 | TRANSVERSE JOINT SUPPORTS UNREINFORCED CONCRETE | L.F. | | SELECT GRANULAR FILL, SLOPE PROTECTION | C.Y. | |
| 502.30 | LONGITUDINAL JOINT TIES | E.A. | | | | |
| 15502.4401 | SAWING & SEALING PAVEMENT & SHOULDER JOINTS | L.F. | | | | |

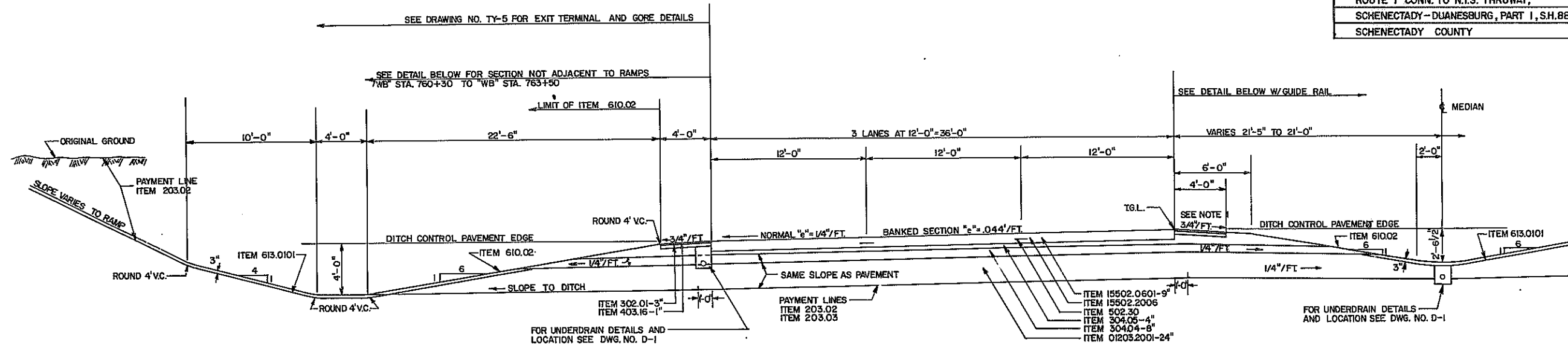
| TYPICAL SECTIONS | | | |
|---|---------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. TY-2 | SCALE 1/4"=1'-0" | DATE 3/79 | REGION 1 |

IC 47-2 (5/75)
IN CHARGE OF
DESIGNED BY
CHECKED BY
ESTIMATED BY
CHECKED BY
DRAFTED BY
CHECKED BY
DATE

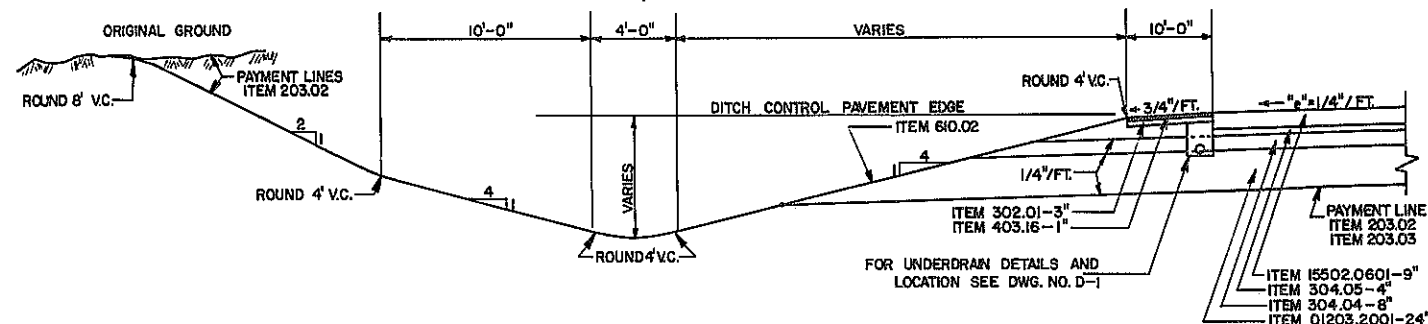


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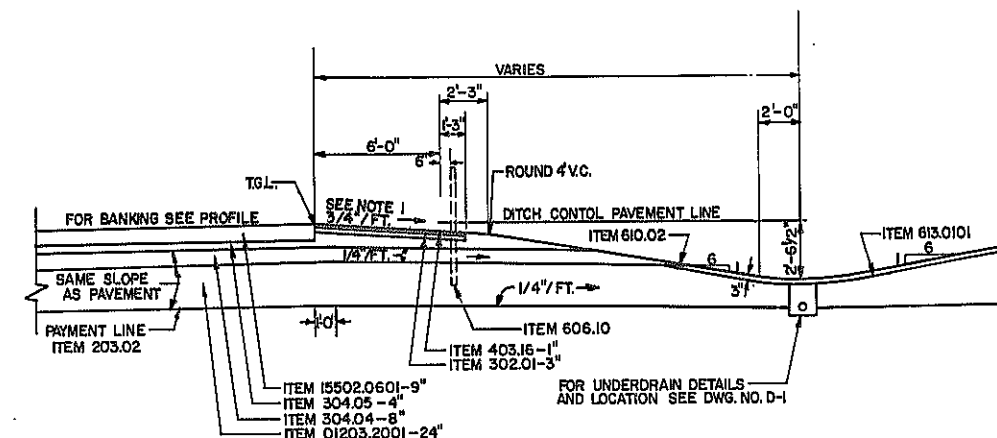
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-68-2(10) | 5 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



WESTBOUND-EARTH, CUT
NORMAL & BANKED LEFT SECTION
(READ IN DIRECTION OF STATIONS)
"WB" STA. 742+00 TO "WB" STA. 763+50



WESTBOUND-EARTH, CUT
NORMAL SECTION, NOT ADJACENT TO RAMP
(READ IN DIRECTION OF STATIONS)
"WB" STA. 760+30 TO "WB" STA. 763+50

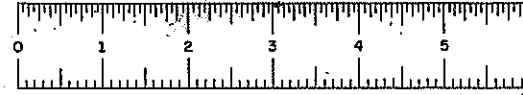


WESTBOUND-EARTH, CUT
SECTION W/MEDIAN GUIDE RAIL
(READ IN DIRECTION OF STATIONS)
"WB" STA. 732+59 TO "WB" STA. 734+48
"WB" STA. 746+20 TO "WB" STA. 748+42
"WB" STA. 762+27 TO "WB" STA. 763+40

| ITEM NO. | DESCRIPTION | PAY UNIT | ITEM NO. | DESCRIPTION | PAY UNIT | NOTES |
|------------|---|----------|----------|-----------------------------------|----------|---|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | C.Y. | 605.1001 | UNDERDRAIN FILTER, TYPE II | C.Y. | 1) WHEN THE PAVEMENT IS SUPERELEVATED GREATER THAN 1/4" / FT. THE SHOULDER SLOPE VARIES. USE ROLLOVER 0.08" / FT. AT PAVEMENT SHOULDER JOINT ON THE HIGH SIDE. 2) WHEN GUIDE RAIL IS PROVIDED, STABILIZE THE SHOULDER 6" BEHIND THE GUIDE RAIL POST. 3) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTION AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. |
| 203.03 | EMBANKMENT IN PLACE | C.Y. | 606.10 | BOX BEAM GUIDE RAIL | L.F. | |
| 01203.2001 | SELECT GRANULAR SUBGRADE (MODIFIED) | C.Y. | 606.11 | BOX BEAM GUIDE RAIL (SHOP CURVED) | L.F. | |
| 302.01 | BITUMINOUS STABILIZED COURSE | C.Y. | 606.14 | BOX BEAM GUIDE RAIL-END ASSEMBLY | EA. | |
| 304.04 | SUBBASE COURSE, TYPE 3 | C.Y. | 610.02 | SEEDING | ACRE | |
| 304.05 | SUBBASE COURSE, TYPE 4 | C.Y. | 613.0101 | TOPSOIL | CY. | |
| 403.16 | ASPHALT CONCRETE - TYPE 6, TOP COURSE | TON | 602.30 | LONGITUDINAL JOINT TIES | EA. | |
| 15502.0601 | CEMENT CONCRETE PAVEMENT UNREINFORCED CLASS C, PROFILEGRAPH | C.Y. | | | | |
| 15502.2006 | TRANSVERSE JOINT SUPPORTS UNREINFORCED CONCRETE | L.F. | | | | |
| 17503.0104 | CORR. POLY. UNDERDRAIN PIPE, 4" DIAMETER | L.F. | | | | |

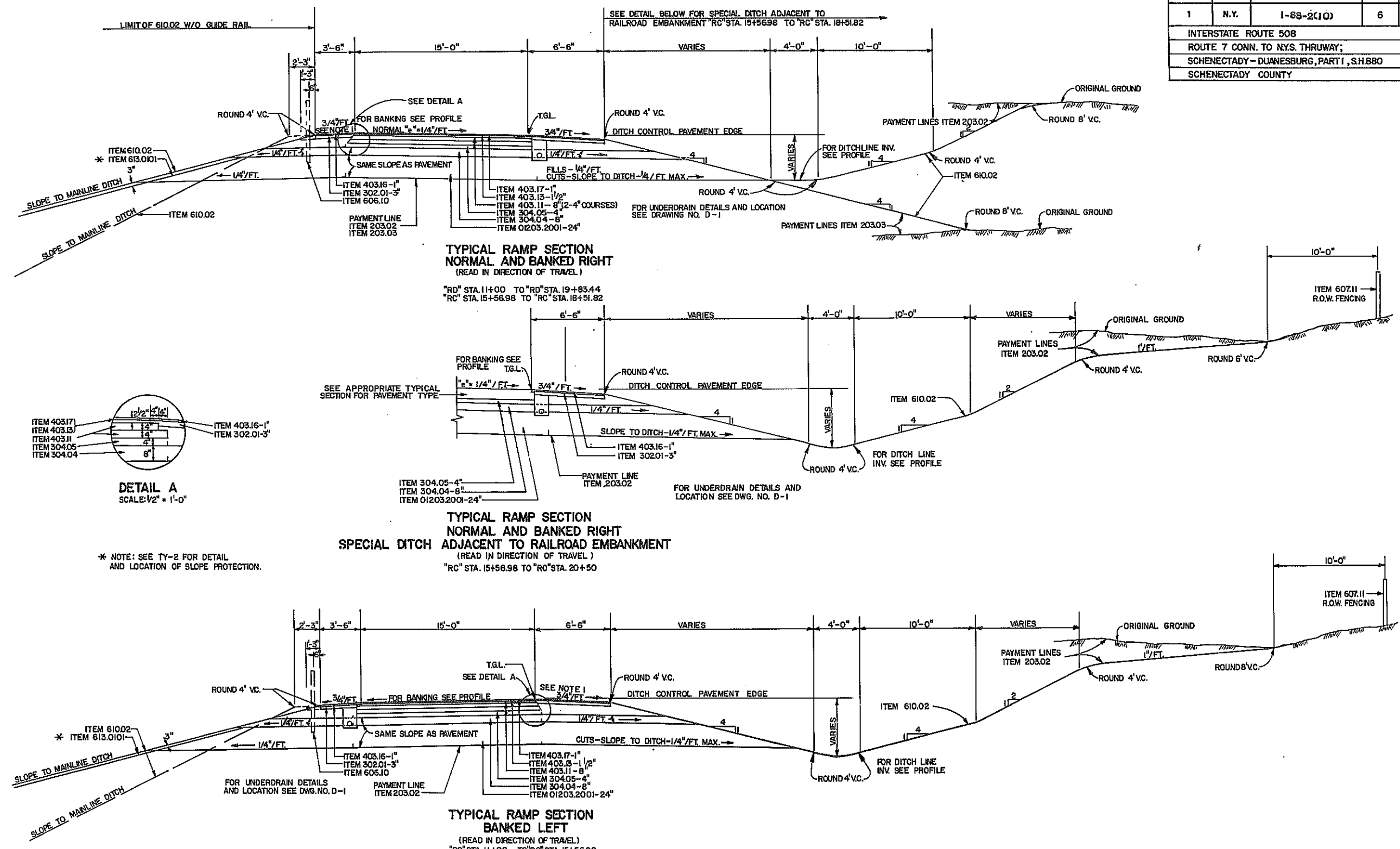
| TYPICAL SECTIONS | | | |
|---|-----------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. TY-3 | SCALE 1/4" = 1'-0" | DATE 3/79 | REGION 1 |

DATE _____ CHECKED BY _____ DRAFTED BY _____ ESTIMATED BY _____ CHECKED BY _____ DESIGNED BY _____ IN CHARGE OF _____



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 6 | 254 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |



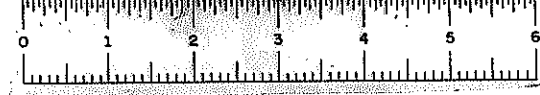
* NOTE: SEE TY-2 FOR DETAIL AND LOCATION OF SLOPE PROTECTION.

| ITEM NO. | DESCRIPTION | PAY UNIT | ITEM NO. | DESCRIPTION | PAY UNIT | NOTES |
|------------|--|----------|------------|---|----------|---|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | C.Y. | 15502.2006 | TRANSVERSE JOINT SUPPORTS UNREINFORCED CONCRETE | L.F. | 1) WHEN THE PAVEMENT IS SUPERELEVATED GREATER THAN 1/4" / FT. THE SHOULDER SLOPE VARIES. USE ROLLOVER 0.08' / FT. AT PAVEMENT SHOULDER JOINT ON THE HIGH SIDE. 2) WHEN GUIDE RAIL IS PROVIDED, STABILIZE THE SHOULDER 6" BEHIND THE GUIDE RAIL POST. 3) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTION AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. |
| 203.03 | EMBANKMENT IN PLACE | C.Y. | 15502.0601 | CEMENT CONCRETE PAVEMENT UNREINFORCED CLASS C, PROFILEGRAPH | C.Y. | |
| 01203.2001 | SELECT GRANULAR SUBGRADE (MODIFIED) | C.Y. | 17505.9004 | CORR. POLY. UNDERDRAIN PIPE, 4" DIAMETER | L.F. | |
| 302.01 | BITUMINOUS STABILIZED COURSE | C.Y. | 606.1001 | UNDERDRAIN FILTER, TYPE II | C.Y. | |
| 304.04 | SUBBASE COURSE, TYPE 3 | C.Y. | 606.10 | BOX BEAM GUIDE RAIL | L.F. | |
| 304.05 | SUBBASE COURSE, TYPE 4 | C.Y. | 610.02 | SEEDING | ACRE | |
| 403.11 | ASPHALT CONCRETE - TYPE 1, BASE COURSE | TON | 613.0101 | TOPSOIL | C.Y. | |
| 403.13 | ASPHALT CONCRETE - TYPE 3, BINDER COURSE | TON | 607.11 | RIGHT OF WAY FENCING | L.F. | |
| 403.16 | ASPHALT CONCRETE - TYPE 6, TOP COURSE | TON | | | | |
| 403.17 | ASPHALT CONCRETE - TYPE 6F, TOP COURSE (HIGH FRICTION) | TON | | | | |

| TYPICAL SECTIONS | | | |
|---|-----------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. TY-4 | SCALE 1/4" = 1'-0" | DATE 4/79 | REGION I |

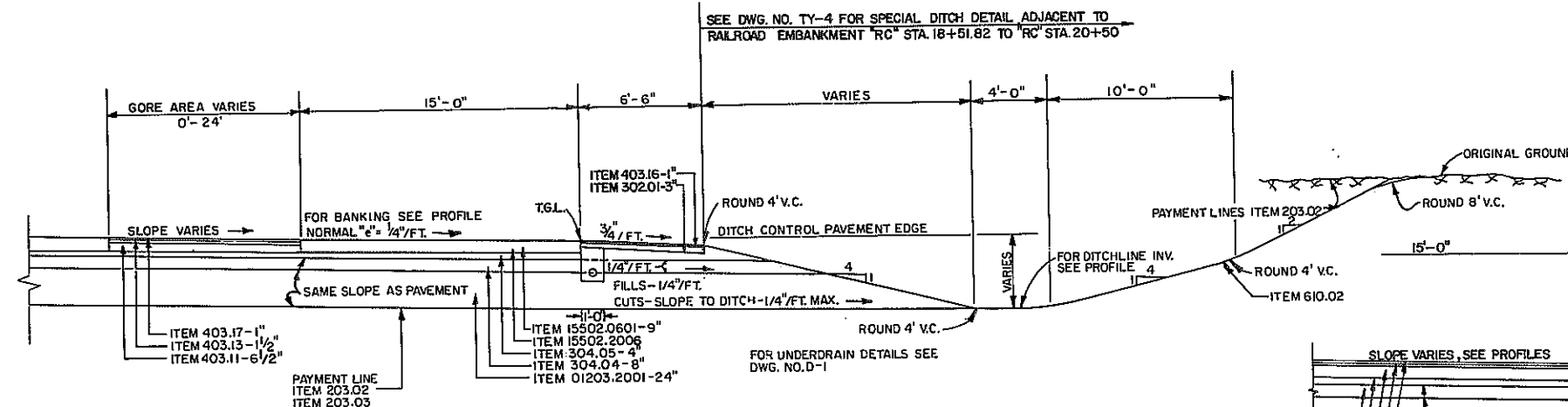
DATE _____
CHECKED BY _____
DRAFTED BY _____
CHECKED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____

HC 47-2 (5/76)



D96243

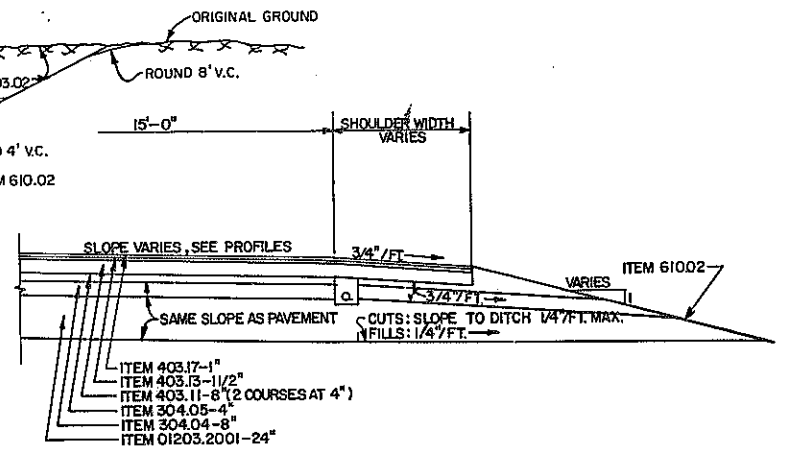
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 7 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART 1, S.H. 680 | | | | |
| SCHENECTADY COUNTY | | | | |



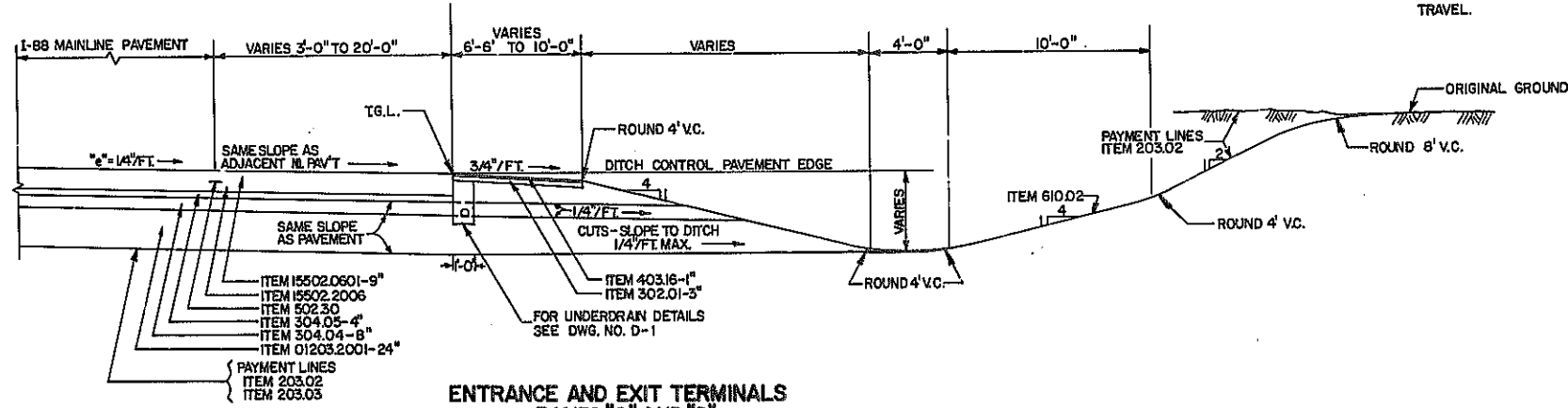
TYPICAL RAMP SECTION, GORE NORMAL AND BANKED RIGHT
(READ IN DIRECTION OF TRAVEL)
"RC" STA. 18+51.82 TO "RC" STA. 21+06.82
"RD" STA. 19+83.44 TO "RD" STA. 21+30.72

| HEAVY DUTY SHOULDER | | |
|--------------------------|------|-----------------------------|
| LOCATION | TYPE | SIDE IN DIRECTION OF TRAVEL |
| WB 760+80 TO RC 18+51.82 | A | RT |
| RD 19+83.44 TO EB 759+15 | A | RT |
| RC 16+05 TO RC 11+00 | B | LT. |
| RC 18+51.82 TO RC 16+25 | B | RT. |
| RD 11+00 TO RD 13+95 | B | RT. |
| RD 15+85 TO RD 19+83.44 | B | RT. |

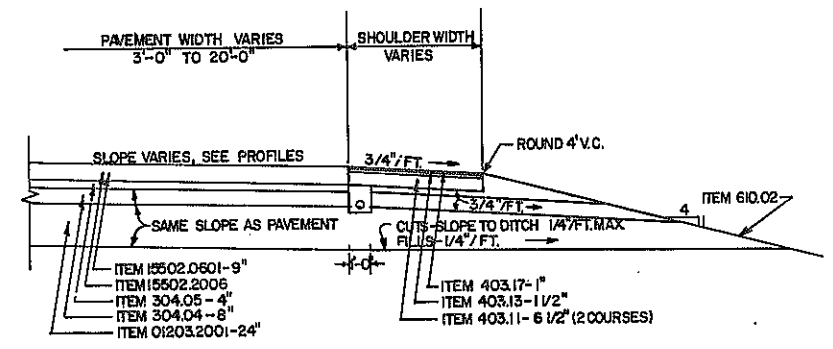
NOTE: IN RAMP SHOULDER CONSTRUCTION BEGIN HEAVY DUTY SHOULDER SECTION 50 FEET BEFORE THE CURVE AND END 20 FEET BEYOND THE CURVE, IN THE DIRECTION OF TRAVEL.



HEAVY DUTY SHOULDER DETAIL, TYPE B ADJACENT TO ASPHALT CONCRETE PAVEMENT
NOT TO SCALE



ENTRANCE AND EXIT TERMINALS RAMP "C" AND "D" ACCELERATION & DECELERATION LANE TAPERS
"RC" STA. 21+06.82 TO "RC" STA. 23+36.82
"RD" STA. 21+30.72 TO "RD" STA. 23+44.42

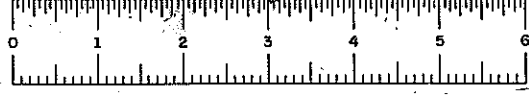


HEAVY DUTY SHOULDER DETAIL, TYPE A ADJACENT TO CEMENT CONCRETE PAVEMENT (UNREINFORCED)
NOT TO SCALE

| ITEM NUMBER | DESCRIPTION | PAY UNIT | ITEM NUMBER | DESCRIPTION | PAY UNIT | NOTES |
|-------------|--|----------|-------------|---|----------|--|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | C.Y. | 15502.0601 | CEMENT CONCRETE PAVEMENT UNREINFORCED CLASS C, PROFILEGRAPH | C.Y. | 1) WHEN THE PAVEMENT IS SUPERELEVATED GREATER THAN 1/4" FT. THE SHOULDER SLOPE VARIES, USE ROLL-OVER OF 0.08 FT./FT. AT PAVEMENT SHOULDER JOINT ON THE HIGH SIDE. 2) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTIONS AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. |
| 01203.2001 | SELECT GRANULAR SUBGRADE (MODIFIED) | C.Y. | 15502.2006 | TRANSVERSE JOINT SUPPORTS UNREINFORCED CONCRETE | L.F. | |
| 203.03 | EMBANKMENT IN PLACE | C.Y. | 502.30 | LONGITUDINAL JOINT TIES | E.A. | |
| 302.01 | BITUMINOUS STABILIZED COURSE | C.Y. | 16502.4401 | SAWING & SEALING PAVEMENT & SHOULDER JOINTS | L.F. | |
| 304.04 | SUBBASE COURSE, TYPE 3 | C.Y. | 605.1001 | UNDERDRAIN FILTER, TYPE II | C.Y. | |
| 304.05 | SUBBASE COURSE, TYPE 4 | C.Y. | 17805.9104 | CORR. POLY. UNDERDRAIN PIPE, 4" DIAMETER | L.F. | |
| 403.11 | ASPHALT CONCRETE - TYPE 1, BASE COURSE | TON | 610.02 | SEEDING | ACRE | |
| 403.13 | ASPHALT CONCRETE - TYPE 3, BINDER COURSE | TON | | | | |
| 403.16 | ASPHALT CONCRETE - TYPE 6, TOP COURSE | TON | | | | |
| 403.17 | ASPHALT CONCRETE - TYPE 6F, TOP COURSE (HIGH FRICTION) | TON | | | | |

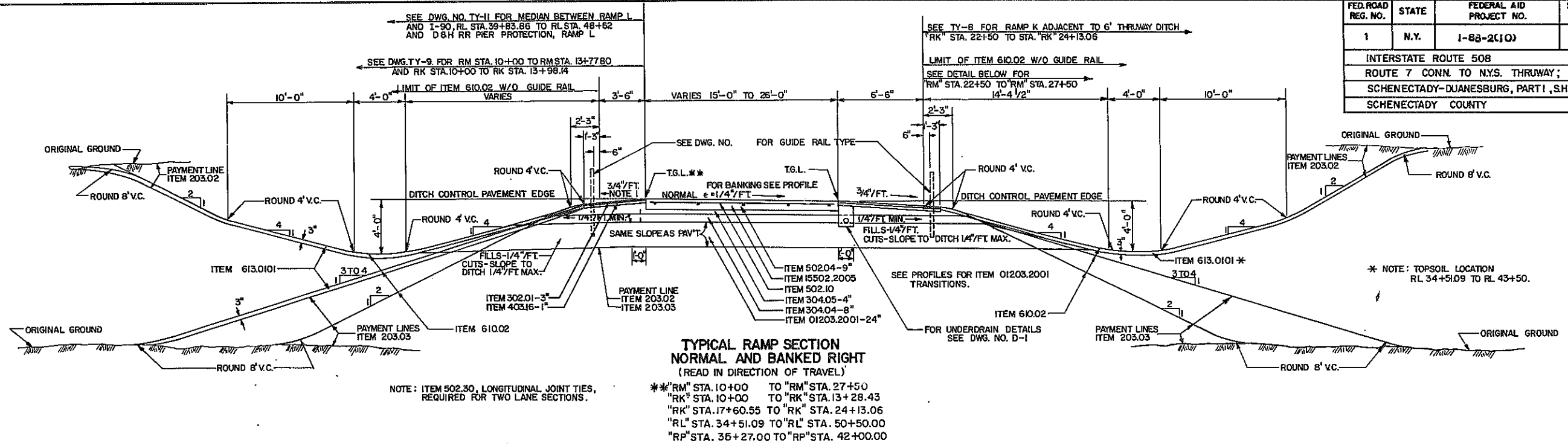
| TYPICAL SECTIONS | | | |
|---|-------------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. TY-5 | SCALE 1/4" = 1' - 0" | DATE 2/79 | REGION 1 |

DATE _____ CHECKED BY _____ DRAFTED BY _____ ESTIMATED BY _____ CHECKED BY _____ DESIGNED BY _____ IN CHARGE OF _____

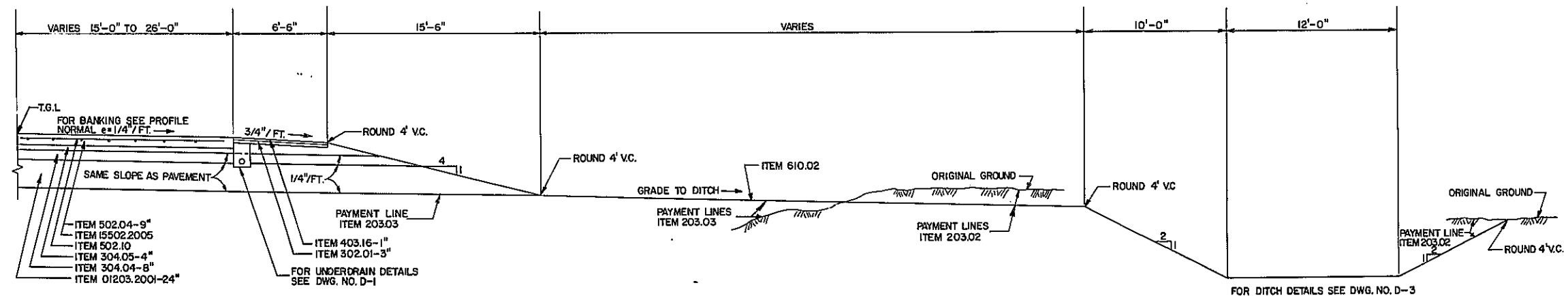


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-83-2(10) | 8 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



**TYPICAL RAMP SECTION
NORMAL AND BANKED RIGHT**
(READ IN DIRECTION OF TRAVEL)
* ** RM STA. 10+00 TO RM STA. 27+50
RK STA. 10+00 TO RK STA. 13+28.43
RK STA. 17+60.55 TO RK STA. 24+13.06
RL STA. 34+51.09 TO RL STA. 50+50.00
RP STA. 36+27.00 TO RP STA. 42+00.00



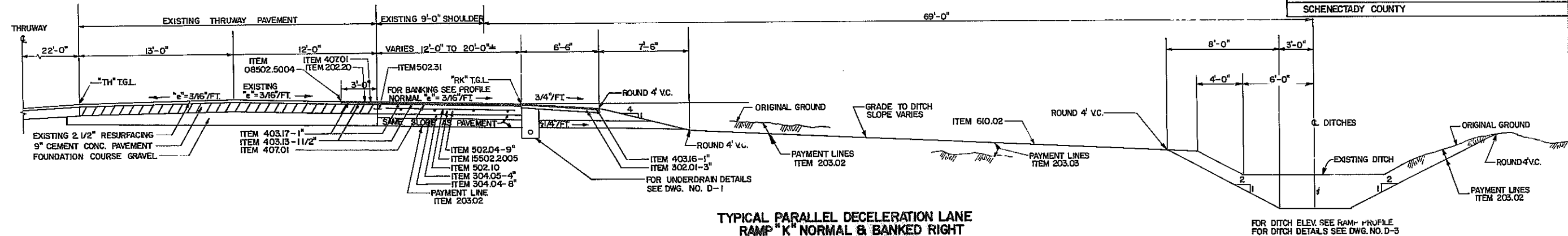
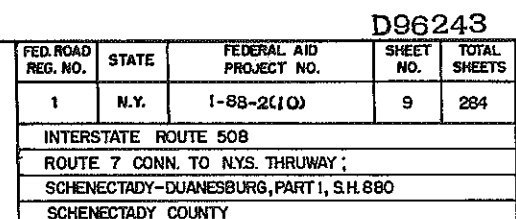
**TYPICAL RAMP SECTION
ADJACENT TO THRUWAY DRAINAGE DITCH
NORMAL AND BANKED RIGHT**
(READ IN DIRECTION OF TRAVEL)
RM STA. 22+50 TO RM STA. 27+50

| ITEM NO. | DESCRIPTION | PAY UNIT | ITEM NO. | DESCRIPTION | PAY UNIT | NOTES |
|------------|--|----------|------------|---|----------|--|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | CY | 502.10 | METAL REINFORCEMENT FOR CONCRETE PAVEMENT (10" WIDE OR WIDER) | SY | 1) WHEN THE PAVEMENT IS SUPERELEVATED GREATER THAN 1/4" FT. THE SHOULDER SLOPE VARIES. USE ROLLOVER 0.08" FT. AT PAVEMENT SHOULDER JOINT. 2) WHEN GUIDE RAIL IS PROVIDED, STABILIZE THE SHOULDER 6" BEHIND THE GUIDE RAIL POST. 3) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTION AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. |
| 203.03 | EMBANKMENT IN PLACE | CY | 15502.2005 | TRANSVERSE JOINT SUPPORTS (REINFORCED PAVEMENT) | L.F. | |
| 01203.2001 | SELECT GRANULAR SUBGRADE (MODIFIED) | CY | 502.30 | LONGITUDINAL JOINT TIES | E.A. | |
| 302.01 | BITUMINOUS STABILIZED COURSE | CY | 18502.4401 | SAWING AND SEALING PAVEMENT AND SHOULDER JOINTS | L.F. | |
| 304.04 | SUBBASE COURSE, TYPE 3 | CY | 605.1001 | UNDER DRAIN FILTER, TYPE II | CY | |
| 304.05 | SUBBASE COURSE, TYPE 4 | CY | 17605.9104 | CORR. POLY UNDERDRAIN PIPE, 4" DIAMETER | L.F. | |
| 403.11 | ASPHALT CONCRETE, TYPE 1 BASE COURSE | TON | 610.02 | SEEDING | L.F. | |
| 403.13 | ASPHALT CONCRETE, TYPE 3 BINDER COURSE | TON | 613.0101 | TOPSOIL | ACRE | |
| 403.16 | ASPHALT CONCRETE, TYPE 6 TOP COURSE | TON | | | | |
| 502.04 | CEMENT CONCRETE PAVEMENT, REINFORCED CLASS C | CY | | | | |

| TYPICAL SECTIONS | | | |
|---|-----------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. TY-6 | SCALE 1/4" = 1'-0" | DATE 2/79 | REGION 1 |

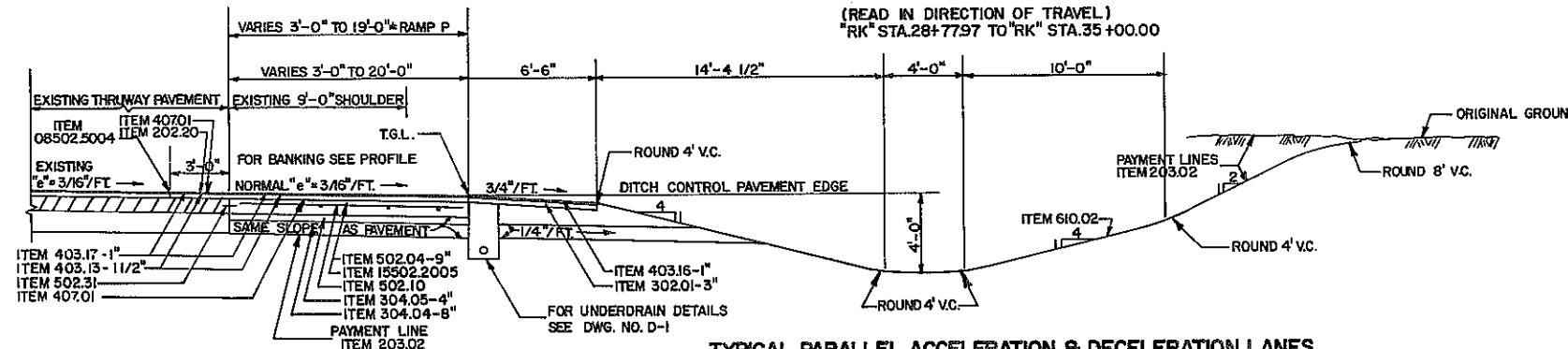
DATE _____ CHECKED BY _____ DRAFTED BY _____ ESTIMATED BY _____ CHECKED BY _____ DESIGNED BY _____ IN CHARGE OF _____

HC 47-2 (5/76)



TYPICAL PARALLEL DECELERATION LANE
RAMP "K" NORMAL & BANKED RIGHT
ADJACENT TO EXISTING THRUWAY DITCH

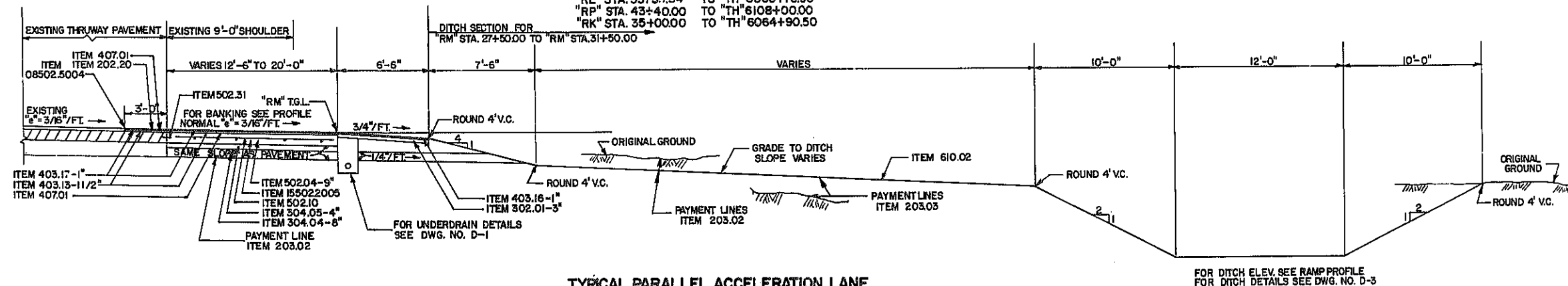
(READ IN DIRECTION OF TRAVEL)
"RK" STA.28+77.97 TO "RK" STA.35+00.00



**TYPICAL PARALLEL ACCELERATION & DECELERATION LANES
NORMAL & BANKED RIGHT, CUT**

(READ IN DIRECTION OF TRAVEL)

| | |
|--------------------|--------------------|
| "RM" STA. 31+50.00 | TO "TH" 6110+00.00 |
| "RL" STA. 53+33.34 | TO "TH" 6065+75.50 |
| "RP" STA. 43+40.00 | TO "TH" 6108+00.00 |
| "RK" STA. 35+00.00 | TO "TH" 6064+90.50 |



**TYPICAL PARALLEL ACCELERATION LANE
NORMAL & BANKED RIGHT
ADJACENT TO RELOCATED THRUWAY DITCH
(READ IN DIRECTION OF TRAVEL)**
"RM" STA. 29+35.79 TO "RM" STA. 31+50'

| ITEM NO. | DESCRIPTION | PAY UNIT | ITEM NO. | DESCRIPTION | PAY UNIT | NOTES |
|----------|--|----------|------------|--|----------|--|
| 202.20 | REMOVING OLD BITUMINOUS CONCRETE OVERLAY | S.Y. | 18502.4401 | SAWING AND SEALING PAVEMENT AND SHOULDER JOINTS | L.F. | 1) WHEN THE PAVEMENT IS SUPERELEVATED GREATER THAN 1/4" FT. THE SHOULDER SLOPE VARIES. USE ROLLOVER 0.08 AT PAVEMENT SHOULDER JOINT. 2) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTION AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. |
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | G.Y. | 407.01 | TACK COAT EMULSIFIED ASPHALT | GAL. | |
| 203.05 | EMBANKMENT IN PLACE | C.Y. | 502.10 | METAL REINFORCEMENT FOR CONCRETE PAVEMENT (6" WIDE OR WIDER) | S.F. | |
| 302.01 | BITUMINOUS STABILIZED COURSE | C.Y. | 5502.2005 | TRANSVERSE JOINT SUPPORTS (REINFORCED PAVEMENT) | L.F. | |
| 304.04 | SUBBASE COURSE, TYPE 3 | C.Y. | 502.31 | LONGITUDINAL JOINT TIES - EXPANSION TYPE | S.F. | |
| 304.05 | SUBBASE COURSE, TYPE 4 | C.Y. | 08502.5004 | SAW CUTTING ASPHALT PAVEMENT, CONCRETE PAVEMENT AND ASPHALT | E.A. | |
| 403.13 | ASPHALT CONCRETE - TYPE 3, BINDER COURSE | C.Y. | | OVERLAY ON CONCRETE PAVEMENT | L.F. | |
| 403.16 | ASPHALT CONCRETE - TYPE 6, TOP COURSE | TON | 605.1001 | UNDERDRAIN FILTER, TYPE II | C.Y. | |
| 403.17 | ASPHALT CONCRETE - TYPE 6F, TOP COURSE (HIGH FRICTION) | TON | 17605.9104 | CORR. POLY. UNDERDRAIN PIPE, 4" DIAMETER | L.F. | |
| | | TON | 610.02 | SEEDING | ACRE | |
| 502.04 | CEMENT CONCRETE PAVEMENT, REINFORCED CLASS C | C.Y. | | | | |

TYPICAL SECTIONS

STATE OF NEW YORK

DEPARTMENT OF TRANSPORTATION

DRAWING No.
TY-7

SCALE
1/4"=1'-0"

DATE
2/79

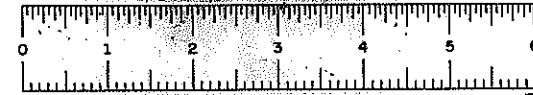
REGION I

TYPICAL SECTIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

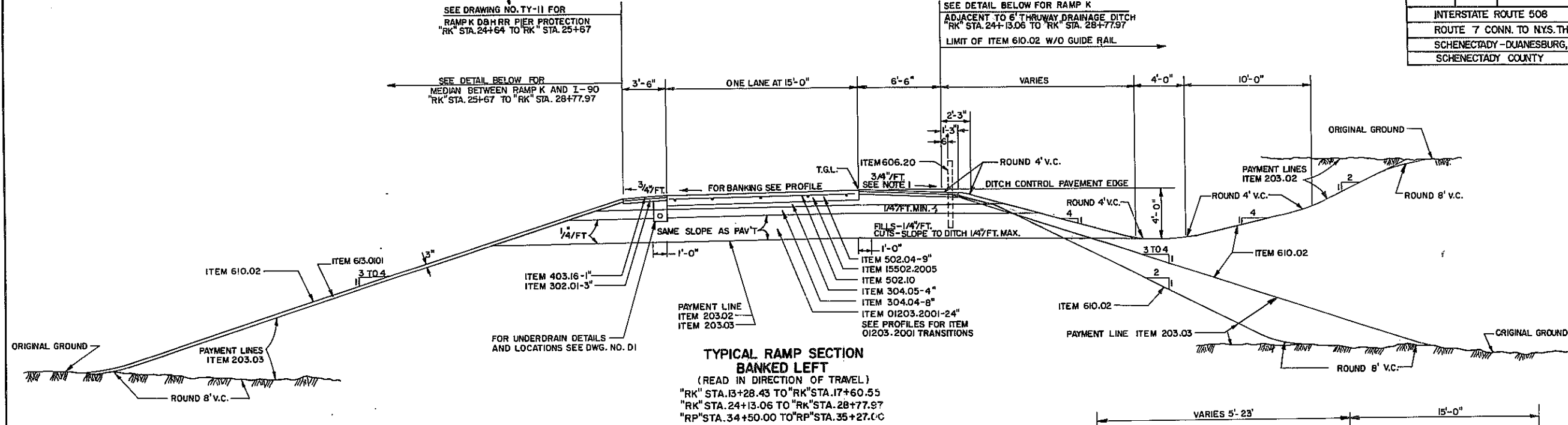
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|-------------|--------------|------|--------|
| DRAWING No. | SCALE | DATE | REGION |
| TY-7 | 1/4" = 1'-0" | 2/79 | |

HC 27-2 (5/76)

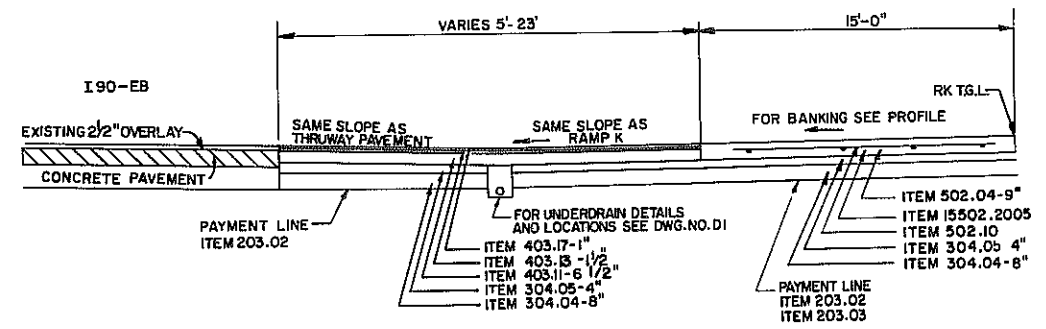


D96243

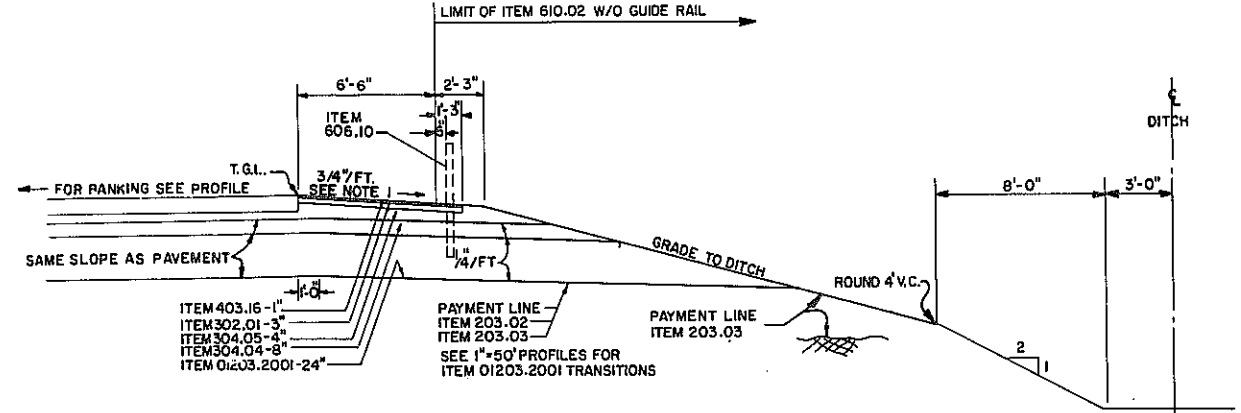
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 10 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO NYS. THRUWAY | | | | |
| SCHENECTADY - DUANE SBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



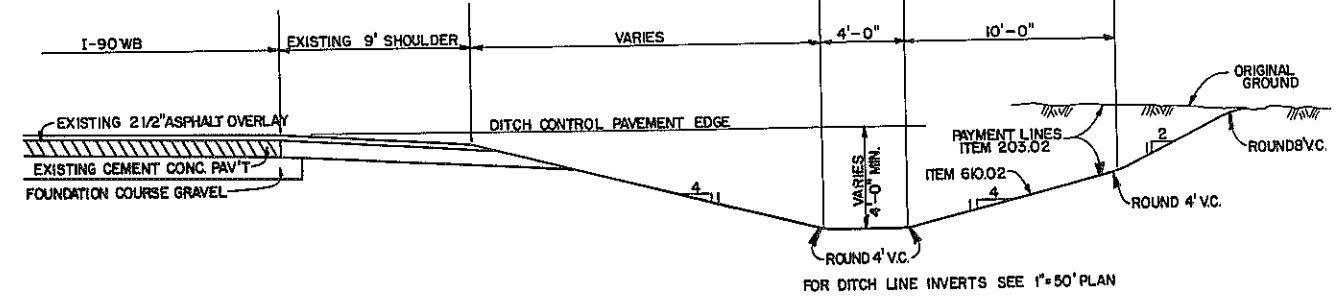
**TYPICAL RAMP SECTION
BANKED LEFT**
(READ IN DIRECTION OF TRAVEL)
"RK" STA. 13+28.43 TO "RK" STA. 17+60.55
"RK" STA. 24+13.06 TO "RK" STA. 28+77.97
"RP" STA. 34+50.00 TO "RP" STA. 35+27.00



**TYPICAL RAMP SECTION
MEDIAN BETWEEN RAMP K AND I-90**
(READ IN DIRECTION OF TRAVEL)
"RK" STA. 25+67.40 TO "RK" STA. 28+77.97



**TYPICAL RAMP SECTION
RAMP K, BANKED LEFT OR RIGHT
ADJACENT TO 6' THRUWAY DITCH**
(READ IN DIRECTION OF TRAVEL)
"RK" STA. 22+50 TO "RK" STA. 28+77.97

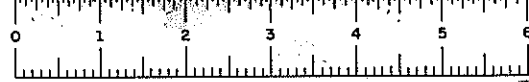


**TYPICAL SECTION, CUT
ADJACENT TO EXISTING I-90 PAVEMENT**
(READ IN DIRECTION OF STATIONING)
"TH" STA. 6090+00 L.T. TO "TH" STA. 6095+00 L.T.

DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____

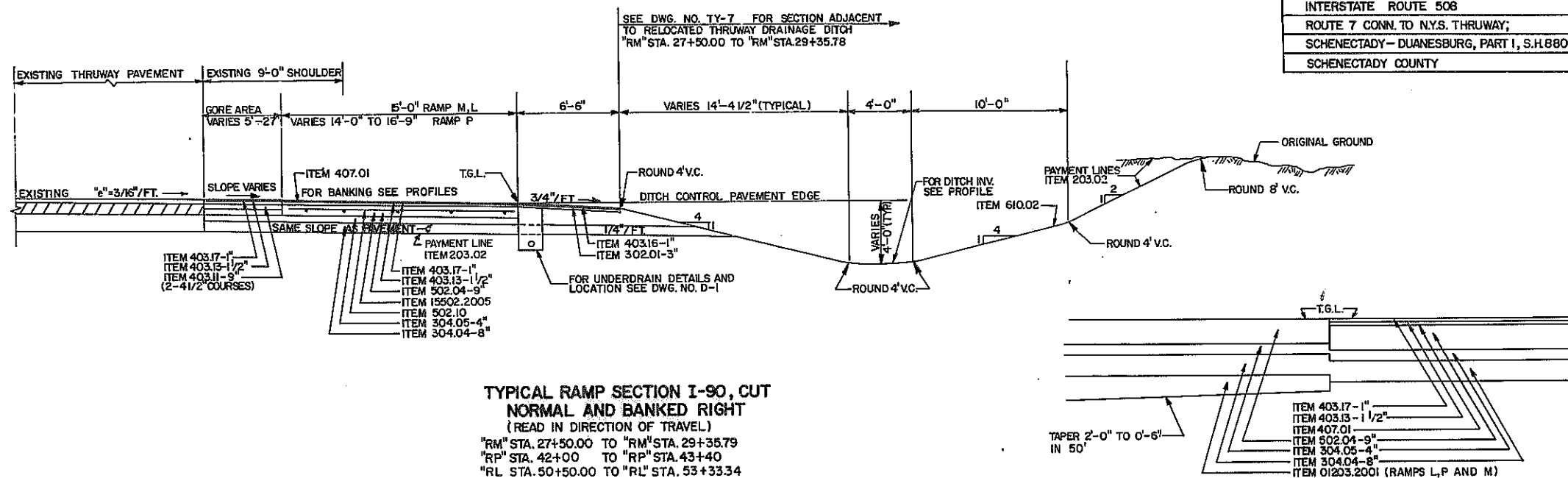
| ITEM NO. | DESCRIPTION | PAY UNIT | ITEM NO. | DESCRIPTION | PAY UNIT | NOTES |
|------------|--|----------|------------|---|----------|---|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | C.Y. | 502.04 | CEMENT CONCRETE PAVEMENT, REINFORCED CLASS C | C.Y. | 1) WHEN THE PAVEMENT IS SUPERELEVATED GREATER THAN 1/4" / FT. THE SHOULDER SLOPE VARIES. USE ROLL-OVER 0.08" / FT. AT PAVEMENT SHOULDER JOINT. 2) WHEN GUIDE RAIL IS PROVIDED, STABILIZE THE SHOULDER 6" BEHIND THE GUIDE RAIL POST. 3) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTION AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. |
| 203.03 | EMBANKMENT IN PLACE | C.Y. | 502.10 | METAL REINFORCEMENT FOR CONCRETE PAVEMENT (10" WIDE OR WIDER) | S.Y. | |
| 01203.2001 | SELECT GRANULAR SUBGRADE (MODIFIED) | C.Y. | 15502.2005 | TRANSVERSE JOINT SUPPORTS REINFORCED PAVEMENT | L.F. | |
| 302.01 | BITUMINOUS STABILIZED COURSE | C.Y. | 18502.4401 | SAWING AND SEALING PAVEMENT AND SHOULDER JOINTS | L.F. | |
| 304.04 | SUBBASE COURSE, TYPE 3 | C.Y. | 606.10 | UNDERDRAIN FILTER, TYPE II | C.Y. | |
| 304.05 | SUBBASE COURSE, TYPE 4 | C.Y. | 17606.9104 | CORR. POLY. UNDERDRAIN PIPE, 4" DIAMETER | L.F. | |
| 403.11 | ASPHALT CONCRETE, TYPE 1 BASE COURSE | TON | 606.20 | BOX BEAM GUIDE RAILING | L.F. | |
| 403.13 | ASPHALT CONCRETE, TYPE 3 BINDER COURSE | TON | 610.02 | CORR. BEAM GUIDE RAILING | L.F. | |
| 403.16 | ASPHALT CONCRETE, TYPE 6 TOP COURSE | TON | 613.0101 | SEEDING | ACRE | |
| 403.17 | ASPHALT CONCRETE, TYPE 6F TOP COURSE (HIGH FRICTION) | TON | | TOPSOIL | | |

| TYPICAL SECTIONS | | | |
|---|-----------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. TY-8 | SCALE 1/4" = 1'-0" | DATE 4/79 | REGION 1 |



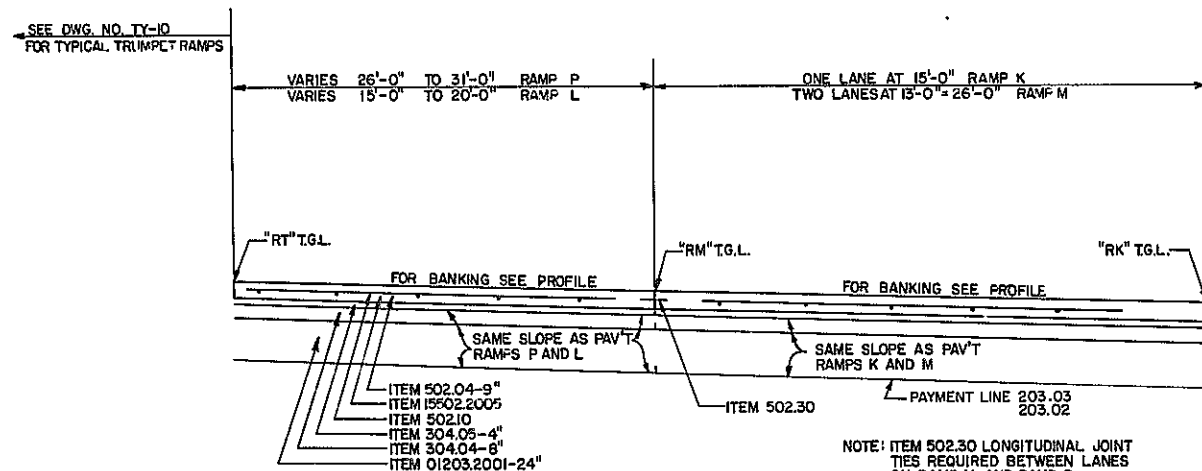
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 11 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

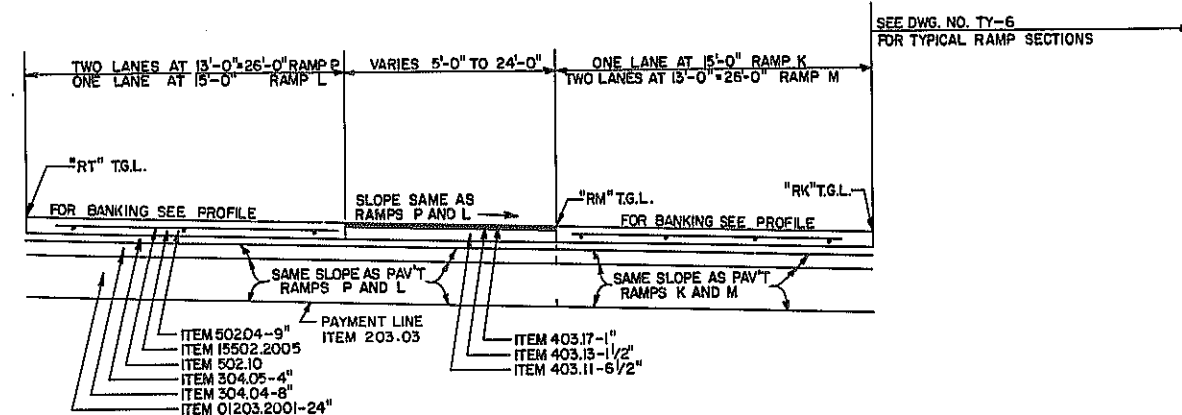


**TYPICAL RAMP SECTION I-90, CUT
NORMAL AND BANKED RIGHT**
(READ IN DIRECTION OF TRAVEL)
"RM" STA. 27+50.00 TO "RM" STA. 29+35.79
"RP" STA. 42+00 TO "RP" STA. 43+40
"RL" STA. 50+50.00 TO "RL" STA. 53+33.34

**TRANSITION DETAIL
REINFORCED CONCRETE PAVEMENT
WITH AND WITHOUT ASPHALT CONCRETE OVERLAY**
NO SCALE
"RK" STA. 28+77.97, "RL" STA. 50+50.00
"RM" STA. 27+50.00, "RP" STA. 42+00.00



**TYPICAL RAMP SECTIONS
ENTRANCE & EXIT TERMINALS**
(READ IN DIRECTION OF TRAVEL)
"RM" STA. 10+00.00 TO "RM" STA. 12+42.30
"RK" STA. 10+00.00 TO "RK" STA. 12+83.90

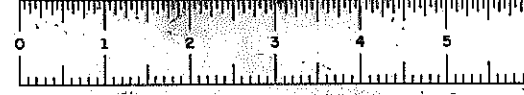


**TYPICAL RAMP SECTIONS
ENTRANCE & EXIT GORES**
(READ IN DIRECTION OF TRAVEL)
"RM" STA. 12+42.30 TO "RM" STA. 13+77.80
"RK" STA. 12+83.90 TO "RK" STA. 13+98.14

| ITEM NUMBER | DESCRIPTION | PAY UNIT | ITEM NUMBER | DESCRIPTION | PAY UNIT | NOTES |
|-------------|--|----------|-------------|---|----------|---|
| 1502.4401 | SAWING AND SEALING PAVEMENT AND SHOULDER JOINTS | L.F. | 407.01 | TACK COAT EMULSIFIED ASPHALT | GAL | 1) WHEN THE PAVEMENT IS SUPERELEVATED GREATER THAN 1/4"/FT. THE SHOULDER SLOPE VARIES, USE ROLLOVER 0.06"/FT. AT PAVEMENT SHOULDER JOINT. 2) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTION AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. |
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | C.Y. | 502.04 | CEMENT CONCRETE PAVEMENT, REINFORCED CLASS C | C.Y. | |
| 01203.2001 | SELECT GRANULAR SUBGRADE (MODIFIED) | C.Y. | 502.10 | METAL REINFORCEMENT FOR CONCRETE PAVEMENT (10" WIDE OR WIDER) | S.Y. | |
| 302.01 | BITUMINOUS STABILIZED COURSE | C.Y. | 15502.2005 | TRANSVERSE JOINT SUPPORTS (REINFORCED PAVEMENT) | L.F. | |
| 304.04 | SUBBASE COURSE, TYPE 3 | C.Y. | 502.30 | LONGITUDINAL JOINT TIES | E.A. | |
| 304.05 | SUBBASE COURSE, TYPE 4 | C.Y. | 610.02 | SEEDING | ACRE | |
| 403.11 | ASPHALT CONCRETE - TYPE 1, BASE COURSE | TON | 203.05 | EMBANKMENT IN PLACE | C.Y. | |
| 403.13 | ASPHALT CONCRETE - TYPE 3, BINDER COURSE | TON | | | | |
| 403.16 | ASPHALT CONCRETE - TYPE 6, TOP COURSE | TON | | | | |
| 403.17 | ASPHALT CONCRETE - TYPE 6F, TOP COURSE (HIGH FRICTION) | TON | | | | |

| TYPICAL SECTIONS | | | |
|---|-----------------------|--------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. TY-9 | SCALE 1/4" = 1'-0" | DATE 2/79 | REGION I |

DATE _____ CHECKED BY _____ DRAFTED BY _____ ESTIMATED BY _____ CHECKED BY _____ DESIGNED BY _____ IN CHARGE OF _____



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | I-88-2(10) | 12 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN TO NYS THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

DATE

CHECKED BY

DRAFTED BY

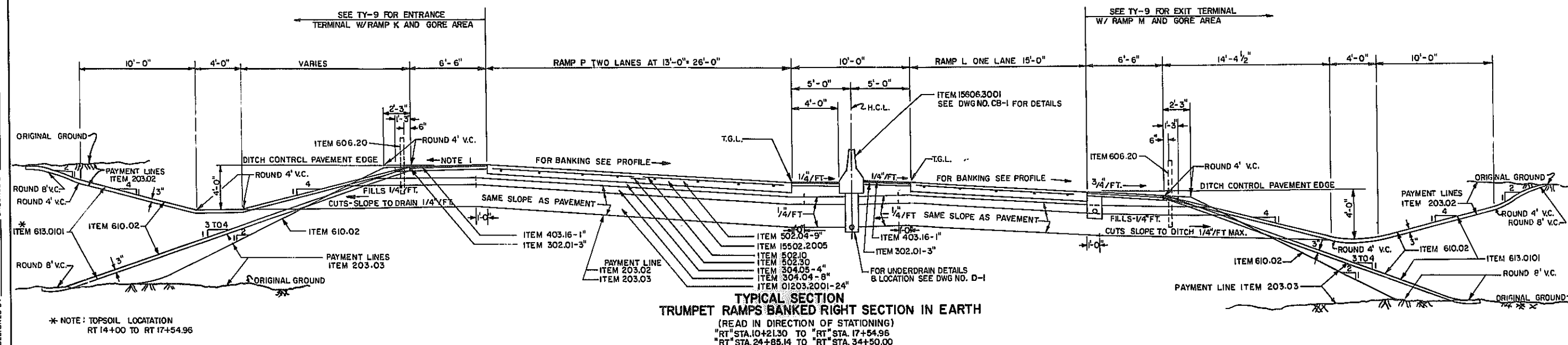
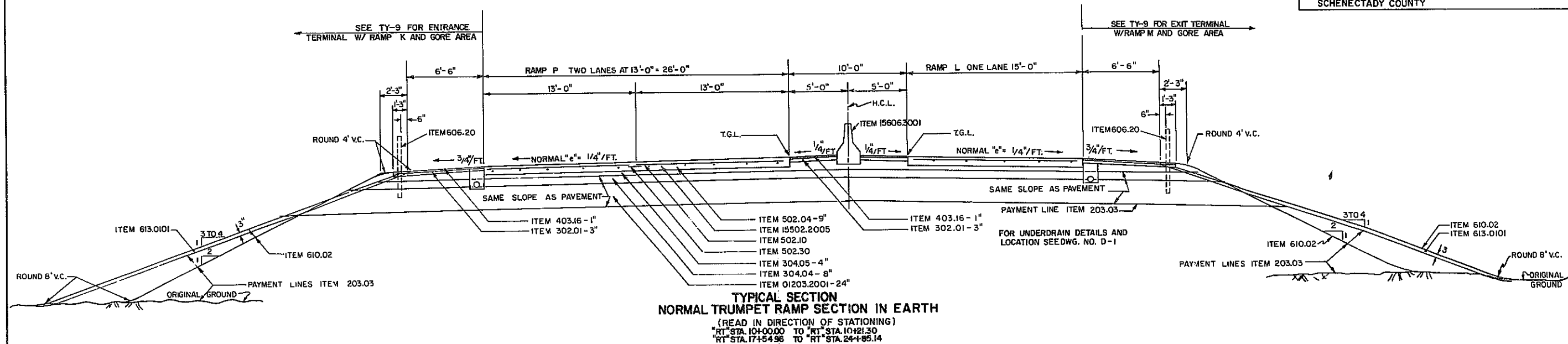
CHECKED BY

ESTIMATED BY

CHECKED BY

DESIGNED BY

IN CHARGE OF



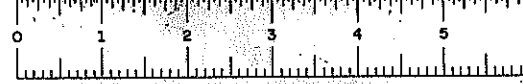
| ITEM NO. | DESCRIPTION | PAY UNIT | ITEM NO. | DESCRIPTION | PAY UNIT | NOTES | TYPICAL SECTIONS |
|------------|---|----------|------------|--|----------|--|---|
| 203.02 | UNCLASSIFIED EXCAVATION & DISPOSAL | CY | 15502.2005 | TRANSVERSE JOINT SUPPORTS (REINFORCED PAVEMENT) | LF | 1) WHEN SUPERELEVATED GREATER THAN 1/4" / FT, SLOPE VARIES USE ROLLOVER OF 0.08 AT PAVEMENT SHOULDER JOINT. | STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION |
| 203.03 | EMBANKMENT IN PLACE | CY | 502.20 | LONGITUDINAL JOINT TIES | EA | | |
| 01203.2001 | SELECT GRANULAR SUBGRADE (MODIFIED) | CY | 15502.4401 | SAWING AND SEALING PAVEMENT AND SHOULDER JOINTS | LF | | |
| 206.02 | TRENCH & CULVERT EXCAVATION | CY | 605.1001 | UNDERDRAIN FILTER, TYPE II | CY | 2) WHEN GUIDE RAIL IS PROVIDED, STABILIZE THE SHOULDER 6" BEHIND THE GUIDE RAIL POST. | |
| 302.01 | RT MIXED STABILIZED COURSE | CY | 17605.9104 | CORR. POLY. UNDERDRAIN PIPE OR TUBING, 4" DIAMETER | LF | | |
| 304.04 | SUBBASE COURSE, TYPE 3 | CY | 606.20 | CORRUGATED BEAM GUIDE RAILING | LF | | |
| 304.05 | SURFACE COURSE, TYPE 4 | CY | 606.22 | ANCHORAGE UNITS FOR CORR. BEAM GUIDE RAILING | EA | 3) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTION AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. | |
| 403.16 | ASPHALT CONCRETE - TYPE 6 TOP COURSE | TON | 15606.3001 | CONCRETE MEDIAN BARRIER (TYPE A) | LF | | |
| 502.04 | CEMENT CONCRETE PAVEMENT, REINFORCED CLASS C | CY | 610.02 | SEEDING | ACRE | | |
| 502.05 | METAL REINFORCEMENT FOR CONCRETE PAVEMENT (10" WIDE OR WIDER) | SY | 613.0101 | TOPSOIL | CY | | |

DRAWING No. TY-10

SCALE 1/4"=1'-0"

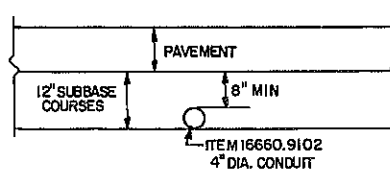
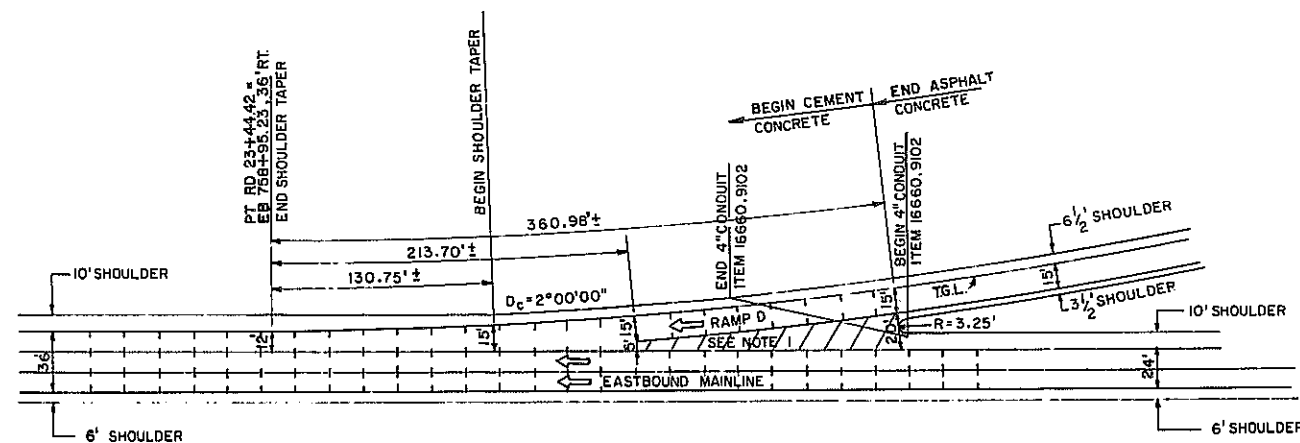
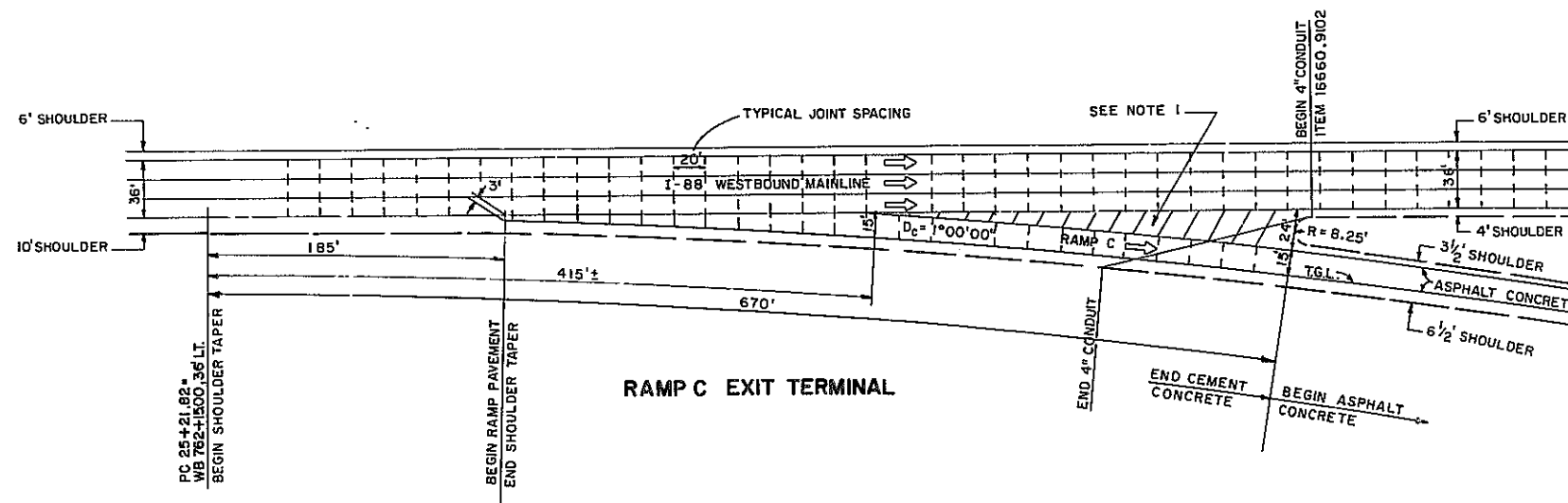
DATE 3/79

REGION I



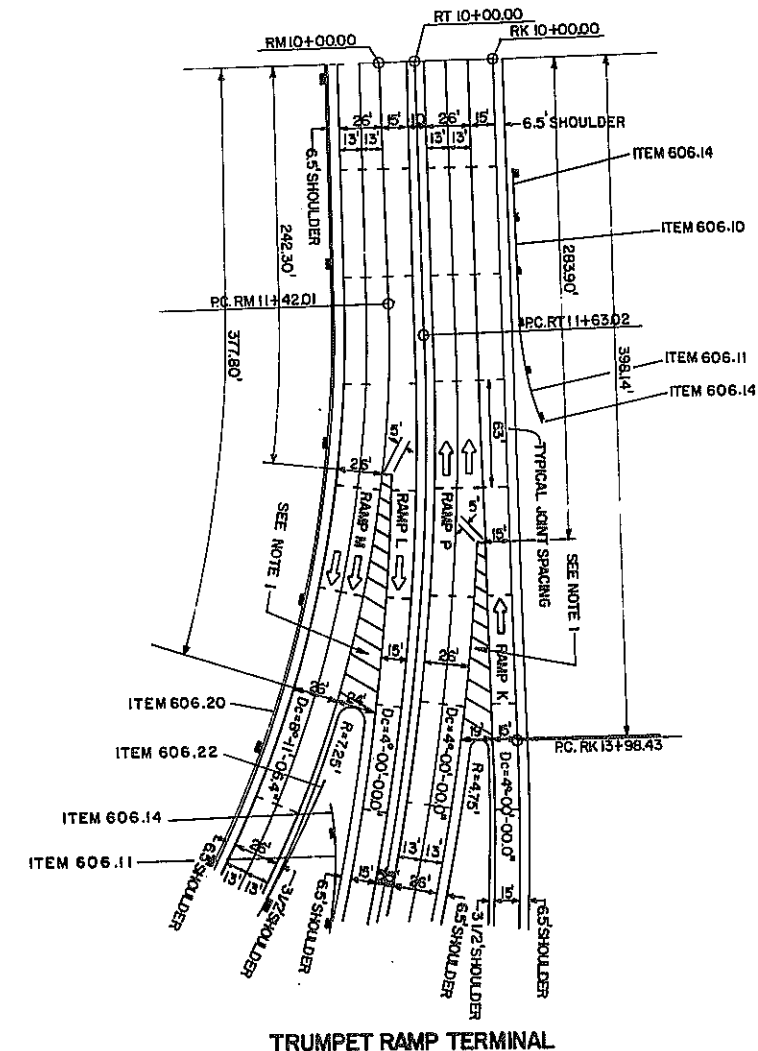
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 13 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



DETAIL-CONDUIT UNDER RAMP
FOR FUTURE EMERGENCY PHONE
INSTALLATION
(NOT TO SCALE)

NOTE: ENDS SHALL EXTEND
2' & BEYOND EDGE OF
SHOULDER AND SHALL
BE FITTED WITH WATERPROOF
CAPS. THE COST OF THE CAPS
SHALL BE INCLUDED IN THE
BID PRICE FOR ITEM 16660.9102.



NOTES: 1) WHEN THE PAVEMENT IS SUPERELEVATED GREATER THAN
1/4\"/>

TRUMPET RAMP TERMINAL

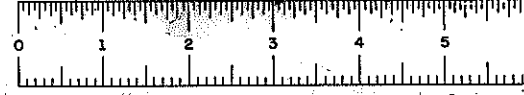
TYPICAL SECTIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO. TY-10A SCALE 1\"/>

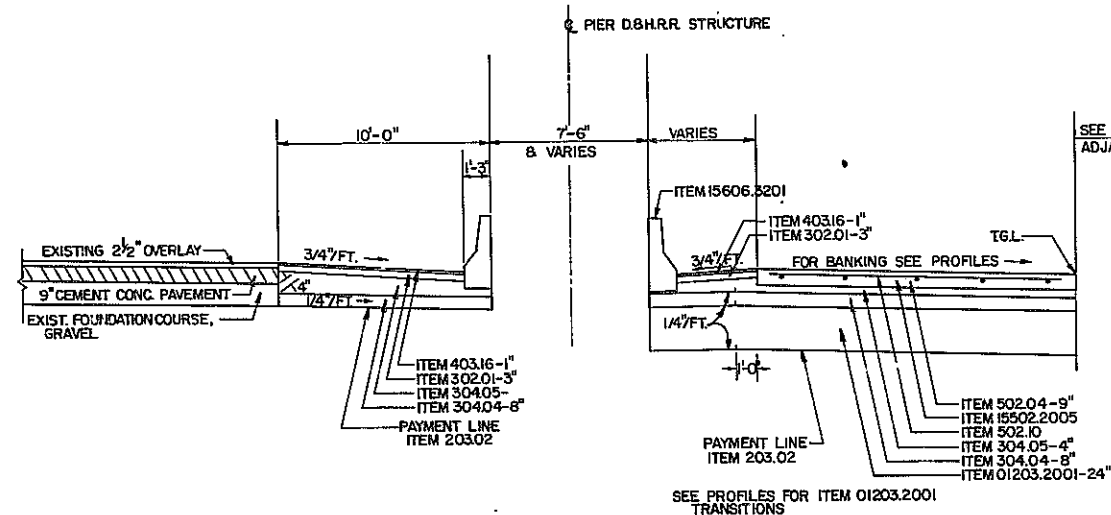
DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ DRAFTED BY _____ DATE _____

IN CHARGE OF _____

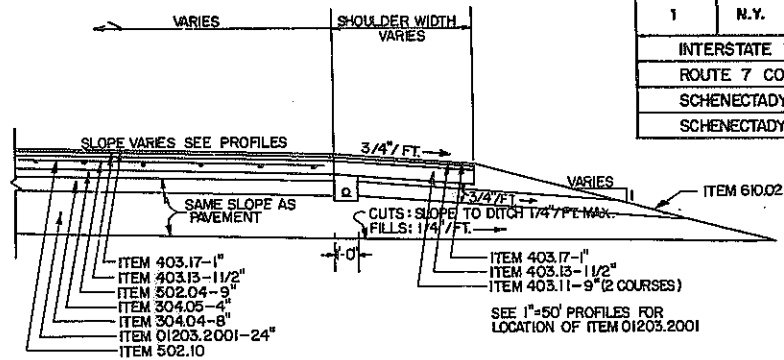


D96243

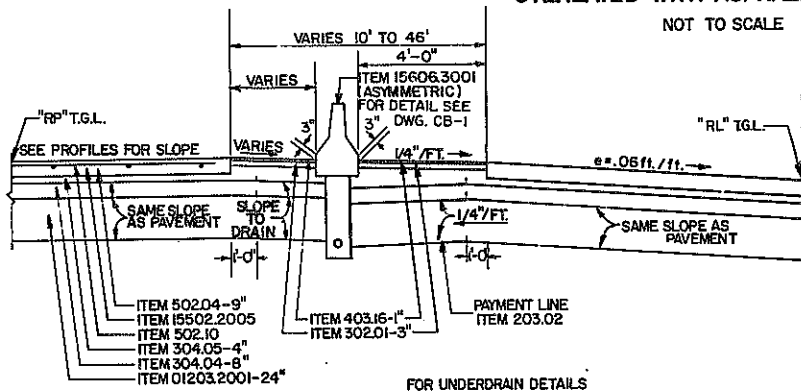
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 14 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUNESBURG, PART 1, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |



TYPICAL SECTION D.B.H.R.R. PIER PROTECTION
(READ IN DIRECTION OF STATIONING)
"RL" STA. 48+60 TO "RL" STA. 50+50+
"RK" STA. 24+64 TO "RK" STA. 25+67+



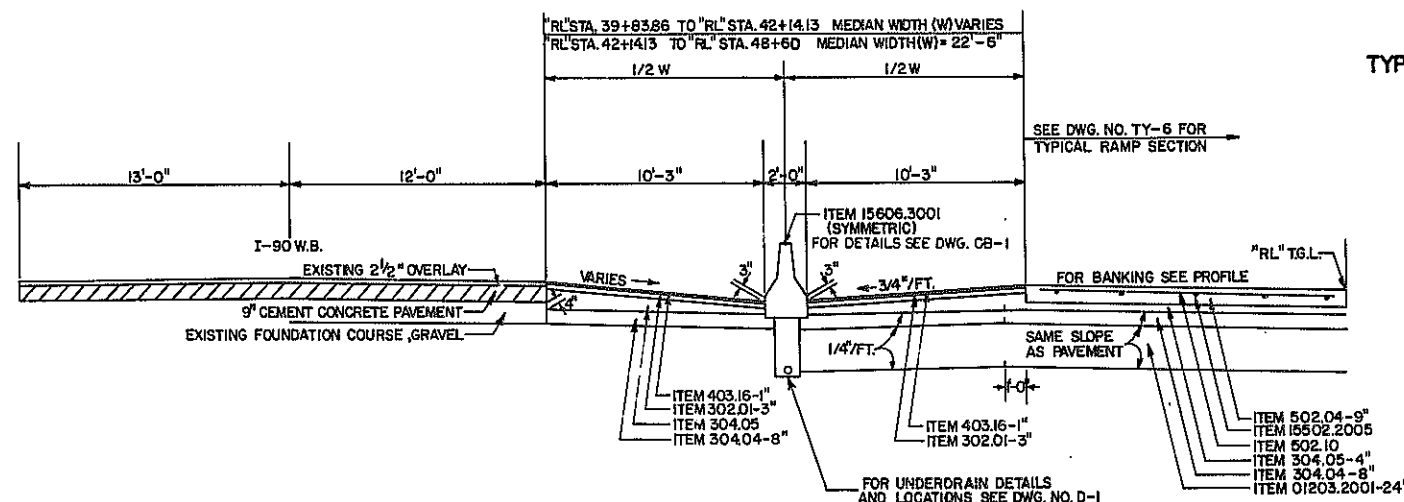
HEAVY DUTY SHOULDER DETAIL, TYPE C
ADJACENT TO REINFORCED CONCRETE PAVEMENT
OVERLAYED WITH ASPHALT CONCRETE PAVEMENT
NOT TO SCALE



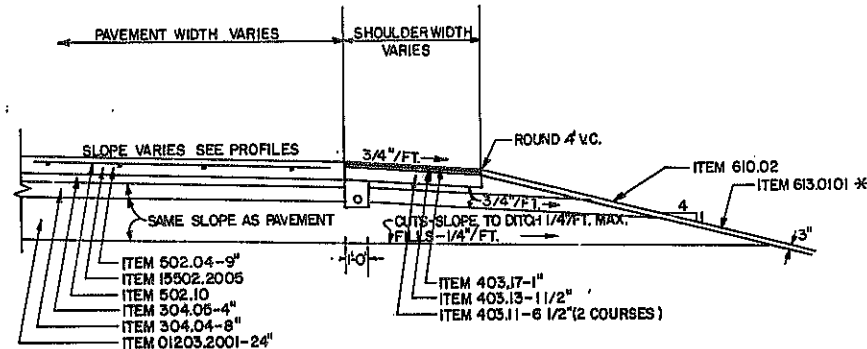
TYPICAL SECTION GORE BETWEEN RAMPS P & L
(READ IN DIRECTION OF STATIONING)
"RL" STA. 34+51 TO "RL" STA. 36+00

| HEAVY DUTY SHOULDER | | | |
|-------------------------|------|-----------------------------|-----|
| LOCATION | TYPE | SIDE IN DIRECTION OF TRAVEL | |
| RM 10+92 TO RM 23+73 | D | RT. | RT. |
| RK 13+98 TO RK 17+41 | D | LT. | LT. |
| RK 19+49 TO RK 23+86 | D | RT. | RT. |
| RK 29+60 TO RK 31+16 | C | RT. | RT. |
| RP 36+51 TO RP 42+18.72 | C | RT. | RT. |
| RP 42+18.72 TO RP 51+41 | D | RT. | RT. |
| RL 34+51 TO RL 49+29 | D | RT. | RT. |
| RL 53+25 TO RL 55+10 | C | RT. | RT. |
| RT 14+00 TO RT 16+33 | D | RT. | RT. |
| RT 25+50 TO RT 34+50 | D | RT. | RT. |

NOTE: IN RAMP SHOULDER CONSTRUCTION BEGIN HEAVY DUTY SHOULDER SECTION 50 FEET BEFORE THE CURVE AND END 20 FEET BEYOND THE CURVE, IN THE DIRECTION OF TRAVEL.



TYPICAL SECTION MEDIAN BETWEEN RAMP L & I-90
(READ IN DIRECTION OF STATIONING)
"RL" STA. 39+83.86 TO "RL" STA. 48+60+



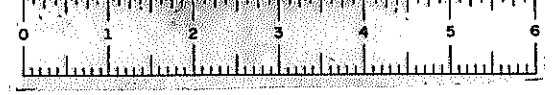
HEAVY DUTY SHOULDER DETAIL, TYPE D
ADJACENT TO CEMENT CONCRETE PAVEMENT (REINFORCED)
NOT TO SCALE

* NOTE: TOPSOIL LOCATIONS
RK 13+98 TO RK 17+41
RL 34+51 TO RL 49+29
RT 14+00 TO RT 16+33
RT 25+50 TO RT 34+50

| ITEM NO. | DESCRIPTION | PAY UNIT | ITEM NO. | DESCRIPTION | PAY UNIT | NOTES |
|------------|---|----------|------------|--|----------|---|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | C.Y. | 502.04 | CEMENT CONCRETE PAVEMENT, REINFORCED, CLASS C | C.Y. | 1) WHEN THE PAVEMENT IS SUPERELEVATED GREATER THAN 1/4" FT. THE SHOULDER SLOPE VARIES. USE ROLL-OVER OF 0.08 FT./FT. AT PAVEMENT SHOULDER JOINT. 2) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTIONS AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. |
| 01203.2001 | SELECT GRANULAR SUBGRADE (MODIFIED) | C.Y. | 502.10 | METAL REINFORCEMENT FOR CONCRETE PAVEMENT (10 WIDE OR WIDER) | S.Y. | |
| 302.01 | BITUMINOUS STABILIZED COURSE | C.Y. | 15502.2005 | TRANSVERSE JOINT SUPPORTS REINFORCED PAVEMENT | L.F. | |
| 304.04 | SUBBASE COURSE, TYPE 3 | C.Y. | 18502.4401 | SAWING & SEALING PAVEMENT & SHOULDER JOINTS | L.F. | |
| 304.05 | SUBBASE COURSE, TYPE 4 | C.Y. | 605.1001 | UNDERDRAIN FILTER, TYPE II | C.Y. | |
| 403.11 | ASPHALT CONCRETE - TYPE 1, BASE COURSE | TON | 176059104 | CORR. POLY. UNDERDRAIN PIPE, 4" DIAMETER | L.F. | |
| 403.13 | ASPHALT CONCRETE - TYPE 3, BINDER COURSE | TON | 156063001 | CONCRETE MEDIAN BARRIER (TYPE A) | L.F. | |
| 403.16 | ASPHALT CONCRETE - TYPE 6, TOP COURSE | TON | 156063201 | HALF SECTION, CONCRETE MEDIAN BARRIER | L.F. | |
| 403.17 | ASPHALT CONCRETE - TYPE 6, TOP COURSE (HIGH FRICTION) | TON | 613.0101 | TOPSOIL | ACRE | |
| | | S.Y. | | | | |

| TYPICAL SECTIONS | | | |
|---|---------------------|--------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. TY-11 | SCALE 1/4"=1'-0" | DATE 3/79 | REGION I |

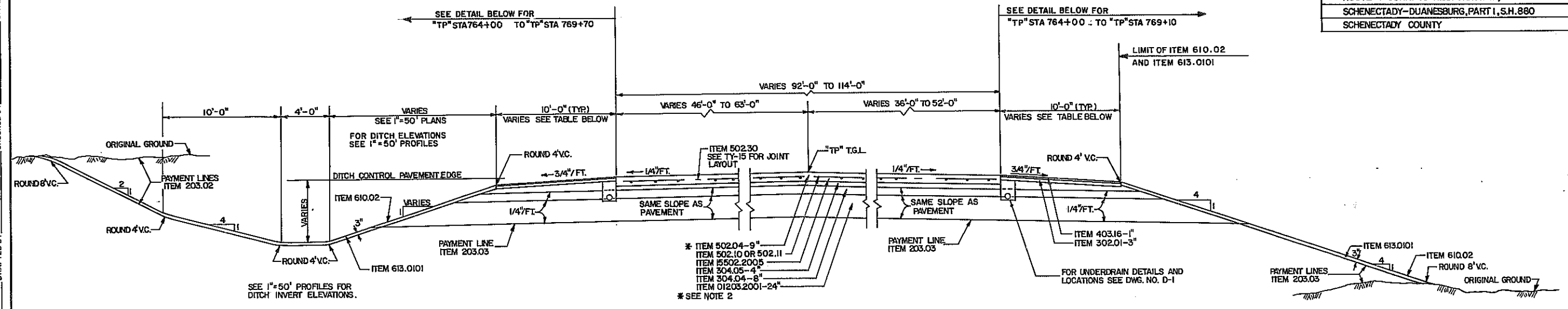
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DRAFTED BY _____
ESTIMATED BY _____
DESIGNED BY _____
IN CHARGE OF _____



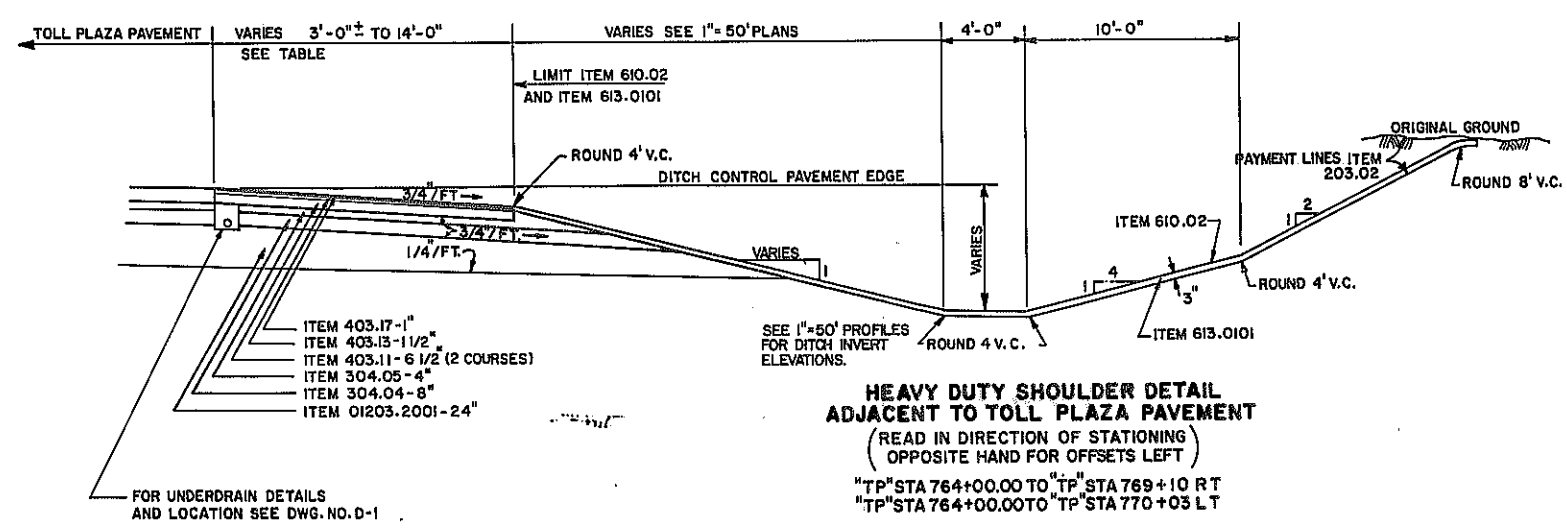
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-83-2(10) | 15 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO NYS. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

DATE _____
CHECKED BY _____
DRAFTED BY _____
CHECKED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
BY CHANGE OF _____



TOLL PLAZA SECTION WITHOUT ISLANDS
(READ IN DIRECTION OF STATIONING)
"TP" STA 763+88.32 TO "TP" STA 770+03.00
"TP" STA 770+74.00 TO "TP" STA 775+88.32

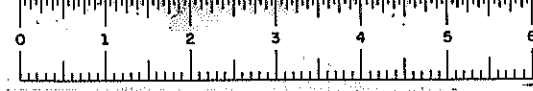


**HEAVY DUTY SHOULDER DETAIL
ADJACENT TO TOLL PLAZA PAVEMENT**
(READ IN DIRECTION OF STATIONING)
(OPPOSITE HAND FOR OFFSETS LEFT)
"TP" STA 764+00.00 TO "TP" STA 769+10 RT
"TP" STA 764+00.00 TO "TP" STA 770+03 LT

| SHOULDER WIDTH | | |
|----------------------------|------|-----------|
| STATION TO STATION | SIDE | WIDTH |
| "TP" 764+00 TO "TP" 764+25 | RT | 10' - 14' |
| "TP" 764+25 TO "TP" 769+10 | RT | 14' |
| "TP" 764+00 TO "TP" 764+25 | LT | 10' - 14' |
| "TP" 764+25 TO "TP" 769+53 | LT | 14' |
| "TP" 769+53 TO "TP" 770+03 | LT | 14' - 3' |

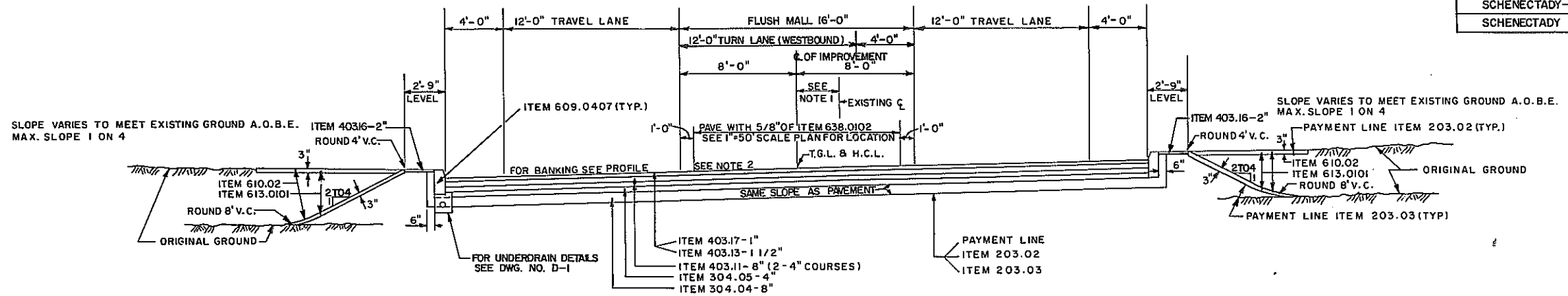
| ITEM NO. | DESCRIPTION | PAY UNIT | ITEM NO. | DESCRIPTION | PAY UNIT | NOTES |
|------------|---|----------|------------|--|----------|--|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | CY | 502.04 | CEMENT CONCRETE PAVEMENT REINFORCED CLASS C | CY | 1) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTION AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. 2) TWO COURSE CEMENT CONCRETE PAVEMENT CONSISTING OF ITEM 502.04 (8 1/4") AND ITEM 04502.0401 (3/4") SHALL BE USED BETWEEN "TP" 768+76.32 TO "TP" 772+00.32. |
| 203.03 | EMBANKMENT IN PLACE | CY | 04502.0401 | EMERY CONCRETE SURFACE COURSE | CY | |
| 01203.2001 | SELECT GRANULAR SUBGRADE (MODIFIED) | CY | 502.10 | METAL REINFORCEMENT FOR CONCRETE PAVEMENT (10' WIDE OR WIDER) | SY | |
| 302.01 | BITUMINOUS STABILIZED COURSE | CY | 502.11 | METAL REINFORCEMENT FOR CONCRETE PAVEMENT (LESS THAN 10' WIDE) | SY | |
| 304.04 | SUBBASE COURSE, TYPE 3 | CY | 502.30 | LONGITUDINAL JOINT TIES | EA | |
| 304.05 | SUBBASE COURSE, TYPE 4 | CY | 18502.4401 | SAWING AND SEALING PAVEMENT AND SHOULDER JOINTS | L.F. | |
| 403.11 | ASPHALT CONCRETE, TYPE 1 BASE COURSE | TON | 605.1001 | UNDERDRAIN FILTER, TYPE II | CY | |
| 403.13 | ASPHALT CONCRETE, TYPE 3 BINDER COURSE | TON | 17605.9104 | CORR. POLY. UNDERDRAIN PIPE, 4" DIAMETER | L.F. | |
| 403.17 | ASPHALT CONCRETE, TYPE 6 F TOP COURSE (HIGH FRICTION) | TON | 610.02 | SEEDING | CY | |
| 18502.2008 | TRANSVERSE JOINT SUPPORTS (REINFORCED PAVEMENT) | EA | 613.0101 | TOPSOIL | ACRE | |

| TYPICAL SECTIONS | | | |
|---|-----------------------|--------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. TY-12 | SCALE 1/4" = 1'-0" | DATE 4/79 | REGION I |



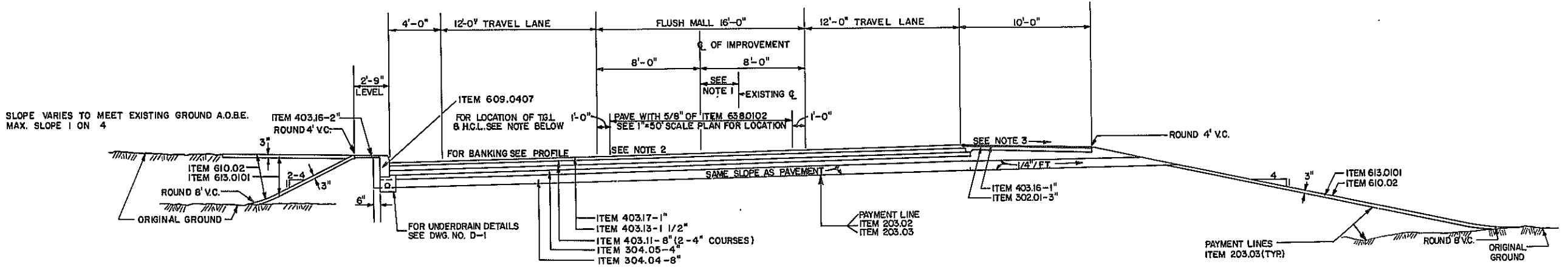
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| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 16 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |



**ROUTE 7-48' BANKED LEFT CURB SECTION
CUT-FILL WITH TURNING LANE**

(READ IN DIRECTION OF STATIONING)
"SB" STA. 53+00 TO "SB" STA. 54+50- TRANSITION FROM
44' BANKED LEFT CURB SECTION TO 48' BANKED LEFT CURB SECTION.
"SB" STA. 54+50 TO "SB" STA. 63+72.17
FOR TRANSITION FROM BANKED LEFT CURB SECTION
TO 40' NORMAL SECTION SEE PROFILE.



ROUTE 7-44' BANKED LEFT SECTION-CUT, FILL

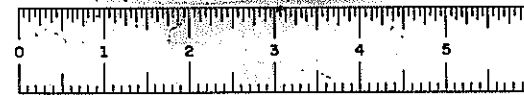
(READ IN DIRECTION OF STATIONING)
"SB" STA. 46+41.75 TO "SB" STA. 53+00- TRANSITION FROM 44' NORMAL SECTION

NOTE: THE T.G.L. & H.C.L. ARE CONCURRENT FROM STA.
"RS" 44+70 TO "RS" 46+42.20 ("SB" 46+41.75) AT
THE MEDIAN EDGE OF THE LEFT TRAVEL LANE
(16'-0" FROM THE FACE OF THE CURB). AT STA.
"RS" 46+42.20 THE H.C.L. SHIFTS 8'-0" RT. TO THE
MEDIAN C. BETWEEN "SB" 46+41.75 AND "SB" 49+48.08
THE T.G.L. SHIFTS 8'-0" RT. BOTH THE T.G.L. AND
H.C.L. ARE CONCURRENT AT THE MEDIAN C. FROM
"SB" 49+48.08 TO THE END OF THE PROJECT.

| ITEM NO. | DESCRIPTION | PAY UNIT | ITEM NO. | DESCRIPTION | PAY UNIT | NOTES |
|----------|--|----------|------------|--|----------|---|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | CY | 605.1001 | UNDERDRAIN FILTER, TYPE II | CY | 1) THE OFFSET FROM THE EXISTING CENTERLINE OF PAVEMENT TO THE PROPOSED CENTERLINE OF IMPROVEMENT VARIES. 2) THE FLUSH MALL SURFACE MATERIAL TO BE PLACED 12' SHORT OF THE DETAILED MALL WIDTH TO ACCOMMODATE EDGE STRIPING. 3) WHEN THE PAVEMENT IS SUPERELEVATED GREATER THAN 1/4" / FT. THE SHOULDER SLOPE VARIES. USE ROLLOVER 0.08' / FT. AT PAVEMENT SHOULDER JOINT. 4) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTION AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. |
| 203.03 | EMBANKMENT IN PLACE | CY | 17605.9104 | CORR. POLY. UNDERDRAIN PIPE, 4" DIAMETER | LF | |
| 302.01 | BITUMINOUS STABILIZED COURSE | CY | | | | |
| 304.04 | SUBBASE COURSE, TYPE 3 | CY | | | | |
| 304.05 | SUBBASE COURSE, TYPE 4 | CY | 609.0407 | CONVENTIONALLY FORMED OR MACHINE FORMED CONCRETE CURB, TYPE BB | LF | |
| 403.11 | ASPHALT CONCRETE-TYPE 1, BASE COURSE | TON | 610.02 | SEEDING | ACRE | |
| 403.13 | ASPHALT CONCRETE-TYPE 3, BINDER COURSE | TON | 613.0101 | TOPSOIL | CY | |
| 403.16 | ASPHALT CONCRETE-TYPE 6, TOP COURSE | TON | 638.0102 | COLORLED SYNTHETIC RESIN BINDER CONCRETE (WHITE) | TON | |
| 403.17 | ASPHALT CONCRETE-TYPE 6F, TOP COURSE (HIGH FRICTION) | TON | | | | |

| ROUTE 7-44' AND 48' TYPICAL SECTIONS | | | |
|---|-----------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. TY-13 | SCALE 1/4" = 1'-0" | DATE 2/79 | REGION 1 |

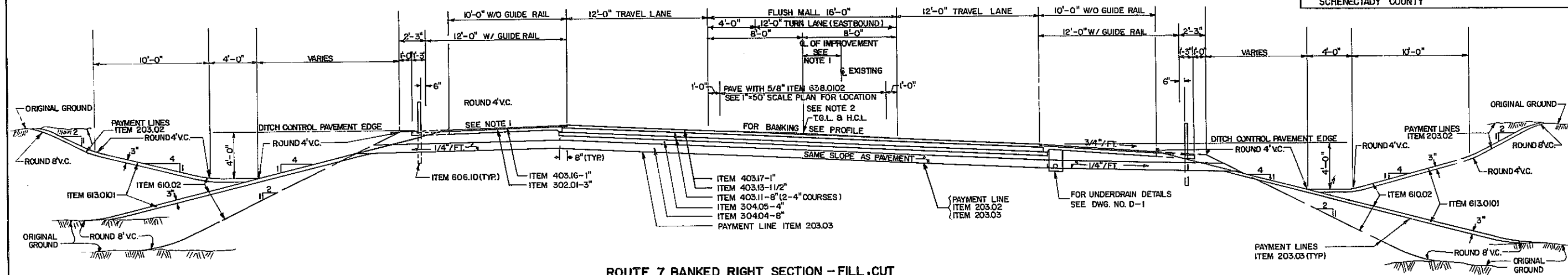
DATE _____ CHECKED BY _____ DRAFTED BY _____ ESTIMATED BY _____ CHECKED BY _____ DESIGNED BY _____ IN CHARGE OF _____



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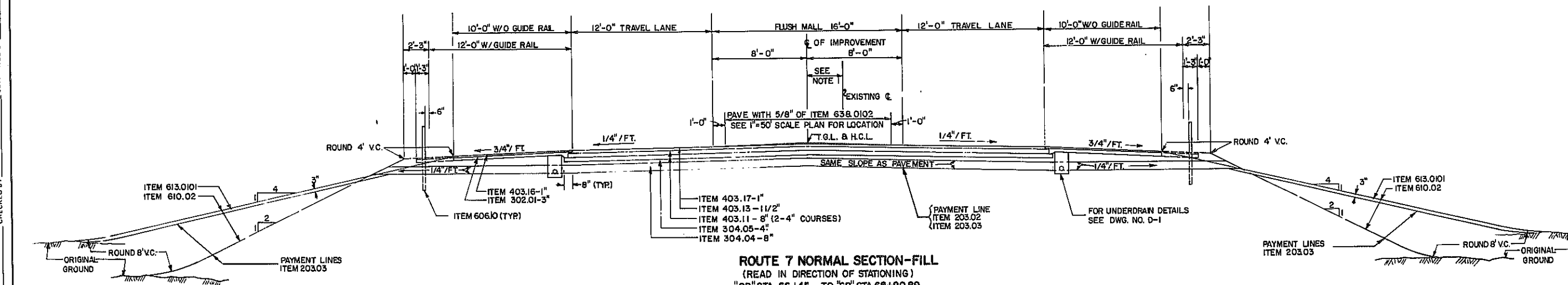
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 17 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |

DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____



ROUTE 7 BANKED RIGHT SECTION - FILL, CUT WITH TURNING LANE

(READ IN DIRECTION OF STATIONING)
"SB" STA. 71+43.34 TO "SB" STA. 71+66.24
"SB" STA. 71+66.24 TO "SB" STA. 73+78.75 - STR. OVER N.Y.S. THRUWAY
"SB" STA. 73+78.75 TO "SB" STA. 85+00
"SB" STA. 85+00 TO "SB" STA. 89+00 - FROM 40' BANKED SECTION TO 26' BANKED SECTION



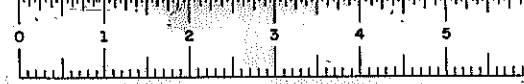
ROUTE 7 NORMAL SECTION - FILL
(READ IN DIRECTION OF STATIONING)
"SB" STA. 66+45 TO "SB" STA. 68+90.89

| ITEM NO. | DESCRIPTION | PAY UNIT | ITEM NO. | DESCRIPTION | PAY UNIT | NOTES |
|----------|--|----------|----------|--|----------|--|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | CY | 605.1001 | UNDERDRAIN FILTER, TYPE II | CY | 1) THE OFFSET FROM THE EXISTING CENTERLINE OF PAVEMENT TO THE PROPOSED CENTERLINE OF IMPROVEMENT VARIES. 2) THE FLUSH MALL SURFACE MATERIAL TO BE PLACED 12" SHORT OF THE DETAILED MALL WIDTH TO ACCOMMODATE EDGE STRIPING. 3) WHEN THE PAVEMENT IS SUPERELEVATED GREATER THAN 1/4" PER FT. THE SHOULDER SLOPE VARIES. USE ROLLOVER 0.08"/FT. AT PAVEMENT SHOULDER JOINT. 4) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTION AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. 5) WHEN GUIDE RAIL IS PROVIDED, STABILIZE THE SHOULDER 6" BEHIND THE GUIDE RAIL POST. |
| 203.03 | EMBANKMENT IN PLACE | CY | 605.5104 | CORR. POLY. UNDERDRAIN PIPE, 4" DIAMETER | L.F. | |
| 302.01 | BUTTHOUS STABILIZED COURSE | CY | 605.10 | BOX BEAM GUIDE RAILING | L.F. | |
| 304.04 | SUBBASE COURSE, TYPE 3 | CY | 609.0407 | CONVENTIONALLY FORMED OR MACHINE FORMED CONCRETE CURB, TYPE BB | L.F. | |
| 304.05 | SUBBASE COURSE, TYPE 4 | CY | 610.02 | SEEDING | ACRE | |
| 403.11 | ASPHALT CONCRETE - TYPE 1, BASE COURSE | TON | 613.0101 | TOPSOIL | CY | |
| 403.13 | ASPHALT CONCRETE - TYPE 3, BINDER COURSE | TON | 638.0102 | COLORLED SYNTHETIC RESIN BINDER CONCRETE (WHITE) | TON | |
| 403.16 | ASPHALT CONCRETE - TYPE 6, TOP COURSE | TON | | | | |
| 403.17 | ASPHALT CONCRETE - TYPE 6F, TOP COURSE (HIGH FRICTION) | TON | | | | |
| | | | | | | |

ROUTE 7-40' TYPICAL SECTIONS

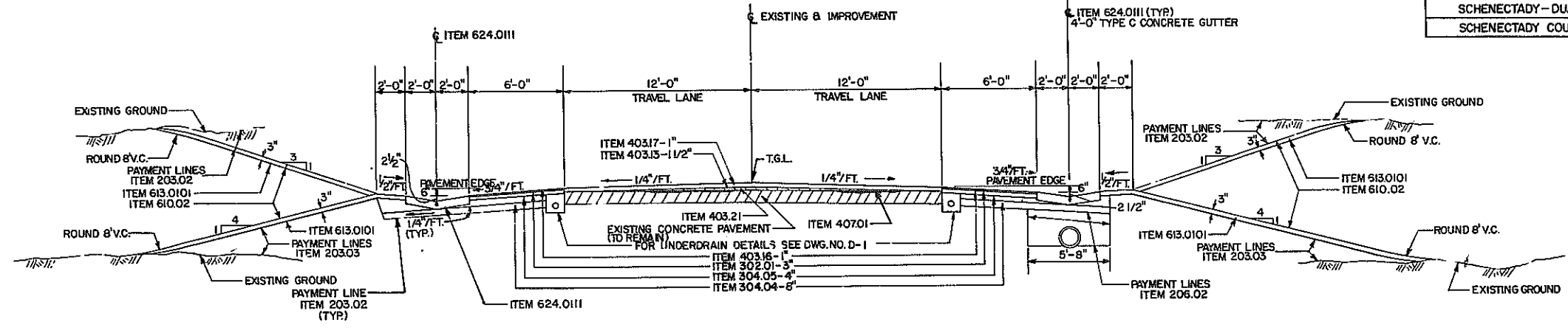
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DRAWING No. | SCALE | DATE | REGION |
|-------------|------------|------|--------|
| TY-14 | 1/4"=1'-0" | 2/79 | 1 |

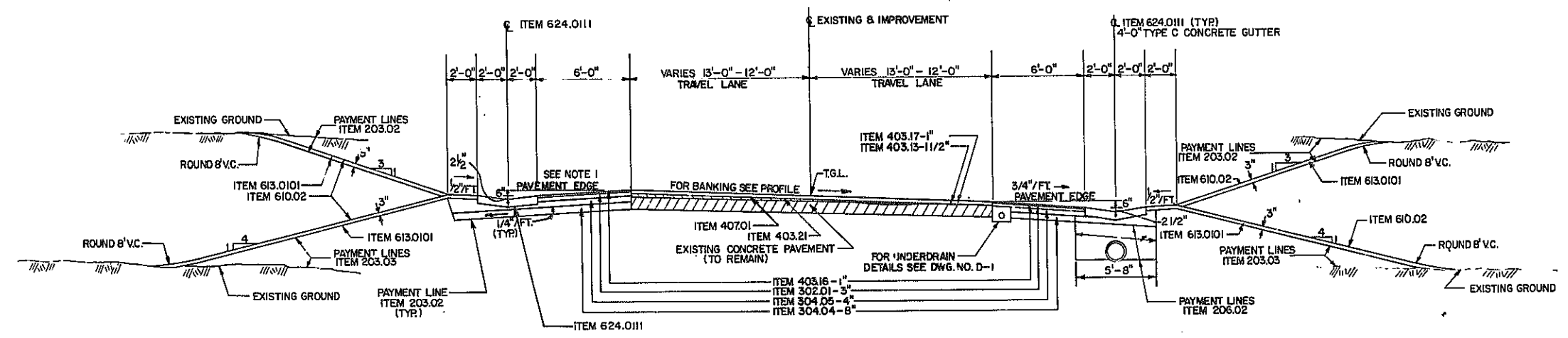


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 18 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |



ROUTE 7 NORMAL SECTION
OVER EXISTING ROUTE 7 PAVEMENT
(READ IN DIRECTION OF STATIONING)
"SB" STA 92+48.30 TO "SB" STA. 94+75 - 24' PAVEMENT WIDTH



ROUTE 7 BANKED RIGHT SECTION
OVER EXISTING ROUTE 7 PAVEMENT
(READ IN DIRECTION OF STATIONING)
"SB" STA. 89+00 TO "SB" STA. 89+80 - TRANSITION
26' - 24' PAVEMENT WIDTH
"SB" STA. 89+80 TO "SB" STA 90+73.30 - 24' PAVEMENT WIDTH

| ITEM NUMBER | DESCRIPTION | PAY UNIT | ITEM NUMBER | DESCRIPTION | PAY UNIT | NOTES |
|-------------|--|----------|-------------|--|----------|--|
| 206.02 | TRENCH AND CULVERT EXCAVATION | C.Y. | 403.13 | ASPHALT CONCRETE - TYPE 3, BINDER COURSE | TON | 1) WHEN THE PAVEMENT IS SUPERELEVATED GREATER THAN 1/4"/FT. THE SHOULDER SLOPE VARIES. USE ROLLOVER 0.08"/FT. AT PAVEMENT SHOULDER JOINT. 2) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTION AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. 3) SEE STD. SHEET 609-1 FOR CONCRETE GUTTER DETAILS. 4) TACK COAT ALL CONCRETE PAVEMENTS TO BE OVERLAPPED - ITEM 407.01 5) REMOVE EXISTING ASPHALT CARPET PRIOR TO PLACEMENT OF TRUING AND LEVELING COURSE. |
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | C.Y. | 403.21 | TRUING AND LEVELING COURSE | TON | |
| 203.03 | EMBANKMENT IN PLACE | C.Y. | | | | |
| 302.01 | BITUMINOUS STABILIZED COURSE | C.Y. | 605.1001 | UNDERDRAIN FILTER, TYPE II | C.Y. | |
| 304.04 | SUBBASE COURSE, TYPE 3 | C.Y. | 17605.9104 | CORR. POLY. UNDERDRAIN PIPE, 4" DIAMETER | L.F. | |
| 304.05 | SUBBASE COURSE, TYPE 4 | C.Y. | 610.02 | SEEDING | ACRE | |
| 403.13 | ASPHALT CONCRETE - TYPE 3, BINDER COURSE | TON | 613.0101 | TOPSOIL | C.Y. | |
| 403.16 | ASPHALT CONCRETE - TYPE 6, TOP COURSE | TON | 624.0111 | CONVENTIONALLY FORMED OR MACHINE FORMED CONCRETE GUTTERS | S.Y. | |
| 403.17 | ASPHALT CONCRETE - TYPE 6F, TOP COURSE (HIGH FRICTION) | TON | 407.01 | TACK COAT, EMULSIFIED ASPHALT | GAL. | |
| 202.20 | REMOVE OLD BITUMINOUS CONCRETE OVERLAY | S.Y. | | | | |

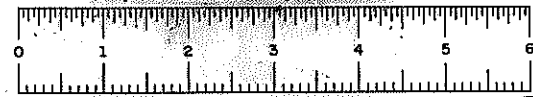
ROUTE 7-24' TYPICAL SECTIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| | | | |
|----------------------|---------------------|--------------|-------------|
| DRAWING NO. TY-15 | SCALE 1/4"=1'-0" | DATE 3/79 | REGION 1 |
|----------------------|---------------------|--------------|-------------|

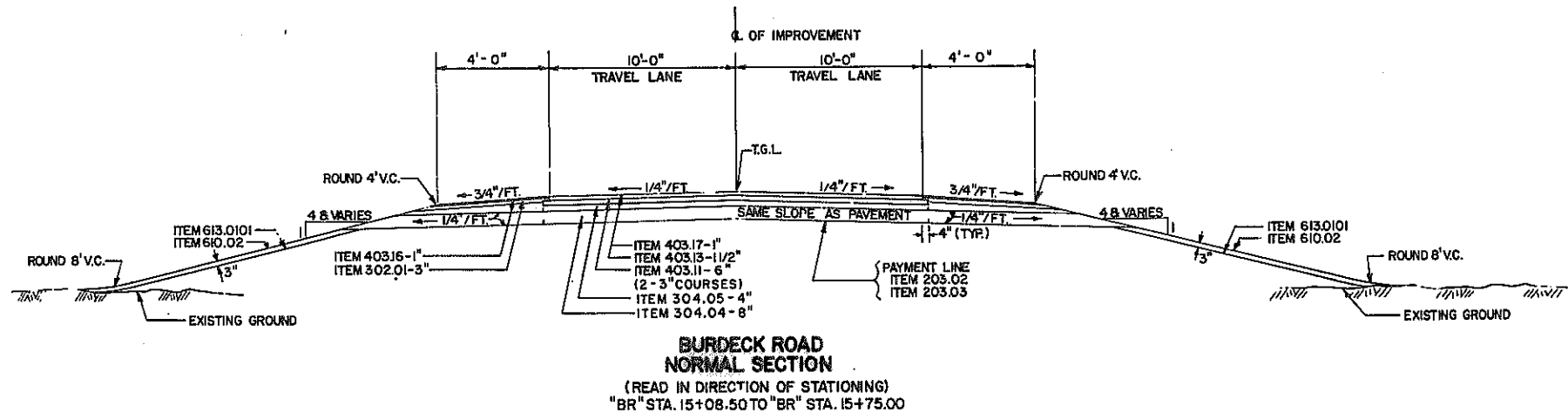
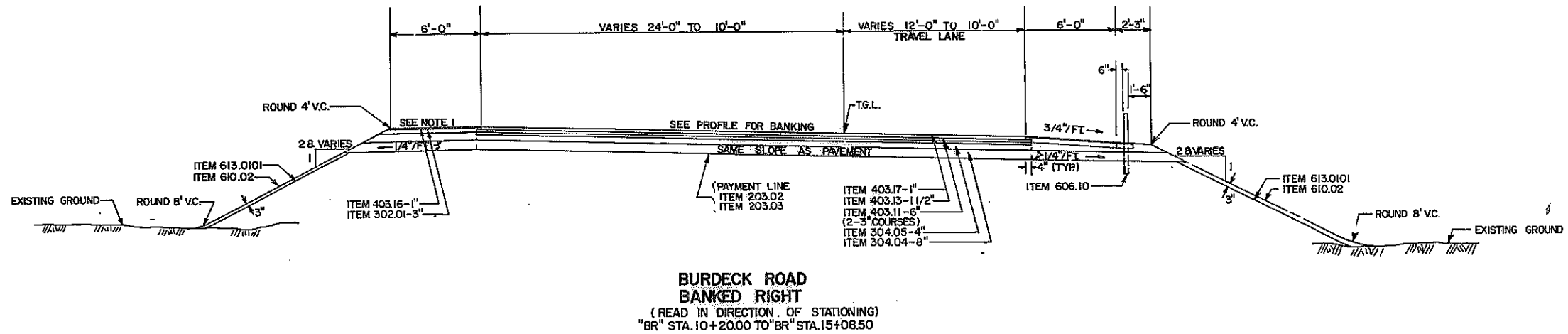
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CHECKED BY
DATE

IN CHARGE OF



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | I-88-2(10) | 19 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



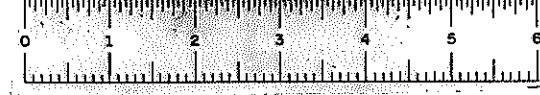
| ITEM NUMBER | DESCRIPTION | PAY UNIT | ITEM NUMBER | DESCRIPTION | PAY UNIT | NOTES |
|-------------|--|----------|-------------|------------------------|----------|--|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | CY | 606.10 | BOX BEAM GUIDE RAILING | L.F. | 1) WHEN THE PAVEMENT IS SUPERELEVATED GREATER THAN 1/4" / FT. THE SHOULDER SLOPE VARIES. USE ROLLOVER 0.08"/FT. AT PAVEMENT SHOULDER JOINT. 2) WHEN GUIDE RAIL IS PROVIDED, STABILIZE THE SHOULDER 6" BEHIND THE GUIDE RAIL POST. 3) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTION AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. |
| 203.03 | EMBANKMENT IN PLACE | CY | 610.02 | SEEDING | ACRE | |
| 302.01 | BITUMINOUS STABILIZED COURSE | CY | 613.0101 | TOPSOIL | CY | |
| 304.04 | SUBBASE COURSE, TYPE 3 | CY | | | | |
| 304.05 | SUBBASE COURSE, TYPE 4 | CY | | | | |
| 403.11 | ASPHALT CONCRETE - TYPE 1, BASE COURSE | TON | | | | |
| 403.13 | ASPHALT CONCRETE - TYPE 3, BINDER COURSE | TON | | | | |
| 403.16 | ASPHALT CONCRETE - TYPE 6, TOP COURSE | TON | | | | |
| 403.17 | ASPHALT CONCRETE - TYPE 6F, TOP COURSE (HIGH FRICTION) | TON | | | | |

BURDECK ROAD TYPICAL SECTIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

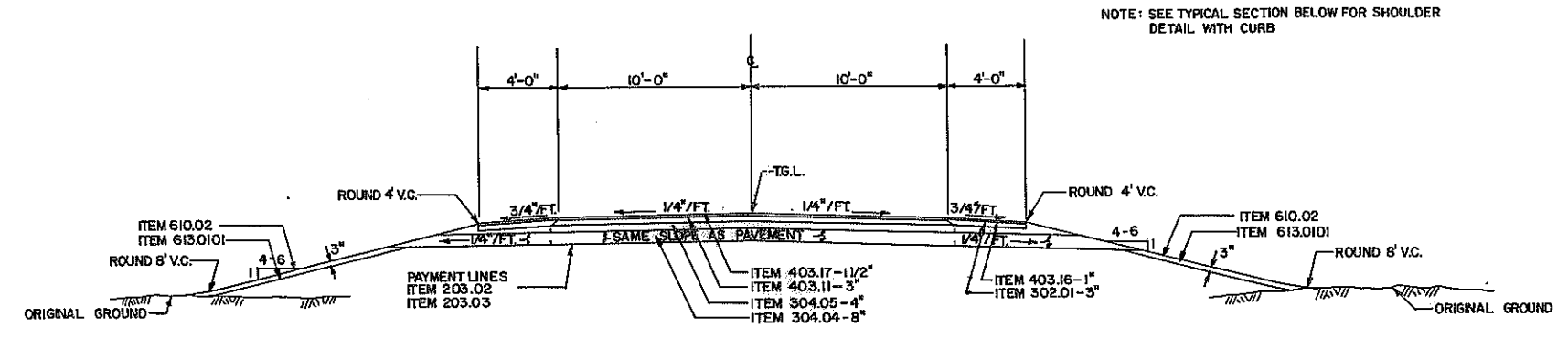
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|----------------------|-----------------------|--------------|-------------|
| DRAWING NO. TY-16 | SCALE 1/4" = 1'-0" | DATE 2/79 | REGION 1 |
|----------------------|-----------------------|--------------|-------------|

HC 47-2 (5/76)
IN CHARGE OF
DESIGNED BY
CHECKED BY
ESTIMATED BY
DRAFTED BY
CHECKED BY
DATE

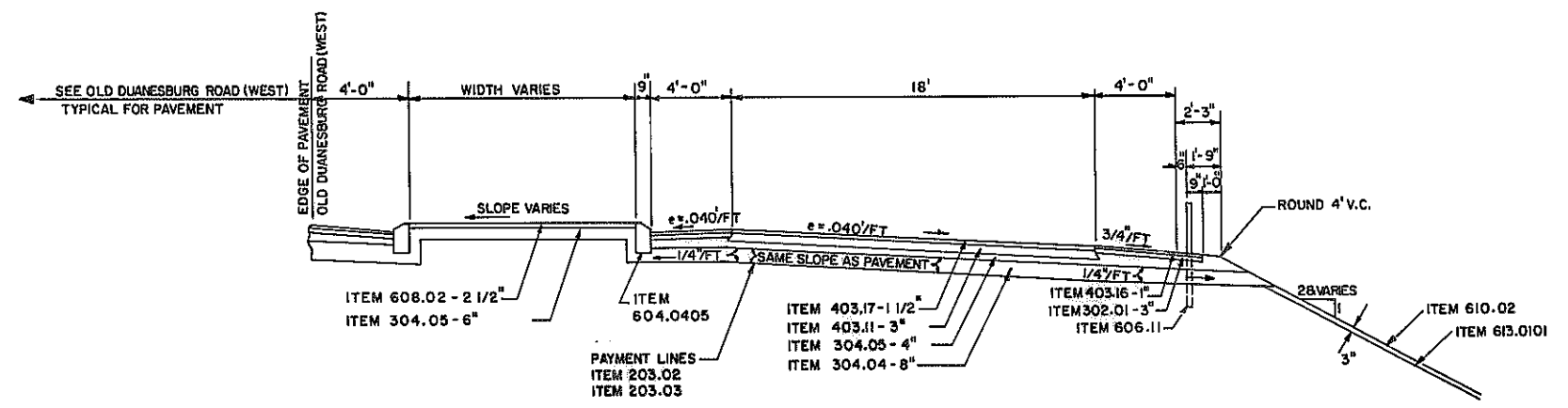


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 20 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



TYPICAL OLD DUANESBURG ROAD (WEST) SECTION
(READ IN DIRECTION OF STATIONING)
"OD" STA. 10+23 TO "OD" STA. 14+50



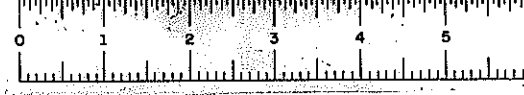
TYPICAL SECTION OLD DUANESBURG ROAD EAST ONE WAY CONNECTOR

| ITEM NO. | DESCRIPTION | PAY UNIT | ITEM NO. | DESCRIPTION | PAY UNIT | NOTES |
|----------|--|----------|----------|--|----------|--|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | C.Y. | 610.02 | SEEDING | S.Y. | 1) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTIONS AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK |
| 203.03 | EMBANKMENT IN PLACE | C.Y. | 613.0101 | TOPSOIL | ACRE | |
| 302.01 | BITUMINOUS STABILIZED COURSE | C.Y. | 608.02 | ASPHALT CONCRETE DRIVEWAYS, SIDEWALKS AND CLASS I BIKEWAYS | TON | |
| 304.04 | SUBBASE COURSE, TYPE 3 | C.Y. | 606.11 | BOX BEAM GUIDE RAILING (SHOP CURVED) | L.F. | |
| 304.05 | SUBBASE COURSE, TYPE 4 | C.Y. | | | | |
| 403.11 | ASPHALT CONCRETE - TYPE 1, BASE COURSE | TON | | | | |
| 403.16 | ASPHALT CONCRETE - TYPE 6, TOP COURSE | TON | | | | |
| 403.17 | ASPHALT CONCRETE - TYPE 6F, TOP COURSE (HIGH FRICTION) | TON | | | | |

| TYPICAL SECTION | | | |
|---|---------------------|--------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. TY-17 | SCALE 1/4"=1'-0" | DATE 4/79 | REGION I |

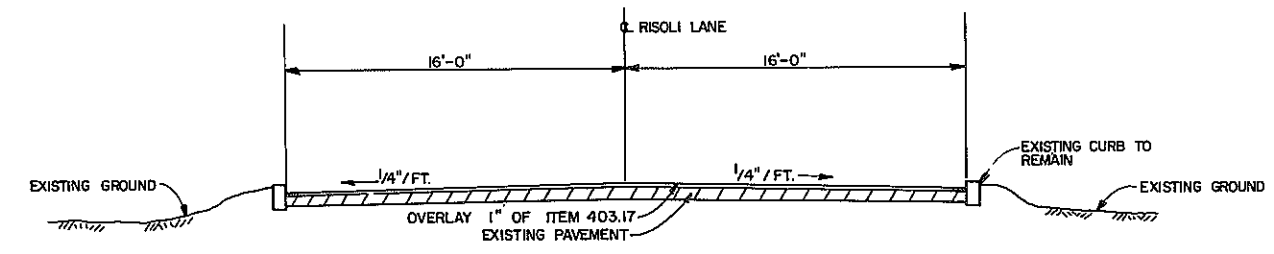
DESIGNED BY _____ IN CHARGE OF _____
CHECKED BY _____
ESTIMATED BY _____
DRAFTED BY _____
CHECKED BY _____
DATE _____

HC 47-2 (5/76)

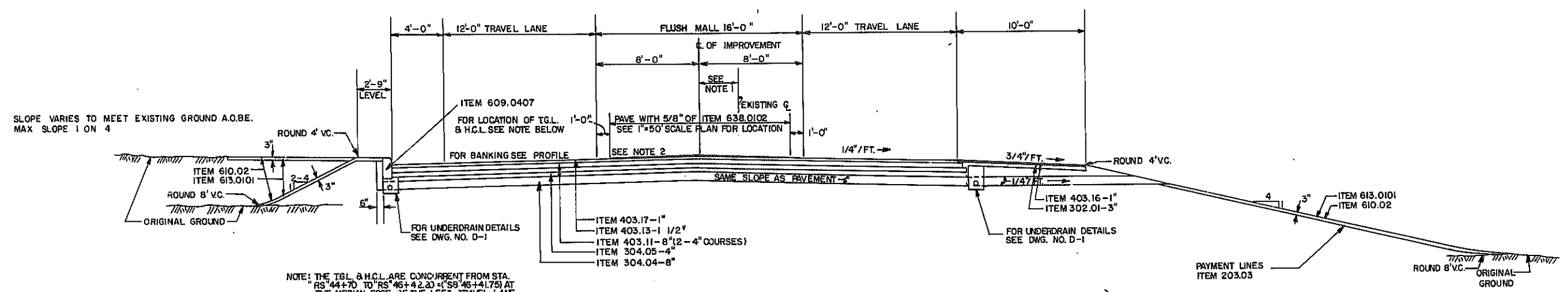


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 21 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



RISOLI LANE TYPICAL SECTION
SCALE: 1/4" = 1'-0"



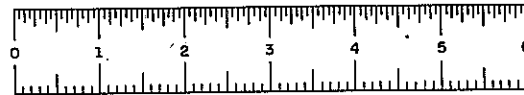
NOTE: THE T.G.L. & H.C.L. ARE CONCURRENT FROM STA. "RS" 44+70 TO "RS" 46+41.75 AT THE MEDIAN EDGE OF THE LEFT TRAVEL LANE (16'-0" FROM THE FACE OF THE CURB). AT STA. "RS" 46+42.20 THE H.C.L. SHIFTS 8'-0" RT TO THE MEDIAN C.L. BETWEEN "SB" 46+41.75 AND "SB" 49+48.08 THE T.G.L. SHIFTS 8'-0" RT BOTH THE T.G.L. AND H.C.L. ARE CONCURRENT AT THE MEDIAN C.L. FROM "SB" 49+48.08 TO THE END OF THE PROJECT.

ROUTE 7-44' NORMAL SECTION
(READ IN DIRECTION OF STATIONING)
"RS" STA. 44+70 TO "SB" STA. 46+41.75

| ITEM NO. | DESCRIPTION | PAY UNIT | ITEM NO. | DESCRIPTION | PAY UNIT | NOTES |
|----------|--|----------|------------|--|----------|--|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | C.Y. | 605.1001 | UNDERDRAIN FILTER, TYPE II | C.Y. | 1) THE OFFSET FROM THE EXISTING CENTERLINE OF PAVEMENT TO THE PROPOSED CENTERLINE OF IMPROVEMENT VARIES. 2) THE FLUSH MALL SURFACE MATERIAL TO BE PLACED 12" SHORT OF THE DETAILED MALL WIDTH TO ACCOMMODATE EDGE STRIPING. 3) WHEN THE PAVEMENT IS SUPERELEVATED GREATER THAN 1/4"/FT THE SHOULDER SLOPE VARIES. USE ROLLOVER 0.08"/FT. AT PAVEMENT SHOULDER JOINT. 4) THE METHOD OF MEASUREMENT FOR EARTHWORK SHALL BE BASED ON THE THEORETICAL SLOPES SHOWN ON THE PLANS AND TYPICAL SECTION AND WILL NOT INCLUDE ROUNDING. THE COST OF ROUNDING SHALL BE INCLUDED IN OTHER ITEMS OF GRADING WORK. |
| 203.03 | EMBANKMENT IN PLACE | C.Y. | 17605.9104 | CORR. POLY. UNDERDRAIN PIPE, 4" DIAMETER | L.F. | |
| 302.01 | BITUMINOUS STABILIZED COURSE | C.Y. | 609.0407 | CONVENTIONALLY FORMED OR MACHINE FORMED CONCRETE CURB, TYPE BB | L.F. | |
| 304.04 | SUBBASE COURSE, TYPE 3 | C.Y. | 610.02 | SEEDING | ACRE | |
| 304.05 | SUBBASE COURSE, TYPE 4 | C.Y. | 613.0101 | TOPSOIL | C.Y. | |
| 403.11 | ASPHALT CONCRETE-TYPE I, BASE COURSE | TON | 638.0102 | COLOR SYNTHETIC RESIN BINDER CONCRETE (WHITE) | TON | |
| 403.13 | ASPHALT CONCRETE-TYPE 3, BINDER COURSE | TON | | | | |
| 403.16 | ASPHALT CONCRETE-TYPE 6, TOP COURSE | TON | | | | |
| 403.17 | ASPHALT CONCRETE-TYPE 6F, TOP COURSE (HIGH FRICTION) | TON | | | | |
| 407.01 | TACK COAT EMULSIFIED ASPHALT | GAL | | | | |

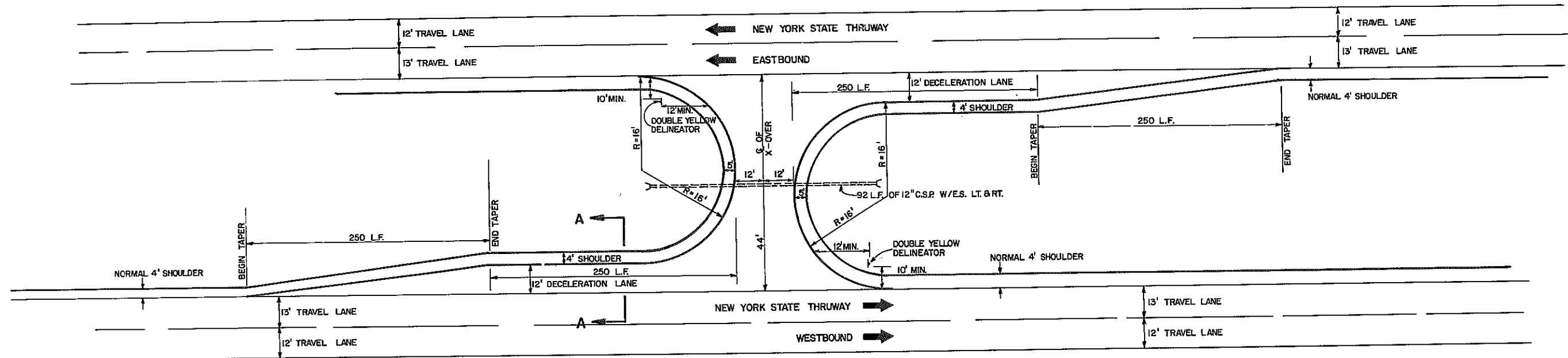
| TYPICAL SECTIONS | | | |
|---|-----------------------|--------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. TY-16 | SCALE 1/4" = 1'-0" | DATE 7/79 | REGION I |

DESIGNED BY _____ IN CHARGE OF _____
CHECKED BY _____
ESTIMATED BY _____
CHECKED BY _____
DRAFTED BY _____
CHECKED BY _____
DATE _____



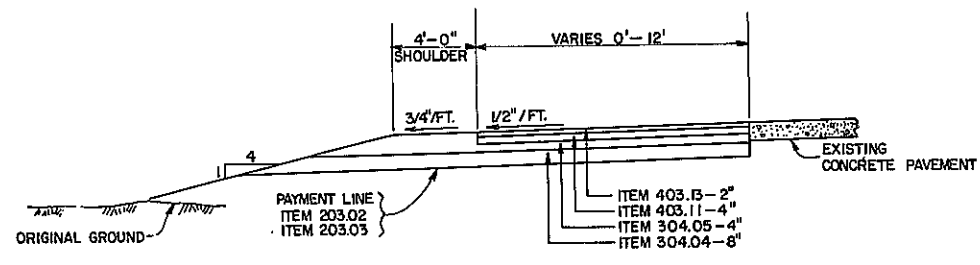
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-58-2(10) | 22R1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

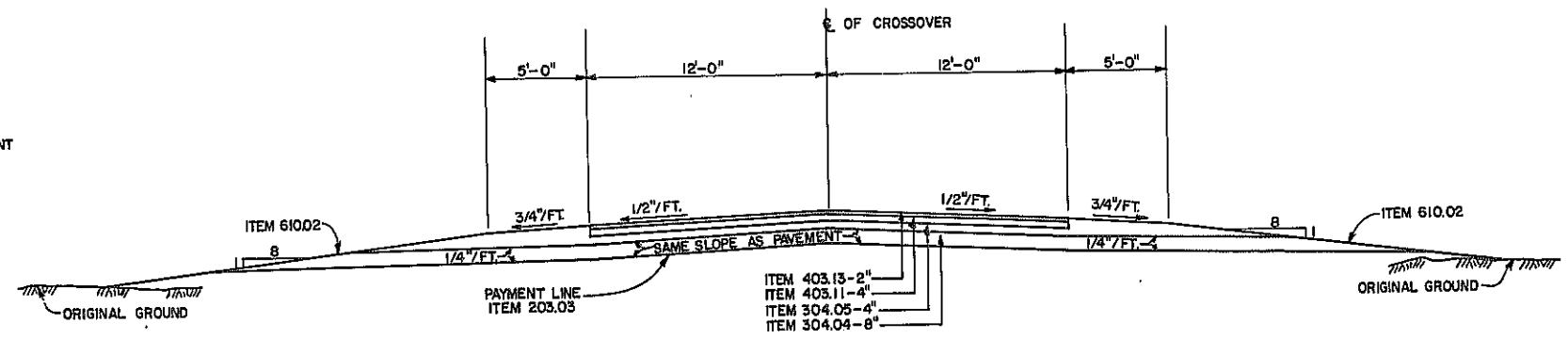


MEDIAN CROSSOVER AT M.P. 159.6
NEW YORK STATE THRUWAY
NOT TO SCALE

NOTE: IN ACCORDANCE WITH THE GENERAL NOTE FOR NEW YORK STATE THRUWAY MAINTENANCE AND PROTECTION OF TRAFFIC IF THE CONTRACTOR WISHES TO USE THE TURNAROUND AT M.P. 159.6 HE SHALL CONSTRUCT THE TURNAROUND IN ACCORDANCE WITH THESE DETAILS. THE ITEMS OF CONSTRUCTION SHALL BE PAID FOR AS SHOWN ON THE TYPICAL SECTIONS.



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



SECTION THRU CROSSOVER
SCALE: 1/4"=1'-0"

REVISIONS

CONTRACTOR ELECTED NOT TO USE
CROSSOVER AT M.P. 159.6

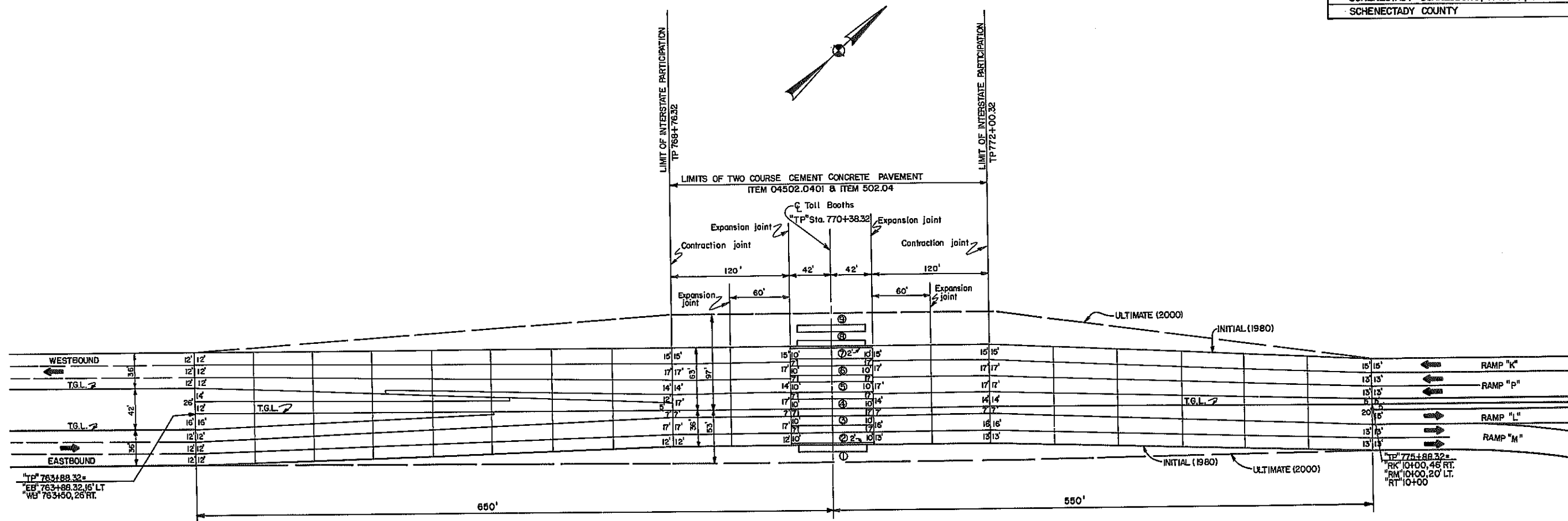
| ITEM NO. | DESCRIPTION | PAY UNIT | ITEM NO. | DESCRIPTION | PAY UNIT |
|----------|--|----------|----------|-------------|----------|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | C.Y. | | | |
| 203.03 | EMBANKMENT IN PLACE | C.Y. | | | |
| 304.04 | SUBBASE COURSE, TYPE 3 | C.Y. | | | |
| 304.05 | SUBBASE COURSE, TYPE 4 | C.Y. | | | |
| 403.11 | ASPHALT CONCRETE-TYPE 1, BASE COURSE | TON | | | |
| 403.13 | ASPHALT CONCRETE-TYPE 3, BINDER COURSE | TON | | | |
| 610.02 | SEEDING | ACRE | | | |

| MEDIAN CROSSOVER-N.Y.S. THRUWAY | | | |
|---|-------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. TY-19 | SCALE AS SHOWN | DATE 5/79 | REGION 1 |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | | 2381 | 264 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



| LEGEND | |
|------------------|----------------|
| LANE DESIGNATION | |
| 1980 | 2000 |
| EXIT ⑤ ⑥ ⑦ | EXIT ⑤ ⑥ ⑦ ⑧ ⑨ |
| REVERSIBLE ④ | REVERSIBLE ④ |
| ENTRANCE ② ③ | ENTRANCE ① ② ③ |
| 1980 PLAZA | — — — |
| 2000 PLAZA | — — — |
| JOINTS | — — — |

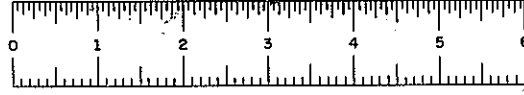
NOTE: PAVEMENT JOINT DETAILS
REVISED AS REQUESTED BY
N.Y.S.T.A.

TOLL PLAZA LAYOUT & JOINT LAYOUT

REVISIONS

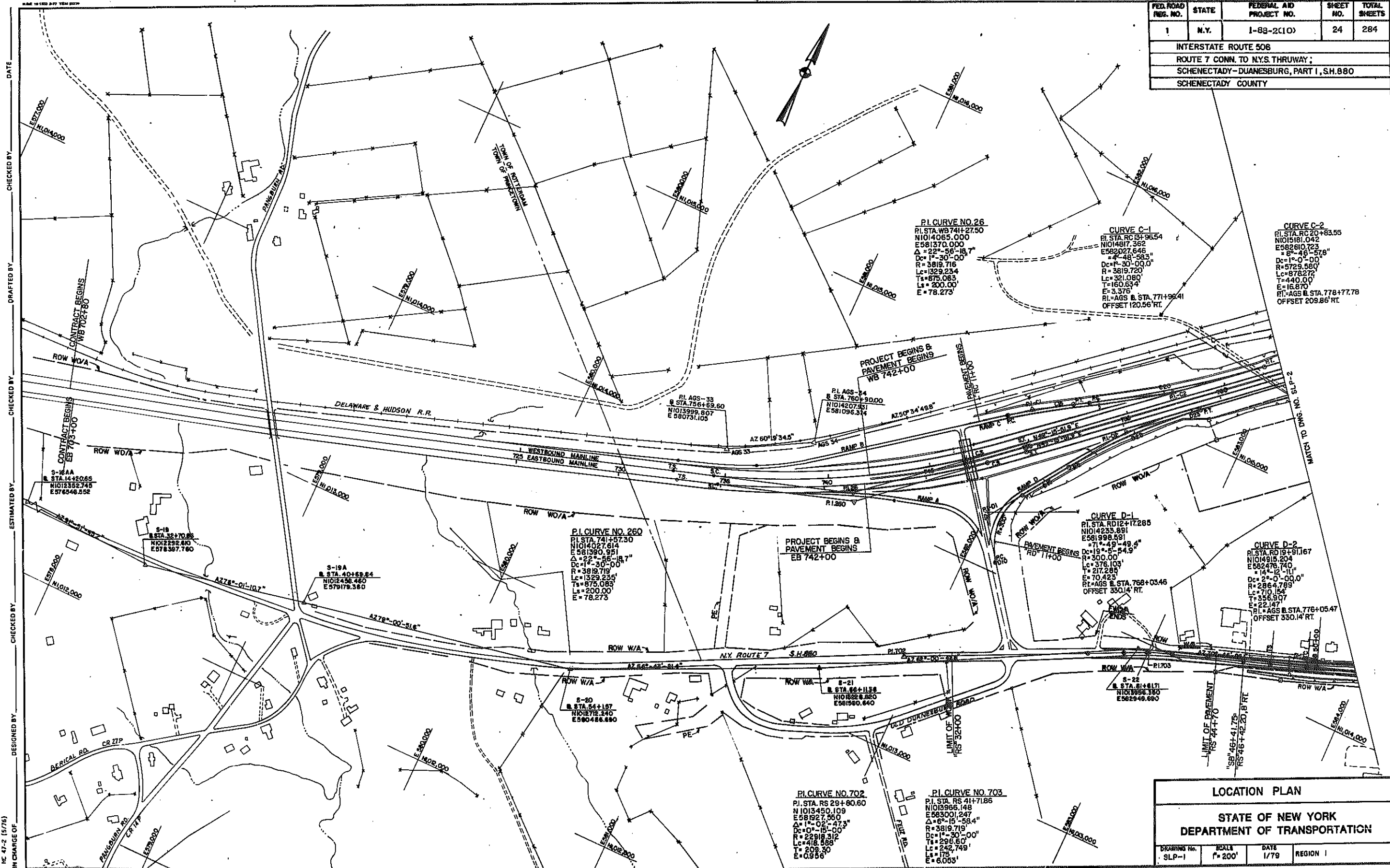
| TOLL PLAZA LAYOUT & JOINT LAYOUT | | | |
|---|-----------------|---------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. TY-20 | SCALE 1"=50' | DATE 10/79 | REGION I |

HC 47-2 (5/76)
IN CHARGE OF
DESIGNED BY
CHECKED BY
ESTIMATED BY
DRAFTED BY
CHECKED BY
DATE



D96243

| FED. ROAD NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-83-2(10) | 24 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESEBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



DATE _____
CHECKED BY _____
DRAFTED BY _____
CHECKED BY _____
ESTIMATED BY _____
DESIGNED BY _____
IN CHARGE OF _____

LOCATION PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING No.
SLP-1

SCALE
1" = 200'

DATE
1/79

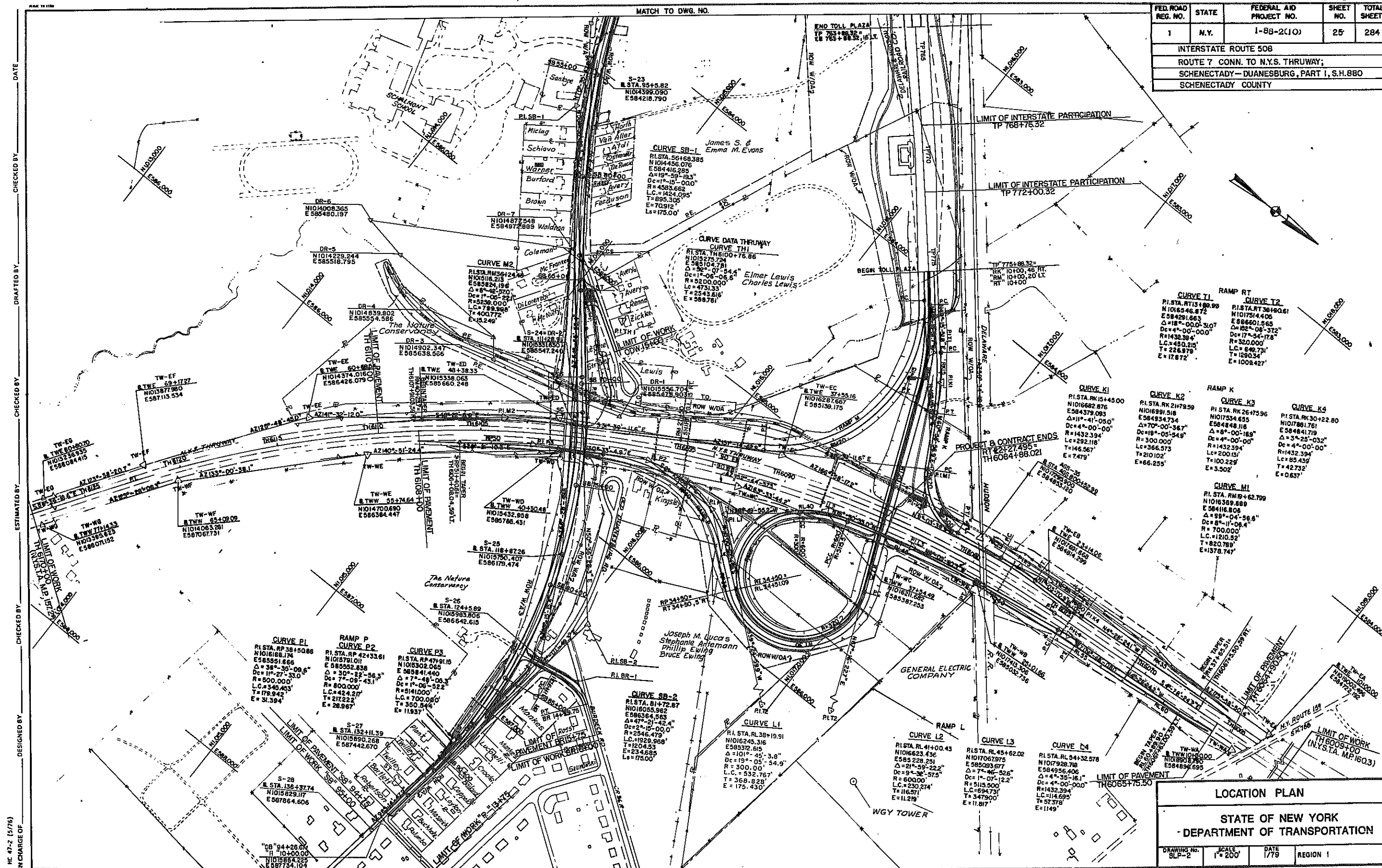
REGION
1

NY 47-2 (5/76)

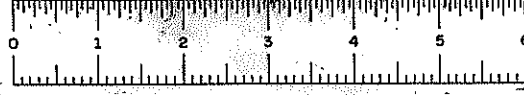


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 25 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |

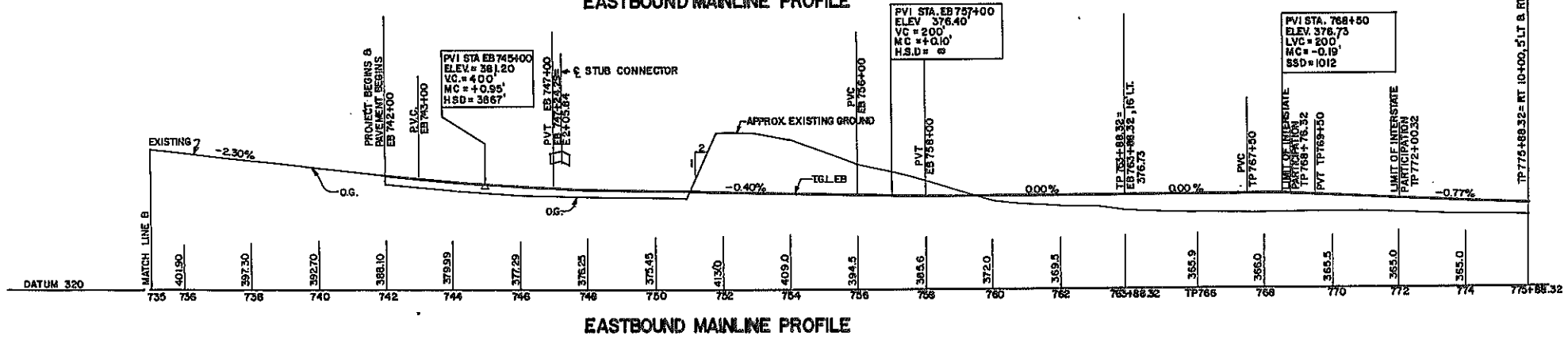
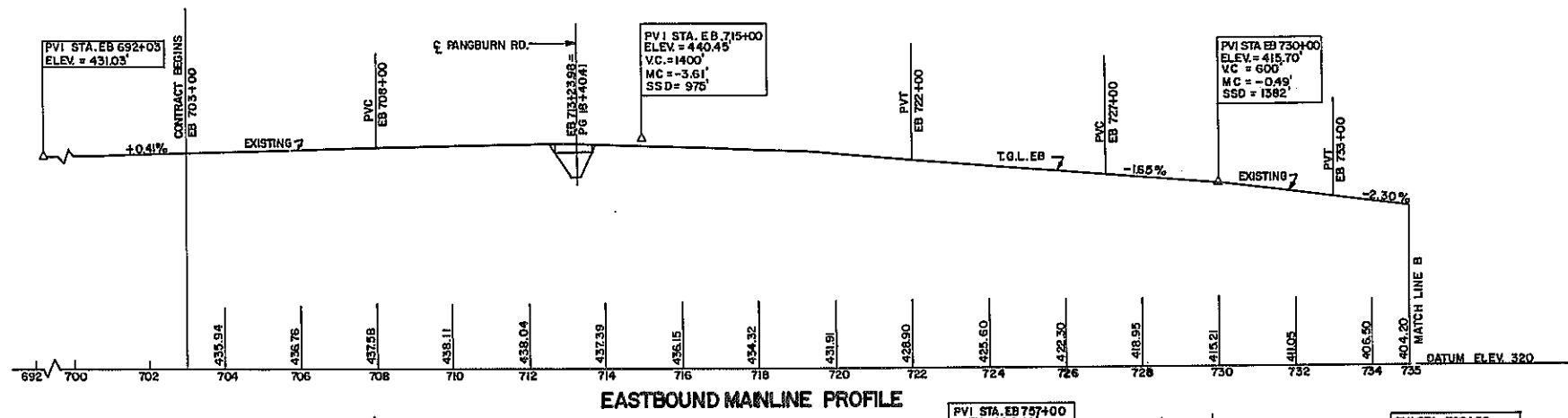
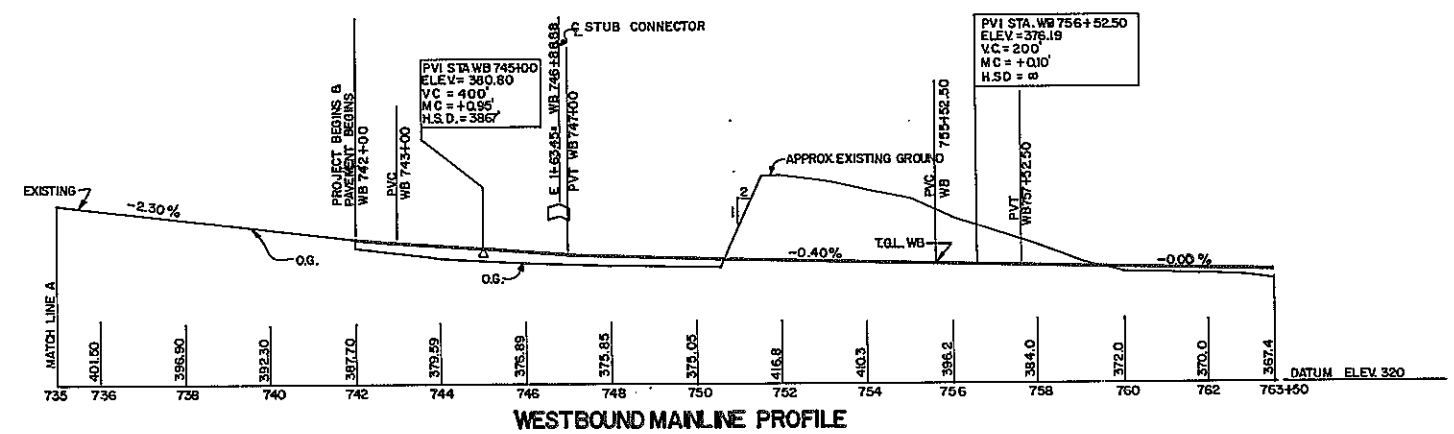
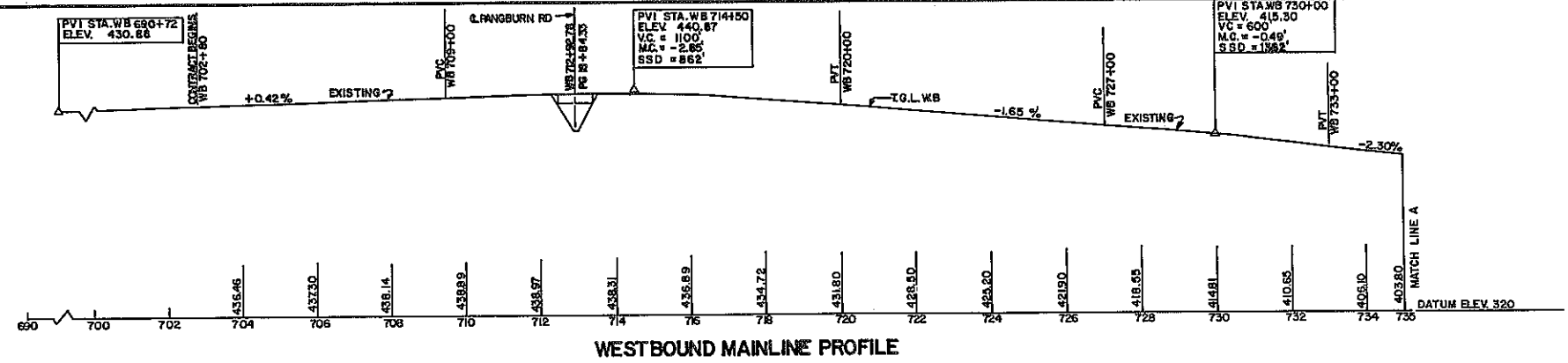


DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-68-2(10) | 26 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESEBURG, PART I, S.H. 680 | | | | |
| SCHENECTADY COUNTY | | | | |



TP 775+88.32 = RT 10+00, 5' LT & RT

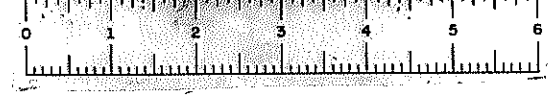
200' MAINLINE PROFILES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| | | | |
|----------------------|---|--------------|-------------|
| DRAWING NO. SLP-3 | SCALE HORIZ. 1"=200' VERT. 1"=40' | DATE 4/79 | REGION I |
|----------------------|---|--------------|-------------|

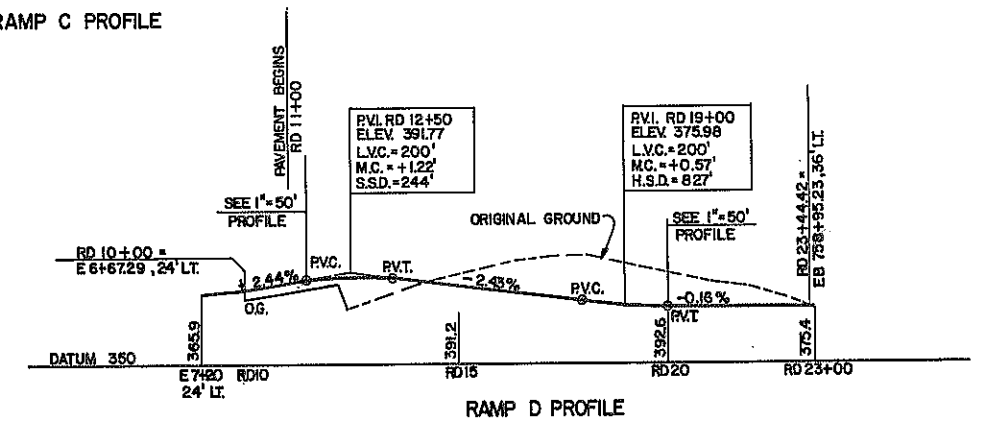
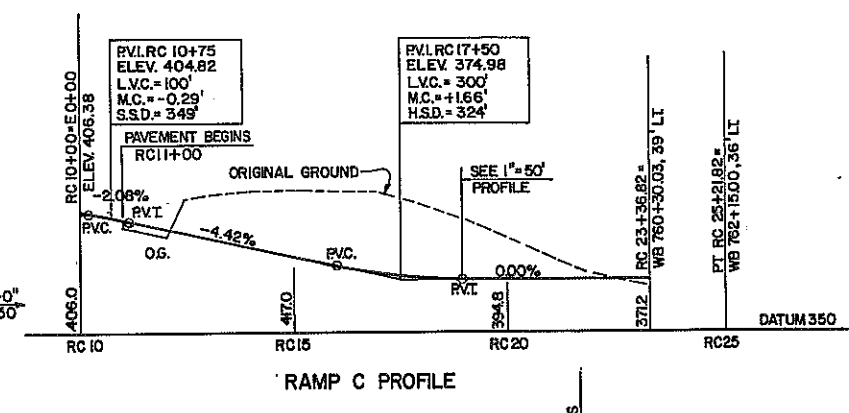
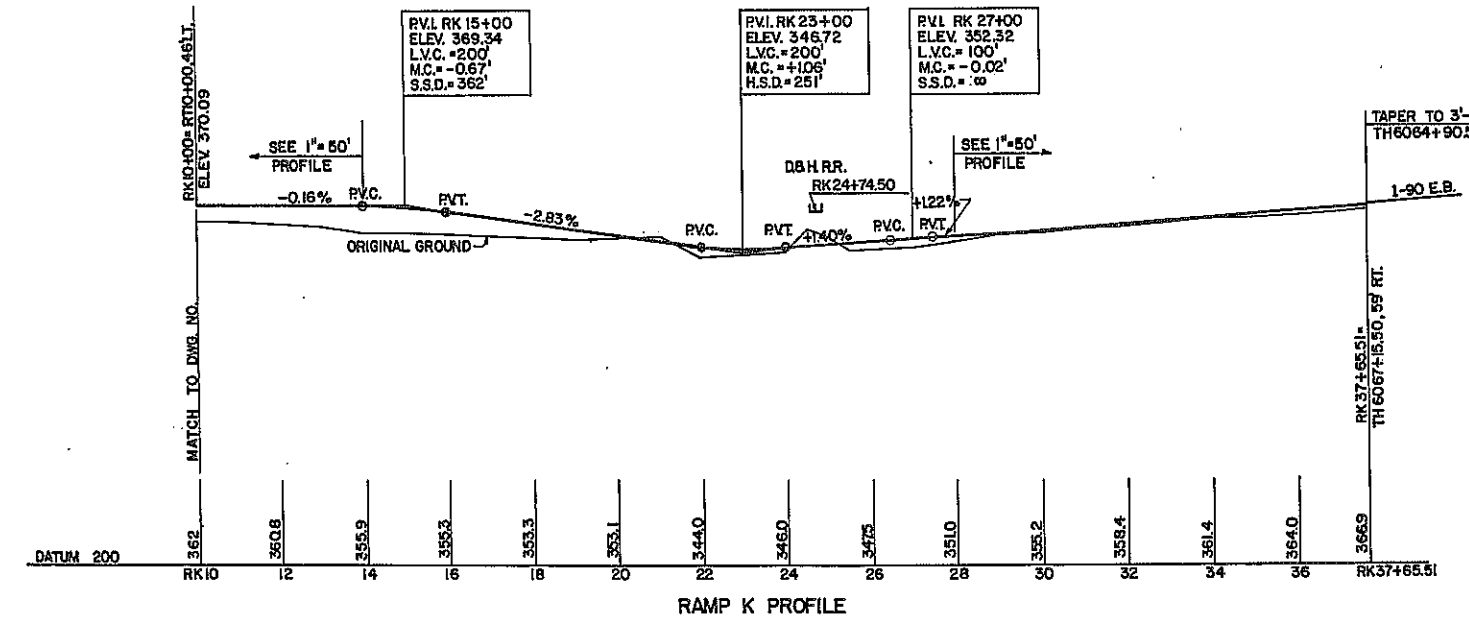
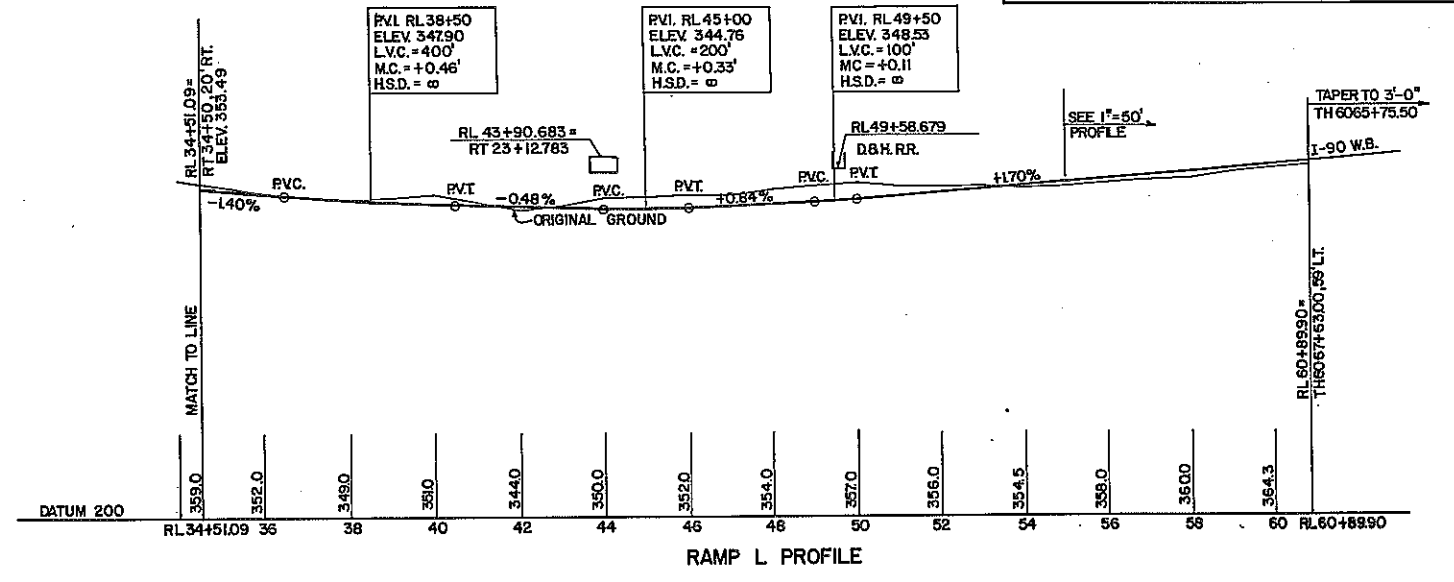
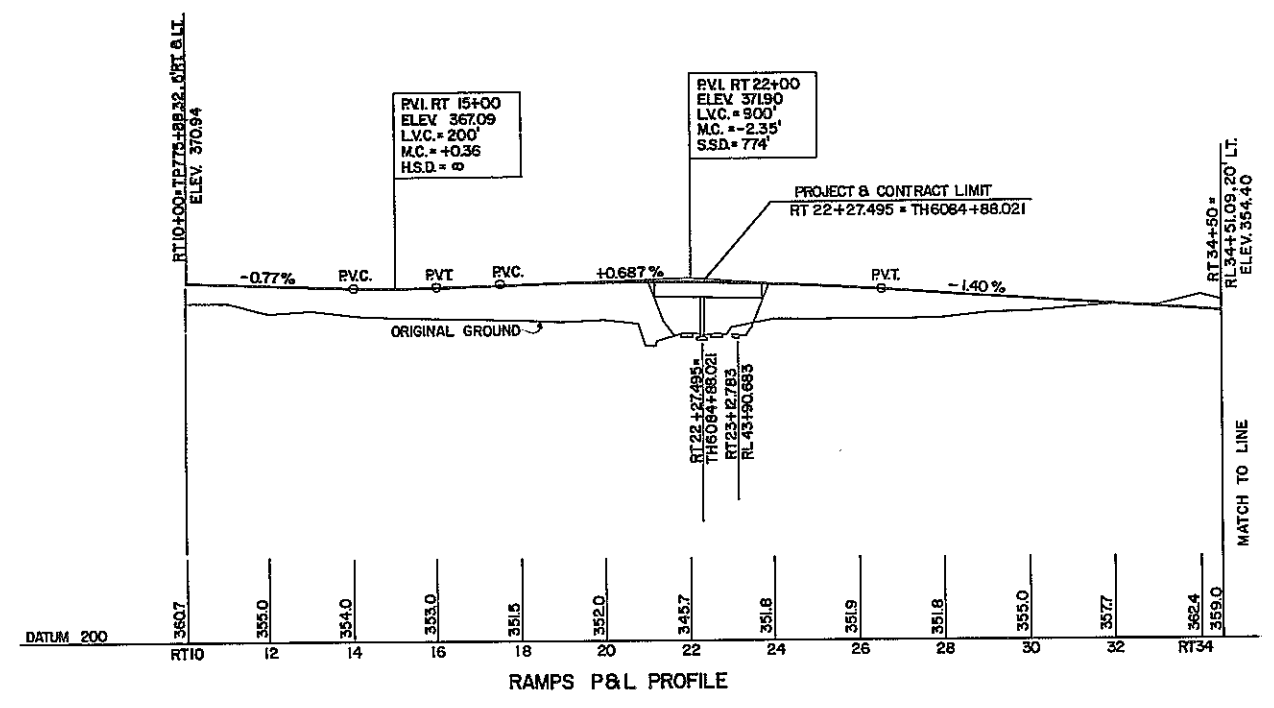
DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____

HC 47-2 (5/76)



D96243

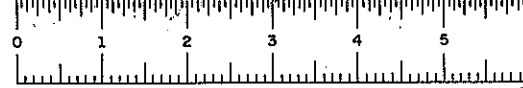
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-68-2(10) | 27 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



| 200' PROFILES | | | |
|---|---|--------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. SLP-4 | SCALE HORIZ. 1"=200' VERT. 1"=40' | DATE 9/78 | REGION I |

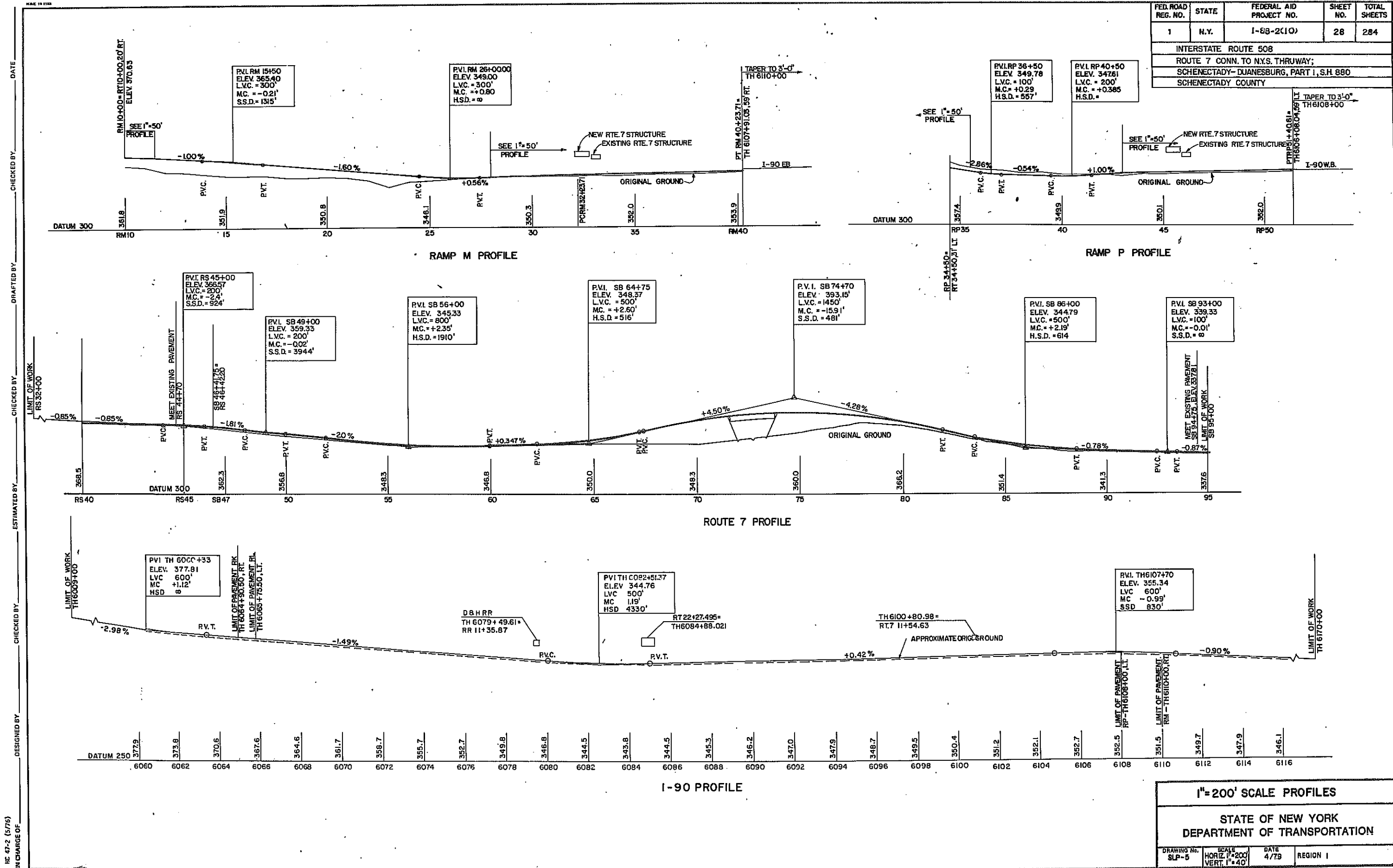
DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ DRAFTED BY _____ CHECKED BY _____ DATE _____

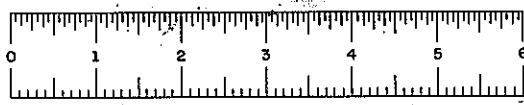
IN CHARGE OF _____



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | I-88-2(10) | 28 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |





D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 29 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____

| TABLE OF MAINTENANCE | | | | | | | |
|--|---|--|--|------------|---------------|--------------------------|--|
| PART | HIGHWAY | LIMITS | FEATURES TO BE MAINTAINED | C MILES | LANE MILES | AGENCY | JURISDICTION |
| INTERSTATE AND RAMPS | | | | | | | |
| 1 | INTERSTATE ROUTE 508 I-88 SECT. 4 (02) | EB 742+00 TO EB 763+88.32 WB 742+00 TO WB 763+50 | PAVEMENT, SHOULDERS, DRAINAGE SYSTEM, LANDSCAPING, AND FENCING | 0.414 | 0.921 | N.Y.S.D.O.T. | SECTION 340-b OF HIGHWAY LAW |
| 2 | EXISTING N.Y.S. THRUWAY MAINLINE I-90 | EB TH 6099+00 TO EB TH 6170+00 WB TH 6009+00 TO WB TH 6170+00 | PAVEMENT, SHOULDERS, DRAINAGE SYSTEM, LANDSCAPING, AND FENCING | 3.049 | 6.099 | N.Y.S. THRUWAY AUTHORITY | SECTION 359 OF PUBLIC AUTHORITY LAW |
| 3a | RAMP "C" | "RC" 10+12 TO "RC" 23+36.82 | PAVEMENT, SHOULDERS, DRAINAGE SYSTEM, LANDSCAPING, AND FENCING | 0.229 | 0.229 | N.Y.S.D.O.T. | SECTION 340-b OF HIGHWAY LAW |
| 3b | RAMP "D" | "RD" 10+00 TO "RD" 23+44.42 | PAVEMENT, SHOULDERS, DRAINAGE SYSTEM, LANDSCAPING, AND FENCING | 0.255 | 0.255 | N.Y.S.D.O.T. | SECTION 340-b OF HIGHWAY LAW |
| 3a | RAMP "L" | "RL" 34+51.09 TO "RL" 62+77.40 | PAVEMENT, SHOULDERS, DRAINAGE SYSTEM, LANDSCAPING, AND FENCING | 0.518 | 0.518 | N.Y.S. THRUWAY AUTHORITY | SECTION 359 OF PUBLIC AUTHORITY LAW |
| 4b | RAMP "K" | "RK" 10+00 TO "RK" 39+90.51 | PAVEMENT, SHOULDERS, DRAINAGE SYSTEM, LANDSCAPING, AND FENCING | 0.545 | 0.545 | N.Y.S. THRUWAY AUTHORITY | SECTION 359 OF PUBLIC AUTHORITY LAW |
| 4c | RAMP "H" | "RH" 10+00 TO "RH" 42+32.68 | PAVEMENT, SHOULDERS, DRAINAGE SYSTEM, LANDSCAPING, AND FENCING | 0.592 | 0.886 | N.Y.S. THRUWAY AUTHORITY | SECTION 359 OF PUBLIC AUTHORITY LAW |
| 4d | RAMP "P" | "RP" 34+50 TO "RP" 51+32.57 | PAVEMENT, SHOULDERS, DRAINAGE SYSTEM, LANDSCAPING, AND FENCING | 0.338 | 0.409 | N.Y.S. THRUWAY AUTHORITY | SECTION 359 OF PUBLIC AUTHORITY LAW |
| 4e | RAMP "RT" | "RT" 10+00 TO "RT" 34+50 | PAVEMENT, SHOULDERS, DRAINAGE SYSTEM, LANDSCAPING, AND FENCING | 0.464 | 1.392 | N.Y.S. THRUWAY AUTHORITY | SECTION 359 OF PUBLIC AUTHORITY LAW |
| 5 | TOLL PLAZA | TP 763+88.32 TO TP 775+88.32 | PAVEMENT, SHOULDERS, DRAINAGE SYSTEM, LANDSCAPING, FENCING, PARKING AREAS, TOLL BOOTHS, UTILITY BUILDING, AND UTILITIES. | 0.227 | 1.364 | N.Y.S. THRUWAY AUTHORITY | SECTION 359 OF PUBLIC AUTHORITY LAW |
| CROSSROADS, HIGHWAYS AND INTERSECTIONS | | | | | | | |
| 6 | ROUTE 7 (SH 880) | "RS" 44+70 TO "RS" 46+42.20 = "SB" 46+41.75 TO "SB" 94+50 | PAVEMENT, SHOULDERS, DRAINAGE SYSTEM, AND LANDSCAPING | 0.943 | 1.887 | N.Y.S.D.O.T. | SECTION 340-b OF HIGHWAY LAW |
| 7 | BURDECK ROAD (CR 36R) | "BR" 10+20 TO "BR" 15+75 | PAVEMENT, SHOULDERS, DRAINAGE SYSTEM, AND LANDSCAPING | 0.115 | 0.210 | SCHENECTADY COUNTY | SECTION 340-b OF HIGHWAY LAW AND RESOLUTION DATED 7/10/79 |
| 8a | OLD DUANESBURG RD. (CUL-DE-SAC-WEST) | "ODW" 10+2193 TO "ODW" 14+50 | PAVEMENT, SHOULDERS, DRAINAGE SYSTEM, AND LANDSCAPING | 0.081 | 0.162 | TOWN OF ROTTERDAM | SECTION 340-b OF HIGHWAY LAW AND RESOLUTION DATED 7/5/79 |
| 8b | OLD DUANESBURG RD. (RTE 7 TO BURDECK RD.) | "BR" 11+28, 12' RT. TO "SB" 05+20, 75' LT. | PAVEMENT, SHOULDERS, DRAINAGE SYSTEM, AND LANDSCAPING | 0.031 | 0.062 | TOWN OF ROTTERDAM | SECTION 340-b OF HIGHWAY LAW AND RESOLUTION DATED 7/5/79 |
| 8c | RISOLI LANE | "R" 10+20 TO "R" 13+65 | PAVEMENT, SHOULDERS, DRAINAGE SYSTEM, AND LANDSCAPING | 0.065 | 0.131 | TOWN OF ROTTERDAM | SECTION 340-b OF HIGHWAY LAW AND RESOLUTIONS 7/5/79 & 8/2/79 |

| TABLE OF MAINTENANCE | | | | | | | |
|-------------------------------|--|---|---|------------|---------------|---------------------------|--|
| PART | HIGHWAY | LIMITS | FEATURES TO BE MAINTAINED | C MILES | LANE MILES | AGENCY | JURISDICTION |
| STRUCTURES AND STREAMS | | | | | | | |
| 9 | ROUTE 7 OVER N.Y.S. THRUWAY AND RAMPS M & P | "SB" 71+69 TO "SB" 73+75 | SUBSTRUCTURE, STRUCTURAL STEEL, STRUCTURAL DECK AND STEEL PAINTING. | - | - | N.Y.S. THRUWAY AUTHORITY | SECTION 359 OF PUBLIC AUTHORITY LAW |
| 10 | RAMP "RT" OVER N.Y.S. THRUWAY | "RT" 21+23.22 TO "RT" 23+61.26 | WEARING SURFACE, SIDEWALKS, AND BRIDGE RAIL | - | - | N.Y.S.D.O.T. | SECTION 359 OF PUBLIC AUTHORITY LAW |
| 11 | EXISTING D&H RR OVER N.Y.S. THRUWAY AND RAMPS K & L | RR10+13 TO RR12+58 (FROM MT 53-9) | ENTIRE STRUCTURE | - | - | N.Y.S. THRUWAY AUTHORITY | SECTION 359 OF PUBLIC AUTHORITY LAW |
| 12 | 5' x 10' PRECAST BOX CULVERT UNDER RAMP K | "RK" 21+80 | SUBSTRUCTURE, GIRDERS, FLOOR BEAMS, DECK, AND STEEL PAINTING | - | - | D&H RR | SECTION 359 OF PUBLIC AUTHORITY LAW |
| 13 | EXISTING 6' x 6' BOX CULVERT UNDER D&H RR | "RR" 9 + 91+ (FROM MT 53-9) | RAILROAD TRACK, TIES, AND BALLAST | - | - | N.Y.S. THRUWAY AUTHORITY | SECTION 359 OF PUBLIC AUTHORITY LAW |
| 14 | TWIN 78" C.S.P. UNDER RAMP "RT" | "RT" 20+66 | CULVERT, INCLUDING WINGWALLS AND HEADWALLS | - | - | D&H RR | SECTION 359 OF PUBLIC AUTHORITY LAW |
| 15 | TWIN 78" C.S.P. UNDER RAMP M | "RM" 20+65 | CULVERT, INCLUDING WINGWALLS AND HEADWALLS | - | - | N.Y.S. THRUWAY AUTHORITY | SECTION 359 OF PUBLIC AUTHORITY LAW |
| 16 | TWIN 84" C.S.P. UNDER RTE. 7 | RS 70 + 64 | CULVERT, CUT-OFF WALLS, RIP-RAP, AND STREAM WITHIN ROW LIMITS | - | - | N.Y.S. THRUWAY AUTHORITY | SECTION 359 OF PUBLIC AUTHORITY LAW |
| 17 | 6' TO 12' WIDE STONE LINED DITCH ALONG E.B. THRUWAY, NORTH OF RTE. 7 | TH 6070+80, 120' RT+ TO TH 6099+30, 180' RT+ | CULVERT, CUT-OFF WALLS, RIP-RAP, AND STREAM WITHIN ROW LIMITS | - | - | N.Y.S.D.O.T. | SECTION 340-b OF HIGHWAY LAW |
| 18 | 12' WIDE STONE LINED DITCH ALONG E.B. THRUWAY, SOUTH OF RTE. 7 | TH 6101+80, 240' RT+ TO TH 6109+00, 840' RT+ | CULVERT, CUT-OFF WALLS, RIP-RAP, AND STREAM WITHIN ROW LIMITS | - | - | N.Y.S. THRUWAY AUTHORITY | SECTION 359 OF PUBLIC AUTHORITY LAW |
| 19 | OLD DUANESBURG RD. (RTE. 7 TO BURDECK RD.) | "SB" 85+20, 75' LT+ TO "SB" 90+50, 12' LT+ | STONE LINED DITCH | - | - | N.Y.S.D.O.T. | SECTION 12 OF HIGHWAY LAW |
| ROADS ABANDONED AND DESTROYED | | | | | | | |
| 19 | OLD DUANESBURG RD. (RTE. 7 TO BURDECK RD.) | "SB" 85+20, 75' LT+ TO "SB" 90+50, 12' LT+ | ABANDON AND REMOVE | 0.100 | 0.200 | TOWN OF ROTTERDAM | SECTION 340-b OF HIGHWAY LAW AND RESOLUTION DATED 7/5/79 |
| OTHER FEATURES | | | | | | | |
| 20 | INTERSECTION OF SCHALMONT SCHOOL DRIVE AND RTE. 7 | - | ENTIRE TRAFFIC SIGNAL SYSTEM FOR SIGNALIZED INTERSECTION | - | - | SCHALMONT SCHOOL DISTRICT | SECTION 340-b OF HIGHWAY LAW |
| 21 | INTERSECTION OF BURDECK RD. AND RTE. 7 | - | ENTIRE TRAFFIC SIGNAL SYSTEM FOR SIGNALIZED INTERSECTION | - | - | N.Y.S.D.O.T. | SECTION 340-b OF HIGHWAY LAW |
| 22 | ROUTE 7 STUB CONNECTOR BRIDGE OVER I-88 MAINLINE | EB 747+00+ | ENTIRE FLASHING BEACON SYSTEM INCLUDING ELECTRIC POWER | - | - | N.Y.S. THRUWAY AUTHORITY | AGREEMENT DATED 6/28/79 |
| 23 | ROUTE 7 AND N.Y.S. THRUWAY | "SB" 53+00+ TO "SB" 95+00+ & "TH" 6099+00+ TO "TH" 6068+00+ | ENTIRE EXISTING & RELOCATED WATERMAIN AND APPURTENANCES INCLUDING SLEEVED CROSSINGS | - | - | TOWN OF ROTTERDAM | SECTION 340-b OF HIGHWAY LAW |
| 24 | ROUTE 7 TO TOLL PLAZA | "SB" 63+46+ TO "TP" 770+00+ | NEW 6" WATERMAIN | - | - | TOWN OF ROTTERDAM | SECTION 340-b OF HIGHWAY LAW |

| TABLE OF MAINTENANCE | | | | | | | |
|----------------------|--|--|--|---------|------------|--------------------------|---|
| PART | HIGHWAY | LIMITS | FEATURES TO BE MAINTAINED | C MILES | LANE MILES | AGENCY | JURISDICTION |
| SNOW REMOVAL | | | | | | | |
| 25 | I-88 M/L AND RAMPS C & D | | ICE AND SNOW CONTROL AND REMOVAL ON PARTS 1, 3a & 3b | 1.305 | 2.627 | N.Y.S.D.O.T. | SECTION 340-b OF HIGHWAY LAW |
| 26 | EXISTING N.Y.S. THRUWAY MAINLINE, RAMPS L, K, M, P AND RT, TOLL PLAZA | | ICE AND SNOW CONTROL AND REMOVAL ON PARTS 2, 4a, 4b, 4c, 4d, 4e, AND 5 | 8.782 | 17.312 | N.Y.S. THRUWAY AUTHORITY | SECTION 359 OF PUBLIC AUTHORITY LAW |
| 27 | ROUTE 7 (SH 880) | | ICE AND SNOW CONTROL AND REMOVAL ON PART 6 | 0.943 | 1.887 | N.Y.S.D.O.T. | SECTION 340-b OF HIGHWAY LAW |
| 28 | BURDECK ROAD (CR 36R) | | ICE AND SNOW CONTROL AND REMOVAL ON PART 7 | 0.105 | 0.210 | SCHENECTADY COUNTY | SECTION 340-b OF HIGHWAY LAW |
| 29 | OLD DUANESBURG RD. (CUL-DE-SAC WEST OF N.Y.S. THRUWAY AND PORTION EAST OF BURDECK RD.) | | ICE AND SNOW CONTROL AND REMOVAL ON PARTS 8a & 8b | 0.112 | 0.224 | TOWN OF ROTTERDAM | SECTION 340-b OF HIGHWAY LAW |
| 30 | RISOLI LANE | | ICE AND SNOW CONTROL AND REMOVAL ON PART 8c | 0.065 | 0.131 | TOWN OF ROTTERDAM | SECTION 340-b OF HIGHWAY LAW |
| LIGHTING | | | | | | | |
| 31 | ROUTE 7 (SH 880) | "SB" 53+70+ "SB" 83+64+ "SB" 94+25+ "RS" 35+00+ | LIGHTING ON PART 6 AT INTERSECTION OF RTE. 7 AND SCHOOL DRIVE, AT INTERSECTION OF RTE. 7 AND BURDECK RD, AND INTERSECTION OF RTE.7 AND STUB CONNECTOR. | - | - | TOWN OF ROTTERDAM | SECTION 340-b OF HIGHWAY LAW AND RESOLUTION DATED _____ |

NOTES

ALL EXISTING SANITARY SEWERS AND OTHER SEWERS NOT DEEMED TO BE PART OF THE PROJECT BY THE COMMISSIONER, WATERMAINS, HYDRANTS, AND OTHER MUNICIPALLY OR PRIVATELY OWNED FACILITIES WITHIN THE LIMITS OF THE HIGHWAY R.O.W. WHICH REMAIN IN SERVICE UNCHANGED, AND ALL SUCH FACILITIES RELOCATED OR PROTECTED AS A PART OF THE WORK PERFORMED UNDER THE PROJECT, WHETHER CROSSING, LOCATED WITHIN OR ADJACENT TO THE R.O.W. SHALL BE MAINTAINED AS THE CASE MAY BE, BY THE MUNICIPALITY OR BY THE AGENCY OR UNIT OWNING OR HAVING CONTROL AND JURISDICTION THEREOF AT NO COST OR EXPENSE TO THE STATE.

THIS MAINTENANCE JURISDICTION TABLE INDICATES THE DIVISION OF RESPONSIBILITY FOR MAINTENANCE OF THIS PROJECT AFTER COMPLETION OF CONSTRUCTION. IT IN NO WAY RELIEVES THE CONTRACTOR OF HIS RESPONSIBILITY TO MAINTAIN AND PROTECT TRAFFIC AS PROVIDED BY ITEM 619 DURING CONSTRUCTION.

MAINTENANCE OF LANDSCAPING INCLUDES REMOVAL OF RUBBISH AS WELL AS MOWING THE GRASS.

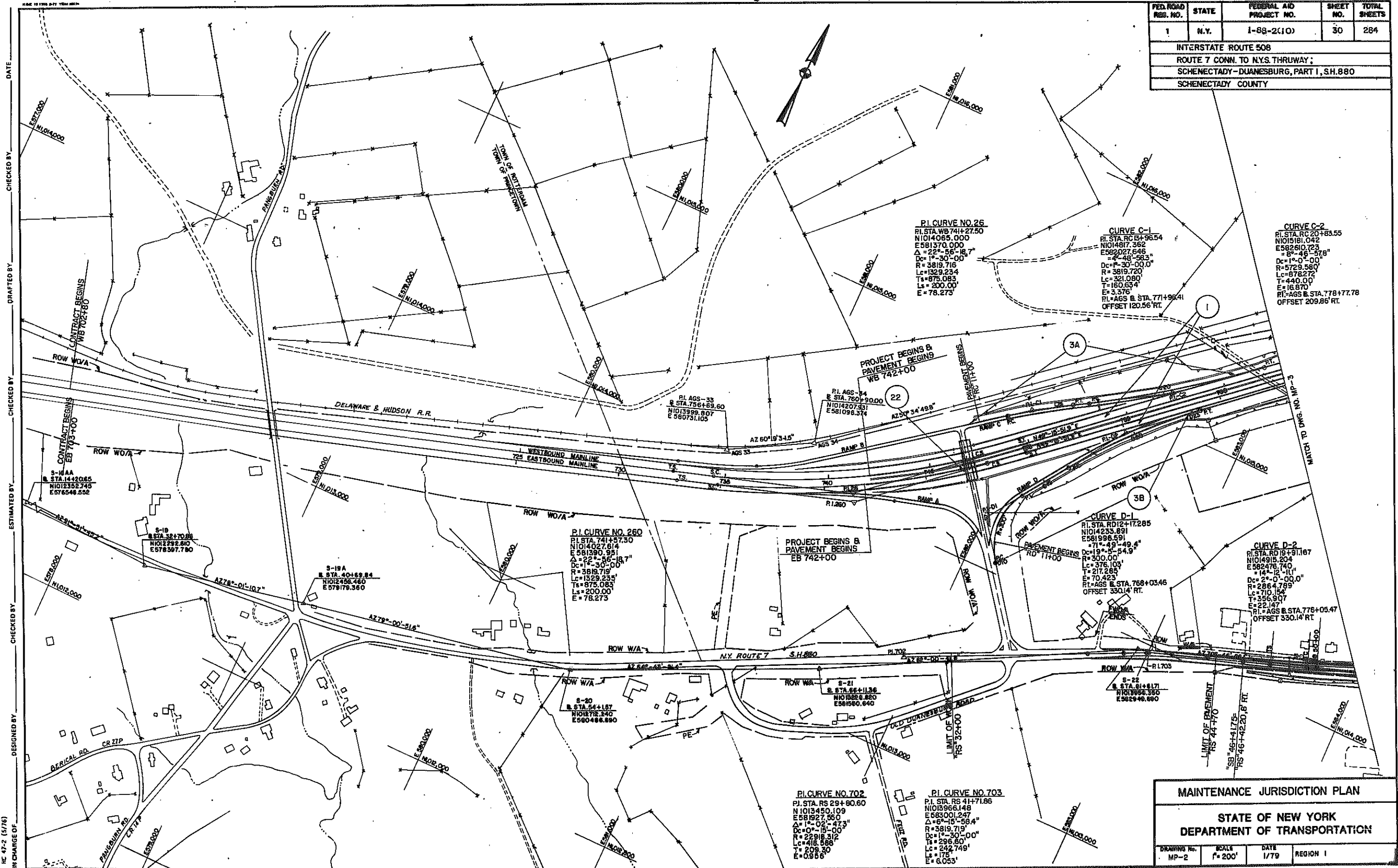
REFER TO MAINTENANCE JURISDICTION PLANS FOR APPROXIMATE LOCATIONS OF PART NO'S.

| TABLE OF MAINTENANCE | | | |
|---|--------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. MP-1 | SCALE N/A | DATE 4/79 | REGION I |



D96243

| FED. ROAD RES. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 30 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESEBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

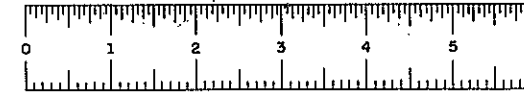


MAINTENANCE JURISDICTION PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| | | | |
|-------------|---------|------|--------|
| DRAWING No. | SCALE | DATE | REGION |
| MP-2 | 1"=200' | 1/79 | 1 |

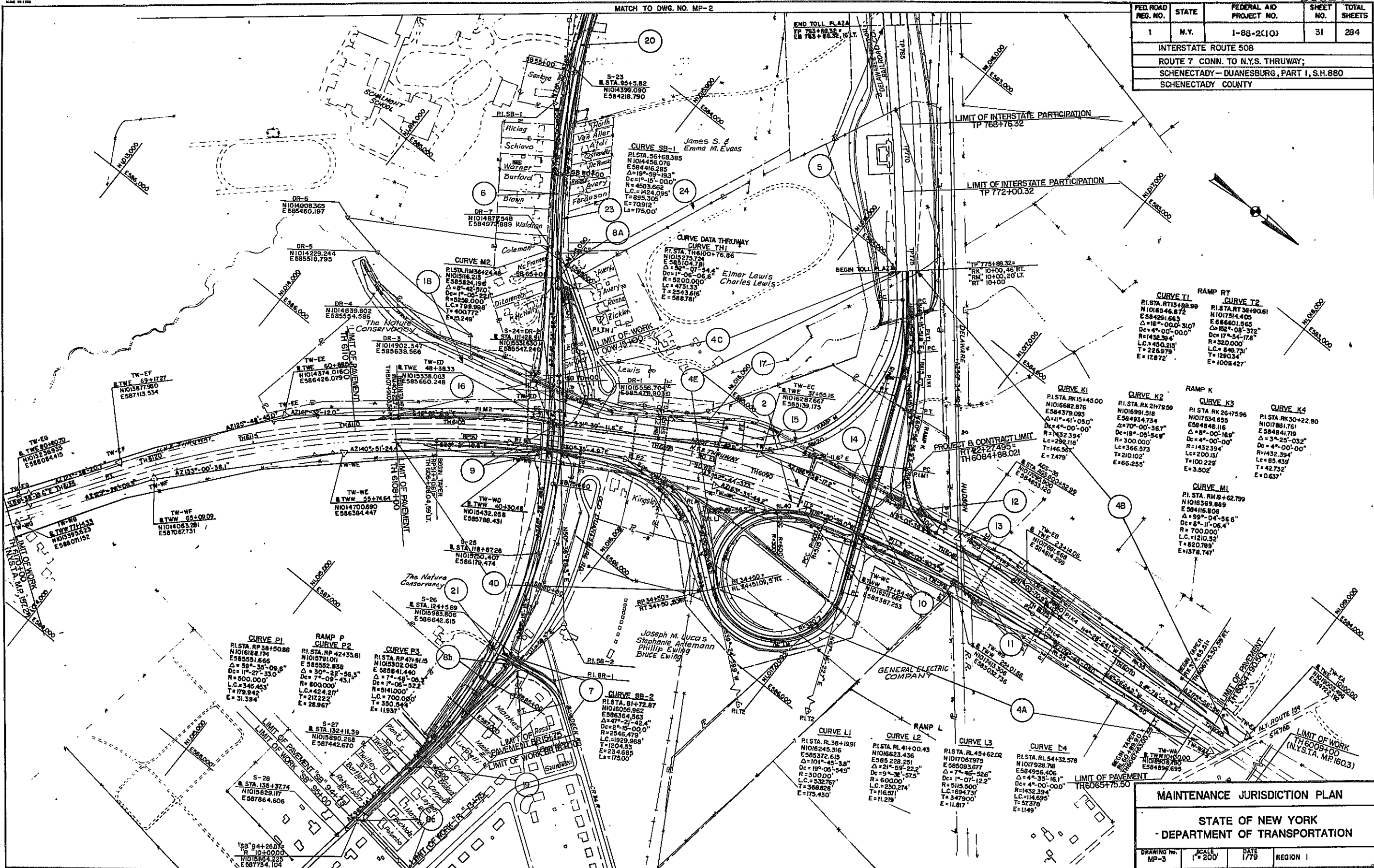
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DESIGNED BY _____
IN CHARGE OF _____



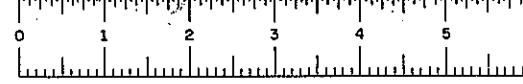
D96243

| FED. ROAD RES. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 31 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANESEBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

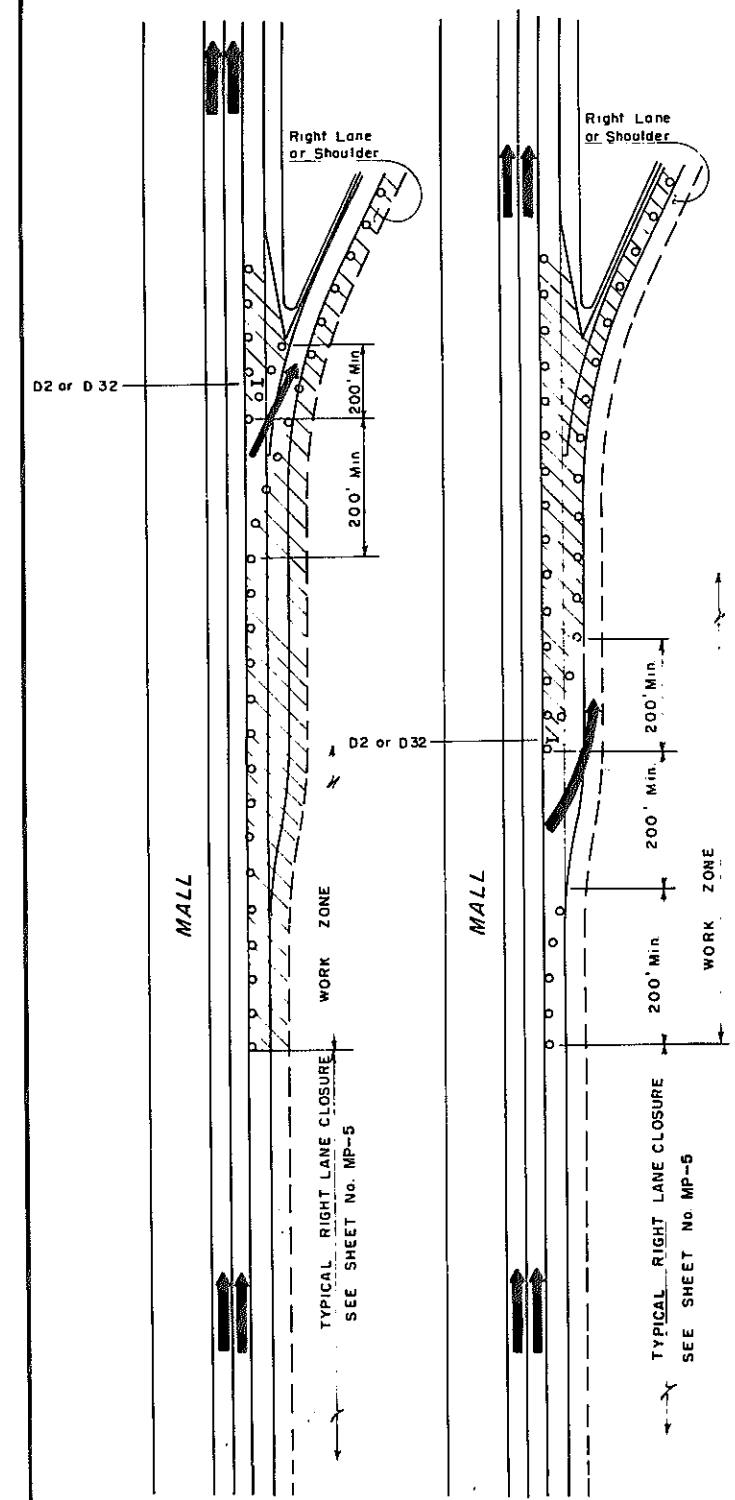
DATE _____
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DESIGNED BY _____
IN CHARGE OF _____



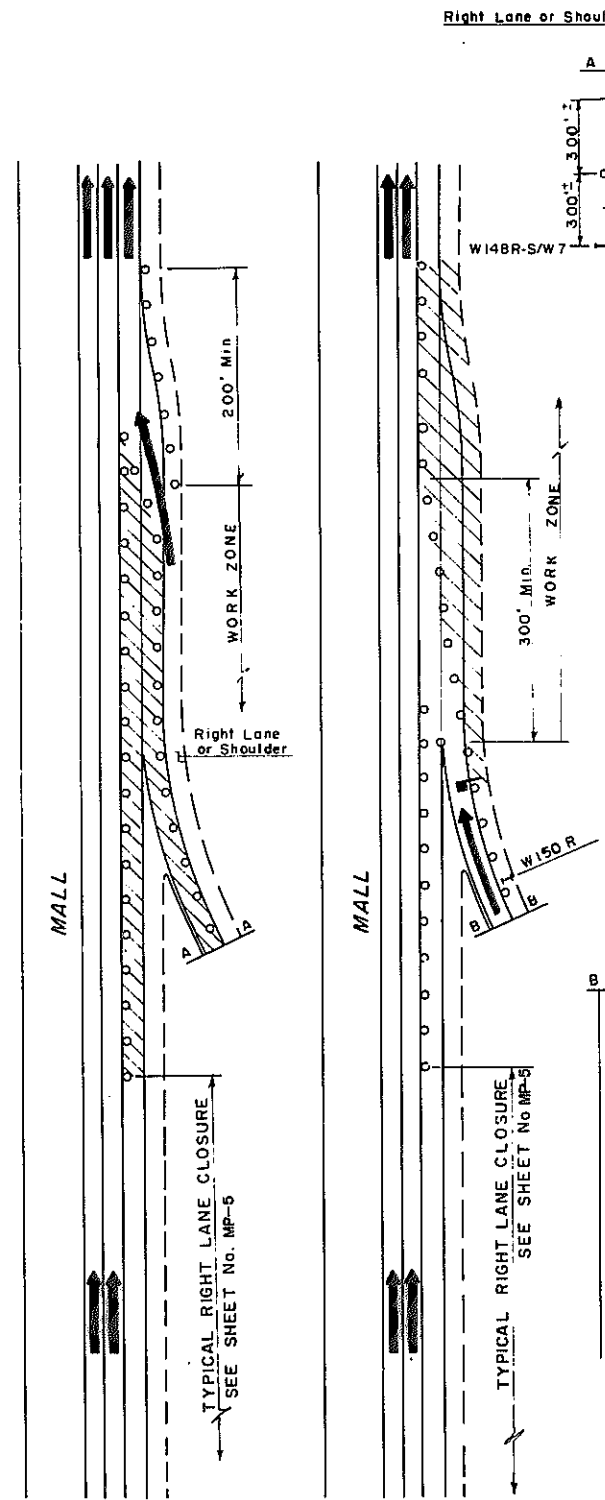
| MAINTENANCE JURISDICTION PLAN | | | |
|---|------------------|--------------|-------------|
| STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. MP-3 | SCALE 1"=200' | DATE 1/79 | REGION I |



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



TYPICAL DECELERATION LANE



TYPICAL ACCELERATION LANE

W140 RA
MEN
WORKING
4' x 3'

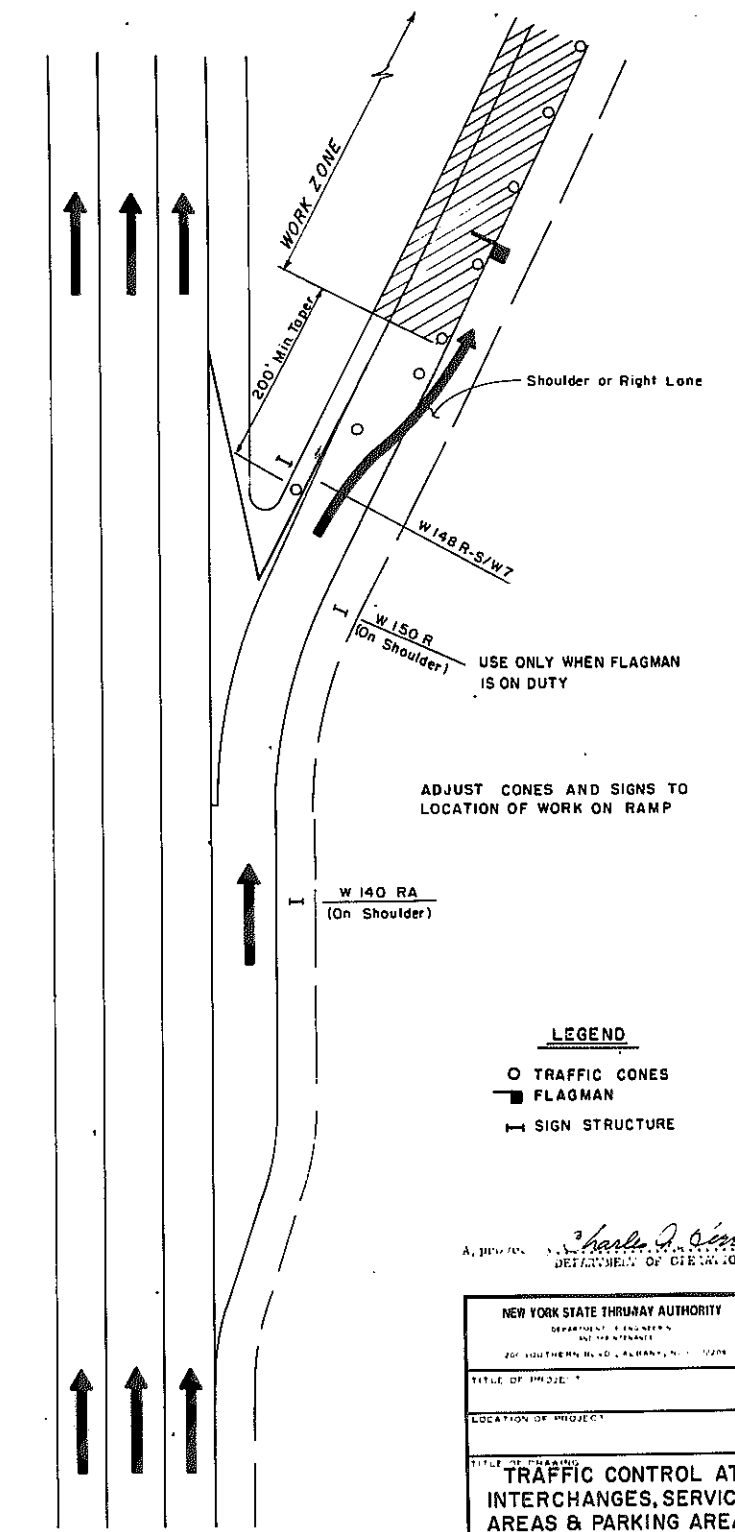
W148R -S/W7
SINGLE
LANE
4' x 4'

W150R
FLAGMAN
AHEAD
4' x 3'
(To Be Used
Only When
Flagman is
on Duty)

Exit Number Will Be
Indicated to the
Contractor by the
Thruway Authority

D2
EXIT
XXX
4' x 3'
White
on
Green

D32
SERVICE
AREA
4' x 3'
White
on
Blue



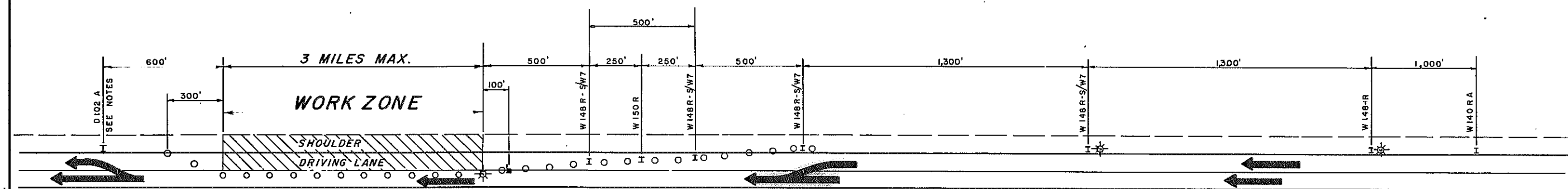
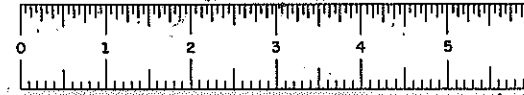
TYPICAL WORK ZONE ON RAMP

LEGEND

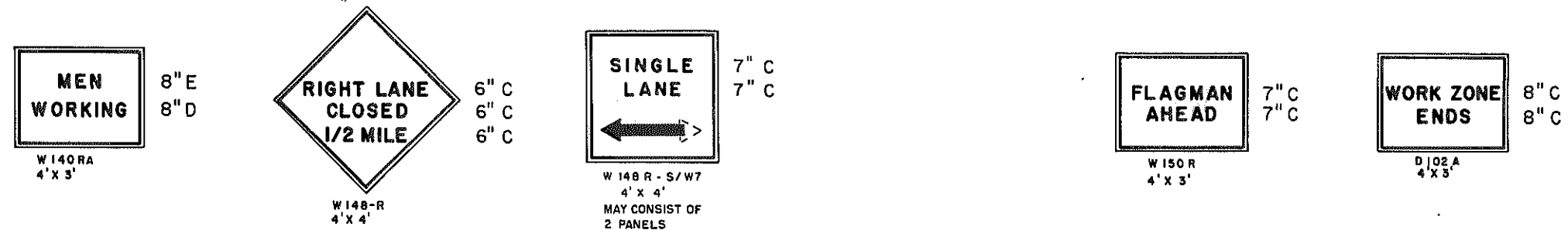
- O TRAFFIC CONES
- FLAGMAN
- SIGN STRUCTURE

APPROVED: *Charles J. Cies*
DEPARTMENT OF OPERATIONS

| | |
|--|-------------|
| NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF TRANSPORTATION 200 NORTHERN BLVD., ALBANY, N.Y. 12242 | |
| TITLE OF PROJECT: | |
| LOCATION OF PROJECT: | |
| TITLE OF DRAWING: TRAFFIC CONTROL AT INTERCHANGES, SERVICE AREAS & PARKING AREAS | |
| | STD. SHEET |
| | CHECKED BY: |
| | DATE: 4/79 |
| GARRITY, 1967 MP-4 | |



- * FLASHING LIGHTS(HIGH INTENSITY, FOR NIGHT USE ONLY) or A.O.B.E.
- O TRAFFIC CONES @ 50' INTERVALS ON TAPER, 132' ON TANGENT
- FLAGMAN, TYPICAL LOCATION
- SIGNS



NOTES

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

SIGN SUPPORTS SHALL BE SUCH AS TO RESIST OVERTURNING IN WINDS OF 100 M.P.H. OR THE PASSAGE OF TRAFFIC, WITH MINIMUM MOUNTING HEIGHT OF 5 FEET TO BOTTOM OF SIGN.

FLAGMAN TO BE PROVIDED AND LOCATED IN THE PATTERN AS DIRECTED BY THE ENGINEER. WHEN USED, A W150R SIGN WILL BE PLACED NOT CLOSER THAN 500 FEET NOR FURTHER THAN 2,600 FEET AHEAD OF FLAGMAN.

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 USED FOR TRAFFIC IN BOTH DIRECTIONS AS NECESSARY.

THIS PLAN SHALL BE MODIFIED TO A LEFT LANE CLOSURE BY PLACING THE SIGNS ON THE LEFT SIDE OF THE ROADWAY, CHANGING THE DIRECTION OF THE ARROWS, AND CHANGING THE W148-R SIGN TO A W148-L SIGN.

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

THE W140RA SIGN WILL BE REMOVED OR TURNED FROM VIEW DURING NON-WORKING HOURS.

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

APPROVED: *Charles A. Ben*
DEPARTMENT OF OPERATIONS

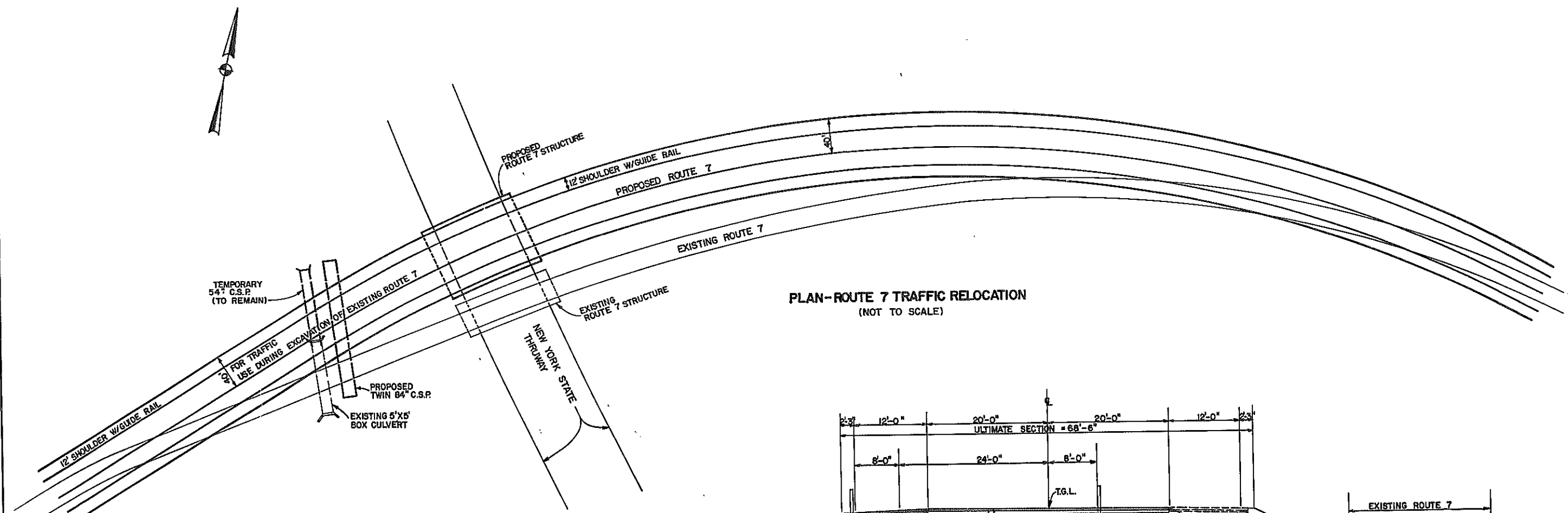
| | |
|--|----------------|
| NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF TRANSPORTATION FOR THE NEW YORK STATE THRUWAY AUTHORITY | |
| TITLE OF PROJECT | |
| LOCATION OF PROJECT | |
| FILE OF DRAWING | |
| 2 LANE THRUWAY TRAFFIC CONTROL PLAN | |
| | STD. SHEET |
| | CHECKED BY |
| | DATE |
| | 4/79 |
| | DRAWING NUMBER |
| | MP-5 |
| 33 of 281 | |



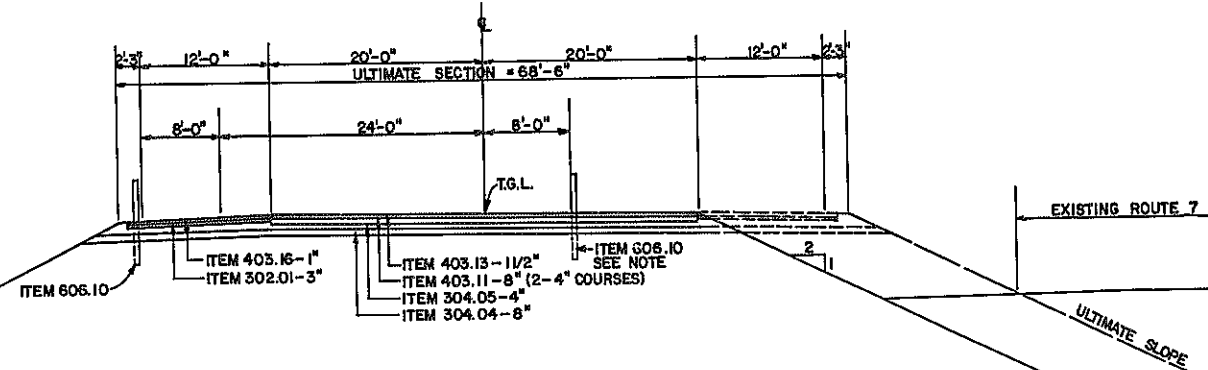
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-BS-2(10) | 34R | 264 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY- DUANESBURG, PART 1, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |

DATE _____
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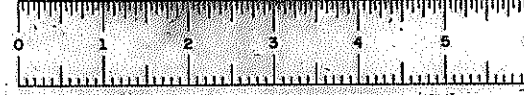
SUGGESTED
FOR CONSTRUCTION SEQUENCE
SEE DWG. NO. T-1 MP-6



NOTE: TOP COURSE NOT TO BE PLACED UNTIL THE SECTION IS COMPLETED. TRAFFIC WILL RUN ON THE BINDER COURSE DURING THE STAGED CONSTRUCTION.
THE BOX-BEAM-GUIDE-RAILING SHALL BE REMOVED AND RESET ITEM 606.52 UPON COMPLETION OF THE ULTIMATE ROUTE 7 SECTION.

REVISIONS

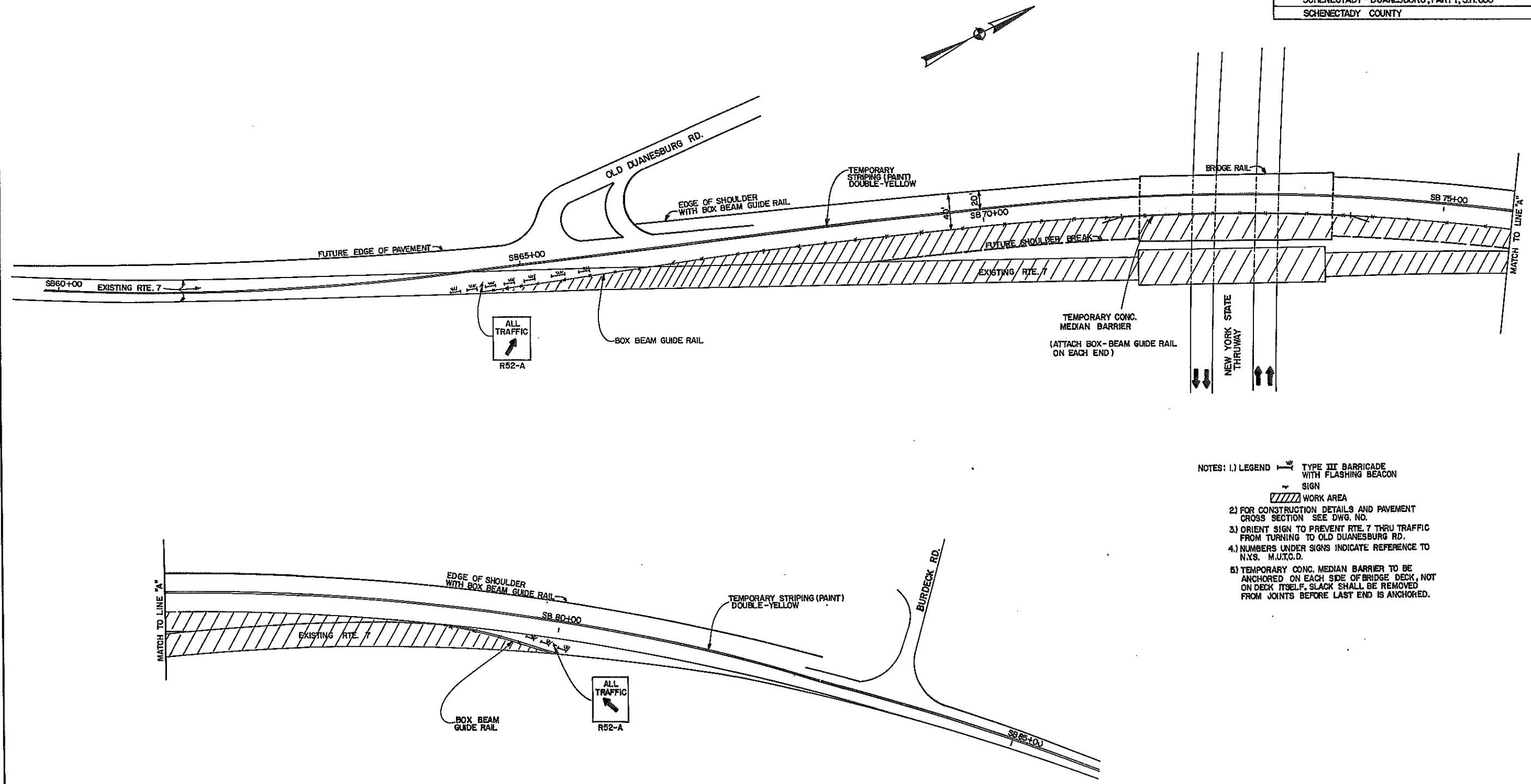
| TEMPORARY TRAFFIC RELOCATION ROUTE 7 | | | |
|---|-------------------|--------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. MP-6 | SCALE AS SHOWN | DATE 4/76 | REGION I |



D96243

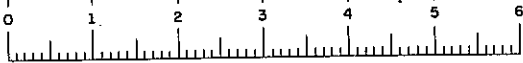
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | I-88-2(10) | 35 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

DATE _____
CHECKED BY _____
DRAFTED BY _____
CHECKED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____



- NOTES: 1.) LEGEND
- TYPE III BARRICADE WITH FLASHING BEACON
 - SIGN
 - WORK AREA
- 2) FOR CONSTRUCTION DETAILS AND PAVEMENT CROSS SECTION SEE DWG. NO.
- 3) ORIENT SIGN TO PREVENT RTE. 7 THRU TRAFFIC FROM TURNING TO OLD DUANESBURG RD.
- 4) NUMBERS UNDER SIGNS INDICATE REFERENCE TO N.Y.S. M.U.T.C.D.
- 5) TEMPORARY CONC. MEDIAN BARRIER TO BE ANCHORED ON EACH SIDE OF BRIDGE DECK, NOT ON DECK ITSELF. SLACK SHALL BE REMOVED FROM JOINTS BEFORE LAST END IS ANCHORED.

| | | | |
|---|-------------------|--------------|----------|
| MAINTENANCE AND PROTECTION OF TRAFFIC ROUTE 7 STRUCTURE OVER N.Y.S. THRUWAY | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. MP-7 | SCALE 1" = 50' | DATE 6/79 | REGION I |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | J-88-2(10) | 368 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY- DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

GENERAL NOTE REGARDING ROUTE 7
CONSTRUCTION SEQUENCE AND MAINTENANCE OF TRAFFIC

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT THE ONLY SPECIFIC SEQUENCE OF OPERATIONS DETAILED IN THE PLANS IS THE SUGGESTED TRAFFIC SHIFT NECESSARY TO CONSTRUCT PROPOSED ROUTE 7 AND REMOVE THE EXISTING EMBANKMENT AND STRUCTURE IN THE VICINITY OF THE NYS THRUWAY. THERE IS NOT A SUGGESTED SEQUENCE OF OPERATIONS FOR THE REMAINDER OF THE ROUTE 7 CONSTRUCTION. HOWEVER ALL CONTRACT OPERATIONS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 619 OF THE STANDARD SPECIFICATIONS. THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND THE FOLLOWING NOTES:

- THE CONTRACTOR SHALL MAINTAIN TWO WAY TRAFFIC DURING NON-WORKING HOURS ON ALL EXISTING ROADS WITHIN THE CONTRACT WORK LIMITS THROUGHOUT THE DURATION OF THE CONTRACT.
- THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS SO THAT TRAFFIC WILL BE MAINTAINED ON A PAVED SURFACE DURING THE WINTER MONTHS.
- DURING WORKING HOURS THE CONTRACTOR MAY, WITH THE APPROVAL OF THE ENGINEER, RESTRICT TRAFFIC TO ONE LANE OPERATION. IN THIS EVENT THE CONTRACTOR MAY, AT THE DISCRETION OF THE ENGINEER, BE REQUIRED TO SUBMIT A DETAILED PLAN OF THE PROPOSED TRAFFIC CONTROLS FOR THE REVIEW AND APPROVAL OF THE ENGINEER. TRAFFIC OPERATIONS WHEN RESTRICTED TO A ONE LANE OPERATION SHALL CONFORM TO SUBCHAPTER 6 AND THE APPROPRIATE FIGURES IN APPENDIX 7 OF THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THE CONTRACTOR SHALL ADHERE CLOSELY TO SUBSECTION 619-3.01 OF THE STANDARD SPECIFICATIONS, WITH THE UTMOST CARE AND DILIGENCE GIVEN TO PARAGRAPHS ON DUST CONTROL AND TRAFFIC CONTROL.
- THE CONTRACT PLANS CALL FOR SHIFTING ROUTE 7 TRAFFIC FROM EXISTING ROUTE 7 TO RELOCATED ROUTE 7 IN THE VICINITY OF THE PROPOSED STRUCTURE OVER THE THRUWAY. TWO WEEKS PRIOR TO SHIFTING THIS TRAFFIC THE CONTRACTOR SHALL SUBMIT A COMPLETE AND DETAILED TRAFFIC FLOW PLAN FOR THE REVIEW AND APPROVAL OF THE ENGINEER. THIS PLAN SHALL DETAIL THE LOCATION OF ALL SIGNS, BARRICADES, LIGHTS, BARRELS, CONES, DELINEATORS, GUIDE RAIL AND OTHER GUIDING DEVICES, INCLUDING PAVEMENT DELINEATION, IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS AND THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THE MAINTENANCE AND PROTECTION OF TRAFFIC PLAN AS DETAILED ON MP-7 WAS DEVELOPED IN ACCORDANCE WITH THE H.U.T.C.D. AND THE STANDARD SPECIFICATIONS. IT IS SUGGESTED THAT THE CONTRACTORS PLAN BE IN CLOSE CONFORMANCE WITH THIS PLAN. THE SECTION AS DETAILED ON DWG. NO. MP-6 WILL ULTIMATELY BECOME THE FINAL ROUTE 7 TYPICAL SECTION AND THEREFORE ALL ITEMS OF CONSTRUCTION WILL BE PAID FOR AS SHOWN ON THE ROUTE 7 TYPICAL SECTION AS SHOWN ON DWG. NO. TY-14.
- THE ITEMS OF WORK INCLUDED IN THIS CONTRACT FOR USE IN GENERAL MAINTENANCE AND PROTECTION OF TRAFFIC ARE:
 - ITEM 619.01 - BASIC MAINTENANCE AND PROTECTION OF TRAFFIC
 - ITEM 619.02 - CONSTRUCTION SIGNS
 - ITEM 619.0413 - TYPE 111 CONSTRUCTION BARRICADES
 - ITEM 619.0501 - LIGHTING FOR CONSTRUCTION BARRICADES
 - ITEM 619.10 - MAILBOXES
 - ITEM 619.12 - WATCHMEN SERVICE, REQUIREMENT A
 - ITEM 619.15 - PAVEMENT DELINEATION
 - ITEM 619.1601 - MAINTAIN TRAFFIC SIGNAL EQUIPMENT
 - ITEM 619.17 - TEMPORARY PRECAST CONCRETE BARRIER
 - ITEM 619.101 - OPENING HWY TO TRAFFIC PRIOR TO CONTR. ACCEPTANCE.
- IT IS THE INTENT OF THESE PLANS THAT A SECTION OF PROPOSED ROUTE 7 AND THE NEW STRUCTURE WILL BE USED TO SHIFT TRAFFIC SO THAT THE EXISTING ROUTE 7 EMBANKMENT AND STRUCTURE MAY BE REMOVED. THE CONTRACTOR MAY ELECT TO FOLLOW THE SEQUENCE OF OPERATIONS AS OUTLINED BELOW OR MAY SUBMIT A DIFFERENT PLAN TO THE ENGINEER. REGARDLESS OF CHOICE THE CONTRACTOR SHALL CONFORM TO NOTE 4 AND SUBMIT A PLAN TO THE ENGINEER FOR APPROVAL.
- FOLLOWING IS A SUGGESTED SEQUENCE OF OPERATIONS FOR ROUTE 7 IN THE VICINITY OF THE NYS THRUWAY. SEE DWG. NO. MP6 FOR A LAYOUT.

CONSTRUCTION SEQUENCE FOR ROUTE 7

STAGE NO. 1 - THE CONTRACTOR SHALL INSTALL THE 54" PIPE INTO THE UP-STREAM END OF THE EXISTING 5' x 5' BOX CULVERT AND DIVERT THE EXISTING STREAM INTO THE CULVERT IN ORDER TO INSTALL THE NEW TWIN 84" CULVERTS.

STAGE NO. 2 - THE CONTRACTOR SHALL INSTALL A SUFFICIENT LENGTH OF THE NEW TWIN 84" CULVERTS SO THAT THE DOWNSTREAM END CAN BE EASILY LOCATED AND EXPOSED WHEN THE EXISTING ROUTE 7 EMBANKMENT IS EXCAVATED.

STAGE NO. 3 - THE CONTRACTOR SHALL PLACE THE NEW ROUTE 7 EMBANKMENT ON BOTH SIDES OF THE NYS THRUWAY AND PLACE THE BASE AND BINDER COURSES OF THE PAVEMENT IN ACCORDANCE WITH THE RTE. 7 TYPICAL SECTION SHOWN ON DWG. NO. MP6. ALL TRAFFIC SHALL REMAIN ON EXISTING ROUTE 7 UNTIL THE NEW ROUTE 7 STRUCTURE, EMBANKMENT AND PAVEMENT SECTION ARE COMPLETE AS DETAILED ON THE RTE. 7 TYPICAL SECTION. IN CONJUNCTION WITH THE CONSTRUCTION OF ROUTE 7 THE CONTRACTOR SHALL COMPLETE THE OLD DUANESBURG CONNECTION SO THAT IT MAY BE USED BY TRAFFIC WHEN THE TRAFFIC IS SHIFTED.

STAGE NO. 4. - THE CONTRACTOR SHALL INSTALL BOX BEAM GUIDE RAILING AS SHOWN ON THE SECTION ON MP-6. THE GUIDE RAILING INSTALLED ON THE LEFT SHALL BECOME THE FINAL INSTALLATION. THE GUIDE RAILING SHOWN ON THE RIGHT SHALL BE REMOVED AND RESET TO THE FINAL LOCATION AS SHOWN ON DWG. NO. TY-14 UPON COMPLETION OF THE ULTIMATE ROUTE 7 SECTION. THE CONTRACTOR SHALL INSTALL TEMPORARY PRECAST CONCRETE BARRIER ACROSS THE NEW STRUCTURE AS SHOWN ON MP-7. THE BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 619-3.03 OF THE STANDARD SPECIFICATIONS AND PAID FOR UNDER ITEM 619.17. ANY DAMAGE DONE TO THE STRUCTURE WILL BE REPAIRED BY THE CONTRACTOR AT HIS OWN COST.

STAGE NO. 5 - THE CONTRACTOR SHALL UTILIZE 40' OF THE NEW PAVEMENT INCLUDING THE LEFT SHOULDER AS THE DETOUR.

STAGE NO. 6 - THE CONTRACTOR SHALL, AFTER MOVING THE TRAFFIC TO NEW ROUTE 7, REMOVE THE EXISTING STRUCTURE AND EXISTING ROUTE 7 EMBANKMENT, COMPLETE THE INSTALLATION OF THE TWIN 84" CULVERTS, REMOVE THE EXPOSED PORTION OF THE EXISTING 5' x 5' BOX CULVERT, PLUG THE END OF THE BOX AND THE 54" PIPE AND COMPLETE NEW ROUTE 7 TO THE DESIGN TYPICAL SECTION.

- IN THE EVENT THE CONTRACTOR PLANS TO CONSTRUCT A DETOUR NOT SHOWN ON THE CONTRACT PLANS HE SHALL COMPLY WITH ALL THE REQUIREMENTS SET FORTH IN PARA. 4 OF THIS NOTE WITH THE FOLLOWING EXCEPTION- ALL COST INCURRED WITH THE CONSTRUCTION OF THE DETOUR SHALL BE INCLUDED IN HIS PRICE BID FOR BASIC MAINTENANCE AND PROTECTION OF TRAFFIC.
- ALL PLANS SUBMITTED BY THE CONTRACTOR IN ACCORDANCE WITH THE ABOVE NOTES SHALL ALSO BE SUBMITTED TO, AND SUBJECT TO THE APPROVAL OF, THE N.Y.S.D.O.T. REGIONAL TRAFFIC ENGINEER.
- THE CONTRACTOR SHALL BE ADVISED THAT THE MAINTENANCE AND PROTECTION OF TRAFFIC ON THE N.Y.S. THRUWAY SHALL BE PAID FOR UNDER ITEM 619.01 WITH ADDITIONAL GENERAL NOTES. THE CONTRACTOR SHALL SUBMIT HIS BID ACCORDINGLY.

GENERAL NOTES NEW YORK STATE THRUWAY
MAINTENANCE AND PROTECTION OF TRAFFIC

THE CONTRACTORS ATTENTION IS DIRECTED TO THE FACT THAT SECTION 619 - MAINTENANCE AND PROTECTION OF TRAFFIC OF THE STANDARD SPECIFICATION SHALL APPLY FOR WORK ON THE N.Y.S. THRUWAY WITH ADDITIONAL REQUIREMENTS SET FORTH BELOW AND IN THE PROPOSAL.

THE "THRUWAY TRAFFIC PLAN" INCLUDED IN THE CONTRACT PLANS SHALL NOT BE MODIFIED, EXCEPT IN AN EMERGENCY, UNTIL SUCH MODIFICATIONS HAVE BEEN APPROVED BY THE ENGINEER, THE N.Y.S. D.O.T. REGIONAL TRAFFIC ENGINEER AND THE N.Y.S. THRUWAY AUTHORITY.

TWO WEEKS PRIOR TO THE CONTRACTORS BEGINNING ANY WORK ON THE THRUWAY, THE CONTRACTOR SHALL SUBMIT A DETAILED SEQUENCE OF OPERATIONS AND MAINTENANCE PLAN TO THE ENGINEER, N.Y.S.D.O.T. REGIONAL TRAFFIC ENGINEER AND N.Y.S. THRUWAY AUTHORITY FOR REVIEW AND APPROVAL. THIS PLAN SHALL BE IN CONFORMANCE WITH THE "THRUWAY TRAFFIC PLAN" AND SHALL SHOW THE LOCATION OF ALL SIGNS, BARRICADES, LIGHTS, BARRELS, CONES, DELINEATORS, GUIDE RAIL AND ANY OTHER GUIDING DEVICES, INCLUDING PAVEMENT DELINEATION IN ACCORDANCE WITH SECTION 619 OF THE STANDARD SPECIFICATIONS, AND THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

THE CONTRACTOR WILL HAVE ACCESS TO THE N.Y.S. THRUWAY FROM THE PROJECT. RIGHT ANGLE CROSSINGS OF THE THRUWAY INTO THE MALL OR DISTANCE SIDE OF THE THRUWAY WILL NOT BE PERMITTED. ALL ENTERING TRAFFIC WILL CAREFULLY TURN INTO THE TRAFFIC FLOW AND PROCEED TO THE NEAREST EXISTING TURNAROUND. NO NEW TURNAROUNDS ARE TO BE CONSTRUCTED. USE OF THE TURNAROUND WILL BE AS DESCRIBED IN THE N.Y.S. THRUWAY REGULATIONS GOVERNING OCCUPANCY PERMITS. THE CONTRACTOR WILL BE REQUIRED TO SECURE A PERMIT FOR THE USE OF TURNAROUNDS FROM THE THRUWAY AUTHORITY. THE USE OF THESE TURNAROUNDS IS TO BE LIMITED AND THE ENGINEER OR N.Y.S. THRUWAY AUTHORITY MAY REVOKE THIS PRIVILEGE AT ANY TIME IF IT IS ABUSED BY THE CONTRACTOR. THE CONTRACTOR WILL NOT USE THE THRUWAY FOR HAULING MATERIALS SUCH AS EMBANKMENT, GRAVEL, OR CONCRETE FOR PAVING WHICH WILL CAUSE A LARGE NUMBER OF VEHICLES TO USE THE TURNAROUNDS. THE USE OF THESE TURNAROUNDS IS INTENDED FOR THE PURPOSE OF TRANSFER OF PERSONNEL FROM ONE SIDE TO THE OTHER OF THE THRUWAY AND FOR WORK IN THE MALL. ALL OTHER CONSTRUCTION TRAFFIC WILL USE ROUTE 7 OR ADJACENT THRUWAY INTERCHANGES. IF THE CONTRACTOR WISHES TO USE THE TURNAROUND AT MP 159.6, HE MUST RECONSTRUCT IT TO CURRENT STANDARDS INCLUDING THE CONSTRUCTION OF DECELERATION AND ACCELERATION LANES AS SHOWN ON SHEET TY-18.

CROSSING OR ENTERING THE MALL WHERE A TURNAROUND DOES NOT EXIST WILL BE PERMITTED ONLY FOR CONSTRUCTION OF THE CENTER PIERS FOR THE ROUTE 7 AND RAMP RT BRIDGES. FURTHERMORE, ALL SUCH ENTRIES OR CROSSINGS WILL BE PERMITTED ONLY WHEN A MALL LANE CLOSURE IS IN EFFECT. MALL ENTRIES SHALL BE MADE PARALLEL TO TRAFFIC USING THE CLOSED LANE AS A DECELERATION LANE. ALL DAMAGE RESULTING FROM CONTRACTOR'S TRAFFIC IN THE MALL WILL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE N.Y.S. THRUWAY AUTHORITY.

WHEN THE CONTRACTOR COMMENCES WORK ON THE MEDIAN PIERS FOR THE NEW ROUTE 7 STRUCTURE AND THE RT STRUCTURE THE EXISTING GUIDE RAIL AT THE ROUTE 7 STRUCTURE SHALL BE REMOVED AND TEMPORARY PRECAST CONCRETE BARRIER SHALL BE INSTALLED AT BOTH LOCATIONS IN SUFFICIENT LENGTH TO PROTECT THE EXISTING ROUTE 7 PIER AND WORKSITE AND THE WORKSITE AT THE RT PIER.

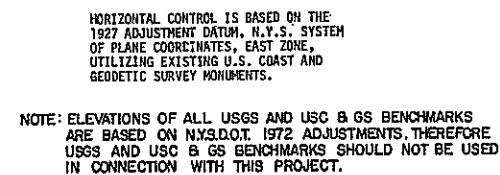
THE CONTRACTOR WILL NOT WORK ON BOTH SIDES OF A LANE OF THE THRUWAY SIMULTANEOUSLY WHEREBY HE WOULD HAVE TO MAINTAIN TRAFFIC CONTROL.

PRIOR TO COMMENCING WORK ON THE RP, RK, RL, AND RM RAMPS IN THE AREAS ADJACENT TO THE THRUWAY PAVEMENT, THE CONTRACTOR SHALL SUBMIT A MAINTENANCE PLAN SHOWING OVERNIGHT TRAFFIC PROTECTION. THIS PLAN SHALL BE SUBMITTED IN ACCORDANCE WITH PARAGRAPH 3 ABOVE.

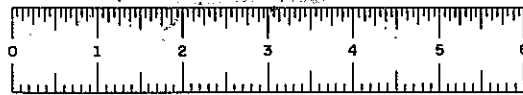
THE CONTRACTORS ATTENTION IS DIRECTED TO THE FACT THAT THE POINT OF ACCESS FOR WORK ON THE EAST SIDE OF THE THRUWAY WILL BE AT THE END OF OLD DUANESBURG ROAD AT THE THRUWAY R.O.S.

| ITEM 619.10- MAILBOXES | | | | | |
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| STATION | SIDE | NO. | STATION | SIDE | NO. |
| SB 46+70 | LT | 1 | SB 57+83 | LT | 1 |
| SB 49+60 | LT | 1 | SB 58+40 | RT | 1 |
| SB 50+40 | LT | 1 | SB 59+78 | LT | 1 |
| SB 54+20 | LT | 1 | ODW 10+85 | LT | 2 |
| SB 54+25 | RT | 3 | ODW 12+15 | LT | 1 |
| SB 57+83 | LT | 2 | BR 12+90 | RT | 1 |
| SB 58+10 | RT | 1 | SB 83+42 | RT | 1 |
| SB 58+40 | RT | 1 | SB 84+80 | LT | 1 |
| SB 58+78 | LT | 1 | SB 87+00 | LT | 1 |
| SB 59+45 | LT | 1 | SB 88+25 | LT | 1 |
| SB 59+60 | LT | 1 | SB 89+20 | LT | 1 |
| SB 59+95 | LT | 1 | SB 90+05 | LT | 1 |
| SB 60+20 | LT | 1 | SB 90+42 | RT | 1 |
| SB 60+40 | LT | 1 | SB 90+60 | LT | 1 |
| SB 60+90 | RT | 1 | SB 91+30 | RT | 1 |
| SB 61+05 | LT | 1 | SB 91+65 | RT | 1 |
| SB 61+50 | LT | 2 | SB 91+65 | LT | 1 |
| SB 62+20 | RT | 1 | SB 92+43 | LT | 2 |
| SB 63+95 | RT | 1 | SB 92+90 | RT | 1 |
| SB 64+05 | LT | 1 | SB 93+87 | RT | 1 |
| SB 64+15 | RT | 1 | SB 93+90 | LT | 2 |
| SB 64+20 | LT | 2 | | | |
| SB 64+25 | LT | 1 | | | |
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| E ED | BASELINE TIES AND TABLE OF BENCHMARKS | | | |
| | STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| | DRAWING No. BT-1 | SCALE NONE | DATE 4/79 | REGION I |



| BM. NO. | R. STATION | OFFSET | DESCRIPTION | ELEV. |
|---------|------------|--------|--|--------|
| TB-1 | — | — | SPIKE IN 15" BIRCH, 370' SOUTH OF N.Y.S. THRUWAY MILEPOST MARKER 158.4 AND 86' WEST OF SOUTHBOUND LANE. | 354.33 |
| TB-2 | — | — | SPIKE IN 15" PINE, 10' NORTH OF N.Y.S. THRUWAY MILEPOST MARKER 158.1 AND 49' WEST OF SOUTHBOUND LANE. | 336.65 |
| TC-1 | — | — | SPIKE IN POWER POLE #540 & N.Y.T. #23, 40' SOUTH OF N.Y.S. THRUWAY MILEPOST MARKER 157.8 AND 158' WEST OF SOUTHBOUND LANE. | 331.28 |
| TC-2 | — | — | SPIKE IN 12" POPLAR, 171' SOUTH OF N.Y.S. THRUWAY MILEPOST MARKER 157.5 AND 55' WEST OF SOUTHBOUND LANE. | 310.07 |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | J-8S-2(10) | 38 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO NYS. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

UTILITY DISPOSITION TABLE

| REF. NO. | LOCATION | OWNER | DESCRIPTION | DISPOSITION | REF. NO. | LOCATION | OWNER | DESCRIPTION | DISPOSITION |
|----------|--|--|--|--|--|--|---|-------------------------------|-------------------------------|
| 1A | RTE 7, STA 45+40 [±] RT TO 65+30 [±] RT & RT ANGLE CROSSING OF RTE 7 AT STA 65+30 [±] TO SOUTH SIDE OF OLD DUANESBURG RD TO STA ODN 13+20 [±] RT | TOWN OF ROTTERDAM | 12" CIP WATER MAIN, FIRE HYDRANTS AND MISC VALVES AND CURB STOPS | TO BE RELOCATED TO NORTH SIDE OF ROUTE 7 AND NORTH SIDE OF OLD DUANESBURG RD. EXISTING MAIN TO BE ABANDONED IN PLACE. | 1-C | OLD DUANESBURG RD. LT. FROM ROUTE 7 INT. TO N.Y.S. THRUWAY | NEW YORK TELEPHONE CO. | UNDERGROUND SERVICE LINE | REMAIN IN SERVICE UNDISTURBED |
| 2A | RTE 7, STA 65+30 [±] RT TO 66+20 [±] | TOWN OF ROTTERDAM | 4" CIP WATER MAIN | RELOCATE WATER SERVICE WITH 6" DIP WATER MAIN CROSSING RTE 7 AT STA 63+46 [±] TO 66+20 [±] RT. ADD FIRE HYDRANT AT STA 66+20 [±] ABANDON EXISTING 4" CIP WATER MAIN | 2-C | OLD DUANESBURG RD. RT. FROM ROUTE 7 INT. TO N.Y.S. THRUWAY | NIAGARA MOHAWK POWER CORP. | AERIAL DISTRIBUTION LINE | REMAIN IN SERVICE UNDISTURBED |
| 3A | RTE 7, STA 89+40 [±] LT W/RT ANGLE CROSSING OF RTE 7 TO STA 89+40 [±] RT & PARALLEL TO RTE 7 TO STA 83+30 RT. | TOWN OF ROTTERDAM | 6" CIP WATER MAIN, FIRE HYDRANT AND VALVES | RELOCATE ON SAME SIDE OF RTE. 7 | 3-C | FROM EAST SIDE OF N.Y.S. THRUWAY ALONG NORTH SIDE OF OLD DUANESBURG RD. TO ROUTE STA. 89+00 LT. | NIAGARA MOHAWK POWER CORP. AND NEW YORK TELEPHONE CO. | AERIAL DISTRIBUTION LINES | REMAIN IN SERVICE UNDISTURBED |
| 4A | NEW YORK STATE THRUWAY - STA 6098+20 [±] AT RT ANGLE | TOWN OF ROTTERDAM | 12" CIP WATER MAIN | PORTION UNDER NEW DITCH LINE TO BE LOWERED IN PLACE. PORTION UNDER N.Y.S. THRUWAY TO REMAIN IN PLACE UNDISTURBED. | 4-C | FROM EAST SIDE OF N.Y.S. THRUWAY ALONG NORTH SIDE OF OLD DUANESBURG ROAD TO POLE AT BR 11+40 RT. POLE NO. NM 194-1/2 | NEW YORK TELEPHONE CO. | UNDERGROUND DISTRIBUTION LINE | REMAIN IN SERVICE UNDISTURBED |
| 5A | EAST SIDE N.Y.S. THRUWAY, STA 6075+00 [±] TO 6099+00 [±] | TOWN OF ROTTERDAM | 8" PVC WATER MAIN | TO BE RELOCATED ON EAST SIDE OF THRUWAY. | 5-C | FROM ODN 11+50 RT TO N.Y.S. THRUWAY | TOWN OF ROTTERDAM | 12" C.I.P. WATER MAIN | REMAIN IN SERVICE UNDISTURBED |
| 1B | RTE 7, STA 45+75 [±] LT TO 50+75 [±] LTHAD A SKEWED CROSSING OF RTE 7 TO: STA 53+00 [±] RT | NIAGARA MOHAWK POWER CORP. | AERIAL DISTRIBUTION LINE | TO BE RELOCATED BY OTHERS | 6-C | FROM EAST SIDE OF N.Y.S. THRUWAY TO VALVE AT BR 11+50 RT. | TOWN OF ROTTERDAM | 12" C.I.P. WATER MAIN | REMAIN IN SERVICE UNDISTURBED |
| 2B | RTE 7, STA 46+42 [±] RT TO 65+35, RT ANGLE CROSSING OF ROUTE 7 TO REPEATER ON SOUTH SIDE OF OLD DUANESBURG ROAD AND ALONG OLD DUANESBURG ROAD TO NYS THRUWAY | NEW YORK TELEPHONE COMPANY | UNDERGROUND TELEPHONE DISTRIBUTION LINE | TO BE ABANDONED BY OTHERS | 7-C | FROM BR 11+50 TO ROUTE 7, STA. 94+00 [±] | TOWN OF ROTTERDAM | 10" C.I.P. WATER MAIN | REMAIN IN SERVICE UNDISTURBED |
| 3B | RTE 7 STA 64+00 [±] TO NYS THRUWAY ALONG SOUTH SIDE OF OLD DUANESBURG ROAD, INCLUDING REPEATER | NEW YORK TELEPHONE COMPANY | AERIAL DISTRIBUTION LINE | AERIAL SERVICE TO BE ABANDONED, REPEATER TO BE RELOCATED. | 8-C | BR 11+50 LT. & RT. TO BR 15+00 | TOWN OF ROTTERDAM | 24" C.I.P. WATER MAIN | REMAIN IN SERVICE UNDISTURBED |
| 4B | RIGHT ANGLE TO AND CROSSING N.Y.S. THRUWAY AT THRUWAY STA 6098+00 [±] | NEW YORK TELEPHONE CO. AND NIAGARA MOHAWK POWER CORP. | UNDERGROUND SERVICE LINE | TO BE RELOCATED ON NEW ROUTE 7 STRUCTURE BY OTHERS. ABANDON LINES UNDER THRUWAY. TEMPORARY RISERS NECESSARY DURING CONSTRUCTION. | 9-C | ROUTE 7, STA. 62+00 [±] LT. TO NEW N.Y.S. THRUWAY TOLL PLAZA | NEW YORK TELEPHONE CO. AND NIAGARA MOHAWK-POWER CORP. | NEW UNDERGROUND SERVICE | NEW SERVICE |
| 5B | RTE 7, STA 46+42 [±] RT TO 53+00 [±] RT | NEW YORK TELEPHONE COMPANY | AERIAL DISTRIBUTION LINES | TO BE RELOCATED BY OTHERS | 10-C | ROUTE 7, STA 63+46 [±] LT. TO NEW N.Y.S. THRUWAY TOLL PLAZA | TOWN OF ROTTERDAM | NEW 6" D.I.P. WATER MAIN | NEW SERVICE |
| 6B | RTE 7, STA 53+00 [±] RT TO 64+00 [±] RT | NEW YORK TELEPHONE CO AND NIAGARA MOHAWK POWER CORP | JOINT AERIAL DISTRIBUTION LINES | TO BE RELOCATED BY OTHERS | 11-C | RISOLI LANE, R10+00 - R13+65 | TOWN OF ROTTERDAM | 6" CIP WATER MAIN | REMAIN IN SERVICE UNDISTURBED |
| 7B | RTE 7, STA 57+75 [±] RT TO STA 57+90 [±] LT TO 60+95 [±] LT | NIAGARA MOHAWK POWER CORP | AERIAL DISTRIBUTION LINE | TO BE RELOCATED BY OTHERS | <p>NOTES: THE CONTRACTORS ATTENTION IS DIRECTED TO THE FACT THAT THESE HIGHWAYS, WITH THE EXCEPTION OF THE N.Y.S. THRUWAY, WILL BE DESIGNATED AS RESTRICTED HIGHWAYS UNDER THIS CONTRACT. THE CONTRACTOR WILL BE REQUIRED TO FURNISH WATCHMAN SERVICE UNDER ITEM 619.12 IN ACCORDANCE WITH REQUIREMENT "A" OF THE N.Y.S.D.O.T. SPECIFICATIONS.</p> | | | | |
| 8B | RTE 7, STA 64+00 [±] RT TO 66+00 [±] RT | NIAGARA MOHAWK POWER CORP | AERIAL DISTRIBUTION LINE | TO BE RELOCATED BY OTHERS | | | | | |
| 9B | RTE 7, STA 65+90 [±] LT TO 86+35 [±] LT | NIAGARA MOHAWK POWER CORP | AERIAL DISTRIBUTION LINE | TO BE RELOCATED BY OTHERS | | | | | |
| 10B | RTE 7, STA 89+00 [±] RT TO 94+00 [±] | NIAGARA MOHAWK POWER CORP AND NEW YORK TELEPHONE COMPANY | JOINT AERIAL DISTRIBUTION LINES | TO BE RELOCATED BY OTHERS | | | | | |
| 11B | BR 11+50 LT TO BR 15+00 LT | NEW YORK TELEPHONE CO. AND NIAGARA MOHAWK POWER CORP | JOINT AERIAL DISTRIBUTION LINES | TO BE RELOCATED BY OTHERS | | | | | |

UTILITY DISPOSITION TABLE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| | | | |
|---------------------|---------------|--------------|-------------|
| DRAWING No. MT-1 | SCALE NONE | DATE 4/79 | REGION 1 |
|---------------------|---------------|--------------|-------------|

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ESTIMATE OF QUANTITIES

| ITEM NUMBER | DESCRIPTION | UNIT | QUANTITY | FINAL |
|-------------|--|------|----------|---------|
| 201.0601 | CLEARING & GRUBBING | LS | NEC | 100 |
| 202.0101 | DISPOSAL OF BUILDINGS | LS | NEC | 100 |
| 202.0102 | DISPOSAL OF BUILDINGS | LS | NEC | 100 |
| 202.0103 | DISPOSAL OF BUILDINGS | LS | NEC | 0 |
| 202.0104 | DISPOSAL OF BUILDINGS | LS | NEC | 0 |
| 15202.10 | REMOVAL OF SUBSTRUCTURES | CY | 410 | 260 |
| 202.12 | REMOVING EXISTING SUPERSTRUCTURES | LS | NEC | 100 |
| 202.20 | REMOVING OLD BITUMINOUS CONCRETE OVERLAY | SY | 3,010 | 1469 |
| 16202.5210 | DISM AND STOR EXIST TEMP SUPPS | LS | NEC | 100 |
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | CY | 512,500 | 566,829 |
| 203.03 | EMBANKMENT IN PLACE | CY | 230,000 | 252,493 |
| 203.07 | SELECT GRANULAR FILL | CY | 9,100 | 9,882 |
| 203.08 | SELECT GRANULAR FILL SLOPE PROTECTION | CY | 8,437 | 7,624 |
| 203.1601 | APPLYING WATER | PDW | 720 | 275 |
| 203.20 | SELECT GRANULAR SUBGRADE | CY | 6,200 | 11,197 |
| 01203.2001 | SELECT GRANULAR SUBGRADE (MODIFIED) | CY | 73,900 | 71,075 |
| 203.21 | SELECT STRUCTURE FILL | CY | 5,081 | 5,333 |
| 206.01 | STRUCTURE EXCAVATION | CY | 4,960 | 4,810 |
| 206.02 | TRENCH AND CULVERT EXCAVATION | CY | 28,000 | 28,246 |
| 206.03 | CONDUIT EXCAVATION AND BACKFILL | LF | 8,850 | 9,201 |
| 209.01 | TEMP. SOIL EROSION AND WATER POLLUTION CONTROL | LS | NEC | 37 |
| 302.01 | BITUMINOUS STABILIZED COURSE | CY | 2,450 | 2,145 |
| 304.04 | SUBBASE COURSE TYPE 3 | CY | 36,300 | 34,737 |
| 304.05 | SUBBASE COURSE TYPE 4 | CY | 21,600 | 20,116 |
| 403.11 | ASPHALT CONCRETE-TYPE 1 BASE COURSE | T | 15,725 | 16,465 |
| 403.13 | ASPHALT CONCRETE-TYPE 3 BINDER COURSE | T | 4,150 | 4,598 |
| 403.16 | ASPHALT CONCRETE-TYPE 6 TOP COURSE | T | 1,800 | 2,852 |
| 403.17 | ASPHALT CONCRETE-TYPE 6F TOP COURSE (HIGH FRICTION) | T | 2,950 | 3,462 |
| 403.21 | ASPHALT CONCRETE-TRUING & LEVELING COURSE | T | 90 | 148 |
| 407.01 | TACK COAT - EMULSIFIED ASPHALT | GAL | 1,600 | 1,543 |
| 502.04 | CEMENT CONC PAVE REINFOR CL-C | CY | 10,500 | 10,496 |
| 15502.04 | PROFILOGRAPH | LS | NEC | 100 |
| 04502.0401 | EMERY CONCRETE SURFACE COURSE | SY | 3,390 | 0 |
| 15502.0601 | CEMENT CONC PAVEMENT UNREINFOR CLASS C- PROFILOGRAPHED | CY | 4,100 | 4,075 |
| 502.10 | METAL REINF FOR CONC PAVEMENT (10 FT. WIDE OR GREATER) | SY | 41,100 | 40,558 |
| 502.11 | METAL REINF FOR CONC PVT. (LESS THAN 10 FT. WIDE) | SY | 1,950 | 1,741 |
| 15502.2005 | TRANS JOINT SUPPORT (REINFORCED PAVEMENT) | LF | 6,500 | 4,367 |
| 15502.2006 | TRANS JOINT SUPPORT (UNREINFORCED PAVEMENT) | LF | 7,600 | 7,323 |
| 502.30 | LONGITUDINAL JOINT TIES | EA | 6,525 | 7,000 |
| 502.31 | LONGITUDINAL JOINT TIES, (EXPANSION TYPE) | EA | 1,350 | 0 |
| 18502.4401 | SAM & SEAL PAVENT & SHOULD JTS | LF | 42,200 | 25,439 |
| 15502.4506 | CEMENT CONCRETE PAVEMENT STRESS RELIEF JOINT (TYPE F) | LF | 102 | 98 |

ESTIMATE OF QUANTITIES

| ITEM NUMBER | DESCRIPTION | UNIT | QUANTITY | FINAL |
|-------------|---|------|----------|---------|
| 08502.5004 | SAMCUT ASPH PAVE CONC PAVE & ASPH OVERLAY ON CONC PAVE. | LF | 4,400 | 4,549 |
| 552.02 | PERM STEEL SHEET PILING | SF | 1,470 | 1,474 |
| 552.04 | TEMP STEEL SHEET PILING | SF | 6,950 | 8,540 |
| 552.05 | SAFE OPERAT SHEET PILING | SF | 181,363 | 154,332 |
| 555.01 | CONC FOR STRUCTURES - CLASS A | CY | 190 | 189 |
| 555.02 | CONC FOR STRUCTURES - CLASS B | CY | 1,345 | 1,420 |
| 555.0401 | CONC FOR STRS - CLASS E (STR SLAB-INT N S-BOT FNNK RED) | SF | 30,235 | 30,235 |
| 555.0404 | CONC FOR STRS - CLASS E (STR APR SLAB - INT WEAR SURFACE) | SF | 10,004 | 9,963 |
| 556.0201 | UNCOATED BAR REINFORCEMENT FOR CONCRETE STRUCTURES | LB | 295,999 | 301,908 |
| 556.0202 | EPOXY-COATED BAR REINFORCE FOR STRUCTURES | LB | 121,365 | 122,216 |
| 556.03 | STUD SHEAR CONNECTORS / BRIDGE | EA | 6,398 | 6,398 |
| 558.01 | BITUMINOUS MATERIAL | SF | 6,219 | 6,472 |
| 559.01 | EPOXY PROTECTIVE COATING | SF | 2,966 | 3,102 |
| 564.01 | STRUCTURAL STEEL | LB | 829,890 | 881,025 |
| 565.0101 | BRIDGE BEARINGS (TYPE AE1) (HIGH STEEL EXPANSION) | EA | 7 | 7 |
| 565.0102 | BRIDGE BEARINGS (TYPE AE2) (HIGH STEEL EXPANSION) | EA | 7 | 7 |
| 565.0206 | BRIDGE BEARINGS (TYPE AF 6) (HIGH STEEL FIXED) | EA | 7 | 7 |
| 565.0301 | BRIDGE BEARINGS (TYPE BE 1) (LOW STEEL EXPANSION) | EA | 14 | 14 |
| 565.0404 | BRIDGE BEARINGS (TYPE BF 4) (LOW STEEL FIXED) | EA | 7 | 7 |
| 567.35 | ARMORED JOINT SYSTEM WITH COMPRESSION SEAL - TYPE A5 | LF | 209 | 210 |
| 567.36 | ARMORED JOINT SYSTEM WITH COMPRESSION SEAL - TYPE A6 | LF | 68 | 68 |
| 568.10 | STEEL BR RAILING (TWO RAIL) | LF | 1,043 | 1,056 |
| 15570.25 | CLEAN CONTROLLED OXIDIZING STRUCTURAL STEEL | LS | NEC | 100 |
| 15580.4401 | DRILL & GRUT REINFORC BARS | LF | 10 | 16 |
| 587.02 | RR RAILING REMOVAL & STORAGE | LF | 400 | 436 |
| 603.0509 | CORR ST PIPE (2-2/3X1/2) 12 IN. DIAM., 16 GAUGE | LF | 304 | 598 |
| 02603.0517 | RND CORR ST PIPE (2-2/3 X 1/2) (NESTBL TYPE) 21 IN DIAM 16 G | LF | 24 | 24 |
| 02603.0524 | RND CORR ST PIPE (2-2/3 X 1/2) (NESTBL TYPE) 30 IN DIAM 16 G | LF | 10 | 17 |
| 603.0920 | CORR ST P-ARCH PI (2-2/3X1/2) 24 IN.D 16 GA 28 IN.SP 20 IN.R | LF | 68 | 66 |
| 603.0924 | CORR ST P-ARCH PI, (2-2/3X1/2) 30 IN.D 16 GA 35 IN.SP 24 IN.R | LF | 160 | 152 |
| 603.1709 | GALV ST END-SECTIONS-PIPE (2-2/3X1/2) 12 IN.D 16 GA. | EA | 18 | 12 |
| 603.1820 | GALV ST E-SCT PIPE ARCH (2-2/3X1/2)28 I SP 20 I R 16 G | EA | 1 | 1 |
| 603.1825 | GALV ST E-SCT PIPE ARCH (2-2/3X1/2)35 I SP 24 I R 14 G | EA | 4 | 4 |
| 603.2114 | SMOOTH LINED CORR STEEL PIPE (2-2/3X1/2) 18 IN DIAM 16 GA | LF | 345 | 345 |
| 603.2117 | SMOOTH LINED CORR STEEL PIPE (2-2/3X1/2) 21 IN DIAM 16 GA | LF | 152 | 149 |
| 603.4009 | ROUND COR AL PIPE (2-2/3X1/2) 12 IN DIAMETER 16 GAGE | LF | 304 | 0 |
| 603.4060 | ROUND COR AL PIPE (2-2/3X1/2) 48 IN DIAMETER 12 GAUGE | LF | 174 | 0 |
| 603.4066 | ROUND COR AL PIPE (2-2/3X1/2) 54 IN DIAMETER 10 GAUGE | LF | 130 | 0 |

ESTIMATE OF QUANTITIES

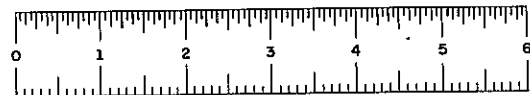
| ITEM NUMBER | DESCRIPTION | UNIT | QUANTITY | FINAL |
|-------------|--|------|----------|-------|
| 603.4420 | COR AL STR PL PIPE (9X2-1/2) 78 IN. DIA. .100 IN THICK | LF | 300 | 0 |
| 603.4422 | COR AL STR PL PIPE (9X2-1/2) 78 IN. DIA .150 IN THICK | LF | 392 | 0 |
| 603.4430 | COR AL STR PL PIPE (9X2-1/2) 84 IN. DIA .175 IN THICK | LF | 480 | 0 |
| 603.4810 | COR AL PIPE-ARCH (2-2/3X1/2) 28 IN SPAN 20 IN RISE 14 GA | LF | 68 | 0 |
| 603.4813 | COR AL PIPE-ARCH (2-2/3X1/2) 35 IN SPAN 24 IN RISE 14 GA | LF | 160 | 0 |
| 603.5404 | CORR ALUM END SECTIONS, PIPE 12 IN.DIAM.(2-2/3 X 1/2) 16 GA | EA | 18 | 0 |
| 603.5416 | CORR ALUM END SECTIONS, PIPE 48 IN.DIAM.(2-2/3 X 1/2) 12 GA | EA | 2 | 0 |
| 603.5418 | CORR ALUM END SECTIONS, PIPE 54 IN.DIAM.(2-2/3 X 1/2) 12 GA | EA | 1 | 0 |
| 603.5509 | COR AL END SECTIONS, P-A 28 IN S 20 IN R(2-2/3X1/2)14 G | EA | 1 | 0 |
| 603.5511 | COR AL END SECTIONS, P-A 35 IN S 24 IN R(2-2/3X1/2)14 G | EA | 4 | 0 |
| 603.6001 | REINFORCED CONCRETE PIPE, CLASS III, 12 INCH DIAMETER | LF | 968 | 955 |
| 603.6002 | REINFORCED CONCRETE PIPE, CLASS III, 15 INCH DIAMETER | LF | 900 | 899 |
| 603.6003 | REINFORCED CONCRETE PIPE, CLASS III, 18 INCH DIAMETER | LF | 110 | 157 |
| 603.6005 | REINFORCED CONCRETE PIPE, CLASS III, 24 INCH DIAMETER | LF | 2,346 | 4,398 |
| 603.6006 | REINFORCED CONCRETE PIPE, CLASS III, 27 INCH DIAMETER | LF | 562 | 553 |
| 603.6007 | REINFORCED CONCRETE PIPE, CLASS III, 30 INCH DIAMETER | LF | 462 | 455 |
| 603.6009 | REINFORCED CONCRETE PIPE, CLASS III, 36 INCH DIAMETER | LF | 48 | 48 |
| 603.6210 | REINFORCED CONCRETE PIPE, CLASS V, 42 INCH DIAMETER | LF | 244 | 276 |
| 603.7302 | REINF. CONC. PIPE END SECTIONS 18 INCH DIAMETER | EA | 2 | 1 |
| 603.7303 | REINF. CONC. PIPE END SECTIONS 24 INCH DIAMETER | EA | 25 | 27 |
| 603.7304 | REINF. CONC. PIPE END SECTIONS 30 INCH DIAMETER | EA | 5 | 5 |
| 603.7305 | REINF. CONC. PIPE END SECTIONS 36 INCH DIAMETER | EA | 2 | 2 |
| 603.7306 | REINF. CONC. PIPE END SECTIONS 42 INCH DIAMETER | EA | 2 | 2 |
| 603.7308 | REINFORCED CONCRETE PIPE END SECTIONS 15 IN DIAM | EA | 1 | 1 |
| 01603.7607 | 10 X 5 PRECAST CONC BOX CULV | LF | 112 | 112 |
| 603.7903 | GALV ST PIPE END SECTNS (OPTS) (2-2/3X1/2)/(3X1)48 IN D 12 G | EA | 2 | 2 |
| 603.7904 | GALV ST PIPE END SECTNS (OPTS) (2-2/3X1/2)/(3X1)54 IN D 12 G | EA | 1 | 1 |
| 603.8442 | RND COR ST PIPE PI OP(3X1)16GA OR (2-2/3X1/2) 14 GA 48 IN.D | LF | 174 | 186 |
| 603.8469 | RND COR ST PIPE PI OP(3X1)100A OR (2-2/3X1/2) 10 GA 54 IN.D | LF | 130 | 130 |
| 603.8565 | RC ST PIPE PI OP(3X1)120/(2-2/3X1/2)80/(6X2)120 78 IN D | LF | 300 | 300 |
| 603.8567 | RC ST PIPE PI OP(3X1)100/(2-2/3X1/2)80/(6X2)100 78 IN D | LF | 392 | 392 |
| 603.8587 | RC ST PIPE PI OP(3X1)100/(2-2/3X1/2)80/(6X2)100 84 IN D | LF | 480 | 480 |
| 01604.0201 | CATCH BASIN TYPE A | LF | 15 | 17 |
| 01604.0203 | CATCH BASIN TYPE C | LF | 20 | 21 |
| 01604.0211 | CATCH BASIN TYPE D | LF | 25 | 22 |

| FED. ROAD RES. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|-------------------------|-----------|--------------|
| 1 | NY | I-88-2(10) | 398 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CORR TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

REVISIONS

ESTIMATE OF QUANTITIES
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DRAWING NO. | SCALE | DATE | REGION |
|-------------|-------|------|--------|
|-------------|-------|------|--------|



D06243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 401 | 284 |
| INTERSTATE ROUTE 50B | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUNESBURG, PART 1, S.H. 860 | | | | |
| SCHENECTADY COUNTY | | | | |

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| ESTIMATE OF QUANTITIES | | | | |
|------------------------|--|------|----------|--------|
| ITEM NUMBER | DESCRIPTION | UNIT | QUANTITY | FINAL |
| 01604.0212 | CATCH BASIN TYPE E | LF | 15 | 15 |
| 01604.0401 | MANHOLE TYPE A | LF | 65 | 75 |
| 01604.0501 | DROP INLETS TYPE A | LF | 14 | 14 |
| 09604.0502 | DROP INLET TYPE B | LF | 19 | 20 |
| 09604.0503 | DROP INLET TYPE C | LF | 17 | 19 |
| 01604.0508 | DROP INLETS TYPE H | LF | 50 | 96 |
| 01604.0522 | DROP INLETS TYPE V | LF | 21 | 33 |
| 01604.0523 | DROP INLETS TYPE A A | LF | 29 | 32 |
| 605.0702 | STEEL PIPE UNDERDRAIN 4-5/8 IN SEMI CIRCULAR OR 6IN PERF. COR | LF | 582 | 1,627 |
| 605.0901 | UNDERDRAIN FILTER TYPE 1 | CY | 315 | 323 |
| 605.1001 | UNDERDRAIN FILTER TYPE 2 | CY | 2,110 | 2,469 |
| 17605.9104 | CONC POLY UNDERDRAIN PI 4 IN D | LF | 32,400 | 33,160 |
| 606.10 | BOX BEAM GUIDE RAILING | LF | 6,200 | 6,856 |
| 606.11 | BOX BEAM GUIDE RAILING (SHOP CURVED) | LF | 2,200 | 2,279 |
| 606.12 | BOX BEAM MEDIAN BARRIER | LF | 130 | 144 |
| 606.13 | BOX BEAM MEDIAN BARRIER (SHOP CURVED) | LF | 270 | 272 |
| 606.14 | BOX BEAM GUIDE RAILING END ASSEMBLY | EA | 29 | 39 |
| 606.16 | BOX BEAM MEDIAN BARRIER END ASSEMBLY, TYPE B | EA | 1 | 1 |
| 606.20 | CORRUGATED BEAM GUIDE RAILING | LF | 2,800 | 2,640 |
| 606.22 | ANCHORAGE UNITS FOR CORRUGATED BEAM GUIDE RAILING | EA | 12 | 12 |
| 15606.3001 | CONC MEDIAN BARRIER (TYPE A) | LF | 3,314 | 2,921 |
| 15606.3101 | CONC MEDIAN BARRIER END SECTION (TYPE A) | EA | 2 | 3 |
| 15606.3201 | HALF SECTION CONC MED BARRIER | LF | 694 | 695 |
| 15606.3202 | TRANSITION CONCRETE BARRIER TO BOX BEAM GUIDE RAIL | LF | 104 | 104 |
| 606.47 | GUIDE POSTS (R&RD) | EA | 2 | 0 |
| 606.48 | REMOVING & DISPOSING OF GUIDE POSTS | EA | 25 | 26 |
| 15606.4801 | 1 BEAM BACK UP POSTS FOR GD RL | EA | 48 | 81 |
| 606.52 | RESET BOX BEAM GUIDE RAILING | LF | 1,308 | 0 |
| 606.58 | RESET BOX BEAM GUIDE RAILING END ASSEMBLY | EA | 2 | 1 |
| 606.62 | REMOVING & STORING CORRUGATED BEAM GUIDE RAILING | LF | 748 | 748 |
| 606.64 | REMOVING & STORING BOX BEAM GUIDE RAILING | LF | 122 | 158 |
| 606.67 | REMOVE & STORE ANCHOR UNIT FOR CORR BEAM GD RAIL & WALL BARR | EA | 7 | 7 |
| 606.68 | REMOVE & STORE BX BEAM GUIDE RAILING END ASSEMBLY | EA | 1 | 5 |
| 606.72 | REMOVING & DISPOSING CORRUGATE BEAM GUIDE RAILING | LF | 3,377 | 3,351 |
| 606.77 | REMOVE & DISPOS ANCHOR UNIT / CORR BEAM GD RAIL & WALL BARR | EA | 8 | 0 |
| 607.0812 | OPT C-L FENCE W TOP RAIL ALU. OR ALU CTD OR GLV ST 6 FT HI | LF | 289 | 427 |
| 607.0822 | OPT C-L FENCE W TOP TENSION WIRE 6 FOOT HIGH | LF | 7,700 | 8,524 |
| 607.11 | RIGHT-OF-WAY FENCING | LF | 3,600 | 3,776 |
| 607.1856 | OPTIONAL FENCE GATE (DOUBLE LEAF 12 FT OPENING 6 FT HI) | EA | 1 | 1 |
| 607.1866 | OPTIONAL FENCE GATE (DOUBLE LEAF 20 FT OPENING 6 FT HI) | EA | 1 | 1 |
| 01607.60 | REMOVING AND STORING CHAIN LINK FENCING | LF | 3,000 | 3,590 |

| ESTIMATE OF QUANTITIES | | | | |
|------------------------|--|-------|----------|--------|
| ITEM NUMBER | DESCRIPTION | UNIT | QUANTITY | FINAL |
| 05607.60 | REMOVE & STORE CH-LINK FENCING | LF | 1,100 | 1,008 |
| 608.01 | CONCRETE SIDEWALK | CY | 14 | 11 |
| 608.02 | ASPHALT CONCRETE DRIVEWAYS SIDEWALKS & CLASS I BIKEWAYS | T | 170 | 413 |
| 609.0203 | STONE CURB - GRANITE (TYPE C) | LF | 850 | 823 |
| 609.0301 | STONE CURB - BRIDGE (TYPE A) | LF | 382 | 317 |
| 609.0302 | STONE CURB - BRIDGE (TYPE F1) | LF | 540 | 891 |
| 609.0303 | STONE CURB - BRIDGE (TYPE G1) | LF | 488 | 130 |
| 609.0405 | CONVENTIONALLY FORMED OR MACH FORMED CONC CURB TYPE AB | LF | 200 | 229 |
| 609.0407 | CONVENTIONALLY FORMED OR MACH FORMED CONC CURB TYPE BB | LF | 3,000 | 2,985 |
| 610.01 | APPLYING SOIL CONDITIONERS | T | 6.3 | 6 |
| 610.02 | SEEDING | A | 42 | 55 |
| 611.01336 | PLTG GLEDITSIA TRIACANTHOS SHOWSTR, SKYL, IMP OR EQUAL | EA | 2 | 2 |
| 611.04906 | PLTG VIBURNUM DENTATUM | EA | 3 | 3 |
| 611.04966 | PLTG VIBURNUM SIEBOLDI | EA | 2 | 2 |
| 611.05403 | PLTG RHODODENDRON SPECIES | EA | 4 | 4 |
| 611.05424 | PLTG RHODODENDRON CATANBIENSE | EA | 2 | 2 |
| 611.05513 | PLTG TAXUS CUSPIDATA | EA | 19 | 19 |
| 612.01 | SODDING | SY | 334 | 196 |
| 613.0101 | TOP SOIL | CY | 9,500 | 14,055 |
| 614.02 | SELECTIVE THINNING | A | 6.5 | 0 |
| 614.0334 | TREE REMOVAL | EA | 10 | 11 |
| 614.0344 | TREE REMOVAL | EA | 12 | 11 |
| 614.0354 | TREE REMOVAL | EA | 9 | 4 |
| 614.0364 | TREE REMOVAL | EA | 3 | 4 |
| 614.0384 | TREE REMOVAL | EA | 1 | 1 |
| 614.0394 | TREE REMOVAL | EA | 1 | 7 |
| 615.03 | MATCHING PLANTS AND SOD | AGAL | 3 | 6 |
| 619.01 | BASIC MAINTENANCE & PROTECTION OF TRAFFIC | LS | NEC | 100 |
| 619.02 | CONSTRUCTION SIGNS | LS | NEC | 100 |
| 619.0413 | TYPE III CONSTRUCTION BARR | LF | 12,400 | 712 |
| 619.0501 | LIGHTING FOR CONST BARRICADES | LF | 6,200 | 200 |
| 619.10 | MAILBOXES | EA | 46 | 52 |
| 619.1101 | OPENING HIGHWAY TO TRAFFIC PRIOR TO CONTRACT ACCEPTANCE | LWCD | 1,070 | 782 |
| 619.12 | MATCHMEN SERVICE | PTRL | 16,000 | 3,412 |
| 619.15 | PAVEMENT DELINEATION | LF | 15,700 | 19,675 |
| 619.1601 | MAINT TRAF SIGNAL EQUIP | INTMD | 45 | 33 |
| 619.17 | TEMPORARY CONC BARRIER | LF | 1,400 | 1,740 |
| 620.02 | STONE FILLING (FINE) | CY | 20 | 0 |
| 620.03 | STONE FILLING (LIGHT) | CY | 6,450 | 6,305 |
| 620.04 | STONE FILLING (MEDIUM) | CY | 60 | 105 |
| 620.06 | DRY RIP RAP | CY | 80 | 235 |
| 620.08 | BEDDING MATERIAL | CY | 2,250 | 2,165 |
| 620.09 | CONCRETE BLOCK PAVING | SY | 730 | 719 |
| 624.0111 | CONVENT FORM OR MACHINE FORMED CONC GUTTERS TYPE C | SY | 460 | 533 |
| 625.01 | RIGHT OF WAY MARKERS (OPTIONS- GRANITE OR CONCRETE, TYPE L) | EA | 65 | 64 |

| ESTIMATE OF QUANTITIES | | | | |
|------------------------|--|-------|----------|--------|
| ITEM NUMBER | DESCRIPTION | UNIT | QUANTITY | FINAL |
| 625.02 | GRANITE RIGHT OF WAY MARKERS | EA | 9 | 9 |
| 626.01 | PERMANENT SURVEY MARKERS | EA | 6 | 6 |
| 633.0202 | CLEAN EXIST PAVE AND/OR SHOULD | SY | 3,350 | 2,109 |
| 634.01 | SURVEY AND STAKEOUT | LS | NEC | 100 |
| 634.03 | CONC. CYLINDER CURING BOX | EA | 2 | 2 |
| 15634.0403 | INSPECTION VEHICLES | VCN | 275 | 345 |
| 15634.0498 | 2-WAY FM RADIO BASE STATION | QH-MO | 30 | 30 |
| 15634.0499 | 2-WAY FM MOBILE RADIOS | BN-MO | 85 | 76 |
| 15634.0503 | TRAINING SPECIAL PROVISIONS | TMH | 10,000 | 8,274 |
| 18635.01 | CLEANING AND PREPARATION OF PAVEMENT SURFACE-LINES | LF | 29,500 | 18,536 |
| 637.01 | LABORATORY BUILDING | EA | 1 | 1 |
| 637.09 | ENGINEERS OFFICE - TYPE E | MO | 30 | 31 |
| 638.0102 | COLORLED SYN RESIN BINDER CONC (WHITE) | T | 260 | 214 |
| 644.01 | SINGLE CANTILEVER SIGN STRUCT | EA | 1 | 1 |
| 644.0301 | SINGLE SPAN SIGN STRUCTURE | EA | 1 | 1 |
| 644.0302 | SINGLE SPAN SIGN STRUCTURE | EA | 1 | 1 |
| 644.0303 | SINGLE SPAN SIGN STRUCTURE | EA | 1 | 1 |
| 644.0304 | SINGLE SPAN SIGN STRUCTURE | EA | 1 | 1 |
| 644.06 | SIGN STRUCTURE DAMPENER | EA | 1 | 1 |
| 645.07 | GUIDE SIGN - ALUMINUM | SF | 1,192 | 1,208 |
| 645.14 | OVERHEAD PANEL - ALUMINUM | SF | 1,737 | 1,886 |
| 645.16 | SECONDARY PANEL - ALUMINUM | SF | 317 | 315 |
| 645.2020 | TRAFFIC SIGN 30IN OCTAGONAL | EA | 5 | 4 |
| 645.2025 | TRAFFIC SIGN 36 IN OCTAGONAL | EA | 1 | 1 |
| 645.2050 | TRAFFIC SIGN 60 IN X 48 IN | EA | 9 | 8 |
| 645.2060 | TRAFFIC SIGN 24 IN X 48 IN | EA | 7 | 10 |
| 645.2062 | TRAFFIC SIGN, 24 IN X 48 IN FURNISH & MOUNT PANEL ONLY | EA | 3 | 3 |
| 645.2080 | TRAFFIC SIGN 36 IN X 48 IN | EA | 10 | 10 |
| 645.2090 | TRAFFIC SIGN 48 IN X 48 IN | EA | 4 | 4 |
| 645.21 | TRAFFIC SIGN 18IN X 48IN | EA | 3 | 3 |
| 645.2120 | TRAFFIC SIGN 30IN X 30IN OR 30IN X 24IN | EA | 5 | 3 |
| 645.2150 | TRAFFIC SIGN 24IN X 30IN OR 24IN X 24IN | EA | 2 | 2 |
| 645.2260 | TRAFFIC SIGN 36IN X 42IN OR 36IN X 36IN | EA | 4 | 4 |
| 645.2280 | TRAFFIC SIGN 48IN X 42IN OR 48 IN X 36 IN | EA | 5 | 5 |
| 645.2290 | TRAFFIC SIGN 24IN DIAMOND | EA | 4 | 3 |
| 645.2310 | TRAFFIC SIGN 36IN DIAMOND | EA | 10 | 9 |
| 645.2410 | TRAFFIC SIGN 36IN DIAMOND WITH 36IN X 36IN RECTANGLE | EA | 4 | 5 |
| 645.2430 | TRAFFIC SIGN 48IN DIAMOND WITH 36IN X 36IN RECTANGLE | EA | 4 | 4 |
| 645.2480 | TRAFFIC SIGN 36IN ROUTE MARKER | EA | 8 | 8 |
| 645.26 | TRAF SIGN SNGL RTE MKRK ASSEM PANEL GROUP I | EA | 2 | 2 |
| 645.2610 | TRAF SIGN SNGL RTE MKRK ASSEM PANEL GROUP II | EA | 2 | 2 |
| 645.2620 | TRAF SIGN SNGL RTE MKRK ASSEM PANEL GROUP III | EA | 2 | 2 |
| 645.2760 | TRAF SIGN DBL RTE MKRK ASSEM PANEL GROUPS IV & IV | EA | 2 | 2 |
| 645.2840 | TRAF SIGN TRIPLE RTE MKRK ASSEM PGS IV & 2(1/11/111/IV) | EA | 1 | 1 |

REVISIONS

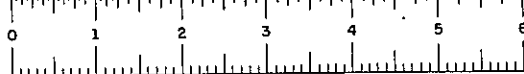
ESTIMATE OF QUANTITIES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO. SCALE DATE REGION

DATE
CHECKED BY
DRAFTED BY
CHECKED BY
ESTIMATED BY
CHECKED BY
DESIGNED BY
IN CHARGE OF

HC 47-2 (5/76)



| ESTIMATE OF QUANTITIES | | | | |
|------------------------|---|------|----------|-------|
| ITEM NUMBER | DESCRIPTION | UNIT | QUANTITY | FINAL |
| 645.29 | TRAFFIC SIGN 12IN X 42IN OR 12IN X 36IN | EA | 5 | 2 |
| 645.2902 | TRAF SIGN, 12IN X 42IN OR 12IN X 36IN FURN & MNT PANEL ONLY | EA | 1 | 0 |
| 645.30 | SLIP-IMPACT BASE AND HINGE ASSEMBLY (POST TYPE 8) | EA | 6 | 8 |
| 645.31 | SLIP-IMPACT BASE AND HINGE ASSEMBLY (POST TYPE 9) | EA | 4 | 4 |
| 645.35 | SLIP IMPACT BASE & HINGE ASSEM (POST TYPE 13) | EA | 6 | 6 |
| 645.4003 | CLEARANCE MARKER, RIGHT, 54 IN | EA | 2 | 2 |
| 646.0601 | DELINEATOR SOLE UNIT ONE WAY ON POST | EA | 359 | 376 |
| 646.0602 | DELINEATOR SOLE UNIT BACK BACK ON POST | EA | 117 | 45 |
| 646.0603 | DELINEATOR SOLE UNIT TWO WAY ON POST | EA | 11 | 11 |
| 646.0604 | DELINEATOR SOLE UNIT THREE WAY ON POST | EA | 9 | 9 |
| 646.0606 | DELINEATOR DBL UNIT ON POST | EA | 33 | 90 |
| 646.0607 | DELINEATOR SOLE UNIT BAND OR BRACKET MOUNT | EA | 29 | 27 |
| 646.0609 | DELINEATOR SINGLE UNIT BACK TO BACK BAND OR BRACK MOUNT | EA | 40 | 51 |
| 646.0701 | REFER MARK 4 FT W/ HGT | EA | 35 | 35 |
| 646.0801 | SNOWPLOW MARK SCL UNIT | EA | 11 | 8 |
| 646.0802 | SNOWPLOW MARK DBL UNIT | EA | 11 | 11 |
| 647.04 | REMOVAL AND STORAGE OF SIGNS SIZE A (0 - 10 S.F.) | EA | 19 | 30 |
| 647.05 | REMOVAL AND STORAGE OF SIGNS SIZE B (11-20 S.F.) | EA | 7 | 11 |
| 647.07 | REMOVAL & STORAGE OF SIGNS SIZE D (41 TO 100 SF) | EA | 1 | 3 |
| 647.10 | RELOCATING SIGNS SIZE A (0 TO 10 SF) | EA | 34 | 34 |
| 647.11 | RELOCATING SIGNS SIZE B (11 TO 20 SF) | EA | 2 | 2 |
| 650.02 | JACKING REINH CONC PIPE UNDER HIGHWAY | LF | 150 | 150 |
| 662.01 | FURNISHING AND APPLYING CALCIUM CHLORIDE | T | 55 | 7 |
| 15054.1101 | INERTIAL BARRIER MOD REPLCMNT PARTS (TYPE A 400 POUNDS) | EA | 1 | 0 |
| 15054.110201 | INERTIAL BARRIER MODULE (TYPE A 400 POUNDS) | EA | 2 | 2 |
| 15054.1202 | INERTIAL BARRIER MODULE (TYPE B 700 POUNDS) | EA | 6 | 6 |
| 15054.1302 | INERTIAL BARRIER MODULE (TYPE C 1400 POUNDS) | EA | 4 | 4 |
| 15054.1402 | INERTIAL BARRIER MODULE (TYPE D 2100 POUNDS) | EA | 2 | 2 |
| 15054.1501 | LIQUID FILLED CELL CLUSTER ATTENUATOR (LOCATION A) | EA | 9 | 9 |
| 655.01 | FRAMES AND GRATES (CASTINGS) | SF | 12 | 46 |
| 655.02 | FRAMES AND GRATES (FABRICATED) | SF | 370 | 287 |
| 15055.03 | FRAMES & GRATES - CASTINGS & FABRICATED | SF | 80 | 94 |
| 01055.10 | REM & STORE FRAMES AND GRATES | EA | 12 | 13 |
| 050.01 | MISCELLANEOUS METALS | LB | 810 | 319 |
| 08660.0606 | F & I DUCT IRON CEM LIN WATER PIPE (6 IN DIAM) | LF | 2,500 | 2,526 |
| 08660.0610 | F & I DUCT IRON CEM LIN WATER PIPE (10 INCH DIAM) | LF | 10 | 76 |
| 08660.061212 | F & I DUCT IRON CEM LIN WATER PIPE (12 IN DIAM) | LF | 2,316 | 2,282 |

| ESTIMATE OF QUANTITIES | | | | |
|------------------------|--|------|----------|--------|
| ITEM NUMBER | DESCRIPTION | UNIT | QUANTITY | FINAL |
| 08660.070106 | FURN & INSTALL WATER GATE VALV & VALVE BOXES (6 IN DIAM) | EA | 4 | 10 |
| 08660.070112 | FURN & INSTALL WATER GATE VALV & VALVE BOXES (12 IN DIAM) | EA | 2 | 2 |
| 08660.10 | ALTERING ELEVATION OF WATER GATE VAL BX FOR WATER MAINS | EA | 3 | 3 |
| 08660.1116 | CUT & CAP WATER LINES | EA | 1 | 0 |
| 04660.12 | RE-ESTABLISH WATER SERVICE CONNECTIONS | EA | 26 | 28 |
| 15660.13 | RELOCATING HYDRANTS | EA | 6 | 7 |
| 01660.1403 | FURNISH AND INSTALL HYDRANT ASSEMBLY COMPLETE | EA | 1 | 1 |
| 08660.1725 | F & I 12 IN X 12 IN TAP SLEEVE TAP VALVE & VALVE BX ASSEMBLY | EA | 3 | 3 |
| 07660.1911 | FURN & INSTALL 4 IN THICK INSULATION FOR WATER MAIN | LF | 326 | 296 |
| 01660.71 | FURNISH & INSTALL POLYVINYL CHLORIDE WATER PIPE | LF | 2,100 | 2,061 |
| 08660.8080 | WATER MAIN SPECIALS | LB | 8,475 | 13,240 |
| 16660.9102 | GALV ST COMMUNICATION CONDUIT | LF | 250 | 241 |
| 670.01 | FOUND. FOR LIGHT STANDARDS | EA | 40 | 39 |
| 670.1001 | ALUM LIGHT STRDS 30 FT.WING.HT 4 FT. TO 15 FT. BRACKET | EA | 39 | 38 |
| 670.2003 | 2 INCH GALV. STEEL CONDUIT | LF | 9,000 | 8,638 |
| 01670.2603 | F & I 3 IN P V C CONDUIT FOR MAGNETIC DETECTORS | LF | 130 | 123 |
| 670.3006 | PULLBOXES, 5 CF TO 7.5 CF INSIDE VOLUME (LIGHTING) | EA | 20 | 20 |
| 670.40 | CAST IRON JUNCTION BOXES | EA | 1 | 1 |
| 680.01 | SPAN WIRE ASSEMBLY | EA | 3 | 3 |
| 680.0309 | STEEL TRAFFIC SIGNAL POLE ANCHOR BASE (30 FT) | EA | 1 | 1 |
| 680.0310 | STEEL TRAFFIC SIGNAL POLE ANCHOR BASE (32 FT) | EA | 2 | 2 |
| 680.0312 | STEEL TRAFFIC SIGNAL POLE ANCHOR BASE (36 FT) | EA | 1 | 1 |
| 680.050208 | SIGNAL CONTROL CABLE (2 CONDUCTOR 8 AWG) | LF | 250 | 235 |
| 680.050314 | SIGNAL CONTROL CABLE (3 CONDUCTOR 14 AWG) | LF | 350 | 363 |
| 680.050514 | SIGNAL CONTROL CABLE (5 CONDUCTOR 14 AWG) | LF | 1,180 | 1,109 |
| 680.051514 | SIGNAL CONTROL CABLE (15 CONDUCTOR 14 AWG) | LF | 150 | NIC |
| 680.051914 | SIGNAL CONTROL CABLE (19 CONDUCTOR 14 AWG) | LF | 130 | 340 |
| 680.08 | POLE EXCAV AND CONC FOUNDATION | CY | 19 | 18 |
| 680.09 | PULLBOXES (TRAFFIC SIGNALS) | EA | 10 | 11 |
| 680.1006 | CONDUIT - 2 IN DIAM | LF | 880 | 812 |
| 680.1010 | CONDUIT - 4 IN DIAM | LF | 24 | 23 |
| 08680.1027 | CONDUIT RISER ASSEM - 2 IN D. | EA | 6 | 4 |
| 680.11 | INDUCTANCE LOOP WIRE | LF | 2,000 | 2,027 |
| 680.12 | SHIELDED LEAD-IN CABLE | LF | 2,285 | 2,295 |
| 680.13 | INDUCTANCE LOOP INSTALLATION | LF | 940 | 953 |
| 15680.153245 | INSTALL MICROCOMPUTER CABINET | EA | 1 | 1 |
| 01680.153604 | CONTROLLER & CABINET 3 PHASE FULL TRAF ACTUATED (NEMA) | EA | 1 | 1 |
| 15680.1562 | INTERSECTION FLASHER CONTROLL WITH CABINET | EA | 1 | 1 |
| 680.23 | MOD AND REMOVE TRAF SIGNAL EOU. | LS | NEC | 100 |
| 680.3002 | TRAFFIC SIGNAL HEADS, 1 WAY 1 SECTION 12 IN LENS | EA | 2 | 2 |

| ESTIMATE OF QUANTITIES | | | | |
|------------------------|--|------|----------|--------|
| ITEM NUMBER | DESCRIPTION | UNIT | QUANTITY | FINAL |
| 680.3032 | TRAFFIC SIGNAL HEADS, 1 WAY 3 SECTION 12 IN LENS | EA | 2 | 2 |
| 680.3035 | TRAFFIC SIGNAL HEADS, 2 WAY 3 SECTION 12 IN LENS | EA | 3 | 3 |
| 680.3061 | TRAFFIC SIGNAL HEADS, 1 WAY 5 SECTION 12 IN LENS | EA | 2 | 1 |
| 680.3072 | TRAFFIC SIGNAL HEADS, 2 WAY 3 & 5 SECTION | EA | 1 | 2 |
| 10680.4404 | MAGNETIC VEHICLE DETECTOR MULTIPLE-LANE TYPE | EA | 3 | 3 |
| 680.46 | PEDESTRIAN PUSH BUTTON & SIGN | EA | 2 | 2 |
| 687.01 | WHITE THERMOPLASTIC REFLECT PAVEMENT STRIPES | LF | 29,180 | 18,371 |
| 687.02 | YELLOW THERMOPLASTIC REFLECT PAVEMENT STRIPES | LF | 21,150 | 21,525 |
| 18688.01 | WHITE PREFORMED REFLECTORIZED PAVEMENT STRIPES | LF | 11,950 | 0 |
| 18688.02 | YELLOW PREFORMED REFLECTORIZED PAVEMENT STRIPES | LF | 6,500 | 0 |
| 25090.6374 | TOLL UTILITY BUILDING, ISLANDS, CANOPY AND RELATED WORK | LS | NEC | 0 |
| 25090.6375 | FURI & INSTALL TOLL BOOTHS | LS | NEC | 100 |
| 16095.18 | INSTALL ELECT CONDUIT (COMPANY FURN.) | LF | 915 | 912 |
| 16095.20 | TELE INSTALL ELECT CONDUIT (COMPANY FURN.) | LF | 1,368 | 1,368 |
| 699.01 | MOBILIZATION | LS | NEC | 100 |
| 700.01 | ASPHALT PRICE ADJUSTMENT | LS | NEC | 12.1 |
| ADDITIONAL ITEMS | | | | |
| 611.010463 | A-PLTG RED MAPLE 2 1/2 IN - 3 IN CAL B & B N G | EA | 0 | 8 |
| 611.011063 | A-PLTG SUGAR MAPLE 2 1/2 IN - 3 IN CAL B & B N G | EA | 0 | 8 |
| 611.012665 | A-PLTG GREEN ASH 2 1/2 IN - 3 IN CAL B & B N G | EA | 0 | 11 |
| 611.034143 | A-PLTG AUSTRIAN PINE 4-5 FT B & B N G | EA | 0 | 3 |
| 611.034163 | A-PLTG AUSTRIAN PINE 6-7 FT B & B N G | EA | 0 | 29 |
| 611.034463 | A-PLTG SCOTS PINE 6-7 FT B & B N G | EA | 0 | 10 |
| 645.2330 | TRAFFIC SIGN - 48 IN DIAMOND | EA | 0 | 4 |
| 08660.1718 | A-FURNISH 10IN X10IN TPNG SLVE TAPING VALVE & VALVE BX ASSEM | EA | 0 | 1 |
| 15680.94 | A-RAINTIGHT DISCONNECT BOX | EA | 0 | 3 |
| 11690.6374 | A-TOLL UTIL BLDG ISLANDS CANOPY AND RELATED WORK | LS | 0 | 100 |
| 950.01 | A-FURNISH & INSTALL GROUT TYPE JOINT TIES | EA | 0 | 1,282 |
| 950.02 | A-TRANSVERSE JOINT SUPPORTS (RE INF PAUT EXPANS TYPE ONLY) | LF | 0 | 1,575 |
| 950.03 | FURN 1 INST 3 IN STR FORM MASS INSULATION | LS | 0 | 84 |
| 950.04 | A-FURNISH & INSTALL POST CAST HEADBA ANCHORAGE | LS | 0 | 100 |

| FED. ROAD DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-00-2(10) | 4/21 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CORR TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DIANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

| ITEM | DESCRIPTION | UNIT | QUAN | FINAL |
|--------|---|------|------|--------|
| 950.06 | A-ADDITIONAL COSTS FOR CMH-GES IN BRIDGE STEEL | LS | 0 | 100 |
| 950.07 | A-MODIFY FLASHING DUE TO ROOF CHANGE | LS | 0 | 180 |
| 950.08 | A-ADDITIONAL HEATING COSTS DUE TO ROOF CHANGE | LS | 0 | 180 |
| 950.09 | A-MODIFY TOLL BOOTH BASE ELEVATION | LS | 0 | 100 |
| 950.10 | A-PROVIDE TEMP. 40 FT WOOD POLE | LS | 0 | 180 |
| 950.11 | A-SANITSEAL PAINT SHLD JOINTS (FOURABLE SEALANT ONLY) | LF | 0 | 12,890 |
| 950.12 | A-MODIFY EXISTING FLASHING BEACON BRACKETS | LS | 0 | 100 |
| 950.13 | A-MODIFY EXISTING CANOPY COLUMN CONNECTIONS | LS | 0 | 180 |
| 950.14 | A-LATEX MODIFIED EMERY CONCRETE SURFACE COURSE | SY | 0 | 3,313 |
| 950.15 | A-STE CONC CRACK REPAIR EPOXY PRESSURE INJECTION | LS | 0 | 100 |
| 950.16 | A-ALUMINUM LIGHT STANDARD (FURNISH ONLY) | EA | 0 | 1 |
| 950.17 | A-FURNISH ADDITIONAL 2 BAR FOR SIGN INSTALLATION | LF | 0 | 15 |
| 950.18 | A-REPOSITION SIGNAL HEAD INSTALL TUNNEL HOODS | LS | 0 | 180 |
| 950.19 | A-MODIFY ENTRANCE CANOPY STA STEEL | LS | 0 | 180 |
| 950.20 | A-STEEL ANGLE FRAME FOR ROOF PAN OPENINGS | LS | 0 | 180 |

REVISIONS

| ESTIMATE OF QUANTITIES | | | |
|--|-------|------|--------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. | SCALE | DATE | REGION |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 428.1 | 284 |

INTERSTATE ROUTE 508
ROUTE 7 CONN. TO N.Y.S. THRUWAY,
SCHENECTADY-DUANESBURG, PART I, S.H. 880
SCHENECTADY COUNTY

| TABLE OF R.O.W. ACQUISITIONS | | | | |
|--|----------|----------|--|--|
| MAP NO. | PAR. NO. | TYPE | REPUTED OWNER | |
| ROUTE 7 S.H.880 | | | | |
| 323 | 334 | FEE W/A | MOHAWK VALLEY LIBRARY ASSOCIATION | |
| 16 | 19 | FEE W/A | RAYMOND PHILIP & MARIAN A. LE GERE | |
| 17 | 20 | FEE W/A | DONALD N. & ELSIE J. STRYKER | |
| 18 | 21 | FEE W/A | DONALD N. & ELSIE J. STRYKER | |
| 19 | 22 | FEE W/A | ELLSWORTH W. & ALBERTO E. MILLER | |
| 20 | 23 | FEE W/A | WILLIAM J. JR. & MARLENE BOND | |
| 21 | 24 | FEE W/A | JOSEPH & EVELYN R. MASTRIANNI | |
| 22 | — | T.O. | JOSEPH & EVELYN R. MASTRIANNI | |
| 23 | 25 | FEE W/A | JAMES S. & EMMA M. EVANS | |
| 24 | 27 | FEE W/A | SCHALMONT SCHOOL DISTRICT AT ROTTERDAM | |
| 24 | 28 | FEE W/A | SCHALMONT SCHOOL DISTRICT AT ROTTERDAM | |
| 25 | 29 | FEE W/A | JOHN A. & MARGUERITE MCKIAG | |
| 26 | 30 | FEE W/A | EDWARD B. & MARGUERITE MCKIAG | |
| 27 | 31 | FEE W/A | VITO J. & MINNIE SCHIAVO | |
| 28 | 32 | FEE W/A | NEWTON & BEATRICE WARNER | |
| 29 | 33 | FEE W/A | FRANCIS & HELEN BURFORD | |
| 30 | 34 | FEE W/A | EDNA W. BROWN | |
| 31 | 35 | FEE W/A | MARSHALL B. & MARY WALDRON | |
| 32 | 36 | FEE W/A | COUNTY OF SCHENECTADY | |
| 33 | 37 | FEE W/A | EXPLORER POST 17, INC. | |
| 34 | — | T.O. | EXPLORER POST 17, INC. | |
| 35 | 38 | FEE W/A | THE NATURE CONSERVANCY | |
| 36T | 39 | FEE W/A | NEW YORK STATE THRUWAY AUTHORITY | |
| INTERSTATE ROUTE 88 SECTION 4 MAINLINE | | | | |
| 317 | 327 | FEE W/OA | KENNETH EARL CROUNSE | |
| 351 | 351 | FEE W/OA | THE DELAWARE & HUDSON RAILROAD COMPANY | |
| 352 | 352 | FEE W/OA | JAMES S. & EMMA M. EVANS | |
| 353 | 353 | FEE W/OA | ELMER LEWIS & CHARLES LEWIS | |
| 353 | 354 | FEE W/OA | ELMER LEWIS & CHARLES LEWIS | |
| 354 | 355 | FEE W/OA | ELMER LEWIS & CHARLES LEWIS | |
| 355 | 356 | FEE W/OA | JAMES S. & EMMA M. EVANS | |
| 356 | 357 | FEE W/OA | JOSEPH M. LUCAS, STEPHANIE ANTEMANN, PHILLIP EWING & BRUCE EWING | |
| 357 | 358 | FEE W/OA | JOSEPH M. LUCAS, STEPHANIE ANTEMANN, PHILLIP EWING & BRUCE EWING | |
| 358 | 359 | FEE W/OA | GENERAL ELECTRIC COMPANY | |
| 358 | 360 | FEE W/OA | GENERAL ELECTRIC COMPANY | |
| 359 | 361 | FEE W/OA | TOWN OF ROTTERDAM, INDUSTRIAL DEVELOPMENT AGENCY | |
| 360 | 362 | FEE W/OA | ROBERT & DAWN F. HINGSLEY | |
| 361 | — | T.O. | ELMER LEWIS & CHARLES LEWIS | |
| 362 | 363 | P.E. | JAMES S. & EMMA M. EVANS | |
| 363 | 364 | P.E. | NATURE CONSERVANCY | |
| 364 | 365 | P.E. | SCHALMONT SCHOOL DISTRICT AT ROTTERDAM | |
| 388 | 433 | FEE W/OA | KENNETH EARL CROUNSE | |
| 389 | 434 | FEE W/OA | THE DELAWARE & HUDSON RAILROAD COMPANY | |
| 390 | 435 | FEE W/OA | JAMES S. & EMMA M. EVANS | |

*CONCURRENT USE AND OCCUPANCY

*CONCURRENT USE AND OCCUPANCY

| ITEM 625.01-RIGHT-OF-WAY MARKERS (OPTIONS: GRANITE OR CONCRETE TYPE L) | | | |
|--|--------------|--|-----------|
| STATION | OFFSET | STATION | OFFSET |
| DR 1+03+ LT | 68' RT Δ | TW BL 20 + 60+ LT | 35' RT Δ |
| DR 1+17+ RT | 90' RT Δ | TW BL 23 + 37+ LT | 85' RT Δ |
| DR 2+38+79 LT | 57.32' RT Δ | TW BL 24 + 43+ LT | 106' RT Δ |
| DR 4+38.00 LT | 60.77' RT Δ | TW BL 28 + 58+ LT | 425' RT Δ |
| DR 6+69+ LT | 120' RT Δ | TW BL 28 + 91+ LT | 69' RT Δ |
| DR 7+53+95 LT | 236.11' RT Δ | TW BL 33 + 07+ LT | 770' RT Δ |
| DR 8+69+64 LT | 244.90' RT Δ | TW BL 37 + 76+ LT | 591' RT Δ |
| DR 9+75+63 LT | 231.07' RT Δ | TW BL 38 + 78+ LT | 234' RT Δ |
| DR 10+33+ LT | 110' RT Δ | TW BL 40 + 23+ LT | 109' RT Δ |
| DR 10+92+36 LT | 187.83' RT Δ | TW BL 41 + 08+ LT | 69' RT Δ |
| DR 11+63+80 LT | 22.00' RT Δ | TW BL 42 + 49+ LT | 26' RT Δ |
| DR 12+18.09 LT | 100.51' RT Δ | TW BL 27 + 84+ RT | 120' RT Δ |
| EB 75+43.50 RT | 124.55' RT Δ | TW BL 40 + 59+ RT | 150' RT Δ |
| EB 75+44.77 RT | 227.27' RT Δ | TW BL 41 + 09+ RT | 139' RT Δ |
| EB 75+48.12 RT | 509.94' RT Δ | TW BL 44 + 59+ RT | 133' RT Δ |
| EB 76+36+ RT | 135' RT Δ | ROUTE 7 | |
| TP 76+49+ RT | 153' RT Δ | S BL 88+82 RT | 82' RT Δ |
| TP 76+54+ RT | 528' RT Δ | S BL 93+06 RT | 54' RT Δ |
| TP 76+59+ RT | 156.23' RT Δ | S BL 95+00 RT | 20' RT Δ |
| TP 76+68+ LT | 185' RT Δ | S BL 97+36 LT | 45' RT Δ |
| TP 76+92+60 RT | 297' RT Δ | S BL 97+82 LT | 41' RT Δ |
| AGS BL 790+28+ RT | 609' RT Δ | S BL 115+00 LT | 136' RT Δ |
| AGS BL 792+63+ RT | 61' RT Δ | S BL 118+21 LT | 92' RT Δ |
| AGS BL 793+82+32 RT | 496.47' RT Δ | S BL 119+09 LT | 59' RT Δ |
| AGS BL 798+36.82 RT | 414.40' RT Δ | S BL 120+10 LT | 60' RT Δ |
| AGS BL 800+62.46 RT | 476.90' RT Δ | S BL 121+20 LT | 44' RT Δ |
| AGS BL 804+52+ RT | 60' RT Δ | S BL 121+76 LT | 16' RT Δ |
| AGS BL 804+64+ RT | 42' RT Δ | S BL 124+34 RT | 159' RT Δ |
| AGS BL 790+51.28 RT | 773.22' RT Δ | S BL 129+74 RT | 58' RT Δ |
| S BL 101+00.90 LT | 682.94' RT Δ | ITEM 625.02-GRANITE RIGHT-OF-WAY MARKERS | |
| S BL 103+51.46 LT | 300.31' RT Δ | STATION | OFFSET |
| S BL 104+00.39 LT | 316.03' RT Δ | S BL 89+52 LT | 42' RT Δ |
| S BL 103+46+ LT | 34' RT Δ | S BL 90+89 LT | 32' RT Δ |
| S BL 103+96+ LT | 38' RT Δ | S BL 93+12 LT | 54' RT Δ |
| NOTE: THE GRANITE RIGHT OF WAY MARKERS, ITEM 625.02, SHALL BE PLACED WITH THE TOP FLUSH WITH THE GROUND. | | | |
| S BL 97+89 RT | 48' RT Δ | S BL 93+13 LT | 47' RT Δ |
| S BL 98+01 LT | 39' RT Δ | S BL 93+97 LT | 50' RT Δ |
| S BL 98+03 LT | 35' RT Δ | S BL 97+89 RT | 48' RT Δ |
| S BL 99+72 RT | 55' RT Δ | S BL 98+01 LT | 39' RT Δ |

| TABLE OF LENGTHS - I-508 | | | | |
|-----------------------------------|-----------------------------|-----------------------------------|--------------------------------------|----------|
| MAINLINE INTERSTATE - 508 | | | | |
| DESCRIPTION | STATION TO STATION | DESCRIPTION | L.F. (AVG.) | MILES |
| CONTRACT BEGINS | EB 703+00 — EB 730+58 | TOWN LINE - LEAVES PRINCETOWN | 2745.00 | 0.520 |
| TOWN LINE - ENTERS ROTTERDAM | EB 730+58 — EB 742+00 | PROJECT AND PAVEMENT BEGINS | 1165.00 | 0.221 |
| PROJECT AND PAVEMENT BEGINS | EB 742+00 — EB 763+50 | TOLL PLAZA BEGINS | 2169.16 | 0.411 |
| TOLL PLAZA BEGINS | EB 763+50 — TP 768+76.32 | LIMIT OF INTERSTATE PARTICIPATION | 488.00 | 0.092 |
| LIMIT OF INTERSTATE PARTICIPATION | TP 768+76.32 — TP 772+00.32 | LIMIT OF INTERSTATE PARTICIPATION | 324.00 | 0.061 |
| LIMIT OF INTERSTATE PARTICIPATION | TP 772+00.32 — TP 775+88.32 | END TOLL PLAZA | 388.00 | 0.073 |
| END TOLL PLAZA | TP 775+88.32 — RT 21+23.22 | BRIDGE #3 BEGINS | 1123.22 | 0.213 |
| BRIDGE #3 BEGINS | RT 21+23.22 — RT 22+27.50 | PROJECT AND CONTRACT ENDS | 104.28 | 0.020 |
| | | | PROJECT LENGTH | 4596.66 |
| | | | CONTRACT LENGTH | 8506.66 |
| PLUS N.Y.S. THRUWAY INTERCHANGE | | | | |
| DESCRIPTION | STATION TO STATION | DESCRIPTION | L.F. (AVG.) | MILES |
| BEGIN RAMP "RT" | RT 22+27.50 — RT 23+61.26 | END BRIDGE #3 | 133.76 | 0.025 |
| END BRIDGE #3 | RT 23+61.26 — RT 34+50 | END RAMP "RT" | 1088.74 | 0.206 |
| BEGIN RAMP L | RL 34+51.09 — RL 60+89.90 | END RAMP L | 2638.81 | 0.500 |
| BEGIN RAMP P | RP 34+50 — RP 51+40.61 | END RAMP P | 1690.61 | 0.320 |
| BEGIN RAMP K | RK 10+00 — RK 37+65.51 | END RAMP K | 2765.51 | 0.524 |
| BEGIN RAMP M | RM 10+00 — RM 40+23.71 | END RAMP M | 3023.71 | 0.573 |
| | | | LENGTH OF N.Y.S. THRUWAY INTERCHANGE | 11341.14 |
| PLUS ROUTE 7 INTERCHANGE | | | | |
| DESCRIPTION | STATION TO STATION | DESCRIPTION | L.F. (AVG.) | MILES |
| RAMP C BEGIN PAVING | RC 11+00 — RC 23+36.82 | EXIT RAMP | 1236.82 | 0.234 |
| RAMP D BEGIN PAVING | RD 11+00 — RD 23+44.42 | ENTRANCE RAMP | 1244.42 | 0.236 |
| | | | LENGTH OF ROUTE 7 INTERCHANGE | 2481.24 |
| PLUS ROUTE 7 | | | | |
| DESCRIPTION | STATION TO STATION | DESCRIPTION | L.F. (AVG.) | MILES |
| LIMIT OF WORK | RS 32+00 — RS 44+70 | BEGIN PAVING | 1270.00 | 0.240 |
| BEGIN PAVING | RS 44+70 — RS 46+42.20 | EQUALITY | 172.20 | 0.033 |
| EQUALITY | RS 46+42.20 — SB 71+66.24 | BEGIN BRIDGE #1 | 2524.49 | 0.478 |
| BEGIN BRIDGE #1 | SB 71+66.24 — SB 73+78.75 | END BRIDGE #1 | 212.51 | 0.040 |
| END BRIDGE #1 | SB 73+78.75 — SB 94+75 | END PAVING | 2096.25 | 0.397 |
| END PAVING | SB 94+75 — SB 95+00 | LIMIT OF WORK | 25.00 | 0.005 |
| | | | LENGTH OF ROUTE 7 | 6300.45 |
| PLUS SIDE ROADS | | | | |
| DESCRIPTION | STATION TO STATION | DESCRIPTION | L.F. (AVG.) | MILES |
| BURDECK RD. | BR 10+20 — BR 15+75 | MEET EXISTING PAVEMENT | 555.00 | 0.105 |
| OLD DUANESBURG RD. | ODW 10+21.93 — ODW 14+50 | MEET EXISTING PAVEMENT | 428.07 | 0.081 |
| RISOLI LANE | R 10+00 — R 13+65 | MEET EXISTING PAVEMENT | 365.00 | 0.069 |
| | | | LENGTH OF SIDE ROADS | 1348.07 |
| SUMMARY | | | | |
| MAINLINE I-88 | | | | |
| CONTRACT LENGTH | 8506.66 L.F. | 1.611 MILES | | |
| PROJECT LENGTH | 4596.66 L.F. | 0.871 MILES | | |
| PLUS ROUTE 7 INTERCHANGE | 2481.24 L.F. | 0.470 MILES | | |
| PLUS ROUTE 7 | 6300.45 L.F. | 1.193 MILES | | |
| PLUS N.Y.S. THRUWAY INTERCHANGE | 11341.14 L.F. | 2.148 MILES | | |
| PLUS SIDE ROADS | 1348.07 L.F. | 0.255 MILES | | |

| DRAINAGE STRUCTURE TABLE | |
|--------------------------|---|
| LOCATION | DESCRIPTION |
| SB 54+40 LT | BUILD TYPE "H" DROP INLET 30' LT AND CONNECT TO CATCH BASIN AT SB 50+40 24' LT WITH 6' OF 12" C.S.P. |
| SB 58+20 RT | BUILD TYPE "H" DROP INLET 32' RT AND CONNECT TO DROP INLET AT SB 58+58 32' RT WITH 33.5' OF 12" C.S.P. |
| SB 58+58 RT | BUILD TYPE "H" DROP INLET 32' RT AND CONNECT TO DROP INLET AT SB 59+08 32' RT WITH 45' OF 12" C.S.P. |
| SB 59+08 RT | BUILD TYPE "H" DROP INLET 32' RT AND CONNECT TO CATCH BASIN AT SB 59+65 24' LT WITH 76.5' OF 18" RCP, CLASS III. |
| SB 64+60 LT | BUILD TYPE "H" DROP INLET 40' LT AND CONNECT TO DROP INLET AT SB 63+54 46' LT WITH 104' OF 12" C.S.P. |
| ODW 10+58 LT | BUILD TYPE "H" DROP INLET 20' LT AND CONNECT TO DROP INLET AT SB 64+60 40' LT WITH 90' OF 12" C.S.P. |
| ODW 10+90 LT | BUILD TYPE "H" DROP INLET 20' LT AND CONNECT TO DROP INLET AT ODW 10+68 20' LT WITH 21' OF 12" C.S.P. |
| ODW 14+50 LT | BUILD TYPE "H" DROP INLET 15' LT AND CONNECT TO EXISTING 18" C.S.P. |
| SB 65+60 RT | BUILD TYPE "H" DROP INLET 55' RT AND CONNECT TO EXISTING 12" C.S.P. |
| TP 770+20 RT | BUILD TYPE "V" DROP INLET 55' RT AND CONNECT TO MANHOLE AT TP 770+20 100' LT WITH 153' OF 24" RCP, CLASS III. |
| TP 770+20 LT | BUILD TYPE "A" MANHOLE 100' LT AND CONNECT TO DITCH AT TP 770+20 136' LT WITH 30.6' OF 24" RCP, CLASS III, WITH END SECTION LT. |
| TP 770+40 LT | BUILD TYPE "A" MANHOLE 110' LT AND CONNECT TO MANHOLE AT TP 770+20 100' LT WITH 25' OF 6" DIP. |
| TP 770+60 LT | BUILD TYPE "A" MANHOLE 105' LT AND CONNECT TO MANHOLE AT TP 770+20 100' LT WITH 40' OF 8" DIP. |
| TP 770+60 RT | BUILD TYPE "A" MANHOLE 60' RT AND CONNECT TO MANHOLE AT TP 770+60 105' LT WITH 165' OF 8" DIP. |
| TP 770+70 LT | BUILD TYPE "A" MANHOLE 90' LT AND CONNECT TO MANHOLE AT TP 773+00 60' RT WITH 225' OF 24" RCP, CLASS III. |
| TP 773+00 RT | BUILD TYPE "A" MANHOLE 60' RT AND CONNECT TO DITCH AT TP 773+25 190' AT WITH 139' OF 24" RCP, CLASS III, WITH END SECTION LT. |
| TP 773+00 AT | BUILD TYPE "C" CATCH BASIN 50' RT AND CONNECT TO MANHOLE AT TP 773+00 60' RT WITH 10' OF 18" RCP, CLASS III. |
| TP 771+20 AT | BUILD TYPE "C" CATCH BASIN 55' AT AND CONNECT TO MANHOLE AT TP 773+00 60' RT WITH 165' OF 24" RCP, CLASS III. |

REVISIONS

| TABLE OF LENGTHS, TABLE OF R.O.W. ACQUISITIONS, | | | |
|---|--------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. MT-5 | SCALE N/A | DATE 4/79 | REGION I |

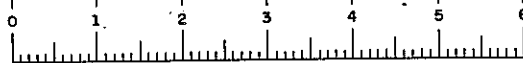


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 43 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

TABLE OF CENTERLINE - BASELINE OFFSETS

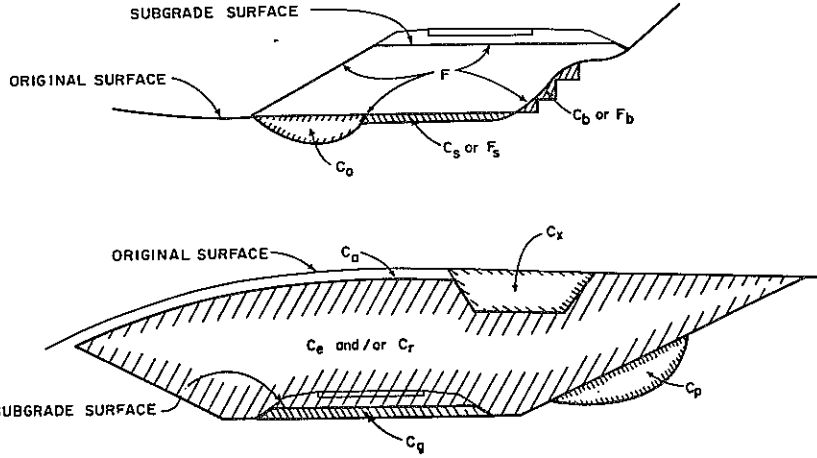
| H.C.L. OR CL. STA. | B.L. STATION | OFFSET | SIDE | BASELINE COORDINATES | | CL. OR H.C.L. COORDINATES | | H.C.L. OR CL. STA. | B.L. STATION | OFFSET | SIDE | BASELINE COORDINATES | | CL. OR H.C.L. COORDINATES | |
|--------------------|---------------|---------|------|----------------------|------------|---------------------------|------------|--------------------|---------------|----------|------|----------------------|------------|---------------------------|-------------|
| | | | | NORTH | EAST | NORTH | EAST | | | | | NORTH | EAST | NORTH | EAST |
| EASTBOUND | | | | | | | | | | | | | | | |
| EB 704+00.00 | AGS 725+75.79 | 198.378 | RT | 1013097.092 | 577782.608 | 1012900.225 | 577807.041 | PC RL 34+51.09 | TWN 35+56.34 | 454.186 | LT | 1016401.730 | 585331.183 | 1016530.252 | 585766.806 |
| PC EB 704+94.58 | AGS 726+69.34 | 184.501 | RT | 1013108.617 | 577875.450 | 1012925.521 | 577898.172 | PI CURVE L1 | TWN 37+91.16 | 144.625 | LT | 1016179.082 | 585404.048 | 1016245.316 | 585532.615 |
| PT CURVE 250 | AGS 731+21.22 | 117.475 | RT | 1013164.282 | 578323.884 | 1013047.700 | 578338.339 | PCC RL 39+83.86 | TWN 34+22.35 | 8.423 | LT | 1016530.245 | 585293.267 | 1016532.628 | 585301.345 |
| PT EB 714+08.07 | AGS 735+53.48 | 123.384 | RT | 1013303.842 | 578732.707 | 1013187.322 | 578773.288 | PI CURVE L2 | TWN 33+14.57 | 35.988 | RT | 1016633.620 | 585262.768 | 1016623.436 | 585228.251 |
| TS EB 732+88.22 | AGS 754+27.06 | 169.311 | RT | 1013920.038 | 580502.056 | 1013760.148 | 580557.745 | PCC RL 42+14.13 | TWN 31+09.00 | 36.811 | RT | 1016745.424 | 585229.782 | 1016735.007 | 585194.475 |
| SC EB 734+88.22 | AGS 755+27.03 | 172.467 | RT | 1013985.805 | 580690.900 | 1013822.935 | 580747.628 | PI CURVE L3 | TWN 28+50.12 | 39.269 | RT | 1017079.087 | 585131.341 | 1017067.975 | 585093.677 |
| P1 CURVE 260 | AGS 762+03.07 | 326.353 | RT | 1014279.727 | 581183.719 | 1014027.614 | 581390.951 | PT RL 49+08.86 | TWN 25+05.10 | 5.397 | LT | 1017410.006 | 585033.709 | 1017411.534 | 585038.886 |
| CS EB 740+11.45 | AGS 768+77.94 | 309.102 | RT | 1014708.271 | 581705.075 | 1014469.484 | 581901.352 | PC RL 53+75.20 | TWN 20+38.70 | 25.457 | RT | 1017874.364 | 584990.795 | 1017872.056 | 584965.442 |
| ST EB 750+11.45 | AGS 770+77.92 | 306.254 | RT | 1014835.253 | 581859.558 | 1014598.666 | 582054.027 | PI CURVE L4 | TWN 19+81.45 | 29.323 | RT | 1017931.376 | 584985.608 | 1017928.718 | 584955.406 |
| WESTBOUND | | | | | | | | | | | | | | | |
| WB 703+80.00 | AGS 725+68.42 | 151.970 | RT | 1013096.184 | 577775.288 | 1012945.371 | 577794.005 | RL 54+89.90 | TWN 19+24.08 | 28.598 | RT | 1017988.514 | 584980.411 | 1017985.921 | 584951.931 |
| PC WB 705+07.47 | AGS 726+94.57 | 133.695 | RT | 1013111.724 | 577900.478 | 1012979.047 | 577916.941 | RL 60+89.90 | TWN 13+24.13 | 21.012 | RT | 1018585.997 | 584926.059 | 1018584.093 | 584905.133 |
| PT CURVE 25 | AGS 731+70.81 | 71.991 | RT | 1013177.986 | 578371.323 | 1013110.000 | 578395.000 | TRUMPET RAMPS | | | | | | | |
| PT WB 714+08.65 | AGS 736+66.33 | 84.138 | RT | 1013340.957 | 578839.277 | 1013261.500 | 578866.950 | RT 10+00.00 | AGS 796+53.73 | 231.073 | RT | 1016470.878 | 583849.419 | 1016292.370 | 583996.149 |
| TS WB 732+52.42 | AGS 754+19.57 | 127.114 | RT | 1013917.575 | 580494.983 | 1013797.534 | 580536.794 | PC RT 11+63.02 | AGS 798+16.71 | 227.329 | RT | 1016574.368 | 583975.322 | 1016390.752 | 584119.674 |
| SC WB 734+52.42 | AGS 756+19.54 | 130.270 | RT | 1013983.342 | 580683.827 | 1013860.321 | 580726.677 | PI CURVE T1 | AGS 800+43.63 | 222.116 | RT | 1016718.460 | 584150.621 | 1016546.872 | 584291.663 |
| P1 CURVE 26 | AGS 762+10.62 | 284.167 | RT | 1014284.524 | 581189.556 | 1014065.000 | 581370.000 | PT RT 16+13.24 | AGS 802+61.04 | 287.312 | RT | 1016856.517 | 584318.577 | 1016634.563 | 584501.019 |
| CS WB 740+11.45 | AGS 768+85.50 | 266.917 | RT | 1014713.068 | 581710.911 | 1014506.869 | 581880.401 | PC RT 26+00.27 | TWN 29+89.98 | 250.742 | LT | 1016944.941 | 585170.919 | 1017015.894 | 585411.413 |
| ST WB 750+11.45 | AGS 770+85.47 | 264.069 | RT | 1014840.050 | 581865.394 | 1014636.052 | 582033.076 | PI CURVE T2 | TWN 28+48.33 | 1533.316 | LT | 1017080.518 | 585130.919 | 1017514.405 | 5856601.565 |
| RAMP C | | | | | | | | | | | | | | | |
| RC 10+00.00 | AGS 768+00.30 | 102.219 | RT | 1014658.966 | 581645.092 | 1014580.000 | 581710.000 | TH 6064+00.00 | TWE 10+67.68 | 91.289 | LT | 1018934.981 | 584726.936 | 1018941.380 | 584818.001 |
| PC RC 12+35.90 | AGS 770+35.95 | 113.128 | RT | 1014808.601 | 581721.208 | 1014721.208 | 581898.969 | PC TH 6075+33.24 | TWE 22+00.89 | 100.269 | RT | 1017804.564 | 584806.366 | 1017811.592 | 584906.389 |
| PT CURVE C1 | AGS 771+96.41 | 120.555 | RT | 1014910.494 | 581951.035 | 1014817.362 | 582027.645 | PI TH 1 | TWE 20+93.55 | 89.745 | RT | 1017819.722 | 584995.765 | 1017875.724 | 585104.781 |
| PT RC 15+56.98 | AGS 773+55.68 | 141.430 | RT | 1015011.631 | 582074.136 | 1014902.373 | 582163.942 | PT TH 6122+64.57 | TWE 46+25.77 | 516.960 | RT | 1015524.413 | 585557.993 | 1015275.784 | 585728.440 |
| PC RC 16+43.55 | AGS 774+41.51 | 152.679 | RT | 1015066.134 | 582140.442 | 1014948.186 | 582237.392 | TH 6127+64.57 | TWE 70+14.41 | 61.414 | LT | 1013824.454 | 587194.601 | 1013875.704 | 587228.440 |
| PT CURVE C2 | AGS 776+77.78 | 209.857 | RT | 1015343.161 | 582477.467 | 1015181.042 | 582610.723 | | TWE 67+46.79 | 67.140 | RT | 1013931.601 | 587265.633 | | |
| PT PC 25+21.82 | AGS 783+17.66 | 199.751 | RT | 1015622.483 | 582817.283 | 1015468.171 | 582944.122 | | TWE 75.14.41 | 61.770 | LT | 1013548.954 | 587611.854 | 1013600.501 | 587645.889 |
| | | | | | | | | | TWE 72+46.78 | 65.009 | RT | 1013654.623 | 587601.901 | | |
| RAMP D | | | | | | | | | | | | | | | |
| PC RD 10+00.00 | AGS 767+93.42 | 769.900 | RT | 1014654.595 | 581639.775 | 1014059.834 | 582128.655 | PC RS 27+71.30 | S 68+12.30 | 37.258 | LT. | 1013323.133 | 581758.079 | 1013356.013 | 581740.594 |
| PT CURVE D1 | AGS 768+03.46 | 552.847 | RT | 1014660.876 | 581647.537 | 1014233.891 | 581998.297 | PT RS CURVE 2 | S 70+21.55 | 32.617 | LT. | 1013421.307 | 581942.858 | 1013450.109 | 581927.550 |
| PT RD 13+76.10 | AGS 770+12.83 | 494.711 | RT | 1014793.920 | 581809.274 | 1014411.747 | 582123.411 | PT RS 31+69.89 | S 72+30.68 | 24.156 | LT. | 1013519.445 | 582127.532 | 1013540.774 | 582116.193 |
| PC RD 16+34.26 | AGS 772+61.58 | 425.637 | RT | 1014951.875 | 582001.438 | 1014623.063 | 582271.714 | TS RS 38+75.26 | S 79+15.48 | 3.551 | RT. | 1013840.804 | 582732.259 | 1013837.665 | 582733.919 |
| PT CURVE D2 | AGS 776+05.47 | 330.143 | RT | 1015170.246 | 582267.102 | 1014915.204 | 582476.740 | SC RS 40+50.28 | S 80+90.28 | 11.961 | RT. | 1013922.830 | 582886.612 | 1013912.264 | 582892.218 |
| PT RD 23+44.42 | AGS 779+62.28 | 321.946 | RT | 1015396.820 | 582542.747 | 1015148.110 | 582747.179 | PI RS CURVE 3 | S 82+13.62 | 7.731 | RT. | 1013973.448 | 582998.700 | 1013966.148 | 583001.247 |
| | | | | | | | | CS RS 42+93.01 | S 83+35.23 | 8.703 | RT. | 1014013.506 | 583113.527 | 1014005.289 | 583116.394 |
| | | | | | | | | ST RS 44+68.01 | S 85+10.22 | 6.843 | RT. | 1014071.146 | 583278.748 | 1014064.685 | 583281.002 |
| TOLL PLAZA | | | | | | | | | | | | | | | |
| TP 763+88.32 | AGS 784+59.05 | 258.635 | RT | 1015709.087 | 582922.643 | 1015509.287 | 583086.874 | RS 46+42.00 = | S 86+84.20 | 6.322 | RT. | 1014128.456 | 583443.026 | 1014122.487 | 583445.108 |
| TP 775+88.32 | AGS 796+53.73 | 231.073 | RT | 1016470.878 | 583849.419 | 1016292.370 | 583996.149 | SB 46+41.75 | S 86+84.44 | 14.321 | RT. | 1014128.532 | 583443.245 | 1014115.010 | 583447.962 |
| RAMP K | | | | | | | | | | | | | | | |
| RK 10+00.00 | AGS 796+52.68 | 185.085 | RT | 1016470.207 | 583848.603 | 1016327.226 | 583966.131 | SB 47+73.08 | S 88+15.76 | 13.928 | RT. | 1014171.791 | 583567.244 | 1014158.640 | 583571.831 |
| PC RK 13+98.43 | AGS 800+51.00 | 175.934 | RT | 1016723.143 | 584156.318 | 1016587.231 | 584268.035 | SC SB 49+48.08 | S 89+50.75 | 12.201 | RT | 1014229.431 | 583732.468 | 1014217.826 | 583736.516 |
| PT CURVE K1 | AGS 801+97.53 | 172.569 | RT | 1016816.187 | 584269.514 | 1016682.876 | 584379.093 | PI CURVE SB1 | S 97+00.20 | 66.829 | RT | 1014510.773 | 584377.888 | 1014456.076 | 584416.285 |
| PT RK 16+90.55 | AGS 803+41.71 | 198.947 | RT | 1016907.737 | 584380.891 | 1016754.047 | 584507.221 | ST SB 63+72.17 | S 104+18.38 | 11.407 | RT | 1014923.398 | 584965.693 | 1014914.064 | 584972.250 |
| PC RK 19+69.49 | AGS 801+97.53 | 249.151 | RT | 1017081.856 | 584592.855 | 1016809.495 | 584751.065 | ST SB 65+47.17 | S 105+92.96 | 0.677 | LT | 1015023.701 | 585108.580 | 1015024.258 | 585108.195 |
| PT CURVE K2 | TWE 30+23.34 | 244.445 | RT | 1016941.153 | 584877.269 | 1016899.495 | 584751.065 | TS SB 69+60.34 | S 110+12.92 | 32.433 | LT | 1015264.989 | 585452.307 | 1015291.538 | 585433.678 |
| P1 CURVE K2 | AGS 808+22.76 | 286.965 | RT | 1017213.203 | 584752.513 | 1016991.518 | 584934.734 | SC SB 71+43.34 | S 111+86.36 | 45.197 | LT | 1015363.355 | 585595.136 | 1015401.035 | 585570.177 |
| PT RK 23+36.06 | TWE 30+23.34 | 40.505 | RT | 1017000.651 | 584974.195 | 1016991.518 | 584934.734 | PI CURVE SB2 | S 121+90.05 | 189.568 | LT | 1015886.674 | 586449.872 | 1016055.962 | 586364.563 |
| | AGS 809+28.95 | 105.672 | RT | 1017280.632 | 584834.545 | 1017198.998 | 584901.646 | CS SB 90+73.30 | S 131+50.58 | 13.996 | LT | 1015897.329 | 587382.275 | 1015911.232 | 587383.892 |
| | TWE 28+13.74 | 25.568 | RT | 1017204.854 | 584926.944 | 1017198.998 | 584901.646 | ST SB 92+48.30 | S 133+25.18 | 15.166 | LT | 1015873.947 | 587655.281 | 1015888.956 | 587657.459 |
| PC RK 25+75.73 | TWE 25+74.64 | 9.385 | RT | 1017437.793 | 584873.044 | 1017435.677 | 584863.901 | SB 95+00.00 | S 135+76.88 | 16.382 | LT | 1015837.846 | 587804.378 | 1015854.058 | 587806.728 |
| PT CURVE K3 | TWE 24+74.65 | 2.450 | RT | 1017535.288 | 584850.503 | 1017534.655 | 584848.116 | BURDECK RD | | | | | | | |
| PT RK 27+75.86 | TWE 23+76.61 | 10.342 | LT | 1017630.732 | 584828.399 | 1017634.867 | 584846.269 | | | | | | | | |
| PC RK 29+80.07 | TWE 21+69.03 | 38.468 | LT | 1017836.340 | 584804.133 | 1017839.036 | 584842.506 | BR 11+97.31 | S 124+15.33 | 97.52 | LT | 1015984.902 | 586633.240 | 1016081.760 | 586624.564 |
| PT CURVE K4 | TWE 21+26.35 | 40.677 | LT | 1017878.910 | 584801.142 | 1017881.761 | 584841.719 | PT BR 14+31.50 | S 124+57.44 | 24.32 | LT | 1015989.782 | 586585.417 | 1016205.261 | 586561.375 |
| PT RK 30+65.50 | TWE 20+83.63 | 40.338 | LT | 1017921.535 | 584798.147 | 1017924.363 | 584838.388 | BR 16+00 | S 124+96.79 | 471.23 | LT. | 1015982.756 | 586651.598 | 1016304.510 | 586689.216 |
| | | | | | | | | | | | | | | | |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| | N.Y. | I-89-2(10) | 442 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO NYS. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

| SUMMARY OF EARTHWORK (ITEMS 203.02 AND 203.03 ONLY) | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|
| Source | EXCAVATION | | | 203.02 | 203.03 |
| | T _e | C _r | T _u | C _T | F _T |
| I-89 M EB & WB | 206087 | | 5919 | 212006 | 5549 |
| RAMPS | 182748 | | 15748 | 198496 | 118810 |
| TOLL PLAZA (FAI) | 4889 | | 5163 | 10052 | 31382 |
| ROUTE 7 | 32518 | | 3305 | 35823 | 55973 |
| THRUWAY | 3697 | | 1201 | 4898 | 4619 |
| DRAINAGE | 39921 | | 2392 | 42313 | 229 |
| TOLL PLAZA (STATE) | 6528 | | 2804 | 9332 | 13553 |
| Totals | 476388 | | 36632 | 512920 | 230116 |



NOTES: THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT CONDITIONS AND QUANTITIES AS SHOWN ON THESE TABLES ARE ESTIMATED, AND ARE FOR THE PURPOSE OF PREPARING AN ESTIMATE. IN ANY EVENT, THESE CONDITIONS AND QUANTITIES ARE NOT TO BE DEEMED OR CONSIDERED BY THE CONTRACTOR AS A WARRANTY OR A REPRESENTATION BY THE STATE OF ACTUAL FIELD CONDITIONS TO BE ENCOUNTERED OR EXACT QUANTITIES OF WORK TO BE PERFORMED.

WHEN EXCAVATION IS PAID FOR UNDER ITEM 203.01, UNCLASSIFIED EXCAVATION AND EMBANKMENT, THE EARTHWORK FACTORS, ϵ_e AND ϵ_r , ARE ASSUMED, AND HAVE BEEN USED TO ESTIMATE THE QUANTITY OF BORROW OR SURPLUS MATERIAL.

| SUMMARY OF EARTHWORK (ITEM 203.01 ONLY) | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|
| Source | EXCAVATION | | | C _T | F _T |
| | T _e | C _r | T _u | | |
| <div style="position: relative; width: 100%; height: 100%;"> <div style="position: absolute; top: 50%; left: 50%; transform: translate(-50%, -50%); font-size: 4em; font-family: cursive;">N.I.C.</div> </div> | | | | | |
| Totals | | | | | |
| Assumed $f_e =$ _____ and $f_r =$ _____ $T_A = T_e f_e + C_r f_r =$ _____ $T_A =$ _____ + _____ = _____ cu. yds. Deficiency = $F_T - T_A =$ _____ Deficiency = _____ - _____ = _____ cu. yds. Borrow = Deficiency $\div f_e =$ _____ Borrow = _____ \div _____ = _____ cu. yds. Total 203.01 = $C_T + \text{Borrow} =$ _____ Total 203.01 = _____ + _____ = _____ cu. yds. | | | | | |

- C_e - PORTION OF CUT ASSUMED TO BE EARTH SUITABLE FOR EMBANKMENT CONSTRUCTION, EXCLUDING C_g AND C_p .
- C_r - PORTION OF CUT ASSUMED TO BE ROCK, INCLUDING C_g IF APPLICABLE.
- C_p - EXCAVATION FROM CUT SLOPE NECESSARY TO PLACE SLOPE PROTECTION.
- C_b - EXCAVATION FOR REQUIRED BENCHING (BOTH LONGITUDINAL AND TRANSVERSE).
- C_g - EXCAVATION FOR SUBGRADE IMPROVEMENT.
- $T_e = (C_e + C_p + C_b + C_g)$ TOTAL EARTH EXCAVATION ASSUMED SUITABLE FOR EMBANKMENT CONSTRUCTION.
- C_o - EXCAVATION OF UNSUITABLE MATERIAL BENEATH EMBANKMENT: SWAMP OR DUMP.
- C_s - EXCAVATION OF TOPSOIL (UNSUITABLE MATERIAL) IN CUT.
- C_u - EXCAVATION OF TOPSOIL (UNSUITABLE MATERIAL) UNDER EMBANKMENT.
- C_x - EXCAVATION OF UNSUITABLE MATERIAL IN CUT: SWAMP OR DUMP.
- $T_u = (C_o + C_s + C_u + C_x)$ TOTAL EXCAVATION ASSUMED UNSUITABLE FOR EMBANKMENT CONSTRUCTION.
- $C_T = (T_e + T_u + C_r)$ TOTAL EXCAVATION.
- F_b - FILL REQUIRED TO REPLACE BENCHES.
- F_s - FILL REQUIRED TO REPLACE TOPSOIL REMOVED BENEATH EMBANKMENTS.
- F - FILL REQUIRED TO COMPLETE EMBANKMENT TO THE SUBGRADE SURFACE AND SIDE SLOPES AFTER THE FOUNDATION HAS BEEN PREPARED.
- $F_T = (F_b + F_s + F)$ TOTAL FILL REQUIRED.
- $T_A = (T_e \epsilon_e + C_r \epsilon_r)$ THE VOLUME WHICH THE SUITABLE EXCAVATED MATERIAL COULD OCCUPY IN EMBANKMENT.
- ϵ_e - SHRINKAGE FACTOR FOR EARTH.
- ϵ_r - SWELL FACTOR FOR ROCK.

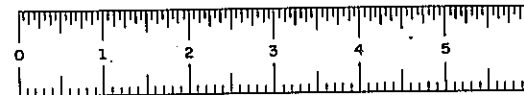
EXPLANATION OF EARTHWORK DESIGN

- EXCAVATION FOR ITEM 01203.2001 - SELECT GRANULAR SUBGRADE (MODIFIED) IS INCLUDED IN C_g .
- NO QUANTITIES HAVE BEEN INCLUDED FOR MATERIAL FROM TRENCH AND CULVERT EXCAVATIONS WHICH MAY BE SUITABLE FOR EMBANKMENT CONSTRUCTION.
- EXCAVATION FOR PLACEMENT OF SLOPE PROTECTION ITEM 203.08 IS NECESSARY IN THE FOLLOWING AREAS:
"WB" STA. 746+00⁺ TO "WB" STA. 759+00⁺ LT.
"RC" STA. 11+50⁺ TO "RC" STA. 22+00⁺ LT.
"RD" STA. 15+00⁺ TO "RD" STA. 22+50⁺ RT.
AND OTHER AREAS AS ORDERED BY THE ENGINEER
- EXCAVATE ORGANIC MATERIAL AND BACKFILL WITH 1' OF ITEM 203.20 - SELECT GRANULAR SUBGRADE AT THE FOLLOWING LOCATIONS:
"TP" STA. 764+00⁺ TO "TP" STA. 773+00⁺
AND OTHER AREAS AS ORDERED BY THE ENGINEER.

REVISIONS

| EARTHWORK SUMMARY SHEET ES-1 | | | |
|---|---------------|--------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. MT-7 | SCALE NONE | DATE 4/79 | REGION I |

HD 476 (10-74)



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 4541 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY: | | | | |
| SCHENECTADY - DUANE SBURG, PART 1, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |

| SUBDIVISION No. | LOCATION (Station to Station) | SUITABLE EXCAVATION | | | | | | UNSUITABLE EXCAVATION | | | | | TOTAL EXCAVATION | EMBANKMENT | | | | AVAILABLE FOR EMBANKMENT (203.01 ONLY) $T_e f_e + C_r F_r$ |
|--------------------|---|---------------------|--------|-------|-------|-------|-------------------------------|-----------------------|-------|-------|-------|-------------------------------|-------------------------|------------|-------|--------|-----------------------|---|
| | | C_r | C_e | C_p | C_b | C_g | $T_e = C_e + C_p + C_b + C_g$ | C_o | C_d | C_s | C_x | $T_u = C_o + C_d + C_s + C_x$ | $C_T = C_r + T_e + T_u$ | F_b | F_s | F | $F_T = F_b + F_s + F$ | |
| 1 | I-88 M STA. 743+00 - 763+88.32 | | 189789 | 5181 | | 11117 | 206087 | | 5156 | 763 | | 5919 | 212008 | | 763 | 4786 | 5549 | |
| 2 | RAMP "C" | | 78208 | 1849 | | 1879 | 81936 | | 1656 | | | 1656 | 83592 | | | | | |
| 3 | RAMP "D" | | 35610 | 1198 | 125 | 2318 | 39251 | | 1257 | | | 1257 | 40508 | 125 | | 4596 | 4721 | |
| 4 | TOLL PLAZA TP763+88.32-768+76.32 (FAI) 772+00.32-775+88.32 | | 4889 | | | | 4889 | 3306 | 969 | 888 | | 5165 | 10052 | | 888 | 30494 | 31382 | |
| 5 | RT RAMP (RURAL) RT 10+00 - RT 21+69 | | 828 | | | | 828 | | 204 | | | 204 | 1032 | | | 61490 | 61490 | |
| 6 | RAMP "K" | | 5288 | | | 930 | 6218 | | 1673 | 1035 | | 2708 | 8926 | | 1035 | 6317 | 7352 | |
| 7 | RAMP "M" | | 5733 | | | 429 | 6162 | | 1603 | 1543 | | 3146 | 9308 | | 1543 | 20240 | 21783 | |
| 8 | RTE 7 (RURAL) SB 46+42 - SB 71+57 | | 21171 | | 1026 | | 22197 | | 1378 | 886 | | 2264 | 24461 | 1026 | 886 | 29083 | 30995 | |
| 9 | THRUWAY GRADING TH6083+00-TH6090+00 RT | | 2186 | | | | 2186 | | 254 | 530 | | 784 | 2970 | | 530 | 3992 | 4522 | |
| 10 | THRUWAY DRAINAGE DITCH | | 29757 | | | | 29757 | | 2073 | | | 2073 | 31830 | | | 98 | 98 | |
| 11 | DRAINAGE DITCH TP772+00-RT12+00 | | 2270 | | | | 2270 | | 319 | | | 319 | 2589 | | | | | |
| 12 | RAMP "L" | | 22378 | | | 4612 | 26990 | | 3113 | 30 | | 3143 | 30133 | | 30 | 29 | 59 | |
| 13 | RAMP "P" | | 13965 | | | 2532 | 16497 | | 2108 | 281 | | 2389 | 18886 | | 281 | 959 | 1240 | |
| 14 | RT RAMP (URBAN) RT 23+39 - RT 34+50 | | 3641 | | | 1225 | 4866 | | 986 | 259 | | 1245 | 6111 | | 259 | 21906 | 22165 | |
| 15 | RTE 7 (URBAN) SB74+57 - SB 94+23 | | 8318 | | 2003 | | 10321 | | 824 | 217 | | 1041 | 11362 | 2003 | 217 | 22758 | 24978 | |
| 16 | THRUWAY GRADING TH6089+00-TH6095+00 LT | | 1511 | | | | 1511 | | 350 | 67 | | 417 | 1928 | | 67 | 30 | 97 | |
| 17 | TOLL TP768+76.32-TP772+00.32 PLAZA (100% STATE) | | 6528 | | | | 6528 | 2754 | | 50 | | 2804 | 9332 | | 50 | 13503 | 13553 | |
| 18 | MISCELLANEOUS DRAINAGE | | 7894 | | | | 7894 | | | | | | 7894 | | | 131 | 131 | |
| Totals | | | 439964 | 8228 | 3154 | 25042 | 476388 | 6060 | 23923 | 6549 | | 36532 | 512920 | 3154 | 6549 | 220412 | 230416 | |

REVISIONS

EARTHWORK SUMMARY
SHEET ES-2

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.
MT-8

SCALE
NONE

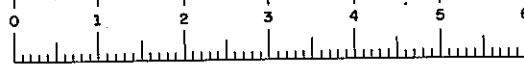
DATE
4/79

REGION I

HO 476 (10-74)

DEFINITIONS AND NOTES ARE LOCATED ON SHEET ES-1

IN CHARGE OF
DESIGNED BY
CHECKED BY
REVIEWED BY
DATED



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 462 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

NOTE: ALL DRIVEWAYS TO BE REPLACED IN ACCORDANCE WITH THE STATE OF NEW YORK POLICY AND STANDARDS FOR ENTRANCES TO STATE HIGHWAYS EFFECTIVE JANUARY 1, 1973, AS PROVIDED FOR IN ARTICLE 3, SECTION 54-a OF HIGHWAY LAW.

| TABLE OF DRIVEWAYS | | | | |
|--------------------|------|-----------------------------|-------------------------------------|-------------------|
| STATION | SIDE | TYPE | CROSSING | REMARKS |
| ROUTE 7 | | | | |
| SB 46+53 | LT. | 26' MAC. DR. (LIBRARY) | CURB | |
| SB 49+21 | LT. | 12' MAC. DR. | CURB | |
| SB 49+73 | LT. | 14' MAC. DR. | CURB | |
| SB 50+56 | LT. | 15' MAC. DR. | CURB | |
| SB 51+75 | RT. | 26' MAC. DR. (SCHOOL) | CURB | |
| SB 51+78 | LT. | 23' MAC. DR. | CURB | |
| SB 54+03 | RT. | 4' MAC. DR. 18' MAC. DR. | CURB | |
| SB 56+35 | RT. | 17' MAC. DR. | CURB | |
| SB 57+50 | LT. | 10' MAC. DR. | CURB | |
| SB 58+12 | RT. | 10' MAC. DR. | CURB | |
| SB 58+27 | LT. | 8' GRASS DR. | CURB | |
| SB 58+58 | RT. | 11' CONC. DR. 11' MAC. DR. | CURB | |
| SB 58+78 | LT. | 10' MAC. DR. | CURB | |
| SB 59+22 | RT. | 10' MAC. DR. | CURB | |
| SB 59+61 | LT. | 11' MAC. DR. | CURB | |
| SB 59+79 | RT. | 12' MAC. DR. | CURB | |
| SB 60+11 | LT. | 11' MAC. DR. | CURB | |
| SB 60+28 | LT. | 12' GRAVEL DR. | CURB | |
| SB 60+55 | RT. | 11' MAC. DR. | CURB | |
| SB 60+97 | RT. | 10' MAC. DR. | CURB | |
| SB 61+11 | LT. | 10' MAC. DR. | CURB | |
| SB 61+PE 61+60 | LT. | 13' MAC. DR. | CURB | |
| SB 62+29 | RT. | 11' STONE DR. | CURB | |
| SB 63+58 63+25 | RT. | 10' MAC. DR. | CURB & 12' C.M.P. 20' L.F. W/2 E.S. | |
| SB 64+07 | LT. | 10' GRAVEL DR. 11' MAC. DR. | | |
| SB 64+29 | RT. | 16' GRAVEL DR. | 12' C.M.P. | 32' L.F. W/2 E.S. |
| SB 65+25 | RT. | 11' MAC. DR. | 12' C.M.P. | 24' L.F. W/2 E.S. |
| SB 65+70 65+30 | RT. | 10' MAC. DR. | 12' C.M.P. | 22' L.F. W/2 E.S. |
| SB 83+60 | RT. | 16' MAC. DR. | 12' C.M.P. | 36' L.F. W/2 E.S. |
| SB 86+53 | LT. | 20' STONE DR. | 12' C.M.P. | 32' L.F. W/2 E.S. |
| SB 87+19 | LT. | 12' STONE DR. | 12' C.M.P. | 24' L.F. W/2 E.S. |
| SB 88+20 88+40 | LT. | 10' MAC. DR. | 12' C.M.P. | 22' L.F. W/2 E.S. |
| SB 88+40 | LT. | 20' MAC. DR. | | DELETED |
| SB 90+09 | LT. | 11' MAC. DR. | GUTTER | |
| SB 91+15 | RT. | 16' MAC. DR. | GUTTER | |
| SB 91+46 | LT. | 11' MAC. DR. | GUTTER | |
| SB 91+23 | RT. | 12' MAC. DR. | GUTTER | |
| SB 91+51 | LT. | 12' CONC. DR. | GUTTER | |
| SB 91+54 | RT. | 12' MAC. DR. | GUTTER | |
| SB 92+29 | LT. | 10' MAC. DR. | GUTTER | |
| SB 92+69 | LT. | 10' MAC. DR. | GUTTER | |
| SB 92+73 | RT. | 10' MAC. DR. | GUTTER | |
| SB 93+66 | RT. | 13' MAC. DR. | GUTTER | |
| SB 93+72 | LT. | 10' MAC. DR. | GUTTER | |
| SB 94+58 | RT. | 20' MAC. DR. | GUTTER | |
| OLD DUANESBURG RD. | | | | |
| ODW 10+65 | LT. | 11' MAC. DR. | USE EXISTING | |
| ODW 11+00 | LT. | 11' MAC. DR. | USE EXISTING | |
| ODW 12+00 | LT. | 14' MAC. DR. | USE EXISTING | |
| ODW 13+10 | LT. | 10' MAC. DR. | USE EXISTING | |
| BURDECK RD. | | | | |
| BR 11+30 | RT. | USE OLD DUANESBURG RD. | | |
| BR 12+70 12+60 | RT. | | USE EXISTING | |
| BR 15+00 | RT. | | USE EXISTING | |
| BR 15+75 | RT. | | USE EXISTING | |

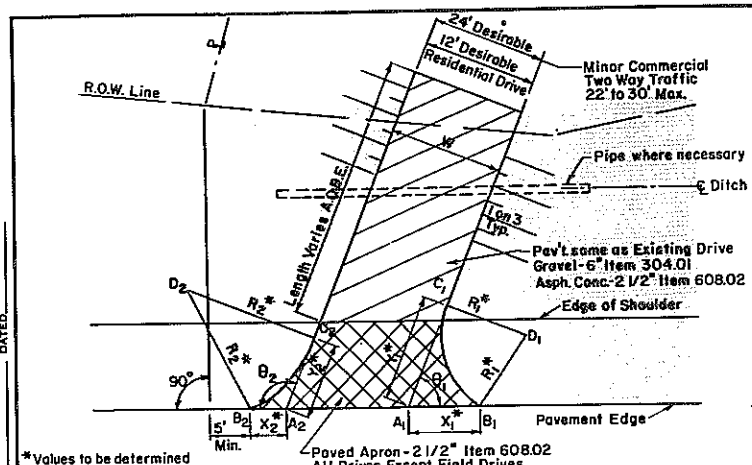


FIGURE 1-RESIDENTIAL OR COMMERCIAL DRIVEWAY OUTLINE

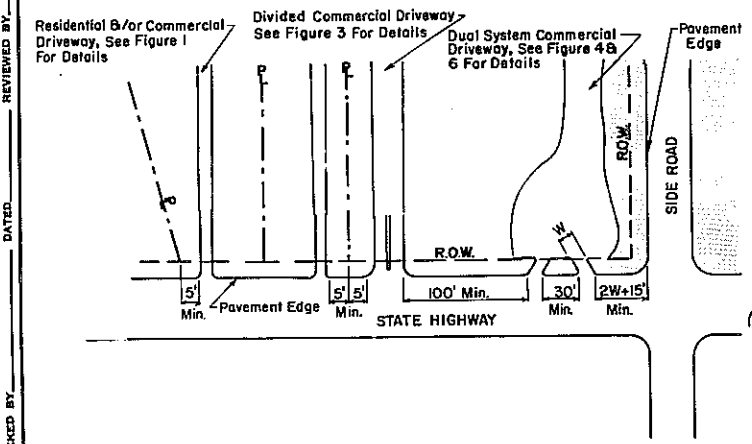
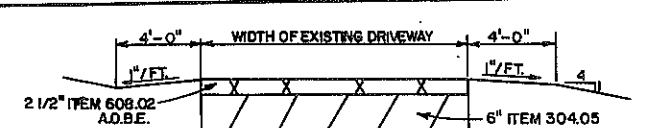
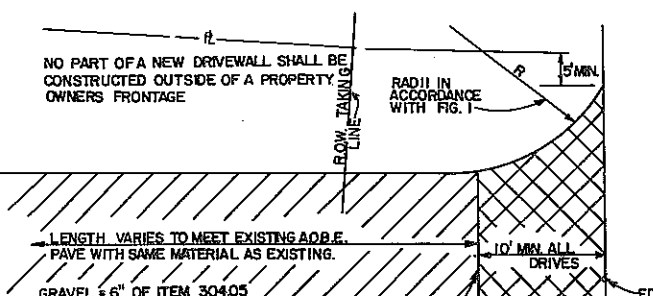


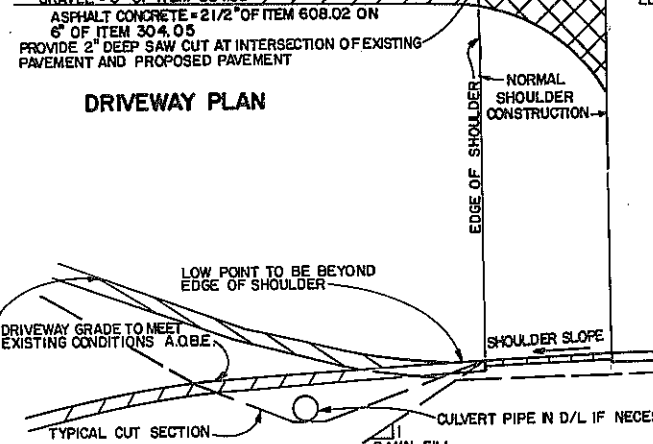
FIGURE 2-DRIVEWAY LOCATION STANDARDS



PAVED DRIVEWAY SECTION



DRIVEWAY PLAN

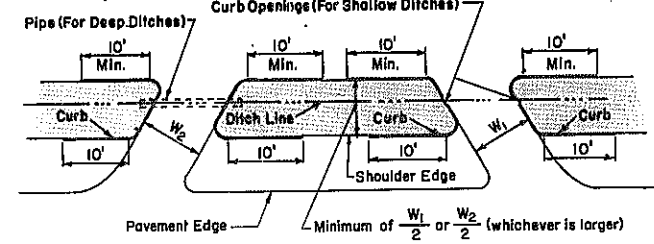


PROFILE NORMAL SHOULDER

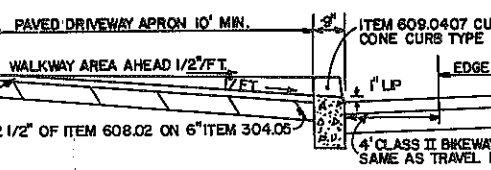
| TABLE 1 RECOMMENDED DESIGN VALUES FOR RESIDENTIAL DRIVEWAYS (R, X AND Y IN FEET) | | | | | | | | | | | | |
|--|------|------|------|------|------|------|------|-----|------|------|------|------|
| CORNER ANGLE (DEGREES) | | | | | | | | | | | | |
| DRIVEWAY WIDTH (Feet) | 60 | | | 65 | | | 70 | | | 75 | | |
| | R | X | Y | R | X | Y | R | X | Y | R | X | Y |
| 8 | 19.0 | 23.2 | 30.6 | 19.0 | 20.3 | 27.6 | 19.0 | 7.9 | 25.1 | 19.0 | 15.8 | 22.6 |
| 9 | 18.5 | 22.6 | 29.0 | 18.5 | 19.8 | 26.0 | 18.4 | 7.3 | 24.3 | 18.3 | 15.3 | 21.9 |
| 10 | 18.1 | 22.1 | 28.1 | 18.0 | 19.3 | 26.1 | 17.9 | 6.8 | 23.5 | 17.8 | 14.8 | 21.2 |
| 11 | 17.6 | 21.5 | 28.3 | 17.5 | 18.7 | 25.4 | 17.3 | 6.2 | 22.8 | 17.1 | 14.3 | 20.4 |
| 12 | 17.1 | 20.9 | 27.5 | 17.0 | 18.2 | 24.6 | 16.7 | 5.7 | 22.0 | 16.5 | 13.7 | 19.6 |
| 13 | 16.6 | 20.3 | 26.7 | 16.4 | 17.6 | 23.9 | 16.2 | 5.2 | 21.4 | 15.9 | 13.2 | 18.9 |
| 14 | 16.2 | 19.8 | 26.0 | 15.9 | 17.1 | 23.1 | 15.6 | 4.7 | 20.6 | 15.3 | 12.7 | 18.2 |
| 15 | 15.7 | 19.2 | 25.3 | 15.4 | 16.5 | 22.4 | 15.1 | 4.2 | 19.9 | 14.8 | 12.2 | 17.5 |
| 16 | 15.2 | 18.6 | 24.5 | 14.9 | 15.9 | 21.6 | 14.5 | 3.6 | 19.1 | 14.0 | 11.6 | 16.7 |
| 18 | 14.3 | 17.4 | 23.0 | 13.9 | 14.9 | 20.1 | 13.4 | 2.6 | 17.7 | 12.8 | 10.5 | 15.2 |
| 20 | 13.4 | 16.3 | 21.6 | 12.8 | 13.7 | 18.6 | 12.2 | 1.5 | 16.1 | 11.5 | 9.5 | 13.7 |
| 22 | 12.4 | 15.1 | 20.0 | 11.8 | 12.6 | 17.1 | 11.1 | 1.0 | 14.7 | 10.3 | 8.5 | 12.2 |
| 24 | 11.5 | 14.0 | 18.5 | 10.8 | 11.6 | 15.6 | 10.0 | 0.4 | 13.2 | 9.0 | 7.5 | 10.7 |

| CORNER ANGLE (DEGREES) | | | | | | | | | | | | |
|-----------------------------|------|------|------|------|-----|------|------|-----|------|------|-----|------|
| DRIVEWAY WIDTH (Feet) | 90 | | | 95 | | | 100 | | | 105 | | |
| | R | X | Y | R | X | Y | R | X | Y | R | X | Y |
| 8 | 19.0 | 10.5 | 17.1 | 19.0 | 9.1 | 15.4 | 19.0 | 7.8 | 13.9 | 19.0 | 6.7 | 12.5 |
| 9 | 18.1 | 10.0 | 16.3 | 18.0 | 8.6 | 14.5 | 17.8 | 7.3 | 13.0 | 17.5 | 6.1 | 11.6 |
| 10 | 17.2 | 9.5 | 15.5 | 16.9 | 8.1 | 13.7 | 16.5 | 6.8 | 12.1 | 16.0 | 5.6 | 10.6 |
| 11 | 16.3 | 9.0 | 14.7 | 15.9 | 7.6 | 12.8 | 15.3 | 6.3 | 11.2 | 14.6 | 5.1 | 9.6 |
| 12 | 15.4 | 8.5 | 13.9 | 14.8 | 7.1 | 12.0 | 14.1 | 5.8 | 10.3 | 13.1 | 4.6 | 8.6 |
| 13 | 14.5 | 8.0 | 13.0 | 13.8 | 6.6 | 11.1 | 12.8 | 5.3 | 9.3 | 11.6 | 4.0 | 7.6 |
| 14 | 13.6 | 7.5 | 12.2 | 12.7 | 6.1 | 10.3 | 11.6 | 4.8 | 8.4 | 10.1 | 3.5 | 6.7 |
| 15 | 12.7 | 7.0 | 11.4 | 11.7 | 5.6 | 9.4 | 10.4 | 4.3 | 7.5 | 8.6 | 3.0 | 5.7 |
| 16 | 11.8 | 6.5 | 10.6 | 10.6 | 5.1 | 8.6 | 9.1 | 3.7 | 6.6 | 7.6 | 2.5 | 4.7 |
| 18 | 10.9 | 5.9 | 9.0 | 8.5 | 4.1 | 6.9 | 7.5 | 3.0 | 5.3 | 6.6 | 2.0 | 3.7 |
| 20 | 8.2 | 4.5 | 7.4 | 6.4 | 3.1 | 5.2 | 7.3 | 3.0 | 5.3 | 6.6 | 2.0 | 3.7 |
| 22 | 6.4 | 3.5 | 5.7 | 6.3 | 3.0 | 5.1 | 7.3 | 3.0 | 5.1 | 6.3 | 2.0 | 3.7 |
| 24 | 5.4 | 3.0 | 4.8 | 6.3 | 3.0 | 5.1 | 7.3 | 3.0 | 5.1 | 6.3 | 2.0 | 3.7 |

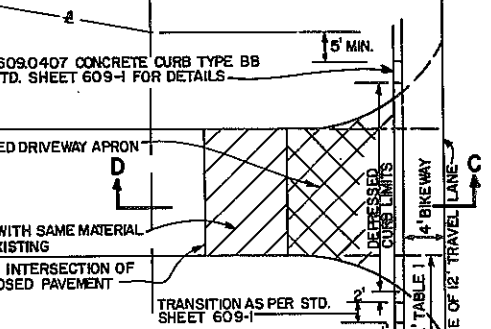
| TABLE 2 RECOMMENDED DESIGN VALUES FOR COMMERCIAL DRIVEWAYS (R, X AND Y IN FEET) | | | | | | | | | | | | |
|---|------|------|------|------|------|------|------|------|------|------|------|------|
| CORNER ANGLE (DEGREES) | | | | | | | | | | | | |
| DRIVEWAY WIDTH (Feet) | 60 | | | 65 | | | 70 | | | 75 | | |
| | R | X | Y | R | X | Y | R | X | Y | R | X | Y |
| A11 | 34.0 | 46.2 | 56.6 | 34.0 | 40.9 | 51.2 | 34.0 | 36.3 | 46.4 | 34.0 | 32.3 | 42.2 |
| CORNER ANGLE (DEGREES) | | | | | | | | | | | | |
| DRIVEWAY WIDTH (Feet) | 90 | | | 95 | | | 100 | | | 105 | | |
| | R | X | Y | R | X | Y | R | X | Y | R | X | Y |
| A11 | 34.0 | 22.5 | 32.0 | 34.0 | 19.9 | 29.1 | 34.0 | 17.4 | 26.5 | 34.0 | 15.1 | 24.0 |



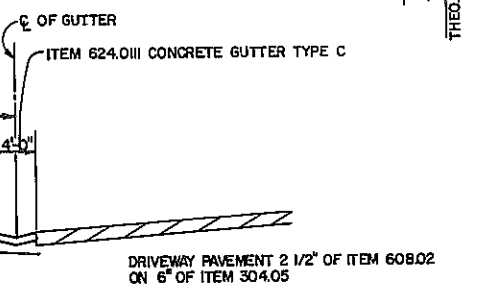
DETAIL OF A COMMERCIAL DRIVEWAY INSTALLATION ON A HIGHWAY WITH SHOULDERS (DUAL SYSTEM DRIVEWAY)
FIGURE 6



DEPRESSED CURB SECTION D-C



DRIVEWAY THROUGH CURBED SECTION



SECTION THROUGH GUTTER

NOTE: FOR EXISTING CONCRETE DRIVEWAYS PAVE WITH 4 1/2" OF ITEM 555.02-CLASS B CONCRETE OVER 6" OF GRAVEL ITEM 304.05.

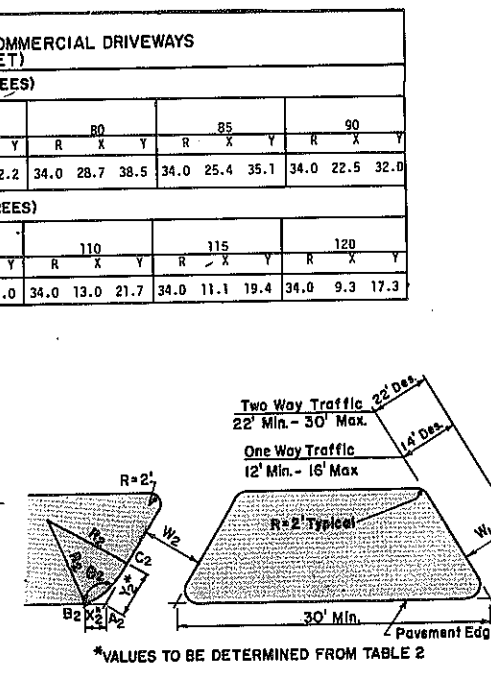
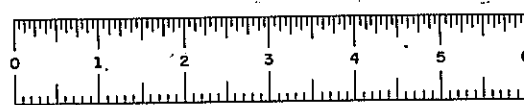


FIGURE 4-DUAL SYSTEM COMMERCIAL DRIVEWAY OUTLINE

REVISIONS

| DRIVEWAY DETAILS | | | |
|---|-------|-------------|------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DATE | SCALE | DRAWING NO. | REGION NO. |
| 3/79 | NONE | MT-8 | I |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 4721 | 284 |
| INTERSTATE ROUTE 503 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

| ITEM 609.0407-CONCRETE CURB TYPE BB | | |
|-------------------------------------|------------|-------------|
| STATION TO STATION | L.F. | REMARKS |
| "RS" 44+70 TO "RS" 46+42.20 LT. | 172 L.F. | |
| "SB" 46+41.75 TO "SB" 63+90 LT. | -748 L.F. | 1654.5 L.F. |
| "SB" 54+33 TO "SB" 64+25 RT. | -992 L.F. | 1002 L.F. |
| DRIVEWAY "SB" 46+50 LT. | 60 L.F. | |
| DRIVEWAY "SB" 54+42 LT. | 16 L.F. | |
| TOTAL | -2988 L.F. | 2904.5 L.F. |

| ITEM 609.0405-CONCRETE CURB TYPE AB | | |
|---|----------------------------|---------|
| STATION TO STATION | L.F. | REMARKS |
| "ODW" AND ROUTE 7 INT. ANTONIA DRIVE | 147+135 L.F. 81540 L.F. | ISLAND |
| TOTAL | 2285478 L.F. | |

| DISPOSAL OF BUILDINGS | | |
|-----------------------|----------------|----------------------|
| ITEM | LOCATION | TYPE |
| 202.0101 | "SB" 68+00 LT. | 1 1/2 STY. FR. HOUSE |
| 202.0102 | "SB" 68+55 LT. | 1 STY. FR. HOUSE |
| 202.0103 | "SB" 69+00 LT. | GARAGE |
| 202.0104 | "SB" 69+25 LT. | 1 1/2 STY. FR. HOUSE |

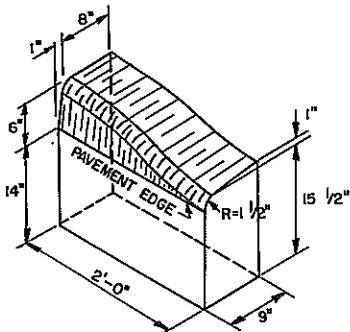
| ITEM 624.0111 - CONCRETE GUTTER | | |
|---------------------------------|-----------|----------|
| STATION TO STATION | S.Y. | REMARKS |
| "SB" 89+10 TO "SB" 94+04 RT. | -220 S.Y. | 195 S.Y. |
| "SB" 88+72 TO "SB" 94+04 LT. | -236 S.Y. | 338 S.Y. |
| TOTAL | -456 S.Y. | 533 S.Y. |

| ITEM 607.0822- OPTIONAL CHAIN LINK FENCING WITH TOP TENSION WIRE - 6' HIGH | | | | |
|---|------|--------|-----------|------------|
| STATION TO STATION | SIDE | L.F. | ALLOWANCE | TOTAL L.F. |
| "RD" 21+80 TO "RM" 32+00 | RT. | 4229.5 | 510 | 4739.5 |
| "RM" 32+00 TO "RM" 32+12 | | 4514 | 100 | 4614 |
| "RM" 33+00 TO "RM" 34+52 | RT. | 152 | 70 | 222 |
| "RM" 32+83 TO "RM" 33+32 | | 60 | 10 | 60 |
| "RP" 46+00 TO "RP" 47+55 | RT. | 155 | 40 | 195 |
| "RP" 46+00 TO "RP" 47+55 | LT. | 53 | 10 | 63 |
| "RP" 45+89 TO "RP" 46+42 | LT. | 2882.8 | 370 | 3252.8 |
| "RP" 45+25 TO "RL" 49+00 | RT. | 2886 | 95 | 2981 |
| "RP" 46+16 TO "RL" 49+61 | LT. | 105 | 10 | 115 |
| "TP" 770+00 TO "TP" 768+95 | LT. | 7428 | 216 | 7644 |
| TOTAL | | 7524.3 | 1000 | 8524.3 |

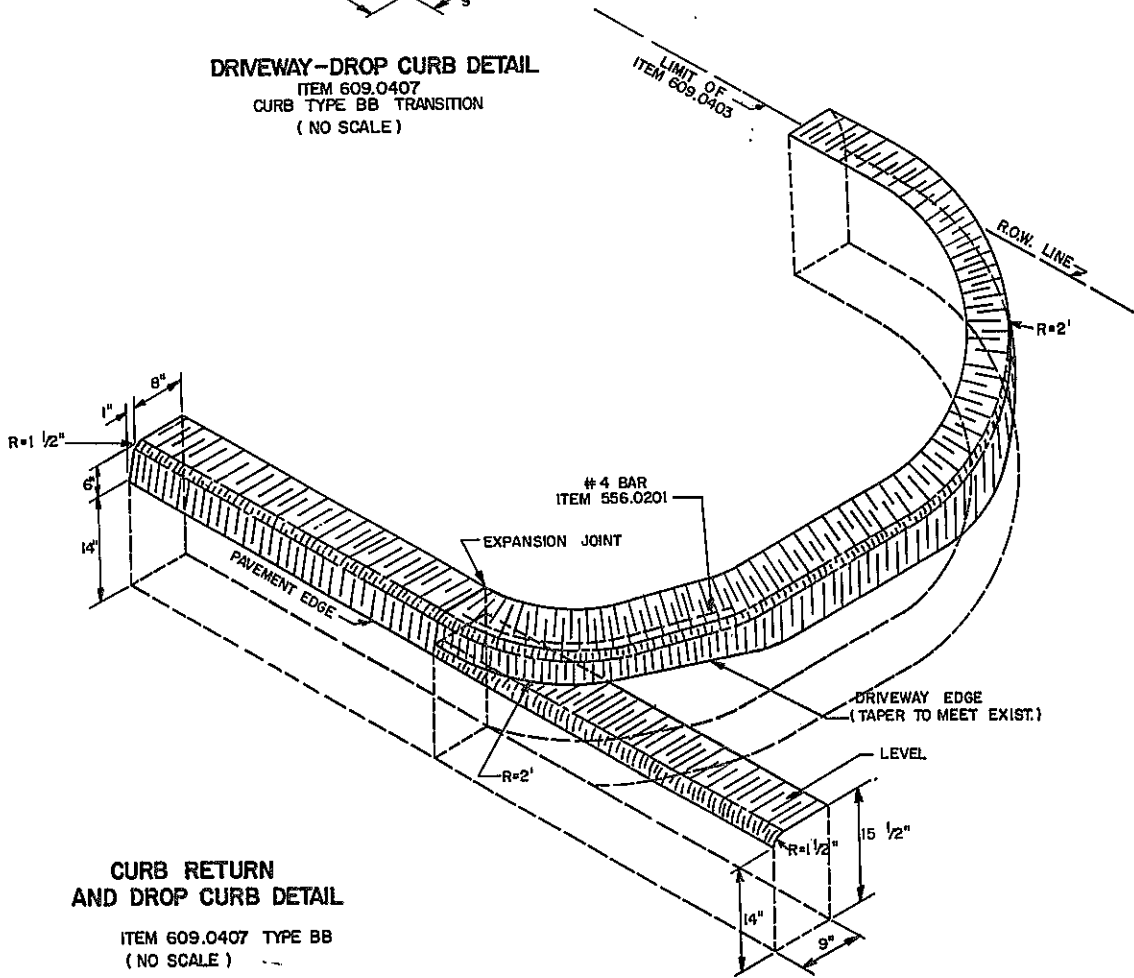
| ITEM 607.11 RIGHT-OF-WAY FENCING | | | | |
|----------------------------------|------|--------|-----------|------------|
| STATION TO STATION | SIDE | L.F. | ALLOWANCE | TOTAL L.F. |
| "WB" 760+03 TO "RK" 24+40 | LT. | 2875.5 | 340 | 3215.5 |
| "RL" 50+00 TO "RL" 53+25 | | 2986 | 140 | 3126 |
| "RL" 49+56 TO "RL" 55+44 | RT. | 388 | 60 | 448 |
| Panghus Road | | 467 | 20 | 487 |
| TOTAL | | 3367 | 460 | 3827 |
| | | 3335.5 | 440 | 3775.5 |

| ITEM 05607.60 - REMOVING AND STORING CHAIN LINK FENCING | | |
|---|------|-----------|
| STATION TO STATION | SIDE | L.F. |
| "TH" 6095+85 TO "TH" 6100+50 | LT. | 465 |
| "TH" 6095+85 TO "TH" 6100+60 | RT. | -570 543 |
| TOTAL | | 1035 1008 |

| ITEM 01607.60 - REMOVING AND STORING RIGHT-OF-WAY FENCING | | |
|---|------|------------|
| STATION TO STATION | SIDE | L.F. |
| "TH" 6075+00 TO "TH" 6095+85 | LT. | -1695 1925 |
| "TH" 6081+00 TO "TH" 6095+85 | RT. | -1260 1665 |
| TOTAL | | -2955 3590 |



DRIVEWAY-DROP CURB DETAIL
ITEM 609.0407
CURB TYPE BB TRANSITION
(NO SCALE)



CURB RETURN
AND DROP CURB DETAIL
ITEM 609.0407 TYPE BB
(NO SCALE)

REVISIONS

| MISCELLANEOUS DETAILS AND TABLES | | | |
|---|-------------------|--------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. MT-10 | SCALE AS SHOWN | DATE 6/79 | REGION I |

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 49/1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO NYS. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART 1, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |

NOTES APPLICABLE TO ALL UNDERDRAIN INSTALLATION DETAILS

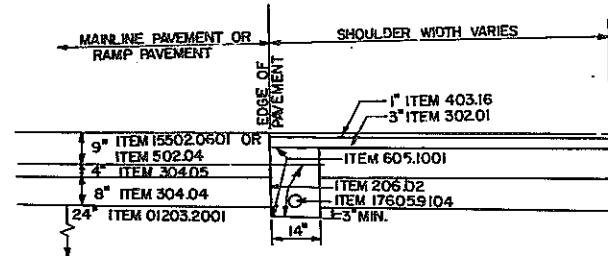
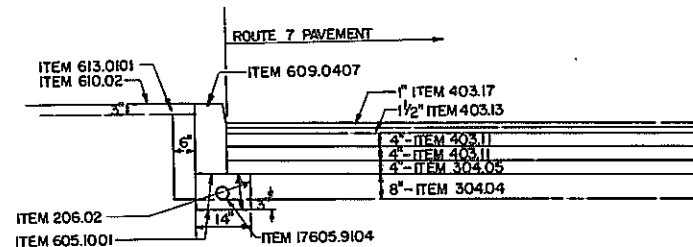
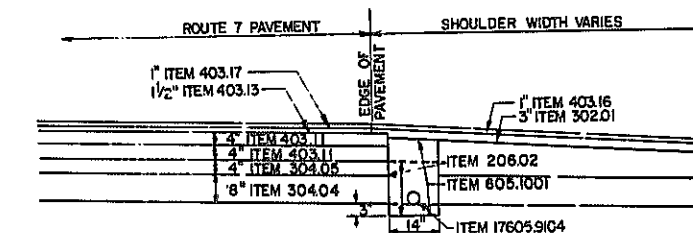
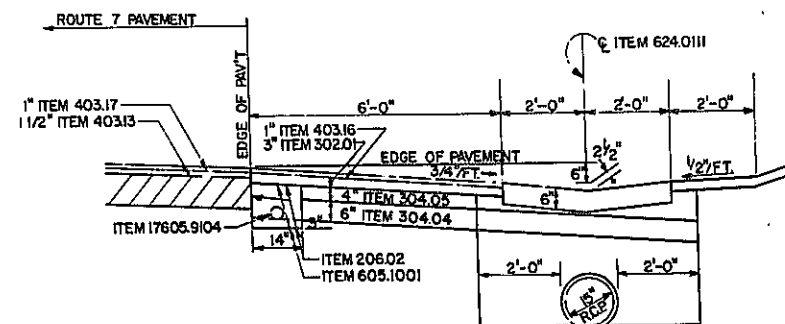
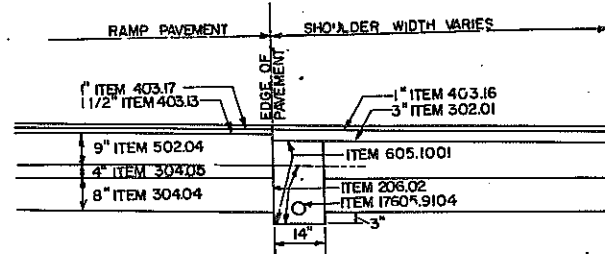
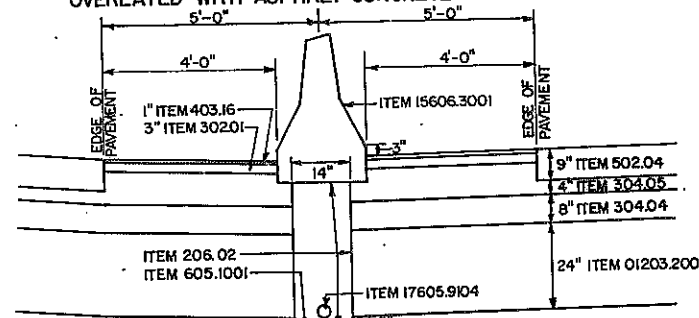
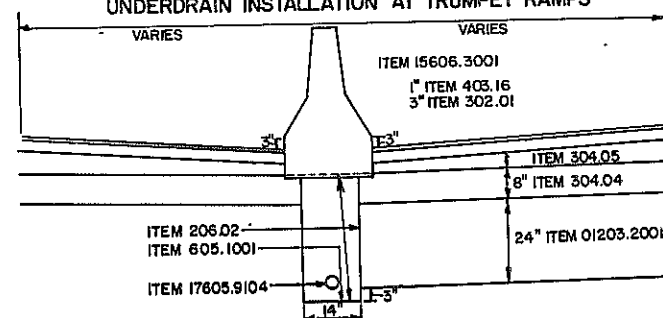
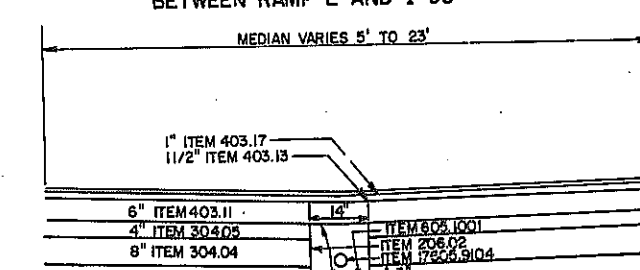
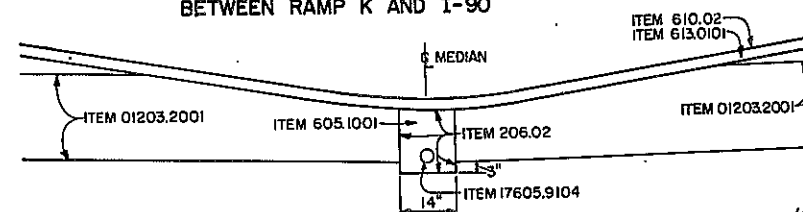
- ITEM 304.05 SHALL BE PLACED TO THE GRADE OF THE BOTTOM OF THE PAVEMENT FOR MINIMUM WIDTH OF 2 FT. BEYOND THE EDGE OF PAVEMENT PRIOR TO THE EXCAVATION FOR THE UNDERDRAIN FOR INSTALLATION DETAILS U-1, U-3, AND U-5. ITEM 304.05 SHALL BE COMPLETED PRIOR TO THE EXCAVATION FOR THE UNDERDRAIN IN DETAILS U-2, U-4, AND U-8. ITEM 304.04 SHALL BE COMPLETED PRIOR TO THE EXCAVATION FOR THE UNDERDRAIN IN DETAILS U-7. ITEM 304.05 SHALL BE COMPLETED TO THE LEVEL AT THE BOTTOM OF THE CONCRETE MEDIAN BARRIER PRIOR TO THE EXCAVATION FOR THE UNDERDRAIN IN DETAIL U-6. ITEM 01203.2001 SHALL BE COMPLETED PRIOR TO THE EXCAVATION FOR UNDERDRAIN IN DETAIL U-9.
- NO DEDUCTION SHALL BE MADE FOR PREVIOUSLY INSTALLED MATERIAL WHICH IS EXCAVATED FOR UNDERDRAIN INSTALLATION.
- OUTLETS TO A DITCH OR DROP INLET SHALL BE SPACED AT APPROXIMATELY 600 FT. INTERVALS.
- THE OUTLET AT A DITCH SHALL BE APPROXIMATELY 1 FT. ABOVE THE DITCH INVERT.
- THE PIPE USED FOR OUTLETS SHALL NOT BE PERFORATED.
- FOR CURB AND CONCRETE GUTTER DETAILS SEE S.S. 609-1 AND DRAWING NOS. TY-14 AND TY-15.
- THE SAME TRENCH WIDTH (14") SHALL APPLY FOR OUTLET PIPES.
- ITEM 605.1001 UNDERDRAIN FILTER, TYPE II SHALL BE PLACED WITH THE OUTLET PIPES TO A DEPTH OF 6" OVER THE PIPE.

REVISION TABLES

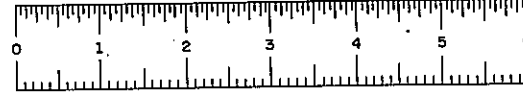
ITEM 17605.9104

| ITEM 17605.9104 - CORR. POLYETHYLENE PIPE OR TUBING 4" DIAMETER | | | | | |
|---|----------------------|-----------|-------------------------|----------------------|----------|
| LOCATION | SIDE DIR. OF STATION | L.F. | INSTALLATION DETAIL NO. | OUTLETS TO DITCH NO. | L.F. |
| MAINLINE | | | | | |
| EB 742+00 - 750+15 | LT | 815 | U-1 | 2 | 36 - 52 |
| EB 750+15 - 755+30 | RT | 515 | U-1 | 1 | 34 - 26 |
| EB 755+30 - 763+88 | RT | 493 | U-1 (c)(a) | 1 | 30 - 56 |
| WB 742+00 - 755+40 | LT | 1340 | U-1 | 3 | 34 - 60 |
| WB 760+30 - 763+50 | LT | 320 | U-1 (a)(c) | 1 | 30 - 56 |
| EB 743+00 - 746+30 | MEDIAN | 330 | U-9 | 0 | -- |
| EB 747+25 - 763+88 | MEDIAN | 463+443 | U-9 (b) | 0 | -- |
| RAMP C | | | | | |
| RC 11+00 - 15+50 | RT | 450 | U-3 (a) | 1 | 13 - 30 |
| RC 15+50 - 18+52 | LT | 302 | U-3 (a) | 1 | 16 - 20 |
| RC 18+52 - 23+35 | LT | 483 | U-1 (a) | 0 | -- |
| RC 20+50 - 21+50 | LT | 224 | U-1 (a) | 0 | -- |
| RAMP D | | | | | |
| RD 11+00 - 19+83 | RT | 883 | U-3 (a) | 2 | 46 - 44 |
| RD 19+83 - 23+36 | RT | 353 | U-1 (a) | 1 | 21 - 24 |
| RAMP K | | | | | |
| RK 10+00 - 13+30 | LT | 330 | U-1 | 1 | 25 - 20 |
| RK 14+00 - 17+60 | RT | 346 | U-1 (a) | 1 | 12 - 20 |
| RK 17+60 - 24+15 | LT | 655 | U-1 (a) | 2 | 49 - 30 |
| RK 24+15 - 25+50 | RT | 135 | U-1 | 0 | -- |
| RK 25+50 - 28+75 | RT | 325 | U-8 | 0 | -- |
| RK 28+75 - 37+65 | LT | 890 | U-5 (a) | 2 | 100 - 26 |
| RK 21+80 WINGWALLS | LT & RT | 217 | U-1 | 1 | -- |
| RAMP M | | | | | |
| RM 10+00 - 27+50 | RT | 1750 | U-1 (a) | 3 | 74 - 99 |
| RM 27+50 - 40+24 | RT | 1274 | U-5 | 3 | 73 - 26 |
| RAMP L | | | | | |
| RL 34+51 - 50+50 | RT | 1599 | U-1 (a) | 3 | 36 - 57 |
| RL 50+50 - 60+90 | RT | 1040 | U-5 (a) | 2 | 24 - 24 |
| RL 34+51 - 36+00 | LT | 149 | U-5 | 1 | 18 - 30 |
| RL 39+83 - 40+50 | LT | 927 | U-7 | 0 | -- |
| RAMP P | | | | | |
| RP 35+65 - 42+15 | LT | 650 | U-1 (a) | 2 | 34 - 32 |
| RP 42+15 - 51+40 | LT | 925 | U-5 (a) | 2 | 37 - 34 |
| TRUMPET RAMPS | | | | | |
| RT 10+00 - 16+83 | MEDIAN | 593 | U-6 | 0 | -- |
| RT 15+00 - 20+46 | RT | 546 | U-1 (a) | 1 | 15 |
| RT 16+83 - 20+46 | LT | 353 | U-1 | 1 | 15 - 12 |
| RT 24+00 - 25+23 | LT | 123 | U-1 | 1 | 12 |
| RT 24+00 - 34+50 | RT | 1050 | U-1 (a) | 2 | 43 - 26 |
| RT 25+23 - 34+50 | MEDIAN | 927 | U-6 | 0 | -- |
| TOLL PLAZA | | | | | |
| TP 763+88 - 775+88 | RT & LT | 2124+2400 | U-1 (a)(c) | 6 | 24 - 110 |
| ROUTE 7 | | | | | |
| SB 63+65 - 63+90 | LT | 2524+2440 | U-2 | -- | -- |
| SB 63+72 - 64+26 | RT | 54 | U-2 | 1 | -- |
| SB 63+90 - 71+26 | LT | 736 | U-3 | -- | -- |
| SB 64+25 - 71+25 | RT | 700 | U-3 | 1 | 10 - 20 |
| SB 74+20 - 89+60 | RT | 437 | U-4 | 3 | 50 - 20 |
| SB 89+60 - 94+00 | RT | 1540 | U-4 | -- | -- |
| SB 88+74 - 94+00 | LT | 324 | U-4 | -- | -- |
| TOTAL | | 31,761 | 30624 | TOTAL 1241 940 | |

UNDERDRAIN DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATIONDRAWING NO. D-1
SCALE 1/2" = 1'-0"
DATE 3/79
REGION 1DETAIL U-1
UNDERDRAIN INSTALLATION ADJACENT TO CONCRETE PAVEMENT
SCALE 1/2" = 1'-0"DETAIL U-2
UNDERDRAIN INSTALLATION WITH TYPE 'BB' CURB
SCALE 1/2" = 1'-0"DETAIL U-3
UNDERDRAIN INSTALLATION ADJACENT TO ASPHALT CONCRETE PAVEMENT
SCALE 1/2" = 1'-0"DETAIL U-4
UNDERDRAIN INSTALLATION WITH TYPE 'C' CONCRETE GUTTER
SCALE 1/2" = 1'-0"DETAIL U-5
UNDERDRAIN INSTALLATION ADJACENT TO CONCRETE PAVEMENT
OVERLAYED WITH ASPHALT CONCRETEDETAIL U-6
UNDERDRAIN INSTALLATION AT TRUMPET RAMPSDETAIL U-7
UNDERDRAIN INSTALLATION - MEDIAN
BETWEEN RAMP L AND I-90DETAIL U-8
UNDERDRAIN INSTALLATION - MEDIAN
BETWEEN RAMP K AND I-90DETAIL U-9
MEDIAN UNDERDRAIN I-88 MAINLINE

- FOR UNDERDRAIN AT LOCATIONS REQUIRING HEAVY DUTY SHOULDERS (SEE Dwg. NOS. TY-5, TY-11, AND TY-12), TOP PAYMENT LINE FOR ITEM 605.1001 IS BOTTOM OF ITEM 403.17 COURSES.
- SEE Dwg. NOS. PF-1 AND PF-2 FOR MEDIAN UNDERDRAIN ELEVATIONS FOR STA. EB 758+00 TO EB 763+00.
- SLOPE UNDERDRAIN TO DRAIN AS ORDERED BY THE ENGINEER WHERE PROFILE IS FLAT.



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 504 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

DRAINAGE STRUCTURE TABLE

| STR. NO. | LOCATION | DESCRIPTION |
|----------|------------------------------|---|
| 1 | RC 16+85 | 48 LF OF 24" RCP CLASS III WITH END SECT. LT & RT |
| 1A | EB 74+30 | BUILD MEDIAN DI TYPE V WITH #22 FRAME & GRATE AND 703 LF OF 18" RCP CLASS III, WITH END SECT. LT. |
| 2 | RD 17+82 SKEN 30° RT AH | 64 LF OF 24" RCP CLASS III WITH END SECT. LT & RT |
| 3 | EB 75+00 | BUILD MEDIAN DI, TYPE V WITH NO. 22 FRAME & GRATE AND 48 LF OF 24" RCP, CLASS III, WITH END SECT. RT |
| 4 | RK 12+22 SKEN 10° RT. AH. | 180 LF OF 48" CSP, 14 GA, 2-2/3" X 1/2" CORR. OR 16 GA, 3" X 1" CORR, PAVED INV., OR 48" CAP, 12 GA. CROSS-ING M/L WITH CSP OR CAP END SECT LT & RT. 50 LF OF LGT STONE LINED APRON AT INLET & OUTLET |
| 5 | RT 15+06 | BUILD TYPE V DI WITH A NO. 22 FRAME AND GRATE AND 42 LF OF 24" RCP CLASS III WITH END SECT. RT OUT-LET TO 12' X 18' LGT STONE LINED APRON RT |
| 6 | RD 21+80 SKEN 60° LT. AH. | 112 LF OF 5' X 10' PRECAST BOX CULVERT WITH HEAD- WALLS AND HINGEWALLS LT & RT. 144 LF OF 6' TO 10' WIDE LGT STONE LINED DITCH AT INLET, FR. EXIST. 6' X 6' CULV. UNDER R.R., AND 75' LF OF 10' TO 12' WIDE LGT STONE LINED DITCH AT OUTLET TO DS#7. |
| 7 | RT 20+66 SKEN 15° LT AH | 196 LF OF TWIN 78" CSP, 8 GA, 2 2/3" X 1/2" CORR, OR 10 GA, 3" X 1" CORR, OR 10 GA 6" X 2" CORR, PAVED INV. OR TWIN 78" CASPP. 150 THK. WITH CUT- OFF WALLS AND RIP-RAP LT. & RT. |
| 8 | RM 20+65 SKEN 45° RT AH | 150 LF OF TWIN 78" CSP 8 GA 2 2/3" X 1/2" CORR, OR 12 GA, 3" X 1" CORR, OR 12 GA 6" X 2" CORR, PAVED INV., OR TWIN 78" CASPP. 100 THK. WITH CUT-OFF WALLS AND RIP-RAP LT & RT. 248 LF OF 12' WIDE LGT STONE LINED DITCH, FROM DS#7 AT INLET AND 985 LF OF 12' WIDE LGT STONE LINED DITCH TO DS#9 AT OUTLET. |
| 9 | SB 70+68 SKEN 24° LT AH | 240 LF OF TWIN 84" CSP, 10 GA, 3 X 1 CORR, OR 10 GA, 6" X 2" CORR, OR 8 GA, 2 2/3" X 1/2" CORR, PAVED INV. OR TWIN 84" CASPP. 175 THK. WITH CUT-OFF WALLS AND RIP-RAP LT & RT. OUTLET TO 12' WIDE LGT STONE LINED DITCH FOR 1085 LF TO EXISTING DITCH ABOVE NORMANSKILL CREEK. |
| 9A | SB 70+30 | 130 LF OF 54" CSP, 10 GA, 3" X 1" CORR, OR 10 GA, 2 2/3" X 1/2" CORR, OR 54" CAP, 10 GA WITH CSP OR CAP END SECT. EXTEND INTO EXISTING 5' X 5' BOX CULVERT UNDER RTE 7. UPON COMPLETION OF NEW DRAINAGE STRUCTURE #9, REMOVE END SECTION AND 30 LF OF 54" PIPE AND PLUS REMAINING PORTION OF PIPE WITH CLASS B CONCRETE FOR STRUCTURES. ITEM 555.02. REMOVE 50+ LF OF EXISTING 5' X 5' BOX CULVERT ON SOUTH SIDE OF RTE 7 UNDER ITEM 203.02 AND PLUS REMAINING PORTION WITH CLASS B CONCRETE FOR STRUCTURES. ITEM 555.02. |
| 10 | TH 608+41 70° RT | REMOVE EXISTING CATCH BASIN UNDER ITEM 203.02 AND HINGEWALL UNDER ITEM 203.03. PLUS EXISTING 24" RCP WITH CLASS B CONC. FOR STRUCTURES UNDER ITEM 555.02. |
| 11 | TH 6070+77 60° LT | REMOVE EXISTING CATCH BASIN UNDER ITEM 203.02. EXTEND EXISTING 24" RCP WITH 16 LF OF NEW 24" RCP CLASS III, CONCRETE PIPES WITH CONC. COLLAR AND INSTALL END SECT AT NEW 4' WIDE RAMP L ROADWAY DITCH. |
| 12 | TH 6074+57 60° LT | REMOVE EXISTING CATCH BASIN 60' LT UNDER ITEM 203.02. EXTEND EXISTING 24" RCP WITH 20 LF OF NEW 24" RCP CLASS III. CORRECT PIPES WITH CONC. COLLAR AND INSTALL END SECT LT AT NEW 4' WIDE RAMP L ROADWAY DITCH. |
| 13 | TH 6078+24 65° LT | REMOVE EXISTING CATCH BASIN AND 10+ LF OF EXIST. 24" RCP UNDER ITEM 203.02. INSTALL NEW MEDIAN DI, TYPE H, WITH NO. 8 FRAME & GRATE. CORRECT TO EXISTING 24" RCP. INSTALL 48 LF OF NEW 24" RCP, CLASS III, SKEN 30° RT AH, FROM NEW MEDIAN DI, WITH END SECT. AT 4' ROADWAY DITCH, RL 50+65, RT. |
| 14 | TH 6078+24 100° RT | REMOVE EXISTING HEADWALL UNDER ITEM 203.02. EXTEND EXISTING 24" RCP WITH 20 LF OF NEW 24" RCP CLASS III WITH CONC. COLLAR, AND END SECT. AT 6' LGT STONE LINED DITCH RT. |
| 14A | TH 6078+24 60° RT | CONSTRUCT TYPE H DI WITH #8 FRAME AND GRATE 60' RT. CORRECT TO EXISTING 24" RCP. |
| 15 | RL 47+50 | CONSTRUCT MEDIAN DI, TYPE B, WITH DOUBLE FRAME AND GRATE #8, 26' LT. CORRECT TO NEW 4' ROADWAY DITCH RT. WITH 36 LF OF 24" RCP CLASS III AND END SECT. RT. |
| 16 | RL 46+73 | CONSTRUCT NEW MEDIAN DI, TYPE B, WITH A DOUBLE FRAME AND GRATE #8, 26' LT AND CORRECT TO RAMP L ROADWAY DITCH WITH 36 LF 24" RCP, CLASS III AND END SECT. RT. |
| 17 | TH 6084+41 | REMOVE EXISTING CATCH BASIN AND 14+ LF OF EXISTING 24" RCP, 70° LT. CONSTRUCT NEW MEDIAN DI, TYPE B, WITH A DOUBLE FRAME AND GRATE NO. 8, 58' LT. CORRECT TO EXIST. 24" RCP. INSTALL 48 LF OF 24" RCP CLASS III FROM DS#6 TO DS#17. |
| 18 | RL 43+30 | CONSTRUCT MEDIAN DI TYPE B WITH A DOUBLE FRAME AND GRATE #8, 26' LT. INSTALL 36 LF OF 24" RCP CLASS III FROM NEW DI TO ROADWAY DITCH AT RAMP L 43+30 WITH END SECT. RT. INSTALL 96 LF OF 24" RCP, CLASS III FROM RT TO DS #18 TO DS #17. |

DRAINAGE STRUCTURE TABLE

| STR. NO. | LOCATION | DESCRIPTION |
|----------|----------------------------|--|
| 19 | TH 6084+41 RT | REMOVE EXISTING HEADWALL, 100' RT AND 44 LF OF EXISTING 24" RCP. CONSTRUCT MAN HOLE, TYPE A, 56"± RT. CORRECT MAN HOLE TO EXISTING 24" RCP. |
| 20 | TH 6086+00 RT | CONSTRUCT MANHOLE, TYPE A 58 RT. CORRECT TO DS#19 WITH 16 LF OF 24" RCP CLASS III AND 48 LF OF 24" RCP, CLASS III TO 12' LGT STONE LINED DITCH WITH END SECT. RT. |
| 20A | TH 6088+20 LT | PLUS EXISTING 24" RCP, 70' LT. WITH ITEM 555.02, CLASS B CONCRETE FOR STRUCTURES. FILL D.I. UNDER ITEM 203.03 |
| 21 | TH 6092+40 RT | REMOVE EXIST. HEADWALL 125' RT AND EXTEND EXISTING 24" RCP WITH A CONC. COLLAR & 96 LF 24" RCP CLASS III AND END SECT. AT 12' LGT STONE LINED DITCH RT. |
| 21A | TH 6092+40 LT | PLUS EXISTING 24" RCP, 70' LT. WITH ITEM 555.02, CLASS B CONCRETE FOR STRUCTURES. FILL D.I. UNDER ITEM 203.03 |
| 22 | TH 6095+00 | INSTALL 48 LF OF 42" RCP, CLASS V, WITH END SECT. LT & END SECT. RT AT 12' LGT STONE LINE DITCH. 150+ LF OF PIPE TO BE JACKED UNDER THRUWAY UNDER ITEM 550.02. |
| 23 | RP 40+60 | INSTALL 48 LF OF 24" RCP, CLASS III WITH END SECT LT & RT. |
| 24 | TH 6096+45 LT | PLUS EXISTING 24" RCP, 70' LT. WITH ITEM 555.02, CLASS B CONCRETE FOR STRUCTURES. FILL D.I. UNDER ITEM 203.03 |
| 25 | TH 6101+77 LT | REMOVE EXISTING CATCH BASIN 70' LT UNDER ITEM 203.02. EXTEND EXISTING 24" RCP WITH A CONC. COLLAR AND 48 LF OF NEW 24" RCP CLASS III AND END SECT LT AT 4' WIDE ROADWAY DITCH, RP 47+13 LT. |
| 26 | TH 6101+77 RT | REMOVE EXISTING CATCH BASIN 70' RT UNDER ITEM 203.02. BUILD NEW DI TYPE H WITH NO. 8 FRAME AND GRATE, 80' RT. EXTEND EXISTING 24" RCP WITH A CONC. COLLAR AND 16 LF OF NEW 24" RCP CLASS III TO NEW DI. REMOVE 20 LF OF 24" CSP AND CORRECT TO NEW DI. |
| 27 | TH 6105+42 LT | REMOVE EXISTING CATCH BASIN, 70' LT UNDER ITEM 203.02. CONSTRUCT NEW DI TYPE H WITH A NO. 8 FRAME GRATE, 80' LT. EXTEND EXISTING 24" RCP WITH A CONC. COLLAR AND 16 LF OF NEW 24" RCP, CLASS III TO NEW DI. |
| 28 | TH 6105+42 RT | REMOVE EXISTING CATCH BASIN 70' RT UNDER ITEM 203.02. BUILD NEW DI, TYPE H, WITH NO. 8 FRAME AND GRATE, 80' RT. EXTEND EXISTING 24" RCP WITH A CONC. COLLAR AND 16 LF OF NEW 24" RCP CLASS III TO NEW DI. |
| 29 | RT 26+70 SKEN 15° LT AH | INSTALL 120 LF OF 30" RCP CLASS III WITH END SECT. LT & RT. |
| 30 | RT 28+50 | BUILD TYPE H DI WITH #8 FRAME & GRATE AND 48 LF OF 24" RCP, CLASS III, & END SECT. RT. |
| 31 | RT 31+90 | BUILD TYPE H DI WITH #8 FRAME & GRATE AND 36 LF OF 24" RCP CLASS III & END SECT RT. |
| 32 | RT 34+50 | BUILD TYPE H DI WITH #8 FRAME AND GRATE AND 40 LF OF 24" RCP, CLASS III, & END SECT. RT. |
| 33 | RL 37+85 | INSTALL 48 LF OF 36" RCP, CLASS III WITH END SECT. LT & RT. |
| 34 | "SB" 48+65 | INSTALL 48 LF OF 30" X 24" C.S.P.A. PAVED INVERT, 2 2/3 X 1/2 CORR., 16 GA. OR 35" X 24" C.A.P. 2 2/3 X 1/2 CORR. 14 GA. WITH END SECTIONS LEFT AND RIGHT. BUILD TYPE 'C' CURB TYPE CATCH BASIN 24' LT. |
| 35 | "SB" 49+60 | BUILD TYPE 'A' CURB TYPE CATCH BASIN 24' LT AND CORRECT TO CATCH BASIN AT 'SB' 50+40 24' LT WITH 78 L.F. OF 12" R.C.P. CLASS III. |
| 36 | "SB" 50+40 | BUILD TYPE 'A' CURB TYPE CATCH BASIN 24' LT AND CORRECT TO CATCH BASIN AT 'SB' 52+74 24' LT WITH 224 L.F. OF 12" R.C.P. CLASS III. |
| 37 | "SB" 52+85 | INSTALL 92 L.F. OF 30" R.C.P. CLASS III, SKEMED 28° RIGHT AHEAD WITH END SECTIONS LEFT AND RIGHT. BUILD TYPE 'C' CURB TYPE CATCH BASIN 24' LT. |
| 38 | "SB" 53+15 | REMOVE EXISTING 2'X3' BOX CULVERT. |
| 39 | "SB" 54+15 | BUILD TYPE 'A' CURB TYPE CATCH BASIN 24' LEFT AND CORRECT TO CATCH BASIN AT 'SB' 55+70 24' LT WITH 154 L.F. OF 12" R.C.P. CLASS III. |
| 40 | "SB" 55+70 | BUILD TYPE 'A' CURB TYPE CATCH BASIN 24' LEFT AND CORRECT TO CATCH BASIN AT 'SB' 57+20, 24' LT WITH 147 L.F. OF 12" RCP CLASS III. |
| 41 | "SB" 57+20 | BUILD TYPE D, CURB TYPE CATCH BASIN, 24' LT AND CORRECT TO CATCH BASIN AT SB 58+00, 24' LT, WITH 48 LF OF 24" RCP CLASS III. |
| 42 | "SB" 58+00 | BUILD TYPE 'D' CURB TYPE CATCH BASIN 24' LEFT AND CORRECT TO CATCH BASIN AT "SB" 58+81, 24' LT WITH 48 L.F. OF 24" R.C.P. CLASS III. |
| 43 | "SB" 58+81 | BUILD TYPE 'D' CURB TYPE CATCH BASIN 24' LEFT AND CORRECT TO CATCH BASIN AT "SB" 59+55 24' LT WITH 48 LF OF 24" R.C.P. CLASS III. |
| 44 | "SB" 59+65 | BUILD TYPE 'D' CURB TYPE CATCH BASIN 24' LEFT AND CORRECT TO CATCH BASIN AT "SB" 60+40 WITH 44 L.F. OF 24" R.C.P. CLASS III. |

DRAINAGE STRUCTURE TABLE

| STR. NO. | LOCATION | DESCRIPTION |
|----------|---------------------|---|
| 45 | "SB" 60+40 | BUILD TYPE 'E' CURB TYPE CATCH BASIN 24' LEFT AND CORRECT TO CATCH BASIN AT "SB" 61+88, 24' LEFT WITH 144 L.F. OF 27" R.C.P. CLASS III. |
| 46 | "SB" 61+88 | BUILD TYPE 'E' CURB TYPE CATCH BASIN 24' LEFT AND CORRECT TO DROP INLET AT "SB" 61+92, 58' LEFT WITH 144 L.F. OF 27" R.C.P. CLASS III. |
| 47 | "SB" 58+40, 38' LT. | BUILD TYPE 'A' DROP INLET 38' LEFT AND CORRECT TO DROP INLET AT "SB" 59+12, 38' LEFT WITH 72 L.F. OF 12" R.C.P. CLASS III. |
| 48 | "SB" 59+12, 38' LT. | BUILD TYPE 'A' DROP INLET 38' LEFT AND CORRECT TO DROP INLET AT "SB" 60+50, 38' LEFT WITH 144 L.F. OF 12" R.C.P. CLASS III. |
| 49 | "SB" 60+50, 38' LT. | BUILD TYPE 'A' DROP INLET 38' LEFT AND CORRECT TO DROP INLET AT "SB" 61+92 38' LEFT WITH 134 L.F. OF 12" R.C.P. CLASS III. |
| 50 | "SB" 61+92, 38' LT. | BUILD TYPE 'A' DROP INLET 38' LEFT AND CORRECT TO DROP INLET AT "SB" 63+54, 45' LT WITH 108 L.F. OF 27" R.C.P. CLASS III. |
| 51 | "SB" 63+54, 45' LT. | BUILD TYPE 'A' DROP INLET 45' LT AND CORRECT TO DROP INLET AT "SB" 64+50 68' LT WITH 240 L.F. OF 27" R.C.P. CLASS III. |
| 52 | "SB" 65+95, 68' LT | BUILD TYPE 'A' DROP INLET, 68' LT AND OUTLET WITH 240 L.F. OF 30" RCP CLASS III WITH RCP END SECT INTO 4' BOTTOM LIGHT STONE LINED DITCH AT "SB" 68+40±, 92' LT. |
| 53 | "RR" 10+60 | INSTALL 88 L.F. OF 24" R.C.P. CLASS III WITH END SECTIONS LEFT AND RIGHT. REMOVE EXISTING 24" R.C.P. |
| 54 | "SB" 85+60 | INSTALL 7+ L.F. OF 35"X24" C.S.P.A., PAVED INVERT, 2 2/3 X 1/2 CORR., 16 GA. OR 35"X24" C.A.P.A. 2 2/3 X 1/2 CORR., 14 GA. WITH END SECTIONS LEFT AND RIGHT. |
| 55 | "SB" 85+72 | REMOVE EXISTING 24" R.C.P. AND DROP INLET. |
| 56 | "SB" 88+70 | INSTALL 28 LF OF 28"X20" CSPA, PAVED INVERT, 2 2/3 X 1/2 CORR., 16 GA OR 28"X20" CAPA, 14 GA WITH TYPE II DROP INLET, 35' LT AND CSPA END SECT. RT. |
| 57 | "SB" 89+62 | INSTALL 62 L.F. OF 15" R.C.P. CLASS III AND CORRECT TO TYPE 'C' OUTER TYPE DROP INLET AT "SB" 89+62, 21' RT. |
| 58 | "SB" 90+73 | BUILD TYPE 'C' OUTER TYPE DROP INLET 18' RT. AND CORRECT TO DROP INLET AT "SB" 89+62 WITH 148 L.F. OF 15" R.C.P. CLASS III. |
| 59 | "SB" 94+04 RT | BUILD TYPE 'C' OUTER TYPE DROP INLET 18' RT. AND CORRECT TO DROP INLET AT "SB" 90+73 WITH 325 LF OF 15" R.C.P. CLASS III. |
| 60 | "SB" 94+04 LT | BUILD TYPE 'C' OUTER TYPE DROP INLET 18' LT. AND CORRECT TO DROP INLET AT "SB" 94+04, 18' RT WITH 24 LF OF 15" R.C.P. CLASS III. |
| 61 | "RL" 10+40 | REMOVE EXISTING 10" C.I.P. AND DROP INLETS LT & RT. PLACE 20 LF OF 15" R.C.P. CLASS III FROM DI AT "SB" 94+04, 18 LT TO NEW TYPE 'H' DI AT "RL" 10+40, 15 LT. CONNECT TYPE 'H' DI AT "RL" 10+40, 15 RT WITH 28 L.F. OF 15" RCP CLASS III. |
| 62 | "RL" 13+62 | CONSTRUCT NEW TYPE 'H' DI AT "RL" 13+62, 15 RT AND CORRECT TO DI AT "RL" 10+40, 15 RT WITH 28 L.F. OF 15" R.C.P. CLASS III. REMOVE EXISTING DI AT "RL" 13+62, 15 RT. |

* NOTE: FOR REMAINDER OF DRAINAGE STRUCTURE TABLE SEE SHEET #42.

NOTE: ALL ALUMINUM PIPE SURFACES, WHEN ALUMINUM HAS BEEN CHOSEN, SHALL BE COATED WITH ZINC CHROMATE WHERE IN CONTACT WITH CONCRETE. THE ZINC CHROMATE COATING SHALL BE IN COMPLIANCE WITH MATERIALS SPECIFICATION 708-04 AND ALL COATING COSTS SHALL BE INCLUDED IN THE COST BID FOR THE APPROPRIATE ITEM.

REVISIONS

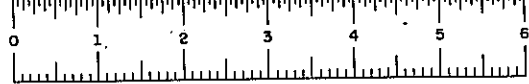
DRAINAGE STRUCTURE TABLE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| | | | |
|--------------------|--------------|--------------|----------|
| DRAWING No. D-2 | SCALE N/A | DATE 8/79 | REGION I |
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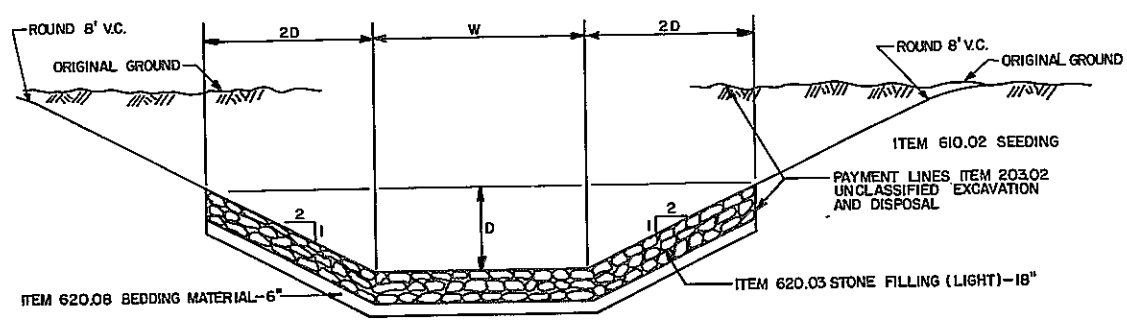
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HC 47-2 (5/76)

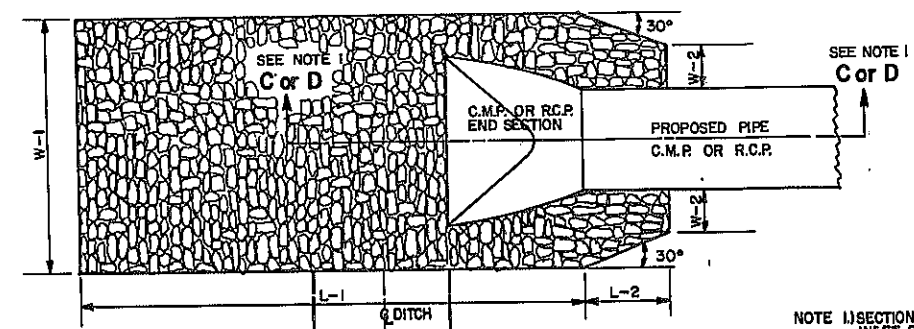


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | I-88-2(10) | 512 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

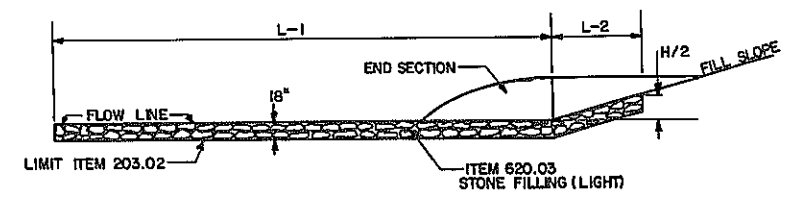


TYPICAL STONE LINED DRAINAGE DITCH

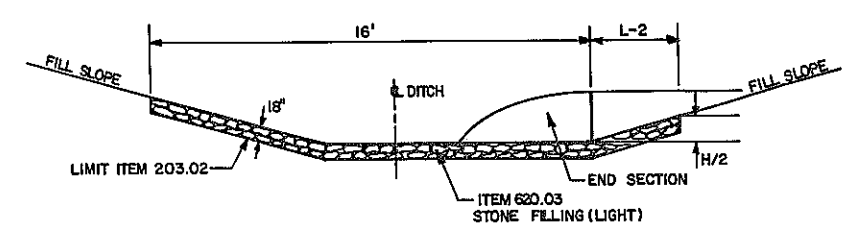


LIGHT STONE LINED APRON DETAIL INLET AND/OR OUTLET

NOTE 1: SECTION C-C IS TO BE USED WHEN THE INLET/OUTLET IS IN A ROADSIDE DITCH. SECTION D-D IS TO BE USED WHEN THE INLET/OUTLET IS NOT IN A ROADSIDE DITCH.



SECTION C-C

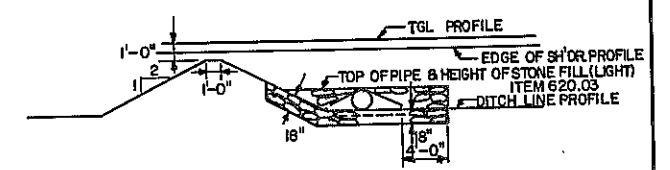
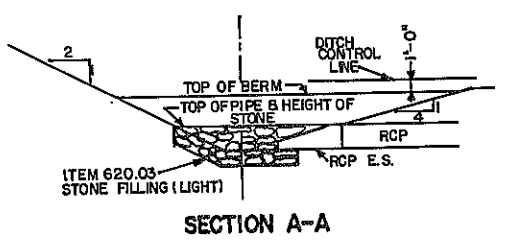
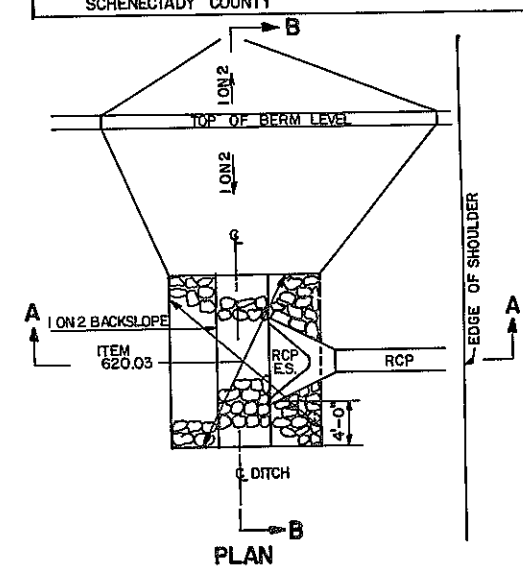


SECTION D-D

| STONE LINED DITCHES | | | | | | | |
|------------------------|---------------------------------------|---------------------------|--------------|------|--------------|---------------|--|
| LOCATION | | PIPE END TREATMENT | DIMENSIONS | | | | REMARKS |
| STATION | NO.-INLET/OUTLET | | DEPTH (D) | (2b) | WIDTH (W) | LENGTH (L) | |
| SB 52+85 | DS#37- INLET | END SECT | 2'-6" | 5' | 4' | 27'-50' | LGT. STONE DITCH |
| N. OF DAHRR. | — INLET EXIST. 6X6 CULV. | HEADWALL | 4' | 8' | 6' | 800'-880' | LGT. STONE DITCH |
| R.R. TORK2H+80 | DS#6 INLET | CUT-OFF WALL & RIP RAP | 4' | 8' | 6' TO 10' | 144' | 48' @ 6', 48' TRANSITION 8.48' @ 10' LGT. STONE DITCH |
| RK2H+80 TO RT20+66 | DS#6 OUTLET TO DS#7 INLET | CUT-OFF WALL & RIP RAP | 4' | 8' | 10' TO 12' | 75' | 25' @ 10', 25' TRANSITION, 8.25' @ 12' LGT. STONE DITCH |
| RT 20+66 TO RM20+65 | DS#7 OUTLET TO DS#8 INLET | CUT-OFF WALL & RIP RAP | 4' | 8' | 12' | 248' | LGT. STONE DITCH |
| RM 20+65 TO SB70+64 | DS#8 OUTLET TO DS#9 INLET | CUT-OFF WALL & RIP RAP | 4' | 8' | 12' | 985' | LGT. STONE DITCH |
| SB70+64 | DS#9 OUTLET TO EXIST. STREAM | CUT-OFF WALL & RIP RAP | 4' | 8' | 12' | 1085' | LGT. STONE DITCH |
| TH6088+20 RT. | OUTLET DITCH TO NEW 12" WIDE DITCH | EXISTING HEADWALL | 2'-6" | 5' | 4' | 85' | LGT. STONE DITCH |
| TH6096+45 RT. | OUTLET DITCH TO NEW 12" WIDE DITCH | EXISTING HEADWALL | 2'-6" | 5' | 4' | 24'-82' | LGT. STONE DITCH |
| SB68+40 LT. | DS#52 OUTLET | END SECT. | 2'-6" | 5' | 4' | 270'-258' | LGT. STONE DITCH |
| SB66+65 RT. | — | — | 4' | 8' | 6' | 355'-349' | LGT. STONE DITCH |

| STONE LINED APRONS | | | | | | | | |
|--------------------|---|--------------------------|-----------------------|-----|-----|-------|-------|------------------|
| LOCATION | | PIPE END TREATMENT | DIMENSIONS:SEE LEGEND | | | | | .REMARKS |
| STATION | NO.-INLET/OUTLET | | L-1 | L-2 | W-1 | W-2 | H/2 | |
| RK 12+22 | DS#4 ⁷ / ₄ INLET & OUTLET | END SECT. | 46' | 4' | 14' | 4' | 2' | LGT. STONE APRON |
| RT 15+06 | DS#5 ⁷ / ₄ OUTLET | END SECT. | 16' | 2' | 12' | 2' | 1' | LGT. STONE APRON |
| SB 48+65 | DS#34 ¹ / ₂ INLET & OUTLET | END SECT. | 16' | 4' | 12' | 3' | 1' | LGT. STONE APRON |
| SB 52+85 | DS #37 ⁷ / ₄ OUTLET | END SECT. | 15' | 6' | 12' | 2'-6" | 1'-3' | LGT. STONE APRON |
| BR 10+00 | DS#53 OUTLET | END SECT. | 46' | 2' | 14' | 2' | 2' | LGT. STONE APRON |
| BS 05+00 | DS#54 ¹ / ₂ INLET & OUTLET | END SECT. | 46' | 4' | 20' | 3' | 1' | LGT. STONE APRON |
| BS 08+70 | DS#56 OUTLET | END SECT. | 46' | 4' | 12' | 2' | 1' | LGT. STONE APRON |
| BS 09+62 | DS#57 INLET | END SECT. | 46' | 4' | 14' | 1' | 1' | LGT. STONE APRON |

L-1 = LENGTH OF APRON FROM END OF PIPE, NOT INCLUDING END SECTION.
L-2 = HORIZONTAL LENGTH OF STONE LAYING ON SLOPE.
W-1 = WIDTH OF APRON
W-2 = DIAMETER SPAN OF PIPE
H/2 = 1/2 DIAMETER OR 1/2 RISE OF PIPE



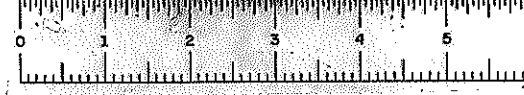
SECTION B-B
TYPICAL DITCH LINE DIVERSION BERM

STA. TH 6070+77 LT - DS#11
STA. TH 6074+57 LT - DS#12
STA. RL 37+85 RT - DS#33

REVISIONS

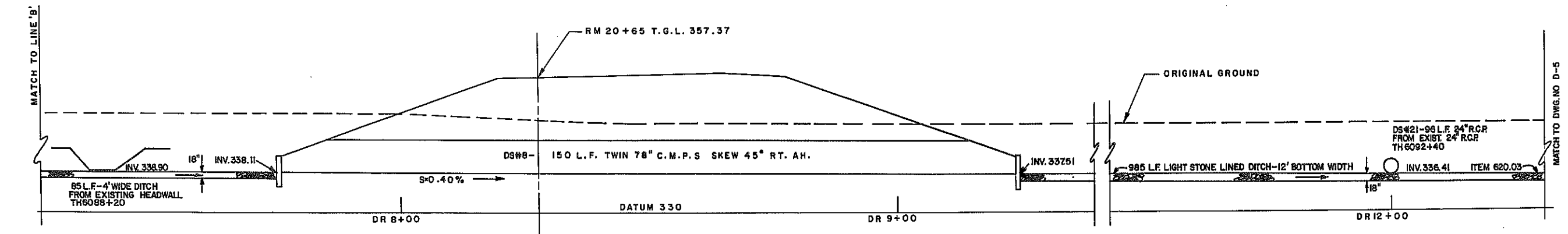
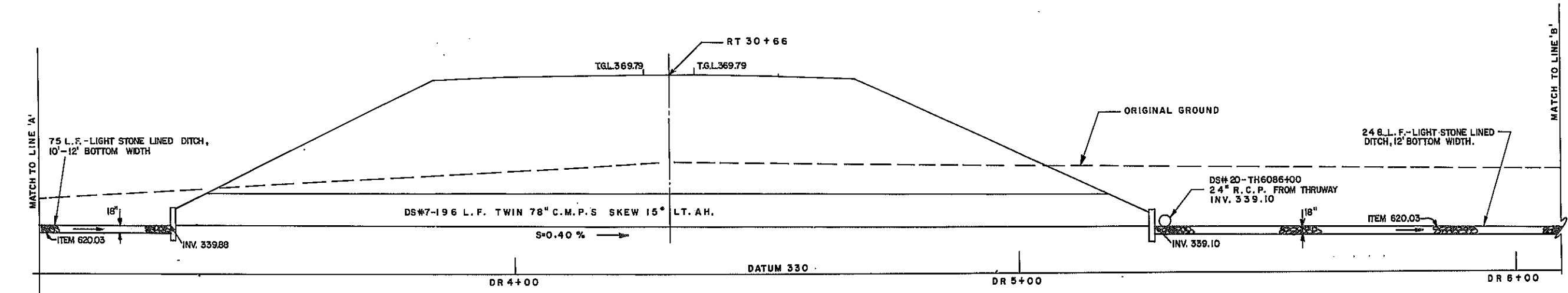
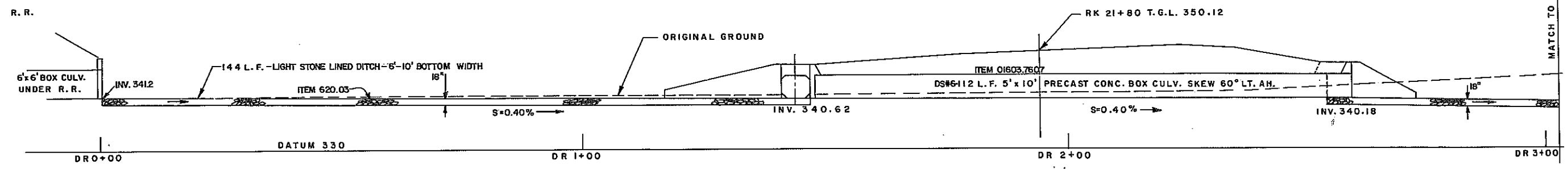
| STONE LINED DITCH DETAILS | | | |
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| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. D-3 | SCALE NONE | DATE 4/79 | REGION 1 |

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IN CHARGE OF _____



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 52 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY, | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



| | | | |
|-------------------------------|-----------------|--------------|----------|
| PROFILE-12' STONE LINED DITCH | | | |
| STATE OF NEW YORK | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. D-4 | SCALE 1"=10' | DATE 4/79 | REGION I |

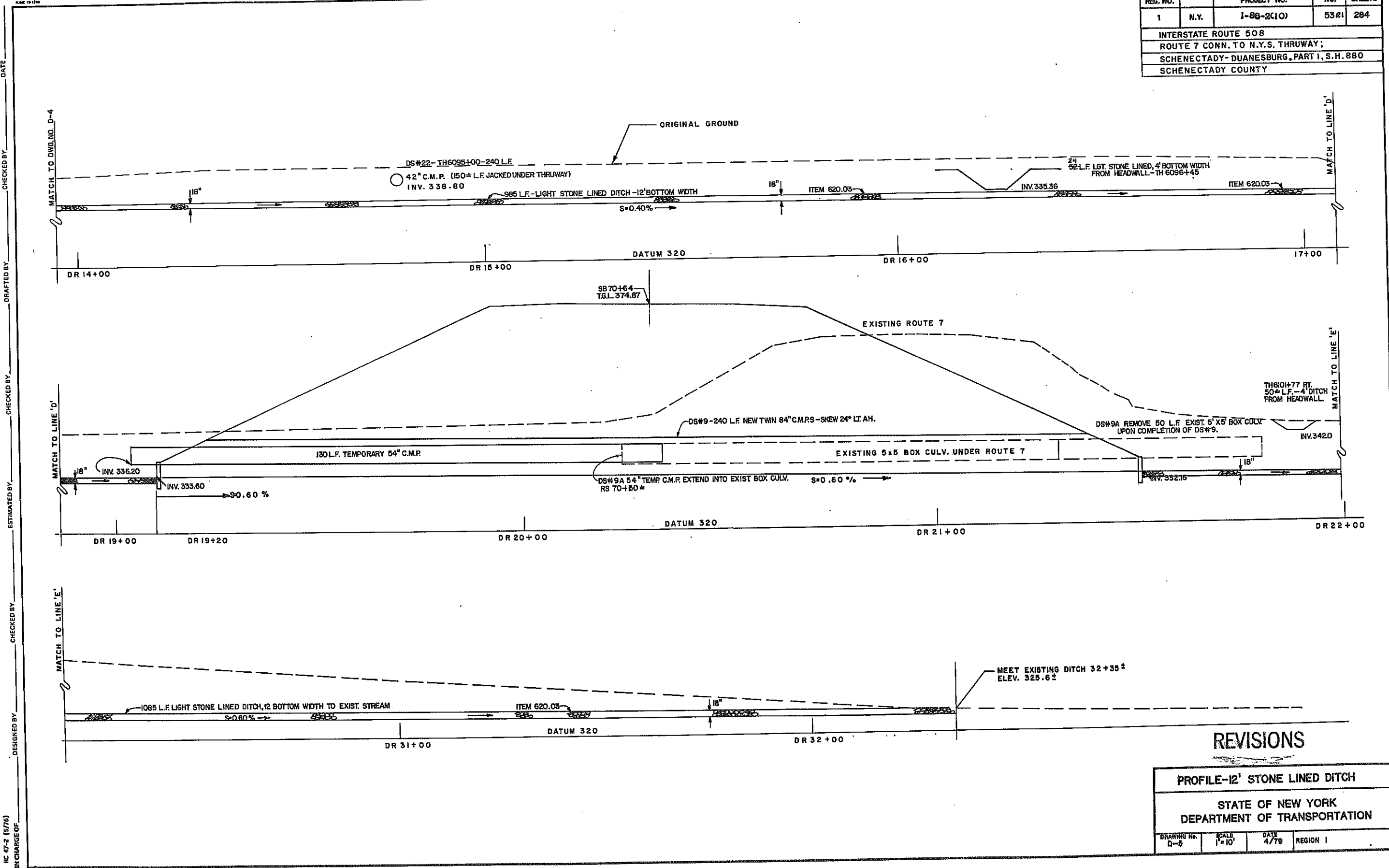
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ESTIMATED BY
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DATE

PC 47-2 (5/76)



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 53/81 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



REVISIONS

| | | | |
|---|-----------------|--------------|-------------|
| PROFILE-12' STONE LINED DITCH | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. D-8 | SCALE 1"=10' | DATE 4/79 | REGION 1 |

HC 47-2 (5/76)
IN CHARGE OF

DESIGNED BY

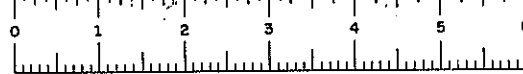
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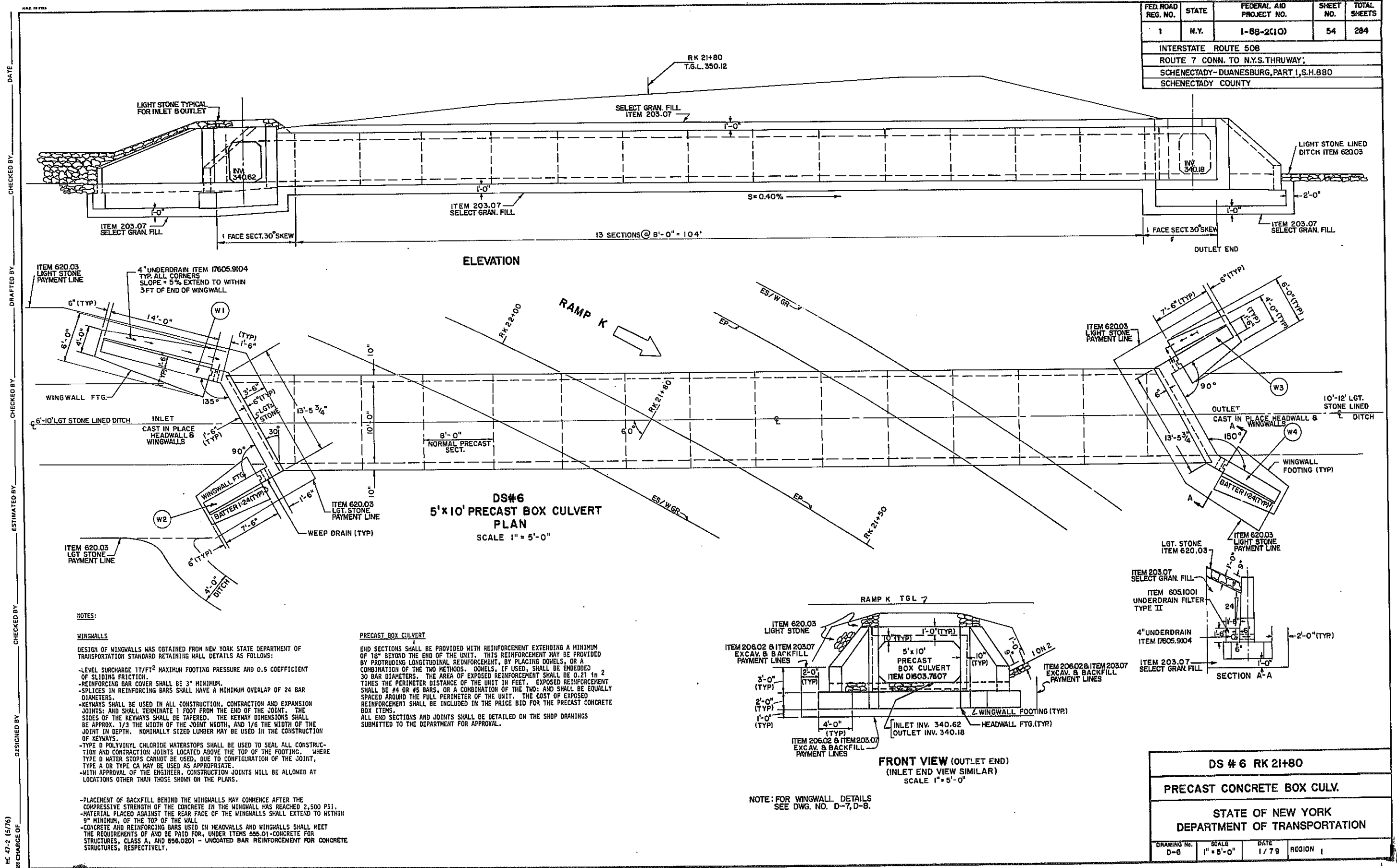
CHECKED BY

DATE



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 54 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



NOTES:

WINGWALLS

DESIGN OF WINGWALLS WAS OBTAINED FROM NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD RETAINING WALL DETAILS AS FOLLOWS:

- LEVEL SURCHARGE 17/FT² MAXIMUM FOOTING PRESSURE AND 0.5 COEFFICIENT OF SLIDING FRICTION.
- REINFORCING BAR COVER SHALL BE 3" MINIMUM.
- SPICES IN REINFORCING BARS SHALL HAVE A MINIMUM OVERLAP OF 24 BAR DIAMETERS.
- KEYWAYS SHALL BE USED IN ALL CONSTRUCTION, CONTRACTION AND EXPANSION JOINTS; AND SHALL TERMINATE 1 FOOT FROM THE END OF THE JOINT. THE SIDES OF THE KEYWAYS SHALL BE TAPERED. THE KEYWAY DIMENSIONS SHALL BE APPROX. 1/3 THE WIDTH OF THE JOINT WIDTH, AND 1/6 THE WIDTH OF THE JOINT IN DEPTH. NOMINALLY SIZED LUMBER MAY BE USED IN THE CONSTRUCTION OF KEYWAYS.
- TYPE D POLYVINYL CHLORIDE WATERSTOPS SHALL BE USED TO SEAL ALL CONSTRUCTION AND CONTRACTION JOINTS LOCATED ABOVE THE TOP OF THE FOOTING. WHERE TYPE D WATER STOPS CANNOT BE USED, DUE TO CONFIGURATION OF THE JOINT, TYPE A OR TYPE CA MAY BE USED AS APPROPRIATE.
- WITH APPROVAL OF THE ENGINEER, CONSTRUCTION JOINTS WILL BE ALLOWED AT LOCATIONS OTHER THAN THOSE SHOWN ON THE PLANS.

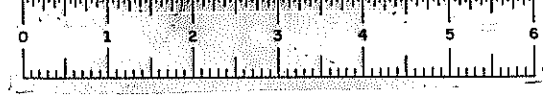
- PLACEMENT OF BACKFILL BEHIND THE WINGWALLS MAY COMMENCE AFTER THE COMPRESSIVE STRENGTH OF THE CONCRETE IN THE WINGWALL HAS REACHED 2,500 PSI.
- MATERIAL PLACED AGAINST THE REAR FACE OF THE WINGWALLS SHALL EXTEND TO WITHIN 9" MINIMUM, OF THE TOP OF THE WALL.
- CONCRETE AND REINFORCING BARS USED IN HEADWALLS AND WINGWALLS SHALL MEET THE REQUIREMENTS OF AND BE PAID FOR, UNDER ITEMS 555.01-CONCRETE FOR STRUCTURES, CLASS A, AND 556.0201 - UNCOATED BAR REINFORCEMENT FOR CONCRETE STRUCTURES, RESPECTIVELY.

PRECAST BOX CULVERT

END SECTIONS SHALL BE PROVIDED WITH REINFORCEMENT EXTENDING A MINIMUM OF 18" BEYOND THE END OF THE UNIT. THIS REINFORCEMENT MAY BE PROVIDED BY PROTRUDING LONGITUDINAL REINFORCEMENT, BY PLACING DOWELS, OR A COMBINATION OF THE TWO METHODS. DOWELS, IF USED, SHALL BE EMBEDDED 30 BAR DIAMETERS. THE AREA OF EXPOSED REINFORCEMENT SHALL BE 0.21 IN 2 TIMES THE PERIMETER DISTANCE OF THE UNIT IN FEET. EXPOSED REINFORCEMENT SHALL BE #4 OR #5 BARS, OR A COMBINATION OF THE TWO; AND SHALL BE EQUALLY SPACED AROUND THE FULL PERIMETER OF THE UNIT. THE COST OF EXPOSED REINFORCEMENT SHALL BE INCLUDED IN THE PRICE BID FOR THE PRECAST CONCRETE BOX ITEMS. ALL END SECTIONS AND JOINTS SHALL BE DETAILED ON THE SHOP DRAWINGS SUBMITTED TO THE DEPARTMENT FOR APPROVAL.

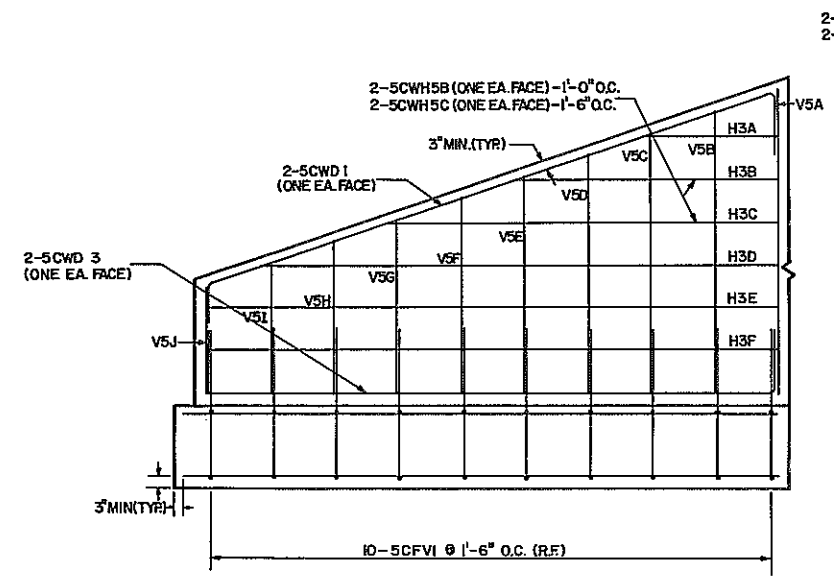
NOTE: FOR WINGWALL DETAILS SEE DWG. NO. D-7, D-8.

| | | | |
|---|---------------------|--------------|-------------|
| DS # 6 RK 21+80 | | | |
| PRECAST CONCRETE BOX CULV. | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. D-6 | SCALE 1" = 5'-0" | DATE 1/79 | REGION 1 |

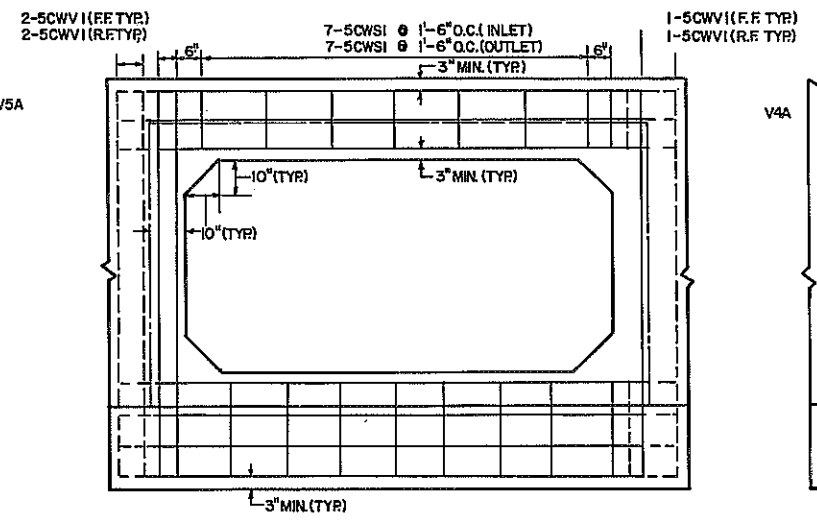


D96243

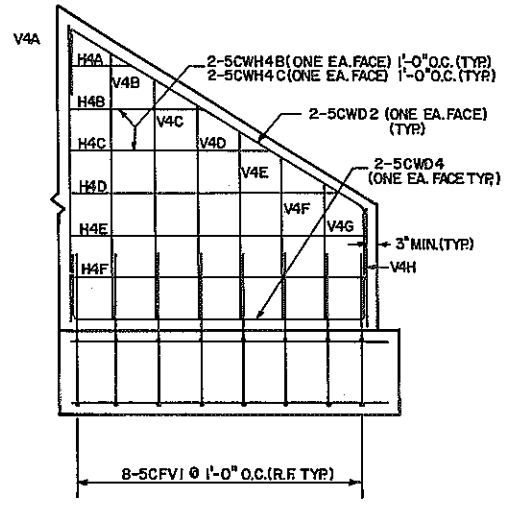
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-82-2(10) | 55 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



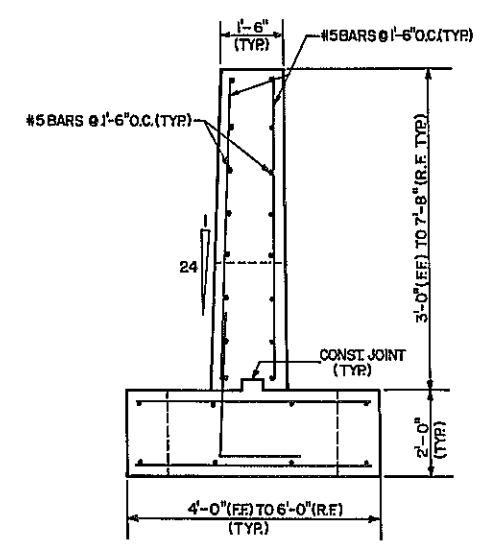
INLET-LT. WINGWALL ELEVATION
(W1)



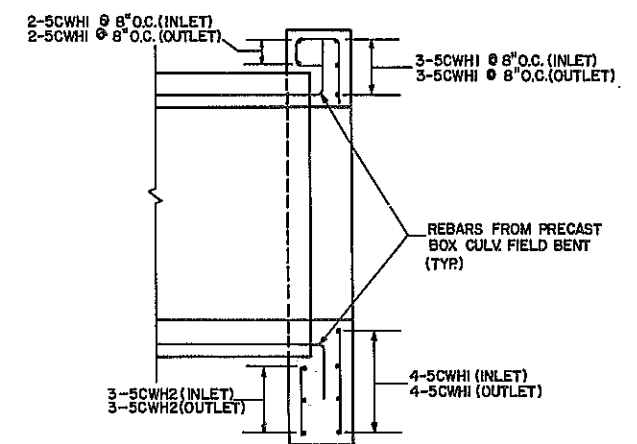
HEADWALL ELEVATION
(TYPICAL)



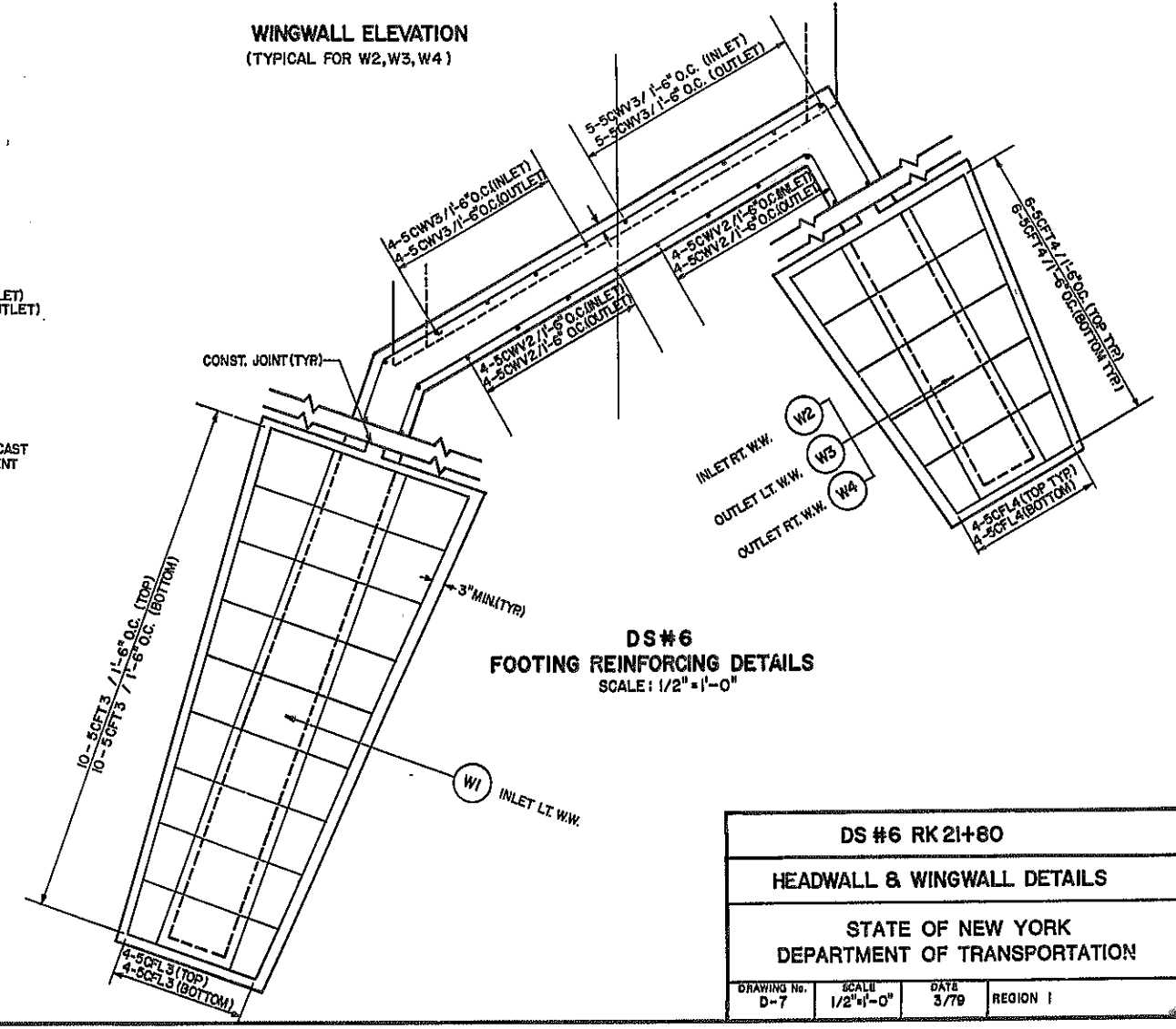
WINGWALL ELEVATION
(TYPICAL FOR W2, W3, W4)



WINGWALL SECTION
(TYPICAL)



HEADWALL REINFORCED SECTION
(TYPICAL INLET & OUTLET)

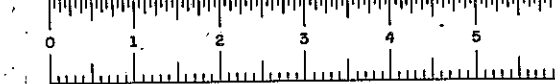


DS#6
FOOTING REINFORCING DETAILS
SCALE: 1/2" = 1'-0"

| | | | |
|---|---------------------|--------------|----------|
| DS #6 RK 21+80 | | | |
| HEADWALL & WINGWALL DETAILS | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. D-7 | SCALE 1/2"=1'-0" | DATE 3/79 | REGION 1 |

DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ DRAFTED BY _____ CHECKED BY _____ DATE _____

HC 47-2 (5/76)
IN CHARGE OF _____



D96243

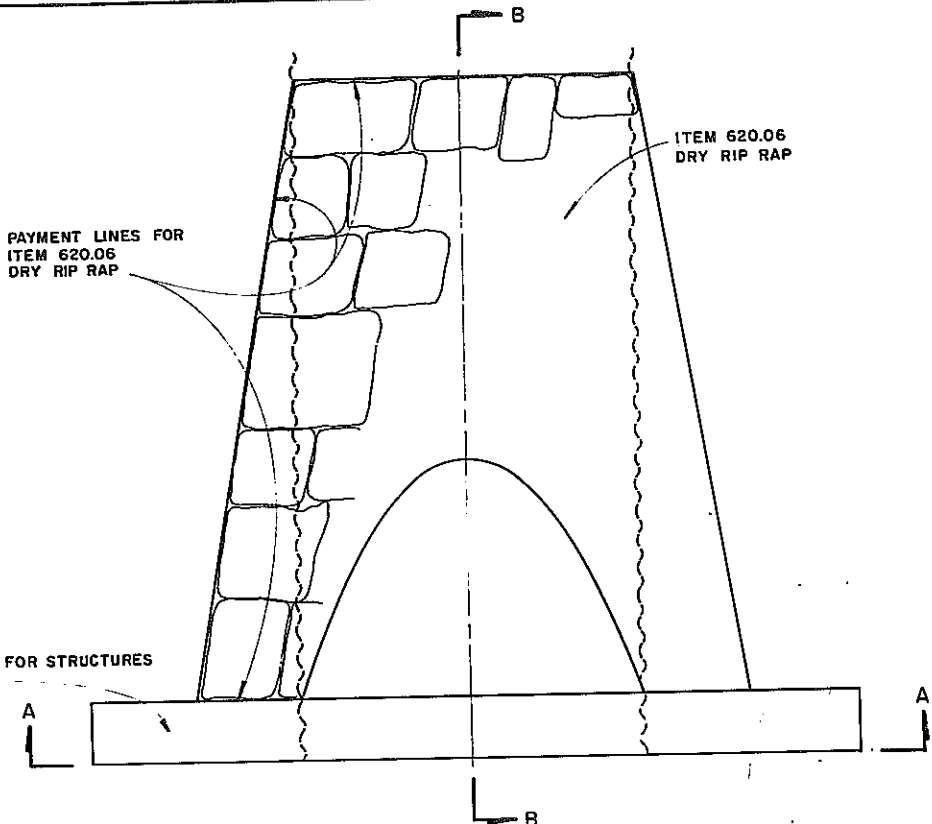
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-83-2(10) | 562 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO NYS. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART 1, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |

| DS #6 INLET-CAST IN PLACE HEADWALL & WINGWALLS | | | | | | | | | | | | | | | |
|--|------|-----|-------------|------|--------|---|--------|-------|-------|-------|-------|-------|--------|-------|--|
| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | E | F | G | H | WEIGHT | | |
| INLET WINGWALL FOOTING - W1 | | | | | VARIES | | 3'-6" | TO | 5'-6" | | | | | | |
| 5CFT3 | 5 | 20 | 4'-6" (AVG) | STR | | | | | | | | | | | |
| 5CFL3 | 5 | 8 | 13'-6" | STR | | | | | | | | | | | |
| 5CFV1 | 5 | 10 | 5'-6" | STR | | | | | | | | | | | |
| INLET WINGWALL FOOTING - W2 | | | | | VARIES | | 3'-6" | TO | 5'-6" | | | 3'-6" | | | |
| 5CFT4 | 5 | 12 | 4'-6" (AVG) | STR | | | | | | | | | | | |
| 5CFL4 | 5 | 8 | 7'-6" | STR | | | | | | | | | | | |
| 5CFV1 | 5 | 8 | 2'-0" | STR | | | | | | | | | | | |
| INLET HEADWALL | | | | | | | | | 1'-0" | 0'-8" | 1'-6" | 1'-6" | 1'-3" | 0'-8" | |
| 5CWS1 | 5 | 7 | 3'-10" | 23 | | | | | | | | | | | |
| 5CWH1 | 5 | 7 | 14'-6" | 11 | | | | | | | | | | | |
| 5CWH2 | 5 | 7 | 17'-6" | 11 | | | | | | | | | | | |
| 5CWV1 | 5 | 6 | 9'-2" | STR | | | | | | | | | | | |
| 5CWV2 | 5 | 8 | 2'-4" | STR | | | | | | | | | | | |
| 5CWV3 | 5 | 9 | 1'-6" | STR | | | | | | | | | | | |
| INLET WINGWALL ELEVATION - W1 | | | | | 1'-0" | | 13'-4" | 1'-6" | | | 4'-6" | | | | |
| 5CWD1 | 5 | 2 | 16'-6" | 10 | | | | | | | | | | | |
| 5CWD3 | 5 | 2 | 16'-4" | 30 | | | | | | | | | | | |
| 5CWH3A | 5 | 2 | 3'-3" | STR | | | | | | | | | | | |
| 5CWH3B | 5 | 2 | 6'-3" | STR | | | | | | | | | | | |
| 5CWH3C | 5 | 2 | 9'-3" | STR | | | | | | | | | | | |
| 5CWH3D | 5 | 2 | 12'-3" | STR | | | | | | | | | | | |
| 5CWH3E | 5 | 4 | 13'-6" | STR | | | | | | | | | | | |
| 5CWV5A | 5 | 2 | 7'-2" | STR | | | | | | | | | | | |
| 5CWV5B | 5 | 2 | 6'-8" | STR | | | | | | | | | | | |
| 5CWV5C | 5 | 2 | 6'-2" | STR | | | | | | | | | | | |
| 5CWV5D | 5 | 2 | 5'-8" | STR | | | | | | | | | | | |
| 5CWV5E | 5 | 2 | 5'-2" | STR | | | | | | | | | | | |
| 5CWV5F | 5 | 2 | 4'-8" | STR | | | | | | | | | | | |
| 5CWV5G | 5 | 2 | 4'-2" | STR | | | | | | | | | | | |
| 5CWV5H | 5 | 2 | 3'-8" | STR | | | | | | | | | | | |
| 5CWV5I | 5 | 2 | 3'-2" | STR | | | | | | | | | | | |
| 5CWV5J | 5 | 2 | 2'-8" | STR | | | | | | | | | | | |
| INLET WINGWALL ELEVATION - W2 | | | | | | | | | | | | | | | |
| 5CWD2 | 5 | 2 | 11'-0" | 10 | | | | | | | | | | | |
| 5CWD4 | 5 | 2 | 9'-4" | 30 | | | | | | | | | | | |
| 5CWH4A | 5 | 2 | 1'-6" | STR | | | | | | | | | | | |
| 5CWH4B | 5 | 2 | 3'-2" | STR | | | | | | | | | | | |
| 5CWH4C | 5 | 2 | 4'-9" | STR | | | | | | | | | | | |
| 5CWH4D | 5 | 2 | 6'-4" | STR | | | | | | | | | | | |
| 5CWH4E | 5 | 2 | 7'-0" | STR | | | | | | | | | | | |
| 5CWV4A | 5 | 2 | 7'-0" | STR | | | | | | | | | | | |
| 5CWV4B | 5 | 2 | 6'-4" | STR | | | | | | | | | | | |
| 5CWV4C | 5 | 2 | 5'-8" | STR | | | | | | | | | | | |
| 5CWV4D | 5 | 2 | 5'-0" | STR | | | | | | | | | | | |
| 5CWV4E | 5 | 2 | 4'-6" | STR | | | | | | | | | | | |
| 5CWV4F | 5 | 2 | 3'-10" | STR | | | | | | | | | | | |
| 5CWV4G | 5 | 2 | 3'-2" | STR | | | | | | | | | | | |
| 5CWV4H | 5 | 2 | 2'-8" | STR | | | | | | | | | | | |
| TOTAL INLET | | | | | | | | | | | | | | | |

| DS#6 | | | | | | | | | | | | | | OUTLET-CAST IN PLACE HEADWALL & WINGWALLS | | | | | | | | | | | | |
|--------------------------------|------|-----|------------|------|--------|-------|--------|--------|-------|-------|-------|-------|-------|---|--------|--------|--------|-------|--|--|--|-------|--|--|--------|--|
| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | E | F | G | H | I | J | WEIGHT | | | | | | | | | | | |
| OUTLET WINGWALL FOOTING - W3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5CFT4 | 5 | 12 | 4'-6"(AVG) | STR | VARIES | 3'-6" | TO | 5'-6" | | | | | 3'-6" | SUBTOTAL | 56.32 | | | | | | | | | | | |
| 5CFL4 | 5 | 8 | 7'-6" | STR | | | | | | | | | | | 62.58 | | | | | | | | | | | |
| 5CFV4 | 5 | 8 | 5'-6" | IS | | | | | | | | | | | 45.89 | | | | | | | | | | | |
| OUTLET WINGWALL FOOTING - W4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5CFT4 | 5 | 12 | 4'-6"(AVG) | STR | VARIES | 3'-6" | TO | 5'-6" | | | | | 3'-6" | SUBTOTAL | 56.32 | | | | | | | | | | | |
| 5CFL4 | 5 | 8 | 7'-6" | STR | | | | | | | | | | | 62.58 | | | | | | | | | | | |
| 5CFV1 | 5 | 8 | 5'-6" | IS | | | | | | | | | | | 45.89 | | | | | | | | | | | |
| OUTLET HEADWALL | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5CWS1 | 5 | 7 | 3'-10" | 23 | | | | 11'-9" | 1'-0" | 0'-8" | 1'-6" | | 1'-3" | 0'-8" | 27.99 | | | | | | | | | | | |
| 5CWH1 | 5 | 6 | 14'-6" | 12 | | | | | | | | | | | 90.74 | | | | | | | | | | | |
| 5CWH2 | 5 | 7 | 17'-6" | 12 | | | | | | | | | | | 128.50 | | | | | | | | | | | |
| 5CWV1 | 5 | 6 | 9'-2" | STR | | | | | | | | | | | 57.37 | | | | | | | | | | | |
| 5CWV2 | 5 | 8 | 2'-4" | STR | | | | | | | | | | | 19.47 | | | | | | | | | | | |
| 5CWV3 | 5 | 9 | 1'-6" | STR | | | | | | | | | | | 14.08 | | | | | | | | | | | |
| SUBTOTAL | | | | | | | | | | | | | | | | 358.15 | | | | | | | | | | |
| OUTLET WINGWALL ELEVATION - W3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5CWD2 | 5 | 2 | 11'-0" | 10 | | 1'-6" | 6'-10" | 1'-6" | | | | 4'-3" | | | 22.95 | | | | | | | | | | | |
| 5CWD4 | 5 | 2 | 9'-4" | 30 | | | | | | | | | | | 19.47 | | | | | | | | | | | |
| 5CWH4A | 5 | 2 | 1'-6" | STR | | | | | | | | | | | 3.13 | | | | | | | | | | | |
| 5CWH4B | 5 | 2 | 3'-2" | STR | | | | | | | | | | | 6.61 | | | | | | | | | | | |
| 5CWH4C | 5 | 2 | 4'-9" | STR | | | | | | | | | | | 9.91 | | | | | | | | | | | |
| 5CWH4D | 5 | 2 | 6'-4" | STR | | | | | | | | | | | 13.21 | | | | | | | | | | | |
| 5CWH4E | 5 | 2 | 7'-0" | STR | | | | | | | | | | | 14.60 | | | | | | | | | | | |
| 5CWV4A | 5 | 2 | 7'-0" | STR | | | | | | | | | | | 14.60 | | | | | | | | | | | |
| 5CWV4B | 5 | 2 | 6'-4" | STR | | | | | | | | | | | 13.21 | | | | | | | | | | | |
| 5CWV4C | 5 | 2 | 5'-8" | STR | | | | | | | | | | | 11.82 | | | | | | | | | | | |
| 5CWV4D | 5 | 2 | 5'-0" | STR | | | | | | | | | | | 10.43 | | | | | | | | | | | |
| 5CWV4E | 5 | 2 | 4'-6" | STR | | | | | | | | | | | 9.39 | | | | | | | | | | | |
| 5CWV4F | 5 | 2 | 3'-10" | STR | | | | | | | | | | | 8.00 | | | | | | | | | | | |
| 5CWV4G | 5 | 2 | 3'-2" | STR | | | | | | | | | | | 6.61 | | | | | | | | | | | |
| 5CWV4H | 5 | 2 | 2'-8" | STR | | | | | | | | | | | 5.56 | | | | | | | | | | | |
| SUBTOTAL | | | | | | | | | | | | | | | | 169.50 | | | | | | | | | | |
| OUTLET WINGWALL ELEVATION - W4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5CWD2 | 5 | 2 | 11'-0" | 10 | | | | | | | | | | | | 1'-6" | 6'-10" | 1'-6" | | | | 4'-3" | | | 22.95 | |
| 5CWD4 | 5 | 2 | 9'-4" | 30 | | | | | | | | | | | | | | | | | | | | | 19.47 | |
| 5CWH4A | 5 | 2 | 1'-6" | STR | | | | | | | | | | | | | | | | | | | | | 3.13 | |
| 5CWH4B | 5 | 2 | 3'-2" | STR | | | | | | | | | | | | | | | | | | | | | 6.61 | |
| 5CWH4C | 5 | 2 | 4'-9" | STR | | | | | | | | | | | | | | | | | | | | | 9.91 | |
| 5CWH4D | 5 | 2 | 6'-4" | STR | | | | | | | | | | | | | | | | | | | | | 13.21 | |
| 5CWH4E | 5 | 2 | 7'-0" | STR | | | | | | | | | | | | | | | | | | | | | 14.60 | |
| 5CWV4A | 5 | 2 | 7'-0" | STR | | | | | | | | | | | | | | | | | | | | | 14.60 | |
| 5CWV4B | 5 | 2 | 6'-4" | STR | | | | | | | | | | | | | | | | | | | | | 13.21 | |
| 5CWV4C | 5 | 2 | 5'-8" | STR | | | | | | | | | | | | | | | | | | | | | 11.82 | |
| 5CWV4D | 5 | 2 | 5'-0" | STR | | | | | | | | | | | | | | | | | | | | | 10.43 | |
| 5CWV4E | 5 | 2 | 4'-6" | STR | | | | | | | | | | | | | | | | | | | | | 9.39 | |
| 5CWV4F | 5 | 2 | 3'-10" | STR | 8.00 | | | | | | | | | | | | | | | | | | | | | |
| 5CWV4G | 5 | 2 | 3'-2" | STR | 6.61 | | | | | | | | | | | | | | | | | | | | | |
| 5CWV4H | 5 | 2 | 2'-8" | STR | 5.56 | | | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL | | | | | | | | | | | | | | | | | | | | | | | | | 169.50 | |
| TOTAL OUTLET | | | | | | | | | | | | | | 1006.73 | | | | | | | | | | | | |
| TOTAL INLET & OUTLET | | | | | | | | | | | | | | 2327.55 | | | | | | | | | | | | |

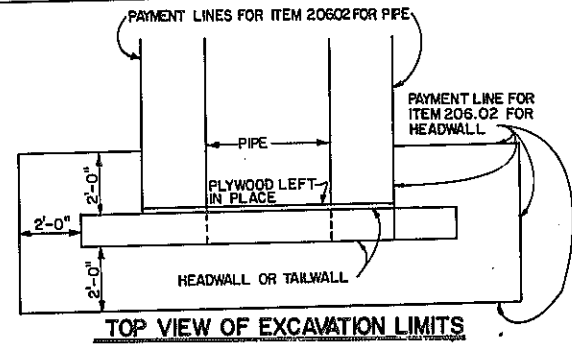
DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
DESIGNED BY _____
IN CHARGE OF _____

| | | | | |
|---|-------|----------------------------|--------------|-----------------|
| D96243 | | | | |
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
| 1 | N.Y. | 1-82-2(10) | 57/1 | 284 |
| INTERSTATE ROUTE 50B | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

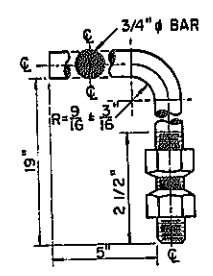
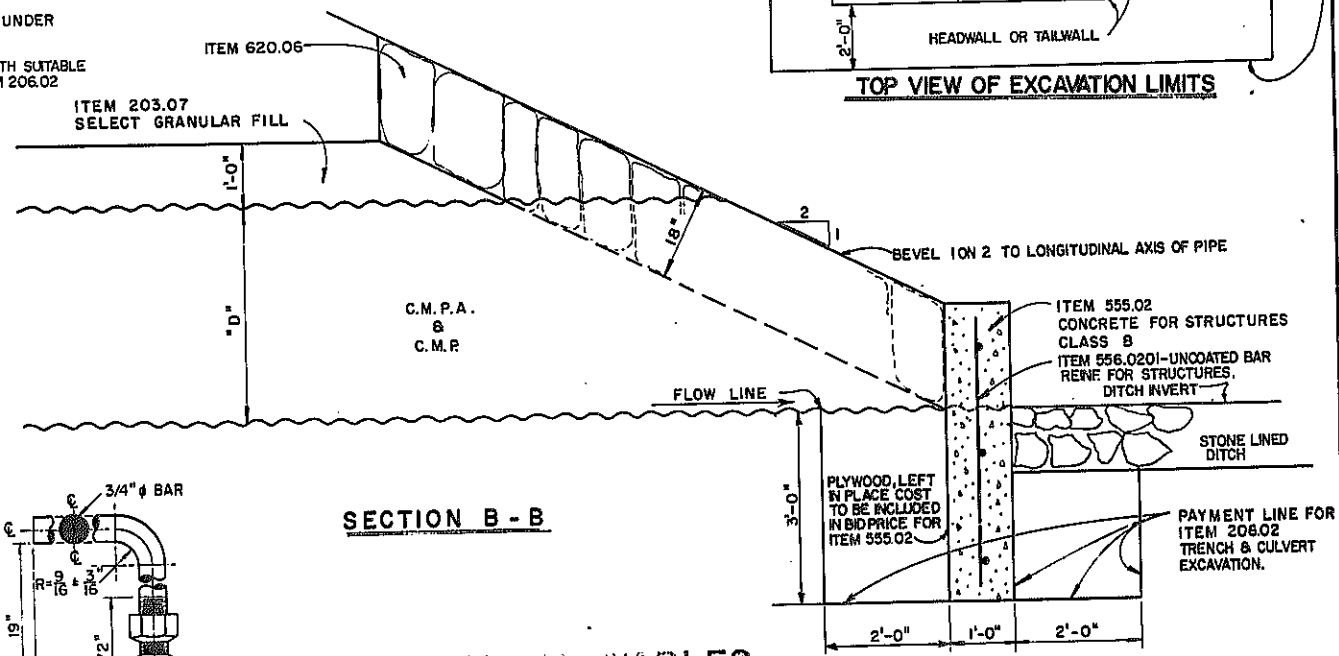


| HEADWALL TABLE | | | | | | | | | | | | | | | | | | |
|----------------|-----|-------------------------------------|----------|--------|----------------------------------|-----------------|--------------------------------|-----------------|---------------------------------|------------------------------------|-----------------------|-------|---|-------|-----|-----|--------|----|
| PIPE SIZE | NO. | LOCATION | HEADWALL | | HORIZONTAL BARS ITEM 556.0201 | | VERTICAL BARS ITEM 556.0201 | | ITEM 656.01 HOOK BOLTS | ITEM 555.02 CONCRETE CLASS B | ITEM 620.06 RIPRAP | D | W | 1/2D | H | V | X | Y |
| | | | LENGTH | HEIGHT | NO. | LENGTH | NO. | LENGTH | | | | | | | | | | |
| TWIN 78" | 2 | INLET DS#7 RT20+66 OUTLET | 29'-3" | 6'-3" | 10 4 | 29'-3" 6'-3" | 28 11 | 29'-3" 6'-3" | 7EA. PIPE = 14 AT 1'-6" CTR. | 5.6 CY. ✓ | 12.04 12.1 CY. | 6'-6" | — | 3'-3" | 18" | 21" | 4 1/2" | 6" |
| | | | 29'-3" | 6'-3" | 10 4 | 29'-3" 6'-3" | 28 11 | 29'-3" 6'-3" | 7EA. PIPE = 14 AT 1'-6" CTR. | 5.6 CY. ✓ | 12.05 12.1 CY. | 6'-6" | — | 3'-3" | 18" | 21" | 4 1/2" | 6" |
| TWIN 78" | 2 | INLET DS#8 RM20+65 OUTLET | 29'-3" | 6'-3" | 10 4 | 29'-3" 6'-3" | 28 11 | 29'-3" 6'-3" | 7EA. PIPE = 14 AT 1'-6" CTR. | 5.6 CY. ✓ | 12.07 12.1 CY. | 6'-6" | — | 3'-3" | 18" | 21" | 4 1/2" | 6" |
| | | | 29'-3" | 6'-3" | 10 4 | 29'-3" 6'-3" | 28 11 | 29'-3" 6'-3" | 7EA. PIPE = 14 AT 1'-6" CTR. | 5.6 CY. ✓ | 12.07 12.1 CY. | 6'-6" | — | 3'-3" | 18" | 21" | 4 1/2" | 6" |
| TWIN 84" | 2 | INLET DS#9 SB 70+64 OUTLET | 31'-6" | 6'-6" | 10 4 | 31'-6" 6'-6" | 13 4 | 31'-6" 6'-6" | 7EA. PIPE = 14 AT 1'-6" CTR. | 6.16 6.2 CY. ✓ | 15.34 15.6 CY. | 7'-0" | — | 3'-6" | 18" | 17" | 9" | 5" |
| | | | 31'-6" | 6'-6" | 10 4 | 31'-6" 6'-6" | 13 4 | 31'-6" 6'-6" | 7EA. PIPE = 14 AT 1'-6" CTR. | 6.2 CY. ✓ | 15.34 15.6 CY. | 7'-0" | — | 3'-6" | 18" | 17" | 9" | 5" |

PAYMENT LINES FOR ITEM 20602 FOR PIPE



- GENERAL NOTES:
1. PAYMENT FOR BAR REINFORCEMENT UNDER ITEM 556.0201.
 2. PAYMENT FOR HOOK BOLTS UNDER ITEM 656.01.
 3. BACK FILLING WILL BE DONE WITH SUITABLE MATERIAL EXCAVATED UNDER ITEM 206.02 EXCEPT AREAS BACKFILLED WITH ITEM 203.07 AS SHOWN ON STANDARD SHEET 203-5R1 OR LATEST REVISION.



SECTION B-B

REVISION TABLES

ITEMS

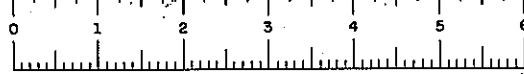
| CUT-OFF WALL DETAILS | | | |
|---|-----------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. D-9 | SCALE NOT TO SCALE | DATE 3/79 | REGION 1 |

NOTE: COST OF MATERIAL AND INSTALLATION TO BE INCLUDED IN BID PRICE FOR FOR ITEM 656.01.

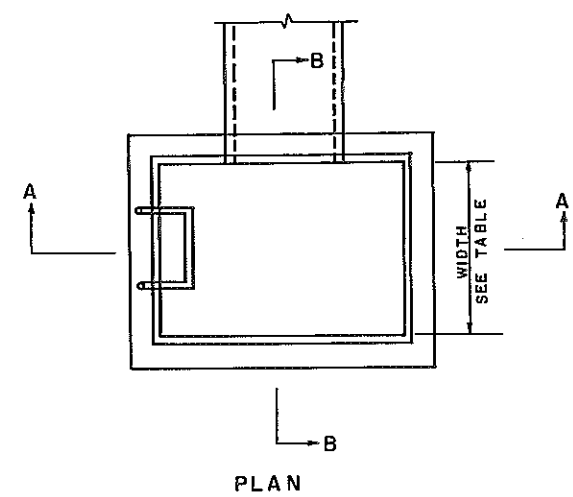
HALF SECTION A-A
C.S.P.A.

HALF SECTION A-A
C.S.P.

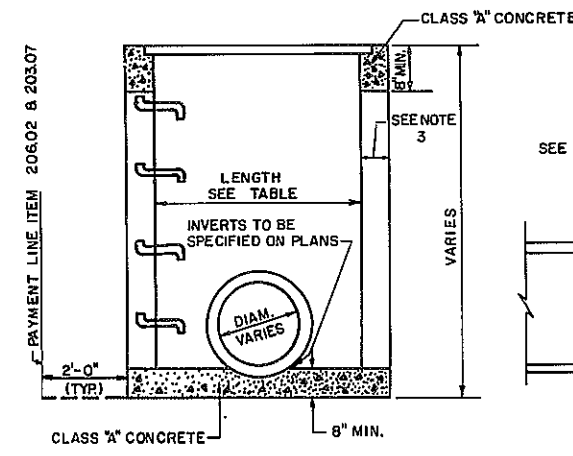
NOTE: EACH HALF SECTION SYMMETRICAL ABOUT C.



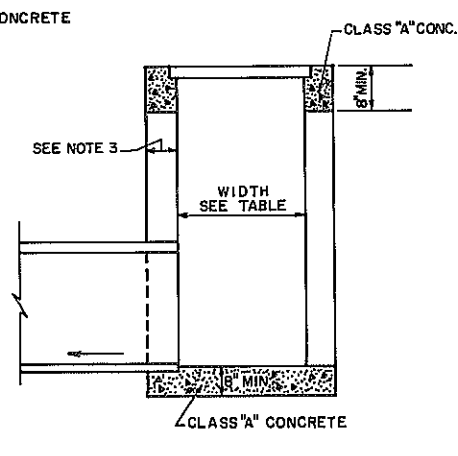
| | | | | |
|---|-------|-------------------------|-----------|--------------|
| D96243 | | | | |
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
| 1 | N.Y. | 1-88-2(10) | 58 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



PLAN



SECTION A-A

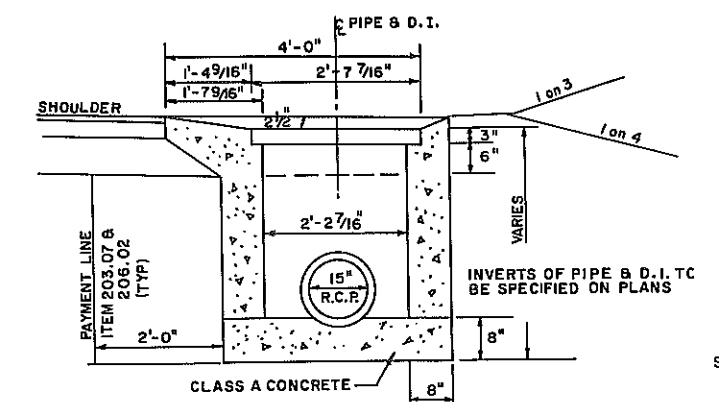


SECTION B-B

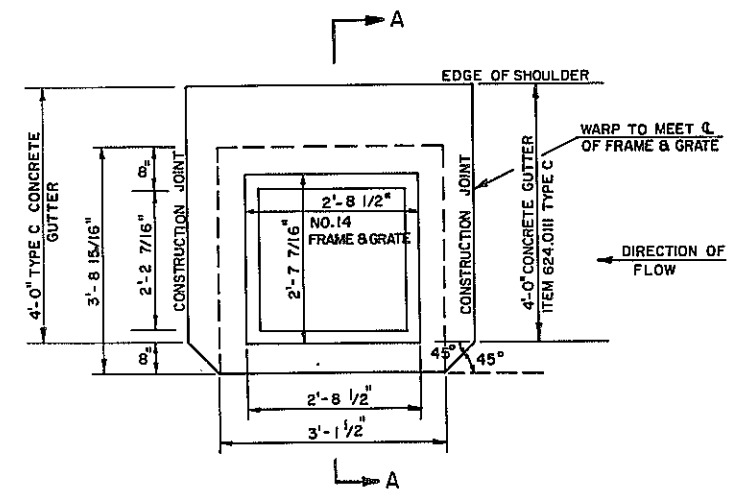
RETICULINE AND RECTANGULAR TYPE DROP INLETS

GENERAL NOTES

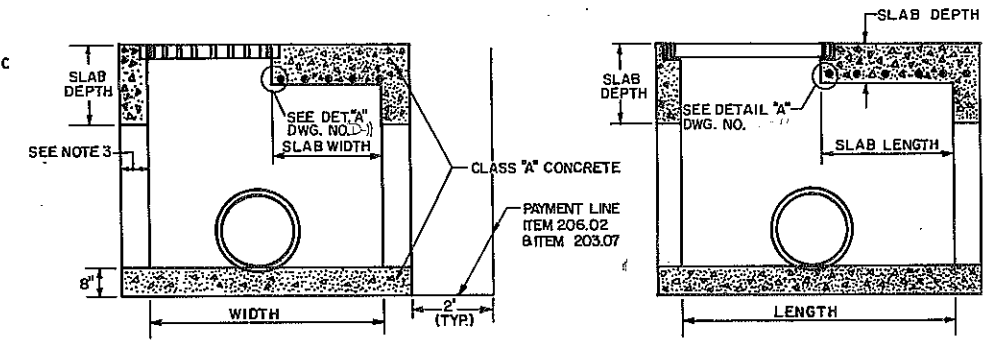
1. SHEETING IS REQUIRED FOR ALL EARTH EXCAVATION DEEPER THAN 5'-0" UNLESS SPECIFICALLY ORDERED BY THE ENGINEER. PAYMENT WILL BE PROVIDED BY ITEM 552.05, SAFE OPERATION SHEET PILING.
2. ALL PIPES SHALL BE LAID EVEN WITH OR CUT FLUSH WITH THE INSIDE WALL OF THE STRUCTURE.
3. WALL THICKNESSES
 - a. CONCRETE CONSTRUCTION
0'-10" DEEP - 8" THICK.
OVER 10" DEEP - 12" THICK.
 - b. CONCRETE BLOCK CONSTRUCTION
0'-10" DEEP - 8" THICK.
10'-16" DEEP - 12" THICK.
OVER 16" DEEP - 16" THICK.
4. ALL CONCRETE CAST-IN-PLACE TO BE CLASS "A"
5. FOR FRAME AND GRATE SIZES AND DETAILS, SEE STANDARD SHEETS 655-3, 655-4, 655-5, AND 655-6, OR LATEST REVISION.
6. PAYMENT FOR RETICULINE AND RECTANGULAR GRATES AND FRAMES SHALL BE MADE UNDER ITEM 655.02, FRAMES AND GRATES (FABRICATED).
7. REBARS WILL BE PAID FOR UNDER ITEM 556.0201 BAR REINFORCEMENT FOR STRUCTURES.
8. LADDER RUNGS ARE REQUIRED FOR ALL D.I.'S GREATER THAN 4'-0" IN DEPTH FOR DETAIL SEE DWG. NO. D-II.



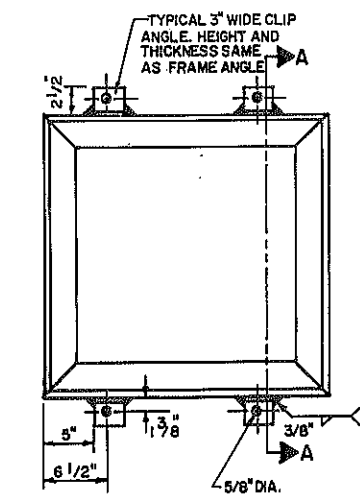
SECTION A-A
SCALE 3/4" = 1'-0"



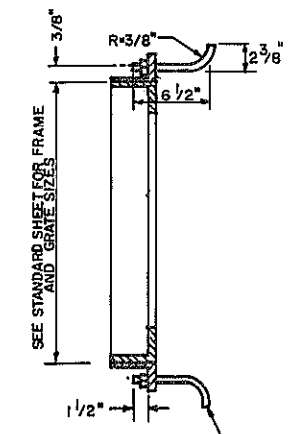
GUTTER TYPE 'C' DROP INLET
ITEM 09604.0503
SCALE 3/4" = 1'-0"
SEE NOTES 9 & 10



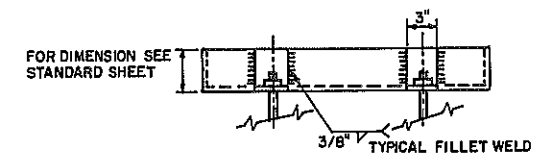
RETICULINE AND RECTANGULAR TYPE DROP INLETS (WITH SLAB)



PLAN VIEW



SECTION A-A



SIDE VIEW
ANCHORS FOR FRAMES

DETAIL FOR ANCHORING STEEL
FRAMES TO CATCH BASINS
AND DROP INLETS

NOTE:
WHERE FRAME AND GRATE ARE SUBJECT TO
VEHICULAR TRAFFIC, THEY SHALL BE ANCHORED
AS SHOWN. COST OF LABOR AND MATERIALS
FOR ANCHORING FRAME TO BE INCLUDED IN
PRICE BID FOR FRAMES AND GRATES.

| DROP INLETS | | | | | | | | | | | | | |
|-------------|------|-------|-------------|------------|------------|-------------|------------|-------------------------|--------------------------|------------|---|---|-------|
| ITEM NUMBER | TYPE | FRAME | WIDTH | SLAB WIDTH | LENGTH | SLAB LENGTH | SLAB DEPTH | WIDTH BAR REINFORCEMENT | LENGTH BAR REINFORCEMENT | REBARS | | | |
| 01604.0501 | A | 1 | 1'-6 15/16" | - | 1'-10 1/2" | - | - | - | - | - | - | - | - |
| 09604.0502 | B | (2)-8 | 5'-11 1/2" | - | 3'-6 1/2" | - | - | - | - | - | - | - | - |
| 01604.0508 | H | 8 | 1'-9 7/16" | - | 3'-6 1/2" | - | - | - | - | - | - | - | - |
| 01604.0522 | V | 22 | 2'-9 15/16" | - | 3'-11 1/2" | - | - | - | - | - | - | - | - |
| 01604.0523 | AA | 22 | 3'-2" | 4" | 3'-11 1/2" | - | 10 1/4" | #6 | 5'-6" | 4 @ 2 1/2" | - | - | 33.0# |
| 09604.0503 | C | 14 | 2'-7 7/16" | - | 2'-3 1/2" | - | - | - | - | - | - | - | - |

| DRAINAGE STRUCTURE DETAILS | | | |
|---|-------------------|--------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. D-10 | SCALE AS SHOWN | DATE 4/79 | REGION I |

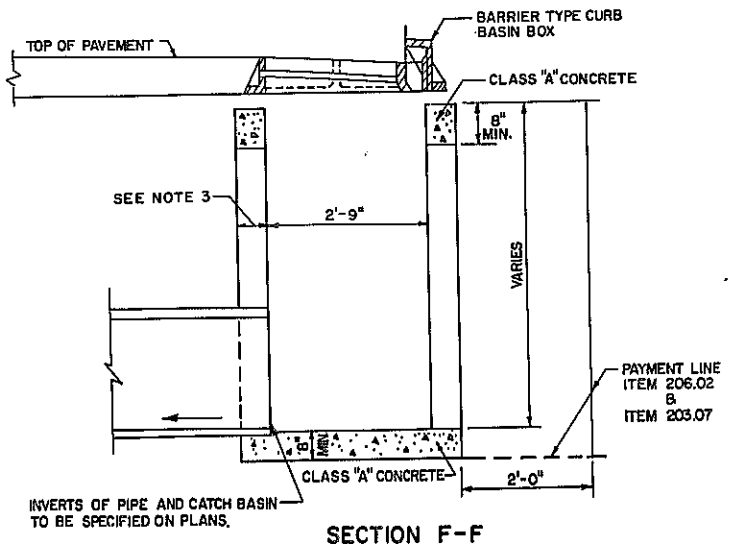
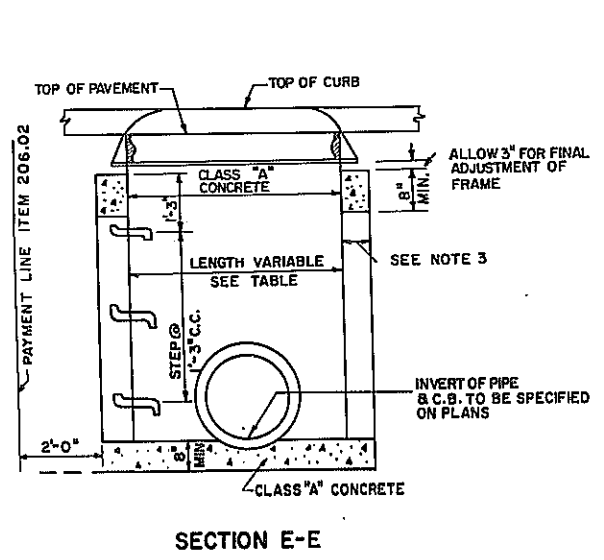
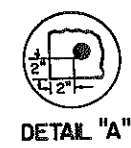
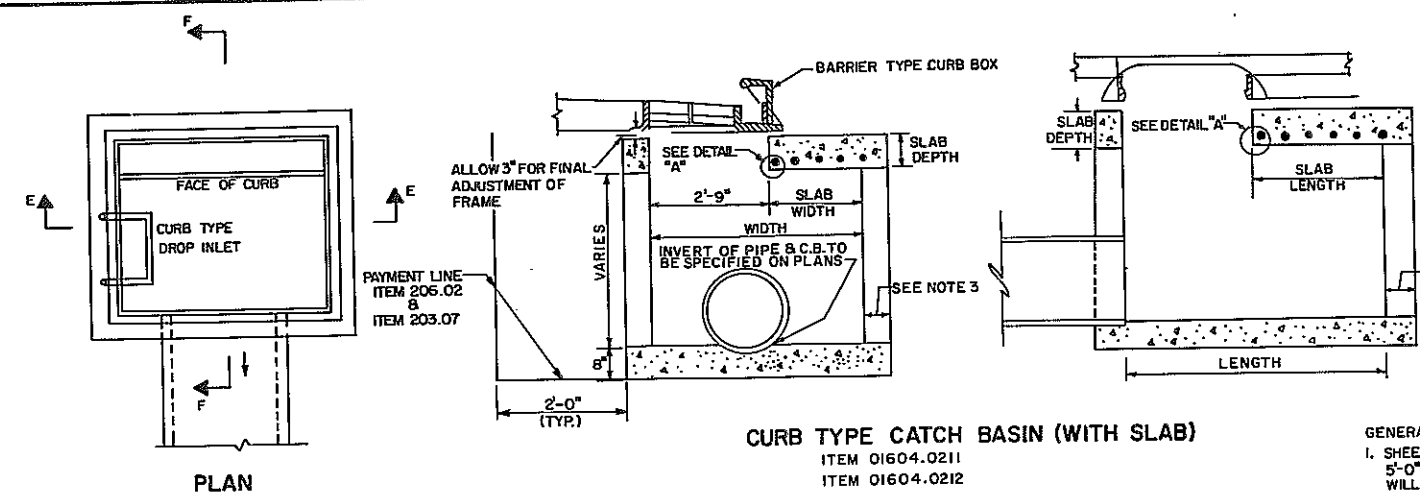
DATE _____ CHECKED BY _____ DRAFTED BY _____ ESTIMATED BY _____ CHECKED BY _____ DESIGNED BY _____
HC 47-2 (5/76) IN CHARGE OF _____



D96243

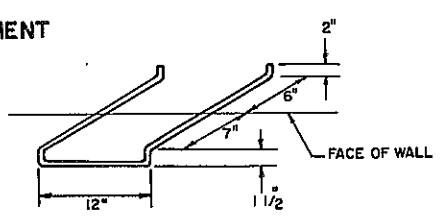
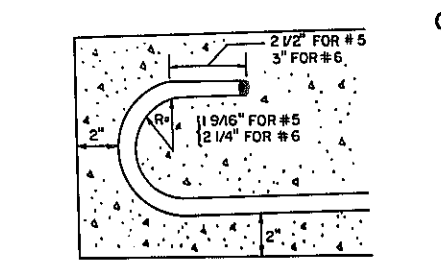
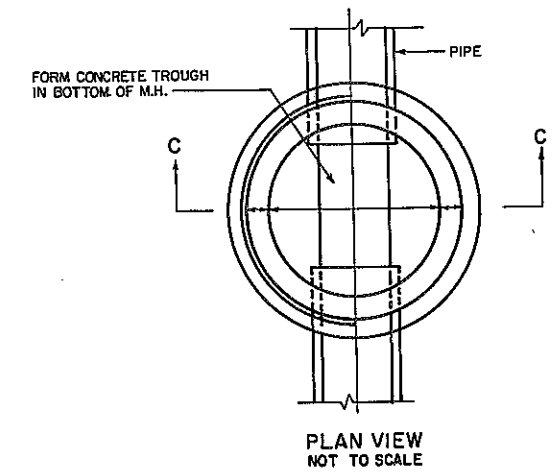
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 594 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H.-860 | | | | |
| SCHENECTADY COUNTY | | | | |

DATE _____ CHECKED BY _____ DRAFTED BY _____ ESTIMATED BY _____ CHECKED BY _____ DESIGNED BY _____
IN CHARGE OF _____



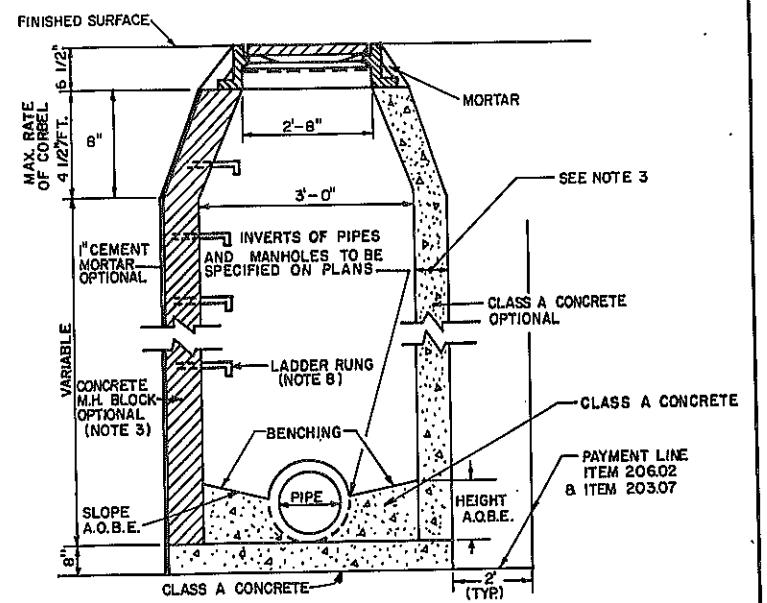
- GENERAL NOTES:
1. SHEETING IS REQUIRED FOR ALL EARTH EXCAVATION DEEPER THAN 5'-0" UNLESS SPECIFICALLY ORDERED BY THE ENGINEER. PAYMENT WILL BE PROVIDED UNDER ITEM 552.05, SAFE OPERATION SHEET PILING.
 2. ALL PIPES SHALL BE LAID EVEN WITH OR CUT FLUSH WITH THE INSIDE WALL OF THE STRUCTURE.
 3. WALL THICKNESS:
CONCRETE CONSTRUCTION
0'-16" DEEP - 8" THICK
OVER 16" DEEP - 12" THICK
CONCRETE BLOCK CONSTRUCTION
0'-10" DEEP - 8" THICK
10'-16" DEEP - 12" THICK
OVER 16" DEEP - 16" THICK
 4. ALL CONCRETE CAST - PLACE TO BE CLASS "A"
 5. GALVANIZED STEEL RETICULINE GRATE WITH CAST IRON FRAME WITH CURB BOX TO BE USED WITH STRUCTURE SEE STANDARD SHEET 655-7R OR LATEST REVISION
 6. PAYMENT FOR FRAME AND GRATE FOR CURB TYPE CATCH BASINS SHALL BE MADE UNDER ITEM 15655.03.
 7. REBARS WILL BE PAID FOR UNDER ITEM 556.0201, UNCOATED BAR REINFORCEMENT FOR CONCRETE STRUCTURES.
 8. RUNGS ARE REQUIRED FOR ALL CATCH BASINS GREATER THAN 4'-0" IN DEPTH. THEY SHALL BE MADE FROM APPROVED MATERIALS AND PLACED 15" ON CENTER. ALL BENDS SHALL BE SHAPED WITH A 1" RADIUS TO THE CENTER OF THE BAR.
 9. PAYMENT FOR MANHOLE FRAME AND COVER TO BE MADE UNDER ITEM 655.01 FRAMES AND GRATES (CASTINGS).
 10. FROM SS655 7R-1 THE FOLLOWING FRAME, CURB BOX AND GRATE ASSEMBLY SHALL APPLY.

- TYPE A D.I.: F-1 FRAME
CU-1 CURB BOX
G-1 GRATE
TYPE D D.I.: F-2 FRAME
CU-2 CURB BOX
G-2 GRATE
TYPE C D.I.: F-3 FRAME
CU-3 CURB BOX
G-3 GRATE



INCLUDED IN THE PRICE BID FOR CATCH BASIN OR DROP INLET
SEE NOTE 8

| CURB TYPE CATCH BASINS | | | | | | | | | | | | | |
|------------------------|------|-------|---------------|------------|----------------|---------------|-------------------------|-----------|--------------------------|--------|--------------------|--------|-------|
| ITEM NUMBER | TYPE | WIDTH | SLAB WIDTH | LENGTH | SLAB LENGTH | SLAB DEPTH | WIDTH BAR REINFORCEMENT | | LENGTH BAR REINFORCEMENT | | QUAN. & SPACING | REBARS | |
| | | | | | | | SIZE | LENGTH | SIZE | LENGTH | | | |
| 01604.0201 | A | 2'-9" | — | 2'-2 1/2" | — | — | — | — | — | — | — | — | — |
| 01604.0203 | C | 2'-9" | — | 3'-10 1/2" | — | — | — | — | — | — | — | 32.6# | — |
| 01604.0211 | D | 3'-2" | 5" | 3'-0 1/2" | — | 10 3/4" | #6 | 5'-5" | 4@3" | — | — | — | — |
| 01604.0212 | E | 3'-8" | 11" | 3'-0 1/2" | — | 9 1/4" | #5 | 5'-0 7/8" | 6@3" | — | — | — | 31.7# |

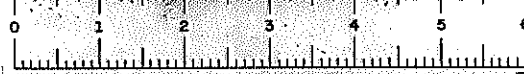


SECTION C-C
MANHOLE - ITEM 01604.0401

TYPE A
DS #19-TH6084+41 RT
DS #20-TH6085+00 RT
TP 770+20 LT
TP 770+40 LT
TP 770+60 LT
TP 770+70 LT
TP 773+00 RT

REVISIONS

| DRAINAGE DETAILS | | | |
|---|-------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. D-11 | SCALE AS SHOWN | DATE 4/79 | REGION 1 |

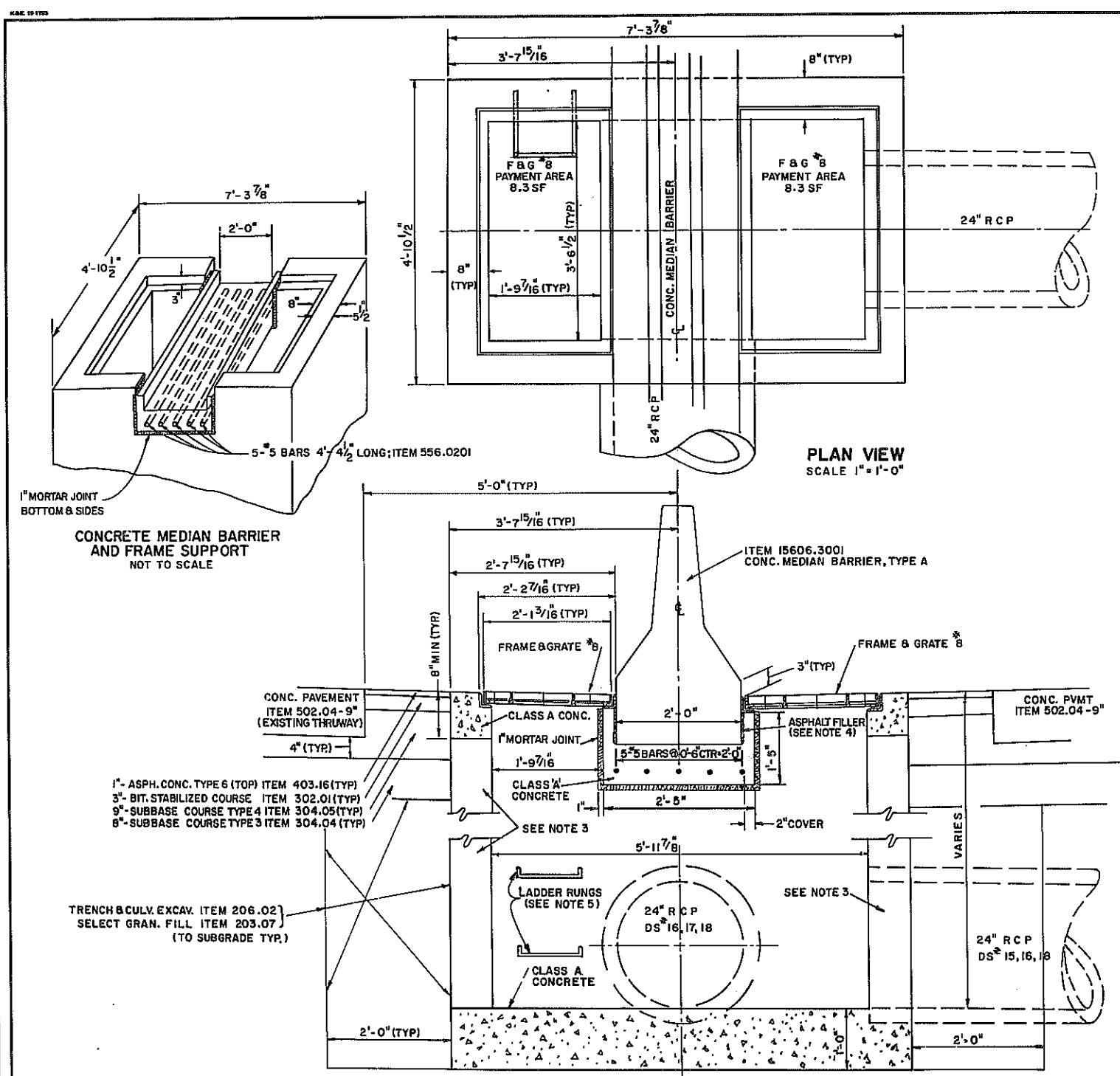


D96243

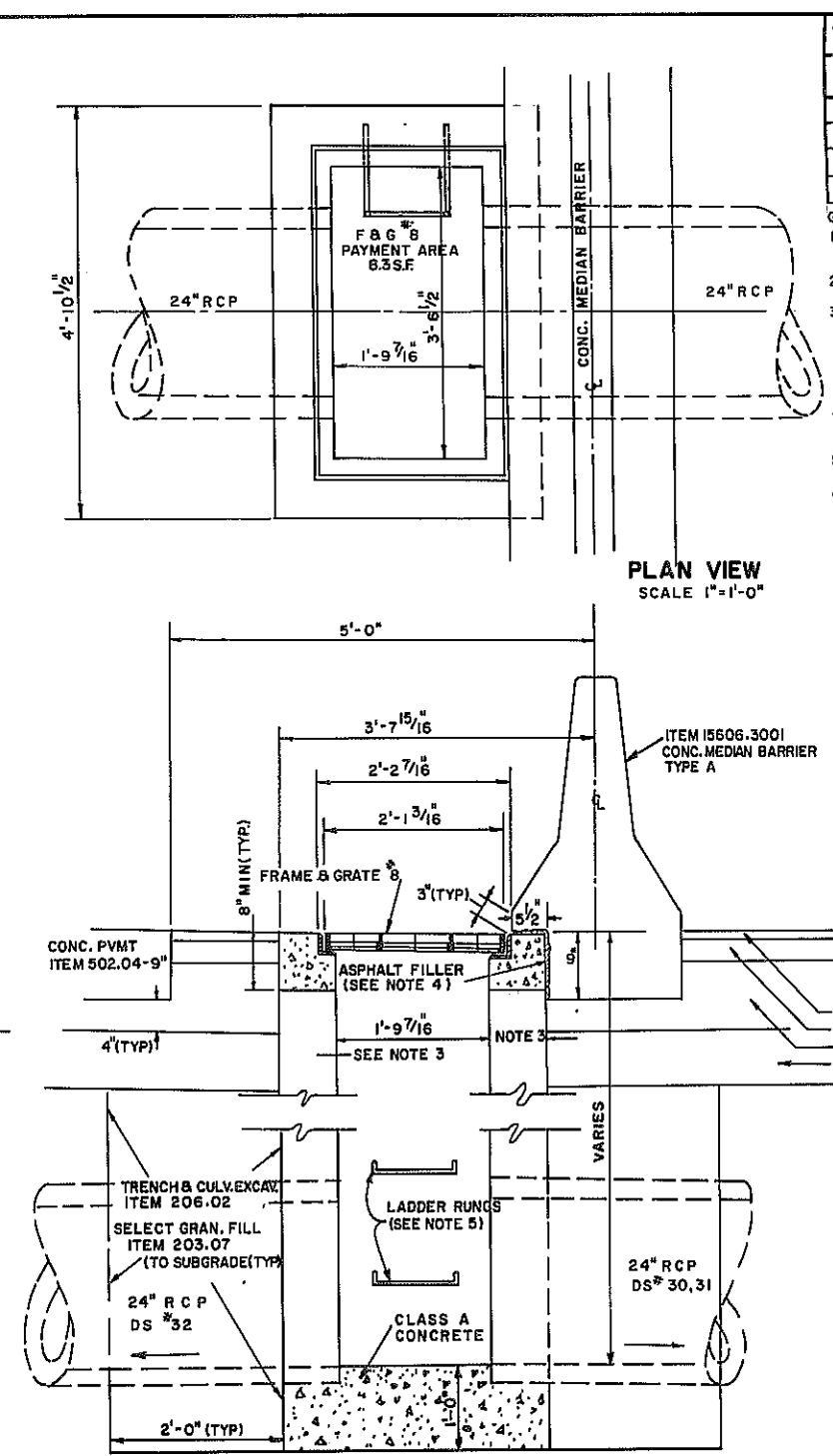
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 60 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 860 | | | | |
| SCHENECTADY COUNTY | | | | |

- GENERAL NOTES:
1. SHEETING IS REQUIRED FOR ALL EARTH EXCAVATION DEEPER THAN 5'-0" UNLESS SPECIFICALLY ORDERED BY THE ENGINEER. PAYMENT WILL BE PROVIDED BY ITEM 552.05 SAFE OPERATION SHEET PILING.
 2. ALL PIPES SHALL BE LAID EVEN OR CUT FLUSH WITH INSIDE WALL OF STRUCTURE.
 3. ALL CONCRETE CAST IN PLACE SHALL BE CLASS A WALL THICKNESS:
a. CONC. CONSTRUCTION 0'-16" DEEP - 8" THICK
OVER 16" DEEP - 12" THICK
b. BLOCK CONSTRUCTION 0'-10" DEEP - 8" THICK
10'-16" DEEP - 12" THICK
16'-16" DEEP - 16" THICK
 4. ASPHALT FILLER FOR CONC. MEDIAN BARRIER TO MEET SPECIFICATIONS FOR MATERIAL ITEM 702.05 AND BE INCLUDED IN PRICE BID FOR D.I.
 5. LADDER RUNGS ARE REQUIRED FOR ALL D.I.'S GREATER THAN 4'-0" IN DEPTH. FOR DETAILS SEE DWG. NO. D-11.
 6. REBARS TO BE PAID FOR UNDER ITEM 556.0201, UNCOATED BAR REINFORCEMENT FOR STRUCTURES.
 7. PAYMENT FOR RETICULINE OR RECTANGULAR FRAMES AND GRATES SHALL BE MADE UNDER ITEM 655.02 FRAMES & GRATES (FABRICATED).

DRAFTED BY: _____ CHECKED BY: _____ ESTIMATED BY: _____ CHECKED BY: _____ DESIGNED BY: _____ IN CHARGE OF: _____

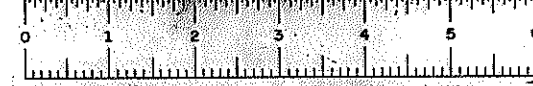


ELEVATION
SCALE 1"=1'-0"
DROP INLET - TYPE B (DOUBLE DI)
ITEM 09604.0502
DS #15 - RL 47+50 - 26' LT
DS #16 - RL 44+72.72 - 26' LT
DS #17 - TH 6084+41 - 58' LT
DS #18 - RL 43+30 - 26' LT



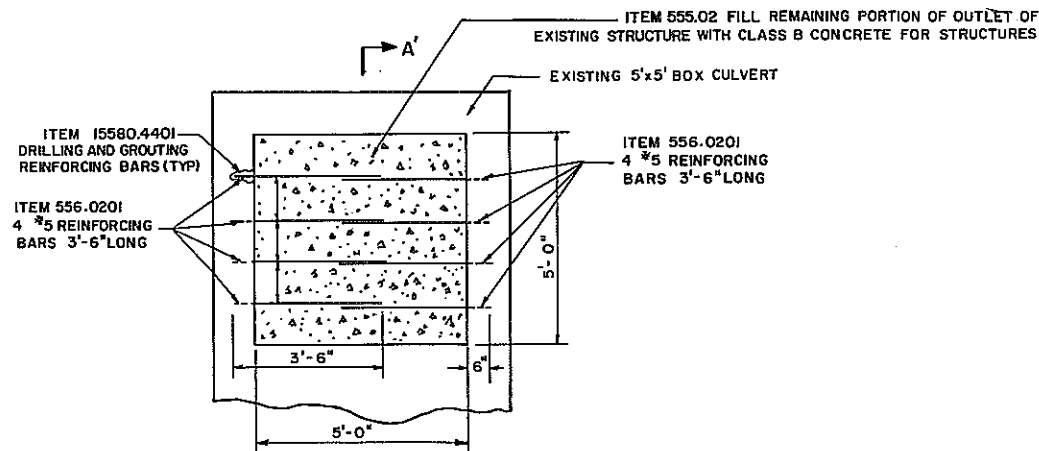
ELEVATION
SCALE 1"=1'-0"
DROP INLET TYPE H (SINGLE DI)
ITEM 01604.0508
DS #30 - RT 28+50
DS #31 - RT 31+90
DS #32 - RP 35+27

| DRAINAGE DETAILS | | | |
|---|-------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. D-12 | SCALE 1"=1'-0" | DATE 4/79 | REGION I |

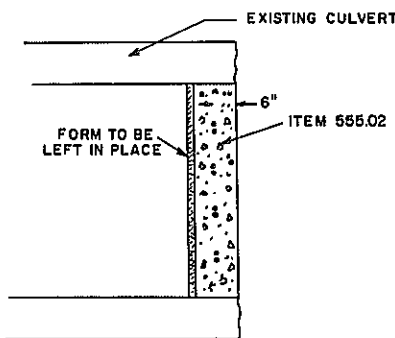


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 61 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



ELEVATION
SCALE 1/2" = 1'-0"

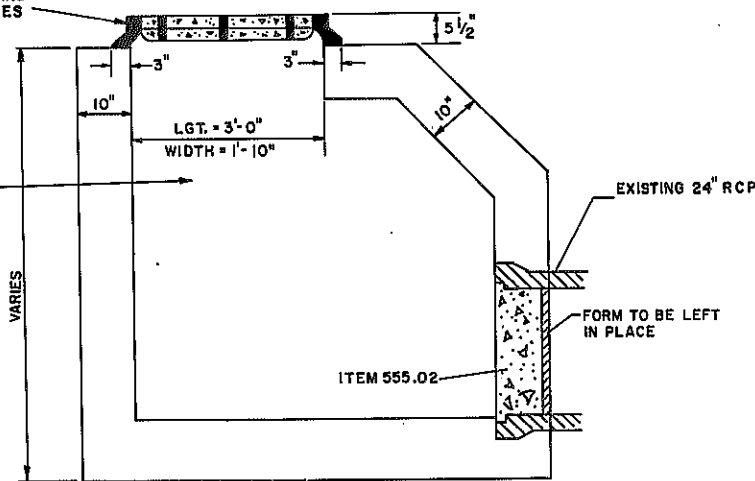


SECTION A-A'

- NOTE: 1. REINFORCING BARS TO BE DRILLED AND GROUTED INTO EXISTING WALLS UNDER ITEM 15580.4401
2. REINFORCING BARS TO BE PAID FOR UNDER ITEM 556.0201 UNCOATED BAR REINFORCEMENT FOR STRUCTURES
3. WINGWALLS AT INLET AND WINGWALLS AND 50± L.F. OF STRUCTURE AT OUTLET TO BE REMOVED UNDER ITEM 203.02 UNCLASSIFIED EXCAVATION AND DISPOSAL

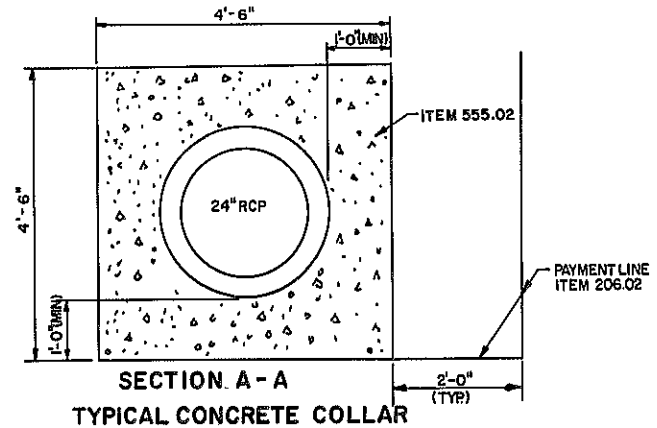
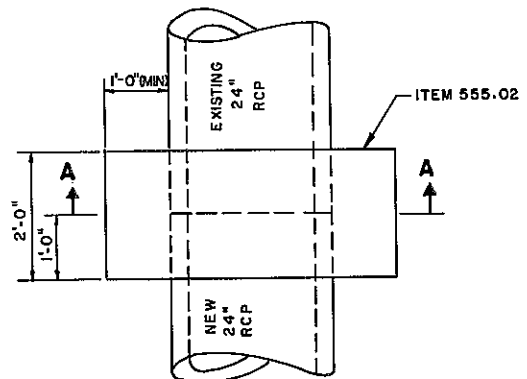
DETAIL TO PLUG EXISTING 5'x5' BOX CULVERT
DS#9A - SB70+30

ITEM 01655.10 REMOVING AND
STORING FRAMES AND GRATES
ITEM 203.03
EMBANKMENT IN PLACE



TYPICAL PLUG FOR EXISTING DI

ITEM 555.02
SCALE 3/4" = 1'-0"
DS #20A - TH 6088 + 20 LT
DS #21A - TH 6092 + 40 LT
DS #24 - TH 6096 + 45 LT



SECTION A-A'
TYPICAL CONCRETE COLLAR

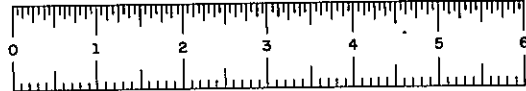
ITEM 555.02
SCALE 3/4" = 1'-0"
DS #11 TH 6070 + 77 LT
DS #12 TH 6074 + 57 LT
DS #14 TH 6078 + 24 RT
DS #21 TH 6092 + 40 RT
DS #25 TH 6101 + 77 LT
DS #26 TH 6101 + 77 RT
DS #27 TH 6105 + 42 LT
DS #28 TH 6105 + 42 RT

MISC. DRAINAGE DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.
D-13
SCALE
AS SHOWN
DATE
4/79
REGION
1

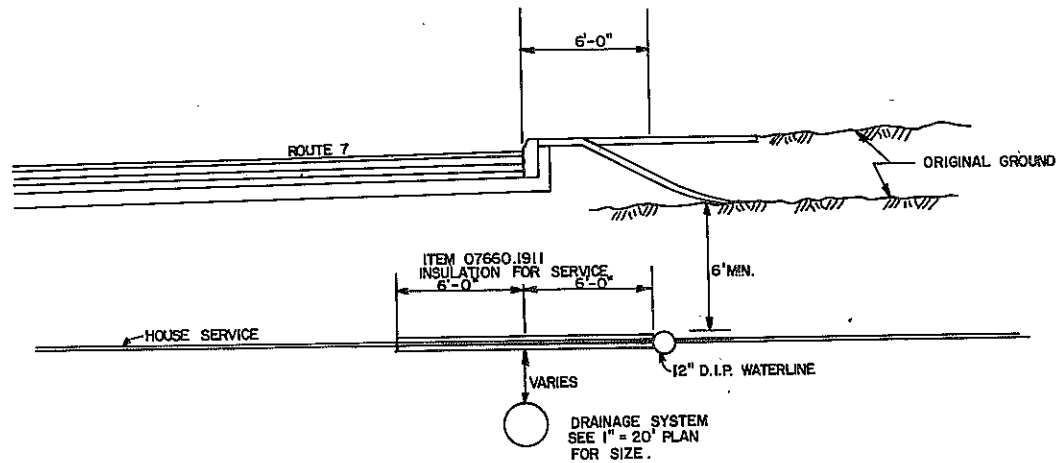
DATE _____ CHECKED BY _____ DESIGNED BY _____ IN CHARGE OF _____



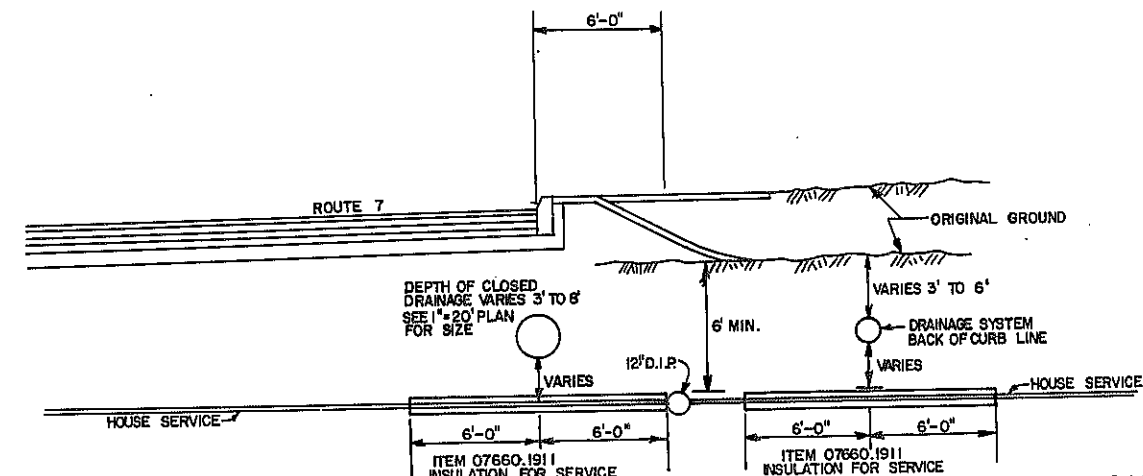
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 62/1 | 63 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |

| MUNICIPAL WATER MAIN RELOCATION | |
|---|------------------|
| LOCATION AND DESCRIPTION | QUANTITY |
| 1. 12" D.I.P. WATER MAIN RS 46+20 TO SB 66+76 LT | |
| ITEM 203.07 | 872.71 999 CY |
| ITEM 206.02 | 376.171 999 CY |
| ITEM 552.05 | 376.171 999 SF |
| ITEM 555.02 | 437.5 CY |
| ITEM 603.2117 | 34 LF |
| ITEM 08660.061212 | 2047.12 999 LF |
| ITEM 08660.070112; SB 57+40; SB 63+10, LT | 2 EA |
| ITEM 08660.10; SB 46+54 LT; SB 49+90 LT | 2 EA |
| ITEM 15660.13; RS 46+30; SB 49+95; SB 55+50, SB 59+75; SB 65+30 LT | 5 EA |
| ITEM 08660.1725 | 1 EA |
| 2. 6" D.I.P. WATER MAIN FROM 12" D.I.P. WATER MAIN AT SB 63+46 LT TO TOLL PLAZA UTILITY BLDG. | |
| ITEM 203.07 | 446.7 498 CY |
| ITEM 206.02 | 267.02 999 CY |
| ITEM 552.05 | 267.02 999 SF |
| ITEM 555.02 | 2.23 2 CY 2.23 |
| ITEM 603.2117 | 144.5 766 LF |
| ITEM 08660.0606 | 7 EA |
| ITEM 08660.070106; SB 63+18 LT | |
| 3. 6" D.I.P. WITH SLEEVED PORTION FROM 12" D.I.P. MAIN TO 6" D.I.P. MAIN AT SB 63+46 LT AND RT | |
| ITEM 203.07 | 451.45 CY |
| ITEM 206.02 | 176.81 468 CY |
| ITEM 552.05 | 2.143 468 SF |
| ITEM 555.02 | 1 CY |
| ITEM 603.2117 | 60 LF |
| ITEM 08660.0606 | 107.5 79 LF |
| ITEM 08660.070106; SB 63+18 LT | 1 EA |
| 4. 6" D.I.P. WITH SLEEVED PORTION FROM 12" D.I.P. MAIN TO EXISTING 6" SERVICE TO SHALMONT SCHOOL AT SB 57+50 | |
| ITEM 203.07 | 243.5 49 CY |
| ITEM 206.02 | 176.81 468 CY |
| ITEM 552.05 | 2.143 468 SF |
| ITEM 555.02 | 1 CY |
| ITEM 603.2117 | 74.1 74 LF |
| ITEM 08660.0606 | 1 EA |
| ITEM 08660.070106; SB 57+50 LT | 14 LF |
| ITEM 07660.1911 | |
| 5. 6" D.I.P. WATER MAIN SB 83+44 TO SB 89+45 RT | |
| ITEM 203.07 | 203.33 999 CY |
| ITEM 206.02 | 816.65 999 CY |
| ITEM 552.05 | 1006.12 999 SF |
| ITEM 555.02 | 1 CY |
| ITEM 603.2117 | 60 LF |
| ITEM 08660.0606 | 606.602 LF |
| ITEM 15660.13; SB 83+44 | 1 EA |
| ITEM 08660.070106; SB 89+40 RT | 2 EA |
| 6. 6" D.I.P. WATER MAIN SB 63+46 TO SB 66+00 RT | |
| ITEM 203.07 | 477.6 95 CY |
| ITEM 206.02 | 247.46 999 CY |
| ITEM 552.05 | 534.51 3400 SF |
| ITEM 08660.0606 | 273.1 402 LF |
| ITEM 01660.1403 | 1 EA |
| 7. 10" D.I.P. WATER MAIN TO BE LOWERED AT SB 89+45 | |
| ITEM 203.07 | 637.2 95 CY |
| ITEM 206.02 | 447.94 455 CY |
| ITEM 552.05 | 1362.4050 SF |
| ITEM 555.02 | 3 CY |
| ITEM 02603.0524 | 47.40 LF |
| ITEM 08660.0610; SB 66+13 OR 11+50 AT | 75.540 LF - 154 |
| ITEM 07660.1911; OR 11+50 | 12 LF - 154 |
| 8. EXTEND EXISTING 21" CMP SLEEVE UNDER THRUWAY AND RELOCATE PORTION OF 12" MAIN UNDER DITCH AT TH 6098+20 RT | |
| ITEM 203.07 | 701.4 99 CY |
| ITEM 206.02 | 318.40 310 CY |
| ITEM 552.05 | 3440.3300 SF |
| ITEM 555.02 | 6.462 3 CY |
| ITEM 02603.0517 | 14 LF |
| ITEM 08660.061212 | 154 760 LF |
| ITEM 08660.1725 | 1 EA |
| 9. EXTEND EXISTING 21" CMP SLEEVE UNDER THRUWAY AND RELOCATE PORTION OF 12" MAIN UNDER DITCH AT TH 6098+20 LT | |
| ITEM 203.07 | 463.50 CY |
| ITEM 206.02 | 164.70 770 CY |
| ITEM 552.05 | 183.57 770 SF |
| ITEM 555.02 | 4.4 2 3 CY |
| ITEM 02603.0517 | 10 LF |
| ITEM 08660.061212 | 94.5 100 LF |
| ITEM 08660.1725 | 1 EA |
| 10. RELOCATE 8" PVC WATER MAIN FROM 12" C.I.P. ON OLD DUANESBURG ROAD NORTH TO EDGECOMB STEEL COMPANY | |
| ITEM 203.07 | 821.24 820 CY |
| ITEM 206.02 | 3472.16 3460 CY |
| ITEM 552.05 | 3716.12 3650 SF |
| ITEM 555.02 | 4 CY |
| ITEM 603.2114 | 345 LF |
| ITEM 01660.71 | 206.11 2670 LF |
| 11. ADJUST VALVE BOX AT 94+26 LT | |
| ITEM 08660.10 | 1 EA |
| 12. REESTABLISH HOUSE SERVICES | |
| ITEM 04660.12 | 20 36 EA |
| ITEM 07660.1911 | 150 999 LF |
| 13. WATER MAIN SPECIALS | |
| ITEM 08660.8080 | 15,740 4600 LBS. |



HOUSE SERVICE ABOVE DRAINAGE LINE

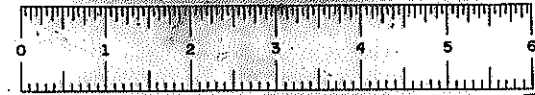


HOUSE SERVICE BELOW DRAINAGE LINE

REVISIONS

| HOUSE SERVICE CONNECTION AND WATER LINE TABLES | | | |
|---|-----------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. U-1 | SCALE 1/4" = 1'-0" | DATE 7/79 | REGION 1 |

DATE _____ CHECKED BY _____ DRAFTED BY _____ ESTIMATED BY _____ CHECKED BY _____ DESIGNED BY _____ IN CHARGE OF _____

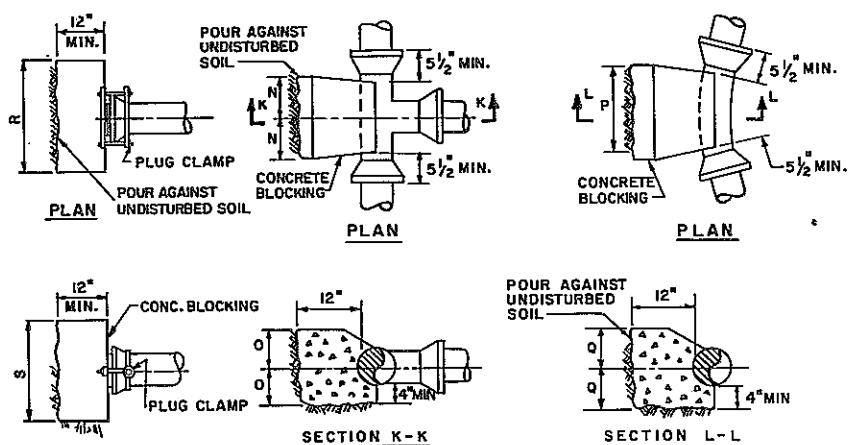


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 63 | 284 |

INTERSTATE ROUTE 508
ROUTE 7 CONN. TO N.Y.S. THRUWAY,
SCHENECTADY - DUANESEBURG, PART I, S.H.880
SCHENECTADY COUNTY

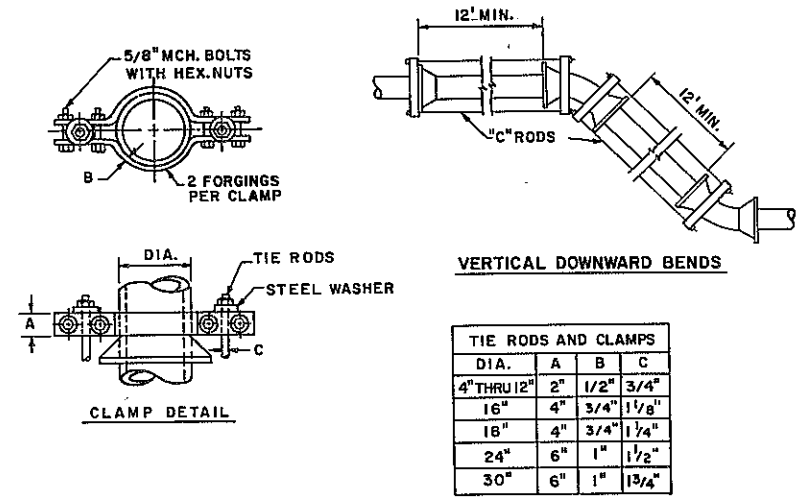
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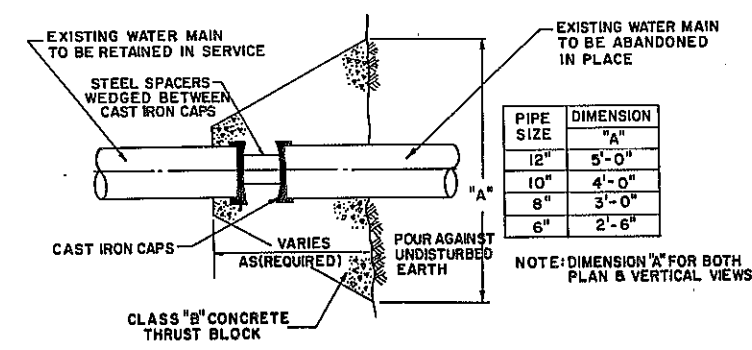
THRUST BLOCK DETAILS
NO SCALE

| THRUST BLOCKS FOR TEES, HORIZONTAL & VERTICAL BENDS & PLUGS & CAPS | | | | | | | | | | | | |
|--|-----------|--------|--------|--------|-------|--------|--------|--------|--------|-------|--|--|
| DESCRIPTION | DIMENSION | 4" Ø | 6" Ø | 8" Ø | 10" Ø | 12" Ø | 14" Ø | 16" Ø | 18" Ø | 24" Ø | | |
| TEES | N | 0'-6" | 0'-9" | 1'-0" | 1'-2" | 1'-6" | 1'-9" | 2'-0" | 2'-3" | 3'-0" | | |
| | O | 0'-5" | 0'-8" | 0'-4" | 1'-2" | 1'-4" | 1'-6" | 1'-9" | 2'-0" | 2'-9" | | |
| HOR. & VERT. UPWARD 90° BENDS | P | 1'-2" | 1'-9" | 2'-6" | 3'-0" | 3'-6" | 3'-9" | 3'-9" | 5'-0" | 6'-6" | | |
| | Q | 0'-6" | 0'-10" | 1'-0" | 1'-3" | 1'-7" | 2'-0" | 2'-3" | 2'-6" | 3'-5" | | |
| HOR. & VERT. UPWARD 45° BENDS | P | 1'-0" | 1'-6" | 1'-8" | 2'-0" | 2'-6" | 3'-0" | 3'-6" | 3'-8" | 5'-0" | | |
| | Q | 0'-4" | 0'-6" | 0'-10" | 1'-0" | 1'-2" | 1'-4" | 1'-6" | 1'-10" | 2'-6" | | |
| HOR. & VERT. UPWARD 22 1/2° BENDS | P | 0'-9" | 1'-0" | 1'-4" | 1'-6" | 1'-10" | 2'-0" | 2'-4" | 2'-8" | 3'-6" | | |
| | Q | 0'-3" | 0'-4" | 0'-6" | 0'-9" | 0'-10" | 1'-0" | 1'-2" | 1'-3" | 1'-9" | | |
| HOR. & VERT. UPWARD 11 1/4° BENDS | P | 0'-6" | 0'-8" | 1'-0" | 1'-0" | 1'-3" | 1'-6" | 1'-8" | 2'-0" | 2'-9" | | |
| | Q | 0'-3" | 0'-4" | 0'-5" | 0'-7" | 0'-8" | 0'-10" | 0'-11" | 1'-2" | 1'-2" | | |
| PLUGS | R | 0'-10" | 1'-6" | 2'-0" | 2'-4" | 2'-8" | 3'-6" | 4'-0" | 4'-6" | 6'-0" | | |
| | S | 1'-0" | 1'-4" | 1'-10" | 2'-4" | 3'-0" | 3'-0" | 3'-6" | 4'-0" | 5'-6" | | |

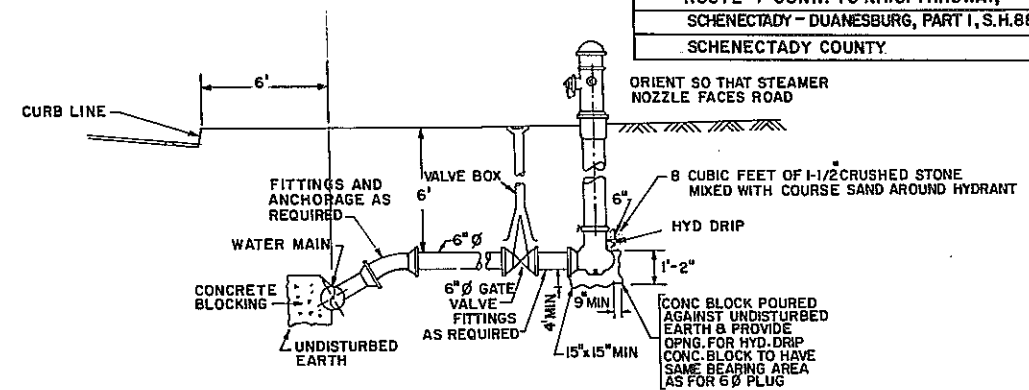
THRUST BLOCKS DESIGNED FOR 200 LB. PER SQ. IN. TEST PRESSURE & 3000 LB. PER SQ. FT. SOIL PRESSURE



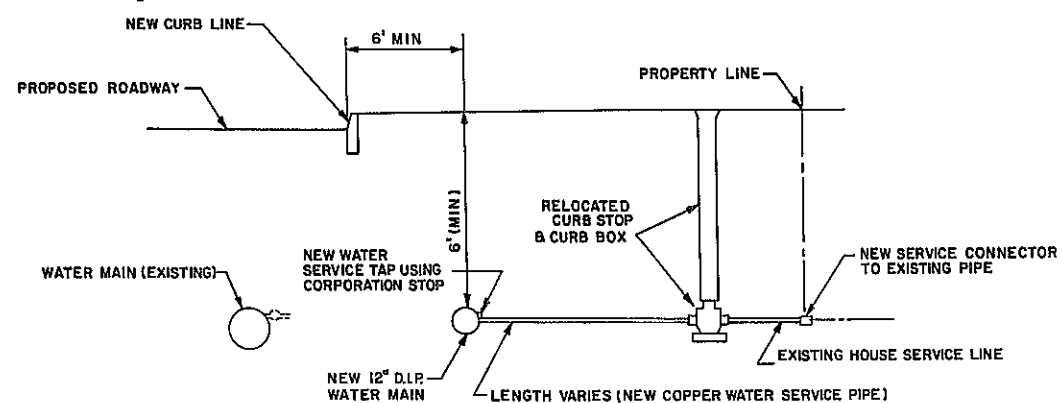
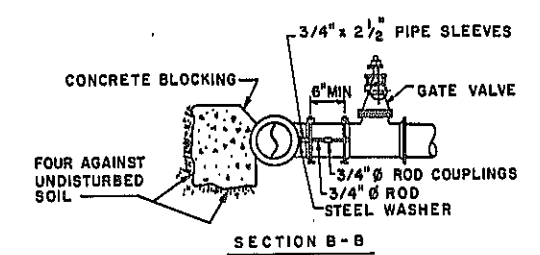
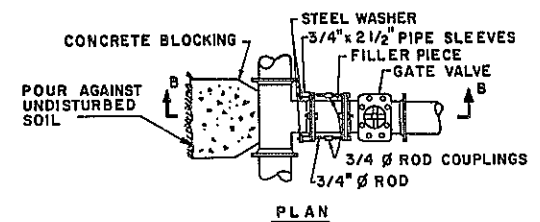
STRAPPING DETAILS
NO SCALE



CUT AND CAP WATER LINES

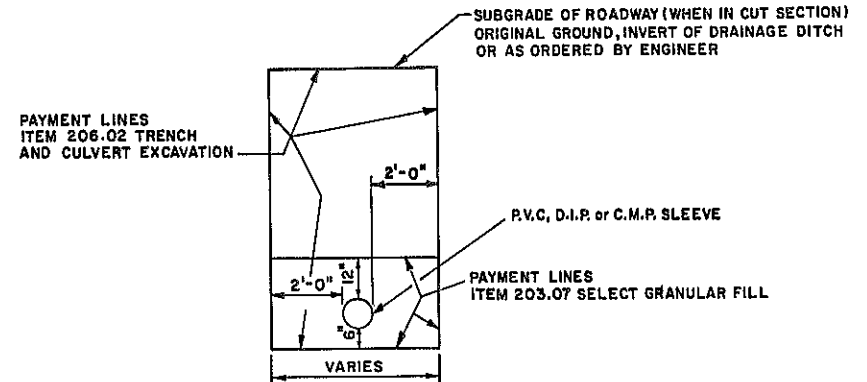


DETAILS OF HYDRANT INSTALLATION
ITEM 15660.13 RELOCATING HYDRANT ASSEMBLY COMPLETE



REESTABLISH WATER SERVICE
HOUSE CONNECTION

ITEM 04660.12



INSTALLATION DETAIL
WATERMAIN OR SLEEVE
P.V.C., D.I.P. OR C.M.P.

WATER MAIN DETAILS

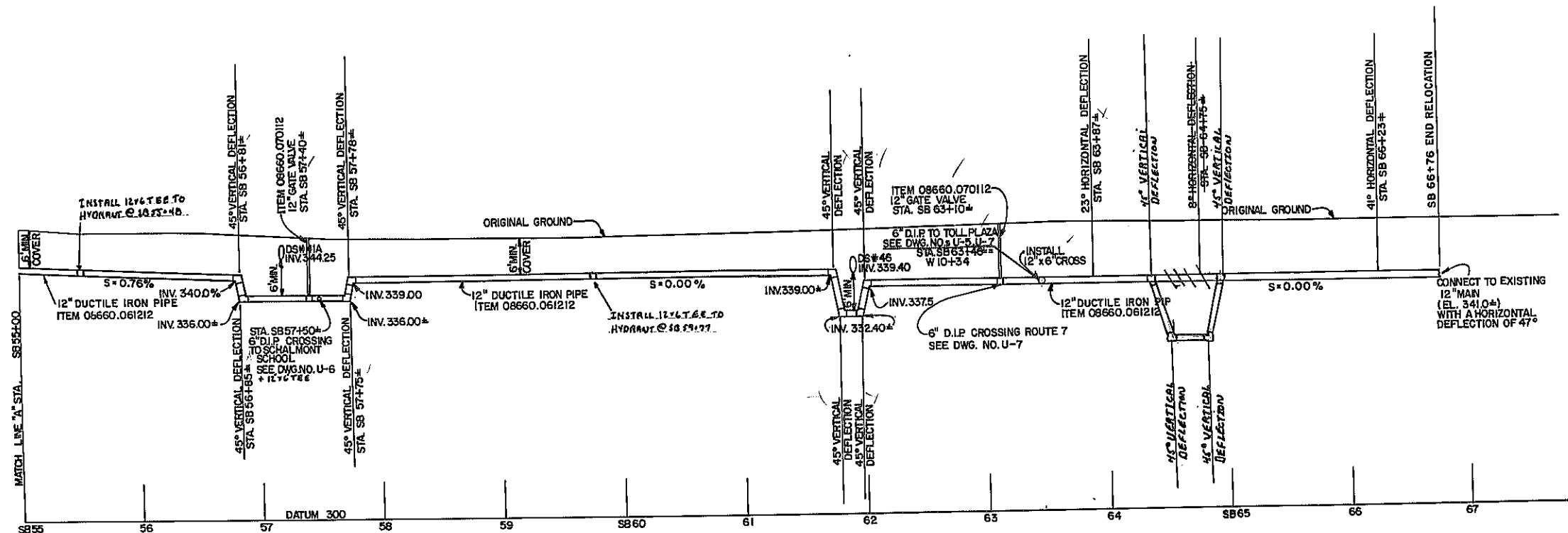
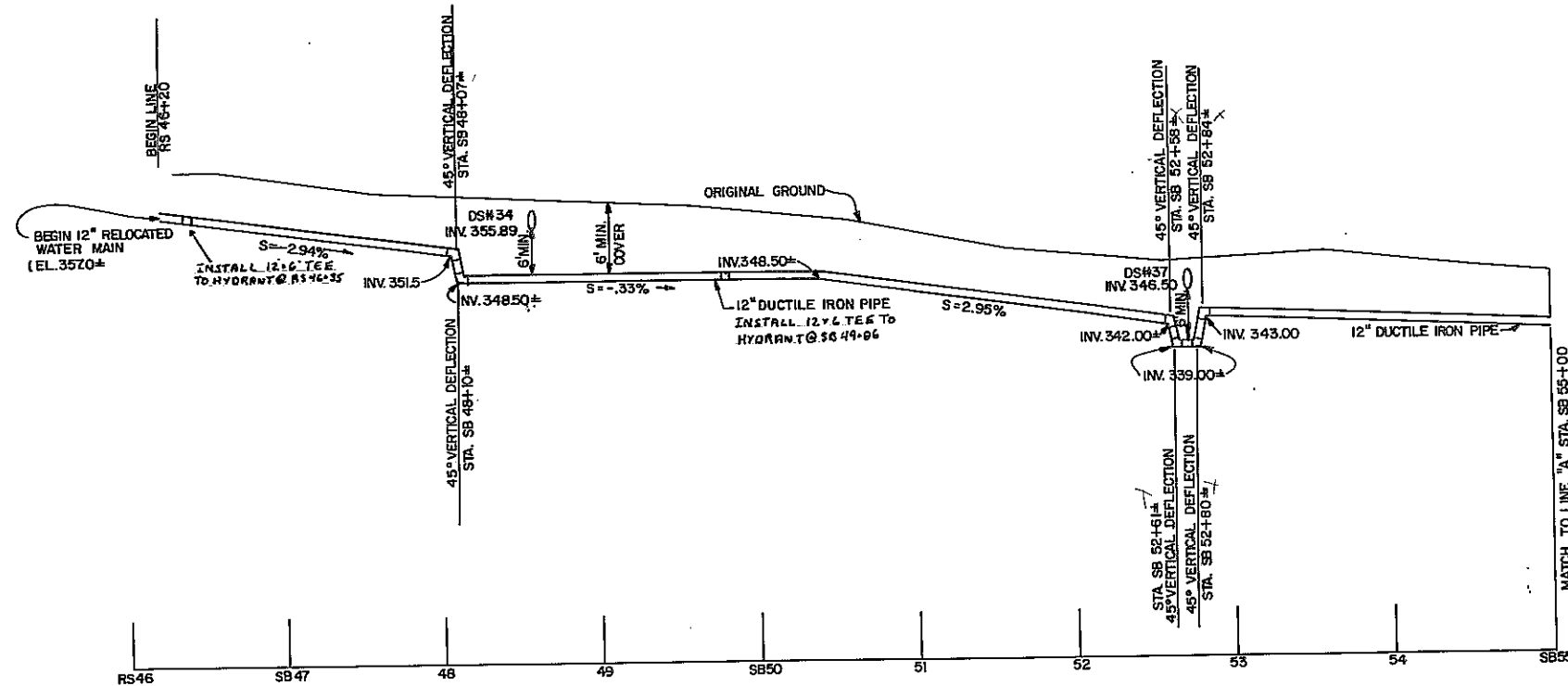
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DRAWING NO. | SCALE | DATE | REGION |
|-------------|----------|------|--------|
| U-2 | NO SCALE | 7/79 | 1 |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-82-2(10) | 6421 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



REVISIONS

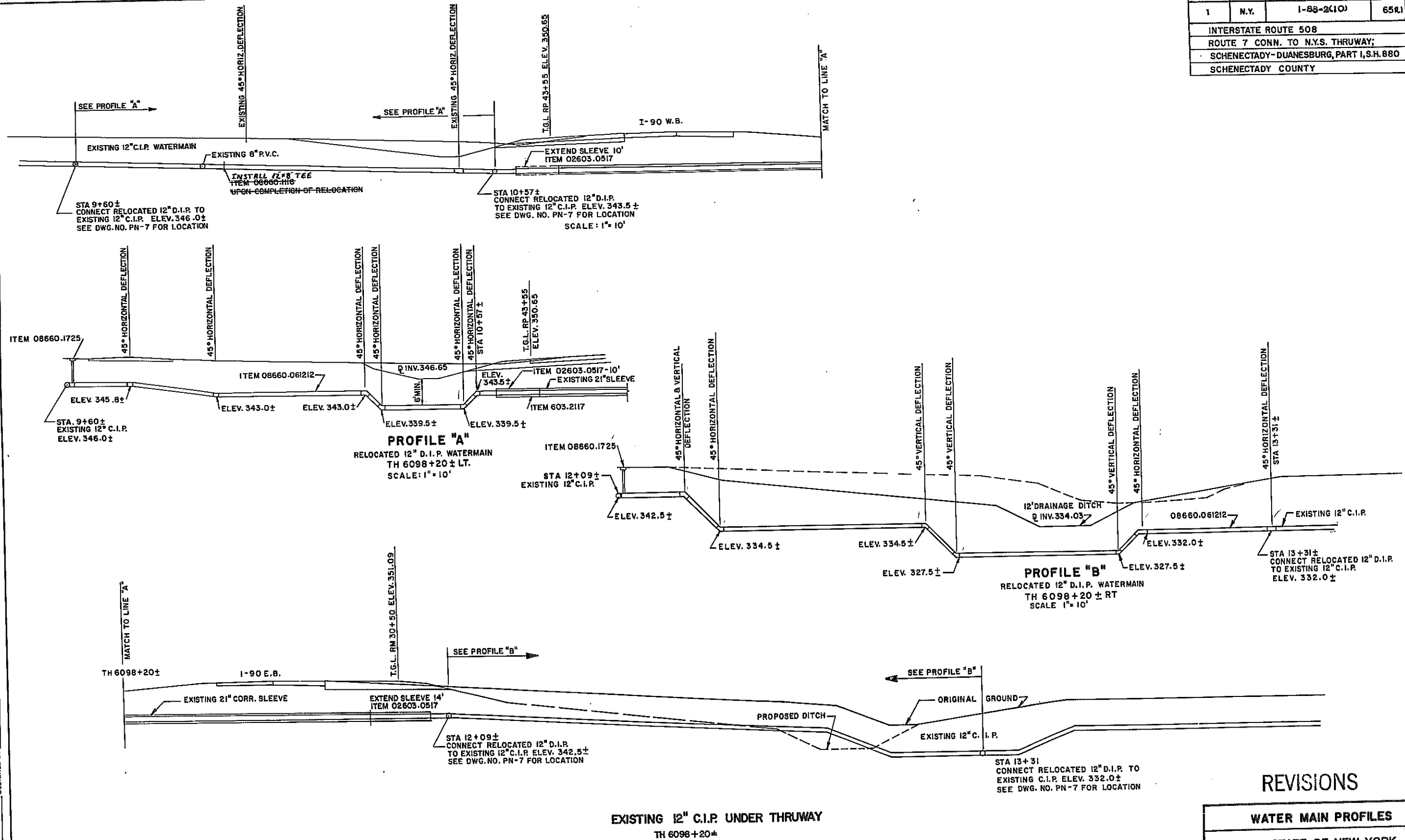
| | | | |
|---|--|--------------|-------------|
| RELOCATED 12" WATERMAIN ALONG NORTH OF ROUTE 7 | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. U-3 | SCALE HORIZ. 1"=60' VERT. 1"=10' | DATE 6/79 | REGION 1 |

HC 47-2 (5/76)
IN CHARGE OF
DESIGNED BY
CHECKED BY
ESTIMATED BY
CHECKED BY
DRAFTED BY
CHECKED BY
DATE

D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 6511 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

DATE _____
 CHECKED BY _____
 DRAFTED BY _____
 CHECKED BY _____
 ESTIMATED BY _____
 CHECKED BY _____
 DESIGNED BY _____
 IN CHARGE OF _____



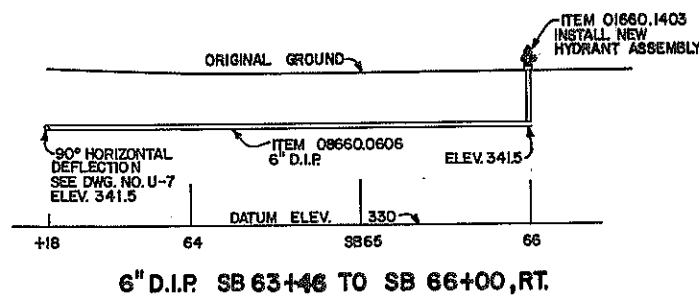
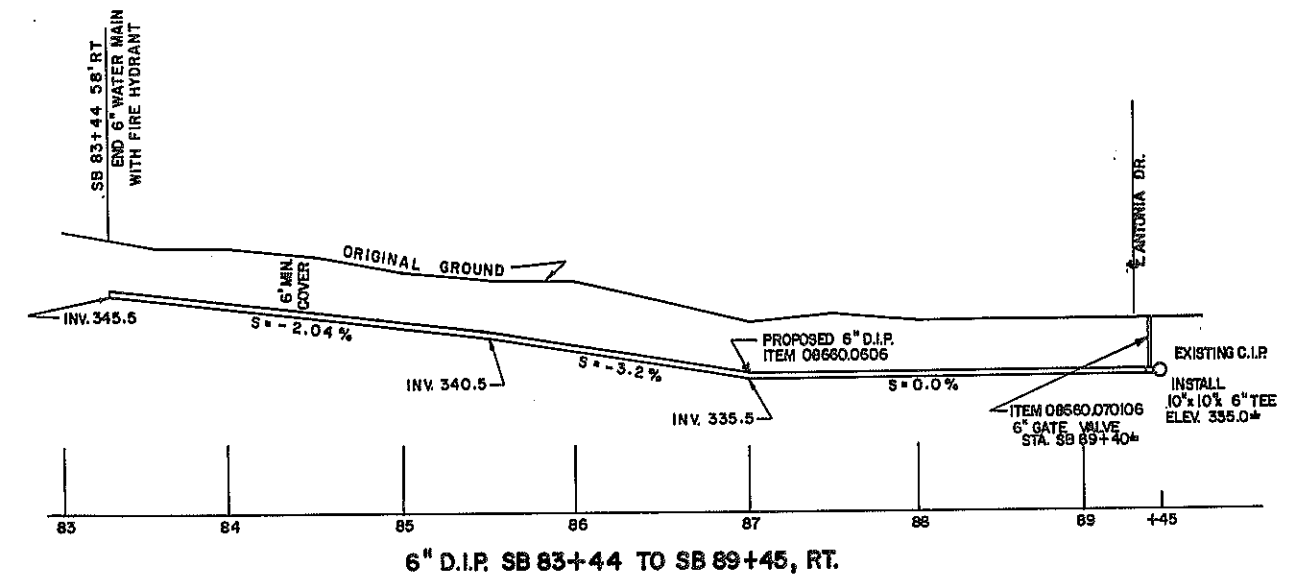
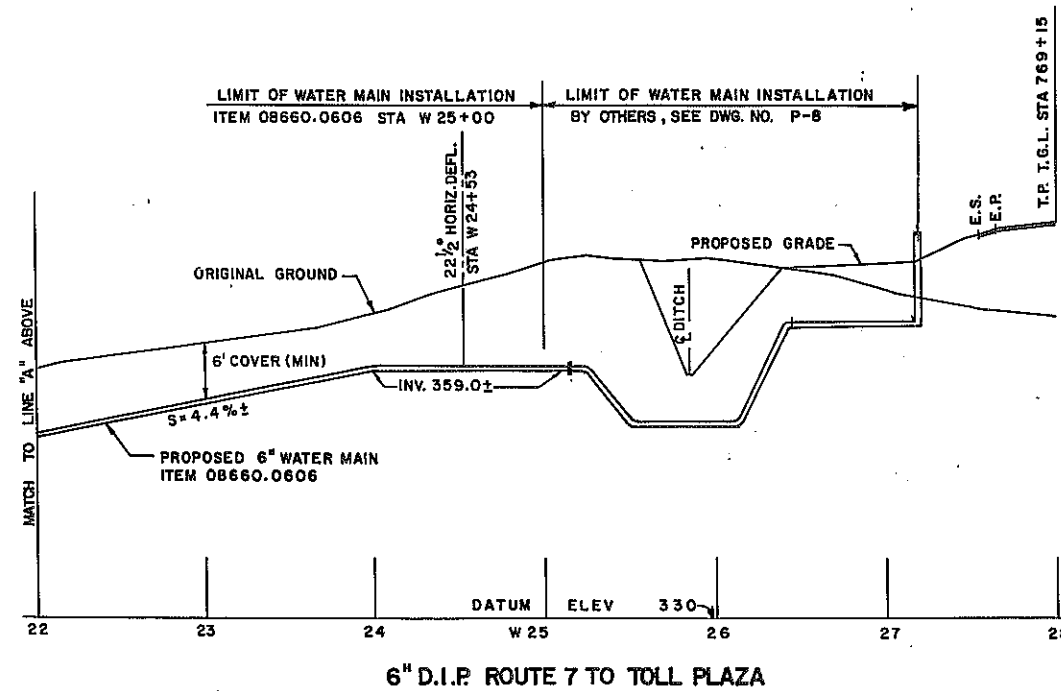
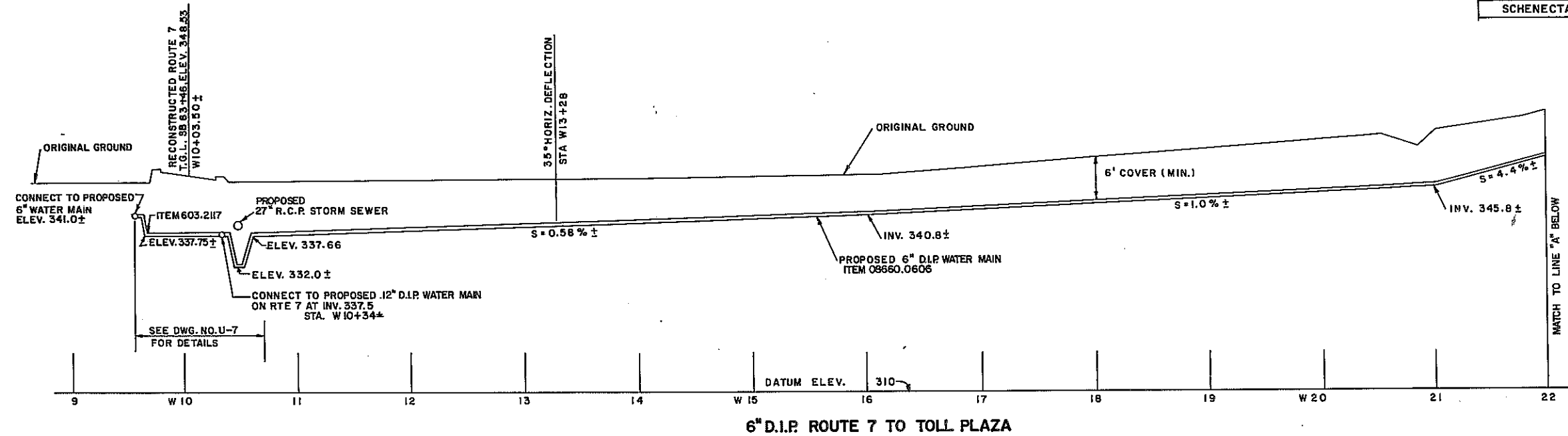
REVISIONS

WATER MAIN PROFILES

STATE OF NEW YORK
 DEPARTMENT OF TRANSPORTATION

DRAWING NO. U-4
 SCALE 1" = 10'
 DATE 7/79
 REGION 1

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-86-2(10) | 66 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 860 | | | | |
| SCHENECTADY COUNTY | | | | |



WATER MAIN PROFILES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DRAWING NO. | SCALE | DATE | REGION |
|-------------|-------------------------------|------|--------|
| U-5 | 1"=80' HORIZ. 1"=10' VERT. | 7/79 | 1 |

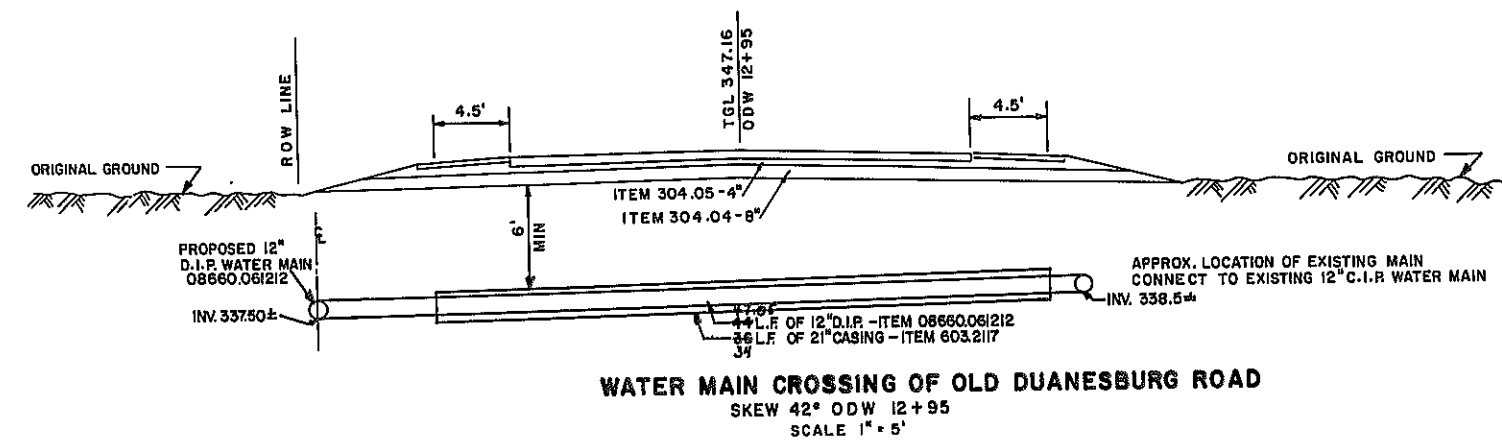
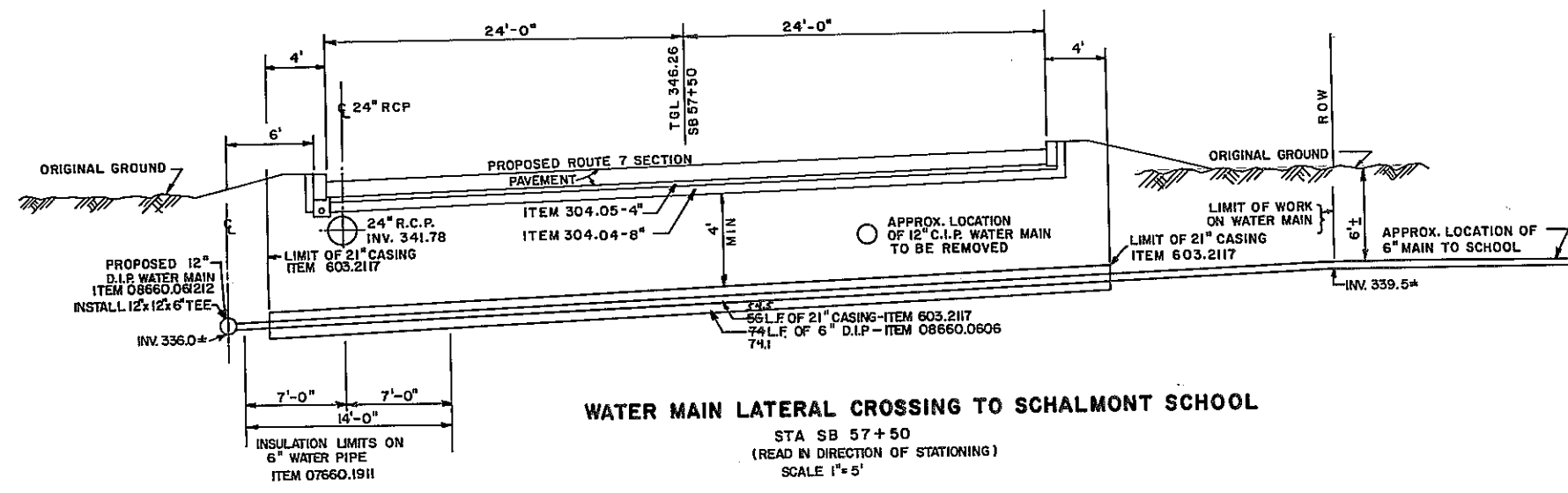
DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ DRAFTED BY _____ CHECKED BY _____ DATE _____

IN CHARGE OF _____



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 674 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



REVISIONS

| WATER MAIN CASING SECTIONS | | | |
|---|------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. U-6 | SCALE 1" = 5' | DATE 7/79 | REGION 1 |

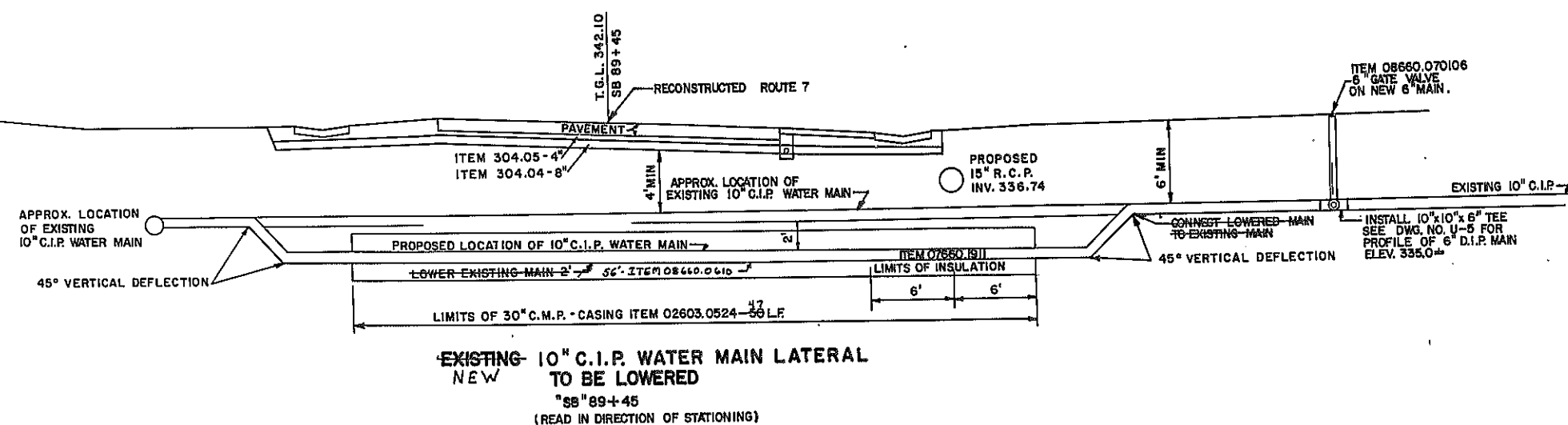
DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
DESIGNED BY _____
IN CHARGE OF _____

HC 47-2 (5/76)

REC 47-2 (5/76)

| DESIGNED BY | CHECKED BY | ESTIMATED BY | CHECKED BY | DRAFTED BY | CHECKED BY | DATE |
|--------------|------------|--------------|------------|------------|------------|------|
| IN CHARGE OF | | | | | | |

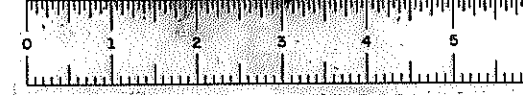
W&B T-111



WATER MAIN CASING SECTIONS

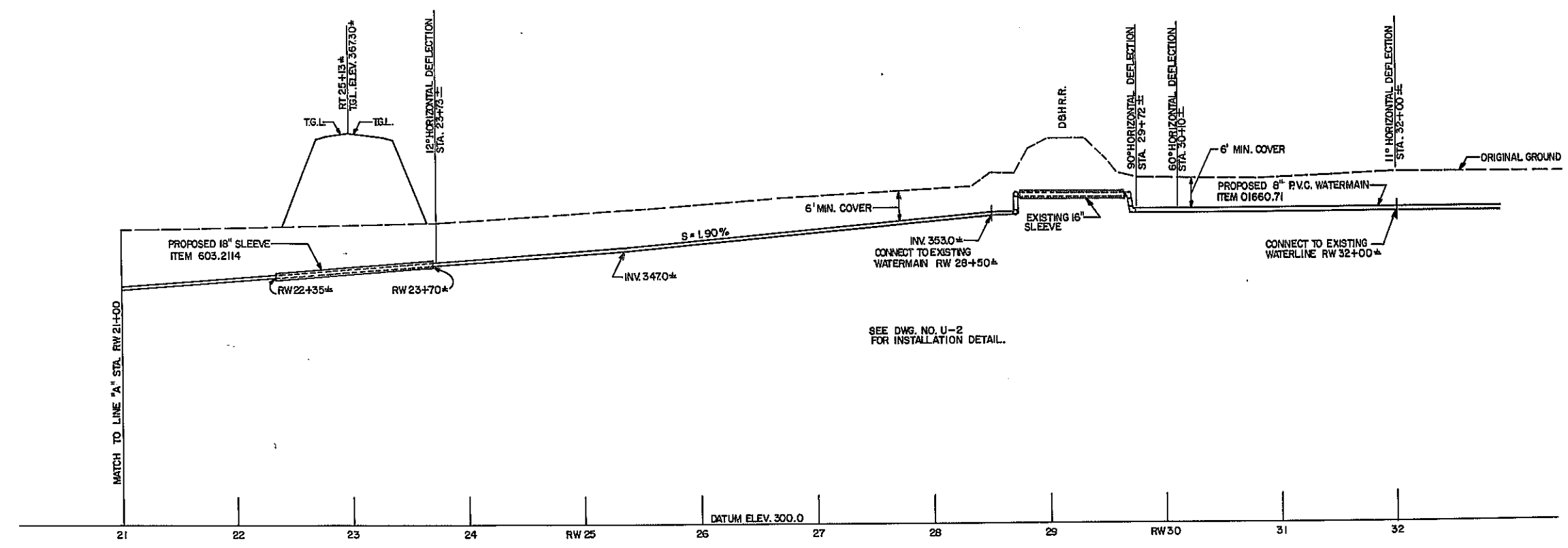
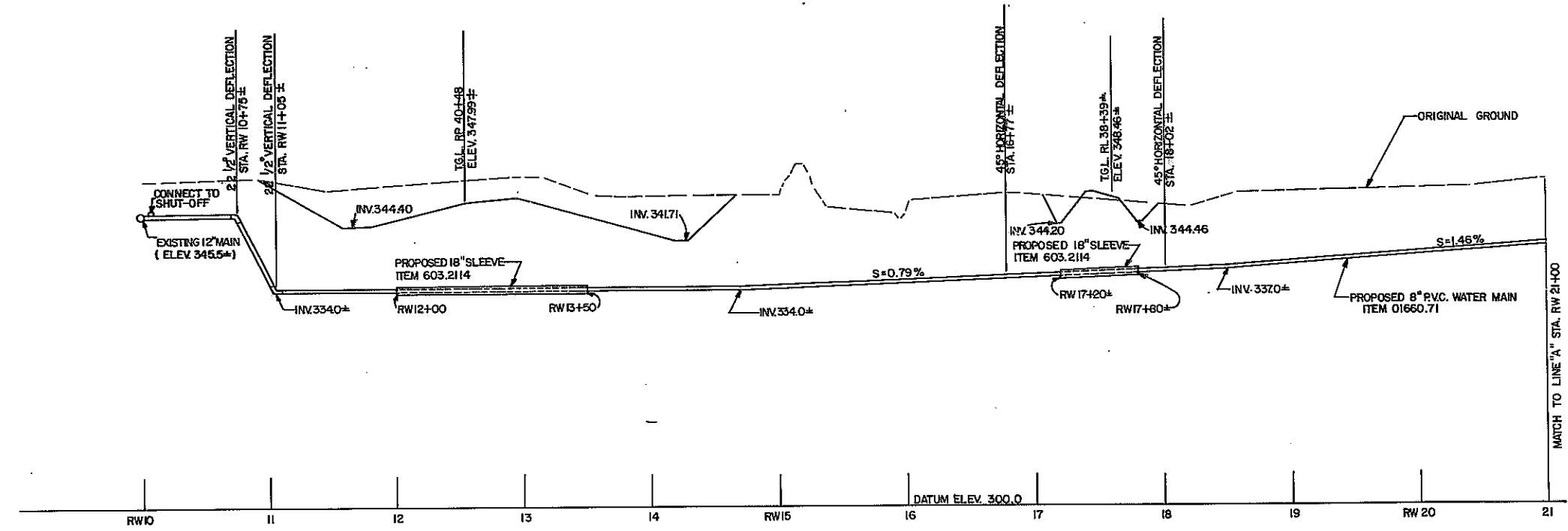
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| | | | |
|-------------|---------|------|--------|
| DRAWING No. | SCALE | DATE | REGION |
| U-7 | 1" = 5' | 7/79 | |



D96243

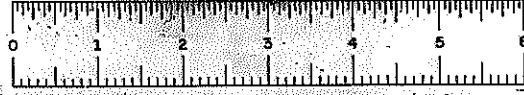
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 69 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



RELOCATED 8" P.V.C. WATERLINE
OLD DUANESBURG RD. TO EDGECOMB STEEL

| | | | |
|--|--|--------------|----------|
| RELOCATED 8" P.V.C. WATER MAIN OLD DUANESBURG RD. TO EDGECOMB STEEL | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. U-8 | SCALE HORIZ. 1" = 50' VERT. 1" = 10' | DATE 6/79 | REGION 1 |

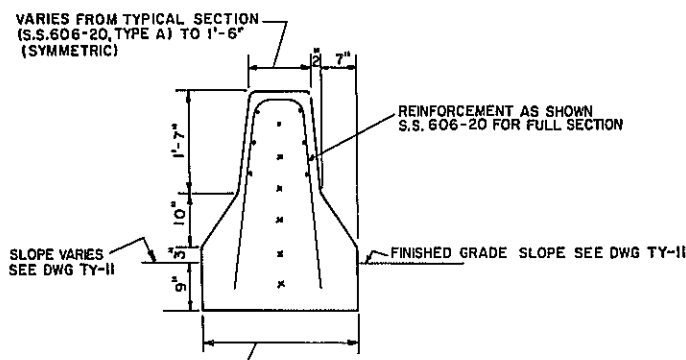
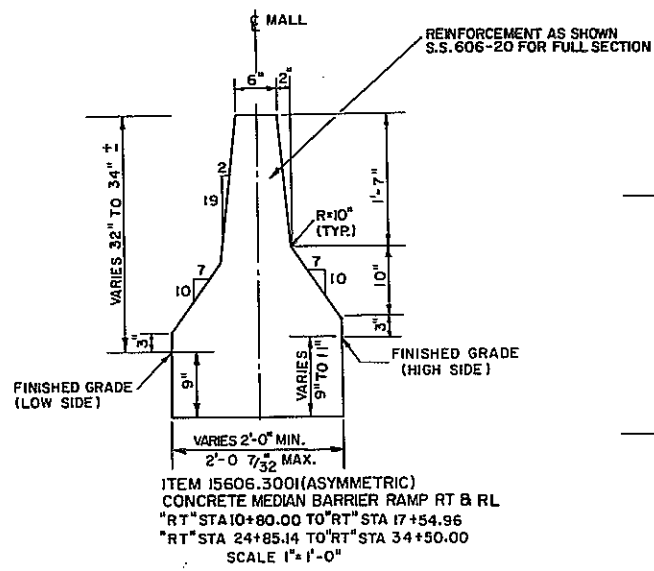
DESIGNED BY _____
IN CHARGE OF _____
CHECKED BY _____
ESTIMATED BY _____
DRAFTED BY _____
CHECKED BY _____
DATE _____



D96243

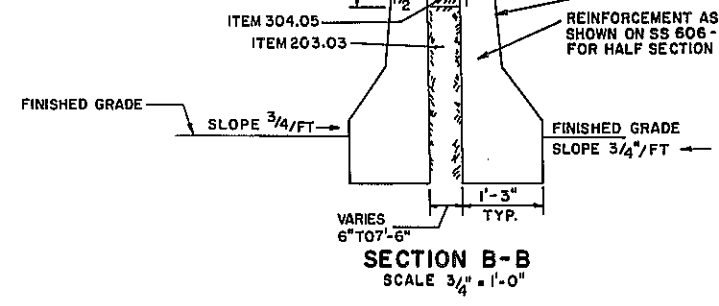
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 70 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____

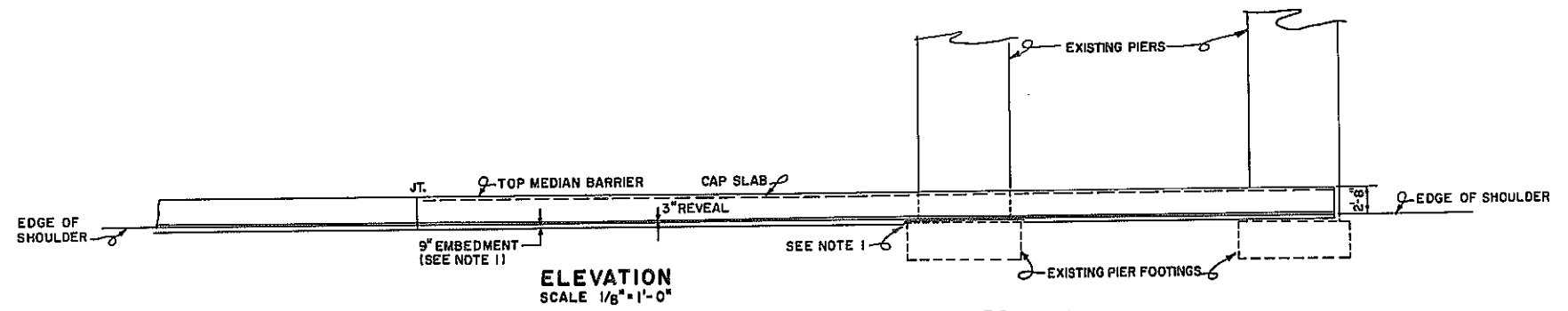
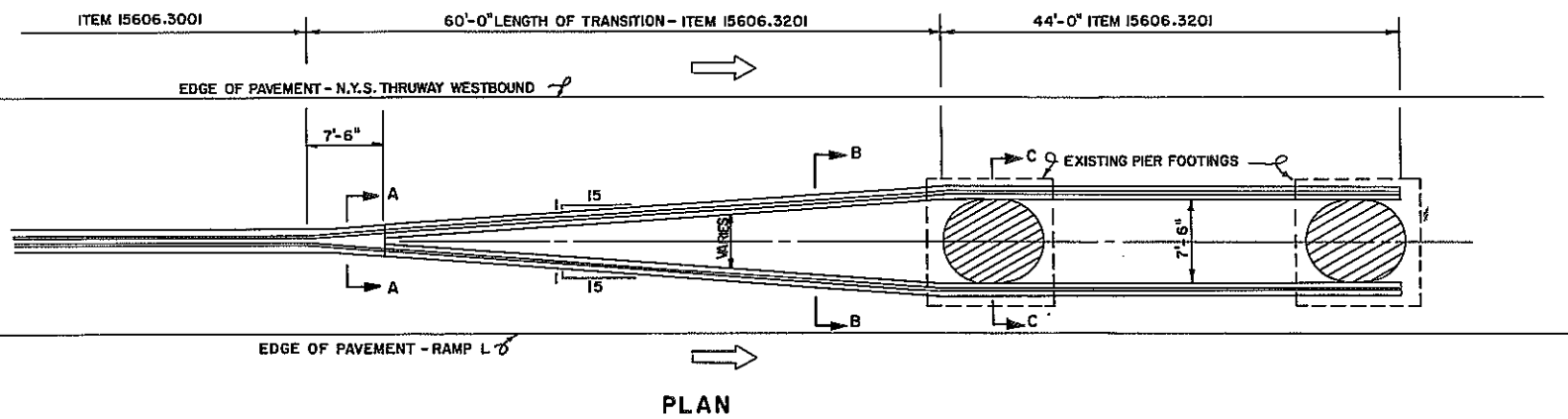


SECTION A-A
SCALE 3/4" = 1'-0"

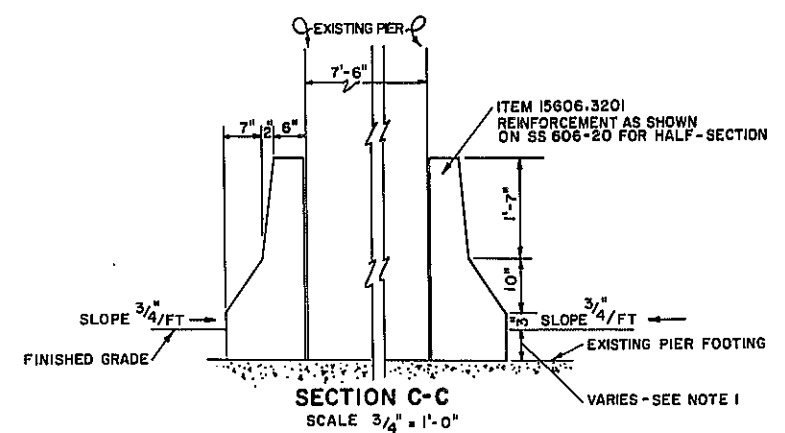
CALK JOINT WITH CALKING COMPOUND CONFORMING TO REQUIREMENTS OF 705.06 PAYMENT UNDER ITEM 15606.3201



SECTION B-B
SCALE 3/4" = 1'-0"



CONCRETE MEDIAN BARRIER TRANSITION AT D.&H.R.R. BRIDGE PIERS - RAMP L



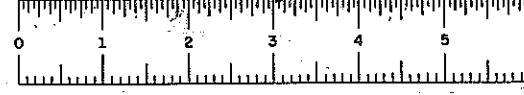
SECTION C-C
SCALE 3/4" = 1'-0"

- NOTES:
1. ELEVATION OF EXISTING PIER FOOTING ON RAMP 'L' ALLOWS LESS THAN 9" EMBEDMENT OF CONCRETE MEDIAN BARRIER, ACTUAL EMBEDMENT VARIES ALONG FOOTING.
 2. CONCRETE MEDIAN BARRIER TRANSITION SHALL BE PAID FOR UNDER ITEM 15606.3201
 3. CAP SLAB SHALL BE POURED AFTER ITEM 304.05 BACKFILL HAS BEEN PROPERLY PLACED & COMPACTED AS SIDEWALK TYPE CONSTRUCTION. ROUND TOP CORNERS OF CAP SLAB TO 1" AND CAULK JOINTS WITH COMPOUND CONFORMING TO SECTION 705.06

CONCRETE MEDIAN BARRIER AND PIER PROTECTION DETAILS

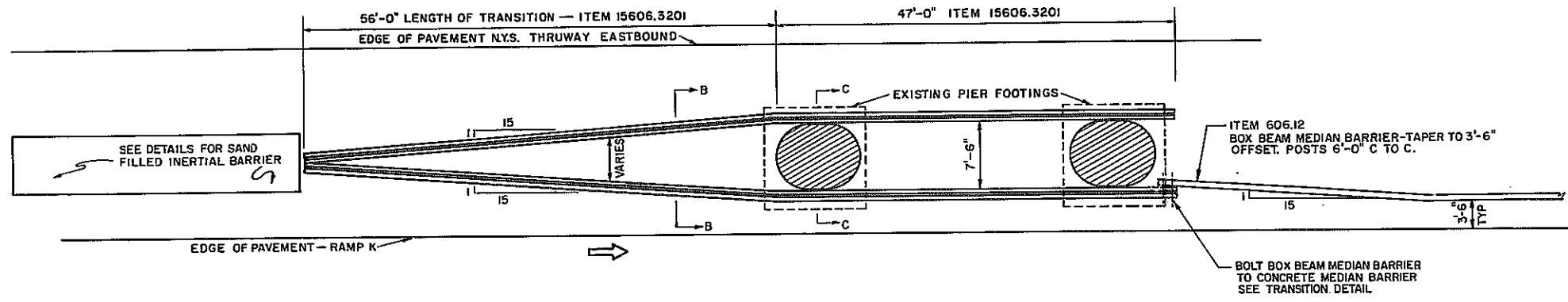
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DRAWING No. | SCALE | DATE | REGION |
|-------------|----------|------|----------|
| CB-1 | AS SHOWN | 4/79 | REGION 1 |



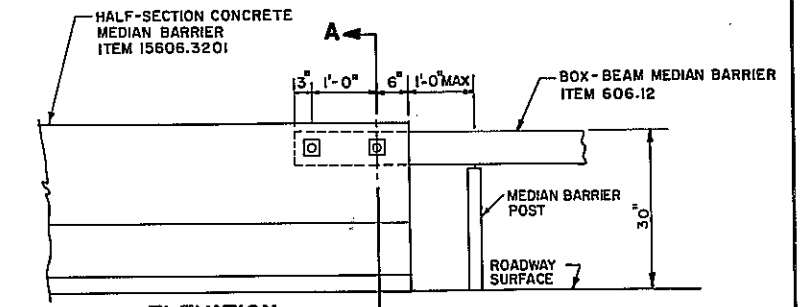
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | I-88-2(10) | 71 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

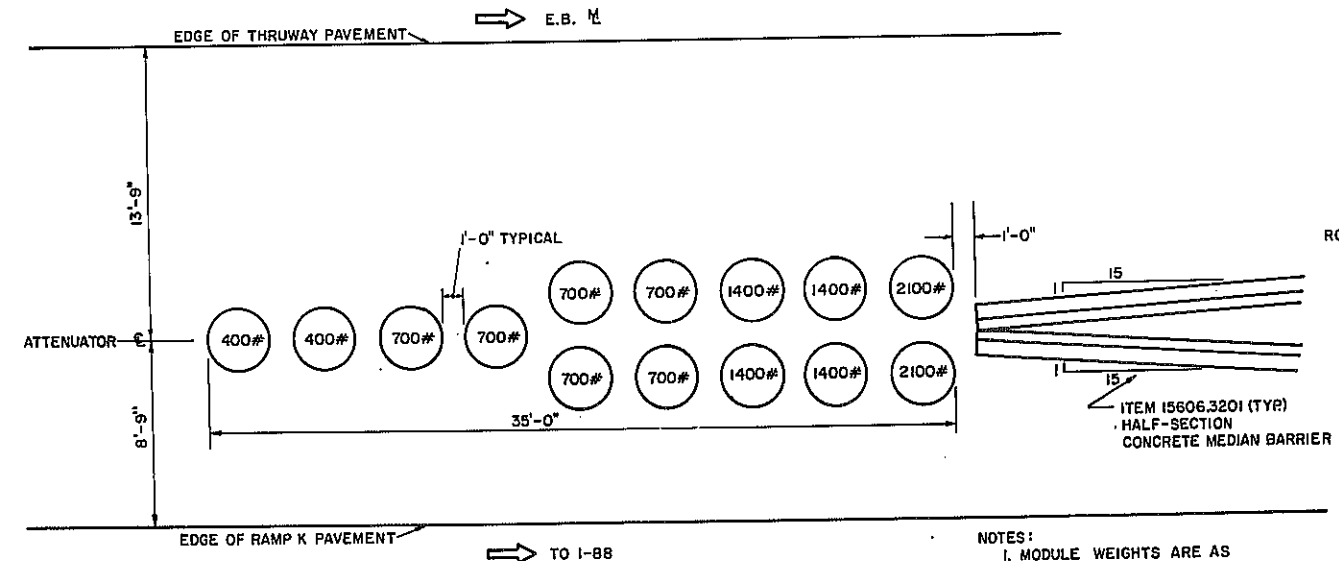


PLAN
CONCRETE MEDIAN BARRIER TRANSITION AT D. & H.R.R. BRIDGE PIERS - RAMP K
SCALE 1/8" = 1'-0"

- NOTE:
1. FOR SECTIONS B-B AND C-C SEE DETAIL AT RAMP L - DWG. CB-1.
 2. ELEVATION SIMILAR TO RAMP L.
 3. CAP SLAB SHALL BE POURED AFTER ITEM 304.05 BACKFILL HAS BEEN PROPERLY PLACED & COMPACTED AS SIDEWALK CONSTRUCTION. ROUND TOP CORNERS OF CAP SLAB TO 1" & CALK JOINTS WITH COMPOUND CONFORMING TO SECTION 705.06

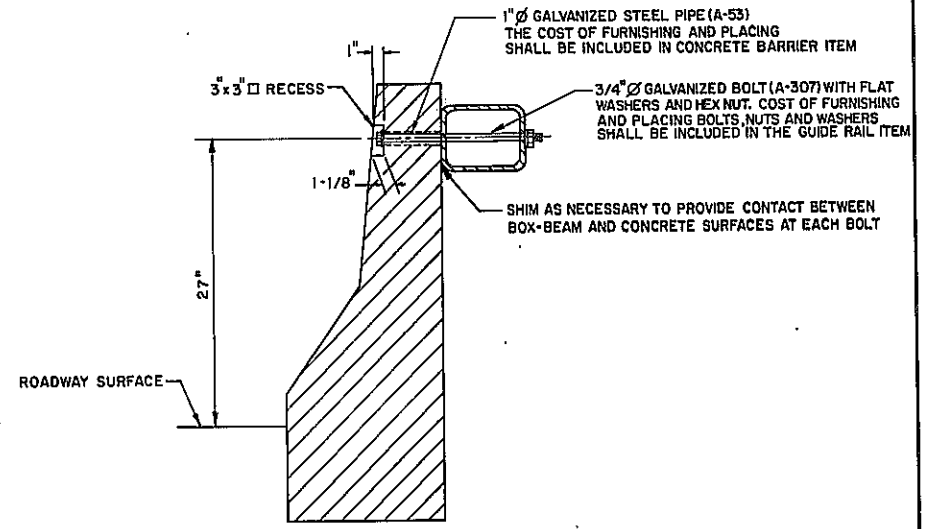


ELEVATION
SCALE: 3/4" = 1'-0"
TRANSITION DETAIL
CONCRETE MEDIAN BARRIER TO BOX-BEAM MEDIAN BARRIER



DETAILS OF SAND FILLED INERTIAL BARRIER
RAMP K AT D. & H.R.R. BRIDGE
SCALE: 1/4" = 1'-0"

- NOTES:
1. MODULE WEIGHTS ARE AS SHOWN
 2. ITEM NUMBERS ARE:
400# MODULE 15654.110201
700# MODULE 15654.1202
1400# MODULE 15654.1302
2100# MODULE 15654.1402

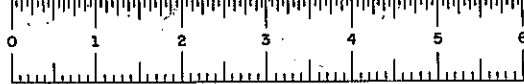


SECTION A-A
SCALE: 1-1/2" = 1'-0"
TRANSITION DETAIL

| CONCRETE MEDIAN BARRIER PIER PROTECTION DETAILS | | | |
|--|-------------------|--------------|--------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. CB-2 | SCALE AS SHOWN | DATE 4/79 | REGION |

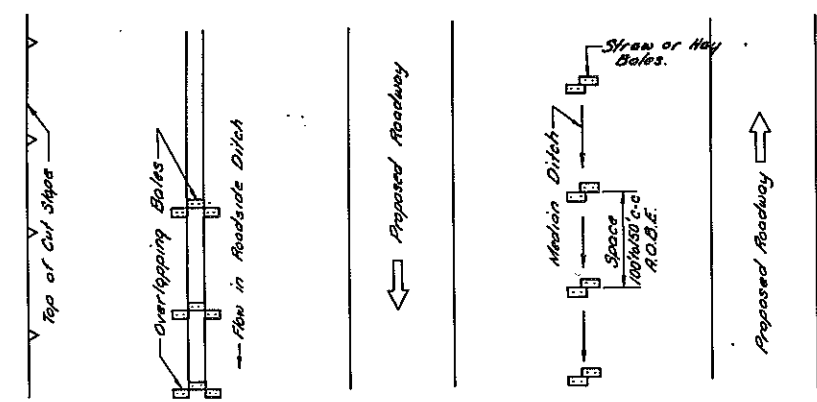
DATE _____ CHECKED BY _____ DRAFTED BY _____ ESTIMATED BY _____ CHECKED BY _____ DESIGNED BY _____ IN CHARGE OF _____

SE 47-2 (5/75)

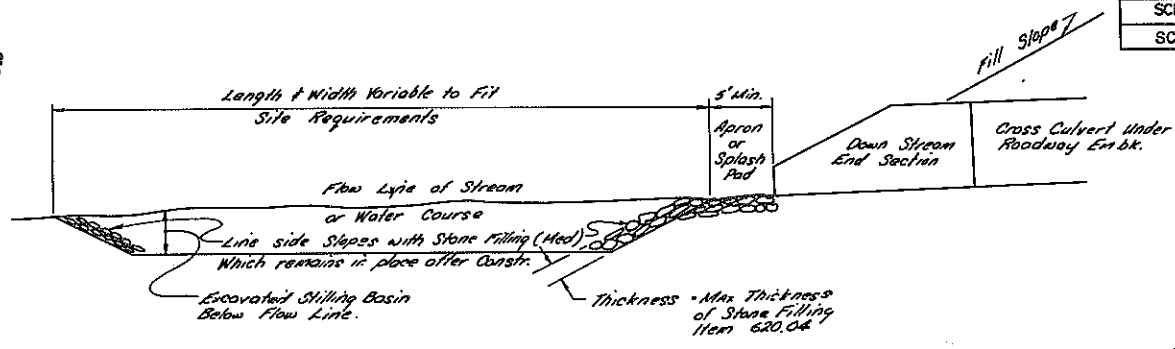
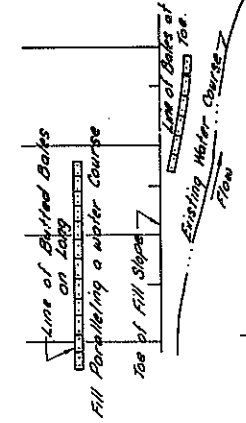


D96243

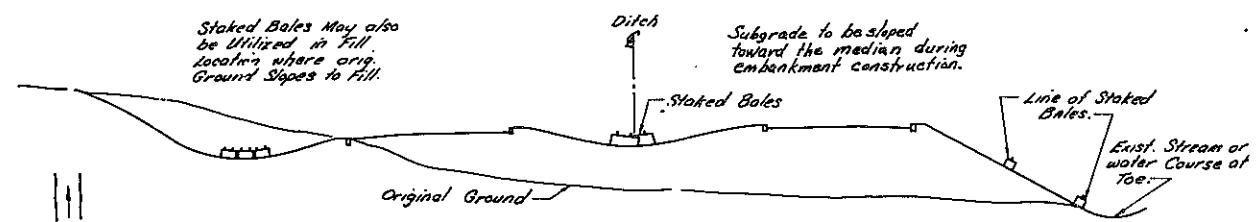
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 72 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



PLAN

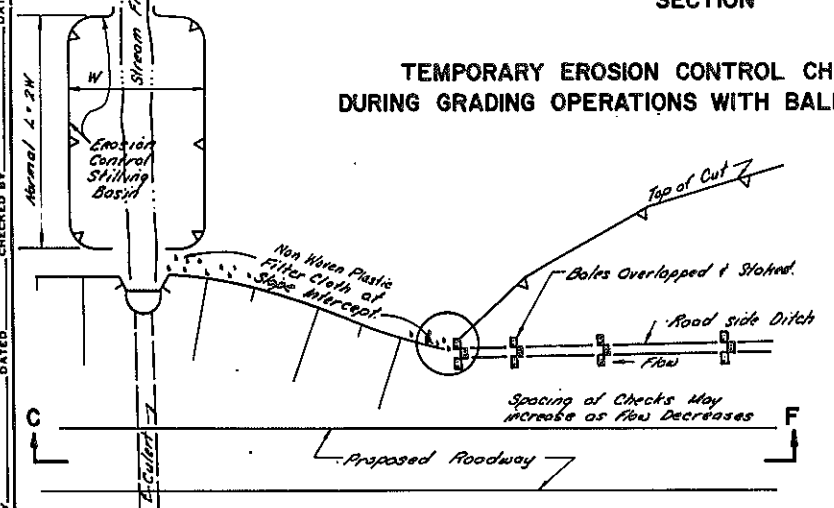


EROSION CONTROL STILLING BASIN

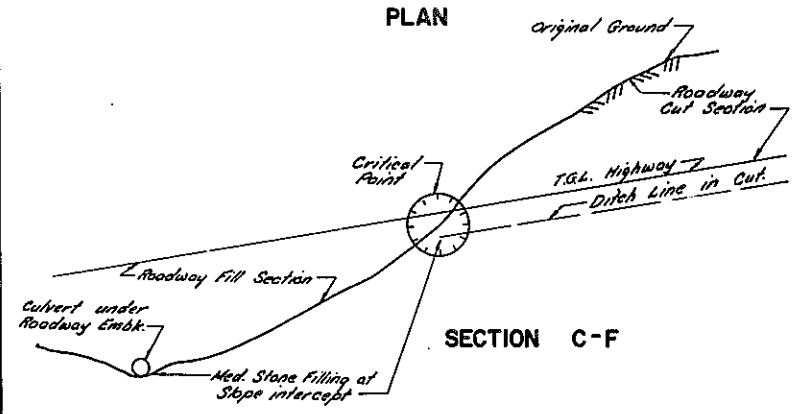


SECTION

TEMPORARY EROSION CONTROL CHECKS DURING GRADING OPERATIONS WITH BALED HAY OR STRAW

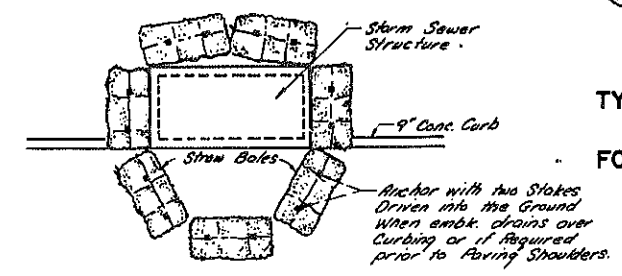


PLAN

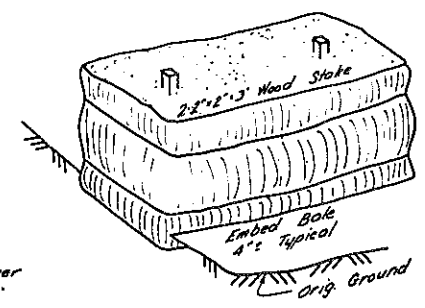


SECTION C-F

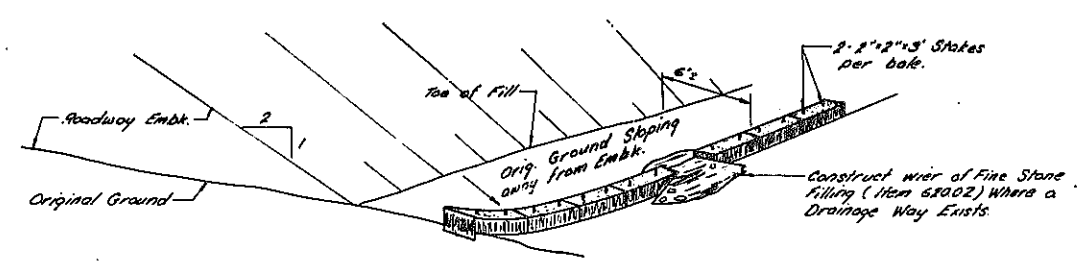
EROSION CONTROL AT CUT TO FILL SLOPE TRANSITION



TEMPORARY CHECK AT STORM SEWER INLETS

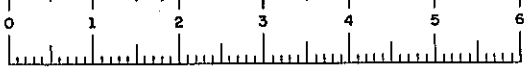


TYPICAL BALE OF HAY OR STRAW FOR EROSION CHECK



BUTTED BALES AT TOE OF FILL

| | | | | |
|---|----------|-------|--------|----------------|
| TYPICAL EROSION CONTROL MEASURES IN ACCORDANCE WITH ITEM 209.01 | | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | |
| DRAWING NO. | SCALE | DATE | REGION | |
| PC-1 | AS SHOWN | 11/76 | I | HC 476 (10/74) |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 73 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |

GENERAL NOTES FOR SOIL EROSION & POLLUTION ABATEMENT

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT THROUGHOUT THE DURATION OF THIS CONTRACT IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT THE WATERS OF THE HORMANSKILL CREEK AND ITS TRIBUTARIES FROM WATER BORNE SEDIMENT OR POLLUTANTS ORIGINATING FROM ANY WORK DONE ON, OR IN SUPPORT OF THIS PROJECT.

IN ORDER TO ACCOMPLISH THIS THE CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF SECTION 209 OF THE N.Y.S.D.O.T. STANDARD SPECIFICATIONS AND PERFORM THE FOLLOWING WORK:

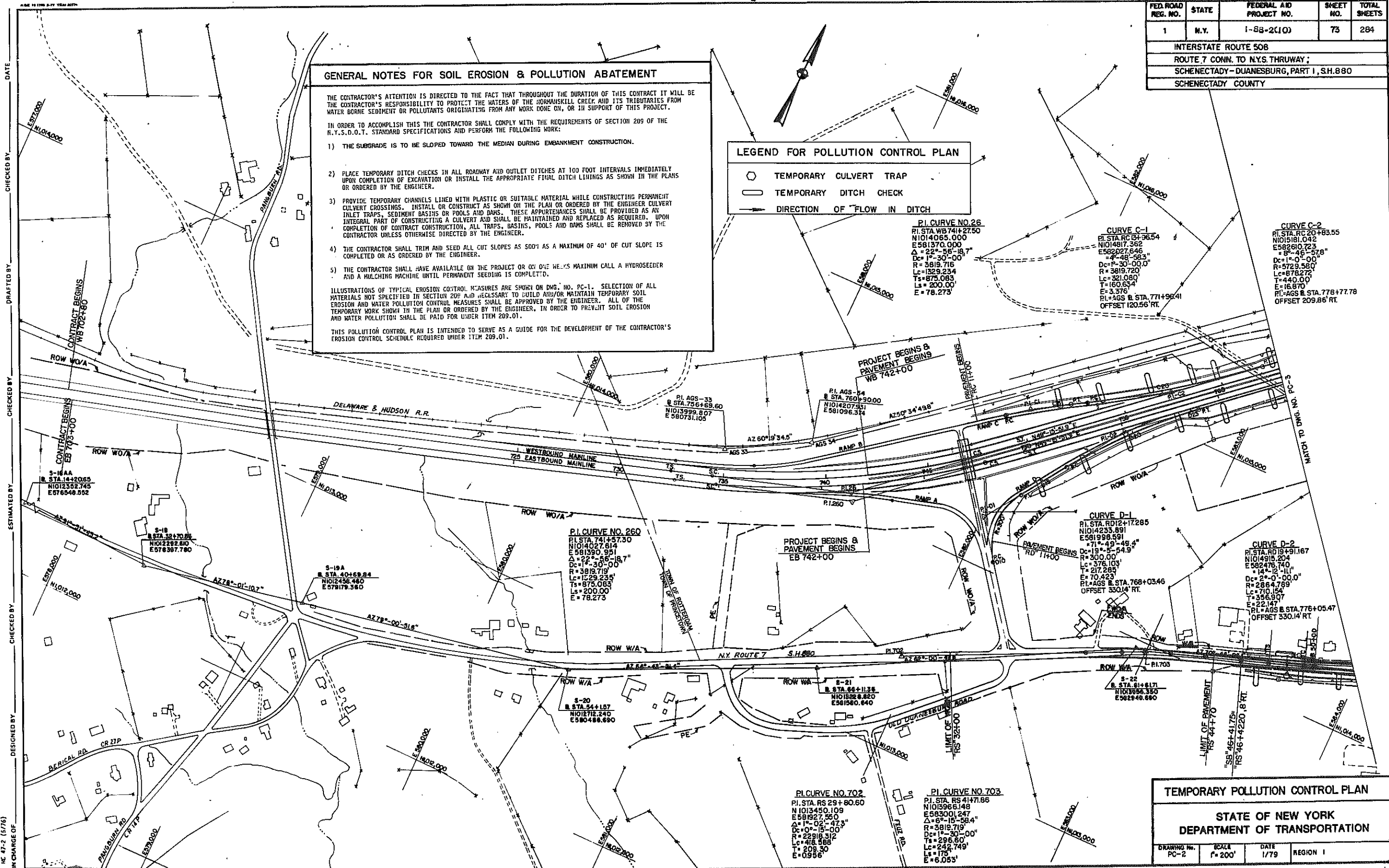
- 1) THE SUBGRADE IS TO BE SLOPED TOWARD THE MEDIAN DURING EMBANKMENT CONSTRUCTION.
- 2) PLACE TEMPORARY DITCH CHECKS IN ALL ROADWAY AND OUTLET DITCHES AT 100 FOOT INTERVALS IMMEDIATELY UPON COMPLETION OF EXCAVATION OR INSTALL THE APPROPRIATE FINAL DITCH LININGS AS SHOWN IN THE PLANS OR ORDERED BY THE ENGINEER.
- 3) PROVIDE TEMPORARY CHANNELS LINED WITH PLASTIC OR SUITABLE MATERIAL WHILE CONSTRUCTING PERMANENT CULVERT CROSSINGS. INSTALL OR CONSTRUCT AS SHOWN ON THE PLAN OR ORDERED BY THE ENGINEER CULVERT INLET TRAPS, SEDIMENT BASINS OR POOLS AND DAMS. THESE APPURTENANCES SHALL BE PROVIDED AS AN INTEGRAL PART OF CONSTRUCTING A CULVERT AND SHALL BE MAINTAINED AND REPLACED AS REQUIRED. UPON COMPLETION OF CONTRACT CONSTRUCTION, ALL TRAPS, BASINS, POOLS AND DAMS SHALL BE REMOVED BY THE CONTRACTOR UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- 4) THE CONTRACTOR SHALL TRIM AND SEED ALL CUT SLOPES AS SOON AS A MAXIMUM OF 40' OF CUT SLOPE IS COMPLETED OR AS ORDERED BY THE ENGINEER.
- 5) THE CONTRACTOR SHALL HAVE AVAILABLE ON THE PROJECT OR ON ONE WEEK'S MAXIMUM CALL A HYDROSEEDER AND A MULCHING MACHINE UNTIL PERMANENT SEEDING IS COMPLETED.

ILLUSTRATIONS OF TYPICAL EROSION CONTROL MEASURES ARE SHOWN ON DWG. NO. PC-1. SELECTION OF ALL MATERIALS NOT SPECIFIED IN SECTION 209 AND NECESSARY TO BUILD AND/OR MAINTAIN TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL MEASURES SHALL BE APPROVED BY THE ENGINEER. ALL OF THE TEMPORARY WORK SHOWN IN THE PLAN OR ORDERED BY THE ENGINEER, IN ORDER TO PREVENT SOIL EROSION AND WATER POLLUTION SHALL BE PAID FOR UNDER ITEM 209.01.

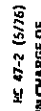
THIS POLLUTION CONTROL PLAN IS INTENDED TO SERVE AS A GUIDE FOR THE DEVELOPMENT OF THE CONTRACTOR'S EROSION CONTROL SCHEDULE REQUIRED UNDER ITEM 209.01.

LEGEND FOR POLLUTION CONTROL PLAN

- TEMPORARY CULVERT TRAP
- TEMPORARY DITCH CHECK
- DIRECTION OF FLOW IN DITCH



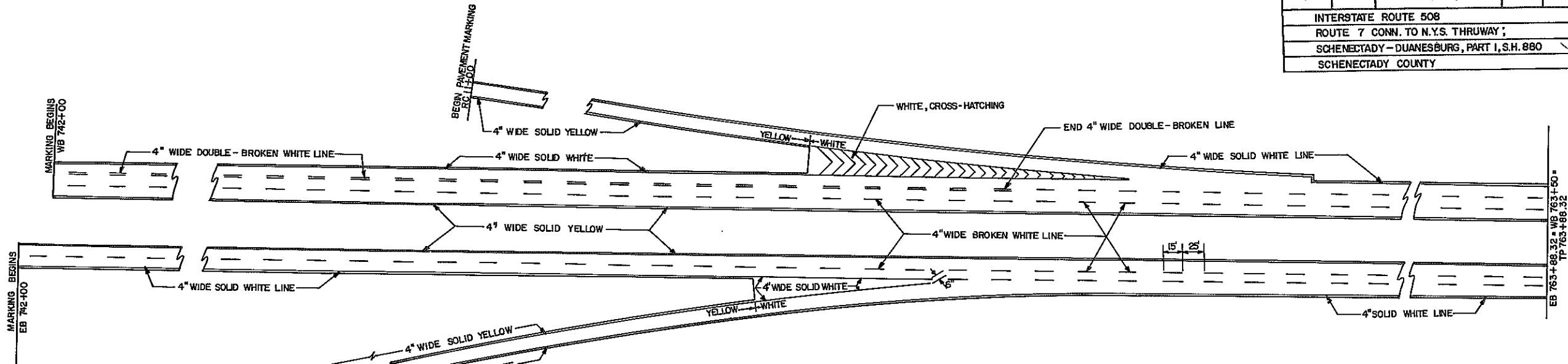
| | | | |
|---|--------------------|--------------|----------|
| TEMPORARY POLLUTION CONTROL PLAN | | | |
| STATE OF NEW YORK - DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. PC-3 | SCALE 1" = 200' | DATE 1/79 | REGION I |



DATE _____ CHECKED BY _____ DRAFTED BY _____ CHECKED BY _____ ESTIMATED BY _____ CHECKED BY _____ DESIGNED BY _____ IN CHARGE OF _____

D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 7521 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

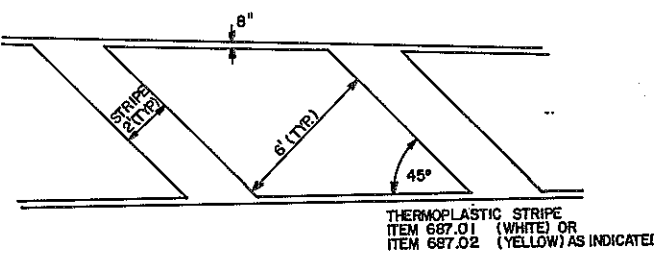


NOTE: ALL MARKINGS BETWEEN STA. EB 742+00 (WB 742+00) AND TP 763+88.32 TO BE EITHER ITEM 18688.01 (WHITE) OR ITEM 18688.02 (YELLOW) AS INDICATED. WERE DONE BY STATE FORCES.

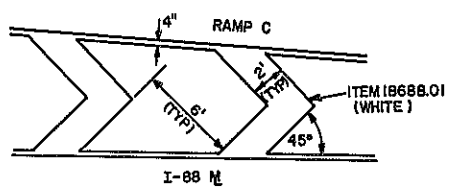
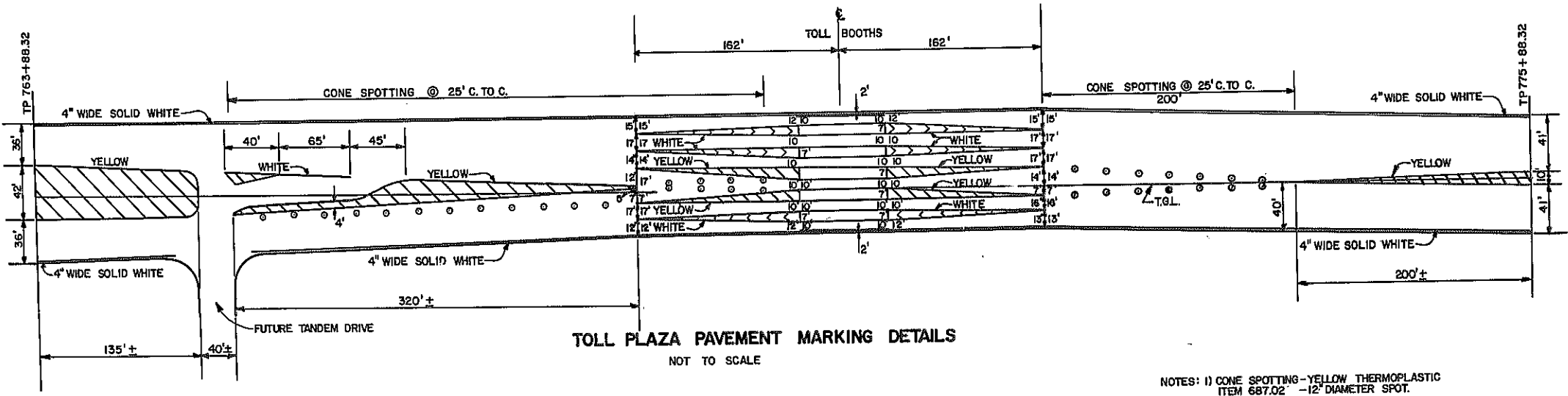
I-88 MAINLINE PAVEMENT MARKING DETAILS

SCALE: 1" = 50'

| PAYMENT ITEMS | |
|---------------|---|
| ITEM | DESCRIPTION |
| 687.01 | WHITE THERMOPLASTIC REFLECTORIZED PAVEMENT STRIPES |
| 687.02 | YELLOW THERMOPLASTIC REFLECTORIZED PAVEMENT STRIPES |
| 18688.01 | WHITE-PREFORMED-REFLECTORIZED-PAVEMENT-STRIPES |
| 18688.02 | YELLOW-PREFORMED-REFLECTORIZED-PAVEMENT-STRIPES |
| 18635.01 | CLEANING & PRER OF PAVEMENT SURFACE -- LINES |



TYPICAL-CROSS HATCH DETAILS-TOLL PLAZA
(NOT TO SCALE)



CROSS-HATCH DETAILS
RAMP C & I-88 GORE
(NOT TO SCALE)

NOTES: 1) CONE SPOTTING-YELLOW THERMOPLASTIC ITEM 687.02 - 12" DIAMETER SPOT.
2) ALL MARKINGS BETWEEN STA. TP 763+88.32 AND TP 775+88.32 TO BE EITHER ITEM 687.01 OR ITEM 687.02 AS INDICATED.
3) ITEM 18635.01 TO BE USED ON ALL PORTLAND CEMENT CONCRETE PAVEMENT PRIOR TO APPLICATION OF STRIPING.

REVISIONS

| PAVEMENT MARKING DETAILS | | | |
|---|-------------------|--------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. PM-1 | SCALE AS SHOWN | DATE 7/79 | REGION I |

DATE _____ CHECKED BY _____ DRAFTED BY _____ CHECKED BY _____ ESTIMATED BY _____ CHECKED BY _____ DESIGNED BY _____ IN CHARGE OF _____

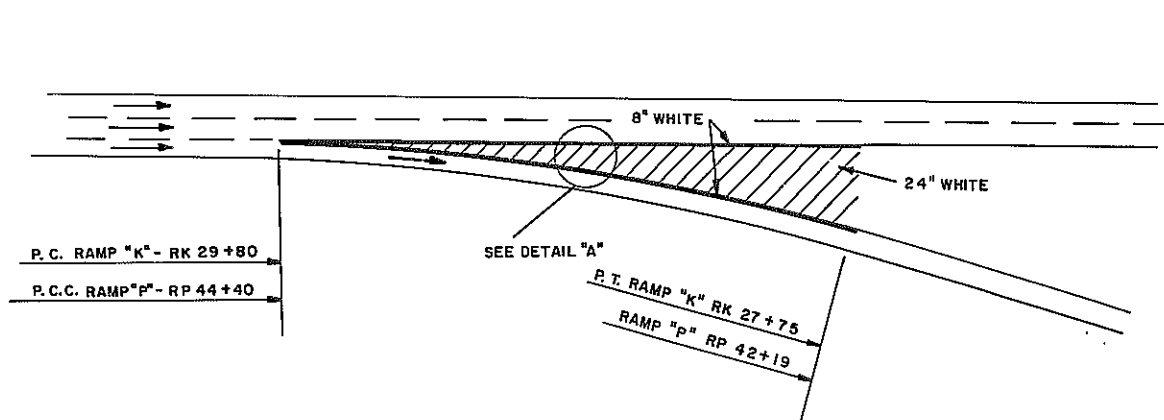
RE 47-2 (5/76)



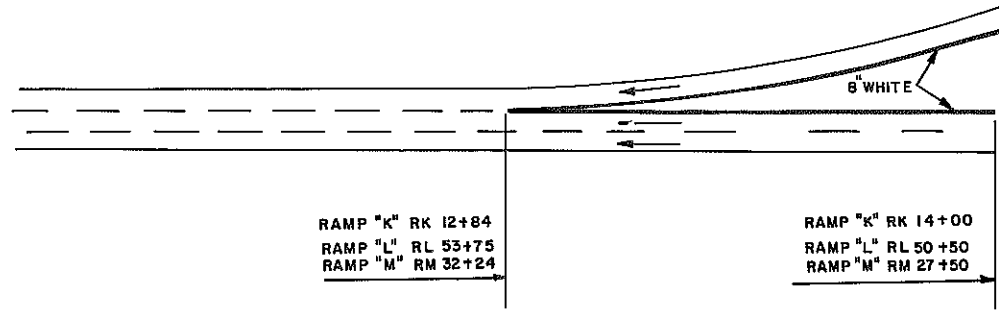
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 7641 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

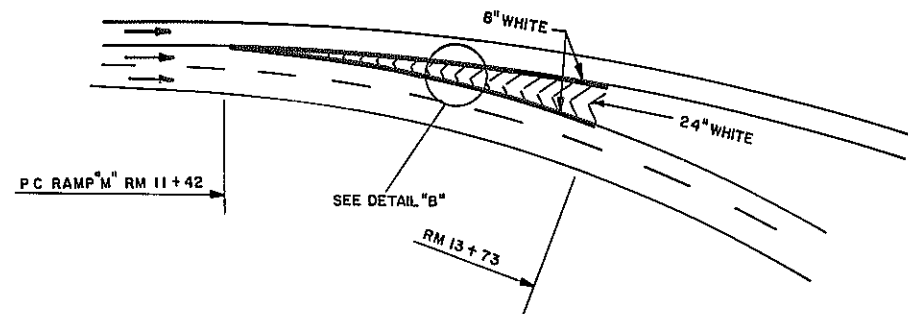
- NOTES:
- ALL GORE STRIPING TO BE ITEM 687.01 - N.A.
 - SEE DETAIL "C" FOR LOCATION OF PAVEMENT MARKINGS AT EDGE OF RAMP PAVEMENT
 - CONVENTIONAL EDGE STRIPING AND LANE MARKINGS ALONG RAMPS "RT", "K", "L", "M" AND "P" AND ALONG THE THRUWAY MAINLINE TO BE DONE BY OTHERS. THIS ITEM INCLUDES ONLY THE 8" WIDE EDGE STRIPING AND CROSS-HATCHING WITHIN LIMITS INDICATED
 - ITEM 18635.01 TO BE USED ALONG PORTLAND CEMENT CONCRETE SECTION OF GORES FOR RAMPS M AND K AT RAMP RT. N.A.
 - ALL STRIPING AND MARKINGS EAST OF STA. TP 775+88.32 WERE DONE BY THRUWAY FORCES.



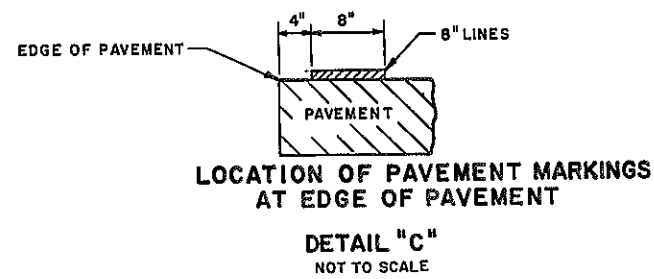
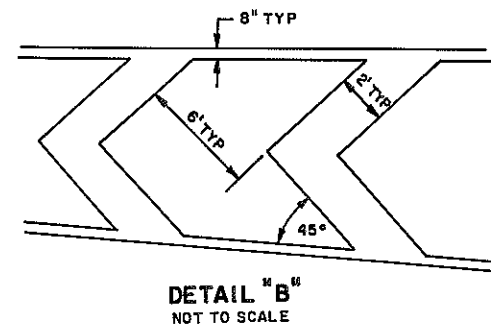
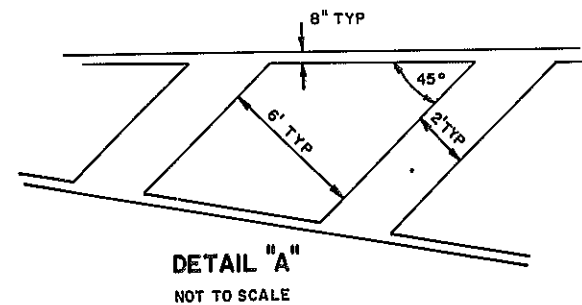
DIVERGING RAMPS AT THRUWAY MAINLINE



MERGING RAMPS AT THRUWAY MAINLINE AND RAMP "RT"

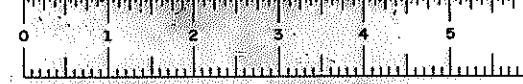


DIVERGING RAMP AT RAMP "RT"



| PAYMENT ITEMS | |
|---------------|---|
| ITEM | DESCRIPTION |
| 687.01 | WHITE THERMOPLASTIC REFLECTIVE PAVEMENT STRIPES |
| 18635.01 | CLEANING & PREP OF PAVEMENT SURFACE - LINES |

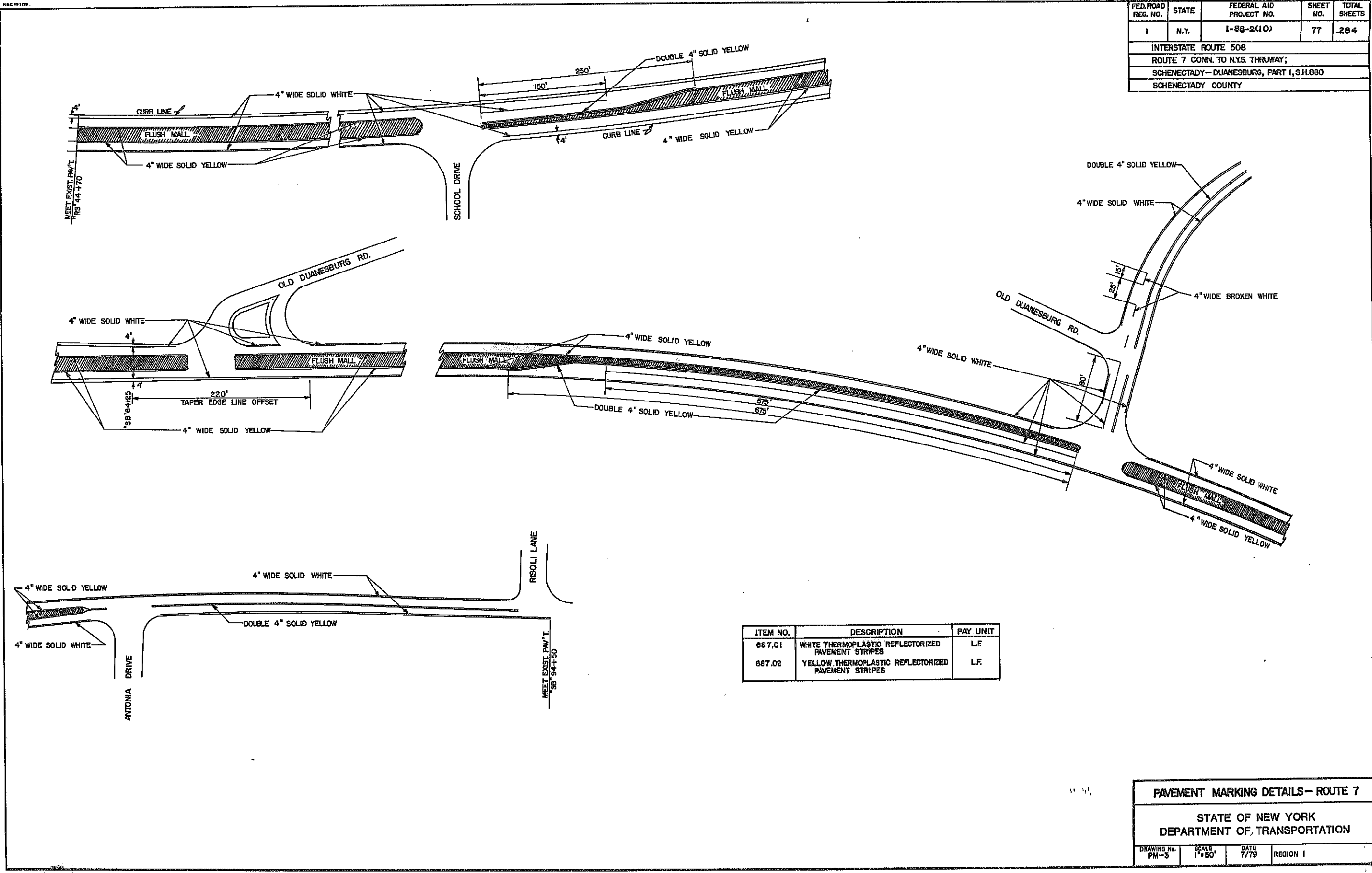
| REVISIONS | |
|---|---------------|
| PAVEMENT MARKING DETAILS - GORES | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | |
| DRAWING NO. PM - 2 | SCALE NONE |
| DATE 7 / 79 | REGION 1 |



D96243

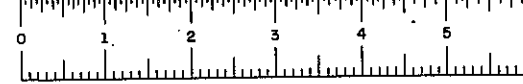
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | I-88-2(10) | 77 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO NYS. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

DESIGNED BY _____ IN CHARGE OF _____
CHECKED BY _____ ESTIMATED BY _____
DRAFTED BY _____
CHECKED BY _____
DATE _____



| ITEM NO. | DESCRIPTION | PAY UNIT |
|----------|---|----------|
| 687.01 | WHITE THERMOPLASTIC REFLECTORIZED PAVEMENT STRIPES | L.F. |
| 687.02 | YELLOW THERMOPLASTIC REFLECTORIZED PAVEMENT STRIPES | L.F. |

| | | | |
|---|-----------------|--------------|----------|
| PAVEMENT MARKING DETAILS- ROUTE 7 | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. PM-3 | SCALE 1"=60' | DATE 7/79 | REGION I |



D96243

SCHEDULE A

LOCATION AND QUANTITY OF PAYMENT ITEMS

| STATION TO STATION | SIDE | ITEM | QUANTITY | REMARKS |
|---|------|----------|------------------|--|
| CLLARING&GRUBBING SB 45+00 TO SE 95+00 INCLUSIVE T-88 M.L., EB742+00 TO 763+88.32 | L&R | 201.0601 | L.S.NEC. | ALL AREAS WITHIN THE LIMITS OF WORK WHERE VEGETATION STUMPS, TREES (OTHER THAN THOSE TREES SPECIFIED UNDER ITEM 614.03) TREE REMOVAL AND OTHER OBJECTS OR DEBRIS IN CONFLICT WITH PRO- POSED WORK AREAS AND A.O.B.E. |
| N.Y.S. THRUWAY TOLL PLAZA RAMPS RC, RD, RK, RL, RM, RP, RT | L&R | | | NECESSARY CLEARING & GRUBBING OF EASEMENT AREAS SHALL BE PAID UNDER ITEM 201.0601 |
| APPLYING SOIL CONDITIONERS SEE STATIONS FOR 610.02 SPECIAL NOTE SEEDING | L&R | 610.01 | 564 TONS | ALL AREAS SPECIFIED TO RECEIVE THE CROWN- VETCH SEED MIXTURE AND A.O.B.E. |
| FOR LIMITS SEE ITEM 201.0601 | L&R | 610.02 | 5787 42 AC. | ALL DISTURBED AREAS WITHIN THE LIMITS OF WORK A.O.B.E. |
| TP 769+00 - 775+68 RT 15+00 TO 21+50 RT 23+50 TO 29+00 RT 32+00 TO 34+50 RM 10+00 TO 22+50 RL 34+51 TO 61+00 RP 34+50 TO 51+00 RK 20+00 TO 24+00 | L&R | | | CROWN VETCH SEED MIX- TURE SPECIFIED IN SCH. "D" SHALL BE SUB- STITUTED FOR THE NORMAL SEED MIXTURE ON ALL SLOPES 1 ON 3 OR GREATER WITHIN THESE AREAS, A.O.B.E. |
| PLANTING | L&R | 611 | 191 EA. | AS SHOWN ON THE PLANS AND A.O.B.E. |
| TOPSOIL | L&R | 613.0101 | 10553 5668 | AS SHOWN ON THE PLANS AND A.O.B.E. |
| SELECTIVE THINNING | L&R | 614.02 | 6.5 AC | AS INDICATED BY STA. FROM THE FACE OF THE ROADS AND A.O.B.E. |
| STA. 760 TO 768- RT 23+50 TO 24+51 RL 34+50 TO 43+10 | L&R | 615.03 | 438 3 MGAL. | ALL TREES, SHRUBS AND SOD. A.O.B.E. |
| * SODDING | L&R | 612.01 | 145.8 434 SY. | SEE TYPICAL SECTIONS AND BRIDGE PLANS |
| TREE REMOVAL | L&R | 614.03 | 42 EA. 38 | AS INDICATED BY STATION A.O.B.E. |

SCHEDULE B

DETAIL SPECIFICATIONS FOR 1978 D.O.T. STANDARD SPECIFICATIONS

| SPECIFICATION SECTION | DESCRIPTION |
|-------------------------------|--|
| 201.0601 | CLEARING AND GRUBBING AREAS: SEE SCHEDULE "A" 201.0601 BACKFILL MATERIAL FOR STUMP HOLES SHALL BE TOP- SOIL AS APPROVED FOR ITEM 613.0101. SEEDING MATERIALS AND SEEDING FOR BACKFILLED STUMP HOLES SHALL BE AS SPECIFIED FOR ITEM 610.02 SEEDING |
| -3.03A | APPLYING SOIL CONDITIONERS AREAS: SEE SCHEDULE "A" 610.01 LIMESTONE: 713-02 RATE: (1) ONE TON PER ACRE SEASON: APRIL 1 TO NOVEMBER 1 SEEDING |
| 610.01 -1.01 2.02 | AREAS: SEE SCHEDULE "A" 610.02 AND SPECIAL NOTE SCHEDULE "A" 610.02 SEEDS: 713-04 SEE SCHEDULE "D" AND SPECIAL NOTE SCHEDULE "D" FERTILIZER: 713-03 TYPE NO. 3 (10-6-4) MULCH: 713-19 STRAW MULCH ANCHORAGE: CHEMICAL MULCH BINDER AS APPROVED BY THE REGIONAL LANDSCAPE ARCHITECT SEASON: APRIL 1 TO JUNE 15 AND AUGUST 15 TO OCTOBER 1 UNLESS OTHERWISE APPROVED BY THE REGIONAL LANDSCAPE ARCHITECT |
| 610.02 -1.02 | RATE OF SEED: 70 LBS. P.L.S. PER ACRE, SEE SPECIAL NOTE: SCHEDULE "D" AND SCHEDULE "A" FOR AREAS WITH A RATE OF SEED OF 60 LBS. P.L.S. PER ACRE |
| -2.02 | RATE OF FERTILIZER: 80 LBS. OF NITROGEN PER ACRE RATE OF MULCH: 2 TO 3 TONS PER ACRE TO COVER GROUND TO THE SATISFACTION OF THE L.L.C. RATE OF MULCH ANCHORAGE: CHEMICAL MULCH BINDERS AT THE MANUFACTURER'S RECOMMENDED RATES |
| 3.02A | PLANTING LOCATIONS: SEE SCHEDULE "A" 611. P.L.S.: 713-06 SEE SCHEDULE "C" PLANTING MATERIALS: TOPSOIL: 713-01 FERTILIZER: 713-03 TYPE NO. 3 (10-6-4) AND TYPE NO. 8 BONE MEAL OR APPROVED SUBSTITUTE ORGANIC: 713-18 HUMUS OR PLAT MULCH: 713-05 WOODCHIPS, SEE SPECIAL NOTE SCHEDULE "D" WRAPPING: 713-08 PAPER WATER: 712-01 |
| -3.02C | PLANTING SEASON: (UNLESS OTHERWISE APPROVED BY THE REGIONAL LANDSCAPE ARCHITECT) SPRING: APRIL 1 TO MAY 20 FALL: DECIDUOUS OCT. 1 TO NOV. 15 |
| -3.02D | 713-03 TYPE NO. 3 (10-6-4) SHALL BE SPREAD OVER THE AREA OF THE PLANT PIT AFTER PLANTING AT THE RATE OF 1 LBS. PER S.Y. OF PLANT PIT AREA 713-03 TYPE NO. 8 (BONE MEAL) SHALL BE MIXED WITH THE PLANTING SOIL AT THE RATE OF 5 LBS. PER C.Y. OF BACKFILL. (RATE OF SUBSTITUTE SHALL BE AP- PROVED BY THE REGIONAL LANDSCAPE ARCHITECT) DEPTH OF WOODCHIP MULCH: 3 INCHES OVER ALL TREE PITS |
| 611 -1.01 2.01 -2.02 | ALL PLANTS SHALL BE WATERED AT DEEPLY INTER- VALS FROM APRIL 1 TO OCT. 1 AT THE RATE SPECI- FIED UNDER ITEM 615.03 WATERING PLANTS AND SOD, UNLESS OTHERWISE DIRECTED. |
| 611.01 | TOPSOIL AREAS: SEE SCHEDULE "A" 613.0101 TOPSOIL THICKNESS: 3 INCHES SELECTIVE THINNING |
| -1.02 | AREAS: SEE SCHEDULE "A" 614.02 MATERIALS: FORDON 104R OR APPROVED EQUAL, PLUS AN APPROVED PVE |
| 614.03 | TREE REMOVAL LOCATIONS AND SIZES SEE SCHEDULE "A" 614.03. SCHEDULE "C" AND A.O.B.E. |
| 1.03 | NOTE: BACKFILL MATERIAL FOR STUMP HOLES SHALL BE TOPSOIL AS APPROVED FOR ITEM 613.0101. SEED- ING MATERIALS AND SEEDING FOR BACKFILLED STUMP HOLES SHALL BE SPECIFIED FOR ITEM 610.02 SEEDING |
| 3.03A | |

SCHEDULE C

DETAIL SPECIFICATIONS FOR PLANTS

| PLANT ITEM NUMBER | QUANTITY | GENUS & SPECIES | SYMBOL | COMMON NAME | SIZE | ROOTS | BALL DIA. ROOT SPD. | PIT | SOURCE | REMARKS |
|--|----------|-----------------|--------|---|-----------|-------|------------------------------|-----|--------|-----------------------------|
| MAJOR DECIDUOUS TREES | | | | | | | | | | |
| 611 0104 | 63 | 8 | | RED MAPLE | 2 1/2"-3" | 8:8 | | | NG | |
| 611 0110 | 63 | 8 | | SUGAR MAPLE | 2 1/2"-3" | 8:8 | | | NG | |
| 611 0126 | 63 | 11 | | GREEN ASH | 2 1/2"-3" | 8:8 | | | NG | |
| 611 0133 | 64 | 2 | | GLADITSIA TRIACANTHOS, SHDMSTR., SKYL. IMP., OR EQUAL | 2-3" | 8:8 | 28" | 52" | NG | SPECIMEN QUAL. |
| 611 0341 | 43 | 3 | | AUSTRIAN PINE | 4'-5' | 8:8 | | | NG | |
| 611 0341 | 63 | 29 | | AUSTRIAN PINE | 6'-7' | 8:8 | | | NG | |
| 611 0344 | 63 | 10 | | SCOTS PINE | 6'-7' | 8:8 | | | NG | |
| DECIDUOUS SHRUBS | | | | | | | | | | |
| 611 0490 | 62 | 3 | | VIBURNUM DENTATUM | 3-4" HT | 8:8 | 12" | 24" | NG | |
| 611 0496 | 62 | 2 | | VIBURNUM SIEBOLDI | 3-4" HT | 8:8 | 12" | 24" | NG | |
| 611 0540 | 31 | 4 | | AZALEA YEDOENSIS VAR. POUKHANENSIS | 18-24" | 8:8 | 10" | 20" | NG | |
| 611 0542 | 41 | 2 | | RHOODENDRON CATA- WBIENSE VAR. ROSEUM ELF GANS | 23-3" HT | 8:8 | 14" | 28" | NG | |
| 611 0551 | 31 | 19 | | TAXUS CUSPIDATA | 18-24" | 8:8 | 10" | 20" | NG | |
| 614 0334 | 11 | | | TREE REMOVAL OVER 12" TO 18" DBH | | | | | | (STUMPS COMPLETELY GRUBBED) |
| 614 0344 | 11 | | | TREE REMOVAL OVER 18" TO 24" DBH | | | | | | (STUMPS COMPLETELY GRUBBED) |
| 614 0354 | 4 | | | TREE REMOVAL OVER 24" TO 36" DBH | | | | | | (STUMPS COMPLETELY GRUBBED) |
| 614 0364 | 1 | | | TREE REMOVAL OVER 36" TO 48" DBH | | | | | | (STUMPS COMPLETELY GRUBBED) |
| 614 0384 | 1 | | | TREE REMOVAL OVER 60" TO 72" DBH | | | | | | (STUMPS COMPLETELY GRUBBED) |
| 614 0394 | 7 | | | TREE REMOVAL EXISTING STUMPS | | | | | | (STUMPS COMPLETELY GRUBBED) |
| - SCHEDULE "B" CONTINUED - | | | | | | | | | | |
| 615.03 | | | | WATERING PLANTS AND SOD LOCATIONS: SEE SCHEDULE "A" 615.03 PLANTS SHALL BE WATERED AS SPECIFIED IN 611-3.05 (SCHEDULE "B") AT THE RATE OF 10 GALLONS PER TREE PER WATERING AND AT THE RATE OF 5 GALLONS PER SHRUB PER WATERING, UNLESS OTHERWISE DIRECTED | | | | | | |
| * 612.01 | | | | SODDING AREAS: SEE SCHEDULE "A" 612.01 SOD: 713-14 TYPE "B" SEASON: APRIL 1 TO JUNE 15 AND AUGUST 1 TO OCTOBER 1 UNLESS OTHERWISE APPROVED BY THE REGIONAL LANDSCAPE ARCHITECT. SOD SHALL BE WATERED UNDER ITEM 615.03 A MINIMUM OF 4 WEEKS AFTER INSTALLATION A.O.B.E. * ITEM OUT OF ORDER | | | | | | |
| -1.01 | | | | SPECIAL NOTE: THE CONTRACTOR'S ATTENTION IS DIRECTED TO DRAWING NO. L-2 SHRUB BED DETAIL, FOR SCREENED GRAVEL MULCH USED IN THIS AREA. | | | | | | |
| -2.01C | | | | SPECIAL NOTE: THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE DRAWING NO. L-2, RODENT PROTECTION DETAIL, AND NOTE. RODENT PROTECTION SHALL BE PROVIDED FOR ALL MAJOR, MINOR DECIDUOUS TREES AND EVERGREEN TREES, DECIDUOUS SHRUBS AND EVERGREEN SHRUBS. THE COST OF RODENT PROTECTION SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 611. | | | | | | |
| -3.01A | | | | | | | | | | |
| -3.01H | | | | | | | | | | |
| REVIEWED AND APPROVED BY: <i>J. Scott Swanson</i> REGIONAL LANDSCAPE ARCHITECT 7/18/79 DATE | | | | | | | | | | |
| KEY TO ABBREVIATIONS BBB - BALLED AND BURLAPPED BBP - BALLED AND PLATFORMED BR - BARE ROOT C - COLLECTED FG - FIELD GROWN P - PLANTATION GROWN NG - NURSERY GROWN PO - POT GROWN (CONTAINER GROWN) DBH - DIAMETER BREAST HIGH (4" - 6" ABOVE GROUND) PLS - PURE LINE SEED | | | | | | | | | | |

SCHEDULE D

DETAIL SPECIFICATIONS FOR SEEDS

| A - MIN. GERMINATION | C - POUNDS PURE LIVE SEED PER ACRE | B - MIN. % GERMINATION | AND HARD SEED |
|---|------------------------------------|------------------------|---------------|
| NAME VARIETY A B C | | | |
| RED FESCUE (FESTUCA RUBRA) | COMMERCIAL | 85 | 30 |
| KENTUCKY BLUEGRASS (POA PRATENSIS) | COMMERCIAL | 75 | 25 |
| PERENNIAL RYEGRASS (LOLIUM PERENNE) | COMMERCIAL | 90 | 15 |
| TOTAL LBS. P.L.S. / AC. | | | 70 |
| SPECIAL NOTE: THE FOLLOWING SEED MIXTURE SHALL BE USED ON ALL SLOPES 1 ON 3 OR GREATER BE- TWEEN STA. TP749+00 TO 775+68, RT15+00 TO 21+50, RT23+50 TO 29+00, RT32+00 TO 34+50, RM10+00 TO 22+50, RL34+51 TO 61+00, RP34+50 TO 51+00, RK20+00 TO 24+00 | | | |
| RED FESCUE (FESTUCA RUBRA) | COMMERCIAL | 85 | 30 |
| PERENNIAL RYEGRASS (LOLIUM PERENNE) | COMMERCIAL | 90 | 15 |
| CROWN VETCH (CORONILLA VARIA) | COMMERCIAL | 55 | 80 |
| TOTAL LBS. P.L.S. / AC. | | | 22 |

SUMMARY

| PAY ITEM | TOTAL QUANTITY | NAME OF PAY ITEM |
|----------|----------------|----------------------------|
| 201.0601 | L.S.NEC. | CLEARING AND GRUBBING |
| 610.01 | 564 TONS | APPLYING SOIL CONDITIONERS |
| 610.02 | 42 ACRES | SEEDING |
| 611.01 | 191 EA. | PLANTING MAJOR DEC. TREES |
| 611.03 | 42 EA. | |
| 611.04 | 5 EA. | PLANTING DEC. SHRUBS |
| 611.05 | 25 EA. | PLANTING EVERGREEN SHRUBS |
| 613.0101 | 10553 CY. | TOPSOIL |
| 614.02 | 6.5 AC. | SELECTIVE THINNING |
| 614.03 | 42 EA. | TREE REMOVAL |
| 615.03 | 3 MGAL. | WATERING PLANTS & SOD |
| 612.01 | 145.8 SY. | SODDING * |

REVISIONS

| * ITEM | OUT OF ORDER |
|--------|--------------|
|--------|--------------|

LANDSCAPE DEVELOPMENT SHEET

DWG. NO. L-1

DATE

CHECKED BY

DRAFTED BY

CHECKED BY

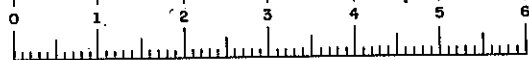
ESTIMATED BY

CHECKED BY

DESIGNED BY

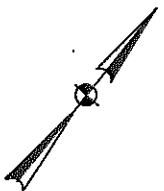
IN CHARGE OF

HC 47-2 (5/76)

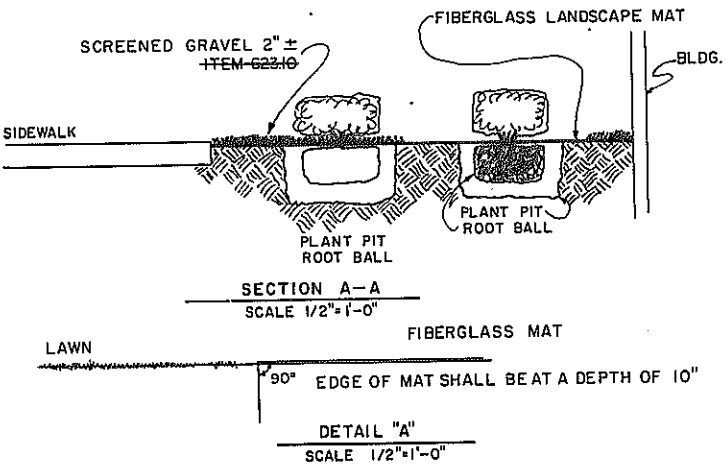
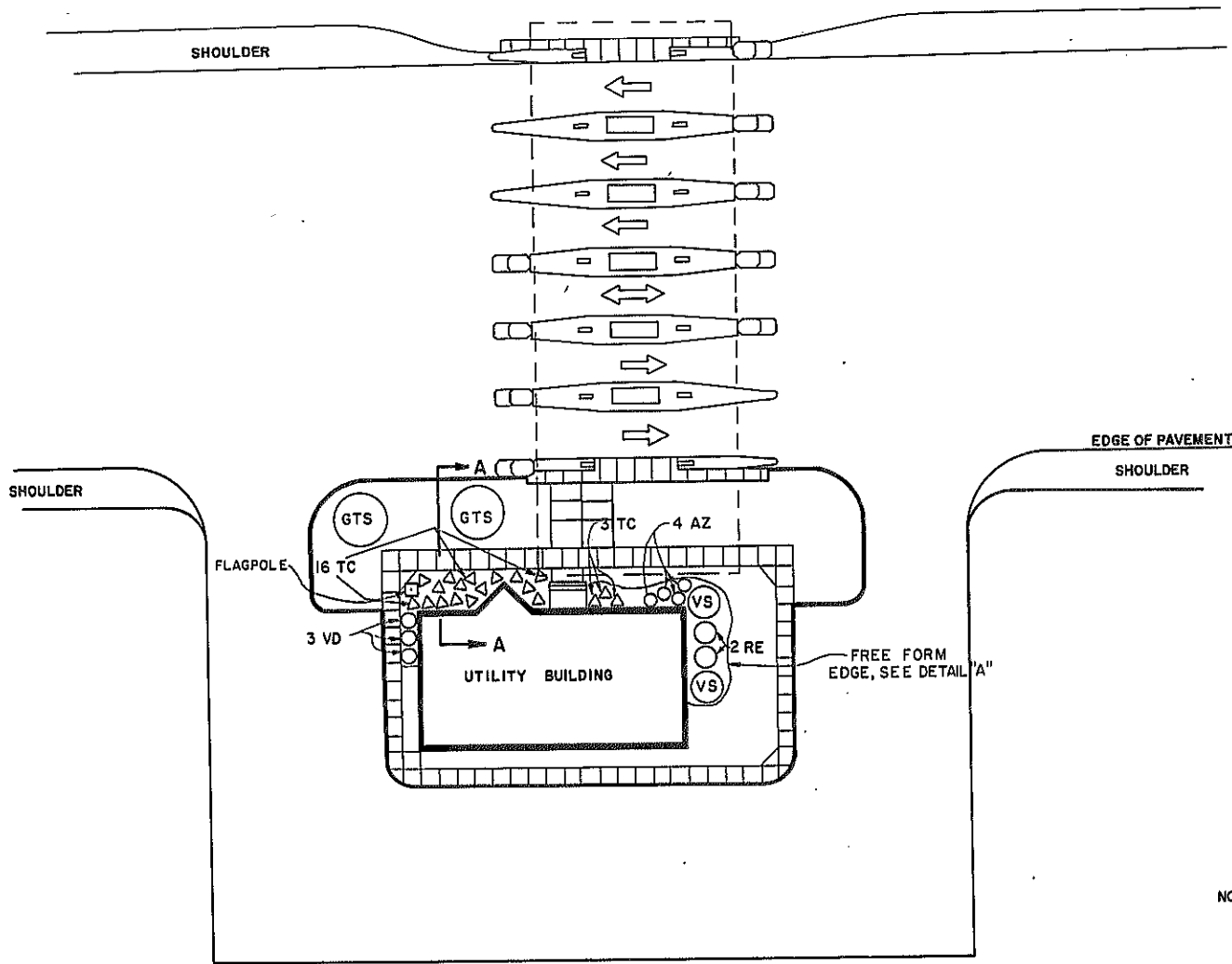


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 7921 | 284 |
| INTERSTATE ROUTE 50B | | | | |
| ROUTE 7 CONN. TO N.Y.S THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

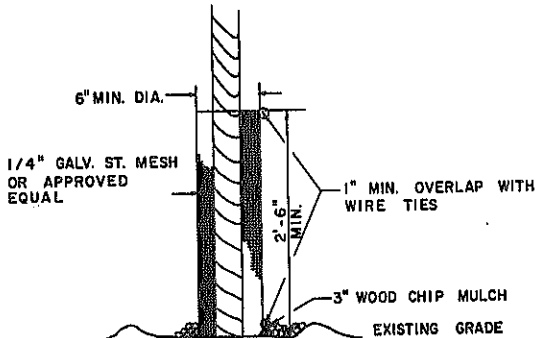


NOTE: THE COST OF THE FIBERGLASS
LANDSCAPE MAT SHALL BE
INCLUDED IN THE BID PRICE FOR
ITEM 611.04 & 611.05



| PLANT KEY | | |
|-----------|--------------------------------|----------|
| SYMBOL | BOTANICAL NAME | QUANTITY |
| VD | VIBURNUM DENTATUM | 3 |
| TC | TAXUS CUSPIDATA | 19 |
| GTS | GLEDITSIA TRIACANTHOS SPECIMEN | 2 |
| AZ | AZALEA POUKHANENSIS | 4 |
| VS | VIBURNUM SIEBOLDI | 2 |
| RE | RHODODENDRON CATAWBIENSE | 2 |

CHEMICAL RODENT PROTECTION
FOR ITEM 611.04 AND .05
NOTE: A MIXTURE OF ARASAN 42-S AND RHOPLEX AC-33 OR
APPROVED EQUALS SHALL BE MIXED AND APPLIED AT THE
MANUFACTURERS RECOMMENDED RATES TO THE LOWER ONE-
THIRD OF ALL EVERGREEN TREES, EVERGREEN SHRUBS AND
DECIDUOUS SHRUBS. THIS MIXTURE SHALL BE APPLIED BETWEEN
OCT. 1 AND NOV. 1. THE MIXTURE SHALL BE APPLIED WHEN
THE TEMPERATURE IS ABOVE 40°F AND WHEN WEATHER
CONDITIONS WOULD ALLOW PROPER APPLICATION A.O.B.E.
THE COST OF THE CHEMICAL RODENT PROTECTION SHALL BE
INCLUDED IN THE BID PRICE FOR ITEM 611.04 AND .05

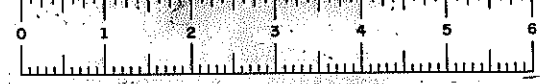


NOT TO SCALE
RODENT PROTECTION DETAIL

FOR ITEM 611.01
NOTE: THE COST OF THE RODENT PROTECTION
SHALL BE INCLUDED IN THE BID PRICE
FOR ITEM 611.01

REVISIONS

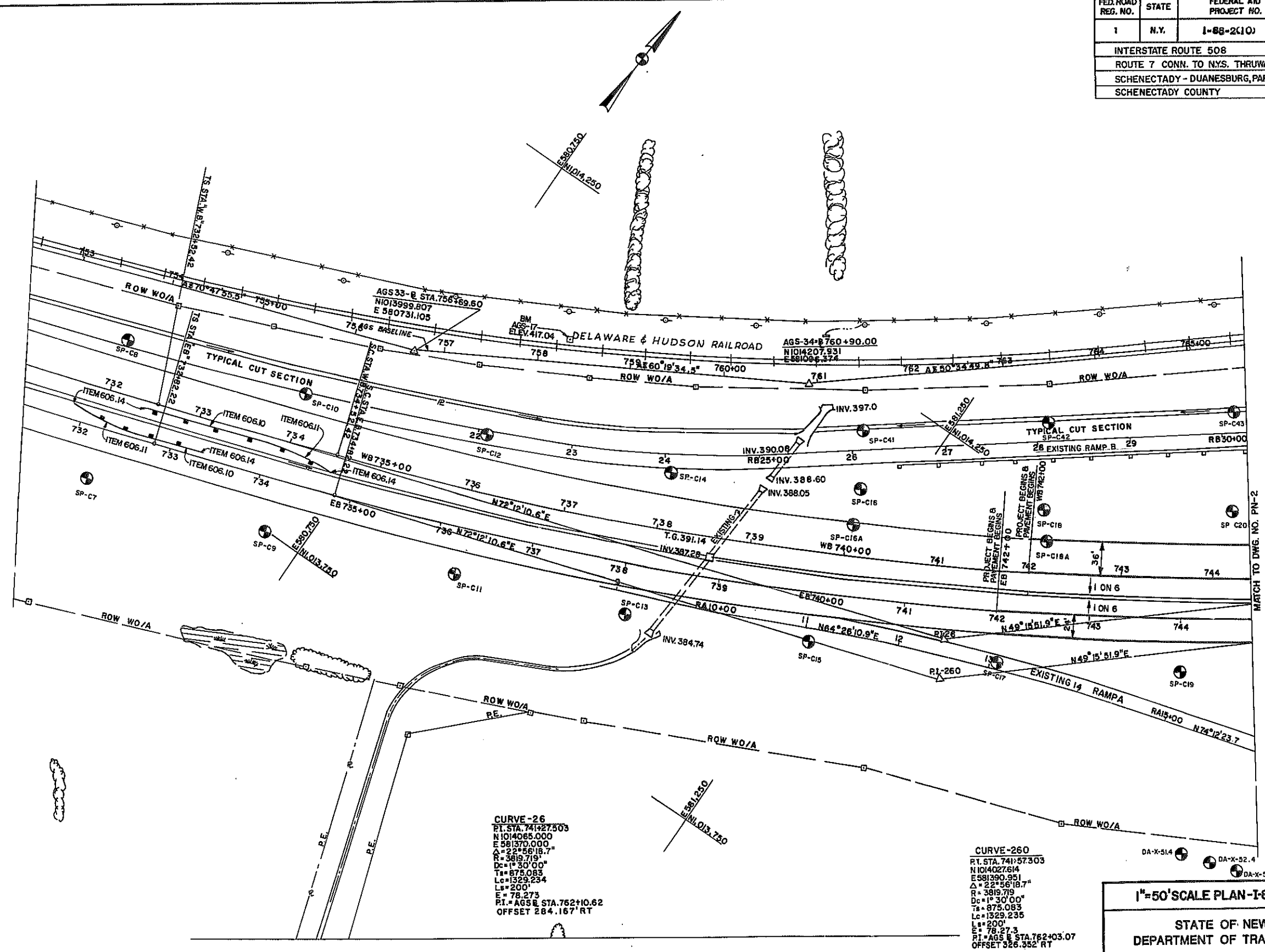
| UTILITY BUILDING LANDSCAPE PLAN | | | |
|---|----------|-------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DWG. | NO. | SCALE | DATE |
| L-2 | AS SHOWN | 7/79 | REGION I |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 80 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO NYS. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART 1, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |

DATE _____
CHECKED BY _____
DRAFTED BY _____
CHECKED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____



CURVE-26
P.T. STA. 741+27.503
N1014065.000
E581370.000
 $\Delta = 22^\circ 56' 18.7''$
R = 3819.719
Dc = 130' 00"
Ts = 875.083
Lc = 1529.234
Ls = 200'
E = 78.273
P.I. = AGS E STA. 762+10.62
OFFSET 284.167' RT

CURVE-260
P.T. STA. 741+57.303
N1014027.614
E581390.951
 $\Delta = 22^\circ 56' 18.7''$
R = 3819.719
Dc = 130' 00"
Ts = 875.083
Lc = 1529.235
Ls = 200'
E = 78.273
P.I. = AGS E STA. 762+03.07
OFFSET 326.352' RT

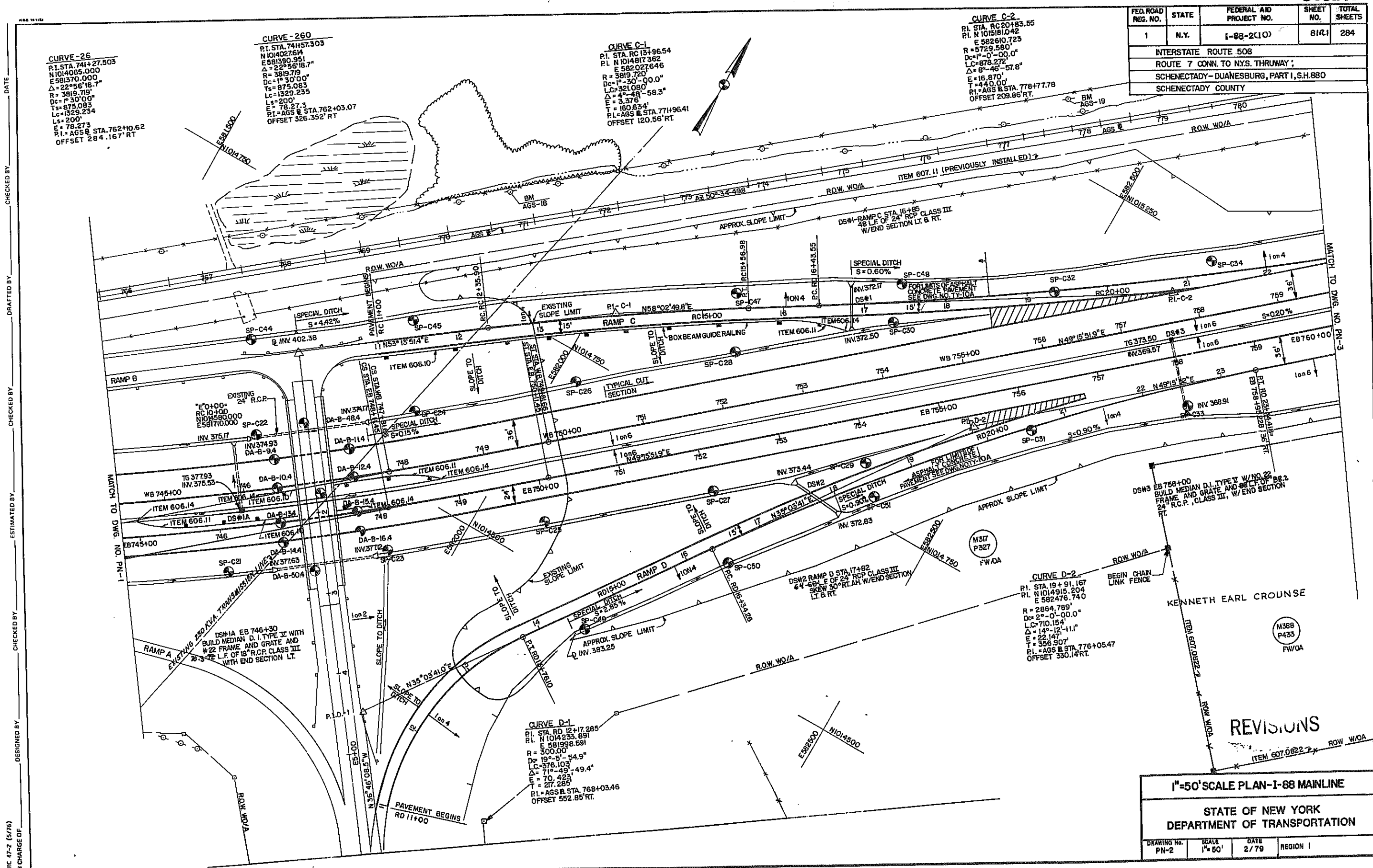
1"=50' SCALE PLAN-I-88 MAINLINE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DRAWING NO. | SCALE | DATE | REGION |
|-------------|----------|------|----------|
| PN-1 | 1" = 50' | 4/79 | REGION 1 |



| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 8121 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO NYS. THRUWAY ; | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |

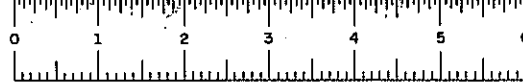


1"=50' SCALE PLAN-I-88 MAINLINE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

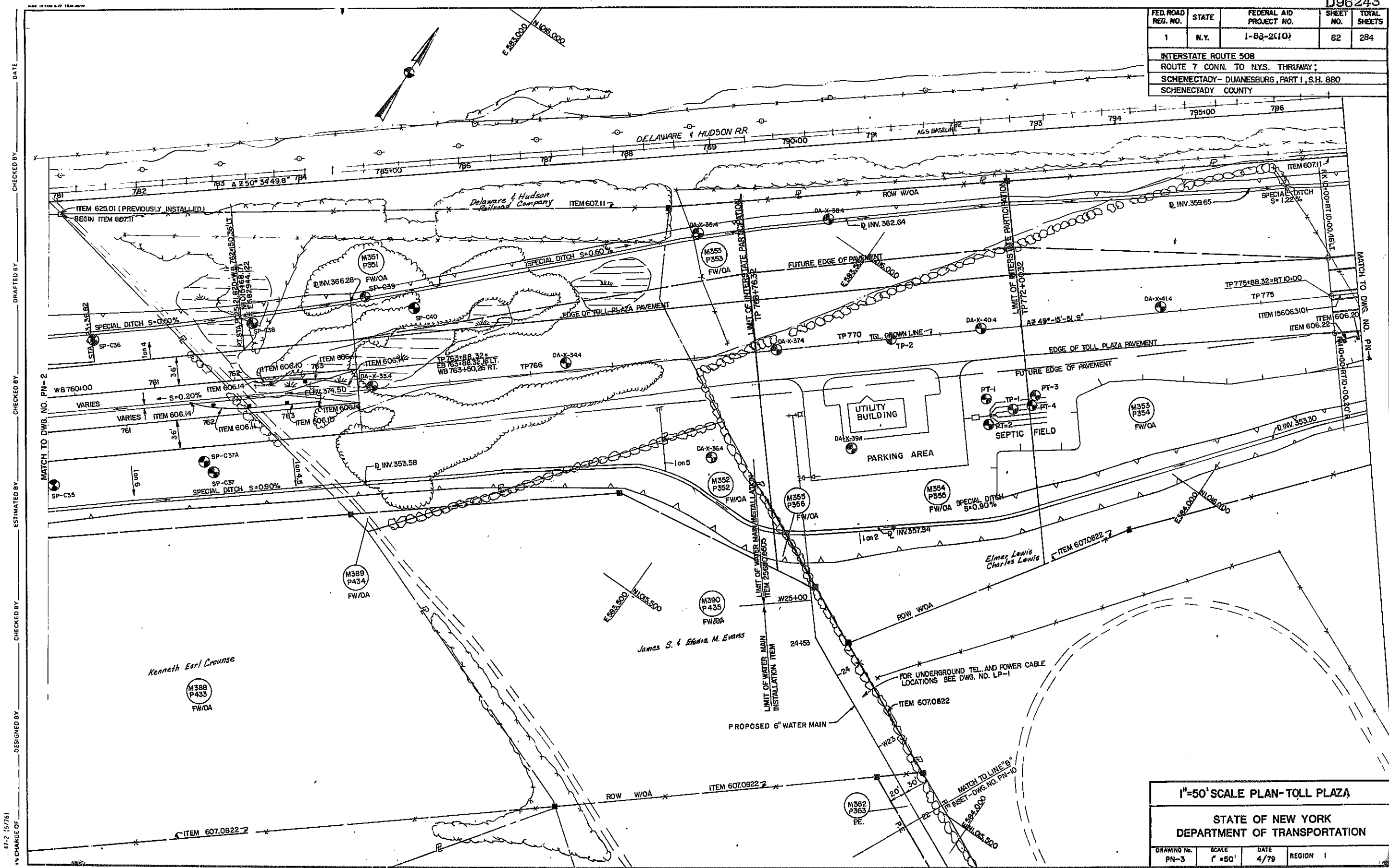
| | | | |
|---------------------|-------------------|--------------|----------|
| DRAWING No. BN-2 | SCALE 1" = 50' | DATE 2/79 | REGION 1 |
|---------------------|-------------------|--------------|----------|

CHARGE OF _____



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-63-2(10) | 82 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

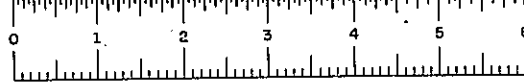


| | | | |
|---|--------|------|--------|
| 1"=50' SCALE PLAN-TOLL PLAZA | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. | SCALE | DATE | REGION |
| PN-3 | 1"=50' | 4/79 | I |

47-2 (5/76)
IN CHARGE OF

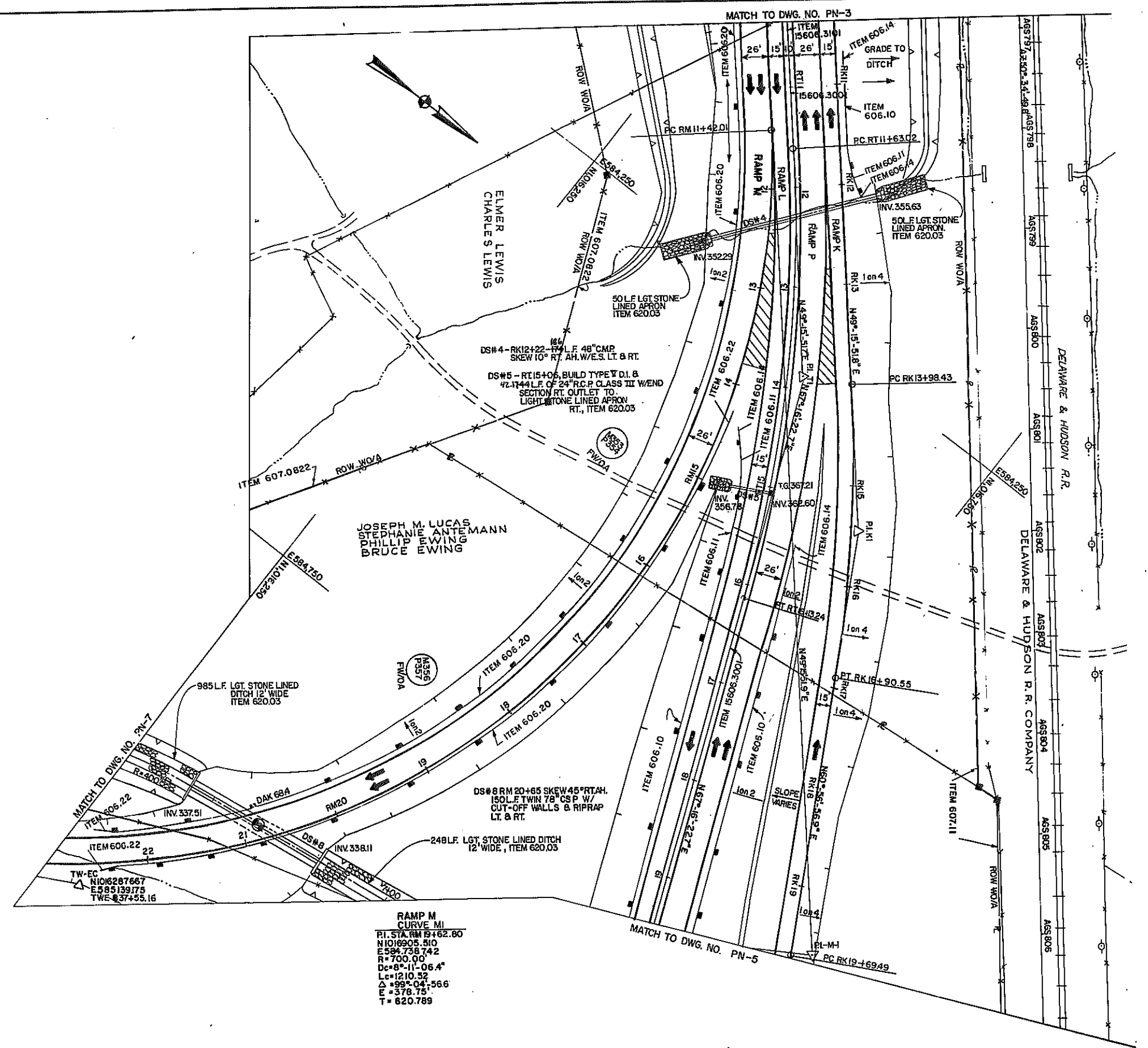
DESIGNED BY
CHECKED BY
ESTIMATED BY
CHECKED BY
DRAFTED BY
CHECKED BY
DATE

DATE _____ CHECKED BY _____ DRAFTED BY _____ CHECKED BY _____ ESTIMATED BY _____ CHECKED BY _____ DESIGNED BY _____ IN CHARGE OF _____



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 83/2 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



RAMP K
CURVE KI
P.I. STA. RK15+45.00
N1016552.876
E584375.093
 $\Delta = 11^\circ - 41' - 05.0''$
 $D_c = 4^\circ - 00' - 00''$
 $R = 1432.394'$
 $L_c = 292.118'$
 $T = 146.567'$
 $E = 7.479'$

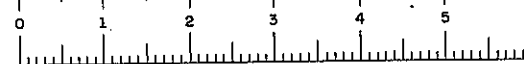
RT RAMP
CURVE TI
P.I. STA. RT 13+89.99
N1016546.872
E584291.683
 $\Delta = 8^\circ - 00' - 31.0''$
 $D_c = 4^\circ - 00' - 00''$
 $R = 1432.394'$
 $L_c = 450.215'$
 $T = 226.979'$
 $E = 17.872'$

REVISIONS

1"=50' SCALE PLAN I-88-I-90 INTERCHANGE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

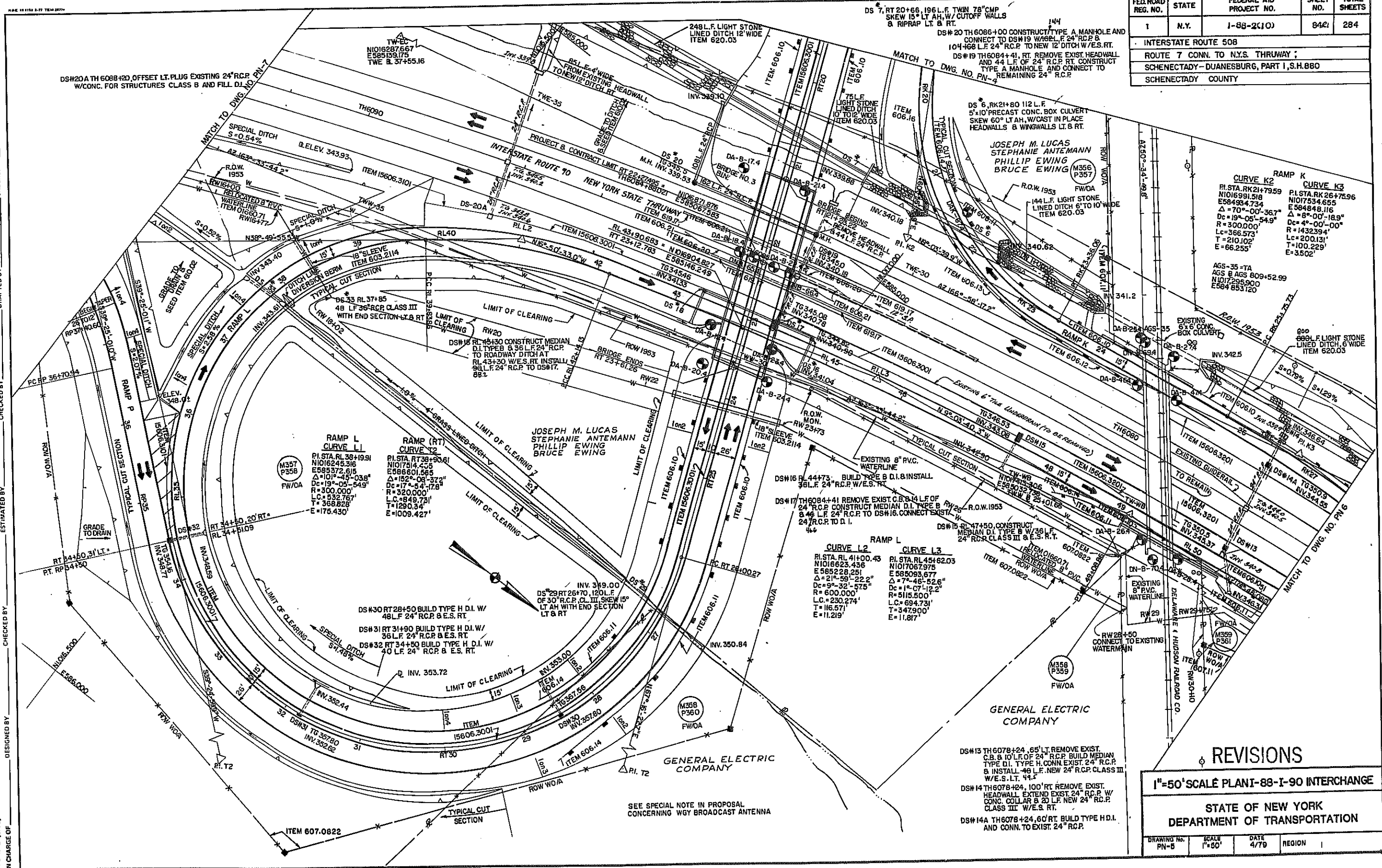
| DRAWING NO. | SCALE | DATE | REGION |
|-------------|--------|------|--------|
| PN-4 | 1"=50' | 3/79 | 1 |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 842 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANE SBURG, PART 1, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |

DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____

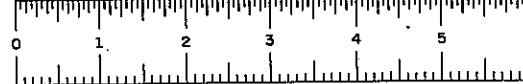


REVISIONS

1"=50' SCALE PLANT-88-1-90 INTERCHANGE

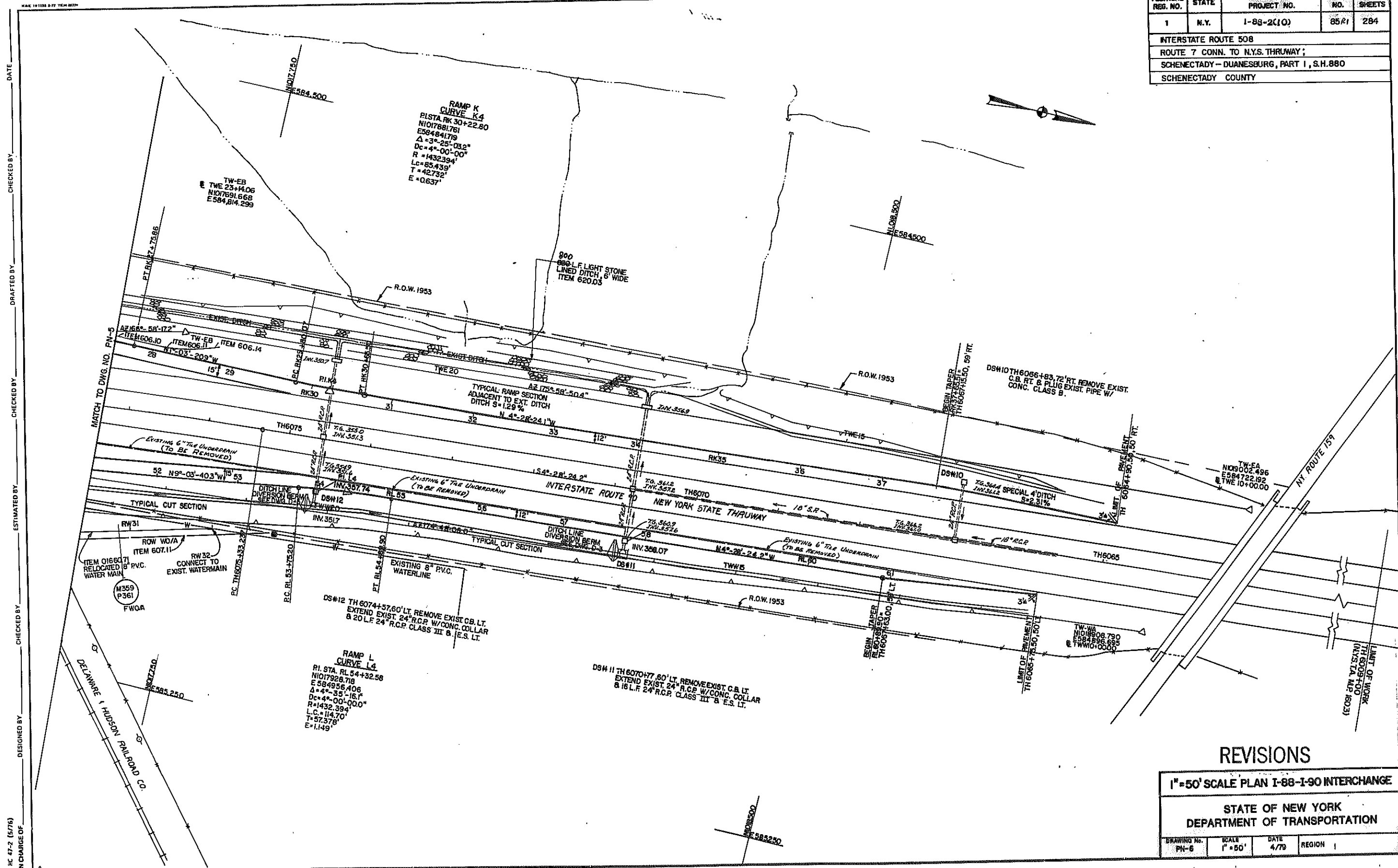
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| | | | |
|-------------|--------|------|--------|
| DRAWING No. | SCALE | DATE | REGION |
| PN-5 | 1"=50' | 4/79 | I |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 85/1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

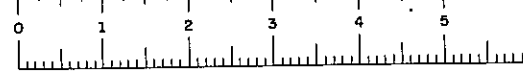


REVISIONS

| | | | |
|---|-------------------|--------------|-------------|
| 1" = 50' SCALE PLAN I-88-I-90 INTERCHANGE | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. PN-6 | SCALE 1" = 50' | DATE 4/79 | REGION 1 |

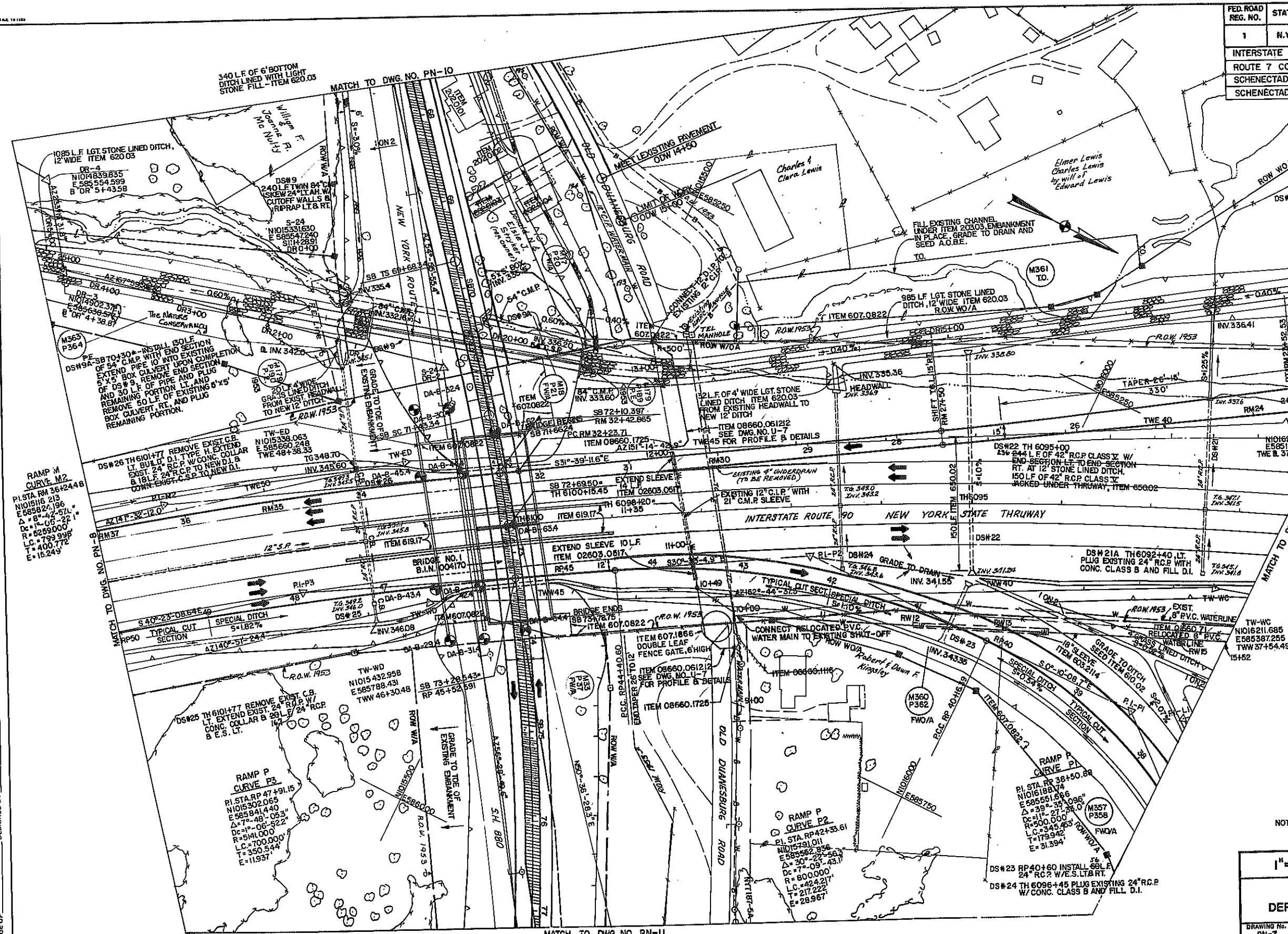
DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____

HC 47-2 (5/76)



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 86/1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO NYS. THRUWAY | | | | |
| SCHENECTADY - DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



REVISIONS

NOTE: FOR ROUTE 7 DRAINAGE AND UTILITY DETAILS SEE 1"=20' SCALE PLANS.

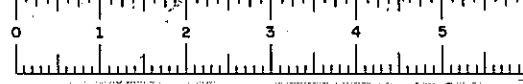
1"=50' SCALE PLAN - ROUTE 7

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DRAWING NO. | SCALE | DATE | REGION |
|-------------|--------|------|----------|
| PN-7 | 1"=50' | 2/79 | REGION 1 |

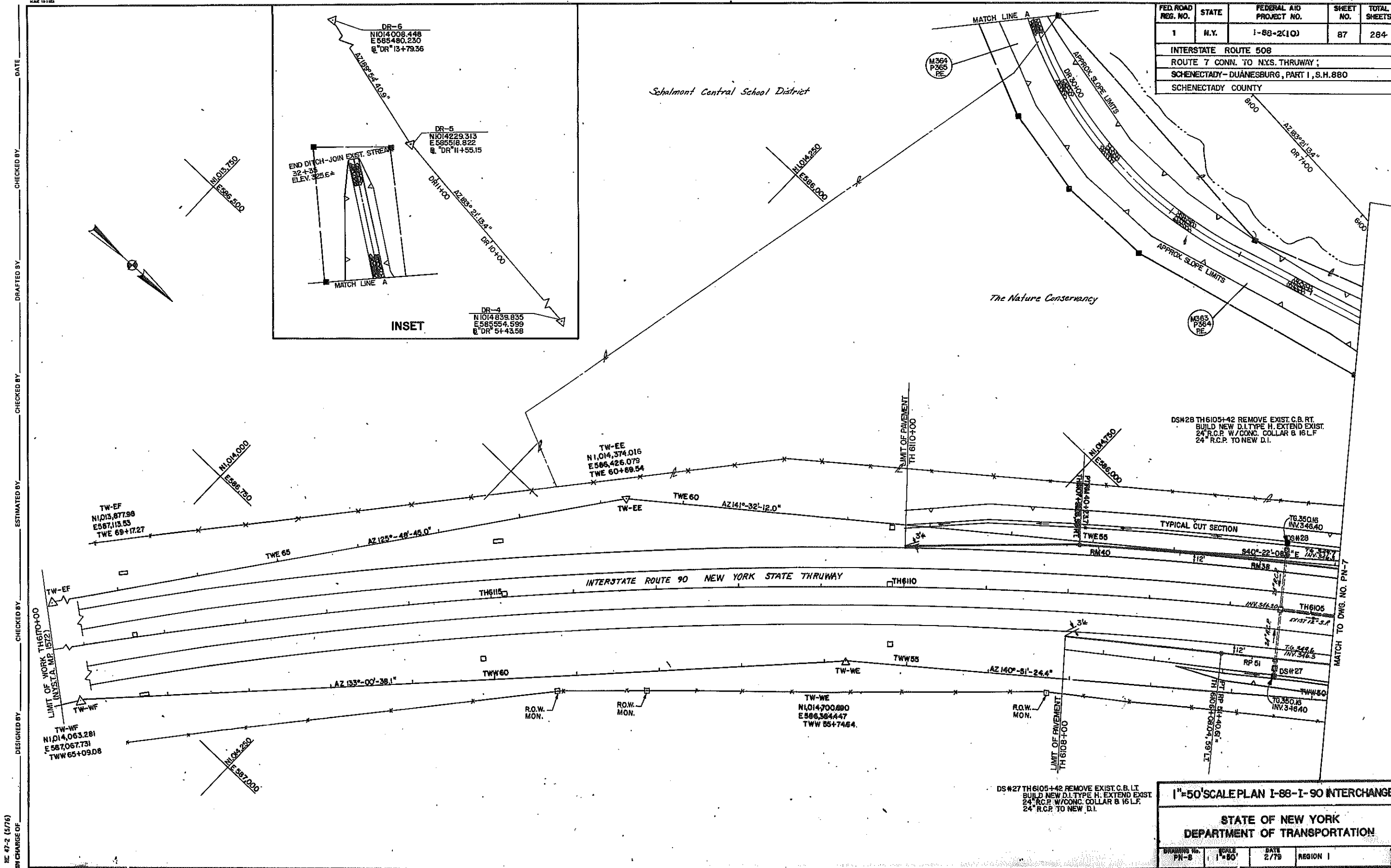
DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____

HC 47-2 (5/76)



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | I-88-2(10) | 87 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO NYS. THRUWAY | | | | |
| SCHENECTADY-DUANESEBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



IN CHARGE OF

DESIGNED BY

CHECKED BY

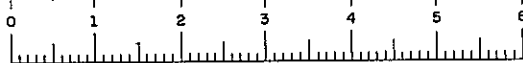
ESTIMATED BY

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DRAFTED BY

CHECKED BY

DATE



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 88 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____

MATCH TO DWG. NO.

MATCH TO DWG. NO. PN-10

NOTE: LIMIT OF WORK
STA. RS 32+00

P.I. CURVE NO. 703
P.I. STA. RS 41+71.96
N1013966.148
E 563001.247
 $\Delta = 8^\circ - 15' - 58.4''$
R=3819.719
Dc=1'-30"-00"
Ts=296.60'
Ls=242.749'
E=6.053'

Schalmont Central School
District at Rotterdam

Mohawk Valley Library Association

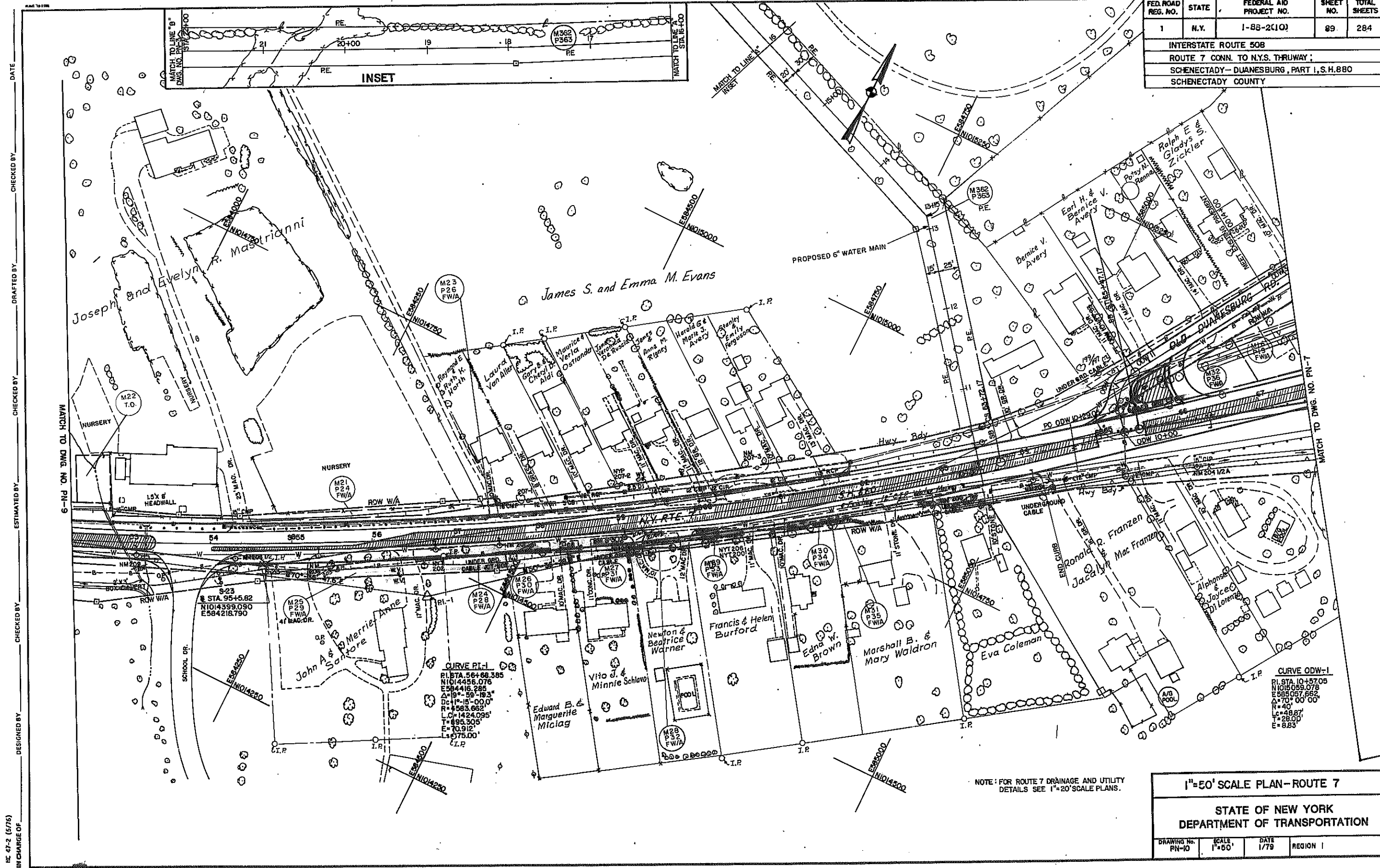
ATHLETIC FIELD

NOTE: FOR ROUTE 7 DRAINAGE AND
UTILITY DETAILS SEE 1"=20'
SCALE PLANS.

1"=50' SCALE PLAN-ROUTE 7

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DRAWING NO. | SCALE | DATE | REGION |
|-------------|--------|------|----------|
| PN-9 | 1"=50' | 2/79 | REGION I |



| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 89 | 284 |
| INTERSTATE ROUTE 50B | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY ; | | | | |
| SCHENECTADY--DUANESBURG, PART 1, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |

FIG 47-2 (5/76)

| | | | | | | |
|---------------------|-------------------|------------------|--------------------|------------------|------------------|------------|
| FOR CHANGE OF _____ | DESIGNED BY _____ | CHECKED BY _____ | ESTIMATED BY _____ | DRAFTED BY _____ | CHECKED BY _____ | DATE _____ |
|---------------------|-------------------|------------------|--------------------|------------------|------------------|------------|

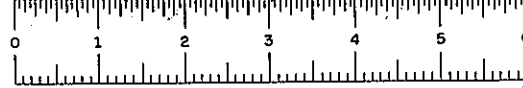
IN CHARGE OF _____
PC 47-2 (5/76)

NOTE: FOR ROUTE 7 DRAINAGE AND UTILITY
DETAILS SEE 1"=20' SCALE PLANS.

1"=50' SCALE PLAN-ROUTE 7

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

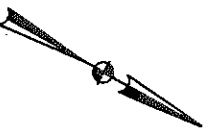
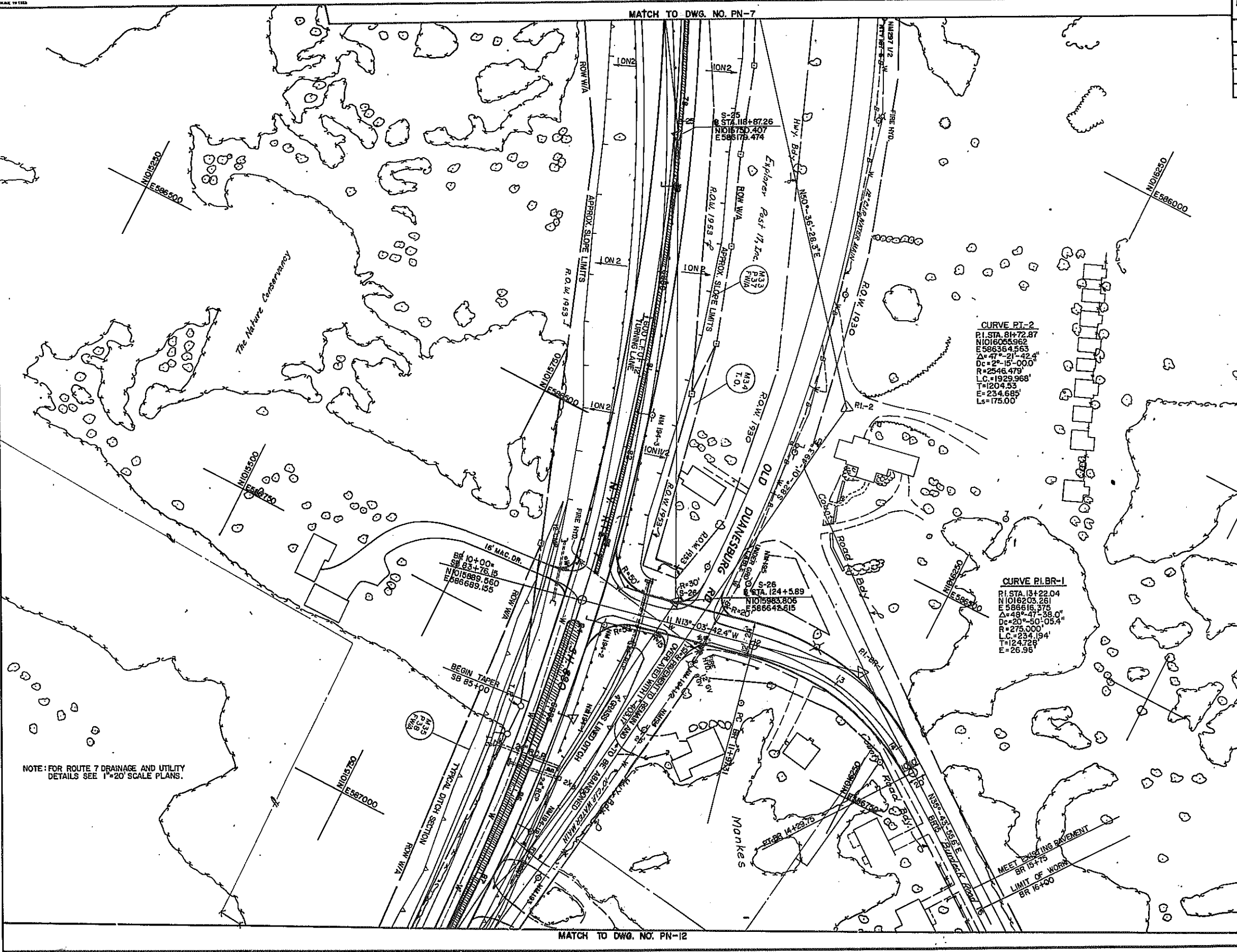
| | | | |
|----------------------|-----------------|--------------|----------|
| DRAWING No. PN-10 | SCALE 1"=50' | DATE 1/79 | REGION I |
|----------------------|-----------------|--------------|----------|



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-83-2(10) | 90 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

DATE _____
CHECKED BY _____
DRAFTED BY _____
CHECKED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____



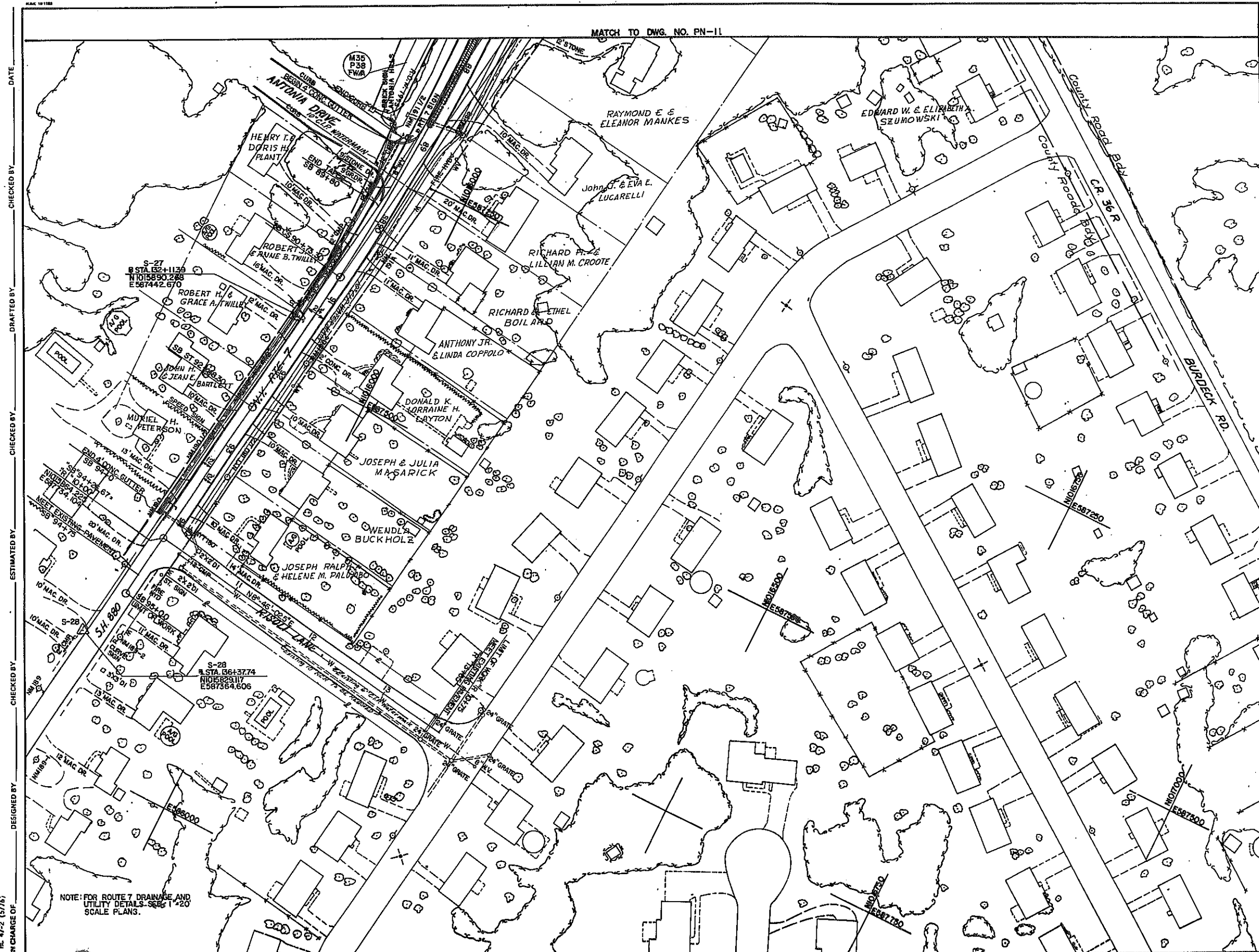
NOTE: FOR ROUTE 7 DRAINAGE AND UTILITY
DETAILS SEE 1"=20' SCALE PLANS.

| | | | |
|---|-----------------|--------------|-------------|
| 1"=50' SCALE PLAN - ROUTE 7 | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. PN-11 | SCALE 1"=50' | DATE 2/79 | REGION I |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 91 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANE SBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



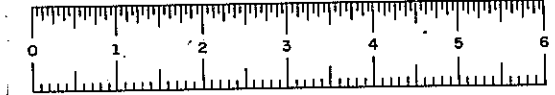
1"=50' SCALE PLAN - ROUTE 7

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| | | | |
|----------------------|-----------------|--------------|-------------|
| DRAWING NO. PN-12 | SCALE 1"=50' | DATE 2/79 | REGION I |
|----------------------|-----------------|--------------|-------------|

RE 47-2 (5/76)
IN CHARGE OF
DESIGNED BY
CHECKED BY
ESTIMATED BY
DRAFTED BY
CHECKED BY
DATE

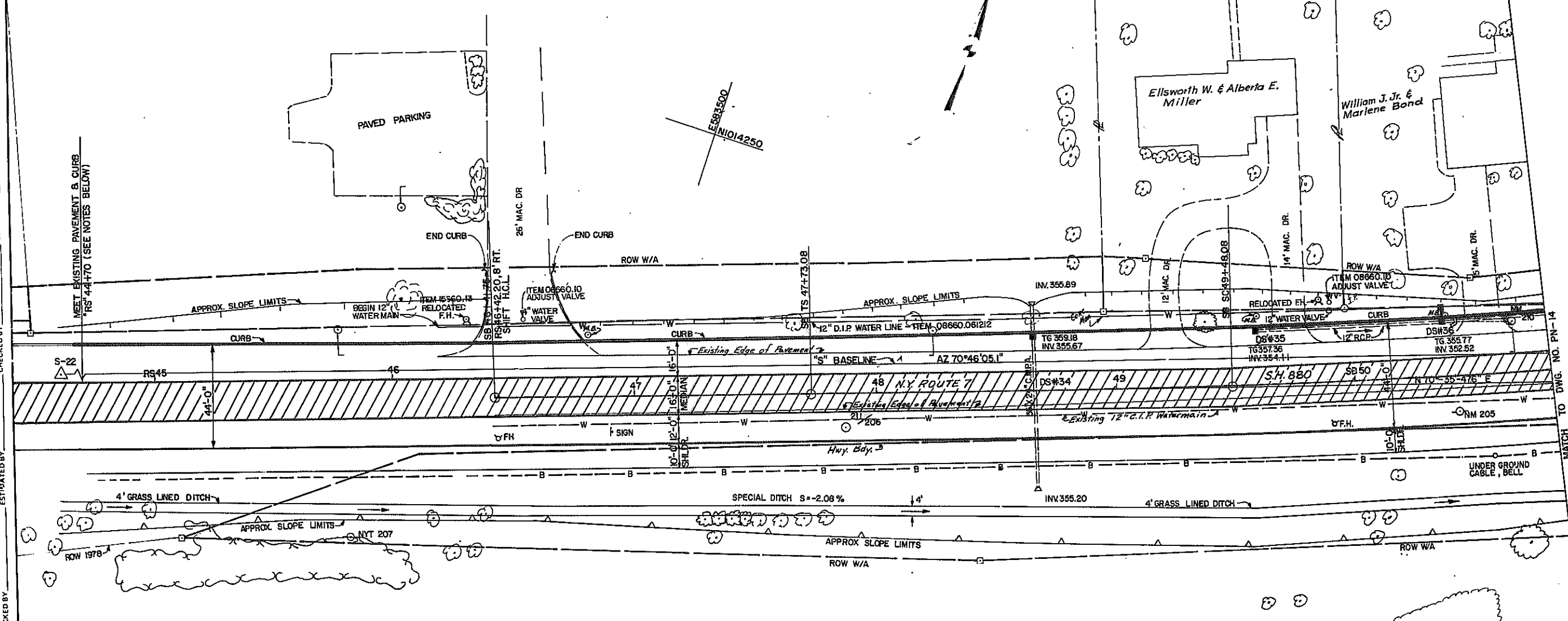
NOTE: FOR ROUTE 7 DRAINAGE AND UTILITY DETAILS SEE 1"=20 SCALE PLANS.



DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____

Mohawk Valley Library Association

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 92/1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO NYS. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



NOTES: 1.) WORK BEGINS AT STA. "RS" 32+00
2.) MEET EXISTING COLORED SYNTHETIC
RESIN BINDER CONCRETE (WHITE);
ITEM 638.0102, AT STA. "RS" 40+00.

- DS#34 "SB" 48+65 INSTALL 78' LP OF 36"x24" C.S.P.A. PAVED INVERT, 2 2/3 x 1/2 CORR., 15 GA. OR 35"x24" C.A.P. 2 2/3 x 1/2 CORR., 15 GA. WITH END SECTIONS LEFT AND RIGHT. BUILD TYPE "C" CURB TYPE CATCH BASIN 24' LT. CONSTRUCT 20' LP OF LIGHT STONE APPROX. AT INLET AND OUTLET OF PIPE.
- DS#35 "SB" 49+60 BUILD TYPE "A" CURB TYPE CATCH BASIN 24' LT AND CONNECT TO CATCH BASIN AT "SB" 50+40 24' LT WITH 78' L.P. OF 12" R.C.P. CLASS III.
- DS#36 "SB" 50+40 BUILD TYPE "A" CURB TYPE CATCH BASIN 24' LT AND CONNECT TO CATCH BASIN AT "SB" 52+74 24' LT WITH 234' L.P. OF 12" R.C.P. CLASS III.
- SB 52+40 BUILD TYPE "H" DROP INLET 30' LT AND CONNECT TO CATCH BASIN AT 48 50+40 24' LT WITH 6' OF 12" C.P.

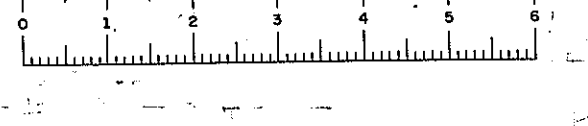
Schalmont Central School District
of Rotterdam

REVISIONS

| 1"=20' SCALE PLAN - ROUTE 7 | | | |
|---|-----------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. PN-13 | SCALE 1"=20' | DATE 1/79 | REGION I |

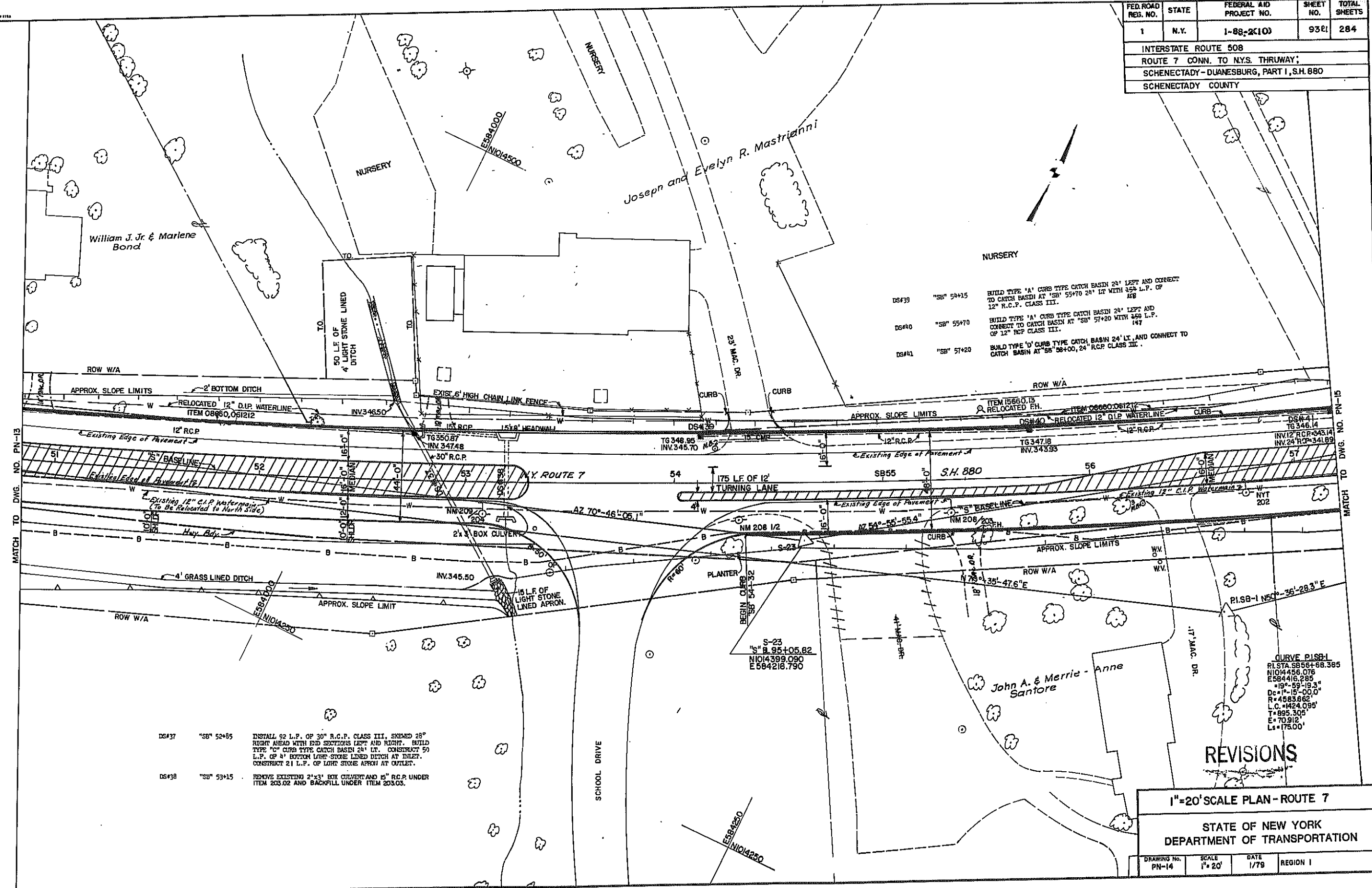
DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____

HE 47-2 (5/76)



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 932 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



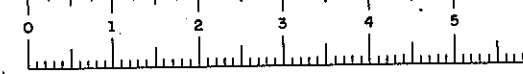
- DS#39 "SB" 54+15 BUILD TYPE "A" CURB TYPE CATCH BASIN 24' LEFT AND CORRECT TO CATCH BASIN AT "SB" 55+70 24' LT WITH 352 L.P. OF 12" R.C.P. CLASS III. 148
- DS#40 "SB" 55+70 BUILD TYPE "A" CURB TYPE CATCH BASIN 24' LEFT AND CORRECT TO CATCH BASIN AT "SB" 57+20 WITH 352 L.P. OF 12" R.C.P. CLASS III. 147
- DS#41 "SB" 57+20 BUILD TYPE "D" CURB TYPE CATCH BASIN 24' LT. AND CONNECT TO CATCH BASIN AT "SB" 58+00, 24' R.C.P. CLASS III. 147

- DS#37 "SB" 52+85 INSTALL 92 L.P. OF 30" R.C.P. CLASS III, SKEMED 28" RIGHT AHEAD WITH END SECTIONS LEFT AND RIGHT. BUILD TYPE "D" CURB TYPE CATCH BASIN 24' LT. CONSTRUCT 59 L.P. OF 4" BOTTOM LIGHT STONE LINED DITCH AT INLET. CONSTRUCT 21 L.P. OF LIGHT STONE APRON AT OUTLET.
- DS#38 "SB" 53+15 REMOVE EXISTING 2'x3' BOX CULVERT AND 15" R.C.P. UNDER ITEM 203.02 AND BACKFILL UNDER ITEM 203.03.

CURVE PLSB-1
PL STA. 5855+68.385
N101456.076
E584416.285
=19°-59'-19.3"
PC=19+00.00'
R=4583.662'
LC=1424.085'
T=895.305'
E=70.912'
L=175.00'

REVISIONS

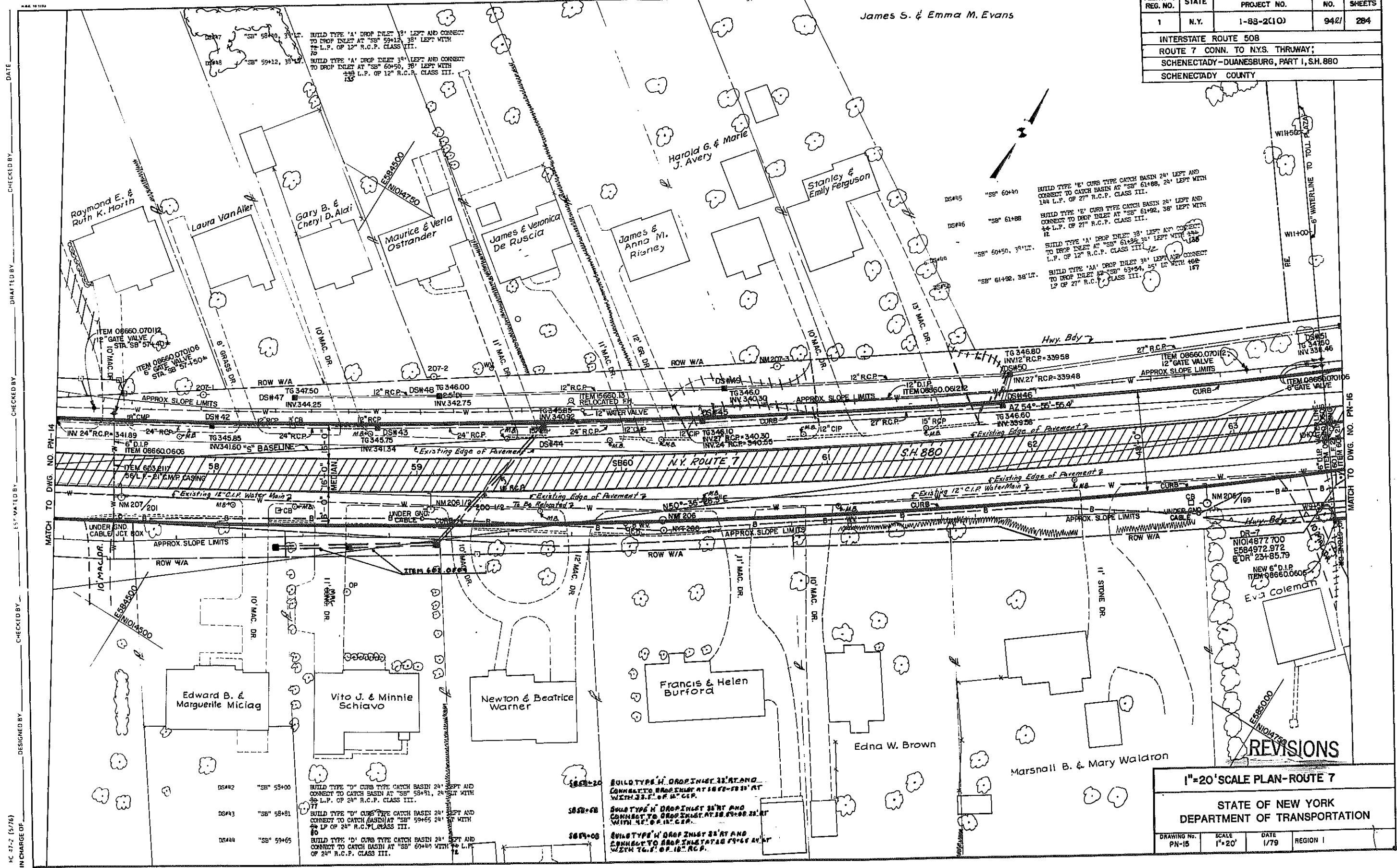
| | | | |
|---|-----------------|--------------|-------------|
| 1"=20' SCALE PLAN - ROUTE 7 | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. PN-14 | SCALE 1"=20' | DATE 1/79 | REGION 1 |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 94/2 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

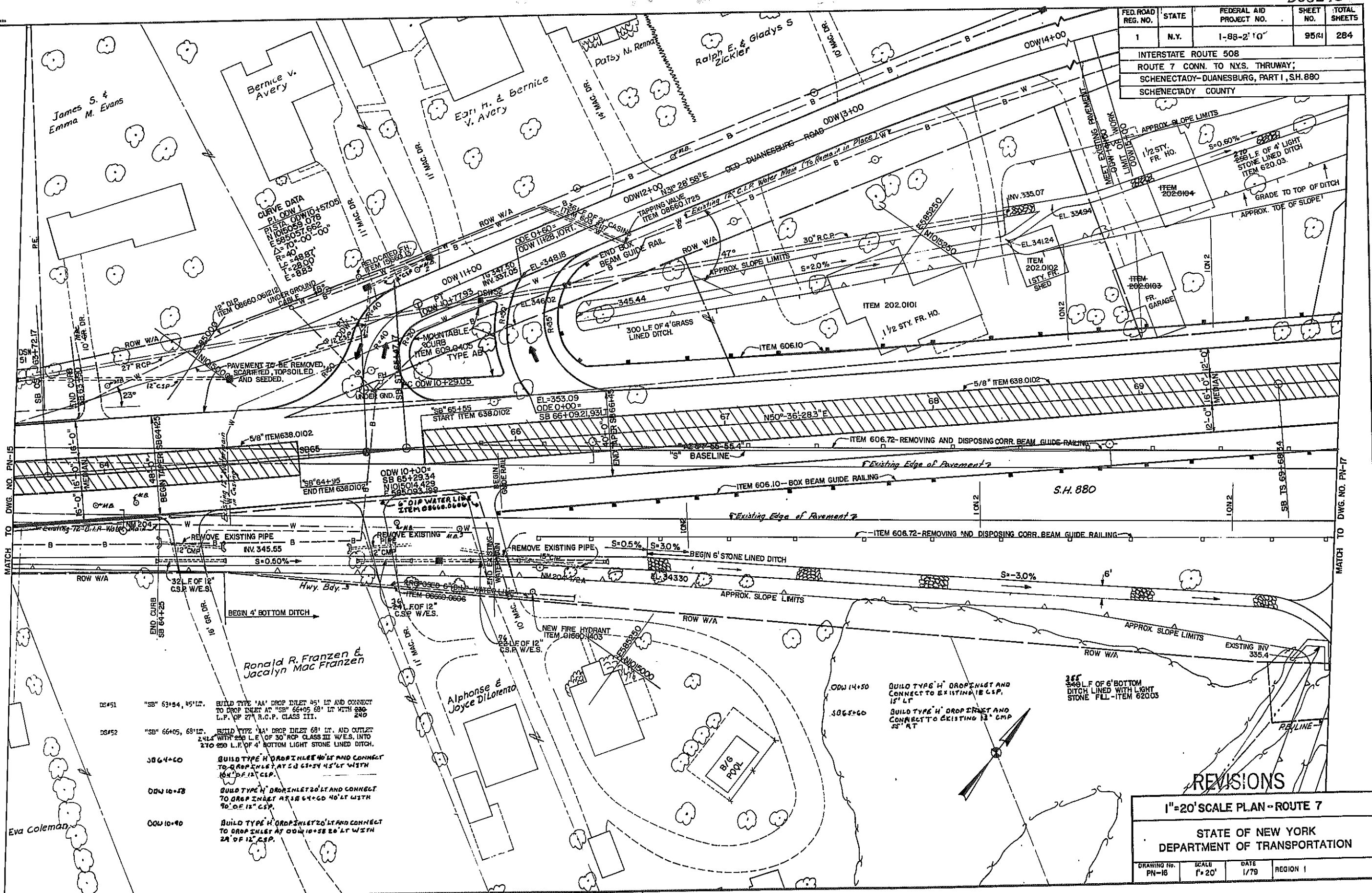
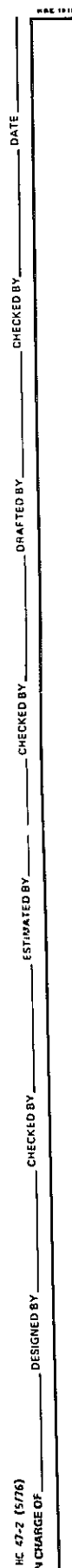
James S. & Emma M. Evans



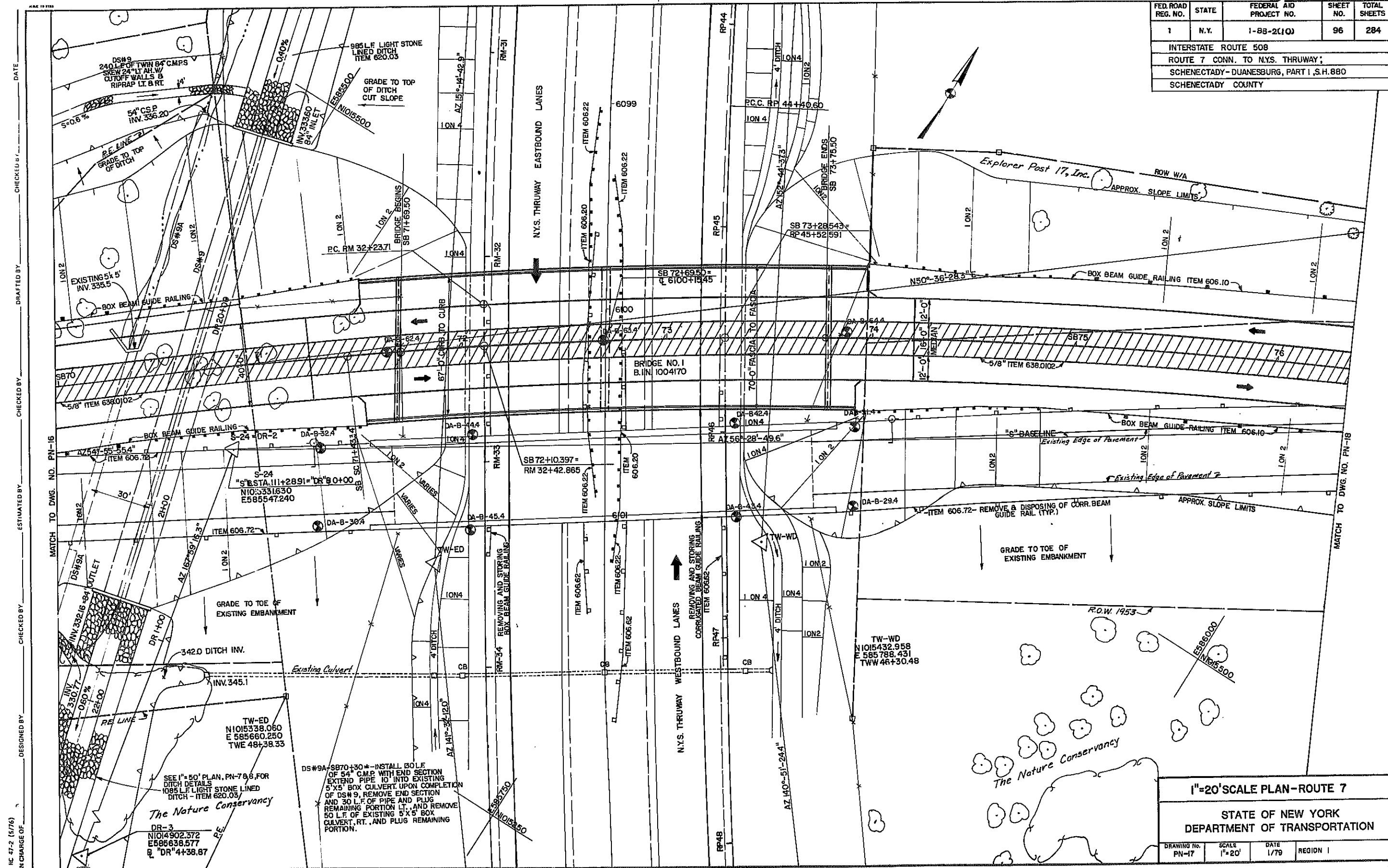
DATE _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____

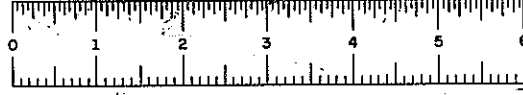
REVISIONS

| | | | |
|---|-----------------|--------------|-------------|
| 1"=20' SCALE PLAN-ROUTE 7 | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. PN-15 | SCALE 1"=20' | DATE 1/79 | REGION I |



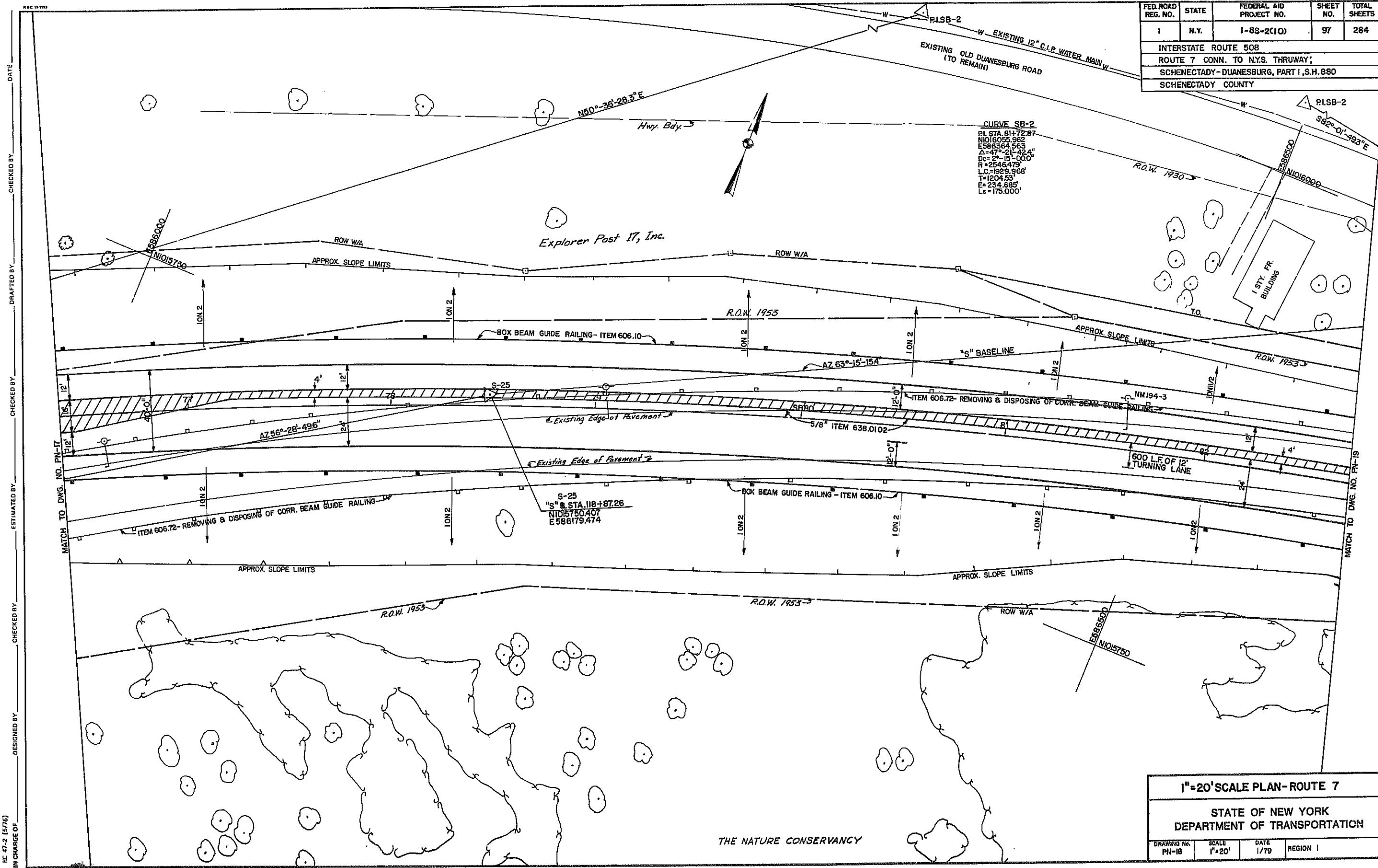
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|----------------------|-----------------|--------------|----------|
| DRAWING No. PN-17 | SCALE 1"=20' | DATE 1/79 | REGION I |
|----------------------|-----------------|--------------|----------|





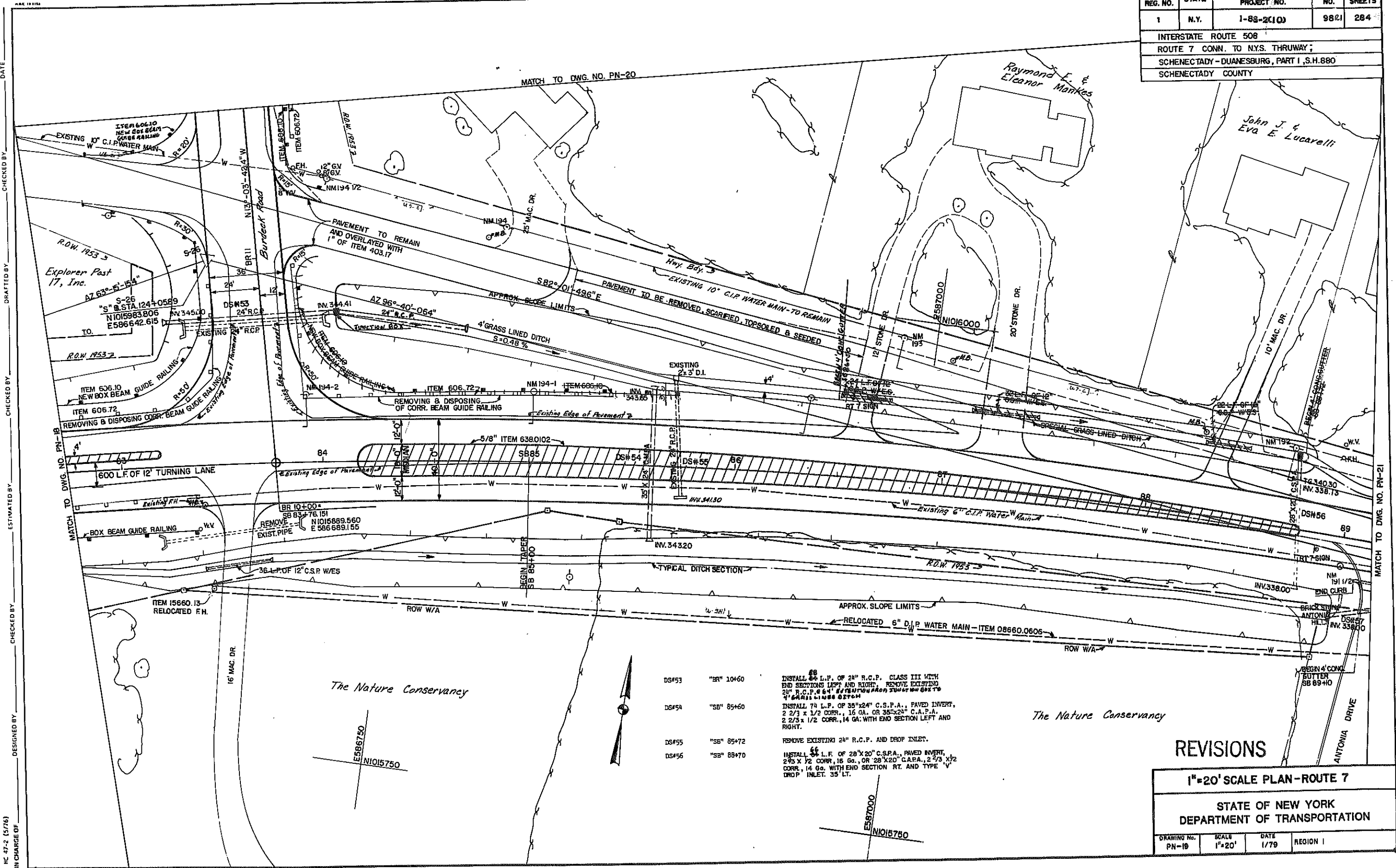
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | I-68-2(10) | 97 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



| | | | |
|---|-----------------|--------------|-------------|
| 1"=20' SCALE PLAN-ROUTE 7 | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. PN-18 | SCALE 1"=20' | DATE 1/79 | REGION 1 |

DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____



- | | | |
|-------|------------|---|
| DS#53 | "SR" 10+60 | INSTALL 24" L.P. OF 24" R.C.P. CLASS III WITH END SECTIONS LEFT AND RIGHT. REMOVE EXISTING 24" R.C.P. 6' 4" EXTENSION FROM TURN BOX TO 4' GRASS LINED DITCH. |
| DS#54 | "SB" 85+60 | INSTALL 75' L.P. OF 36"x24" C.S.P.A., PAVED INVERT, 2 2/3 x 1/2 CORR., 16 GA. OR 36"x24" C.A.P.A., 2 2/3 x 1/2 CORR., 14 GA. WITH END SECTION LEFT AND RIGHT. |
| DS#55 | "SB" 85+72 | REMOVE EXISTING 24" R.C.P. AND DROP INLET. |
| DS#56 | "SB" 88+70 | INSTALL 64' L.P. OF 28"x20" C.S.P.A., PAVED INVERT, 2 2/3 x 1/2 CORR., 16 GA. OR 28"x20" C.A.P.A., 2 2/3 x 1/2 CORR., 14 GA. WITH END SECTION RT. AND TYPE 'V' DROP INLET. 35' LT. |

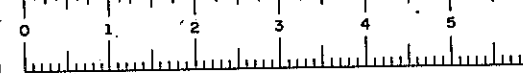
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 9821 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANE SBURG, PART I, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |

REVISIONS

1"=20' SCALE PLAN-ROUTE 7

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| | | | |
|-------------|--------|------|----------|
| DRAWING No. | SCALE | DATE | REGION |
| PN-19 | 1"=20' | 1/79 | REGION I |

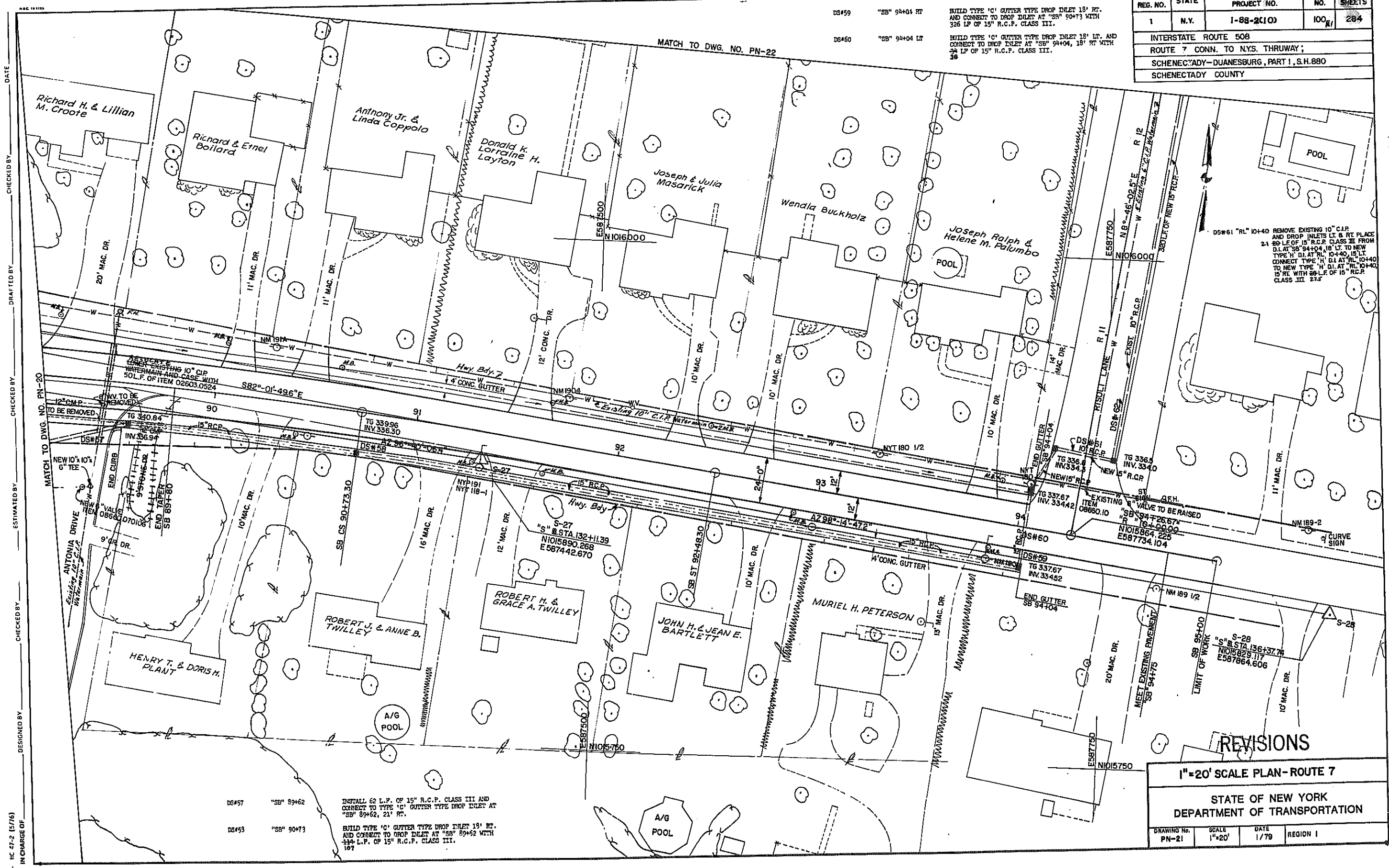


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | I-88-2(10) | 100 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |

DS#59 "SB" 94+04 RT. BUILD TYPE 'C' GUTTER TYPE DROP INLET 18" RT. AND CORRECT TO DROP INLET AT "SB" 90+73 WITH 326 LF OF 15" R.C.P. CLASS III.

DS#60 "SB" 94+04 LT. BUILD TYPE 'C' GUTTER TYPE DROP INLET 18" LT. AND CORRECT TO DROP INLET AT "SB" 94+04, 18" RT WITH 34 LF OF 15" R.C.P. CLASS III.



REVISIONS

| 1"=20' SCALE PLAN-ROUTE 7 | | | |
|---|-----------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. PN-21 | SCALE 1"=20' | DATE 1/79 | REGION I |

HC 47-2 (5/76)
IN CHARGE OF

DESIGNED BY

CHECKED BY

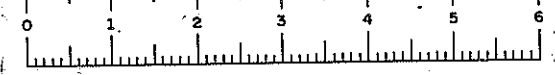
ESTIMATED BY

CHECKED BY

DRAFTED BY

CHECKED BY

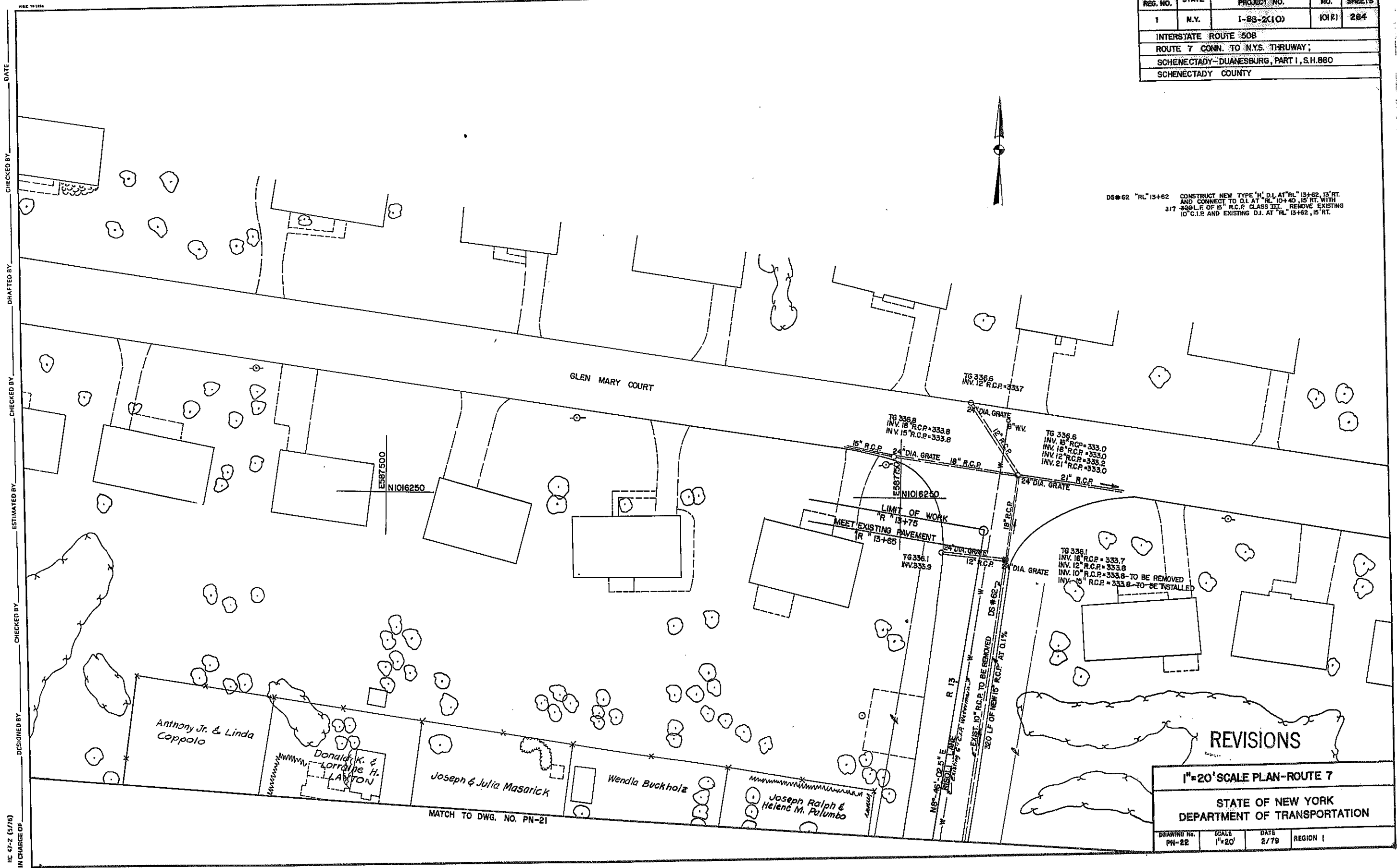
DATE



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 1012 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |

DS#62 "RL" 13+62 CONSTRUCT NEW TYPE 'H' D.I. AT "RL" 13+62, 13' RT.
AND CONNECT TO D.I. AT "RL" 10+40, 15' RT. WITH
317' 400 L.F. OF 15" R.C.P. CLASS III. REMOVE EXISTING
10" C.I.P. AND EXISTING D.I. AT "RL" 13+62, 15' RT.



REVISIONS

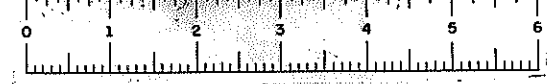
1"=20' SCALE PLAN-ROUTE 7

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| | | | |
|----------------------|-----------------|--------------|-------------|
| DRAWING NO. PN-22 | SCALE 1"=20' | DATE 2/79 | REGION I |
|----------------------|-----------------|--------------|-------------|

DATE _____
CHECKED BY _____
DRAFTED BY _____
CHECKED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____

HC 47-2 (5/76)

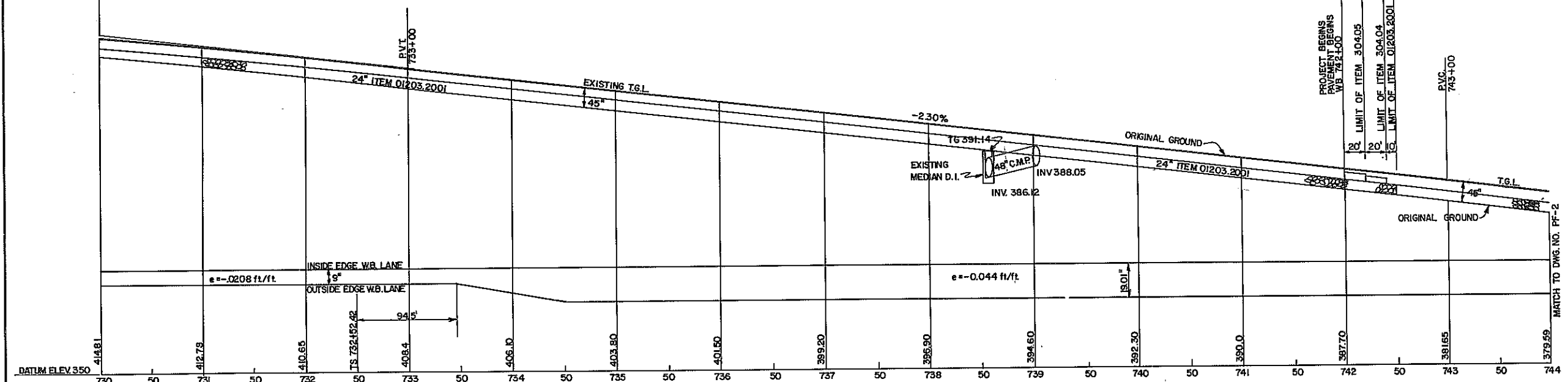


D96243

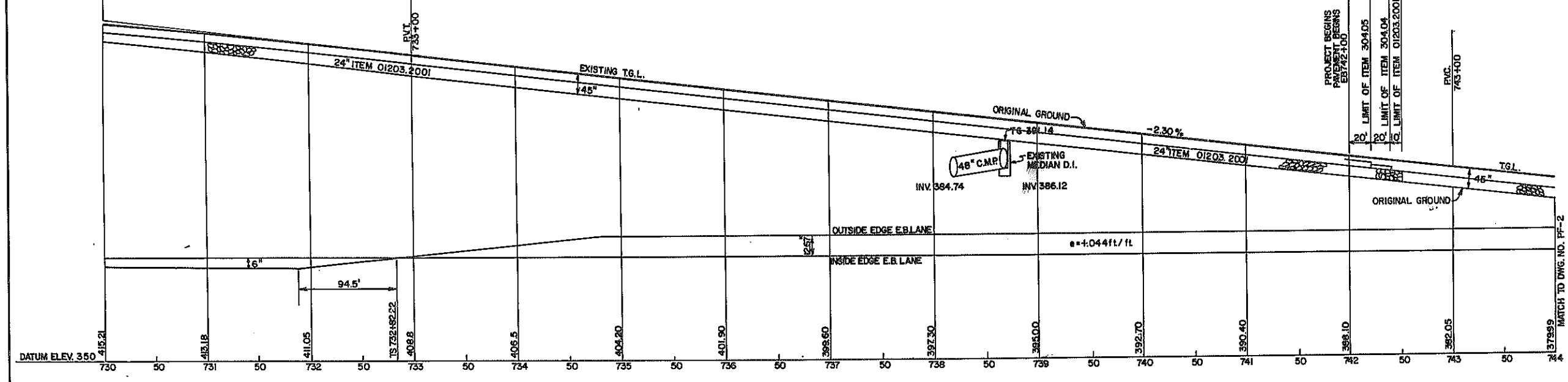
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-89-2(10) | 102 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY. | | | | |

DESIGNED BY
IN CHARGE OF
CHECKED BY
ESTIMATED BY
CHECKED BY
DRAFTED BY
DATE

PI STA. WB 730+00
ELEV. 415.30
LVC. = 600'
M.C. = -0.49'
SSD = 1382'



PI STA. EB 730+00
ELEV. 415.70
LVC. = 600'
M.C. = -0.49'
SSD = 1382'



MAINLINE PROFILE STA. 731+00 TO 744+00

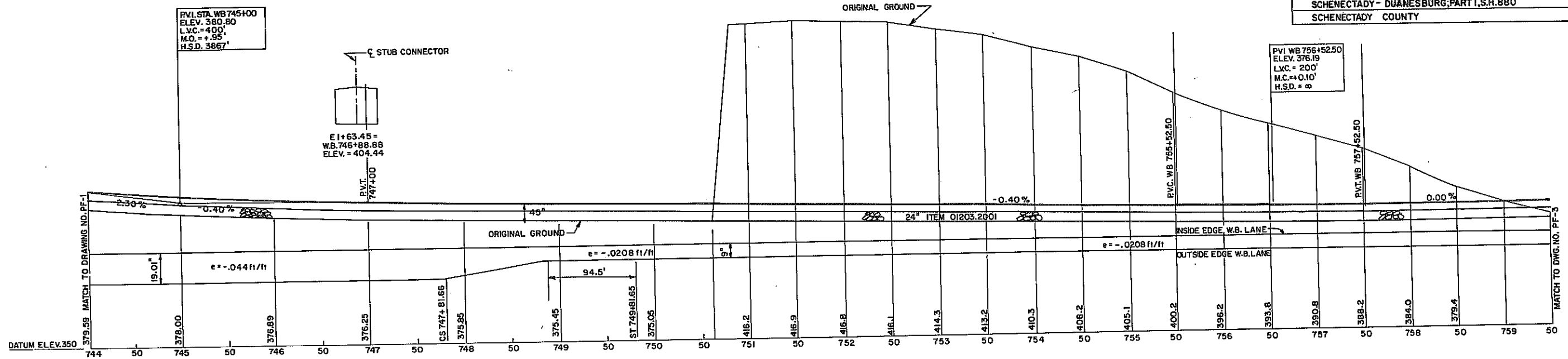
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| | | | |
|---------------------|--|--------------|-------------|
| DRAWING No. PF-1 | SCALE HORIZ. 1" = 50' VERT. 1" = 10' | DATE 2/79 | REGION 1 |
|---------------------|--|--------------|-------------|

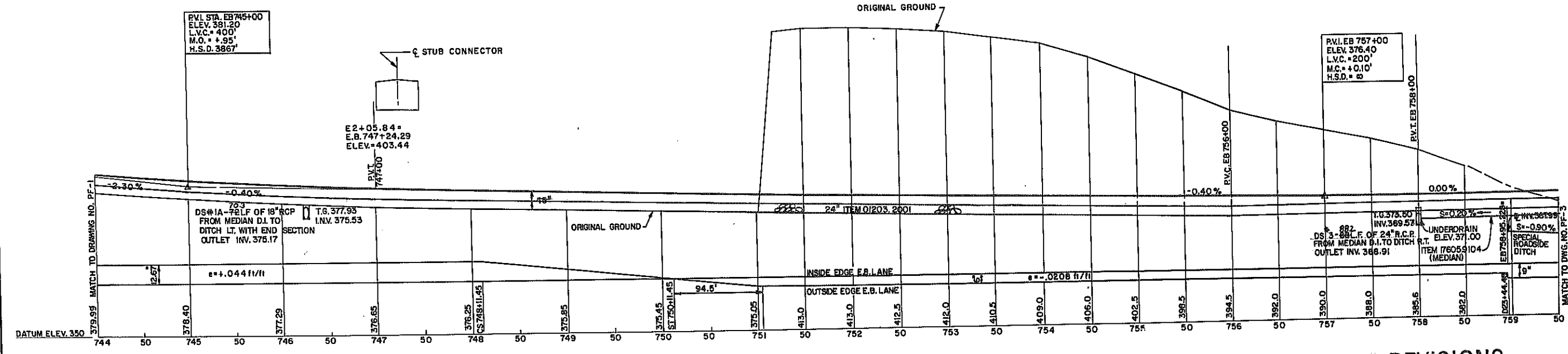


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 103/1 | 294 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



MAINLINE WESTBOUND PROFILE



MAINLINE EASTBOUND PROFILE

REVISIONS

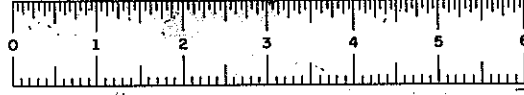
MAINLINE PROFILE STA. 744+00 TO 759+50

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DRAWING No. | SCALE | DATE | REGION |
|-------------|-----------------------------------|------|----------|
| PF-2 | HORIZ. 1" = 50' VERT. 1" = 10' | 1/76 | REGION I |

DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____

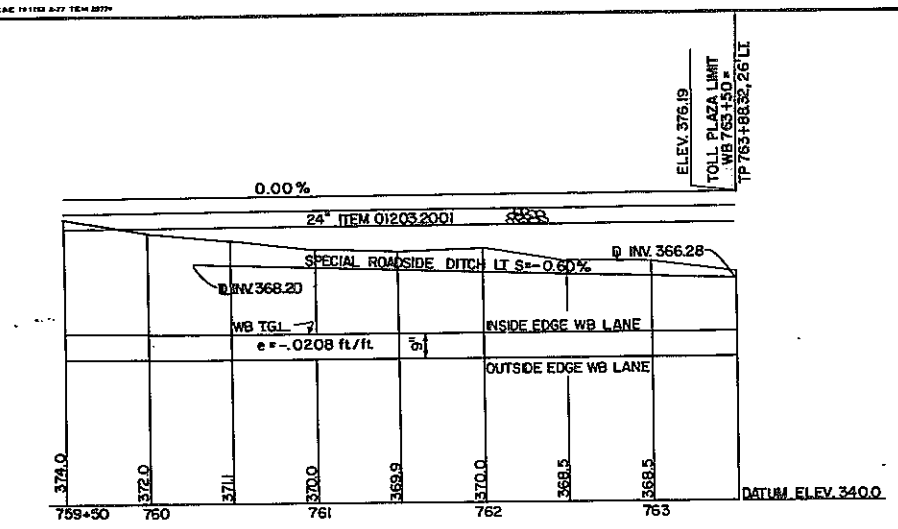
HC 47-2 (5/76)
IN CHARGE OF



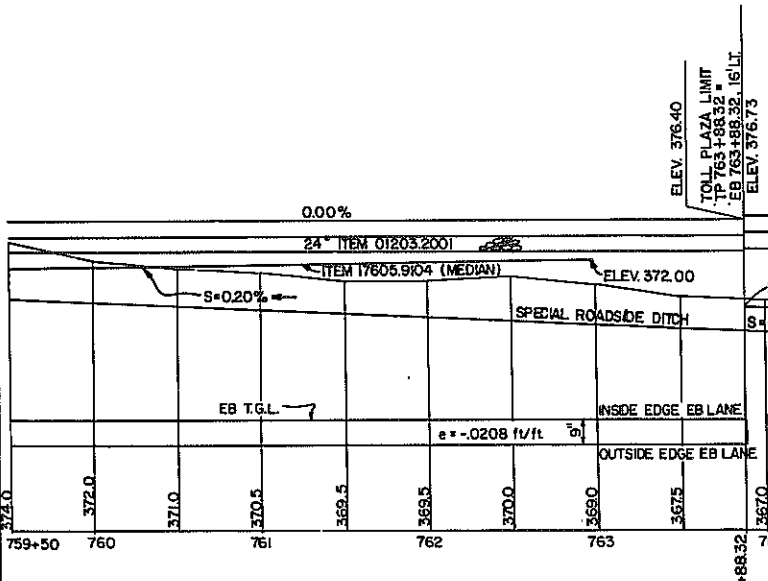
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 104 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

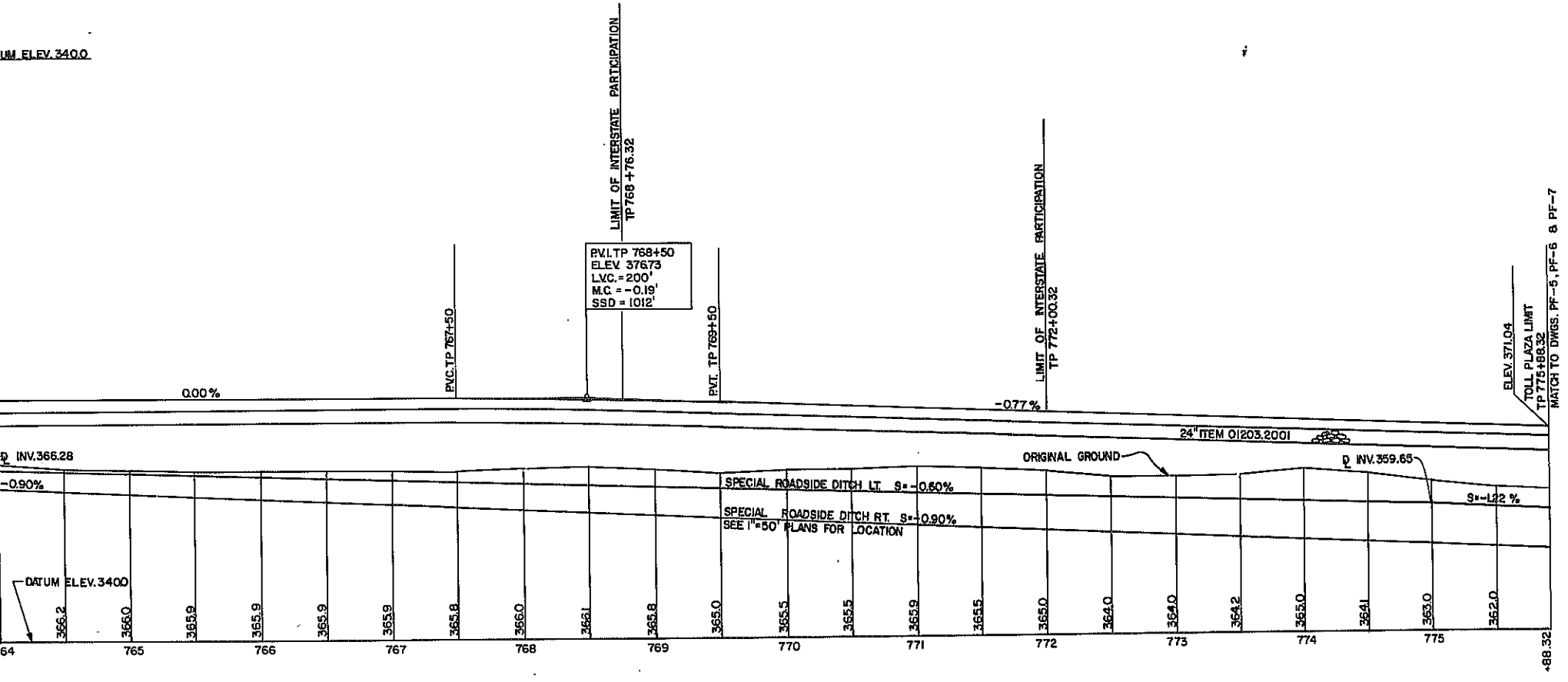
DATE _____
CHECKED BY _____
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ESTIMATED BY _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____



MAINLINE WESTBOUND PROFILE



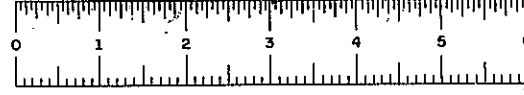
MAINLINE EASTBOUND PROFILE



TOLL PLAZA PROFILE

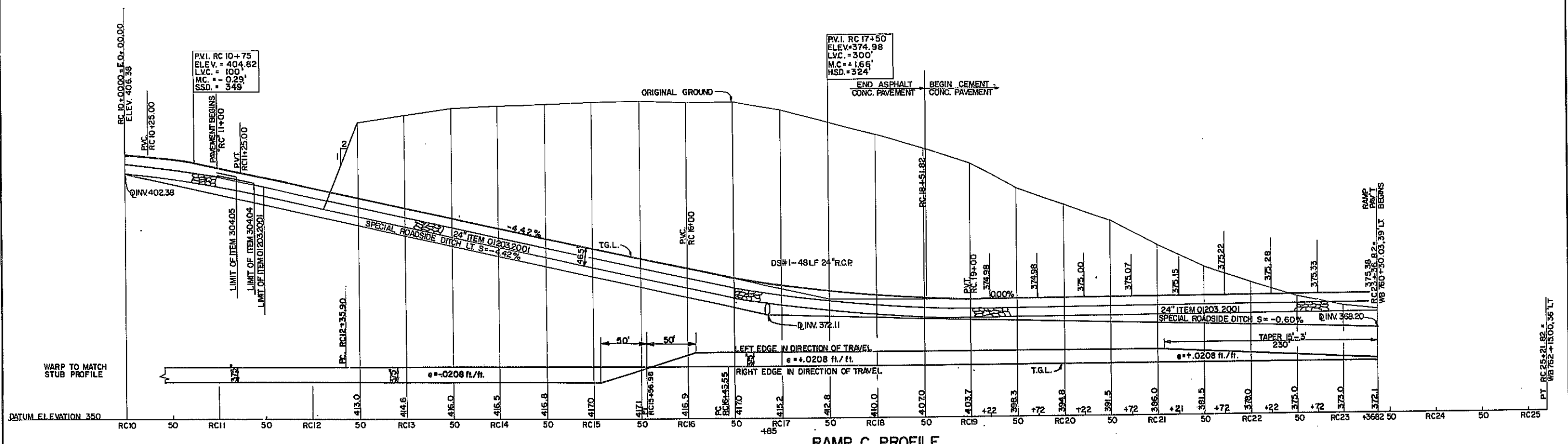
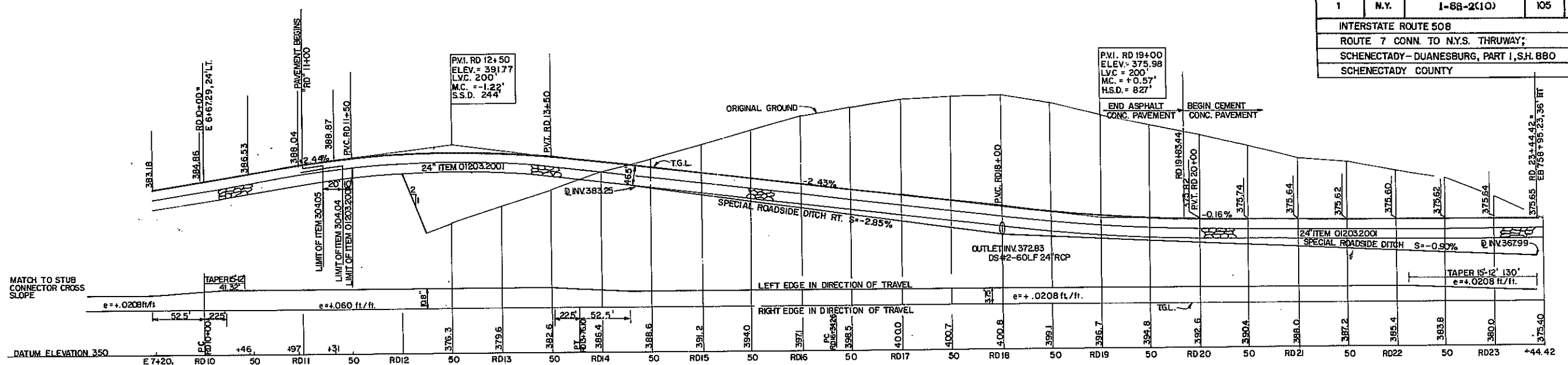
NOTE: ORGANIC MATERIAL SHALL BE EXCAVATED AND BACKFILLED WITH 1" OF ITEM 203.20 SELECT GRANULAR SUBGRADE BETWEEN "TP" STA. 764+00* AND "TP" STA. 773+00* AND OTHER AREAS AS ORDERED BY THE ENGINEER.

| TOLL PLAZA PROFILE | | | |
|---|--|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. PF-3 | SCALE VERT. 1"=10' HORIZ. 1"=50' | DATE 4/78 | REGION 1 |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | I-88-2(10) | 105 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



PROFILES RAMP C & D

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING No.
PF-4

SCALE
VERT. 1" = 10'
HORIZ. 1" = 50'

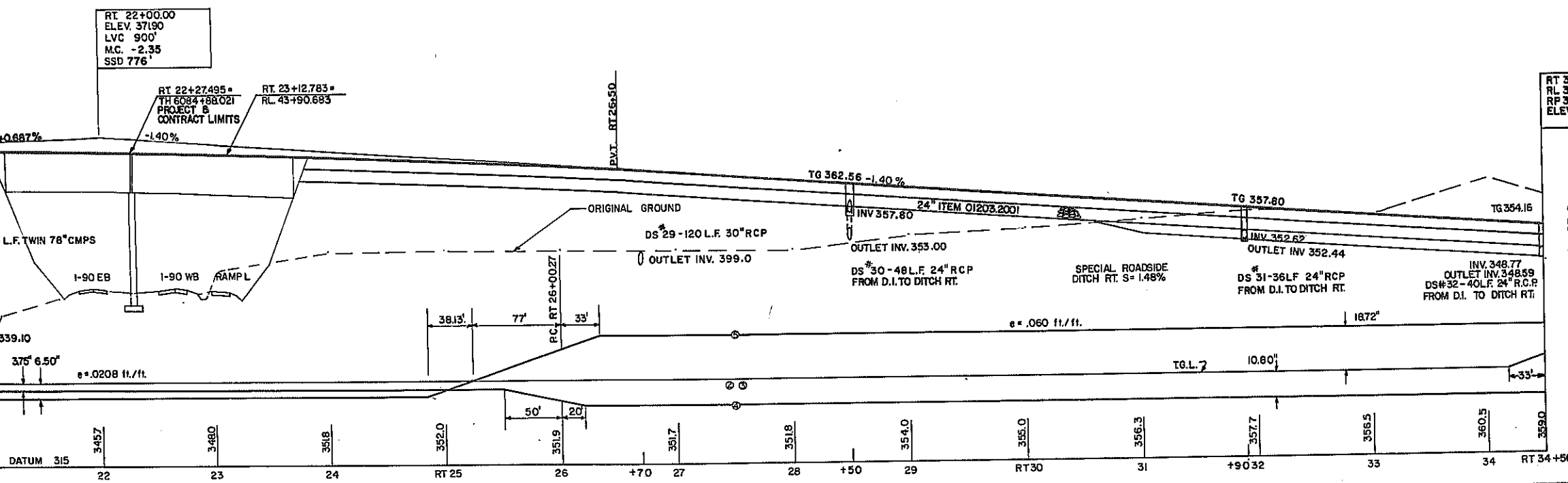
DATE
1/78

REGION 1

DATE _____
CHECKED BY _____
DRAFTED BY _____
CHECKED BY _____
ESTIMATED BY _____
DESIGNED BY _____
IN CHARGE OF _____

HE 47-2 (5/76)
IN CHARGE OF

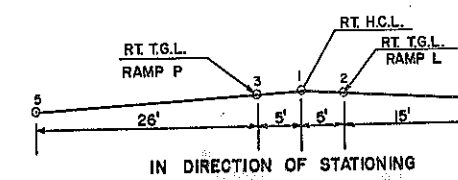
RT 15+00
ELEV. 367.09
LVC 200.00'
MC +0.36'
HSD 0.00



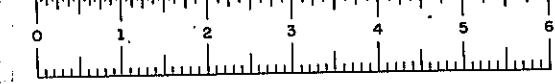
RT 34+50.00 *
RL 34+50.09, 20' LT. *
RP 34+50.00, 51' RT.
ELEV 354.40

MATCH TO RP PROFILE DWG. PF-9
MATCH TO RL PROFILE DWG. PF-8

RT (RAMPS P&L)

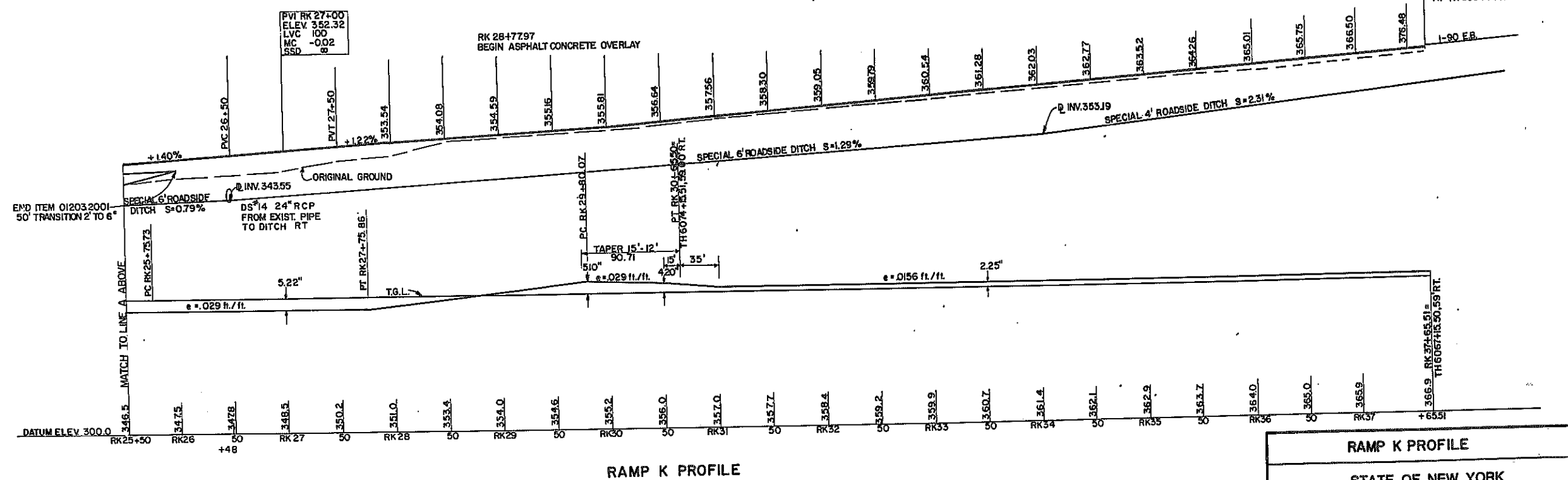
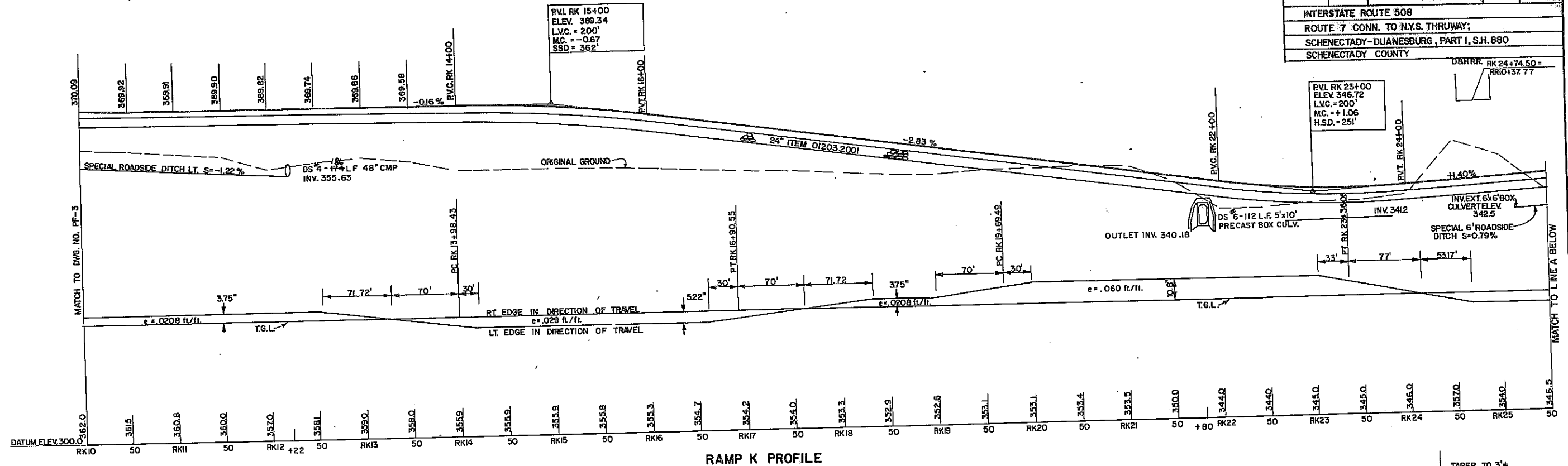


| | | | |
|---|--|--------------|----------|
| RT PROFILE | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. PF-5 | SCALE HORIZ. 1"=60' VERT. 1"=10' | DATE 4/79 | REGION 1 |



D96243

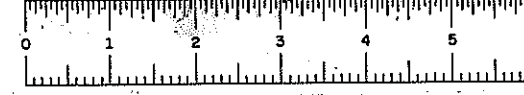
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 107(2) | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



REVISIONS

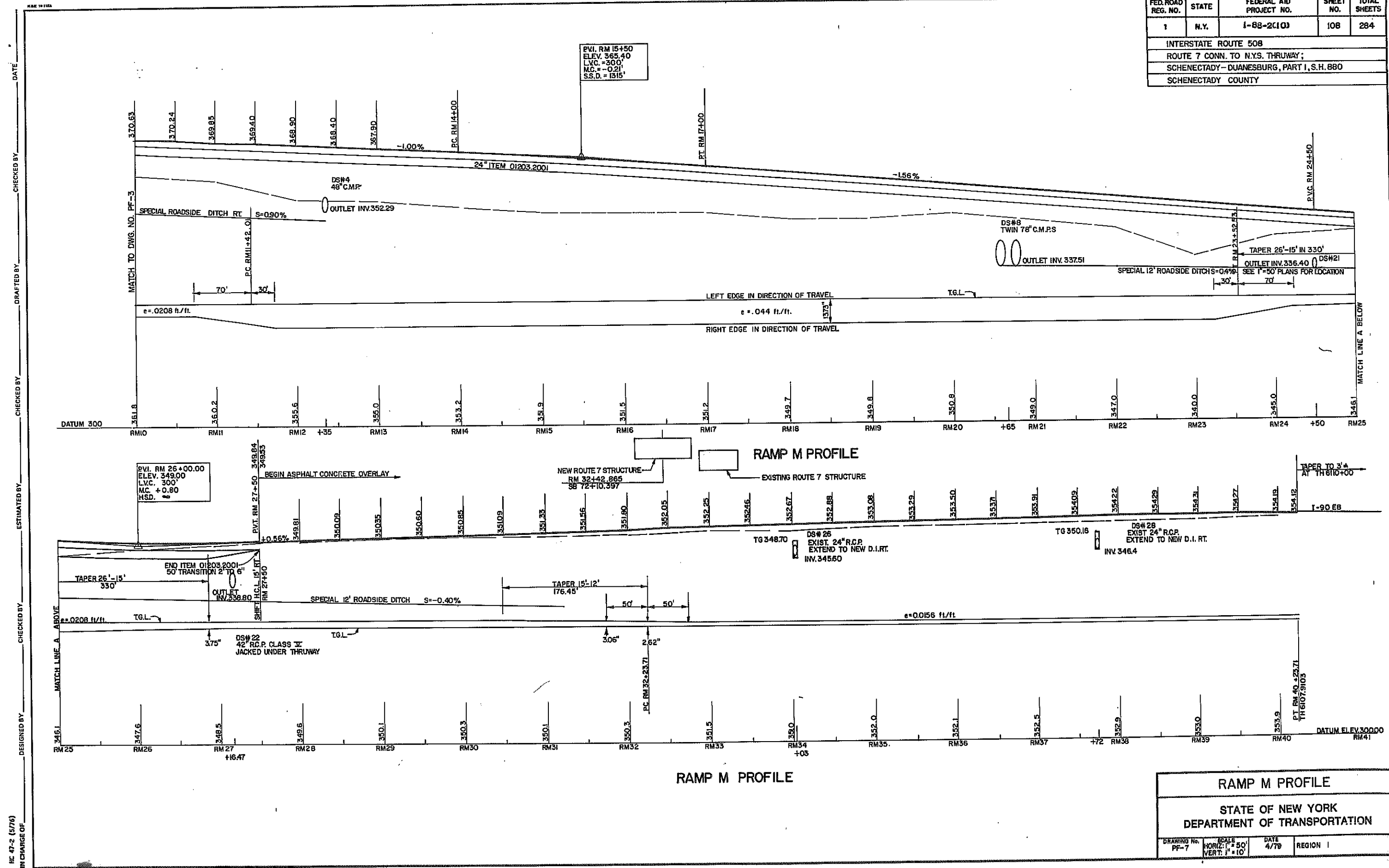
| RAMP K PROFILE | | | |
|---|--------------------------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. PF-6 | SCALE 1"=50' HORIZ 1"=10' VERT | DATE 4/79 | REGION 1 |

DATE _____
CHECKED BY _____
DESIGNED BY _____
IN CHARGE OF _____



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | I-88-2(10) | 108 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



DATE _____ CHECKED BY _____ DRAFTED BY _____ ESTIMATED BY _____ CHECKED BY _____ DESIGNED BY _____ IN CHARGE OF _____

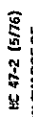
RAMP M PROFILE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| | | | |
|---------------------|--|--------------|-------------|
| DRAWING No. PF-7 | SCALE HORIZ. 1" = 50' VERT. 1" = 10' | DATE 4/79 | REGION I |
|---------------------|--|--------------|-------------|

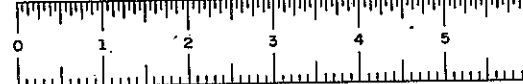


HC 47-2 (5/76)



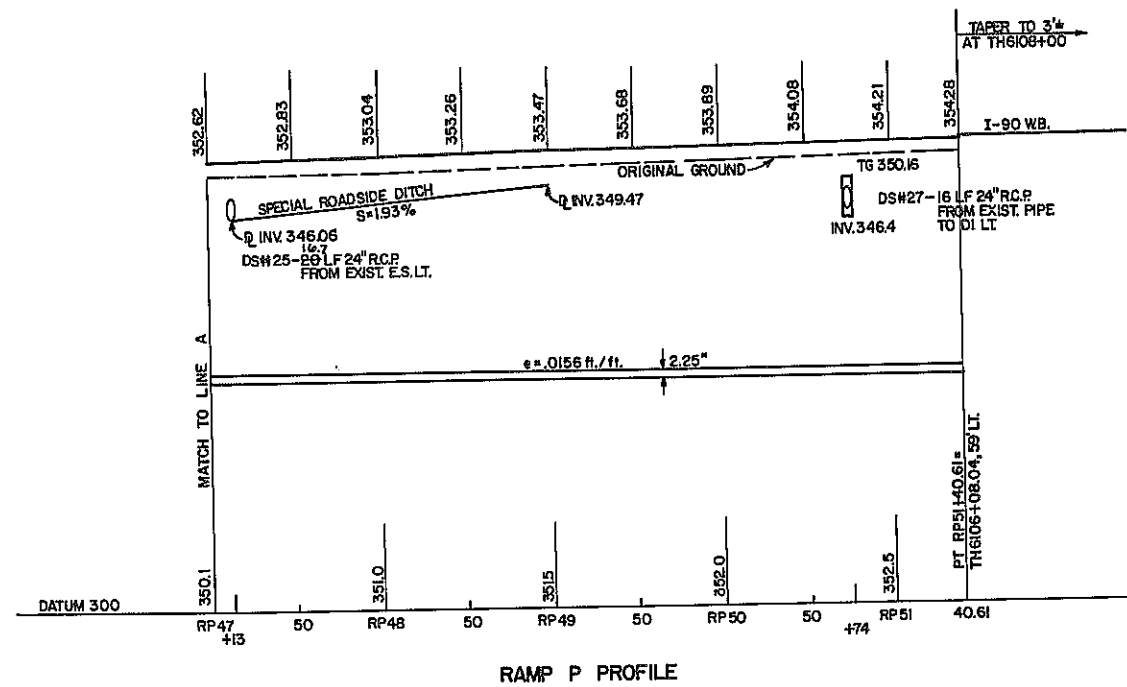
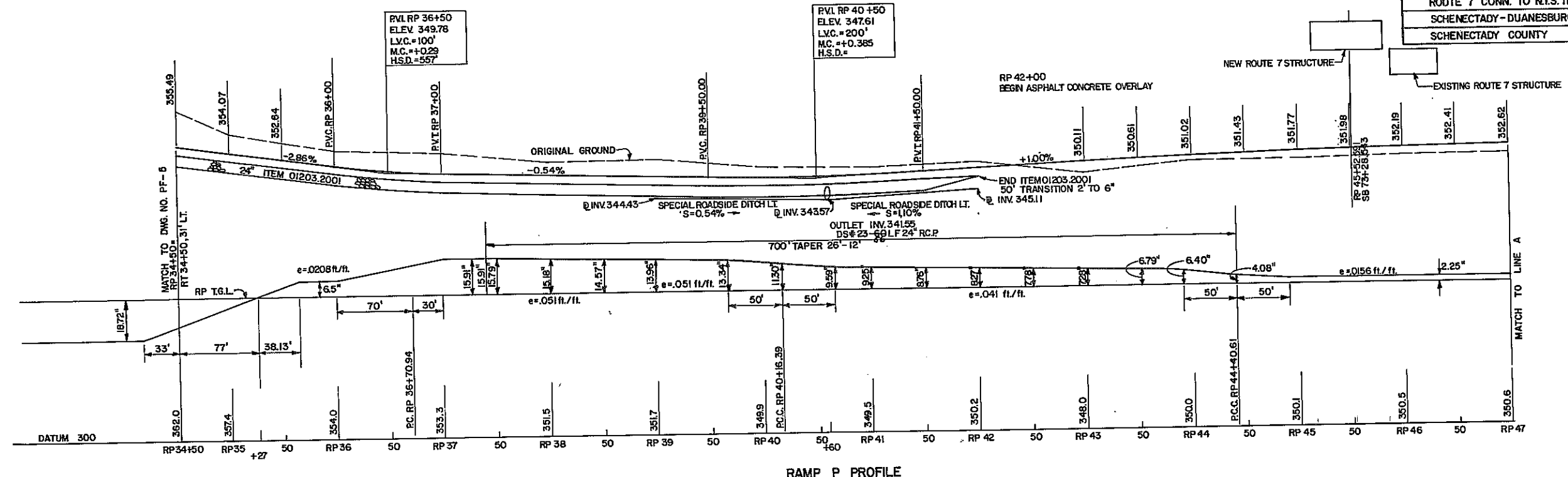
RAMP L PROFILE

| | | | |
|---------------------|--|--------------|--------|
| DRAWING No. PF-8 | SCALE HORIZ. 1" = 50' VERT. 1" = 10' | DATE 4/79 | REGION |
|---------------------|--|--------------|--------|



D96243

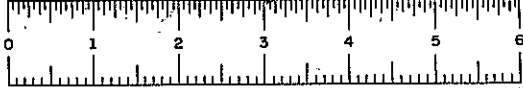
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 110R1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO NYS. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART I, SH. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



REVISIONS

| RAMP P PROFILE | | | |
|---|--|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. PF-9 | SCALE HORIZ. 1"=50' VERT. 1"=10' | DATE 9/78 | REGION 1 |

DATE _____
CHECKED BY _____
DRAFTED BY _____
ESTIMATED BY _____
DESIGNED BY _____
IN CHARGE OF _____



D96243

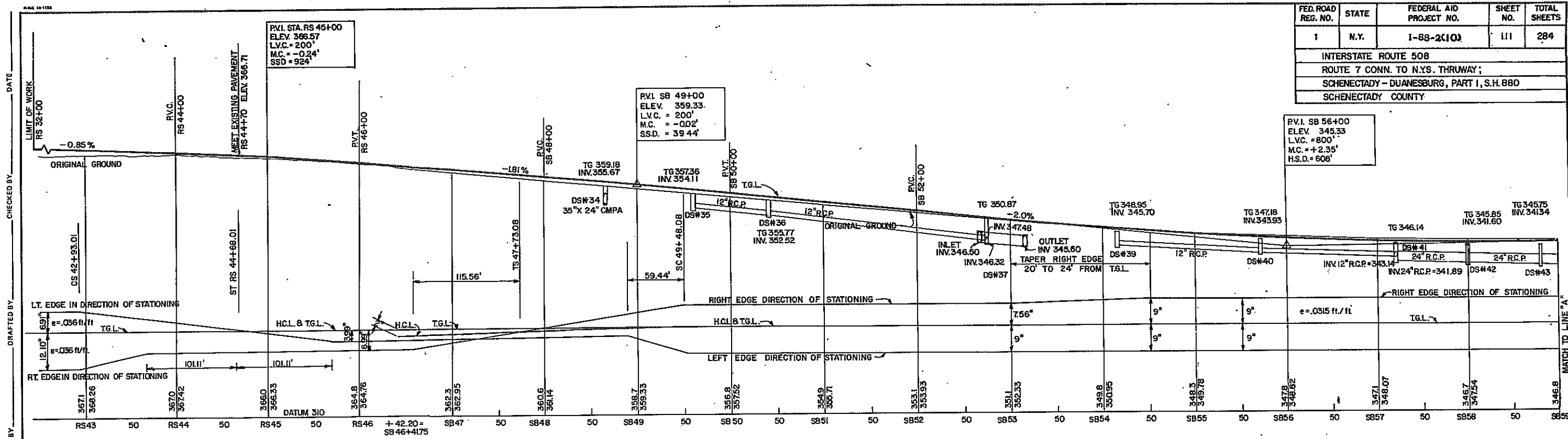
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | I-88-2(10) | 111 | 284 |

INTERSTATE ROUTE 508
ROUTE 7 CONN. TO N.Y.S. THRUWAY;
SCHENECTADY - DUANESEBURG, PART I, S.H. 880
SCHENECTADY COUNTY

P.V.I. SB 56+00
ELEV. 345.33
L.V.C. = 800'
M.C. = +2.35'
H.S.D. = 608'

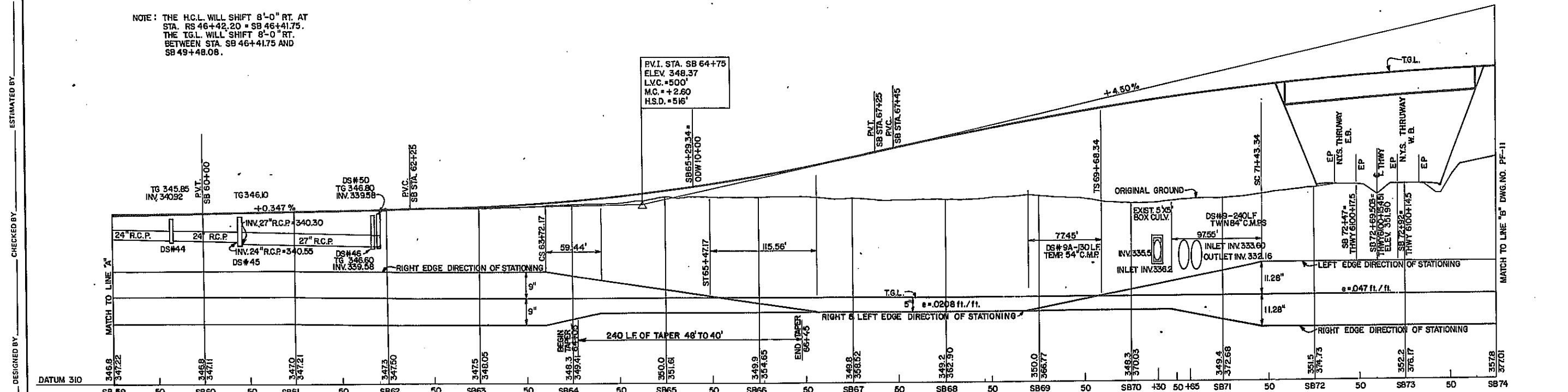
P.V.I. SB 49+00
ELEV. 359.33
L.V.C. = 200'
M.C. = -0.02'
S.S.D. = 39.44'

P.V.I. STA. RS 46+00
ELEV. 366.57
L.V.C. = 200'
M.C. = -0.24'
S.S.D. = 924'



NOTE: THE H.C.L. WILL SHIFT 8'-0" RT. AT STA. RS 46+42.20 = SB 46+41.75. THE T.G.L. WILL SHIFT 8'-0" RT. BETWEEN STA. SB 46+41.75 AND SB 49+48.08.

P.V.I. STA. SB 64+75
ELEV. 348.37
L.V.C. = 500'
M.C. = +2.60'
H.S.D. = 516'



HC 47-2 (5/76)
IN CHARGE OF

DESIGNED BY
CHECKED BY
ESTIMATED BY
CHECKED BY
DATE

RELOCATED ROUTE 7 PROFILE

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.
PF-10

SCALE
HORIZ. 1"=50'
VERT. 1"=10'

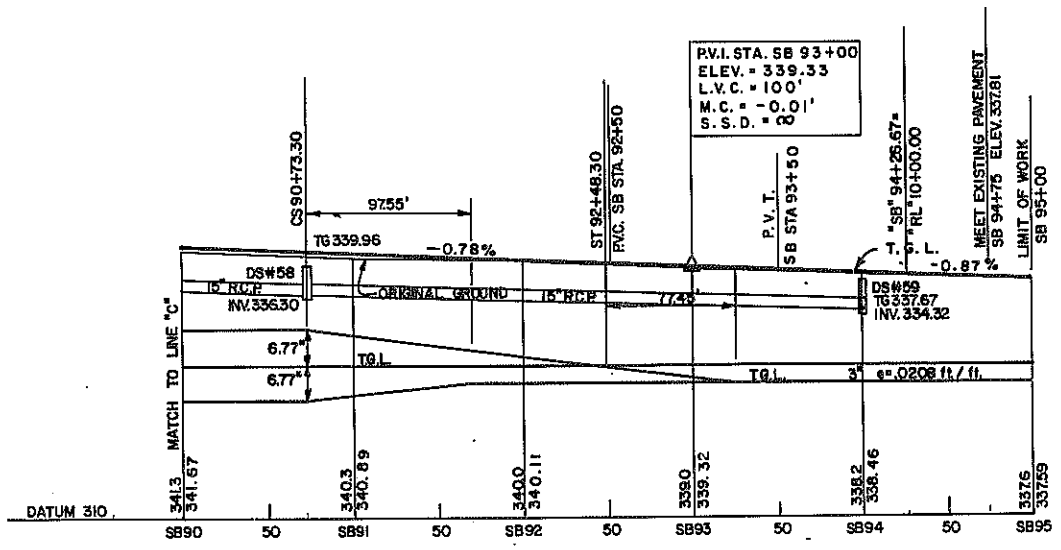
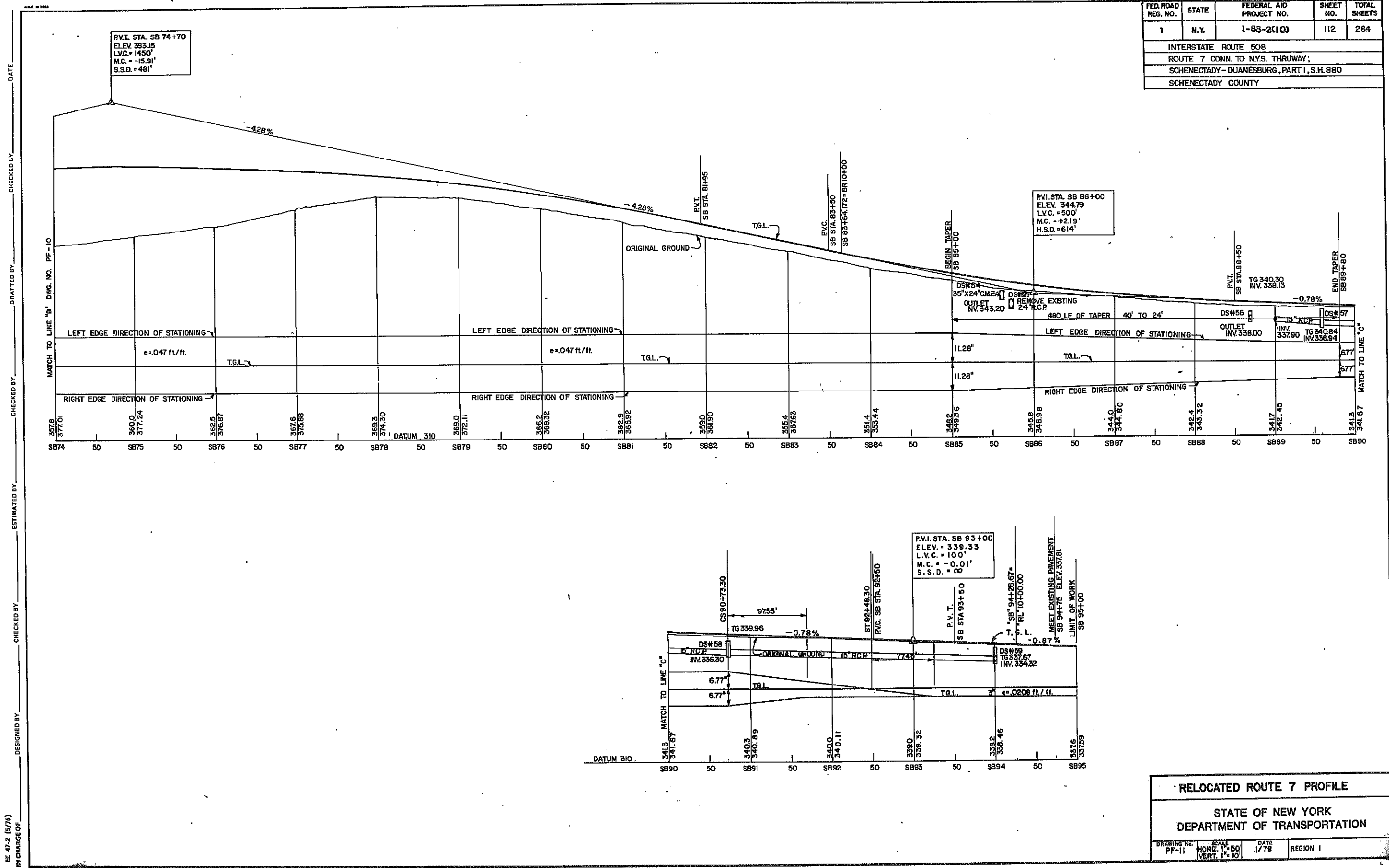
DATE
3/79

REGION I



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 112 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANE SBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



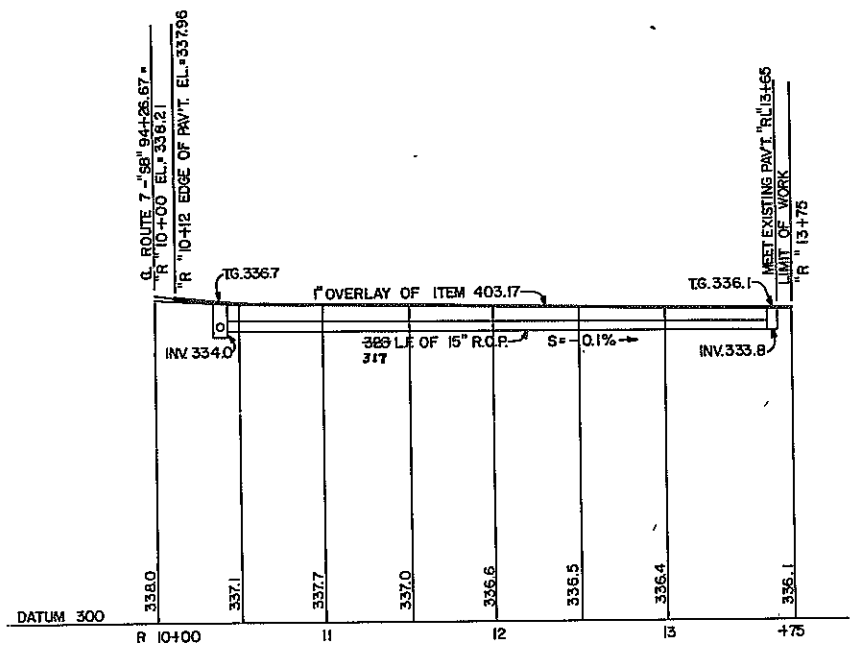
| | |
|---|--------------|
| RELOCATED ROUTE 7 PROFILE | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | |
| DRAWING No. PF-11 | DATE 1/78 |
| SCALE HORIZ. 1"=50' VERT. 1"=10' | REGION 1 |

DESIGNED BY _____ CHECKED BY _____ ESTIMATED BY _____ DRAFTED BY _____ CHECKED BY _____ DATE _____



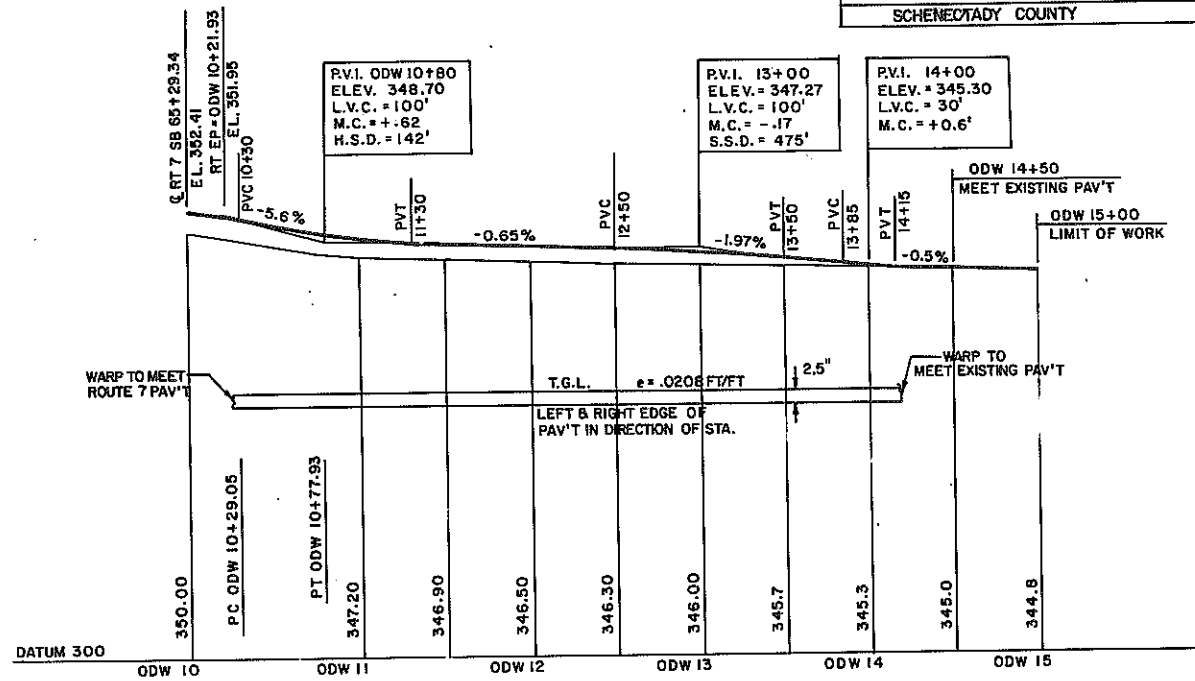
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 113R1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H.680 | | | | |
| SCHENECTADY COUNTY | | | | |



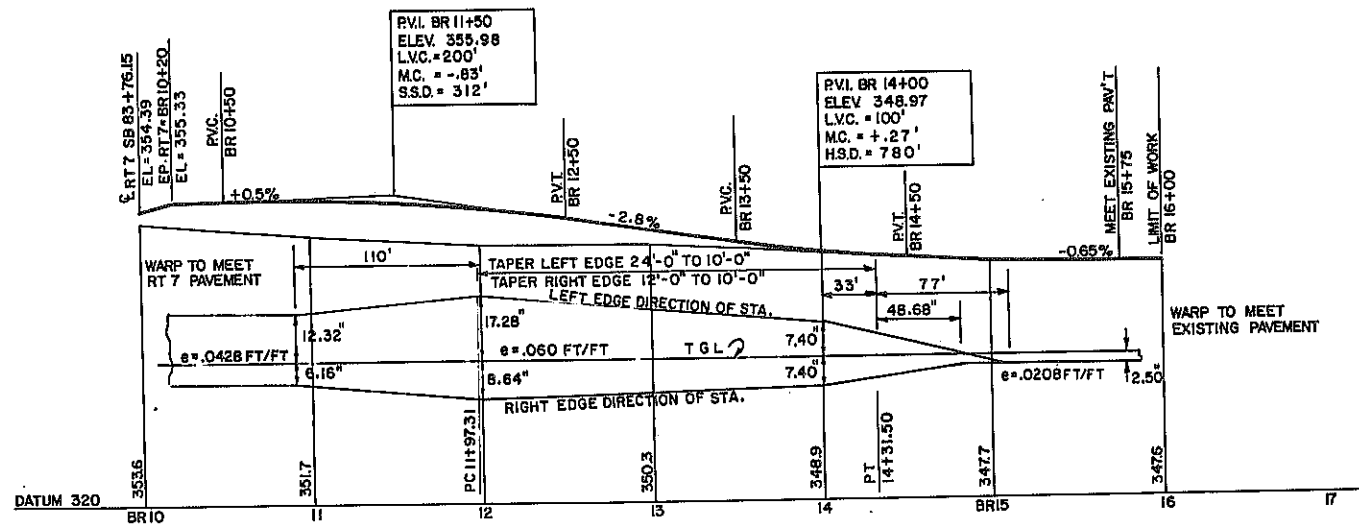
RISOLI LANE PROFILE

SCALE: 1"=50' HORIZ.
1"=10' VERT.



OLD DUANESBURG ROAD CONNECTOR (WEST)

SCALE: 1"=10' VERTICAL
1"=50' HORIZONTAL



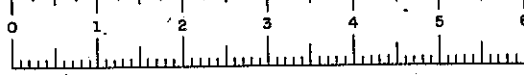
BURDECK ROAD PROFILE

REVISIONS

| 1"=50' SCALE PROFILE | | | |
|---|--|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. PF-12 | SCALE HORIZ. 1"=50' VERT. 1"=10' | DATE 4/79 | REGION 1 |

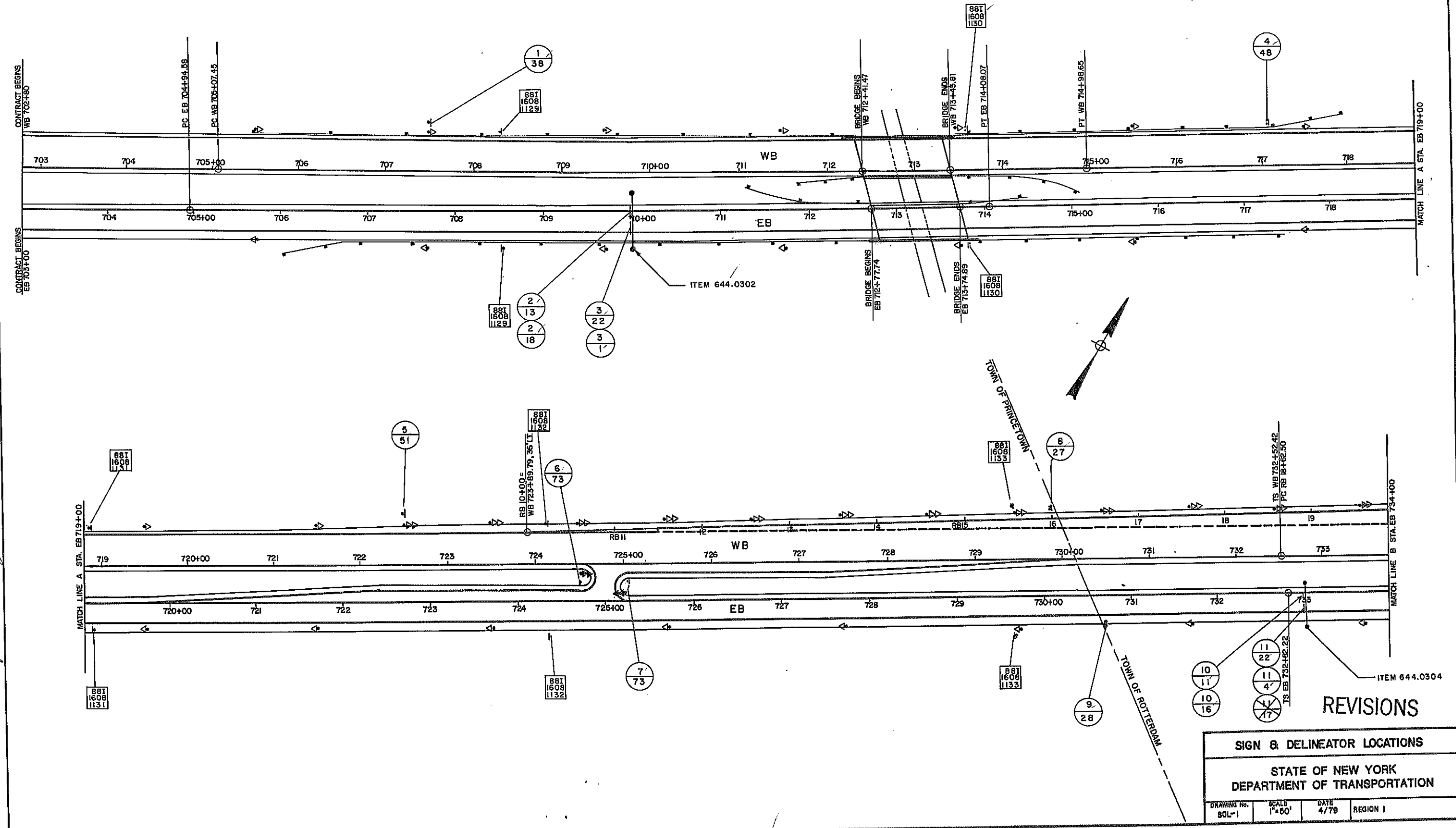
DESIGNED BY _____ IN CHARGE OF _____
CHECKED BY _____
ESTIMATED BY _____
DRAFTED BY _____
CHECKED BY _____
DATE _____

IN CHARGE OF *J.P. Tress* DESIGNED BY *K. G. Smith* CHECKED BY *J. P. Tress* ESTIMATED BY *J. P. Tress* CHECKED BY *J. P. Tress* DRAFTED BY *J. P. Tress* DATE *7/79*



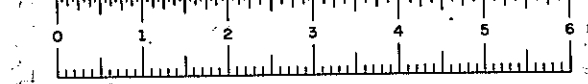
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 114R1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANE SBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



REVISIONS

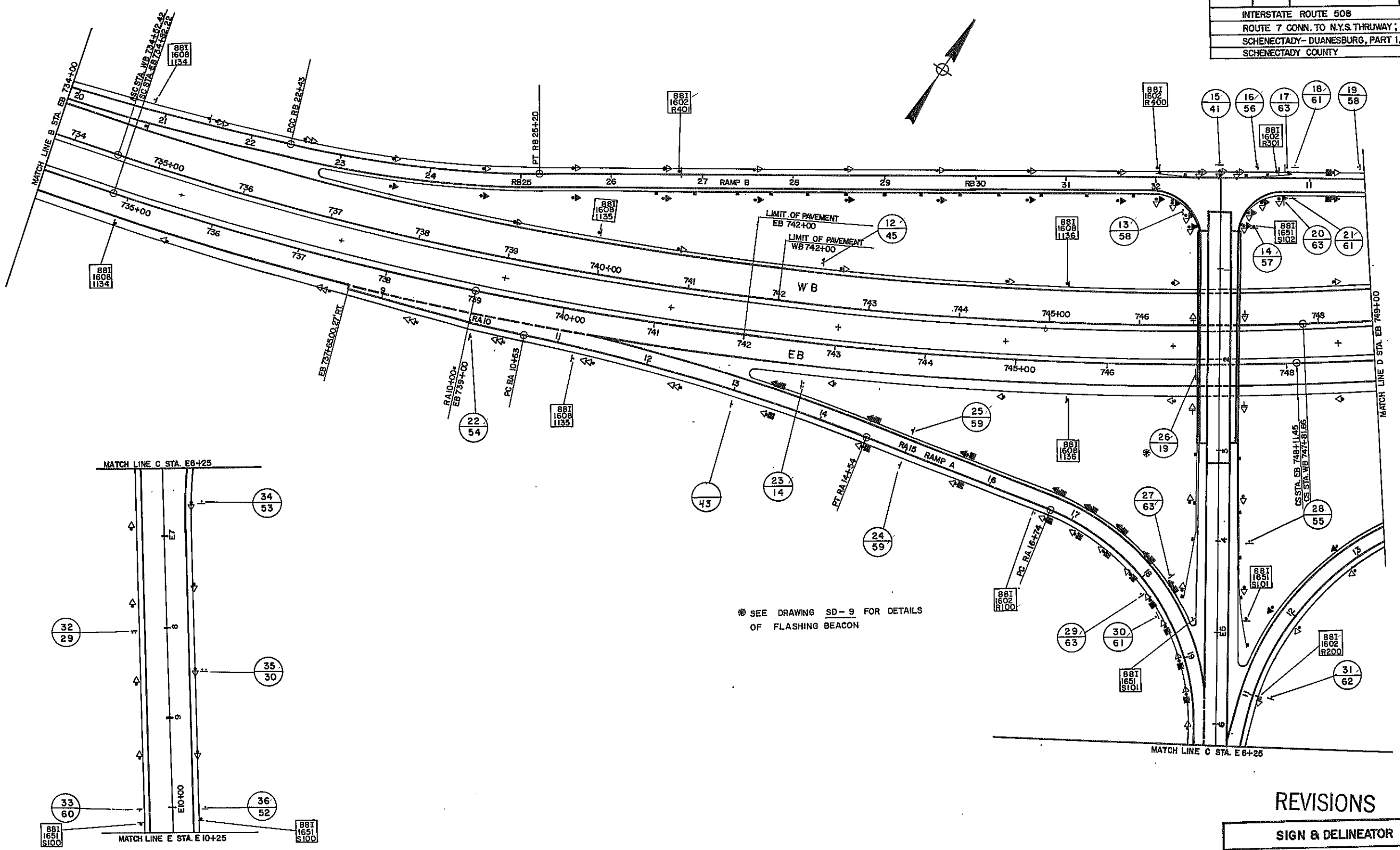
| SIGN & DELINEATOR LOCATIONS | | | |
|---|-----------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. SOL-1 | SCALE 1"=50' | DATE 4/79 | REGION 1 |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 158 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

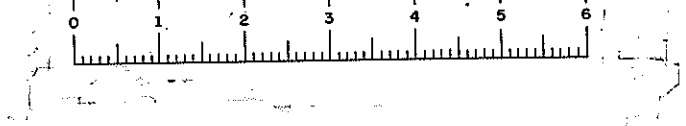
RE 47-2 (5/76) 9/7/79
IN CHARGE OF *J.P. Tardiff*
DESIGNED BY *E. J. G. G. G.*
CHECKED BY *J. J. J. J.*
ESTIMATED BY *J. J. J. J.*
DRAFTED BY *J. J. J. J.*
CHECKED BY *J. J. J. J.*
DATE 7/79



SEE DRAWING SD-9 FOR DETAILS OF FLASHING BEACON

REVISIONS

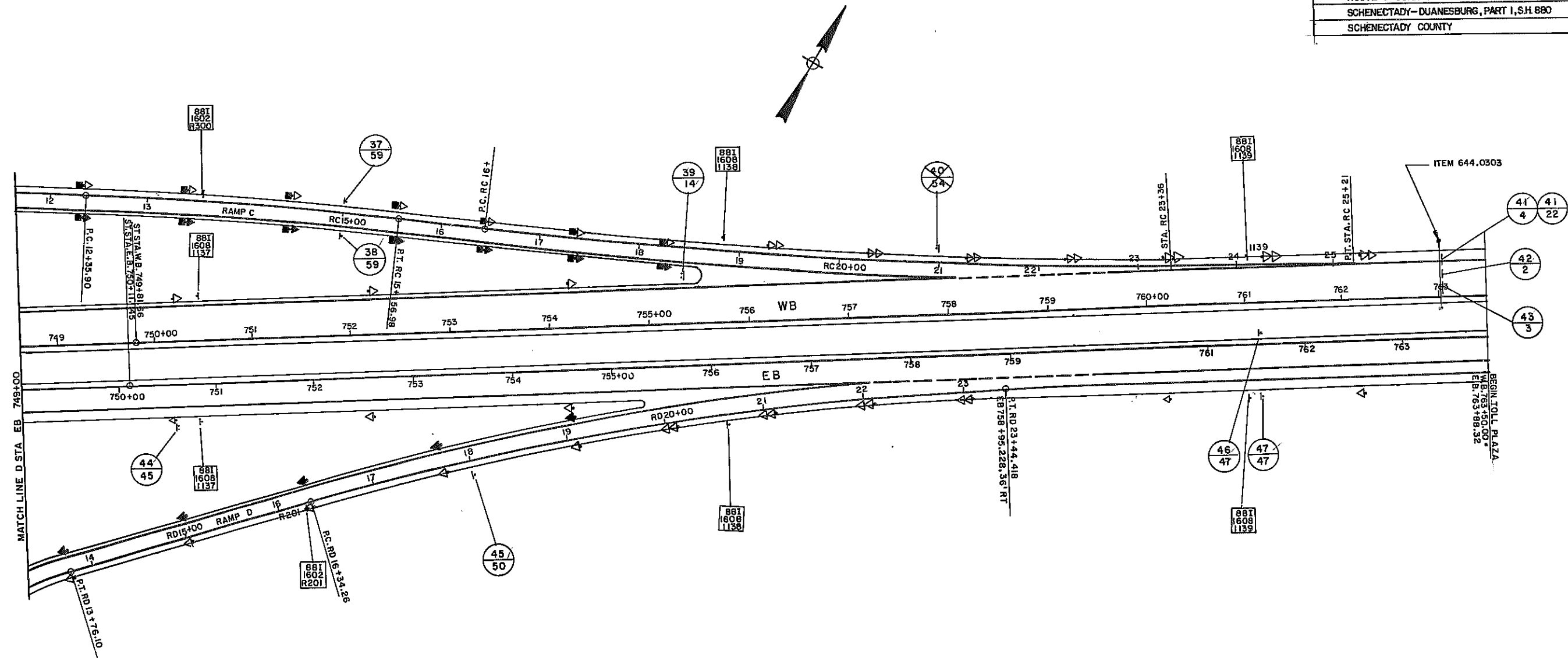
| SIGN & DELINEATOR LOCATION | | | |
|---|-----------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. SOL-2 | SCALE 1"=50' | DATE 4/79 | REGION 1 |



D96243

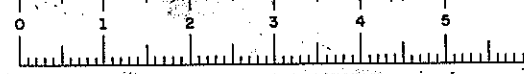
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 116R1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO NYS. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

DATE 3/77
CHECKED BY
DRAFTED BY
CHECKED BY
DESIGNED BY
IN CHARGE OF



REVISIONS

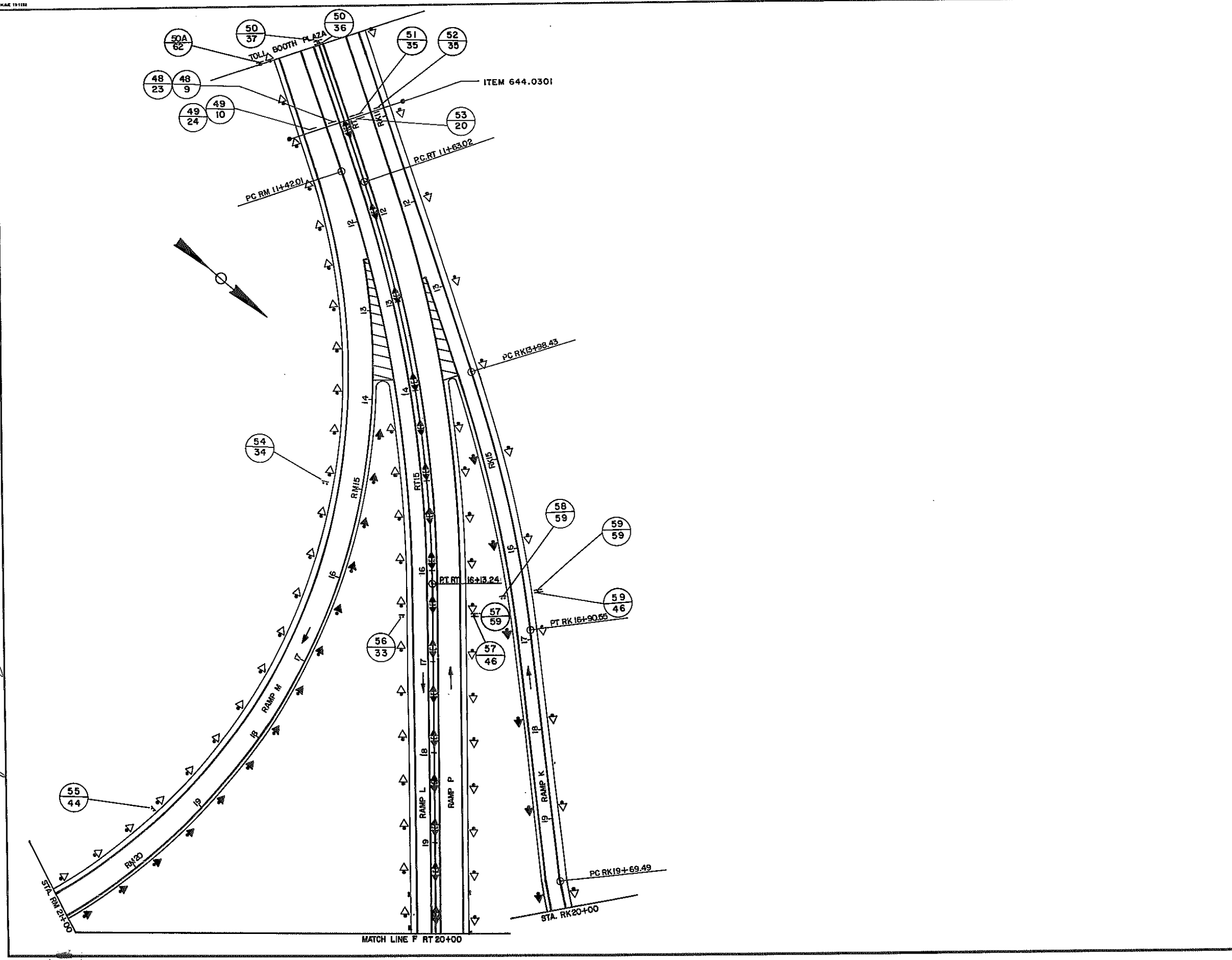
| SIGN AND DELINEATOR LOCATIONS | | | |
|---|-----------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. SDL-5 | SCALE 1"=50' | DATE 4/79 | REGION 1 |



D96243

| FED. ROAD RES. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 117 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DJANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

DATE 7/79
CHECKED BY
DRAFTED BY
CHECKED BY
ESTIMATED BY
DESIGNED BY
IN CHARGE OF

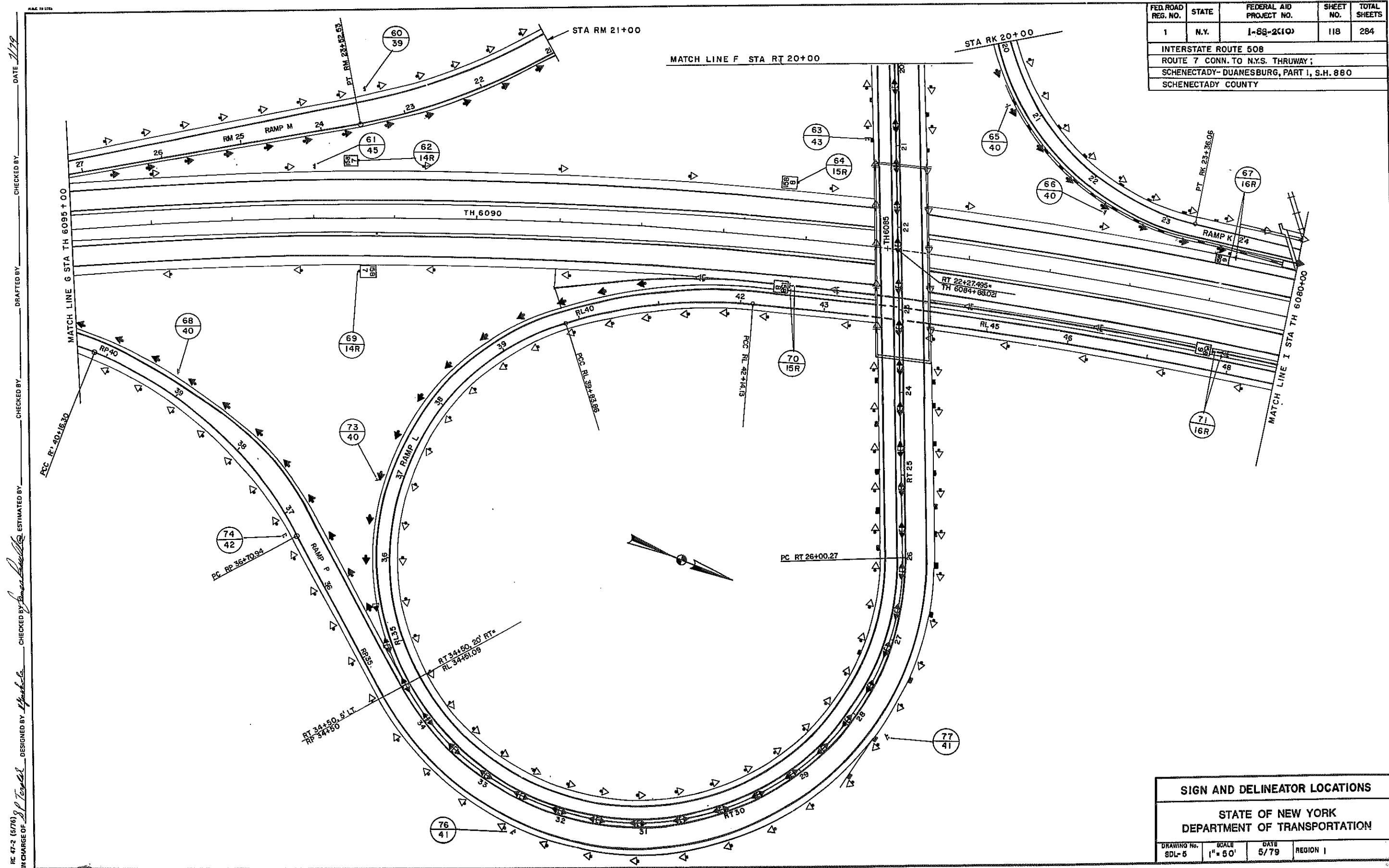


| SIGN & DELINEATOR LOCATIONS | | | |
|---|-----------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. SDL-4 | SCALE 1"=50' | DATE 6/79 | REGION 1 |



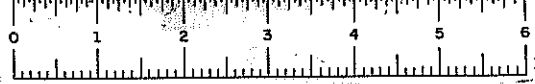
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 118 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



| SIGN AND DELINEATOR LOCATIONS | | | |
|---|-------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. SDL-5 | SCALE 1" = 60' | DATE 5/79 | REGION I |

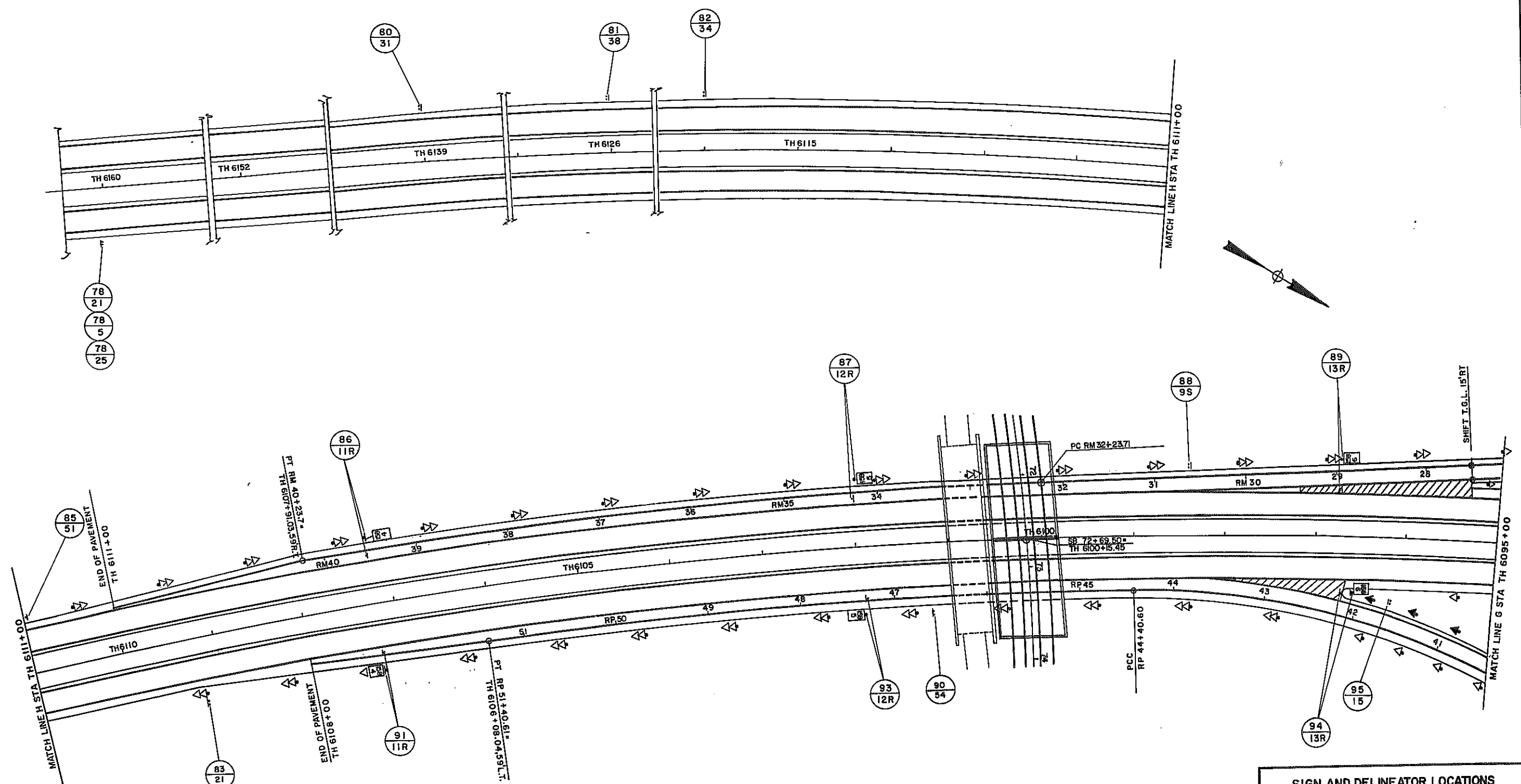
IN CHARGE OF *[Signature]* DESIGNED BY *[Signature]* CHECKED BY *[Signature]* ESTIMATED BY *[Signature]* DRAFTED BY *[Signature]* CHECKED BY *[Signature]* DATE 11/79



D96243

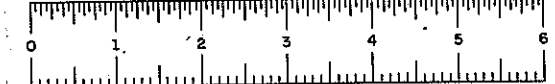
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|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | I-88-2(10) | 119 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY ; | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

EC 47-2 (5/76) IN CHARGE OF *J. P. Tupper* DESIGNED BY *J. P. Tupper* CHECKED BY *J. P. Tupper* ESTIMATED BY *J. P. Tupper* DRAFTED BY *J. P. Tupper* CHECKED BY *J. P. Tupper* DATE 7/79



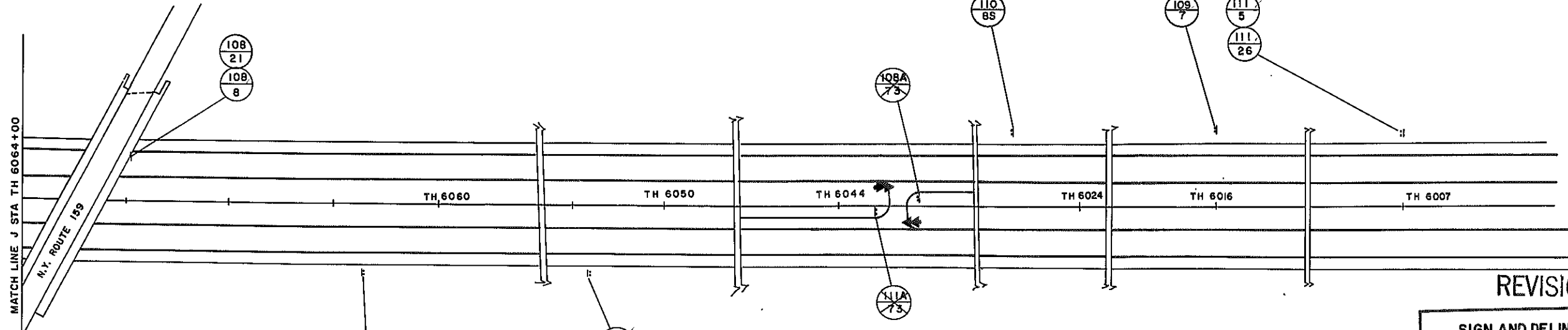
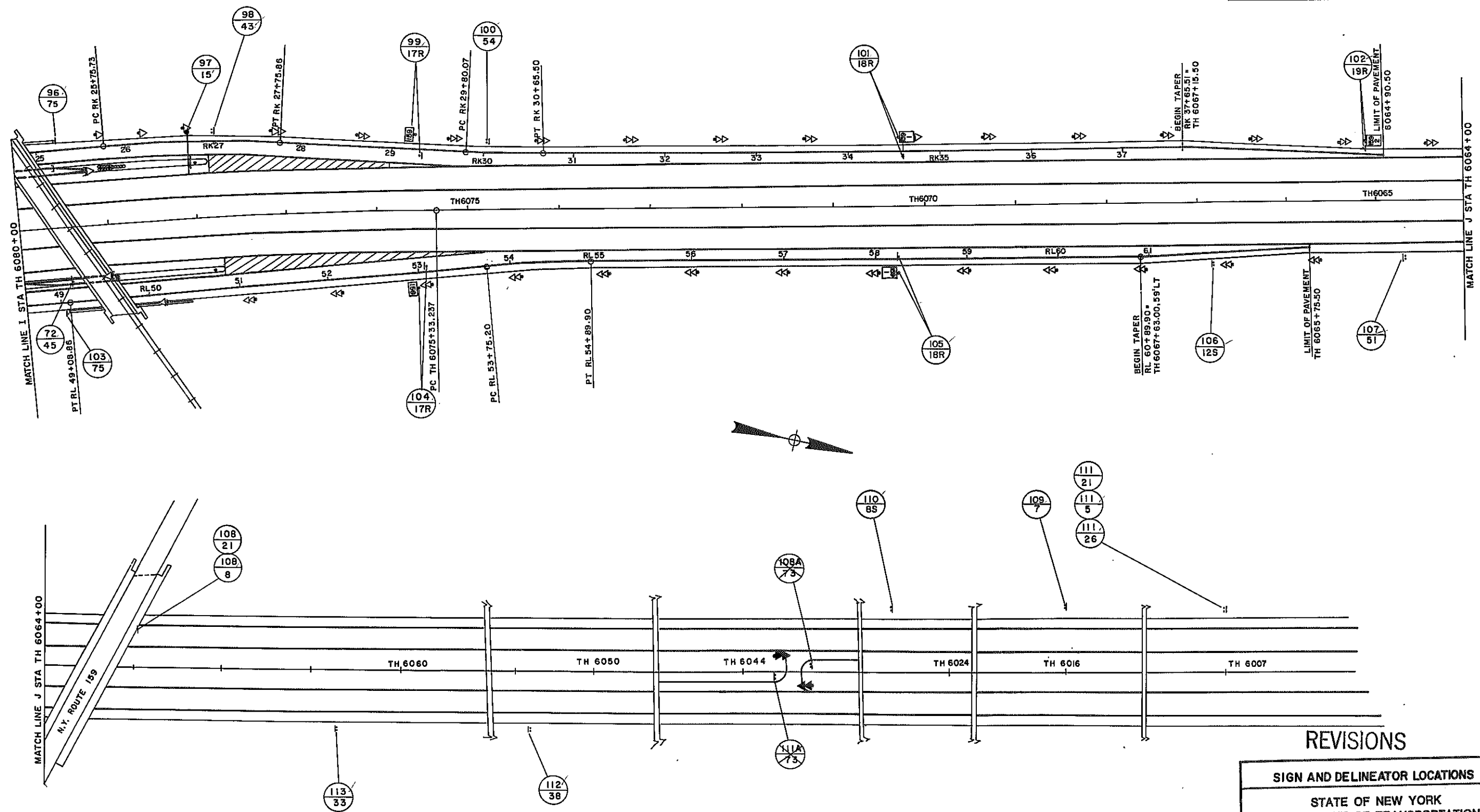
| SIGN AND DELINEATOR LOCATIONS | | | |
|---|-------------------|--------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. SDL-8 | SCALE 1" = 50' | DATE 4/79 | REGION I |

PC 47-2 (5/76) IN CHARGE OF *J.P. Tompkins* DESIGNED BY *K. J. G. G. G.* CHECKED BY *J. J. G. G. G.* ESTIMATED BY *J. J. G. G. G.* DRAFTED BY *J. J. G. G. G.* CHECKED BY *J. J. G. G. G.* DATE 2/79

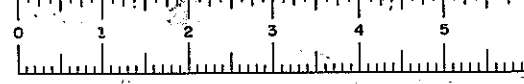


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-68-2(10) | 120R1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

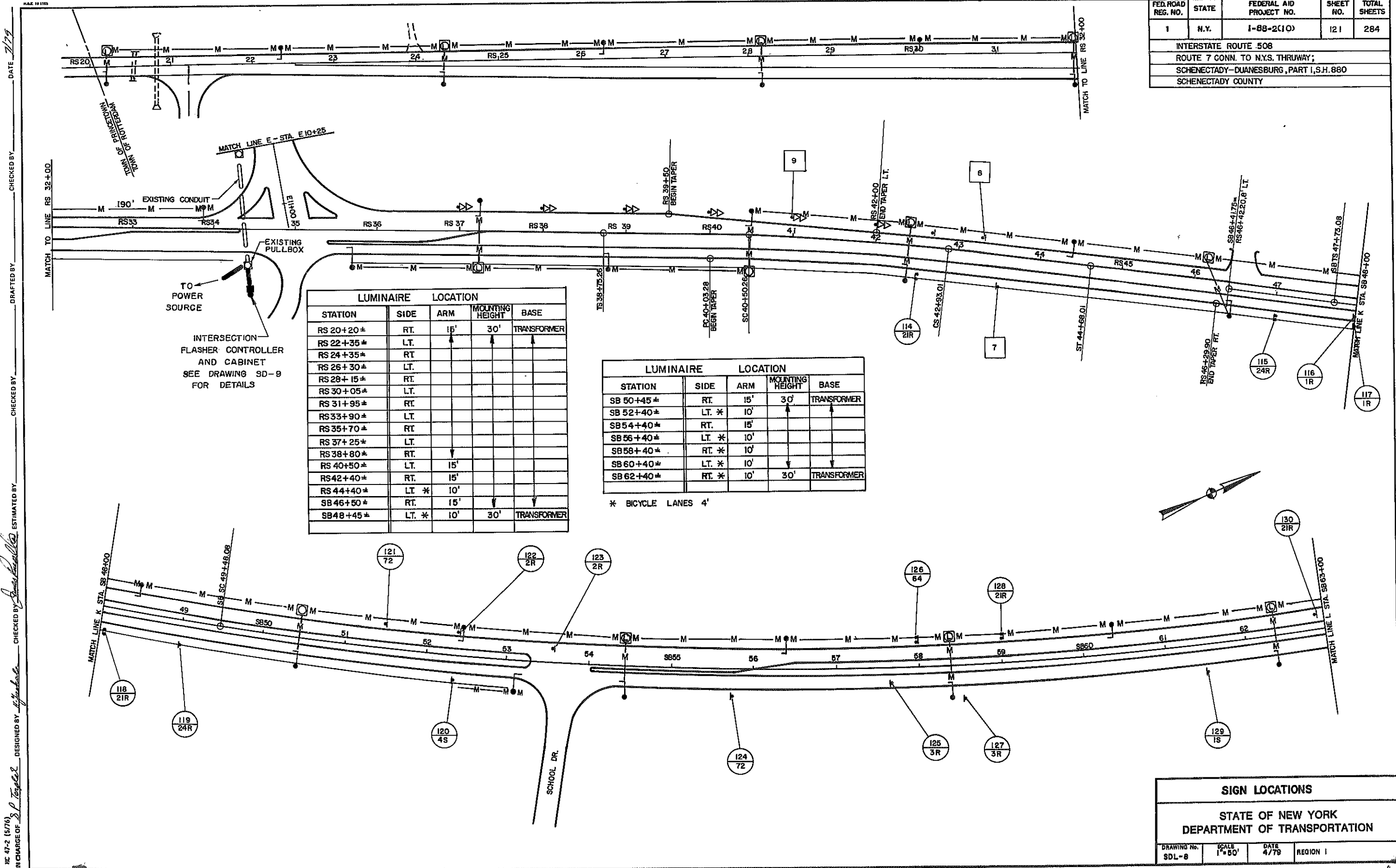


| REVISIONS | | | |
|---|-------------------|--------------|-------------|
| SIGN AND DELINEATOR LOCATIONS | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. SDL-7 | SCALE 1" = 50' | DATE 5/79 | REGION 1 |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 121 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



| LUMINAIRE LOCATION | | | | |
|--------------------|-------|-----|--------------------|-------------|
| STATION | SIDE | ARM | MOUNTING HEIGHT | BASE |
| RS 20+20± | RT. | 15' | 30' | TRANSFORMER |
| RS 22+35± | LT. | | | |
| RS 24+35± | RT. | | | |
| RS 26+30± | LT. | | | |
| RS 28+15± | RT. | | | |
| RS 30+05± | LT. | | | |
| RS 31+95± | RT. | | | |
| RS 33+90± | LT. | | | |
| RS 35+70± | RT. | | | |
| RS 37+25± | LT. | | | |
| RS 38+80± | RT. | | | |
| RS 40+50± | LT. | 15' | | |
| RS 42+40± | RT. | 15' | | |
| RS 44+40± | LT. * | 10' | | |
| SB 46+50± | RT. | 15' | | |
| SB 48+45± | LT. * | 10' | 30' | TRANSFORMER |

| LUMINAIRE LOCATION | | | | |
|--------------------|-------|-----|--------------------|-------------|
| STATION | SIDE | ARM | MOUNTING HEIGHT | BASE |
| SB 50+45± | RT. | 15' | 30' | TRANSFORMER |
| SB 52+40± | LT. * | 10' | | |
| SB 54+40± | RT. | 15' | | |
| SB 56+40± | LT. * | 10' | | |
| SB 58+40± | RT. * | 10' | | |
| SB 60+40± | LT. * | 10' | | |
| SB 62+40± | RT. * | 10' | 30' | TRANSFORMER |

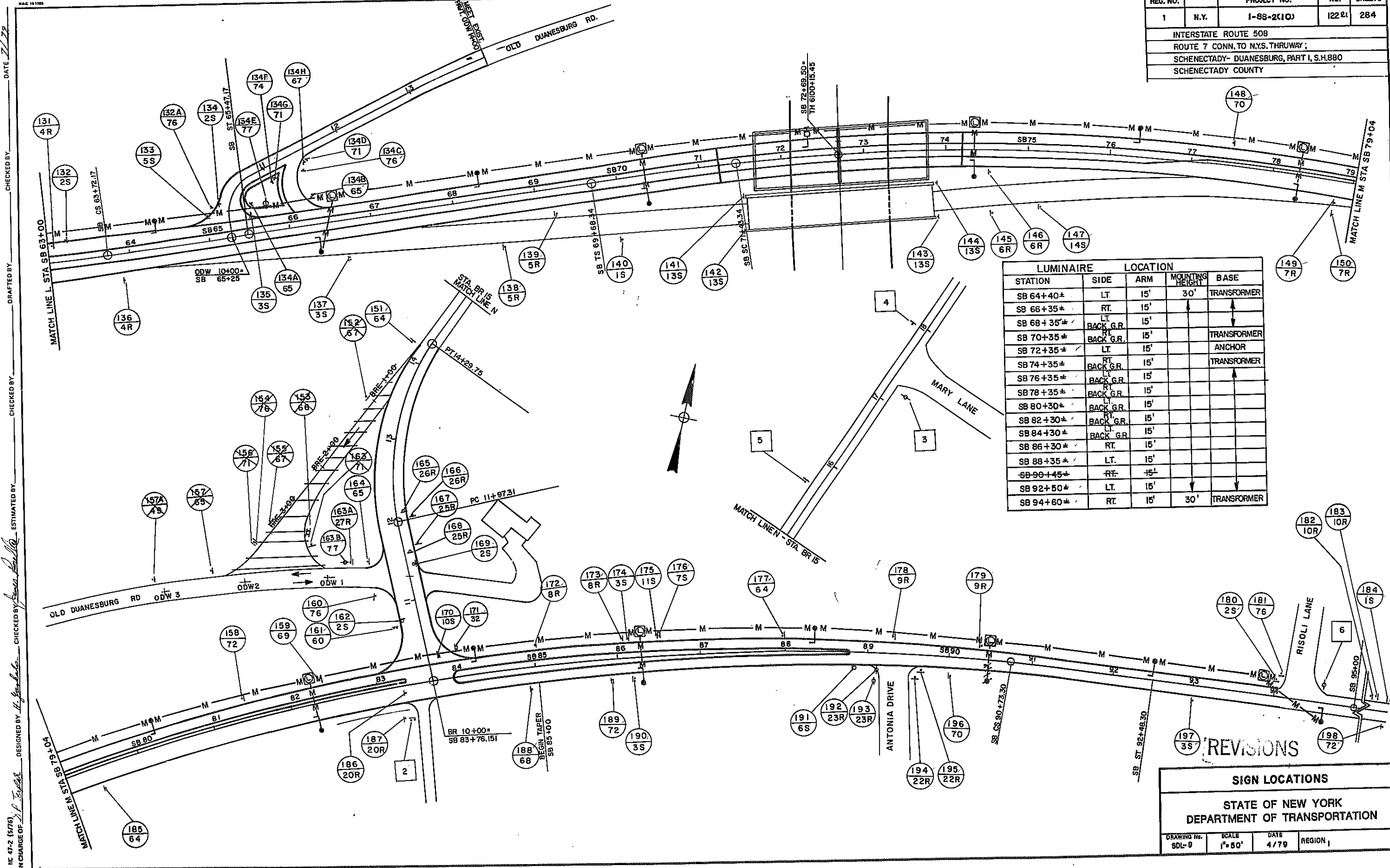
* BICYCLE LANES 4'

| SIGN LOCATIONS | | | |
|---|-----------------|--------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. SDL-8 | SCALE 1"=50' | DATE 4/79 | REGION I |

IN CHARGE OF *S. P. Taylor* DESIGNED BY *H. J. Taylor* CHECKED BY *J. J. Taylor* ESTIMATED BY *J. J. Taylor* DRAFTED BY *J. J. Taylor* CHECKED BY *J. J. Taylor* DATE 7/79

D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-SS-2(10) | 122 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY- DUANESBURG, PART I, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |



| LUMINAIRE LOCATION | | | | |
|--------------------|----------|-----|--------------------|-------------|
| STATION | SIDE | ARM | MOUNTING HEIGHT | BASE |
| SB 64+40± | LT. | 15' | 30' | TRANSFORMER |
| SB 66+35± | RT. | 15' | | |
| SB 68+35± | LT. | 15' | | |
| SB 70+35± | BACK GR. | 15' | | TRANSFORMER |
| SB 72+35± | LT. | 15' | | ANCHOR |
| SB 74+35± | BACK GR. | 15' | | TRANSFORMER |
| SB 76+35± | BACK GR. | 15' | | |
| SB 78+35± | BACK GR. | 15' | | |
| SB 80+30± | BACK GR. | 15' | | |
| SB 82+30± | BACK GR. | 15' | | |
| SB 84+30± | BACK GR. | 15' | | |
| SB 86+30± | RT. | 15' | | |
| SB 88+35± | LT. | 15' | | |
| SB 90+45± | RT. | 15' | | |
| SB 92+50± | LT. | 15' | | |
| SB 94+60± | RT. | 15' | 30' | TRANSFORMER |

REVISIONS

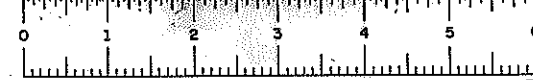
| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
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SIGN LOCATIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

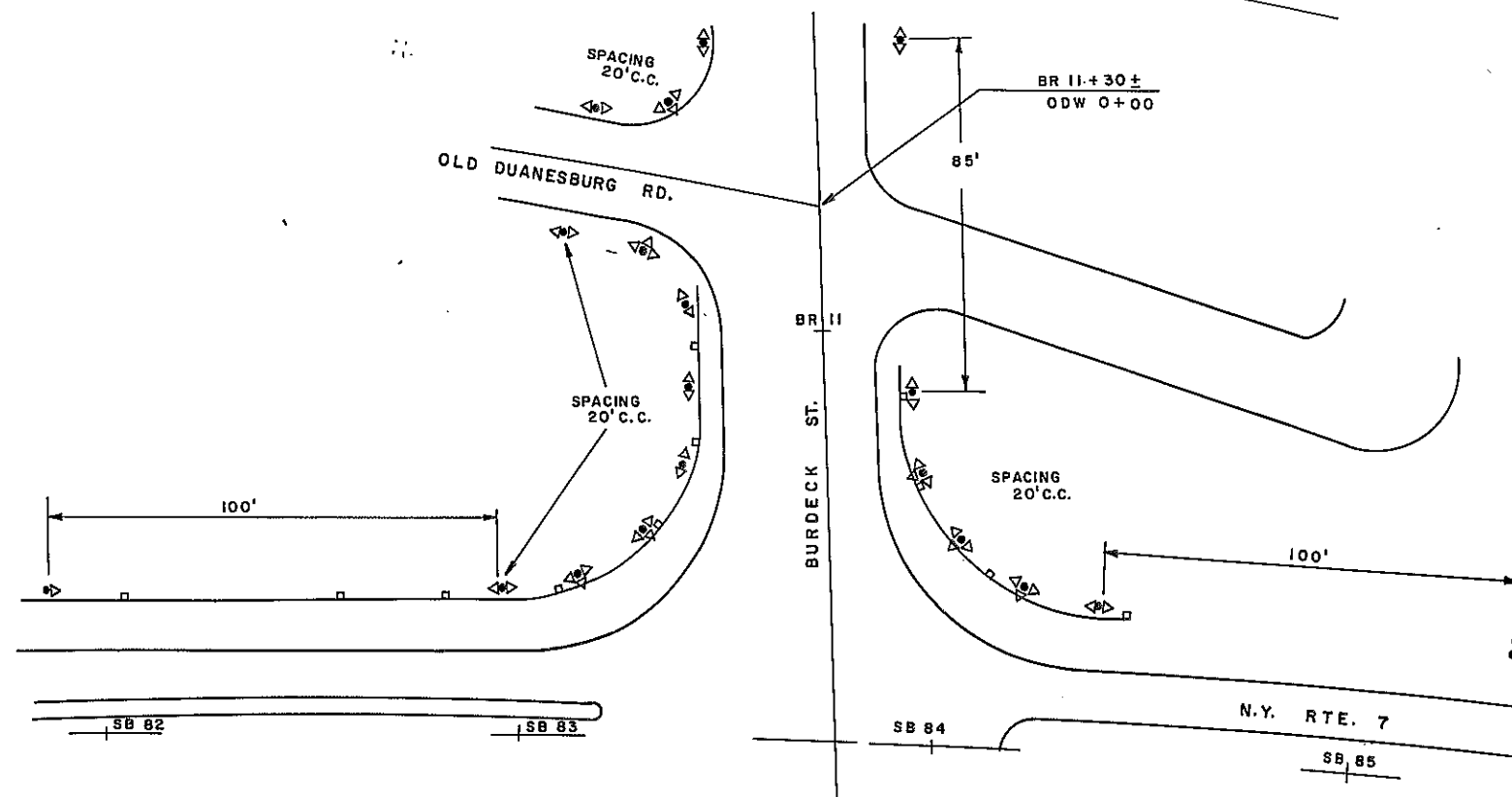
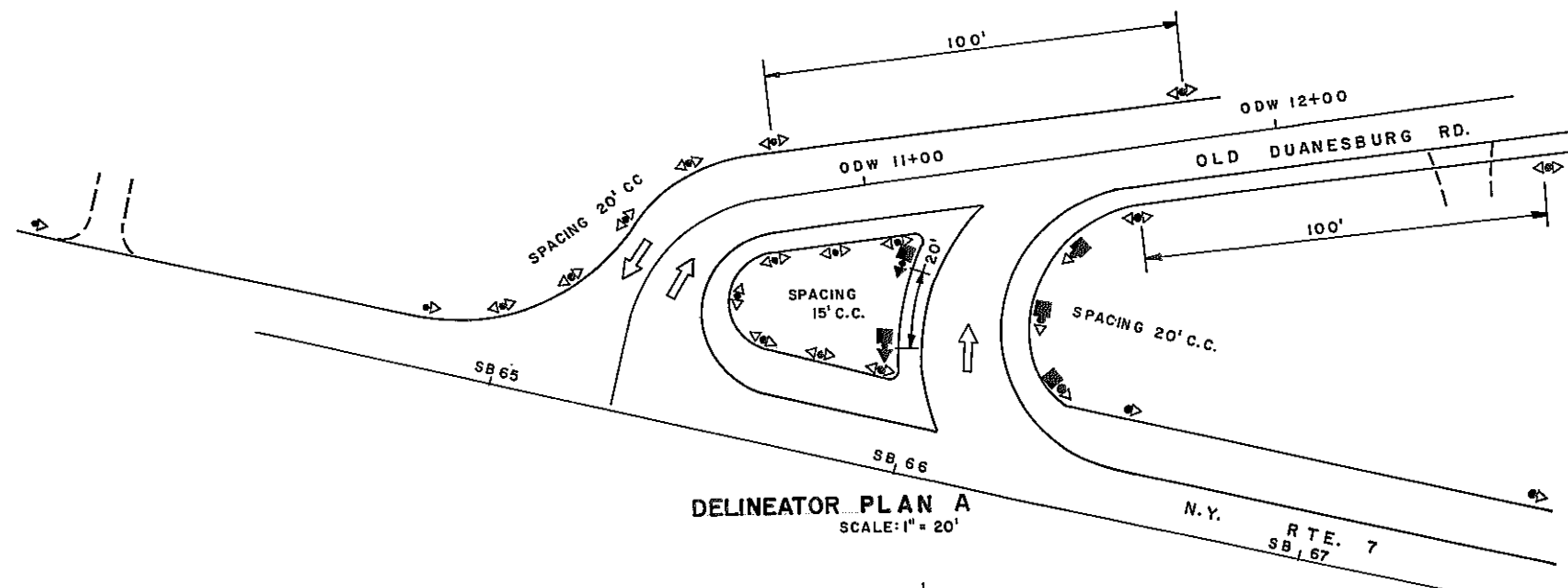
| DRAWING NO. | SCALE | DATE | REGION |
|-------------|--------|------|--------|
| SD-9 | 1"=50' | 4/79 | 1 |

DATE 7/79
CHECKED BY
DRAFTED BY
CHECKED BY
ESTIMATED BY
DESIGNED BY
IN CHARGE OF



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 123 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



| DELINEATOR LOCATION | | | |
|---|-------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. SDL-10 | SCALE 1" = 20' | DATE 7/79 | REGION 1 |

IN CHARGE OF: *S. P. Taylor* DESIGNED BY: *H. G. Gable* CHECKED BY: *J. J. P. Taylor* ESTIMATED BY: *J. J. P. Taylor* DRAFTED BY: *J. J. P. Taylor* CHECKED BY: *J. J. P. Taylor* DATE: 7/79



D96243

SIGN TEXT DATA SHEET

| FED. RD. REG. NO. | STATE | FEDERAL PROJECT | AID NO. | SHEET NO. | TOTAL SHEETS |
|-------------------|-------|-----------------|---------|-----------|--------------|
| 1 | N.Y. | 1-68-2(10) | | 124/21 | 284 |

INTERSTATE ROUTE 508
ROUTE 7 CONN. TO N.Y.S. THRUWAY;
SCHENECTADY - DUANESBURG, PART 1, SH. 880
SCHENECTADY COUNTY

| SIGNS TO BE INSTALLED | | | | | | | | | |
|-----------------------|--------------|----------|--------------------------------|--|----------------------|----------------|------------|------------|------------------|
| ITEM NO. | LOCATION NO. | TEXT NO. | TEXT | LETTER SIZE | APPROX. SIZE OF SIGN | M.U.T.C.D. NO. | COLOR | | TYPE OF MOUNTING |
| | | | | | | | BACKGROUND | CHARACTERS | |
| 645.14 | 3 | 1 | Rotterdam Schenectady 1/2 MILE | 45" X 36" SHIELD 16" L.C. 12" CAPS SERIES "E" | 15.5' X 10.5' 11.5' | D6 | G-Ref. | W-Ref. | O.H. |
| 645.14 | 42 | 2 | SLOW MOVING VEHICLES | TYPE IV SERIES "D" 12" CAPS TYPE "C" ARROW 26.7" X 18.4" | 8' X 9.5' | | W-Ref. | B-Ref. | O.H. |
| 645.14 | 43 | 3 | WEST Binghamton | 36" X 36" SHIELD 16" U.C. 12" L.C. SERIES "E" TYPE "C" ARROWS 32" X 22" | 17.0' X 10' | D6 | G-Ref. | W-Ref. | O.H. |
| 645.14 | 11, 41 | 4 | Rotterdam Schenectady | 45" X 36" SHIELD 16" U.C. 12" L.C. ARROW 22.2" X 25" X 60° SERIES "E" | 19' X 9' 10' | D6 AND D5 | G-Ref. | W-Ref. | O.H. |
| 645.07 645.35(4) | 78, 111 | 5 | Schenectady Binghamton 1 MILE | 36" X 36" 45" X 36" SHIELDS 20" U.C. 15" L.C. 12" CAPS SERIES "E" | 18.5' X 13.5' | D4 | G-Ref. | W-Ref. | GR. MTD. |
| 645.07 645.35(2) | 83 | 6 | Schenectady Binghamton | 36" X 36" 45" X 36" SHIELDS 20" U.C. 15" L.C. 20" X 20" X 45° ARROW SERIES "E" | 18.5' X 14' | D5 | G-Ref. | W-Ref. | GR. MTD. |
| 645.07 645.31(2) | 109 | 7 | Rotterdam Oneonta EXIT 25A | 13.3" U.C. 10.0" L.C. 10" X 15" CAPS SERIES "E" | 11' X 6.5' | D7A-2 | G-Ref. | W-Ref. | GR. MTD. |
| 645.14 | 108 | 8 | Schenectady Binghamton | 36" X 36" 45" X 36" SHIELDS 16" U.C. 12" L.C. SERIES "E" 22.2" X 25" X 60° ARROW | 19' X 9.5' | D6 AND D5 | G-Ref. | W-Ref. | O.H. BRIDGE |
| 645.14 | 48 | 9 | WEST Buffalo | 24" X 24" SHIELD 10" CAPS 13.3" U.C. 10.0" L.C. SERIES "E" 18" X 26" ARROW | 9' X 8' 13.5' | D6-0 | G-Ref. | W-Ref. | O.H. |
| 645.14 | 49 | 10 | EAST Albany | 24" X 24" SHIELD 10" CAPS 13.3" U.C. 10.0" L.C. SERIES "E" 18" X 26" ARROW | 9' X 8' 13.5' | D6-0 | G-Ref. | W-Ref. | O.H. |
| 645.14 | 10 | 11 | Albany Buffalo | 36" X 36" SHIELD 36" Dia. T-way 16.0" U.C. 12.0" L.C. 32" X 22" TYPE "C" ARROWS SERIES "E" | 17' X 12' | D6-0 | G-Ref. | W-Ref. | O.H. |
| 645.14 | 2 | 13 | Thruway | 36" X 36" SHIELD 16.0" U.C. 12.0" L.C. SERIES "E" | 15' X 5' | D6 | G-Ref. | W-Ref. | O.H. |

| SIGNS TO BE INSTALLED | | | | | | | | | |
|-------------------------|------------------|----------|--|--|----------------------|----------------|------------|------------|-----------------------|
| ITEM NO. | LOCATION NO. | TEXT NO. | TEXT | LETTER SIZE | APPROX. SIZE OF SIGN | M.U.T.C.D. NO. | COLOR | | TYPE OF MOUNTING |
| | | | | | | | BACKGROUND | CHARACTERS | |
| 645.07 645.30(4) | 23, 39 | 14 | EXIT XX | 12" & 18" CAPS SERIES "E" 18" X 45" ARROW | 7.5' X 5' | D6-G-2 | G-Ref. | W-Ref. | GR. MTD. |
| 645.30(2) 645.07 645.14 | 95, 97 | 15 | EXIT 25A | 12" & 18" CAPS SERIES "E" 18" X 45" ARROW | 9.5' X 5' | D6-G-3 | G-Ref. | W-Ref. | 95 GR. MTD. 97 O.H. |
| 645.14 | 10 | 16 | TOLL BOOTHS 1/2 MILE | 12" & 18" CAPS SERIES "D" | 11' X 5' | W175-0 | Y-Ref. | B-Ref. | O.H. |
| 645.14 | 11 | 17 | LAST EXIT BEFORE THRUWAY | 12" CAPS SERIES "D" | 4' X 6' | W175-0 | Y-Ref. | B-Ref. | O.H. |
| 645.14 | 2 | 18 | TOLL BOOTHS 1 MILE | 12" & 18" CAPS SERIES "D" | 11' X 5' | W175-0 | Y-Ref. | B-Ref. | O.H. |
| 645.14 | 26 | 19 | STOP AHEAD GET TICKET | 12" CAPS SERIES "D" | 10.5' X 5' | W175-0 | Y-Ref. | B-Ref. | O.H. BRIDGE |
| 645.14 | 53 | 20 | STOP AHEAD PAY TOLL | 12" CAPS SERIES "D" | 10.5' X 5' | W175-0 | Y-Ref. | B-Ref. | O.H. |
| 645.16 | 78, 83, 108, 111 | 21 | EXIT 25A | 10" & 15" CAPS SERIES "E" | 4.5' X 2.5' 11' | D10-3 | G-Ref. | W-Ref. | SEC. PANEL |
| 645.16 | 3, 11, 41 | 22 | EXIT XX | 10" & 15" CAPS SERIES "E" | 8.5' X 2.5' | D10-2 | G-Ref. | W-Ref. | SEC. PANEL |
| 645.16 | 48 | 23 | EXITS 26-61 | 10" & 15" CAPS SERIES "E" | 4.5' X 2.5' 13.5' | D10-4 | G-Ref. | W-Ref. | SEC. PANEL |
| 645.16 | 49 | 24 | EXITS 1-25 | 10" & 15" CAPS SERIES "E" | 12.0' X 2.5' | D10-4 | G-Ref. | W-Ref. | SEC. PANEL |
| 645.16 | 78 | 25 | NEXT EXIT 5 MILES | 10" CAPS SERIES "E" | 15.5' X 2.5' | D11-1 | G-Ref. | W-Ref. | SEC. PANEL |
| 645.16 | 111 | 26 | NEXT EXIT 7 MILES | 10" CAPS SERIES "E" | 15.5' X 2.5' | D11-1 | G-Ref. | W-Ref. | SEC. PANEL |
| 645.07 | 8 | 27 | TOWN OF Princetown | TYPE IV 6" CAPS 8" U.C. / 6" L.C. SERIES "D" | 5.5' X 3' | D72 | G-Ref. | W-Ref. | GR. MTD. |
| 645.07 | 9 | 28 | TOWN OF Rotterdam | TYPE IV 6" CAPS 8" U.C. / 6" L.C. SERIES "D" | 5.5' X 3' | D72 | G-Ref. | W-Ref. | GR. MTD. |
| 645.07 645.30(2) | 32 | 29 | ROTTERDAM 2 SCHENECTADY 4 DUANESBURG 8 | TYPE IV 8" CAPS SERIES "D" ARROWS 8" X 12" | 4.5' X 5.3' 10.5' | D3A | G-Ref. | W-Ref. | GR. MTD. |
| 645.07 | 35 | 30 | BINGHAMTON 120 ALBANY 12 BUFFALO 265 | TYPE IV 8" CAPS SERIES "D" ARROWS 8" X 12" | 11' X 5.3' | D3A | G-Ref. | W-Ref. | GR. MTD. |
| 645.07 645.31(2) | 80 | 31 | Albany 10 New York 158 | TYPE IV 13.3" U.C. 10.0" L.C. SERIES "E" | 14.5' X 5' | D16-2 | G-Ref. | W-Ref. | GR. MTD. |
| 645.07 | 171 | 32 | BURDECK ST | TYPE IV 4" AND 2" CAPS SERIES "D" | 3.5' X 1.0' | D18 | G-Ref. | W-Ref. | GR. MTD. BACK TO BACK |

| LOCATION OF SIGNS | | | |
|-------------------|----------|----------------|-------------|
| LOCATION NO. | TEXT NO. | STATION | SIDE |
| 3 | 1 | EB 710+00 | O.H. |
| 42 | 2 | WB 763+00 | O.H. |
| 43 | 3 | WB 763+00 | O.H. |
| 11 | 4 | EB 733+00 | O.H. |
| 41 | 4 | WB 763+00 | O.H. |
| 78 | 5 | TH 6160+05 | LT. |
| 111 | 5 | TH 6007+00 | LT. |
| 83 | 6 | TH 6109+20 | LT. |
| 109 | 7 | TH 6016+00 | LT. |
| 108 | 8 | TH 6063+00 | O.H. BRIDGE |
| 48 | 9 | RT 10+90 | O.H. |
| 49 | 10 | RT 10+90 | O.H. |
| 10 | 11 | EB 733+00 | O.H. |
| 2 | 13 | EB 710+00 | O.H. |
| 23 | 14 | EB 742+65 | RT. |
| 39 | 14 | WB 755+35 | LT. |
| 95 | 15 | TH 6096+15 | LT. |
| 97 | 15 | RK 27+70 26+50 | CSM. |
| 10 | 16 | EB 733+00 | O.H. |
| 11 | 17 | EB 733+00 | O.H. |
| 2 | 18 | EB 710+00 | O.H. |
| 26 | 19 | EB 747+00 | O.H. BRIDGE |
| 53 | 20 | RT 10+90 | O.H. |
| 78 | 21 | TH 6160+05 | LT. |
| 83 | 21 | TH 6109+20 | LT. |
| 108 | 21 | TH 6063+00 | O.H. BRIDGE |
| 111 | 21 | TH 6007+00 | LT. |
| 3 | 22 | EB 710+00 | O.H. |
| 11 | 22 | EB 733+00 | O.H. |
| 41 | 22 | WB 763+00 | O.H. |
| 48 | 23 | RT 10+90 | O.H. |
| 49 | 24 | RT 10+90 | O.H. |
| 78 | 25 | TH 6160+05 | LT. |
| 111 | 26 | TH 6007+00 | LT. |
| 8 | 27 | RB 16+00 | LT. |
| 9 | 28 | EB 710+70 | RT. |
| 32 | 29 | E 8+00 | RT. |
| 35 | 30 | E 8+50 | LT. |
| 80 | 31 | TH 6139+00 | LT. |
| 171 | 32 | SB 84+00 | LT. |

NOTES:
1. LETTERS, NUMERALS, SYMBOLS AND BORDERS OR ANY PARTS OF THESE SHALL HEREAFTER BE REFERRED TO AS "CHARACTERS"

| LEGEND | | | |
|-----------|-------------------|----------|------------------------------------|
| SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION |
| W | WHITE OR SILVER | GR. MTD. | GROUND MOUNTED |
| G | GREEN | O.H. | OVERHEAD MOUNTED |
| Y | YELLOW | C.S.M. | CANTILEVER MOUNTED SINGLE MAST ARM |
| B | BLACK | C.D.M. | CANTILEVER MOUNTED DOUBLE MAST ARM |
| BL. | BLUE | C.C.M. | CANTILEVER CENTER MOUNTED |
| R | RED | | |
| REFL. | REFLECTORIZED | | |
| NON-REFL. | NON REFLECTORIZED | | |

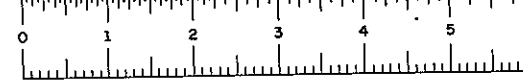
REVISIONS

SIGN TEXT DATA

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING No. SD-1
SCALE NONE
DATE 5/79
REGION 1

DATE 2/79
DESIGNED BY S.P. Torgler
CHECKED BY [Signature]
REVIEWED BY [Signature]



D96243

SIGN TEXT DATA SHEET

DATE 1/79
DESIGNED BY J. P. Tregler
IN CHARGE OF J. P. Tregler
CHECKED BY J. P. Tregler
REVIEWED BY J. P. Tregler

| FED. RD. REG. NO. | STATE | FEDERAL PROJECT | AID NO. | SHEET NO. | TOTAL SHEETS |
|-------------------|-------|-----------------|---------|-----------|--------------|
| 1 | N.Y. | 1-83-2(10) | -125R | 284 | |

INTERSTATE ROUTE 508
ROUTE 7 CONN. TO N.Y.S. THRUWAY;
SCHENECTADY - DUANESEBURG, PART 1, S.H. 880
SCHENECTADY COUNTY

| SIGNS TO BE INSTALLED | | | | | | | | | |
|-----------------------|--------------|----------|----------------------|---------------------------|----------------------|----------------|--------------------|--------------|------------------|
| ITEM NO. | LOCATION NO. | TEXT NO. | TEXT | LETTER SIZE | APPROX. SIZE OF SIGN | M.U.T.C.D. NO. | COLOR BACKGROUND | CHARACTERS | TYPE OF MOUNTING |
| 645.2480 | 56,113 | 33 | WEST 90 | SEE N.Y.S. M. U. T. C. D. | 30"x15" 36"x36" | M40A M35-2 | SEE M. U. T. C. D. | N.Y.S. C. D. | GR. MTD. |
| 645.2480 | 54,82 | 34 | EAST 90 | | 30"x15" 36"x36" | M39A M35-2 | | | GR. MTD. |
| 645.2090 | 51,52 | 35 | DO NOT ENTER | | 48"x48" | R51B | | | O.H. |
| 645.2150 | 50 | 36 | | | 24"x24" | R20 | | | GR. MTD. |
| 645.2120 | 50 | 37 | | | 24"x30" | R122A-R | | | |
| 645.2050 | 1,81,112 | 38 | STATE SPEED LIMIT XX | | 48"x60" | R5B | | | |
| 645.2310 | 60 | 39 | | | 36"x36" | W58A-C | | | |
| 645.2060 | 65,66,68,73 | 40 | | | 48"x24" | W7 | | | |
| 645.2060 | 15,76,77 | 41 | | | 48"x24" | W7 | | | |
| 645.2410 | 74 | 42 | | | 36"x36" | W2A-L | | | |
| 645.2410 | | | | | 36"x36" | W161B | | | |
| 645.2410 | 63,98 | 43 | | | 36"x36" | W2A-R | | | |
| 645.2410 | | | | | 36"x36" | W161B | | | |
| 645.2310 | 54 | 44 | | | 36"x36" | W60A | | | |
| 645.2430 | 12,44,61,72 | 45 | | | 48"x48" 42"x30" | W23B-R W24B | | | |
| 645.2310 | 57,59 | 46 | | | 36"x36" | W45 | | | |
| 645.2062 | | | | | 48"x24" | W80-2A | | | |
| 645.2480 | 46,47 | 47 | | | 30"x15" 36"x36" | M49A M35-2 | | | |
| 645.2480 | 4 | 48 | | | 30"x15" 36"x36" | M40A M35-2 | SEE M. U. T. C. D. | N.Y.S. C. D. | GR. MTD. |

| SIGNS TO BE INSTALLED | | | | | | | | | |
|-----------------------|----------------------|----------|------|---------------------------|-------------------------------|-----------------------------------|--------------------|--------------|------------------|
| ITEM NO. | LOCATION NO. | TEXT NO. | TEXT | LETTER SIZE | APPROX. SIZE OF SIGN | M.U.T.C.D. NO. | COLOR BACKGROUND | CHARACTERS | TYPE OF MOUNTING |
| 645.2310 | 157A | 49 | | SEE N.Y.S. M. U. T. C. D. | 36"x36" | 174 | SEE M. U. T. C. D. | N.Y.S. C. D. | GR. MTD. |
| 645.2310 | 45 | 50 | | | 36"x36" | W45 | | | |
| 645.2062 | | | | | 48"x24" | W80-2A | | | |
| 645.2080 | 5,85,107 | 51 | | | 48"x36" | P19 | | | |
| 645.2150 | 36 | 52 | | | 24"x24" | R133 | | | |
| 645.2840 | 34 | 53 | | | 30"x15" 36"x36" 30"x18" | M40A M34A-2 M41A-L | M34A-2 M44A-R | M56MCD. | |
| 645.2050 | 22,48,90,100 | 54 | | | 48"x60" | W52 | | | |
| 645.2410 | 28 | 55 | | | 36"x36" 24"x24" | W/A-L W161A | | | |
| 645.2025 | 16 | 56 | | | 36"x36" | R2B | | | |
| 645.2480 | 14 | 57 | | | 30"x15" 36"x36" 30"x18" | M40A M34A-2 M43A-H | | | |
| 645.2610 | 13,19 | 58 | | | 24"x24" 24"x15" | M3-2 M13H | | | |
| 645.2080 | 24,25,37,38,57,58,59 | 59 | | | 48"x36" | R53B | | | |
| 645.2760 | 33,161 | 60 | | | 24"x12" 24"x24" 24"x15" | M19,M20 M3-2,M3-2 M13H,M13H | | | |
| 645.2100 | 18,21,30 | 61 | | | 48"x18" | R50A-L | | | |
| 645.2050 | 31,60A | 62 | | | 48"x60" | W51 | | | |
| 645.2260 | 17,20,27,29 | 63 | | | 36"x36" | R51A | SEE M. U. T. C. D. | N.Y.S. C. D. | GR. MTD. |

| LOCATION OF SIGNS | | | |
|-------------------|----------|------------|--------|
| LOCATION NO. | TEXT NO. | STATION | SIDE |
| 56 | 33 | RT 16+50 | RT. |
| 113 | 33 | TH 6060+75 | LT. |
| 54 | 34 | RM 15+00 | RT. |
| 82 | 34 | TH 6116+00 | RT. |
| 51 | 35 | RT 10+90 | O.H. |
| 52 | 35 | RT 10+90 | O.H. |
| 50 | 36 | RT 10+00 | MALL. |
| 50 | 37 | RT 10+00 | MALL. |
| 1 | 38 | WS 707+50 | LT. |
| 81 | 38 | TH 6126+00 | RT. |
| 112 | 38 | TH 6050+75 | LT. |
| 60 | 39 | RM 23+40 | RT. |
| 65 | 40 | RK 20+80 | RT. |
| 66 | 40 | RK 22+40 | RT. |
| 68 | 40 | RP 39+15 | RT. |
| 73 | 40 | RL 36+95 | LT. |
| 15 | 41 | RB 32+70 | LT. |
| 76 | 41 | RP 32+40 | LT. |
| 77 | 41 | RT 28+00 | LT. |
| 74 | 42 | RP 36+80 | LT. |
| 63 | 43 | RT 20+95 | RT. |
| 98 | 43 | RK 27+00 | LT. |
| 55 | 44 | RM 19+40 | RT. |
| 12 | 45 | WB 742+45 | LT. |
| 44 | 45 | EB 750+55 | RT. |
| 61 | 45 | TH 6092+00 | RT. |
| 72 | 45 | TH 6079+55 | LT. |
| 57 | 46 | RT 16+50 | LT. |
| 59 | 46 | RK 16+50 | LT. |
| 46 | 47 | EB 761+50 | EB-LT. |
| 47 | 47 | EB 761+50 | RT. |
| 4 | 48 | WB 717+00 | LT. |
| 157A | 49 | WB 717+00 | RT. |
| 45 | 50 | RD 18+00 | RT. |
| 5 | 51 | WB 722+50 | LT. |
| 85 | 51 | TH 6111+00 | RT. |
| 107 | 51 | TH 6064+70 | LT. |
| 36 | 52 | E 10+00 | LT. |
| 34 | 53 | E 7+65 | LT. |
| 22 | 54 | RA 10+00 | RT. |
| 48 | 54 | RG 21+00 | LT. |
| 90 | 54 | RP 47+40 | LT. |
| 100 | 54 | RK 30+05 | LT. |
| 28 | 55 | E 4+00 | LT. |
| 16 | 56 | RC 11+65 | RT. |
| 14 | 57 | E 0+50 | LT. |
| 13 | 58 | E 0+40 | RT. |
| 19 | 58 | RC 10+40 | RT. |
| 43 | | RA 13+00 | RT. |

NOTES:
1. LETTERS, NUMERALS, SYMBOLS AND BORDERS OR ANY PARTS OF THESE SHALL HEREAFTER BE REFERRED TO AS "CHARACTERS"
2. SPEEDS INDICATED BY "XX" TO BE ESTABLISHED BY REGIONAL TRAFFIC ENGINEER.

REVISIONS

| LEGEND | | | |
|-----------|-------------------|----------|------------------------------------|
| SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION |
| W | WHITE OR SILVER | GR. MTD. | GROUND MOUNTED |
| G | GREEN | O.H. | OVERHEAD MOUNTED |
| Y | YELLOW | C.S.M. | CANTILEVER MOUNTED SINGLE MAST ARM |
| B | BLACK | C.D.M. | CANTILEVER MOUNTED DOUBLE MAST ARM |
| BL. | BLUE | C.C.M. | CANTILEVER CENTER MOUNTED |
| R | RED | | |
| REFL. | REFLECTORIZED | N.D. | NON DEMOUNTABLE CHARACTERS |
| NON-REFL. | NON REFLECTORIZED | | |

| SIGN TEXT DATA | | | |
|---|-------|------|--------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. | SCALE | DATE | REGION |
| SD - 2 | NONE | 5/79 | 1 |

REVISIONS

DATE 7/79

REVIEWED BY

DATE 11/1/80

DATE _____

DESIGNED BY

27 28

| LOCATION | | OF | SIGNS |
|--------------|----------|------------|--------|
| LOCATION NO. | TEXT NO. | STATION | SIDE |
| 24 | 59 | RA 15+00 | RT. |
| 25 | 59 | RA 15+00 | LT. |
| 37 | 59 | RC 15+00 | LT. |
| 38 | 59 | RC 15+00 | RT. |
| 57 | 59 | RT 16+50 | LT. |
| 58 | 59 | RT 16+50 | RT. |
| 59 | 59 | RK 16+50 | LT. |
| 33 | 60 | E10+00 | RT. |
| 161 | 60 | BR 10+70 | LT. |
| 18 | 61 | RC 11+15 | RT. |
| 21 | 61 | RC 11+15 | LT. |
| 30 | 61 | RA 18+45 | RT. |
| 31 | 62 | RD 11+00 | RT. |
| 50A | 62 | RT 10+00 | RT. |
| 17 | 63 | RC 11+25 | RT. |
| 20 | 63 | RC 11+25 | LT. |
| 27 | 63 | RA 18+20 | LT. |
| 29 | 63 | RA 18+20 | RT. |
| 126 | 64 | SB 58+00 | LT. |
| 151 | 64 | BR 14+15 | LT. |
| 185 | 64 | SB 79+50 | RT. |
| 177 | 64 | SB 88+00 | LT. |
| 157 | 65 | ODW 3+10 | RT. |
| 164 | 65 | ODW 0+50 | RT. |
| 134A | 65 | SB 65+60 | LT. |
| 153 | 66 | EBR 16+50 | LT. |
| 156 | 67 | EBR 16+70 | RT. |
| 152 | 67 | EBR 16+20 | RT. |
| 188 | 68 | SB 84+90 | RT. |
| 159 | 69 | SB 82+40 | LT. |
| 148 | 70 | SB 77+50 | LT. |
| 196 | 70 | SB 90+10 | RT. |
| 156 | 71 | EBR 16+95 | RT. |
| 163 | 71 | EBR 16+70 | LT. |
| 121 | 72 | SB 51+50 | LT. |
| 124 | 72 | SB 55+80 | RT. |
| 158 | 72 | SB 81+40 | LT. |
| 189 | 72 | SB 85+90 | RT. |
| 198 | 72 | SB 97+00 | RT. |
| 6 | 73 | EB 724+70 | EB-LT. |
| 7 | 73 | WB 725+05 | WB-RT. |
| 108A | 73 | TH 6043+25 | LT-MAL |
| 111A | 73 | TH 6043+65 | RT-MAL |
| 134F | 74 | ODW 11+00 | RT. |
| 96 | 75 | RK 25+25 | LT. |
| 103 | 75 | RL 49+05 | RT. |
| 134B | 65 | SB 66+30 | LT. |
| 134H | 67 | ODW 11+45 | LT. |

| LOCATION | | OF | SIGNS |
|--------------|----------|----------------------|----------------|
| LOCATION NO. | TEXT NO. | STATION | SIDE |
| 154 | 76 | EBR 16+95 | RT. |
| 160 | 76 | ODW 0+50 | LT. |
| 181 | 76 | SB 94+05 | LT. |
| 132A | 76 | ODW 10+25 | LT. |
| 134C | 76 | ODW 11+30 | 25' - RT. |
| 163B | 77 | ODW 0+75 | RT. |
| 134E | 77 | SB 65+75 | LT. |
| 134B | 71 | ODW 11+10 | RT. |
| 134D | 71 | ODW 11+55 | RT. |
| 187A | 78 | SEE | |
| 187B | 79 | N.Y.S. ROUTE 7 | |
| 187C | 79 | AND BURDECK RD. | |
| 187D | 80 | SIGNAL | |

| LEGEND | | | | | | | |
|-----------|-------------------|--------|-----------------------------|----------|------------------------------------|--------|--------------------------|
| SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION |
| W | WHITE OR SILVER | CAPS | CAPITAL LETTERS | GR. MTD. | GROUND MOUNTED | + | APPROX. LOCATION OF SIGN |
| G | GREEN | U.C. | UPPER CASE LETTERS | O.H. | OVERHEAD MOUNTED | ⊕ | LOCATION TEXT |
| Y | YELLOW | L.C. | LOWER CASE LETTERS | C.S.N. | CANTILEVER MOUNTED SINGLE MAST ARM | F.S. | FRACTION SQUARE |
| B. | BLACK | D | DEMOUNTABLE TYPE CHARACTERS | C.D.M. | CANTILEVER MOUNTED DOUBLE MAST ARM | S.P. | SINGLE POST |
| BL. | BLUE | N.D. | NON DEMOUNTABLE CHARACTERS | G.C.M. | CANTILEVER CENTER MOUNTED | D.P. | DOUBLE POST |
| R | RED | | | | | | |
| REFL. | REFLECTORIZED | | | | | | |
| NON REFL. | NON REFLECTORIZED | | | | | | |

NOTES:
1. LETTERS, NUMERALS, SYMBOLS AND
BORDERS OR ANY PARTS OF THESE
SHALL HEREAFTER BE REFERRED TO
AS CHARACTERS.

REVISIONS

REVISIONS

DATE 7/29

CHECKED BY _____

DRAFTED BY AM

CHECKED BY _____

ESTIMATED BY

RECEIVED BY

10

1-2 (5/76) 98















1

TYPE OF
MOUNTING

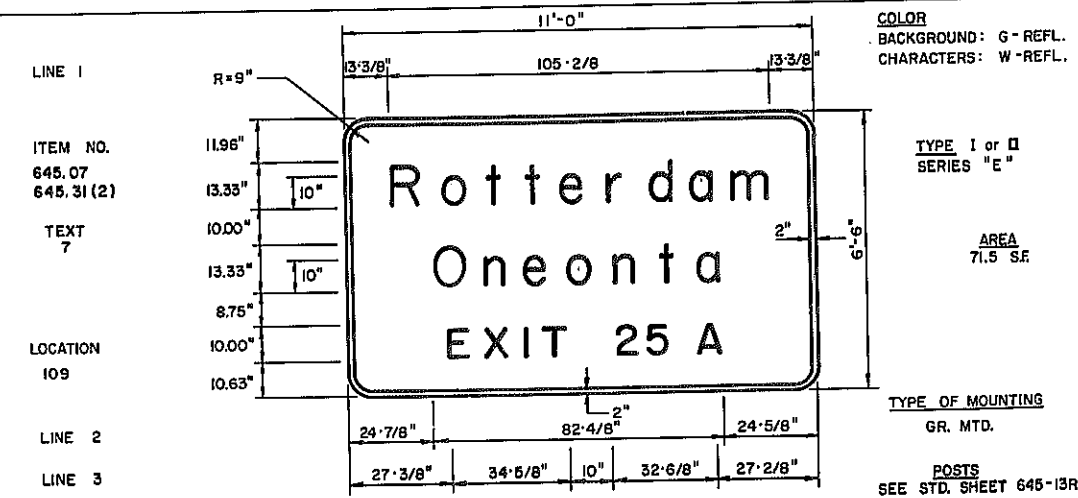
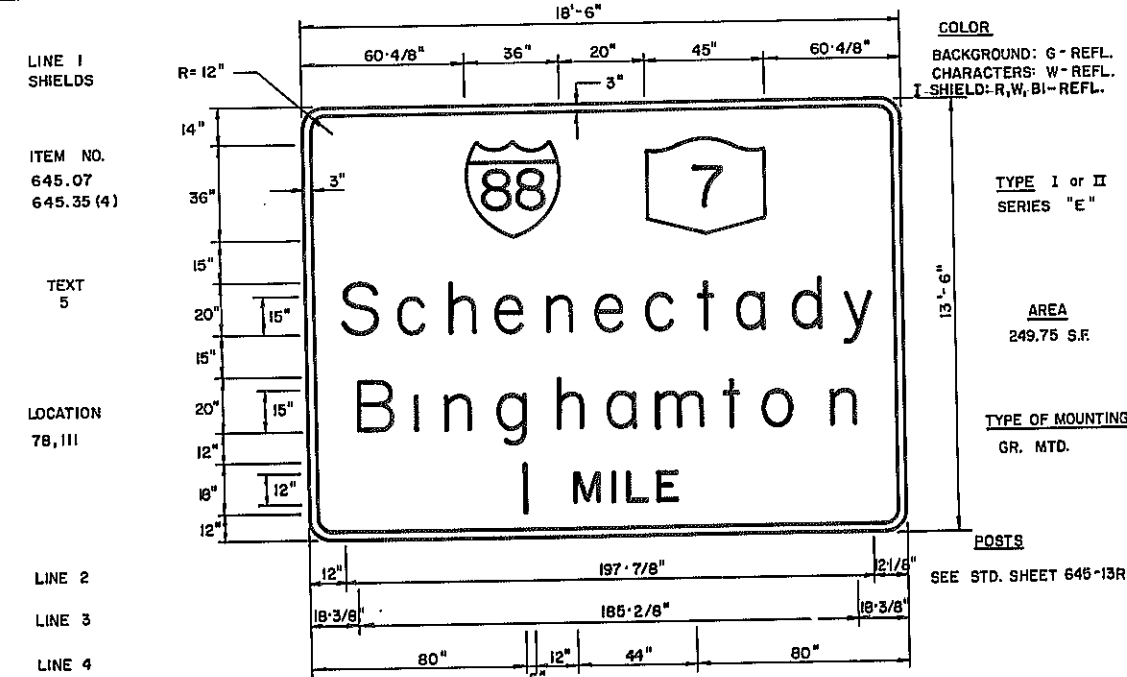
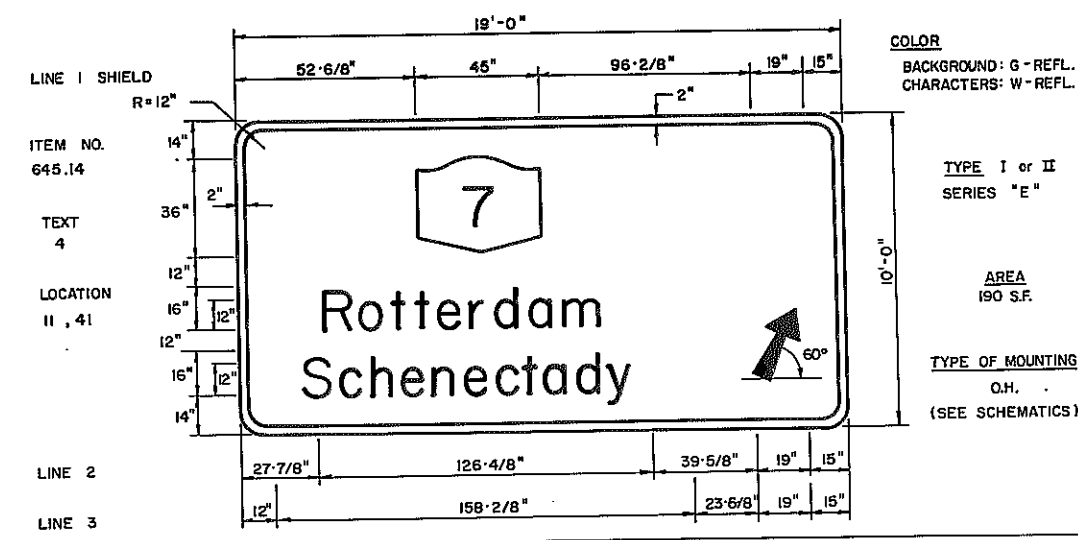
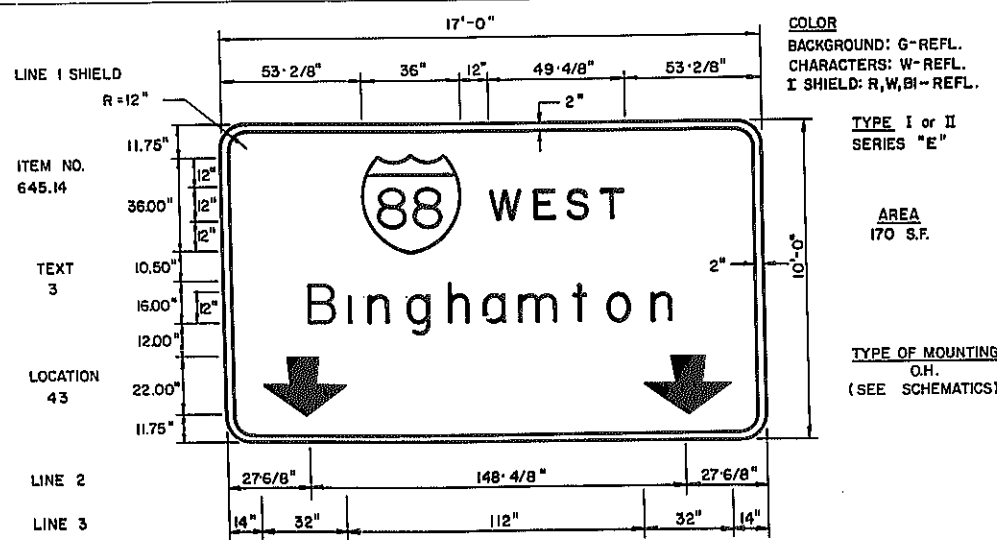
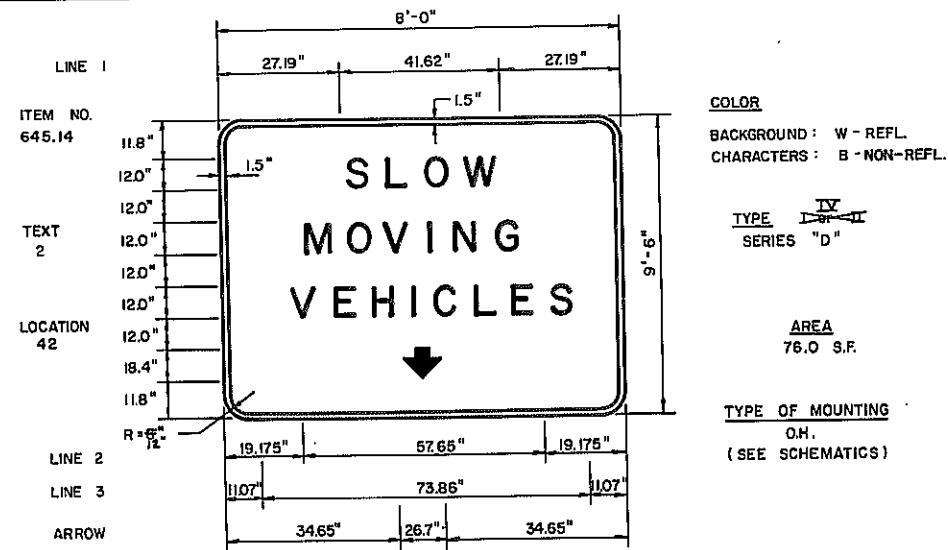
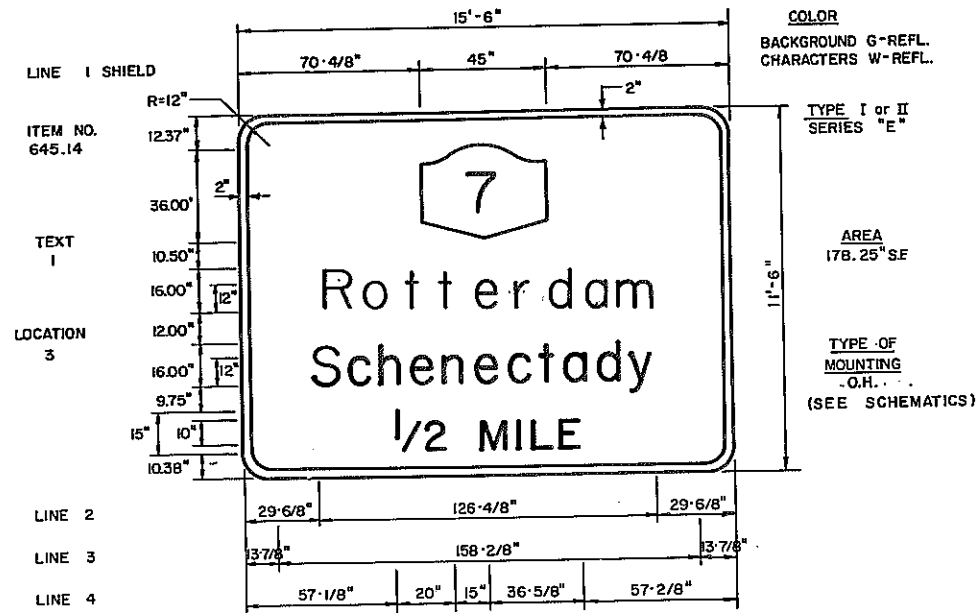
| ITEM NO. | LOCATION NO. | TEXT NO. | TEXT | APPROX. SIZE OF SIGN | TYPE OF MOUNTING |
|----------|--------------|----------|------|----------------------|------------------|
|----------|--------------|----------|------|----------------------|------------------|

| | | | | | |
|--|--|--|--|--|--|
| | | | | | |
|--|--|--|--|--|--|

| SIGN TEXT DATA | | | |
|---|---------------|--------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. SD - 4 | SCALE NONE | DATE 5/79 | REGION I |

| SIGNS TO BE REMOVED | | | | | |
|---------------------|-------------------------|----------|---|------------------------|------------------|
| ITEM NO. | LOCATION NO. | TEXT NO. | TEXT | APPROX. SIZE OF SIGN | TYPE OF MOUNTING |
| 647.04 | 184, 129A, 140 | 1S |  | 30" X 30" | |
| 647.04 | 132, 134, 180, 169, 162 | 2S |  | 30" X 30" | |
| 647.05 | 135, 190, 174, 137, 197 | 3S |  | 48" X 36" | |
| 647.04 | 120 | 4S |  | 30" X 30" | |
| 647.04 | 133 | 5S |  | 30" X 30" | |
| 647.04 | 191 | 6S |  | 24" X 24" | |
| 647.04 | 176 | 7S |  | 24" X 24" 24" X 15" | |
| 647.07 | 110 | 8S |  | 10.5' X 4.0' | |
| 647.05 | 88 | 9S |  | 45' X 3.0' | |
| 647.04 | 170 | 10S |  | | |
| 647.04 | 175 | 11S |  | 30" X 30" | |
| 647.05 | 106 | 12S |  | 60" X 48" | |
| 647.04 | 141, 142, 143, 144 | 13S |  | 54" X 12" | |
| 647.04 | 147 | 14S |  | 30" X 30" | |
| | | | | | |

DATE 7/19
CHECKED BY
DRAFTED BY
CHECKED BY
DESIGNED BY
CHARGE OF
RE 47-2 (5/76)
100



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-89-2(10) | 1284 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO NYS. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

REVISIONS

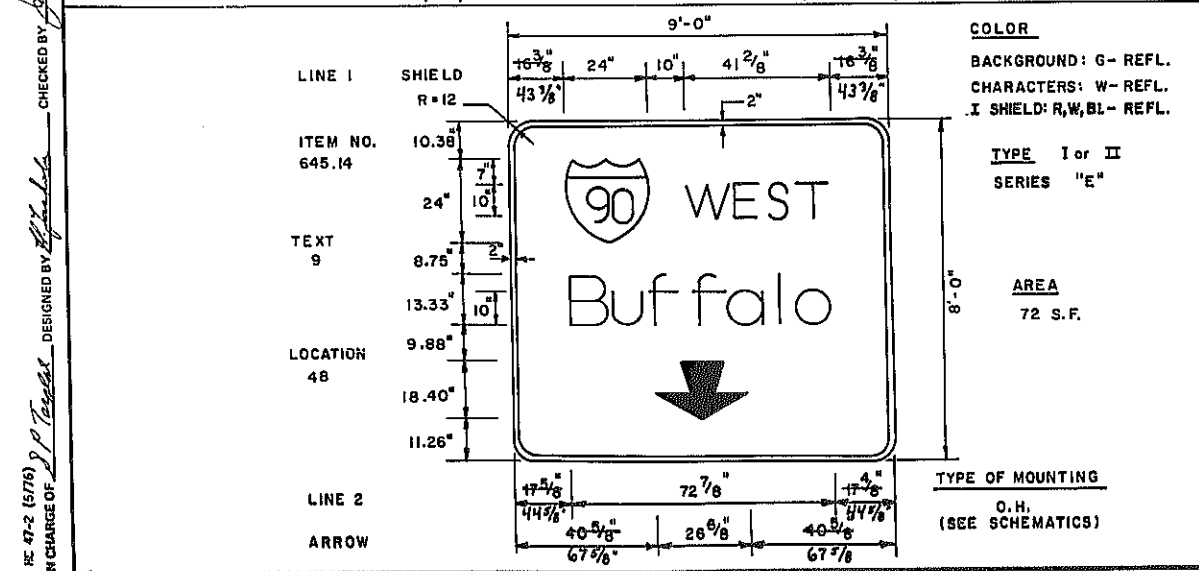
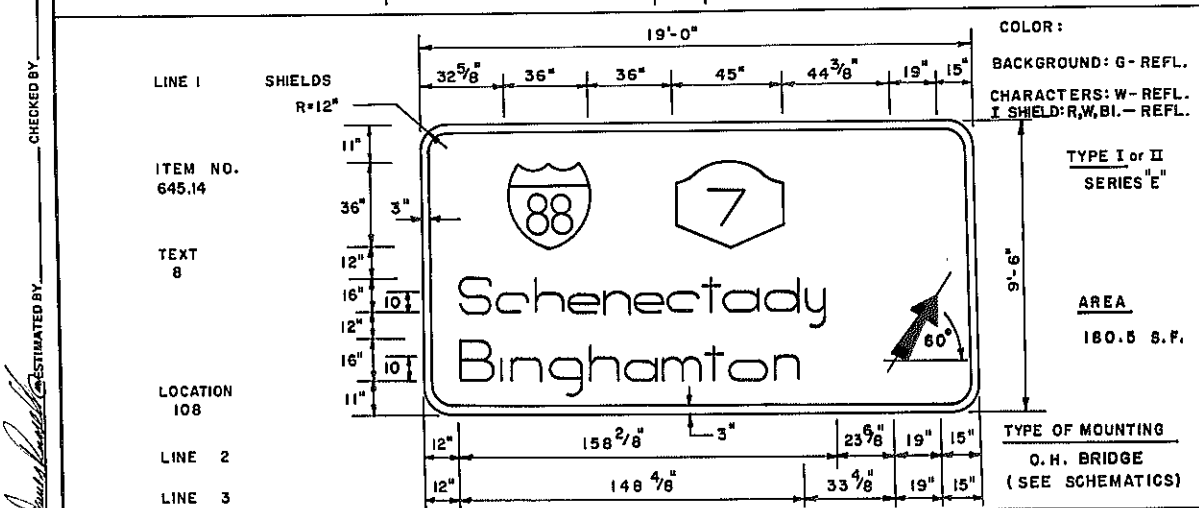
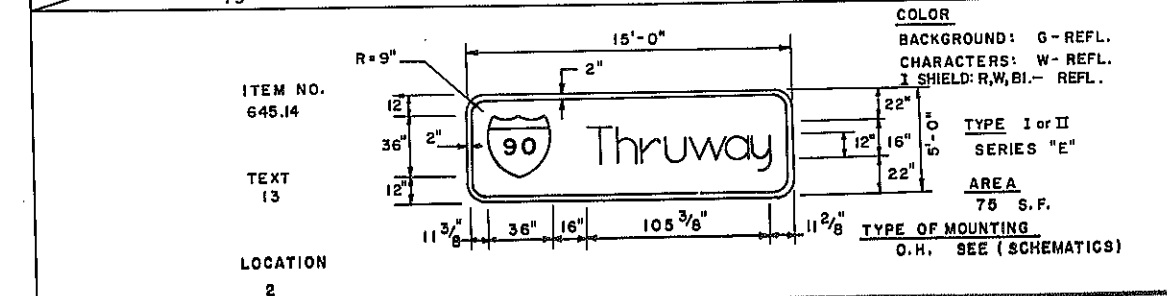
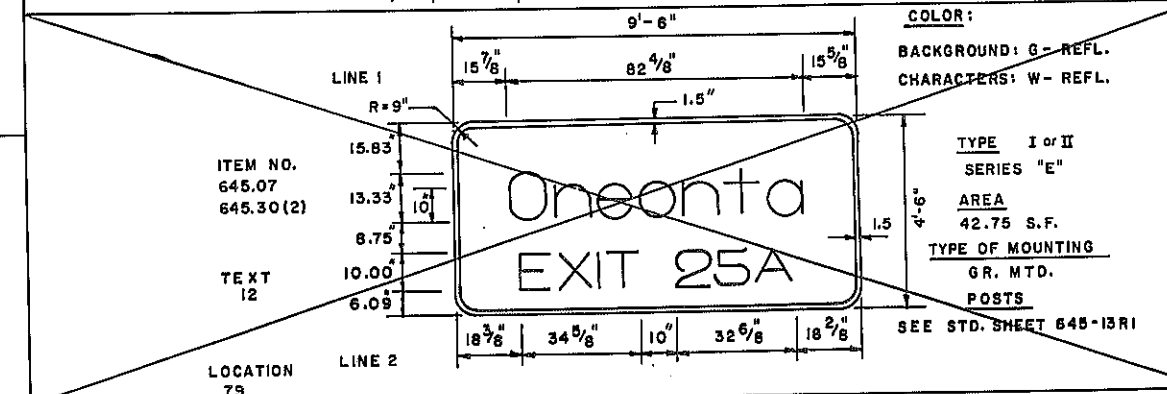
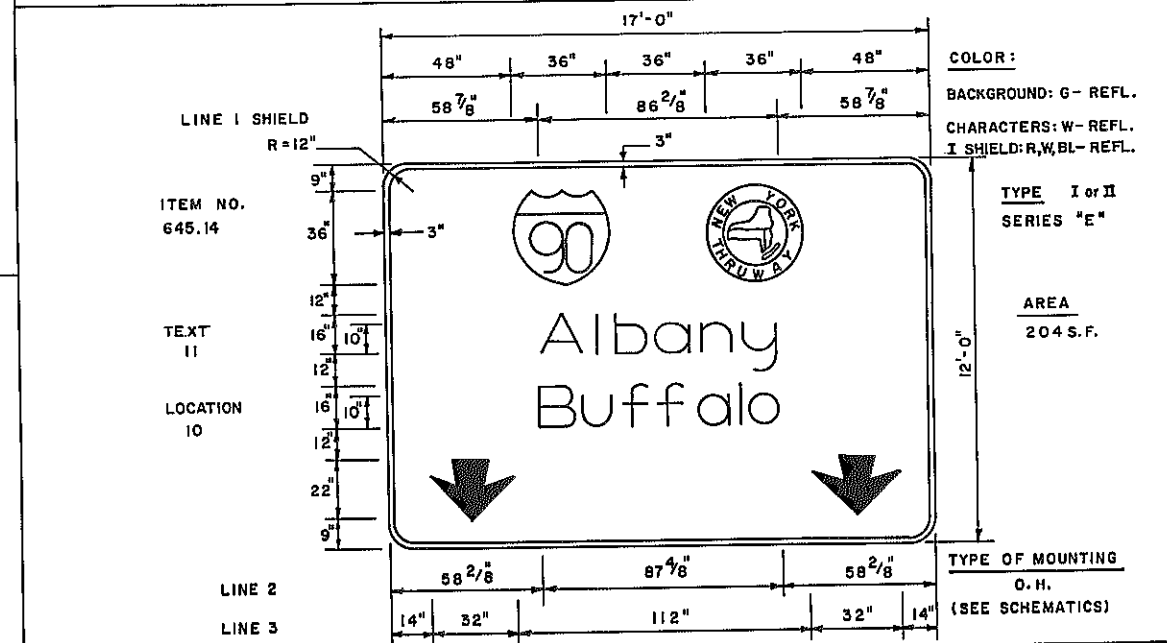
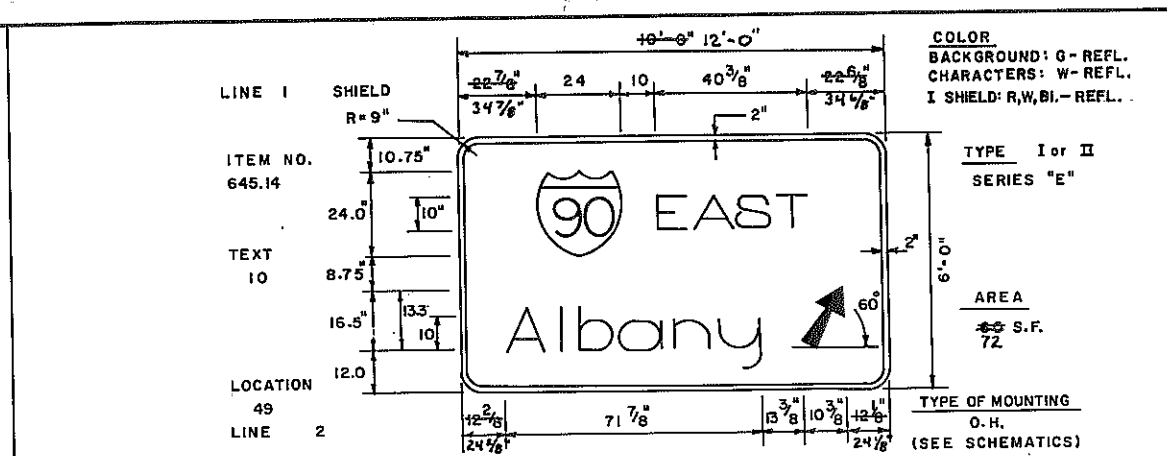
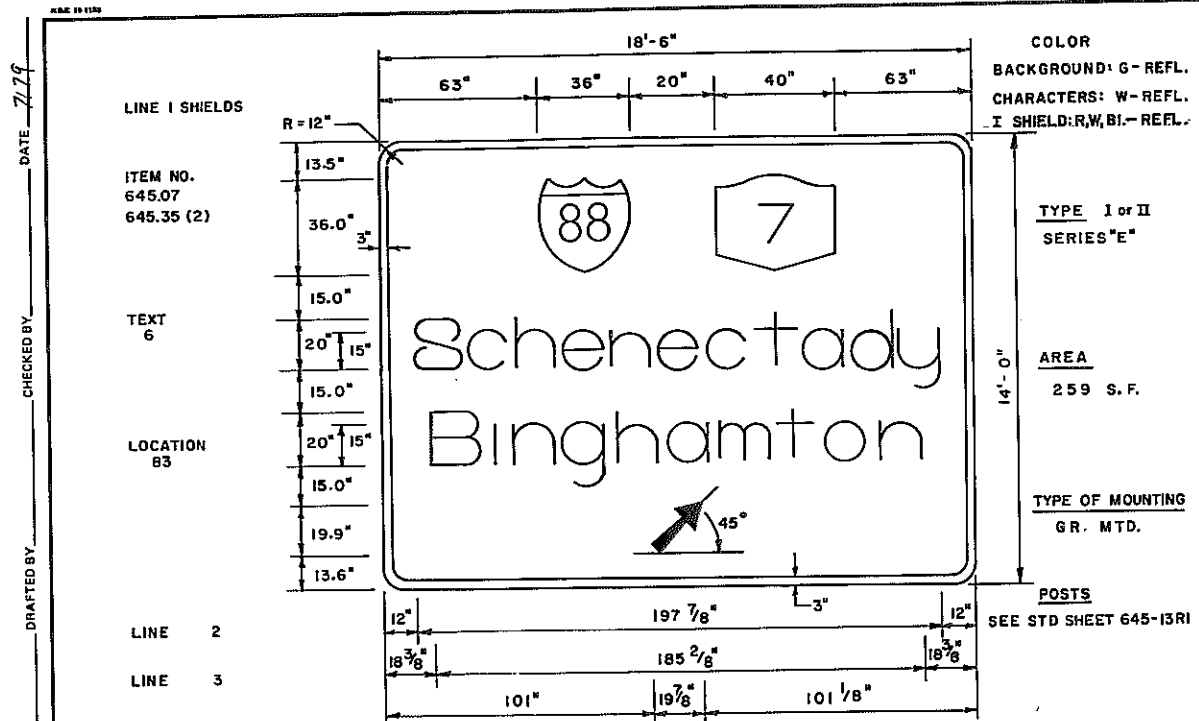
SIGN FACE DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DRAWING No. | SCALE | DATE | REGION |
|-------------|-------|------|--------|
| SD - 5 | | | |

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|-----------------------|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 129 | 284 |

INTERSTATE ROUTE 508
ROUTE 7 CONN. TO N.Y.S. THRUWAY
SCHENECTADY - DUANESBURG, PART 1, S.H. 880
SCHENECTADY COUNTY



REVISIONS

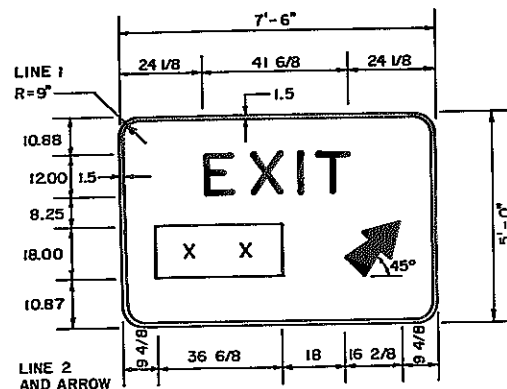
SIGN FACE DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DRAWING No. | SCALE | DATE | REGION |
|-------------|-------|------|--------|
| SD-6 | | | |

RC 47-2 (5/76) IN CHARGE OF: *J.P. Torres* DESIGNED BY: *J.P. Torres* CHECKED BY: *J.P. Torres* ESTIMATED BY: *J.P. Torres* DRAFTED BY: *J.P. Torres* DATE: 7/79

ITEM NO.
645.07
645.30 (4)
TEXT
14
LOCATION
23, 39



COLOR
BACKGROUND: G-REFL.
CHARACTERS: W-REFL.

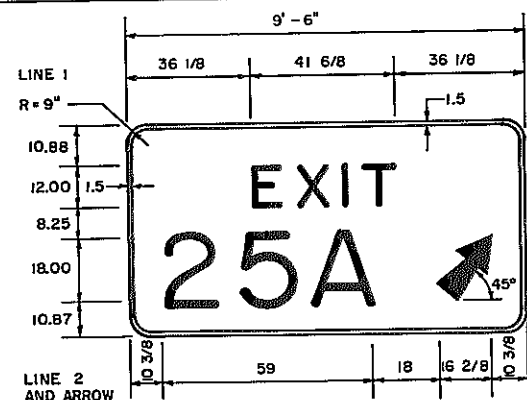
TYPE I OR II
SERIES "E"

AREA
37.5 S.F.

TYPE OF MOUNTING
GR. MTD.

POSTS
SEE STD. SHEET 645-13R1

ITEM NO.
645.07
645.14
645.30 (2)
TEXT
15
LOCATION
95
97



COLOR
BACKGROUND: G-REFL.
CHARACTERS: W-REFL.

TYPE I OR II
SERIES "E"

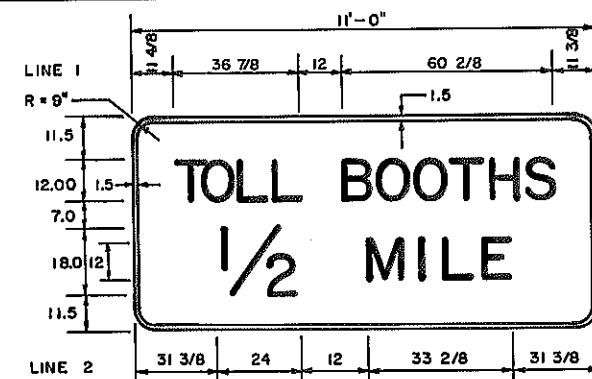
AREA
47.5 S.F.

TYPE OF MOUNTING
GR. MTD. (LOC. 95)

O.H. (LOC. 97 - SEE C.S.M.)

POSTS (LOCATION 95)
SEE STD. SHEET 645-13R1

ITEM NO.
645.14
TEXT
16
LOCATION
10



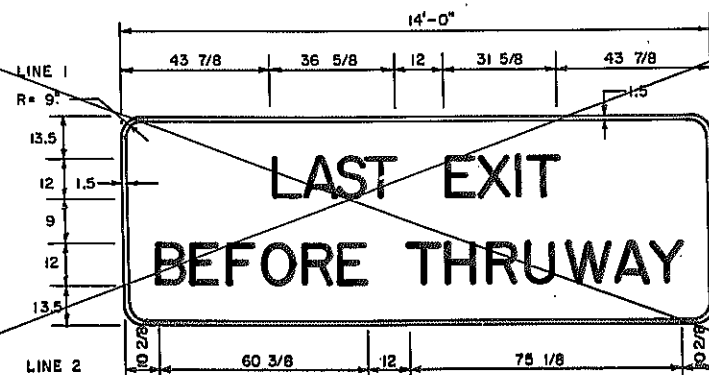
COLOR
BACKGROUND: Y-REFL.
CHARACTERS: B- NON.
REFL.

TYPE IX
SERIES "D"

AREA
55 S.F.

TYPE OF MOUNTING
O.H.
(SEE SCHEMATICS)

ITEM NO.
645.14
TEXT
17
LOCATION
11



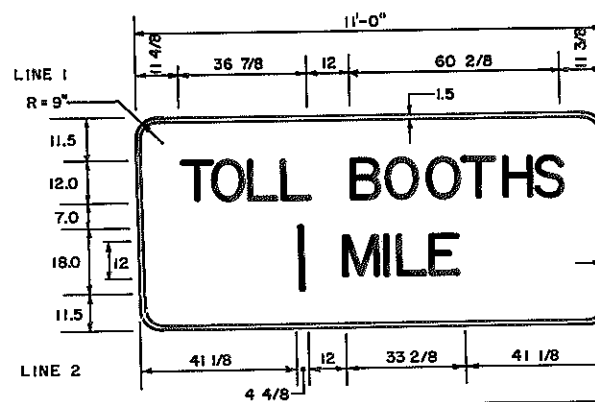
COLOR
BACKGROUND: Y-REFL.
CHARACTERS: B- NON.
REFL.

TYPE IX
SERIES "D"

AREA
70 S.F.

TYPE OF MOUNTING
O.H.
(SEE SCHEMATICS)

ITEM NO.
645.14
TEXT
18
LOCATION
2



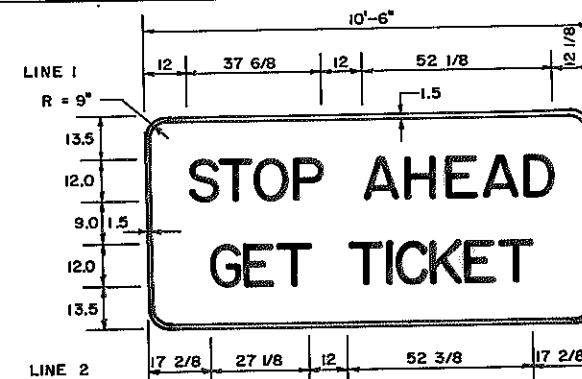
COLOR
BACKGROUND: Y-REFL.
CHARACTERS: B- NON.
REFL.

TYPE IX
SERIES "D"

AREA
55 S.F.

TYPE OF MOUNTING
O.H.
(SEE SCHEMATICS)

ITEM NO.
645.14
TEXT
19
LOCATION
26



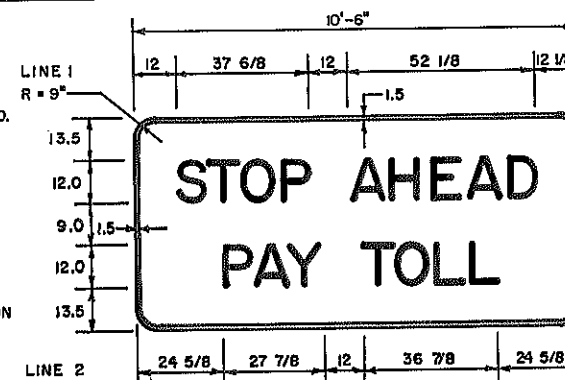
COLOR
BACKGROUND: Y-REFL.
CHARACTERS: B- NON.
REFL.

TYPE IX
SERIES "D"

AREA
52.5 S.F.

TYPE OF MOUNTING
O.H.
BRIDGE

ITEM NO.
645.14
TEXT
20
LOCATION
53



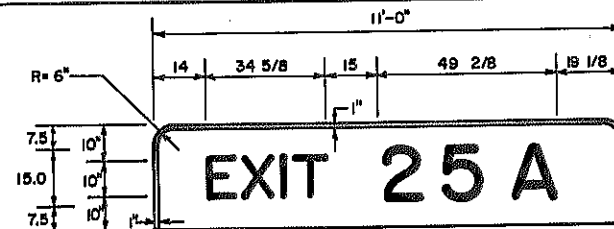
COLOR
BACKGROUND: Y-REFL.
CHARACTERS: B- NON.
REFL.

TYPE IX
SERIES "D"

AREA
52.5 S.F.

TYPE OF MOUNTING
O.H.
(SEE SCHEMATICS)

ITEM NO.
645.16
TEXT
21
LOCATION: 78, 83, 108, 111



COLOR
BACKGROUND: G-REFL.
CHARACTERS: W-REFL.

TYPE I OR II
SERIES "E"

AREA
27.5 S.F.

TYPE OF MOUNTING
SECONDARY PANEL

D96243

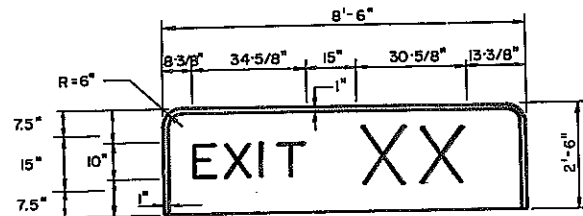
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 130 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |
| REVISIONS | | | | |
| SIGN FACE DETAILS | | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | |
| DRAWING No. SD - 7 | SCALE | DATE | REGION | |

DATE 7/79
CHECKED BY
DRAFTED BY
CHECKED BY
ESTIMATED BY
DESIGNED BY
IN CHARGE OF

ITEM NO.
645.16

TEXT
22

LOCATION
3, 11, 41



COLOR
BACKGROUND: G-REFL.
CHARACTERS: W-REFL.

TYPE I or II
SERIES "E"

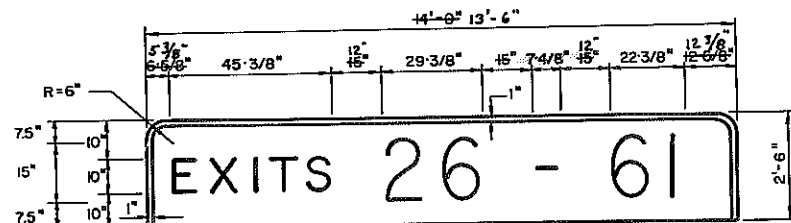
AREA
21.25 S.F.

TYPE OF MOUNTING
SECONDARY PANEL

ITEM NO.
645.16

TEXT
23

LOCATION
48



COLOR
BACKGROUND: G-REFL.
CHARACTERS: W-REFL.

TYPE I or II
SERIES "E"

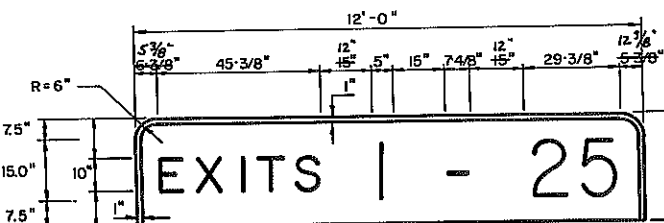
AREA
35 S.F.

TYPE OF MOUNTING
SECONDARY PANEL

ITEM NO.
645.16

TEXT
24

LOCATION
49



COLOR
BACKGROUND: G-REFL.
CHARACTERS: W-REFL.

TYPE I or II
SERIES "E"

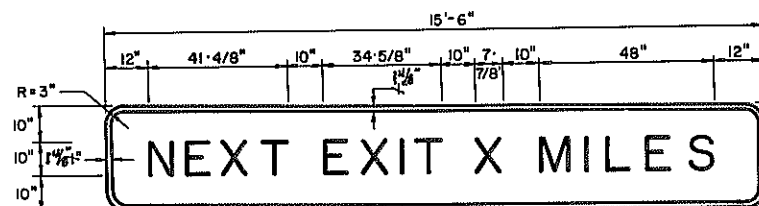
AREA
30 S.F.

TYPE OF MOUNTING
SECONDARY PANEL

ITEM NO.
645.16

TEXT
25, 26

LOCATION: 78, 111



COLOR
BACKGROUND: G-REFL.
CHARACTERS: W-REFL.

TYPE I or II
SERIES "E"

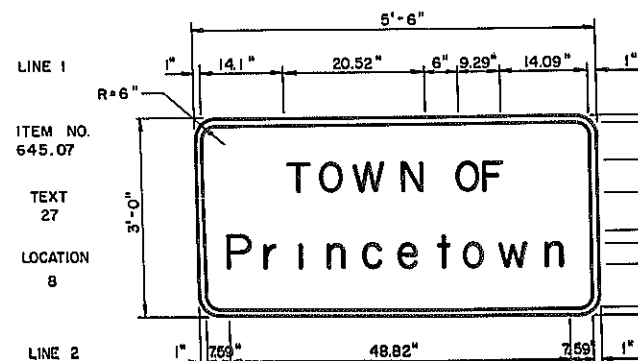
AREA
38.75 S.F.

TYPE OF MOUNTING
SECONDARY PANEL

ITEM NO.
645.07

TEXT
27

LOCATION
8



COLOR
BACKGROUND: G-REFL.
CHARACTERS: W-REFL.

TYPE IV
SERIES "D"

AREA
16.5 S.F.

TYPE OF MOUNTING
GR. MTD.

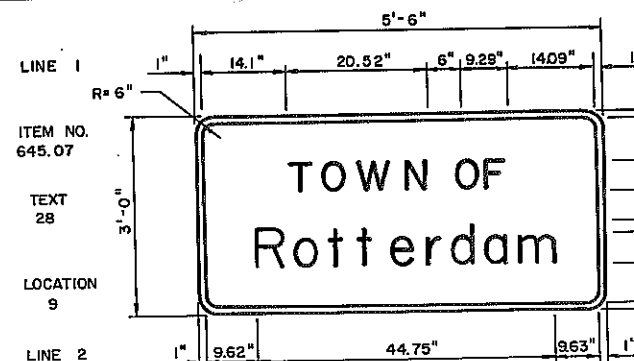
POSTS
SEE STD. SHEET 645-13RI

LINE 1

ITEM NO.
645.07

TEXT
28

LOCATION
9



COLOR
BACKGROUND: G-REFL.
CHARACTERS: W-REFL.

TYPE IV
SERIES "D"

AREA
16.5 S.F.

TYPE OF MOUNTING
GR. MTD.

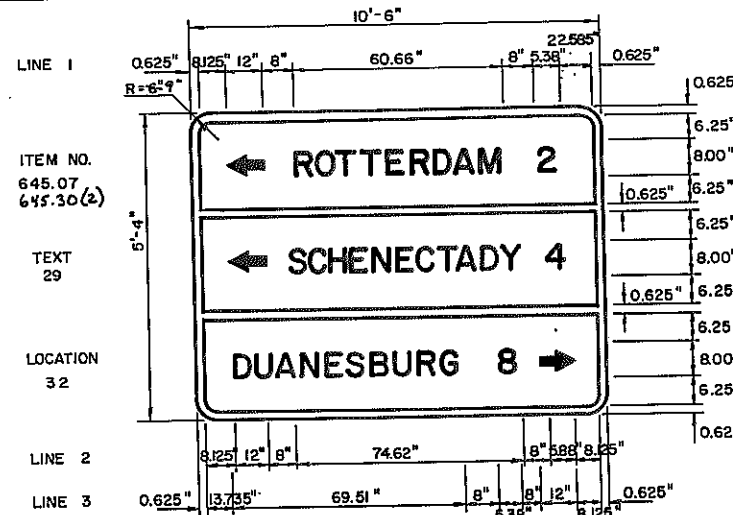
POSTS
SEE STD. SHEET 645-13RI

LINE 1

ITEM NO.
645.07

TEXT
29

LOCATION
32



COLOR
BACKGROUND: G-REFL.
CHARACTERS: W-REFL.

TYPE IV
SERIES "D"

AREA
56.0 S.F.

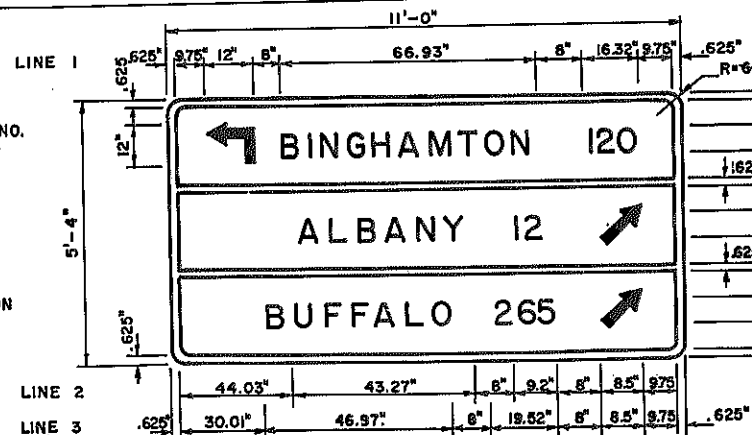
TYPE OF MOUNTING
GR. MTD.

POSTS
SEE STD. SHEET 645-13RI

ITEM NO.
645.07

TEXT
30

LOCATION
35



COLOR

BACKGROUND: G-REFL.
CHARACTERS: W-REFL.

TYPE IV
SERIES "D"

AREA
58.3 S.F.

TYPE OF MOUNTING
GR. MTD.

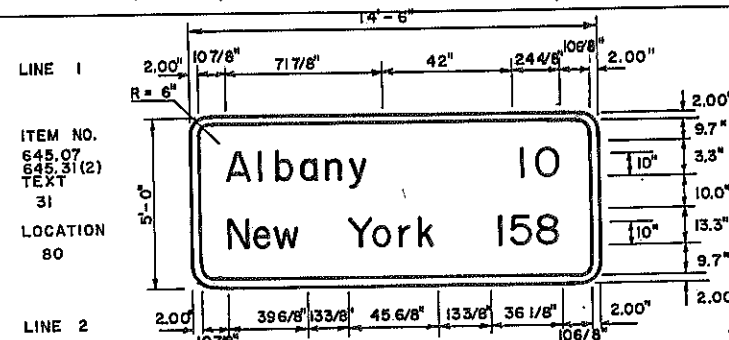
POSTS
SEE STD. SHEET 645-13RI

LINE 1

ITEM NO.
645.07

TEXT
31

LOCATION
80



COLOR
BACKGROUND: GREEN-REFL.
CHARACTERS: WHITE-REFL.

TYPE IV
SERIES "D"

AREA
16.5 S.F.

TYPE OF MOUNTING
GR. MTD.

POSTS
SEE STD. SHEET 645-13RI

REVISIONS

SIGN FACE DETAILS

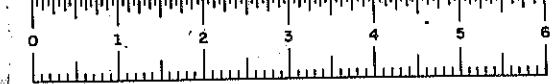
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING No. 5D-8
SCALE
DATE
REGION

D96243

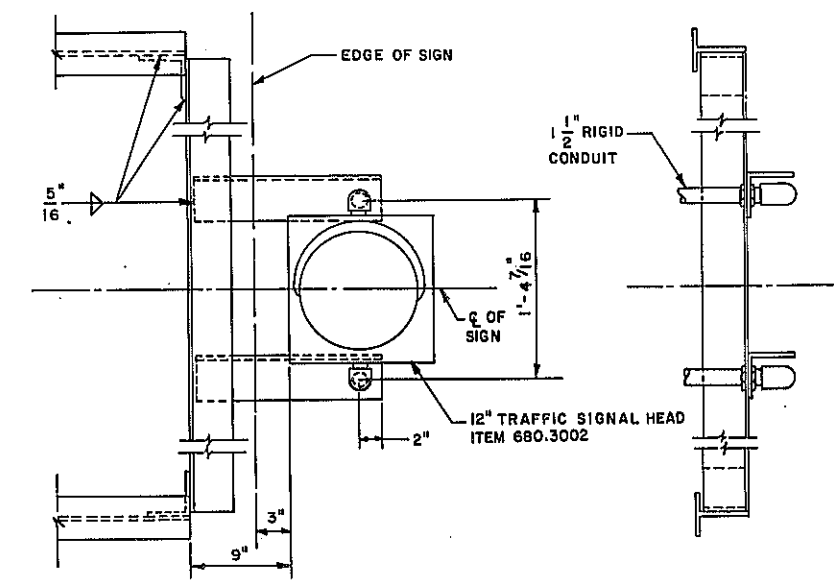
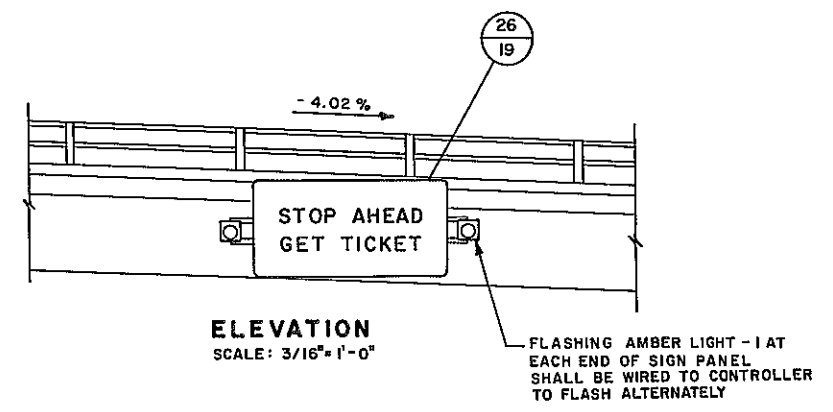
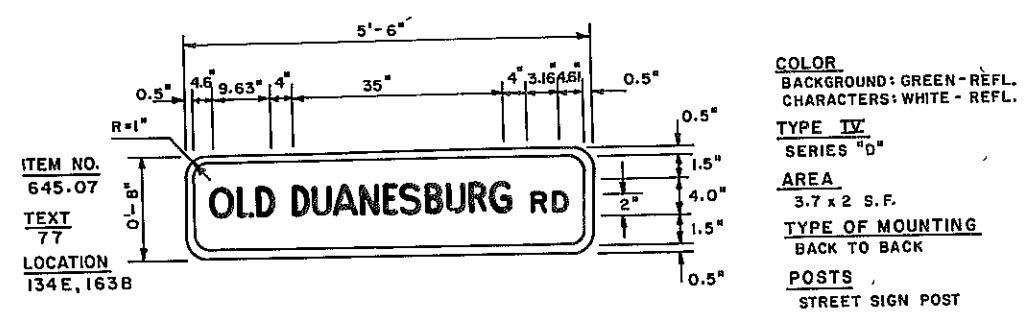
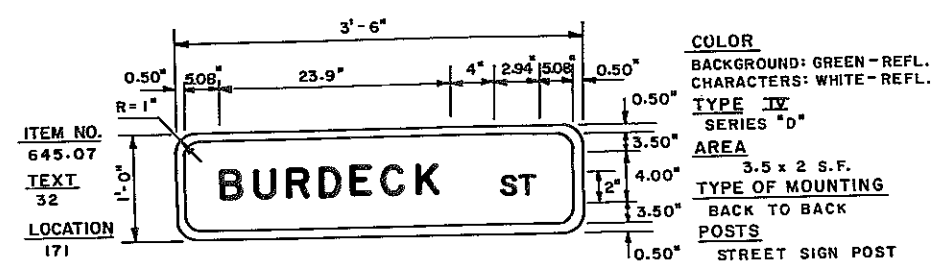
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 131R1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.T. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

DATE 7/79
CHECKED BY
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CHECKED BY
ESTIMATED BY
DESIGNED BY
IN CHARGE OF

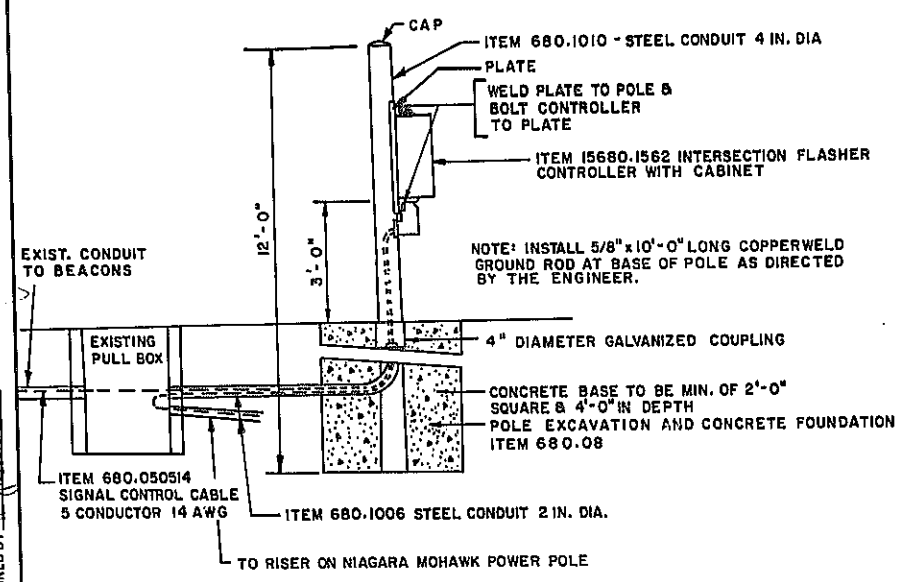


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 13221 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



| TABLE OF QUANTITIES | | |
|---------------------|------|----------|
| ITEM | UNIT | QUANTITY |
| 206.03 | L.F. | 46+00. |
| 680.050208 | L.F. | 85+49. |
| 680.050514 | L.F. | 1010+00. |
| 680.08 | C.Y. | 1.18 + |
| 680.1006 | L.F. | 46+00. |
| 680.1010 | L.F. | 8 + |
| 08680.1027 | E.A. | 1. |
| 15680.1562 | E.A. | 1. |
| 680.3002 | E.A. | 2. |



FLASHER CONTROLLER INSTALLATION DETAIL

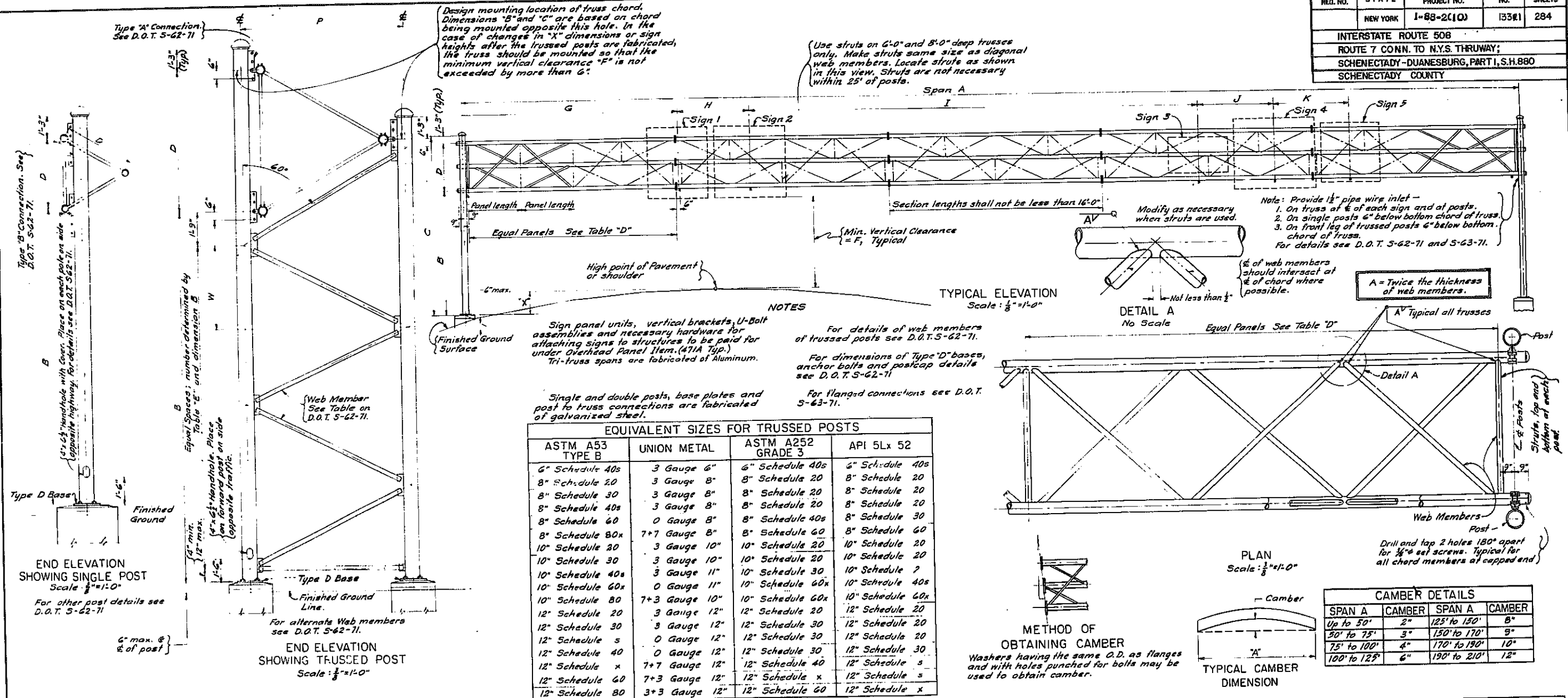
MOUNTING OF FLASHING BEACON DETAIL
NOT TO SCALE

- NOTES:
1. THE BRACKETS FOR THE SIGN AND FLASHING BEACONS HAVE BEEN INSTALLED UNDER A PREVIOUS CONTRACT ALONG WITH CONDUIT TO THE SOUTH SIDE OF ROUTE 7.
 2. THE CONTRACTOR SHALL INSTALL A 4" DIA. STEEL CONDUIT (ITEM 680.1010) AND INSTALL AN INTERSECTION FLASHER CONTROLLER WITH CABINET (ITEM 15680.1562) AS SHOWN ON DETAIL.
 3. THE CONTRACTOR SHALL INSTALL A 2" DIA. RISER ON AN EXISTING POLE TO BE DETERMINED BY NIAGARA MOHAWK POWER CORP.
 4. THE CONTRACTOR SHALL CONNECT THE FLASHER CONTROLLER TO THE FLASHING BEACON WITH 5 CONDUCTOR 14AWG SIGNAL CONTROL CABLE (ITEM 680.050514) RUN THROUGH THE EXISTING 2" DIA STEEL CONDUIT
 5. THE PRICE BID FOR THE TRAFFIC SIGNAL HEADS (ITEM 680.3002) SHALL INCLUDE THE COST OF ATTACHING THE HEADS TO THE EXISTING BRACKETS
 6. THE PRICE BID FOR THE INTERSECTION FLASHER AND CONTROLLER SHALL INCLUDE THE COST OF ATTACHING IT TO THE 4IN. DIA. CONDUIT

REVISIONS

| SIGN FACE & FLASHING BEACON DETAILS | | | |
|---|-------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. SD-9 | SCALE NO SCALE | DATE 7/79 | REGION 1 |

| FED. RD. PROJ. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | I-68-2(10) | 133#1 | 284 |
| INTERSTATE ROUTE 506 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



| EQUIVALENT SIZES FOR TRUSSED POSTS | | | |
|------------------------------------|---------------|-------------------|------------------|
| ASTM A53 TYPE B | UNION METAL | ASTM A252 GRADE 3 | API 5Lx 52 |
| 6" Schedule 40s | 3 Gauge 6" | 6" Schedule 40s | 6" Schedule 40s |
| 8" Schedule 20 | 3 Gauge 8" | 8" Schedule 20 | 8" Schedule 20 |
| 8" Schedule 30 | 3 Gauge 8" | 8" Schedule 20 | 8" Schedule 20 |
| 8" Schedule 40s | 3 Gauge 8" | 8" Schedule 20 | 8" Schedule 20 |
| 8" Schedule 60 | 0 Gauge 8" | 8" Schedule 40s | 8" Schedule 30 |
| 8" Schedule 80x | 7+7 Gauge 8" | 8" Schedule 60 | 8" Schedule 60 |
| 10" Schedule 20 | 3 Gauge 10" | 10" Schedule 20 | 10" Schedule 20 |
| 10" Schedule 30 | 3 Gauge 10" | 10" Schedule 20 | 10" Schedule 20 |
| 10" Schedule 40s | 3 Gauge 11" | 10" Schedule 30 | 10" Schedule 20 |
| 10" Schedule 60x | 0 Gauge 11" | 10" Schedule 60x | 10" Schedule 40s |
| 10" Schedule 80 | 7+3 Gauge 10" | 10" Schedule 60x | 10" Schedule 60x |
| 12" Schedule 20 | 3 Gauge 12" | 12" Schedule 20 | 12" Schedule 20 |
| 12" Schedule 30 | 3 Gauge 12" | 12" Schedule 30 | 12" Schedule 20 |
| 12" Schedule 40 | 0 Gauge 12" | 12" Schedule 30 | 12" Schedule 20 |
| 12" Schedule 40 | 0 Gauge 12" | 12" Schedule 30 | 12" Schedule 30 |
| 12" Schedule x | 7+7 Gauge 12" | 12" Schedule 40 | 12" Schedule 30 |
| 12" Schedule 60 | 7+3 Gauge 12" | 12" Schedule x | 12" Schedule 30 |
| 12" Schedule 80 | 3+3 Gauge 12" | 12" Schedule 60 | 12" Schedule x |

| 5 | | | | | | | | | | 12 Schedule 20 | | | | | | | | | | 3" x 3" Angle | | | | | | | | | | 12 Schedule 20 | | | | | | | | | | SIGN 1 | | | | | | | | | | SIGN 2 | | | | | | | | | | SIGN 3 | | | | | | | | | | SIGN 4 | | | | | | | | | | SIGN 5 | | | | | | | | | |
|----------|----------|------------------|------------------|--------|-----------|-------------------|-------|-------|------|------------------------|-----------|------------|-------------------|-------|-------|------|------------------------|----------|--------------------------|---------------------|--------------------|--------|------------------------|--------|--------------|--------|--------------|--------|--------------|----------------|--------------|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|--------|--|--|--|--|--|--|--|--|--|
| ITEM NO. | LOC NO. | TEXT NUMBERS | ITEM 64406 REQ'D | SPAN A | LEFT POST | | | | | | P | RIGHT POST | | | | | | F | TRUSS | | | | SIGN 1 | | SIGN 2 | | SIGN 3 | | SIGN 4 | | SIGN 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | TYPE ① | PIPE SIZE ② | B | C | XL ③ | PEDESTAL & FTG. CODE ④ | | TYPE ① | PIPE SIZE ② | B | C | Xr ③ | PEDESTAL & FTG. CODE ④ | | D | CHORD SIZE | WEB SIZE | G-1 | BRACKET CODE | H | BRACKET CODE | I | BRACKET CODE | J | BRACKET CODE | K | BRACKET CODE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 644.0301 | 48,49,51 | 23,9,24,10,35,20 | YES | 1240' | T | 208" SCHEDULE 20 | 24.3' | 31.6' | 4.5' | 7Q/7U | 7'-2" | T | 208" SCHEDULE 20 | 25.0' | 32.3' | 5.2' | 7Q/7U | 17.5' | 30 1/2" O.D. x 0.25 WALL | 2.50" O.D. x 0.188" | 23.5' | 2-V4-D | 20.5' | 2-V4-D | 30.5' | 3-V6-D | 28.5' | 3-V4-D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 52,53 | | | | | STEEL | | | | | | | STEEL | | | | | ALUMINUM | ALUMINUM | 36.5' | 2-V4-B2 | | BACK SIDE OF THE TRUSS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 644.0302 | 2,3 | 13,18,22,1 | NO | 56.0' | T | 2010" SCHEDULE 20 | 22.4' | 31.7' | 2.4' | 7Q/10U | 9'-2 3/4" | T | 2010" SCHEDULE 20 | 23.2' | 32.5' | 3.2' | 7Q/10U | 17.5' | 30 1/2" O.D. x 0.25 WALL | 4.00" O.D. x 0.188" | 18.25' | 3-V6-D | 16.0' | 4-V6-D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | STEEL | | | | | | | STEEL | | | | | ALUMINUM | ALUMINUM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 644.0303 | 44,22,43 | 4,22,2,3 | NO | 78.5' | T | 2010" SCHEDULE 20 | 20.3' | 29.6' | 0.8' | 8Q/10U | 9'-2 3/4" | T | 2010" SCHEDULE 20 | 25.9' | 35.2' | 6.4' | 8Q/10U | 17.5' | 30 1/2" O.D. x 0.25 WALL | 4.00" O.D. x 0.188" | 25.00' | 4-V6-D | 17.25' | 2-V6-D | 15.25' | 4-V6-D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | STEEL | | | | | | | STEEL | | | | | ALUMINUM | ALUMINUM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 644.0304 | 10,11 | 11,16,22,4,17 | NO | 55.0' | T | 2010" SCHEDULE 20 | 24.2' | 33.5' | 1.5' | 10Q/10U | 9'-2 3/4" | T | 2010" SCHEDULE 20 | 24.2' | 33.5' | 1.5' | 10Q/10U | 17.5' | 30 1/2" O.D. x 0.25 WALL | 4.00" O.D. x 0.188" | 24.25' | 4-V6-D | 19.00' | 4-V7-D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | STEEL | | | | | | | STEEL | | | | | ALUMINUM | ALUMINUM | | LENGTH AS REQUIRED | | LENGTH AS REQUIRED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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PROJECT ENGINEER: K. Macriotti
IN CHARGE OF:
DESIGNED BY: Jerry Sasiak-Henkin
DESIGN CHECKED BY: Sasiak-Henkin
DETAILED BY: M. Lacour
DETAIL CHECKED BY: M. Lacour

① S=Single Post.
T=Trussed Post.

② The pipe sizes listed in this column are for ASTM A53 steel. See the table "Equivalent Post Sizes" on this sheet when using another type of steel. Tapered posts may be used. See the applicable notes on D.O.T. S-60-71.

③ This dimension to be verified by the Contractor in the field.

④ See the current Standard Sheet "Footings for Sign Assemblies with Single Posts". In this case the single entry will specify the size of circular or rectangular footing to be used. See the current Standard Sheet "Footings for Sign Assemblies with Trussed Posts". In this case the first designation is for the pedestal and the second designation is for the rectangular footing.

⑤ Item 492 is a Sign Structure Damper. For details see D.O.T. S-49-71.

⑥ The number and arrangement of panels in each section must be such that the web members in each face of the tri-truss form a continuous trussing in the structure from post to post.

TABLE "D"

| D | Panel Lengths |
|-------|---------------|
| | Min. Max. |
| 4'-0" | 3'-6" 4'-4" |
| 6'-0" | 5'-3" 6'-9" |
| 8'-0" | 7'-2" 8'-10" |

TABLE "E"

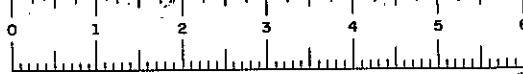
| P | "W" Min. | "W" Max. |
|-----------|----------|----------|
| 5'-2" | 2'-4" | 2'-10" |
| 7'-2" | 3'-4" | 3'-10" |
| 9'-2 3/4" | 4'-4" | 4'-10" |

REVISIONS

SPAN-TYPE STRUCTURES

D.O.T. S-61-75

DRAWING NO. SS-1 OF



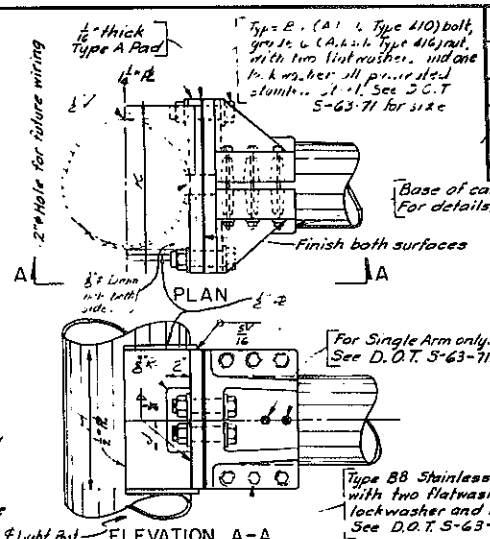
D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|----------|-------------------------|-----------|--------------|
| | NEW YORK | I-88-2(10) | 134 | 285 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESEBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

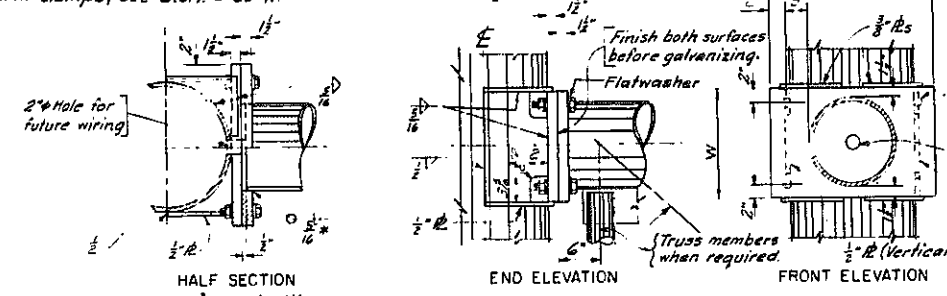
| TABLE FOR ALUM. ARM | | | |
|---------------------|--------|-----|---------|
| NOM. SIZE OF ARM | J | H | K |
| 4" | 2" | 8" | 9 1/2" |
| 6" | 2 1/2" | 11" | 12 3/8" |
| 8" | 3" | 14" | 16 1/2" |

| TABLE FOR GALV. STEEL ARM | | |
|---------------------------|---------|---------|
| NOM. SIZE OF ARM | L | W |
| 8" | 18 3/8" | 11 3/8" |
| 10" | 20 3/8" | 13 3/8" |
| 12" | 22 3/8" | 15 3/8" |

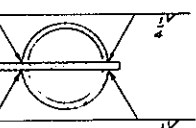
NOTES
For footing codes, details and payment items for footings, footing excavation and backfill, see the current Standard Sheet "Footings for Sign Assemblies with Single Posts."
For Base R and anchor bolt details, see D.O.T. S-62-71.
All posts are to be galvanized steel. Arms are to be aluminum or galvanized steel as indicated in the table below.
After sign is erected, it may be necessary to adjust leveling nuts slightly to make allowance for deflection in post.
Tapered poles and/or arms may be used for the structures shown on this sheet. They must be of a material satisfactory to the Deputy Chief Engineer, Structures. Modify connections to fit taper. Large end of tapered sections must have the same O.D. as the pipe specified in the table. A table of Equivalent Post sizes is shown on this sheet.
All welding and other fabricating to be done before galvanizing.
For details of caps, see D.O.T. S-62-71 and D.O.T. S-63-71.
For aluminum arm clamps, see D.O.T. S-63-71.



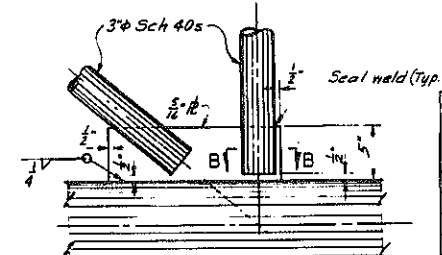
POST-ARM CONNECTION DETAILS FOR ALUMINUM ARMS
Scale: 1/2"=1'-0"



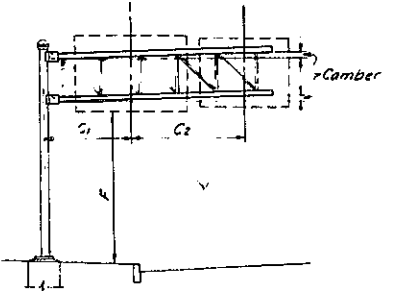
POST-ARM CONNECTION DETAILS FOR GALVANIZED STEEL ARMS
Scale: 1"=1'-0"



SECTION B-B
Not to Scale

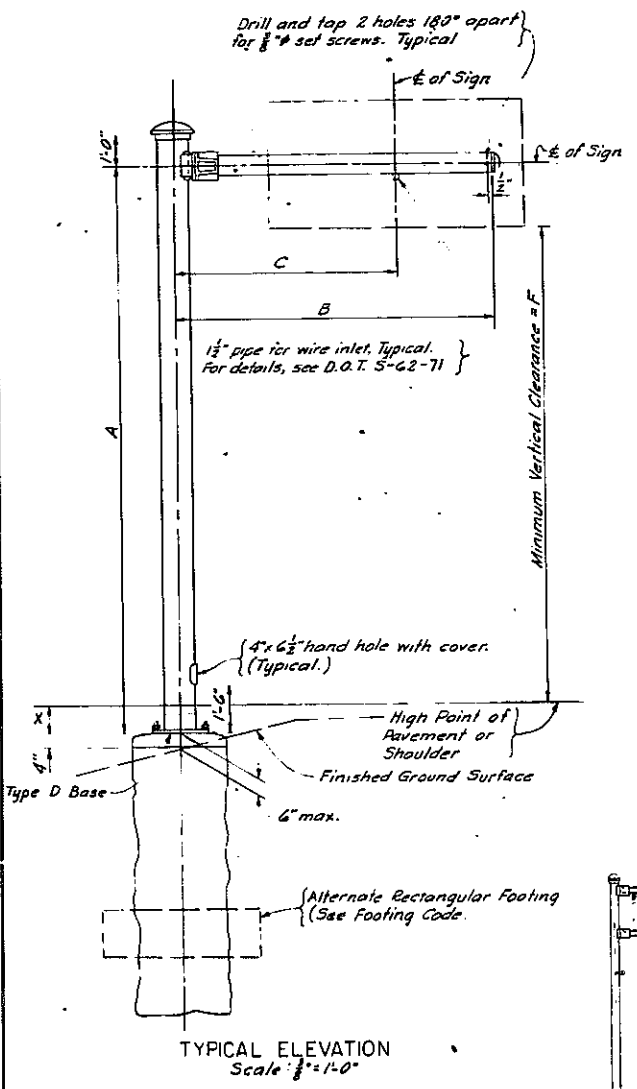


TRUSSING DETAILS FOR STEEL ARMS
Scale: 1/2"=1'-0"



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

| EQUIVALENT SIZES FOR SINGLE POSTS AND CANTILEVER ARMS | | | |
|---|------------------|---------------|-------------|
| ASTM A53 GrB | UNION METAL | ASTM A252 Gr3 | API 5Lx 52 |
| 6" Sch 40s | 3 Gauge 6" O.D. | 6" Sch 40s | 6" Sch 40s |
| 8" Sch 20 | 3 Gauge 8" O.D. | 8" Sch 20 | 8" Sch 20 |
| 8" Sch 30 | 3 Gauge 8" O.D. | 8" Sch 20 | 8" Sch 20 |
| 8" Sch 40s | 3 Gauge 8" O.D. | 8" Sch 20 | 8" Sch 20 |
| 10" Sch 20 | 3 Gauge 10" O.D. | 10" Sch 20 | 10" Sch 20 |
| 10" Sch 30 | 3 Gauge 10" O.D. | 10" Sch 20 | 10" Sch 20 |
| 12" Sch 20 | 3 Gauge 12" O.D. | 12" Sch 20 | 12" Sch 20 |
| 12" Sch 30 | 3 Gauge 12" O.D. | 12" Sch 30 | 12" Sch 20 |
| 14" Sch 10 | 3 Gauge 12" O.D. | 14" Sch 10 | 14" Sch 10 |
| 14" Sch 20 | 3 Gauge 14" O.D. | 14" Sch 10 | 14" Sch 10 |
| 14" Sch 30s | 3 Gauge 14" O.D. | 14" Sch 20 | 14" Sch 10 |
| 14" Sch 40 | 0 Gauge 14" O.D. | 14" Sch 30s | 14" Sch 20 |
| 16" Sch 10 | 3 Gauge 16" O.D. | 16" Sch 10 | 16" Sch 10 |
| 16" Sch 30s | 3 Gauge 16" O.D. | 16" Sch 20 | 16" Sch 10 |
| 16" Sch 40x | 0 Gauge 16" O.D. | 16" Sch 40x | 16" Sch 30s |
| 18" Sch 10 | 3 Gauge 18" O.D. | 18" Sch 10 | 18" Sch 10 |
| 18" Sch 20 | 3 Gauge 18" O.D. | 18" Sch 10 | 18" Sch 10 |
| 18" Sch x | 0 Gauge 18" O.D. | 18" Sch 30 | 18" Sch s |
| 20" Sch 30x | 0 Gauge 20" O.D. | 20" Sch 30x | 20" Sch 20s |

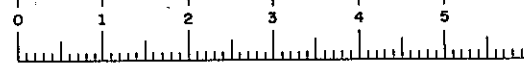


TYPICAL ELEVATION
Scale: 1/8"=1'-0"

PROJECT ENGINEER K. Marriott
IN CHARGE OF
DESIGNED BY S. S. Perry
DESIGN CHECKED BY Perry - S. S. Perry
DETAILED BY W. S. Perry
DETAIL CHECKED BY W. S. Perry

** This dimension is to be verified by Contractor in the field. A minus figure indicates top of footing is higher than high point of pavement or shoulder.

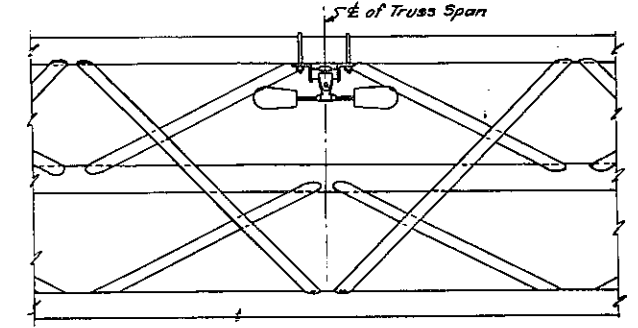
SINGLE CANTILEVER SIGN STRUCTURES
D.O.T. S-60-74 DRAWING NO. SS-20F



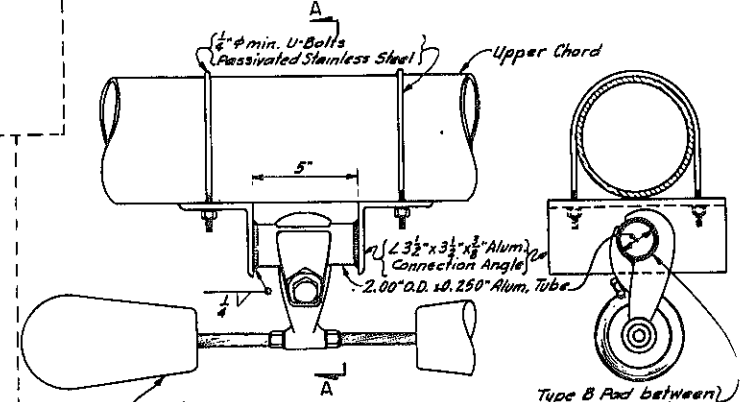
D96243

| FED. RD. PROJ. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | I-88-2(10) | 135 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

Diagonals in the vertical truss should be located as shown. However, dampener may be moved away from & of span slightly when attachment interferes with diagonal members.



ELEVATION SHOWING DAMPENER LOCATION
Not to Scale



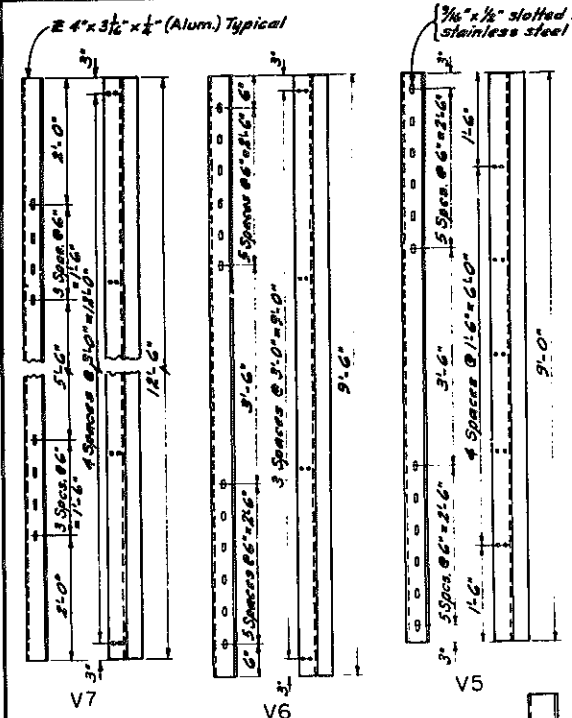
DAMPENER CONNECTION DETAILS
Not to Scale

NOTES

All vertical members, connection angles and strut angles are to be aluminum. Except as otherwise shown, all bolting material shown on this sheet to be Type 304 Stainless steel.
Use a lockwasher under each nut or use an approved stop nut. Use a flat washer under each head. With slotted holes use a flat washer under the lockwasher.
Sign panel units, vertical bracket, U-bolt assemblies, and necessary hardware for attaching signs to structure to be paid for under Overhead Panel Item 471A. (Typical)

The number of holes shown are the minimum required. The 3/8" x 1/2" slotted holes in the web may be placed at 6" centers for the entire length of the member. The two 1/4" holes in the flange may be placed at 1-6" centers for the length of the member.

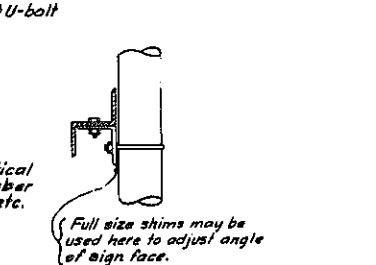
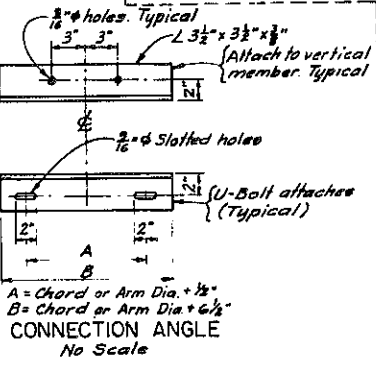
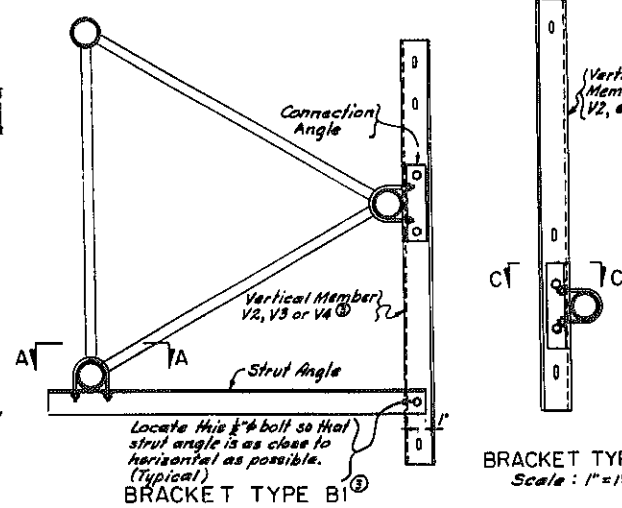
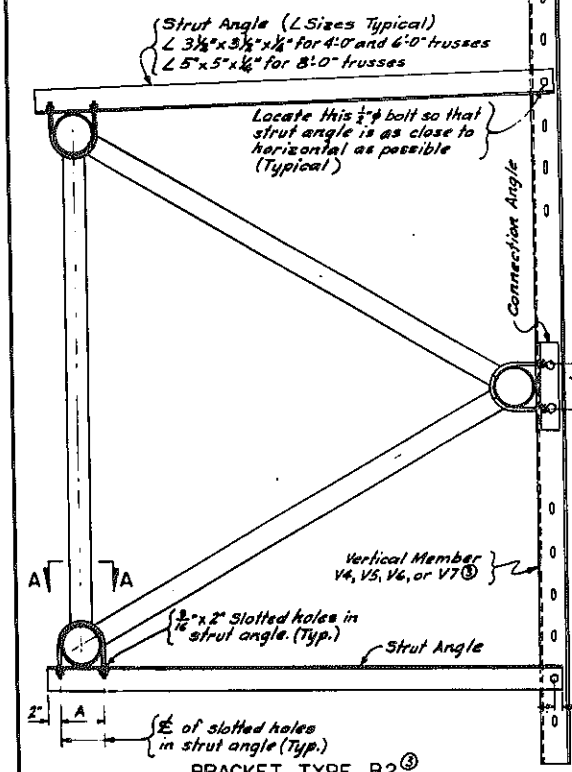
SIGN BRACKETS
SIGN STRUCTURE DAMPENER
DOTS-49-71
DRAWING NO. SS-30F



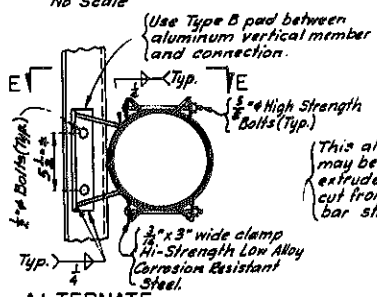
| USE OF VERTICAL MEMBERS | | | | | |
|-------------------------|------------|-------|-------|-------|-------|
| Arm or Chord Spacing | Single Arm | 2'-6" | 4'-0" | 6'-0" | 8'-0" |
| Up to 4'-0" | V1 | V2 | V3 | V4 | V5 |
| 4'-6" to 6'-0" | V1 | V2 | V3 | V4 | V5 |
| 6'-6" to 9'-0" | V4 | V4 | V4 | V4 | V5 |
| 9'-6" to 12'-0" | | | V6 | V6 | V6 |
| 12'-6" to 15'-0" | | | | V7 | V7 |

- Will require additional holes in flange.
- Will require additional holes in web.
- Cut 3" from each end when used with sign heights of 6'-6" to 7'-0"

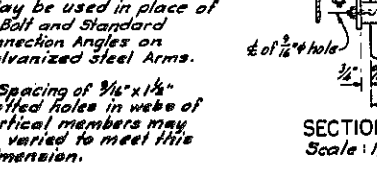
VERTICAL MEMBERS



SECTION C-C
No Scale



BRACKET TYPE D
Scale: 1/2"=1'-0"



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



SUPPLEMENTARY EXIT NO. PANEL MOUNTING DETAILS
Not to Scale

| BRACKET | USE |
|---------|--|
| Type S | Single Arms |
| Type D | Double Arms or Trusses |
| Type B1 | For mounting on back of truss (with V2, V3 or V4 vertical members) |
| Type B2 | For mounting on back of truss (with V4, V5, V6 or V7 vertical members) |
| Type BS | Type S mounted on back of truss (with V1 only) |
| Type S1 | Single Arms or Single Beam where signs are illuminated. |

Explanation of Bracket Code (3-V2-D)
First number (3) is the number of brackets required for the sign. See the latest Typical Guide Signs Standard sheet for spacing.
Second symbol (V2) is the type of vertical bracket member required.
Last symbol (D) is the type of bracket required.

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



BRACKET TYPE S



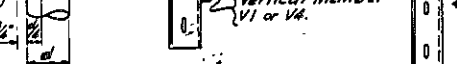
BRACKET TYPE SI



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



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



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

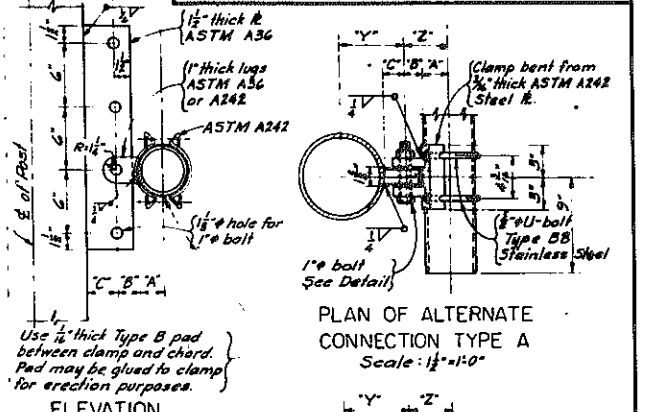
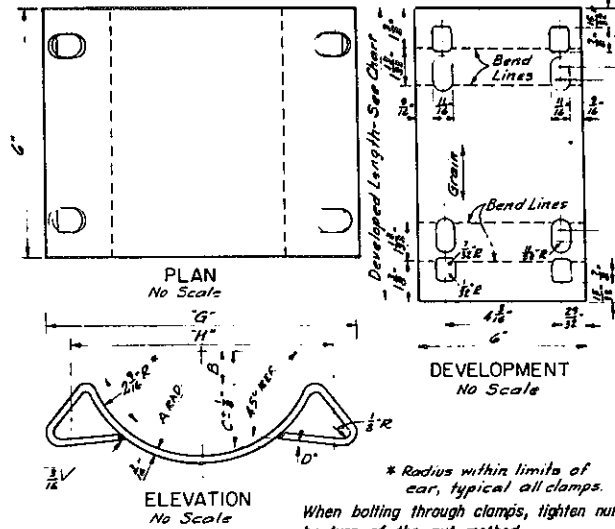
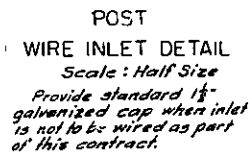
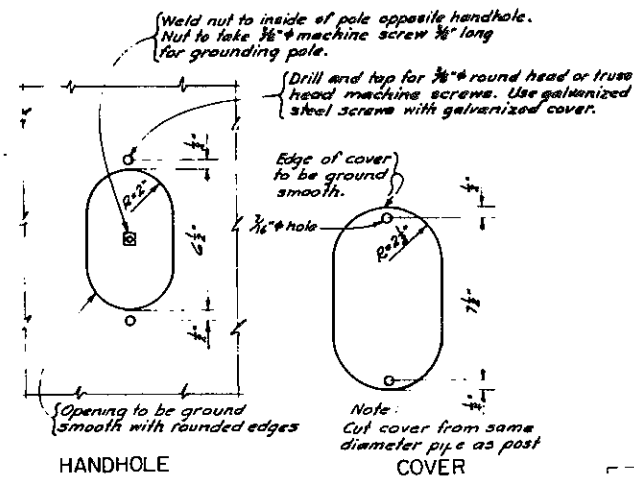
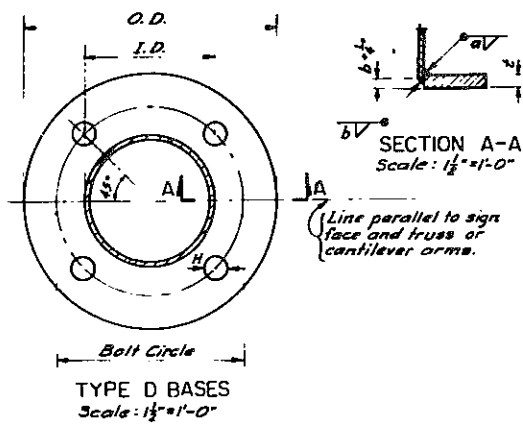


SECTION J-J
Scale: 1/2"=1'-0"

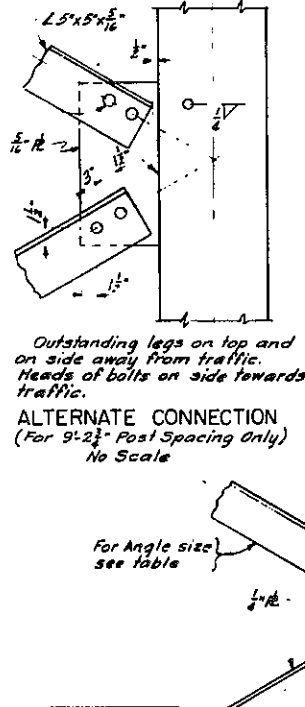
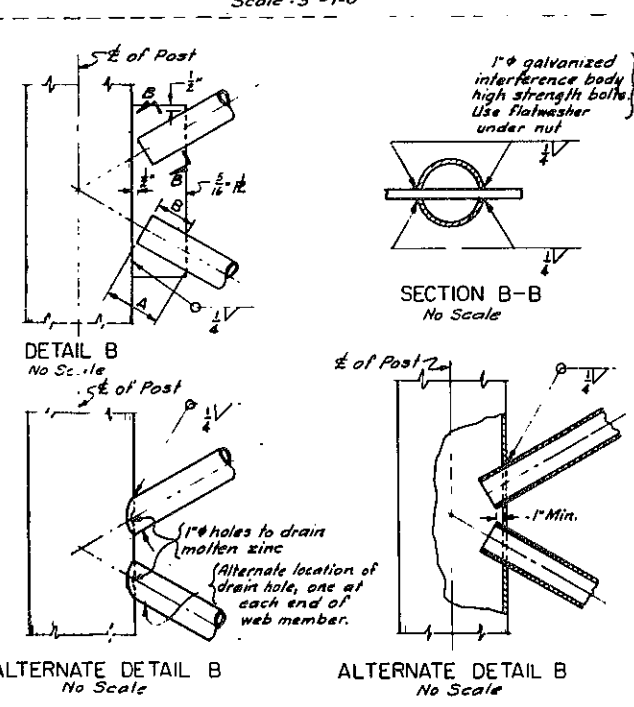


PROJECT ENGINEER: K. MacCott
IN CHARGE OF:
DESIGNED BY:
DESIGN CHECKED BY:
DETAILED BY: M. LAGHUT
DETAIL CHECKED BY: M. C. MARE

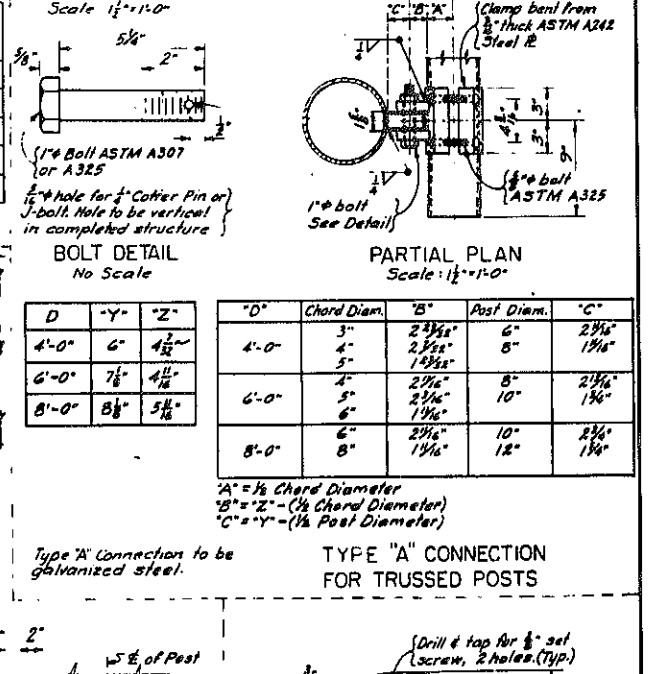
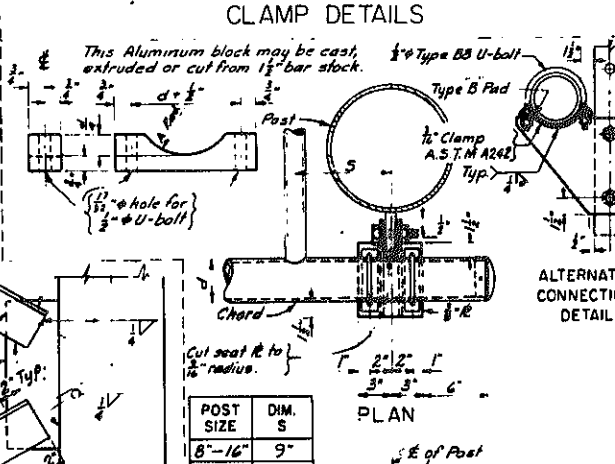
| FED. RD. PROJ. NO. | STATE | FEDERAL-AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|------------|-------------------------|-----------|--------------|
| NEW YORK | 1-88-2(10) | 136 | 284 | |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANEsburg, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



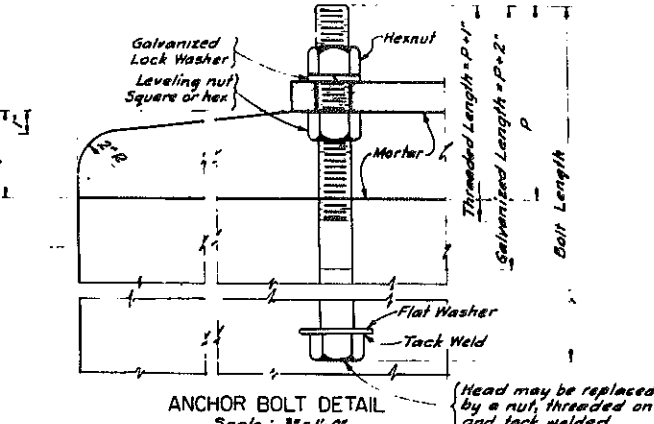
| POST | BASE Ø | BASE I.D. | MIN. C | BOLT CIRCLE | BOLT DIA. | HOLE DIA. | WELD |
|-------------|--------|-----------|--------|-------------|-----------|-----------|------|
| 6 Sch. 40s | 14.0" | 6 3/8" | 1 1/8" | 11 1/4" | 1 1/8" | 1 1/8" | 3/4" |
| 6 Sch. 80s | 14.0" | 6 3/8" | 1 1/8" | 11 1/4" | 1 1/8" | 1 1/8" | 3/4" |
| 8 Sch. 20 | 17.0" | 8 3/8" | 1 1/8" | 13" | 1 1/8" | 2" | 3/4" |
| 8 Sch. 30 | 17.0" | 8 3/8" | 1 1/8" | 13" | 1 1/8" | 2" | 3/4" |
| 8 Sch. 40s | 17.0" | 8 3/8" | 1 1/8" | 13" | 1 1/8" | 2" | 3/4" |
| 8 Sch. 60 | 18.0" | 8 3/8" | 1 1/8" | 14" | 2" | 2 1/8" | 3/4" |
| 8 Sch. 80s | 18.0" | 8 3/8" | 1 1/8" | 14" | 2" | 2 1/8" | 3/4" |
| 10 Sch. 20 | 20.0" | 10 3/8" | 1 1/8" | 16" | 2" | 2 1/8" | 3/4" |
| 10 Sch. 30 | 20.0" | 10 3/8" | 1 1/8" | 16" | 2" | 2 1/8" | 3/4" |
| 10 Sch. 40s | 20.0" | 10 3/8" | 1 1/8" | 16" | 2" | 2 1/8" | 3/4" |
| 10 Sch. 60s | 21.0" | 10 3/8" | 1 1/8" | 17" | 2 1/4" | 2 1/8" | 3/4" |
| 10 Sch. 80 | 21.0" | 10 3/8" | 1 1/8" | 17" | 2 1/4" | 2 1/8" | 3/4" |
| 12 Sch. 20 | 24.0" | 12 3/8" | 1 1/8" | 19" | 2" | 2 1/8" | 3/4" |
| 12 Sch. 30 | 24.0" | 12 3/8" | 1 1/8" | 19" | 2 1/4" | 2 1/8" | 3/4" |
| 12 Sch. 40 | 24.0" | 12 3/8" | 1 1/8" | 19" | 2 1/4" | 2 1/8" | 3/4" |
| 12 Sch. 60 | 25.0" | 12 3/8" | 1 1/8" | 20" | 2 1/4" | 2 1/8" | 3/4" |
| 12 Sch. 80 | 25.0" | 12 3/8" | 1 1/8" | 20" | 2 1/4" | 2 1/8" | 3/4" |
| 14 Sch. 10 | 25.0" | 14" | 1 1/8" | 20" | 2" | 2 1/8" | 3/4" |
| 14 Sch. 20 | 25.0" | 14" | 1 1/8" | 20" | 2 1/4" | 2 1/8" | 3/4" |
| 14 Sch. 30s | 27.0" | 14" | 1 1/8" | 22" | 2 1/4" | 2 1/8" | 3/4" |
| 14 Sch. 40 | 27.0" | 14" | 1 1/8" | 22" | 2 1/4" | 2 1/8" | 3/4" |
| 16 Sch. 10 | 27.0" | 16" | 1 1/8" | 22" | 2 1/4" | 2 1/8" | 3/4" |
| 16 Sch. 30s | 29.0" | 16" | 1 1/8" | 23 1/2" | 2 1/4" | 2 1/8" | 3/4" |
| 16 Sch. 40s | 29.0" | 16" | 1 1/8" | 23 1/2" | 2 1/4" | 2 1/8" | 3/4" |
| 18 Sch. 10 | 30.0" | 18" | 1 1/8" | 24 1/2" | 2 1/4" | 2 1/8" | 3/4" |
| 18 Sch. 20 | 30.0" | 18" | 1 1/8" | 24 1/2" | 2 1/4" | 2 1/8" | 3/4" |
| 18 Sch. 40 | 32.0" | 18" | 1 1/8" | 26" | 3" | 3 1/4" | 3/4" |
| 20 Sch. 30s | 33.0" | 20" | 2" | 28" | 3 1/4" | 3 1/4" | 3/4" |



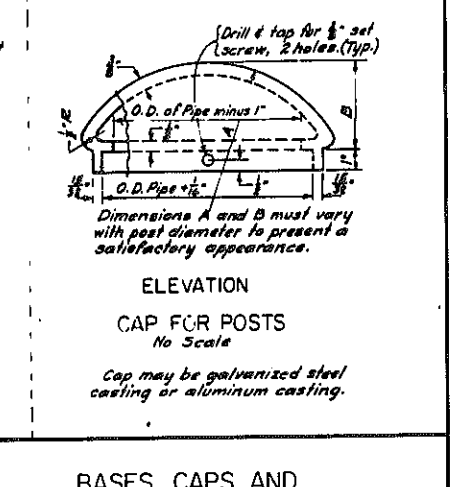
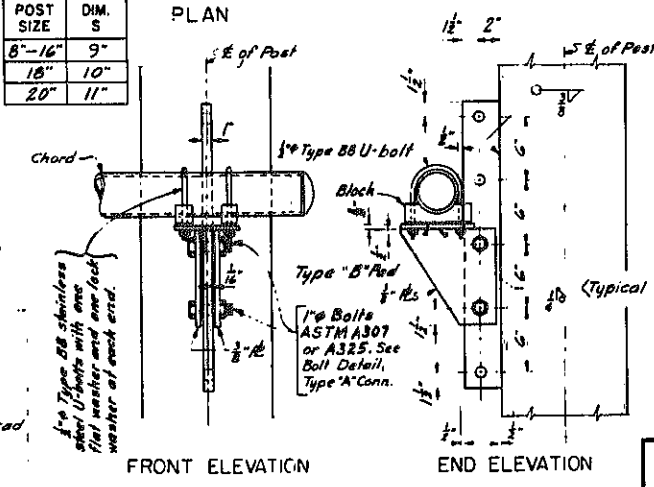
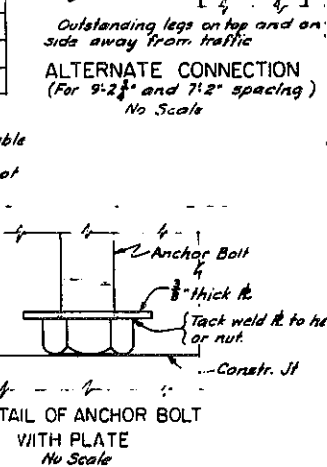
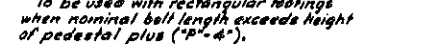
| CHORD DIAM. | DEVELOPED LENGTH | A | B | C | D | G | H | CLT LENGTH |
|-------------|------------------|--------|--------|--------|--------|--------|--------|------------|
| 3 | 10 1/8" | 1 1/8" | 1 1/8" | 1 1/8" | 1 1/8" | 1 1/8" | 1 1/8" | 4" |
| 4 | 11 1/8" | 2 1/8" | 2 1/8" | 2 1/8" | 2 1/8" | 2 1/8" | 2 1/8" | 5" |
| 5 | 12 1/8" | 3 1/8" | 3 1/8" | 3 1/8" | 3 1/8" | 3 1/8" | 3 1/8" | 6" |
| 6 | 13 1/8" | 4 1/8" | 4 1/8" | 4 1/8" | 4 1/8" | 4 1/8" | 4 1/8" | 7" |
| 8 | 15 1/8" | 6 1/8" | 6 1/8" | 6 1/8" | 6 1/8" | 6 1/8" | 6 1/8" | 9" |



| BOLT DIA. | BOLT LENGTH | P |
|-----------|-------------|-----|
| 1 1/8" | 4'-2" | 8" |
| 1 1/8" | 4'-6" | 9" |
| 1 1/8" | 5'-1" | 9" |
| 2" | 5'-10" | 10" |
| 2 1/8" | 6'-6" | 10" |
| 2 1/8" | 7'-2" | 10" |
| 2 1/8" | 7'-10" | 11" |
| 3" | 8'-6" | 11" |
| 3 1/8" | 9'-2" | 12" |



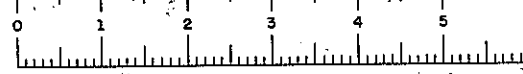
| P | DIAGONALS * | WELD LENGTH A+B |
|-----------|------------------------------|-----------------|
| 5'-2" | 2 1/2" Sch. 40s (Do not use) | 6" |
| 7'-2" | 2 1/2" Sch. 40s | 4" x 4" x 1/2" |
| 9'-2 1/2" | 3" Sch. 40s | 5" x 5" x 1/2" |



PROJECT ENGINEER *K. Marriell*
IN CHARGE OF
DESIGNED BY *Heckman - Perry*
DESIGN CHECKED BY *Seidner*
DETAILS BY *Heckman*
DETAIL CHECKED BY *Heckman*

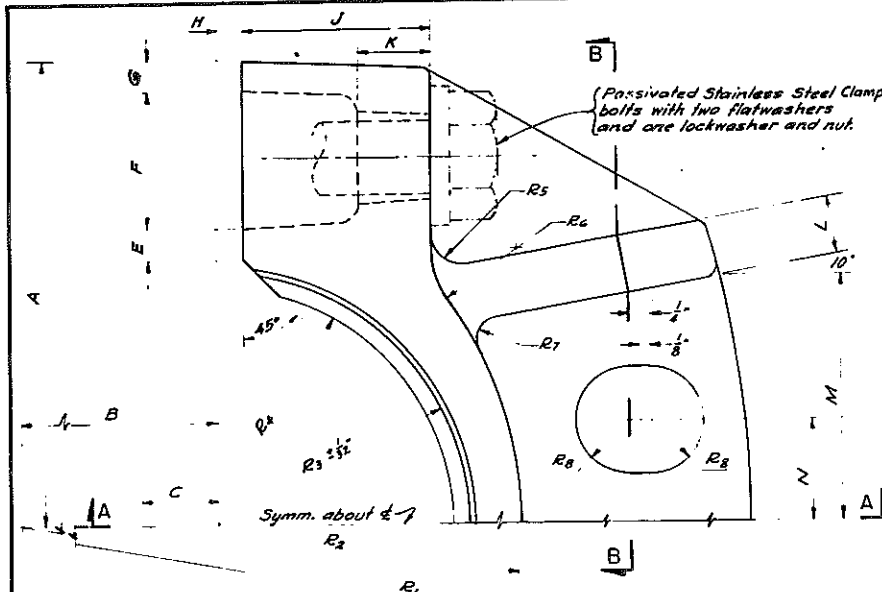
1 When used with pedestals on rectangular footings these anchor bolts may be shortened, if necessary so that the lower end rests on the top of the rectangular footing. 3/8" thick anchor plates will be required. (See detail at right)

BASES, CAPS AND CONNECTION DETAILS
D.O.T. S-62-71 DRAWING NO. SS-40F

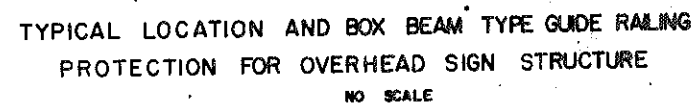


D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | I-88-2(10) | 137 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



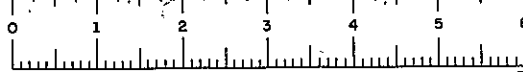
NOTE:
DURING THE COURSE OF HIGHWAY CONSTRUCTION
IT IS SOMETIMES NECESSARY TO VARY SLIGHTLY FROM
THE CONSTRUCTION PLANS. IT SHALL THEREFORE
BECOME THE RESPONSIBILITY OF THE CONTRACTOR
ERECTING THE SIGN STRUCTURE TO VERIFY THE
AUTHENTICITY OF THE SECTIONS SHOWN ON THIS SHEET.

REVERSE SIDE

SCHEMATIC SIGN STRUCTURE

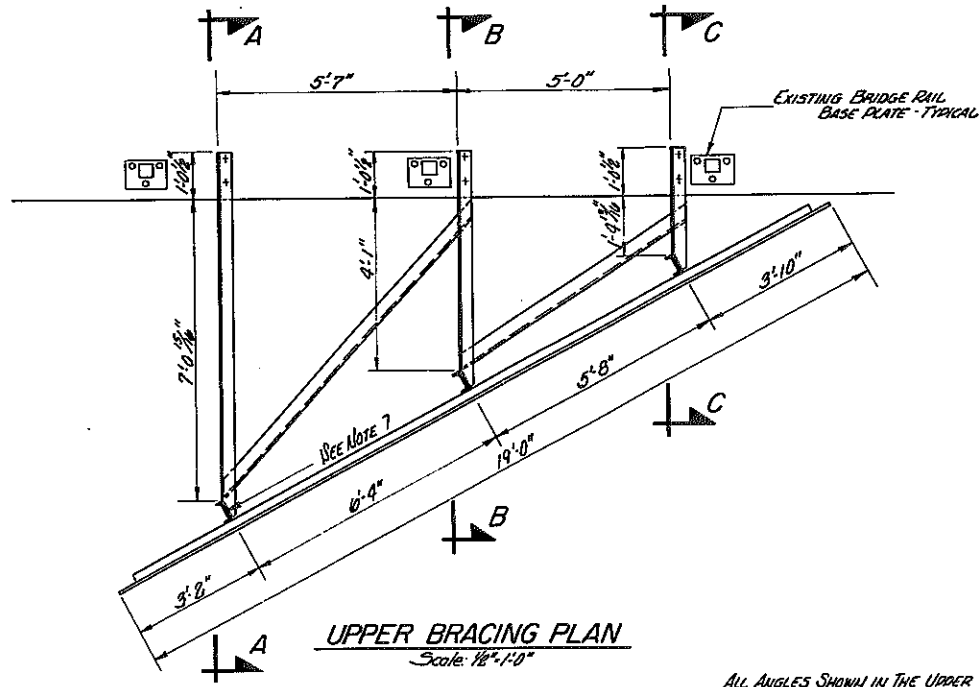
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

IN CHARGE OF J. H. Nelson
DESIGNED BY K. J. Lachman ✓ James Russell (M)
ESTIMATE BY K. J. Lachman ✓
TEACHER BY Robert H. Smith ✓

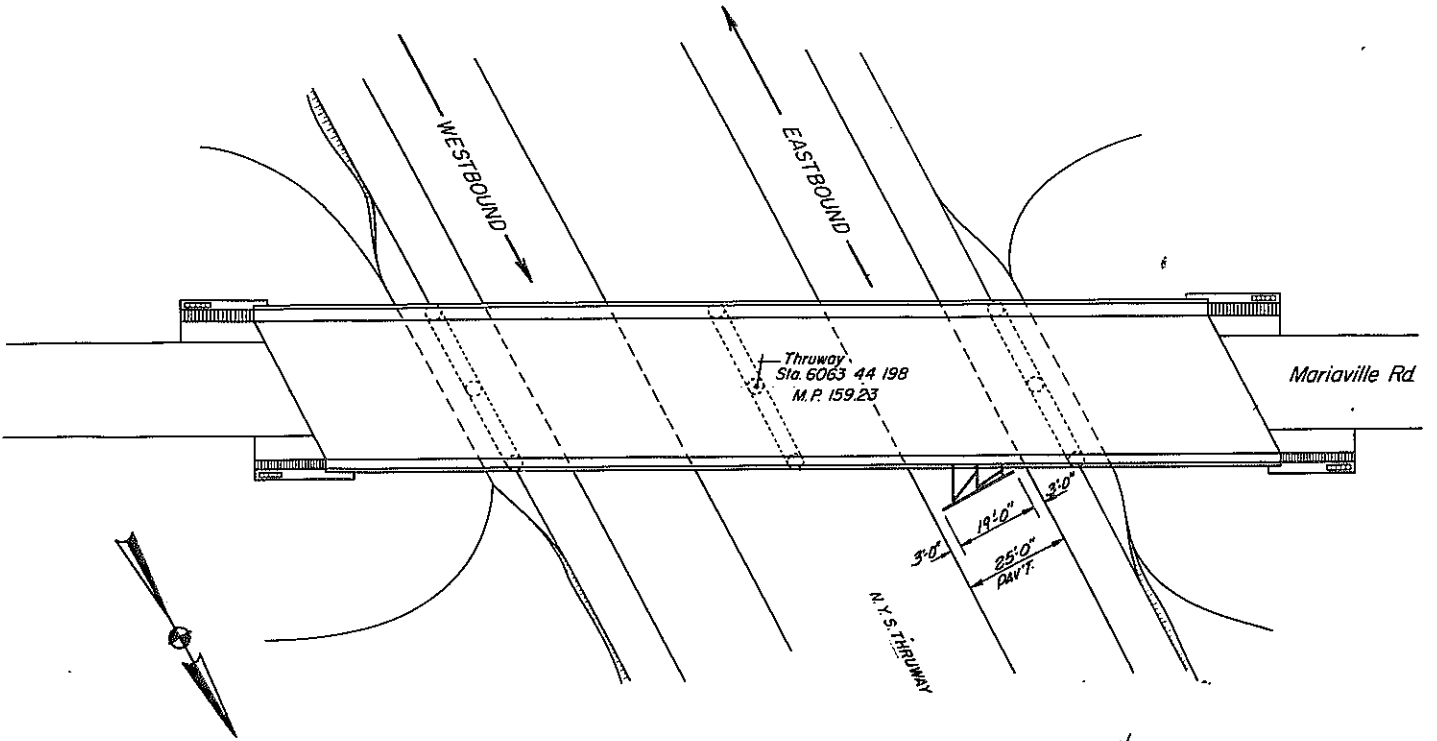
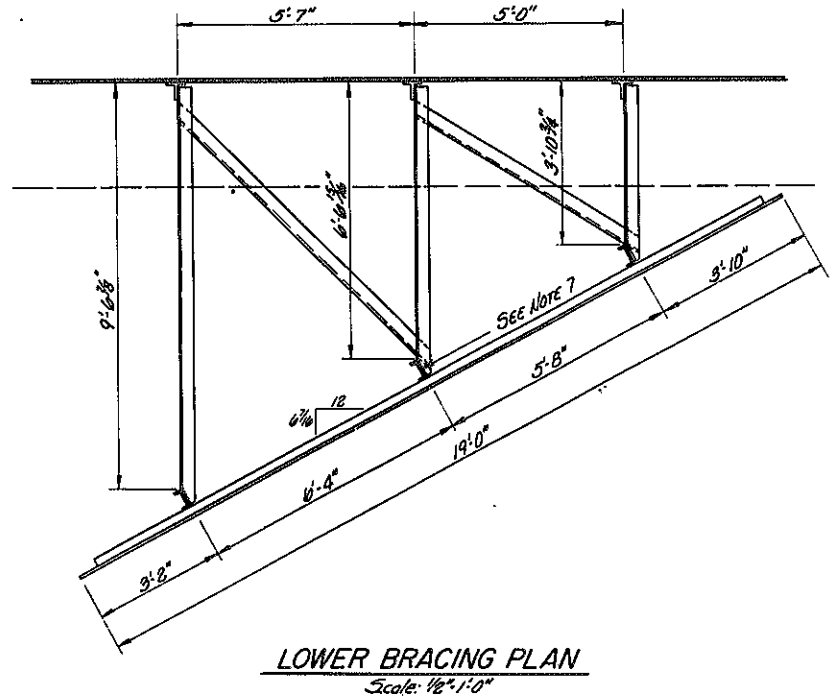


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 139 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

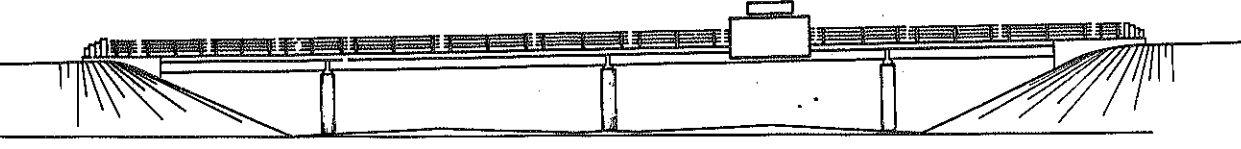


ALL ANGLES SHOWN IN THE UPPER AND LOWER BRACING PLANS SHALL BE 4" x 4" x 5/16".



PLAN
Scale: 1 1/2" = 80'

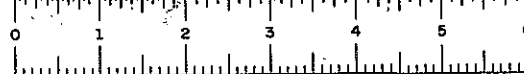
- NOTES:
- 1 ALL STEEL SHALL BE ASTM A36
 - 2 ALL HOLES SHALL BE 1/16" FOR 3/8" ASTM A325 HIGH STRENGTH BOLTS.
 - 3 ALL NUTS, BOLTS AND WASHERS SHALL BE HOT DIP GALVANIZED.
 - 4 ALL WELDS SHALL BE 3/16" FILLET WELDS UNLESS OTHERWISE NOTED.
 - 5 FOR SECTIONS A-A, B-B AND C-C SEE DRAWING NO.
 - 6 ALL STEEL SHALL BE PAINTED 2 COATS AFTER ERECTION.
 - 7 V CUT, BEND AND WELD THE VERTICAL LEG OF THE ANGLE FOR CONNECTION TO THE VERTICAL CHANNEL. (TYPICAL TO ALL CONNECTIONS TO VERTICAL CHANNELS.)



ELEVATION
Scale: 1 1/2" = 80'

| BRIDGE MOUNTING DETAILS FOR OVERHEAD SIGN | | | |
|--|----------------|-----------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. SS-7 | SCALE AS SHOWN | DATE 5/79 | REGION I |

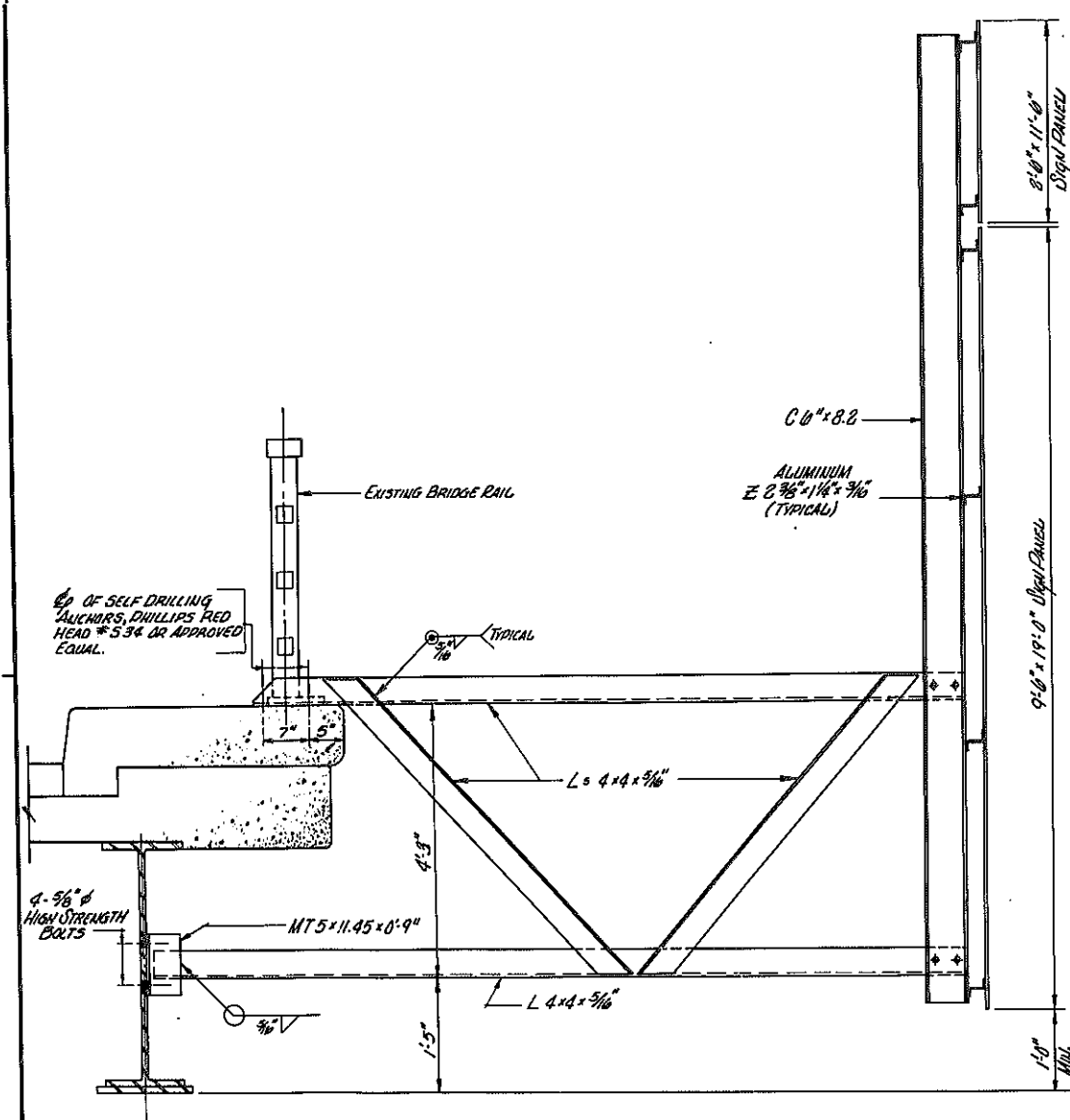
HE 47-2 (5/76) DESIGNED BY J.P. Taylor IN CHARGE OF J.P. Taylor
CHECKED BY 4.2
ESTIMATED BY 6.129
DRAFTED BY
CHECKED BY
DATE



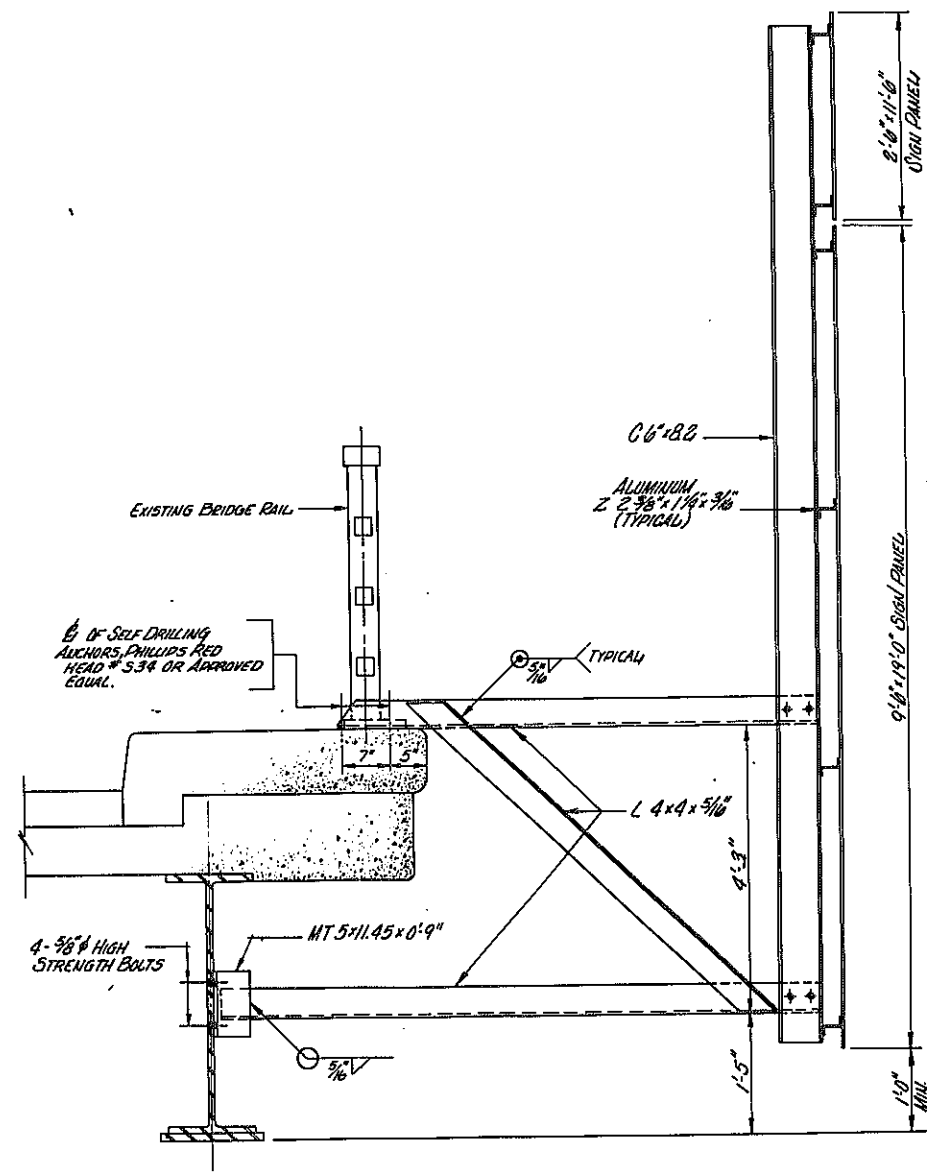
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-68-2(10) | 140 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

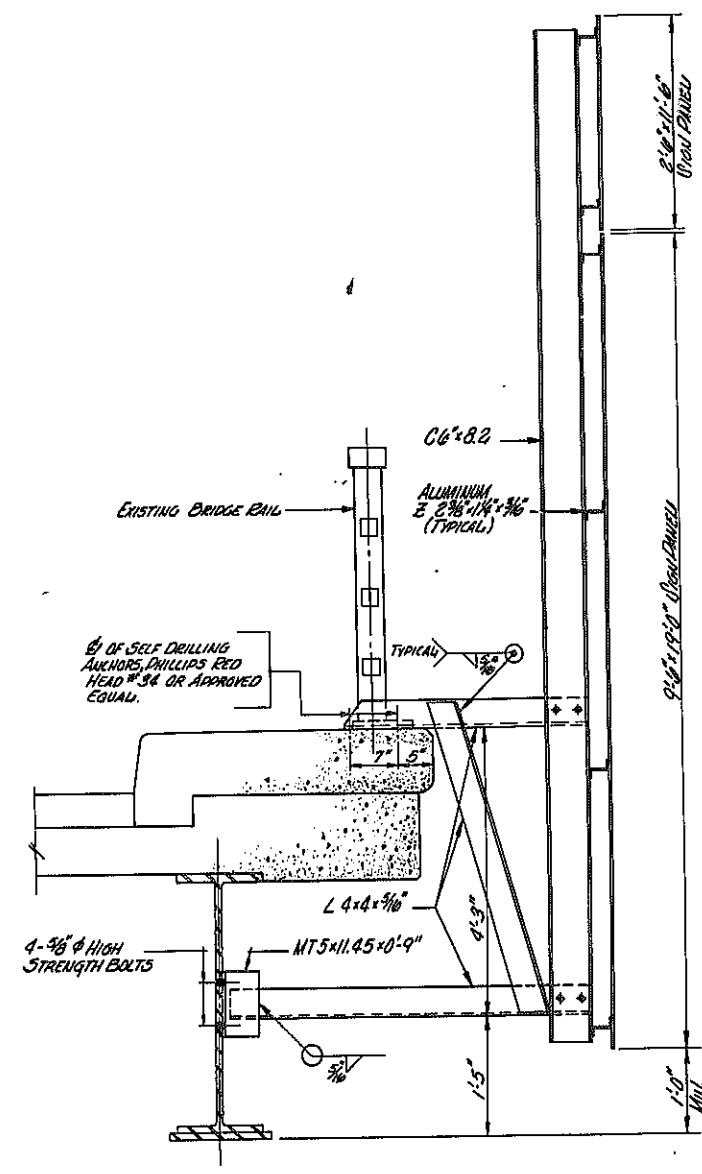
DATE



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



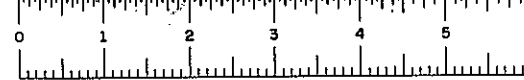
SECTION B-B
Scale 1"=1'-0"



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

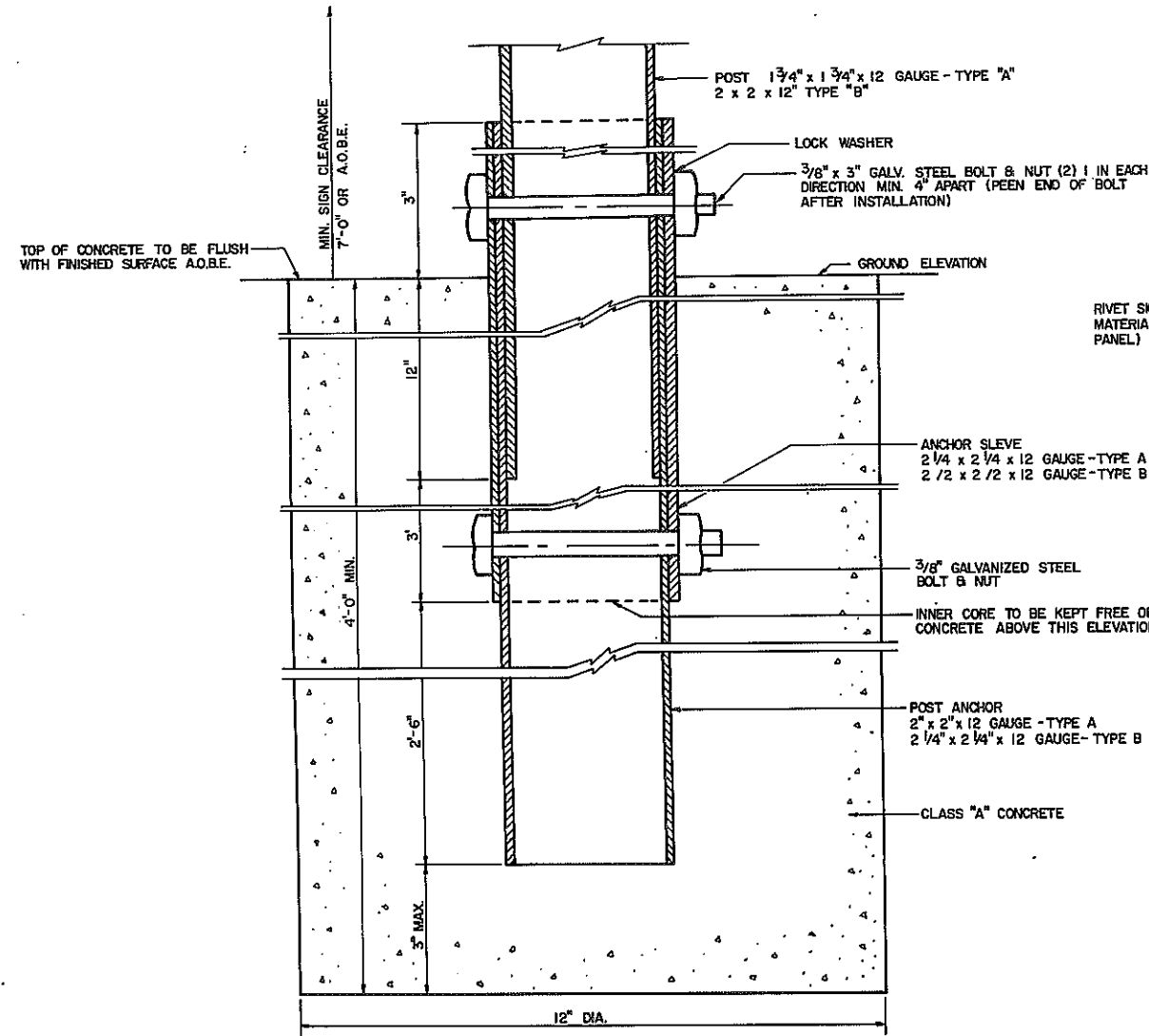
IN CHARGE OF

| BRIDGE MOUNTING DETAILS FOR OVERHEAD SIGN | | | |
|---|-------------------|--------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. SS-8 | SCALE 1"=1'-0" | DATE 5/79 | REGION I |



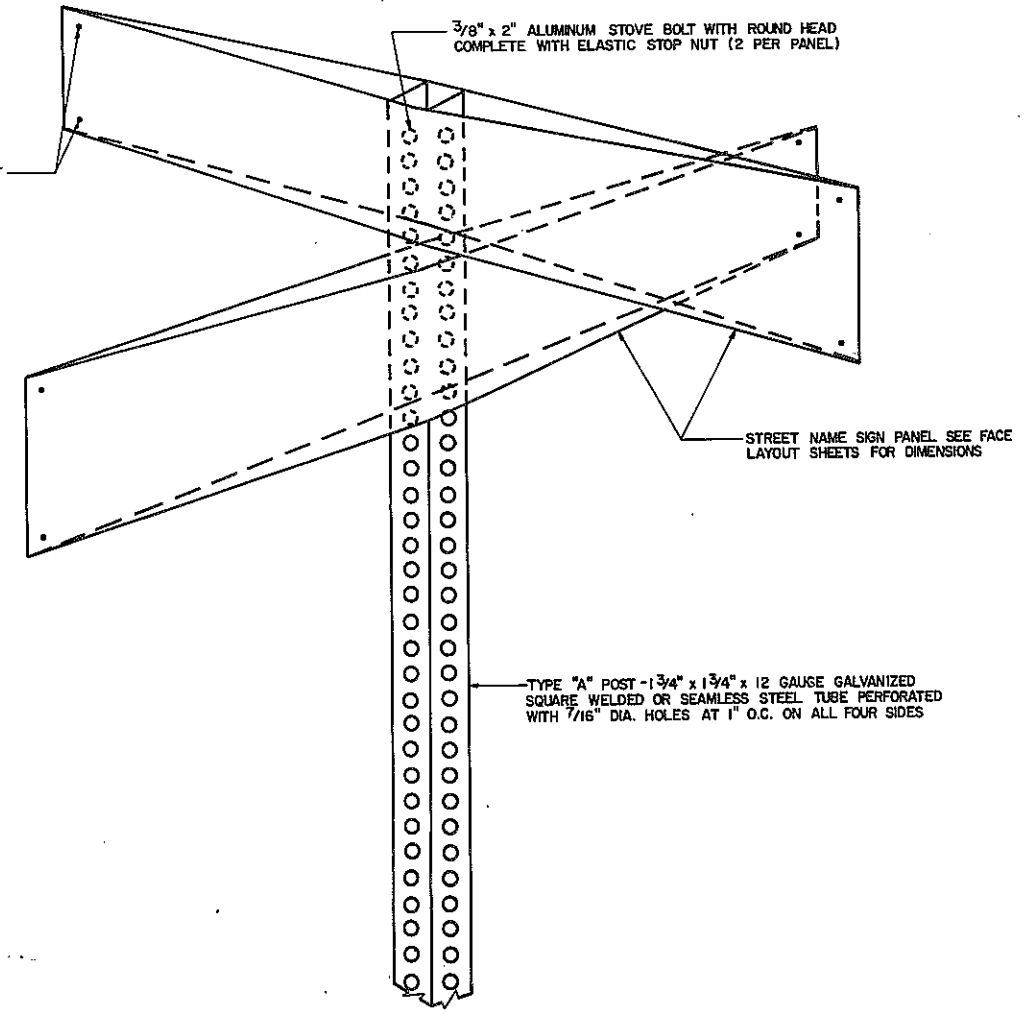
015... D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 141 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



FOUNDATION DETAIL FOR TUBULAR SIGN POST

RIVET SIGN ENDS TOGETHER A.O.B.E. (RIVET MATERIAL TO BE COMPATIBLE WITH SIGN PANEL)

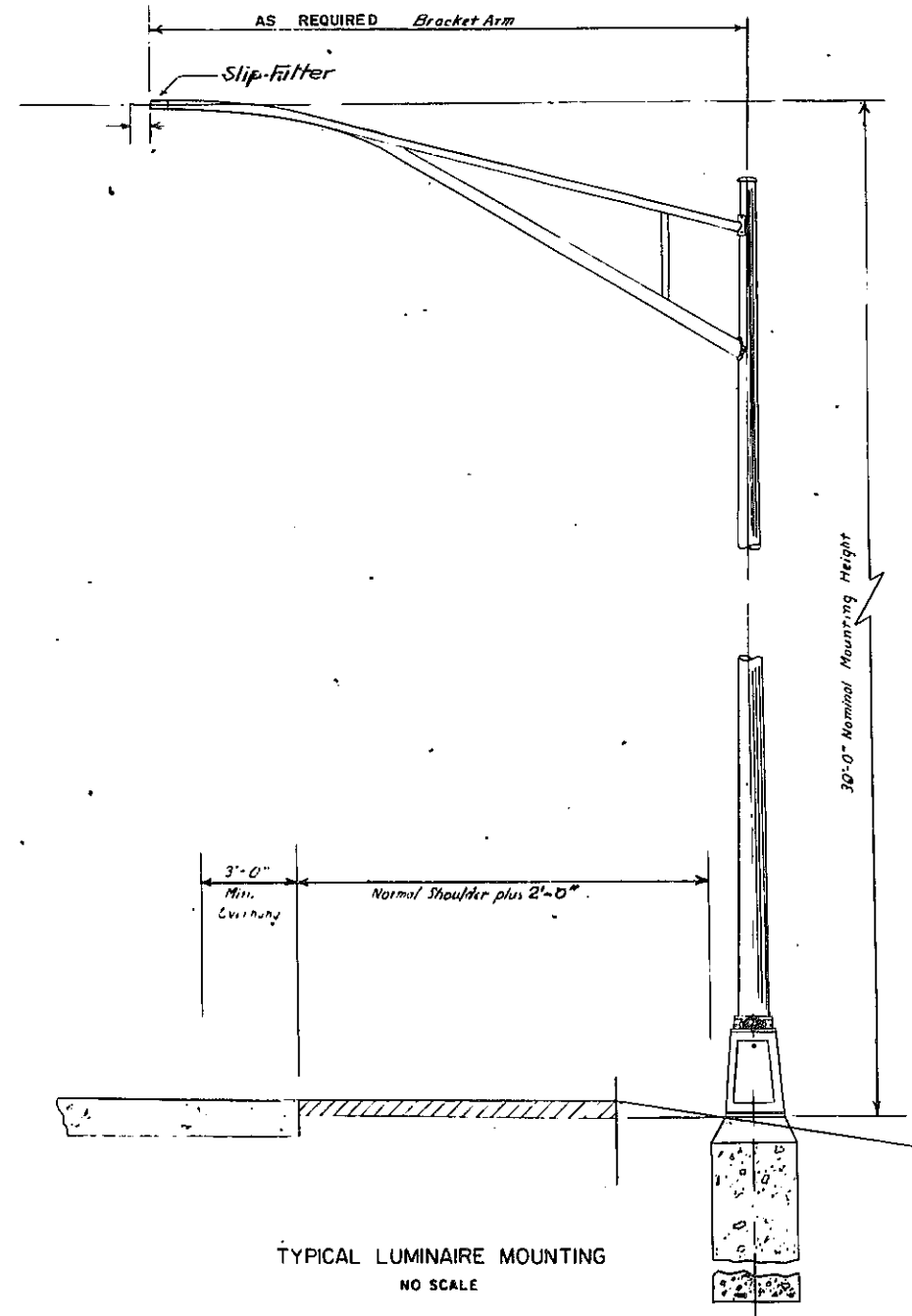


MOUNTING DETAIL FOR STREET NAME SIGN

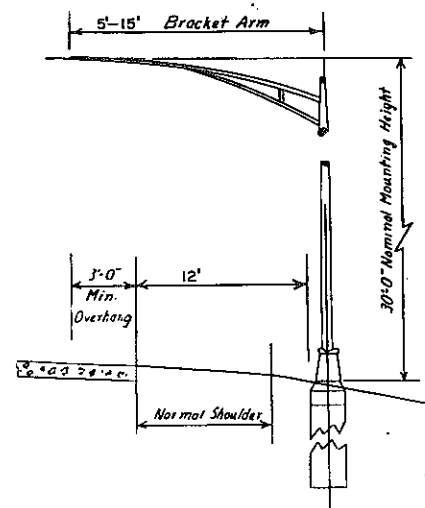
| STREET NAME SIGN DETAILS | | | |
|---|---------------|--------------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. SS-9 | SCALE NONE | DATE 7/79 | REGION I |



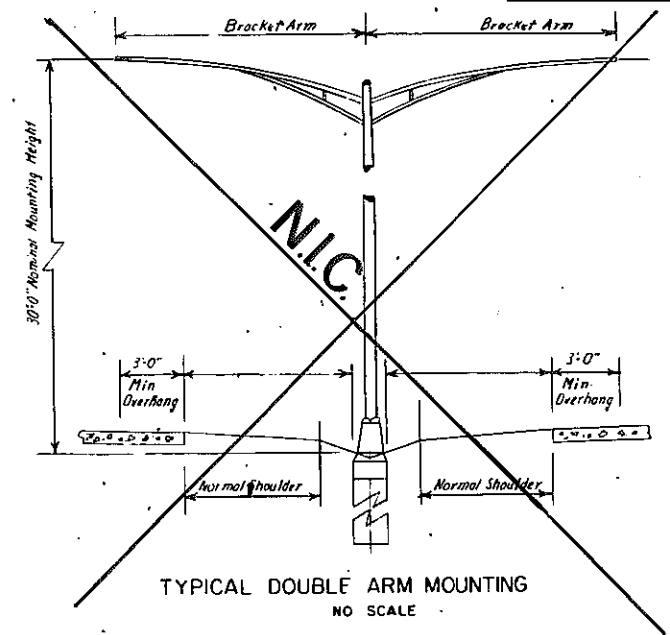
| | | | | |
|--|-------|----------------------|-----------|-----|
| D96243 | | | | |
| FED. ROAD DIST. NO. | STATE | FED. AID PROJECT NO. | SHEET NO. | |
| 1 | N. Y. | 1-82-2(10) | 142 | 224 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



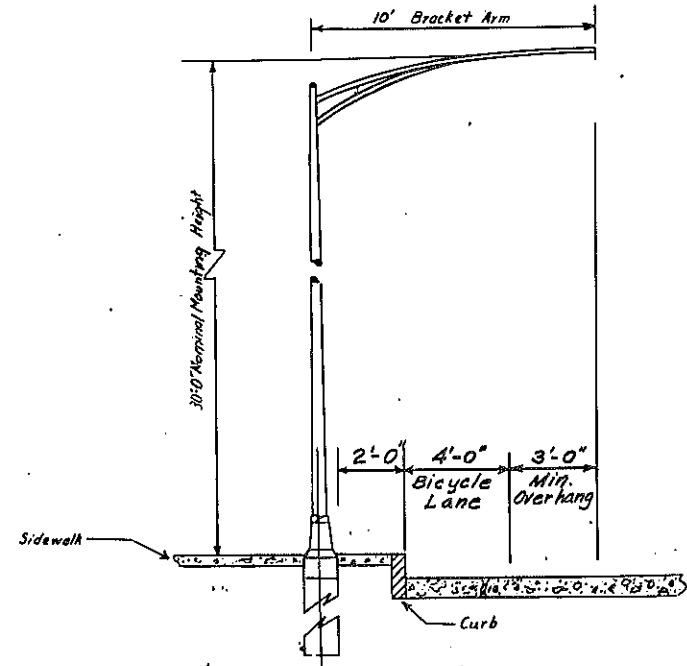
TYPICAL LUMINAIRE MOUNTING
NO SCALE



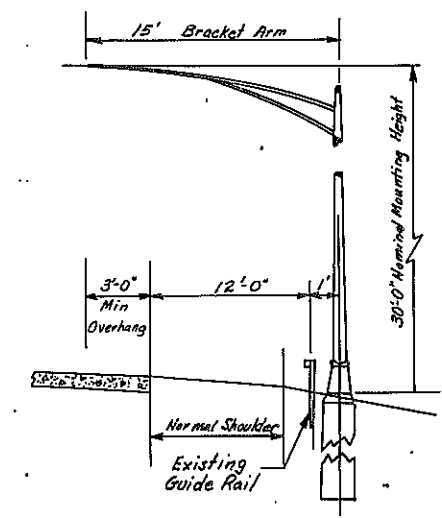
TYPICAL SINGLE ARM MOUNTING
NO SCALE



TYPICAL DOUBLE ARM MOUNTING
NO SCALE



NON MOUNTABLE
CURB
LUMINAIRE MOUNTING
NO SCALE



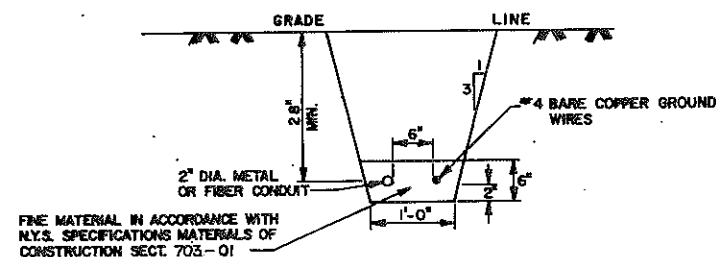
SINGLE ARM MOUNTING
NO SCALE

IN CHARGE OF J. K. Kola
DESIGNED BY J. K. Kola
ESTIMATE BY J. K. Kola
TRACED BY J. K. Kola



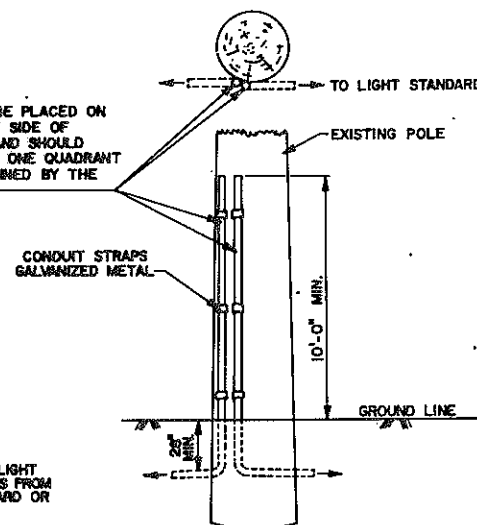
D96243

| FED. ROAD RES. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 143 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 860 | | | | |
| SCHENECTADY COUNTY | | | | |

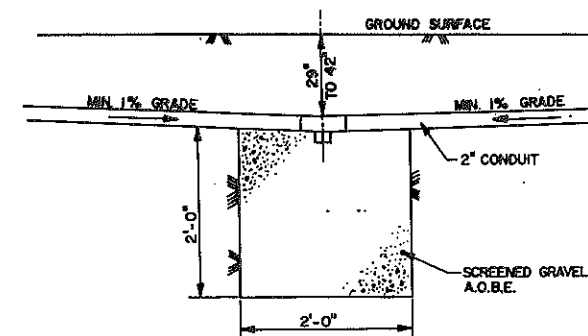


CONDUIT TRENCH
WHERE GROUND WIRE IS REQUIRED
NOT TO SCALE

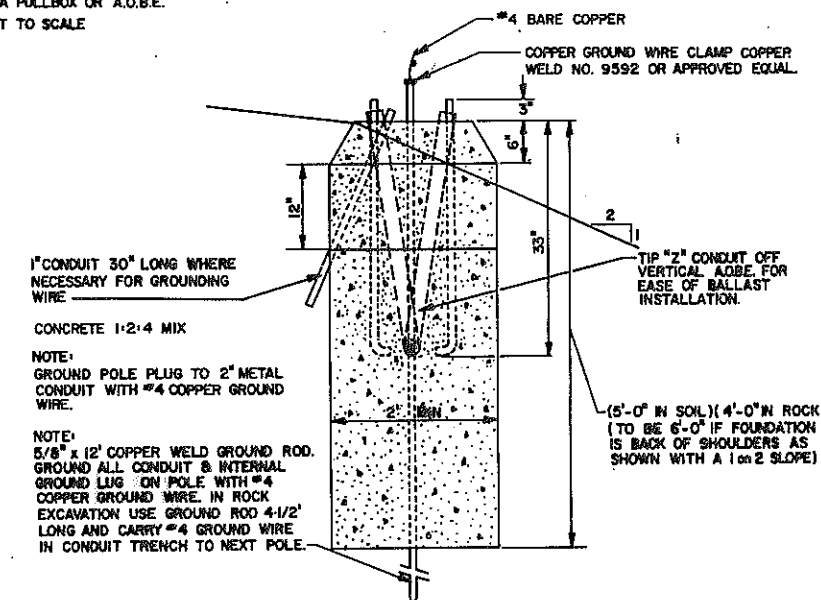
2 RISERS TO BE PLACED ON THE PAVEMENT SIDE OF THE POWER POLE AND SHOULD BE LIMITED TO ONE QUADRANT TO BE DETERMINED BY THE UTILITY CO.



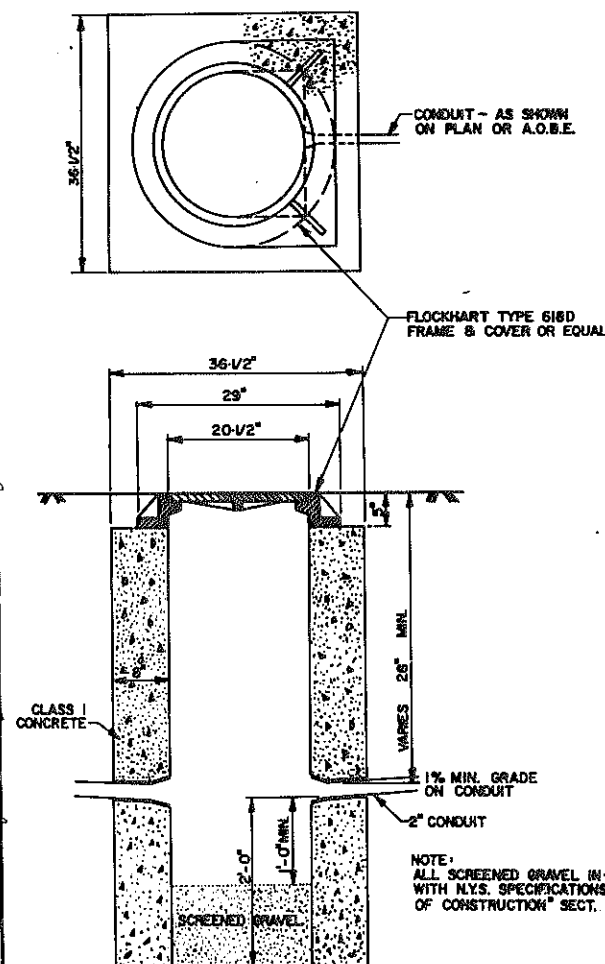
STANDARD PLACEMENT OF RISERS
NOT TO SCALE



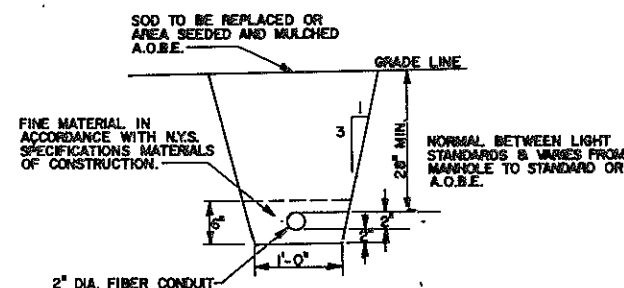
"T" DRAIN
WHERE NECESSARY TO DRAIN AT A POINT OTHER THAN A PULLBOX OR A.O.B.E.
NOT TO SCALE



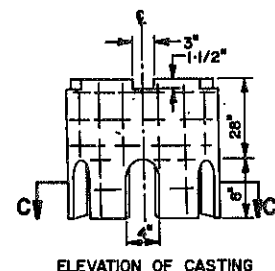
CONCRETE LIGHT STANDARD FOUNDATION
NOT TO SCALE



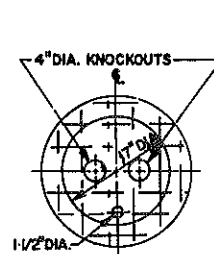
TYPICAL PULL BOX
NOT TO SCALE



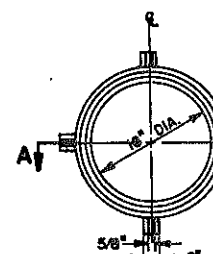
CONDUIT TRENCH
NOT TO SCALE



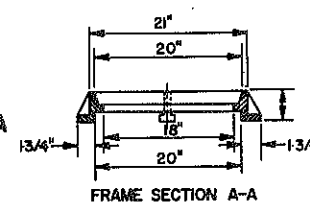
ELEVATION OF CASTING



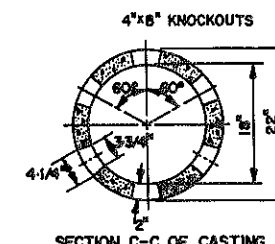
PLAN OF BOTTOM SLAB



PLAN OF FRAME



FRAME SECTION A-A

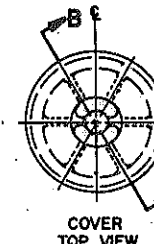


SECTION C-C OF CASTING

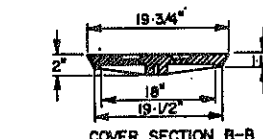
NOTE: FURNISH CONCRETE PLUGS FOR EACH KNOCKOUT IN CASTING AND BOTTOM SLAB.



ELEVATION OF BOTTOM SLAB



COVER TOP VIEW



COVER SECTION B-B

NOTE: MATERIAL FOR FRAMES & GRATES SHALL CONFORM TO A.S.T.M. SPECIFICATION FOR GRAY IRON CASTINGS SERIAL DESIGNATION 48-36-CLASS NO. 30. COVERS SHALL HAVE AN ABRASIVE GRAIN INCORPORATED IN THE WEARING SURFACE AT THE TIME OF CASTING.

PRECAST PULL BOX
(FOR LOCATIONS OTHER THAN ROADWAYS AND BRIDGE STRUCTURES.)
NOT TO SCALE

| LIGHTING DETAILS | | | |
|---|---------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. LD-2 | SCALE NONE | DATE 7/79 | REGION 1 |

DESIGNED BY: J.P. TAYLOR
CHECKED BY: J.P. TAYLOR
DATE: 7/79



DATE 7/79
CHECKED BY
DRAFTED BY
DESIGNED BY
IN CHARGE OF
ESTIMATED BY
CHECKED BY

DELINEATOR LOCATIONS - I-88-STUB CONNECTOR-INTERCHANGE

| STATION TO STATION | RADIAL SPACING | ITEM 646.0601 | | ITEM 646.0602 | | ITEM 646.0603 | | ITEM 646.0606 | | ITEM 646.0607 |
|------------------------|----------------|---------------|--------|---------------|--------|---------------|--------|---------------|--------|---------------|
| | | WHITE | YELLOW | WHITE | YELLOW | WHITE | YELLOW | WHITE | YELLOW | WHITE |
| EB 703+70 - 733+70 | 200' | 1576 | - | - | - | - | - | - | - | - |
| EB 735+50 | 100' | 1 | - | - | - | - | - | - | - | - |
| EB 737+44 - 738+44 | 100' | - | - | - | - | - | - | - | - | - |
| EB 743+02 - 746+72 | 185' | 3 | - | - | - | - | - | - | - | - |
| EB 748+59 - 754+59 | 200' | 34 | - | - | - | - | - | - | - | - |
| EB 758+59 - 762+59 | 200' | 3 | - | - | - | - | - | - | - | - |
| WB 703+50 - 721+50 | 200' | 10 | - | - | - | - | - | - | - | - |
| WB 722+50 - 723+50 | 100' | - | - | - | - | - | - | - | - | - |
| WB 739+00 - 746+40 | 185' | 45 | - | - | - | - | - | - | - | - |
| WB 748+21 - 754+21 | 200' | 4 | - | - | - | - | - | - | - | - |
| WB 762+21 | 100' | - | - | - | - | - | - | - | - | - |
| E 1+55 - 2+55 LT&RT | 100' | 4 | - | - | - | - | - | - | - | 4 |
| E 3+55 - 4+55 LT&RT | 100' | 4 | - | - | - | - | - | - | - | - |
| E 6+53 - 9+39 LT | 92' | 4 | - | - | - | - | - | - | - | - |
| E 6+05 - 9+45 RT | 85' | 5 | - | - | - | - | - | - | - | - |
| RA 10+44 - 12+44 RT | 100' | - | - | - | - | - | - | - | - | - |
| RA 13+44 - 16+74 LT&RT | 110' | - | - | 4 | 4 | - | - | - | - | - |
| RA 17+12 - 18+26 LT&RT | 38' | - | - | 4 | 4 | - | - | - | - | - |
| RA 18+64 - 19+40 RT | 38' | - | - | 3 | - | - | - | - | - | - |
| RD 10+60 - 22+60 LT | 100' | - | - | - | - | - | - | - | - | - |
| RD 23+60 - 31+60 LT&RT | 100' | 9 | 9 | - | - | - | - | - | - | - |
| RC 11+27 - 15+55 LT&RT | 107' | 4 | 5 | 5 | 5 | - | - | - | - | - |
| RC 16+46 - 18+28 LT&RT | 91' | 4 | 3 | 3 | 3 | - | - | - | - | - |
| RC 19+28 - 24+28 LT | 100' | - | - | - | - | - | - | - | - | - |
| RD 10+97 RT | 93' | 1 | 2 | - | - | - | - | - | - | - |
| RD 11+50 - 13+76 LT&RT | 93' | 1 | 2 | - | - | - | - | - | - | - |
| RD 15+05 - 16+34 LT&RT | 123' | 2 | 2 | - | - | - | - | - | - | - |
| RD 17+72 - 19+10 LT&RT | 138' | 32 | 32 | - | - | - | - | - | - | - |
| RD 20+10 - 23+10 RT | 100' | - | - | - | - | - | - | - | - | - |
| RR 32+50 - RC 10+20 LT | 20' | - | - | - | - | 3 | - | - | - | - |
| RR 10+65 - E 0+55 | 20' | - | - | - | - | - | 4 | - | - | - |
| RR 32+05 - E 0+55 | 20' | - | - | - | - | - | - | - | - | - |
| TURNDOWN EB 725 | 20' | - | - | - | - | - | - | 2 | - | - |

DELINEATOR LOCATIONS- THRUWAY INTERCHANGE

| STATION TO STATION | RADIAL SPACING | ITEM 646.0601 | | ITEM 646.0602 | | ITEM 646.0607 | | ITEM 646.0609 | |
|---------------------------|----------------|---------------|--------|---------------|-------|---------------|--------------------|---------------|--------|
| | | WHITE | YELLOW | DOUBLE WHITE | WHITE | YELLOW | BACK TO BACK WHITE | WHITE | YELLOW |
| RN 10+00 - RN 13+92 | 49' | 9 | - | - | - | - | - | - | - |
| RN 14+41 - RN 26+66 | 49' | 2486 | 26 | - | - | - | - | - | - |
| RN 27+15 | 49' | 1 | - | - | - | - | - | - | - |
| RN 28+12 - TH 6110+50 | 98' | - | - | 1576 | - | - | - | - | - |
| RK 10+00 - RK 13+92 | 98' | 45 | - | - | - | - | - | - | - |
| RK 14+90 - RK 19+80 | 98' | 56 | 67 | - | - | - | - | - | - |
| RK 20+29 - RK 23+72 | 49' | 64 | 8 | 2 | - | - | - | - | - |
| RK 24+21 | 49' | - | - | - | - | - | - | - | - |
| RK 24+70 | 49' | - | - | - | - | - | - | - | - |
| RK 25+19 | 49' | - | - | - | - | - | - | - | - |
| RK 25+68 - RK 26+66 | 49' | 3 | - | - | - | - | - | - | - |
| RK 27+64 - RK 33+52 | 98' | - | - | 7 | - | - | - | - | - |
| RK 34+50* | 98' | 1 | - | - | - | - | - | - | - |
| RK 35+48 - TH 6064+44 | 98' | - | - | 6 | - | - | - | - | - |
| TH 6043+24 | - | - | - | - | - | - | - | - | - |
| TH 6043+65 | - | - | - | - | - | - | - | - | - |
| RT 10+58 - RT 13+92 | 98' | - | - | - | - | - | - | - | - |
| RT 14+41 - RT 20+78 | 49' | 28 | - | - | - | - | - | - | - |
| RT 21+27 - RT 23+23 | 49' | - | - | - | - | 10 | - | - | - |
| RT 23+72 - RT 34+50 | 49' | 46 | - | - | - | - | - | - | - |
| RL 35+00 | 49' | 1 | - | - | - | - | - | - | - |
| RL 35+49 | 49' | 1 | - | - | - | - | - | - | - |
| RL 35+98 - RL 40+88 | 49' | 107 | 112 | - | - | 2 | + | - | - |
| RL 41+37 - RL 42+35 | 49' | 3 | - | - | - | 2 | - | - | - |
| RL 43+33 - RL 48+23 | 98' | 6 | - | - | - | - | - | - | - |
| RL 50+19 | 98' | - | - | - | - | 1 | - | - | - |
| RL 51+17 - TH 6065+56 | 98' | - | - | 13 | - | - | - | - | - |
| RP 34+99 | 49' | - | - | - | - | - | - | - | - |
| RP 35+48 - RP 41+85 | 98' | 14 | 112 | - | - | - | - | - | - |
| RP 42+83 - TH 6106+32 | 98' | - | - | 1278 | - | - | - | - | - |
| TH 6107+30 | 98' | 1 | - | - | - | - | - | - | - |
| TH 6108+28 - TH 6109+26 | 98' | - | - | - | - | - | - | - | - |
| TH 6095+40 - TH 6088+84WB | 164' | 5 | - | - | - | 6 | - | - | - |
| TH 6087+20 - TH 6079+00WB | 164' | - | - | - | - | - | - | - | - |
| TH 6077+82WB | 1 | - | - | - | - | - | - | - | - |
| TH 6095+17EB | 1 | - | - | - | - | - | - | - | - |
| TH 6092+98 - TH 6082+48EB | 164' | 5 | - | - | - | - | - | - | - |
| TH 6079+20EB | - | - | - | - | - | + | - | - | - |
| TH 6077+99EB | - | 1 | - | - | - | - | - | - | - |

*RELOCATE 152 PANEL ON POST ABOVE SINGLE WHITE DELINEATOR
†RELOCATE 152 PANEL ON POST ABOVE SINGLE WHITE DELINEATOR

DELINEATOR LOCATIONS- ROUTE 7

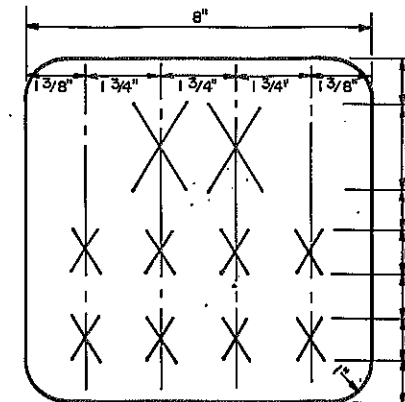
| STATION TO STATION | ITEM 646.0601 | ITEM 646.0602 | | ITEM 646.0604 | |
|----------------------------|---------------|---------------|--------|---------------|-------|
| | WHITE | WHITE | YELLOW | WHITE | WHITE |
| RTE. 7 & OLD DUNESBURG RD. | 4 | 16 | 15 | 3 | 2 |
| RTE. 7 & BURDECK RD. | 2 | 8 | - | - | 9 |

NOTE: SEE 1"=20' SCALE DELINEATOR LOCATION PLAN FOR SPACING.

NOTE: BRACKET MOUNTED DELINEATORS SHALL BE MOUNTED AS SHOWN ON STANDARD SHEET 646-4 AND SHALL BE ATTACHED TO THE MEDIAN BARRIER AND ABUTMENTS WITH TWO EXPANDING CONCRETE ANCHOR BOLTS. THE COST OF THE ANCHOR BOLTS SHALL BE INCLUDED IN THE PRICE BID FOR THE DELINEATOR ITEM.

ITEM 646.0701- REFERENCE MARKER 4' MOUNT HEIGHT

| LEGEND | | | LOCATION | |
|--------------|--------|--------|--------------|------------|
| LINE 1 | LINE 2 | LINE 3 | WESTBOUND | EASTBOUND |
| MAINLINE | | | | |
| 881 | 1608 | 1129 | STA 708+32 | STA 708+53 |
| 881 | 1608 | 1130 | STA 713+60 | STA 713+81 |
| 881 | 1608 | 1131 | STA 718+88 | STA 719+09 |
| 881 | 1608 | 1132 | STA 724+16 | STA 724+37 |
| 881 | 1608 | 1133 | STA 729+44 | STA 729+65 |
| 881 | 1608 | 1134 | STA 734+72 | STA 734+94 |
| 881 | 1608 | 1135 | STA 739+96 | STA 740+26 |
| 881 | 1608 | 1136 | STA 745+21 | STA 745+57 |
| 881 | 1608 | 1137 | STA 750+48 | STA 750+86 |
| 881 | 1608 | 1138 | STA 755+76 | STA 756+14 |
| 881 | 1608 | 1139 | STA 761+04 | STA 761+42 |
| RAMPS | | | | |
| 881 | 1602 | R100 | STA RA 16+56 | RT |
| 881 | 1602 | R200 | STA RD 11+00 | RT |
| 881 | 1602 | R201 | STA RD 16+28 | RT |
| 881 | 1602 | R300 | STA RC 13+56 | LT |
| 881 | 1602 | R301 | STA RC 10+88 | LT |
| 881 | 1602 | R400 | STA RB 32+05 | LT |
| 881 | 1602 | R401 | STA RB 26+77 | LT |
| SERVICE ROAD | | | | |
| 881 | 1651 | S100 | STA E 10+50 | LT & RT |
| 881 | 1651 | S101 | STA E 4+87 | LT & RT |
| 881 | 1651 | S102 | STA E 0+55 | LT & RT |



LOCATION MARKER
FACE LAYOUT DETAIL
NO SCALE

NOTE: ALL LETTERS AND/OR NUMBERS ARE SERIES D.

REVISIONS

TABLES OF DELINEATOR LOCATIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO.
DLT-1

SCALE
NONE

DATE
7/79

REGION I

D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | I-88-2(10) | 144R1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY- DUNESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



D96243

GENERAL NOTES:

1. ALL SIGNAL HEADS MOUNTED ON THE SPAN WIRE SHALL BE MOUNTED SO THAT ALL THE RED LENSES ARE AT THE SAME ELEVATION. EXCEPT THAT UNDER NO CIRCUMSTANCES SHALL THE REQUIRED PIPE EXTENSIONS EXCEED 30" IN LENGTH.
2. LEAD-INS FROM ALL LOOPS AND MAGNETIC DETECTORS SHALL BE TAGGED OR DIAGRAMMED IN THE CONTROLLER CABINET TO IDENTIFY THE LOOPS OR MAGNETIC DETECTORS THAT THEY SERVE.
3. A CARD SHALL BE PLACED ON THE INSIDE DOOR OF CONTROLLER CABINETS LISTING ALL THE COMPONENT PARTS BY SERIAL NUMBER WITH THE DATE OF INSTALLATION AND DATE OF OFFICIAL OPERATION.
4. TERMINAL BLOCKS PROVIDED IN CONTROLLER CABINETS SHALL BE OF THE BINDER HEAD SCREW TYPE AND SHALL BE MOUNTED WITH THE SCREW HEADS ON THE FRONT FACE OF THE BLOCKS FACING THE OPPOSITE WALL OF THE CABINET.
5. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN EACH SIGNAL IN CONTINUOUS ACTUATED OPERATION AS SPECIFIED BY THE TABLE OF OPERATION FOR 30 DAYS BEFORE IT WILL BE ACCEPTED.
6. EACH PHASE SHALL HAVE ITS OWN GROUND WIRE.
7. THE CONTRACTOR SHALL PROVIDE A SIX FOOT SLACK IN THE POWER CABLE AND NEATLY STORE THIS SLACK WITHIN THE TRAFFIC SIGNAL POLE FOR POSSIBLE FUTURE POWER METER INSTALLATION.
8. ALL SIGNAL EQUIPMENT TO BE REMOVED WILL BECOME PROPERTY OF THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION, UNLESS OTHERWISE NOTED. NO ITEM OF EXISTING EQUIPMENT OR MATERIAL WILL BE DISPOSED OF. THE CONTRACTOR WILL STORE THE REMOVED EQUIPMENT A.O.B.E. UNTIL PICKED UP BY STATE MAINTENANCE FORCES.
9. IN THE EVENT THAT UNSUITABLE MATERIAL SUCH AS SILTS, SOFT CLAYS OR ORGANIC SOILS IS ENCOUNTERED IN THE EXCAVATION FOR POLE FOUNDATIONS, THE REGIONAL SOILS ENGINEER SHALL BE REQUESTED TO INVESTIGATE THE GIVEN FOUNDATION DESIGN.
10. IN AREAS WHERE SIGNAL POLES AND/OR CABINET BASES ARE TO BE REMOVED THE DISTURBED GROUND SHALL BE RESTORED TO A CONDITION MATCHING THE ADJACENT AREA. MATERIALS REQUIRED SHALL BE A.O.B.E. PAYMENT FOR WORK AND MATERIALS IS TO BE INCLUDED IN THE COST OF ITEM 680.23 OR 680.24.
11. THE LOCATION OF UNDERGROUND UTILITIES HAVE NOT BEEN SHOWN ON THE PLANS. THE CONTRACTOR SHALL SATISFY HIMSELF OF EXISTING CONDITIONS AND SUPPORT AND PROTECT IN A SUITABLE MANNER ALL LINES ENCOUNTERED IN THE TRENCHING AND EXCAVATION OPERATIONS.
12. THE COST OF THE CONDUIT WITHIN THE POLE FOUNDATION SHALL BE INCLUDED IN THE PRICE BID FOR THE FOUNDATION.
13. PAVEMENT MARKINGS, EXCEPT WHERE OTHERWISE INDICATED ON THE CONTRACT PLANS, WILL BE APPLIED BY NEW YORK STATE MAINTENANCE FORCES UPON COMPLETION OF THE PROJECT.
14. POLE MOUNTED CONTROLLERS SHALL BE MOUNTED ON THE BACKSIDE OF THE POLE OPPOSITE THE NEAREST EDGE OF PAVEMENT.
15. WHERE ONE CONDUIT IS TOO SMALL TO PERMIT THE PASSAGE OF THE REQUIRED WIRES, TWO CONDUITS SHALL BE INSTALLED.
16. WHERE NEW MAGNETIC DETECTORS ARE TO BE INSTALLED ALONG WITH NEW PULLBOXES, THE PULLBOXES ARE TO BE ORIENTED WITH THEIR LONG SIDES PARALLEL TO THE DIRECTION OF THE INCOMING 3" PVC CONDUIT.
17. WHERE NEW MAGNETIC DETECTORS ARE TO BE INSTALLED AND THE 3" PVC CONDUIT RUN INTO EXISTING PULLBOXES, THE WALLS OF THE PULLBOXES WILL BE CHIPPED OUT, IF NECESSARY, TO AN EXTENT TO BE DETERMINED BY THE ENGINEER SO THAT THE MAGNETIC PROBES CAN BE INSERTED INTO THE PVC CONDUIT EASILY AND WITH NO DAMAGE TO THE PROBES. THE COST OF MODIFYING PULLBOXES WILL BE INCLUDED UNDER ITEM 680.23 - MODIFY AND REMOVE TRAFFIC SIGNAL EQUIPMENT.
18. UNLESS OTHERWISE NOTED, THE STATE OF NEW YORK SHALL HAVE MAINTENANCE JURISDICTION OVER ALL SIGNALS IN THIS CONTRACT UPON COMPLETION OF THEIR INSTALLATION AND OFFICIAL ACCEPTANCE.
19. THE CONTRACTOR WILL NOT BE PERMITTED TO CLOSE DOWN ANY TRAFFIC LANES DURING PEAK HOURS (7 AM - 9 AM AND 4 PM - 6 PM), AND AS OTHERWISE NOTED, UNLESS WRITTEN PERMISSION IS GRANTED IN ADVANCE FROM THE REGIONAL TRAFFIC ENGINEER.
20. PRECAST PULLBOXES OF APPROVED DESIGN MAY BE USED OUTSIDE THE ROADWAY AREA. PULLBOX DEPTHS SHALL BE AS REQUIRED BY FIELD CONDITIONS. PULLBOXES OF VARIOUS DEPTHS MAY BE REQUIRED AT A SINGLE INTERSECTION. PRECAST PULLBOXES THAT ARE NOT OF ADEQUATE DEPTH TO MEET THESE CONDITIONS SHALL NOT BE USED.
21. THE CONTRACTORS RESPONSIBILITY TO MAINTAIN A TRAFFIC SIGNAL SHALL INCLUDE MAINTAINING VEHICLE DETECTORS ON A VEHICLE ACTUATED INSTALLATION. IF A VEHICLE DETECTOR BECOMES INOPERABLE, THE CONTRACTOR SHALL REPAIR IT, REPLACE IT, OR IF A NEW COMPATIBLE DETECTOR IS CALLED FOR ON THE PLANS, HE MAY, WITH THE WRITTEN PERMISSION OF THE E.I.C., CONNECT THE NEW DETECTOR INTO THE EXISTING SYSTEM.
22. NEW ANCHOR BASE SIGNAL POLES AND FOUNDATIONS:
- A) THE CONCRETE POLE FOUNDATION SHALL CURE FOR A MINIMUM OF 14 DAYS BEFORE THE POLES SHALL BE INSTALLED.
- B) THE CONCRETE POLE FOUNDATION SHALL CURE FOR A MINIMUM OF 28 DAYS BEFORE THE SPAN WIRE AND SIGNAL HEADS SHALL BE INSTALLED.
- C) THE DEPTH OF THE CONCRETE POLE FOUNDATION SHALL BE AS SPECIFIED ON TRAFFIC SIGNAL MOUNTING SHEET. THE DEPTH OF THE FOUNDATION SHALL BE INCREASED, IF NECESSARY, TO PROVIDE A MINIMUM OF 6 INCHES COVER UNDER THE ANCHOR BOLTS SUPPLIED WITH THE POLE.
- D) THE COST OF THE ANCHOR BOLTS AND STEEL REINFORCING SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 680.08 - POLE EXCAVATION AND CONCRETE FOUNDATION.
- E) POLES SHALL MEET THE REQUIREMENTS OF "TYPE A", SECTION 724.03, OF THE STANDARD SPECIFICATIONS.
- F) FOOTING CODES GIVEN ON SIGNAL PLAN SHEETS REFER TO SIGNAL MOUNTING SHEET. FOOTINGS SHALL BE 4'-0" DIAMETER, UNLESS OTHERWISE STATED ON THE PLANS OR A.O.B.E..
23. UNDER ITEM 680.08 "POLE EXCAVATION AND CONCRETE FOUNDATION", THE QUANTITY PAID FOR SHALL BE THE VOLUME OF CONCRETE SHOWN ON THE TABLE OF POLE FOUNDATIONS ON THE TYPICAL TRAFFIC SIGNAL MOUNTING DETAILS. AN AUGER WITH A MINIMUM DIAMETER OF 4' SHALL BE USED FOR THE EXCAVATION. IF SLOUGHING OF THE SIDES IS NOT ANTICIPATED OR EXPERIENCED THE CONCRETE SHALL BE PLACED IN DIRECT CONTACT WITH UNDISTURBED SOIL. IF SLOUGHING OF THE SIDES IS ANTICIPATED OR EXPERIENCED THE CONTRACTOR MAY USE PERMANENT SHEET PILING OR TUBULAR FORMS. WHEN THESE FORMS ARE USED THEY SHALL BE LEFT IN PLACE AND ANY VOIDS ON THE OUTSIDE SHALL BE FILLED WITH CONCRETE TO ONE FOOT BELOW FINISHED GRADE OR BACKFILLED WITH SELECT GRANULAR FILL A MINIMUM OF 24" BEHIND THE FORMS IN ACCORDANCE WITH SECTION 203-3.15 OF THE STANDARD SPECS. THE COST OF THE ADDITIONAL CONCRETE, SHEET PILING, FORMS, AND GRANULAR FILL SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 680.08.
24. REMOVAL OF EXISTING SIGNAL POLES AND FOUNDATIONS: ALL SIGNAL POLES AND FOUNDATIONS SHALL BE REMOVED AS DETAILED BELOW. UNLESS OTHERWISE NOTED ON THE PLANS OR ORDERED BY E.I.C., THE CONTRACTOR SHALL HAVE THE OPTION OF A OR B.
- A) COMPLETE REMOVAL OF POLE AND FOUNDATIONS
- i) AFTER REMOVAL, EMBEDDED TYPE POLES SHALL HAVE ALL THE CONCRETE REMOVED FROM THE BASE, OR THE BASE CUT OFF AND DISPOSED OF.
- ii) AFTER REMOVING AN ANCHOR BASE TYPE POLE FROM THE BASE, THE ENTIRE BASE SHALL BE REMOVED FROM THE GROUND AND DISPOSED OF.
- B) POLE REMOVED AND FOUNDATION LEFT IN PLACE:
- i) EMBEDDED TYPE POLES SHALL BE CUT OFF A MINIMUM OF 6 INCHES BELOW GRADE OR A.O.B.E..
- ii) ANCHOR BASE TYPE POLES SHALL BE REMOVED FROM THE BASE AND THE ANCHOR BOLTS SHALL BE CUT OFF A MINIMUM OF 6 INCHES BELOW GRADE OR A.O.B.E..
- iii) FOR BOTH TYPES OF POLES, THE FOUNDATION SHALL BE CHIPPED DOWN A MINIMUM OF 6 INCHES BELOW GRADE OR A.O.B.E.. ALL HOLES IN THE BASE SHALL BE FILLED WITH CONCRETE. THE AREA SHALL THEN BE RESTORED AS PER NOTE 10 ABOVE.
- C) THE COST OF ALL WORK INVOLVED IN A AND B ABOVE SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 680.23 - MODIFY AND REMOVE TRAFFIC SIGNAL EQUIPMENT, OR ITEM 680.24 - REMOVE TRAFFIC SIGNAL EQUIPMENT.
25. AT LOCATIONS WHERE A 3-COLOR TRAFFIC SIGNAL IS TO BE INSTALLED WHERE NO 3-COLOR SIGNAL EXISTS, THE SIGNAL SHALL BE PLACED IN FLASHING OPERATION FOR ONE WEEK PRIOR TO 3-COLOR OPERATION. THIS WEEK SHALL NOT BE COUNTED TOWARD THE DAYS NECESSARY TO MEET THE FUNCTIONAL TEST REQUIREMENT (SECTION 680-3.24), NOR TOWARD THE 30 DAYS NECESSARY FOR SIGNAL ACCEPTANCE (NOTE 5).
26. NORMALLY, GEOMETRIC IMPROVEMENTS AT A SIGNALIZED INTERSECTION ARE AN INTEGRAL PART OF THE SIGNAL DESIGN, AND THEREFORE THIS WORK SHALL NOT BE COMPLETED UNTIL THE NEW SIGNAL IS IN PLACE AND OPERATIONAL. THE CONTRACTOR SHALL WORK WITH THE E.I.C. AND THE REGIONAL TRAFFIC ENGINEER TO COORDINATE THE GEOMETRIC WORK WITH THE SIGNAL WORK.

27. AT EACH FIRE HOUSE SIGNAL THE WIRE FROM THE FIRE HOUSE TO THE CONTROLLER SHALL BE SUPPLIED BY THE RESPECTIVE FIRE COMPANY. THE CONTRACTOR SHALL INSTALL THIS WIRE AND MAKE THE CONNECTIONS TO THE CONTROLLER. THE COST OF THIS WORK SHALL BE INCLUDED IN PRICE BID FOR THE CONTROLLER.
28. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANY THAT WILL SUPPLY POWER TO THE TRAFFIC SIGNAL EQUIPMENT AT EACH INTERSECTION WITHIN 30 DAYS OF THE CONTRACT AWARD. THE UTILITY COMPANY WILL THEN DETERMINE AT WHAT LOCATION THE POWER SERVICE WILL BE PROVIDED. THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE NEW YORK BOARD OF FIRE UNDERWRITERS IN THEIR SIGNAL SYSTEM INSTALLATIONS AND EACH INSTALLATION MUST PASS A FIRE UNDERWRITERS INSPECTION BEFORE THE SERVICE CONNECTION WILL BE MADE BY THE UTILITY COMPANY.
29. UNDER NO CONDITIONS SHALL THE CONTRACTOR TAP IN HIS OWN SERVICE CONNECTION. ALL SERVICE CONNECTIONS SHALL BE MADE BY THE APPROPRIATE UTILITY COMPANY.
30. THE LOCATION OF THE RISER(S) ON UTILITY POLES SHALL BE DETERMINED BY THE UTILITY COMPANY.
31. 'ROAD WORK AHEAD' SIGNS SHALL BE INSTALLED ON ALL LEGS OF AN INTERSECTION WHILE THE CONTRACTOR IS WORKING AT THAT INTERSECTION. ADDITIONAL CONSTRUCTION SIGNS WILL BE INSTALLED AS REQUIRED BY THE M.U.T.C.D. OR A.O.B.E..
32. BALANCE ADJUSTERS AND SWIVEL BALANCERS WILL BE INSTALLED AT EACH HEAD OR COMBINATION OF HEADS.

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 145 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANE SBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

| LIGHTING DESIGN DATA | |
|----------------------|---|
| LUMINAIRE | G.E. M 400, REFRACTOR: 510 REFLECTOR: 35-231865-04 |
| LAMP | 250 WATT H.P.S. G.E. LU 50 |
| LIGHT OUTPUT | 27,500 LUMENS |
| MAINTENANCE FACTOR | 0.8 |
| ILLUMINATION | 10 F.C. AVERAGE |
| OVERHANG ON PAV'T | 3 FT. |
| VERTICAL CLEARANCE | 30 FT. |
| LIGHT STANDARD TYPE | ALUMINUM ROUND |
| ILLUMINATION RATIO | 1:3 AVERAGE MAINTAINED |
| CURVE NUMBER | G.E. 35-175820 |

| LEGEND (LIGHTING) | |
|-------------------|---|
| | ALUMINUM LIGHT STANDARDS 30' MOUNTING HEIGHT 4'-15' BRACKETS |
| | PULLBOX (LIGHTING) |
| | GALVANIZED STEEL CONDUIT (2") |
| | LIGHT STANDARD, BRIDGE MOUNTING |
| | CAST IRON JUNCTION BOX (BRIDGE) |

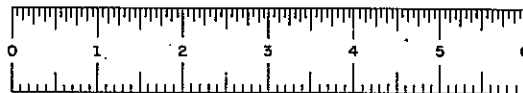
| LEGEND | | | | | |
|----------|----------|-------------------------------------|----------|----------|---|
| SYMBOL | | DESCRIPTION | SYMBOL | | DESCRIPTION |
| PROPOSED | EXISTING | | PROPOSED | EXISTING | |
| | | SIGNAL POLE | | | WOODEN GUIDE POST |
| | | GROUND MOUNTED CONTROLLER | | | TRAFFIC SIGN |
| | | POLE MOUNTED CONTROLLER | | | PED. PUSH BUTTON & ASSOCIATED PHASE |
| | | SPAN WIRE ASSEMBLY | | | THERMOPLASTIC REFLECTORIZED PAVT. STRIPES |
| | | CONDUIT 2" DIAMETER | | | INDUCTANCE LOOP |
| | | PULLBOX (TRAFFIC SIGNALS & NUMBER) | | | STOP LINE (BY OTHERS) |
| | | TRAFFIC SIGNAL HEAD - 1 WAY | | | DETECTOR NUMBER (MICROPROCESSOR ONLY) |
| | | TRAFFIC SIGNAL HEAD - 2 WAY | | | POST MOUNT FOR DELINEATOR OR SNOW PLOW MARKER |
| | | TRAFFIC SIGNAL HEAD - 3 WAY | | | BAND OR BRACKET MOUNT FOR DELINEATOR |
| | | TRAFFIC SIGNAL HEAD - 4 WAY | | | WHITE DELINEATOR PANEL, 3" x 3" |
| | | PROGRAMMED SIGNAL HEAD - 1 WAY | | | YELLOW DELINEATOR PANEL, 3" x 3" |
| | | PROGRAMMED SIGNAL HEAD - 2 WAY | | | RED DELINEATOR PANEL, 3" x 3" |
| | | PHASE | | | GREEN SNOW PLOW MARKER PANEL, 3" x 3" |
| | | SIGNAL FACE & NUMBER | | | BRACKET MOUNT DELINEATOR |
| | | MESSENGER CABLE INSTALLATION | | | |
| | | CABLE TV ATTACHMENT | | | |
| | | MAGNETIC DETECTOR IN 3" PVC CONDUIT | | | |
| | | MAGNETIC DETECTOR, SINGLE LANE TYPE | | | |
| | | UTILITY POLE | | | |

TRAFFIC SIGNAL GENERAL NOTES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING NO. T 56 N
SCALE NO SCALE
DATE 7/79
REGION I

HE 47-2 (5/76)
IN CHARGE OF
DESIGNED BY
CHECKED BY
ESTIMATED BY
DRAFTED BY
CHECKED BY
DATE 7/79

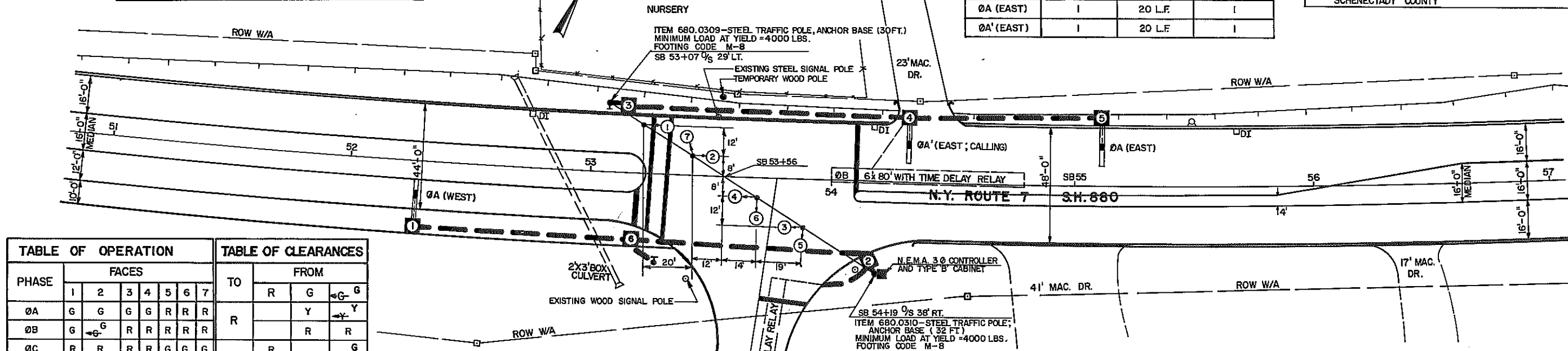


D96243

| TABLE OF INDUCTANCE LOOP DESIGN | | | | |
|---------------------------------|--------------|-----------|-------|------------------------|
| PHASE | NO. OF LOOPS | LOOP SIZE | TURNS | IND. LOOP DET. MODULES |
| ØB | 1 | 6' x 80' | 2 | 1 |
| ØC | 1 | 6' x 80' | 2 | 1 |

| TABLE OF MAGNETIC DETECTORS | | | |
|-----------------------------|--------------------------|------------|--------------------------|
| PHASE | MAGNETIC DETECTOR PROBES | 3" CONDUIT | MAGNETIC AMPLIFIER UNITS |
| ØA (WEST) | 1 | 20 L.F. | 1 |
| ØA (EAST) | 1 | 20 L.F. | 1 |
| ØA' (EAST) | 1 | 20 L.F. | 1 |

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 146 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



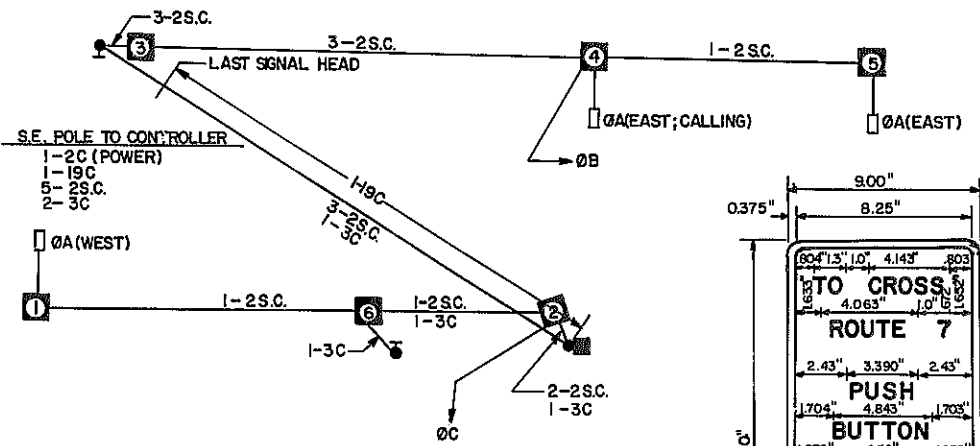
| TABLE OF OPERATION | | | | | | | |
|---------------------------|-------|----|----|----|----|----|----|
| PHASE | FACES | | | | | | |
| ØA | G | G | G | G | R | R | R |
| ØB | G | G | R | R | R | R | R |
| ØC | R | R | R | R | G | G | G |
| FLASHING OPERATION | FY | FY | FY | FY | FR | FR | FR |
| DISPLAY | | | | | | | |
| ALL LENSES | R | R | R | R | R | R | R |
| SHALL BE 12 INCH DIAMETER | Y | Y | Y | Y | Y | Y | Y |

| TABLE OF CLEARANCES | | | |
|---------------------|------|---|---|
| TO | FROM | | |
| | R | G | G |
| R | | Y | Y |
| G | R | | R |
| G | R | Y | |
| G | R | R | |

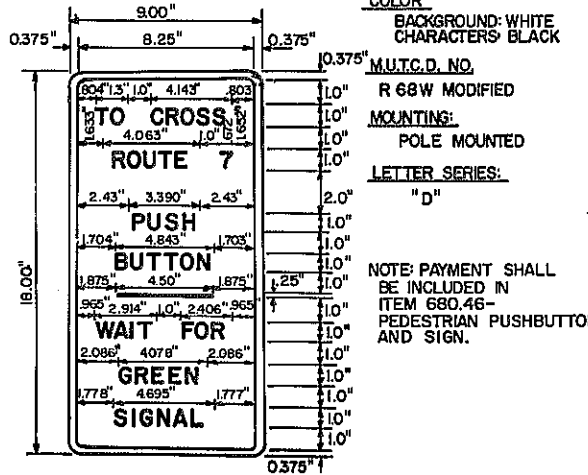
NOTES

- 1) THE PHASE A DETECTORS (EAST & WEST) SHALL BE LOCATED 100 FEET FROM THEIR RESPECTIVE STOP LINES.
- 2) THE PHASE A' (EAST, CALLING) DETECTOR SHALL BE LOCATED 20 FEET FROM ITS STOP LINE.
- 3) PULLBOXES 1 & 4 SHALL BE ROADWAY TYPE BOXES AND SHALL BE FURNISHED WITH ROADWAY TYPE FRAMES AND COVERS. PULLBOXES 2, 3 & 5 MAY HAVE WALKWAY TYPE FRAMES AND COVERS.
- 4) UNDER ITEM 680.23 - MODIFY AND REMOVE TRAFFIC SIGNAL EQUIPMENT THE CONTRACTOR SHALL, PRIOR TO RECONSTRUCTING ROUTE 7, INSTALL A TEMPORARY 36' WOOD POLE, LENGTHEN THE EXISTING SPAN WIRE, AND ATTACH IT TO THE TEMPORARY WOOD POLE. HE SHALL THEN REMOVE THE EXISTING STEEL POLE AND BASE. UPON COMPLETION OF THE NEW SIGNAL SYSTEM, THE CONTRACTOR SHALL REMOVE THE EXISTING CONTROLLER CABINET, WOOD POLES, SPAN WIRE, SIGNAL HEADS, AND WIRING. ALL TRAFFIC SIGNAL EQUIPMENT, WITH THE EXCEPTION OF THE TEMPORARY WOOD POLE SHALL REMAIN THE PROPERTY OF THE SCHALMONT SCHOOL DISTRICT. THE TEMPORARY WOOD POLE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- 5) ALL STOP LINES SHALL BE 20 INCHES IN WIDTH, AND SHALL BE MADE OF ITEM 16688-01 WHITE PREFORMED REFLECTORIZED PAVEMENT STRIPES. CROSS WALKS SHALL BE 12" WIDE.
- 6) THE EXISTING AND NEW TEMPORARY SIGNAL POLES SHALL BE GUYED IF NECESSARY.
- 7) THE 3Ø NEMA CONTROLLER, ITEM 01680.153604, SHALL INCLUDE THE TIMING MODULE, 2 VEHICLE ACTUATED PHASE MODULES, 1 CONFLICT MONITOR, 2 INDUCTIVE LOOP DETECTORS, 1 SOLID-STATE FLASHER, 3 MAGNETIC AMPLIFIERS, 1 TYPE "B" CABINET, 3 SOLID-STATE SWITCH PACKS, 2 TIME DELAY RELAYS. THE MAGNETIC AMPLIFIER FOR THE ØA'(EAST) DETECTOR SHALL ONLY OPERATE DURING THE YELLOW AND RED INTERVALS OF THE CYCLE FOR PHASE A AND SHALL ONLY REGISTER CALLS IF THE ØA (EAST) IS NOT ACTUATED. ITEM 01680.15 SHALL ALSO INCLUDE 1 VEHICLE & PEDESTRIAN ACTUATED PHASE MODULE, 1 OVER LAP MODULE AND ANY OTHER EQUIPMENT NECESSARY TO PROVIDE THE OPERATION AS SHOWN.
- 8) THE PEDESTRIAN PUSH BUTTONS SHALL BE ASSOCIATED WITH PHASE C.

| TABLE OF QUANTITIES | | |
|---------------------|------------|-----------|
| ITEM | UNIT | QUANTITY |
| 206.03 | L.F. | 4358.430 |
| 619.1601 | INTER./MO. | 3125.30 |
| 01670.2603 | L.F. | 56.60 |
| 680.01 | EA. | 1 |
| 680.0309 | EA. | 1 |
| 680.0310 | EA. | 1 |
| 680.050208 | L.F. | 55.50 |
| 680.051914 | L.F. | 191.40 |
| 680.08 | C.Y. | 7.2 |
| 680.09 | EA. | 6 |
| 680.1006 | L.F. | 4358.430 |
| 680.11 | L.F. | 841.660 |
| 680.12 | L.F. | 1335.1325 |
| 680.13 | L.F. | 386.5410 |
| 01680.153604 | L.F. | 1 |
| 680.23 | L.F. | 100 |
| 680.3032 | EA. | 1 |
| 680.3035 | EA. | 2 |
| 680.3072 | EA. | 1 |
| 16688-01 | ±F | 0.600 |
| 10680.4404 | EA. | 3 |
| 680.1010 | L.F. | 7.42 |
| 680.46 | EA. | 2 |
| 680.050314 | L.F. | 363.350 |
| 15680.94 | EA. | 1 |



WIRING DIAGRAM
NOT TO SCALE



PEDESTRIAN PUSH BUTTON SIGN DETAIL

REVISIONS

| TRAFFIC SIGNAL PLAN N.Y. ROUTE 7 AT SCHALMONT SCHOOL | | | |
|---|-------------------|--------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. TS-1 | SCALE 1" = 20' | DATE 5/79 | REGION 1 |

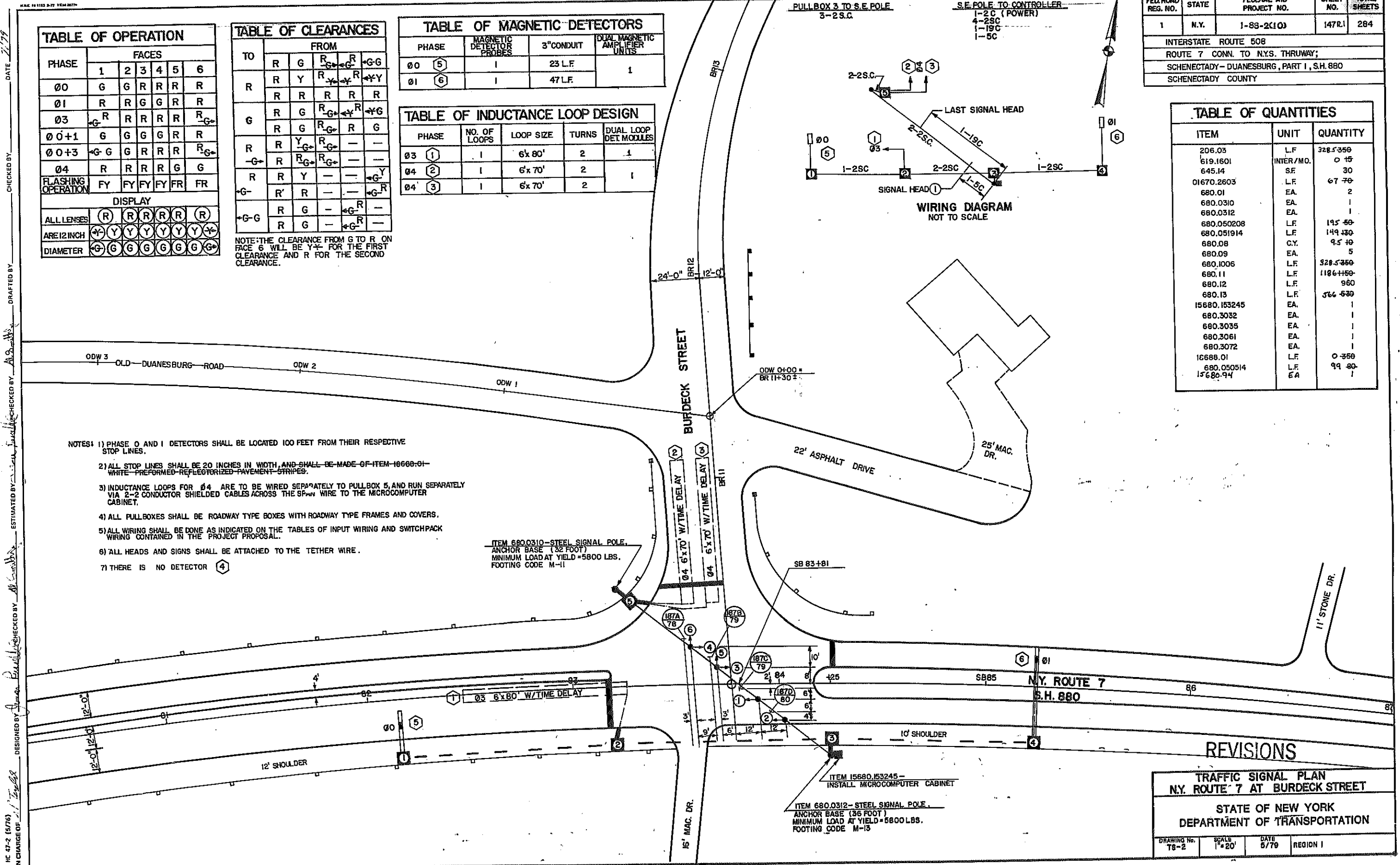
HC 47-2 (5/76) IN CHARGE OF: DESIGNED BY: CHECKED BY: ESTIMATED BY: DRAFTED BY: DATE: 2/79

| TABLE OF QUANTITIES | | |
|---------------------|-----------|----------|
| ITEM | UNIT | QUANTITY |
| 206.03 | L.F | 328.5350 |
| 619.1601 | INTER/MO. | 0 15 |
| 645.14 | S.F | 30 |
| 01670.2603 | L.F | 67 70 |
| 680.01 | EA. | 2 |
| 680.0310 | EA. | 1 |
| 680.0312 | EA. | 1 |
| 680.050208 | L.F | 195 50 |
| 680.051914 | L.F | 149 330 |
| 680.08 | C.Y. | 95 10 |
| 680.09 | EA. | 5 |
| 680.1006 | L.F | 328.5350 |
| 680.11 | L.F | 1186+150 |
| 680.12 | L.F | 960 |
| 680.13 | L.F | 366 530 |
| 15680.153245 | EA. | 1 |
| 680.3032 | EA. | 1 |
| 680.3035 | EA. | 1 |
| 680.3061 | EA. | 1 |
| 680.3072 | EA. | 1 |
| 16688.01 | L.F | 0 350 |
| 680.050514 | L.F | 99 30 |
| 15680.94 | EA | 1 |

| TO | FROM | | | | |
|------------------|-----------|-----------|-----------|------------------|------------------|
| | R | G | \bar{R} | \bar{G} | $\bar{G}\bar{G}$ |
| R | R | Y | \bar{R} | \bar{Y} | $\bar{R}\bar{Y}$ |
| | R | R | R | R | R |
| G | R | G | \bar{R} | \bar{Y} | $\bar{R}\bar{G}$ |
| | R | G | \bar{R} | R | G |
| R | R | \bar{Y} | \bar{R} | — | — |
| \bar{G} | R | \bar{R} | \bar{R} | — | — |
| R | R | Y | — | — | $\bar{G}\bar{Y}$ |
| | \bar{R} | R | — | — | $\bar{G}\bar{R}$ |
| $\bar{G}\bar{G}$ | R | G | — | $\bar{G}\bar{R}$ | — |
| | R | G | — | $\bar{G}\bar{R}$ | — |

| TABLE OF MAGNETIC DETECTORS | | | |
|-----------------------------|--------------------------------|------------|-------------------------------------|
| PHASE | MAGNETIC DETECTOR PROBES | 3" CONDUIT | DUAL MAGNETIC AMPLIFIER UNITS |
| 00 (5) | I | 23 L.F. | 1 |
| 01 (6) | I | 47 L.F. | |

| PHASE | NO. OF LOOPS | LOOP SIZE | TURNS | DUAL LOOP DET. MODULES |
|--------|-----------------|-----------|-------|---------------------------|
| Ø3 (1) | 1 | 6' x 80' | 2 | 4 |
| Ø4 (2) | 1 | 6' x 70' | 2 | 1 |
| Ø4 (3) | 1 | 6' x 70' | 2 | |



| | | | |
|--------------------------------|-----------------|--------------|----------|
| TRAFFIC SIGNAL PLAN | | | |
| N.Y. ROUTE 7 AT BURDECK STREET | | | |
| STATE OF NEW YORK | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. TS-2 | SCALE 1"=20' | DATE 9/79 | REGION I |

SEE NOTE 9

TO CONTROLLER IF POWER SOURCE IS LOCATED ON THIS SIDE

1'-0" 1'-0" 1'-0" 1'-0"

5% SAG (MIN.)

SEE NOTE 10

APPROVED CAP

MESSENGER CABLE

CONTROL CABLE AS NECESSARY

TO POWER IF SOURCE IS LOCATED ON THIS SIDE

TYPICAL 5 SECTION HEAD (12" LENSES)

FIRE PREEMPTION TELL TALE LIGHT ITEM 680.35 (AS REQUIRED)

15'-0" MIN. 17'-0" MAX.

45°

CONTINUOUS WELD

3'-6" TO 4'-0"

1'-4"

NORMAL SHOULDER PLUS 2'-0" MIN.

PAN'T.

TO DRAIN AWAY FROM FORM IF NECESSARY ON SLOPES.

15'-6"

NOTE: MINIMUM VERTICAL CLEARANCE SHALL BE BETWEEN THE LOWEST PART OF THE SIGNAL HEAD OR SIGN OVER THE TRAVEL WAY OR USABLE SHOULDER.

1

2

3

4

5

1 - APPROVED POLE CLAMP

2 - COPPERWELD SPAN WIRE 7/16"

3 - SPAN WIRE STRANDWISE

4 - APPROVED NON-CORROSIVE METAL LASHING OR BLACK CABLE TIES.

5 - ELECTRIC SERVICE BRACKET (ONE POLE ONLY)

TOP VIEW

TAPED AND BOLTED OR WELDED

TYPICAL SERVICE BRACKET

NO SCALE

HANDHOLE

GROUNDING STUD

4"

2'-0" MIN.

6"

3'-0"

BASE PLATE, THICKNESS

PLACE 1:2 MORTAR AFT CONCRETE SIDEWALK

2" U.G. CONDUIT TO PULL BOX

3'-6" TO 4'-0"

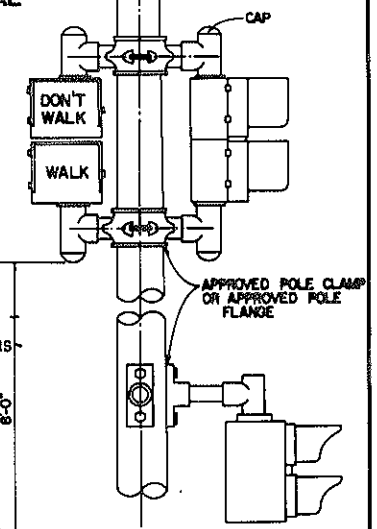
8'-0" MIN. TO 10'-0" MAX.

2'-0" MIN.

PLATE

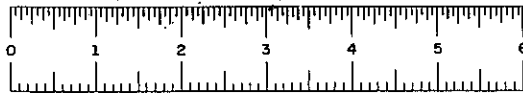
BOLT CONTROLLER TO PLATE

PEDESTAL



SPECIAL NOTE:
THIS SHEET INDICATES AN ASSORTMENT OF TYPICAL TRAFFIC
SIGNAL DETAILS USED IN TRAFFIC SIGNAL SYSTEMS.
THE ACTUAL DETAILS USED FOR THIS CONTRACT SHALL BE
AS REQUIRED UNDER THE RESPECTIVE ITEM.

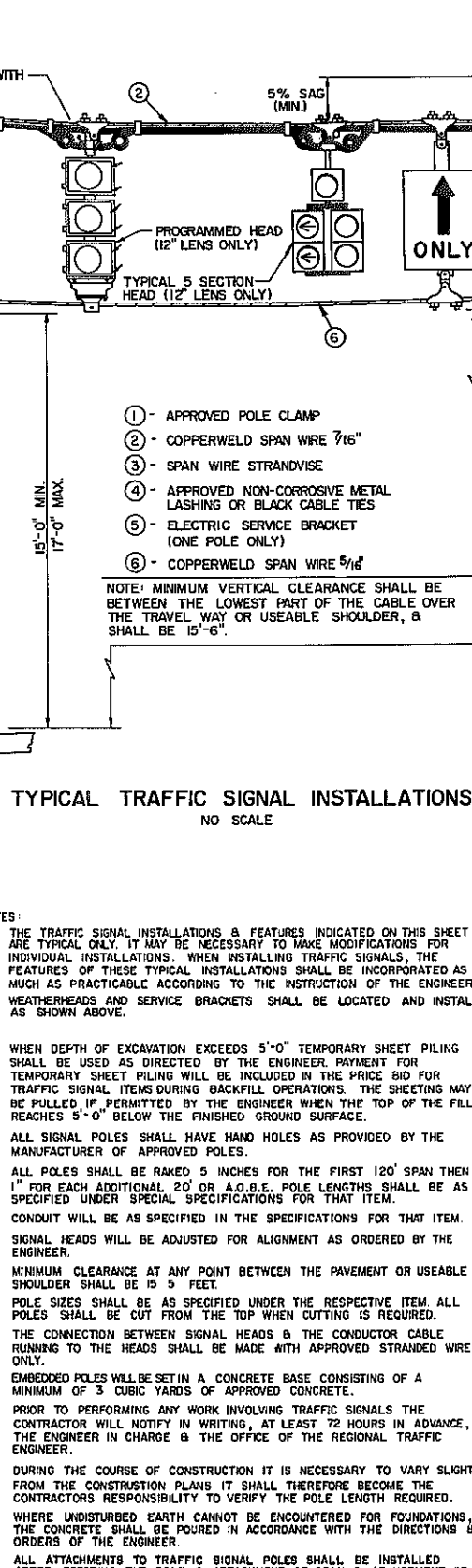
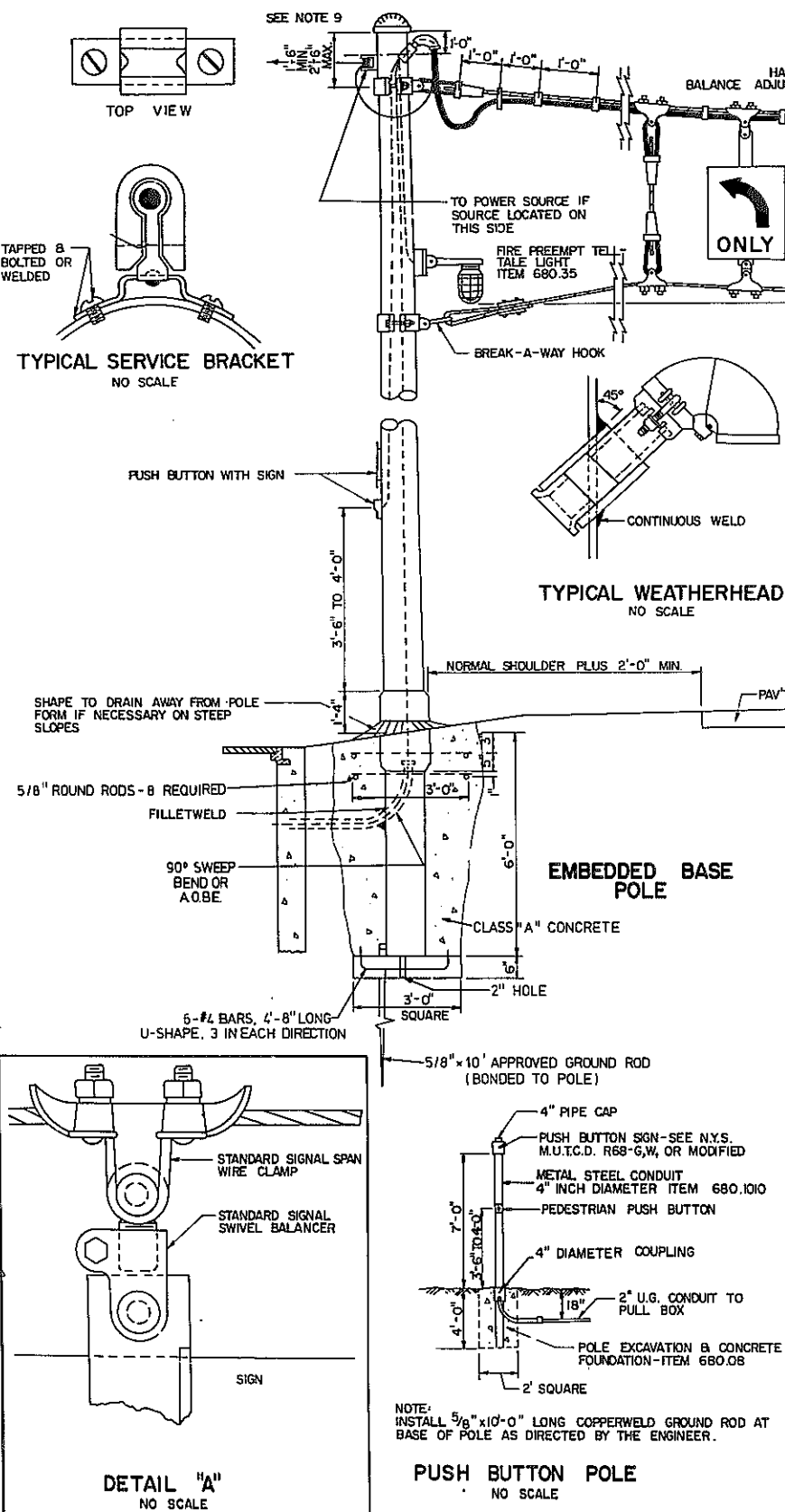
| | | | |
|---|-------------------|---------------|-------------|
| TYPICAL TRAFFIC SIGNAL MOUNTINGS AND MISCELLANEOUS DETAILS | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. TS-3 | SCALE NO SCALE | DATE 10/78 | REGION 1 |



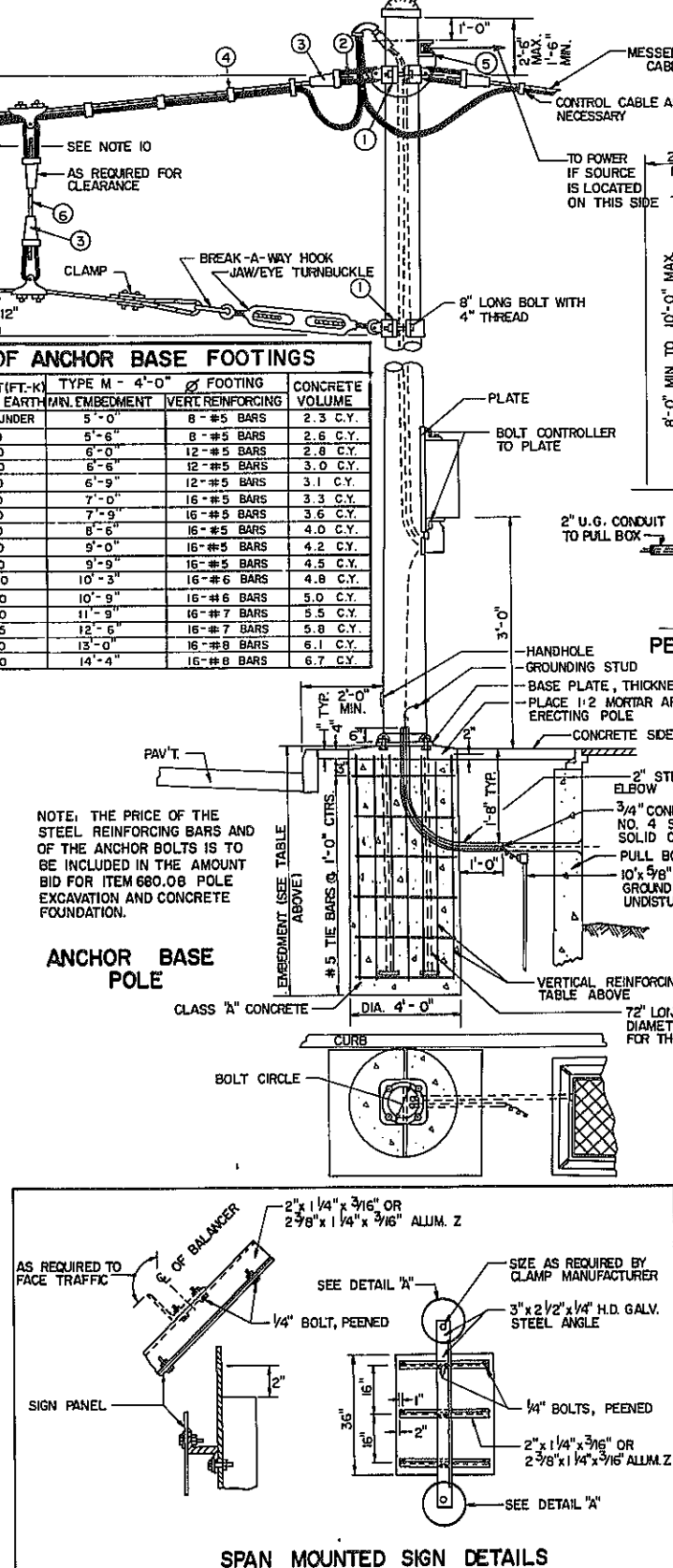
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 149 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANE SBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

HC 47-2 (5/76) IN CHARGE OF *J.P. Teller* DESIGNED BY *James J. Teller* CHECKED BY *James J. Teller* ESTIMATED BY *J.P. Teller* DRAFTED BY *J.P. Teller* CHECKED BY *J.P. Teller* DATE *7/79*

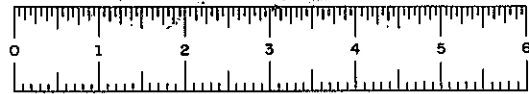


| TABLE OF ANCHOR BASE FOOTINGS | | | | |
|-------------------------------|----------------|----------------|------------|-----------------|
| CODE NO. | MOMENT (FT.-K) | TYPE M - 4'-0" | FOOTING | CONCRETE VOLUME |
| 2 | 50 & UNDER | 5'-0" | 8-#5 BARS | 2.3 C.Y. |
| 3 | 60 | 5'-6" | 8-#5 BARS | 2.6 C.Y. |
| 4 | 70 | 6'-0" | 12-#5 BARS | 2.8 C.Y. |
| 5 | 80 | 6'-6" | 12-#5 BARS | 3.0 C.Y. |
| 6 | 90 | 6'-9" | 12-#5 BARS | 3.1 C.Y. |
| 7 | 100 | 7'-0" | 16-#5 BARS | 3.3 C.Y. |
| 8 | 120 | 7'-9" | 16-#5 BARS | 3.6 C.Y. |
| 9 | 140 | 8'-6" | 16-#5 BARS | 4.0 C.Y. |
| 10 | 160 | 9'-0" | 16-#5 BARS | 4.2 C.Y. |
| 11 | 180 | 9'-9" | 16-#5 BARS | 4.5 C.Y. |
| 12 | 200 | 10'-3" | 16-#6 BARS | 4.8 C.Y. |
| 13 | 220 | 10'-9" | 16-#6 BARS | 5.0 C.Y. |
| 14 | 250 | 11'-9" | 16-#7 BARS | 5.5 C.Y. |
| 15 | 275 | 12'-6" | 16-#7 BARS | 5.8 C.Y. |
| 16 | 300 | 13'-0" | 16-#8 BARS | 6.1 C.Y. |
| 17 | 350 | 14'-4" | 16-#8 BARS | 6.7 C.Y. |



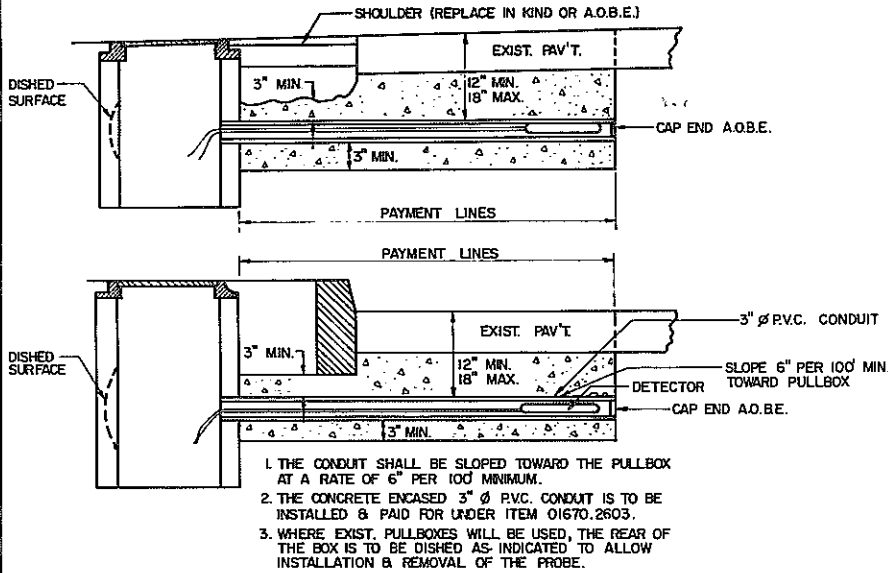
SPECIAL NOTE:
THIS SHEET INDICATES AN ASSORTMENT OF TYPICAL TRAFFIC SIGNAL DETAILS USED IN TRAFFIC SIGNAL SYSTEMS.
THE ACTUAL DETAILS USED FOR THIS CONTRACT SHALL BE AS REQUIRED UNDER THE RESPECTIVE ITEM.

| TYPICAL TRAFFIC SIGNAL MOUNTING | | | |
|---|---------------|---------------|-------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING NO. TS-4 | SCALE NONE | DATE 10/78 | REGION 1 |

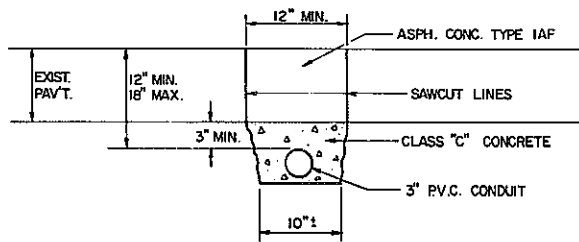


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 150 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANE SBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

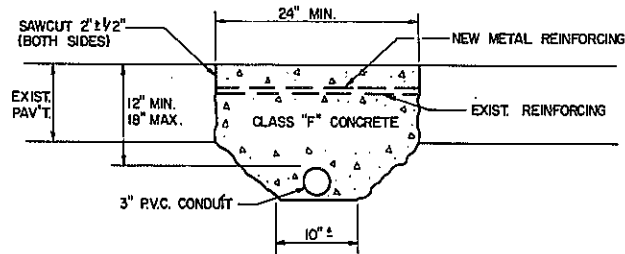


MAGNETIC DETECTOR INSTALLATION



NOTE: THE CEMENT CONCRETE SHALL CURE 72 HOURS BEFORE TRAFFIC & EQUIPMENT IS ALLOWED OVER IT.

ASPHALT CONCRETE DETAIL

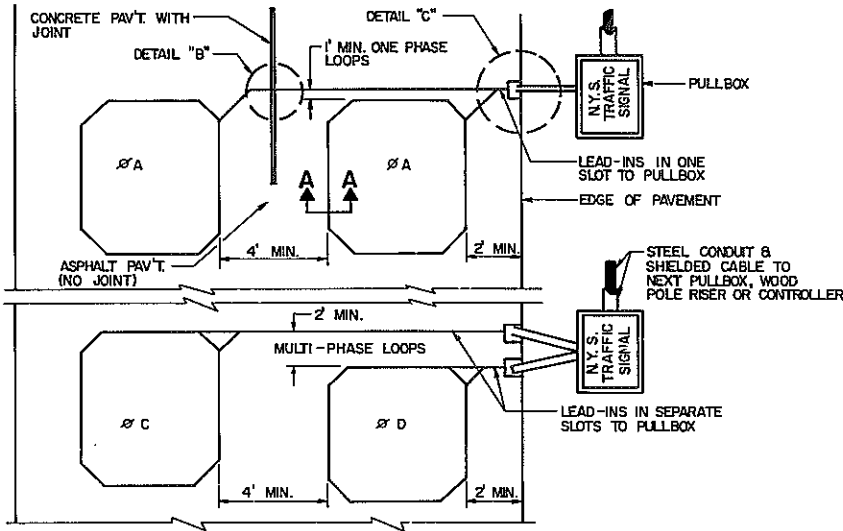


NOTES:

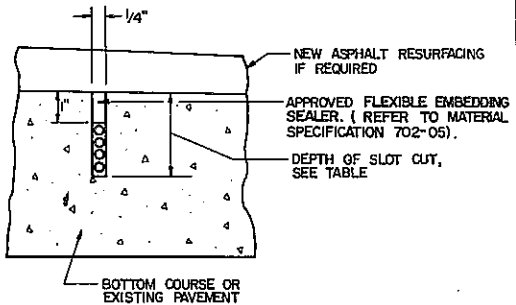
1. THE EXIST. CONC. PAV'T. SHALL BE REMOVED IN A MANNER THAT WILL NOT DAMAGE THE EXISTING METAL REINFORCEMENT. THE EXISTING METAL REINFORCEMENT MAY BE CUT IN THE CENTER & BENT BACK TO FACILITATE EXCAVATION. IT SHALL BE BENT BACK TO ORIGINAL POSITION & SPLICED WITH NEW METAL REINFORCEMENT LAPPED 12" ON EACH SIDE OF THE CUT.

2. THE CEMENT CONCRETE SHALL CURE 72 HOURS BEFORE TRAFFIC & EQUIPMENT IS ALLOWED OVER IT.

CEMENT CONCRETE DETAIL

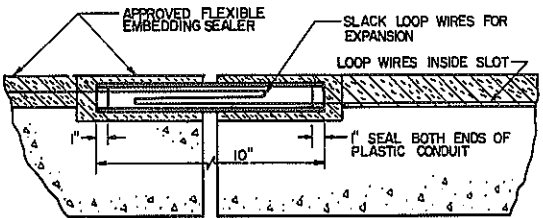


| DEPTH OF SLOT CUT | |
|-----------------------|---------------------|
| NO. OF TURNS | DEPTH OF SLOT CUT * |
| 1 | 1 1/8 INCH |
| 2 | 1 1/4 INCH |
| 3 | 1 3/8 INCH |
| 4 | 1 1/2 INCH |
| 5 | 1 5/8 INCH |
| 6 | 1 3/4 INCH |
| * TOLERANCE IS ± 1/8" | |



NOTE: WHERE CONSTRUCTION OF NEW ASPHALT PAVEMENT IS INVOLVED ON A PROJECT, THE INDUCTION LOOPS SHOULD BE INSTALLED IN THE BASE COURSE OF THE NEW PAVEMENT.

SECTION A-A



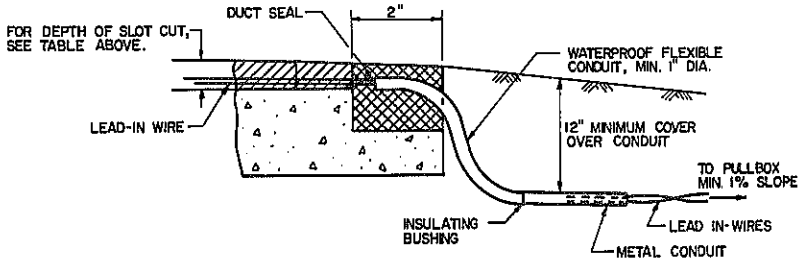
SECTION B-B
DETAIL "B"
CONCRETE PAVEMENT JOINT

CUT (APPROX. 2" x 2" x 2") TO ACCOMMODATE FLEXIBLE CONDUIT. SEAL WITH CONCRETE OR APPROVED FLEXIBLE EMBEDDING SEALER. (SEE NOTES 6 AND 8 BELOW.)

TWIST DETECTOR LEAD-IN WIRES AT LEAST FIVE TURNS PER FOOT TO PULLBOX SPLICE

NOTES FOR LOOP WIRE & SHIELDED CABLE:

1. ALL SAWED CHANNELS SHALL BE STRAIGHT & TO THE PRESCRIBED WIDTH, DEPTH & LENGTH DIMENSIONS.
2. CORNER CUTS SHALL BE MADE ON 45° ANGLE & FROM 8" TO 12" ALONG THE INVOLVED SIDES OF THE LOOP.
3. FILTERED COMPRESSED AIR OF 125 LBS. PER SQUARE INCH SHALL BE USED TO BLOW THE SLOT CLEAR OF FOREIGN MATERIAL & MOISTURE.
4. ALL DETECTOR LEAD-INS FROM THE PULLBOX TO THE SENSOR UNIT SHALL BE CONTINUOUS (NON-SPLICED) RUNS OF SHIELDED LEAD-IN CABLE.
5. THE LOOP WIRE SHALL BE A CONTINUOUS LENGTH OF ITEM 680.11 COMMENCING AT THE CURBSIDE PULLBOX, MAKING THE DESIRED NUMBER OF TURNS AS SHOWN ON THE PLAN & RETURNING TO THE CURBSIDE PULLBOX.
6. THE FLEXIBLE EMBEDDING SEALER USED FOR INSTALLING ELECTRONIC INDUCTIVE LOOP VEHICLE DETECTORS SHALL BE AN ASPHALT CEMENT CONFORMING TO MATERIALS DESIGNATION 702-05, ASPHALT FILLER.
7. ALL WIRING, SPLICING & CONNECTIONS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS OR A.O.B.E.
8. WHEN INSTALLING FLEXIBLE EMBEDDING SEALER, IT SHALL BE HEATED SUFFICIENTLY TO RENDER IT A VISCOSITY SUFFICIENT TO ALLOW THE FLOW TO BE SELF-LEVELING AND TO ENABLE TOTAL ENCAPSULATION OF THE LOOP WIRES. THE HEATED MATERIAL SHALL BE CONTINUOUSLY MONITORED TO INSURE THAT THE HEAT RANGE BE HELD BETWEEN 170°F AND 325°F.



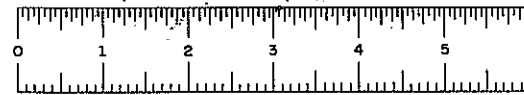
DETAIL "C"
ELECTRONIC INDUCTIVE LOOPS
VEHICLE DETECTOR

TRAFFIC SIGNAL DETECTORS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

DRAWING No. TS-6
SCALE NONE
DATE 7/79
REGION 1

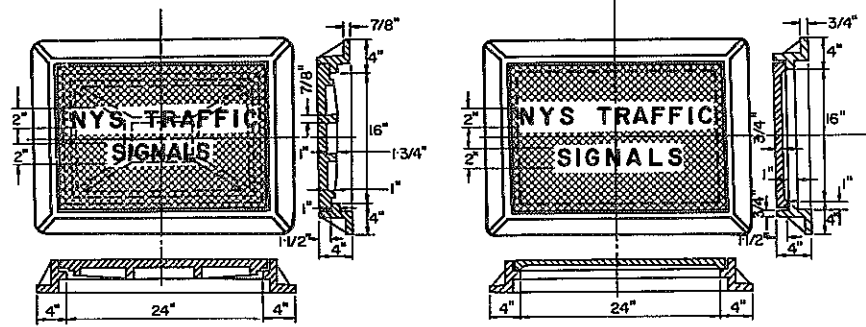
DATE 7/79
CHECKED BY
DRAFTED BY
ESTIMATED BY
DESIGNED BY
IN CHARGE OF



D96243

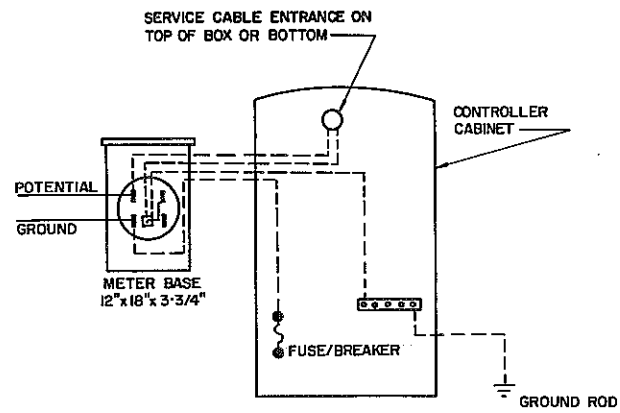
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-83-2(10) | 151 | 284 |
| INTERSTATE ROUTE 50B | | | | |
| ROUTE 7 CONN. TO NYS. THRUWAY; | | | | |
| SCHENECTADY - DUANESEBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

TRAFFIC SIGNAL PULLBOX
FRAME AND GRATE DETAILS

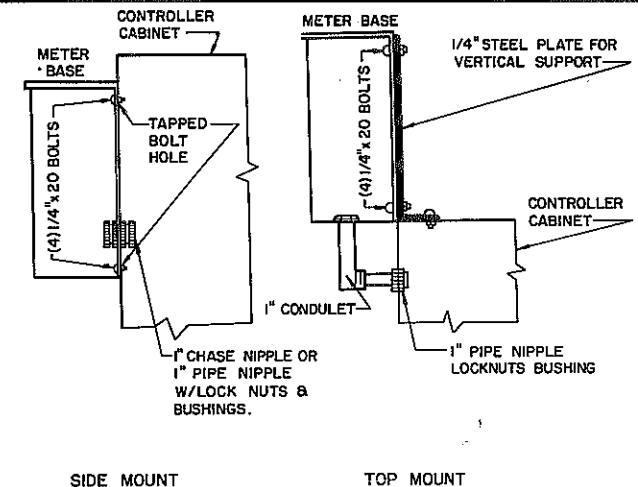


ROADWAY TYPE
WEIGHT OF FRAME 165 * #
WEIGHT OF COVER 130 * #

WALKWAY TYPE
WEIGHT OF FRAME 140 * #
WEIGHT OF COVER 100 * #

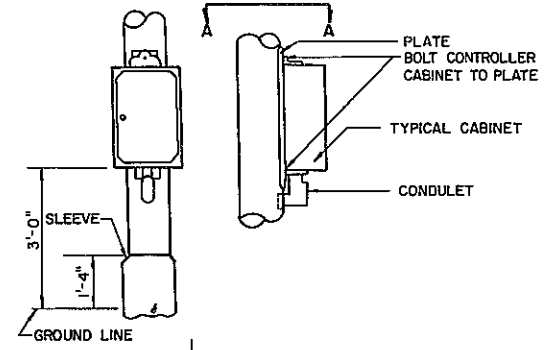


METER BASE INSTALLATION & WIRING



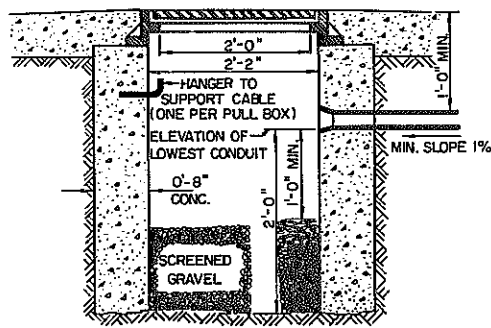
SIDE MOUNT

TOP MOUNT

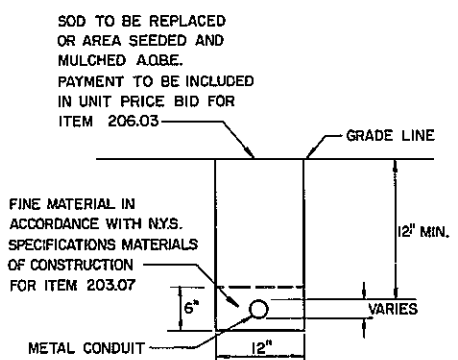


TYPICAL SIGNAL CONTROLLER POWER SUPPLY METER BASE
(NOT TO SCALE)

WHEN SHOWN ON THE CONTRACT PLANS, THE CONTRACTOR SHALL ATTACH A UTILITY SUPPLIED METER BASE AS SHOWN ON THE PLANS OR AS SPECIFIED BY THE ENGINEER THE ADDITIONAL LENGTH OF POWER CABLE PROVIDED ABOVE SHALL BE EXTENDED THROUGH THE CONTROLLER CABINET WALL INTO THE METER BASE AND BACK TO THE CONTROLLER CIRCUIT BREAKER. ALL METER BASE FITTINGS AS SHOWN ON THE DRAWING SHALL BE WEATHER TIGHT. NO DIRECT PAYMENT SHALL BE MADE FOR THE INSTALLATION OF THE METER BASE BUT THE COST FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE CONTROLLER.



PULLBOX DETAIL
NO SCALE



CONDUIT TRENCH
NO SCALE

NOTES:

TYPICAL INSTALLATION FEATURES INDICATED HEREON SHALL BE INCORPORATED AS BEST AS CAN BE ADAPTED TO FIT THE INDIVIDUAL SIGNAL INSTALLATION.

ALL ATTACHMENTS TO PRIVATELY OWNED POLES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER OR OWNERS. ANCHOR BOLTS SHALL BE AS RECOMMENDED BY THE MANUFACTURER.

WHERE SIZE OF ONE CONDULET IS TOO SMALL TO PERMIT PASSAGE OF REQUIRED WIRES, TWO CONDULETS SHALL BE USED. THE TYPE OF CABINET USED SHALL BE AS INDICATED UNDER THE SPECIAL SPECIFICATION FOR THE TRAFFIC SIGNAL CONTROLLER.

PAYMENT FOR CABINETS SHALL BE INCLUDED UNDER THE TRAFFIC SIGNAL CABINET ITEMS.

PULL BOXES LOCATED IN ROADWAY AREAS SHALL BE IN ACCORDANCE WITH THE DETAILS INDICATED. FRAME AND COVER SHALL BE "FLOCKHART TYPE 'C' NO. 63708" OR EQUAL, PULL BOXES LOCATED OUTSIDE OF THE ROADWAY AREA OR IN THE SIDEWALK AREA MAY BE PRECAST CONCRETE OF APPROVED DESIGN. FRAME AND COVER SHALL BE "FLOCKHART TYPE 'E' NO. 61263" OR EQUAL. ALL COVERS SHALL BE LETTERED WITH "N.Y.S. TRAFFIC SIGNALS", IN TWO INCH (2") LETTERS.

PULL BOXES SHALL BE LOCATED BACK OF THE EDGE OF THE SHOULDER OR CURB LINE IF POSSIBLE. IF PLACED IN SHOULDER OR SIDEWALK AREA THE COVER SHALL BE FLUSH WITH THE SHOULDER OR SIDEWALK SURFACE. ALL PULL BOXES SHALL BE CONSTRUCTED WITH THEIR LONGEST SIDE PARALLEL WITH THE LONGEST CONDUIT RUN. IF OPEN GRAVEL IS FOUND ONE FOOT (1') BELOW THE ELEVATION OF THE LOWEST CONDUIT ENTERING THE PULL BOX, THE PULL BOX MAY BE RAISED ONE FOOT (1') AND THE SCREENED GRAVEL OMITTED.

CONDUITS SHALL BE LAID TRUE TO GRADE AND DRAINED TO THE PULL BOXES. CONDUIT ENDS SHALL BE FITTED WITH APPROVED CONDUIT BUSHING OR PROPERLY REAMED. ALL CONDUIT RUNS SHALL BE RODDED AND ALL OBSTRUCTIONS REMOVED. ONE (1) NO. 6 STEEL GALVANIZED DRAGWIRE SHALL BE INSTALLED IN ALL CONDUIT RUNS. ENDS OF CONDUITS NOT USED SHALL BE CLOSED WITH APPROVED CAPS OR PLUGS.

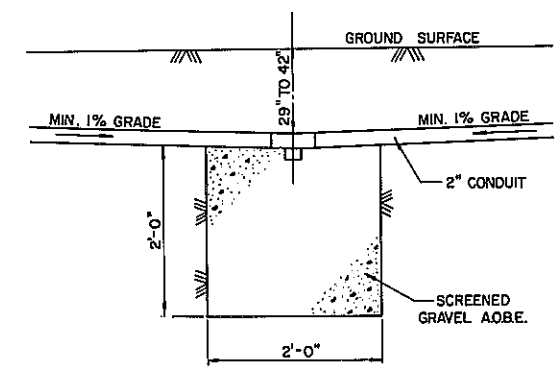
WHERE EXISTING PAVEMENT OR SIDEWALK IS DISTURBED FOR THE INSTALLING OF CONDUIT THE EXCAVATION SHALL BE BACKFILLED PROPERLY WITH MATERIAL MEETING THE REQUIREMENTS OF ITEM 203.07 AND THE PAVEMENT RESTORED WITH CONCRETE OR ASPHALT CONCRETE (ACCORDING TO THE EXISTING PAVEMENT TO THE SATISFACTION OF THE ENGINEER.) PAYMENT SHALL BE INCLUDED IN THE PRICE BID FOR THE RESPECTIVE CONDUIT ITEMS.

EXCAVATION IN GRASS AREAS:

WHEN EXCAVATING IN GRASSSED AREAS, THE CONTRACTOR WILL BE REQUIRED TO REMOVE AND REPLACE EXISTING SOD WHERE ORDERED BY THE ENGINEER. OTHERWISE RESEEDING WILL BE REQUIRED. THE COST OF SUCH RESEEDING AND RESEEDING WILL BE INCLUDED IN THE PRICES BID FOR OTHER CONTRACT ITEMS.

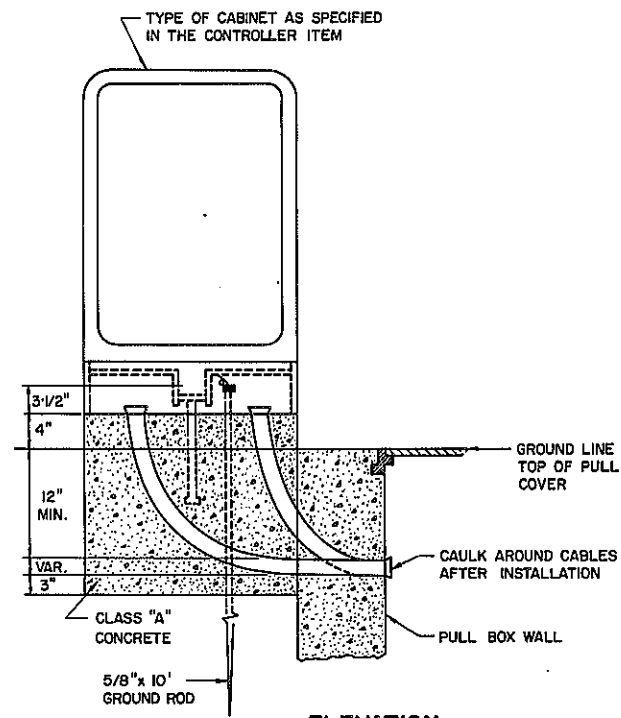
ALL SCREENED GRAVEL SHALL MEET THE N.Y.S.D.O.T. SPECIFICATIONS - "MATERIAL DESIGNATION 703-0203."

WHERE MAGNETIC DETECTORS ARE USED, THE PULLBOXES SHALL BE CONSTRUCTED WITH THEIR LONGEST SIDE PARALLEL TO THE DETECTOR PROBE.



"T" DRAIN

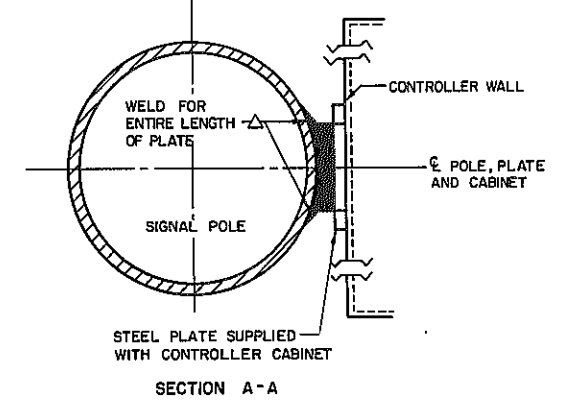
WHERE NECESSARY TO DRAIN AT A POINT OTHER THAN A PULLBOX OR A.O.B.E.



ELEVATION

TYPICAL GROUND MOUNTED CONTROLLER DETAILS

NO SCALE



TYPICAL POLE MOUNTED CONTROLLER
NO SCALE

SPECIAL NOTES REGARDING CONTROLLER CABINETS

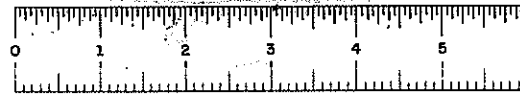
THIS SHEET INDICATES DIFFERENT CABINET MOUNTING USED IN TRAFFIC SIGNAL SYSTEMS

THE ACTUAL CONTROLLER CABINET MOUNTING USED IN THIS CONTRACT SHALL BE AS SPECIFIED UNDER THE RESPECTIVE ITEM.

- GROUND MOUNTED CONTROLLER NOTES:
1. LOCATE GROUND ROD AND UPPER CONDUIT ENDS SO THERE IS WORKING ACCESS AREA FOR CABLE, ETC.
 2. PULLBOX BASE DIMENSIONS VARY ACCORDING TO APPROVED SUPPLIER.
 3. THE PULLBOX MAY BE LOCATED AT EITHER END OR SIDE OF THE CONCRETE BASE FOR THE BEST LOCATION ADVANTAGE.
 4. THE VERTICAL SIDES OF THE CONTROLLER BASE SHALL BE FLUSH WITH THE SIDES OF THE CABINET.

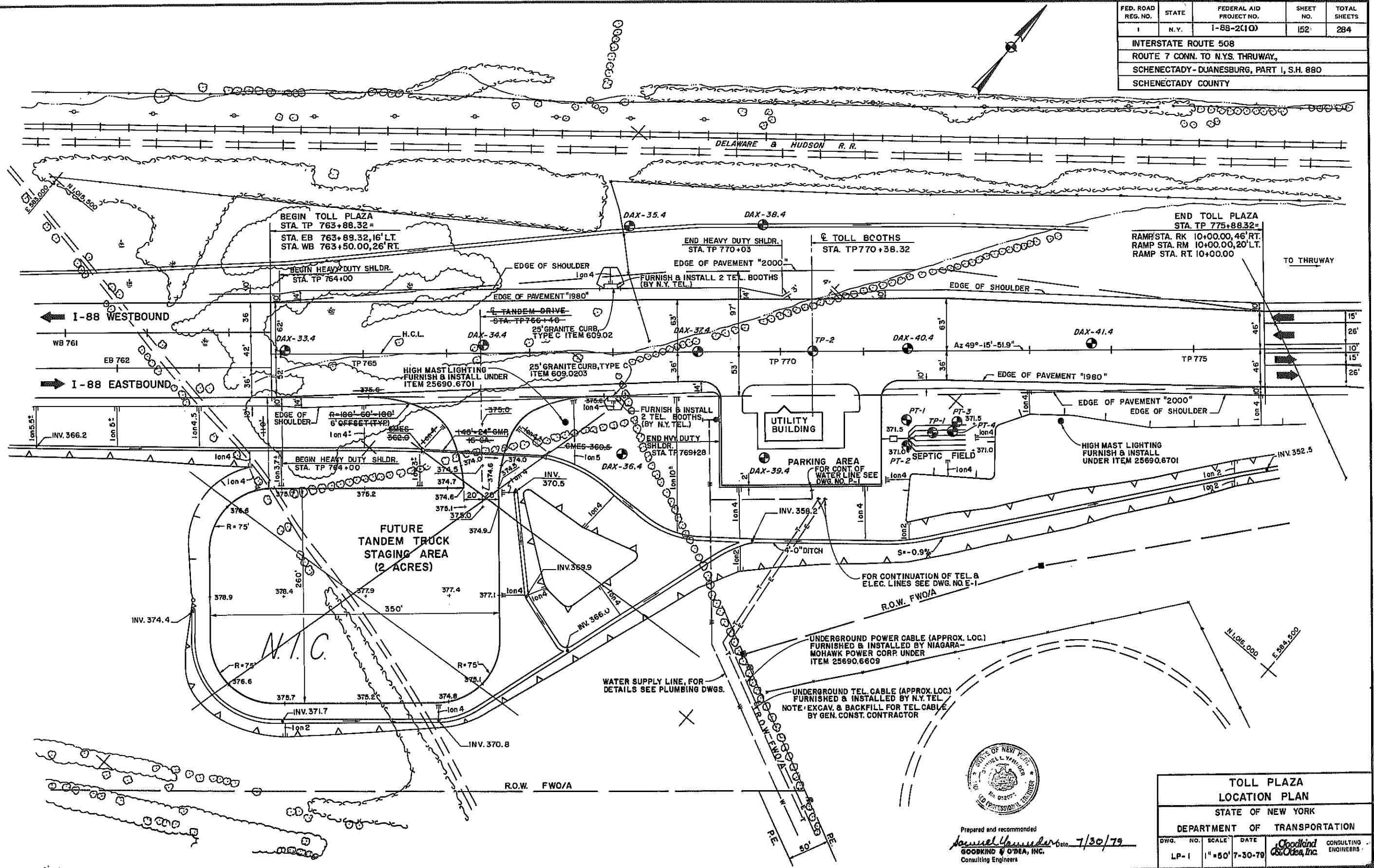
| PULL BOX DETAILS & TYPICAL CONTROLLER MOUNTINGS | | | |
|---|------------|-----------|----------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DRAWING No. T'S-6 | SCALE NONE | DATE 7/79 | REGION I |

DATE 7/79
CHECKED BY
DRAFTED BY
CHECKED BY
DESIGNED BY
IN CHARGE OF



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 152 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY, | | | | |
| SCHENECTADY - DUANESEBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



In Charge of: R. KROUTZER
Designed by: H. SPANZLA
Design Checked by: R. KROUTZER
Detailed by: N. G. S. PA
Detail Checked by: M. LANE



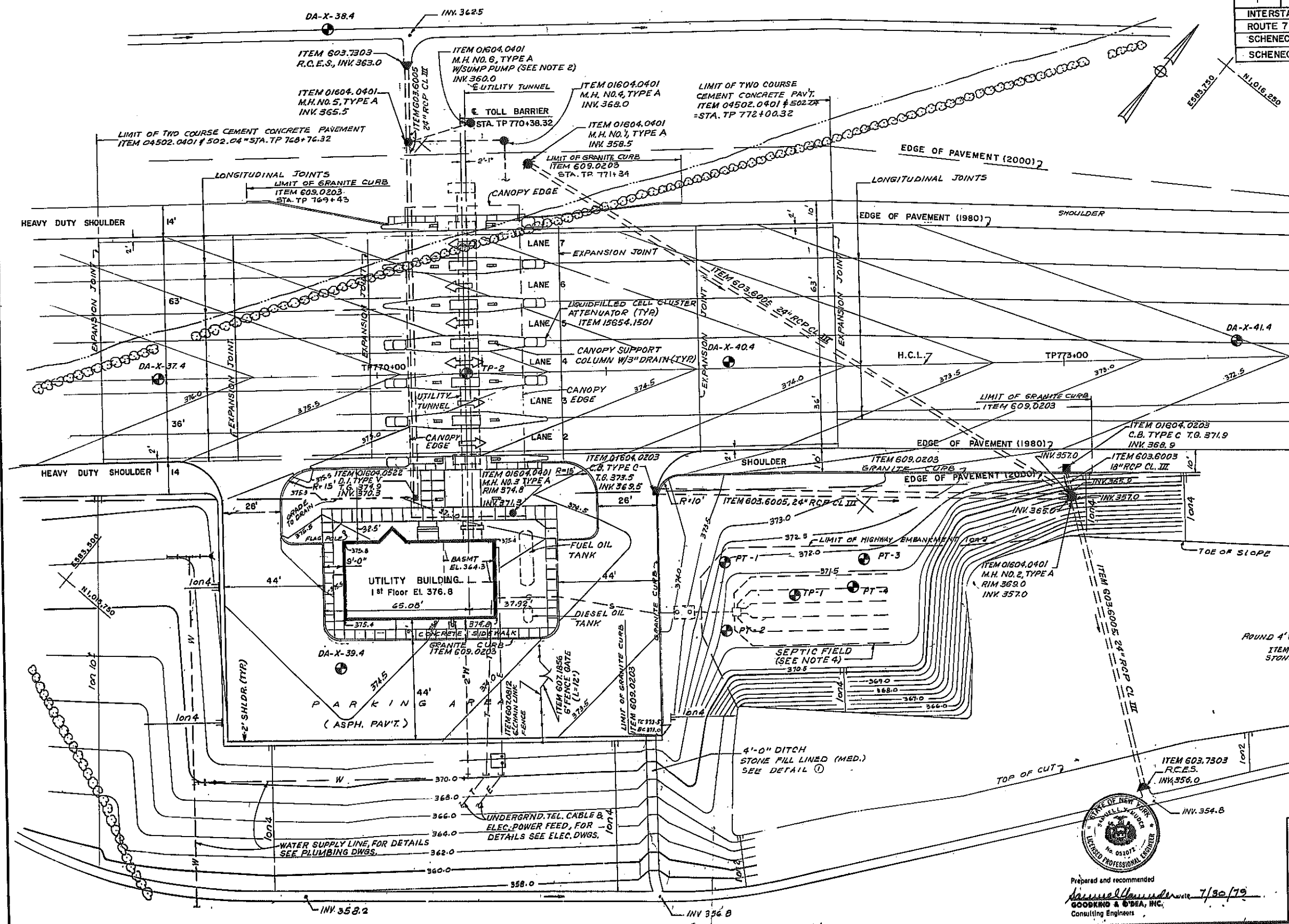
Prepared and recommended
Daniel J. Van der Vliet, dated 7/30/79
GOODLAND & O'DEA, INC.
Consulting Engineers

| TOLL PLAZA LOCATION PLAN | | | | |
|------------------------------|--------|---------|------------------------|----------------------|
| STATE OF NEW YORK | | | | |
| DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. NO. | SCALE | DATE | Goodland & O'Dea, Inc. | CONSULTING ENGINEERS |
| LP-1 | 1"=50' | 7-30-79 | | |

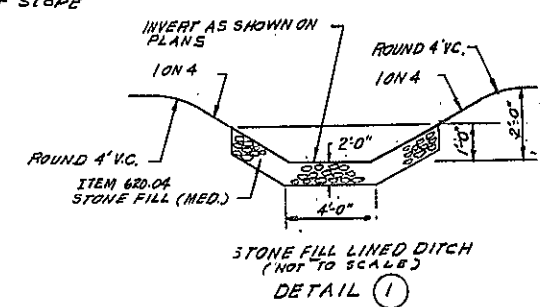


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 153 R1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H.880 | | | | |
| SCHENECTADY COUNTY | | | | |



- NOTES
1. FURNISH & INSTALL ALL MANHOLES, DROP INLETS & CATCH BASINS UNDER THE APPROPRIATE HIGHWAY ITEMS AS NOTED.
 2. FURNISH & INSTALL SUMP PUMP IN M.H. NO. 6 UNDER ITEM 25690.6805 PLUMBING WORK. FOR DETAILS, SEE DWG. NO. P-1.
 3. FURNISH & INSTALL ALL TREADLE, TRENCH, CANOPY & FLOOR DRAINS UNDER ITEM 25690.6605, PLUMBING WORK. FOR DETAILS SEE DWG. NO. P-5.
 4. FURNISH & INSTALL SEPTIC FIELD UNDER ITEM 25690.6805 FOR DETAILS SEE DWG. NO. P-3.



NOTE: PAVEMENT JOINT DETAILS REVISED AS REQUESTED BY NYSTA.

REVISIONS

| TOLL PLAZA SITE PLAN | | | | |
|------------------------------|----------|---------|------------------------|---------------------|
| STATE OF NEW YORK | | | | |
| DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. NO. | SCALE | DATE | DESIGNED BY | CONSULTING ENGINEER |
| LP-2 | 1" = 20' | 7-30-79 | Goodkind & O'Dea, Inc. | |



Prepared and recommended by
Goodkind & O'Dea, Inc.
Consulting Engineers
7/30/79

In Charge: R. KREUTER
Designed by: H. SPANGLER
Drawn by: M. J. HARTZ
Checked by: M. J. HARTZ
Drawn by: M. J. HARTZ
Checked by: M. J. HARTZ



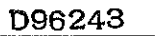
- NOTES
1. FURNISH & INSTALL 6" P.C.S.P. UNDERDRAIN UNDER ITEM 25690.6374. FURNISH & INSTALL TOLL UTILITY BLDG. ISLANDS, CANOPY & RELATED WORK.
 2. FURNISH & INSTALL ALL MANHOLES, DROP INLETS & CATCH BASINS UNDER THE APPROPRIATE HIGHWAY ITEMS.
 3. FURNISH & INSTALL SUMP PUMP IN M.H. 6 UNDER ITEM 25690.6605, PLUMBING WORK, FOR DETAILS SEE DWG. P-1.
 4. FURNISH & INSTALL 6" D.I.P. & 8" D.I.P. UNDER ITEM 25690.6605, PLUMBING WORK.
 5. FURNISH & INSTALL ALL TRENCH, TREADLE, CANYON/FLOOR DRAINS & CONNECTIONS UNDER ITEM 25690.6605, PLUMBING WORK, FOR DETAILS SEE DWG. P-5.
 6. FOR JOINT LOCATIONS, SEE DWG. L.P-2.

REVISIONS

| | | | | |
|--|-----|----------|---------|-------------------------------------|
| UTILITY BUILDING, UTILITY TUNNEL AND TOLL BOOTH SITE PLAN | | | | |
| STATE OF NEW YORK | | | | |
| DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. | NO. | SCALE | DATE | CONSULTING ENGINEERS |
| LP - 3 | | 1" = 10' | 7-30-79 | Goodkind and Associates, Inc. |



Prepared and recommended Date: 7/30/79
James L. Houser
 GEORGE B. DEBA, INC. Consulting Engineers

[illegible]

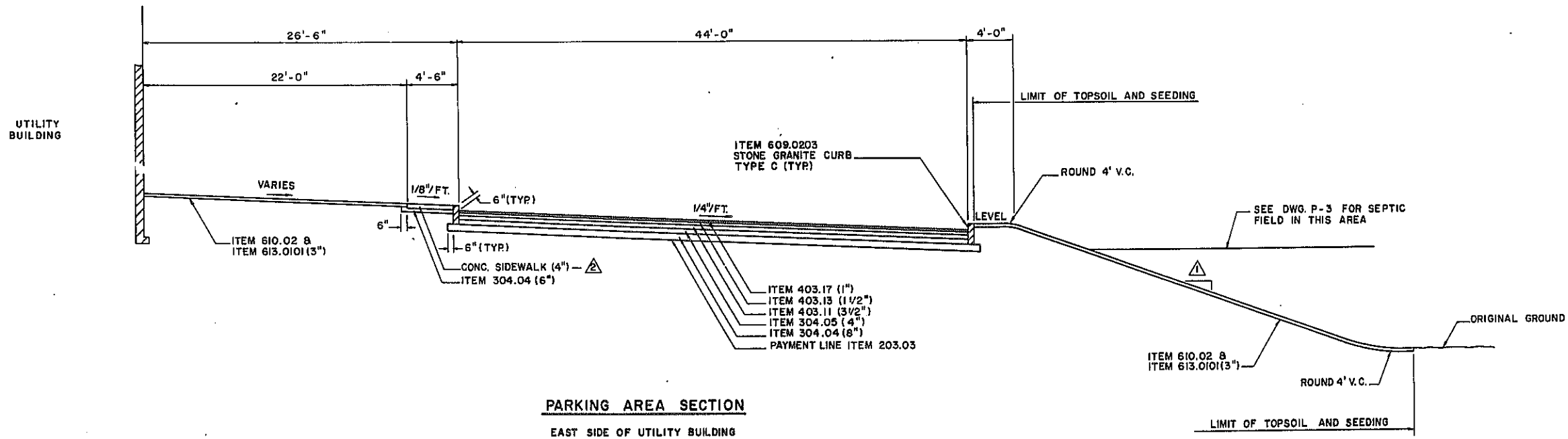
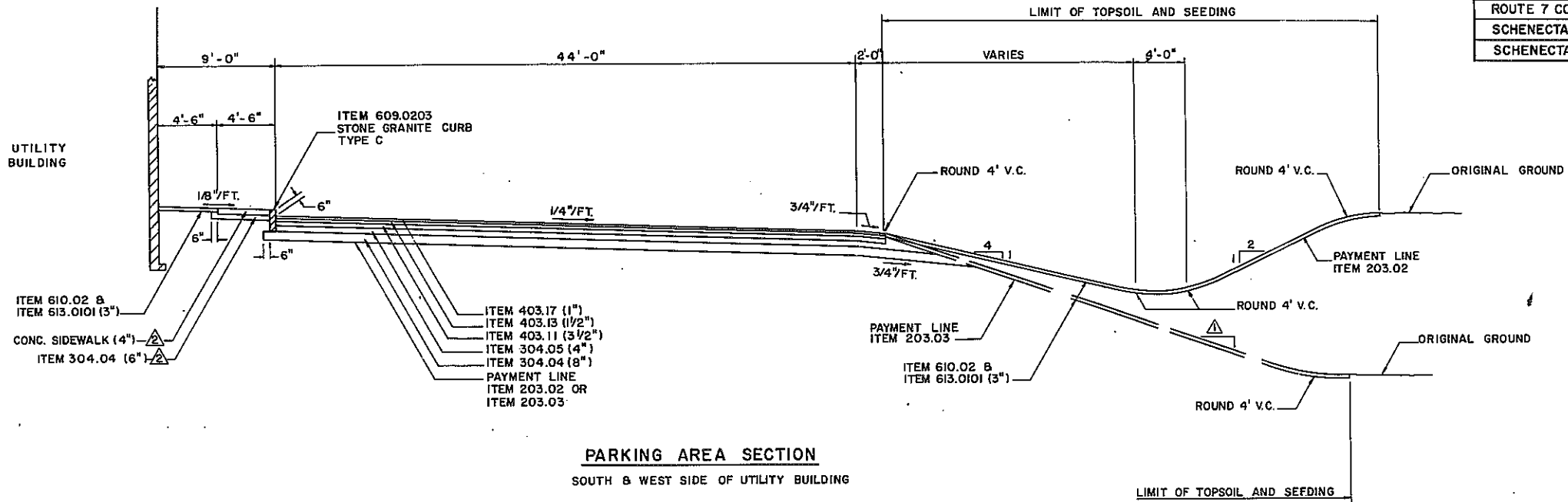
TANDEM AREA SECTION

In Charge of R. HREUTZER
Designed by N. SPAVENTA
Design Checked by R. HREUTZER
Detailed by N. CHLO
Detail Checked by _____



D96243

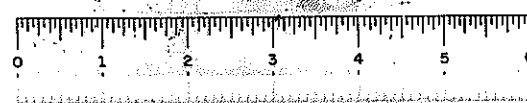
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|--|-------|----------------------------|--------------|-----------------|
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
| 1 | N.Y. | 1-88-2(10) | 156 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



| ITEM NO. | DESCRIPTION | ITEM NO. | DESCRIPTION | NOTES | TYPICAL SECTIONS |
|----------|---|----------|-------------|--|---|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | | | SLOPE VARIES AS NOTED ON PLANS ALL WORK FOR THIS ITEM SHALL BE PAID FOR UNDER ITEM 25690.6374, TOLL UTILITY BUILDING, ISLANDS, CANOPY AND RELATED WORK. | STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION |
| 203.03 | EMBANKMENT IN PLACE | | | | |
| 304.04 | SUBBASE COURSE - TYPE 3 | | | | |
| 304.05 | SUBBASE COURSE - TYPE 4 | | | | |
| 403.11 | ASPHALT CONCRETE - TYPE 1 BASE COURSE | | | | |
| 403.13 | ASPHALT CONCRETE - TYPE 3 BINDER COURSE | | | | |
| 403.17 | ASPHALT CONCRETE - TYPE 6F TOP COURSE (HIGH FRICTION) | | | | |
| 610.02 | SEEDING | | | | |
| 613.0101 | TOPSOIL | | | | |

In Charge of
Designed by
Drawn by
Checked by
Date

DWG NO SCALE DATE
T-2 NONE 7-30-79
Goodkind & O'Neil, Inc.

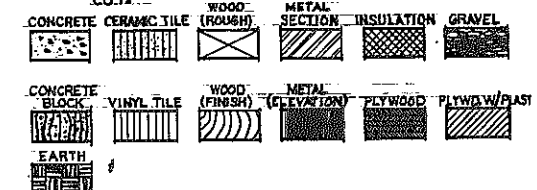


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 157 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

ARCHITECTURAL SYMBOLS & ABBREVIATIONS

SECTION LETTER OR DETAIL NO.
ARCHITECTURAL SHEET WHERE SECTION IS DRAWN
FIRST ARCHITECTURAL SHEET WHERE SECTION IS
CUT.



| | | | | | |
|--------|----------------------|-----------|-----------------|---------|--------------------------|
| AC. | ACOUSTIC | GL. | GLAZED | PERIM. | PERIMETER |
| A.F.F. | ADDIS FINISHED FLOOR | GL. | GLAZES | PTD. | PAINTED |
| ALUM. | ALUMINUM | H. | HIGH | PVC | POLYVINYL CHLORIDE |
| BL. | BLIND | H.M. | HOLLOW METAL | PWD | PLASTIC WALL SURFACING |
| BLK. | BLACK | H.F. | HIGH FINISH | R. | RIVER |
| BLK. | BLOCKING | HORIZ. | HORIZONTAL | RAD. | RADIUS |
| CE. | CERAMIC | JOINT | JOINT | RO. | ROOF DRAIN |
| CLD. | CLOSET | KIT. | KITCHEN | REIN. | REINFORCING |
| CLG. | CLOTHING | LAM. | LAMINATE | REQ'D | REQUIRED |
| CONC. | CONCRETE | LDR. | LEADER | RETARD. | RETARDANT |
| CONN. | CONNECTION | L.P. | LOW POINT | R.M. | ROOM |
| COURSE | COURSE | L.P. | LOW POINT | S.O. | SUMP DISCHARGER |
| DET. | DETAIL | M. | MEN | SECT. | SECTION |
| DIV. | DIVIDER | MAR. SMO. | MARBLE SADDLE | S.H.O. | SHUTTER HATCH DISCHARGER |
| DN. | DOWN | MAT. | MATERIAL | SS | STAINLESS STEEL |
| DR. | DRAIN | MECH. | MECHANICAL | STL | STEEL |
| DWG. | DRAWING | MIN. | MINIMUM | STRICT. | STRUCTURAL |
| EA. | EACH | M.T. | METAL | SURF. | SURFACE |
| EL. | ELEVATION | M.T. | METAL | T.D.N. | TOP OF WALL |
| ELEV. | ELEVATION | M.T. | METAL | T.P.H. | TOILET PAPER HOLDER |
| ELECT. | ELECTRIC | M.T. | METAL | TYP. | TYPICAL |
| EQ. | EQUAL | M.T. | METAL | V.A.T. | VINYL ASBESTOS TILE |
| EQUIP. | EQUIPMENT | M.T. | METAL | VENT. | VENTILATION |
| EXP. | EXPANSION | M.T. | METAL | VIN. | VINYL |
| FE. | FIRE EXTINGUISHER | N.C. | NOT IN CONTRACT | W. | WOMEN |
| FIN. | FINISHED | N.C. | NOT IN CONTRACT | W.I. | WATER |
| FL. | FLOOR | N.C. | NOT IN CONTRACT | W.D. | WOOD |
| FLASH. | FLASHING | N.C. | NOT IN CONTRACT | W.R. | WASTE RECEPTACLE |
| GA. | GAUGE | N.C. | NOT IN CONTRACT | | |

NOTES:

- FOR ADDITIONAL INFORMATION ON INTERIOR WALL OPENINGS ABOVE HUNG CEILING SEE MECH. DWGS.
- CONC. FLOORS, MECH. & ELECT. ROOMS ARE TO BE PAINTED ONLY FROM APPROVED SHOP DRAWINGS, CERTIFIED BY MANUFACTURER.
- FOR ADDITIONAL INFORMATION ON BLAD OPENINGS IN MECH. & ELECT. ROOMS, SEE STRUCTURAL DRAWINGS.
- ALL BLOCK IN EXTERIOR WALLS TO BE SOLID BLOCK UNLESS OTHERWISE NOTED.
- FOR ADDITIONAL INFORMATION ON SIDEWALKS, DRAINAGE & CURB DETAILS, SEE SITE DWGS.
- ALL INTERIOR BLOCK WALLS TO EXTEND UP TO UNDERSIDE OF ROOF DECK UNLESS OTHERWISE NOTED.

FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0" (FIRST FLOOR ELEV. 576.8 DATUM 0'-0")

UTILITY BUILDING
FIRST FLOOR PLANSTATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

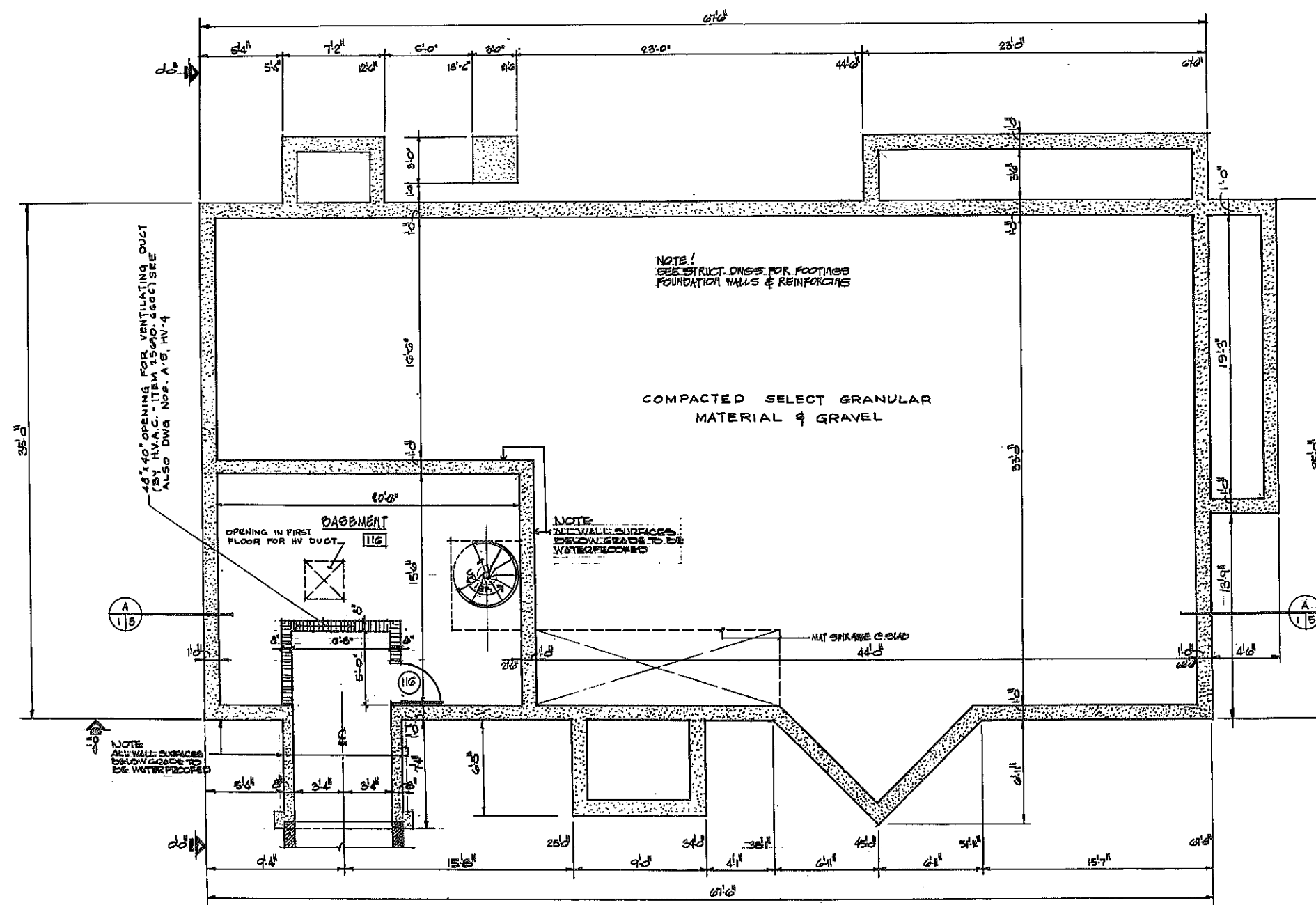
| DWG. | NO. | SCALE | DATE | DESIGNED BY | CONSULTING ENGINEERS |
|------|----------|---------|------------------------|-------------|----------------------|
| A-1 | AS SHOWN | 7-30-79 | Goodkind & O'Dea, Inc. | | |

Goodkind & O'Dea, Inc.
Consulting Engineers

Date: 7/30/79

In Charge of: A.K.
Designed by: A.P.
Design Checked by: N.S.
Detail Checked by: W.T.
Detail Checked by: N.O.

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 158 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y. THRUWAY ; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



| FINISH SCHEDULE | | | | | | |
|-----------------|------------------------|-----------|-----------|-----------|----------|------------------------------------|
| NO. | ROOM OR SPACE TITLE | FLOOR | BASE | WALLS | CEILING | REMARKS |
| 101 | ENTRANCE | 1ST | VINYL | CONC. BLK | AC. TILE | FLOOR SLAB DECREASED 1/8" FOR ME. |
| 102 | OFFICE | VAT | VINYL | CONC. BLK | AC. TILE | |
| 103 | CASH OUT RM. | VAT | VINYL | CONC. BLK | AC. TILE | |
| 104 | RECORDING RM. | VAT | VINYL | CONC. BLK | AC. TILE | |
| 105 | CASE STORAGE | VAT | VINYL | CONC. BLK | AC. TILE | |
| 106 | LUNCH | VAT | VINYL | CONC. BLK | AC. TILE | |
| 107 | WOMEN'S VESTIBULE | VAT | VINYL | CONC. BLK | AC. TILE | |
| 108 | WOMEN'S TOILET | CER. TILE | CER. TILE | CER. TILE | AC. TILE | MOISTURE RESISTANT AC. TILE |
| 109 | WOMEN'S LOCKER RM. | VAT | VINYL | CONC. BLK | AC. TILE | |
| 110 | MENS TOILET | CER. TILE | CER. TILE | CER. TILE | AC. TILE | MOISTURE RESISTANT AC. TILE |
| 111 | MENS VESTIBULE | VAT | VINYL | CONC. BLK | AC. TILE | |
| 112 | MENS LOCKERS | VAT | VINYL | CONC. BLK | AC. TILE | |
| 113 | SUPPLY | VAT | VINYL | CONC. BLK | AC. TILE | |
| 114 | JANITOR CLOSET | CER. TILE | CER. TILE | CER. TILE | AC. TILE | MOISTURE RESISTANT AC. TILE |
| 115 | MEDICAL/ELECTRICAL RM. | CONC. | CONC. BLK | CONC. BLK | EXP. PL. | CONC. SURFACES TEST W/ DUST DETECT |
| 116 | BASEMENT | CONC. | CONC. | CONC. | CONC. | CONC. SURFACES TEST W/ DUST DETECT |

*ALL WALL SURFACES TO RECEIVE PLASTIC
WALL SURFACING

BASEMENT & FOUNDATION PLAN
SCALE: 1/4" = 1'-0" (BASEMENT FLOOR) E.L. 564.3

in Charge of R.K.
Designed by A.P.
Design Checked by N.S.
Printed by W.L.
Proof Checked by N.D.

Prepared and recommended

GORDON M. O'DEA, Inc.
 Consulting Engineers

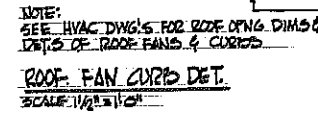
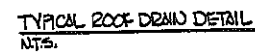
Date 7/30/75

UTILITY BUILDING
BASEMENT & FOUNDATION PLAN
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| | | | | |
|----------|-------------|---------|-----------------------------|------------------------|
| DWG. NO. | SCALE | DATE | Goodkind & O'Leary, Inc. | CONSULTING ENGINEER |
| A-2 | AS SHOWN | 7-30-79 | | |



| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 15921 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY ; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



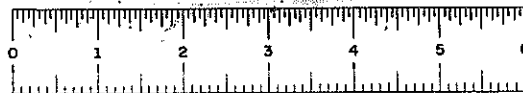
In Charge of BK
Designed by A.P
Design Checked by N.S
Detailed by W.L
Detail Checked by ND.

Prepared and recorded by
George A. O'Dea Date 7/30/79
GEORGE A. O'DEA, INC.
Consulting Engineers

UTILITY BUILDING
ROOF PLAN & DETAILS

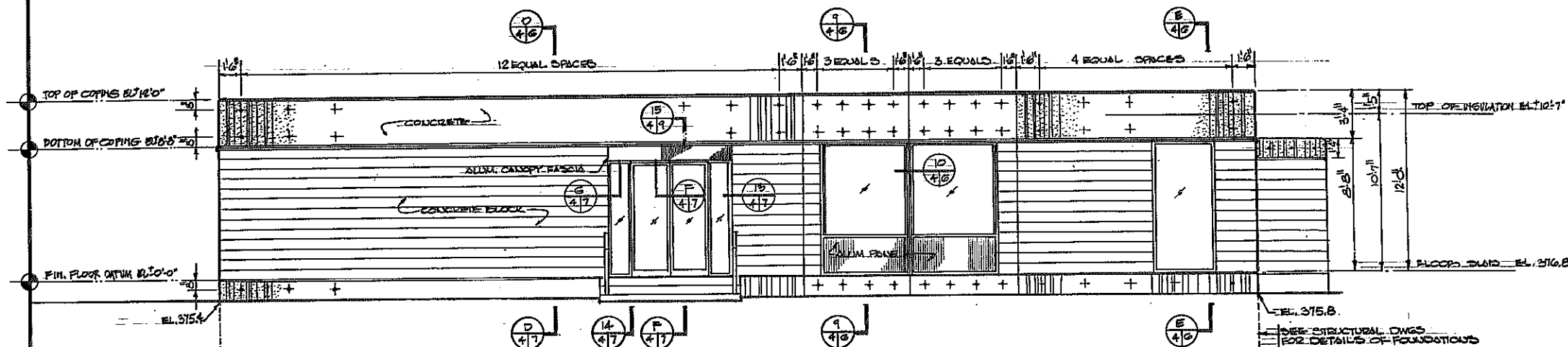
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| | | | | |
|----------|-------------|---------|----------------------------|-------------------------|
| DWG. NO. | SCALE | DATE | Goodland & O'Neil, Inc. | CONSULTING ENGINEERS |
| A-3 | AS SHOWN | 7-30-79 | | |



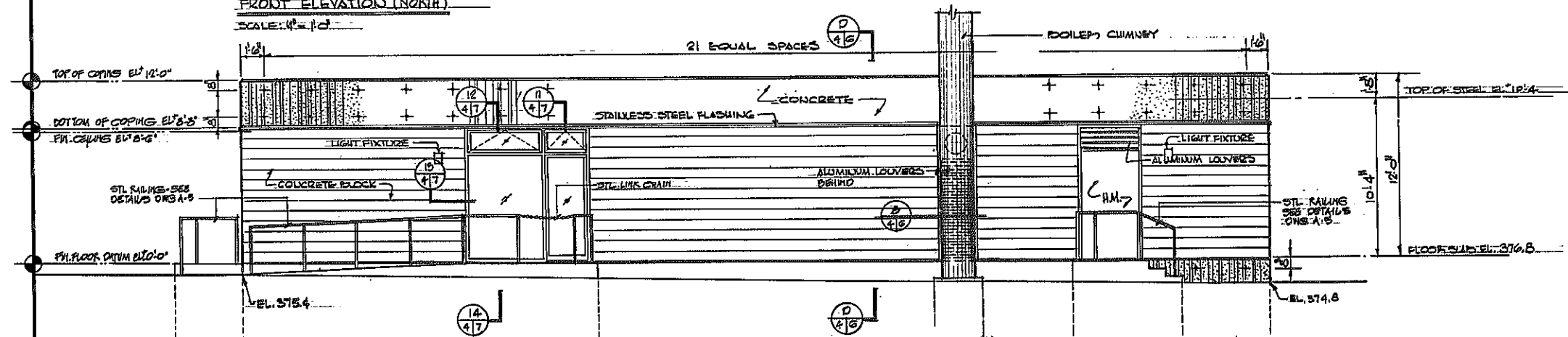
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 160 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



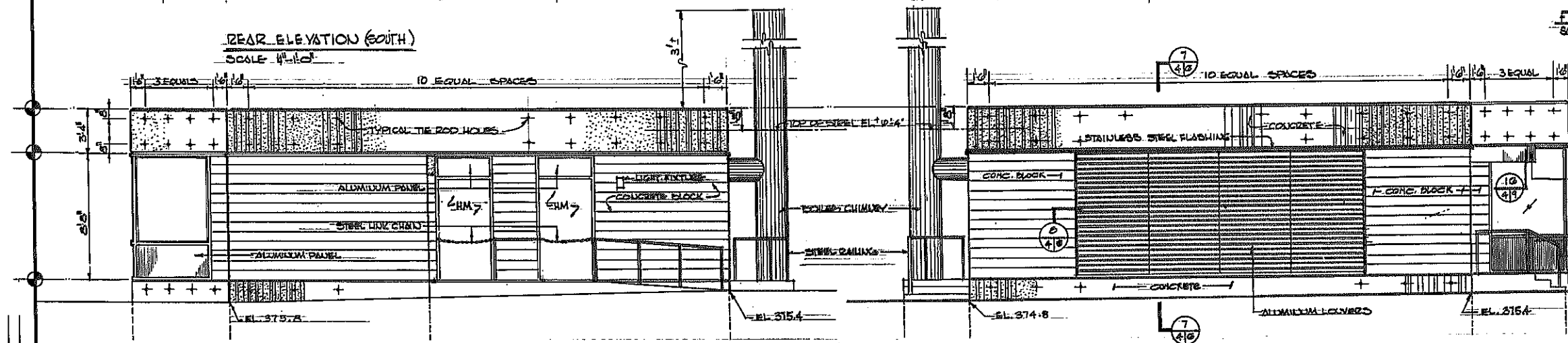
FRONT ELEVATION (NORTH)

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



REAR ELEVATION (SOUTH)

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

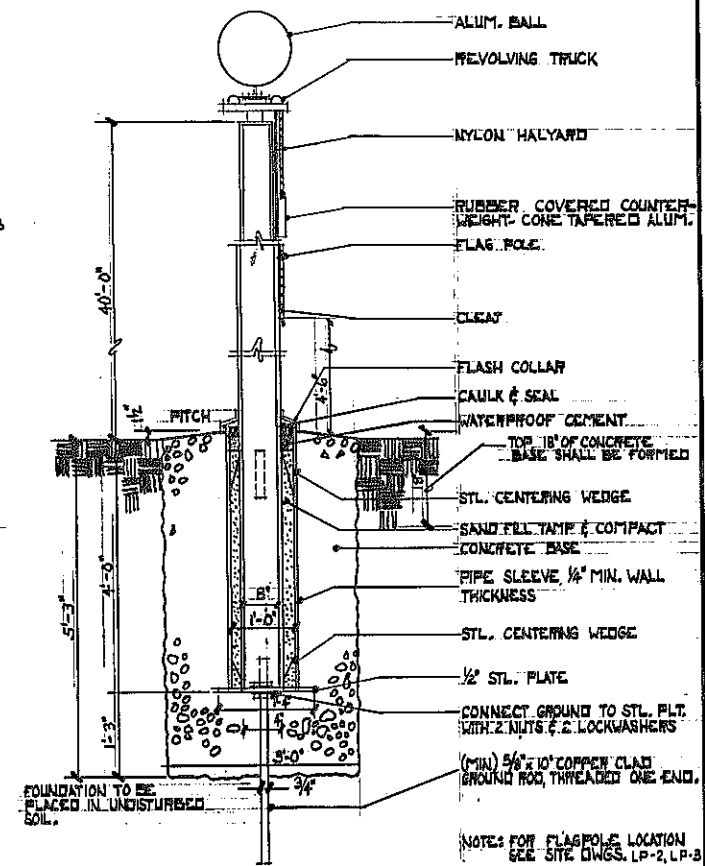


SIDE ELEVATION (WEST)

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

SIDE ELEVATION (EAST)

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



FLAGPOLE DETAIL

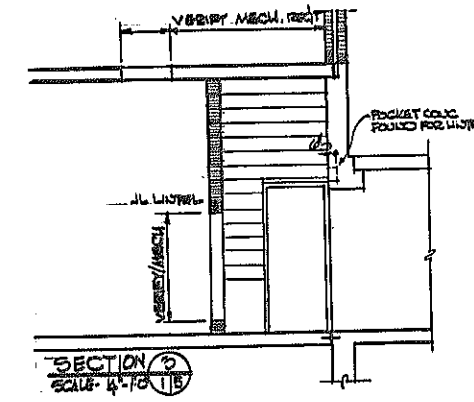
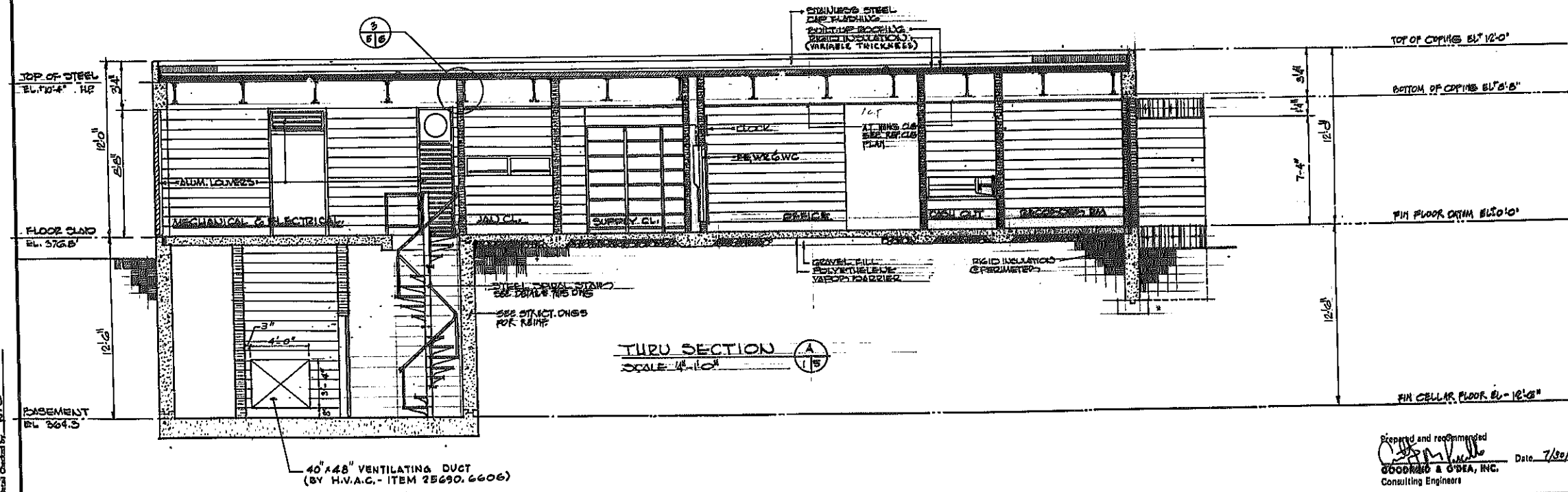
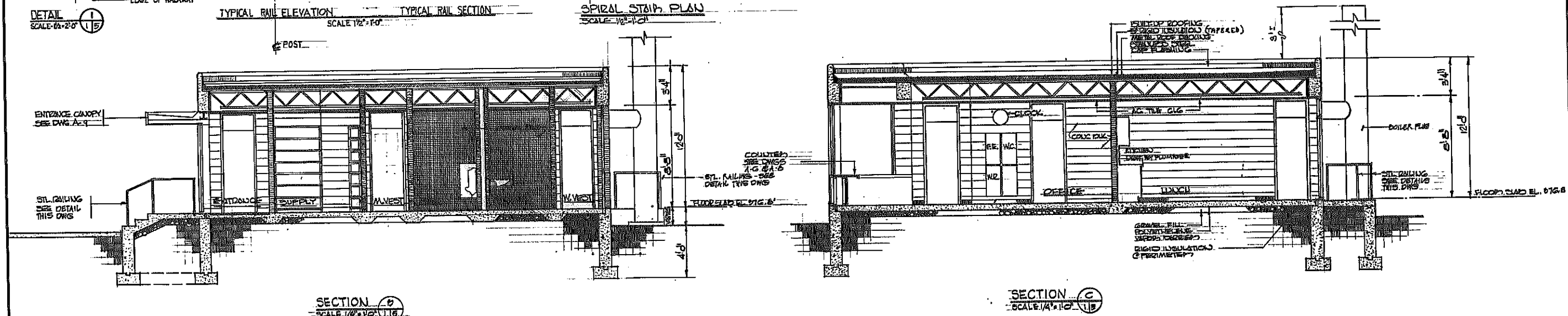
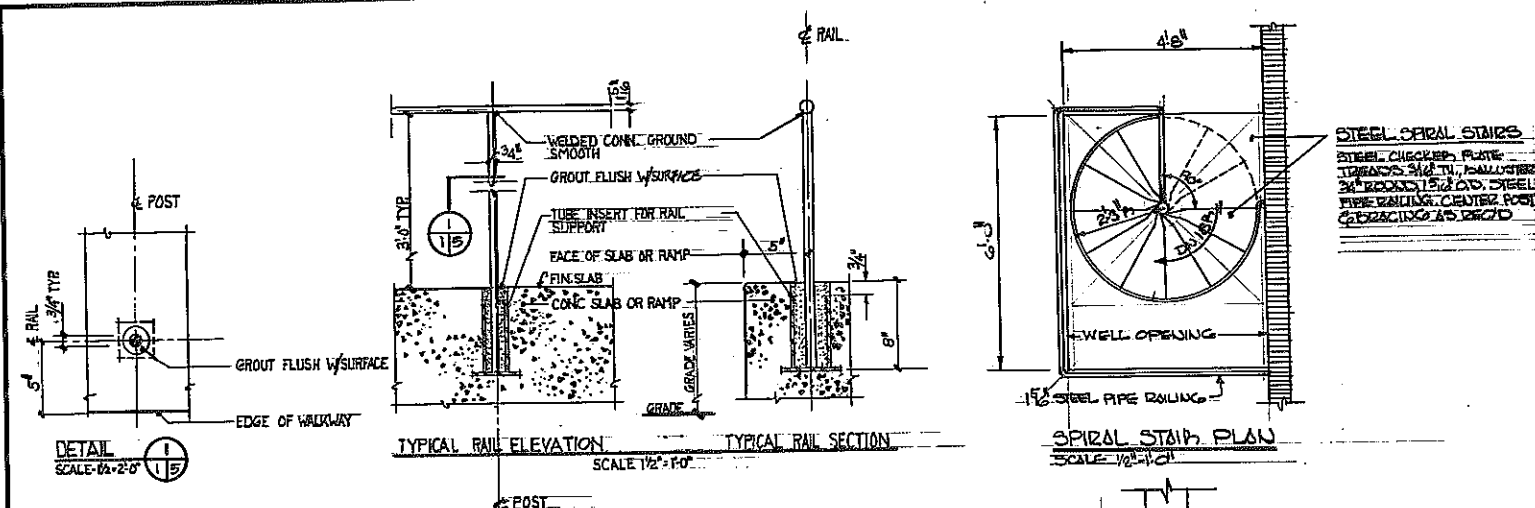
SCALE: 1/4" = 1'-0"

UTILITY BUILDING
ELEVATIONS & FLAGPOLE DETAIL
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DWG. | NO. | SCALE | DATE | CONSULTING ENGINEERS |
|------|----------|---------|------------------------|----------------------|
| A-4 | AS SHOWN | 7-30-79 | Goodkind & O'Dea, Inc. | |

Designed and recommended by
GOODKIND & O'DEA, INC.
Consulting Engineers
Date 7/29/79


In Charge of
Designed by
Design Checked by
Drawn by
Detail Checked by




REVISIONS

UTILITY BUILDING THRU SECTIONS,
SPIRAL STAIR PLAN, RAJL DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| | | | |
|----------|----------|---------|--|
| DWG. NO. | SCALE | DATE |  CONSULTING ENGINEERS |
| A-5 | AS SHOWN | 7-30-79 | |

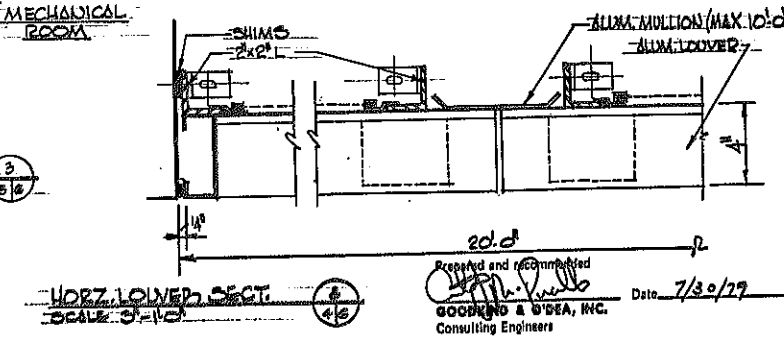
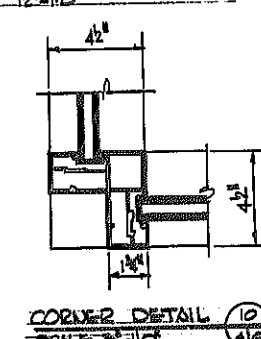
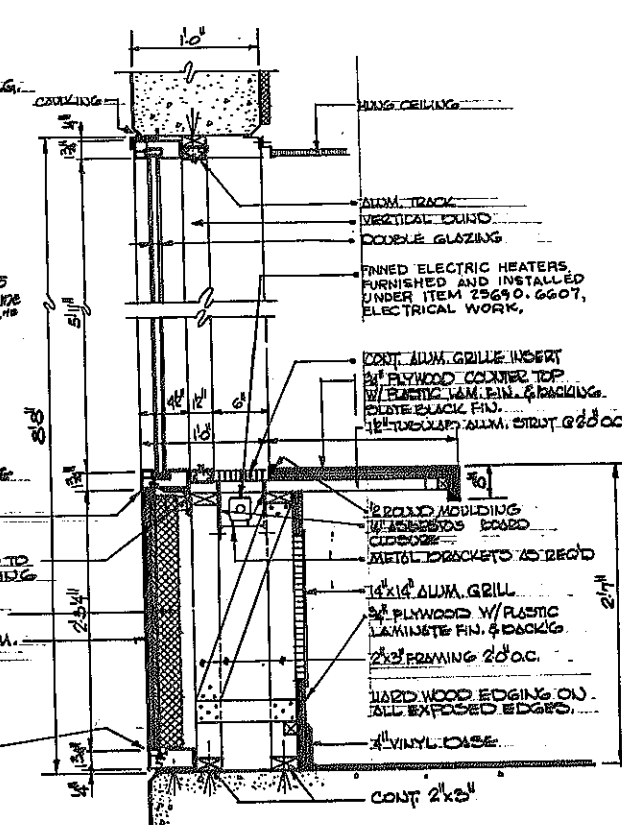
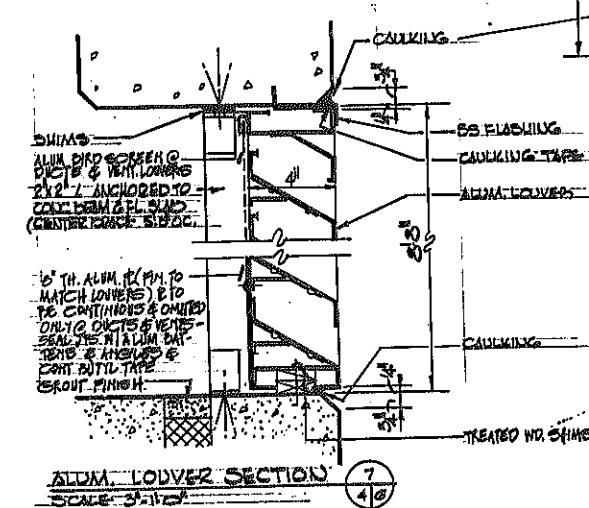
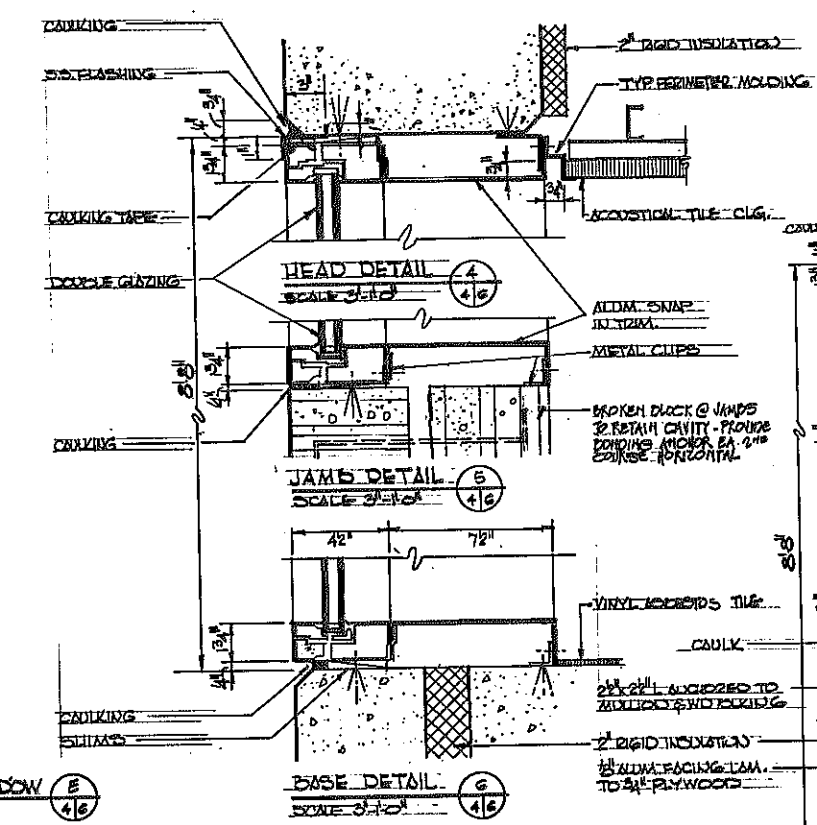
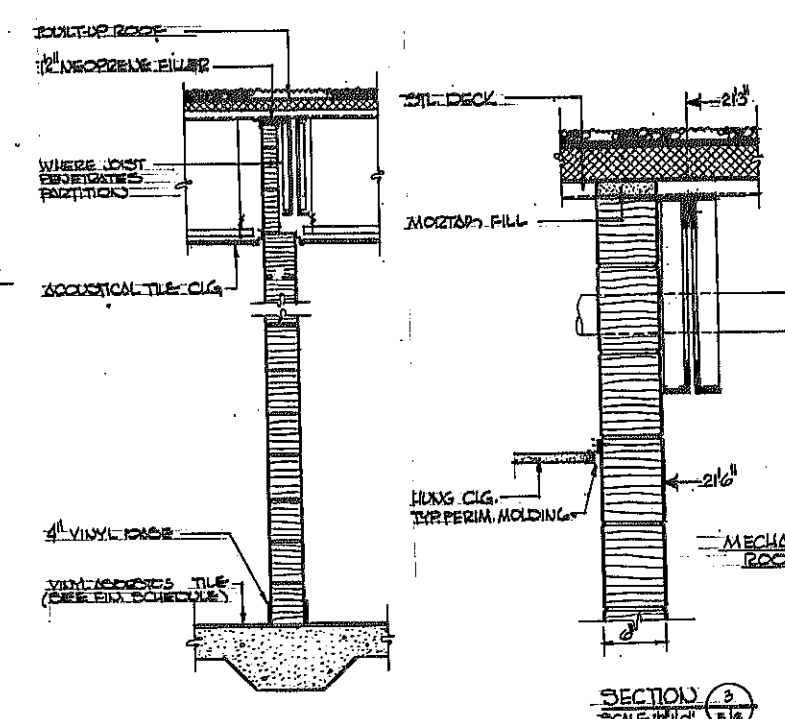
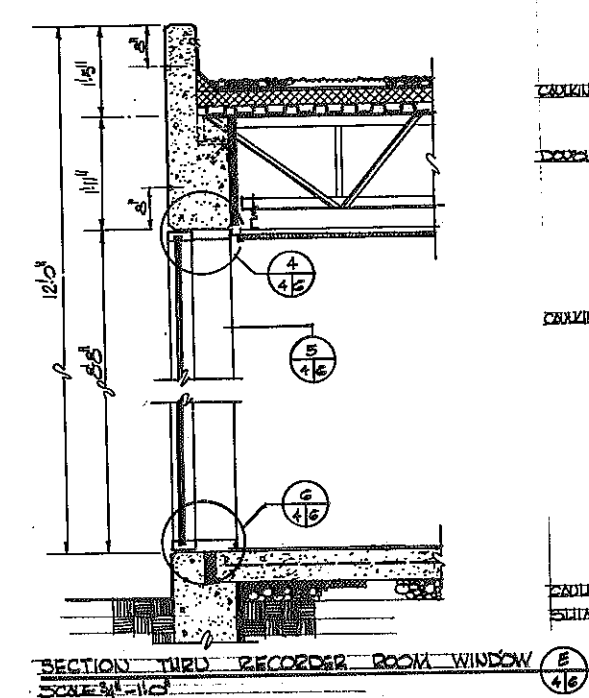
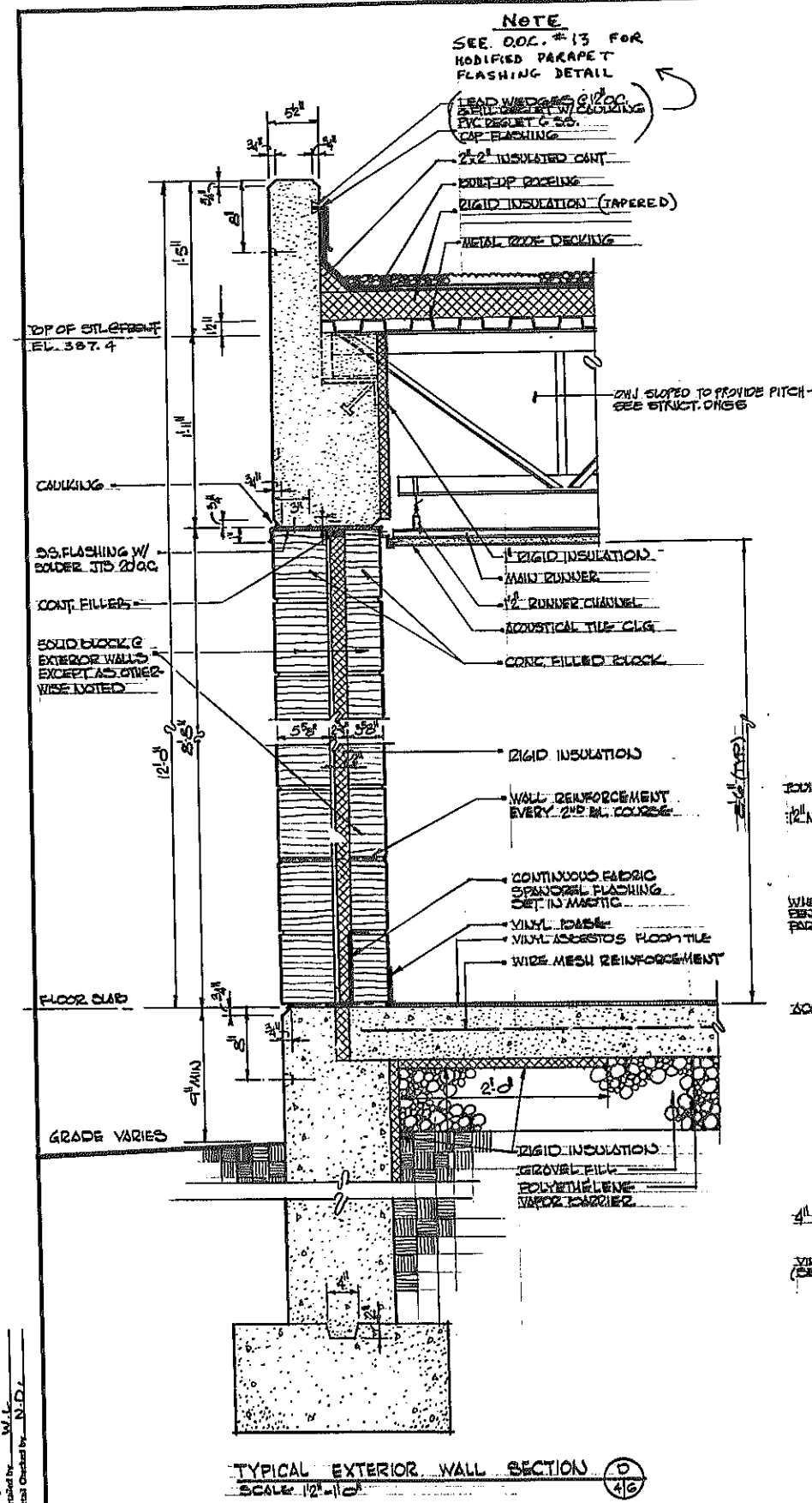
In Charge of R.K.
Designed by A.P.
Design Checked by N.S.
Detailed by W.L.
Detail Checked by N.D.

Prepared and recommended

 C. J. SMITH & CO., INC.
 Consulting Engineers
 Date 7/30/79



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 162 & 1 | 264 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



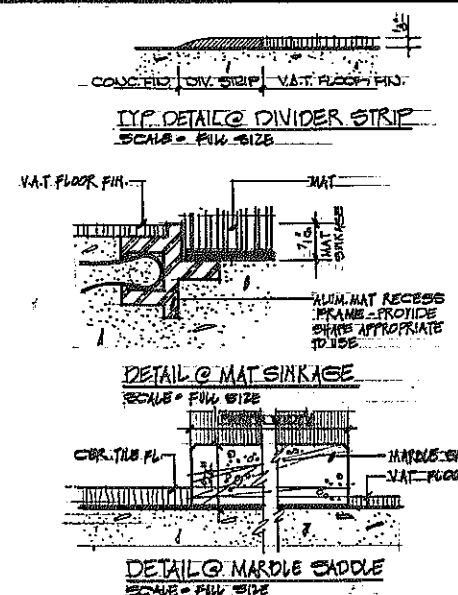
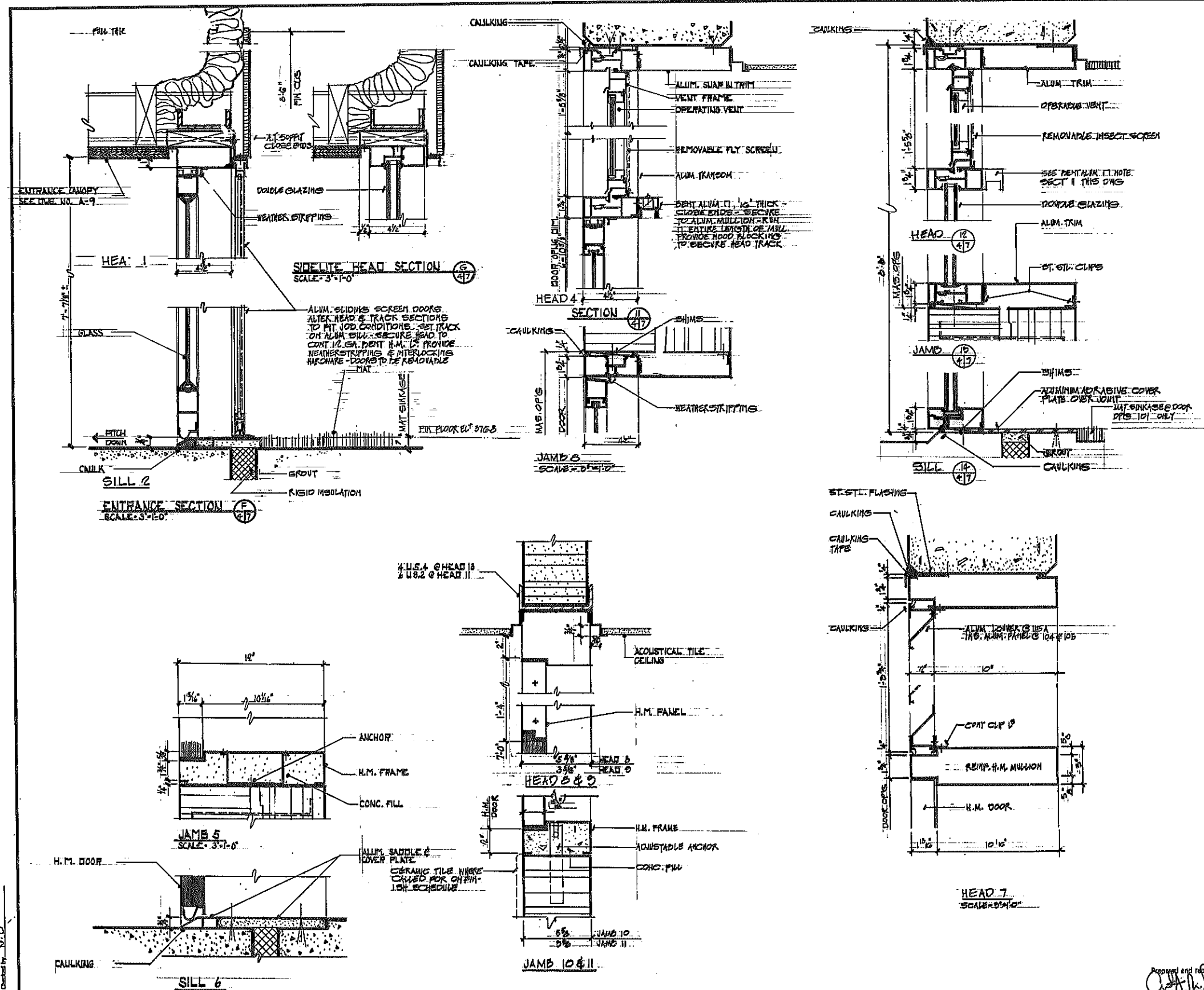
REVISIONS

| UTILITY BUILDING WALL SECTIONS & DETAILS | | | | |
|---|----------|---------|-------------------------|---------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. NO. | SCALE | DATE | BY | CONSULTING ENGINEER |
| A-6 | AS SHOWN | 7-30-78 | Goodland & O'Shea, Inc. | |

In Charge of
Designed by
Design Checked by
Drawn by
Detail Checked by

Prepared and recommended
GOODLAND & O'SHEA, INC.
Consulting Engineers
Date: 7/30/79

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 163 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY, | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



In Charge of R.K.
Designed by A.P.
Design Checked by N.S.
Controlled by W.L.
Drawn Checked by N.D.

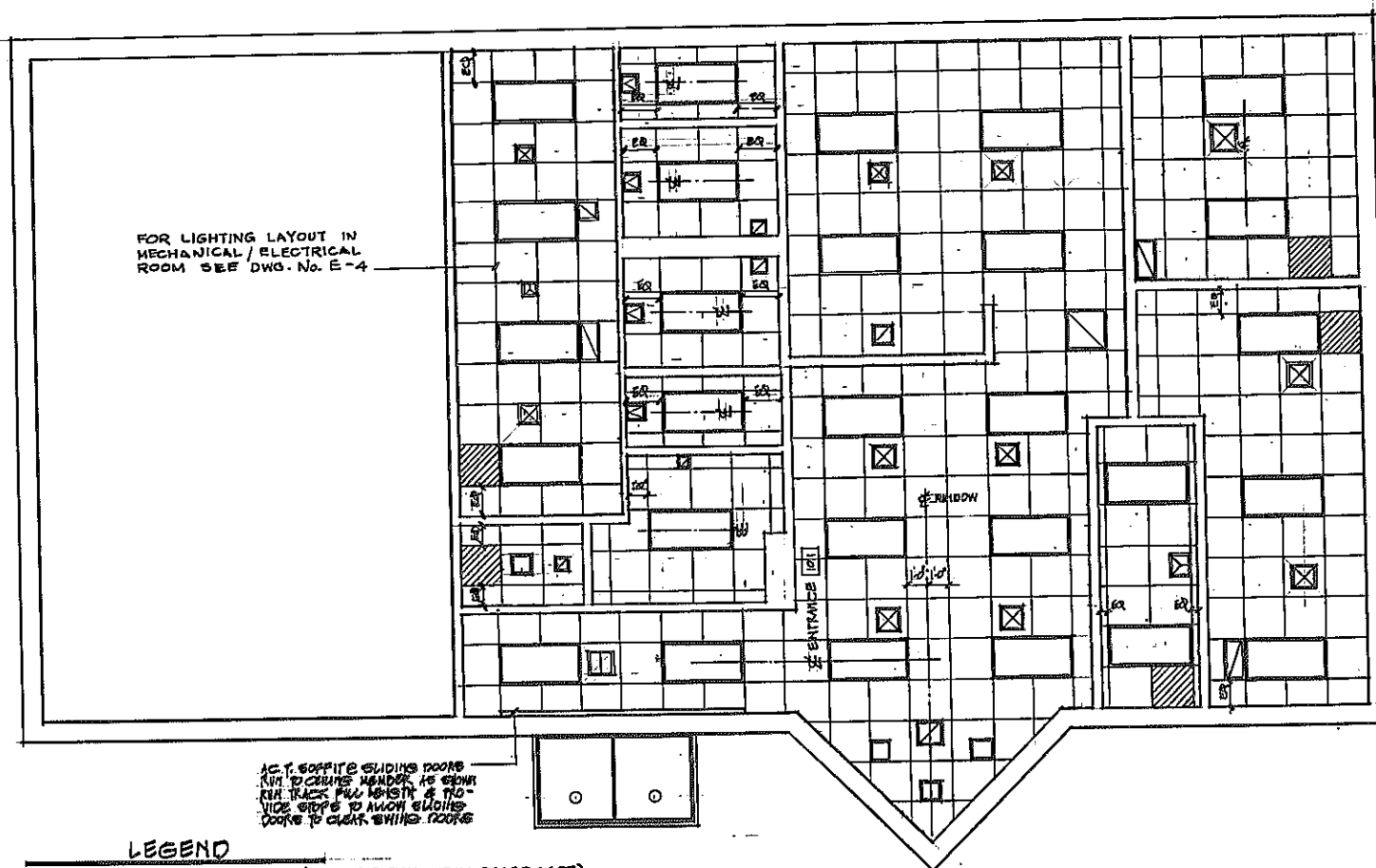
Prepared and recommended
[Signature] Date 7/30/79
GOODMAN & O'DEA, INC.
Consulting Engineers

| | | | |
|---|----------|---------|--------------------------|
| UTILITY BUILDING SECTIONS & DETAILS | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DWG. NO. | SCALE | DATE | CONSULTING ENGINEER |
| A-7 | AS SHOWN | 7-30-79 | Goodkind & O'Leary, Inc. |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 164 R1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



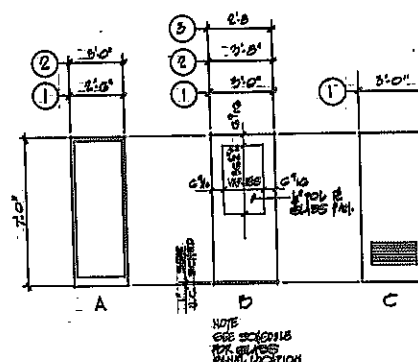
LEGEND

- 20'x40' FLUORESCENT (BY ELECTRICIAN) ITEM 25690.6607
- 10'x10' INCANDESCENT (BY ELECTRICIAN) ITEM 25690.6607
- INCANDESCENT DOWNLIGHT (BY ELECTRICIAN) ITEM 25690.6607
- FULL TILE
- AIR SUPPLY DIFFUSER (BY HVAC) ITEM 25690.6606
- AIR EXHAUST REGISTER (BY HVAC) ITEM 25690.6606

REFLECTED CEILING PLAN
SCALE = 1/4" = 1'-0"

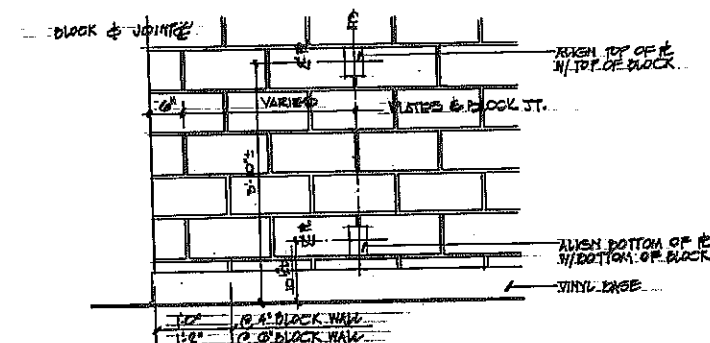
DOOR SCHEDULE

| DOOR NO. | DOOR O.P.E. | FRAME | | DOOR | | HARDWARE | | REMARKS |
|----------|---------------|-------|------|-------|------|----------|-----|---|
| | | HEAD | JAMB | MAT. | TYPE | SHOUL. | SET | |
| 101 | 2'-0" x 7'-0" | 1 | 3 | ALUM. | A-1 | GLASS | 2 | PAIR OF DOORS |
| 104 | 5'-0" x 7'-0" | 7 | 5 | H.M. | B-2 | H.M. | 6 | |
| 105 | 5'-0" x 7'-0" | 7 | 5 | H.M. | B-2 | H.M. | 6 | |
| 105A | 5'-0" x 7'-0" | 8 | 10 | H.M. | D-1 | H.M. | 8 | |
| 106 | 5'-0" x 7'-0" | 4 | 10 | H.M. | A-2 | GLASS | 2 | |
| 107 | 5'-0" x 7'-0" | 8 | 10 | H.M. | C-1 | H.M. | 8 | PROVIDE 1/2" POL. R. GLASS PANEL @ DOOR |
| 108 | 5'-0" x 7'-0" | 8 | 10 | H.M. | C-1 | H.M. | 8 | |
| 109 | 5'-0" x 7'-0" | 9 | 11 | H.M. | D-1 | H.M. | 8 | PROVIDE 1/2" POL. R. GLASS PANEL @ DOOR |
| 110 | 5'-0" x 7'-0" | 8 | 10 | H.M. | C-1 | H.M. | 8 | |
| 111 | 5'-0" x 7'-0" | 8 | 10 | H.M. | C-1 | H.M. | 8 | PROVIDE 1/2" POL. R. GLASS PANEL @ DOOR |
| 112 | 5'-0" x 7'-0" | 9 | 11 | H.M. | D-1 | H.M. | 8 | PROVIDE 1/2" POL. R. GLASS PANEL @ DOOR |
| 113 | 5'-0" x 7'-0" | 8 | 10 | H.M. | D-1 | H.M. | 8 | |
| 114 | 5'-0" x 7'-0" | 8 | 10 | H.M. | D-1 | H.M. | 8 | DOOR UNDERCUT |
| 115 | 5'-0" x 7'-0" | 8 | 10 | H.M. | D-1 | H.M. | 8 | |
| 115A | 5'-0" x 7'-0" | 7 | 5 | H.M. | D-2 | H.M. | 6 | |
| 116 | 5'-0" x 7'-0" | 12 | 12 | H.M. | D-2 | H.M. | 8 | |

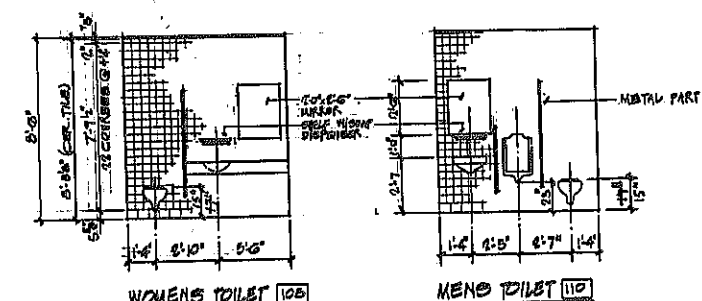


DETAIL 1/4" DOOR OPENING

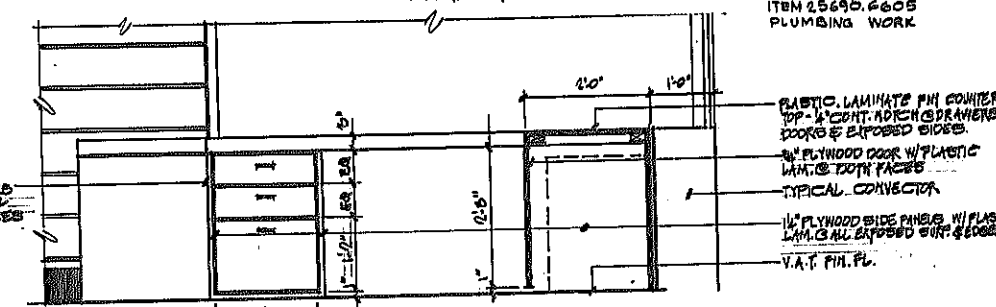
ALUMINUM & GLASS JAMB @
SCALE = 3/4" = 1'-0"



CORNER DETAIL & COVER PLATE LOCATION
SCALE = 3/4" = 1'-0"



ELEVATIONS @ WET WALLS
SCALE = 1/4" = 1'-0"



DETAIL @ SUPERVISORY DESK
SCALE = 1/4" = 1'-0"

REVISIONS

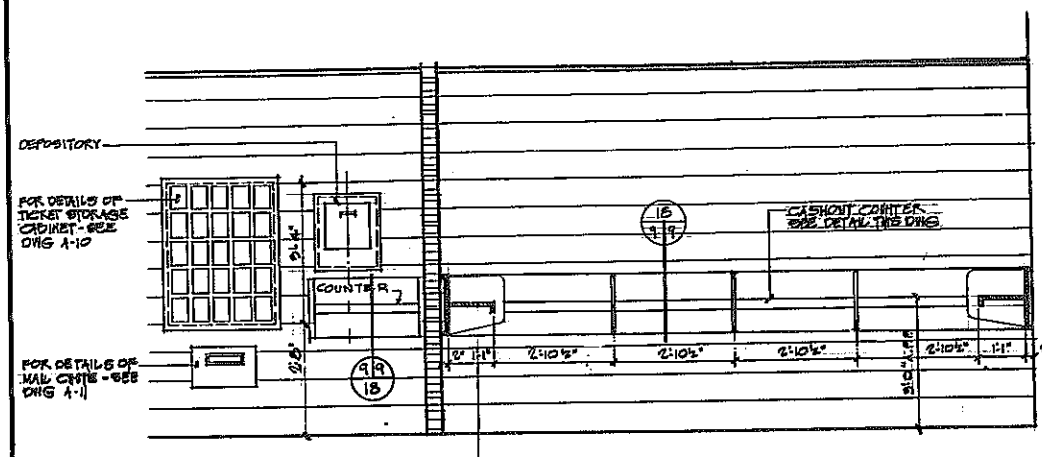
| UTILITY BUILDING REFLECTED CEILING PLAN, & MISCELLANEOUS DETAILS | | | | |
|---|-------------|---------|------------------------------|-------------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. | NO. | SCALE | DATE | BY |
| A-8 | AS SHOWN | 7-30-79 | Goodland Associates, Inc. | CONSULTING ENGINEERS |

Prepared and recommended by
Goodland & O'Dea, Inc.
Consulting Engineers
Date: 7/30/79

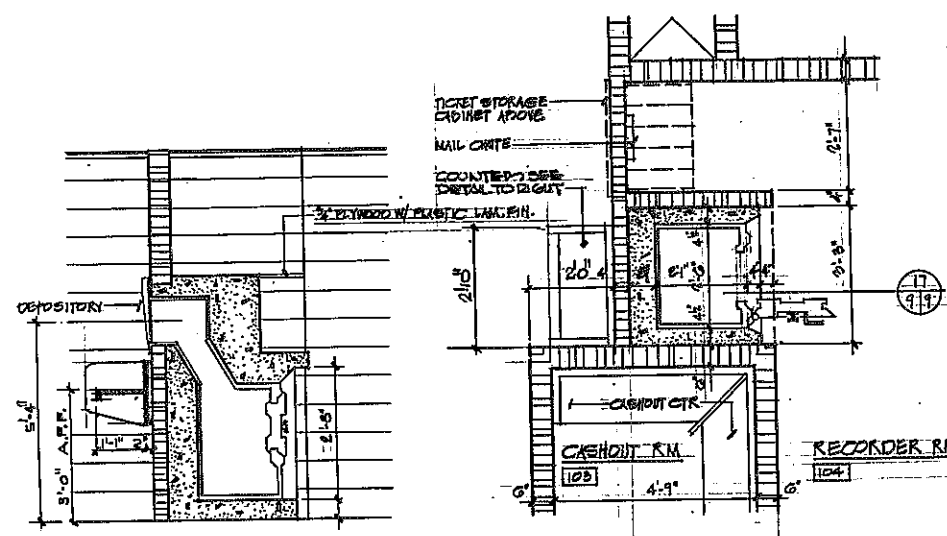


D96243

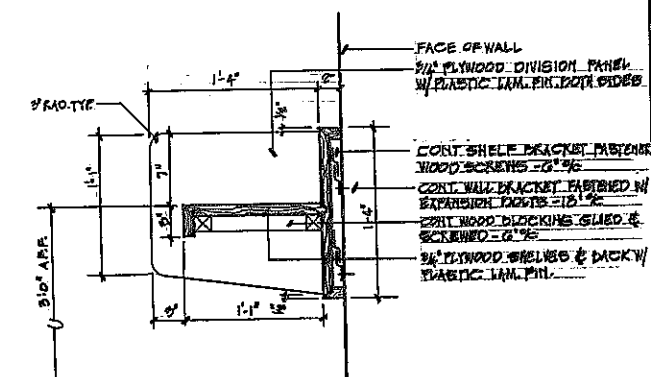
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-83-2(10) | 165 of 1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



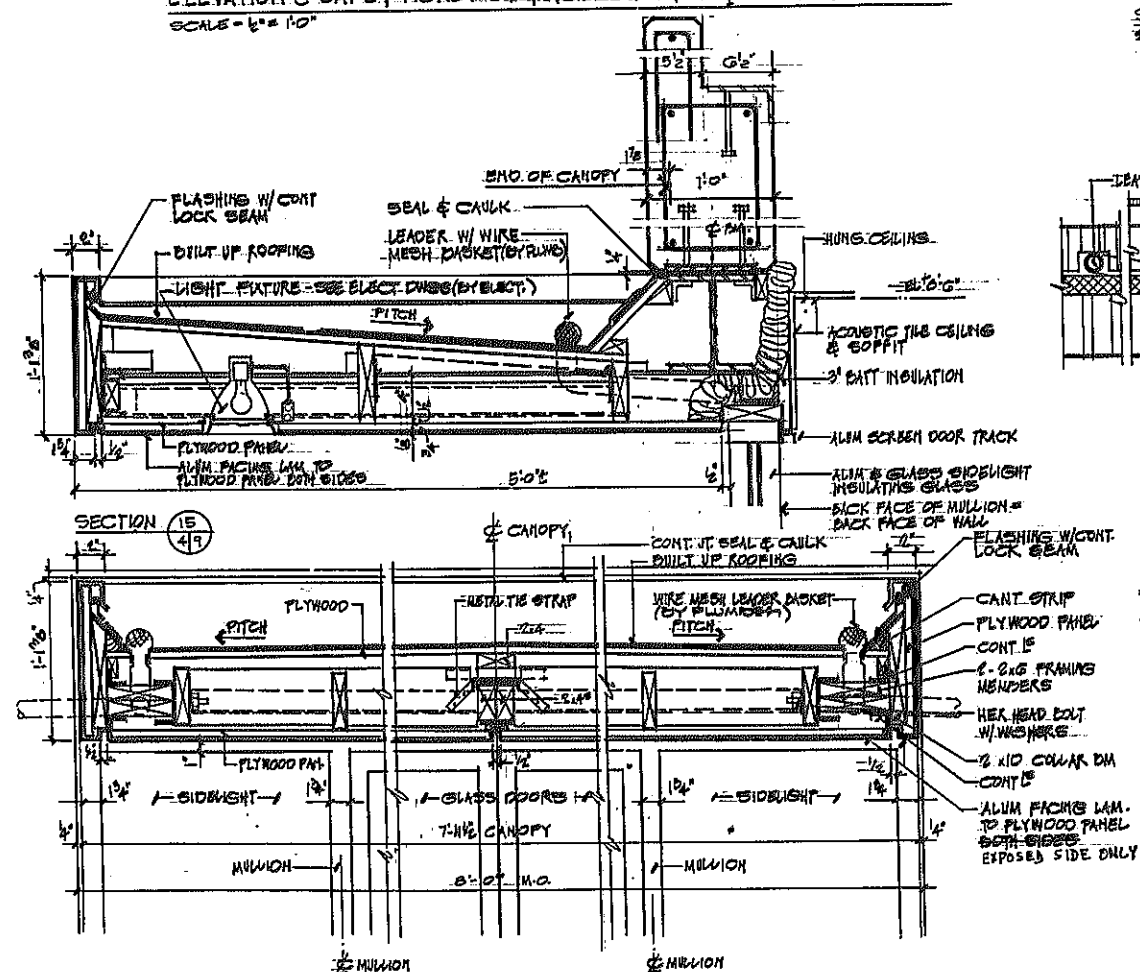
ELEVATION OF SAFE, TICKET STORAGE CABINET & CASHOUT COUNTER.
SCALE = 1/2" = 1'-0"



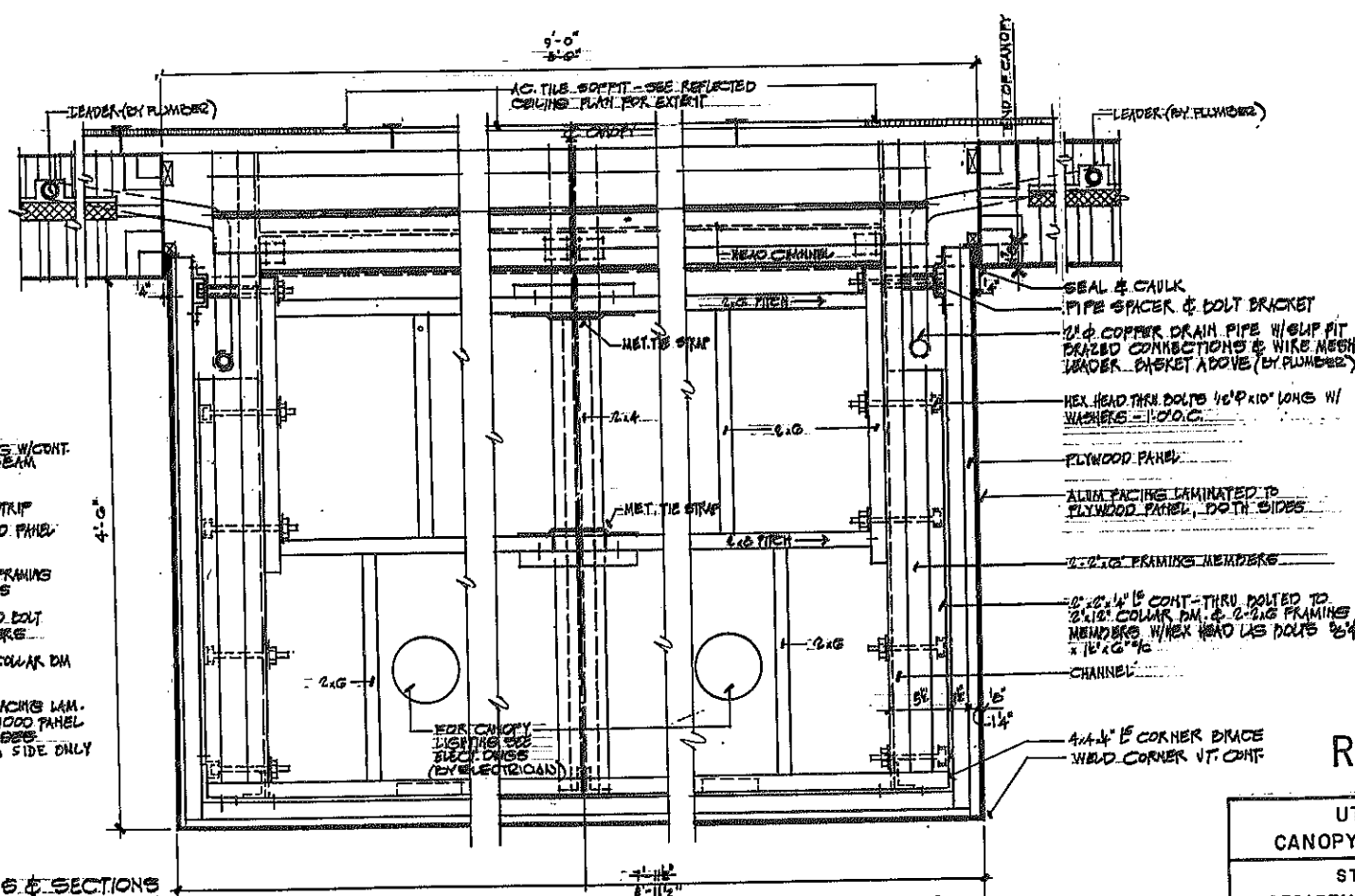
PART PLAN OF OFFICE AREA
SCALE = 1/2" = 1'-0"



CASHOUT COUNTER (16)
SCALE = 1/2" = 1'-0"



CANOPY DETAILS & SECTIONS
SCALE = 1/2" = 1'-0"
NOTE:
CANOPY IS SYMMETRICAL ABOUT CENTER
LINE. FOR ADDITIONAL INFO, SEE STREET
DWGS.



PLAN

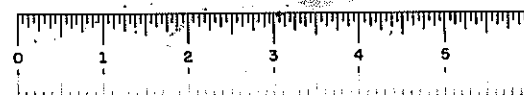
REVISIONS

| UTILITY BUILDING CANOPY DETAILS & SECTIONS | | | |
|---|-------------|---------|--|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DWG. | NO. | SCALE | DATE |
| A-9 | AS SHOWN | 7-30-79 | Goodkind & O'Dea, Inc. CONSULTING ENGINEERS |

In Charge of
Design by
Checked by
Designed by
Drawn by
Detail Checked by

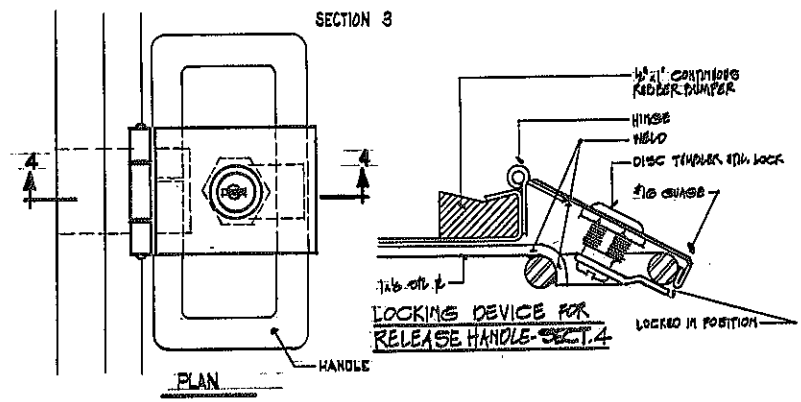
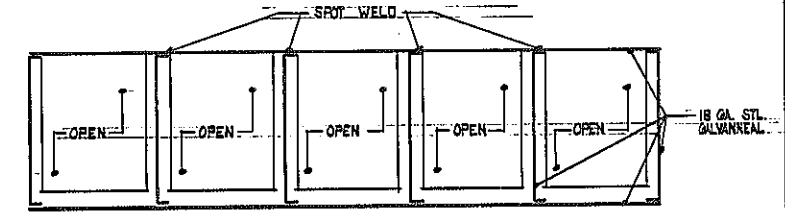
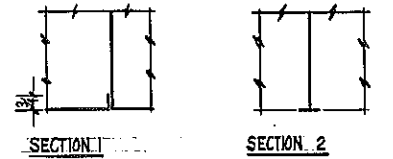
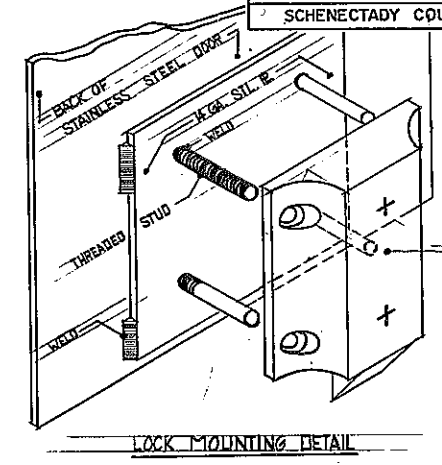
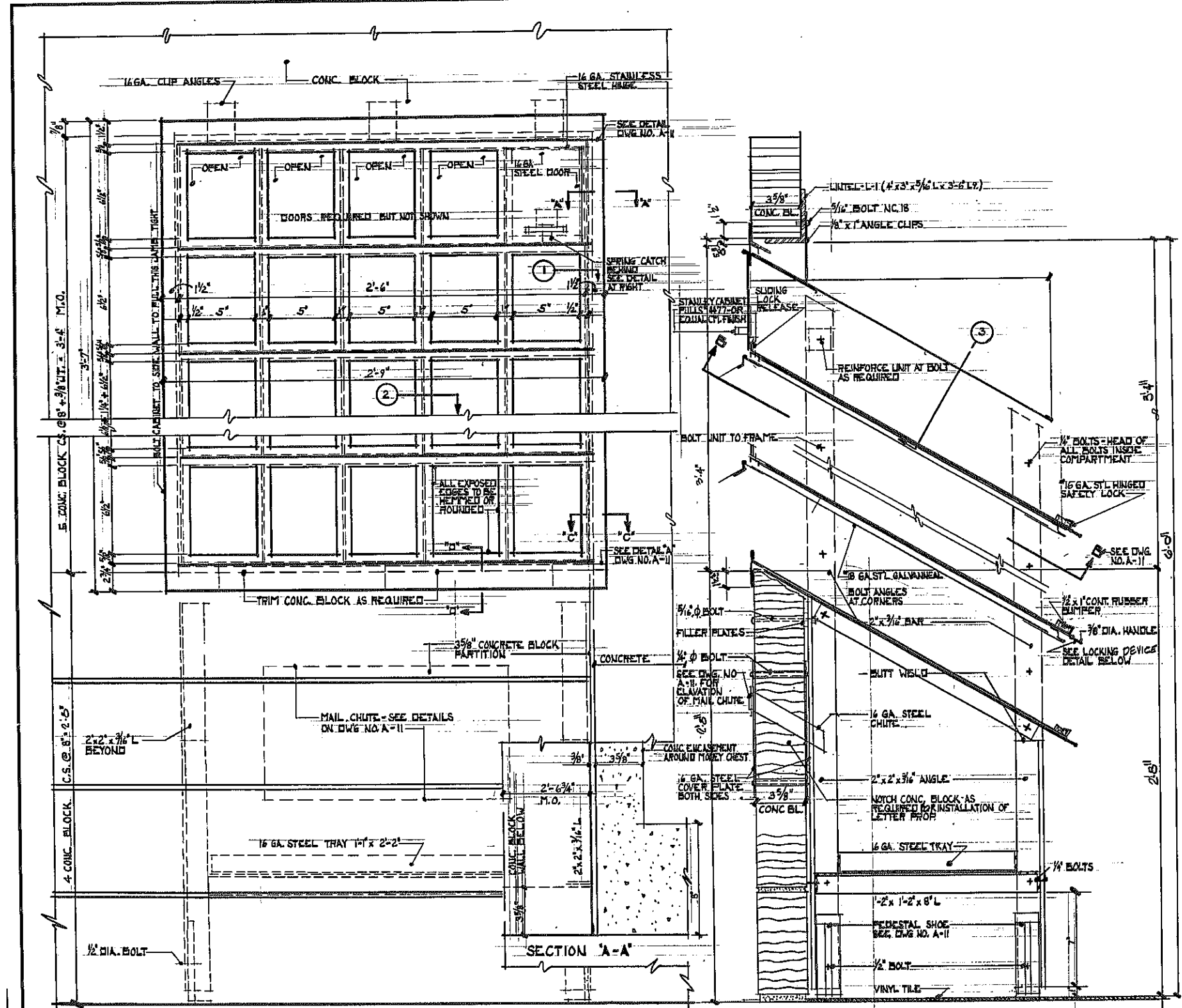
Prepared and recommended
by
Goodkind & O'Dea, Inc.
Consulting Engineers

Date: 7/30/79



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-83-2(10) | 166 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



NOTE:
ALL WORK ON THIS DWG. TO BE DONE UNDER
ITEM 23292.02E TOLL UTILITY BUILDING,
ISLANDS, CANOPY AND RELATED WORK
UNLESS OTHERWISE NOTED.

In Charge of
Designed by
Design Checked by
Drawn by
Detail Checked by

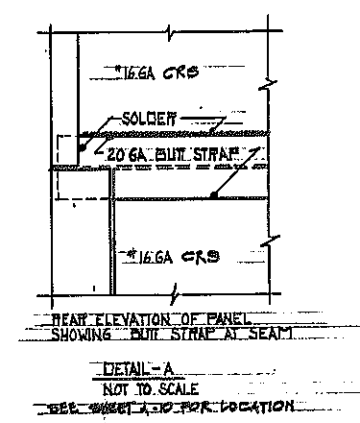
Goodman & O'Dea, Inc.
Consulting Engineers

Date 7/30/79

| UTILITY BUILDING TICKET STORAGE CABINET DETAILS | | | | |
|--|----------|---------|---|--|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. NO. | SCALE | DATE | Goodland & O'Dea, Inc. CONSULTING ENGINEERS | |
| A-10 | AS SHOWN | 7-30-79 | | |



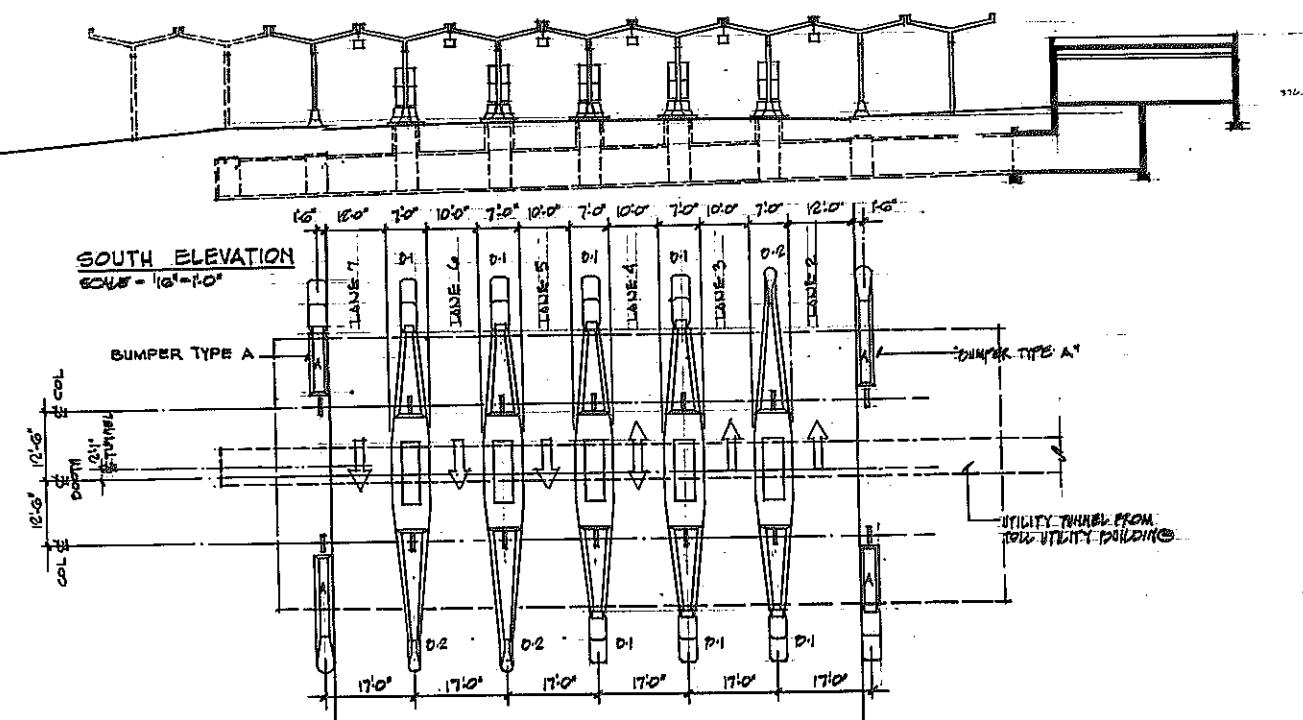
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|--|-------|----------------------------|--------------|-----------------|
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
| I | N.Y. | 1-88-2(10) | 167 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY ; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



Prepared, and recommended
George A. O'Brien Date 7/30/79
GEORGE A. O'BRIEN, INC.
 Consulting Engineers

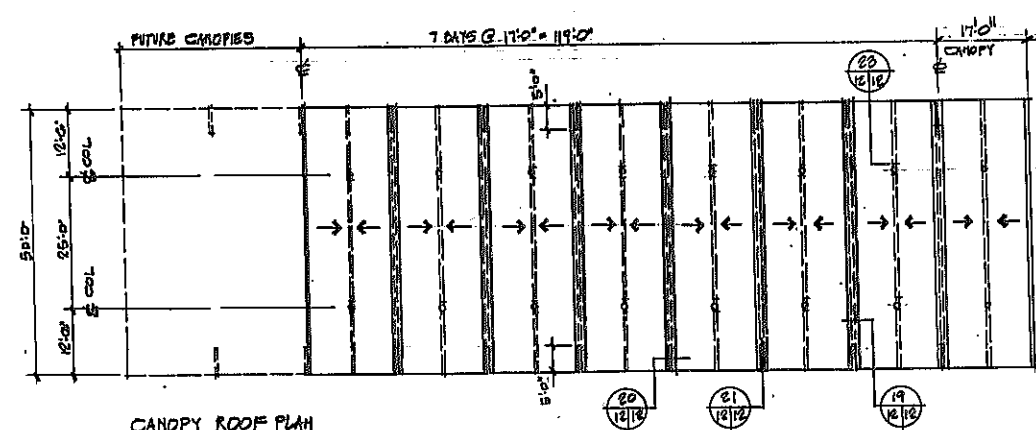
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|---------------------------------|-----|----------------------|----------------------------|-------------------------|
| UTILITY BUILDING | | | | |
| MISCELLANEOUS EQUIPMENT DETAILS | | | | |
| STATE OF NEW YORK | | | | |
| DEPARTMENT OF TRANSPORTATION | | | | |
| OWG. | NO. | SCALE AS SHOWN | DATE 7-30-79 | CONSULTING ENGINEERS |
| A-11 | | | Goodland Est. Co., Inc. | |

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-83-2(10) | 168 & 1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY ; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

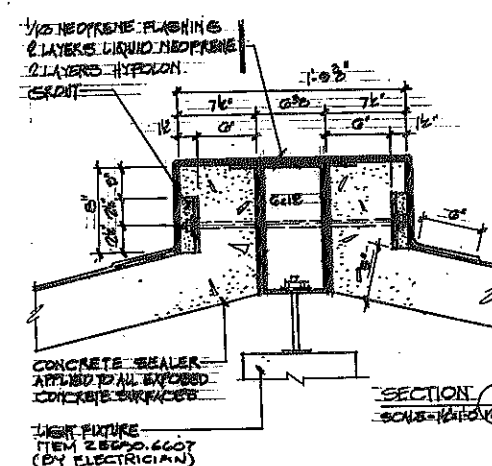


SOUTH ELEVATION
 $6.445 = 10^4 - 1.0^4$

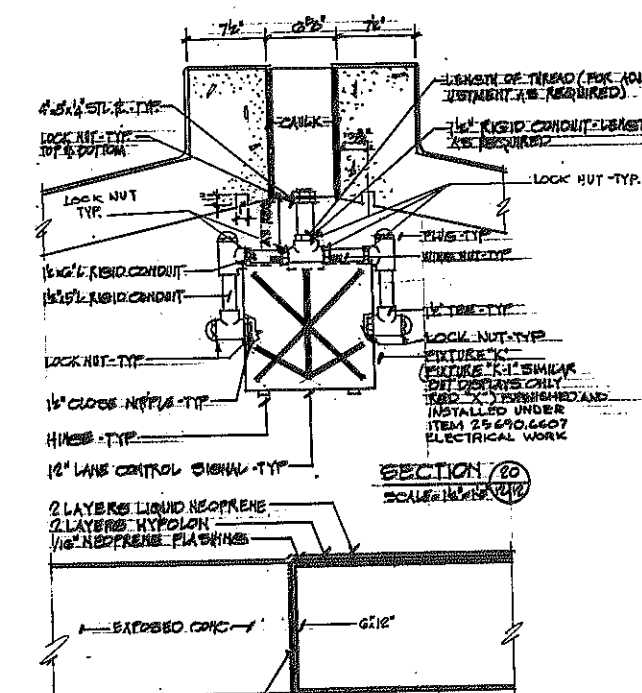
PLAZA LEVEL PLAN
SCALE = 1/2" = 1'-0"



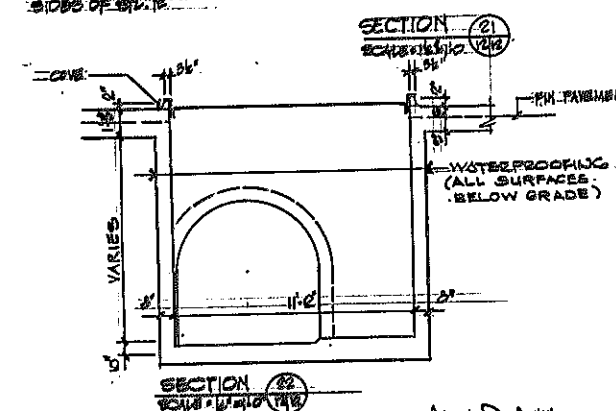
CANOPY ROOF PLAN
SCALE = 1/8" = 1'-0"



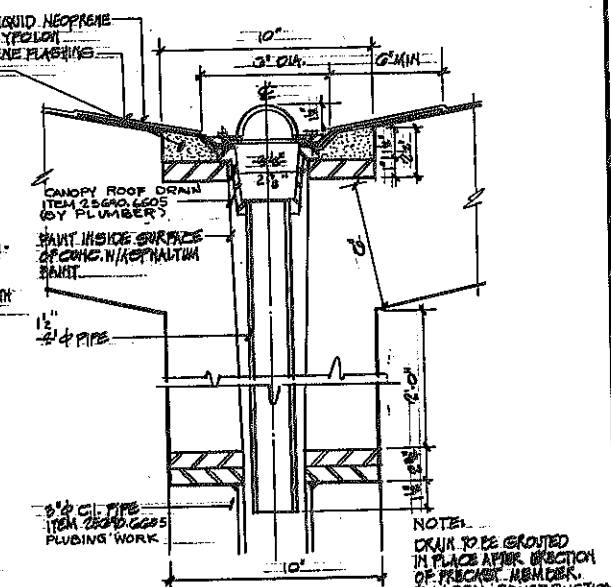
SECTION 10
SCHEDULE 12



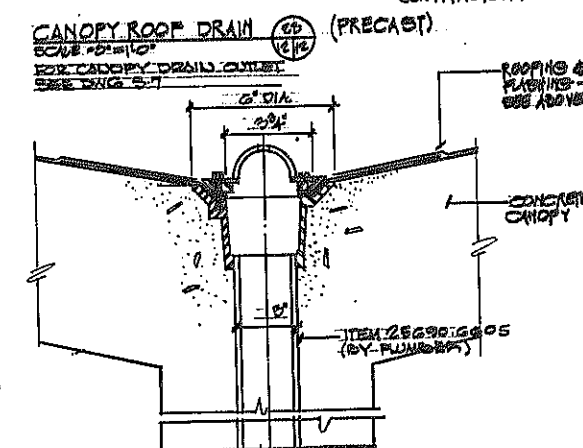
SECTION
SCALE 1/4" = 1'-0"



SECTION 2



NOTE:
DRAIN TO BE GROUNDED
IN PLACE AFTER ORIENTATION
OF PRECAST MEMBER.
KEY GEN. CONSTRUCTION



CAST-IN-PLACE ALTERNATE
FORMS: 6/11/00

REVISIONS

TOLL PLAZA
CANOPY PLANS & DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

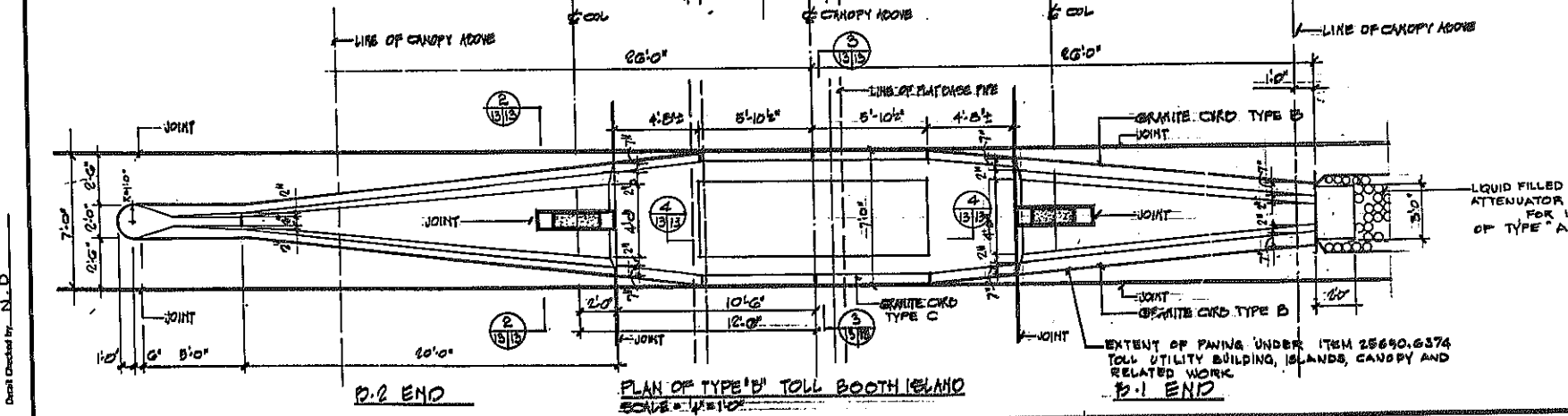
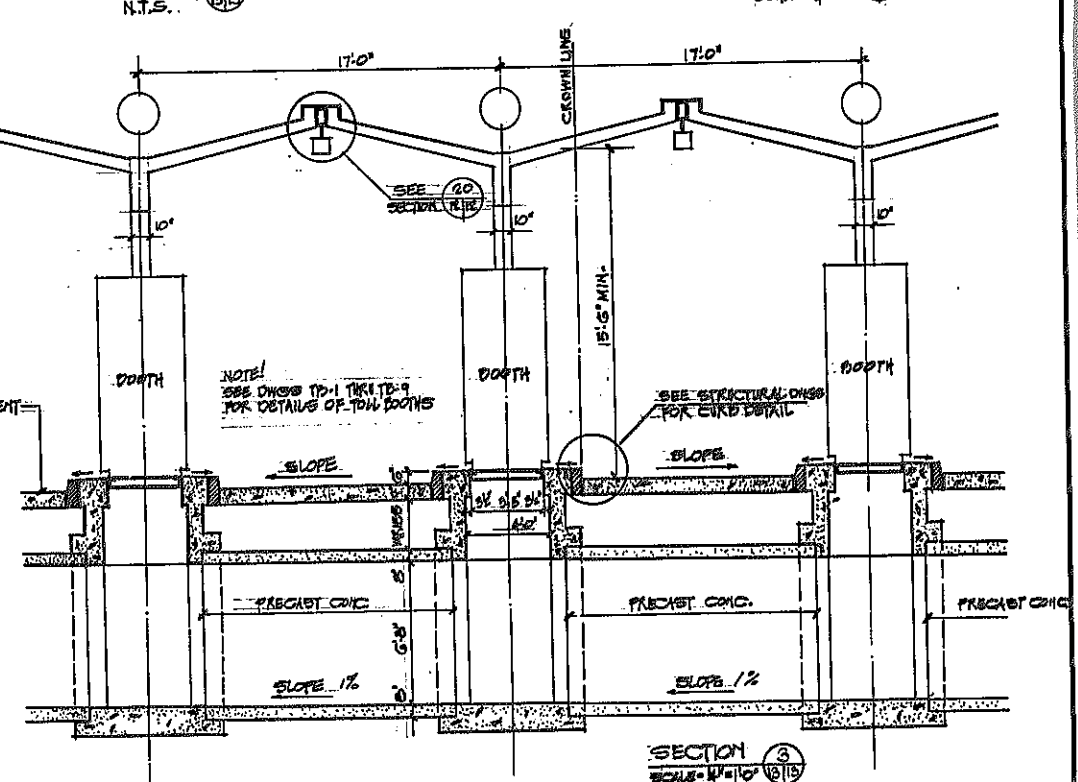
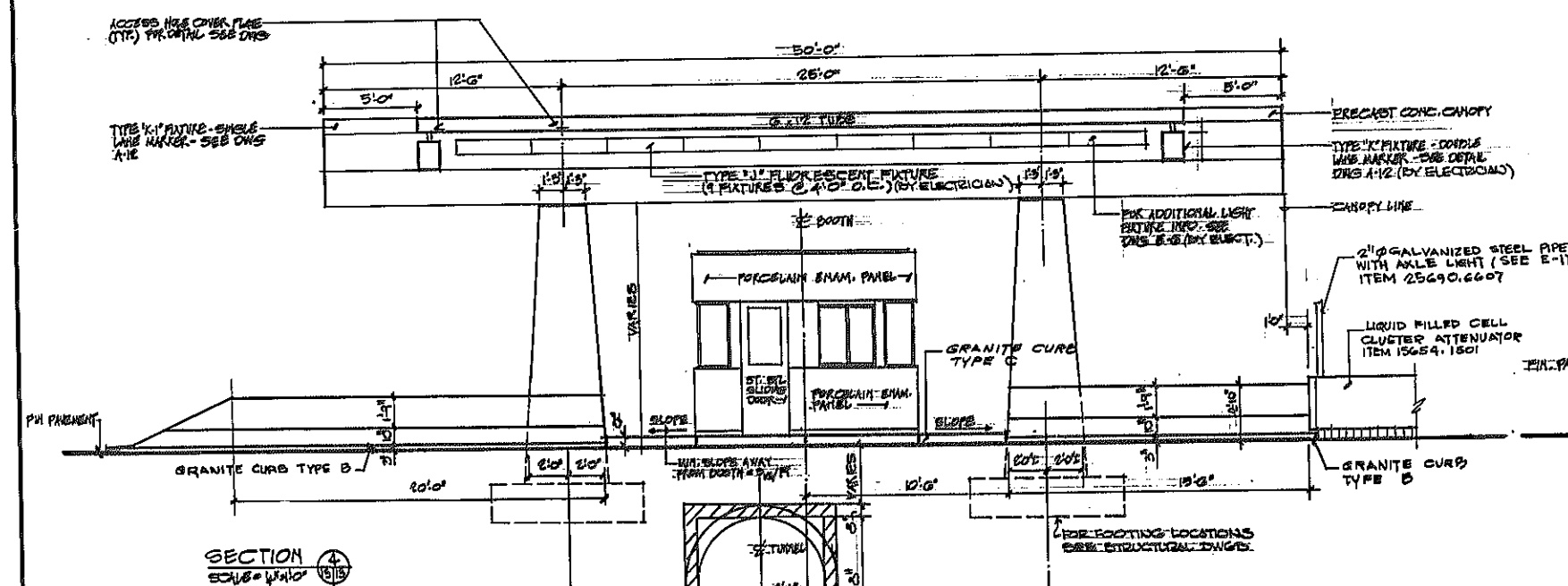
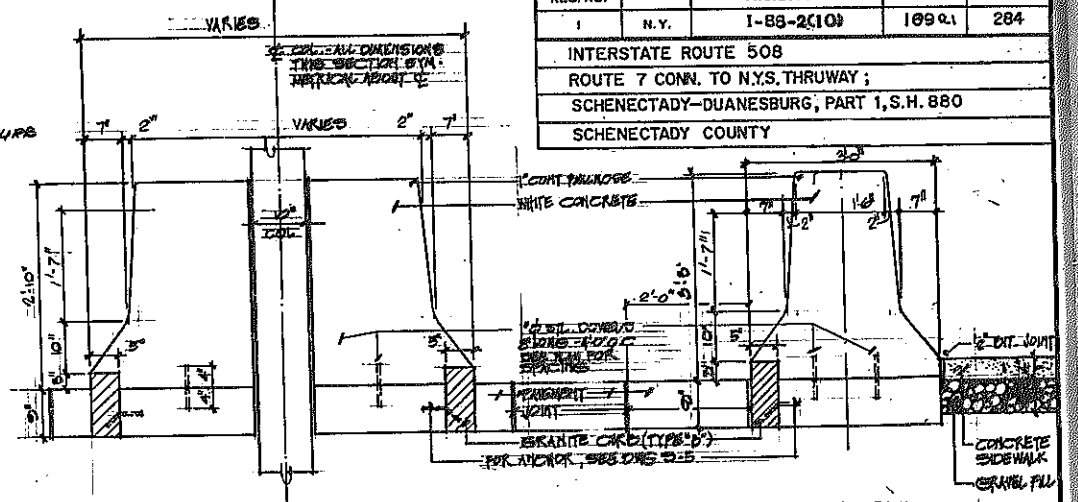
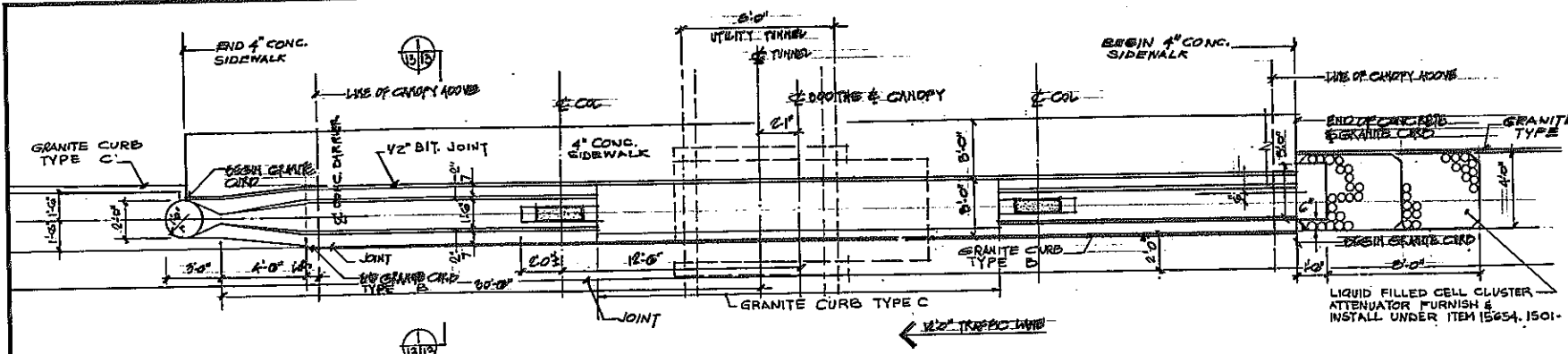
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|----------|-------------|---------|--------------------------|-------------------------|
| DWG. NO. | SCALE | DATE | Goodkind & Oles, Inc. | CONSULTING ENGINEERS |
| A-12 | AS SHOWN | 7-30-78 | | |

Prepared and recommended by
Arthur P. Smith
GODDARD & O'DEA, Inc.
Consulting Engineers

Date 7/30/7

In Charge of R. K.
Designed by A. P.
Designs Checked by N. S.
Detailed by W. L.
Proof Checked by N. D.

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-B8-2(10) | 109 of 1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



REVISIONS

| TOLL PLAZA ISLAND PLANS & DETAILS | | | |
|---|----------|---------|----------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DWG. NO. | SCALE | DATE | Consulting Engineers |
| A-13 | AS SHOWN | 7-30-79 | Goodland & Co., Inc. |

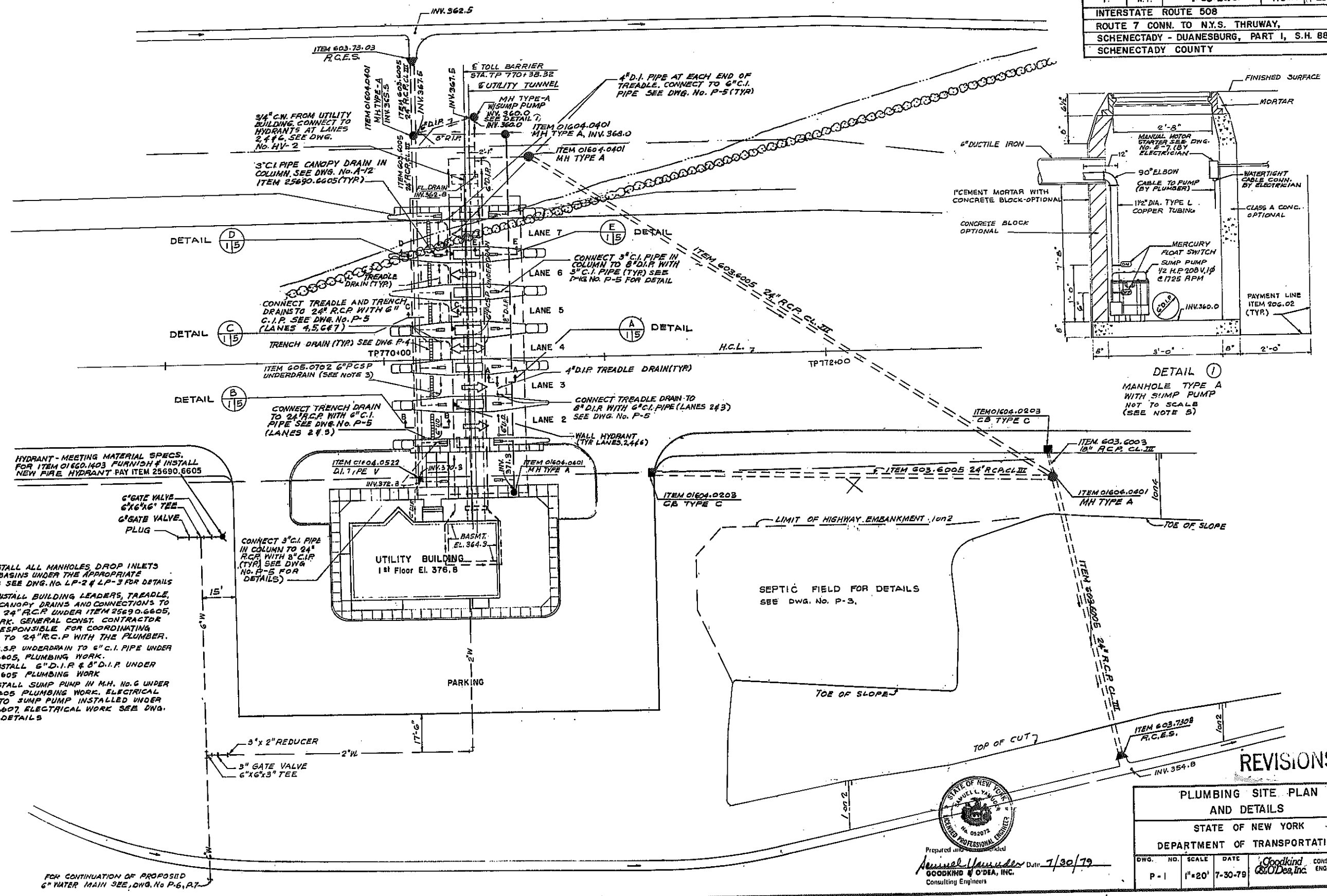
SHEET DETLOCATED

DETAIL NUMBER

DATE 7/30/79

Goodland & Co., Inc.
Consulting Engineers

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1. | N.Y. | 1-88-2(10) | 170 of 1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY, | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



- NOTES:
1. FURNISH & INSTALL ALL MANHOLES, DROP INLETS AND CATCH BASINS UNDER THE APPROPRIATE HIGHWAY ITEMS SEE DWG. NO. LP-2 & LP-3 FOR DETAILS
 2. FURNISH & INSTALL BUILDING LEADERS, TREADLE, TRENCH AND CANOPY DRAINS AND CONNECTIONS TO 8" D.I.P. AND 24" R.C.P. UNDER ITEM 25690.6605, PLUMBING WORK. GENERAL CONST. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING CONNECTIONS TO 24" R.C.P. WITH THE PLUMBER.
 3. CONNECT 6" P.C.S.P. UNDERDRAIN TO 6" C.I. PIPE UNDER ITEM 25690.6605, PLUMBING WORK.
 4. FURNISH & INSTALL 6" D.I.P. & 8" D.I.P. UNDER ITEM 25690.6605 PLUMBING WORK.
 5. FURNISH & INSTALL SUMP PUMP IN M.H. NO. 6 UNDER ITEM 25690.6605 PLUMBING WORK. ELECTRICAL CONNECTION TO SUMP PUMP INSTALLED UNDER ITEM 25690.6607, ELECTRICAL WORK SEE DWG. NO. E-7 FOR DETAILS

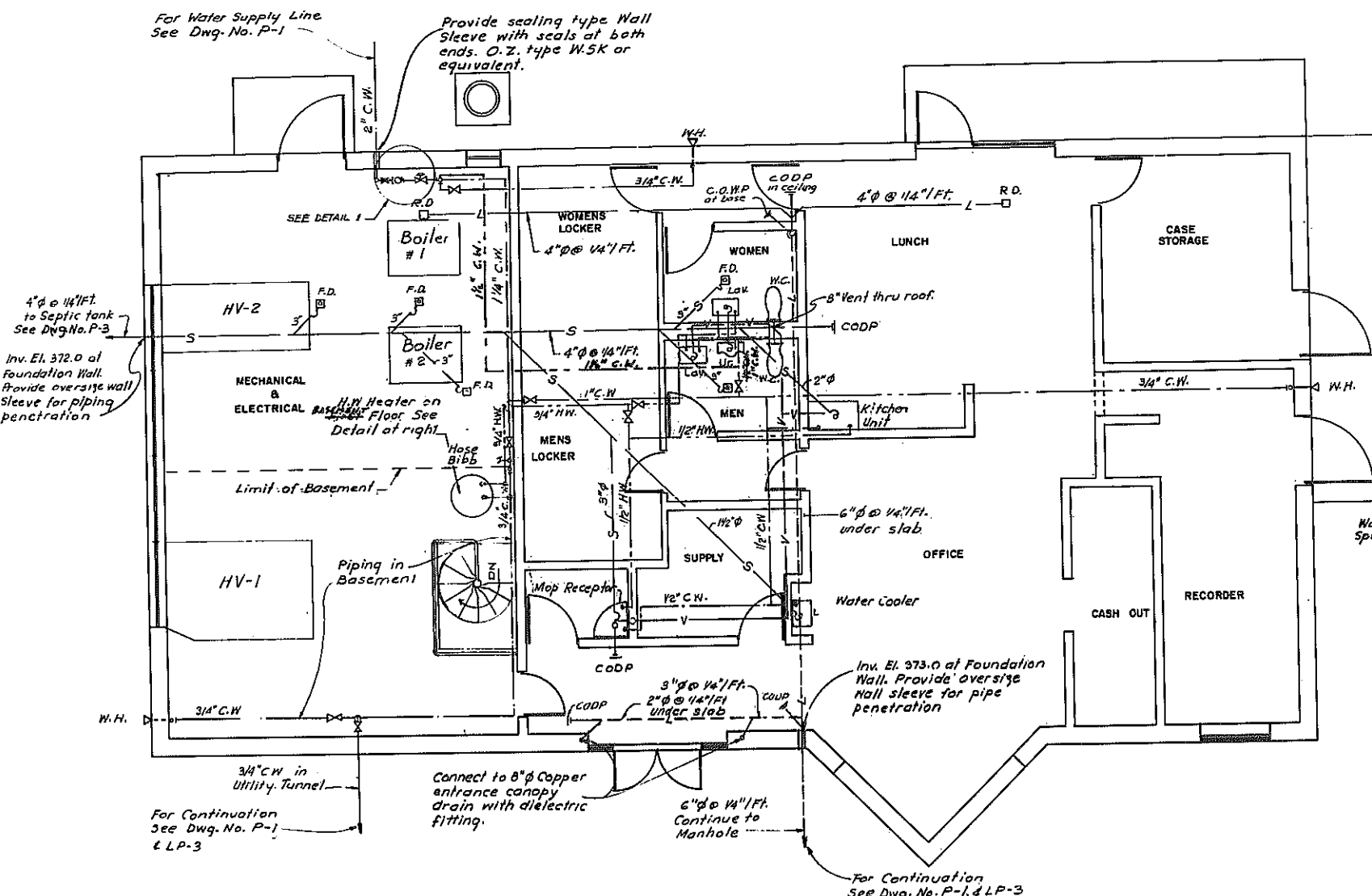
| REVISIONS | | | | |
|--------------------------------|-----|--------|---------|------------------------|
| PLUMBING SITE PLAN AND DETAILS | | | | |
| STATE OF NEW YORK | | | | |
| DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. | NO. | SCALE | DATE | BY |
| P-1 | | 1"=20' | 7-30-79 | Goodkind & O'Dea, Inc. |

By: R. HREUTZER
Checked by: M. SAVANNA
Design: R. HREUTZER
Drawn: M. H. O'DEA
Detail: M. H. O'DEA

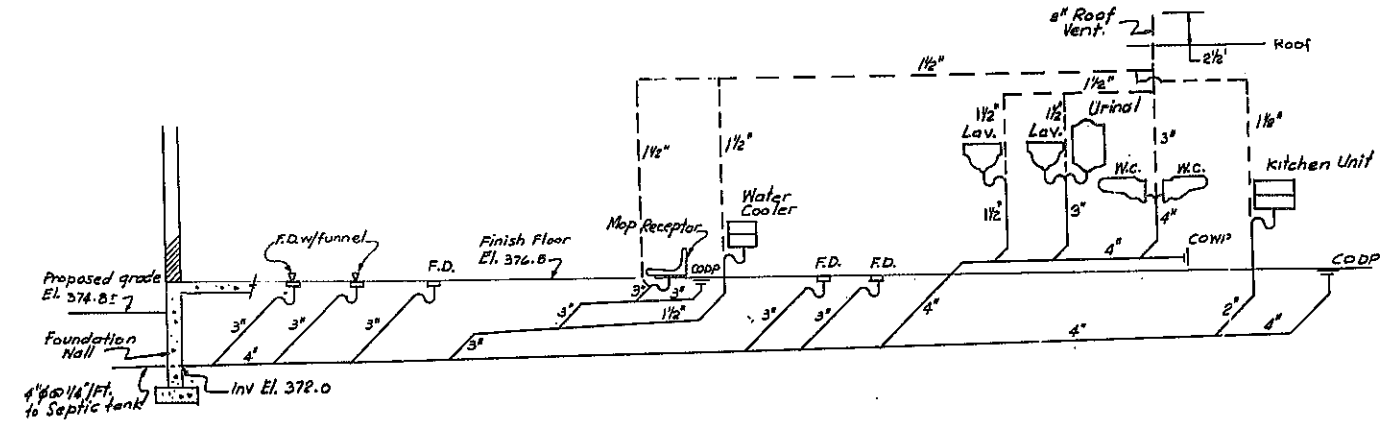


D96243

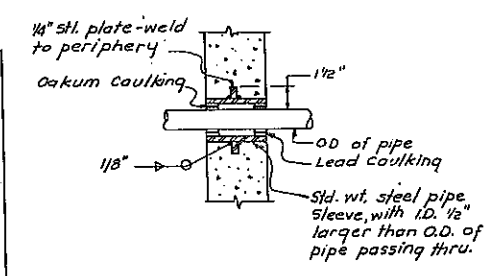
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 171.21 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY, | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



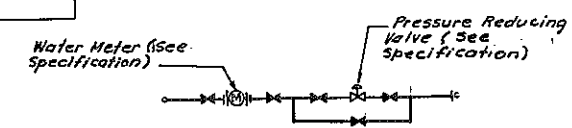
FLOOR PLAN - EL. 376.8
SCALE: 1/4"=1'-0"



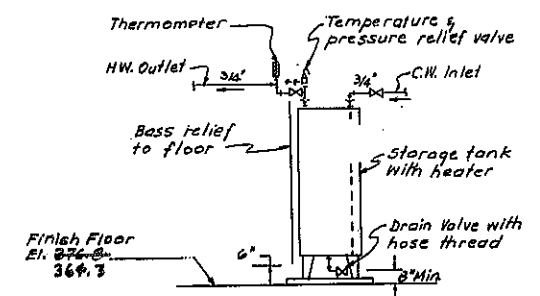
RISER DIAGRAM
NOT TO SCALE



SLEEVES THRU FOUNDATION WALL
NOT TO SCALE



DETAIL 1



ELECTRIC HOT WATER TANK
NOT TO SCALE

| SYMBOLS AND ABBREVIATIONS | |
|---------------------------|---------------------------|
| SYMBOL | DESCRIPTION |
| — 4 WH — | Wall Hydrant |
| — S — | Soil |
| — V — | Vent |
| — G — | Globe Valve |
| — PR — | Pressure Regulating Valve |
| — G — | Gate Valve |
| — E — | Elbow Outlet |
| — U — | Union |
| — L — | Storm leader or drain |
| — CW — | Cold Water |
| — HW — | Hot Water |
| — CDP — | Cleanout Deck Plate |
| — CWP — | Cleanout Wall Plate |
| — F.D. — | Floor drain |
| — R.D. — | Roof drain |
| — — — | Pipe underground |
| — F — | Hose Bibb |

| FIXTURE SYMBOLS AND BRANCH PIPING SCHEDULE | | | | | |
|--|--------|---------------|--------|------|------|
| FIXTURE ABBREVIATION | SYMBOL | WASTE OR SOL. | VENT | C.W. | H.W. |
| Water Closet | WC | 4" | 3" | 1/2" | — |
| Lav or Sink | LAV | 1 1/2" | 1 1/2" | 1/2" | 1/2" |
| Urinal | UR | 2" | 1 1/2" | 1/2" | — |
| F.D. Floor Drain | F.D. | 3" | — | — | — |
| Mop Receptor | MR | 2" | — | 1/2" | 1/2" |
| Water Cooler | WC | 1 1/2" | 1 1/2" | 1/2" | — |

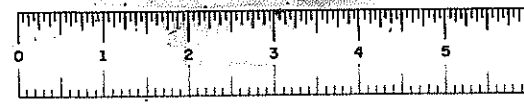
REVISIONS

| UTILITY BUILDING PLUMBING PLAN & DETAILS | | | | | |
|--|----------|---------|--------------------------|--------------------------|--------------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | | |
| DWG. NO. | SCALE | DATE | DESIGNED BY | CHECKED BY | CONSULTING ENGINEERS |
| P-2 | AS SHOWN | 7-30-79 | Goodkind & O'Brien, Inc. | Goodkind & O'Brien, Inc. | Goodkind & O'Brien, Inc. |



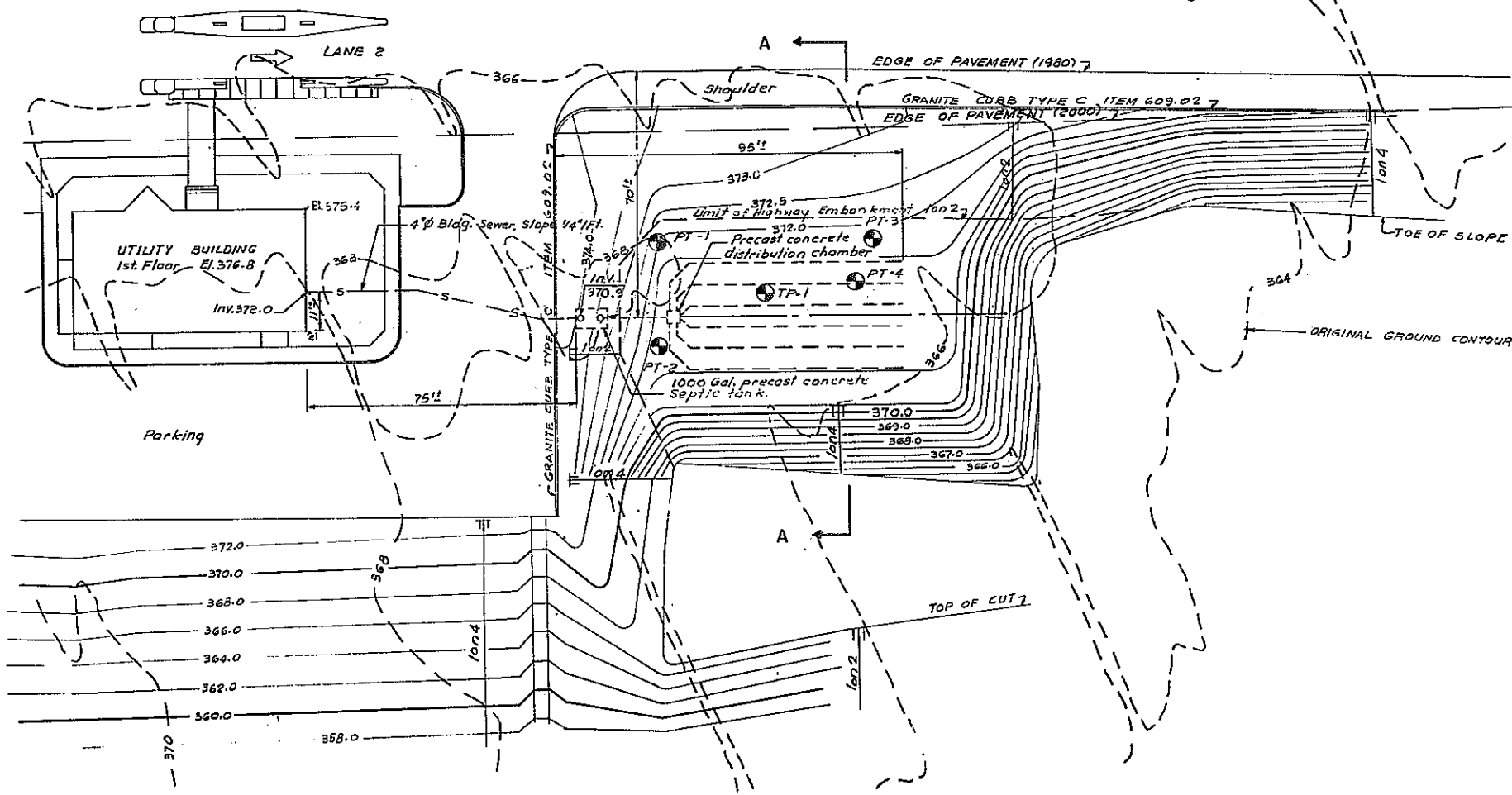
Prepared and recommended by
Samuel L. Vander
GOODKIND & O'BRIEN, INC.
Consulting Engineers
Date: 7/30/79

In Charge of P. H. ROEHLER
Designed by P. H. ROEHLER
Checked by P. H. ROEHLER
Detailed by P. H. ROEHLER
Drawn by P. H. ROEHLER

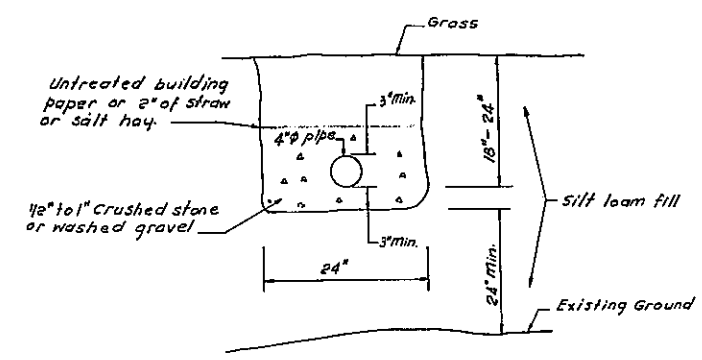


D96243

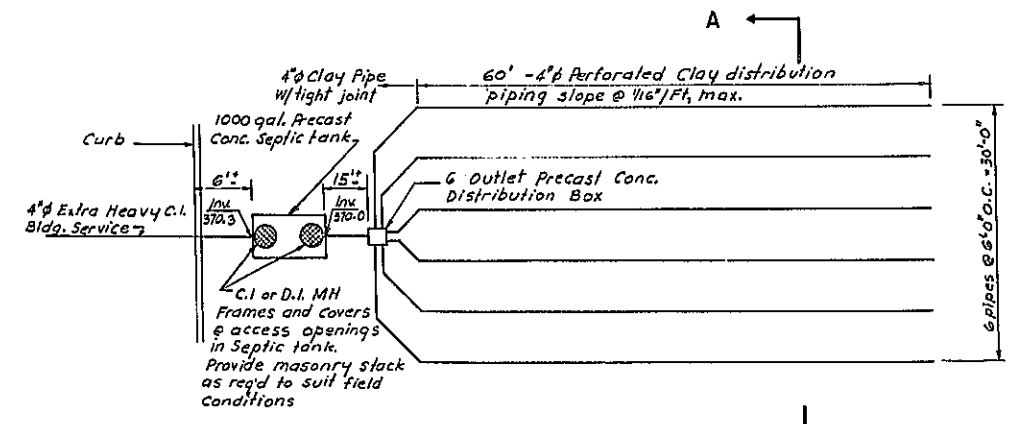
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 172 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESBURG, PART I, S. H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



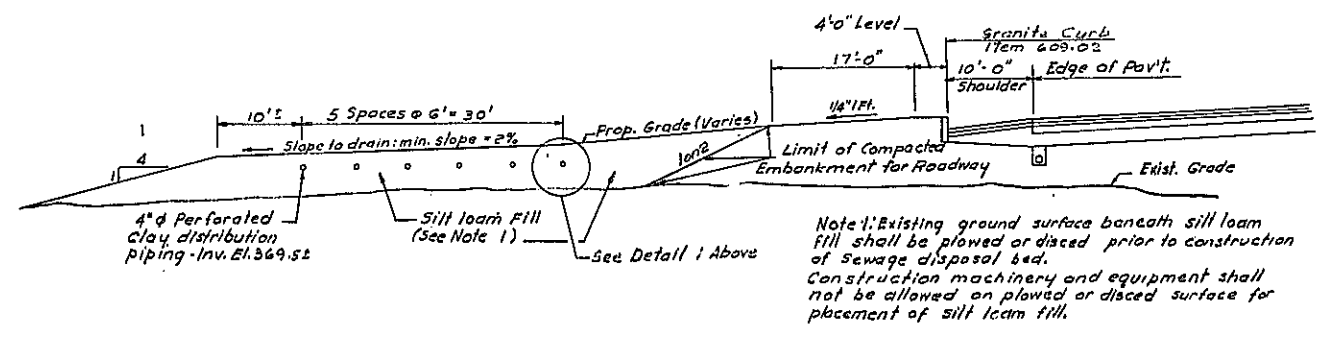
**SANITARY DISPOSAL SYSTEM
SITE PLAN & GRADING**
SCALE: 1"=20'



DETAIL 1



PIPING PLAN
N.T.S.



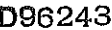
SECTION A-A
N.T.S.



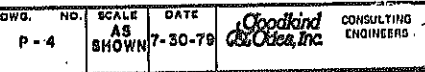
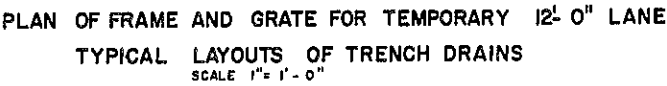
Prepared and recommended by
Samuel L. Vanden Date *7/30/79*
GOODKIND & O'DEA, INC.
Consulting Engineers

| SEPTIC SYSTEM PLAN & DETAIL | | | |
|--------------------------------|----------|---------|------------------------|
| STATE OF NEW YORK | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| DWG. NO. | SCALE | DATE | BY |
| P-3 | AS SHOWN | 7-30-79 | Goodkind & O'Dea, Inc. |
| | | | CONSULTING ENGINEERS |

In Charge of *R. KREUTZER*
Designed by *A. SPANZANI*
Design Checked by *R. KREUTZER*
Detailed by *N. J. COSTA*
Detail Checked by *N. J. COSTA*



SECTION OF 22 ³/₄ GRATE



Designed by *A.K.*
Made by *N.S.*
Traced by *N.O.*
Checked by *M.L.*

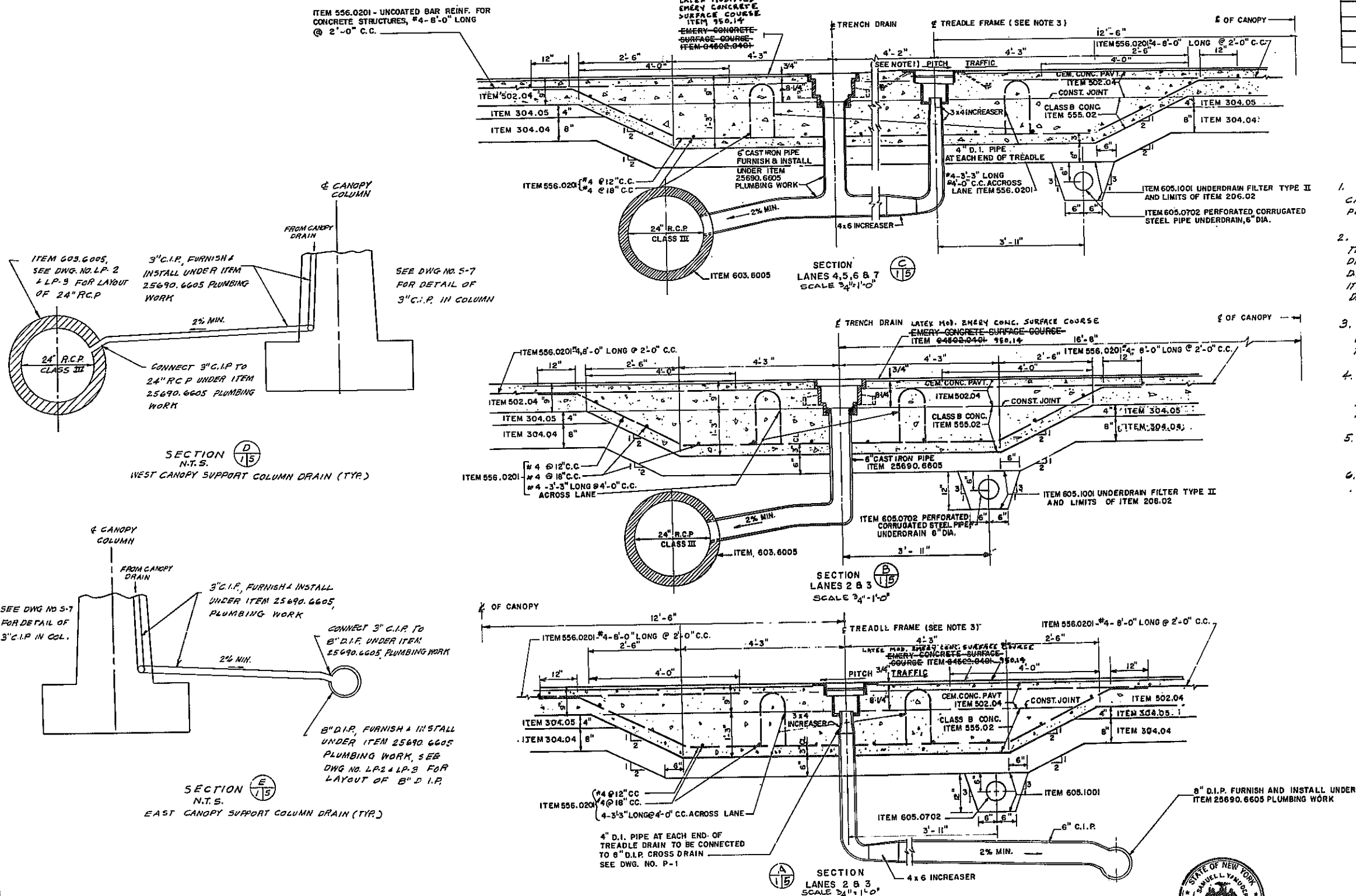


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 174 R1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

NOTES

1. FURNISH & INSTALL ALL TRENCH TREADLE AND CANOPY DRAINS UNDER ITEM 25690.6605, PLUMBING WORK
2. FURNISH & INSTALL ALL CONNECTIONS OF TRENCH DRAINS, TREADLE DRAINS, CANOPY DRAINS, 6" R.C.S.P. UNDERDRAIN, TO 8" D.I.P. AND 24" R.C.P. CROSS DRAINS, UNDER ITEM 25690.6605, PLUMBING WORK - FOR DETAILS SEE DWG NO P-1
3. TREADLE FRAME FURNISHED & INSTALLED UNDER ITEM 25690.6342, FURNISH & INSTALL TOLL EQUIPMENT.
4. FOR ONE WAY LANES PITCH TREADLE FRAME 3/8" FT RELATIVE TO PROFILE AND OPPOSITE TO TRAFFIC, FOR REVERSIBLE LANE SET TREADLE FRAME FLUSH WITH PROFILE
5. FOR CONTINUATION OF UNDERDRAIN SEE DWG NO. LP-3
6. THE 4" D.I.P. TO BE INCLUDED IN ITEM 25690.6342 FURNISH & INSTALL TOLL EQUIPMENT.



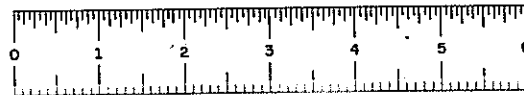
REVISIONS

| TRENCH DRAIN & TREADLE FRAME INSTALLATION DETAILS | | | | |
|--|-------------|---------|--------------------------|---------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. NO. | SCALE | DATE | DESIGNED BY | CONSULTING ENGINEER |
| P-5 | AS SHOWN | 7-30-79 | Goodkind & O'Brien, Inc. | |



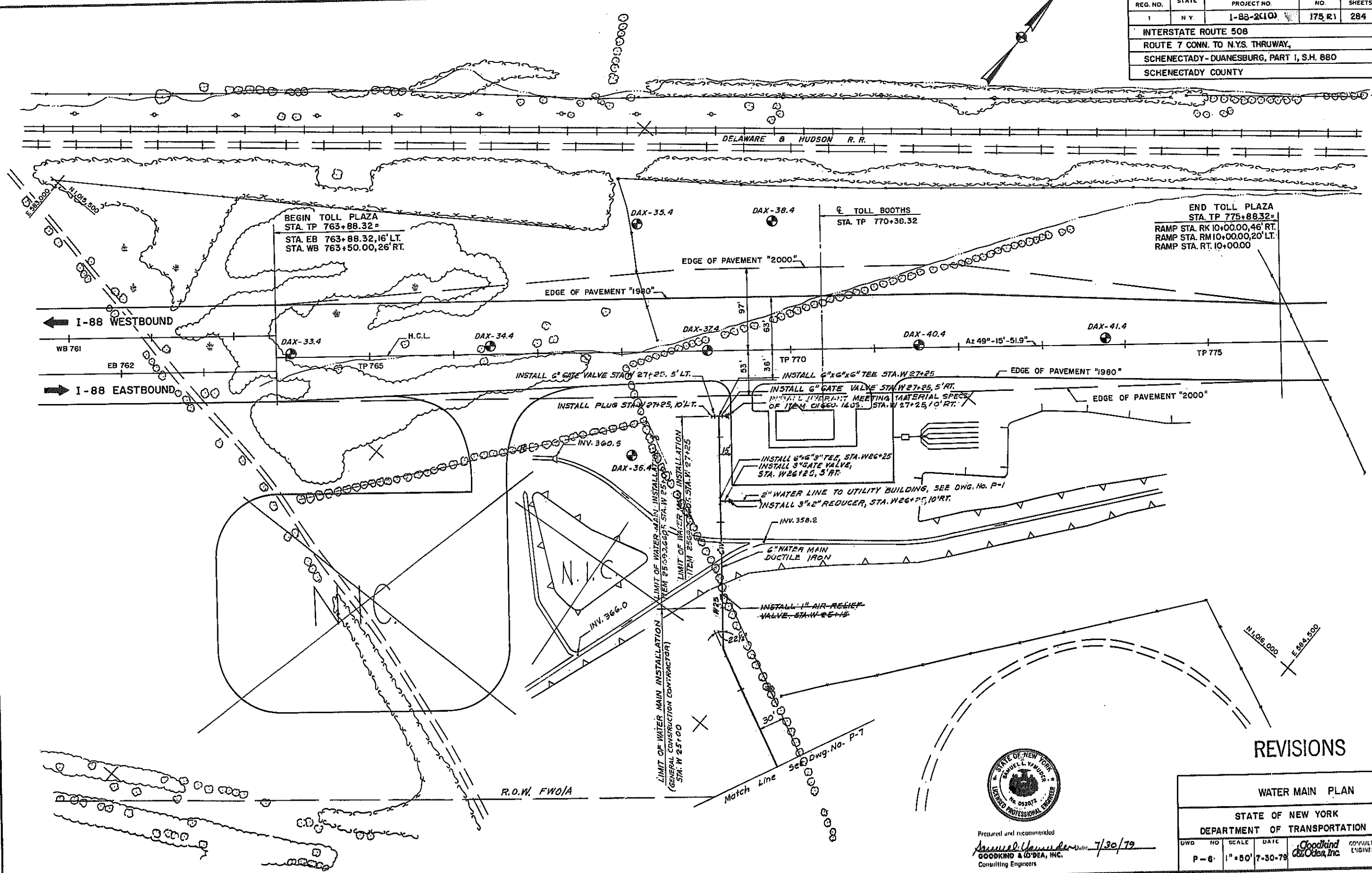
Prepared and recommended by
Samuel Hinder Date 7/30/79
GOODKIND & O'BRIEN, INC.
Consulting Engineers

In Charge of
Design
Checked by
Design
Checked by



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 175 R1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY, | | | | |
| SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



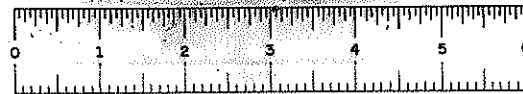
In Charge of
Designed by
Drawn by
Checked by
Reviewed by



Prepared and recommended
7/30/79
GOODKIND & O'DEA, INC.
Consulting Engineers

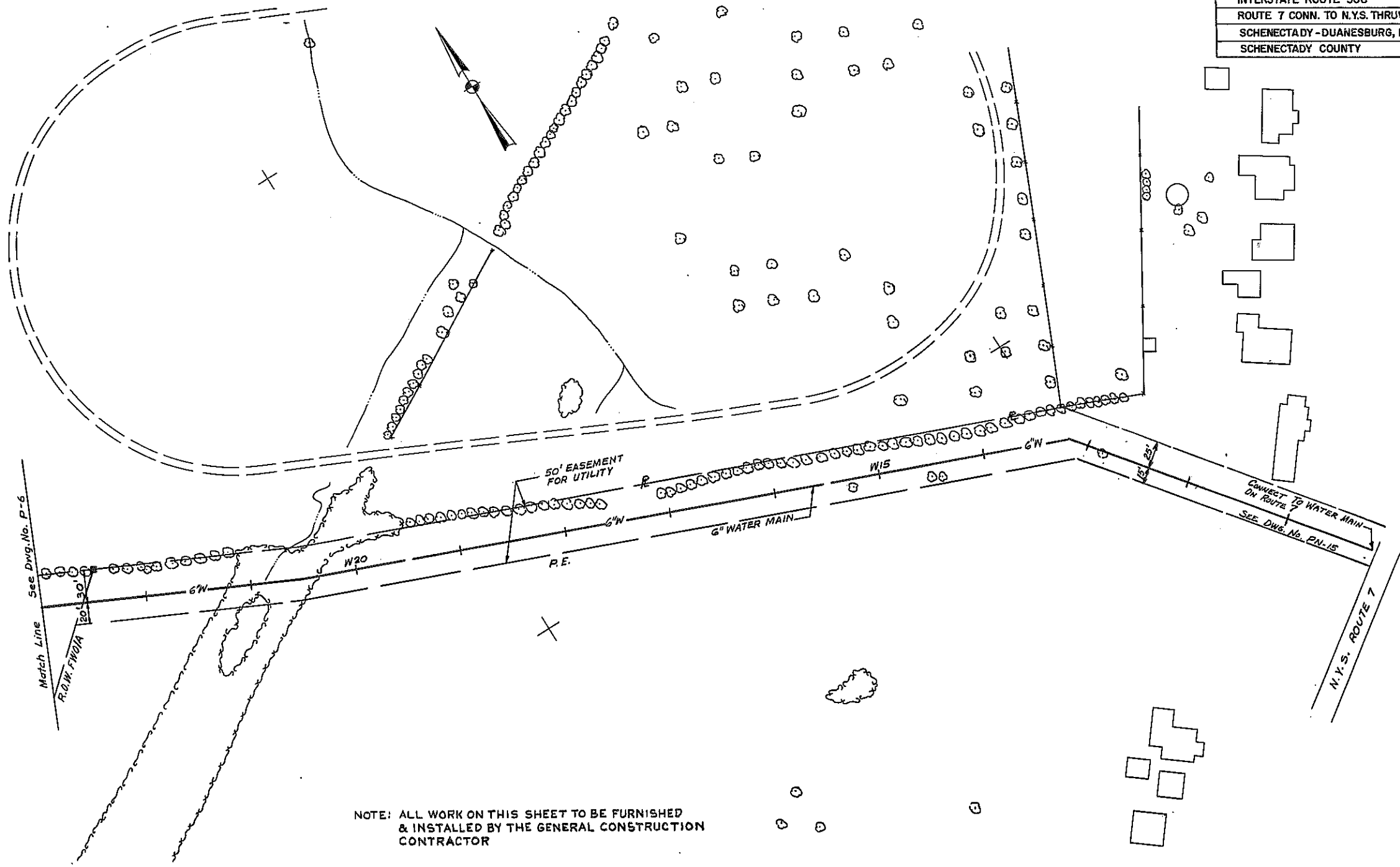
REVISIONS

| WATER MAIN PLAN | | | | |
|---|-----|--------|---------|---|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | |
| WDG | NO. | SCALE | DATE | GOODKIND & O'DEA, INC. CONSULTING ENGINEERS |
| P-6 | | 1"=50' | 7-30-79 | |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 176 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY, | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



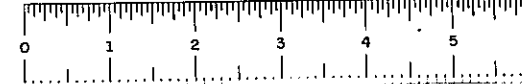
NOTE: ALL WORK ON THIS SHEET TO BE FURNISHED
& INSTALLED BY THE GENERAL CONSTRUCTION
CONTRACTOR

In Charge of R. HREUTZER
Designed by J. SPAVENTA
Design Checked by R. HREUTZER
Detailed by N. G. COBIA
Detail Checked by M. LAURE



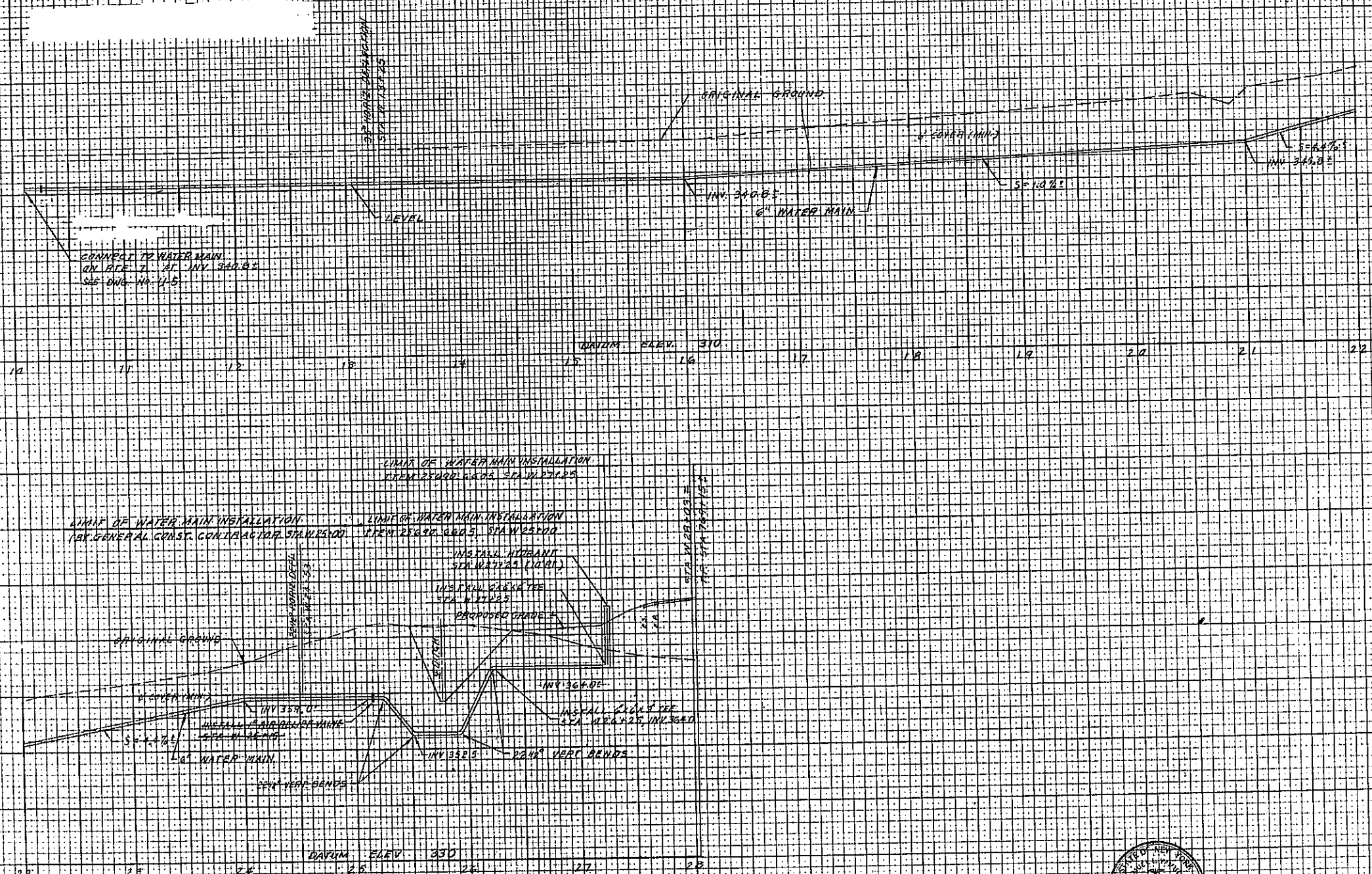
Prepared and recommended
James O. Vanucci 7/30/79
GOODKING & O'DEA, INC.
Consulting Engineers

| WATER MAIN PLAN | | | | |
|---|--------|---------|------------------------|--|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. NO. | SCALE | DATE | Consulting Engineers | |
| P-7 | 1"=50' | 7-30-79 | Goodkind & O'Dea, Inc. | |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 177R | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUNESBURG, PART 1, S.R. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



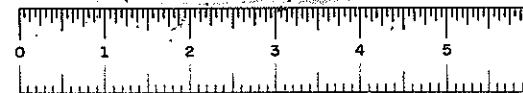
Prepared and Recommended by
Goodland & Odeh, Inc.
Consulting Engineers

Date 7/29/79

REVISIONS

| WATER MAIN PROFILE | | | | | |
|---|---------|-----------------------|---------|----------|---------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | | |
| NO. | DATE | BY | REASON | APPROVED | REMARKS |
| 1 | 7-30-79 | Goodland & Odeh, Inc. | Initial | | |

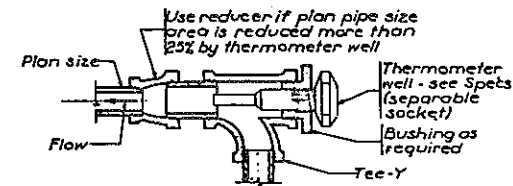
Designed by *N. SPANUTIA*
Checked by *R. HREUTIER*
Drawn by *N. D. COSTA*
Detail Checked by *W. LAINE*



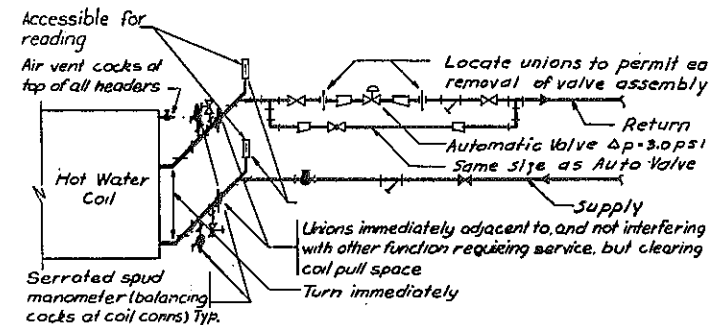
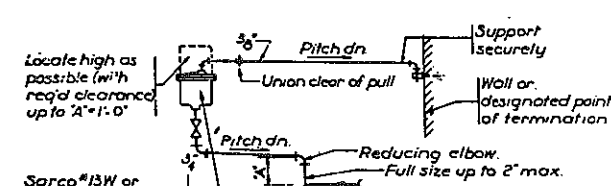
D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| 1 | NEW YORK | I-88-2(10) | 178 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - OJANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

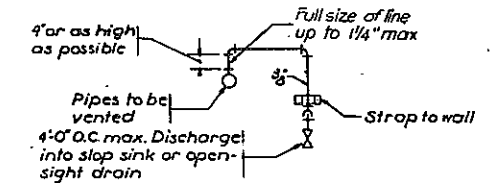
| SYMBOLS AND ABBREVIATION | | | |
|--------------------------|---|--------|--|
| SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION |
| -HWS- | Hot Water Supply | ⊗ | Duct size, width, depth or diameter |
| -HWR- | Hot Water Return | ⊗ | Supply Air Duct |
| -HWRR- | Hot Water Reverse Return | ⊗ | Outside air Duct |
| FOR | Fuel Oil Return | ⊗ | Return or Exhaust Duct |
| FOS | Fuel Oil Supply | ⊗ | Automatic Damper |
| HV-1 | Heating and Ventilating Unit No. 1 | ⊗ | Splitter Damper |
| EF-1 | Exhaust Fan No. 1 | ⊗ | Manual Damper |
| P-1 | Pump No. 1 | → | Direction of Air flow |
| HC-1 | Heating Coil No. 1 | ⊗ | Fire Damper with access door |
| VIV | Valve in Vertical | ⊗ | Elbow with turning vanes |
| OAI | Outside Air Intake | ⊗ | Air Scoop Branch; deflector |
| FA | Free area of face of louver or damper | ⊗ | Flexible Connection |
| → | Reducer or increaser | ⊗ | Air enters |
| → | Check Valve | ⊗ | Air leaves |
| → | Globe Valve or Radiator Valve | ⊗ | Air flow thru Door louver |
| → | Gate Valve | TR | Top Register |
| → | Pressure Relief Valve | TG | Top Grille |
| → | Lubricated Plug Valve or Balancing Cock | BR | Bottom Register |
| → | Str-thru Auto Valve Assembly see detail | WMS | Wire Mesh Screen |
| → | 3-way Auto Valve Assembly see detail | → | Drop in duct, single line 45° or 90° |
| → | Drain Valve, 3/4" min | → | Duct single line |
| → | Strainer Assembly see detail | → | Acoustical lining |
| → | Pressure Gauge Assembly see detail | CD | Ceiling Diffuser and direction of blow |
| → | Thermometer | CR | Ceiling Register |
| → | Thermostat | CFM | Cubic Feet per minute |
| → | Direction of Flow | LWCO | Low Water Cut-off |
| → | Union, screwed | DOR | Diesel Oil Return |
| → | Anchor | DOS | Diesel Oil Supply |
| → | Pipe Guide | | |
| → | Vent line | | |
| → | Automatic Air Vent Assembly see detail | | |
| → | Manual Air Vent Assembly see detail | | |

DETAIL OF THERMOMETER WELL IN PIPING
Not to scale

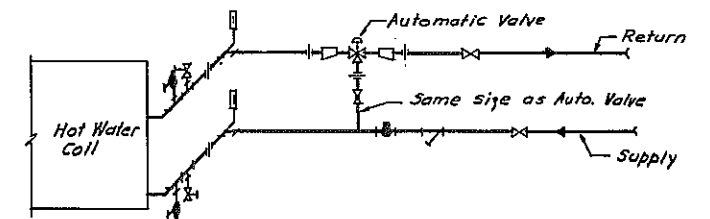
SYMBOL: ⊗ For location see specs.

CONNECTIONS TO HOT WATER COILS HC-1 & HC-2
Not to scaleDETAIL OF AUTOMATIC AIR VENT ASSEMBLY
Not to scale

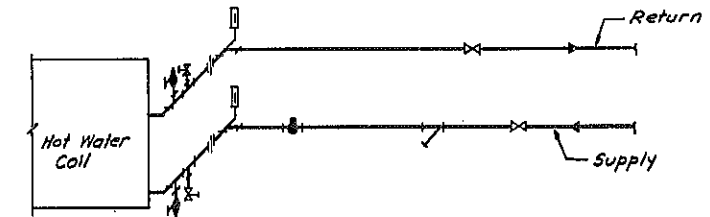
SYMBOL: ⊗

DIAGRAM OF MANUAL AIR VENT ASSEMBLY
Not to scale

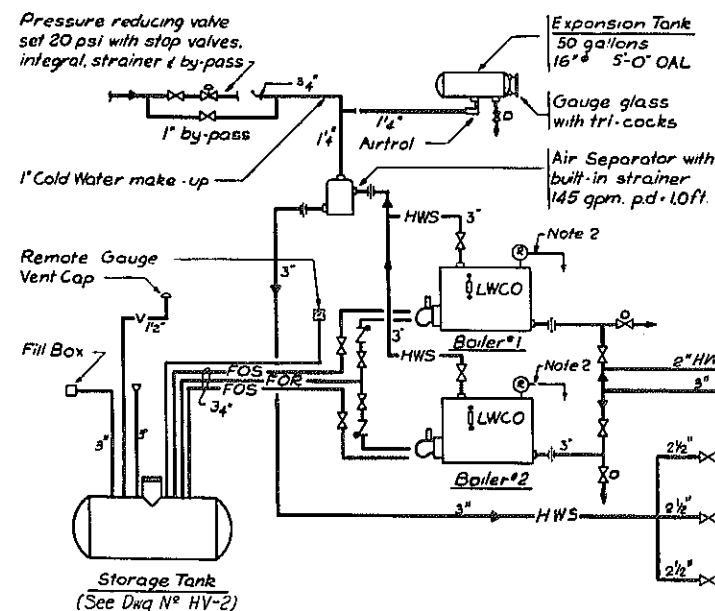
SYMBOL: ⊗



CONNECTIONS TO HOT WATER COILS HV-3 - HV-10



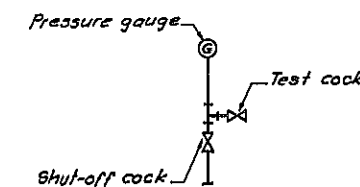
CONNECTIONS TO HOT WATER COILS HV-1 & HV-2

HEATING FLOW DIAGRAM
Not to Scale

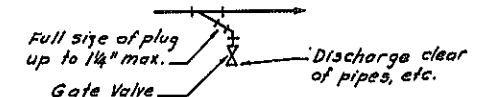
Notes:

- For pipe sizes not indicated see Dwg No HV-2 & HV-4
- Pipe discharge lines from relief valves to a safe location.

For notes, pertaining to vents, coil pull cocks, etc. see Details Above, Connection to Hot Water Coils

DETAIL OF PRESSURE GAUGE ASSEMBLY
Not to Scale

SYMBOL: ⊗ For location see specs.

DIAGRAM OF STRAINER ASSEMBLY
Not to Scale

SYMBOL: ⊗

HEATING AND VENTILATING DETAILS

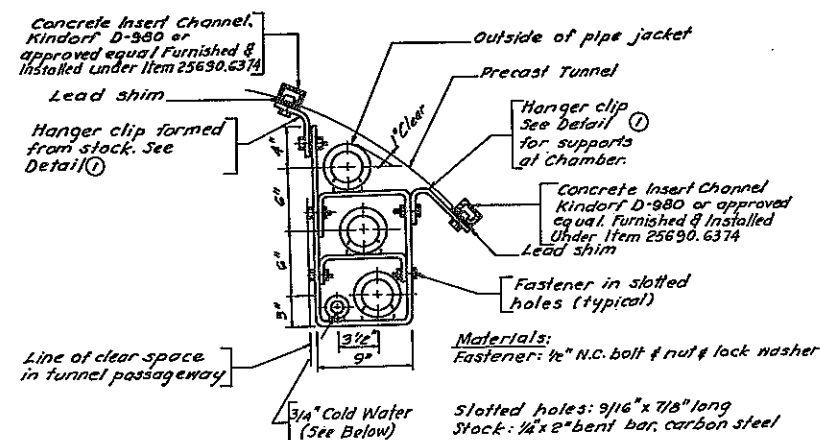
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DWG. NO. | SCALE AS SHOWN | DATE | Goodkind & O'Dea, Inc. | CONSULTING ENGINEERS |
|----------|----------------|---------|------------------------|----------------------|
| HV-1 | AS SHOWN | 7-30-79 | | |

Designed by
R. K.
Made by
N. D.
Traced by
N. S.
Checked byPrepared and Recommended
Robert Goodkind
GOODKIND & O'DEA, INC.
Consulting Engineers
Date 7/21/79

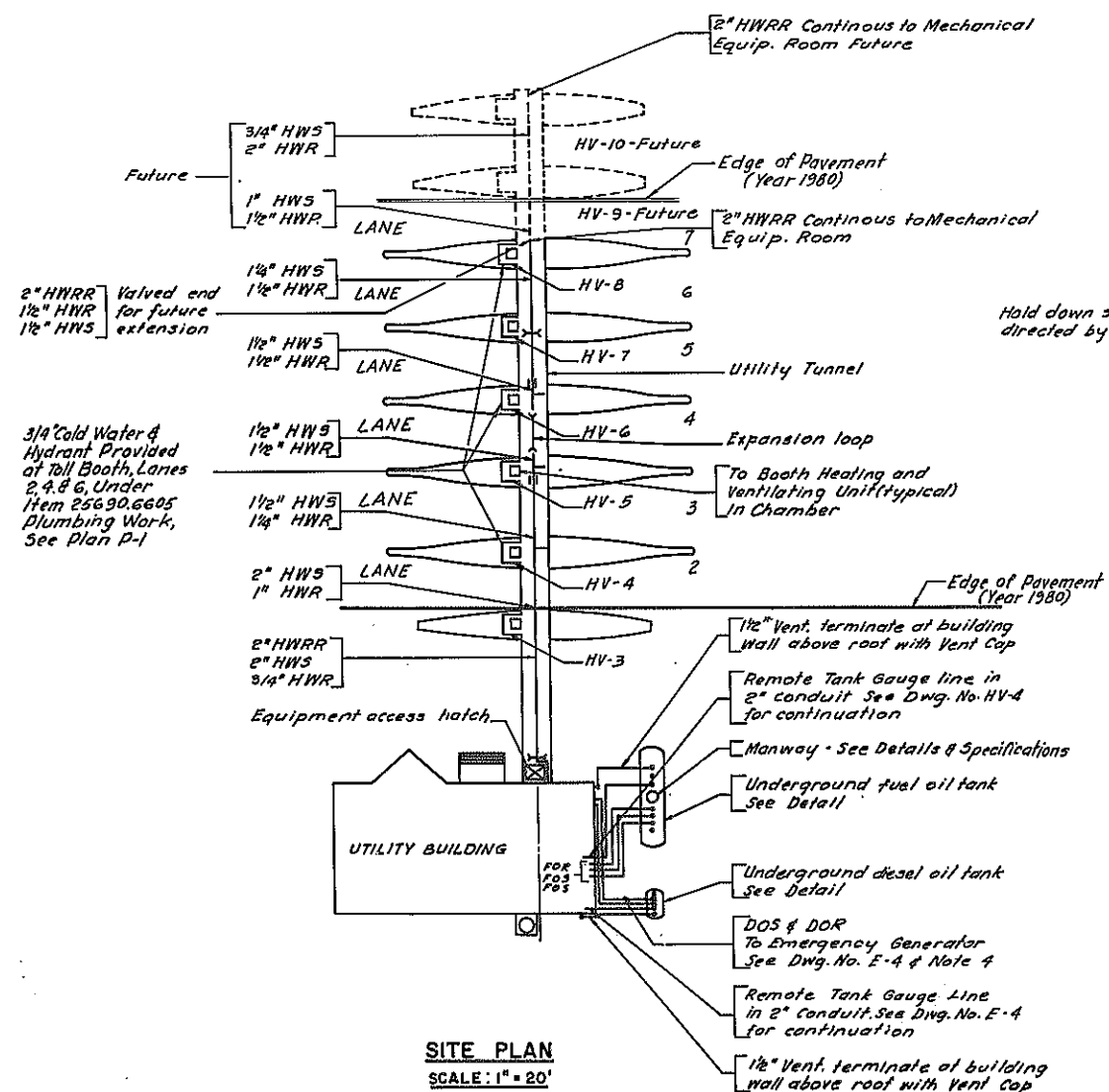
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|-----------------------|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 179 | 284 |

INTERSTATE ROUTE 508
ROUTE 7 CONN. TO N.Y.S. THRUWAY
SCHENECTADY - DUANESBURG, PART I, S.H. 880
SCHENECTADY COUNTY



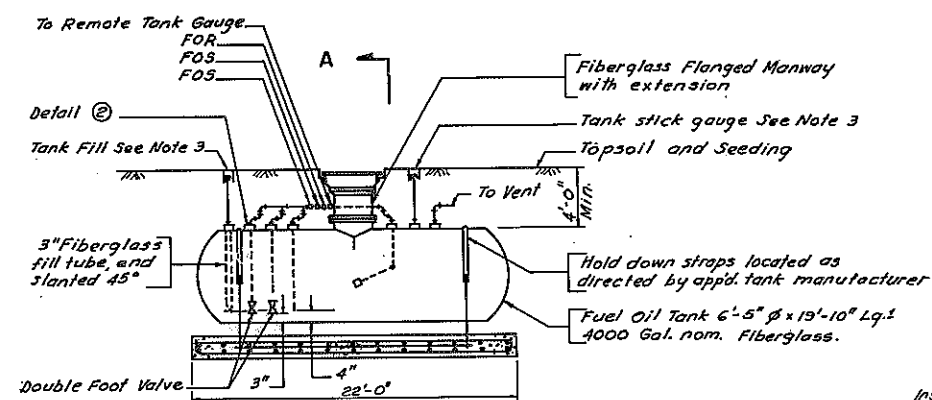
PIPE HANGERS IN TUNNEL

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



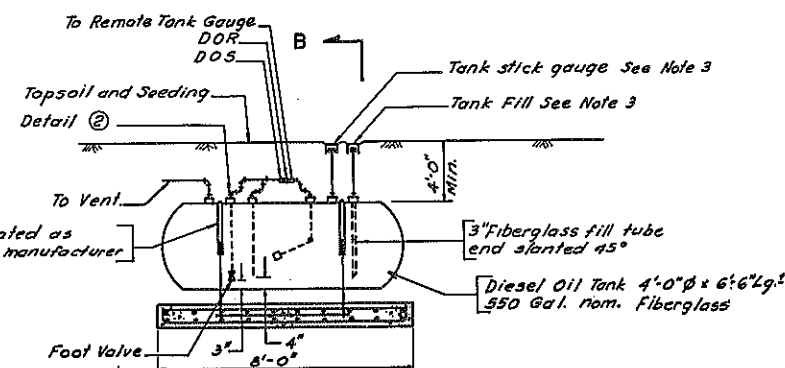
SITE PLAN

SCALE: 1" = 20'



FUEL OIL TANK & SUPPORT DETAIL

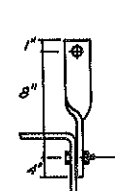
N.T.S.



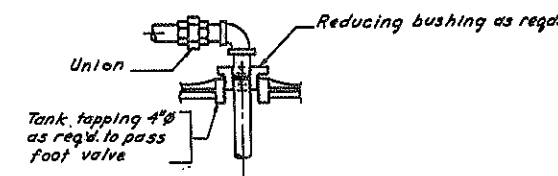
DIESEL OIL TANK & SUPPORT DETAIL

N.T.S.

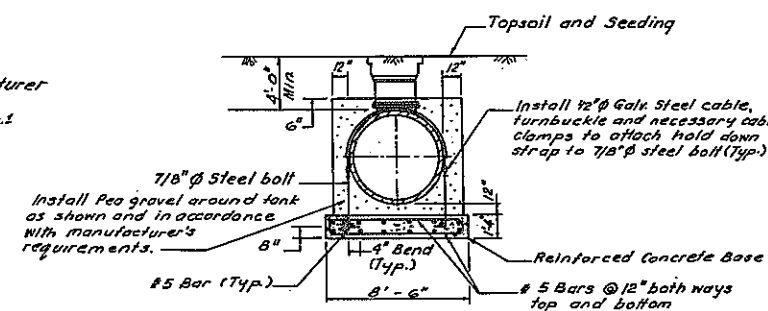
NOTE: DIESEL OIL TANK TO BE FURNISHED AND INSTALLED UNDER ITEM 25690.6607 ELECTRICAL WORK

DETAIL - ①
HANGER CLIP AT CHAMBER

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

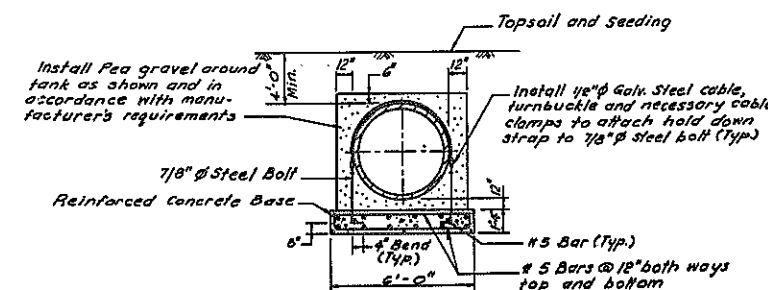
DETAIL - ②
SUCTION TAPPING

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



SECTION A-A

N.T.S.



SECTION B-B

N.T.S.

NOTES:

- SUPPORT PIPE EXPANSION LOOPS FROM BELOW WITH PIPE STANDS. FASTEN STANDS TO TUNNEL FLOOR 205/8" DRILLED IN EXPANSION ANCHORS.
- ANCHOR PIPES TO CAST IN PLACE CONCRETE CONSTRUCTION ONLY WITH 1/2" THICK STEEL PLATE REINFORCED WITH 1/2" THICK COUNTERFORTS. FASTENERS SHALL BE 403/4" ANCHOR BOLTS. (NOT USED)
- ALL PIPES TERMINATING AT GRADE SHALL BE PROTECTED BY FLUSH BOTTOMLESS BOXES WITH 2" TO 4" CLEARANCE BETWEEN THE TOP OF THE CAP AND BOTTOM OF FLUSH BOX COVER.
- SIZE AND LOCATION OF DIESEL OIL SUPPLY LINES TO EMERGENCY GENERATOR DIAGRAMATIC ONLY. OBTAIN NECESSARY INFORMATION FROM APPROVED GENERATOR MANUFACTURER.



Prepared and recommended
Cookkind & Co., Inc.
Consulting Engineers

SITE PLAN AND DETAILS
HEATING AND VENTILATING

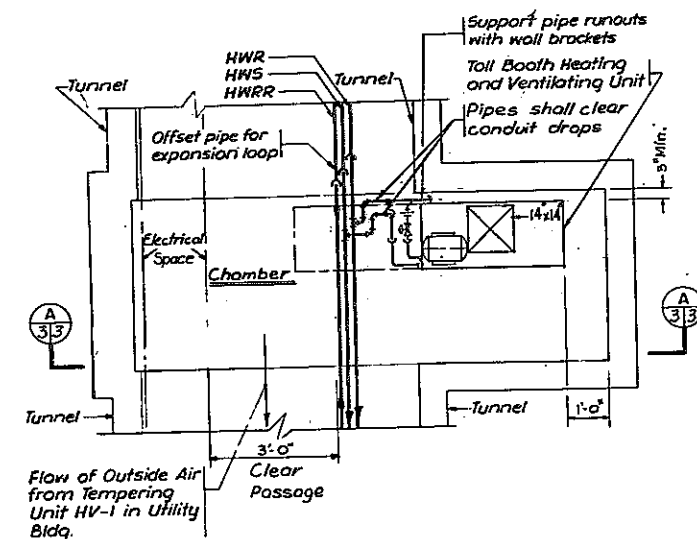
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DWG. NO. | SCALE | DATE | BY | CHECKED BY |
|----------|----------|---------|----------------------|----------------------|
| HV - 2 | AS SHOWN | 7-30-79 | Cookkind & Co., Inc. | CONSULTING ENGINEERS |

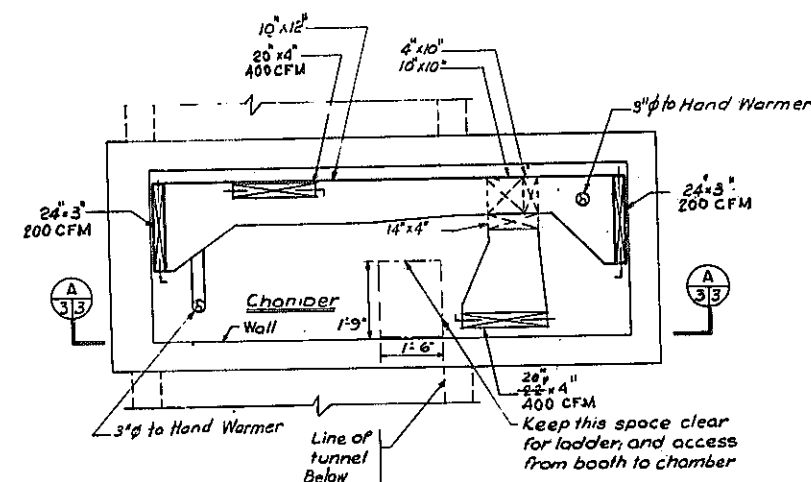
In Charge of
Designed by
Checked by
Detail Checked by

D96243

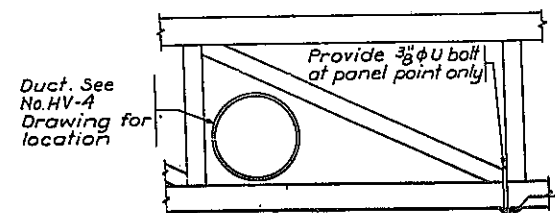
| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| 1 | NEW YORK | 1-88-2(10) | 180 R1 | 204 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY, | | | | |
| SCHENECTADY - DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



CHAMBER FLOOR PLAN
Scale: 1/2" = 1'-0"



CHAMBER CEILING PLAN
Scale: 1/2" = 1'-0"

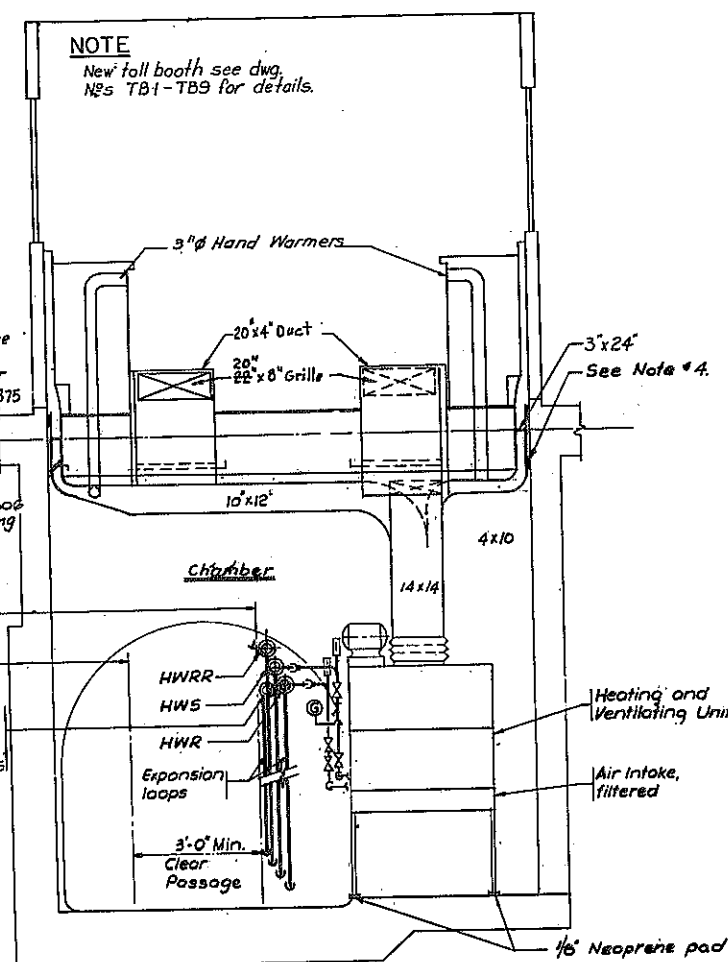


DETAIL FOR MECH. EQUIPMENT
N.T.S.

NOTE
New toll booth see dwg.
Nos TB1-TB9 for details.

Duct work above this line to be included under ITEM No 25690.6375 Furnish & Install Toll Booths
Duct work below this line to be included under ITEM No 25690.6600 Heating & Ventilating Work

Limit of Piping
Limit of Electrical Components
3/4" Cold water to hydrants
By Plumber
Item 25690.6605



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

- For symbols, piping, details, sizes and capacity of equipment see Dwg. HV-1 and Equipment Schedule.
- For detail of pipe support in tunnel and chamber, see Dwg. HV-2.
- For location of expansion loops, see Dwg. HV-2.

- Support ducts from overhead angles 2"x2"x1/4". Support ducts adjacent to walls with brackets made from angles 2"x2"x1/4". Fasten angles to concrete with 1/2" drilled-in fasteners.

- Contractor shall submit shop drawings of all duct work for approval.

| EQUIPMENT SCHEDULE | | | | | | | |
|--|-----------|---------------------------------|------------|--|---|---------------|-------------|
| BOILER SCHEDULE (Typical for 2) | | | | | | | |
| Gross Input = | | 10.25 gph no. 2. of1 = 1435 mbh | | | | | |
| Gross Output = | | 1166 mbh | | | | | |
| Net IBR Output = | | 1014 mbh | | | | | |
| HEATING AND VENTILATING UNIT SCHEDULE | | | | | | | |
| Unit No. | Total CFM | ESP "H ₂ O | Blower HP | Ent'g Air | Leav'g Air | Heating MBH** | Face Bypass |
| HV-1 | 9600 | 0.75 | 5 | -5°F | 65°F | 725 | Yes |
| HV-2 | 3100 | 1.00 | 1-1/2 | -5°F | 80°F | 285 | Yes |
| HV-3* | 1200 | 0.75 | 1/2 | 60°F | 100°F | 52 | No |
| * Typical for each booth | | | | | | | |
| ** At 180°F entering water temperature | | | | | | | |
| HEATING COIL SCHEDULE | | | | | | | |
| Unit No. | Total CFM | Ent'g Air | Leav'g Air | Heating MBH | Max. Face Velocity | | |
| HC-1 | 250 | 70°F | 125°F | 14.9 | 800 | | |
| HC-2 | 400 | 70°F | 90°F | 8.6 | 800 | | |
| PUMP SCHEDULE | | | | | | | |
| Unit No. | Total GPM | Total Head | Motor HP | Item Served | | | |
| P-1 | 72.5 | 30' | 1 HP | HV 1 HV 2 - HV 10, HC 1 & HC 2 Standby | | | |
| P-2 | 72.5 | 30' | 1 HP | | | | |
| P-3 | 72.5 | 30' | 1 HP | | | | |
| EXHAUST FAN SCHEDULE | | | | | | | |
| Unit No. | Total CFM | SP "H ₂ O | Motor HP | Max Sones | Items Served | | |
| EF-1 | 2,800 | 1/2 | 1/2 | 8 | HV 2 Toilet Kitchenette Supervisor En. Gen. | | |
| EF-2 | 250 | 1/2 | 1/12 | 5 | | | |
| EF-3 | 400 | 1/4 | 1/12 | 5 | | | |
| EF-4 | 700 | 1/4 | 1/8 | 5 | | | |
| EF-5 | 8,000 | 1/8 | 3/4 | 8 | | | |

REVISIONS

| TOLL BOOTHS HEATING AND VENTILATION | | | |
|---|---------|----------------------|----------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DWG. | NO. | SCALE | DATE |
| HV-3 | 1/211-0 | 7-30-79 | Goodkind & Co., Inc. |
| | | CONSULTING ENGINEERS | |



Prepared and recommended by
Goodkind & Co., Inc.
Consulting Engineers
Date 1/21/79

Designed by J. R. R. R.
Made by J. R. R. R.
Traced by J. R. R. R.
Checked by J. R. R. R.

SECTION A-A

Diagram illustrating the components of the engine compartment, labeled as SECTION B-B. The components shown include:

- 24x60 Louver For FAI
- 72x60 Louver For HV-1
- 24x12x60 Plenum
- Louver
- Auto. Damper
- Neoprene Collar
- Flat Filler
- Int. F & B Damper
- Heating Coil
- Expansion Tank
- HV-1
- PI, PS, R2

Diagram of a vertical air duct structure. The top horizontal section is labeled $28' \times 30'$. Below it, a smaller rectangular section is labeled $30' \times 32'$. The main vertical section is labeled $40' \times 48'$. An arrow points to the vertical section with the text "Direction of Air Flow". To the right of the vertical section, a horizontal line is labeled "Beginning of Utility Tunnel".

[illegible]

60x24 Louver
For FA1 With
Auto Damper

60x24 Louver
For FA1 With
Auto Damper

60x30 Louver
For EF-5 With
Auto Damper

60x24 Louver
For FA1 With
Auto Damper

1. AT UNUSED SECTIONS OF LOUVERS, PROVIDE REMOVABLE SECTIONS OF ALUMINUM SHEET METAL SAFING.
2. FOR METHODS OF CONNECTING TRAPEZE HANGERS FOR SUPPORT OF PIPING (RACKED) AND EQUIPMENT, SEE DETAIL FOR MECH. EQUIP., DWG. NO. HV-3.
3. ALL ROUND DUCTS SHALL RUN IN OPEN SPACE THRU JOIST CONSTRUCTION. SEE DETAIL FOR MECH. EQUIP., DWG. NO. HV-3.
4. FOR SYMBOLS, PIPING, DIAGRAMS AND CAPACITY OF EQUIPMENT SEE DWGS. HV-1 & 3.
5. CONTRACTOR TO SUBMIT SHOP DRAWINGS OF ALL COMPONENTS FOR APPROVAL.
6. SEE REFLECTED CEILING PLAN. DRAWING A-8 FOR LOCATION OF REGISTERS IN CEILING.

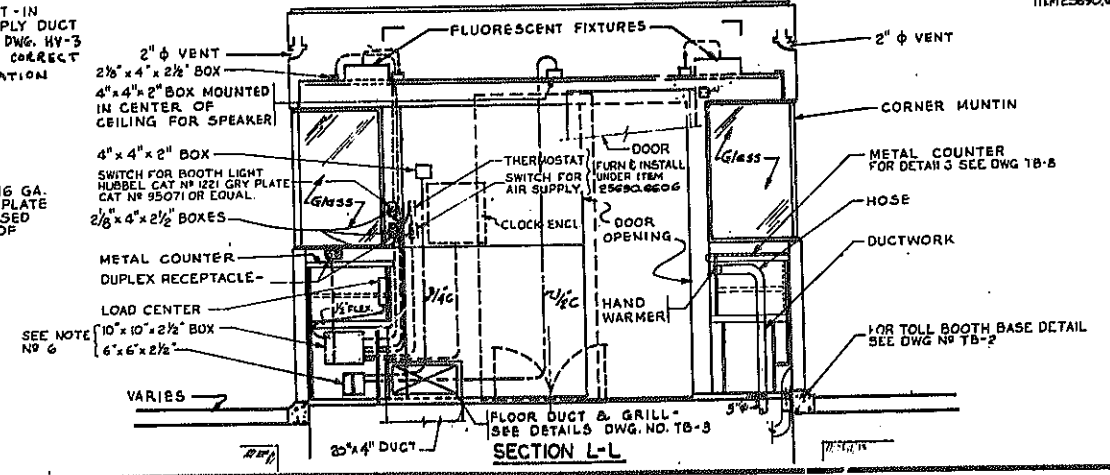
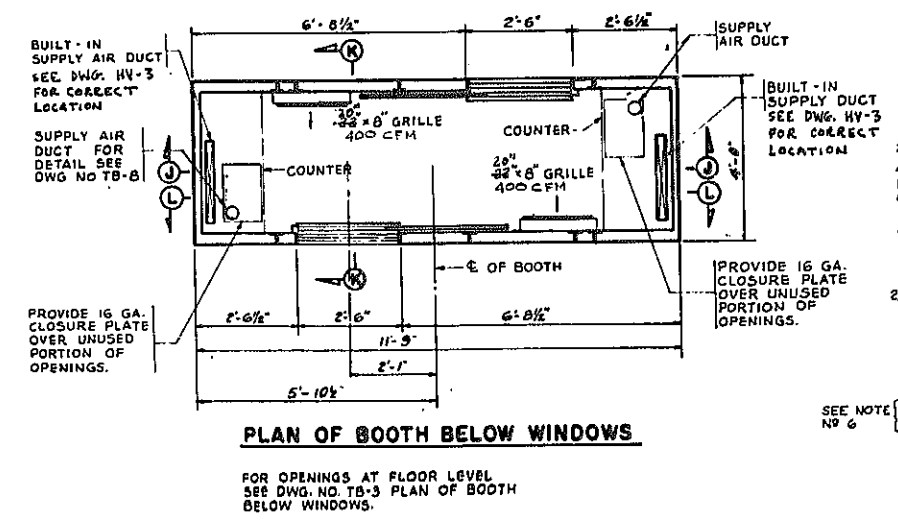
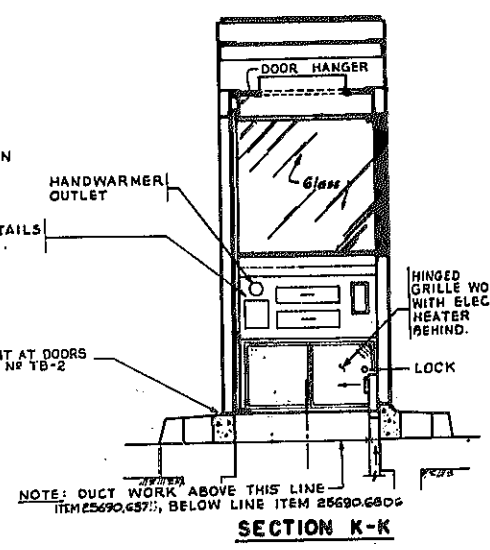
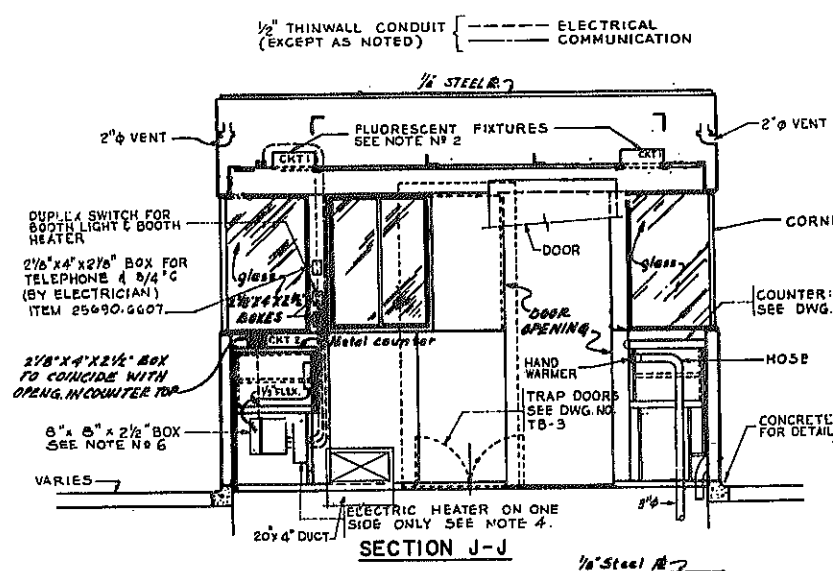
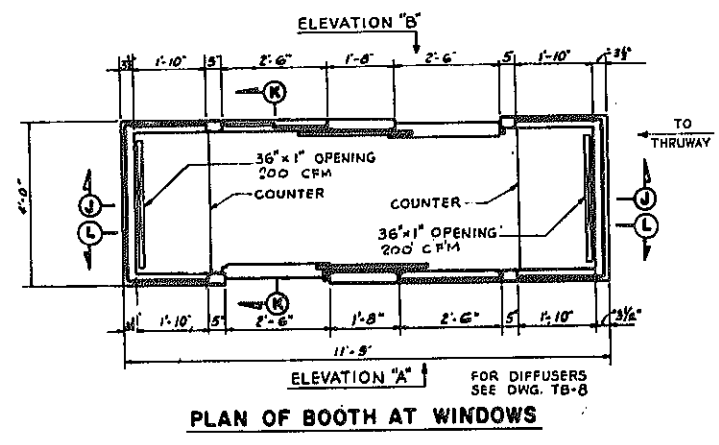
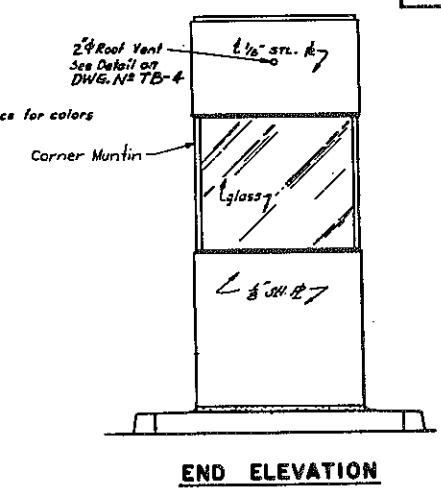
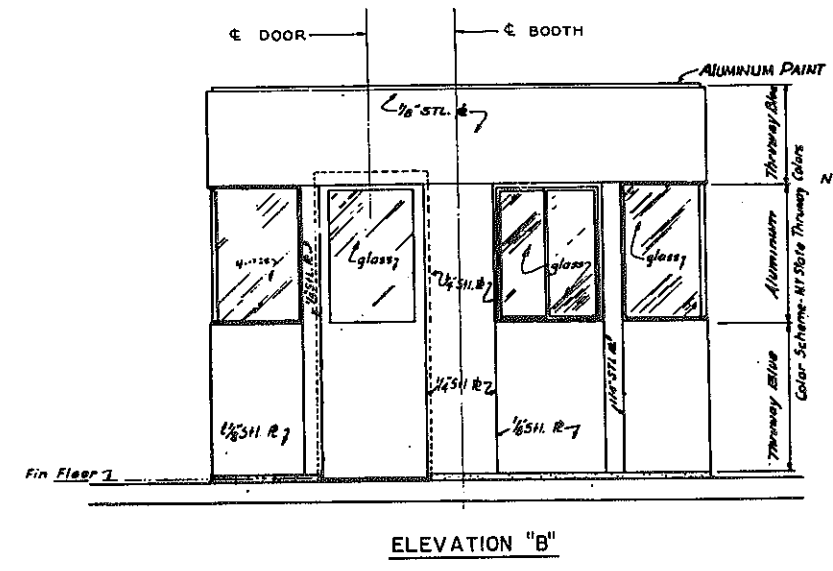
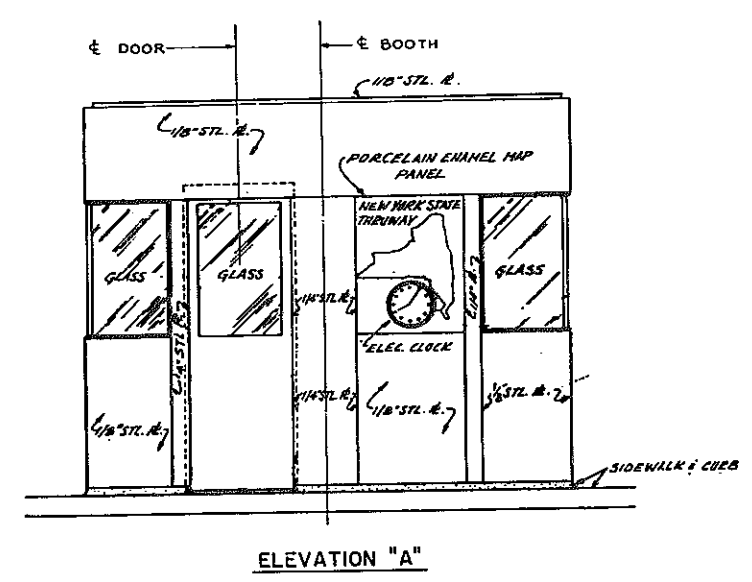
Prepared and recommended
[Signature] Date *7/27/79*
GOSKIN & O'NEIL, INC.
Consulting Engineers

R KREUTZER
In Charge of **A. R. KREUTZER**
Designed by **N. SPRAVENTA**
Design Checked by **N. DO COSTA**
Decoded by **H. LANE**
Design Checked by _____



D96248

| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| 1 | NEW YORK | 1-83-2(10) | 182 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

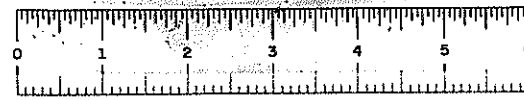


- NOTES:**
- ELEVATIONS OF TOLL BOOTH SHOWN PRIOR TO APPLICATIONS OF PORCELAIN ENAMEL PANELS.
 - BOOTH CEILING FIXTURE, SHALL BE RECESSED FLUORESCENT, W/ EDGE DETAIL APPROPRIATE FOR CEILING, 4'-20W. COOL WHITE LAMPS PER FIXTURE, WITH RADIO INTERFERENCE SUPPRESSORS.
 - FLEXIBLE METALIC CONDUIT SHALL BE WATERPROOF TYPE
 - ELECTRIC HEATER, 2HW-208 V, 1 PHASE WITHOUT FRONT GRILL, GASKET & RETAINING FRAME. HEATER SHALL BE POSITIONED SO THAT CONTROL KNOB & PUSH BUTTONS PROTRUDE THE NORMAL DISTANCE FROM FACE OF STAINLESS GRILL OF COUNTER WHICH SHALL BE PROVIDED WITH NECESSARY CUTOFF.
 - ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 25690.6375 RUMRICH & INSTALL TOLL BOOTHS EXCEPT AS NOTED
 - COVERS FOR 10\"/>

REVISIONS

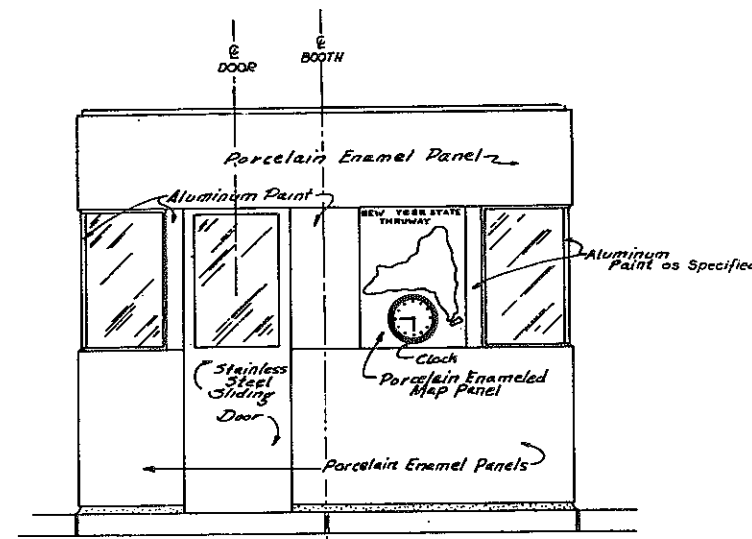
| TYPICAL DOUBLE BOOTH | | | | |
|------------------------------|---------|---------|------------------------|--|
| STATE OF NEW YORK | | | | |
| DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. NO. | SCALE | DATE | Consulting Engineers | |
| TB-1 | 1/2\"/> | 7-30-79 | Goodland & Ocker, Inc. | |

Designed by: A. SAVANTIA
Made by: R. HREUTZER
Traced by: N. DI COSTA
Checked by: J. W. LANE

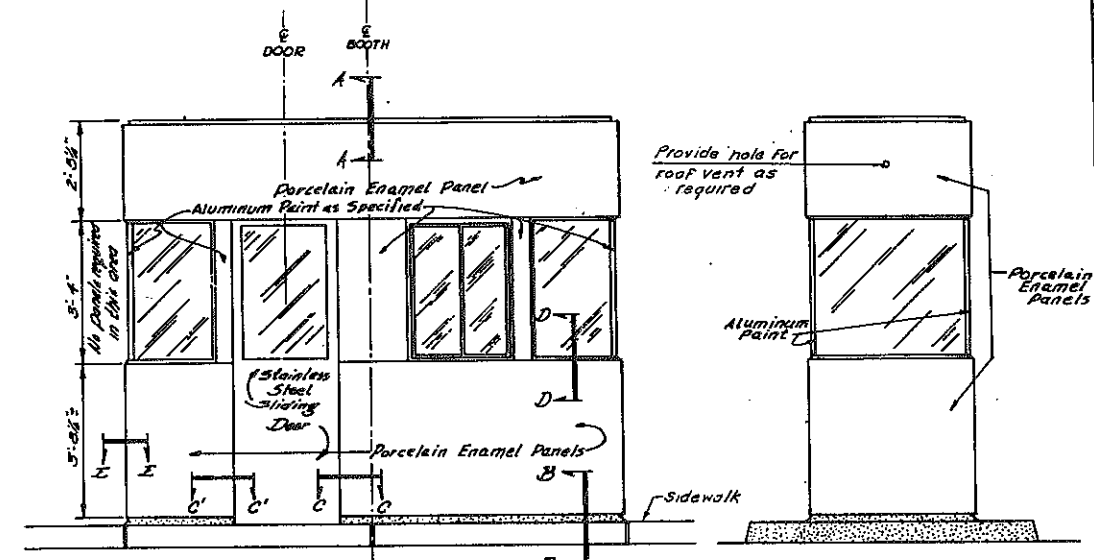


D96243

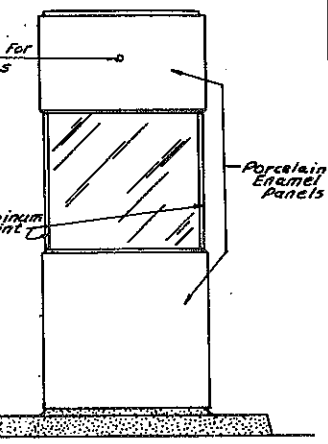
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|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 183 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 COMM. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



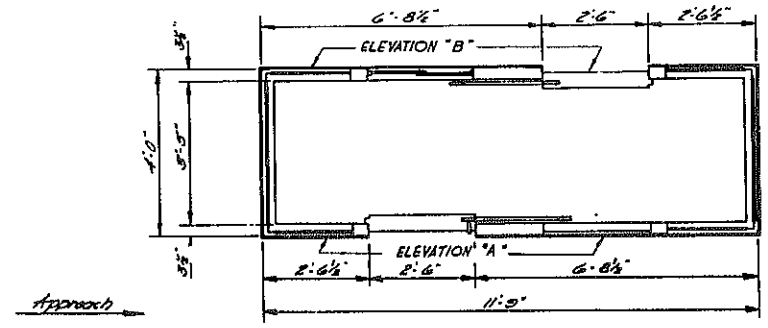
EXIT LANE ELEVATION
SCALE 1/2" = 1'-0"



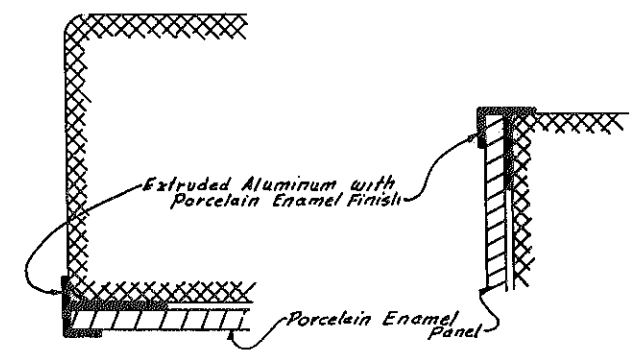
ENTRANCE LANE ELEVATION
SCALE 1/2" = 1'-0"



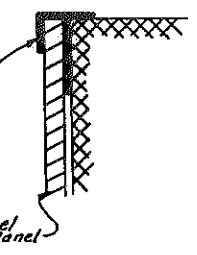
END ELEVATION
SCALE 1/2" = 1'-0"



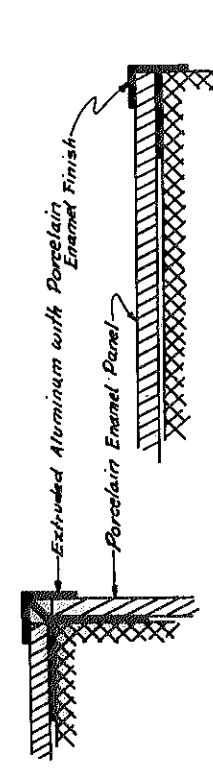
PLAN OF BOOTH AT WINDOWS
SCALE 1/2" = 1'-0"



SECTION C-C
SECTION C-C
(Opposite Hand)
FULL SIZE



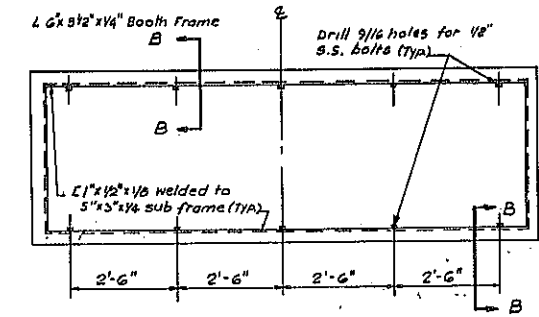
SECTION D-D
FULL SIZE



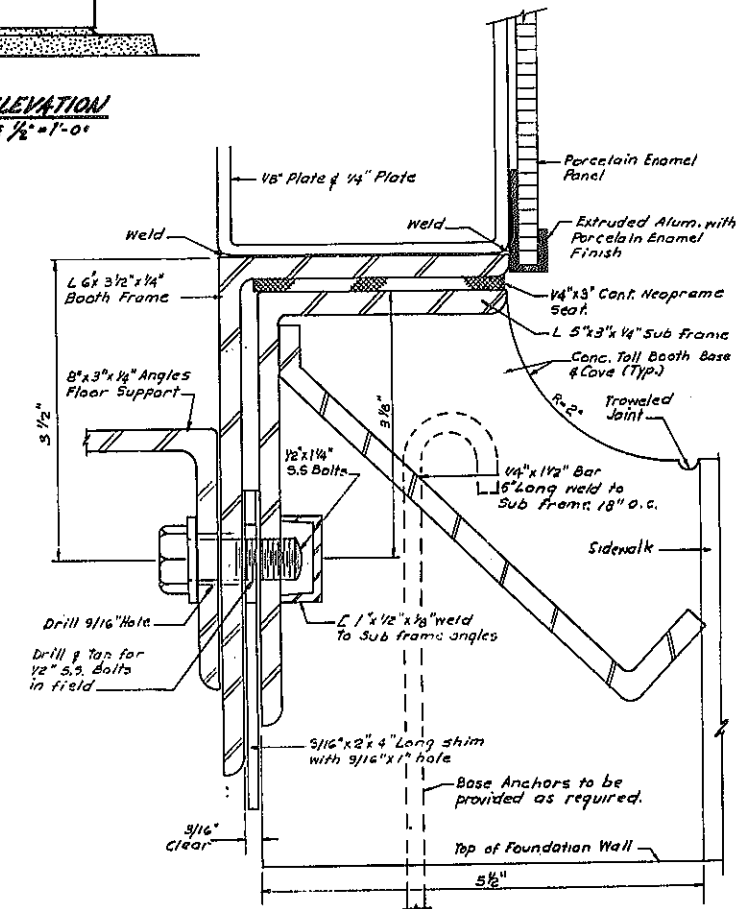
SECTION E-E
FULL SIZE

- NOTES:
1. SEE DWG. NO. TB-1 FOR GENERAL NOTES.
 2. ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 25690.6375 FURNISH & INSTALL BOOTHS.
 3. SUB FRAME ASSEMBLY TO BE FURNISHED UNDER ITEM 25690.6375 FURNISH AND INSTALL TOLL BOOTHS AND INSTALLED UNDER ITEM 25690.6374 TOLL UTILITY BUILDING, ISLANDS, CAIOPY AND RELATED WORK.

SECTION A-A
FULL SIZE



PLAN OF DOUBLE BOOTH FRAME
AND SUB FRAME



TOLL BOOTH BASE & COVE
SECTION B-B
FULL SIZE

PORCELAINIZED PANEL & TRIM

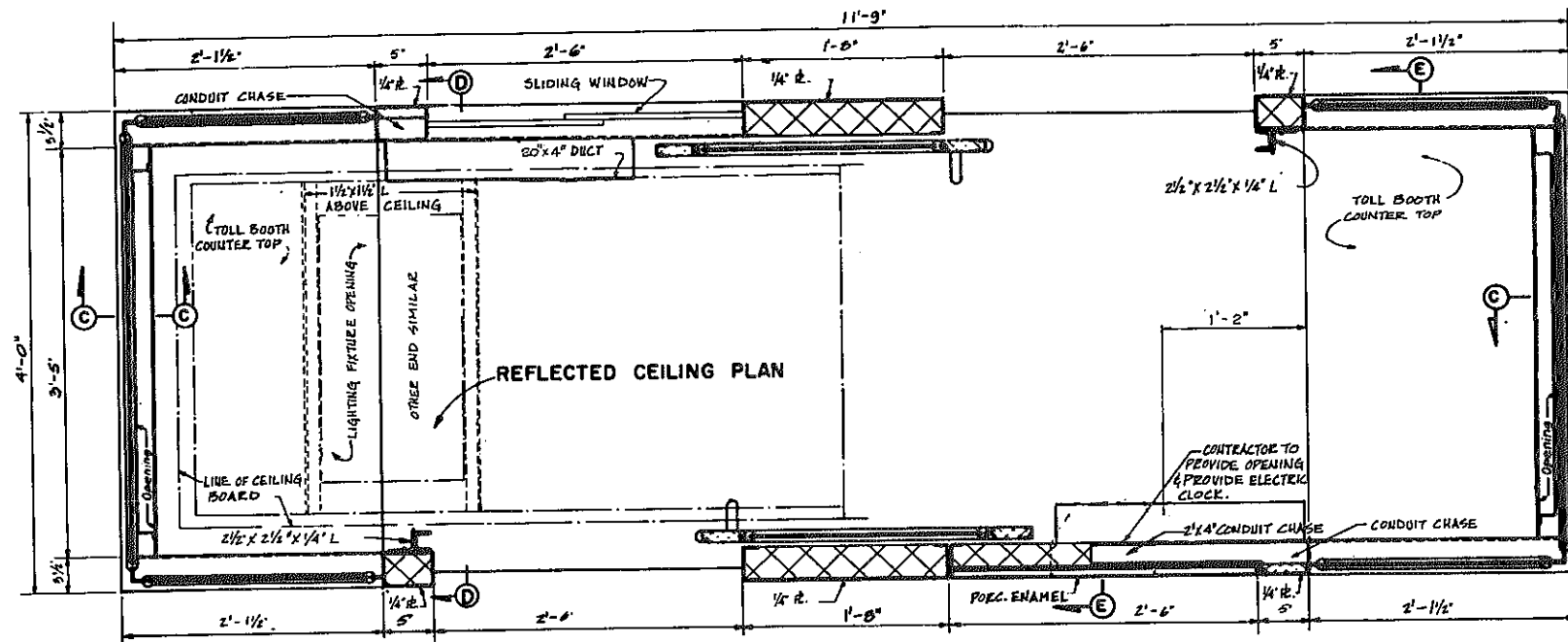
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DWG. | NO. | SCALE | DATE | BY | CHECKED |
|------|----------|---------|------|-----------------------|----------------------|
| TB-2 | AS SHOWN | 7-30-79 | | Goodland & Odeh, Inc. | CONSULTING ENGINEERS |

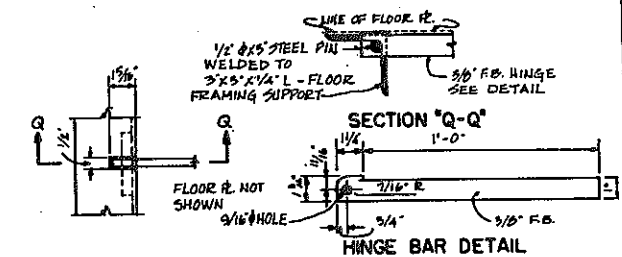
Designed by R. HREUTZER
Made by M. SPAVENTA
Traced by M. DA COSTA
Checked by M. LANE

D96243

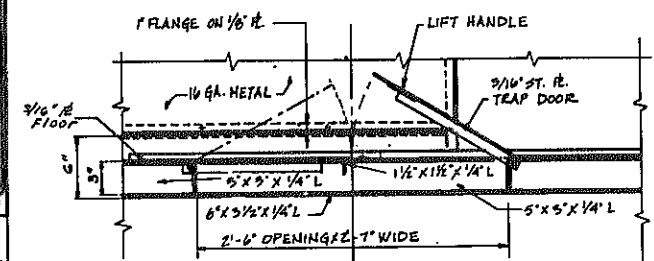
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|--|-------|-----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-82-2(10) | 184/1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



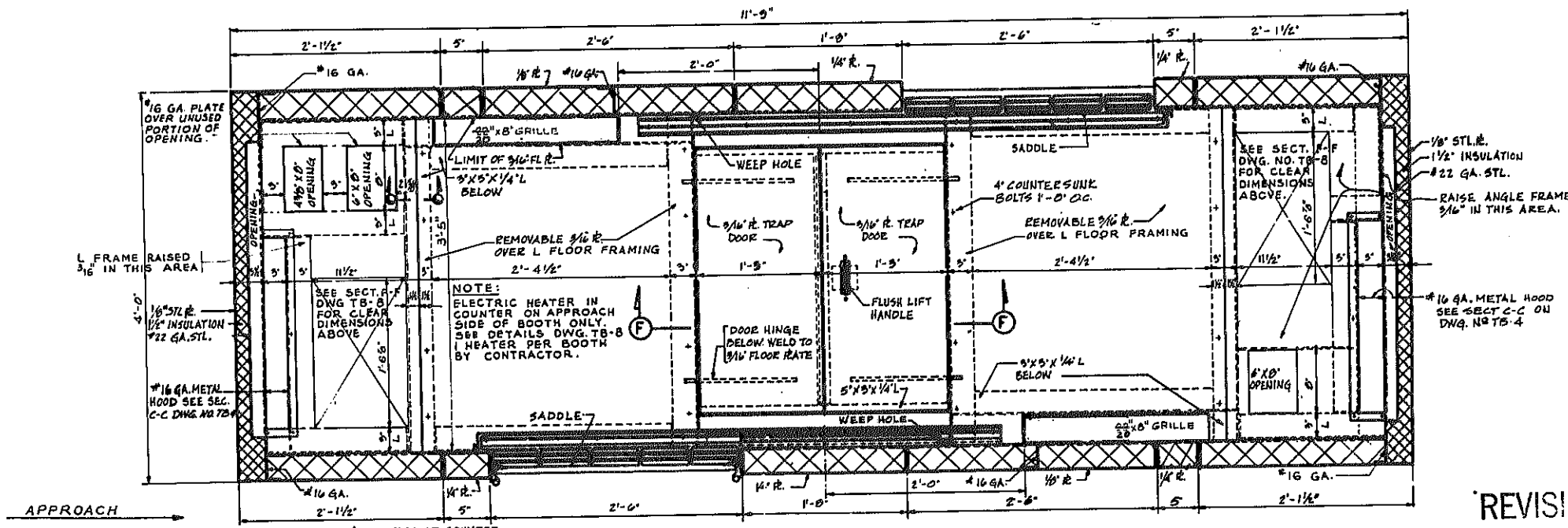
PLAN OF BOOTH THRU WINDOWS
Scale: 1/2" = 1'-0"



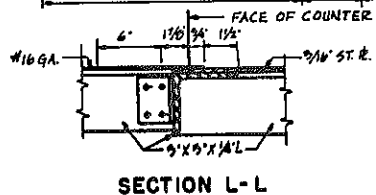
HINGE DETAILS
Scale: 3/4" = 1'-0"



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



PLAN OF BOOTH BELOW WINDOWS
Scale: 1/2" = 1'-0"



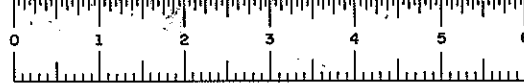
SECTION L-L

- NOTE:**
1. FBE SECTIONS C-C, D-D, E-E SEE DWG. NO. TB-4
 2. ALL NO. 16 GAGE STEEL STIFFENERS IN EXTERIOR BOOTH WALLS SHALL HAVE 2" WIDE INTERIOR LEGS.
 3. ELECTRICAL CONDUIT AND/OR WIRING IN BOOTH WALLS NOT SHOWN ON THIS SHEET. FOR LOCATIONS OF ELECTRICAL BOXES & CONDUIT SEE DRAWING NO. TB-1.
 4. FOR CONDUIT CHASES, SEE SECTION C-C & D-D ON DWG. NO. TB-4.
 5. FOR GENERAL NOTES SEE DWG. NO. TB-1.
 6. ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 25690.0375, FURNISH & INSTALL TOLL BOOTHS

REVISIONS

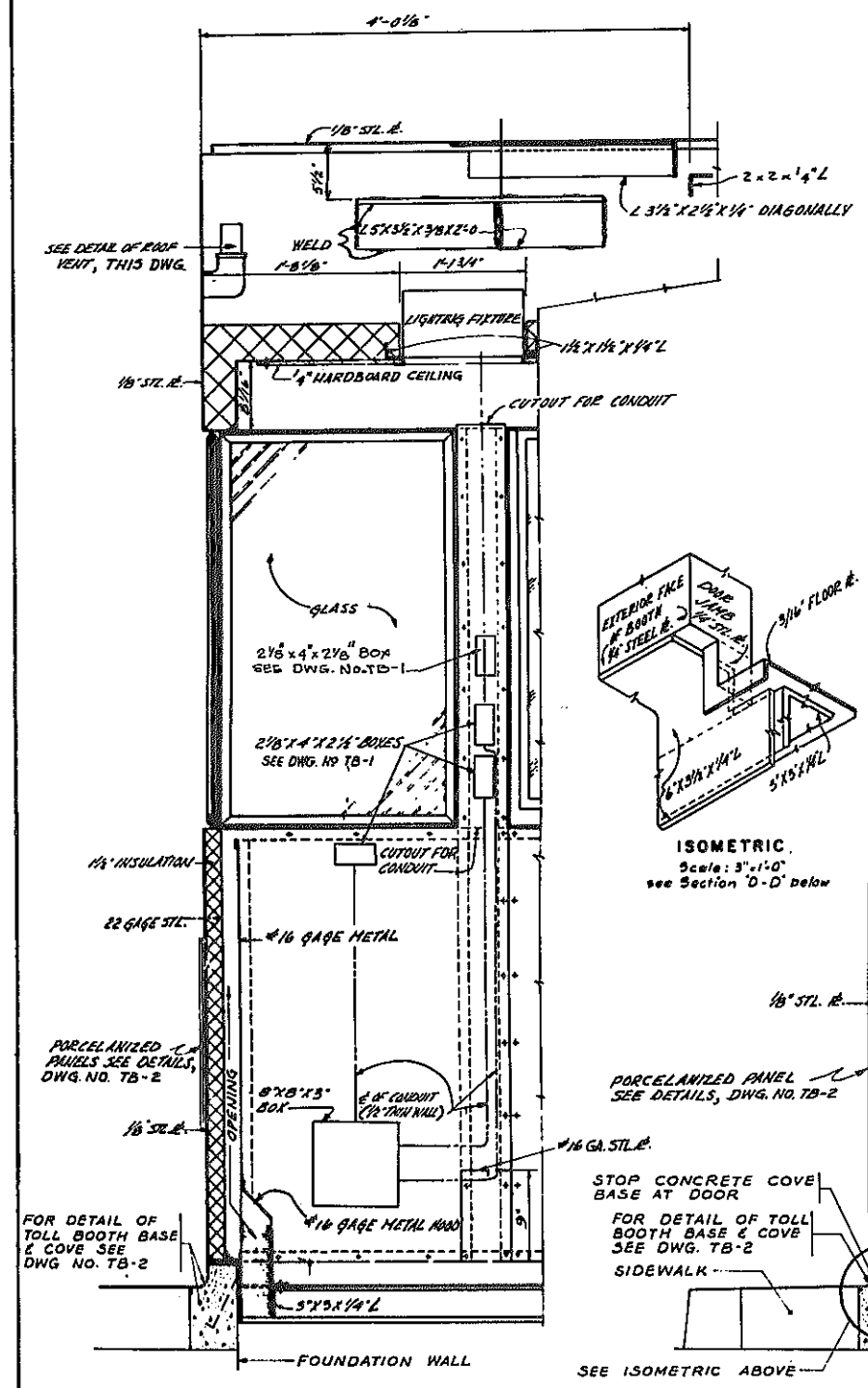
| DETAIL PLANS OF DOUBLE BOOTHS | | | | |
|---|----------|---------|--------------------------|----------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. NO. | SCALE | DATE | DESIGNED BY | CONSULTING ENGINEERS |
| TB-3 | AS SHOWN | 7-30-79 | Goodland & O'Keefe, Inc. | |

Designed by: R. HREUTZER
Made by: N. SPALVENTA
Traced by: N. DE COSTA
Checked by: H. LANE

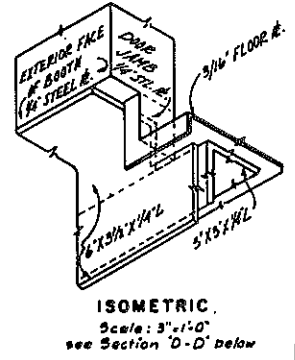


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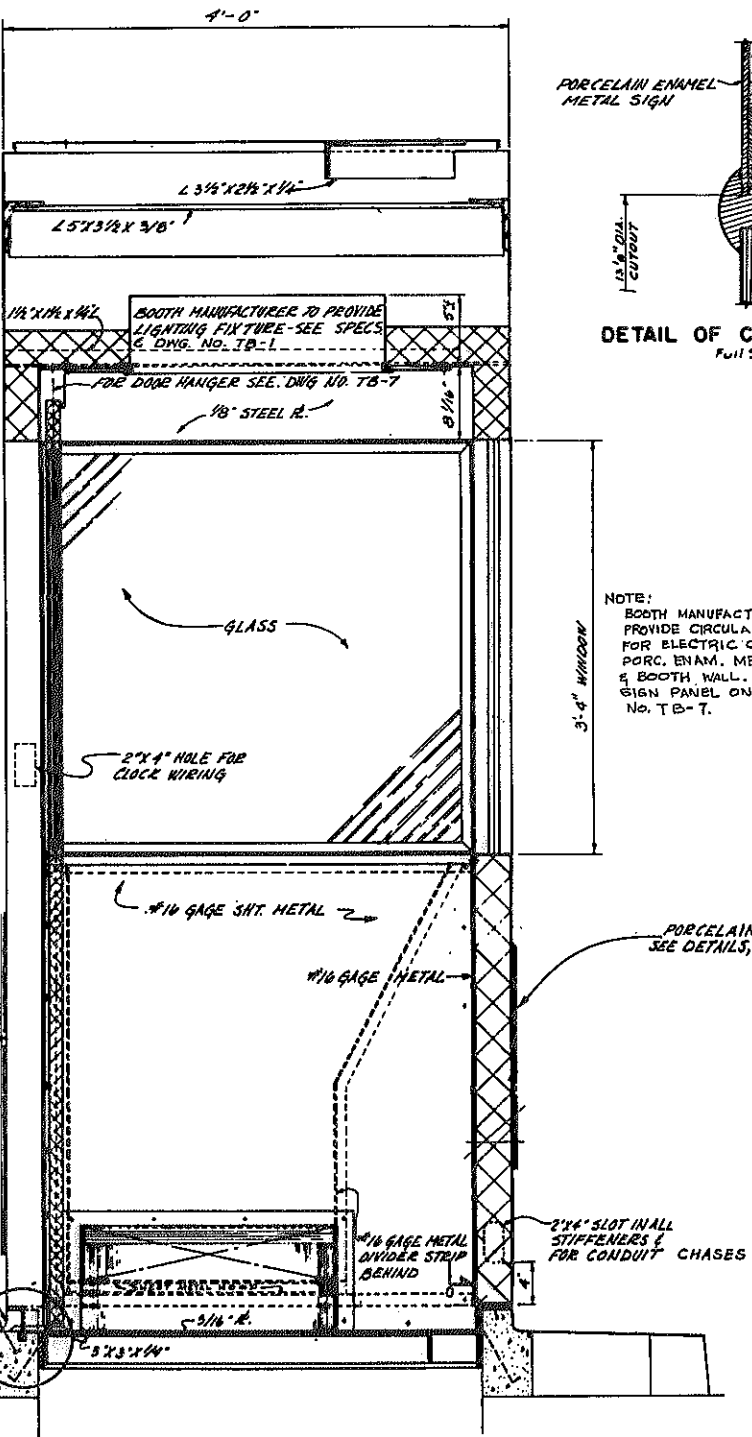
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-83-2(10) | 185 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



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



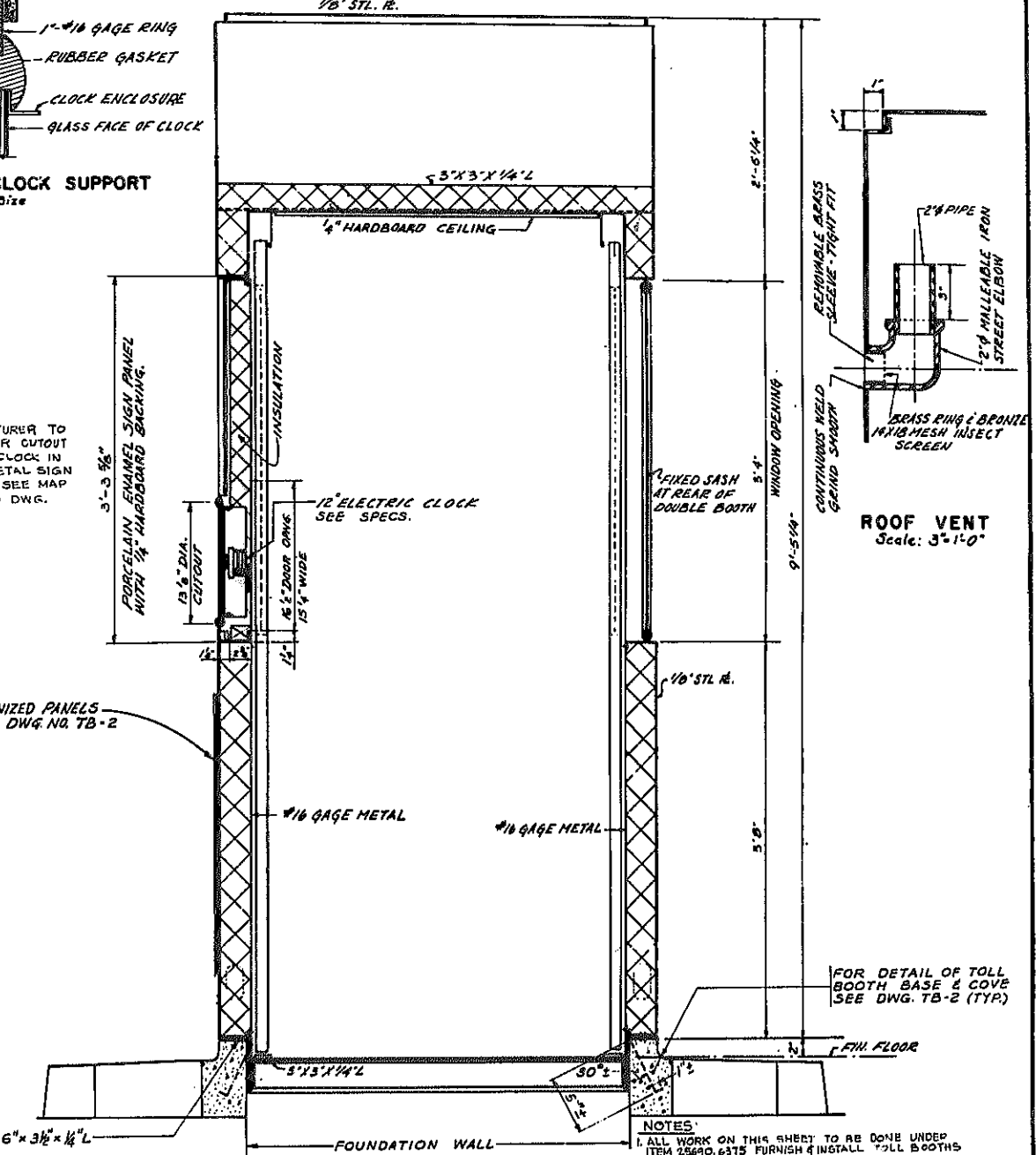
ISOMETRIC
Scale 3" = 1'-0"
see Section 'D-D' below



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

DETAIL OF CLOCK SUPPORT
Full Size

NOTE:
BOOTH MANUFACTURER TO PROVIDE CIRCULAR CUTOUT FOR ELECTRIC CLOCK IN PORC. ENAM. METAL SIGN & BOOTH WALL. SEE MAP SIGN PANEL ON DWG. NO. TB-7.



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

NOTES:
1. ALL WORK ON THIS SHEET TO BE DONE UNDER ITESA 2540.6315 FURNISH & INSTALL TOLL BOOTHS UNLESS OTHERWISE NOTED.
2. SEE DWG. NO. TB-1 FOR GENERAL NOTES.

TOLL BOOTH DETAIL
SECTIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

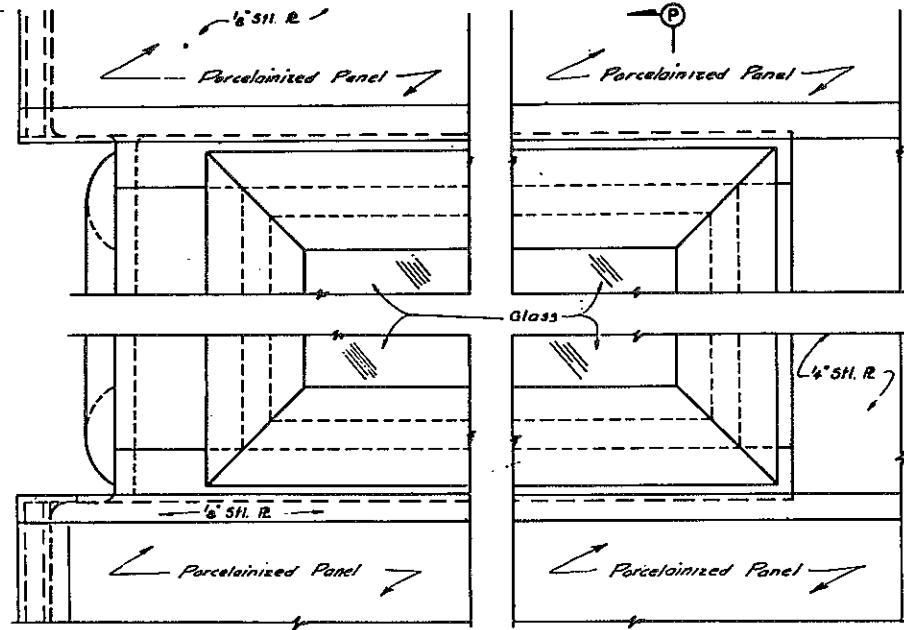
| DWG. NO. | SCALE | DATE | Consulting Engineers |
|----------|----------|---------|-----------------------|
| TB-4 | AS SHOWN | 7-30-79 | Goodkind & Odeh, Inc. |

Designed by: R. KREUZER
Made by: N. SPAVENTA
Traced by: H. LANE
Checked by: N. DA COSTA

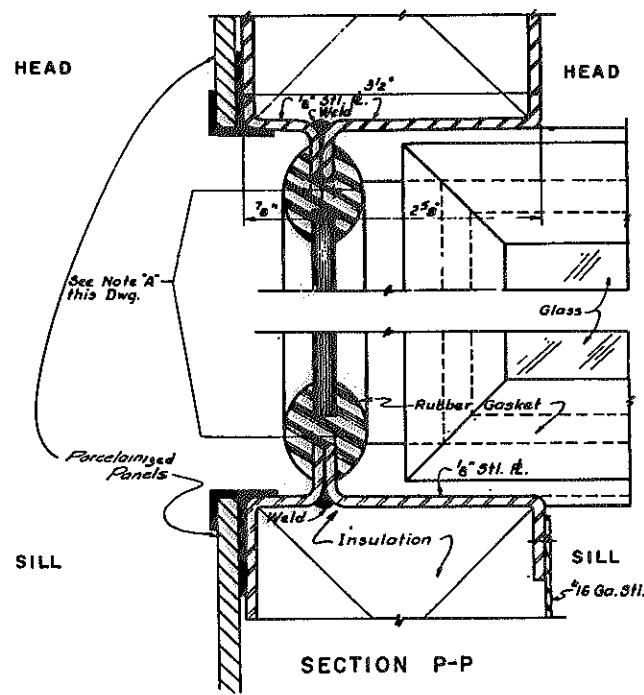


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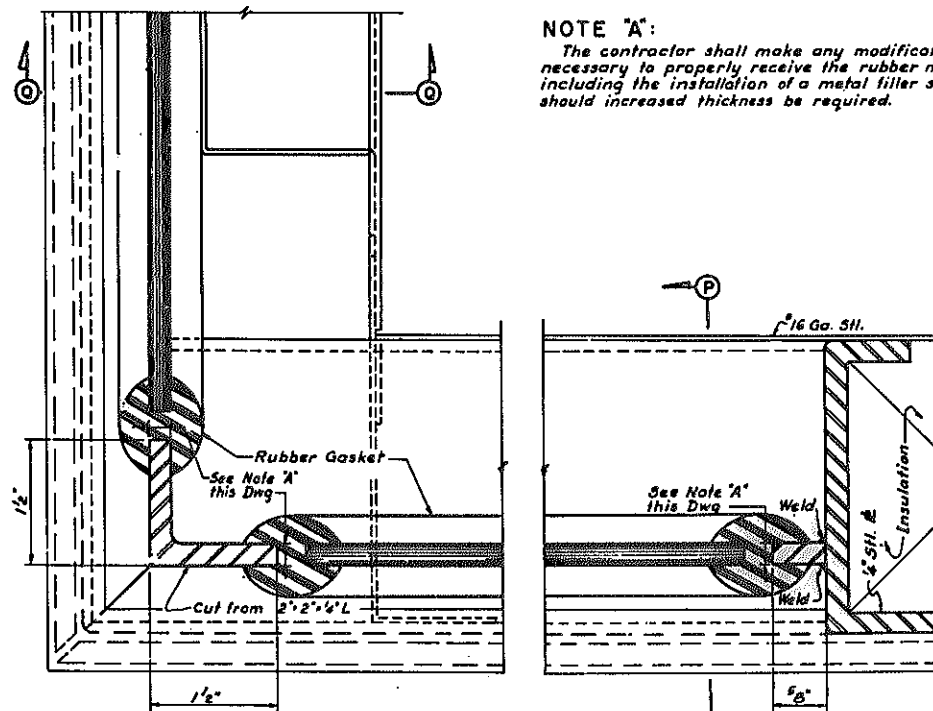
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 186 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY ; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



ELEV. OF CORNER WINDOW OF TOLL BOOTH

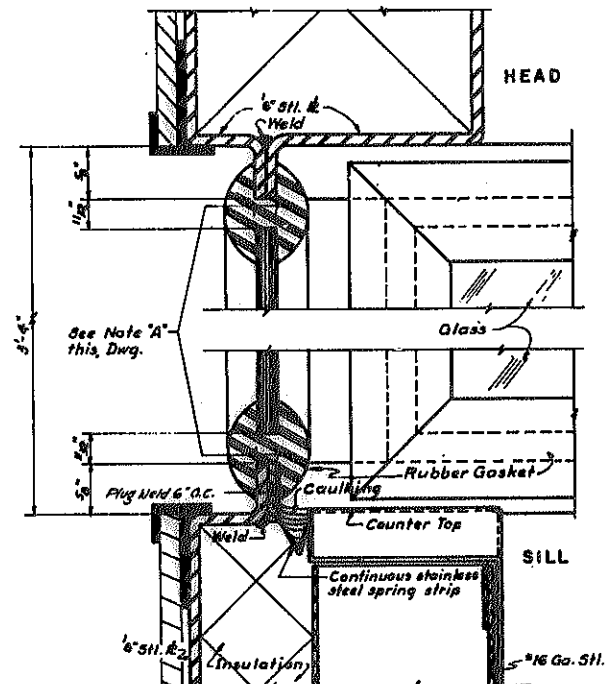


SECTION P-P

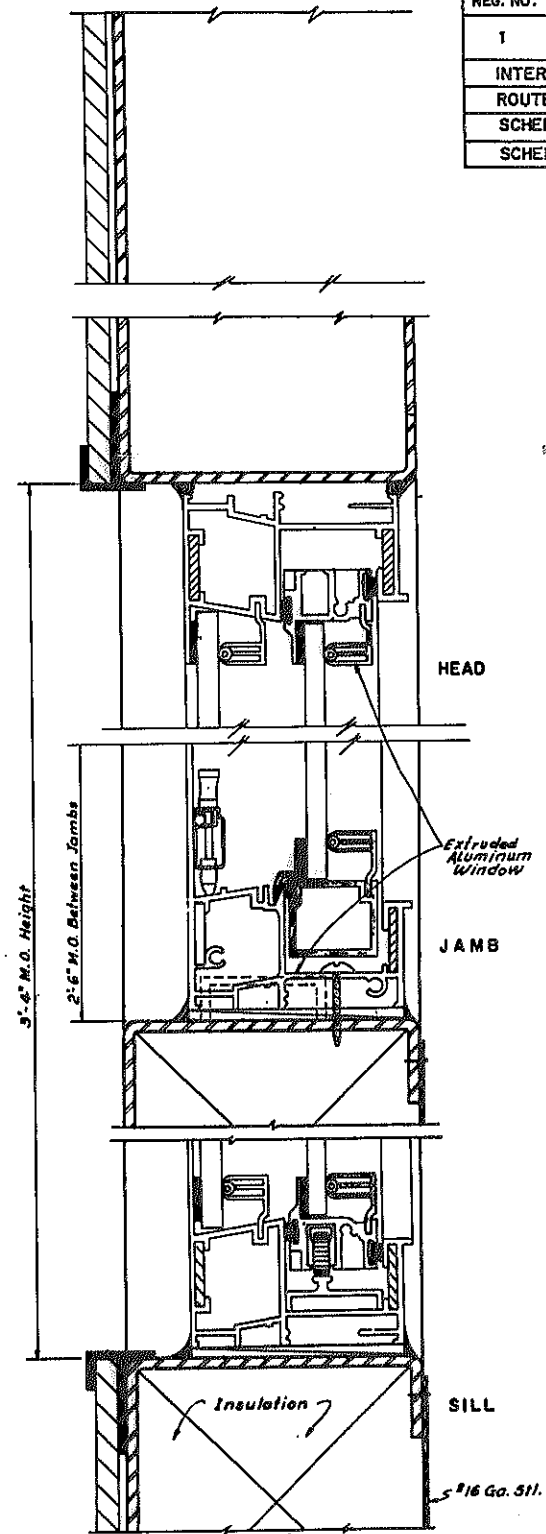


PLAN THRU CORNER WINDOW OF TOLL BOOTH
Full Size

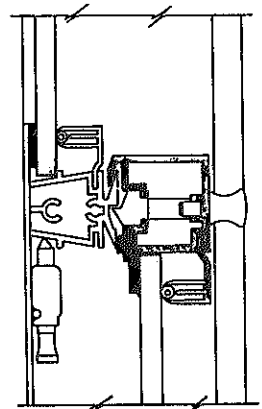
NOTE "A":
The contractor shall make any modifications necessary to properly receive the rubber moulding; including the installation of a metal filler strip should increased thickness be required.



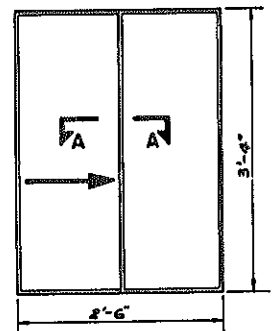
SECTION Q-Q
Full Size



DETAIL OF SLIDING WINDOW OF TOLL BOOTH
Full Size



SECTION A-A



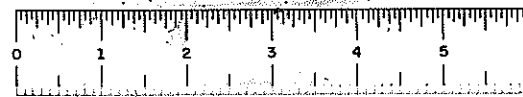
ELEVATION OF SLIDING WINDOW

NOTE:
1. ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 25690.63TS FURNISH & INSTALL TOLL BOOTHS
2. SEE DWG. No. TB-1 FOR GENERAL NOTES.

TOLL BOOTH WINDOW DETAIL

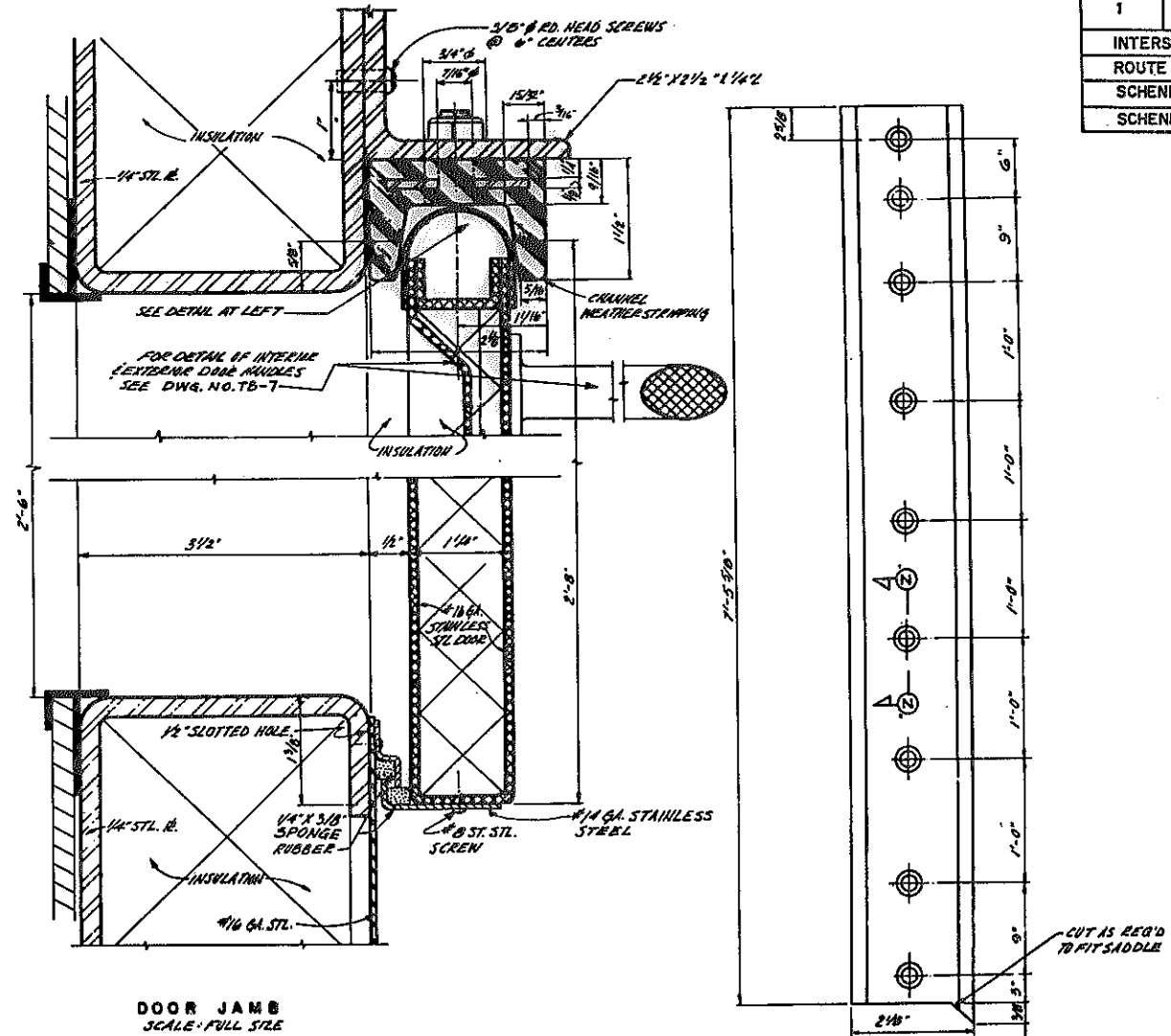
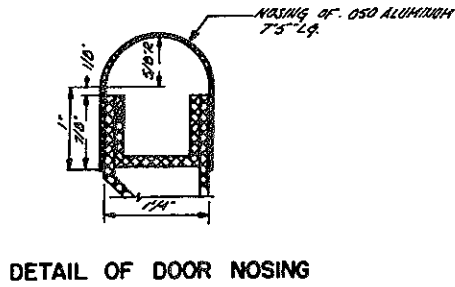
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
|---|----------|---------|----------------------|
| DWG. NO. | SCALE | DATE | CONSULTING ENGINEERS |
| TB-5 | AS SHOWN | 7-30-79 | Goodkind & Co., Inc. |

Designed by R. KREUTZER
Made by M. SPANVENTA
Traced by W. LANE
Checked by M. De COSTA

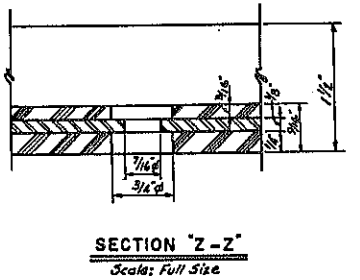


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 187 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY ; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



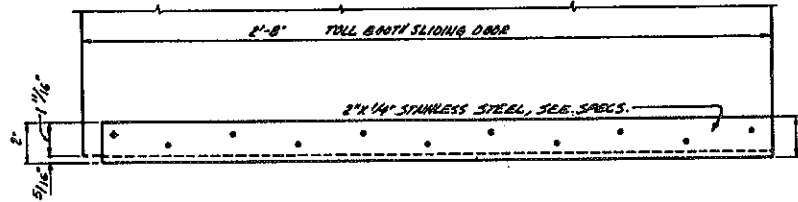
DOOR JAMB
SCALE: FULL SIZE



SECTION "Z-Z"
Scale: Full Size

ELEV. OF CHANNEL WEATHER STRIPPING
Not to Scale

DETAILS FOR WEATHER STRIPPING OF ALL SLIDING DOORS

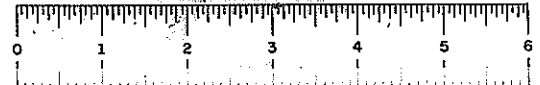


DETAIL OF GUIDE ON EXTERIOR
OF TOLL BOOTH SLIDING DOOR,
SCALE 3"-1'-0"

NOTES:
1. SEE DWG. NO. TB-1 FOR GENERAL NOTES.
2. ALL WORK ON THIS SHEET TO BE DONE UNDER
ITEM 25690.6315 FURNISH & INSTALL TOLL BOOTH S.

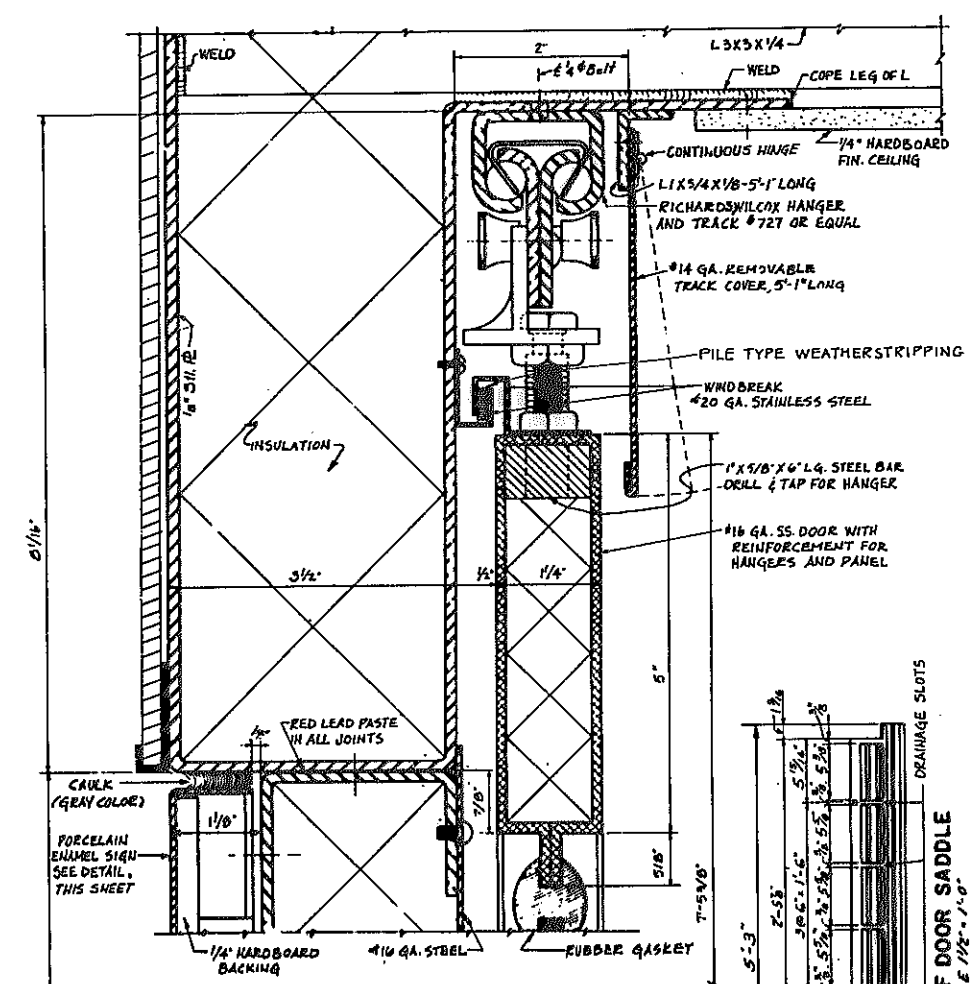
| TOLL BOOTH SLIDING DOOR CATCH AND GUIDE | | | |
|---|----------|---------|-----------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DWG. NO. | SCALE | DATE | CONSULTING ENGINEERS |
| TB-6 | AS SHOWN | 7-30-79 | Goodland & Odea, Inc. |

Designed by R. KREUTZER
Made by N. SPANVENTA
Traced by W. LANE
Checked by N. De COSTA

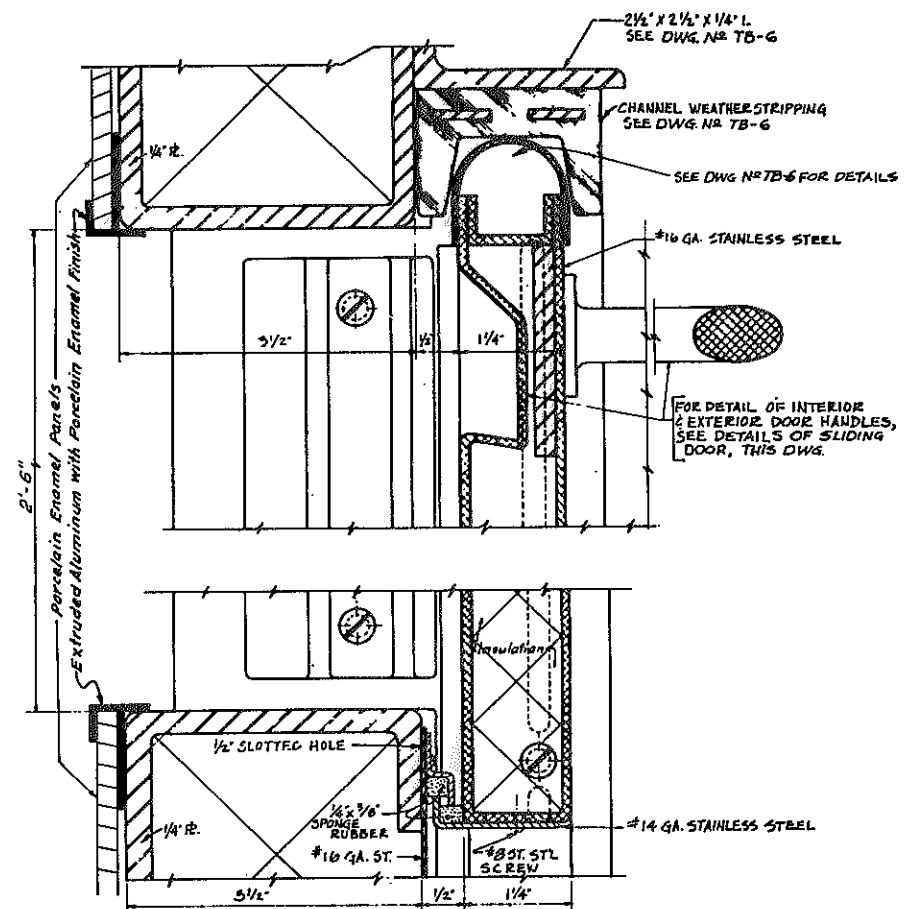


D96243

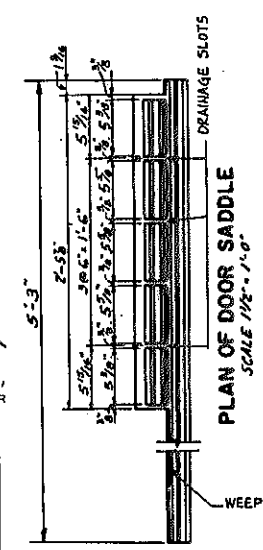
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 188 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



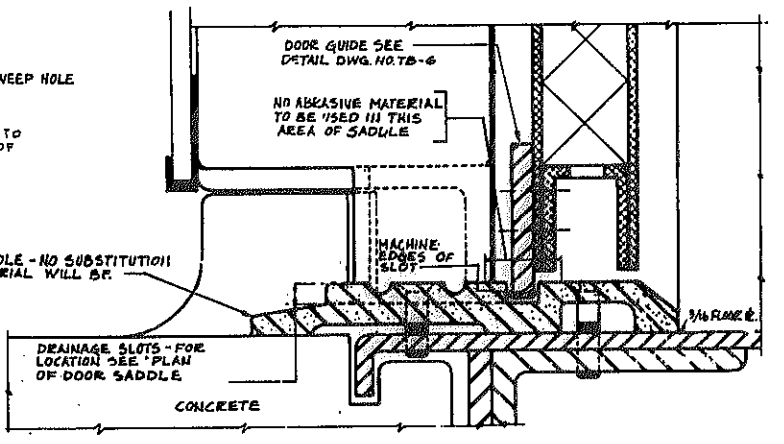
SECTION THRU SLIDING DOOR AT MAP PANEL
SCALE - FULL SIZE



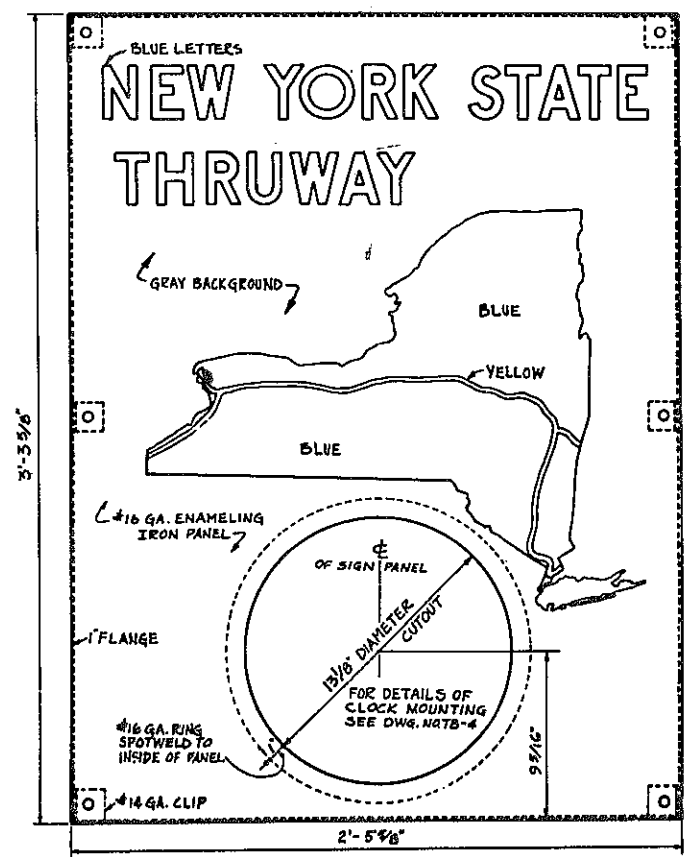
PLAN OF SLIDING DOOR AT DOOR SADDLE
SCALE - FULL SIZE



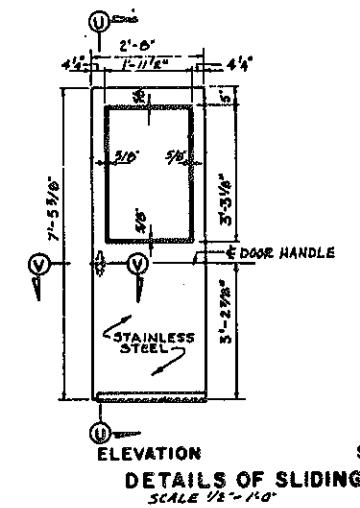
PLAN OF DOOR SADDLE
SCALE 1 1/2\"/>



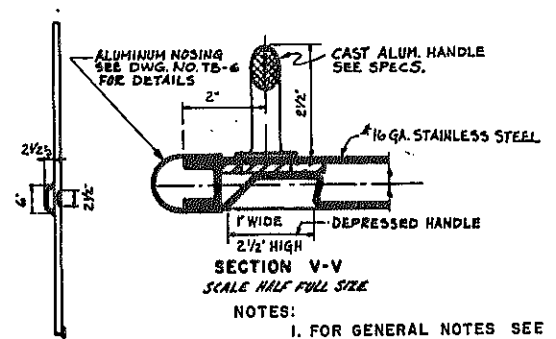
SECTION THRU SLIDING DOOR AT DOOR SADDLE
SCALE - FULL SIZE



DETAIL OF PORCELAIN-ENAMEL SIGN
SCALE - 3\"/>



ELEVATION DETAILS OF SLIDING DOOR
SCALE 1/2\"/>

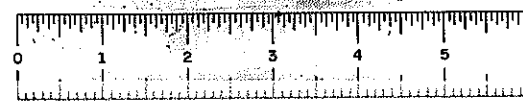


SECTION U-U
SCALE HALF FULL SIZE

- NOTES:
1. FOR GENERAL NOTES SEE DWG. NO. TB-1
 2. ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 25690.6375, FURNISH & INSTALL TOLL BOOTHS

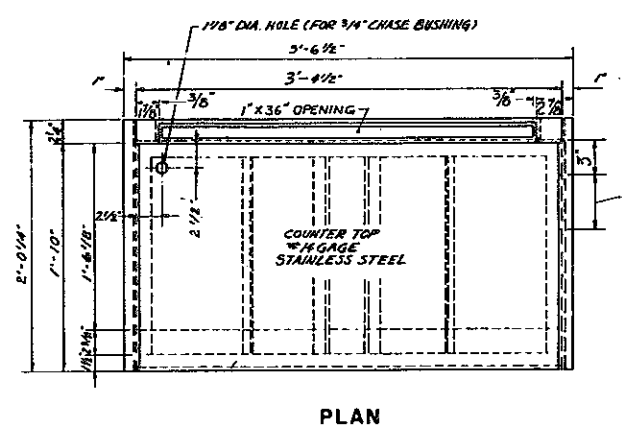
| SLIDING DOOR AND MAP PANEL DETAILS | | | |
|------------------------------------|----------|---------|--------------------------|
| STATE OF NEW YORK | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| DWG. NO. | SCALE | DATE | CONSULTING ENGINEERS |
| TB-7 | AS SHOWN | 7-30-79 | Goodland & O'Keefe, Inc. |

Designed by R. KREUTZER
Made by N. SPAVENTA
Traced by W. LAKE
Checked by N. G. COSTA

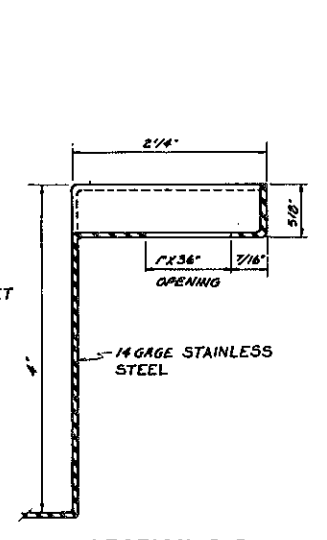


D96243

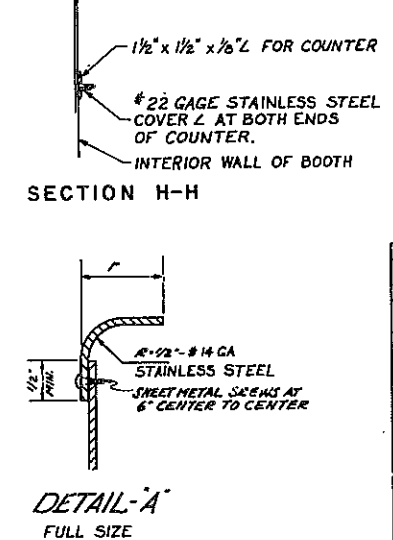
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 189 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



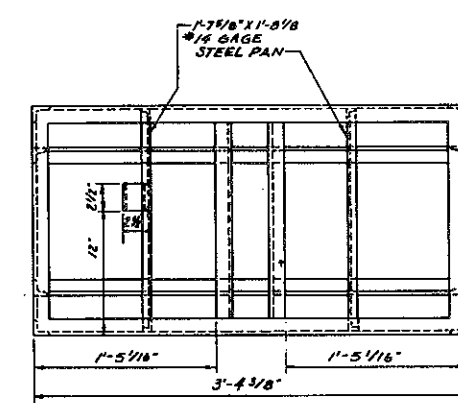
PLAN



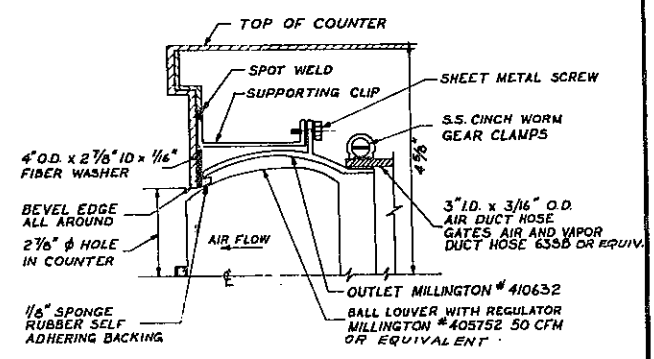
SECTION D-D
FULL SIZE



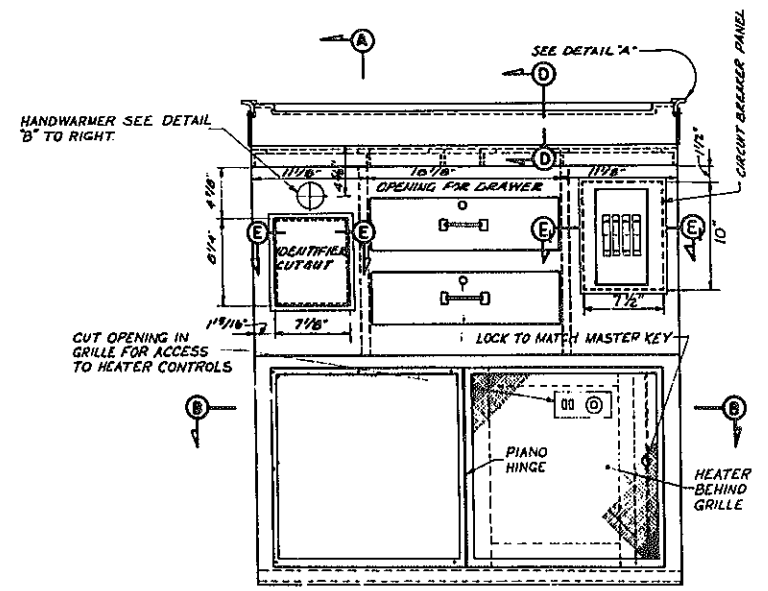
DETAIL-A
FULL SIZE



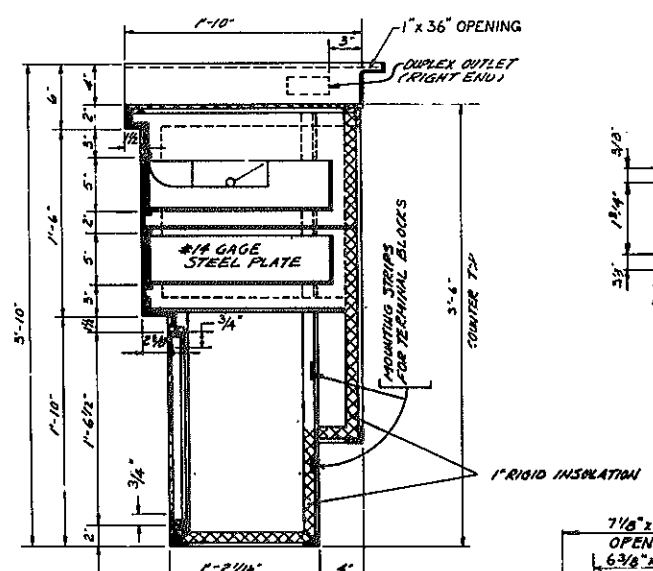
PLAN



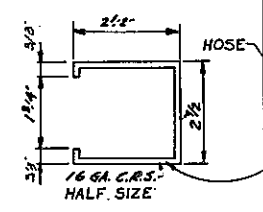
DETAIL "B"
SCALE: NONE



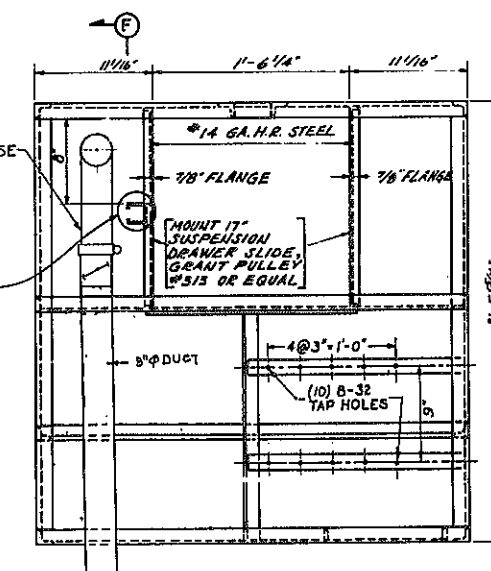
ELEVATION A



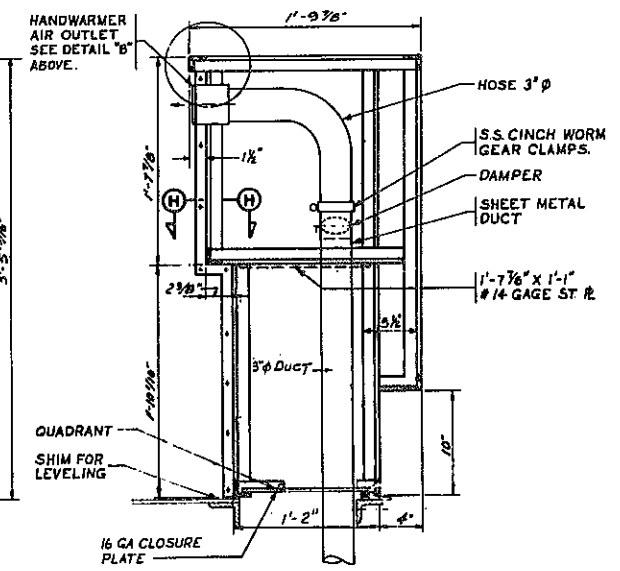
SECTION A-A



IDENTIFIER CUTOUT-SECTION E-E
FULL SIZE

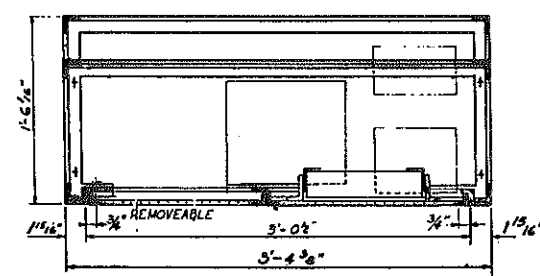


ELEVATION B

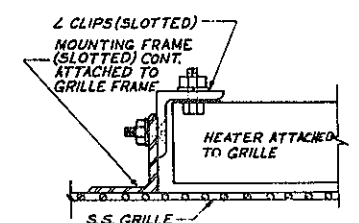


SECTION F-F

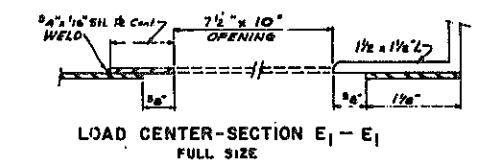
- NOTES:
1. #14 GAGE STAINLESS STEEL TOP, FRONT, FRONT OF CASH DRAWERS AND 2 CASH TRAYS
 2. 1 1/2" x 1 1/2" x 1/8" ANGLE CONSTRUCTION UNLESS NOTED
 3. SIDES AND REAR CLOSURE OF COUNTER TO BE ON BOOTH.
 4. ALL ANGLE CONNECTIONS TO BE WELDED.
 5. ALL WORK ON THIS SHEET TO BE DONE UNDER ITEM 25690.6375 - FURNISH & INSTALL TOLL BOOTHS, EXCEPT AS NOTED.
 6. FOR GENERAL NOTES SEE DWG No. TB-1



SECTION B-B



COUNTER DETAILS
Scale: 1/2" = 1'-0" As Noted

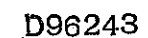


LOAD CENTER-SECTION E1-E1
FULL SIZE

DETAILS OF TOLL BOOTH COUNTER

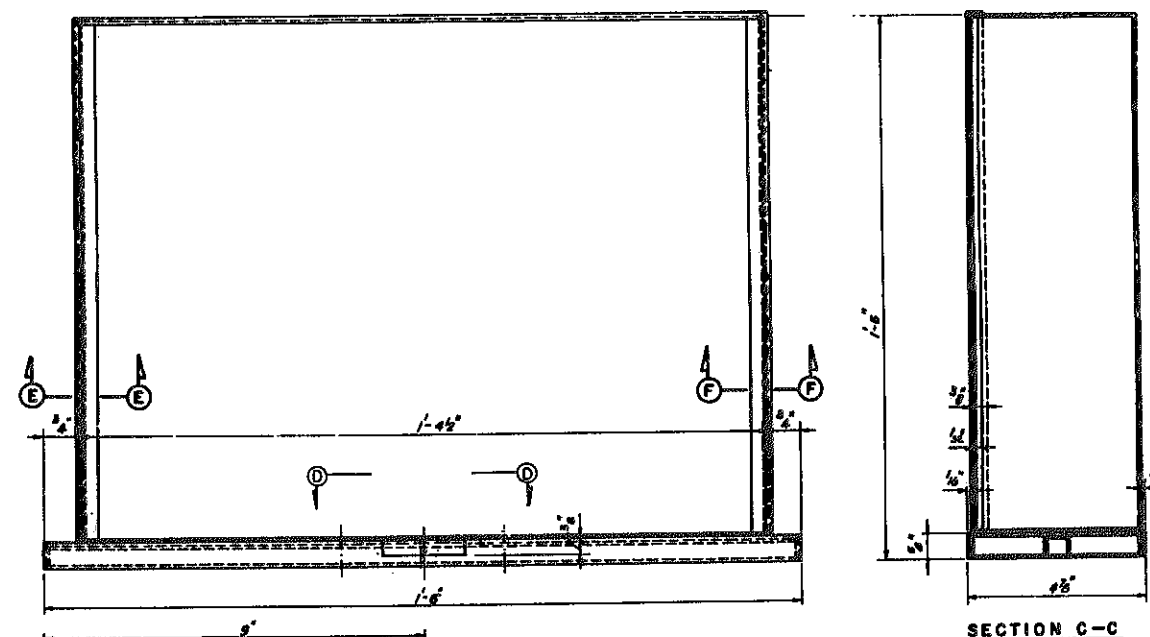
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | |
|---|----------|---------|----------------------|----------------------|
| DWG. NO. | SCALE | DATE | DESIGNED BY | CONSULTING ENGINEERS |
| TB-8 | AS SHOWN | 7-30-79 | Goodland & Co., Inc. | |

Designed by: R. KREUTER
Made by: N. SPALVENTA
Traced by: H. LANE
Checked by: N. De COSTA

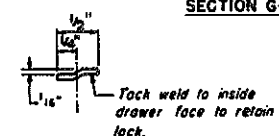


Technical drawing of a wire mesh assembly. The main view shows a V-shaped structure made of 7/64 inch stainless wire. The top horizontal span is 5 3/4 inches. The vertical height from the base to the top is 3 inches. The base is a brass component with a central hole of 1 1/16 inches diameter and a 1/16 inch radius. The wire has a 1/16 inch radius at the top and bottom. A detail view on the right shows a 7/64 inch drill bit with a 1/32 inch diameter hole, labeled "7/64 DIA." and "1/32 DIA."

SECTION F-F



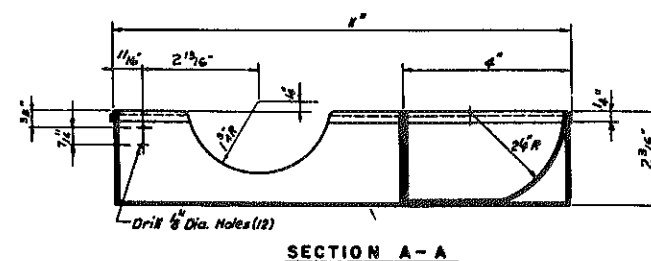
SECTION C-C



DETAIL "A"

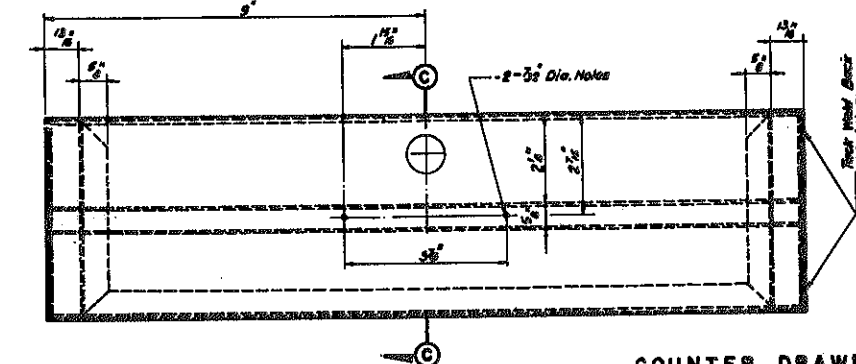
LOCK RETAINER BAR
2 Required per drawer
Material: 14 ga. C.R.S., 2" long.

NOTE: Lock required Corbin #0666.
(To be furnished by others.)



SECTION A-A

CASH TRAY
#22 Gage Stainless Steel
SCALE: HALF FULL SIZE



COUNTER DRAWER

#14 Gage C.R.S. with Stainless Steel Front
SCALE: HALF FULL SIZE

NOTES:

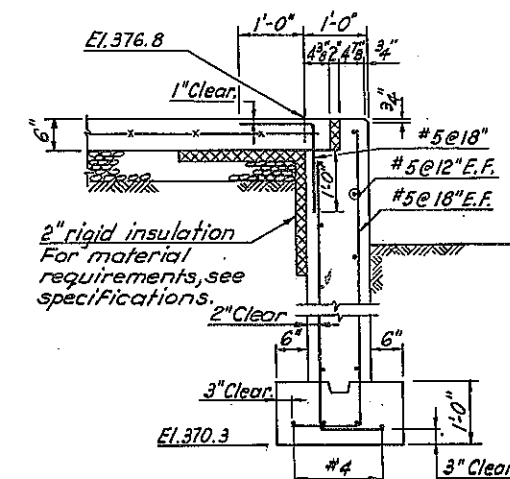
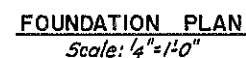
1. Drawers attached to counter with 17" suspension
drawer slides, Grant Pulley #313 or equal
SEE DWG. NO. 78-8
2. SEE DWG. NO. 78-1 FOR GENERAL NOTES
3. ALL WORK ON THIS SHEET TO BE DONE UNDER
ITEM 25690.6375 FURNISH & INSTALL TOLL BOOTHS
UNLESS OTHERWISE NOTED.


DETAILS OF TOLL BOOTH COUNTER
CASH DRAWERS AND TRAYS

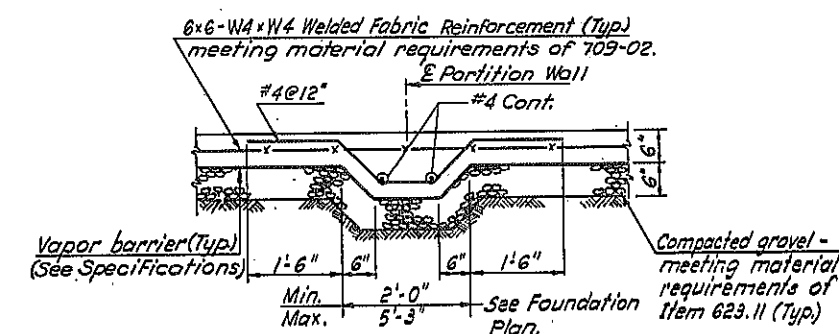
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION



| | | | | |
|----------|-------------|---------|--------------------------|------------------------|
| DWG. NO. | SCALE | DATE | Goodland & Otka, Inc. | CONSULTING ENGINEER |
| TB-9 | AS SHOWN | 7-30-79 | | |

Designed by R. KREUTZER
Made by N. SPAVENTA
Tread by W. LANE
Cracked by H. De COSTA



SECTION 
Scale: $\frac{3}{4}'' = 1'-0''$



SECTION  
Scale: $\frac{3}{4}'' = 1'-0''$

REFERENCES:

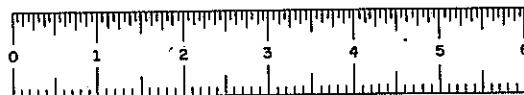
1. For General Notes, see Dwg. No. S-5.
2. For details of sidewalks around the Building, railing details and drainage details, see Arch. Dwg.s. & Toll Booth Layout Plan.
3. For details of chimney, see Architectural Dwg.s. & Specifications.
4. Sizes of pads in Mechanical and Electrical rooms are approximate. Build only from approved Shop Dwg.s., certified by the Manufacturer.
5. For location and details of insulation see Architectural Dwg.s.
6. For utility penetrations, see Electrical & Mechanical Dwg.s.

1. All stairs shall have $\frac{1}{4}$ " radius nosing.

is Design of Peter Chen
Designed by T. C. Grainger
Design Checked by R. C. Smith
Detailed by L. Volkoff
Final Checked by P. Chen

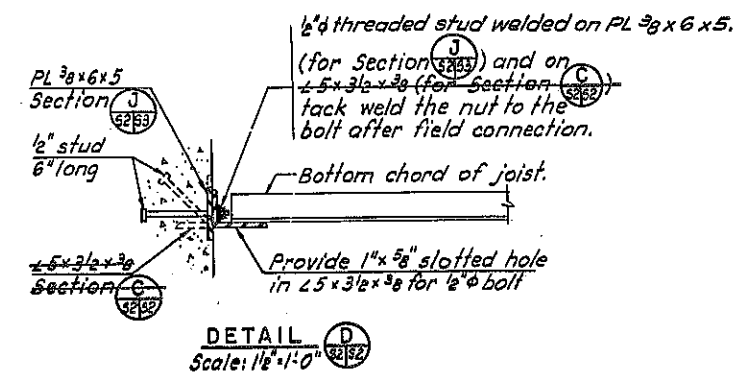
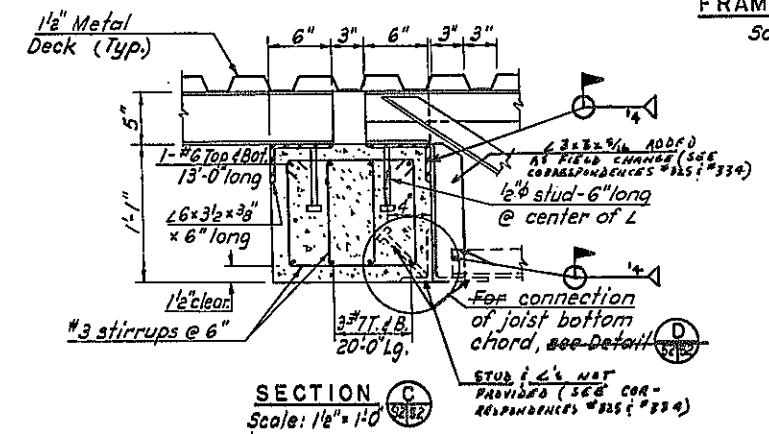
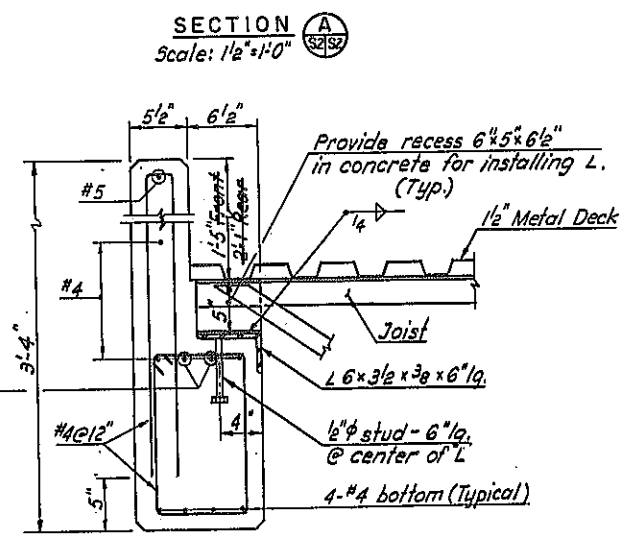
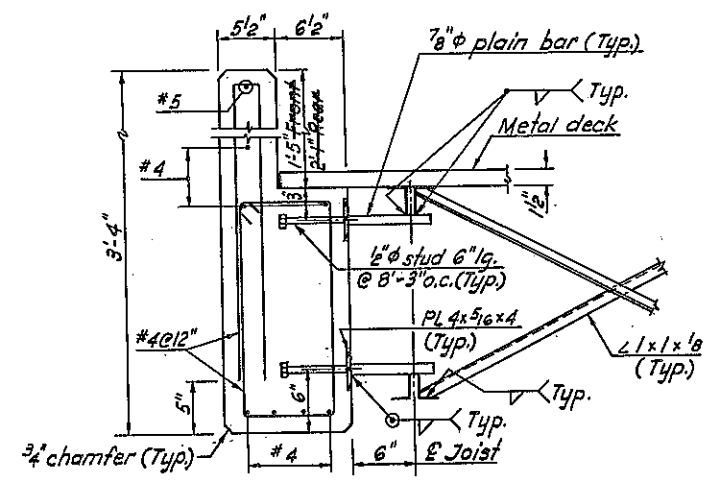
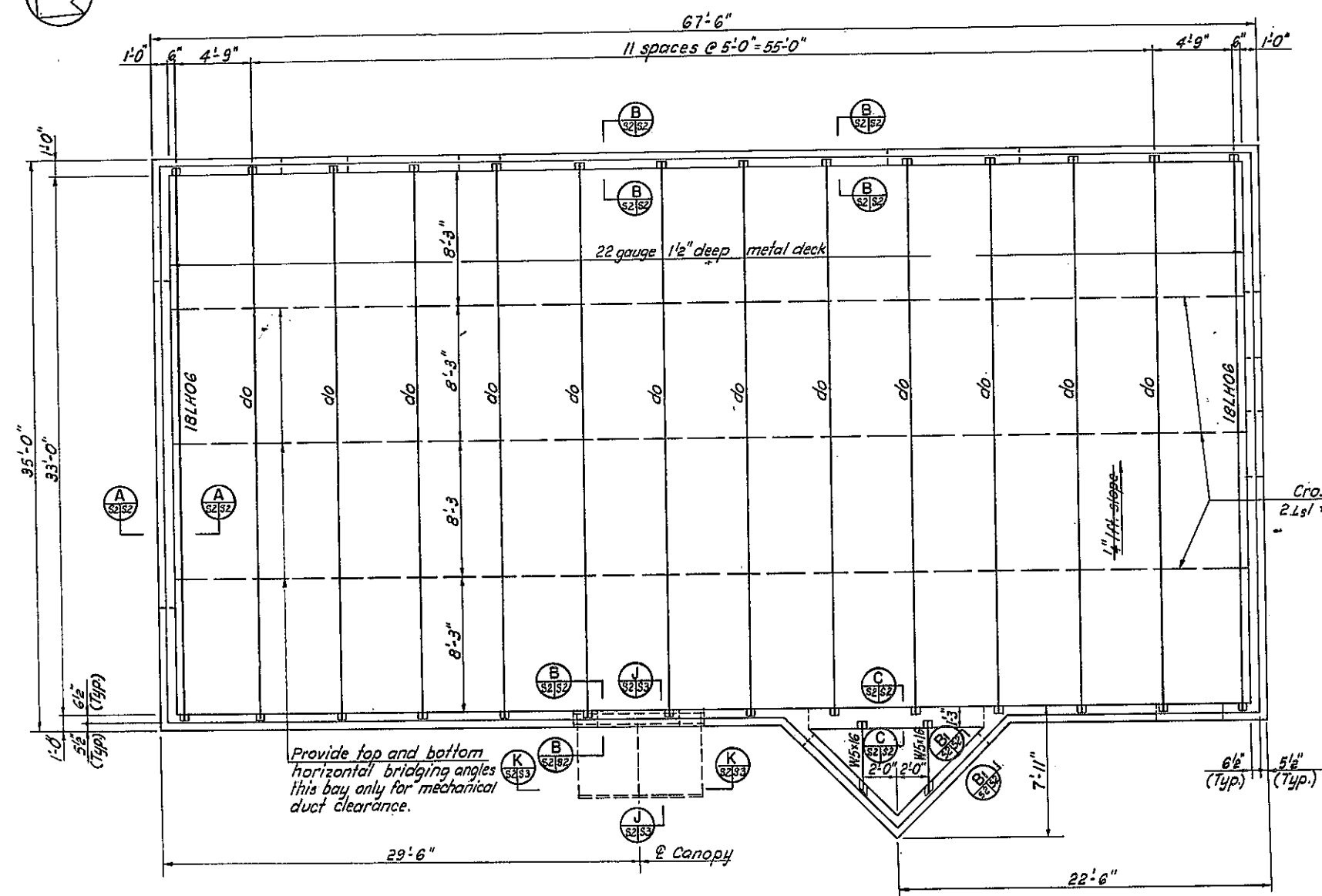
Prepared and recommended Date 8/3/70
Daniel J. Swoboda
ROCKWELL & O'DEA, INC. Consulting Engineers

| | | | | |
|------------------------------|----------|---------|-------------------------|--|
| FOUNDATION PLAN | | | | |
| UTILITY BUILDING | | | | |
| STATE OF NEW YORK | | | | |
| DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. NO. | SCALE | DATE | CONSULTING ENGINEER | |
| S - 1 | AS NOTED | 7-30-79 | Goodkind & O'Neil, Inc. | |



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 192 R1 | 284 |
| INTERSTATE ROUTE 50B | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG PART 1 S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



- REFERENCES:
1. For General Notes, see Dwg. No. S-5.
 2. For locations of mechanical ducts, and equipment, see HV Dwg.

REVISIONS

| ROOF FRAMING PLAN AND SECTIONS | | | |
|--------------------------------|----------|---------|--------------------------|
| UTILITY BUILDING | | | |
| STATE OF NEW YORK | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| DWG. NO. | SCALE | DATE | Consulting Engineers |
| S-2 | AS NOTED | 7-30-79 | Goodland & O'Brien, Inc. |

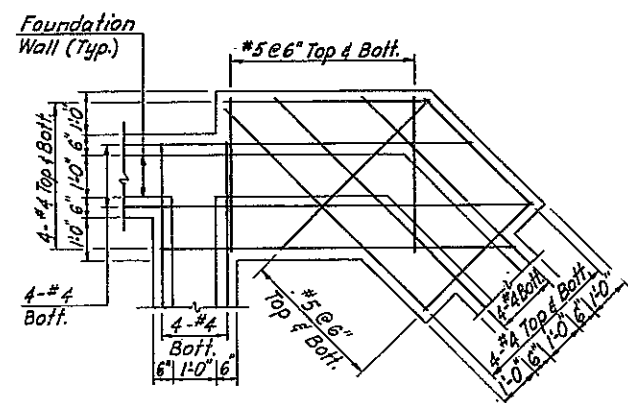
In Charge of Design by: J. J. Grogan
Design Checked by: J. J. Grogan
Detail Checked by: J. J. Grogan

Prepared and recommended Date: 8/1/79
Goodland & O'Brien, Inc. Consulting Engineers

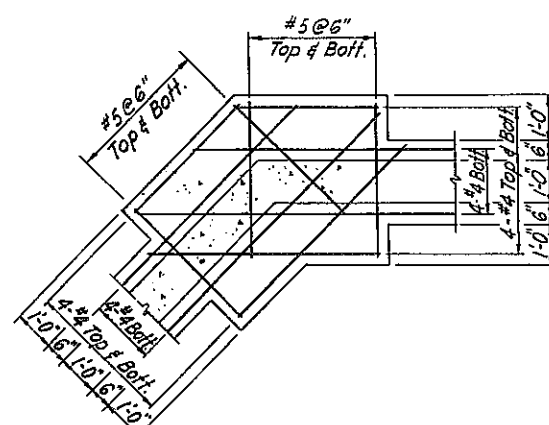


D96243

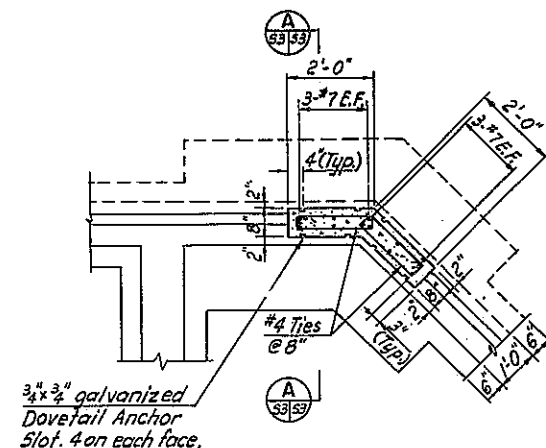
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 193 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



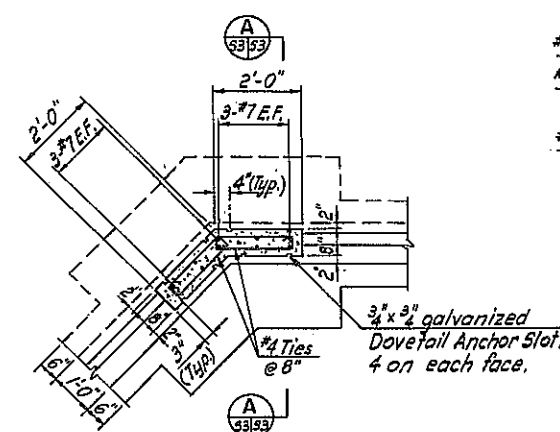
TYPE I FOOTING
Scale: 1/2" = 1'-0"



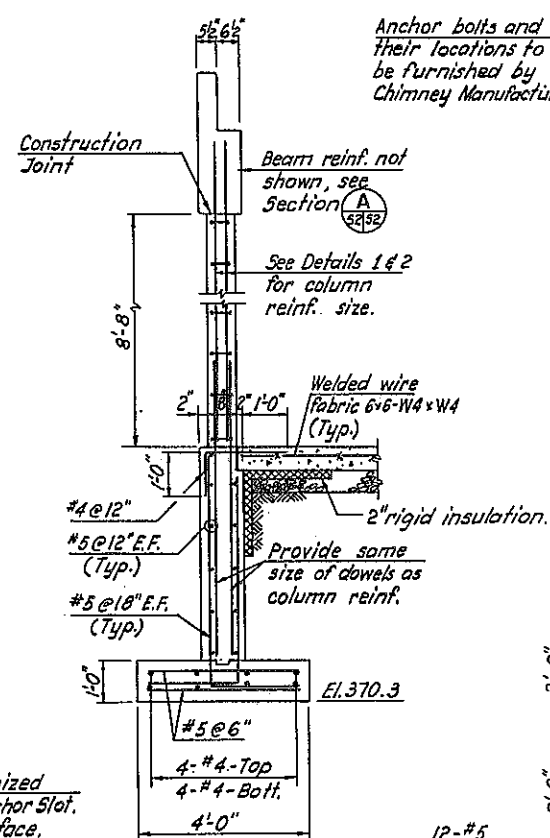
TYPE II FOOTING
Scale: 1/2" = 1'-0"



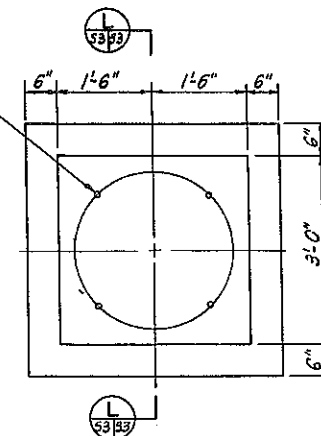
DETAIL 1
Scale: 1/2" = 1'-0"



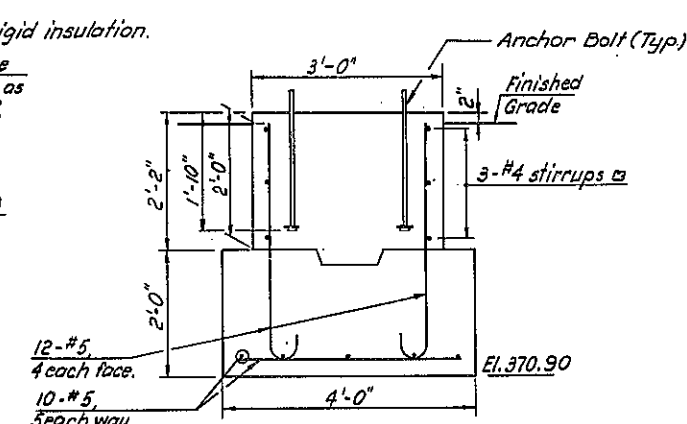
DETAIL 2
Scale: 1/2" = 1'-0"



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

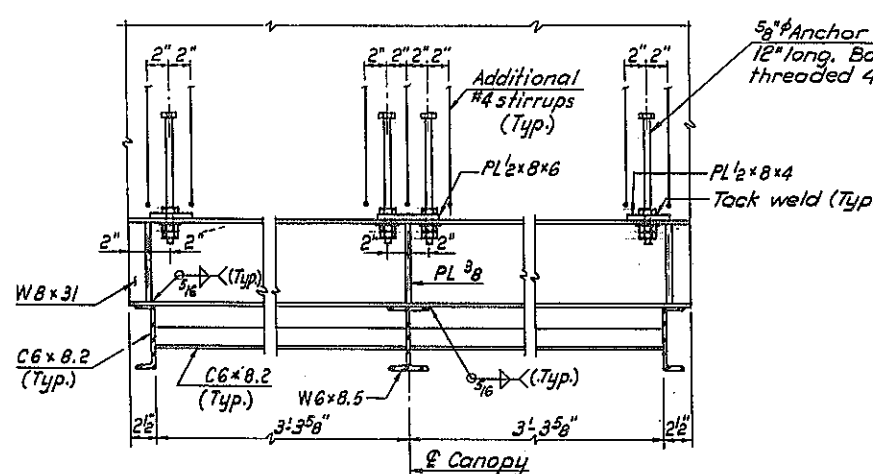


DETAIL 3
Scale: 3/4" = 1'-0"

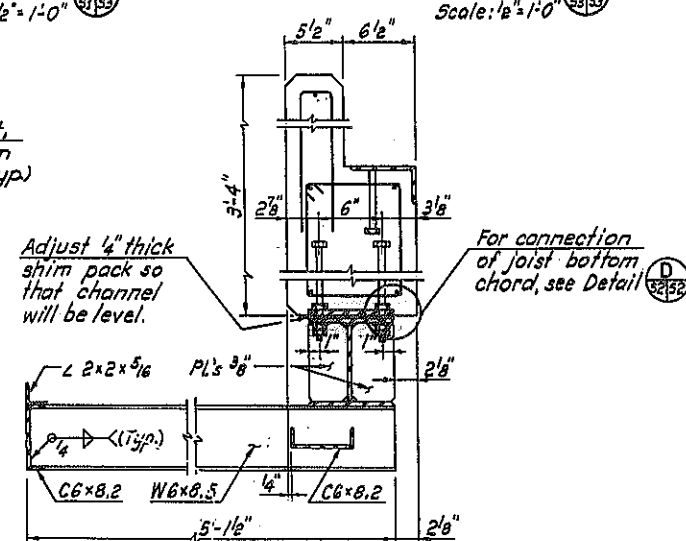


SECTION L
Scale: 3/4" = 1'-0"

- REFERENCES:
1. For General Notes, see Dwg. No. 5-5.
 2. For Chimney Details, see Architectural Dwg. & Specifications.



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



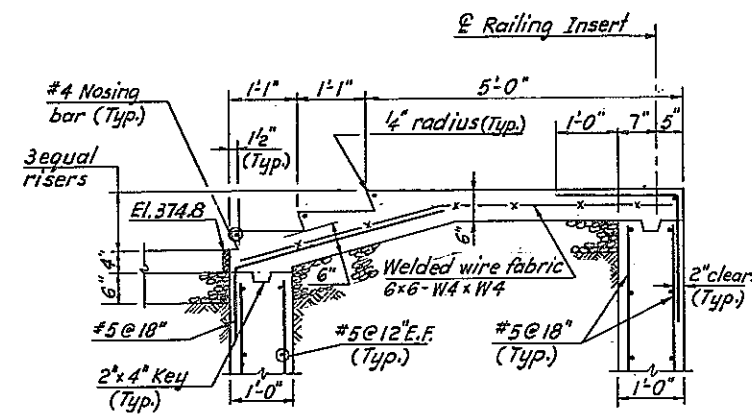
SECTION J
Scale: 1/2" = 1'-0"


Prepared and recommended by: *[Signature]* Date: 8/3/79
SOGARD & O'DEA, INC. Consulting Engineers

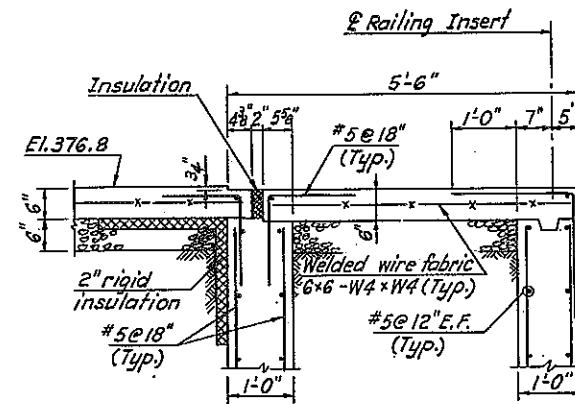
| FOOTING DETAILS AND ENTRANCE CANOPY SECTIONS UTILITY BUILDING | | | |
|---|----------|---------|------------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DWG. NO. | SCALE | DATE | CONSULTING ENGINEERS |
| 5-3 | AS NOTED | 7-30-79 | Goodkind & O'Dea, Inc. |


In Charge of: *[Signature]*
Designed by: *[Signature]*
Design Checked by: *[Signature]*
Detailed by: *[Signature]*
Drawn Checked by: *[Signature]*

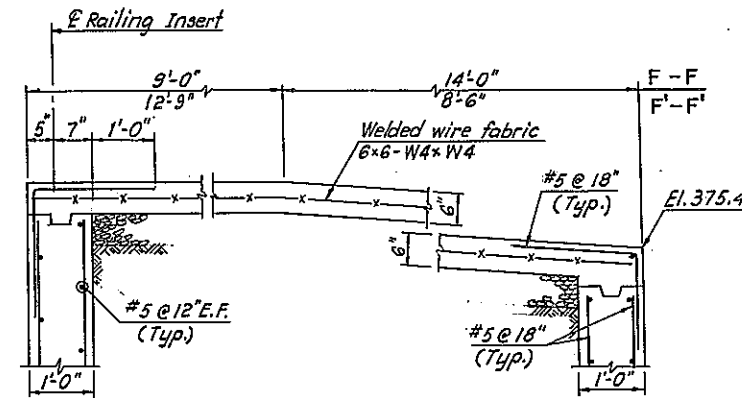
| FED. ROAD REQ. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 194 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |





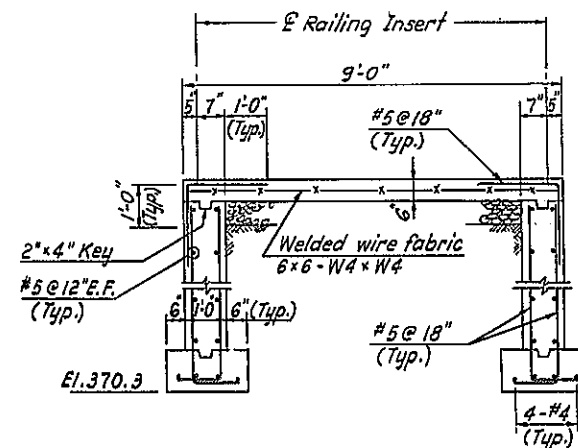
SECTION 
Scale: $\frac{3}{4}" = 1'-0"$



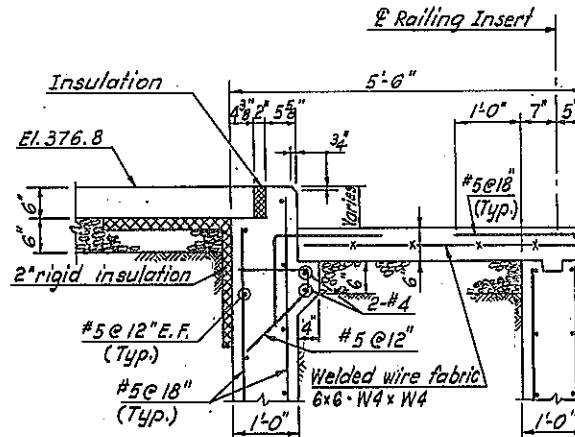
SECTION 
Scale: $\frac{3}{4}" = 1'-0"$



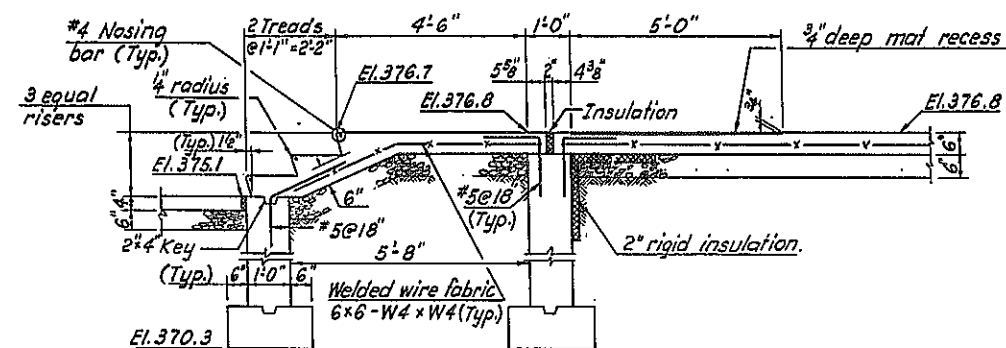
SECTION 
Scale: $\frac{3}{4}'' = 1'-0''$
SECTION 
(Similar)




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



SECTION
Scale: $\frac{3}{4}" = 1'-0"$



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

NOTE:

Footings for foundation walls of Sections E, F, G, H, and C are same as those shown in Section 51/54.

REFERENCES:

1. For General Notes, see Dwg. No. S-5.
2. For Details of Railing Inserts, see Architectural Dwg. No. A-5.

In Charge of Peter Chew
 Designed by T.C. Granger
 Design Checked by R.C. Seitz
 Decoded by L. Volkoff
 Detail Checked by P. Chew

RAMP AND STAIR SECTIONS
UTILITY BUILDING

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

Prepared and recommended Date 8/3/79
Donald J. Smith
 BOOBKIN & O'DEA, INC. Consulting Engineers

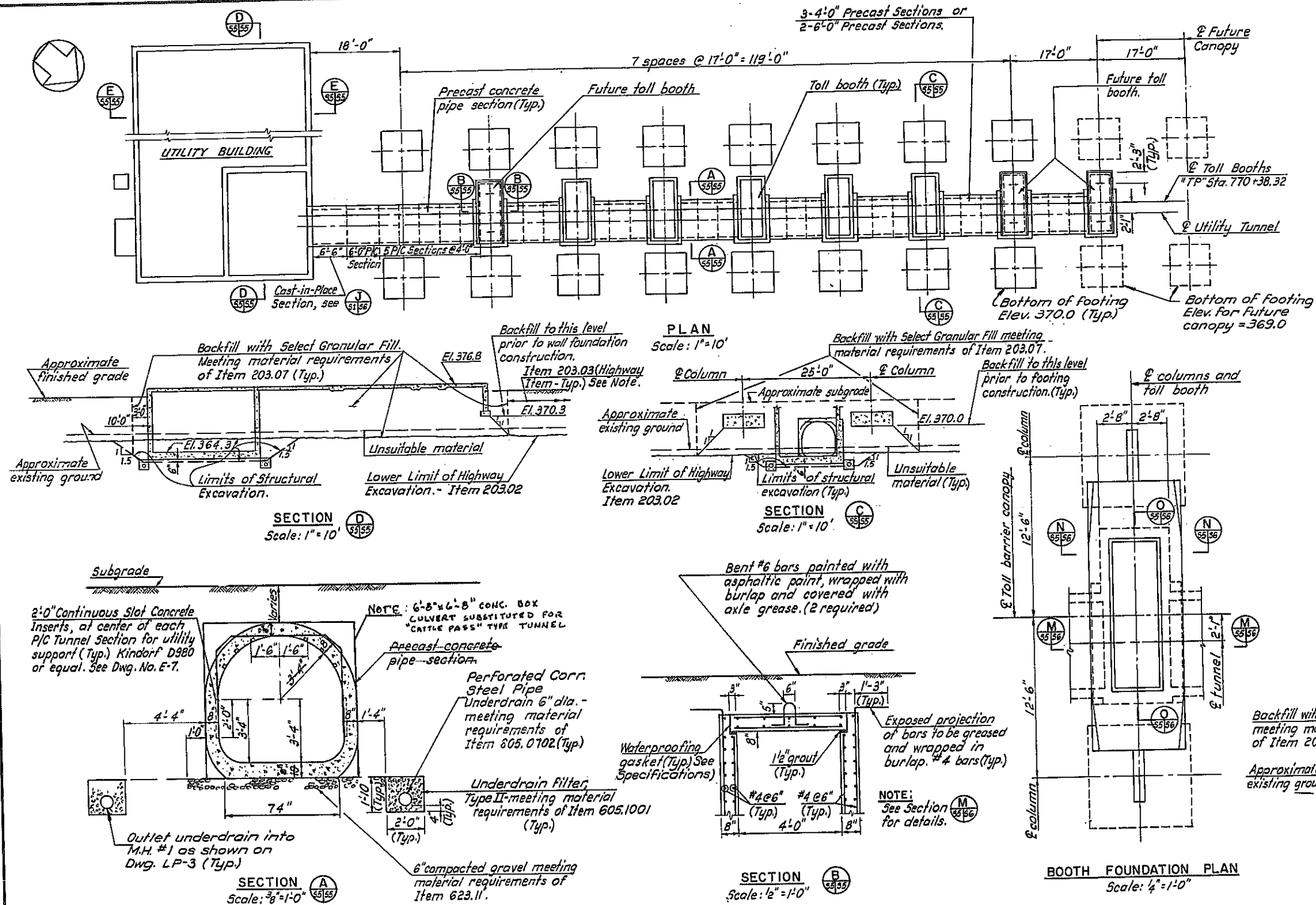
| | | | | |
|----------|-------------|---------|------------------------------|-------------------------|
| DWG. NO. | SCALE | DATE | Goodkind Associates, Inc. | CONSULTING ENGINEERS |
| S-4 | AS NOTED | 7-30-79 | | |

D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 18521 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

GENERAL NOTES

- DESIGN CONFORMS TO APPLICABLE PORTIONS OF FOLLOWING STANDARDS.
1. AMERICAN CONCRETE INSTITUTE "BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE" ACI (318.77).
 2. NEW YORK STATE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATION FOR HIGHWAY BRIDGES" AS AMENDED.
 3. AMERICAN INSTITUTE OF STEEL CONSTRUCTION "SPECIFICATION FOR THE DESIGN, FABRICATION & ERECTION OF STRUCTURAL STEEL FOR BUILDING", PART 1 FEB. 12, 1969, AS AMENDED.
 4. AMERICAN WELDING SOCIETY "STRUCTURAL WELDING CODE" AWS D 1.1-78 AND "RECOMMENDED PRACTICES FOR REINFORCED STEEL, METAL INSERTS AND CONNECTION IN REINFORCED CONCRETE CONSTRUCTION", AWS D12-1.
- MATERIAL AND CONSTRUCTION SPECIFICATIONS: NEW YORK STATE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS" JANUARY 3, 1978 AND ADDENDUM NO. 1.
- DESIGN LOADS:
- LIVE LOAD: 45 PSF ON ROOF OF BUILDING AND CANOPY
 - 300 PSF ON ENTIRE FLOOR OF BUILDING
 - WIND LOAD: 15 PSF ON BUILDING AND CANOPY
- ALL REINFORCING STEEL SHALL CONFORM TO ALL REQUIREMENTS OF ASTM DESIGNATION A615, GRADE 60. ALL WELDED WIRE FABRIC REINFORCEMENT SHALL CONFORM TO ALL REQUIREMENTS OF ASTM DESIGNATION A185.
- STRUCTURAL STEEL AND EMBEDDED ITEMS SHALL CONFORM TO ALL REQUIREMENTS OF ASTM DESIGNATION A36 EXCEPT AS OTHERWISE NOTED.
- UNLESS OTHERWISE SHOWN, ALL SPLICES IN REINFORCING STEEL SHALL BE 36 BAR DIAMETERS.
- BASEMENT WALLS SHALL BE ADEQUATELY BRACED AT TOP AND BOTTOM UNTIL FLOOR SYSTEMS AND SLABS ON GRADE HAVE BEEN CONSTRUCTED AND HAVE REACHED SUFFICIENT STRENGTH.
- CONSTRUCTION JOINTS IN EXTERIOR EXPOSED CONCRETE SURFACES OTHER THAN SHOWN WILL NOT BE PERMITTED.
- ALL CONCRETE SHALL HAVE ULTIMATE COMPRESSIVE STRENGTH OF 3000 PSI AT 28 DAYS EXCEPT THAT CONCRETE USED IN THE CONSTRUCTION OF THE PRECAST CONCRETE TOLL BOOTH CANOPY SHALL HAVE ULTIMATE COMPRESSIVE STRENGTH OF 5000 PSI AT 28 DAYS.
- SPECIAL CARE SHALL BE EXERCISED IN CONNECTING CANOPY ROOF UNITS TO COLUMNS SO AS TO PREVENT ANY DAMAGE TO THE PROTRUDING 2" Ø DRAIN IN ROOF UNITS. STEEL PLATES SHALL BE ACCURATELY ALIGNED BEFORE FIELD WELDING.
- UNLESS OTHERWISE SHOWN, CONCRETE COVER TO REINFORCING STEEL SHALL BE 1 1/2" FOR BEAMS AND COLUMNS 1" FOR SLABS, 2" FOR EXPOSED WALLS, 3" FOR CONCRETE PLACED DIRECTLY ON GROUND AND 2" FOR FORMED CONCRETE SURFACE EXPOSED TO EARTH.
- ALL DOWELS SHALL BE TIED IN PLACE PRIOR TO PLACING CONCRETE.
- ALL EXPOSED CONCRETE CORNERS SHALL BE PROVIDED WITH 1/2" CHAMFERS UNLESS OTHERWISE SHOWN.
- DETAILED PROCEDURE FOR WELDING REINFORCING STEEL SHALL BE SUBMITTED FOR APPROVAL BEFORE COMMENCEMENT OF WELDING.



REVISIONS

| FOUNDATION PLAN UTILITY TUNNEL | | | | |
|---|----------|---------|-------------------------|----------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. NO. | SCALE | DATE | BY | REVISIONS |
| 8-5 | AS NOTED | 7-30-79 | Goodland & O'Shea, Inc. | CONSULTING ENGINEERS |

Prepared and recommended
Date 8/3/79
Goodland & O'Shea, Inc. Consulting Engineers

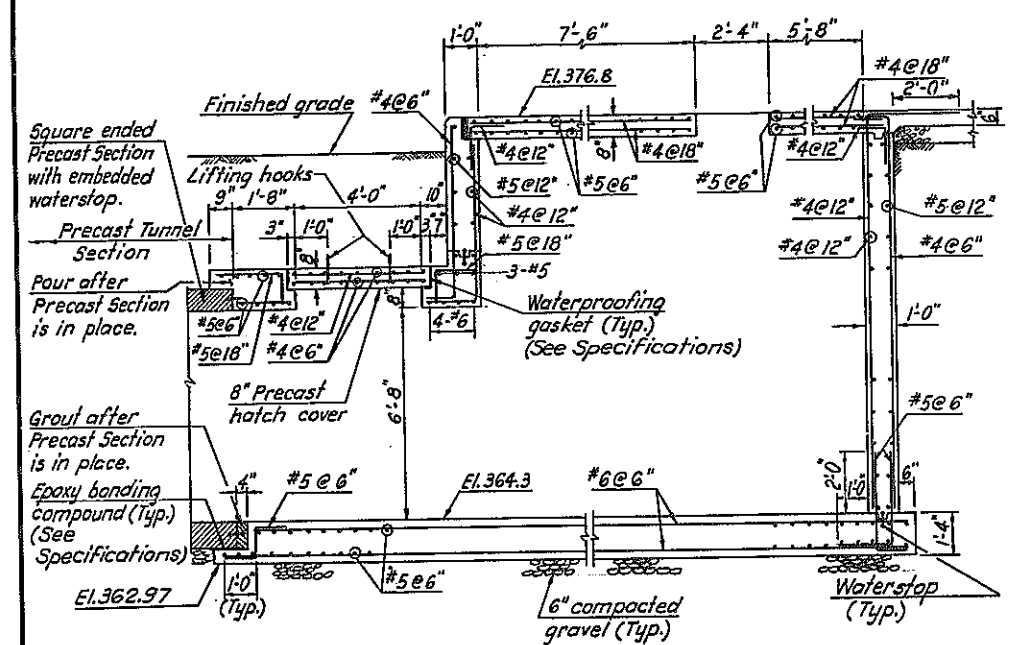
In Charge of
Design by
Checked by
Designed by
Drawn by
Detail Checked by

NOTE:
Highway embankment material
and Item 203.07 shall be placed
simultaneously in contact on
both sides of the Vertical
Payment Line.

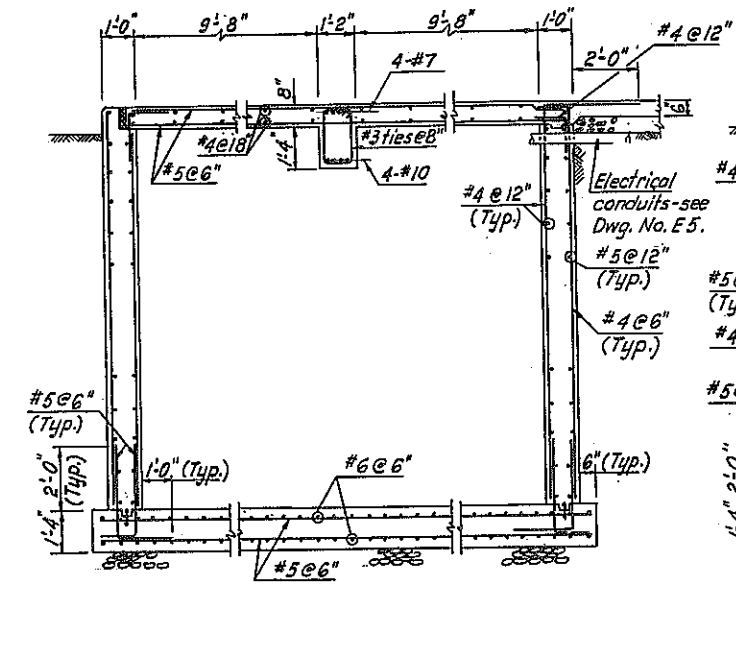


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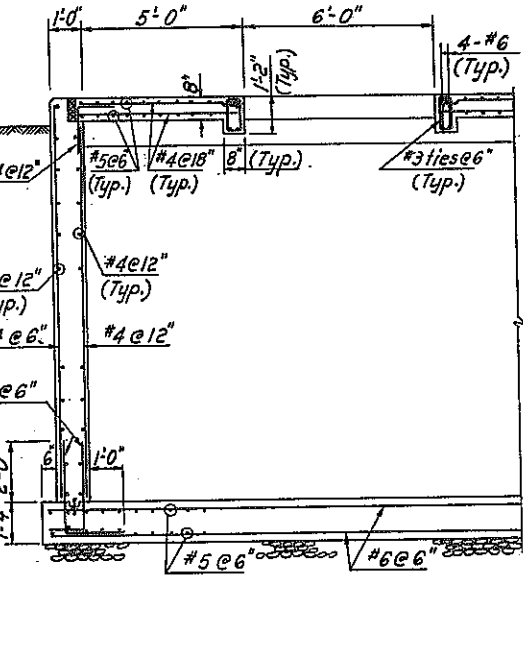
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|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 186 R1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY - DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



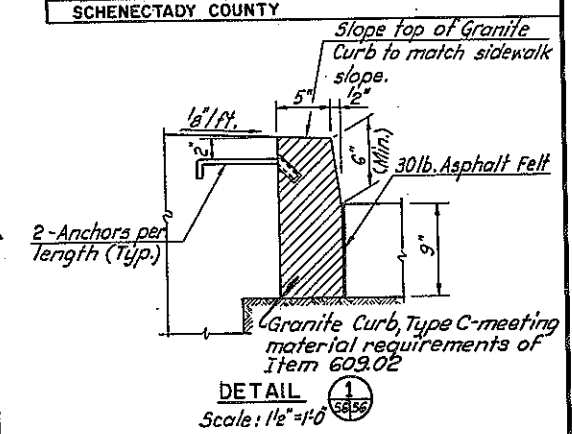
SECTION J
Scale: 3/8" = 1'-0"



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



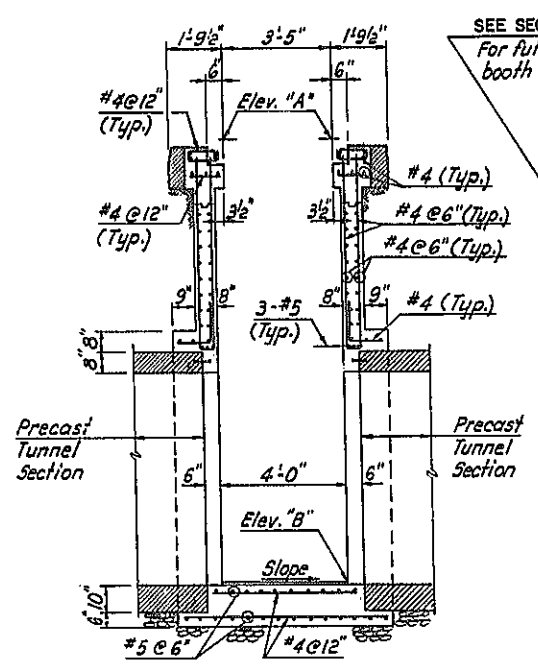
SECTION L
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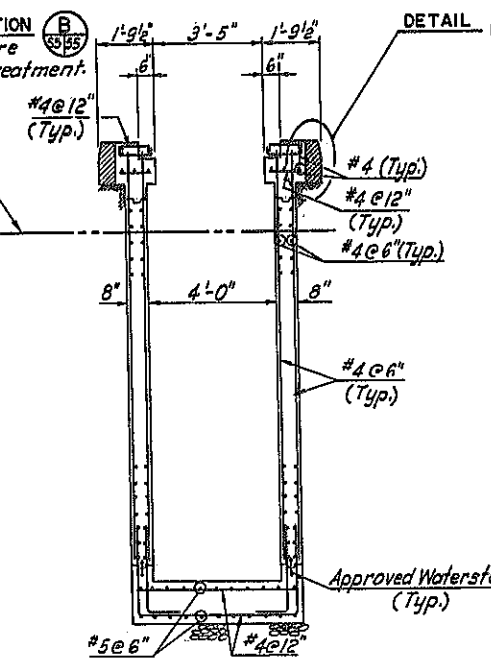
| TABLE OF ELEVATIONS | | |
|---------------------|------------|-----------|
| BOOTH # | ELEV. "A" | ELEV. "B" |
| *1 | See Note 3 | 364.00 |
| 2 | 375.44 | 363.83 |
| 3 | 375.79 | 363.66 |
| 4 | 375.58 | 363.49 |
| 5 | 375.23 | 363.32 |
| 6 | 374.87 | 363.15 |
| 7 | See Note 3 | 362.98 |
| 8 | See Note 3 | 362.81 |

*The booth closest to the Toll Utility Building is Booth #1.

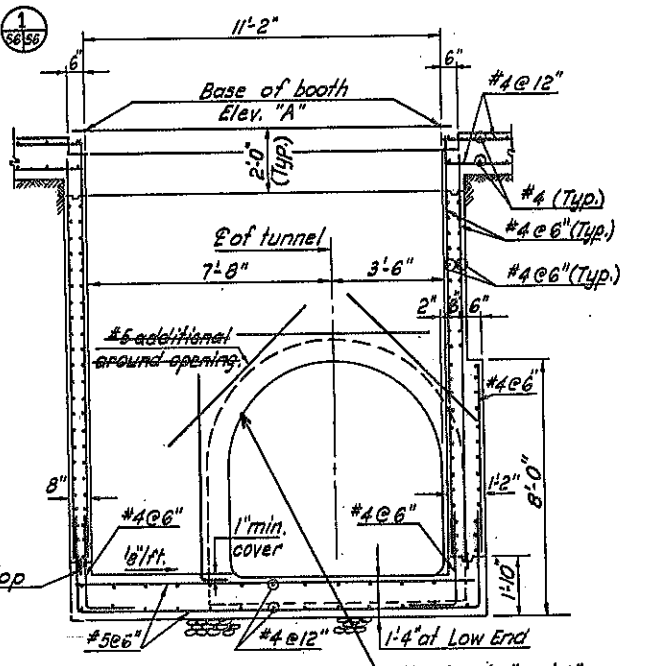
NOTE:
All construction joints below grade level in basement and toll booth walls shall be provided with approved waterstops.



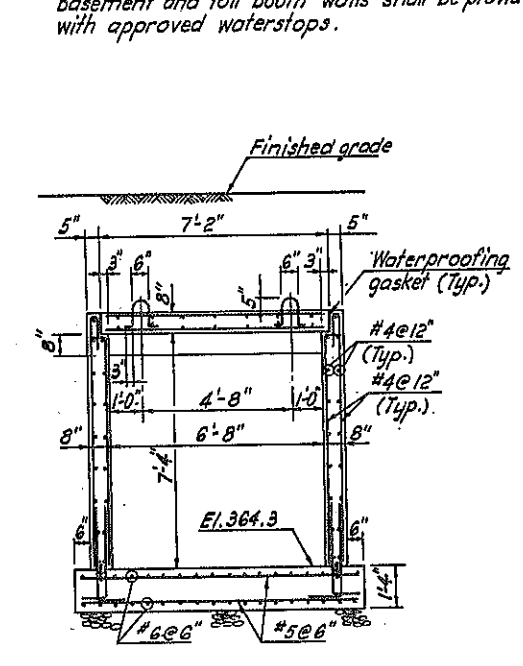
SECTION M
Scale: 3/8" = 1'-0"



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



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



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

NOTE:
See Dwg. TB-2 for Toll Booth Sub-Frame Assembly, to be furnished under Item 25690.6375, furnish and install Toll Booth and installed under Item 25690.6374, Toll Utility Building, Islands, Canopy and related work.

Prepared and recommended Date: 8/2/79
Dwight Sevel
BOOKEND & O'SHA, INC. Consulting Engineers

- REFERENCES:
1. For General Notes, see Dwg. No. S-5.
 2. For future booth treatment, see Section B.
 3. For Details of toll booth base, see Toll Booth Dwg.

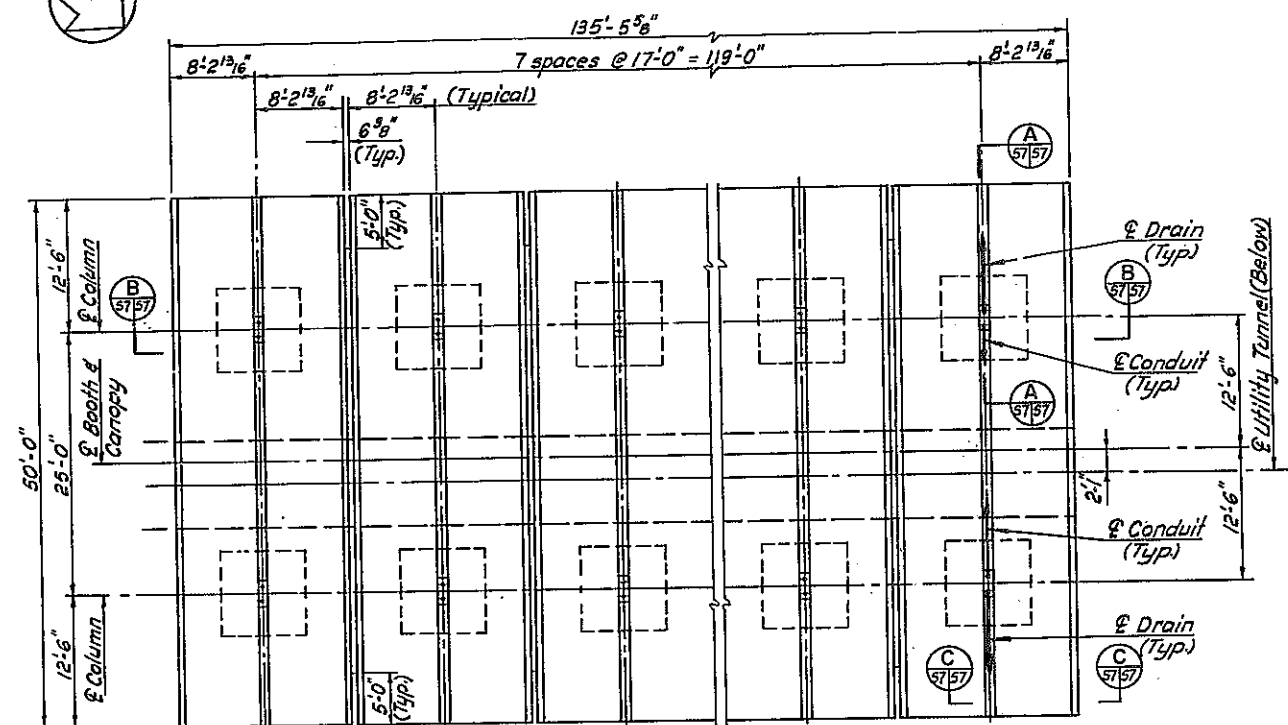
REVISIONS

| BASEMENT SECTIONS-UTILITY BUILDING & UTILITY TUNNEL SECTIONS | | | |
|--|----------|------------|---------------------|
| STATE OF NEW YORK | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| DWG. NO. | SCALE | DATE | DESIGNED BY |
| S-6 | AS NOTED | 7-30-79 | CHANDLER |
| | | CHECKED BY | CONSULTING ENGINEER |
| | | CHANDLER | CHANDLER |

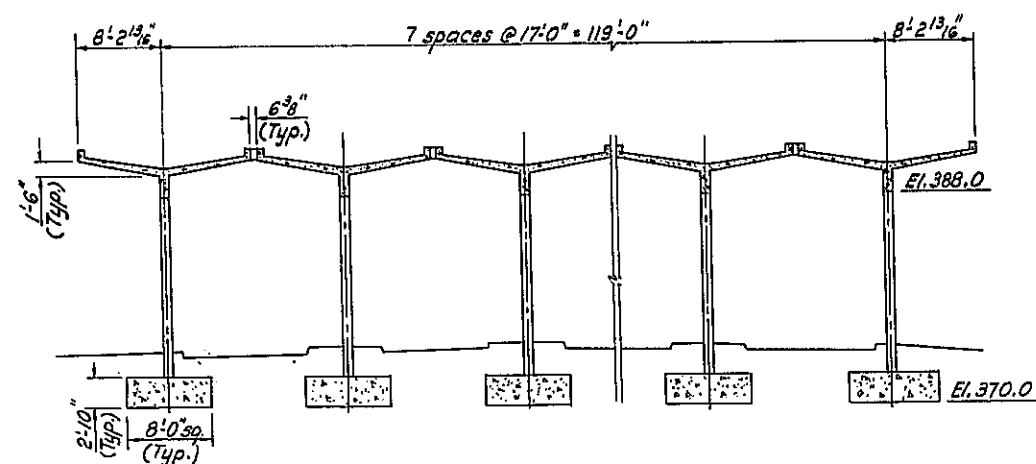
Designed by: Chandler
Checked by: Chandler
Drawn by: Chandler
Detail Checked by: Chandler

D96243

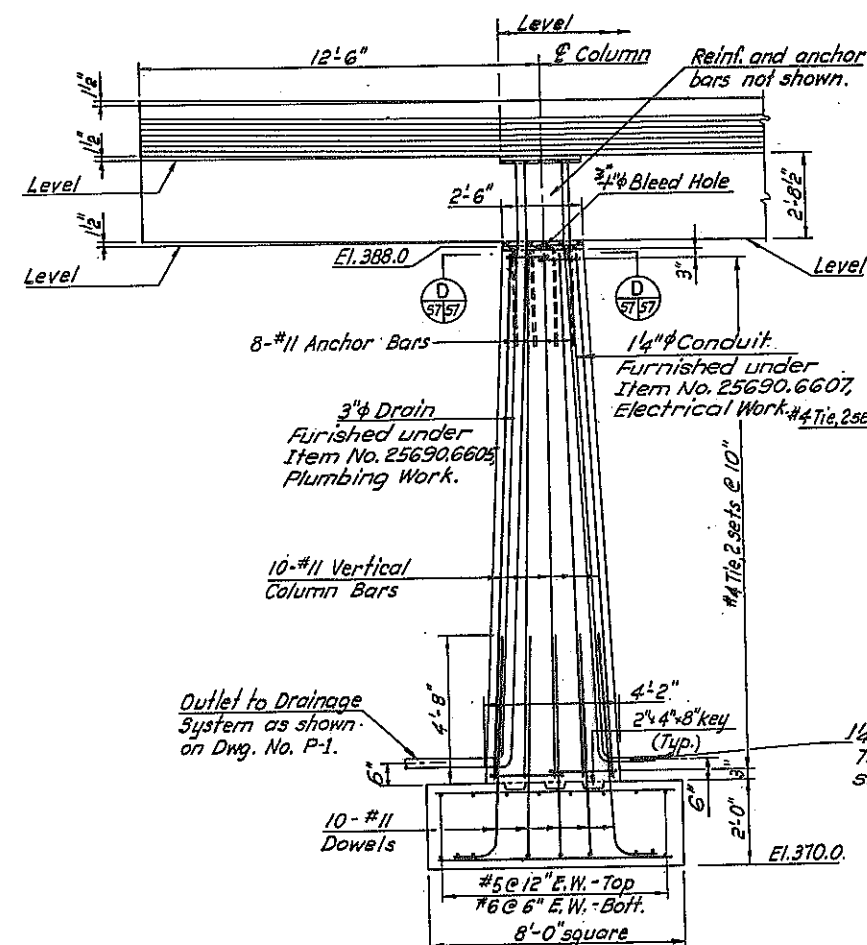
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|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 197/21 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



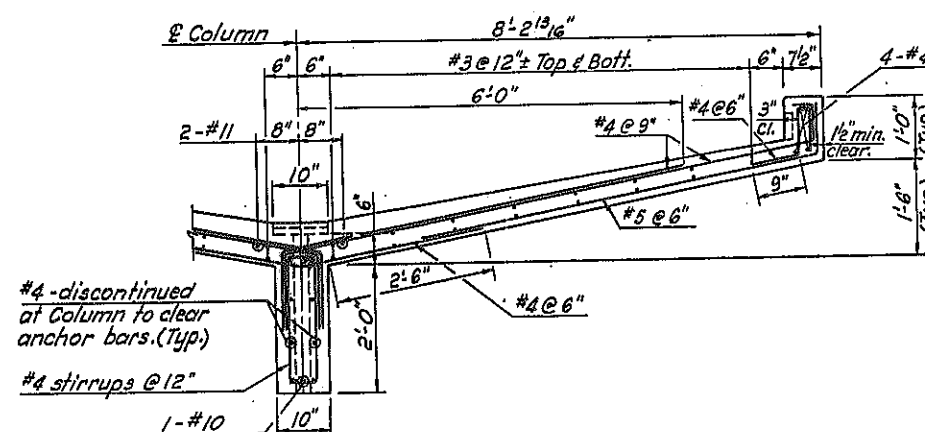
ROOF PLAN
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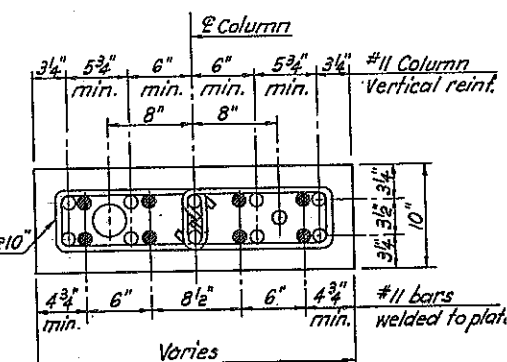
SECTION B
Scale: 1/8"=1'-0"



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



SECTION C
(PRECAST TEE)
Scale: 3/8"=1'-0"



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

NOTE:
Special care shall be exercised in placing concrete in canopy columns so that no void or segregation will occur under the steel plate.

REFERENCES:

1. For General Notes, see Dwg. No. S-5.
2. REFER TO ORDER ON CONTRACT #21 FOR DETAILS OF CORRECTIVE MEASURES TAKEN ON CANOPY - COLUMN SYSTEM

REVISIONS

| TOLL PLAZA PLAN AND DETAILS | | | |
|--|----------|---------|-------------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | |
| DWG. NO. | SCALE | DATE | CONTRACT |
| S-7 | AS NOTED | 7-30-79 | Goodkind & O'Shea, Inc. |

Prepared and recommended Date: 8/3/79
Goodkind & O'Shea, Inc. Consulting Engineers

Designed by: J.C. Granger
Design Checked by: J.C. Granger
Detail Checked by: J.C. Granger

D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 188/21 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY - DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

NOTE:

The longitudinal edges of the precast concrete roof units shall be supported against deflection during erection and until the units have been connected together. In addition the roof units shall be laterally braced prior to connection.

REFERENCES:

1. For General Notes, see Dwg. No. 5-5.
2. For Details of 3" ϕ drain connection, see Plumbing Dwg.
3. For 1 1/4" ϕ Conduit details, see Electrical Dwg.
4. For location of drainage system, see Plumbing Dwg.
5. REFER TO ORDER ON CONTRACT # 21

FOR DETAILS OF CORRECTIVE
MEASURES TAKEN ON CANOPY -
COLUMN SYSTEM

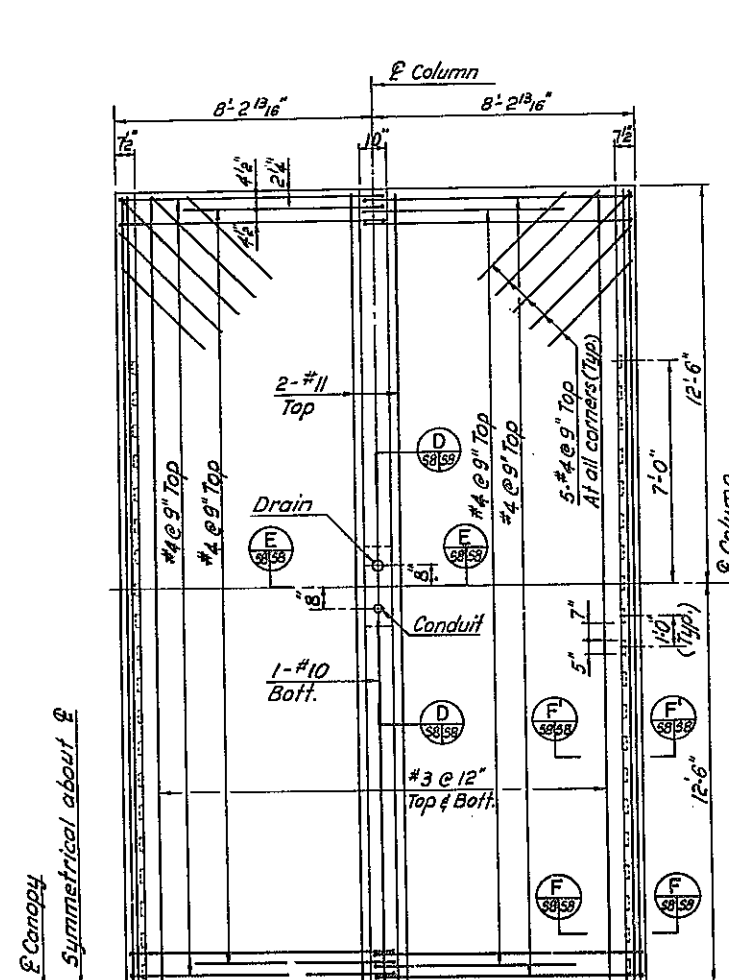
REVISIONS

TOLL CANOPY HALF PLAN
AND DETAILS

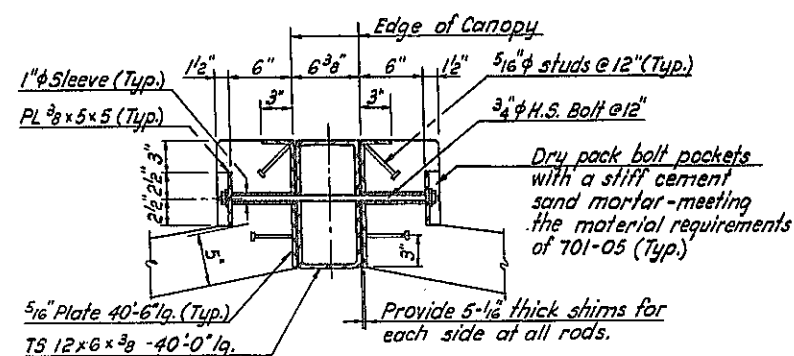
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DWG. NO. | SCALE | DATE | DATE | DATE |
|----------|----------|---------|------|------|
| 8-8 | AS NOTED | 7-30-79 | | |

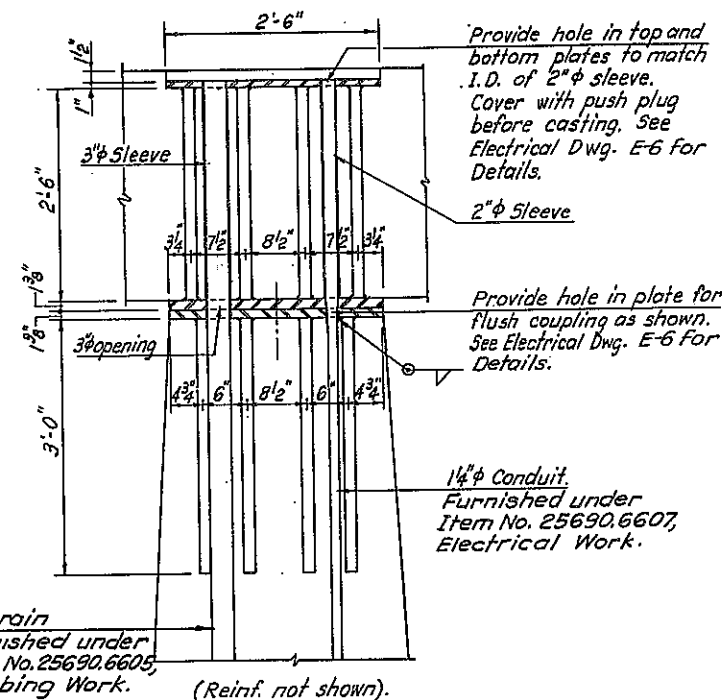
Prepared and recommended
Date: 8/3/79
Goodkind & O'Dea, Inc.
Consulting Engineers



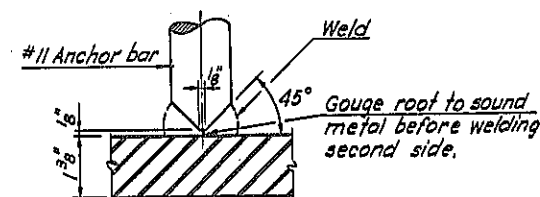
HALF PLAN
Scale: 3/8" = 1'-0"



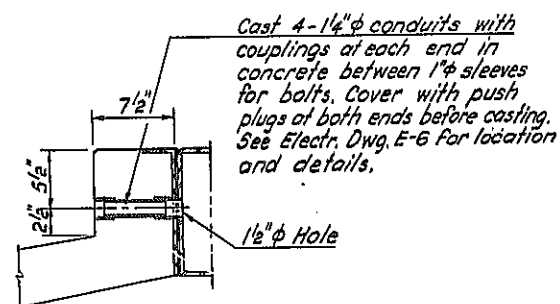
SECTION F
Scale: 1/2" = 1'-0"



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

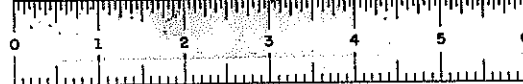


SECTION H
Half size



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

In Charge of
Designed by
Design Checked by
Detail Checked by



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 199 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

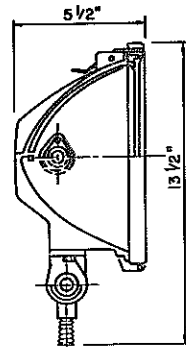
LEGEND - THIS SHEET ONLY

- TREADLE FURNISHED AND INSTALLED UNDER ITEM 25690.6342, FURNISH AND INSTALL TOLL EQUIPMENT SEE DWG. NO. E-13
- CONDUIT AND CABLE AS NOTED.
- CONCRETE JUNCTION BOX, SEE DWG. NO. E-3.
- ⊠ ACTIVE COUNTER IN TOLL BOOTH
- ⊡ INACTIVE COUNTER IN TOLL BOOTH (NO TOLL EQUIPMENT REQUIRED)

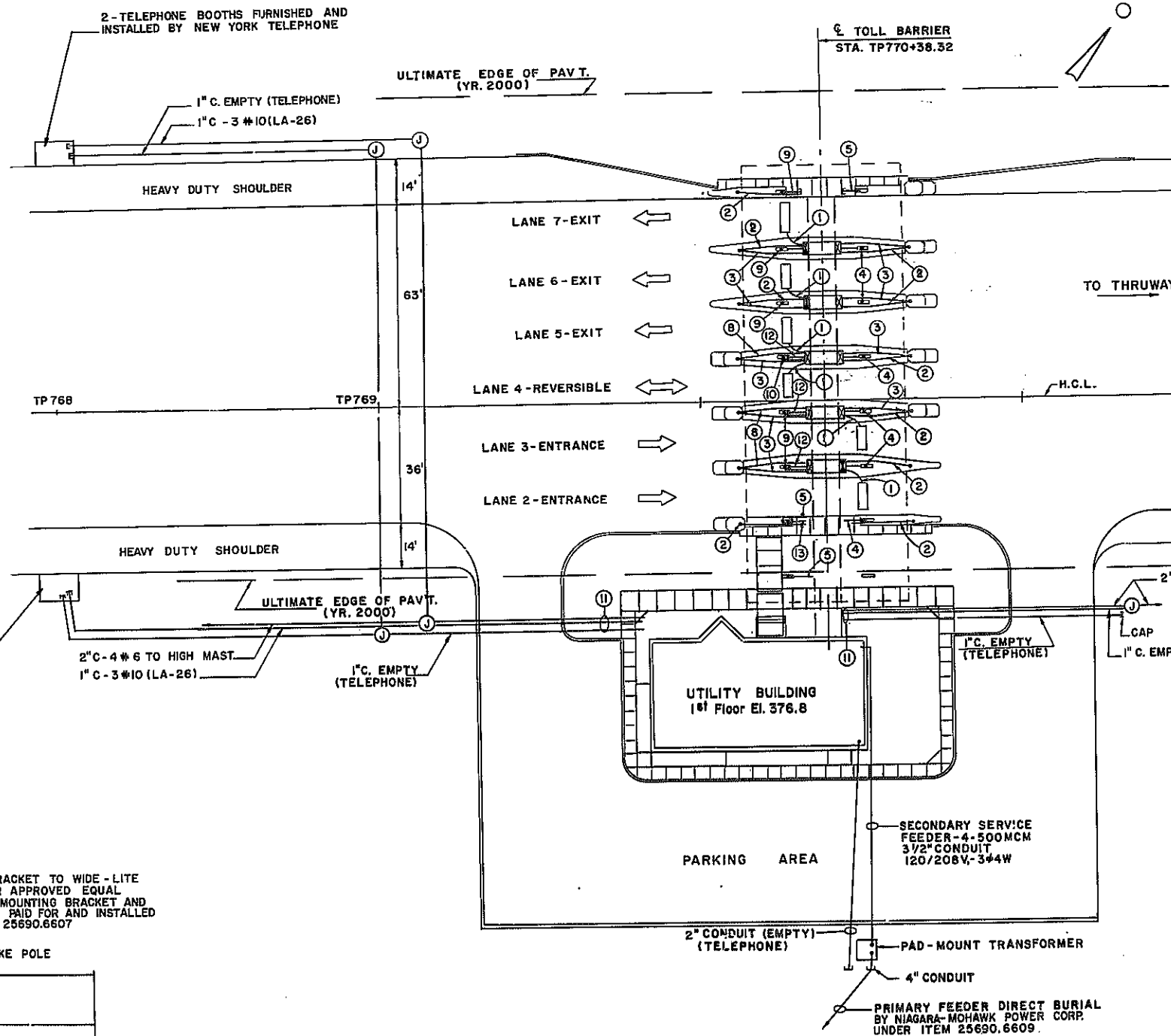
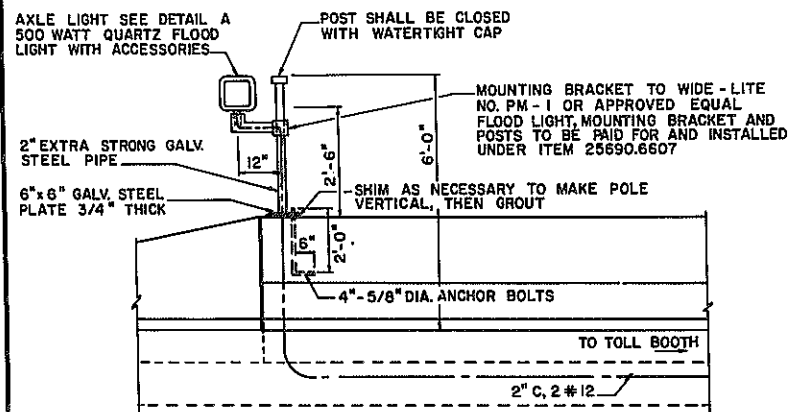
CONDUIT AND WIRE KEY

- ① 2" C., TREADLE WIRES AS REQ'D. SEE DWG. E-13.
- ② 2" C., EMPTY
- ③ 3/4" C., EMPTY
- ④ 1/4" C., 3 # 12 TO CANOPY LIGHTS TYPICAL FOR EAST COLUMNS, EXCEPT AS NOTED.
- ⑤ 1/4" C., EMPTY LANE CONTROL SIGNALS OR CANOPY LIGHTS - FUTURE
- ⑥ 2" C.-4 # 2
- ⑦ 2" C.-4 # 2 AND SIGNAL WIRES AS REQ'D.
- ⑧ 2" C.-2 # 10 - CONNECT TO QUARTZ LIGHT. (SEE DETAIL AT LEFT)
- ⑨ 1/4" C.-4 # 12 TRAFFIC SIGNALS - ONE WAY.
- ⑩ 1/4" C.-6 # 12 - TRAFFIC SIGNALS - REVERSIBLE
- ⑪ EXTEND INTO TUNNEL AND TO APPROPRIATE WIREWAY.
- ⑫ 1" C.-3 # 12 - OVERHEIGHT DETECTOR (SEE DETAIL DWG. NO. E-6)
- ⑬ 1" C. - EMPTY - OVERHEIGHT DETECTOR - FUTURE

AXLE LIGHT DETAIL A
LAMP FIXTURE TYPE - C



AXLE LIGHT INSTALLATION DETAIL



TOLL PLAZA PLAN AND DETAILS

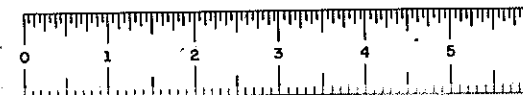
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DWG. NO. | SCALE | DATE | Consulting Engineers |
|----------|-------|---------|------------------------|
| E-1 | NONE | 7-30-79 | Goodkind & O'Dea, Inc. |

REVISED

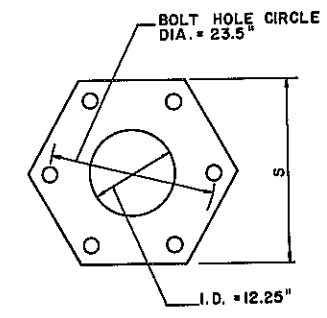
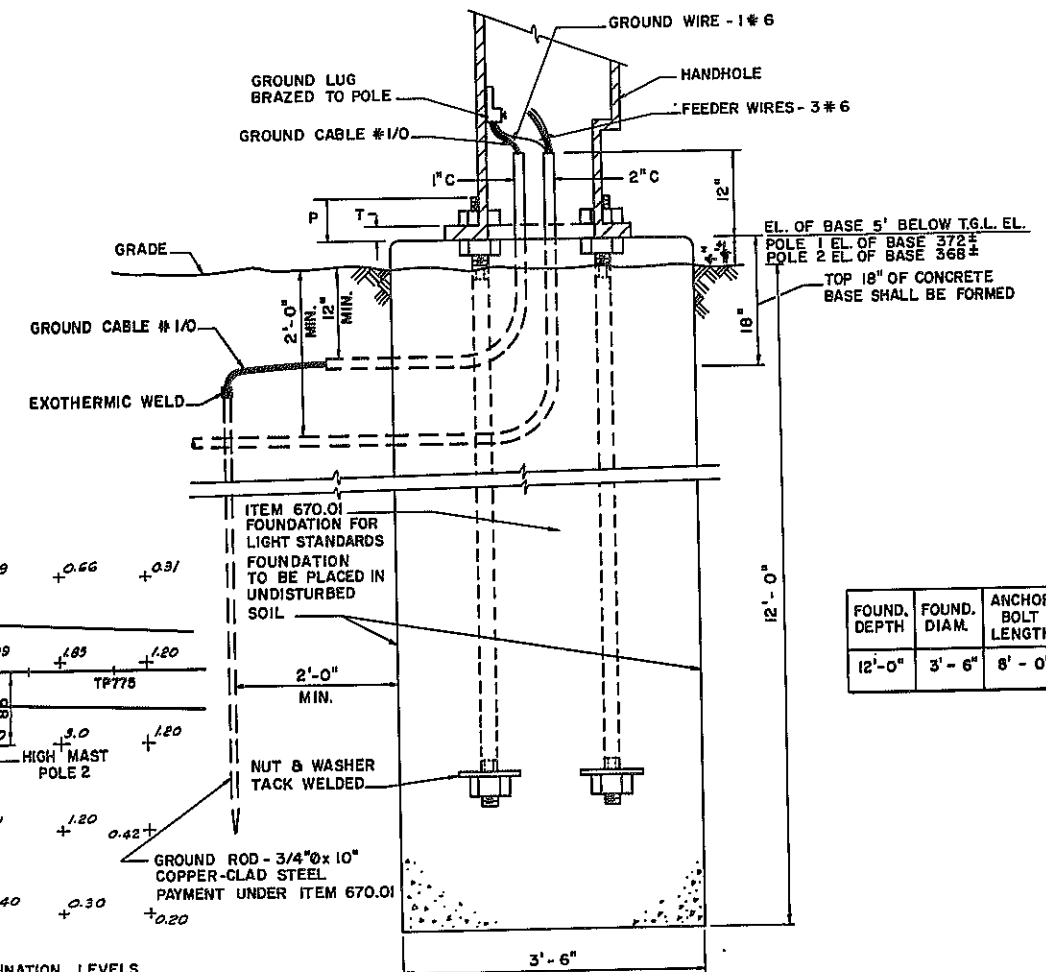
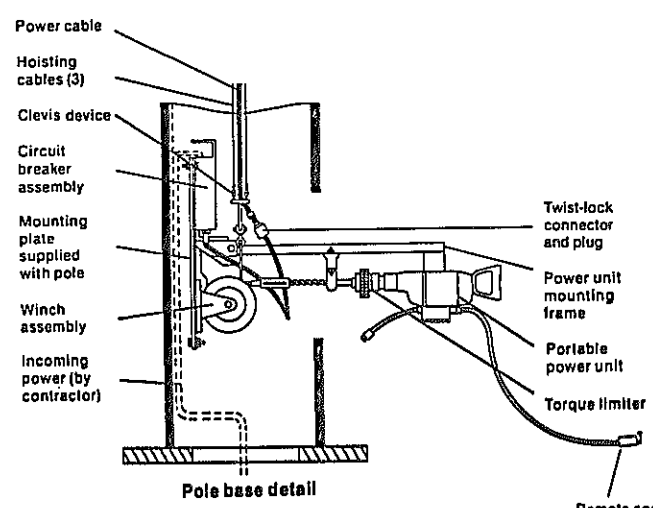
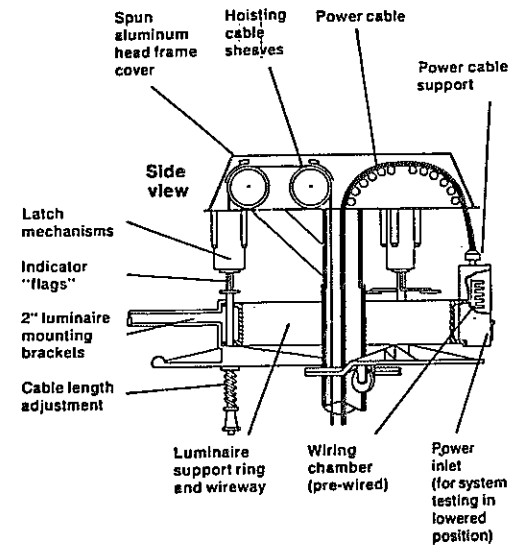
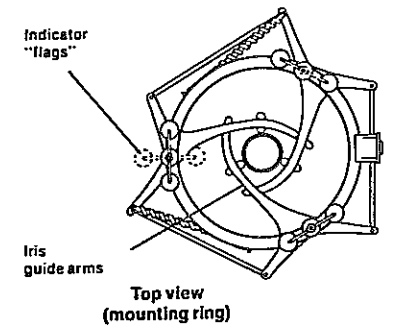
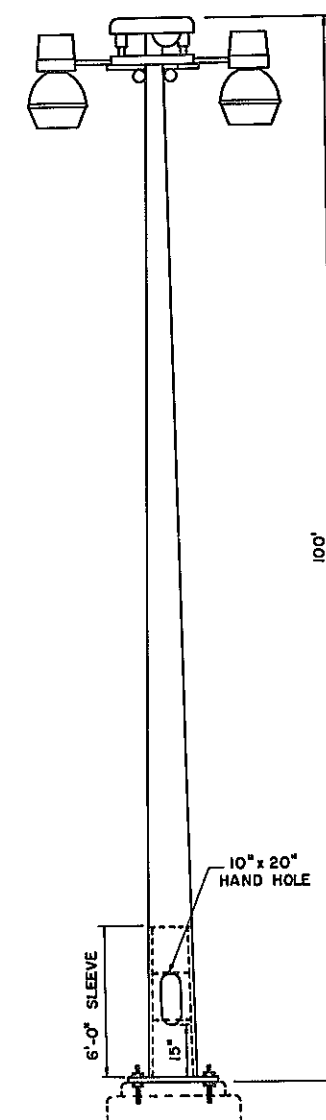
Prepared and recommended
Bernard H. O'Dea Date 7-30-79
GOODKIND & O'DEA, INC.
Consulting Engineers

In Charge of
Designed by
Design Checked by
Detailed by
Detail Checked by

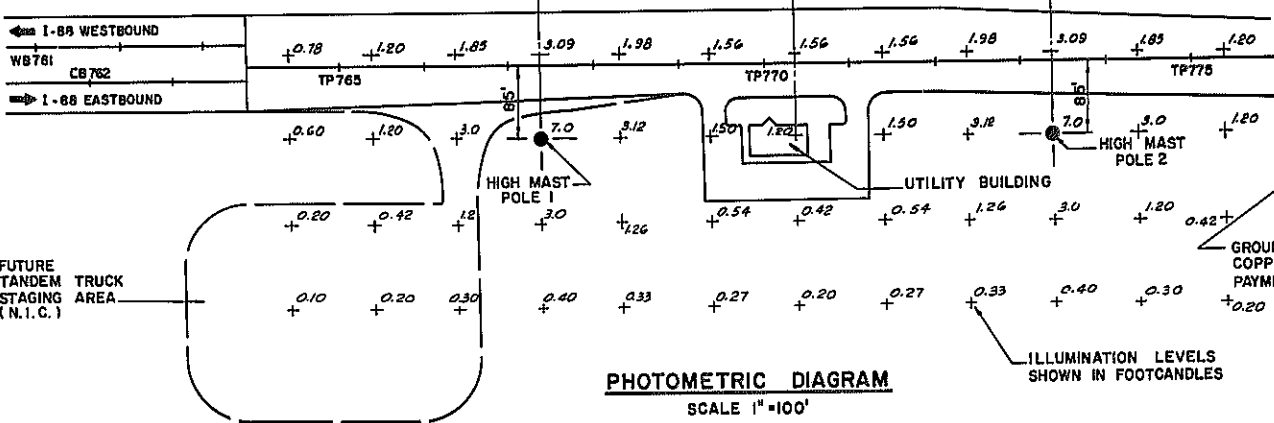


D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 200 of 1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, SH. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



HIGH MAST SYSTEM
ITEM NO 25690.6701
N.T.S.



PHOTOMETRIC DIAGRAM
SCALE 1" = 100'

SECTION A-A
N.T.S.
THIS FOUNDATION FOR USE
WITH HIGH MAST SYSTEM

| FOUND. DEPTH | FOUND. DIAM. | ANCHOR BOLT LENGTH | ANCHOR BOLT DIAM. | NUMBER OF ANCHOR BOLTS | "P" | "T" | "S" | VERTICAL BARS | HORIZONTAL BARS |
|--------------|--------------|--------------------|-------------------|------------------------|------|------|------|----------------------------------|---------------------------------|
| 12'-0" | 3'-6" | 8'-0" | 1 3/4" | 6 | 3.5" | 1.5" | 2575 | 16 - #7 BARS 11'-7" LONG STR. | 12 - #5 BARS 10'-0" LONG RD. |

NOTE: ANCHOR BOLTS AND NUTS ARE TO BE FURNISHED UNDER ITEM 25690.6701 HIGH MAST SYSTEM AND INSTALLED UNDER ITEM 670.01, "FOUNDATION FOR LIGHT STANDARDS."

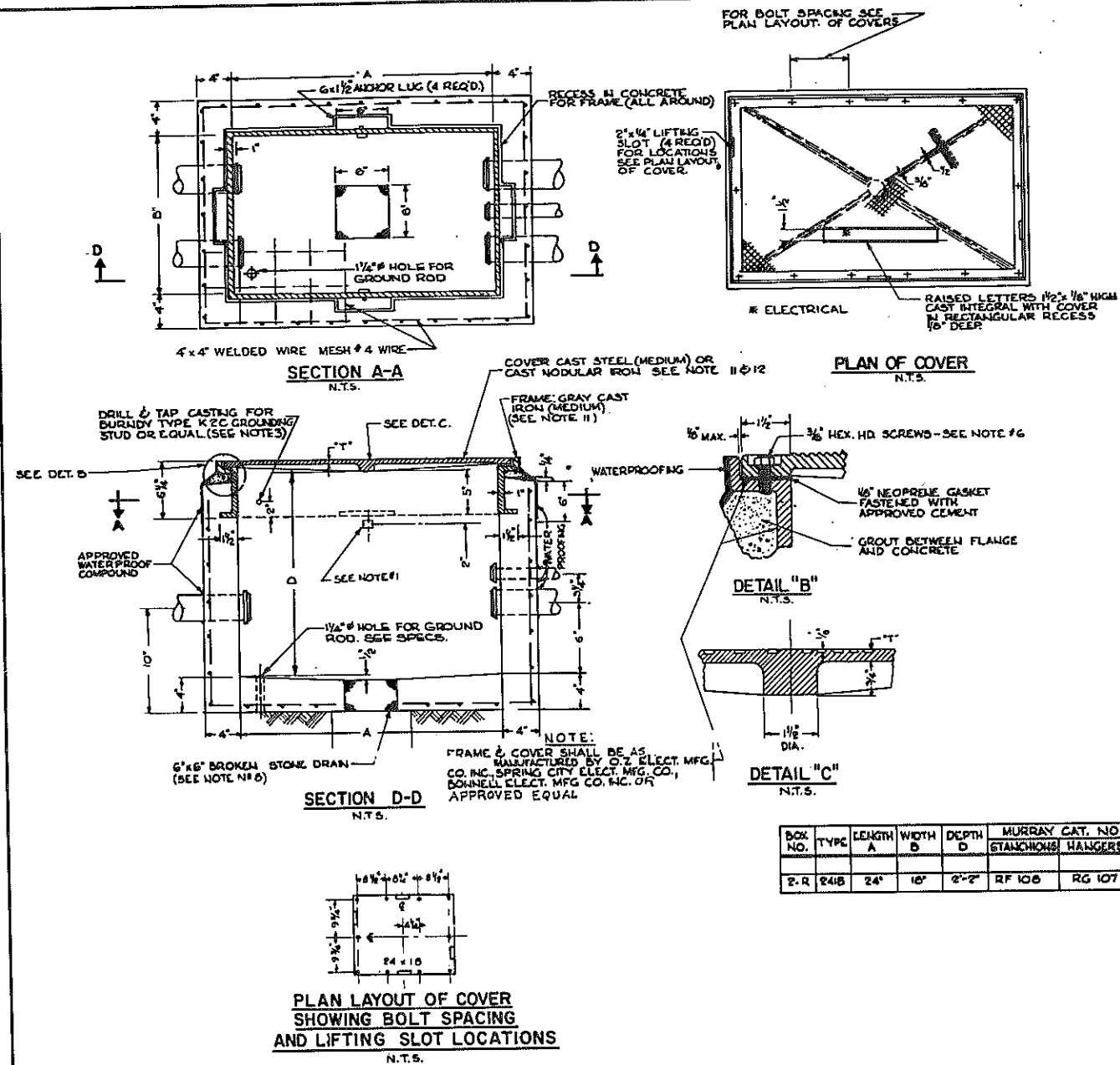
REVISIONS

| HIGH MAST SYSTEM AND TYPICAL FOUNDATION DETAILS | | | | |
|--|----------|---------|------------------------|------------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. NO. | SCALE | DATE | DESIGNED BY | CONSULTING ENGINEERS |
| E-2 | AS SHOWN | 7-30-79 | Goodkind & O'Dea, Inc. | Goodkind & O'Dea, Inc. |

In Charge of
B. SCHWARTZ
Designed by
N. SPANGLER
Checked by
M. G. COSTA
Detail Checked by
M. LANE

Prepared and recommended
By *Bernard H. O'Dea* Date *7-30-79*
GOODKIND & O'DEA, INC.
Consulting Engineers

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| 1 | NEW YORK | 1-88-2(10) | 201-R1 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY, | | | | |
| SCHENECTADY - DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

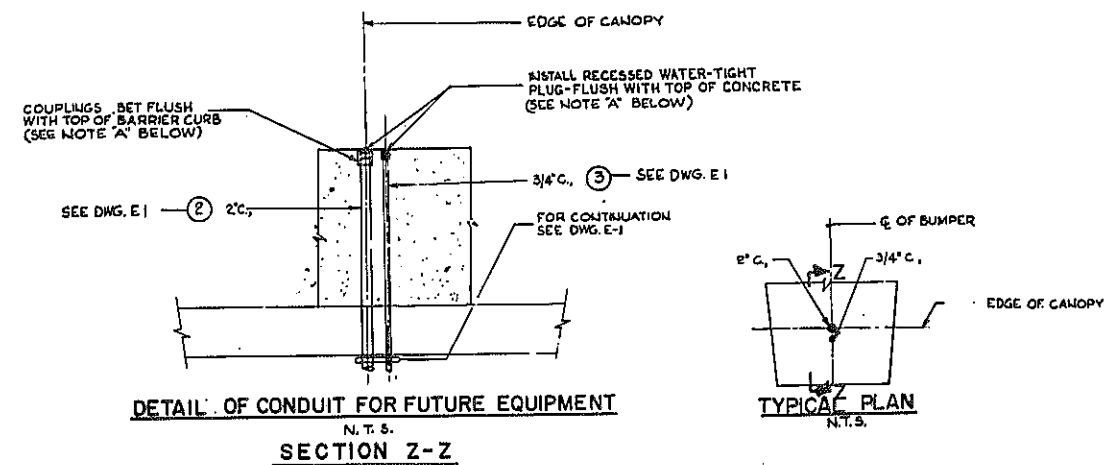


- NOTES:**
- ONLY ONE STANCHION IN CENTER OF EACH SIDE OF BOX.
 - CONDUITS TO RIDE FREELY THROUGH BOXES FOR ALLOWANCE OF EXPANSION AND CONTRACTION.
 - CONCRETE SHALL BE CLASS A.
 - FRAME AND COVER SHALL BE HOT DIPPED GALVANIZED AFTER FABRICATION.
 - FOR SIZE AND NO. OF CONDUITS ENTERING BOX, SEE CONTRACT PLANS.
 - ALL NUTS, BOLTS, SCREWS, ETC. SHALL BE STAINLESS STEEL.
 - FRAME AND COVER SHALL BE NEATLY FINISHED. THE THICKNESSES AS GIVEN SHALL BE UNIFORM THROUGH OUT FOR BOTH FRAME AND COVER. ACCEPTANCE OF COMPLETE ASSEMBLY SHALL BE SUBJECT TO THE APPROVAL OF THE FIELD REPRESENTATIVE.
 - A 1 CU. FT. BROKEN STONE DRY WELL SHALL BE PROVIDED UNDER BOX DRAIN. ADDITIONALLY, 5" CORR. POLY UNDERDRAIN WAS INSTALLED AT JCT. BOXES TO PREVENT GROUNDWATER ACCUMULATING IN BOXES.
 - A HANGER SHALL BE PROVIDED FOR EACH STANCHION ARM HOLE.
 - MANUFACTURERS UNUSED KNOCKOUTS SHALL BE PLUGGED.
 - CAST STEEL COVER SPEC. SHALL BE ASTM A-27-62, GRADE 70-40. CAST IRON FRAME SPEC. SHALL BE ASTM A-48-60T CLASS 30.
 - AS AN ALTERNATE, COVER MAY BE CAST NODULAR IRON PER ASTM A-535-55, GRADE 60-45-10.
 - BOND CONDUITS TO FRAME & TO GROUND ROD WITH #8 BASE GROUND WIRE.

ROADWAY TYPE CONCRETE JUNCTION BOX

N.T.S.

- SYMBOL LIST - APPLIES TO DWG. NO'S E-4 & E-5 ONLY**
- LA: 27, 29 HOMERUN CONDUIT TO LIGHTING PANEL LA CONTAINING 2 CIRCUITS
 - CONDUIT CONCEALED ABOVE FLOOR LEVEL. WITHOUT FURTHER DESIGNATION, CONDUIT CONTAINS 2 WIRES.
 - INDICATES NUMBER OF WIRES WHEN MORE THAN 2 WIRES.
 - INDICATES NEUTRAL WIRE
 - CONDUIT CONCEALED BELOW FLOOR LEVEL. WITHOUT FURTHER DESIGNATION, CONDUIT CONTAINS 2 WIRES.
 - CONDUIT EXPOSED TO VIEW, TIGHT TO WALL AS HIGH AS POSSIBLE OR AGAINST CEILING CONSTRUCTION - COVER PLATE FITTINGS. WITHOUT FURTHER DESIGNATION, CONDUIT CONTAINS 2 WIRES.
 - CONDUIT CONTAINS WIRES FED FROM EMERGENCY SERVICE.
 - CONDUIT TURNING UP
 - CONDUIT TURNING DOWN
 - SURFACE-MOUNTED LIGHTING PANEL LA.
 - SURFACE-MOUNTED POWER PANEL PA.
 - WALL TOGGLE SWITCH - S.P.S.T. - LETTER INDICATES FIXTURE (S) CONTROLLED.
 - WALL TOGGLE SWITCH, 3 WAY
 - POWER RECEPTACLE, 30A-3P-4W-120/208V (MATCH KITCHEN UNIT)
 - WALL TOGGLE SWITCH - S.P.S.T. - WITH PILOT LIGHT
 - MOTORIZED DAMPER
 - WALL RECEPTACLE, DUPLEX, 15A, 125V GROUNDING TYPE MOUNT 1'-0" A.F.F. UNLESS OTHERWISE NOTED.
 - WEATHER PROOF WALL RECEPTACLE, SINGLE 15A, 125V GROUNDING TYPE WITH GROUND FAULT INTERRUPTER DEVICE (SEE SPECS.)
 - CLOCK & CLOCK RECEPTACLE (SEE SPECS.)
 - WALL SWITCH CONTROLLING OUTLET GROUP "C" MOUNT 4'-0" A.F.F.
 - UTILITY TELEPHONE OUTLET: FACE PLATE WITH BUSHED HOLE AS REQUIRED BY TELEPHONE COMPANY, ORIENTATION AND HEIGHT, SAME AS FOR RECEPTACLE.
 - RECESSED FLUORESCENT LIGHTING FIXTURE.
 - PENDANT-MOUNTED INCANDESCENT, TYPE "C" CONTROLLED BY SWITCH "B" ON CIRCUIT NUMBER 3.
 - BRACKET INCANDESCENT LIGHTING FIXTURE TYPE AS NOTED BY LETTER.
 - 7 1/2 HP MOTOR, DISCONNECT, AND STARTER. WIRE COMPLETELY TO PANEL INDICATED PA-THRU STARTER AND DISCONNECT SWITCH (SEE SPECS.) ON CIRCUIT NUMBER 1. ALSO INTERLOCK CIRCUITS WHERE CALLED FOR.
 - MAGNETIC MOTOR STARTER. MOUNT 5'-0" A.F.F. UNLESS OTHERWISE NOTED.
 - MANUAL MOTOR STARTER SURFACE-MOUNTED. MOUNT WITH 5'-0" A.F.F. MOUNT MANUFACTURERS INSTRUCTION PLATE ON FACE PLATE.
 - WALL MOUNTED COMMUNICATIONS HAND SET.



- NOTE 'A'** WHERE SIGN POST IS INSTALLED ON APPROACH SIDE, CONDUITS ARE TO TERMINATE INSIDE BASE AND BE BONDED TOGETHER AND TO BASE - SEE DWG. NR E-1. DETAILS AS SHOWN APPLIES TO TERMINATIONS WHERE NO POST IS PRESENTLY TO BE INSTALLED. THE 3/4" AND 2" CONDUIT CAN BE USED FOR THE WIRE FOR THE QUARTZ FLOODLIGHT IF APPROVED BY THE ENGINEER.

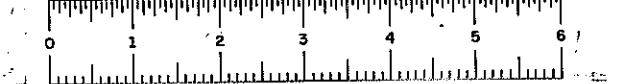
REVISIONS

SYMBOL LIST AND DETAILS FOR ROADWAY TYPE CONC. JUNCTION BOX

| STATE OF NEW YORK | | | | |
|------------------------------|----------|---------|------------------------|------------------------|
| DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. NO. | SCALE | DATE | BY | CONSULTING ENGINEER |
| E-3 | AS SHOWN | 7-30-79 | Goodkind & O'Dea, Inc. | Goodkind & O'Dea, Inc. |

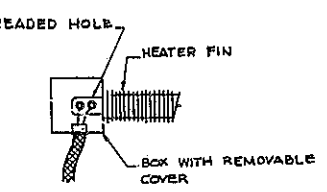
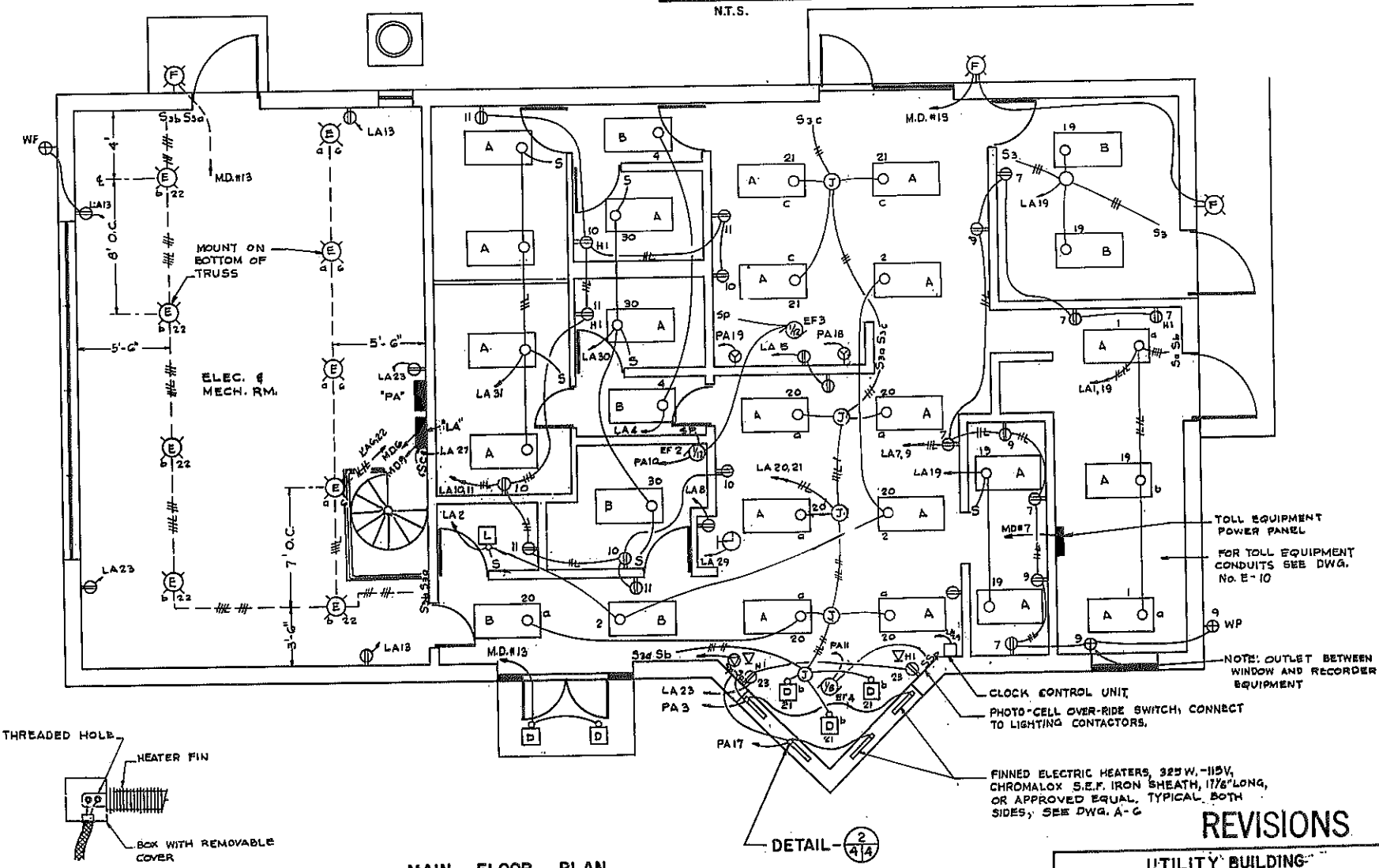
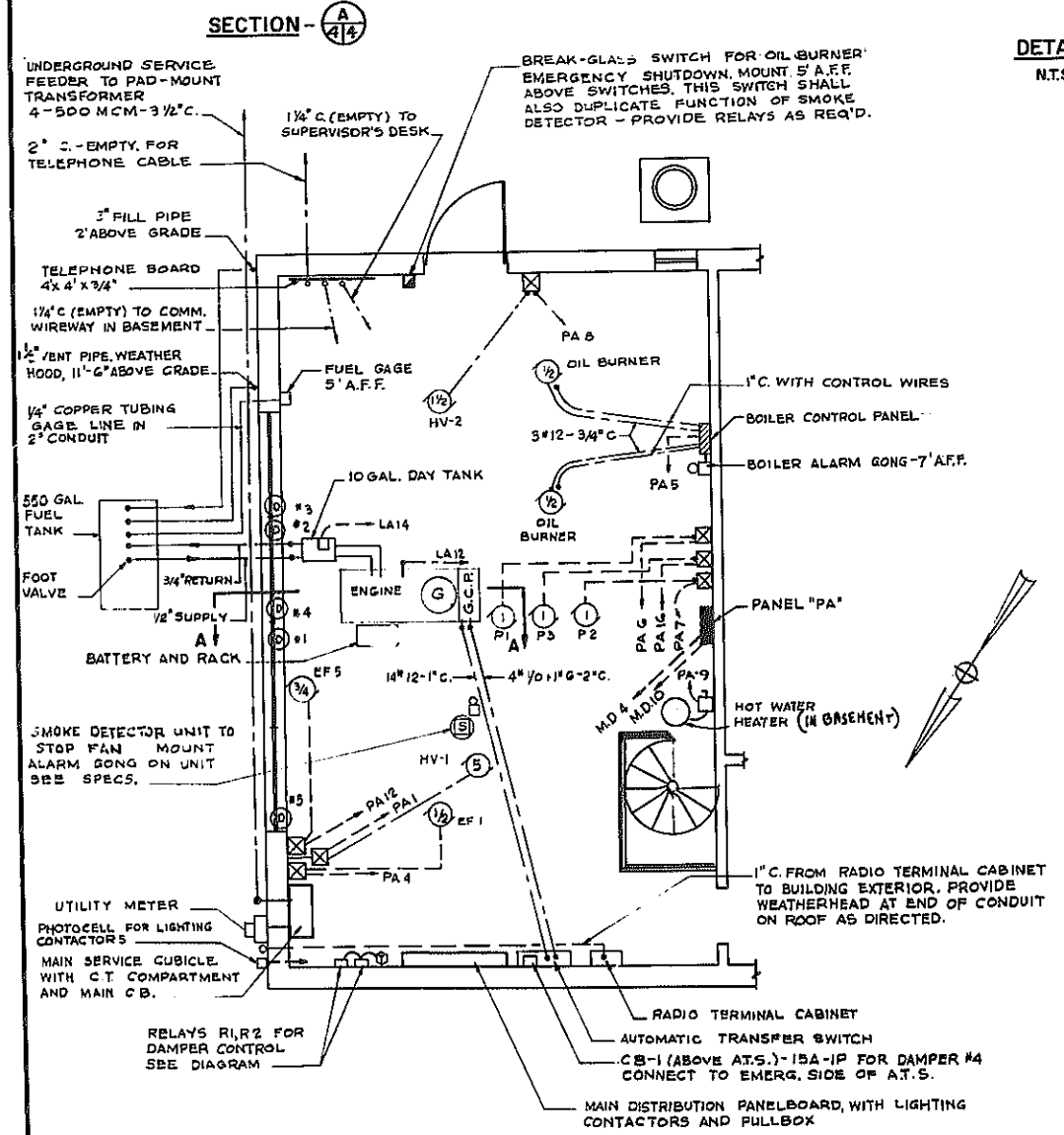
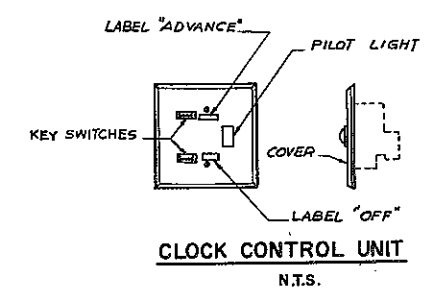
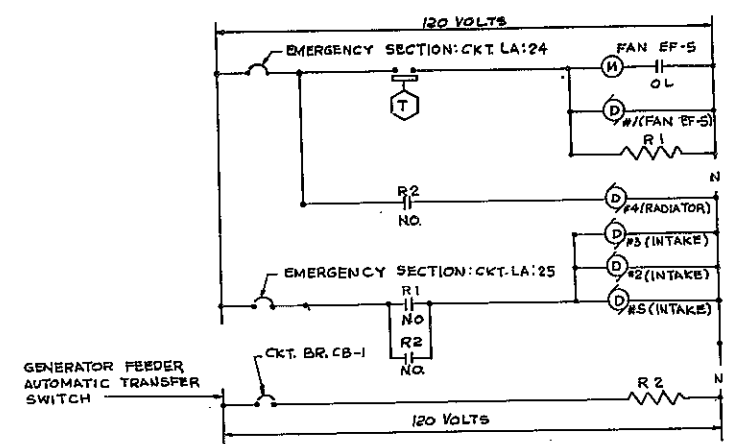
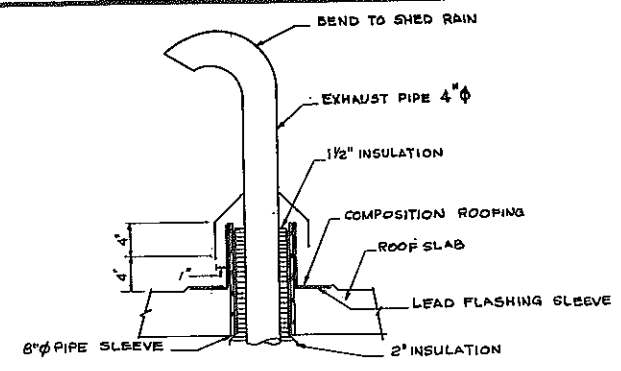
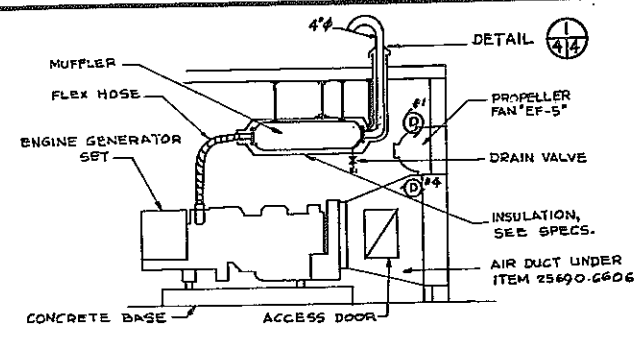
Prepared and recommended
Bernard H. O'Dea
 GOODKIND & O'DEA, INC.
 Consulting Engineers

Designed by *B. SCHWARTZ*
 Drawn by *R. HAEUTLER*
 Traced by *N. DA COSTA*
 Checked by *N. SPANETTA*



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 20221 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONNECTOR TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



PART FLOOR PLAN
SCALE: 1/4" = 1'-0"

MAIN FLOOR PLAN
SCALE: 1/4" = 1'-0"

DETAIL 2/4
N.T.S.
(shown with front cover removed)

NOTE: TYPES A & B LIGHT FIXTURES WERE MODIFIED IN ORDER TO BE COMPATIBLE WITH SUSPENDED CEILING.

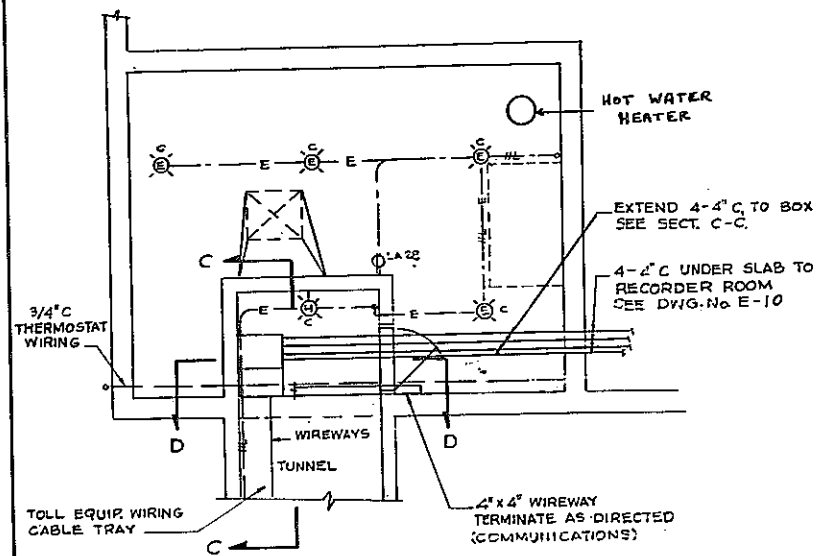
Prepared and recommended by *Bernard H. Schwartz* Date *7-30-79*
Consulting Engineers

REVISIONS

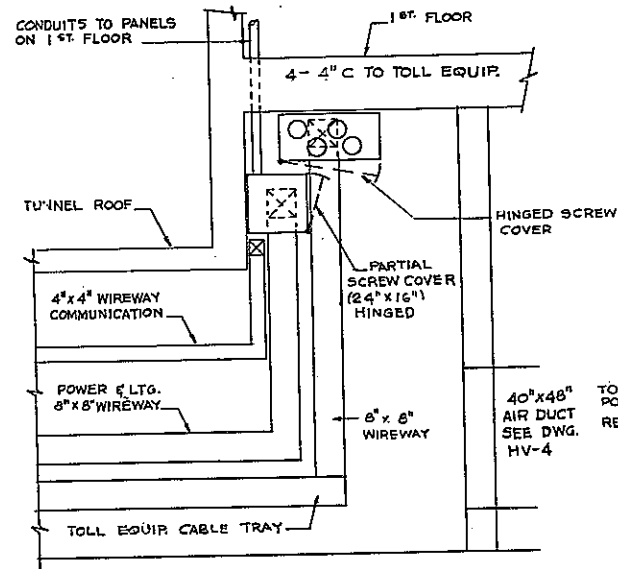
| | | | |
|----------------------------------|----------|---------|---|
| UTILITY BUILDING | | | |
| ELECTRICAL POWER & LIGHTING PLAN | | | |
| STATE OF NEW YORK | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| DWG. NO. | SCALE | DATE | Goodland & O'Dea, Inc. CONSULTING ENGINEERS |
| E-4 | AS SHOWN | 7-30-79 | |

Drawn by *B. Schwartz*
Checked by *N. Spaventa*
Designed by *N. Spaventa*
Direct Checked by *W. Lane*

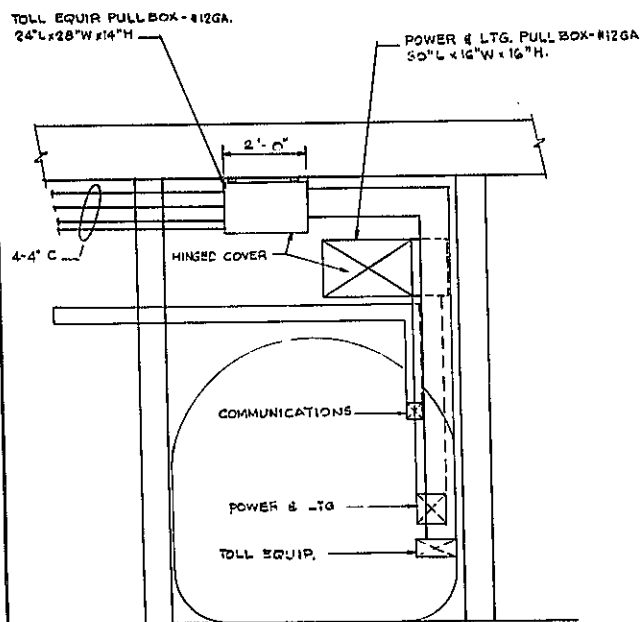
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|--|----------|-------------------------|-----------|--------------|
| 1 | NEW YORK | 1-88-2(10) | 203 R1 | 284 |
| INTERSTATE ROUTE 50B | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY, | | | | |
| SCHENECTADY-DUANESBURG, PART I, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



BASEMENT PLAN
SCALE 1/4" = 1'-0"



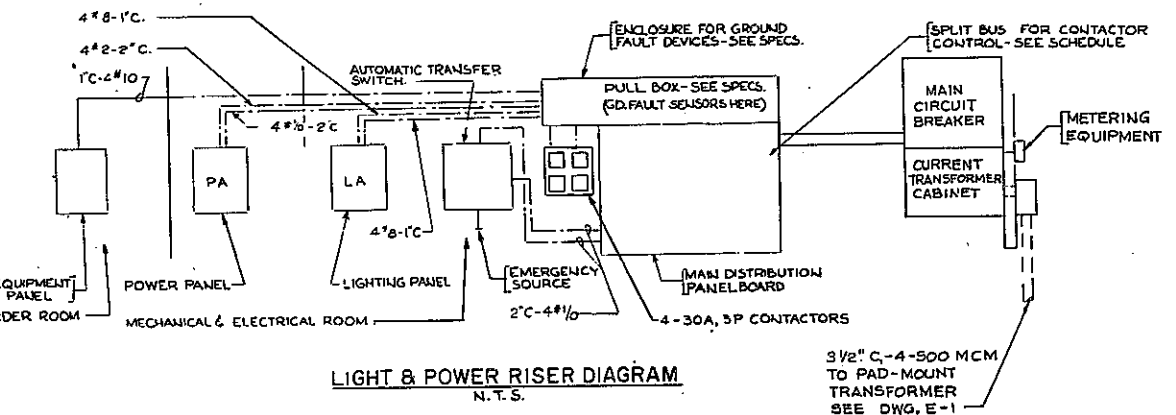
SECTION C-C
SCALE 1/2" = 1'-0"



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

| TOLL EQUIP POWER PANEL | | |
|------------------------|--------|------------------|
| CKT | SIZE | SERVES |
| 1 | IP-20A | POWER SUPPLY "A" |
| 2 | IP-20A | POWER SUPPLY "B" |
| 3 | IP-20A | SPARE |
| 4 | IP-20A | SPARE |

| POWER PANEL "PA" SCHEDULE | | | | | | | |
|---------------------------|------------------|------------|---------------------|-----------------|------|------|---------|
| CKT. | SERVICES | HP (KW) | FULL RUN AMPS | CIRCUIT BREAKER | | | REMARKS |
| | | | | POLES | SIZE | TRIP | |
| 1 | HV-1 | 5 | 17.5 | 3 | 100 | 40 | 3#8 |
| 2 | SUMP PUMP | 1/2 | 5.0 | 2 | 100 | 15 | 3#10 |
| 3 | 2 UH 2@ 325 | .75 | 6.25 | 1 | 100 | 15 | |
| 4 | EF-1 | (1/2) | 3.0 | 3-1 | 100 | 15 | |
| 5 | FO BURNERS (2) | 1 | 3.0 | 3-1 | 100 | 20 | 4#10 |
| 6 | PUMP - P.1 | 1 | 4.2 | 3 | 100 | 15 | |
| 7 | PUMP - P.2 | 1 | 4.2 | 3 | 100 | 15 | |
| 8 | HV-2 | 1 1/2 | 6.0 | 3 | 100 | 15 | |
| 9 | HW HEATER | (2) | 10.0 | 2 | 100 | 20 | |
| 10 | EF-2, EF-3 | 1 1/2 | 4.4 | 1 | 100 | 15 | |
| 11 | EF-4 | 1/8 | 3.0 | 1 | 100 | 15 | |
| 12 | EF-5 | 3/4 | 3.0 | 3 | 100 | 15 | |
| 13-14 | SPARES | - | - | 1 | 100 | - | |
| 15 | | | | 3 | 100 | | |
| 16 | PUMP (SPARE) P.3 | 1 | 4.2 | 3 | 100 | 15 | |
| 17 | 2 UH 2@ 325 | .75 | 6.25 | 1 | 100 | 15 | |
| 18 | VENDG. MCHN. | (3) | 15.0 | 2 | 100 | 30 | 3#10 |
| 19 | KITCHEN UNIT | (6.0) | 30.0 | 2 | 100 | 40 | 3#8 |
| 20 | SPARE | - | - | 3 | 100 | 20 | |
| 21-22 | SPARES | - | - | 1 | 100 | 15 | |



LIGHT & POWER RISER DIAGRAM
N.T.S.

| MAIN DISTRIBUTION PANELBOARD SCHEDULE | | | | | | | | | | |
|---------------------------------------|----------------|--------------------|----------------------|-------|-----------|-------|-------------|--------|-----------------|----------------------------------|
| FEEDER | AMPS PER PHASE | ULTIMATE CONN. KVA | CIRCUIT BREAKER SIZE | POLES | AMPS TRIP | PHASE | NEUT. (GND) | COND. | REMARKS | TO |
| 1 | 10.4 | 6.6 | 100 | 3 | 30 | #6 | #6 | 1 1/2" | | SITE LIGHTING |
| 2 | 10.4 | 6.6 | 100 | 3 | 30 | #6 | #6 | 1 1/2" | | SITE LIGHTING |
| 3 | 14.0 | 4.8 | 100 | 3 | 30 | #6 | #6 | 1 1/2" | | CANOPY LIGHTING |
| 4 | 109.0 | 28.0 | 225 | 3 | 150 | #10 | #10 | 2" | | POWER PANEL "PA" |
| 5 | 50.0 | 18.0 | 225 | 3 | 100 | #8 | #8 | 1 1/4" | | TOLL BOOTH ELECTRIC HTS. |
| 6 | 15.0 | 4.6 | 100 | 3 | 50 | #8 | #8 | 1" | | LIGHTING PANEL "LA" |
| SUB-FEEDER | 95.5 | 34.1 | 225 | 3 | 150 | #10 | #10 | 2" | | TO AUTOMATIC TRANSFER SWITCH |
| SPARE | - | - | 100 | 3 | - | - | - | - | | |
| SPARE | - | - | 100 | 3 | - | - | - | - | | |
| TOTAL - NORMAL - | | 47.5 | | | | | | | | |
| 7 | 12 | 3.0 | 100 | 3 | 30 | #10 | #10 | 1" | | TOLL EQUIP POWER PANEL |
| 8 | 10 | 3.5 | 100 | 3 | 50 | #8 | #8 | 1" | | BOOTH H.V. UNITS |
| 9 | 6.0 | 2.0 | 100 | 3 | 20 | #8 | #8 | 1" | | LIGHTING PANEL "LA" |
| 10 | 43.0 | 15.2 | 100 | 3 | 100 | #2 | #2 | 1 1/2" | | POWER PANEL "PA" |
| 11 | 20.0 | 7.0 | 100 | 3 | 50 | #6 | #6 | 1 1/2" | | TOLL BOOTH PANELS |
| 12 | 8.0 | 1.0 | 100 | 1 | 20 | #12 | #12 | 3/4" | | TUNNEL LTG. & RECEPTACLES |
| 2 SPARES | - | - | 100 | 3 | - | - | - | - | | |
| 13 | 7.0 | 2.4 | 100 | 3 | 30 | #8 | #8 | 1" | RUN WITH FOR #3 | CANOPY LTG. - THRU 30A CONTACTOR |
| TOTAL - EMERG. | | 34.1 | | | | | | | | |
| TOTAL - PLAZA | | 81.6 | | | | | | | | |

LIGHTING PANEL "LA" SCHEDULE

| CIRCUIT NUMBER | TRIP AMPS | DESCRIPTION OF LOAD | NO. OUTS. | LOAD VA | PER PHASE | | | LOAD VA | NO. OUTS. | DESCRIPTION OF LOAD | TRIP AMPS | CIRCUIT NUMBER |
|----------------|-----------|-----------------------------|-----------|---------|-----------|-----|-----|---------|-----------|---------------------------|-----------|----------------|
| | | | | | A | B | C | | | | | |
| 1 | 15 | LTG.-STORAGE & RECORDER RM. | 2 | 200 | 600 | | | 700 | 3 | LTG.-OFFICE & JAN. CLOSET | 15 | 2 |
| 3 | | SPARE | - | - | - | - | - | 300 | 3 | LTG.-OFFICE | | 4 |
| 5 | | REC.-KITCHEN & OFFICE | - | - | - | - | - | 600 | 4 | LTG.-MECH. & ELEC. RM. | | 6 |
| 7 | | REC.-STORAGE & RECORDER RM. | 2 | 500 | 800 | | | 300 | 1 | REC.-SERVICE MODULE | | 8 |
| 9 | | REC.-RECORDER RM. & OUTDOOR | 2 | 500 | | 300 | | - | 2 | REC.-JAN CLOSET (ME. RM.) | | 10 |
| 11 | | REC.-OFFICE & MENS ROOM | 3 | 500 | | | 700 | 200 | 1 | IMMERSION HTR. | | 12 |
| 13 | | REC.-M.E. RM. & OUTDOOR | 2 | 500 | 500 | | | - | - | DAY TANK | | 14 |
| 15 | | SPARE | - | - | - | - | - | - | - | SPARE | | 16 |
| 17 | | | - | - | - | - | - | - | - | | | 18 |
| 19 | 15 | LTG.-CASE STOR. & REC. RM. | 3 | 300 | 750 | | | 450 | 5 | LTG.-OFFICE | 15 | 20 |
| 21 | | LTG.-OFFICE LUNCH ROOM | 4 | 375 | 825 | | | 450 | 3 | LTG.-MECH. & ELEC. RM. | | 22 |
| 23 | | REC.-OFFICE & M.E. RM. | 3 | 500 | | 800 | | - | - | VENTILATION CONTROL | | 24 |
| 25 | | VENTILATION CONTROL | - | - | - | - | - | - | 2 | TEL. BOOTHS | | 26 |
| 27 | | LIGHTING TUNNEL | 15 | 975 | 975 | | | - | 6 | REC.-TUNNEL | | 28 |
| 29 | | CLOCK CONTROL CIRC. | - | - | - | - | - | 300 | 3 | LTG. SUPPLY CL. & TOLLETS | | 30 |
| 31 | | LTG. LOCKERS | 3 | 300 | 300 | | | - | - | SPARE | | 32 |
| 33 | | SPARE | - | - | - | - | - | - | - | SPARE | | 34 |

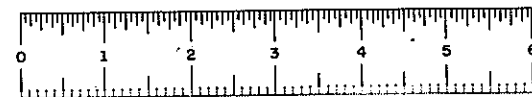
Prepared and recommended
Benjamin H. O'Dea, Inc. Date 7-30-79
 GOODKIND & O'DEA, INC.
 Consulting Engineers

REVISIONS

BASEMENT-UTILITY BUILDING
AND DISTRIBUTION DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

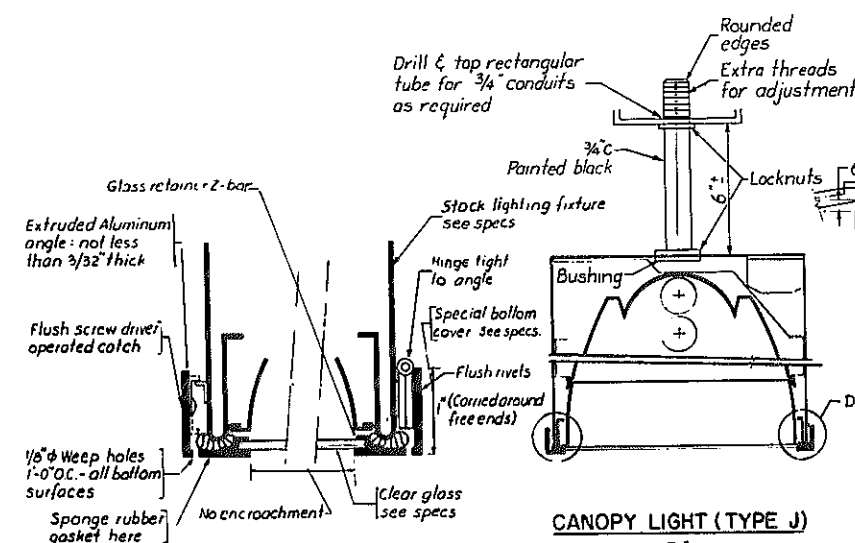
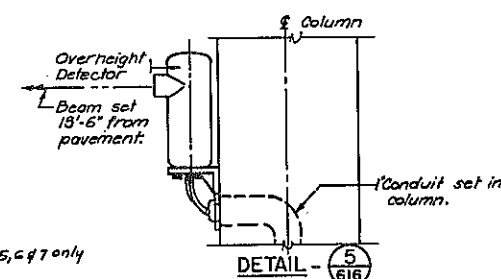
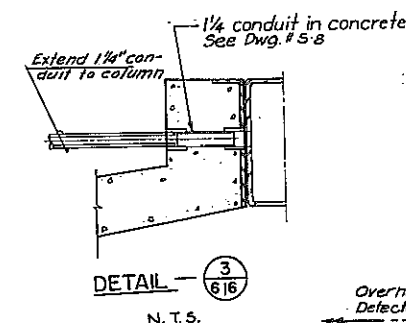
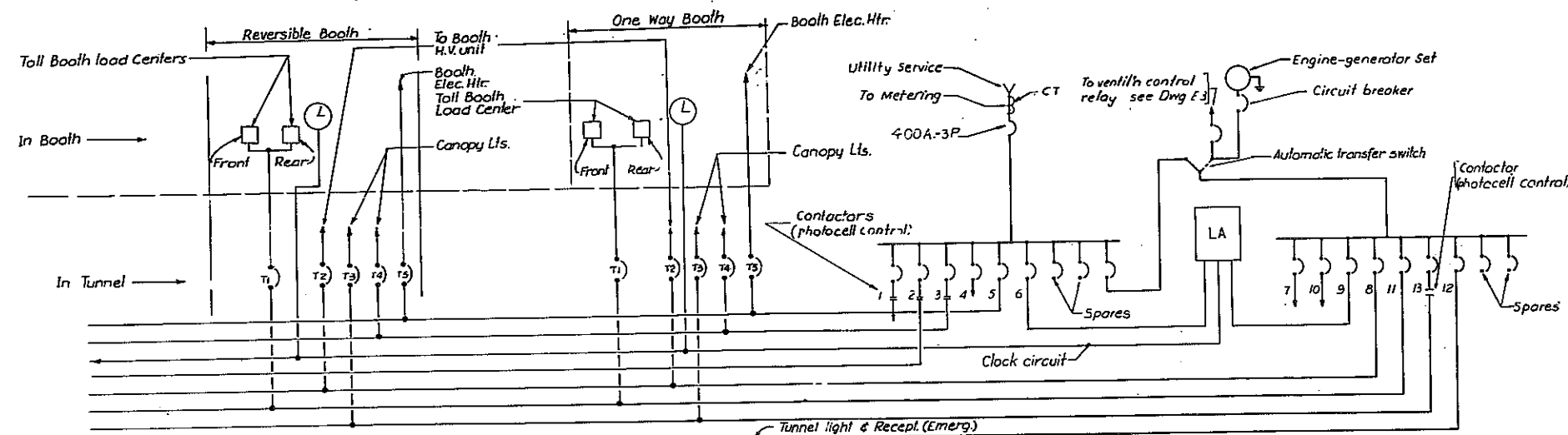
DWG. NO. E-5 SCALE AS SHOWN DATE 7-30-79
Goodkind & O'Dea, Inc. CONSULTING ENGINEERS



D96243

| FED. ROAD RES. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 20421 | 284 |

INTERSTATE ROUTE 508
ROUTE 7 CONN. TO N.Y.S. THRUWAY;
SCHENECTADY-DUANESBURG, PART 1, S.H. 880
SCHENECTADY COUNTY

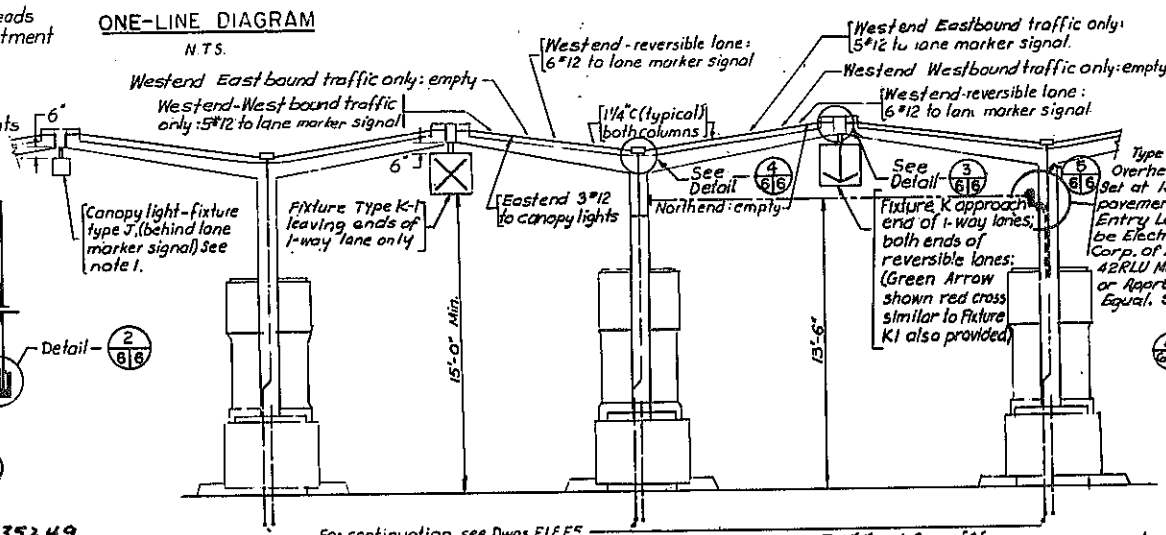


CANOPY LIGHT (TYPE J)
N.T.S.

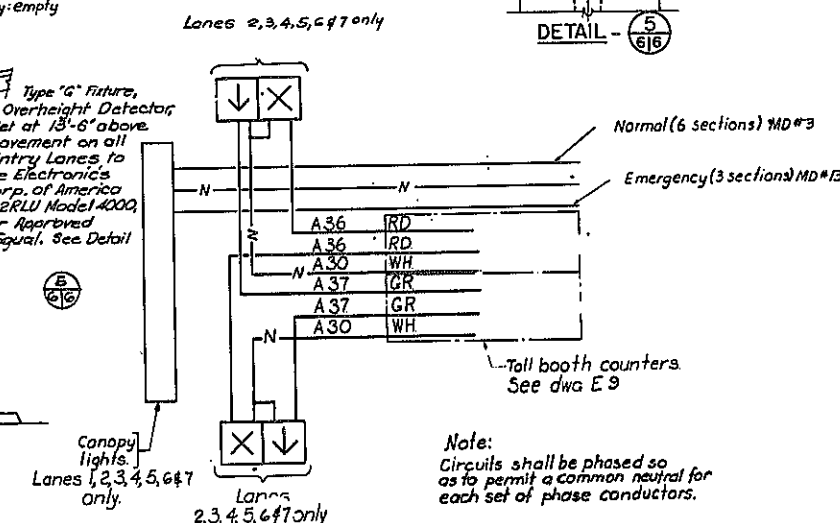
NOTE: A PARANOUNT #35249
150W HIGH PRESSURE SODIUM
FIXTURE WAS SUBSTITUTED FOR
THE TYPE "J" FIXTURE

ONE-LINE DIAGRAM

N.T.S.



PARTIAL ELEVATION OF TOLL PLAZA CANOPY
LOOKING SOUTH-TYPICAL
Scale 1/4"=1'-0"



CANOPY LIGHT AND LANE MARKER SIGNAL WIRING DIAGRAM

(Typical for reversible lanes)

Note - At one-way lanes: at approach end, at leaving end.

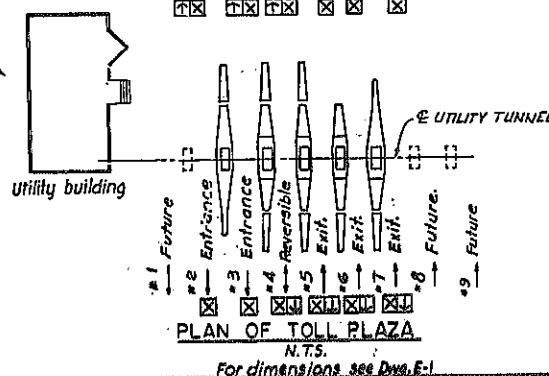
| TOLL BOOTH LOAD CENTERS | | |
|-------------------------|--------|---------------------------|
| NO. | RATING | SERVES |
| B1 | 1P-15A | Booth Light |
| B2 | 1P-20A | Axle Light (See Dwg. E-1) |
| B3 | 1P-15A | Booth receptacle |
| B4 | 1P-20A | Spare |
| B5 | 1P-15A | Intercom Loudspeaker |
| B6 | 1P-20A | Spare |
| B7 | 1P-15A | Thermostat Controls |
| B8 | 1P-20A | Spare |

Δ - Spare in rear counter.
* - Entrance lanes only.

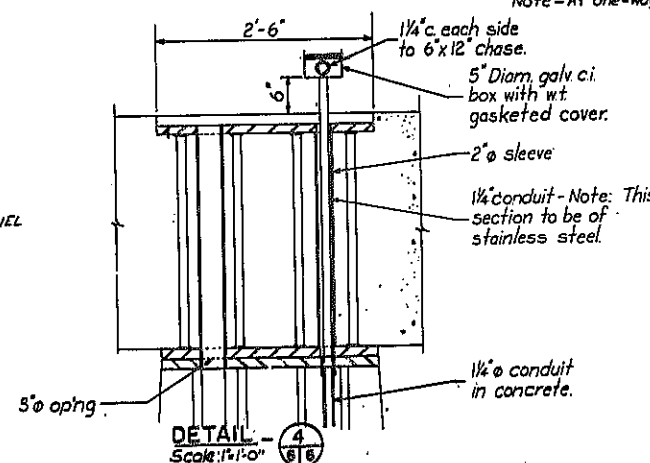
| TUNNEL CIRCUIT BREAKER SCHEDULE | | |
|---------------------------------|--------|-------------------------|
| NO. | RATING | SERVES |
| T1 | 3P 30A | Toll booth Load Centers |
| T2 | 3P 20A | Ventilation Unit |
| T3 | 1P 15A | Canopy Ltg. (Emergency) |
| T4 | 1P 15A | Canopy Ltg. (Normal) |
| T5 | 2P 20A | Toll booth Heater |

* Spare for lanes 1, 7 & 8 only

Note:
Fixture "J" shall be continuous row of 9 4'-0" lengths as indicated on Dwg. No. A-13. Mount at height indicated on that Dwg. Typical for Lanes 2, 3, 4, 5, 6 & 7. Sections shall be wired in a "normal" circuit on emergency circuit, with common neutral under photocell control.



PLAN OF TOLL PLAZA
N.T.S.
For dimensions see Dwg. E-1



Prepared and recommended
Bernard H. Schmitt
GOODKIND & O'DEA, INC.
Consulting Engineers

REVISIONS

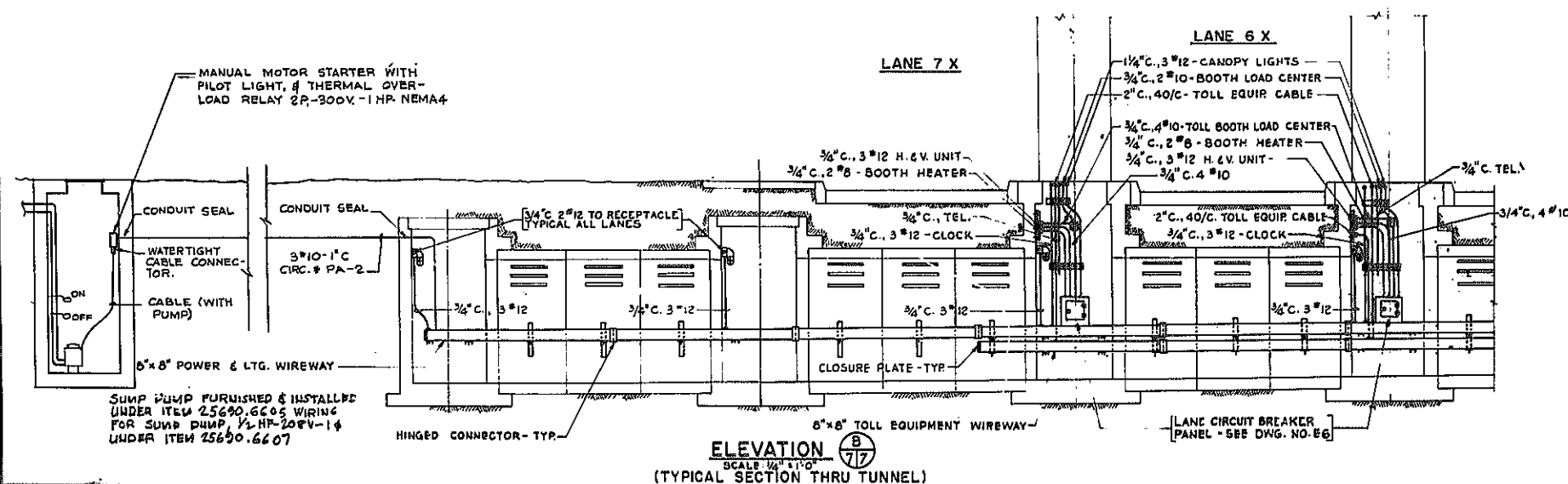
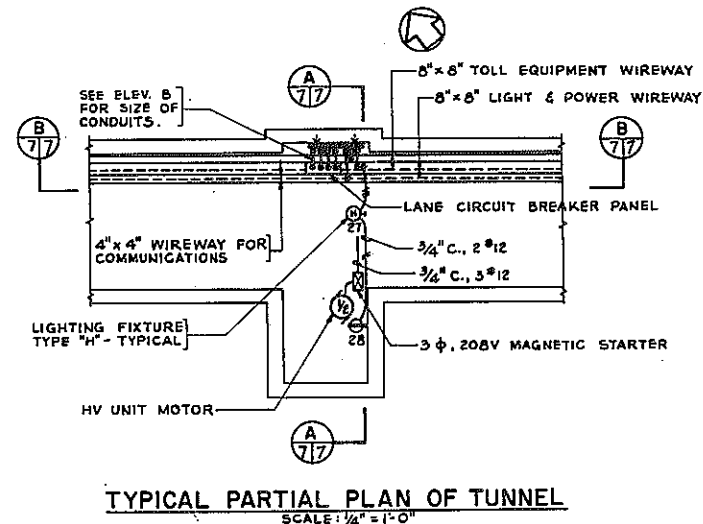
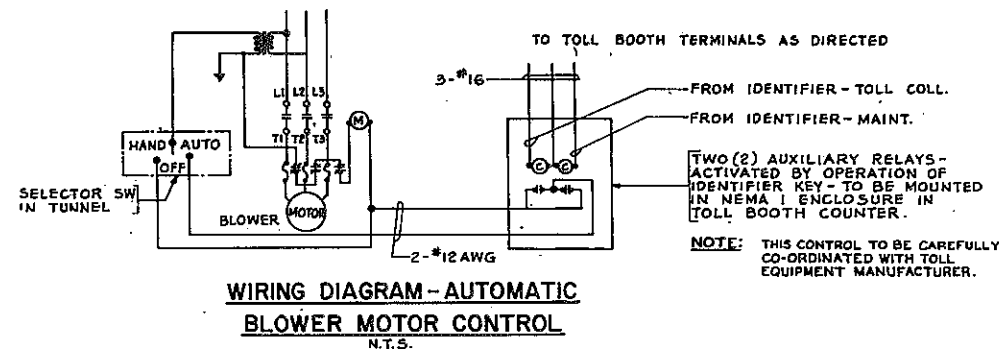
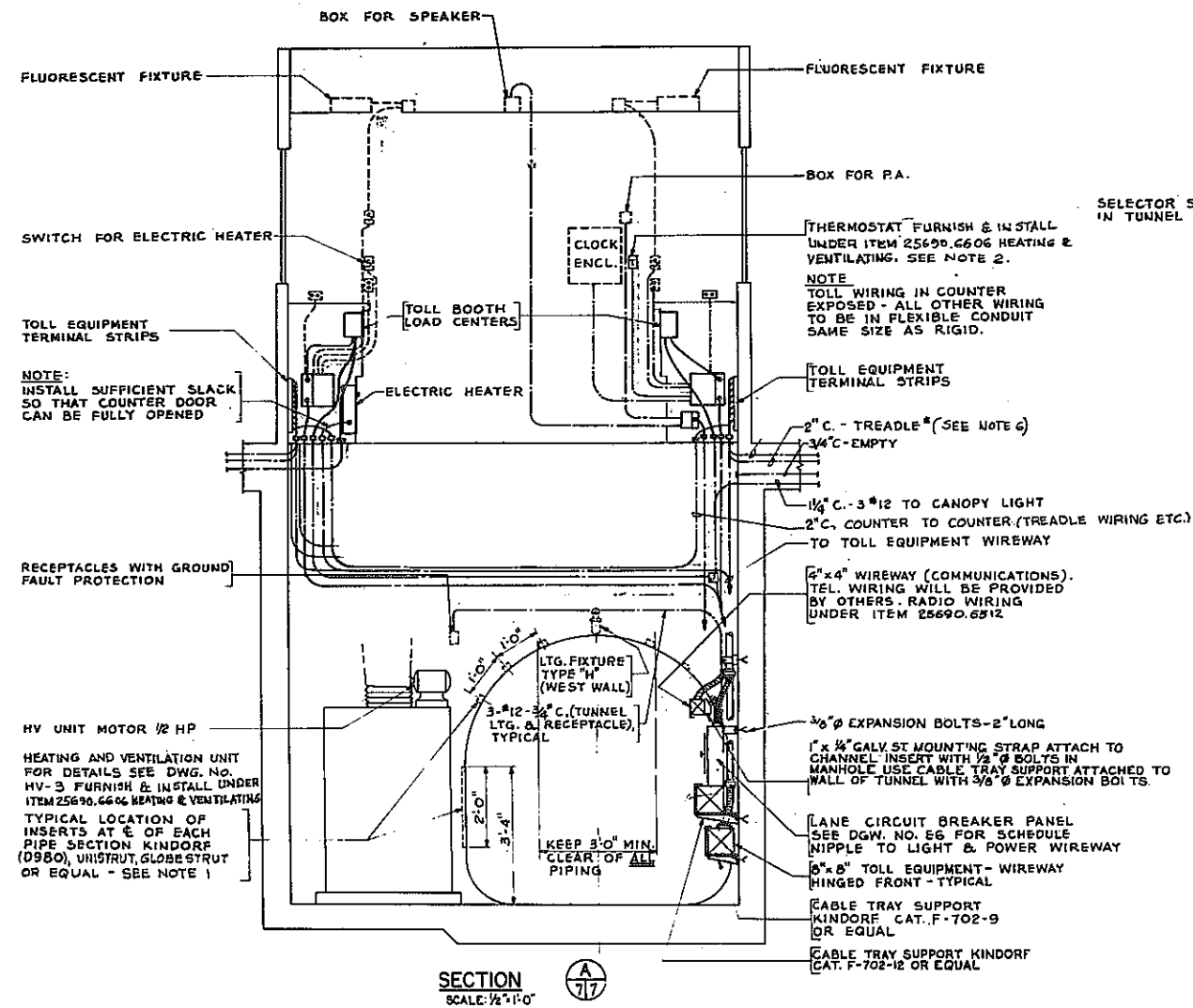
TOLL PLAZA
MISCELLANEOUS DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DWG. NO. | SCALE | DATE | Goodkind & O'Dea, Inc. | CONSULTING ENGINEERS |
|----------|----------|---------|------------------------|----------------------|
| E-6 | AS SHOWN | 7-30-79 | | |

Designed by B. SCHWARTZ
Made by R. HREUTZER
Traced by M. D. COSTA
Checked by M. SPANGLER

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | I-88-2(10) | 205 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY ; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

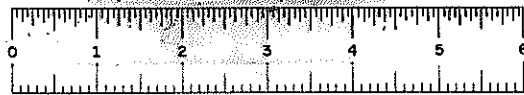


- ## NOTES
1. - SECURE CABLE TRAYS AND WIREWAYS TO INSERTS PROVIDED UNDER ITEM 25650-65174 PROVIDE ADAPTERS AS REQUIRED. SEE SPECS. FOR ADDITIONAL INFORMATION.
 2. - THERMOSTAT CONTROL WIRING (LOW VOLTAGE): CONNECT THERMOSTAT TO VALVE MOTOR AND TRANSFORMER (SEE DWG. NY-3) UNDER ITEM 25650-6607, ELECTRICAL WORK
 3. - CONDUIT SHALL NOT TOUCH DUCTS OR BE SUPPORTED FROM THEM.
 4. - FOR LEGEND SEE SHEET E-3.
 5. - BOND CONDUITS & WIREWAYS TOGETHER.
 - 6 - SEE DWG. E-1 FOR LOCATION AT EACH BOOTH & PLAN OF TOLL PLAZA ON DWG E-6

Designed by **B. SCHWARTZ**
Made by **R. KREUTZER**
Tread by **N. Da COSTA**
Checked by **N. SPAVENTA**

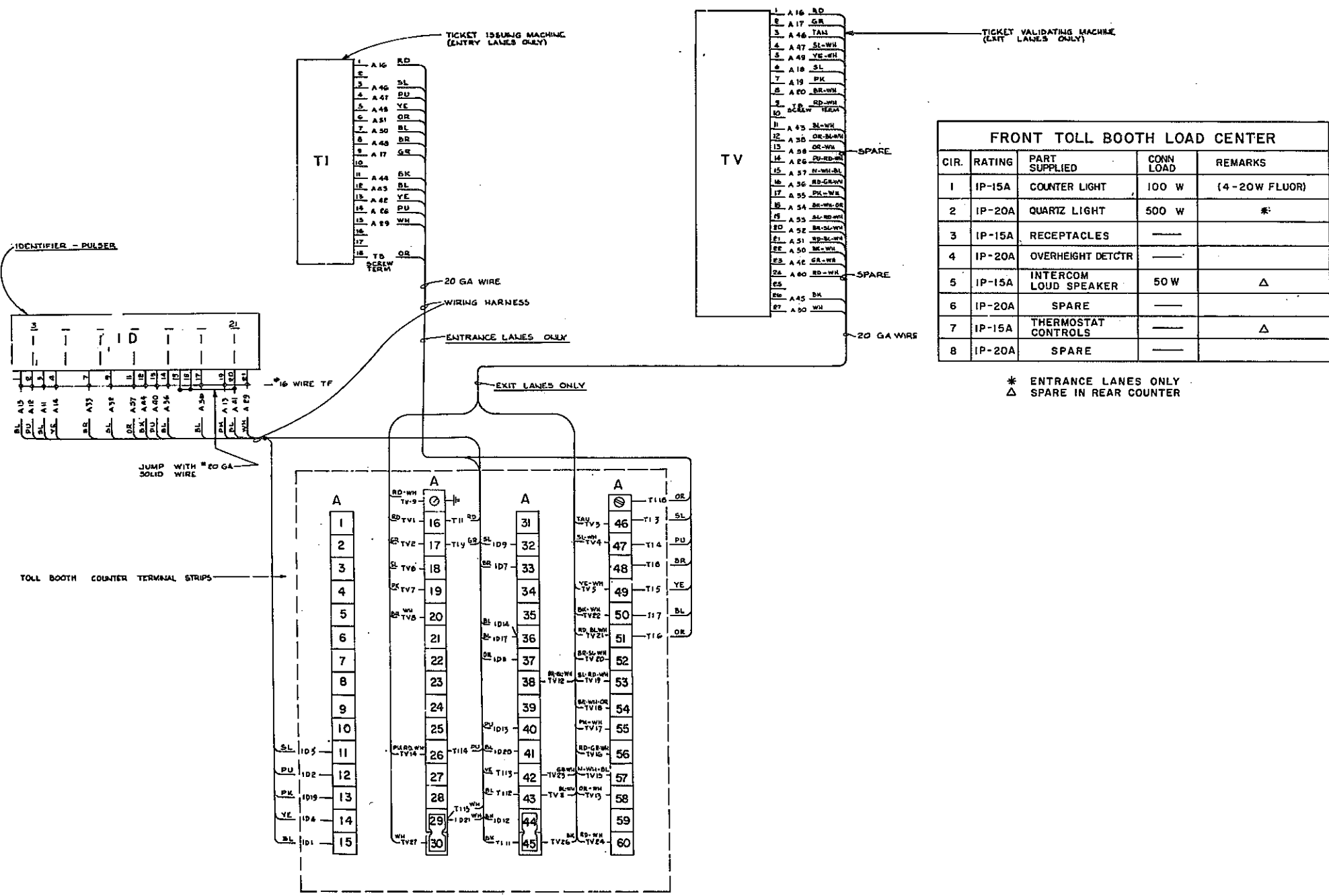
Prepared and recommended
Bernard H. Bellamy Date 7-30-79
GOODKIND & O'DEA, INC.
Consulting Engineers

| | | | | |
|---|-------------------|-----------------|----------------------------------|-------------------------|
| TOLL PLAZA UTILITY TUNNEL DETAILS | | | | |
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. NO. E-7 | SCALE AS SHOWN | DATE 7-30-79 | <i>Goodland & Odea, Inc.</i> | CONSULTING ENGINEERS |



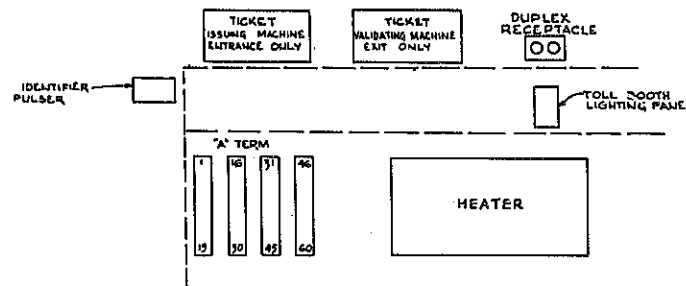
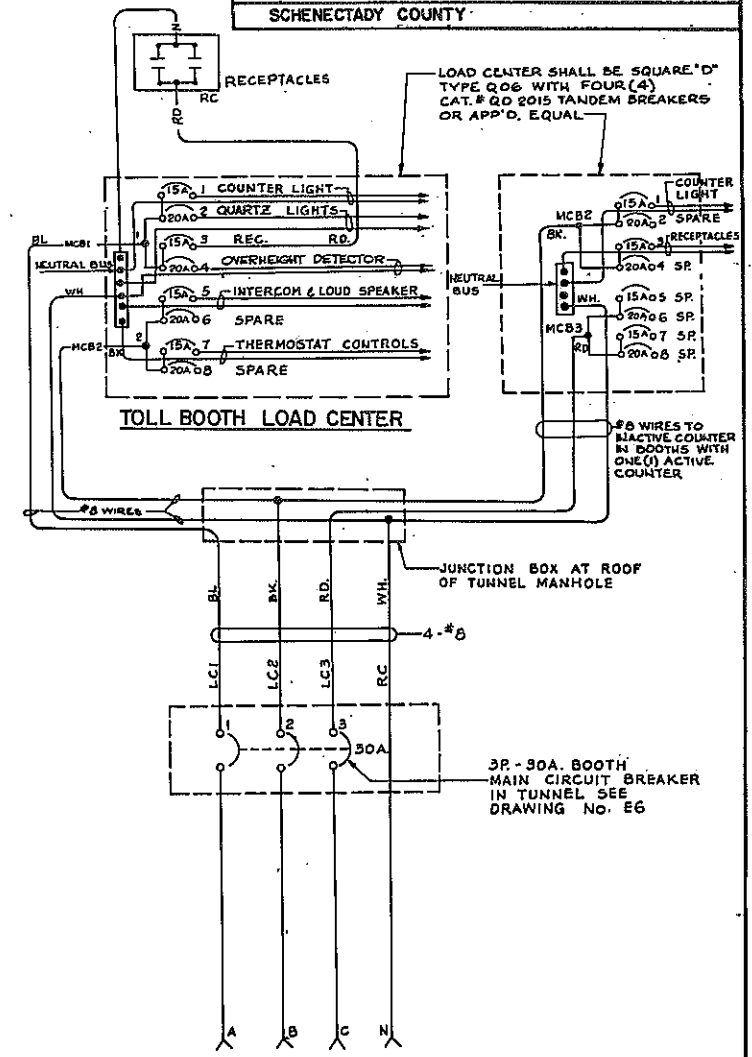
D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | I-88-2(10) | 206 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



| FRONT TOLL BOOTH LOAD CENTER | | | | |
|------------------------------|--------|-----------------------|-----------|---------------|
| CIR. | RATING | PART SUPPLIED | CONN LOAD | REMARKS |
| 1 | IP-15A | COUNTER LIGHT | 100 W | (4-20W FLUOR) |
| 2 | IP-20A | QUARTZ LIGHT | 500 W | * |
| 3 | IP-15A | RECEPTACLES | --- | |
| 4 | IP-20A | OVERHEIGHT DETCTR | --- | |
| 5 | IP-15A | INTERCOM LOUD SPEAKER | 50 W | Δ |
| 6 | IP-20A | SPARE | --- | |
| 7 | IP-15A | THERMOSTAT CONTROLS | --- | Δ |
| 8 | IP-20A | SPARE | --- | |

* ENTRANCE LANES ONLY
Δ SPARE IN REAR COUNTER



SCHEMATIC ELEVATION OF TOLL BOOTH COUNTER
N. T. S.

TOLL BOOTH EQUIPMENT WIRING

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DWG. NO. | NO. | SCALE | DATE | DESIGNED BY | CONSULTING ENGINEER |
|----------|----------|---------|------|------------------------|---------------------|
| E-8 | AS SHOWN | 7-30-79 | | Goodkind & O'Dea, Inc. | |

Prepared and recommended
Bernard H. O'Dea
GOODKIND & O'DEA, INC.
Consulting Engineers
Date: 7-30-79

Designed by: B. SCHWARTZ
Made by: R. FREUTER
Traced by: H. DE GOSTA
Checked by: N. SPAVENTA

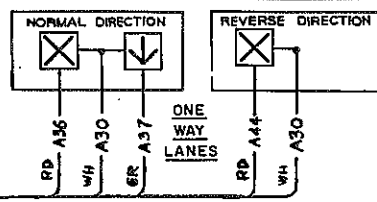


D96243

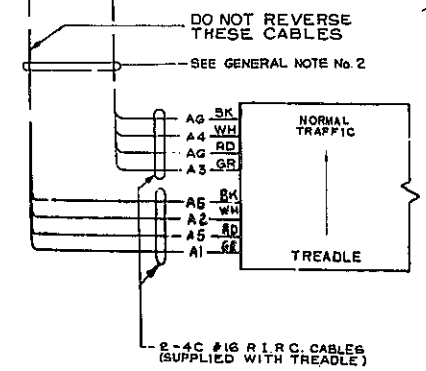
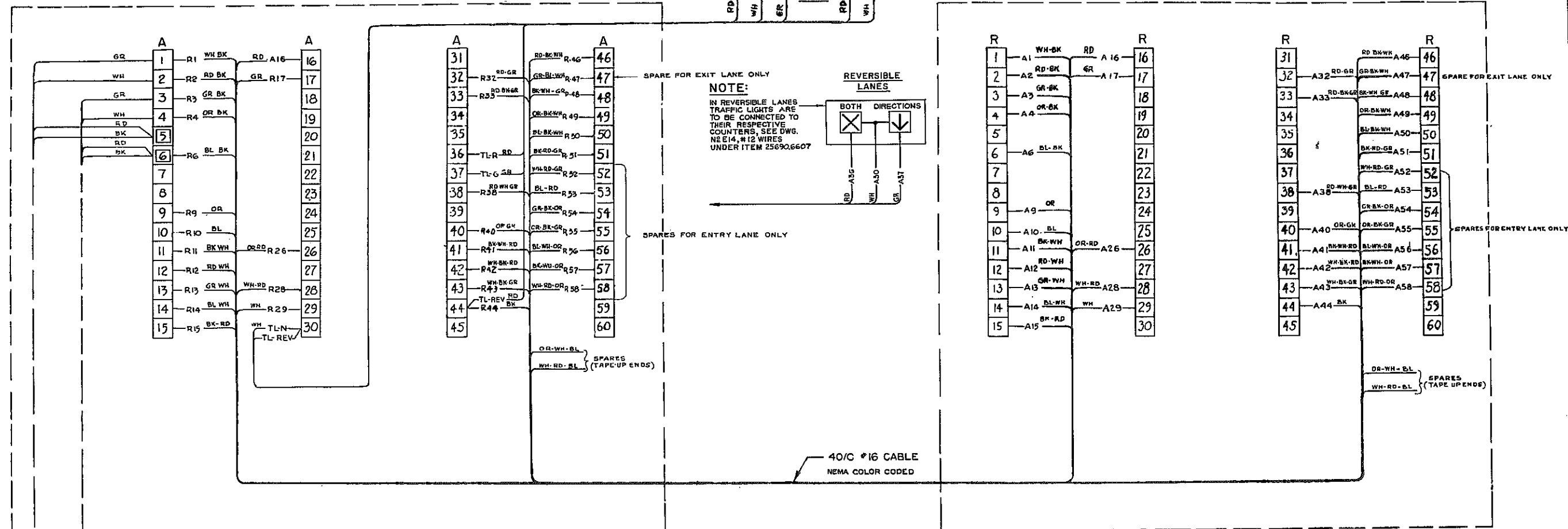
| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | 1-88-2(10) | 207 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

TOLL BOOTH COUNTER TERMINAL STRIPS

LANE CONTROL LIGHTS - ITEM 25690.6607



RECORDER-



NOTE: WIRING FOR TREADLE AS SHOWN APPLIES TO 4/C NON GROUNDED TREADLES.

- ABBREVIATION LEGEND
- R-RECORDER CABINET MAIN TERMINAL BLOCKS
 - A-TOLL BOOTH COUNTER TERMINAL BLOCKS
 - TL-TRAFFIC LIGHTS
 - WH-WHITE (WIRE COLOR)
 - RD-RED
 - BK-BLACK
 - GR-GREEN
 - BL-BLUE
 - OR-ORANGE

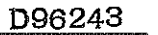
- GENERAL NOTES:
- ALL WORK ON THIS SHEET FURN & INSTALLED UNDER 25690.6342 FURNISH & INSTALL TOLL EQUIPMENT EXCEPT AS NOTED.
 - WIRING AS SHOWN FOR TREADLE IS FOR FOUR(4) CONTACT UNGROUNDED TYPES.

TOLL EQUIPMENT WIRING DIAGRAM

| | | | |
|------------------------------|-------|---------|---|
| STATE OF NEW YORK | | | |
| DEPARTMENT OF TRANSPORTATION | | | |
| DWG. NO. | SCALE | DATE | Goodkind & O'Dea, Inc. CONSULTING ENGINEERS |
| E-9 | NONE | 7-30-79 | |

Designed by B. SCHWARTZ
Made by R. HREUTZER
Traced by N. De COSTA
Checked by N. SAVAENKA

Prepared and recommended
Bernard H. Schwart
GOODKIND & O'DEA, INC.
Consulting Engineers
Date 7-30-79



Technical drawing of a steel plate with dimensions and weld specifications. The drawing shows a rectangular plate with a vertical dimension of 12'-5" and a horizontal dimension of 2'-9". The plate is divided into sections with dimensions 2'-5", 2'-5", and 2'-5" vertically, and 2'-5" and 2'-9" horizontally. The text specifies: G/ B.2 - MITRE CORNERS, WELD & GRIND SMOOTH. 3/4" x 3/8" x 1/4" L STEEL PLATE (TYP) WELD & GRIND SMOOTH. NOTE: 1. GRIND ALL WELDS SMOOTH. 2. BASES TO BE MID. TO FLOOR. W/ 3/8" EXP. BOLTS 1/2" O.C. 3. TWO BASES REQ.

Technical drawing of a rectangular plate with three holes. The drawing includes the following views and dimensions:

- Top View:** Shows a rectangular plate with a width of 9" and a height of 1 1/8". There are three holes, each with a diameter of 3-1/16" ϕ . The holes are spaced 3 1/2" apart, with 1" from each end hole to the nearest side.
- Front View:** Shows the plate's height of 13". A section line E-E is indicated with arrows pointing to the front and back views.
- Section E-E:** A cross-sectional view showing the plate's thickness of 1/2" and a fillet radius of 1/2" all around the edges.
- Bottom View:** Shows the underside of the plate with the same three holes. The dimensions are identical to the top view. A section line E-E is also indicated here.

Labels and dimensions include:

- 9" (width)
- 1 1/8" (height)
- 3-1/16" ϕ HOLES (TOP)
- 3 1/2" (hole spacing)
- 1" (edge distance)
- 13" (front view height)
- 1/2" ALL AROUND (fillet radius)
- END VIEW
- SECTION E-E
- 3-1/16" ϕ HOLES (BOTTOM)

Technical drawing of a trough support assembly. The drawing shows a side view of a rectangular trough with a support structure. Dimensions are given in inches. The trough has a width of 11 1/8" and a height of 3 1/2". The support structure is 15" wide and 3 7/8" high. The trough is attached to the support with four 7/32" holes. The support is attached to the trough with four 3/16" holes. The drawing includes a weld line and a note: "DRILL FOUR 7/32\" Holes IN TROUGH SUPPORT, DRILL BASE AS REQUIRED. ATTACH TROUGH SUPPORT TO BASE WITH 3/16\" MACH. BOLTS."

WELD ALL CONDUITS
USE AS SHOWN IN
A-A.




Diagram A-A shows a cross-section of a conduit. A weld is shown on the right side, and a spot weld is shown on the top side. The weld is labeled "WELD" and the spot weld is labeled "SPOT WELD".

Technical drawing of a square metal plate. The drawing shows a square with rounded corners. Labels include: "ROUND EDGE" pointing to the corner, "SPOT WELD" pointing to a weld on the top edge, "3/4\"

CONDUITS RUN BELOW FLOOR TO PULL BOX IN BASEMENT SEE DWG. No. E-5

2x40/C CABLES

(EMPTY) 4" C

3x40/C CABLES

1E

2E

3E

4E

4X

FUTURE UNIT

2" C

4" C

4" C

4" C

MASTER CLOCK

2" C

2" C

VERTICAL 4"X4" WIREWAY

POWER SUPPLY

9X

8X

7X

6X

5X

Architectural drawing of a control panel layout. The drawing shows four cabinets arranged in a 2x2 grid, separated by pedestals. The overall dimensions are 2'-5" (TYP) wide and 7'-2" high. The cabinets are labeled as follows:

- POWER SUPPLY CABINET**: APPROX WGT 100 LBS.
- MASTER CLOCK CABINET WITH DETAIL FEATURE**: APPROX WGT. 150 LBS.
- REGISTER CABINET**: APPROX WGT. 250 LBS. (4X)
- REGISTER CABINET**: APPROX WGT. 250 LBS. (4E)

Key features and dimensions include:

- PEDESTALS**: Indicated between the cabinets.
- CLOSED TOP**: Indicated for the Master Clock Cabinet.
- DETAILS**: Callouts for "1/8" GAUGE REMOVABLE COVER" and "2 SECTIONS TO BE 1 1/8" LESS ALL AROUND, PROVIDE 3/8" DIA. HOLE IN COVER (25 PLACES) TWO (2) REQ'D".
- FASTENERS**: Notes for "TAP E HOLES FOR #8 BO HD. SCREW AT ASSEMBLY" and "TAP HOLES (20 PLACES) FOR #8 BO HD. SCREWS AT ASSEMBLY".
- BASE**: Note for "BASE FASTENED TO CONCRETE WITH 3/8" ANCHOR BOLTS".
- Dimensions**: Various measurements for cabinet height (7'-2"), width (2'-5"), and pedestal spacing (1'-0", 1'-6", 1'-0", 1'-6").

At the bottom left, a note states: "BASES FURNISHED UNDER ITEM 25690.6607 ELECTRICAL WORK".

Technical drawing of a vertical cable raceway assembly. The drawing shows a side elevation of a vertical structure with various components and dimensions labeled.

Dimensions:

- Overall width: 9"
- Top section width: 4"
- Top section height: 10 1/2"
- Section height: 3' - 7"
- Bottom section width: 14 1/2"

Labels and Components:

- FASTENED WITH 1/4" BOLTS DRILL AS REQD.
- PEDESTAL-SEE DETAIL TO LEFT
- DRILL REGISTER AS REQD TO MOUNT PEDESTALS WITH THREE (3) 5/8" BOLTS.
- CLEARANCE FOR VENTILATION
- 2 1/2" KNOCKOUT EACH SIDE OF TROUGH. NIPPLE TROUGH TO MASTER CLOCK CABINET WITH CHASE NIPPLE.
- 42.4" CABLE RACEWAY
- TROUGH TO SLIP OVER TROUGH SUPPORT
- GROUND LUG
- TROUGH SUPPORT
- INSULATED GROUNDING BUSHING
- CONDUIT - 1 1/2" ABOVE FL.
- #8 GROUND WIRE

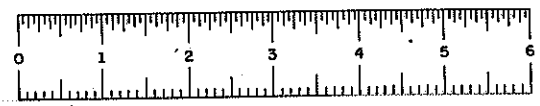
NOTE:

1. WITH EXCEPTION OF BASE, ALL WORK ON THIS SHEET WILL BE FURNISHED AND INSTALLED UNDER ITEM 256906342
2. BASE SHALL EXTEND TO INCLUDE FUTURE UNITS. PROVIDE #12 GA. SCREW COVERS OVER OPENINGS ON BASE FOR FUTURE UNITS
3. RECORDER BASES WILL BE FURNISHED UNDER ITEM 256906607, ELECTRICAL WORK

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

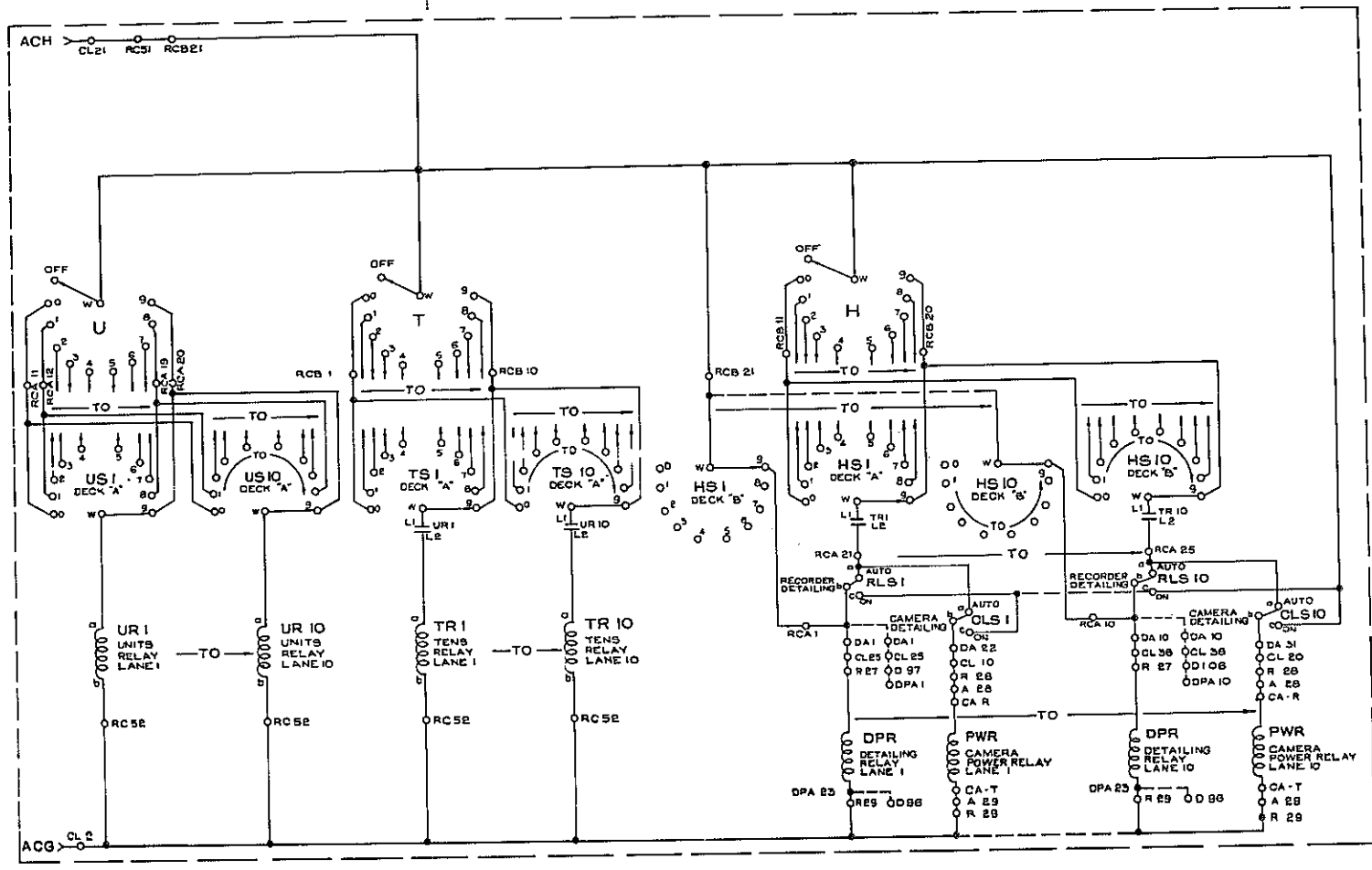
Prepared and recommended
Bernard H. Schwartz Date 7-30-79
GOODKIND & O'BREA, INC.
Consulting Engineers

Transcribed by *N. De COSTA*
Checked by *N. SPAVENTA*



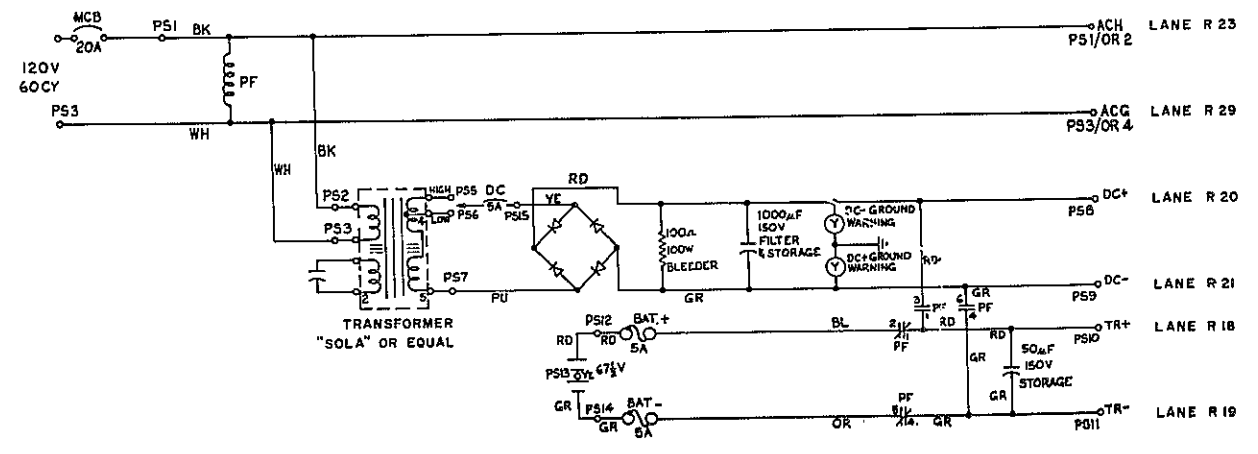
D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|----------------------------|--------------|-----------------|
| 1 | N.Y. | 1-88-2(10) | 20921 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



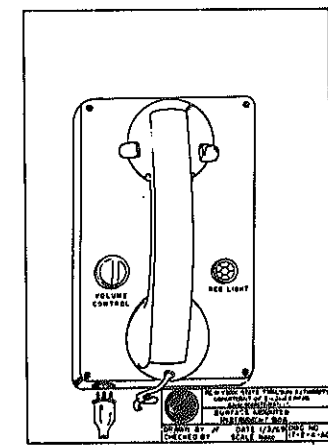
COLLECTOR DETAILING SCHEMATIC WIRING DIAGRAM

N.T.S.
ALL WORK ITEM 25690.6342
FURNISH & INSTALL TOLL EQUIPMENT

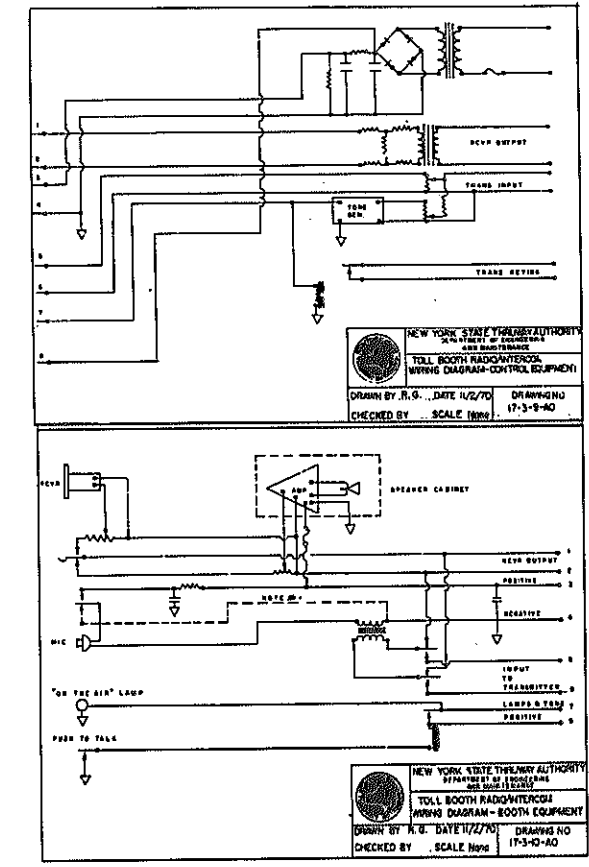


POWER SUPPLY CABINET SCHEMATIC

N.T.S.
ALL WORK ITEM 25690.6342 FURNISH & INSTALL TOLL EQUIPMENT



RADIO INTERCOM COMMUNICATION SYSTEM
ALL WORK ITEM 25690.6512



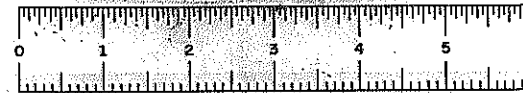
NOTE: THE ITEM ORIGINALLY INCLUDED IN THE CONTRACT FOR A RADIO INTERCOM COMMUNICATION SYSTEM (25690.6512) INADVERTENTLY OMITTED THE RADIO ANTENNA FROM THE SPECIFICATIONS. ORDER ON CONTRACT #1 (CONTRACT D96246) CORRECTED THIS OVERSIGHT BY DELETING ITEM 25690.6512 AND INCORPORATING NEW ITEM 25690.6590.

REVISIONS

| RADIO INTERCOM POWER SUPPLY & COLLECTOR DETAILING SCHEMATICS | | | | |
|--|----------|---------|------------------------|----------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. NO. | SCALE | DATE | DESIGNED BY | CONSULTING ENGINEERS |
| E-11 | AS SHOWN | 7-30-79 | Goodkind & O'Dea, Inc. | |

Prepared and recommended by
Bernard H. O'Dea Date 7-30-79
GOODKIND & O'DEA, INC.
Consulting Engineers

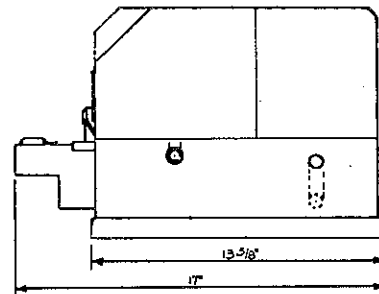
Designed by B. SCHWARTZ
Made by R. HREUTZER
Traced by H. L. COSTA
Checked by N. SPAINA



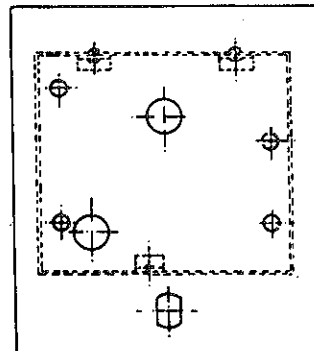
D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|----------------------------|--------------|-----------------|
| 1 | NEW YORK | 1-88-2103 | 210 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY ; | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |

NOTE: ONE EXIT VALIDATOR TO BE FURNISHED AND INSTALLED UNDER ITEM 25690.6342 FOR EACH EXIT LANE - SEE CONTRACT SPECIFICATIONS.

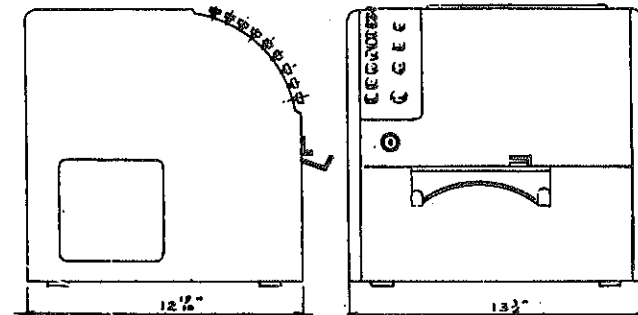


SIDE VIEW
EXIT VALIDATOR APPROX. WGT. 100 lbs.
SCALE 1/4" = 1'-0"



ELEVATION
SCALE 1/2" = 1'-0"
IDENTIFIER PULSER
COVER ASSEMBLY
APPROX. WGT. 10 lbs.

NOTE: ONE IDENTIFIER TO BE FURNISHED AND INSTALLED UNDER ITEM 25690.6342. EACH ACTIVE COUNTER. INSTALL BLANK PLATE IN INACTIVE COUNTERS. ALSO UNDER ITEM 25690.6342 SEE TOLL BOOTH DRAWINGS & CONTRACT SPECIFICATIONS.



SIDE VIEW FRONT VIEW
SCALE 1/4" = 1'-0"
TICKET ISSUING MACHINE
APPROX. WGT. 85 lbs.

NOTE: ONE TICKET ISSUING MACHINE TO BE FURNISHED AND INSTALLED UNDER ITEM 25690.6342 FOR EACH ENTRANCE LANE - SEE CONTRACT SPECIFICATIONS.

NOTE: ALL WORK ON THIS SHEET INCLUDED UNDER ITEM 25690.6342, FURNISH AND INSTALL TOLL EQUIPMENT, EXCEPT AS NOTED

TOLL EQUIPMENT DETAILS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION

| DWG. NO. | SCALE | DATE | CONSULTING ENGINEERS |
|----------|----------|---------|-------------------------|
| E-12 | AS SHOWN | 7-30-79 | Goodland & O'Neil, Inc. |

Prepared and recommended
Bernard H. Schmitt Date 7-30-79
GOODKING & O'DEA, INC.
Consulting Engineers

Designed by B. SCHWARTZ
Made by R. HREUTZER
Traced by H. JACOBI
Checked by M. SPAVENTA

[illegible]

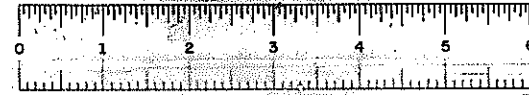
Technical drawing of a stainless steel bushing. The drawing shows a cross-section of the bushing with the following dimensions and labels:

- Top diameter: $\varnothing .502 \begin{smallmatrix} +.002 \\ -.000 \end{smallmatrix}$
- Bottom diameter: $\varnothing \frac{1}{4}$
- Length: $\frac{5}{16}$ - 1ST AP
- Material: STAINLESS STEEL BUSHING

Prepared and recommended
Bernard H. Schuyler Date: 7-30-79
GOODKIND & O'DEA, INC.
Consulting Engineers

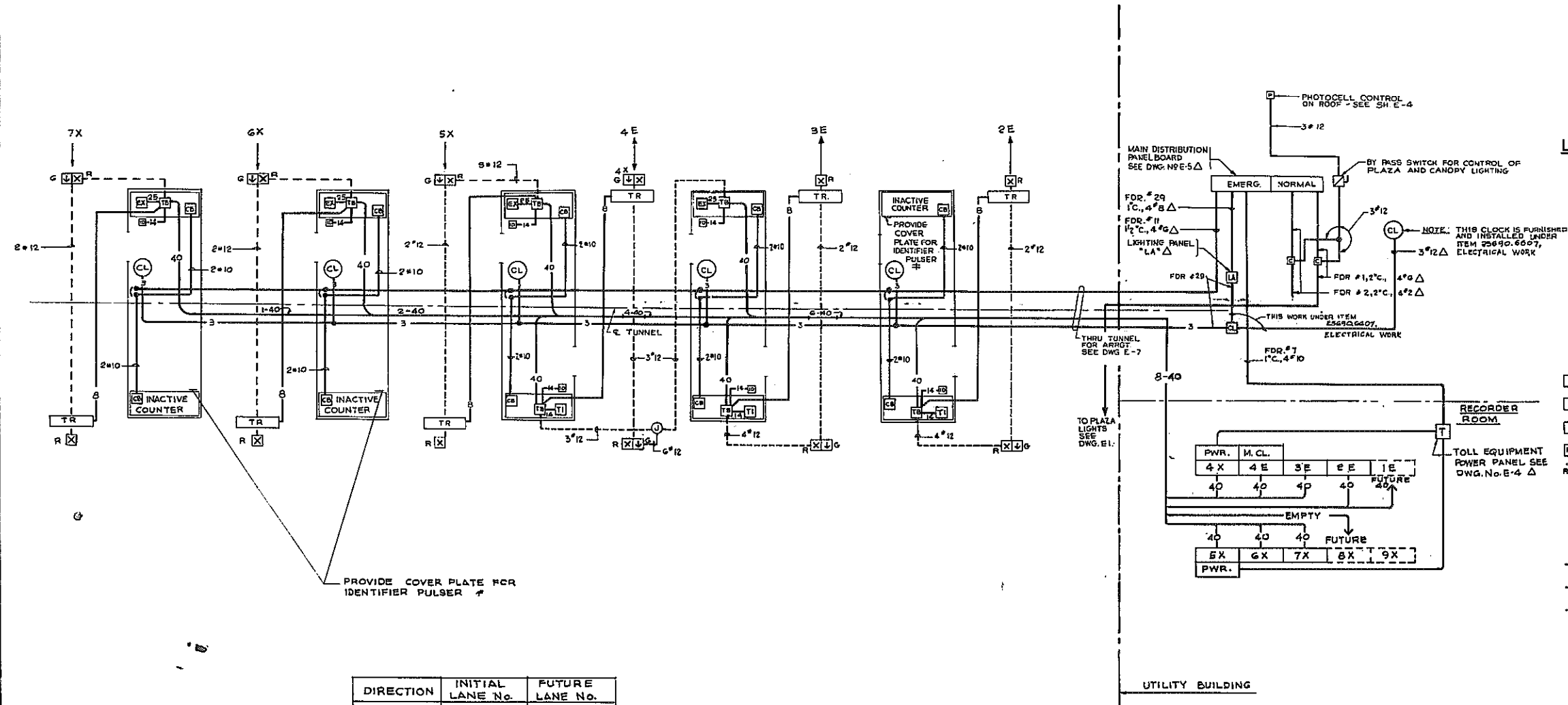
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | |
|---|----------|---------|-----------------------|--|
| DWG. NO. | SCALE | DATE | CONSULTING ENGINEERS | |
| E-13 | AS SHOWN | 7-30-79 | Goodkind & Oles, Inc. | |

Designed by B. SCHWARZ
Made by R. KREUTZER
Traced by N. DE COSTA
Checked by N. SPAVENTA



D96243

| FED. ROAD REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|-------|-------------------------|-----------|--------------|
| 1 | N.Y. | E-88-2(10) | 212 | 284 |
| INTERSTATE ROUTE 508 | | | | |
| ROUTE 7 CONN. TO N.Y.S. THRUWAY | | | | |
| SCHENECTADY-DUANESBURG, PART 1, S.H. 880 | | | | |
| SCHENECTADY COUNTY | | | | |



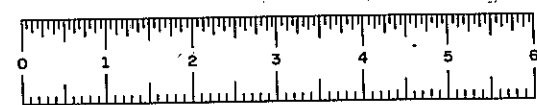
- LEGEND - THIS SHEET ONLY**
- TC — TOLL BOOTH COUNTER — SEE DWG. E-7
 - TI — TICKET ISSUING MACHINE — " " E-12
 - EV — EXIT VALIDATING MACHINE — " " E-12
 - CU — CLOCK CONTROL UNIT — " " E-4
 - AL — AXLE LIGHT — " " E-1
 - IP — IDENTIFIER PULSER — " " E-12
 - CB — TOLL BOOTH PANEL — SEE SCHEDULE ON DWG. E-9
 - BS — BY PASS SWITCH — " " E-4
 - RE — RECORDERS — " " E-10
 - TR — TREADLE — " " E-13
 - PS — POWER SUPPLY & MASTER CLOCK UNIT — " " E-10
 - LC — LANE CONTROL SIGNALS — " " E-6
 - SC — 3P. 30A. MAGNETIC CONTACTOR — " " E-4
 - CL — CLOCK (EXCEPT AS NOTED) — " " TB-4
 - 40 — INDICATES NO. OF WIRES IN TOLL EQUIPMENT CABLES SUPPLIED & INSTALLED UNDER ITEM 25690.6342
 - CON — CONDUITS AND/OR CABLES IN CANOPY — " " "
 - ± — CONDUITS & OR CABLES IN EARTH, TOLL BOOTH, OR TUNNEL — " " "
 - ▲ — FURNISHED AND INSTALLED UNDER ITEM 25690.6375
 - △ — FURNISHED AND INSTALLED UNDER ITEM 25690.6607
- NOTE:** SEE LIGHT & POWER RISER DIAGRAM ON DRAWING No. E-5.

| DIRECTION | INITIAL LANE No. | FUTURE LANE No. |
|------------|------------------|-----------------|
| EXIT | 5, 6, 7 | 5, 6, 7, 8, 9 |
| REVERSIBLE | 4 | 4 |
| ENTRANCE | 2, 3 | 1, 2, 3 |

In Charge of: R. MEUTZER
Designed by: B. SCHWARTZ
Design Checked by: H. SPAVENTA
Drawn by: H. DE GOSIA
Check Checked by: H. LAINE

Prepared and recommended
by: *Goodland & O'Brien, Inc.*
Consulting Engineers
Date: 7-30-79

| TOLL EQUIPMENT RISER DIAGRAM | | | | |
|---|-------|---------|--------------------------|---------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION | | | | |
| DWG. NO. | SCALE | DATE | BY | CONSULTING ENGINEER |
| E-14 | NONE | 7-30-79 | Goodland & O'Brien, Inc. | |



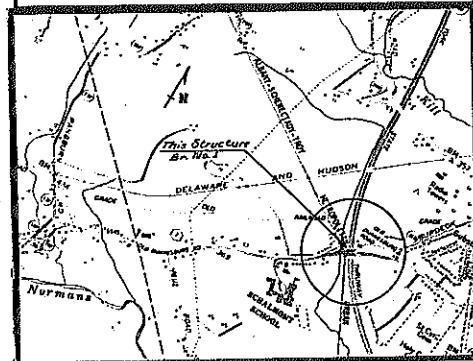
01 -

D96243

| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 213 R1 | 284 |

INTERSTATE ROUTE 508 (I-88)
I-90 N.Y.S. THRUWAY INTERCHANGE
SCHENECTADY CO.

CAPITAL PROJECT IDENTIFICATION NO. 1352.04



"ROTTERDAM JUNCTION QUAD."
LOCATION PLAN
Scale: 1"=2000'

The limits for the utilities in the Bridge Estimate shall be from center to center of manholes. The manholes shall be furnished and installed by the utility companies. The location shall be A.O.B.E.
The existing bridge railing shall be removed and stored under Item 587.02 Bridge Railing Removal and Storage in the Bridge Estimate

INDEX:

1. Plan and Elevation
2. Profiles and Sections
3. Estimate of Quantities & General Notes
4. Subsurface Profile
5. Embankments
6. West Abutment
7. West Abutment
8. West Abutment
9. Pier
10. Pier
11. East Abutment
12. East Abutment
13. East Abutment & Substructure Removal
14. Superstructure - Transverse Sect. & Framing Plan
15. Superstructure - Slab Reinforcement
16. Superstructure - Welded Plate Girder Details
17. Superstructure - Miscellaneous Details
18. Tables and Member Diagram
19. Miscellaneous Details
20. Approach Slab
21. Armored Joint Details
22. Bearings Details
23. Shoulder Details
24. Steel Bridge Railing - Two Rail
25. Bar List
26. Bar List
27. Bar List

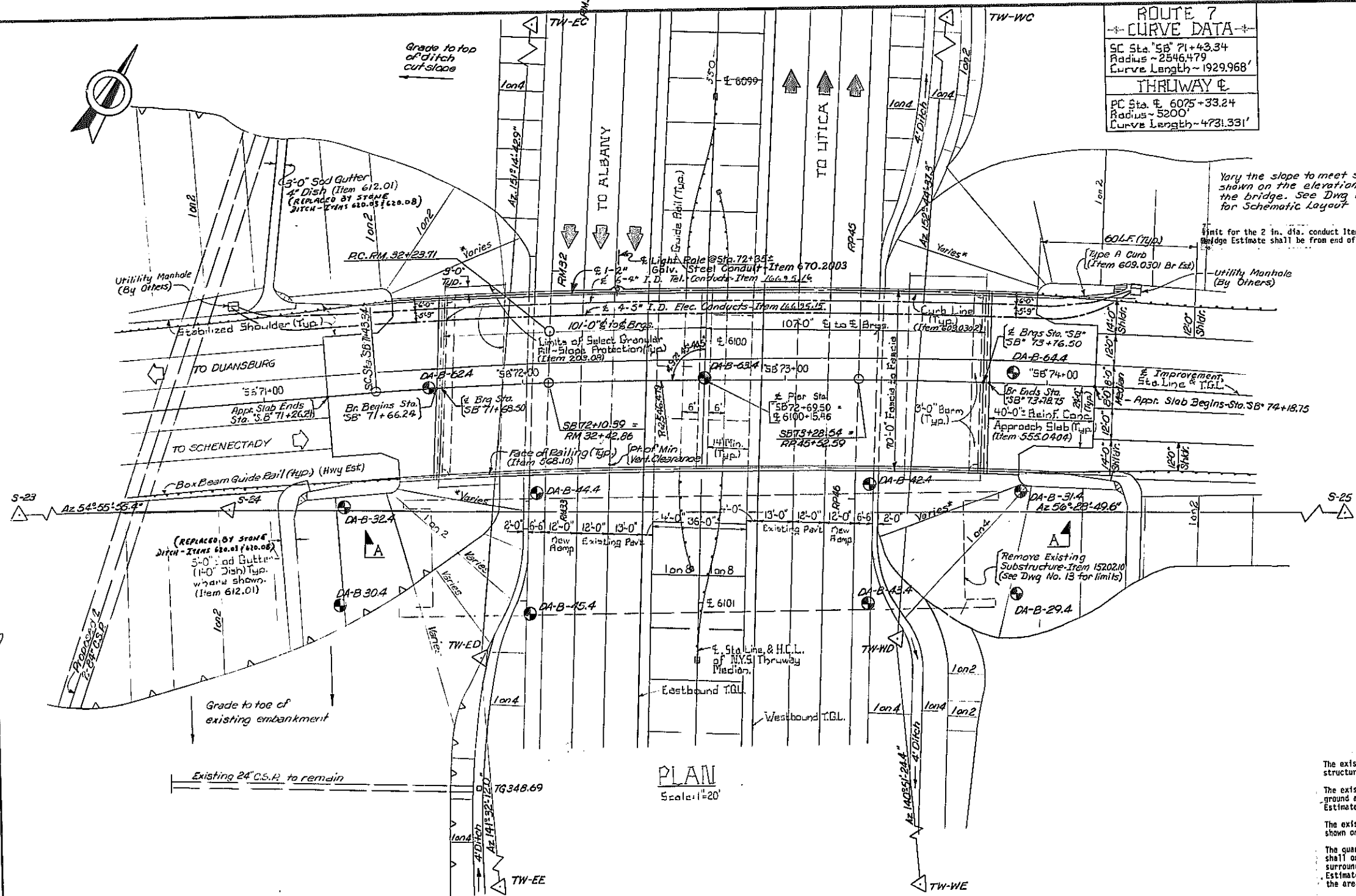
The existing superstructure shall be removed under Item 202.12 - Removing Existing Superstructures in the Bridge Estimate.
The existing abutments, including piles, shall be removed to one (1) foot below finish ground as shown on Dwg. No. 13 under Item 15202.10 Removal of Substructures in the Bridge Estimate.
The existing piers shall be completely removed down to the top of the existing footing as shown on Dwg. No. 3 under Item 15202.10 Removal of Substructures in the Bridge Estimate.
The quantity included in Item 15202.10 - Removal of Substructures in the Bridge Estimate shall only include the actual amount of concrete and piles removed. The removal of the surrounding materials shall be included in the Unclassified Excavation in the Highway Estimate. After the removal of the Pier Columns down to the top of the existing footings, the area shall be backfilled with highway embankment included in the highway estimate.
The existing temporary supports under the west span shall be removed and stored under Item 14202.52.10 Dismantling and Storing Existing Temporary Supports in the Bridge Estimate. The temporary support materials shall become the property of the State to be turned over to the Thruway Authority at a later date.

REVISIONS

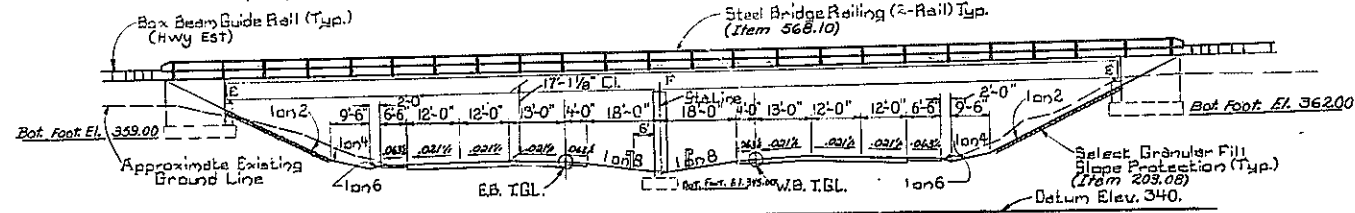
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF CONSTRUCTION

ROUTE 7 BRIDGE OVER NEW YORK STATE THRUWAY

DRAWING NO. 1 OF 27



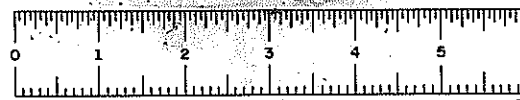
PLAN
Scale: 1"=20'



ELEVATION A-A
Scale: 1"=20'

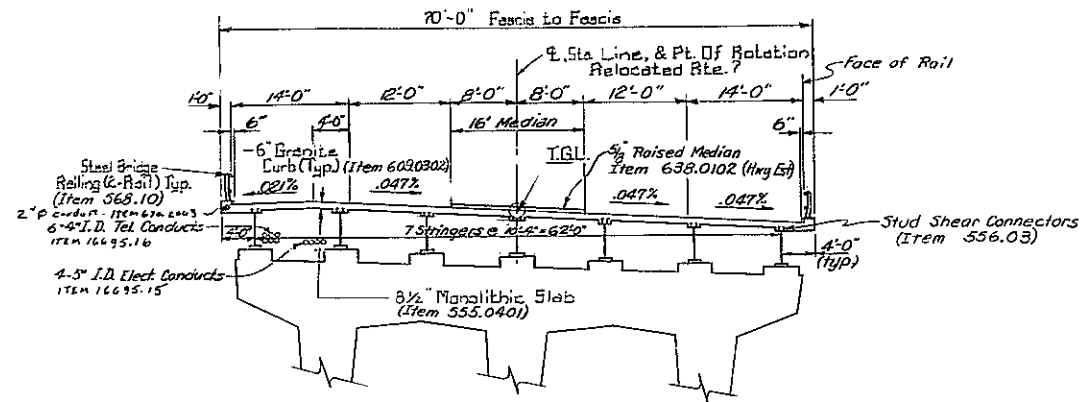
DATE MADE 11/1/79
PROJECT ENGINEER
IN CHARGE OF
DESIGNED BY
DESIGN CHECKED BY
DETAILED BY
DETAIL CHECKED BY

Preliminary Plan Recommended By
DATE 11/1/79
BY R.C. READING



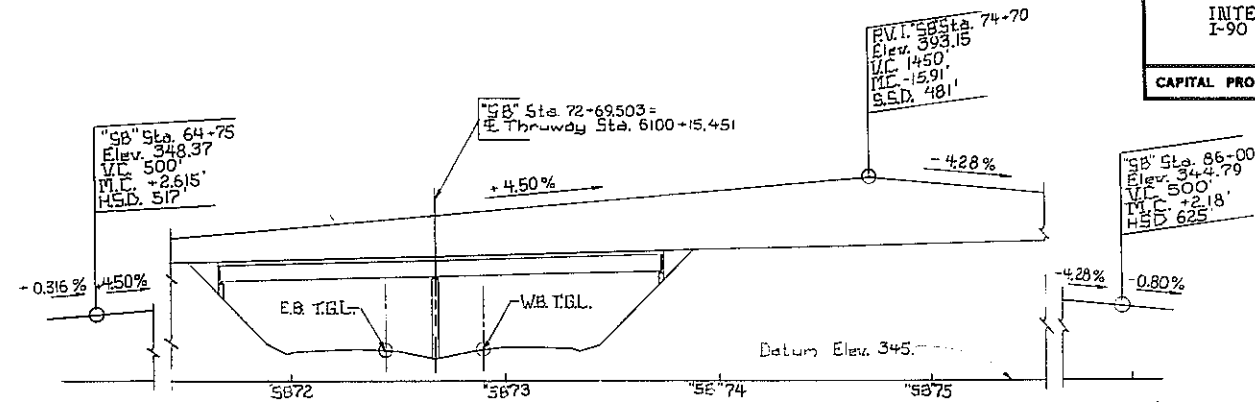
D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|----------|-------------------------|-----------|--------------|
| | NEW YORK | I-88-2(10) | 217 | 281 |
| INTERSTATE ROUTE 508 (I-88) I-90 N.Y.S. THRUWAY INTERCHANGE SCHENECTADY CO. | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |



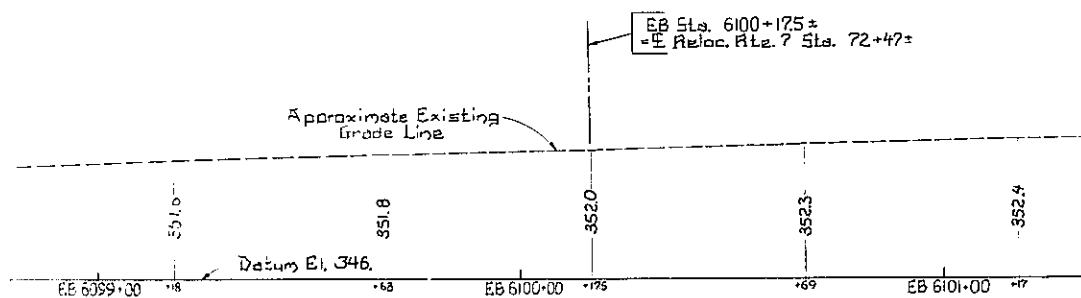
TYPICAL BRIDGE SECTION

Scale: 1"=10'-0"



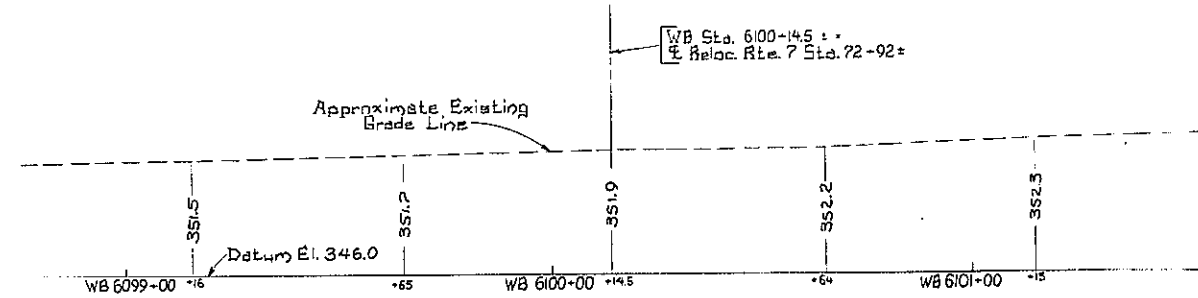
E PROFILE-RELOCATED ROUTE 7

Scale: 1"=40'-0" Hor.
1"=20'-0" Vert.



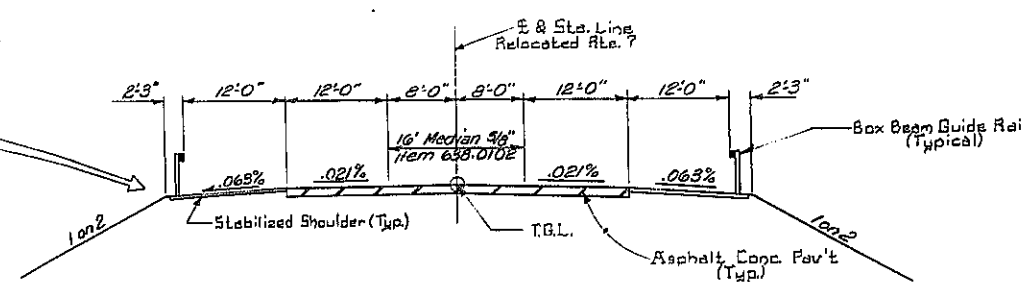
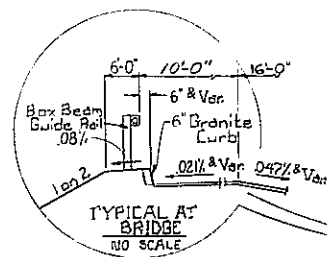
EXISTING EASTBOUND THRUWAY PROFILE

Scale: 1"=40'-0" Vert.
1"=20'-0" Horiz.



EXISTING WESTBOUND THRUWAY PROFILE

Scale: 1"=40'-0" Vert.
1"=20'-0" Horiz.



TYPICAL HIGHWAY SECTION RTE. 7

Scale: 1"=10'-0"

DATE MADE
PROJECT ENGINEER
IN CHARGE OF
DESIGNED BY
DESIGN CHECKED BY
DETAILED BY
DETAIL CHECKED BY

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF CONSTRUCTION

ROUTE 7 BRIDGE OVER NEW
YORK STATE THRUWAY

DRAWING NO. 2 OF 27



| FED. NO. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|----------------------------|--------------|-----------------|
| | NEW YORK | 1-88-2101 | 215 A1 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DIANESBURG, PART 1, S.I.L. 1889 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 135704-111-75 | | | | |

Telephone Electric

GENERAL NOTES:

Live Load: HS20-44 or two 24,000 lb. axles spaced 4'-0" on centers.

The cost of furnishing and placing water used for Select Structure Fill, Item 203.21, will be paid for under Items 203.1601 (included in Highway Estimate.)

The cost of all joint material will be included in the price bid for the various items of the Contract, except as otherwise specified.

All exposed concrete shall be covered with polyethylene sheeting or other material approved by the Engineer. The covering shall remain until the completion of the Contract or A.O.B.E. The cost of the covering shall be included in the Structural Concrete Item.

SUPERSTRUCTURE NOTES

All structural steel, including bracing, stiffeners and bearings shall be A588 Weathering Steel (unpainted).

All anchor bolts, nuts and washers shall be galvanized in accordance with the requirements of 1973 Material Specification 719-01.

After all superstructure beams have been erected, elevations shall be taken on the top of the beam at the centerline of each centerline of bearing, center of the span and at other locations.

Unsuitable material, including topsoil, shall be removed beneath substructures placed on fills less than 20 feet in height measured from the original ground surface to the theoretical grade line and replaced with the item shown on the Plans.

SUBSTRUCTURE NOTES

Unsuitable material, including topsoil, shall be removed beneath substructures placed on fills less than 20 feet in height measured from the original ground surface to the theoretical grade line and replaced with the item shown on the Plans.

All embankments of Select Structural Fill, Item 203.21 shall be compacted to 100 percent of standard proctor maximum density as defined under Subsection 203-3.12 - Compaction.

Embankment in Place, Item 203.03, and Select Structure Fill, Item 203.21, shall be placed simultaneously, in contact, on both sides of the vertical payment line. Sheeting or other means shall not be used to separate the two materials.

The installation of Select Structure Fill, Item 203.21, as shown on the Structural Plans, shall be completed immediately following the completion of abutments or walls.

Bituminous Material, Item 658.01, shall be applied to the backs of all abutments and wingwalls above top of footings where fill is in contact with the walls.

where fill is in contact with the walls.

ABUTMENTS: All exposed pedestal surfaces, bridge seats, including the area under the bearings, exposed vertical surfaces of abutment walls facing the superstructure.

SOLID PIERS: All pedestal, surfaces, including the area under the bearings, and top surface of pier between pedestals, including the edge chamfer at top edge of pier.

The Contractor, with the permission of the Deputy Chief Engineer (Structures) may elect to introduce construction joints in the abutments at locations not shown on the Plans. These construction joints shall be provided with shear keys and waterstops. Vertical construction joints introduced in the backwall should preferably be placed midway between the pedestals.

EXISTING STRUCTURE NOTES

The existing superstructure shall be removed under Item 202.12 - Removing Existing Superstructures in Bridge Estimate.

The existing Bridge Railing shall be removed and storage under Item 587.02 Bridge Railing Removal and Storage.

The Existing Abutments, including the existing piles, shall be removed down to 1 (one) foot below finished ground. The Piers shall be completely removed down to the top of the existing footings. The Abutments and Piers shall be removed under Item 15202.10 - Removal of Substructures in the Bridge Estimate. The quantity removed under Item 15202.10 in the Bridge Estimate shall only include the concrete and reinforcing steel and shall not include the material needed for Back Fill. Back fill shall be included in the Highway Estimate. See Item No. 13 for Removal Limits.

The temporary supports under the west span of the existing bridge shall be removed and stored on the site to be turned over to the Thruway Authority at a later date under Item - Dismantling and Storing Existing Temporary Supports.

FOUNDATION NOTES

The Abutments and Piers shall be supported on spread foundations placed on undisturbed natural soil or compacted Select Structure Fill, Item No. 203.21 and shall be designed for a maximum allowable bearing pressure of 2.5 Tons per square foot.

Excavation below planned footing elevation will not be allowed without written permission from the Engineer. Back Fill of unauthorized excavations below or beyond payment lines will be at the Contractor's expense. Back Fill material will be Class B Concrete unless otherwise directed by the Engineer.

The approach embankments for both the East and West Abutments shall be constructed to Elevation 370.00 at the East Abutment and Elevation 364.00 at the West Abutment. The construction of these approach embankments shall include the Abutment areas. A waiting period of one (1) month shall be observed with the approach embankments at these elevations prior to the excavation and construction of the Abutments.

After constructing both Abutments and backfilling to roadway sub-grade, a two-week waiting period shall be observed before pouring the pedestals to their final elevations.

The Engineer shall set a grade stake at the end of each wingwall and at the station line to monitor the settlement at each approach embankment during the one (1) month waiting period that has to be observed at each abutment. Readings on these grade stakes shall be taken at least twice a week and the results transmitted to the Soil Mechanics Bureau. After receiving this information, the Soil Mechanics Bureau shall advise the Chief Engineer. Structures shall be covered by extra precautionary measures have to be taken due to excessive embankment settlement.

UTILITY NOTES

Under ITEM ^{16699.19} ~~16699.18~~ - Installing Electrical Ducts - the Contractor shall install 4 (four) 5 inch (I.D.) Fiberglass Conduits, Niagara Mohawk Power Corporation shall supply all required materials, including the conduits, the tie down U bolts, the required conduit seats to be placed on the bridge diagrams, the iron pipes to be placed in the abutment backwall, all adapters, couplings and expansion joints required to install the ducts.

Under ITEM 10692.20 - Installing Telephone Ducts - the Contractor shall install 6 (six) 4 inch I.D. Fiberglass Conduits. New York Telephone Co. shall supply all required materials, including the conduits, the iron pipes to be placed in the abutment backwall the pre-engineered duct support system, all adapters, couplings and expansion joints required to install the ducts.

ALL STEEL SHALL BE A588 WEATHERING STEEL (UNPAINTED)

REVISIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF CONSTRUCTION

ROUTE 7 BRIDGE OVER
NEW YORK STATE THRUWAY

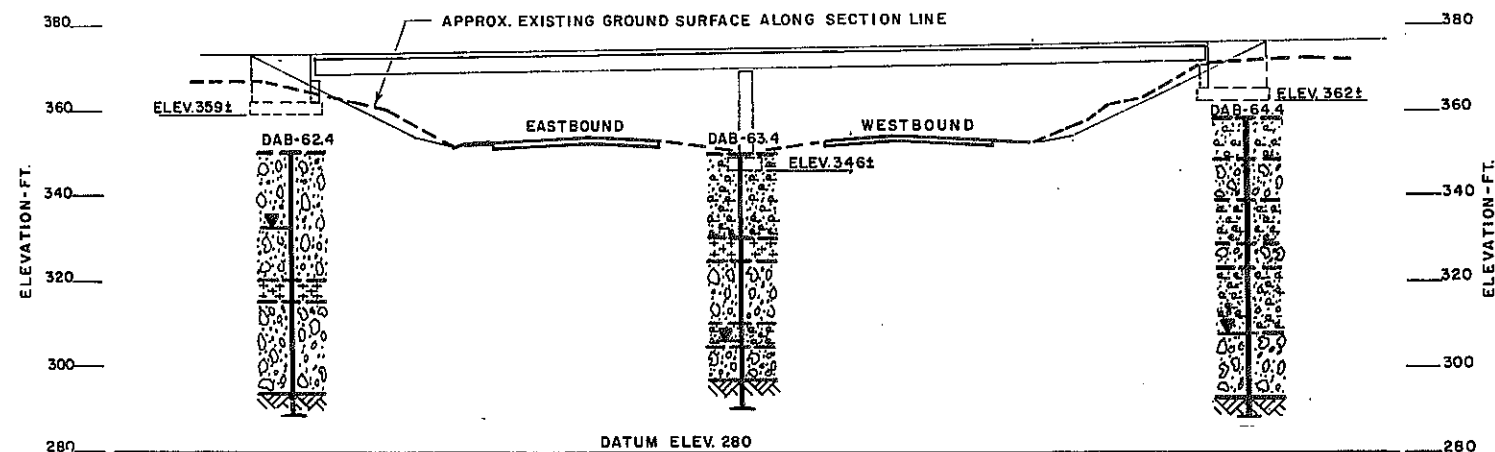
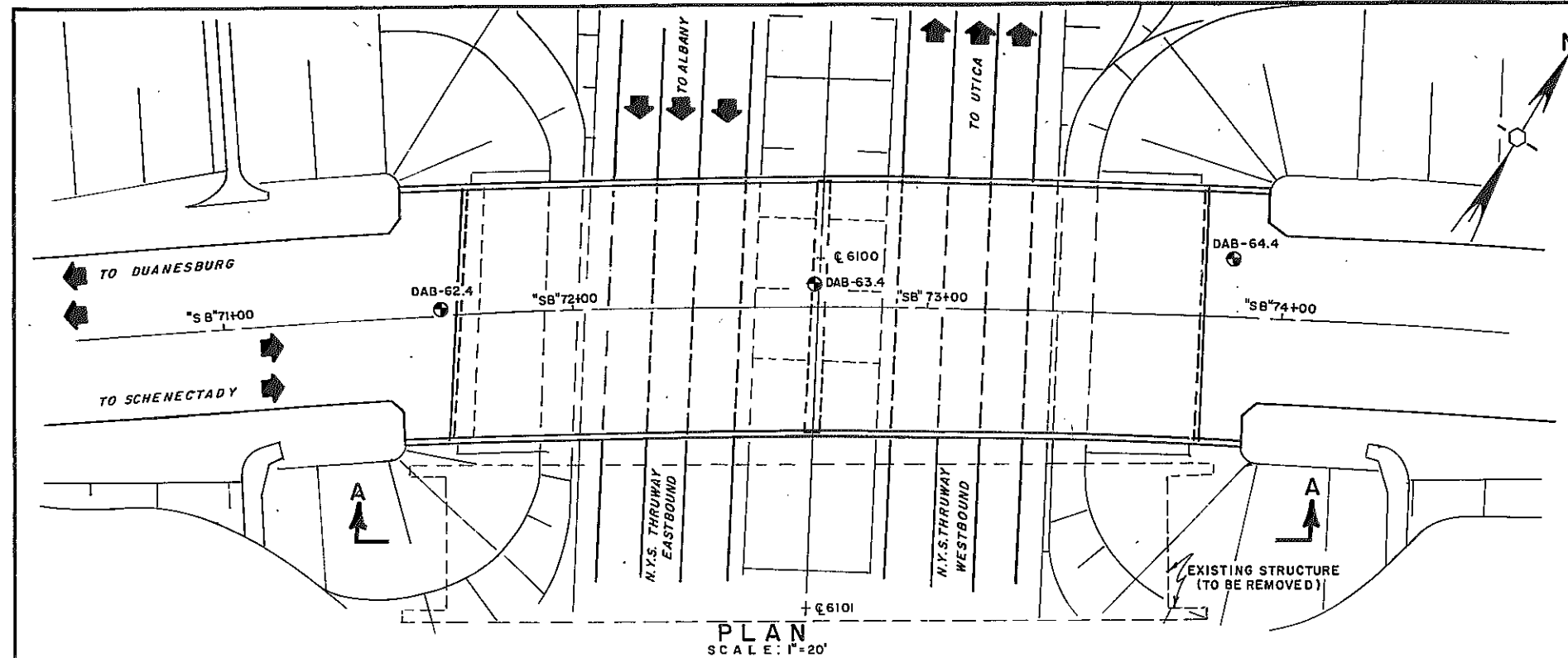
ESTIMATE

| | |
|------------------------------|----------------------------|
| PROJ. ENG. <i>R. Jackson</i> | DATE MADE |
| DESIGNER <i>Chapman</i> | DRAWING NO. <i>3 OF 27</i> |



D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 216 | 289 |
| INTERSTATE ROUTE 508 (I-88) I-90 N.Y.S. THRUWAY INTERCHANGE | | | | |
| CAPITAL PROJECT IDENTIFICATION NUMBER: 1357.04 | | | | |



SECTION A-A
BORINGS PROJECTED PERPENDICULAR TO SECTION LINE
SCALE: 1"=20'

| REFERENCE PLANS | GENERAL NOTES | LEGEND | SYMBOLS | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|---|-----------------------------|---|------------|-----|-------|-----|----------------|------|---------|-------|--------------|---------|-----------------------------|--|-----------|-----|------|-----|------|------|-------|-------|------|---------|--|
| <p>Preliminary Structure Plans Used for Analysis were</p> <p>Prepared By: <u>The Structures Design and Construction Subdivision</u></p> <p>Scale: _____ Date: _____ <u>1" = 20'</u> <u>9/14/78</u></p> <p>Prepared By: <u>C.R. Kleiber</u> Drawn By: <u>J. Mun</u> Dwg. Reviewed By: <u>D. Quinn</u> Checked By: <u>P.A. Walton</u></p> | <p>The subsurface explorations shown hereon were made between 11/14/77 to 11/4/78 by the Regional Soils Section.</p> <p>1) General soil and rock (where encountered) strata descriptions and indicated boundaries are based on an engineering interpretation of all available subsurface information by the Soil Mechanics Bureau and may not necessarily reflect the actual variation in subsurface conditions between borings and samples. Detailed data and field interpretations of conditions encountered in individual borings are shown on the subsurface exploration logs.</p> <p>2) The observed water levels and/or conditions indicated on the subsurface profiles are as recorded at the time of exploration. These water levels and/or conditions may vary considerably, with time, according to the prevailing climate, rainfall or other factors and are otherwise dependent on the duration of and methods used in the explorations program.</p> <p>3) Sound engineering judgment was exercised in preparing the subsurface information presented hereon. This information was prepared and is intended for State design and estimate purposes only. Its presentation on the plans or elsewhere is for the purpose of providing intended users with access to the same information available to the State. This subsurface information interpretation is presented in good faith and is not intended as a substitute for personal investigation, independent interpretations or judgment of the Contractor.</p> <p>4) All structure details shown hereon are for illustrative purposes only and may not be indicative of the final design conditions shown in the contract plans.</p> <p>5) Footing elevations shown are as indicated at the time of this drawing's preparation.</p> | <p>The following tables summarize the descriptive information used on this profile.</p> <table><tr><th>Density (Non Plastic Soils)</th><th>No. of blows per foot of penetration of 2 inch O.D. (1-1/2 inch I.D.) sampler using a 300 lb. drop hammer, 18 inch fall</th></tr><tr><td>Very Loose</td><td>0-3</td></tr><tr><td>Loose</td><td>4-8</td></tr><tr><td>Medium Compact</td><td>9-20</td></tr><tr><td>Compact</td><td>21-35</td></tr><tr><td>Very Compact</td><td>over 35</td></tr></table> <table><tr><th>Consistency (Plastic Soils)</th><th></th></tr><tr><td>Very Soft</td><td>0-2</td></tr><tr><td>Soft</td><td>3-6</td></tr><tr><td>Firm</td><td>7-12</td></tr><tr><td>Stiff</td><td>13-20</td></tr><tr><td>Hard</td><td>over 20</td></tr></table> <p>The system for describing soil materials shown on this drawing is detailed in "Soil Description Procedure" Official Issuance No. 7.41-B BTP 2/78 prepared by the New York State Department of Transportation Soil Mechanics Bureau.</p> | Density (Non Plastic Soils) | No. of blows per foot of penetration of 2 inch O.D. (1-1/2 inch I.D.) sampler using a 300 lb. drop hammer, 18 inch fall | Very Loose | 0-3 | Loose | 4-8 | Medium Compact | 9-20 | Compact | 21-35 | Very Compact | over 35 | Consistency (Plastic Soils) | | Very Soft | 0-2 | Soft | 3-6 | Firm | 7-12 | Stiff | 13-20 | Hard | over 20 | <p>DRILL HOLE DAB-64.4</p> <p>OBSERVED WATER LEVEL</p> <p>Loose to Compact Brown and Gray Gravelly Silt, Clayey with Cobbles</p> <p>Medium Compact to Compact Brown and Gray Sandy Gravel with Cobbles</p> <p>Medium Compact to Compact Brown and Gray Gravelly Silt, Sandy with Cobbles</p> <p>LEDGE ROCK</p> |
| Density (Non Plastic Soils) | No. of blows per foot of penetration of 2 inch O.D. (1-1/2 inch I.D.) sampler using a 300 lb. drop hammer, 18 inch fall | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Very Loose | 0-3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Loose | 4-8 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Medium Compact | 9-20 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Compact | 21-35 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Very Compact | over 35 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Consistency (Plastic Soils) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Very Soft | 0-2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Soft | 3-6 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Firm | 7-12 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stiff | 13-20 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hard | over 20 | | | | | | | | | | | | | | | | | | | | | | | | | | |

R1 - REVISION 1: REVISED ELEVATION OF DRILL HOLE DAB-64.4

APPROVED MARCH 7 1979

L.H. Moore
DIRECTOR
SOIL MECHANICS BUREAU

REGION NO. 1
COUNTY SCHENECTADY
DWG. NO. 1 SM 2146 R1

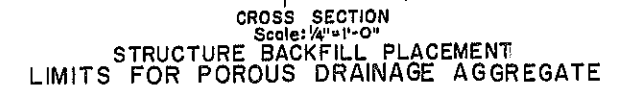
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DESIGN AND CONSTRUCTION DIVISION
GENERAL SUBSURFACE PROFILE FOR
ROUTE 7 BRIDGE OVER
NEW YORK STATE THRUWAY


DRAWING NO 4 OF 27

1357.04

Diagram illustrating the cross-section of a wing wall structure. Key dimensions and components are labeled:

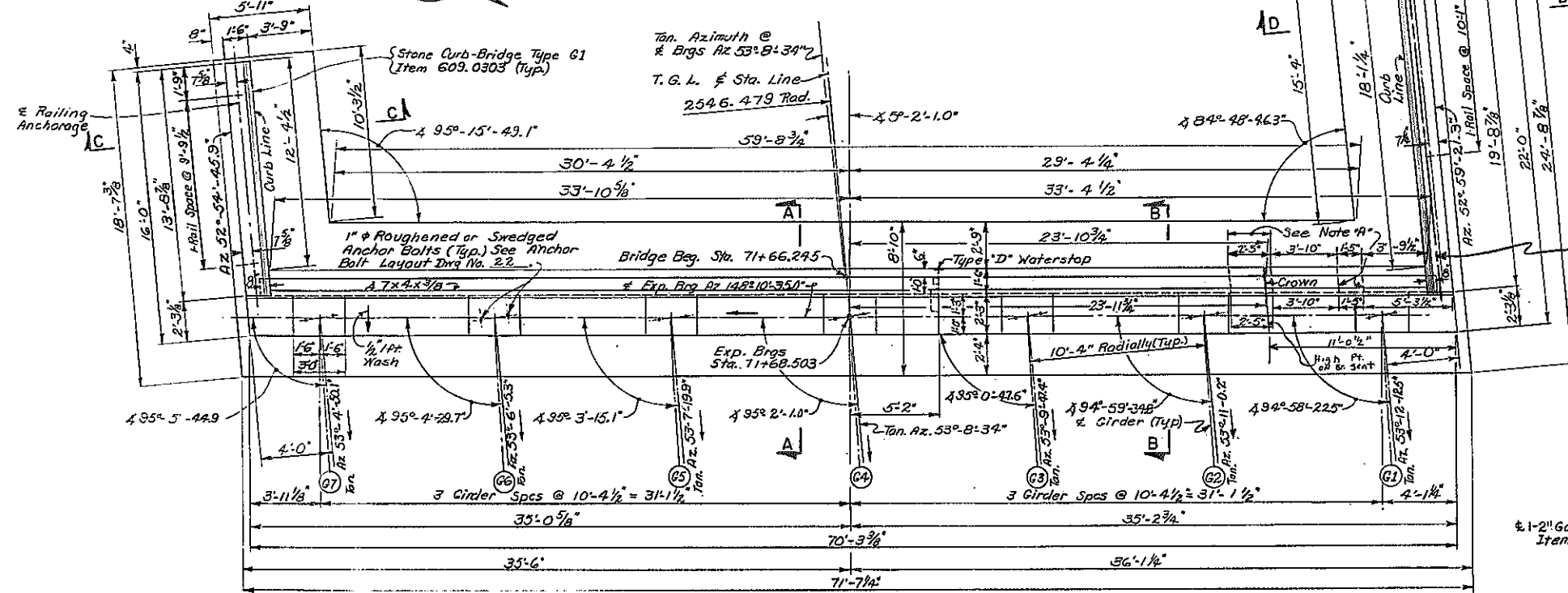
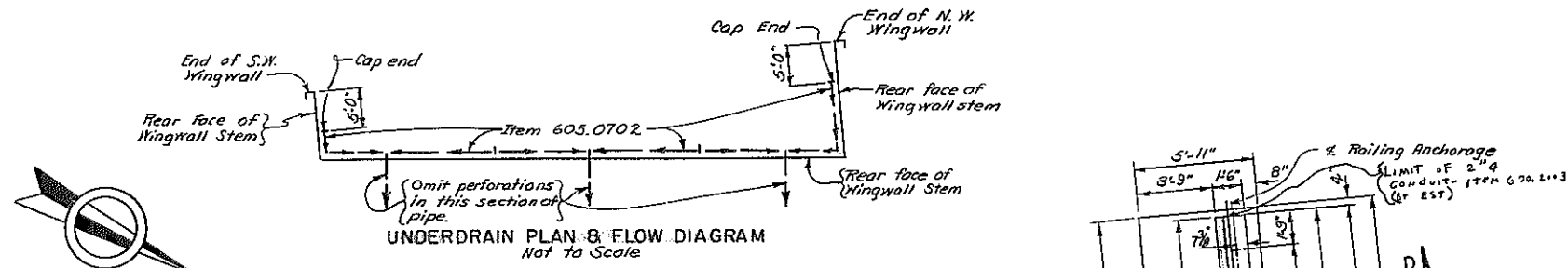
- Wing wall** (top and bottom labels)
- 5'** (horizontal dimension at the top right)
- 1'-6"** (vertical dimension on the left side)
- Heel Projection +3'-0"** (horizontal dimension from the heel to the front face)
- Rear Edge of Footing** (pointing to the base of the wall)
- Item 605.11-Underdrain Filter, Type C.** (pointing to the underdrain filter layer)
- Limits of Special Placement Procedure. See Specification Subsection 605-3.03** (pointing to the central core area)
- Item 203.21-Select Structure Fill** (pointing to the outer fill area)
- 5'** (horizontal dimension at the bottom right)
- PLAN** (text below the diagram)
- Scale: $\frac{3}{32}" = 1'-0"$** (text below the diagram)



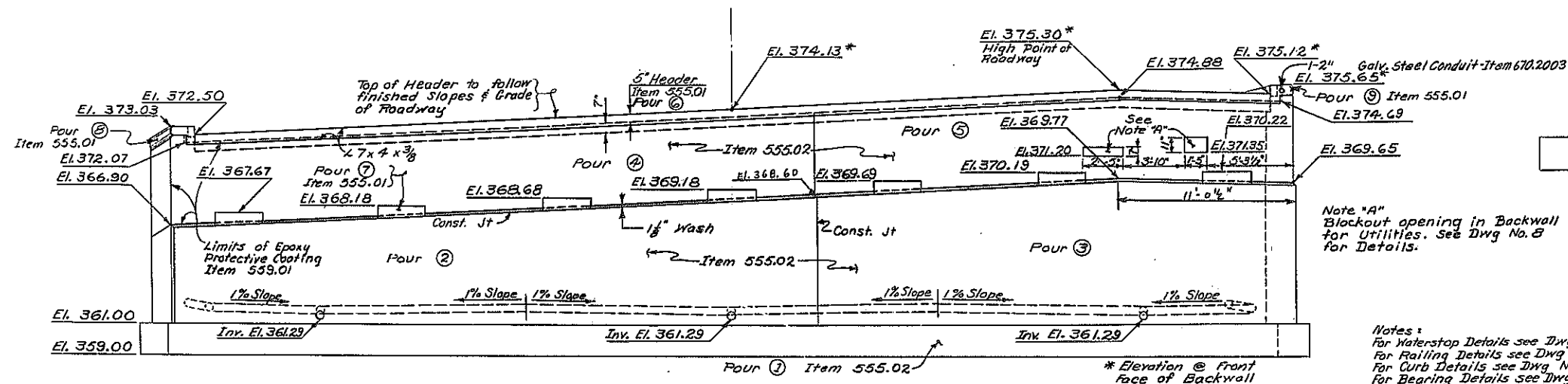
| | | | |
|---|--|-------------------------------------|--|
|  | | STATE OF NEW YORK | |
| | | DEPARTMENT OF TRANSPORTATION | |
| | | DIVISION OF DESIGN AND CONSTRUCTION | |
| ROUTE 7 BRIDGE OVER NEW YORK STATE THRUWAY | | | |
| EMBANKMENT EXCAVATION AND BACKFILL | | | |
| PROJ. ENG. <i>W. J. [Signature]</i> | | DATE MADE | |
| SQUAD <i>1 [Signature]</i> | | DRAWING NO. <i>5 OF 27</i> | |

TEMPORARY STEEL SHEET PILING
(ITEM 552.04)
Not to Scale
Min. Sect. Mod. = 12.9 in³/Lin. Ft.
Min. Thickness = 3/8"

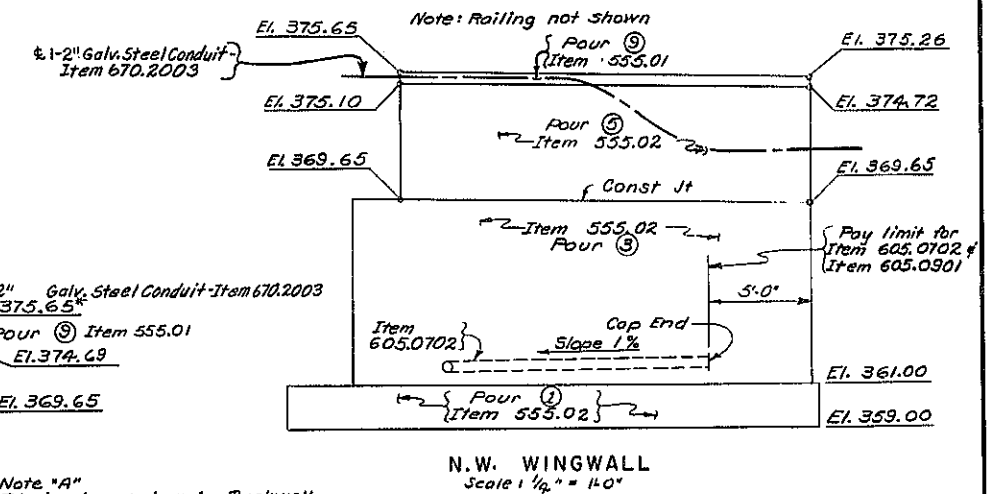
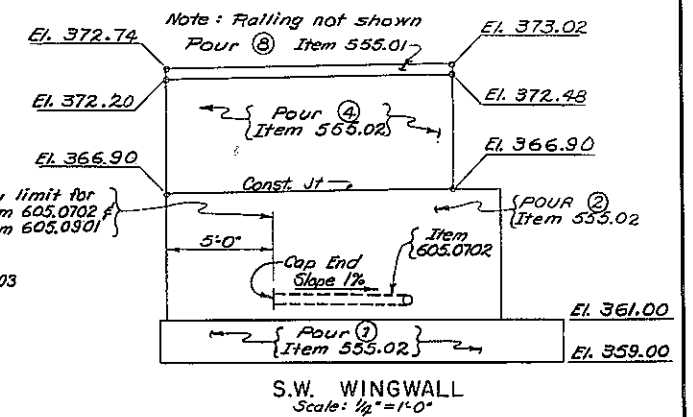
| POUR TABLE | | |
|------------|-----------|------------|
| POUR | ITEM55501 | ITEM55502 |
| (1) | — | 58.06 C.Y. |
| (2) | — | 43.33 C.Y. |
| (3) | — | 43.07 C.Y. |
| (4) | — | 14.79 C.Y. |
| (5) | — | 14.28 C.Y. |
| (6) | 1.15 C.Y. | — |
| (7) | 1.0 C.Y. | — |
| (8) | .3 C.Y. | — |
| (9) | .43 C.Y. | — |



PLAN-WEST ABUTMENT
Scale: $\frac{1}{4}" = 1'-0"$



ELEVATION-WEST ABUTMENT
Scale: $\frac{1}{4}" = 1'-0"$



Note "A"
Blockout opening in Backwall
for Utilities. See Dwg No. 8
for Details.

Notes:
For Waterstop Details see Dwg. No. 19
For Rebar Details see Dwg. No. 24-
For Curb Details see Dwg. No. 19
For Bearing Details see Dwg. No. 22
For Sections A-A, B-B and C-C see
Dwg. No. 7
For Pedestal Details see Dwg. No. 8
For Joint Details see Dwg. No. 21
For Anchor Bolt Detail see Dwg. No. 22
For Design Purposes Foundation
Pressure does not exceed $2\frac{1}{2}$ T.S.F.

**STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION**

ROUTE 7 BRIDGE OVER
NEW YORK STATE THRUWAY
WEST ABUTMENT

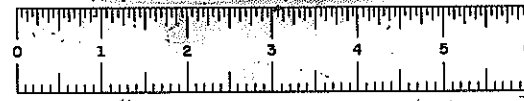
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| PROJ. ENG. <i>Z. J. J.</i> | DATE MADE |
| SQUAD <i>E. J. J.</i> | DRAWING NO. <i>60 OF 21</i> |

DETAIL CHECKED BY Ed Prosser

DETAILED BY v. Thurn

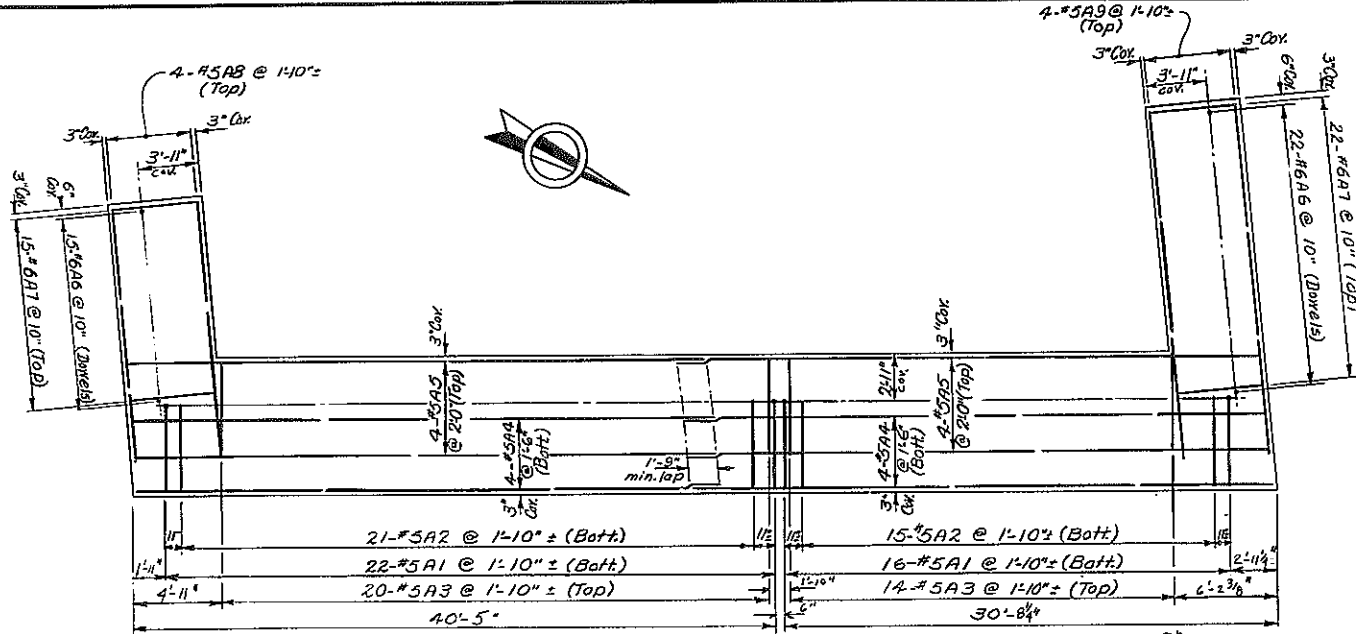
DESIGN CHECKED BY E. B. Norcross

DESIGNED BY Paul Kozak

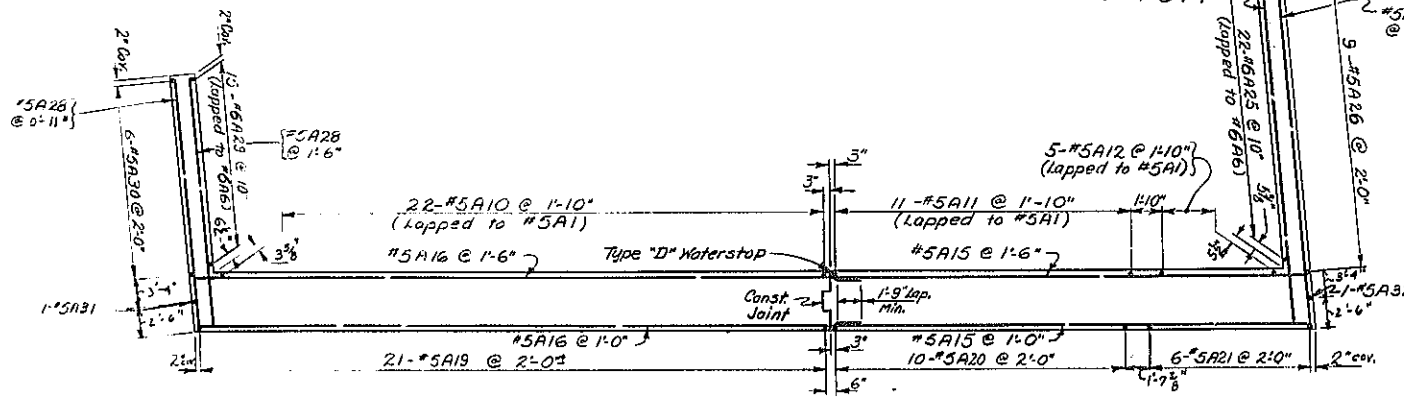


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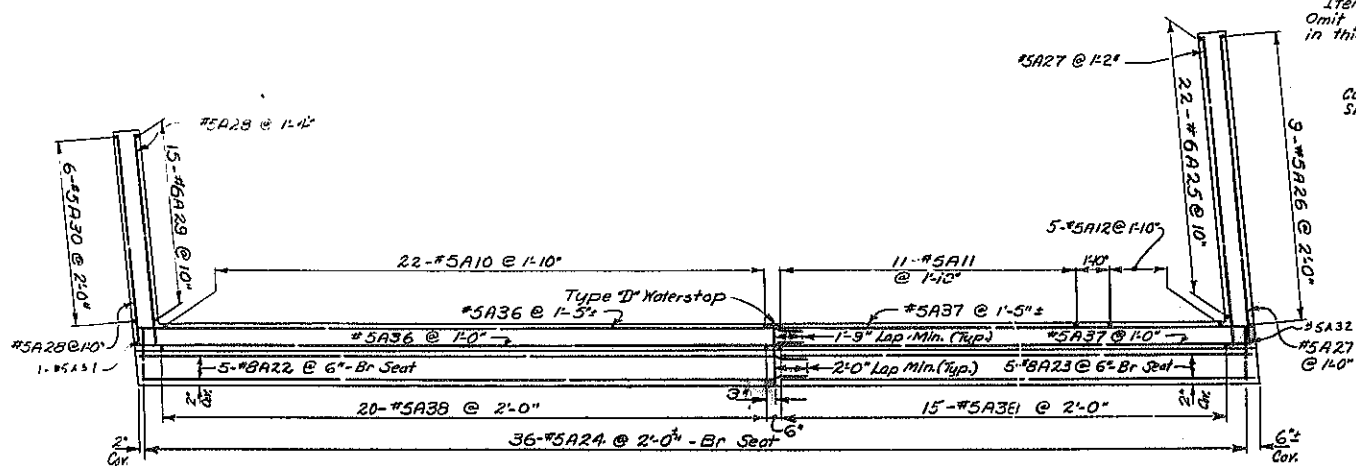
| FED. NO. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|----------|----------------------------|--------------|-----------------|
| | NEW YORK | 1-88-2(10) | 219 | 264 |
| 188-ROUTE 7 CONVL. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04-111-75 | | | | |



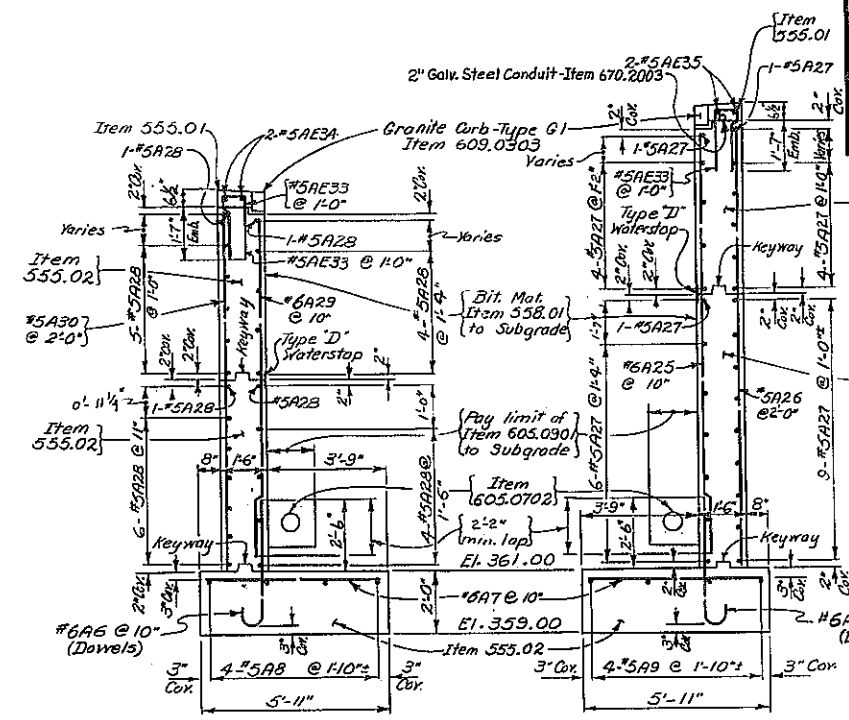
FOOTING REINFORCEMENT PLAN
Scale: 3/16" = 1'-0"



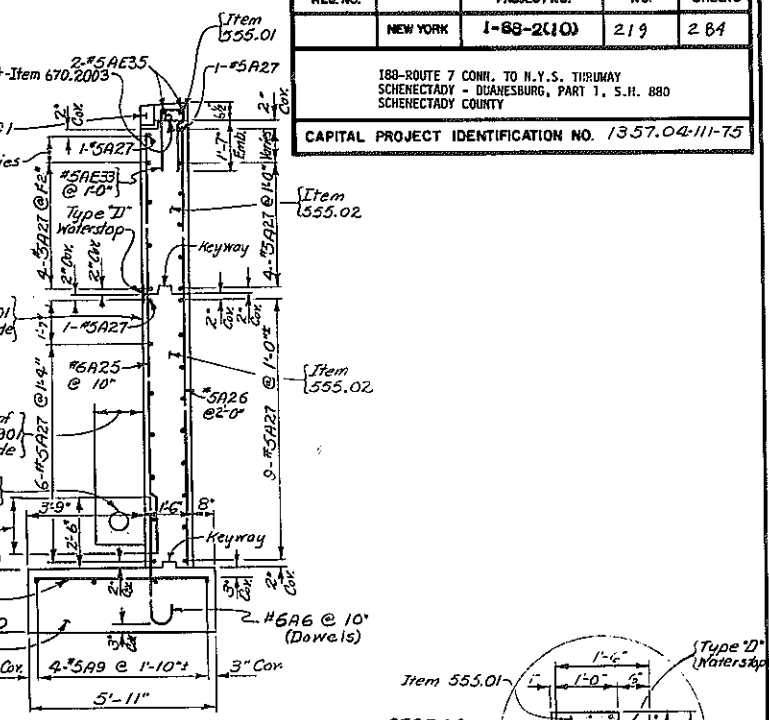
STEM AND LOWER WINGWALL REINFORCEMENT
Scale: 3/16" = 1'-0"



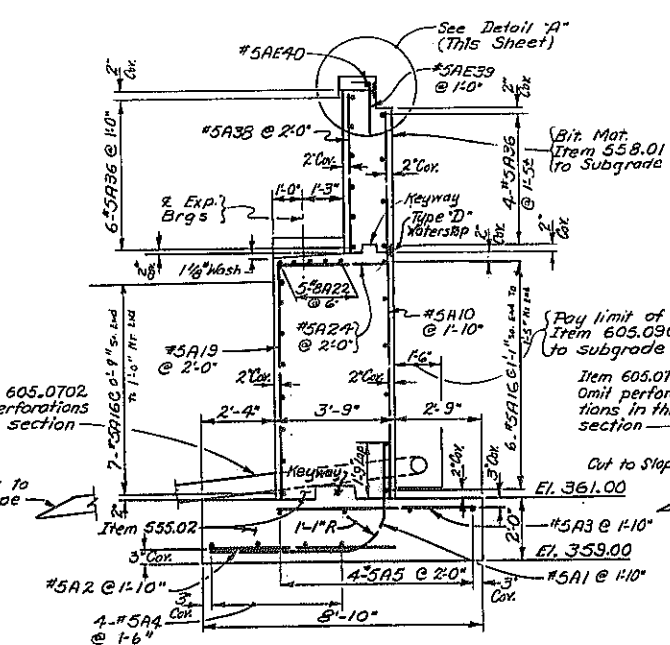
BACKWALL AND UPPER WINGWALL REINFORCEMENT
Scale: 3/16" = 1'-0"



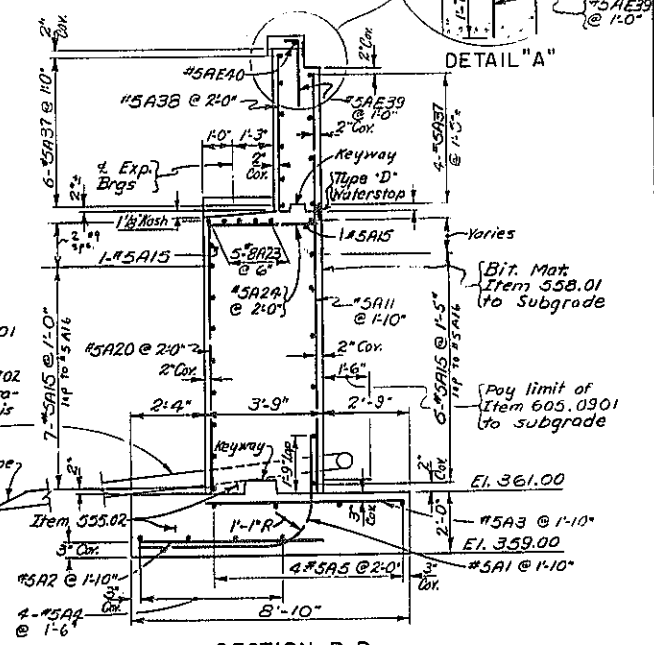
SECTION C-C
Scale: 3/8" = 1'-0"



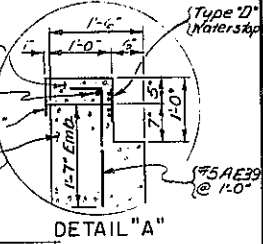
SECTION D-D
Scale: 3/8" = 1'-0"



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



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

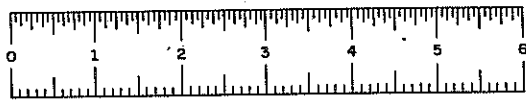


DETAIL 'A'

Notes:
For 'Top of Wingwall Detail' see Divg. No. 19
For 'Keyway Details', 'Type D Waterstop', and
Granite Curb-Type G-1 see Divg. No. 19

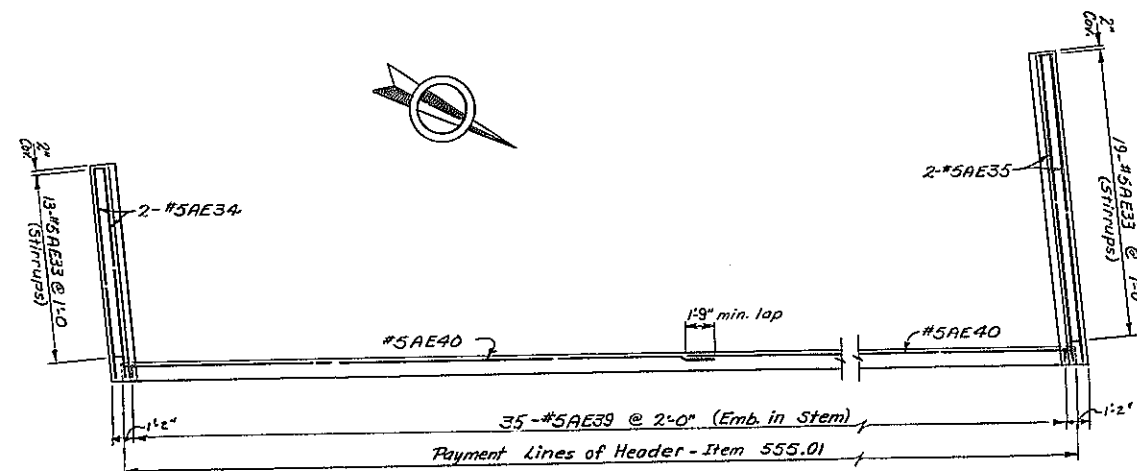
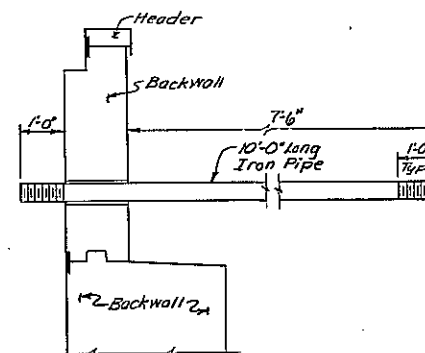
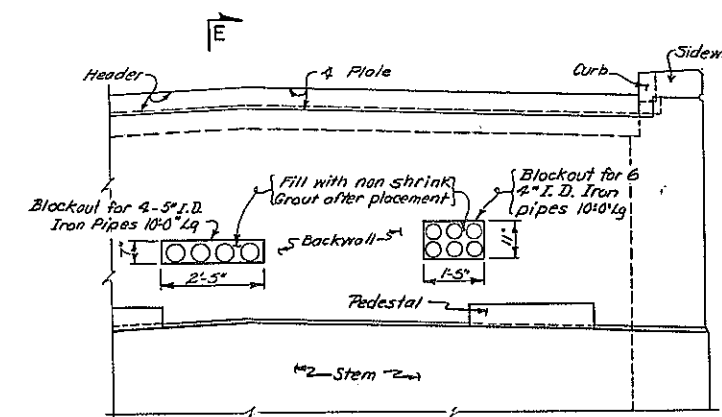
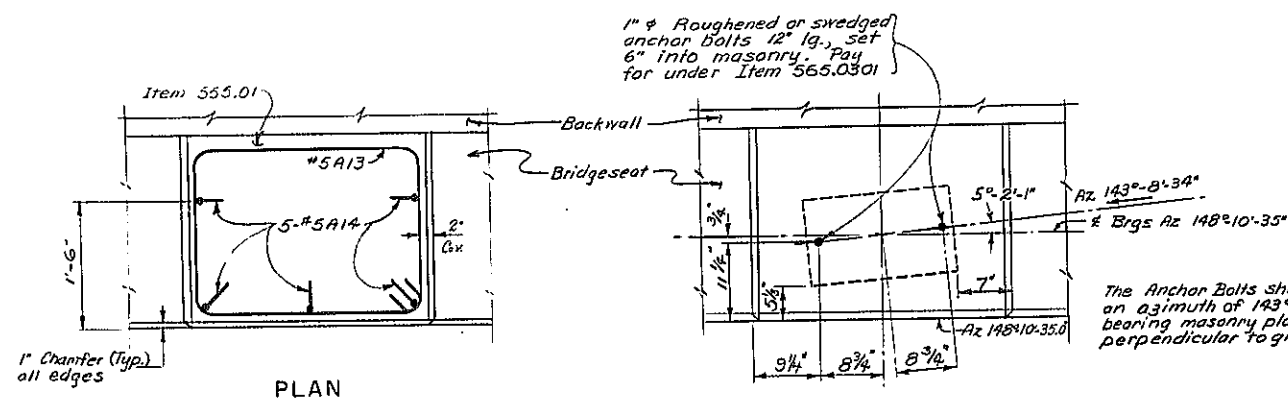
All footing reinforcement shall have a cover of 3" unless shown, otherwise all other reinforcement shall have a cover of 2" unless shown otherwise.

| | |
|--|---------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION | |
| ROUTE 7 BRIDGE OVER NEW YORK STATE THRUWAY WEST ABUTMENT | |
| PROJ. ENG. 21/1/19 | DATE MADE |
| BOULEVARD 10/1/19 | DRAWING NO. 7 OF 27 |



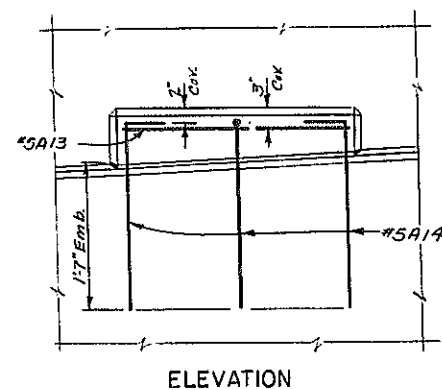
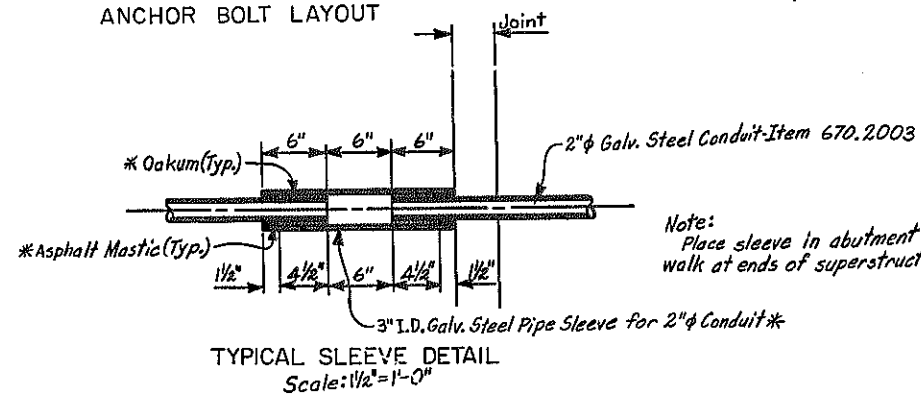
D96243

| FED. NO. RES. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|----------|----------------------------|--------------|-----------------|
| | NEW YORK | 1-68-2(10) | 220 R1 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - QUANESBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04-111-75 | | | | |

HEADER & BRUSH CURB OVERLAY REINFORCEMENT
Scale: $\frac{3}{16}$ " = 1'-0"SECTION E-E
Scale: $\frac{1}{2}$ " = 1'-0"UTILITIES AT ABUTMENT
Scale: $\frac{1}{2}$ " = 1'-0"

PLAN

ANCHOR BOLT LAYOUT

PEDESTAL DETAILS
Scale: 1" = 1'-0"TYPICAL SLEEVE DETAIL
Scale: $1\frac{1}{2}$ " = 1'-0"* Note:
Include in bid price for Item 670.2003.

Note: The Telephone Co. and The Electric Co. shall furnish the 10'-0" long Iron Pipe (threaded on both ends) to be installed under under Items 16695.15 and 16695.19 and 16695.20. The non shrink grout shall be included in the bid price for Items 16695.15 & 16695.16.
16695.19 16695.20

REVISIONS

| | |
|--|---------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION | |
| ROUTE 7 BRIDGE OVER NEW YORK STATE THRUWAY WEST ABUTMENT | |
| PROJ. ENG. <i>[Signature]</i> | DATE MADE |
| DRAWN <i>[Signature]</i> | DRAWING NO. 2 OF 27 |

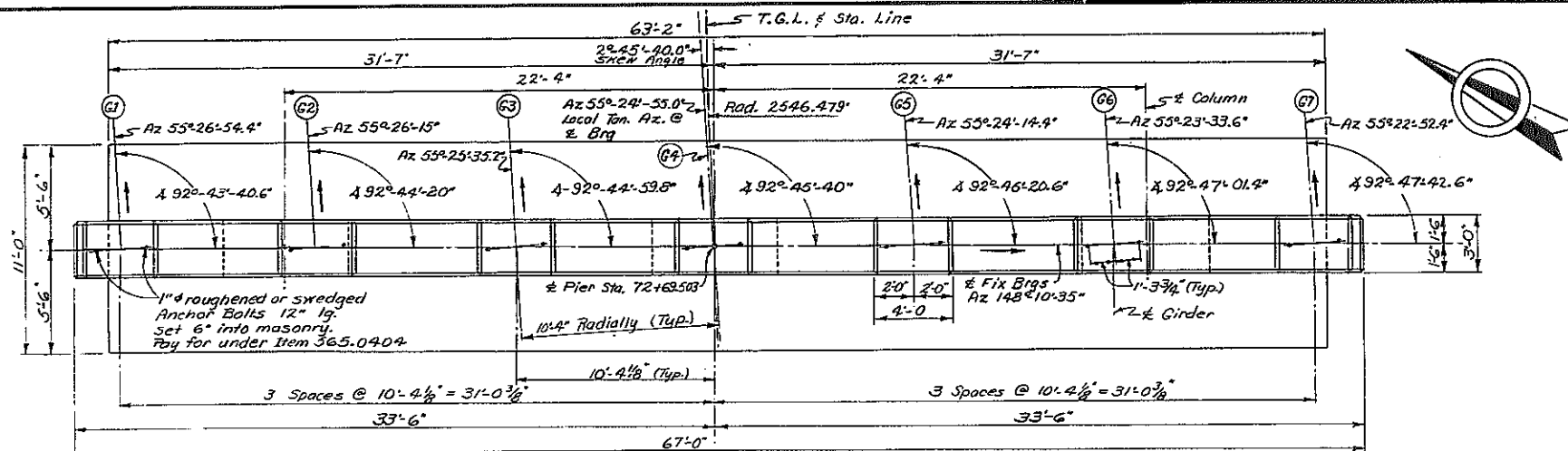


D96243

| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 221 | 284 |

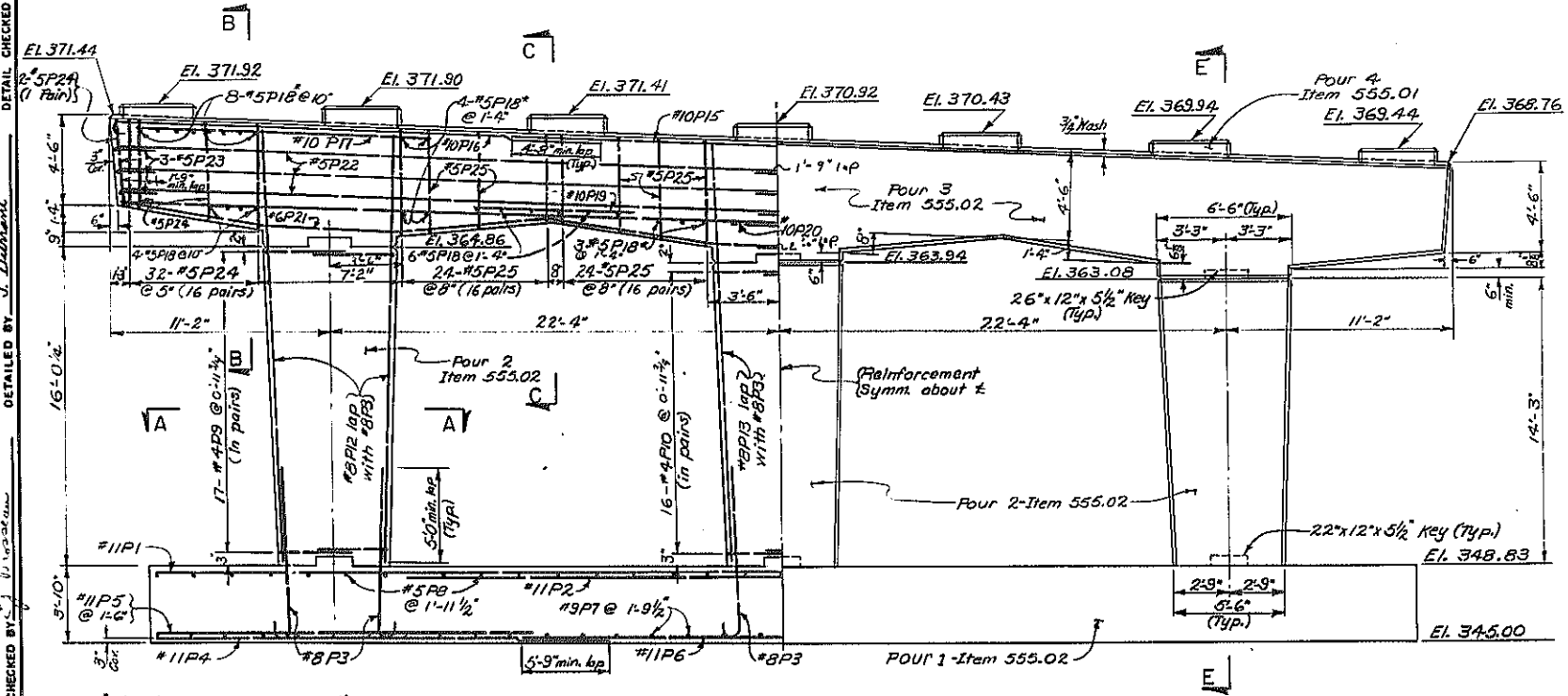
188-ROUTE 7 CONN. TO N.Y.S. THRUWAY
SCHENECTADY - DUANEsburg, PART 1, S.H. 880
SCHENECTADY COUNTY

CAPITAL PROJECT IDENTIFICATION NO. 1357.04-111-75

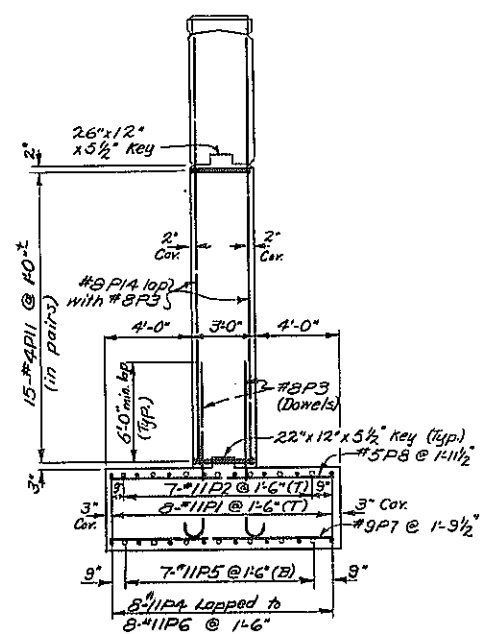


PLAN
Scale: 1/4" = 1'-0"

| POUR TABLE | | |
|------------|-------------|-------------|
| POUR | ITEM 555.01 | ITEM 555.02 |
| 1 | | 98.6 C.Y. |
| 2 | | 30.3 C.Y. |
| 3 | | 39.4 C.Y. |
| 4 | 2.3 C.Y. | |



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



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

Note: 7-#11P2 @ center column only

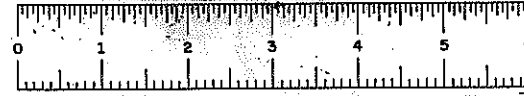
Notes:
For Bearing Details see Dwg. No. 22
For Pedestal Details see Dwg. No. 10
For Anchor Bolt Detail see Dwg. No. 22
For Design Purposes Foundation Pressure does not exceed 2 1/2 T.S.F.

All footing reinforcement shall have a cov. of 3" unless shown otherwise, all other reinforcement shall have a cover of 2" unless shown otherwise.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

ROUTE 7 BRIDGE OVER
NEW YORK STATE THRUWAY
PIER

PROJ. ENG. *H. J. [Signature]* DATE MADE *10/1/88*
SQUAD *E. J. [Signature]* DRAWING NO. *9 OF 27*

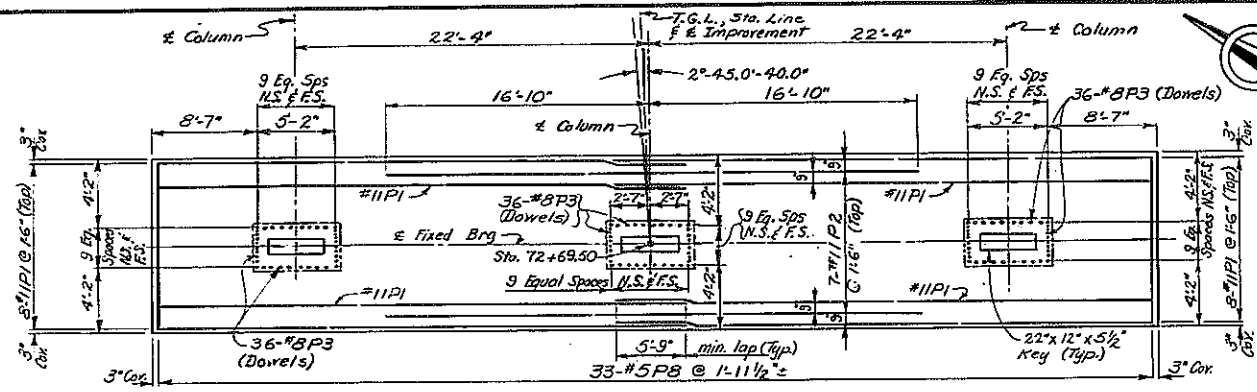


D96243

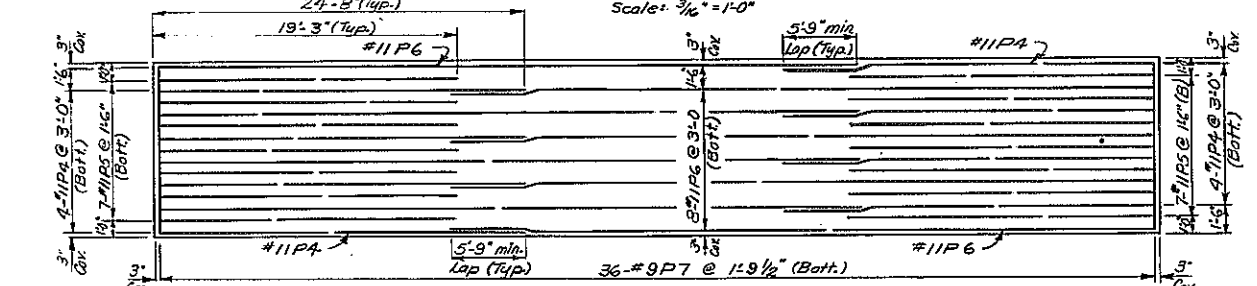
| FED. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|----------|----------|-------------------------|-----------|--------------|
| NEW YORK | NEW YORK | 1-88-2(10) | 222 | 289 |

188-ROUTE 7 CORN. TO N.Y.S. THRUWAY
SCHENECTADY - BUAENSBURG, PART 1, S.H. 880
SCHENECTADY COUNTY

CAPITAL PROJECT IDENTIFICATION NO. 1357.04-111-75



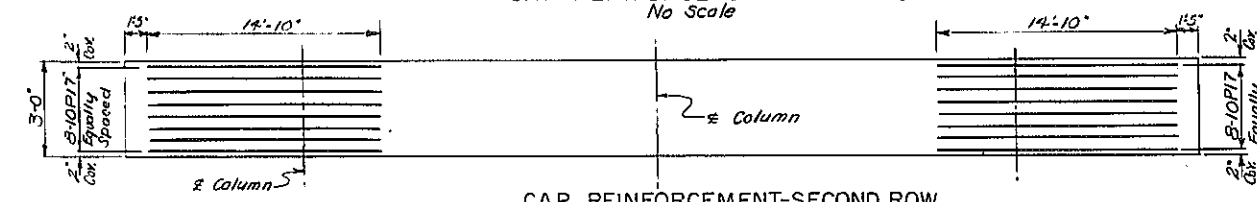
FOOTING REINFORCEMENT PLAN (TOP)



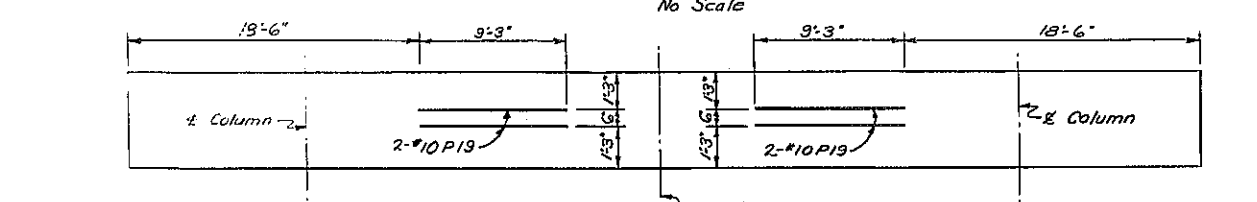
FOOTING REINFORCEMENT PLAN (BOTTOM)



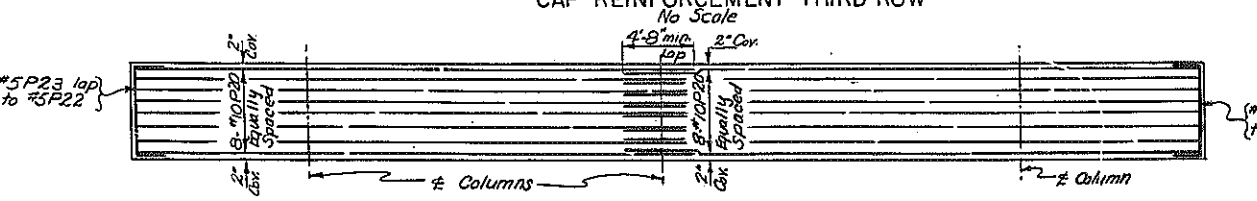
CAP REINFORCEMENT - FIRST ROW



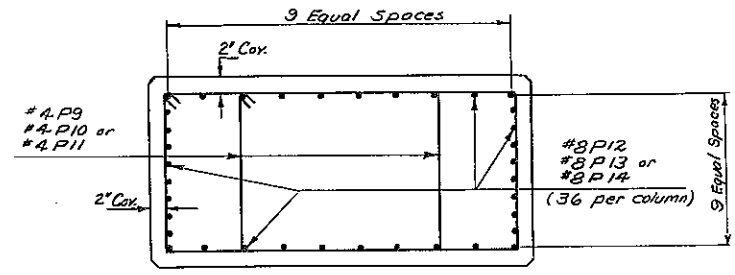
CAP REINFORCEMENT - SECOND ROW



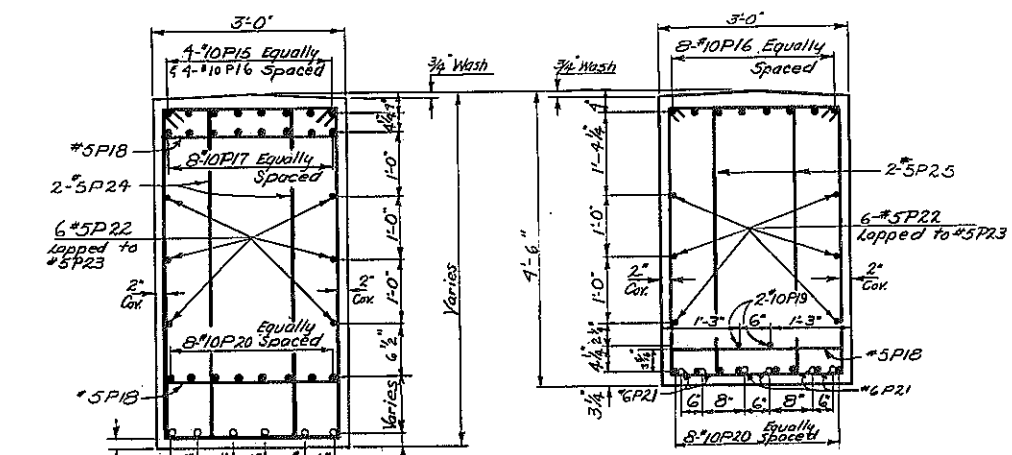
CAP REINFORCEMENT - THIRD ROW



CAP REINFORCEMENT - FOURTH ROW

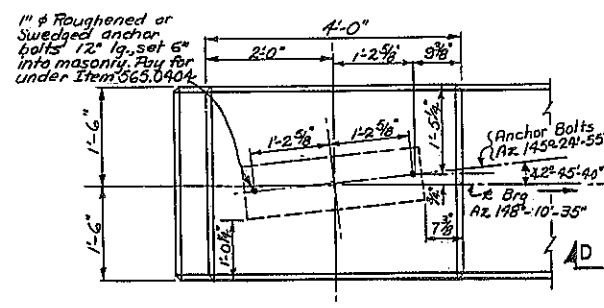


SECTION A-A

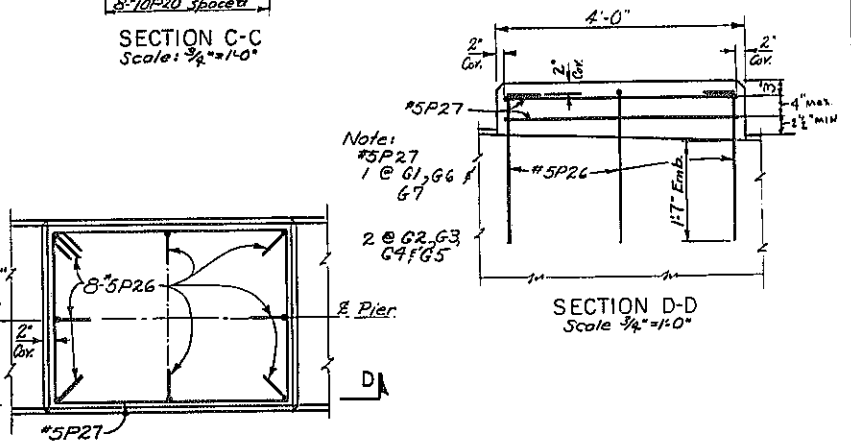


SECTION B-B

SECTION C-C



TYPICAL ANCHOR BOLT LAYOUT

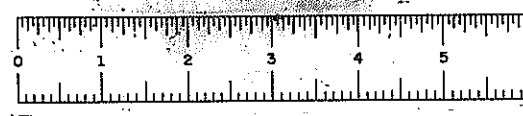


PEDESTAL REINFORCEMENT PLAN

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

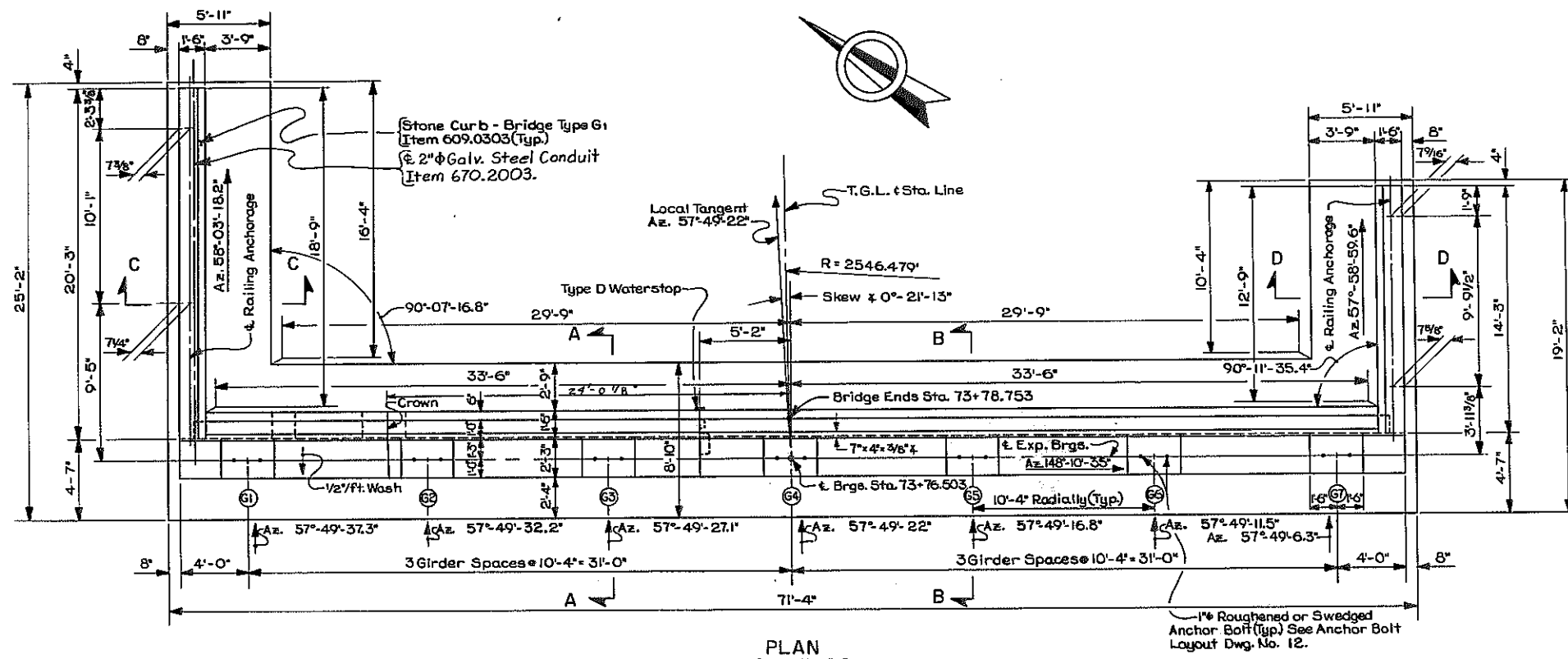
ROUTE 7 BRIDGE OVER
NEW YORK STATE THRUWAY
PIER

PROJ. ENG. 7/1/88 DATE MADE
SQUAD 1/8/88 DRAWING NO. 10 OF 27



D96243

| FED. RD. REG. NO. | STATE | FEDERAL AD. PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 223 | 284 |
| 188-ROUTE 7 CORR. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO.1357.04-111-75 | | | | |

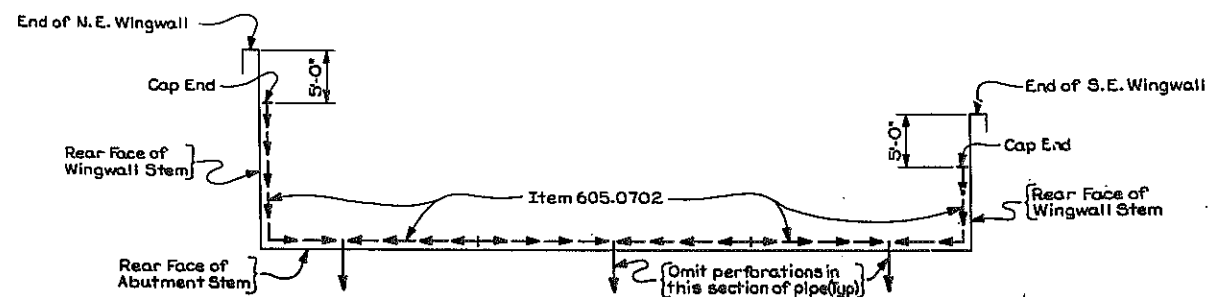
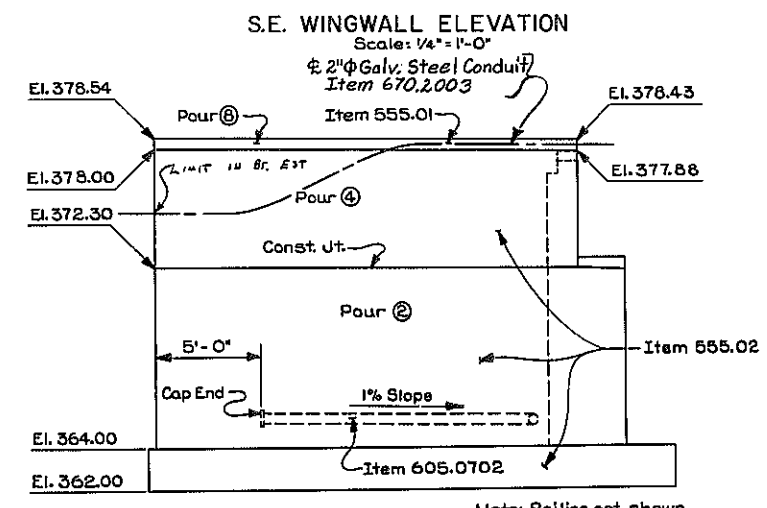
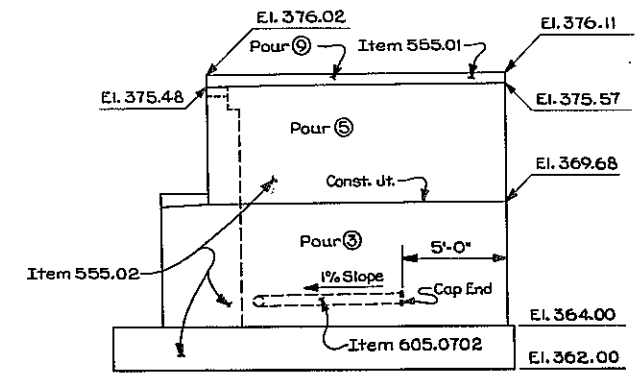
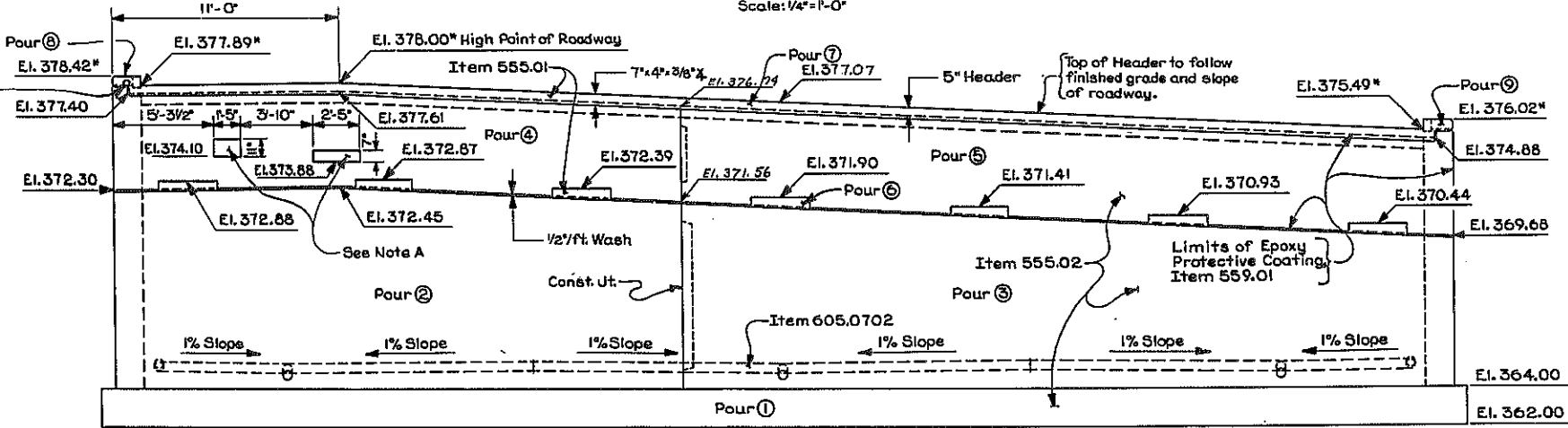


DETAIL CHECKED BY: J.F. Dorcy

DESIGNED BY: J.F. Dorcy

DESIGNED BY: J.F. Dorcy

DESIGNED BY: J.F. Dorcy



| POUR TABLE | | |
|------------|-------------|-------------|
| Pour | Item 555.01 | Item 555.02 |
| 1 | --- | 56.4 cy |
| 2 | --- | 42.2 cy |
| 3 | --- | 40.9 cy |
| 4 | --- | 14.0 cy |
| 5 | --- | 15.0 cy |
| 6 | 1.0 cy | --- |
| 7 | 1.1 cy | --- |
| 8 | .5 cy | --- |
| 9 | .4 cy | --- |

Notes:
For Waterstop Details See Dwg. No. 19.
For Railing Details See Dwg. No. 24.
For Curb Details See Dwg. No. 19.
For Bearing Details See Dwg. No. 22.
For Sections A-A, B-B, C-C & D-D See Dwg. No. 13.
For Design Purposes the Foundation Pressure does not exceed 2 1/2 Tons/S.F.
For Pedestal Details See Dwg. No. 12.
For Joint Details See Dwg. No. 21.
For Anchor Bolt Details See Dwg. No. 22.
For Top of Wingwall Detail See Dwg. No. 19.


All footing reinforcement shall have a cover of 3" unless shown, otherwise, all other reinforcement shall have a cover of 2" unless shown otherwise.

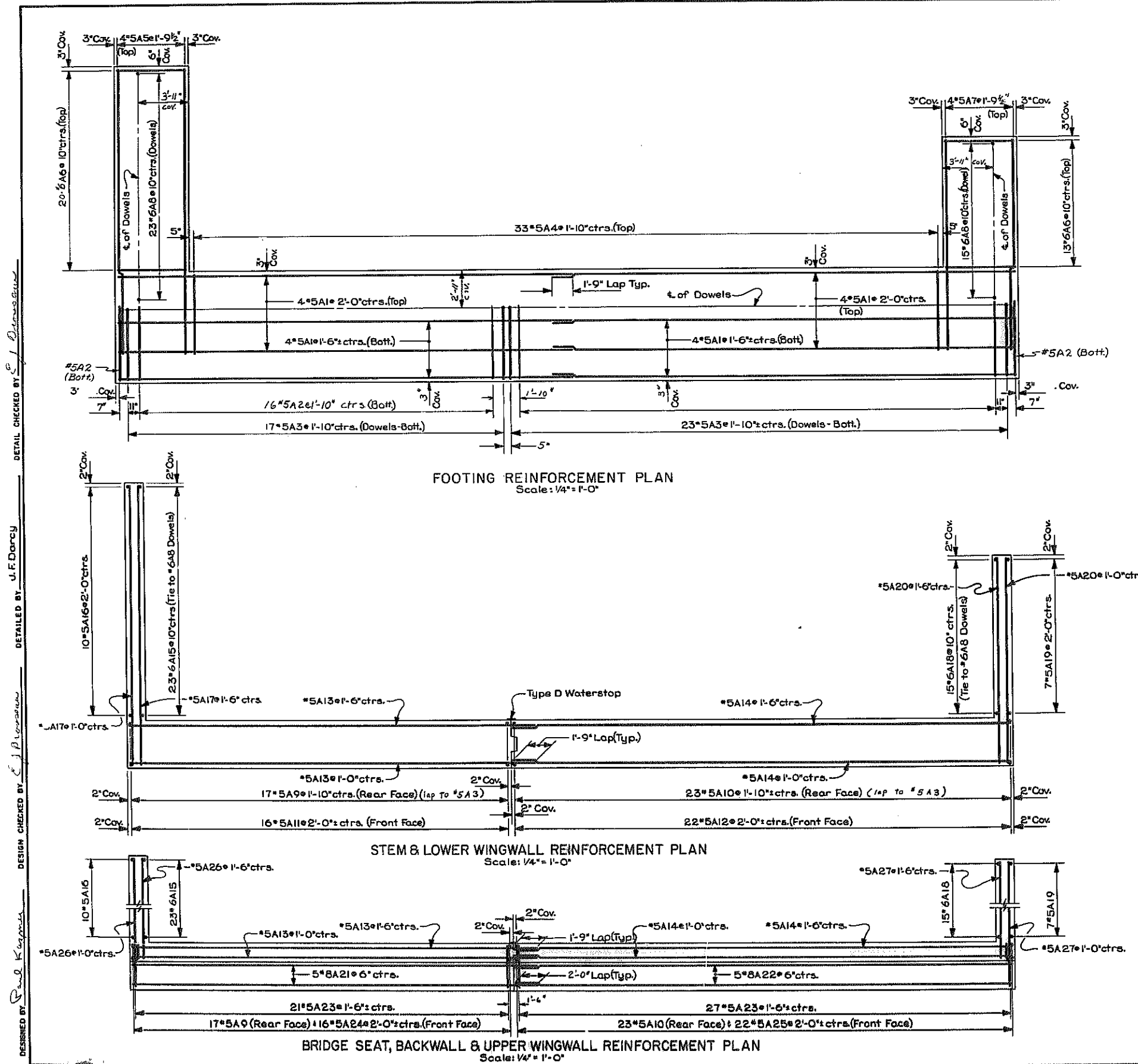
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

ROUTE 7 BRIDGE OVER
NEW YORK STATE THRUWAY
EAST ABUTMENT

PROJ. ENG. J.L. [Signature] DATE MADE [Blank]
SQUAD P. J. [Signature] DRAWING NO. 11 OF 27



| | | |
|---|------------------------------|--|
|  | STATE OF NEW YORK | |
| | DEPARTMENT OF TRANSPORTATION | |
| DIVISION OF DESIGN AND CONSTRUCTION | | |
| ROUTE 7 BRIDGE OVER NEW YORK STATE THRUWAY EAST ABUTMENT | | |
| PROJ. ENG. <i>J. J. [Signature]</i> | DATE MADE | |
| SQUAD <i>1 [Signature]</i> | DRAWING NO. <i>12 OF 27</i> | |






DETAIL CHECKED BY J. E. ...


PREPARED BY
J. F. Darcy

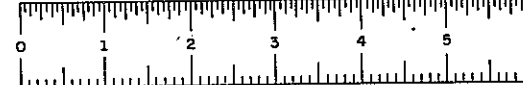


| | |
|---|---|
|  | STATE OF NEW YORK |
| | DEPARTMENT OF TRANSPORTATION |
| DIVISION OF DESIGN AND CONSTRUCTION | |
| ROUTE 7 BRIDGE OVER NEW YORK STATE THRUWAY EAST ABUTMENT | |
| PROJ. ENG. <i>J. J. [Signature]</i> SQUAD <i>1 Bureau</i> | DATE MADE DRAWING NO. <i>13</i> OF <i>27</i> |

1. Where holes are indicated, connections shall be 7/8" diameter high-strength bolts.
2. Cross frames may be fabricated to fit the girders in their erected position and cambered shape, but deflected vertically under the dead load of the steel work only.
3. The Contractor may place diaphragms on either side of the bearing stiffeners or stiffener connection plates as necessary to correct alignment provided there will be no interference with other structural details.
4. Snipe the outstanding leg of all angles and plates 1" minimum.
5. Tapered or flat shim plates may be used in the connection between skewed diaphragms and the bearing stiffeners or stiffener connection plates. Variable thicknesses of shim plates may be used. The minimum thickness of shim plate shall be 1/8" with a maximum number of three shim plates permitted at any connection. The total thickness of all shim plates used at any connection shall not exceed 1". Shim plates shall have the dimensions of the faying surface. The shim material shall conform to ASTM Designation A36, except that on unpainted structures, the shim material shall conform to ASTM Designation A588. No additional payment will be made for furnishing and placing the shim plates.
6. Both the gusset plate and flange are to be same type of steel.
7. Field welding to the gusset plate will not be permitted.

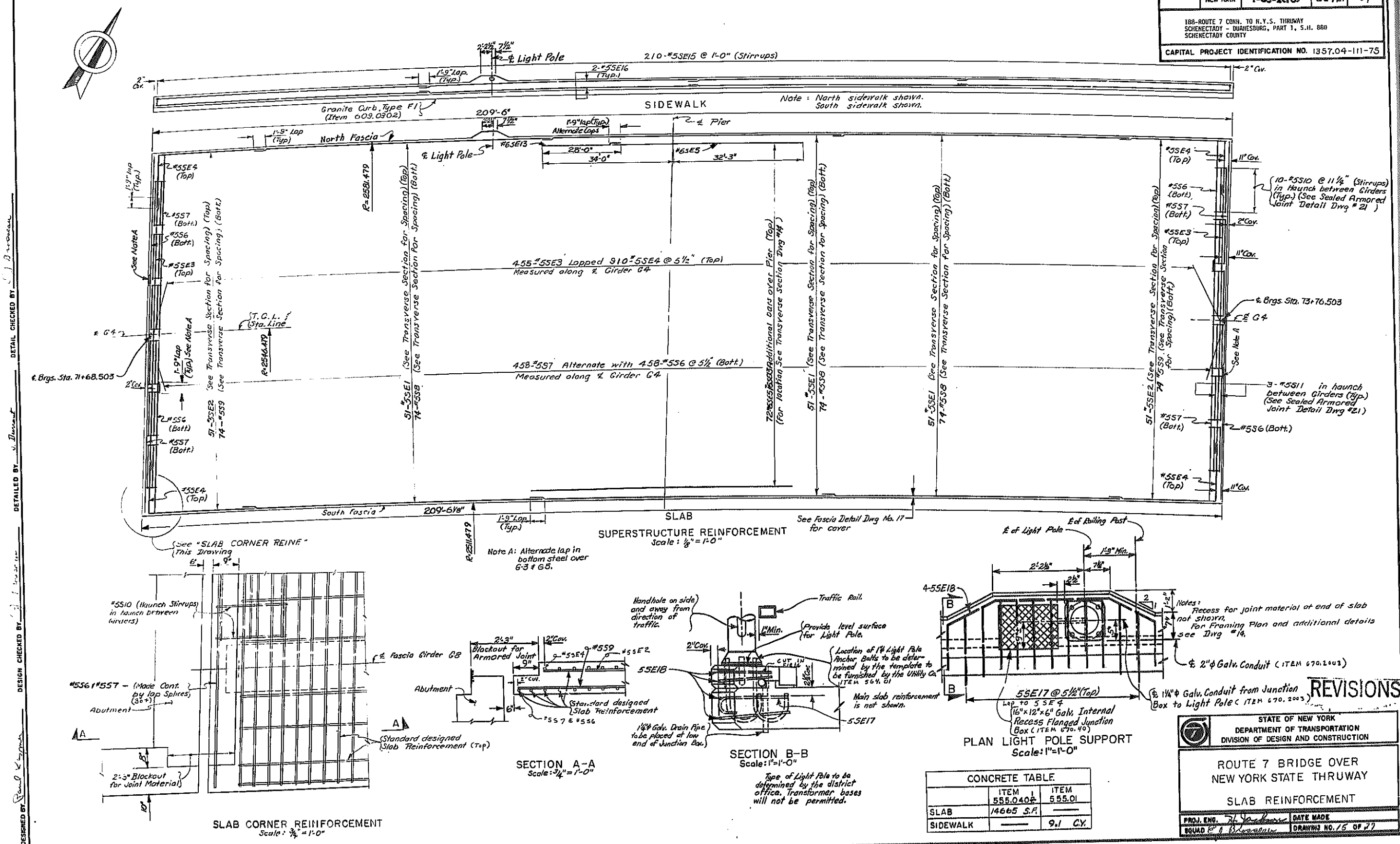
DESIGNED BY Paul Kerner

| | | |
|---|---|--|
|  | STATE OF NEW YORK | |
| | DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION | |
| ROUTE 7 BRIDGE OVER NEW YORK STATE THRUWAY | | |
| FRAMING PLAN | | |
| PROJ. ENG. <i>J. J. [illegible]</i> | DATE MADE | |
| DESIGN <i>E. J. [illegible]</i> | DRAWING NO. 14 OF 27 | |



D96243

| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 22721 | 289 |
| 188-ROUTE 7 CORN. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04-111-75 | | | | |



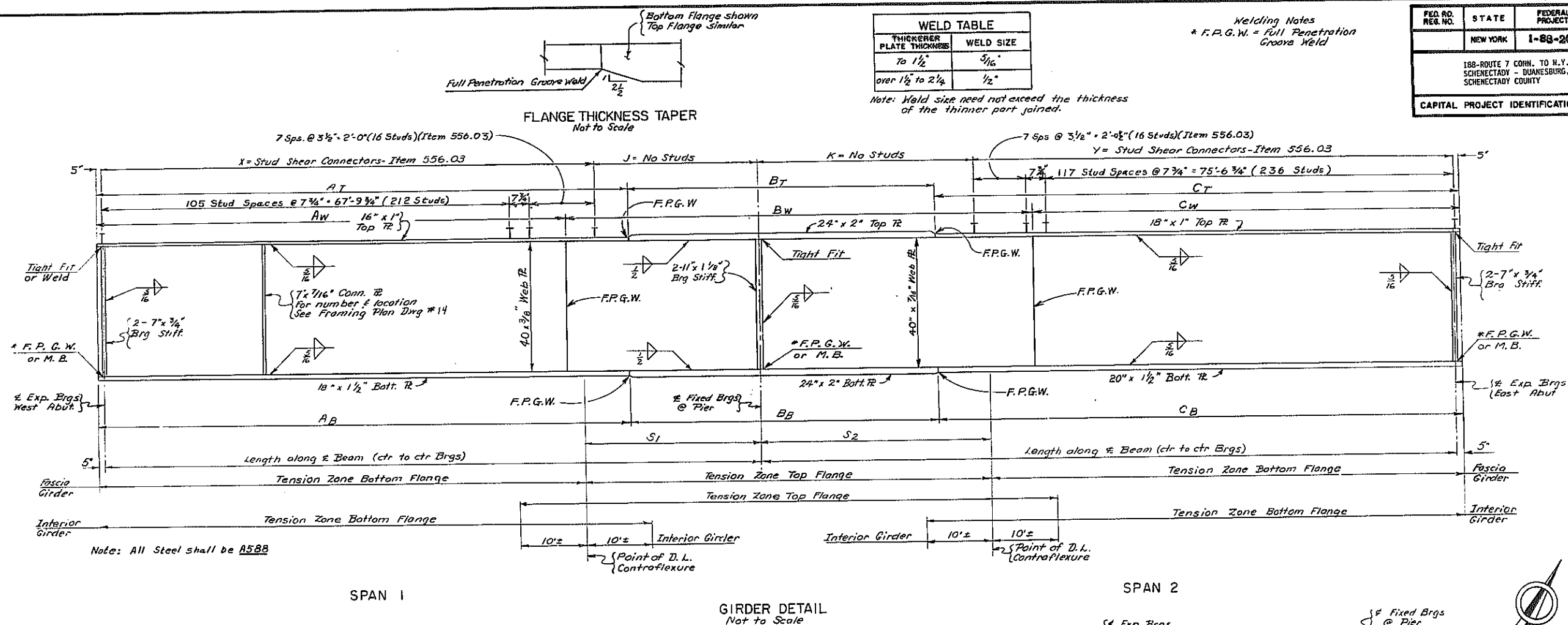
DESIGNED BY: Paul Vignone
CHECKED BY: [Signature]
DETAIL CHECKED BY: [Signature]

| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 228 | 284 |
| 188-ROUTE 7 CORN. TO N.Y.S. THRUWAY SCHENECTADY - DUANEBOURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04-III-75 | | | | |

| WELD TABLE | |
|-------------------------|-----------|
| THICKER PLATE THICKNESS | WELD SIZE |
| To 1 1/2 | 5/16" |
| over 1 1/2 to 2 1/4 | 1/2" |

Note: Weld size need not exceed the thickness of the thinner part joined.

Welding Notes
* F.P.G.W. = Full Penetration Groove Weld



Note: All Steel shall be A588

SPAN 1

GIRDER DETAIL
Not to Scale

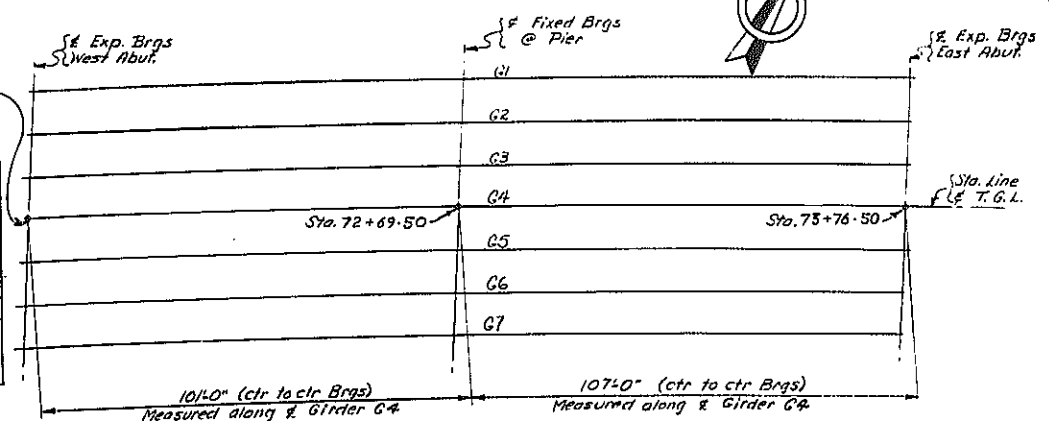
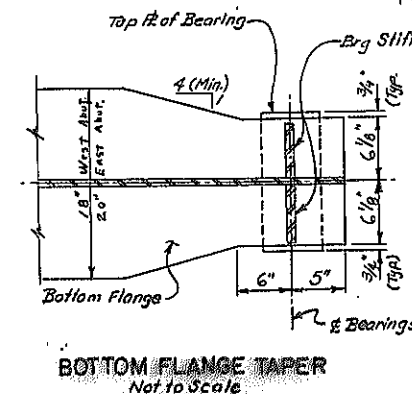
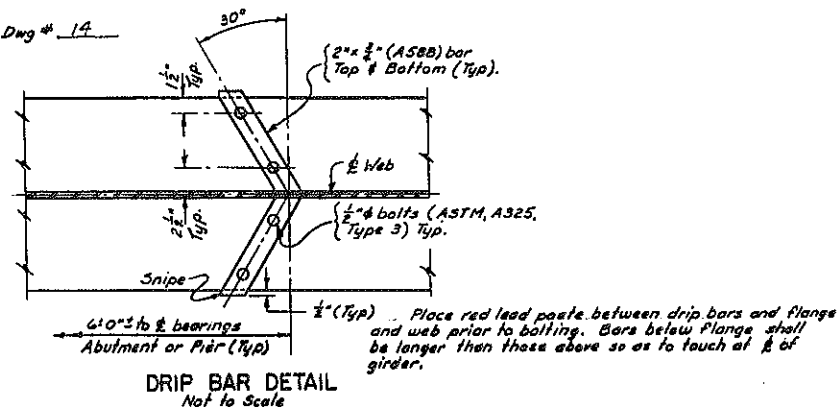
SPAN 2

The ends of all girders and the bearing stiffeners shall be vertical. All connection plates may be perpendicular to the top flange.

GIRDER SCHEDULE

| MARK | RADIUS OF CURVATURE | SPAN 1 | | SPAN 2 | | TOTALS OF TWO SPANS | D.L. PT. OF CONTRAFLEXURE | | SHEAR CONNECTORS-LENGTH | | | | | TOP FLANGE LENGTH | | | BOTTOM FLANGE LENGTH | | | WEB R LENGTH | | |
|------|---------------------|--------|-----------|--------|-----------|---------------------|---------------------------|----------------|-------------------------|------|-------|-------|----------------|-------------------|----------------|----------------|----------------------|----------------|----------------|----------------|----------------|--|
| | | LGTH. | DIA.*SPNG | LGTH. | DIA.*SPNG | | S ₁ | S ₂ | X | J | K | Y | A _T | B _T | C _T | A _B | B _B | C _B | A _W | B _W | C _W | |
| | | | | | | | | | | | | | | | | | | | | | | |
| G1 | 2577.479 | 100.99 | | 107.00 | | 207.99 | 32.0 | 30.0 | 70.5 | 30.5 | 28.75 | 78.25 | 82.41 | 34.0 | 92.42 | 90.41 | 21.0 | 97.42 | 69.41 | 62.0 | 77.41 | |
| G2 | 2567.146 | 101.00 | | 107.00 | | 208.00 | 32.0 | 30.0 | 70.5 | 30.5 | 28.75 | 78.25 | 82.42 | 34.0 | 92.42 | 90.42 | 21.0 | 97.42 | 69.42 | 62.0 | 77.41 | |
| G3 | 2556.812 | 101.00 | | 107.00 | | 208.00 | 32.0 | 30.0 | 70.5 | 30.5 | 28.75 | 78.25 | 82.42 | 34.0 | 92.42 | 90.42 | 21.0 | 97.42 | 69.42 | 62.0 | 77.41 | |
| G4 | 2546.479 | 101.00 | | 107.00 | | 208.00 | 32.0 | 30.0 | 70.5 | 30.5 | 28.75 | 78.25 | 82.42 | 34.0 | 92.42 | 90.42 | 21.0 | 97.42 | 69.42 | 62.0 | 77.41 | |
| G5 | 2536.146 | 101.00 | | 107.00 | | 208.00 | 32.0 | 30.0 | 70.5 | 30.5 | 28.75 | 78.25 | 82.42 | 34.0 | 92.42 | 90.42 | 21.0 | 97.42 | 69.42 | 62.0 | 77.41 | |
| G6 | 2525.812 | 101.00 | | 107.00 | | 208.00 | 32.0 | 30.0 | 70.5 | 30.5 | 28.75 | 78.25 | 82.42 | 34.0 | 92.42 | 90.42 | 21.0 | 97.42 | 69.42 | 62.0 | 77.41 | |
| G7 | 2515.479 | 101.01 | | 107.00 | | 208.01 | 32.0 | 30.0 | 70.5 | 30.5 | 28.75 | 78.25 | 82.43 | 34.0 | 92.42 | 90.43 | 21.0 | 97.43 | 69.43 | 62.0 | 77.41 | |

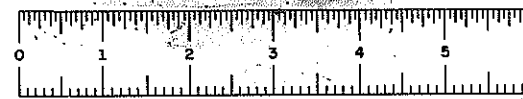
* See Framing Plan on Dwg # 14



Notes:
For Stud Shear Connector Details see Dwg #19
For Slab Haunch Table see Dwg #19
For Girder Sections see Dwg #17
For DESIGN LOAD TABLE/GIRDER see Dwg #18

Note to the Contractor:
Within the tension zones delineated, there shall be no welding permitted other than what is detailed on the plans. Welding for the attachment of forms, ties, etc. shall not be permitted.

| STATE OF NEW YORK | |
|-------------------------------------|----------------------|
| DEPARTMENT OF TRANSPORTATION | |
| DIVISION OF DESIGN AND CONSTRUCTION | |
| ROUTE 7 BRIDGE OVER | |
| NEW YORK STATE THRUWAY | |
| WELDED R GIRDER DETAILS | |
| PROJ. ENG. <i>[Signature]</i> | DATE MADE |
| SQUAD <i>[Signature]</i> | DRAWING NO. 16 OF 27 |

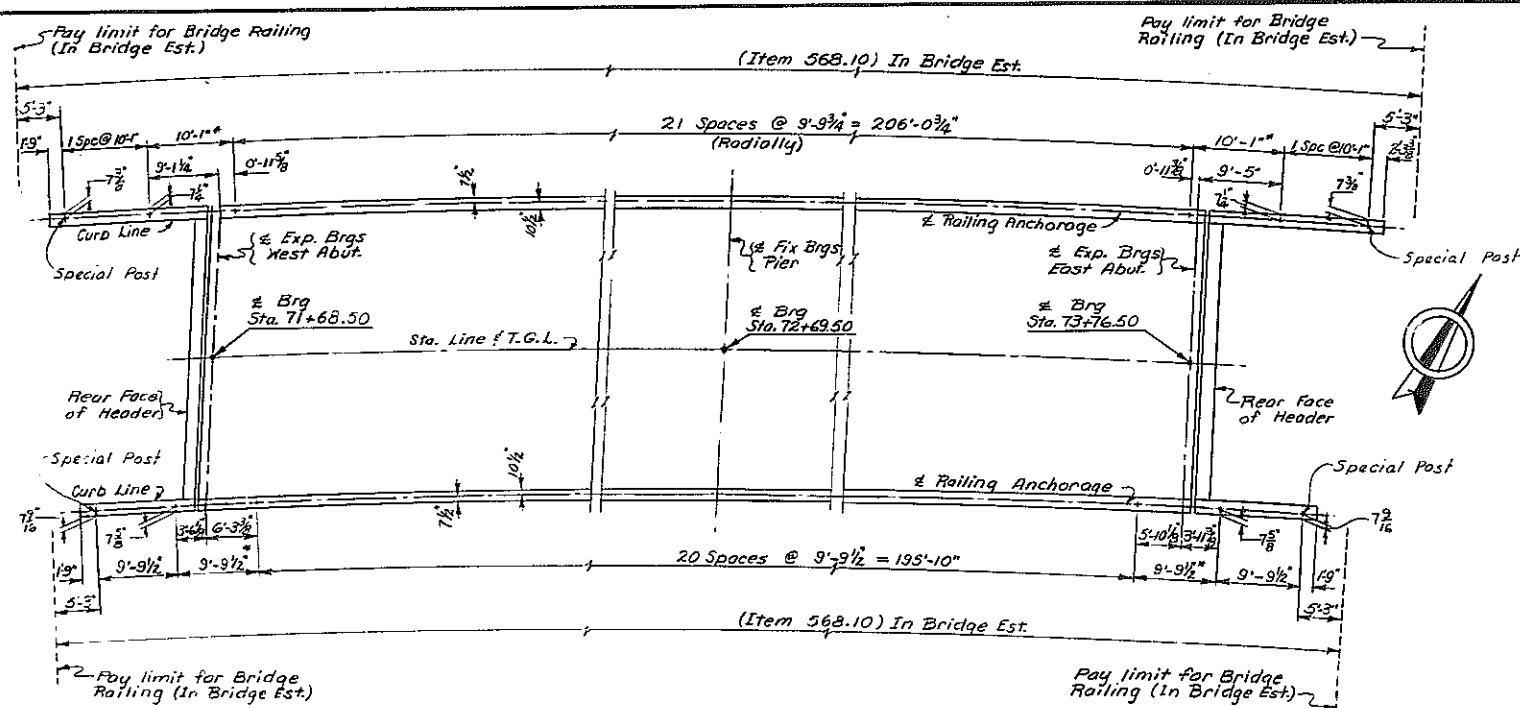


D96243

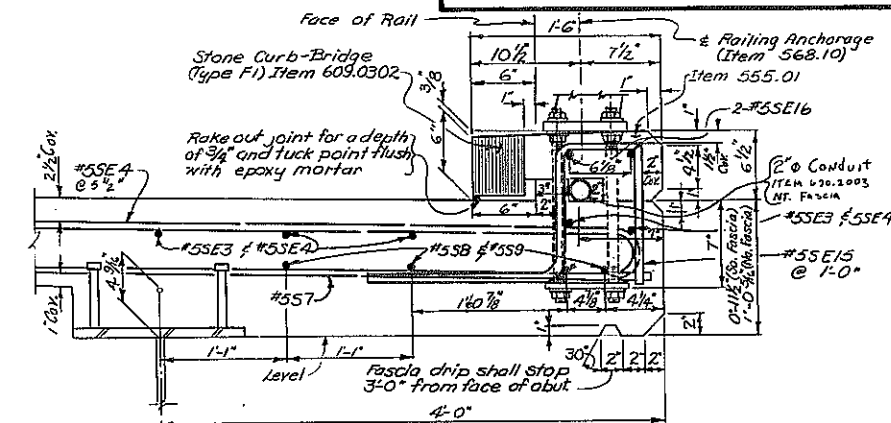
| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-BB-2(10) | 229 | 289 |

188-ROUTE 7 CORN. TO N.Y.S. THRUWAY
SCHENECTADY - DUNESBURG, PART 1, S.H. 880
SCHENECTADY COUNTY

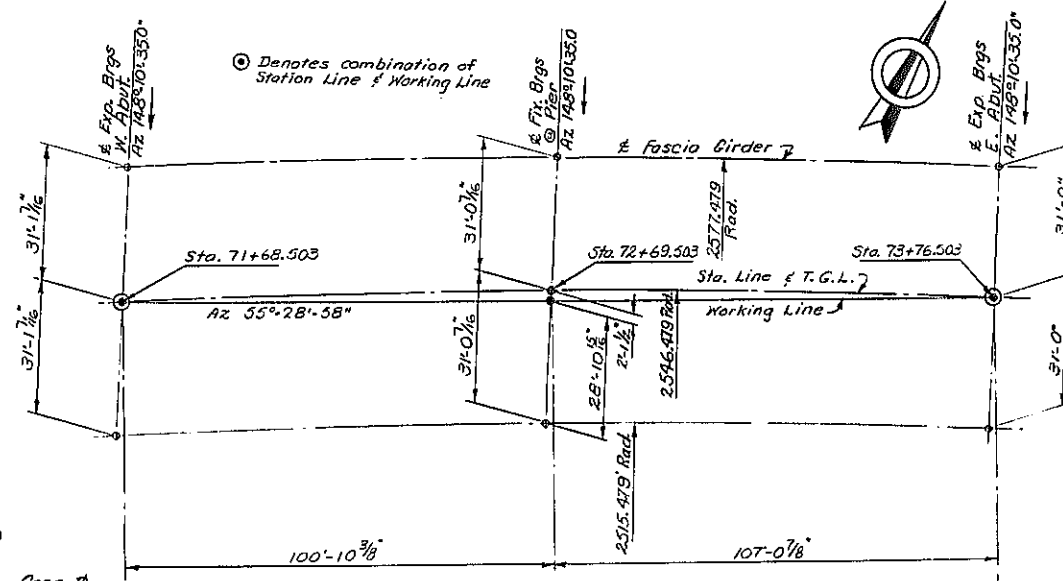
CAPITAL PROJECT IDENTIFICATION NO. 1357.04-111-75



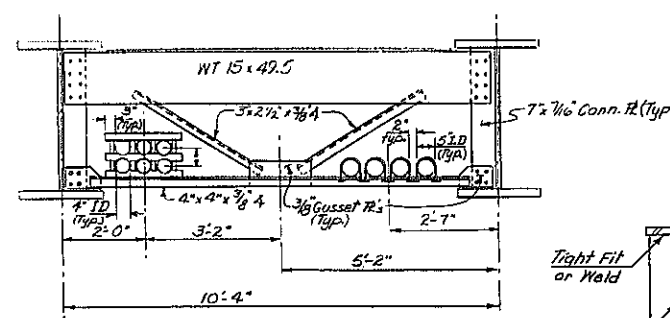
RAILING LAYOUT
No Scale



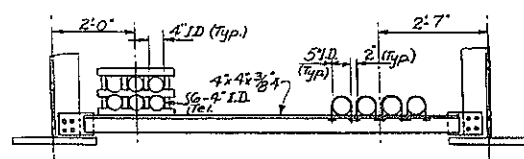
FASCIA DETAIL
Scale: 1 1/2" = 1'-0"



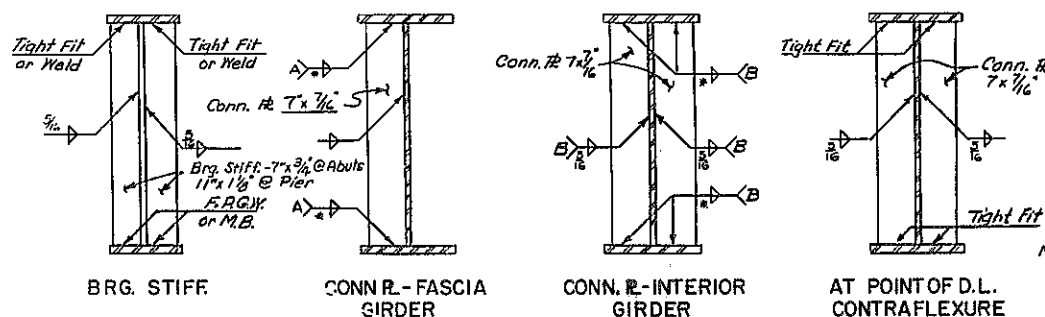
SCHEMATIC LAYOUT
Scale: 1" = 20'



UTILITY SUPPORT AT DIAPHRAGMS
No Scale



INTERMEDIATE UTILITY SUPPORT
No Scale



GIRDER SECTIONS
Not to Scale

Note: Limits are 10'± either side of contraflexure point except on fascia girders.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

ROUTE 7 BRIDGE OVER
NEW YORK STATE THRUWAY
SUPERSTRUCTURE-MISCELLANEOUS

PROJ. ENG. *[Signature]* DATE MADE *[Date]*
DRAWN *[Signature]* DRAWING NO. 17 OF 27

DESIGNED BY *[Signature]* CHECKED BY *[Signature]* DETAILED BY *[Signature]* DETAIL CHECKED BY *[Signature]*



D96243

| FED. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| 1-88-2(10) | NEW YORK | 1-88-2(10) | 230 | 284 |
| 188-ROUTE 7 CORR. TO N.Y.S. THRUWAY SCHENECTADY - DUNESBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04-111-75 | | | | |

HAUNCH TABLE

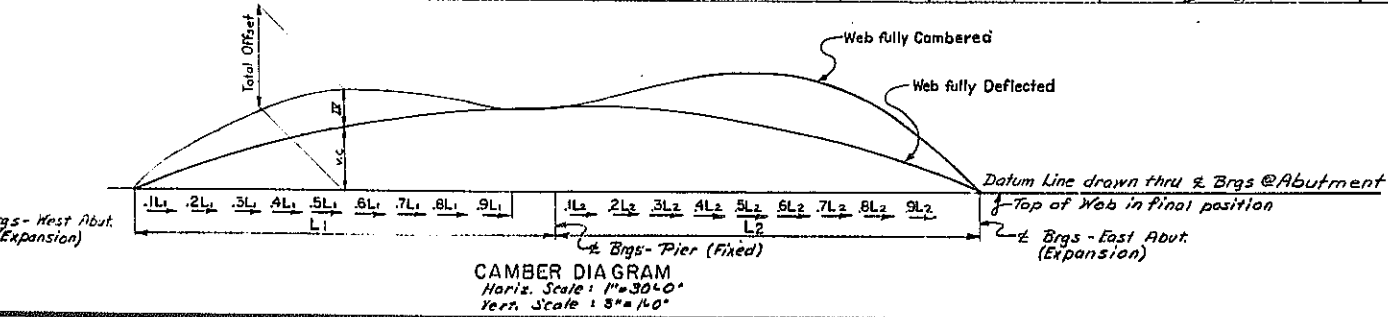
| | C BRGS. WEST - ABUT. | 0.1L ₁ | 0.2L ₁ | 0.3L ₁ | 0.4L ₁ | 0.5L ₁ | 0.6L ₁ | 0.7L ₁ | 0.8L ₁ | 0.9L ₁ | C BRGS. PIER | 0.1L ₂ | 0.2L ₂ | 0.3L ₂ | 0.4L ₂ | 0.5L ₂ | 0.6L ₂ | 0.7L ₂ | 0.8L ₂ | 0.9L ₂ | C BRGS. EAST - ABUT. |
|----|----------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|----------------------------|
| 1 | 374.48 | 374.67 | 374.85 | 375.02 | 375.19 | 375.36 | 375.52 | 375.67 | 375.82 | 375.96 | 376.09 | 376.23 | 376.36 | 376.48 | 376.59 | 376.70 | 376.80 | 376.90 | 377.07 | 377.14 | |
| 2 | | | | | | | | | | | | | | | | | | | | | |
| 3 | | .058 | .103 | .133 | .141 | .130 | .102 | .067 | .029 | .005 | | .019 | .058 | .109 | .157 | .189 | .199 | .183 | .140 | .076 | |
| 4 | 374.45 | 374.64 | 374.82 | 375.00 | 375.17 | 375.34 | 375.50 | 375.65 | 375.80 | 375.94 | 376.07 | 376.21 | 376.34 | 376.46 | 376.58 | 376.69 | 376.79 | 376.89 | 377.06 | 377.13 | |
| 5 | | | | | | | | | | | | | | | | | | | | | |
| 6 | | .058 | .103 | .133 | .141 | .130 | .102 | .067 | .029 | .005 | | .019 | .058 | .109 | .157 | .189 | .199 | .183 | .140 | .076 | |
| 7 | 373.95 | 374.14 | 374.32 | 374.50 | 374.68 | 374.84 | 375.00 | 375.16 | 375.30 | 375.45 | 375.58 | 375.72 | 375.85 | 375.97 | 376.09 | 376.20 | 376.30 | 376.40 | 376.49 | 376.57 | 376.65 |
| 8 | | | | | | | | | | | | | | | | | | | | | |
| 9 | | .058 | .103 | .133 | .141 | .130 | .102 | .067 | .029 | .005 | | .019 | .058 | .109 | .157 | .189 | .199 | .183 | .140 | .076 | |
| 10 | 373.44 | 373.64 | 373.82 | 374.00 | 374.18 | 374.34 | 374.51 | 374.66 | 374.81 | 374.95 | 375.09 | 375.23 | 375.36 | 375.48 | 375.60 | 375.71 | 375.82 | 375.91 | 376.00 | 376.09 | 376.16 |
| 11 | | | | | | | | | | | | | | | | | | | | | |
| 12 | | .058 | .103 | .133 | .141 | .130 | .102 | .067 | .029 | .005 | | .019 | .058 | .109 | .157 | .189 | .199 | .183 | .140 | .076 | |
| 13 | 372.94 | 373.14 | 373.32 | 373.50 | 373.68 | 373.85 | 374.01 | 374.17 | 374.32 | 374.46 | 374.60 | 374.74 | 374.87 | 374.99 | 375.11 | 375.22 | 375.33 | 375.43 | 375.52 | 375.60 | 375.67 |
| 14 | | | | | | | | | | | | | | | | | | | | | |
| 15 | | .058 | .103 | .133 | .141 | .130 | .102 | .067 | .029 | .005 | | .019 | .058 | .109 | .157 | .189 | .199 | .183 | .140 | .076 | |
| 16 | 372.44 | 372.64 | 372.82 | 373.00 | 373.18 | 373.35 | 373.51 | 373.67 | 373.82 | 373.97 | 374.11 | 374.25 | 374.38 | 374.51 | 374.63 | 374.74 | 374.84 | 374.94 | 375.03 | 375.11 | 375.18 |
| 17 | | | | | | | | | | | | | | | | | | | | | |
| 18 | | .058 | .103 | .133 | .141 | .130 | .102 | .067 | .029 | .005 | | .019 | .058 | .109 | .157 | .189 | .199 | .183 | .140 | .076 | |
| 19 | 371.94 | 372.14 | 372.32 | 372.50 | 372.68 | 372.85 | 373.02 | 373.18 | 373.33 | 373.47 | 373.61 | 373.75 | 373.89 | 374.02 | 374.13 | 374.25 | 374.35 | 374.45 | 374.54 | 374.63 | 374.70 |
| 20 | | | | | | | | | | | | | | | | | | | | | |
| 21 | | .058 | .103 | .133 | .141 | .130 | .102 | .067 | .029 | .005 | | .019 | .058 | .109 | .157 | .189 | .199 | .183 | .140 | .076 | |

Note: When calculating the depth of haunch (E), the algebraic value of (C) must be used.

GIRDERS 1 THRU 7

| CAMBER TABLE | | C BRGS WEST ABUT | 0.1L | 0.2L | 0.3L | 0.4L | 0.5L | 0.6L | 0.7L | 0.8L | 0.9L | C BRGS PIER | 0.1L | 0.2L | 0.3L | 0.4L | 0.5L | 0.6L | 0.7L | 0.8L | 0.9L | C BRGS EAST ABUT |
|--------------|------------------------------|------------------|------|------|------|------|------|------|------|------|------|-------------|------|------|------|------|------|------|------|------|------|------------------|
| I | Steel D.L. (ft.) | 0 | .008 | .014 | .013 | .019 | .018 | .013 | .008 | .003 | .000 | .000 | .003 | .010 | .018 | .025 | .031 | .032 | .029 | .022 | .012 | .000 |
| II | Concrete D.L. (ft.) | 0 | .047 | .084 | .108 | .114 | .104 | .081 | .053 | .022 | .004 | .000 | .015 | .046 | .087 | .126 | .153 | .162 | .149 | .114 | .062 | .000 |
| III | Superimposed D.L. (ft.) | 0 | .011 | .019 | .025 | .027 | .026 | .021 | .014 | .007 | .001 | .000 | .004 | .012 | .022 | .031 | .036 | .037 | .034 | .026 | .014 | .000 |
| IV | Total 1 = I + II + III (ft.) | 0 | .066 | .117 | .151 | .160 | .148 | .115 | .075 | .032 | .005 | .000 | .022 | .078 | .127 | .182 | .220 | .231 | .212 | .162 | .088 | .000 |
| | Vertical Curve | 0 | .068 | .116 | .164 | .212 | .240 | .278 | .296 | .314 | .321 | .329 | .330 | .320 | .300 | .280 | .250 | .220 | .170 | .120 | .070 | 0 |
| | Total 2 | | .134 | .233 | .315 | .372 | .388 | .393 | .371 | .346 | .326 | .329 | .352 | .398 | .427 | .462 | .470 | .451 | .382 | .282 | .158 | 0 |

| MOMENT AND SHEAR TABLE | | C BRGS WEST ABUT | 0.1L | 0.2L | 0.3L | 0.4L | 0.5L | 0.6L | 0.7L | 0.8L | 0.9L | C BRGS PIERS | 0.1L | 0.2L | 0.3L | 0.4L | 0.5L | 0.6L | 0.7L | 0.8L | 0.9L | C BRGS EAST ABUT |
|------------------------|--------|------------------|------|------|------|------|-------|-------|-------|-------|-------|--------------|-------|------|-------|-------|-------|-------|-------|-------|-------|------------------|
| D.L. | MOMENT | 0 | 455 | 735 | 900 | 888 | 720 | 396 | -84 | -721 | -1520 | -2491 | -1431 | -561 | 129 | 641 | 978 | 1136 | 1118 | 923 | 549 | 0 |
| | SHEAR | 52.9 | 37.5 | 22.0 | 6.5 | -8.9 | -24.4 | -39.8 | -55.3 | -70.9 | -87.4 | -104.8 | 89.9 | 72.9 | 56.2 | 39.7 | 23.1 | 6.5 | -10.0 | -26.6 | -43.2 | -59.6 |
| S.D.L. | MOMENT | 0 | 12.2 | 20.6 | 25.1 | 25.6 | 22.3 | 15.1 | 3.9 | -11.1 | -30.0 | -52.8 | -27.9 | -7.3 | 8.9 | 20.8 | 28.2 | 31.3 | 30.1 | 24.4 | 14.4 | 0 |
| | SHEAR | 14.1 | 10.2 | 6.3 | 2.5 | -1.4 | -5.2 | -9.1 | -12.9 | -16.8 | -20.7 | -24.5 | 21.3 | 17.2 | 13.1 | 9.0 | 4.9 | 0.9 | -3.2 | -7.3 | -11.4 | -15.5 |
| L.L. (+) | MOMENT | 0 | 642 | 1087 | 1346 | 1462 | 1440 | 1292 | 1010 | 627 | 238 | 0 | 242 | 666 | 1079 | 1379 | 1537 | 1560 | 1436 | 1157 | 682 | 0 |
| | SHEAR | 73.4 | 64.1 | 54.8 | 45.6 | 36.9 | 27.9 | 19.7 | 12.2 | 6.5 | 2.6 | 0 | 7.0 | 20.7 | 35.3 | 50.0 | 62.7 | 72.5 | 79.0 | 82.7 | 73.0 | |
| L.L. (-) | MOMENT | 0 | -77 | -155 | -232 | -309 | -386 | -464 | -541 | -618 | -706 | -793 | -879 | -964 | -1048 | -1131 | -1213 | -1294 | -1374 | -1452 | -1529 | 0 |
| | SHEAR | -82 | -95 | -148 | -219 | -283 | -347 | -411 | -475 | -539 | -603 | -667 | 73.9 | 2.6 | -6.4 | -12.4 | -20.0 | -28.3 | -36.9 | -45.9 | -55.1 | -64.3 |



After all superstructure beams have been erected, elevations shall be taken on the top of the beam at the centerline of web at each centerline of bearing, center of the span and of other locations where theoretical bottom of slab elevations are indicated on the plans.

The depth of haunch required to position the slab forms is obtained as follows: From the listed bottom of slab elevations subtract the measured top of beam elevations. Add this result to the deflections due to slab and superimposed dead load.

The contractor shall place the concrete deck slab for this structure in conformance with the pour sequence shown on the plans.

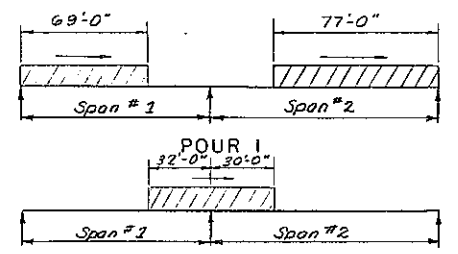
Construction joints shall be placed parallel to the skew angle and the concrete shall be placed so that the leading edge is parallel to the skew angle as near as possible.

Pour 1 contains two portions, one in each span. Both portions shall be poured in a manner such that no initial set will take place in either pour before all of the concrete in both pours (Pour 1) is placed. This may be accomplished by using appropriate amounts of retarder or by using two screed machines if the contractor so elects.

Pour 2 will not be allowed until 72 hours after completion of Pour 1.

If the contractor elects to use a different pour sequence from that shown on the plans, he must obtain written approval from the Deputy Chief Engineer (Structures) prior to setting any deck forms.

The Deputy Chief Engineer (Structures) will determine whether or not adjustment will be required for the haunch data.



POURING SEQUENCE
No Scale

| POUR QUANTITY | |
|---------------|---------|
| POUR 1 | POUR 2 |
| 10325 SF | 4340 SF |

| DESIGN LOAD TABLE / GIRDER | |
|----------------------------|------------|
| UNIT | LOAD/FT |
| Slab | 1.10 K/ft |
| Haunch | 0.056 K/ft |
| Girder | 0.239 K/ft |
| S.I.P. Forms | 0.165 K/ft |
| Diaphragms | 0.02 K/ft |
| Utilities | 0.012 K/ft |
| Total | 1.586 K/ft |
| Safety walk | |
| Rolling | 0.033 K/ft |
| Future W.S. | 0.192 K/ft |
| Future Superpave | 0.143 K/ft |
| Total | 0.368 K/ft |

Assumed Live Load (HS 20-44)

Camber Notes

D.L. I - denotes the amount of camber needed to offset the deflection due to the weight of the steel including diaphragms.

D.L. II - denotes the amount of camber needed to offset the deflection due to the weight of the concrete slab poured under pours 1 and 2.

D.L. III - denotes the amount of camber needed to offset the deflection due to the weight of the sidewalk overlays and the future wearing surface.

Total IV - is the camber due to D.L. I, D.L. II and D.L. III and is the distance from the web fully deflected to the web fully cambered.

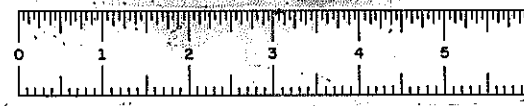
Total Camber is to be measured during fabrication with the stringer lying on its side.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF CONSTRUCTION

ROUTE 7 BRIDGE OVER
NEW YORK STATE THRUWAY

TABLES

PREPARED BY: J. J. ... DATE MADE: ...
DRAWN BY: J. J. ... DRAWING NO.: 18 OF 27

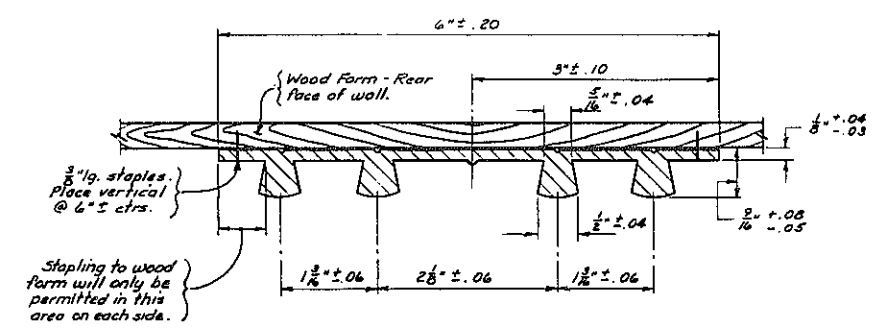
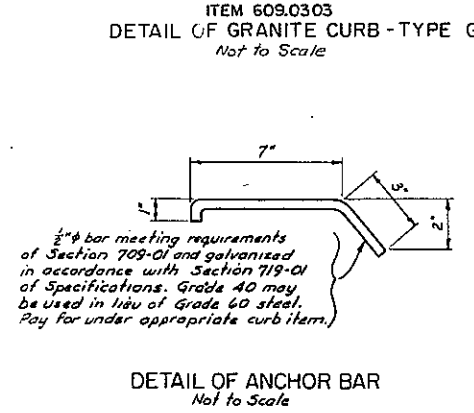
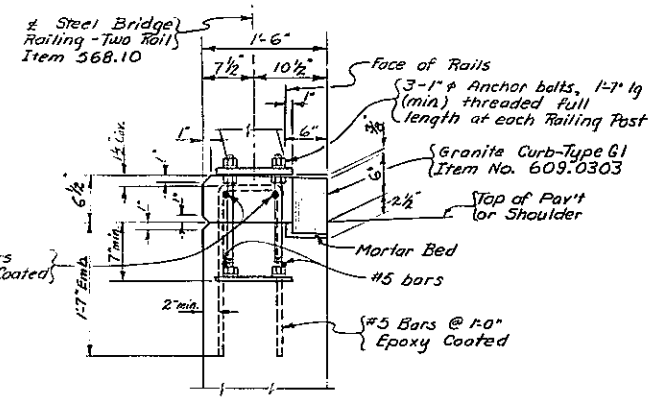
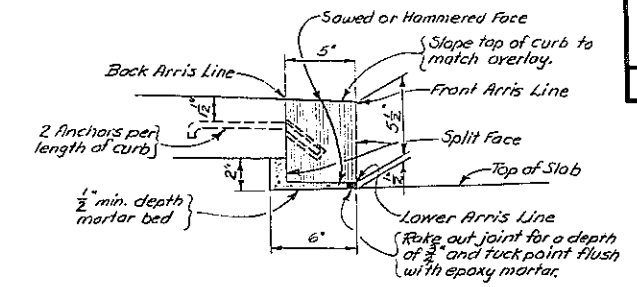
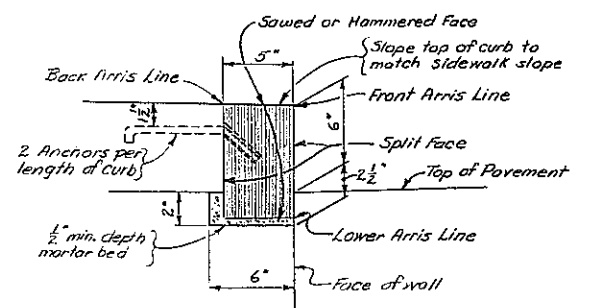
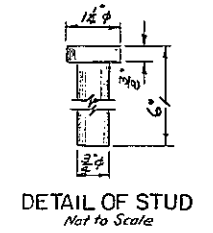
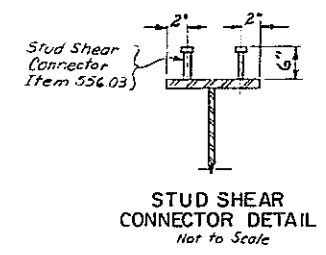


D96243

| FED. NO. | STATE | FEDERAL AD. PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|------------|----------|-------------------------|-----------|--------------|
| 1-88-2(10) | NEW YORK | | 231 | 284 |

188-ROUTE 7 CORR. TO N.Y.S. THRUWAY
SCHENECTADY - DUNESBURG, PART 1, S.H. 880
SCHENECTADY COUNTY

CAPITAL PROJECT IDENTIFICATION NO. 1557.04-111-75



TYPE "D" WATERSTOP

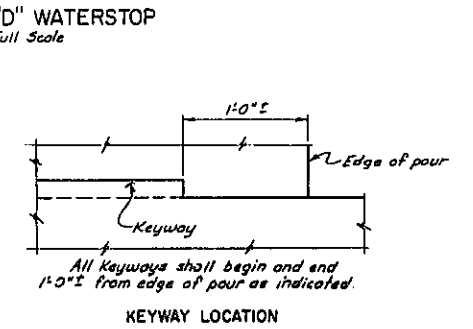
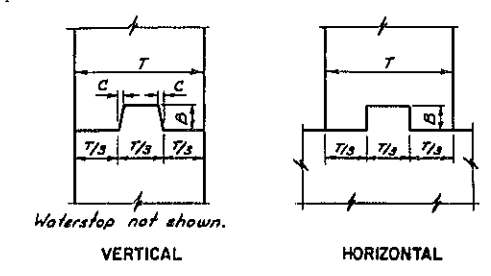
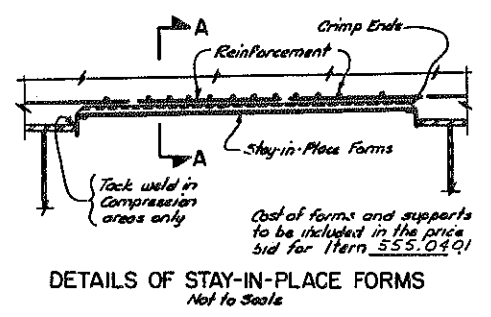
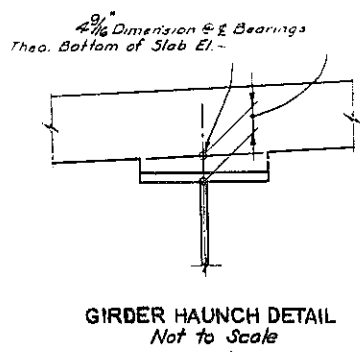
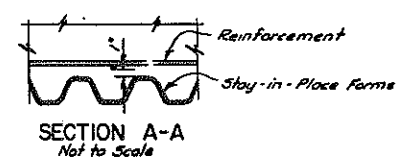
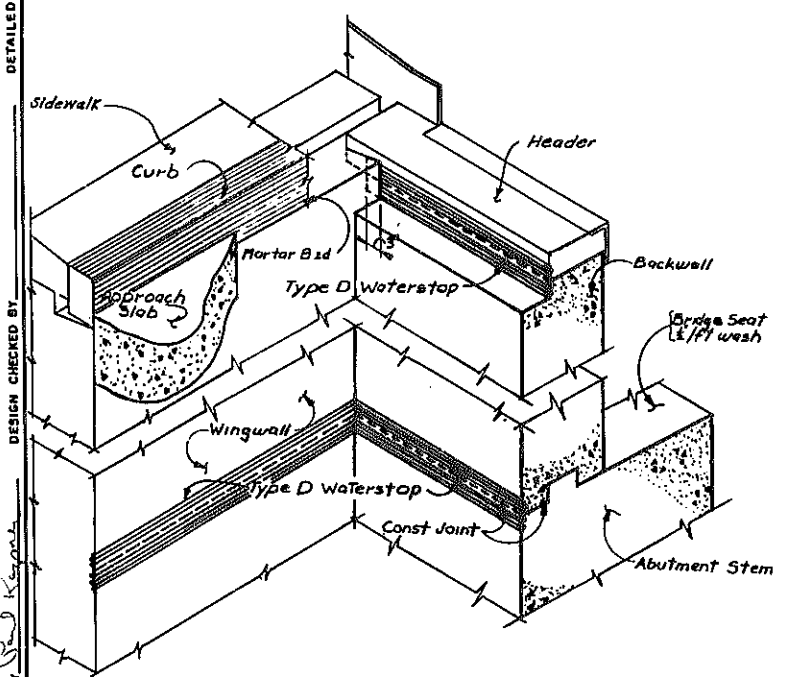
Waterstops shall conform to the requirements of Section 705-11 of the Specifications.

Holes must not be made in waterstop for any purpose except as required for stapling to forms.

Type "D" Waterstop shall be light gray in color.

The cost of furnishing and placing waterstops shall be included in the unit price bid for the concrete items.

NOTE: To facilitate shipping and handling of R.V.C. Waterstops, field butt splices will be permitted on straight runs at points approved by the Engineer. Shop splices shall be used at locations shown on the Contract Plans. The method and equipment used to make the field splices must be approved by the Deputy Chief Engineer (Structures).



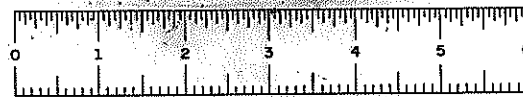
| CONSTRUCTION & CONTRACTION JOINTS | | |
|-----------------------------------|--------|-----------|
| C | B | T/3 |
| 1/4" | 1 1/2" | to 6" |
| 1/2" | 3 1/2" | 6" to 10" |
| 3/4" | 5 1/2" | over 10" |

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

ROUTE 7 BRIDGE OVER
NEW YORK STATE THRUWAY

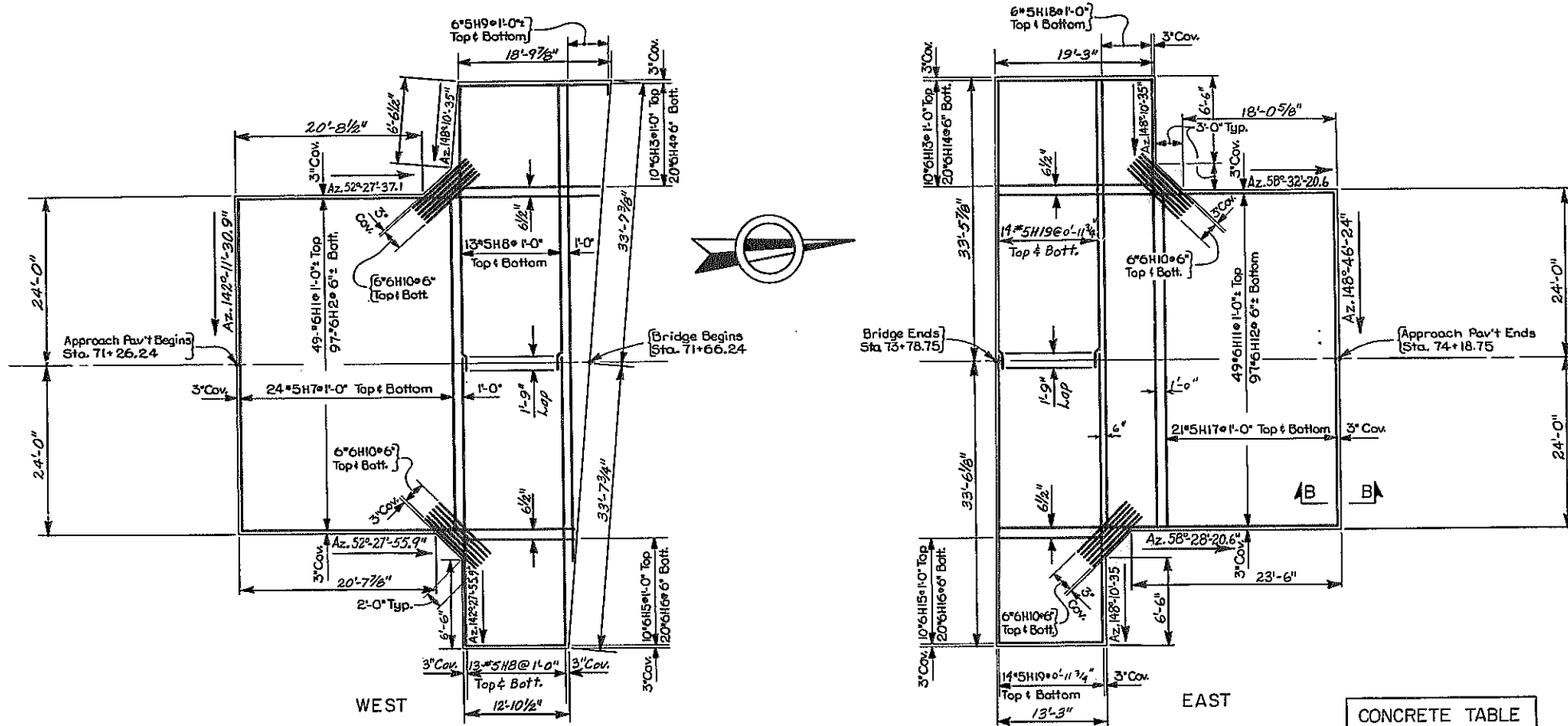
MISC. ABUT. DETAILS

PROJ. ENG. J. J. [Signature] DATE MADE [Blank]
EQUAD 11 [Signature] DRAWING NO. 19 OF 27



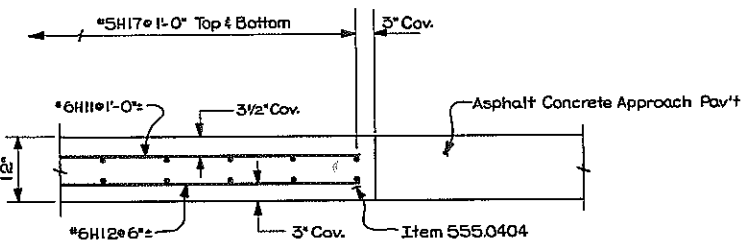
D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-68-2(10) | 232 | 289 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DUANEBURG, PART 1, S.II. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04-111-75 | | | | |




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

| CONCRETE TABLE | |
|----------------|---------------|
| APPROACH SLAB | ITEM 555.0404 |
| West | 2225.4 S.F. |
| East | 2228.6 S.F. |



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

DESIGNED BY: Paul Keyes
DESIGN CHECKED BY: J. F. Darcy
DETAIL CHECKED BY: C. J. B...



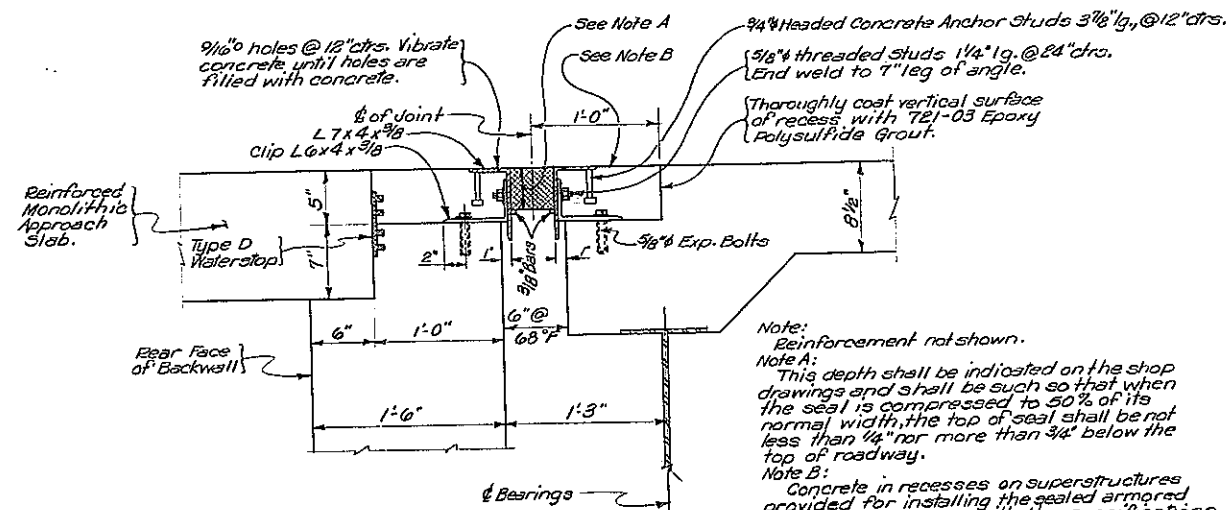
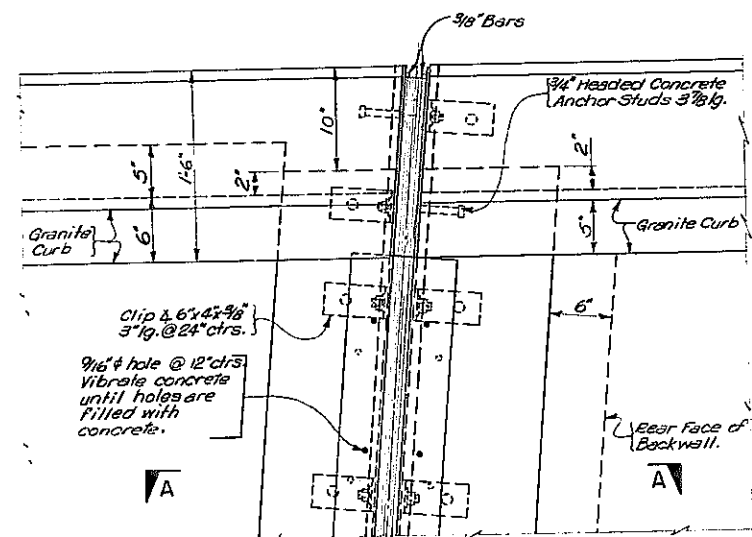
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

ROUTE 7 BRIDGE OVER
NEW YORK STATE THRUWAY
APPROACH SLABS

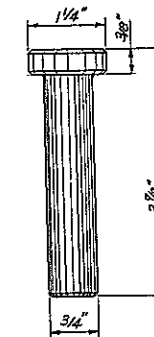
PROJ. ENG. *[Signature]* DATE MADE
SQUAD *[Signature]* DRAWING NO. 20 OF 27

D96243

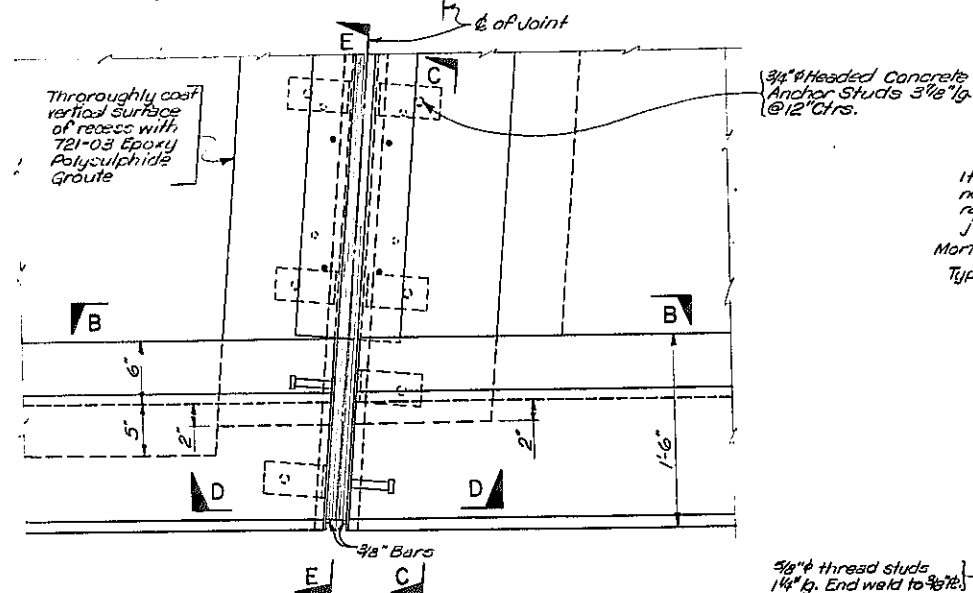
| FED. AD. REG. NO. | STATE | FEDERAL AD PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|----------|---------------------------|--------------|-----------------|
| | NEW YORK | 1-88-2(10) | 233 R1 | 284 |
| 188-ROUTE 7 CORN. TO N.Y.S. THRUWAY SCHEENECTADY - BUANESBURG, PART 1, S.H. 880 SCHEENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04-111-Z | | | | |



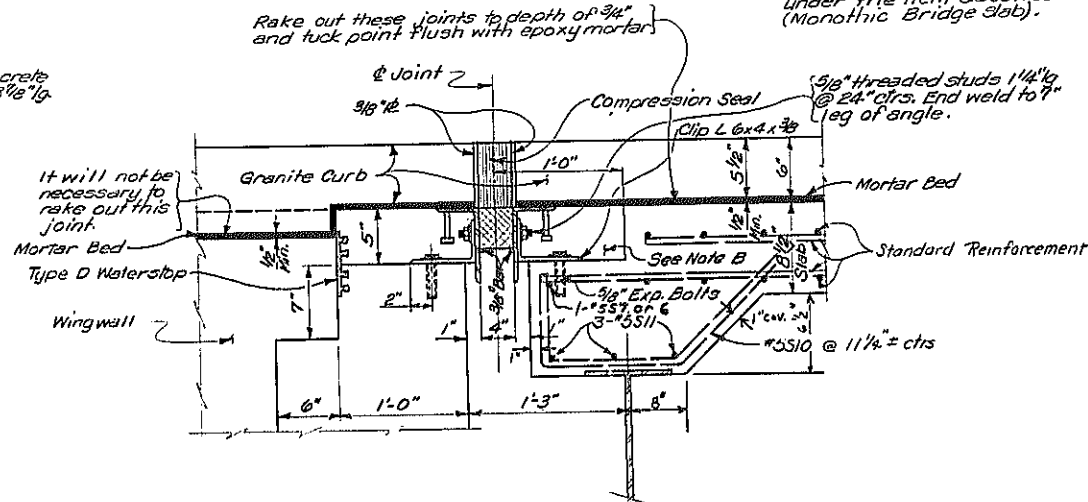
SECTION A-A
Scale: 1 1/2" = 1'-0"



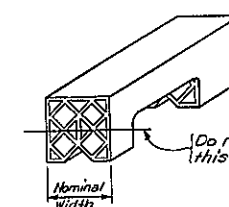
DETAIL OF HEADED
CONCRETE ANCHOR
STUD
Scale: $\frac{3}{4}" = 1'-0"$



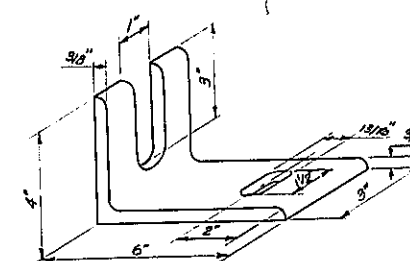
PLAN OF JOINT
Scale: $1\frac{1}{2}" = 1'-0"$



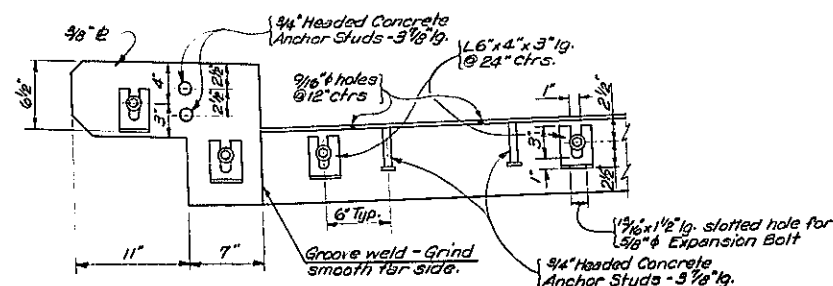
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Scale: 1 1/2" = 1'-0"



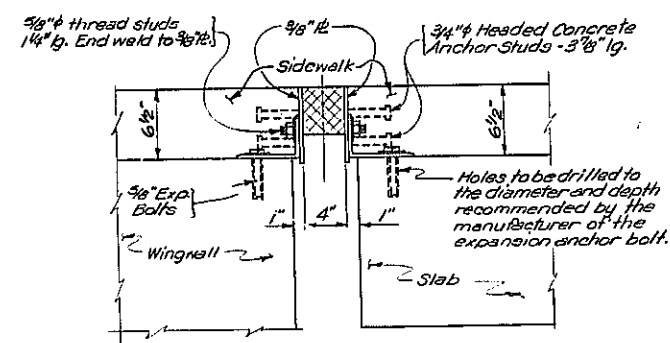
CUTTING SEAL LIMITS
No Scale



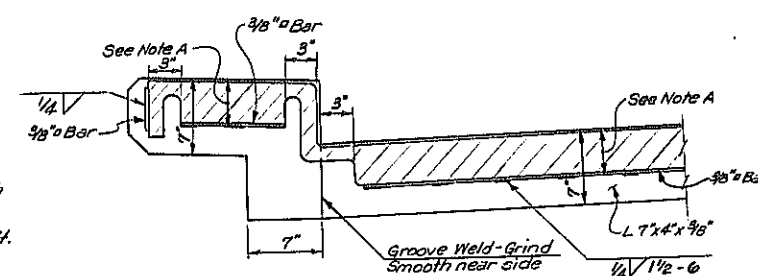
DETAIL OF CLIP ANGLE
Scale: $\frac{3}{8}'' = 1'-0''$



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



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



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

NOTE: MECHANICAL ANCHORAGE OF
POST CAST HEADER CONSISTING
OF DOWELS AND TRANSVERSE BARS
CONSTRUCTED AS PER DETAILS ON D.D.C. # 10

REVISIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

ROUTE 7 BRIDGE OVER
NEW YORK STATE THRUWAY
SEALED ARMORED JOINT DETAILS

| | |
|------------------------------|-----------------------------|
| PROJ. ENG. <i>H. Johnson</i> | DATE MADE |
| ROAD # <i>1 Phoenix</i> | DRAWING NO. <i>21 OF 22</i> |

DETAIL CHECKED BY F. J. Brown

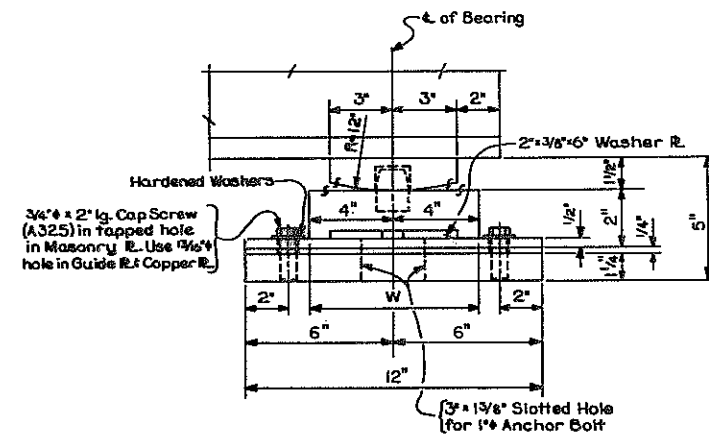
DETAILED BY W. Chartier

20

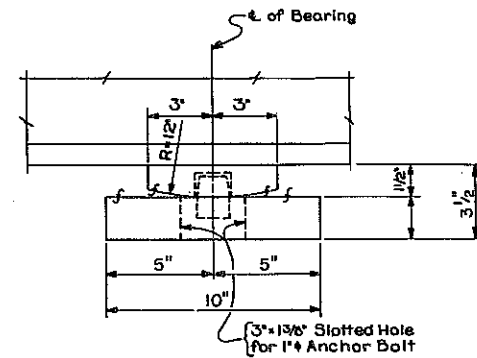


D96243

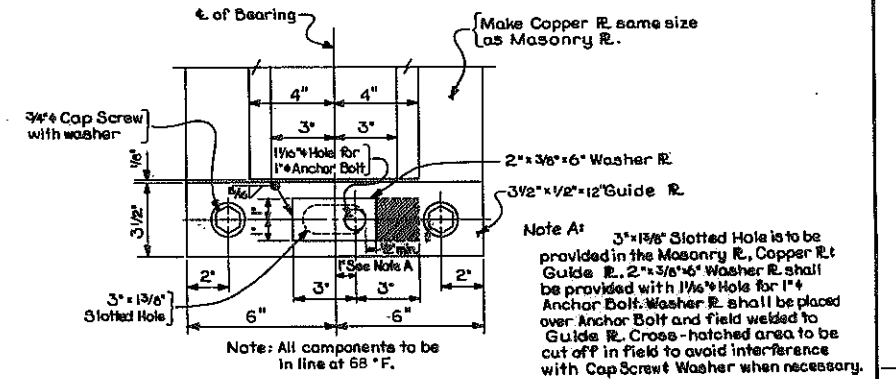
| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 234 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DUNESBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357,04-III-75 | | | | |



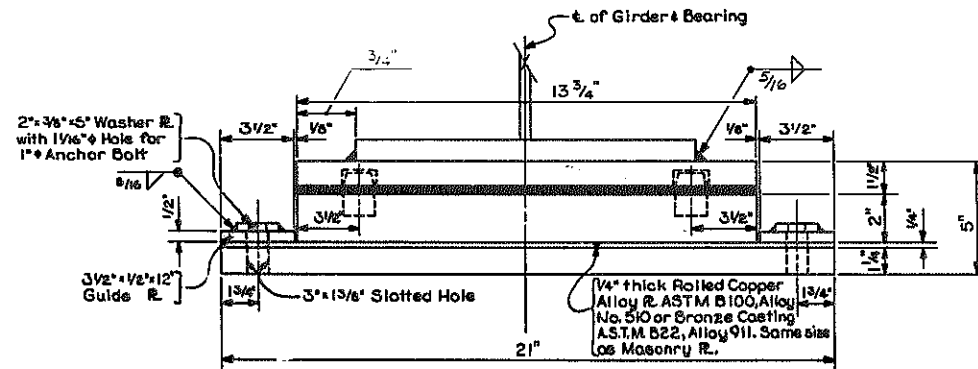
SIDE ELEVATION



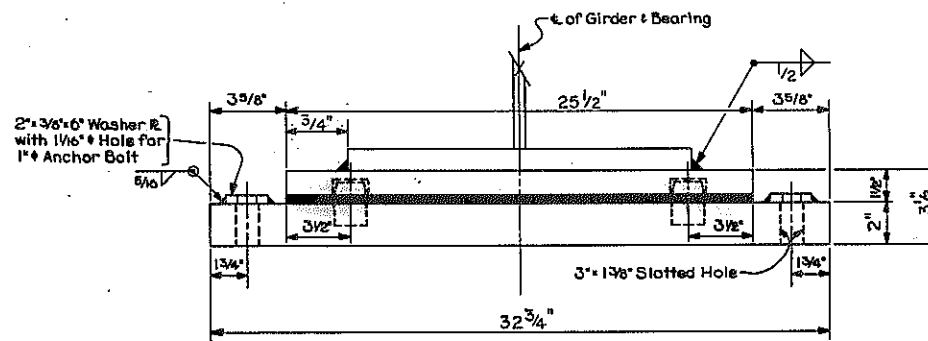
SIDE ELEVATION



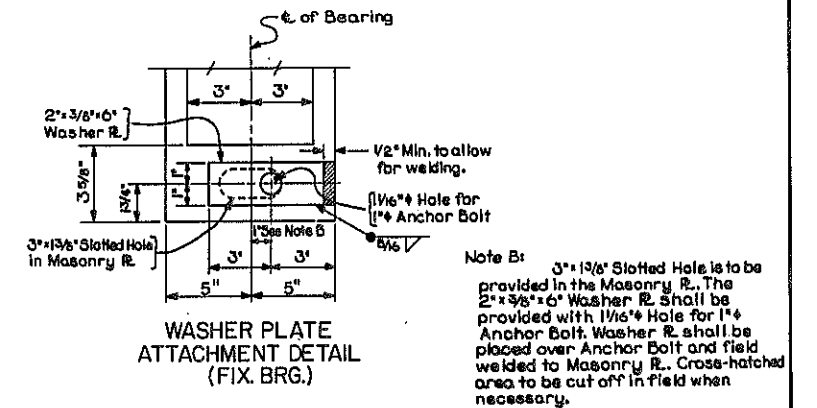
WASHER PLATE
ATTACHMENT DETAIL
(EXP. BRG.)



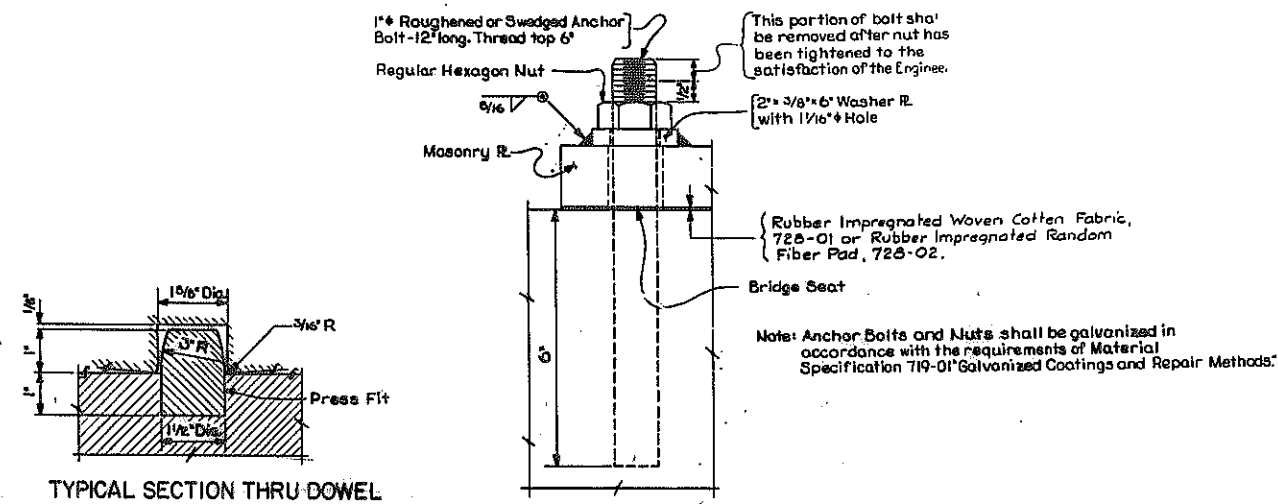
END ELEVATION
EXPANSION BEARING



END ELEVATION
FIXED BEARING



WASHER PLATE
ATTACHMENT DETAIL
(FIX. BRG.)



TYPICAL SECTION THRU DOWEL

ANCHOR BOLT DETAIL

Note:
All material ASTM A588

DATE MADE
PROJECT ENGINEER
IN CHARGE OF
DESIGNED BY
DESIGN CHECKED BY
DETAIL CHECKED BY

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF CONSTRUCTION
ROUTE 7 BRIDGE OVER
NEW YORK STATE THRUWAY
LOW STEEL BEARINGS
DRAWING NO. 22 OF 27



D96243

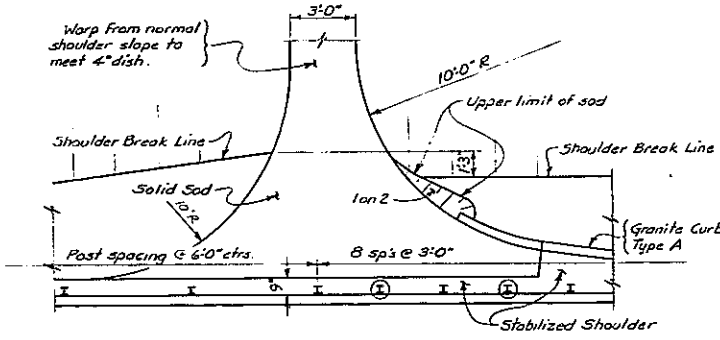
| FED. RD. REG. NO. | STATE | FEDERAL AD PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|-------------------|----------|------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 235 | 289 |

188-ROUTE 7 CONN. TO N.Y.S. THRUWAY
SCHENECTADY - DUANESEBURG, PART 1, S.H. 880
SCHENECTADY COUNTY

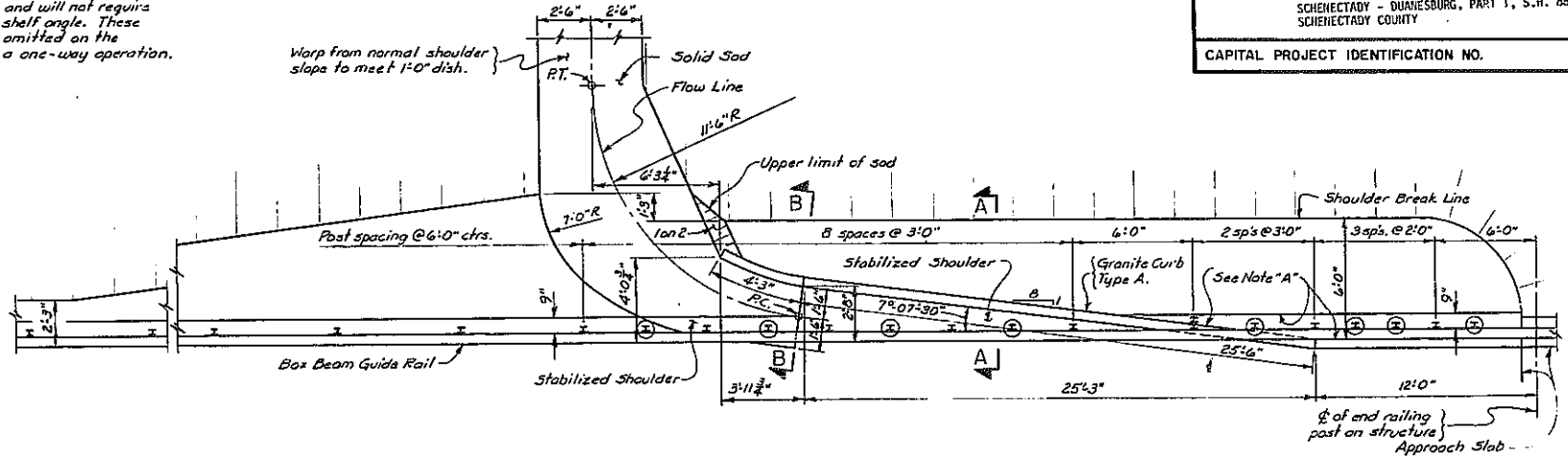
CAPITAL PROJECT IDENTIFICATION NO.

Note:
Except for sod gutter the details of the curb, guide rail and shoulder break lines are identical to those shown for the low end.

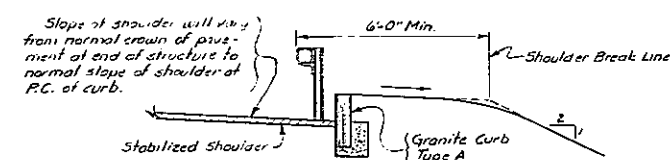
① These are backup posts and will not require use of the 5" x 3 1/2" x 3/8" shelf angle. These backup posts shall be omitted on the trailing or off end of a one-way operation.



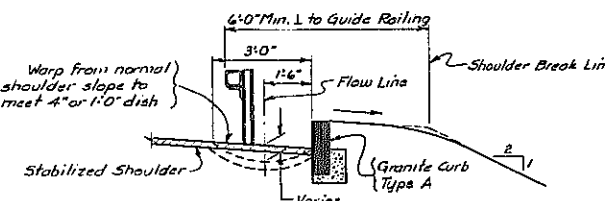
TYPE I SHOULDER - HIGH END
Scale 1/4" = 1'-0"



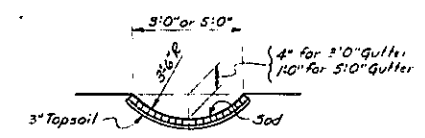
TYPE I SHOULDER - LOW END
Scale 1/4" = 1'-0"



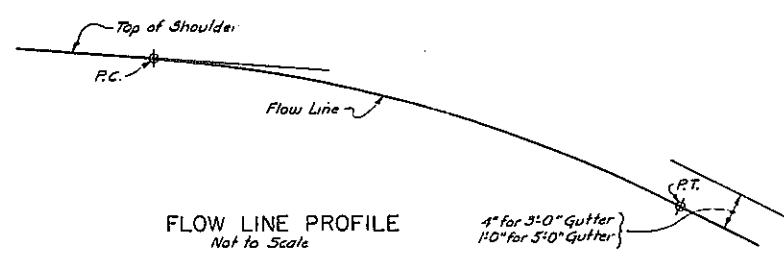
SECTION A-A
Not to Scale



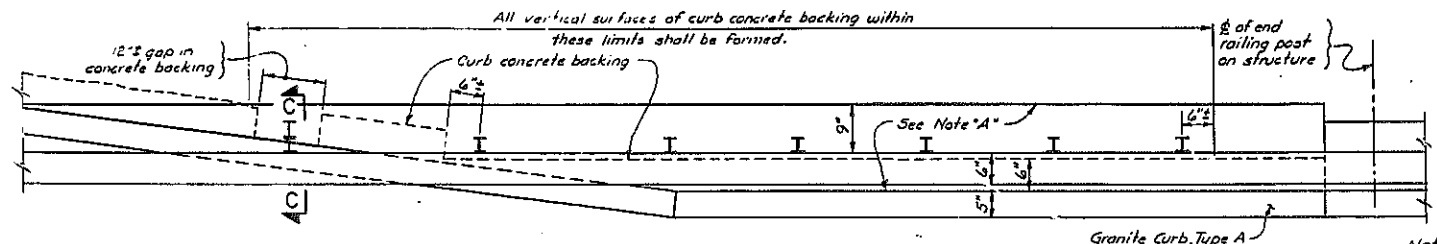
SECTION B-B
Not to Scale



SECTION THRU GUTTER
Scale 1/4" = 1'-0"



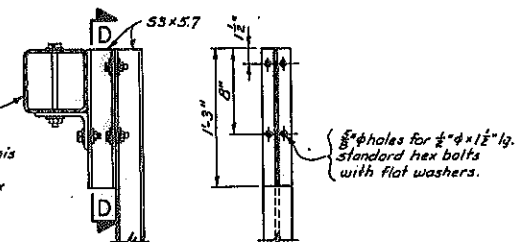
FLOW LINE PROFILE
Not to Scale



DETAIL OF CURB CONCRETE BACKING
Scale 1/4" = 1'-0"

Note:
The cost of furnishing and placing this special post with its stand-off shall be included in the unit price bid for the Box Beam Guide Rail Item.

PARTIAL SECTION C-C
Scale 1 1/2" = 1'-0"

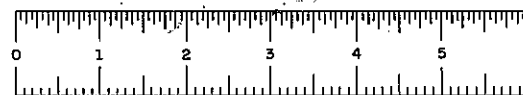


SECTION D-D
Scale 1 1/2" = 1'-0"

Note "A"
Pave this area with the same material as in the stabilized shoulder. Payment will be made under the stabilized shoulder item.

Notes:
For details of Granite Curb, Type A, see Highway Standard Sheet 609-1.

| | |
|---|----------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF CONSTRUCTION | |
| ROUTE 7 BRIDGE OVER NEW YORK STATE THRUWAY TYPE I SHOULDER DETAILS | |
| PROJ. ENG. <i>J. J. [Signature]</i> | DATE MADE |
| ROAD NO. 1-88-2(10) | DRAWING NO. 23 OF 27 |



D96243

| FED RD REG NO | STATE | FEDERAL AID PROJECT NO | SHEET NO | TOTAL SHEETS |
|---------------|----------|------------------------|----------|--------------|
| | NEW YORK | 1-88-2(10) | 236 | 284 |

188-ROUTE 7 CORN. TO N.Y.S. THRUWAY
SCHENECTADY - BARNESBURG, PART 1, S.H. 880
SCHENECTADY COUNTY

CAPITOL PROJECT IDENTIFICATION NO. 1357.04-111-75

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 prepared 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 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 2 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 Des. A500 Grade B, A36, A588, A441 and A572 Grade 50
- Clamp Bolts and Nuts - ASTM Designation A325
- Rail Splices - ASTM Designation A36, A588 and A-572, Grade 50
- Tubular Rail Splices - ASTM Designation A500, Grade B
- Channel Rail Splices - ASTM Designation A36
- Splice Plates - ASTM Designation A36
- 3/4" Post Plates - ASTM Designation A588, A-441 and ASTM A572, Grade 50
- 1" Post Plates - ASTM Designation A36
- Post Connection Plate - ASTM Designation A36 or A.I.S.I. Designation 1020
- Base Plates - ASTM Designation A588, A-572, Grade 50
- Splice Bolts, Nuts and Washers - ASTM Designation A448
- Anchor Studs - ASTM Designation A448
- Nuts and Washers for Anchor Studs - ASTM Designation A325
- Anchor Plates - ASTM Designation A36
- Post Web Plates (if required) - Same as Post Plate Material
- Plate Shims - ASTM Designation A36
- End Cap - 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.

Railing posts shall be erected to proper line and grade before concrete under post and in back of granite curb 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 $\pm 1/16"$.

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.).

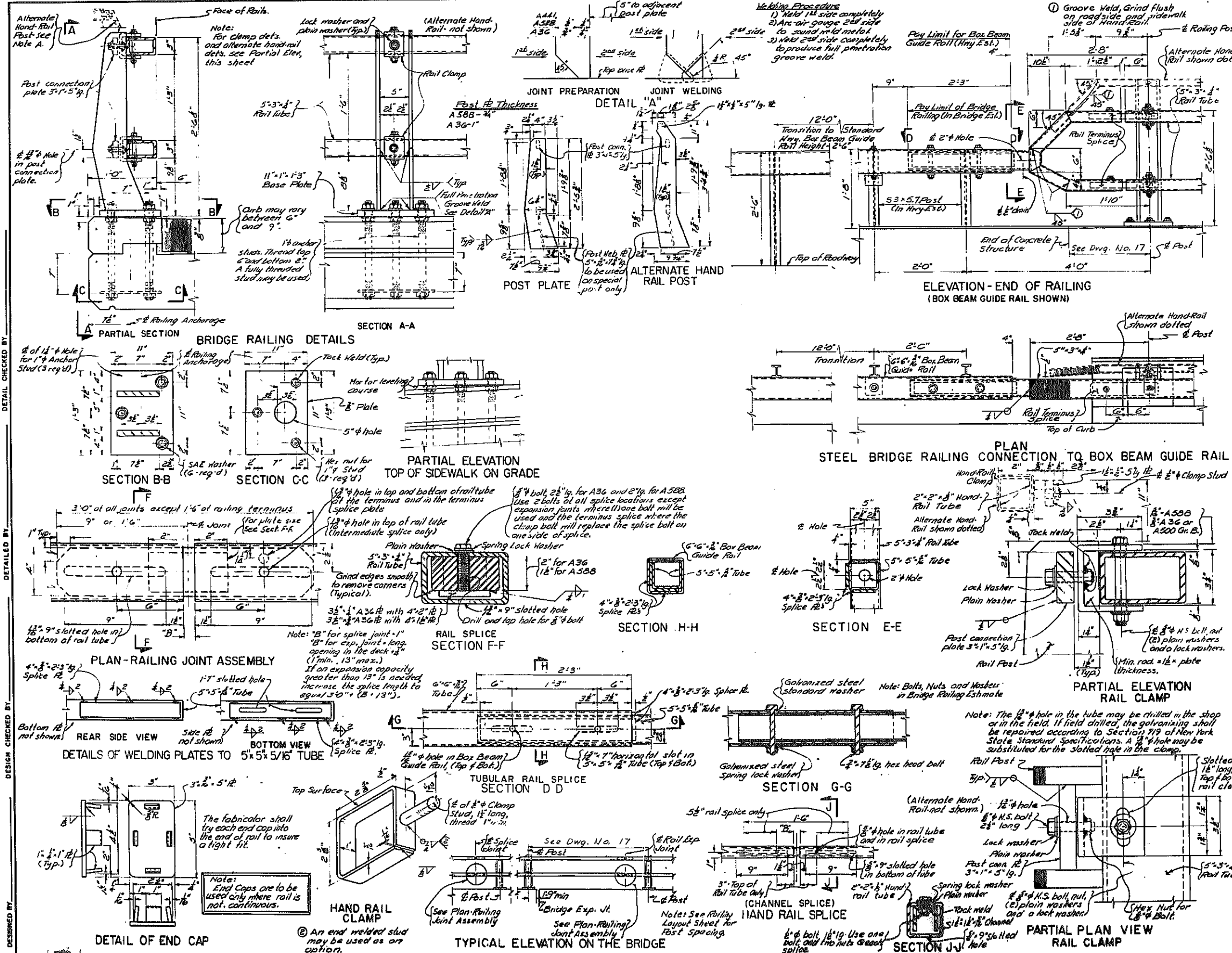
The hole for the bolt connecting the tube and the clamp will be located in the tube so that the tube will bear against the post plate when in the final position.

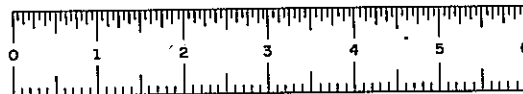
NOTE "A":
The alternate handrail is for use when the traffic railing system is used between pedestrian traffic and vehicular traffic.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF CONSTRUCTION

ROUTE 7 BRIDGE OVER
NEW YORK STATE THRUWAY
STEEL BRIDGE RAILING-TWO RAIL

DESIGNED BY: J. J. [Signature] DATE MADE: [Blank]
DRAWN BY: J. J. [Signature] DRAWING NO. 246P 27

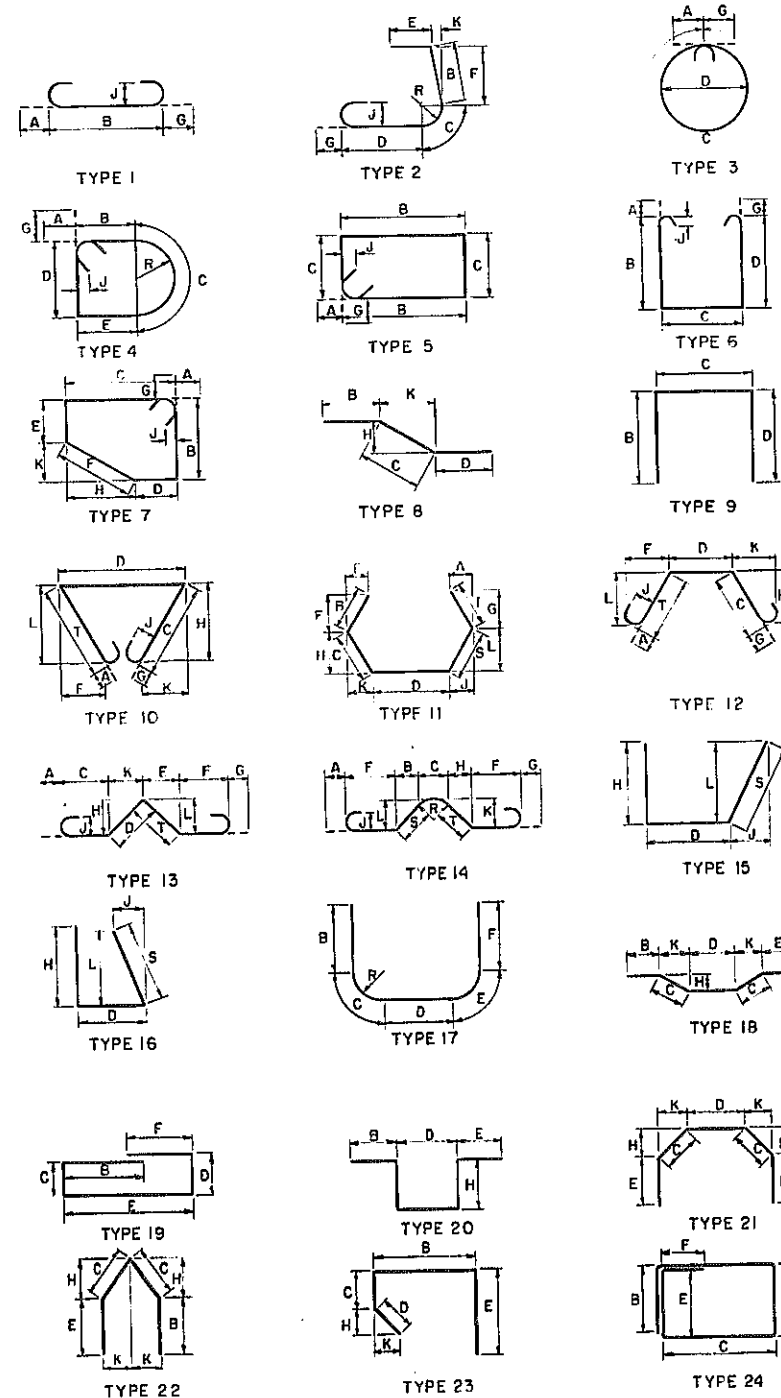




D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 237 | 281 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DIANEsburg, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. | | | | |

BAR BENDING DIAGRAMS

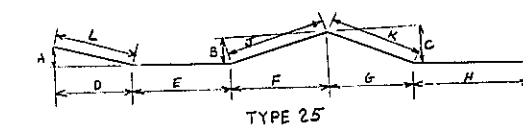


EXPLANATION OF BAR MARKS

FIRST CR FIRST AND SECOND CHARACTER INDICATE SIZE OF BAR
FIRST ALPHABETIC CHARACTER INDICATES STRUCTURE UNIT
IF FOLLOWED BY THE LETTER "E" - BAR IS EPOXY COATED
REMAINDER IS SEQUENTIAL LISTING OF BAR MARKS

STRUCTURE UNIT

- A - ABUTMENT
- C - CULVERT
- F - FOUNDATION PILE
- H - HIGHWAY APPROACH SLAB
- P - PIER
- R - RIGID FRAME, ARCH
- S - SUPERSTRUCTURE
- W - WALL (ISOLATED)



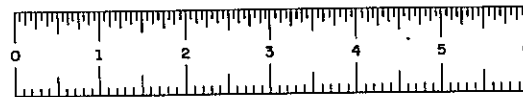
BAR BENDING DIAGRAMS

ALL BAR DIMENSIONS OUT TO OUT UNLESS OTHERWISE INDICATED

REVISIONS

| | |
|---|----------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF CONSTRUCTION | |
| ROUTE 7 BRIDGE OVER NEW YORK STATE THRUWAY BAR LIST | |
| PROJ. ENG. <i>R. J. [Signature]</i> | DATE MADE |
| SQUAD <i>11 [Signature]</i> | DRAWING NO. 25 OF 27 |

| MARK | SZ | NO | LENGTH | TYPE | A | B | C | D | E | F | G | H | J | K | L | R | S | T | WEIGHT |
|--|----|----|----------------------------------|------|-----|------|------|------|---|-----|-----|---|-----|-----|---|-----|---|---|--------|
| Bridge Route 7 Over New York State Thruway | | | | | | | | | | | | | | | | | | | |
| East Abutment | | | | | | | | | | | | | | | | | | | |
| Footings - Pour 1 | | | | | | | | | | | | | | | | | | | |
| SA1 | 5 | 16 | 36-4 | | | | | | | | | | | | | | | | 606 |
| SA2 | 5 | 40 | 5-10 | | | | | | | | | | | | | | | | 243 |
| SA3 | 5 | 40 | 8'-8" | 2 | | 0 | 1-8 | 4-7 | 0 | 2-5 | 0 | | 0 | 0 | | 1-1 | | | 361 |
| SA4 | 5 | 33 | 6-3 | | | | | | | | | | | | | | | | 215 |
| SA5 | 5 | 4 | 22-7 | | | | | | | | | | | | | | | | 95 |
| SA6 | 6 | 33 | 5-5 | | | | | | | | | | | | | | | | 192 |
| SA7 | 5 | 4 | 16-7 | | | | | | | | | | | | | | | | 68 |
| SA8 | 6 | 38 | 4'-6" | 1 | 0-7 | 3-11 | | | | | | 0 | | 0-6 | | | | | 162 |
| Stem - Pour 2 | | | | | | | | | | | | | | | | | | | |
| SA9 | 5 | 17 | Ave 12-5" | | | | | | | | | | | | | | | | 218 |
| SA9 | 5 | | Length varies from 12-9 to 12-10 | | | | | | | | | | | | | | | | 128 |
| SA11 | 5 | 16 | Ave 7-9" | | | | | | | | | | | | | | | | 459 |
| SA11 | 5 | | Length varies from 7-4 to 8-2 | | | | | | | | | | | | | | | | 321 |
| SA13 | 5 | 14 | 31-5 | | | | | | | | | | | | | | | | 142 |
| SA15 | 6 | 23 | 13-6 | | | | | | | | | | | | | | | | 346 |
| SA16 | 5 | 10 | 13-8 | | | | | | | | | | | | | | | | 419 |
| SA17 | 5 | 15 | 22-2 | | | | | | | | | | | | | | | | 75 |
| BA21 | 8 | 5 | 31-8 | | | | | | | | | | | | | | | | 38 |
| SA23 | 5 | 21 | 3-5 | | | | | | | | | | | | | | | | 261 |
| SA33 | 5 | 15 | 2-6 | 9 | | 0 | 0-6 | 2-0 | | | | | | | | | | | 144 |
| Stem - Pour 3 | | | | | | | | | | | | | | | | | | | |
| SA10 | 5 | 23 | Ave 11-2" | | | | | | | | | | | | | | | | 498 |
| SA10 | 5 | | Length varies from 10-4 to 11-11 | | | | | | | | | | | | | | | | 173 |
| SA12 | 5 | 22 | Ave 6-9" | | | | | | | | | | | | | | | | 82 |
| SA12 | 5 | | Length varies from 5-5 to 7-3 | | | | | | | | | | | | | | | | 169 |
| SA14 | 5 | 12 | 39-10 | | | | | | | | | | | | | | | | 531 |
| BA18 | 6 | 15 | 11-2 | | | | | | | | | | | | | | | | 96 |
| SA19 | 5 | 7 | 11-4 | | | | | | | | | | | | | | | | 50 |
| SA20 | 5 | 10 | 16-2 | | | | | | | | | | | | | | | | 263 |
| BA22 | 8 | 5 | 39-10 | | | | | | | | | | | | | | | | 82 |
| SA23 | 5 | 27 | 3-5 | | | | | | | | | | | | | | | | 208 |
| SA33 | 5 | 20 | 2-6 | 9 | | 0 | 0-6 | 2-0 | | | | | | | | | | | 70 |
| Backwall and Wingwall - Pour 4 | | | | | | | | | | | | | | | | | | | |
| SA13 | 5 | 8 | 31-5 | | | | | | | | | | | | | | | | 104 |
| SA24 | 5 | 16 | 5-0 | | | | | | | | | | | | | | | | 332 |
| SA26 | 5 | 10 | 19-11 | | | | | | | | | | | | | | | | 112 |
| SA28 | 5 | 29 | 2-8 | 9 | | 0 | 0-8 | 2-0 | | | | | | | | | | | 145 |
| SA30 | 5 | 21 | 4-9 | 9 | | 2-0 | 0-9 | 2-0 | | | | | | | | | | | 97 |
| Backwall and Wingwall - Pour 5 | | | | | | | | | | | | | | | | | | | |
| SA14 | 5 | 8 | 39-10 | | | | | | | | | | | | | | | | 72 |
| SA25 | 5 | 22 | 4-11 | | | | | | | | | | | | | | | | |
| SA27 | 5 | 10 | 13-11 | | | | | | | | | | | | | | | | |
| SA28 | 5 | 40 | 2-4 | 9 | | 0 | 0-6 | 1-10 | | | | | | | | | | | |
| SA30 | 5 | 15 | 4-7 | 9 | | 1-11 | 0-9 | 1-11 | | | | | | | | | | | |
| Pedestals - Pour 6 | | | | | | | | | | | | | | | | | | | |
| SA32 | 5 | 7 | 10-2 | 5 | 0-6 | 2-8 | 1-11 | | | | 0-6 | | 0-4 | | | | | | 74 |



D96243

| FED. RD. REG. NO. | STATE | FEDERAL AD. PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|----------|----------------------------|--------------|-----------------|
| | NEW YORK | 1-88-2(10) | 238 R1 | 284 |
| I88-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DORHESBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. | | | | |

[illegible]

| MARK | SZ | NO | LENGTH | TYP | A | B | C | D | E | F | G | H | J | K | L | R | S | T | WEIGHT | | |
|----------------------------|----|-------------|--------|-----|-----|--|------------------------|-----|-----|------|------|-----|-------|-----|-----|---|---|---|---------------------------------------|-------|-------|
| Bookwall & Wingwall Pour-5 | | | | | | | | | | | | | | | | | | | | | |
| SA27 | 5 | 10 | 19-4 | | | | | | | | | | | | | | | | 201 | | |
| SAE33 | 5 | 19 | 4-9 | 9 | | 2-0 | 0-9 | 2-0 | | | | | | | | | | | 94 | | |
| SA37 | 5 | 10 | 29-9 | | | | | | | | | | | | | | | | 310 | | |
| SA38 | 5 | 15 | 4-11 | | | | | | | | | | | | | | | | 57 | | |
| SAE39 | 5 | 15 | 2-8 | 9 | | 0 | 0-8 | 2-0 | | | | | | | | | | | 46 | | |
| | | | | | | | | | | | | | | | | | | | 57 | | |
| Header - Pour-6 | | | | | | | | | | | | | | | | | | | | | |
| SAE40 | 5 | 2 | 35-0 | | | | | | | | | | | | | | | | 73 | | |
| Pedestals Pour-7 | | | | | | | | | | | | | | | | | | | | | |
| SAI3 | 5 | 7 | 10-2 | 5 | 0-6 | 2-8 | 1-11 | | | | 0-6 | | 0-4 | | | | | | 74 | | |
| .SW Wingwall Pour-8 | | | | | | | | | | | | | | | | | | | | | |
| SAE34 | 5 | 2 | 13-5 | | | | | | | | | | | | | | | | 28 | | |
| N.W Wingwall Pour-9 | | | | | | | | | | | | | | | | | | | | | |
| SA 35 | 5 | 2 | 19-5 | | | | | | | | | | | | | | | | 41 | | |
| | | | | | | | | | | | | | | | | | | | Item 556.0202 West Abutment Sub Total | 393 | 396 |
| | | | | | | | | | | | | | | | | | | | Item 556.0201 West Abutment Sub Total | 750.2 | 793.9 |
| Pier | | | | | | | | | | | | | | | | | | | | | |
| Footings Pour-1 | | | | | | | | | | | | | | | | | | | | | |
| 11P1 | 11 | 16 | 34-3 | | | | | | | | | | | | | | | | 2562 | | |
| 11P2 | 11 | 7 | 33-8 | | | | | | | | | | | | | | | | 1252 | | |
| BP3 | 8 | 108 | 9-6 | 1 | 0 | 8-7 | | | | | 0-11 | | 0-8 | | | | | | 2454 | | |
| 11P4 | 11 | 8 | 29-5 | | | | | | | | | | | | | | | | 1038 | | |
| 11P5 | 11 | 14 | 19-0 | | | | | | | | | | | | | | | | 1413 | | |
| 11P6 | 11 | 8 | 44-0 | | | | | | | | | | | | | | | | 725 | | |
| 9P7 | 9 | 36 | 10-6 | | | | | | | | | | | | | | | | 1285 | | |
| 5P8 | 5 | 33 | 10-6 | | | | | | | | | | | | | | | | 361 | | |
| Columns Pour-2 | | | | | | | | | | | | | | | | | | | | | |
| 4P9 | 4 | 34 | | 5 | 0-5 | Varies | 2-8 | | | | 0-5 | | 0-3 | | | | | | | | |
| 4P9 | | AVE 15-1 | | | | B Varies From 4-1 | to 4-10 (2 sets of 17) | | | | | | | | | | | | 341 | | |
| 4P10 | 4 | 32 | | 5 | 0-5 | Varies | 2-8 | | | | 0-5 | | 0-3 | | | | | | | | |
| 4P10 | | AVE 15-1 | | | | B Varies From 4-1 | to 4-10 (2 sets of 16) | | | | | | | | | | | | 321 | | |
| 4P11 | 4 | 30 | | 5 | 0-5 | Varies | 2-8 | | | | 0-5 | | 0-3 | | | | | | | | |
| 4P11 | | AVE 15-1 | | | | B Varies From 4-1 to 4-10 (2 sets of 18) | | | | | | | | | | | | | 301 | | |
| BP12 | 8 | 36 | 21-10 | | | | | | | | | | | | | | | | 2098 | | |
| BP13 | 8 | 36 | 20-11 | | | | | | | | | | | | | | | | 2011 | | |
| BP14 | 8 | 36 | 20-0 | | | | | | | | | | | | | | | | 1922 | | |
| Cap Beam Pour-3 | | | | | | | | | | | | | | | | | | | | | |
| 10P15 | 10 | 8 | 25-11 | 1 | 1-5 | 24-6 | | | | | 0 | | 1'-1" | | | | | | 892 | | |
| 10P16 | 10 | 8 | 48-3 | 1 | 1-5 | 46-10 | | | | | 0 | | 1'-1" | | | | | | 1661 | | |
| 10P17 | 10 | 16 | 14-10 | | | | | | | | | | | | | | | | 1021 | | |
| 5P18 | 5 | 50 | 2-8 | | | | | | | | | | | | | | | | 139 | | |
| 10P19 | 10 | 4 | 9-3 | | | | | | | | | | | | | | | | 159 | | |
| 10P20 | 10 | 16 | 35-2 | | | | | | | | | | | | | | | | 2456 | | |
| 6P21 | 6 | 6 | 34-1 | 25 | 1-4 | 0-8 | 1-4 | 7-3 | 6-6 | 7-11 | 7-11 | 4-3 | 8-0 | 8-0 | 7-4 | | | | 619 | | |
| 5P22 | 5 | 12 | 34-3 | | | | | | | | | | | | | | | | 430 | | |
| 5P23 | 5 | 6 | 6-2 | 9 | | 1-9 | 2-8 | 1-9 | | | | | | | | | | | 39 | | |
| 15P24 | 5 | 68 | | 5 | 0-6 | 1-11 | Varies | | | | 0-6 | | 0-4 | | | | | | | | |
| 6P24 | | AVE 14-2 | | | | C Varies From 4-2 | to 5-2 (4 sets of 17) | | | | | | | | | | | | 1005 | | |
| 6P22 | 6 | 6 | 34-1 | 25 | 0-8 | 1-3 | 0-8 | 7-3 | 6-6 | 7-11 | 7-11 | 4-3 | 8-1 | 8-0 | 7-3 | | | | 307 | | |

REVISIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF CONSTRUCTION

ROUTE 7 BRIDGE OVER
NEW YORK STATE THRUWAY
BAR LIST

| | |
|-------------------------------|-----------------------------|
| PROJ. ENG. <i>Ed. Johnson</i> | DATE MADE |
| SQUAD <i>21 Davenport</i> | DRAWING NO. <i>36 OF 47</i> |



D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|-------------------|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 239R1 | 281 |

188-ROUTE 7 CONN. TO N.Y.S. THRUWAY
SCHENECTADY - DUANESEBURG, PART 1, S.H. 880
SCHENECTADY COUNTY

CAPITAL PROJECT IDENTIFICATION NO.

| MARK | SZ | NO | LENGTH | TYP | A | B | C | D | E | F | G | H | J | K | L | R | S | T | WEIGHT |
|--|----|-----|----------|-----|-----|------|---|-----|------|-----|-----|-----|------|---------------------|------|-----|-----|---|--------|
| Pier-cont | | | | | | | | | | | | | | | | | | | |
| Cap Beam | | | | | | | | | | | | | | | | | | | |
| SP25 | 5 | 96 | | 5 | 0-6 | 2-0 | Varies | | | | 0-6 | | | 0-4 | | | | | 1461 |
| SP25 | | | AVE 14-4 | | | | C Varies From 4-2 to 5-2 (8 sets of 12) | | | | | | | | | | | | 17 |
| SP26 | 5 | 56 | 2-11 | 9 | | 2-5 | 0-6 | 0 | | | | | | | | | | | |
| Pedestals | | | | | | | | | | | | | | | | | | | |
| SP27 | 5 | 11 | 13-8 | 5 | 0-6 | 3-8 | 2-8 | | | | 0-6 | | | 0-4 | | | | | 138 |
| Item 556.0201 Pier Sub Total | | | | | | | | | | | | | | | | | | | 29572 |
| Superstructure Slab | | | | | | | | | | | | | | | | | | | |
| SSE1 | 5 | 153 | 57-6 | | | | | | | | | | | | | | | | 9176 |
| SSE2 | 5 | 102 | 21-3 | | | | | | | | | | | (3 sets of 51) | | | | | 2243 |
| SSE3 | 5 | 453 | 53-5 | | | | | | | | | | | | | | | | 25351 |
| SSE4 | 5 | 910 | 10-7 | 1 | 0-7 | 10-0 | | | | | 0 | | | 0-5 (2 sets of 455) | | | | | 9966 |
| 6SE5 | 6 | 72 | 40-0 | | | | | | | | | | | | | | | | 4326 |
| SS7 | 5 | 458 | 25-5 | | | | | | | | | | | | | | | | 12469 |
| SS8 | 5 | 222 | 57-6 | | | | | | | | | | | (3 sets of 74) | | | | | 13314 |
| SS9 | 5 | 146 | 22-0 | | | | | | | | | | | | | | | | 3378 |
| SS10 | 5 | 120 | 3-2 | 15 | | | | 1-4 | | | | 0-8 | 0-10 | | 0-10 | | 1-2 | | 386 |
| SS11 | 5 | 36 | 9-0 | | | | | | | | | | | | | | | | 338 |
| SS12 | 5 | 4 | 5-5 | | | | | | | | | | | | | | | | 23 |
| SSE15 | 5 | 420 | 4-3 | 20 | | 0 | | 0-8 | 1-7 | | | | | 1-0 | | | | | 1844 |
| 6SE13 | 6 | 72 | 28-0 | | | | | | | | | | | | | | | | 3028 |
| SS6 | 5 | 453 | 46-4 | | | | | | | | | | | | | | | | 22022 |
| Sidewalk | | | | | | | | | | | | | | | | | | | |
| SCE1 | 5 | 16 | 53-3 | | | | | | | | | | | | | | | | 894 |
| Item 556.0202 Superstructure Sub Total | | | | | | | | | | | | | | | | | | | 56828 |
| Item 556.0201 Superstructure Sub Total | | | | | | | | | | | | | | | | | | | 51598 |
| Support | | | | | | | | | | | | | | | | | | | |
| SSE17 | 5 | 11 | 3-4 | 1 | 0-7 | 2-9 | | | | | 0 | | | | | | | | 38 |
| SSE18 | 5 | 4 | 10-4 | 21 | | | | 2-7 | 2-10 | 1-9 | 1-9 | | | 1-2 | | 2-4 | | | 43 |
| Approach Slabs | | | | | | | | | | | | | | | | | | | |
| East Approach Slab | | | | | | | | | | | | | | | | | | | |
| 6H11 | 6 | 49 | 39-3 | | | | | | | | | | | | | | | | 3831 |
| 6H12 | 6 | 97 | 39-8 | | | | | | | | | | | | | | | | 6863 |
| 6H13 | 6 | 10 | 18-9 | | | | | | | | | | | | | | | | 282 |
| 6H14 | 6 | 20 | 18-9 | | | | | | | | | | | | | | | | 563 |
| 6H15 | 6 | 10 | 12-9 | | | | | | | | | | | | | | | | 192 |
| 6H16 | 6 | 20 | 12-9 | | | | | | | | | | | | | | | | 383 |
| SH17 | 5 | 42 | 47-6 | | | | | | | | | | | | | | | | 2081 |
| SH18 | 5 | 12 | 57-0 | | | | | | | | | | | | | | | | 333 |
| SH19 | 5 | 50 | 34-2 | | | | | | | | | | | | | | | | 927 |
| 6H10 | 6 | 24 | 8-3 | | | | | | | | | | | | | | | | 297 |
| West Approach Slab | | | | | | | | | | | | | | | | | | | |
| 6H1 | 6 | 49 | | | | | | | | | | | | | | | | | |
| 6H1 | | | AVE 33-6 | | | | Varies From 36-11 to 42-0 | | | | | | | | | | | | 2720 |
| 6H2 | 6 | 97 | | | | | | | | | | | | | | | | | |
| 6H2 | | | AVE 39-6 | | | | Varies From 36-11 to 42-0 | | | | | | | | | | | | 5385 |
| 6H3 | 6 | 10 | 18-4 | | | | | | | | | | | | | | | | 275 |
| 6H4 | 6 | 20 | 18-4 | | | | | | | | | | | | | | | | 551 |

| MARK | SZ | NO | LENGTH | TYP | A | B | C | D | E | F | G | H | J | K | L | R | S | T | WEIGHT |
|--|----|----|-----------|-----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---------|
| 6H5 | 6 | 10 | AVE 12-10 | | | | | | | | | | | | | | | | 194 |
| 6H5 | | | | | | | | | | | | | | | | | | | |
| 6H6 | 6 | 20 | | | | | | | | | | | | | | | | | |
| 6H6 | | | AVE 12-10 | | | | | | | | | | | | | | | | 388 |
| SH7 | 5 | 48 | 47-0 | | | | | | | | | | | | | | | | 2375 |
| SH8 | 5 | 52 | 34-2 | | | | | | | | | | | | | | | | 1853 |
| SH9 | 5 | 12 | | | | | | | | | | | | | | | | | |
| SH9 | | | AVE 28-5 | | | | | | | | | | | | | | | | 352 |
| 6H10 | 6 | 24 | 8-3 | | | | | | | | | | | | | | | | 297 |
| Item 556.0201 Approach Slabs Sub Total | | | | | | | | | | | | | | | | | | | 28714 |
| Item 556.0201 Total | | | | | | | | | | | | | | | | | | | 121,661 |
| Item 556.0202 Total | | | | | | | | | | | | | | | | | | | 58,002 |

REVISIONS

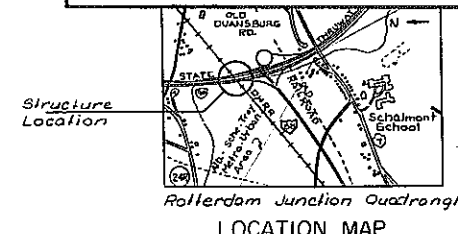
| | |
|---|----------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF CONSTRUCTION | |
| ROUTE 7 BRIDGE OVER NEW YORK STATE THRUWAY BAR LIST | |
| PROJ. ENG. <i>R. J. [Signature]</i> | DATE MADE |
| SQUAD <i>C. J. [Signature]</i> | DRAWING NO. 27 OF 17 |



D96243

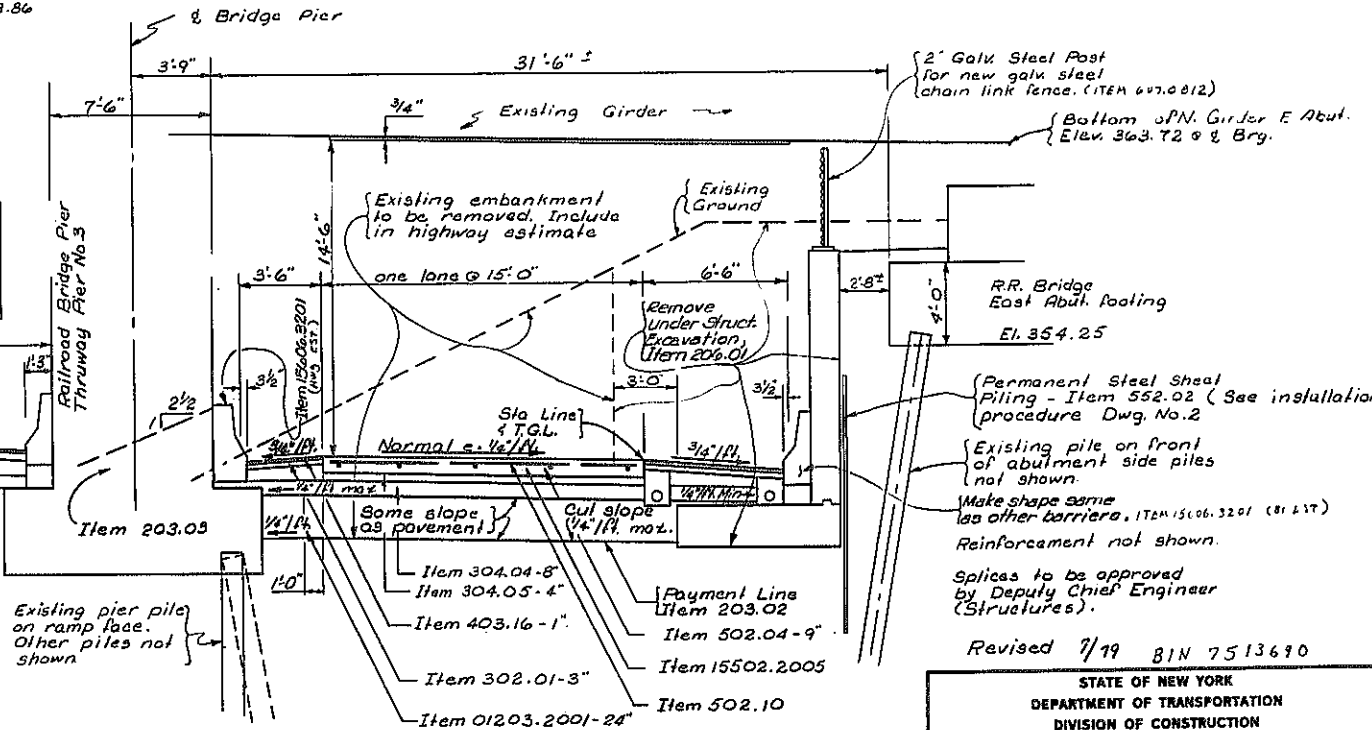
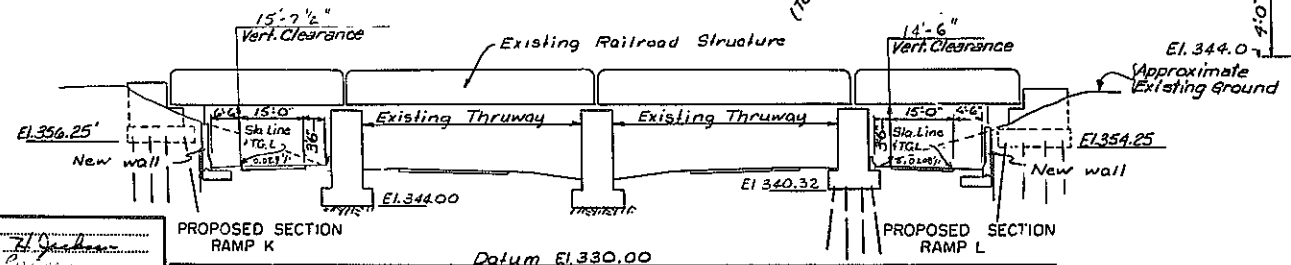
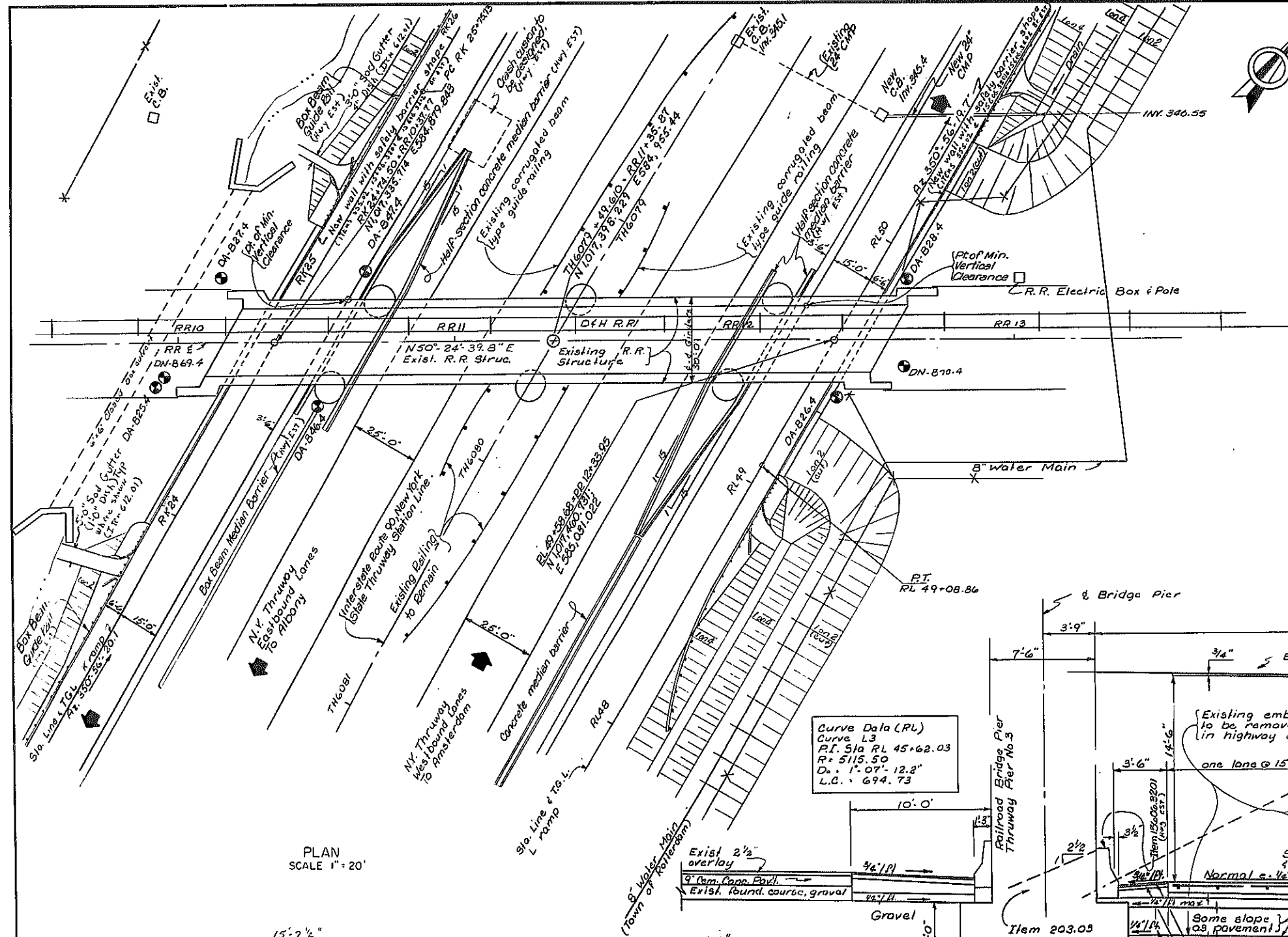
| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 240 | 289 |

INTERSTATE ROUTE 508
RT. 7 TO 190 INTERCHANGE
SCHENECTADY COUNTY
CAPITAL PROJECT IDENTIFICATION NO. 1357.04-111-74



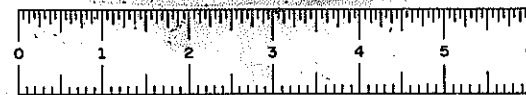
| INDEX | |
|-------|--|
| SHEET | TITLE |
| 1 | Plan and Elevation |
| 2 | Wall Profile |
| 3 | Estimate of Quantities and General Notes |
| 4 | Subsurface Profile |
| 5 | Sheeting Details |
| 6 | West Wall |
| 7 | West Wall |
| 8 | East Wall |
| 9 | East Wall |
| 10 | Concrete Barrier Transition |
| 11 | Concrete Barrier Transition |
| 12 | Concrete Barrier Transition |

PRELIMINARY PLAN RECOMMENDED BY *[Signature]*
D. J. Massimiliano



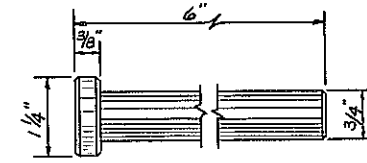
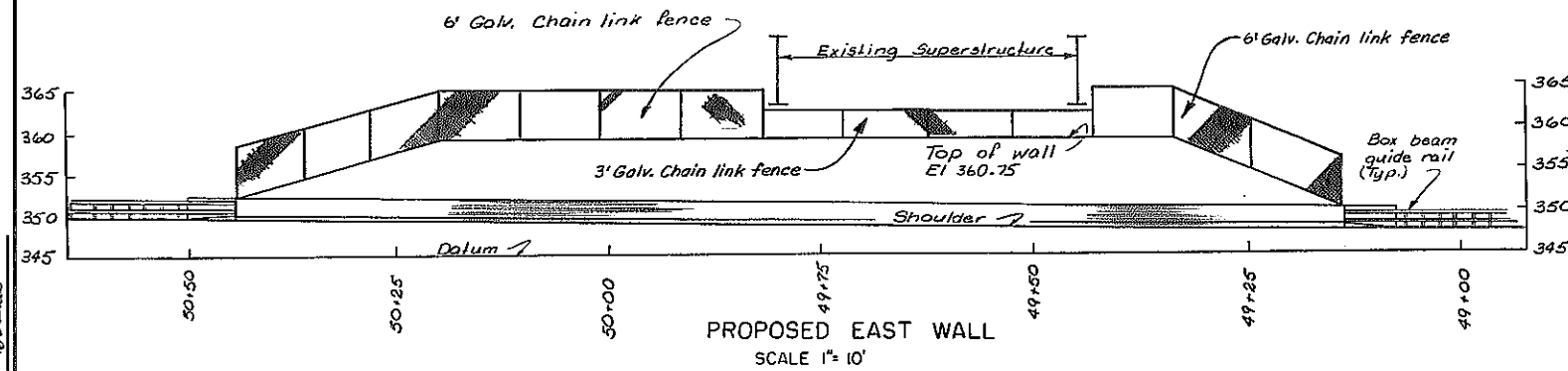
DATE MADE: *7/19*
PROJECT ENGINEER: *[Signature]*
IN CHARGE OF: *[Signature]*
DESIGNED BY: *[Signature]*
DESIGN CHECKED BY: *[Signature]*
DETAILED BY: *[Signature]*
DETAIL CHECKED BY: *[Signature]*

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF CONSTRUCTION
1-88 TO 1-90 INTERCHANGE
RAMPS K AND L
UNDER DHRR BRIDGE
PLAN AND ELEVATION
DRAWING NO. 1 OF 2



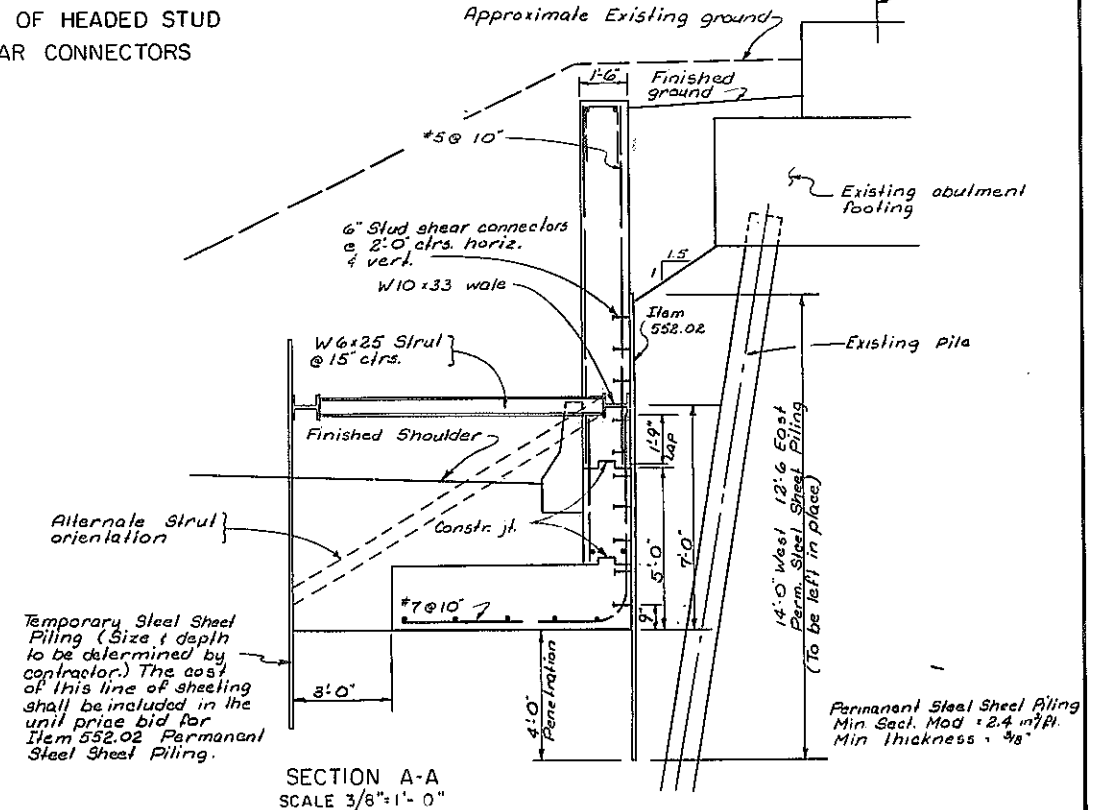
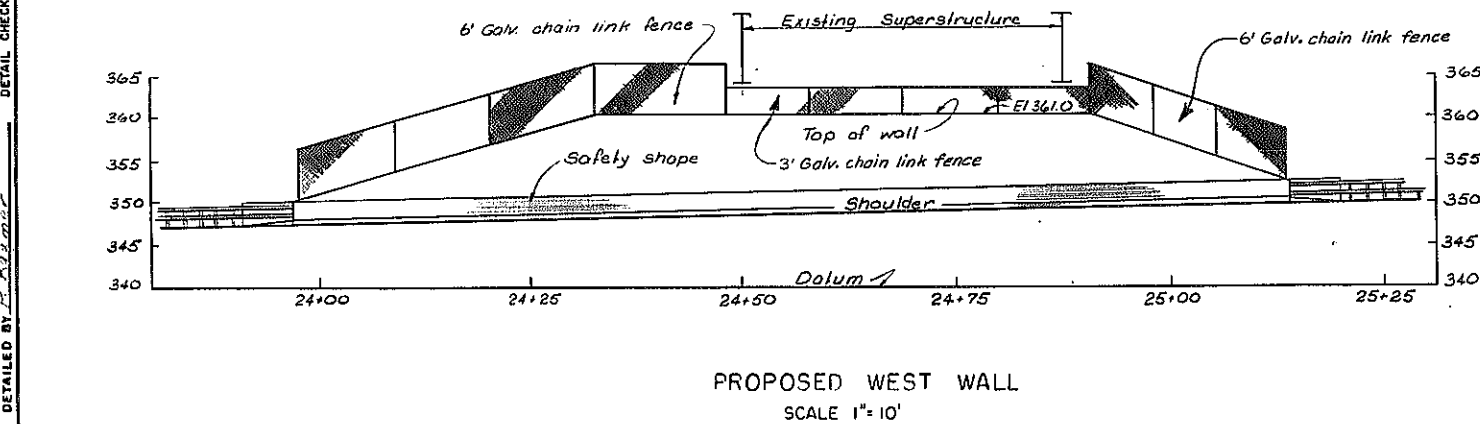
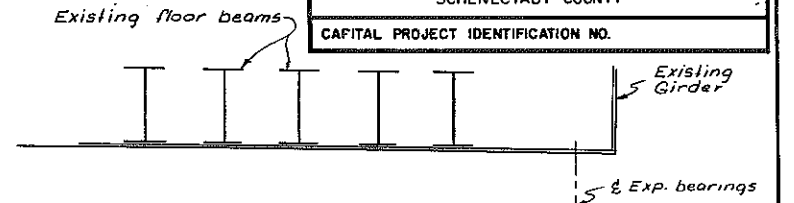
D96243

| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| NEW YORK | NEW YORK | 1-88-2(10) | 241 | 284 |
| INTERSTATE ROUTE 508 RT. 7 TO 190 INTERCHANGE SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. | | | | |



Stud shear connectors shall conform to the requirements of 709-05. The cost of the shear connectors shall be included in the unit price bid for Item 552.02.

DETAIL OF HEADED STUD SHEAR CONNECTORS



Temporary Steel Sheet Piling (Size & depth to be determined by contractor.) The cost of this line of sheeting shall be included in the unit price bid for Item 552.02 Permanent Steel Sheet Piling.

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

Permanent Steel Sheet Piling Installation Notes

The Contractor's attention is directed to the limited headroom that exists under the railroad structure in the vicinity of the new retaining walls.

During the sheeting installation operations the Contractor will not be allowed to disturb the foundation materials directly beneath the existing abutment footing. The existing ground may be excavated to the bottom of the footing and to a line extending from the front edge of the bottom of the footing at a 1 on 1 1/2 slope as shown in Section A-A on this sheet. Permanent steel sheet piling must be installed before the excavation can be progressed any further.

Due to the limited headroom it may be necessary to splice the sheeting components. All sheeting splices must be capable of developing the full capacity of the sheet. The splice details shall be submitted to the D.C.E.S. for approval.

If the Contractor elects to do so, he may install the sheeting by jacking it into the ground. The sheeting may be jacked against the existing railroad superstructure. The jacking load shall not exceed 25 tons. If the Contractor elects to install sheeting by jacking he shall submit his jacking details to the Chief Engineer, Delaware and Hudson Railway Company, for approval prior to commencement of any sheeting installation work.

Suggested construction sequence:

1. Install permanent steel sheet piling.
2. Excavate existing embankment to an elevation 6 inches below wale.
3. Install W10X33 wale and struts. (The details shown in Section A-A assume that the struts will be installed in a horizontal position. In order to minimize the quantity of sheeting required in front of the new footing the Contractor may elect to install the strut in a different orientation. The strut spacing shall not exceed 15 feet on centers and must be capable of supporting a horizontal load of 2 kips

per linear foot of sheeting. The sheeting in front of the new footing shall be steel sheeting. The size and depth of sheeting shall be determined by the Contractor.)

4. Excavate to bottom of new footing.
5. Install stud shear connectors on permanent steel sheet piling.
6. Pour new footing and lower section of new wall.
7. Remove wales, struts and temporary steel sheeting.
8. Pour upper section of new wall.

The Contractor shall submit all sheeting and bracing details, along with his proposed method of construction, to the D.C.E.S. for approval prior to commencement of any sheeting work.

The cost of all permanent steel sheet piling, temporary steel sheet piling, wales, struts, braces and connection material, stud shear connectors, and all materials and equipment necessary to install the sheeting shall be included in the unit price bid for Item 552.02, Permanent Steel Sheet Piling.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

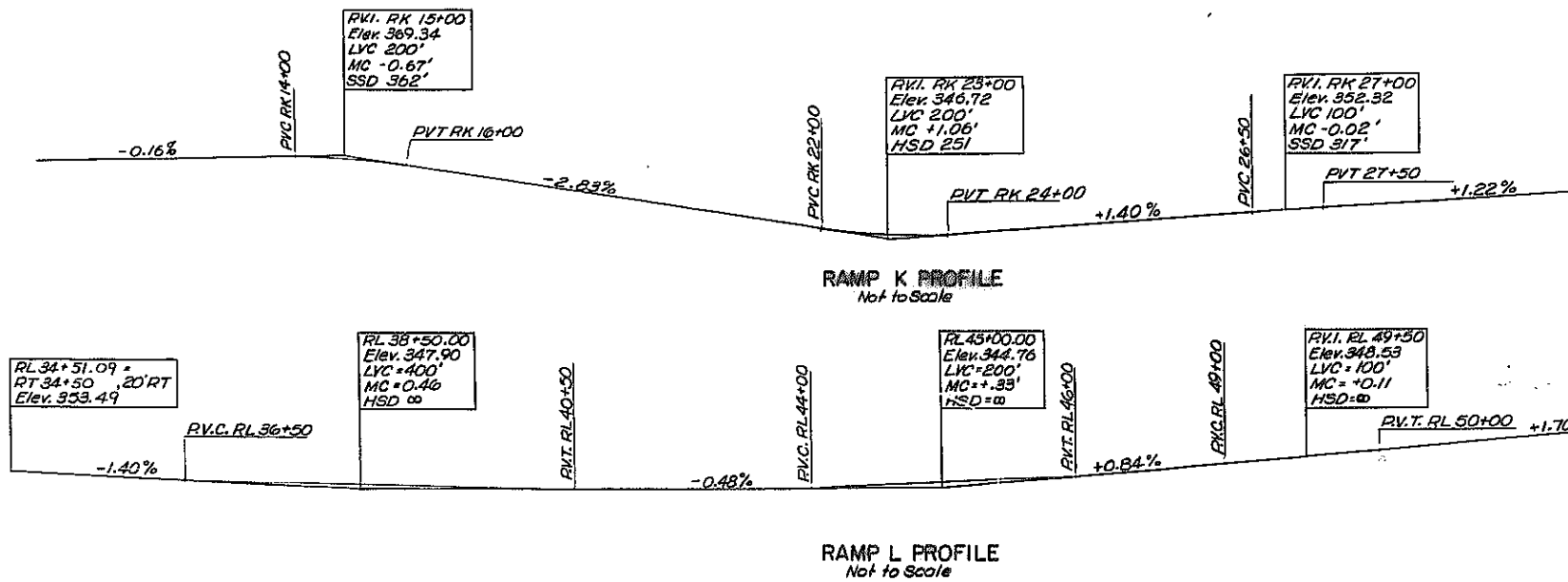
1-88 TO 1-90 INTERCHANGE
RAMPS K AND L
UNDER DH RR BRIDGE
WALL PROFILE

PROJ. ENG. [Signature] DATE MADE [Date]
SQUAD [Signature] DRAWING NO. 2 OF 12


DESIGNED BY [Signature] CHECKED BY [Signature] DETAILED BY [Signature]

DESIGNED BY [Signature] CHECKED BY [Signature] DETAILED BY [Signature]

DESIGNED BY [Signature] CHECKED BY [Signature] DETAILED BY [Signature]





| | |
|---|---|
|  | STATE OF NEW YORK |
| | DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION |

| | |
|---|--|
| I-88 TO I-90 INTERCHANGE RAMPS K AND L UNDER DHRR BRIDGE ESTIMATE OF QUANTITIES AND GENERAL NOTES | |
|---|--|

| | |
|---|--|
| PROJ. ENG. <u>7/0 [Signature]</u> SQUAD <u>4/1 [Signature]</u> | DATE MADE _____ DRAWING NO. <u>3</u> OF <u>12</u> |
|---|--|

[illegible]

GENERAL NOTES:

Section Specifications: New York State Department of Transportation Standard Specifications for Highway Bridges dated April 1, 1976, with revisions.

Material and Construction Specifications: Standard Specifications, Construction and Materials, New York State Department of Transportation, Design and Construction Division, dated January 3, 1978, with current additions and modifications.

The cost of furnishing and placing water used for Select Structure Fill, Item 203.21, will be paid for under Item 615.03 (Included in Flyw Estimate.)

The cost of all joint material will be included in the price bid for the various items of the Contract, except as otherwise specified.

All anchor bolts, nuts and washers shall be galvanized in accordance with the requirements of 1973 Material Specification 719-01.

All concrete anchor studs which are attached to the various steel details shall meet the requirements listed in Subsection 709-05, Stud Shear Connectors. Payment for furnishing and placing the concrete anchors will be included in the unit price bid for the item to which the anchors are attached.

SUBSTRUCTURE NOTES:

All embankments of Select Structure Fill, Item 203.21 shall be compacted to 100 percent of standard Proctor maximum density as defined under Subsection 203-3.12 - Compaction.

Embankment in Place, Item 203.03, and Select Structure Fill, Item 203.21, shall be placed simultaneously, in contact on both sides of the vertical payment line. Sheet piling or other means shall not be used to separate the two materials.

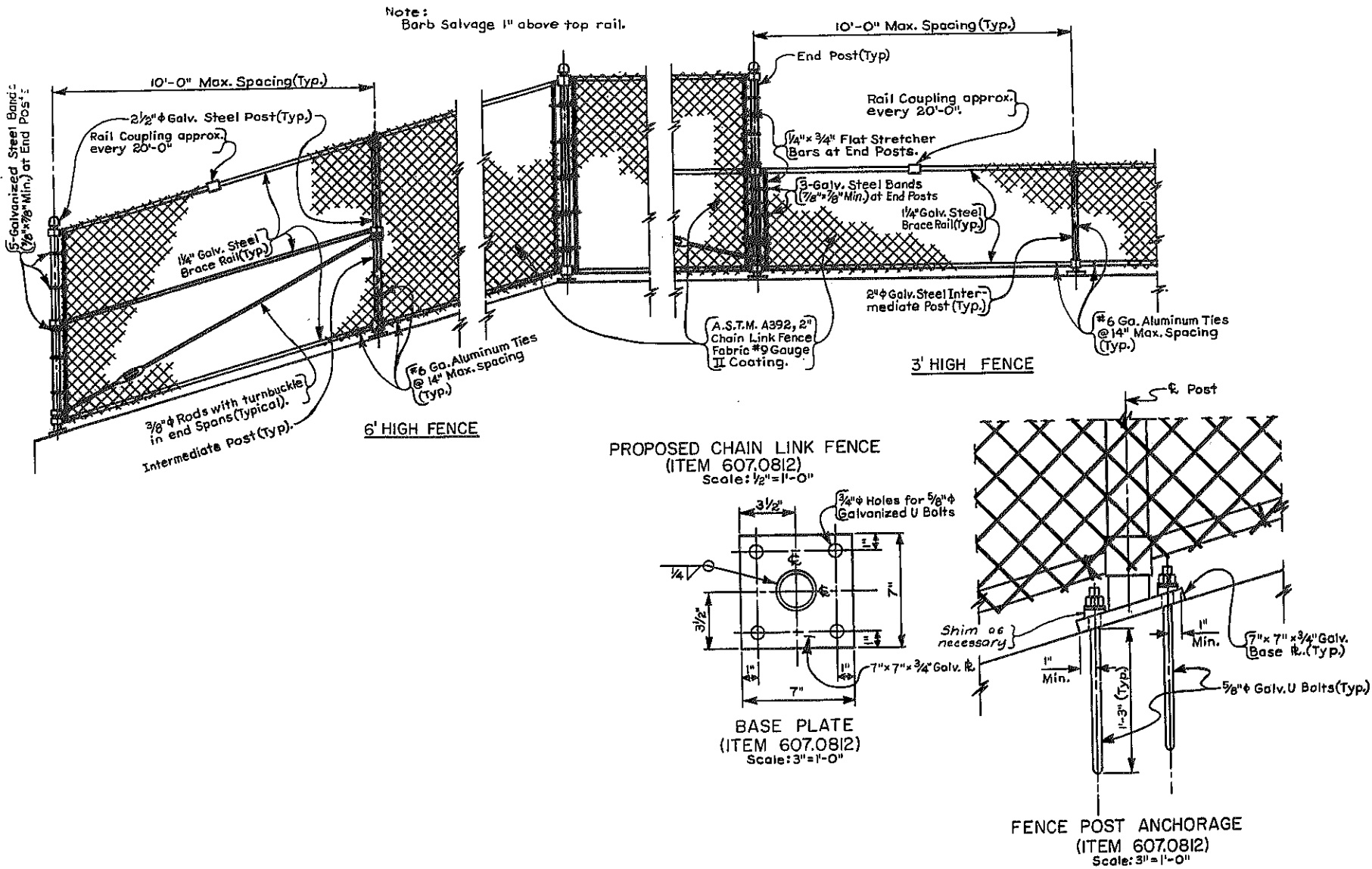
The installation of Select Structure Fill, Item 203.21, as shown on the Structural Plans, shall be completed immediately following the completion of walls.

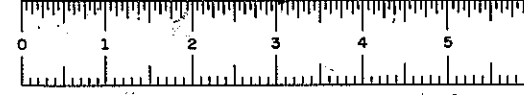
Bituminous Material, Item 558.01, shall be applied to the backs of all wing walls, not in contact with the steel sheet piling, above top of footings where fill is in contact with the walls.

The Contractor, with the permission of the Deputy Chief Engineer (Structures) may elect to introduce construction joints in the abutments at locations not shown on the plans. These construction joints shall be provided with shear keys and waterstops. Vertical construction joints introduced in the backwall should preferably be placed midway between the pedestals.

The cost of furnishing and placing water used for Sod Gutters will be paid for under Item 615.03 (Included in Bridge Estimate).

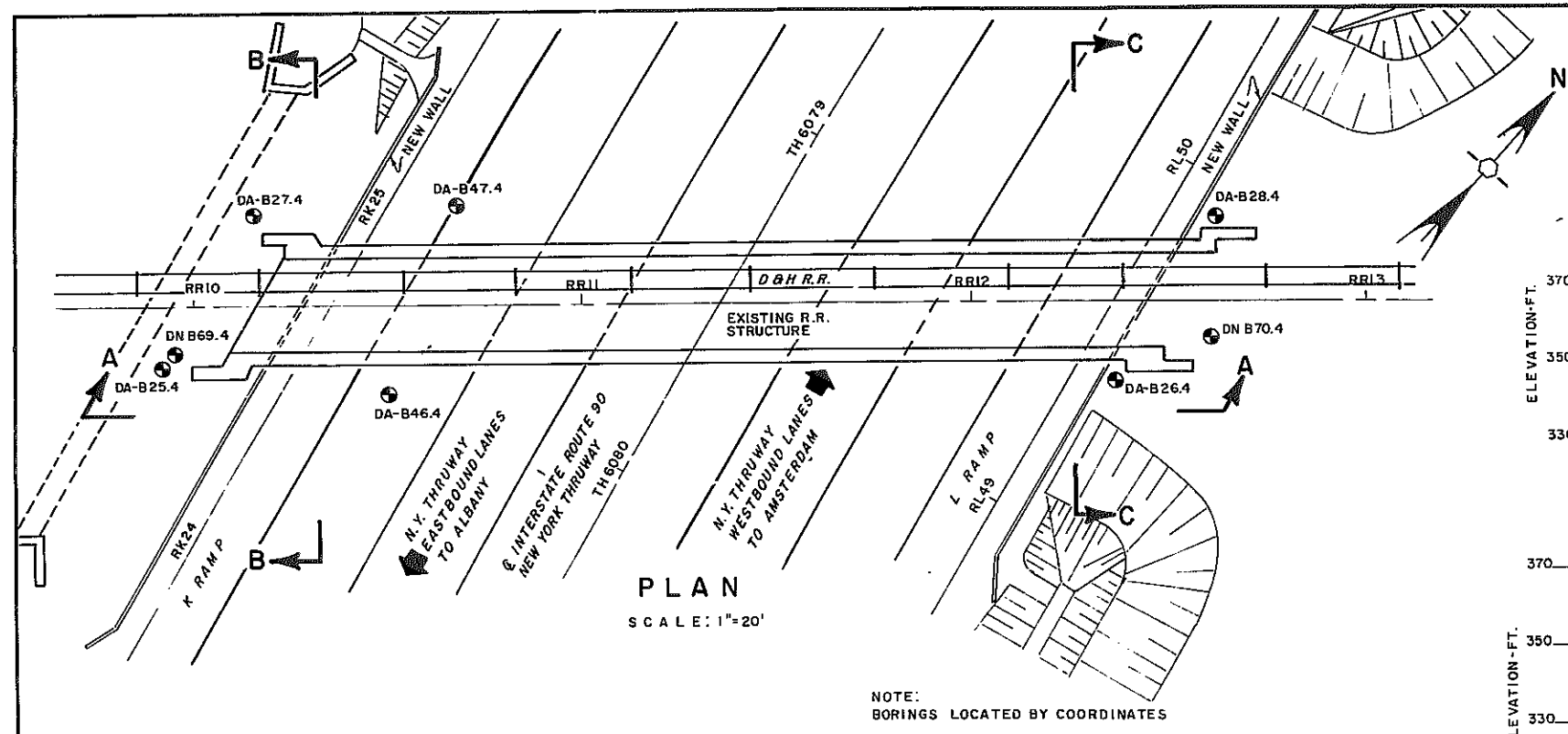
The Contractor's attention is directed to Subsection 105-09, Work Affecting Railroads.





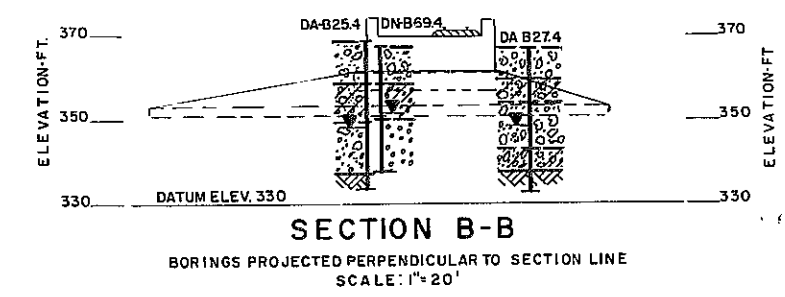
D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|----------|-------------------------|-----------|--------------|
| | NEW YORK | I-88-2(10) | 213 | 284 |
| INTERSTATE ROUTE 508 ROUTE 7 TO I-90 INTERCHANGE | | | | |
| CAPITAL PROJECT IDENTIFICATION NUMBER: 1357.04 | | | | |



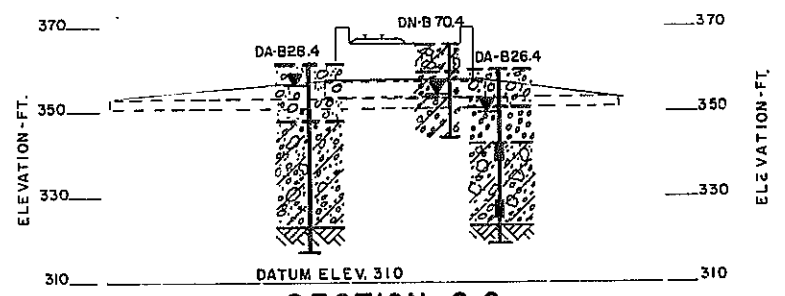
PLAN
SCALE: 1"=20'

NOTE:
BORINGS LOCATED BY COORDINATES



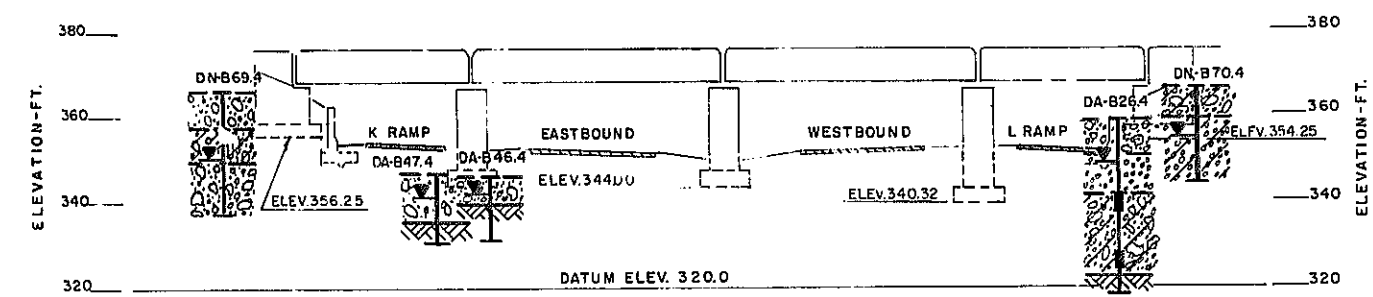
SECTION B-B

BORINGS PROJECTED PERPENDICULAR TO SECTION LINE
SCALE: 1"=20'



SECTION C-C

BORINGS PROJECTED PERPENDICULAR TO SECTION LINE
SCALE: 1"=20'



SECTION A-A
BORINGS PROJECTED TO FASCIA
PARALLEL TO CENTERLINE OF BEARINGS
SCALE: 1"=20'

REFERENCE PLANS

Preliminary Structure Plans
Used for Analysis were

Prepared By: The Structures
Design and Construction
Subdivision
Scale: 1"=20'
Date: 2/6/79

Prepared By: [Signature]
Drawn By: [Signature]
Dwg. Reviewed By: [Signature]
Checked By: [Signature]

GENERAL NOTES

The subsurface explorations shown hereon were made between 10/23/77 to 3/23/79 by the Regional Soils Section.

1) General soil and rock (where encountered) strata descriptions and indicated boundaries are based on an engineering interpretation of all available subsurface information by the Soil Mechanics Bureau and may not necessarily reflect the actual variation in subsurface conditions between borings and samples. Detailed data and field interpretations of conditions encountered in individual borings are shown on the subsurface exploration logs.

2) The observed water levels and/or conditions indicated on the subsurface profiles are as recorded at the time of exploration. These water levels and/or conditions may vary considerably, with time, according to the prevailing climate, rainfall or other factors and are otherwise dependent on the duration of and methods used in the explorations program.

3) Sound engineering judgment was exercised in preparing the subsurface information presented hereon. This information was prepared and is intended for State design and estimate purposes only. Its presentation on the plans or elsewhere is for the purpose of providing intended users with access to the same information available to the State. This subsurface information interpretation is presented in good faith and is not intended as a substitute for personal investigation, independent interpretations or judgment of the Contractor.

4) All structure details shown hereon are for illustrative purposes only and may not be indicative of the final design conditions shown in the contract plans.

5) Footing elevations shown are as indicated at the time of this drawing's preparation.

LEGEND

The following tables summarize the descriptive information used on this profile

| Density (Non Plastic Soils) | | No. of blows per foot of penetration of 2 inch O.D. (1-1/2 inch I.D.) sampler using a 300 lb drop hammer, 18 inch fall | |
|-----------------------------|--|--|--|
| Very Loose | | 0-3 | |
| Loose | | 4-8 | |
| Medium Compact | | 9-20 | |
| Compact | | 21-35 | |
| Very Compact | | over 35 | |
| Consistency (Plastic Soils) | | | |
| Very Soft | | 0-2 | |
| Soft | | 3-6 | |
| Firm | | 7-12 | |
| Stiff | | 13-20 | |
| Hard | | over 20 | |

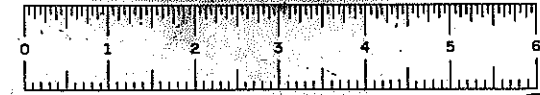
The system for describing soil materials shown on this drawing is detailed in "Soil Description Procedure" Official Issuance No. 7.41-5 STP 2/75 prepared by the New York State Department of Transportation Soil Mechanics Bureau.

SYMBOLS

| DRILL HOLE | DA-B |
|--|----------|
| OBSERVED WATER LEVEL | DN-B |
| Very Loose to Loose Brown Clayey Silt, Gravelly | [Symbol] |
| Medium Compact to Very Compact Brown Clayey Silt, Gravelly | [Symbol] |
| Medium Compact to Very Compact Brown and Gray Silty Sand, Gravelly with Clay | [Symbol] |
| Very Loose to Loose Brown and Gray Silty Sand, Gravelly with Clay | [Symbol] |
| Boulders | [Symbol] |
| LEDGE ROCK | [Symbol] |

APPROVED AUG. 16 1979
[Signature]
DIRECTOR
SOIL MECHANICS BUREAU
REGION NO. 1
COUNTY SCHENECTADY
DWG. NO. 1 SM 2150

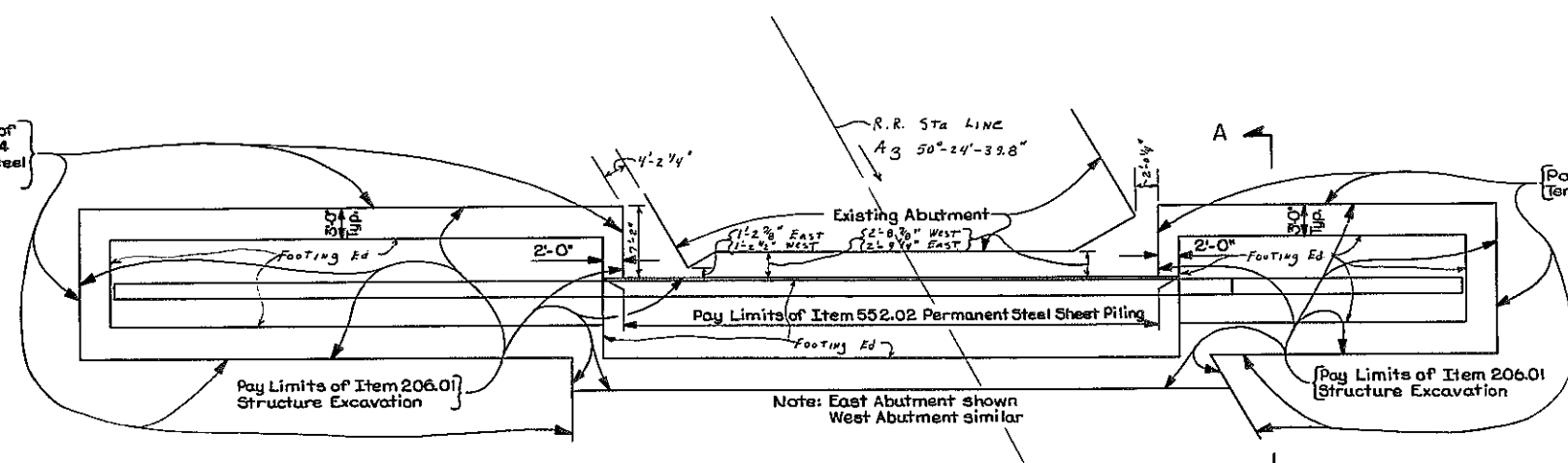
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DESIGN AND CONSTRUCTION DIVISION
GENERAL SUBSURFACE PROFILE FOR
I-88 TO I-90 INTERCHANGE RAMP
K AND L UNDER DHRR BRIDGE
DRAWING NO. 4 OF 12



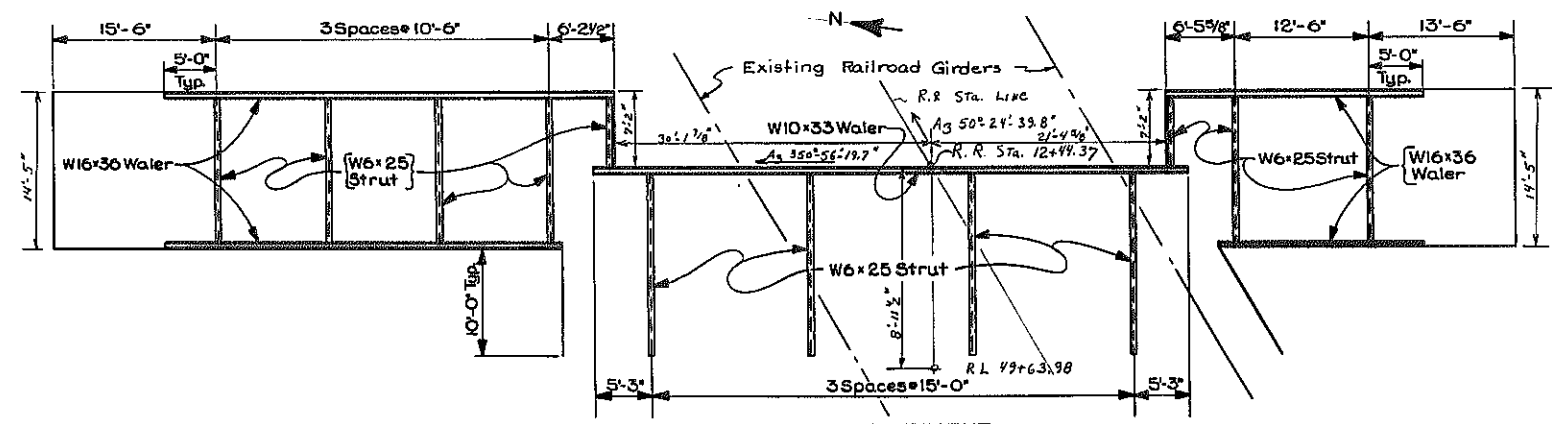
D96243

| FED. RD. PROJ. NO. | STATE | FEDERAL AD. PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 244 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. | | | | |

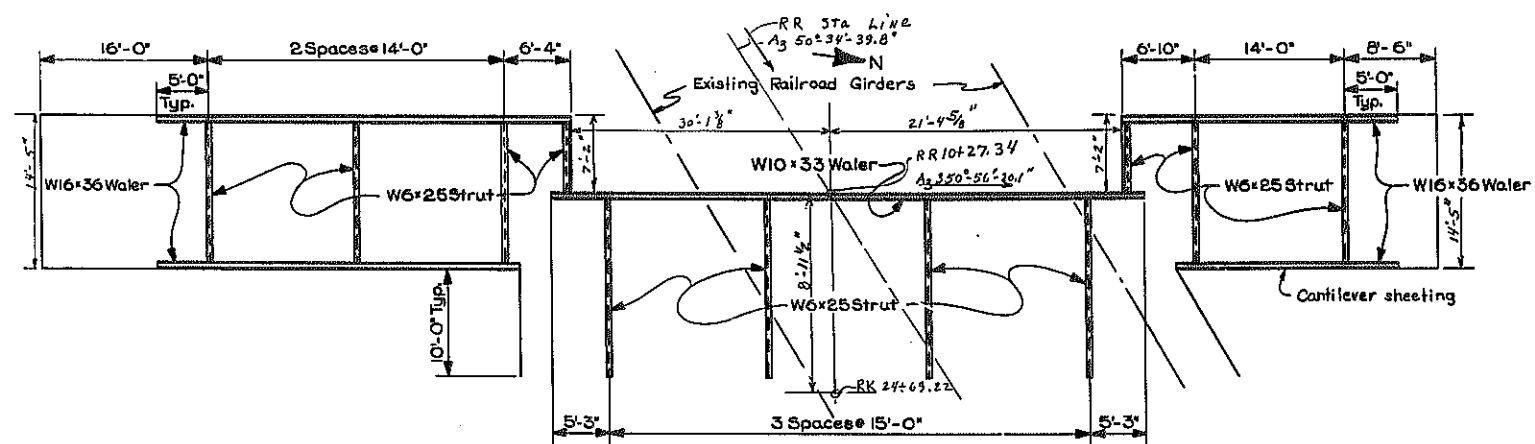
DESIGNED BY: J.F. Darcy
DETAIL CHECKED BY: J.F. Darcy
DESIGN CHECKED BY: J.F. Darcy



SHEETING & EXCAVATION PLAN
Scale: 1/8" = 1'-0"

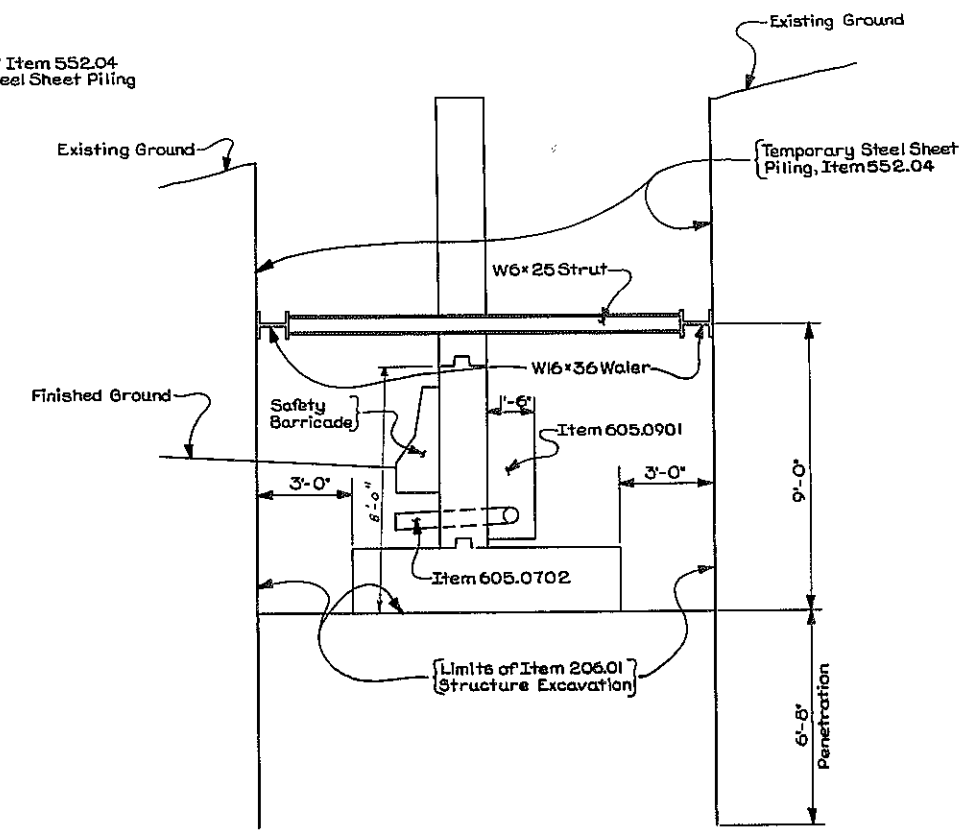


EAST ABUTMENT



WEST ABUTMENT
SHEETING SUPPORT PLAN
Scale: 1/8" = 1'-0"

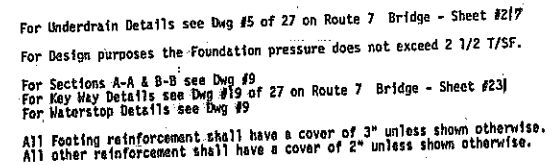
Notes: Temporary Steel Sheet Piling
Min. Sect. Mod. = 5.5 in²/ft.
Min. Thickness = 3/8"
Max. Height Cantilever (No Water) = 8'-6"
Min. Penetration Depth = 6'-8"




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

| | |
|--|----------------------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION | |
| I-88 TO I-90 INTERCHANGE RAMPS K & L UNDER D&H RR BRIDGE SHEETING DETAILS | |
| PROJ. ENG. J. J. [Signature] SQUAD [Signature] | DATE MADE DRAWING NO. 5 OF 12 |

| POUR TABLE | |
|------------|-------------|
| POUR | ITEM 555.02 |
| 1 | 30.83 |
| 2 | 15.18 |
| 3 | 28.27 |
| 4 | 14.55 |
| 5 | 47.47 |
| 6 | 27.33 |



| | |
|---|---|
|  | STATE OF NEW YORK |
| | DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION |

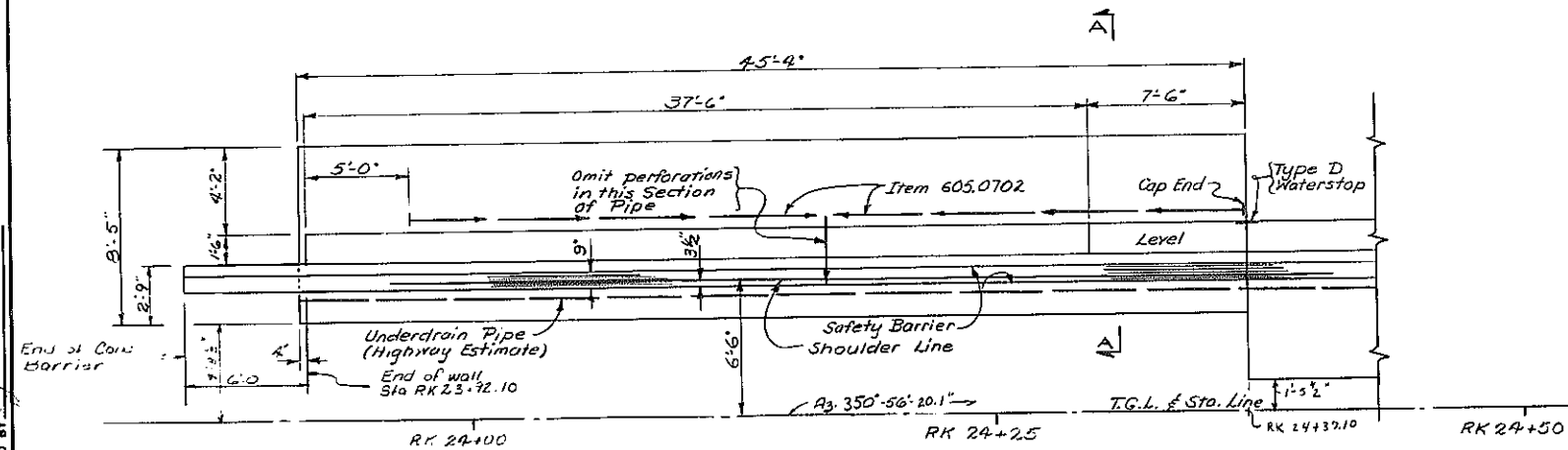
| | |
|--|--|
| I-88 TO I-90 INTERCHANGE RAMPS K AND L UNDER DH RR BRIDGE WEST WALL | |
|--|--|

| | |
|-------------------------------------|-----------------------------------|
| PROJ. ENG. <i>J. J. [Signature]</i> | DATE MADE |
| SQUAD <i>C. J. [Signature]</i> | DRAWING NO. <i>6</i> OF <i>12</i> |

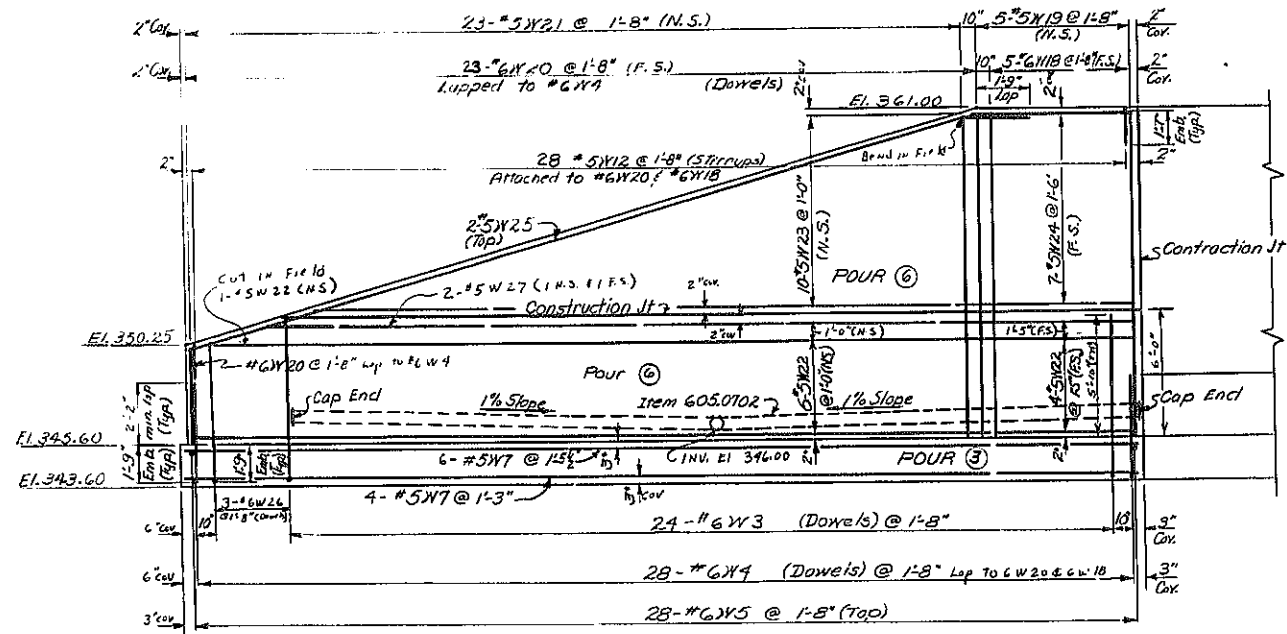


D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 246R1 | 284 |
| 188-ROUTE 7 CORN. TO N.Y.S. THRUWAY SCHENECTADY - DUANEBURG, PART 1, S.H. 080 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04-111-74 | | | | |



PLAN-WEST WALL (S.W.)
(POURS 3 & 6)
Scale: 1/4" = 1'-0"



Note:
Safety Barrier not shown
All Pours are Item 555.02

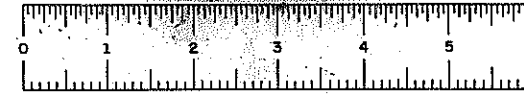
ELEVATION-WEST WALL (S.W.)
Scale: 1/4" = 1'-0"

| MARK | SIZE | NO. | LENGTH | TYPE | A | B | C | D | E | F | G | J | R |
|---|------|-----|---------|------|-------|--------|-------|-------------------------------------|-------|--------|---|-------|-------|
| West Wall | | | | | | | | | | | | | |
| Pour 1 | | | | | | | | | | | | | |
| 7W1 | 7 | 67 | 13'-0" | 17 | | 0 | 0 | 5'-8" | 2'-3" | 5'-1" | | | 1'-3" |
| 5W2 | 5 | 5 | 55'-0" | | | | | | | | | | |
| Pour 2 | | | | | | | | | | | | | |
| 6W3 | 6 | 14 | 10'-11" | 17 | | 0 | 0 | 2'-7" | 2'-0" | 6'-4" | | | 1'-3" |
| 6W4 | 6 | 15 | 4'-7" | 1 | 0'-8" | 3'-11" | | | | | 0 | 0'-6" | |
| 6W5 | 6 | 15 | 7'-11" | | | | | | | | | | |
| 5W6 | 5 | 10 | 23'-10" | | | | | | | | | | |
| Pour 3 | | | | | | | | | | | | | |
| 6W3 | 6 | 27 | 10'-11" | 17 | | 0 | 0 | 2'-7" | 2'-0" | 6'-4" | | | 1'-3" |
| 6W4 | 6 | 28 | 4'-7" | 1 | 0'-8" | 3'-11" | | | | | 0 | 0'-6" | |
| 6W5 | 6 | 28 | 7'-11" | | | | | | | | | | |
| 5W7 | 5 | 10 | 44'-10" | | | | | | | | | | |
| Pour 4 | | | | | | | | | | | | | |
| 5W8 | 5 | 14 | 23'-8" | | | | | | | | | | |
| 5W9 | 5 | 5 | 12'-3" | | | | | | | | | | |
| 5W9 | 5 | 8 | 12'-3" | | | | | Length varies from 4'-3" to 20'-3" | | | | | |
| 5W10 | 5 | 5 | 12'-3" | | | | | Length varies from 2'-11" to 21'-7" | | | | | |
| 5W11 | 5 | 2 | 25'-3" | | | | | | | | | | |
| 5W12 | 5 | 15 | 4'-4" | 9 | | 1'-7" | 1'-2" | 1'-7" | | | | | |
| 6W13 | 6 | 15 | 10'-9" | | | | | | | | | | |
| 5W14 | 5 | 15 | 10'-9" | | | | | Length varies from 6'-3" to 15'-3" | | | | | |
| 5W14 | 5 | 15 | 10'-9" | | | | | Length varies from 6'-3" to 15'-3" | | | | | |
| Pour 5 | | | | | | | | | | | | | |
| 5W15 | 5 | 101 | 12'-3" | | | | | | | | | | |
| 5W16 | 5 | 34 | 4'-9" | | | | | | | | | | |
| 5W17 | 5 | 79 | 55'-2" | | | | | | | | | | |
| 5W12 | 5 | 6 | 4'-4" | 9 | | 1'-7" | 1'-2" | 1'-7" | | | | | |
| Pour 6 | | | | | | | | | | | | | |
| 6W18 | 6 | 5 | 15'-2" | | | | | | | | | | |
| 5W19 | 5 | 5 | 15'-2" | | | | | | | | | | |
| 6W20 | 6 | 23 | 9'-8" | | | | | Length varies from 4'-5" to 15'-0" | | | | | |
| 6W20 | 6 | 23 | 9'-8" | | | | | Length varies from 4'-5" to 15'-0" | | | | | |
| 5W21 | 5 | 23 | 9'-8" | | | | | Length varies from 4'-5" to 15'-0" | | | | | |
| 5W22 | 5 | 10 | 44'-8" | | | | | | | | | | |
| 5W23 | 5 | 10 | 23'-7" | | | | | Length varies from 39'-4" to 7'-9" | | | | | |
| 5W23 | 5 | 10 | 23'-7" | | | | | Length varies from 39'-4" to 7'-9" | | | | | |
| 5W24 | 5 | 7 | 25'-7" | | | | | Length varies from 39'-4" to 7'-9" | | | | | |
| 5W24 | 5 | 2 | 40'-7" | | | | | | | | | | |
| 6W26 | 5 | 3 | 9'-10" | 17 | | 0 | 0 | 2'-7" | 2'-0" | varies | | | 1'-3" |
| 6W26 | 5 | 3 | 9'-10" | 17 | | | | F. varies From 4'-9" to 5'-9" | | | | | |
| 5W12 | 5 | 28 | 4'-4" | 9 | | 1'-7" | 1'-2" | 1'-7" | | | | | |
| 5W27 | 5 | 2 | 40'-6" | | | | | | | | | | |
| Total Item 556.020 West Wall 10,445 lbs: 10,434.79 Lbs. | | | | | | | | | | | | | |

For Bar Bending Diagrams see Dwg #25 of 27 on Route 7 Bridge - Sheet #237.

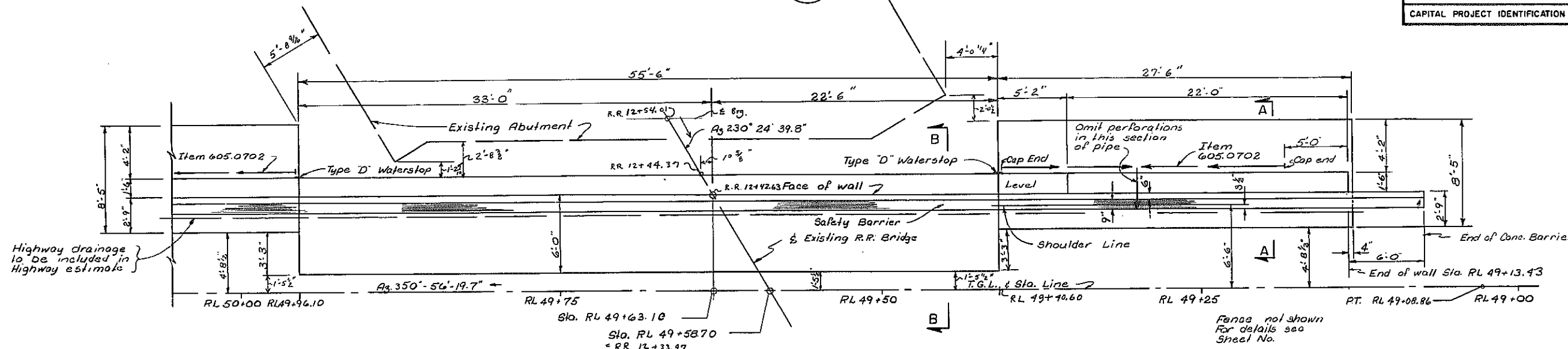
REVISIONS

| | |
|--|----------------------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION | |
| 1-88 TO 1-90 INTERCHANGE RAMPS K AND L UNDER DH RR BRIDGE WEST WALL | |
| PROJ. ENG. <i>W. J. [Signature]</i> SQUAD <i>2113 [Signature]</i> | DATE MADE DRAWING NO. 7 OF 12 |

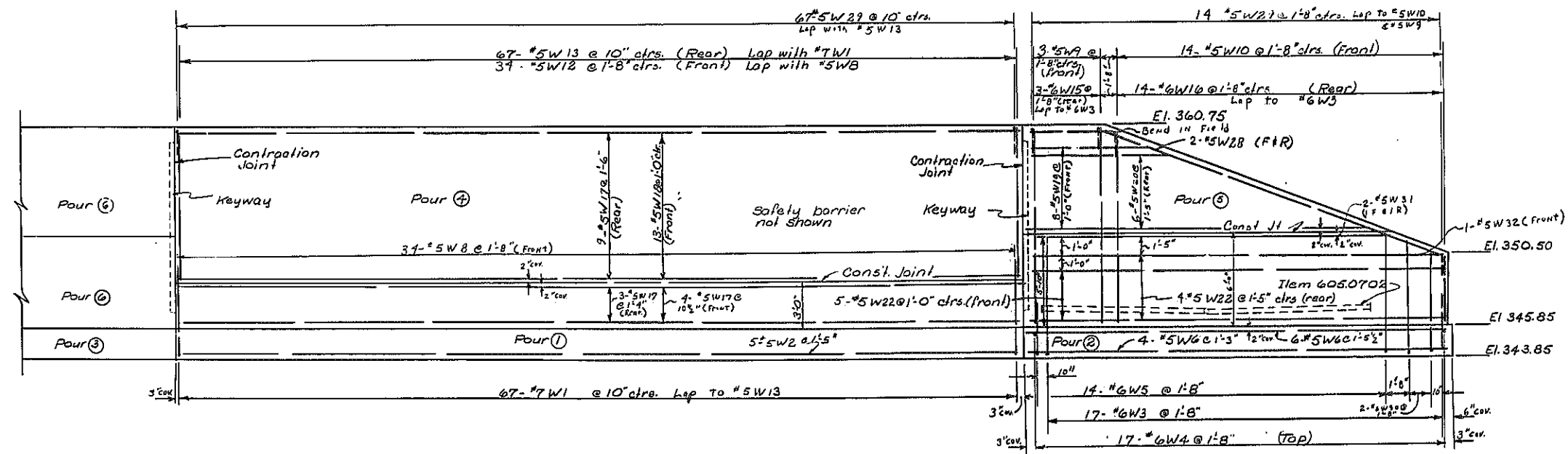


D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 247 | 289 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - QUANESSBURG, PART 1, S.H. 380 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. | | | | |



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



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

| POUR TABLE | |
|------------|-------------|
| POUR | ITEM 555.02 |
| 1 | 30.83 |
| 2 | 17.13 |
| 3 | 30.06 |
| 4 | 45.94 |
| 5 | 16.06 |
| 6 | 34.64 |

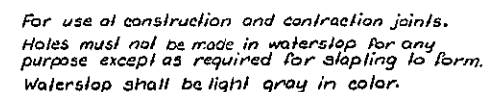
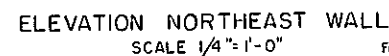
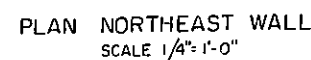
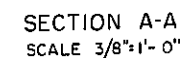
For Underdrain Details see Dwg #5 of 27 on Route 7 Bridge - Sheet # 217
For Design purposes the Foundation pressure does not exceed 2 1/2 T/SF.
For Sections A-A & B-B see Dwg. #9
For Key Way Details see Dwg # 19 of 27 on Route 7 Bridge - Sheet #231
For Waterstop Details see Dwg #9
All Footing reinforcement shall have a cover of 3" unless shown otherwise.
All other reinforcement shall have a cover of 2" unless shown otherwise.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

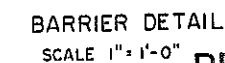
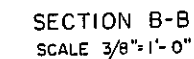
1-88 TO I-90 INTERCHANGE
RAMPS K AND L
UNDER DH RR BRIDGE
EAST WALL

PROJ. ENG. 7/9/88 DATE MADE
SQUAD 1/1/89 DRAWING NO. 8 OF 12

DESIGNED BY: S. D. K...
DETAIL CHECKED BY: S. D. K...
DESIGN CHECKED BY: S. D. K...

[illegible]

Total Item 556.0201 East Wall = 10,901.42 lbs



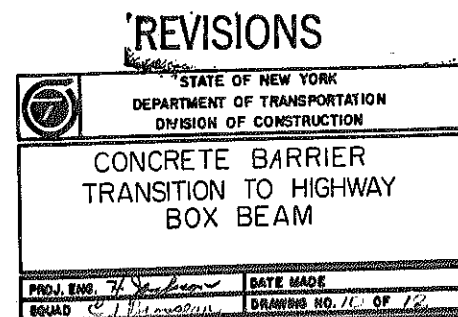
REVISIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

I-88 TO I-90 INTERCHANGE
RAMPS K AND L
UNDER DH RR BRIDGE
EAST WALL

| | |
|---------------------------------|-----------|
| PROJ. ENG. <i>X. G. Jackson</i> | DATE MADE |
| DRAWING NO. 9 OF 12 | |

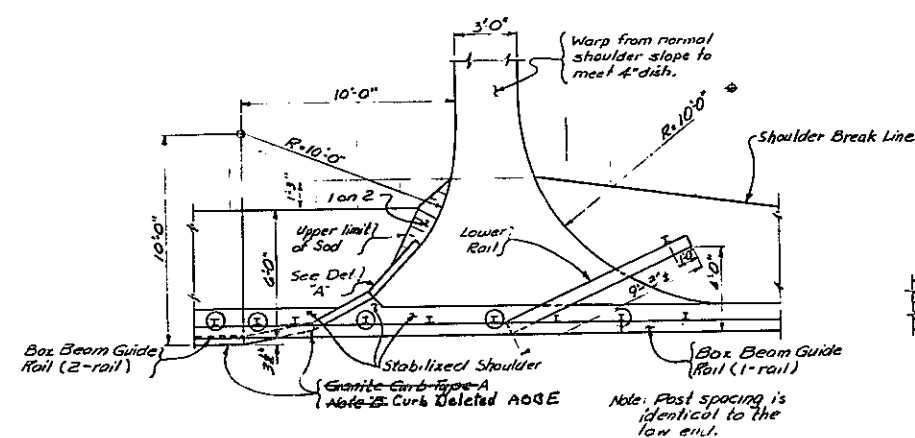
DESIGNED BY _____ DETAIL CHECKED BY _____
 DESIGN CHECKED BY _____ DETAILED BY *A. J.*
Discussion



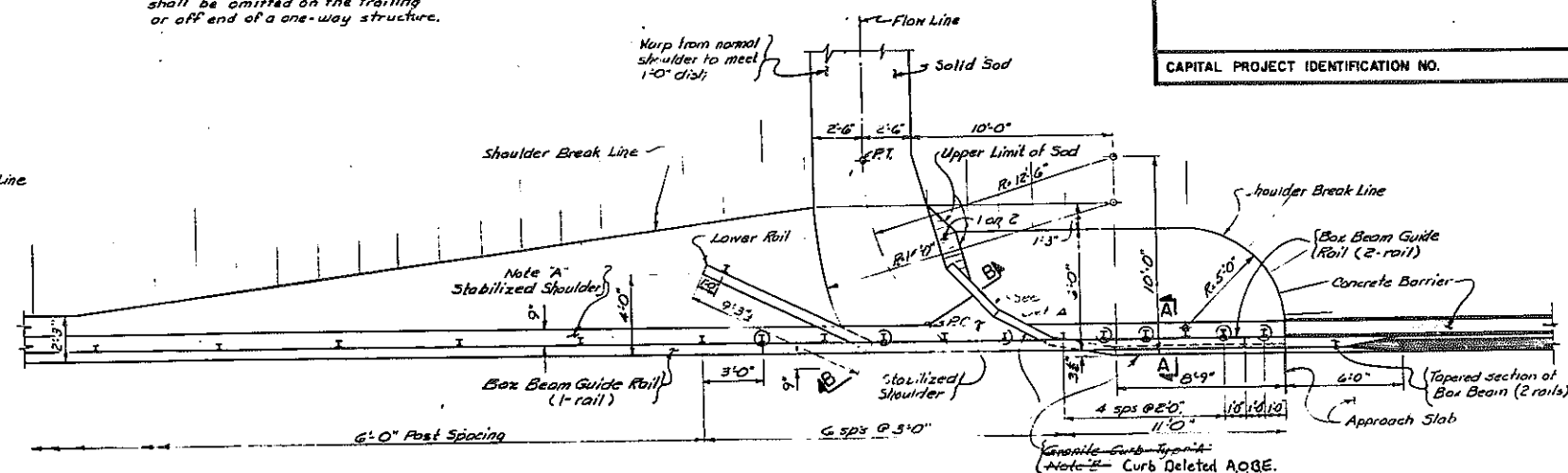


Note:
Except for the sod gutter, the details of the curb, concrete barrier, guide rail, post spacing and shoulder break lines are identical to the low end.

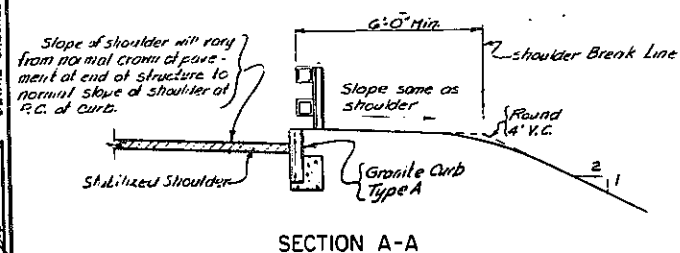
① These are backup posts and will not require use of the 5" x 3 1/2" x 1/2" shelf angle. These backup posts shall be omitted on the trailing or off end of a one-way structure.



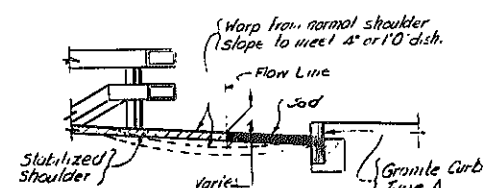
TYPE 1CB SHOULDER - HIGH END
Scale $\frac{1}{4}'' = 1'-0''$



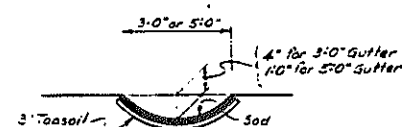
TYPE 1CB SHOULDER - LOW END
Scale $\frac{1}{4}'' = 1'-0''$



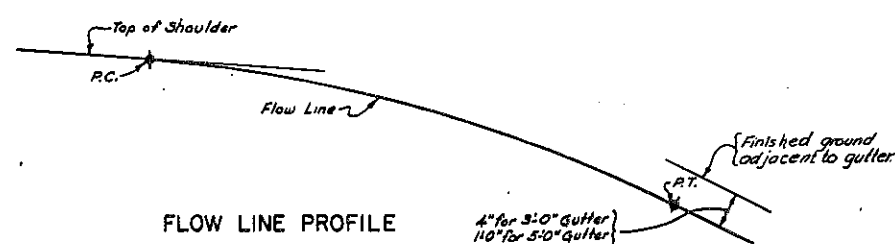
SECTION A-A



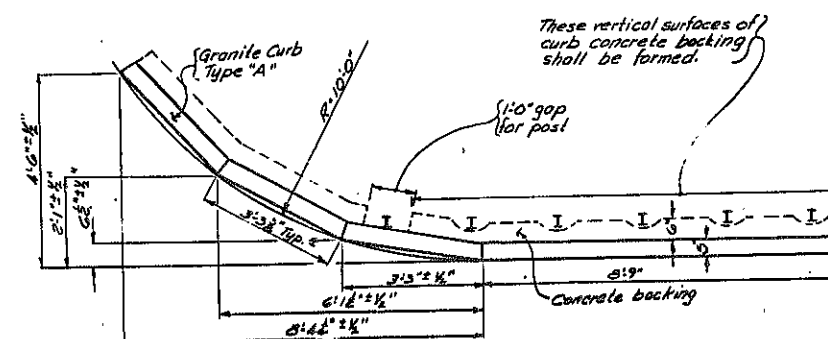
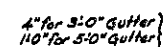
SECTION B-B



SECTION THRU GUTTER



FLOW LINE PROFILE



CURB, CURB LAYOUT AND CONCRETE BACKING DETAILS
DETAIL 'A'

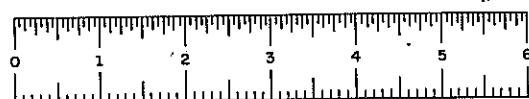
Notes:
 "A" Pave this area with the same material as in the stabilized shoulder. Payment will be made under Stabilized Shoulder Item.
 "B" For details of Granite Curb Type A, see current standard sheet titled CURB AND GUTTER.

REVISIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF CONSTRUCTION

CONCRETE BARRIER
TRANSITION TO HIGHWAY
BOX BEAM
SHOULDER TREATMENT

| | |
|---------------------|----------------------|
| PLAN NO. 71 Jackson | DATE MADE |
| BY E. J. Morgan | DRAWING NO. 12 OF 12 |

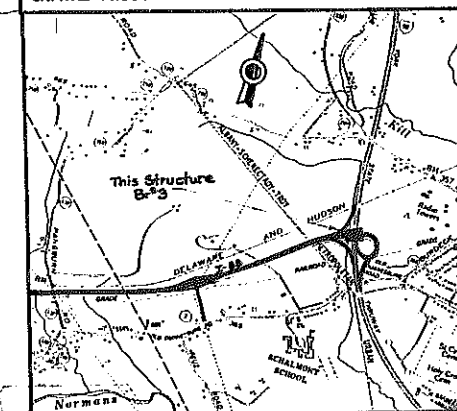


D96243

| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--------------------|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 252 (1) | 284 |

188-ROUTE 7 CORN. TO N.Y.S. THRUWAY
SCHENECTADY - DUNESBURG, PART 1, S.N. 880
SCHENECTADY COUNTY

CAPITAL PROJECT IDENTIFICATION NO. 1357.04



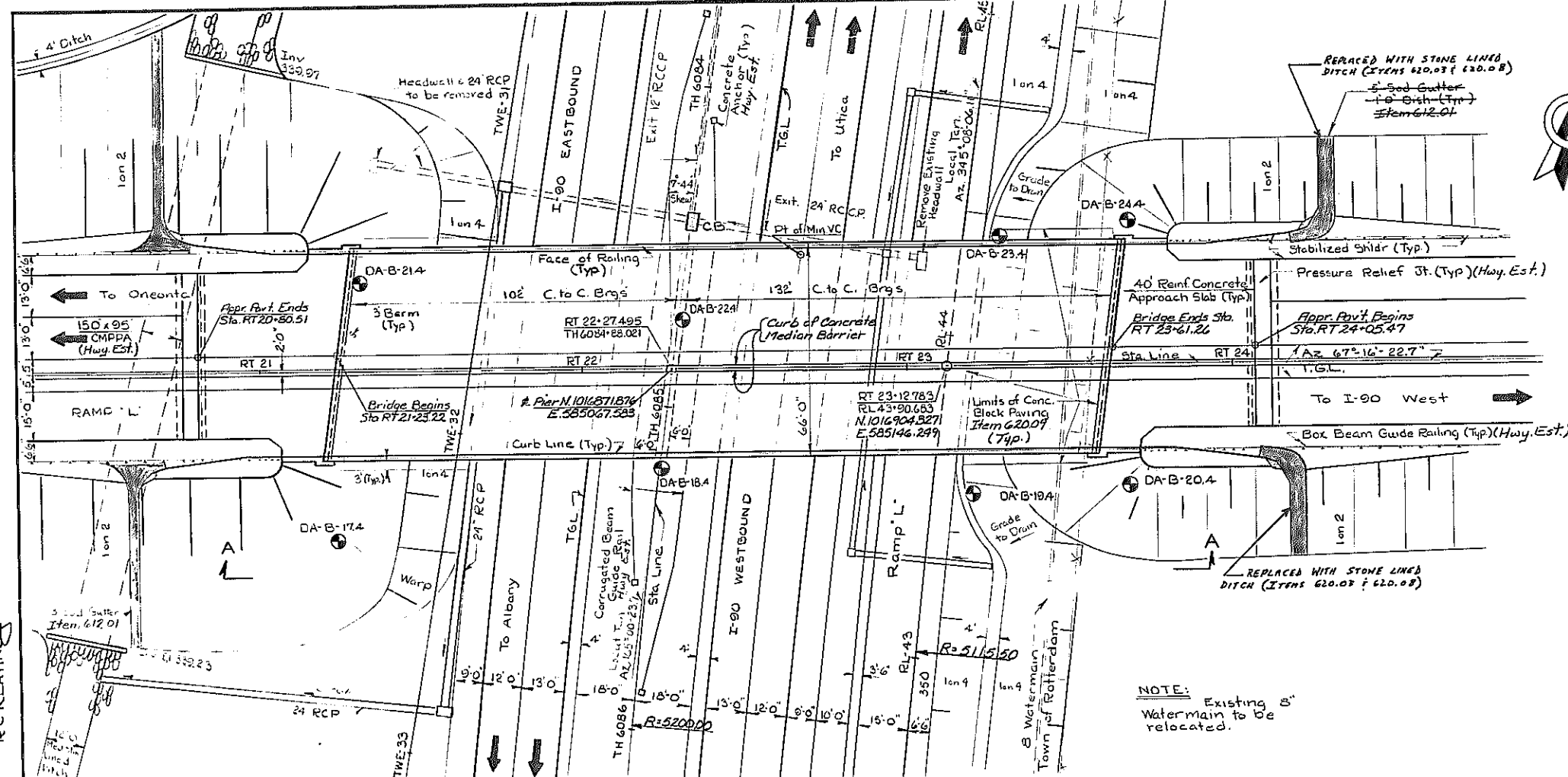
ROTTERDAM JUNCTION QUADRANGLE

LOCATION PLAN

Scale: 1"=2000'

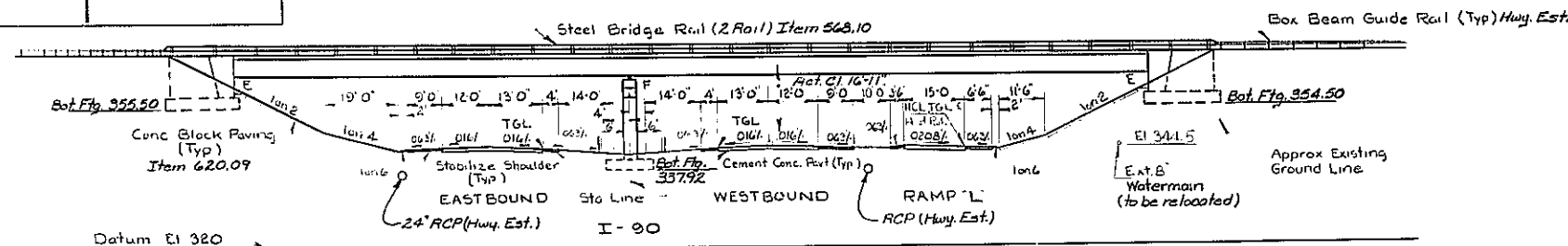
PIN 1357.04.111.72

| SHEET | INDEX DESCRIPTION |
|-------|--|
| 1 | GENERAL PLAN |
| 2 | GENERAL PROFILE |
| 3 | ESTIMATE OF QUANTITIES AND NOTES |
| 4 | GENERAL SUBSURFACE PROFILE |
| 5 | EMBANKMENT SHEET |
| 6 | EMBANKMENT - SECTIONS |
| 7 | WEST ABUTMENT - PLAN |
| 8 | WEST ABUTMENT - ELEVATION |
| 9 | WEST ABUTMENT - SECTIONS |
| 10 | WEST ABUTMENT - REINFORCEMENT |
| 11 | EAST ABUTMENT - PLAN |
| 12 | EAST ABUTMENT - ELEVATION |
| 13 | EAST ABUTMENT - SECTIONS |
| 14 | EAST ABUTMENT - REINFORCEMENT |
| 15 | PIER - PLAN AND ELEVATION |
| 16 | PIER - SECTIONS |
| 17 | PIER - REINFORCEMENT |
| 18 | TRANSVERSE SECTION AND FRAMING PLAN |
| 19 | SLAB REINFORCEMENT AND RAILING ELEVATION |
| 20 | GIRDER DETAILS |
| 21 | GIRDER TABLES |
| 22 | JOINT DETAILS |
| 23 | JOINT DETAILS |
| 24 | BEARING DETAILS |
| 25 | APPROACH SLAB DETAILS |
| 26 | MISCELLANEOUS DETAILS |
| 27 | MISCELLANEOUS DETAILS |
| 28 | MEDIAN BARRIER DETAILS |
| 29 | DRAINAGE DETAILS |
| 30 | RAILING DETAILS |
| 31 | BAR LIST |
| 32 | BAR LIST |
| 33 | BAR LIST |



NOTE: Existing 8" Watermain to be relocated.

| CURVE DATA | |
|---------------------|--------------------|
| THRUWAY E (TH) | RAMP L (RL) |
| R = 5200.0 | R = 5115.50 |
| LC = 4731.331 | LC = 684.751 |
| PC = TH 6075.3324 | PCC RL 4214.13 |
| PT = AL 1753.3135.5 | PT RL 4908.86 |
| PT = TH 6126.20.88 | RD RL 3503.5619.7 |
| Δ = 52°07'54.4" | Δ = 70°46'52.6" |
| PI TH 6100.76.06 | PI Sta. RL 4542.03 |
| N 1015275.724 | N 1017067.975 |
| E 585104.781 | E 585093.677 |

PLAN
Scale: 1"=20'ELEVATION A-A
Scale: 1"=20'DATE MADE: Aug 2, 1979
PROJECT ENGINEER: [Signature]
IN CHARGE OF: [Signature]
DESIGNED BY: [Signature]
DESIGN CHECKED BY: Tony Campoli
DETAILED BY: [Signature]
DETAIL CHECKED BY: [Signature]

REVISIONS

Indicates Boring Locations

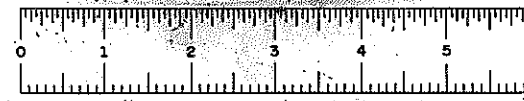
B.T.N. 1071819

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF CONSTRUCTIONBRIDGE NO. 3 RAMP'S P AND L
OVER N.Y.S. THRUWAY AND RAMP L

GENERAL PLAN

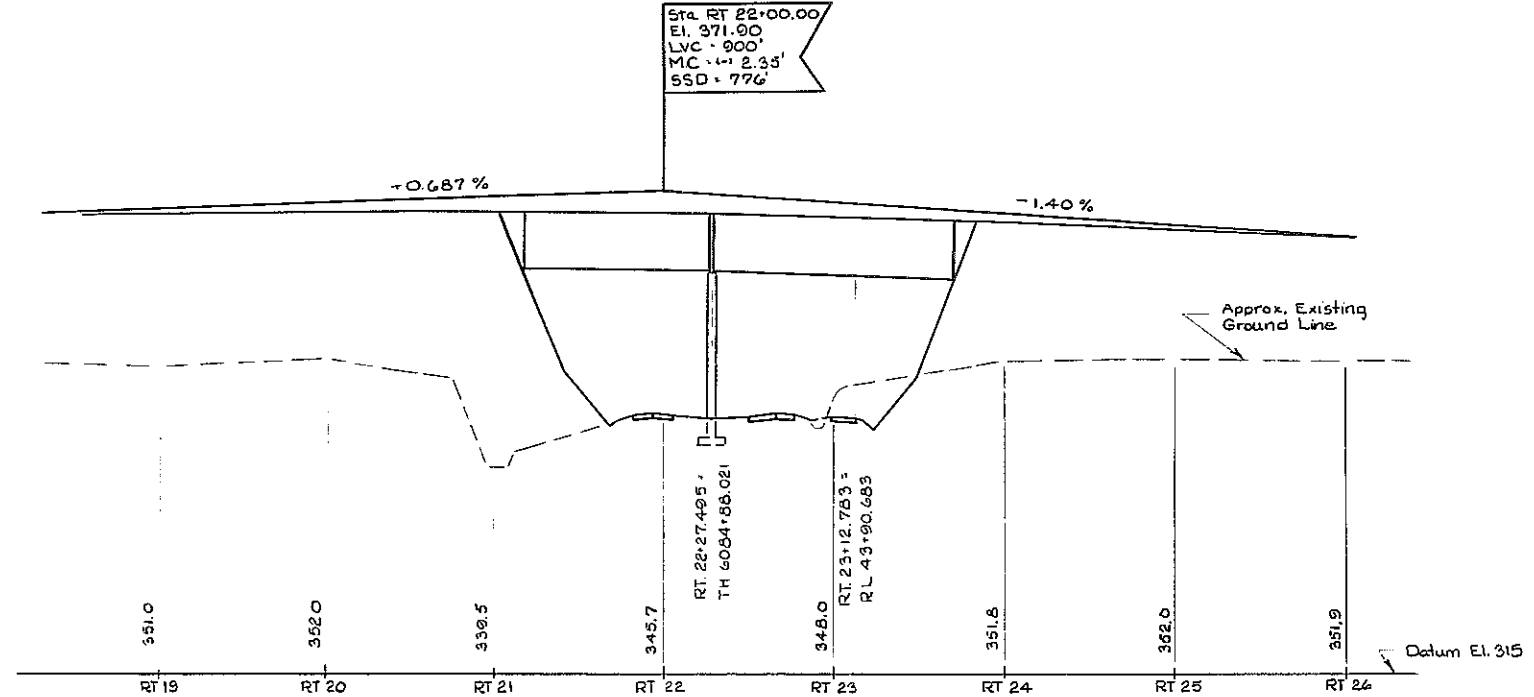
DRAWING NO. 1 OF 33

PRELIMINARY PLAN RECOMMENDED BY: RCKEATING

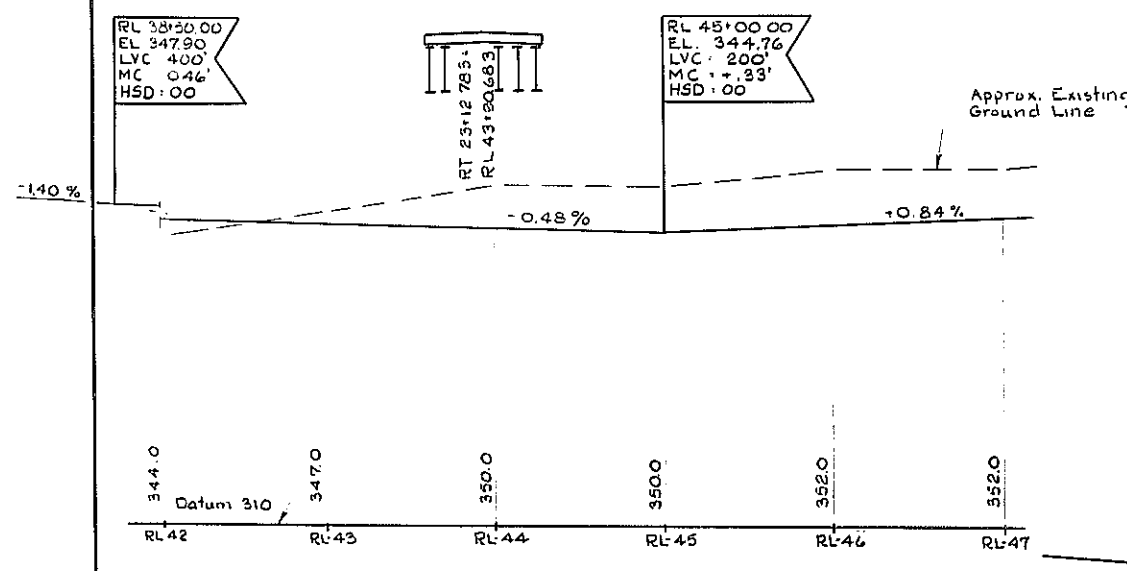


D96243

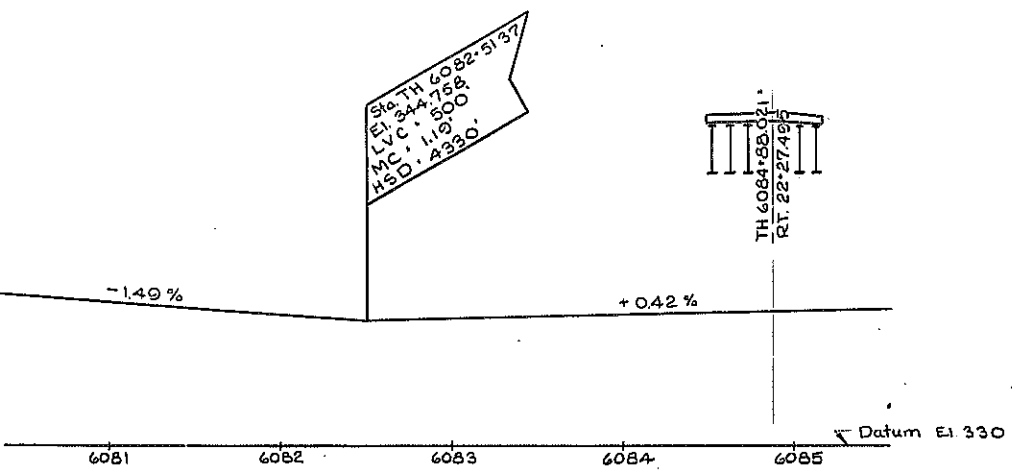
| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 253 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |



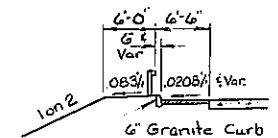
PROFILE I-88 (RAMP P&L)
OVER I-90
Scale: Horiz. 1"=50'
Vert. 1"=10'



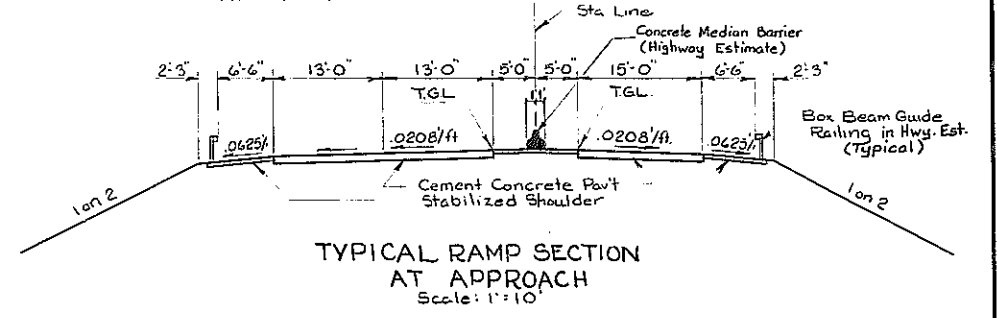
PROFILE RAMP L
Scale: Horiz. 1"=50'
Vert. 1"=10'



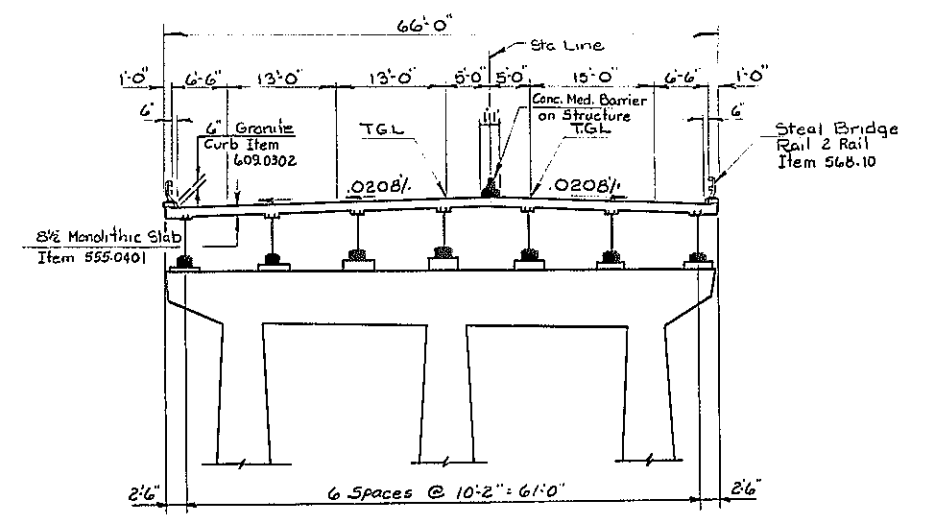
PROFILE I-90
(WITH 2 1/2" OVERLAY)
Scale: Horiz. 1"=50'
Vert. 1"=10'



TYPICAL SHOULDER
AT BRIDGE



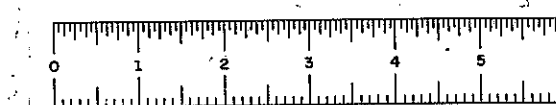
TYPICAL RAMP SECTION
AT APPROACH
Scale: 1"=10'



TYPICAL BRIDGE SECTION
Scale 1"=10'

DATE MADE: Aug 2, 1979
PROJECT ENGINEER: [Signature]
IN CHARGE OF: [Signature]
DESIGNED BY: [Signature]
DESIGN CHECKED BY: [Signature]
DETAILED BY: Tony Campoli
DETAIL CHECKED BY: [Signature]

BIN 1071819
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF CONSTRUCTION
BRIDGE NO. 3 RAMP P AND L
OVER N.Y.S. THRUWAY AND RAMP L
GENERAL PROFILE
DRAWING NO. 2 OF 33



D96243

| FED. NO. REQ. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|----------------------------|--------------|-----------------|
| | NEW YORK | 1-88-2(10) | 25421 | 284 |
| 188-ROUTE 7 CORN. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |

| ESTIMATE OF QUANTITIES | | | | | | | |
|------------------------|---|--------|-----------------|----------------|---------------|---------------------|--------|
| ITEM NO. | DESCRIPTION | UNIT | SUBSTR. EST. | SUPER. EST. | MISC. EST. | ESTIMATED TOTALS | FINAL |
| 203.21 | Select Structure Fill | C.Y. | 1820 | — | — | 1820 | 2629 |
| 204.01 | Structure Excavation | C.Y. | 1410 | — | — | 1410 | 1935 |
| 552.05 | Safe Operation Sheet Piling | S.F. | 4880 | — | — | 4880 | 1933 |
| 555.01 | Concrete for Structures - Class A | C.Y. | 73 | 35 | — | 108 | 115 |
| 555.02 | Concrete for Structures - Class B | C.Y. | 375 | — | — | 375 | 375 |
| 555.0401 | Concrete for Structures - Class E (Structural Slab - Integral Wearing Surface - Bot. Formwork Req.) | S.F. | — | 15570 | — | 15570 | 15570 |
| 555.0404 | Concrete for Structures - Class E (Structural Approach Slab - Integral Wearing Surface) | S.F. | — | — | 5550 | 5550 | 5509 |
| 556.0201 | Uncoated Bar Reinforcement for Structures | Lbs. | 45025 | 60085 | 36650 | 141760 | 143345 |
| 556.0202 | Epoxy Coated Bar Reinforcement for Structures | Lbs. | — | 62080 | 1580 | 63660 | 64068 |
| 556.03 | Stud Shear Connectors for Bridges | Each | — | 3038 | — | 3038 | 3038 |
| 558.01 | Bituminous Material | S.F. | 2050 | — | — | 2050 | 2166 |
| 559.01 | Epoxy Protective Coating | S.F. | 1620 | — | — | 1620 | 1743 |
| 564.01 | Structural Steel | Lbs. | — | 459,100 | — | 459,100 | 451795 |
| 565.0101 | Bridge Bearing - Type AE 1 (High Steel Exp.) | Each | 7 | — | — | 7 | 7 |
| 565.0102 | Bridge Bearing - Type AE 2 (High Steel Exp.) | Each | 7 | — | — | 7 | 7 |
| 565.0206 | Bridge Bearing - Type AFG (High Steel Fixed) | Each | 7 | — | — | 7 | 7 |
| 567.35 | Armored Jt. System with Compression Seal (Type AS) | L.F. | — | 68 | — | 68 | 68 |
| 567.36 | Armored Jt. System with Compression Seal (Type AG) | L.F. | — | 68 | — | 68 | 68 |
| 568.10 | Steel Bridge Rail (Two Rail) | L.F. | — | 540 | — | 540 | 547 |
| 15570.25 | Clean Controlled Oxidizing Structural Steel | L. S. | — | Nec. | — | Nec. | 50 |
| 605.0702 | Steel Pipe Underdrain 4" Semi. Circ. or 6" Perf. Corr. | L.F. | 220 | — | — | 220 | 257 |
| 605.0901 | Underdrain Filter - Type I | C.Y. | 100 | — | — | 100 | 92 |
| 609.0301 | Stone Curb - Bridge (Type A) | L.F. | — | 156 | — | 156 | 157 |
| 609.0302 | Stone Curb - Bridge (Type F1) | L.F. | — | 472 | — | 472 | 471 |
| 609.0303 | Stone Curb - Bridge (Type G1) | L.F. | — | 62 | — | 62 | 61 |
| 612.01 | Sodding | S.Y. | — | — | 110 | 110 | 182 |
| 615.03 | Watering Plants and Sod | M.Gal. | — | — | .2 | .2 | 1.34 |
| 619.01 | Basic Maintenance & Protection of Traffic | L.S. | — | — | Nec. | Nec. | Nec. |
| 619.02 | Construction Signs | L.S. | — | — | Nec. | Nec. | Nec. |
| 620.09 | Concrete Block Paving | S.Y. | 730 | — | — | 730 | 719 |
| 634.01 | Survey and Stakeout | L.S. | Nec. | — | — | Nec. | Nec. |
| 634.03 | Concrete Cylinder Curing Box | Each | — | — | .33 | .33 | 0.33 |
| 637.09 | Engineer's Office, Type E | MO. | — | — | 2.0 | 2.0 | 2.0 |
| 699.01 | Mobilization | L.S. | — | — | Nec. | Nec. | Nec. |

GENERAL NOTES:

Design Specification: New York State Department of Transportation Standard Specifications for Highway Bridges with all provisions in effect as of

Live Load: HS20-44 or two 24,000 lb. axles spaced 4'-0" on centers.

Material and Construction Specifications: Standard Specifications, Construction and Materials, New York State Department of Transportation, Design and Construction Division, dated January 3, 1978, with current additions and modifications.

The cost of water used for compaction of select fill items shall be paid for under Item 203.1601, Applying Water. (Included in the Highway Estimate)

The cost of furnishing and placing water used for Sod Gutters will be paid for under Item 615.03 (Included in Bridge Estimate).

The cost of all joint material will be included in the price bid for the various items of the Contract, unless otherwise specified on the Plans.

SUBSTRUCTURE NOTES

Unsuitable material, including topsoil, shall be removed from beneath substructures placed on fills less than 20 feet in height. The height of fill shall be measured from the original ground surface to the theoretical grade line. Replacement of the removed material shall be done with the item indicated on the Contract Plans.

All embankments of Select Structure Fill, Item 203.21 shall be compacted to 100 percent of standard Proctor maximum density as defined under Subsection 203-3.12 - Compaction.

Embankment in Place, Item 203.03, and Select Structure Fill, Item 203.21, shall be placed simultaneously, in contact, on both sides of the vertical payment line. Sheeting or other means shall not be used to separate the two materials.

The installation of Select Structure Fill, Item 203.21, as shown on the Structural Plans, shall be completed immediately following the completion of abutments or walls.

Bituminous Material, Item 558.01, shall be applied to the backs of all abutments and wingwalls above top of footings where fill is in contact with the walls.

Epoxy Protective Coating for Concrete, Item 559.01, shall be applied to the following surfaces:

ABUTMENTS: All exposed pedestal surfaces, bridge seats, including the area under the bearings, exposed vertical surfaces of backwall, and curtainwalls facing the superstructure.

PIERS: All pedestal surfaces, including the area under the bearings and the top surface of pier between pedestals including the edge chamfer at top edge of pier.

The Contractor, with the permission of the Deputy Chief Engineer (Structures) may elect to introduce construction joints in the abutments at locations not shown on the Plans. These construction joints shall be provided with shear keys and waterstops. Vertical construction joints introduced in the backwall should preferably be placed midway between the pedestals.

CONSTRUCTION PROCEDURE

The approach embankments for the West and East Abutments shall be built to the roadway subgrade, including the abutment area, and a one month waiting period shall be observed prior to excavating and constructing the abutments.

A two week waiting period shall be observed after constructing the Pier and both of the abutments before pouring the pedestals for these substructures to their final elevation. However, before observing this waiting period, the ground surface shall be completed to the roadway subgrade or to the finished ground line.

The Engineer shall set a grade stake at the end of each wingwall and at the station line to monitor the settlement at each approach embankment during the one month waiting period that has to be observed at each abutment. Readings on these grade stakes shall be taken at least twice a week and the information transmitted to the Soil Mechanics Bureau. After receiving this information, the Soil Mechanics Bureau shall advise the Deputy Chief Engineer (Structures) on whether any extra precautionary measures have to be taken due to excessive embankment settlement. Any cost incurred from these precautionary measures shall be covered in the extra work provisions of the Standard Specifications.

SUPERSTRUCTURE NOTES

The structural slab for this structure shall be formed using permanent corrugated metal forms for concrete decks. (See details in Proposal.)

All exposed concrete shall be covered with polyethylene sheeting or other material approved by the Engineer. The covering shall remain until the completion of the Contract or A. O. B. E. The cost of the covering shall be included in the Structural Concrete item.

REVISIONS

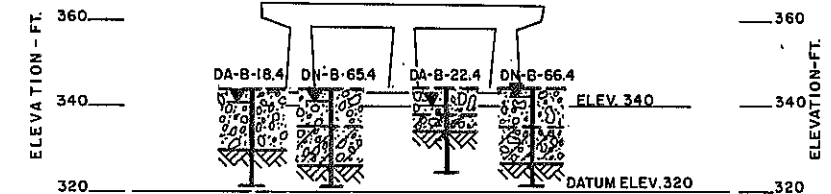
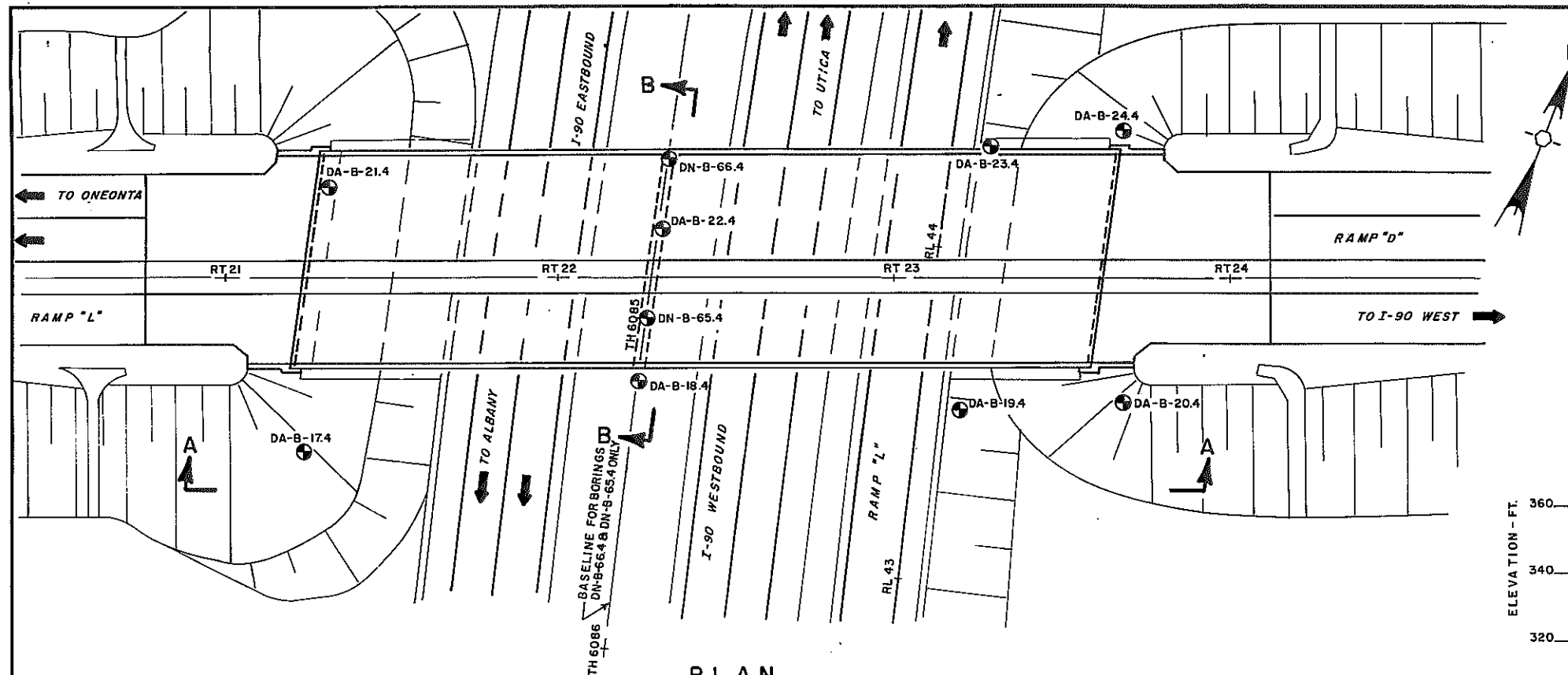
| | |
|--|---|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION | |
| BRIDGE NO. 3 RAMP P AND L OVER N.Y.S. THRUWAY AND RAMP L | |
| ESTIMATE OF QUANTITIES AND NOTES | |
| PROJ. ENG. <i>D. J. Scherman</i> | DATE MADE <i>Aug 2, 1979</i> |
| SQUAD <i>Donna C. Mason</i> | DRAWING NO. <i>3rd OF 33</i> |

DESIGNED BY
CHECKED BY
DETAILS CHECKED BY
DESIGNED BY

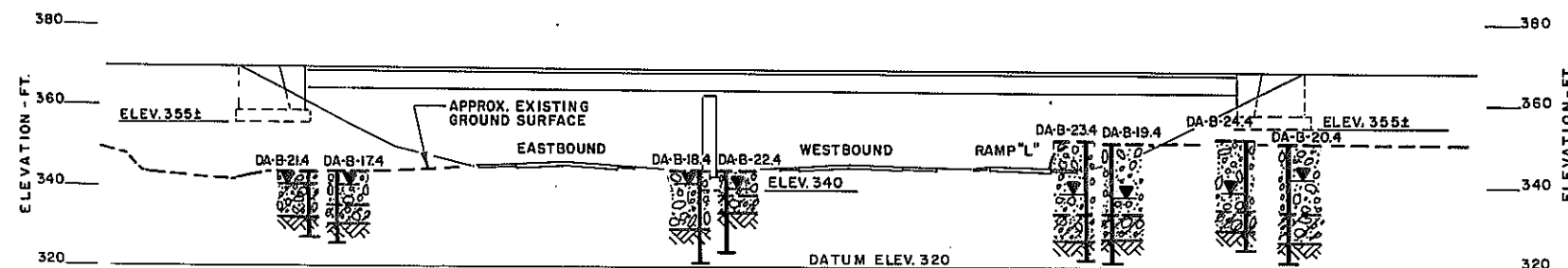


D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 255 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NUMBER: 1357.04 | | | | |



SECTION A-A
BORINGS PROJECTED PERPENDICULAR TO SECTION LINE
SCALE: 1"=20'



SECTION A-A
BORINGS PROJECTED TO SECTION LINE PARALLEL TO CENTERLINE OF BEARINGS
SCALE: 1"=20'

Coordinates were used to locate the following borings:

DA-B-17.4 DA-B-20.4
DA-B-18.4 DA-B-21.4
DA-B-19.4 DA-B-22.4

REFERENCE PLANS

Preliminary Structure Plans
Used for Analysis were

Prepared By: The Structures
Design and Construction Sub-
division

Scale: 1"=20' Date: 8/24/78

Prepared By: *[Signature]*

Drawn By: *[Signature]*

Dwg. Reviewed By: *[Signature]*

Checked By: *[Signature]*

GENERAL NOTES

The subsurface explorations shown hereon were made between 10/28/77 to 12/7/78 by the Regional Soils Section.

1) General soil and rock (where encountered) strata descriptions and indicated boundaries are based on an engineering interpretation of all available subsurface information by the Soil Mechanics Bureau and may not necessarily reflect the actual variation in subsurface conditions between borings and samples. Detailed data and field interpretations of conditions encountered in individual borings are shown on the subsurface exploration logs.

2) The observed water levels and/or conditions indicated on the subsurface profiles are as recorded at the time of exploration. These water levels and/or conditions may vary considerably, with time, according to the prevailing climate, rainfall or other factors and are otherwise dependent on the duration of and methods used in the explorations program.

3) Sound engineering judgment was exercised in preparing the subsurface information presented hereon. This information was prepared and is intended for State design and estimate purposes only. Its presentation on the plans or elsewhere is for the purpose of providing intended users with access to the same information available to the State. This subsurface information interpretation is presented in good faith and is not intended as a substitute for personal investigation, independent interpretations or judgment of the Contractor.

4) All structure details shown hereon are for illustrative purposes only and may not be indicative of the final design conditions shown in the contract plans.

5) Footing elevations shown are as indicated at the time of this drawing's preparation.

LEGEND

The following tables summarize the descriptive information used on this profile.

| Density (Non Plastic Soils) | No. of blows per foot of penetration of 2 inch O.D. (1-1/2 inch I.D.) sampler using a 300 lb. drop hammer, 18 inch fall |
|-----------------------------|---|
| Very Loose | 0-5 |
| Loose | 4-8 |
| Medium Compact | 9-20 |
| Compact | 21-35 |
| Very Compact | over 35 |
| Consistency (Plastic Soils) | |
| Very Soft | 0-2 |
| Soft | 3-6 |
| Firm | 7-12 |
| Stiff | 13-20 |
| Hard | over 20 |

The system for describing soil materials shown on this drawing is detailed in "Soil Description Procedure" Official Issuance No. 7.41-5 STP 2/78 prepared by the New York State Department of Transportation Soil Mechanics Bureau.

SYMBOLS

DRILL HOLE

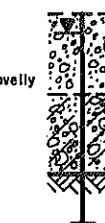
OBSERVED WATER LEVEL

Loose to Medium Compact
Brown and Gray Sandy Silt, Clayey, Gravelly

Compact to Very Compact
Brown and Gray Clayey Silt, Gravelly

LEDGE ROCK

DN-B
DA-B



APPROVED JAN. 19 1979

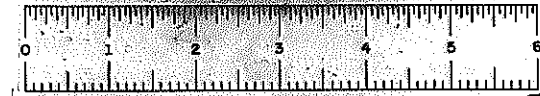
[Signature]
DIRECTOR
SOIL MECHANICS BUREAU

REGION NO. 1
COUNTY SCHENECTADY

DWG. NO. 1 SM 2143

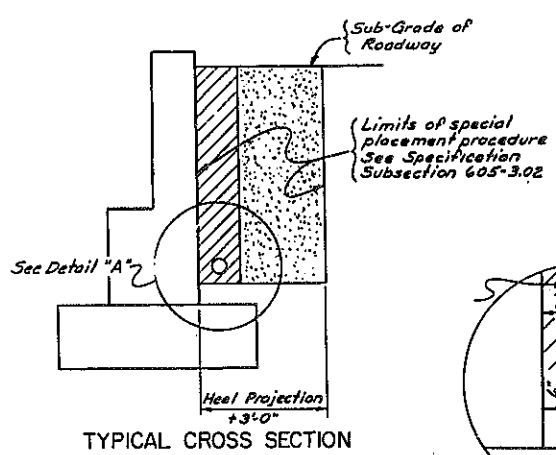
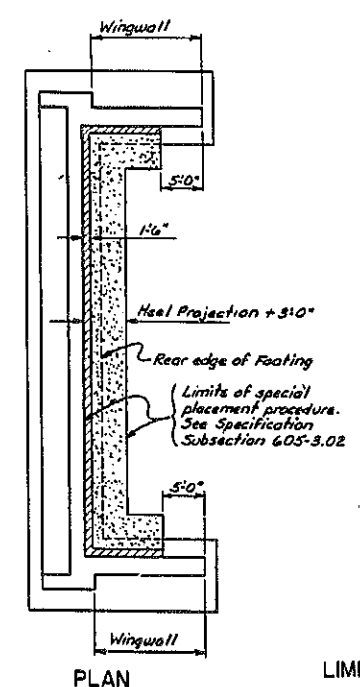
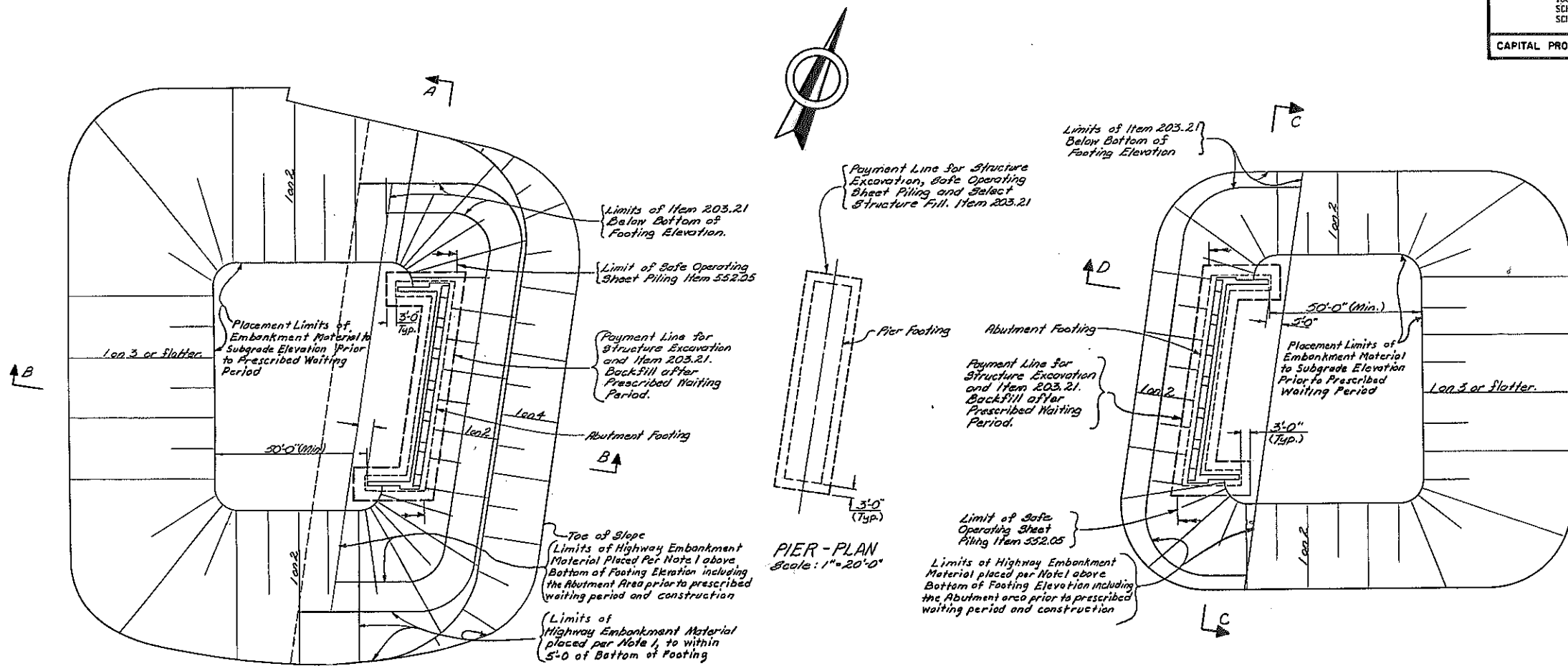
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DESIGN AND CONSTRUCTION DIVISION
GENERAL SUBSURFACE PROFILE FOR
BRIDGE No. 3 RAMPS "P" AND "L" OVER
N.Y.S. THRUWAY AND RAMP "L"

DRAWING NO. 4 OF 33

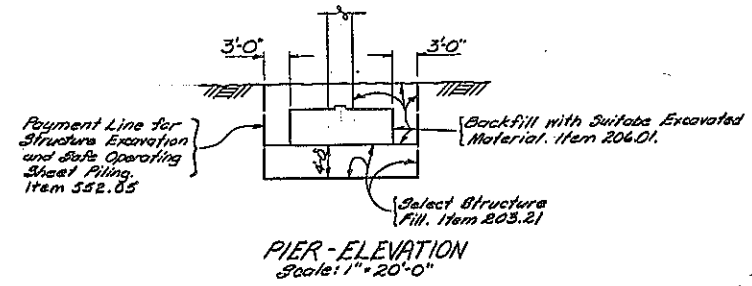
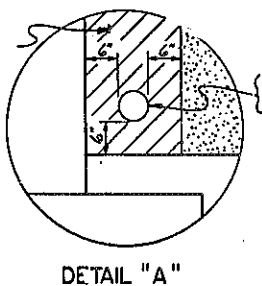


D96243

| FED. NO. REG. NO. | STATE | FEDERAL AD PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|---------------------------|--------------|-----------------|
| | NEW YORK | 1-88-2(10) | 256 | 284 |
| 188-ROUTE 7 CORR. TO N.Y.S. THRUWAY SCHENECTADY - DANESBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |



LIMITS FOR POROUS DRAINAGE AGGREGATE
Not to Scale



CONSTRUCTION PROCEDURE

The approach embankments for the West and East Abutments shall be built to the roadway subgrade, including the abutment area, and a one month waiting period shall be observed prior to excavating and constructing the abutments.

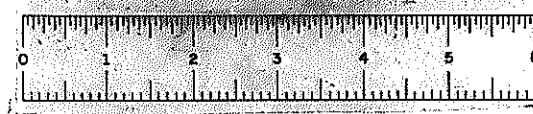
A two week waiting period shall be observed after constructing the Pier and both of the abutments before pouring the pedestals for these substructures to their final elevation. However, before observing this waiting period, the ground surface shall be completed to the roadway subgrade or to the finished ground line.

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- ~ NOTES ~
- Highway embankment material placed within these limits shall have a maximum dimension of 6 inches and shall be compacted to 95% of maximum density. Quantity to be included in highway estimate.
 - Unsuitable material shall be removed to the depths noted on the plans. No payment will be made for removal below these depths unless authorized writing by the Engineer after consultation with the Regional Soil Engineer. The excavation shall be backfilled with Item 203.21 unless otherwise specified.
- For Sections A-A, B-B, C-C and D-D see Dwg. G.

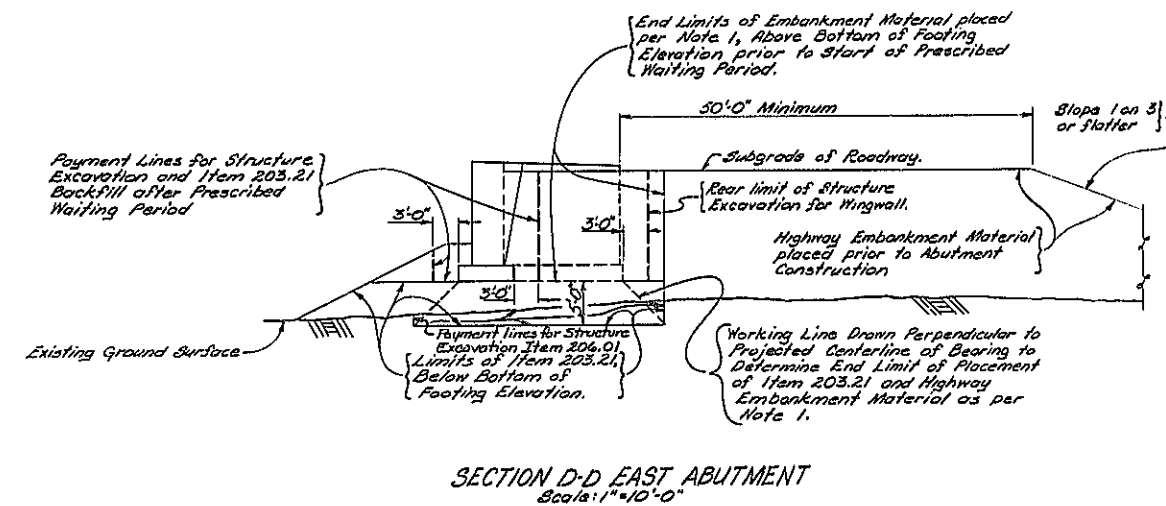
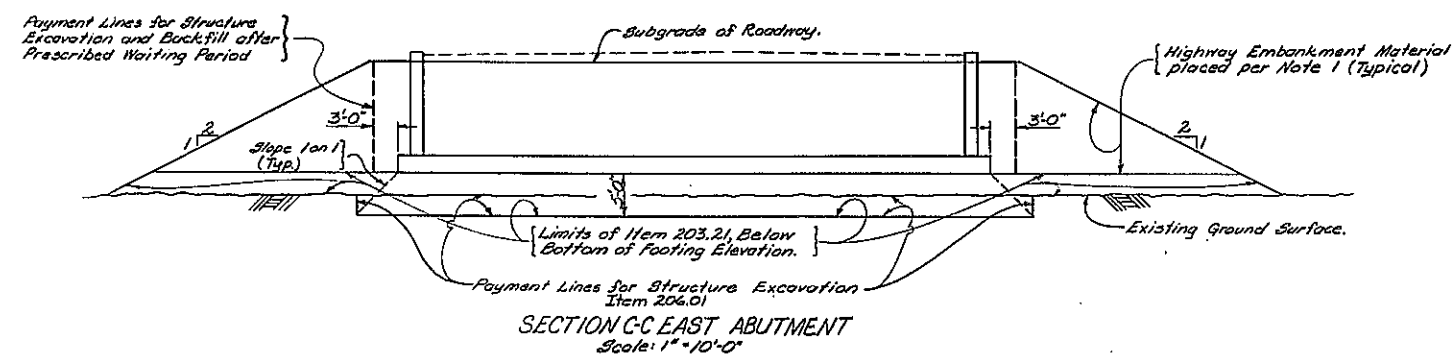
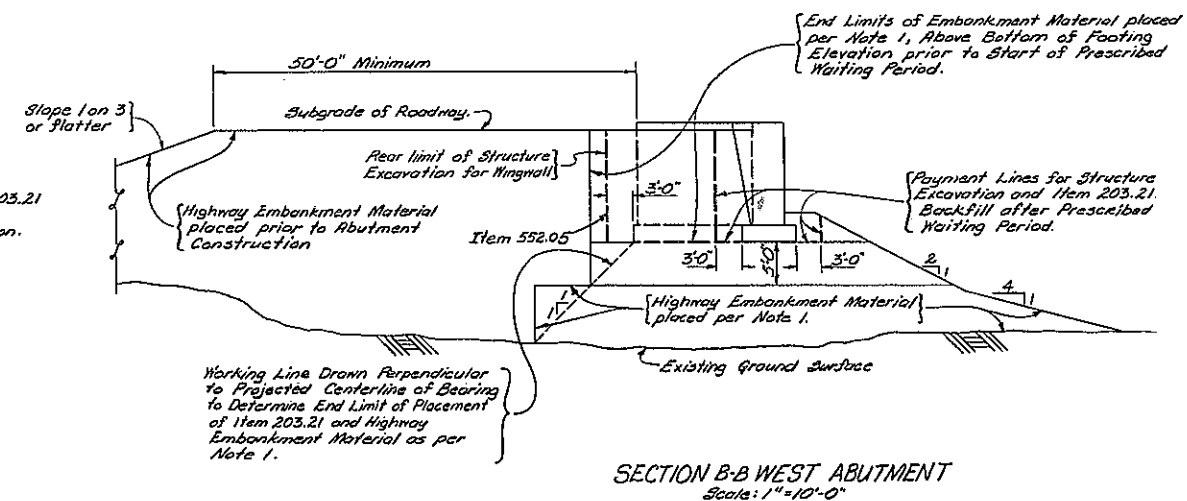
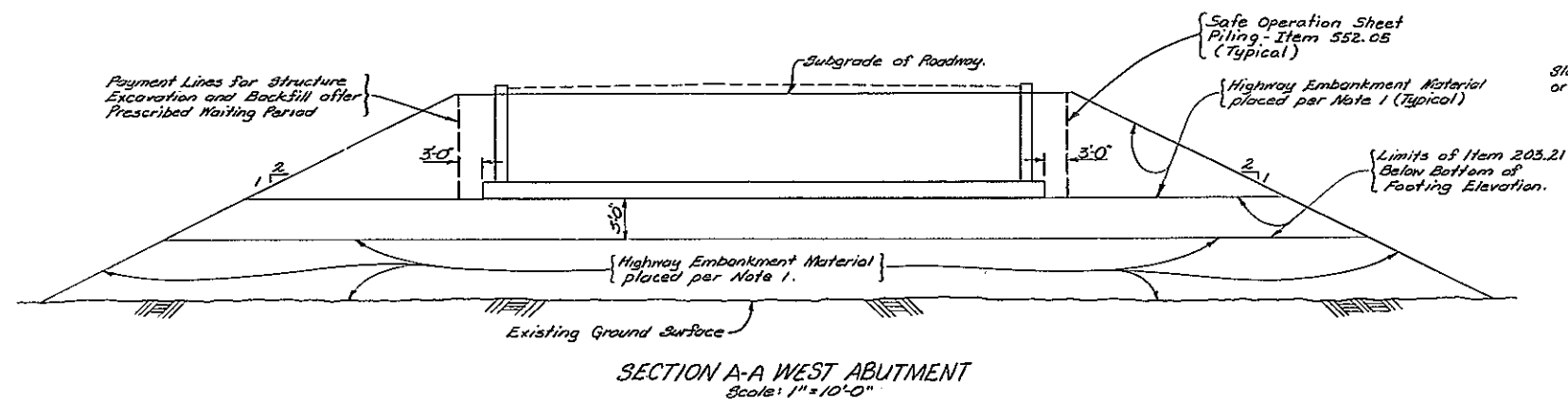
| | |
|--|-----------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION | |
| BRIDGE NO. 3 RAMP P AND L OVER N.Y.S. THRUWAY AND RAMP L | |
| EMBANKMENT SHEET | |
| PREP. ENG. J. J. P. [Signature] | DATE MADE Aug 2, 1979 |
| DESIGNED BY [Signature] | DRAWING NO. 5V OF 55 |

DESIGNED BY [Signature] CHECKED BY [Signature] DETAILED BY [Signature] CHECKED BY [Signature]

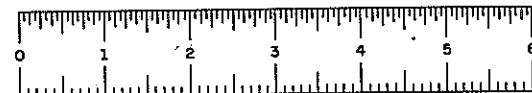


D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 257 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |

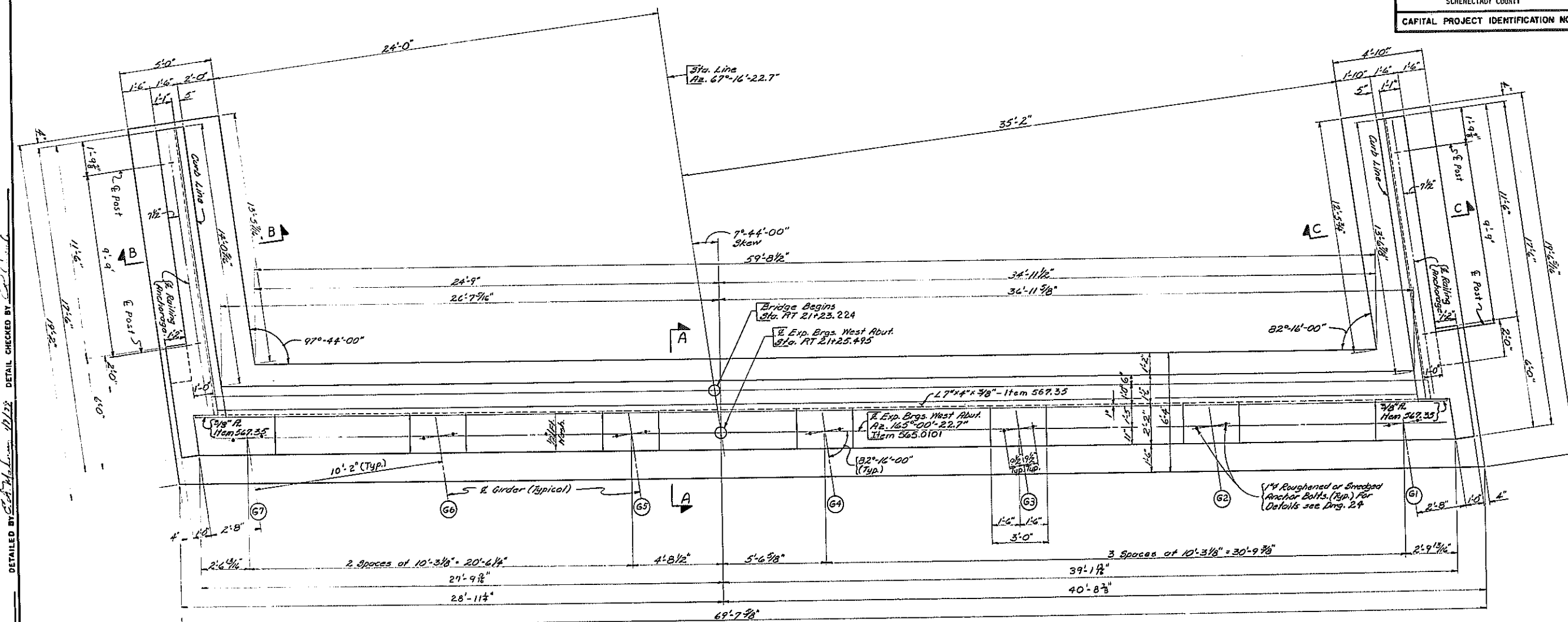


| | |
|--|-----------------------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION | |
| BRIDGE NO. 3 RAMP F AND L OVER N.Y.S. THRUWAY AND RAMP L | |
| EMBANKMENT-SECTIONS | |
| PROJ. ENG. <i>L. J. F. Sherman</i> | DATE MADE <i>Aug 2, 1979</i> |
| DESIGNER <i>D. J. Miller</i> | DRAWING NO. <i>6</i> OF <i>55</i> |



D96243

| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 258/1 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |

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

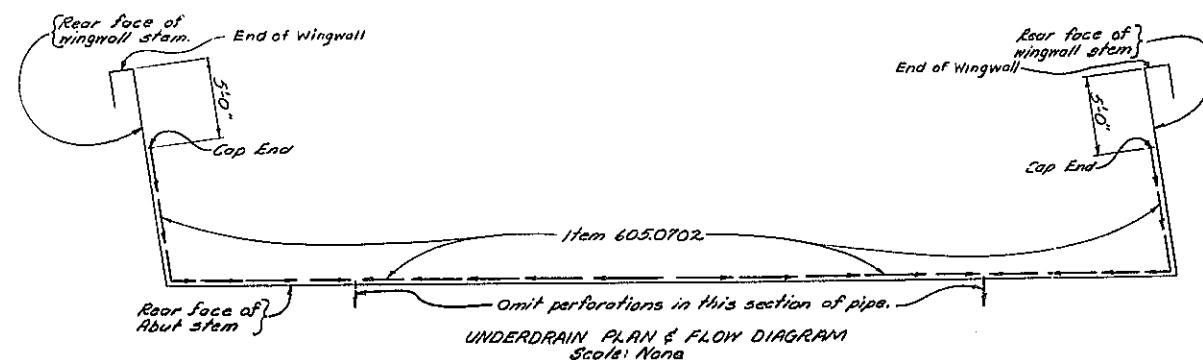
NOTES:
For Abutment Reinforcement see Dwg. 10
For Railing Details see Dwg. 30
For Railing Elevation see Dwg. 19
For Bearing Details see Dwg. 24
For Underdrain Filter Details see Dwg. 5
For Abutment Elevation see Dwg. 8
For Sections see Dwg. 9
For Design purposes the Foundation Pressure does not exceed 2 1/2 tons per sq. ft.

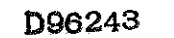
| CONCRETE & REINFORCEMENT TABLE | | | |
|--------------------------------|-----------------|-----------------|-------------------|
| FOUR# & LOCATION | ITEM 555.01 CY. | ITEM 555.02 CY. | ITEM 556.0201 LB. |
| 1. Footing | — | 42.11 | 2084 |
| 2. Stem | — | 46.25 | 2272 |
| 3. Backwall & Upper Wingwall | — | 40.57 | 2516 2469 |
| 4. Wingwall Overlays | .89 | — | 254 |
| 5. Header | .98 | — | 199 |
| 6. Pedestals | 1.59 | — | 261 |

REVISION IN TABLES

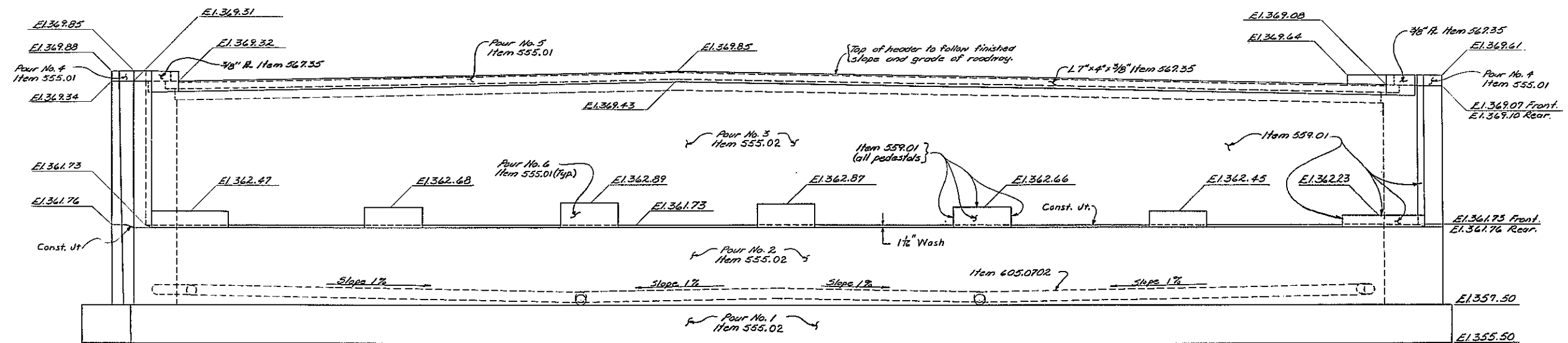
ITEMS 556.0201

| | | |
|---------------------------|--|--|
| 7 | STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION | |
| | BRIDGE NO. 3 RAMP P AND L OVER N.Y.S. THRUWAY AND RAMP L | |
| | WEST ABUTMENT - PLAN | |
| PROJ. ENG. J. J. Sherman | DATE MADE Aug 2, 1979 | |
| DESIGNED BY J. J. Sherman | DRAWING NO. 7 OF 35 | |

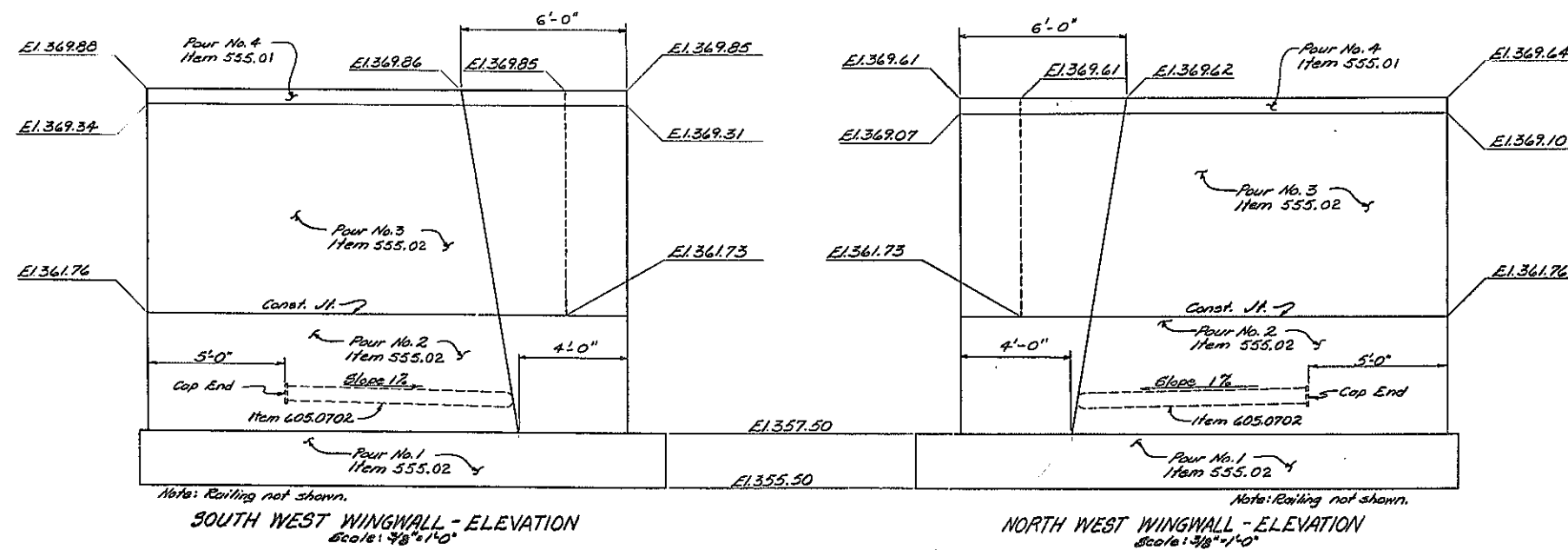




| FED. NO. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|----------|----------------------------|--------------|-----------------|
| | NEW YORK | I-88-2(10) | 259 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DUANESBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 155704 | | | | |




WEST ABUTMENT - ELEVATION
Scale: 3/8" = 1'-0"



SOUTH WEST WINGWALL - ELEVATION
Scale 1/8" = 1'-0"

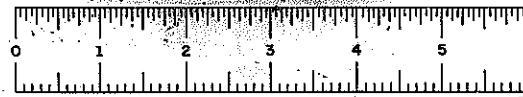
NORTH WEST WINGWALL - ELEVATION
Scale: 3/8" = 1'-0"

For Notes see Dwg. 7.

| | |
|---|---|
|  | STATE OF NEW YORK |
| | DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION |

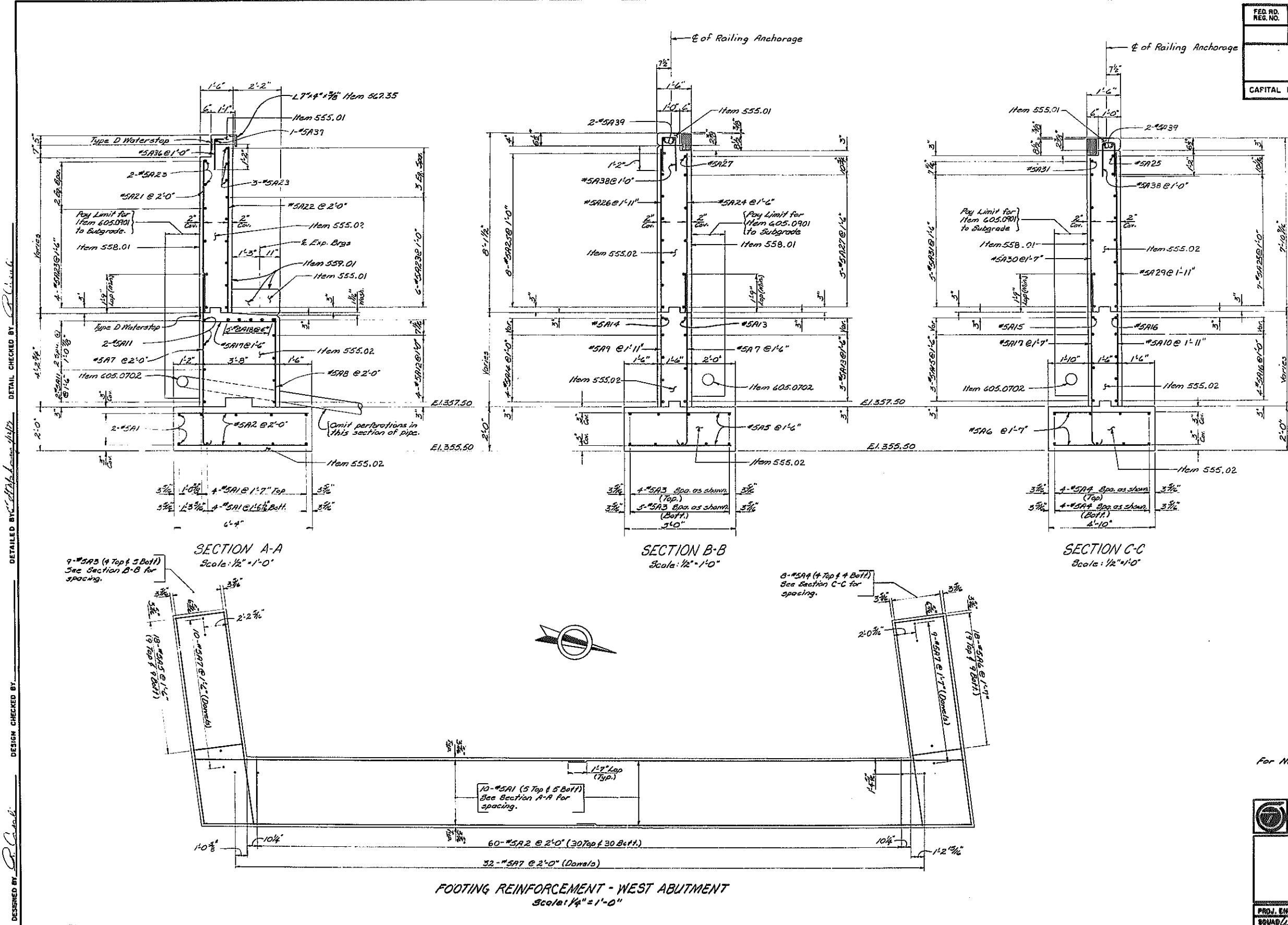
| | |
|---|--|
| BRIDGE NO. 3 RAMPS P AND L OVER N.Y.S. THRUWAY AND RAMP L WEST ABUTMENT - ELEVATION | |
|---|--|

| | |
|---|--|
| PROJ. ENG. <i>J. Sherman</i> DRAWN <i>Robert J. Goss</i> | DATE MADE <i>Aug 2, 1979</i> DRAWING NO. 80 OF 55 |
|---|--|



D96243

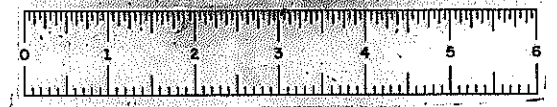
| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 260 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 135704 | | | | |



DESIGNED BY: *P. C. Smith* CHECKED BY: *P. C. Smith* DETAILED BY: *P. C. Smith* DATE: *10/1/77*

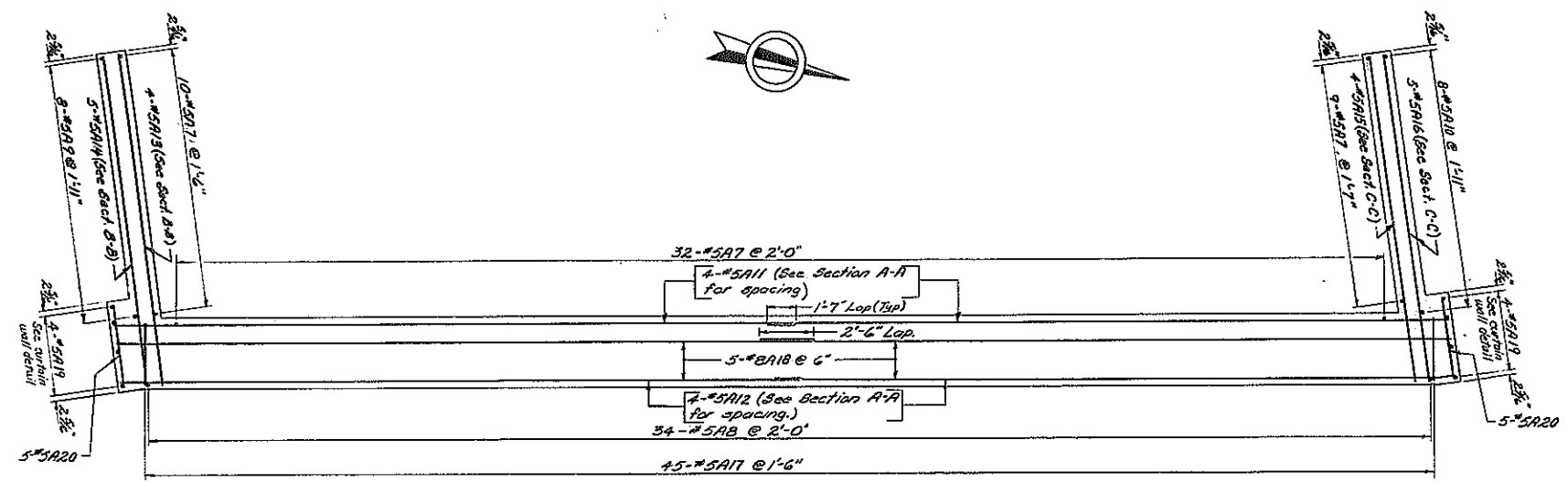
For Notes see Dwg. 7

| | |
|--|-----------------------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION | |
| BRIDGE NO. 3 RAMP P AND L OVER N.Y.S. THRUWAY AND RAMP L | |
| WEST ABUTMENT - SECTIONS | |
| PROJ. ENG. <i>G. J. Brennan</i> | DATE MADE <i>Aug 2, 1979</i> |
| SUB. <i>D. J. Brennan</i> | DRAWING NO. <i>9</i> OF <i>33</i> |

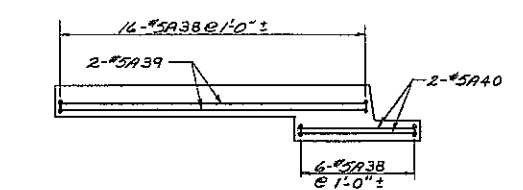


D96243

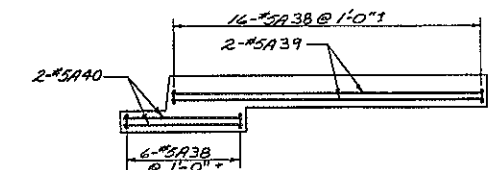
| FED. NO. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|----------------------------|--------------|-----------------|
| | NEW YORK | 1-88-2(10) | 261 | 284 |
| 188-ROUTE 7 CORN. TO N.Y.S. THRUWAY SCHENECTADY - DUANE SBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |



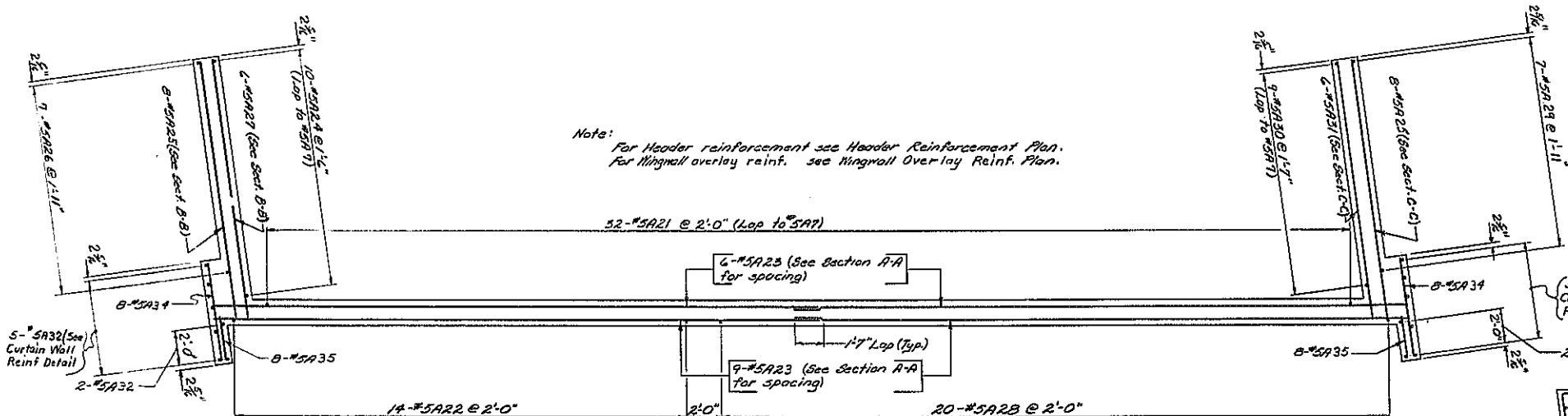
STEM REIN. PLAN - WEST ABUT.
Scale: 1/4" = 1'-0"



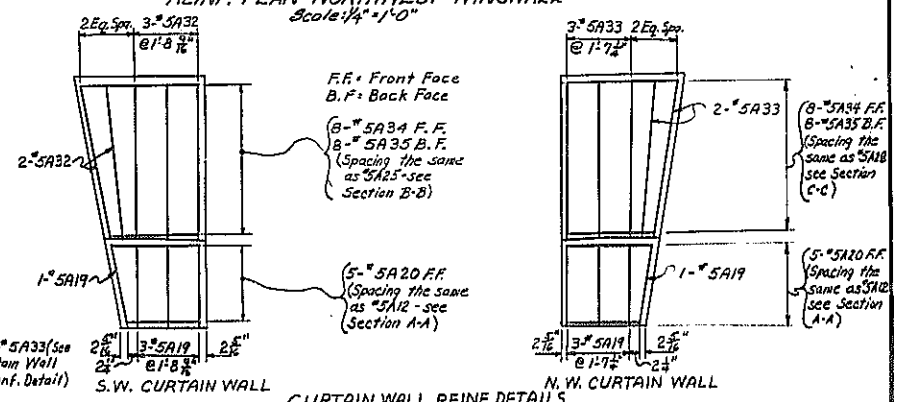
REIN. PLAN - SOUTHWEST WINGWALL
Scale: 1/4" = 1'-0"



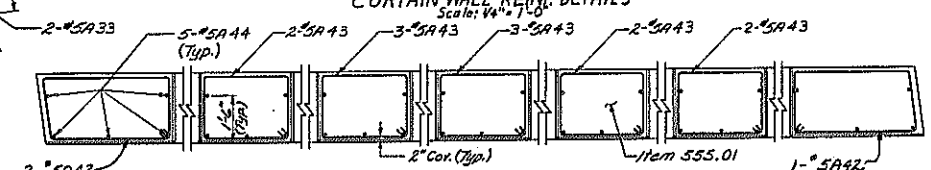
REIN. PLAN - NORTHWEST WINGWALL
Scale: 1/4" = 1'-0"



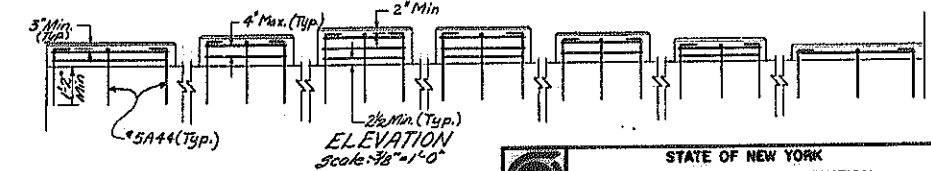
BACKWALL & UPPER WINGWALL REINFORCEMENT PLAN - WEST ABUT.
Scale: 1/4" = 1'-0"



CURTAIN WALL REIN. DETAILS
Scale: 1/4" = 1'-0"



PLAN PEDESTAL REIN. DETAILS
Scale: 1/8" = 1'-0"



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

Note:
For Header reinforcement see Header Reinforcement Plan.
For Wingwall overlay reinf. see Wingwall Overlay Reinf. Plan.

For Notes see Dwg. 7

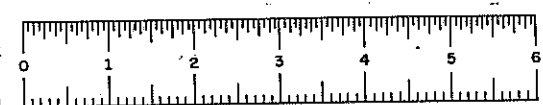
DESIGNED BY: C. J. Schmitt
CHECKED BY: C. J. Schmitt
DATE: 1/1/79

DESIGNED BY: C. J. Schmitt
CHECKED BY: C. J. Schmitt
DATE: 1/1/79

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

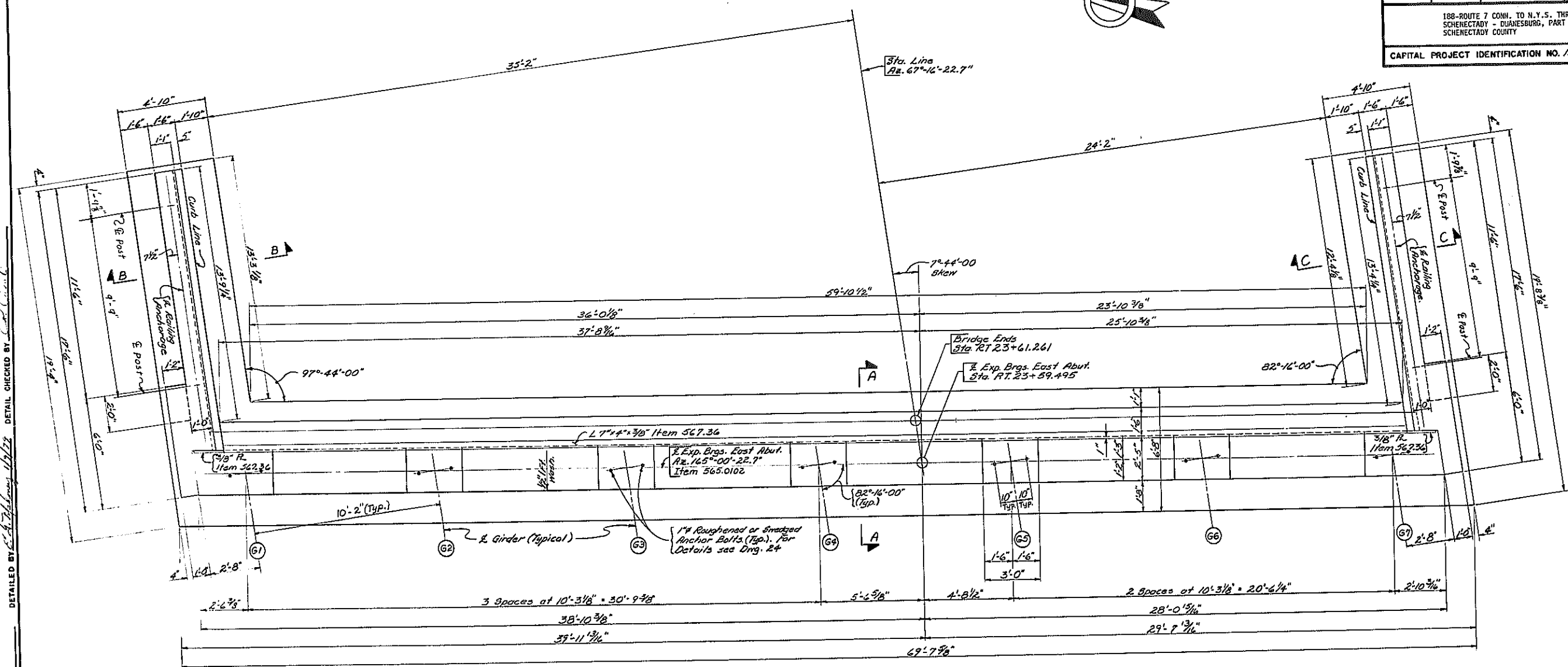
BRIDGE NO. 3 RAMP P AND L
OVER N.Y.S. THRUWAY AND RAMP L
WEST ABUTMENT - REINFORCEMENT

PREPARED BY: C. J. Schmitt
DATE MADE: 1/1/79
DRAWING NO. 10 OF 53



D96243

| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 2624 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 135704 | | | | |



EAST ABUTMENT - PLAN
Scale: 3/8" = 1'-0"

NOTES:
For Abutment Reinforcement see Dwg. 14
For Railing Details see Dwg. 30
For Railing Elevation see Dwg. 19
For Bearing Details see Dwg. 24
For Underdrain Filter Details see Dwg. 5
For Abutment Elevation see Dwg. 12
For Sections see Dwg. 13
For Design Purposes the Foundation pressure does not exceed 2 1/2 tons per sq. ft.

| CONCRETE & REINFORCEMENT TABLE | | | |
|--------------------------------|----------------|----------------|----------------|
| POUR # & LOCATION | ITEM 555.01 CY | ITEM 555.02 CY | ITEM 555.03 CY |
| 1- Footing | 43.55 | 2134 | 2134 |
| 2- Stem | 42.22 | 2272 | 2272 |
| 3- Backwall & Upper Wingwall | 42.47 | 2552 | 2552 |
| 4- Wingwall Overlays | .89 | 253 | 253 |
| 5- Header | .98 | 199 | 199 |
| 6- Pedestals | 1.80 | 268 | 268 |

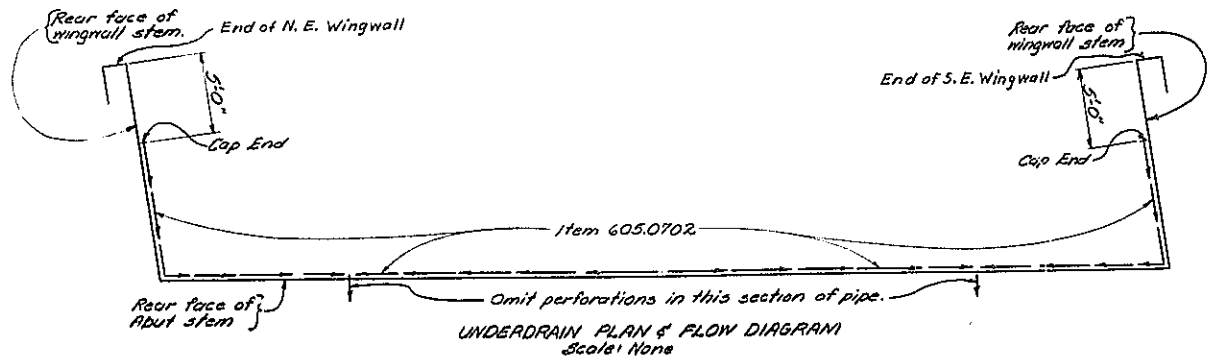
REVISION IN TABLES

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

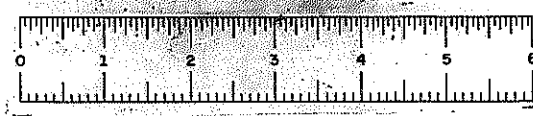
BRIDGE NO. 3 OVER Rte. 7 AND 1
OVER Rte. 7, THRUWAY AND Rte. 1

EAST ABUTMENT - PLAN

PROJ. ENG. J. Schuman DATE MADE Aug. 2, 1979
DRAWN BY Wm. V. Vossen DRAWING NO. 11 OF 33

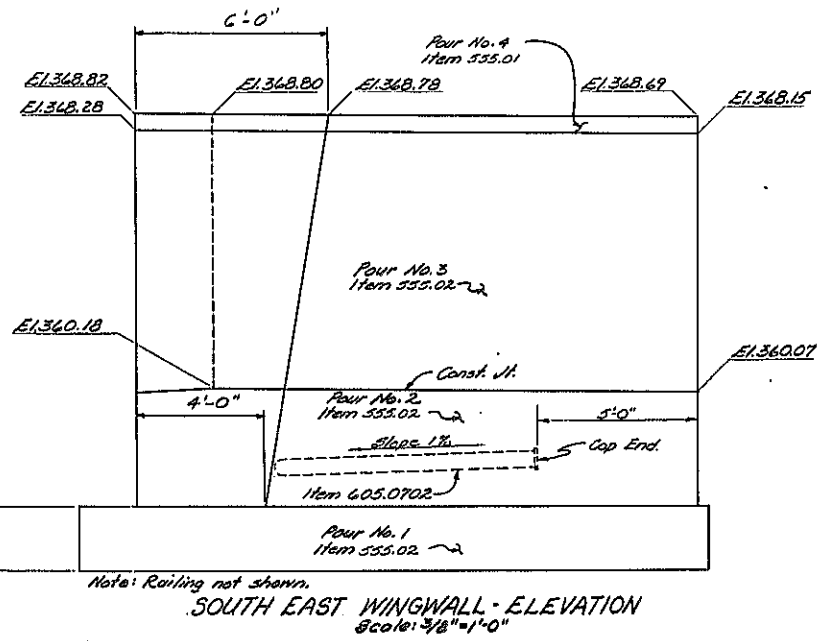
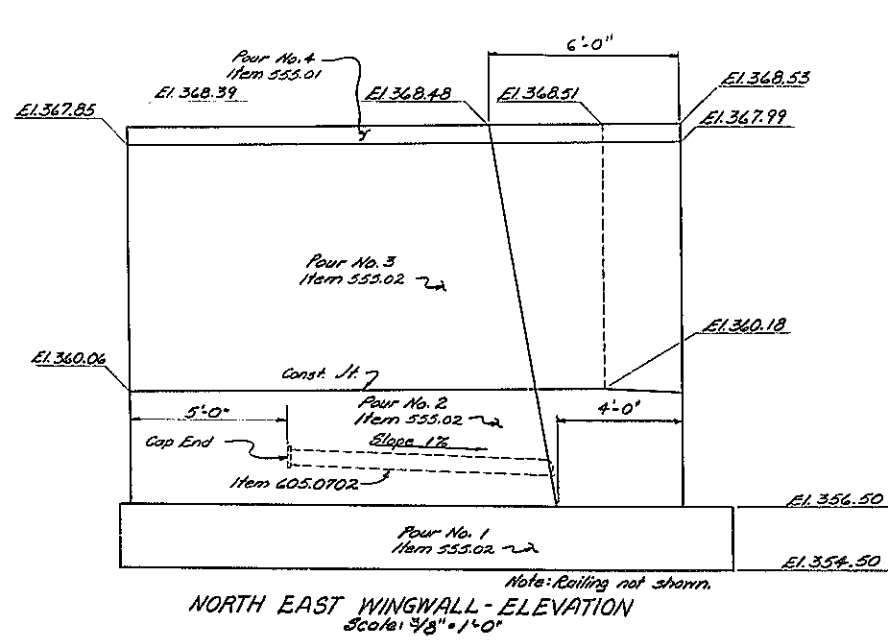
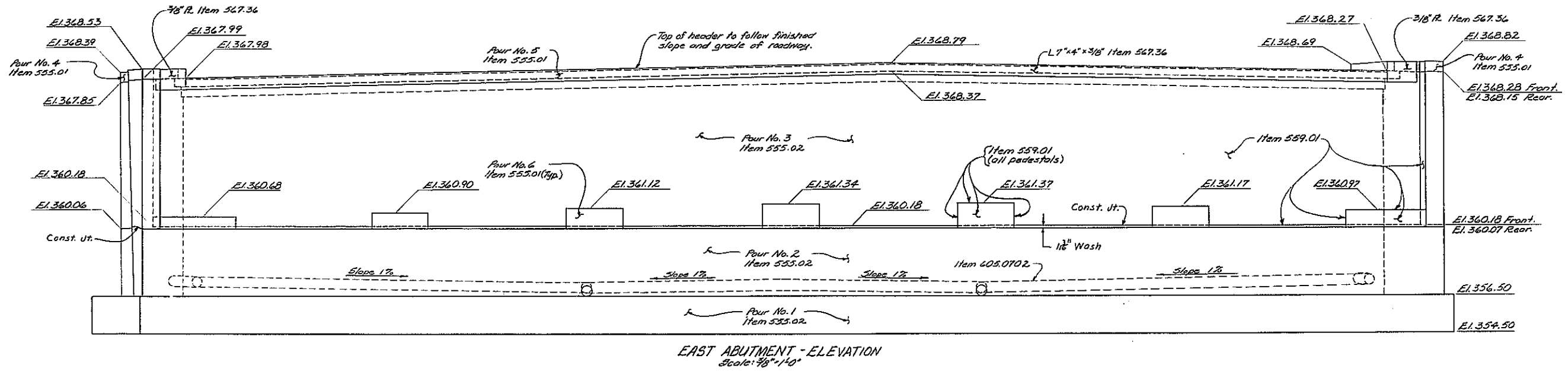


DESIGNED BY: J. Schuman
CHECKED BY: J. Schuman
DETAIL CHECKED BY: J. Schuman



D96243

| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 263 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 800 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |



For Notes see Dwg. 11

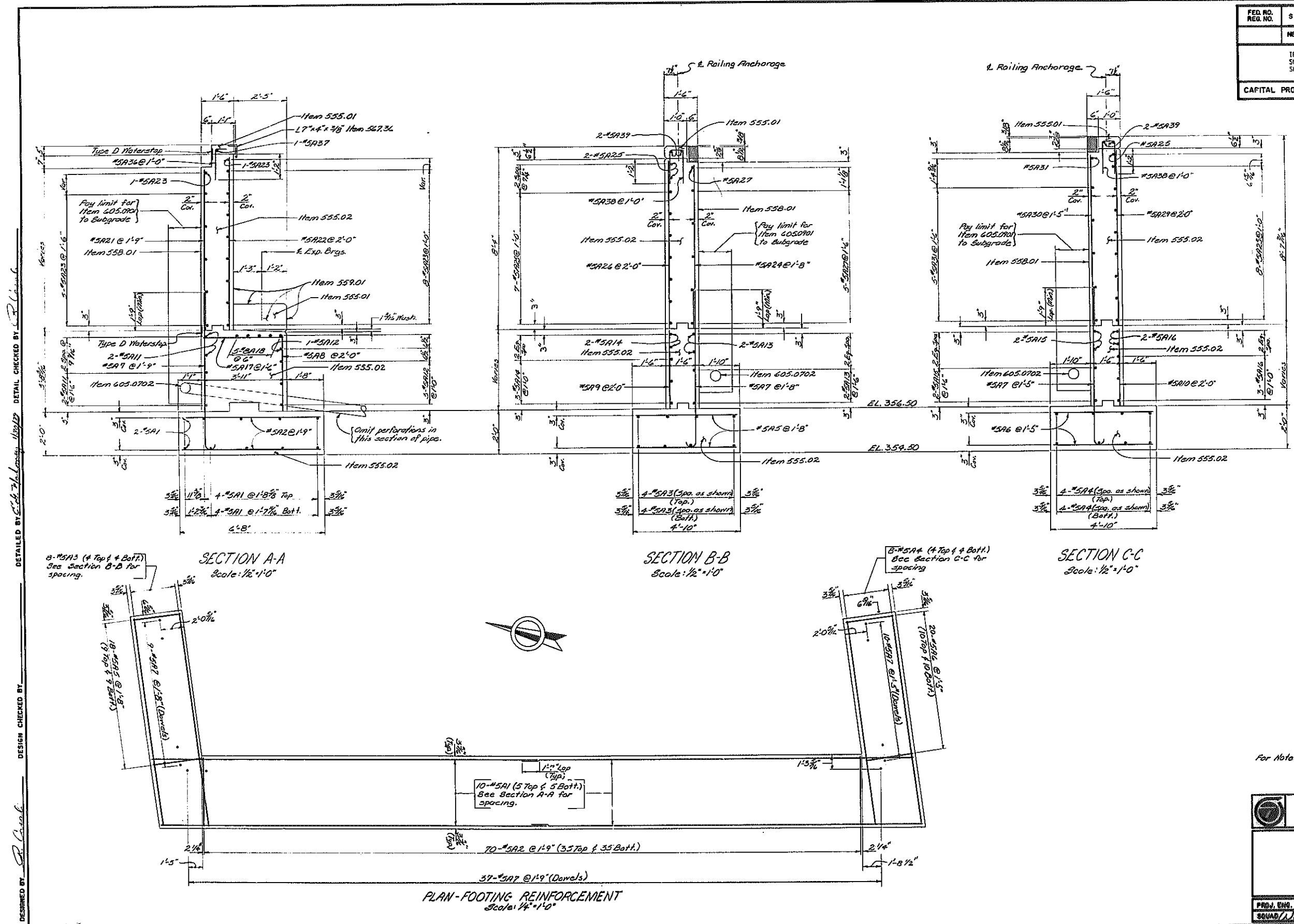
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|--|-----------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION | |
| BRIDGE NO. 3 RAMP P AND L OVER N.Y.S. THRUWAY AND RAMP L | |
| EAST ABUTMENT - ELEVATION | |
| PROJ. ENG. J. E. Egan | DATE MADE Aug 2, 1979 |
| DRAWN J. Egan | DRAWN NO. 12 OF 33 |

DESIGNED BY: J. E. Egan
DETAIL CHECKED BY: J. E. Egan
DESIGN CHECKED BY: J. E. Egan



D96243

| FED. NO. REG. NO. | STATE | FEDERAL AD PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|---------------------------|--------------|-----------------|
| | NEW YORK | 1-88-2(10) | 264 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |



DESIGNED BY: *[Signature]* CHECKED BY: *[Signature]* DETAILED BY: *[Signature]*

For Notes see Dwg. 11

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

BRIDGE NO. 3 RAMP P AND L
OVER N.Y.S. THRUWAY AND RAMP L

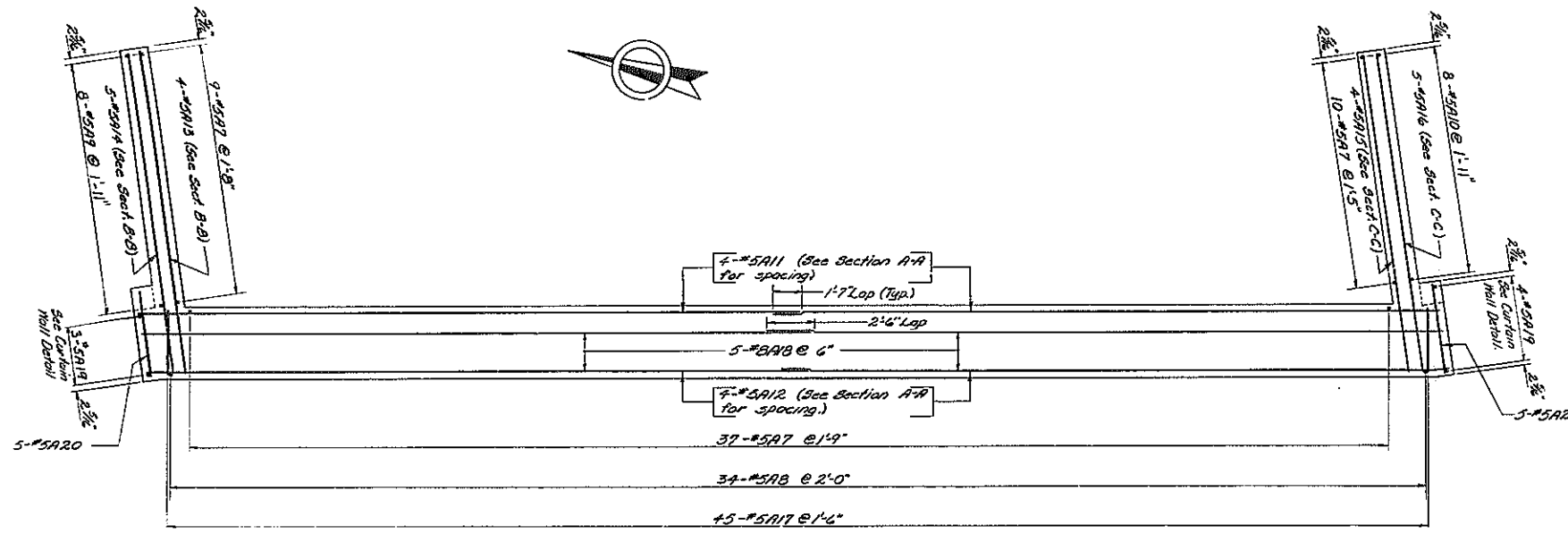
EAST ABUTMENT SECTIONS

PROJ. ENG. *[Signature]* DATE MADE *Aug 2, 1979*
SQUAD *[Signature]* DRAWING NO. 13 OF 35

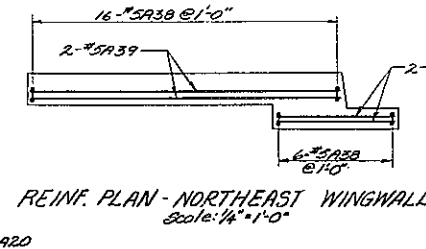


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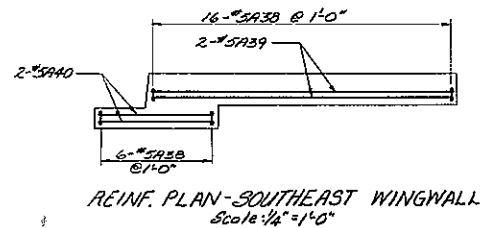
| FED. NO. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|----------------------------|--------------|-----------------|
| | NEW YORK | 1-88-2(10) | 265 | 284 |
| 108-ROUTE 7 CORN. TO N.Y.S. THRUWAY SCHENECTADY - DUARRESBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |



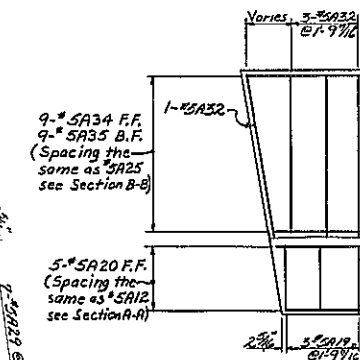
STEM REINF. PLAN - EAST ABUT.
Scale: 1/4" = 1'-0"



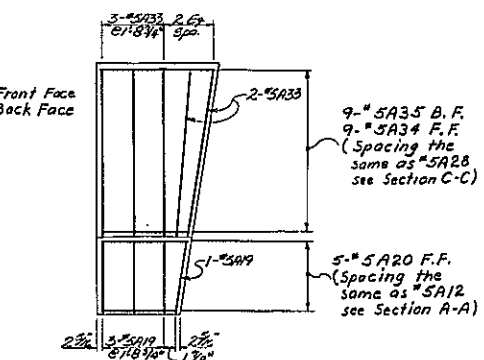
REINF. PLAN - NORTHEAST WINGWALL
Scale: 1/4" = 1'-0"



REINF. PLAN - SOUTHEAST WINGWALL
Scale: 1/4" = 1'-0"

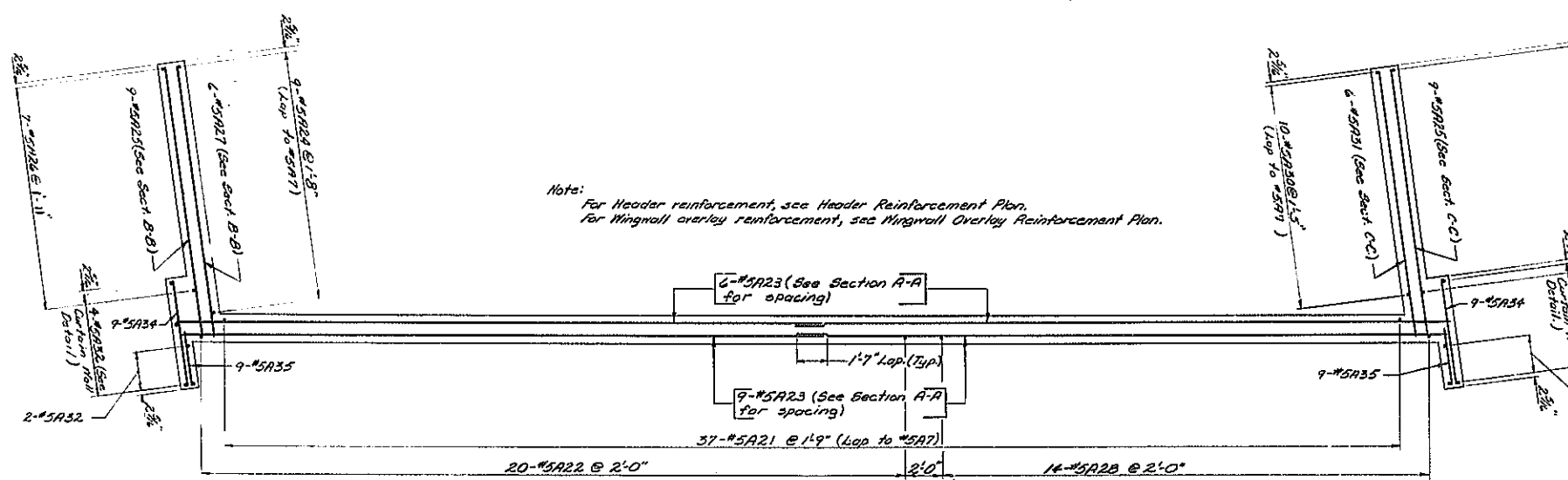


N.E. CURTAIN WALL
CURTAIN WALL REINF. DETAILS
Scale: 1/4" = 1'-0"

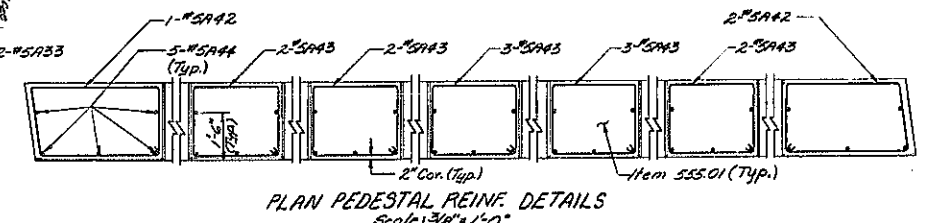


S.E. CURTAIN WALL
CURTAIN WALL REINF. DETAILS
Scale: 1/4" = 1'-0"

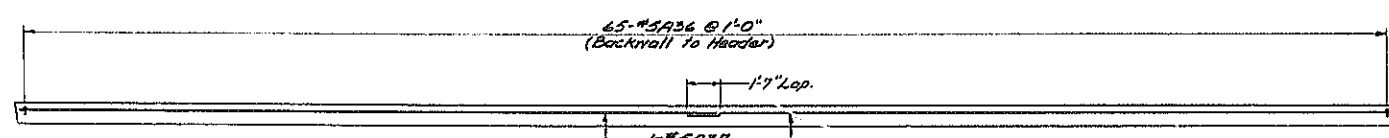
Notes:
For Header reinforcement, see Header Reinforcement Plan.
For Wingwall overlay reinforcement, see Wingwall Overlay Reinforcement Plan.



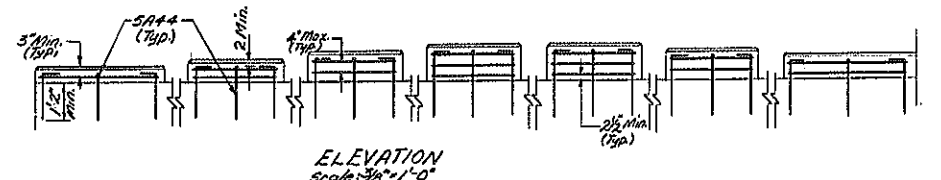
BACKWALL & UPPER WINGWALL REINFORCEMENT PLAN - EAST ABUT.
Scale: 1/4" = 1'-0"



PLAN PEDESTAL REINF. DETAILS
Scale: 3/8" = 1'-0"



HEADER REINFORCEMENT - EAST ABUT.
Scale: 1/4" = 1'-0"



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

For Notes see Dwg. 11

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

BRIDGE NO. 3 RAMP'S P AND L
OVER N.Y.S. THRUWAY AND RAMP L

EAST ABUTMENT - REINFORCEMENT

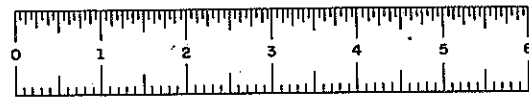
PROJ. ENG. G. J. Gorman

DATE MADE Aug 2, 1979

BRAND/WORK/DATE

DRAWING NO. 14 OF 33

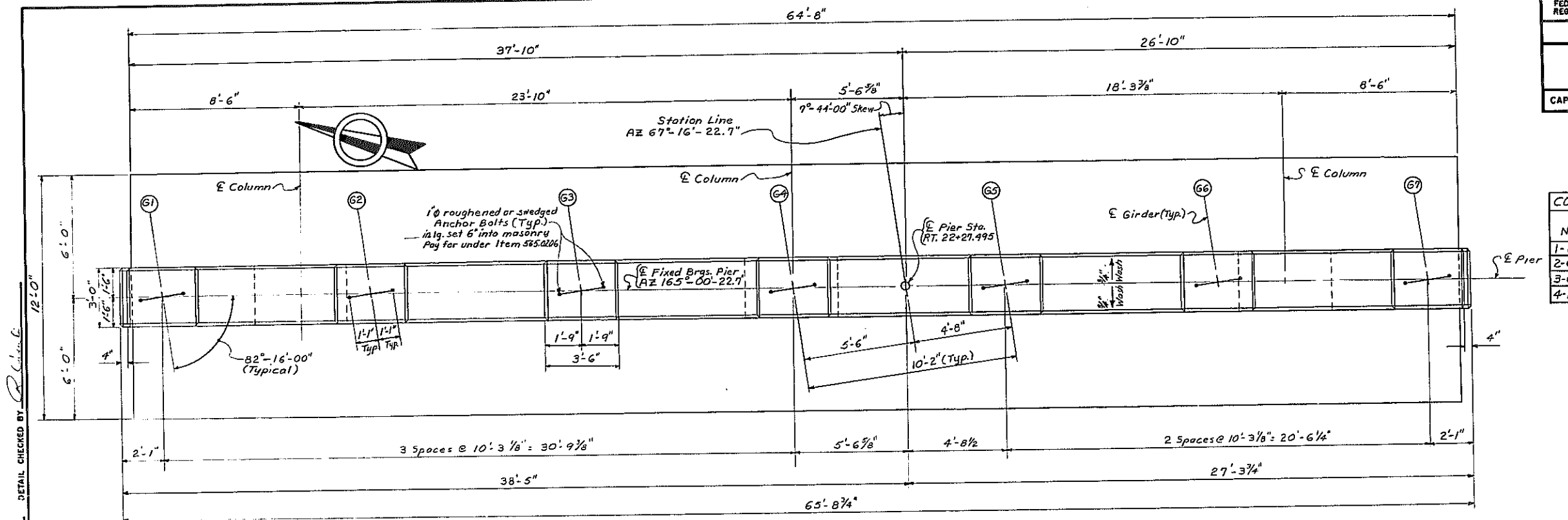
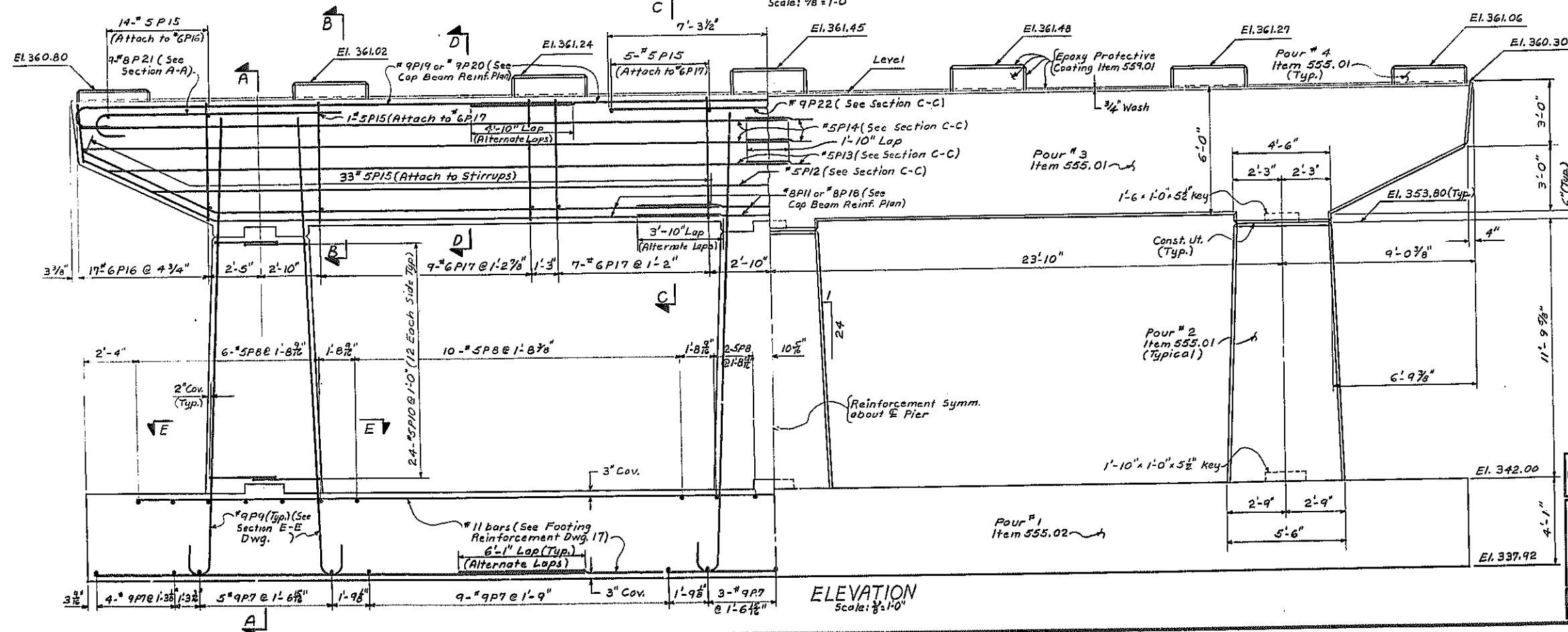
DESIGNED BY: R. C. Calkins
CHECKED BY: R. C. Calkins
DATE: 8/2/79
DETAIL CHECKED BY: R. C. Calkins



D96243

| FED. NO. REQ. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|----------------------------|--------------|-----------------|
| | NEW YORK | 1-68-2(10) | 266 | 284 |
| 188-ROUTE 7 CONVL. TO N.Y.S. THRUWAY SCHENECTADY - DIANESBURG, PART 1, S.H. RHD SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |

| CONCRETE & REINFORCEMENT TABLE | | | |
|--------------------------------|----------------|----------------|------------------|
| POUR NUMBER | ITEM 555.01 | ITEM 555.02 | ITEM 555.0201 |
| 1-Footing | — | 117.55 | 40,333 Lbs |
| 2-Columns | 19.67 | — | 964 Lbs |
| 3-Cap Beam | 43.74 | — | 1,996 Lbs |
| 4-Pedestals | 2.42 | — | 407 Lbs |

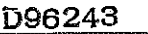
PLAN - PIER
Scale: 3/8" = 1'-0"ELEVATION
Scale: 3/8" = 1'-0"

Notes:
For Sections A-A, B-B, C-C & D-D see Dwg. 16.
For reinforcement see Dwg. 17.
For design purposes the foundation
pressure does not exceed 2 1/2 tons per
square foot.
For Bearing Details see Dwg. 19.


REVISION IN TABLES

ITEMS 555.0201

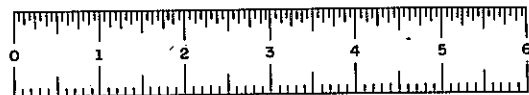
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|--|----------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION | |
| BRIDGE NO. 3 RAMP F AND L OVER N.Y.S. THRUWAY AND RAMP L | |
| PIER - PLAN AND ELEVATION | |
| PROJ. ENG. <i>Ch. J. [Signature]</i> | DATE MADE 11/29/29 |
| SQUAD <i>Wm. [Signature]</i> | DRAWING NO. 15 OF 33 |



For Notes See Drawing 15.

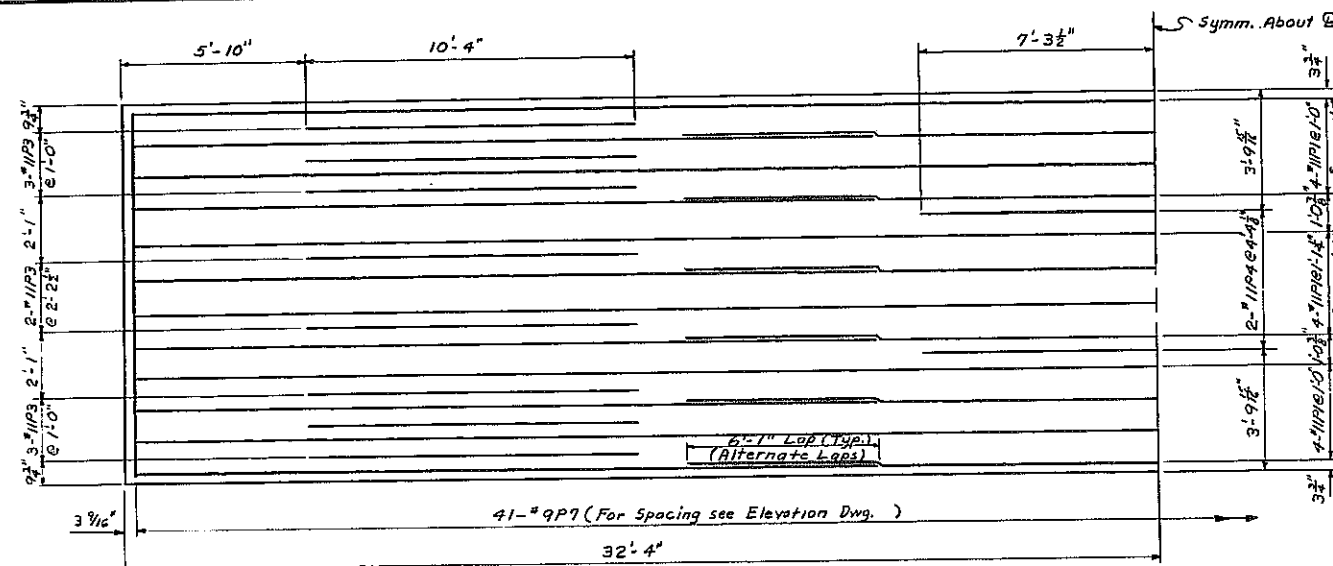
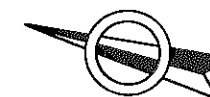
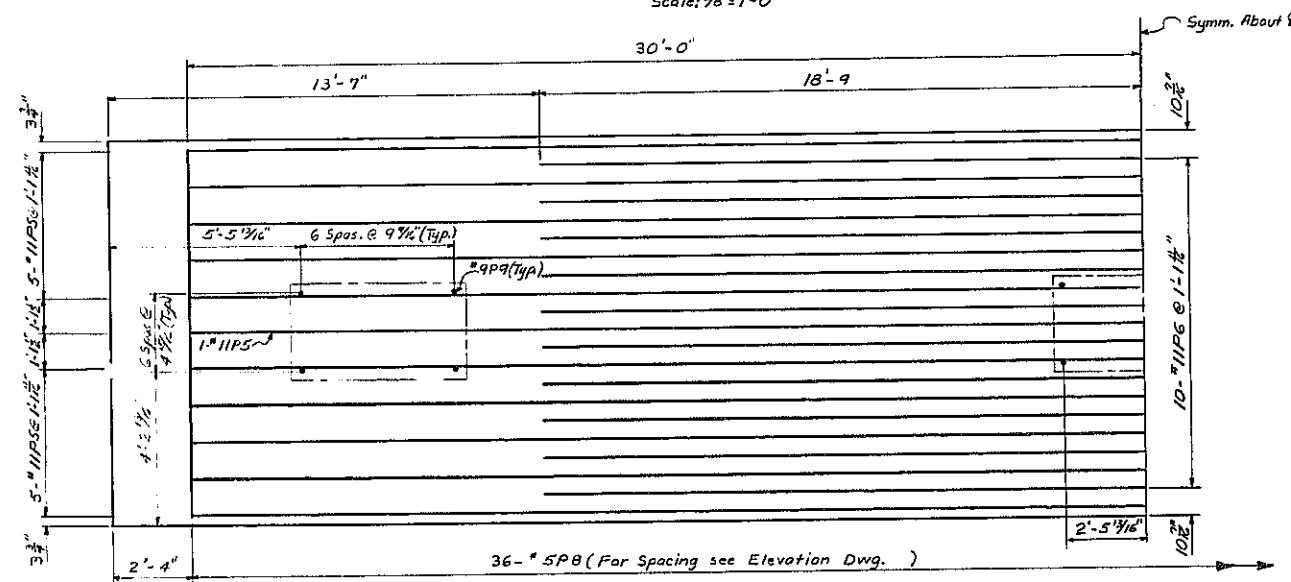
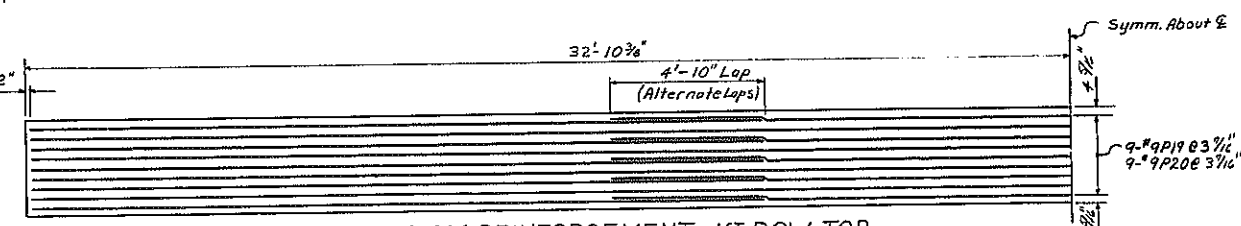
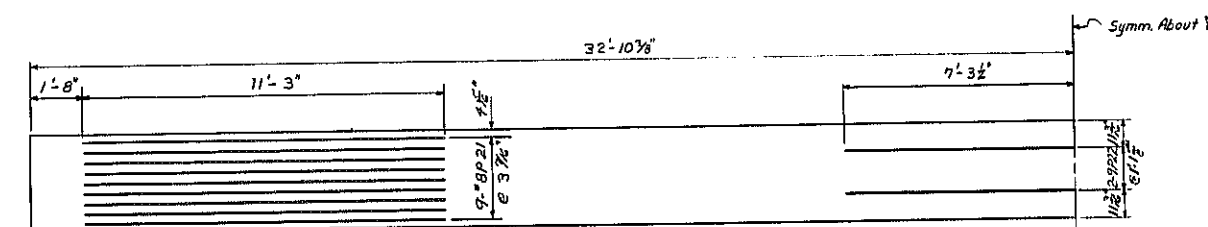
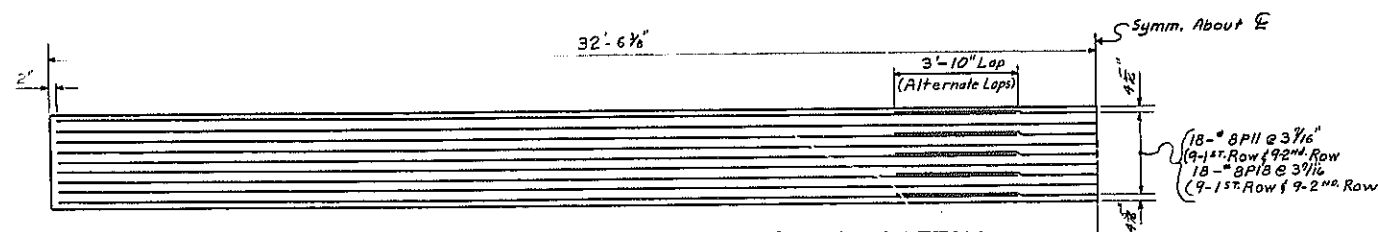
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|---|--|
|  | STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION |
| | BRIDGE NO. 3 RAMPS P AND L OVER N.Y.S. THRUWAY AND RAMP L PIER - SECTIONS |
| PROJ. ENG. <i>G. Sherman</i> DRAWN <i>Wm. Chas.</i> | DATE MADE <i>2/5/79</i> DRAWING NO. <i>16 OF 33</i> |

DESIGNED BY P. Cash DETAIL CHECKED BY P. Cash
 DESIGN CHECKED BY _____ DETAILED BY L. J. H. H. H.



D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 268 E1 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 680 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |

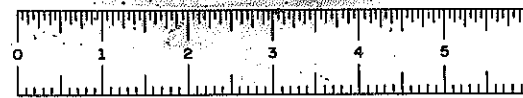
BOTTOM FOOTING REINFORCEMENT
Scale: $\frac{3}{8}$ " = 1'-0"TOP FOOTING REINFORCEMENT
Scale: $\frac{3}{8}$ " = 1'-0"CAP BEAM REINFORCEMENT-1ST ROW TOP
Scale: $\frac{3}{8}$ " = 1'-0"CAP BEAM REINFORCEMENT-2ND ROW TOP
Scale: $\frac{3}{8}$ " = 1'-0"CAP BEAM REINFORCEMENT-1ST AND 2ND ROW BOTTOM
Scale: $\frac{3}{8}$ " = 1'-0"

For Notes See Drawing 15.

REVISIONS

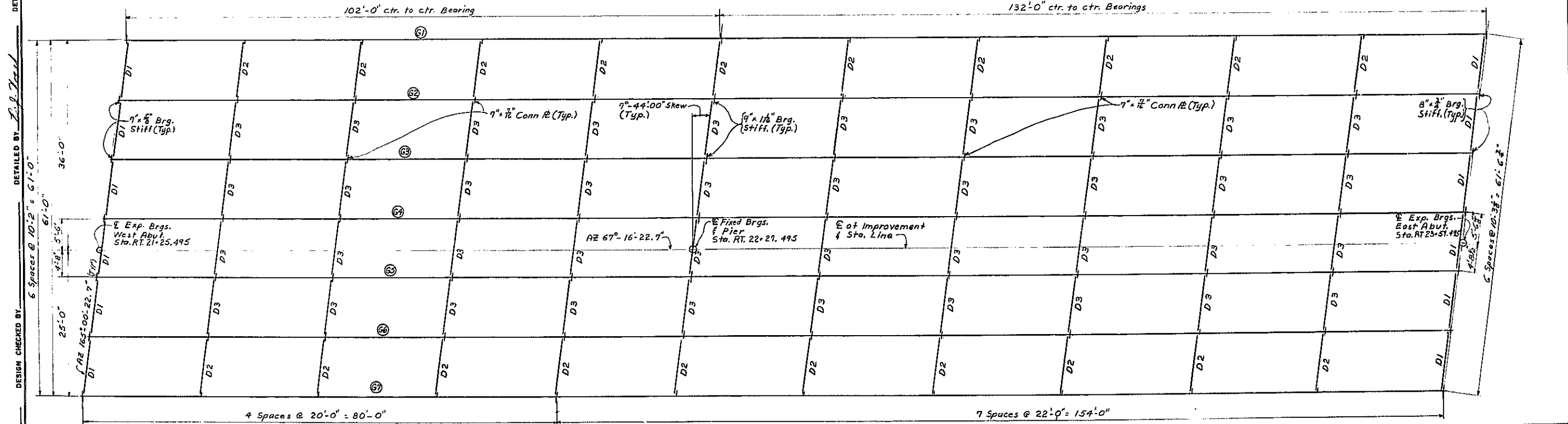
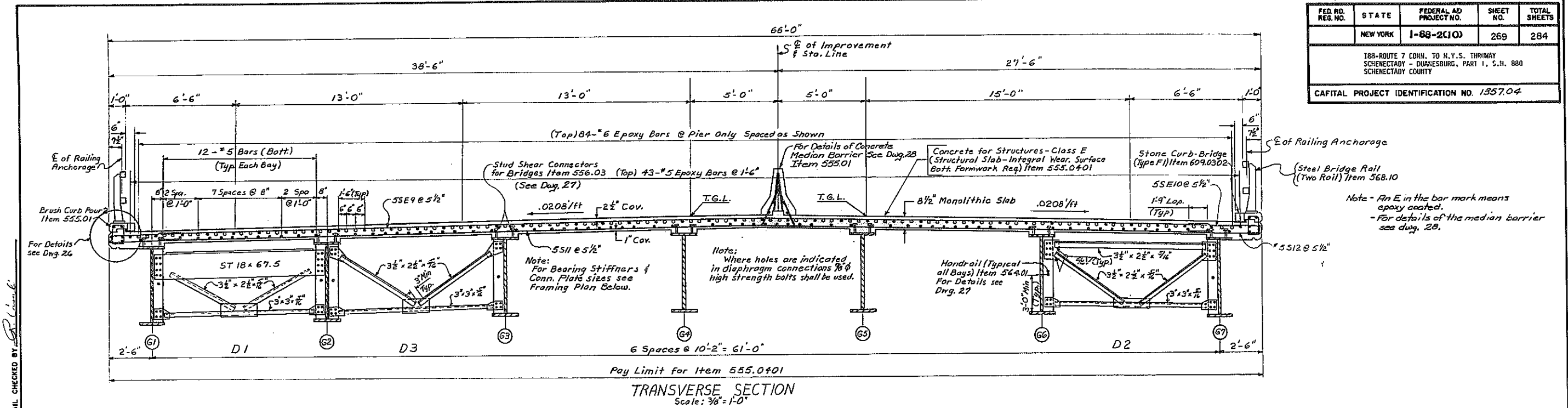
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|--|----------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION | |
| BRIDGE NO. 3 BOW'S P AND L OVER N.Y.S. THRUWAY AND RAMP L | |
| PIER - REINFORCEMENT | |
| PROJ. ENG. <i>G. Gherman</i> | DATE MADE 2-6-79 |
| SQUAD <i>Werner Olson</i> | DRAWING NO. 17 OF 33 |

DESIGNED BY *T. J. Vogel* CHECKED BY *Chen*DESIGN CHECKED BY *Chen*



D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-68-2(10) | 269 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DUANE SBURG, PART I, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |



DESIGNED BY: *P. J. Hall*

DETAIL CHECKED BY: *P. J. Hall*

DESIGN CHECKED BY: *P. J. Hall*

NOTES FOR DIAPHRAGM DETAILS

Snipe the outstanding leg of all angles and plates 1" minimum.

Tapered or flat shim plates may be used in the connection between skewed diaphragms and the bearing stiffeners or stiffener connection plates. Variable thicknesses of shim plates may be used. The minimum thickness of shim plate shall be 1/8" with a maximum number of three shim plates permitted at any connection. The total thickness of all shim plates used at any connection shall not exceed 1". Shim plates shall have the dimensions of the facing surface. The shim material shall conform to ASTM Designation A36, except that on unpainted structures, the shim material shall conform to ASTM Designation A588. No additional payment will be made for furnishing and placing the shim plates.

Where holes are indicated, connections shall be 7/8" diameter high-strength bolts.

Cross frames may be fabricated to fit the girders in their erected position and cambered shape, but deflected vertically under the dead load of the steel work only.

The Contractor may place diaphragms on either side of the bearing stiffeners or stiffener connection plates as necessary to correct alignment provided there will be no interference with other structural details.

FRAMING PLAN

Scale 1/8" = 1'-0"

STATE OF NEW YORK

DEPARTMENT OF TRANSPORTATION

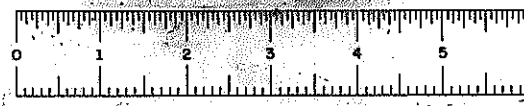
DIVISION OF DESIGN AND CONSTRUCTION

BRIDGE NO. 3 RAMP P AND L
OVER N.Y.S. THRUWAY AND RAMP L

TRANSVERSE SECTION AND FRAMING PLAN

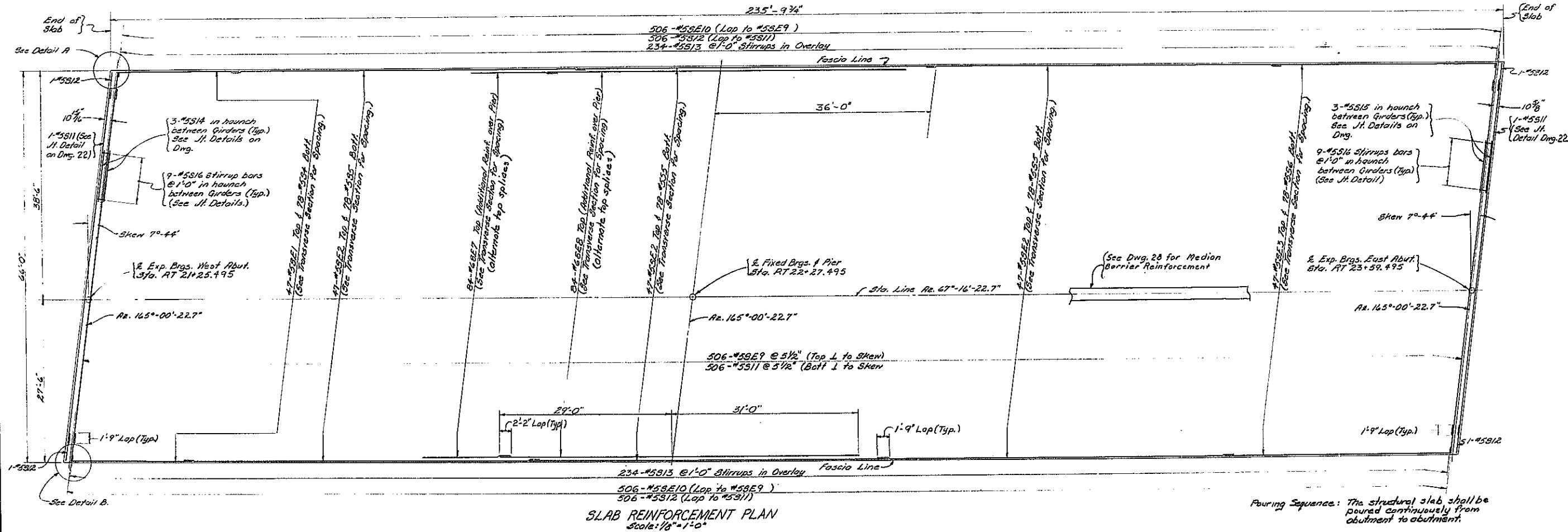
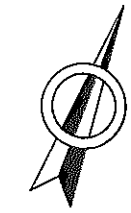
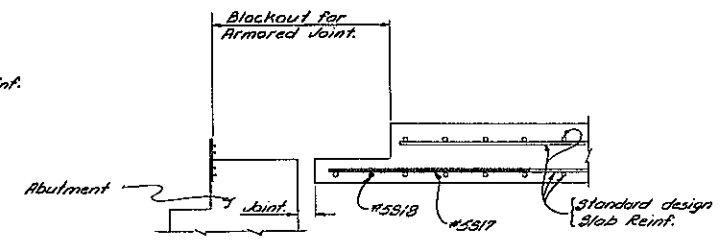
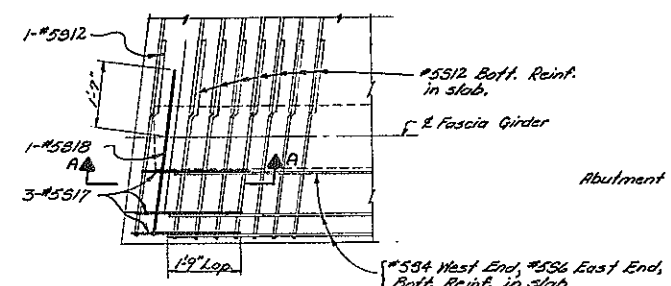
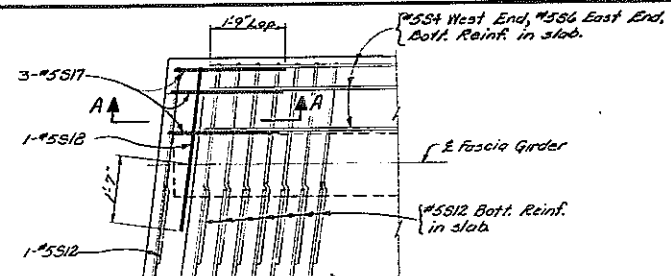
PROJ. ENG. *G. J. Sullivan* DATE MADE *Aug 2, 1979*

SQUAD *Wm. O'Brien* DRAWING NO. *18 OF 33*

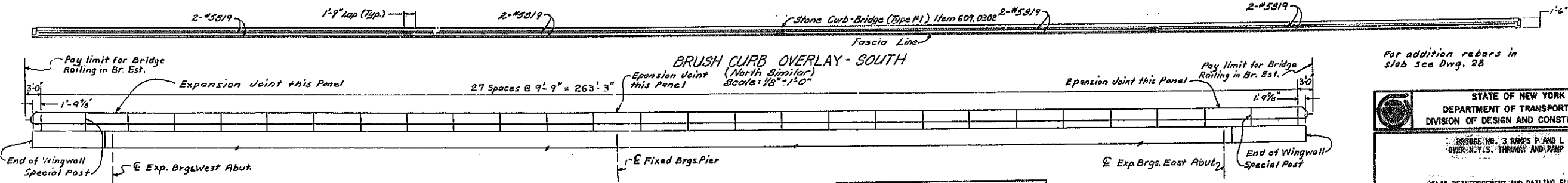


D96243

| FED. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|----------|-------------------------|-----------|--------------|
| REG. NO. | NEW YORK | 1-68-2(10) | 270 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - QUANESBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |



Pouring Sequence: The structural slab shall be poured continuously from abutment to abutment.



| CONCRETE & REINFORCEMENT TABLE | | |
|--------------------------------|--------------|---------------|
| 556.0201 lb. | 556.0202 lb. | 555.0401 S.F. |
| 60082 | 62049 | 18570 |

For addition rebars in slab see Dwg. 28

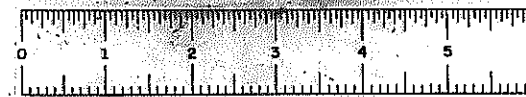
STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

BRIDGE NO. 3 RAMP P AND L
OVER N.Y.S. THRUWAY MIDWAY L

SLAB REINFORCEMENT AND RAILING ELEVATION

PROJ. ENG. J. Brennan DATE MADE Aug 2, 1979
DRAWN BY J. Callan DRAWING NO. 19 OF 33

DESIGNED BY J. Callan
DETAIL CHECKED BY J. Callan
DESIGN CHECKED BY J. Callan



D96243

| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 271 | 284 |
| 188-ROUTE 7 CORN. TO N.Y.S. THRUWAY SCHENECTADY - DUANEBOURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |

DESIGN LOAD TABLE/GIRDER

| | UNIT | KIPS/FT |
|--------------|------|---------|
| SLAB | | 1.081 |
| HAUNCH | | 0.045 |
| GIRDER | | 0.253 |
| S.I.P. FORMS | | 0.163 |
| DIAPHRAGMS | | 0.030 |
| TOTAL | | 1.572 |

| | |
|----------------|-------|
| SAFETYWALK | 0.032 |
| RAILING | 0.009 |
| FUTURE W.S. | 0.203 |
| FUTURE PARAPET | 0.214 |
| TOTAL | 0.458 |

WELDING NOTES

* F.P.G.W. = Full Penetration Groove Weld
M.B. = Mill to Bear

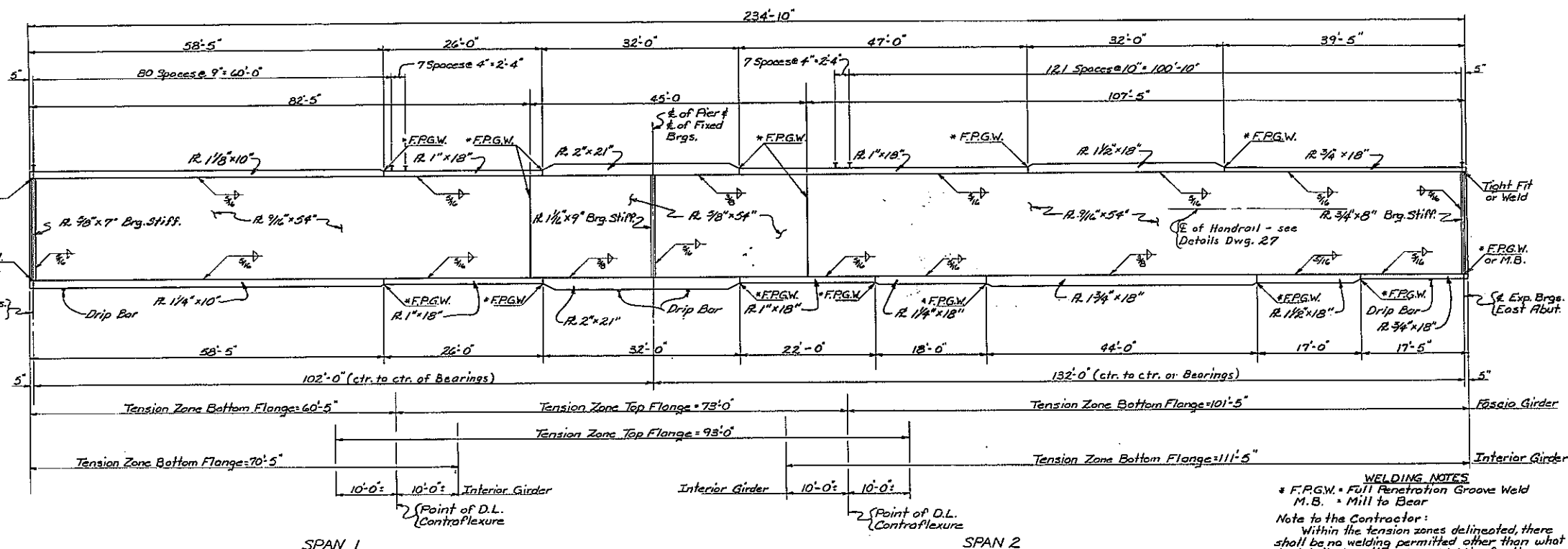
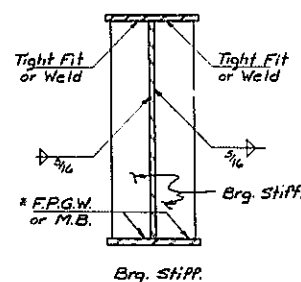
Note to the Contractor:
Within the tension zones delineated, there shall be no welding permitted other than what is detailed on the plans. Welding for the attachment of forms, ties, etc. shall not be permitted.

Welding Note "A"

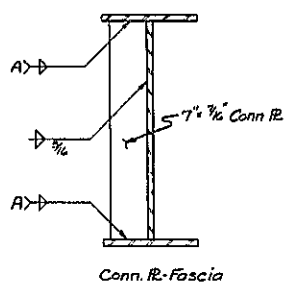
No welding of stiffeners or connection plates to tension flanges. Plates shall be tight fit.

Welding Note "B"

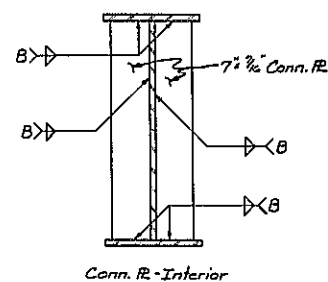
All connection plates used in pairs shall be welded to the web and be placed tight against both flanges. This may be accomplished by cutting the connection plates short and then placing the connection plates tightly against the tension flange and welding the opposite end to the compression flange. Fitted connection plates shall not be driven in place with sufficient force to distort the flange, web or connection plates.

GIRDER DETAIL
Not to Scale

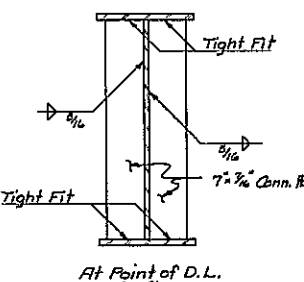
Brg. Stiff.



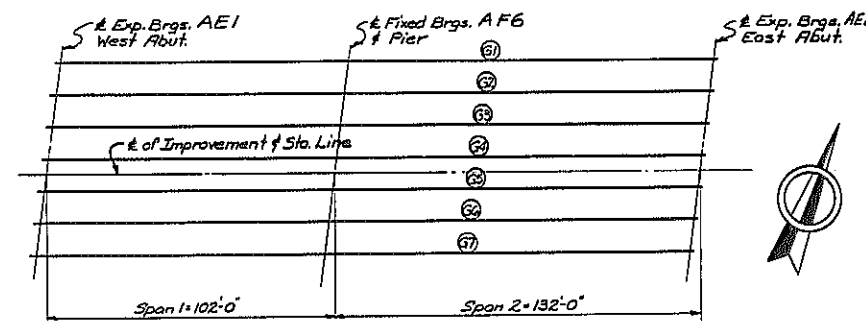
Conn. R. Fascia Girder



Conn. R. Interior Girder



At Point of D.L. Contraflexure

GIRDER SECTIONS
Not to ScaleGIRDER LAYOUT PLAN
Not to Scale

| MOMENT & SHEAR TABLE | | | E. BRGS. WEST ABUTMENT | 0.1L ₁ | 0.2L ₁ | 0.3L ₁ | 0.4L ₁ | 0.5L ₁ | 0.6L ₁ | 0.7L ₁ | 0.8L ₁ | 0.9L ₁ | E. BRGS. PIER | 0.1L ₂ | 0.2L ₂ | 0.3L ₂ | 0.4L ₂ | 0.5L ₂ | 0.6L ₂ | 0.7L ₂ | 0.8L ₂ | 0.9L ₂ | E. BRGS. EAST ABUTMENT | | |
|----------------------|---------|--------|------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------------|-------|-------|
| GIRDERS I THRU 7 | D.L. | MOMENT | | 0 | 390 | 624 | 701 | 622 | 387 | -5 | -556 | -1268 | | -2149 | -3208 | -1638 | -357 | 653 | 1392 | 1858 | 2040 | 1941 | | 1564 | 914 |
| | | SHEAR | 45.9 | 30.6 | 15.3 | 0 | -15.4 | -30.7 | -46.2 | -62.0 | -77.7 | -95.1 | -112.6 | -130.3 | 107.6 | 86.8 | 66.3 | 45.7 | 24.6 | 3.2 | -18.2 | -38.9 | -59.3 | -79.3 | |
| | S.D.L. | MOMENT | 0 | 132 | 216 | 252 | 241 | 182 | 75 | -79 | -281 | -531 | -828 | -1126 | -1303 | -386 | -24 | 258 | 461 | 583 | 626 | 589 | 473 | 276 | 0 |
| | | SHEAR | 15.2 | 10.6 | 5.9 | 1.2 | -3.4 | -8.1 | -12.8 | -17.5 | -22.1 | -26.8 | -31.5 | -36.5 | -41.5 | 30.5 | 24.4 | 18.4 | 12.3 | 6.3 | 0.2 | -5.8 | -11.9 | -17.9 | -24.0 |
| | L.L.(+) | MOMENT | 0 | 634 | 1070 | 1320 | 1425 | 1396 | 1242 | 962 | 595 | 243 | 0 | 289 | 835 | 1344 | 1711 | 1906 | 1932 | 1773 | 1422 | 844 | 0 | | |
| | | SHEAR | 63.5 | 62.7 | 53.4 | 44.2 | 35.3 | 26.8 | 19.0 | 11.9 | 6.4 | 2.7 | 0.0 | 75.9 | 74.3 | 65.8 | 58.6 | 50.8 | 42.3 | 33.3 | 23.7 | 15.8 | 8.2 | 6.4 | |
| | L.L.(-) | MOMENT | 0 | -95 | -191 | -286 | -382 | -477 | -573 | -668 | -763 | -1060 | -1425 | -822 | -624 | -546 | -468 | -390 | -312 | -234 | -156 | -78 | 0 | | |
| | | SHEAR | -11.2 | -11.9 | -17.2 | -23.4 | -32.4 | -41.9 | -50.7 | -58.8 | -65.8 | -71.7 | -69.3 | -90.0 | -2.6 | -6.6 | -13.2 | -20.8 | -28.9 | -37.4 | -46.0 | -54.9 | -63.8 | -64.3 | |

L.L. Moments and Shears include impact - Both spans

Moments are expressed as Foot Kips.

Shears are expressed as Kips.

Note:
For Drip Bar Detail see Dwg. 27

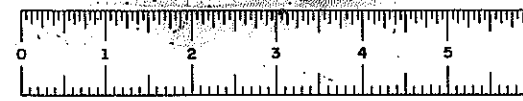
Notes:
For Camber Table see Dwg. 21
For Haunch Table see Dwg. 21
For Handrail Detail see Dwg. 27
For Stud Shear Connector Details see Dwg. 25
For Stay-in-Place Form Details see Dwg. 27
For Bottom Flange Taper Detail see Dwg. 27
All steel to be unpainted ASTM A568.
For Additional Notes see Dwg. 18

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

BRIDGE NO. 3 RAMP 7 AND 1
OVER N.Y.S. THRUWAY AND RAMP 1

GIRDER DETAILS

PROJ. ENG. J. J. Sherman DATE MADE 1-15-79
SQUAD/Dave O'Brien DRAWING NO. 20 OF 33



D96243

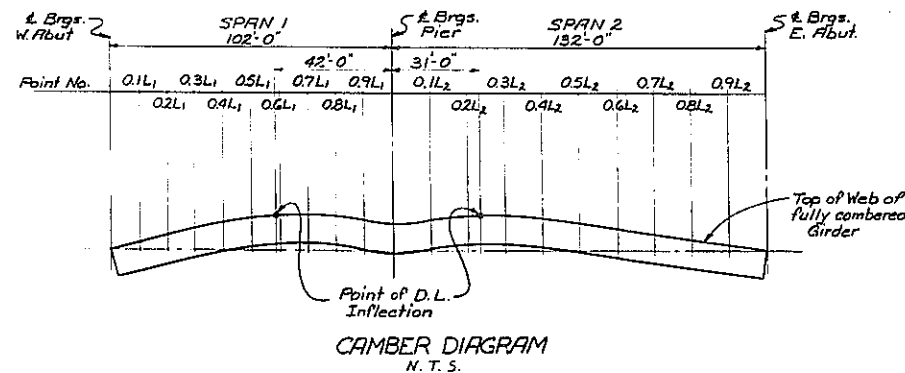
| FED. NO. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|----------|----------------------------|--------------|-----------------|
| | NEW YORK | 1-68-2(10) | 272 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - BUAHESBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1359.04 | | | | |

CAMBER NOTES

- The total camber as tabulated is assumed to be measured vertically to the top of full camber web from a straight line drawn from the intersection of top of web and centerline of bearings at one end of the girder to the intersection of top of web and centerline of bearings at the other end of the girder.
- The camber labeled "Vertical Curve" in the table is the camber required in the girder to cause the girder to follow the vertical curve.
- The camber labeled "Steel D.L." in the table is the camber required in the girder to offset the deflection due to the dead load weight of the steel in the girder.
- The camber labeled "Concrete D.L." in the table is the camber required in the girder to offset the deflection due to the dead load weight of the concrete slab.
- The camber labeled "Superimposed D.L." in the table is the camber required in the girder to offset the deflection due to the weight of the superimposed dead load, that is, the curb, sidewalk, railing and future wearing surface.
- Cambers listed in the table as positive are upward cambers.
- Cambers listed in the table as negative are downward cambers.
- The cambers are tabulated in decimals of a foot.

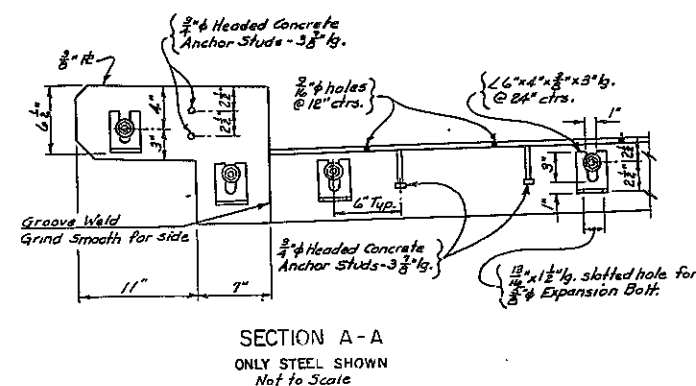
| HAUNCH TABLE | | ± BRGS. WEST ABUTMENT | 0.1L ₁ | 0.2L ₁ | 0.3L ₁ | 0.4L ₁ | 0.5L ₁ | 0.6L ₁ | 0.7L ₁ | 0.8L ₁ | 0.9L ₁ | ± BRGS. PIER | 0.1L ₂ | 0.2L ₂ | 0.3L ₂ | 0.4L ₂ | 0.5L ₂ | 0.6L ₂ | 0.7L ₂ | 0.8L ₂ | 0.9L ₂ | ± BRGS. EAST ABUTMENT |
|--------------|---|-----------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------------------|
| GIRDER 1 | Req'd bottom of slab elevation | 368.39 | 368.37 | 368.35 | 368.32 | 368.29 | 368.26 | 368.23 | 368.19 | 368.15 | 368.11 | 368.07 | 368.01 | 367.95 | 367.88 | 367.81 | 367.74 | 367.66 | 367.57 | 367.49 | 367.39 | 367.30 |
| | Top of steel elevation (Field Meas.) | | | | | | | | | | | | | | | | | | | | | |
| | Concrete + S.D.L. Deflection | 0 | .036 | .064 | .078 | .076 | .060 | .035 | .009 | -.009 | -.012 | 0 | .047 | .123 | .207 | .276 | .316 | .323 | .296 | .231 | .129 | 0 |
| | Depth of haunch req'd = (C) + (D) (ft.) | | | | | | | | | | | | | | | | | | | | | |
| | Req'd bottom of slab elevation | 368.61 | 368.58 | 368.56 | 368.54 | 368.51 | 368.48 | 368.44 | 368.41 | 368.37 | 368.33 | 368.29 | 368.23 | 368.17 | 368.10 | 368.03 | 367.96 | 367.88 | 367.79 | 367.71 | 367.62 | 367.52 |
| GIRDER 2 | Top of steel elevation (Field Meas.) | | | | | | | | | | | | | | | | | | | | | |
| | Concrete + S.D.L. Deflection | 0 | .036 | .064 | .078 | .076 | .060 | .035 | .009 | -.009 | -.012 | 0 | .047 | .123 | .207 | .276 | .316 | .323 | .296 | .231 | .129 | 0 |
| | Depth of haunch req'd = (C) + (D) (ft.) | | | | | | | | | | | | | | | | | | | | | |
| | Req'd bottom of slab elevation | 368.82 | 368.80 | 368.78 | 368.75 | 368.72 | 368.69 | 368.66 | 368.63 | 368.59 | 368.55 | 368.51 | 368.45 | 368.39 | 368.32 | 368.25 | 368.18 | 368.10 | 368.01 | 367.93 | 367.84 | 367.74 |
| | Top of steel elevation (Field Meas.) | | | | | | | | | | | | | | | | | | | | | |
| GIRDER 3 | Concrete + S.D.L. Deflection | 0 | .036 | .064 | .078 | .076 | .060 | .035 | .009 | -.009 | -.012 | 0 | .047 | .123 | .207 | .276 | .316 | .323 | .296 | .231 | .129 | 0 |
| | Depth of haunch req'd = (C) + (D) (ft.) | | | | | | | | | | | | | | | | | | | | | |
| | Req'd bottom of slab elevation | 369.03 | 369.01 | 368.99 | 368.97 | 368.94 | 368.91 | 368.88 | 368.84 | 368.80 | 368.77 | 368.72 | 368.67 | 368.60 | 368.54 | 368.47 | 368.39 | 368.32 | 368.23 | 368.15 | 368.06 | 367.96 |
| | Top of steel elevation (Field Meas.) | | | | | | | | | | | | | | | | | | | | | |
| | Concrete + S.D.L. Deflection | 0 | .036 | .064 | .078 | .076 | .060 | .035 | .009 | -.009 | -.012 | 0 | .047 | .123 | .207 | .276 | .316 | .323 | .296 | .231 | .129 | 0 |
| GIRDER 4 | Depth of haunch req'd = (C) + (D) (ft.) | | | | | | | | | | | | | | | | | | | | | |
| | Req'd bottom of slab elevation | 369.05 | 369.03 | 369.01 | 368.99 | 368.96 | 368.93 | 368.90 | 368.86 | 368.83 | 368.79 | 368.75 | 368.69 | 368.63 | 368.56 | 368.49 | 368.42 | 368.34 | 368.26 | 368.17 | 368.09 | 367.99 |
| | Top of steel elevation (Field Meas.) | | | | | | | | | | | | | | | | | | | | | |
| | Concrete + S.D.L. Deflection | 0 | .036 | .064 | .078 | .076 | .060 | .035 | .009 | -.009 | -.012 | 0 | .047 | .123 | .207 | .276 | .316 | .323 | .296 | .231 | .129 | 0 |
| | Depth of haunch req'd = (C) + (D) (ft.) | | | | | | | | | | | | | | | | | | | | | |
| GIRDER 5 | Req'd bottom of slab elevation | 368.84 | 368.82 | 368.80 | 368.78 | 368.75 | 368.72 | 368.69 | 368.66 | 368.62 | 368.58 | 368.54 | 368.48 | 368.42 | 368.36 | 368.29 | 368.22 | 368.14 | 368.06 | 367.97 | 367.88 | 367.79 |
| | Top of steel elevation (Field Meas.) | | | | | | | | | | | | | | | | | | | | | |
| | Concrete + S.D.L. Deflection | 0 | .036 | .064 | .078 | .076 | .060 | .035 | .009 | -.009 | -.012 | 0 | .047 | .123 | .207 | .276 | .316 | .323 | .296 | .231 | .129 | 0 |
| | Depth of haunch req'd = (C) + (D) (ft.) | | | | | | | | | | | | | | | | | | | | | |
| | Req'd bottom of slab elevation | 368.63 | 368.62 | 368.59 | 368.57 | 368.54 | 368.51 | 368.48 | 368.45 | 368.41 | 368.38 | 368.33 | 368.28 | 368.22 | 368.15 | 368.08 | 368.01 | 367.94 | 367.85 | 367.77 | 367.68 | 367.59 |
| GIRDER 6 | Top of steel elevation (Field Meas.) | | | | | | | | | | | | | | | | | | | | | |
| | Concrete + S.D.L. Deflection | 0 | .036 | .064 | .078 | .076 | .060 | .035 | .009 | -.009 | -.012 | 0 | .047 | .123 | .207 | .276 | .316 | .323 | .296 | .231 | .129 | 0 |
| | Depth of haunch req'd = (C) + (D) (ft.) | | | | | | | | | | | | | | | | | | | | | |
| | Req'd bottom of slab elevation | | | | | | | | | | | | | | | | | | | | | |
| | Top of steel elevation (Field Meas.) | | | | | | | | | | | | | | | | | | | | | |
| GIRDER 7 | Concrete + S.D.L. Deflection | 0 | .036 | .064 | .078 | .076 | .060 | .035 | .009 | -.009 | -.012 | 0 | .047 | .123 | .207 | .276 | .316 | .323 | .296 | .231 | .129 | 0 |
| | Depth of haunch req'd = (C) + (D) (ft.) | | | | | | | | | | | | | | | | | | | | | |
| | Req'd bottom of slab elevation | | | | | | | | | | | | | | | | | | | | | |
| | Top of steel elevation (Field Meas.) | | | | | | | | | | | | | | | | | | | | | |
| | Concrete + S.D.L. Deflection | 0 | .036 | .064 | .078 | .076 | .060 | .035 | .009 | -.009 | -.012 | 0 | .047 | .123 | .207 | .276 | .316 | .323 | .296 | .231 | .129 | 0 |
| GIRDER 8 | Depth of haunch req'd = (C) + (D) (ft.) | | | | | | | | | | | | | | | | | | | | | |
| | Req'd bottom of slab elevation | | | | | | | | | | | | | | | | | | | | | |
| | Top of steel elevation (Field Meas.) | | | | | | | | | | | | | | | | | | | | | |
| | Concrete + S.D.L. Deflection | 0 | .036 | .064 | .078 | .076 | .060 | .035 | .009 | -.009 | -.012 | 0 | .047 | .123 | .207 | .276 | .316 | .323 | .296 | .231 | .129 | 0 |
| | Depth of haunch req'd = (C) + (D) (ft.) | | | | | | | | | | | | | | | | | | | | | |

| CAMBER TABLE | | ± BRGS. WEST ABUTMENT | 0.1L ₁ | 0.2L ₁ | 0.3L ₁ | 0.4L ₁ | 0.5L ₁ | 0.6L ₁ | 0.7L ₁ | 0.8L ₁ | 0.9L ₁ | ± BRGS. PIER | 0.1L ₂ | 0.2L ₂ | 0.3L ₂ | 0.4L ₂ | 0.5L ₂ | 0.6L ₂ | 0.7L ₂ | 0.8L ₂ | 0.9L ₂ | ± BRGS. EAST ABUTMENT |
|--------------|----------------------------------|-----------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------------------|
| GIRDERS 1-7 | Steel D.L. (ft.) | 0 | .002 | .004 | .004 | .002 | .000 | -.003 | -.005 | -.006 | -.004 | 0 | .010 | .023 | .038 | .049 | .056 | .056 | .051 | .040 | .022 | 0 |
| | Concrete D.L. (ft.) | 0 | .029 | .051 | .062 | .060 | .047 | .026 | .006 | -.008 | -.010 | 0 | .037 | .096 | .163 | .219 | .251 | .258 | .237 | .186 | .104 | 0 |
| | Superimposed D.L. (ft.) | 0 | .007 | .013 | .016 | .016 | .013 | .009 | .003 | -.001 | -.002 | 0 | .010 | .027 | .044 | .057 | .065 | .065 | .059 | .045 | .025 | 0 |
| | Vertical Curve (ft.) | 0 | .031 | .053 | .074 | .090 | .108 | .124 | .135 | .141 | .153 | .164 | .159 | .159 | .150 | .140 | .130 | .114 | .085 | .065 | .029 | 0 |
| | TOTAL = (I) + (II) + (III) (ft.) | 0 | .069 | .121 | .156 | .168 | .156 | .139 | .126 | .137 | .154 | .154 | .216 | .305 | .395 | .465 | .502 | .493 | .432 | .336 | .180 | 0 |

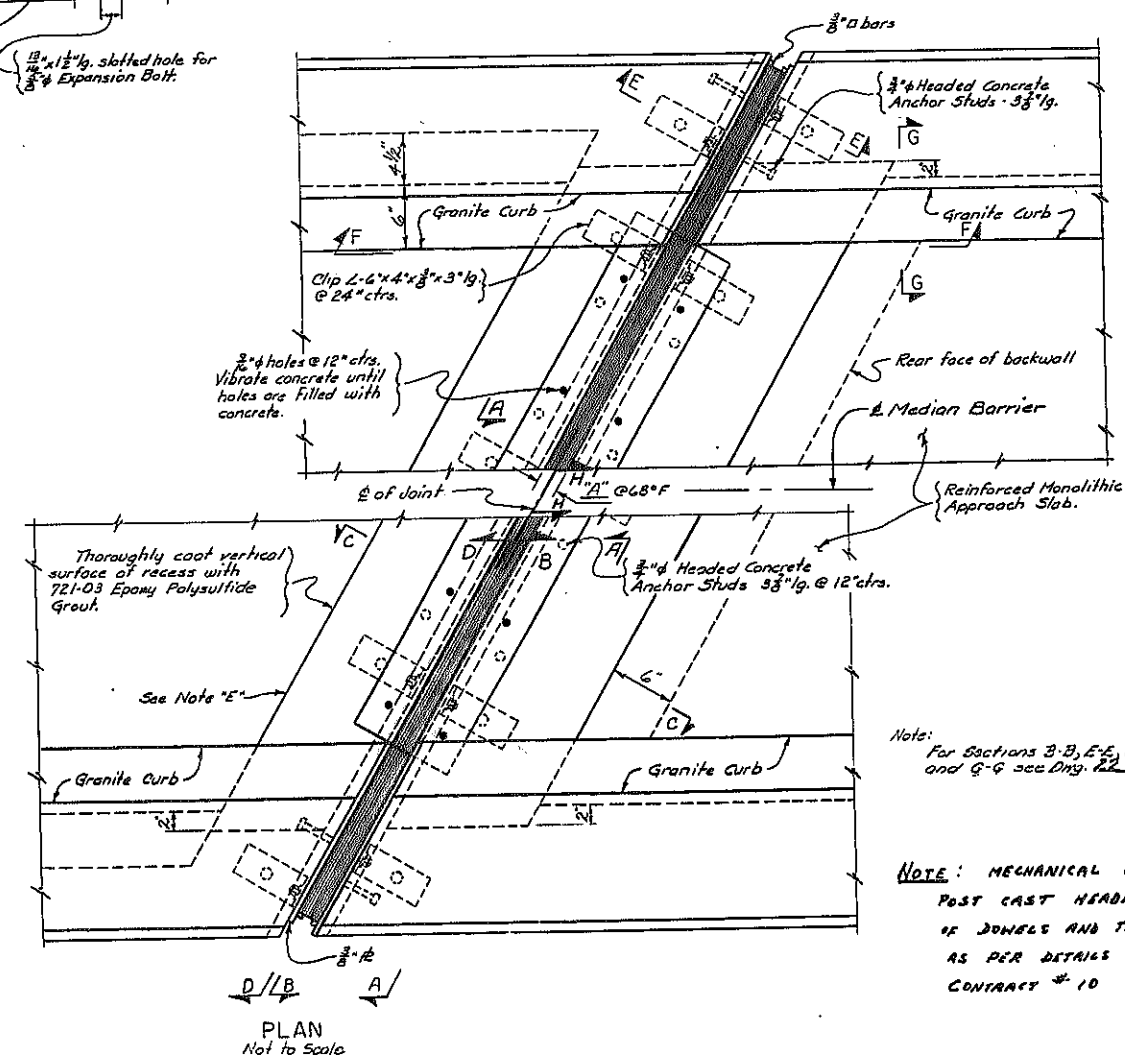
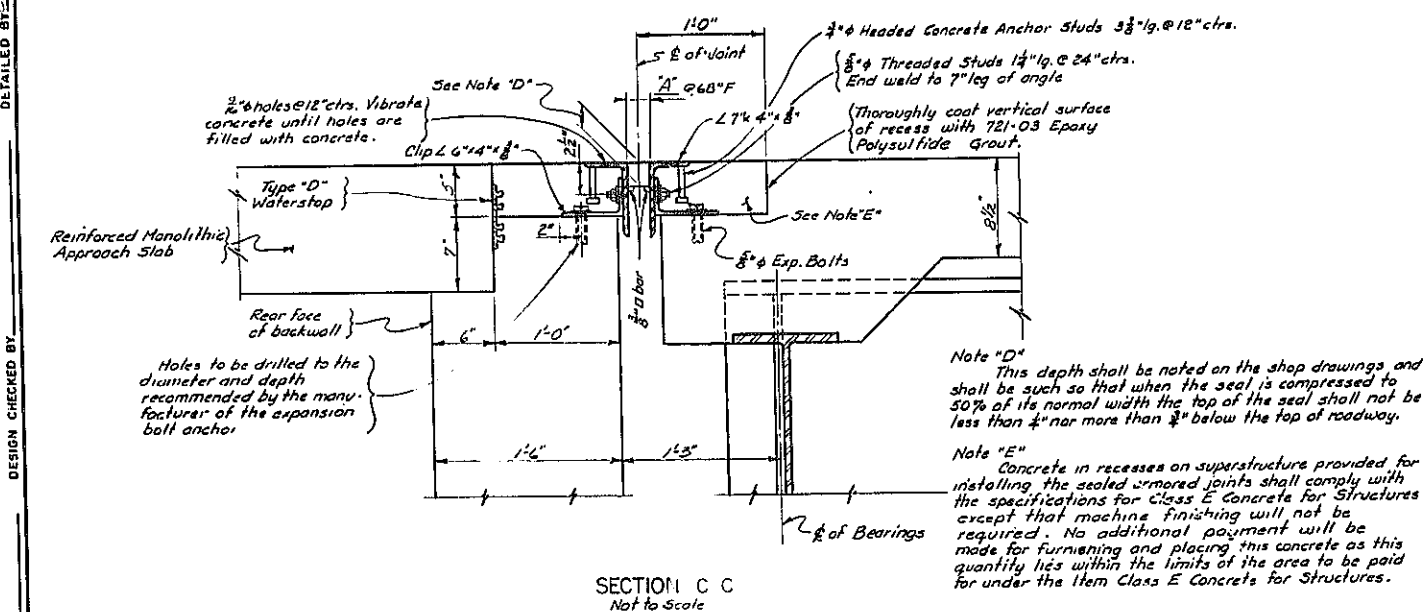


Note:
The camber table presumes a continuous pour from abutment to abutment.
Any deviation from this pouring sequence requires a different cambering
and must be submitted to D.C.E.S. for approval.

| | |
|--|---|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION | BRIDGE NO. 3 RAMP 1 AND 1 OVER N.Y.S. THRUWAY AND RAMP 1 |
| | GIRDER TABLES |
| PROJ. ENG. J. J. Sherman | DATE MADE Aug 2, 1979 |
| BRIDGE ENGINEER | DRAWING NO. 21 OF 33 |



| DIMENSION "A" | | SEAL BEFORE COMPRESSION | ITEM NO. |
|---------------|---------|-------------------------|----------|
| EAST ABUTMENT | 2 3/8" | 4" | 567.36 |
| WEST ABUTMENT | 2 1/16" | 3 1/2" | 567.35 |



Note:
For Sections B-B, E-E, F-F, G-G, H-H
and Q-Q see Dwg. P22

NOTE: MECHANICAL ANCHORAGE OF
POST CAST HEADER CONSISTING
OF JOINETS AND TRANSVERSE BARS
AS PER DETAILS ON ORDER ON
CONTRACT # 10

Note: It is desirable to have the armored joint with its preformed elastic joint sealer assembled in the shop and delivered to the job site all set for installation in its preformed recess in the structural slab. In cases where the armored joint cannot be assembled in the shop, due to its excessive length causing shipping problems, the joint shall be sealed with the preformed elastic joint sealer before the structure is open to traffic, including construction traffic, and before discontinuing operation when work is suspended during the Winter.

Note:
For detail of Headed Concrete Anchor Stud, see
Dwg. 22

REVISIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF CONSTRUCTION

BRIDGE NO. 3 RAMP P AND L
OVER N.Y.S. THRUWAY AND RAMP L

JOINT DETAILS

| | |
|---------------------------------|-----------------------------|
| PROJ. ENG. <i>G. J. Sherman</i> | DATE MADE <i>Aug 2, 197</i> |
| DESIGN <i>William J. Olsen</i> | DRAWING NO. <i>22 OF 33</i> |

DETAILED BY C. A. Haden, 2/6/74
DETAIL CHECKED BY J. E. Shuman

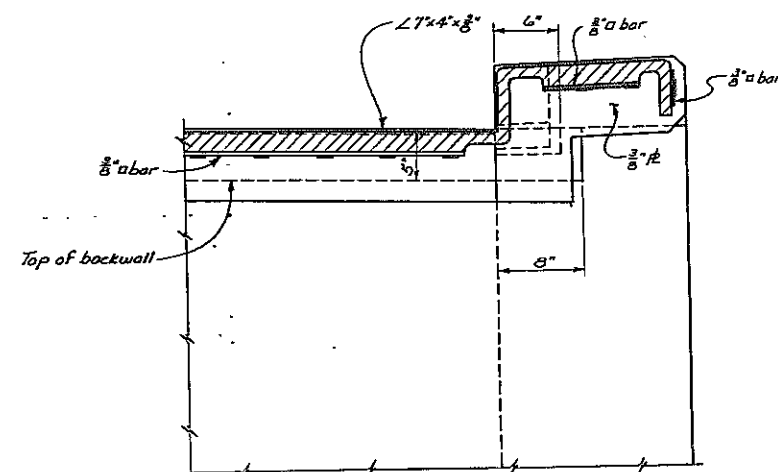
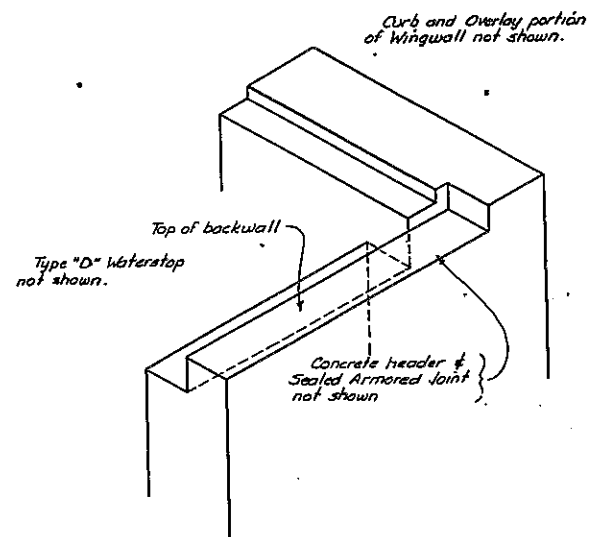
DESIGN CHECKED BY—

UNIVERSITY OF CALIFORNIA



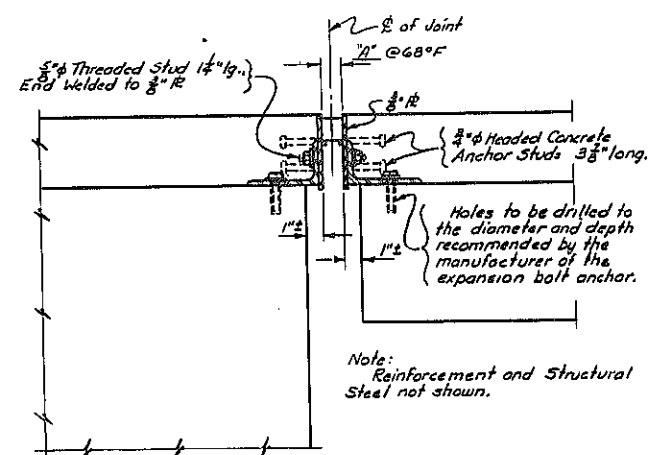
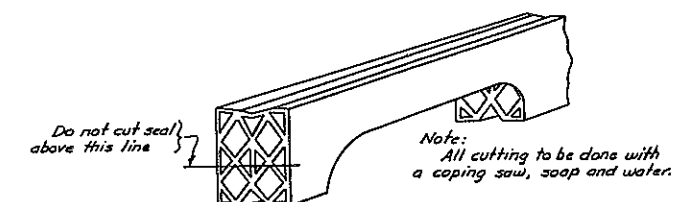
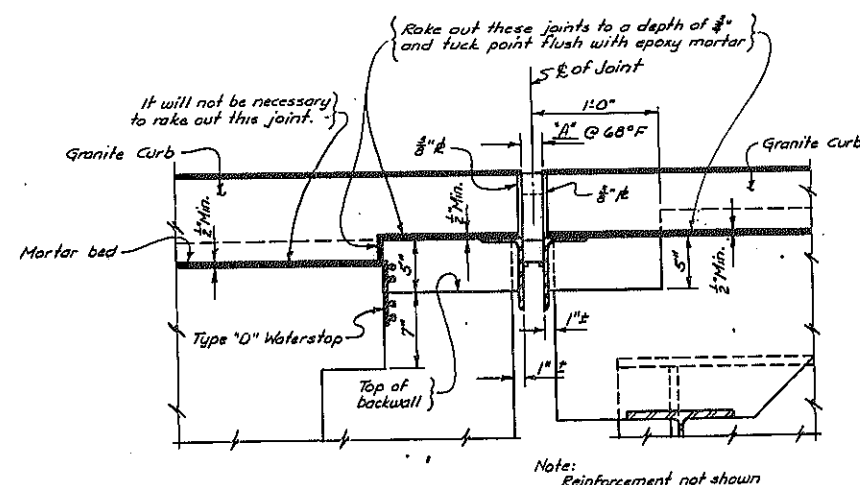
D96243

| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 274 R1 | 284 |
| 188-ROUTE 7 CORN. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |

SECTION B-B
Not to Scale

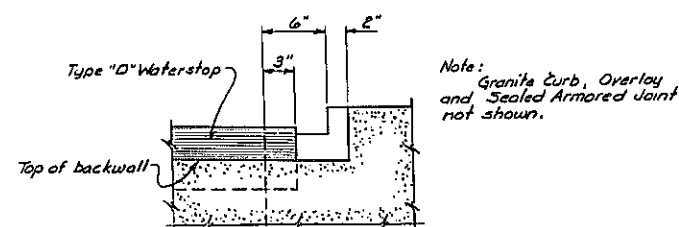
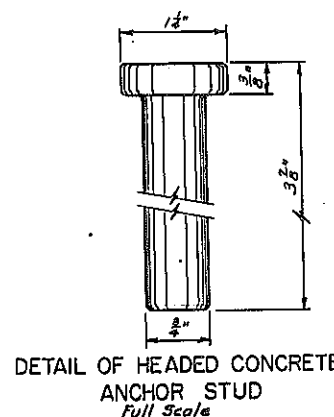
PARTIAL ISOMETRIC OF ABUTMENT

Note:
The sealer shall be supplied in one piece for the full length of joint. Splices will not be permitted when the length of this piece is less than 50 ft. For lengths up to 100 ft. one shop splice will be permitted. For lengths in excess of 100 ft. shop splices may be placed at approximately 50 ft. intervals.

SECTION E-E
Not to ScaleSECTION F-F
Not to Scale

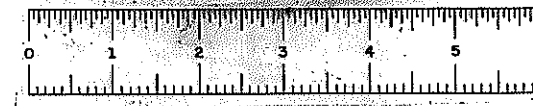
NOTE: MECHANICAL ANCHORAGE OF POST CAST HEADER CONSISTING OF DOWELS AND TRANSVERSE BARS CONSTRUCTED AS PER DETAILS ON ORDER ON CONTRACT #10

Notes:
For 'A' Dimension see Dwg. 22

SECTION G-G
Not to ScaleDETAIL OF HEADED CONCRETE ANCHOR STUD
Full Scale

REVISIONS

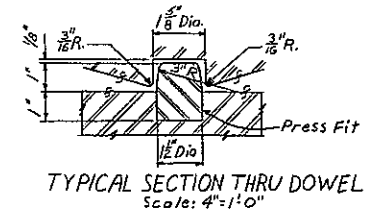
| | |
|---|------------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF CONSTRUCTION | |
| BRIDGE NO. 3 RAMP P AND L OVER N.Y.S. THRUWAY AND RAMP L | |
| JOINT DETAILS | |
| PREP. BY: G. J. Shannon | DATE MADE: Aug 2, 1979 |
| DESIGNED BY: G. J. Shannon | DRAWING NO. 23 OF 33 |



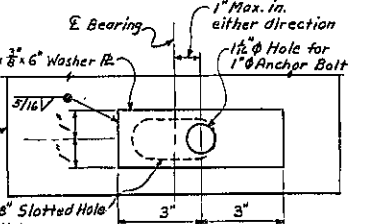
D96243

| FED. NO. REV. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|----------|----------------------------|--------------|-----------------|
| | NEW YORK | I-89-2(10) | 275 | 284 |
| 188-ROUTE 7 CORN. TO N.Y.S. THRUWAY SCHENECTADY - DUANEBOURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |

Notes:
Machine-finished sliding surfaces in contact shall receive one coat of any common fibrous automotive grease as soon as machining is complete. The Contractor shall maintain all protective coatings to prevent corrosion. All protective coatings applied in the shop shall be removed immediately prior to assembly of the members in the field. When the protective coating is removed the members shall be thoroughly cleaned and then coated with automotive grease before assembly.
All bearings steel to be unpainted A.S.T.M. A588.



Note:
3" x 1 7/8" slotted hole is to be provided in the Masonry R. The 2" x 3/8" x 6" Washer R. is to be provided with a 1 1/2" hole for 1" Anchor Bolt. Place Washer R. over Anchor Bolt and field weld.



Note:
ALL components to be in line at 45°.

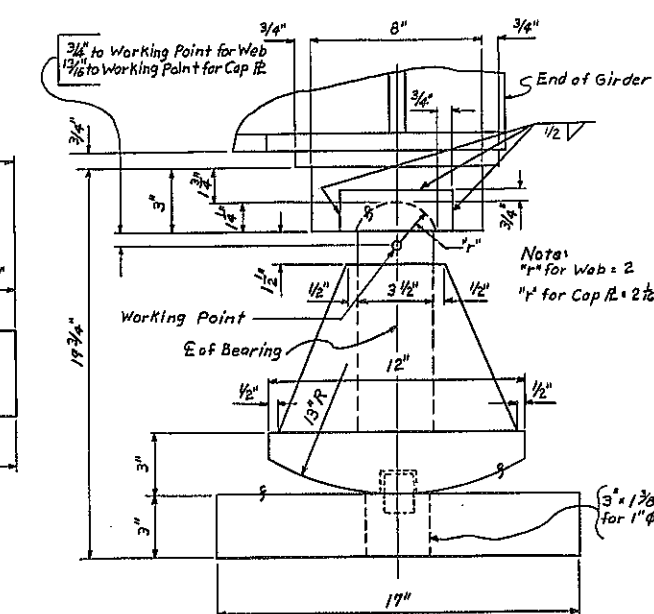
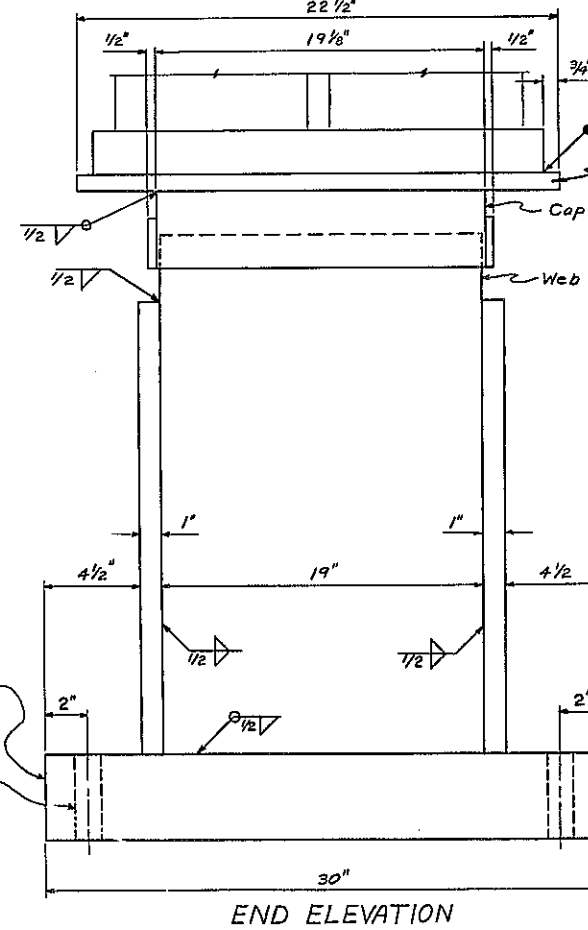
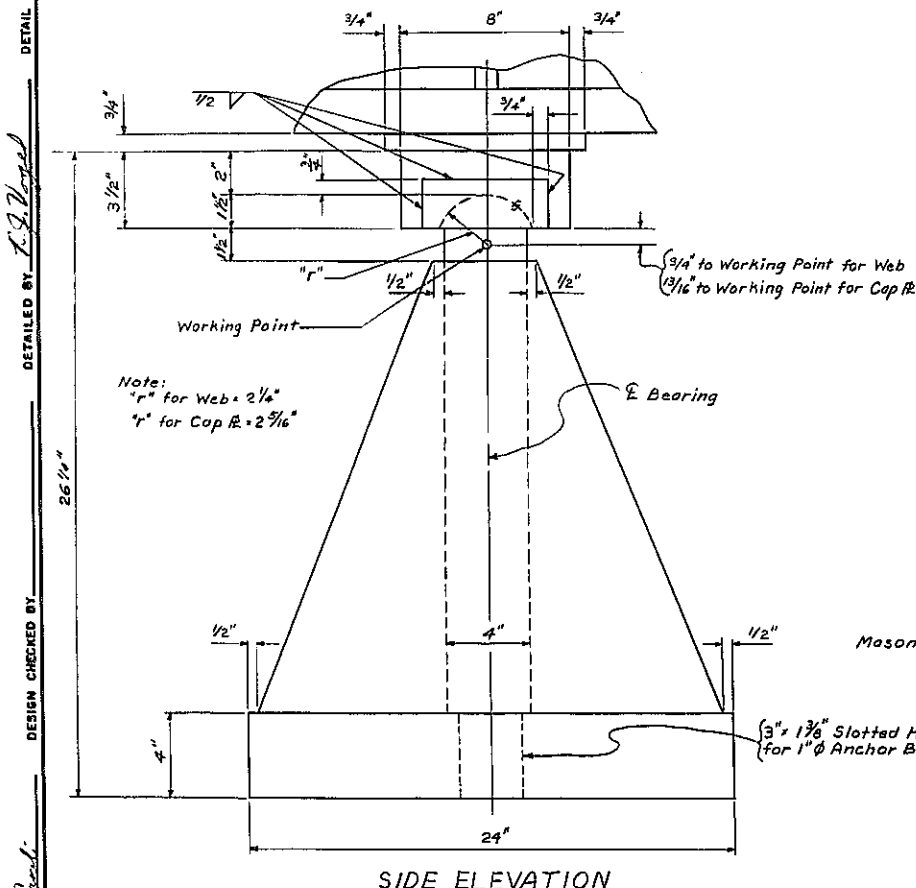
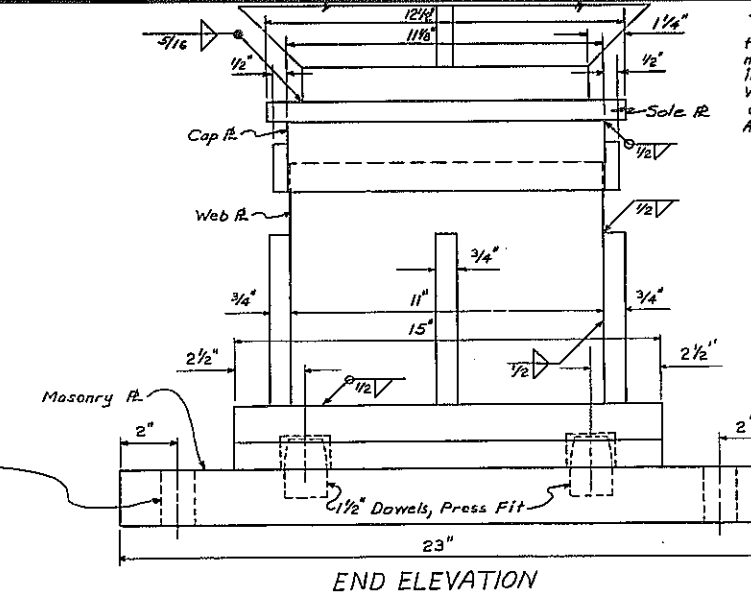
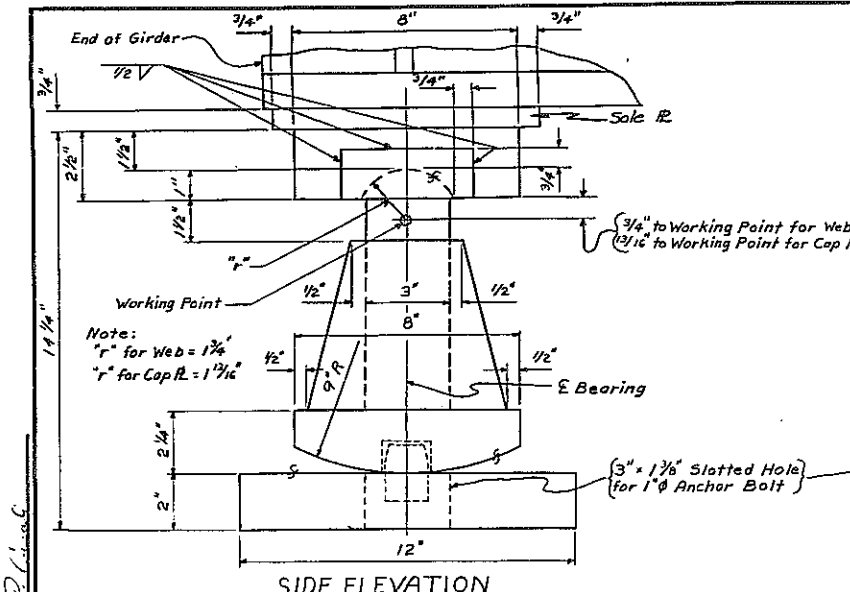
1" roughened or swaged anchor bolt - 12" long. Thread top 6".
Regular Hex Nut
2" x 3/8" x 6" Washer with 1 1/2" hole
3/16"

This portion at bolt shall be removed after nut has been tightened to the satisfaction of the Engineer.
Rubber Impregnated Woven Cotton Fabric, 728-01 or Rubber Impregnated Random Fiber Pad, 728-02.

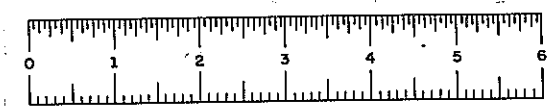
Bridge Seat
Note:
Anchor bolts, nuts and washers shall be galvanized in accordance with the requirements of Material Specification 714-01, Galvanized Coatings and Repair Methods.

ANCHOR BOLT DETAIL FOR ALL BEARINGS
N.T.S.

| | |
|--|----------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION | |
| BRIDGE NO. 3 RAMPS P AND L OVER N.Y.S. THRUWAY AND RAMP L | |
| BEARING DETAILS | |
| PROJ. ENG. D. J. Scheraga | DATE MADE 1-12-14 |
| DRW. J. J. Scheraga | DRAWING NO. 24 OF 33 |



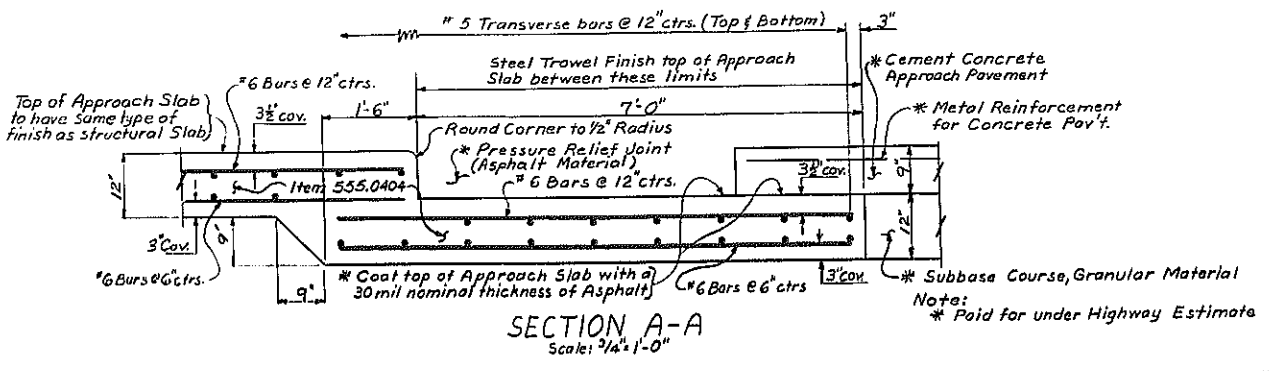
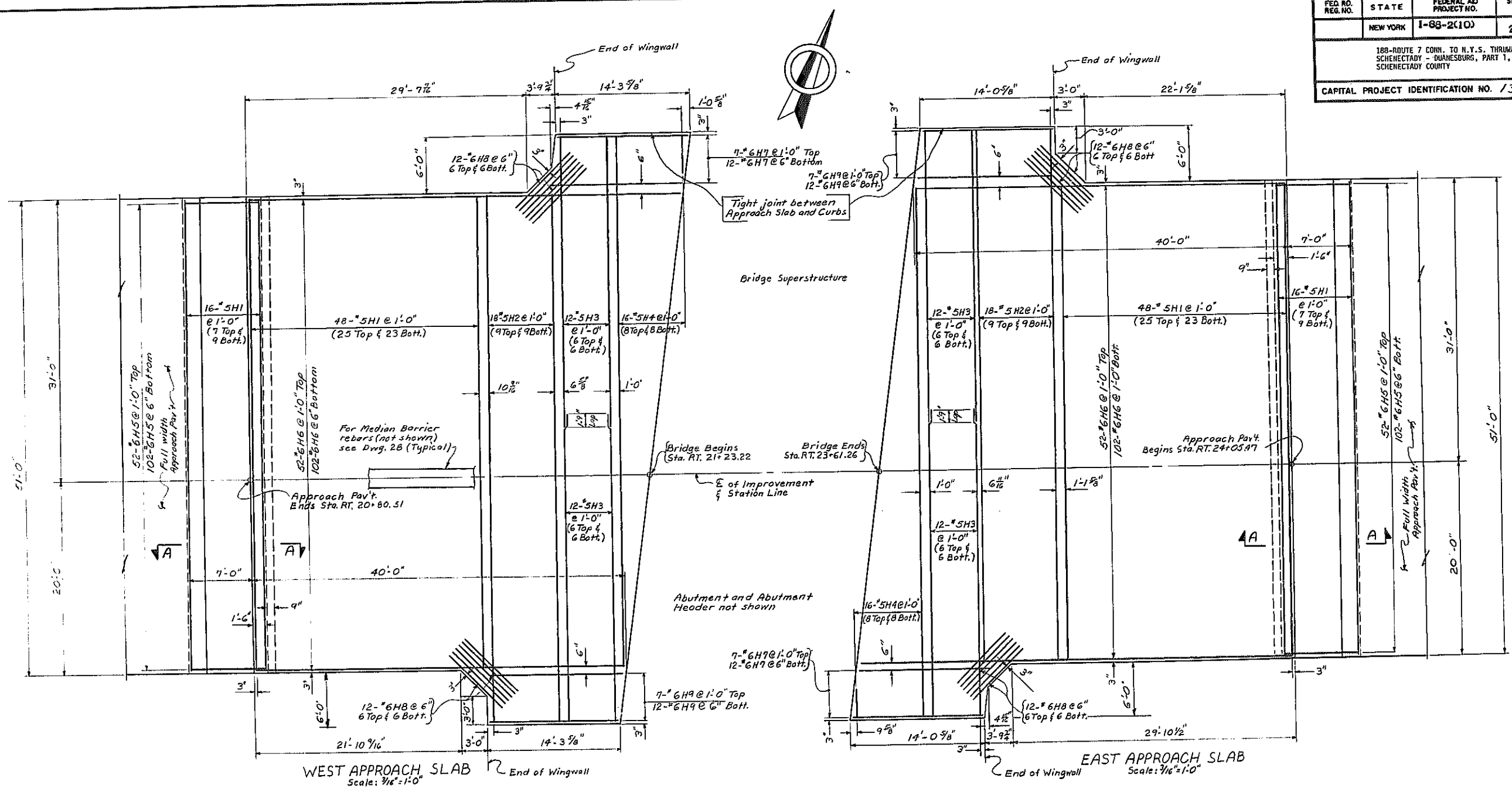
ANCHOR BOLT DETAIL FOR ALL BEARINGS
N.T.S.



D96243

| FED. NO. REG. NO. | STATE | FEDERAL AD PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|---------------------------|--------------|-----------------|
| | NEW YORK | 1-88-2(10) | 276 RI | 284 |
| 188-ROUTE 7 CORN. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |

DESIGNED BY *D. J. ...*
CHECKED BY *D. J. ...*
DETAIL CHECKED BY *D. J. ...*



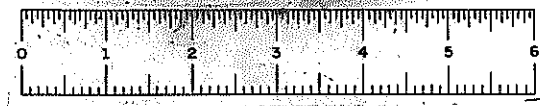
| LOCATION | ITEM 555.0404 | ITEM 556.0201 | ITEM 556.0202 |
|--------------------|------------------|---------------------------|-----------------------|
| West Approach Slab | 2755 | 18450 18305 | 671 776 |
| East Approach Slab | 2754 | 18406 18301 | 677 801 |

For additional rebar (not shown this dwg.) in the approach slabs, see Dwg. 28 Concrete Median Barrier.

REVISION IN TABLES

ITEMS ~~556.0201~~ ~~556.0202~~

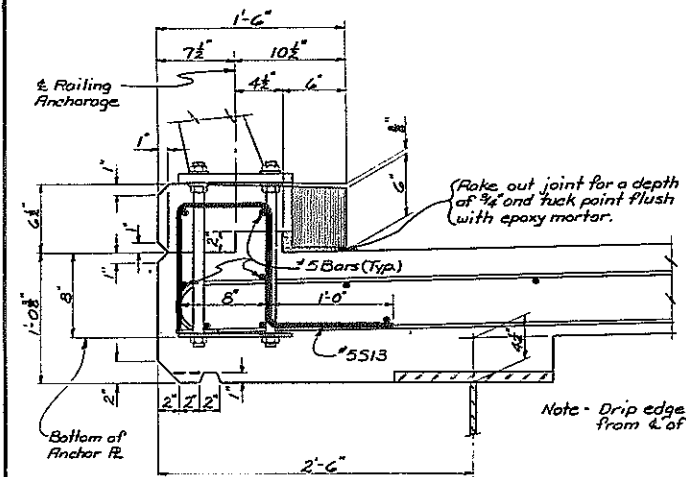
| | |
|---|--|
| | STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION |
| BRIDGE NO. 3 RAWS P AND L OVER N.Y.S. THRUWAY AND RAMP L | |
| APPROACH SLAB DETAILS | |
| PROJ. ENG. <i>G. Sherman</i> | DATE MADE <i>1/17/20</i> |
| SQUAD <i>James ...</i> | DRAWING NO. <i>25 OF 33</i> |



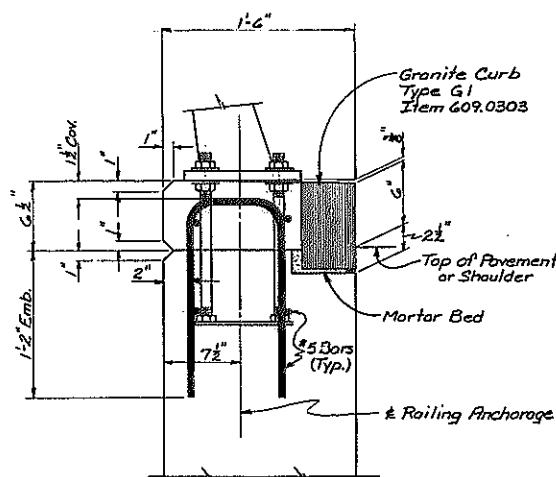
D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-88-2(10) | 277 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - OWANESBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 135704 | | | | |

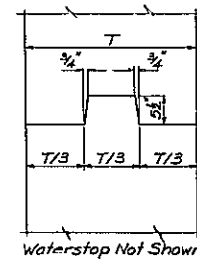
Note: All keys should begin and end 1'-0" from the edge of pour as indicated below.



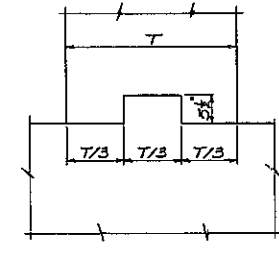
FASCIA DETAIL
Scale 1/2"=1'-0"



TOP OF WINGWALL DETAIL
Scale 1/2"=1'-0"

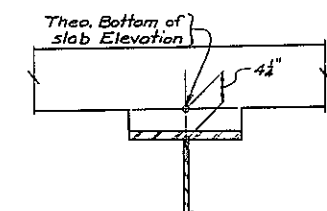
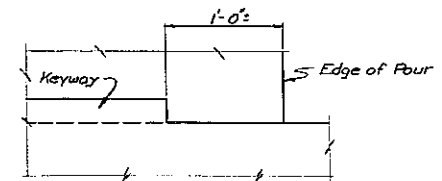


VERTICAL

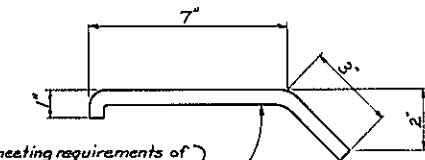


HORIZONTAL

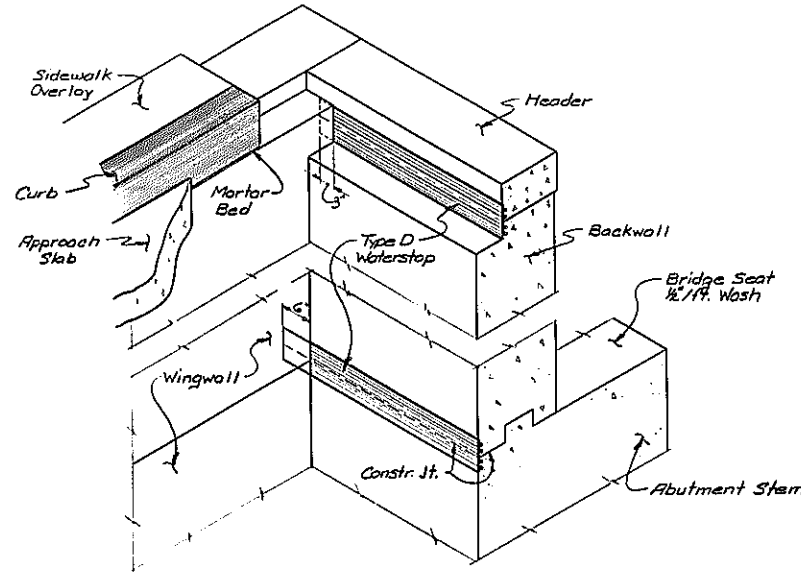
KEYWAY DETAILS
Scale 1/2"=1'-0"



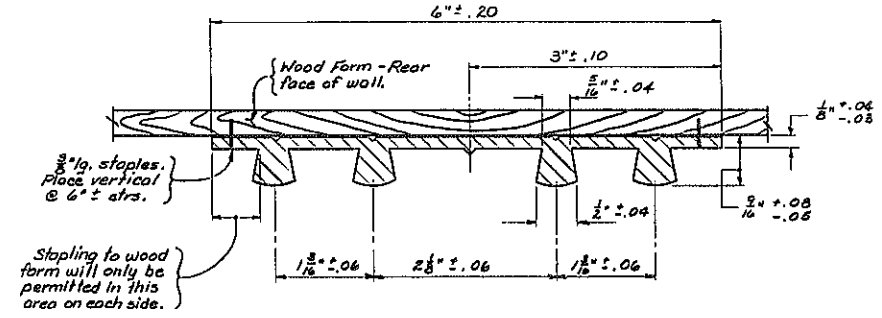
GIRDER HAUNCH DETAIL
Not to Scale



ANCHOR BAR DETAIL
Not to Scale



WATERSTOP LOCATION DETAIL
Not to Scale

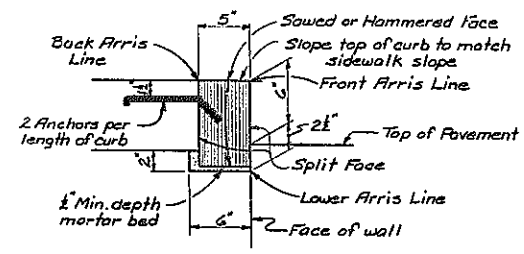


TYPE D WATERSTOP
Full Scale

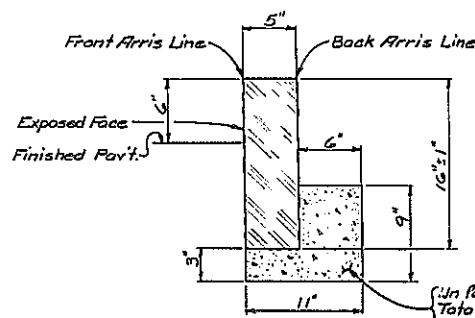
Waterstops shall conform to the requirements of Section 705-11 of the Specifications.
Holes must not be made in waterstop for any purpose except as required for stapling to forms.
Type "D" Waterstop shall be light gray in color.
The cost of furnishing and placing waterstops shall be included in the unit price bid for the concrete items.

NOTE:
To facilitate shipping and handling of R.V.C. Waterstops, field butt splices will be permitted on straight runs of points approved by the Engineer. Shop splices shall be used at locations shown on the Contract Plans. The method and equipment used to make the field splices must be approved by the Deputy Chief Engineer (Structures).

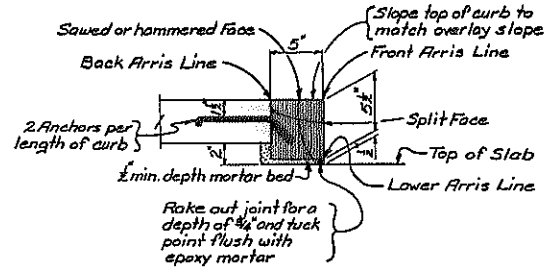
1/2" bar, meeting requirements of section 709-01 and galvanized in accordance with section 719-01 of the specifications. Grade 40 may be used in lieu of Grade 60 steel.



STONE CURB - TYPE G1
Item 609.0803
Not to Scale

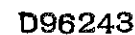



STONE CURB - TYPE A
Item 609.0801
Not to Scale



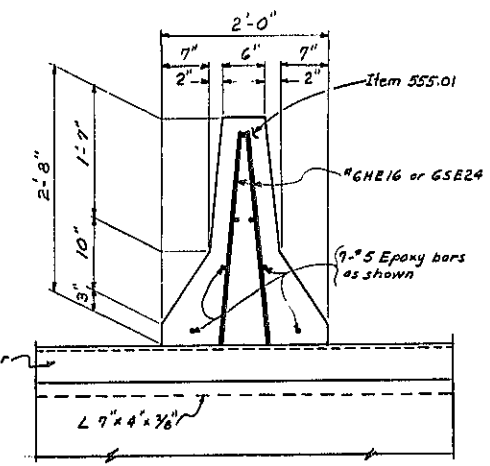
STONE CURB - TYPE F1
Item 609.0802
Not to Scale

| | |
|--|----------------------|
| STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION | |
| BRIDGE NO. 3 RUMPS P. AND L. OVER N.Y.S. THRUWAY AND RAMP L. | |
| MISCELLANEOUS DETAILS | |
| PROJ. ENGR. (Signature) | DATE MADE 2-8-77 |
| SQUAD/ENGR. (Signature) | DRAWING NO. 26 OF 53 |




| | | |
|---|------------------------------|----------|
|  | STATE OF NEW YORK | |
| | DEPARTMENT OF TRANSPORTATION | |
| DIVISION OF DESIGN AND CONSTRUCTION | | |
| BRIDGE NO. 3 RAMPS P AND L OVER N.Y.S. THRUWAY AND RAMP L | | |
| MISCELLANEOUS DETAILS | | |
| PROJ. ENG. <i>J. J. Sullivan</i> | DATE MADE | 2-16-79 |
| DRWN <i>J. J. Sullivan</i> | DRAWING NO. | 27 OF 33 |

DESIGNED BY R. Cavali DETAIL CHECKED BY R. Cavali
 DETAILED BY R. P. Vogel



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

| | |
|---|---|
|  | STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN AND CONSTRUCTION |
| | BRIDGE NO. 3 RAMP S AND L OVER N.Y.S. THRUWAY AND RAMP L MEDIAN BARRIER DETAILS |

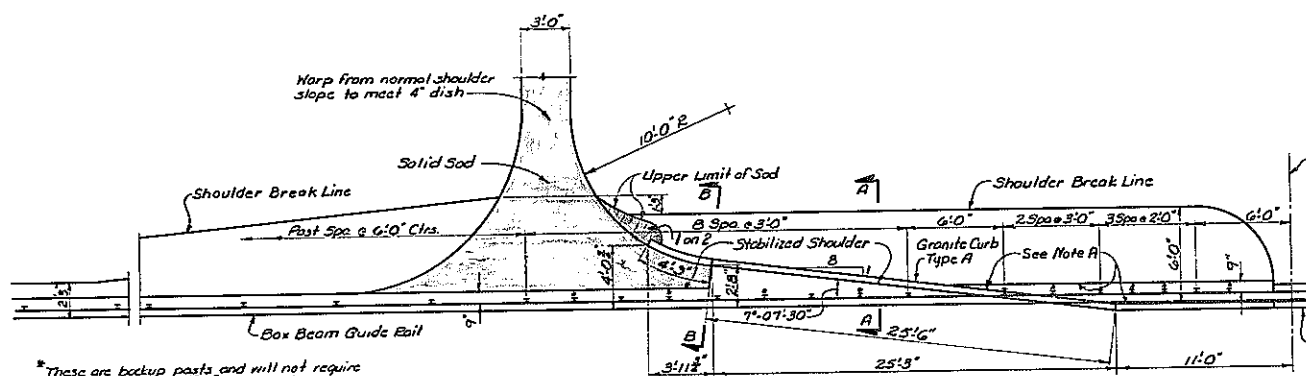


59

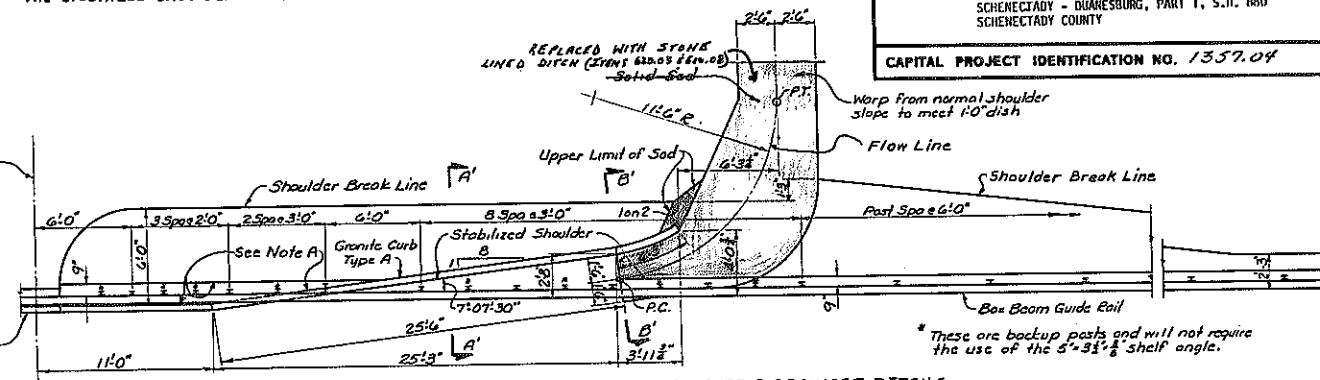
D96243

| FED. RD. DIST. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | 1-68-2(10) | 280R1 | 284 |
| ESH-RD 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DUANE SBURG, PART 1, S.II. BRD SCHENECTADY COUNTY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357.04 | | | | |

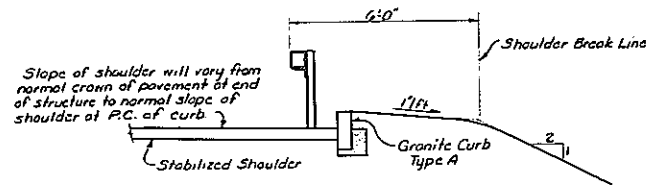
Note A
Pave this area with the same material as in stabilized shoulder. Payment will be made under the stabilized shoulder item.



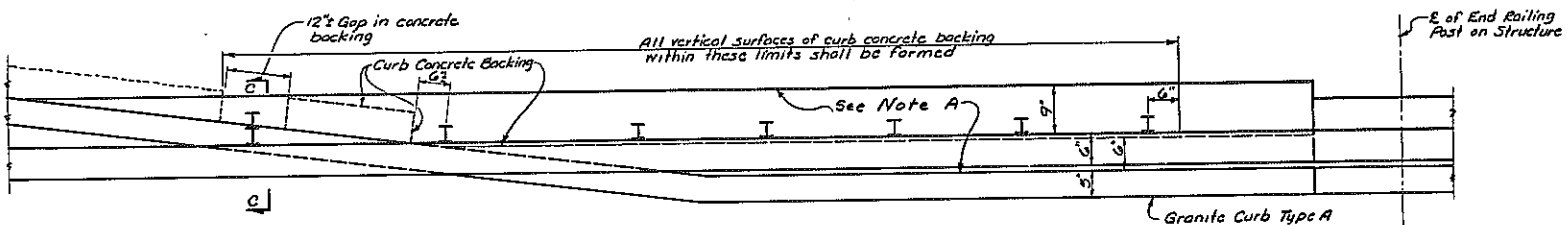
* These are backup posts and will not require the use of the 5'-3 1/2' shelf angle.



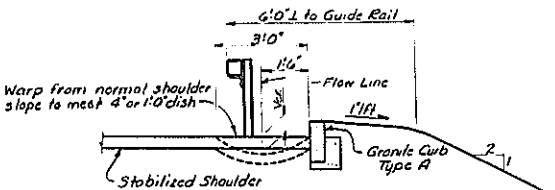
* These are backup posts and will not require the use of the 5'-3 1/2' shelf angle.



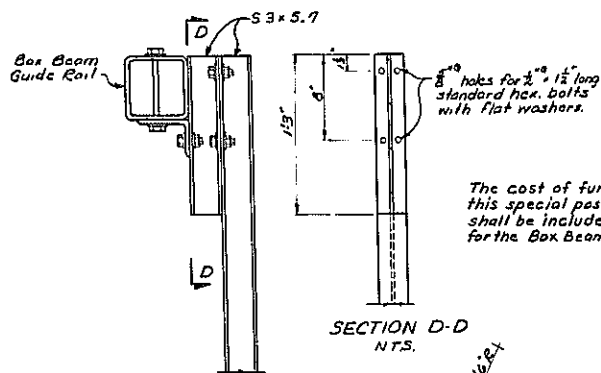
* Section A-A similar



CURB CONCRETE BACKING DETAIL Scale: $\frac{1}{8}'' = 1'-0''$

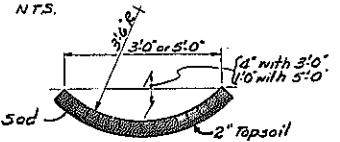


* Section B-B similar



The cost of furnishing and placing this special post with its stand-off shall be included in the Unit Price bid for the Box Beam Guide Rail item.

PARTIAL SECTION C-C N.T.S.



Notes:
For Curb Details see Dwg. 26
For Railing Details see Dwg. 19 & 30

REVISIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF CONSTRUCTION
BRIDGE NO. 3 RAMP P AND L
OVER N.Y.S. THRUWAY AND RAMP L
DRAINAGE DETAILS
DRAWING NO. 29 OF 33

DATE MADE: June 7, 1979
PROJECT ENGINEER: [Signature]
IN CHARGE OF: [Signature]
DESIGNED BY: [Signature]
DESIGN CHECKED BY: [Signature]
DETAILED BY: [Signature]
DETAIL CHECKED BY: [Signature]



D96243

| FED RD REG NO | STATE | FEDERAL AID PROJECT NO | SHEET NO | TOTAL SHEETS |
|---------------|----------|------------------------|----------|--------------|
| | NEW YORK | 1-68-2(10) | 281 | 284 |

188-ROUTE 7 CORN. TO N.Y.S. THRUWAY
SCHENECTADY - DUANESEBURG, PART 1, S.N. RHO
SCHENECTADY COUNTY

CAPITOL PROJECT IDENTIFICATION NO. 1357.04

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 prepared 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 caps, 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 inch above the nut and the first thread above the nut shall be damaged, as ordered by the Engineer.

Posts shall span a minimum of 3 posts. If this is impossible, the absolute minimum shall be 2 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 Des. A500 Grade B, A36, A588, A441 and A572 Grade 50
- Clamp Bolts and Nuts - ASTM Designation A325
- Rail Splices - ASTM Designation A36, A588 and A572, Grade 50
- Tubular Rail Splices - ASTM Designation A36
- Splice Plates - ASTM Designation A36
- 3/4" Post Plates - ASTM Designation A588, A441 and A572, Grade 50
- 1" Post Plates - ASTM Designation A36
- Post Connection Plate - ASTM Designation A36 or A.I.S.I. Designation 1020
- Base Plates - ASTM Designation A36 and A572, Grade 50
- 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
- Plate Shims - ASTM Designation A36
- End Cap - 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.

Railing posts shall be erected to proper line and grade before concrete under post and in back of granite curb 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 $\pm 1/16"$.

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 will be located in the tube so that the tube will bear against the post plate when in the final position.

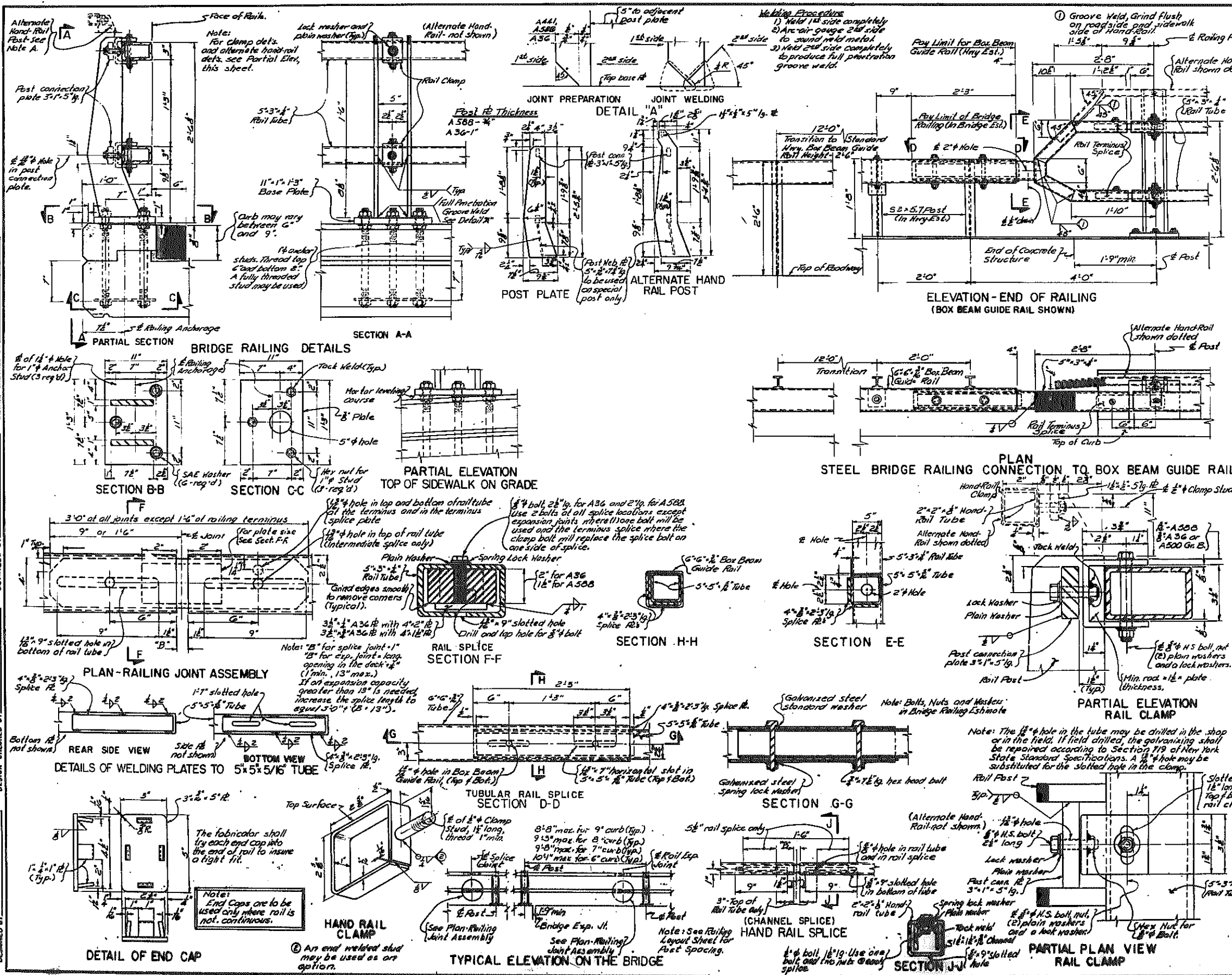
NOTE "A":
The alternate handrail is for use when the traffic railing system is used between pedestrian traffic and vehicular traffic.

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF CONSTRUCTION

BRIDGE NO. 3 RAMP S AND L
OVER N.Y.S. THRUWAY AND RAMP L

STEEL BRIDGE RAILING-TWO RAIL

DATE MADE Aug 2, 1979
DRAWING NO. 30 OF 35

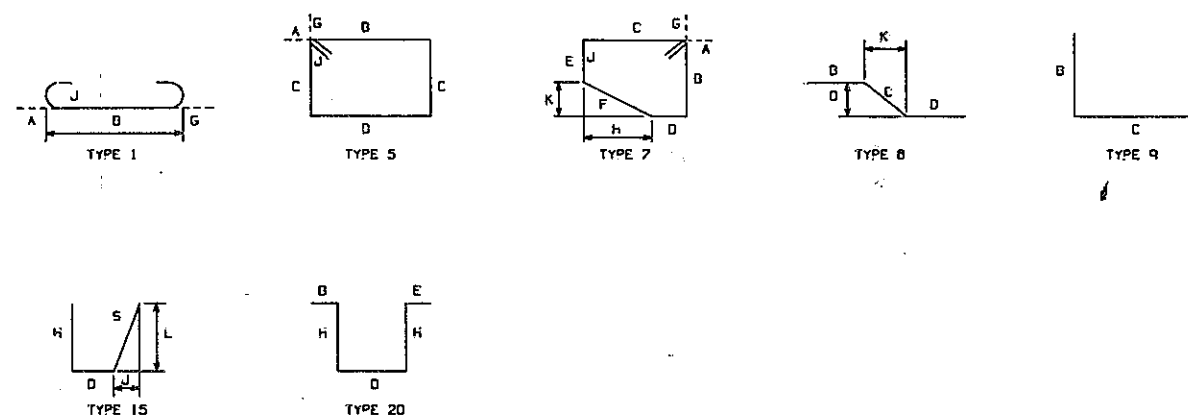




188-ROUTE 7 CONN. TO N.Y.S. THRUWAY
SCHENECTADY - DUANESEBURG, PART I, S.H. 1881
SCHENECTADY COUNTY

CAPITOL PROJECT IDENTIFICATION NO. 1357-04

All bar dimensions out to out unless otherwise indicated

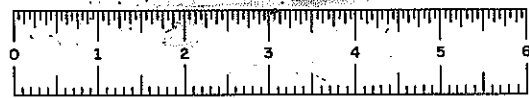


First or first and second characters indicate size of bar.
First alphabetic character indicates structure unit.
If followed by the letter "E" - bar is Epoxy Coated.
If followed by the letter "G" - bar is Galvanized.
Remainder is sequential listing of bar marks.

A-Abutment
C-Culvert
F-Foundation Pile
H-Highway Approach Slab
P-Pier
R-Rigid Frame Arch
S-Superstructure
W-Wall (Isolated)

| | |
|--|------|
| STATE OF NEW YORK | |
| DEPARTMENT OF TRANSPORTATION | |
| DIVISION OF DESIGN AND CONSTRUCTION | |
| BARLIST SHEET NO. 1 | |
| BRIDGE NO. 3 RAMPS P AND L OVER N.Y.S. THRUWAY AND RAMP L | |
| DESIGNED BY | DATE |
| ENGINEERED BY | DATE |
| CHECKED BY | DATE |
| APPROVED BY | DATE |

| MARK | NO. | LENGTH | TYP | WEIGHT | A | B | C | D | E | F | G | H | J | K | L | R | S | T |
|----------------------------------|------------|--------------|-----|--------|--|-----|-----|-----|---|---|-----|---|-----|---|---|---|---|---|
| N.Y.S. SBRWAY AND RAMP | | | | | | | | | | | | | | | | | | |
| WEST ABUTMENT | | | | | | | | | | | | | | | | | | |
| POUR 1 FOOTING | | | | | | | | | | | | | | | | | | |
| SA1 | 20 | 35-8 | STR | 737 | | | | | | | | | | | | | | |
| SA2 | 80 | 5-10 | STR | 355 | | | | | | | | | | | | | | |
| SA3 | 9 | AVG. 19-0 | STR | 170 | | | | | | | | | | | | | | |
| SA3 | | | | | LENGTH VARIES FROM 18-0 TO 19-4 | | | | | | | | | | | | | |
| SA4 | 8 | AVG. 18-8 | STR | 156 | | | | | | | | | | | | | | |
| SA4 | | | | | LENGTH VARIES FROM 18-4 TO 19-0 | | | | | | | | | | | | | |
| SA5 | 18 | 8-6 | STR | 84 | | | | | | | | | | | | | | |
| SA6 | 18 | 8-3 | STR | 81 | | | | | | | | | | | | | | |
| SA7 | 51 | 9-1 | I | 403 | 0-7 | 8-6 | | | | | --- | | 0-5 | | | | | |
| SUBTOTAL | PLAIN BARS | | | 2084 | THIS POUR | | | | | | | | | | | | | |
| POUR 2 STEM | | | | | | | | | | | | | | | | | | |
| SA8 | 34 | 3-8 | STR | 118 | | | | | | | | | | | | | | |
| SA9 | 8 | 4-1 | STR | 34 | | | | | | | | | | | | | | |
| SA10 | 8 | 4-1 | STR | 34 | | | | | | | | | | | | | | |
| SA11 | 8 | 35-1 | STR | 293 | | | | | | | | | | | | | | |
| SA12 | 8 | 35-1 | STR | 293 | | | | | | | | | | | | | | |
| SA13 | 4 | 17-2 | STR | 72 | | | | | | | | | | | | | | |
| SA14 | 5 | 17-2 | STR | 90 | | | | | | | | | | | | | | |
| SA15 | 4 | 16-11 | STR | 71 | | | | | | | | | | | | | | |
| SA16 | 5 | 17-1 | STR | 89 | | | | | | | | | | | | | | |
| SA17 | 45 | 3-8 | STR | 156 | | | | | | | | | | | | | | |
| SA18 | 10 | 35-6 | STR | 940 | | | | | | | | | | | | | | |
| SA19 | 8 | 3-10 | STR | 32 | | | | | | | | | | | | | | |
| SA20 | 10 | AVG. 8-0 | STR | 42 | | | | | | | | | | | | | | |
| SA20 | | | | | LENGTH VARIES FROM 3-8 TO 4-4 2 SETS OF 50 | | | | | | | | | | | | | |
| SUBTOTAL | PLAIN BARS | | | 2222 | THIS POUR | | | | | | | | | | | | | |
| POUR 3 BACKWALL - UPPER WINGWALL | | | | | | | | | | | | | | | | | | |
| SA21 | 32 | 6-1 | STR | 202 | | | | | | | | | | | | | | |
| SA22 | 14 | AVG. 7-3 | STR | 108 | | | | | | | | | | | | | | |
| SA22 | | | | | LENGTH VARIES FROM 7-0 TO 7-6 | | | | | | | | | | | | | |
| SA23 | 30 | 35-1 | STR | 1090 | | | | | | | | | | | | | | |
| SA24 | 10 | 7-2 | STR | 75 | | | | | | | | | | | | | | |
| SA25 | 16 | 14-11 | STR | 249 | | | | | | | | | | | | | | |
| SA26 | 7 | 7-4 | STR | 54 | | | | | | | | | | | | | | |
| SA27 | 6 | 15-1 | STR | 75 | | | | | | | | | | | | | | |
| SA28 | 20 | AVG. 7-1 | STR | 149 | | | | | | | | | | | | | | |
| SA28 | | | | | LENGTH VARIES FROM 6-9 TO 7-0 | | | | | | | | | | | | | |
| SA29 | 7 | 7-1 | STR | 52 | | | | | | | | | | | | | | |
| SA30 | 9 | 8-11 | STR | 65 | | | | | | | | | | | | | | |
| SA31 | 8 | 14-9 | STR | 92 | | | | | | | | | | | | | | |
| SA32 | 7 | 7-4 | STR | 54 | | | | | | | | | | | | | | |
| SA33 | 7 | 7-1 | STR | 52 | | | | | | | | | | | | | | |
| SA34 | 16 | AVG. 4-11 | STR | 83 | | | | | | | | | | | | | | |
| SA34 | | | | | LENGTH VARIES FROM 4-5 TO 5-0 2 SETS OF 60 | | | | | | | | | | | | | |
| SA35 | 18 | 2-6 | STR | 42 | | | | | | | | | | | | | | |
| SUBTOTAL | PLAIN BARS | | | 2467 | THIS POUR | | | | | | | | | | | | | |
| POUR 4 WINGWALL OVERLAY HW - SW | | | | | | | | | | | | | | | | | | |
| SA36 | 44 | 3-9 | Q | 189 | | 1-6 | 0-6 | 1-6 | | | | | | | | | | |
| SA39 | 4 | 14-10 | STR | 62 | | | | | | | | | | | | | | |
| SA40 | 4 | 5-8 | STR | 24 | | | | | | | | | | | | | | |
| SUBTOTAL | PLAIN BARS | | | 254 | THIS POUR | | | | | | | | | | | | | |
| POUR 5 HEADER | | | | | | | | | | | | | | | | | | |
| SA38 | 86 | 1-11 | Q | 130 | | 1-8 | 0-8 | --- | | | | | | | | | | |
| SA37 | 2 | 33-0 | STR | 60 | | | | | | | | | | | | | | |



D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|-------------------------|-----------|--------------|
| | NEW YORK | I-88-2(10) | 283 | 284 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHENECTADY - DUANESEBURG, PART 1, S.H. 880 SCHENECTADY COUNTY | | | | |
| CAP/TOL PROJECT IDENTIFICATION NO. 1357-04 | | | | |

DESIGNED BY *C. J. Casali*

DETAILED BY

DESIGN CHECKED BY

DESIGNED BY *C. J. Casali*

| MARK | NO. | LENGTH | TYPE | WEIGHT | A | B | C | D | E | F | G | H | J | K | L | R | S | T |
|--|-----|--------|------|--------|--|-----------|------|-----|-----|------|-----|-----|-----|------|---|---|---|---|
| SUBTOTAL PLAIN BARS | | | | | 199 | THIS POUR | | | | | | | | | | | | |
| POUR 6 REDESKALS | | | | | | | | | | | | | | | | | | |
| SA42 | 3 | 12-4 | 7 | 39 | 0-6 | 1-10 | 4-0 | 3-8 | *** | 1-10 | 0-6 | 0-4 | 0-4 | 1-10 | | | | |
| SA43 | 12 | 10-0 | 5 | 125 | 0-6 | 2-8 | 1-10 | | | 0-6 | | 0-4 | | | | | | |
| SA44 | 35 | 2-8 | 9 | 97 | 2-2 | 0-6 | *** | | | | | | | | | | | |
| SUBTOTAL PLAIN BARS | | | | | 281 | THIS POUR | | | | | | | | | | | | |
| EAST ADJUTMENT | | | | | | | | | | | | | | | | | | |
| POUR 1 FOOTING | | | | | | | | | | | | | | | | | | |
| SA1 | 20 | 35-5 | STR | 739 | | | | | | | | | | | | | | |
| SA2 | 70 | 6-2 | STR | 450 | | | | | | | | | | | | | | |
| SA3 | 6 | 19-3 | STR | 160 | | | | | | | | | | | | | | |
| SA3 | | AVG. | | | LENGTH VARIES FROM 18-11 TO 19-6 | | | | | | | | | | | | | |
| SA4 | 6 | 10-10 | STR | 159 | | | | | | | | | | | | | | |
| SA4 | | AVG. | | | LENGTH VARIES FROM 16-7 TO 19-2 | | | | | | | | | | | | | |
| SA5 | 18 | 4-4 | STR | 81 | | | | | | | | | | | | | | |
| SA6 | 20 | 4-4 | STR | 90 | | | | | | | | | | | | | | |
| SA7 | 58 | 0-8 | 1 | 506 | 0-7 | 0-1 | | | | | *** | | 0-5 | | | | | |
| SUBTOTAL PLAIN BARS | | | | | 2184 | THIS POUR | | | | | | | | | | | | |
| POUR 2 STEM | | | | | | | | | | | | | | | | | | |
| SA8 | 34 | 3-5 | STR | 121 | | | | | | | | | | | | | | |
| SA9 | 0 | 3-6 | STR | 29 | | | | | | | | | | | | | | |
| SA10 | 8 | 3-6 | STR | 29 | | | | | | | | | | | | | | |
| SA11 | 8 | 35-1 | STR | 293 | | | | | | | | | | | | | | |
| SA12 | 8 | 35-1 | STR | 293 | | | | | | | | | | | | | | |
| SA13 | 4 | 17-4 | STR | 72 | | | | | | | | | | | | | | |
| SA14 | 5 | 17-2 | STR | 40 | | | | | | | | | | | | | | |
| SA15 | 4 | 18-11 | STR | 71 | | | | | | | | | | | | | | |
| SA16 | 5 | 17-1 | STR | 89 | | | | | | | | | | | | | | |
| SA17 | 45 | 3-2 | STR | 166 | | | | | | | | | | | | | | |
| SA18 | 10 | 35-2 | STR | 950 | | | | | | | | | | | | | | |
| SA19 | 7 | 3-6 | STR | 28 | | | | | | | | | | | | | | |
| SA20 | 10 | AVG. | | | | | | | | | | | | | | | | |
| SA20 | | 4-0 | STR | 41 | | | | | | | | | | | | | | |
| SA20 | | | | | LENGTH VARIES FROM 3-0 TO 4-3/2 SETS OF 50 | | | | | | | | | | | | | |
| SUBTOTAL PLAIN BARS | | | | | 2272 | THIS POUR | | | | | | | | | | | | |
| POUR 3 BACKWALL - UPPER WINGWALL REINF | | | | | | | | | | | | | | | | | | |
| SA21 | 37 | 7-5 | STR | 286 | | | | | | | | | | | | | | |
| SA22 | 20 | AVG. | | | | | | | | | | | | | | | | |
| SA22 | | 7-7 | STR | 159 | | | | | | | | | | | | | | |
| SA22 | | | | | LENGTH VARIES FROM 7-2 TO 8-0 | | | | | | | | | | | | | |
| SA23 | 30 | 35-1 | STR | 1098 | | | | | | | | | | | | | | |
| SA24 | 9 | 7-7 | STR | 71 | | | | | | | | | | | | | | |
| SA25 | 18 | 14-9 | STR | 277 | | | | | | | | | | | | | | |
| SA26 | 7 | 7-8 | STR | 58 | | | | | | | | | | | | | | |
| SA27 | 6 | 14-11 | STR | 93 | | | | | | | | | | | | | | |
| SA28 | 14 | AVG. | | | | | | | | | | | | | | | | |
| SA28 | | 7-9 | STR | 113 | | | | | | | | | | | | | | |
| SA28 | | | | | LENGTH VARIES FROM 7-6 TO 8-0 | | | | | | | | | | | | | |
| SA29 | 7 | 7-10 | STR | 57 | | | | | | | | | | | | | | |
| SA30 | 10 | 7-8 | STR | 80 | | | | | | | | | | | | | | |
| SA31 | 6 | 14-7 | STR | 91 | | | | | | | | | | | | | | |
| SA32 | 6 | 7-10 | STR | 49 | | | | | | | | | | | | | | |
| SA33 | 7 | 7-8 | STR | 58 | | | | | | | | | | | | | | |
| SA34 | 1/8 | AVG. | | | | | | | | | | | | | | | | |
| SA34 | | 4-11 | STR | 94 | | | | | | | | | | | | | | |
| SA34 | | | | | VARIES FROM 4-4 TO 5-7 | | | | | | | | | | | | | |
| SA35 | 18 | 2-8 | STR | 50 | | | | | | | | | | | | | | |
| SUBTOTAL PLAIN BARS | | | | | 2629 | THIS POUR | | | | | | | | | | | | |

| MARK | NO. | LENGTH | TYPE | WEIGHT | A | B | C | D | E | F | G | H | J | K | L | R | S | T |
|---------------------------------|-----|---------------|------|--------|---------------------------|-------------|-------------|-----|-----|-----|------|-----|------|-----|---|---|---|---|
| POUR 4 WINGWALL OVERLAY NE - SE | | | | | | | | | | | | | | | | | | |
| SA36 | 44 | 3-8 | 9 | 166 | | 1-6 | 0-8 | 1-6 | | | | | | | | | | |
| SA39 | 4 | 14-7 | STR | 81 | | | | | | | | | | | | | | |
| SA40 | 4 | 5-8 | STR | 24 | | | | | | | | | | | | | | |
| SUBTOTAL PLAIN BARS | | | | 253 | THIS POUR | | | | | | | | | | | | | |
| POUR 5 HEADER | | | | | | | | | | | | | | | | | | |
| SA36 | 65 | 1-11 | 9 | 130 | | 1-5 | 0-6 | *** | | | | | | | | | | |
| SA37 | 2 | 33-0 | STR | 89 | | | | | | | | | | | | | | |
| SUBTOTAL PLAIN BARS | | | | 199 | THIS POUR | | | | | | | | | | | | | |
| POUR 6 PEDESTALS | | | | | | | | | | | | | | | | | | |
| SA42 | 3 | 12-10 | 7 | 40 | 0-6 | 2-1 | 4-0 | 3-8 | *** | 2-1 | 0-6 | 0-2 | 0-4 | 2-1 | | | | |
| SA43 | 12 | 10-5 | 5 | 131 | 0-6 | 2-8 | 2-1 | | | | 0-6 | | 0-4 | | | | | |
| SA44 | 35 | 2-8 | 9 | 97 | | 2-2 | 0-6 | *** | | | | | | | | | | |
| SUBTOTAL PLAIN BARS | | | | 268 | THIS POUR | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| PIER | | | | | | | | | | | | | | | | | | |
| FOOTING POUR 1 | | | | | | | | | | | | | | | | | | |
| IIP1 | 12 | 47-0 | STR | 2996 | | | | | | | | | | | | | | |
| IIP2 | 12 | 23-3 | STR | 1402 | | | | | | | | | | | | | | |
| IIP3 | 18 | 10-4 | STR | 876 | | | | | | | | | | | | | | |
| IIP4 | 2 | 14-7 | STR | 155 | | | | | | | | | | | | | | |
| IIP5 | 11 | 58-3 | STR | 3287 | | | | | | | | | | | | | | |
| IIP6 | 10 | 37-6 | STR | 1992 | | | | | | | | | | | | | | |
| QP7 | 41 | 11-6 | STR | 1603 | | | | | | | | | | | | | | |
| SP8 | 36 | 11-6 | STR | 432 | | | | | | | | | | | | | | |
| QP9 | 72 | 22-6 | 1 | 5506 | 1-3 | 21-3 | | | | | *** | | 0-11 | | | | | |
| SUBTOTAL PLAIN BARS | | | | 16333 | THIS POUR | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| COLUMN POUR 2 | | | | | | | | | | | | | | | | | | |
| SP10 | 72 | AVG. 12-10 | 5 | 964 | 0-6 | AVG. 3-3 | 2-6 | | | | 0-6 | | 0-4 | | | | | |
| SP10 | | | | | D VARIES FROM 2-11 TO 3-7 | | | | | | | | | | | | | |
| SUBTOTAL PLAIN BARS | | | | 964 | THIS POUR | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| CAPBEAM POUR 3 | | | | | | | | | | | | | | | | | | |
| SP11 | 18 | 39-2 | 8 | 1883 | | 32-3 | 6-11 | *** | | | | 3-0 | | 6-3 | | | | |
| SP12 | 2 | 55-2 | STR | 121 | | | | | | | | | | | | | | |
| SP13 | 4 | 32-0 | STR | 134 | | | | | | | | | | | | | | |
| SP14 | 8 | 33-7 | STR | 280 | | | | | | | | | | | | | | |
| SP15 | 106 | 2-8 | STR | 274 | | | | | | | | | | | | | | |
| SP16 | 88 | AVG. 13-2 | 5 | 1345 | 0-10 | 1-8 | AVG. 2-1 | | | | 0-10 | | 0-2 | | | | | |
| SP16 | | | | | C VARIES FROM 2-7 TO 5-7 | | | | | | | | | | | | | |
| SP17 | 84 | 16-2 | 5 | 1554 | 0-10 | 1-8 | 5-7 | | | | 0-10 | | 0-2 | | | | | |
| SP18 | 10 | 30-9 | 8 | 1479 | | 23-10 | 6-11 | *** | | | | 3-0 | | 6-3 | | | | |
| QP19 | 9 | 48-3 | 1 | 1476 | 1-3 | 47-0 | | | | | *** | | 0-11 | | | | | |
| QP20 | 9 | 24-5 | 1 | 747 | 1-3 | 23-2 | | | | | *** | | 0-11 | | | | | |
| QP21 | 16 | 12-2 | 1 | 585 | 0-11 | 11-3 | | | | | *** | | 0-6 | | | | | |
| QP22 | 2 | 14-7 | STR | 99 | | | | | | | | | | | | | | |
| SUBTOTAL PLAIN BARS | | | | 9979 | THIS POUR | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| PEDESTALS POUR 4 | | | | | | | | | | | | | | | | | | |
| SP23 | 56 | 2-6 | 9 | 156 | | *** | 0-6 | 2-2 | | | | | | | | | | |
| SP24 | 19 | 12-8 | 5 | 251 | 0-6 | 2-8 | 3-2 | | | | 0-6 | | 0-4 | | | | | |



D96243

| FED. RD. REG. NO. | STATE | FEDERAL AID PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|--|----------|----------------------------|--------------|-----------------|
| | NEW YORK | I-88-210 | 2642 | 28 |
| 188-ROUTE 7 CONN. TO N.Y.S. THRUWAY SCHEMECTADY - BURNESBURG, PART 1, S.H. 880 SCHEMECTADY COUNTRY | | | | |
| CAPITAL PROJECT IDENTIFICATION NO. 1357-04 | | | | |

* INCLUDES 310 LBS. OF ADDITIONAL EPOXY COATED BARS IN REINFORCING CAGE ON DECK AND APPROACH SLABS AS REQUIRED BY EI 81-4 (JAN. 4, 1981) WHICH STATES:
"LONGITUDINAL REINFORCING BARS SHALL BE CONTINUOUS BETWEEN JOINTS IN THE BRIDGE SUPERSTRUCTURE"

** INCLUDES ADDITIONAL BARS TO INCREASE
SIZE OF UPPER MAT IN PIER FOOTING. (584 LBS)
REFER TO NOTE ON SHEET # 26B.

| MARK | NO. | LENGTH | TYPE | WEIGHT | A | B | C | D | E | F | G | H | J | K | L | R | S | T |
|---------------------|------------|--------------|------|--------|---|------|---|-----|-----|---|-----|-----|-----|-----|-----|-----|-----|-----|
| SUBTOTAL | PLAIN BARS | | | 407 | THIS | POUR | | | | | | | | | | | | |
| SUPERSTRUCTURE SLAB | | | | | | | | | | | | | | | | | | |
| SS1 | 47 | 21-4 | STR | 1046 | | | | | | | | | | | | | | |
| SS12 | 141 | 80-0 | STR | 8925 | | | | | | | | | | | | | | |
| SS13 | 47 | 29-4 | STR | 1928 | | | | | | | | | | | | | | |
| SS14 | 78 | 22-2 | STR | 1804 | | | | | | | | | | | | | | |
| SS15 | 234 | 60-0 | STR | 18845 | | | | | | | | | | | | | | |
| SS16 | 78 | 40-2 | STR | 3258 | | | | | | | | | | | | | | |
| SS17 | 84 | 15-2 | STR | 1914 | | | | | | | | | | | | | | |
| SS18 | 84 | 80-0 | STR | 7570 | | | | | | | | | | | | | | |
| SS19 | 506 | 60-0 | STR | 31659 | | | | | | | | | | | | | | |
| SS110 | 1012 | 5-4 | 1 | 5625 | 0-7 | 4-9 | | | | | ... | | | 0-5 | | | | |
| SS111 | 500 | 60-0 | STR | 31794 | | | | | | | | | | | | | | |
| SS112 | 1016 | 4-9 | STR | 5034 | | | | | | | | | | | | | | |
| SS113 | 468 | 3-9 | 20 | 1831 | | ... | | 0-9 | 1-0 | | | | 1-0 | | | | | |
| SS114 | 18 | 9-1 | STR | 171 | | | | | | | | | | | | | | |
| SS115 | 18 | 8-5 | STR | 153 | | | | | | | | | | | | | | |
| SS116 | 108 | 2-11 | 15 | 326 | | | | 1-5 | | | | | 0-5 | 0-9 | | 0-9 | | 1-1 |
| SS117 | 12 | 2-9 | STR | 34 | | | | | | | | | | | | | | |
| SS118 | 4 | 2-11 | STR | 18 | | | | | | | | | | | | | | |
| SS119 | 18 | 60-0 | STR | 1001 | | | | | | | | | | | | | | |
| SS120 | 88 | 4-1 | 15 | 542 | | | | 1-9 | | | | ... | 1-1 | | 2-1 | | 2-4 | |
| SS121 | 35 | 20-3 | STR | 739 | | | | | | | | | | | | | | |
| SS122 | 282 | 2-2 | STR | 1243 | | | | | | | | | | | | | | |
| SS123 | 42 | 21-10 | STR | 957 | | | | | | | | | | | | | | |
| SS124 | 4 | 2-5 | STR | 15 | | | | | | | | | | | | | | |
| SUBTOTAL PLAIN BARS | | | | | | | | | | | | | | | | | | |
| | | | | 60082 | THIS | POUR | | | | | | | | | | | | |
| SUBTOTAL EPDM BARS | | | | | | | | | | | | | | | | | | |
| | | | | 61074 | THIS | POUR | | | | | | | | | | | | |
| WEST APPROACH SLAB | | | | | | | | | | | | | | | | | | |
| SH1 | 84 | 50-6 | STR | 3371 | | | | | | | | | | | | | | |
| SH2 | 18 | 56-6 | STR | 1081 | | | | | | | | | | | | | | |
| SH3 | 24 | 32-2 | STR | 805 | | | | | | | | | | | | | | |
| SH4 | 18 | AVG. 31-4 | STR | 524 | | | | | | | | | | | | | | |
| SH5 | | | | | VARIES FROM 5-7 TO 57-2 (2 Sets of 3) | | | | | | | | | | | | | |
| SH6 | 154 | 9-6 | STR | 1504 | | | | | | | | | | | | | | |
| SH7 | 154 | AVG. 43-0 | STR | 9937 | | | | | | | | | | | | | | |
| SH8 | | | | | VARIES FROM 39-6 TO 46-6 (1 Set of 52 and 1 Set of 102) | | | | | | | | | | | | | |
| SH9 | 19 | 13-9 | STR | 392 | | | | | | | | | | | | | | |
| SH10 | 24 | 8-0 | STR | 288 | | | | | | | | | | | | | | |
| SH11 | 19 | AVG. 14-1 | STR | 407 | | | | | | | | | | | | | | |
| SH12 | | | | | VARIES FROM 13-9 TO 14-5 (1 Set of 7 and 1 Set of 12) | | | | | | | | | | | | | |
| SH13 | 8 | 5-0 | 15 | 80 | | | | 1-9 | | | | ... | 1-0 | | 2-1 | | 3-3 | |
| SH14 | 12 | 3-3 | STR | 58 | | | | | | | | | | | | | | |
| SH15 | 9 | 8-8 | STR | 83 | | | | | | | | | | | | | | |
| SH16 | 18 | 4-4 | 15 | 105 | | | | 1-9 | | | | ... | 1-2 | | 2-4 | | 2-7 | |
| SH17 | 14 | 21-5 | STR | 313 | | | | | | | | | | | | | | |
| SH18 | 70 | 2-2 | STR | 228 | | | | | | | | | | | | | | |
| SH19 | 2 | 2-6 | STR | 6 | | | | | | | | | | | | | | |
| SUBTOTAL PLAIN BARS | | | | | | | | | | | | | | | | | | |
| | | | | 18545 | THIS | POUR | | | | | | | | | | | | |
| SUBTOTAL EPDM BARS | | | | | | | | | | | | | | | | | | |
| | | | | 776 | THIS | POUR | | | | | | | | | | | | |
| EAST APPROACH SLAB | | | | | | | | | | | | | | | | | | |
| SH1 | 84 | 50-6 | STR | 3371 | | | | | | | | | | | | | | |
| SH2 | 18 | 56-6 | STR | 1081 | | | | | | | | | | | | | | |
| SH3 | 24 | 32-2 | STR | 805 | | | | | | | | | | | | | | |
| SH4 | 18 | AVG. 31-4 | STR | 524 | | | | | | | | | | | | | | |

[illegible]

REVISIONS

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN AND CONSTRUCTION

BARLIST SHEET NO. 3

BRIDGE NO. 3 RAMPS P AND L
OVER N.Y.S. THRUWAY AND RAMP L

| | |
|-----------------------|----------------------|
| PROJ. ENR. J. SHERMAN | DATE MADE 7/20/79 |
| SQUAD W. GLASSON | DRAWING NO. 33 OF 93 |