

TANE 25-25

TANE 25-25



NEW YORK DIVISION  
PLANS FOR

RESURFACING A PORTION OF THE NEW ENGLAND THRUWAY (I-95)  
FROM MILEPOST NE 8.8 SB - NE 10.8 SB AND MILEPOST NE 10.8 - NE 13.0 NB AND SB  
IN  
WESTCHESTER COUNTY  
TANE 25-25 D215047  
122 SHEETS

TYPE OF CONSTRUCTION:  
ASPHALT MILLING AND PAVING, SAFETY IMPROVEMENTS, AND MINOR DRAINAGE REHABILITATION.

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

THE LATEST REVISIONS OF THE NYSTA STANDARD SHEETS MAINTAINED BY THE AUTHORITY, WHICH ARE CURRENT ON THE DATE OF ADVERTISEMENT FOR BIDS, SHALL BE CONSIDERED TO BE IN EFFECT. ALL PAY ITEMS AND WORK CONTAINED IN THE CONTRACT AND ANY ADDITIONAL PAY ITEMS AND WORK ENCOUNTERED DURING THE COURSE OF THE CONTRACT SHALL BE SUBJECT TO THE APPLICABLE STANDARD SHEET(S) UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS. SEE DWG SS-001 FOR LISTING.

BRIDGE MAINTENANCE GUIDELINES  
UPON COMPLETION OF THIS PROJECT, THE BRIDGE STRUCTURES REPAIRED, REHABILITATED OR RECONSTRUCTED HEREUNDER SHALL BE MAINTAINED IN ACCORDANCE WITH THE CURRENT AASHTO MANUAL FOR BRIDGE MAINTENANCE, AND THE NEW YORK STATE THRUWAY AUTHORITY MAINTENANCE DIRECTIVES:

BRIDGE MANAGEMENT PROGRAM MD 05-16, BRIDGE MANAGEMENT ACTIVITIES MD 05-3, AND BRIDGE INSPECTION PROGRAM MD 95-5.

SPECIAL MAINTENANCE REQUIREMENTS: NONE

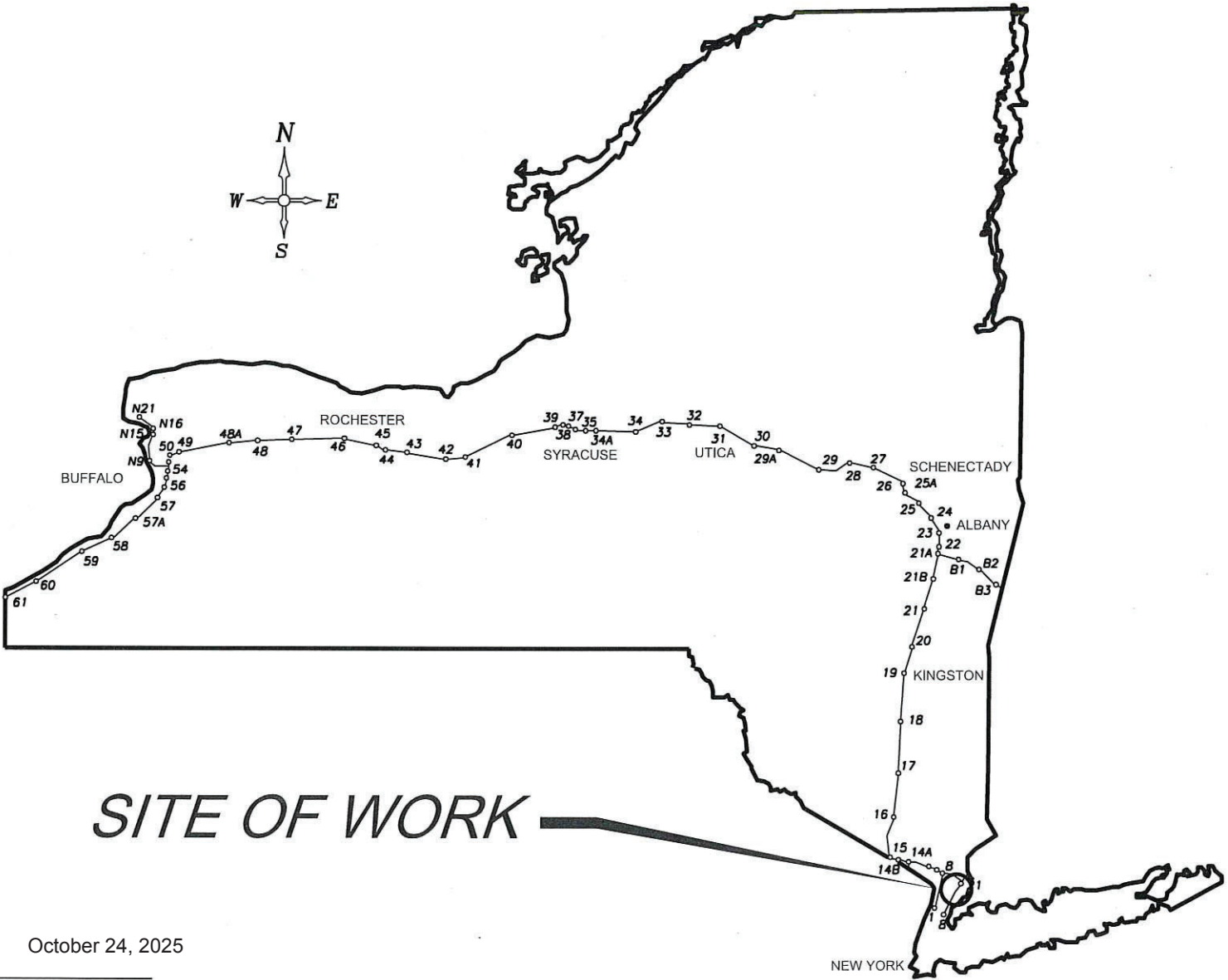
NOTES:  
ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (US CUSTOMARY) REFERENCED IN THE CONTRACT "PROPOSAL" EXCEPT AS MODIFIED BY THESE PLANS OR CHANGES SET FORTH IN THE CONTRACT "PROPOSAL".

WARNING: IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW FOR ANY PERSON UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER AN ITEM ON THESE PLANS IN ANY WAY. IF ALTERATIONS TO THESE PLANS ARE REQUIRED, THE ALTERATIONS SHALL BE MADE IN ACCORDANCE WITH ARTICLE 145 - SUBSECTION 7209 OF THE NEW YORK STATE EDUCATION LAW.

SIGNATURES HEREON HAVE BEEN AFFIXED BY PERSONS ACTING IN THEIR OFFICIAL CAPACITY AS INDICATED.

MAINTENANCE JURISDICTION

100% AUTHORITY



|              | PROJECT LIMITS |            | CONTRACT LIMITS |            | WORK LIMITS |              |
|--------------|----------------|------------|-----------------|------------|-------------|--------------|
|              | MP             | MP         | MP              | MP         | MP          | MP           |
| I-95 THRUWAY | NE 8.8 SB      | NE 10.8 SB | NE 7.6 SB       | NE 10.8 SB | NE 8,740 SB | NE 10,795 SB |
| I-95 THRUWAY | NE 10.8        | NE 13.0    | NE 10.8         | NE 14.2    | NE 10,782   | NE 13.2      |

DIG SAFELY NEW YORK  
UNDERGROUND FACILITIES PROTECTION ORGANIZATION  
CALL 811

PREPARED AND RECOMMENDED BY:  
LOCKWOOD, KESSLER & BARTLETT, INC.  
JOHN PURGA, P.E.  
NY076947  
DATE OCT. 15, 2025  
LKB ENGINEERING EXCELLENCE SINCE 1989

CONTRACTOR'S NAME: \_\_\_\_\_  
AWARD DATE: \_\_\_\_\_  
COMPLETION DATE: \_\_\_\_\_  
FINAL ACCEPTANCE DATE: \_\_\_\_\_  
INSPECTION FIRM'S NAME: \_\_\_\_\_  
RESIDENT ENG./EIC: \_\_\_\_\_  
FINAL COST TOTAL: \_\_\_\_\_

| FISCAL SHARE | COST(S) |
|--------------|---------|
|              |         |

INSPECTION FIRM  
CONSULTANT STAMP:

DocuSigned by:  
October 24, 2025

DocuSigned by:  
October 27, 2025

DocuSigned by:  
October 27, 2025

Signed by:  
October 27, 2025

DocuSigned by:  
October 27, 2025

TANE 25-25

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

| INDEX        |                                                 |                    |
|--------------|-------------------------------------------------|--------------------|
| SHEET NUMBER | DESCRIPTION                                     | DRAWING NUMBER     |
| 1            | TITLE SHEET                                     | CVR-001            |
| 2            | INDEX AND ABBREVIATIONS                         | IND-001            |
| 3-4          | LEGEND, LINE AND POINT SYMBOLOLOGY              | LEG-001 TO LEG-002 |
| 5-11         | TYPICAL SECTIONS                                | TYP-001 TO TYP-003 |
| 12-13        | GENERAL NOTES                                   | GEN-001 TO GEN-002 |
| 14           | TABLE OF STANDARD SHEETS                        | SS-001             |
| 15-19        | KEY PLAN                                        | KEY-001 TO KEY-005 |
| 20-27        | PLAN - SMALL SCALE                              | PSS-001 TO PSS-008 |
| 28-44        | SURVEY CONTROL PLANS                            | SC-01 TO SC-17     |
| 45-53        | MISCELLANEOUS TABLES                            | MST-001 TO MST-009 |
| 54-56        | MISCELLANEOUS DETAILS                           | MSD-001 TO MSD-003 |
| 57-58        | DRAINAGE DETAILS                                | DRD-001 TO DRD-002 |
| 59           | EROSION CONTROL NOTES                           | ECN-001            |
| 60-61        | EROSION CONTROL DETAILS                         | ECD-001 TO ECD-002 |
| 62-104       | GENERAL PLANS                                   | GNP-001 TO GNP-043 |
| 105-107      | GENERAL PLANS - RAMPS                           | GNP-044 TO GNP-046 |
| 108-109      | STRUCTURE PLANS                                 | ST-001 TO ST-002   |
| 110          | WORK ZONE TRAFFIC CONTROL NOTES                 | WZTC-001           |
| 111-112      | GENERAL SIGN PLANS                              | GSP-001 TO GSP-002 |
| 113-114      | OVERHEAD SIGN STRUCTURES ELEVATIONS             | SSE-001 TO SSE-002 |
| 115          | SIGN DATA SHEET                                 | SDS-001            |
| 116-122      | OVERHEAD SIGN STRUCTURES ELEVATIONS AND DETAILS | OS-01 TO OS-07     |

| ALIGNMENT                   |                                     | TOPOGRAPHY (MISCELLANEOUS) |                                | UTILITIES                                                                                       |                                   |
|-----------------------------|-------------------------------------|----------------------------|--------------------------------|-------------------------------------------------------------------------------------------------|-----------------------------------|
| ABBR.                       | DESCRIPTION                         | ABBR.                      | DESCRIPTION                    | ABBR.                                                                                           | DESCRIPTION                       |
| AH                          | AHEAD                               | ABUT                       | ABUTMENT                       | E                                                                                               | ELECTRIC                          |
| AZ                          | AZIMUTH                             | AOBE                       | AS ORDERED BY ENGINEER         | EMH                                                                                             | ELECTRIC MANHOLE                  |
| BK                          | BACK                                | ASPH                       | ASPHALT                        | G                                                                                               | GAS                               |
| B                           | BASELINE                            | BDY                        | BOUNDARY                       | GP                                                                                              | GUY POLE                          |
| BRG                         | BEARING                             | BLDG                       | BUILDING                       | GSB                                                                                             | GAS SERVICE BOX (HOUSE LINE)      |
| CL                          | CENTERLINE                          | BM                         | BENCH MARK                     | GV                                                                                              | GAS VALVE (MAIN LINE)             |
| CS                          | CURVE TO SPIRAL                     | CC                         | CENTER TO CENTER               | HYD                                                                                             | HYDRANT                           |
| e                           | SUPERELEVATION RATE (CROSS SLOPE)   | CONC                       | CONCRETE                       | LP                                                                                              | LIGHT POLE                        |
| EQ                          | EQUALITY                            | CONST                      | CONSTRUCTION                   | LPG                                                                                             | LOW PRESSURE GAS                  |
| EXT                         | EXTERNAL                            | CR                         | COUNTY ROAD                    | PP                                                                                              | POWER POLE                        |
| HCL                         | HORIZONTAL CONTROL LINE             | D                          | DEED DISTANCE                  | SA                                                                                              | SANITARY SEWER                    |
| HSD                         | HEADLIGHT SIGHT DISTANCE            | DM                         | DIRECT MEASUREMENT             | SMH                                                                                             | SANITARY MANHOLE                  |
| L                           | LENGTH OF CIRCULAR CURVE            | DWY                        | DRIVEWAY                       | ST                                                                                              | STORM SEWER                       |
| LS                          | LENGTH OF SPIRAL                    | EP                         | EDGE OF PAVEMENT               | T                                                                                               | TELEPHONE                         |
| LVC                         | LENGTH OF VERTICAL CURVE            | ES                         | EDGE OF SHOULDER               | TCB                                                                                             | TRAFFIC CONTROL BOX               |
| E                           | CENTER CORRECTION OF VERTICAL CURVE | FEE                        | FEE ACQUISITION                | TELBOX                                                                                          | TELEPHONE BOX                     |
| M                           | MAIN LINE                           | FEE WO/A                   | FEE ACQUISITION WITHOUT ACCESS | TEL P                                                                                           | TELEPHONE POLE                    |
| PC                          | POINT OF CURVATURE                  | FP                         | FENCE POST                     | TMH                                                                                             | TELEPHONE MANHOLE                 |
| PI                          | POINT OF INTERSECTION               | FD                         | FOUNDATION                     | CTV                                                                                             | CABLE TELEVISION                  |
| POL                         | POINT ON LINE                       | FL                         | FENCE LINE                     | W                                                                                               | WATER                             |
| PSD                         | PASSING SIGHT DISTANCE              | GAR                        | GARAGE                         | WSB                                                                                             | WATER SERVICE BOX (HOUSE LINE)    |
| PT                          | POINT OF TANGENT                    | GR                         | GRAVEL                         | WV                                                                                              | WATER VALVE (MAIN LINE)           |
| PVC                         | POINT OF VERTICAL CURVE             | HO                         | HOUSE                          | SUBSURFACE EXPLORATION                                                                          |                                   |
| PVI                         | POINT OF VERTICAL INTERSECTION      | HWY                        | HIGHWAY                        |                                                                                                 |                                   |
| PVT                         | POINT OF VERTICAL TANGENT           | IP                         | IRON PIN OR IRON PIPE          | ABBR.                                                                                           | DESCRIPTION                       |
| R                           | RADIUS                              | MB                         | MAILBOX                        | REPLACE ABBREVIATION "AB" WITH:                                                                 |                                   |
| SC                          | SPIRAL TO CURVE                     | MON                        | MONUMENT                       | AH                                                                                              | HAND AUGER                        |
| SSD                         | STOPPING SIGHT DISTANCE             | N&W                        | NAIL AND WASHER                | CP                                                                                              | CONE PENTROMETER                  |
| ST                          | SPIRAL TO TANGENT                   | OG                         | ORIGINAL GROUND                | DA                                                                                              | 2¼ INCHES CASD DRILL HOLE         |
| STA                         | STATION                             | O/H                        | OVERHEAD                       | DM                                                                                              | DRILLING MUD                      |
| T                           | TANGENT LENGTH                      | P                          | PARCEL                         | DN                                                                                              | 4 INCHES CASD DRILL HOLE          |
| TGL                         | THEORETICAL GRADE LINE              | PAV'T                      | PAVEMENT                       | FH                                                                                              | HOLLOW FLIGHT AUGER               |
| TS                          | TANGENT TO SPIRAL                   | PE                         | PERMANENT EASEMENT             | PA                                                                                              | POWER AUGER                       |
| VC                          | VERTICAL CURVE                      | PED POLE                   | PEDESTRIAN POLE                | PH                                                                                              | PROBE                             |
| TOPOGRAPHY (DRAINAGE/SEWER) |                                     | P                          | PROPERTY LINE                  | PT                                                                                              | PERCOLATION TEST HOLE             |
|                             |                                     | POR                        | PORCH                          | RP                                                                                              | 1 INCH SAMPLER (RETRACTABLE PLUG) |
| ABBR.                       | DESCRIPTION                         | RR                         | RAILROAD                       | TO BE DEFINED AT THE TIME OF EXPLORATION                                                        |                                   |
| BB                          | BOTTOM OF BANK (STREAM)             | RTE                        | ROUTE                          | SP                                                                                              | SEISMIC POINT                     |
| BC                          | BOTTOM OF CURB                      | ROW                        | RIGHT OF WAY                   | TP                                                                                              | TEST PIT                          |
| BO                          | BOTTOM OF OPENING                   | RW                         | RETAINING WALL                 | ABBREVIATION "C" IN CATEGORIES:<br>DA, DM, DN, AND FH WITH:                                     |                                   |
| CAP                         | CORRUGATED ALUMINUM PIPE            | SH                         | STATE HIGHWAY                  | B                                                                                               | BRIDGE                            |
| CB                          | CATCH BASIN                         | SHLDR                      | SHOULDER                       | C                                                                                               | CUT                               |
| CIP                         | CAST IRON PIPE                      | SPK                        | SPIKE                          | D                                                                                               | DAM                               |
| CL STRM                     | CENTERLINE OF STREAM                | ST                         | STREET                         | F                                                                                               | FILL                              |
| CMP                         | CORRUGATED METAL PIPE               | STK                        | STAKE                          | K                                                                                               | CULVERT                           |
| CP                          | CONCRETE PIPE                       | STY                        | STORY                          | W                                                                                               | WALL                              |
| CSP                         | CORRUGATED STEEL PIPE               | SW                         | SIDEWALK                       | X<br>TO BE USED IF ONE OF THE ABOVE CANNOT<br>BE DEFINED AT THE TIME THE EXPLORATION<br>IS MADE |                                   |
| CULV                        | CULVERT                             | TE                         | TEMPORARY EASEMENT             |                                                                                                 |                                   |
| DIA                         | DIAMETER                            | TO                         | TEMPORARY OCCUPANCY            |                                                                                                 |                                   |
| DMH                         | DRAINAGE MANHOLE                    | U/G                        | UNDERGROUND                    |                                                                                                 |                                   |
| DS                          | DRAINAGE STRUCTURE PIPE             | WW                         | WING WALL                      |                                                                                                 |                                   |

ADDITIONAL ABBREVIATIONS

|      |             |
|------|-------------|
| BOT. | BOTTOM      |
| CON. | CONNECTION  |
| COV. | COVER       |
| EQ.  | EQUAL       |
| EXP. | EXPANSION   |
| FIX. | FIXED       |
| G.   | GIRDER      |
| L.R. | LEAD RUBBER |
| P.   | PLATE       |
| SPA. | SPACING     |
| S.   | STRINGER    |
| TYP. | TYPICAL     |

ALTERED ON:

SIGNATURE:  
STAMP;

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP;



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



Thruway  
Authority



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
INDEX AND ABBREVIATIONS

CONTRACT NUMBER:  
TANE 25-25

DATE:  
10/15/2025

DRAWING NUMBER:  
IND-001



| ALIGNMENT     |         |                                | LANDSCAPE   |         |                                    | ROADWAY                     |         |                              | TRAFFIC WORK ZONE |           |                                       |
|---------------|---------|--------------------------------|-------------|---------|------------------------------------|-----------------------------|---------|------------------------------|-------------------|-----------|---------------------------------------|
| STYLE         | NAME    | DESCRIPTION                    | STYLE       | NAME    | DESCRIPTION                        | STYLE                       | NAME    | DESCRIPTION                  |                   |           | EXISTING SAND BARRIER                 |
|               | AC      | CONTROL (CENTERLINE)           |             | LABL    | AREA, BRUSH LINE                   |                             | RCZ.P   | CLEAR ZONE                   |                   | TWZBT.P   | BARRIER, TEMPORARY                    |
|               | AD.P    | DETOUR                         |             | LAHR    | AREA, HEDGE ROW                    |                             | RG      | GUIDE RAIL, MISCELLANEOUS    |                   | TWZBTWL.P | BARRIER, TEMPORARY, W/ WARNING LIGHTS |
|               | AT.P    | TRANSITION CONTROL             |             | LAPB    | AREA, PLANTING BED                 |                             | RGB     | GUIDE RAIL, BOX BEAM         |                   | TWZCD.P   | CHANNELIZING DEVICE                   |
| BRIDGE        |         |                                |             | LAWA    | AREA, WOODED AREA OUTLINE          |                             | RGBM    | GUIDE RAIL, BOX BEAM, MEDIAN |                   | TWZPMRC.P | PAVEMENT MARKING REMOVAL OR COVERING  |
|               | BR      | RAIL                           |             | LAWL    | AREA, WATERS EDGE                  |                             | RGC     | GUIDE RAIL, CABLE            | UTILITIES         |           |                                       |
|               | BSHT    | SHEET PILING                   |             | LCUT.P  | CUT LIMIT                          |                             | RGB     | GUIDE RAIL, CONCRETE BARRIER | STYLE             | NAME      | DESCRIPTION                           |
| CONTROL       |         |                                |             | LFILL.P | FILL LIMIT                         |                             | RGP.P   | GUIDE POST                   |                   | UC        | CONDUIT, UNDERGROUND                  |
|               | CB      | BASELINE                       |             | LFNC    | FENCE                              |                             |         | IMPACT ATTENUATOR            |                   | UCH       | CONDUIT, HANGING                      |
|               | CBPR    | BASELINE, PROJECTION           |             | LTRC    | TREE ROW, CONIFEROUS               |                             |         | CONCRETE CURB SYMBOL         |                   | UCO       | CONDUIT, OVERHEAD                     |
| DRAINAGE      |         |                                |             | LTRD    | TREE ROW, DECIDUOUS                |                             | RGW     | GUIDE RAIL, W BEAM           |                   | UE        | ELECTRIC LINE, UNDERGROUND            |
|               | DCP     | CULVERT PIPE                   |             | LWH     | WALL, H PILE                       |                             | RGWM    | GUIDE RAIL, W BEAM, MEDIAN   |                   | UEH       | ELECTRIC LINE, HANGING                |
|               | DCP.P   | CULVERT PIPE (DIR)             |             | LWR     | WALL, RETAINING                    |                             | RPB     | PARKING BUMPER               |                   | UEO       | ELECTRIC LINE, OVERHEAD               |
|               | DDG.P   | DITCH, GRASS LINED             |             | LWS     | WALL, STONE                        |                             | RRC     | RAIL ROAD, CATENARY          |                   | UETO      | ELECTRIC TRANSMISSION, OVERHEAD       |
|               | DDP.P   | DITCH, PAVED INVERT            | ROW MAPPING |         |                                    |                             | RRER    | RAIL ROAD, 3RD RAIL          |                   | UESS      | ELECTRIC, SUBSTATIONS                 |
|               | DDS.P   | DITCH, STONE LINED             |             | MDL     | DEED LINE                          |                             | RRPLS.P | RAIL, PHOTO, LARGE SCALE     |                   | UFO       | FIBER OPTIC, UNDERGROUND              |
|               | DFL.P   | FLOW LINE                      |             | MEE     | EASEMENT, EXISTING                 |                             | RRPSS   | RAIL, PHOTO, SMALL SCALE     |                   | UFOH      | FIBER OPTIC, HANGING                  |
|               | DSSD    | SLOTTED DRAIN                  |             | MEP.P   | EASEMENT, PERMANENT                |                             | RRS     | RUMBLE STRIP                 |                   | UFOO      | FIBER OPTIC, OVERHEAD                 |
|               | DUD.P   | UNDERDRAIN                     |             | MEPA.P  | EASEMENT, PERMANENT, APPROX.       |                             | RRSLS.P | RAIL, SURVEY, LARGE SCALE    |                   | UG        | GAS, UNDERGROUND                      |
| ENVIRONMENTAL |         |                                |             | MET.P   | EASEMENT, TEMPORARY                |                             | RRSSS   | RAIL, SURVEY, SMALL SCALE    |                   | UGH       | GAS, HANGING                          |
|               | EBLHS   | BALE, STRAW                    |             | META.P  | EASEMENT, TEMPORARY, APPROX.       | SIGNS                       |         |                              |                   | UGO       | GAS, OVERHEAD                         |
|               | ECT     | CURTAIN, TURBIDITY             |             | MF.P    | FEE ACQUISITION, W/ ACCESS         |                             | SBLB    | BILLBOARDS                   |                   | UIC       | INFORM CABLE, UNDERGROUND             |
|               | EDMC    | DAM, COFFER                    |             | MFA.P   | FEE ACQUISITION, APPROXIMATE       |                             | SM      | MULTIPLE POST                |                   | UICH      | INFORM CABLE, HANGING                 |
|               | EDMEC.P | DAM, EARTHEN CHECK             |             | MFS.P   | FEE ACQUISITION, SHAPE             |                             | SSO     | STRUCTURE, OVERHEAD          |                   | UO        | OIL LINE, UNDERGROUND                 |
|               | EDMGC.P | DAM, GRAVEL BAG/SAND BAG CHECK |             | MFWOA.P | FEE ACQUISITION, W/O ACCESS        |                             | SSOC    | STRUCTURE, OVHD. CANTILEVER  |                   | UOH       | OIL LINE, HANGING                     |
|               | EDMPC.P | DAM, PREFABRICATED CHECK       |             | MHA     | HISTORICAL, ACQUISITION            | STRIPING                    |         |                              |                   | UPBP      | POLE, BRACE, PUSH BRACE               |
|               | EDMSC.P | DAM, STONE CHECK               |             | MHB     | HIGHWAY BOUNDARY                   |                             | STB•    | BROKEN LINE                  |                   | UPGW      | POLE, GUY WIRE                        |
|               | EFNS    | FENCE, SILT                    |             | MHBA    | HIGHWAY BOUNDARY, APPROX.          |                             | STDB•   | DOUBLE BROKEN LINE           |                   | USA       | SANITARY SEWER, UNDERGROUND           |
|               | EFNSV   | FENCE, SILT & VEGETATION       |             | MHBW    | HWY BOUNDARY, FACE OF WALL         |                             | STDL•   | DOTTED LINE LONG             |                   | USAH      | SANITARY SEWER, HANGING               |
|               | EFNV    | FENCE, VEGETATION              |             | MHBWOA  | HIGHWAY BOUNDARY, W/O ACCESS       |                             | STDS•   | DOTTED LINE SHORT            |                   | USAF      | SANITARY SEWER, FORCE MAIN, UGND      |
|               | EWAA.P  | WETLAND, ADJACENT AREA         |             | MJC     | JURISDICTION, CITY                 |                             | STFB•   | FULL BARRIER LINE            |                   | USAFH     | SANITARY SEWER, FORCE MAIN, HANG      |
|               | EWL     | WETLAND, FEDERAL               |             | MJCY    | JURISDICTION, COUNTY               |                             | STH•    | HATCH LINE                   |                   | UT        | TELEPHONE, UNDERGROUND                |
|               | EWFS    | WETLAND, FEDERAL AND STATE     |             | MJHD    | JURISDICTION, HISTORIC DISTRICT    |                             | STPB•   | PARTIAL BARRIER LINE         |                   | UTH       | TELEPHONE, HANGING                    |
|               | EWM     | WETLAND, MITIGATION AREA       |             | MJLL    | JURIS., (GREAT, MILITARY) LOT LINE |                             | STRCT   | ROUNDABOUT, CAT TRACKS       |                   | UTO       | TELEPHONE, OVERHEAD                   |
|               | EWS     | WETLAND, STATE                 |             | MJN     | JURISDICTION, NATION               |                             | STRYL   | ROUNDABOUT, YIELD LINE       |                   | UTV       | CABLE TV, UNDERGROUND                 |
|               |         | FILTER PROTECTION              |             | MJPB    | JURISDICTION, PUBLIC LANDS         |                             | STSB    | STOP BAR                     |                   | UTVH      | CABLE TV, HANGING                     |
|               |         |                                |             | MJS     | JURISDICTION, STATE                |                             | STSE•   | SOLID, EDGE                  |                   | UTVO      | CABLE TV, OVERHEAD                    |
|               |         |                                |             | MJT     | JURISDICTION, TOWN                 |                             | STXL    | X WALK, LADDER LINE          |                   | UUU       | UNKNOWN, UNDERGROUND                  |
|               |         |                                |             | MJV     | JURISDICTION, VILLAGE              |                             | STXLB   | X WALK, LADDER BAR LINE      |                   | UUH       | UNKNOWN, HANGING                      |
|               |         |                                |             | MPL     | PROPERTY LOT LINE                  | * = W (WHITE) OR Y (YELLOW) |         |                              |                   | UUO       | UNKNOWN, OVERHEAD                     |
|               |         |                                |             | MPLA    | PROPERTY LOT LINE, APPROXIMATE     | TRAFFIC CONTROL             |         |                              |                   | UW        | WATER LINE, UNDERGROUND               |
|               |         |                                |             | MSL     | SUB LOT LINE                       |                             |         |                              |                   | UWH       | WATER LINE, HANGING                   |
|               |         |                                |             |         |                                    |                             |         |                              |                   | UWO       | WATER LINE, OVERHEAD                  |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |
|               |         |                                |             |         |                                    |                             |         |                              |                   |           |                                       |

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

| ALIGNMENT |         |                              | DRAINAGE      |            |                                                                   | ITS       |          |                               | ROW MAPPING     |           |                                               | SIGNS           |          |                                               | UTILITIES         |       |                         |  |          |                           |  |      |                       |
|-----------|---------|------------------------------|---------------|------------|-------------------------------------------------------------------|-----------|----------|-------------------------------|-----------------|-----------|-----------------------------------------------|-----------------|----------|-----------------------------------------------|-------------------|-------|-------------------------|--|----------|---------------------------|--|------|-----------------------|
| CELL      | NAME    | DESCRIPTION                  | CELL          | NAME       | DESCRIPTION                                                       | CELL      | NAME     | DESCRIPTION                   | CELL            | NAME      | DESCRIPTION                                   | CELL            | NAME     | DESCRIPTION                                   | CELL              | NAME  | DESCRIPTION             |  |          |                           |  |      |                       |
|           | ACC     | CENTER OF CURVATURE          |               | DINV       | INVERT                                                            |           | IANT P   | ANTENNAS                      |                 | MDL1P     | DEED LINE, TYPE 1                             |                 | S        | SINGLE POST                                   |                   | UEB   | ELECTRIC, BOX           |  |          |                           |  |      |                       |
|           | ACOGO   | COGO                         |               | DS         | STRUCTURE, RECTANGULAR                                            |           | IASCTS   | ACCOU. SPEED/COUNT SNSR.S     |                 | MDL2P     | DEED LINE, TYPE 2                             |                 | S.P      | SINGLE POST, PROPOSED                         |                   | UEM   | ELECTRIC, METER         |  |          |                           |  |      |                       |
|           | ACS     | CURVE TO SPIRAL              |               | DSI        | STRUCTURE, INVERT                                                 |           | ICABPAD  | CABINET & PAD                 |                 | MDL3P     | DEED LINE, TYPE 3                             |                 | SB.P     | BACK TO BACK, PROPOSED                        |                   | UEMH  | ELECTRIC, MANHOLE       |  |          |                           |  |      |                       |
|           | ADPI.P  | DETOUR, POINT OF INTERSECT.  |               | DSM        | STRUCTURE, MANHOLE                                                |           | ICCTV    | CCTV SITE                     |                 | MDL4P     | DEED LINE, TYPE 4                             |                 | SDEL     | DELINEATORS                                   |                   | UEPT  | ELECTRIC, POLE, TRANS.  |  |          |                           |  |      |                       |
|           | ADPL.P  | DETOUR, POINT ON LINE        |               | DSMTXX.P   | STRUCTURE, MANHOLE, TYPE "XX"<br>"XX" = 48, 60, 72, 96            |           | ICDPD    | CDPD TRANSCEIVER              |                 | MDL5P     | DEED LINE, TYPE 5                             |                 | SPM      | PARKING METER                                 |                   | UGM   | GAS, METER              |  |          |                           |  |      |                       |
|           | AEQN    | EQUATION                     |               | DSR        | STRUCTURE, ROUND                                                  |           | ICELLT   | CELL PHONE TOWER              |                 | MEEP      | EASEMENT, EXISTING                            |                 | SRM      | REFERENCE MARKERS                             |                   | UGMH  | GAS, MANHOLE            |  |          |                           |  |      |                       |
|           | AEQNAHD | EQUATION AHEAD               |               | OST-X-CB.P | STRUCTURE, RECT., WITH CURB<br>TYPE "X"<br>"X" = F, G, N, O, P, R |           | ICJB     | CONDUIT JACK OR BORING        |                 | MEPAP.P   | EASEMENT, PERM., APPROX.                      |                 | SRSC3    | SHLD, CTY, 123 DIG.                           |                   | UGLM  | GAS, LINE MARKER        |  |          |                           |  |      |                       |
|           | AEQNBK  | EQUATION BACK                |               | OST-X.P    | STRUCTURE, RECT., TYPE "X"<br>"X" = I, K, L, M, O, P, U           |           | ICNTLCAB | CONTROLLER CABINET            |                 | MEPP.P    | EASEMENT, PERM., BACK LINE                    |                 | SRSC4    | SHLD, CTY, 4 DIG.                             |                   | UGP   | GAS/FUEL PUMP           |  |          |                           |  |      |                       |
|           | AEVT    | EVENT STATION                | ENVIRONMENTAL |            |                                                                   |           | ICPB     | COMMUNICATION PULL BOX        |                 | MEPSP.P   | EASEMENT, PERM., SHAPE                        |                 | SRSC2T   | SHLD, CTY TOUR, 1-2 DIG.                      |                   | UGV   | GAS, VALVE              |  |          |                           |  |      |                       |
|           | APC     | POINT OF CURVATURE           |               |            |                                                                   |           | ICTD     | CONDUIT TURNING DOWN          |                 | MFAP.P    | FEE ACQUISITION, APPROX.                      |                 | SRSC4T   | SHLD, CTY TOUR, 3-4 DIG.                      |                   | UGVT  | GAS, VENT               |  |          |                           |  |      |                       |
|           | APCC    | POINT OF COMPOUND CURVATURE  |               |            |                                                                   |           | ICTU     | CONDUIT TURNING UP            |                 | MFP.P     | FEE ACQUISITION, BACK LINE                    |                 | SRSI     | SHLD, INTERSTATE                              |                   | ULP   | LIGHTING, POLE          |  |          |                           |  |      |                       |
|           | API     | POINT OF INTERSECTION        |               |            |                                                                   |           | ICVTRT   | COMM. VEH. ROAD TRANSCEIVER   |                 | MFSP.P    | FEE ACQUISITION, SHAPE                        |                 | SRSN2    | SHLD, NATIONAL, 2 DIG.                        |                   |       |                         |  |          |                           |  |      |                       |
|           | APOB    | POINT OF BEGINNING           |               | EIOP.P     | STR., INLET, OUTLET PROT.                                         |           | IDEFAULT | DEFAULT                       |                 | MHBAP     | HIGHWAY BNDRY., APPROX.                       |                 | SRSN3    | SHLD, NATIONAL, 3 DIG.                        |                   | ULPP  | LIGHTING, POLE, PED.    |  |          |                           |  |      |                       |
|           | APOC    | POINT OF CURVATURE           |               | EIPGB.P    | STR., INLET PROT., GRAVEL BAG                                     |           | IEZR     | E-ZPASS READER                |                 | MHBCP     | HISTORICAL, BLDG. CORNERS                     |                 | SRSS2    | SHLD, STATE, 2 DIG.                           |                   | UMFC  | MISC. FILLER CAP        |  |          |                           |  |      |                       |
|           | APOE    | POINT OF END                 |               | EIPHS.P    | STR., INLET PROT., HAY/STRAW                                      |           | IEZTR    | TRANSMITTAL READER            |                 | MHBP      | HIGHWAY BNDRY, PT.                            |                 | SRSS3    | SHLD, STATE, 3 DIG.                           |                   | UOLM  | OIL, LINE MARKER        |  |          |                           |  |      |                       |
|           | APOL    | POINT ON LINE                |               | EIPHS.P    | STR., INLET PROT., HAY/STRAW                                      |           | IFOXCAB  | FIBER OPTIC X-CONNECT CABINET |                 | MJCP      | PT., JURIS. CITY                              |                 | SRSS4    | SHLD, STATE, 4 DIG.                           |                   | UP    | POLE, WITH UTILITY      |  |          |                           |  |      |                       |
|           | APOS    | POINT ON SPIRAL              |               | EIPP.P     | STR., INLET PROT., PREFAB.                                        |           | IFUSSPL  | FUSION SPLICE                 |                 | MPBC      | PT., BUILDING CORNER                          | TRAFFIC CONTROL |          |                                               |                   | UPD   | POLE, DEAD (NO UTILITY) |  |          |                           |  |      |                       |
|           | APOT    | POINT ON TANGENT             |               | EIPP.P     | STR., INLET PROT., PREFAB.                                        |           | IHARADV  | HAR ADVISORY SIGN             |                 | MPCC      | PT., CROSS CUT                                |                 |          |                                               |                   | TCBJ  | BOX, JUNCTION           |  | UPL      | POLE, WITH LIGHT          |  |      |                       |
|           | APOVC   | POINT ON VERTICAL CURVE      |               | EIPSF.P    | STR., INLET PROT., SILT FENCE                                     |           | IHARST   | HAR SITE                      |                 | MPDH      | PT., DRILL HOLE                               |                 |          |                                               |                   | TCBP  | BOX, PULL BOX           |  | USMH     | SANITARY SEWER MANHOLE    |  |      |                       |
|           | APOVT   | POINT ON VERTICAL TANGENT    |               | EIPSF.P    | STR., INLET PROT., SILT FENCE                                     |           | ILC      | LOAD CENTER                   |                 | MPF       | PT., FENCE LOCATION                           |                 |          |                                               |                   | TCBS  | BOX, SPLICE             |  | UTB      | TELEPHONE, BOOTH          |  |      |                       |
|           | APORC   | POINT ON REVERSE CURVE       |               | ERCB       | RISER, CONCRETE BOX                                               |           | IMECSPL  | MECHANICAL SPLICE             |                 | MPIP      | PT., IRON PIPE                                |                 | TCMC     | MICROCOMPUTER CABINET                         |                   | UTLM  | TELEPHONE, LINE MARKER  |  |          |                           |  |      |                       |
|           | APT     | POINT OF TANGENCY            |               | ETRS.P     | TRAP, SEDIMENT                                                    |           | IMSCS    | PORT. SPEED & COUNT SENSOR    |                 | MPIR      | PT., IRON ROD                                 |                 | TCPP     | PED POLE                                      |                   | UTMH  | TELEPHONE, MANHOLE      |  |          |                           |  |      |                       |
|           | APVC    | POINT OF VERTICAL CURVATURE  |               | EWFG       | WETLAND FLAG                                                      |           | IMHARST  | HAR SITE                      |                 | MPM       | PT., MONUMENT                                 |                 | TCSH     | SIGNAL HEADS                                  |                   | UTVLM | CABLE TV, LINE MARKER   |  |          |                           |  |      |                       |
|           | APVCC   | POINT OF VERT. CMPND CURVE   | GEOTECHNICAL  |            |                                                                   |           | IMT      | MICROWAVE TRANSCEIVER         |                 | MPMM      | PT., MONUMENT, MISC.                          |                 | TCSP     | SIGNAL POLE                                   |                   | UTVPB | CABLE TV, PULL BOX      |  |          |                           |  |      |                       |
|           | APVI    | POINT OF VERT. INTERSECTION  |               |            |                                                                   |           | GDH      | DRILL HOLE                    |                 | IOVHVS    | PERM. OVERHEAD VMS                            |                 | MPN      | PT., NAIL                                     | TRAFFIC WORK ZONE |       |                         |  | UUB      | UNKNOWN, BOX              |  |      |                       |
|           | APVRC   | POINT OF VERT. REVERSE CURVE |               |            |                                                                   | LANDSCAPE |          |                               |                 | IPASCS    | PORT. ACCOU. SPD & CNT. SENSOR                |                 | MPRS     | PT., RAILROAD SPIKE                           |                   |       |                         |  | TWZAP.P  | ARROW PANEL               |  | UUJB | UNKNOWN, JUNCTION BOX |
|           | APVT    | POINT OF VERTICAL TANGENCY   |               |            |                                                                   |           |          |                               |                 | IPEDS     | PEDESTRIAN SIGNAL HEAD                        |                 | MPSP     | PT., SPIKE                                    |                   |       |                         |  | TWZAPC.P | ARROW PANEL, CAUTION MODE |  | UUPB | UNKNOWN, PULL BOX     |
|           | ASC     | SPIRAL TO CURVE              |               | IPSS       | PAVEMENT SURFACE SENSOR                                           |           |          |                               |                 | MPST      | PT., STAKE                                    |                 | TWZAPT.P | ARROW PANEL, TRAILER OR SUPPORT               |                   |       |                         |  | UUVL     | UNKNOWN, VALVE            |  |      |                       |
|           | ASPI    | SPIRAL POINT OF INTERSECTION |               | IPVMS      | PERM. VMS                                                         |           |          |                               |                 | MPTW      | PT., TREE W/ WIRE                             |                 | TWZBCD.P | BARRICADE (TYPE III)                          |                   | UUVT  | UNKNOWN, VENT           |  |          |                           |  |      |                       |
|           | ASTS    | SPIRAL TO SPIRAL             |               | IRM        | RAMP METER                                                        |           | MPWL     | PT., WALL LOCATION            | ROW ACQUISITION |           |                                               |                 | TWZCMS.P | CHANGEABLE MESSAGE SIGN (PVMS)                |                   | UUW   | UNKNOWN, WELL           |  |          |                           |  |      |                       |
|           | AST     | SPIRAL TO TANGENT            |               | IRWIS      | RDWY WEATHER INFO. SENSOR                                         |           | MFS.P.T  | FEE ACQUISITION               |                 |           |                                               |                 | TWZFLG.P | FLAGGER                                       |                   | UWFH  | WATER, FIRE HYDRANT     |  |          |                           |  |      |                       |
|           | ATS     | TANGENT TO SPIRAL            |               | ISP        | SOLAR PANEL                                                       |           | MEPS.P.T | EASEMENT, PERMANENT           |                 |           |                                               |                 | TWZFT.P  | FLAG TREE                                     |                   | UWM   | WATER, METER            |  |          |                           |  |      |                       |
|           | AVEVT   | VERTICAL EVENT POINT         |               | ISST       | SPREAD SPECT. TRANSCEIVER                                         |           | METS.P.T | EASEMENT, TEMPORARY           |                 |           |                                               |                 | TWZIA.P  | IMPACT ATTENUATOR / CRASH CUSHION (TEMPORARY) |                   | UWMH  | WATER, MANHOLE          |  |          |                           |  |      |                       |
|           | AVHIGH  | VERTICAL HIGH POINT          |               | ITDB       | TELEPHONE DEMARCATION BLK                                         |           | METS.P.T | EASEMENT, TEMPORARY           |                 | TWZLUM.P  | LUMINAIRE (TEMPORARY)                         |                 | UWV      | WATER, VALVE                                  |                   |       |                         |  |          |                           |  |      |                       |
|           | AVLOW   | VERTICAL LOW POINT           |               | ITP        | SUBSURFACE TEMP. PROBE                                            |           | METS.P.T | OCCUPANCY, TEMPORARY          |                 | TWZSDT.P  | SYMBOL, DIRECTION OF TRAFFIC                  |                 | UWW      | WATER, WELL                                   |                   |       |                         |  |          |                           |  |      |                       |
| BRIDGE    |         |                              |               | LTD        | TREE, DECIDUOUS                                                   |           | IVTRT    | VEHICLE TO RDWY TRANSCEIVER   |                 | TWZSDTD.P | SYMBOL, DIRECTION OF TEMPORARY TRAFFIC DETOUR | CONTROL         |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               | LTS        | TREE, STUMP                                                       |           | IWIMD    | WEIGHT IN MOTION DETECTOR     |                 | TWZSGN.P  | SIGN (TEMPORARY)                              |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               | LTW.P      | TREE, WELL OR WALL                                                |           | IWVRC    | WIRELESS VIDEO REPEATER       |                 | TWZSIG.P  | SIGNAL, TRAFFIC OR PEDESTRIAN (TEMPORARY)     |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               | LUKP       | UNKNOWN POINT                                                     |           | IWVTT    | WIRELESS VIDEO TRANSMITTER    |                 | TWZW.LP   | WARNING LIGHT                                 |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               | RES.P      | ELEVATION, SPOT                                                   |           | TWZWV.P  | WORK VEHICLE                  |                 | TWZWVA.P  | WORK VEHICLE WITH TRUCK MOUNTED ATTENUATOR    |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               | RGA        | GUIDE RAIL, ANCHOR                                                |           | MFS.P.T  | FEE ACQUISITION W/O ACCESS    |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               | RGP        | GUIDE POST, SINGLE                                                |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |
|           |         |                              |               |            |                                                                   |           |          |                               |                 |           |                                               |                 |          |                                               |                   |       |                         |  |          |                           |  |      |                       |



CHECKED BY: E. ZAWASKY

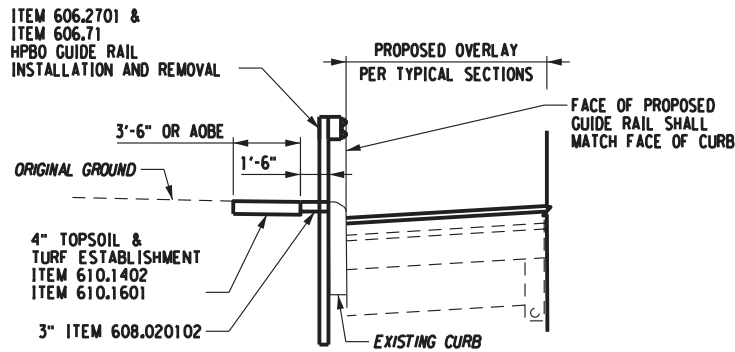
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

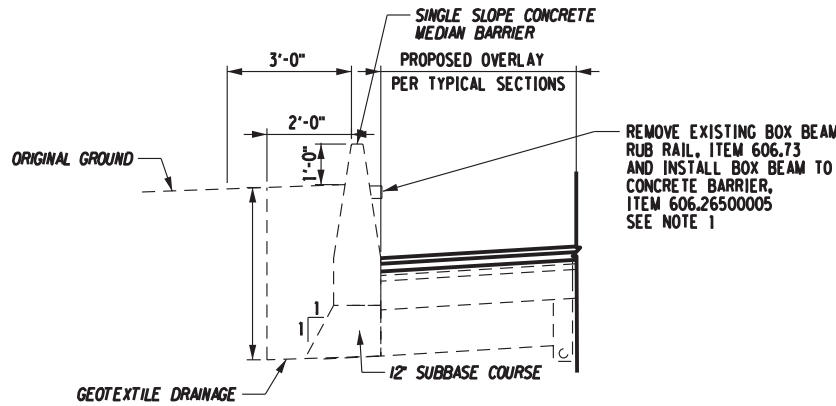
DESIGNED BY: P. PLOTAS

J. PURCA

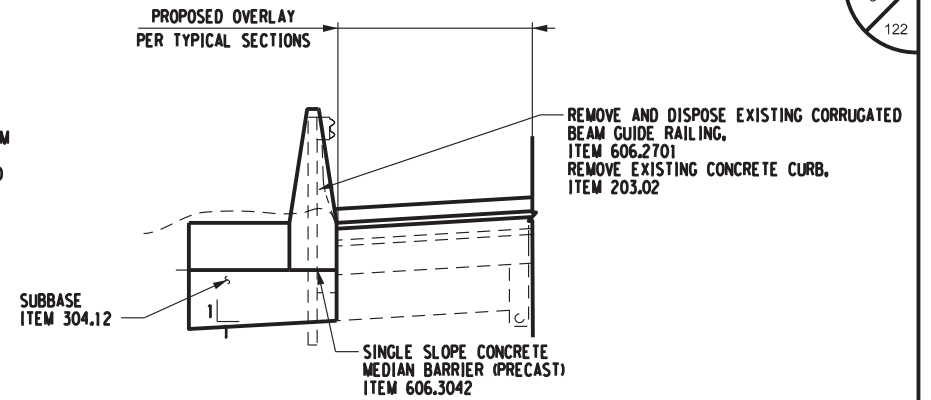
DESIGN SUPERVISOR:



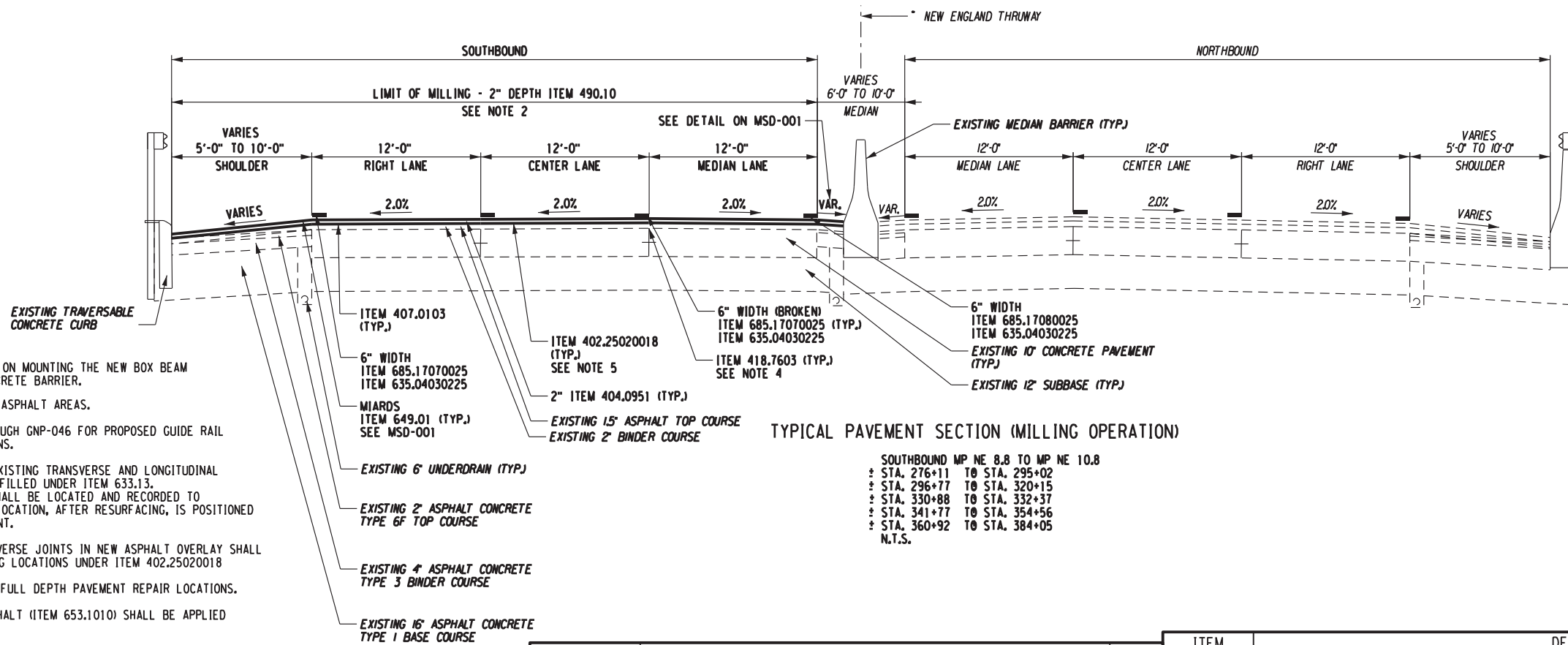
DETAIL 1 - PROPOSED GUIDE RAIL  
N.T.S.



DETAIL 2 - REMOVE AND REPLACE EXISTING BOX BEAM RUB RAIL MOUNTED ON EXISTING CONCRETE BARRIER WITH NEW BOX BEAM RUB RAIL  
N.T.S.



DETAIL 3 - REMOVE AND REPLACE EXISTING CORRUGATED BEAM GUIDE RAILING AND CONCRETE CURB WITH PROPOSED CONCRETE BARRIER  
N.T.S.



- NOTES:**
- SEE DWG. MSD-003 FOR DETAILS ON MOUNTING THE NEW BOX BEAM RUB RAIL TO THE EXISTING CONCRETE BARRIER.
  - SEE DWG. MST-001 FOR MILLING ASPHALT AREAS.
  - SEE MST-004 AND GNP-001 THROUGH GNP-046 FOR PROPOSED GUIDE RAIL AND CONCRETE BARRIER LOCATIONS.
  - PRIOR TO PLACING INLAY, ALL EXISTING TRANSVERSE AND LONGITUDINAL JOINTS SHALL BE CLEANED AND FILLED UNDER ITEM 633.13. EXISTING TRANSVERSE JOINTS SHALL BE LOCATED AND RECORDED TO ENSURE THE PROPOSED SAWCUT LOCATION, AFTER RESURFACING, IS POSITIONED WITHIN 1" OF THE EXISTING JOINT.
  - AFTER RESURFACING, ALL TRANSVERSE JOINTS IN NEW ASPHALT OVERLAY SHALL BE SAWED & SEALED AT EXISTING LOCATIONS UNDER ITEM 402.25020018
  - SEE MST-002 AND MST-003 FOR FULL DEPTH PAVEMENT REPAIR LOCATIONS.
  - LEVEL 1 RIDE QUALITY FOR ASPHALT (ITEM 653.1010) SHALL BE APPLIED ALONG THE I-95 MAINLINE.
  - QUALITY ADJUSTMENT ITEMS (404.0001, 404.0002, 404.0003) SHALL BE APPLIED ALONG THE I-95 MAINLINE.
  - SHOULDER BACKUP MATERIAL, ITEM 203.24000025, SHALL BE INSTALLED AT LOCATIONS SHOWN ON DWG. MST-001.

|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC. 10/15/2025                                                   |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

| ITEM         | DESCRIPTION                                                                                               | UNIT |
|--------------|-----------------------------------------------------------------------------------------------------------|------|
| 203.02       | UNCLASSIFIED EXCAVATION AND DISPOSAL                                                                      | CY   |
| 203.24000025 | SHOULDER BACKUP MATERIAL                                                                                  | TON  |
| 207.22       | GEOTEXTILE DRAINAGE                                                                                       | SY   |
| 304.12       | SUBBASE COURSE, TYPE 2                                                                                    | CY   |
| 402.25020018 | SAWING AND SEALING JOINTS IN NEW HMA OVERLAYS USING HOT APPLIED SEALANT                                   | LF   |
| 404.0189     | TRUING & LEVELING F9, ASPHALT, 80 SERIES COMPACTION                                                       | TON  |
| 404.0589     | SHIM COURSE F9, ASPHALT                                                                                   | TON  |
| 404.0951     | 9.5 F1 TOP COURSE ASPHALT, 50 SERIES COMPACTION                                                           | TON  |
| 404.1259     | 12.5 F9 BINDER COURSE ASPHALT, 50 SERIES COMPACTION                                                       | TON  |
| 407.0103     | STRAIGHT TACK COAT                                                                                        | GAL  |
| 418.7603     | ASPHALT PAVEMENT JOINT ADHESIVE                                                                           | LF   |
| 490.10       | PRODUCTION COLD MILLING OF BITUMINOUS CONCRETE                                                            | SY   |
| ITEM         | DESCRIPTION                                                                                               | UNIT |
| 606.26500005 | BOX BEAM GUIDE RAILING ATTACHED TO CONCRETE BARRIER                                                       | LF   |
| 606.2701     | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                                                 | LF   |
| 606.3042     | SINGLE SLOPE CONCRETE MEDIAN BARRIER (PRECAST)                                                            | LF   |
| 606.71       | REMOVING AND DISPOSING CORRUGATED BEAM GUIDE RAILING                                                      | LF   |
| 606.73       | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING                                                             | LF   |
| 608.020102   | ASPHALT SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS AND VEGETATION CONTROL STRIPS                              | TON  |
| 610.1402     | TOPSOIL - ROADSIDE                                                                                        | CY   |
| 610.1601     | TURF ESTABLISHMENT - ROADSIDE                                                                             | SY   |
| 633.13       | CLEANING, SEALING AND/OR FILLING JOINTS                                                                   | LF   |
| 635.04030225 | RECESS DIAMOND GRINDING FOR INLAIN PAVEMENT MARKINGS                                                      | LF   |
| 649.01       | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                                            | LF   |
| 685.17070025 | WHITE HIGHLY REFLECTORIZED TRIPLE DROP EPOXY PAVEMENT STRIPES 6 INCH WIDTH x 20 MIL (VISIBILITY SPHERES)  | LF   |
| 685.17080025 | YELLOW HIGHLY REFLECTORIZED TRIPLE DROP EPOXY PAVEMENT STRIPES 6 INCH WIDTH x 20 MIL (VISIBILITY SPHERES) | LF   |

|                                                                                       |                                                                           |                                                                                               |                                |
|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|  | <b>Thruway Authority</b>                                                  | TITLE OF PROJECT<br>RESURFACING OF NEW ENGLAND THRUWAY                                        | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                       |                                                                           | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|  | LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY | TITLE OF DRAWING<br>TYPICAL SECTIONS SHEET 1                                                  | DRAWING NUMBER:<br>TYP-001     |
|                                                                                       |                                                                           |                                                                                               |                                |

CHECKED BY: E. ZAWASKY

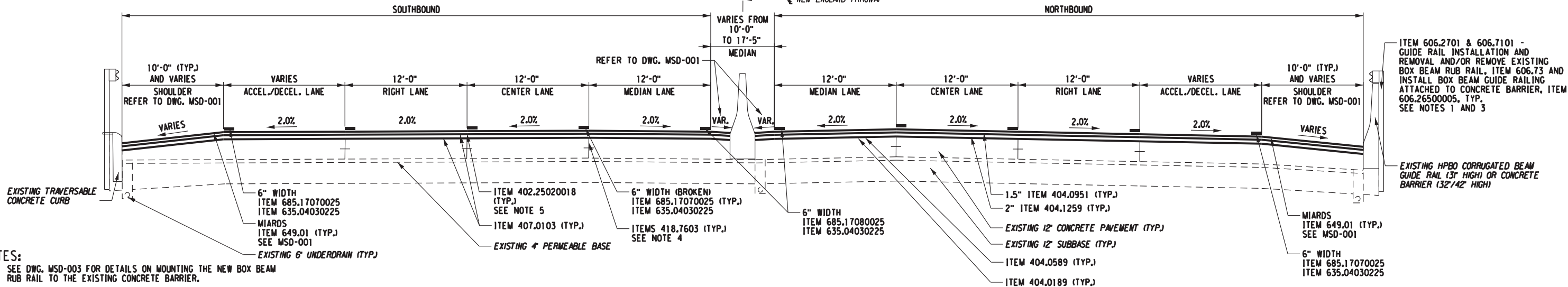
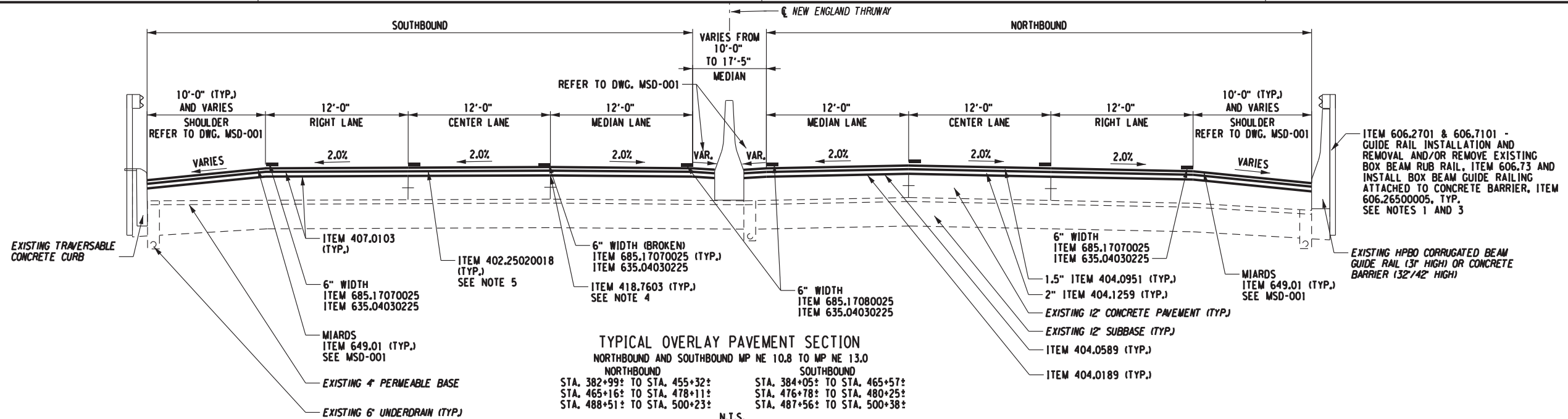
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURGA / P. PIOTAS

DESIGNED BY: P. PIOTAS

J. PURGA

DESIGN SUPERVISOR:



NOTES:

- SEE DWG. MSD-003 FOR DETAILS ON MOUNTING THE NEW BOX BEAM RUB RAIL TO THE EXISTING CONCRETE BARRIER.
- SEE DWG. MST-001 FOR MILLING OF ASPHALT AREAS.
- SEE MST-004 AND GNP-001 THROUGH GNP-046 FOR PROPOSED GUIDE RAIL AND CONCRETE BARRIER LOCATIONS. SEE TYP-001, DETAILS 1 AND 2.
- PRIOR TO RESURFACING, ALL EXISTING TRANSVERSE AND LONGITUDINAL JOINTS SHALL BE CLEANED AND FILLED UNDER ITEM 633.13. EXISTING TRANSVERSE JOINTS SHALL BE LOCATED AND RECORDED TO ENSURE THE PROPOSED SAWCUT LOCATION, AFTER RESURFACING, IS POSITIONED WITHIN 1" OF THE EXISTING JOINT.
- AFTER RESURFACING, ALL TRANSVERSE JOINTS IN NEW ASPHALT OVERLAY SHALL BE SAWS & SEALED AT EXISTING LOCATIONS UNDER ITEM 402.25020018
- SEE MST-002 AND MST-003 FOR FULL DEPTH PAVEMENT REPAIR LOCATIONS.
- LEVEL 1 RIDE QUALITY FOR ASPHALT (ITEM 653.1010) TO BE APPLIED ALONG THE I-95 MAINLINE PER SECTION 6.7 OF THE NYSOT COMPREHENSIVE PAVEMENT DESIGN MANUAL.

- QUALITY ADJUSTMENT ITEMS (404.0001, 404.0002, 404.0003) TO BE APPLIED ALONG THE I-95 MAINLINE PER SECTION 6.2.10 OF THE NYSOT COMPREHENSIVE PAVEMENT DESIGN MANUAL.
- SHOULDER BACKUP MATERIAL, ITEM 203.24000025, SHALL BE INSTALLED AT LOCATIONS SHOWN ON DWG. MST-001.

| ITEM         | DESCRIPTION                                                             | UNIT | ITEM         | DESCRIPTION                                                                                               | UNIT |
|--------------|-------------------------------------------------------------------------|------|--------------|-----------------------------------------------------------------------------------------------------------|------|
| 203.02       | UNCLASSIFIED EXCAVATION AND DISPOSAL                                    | CY   | 606.26500005 | BOX BEAM GUIDE RAILING ATTACHED TO CONCRETE BARRIER                                                       | LF   |
| 203.24000025 | SHOULDER BACKUP MATERIAL                                                | TON  | 606.2701     | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                                                 | LF   |
| 207.22       | GEOTEXTILE DRAINAGE                                                     | SY   | 606.3042     | SINGLE SLOPE CONCRETE MEDIAN BARRIER (PRECAST)                                                            | LF   |
| 304.12       | SUBBASE COURSE, TYPE 2                                                  | CY   | 606.7101     | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING                       | LF   |
| 402.25020018 | SAWING AND SEALING JOINTS IN NEW HMA OVERLAYS USING HOT APPLIED SEALANT | LF   | 606.73       | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING                                                             | LF   |
| 404.0189     | TRUING & LEVELING F9, ASPHALT, 80 SERIES COMPACTION                     | TON  | 608.020102   | ASPHALT SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS AND VEGETATION CONTROL STRIPS                              | TON  |
| 404.0589     | SHIM COURSE F9, ASPHALT                                                 | TON  | 610.1402     | TOPSOIL - ROADSIDE                                                                                        | CY   |
| 404.0951     | 9.5 F1 TOP COURSE ASPHALT, 50 SERIES COMPACTION                         | TON  | 610.1601     | TURF ESTABLISHMENT - ROADSIDE                                                                             | SY   |
| 404.1259     | 12.5 F9 BINDER COURSE ASPHALT, 50 SERIES COMPACTION                     | TON  | 633.13       | CLEANING, SEALING AND/OR FILLING JOINTS                                                                   | LF   |
| 407.0103     | STRAIGHT TACK COAT                                                      | GAL  | 635.04030225 | RECESS DIAMOND GRINDING FOR INLAID PAVEMENT MARKINGS                                                      | LF   |
| 418.7603     | ASPHALT PAVEMENT JOINT ADHESIVE                                         | LF   | 649.01       | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                                            | LF   |
| 490.10       | PRODUCTION COLD MILLING OF BITUMINOUS CONCRETE                          | SY   | 685.17070025 | WHITE HIGHLY REFLECTORIZED TRIPLE DROP EPOXY PAVEMENT STRIPES 6 INCH WIDTH x 20 MIL (VISIBILITY SPHERES)  | LF   |
|              |                                                                         |      | 685.17080025 | YELLOW HIGHLY REFLECTORIZED TRIPLE DROP EPOXY PAVEMENT STRIPES 6 INCH WIDTH x 20 MIL (VISIBILITY SPHERES) | LF   |

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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |

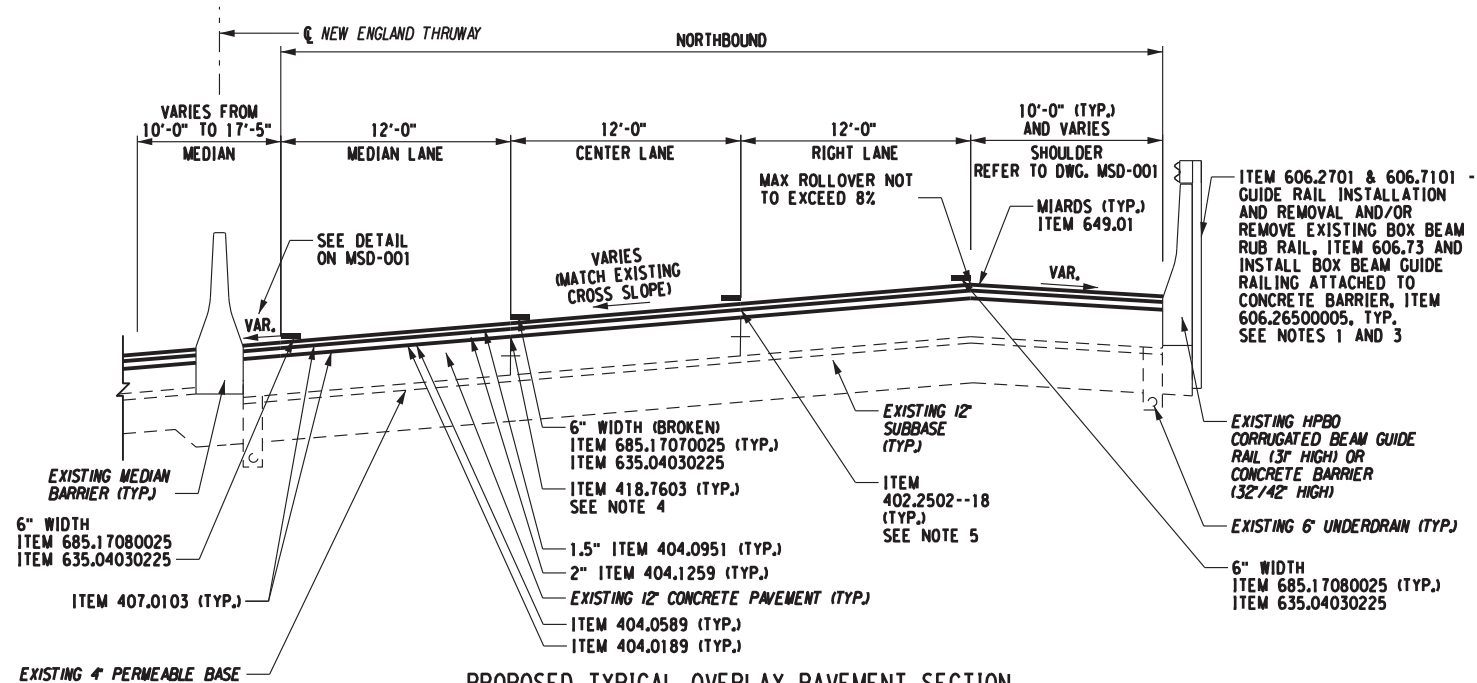
**Thruway Authority**

**LKB** ENGINEERING EXCELLENCE SINCE 1989  
LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT: RESURFACING OF NEW ENGLAND THRUWAY  
LOCATION OF PROJECT: M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB  
TITLE OF DRAWING: TYPICAL SECTIONS SHEET 2

CONTRACT NUMBER: TANE 25-25  
DATE: 10/15/2025  
DRAWING NUMBER: TYP-002





PROPOSED TYPICAL OVERLAY PAVEMENT SECTION  
SUPERELEVATED - BANK LEFT NB

NORTHBOUND MP NE 10.8 TO MP NE 13.0  
STA 383+80± TO STA 386+45±  
STA 443+25± TO STA 470+35±  
STA 474+60± TO STA 491+80±  
N.T.S.

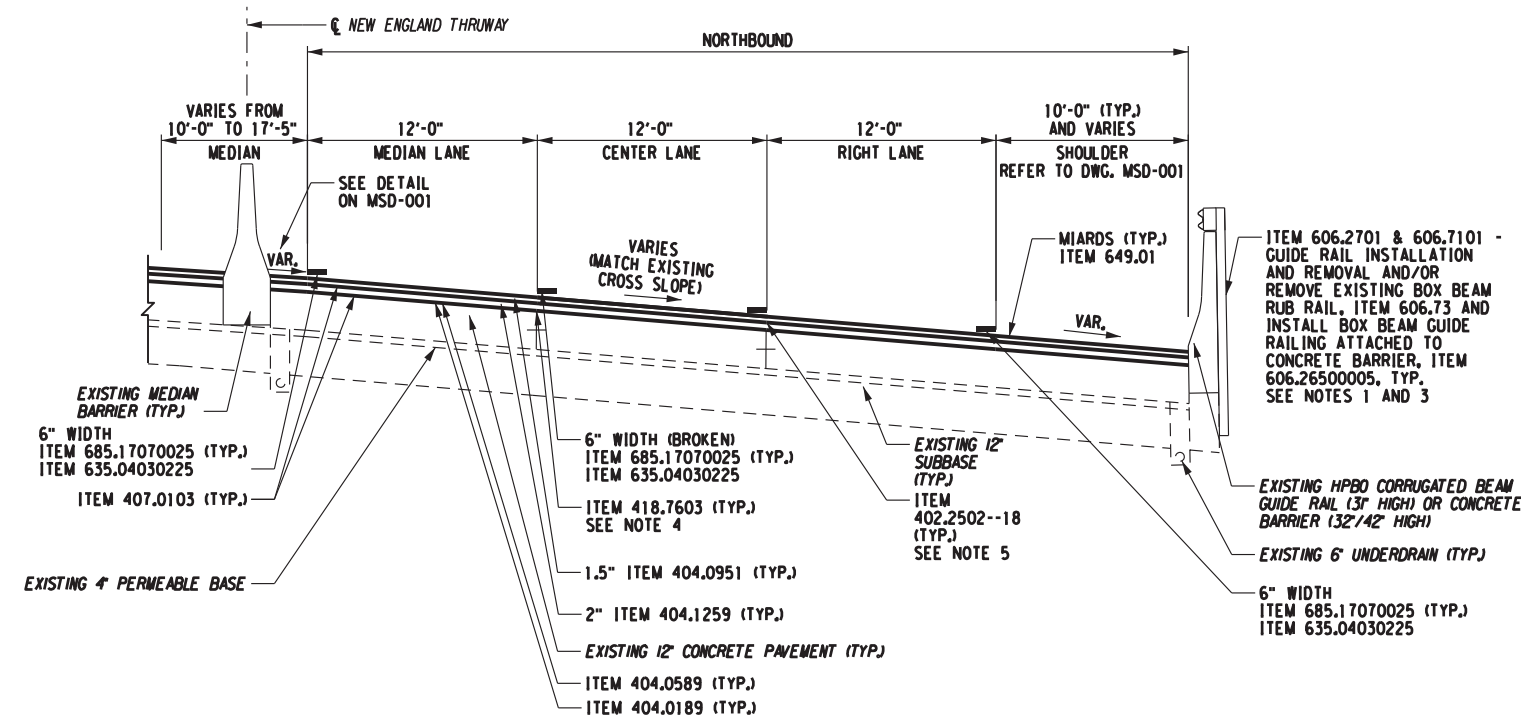
NOTES:

- SEE DWG. MSD-003 FOR DETAILS ON MOUNTING THE NEW BOX BEAM RUB RAIL TO THE EXISTING CONCRETE BARRIER.
- SEE DWG. MST-001 FOR MILLING OF ASPHALT AREAS.
- SEE MST-004 AND GNP-001 THROUGH GNP-046 FOR PROPOSED GUIDE RAIL AND CONCRETE BARRIER LOCATIONS.
- PRIOR TO RESURFACING, ALL EXISTING TRANSVERSE AND LONGITUDINAL JOINTS SHALL BE CLEANED AND FILLED UNDER ITEM 633.13. EXISTING TRANSVERSE JOINTS SHALL BE LOCATED AND RECORDED TO ENSURE THE PROPOSED SAWCUT LOCATION, AFTER RESURFACING, IS POSITIONED WITHIN 1" OF THE EXISTING JOINT.
- AFTER RESURFACING, ALL TRANSVERSE JOINTS IN NEW ASPHALT OVERLAY SHALL BE SAWED & SEALED AT EXISTING LOCATIONS UNDER ITEM 402.25020018.
- SEE MST-002 AND MST-003 FOR FULL DEPTH PAVEMENT REPAIR LOCATIONS.
- LEVEL 1 RIDE QUALITY FOR ASPHALT (ITEM 653.1010) SHALL BE APPLIED ALONG THE I-95 MAINLINE.
- QUALITY ADJUSTMENT ITEMS (404.0001, 404.0002, 404.0003) SHALL BE APPLIED ALONG THE I-95 MAINLINE.
- WHEN THE MAINLINE PAVEMENT SUPERELEVATION IS GREATER THAN 2%, THE CONTRACTOR IS TO ESTABLISH THE SHOULDER CROSS SLOPE BY MAINTAINING A MAXIMUM ROLLOVER RATE OF 8% AT THE PAVEMENT SHOULDER JOINTS.
- SHOULDER BACKUP MATERIAL, ITEM 203.24000025, SHALL BE INSTALLED AT LOCATIONS SHOWN ON DWG. MST-001.

|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



PROPOSED TYPICAL OVERLAY PAVEMENT SECTION  
SUPERELEVATED - BANK RIGHT NB

NORTHBOUND MP NE 10.8 TO MP NE 13.0  
STA 390+65± TO STA 433+25±  
N.T.S.

| ITEM         | DESCRIPTION                                                             | UNIT | ITEM         | DESCRIPTION                                                                                               | UNIT |
|--------------|-------------------------------------------------------------------------|------|--------------|-----------------------------------------------------------------------------------------------------------|------|
| 203.02       | UNCLASSIFIED EXCAVATION AND DISPOSAL                                    | CY   | 606.26500005 | BOX BEAM GUIDE RAILING ATTACHED TO CONCRETE BARRIER                                                       | LF   |
| 203.24000025 | SHOULDER BACKUP MATERIAL                                                | TON  | 606.2701     | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                                                 | LF   |
| 207.22       | GEOTEXTILE DRAINAGE                                                     | SY   | 606.3042     | SINGLE SLOPE CONCRETE MEDIAN BARRIER (PRECAST)                                                            | LF   |
| 304.12       | SUBBASE COURSE, TYPE 2                                                  | CY   | 606.7101     | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING                       | LF   |
| 402.25020018 | SAWING AND SEALING JOINTS IN NEW HMA OVERLAYS USING HOT APPLIED SEALANT | LF   | 606.73       | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING                                                             | LF   |
| 404.0189     | TRUING & LEVELING F9, ASPHALT, 80 SERIES COMPACTION                     | TON  | 608.020102   | ASPHALT SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS AND VEGETATION CONTROL STRIPS                              | TON  |
| 404.0589     | SHIM COURSE F9, ASPHALT                                                 | TON  | 610.1402     | TOPSOIL - ROADSIDE                                                                                        | CY   |
| 404.0951     | 9.5 F1 TOP COURSE ASPHALT, 50 SERIES COMPACTION                         | TON  | 610.1601     | TURF ESTABLISHMENT - ROADSIDE                                                                             | SY   |
| 404.1259     | 12.5 F9 BINDER COURSE ASPHALT, 50 SERIES COMPACTION                     | TON  | 633.13       | CLEANING, SEALING AND/OR FILLING JOINTS                                                                   | LF   |
| 407.0103     | STRAIGHT TACK COAT                                                      | GAL  | 635.04030225 | RECESS DIAMOND GRINDING FOR INLAID PAVEMENT MARKINGS                                                      | LF   |
| 418.7603     | ASPHALT PAVEMENT JOINT ADHESIVE                                         | LF   | 649.01       | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                                            | LF   |
| 490.10       | PRODUCTION COLD MILLING OF BITUMINOUS CONCRETE                          | SY   | 685.17070025 | WHITE HIGHLY REFLECTORIZED TRIPLE DROP EPOXY PAVEMENT STRIPES 6 INCH WIDTH x 20 MIL (VISIBILITY SPHERES)  | LF   |
|              |                                                                         |      | 685.17080025 | YELLOW HIGHLY REFLECTORIZED TRIPLE DROP EPOXY PAVEMENT STRIPES 6 INCH WIDTH x 20 MIL (VISIBILITY SPHERES) | LF   |



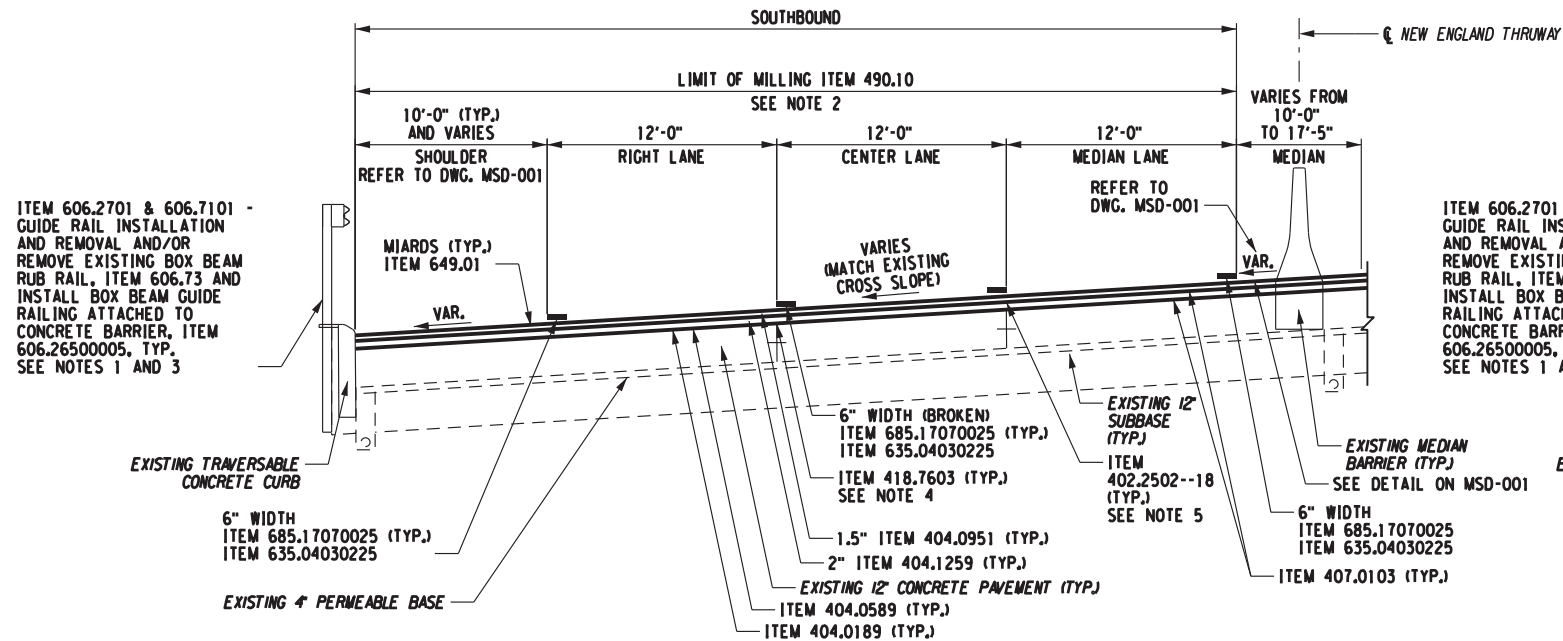
Thruway  
Authority



ENGINEERING  
EXCELLENCE  
SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>TYPICAL SECTIONS<br>SHEET 3                                               | DRAWING NUMBER:<br>TYP-003     |



PROPOSED TYPICAL OVERLAY PAVEMENT SECTION  
SUPERELEVATED - BANK LEFT SB

SOUTHBOUND MP NE 10.8 TO MP NE 13.0  
STA 383+80± TO STA 386+50±  
STA 443+85± TO STA 469+60±  
STA 474+40± TO STA 492+95±  
N.T.S.

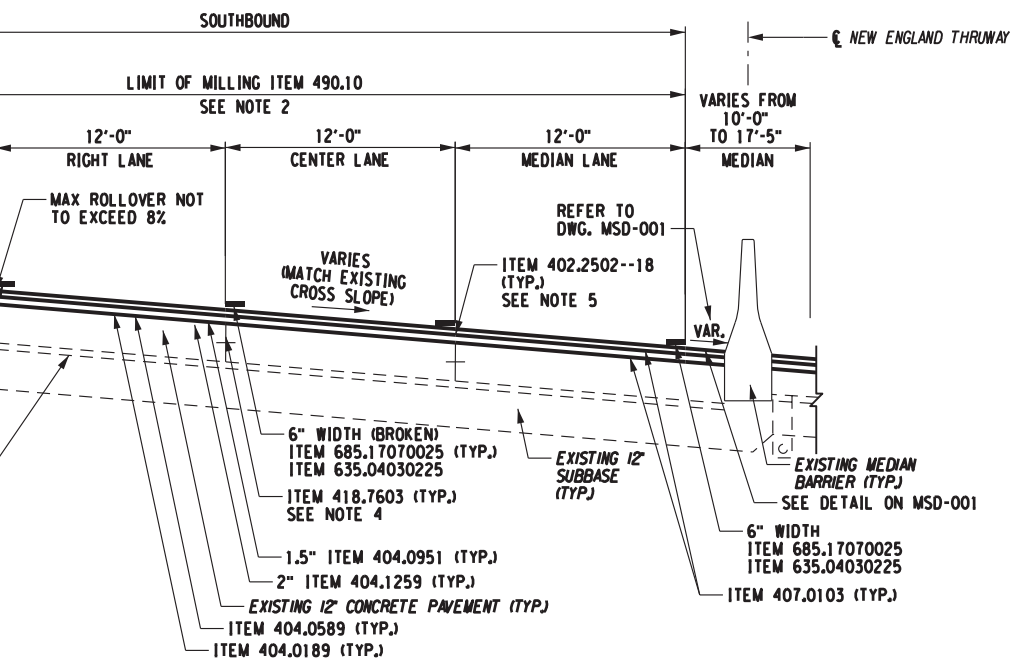
NOTES:

- SEE DWG. MSD-003 FOR DETAILS ON MOUNTING THE NEW BOX BEAM RUB RAIL TO THE EXISTING CONCRETE BARRIER.
- SEE DWG. MST-001 FOR MILLING OF ASPHALT AREAS.
- SEE MST-004 AND GNP-001 THROUGH GNP-046 FOR PROPOSED GUIDE RAIL AND CONCRETE BARRIER LOCATIONS.
- PRIOR TO RESURFACING, ALL EXISTING TRANSVERSE AND LONGITUDINAL JOINTS SHALL BE CLEANED AND FILLED UNDER ITEM 633.13. EXISTING TRANSVERSE JOINTS SHALL BE LOCATED AND RECORDED TO ENSURE THE PROPOSED SAWCUT LOCATION, AFTER RESURFACING, IS POSITIONED WITHIN 1" OF THE EXISTING JOINT.
- AFTER RESURFACING, ALL TRANSVERSE JOINTS IN NEW ASPHALT OVERLAY SHALL BE SAWED & SEALED AT EXISTING LOCATIONS UNDER ITEM 402.25020018.
- SEE MST-002 AND MST-003 FOR FULL DEPTH PAVEMENT REPAIR LOCATIONS.
- LEVEL 1 RIDE QUALITY FOR ASPHALT (ITEM 653.1010) SHALL BE APPLIED ALONG THE I-95 MAINLINE.
- QUALITY ADJUSTMENT ITEMS (404.0001, 404.0002, 404.0003) SHALL BE APPLIED ALONG THE I-95 MAINLINE.
- WHEN THE MAINLINE PAVEMENT SUPERELEVATION IS GREATER THAN 2%, THE CONTRACTOR IS TO ESTABLISH THE SHOULDER CROSS SLOPE BY MAINTAINING A MAXIMUM ROLLOVER RATE OF 8% AT THE PAVEMENT SHOULDER JOINTS.
- SHOULDER BACKUP MATERIAL, ITEM 203.24000025, SHALL BE INSTALLED AT LOCATIONS SHOWN ON DWG. MST-001.

|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



PROPOSED TYPICAL OVERLAY PAVEMENT SECTION  
SUPERELEVATED - BANK RIGHT SB

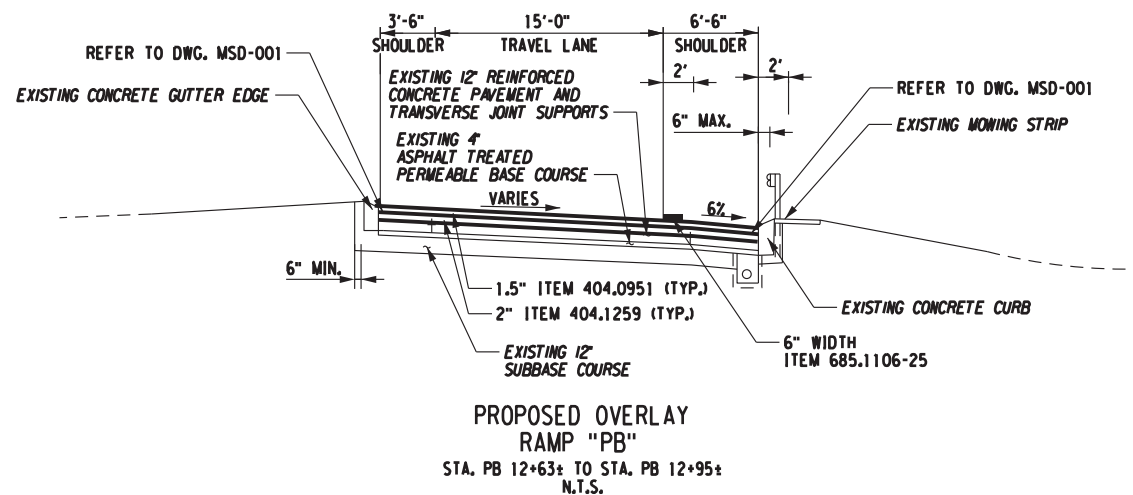
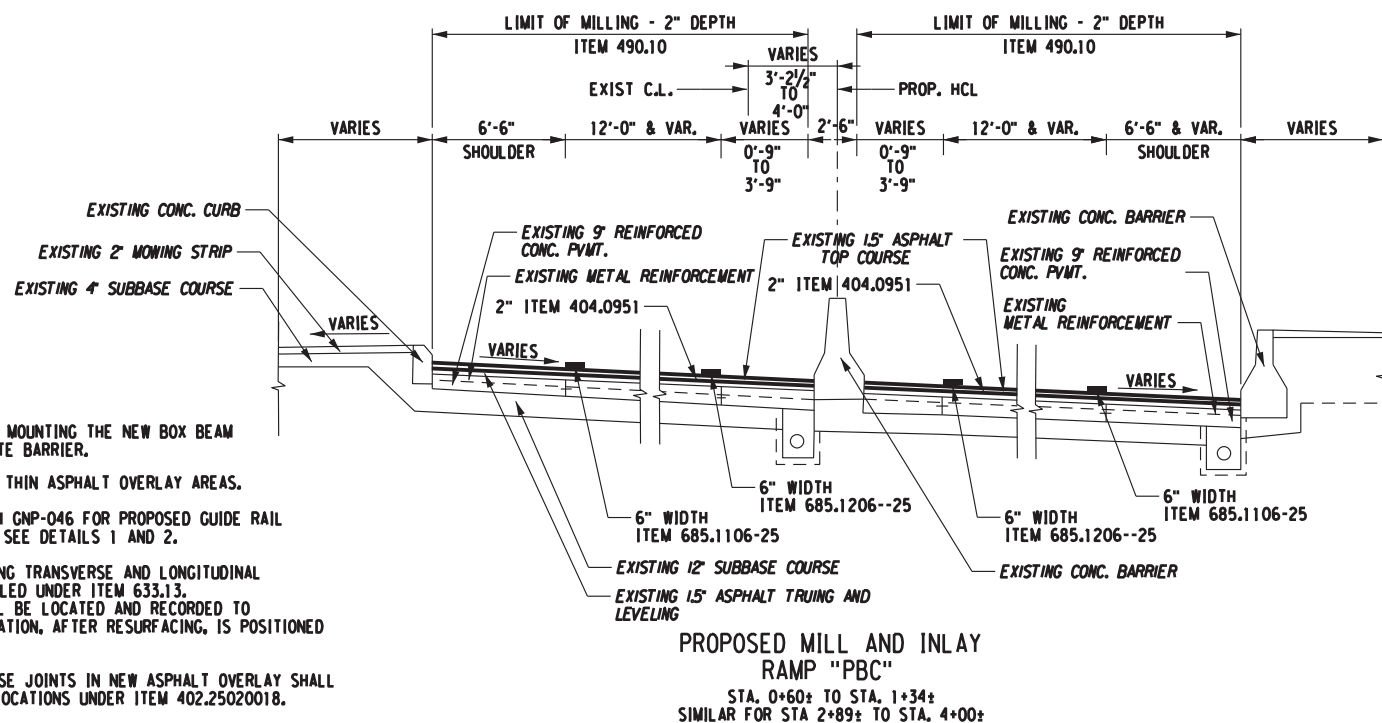
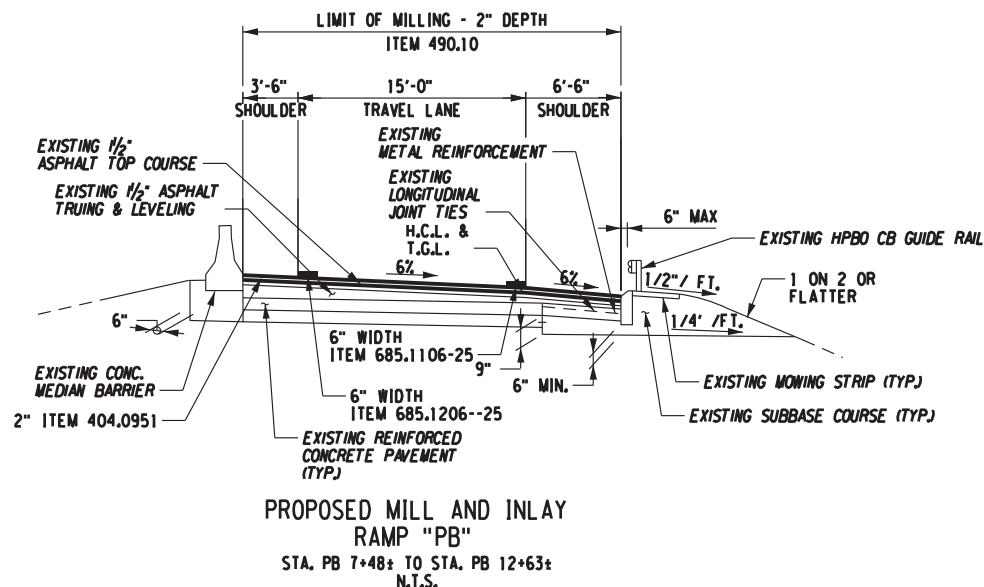
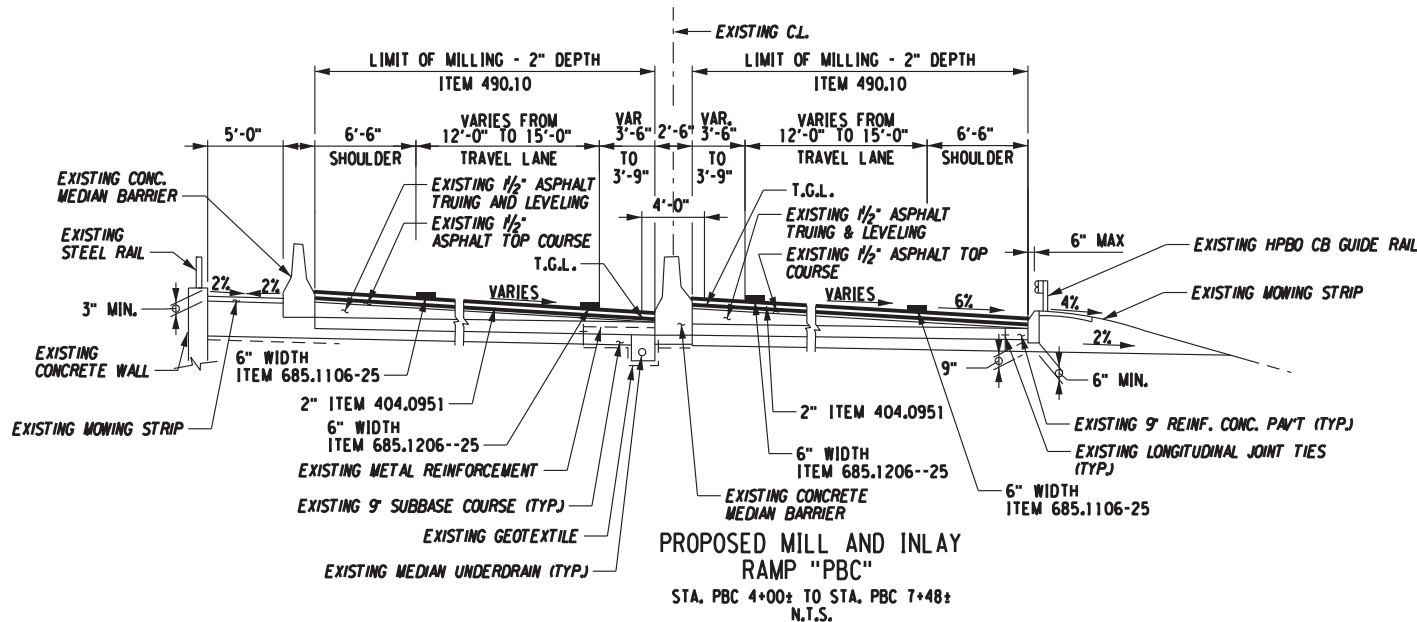
SOUTHBOUND MP NE 10.8 TO MP NE 13.0  
STA 389+00± TO STA 434+00±  
N.T.S.

| ITEM         | DESCRIPTION                                                             | UNIT | ITEM         | DESCRIPTION                                                                                               | UNIT |
|--------------|-------------------------------------------------------------------------|------|--------------|-----------------------------------------------------------------------------------------------------------|------|
| 203.02       | UNCLASSIFIED EXCAVATION AND DISPOSAL                                    | CY   | 606.26500005 | BOX BEAM GUIDE RAILING ATTACHED TO CONCRETE BARRIER                                                       | LF   |
| 203.24000025 | SHOULDER BACKUP MATERIAL                                                | TON  | 606.2701     | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                                                 | LF   |
| 207.22       | GEOTEXTILE DRAINAGE                                                     | SY   | 606.3042     | SINGLE SLOPE CONCRETE MEDIAN BARRIER (PRECAST)                                                            | LF   |
| 304.12       | SUBBASE COURSE, TYPE 2                                                  | CY   | 606.7101     | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING                       | LF   |
| 402.25020018 | SAWING AND SEALING JOINTS IN NEW HMA OVERLAYS USING HOT APPLIED SEALANT | LF   | 606.73       | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING                                                             | LF   |
| 404.0189     | TRUING & LEVELING F9, ASPHALT, 80 SERIES COMPACTION                     | TON  | 608.020102   | ASPHALT SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS AND VEGETATION CONTROL STRIPS                              | TON  |
| 404.0589     | SHIM COURSE F9, ASPHALT                                                 | TON  | 610.1402     | TOPSOIL - ROADSIDE                                                                                        | CY   |
| 404.0951     | 9.5 F1 TOP COURSE ASPHALT, 50 SERIES COMPACTION                         | TON  | 610.1601     | TURF ESTABLISHMENT - ROADSIDE                                                                             | SY   |
| 404.1259     | 12.5 F9 BINDER COURSE ASPHALT, 50 SERIES COMPACTION                     | TON  | 633.13       | CLEANING, SEALING AND/OR FILLING JOINTS                                                                   | LF   |
| 407.0103     | STRAIGHT TACK COAT                                                      | GAL  | 635.04030225 | RECESS DIAMOND GRINDING FOR INLAID PAVEMENT MARKINGS                                                      | LF   |
| 418.7603     | ASPHALT PAVEMENT JOINT ADHESIVE                                         | LF   | 649.01       | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                                            | LF   |
| 490.10       | PRODUCTION COLD MILLING OF BITUMINOUS CONCRETE                          | SY   | 685.17070025 | WHITE HIGHLY REFLECTORIZED TRIPLE DROP EPOXY PAVEMENT STRIPES 6 INCH WIDTH x 20 MIL (VISIBILITY SPHERES)  | LF   |
|              |                                                                         |      | 685.17080025 | YELLOW HIGHLY REFLECTORIZED TRIPLE DROP EPOXY PAVEMENT STRIPES 6 INCH WIDTH x 20 MIL (VISIBILITY SPHERES) | LF   |

|                                                                                                                                                                                                                 |                                                                                               |                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|  <b>Thruway Authority</b>                                                                                                  | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                                                                                                                 | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|                                                                                                                                                                                                                 | TITLE OF DRAWING<br>TYPICAL SECTIONS<br>SHEET 4                                               | DRAWING NUMBER:<br>TYP-004     |
|  <b>LKB</b> ENGINEERING EXCELLENCE SINCE 1889<br>LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY |                                                                                               |                                |



CHECKED BY: E. ZAWASKY  
DRAFTED BY: W. TANG / E. CAMPOS  
CHECKED BY: J. PURGA / P. PIOTAS  
DESIGNED BY: P. PIOTAS  
J. PURGA  
DESIGN SUPERVISOR:



- NOTES:
- SEE DWG. MSD-003 FOR DETAILS ON MOUNTING THE NEW BOX BEAM RUB RAIL TO THE EXISTING CONCRETE BARRIER.
  - SEE DWG. MST-001 FOR MILLING OF THIN ASPHALT OVERLAY AREAS.
  - SEE MST-004 AND GNP-001 THROUGH GNP-046 FOR PROPOSED GUIDE RAIL AND CONCRETE BARRIER LOCATIONS. SEE DETAILS 1 AND 2.
  - PRIOR TO RESURFACING, ALL EXISTING TRANSVERSE AND LONGITUDINAL JOINTS SHALL BE CLEANED AND FILLED UNDER ITEM 633.13. EXISTING TRANSVERSE JOINTS SHALL BE LOCATED AND RECORDED TO ENSURE THE PROPOSED SAWCUT LOCATION, AFTER RESURFACING, IS POSITIONED WITHIN 1" OF THE EXISTING JOINT.
  - AFTER RESURFACING, ALL TRANSVERSE JOINTS IN NEW ASPHALT OVERLAY SHALL BE SAWED & SEALED AT EXISTING LOCATIONS UNDER ITEM 402.25020018.
  - SEE MST-002 AND MST-003 FOR FULL DEPTH PAVEMENT REPAIR LOCATIONS.
  - LEVEL 1 RIDE QUALITY FOR ASPHALT (ITEM 653.1010) SHALL BE APPLIED ALONG THE I-95 MAINLINE.
  - QUALITY ADJUSTMENT ITEMS (404.0001, 404.0002, 404.0003) TO BE APPLIED ALONG THE I-95 MAINLINE.
  - SHOULDER BACKUP MATERIAL, ITEM 203.24000025, SHALL BE INSTALLED AT LOCATIONS SHOWN ON DWG. MST-001.

| ITEM         | DESCRIPTION                                                             | UNIT | ITEM         | DESCRIPTION                                                                         | UNIT |
|--------------|-------------------------------------------------------------------------|------|--------------|-------------------------------------------------------------------------------------|------|
| 203.02       | UNCLASSIFIED EXCAVATION AND DISPOSAL                                    | CY   | 606.26500005 | BOX BEAM GUIDE RAILING ATTACHED TO CONCRETE BARRIER                                 | LF   |
| 203.24000025 | SHOULDER BACKUP MATERIAL                                                | TON  | 606.2701     | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                           | LF   |
| 207.22       | GEOTEXTILE DRAINAGE                                                     | SY   | 606.3042     | SINGLE SLOPE CONCRETE MEDIAN BARRIER (PRECAST)                                      | LF   |
| 304.12       | SUBBASE COURSE, TYPE 2                                                  | CY   | 606.7101     | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING | LF   |
| 402.2502--18 | SAWING AND SEALING JOINTS IN NEW HMA OVERLAYS USING HOT APPLIED SEALANT | LF   | 606.73       | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING                                       | LF   |
| 404.0189     | TRUING & LEVELING F9, ASPHALT, 80 SERIES COMPACTION                     | TON  | 608.020102   | ASPHALT SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS AND VEGETATION CONTROL STRIPS        | TON  |
| 404.0589     | SHIM COURSE F9, ASPHALT                                                 | TON  | 610.1402     | TOPSOIL - ROADSIDE                                                                  | CY   |
| 404.0951     | 9.5 F1 TOP COURSE ASPHALT, 50 SERIES COMPACTION                         | TON  | 610.1601     | TURF ESTABLISHMENT - ROADSIDE                                                       | SY   |
| 404.1259     | 12.5 F9 BINDER COURSE ASPHALT, 50 SERIES COMPACTION                     | TON  | 633.13       | CLEANING, SEALING AND/OR FILLING JOINTS                                             | LF   |
| 407.0103     | STRAIGHT TACK COAT                                                      | TON  | 635.04030225 | RECESS DIAMOND GRINDING FOR INLAID PAVEMENT MARKINGS                                | LF   |
| 418.7603     | ASPHALT PAVEMENT JOINT ADHESIVE                                         | LF   | 649.01       | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                      | LF   |
| 490.10       | PRODUCTION COLD MILLING OF BITUMINOUS CONCRETE                          | SY   | 685.11060025 | WHITE EPOXY PAVEMENT STRIPES - 6 IN x 20 MILS                                       | LF   |
|              |                                                                         |      | 685.12060025 | YELLOW EPOXY PAVEMENT STRIPES - 6 IN x 20 MILS                                      | LF   |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**Thruway Authority**

**LKB** ENGINEERING EXCELLENCE SINCE 1889  
LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS SYOSSET, NY

TITLE OF PROJECT: RESURFACING OF NEW ENGLAND THRUWAY

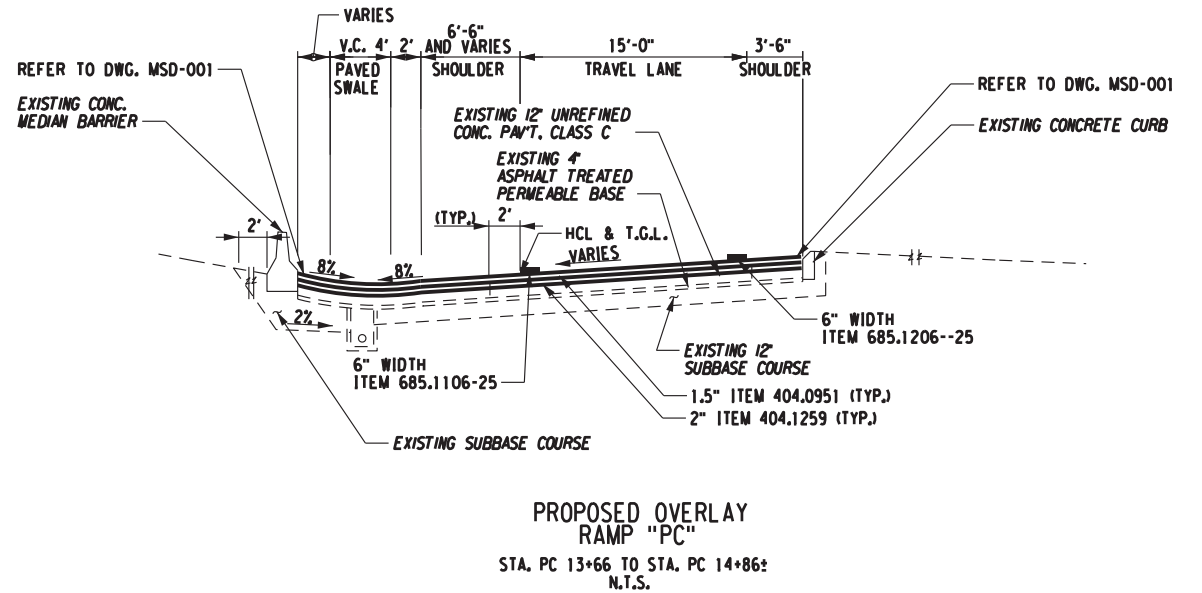
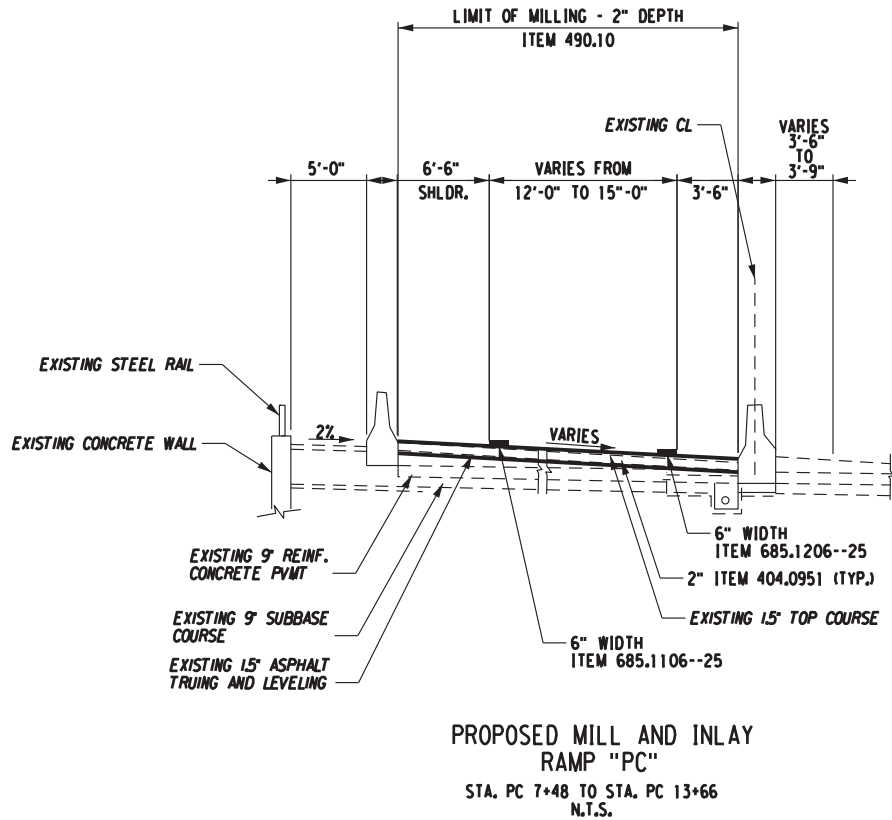
LOCATION OF PROJECT: M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING: TYPICAL SECTIONS RAMPS "PB" & "PBC" SHEET 5

CONTRACT NUMBER: TANE 25-25

DATE: 10/15/2025

DRAWING NUMBER: TYP-005



- NOTES:**
- SEE DWG. MSD-003 FOR DETAILS ON MOUNTING THE NEW BOX BEAM RUB RAIL TO THE EXISTING CONCRETE BARRIER.
  - SEE DWG. MST-001 FOR MILLING OF THIN ASPHALT OVERLAY AREAS.
  - SEE MST-004 AND GNP-001 THROUGH GNP-046 FOR PROPOSED GUIDE RAIL AND CONCRETE BARRIER LOCATIONS. SEE DETAILS 1 AND 2.
  - PRIOR TO RESURFACING, ALL EXISTING TRANSVERSE AND LONGITUDINAL JOINTS SHALL BE CLEANED AND FILLED UNDER ITEM 633.13. EXISTING TRANSVERSE JOINTS SHALL BE LOCATED AND RECORDED TO ENSURE THE PROPOSED SAWCUT LOCATION, AFTER RESURFACING, IS POSITIONED WITHIN 1" OF THE EXISTING JOINT.
  - AFTER RESURFACING, ALL TRANSVERSE JOINTS IN NEW ASPHALT OVERLAY SHALL BE SAWED & SEALED AT EXISTING LOCATIONS UNDER ITEM 402.25020018
  - SEE MST-002 AND MST-003 FOR FULL DEPTH PAVEMENT REPAIR LOCATIONS.
  - LEVEL 1 RIDE QUALITY FOR ASPHALT (ITEM 653.1010) SHALL BE APPLIED ALONG THE I-95 MAINLINE.
  - QUALITY ADJUSTMENT ITEMS (404.0001, 404.0002, 404.0003) TO BE APPLIED ALONG THE I-95 MAINLINE.
  - SHOULDER BACKUP MATERIAL, ITEM 203.24000025, SHALL BE INSTALLED AT LOCATIONS SHOWN ON DWG. MST-001.

|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| ITEM         | DESCRIPTION                                                             | UNIT | ITEM         | DESCRIPTION                                                                         | UNIT |
|--------------|-------------------------------------------------------------------------|------|--------------|-------------------------------------------------------------------------------------|------|
| 203.02       | UNCLASSIFIED EXCAVATION AND DISPOSAL                                    | CY   | 606.26500005 | BOX BEAM GUIDE RAILING ATTACHED TO CONCRETE BARRIER                                 | LF   |
| 203.24000025 | SHOULDER BACKUP MATERIAL                                                | TON  | 606.2701     | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                           | LF   |
| 207.22       | GEOTEXTILE DRAINAGE                                                     | SY   | 606.3042     | SINGLE SLOPE CONCRETE MEDIAN BARRIER (PRECAST)                                      | LF   |
| 304.12       | SUBBASE COURSE, TYPE 2                                                  | CY   | 606.7101     | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING | LF   |
| 402.2502--18 | SAWING AND SEALING JOINTS IN NEW HMA OVERLAYS USING HOT APPLIED SEALANT | LF   | 606.73       | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING                                       | LF   |
| 404.0189     | TRUING & LEVELING F9, ASPHALT, 80 SERIES COMPACTION                     | TON  | 608.020102   | ASPHALT SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS AND VEGETATION CONTROL STRIPS        | TON  |
| 404.0589     | SHIM COURSE F9, ASPHALT                                                 | TON  | 610.1402     | TOPSOIL - ROADSIDE                                                                  | CY   |
| 404.0951     | 9.5 F1 TOP COURSE ASPHALT, 50 SERIES COMPACTION                         | TON  | 610.1601     | TURF ESTABLISHMENT - ROADSIDE                                                       | SY   |
| 404.1259     | 12.5 F9 BINDER COURSE ASPHALT, 50 SERIES COMPACTION                     | TON  | 633.13       | CLEANING, SEALING AND/OR FILLING JOINTS                                             | LF   |
| 407.0103     | STRAIGHT TACK COAT                                                      | TON  | 635.04030225 | RECESS DIAMOND GRINDING FOR INLAID PAVEMENT MARKINGS                                | LF   |
| 418.7603     | ASPHALT PAVEMENT JOINT ADHESIVE                                         | LF   | 649.01       | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                      | LF   |
| 490.10       | PRODUCTION COLD MILLING OF BITUMINOUS CONCRETE                          | SY   | 685.11060025 | WHITE EPOXY PAVEMENT STRIPES - 6 IN x 20 MILS                                       | LF   |
|              |                                                                         |      | 685.12060025 | YELLOW EPOXY PAVEMENT STRIPES - 6 IN x 20 MILS                                      | LF   |

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**Thruway Authority**

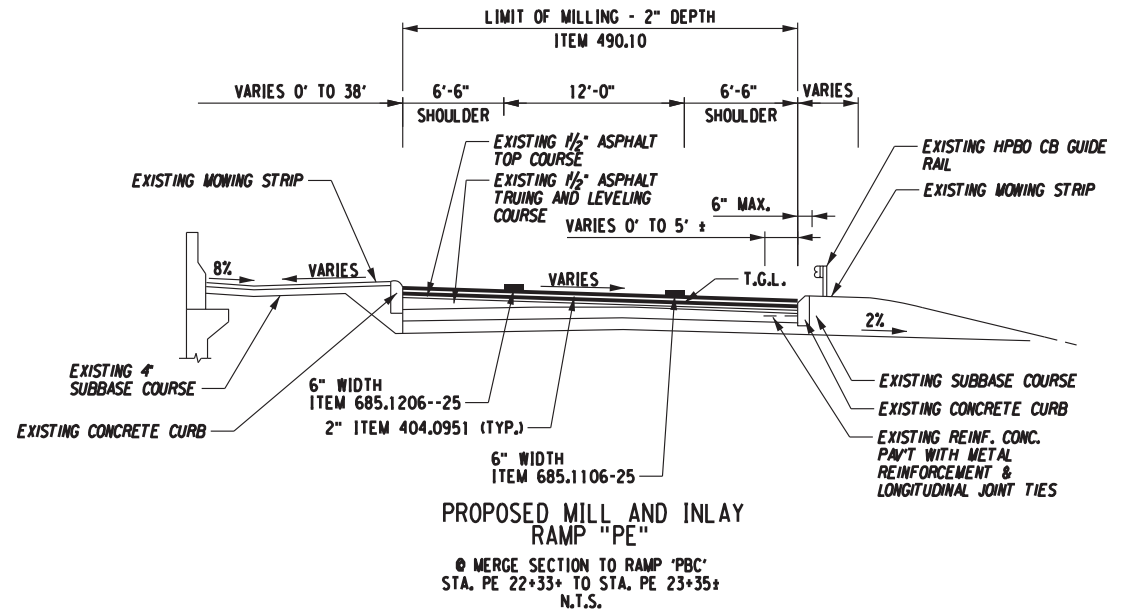
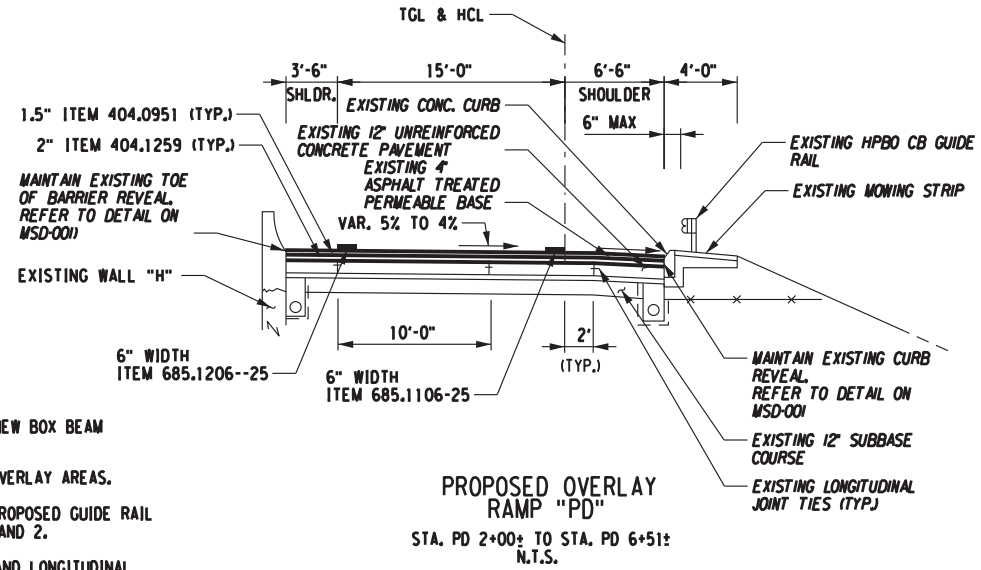
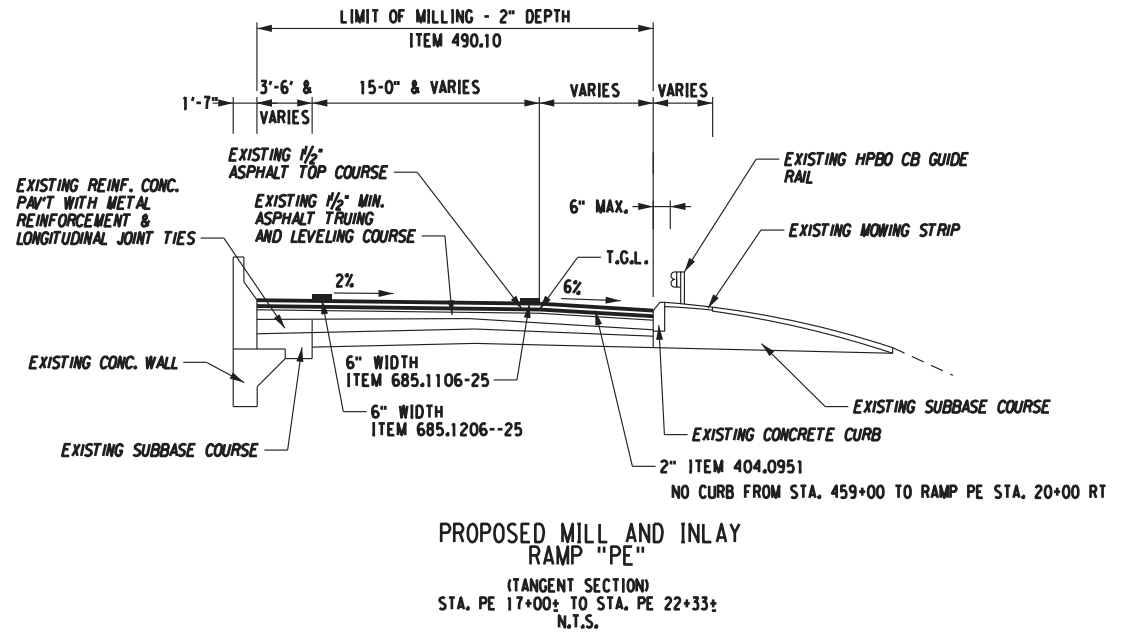
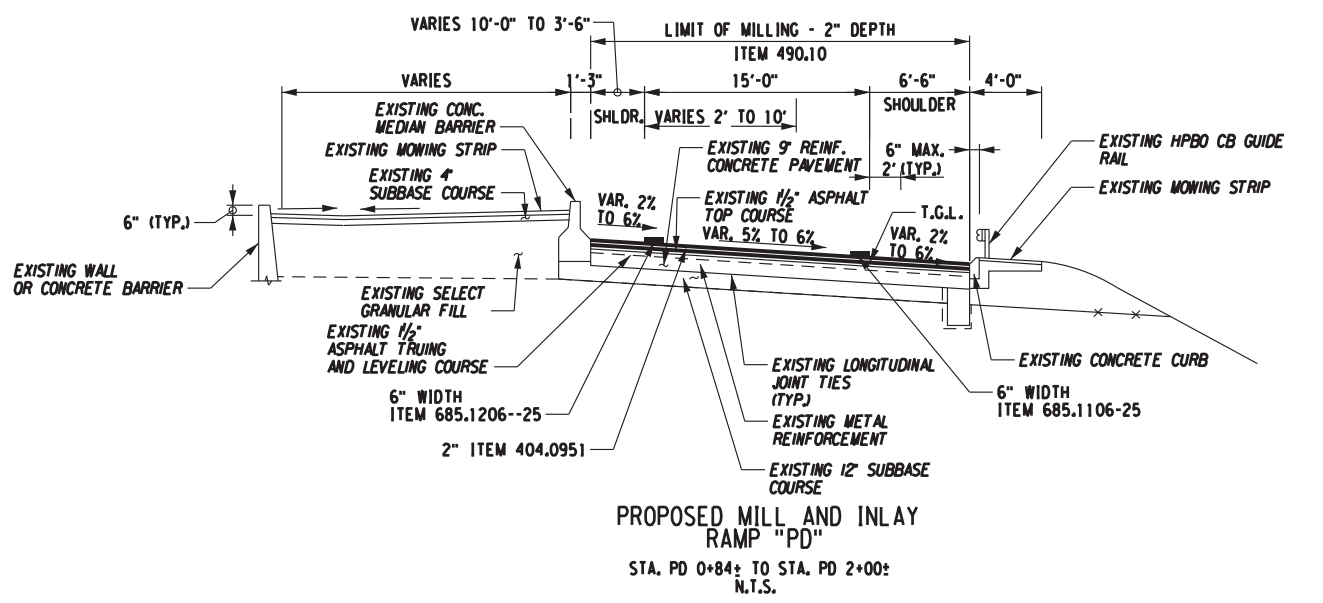
**LKB** ENGINEERING EXCELLENCE SINCE 1889  
A VERTEX COMPANY

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>TYPICAL SECTIONS<br>RAMP "PC"<br>SHEET 6                                  | DRAWING NUMBER:<br>TYP-006     |



CHECKED BY: E. ZAWASKY  
DRAFTED BY: W. TANG / E. CAMPOS  
DESIGNED BY: P. PIOTAS  
J. PURGA  
DESIGN SUPERVISOR:



- NOTES:**
- SEE DWG. MSD-003 FOR DETAILS ON MOUNTING THE NEW BOX BEAM RUB RAIL TO THE EXISTING CONCRETE BARRIER.
  - SEE DWG. MST-001 FOR MILLING OF THIN ASPHALT OVERLAY AREAS.
  - SEE MST-004 AND GNP-001 THROUGH GNP-046 FOR PROPOSED GUIDE RAIL AND CONCRETE BARRIER LOCATIONS. SEE DETAILS 1 AND 2.
  - PRIOR TO RESURFACING, ALL EXISTING TRANSVERSE AND LONGITUDINAL JOINTS SHALL BE CLEANED AND FILLED UNDER ITEM 633.13. EXISTING TRANSVERSE JOINTS SHALL BE LOCATED AND RECORDED TO ENSURE THE PROPOSED SAWCUT LOCATION, AFTER RESURFACING, IS POSITIONED WITHIN 1" OF THE EXISTING JOINT.
  - AFTER RESURFACING, ALL TRANSVERSE JOINTS IN NEW ASPHALT OVERLAY SHALL BE SAWED & SEALED AT EXISTING LOCATIONS UNDER ITEM 402.25020018.
  - SEE MST-002 AND MST-003 FOR FULL DEPTH PAVEMENT REPAIR LOCATIONS.
  - LEVEL 1 RIDE QUALITY FOR ASPHALT (ITEM 653.1010) SHALL BE APPLIED ALONG THE I-95 MAINLINE.
  - QUALITY ADJUSTMENT ITEMS (404.0001, 404.0002, 404.0003) SHALL BE APPLIED ALONG THE I-95 MAINLINE.
  - SHOULDER BACKUP MATERIAL, ITEM 203.24000025, SHALL BE INSTALLED AT LOCATIONS SHOWN ON DWG. MST-001.

| ITEM         | DESCRIPTION                                                             | UNIT | ITEM         | DESCRIPTION                                                                         | UNIT |
|--------------|-------------------------------------------------------------------------|------|--------------|-------------------------------------------------------------------------------------|------|
| 203.02       | UNCLASSIFIED EXCAVATION AND DISPOSAL                                    | CY   | 606.26500005 | BOX BEAM GUIDE RAILING ATTACHED TO CONCRETE BARRIER                                 | LF   |
| 203.24000025 | SHOULDER BACKUP MATERIAL                                                | TON  | 606.2701     | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                           | LF   |
| 207.22       | GEOTEXTILE DRAINAGE                                                     | SY   | 606.3042     | SINGLE SLOPE CONCRETE MEDIAN BARRIER (PRECAST)                                      | LF   |
| 304.12       | SUBBASE COURSE, TYPE 2                                                  | CY   | 606.7101     | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING | LF   |
| 402.2502--18 | SAWING AND SEALING JOINTS IN NEW HMA OVERLAYS USING HOT APPLIED SEALANT | LF   | 606.73       | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING                                       | LF   |
| 404.0189     | TRUING & LEVELING F9, ASPHALT, 80 SERIES COMPACTION                     | TON  | 608.020102   | ASPHALT SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS AND VEGETATION CONTROL STRIPS        | TON  |
| 404.0589     | SHIM COURSE F9, ASPHALT                                                 | TON  | 610.1402     | TOPSOIL - ROADSIDE                                                                  | CY   |
| 404.0951     | 9.5 F1 TOP COURSE ASPHALT, 50 SERIES COMPACTION                         | TON  | 610.1601     | TURF ESTABLISHMENT - ROADSIDE                                                       | SY   |
| 404.1259     | 12.5 F9 BINDER COURSE ASPHALT, 50 SERIES COMPACTION                     | TON  | 633.13       | CLEANING, SEALING AND/OR FILLING JOINTS                                             | LF   |
| 407.0103     | STRAIGHT TACK COAT                                                      | GAL  | 635.04030225 | RECESS DIAMOND GRINDING FOR INLAID PAVEMENT MARKINGS                                | LF   |
| 418.7603     | ASPHALT PAVEMENT JOINT ADHESIVE                                         | LF   | 649.01       | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                      | LF   |
| 490.10       | PRODUCTION COLD MILLING OF BITUMINOUS CONCRETE                          | SY   | 685.11060025 | WHITE EPOXY PAVEMENT STRIPES - 6 IN x 20 MILS                                       | LF   |
|              |                                                                         |      | 685.12060025 | YELLOW EPOXY PAVEMENT STRIPES - 6 IN x 20 MILS                                      | LF   |



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**NEW YORK STATE**  
**Thruway Authority**

**LKB** ENGINEERING  
EXCELLENCE  
SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>TYPICAL SECTIONS<br>RAMPS "PD" & "PE"<br>SHEET 7                          | DRAWING NUMBER:<br>TYP-007     |

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

GENERAL NOTES

1. ALL WORK COMPLETED UNDER THIS CONTRACT IS TO BE GOVERNED BY AND IN CONFORMANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS (US CUSTOMARY) AND THE NYSTA ADDENDUM (TA) TO THE STANDARD SPECIFICATIONS DATES AS SHOWN ON THE FRONT COVER OF THE PROPOSAL, EXCEPT AS MODIFIED IN THESE PLANS AND THE PROPOSAL.
2. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE WORK IN THIS CONTRACT WITH OTHER CONTRACTORS AND AUTHORITY MAINTENANCE FORCES, AND THEY SHALL SCHEDULE THEIR OPERATIONS SO AS TO CAUSE MINIMUM DISRUPTION TO TRAFFIC.
3. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT LIMITED EMBANKMENT AREA FOR SURPLUS MATERIALS IS AVAILABLE FOR THIS CONTRACT WITHIN THE AUTHORITY'S RIGHT OF WAY. THEREFORE, ALL MATERIAL TO BE REMOVED FROM THE JOB SITE SHALL BE DISPOSED OF BY THE CONTRACTOR OFF THE AUTHORITY'S PROPERTY. THE CONTRACTOR SHALL ASSUME THE EXCAVATED MATERIAL WILL BE CONTAMINATED NON-HAZARDOUS. THE CONTRACTOR SHALL COMPLY WITH ALL LOCAL AND STATE REGULATIONS THAT APPLY TO THE AREA CHOSEN FOR THE DISPOSAL OF THIS MATERIAL. ALL COSTS ASSOCIATED WITH THE SPOIL AREA AND REMOVAL OF SPOIL MATERIAL SHALL BE INCLUDED IN THE VARIOUS ITEMS OF THE CONTRACT.
4. RECORD PLANS: RECORD PLANS COVERING PREVIOUS WORK ARE AVAILABLE ON THE THRUWAY WEBSITE.

RECONSTRUCTION NOTES

5. THE CONTRACTOR SHALL EXAMINE AND VERIFY, IN THE FIELD, ALL CONDITIONS AND DIMENSIONS. DIMENSIONS OF THE EXISTING STRUCTURES SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY. THEY HAVE BEEN TAKEN FROM THE ORIGINAL CONSTRUCTION OR SUBSEQUENT REHABILITATION DRAWINGS AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL TAKE ALL SUCH FIELD MEASUREMENTS TO ASSURE PROPER FIT OF THE FINISHED WORK, AND THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. IF FIELD CONDITIONS AND DIMENSIONS DIFFER FROM THOSE SHOWN ON THE PLANS, THE CONTRACTOR SHALL USE THE FIELD CONDITIONS AND DIMENSIONS AND MAKE THE APPROPRIATE CHANGES TO THOSE SHOWN ON THE PLANS, AS APPROVED BY THE ENGINEER. WHEN SHOP DRAWINGS BASED ON FIELD MEASUREMENTS ARE SUBMITTED FOR APPROVAL, THE FIELD MEASUREMENTS MADE SHALL BE INDICATED ON THE SHOP DRAWINGS SUBMITTED FOR REFERENCE OF THE REVIEWER.
6. THERE SHALL BE NO CLAIM AGAINST THE AUTHORITY MADE BY THE CONTRACTOR FOR WORK PERTAINING TO MODIFICATIONS, AS MAY BE REQUIRED, DUE TO ANY DIFFERENCE BETWEEN ACTUAL FIELD CONDITIONS AND THOSE SHOWN BY THE DETAILS AND DIMENSIONS ON THE CONTRACT PLANS. THE CONTRACTOR WILL BE PAID AT THE UNIT BID PRICE FOR THE ACTUAL QUANTITIES OF MATERIALS USED OR FOR THE WORK PERFORMED, AS INDICATED BY THE VARIOUS ITEMS IN THE CONTRACT.
7. THE CONTRACTOR SHOULD NOTE THAT ADDITIONAL WORK MAY BE REQUIRED AS THE CONTRACT PROGRESSES, WHICH IS NOT SHOWN OR NOTED ON THE PLANS. THIS WORK SHALL BE PERFORMED BY THE CONTRACTOR, AS ORDERED BY THE ENGINEER, AND PAYMENT SHALL BE MADE AT THE BID PRICE FOR THE APPROPRIATE ITEMS.
8. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT, DUE TO THE NATURE OF RECONSTRUCTION PROJECTS, THE EXACT EXTENT OF RECONSTRUCTION WORK CANNOT ALWAYS BE ACCURATELY DETERMINED PRIOR TO THE COMMENCEMENT OF WORK. THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON FIELD INSPECTION AND OTHER INFORMATION AVAILABLE AT THE TIME. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS TO CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH FIELD CONDITIONS.
9. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ALL DAMAGE TO THE EXISTING FACILITY CAUSED BY THEIR OPERATIONS WHICH IS NOT INCLUDED AS PART OF THE INTENDED WORK. ALL DAMAGE TO THE EXISTING FACILITY WHICH IS NOT PART OF THE INTENDED WORK SHALL BE REPAIRED BY THE CONTRACTOR WITHOUT COST TO THE AUTHORITY, AND TO THE SATISFACTION OF THE ENGINEER.
10. THE CONTRACTOR SHALL CONDUCT THEIR REMOVAL OPERATIONS TO THE SATISFACTION OF THE ENGINEER SO AS NOT TO UNDULY DISTURB UNDERLYING MATERIALS WHICH ARE TO REMAIN IN PLACE. THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE AUTHORITY, WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE AUTHORITY, THE DAMAGED MATERIAL SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AT NO COST TO THE AUTHORITY. SEE THE STANDARD SPECIFICATION SECTION 107 FOR FURTHER DETAILS.
11. THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN PROPERTY OF THE AUTHORITY, WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY MATERIALS WHICH ARE TO REMAIN IN PLACE OR WHICH ARE TO REMAIN THE PROPERTY OF THE AUTHORITY, THE DAMAGED MATERIALS SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
12. WHENEVER ITEMS IN THE CONTRACT REQUIRE MATERIALS TO BE REMOVED AND DISPOSED OF, THE COST OF SUPPLYING A DISPOSAL AREA AND TRANSPORTATION TO THAT AREA SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THOSE ITEMS

SUBSURFACE NOTES

13. SUBSURFACE EXPLORATIONS HAVE BEEN MADE FOR THIS PROJECT. BORING LOGS AND OTHER SUBSURFACE INFORMATION ARE AVAILABLE FOR THE INSPECTION BY BIDDERS AS SUPPLEMENTAL INFORMATION. REPORTS WERE OBTAINED WITH REASONABLE CARE AND RECORDED IN GOOD FAITH BY THE AUTHORITY.

REMOVAL, EXCAVATION AND BACKFILL NOTES

14. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY SUPPORTS, BRACING AND OTHER DEVICES REQUIRED OR DIRECTED BY THE ENGINEER TO PROTECT THE SAFETY OF THE ADJACENT STRUCTURES, ROADWAY AND UTILITIES.
15. SHOULDER AREAS DISTURBED BY THE CONTRACTOR, AS PART OF THE WORK TO BE PERFORMED UNDER THIS CONTRACT, SHALL BE RESTORED AS SPECIFIED AND TO THE SATISFACTION OF THE ENGINEER. ALL THE DISTURBED GRASS AREAS SHALL BE GRADED IN A MANNER APPROVED BY THE ENGINEER AND SEEDED AS SPECIFIED IN THE STANDARD SEEDING ITEM. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS ITEMS IN THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.

UTILITY NOTES

16. LOCATION OF UTILITIES, PUBLIC AND/OR PRIVATE, INDICATED AS EXISTING AND/OR TO BE CONSTRUCTED AS SHOWN ON THE PLANS ARE APPROXIMATE ONLY. THEIR EXACT LOCATION SHALL BE DETERMINED IN THE FIELD. ADDITIONAL UTILITY LINES, WHETHER ABANDONED OR IN SERVICE, MAY EXIST AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONDUCT THEIR OPERATIONS AND TAKE THE NECESSARY PRECAUTIONS TO PREVENT INTERFERENCE WITH OR DAMAGE TO THESE OR OTHER FACILITIES DURING THE COURSE OF CONSTRUCTION.
17. IN THE EVENT THE CONTRACTOR DAMAGES AN EXISTING UTILITY SERVICE CAUSING AN INTERRUPTION IN SAID SERVICE, THEY SHALL IMMEDIATELY COMMENCE WORK TO RESTORE SERVICE AND MAY NOT CEASE THEIR WORK OPERATION UNTIL SERVICE IS RESTORED.
18. THE METHOD OF REMOVAL OF EXISTING ROADWAY OR SHOULDER PAVEMENT IN THE IMMEDIATE VICINITY OF UNDERGROUND UTILITIES SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

EXISTING MILE MARKERS / TENTH-MILE MARKERS

19. LOCATION OF EXISTING MILE / TENTH-MILE MARKERS ARE SHOWN ON THE PLANS.
20. REPLACE ALL DELINEATORS AND MARKERS WITHIN THE PROJECT LIMITS. PER NYSTA STANDARD SHEET TA 646-01, PAY UNDER ITEMS:  
646.06030025 - INSTALL DELINEATOR OR TENTH MILE MARKER ON POST  
646.06100025 - INSTALL DELINEATOR OR TENTH MILE MARKER BAND OR BRACKET MOUNTED  
646.06120025 - INSTALL DELINEATOR OR TENTH MILE MARKER, BACK TO BACK, BAND OR BRACKET MOUNTED  
646.06260025 - INSTALL MILE MARKERS  
646.08010025 - INSTALL SNOWPLOW MARKER, SINGLE UNIT  
646.08020025 - INSTALL SNOWPLOW MARKER, DOUBLE UNIT  
646.50000025 - REMOVE AND DISPOSE DELINEATORS AND MARKERS

MISCELLANEOUS NOTES

21. THE CONTRACTOR IS ADVISED THAT ADDITIONAL "NOTES" WILL BE FOUND ON SUBSEQUENT SHEETS OF THE CONTRACT PLANS AND SUCH "NOTES", WHILE PERTAINING TO THE SPECIFIC SHEETS THEY ARE PLACED ON, ALSO SUPPLEMENT THE GENERAL NOTES LISTED HEREIN.
22. THE HORIZONTAL (X-Y) DATUM USED: NEW YORK STATE PLANE, NAD 83, SPCS83 CODE 3101 (NYS EASTERN ZONE). THE VERTICAL DATUM USED: NAVD 88.
23. DEWATERING MAY BE REQUIRED FOR THE INSTALLATION OF NEW DRAINAGE FACILITIES AND THE CLEANING OF EXISTING DRAINAGE FACILITIES. THE COST OF DEWATERING IS TO BE INCLUDED IN THE VARIOUS DRAINAGE ITEMS. THE CONTRACTOR MUST OBTAIN THE REQUIRED PERMITS FROM THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION IF THEY ELECT TO USE WELL POINTS.
24. DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS FOR WHICH NO SCALE IS SHOWN ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.
25. RESTORING DISTURBED AREAS:  
A. THE CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS TO A CONDITION APPROVED BY THE ENGINEER.  
B. THE RESTORATION OF DISTURBED AREAS SHALL BE ACCOMPLISHED AS SPECIFIED UNDER SECTIONS 107-08 OF THE STANDARD SPECIFICATIONS AND APPLICABLE ADDENDUMS.
26. GUIDE RAIL: THE CONTRACTOR SHALL OBTAIN VERIFICATION FOR THE LENGTH OF NEW GUIDE RAIL AT EACH LOCATION FROM THE ENGINEER PRIOR TO INSTALLATION.
27. NO ADDITIONAL PAYMENT WILL BE MADE FOR WORK CALLED FOR BY NOTES ON THE PLANS OR IN THE SPECIFICATIONS UNLESS PAYMENT IS SPECIFICALLY INDICATED BY THE ITEM NUMBER. THE COST OF WORK FOR WHICH NO PAYMENT ITEMS IS INDICATED, SHALL BE INCLUDED IN THE UNIT PRICES BID FOR VARIOUS ITEMS OF THIS CONTRACT.
28. WHENEVER ITEMS IN THE CONTRACT REQUIRE MATERIALS TO BE REMOVED AND DISPOSED, THE COST OF SUPPLYING A DISPOSAL AREA AND TRANSPORTATION TO THE AREAS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THOSE ITEMS.
29. THE CONTRACTOR SHALL PROTECT WORKERS AT ALL TIMES IN CONFORMANCE WITH THE APPLICABLE OSHA REGULATIONS.
30. PROTECTION OF THE PUBLIC: THE CONTRACTOR SHALL MAINTAIN AND PROTECT AUTHORITY TRAFFIC IN ACCORDANCE WITH ITEM 619.01, THE TRAFFIC CONTROL SHEETS AND PERTINENT PROVISIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL SHEETS AND PERTINENT PROVISIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF SECTION 107, LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC, OF THE STANDARD SPECIFICATIONS (U.S. CUSTOMARY) DATED AS SHOWN ON THE FRONT COVER OF THE PROPOSAL, EXCEPT AS MODIFIED IN THESE PLANS AND THE PROPOSAL, INCLUDING CURRENT ADDITIONS AND MODIFICATIONS, ALSO THE NYSTA ADDENDUM TA (24) AVAILABLE AT [WWW.THRUWAY.NY.GOV/BUSINESS/ADDENDUM/INDEX.HTML](http://WWW.THRUWAY.NY.GOV/BUSINESS/ADDENDUM/INDEX.HTML).

31. THE CONTRACTOR IS TO VISIT THE SITE BEFORE BIDDING, TO FAMILIARIZE THEMSELVES WITH THE FIELD CONDITIONS AND TO JUDGE FOR THEMSELVES THE EXTENT AND NATURE OF THE WORK TO BE DONE UNDER THE CONTRACT. NO EXTRA COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR BECAUSE OF THE CONTRACTOR'S FAILURE TO INCLUDE IN THEIR BID ALL ITEMS AND MATERIAL WHICH THEY ARE REQUIRED TO FURNISH IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. THE CONTRACTOR IS ADVISED THAT THEY MUST HAVE IN THEIR POSSESSION, A SET OF CONTRACT PLANS/PROPOSAL FOR IDENTIFICATION PURPOSES WHEN CONDUCTING THE SITE VISIT.
32. MILLED MATERIALS SHALL NOT BE USED AS SUBBASE UNDER THE TRAVEL LANES. IT WILL BE ALLOWED AS SUBBASE MATERIAL FOR THE SHOULDER AREA, PROVIDED IT MEETS THE SUBBASE REQUIREMENTS.
33. THE WORDS "SHALL" AND "SHOULD", AS USED IN THE CONTRACT DOCUMENTS, HAVE THE FOLLOWING STATUS:  
SHALL - A MANDATORY CONDITION. IN THE DESIGN, APPLICATION, OR LOCATION OF DEVICES, REQUIREMENTS HAVING "SHALL" STIPULATIONS ARE MANDATORY. NO DISCRETION IN THE FOLLOWING ITEM IS ALLOWED.  
  
SHOULD - AN ADVISORY CONDITION. WHERE "SHOULD" IS USED IN RELATION TO A PROVISION, THAT PROVISION IS RECOMMENDED, AND NORMALLY IS TO BE FOLLOWED, BUT IS NOT MANDATORY. DEVIATION FROM SUCH PROVISIONS IS PERMISSIBLE IF, AND TO THE EXTENT THERE IS JUSTIFIABLE CAUSE TO DO SO.
34. PAVEMENT MARKINGS: EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH REQUIRED TEMPORARY PAVEMENT MARKING PATTERNS SHALL BE COVERED UTILIZING AN APPROVED PAVEMENT MARKING COVERING TAPE. PHYSICAL REMOVAL OF EXISTING PAVEMENT MARKINGS BY ANY MEANS WILL NOT BE PERMITTED SO AS NOT TO DAMAGE AND/OR CREATE ANY MISLEADING SCARS ON THE PAVEMENT SURFACE.
35. IF AREAS ARE TO BE LEFT WITHOUT NEW GUIDE RAIL FOR AN EXTENDED PERIOD OF TIME AND THEY PREVIOUSLY HAD GUIDE RAIL, THEN A TEMPORARY CONCRETE BARRIER SHALL BE INSTALLED A.O.B.E. THE COST OF INSTALLING AND REMOVING ANY TEMPORARY CONCRETE BARRIER TO MEET THIS REQUIREMENT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01. SEE ADDENDUM TA (24) FOR ADDITIONAL REQUIREMENTS.
36. SEE NYSTA STANDARD SHEET TA 680-01 FOR ITS LOOPS. PRIOR TO MILLING OPERATIONS, NYSTA ITSM SHALL BE CONTACTED TO DISCONNECT EXISTING TRAFFIC LOOPS. CONTACT OSWALDO ABREU (845) 590-1756.
37. DUMP TRUCKS HAULING MATERIAL TO AND FROM THE CONSTRUCTION SITE THAT ARE CARRYING MATERIAL PRONE TO BLOWING SHALL BE COVERED WITH A TARPULIN.
38. CARE SHALL BE TAKEN TO RETAIN NATURAL GROWTH AND PREVENT DAMAGE TO TREES WITHIN AND OUTSIDE THE LIMITS OF CONSTRUCTION, AND NOT SCHEDULED FOR REMOVAL. ANY DAMAGE CAUSED TO THIS NATURAL GROWTH SHALL BE RESTORED AT THE EXPENSE OF THE CONTRACTOR AS DIRECTED BY THE ENGINEER.
39. WHEN JOINING FRESH CONCRETE TO NEW CONCRETE WHICH HAS ALREADY SET, OR TO EXISTING CONCRETE, THE CONCRETE IN PLACE SHALL HAVE ITS SURFACE SCOURED OR ABRADED WITH A SUITABLE TOOL TO REMOVE ALL LOOSE AND FOREIGN MATERIALS. THIS SURFACE SHALL BE SCRUBBED WITH WIRE BROOMS. AFTER THE SURFACE PREPARATION HAS BEEN ACCEPTED, THIS SURFACE SHALL BE THOROUGHLY WET AND KEPT SO FOR A PERIOD OF 12 HOURS IMMEDIATELY PRIOR TO PLACING THE NEW CONCRETE. THIS MAY BE ACCOMPLISHED BY CONTINUOUS WETTING WITH SOAKER HOSES OR THE USE OF BURLAP/BURLENE/ETC., SO THAT MOISTURE CAN BE MAINTAINED. IF, IN THE OPINION OF THE ENGINEER, CONDITIONS OR THE SITUATION PROHIBITS THIS, THEN THE SURFACES SHALL BE WETTED FOR AS LONG AS POSSIBLE AT THE DISCRETION OF THE ENGINEER. THE CONTRACTOR SHALL REMOVE ANY PUDDLES OR FREE STANDING WATER WITH OIL-FREE COMPRESSED AIR, AND PROTECT THE SURFACES FROM DRYING, SO THAT THE EXISTING CONCRETE REMAINS IN A CLEAN, SATURATED SURFACE DRY CONDITION UNTIL PLACEMENT OF THE NEW CONCRETE. IMMEDIATELY BEFORE PLACING THE NEW CONCRETE, THE FORMS SHALL BE DRAWN TIGHT AGAINST THE CONCRETE ALREADY IN PLACE
40. CONTRACTOR TO ADJUST ELECTRIC PULL BOXES AND FRAMES ALONG THE MEDIAN WITHIN THE ASPHALT OVERLAY PROJECT LIMITS. COST TO BE PAID UNDER ITEM 670.14480010 - RESETTNG ELECTRIC PULLBOX COVERS AND FRAMES.

GUIDE RAIL NOTES

41. THE CONTRACTOR SHALL BE AWARE THAT CLOSED DRAINAGE EXISTS THROUGHOUT THE PROJECT LIMITS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONDUCT THE GUIDE RAIL POST INSTALLATION AND TAKE THE NECESSARY PRECAUTIONS TO PREVENT INTERFERENCE WITH OR DAMAGE THE EXISTING DRAINAGE SYSTEM DURING THE COURSE OF THE CONSTRUCTION. IN THE EVENT THE CONTRACTOR DAMAGES ANY OF THE EXISTING DRAINAGE, THE CONTRACTOR IS RESPONSIBLE FOR THE REPAIRS TO THE NYSTA'S SPECIFICATIONS.

STREAM AND CONSERVATION NOTES:

42. STREAM AND WETLAND CONSERVATION: THE CONTRACTOR SHALL CONDUCT IT'S OPERATIONS IN A MANNER THAT WILL NOT NEGATIVELY IMPACT ENVIRONMENTALLY SENSITIVE AREAS INCLUDING STREAMS AND WETLANDS. NO EQUIPMENT SHALL BE PLACED OR OPERATED FROM WITHIN THESE ENVIRONMENTALLY SENSITIVE AREAS. THE CONTRACTOR'S OPERATIONS SHALL BE CONDUCTED TO THE SATISFACTION OF THE ENGINEER TO PREVENT OR REDUCE TO A MINIMUM ANY DAMAGE TO ANY STREAM FROM POLLUTION BY DEBRIS, SEDIMENT OR OTHER FOREIGN MATERIAL, OR FROM THE MANIPULATION OF THE EQUIPMENT AND/OR TO DITCH IMMEDIATELY FOLLOWING INTO A STREAM, ANY WATER WHICH HAS BEEN USED FOR WASH PURPOSE OR OTHER SIMILAR OPERATIONS WHICH COULD CAUSE THIS WATER TO BECOME POLLUTED WITH SAND, SILT, CEMENT, OIL, OR OTHER IMPURITIES. IF THE CONTRACTOR USES WATER FROM THE STREAM, AN INTAKE OR TEMPORARY DAM SHALL BE CONSTRUCTED TO PROTECT AN MAINTAIN WATER RIGHTS AND TO SUSTAIN FISH LIFE DOWNSTREAM. THESE TEMPORARY MEASURES SHALL BE REMOVED AND THE AREA RESTORED AT THE COMPLETION OF THE WORK.

|                      |                                                                                                                        |
|----------------------|------------------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                           |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br><div></div> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

|                                                                                                                                                     |                                                                                               |                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|  <div><b>NEW YORK STATE</b><br/><b>Thruway Authority</b></div> | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                                                     | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|                                                                                                                                                     | TITLE OF DRAWING<br>GENERAL NOTES                                                             | DRAWING NUMBER:<br>GEN-001     |



**LKB** ENGINEERING  
EXCELLENCE  
SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PIOTAS

DESIGNED BY: P. PIOTAS

J. PURCA

DESIGN SUPERVISOR:

WORK TO BE DONE

- THE FOLLOWING IS A GENERAL DESCRIPTION OF WORK TO BE DONE UNDER THIS CONTRACT. THIS LIST IS INTENDED TO GIVE THE CONTRACTOR A GENERAL DESCRIPTION OF THE WORK INVOLVED IN THIS CONTRACT AND IS NOT A COMPLETE LISTING OF ALL WORK TO BE DONE. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS EVEN THOUGH NOT SPECIFICALLY MENTIONED IN THIS LIST.
1. PREPARE THE ROADWAY FOR SHIFTING TRAFFIC, INCLUDING SHOULDERS, AS INDICATED ON THE PLANS.
  2. INSTALL AND MAINTAIN THE REQUIRED STORMWATER POLLUTION PREVENTION AND EROSION CONTROL MEASURES.
  3. CLEAR, GRUB, AND TRIM TREES WITHIN THE PROJECT SITE AS SHOWN IN THE CONTRACT PLANS
  4. PERFORM FULL DEPTH PAVEMENT REPAIRS AS INDICATED ON THE CONTRACT PLANS AND AS DIRECTED BY THE PROJECT ENGINEER.
  5. MILL AND INLAY TRAVEL LANES AND SHOULDERS, MP NE 8.8 - MP NE 10.8 SOUTHBOUND
  6. ALTER DRAINAGE STRUCTURES TO NEW TOP ELEVATION OF THE PROPOSED ASPHALT OVERLAY AND PERFORM ALL FRAME AND GRATE WORK.
  7. CLEAN AND FILL PAVEMENT CRACKS AND JOINTS, REPAIR SPALLED PAVEMENT AREAS WITHIN THE PROPOSED ASPHALT OVERLAY LIMITS, MP NE 10.8 - MP NE 13.0 NORTHBOUND AND SOUTHBOUND.
  8. INSTALL 3.5" ASPHALT OVERLAY AS SHOWN IN THE CONTRACT PLANS.
  9. INSTALL PRECAST CONCRETE PAVEMENT SLABS AT LOCATIONS SHOWN IN THE CONTRACT PLANS.
  10. CONSTRUCT OVERHEAD CANTILEVER SIGN STRUCTURES AT MP NE 10.9 NB AND MP NE 11.3 NB.
  11. PERFORM GUIDE RAIL AND CONCRETE BARRIER WORK AT LOCATIONS SHOWN IN THE CONTRACT PLANS.
  12. INSTALL NEW PAVEMENT MARKINGS.
  13. INSTALL MILE MARKERS, TENTH MILE MARKERS, DELINEATORS, AND SNOW PLOW MARKERS.
  14. PLACE TOPSOIL AND ESTABLISH TURF.
  15. MAINTAIN WORK ZONE TRAFFIC CONTROL AT ALL TIMES AS REQUIRED BY THE CONTRACT DOCUMENTS AND AS DIRECTED BY THE ENGINEER.

DRAINAGE NOTES:

1. ALL DRAINAGE STRUCTURES WITHIN THE PROJECT LIMITS SHALL BE CLEANED UNDER ITEM 621.04.
2. ALL DRAINAGE FRAMES AND GRATES WITHIN THE NEW ASPHALT OVERLAY LIMITS SHALL BE RESET UNDER ITEM 604.07210110, A.O.B.E.
  - a. IT IS ASSUMED THAT 5% OF THE EXISTING DRAINAGE FRAMES AND GRATES ARE DAMAGED/DETERIORATED AND IN NEED OF REPAIR.
  - b. DRAINAGE STRUCTURES THAT ARE IN POOR CONDITION WILL REQUIRE REPAIR PRIOR TO THE RESETTING/REPLACING OF THE DRAINAGE FRAMES AND GRATES.
  - c. THE EXISTING CONDITION AND REPAIR NEEDS OF THESE DAMAGED/DETERIORATED DRAINAGE STRUCTURES WILL BE FIELD VERIFIED BY THE CONTRACTOR AND THE ENGINEER.
3. THE WORK TO REMOVE AND REPLACE THE DAMAGED/DETERIORATED FRAMES AND GRATES SHALL BE PAID UNDER ITEM 604.07200110 WITH THE MATERIAL COST PAID UNDER ITEM 656.01.
4. THE WORK TO REMOVE AND REPLACE THE DAMAGED/DETERIORATED GRATES ONLY SHALL BE PAID UNDER ITEM 655.05280025 (MATERIAL COST INCLUDED).
5. THE WORK TO REBUILD THE TOP 5' OF THE DRAINAGE STRUCTURES SHALL BE PAID UNDER ITEM 604.07610008. NEW FRAMES AND GRATES SHALL BE PAID UNDER ITEM 656.01.
6. ANY STRUCTURES, AND/OR FRAMES AND GRATES DAMAGED BY THE CONTRACTOR SHALL HAVE ALL WORK COMPLETED AT NO COST TO THE OWNER.
7. DRAINAGE FRAMES AND GRATES WITHIN THE MILL AND INLAY LIMITS DO NOT REQUIRE RESETTING. DAMAGED FRAMES AND GRATES SHALL BE REPLACED AS ORDERED BY THE ENGINEER. PAY UNDER ITEMS 604.07200110, 604.07610008, 655.05280025, AND 656.01.

|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

|                                                                                                                |                                                                                               |                                |
|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|  <b>Thruway Authority</b> | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|                                                                                                                | TITLE OF DRAWING<br>GENERAL NOTES                                                             | DRAWING NUMBER:<br>GEN-002     |

**LOCKWOOD, KESSLER & BARTLETT, INC.**  
CONSULTING ENGINEERS  
SYOSSET, NY

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PIOTAS

DESIGNED BY: P. PIOTAS

J. PURCA

DESIGN SUPERVISOR:

New York State Thruway Authority Standard Sheets

The following NYS Thruway Authority standard sheets, marked with an "X" in first column, apply to this project.

| X | SHEET NO. | SUBJECT                                                                                                     |
|---|-----------|-------------------------------------------------------------------------------------------------------------|
| x | TA 201-01 | Clearing and Grubbing (Dwg. CG)                                                                             |
| x | TA 203-01 | Shoulder Backup 1R Projects (Dwg. SB)                                                                       |
|   | TA 203-02 | Slope Flattening Details                                                                                    |
| x | TA 404-01 | Highway Pavement Repair Details (Dwg. PRD)                                                                  |
| x | TA 404-02 | Bridge Deck Wearing Course Resurfacing (Dwg. BDR)                                                           |
|   | TA 404-03 | Overhead Bridge Underclearance Improvement (Dwg. BU)                                                        |
|   | TA 603-01 | Culvert Extension Details                                                                                   |
|   | TA 605-01 | Underdrain Details                                                                                          |
|   | TA 606-01 | Modified Thrie Beam (Mod.) Guiderail (Dwg. GR-1)                                                            |
|   | TA 606-02 | Vacant                                                                                                      |
|   | TA 606-03 | Corrugated Median Barrier to Corrugated Beam Guide Railing Transition Detail D (Dwg. GR-4)                  |
|   | TA 606-04 | Box Beam to 42" Single Slope Half Section Concrete Barrier Pier Protection (Dwg. GR-5)                      |
|   | TA 606-05 | HPBO (Mod.) Corrugated Beam to 42" Single Slope Half Section Concrete Barrier Pier Protection (Dwg. GR-6)   |
|   | TA 606-06 | Typical U-Turn Median Rail Layout and Roadway Transverse Section                                            |
|   | TA 606-07 | Modified Thrie Beam Guiderail with Rock Rail                                                                |
|   | TA 606-08 | Transition HPBO Corrugated Beam Median Guide Railing to HPBO Corrugated Beam Guide Railing                  |
|   | TA 611-01 | Living Snow Fences                                                                                          |
|   | TA 614-01 | Tree Removal                                                                                                |
| x | TA 619-01 | Work Zone Traffic Control Tables & Legend                                                                   |
| x | TA 619-02 | General Work Zone Traffic Control Notes & Channelizing Devices                                              |
| x | TA 619-03 | Shoulder Closure Short-Term or Intermediate-Term Stationary                                                 |
| x | TA 619-04 | Shoulder Closure Short-Duration Stationary and Mobile                                                       |
| x | TA 619-05 | Signing & Delineation for Shoulder Work Spaces with Temporary Concrete Barrier                              |
| x | TA 619-06 | Work Beyond Shoulder                                                                                        |
| x | TA 619-07 | Be Prepared to Stop and Uneven Lanes Signing                                                                |
|   | TA 619-08 | Single Lane Closure Short- or Intermediate-Term Stationary: 65 MPH Zone                                     |
|   | TA 619-09 | Double Lane Closure Short- or Intermediate-Term Stationary: 65 MPH Zone                                     |
|   | TA 619-10 | Center Lane Closure Short- or Intermediate-Term Stationary: 65 MPH Zone                                     |
|   | TA 619-11 | Lane Shift: 65 MPH Zone                                                                                     |
| x | TA 619-12 | Single Lane Closure Short- or Intermediate-Term Stationary: 55 MPH Zone                                     |
| x | TA 619-13 | Double Lane Closure Short- or Intermediate-Term Stationary: 55 MPH Zone                                     |
| x | TA 619-14 | Center Lane Closure Short- or Intermediate-Term Stationary: 55 MPH Zone                                     |
| x | TA 619-15 | Lane Shift: 55 MPH Zone                                                                                     |
| x | TA 619-16 | Work Zone Traffic Control at Interchanges, Service Areas and Parking Areas                                  |
| x | TA 619-17 | Work Zone Traffic Control for Miscellaneous Operations                                                      |
| x | TA 619-18 | Mobile Lane Closure                                                                                         |
| x | TA 619-19 | Mobile Lane Closure: Narrow Shoulder Area                                                                   |
| x | TA 619-20 | Short-Duration Lane Closure                                                                                 |
| x | TA 619 21 | Short Duration Double Lane Closure                                                                          |
| x | TA 619-22 | Work Zone Traffic Control Guide for Pavement Striping Operations                                            |
| x | TA 619-23 | Mobile Lane Closure for Pavement Striping Operations                                                        |
| x | TA 619-24 | Mobile Lane Closure for Pavement Striping Operations: Narrow Shoulder Area                                  |
| x | TA 619-25 | Work Zone Traffic Control for Pavement Striping Operations at Interchanges, Service Areas and Parking Areas |
|   | TA 619-26 | Temporary Rock Catchment Barrier (Sheets 1-3)                                                               |
| x | TA 619-27 | Workzone Overhead Gantry Signing                                                                            |
| x | TA 619-30 | New York Division Traffic Management Tables (Sheets 1-28)                                                   |
|   | TA 619-31 | Albany Division 1,150 Veh/Hr/Lane Traffic Management Tables (Sheets 1-18)                                   |
|   | TA 619-32 | Syracuse Division 1,150 Veh/Hr/Lane Traffic Management Tables (Sheets 1-18)                                 |
|   | TA 619-33 | Buffalo Division 1,150 Veh/Hr/Lane Traffic Management Tables (Sheets 1-37)                                  |
|   | TA 619-34 | Vacant                                                                                                      |
|   | TA 619-35 | Albany Division 1,300 Veh/Hr/Lane Traffic Management Tables (Sheets 1-18)                                   |
|   | TA 619-36 | Syracuse Division 1,300 Veh/Hr/Lane Traffic Management Tables (Sheets 1-18)                                 |
|   | TA 619-37 | Buffalo Division 1,300 Veh/Hr/Lane Traffic Management Tables (Sheets 1-37)                                  |
|   | TA 625-01 | ROW and Survey Markers                                                                                      |
|   | TA 645-01 | Wrong Way Deterrence Sign                                                                                   |
| x | TA 646-01 | Reference Marker Details (Sheets 1-2)                                                                       |
|   | TA 670-01 | Fiber Optic & Backbone Handhole Relocation Details                                                          |
| x | TA 680-01 | Inductance Loop Installation                                                                                |
|   | TA 680-02 | Highway Advisory Radio (Sheets 1-9)                                                                         |
| x | TA 685-01 | Pavement Marking Details: Asphalt and Concrete Pavement (Sheets 1-2)                                        |
| x | TA 685-02 | Pavement Marking Details: Tapered Acceleration and Deceleration Lanes                                       |
|   | TA 685-03 | Vacant                                                                                                      |
| x | TA 685-04 | Temporary Pavement Marking Details                                                                          |
|   | TA 690-01 | Loop and Treadle Plan (Sheets 1-2)                                                                          |
|   | TA 690-02 | Toll Lane Slab Reinforcement Plan                                                                           |
|   | TA 690-03 | 10 ft Treadle Frame (Sheets 1-4)                                                                            |

The officially adopted New York State Thruway Authority Standard Sheets book is available on the Thruway Authority's website at: <http://www.thruway.ny.gov/business/contractors/standard-sheets/index.shtml>

Highway Work Type

The marked types & treatments apply to the indicated milepost range(s) below.

| MILEPOST FROM:                        |  | NE 8.8  | NE 10.8 |   |   |   |   |
|---------------------------------------|--|---------|---------|---|---|---|---|
| TO:                                   |  | NE 10.8 | NE 13.0 |   |   |   |   |
| PROJECT TYPE                          |  | X       | X       | X | X | X | X |
| 1R Resurfacing                        |  | X       |         |   |   |   |   |
| 2R Resurfacing                        |  |         | X       |   |   |   |   |
| 3R Rehabilitation                     |  |         |         |   |   |   |   |
| Reconstruction                        |  |         |         |   |   |   |   |
| Safety Improvements                   |  |         |         |   |   |   |   |
| Drainage                              |  |         |         |   |   |   |   |
| Rock Slope Remediation                |  |         |         |   |   |   |   |
| Pavement Striping                     |  | X       |         |   |   |   |   |
| Other:                                |  |         |         |   |   |   |   |
| PAVEMENT TREATMENT                    |  | X       | X       | X | X | X | X |
| Isolated Pavement Repairs Only        |  |         |         |   |   |   |   |
| Thin Overlay without Milling          |  |         |         |   |   |   |   |
| Thin Overlay with Milling             |  |         |         |   |   |   |   |
| 1" Mill & Inlay without Shoulders     |  |         |         |   |   |   |   |
| 1" Mill & Inlay with Shoulders        |  |         |         |   |   |   |   |
| 2" Mill & Inlay without Shoulders     |  |         |         |   |   |   |   |
| 2" Mill & Inlay with Shoulders        |  |         |         |   |   |   |   |
| Mill to Concrete with 4" Overlay      |  |         |         |   |   |   |   |
| Mill to Concrete with 5" Overlay      |  |         |         |   |   |   |   |
| Crack and Seat with Overlay           |  |         |         |   |   |   |   |
| Rubblize with Overlay                 |  |         |         |   |   |   |   |
| Other: 3 1/2" Overlay with Shoulders  |  |         | X       |   |   |   |   |
| Other: 2" Mill & Inlay with Shoulders |  | X       |         |   |   |   |   |

Structure Work Type

The marked types apply to the indicated milepost(s) below.

| MILEPOST:                        |  | NE 9.14 | NE 10.04 | NE 10.38 |   |   |   |
|----------------------------------|--|---------|----------|----------|---|---|---|
| PROJECT TYPE                     |  | X       | X        | X        | X | X | X |
| Bridge Washing                   |  |         |          |          |   |   |   |
| Scour Protection                 |  |         |          |          |   |   |   |
| Channel Cleaning                 |  |         |          |          |   |   |   |
| Railing System                   |  |         |          |          |   |   |   |
| Protective Screening             |  |         |          |          |   |   |   |
| Painting                         |  |         |          |          |   |   |   |
| Steel Repair                     |  |         |          |          |   |   |   |
| Wearing Surface Treatment        |  | X       | X        | X        |   |   |   |
| Deck Repairs                     |  |         |          |          |   |   |   |
| Joint Rehabilitation             |  |         |          |          |   |   |   |
| Joint Replacement                |  |         |          |          |   |   |   |
| Bearing Rehabilitation           |  |         |          |          |   |   |   |
| Bearing Replacement              |  |         |          |          |   |   |   |
| Hanger Pin Replacement           |  |         |          |          |   |   |   |
| Security                         |  |         |          |          |   |   |   |
| Seismic Retrofit                 |  |         |          |          |   |   |   |
| Substructure Rehabilitation      |  |         |          |          |   |   |   |
| Electrical                       |  |         |          |          |   |   |   |
| Cathodic Protection System       |  |         |          |          |   |   |   |
| Fendor or Pier Protection System |  |         |          |          |   |   |   |
| Deck Replacement                 |  |         |          |          |   |   |   |
| Superstructure Replacement       |  |         |          |          |   |   |   |
| Bridge Replacement               |  |         |          |          |   |   |   |
| Added Bridge (New Location)      |  |         |          |          |   |   |   |
| Abandoned Bridge                 |  |         |          |          |   |   |   |
| Other:                           |  |         |          |          |   |   |   |

New York State Department of Transportation Standard Sheets

The latest revisions of the New York State Department of Transportation Standard Sheets maintained by NYSDOT, which are current as of the Standard Specifications adoption date shown on the Proposal cover, shall be considered to be in effect. All pay items and work contained in the Contract and any additional pay items and work encountered during the course of the Contract shall be subject to the applicable standard sheet(s) unless otherwise specified in the Contract documents.

The officially adopted New York State Department of Transportation Standard Sheets book is available on the NYSDOT website at: <https://www.dot.ny.gov/main/business-center/engineering/specifications/busi-e-standards-usc>

| REVISIONS |             |    |      |  | Thruway Authority                                                                                                                  | TITLE OF PROJECT                                                       | CONTRACT NUMBER: |
|-----------|-------------|----|------|---------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|------------------|
| DATE      | DESCRIPTION | BY | SYM. |                                                                                       |                                                                                                                                    | RESURFACING OF NEW ENGLAND THRUWAY                                     | TANE 25-25       |
|           |             |    |      |                                                                                       |                                                                                                                                    | LOCATION OF PROJECT                                                    | DATE:            |
|           |             |    |      |                                                                                       |                                                                                                                                    | M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | 10/15/2025       |
|           |             |    |      |                                                                                       |                                                                                                                                    | TITLE OF DRAWING                                                       | DRAWING NUMBER:  |
|           |             |    |      |                                                                                       |                                                                                                                                    | TABLE OF STANDARD SHEETS SHEET 1                                       | SS-001           |
|           |             |    |      |                                                                                       |  <b>LKB</b> ENGINEERING EXCELLENCE SINCE 1889 | LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS                | SYOSSET, NY      |



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

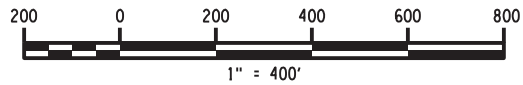
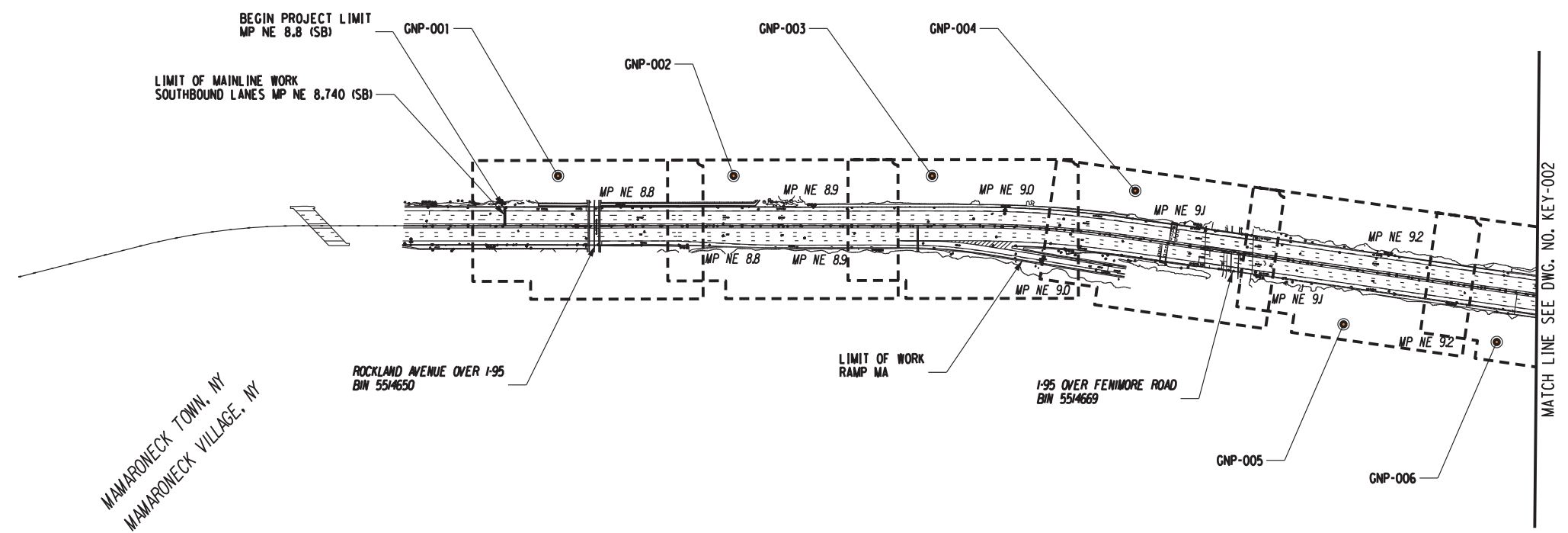
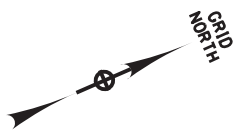
CHECKED BY: J. PURCA / P. PIOTAS

DESIGNED BY: P. PIOTAS

J. PURCA

DESIGN SUPERVISOR:

15  
122



|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

|                                                                                                                                                                                                                       |                                                                                               |                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|  <b>Thruway Authority</b>                                                                                                        | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                                                                                                                       | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|  <b>LKB</b> ENGINEERING<br>EXCELLENCE<br>SINCE 1889<br>LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY | TITLE OF DRAWING<br>KEY PLAN<br>SHEET 1                                                       | DRAWING NUMBER:<br>KEY-001     |

CHECKED BY: E. ZAWASKY

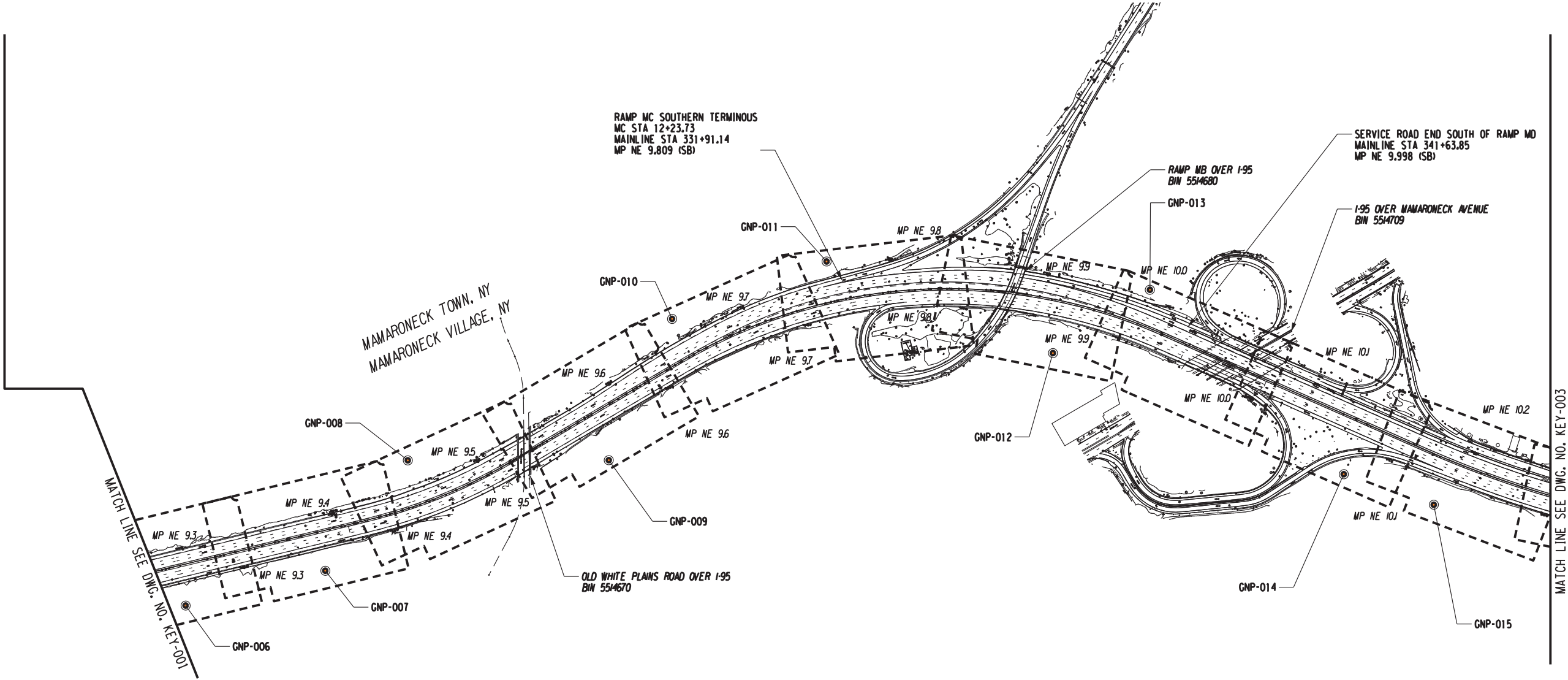
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:



ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |

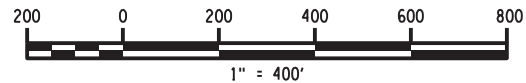


**Thruway  
Authority**



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>KEY PLAN<br>SHEET 2                                                       | DRAWING NUMBER:<br>KEY-002     |





CHECKED BY: E. ZAWASKY

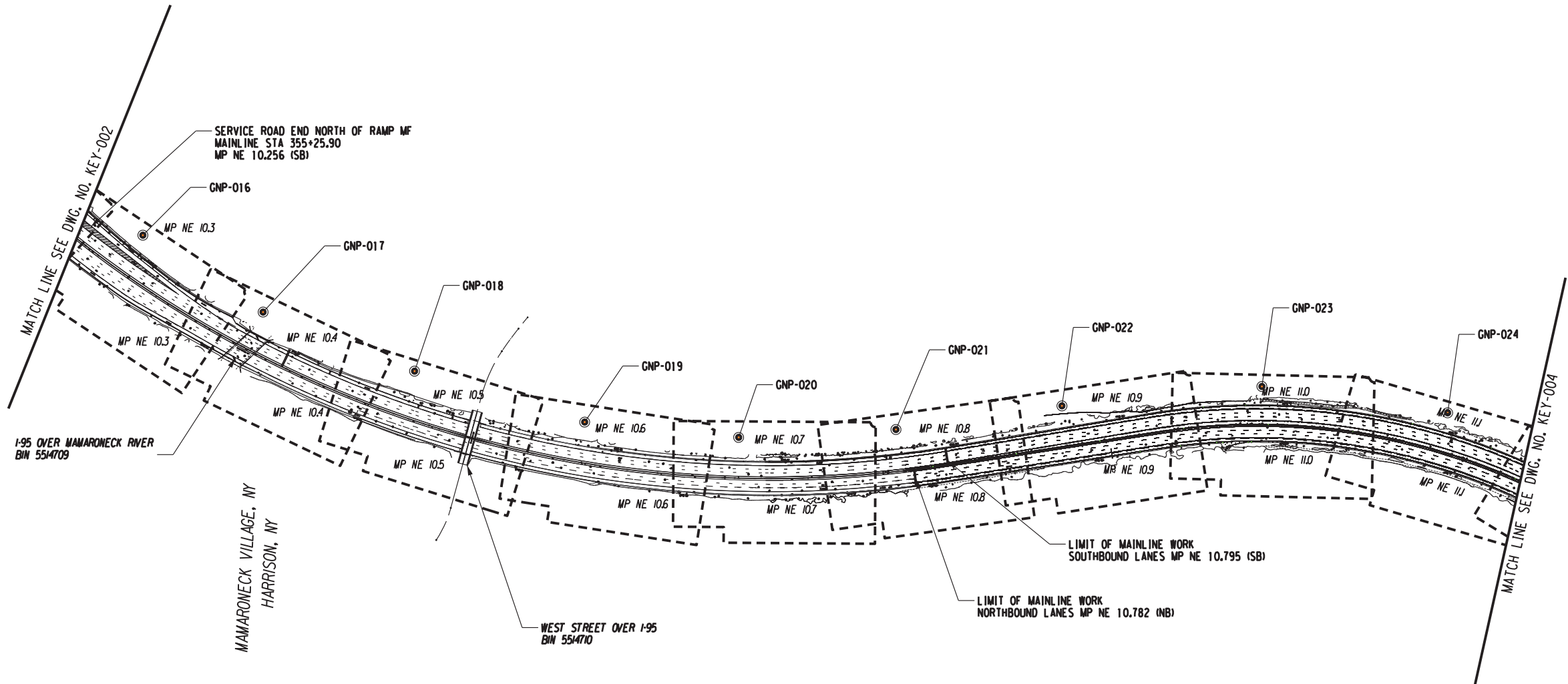
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:



|                      |                                                              |
|----------------------|--------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025 |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:                                         |



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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |

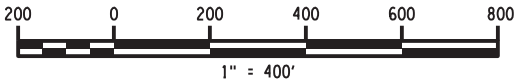


Thruway  
Authority



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>KEY PLAN<br>SHEET 3                                                       | DRAWING NUMBER:<br>KEY-003     |



CHECKED BY: E. ZAWASKY

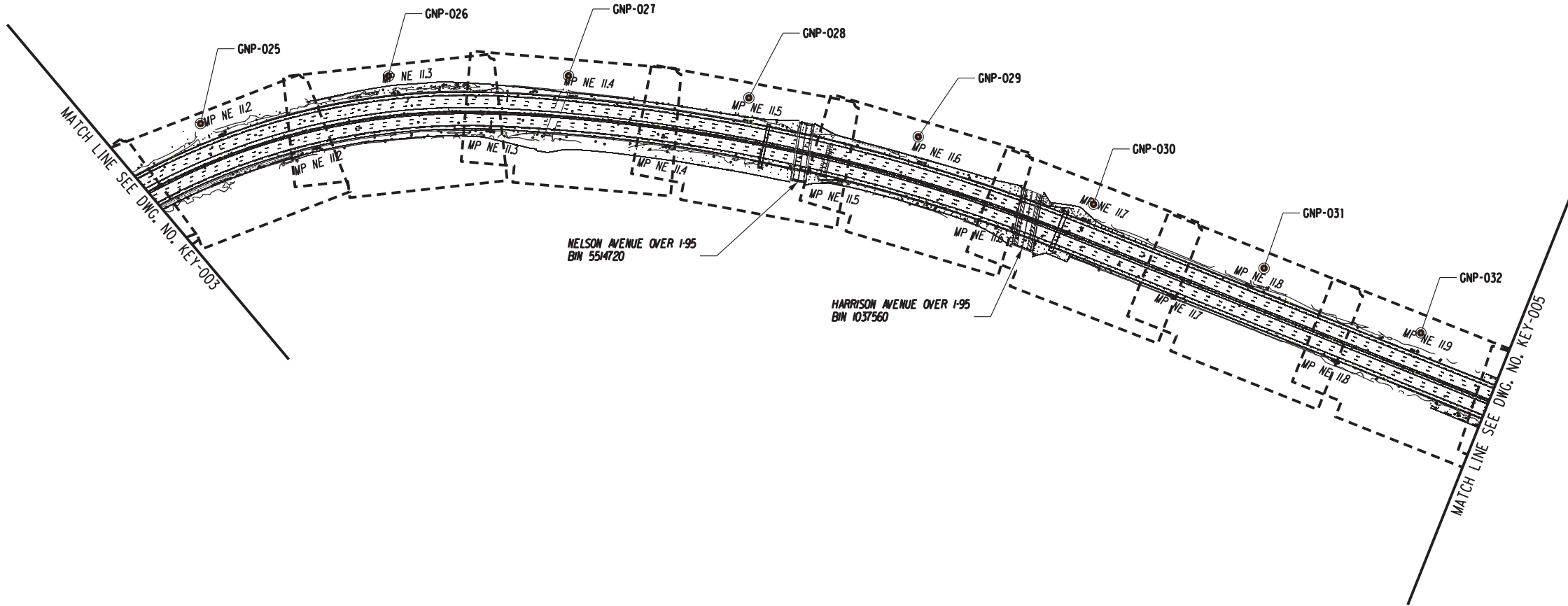
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURGA / P. PIOTAS

DESIGNED BY: P. PIOTAS

J. PURGA

DESIGN SUPERVISOR:

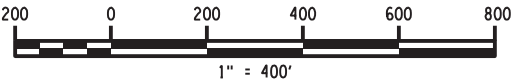


|                      |                                                                                     |
|----------------------|-------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                        |
| SIGNATURE:<br>STAMP: |  |

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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |

|                                                                                                                                                                         |                                                                                                      |                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|---------------------------------------|
|  <b>Thruway Authority</b>                                                          | <b>TITLE OF PROJECT</b><br>RESURFACING OF NEW ENGLAND THRUWAY                                        | <b>CONTRACT NUMBER:</b><br>TANE 25-25 |
|                                                                                                                                                                         | <b>LOCATION OF PROJECT</b><br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | <b>DATE:</b><br>10/15/2025            |
|  <b>LOCKWOOD, KESSLER &amp; BARTLETT, INC.</b><br>CONSULTING ENGINEERS SYOSSET, NY | <b>TITLE OF DRAWING</b><br>KEY PLAN SHEET 4                                                          | <b>DRAWING NUMBER:</b><br>KEY-004     |





CHECKED BY: E. ZAWASKY

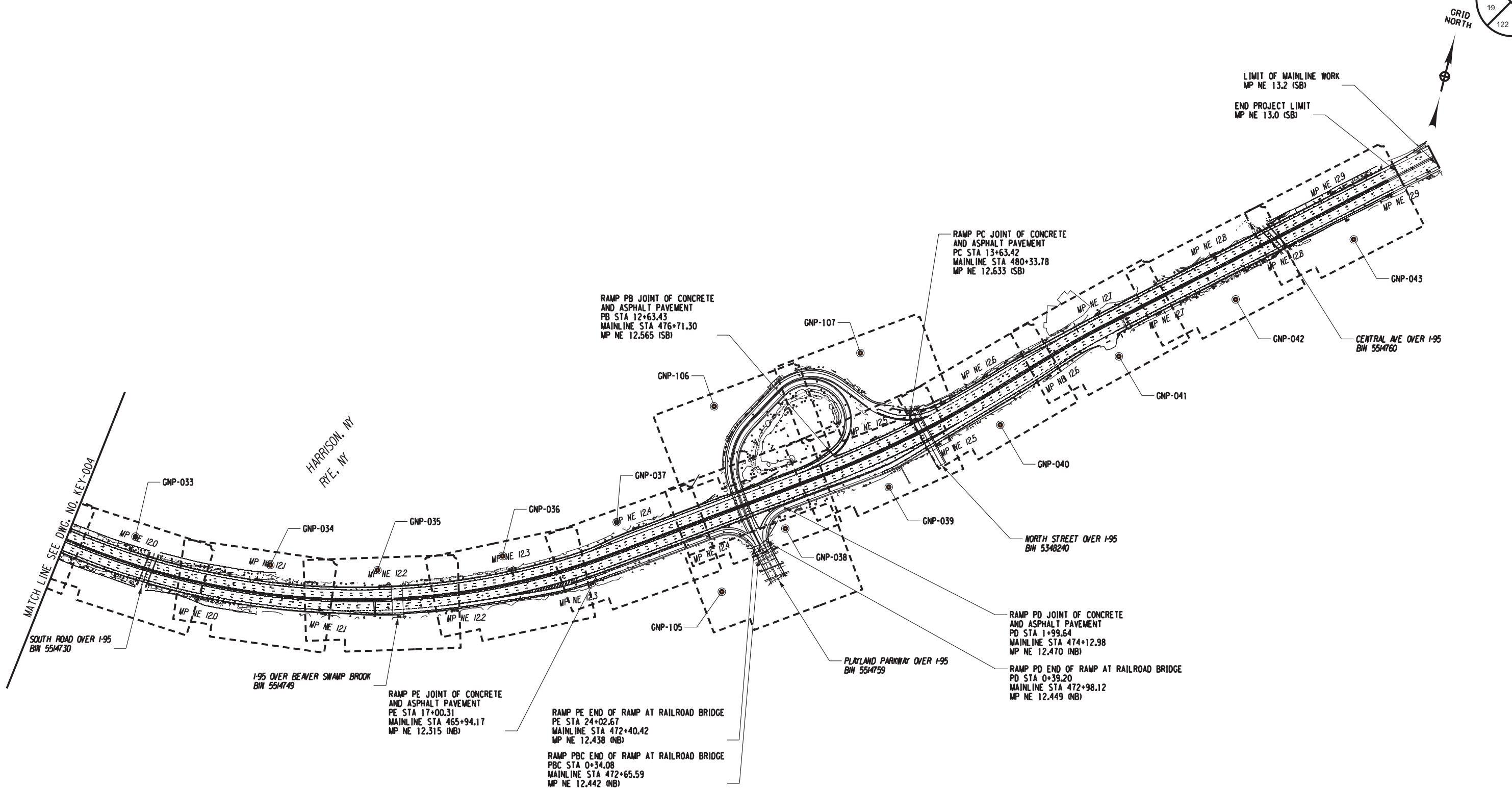
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURGA / P. PIOTAS

DESIGNED BY: P. PIOTAS

J. PURGA

DESIGN SUPERVISOR:



|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

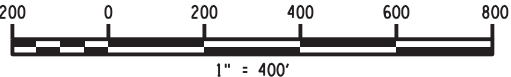


**Thruway  
Authority**



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>KEY PLAN<br>SHEET 5                                                       | DRAWING NUMBER:<br>KEY-005     |



CHECKED BY: E. ZAWASKY

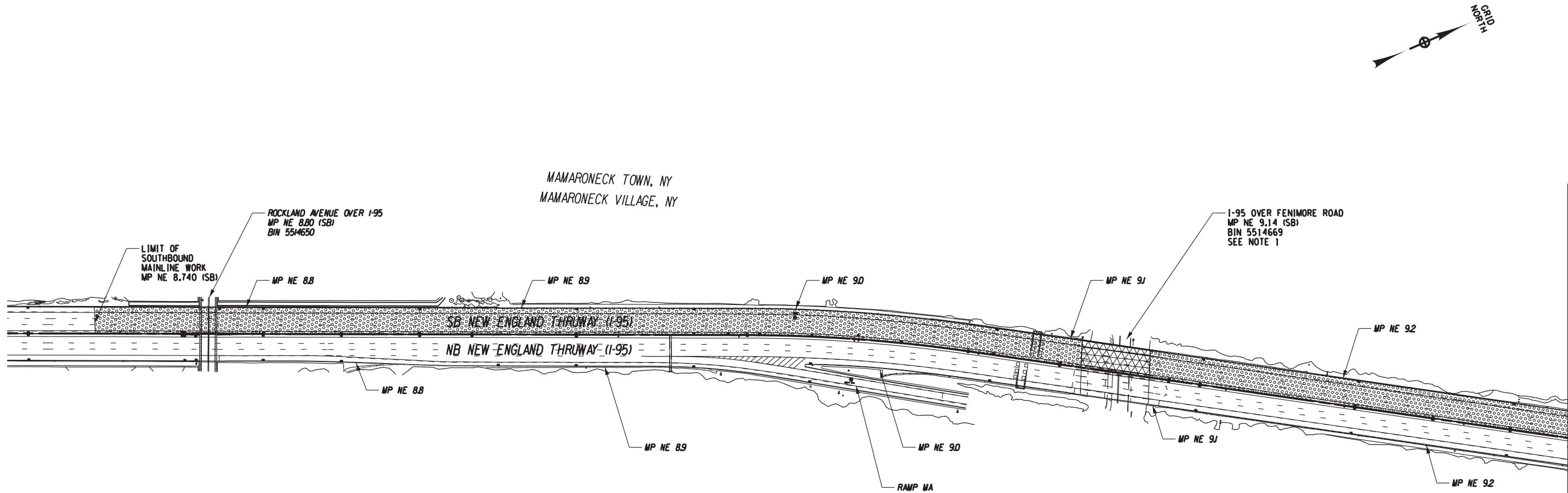
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:



ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

LEGEND:

EXISTING CONCRETE WITH ASPHALT OVERLAY

PROPOSED ASPHALT MILLING AND INLAY

PRECAST SLAB REPLACEMENT

PROPOSED BRIDGE ASPHALT RESURFACING

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

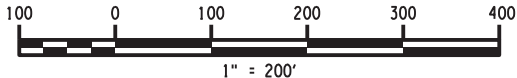
TITLE OF DRAWING  
PLAN - SMALL SCALE  
SHEET 1

CONTRACT NUMBER:  
TANE 25-25

DATE:  
07/21/2025

DRAWING NUMBER:  
PSS-001

NOTES:  
1. MILL AND INLAY 1.5" OF TOP COURSE ASPHALT ON THE FENIMORE ROAD BRIDGE. SEE DWG. ST-001.



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PIOTAS

DESIGNED BY: P. PIOTAS

J. PURCA

DESIGN SUPERVISOR:



RAMP MC SOUTHERN TERMINOUS  
MC STA 12+23.73  
MAINLINE STA 331+91.14  
MP NE 9.809 (SB)

MAMARONECK TOWN, NY  
MAMARONECK VILLAGE, NY

OLD WHITE PLAINS ROAD OVER I-95  
MP NE 9.55 (SB)  
BIN 5514670

SB NEW ENGLAND THRUWAY (I-95)  
NB NEW ENGLAND THRUWAY (I-95)

MATCH LINE SEE DWG. NO. PSS-001

MATCH LINE SEE DWG. NO. PSS-003

MP NE 9.3

MP NE 9.4

MP NE 9.5

MP NE 9.6

MP NE 9.7

MP NE 9.8

MP NE 9.3

MP NE 9.4

MP NE 9.5

MP NE 9.6

MP NE 9.7

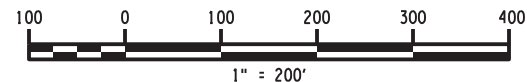
RAMP MB

LEGEND:  
EXISTING CONCRETE WITH ASPHALT OVERLAY

PROPOSED ASPHALT MILLING AND INLAY

PRECAST SLAB REPLACEMENT

PROPOSED BRIDGE ASPHALT RESURFACING



|                      |                                                              |
|----------------------|--------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025 |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br>                                     |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

|                                                                               |                                                                                               |                                |
|-------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
| <br>LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                               | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>PLAN - SMALL SCALE<br>SHEET 2                             |                                                                                               | DRAWING NUMBER:<br>PSS-002     |



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

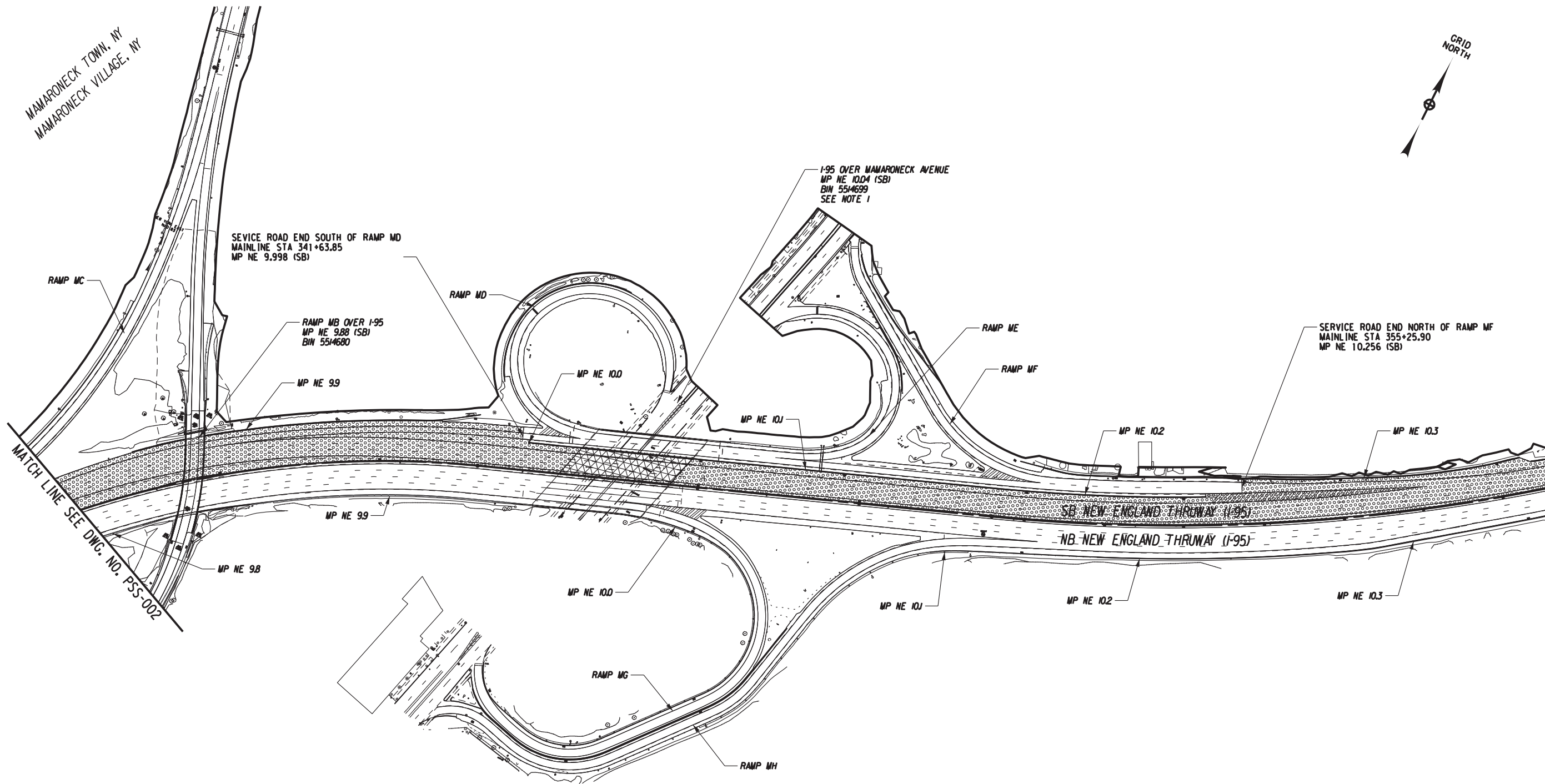
CHECKED BY: J. PURCA / P. PIOTAS

DESIGNED BY: P. PIOTAS

J. PURCA

DESIGN SUPERVISOR:

MAMARONECK TOWN, NY  
MAMARONECK VILLAGE, NY



22  
122



LEGEND:

EXISTING CONCRETE WITH ASPHALT OVERLAY

PROPOSED ASPHALT MILLING AND INLAY

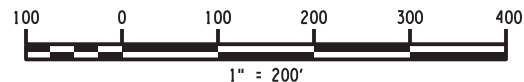
PRECAST SLAB REPLACEMENT

PROPOSED BRIDGE ASPHALT RESURFACING



NOTES:

1. MILL AND INLAY 1.5" OF TOP COURSE ASPHALT ON THE MAMARONECK AVENUE BRIDGE, SEE DWG. ST-002.



ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|------|-------------|----|------|
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |



Thruway  
Authority



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>PLAN - SMALL SCALE<br>SHEET 3                                             | DRAWING NUMBER:<br>PSS-003     |

CHECKED BY: E. ZAWASKY

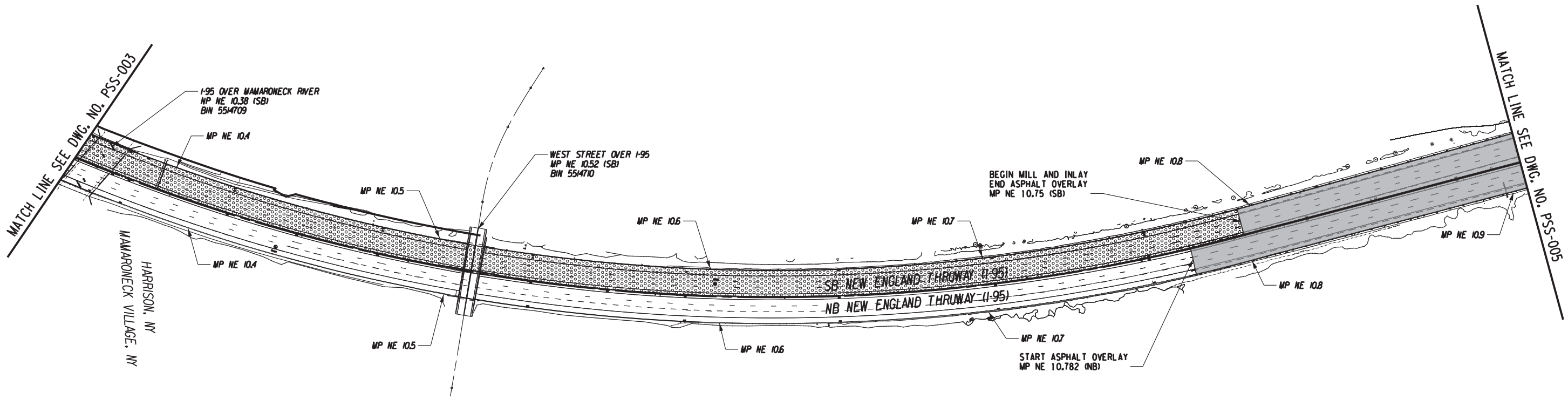
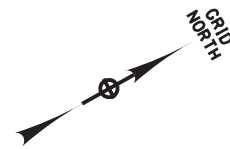
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PIOTAS

DESIGNED BY: P. PIOTAS

J. PURCA

DESIGN SUPERVISOR:



ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



LEGEND:

EXISTING CONCRETE WITH ASPHALT OVERLAY



PROPOSED ASPHALT MILLING AND INLAY



PRECAST SLAB REPLACEMENT

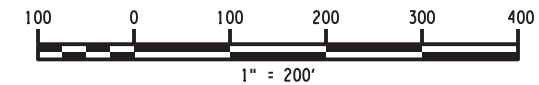


PROPOSED BRIDGE ASPHALT RESURFACING



NOTE:

ASPHALT OVERLAY AND MILL AND INLAY LIMITS ARE TO MEET EXISTING JOINTS. MP LIMIT SHOWN IS FOR GENERAL INFORMATION (TYP.)



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



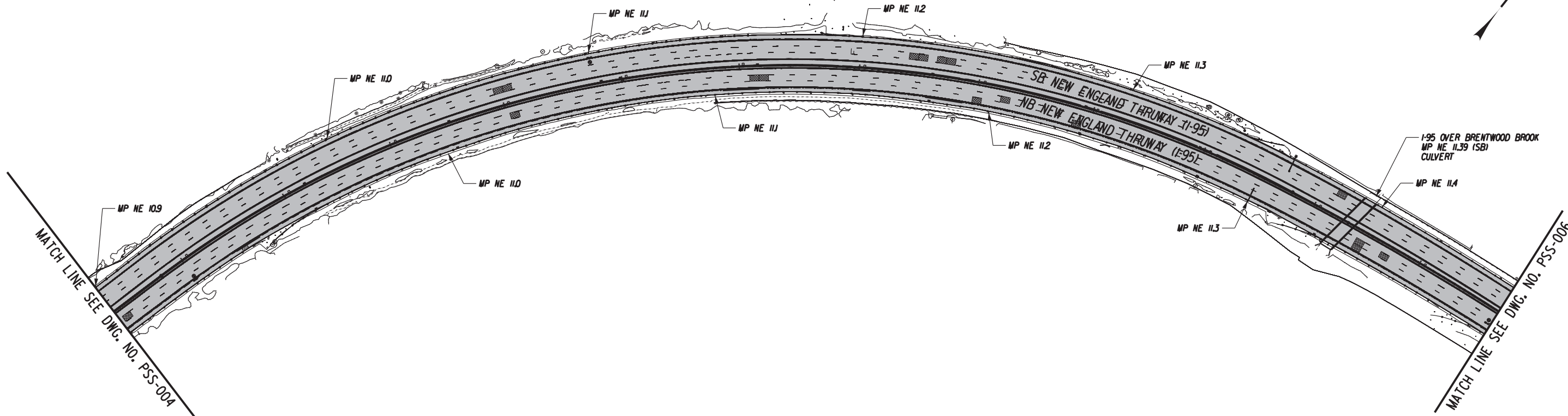
**Thruway  
Authority**



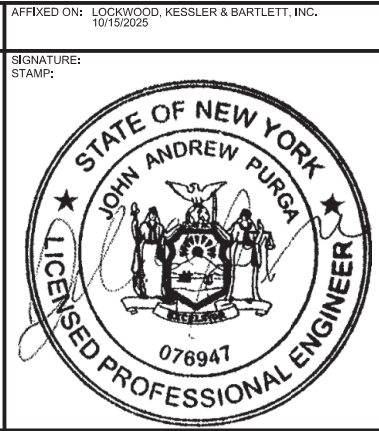
LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>PLAN - SMALL SCALE<br>SHEET 4                                             | DRAWING NUMBER:<br>PSS-004     |

DESIGN SUPERVISOR: J. PURCA  
DESIGNED BY: P. PIOTAS  
CHECKED BY: J. PURCA / P. PIOTAS  
DRAFTED BY: W. TANG / E. CAMPOS  
CHECKED BY: E. ZAWASKY



|                      |                                                              |
|----------------------|--------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025 |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:                                         |



- LEGEND:**
- EXISTING CONCRETE WITH ASPHALT OVERLAY
  - PROPOSED ASPHALT MILLING AND INLAY
  - PRECAST SLAB REPLACEMENT
  - PROPOSED BRIDGE ASPHALT RESURFACING

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

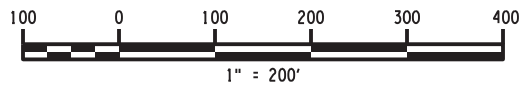
| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**NEW YORK STATE**  
**Thruway Authority**

**LKB** ENGINEERING EXCELLENCE  
A VERTEX COMPANY SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>PLAN - SMALL SCALE<br>SHEET 5                                             | DRAWING NUMBER:<br>PSS-005     |





CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

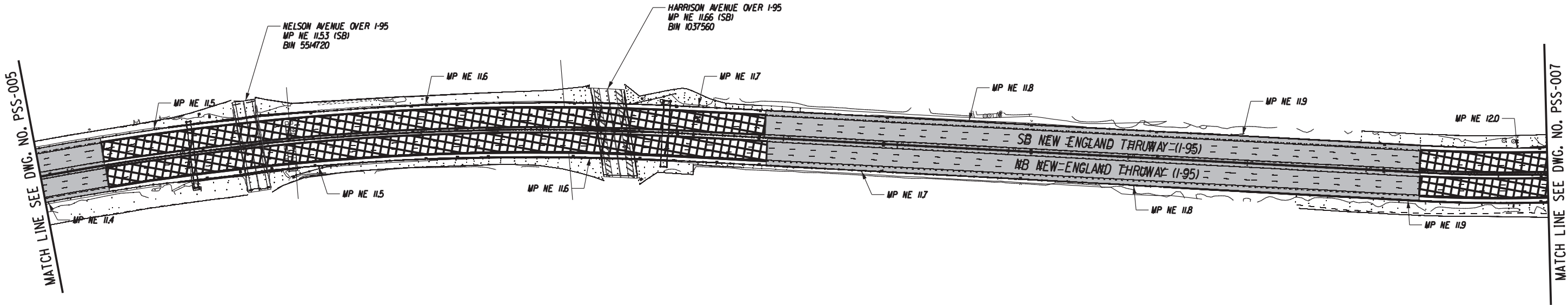
DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

GRID  
NORTH

25  
122



|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

- LEGEND:
- EXISTING CONCRETE WITH ASPHALT OVERLAY
  - PROPOSED ASPHALT MILLING AND INLAY
  - PRECAST SLAB REPLACEMENT
  - PROPOSED BRIDGE ASPHALT RESURFACING

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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |

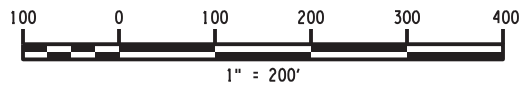


**Thruway  
Authority**



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>PLAN - SMALL SCALE<br>SHEET 6                                             | DRAWING NUMBER:<br>PSS-006     |



CHECKED BY: E. ZAWASKY

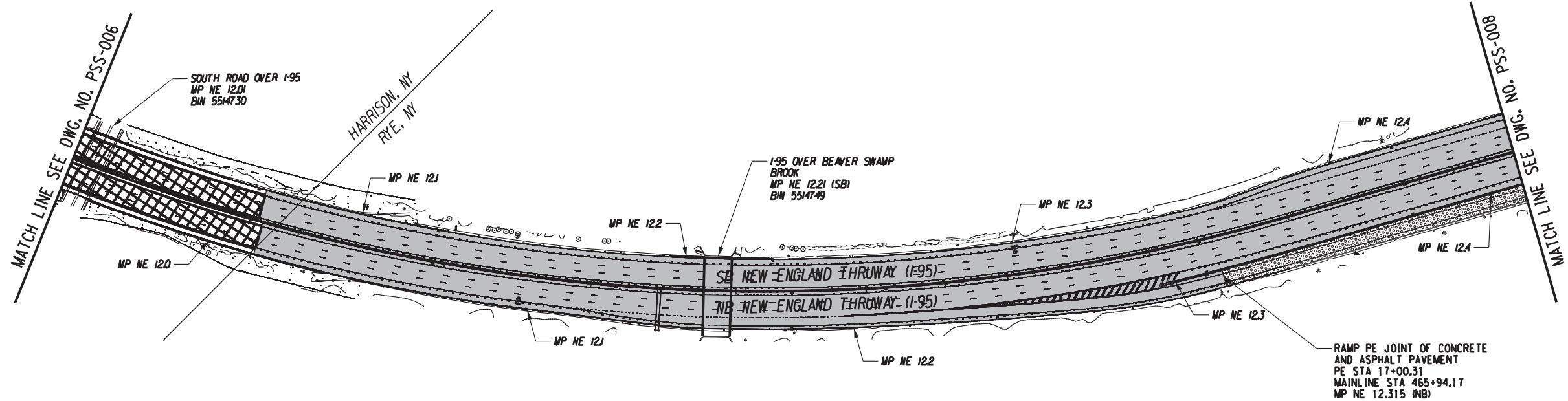
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PIOTAS

DESIGNED BY: P. PIOTAS

J. PURCA

DESIGN SUPERVISOR:



ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



LEGEND:

EXISTING CONCRETE WITH ASPHALT OVERLAY



PROPOSED ASPHALT MILLING AND INLAY



PRECAST SLAB REPLACEMENT



PROPOSED BRIDGE ASPHALT RESURFACING

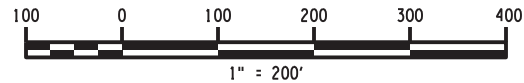


IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT,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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>PLAN - SMALL SCALE<br>SHEET 7                                             | DRAWING NUMBER:<br>PSS-007     |



CHECKED BY: E. ZAWASKY

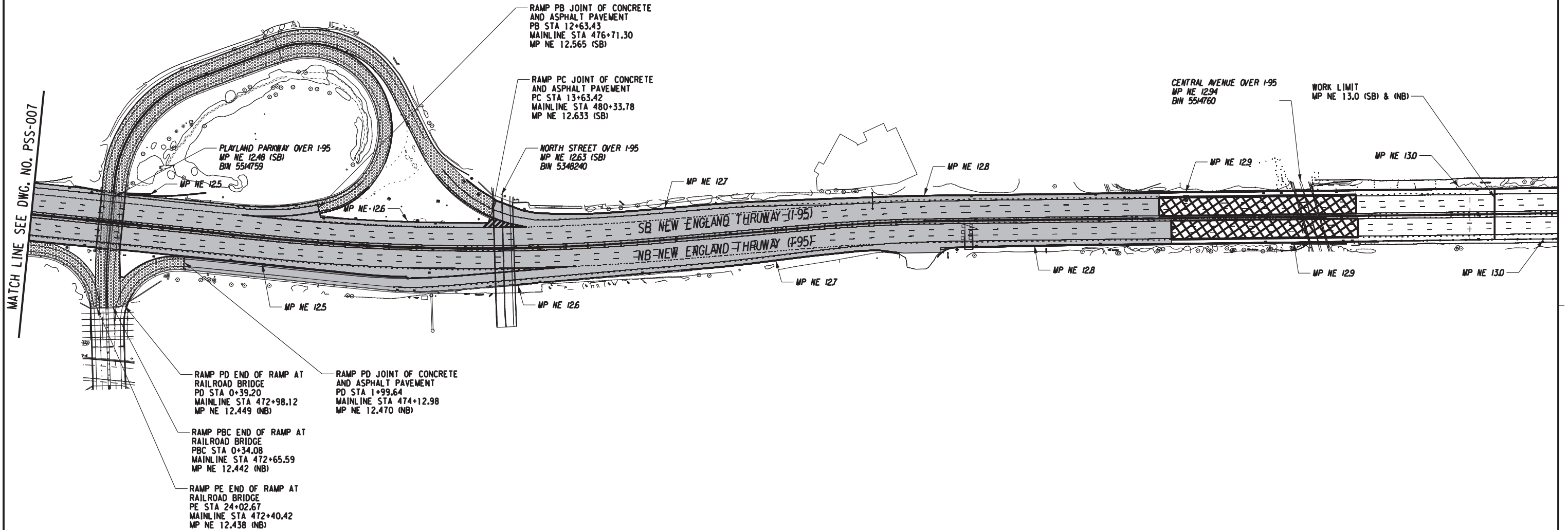
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURGA / P. PIOTAS

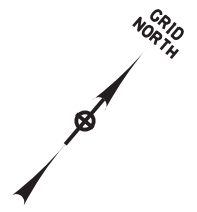
DESIGNED BY: P. PIOTAS

J. PURGA

DESIGN SUPERVISOR:



27  
122



LEGEND:

EXISTING CONCRETE WITH ASPHALT OVERLAY



PROPOSED ASPHALT MILLING AND INLAY



PRECAST SLAB REPLACEMENT

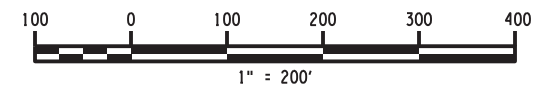


PROPOSED BRIDGE ASPHALT RESURFACING



NOTE:

ASPHALT OVERLAY AND MILL AND INLAY LIMITS ARE TO MEET EXISTING JOINTS. MP LIMIT SHOWN IS FOR GENERAL INFORMATION (TYP.)



|                      |                                                              |
|----------------------|--------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025 |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br>                                     |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

|                                                                               |                                                                                               |                                |
|-------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
| <br><b>Thruway Authority</b>                                                  | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                               | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| <br>LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY | TITLE OF DRAWING<br>PLAN - SMALL SCALE<br>SHEET 8                                             | DRAWING NUMBER:<br>PSS-008     |



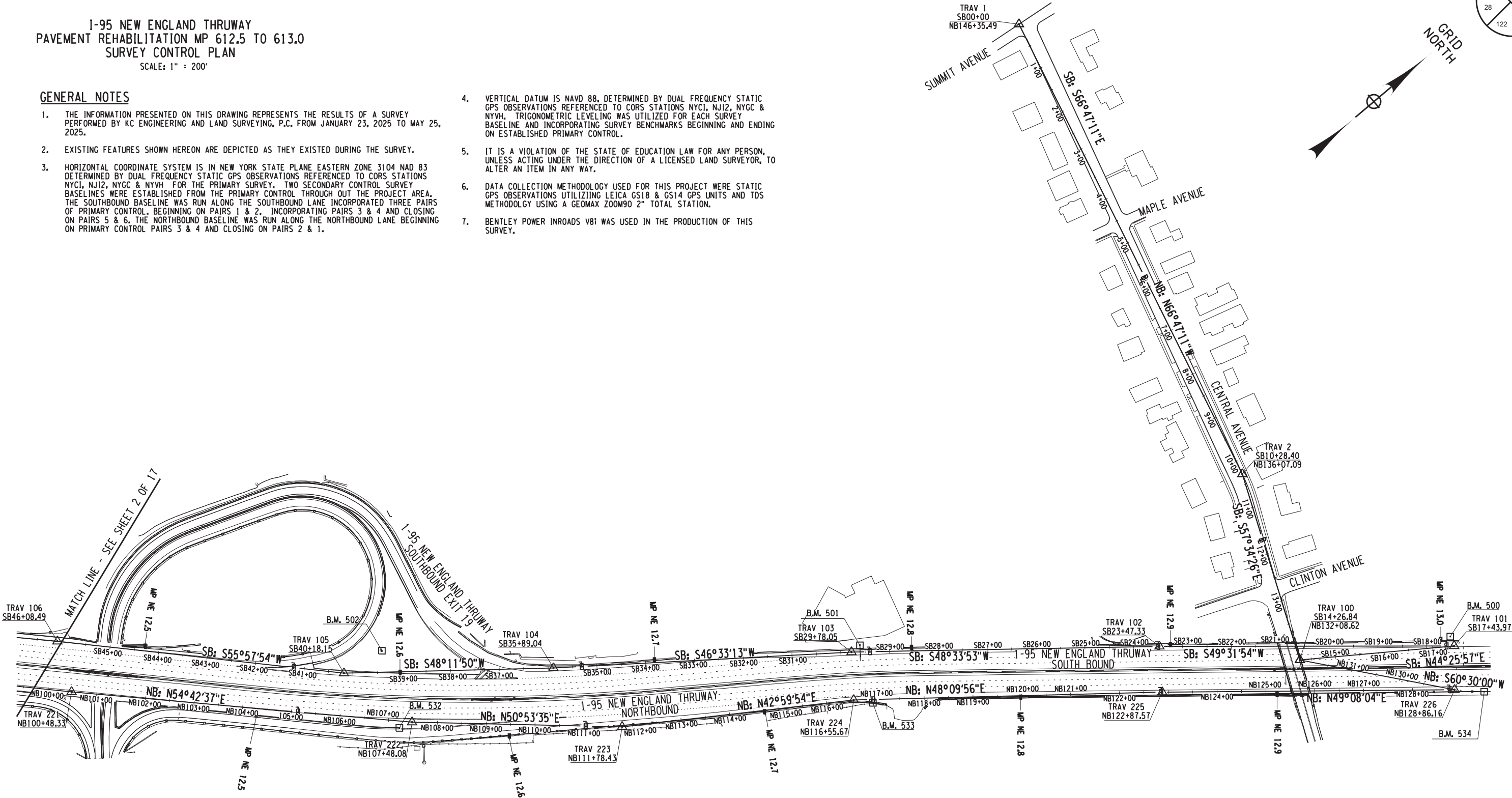
DAVID S. BAKER, PLS  
CHECKED BY:  
VINCENT A. DIBELLO, PLS  
DRAFTED BY:  
DAVID S. BAKER, PLS  
CHECKED BY:  
VINCENT A. DIBELLO, PLS  
DESIGNED BY:  
DAVID S. BAKER, PLS  
DESIGN SUPERVISOR:

I-95 NEW ENGLAND THRUWAY  
PAVEMENT REHABILITATION MP 612.5 TO 613.0  
SURVEY CONTROL PLAN  
SCALE: 1" = 200'

GENERAL NOTES

1. THE INFORMATION PRESENTED ON THIS DRAWING REPRESENTS THE RESULTS OF A SURVEY PERFORMED BY KC ENGINEERING AND LAND SURVEYING, P.C. FROM JANUARY 23, 2025 TO MAY 25, 2025.
2. EXISTING FEATURES SHOWN HEREON ARE DEPICTED AS THEY EXISTED DURING THE SURVEY.
3. HORIZONTAL COORDINATE SYSTEM IS IN NEW YORK STATE PLANE EASTERN ZONE 3104 NAD 83 DETERMINED BY DUAL FREQUENCY STATIC GPS OBSERVATIONS REFERENCED TO CORS STATIONS NYCI, NJI2, NYGC & NYVH. FOR THE PRIMARY SURVEY, TWO SECONDARY CONTROL SURVEY BASELINES WERE ESTABLISHED FROM THE PRIMARY CONTROL THROUGH OUT THE PROJECT AREA. THE SOUTHBOUND BASELINE WAS RUN ALONG THE SOUTHBOUND LANE INCORPORATED THREE PAIRS OF PRIMARY CONTROL, BEGINNING ON PAIRS 1 & 2, INCORPORATING PAIRS 3 & 4 AND CLOSING ON PAIRS 5 & 6. THE NORTHBOUND BASELINE WAS RUN ALONG THE NORTHBOUND LANE BEGINNING ON PRIMARY CONTROL PAIRS 3 & 4 AND CLOSING ON PAIRS 2 & 1.

4. VERTICAL DATUM IS NAVD 88, DETERMINED BY DUAL FREQUENCY STATIC GPS OBSERVATIONS REFERENCED TO CORS STATIONS NYCI, NJI2, NYGC & NYVH. TRIGONOMETRIC LEVELING WAS UTILIZED FOR EACH SURVEY BASELINE AND INCORPORATING SURVEY BENCHMARKS BEGINNING AND ENDING ON ESTABLISHED PRIMARY CONTROL.
5. IT IS A VIOLATION OF THE STATE OF EDUCATION LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY.
6. DATA COLLECTION METHODOLOGY USED FOR THIS PROJECT WERE STATIC GPS OBSERVATIONS UTILIZING LEICA GS18 & GS14 GPS UNITS AND TDS METHODOLOGY USING A GEOMAX ZOOM90 2" TOTAL STATION.
7. BENTLEY POWER INROADS V8i WAS USED IN THE PRODUCTION OF THIS SURVEY.



|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: KC ENGINEERING AND LAND SURVEYING, P.C.<br>JULY 25, 2025                                        |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



**Thruway Authority**

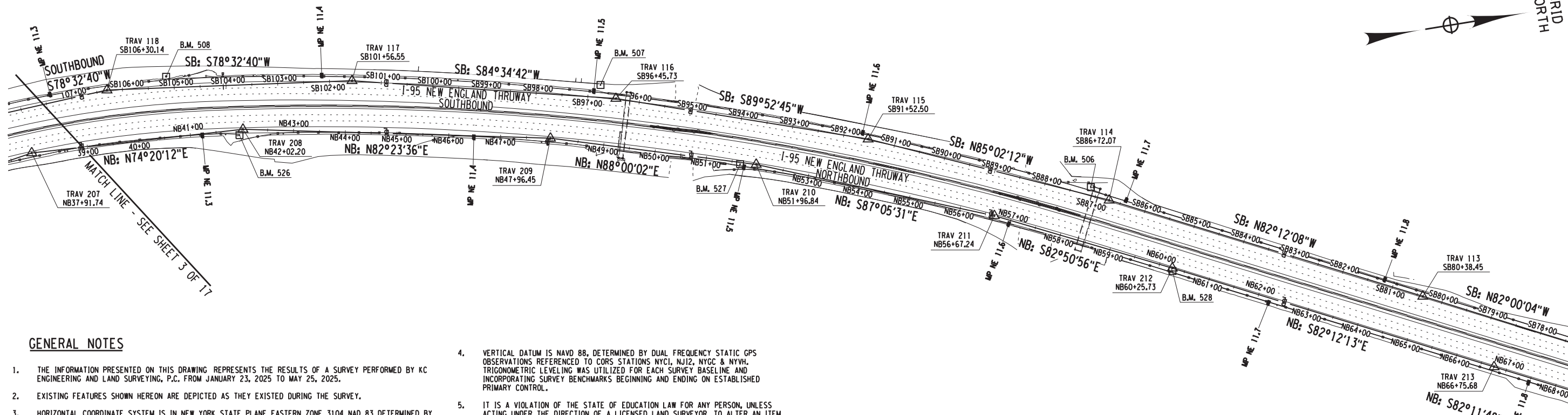


ENGINEERING  
EXCELLENCE  
SINCE 1989

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

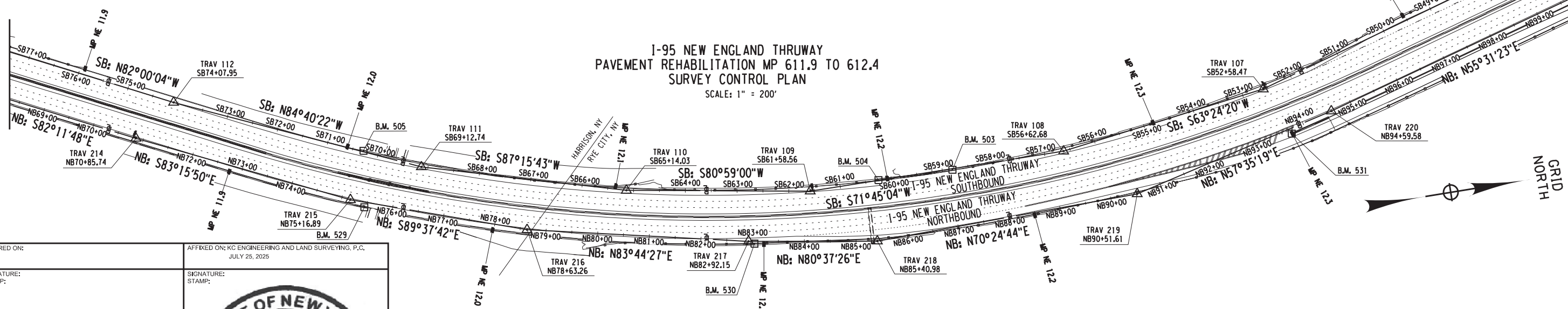
|                                                                                      |                                |
|--------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                            | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. 608.8 TO M.P. 610.8 SB<br>M.P. NE 610.8 TO 613.0 NB & SB | DATE:<br>07/25/2025            |
| TITLE OF DRAWING<br>SURVEY CONTROL PLAN                                              | DRAWING NUMBER:<br>SC-01       |

SCALE: 1" = 200'



1. THE INFORMATION PRESENTED ON THIS DRAWING REPRESENTS THE RESULTS OF A SURVEY PERFORMED BY KC ENGINEERING AND LAND SURVEYING, P.C. FROM JANUARY 23, 2025 TO MAY 25, 2025.
2. EXISTING FEATURES SHOWN HEREON ARE DEPICTED AS THEY EXISTED DURING THE SURVEY.
3. HORIZONTAL COORDINATE SYSTEM IS IN NEW YORK STATE PLANE EASTERN ZONE 3104 NAD 83 DETERMINED BY DUAL FREQUENCY STATIC GPS OBSERVATIONS REFERENCED TO CORS STATIONS NYC1, NJ12, NYGC & NYNH FOR THE PRIMARY SURVEY. TWO SECONDARY CONTROL SURVEY BASELINES WERE ESTABLISHED FROM THE PRIMARY CONTROL THROUGH OUT THE PROJECT AREA. THE SOUTHBOUND BASELINE WAS RUN ALONG THE SOUTHBOUND LANE INCORPORATED THREE PAIRS OF PRIMARY CONTROL, BEGINNING ON PAIRS 1 & 2, INCORPORATING PAIRS 3 & 4 AND CLOSING ON PAIRS 5 & 6. THE NORTHBOUND BASELINE WAS RUN ALONG THE NORTHBOUND LANE BEGINNING ON PRIMARY CONTROL PAIRS 3 & 4 AND CLOSING ON PAIRS 2 & 1.

4. VERTICAL DATUM IS NAVD 88, DETERMINED BY DUAL FREQUENCY STATIC GPS OBSERVATIONS REFERENCED TO CORS STATIONS NYG1, MJ12, NYGC & NYVH. TRIGONOMETRIC LEVELING WAS UTILIZED FOR EACH SURVEY BASELINE AND INCORPORATING SURVEY BENCHMARKS BEGINNING AND ENDING ON ESTABLISHED PRIMARY CONTROL.
5. IT IS A VIOLATION OF THE STATE OF EDUCATION LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY.
6. DATA COLLECTION METHODOLOGY USED FOR THIS PROJECT WERE STATIC GPS OBSERVATIONS UTILIZING LEICA GS18 & GS14 GPS UNITS AND TDS METHODOLOGY USING A GEOMAX ZOOM90 2" TOTAL STATION.
7. BENTLEY POWER INROADS V8I WAS USED IN THE PRODUCTION OF THIS SURVEY.



SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |     |
|-----------|-------------|----|-----|
| DATE      | DESCRIPTION | BY | SYM |
|           |             |    |     |
|           |             |    |     |
|           |             |    |     |
|           |             |    |     |

**Thruway  
Authority**

ENGINEERING  
EXCELLENCE  
SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS SYOSSET, NY

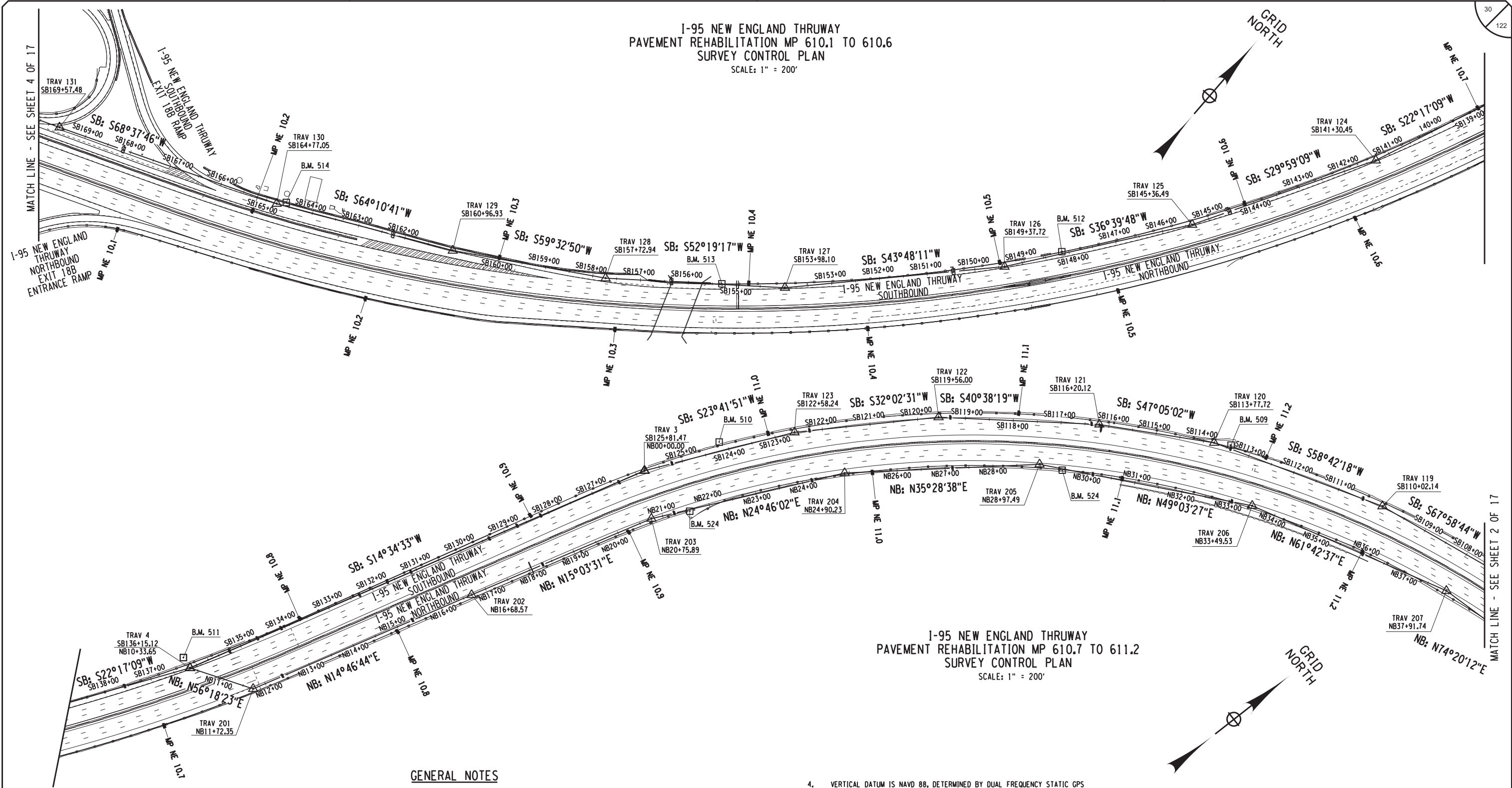
|                     |                                                              |
|---------------------|--------------------------------------------------------------|
| TITLE OF PROJECT    | RESURFACING OF<br>NEW ENGLAND THRUWAY                        |
| LOCATION OF PROJECT | M.P. 608.8 TO M.P. 610.8 SB<br>M.P. NE 610.8 TO 613.0 NB & S |
| TITLE OF DRAWING    | SURVEY CONTROL PL                                            |

|                  |            |
|------------------|------------|
| CONTRACT NUMBER: | TANE 25-25 |
| DATE:            | 07/25/2025 |
| DRAWING NUMBER:  | SC-02      |

 Engineering and  
Land Surveying, P.C.



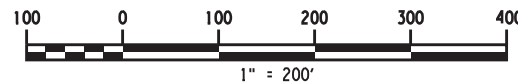
DESIGN SUPERVISOR: DAVID S. BAKER, PLS  
DESIGNED BY: VINCENT A. DIBELLO, PLS  
CHECKED BY: DAVID S. BAKER, PLS  
DRAFTED BY: VINCENT A. DIBELLO, PLS  
CHECKED BY: DAVID S. BAKER, PLS  
DAVID S. BAKER, PLS



### GENERAL NOTES

- THE INFORMATION PRESENTED ON THIS DRAWING REPRESENTS THE RESULTS OF A SURVEY PERFORMED BY KC ENGINEERING AND LAND SURVEYING, P.C. FROM JANUARY 23, 2025 TO MAY 25, 2025.
- EXISTING FEATURES SHOWN HEREON ARE DEPICTED AS THEY EXISTED DURING THE SURVEY.
- HORIZONTAL COORDINATE SYSTEM IS IN NEW YORK STATE PLANE EASTERN ZONE 3104 NAD 83 DETERMINED BY DUAL FREQUENCY STATIC GPS OBSERVATIONS REFERENCED TO CORS STATIONS NYC1, NJ12, NYGC & NYVH. FOR THE PRIMARY SURVEY, TWO SECONDARY CONTROL SURVEY BASELINES WERE ESTABLISHED FROM THE PRIMARY CONTROL THROUGH OUT THE PROJECT AREA. THE SOUTHBOUND BASELINE WAS RUN ALONG THE SOUTHBOUND LANE INCORPORATED THREE PAIRS OF PRIMARY CONTROL, BEGINNING ON PAIRS 1 & 2, INCORPORATING PAIRS 3 & 4 AND CLOSING ON PAIRS 5 & 6. THE NORTHBOUND BASELINE WAS RUN ALONG THE NORTHBOUND LANE BEGINNING ON PRIMARY CONTROL PAIRS 3 & 4 AND CLOSING ON PAIRS 2 & 1.

- VERTICAL DATUM IS NAVD 88, DETERMINED BY DUAL FREQUENCY STATIC GPS OBSERVATIONS REFERENCED TO CORS STATIONS NYC1, NJ12, NYGC & NYVH. TRIGONOMETRIC LEVELING WAS UTILIZED FOR EACH SURVEY BASELINE AND INCORPORATING SURVEY BENCHMARKS BEGINNING AND ENDING ON ESTABLISHED PRIMARY CONTROL.
- IT IS A VIOLATION OF THE STATE OF EDUCATION LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY.
- DATA COLLECTION METHODOLOGY USED FOR THIS PROJECT WERE STATIC GPS OBSERVATIONS UTILIZING LEICA GS18 & GS14 GPS UNITS AND TDS METHODOLOGY USING A GEOMAX ZOOM90 2" TOTAL STATION.
- BENTLEY POWER INROADS V8i WAS USED IN THE PRODUCTION OF THIS SURVEY.



**KC** Engineering and Land Surveying, P.C.

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



**Thruway Authority**



**LKB** ENGINEERING EXCELLENCE SINCE 1989

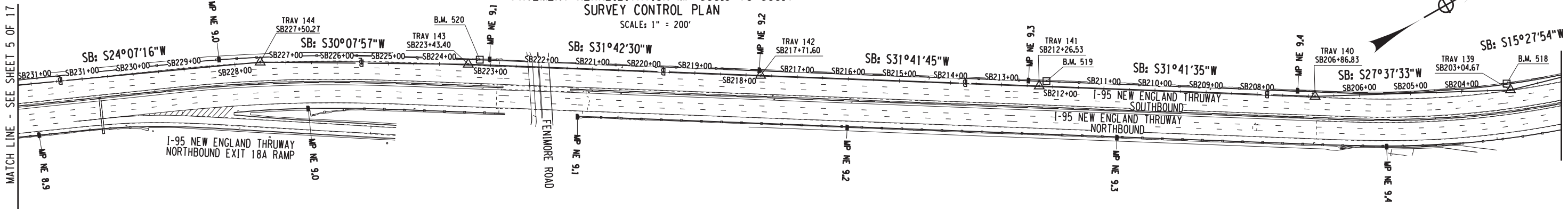
LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                      |                                |
|--------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF NEW ENGLAND THRUWAY                               | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. 608.8 TO M.P. 610.8 SB<br>M.P. NE 610.8 TO 613.0 NB & SB | DATE:<br>07/25/2025            |
| TITLE OF DRAWING<br>SURVEY CONTROL PLAN                                              | DRAWING NUMBER:<br>SC-03       |

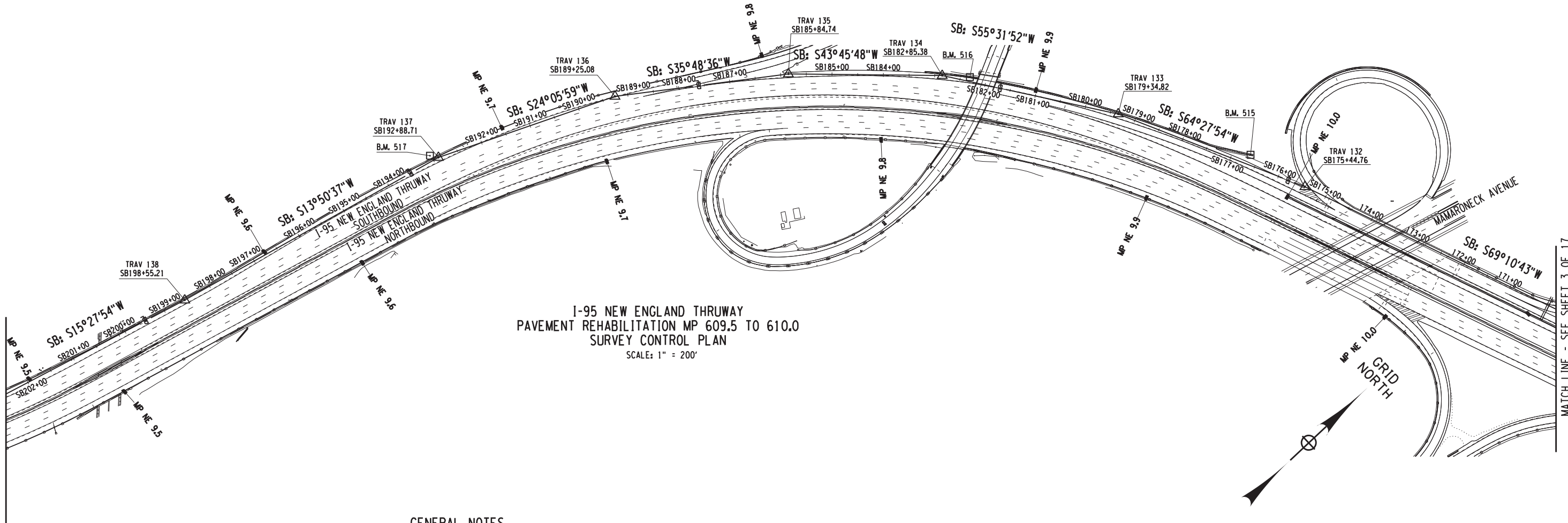


DESIGN SUPERVISOR: DAVID S. BAKER, PLS. DESIGNED BY: VINCENT A. DIBELLO, PLS. CHECKED BY: DAVID S. BAKER, PLS. DRAFTED BY: VINCENT A. DIBELLO, PLS. CHECKED BY: DAVID S. BAKER, PLS. DATE: JULY 17, 2025

I-95 NEW ENGLAND THRUWAY  
PAVEMENT REHABILITATION MP 608.9 TO 609.4  
SURVEY CONTROL PLAN  
SCALE: 1" = 200'



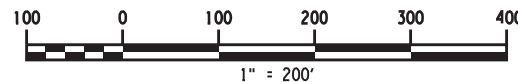
I-95 NEW ENGLAND THRUWAY  
PAVEMENT REHABILITATION MP 609.5 TO 610.0  
SURVEY CONTROL PLAN  
SCALE: 1" = 200'



GENERAL NOTES

- THE INFORMATION PRESENTED ON THIS DRAWING REPRESENTS THE RESULTS OF A SURVEY PERFORMED BY KC ENGINEERING AND LAND SURVEYING, P.C. FROM JANUARY 23, 2025 TO MAY 25, 2025.
- EXISTING FEATURES SHOWN HEREON ARE DEPICTED AS THEY EXISTED DURING THE SURVEY.
- HORIZONTAL COORDINATE SYSTEM IS IN NEW YORK STATE PLANE EASTERN ZONE 3104 NAD 83 DETERMINED BY DUAL FREQUENCY STATIC GPS OBSERVATIONS REFERENCED TO CORS STATIONS NYC1, NJ12, NYGC & NYVH. FOR THE PRIMARY SURVEY, TWO SECONDARY CONTROL SURVEY BASELINES WERE ESTABLISHED FROM THE PRIMARY CONTROL THROUGH OUT THE PROJECT AREA. THE SOUTHBOUND BASELINE WAS RUN ALONG THE SOUTHBOUND LANE INCORPORATED THREE PAIRS OF PRIMARY CONTROL, BEGINNING ON PAIRS 1 & 2, INCORPORATING PAIRS 3 & 4 AND CLOSING ON PAIRS 5 & 6. THE NORTHBOUND BASELINE WAS RUN ALONG THE NORTHBOUND LANE BEGINNING ON PRIMARY CONTROL PAIRS 3 & 4 AND CLOSING ON PAIRS 2 & 1.

- VERTICAL DATUM IS NAVD 88, DETERMINED BY DUAL FREQUENCY STATIC GPS OBSERVATIONS REFERENCED TO CORS STATIONS NYC1, NJ12, NYGC & NYVH. TRIGONOMETRIC LEVELING WAS UTILIZED FOR EACH SURVEY BASELINE AND INCORPORATING SURVEY BENCHMARKS BEGINNING AND ENDING ON ESTABLISHED PRIMARY CONTROL.
- IT IS A VIOLATION OF THE STATE OF EDUCATION LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY.
- DATA COLLECTION METHODOLOGY USED FOR THIS PROJECT WERE STATIC GPS OBSERVATIONS UTILIZING LEICA GS18 & GS14 GPS UNITS AND TDS METHODOLOGY USING A GEOMAX ZOOM90 2" TOTAL STATION.
- BENTLEY POWER INROADS V8i WAS USED IN THE PRODUCTION OF THIS SURVEY.



KC Engineering and  
Land Surveying, P.C.

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



**Thruway  
Authority**



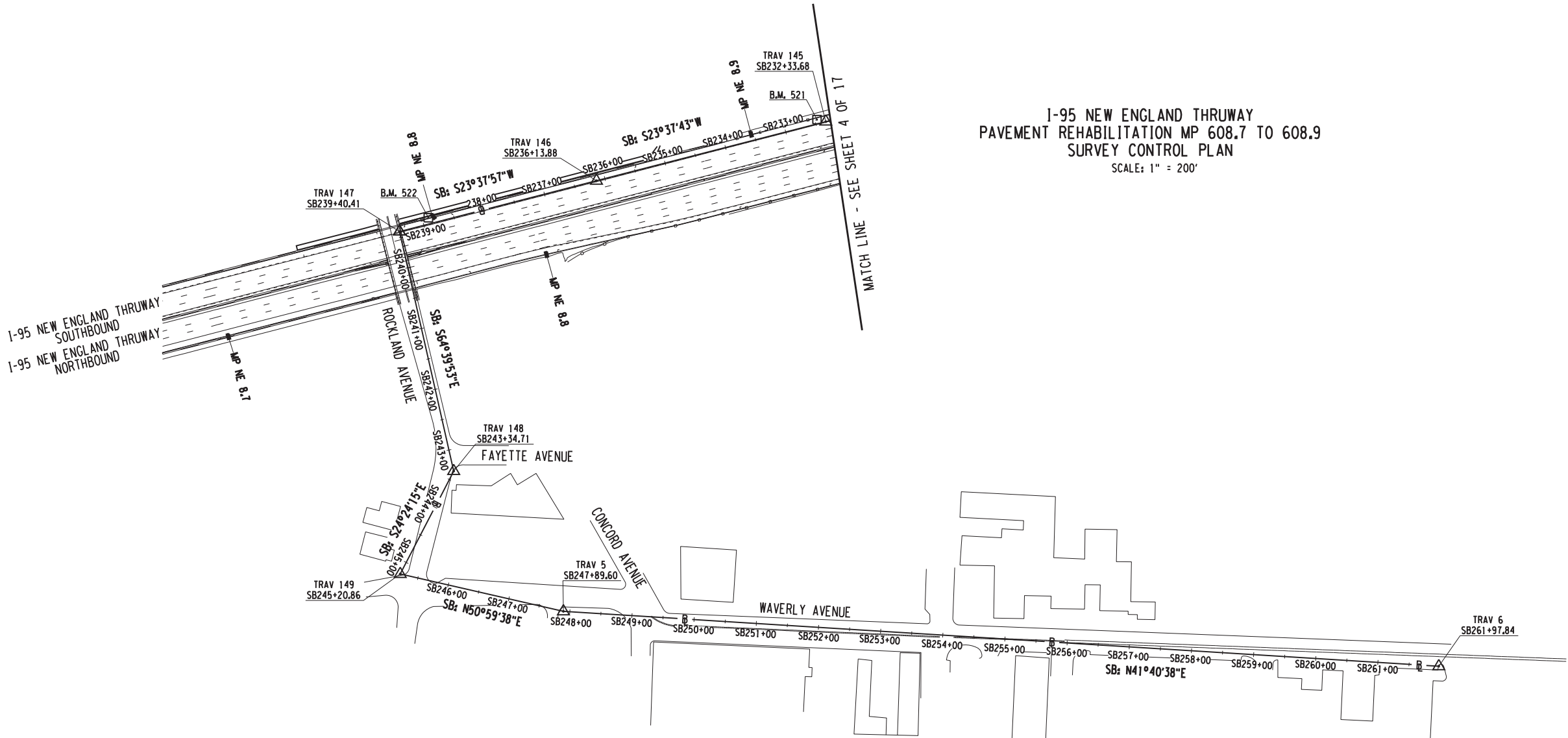
**KLB** ENGINEERING  
EXCELLENCE  
SINCE 1989

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

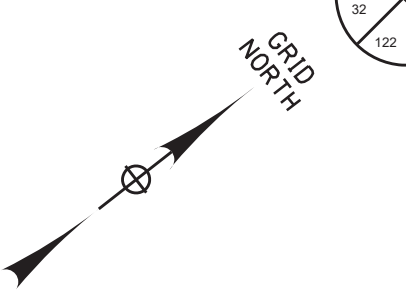
|                                                                                      |                                |
|--------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                            | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. 608.8 TO M.P. 610.8 SB<br>M.P. NE 610.8 TO 613.0 NB & SB | DATE:<br>07/25/2025            |
| TITLE OF DRAWING<br>SURVEY CONTROL PLAN                                              | DRAWING NUMBER:<br>SC-04       |



DESIGN SUPERVISOR: DAVID S. BAKER, PLS. DESIGNED BY: VINCENT A. DIBELLO, PLS. CHECKED BY: DAVID S. BAKER, PLS. DRAFTED BY: VINCENT A. DIBELLO, PLS. CHECKED BY: DAVID S. BAKER, PLS.



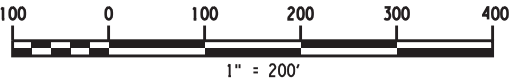
I-95 NEW ENGLAND THRUWAY  
PAVEMENT REHABILITATION MP 608.7 TO 608.9  
SURVEY CONTROL PLAN  
SCALE: 1" = 200'



GENERAL NOTES

- THE INFORMATION PRESENTED ON THIS DRAWING REPRESENTS THE RESULTS OF A SURVEY PERFORMED BY KC ENGINEERING AND LAND SURVEYING, P.C. FROM JANUARY 23, 2025 TO MAY 25, 2025.
- EXISTING FEATURES SHOWN HEREON ARE DEPICTED AS THEY EXISTED DURING THE SURVEY.
- HORIZONTAL COORDINATE SYSTEM IS IN NEW YORK STATE PLANE EASTERN ZONE 3104 NAD 83 DETERMINED BY DUAL FREQUENCY STATIC GPS OBSERVATIONS REFERENCED TO CORS STATIONS NYC1, NJ12, NYGC & NYVH. FOR THE PRIMARY SURVEY, TWO SECONDARY CONTROL SURVEY BASELINES WERE ESTABLISHED FROM THE PRIMARY CONTROL THROUGH OUT THE PROJECT AREA. THE SOUTHBOUND BASELINE WAS RUN ALONG THE SOUTHBOUND LANE INCORPORATED THREE PAIRS OF PRIMARY CONTROL, BEGINNING ON PAIRS 1 & 2, INCORPORATING PAIRS 3 & 4 AND CLOSING ON PAIRS 5 & 6. THE NORTHBOUND BASELINE WAS RUN ALONG THE NORTHBOUND LANE BEGINNING ON PRIMARY CONTROL PAIRS 3 & 4 AND CLOSING ON PAIRS 2 & 1.

- VERTICAL DATUM IS NAVD 88, DETERMINED BY DUAL FREQUENCY STATIC GPS OBSERVATIONS REFERENCED TO CORS STATIONS NYC1, NJ12, NYGC & NYVH. TRIGONOMETRIC LEVELING WAS UTILIZED FOR EACH SURVEY BASELINE AND INCORPORATING SURVEY BENCHMARKS BEGINNING AND ENDING ON ESTABLISHED PRIMARY CONTROL.
- IT IS A VIOLATION OF THE STATE OF EDUCATION LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY.
- DATA COLLECTION METHODOLOGY USED FOR THIS PROJECT WERE STATIC GPS OBSERVATIONS UTILIZING LEICA GS18 & GS14 GPS UNITS AND TDS METHODOLOGY USING A GEOMAX ZOOM90 2" TOTAL STATION.
- BENTLEY POWER INROADS V8I WAS USED IN THE PRODUCTION OF THIS SURVEY.



**KC** Engineering and  
Land Surveying, P.C.

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



**Thruway  
Authority**

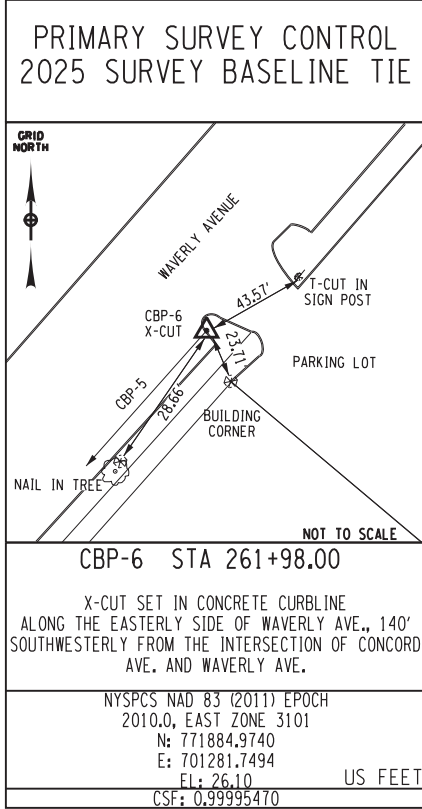
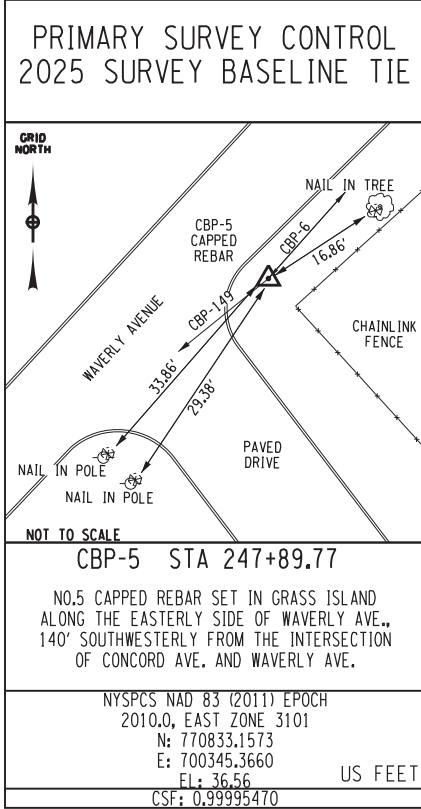
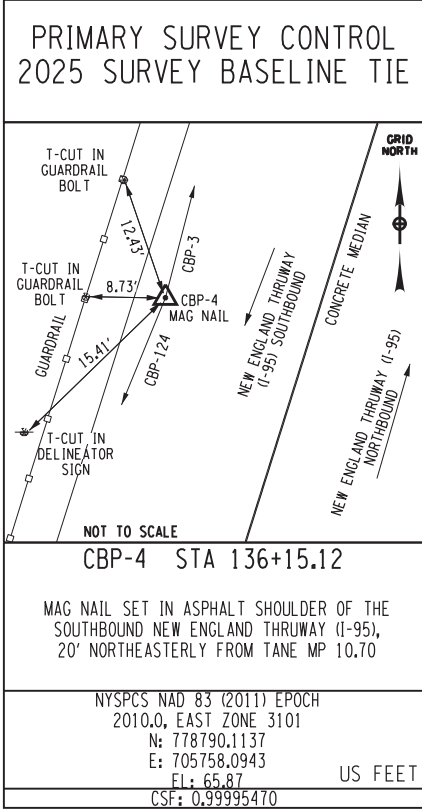
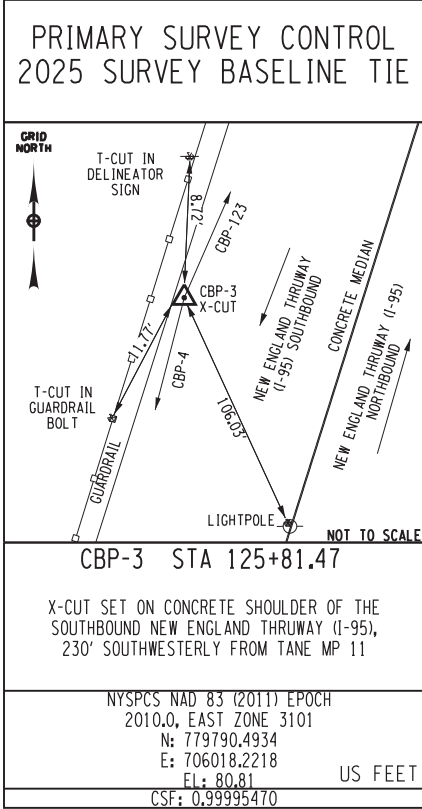
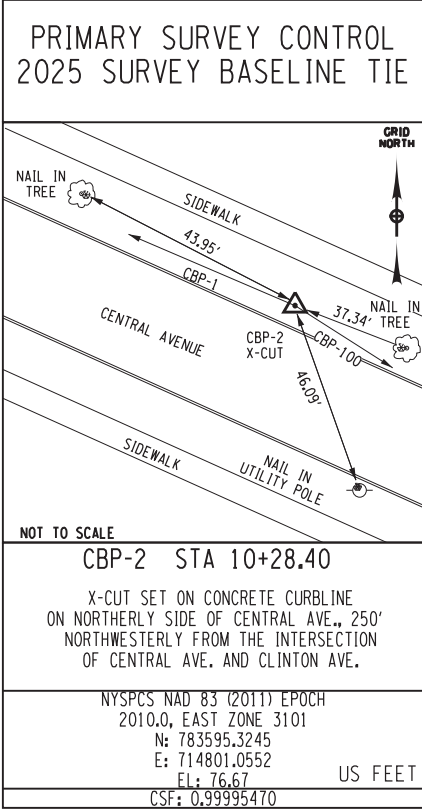
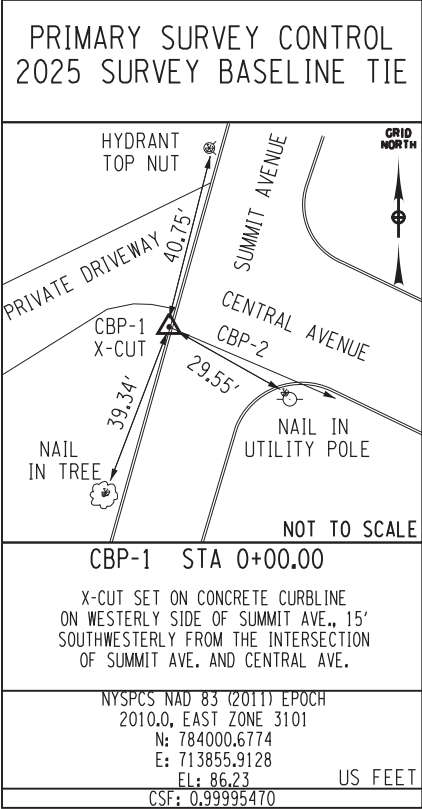


**KKB** ENGINEERING  
EXCELLENCE  
SINCE 1989

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                      |                                |
|--------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                            | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. 608.8 TO M.P. 610.8 SB<br>M.P. NE 610.8 TO 613.0 NB & SB | DATE:<br>07/25/2025            |
| TITLE OF DRAWING<br>SURVEY CONTROL PLAN                                              | DRAWING NUMBER:<br>SC-05       |

DESIGN SUPERVISOR: DAVID S. BAKER, PLS. DESIGNED BY: VINCENT A. DIBELLO, PLS. CHECKED BY: DAVID S. BAKER, PLS. DRAFTED BY: VINCENT A. DIBELLO, PLS. CHECKED BY: DAVID S. BAKER, PLS.



|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: KC ENGINEERING AND LAND SURVEYING, P.C.<br>JULY 25, 2025                                        |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

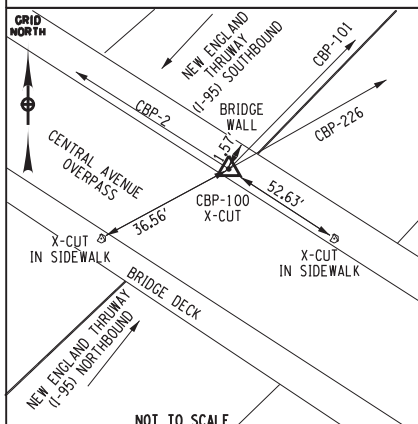
**Thruway Authority**

**LKB** ENGINEERING EXCELLENCE SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                      |                                |
|--------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF NEW ENGLAND THRUWAY                               | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. 608.8 TO M.P. 610.8 SB<br>M.P. NE 610.8 TO 613.0 NB & SB | DATE:<br>07/25/2025            |
| TITLE OF DRAWING<br>SURVEY CONTROL PLAN<br>BASELINE TIE DIAGRAMS                     | DRAWING NUMBER:<br>SC-06       |



SECONDARY SURVEY CONTROL  
2025 SURVEY BASELINE TIE

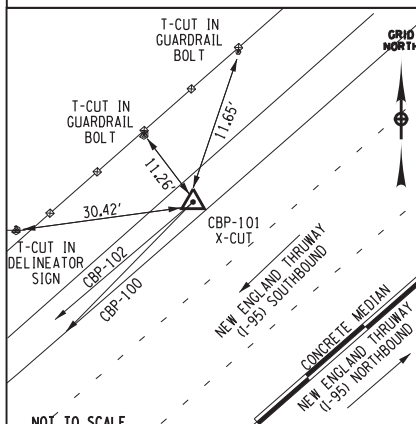
CBP-100 STA 14+26.84

X-CUT SET ON CONCRETE SIDEWALK ALONG THE NORTHERLY SIDE OF THE CENTRAL AVE. OVERPASS BRIDGE OVER NEW ENGLAND THRUWAY (I-95), 150' SOUTHEASTERLY OF THE INTERSECTION OF CENTRAL AVE. AND CLINTON AVE.

NYSPCS NAD 83 (2011) EPOCH  
2010.0, EAST ZONE 3101  
N: 783381.6777  
E: 715137.3701  
EL: 74.29

US FEET

CSF: 0.99995470

SECONDARY SURVEY CONTROL  
2025 SURVEY BASELINE TIE

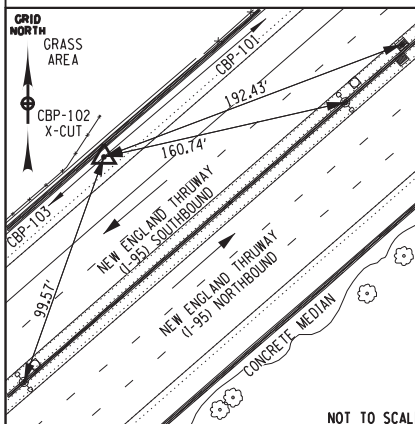
CBP-101 STA 17+43.97

X-CUT SET ON CONCRETE SHOULDER ALONG THE SOUTHBOUND NEW ENGLAND THRUWAY (I-95), 30' NORTHEASTERLY OF TANE SB MP 13.0

NYSPCS NAD 83 (2011) EPOCH  
2010.0, EAST ZONE 3101  
N: 783608.1351  
E: 715359.3863  
EL: 55.69

US FEET

CSF: 0.99995470

SECONDARY SURVEY CONTROL  
2025 SURVEY BASELINE TIE

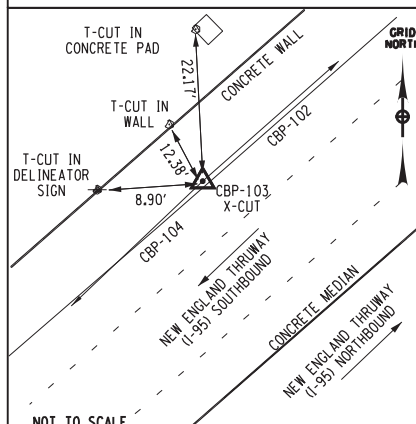
CBP-102 STA 23+47.33

X-CUT SET ON CONCRETE SHOULDER ALONG THE SOUTHBOUND NEW ENGLAND THRUWAY (I-95), 250' SOUTHWESTERLY OF THE SOUTHERLY SIDE OF THE CENTRAL AVE. OVERPASS OVER I-95

NYSPCS NAD 83 (2011) EPOCH  
2010.0, EAST ZONE 3101  
N: 783216.5385  
E: 714900.3742  
EL: 55.1296

US FEET

CSF: 0.99995470

SECONDARY SURVEY CONTROL  
2025 SURVEY BASELINE TIE

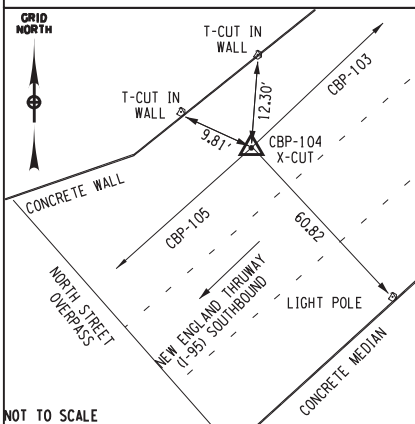
CBP-103 STA 29+78.05

X-CUT SET ON CONCRETE SHOULDER ALONG THE SOUTHBOUND NEW ENGLAND THRUWAY (I-95), 875' SOUTHWESTERLY OF THE SOUTHERLY SIDE OF THE CENTRAL AVE. OVERPASS OVER I-95

NYSPCS NAD 83 (2011) EPOCH  
2010.0, EAST ZONE 3101  
N: 782799.1451  
E: 714427.5213  
EL: 59.95

US FEET

CSF: 0.99995470

SECONDARY SURVEY CONTROL  
2025 SURVEY BASELINE TIE

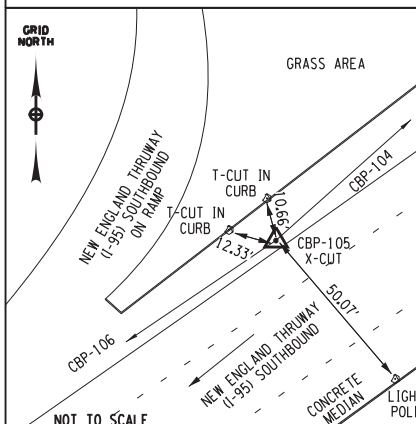
CBP-104 STA 35+89.04

X-CUT SET ON CONCRETE SHOULDER ALONG THE SOUTHBOUND NEW ENGLAND THRUWAY (I-95), 115' NORTHEASTERLY OF THE NORTHERLY SIDE OF THE NORTH ST. OVERPASS OVER I-95

NYSPCS NAD 83 (2011) EPOCH  
2010.0, EAST ZONE 3101  
N: 782378.9812  
E: 713983.9319  
EL: 54.77

US FEET

CSF: 0.99995470

SECONDARY SURVEY CONTROL  
2025 SURVEY BASELINE TIE

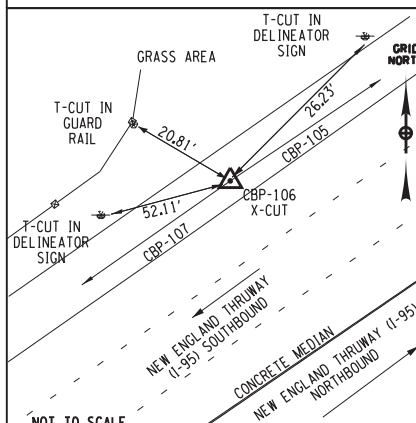
CBP-105 STA 40+18.15

X-CUT SET ON CONCRETE SHOULDER ALONG THE SOUTHBOUND NEW ENGLAND THRUWAY (I-95), 290' SOUTHWESTERLY OF THE SOUTHERLY SIDE OF THE NORTH ST. OVERPASS OVER I-95

NYSPCS NAD 83 (2011) EPOCH  
2010.0, EAST ZONE 3101  
N: 782092.9474  
E: 713664.0508  
EL: 52.93

US FEET

CSF: 0.99995470

SECONDARY SURVEY CONTROL  
2025 SURVEY BASELINE TIE

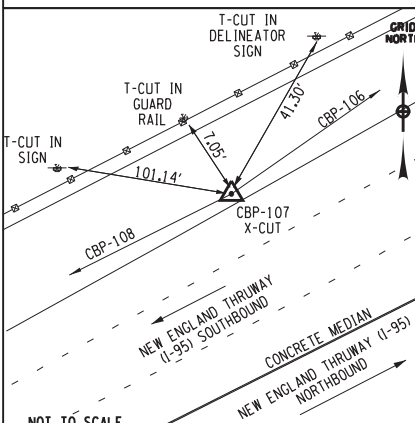
CBP-106 STA 46+08.49

X-CUT SET ON CONCRETE SHOULDER ALONG THE SOUTHBOUND NEW ENGLAND THRUWAY (I-95), 80' SOUTHWESTERLY OF THE SOUTHERLY SIDE OF THE PLAYLAND PKWY. OVERPASS OVER I-95

NYSPCS NAD 83 (2011) EPOCH  
2010.0, EAST ZONE 3101  
N: 781762.5350  
E: 713174.8380  
EL: 50.50

US FEET

CSF: 0.99995470

SECONDARY SURVEY CONTROL  
2025 SURVEY BASELINE TIE

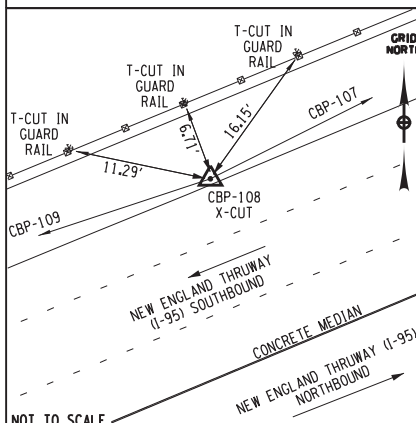
CBP-107 STA 52+58.56

X-CUT SET ON CONCRETE SHOULDER ALONG THE SOUTHBOUND NEW ENGLAND THRUWAY (I-95), 330' SOUTHWESTERLY OF TANE SB MP 12.4

NYSPCS NAD 83 (2011) EPOCH  
2010.0, EAST ZONE 3101  
N: 781390.2827  
E: 712642.0141  
EL: 41.87

US FEET

CSF: 0.99995470

SECONDARY SURVEY CONTROL  
2025 SURVEY BASELINE TIE

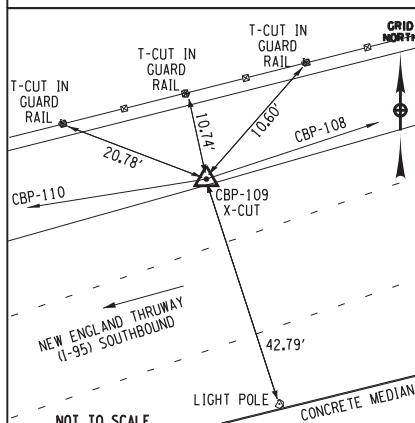
CBP-108 STA 56+62.68

X-CUT SET ON CONCRETE SHOULDER ALONG THE SOUTHBOUND NEW ENGLAND THRUWAY (I-95), 215' SOUTHWESTERLY OF TANE SB MP 12.3

NYSPCS NAD 83 (2011) EPOCH  
2010.0, EAST ZONE 3101  
N: 781209.3294  
E: 712280.5694  
EL: 39.86

US FEET

CSF: 0.99995470

SECONDARY SURVEY CONTROL  
2025 SURVEY BASELINE TIE

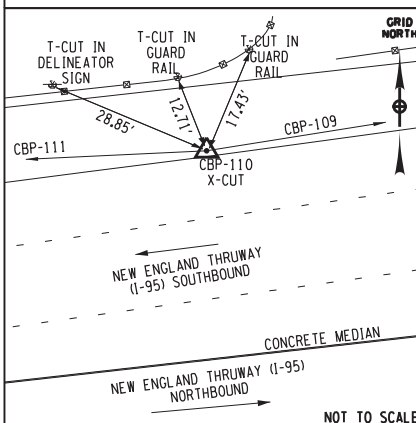
CBP-109 STA 61+58.56

X-CUT SET ON CONCRETE SHOULDER ALONG THE SOUTHBOUND NEW ENGLAND THRUWAY (I-95), 190' SOUTHWESTERLY OF TANE SB MP 12.2

NYSPCS NAD 83 (2011) EPOCH  
2010.0, EAST ZONE 3101  
N: 781054.0478  
E: 711809.6308  
EL: 47.28

US FEET

CSF: 0.99995470

SECONDARY SURVEY CONTROL  
2025 SURVEY BASELINE TIE

CBP-110 STA 65+14.03

X-CUT SET ON CONCRETE SHOULDER ALONG THE SOUTHBOUND NEW ENGLAND THRUWAY (I-95), 28' NORTHEASTERLY OF TANE SB MP 12.1

NYSPCS NAD 83 (2011) EPOCH  
2010.0, EAST ZONE 3101  
N: 780998.3388  
E: 711458.5592  
EL: 57.61

US FEET

CSF: 0.99995470

ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: KC ENGINEERING AND LAND SURVEYING, P.C.

JULY 25, 2025

SIGNATURE:  
STAMP:

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

## REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|------|-------------|----|------|
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |

**Thruway  
Authority**ENGINEERING  
EXCELLENCE  
SINCE 1889LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NYTITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAYLOCATION OF PROJECT  
M.P. 608.8 TO M.P. 610.8 SB  
M.P. NE 610.8 TO 613.0 NB & SBTITLE OF DRAWING  
SURVEY CONTROL PLAN  
BASELINE TIE DIAGRAMS

CONTRACT NUMBER:

TANE 25-25

DATE:

07/25/2025

DRAWING NUMBER:

SC-07

DAVID S. BAKER, PLS

CHECKED BY:

VINCENT A. DIBELLO, PLS

DRAFTED BY:

DAVID S. BAKER, PLS

CHECKED BY:

VINCENT A. DIBELLO, PLS

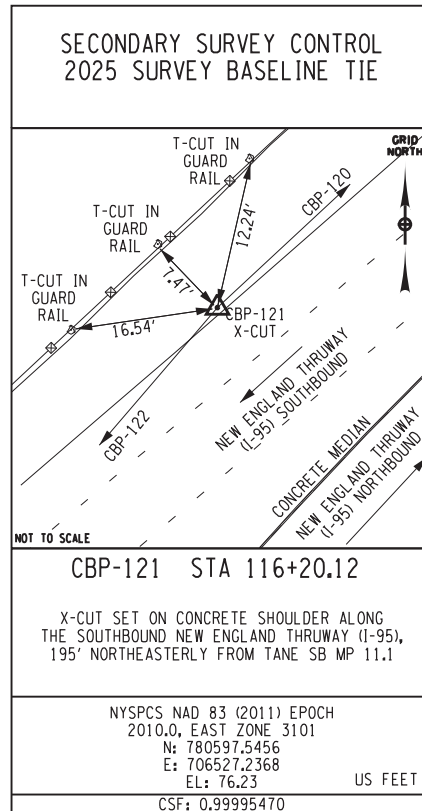
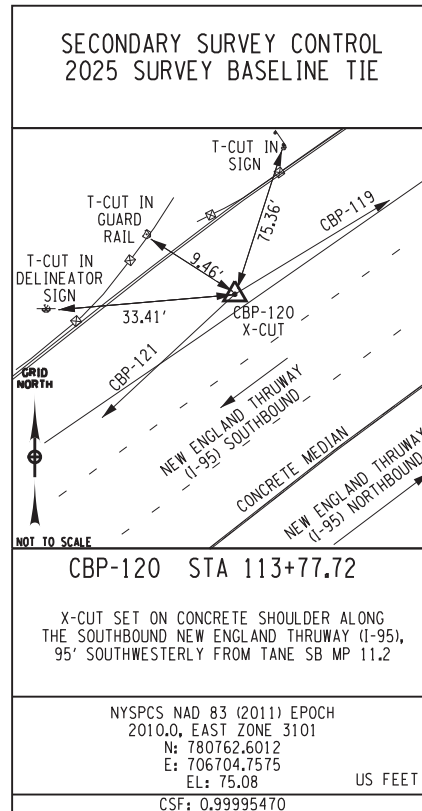
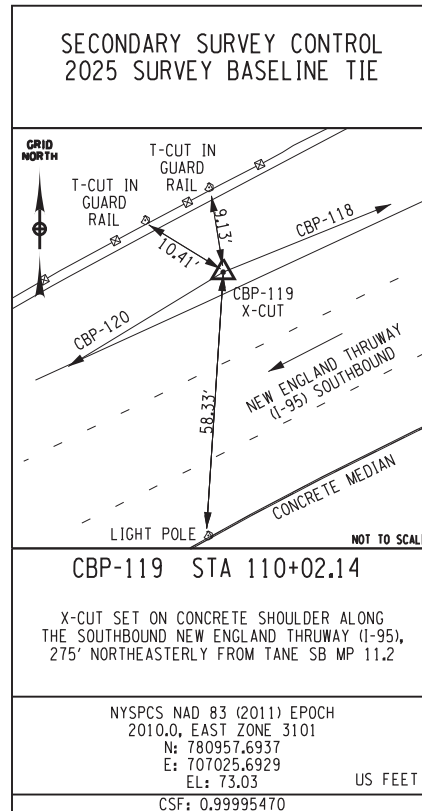
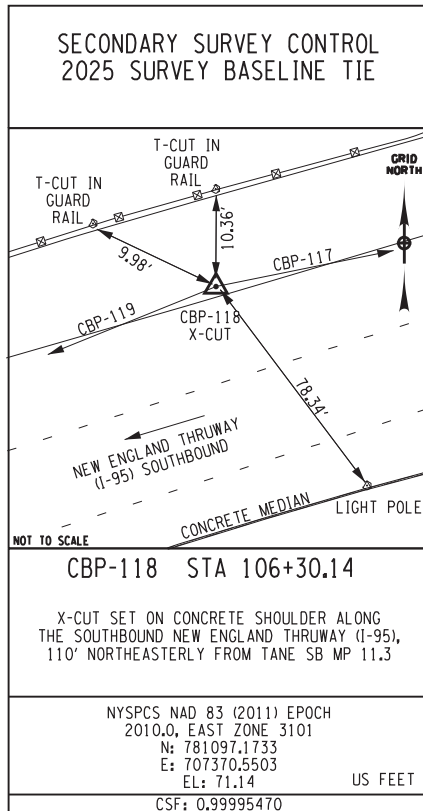
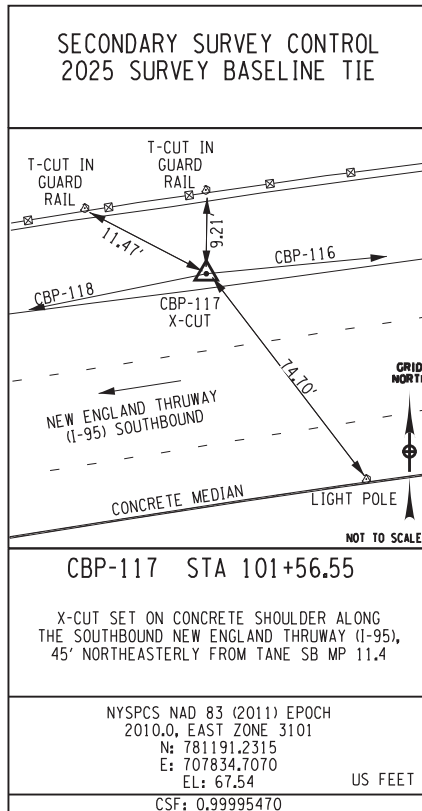
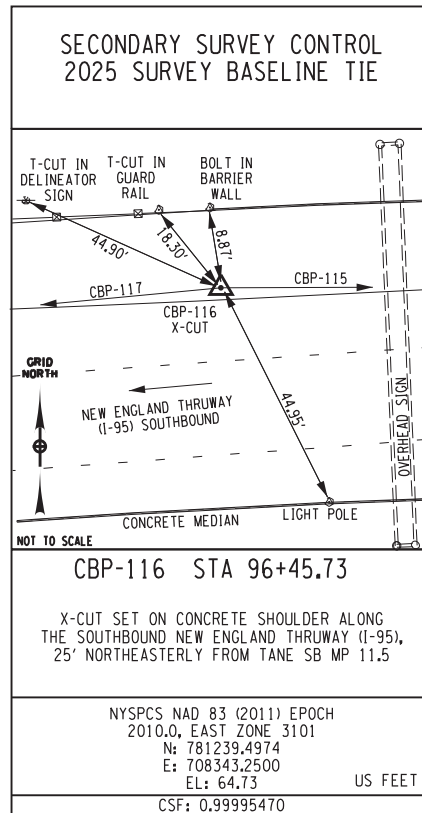
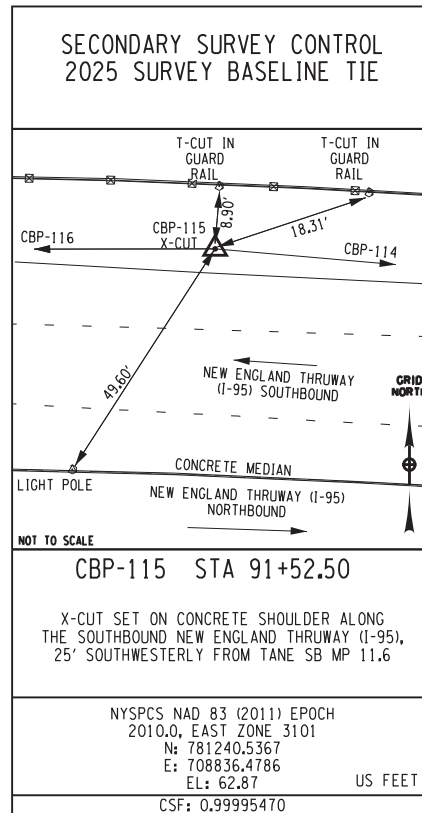
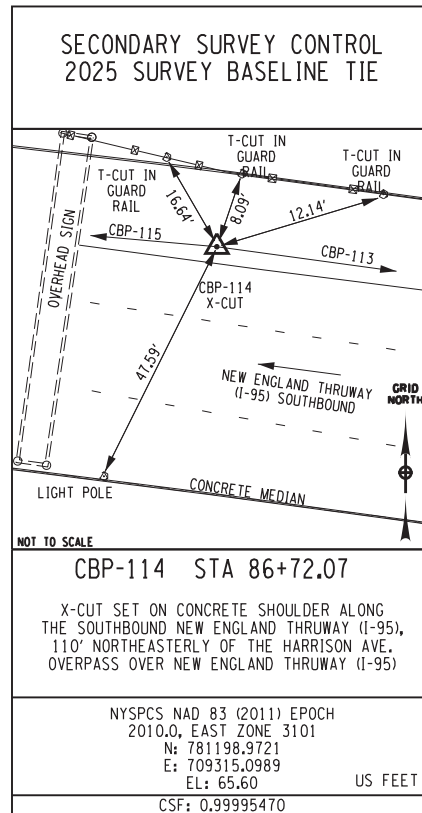
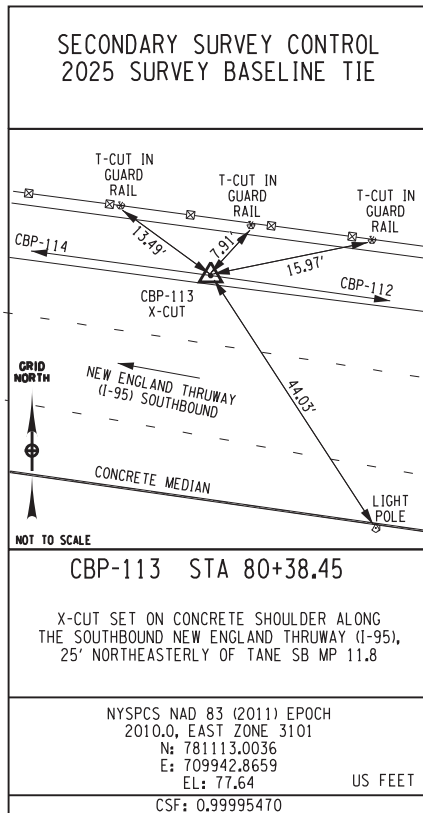
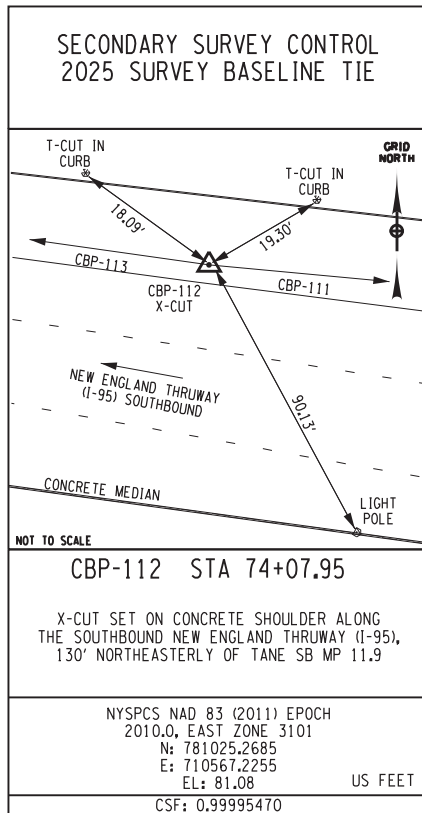
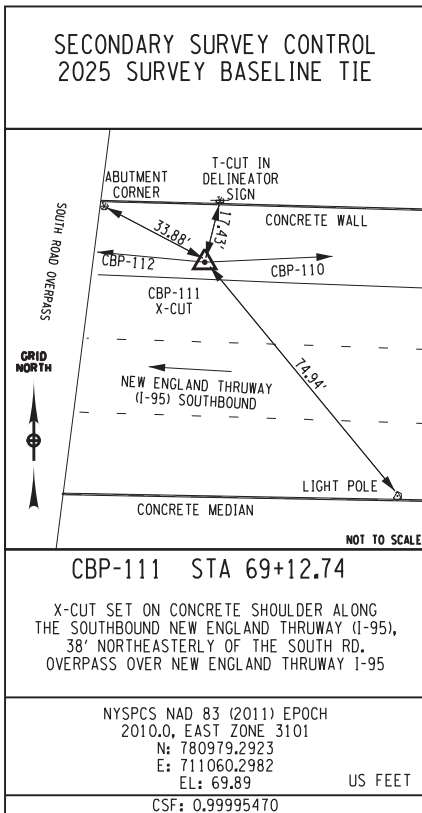
DESIGNED BY:

DAVID S. BAKER, PLS

DESIGN SUPERVISOR:

35

122



ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: KC ENGINEERING AND LAND SURVEYING, P.C.  
JULY 25, 2025

SIGNATURE:  
STAMP:



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

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|------|-------------|----|------|
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |



Thruway  
Authority



ENGINEERING  
EXCELLENCE  
SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. 608.8 TO M.P. 610.8 SB  
M.P. NE 610.8 TO 613.0 NB & SB

TITLE OF DRAWING  
SURVEY CONTROL PLAN  
BASELINE TIE DIAGRAMS

CONTRACT NUMBER:  
TANE 25-25

DATE:  
07/25/2025

DRAWING NUMBER:  
SC-08

Engineering and  
Land Surveying, P.C.



DAVID S. BAKER, PLS

CHECKED BY:

VINCENT A. DIBELLO, PLS

DRAFTED BY:

DAVID S. BAKER, PLS

CHECKED BY:

VINCENT A. DIBELLO, PLS

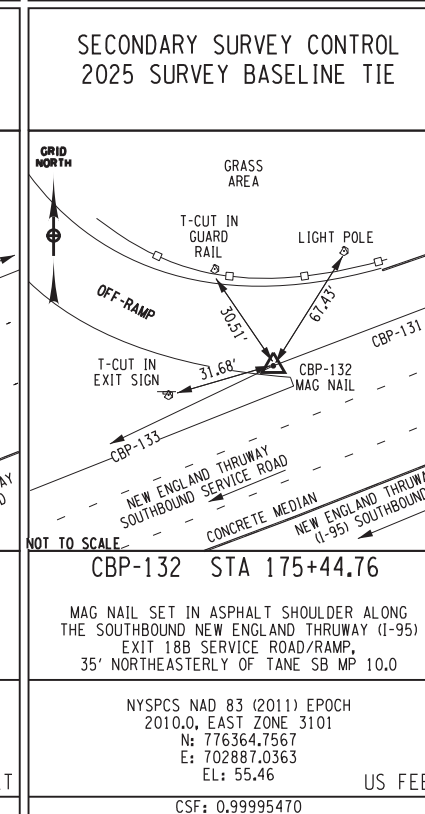
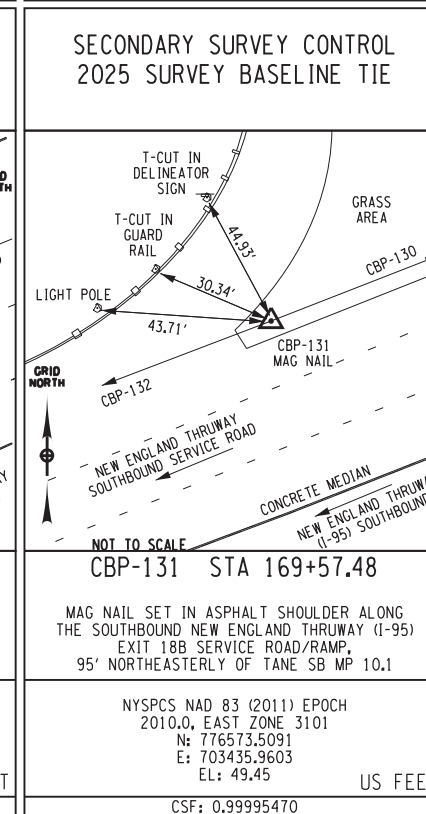
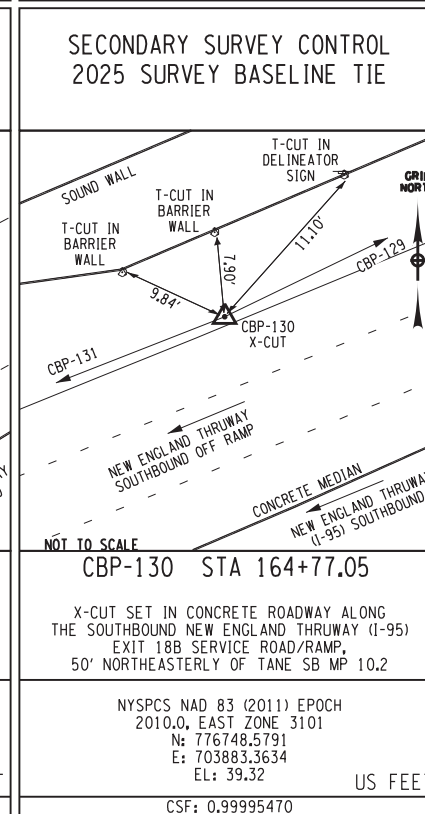
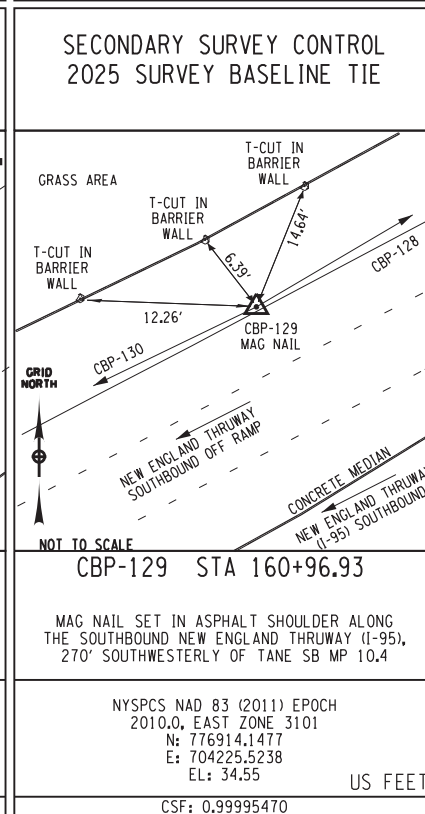
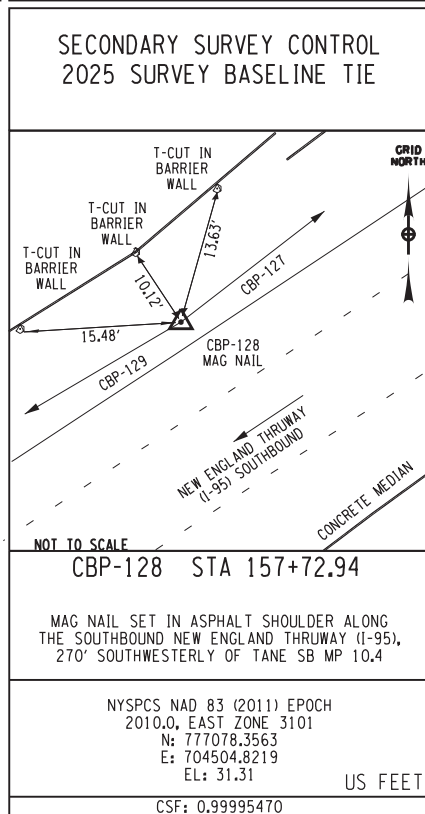
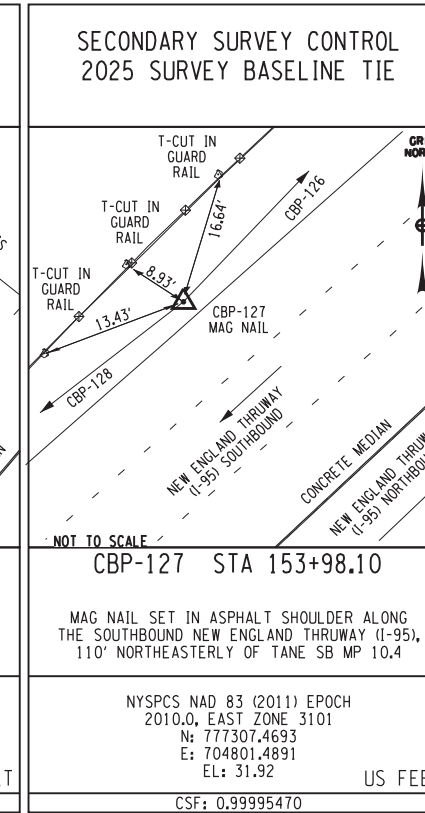
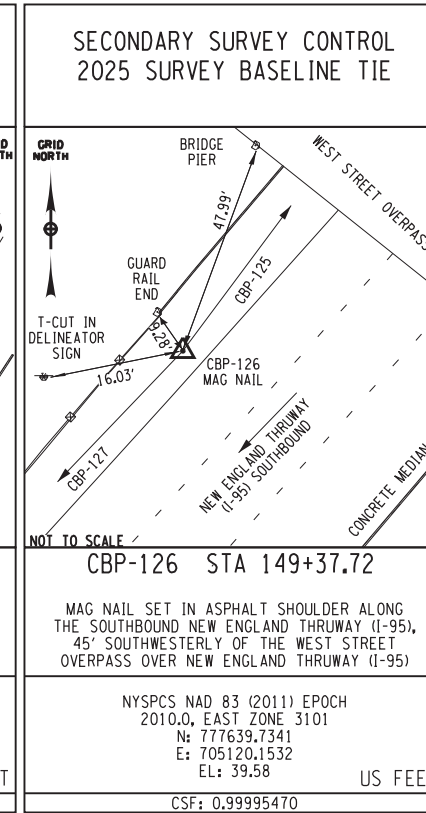
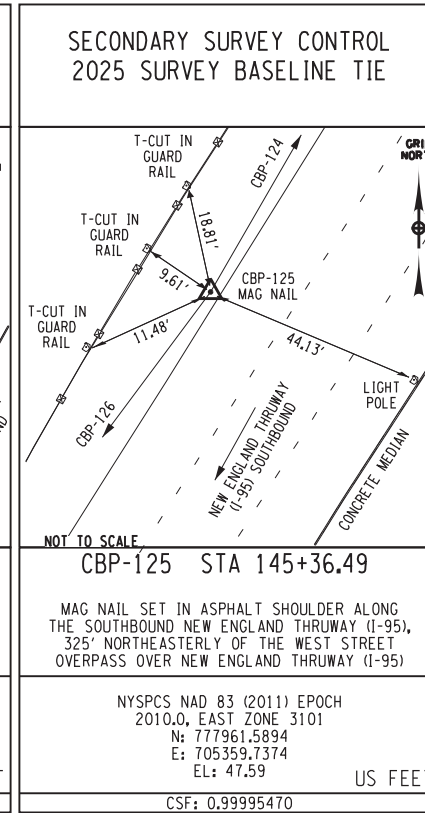
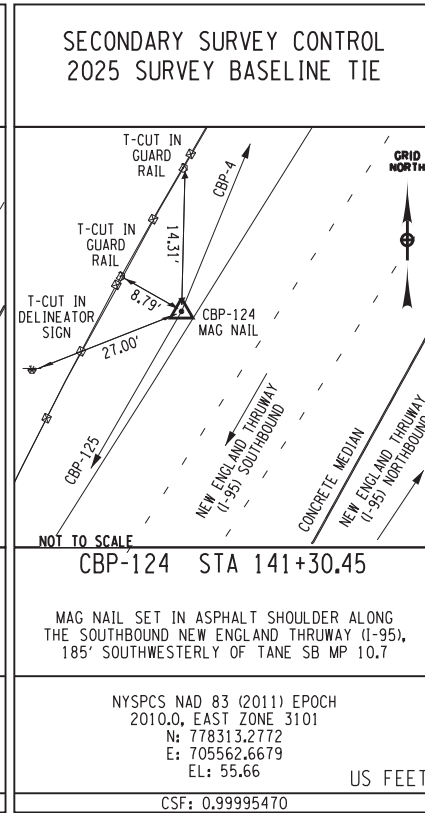
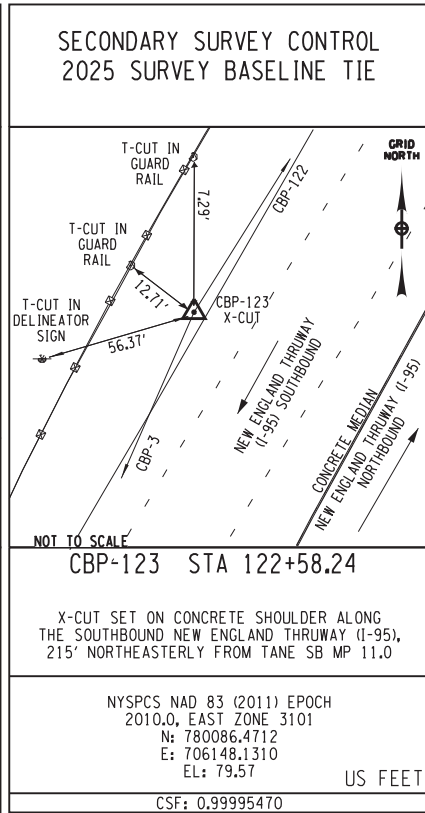
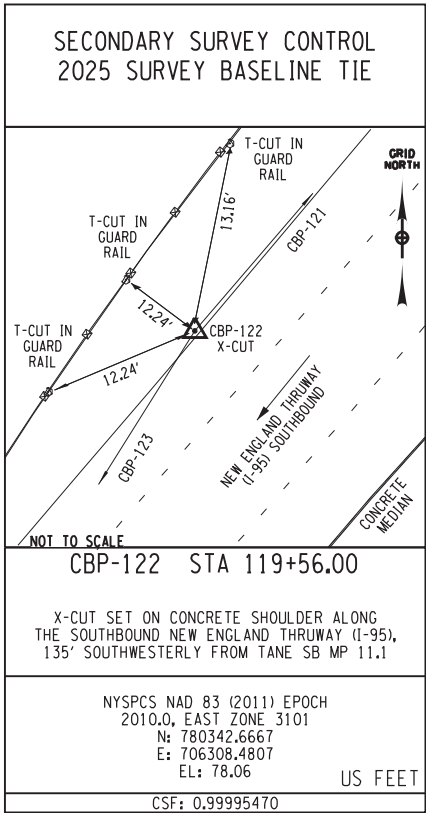
DESIGNED BY:

DAVID S. BAKER, PLS

DESIGN SUPERVISOR:

36

122



ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: KC ENGINEERING AND LAND SURVEYING, P.C.

JULY 25, 2025

SIGNATURE:  
STAMP:



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

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|------|-------------|----|------|
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |



Thruway  
Authority



ENGINEERING  
EXCELLENCE  
SINCE 1889  
LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. 608.8 TO M.P. 610.8 SB  
M.P. NE 610.8 TO 613.0 NB & SB

TITLE OF DRAWING  
SURVEY CONTROL PLAN  
BASELINE TIE DIAGRAMS

CONTRACT NUMBER:

TANE 25-25

DATE:

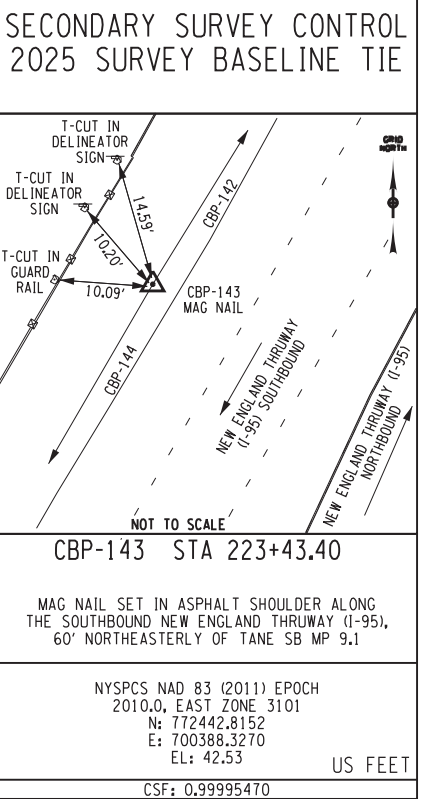
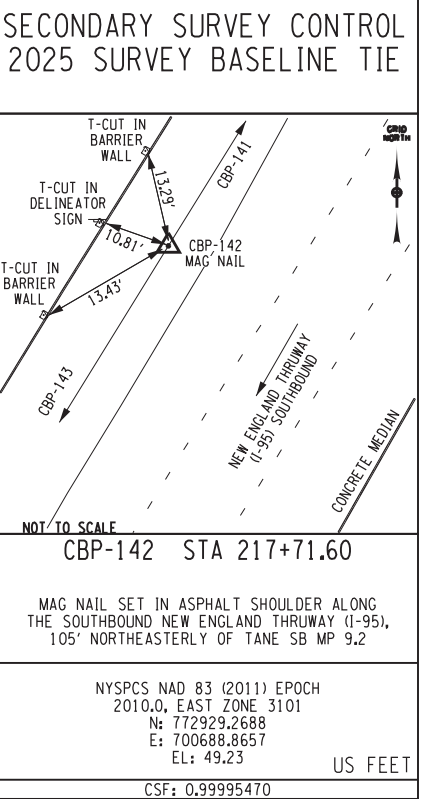
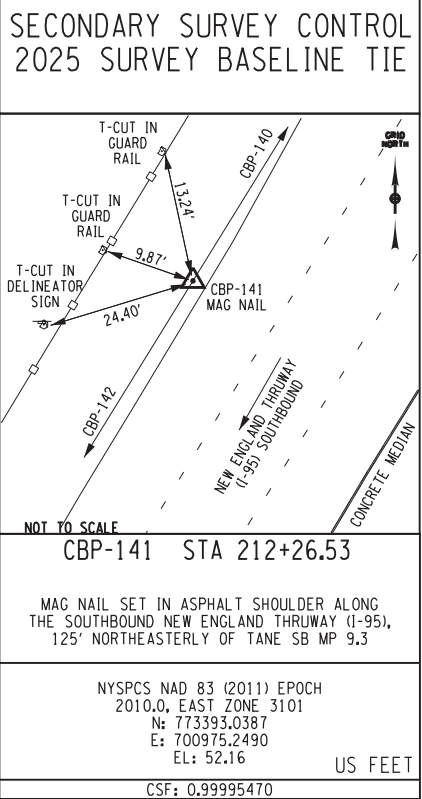
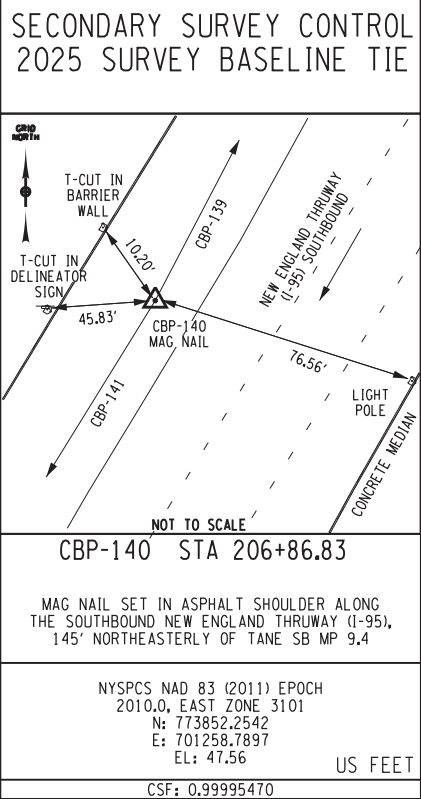
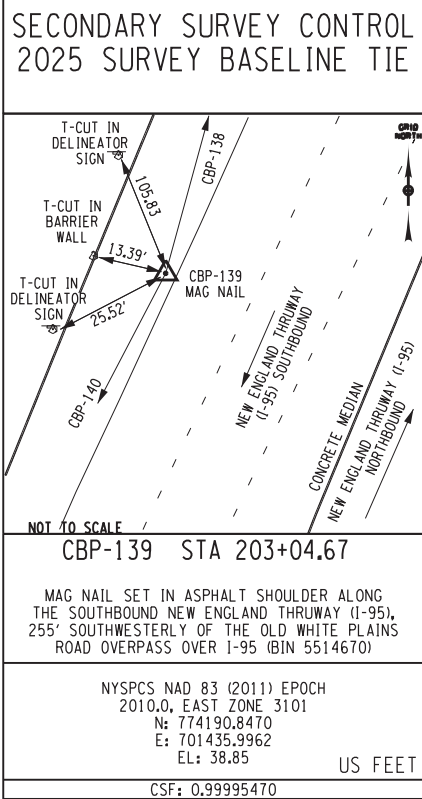
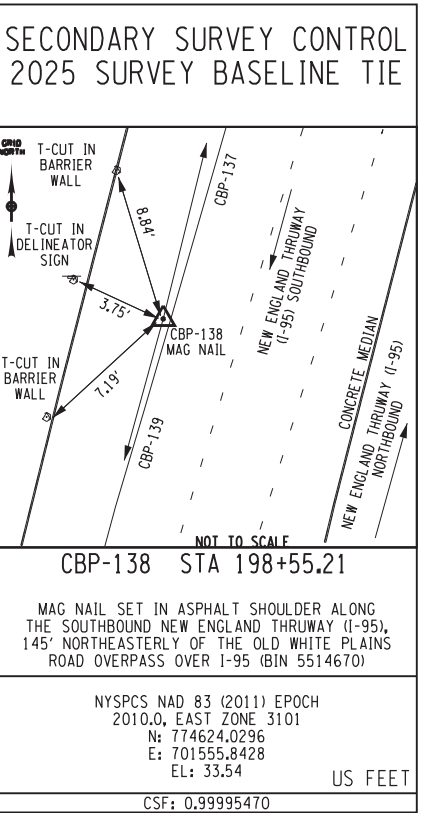
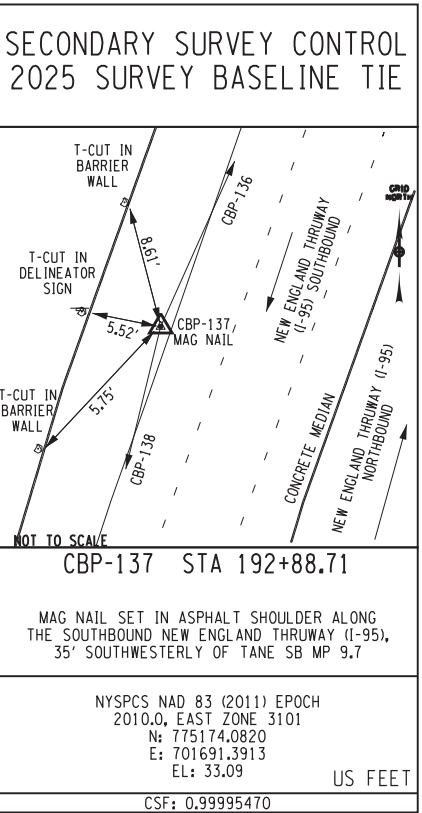
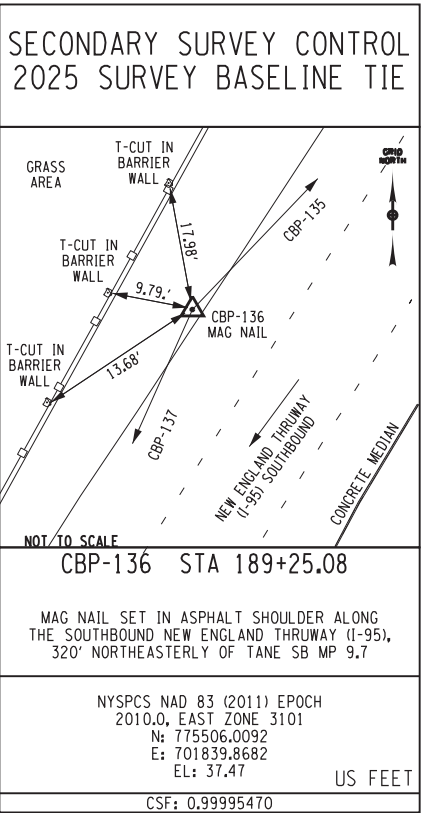
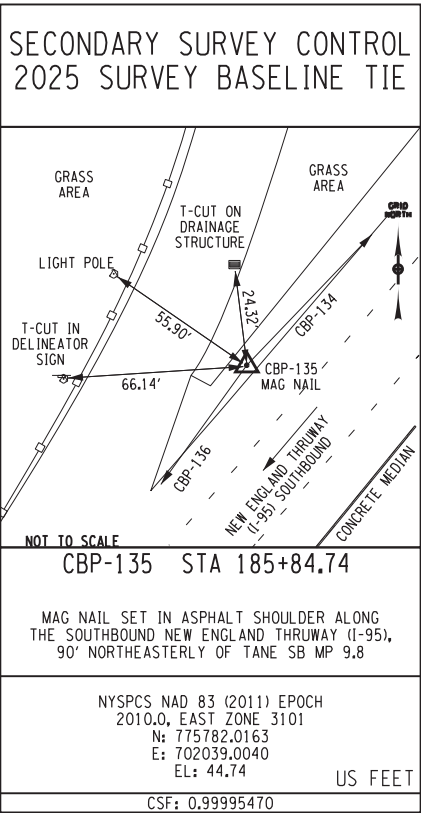
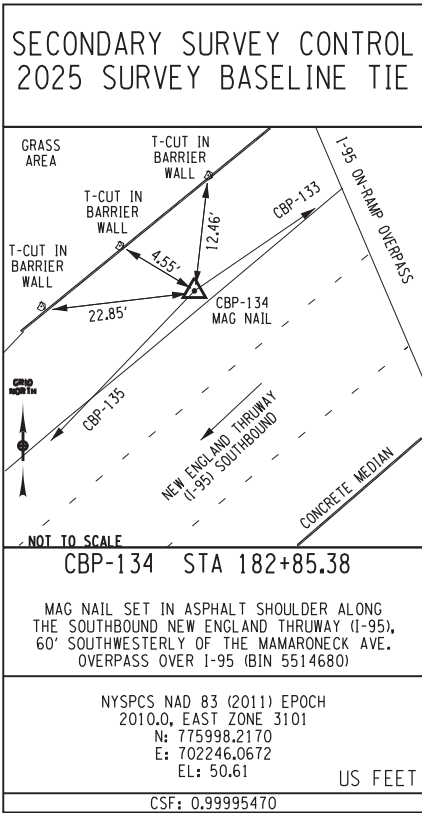
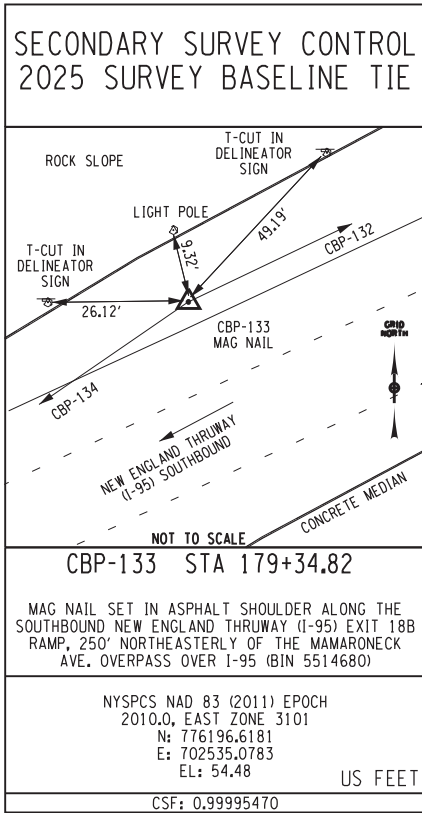
07/25/2025

DRAWING NUMBER:

SC-09



DESIGN SUPERVISOR: DAVID S. BAKER, PLS  
DESIGNED BY: VINCENT A. DIBELLO, PLS  
CHECKED BY: DAVID S. BAKER, PLS  
DRAFTED BY: VINCENT A. DIBELLO, PLS  
CHECKED BY: DAVID S. BAKER, PLS



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**NEW YORK STATE**  
**Thruway Authority**

**LKB** ENGINEERING  
EXCELLENCE  
SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                      |                                |
|--------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                            | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. 608.8 TO M.P. 610.8 SB<br>M.P. NE 610.8 TO 613.0 NB & SB | DATE:<br>07/25/2025            |
| TITLE OF DRAWING<br>SURVEY CONTROL PLAN<br>BASELINE TIE DIAGRAMS                     | DRAWING NUMBER:<br>SC-10       |

Engineering and  
Land Surveying, P.C.

DESIGN SUPERVISOR:



| REVISIONS |             |    |     |
|-----------|-------------|----|-----|
| DATE      | DESCRIPTION | BY | SYM |
|           |             |    |     |
|           |             |    |     |
|           |             |    |     |
|           |             |    |     |



ENGINEERING  
EXCELLENCE  
SINCE 1889

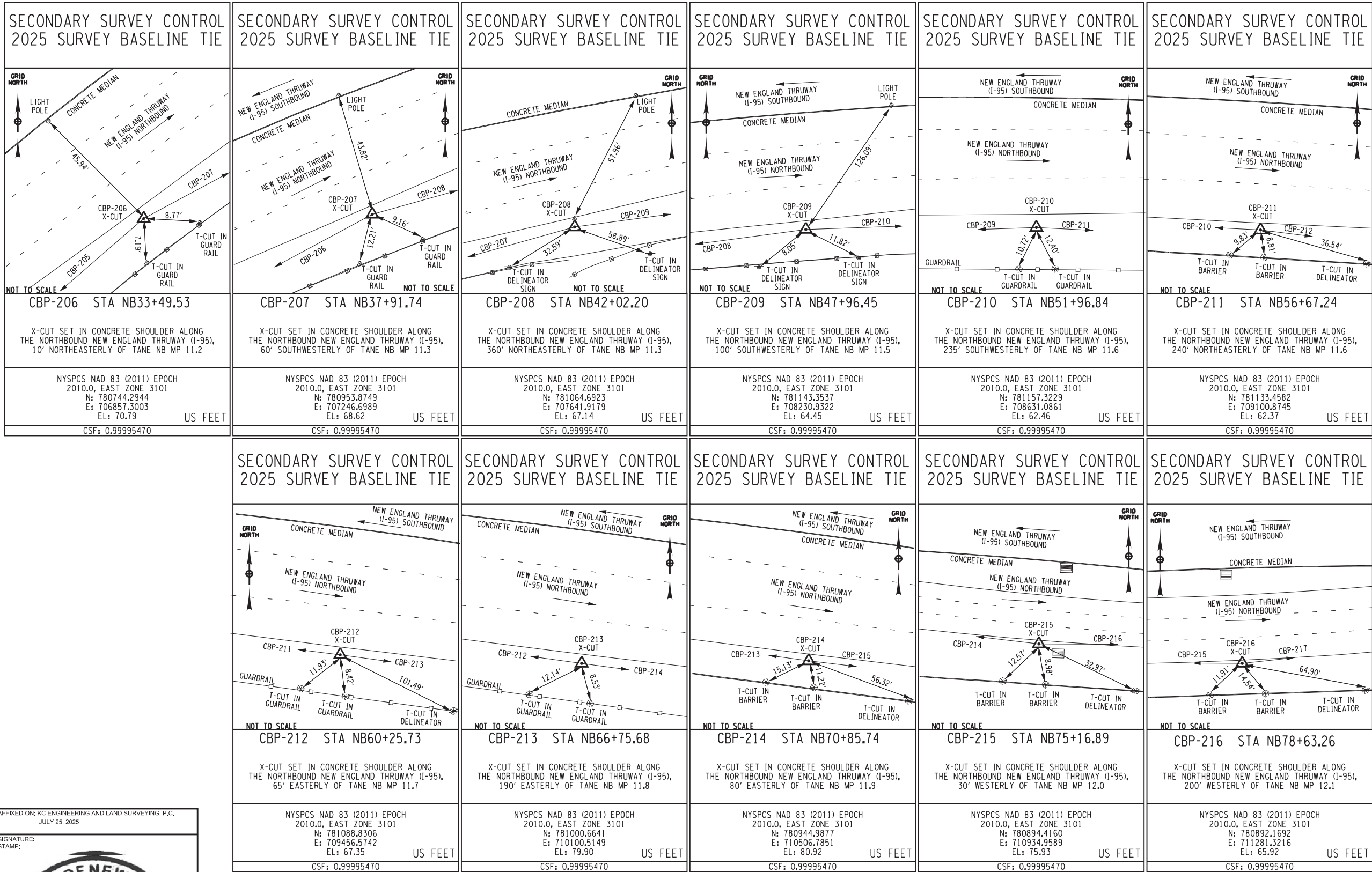
LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS SYOSSET, NY

|                  |                                                                                                                                                                                                  |                  |                                                      |
|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------------------------------------------------|
| C.               | <table border="1"> <tr> <td data-bbox="2536 1872 2579 1878">TITLE OF DRAWING</td> <td data-bbox="2579 1872 2800 1878"> <p>SURVEY CONTROL PLAN<br/>BASELINE TIE DIAGRAMS</p> </td> </tr> </table> | TITLE OF DRAWING | <p>SURVEY CONTROL PLAN<br/>BASELINE TIE DIAGRAMS</p> |
| TITLE OF DRAWING | <p>SURVEY CONTROL PLAN<br/>BASELINE TIE DIAGRAMS</p>                                                                                                                                             |                  |                                                      |

DRAWING NUMBER:  
SC-11



DESIGN SUPERVISOR: DAVID S. BAKER, PLS  
DESIGNED BY: VINCENT A. DIBELLO, PLS  
CHECKED BY: DAVID S. BAKER, PLS  
DRAFTED BY: VINCENT A. DIBELLO, PLS  
CHECKED BY: DAVID S. BAKER, PLS



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**NEW YORK STATE**  
**Thruway Authority**

**LKB** ENGINEERING  
EXCELLENCE  
SINCE 1989

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                      |                                |
|--------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                            | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. 608.8 TO M.P. 610.8 SB<br>M.P. NE 610.8 TO 613.0 NB & SB | DATE:<br>07/25/2025            |
| TITLE OF DRAWING<br>SURVEY CONTROL PLAN<br>BASELINE TIE DIAGRAMS                     | DRAWING NUMBER:<br>SC-12       |

Engineering and  
Land Surveying, P.C.



DESIGN SUPERVISOR: DAVID S. BAKER, PLS  
DESIGNED BY: VINCENT A. DIBELLO, PLS  
CHECKED BY: DAVID S. BAKER, PLS  
DRAFTED BY: VINCENT A. DIBELLO, PLS  
CHECKED BY: DAVID S. BAKER, PLS  
DAVID S. BAKER, PLS

|                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>SECONDARY SURVEY CONTROL<br/>2025 SURVEY BASELINE TIE</p> <p>NOT TO SCALE</p> <p>CBP-217 STA NB82+92.15</p> <p>X-CUT SET IN CONCRETE SHOULDER ALONG THE NORTHBOUND NEW ENGLAND THRUWAY (I-95), 225' EASTERLY OF TANE NB MP 12.1</p> <p>NYSPCS NAD 83 (2011) EPOCH<br/>2010.0, EAST ZONE 3101<br/>N: 780938.9287<br/>E: 711707.6562<br/>EL: 53.14 US FEET<br/>CSF: 0.99995470</p>     | <p>SECONDARY SURVEY CONTROL<br/>2025 SURVEY BASELINE TIE</p> <p>NOT TO SCALE</p> <p>CBP-218 STA NB85+40.98</p> <p>SPIKE SET IN GRASS SHOULDER ALONG THE NORTHBOUND NEW ENGLAND THRUWAY (I-95), 70' SOUTHWESTERLY OF TANE NB MP 12.2</p> <p>NYSPCS NAD 83 (2011) EPOCH<br/>2010.0, EAST ZONE 3101<br/>N: 780979.4662<br/>E: 711953.1600<br/>EL: 47.92 US FEET<br/>CSF: 0.99995470</p>      | <p>SECONDARY SURVEY CONTROL<br/>2025 SURVEY BASELINE TIE</p> <p>NOT TO SCALE</p> <p>CBP-219 STA NB90+51.61</p> <p>SPIKE SET IN GRASS SHOULDER ALONG THE NORTHBOUND NEW ENGLAND THRUWAY (I-95), 100' SOUTHWESTERLY OF TANE NB MP 12.3</p> <p>NYSPCS NAD 83 (2011) EPOCH<br/>2010.0, EAST ZONE 3101<br/>N: 781150.6551<br/>E: 712434.2392<br/>EL: 43.56 US FEET<br/>CSF: 0.99995470</p>     | <p>SECONDARY SURVEY CONTROL<br/>2025 SURVEY BASELINE TIE</p> <p>NOT TO SCALE</p> <p>CBP-220 STA NB94+59.59</p> <p>X-CUT SET IN CONCRETE SHOULDER ALONG THE NORTHBOUND NEW ENGLAND THRUWAY (I-95), 190' SOUTHWESTERLY OF TANE NB MP 12.4</p> <p>NYSPCS NAD 83 (2011) EPOCH<br/>2010.0, EAST ZONE 3101<br/>N: 781369.3274<br/>E: 712778.6584<br/>EL: 46.29 US FEET<br/>CSF: 0.99995470</p> | <p>SECONDARY SURVEY CONTROL<br/>2025 SURVEY BASELINE TIE</p> <p>NOT TO SCALE</p> <p>CBP-221 STA NB100+48.34</p> <p>X-CUT SET IN CONCRETE SHOULDER ALONG THE NORTHBOUND NEW ENGLAND THRUWAY (I-95), 400' NORTHEASTERLY OF TANE NB MP 12.4</p> <p>NYSPCS NAD 83 (2011) EPOCH<br/>2010.0, EAST ZONE 3101<br/>N: 781702.6049<br/>E: 713263.9960<br/>EL: 51.09 US FEET<br/>CSF: 0.99995470</p> |
| <p>SECONDARY SURVEY CONTROL<br/>2025 SURVEY BASELINE TIE</p> <p>NOT TO SCALE</p> <p>CBP-222 STA NB107+48.08</p> <p>X-CUT SET IN CONCRETE SHOULDER ALONG THE NORTHBOUND NEW ENGLAND THRUWAY (I-95), 5' SOUTHWESTERLY OF TANE NB MP 12.6</p> <p>NYSPCS NAD 83 (2011) EPOCH<br/>2010.0, EAST ZONE 3101<br/>N: 782106.8537<br/>E: 713835.1539<br/>EL: 56.57 US FEET<br/>CSF: 0.99995470</p> | <p>SECONDARY SURVEY CONTROL<br/>2025 SURVEY BASELINE TIE</p> <p>NOT TO SCALE</p> <p>CBP-223 STA NB111+78.43</p> <p>X-CUT SET IN CONCRETE SHOULDER ALONG THE NORTHBOUND NEW ENGLAND THRUWAY (I-95), 120' SOUTHWESTERLY OF TANE NB MP 12.7</p> <p>NYSPCS NAD 83 (2011) EPOCH<br/>2010.0, EAST ZONE 3101<br/>N: 782378.3081<br/>E: 714169.0950<br/>EL: 58.63 US FEET<br/>CSF: 0.99995470</p> | <p>SECONDARY SURVEY CONTROL<br/>2025 SURVEY BASELINE TIE</p> <p>NOT TO SCALE</p> <p>CBP-224 STA NB116+55.67</p> <p>X-CUT SET IN CONCRETE SHOULDER ALONG THE NORTHBOUND NEW ENGLAND THRUWAY (I-95), 165' SOUTHWESTERLY OF TANE NB MP 12.8</p> <p>NYSPCS NAD 83 (2011) EPOCH<br/>2010.0, EAST ZONE 3101<br/>N: 782727.3454<br/>E: 714494.5583<br/>EL: 56.88 US FEET<br/>CSF: 0.99995470</p> | <p>SECONDARY SURVEY CONTROL<br/>2025 SURVEY BASELINE TIE</p> <p>NOT TO SCALE</p> <p>CBP-225 STA NB122+87.57</p> <p>X-CUT SET IN CONCRETE SHOULDER ALONG THE NORTHBOUND NEW ENGLAND THRUWAY (I-95), 65' SOUTHWESTERLY OF TANE NB MP 12.9</p> <p>NYSPCS NAD 83 (2011) EPOCH<br/>2010.0, EAST ZONE 3101<br/>N: 783148.8132<br/>E: 714965.3737<br/>EL: 55.32 US FEET<br/>CSF: 0.99995470</p> | <p>SECONDARY SURVEY CONTROL<br/>2025 SURVEY BASELINE TIE</p> <p>NOT TO SCALE</p> <p>CBP-226 STA NB128+86.16</p> <p>X-CUT SET IN CONCRETE SHOULDER ALONG THE NORTHBOUND NEW ENGLAND THRUWAY (I-95), 10' SOUTHWESTERLY OF TANE NB MP 13.0</p> <p>NYSPCS NAD 83 (2011) EPOCH<br/>2010.0, EAST ZONE 3101<br/>N: 783540.4636<br/>E: 715418.0572<br/>EL: 55.57 US FEET<br/>CSF: 0.99995470</p>  |

ALTERED ON:  
SIGNATURE:  
STAMP:

AFFIXED ON: KC ENGINEERING AND LAND SURVEYING, P.C.  
JULY 25, 2025  
SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

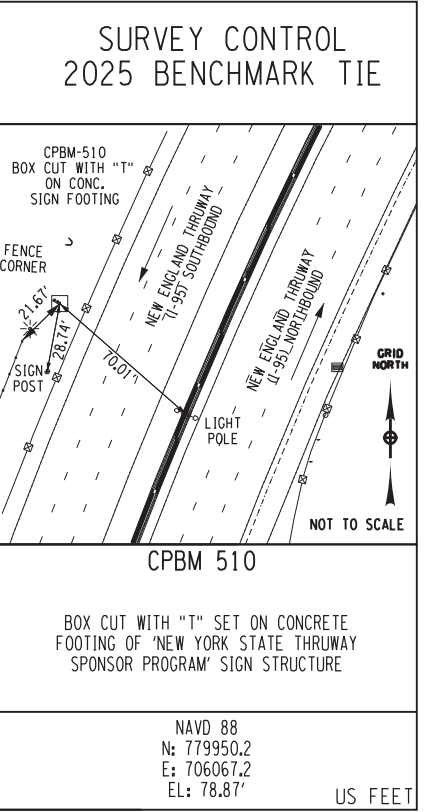
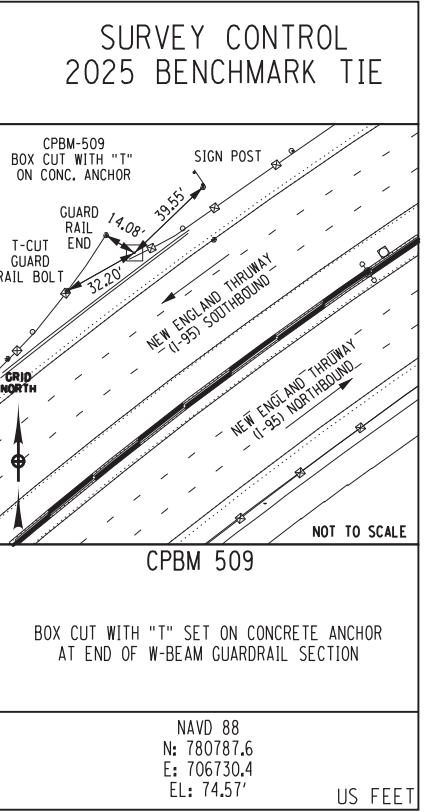
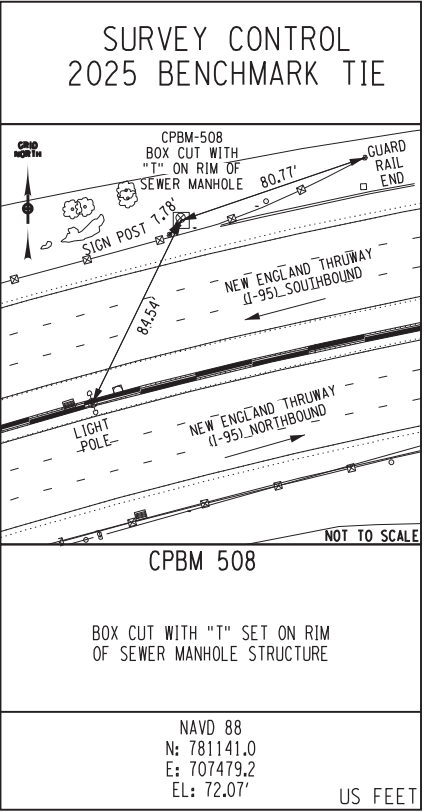
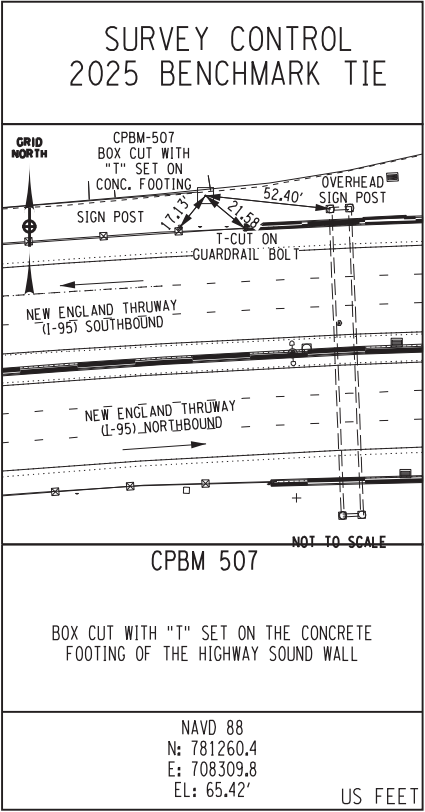
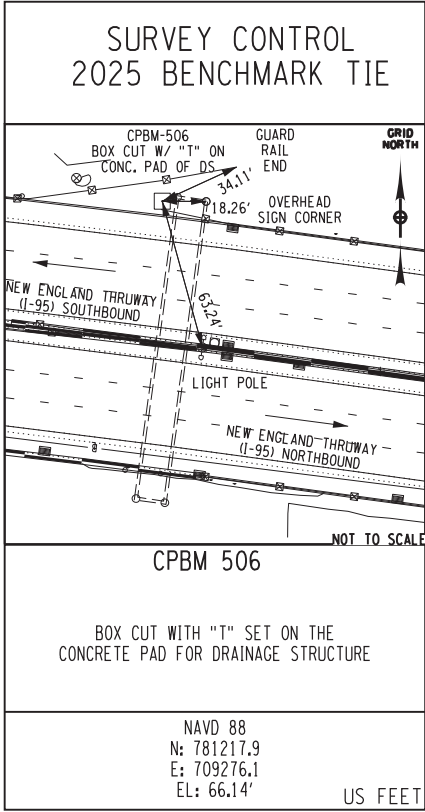
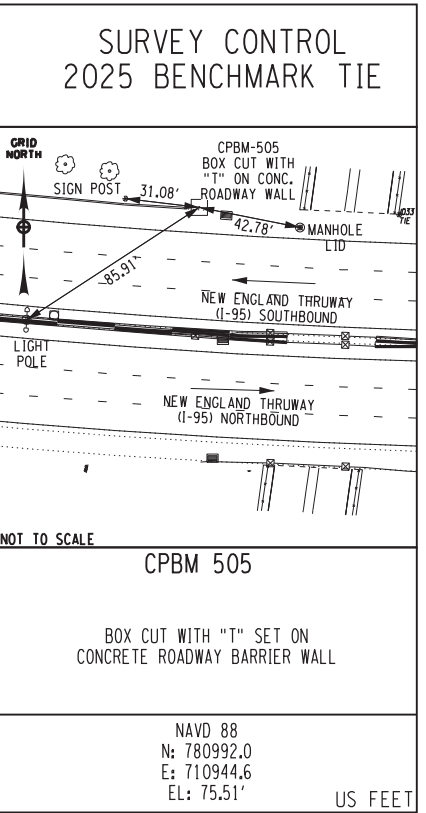
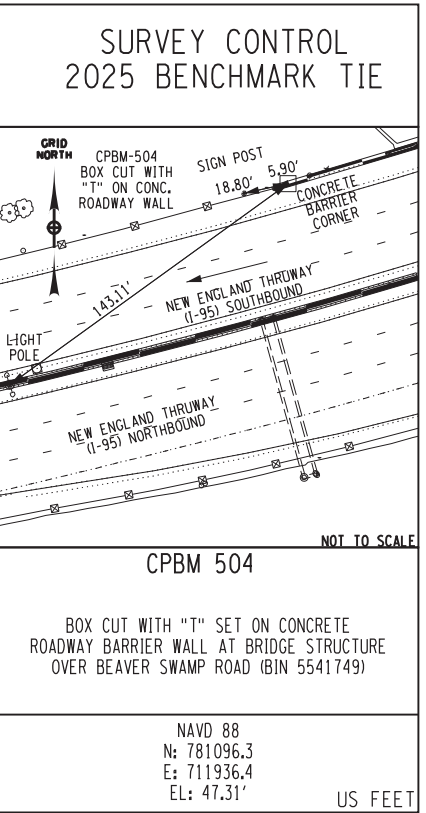
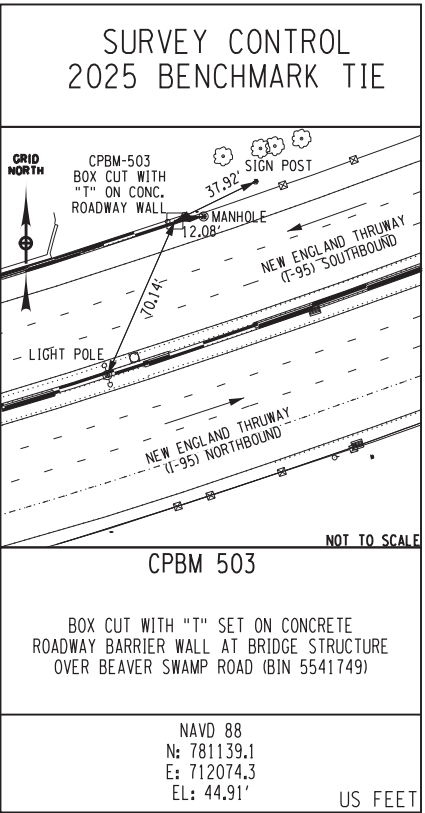
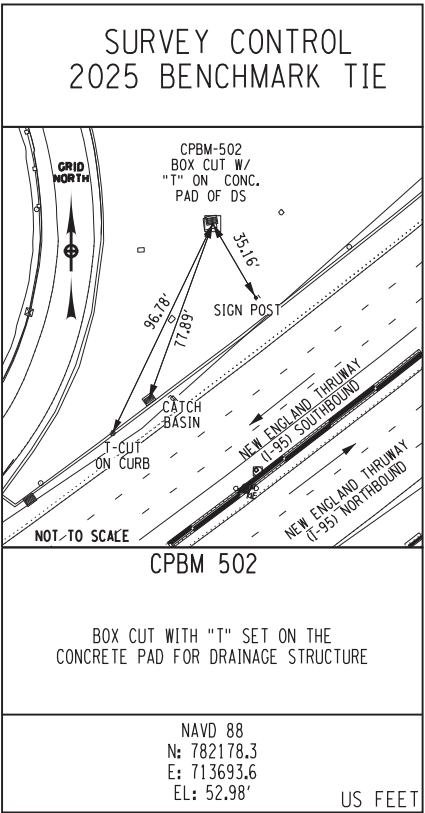
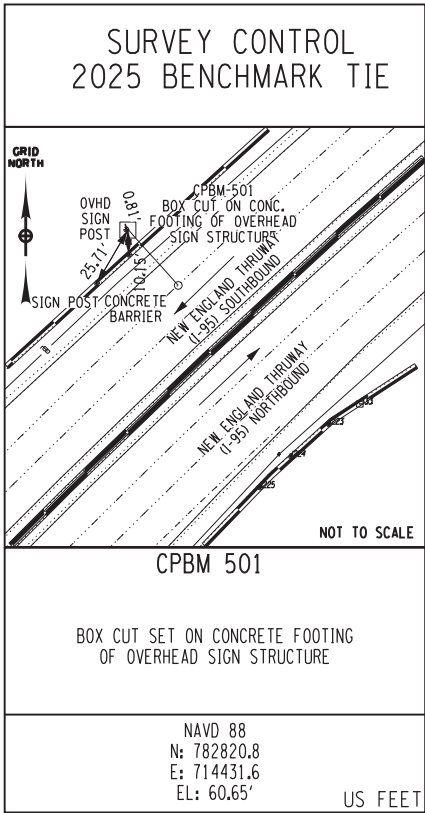
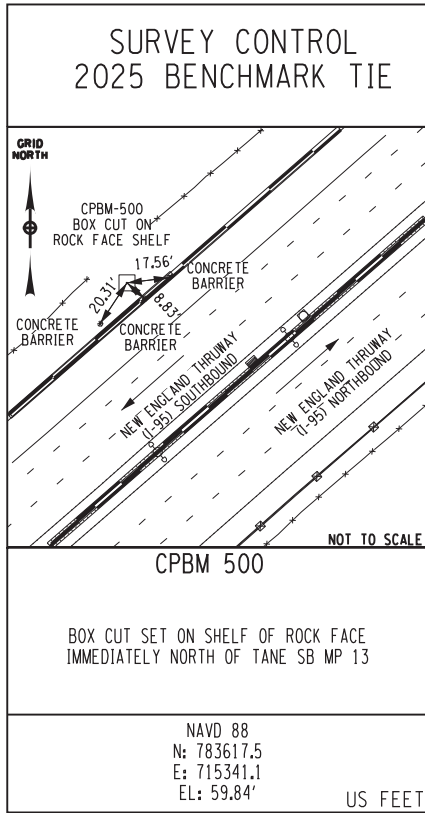
**NEW YORK STATE**  
**Thruway Authority**

**LKB** ENGINEERING  
EXCELLENCE  
SINCE 1989

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                      |                                |
|--------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                            | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. 608.8 TO M.P. 610.8 SB<br>M.P. NE 610.8 TO 613.0 NB & SB | DATE:<br>07/25/2025            |
| TITLE OF DRAWING<br>SURVEY CONTROL PLAN<br>BASELINE TIE DIAGRAMS                     | DRAWING NUMBER:<br>SC-13       |

DESIGN SUPERVISOR: DAVID S. BAKER, PLS  
DESIGNED BY: VINCENT A. DIBELLO, PLS  
CHECKED BY: VINCENT A. DIBELLO, PLS  
DRAFTED BY: DAVID S. BAKER, PLS  
CHECKED BY: VINCENT A. DIBELLO, PLS



ALTERED ON: \_\_\_\_\_  
SIGNATURE: \_\_\_\_\_  
STAMP: \_\_\_\_\_

AFFIXED ON: KC ENGINEERING AND LAND SURVEYING, P.C.  
JULY 25, 2025  
SIGNATURE: \_\_\_\_\_  
STAMP: \_\_\_\_\_



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**Thruway Authority**

**LKB** ENGINEERING  
EXCELLENCE  
SINCE 1989

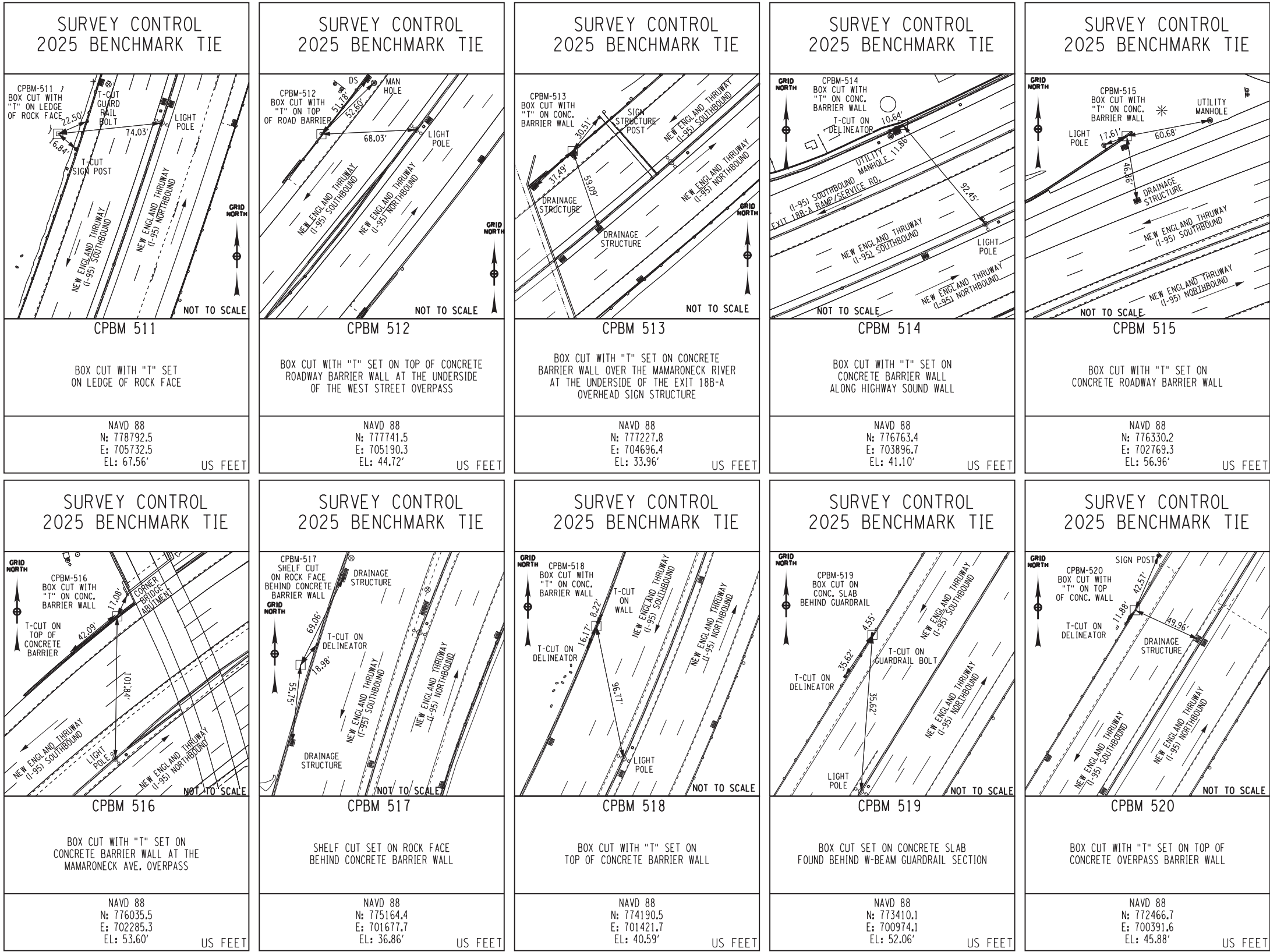
LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                      |                                |
|--------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                            | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. 608.8 TO M.P. 610.8 SB<br>M.P. NE 610.8 TO 613.0 NB & SB | DATE:<br>07/25/2025            |
| TITLE OF DRAWING<br>SURVEY CONTROL PLAN<br>BASELINE TIE DIAGRAMS                     | DRAWING NUMBER:<br>SC-14       |

KC Engineering and  
Land Surveying, P.C.



DESIGN SUPERVISOR: DAVID S. BAKER, PLS  
DESIGNED BY: VINCENT A. DIBELLO, PLS  
CHECKED BY: VINCENT A. DIBELLO, PLS  
DRAFTED BY: DAVID S. BAKER, PLS  
CHECKED BY: VINCENT A. DIBELLO, PLS  
DAVID S. BAKER, PLS



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**NEW YORK STATE**  
**Thruway Authority**

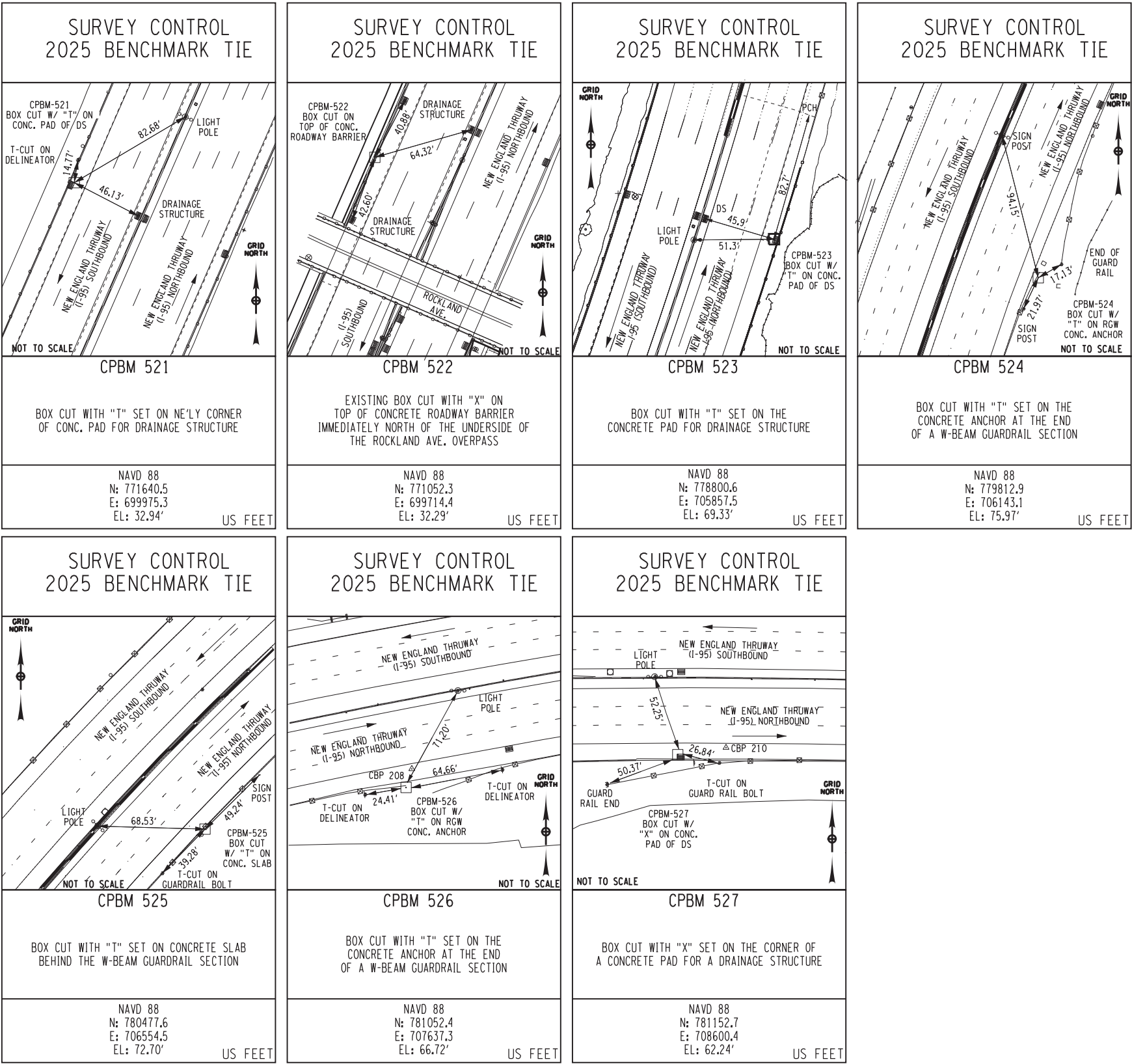
**LKB** ENGINEERING  
EXCELLENCE  
SINCE 1989

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                      |                                |
|--------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                            | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. 608.8 TO M.P. 610.8 SB<br>M.P. NE 610.8 TO 613.0 NB & SB | DATE:<br>07/25/2025            |
| TITLE OF DRAWING<br>SURVEY CONTROL PLAN<br>BASELINE TIE DIAGRAMS                     | DRAWING NUMBER:<br>SC-15       |



DESIGN SUPERVISOR: DAVID S. BAKER, PLS  
DESIGNED BY: VINCENT A. DIBELLO, PLS  
CHECKED BY: DAVID S. BAKER, PLS  
DRAFTED BY: VINCENT A. DIBELLO, PLS  
CHECKED BY: DAVID S. BAKER, PLS



|                      |                                                                      |
|----------------------|----------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: KC ENGINEERING AND LAND SURVEYING, P.C.<br>JULY 25, 2025 |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br>                                             |

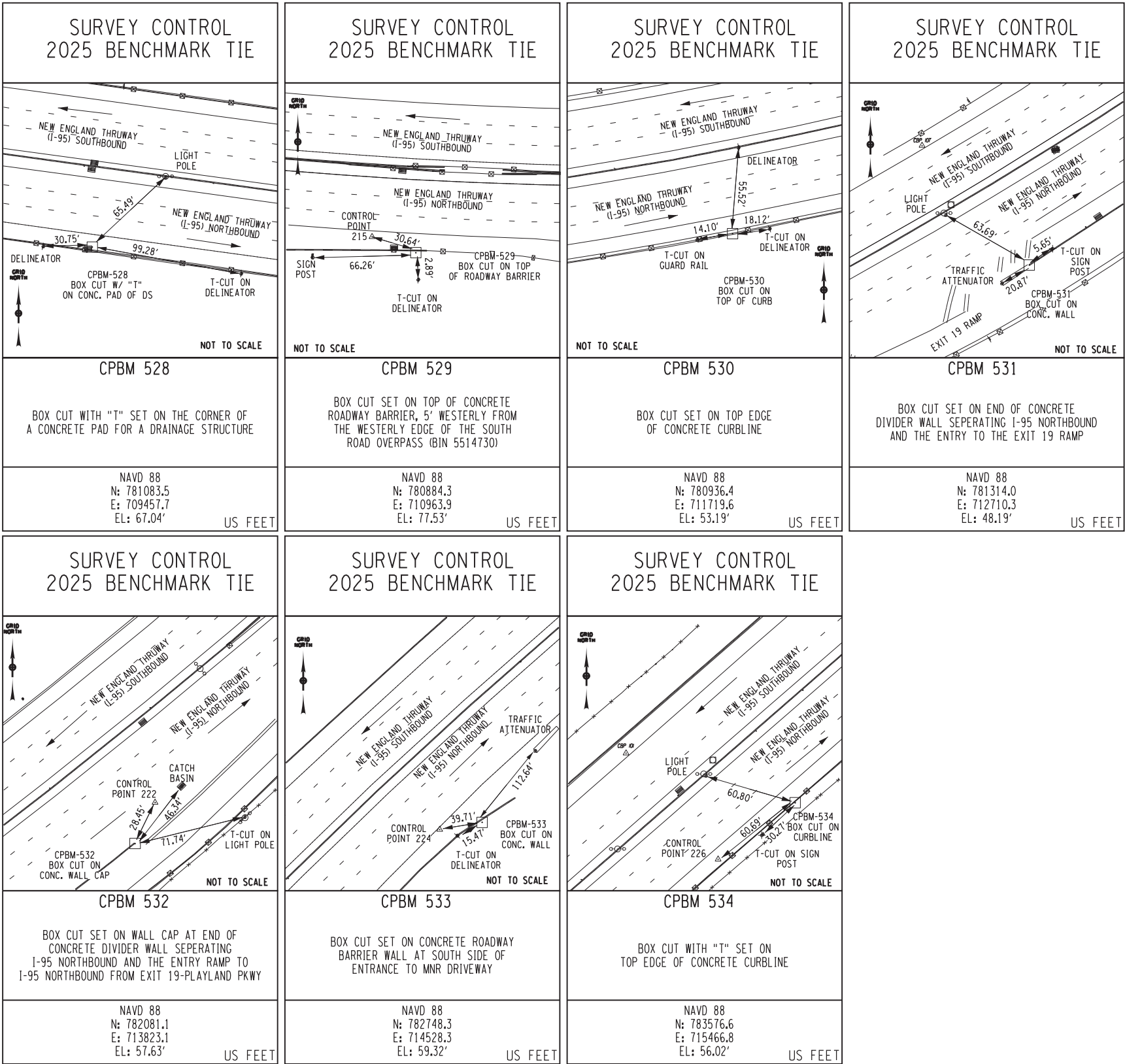
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT,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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

|                                                                           |  |
|---------------------------------------------------------------------------|--|
|                                                                           |  |
| LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY |  |

|                                                                                      |                                |
|--------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                            | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. 608.8 TO M.P. 610.8 SB<br>M.P. NE 610.8 TO 613.0 NB & SB | DATE:<br>07/25/2025            |
| TITLE OF DRAWING<br>SURVEY CONTROL PLAN<br>BASELINE TIE DIAGRAMS                     | DRAWING NUMBER:<br>SC-16       |

DESIGN SUPERVISOR: DAVID S. BAKER, PLS  
DESIGNED BY: VINCENT A. DIBELLO, PLS  
CHECKED BY: DAVID S. BAKER, PLS  
DRAFTED BY: VINCENT A. DIBELLO, PLS  
CHECKED BY: DAVID S. BAKER, PLS



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**Thruway Authority**

**LKB** ENGINEERING EXCELLENCE  
A VERTEX COMPANY SINCE 1989

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                      |                                |
|--------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                            | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. 608.8 TO M.P. 610.8 SB<br>M.P. NE 610.8 TO 613.0 NB & SB | DATE:<br>07/25/2025            |
| TITLE OF DRAWING<br>SURVEY CONTROL PLAN<br>BASELINE TIE DIAGRAMS                     | DRAWING NUMBER:<br>SC-17       |



| PAVEMENT REPAIRS I-95 NORTHBOUND |                         |                                |       |                                                          |                                                 |                                                                                     |                                                                                   |                                                                                  |
|----------------------------------|-------------------------|--------------------------------|-------|----------------------------------------------------------|-------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| LOCATION                         |                         | FULL DEPTH ASPHALT REPAIR AREA |       | UNCLASSIFIED EXCAVATION AND DISPOSAL<br>ITEM 203.02 [CY] | 6" - SUBBASE COURSE, TYPE 2<br>ITEM 304.12 [CY] | 4" - 12.5 F9 BINDER COURSE ASPHALT,<br>50 SERIES COMPACTION<br>ITEM 404.1259 [TONS] | 8" - 37.5 F9 BASE COURSE ASPHALT,<br>80 SERIES COMPACTION<br>ITEM 404.3789 [TONS] | FULL DEPTH PORTLAND CEMENT CONCRETE<br>(PCC) LIFT- OUT<br>ITEM 502.31011225 [SY] |
|                                  |                         | NB<br>RIGHT SHOULDER           |       |                                                          |                                                 |                                                                                     |                                                                                   |                                                                                  |
| REPAIR NUMBER                    | LENGTH (FT)             | 12                             | 6     |                                                          |                                                 |                                                                                     |                                                                                   |                                                                                  |
|                                  | WIDTH (FT)              | 8                              | 6.5   |                                                          |                                                 |                                                                                     |                                                                                   |                                                                                  |
|                                  | MILE POST               | 12" DEPTH                      |       |                                                          |                                                 |                                                                                     |                                                                                   |                                                                                  |
|                                  | MP NE 10.8 - MP NE 10.9 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
| N-205                            | MP NE 10.9 - MP NE 11.0 | 1                              |       | 1.78                                                     | 1.78                                            | 3                                                                                   | 6                                                                                 | 11                                                                               |
|                                  | MP NE 11.0 - MP NE 11.1 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 11.1 - MP NE 11.2 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 11.2 - MP NE 11.3 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 11.3 - MP NE 11.4 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 11.4 - MP NE 11.5 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 11.5 - MP NE 11.6 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 11.6 - MP NE 11.7 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 11.7 - MP NE 11.8 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
| N-220                            | MP NE 11.8 - MP NE 11.9 | 1                              |       | 1.78                                                     | 1.78                                            | 3                                                                                   | 6                                                                                 | 11                                                                               |
|                                  | MP NE 11.9 - MP NE 12.0 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 12.0 - MP NE 12.1 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
| N-225                            | MP NE 12.1 - MP NE 12.2 |                                | 1     | 0.72                                                     | 0.72                                            | 2                                                                                   | 3                                                                                 | 5                                                                                |
|                                  | MP NE 12.2 - MP NE 12.3 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 12.3 - MP NE 12.4 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 12.4 - MP NE 12.5 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 12.5 - MP NE 12.6 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 12.6 - MP NE 12.7 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 12.7 - MP NE 12.8 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 12.8 - MP NE 12.9 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 12.9 - MP NE 13.0 |                                |       | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  |                         |                                | TOTAL | 5                                                        | 5                                               | 8                                                                                   | 15                                                                                | 27                                                                               |

| PAVEMENT REPAIRS I-95 SOUTHBOUND |                         |                                |   |   |                            |                                                          |                                                 |                                                                                     |                                                                                   |                                                                                  |
|----------------------------------|-------------------------|--------------------------------|---|---|----------------------------|----------------------------------------------------------|-------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| LOCATION                         |                         | FULL DEPTH ASPHALT REPAIR AREA |   |   |                            | UNCLASSIFIED EXCAVATION AND DISPOSAL<br>ITEM 203.02 [CY] | 6" - SUBBASE COURSE, TYPE 2<br>ITEM 304.12 [CY] | 4" - 12.5 F9 BINDER COURSE ASPHALT,<br>50 SERIES COMPACTION<br>ITEM 404.1259 [TONS] | 8" - 37.5 F9 BASE COURSE ASPHALT,<br>80 SERIES COMPACTION<br>ITEM 404.3789 [TONS] | FULL DEPTH PORTLAND CEMENT CONCRETE<br>(PCC) LIFT- OUT<br>ITEM 502.31011225 [SY] |
|                                  |                         | SB<br>RIGHT SHOULDER           |   |   | SB<br>RAMP PB<br>GORE AREA |                                                          |                                                 |                                                                                     |                                                                                   |                                                                                  |
| REPAIR NUMBER                    | LENGTH (FT)             | 9                              | 8 | 6 | 18                         |                                                          |                                                 |                                                                                     |                                                                                   |                                                                                  |
|                                  | WIDTH (FT)              | 8                              | 8 | 8 | 2                          |                                                          |                                                 |                                                                                     |                                                                                   |                                                                                  |
|                                  | MILE POST               | 12" DEPTH                      |   |   |                            |                                                          |                                                 |                                                                                     |                                                                                   |                                                                                  |
|                                  | MP NE 10.8 - MP NE 10.9 |                                |   |   |                            |                                                          |                                                 |                                                                                     |                                                                                   |                                                                                  |
|                                  | MP NE 10.9 - MP NE 11.0 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 11.0 - MP NE 11.1 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 11.1 - MP NE 11.2 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 11.2 - MP NE 11.3 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 11.3 - MP NE 11.4 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 11.4 - MP NE 11.5 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
| S-206                            | MP NE 11.5 - MP NE 11.6 | 1                              |   |   |                            | 1.33                                                     | 1.33                                            | 2                                                                                   | 4                                                                                 | 8                                                                                |
|                                  | MP NE 11.6 - MP NE 11.7 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 11.7 - MP NE 11.8 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 11.8 - MP NE 11.9 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
| S-208                            | MP NE 11.9 - MP NE 12.0 |                                | 1 |   |                            | 1.19                                                     | 1.19                                            | 2                                                                                   | 4                                                                                 | 8                                                                                |
|                                  | MP NE 12.0 - MP NE 12.1 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 12.1 - MP NE 12.2 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 12.2 - MP NE 12.3 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
| S-211                            | MP NE 12.3 - MP NE 12.4 |                                |   | 1 |                            | 0.89                                                     | 0.89                                            | 2                                                                                   | 3                                                                                 | 6                                                                                |
|                                  | MP NE 12.4 - MP NE 12.5 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
| S-216                            | MP NE 12.5 - MP NE 12.6 |                                |   |   | 1                          | 0.67                                                     | 0.67                                            | 1                                                                                   | 2                                                                                 | 4                                                                                |
|                                  | MP NE 12.6 - MP NE 12.7 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 12.7 - MP NE 12.8 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 12.8 - MP NE 12.9 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
|                                  | MP NE 12.9 - MP NE 13.0 |                                |   |   |                            | 0                                                        | 0                                               | 0                                                                                   | 0                                                                                 | 0                                                                                |
| TOTAL                            |                         |                                |   |   |                            | 5                                                        | 5                                               | 7                                                                                   | 13                                                                                | 26                                                                               |

| MILLING OF ASPHALT I-95 MAINLINE, MAMARONECK AVENUE RAMPS, AND PLAYLAND PARKWAY RAMPS |                   |                           |                 |                         |                         |                             |           |                           |
|---------------------------------------------------------------------------------------|-------------------|---------------------------|-----------------|-------------------------|-------------------------|-----------------------------|-----------|---------------------------|
| LOCATION                                                                              | START MILE MARKER | APPROXIMATE BEGIN STATION | END MILE MARKER | APPROXIMATE END STATION | APPROXIMATE LENGTH (FT) | APPROXIMATE AVG. WIDTH (FT) | AREA (SF) | TOTAL OF ITEM 490.10 (SY) |
| MAINLINE                                                                              | MP NE 8.740       | 276+01                    | MP NE 10.795    | 384+04                  | 10,805                  | 54.5                        | 590,786.0 | 65,645.0                  |
| MAINLINE                                                                              | MP NE 10.773      | 382+74                    | MP NE 10.806    | 383+74                  | 100                     | 50.5                        | 5,033.0   | 560.0                     |
| RAMP MC                                                                               |                   | MC 10+04                  |                 | MC 12+24                | 220                     | 30.5                        | 6,711.9   | 750.0                     |
| RAMP PE                                                                               |                   | PE 17+00                  |                 | PE 24+03                | 705                     | 25.5                        | 17,925.1  | 1,995.0                   |
| RAMP PD                                                                               |                   | PD 0+39                   |                 | PD 2+00                 | 165                     | 27.5                        | 4,576.0   | 510.0                     |
| RAMP PBC                                                                              |                   | PBC 7+48                  |                 | PBC 0+34                | 715                     | 48.0                        | 34,412.3  | 3,825.0                   |
| RAMP PB                                                                               |                   | PB 12+63                  |                 | PB 7+48                 | 520                     | 25.5                        | 13,357.6  | 1,485.0                   |
| RAMP PC                                                                               |                   | PC 13+63                  |                 | PC 7+48                 | 620                     | 29.5                        | 18,385.1  | 2,045.0                   |
|                                                                                       |                   | TOTAL                     |                 |                         | 13,850                  |                             | 691,187.0 | 76,815                    |

| SHOULDER BACKUP LOCATIONS |              |               |              |             |                         |                             |                        |                                  |
|---------------------------|--------------|---------------|--------------|-------------|-------------------------|-----------------------------|------------------------|----------------------------------|
| DIRECTION OF TRAVEL       | APPROX. MP   | BEGIN STATION | APPROX. MP   | END STATION | APPROXIMATE LENGTH (FT) | APPROXIMATE AVG. WIDTH (FT) | VOLUME (6" THICK) (CF) | TOTAL OF ITEM 203.24000025 (TON) |
| SB                        | MP NE 9.807  | 331+82.90     | MP NE 9.859  | 334+50.50   | 268                     | 5.33                        | 713.1                  | 36                               |
| SB                        | MP NE 9.968  | 340+13.71     | MP NE 9.998  | 341+63.78   | 150                     | 5.33                        | 399.9                  | 20                               |
| SB                        | MP NE 10.356 | 360+60.95     | MP NE 10.360 | 360+80.43   | 19                      | 5.33                        | 51.9                   | 3                                |
| SB                        | MP NE 10.882 | 388+64.35     | MP NE 11.171 | 403+42.81   | 1,478                   | 5.33                        | 3,940.1                | 197                              |
| SB                        | MP NE 11.190 | 404+39.70     | MP NE 11.346 | 412+40.74   | 801                     | 5.33                        | 2,134.8                | 107                              |
| SB                        | MP NE 11.361 | 413+21.02     | MP NE 11.505 | 420+68.93   | 748                     | 5.33                        | 1,993.2                | 100                              |
| SB                        | MP NE 12.126 | 453+38.60     | MP NE 12.196 | 457+11.46   | 373                     | 5.33                        | 993.7                  | 50                               |
| SB                        | MP NE 12.225 | 458+71.03     | MP NE 12.384 | 467+18.87   | 848                     | 5.33                        | 2,259.5                | 113                              |
| SB                        | RAMP PBC     | 2+76.27       | RAMP PB      | 11+20.51    | 844                     | 5.33                        | 2,249.9                | 112                              |
| NB                        | MP NE 10.782 | 382+97.91     | MP NE 11.470 | 420+74.32   | 3,776                   | 5.33                        | 10,064.1               | 503                              |
| NB                        | RAMP PE      | 9+02.26       | RAMP PE      | 19+93.53    | 1,091                   | 5.33                        | 2,908.3                | 145                              |
|                           |              | TOTAL         |              |             | 10,397                  | 5.33                        | 27,708                 | 1,385                            |

ALTERED ON:

SIGNATURE:  
STAMP;

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP;



NOTES:

1. SHOULDER BACKUP MATERIAL SHALL BE INSTALLED PER NYSTA STANDARD SHEET TA 203-01

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



Thruway  
Authority



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
MISCELLANEOUS TABLES SHEET 1

CONTRACT NUMBER:  
TANE 25-25

DATE:  
10/15/2025

DRAWING NUMBER:  
MST-001

| PAVEMENT REPAIRS I-95 NORTHBOUND |                         |                    |                |                |               |                   |                                                          |                                                          |                 |
|----------------------------------|-------------------------|--------------------|----------------|----------------|---------------|-------------------|----------------------------------------------------------|----------------------------------------------------------|-----------------|
| LOCATION                         |                         | CRACKS AND JOINTS  |                |                |               |                   | CLEANING, SEALING AND/OR FILLING CRACKS ITEM 633.12 (L5) | CLEANING, SEALING AND/OR FILLING JOINTS ITEM 633.13 (LF) | SEE NOTES 1 & 2 |
|                                  |                         | NB MEDIAN SHOULDER | NB MEDIAN LANE | NB CENTER LANE | NB RIGHT LANE | NB RIGHT SHOULDER |                                                          |                                                          |                 |
| REPAIR NUMBER                    | MILE POST               | LENGTH (LF)        |                |                |               |                   |                                                          |                                                          |                 |
|                                  | MP NE 10.8 - MP NE 10.9 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
| N-001                            | MP NE 10.9 - MP NE 11.0 |                    |                |                |               | 53.00             | 0.00                                                     | 53.00                                                    |                 |
|                                  | MP NE 11.0 - MP NE 11.1 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
| N-002 TO N-004                   | MP NE 11.1 - MP NE 11.2 |                    |                |                |               | 176.00            | 0.00                                                     | 176.00                                                   |                 |
|                                  | MP NE 11.2 - MP NE 11.3 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 11.3 - MP NE 11.4 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
| N-005 TO N-008                   | MP NE 11.4 - MP NE 11.5 |                    |                |                |               | 126.00            | 8.00                                                     | 118.00                                                   |                 |
| N-009 TO N-010                   | MP NE 11.5 - MP NE 11.6 |                    |                |                |               | 107.00            | 0.00                                                     | 107.00                                                   |                 |
| N-011 TO N-016                   | MP NE 11.6 - MP NE 11.7 |                    |                |                |               | 143.00            | 17.00                                                    | 126.00                                                   |                 |
| N-017 TO N-021                   | MP NE 11.7 - MP NE 11.8 |                    |                |                | 18.00         | 60.00             | 6.00                                                     | 72.00                                                    |                 |
| N-022 TO N-023                   | MP NE 11.8 - MP NE 11.9 |                    |                |                |               | 122.00            | 0.00                                                     | 122.00                                                   |                 |
| N-024                            | MP NE 11.9 - MP NE 12.0 |                    |                |                |               | 36.00             | 0.00                                                     | 36.00                                                    |                 |
|                                  | MP NE 12.0 - MP NE 12.1 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 12.1 - MP NE 12.2 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
| N-025 TO N-028                   | MP NE 12.2 - MP NE 12.3 | 17.00              |                |                |               |                   | 11.00                                                    | 6.00                                                     |                 |
|                                  | MP NE 12.3 - MP NE 12.4 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 12.4 - MP NE 12.5 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
| N-029 TO N-031                   | MP NE 12.5 - MP NE 12.6 |                    |                |                |               | 63.00             | 63.00                                                    | 0.00                                                     |                 |
| N-032                            | MP NE 12.6 - MP NE 12.7 |                    |                |                | 766.00        |                   | 0.00                                                     | 766.00                                                   |                 |
| N-033                            | MP NE 12.7 - MP NE 12.8 |                    |                |                |               | 61.00             | 0.00                                                     | 61.00                                                    |                 |
|                                  | MP NE 12.8 - MP NE 12.9 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
| N-034                            | MP NE 12.9 - MP NE 13.0 |                    |                |                |               | 72.00             | 0.00                                                     | 72.00                                                    |                 |
|                                  |                         |                    |                |                |               |                   | 105.00                                                   | 1715.00                                                  | TOTAL           |

| PAVEMENT REPAIRS I-95 SOUTHBOUND |                         |                    |                |                |               |                   |                                                          |                                                          |                 |
|----------------------------------|-------------------------|--------------------|----------------|----------------|---------------|-------------------|----------------------------------------------------------|----------------------------------------------------------|-----------------|
| LOCATION                         |                         | CRACKS AND JOINTS  |                |                |               |                   | CLEANING, SEALING AND/OR FILLING CRACKS ITEM 633.12 (L5) | CLEANING, SEALING AND/OR FILLING JOINTS ITEM 633.13 (LF) | SEE NOTES 1 & 2 |
|                                  |                         | SB MEDIAN SHOULDER | SB MEDIAN LANE | SB CENTER LANE | SB RIGHT LANE | SB RIGHT SHOULDER |                                                          |                                                          |                 |
| REPAIR NUMBER                    | MILE POST               | LENGTH (LF)        |                |                |               |                   |                                                          |                                                          |                 |
|                                  | MP NE 10.8 - MP NE 10.9 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 10.9 - MP NE 11.0 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 11.0 - MP NE 11.1 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 11.1 - MP NE 11.2 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 11.2 - MP NE 11.3 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 11.3 - MP NE 11.4 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 11.4 - MP NE 11.5 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 11.5 - MP NE 11.6 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 11.6 - MP NE 11.7 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 11.7 - MP NE 11.8 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 11.8 - MP NE 11.9 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 11.9 - MP NE 12.0 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 12.0 - MP NE 12.1 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 12.1 - MP NE 12.2 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 12.2 - MP NE 12.3 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 12.3 - MP NE 12.4 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 12.4 - MP NE 12.5 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 12.5 - MP NE 12.6 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
| S-001                            | MP NE 12.6 - MP NE 12.7 |                    |                |                |               | 107.00            | 0.00                                                     | 107.00                                                   |                 |
|                                  | MP NE 12.7 - MP NE 12.8 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
|                                  | MP NE 12.8 - MP NE 12.9 |                    |                |                |               |                   | 0.00                                                     | 0.00                                                     |                 |
| S-002 TO S-004                   | MP NE 12.9 - MP NE 13.0 |                    |                |                |               | 67.00             | 13.00                                                    | 54.00                                                    |                 |
|                                  |                         |                    |                |                |               |                   | 13.00                                                    | 161.00                                                   | TOTAL           |

ALTERED ON:

SIGNATURE:  
STAMP;

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP;



NOTES:

1. JOINTS SHALL BE SHIMMED UNDER ITEM 633.13 TO PREVENT UNEVEN PAVEMENT/ BUMPS
2. THE ELEVATION OF JOINT SEALANT SHOULD BE BELOW THAT OF THE TOP OF PAVEMENT. CONTRACTOR SHALL AVOID OVERFILLING. SEALED JOINTS WITH OVERFILLED JOINT MATERIAL SHALL REQUIRE REMOVAL OF EXISTING SEALANT AND REPLACEMENT WITH NEW SEALANT, UNDER ITEM 633.13, AT NO ADDITIONAL COST TO THE NYSTA.

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



Thruway  
Authority



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
MISCELLANEOUS TABLES  
SHEET 2

CONTRACT NUMBER:  
TANE 25-25

DATE:  
10/15/2025

DRAWING NUMBER:  
MST-002

| PAVEMENT REPAIRS I-95 NORTHBOUND |                         |                                                 |                |               |                                                             |                                            |                                                              |                                                                                  |                                                                               |
|----------------------------------|-------------------------|-------------------------------------------------|----------------|---------------|-------------------------------------------------------------|--------------------------------------------|--------------------------------------------------------------|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| LOCATION                         |                         | FULL DEPTH REPAIR AREA<br>PRECAST CONCRETE SLAB |                |               | UNCLASSIFIED EXCAVATION<br>AND DISPOSAL<br>ITEM 203.02 [CY] | SUBBASE COURSE, TYPE 2<br>ITEM 304.12 [CY] | PRECAST CONCRETE<br>PAVEMENT SLABS<br>ITEM 502.15011225 [CY] | FULL DEPTH PORTLAND CEMENT CONCRETE<br>(PCC) LIFT- OUT<br>ITEM 502.31011225 [SY] | DRILL AND ANCHOR DOWELS<br>FOR PCC PAVEMENT REPAIRS<br>ITEM 510.81000018 [EA] |
|                                  |                         | NB MEDIAN LANE                                  | NB CENTER LANE | NB RIGHT LANE |                                                             |                                            |                                                              |                                                                                  |                                                                               |
| REPAIR NUMBER                    | MILE POST               | 12" THICK PRECAST CONCRETE SLAB (QTY)           |                |               |                                                             |                                            |                                                              |                                                                                  |                                                                               |
| N-201 TO N-204                   | MP NE 10.8 - MP NE 10.9 |                                                 | 1              | 3             | 6                                                           | 6                                          | 35                                                           | 105                                                                              | 64                                                                            |
|                                  | MP NE 10.9 - MP NE 11.0 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
| N-206                            | MP NE 11.0 - MP NE 11.1 |                                                 | 1              |               | 2                                                           | 2                                          | 8                                                            | 24                                                                               | 16                                                                            |
| N-207 TO N-209                   | MP NE 11.1 - MP NE 11.2 |                                                 | 2              | 1             | 5                                                           | 5                                          | 25                                                           | 75                                                                               | 32                                                                            |
| N-210 TO N-211                   | MP NE 11.2 - MP NE 11.3 |                                                 | 1              | 1             | 3                                                           | 3                                          | 17                                                           | 51                                                                               | 32                                                                            |
| N-212 TO N-214                   | MP NE 11.3 - MP NE 11.4 |                                                 | 2              | 1             | 5                                                           | 5                                          | 25                                                           | 75                                                                               | 48                                                                            |
| N-215 TO N-216                   | MP NE 11.4 - MP NE 11.5 |                                                 |                | 2             | 3                                                           | 3                                          | 18                                                           | 54                                                                               | 24                                                                            |
|                                  | MP NE 11.5 - MP NE 11.6 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
|                                  | MP NE 11.6 - MP NE 11.7 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
| N-217 TO N-218                   | MP NE 11.7 - MP NE 11.8 |                                                 | 2              |               | 3                                                           | 3                                          | 16                                                           | 48                                                                               | 32                                                                            |
| N-219, N-221 TO N-222            | MP NE 11.8 - MP NE 11.9 |                                                 | 3              | 2             | 7                                                           | 7                                          | 42                                                           | 126                                                                              | 48                                                                            |
| N-223                            | MP NE 11.9 - MP NE 12.0 |                                                 | 1              |               | 2                                                           | 2                                          | 8                                                            | 24                                                                               | 8                                                                             |
| N-224                            | MP NE 12.0 - MP NE 12.1 |                                                 | 1              |               | 2                                                           | 2                                          | 8                                                            | 24                                                                               | 16                                                                            |
|                                  | MP NE 12.1 - MP NE 12.2 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
|                                  | MP NE 12.2 - MP NE 12.3 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
|                                  | MP NE 12.3 - MP NE 12.4 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
|                                  | MP NE 12.4 - MP NE 12.5 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
| N-226                            | MP NE 12.5 - MP NE 12.6 |                                                 |                | 1             | 2                                                           | 2                                          | 9                                                            | 27                                                                               | 16                                                                            |
| N-227 TO N-230                   | MP NE 12.6 - MP NE 12.7 | 1                                               | 3              |               | 6                                                           | 6                                          | 33                                                           | 98                                                                               | 64                                                                            |
| N-231 TO N-235                   | MP NE 12.7 - MP NE 12.8 | 1                                               | 4              | 3             | 12                                                          | 12                                         | 68                                                           | 203                                                                              | 96                                                                            |
| N-236 TO N-240                   | MP NE 12.8 - MP NE 12.9 | 1                                               | 5              | 5             | 16                                                          | 16                                         | 94                                                           | 281                                                                              | 48                                                                            |
| N-241                            | MP NE 12.9 - MP NE 13.0 |                                                 | 2              |               | 2                                                           | 6                                          | 34                                                           | 102                                                                              | 32                                                                            |
| TOTAL                            |                         |                                                 |                |               | 80                                                          | 80                                         | 440                                                          | 1320                                                                             | 580                                                                           |

| PAVEMENT REPAIRS I-95 SOUTHBOUND |                         |                                                 |                |               |                                                             |                                            |                                                              |                                                                                  |                                                                               |
|----------------------------------|-------------------------|-------------------------------------------------|----------------|---------------|-------------------------------------------------------------|--------------------------------------------|--------------------------------------------------------------|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| LOCATION                         |                         | FULL DEPTH REPAIR AREA<br>PRECAST CONCRETE SLAB |                |               | UNCLASSIFIED EXCAVATION<br>AND DISPOSAL<br>ITEM 203.02 [CY] | SUBBASE COURSE, TYPE 2<br>ITEM 304.12 [CY] | PRECAST CONCRETE<br>PAVEMENT SLABS<br>ITEM 502.15011225 [CY] | FULL DEPTH PORTLAND CEMENT CONCRETE<br>(PCC) LIFT- OUT<br>ITEM 502.31011225 [SY] | DRILL AND ANCHOR DOWELS<br>FOR PCC PAVEMENT REPAIRS<br>ITEM 510.81000018 [EA] |
|                                  |                         | SB MEDIAN LANE                                  | SB CENTER LANE | SB RIGHT LANE |                                                             |                                            |                                                              |                                                                                  |                                                                               |
| REPAIR NUMBER                    | MILE POST               | 12" THICK PRECAST CONCRETE SLAB (QTY)           |                |               |                                                             |                                            |                                                              |                                                                                  |                                                                               |
|                                  | MP NE 10.8 - MP NE 10.9 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
|                                  | MP NE 10.9 - MP NE 11.0 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
| S-201                            | MP NE 11.0 - MP NE 11.1 |                                                 | 2              |               | 3                                                           | 3                                          | 16                                                           | 48                                                                               | 16                                                                            |
|                                  | MP NE 11.1 - MP NE 11.2 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
| S-202 TO S-204                   | MP NE 11.2 - MP NE 11.3 |                                                 | 4              |               | 6                                                           | 6                                          | 32                                                           | 96                                                                               | 32                                                                            |
| S-205                            | MP NE 11.3 - MP NE 11.4 |                                                 |                | 1             | 2                                                           | 2                                          | 9                                                            | 28                                                                               | 16                                                                            |
|                                  | MP NE 11.4 - MP NE 11.5 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
|                                  | MP NE 11.5 - MP NE 11.6 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
|                                  | MP NE 11.6 - MP NE 11.7 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
|                                  | MP NE 11.7 - MP NE 11.8 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
|                                  | MP NE 11.8 - MP NE 11.9 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
| S-207                            | MP NE 11.9 - MP NE 12.0 |                                                 | 1              |               | 2                                                           | 2                                          | 8                                                            | 24                                                                               | 16                                                                            |
|                                  | MP NE 12.0 - MP NE 12.1 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
| S-209 TO S-210                   | MP NE 12.1 - MP NE 12.2 |                                                 |                | 2             | 4                                                           | 4                                          | 19                                                           | 56                                                                               | 32                                                                            |
|                                  | MP NE 12.2 - MP NE 12.3 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
|                                  | MP NE 12.3 - MP NE 12.4 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
| S-212 TO S-214                   | MP NE 12.4 - MP NE 12.5 |                                                 | 1              | 2             | 5                                                           | 5                                          | 27                                                           | 80                                                                               | 48                                                                            |
| S-215, S-217                     | MP NE 12.5 - MP NE 12.6 | 1                                               |                | 1             | 3                                                           | 3                                          | 18                                                           | 54                                                                               | 32                                                                            |
| S-218                            | MP NE 12.6 - MP NE 12.7 | 1                                               |                |               | 2                                                           | 2                                          | 9                                                            | 26                                                                               | 16                                                                            |
| S-219 TO S-222                   | MP NE 12.7 - MP NE 12.8 |                                                 | 4              |               | 6                                                           | 6                                          | 32                                                           | 96                                                                               | 64                                                                            |
| S-223 TO S-225                   | MP NE 12.8 - MP NE 12.9 |                                                 | 2              | 1             | 5                                                           | 5                                          | 25                                                           | 76                                                                               | 48                                                                            |
|                                  | MP NE 12.9 - MP NE 13.0 |                                                 |                |               | 0                                                           | 0                                          | 0                                                            | 0                                                                                | 0                                                                             |
| TOTAL                            |                         |                                                 |                |               | 40                                                          | 40                                         | 195                                                          | 585                                                                              | 320                                                                           |

| NORTHBOUND I-95 FULL DEPTH PRECAST CONCRETE SLAB REPLACEMENT AREAS |             |           |                |              |    |    |    |    |    |    |    |    |      |      |      |      |                                                             |                                            |                                                              |                                                                                  |                                                                               |                                                                             |  |
|--------------------------------------------------------------------|-------------|-----------|----------------|--------------|----|----|----|----|----|----|----|----|------|------|------|------|-------------------------------------------------------------|--------------------------------------------|--------------------------------------------------------------|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-----------------------------------------------------------------------------|--|
| LOCATION                                                           | LANE        |           |                |              |    |    |    |    |    |    |    |    |      |      |      |      | UNCLASSIFIED EXCAVATION<br>AND DISPOSAL<br>ITEM 203.02 [CY] | SUBBASE COURSE, TYPE 2<br>ITEM 304.12 [CY] | PRECAST CONCRETE<br>PAVEMENT SLABS<br>ITEM 502.15011225 [CY] | FULL DEPTH PORTLAND CEMENT<br>CONCRETE (PCC) LIFT- OUT<br>ITEM 502.31011225 [SY] | DRILL AND ANCHOR DOWELS<br>FOR PCC PAVEMENT REPAIRS<br>ITEM 510.81000018 [EA] | DRILL AND ANCHOR TIES<br>FOR PCC PAVEMENT REPAIRS<br>ITEM 510.81100018 [EA] |  |
|                                                                    | LENGTH (LF) |           |                |              | 15 | 13 | 10 | 9  | 15 | 13 | 10 | 9  | 15   | 13   | 10   | 9    |                                                             |                                            |                                                              |                                                                                  |                                                                               |                                                                             |  |
|                                                                    | WIDTH (LF)  |           |                |              | 13 | 13 | 13 | 13 | 12 | 12 | 12 | 12 | 13.5 | 13.5 | 13.5 | 13.5 |                                                             |                                            |                                                              |                                                                                  |                                                                               |                                                                             |  |
|                                                                    | STATION     |           | MILE POST (NB) |              |    |    |    |    |    |    |    |    |      |      |      |      |                                                             |                                            |                                                              |                                                                                  |                                                                               |                                                                             |  |
|                                                                    | BEGIN       | END       | BEGIN          | END          |    |    |    |    |    |    |    |    |      |      |      |      |                                                             |                                            |                                                              |                                                                                  |                                                                               |                                                                             |  |
| NELSON AVENUE and HARRISON AVENUE                                  | 419+39.34   | 432+19.29 | MP NE 11.442   | MP NE 11.672 | 80 |    | 4  | 4  | 80 |    | 4  | 4  | 80   |      | 4    | 4    | 304                                                         | 304                                        | 1,820                                                        | 5,460                                                                            | 52                                                                            | 850                                                                         |  |
| SOUTH ROAD                                                         | 444+78.62   | 450+46.10 | MP NE 11.904   | MP NE 12.015 | 34 | 1  | 3  | 2  | 34 | 1  | 3  | 2  | 34   | 1    | 3    | 2    | 136                                                         | 136                                        | 815                                                          | 2,445                                                                            | 52                                                                            | 382                                                                         |  |
| CENTRAL AVENUE                                                     | 494+09.37   | 497+87.37 | MP NE 12.853   | MP NE 12.925 | 24 |    | 2  | 2  | 24 |    | 2  | 2  | 24   |      | 2    | 2    | 95                                                          | 95                                         | 570                                                          | 1,705                                                                            | 52                                                                            | 252                                                                         |  |
| TOTAL                                                              |             |           |                |              |    |    |    |    |    |    |    |    |      |      |      | 535  | 535                                                         | 3,205                                      | 9,610                                                        | 156                                                                              | 1,484                                                                         |                                                                             |  |

| SOUTHBOUND I-95 FULL DEPTH PRECAST CONCRETE SLAB REPLACEMENT AREAS |             |           |                |              |    |    |    |    |    |    |    |    |    |    |    |    |                                                             |                                            |                                                              |                                                                                  |                                                                               |                                                                             |  |  |
|--------------------------------------------------------------------|-------------|-----------|----------------|--------------|----|----|----|----|----|----|----|----|----|----|----|----|-------------------------------------------------------------|--------------------------------------------|--------------------------------------------------------------|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-----------------------------------------------------------------------------|--|--|
| LOCATION                                                           | LANE        |           |                |              |    |    |    |    |    |    |    |    |    |    |    |    | UNCLASSIFIED EXCAVATION<br>AND DISPOSAL<br>ITEM 203.02 [CY] | SUBBASE COURSE, TYPE 2<br>ITEM 304.12 [CY] | PRECAST CONCRETE<br>PAVEMENT SLABS<br>ITEM 502.15011225 [CY] | FULL DEPTH PORTLAND CEMENT<br>CONCRETE (PCC) LIFT- OUT<br>ITEM 502.31011225 [SY] | DRILL AND ANCHOR DOWELS<br>FOR PCC PAVEMENT REPAIRS<br>ITEM 510.81000018 [EA] | DRILL AND ANCHOR TIES<br>FOR PCC PAVEMENT REPAIRS<br>ITEM 510.81100018 [EA] |  |  |
|                                                                    | LENGTH (LF) |           |                |              | 15 | 10 | 9  | 8  | 15 | 10 | 9  | 8  | 15 | 10 | 9  | 8  |                                                             |                                            |                                                              |                                                                                  |                                                                               |                                                                             |  |  |
|                                                                    | WIDTH (LF)  |           |                |              | 13 | 13 | 13 | 13 | 12 | 12 | 12 | 12 | 14 | 14 | 14 | 14 |                                                             |                                            |                                                              |                                                                                  |                                                                               |                                                                             |  |  |
|                                                                    | STATION     |           | MILE POST (SB) |              |    |    |    |    |    |    |    |    |    |    |    |    |                                                             |                                            |                                                              |                                                                                  |                                                                               |                                                                             |  |  |
|                                                                    | BEGIN       | END       | BEGIN          | END          |    |    |    |    |    |    |    |    |    |    |    |    |                                                             |                                            |                                                              |                                                                                  |                                                                               |                                                                             |  |  |
| NELSON AVENUE and HARRISON AVENUE                                  | 419+37.99   | 432+13.56 | MP NE 11.480   | MP NE 11.725 | 81 | 4  | 3  |    | 81 | 4  | 3  |    | 81 | 4  | 3  |    | 310                                                         | 310                                        | 1,855                                                        | 5,560                                                                            | 52                                                                            | 854                                                                         |  |  |
| SOUTH ROAD                                                         | 444+76.74   | 450+38.16 | MP NE 11.965   | MP NE 12.070 | 34 | 2  | 2  | 1  | 34 | 2  | 2  | 1  | 34 | 2  | 2  | 1  | 134                                                         | 134                                        | 805                                                          | 2,410                                                                            | 52                                                                            | 372                                                                         |  |  |
| CENTRAL AVENUE                                                     | 493+85.23   | 497+84.23 | MP NE 12.890   | MP NE 12.962 | 22 | 3  | 2  |    | 22 | 3  | 2  |    | 22 | 3  | 2  |    | 92                                                          | 92                                         | 550                                                          | 1,640                                                                            | 52                                                                            | 266                                                                         |  |  |
|                                                                    |             |           |                |              |    |    |    |    |    |    |    |    |    |    |    |    | 536                                                         | 536                                        | 3,210                                                        | 9,610                                                                            | 156                                                                           | 1,492                                                                       |  |  |

ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



Thruway  
Authority



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>MISCELLANEOUS TABLES<br>SHEET 3                                           | DRAWING NUMBER:<br>MST-003     |



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PIOTAS

DESIGNED BY: P. PIOTAS

J. PURCA

DESIGN SUPERVISOR:

| NEW ENGLAND THRUWAY (I-95) RESURFACING MP NE 8.8 - MP NE 13.0 NORTHBOUND GUIDE RAIL AND CONCRETE BARRIER REPLACEMENT |                     |              |           |                |      |              |           |                |      |                        |                          |                              |                          |                            |                            |                          |                          |                          |                        |                            |                            |                                       |
|----------------------------------------------------------------------------------------------------------------------|---------------------|--------------|-----------|----------------|------|--------------|-----------|----------------|------|------------------------|--------------------------|------------------------------|--------------------------|----------------------------|----------------------------|--------------------------|--------------------------|--------------------------|------------------------|----------------------------|----------------------------|---------------------------------------|
| REPLACEMENT<br>NUMBER                                                                                                | GNP<br>SHEET NUMBER | BEGIN        |           |                |      | END          |           |                |      | ITEM<br>201.06<br>(SY) | ITEM<br>209.1003<br>(SY) | ITEM<br>606.26500005<br>(LF) | ITEM<br>606.2701<br>(LF) | ITEM<br>606.270101<br>(LF) | ITEM<br>606.2703<br>(EACH) | ITEM<br>606.3042<br>(LF) | ITEM<br>606.5501<br>(LF) | ITEM<br>606.7101<br>(LF) | ITEM<br>606.73<br>(LF) | ITEM<br>606.7941<br>(EACH) | ITEM<br>606.8903<br>(EACH) | REMARKS                               |
|                                                                                                                      |                     | APPROX. MP   | STATION   | OFFSET<br>(LF) | SIDE | APPROX. MP   | STATION   | OFFSET<br>(LF) | SIDE |                        |                          |                              |                          |                            |                            |                          |                          |                          |                        |                            |                            |                                       |
| N-300                                                                                                                | 023-027             | MP NE 10.988 | 393+90.99 | 52.96          | RT   | MP NE 11.329 | 413+50.00 | 52.86          | RT   | 440                    | 30                       |                              | 1959                     |                            |                            |                          |                          | 1959                     |                        |                            |                            | EASTERN HALF OF GUIDERAIL RUN TOO LOW |
| N-301                                                                                                                | 027                 | MP NE 11.334 | 413+75.00 | 52.42          | RT   | MP NE 11.393 | 417+00.00 | 51.12          | RT   |                        | 60                       |                              | 325                      |                            | 2                          |                          |                          | 325                      |                        | 2                          |                            |                                       |
| N-302                                                                                                                | 027-028             | MP NE 11.409 | 417+82.45 | 51.62          | RT   | MP NE 11.425 | 418+56.70 | 52.16          | RT   | 10                     | 30                       |                              | 39                       |                            |                            |                          | 17                       | 39                       |                        |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| N-303                                                                                                                | 028                 | MP NE 11.488 | 421+56.49 | 0.75           | RT   | MP NE 11.513 | 422+83.86 | 0.75           | RT   |                        |                          | 25                           |                          |                            |                            |                          |                          | 25                       |                        |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| N-304                                                                                                                | 029                 | MP NE 11.527 | 423+55.58 | 53.23          | RT   | MP NE 11.566 | 425+64.04 | 52.46          | RT   | 10                     |                          |                              | 35                       |                            |                            |                          | 15                       | 35                       |                        |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| N-305                                                                                                                | 030-032             | MP NE 11.685 | 433+04.31 | 55.57          | RT   | MP NE 11.811 | 439+86.91 | 56.77          | RT   | 15                     |                          |                              | 46                       |                            |                            |                          | 20                       | 46                       |                        |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| N-306                                                                                                                | 034                 | MP NE 12.046 | 452+08.71 | 56.18          | RT   | MP NE 12.052 | 452+39.71 | 54.06          | RT   | 5                      |                          |                              | 22                       |                            |                            |                          | 10                       | 22                       |                        |                            |                            |                                       |
| N-307                                                                                                                | 035-038             | RAMP PE      | PE 6+00   | 10.45          | RT   | RAMP PE      | PE 23+75  | 8.29           | RT   | 10                     |                          |                              | 35                       |                            |                            |                          | 15                       | 35                       |                        |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| N-308                                                                                                                | 038-039             | RAMP PD      | PD 0+86   | 26.85          | LT   | RAMP PD      | PD 6+52   | 18.76          | LT   |                        |                          |                              | 18                       |                            |                            |                          | 8                        | 18                       |                        |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| N-309                                                                                                                | 038                 | MP NE 12.431 | 472+05.61 | 3.44           | RT   | MP NE 12.457 | 473+42.97 | 3.78           | RT   |                        |                          | 137                          |                          |                            |                            |                          |                          | 137                      |                        |                            |                            |                                       |
| N-310                                                                                                                | 043                 | MP NE 12.937 | 498+51.34 | 52.15          | RT   | MP NE 12.986 | 501+08.60 | 51.83          | RT   | 10                     |                          |                              | 35                       |                            |                            |                          | 15                       | 35                       |                        |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| N-311                                                                                                                | 022                 | MP NE 10.858 | 386+48.83 | 50.10          | RT   | MP NE 10.863 | 386+74.17 | 50.25          | RT   |                        |                          |                              |                          |                            |                            |                          | 26                       |                          |                        |                            |                            |                                       |
| N-312                                                                                                                | 022                 | MP NE 10.911 | 389+32.56 | 50.07          | RT   | MP NE 10.915 | 389+57.25 | 50.12          | RT   |                        |                          |                              |                          |                            |                            |                          | 26                       |                          |                        |                            |                            |                                       |
| TOTAL                                                                                                                |                     |              |           |                |      |              |           |                |      | 500                    | 120                      | 162                          | 2514                     | 0                          | 2                          | 0                        | 152                      | 2514                     | 162                    | 2                          | 0                          |                                       |

| NEW ENGLAND THRUWAY (I-95) RESURFACING MP NE 8.8 - MP NE 13.0 SOUTHBOUND GUIDE RAIL AND CONCRETE BARRIER REPLACEMENT |                     |              |           |                |      |              |           |                |      |                        |                          |                              |                          |                            |                            |                          |                          |                        |                          |                        |                            |                            |                            |                                       |
|----------------------------------------------------------------------------------------------------------------------|---------------------|--------------|-----------|----------------|------|--------------|-----------|----------------|------|------------------------|--------------------------|------------------------------|--------------------------|----------------------------|----------------------------|--------------------------|--------------------------|------------------------|--------------------------|------------------------|----------------------------|----------------------------|----------------------------|---------------------------------------|
| REPLACEMENT<br>NUMBER                                                                                                | GNP<br>SHEET NUMBER | BEGIN        |           |                |      | END          |           |                |      | ITEM<br>201.06<br>(SY) | ITEM<br>209.1003<br>(SY) | ITEM<br>606.26500005<br>(LF) | ITEM<br>606.2701<br>(LF) | ITEM<br>606.270101<br>(LF) | ITEM<br>606.2703<br>(EACH) | ITEM<br>606.3042<br>(LF) | ITEM<br>606.5501<br>(LF) | ITEM<br>606.57<br>(LF) | ITEM<br>606.7101<br>(LF) | ITEM<br>606.73<br>(LF) | ITEM<br>606.7941<br>(EACH) | ITEM<br>606.8903<br>(EACH) | ITEM<br>606.9003<br>(EACH) | REMARKS                               |
|                                                                                                                      |                     | APPROX. MP   | STATION   | OFFSET<br>(LF) | SIDE | APPROX. MP   | STATION   | OFFSET<br>(LF) | SIDE |                        |                          |                              |                          |                            |                            |                          |                          |                        |                          |                        |                            |                            |                            |                                       |
| S-300                                                                                                                | 001                 | MP NE 8.783  | 278+27.93 | 0.75           | LT   | MP NE 8.820  | 280+22.96 | 0.75           | LT   |                        |                          | 30                           |                          |                            |                            |                          |                          |                        |                          | 30                     |                            |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| S-301                                                                                                                | 001                 | MP NE 8.783  | 278+27.93 | 50.71          | LT   | MP NE 8.801  | 279+22.81 | 50.61          | LT   |                        |                          | 95                           |                          |                            |                            |                          |                          |                        |                          | 95                     |                            |                            |                            |                                       |
| S-302                                                                                                                | 002-004             | MP NE 8.894  | 284+12.98 | 51.08          | LT   | MP NE 9.112  | 295+55.11 | 53.11          | LT   | 25                     |                          |                              | 105                      |                            |                            |                          | 45                       |                        | 105                      |                        |                            |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| S-303                                                                                                                | 003                 | MP NE 8.953  | 287+22.01 | 0.75           | LT   | MP NE 8.963  | 287+74.35 | 0.75           | LT   |                        |                          | 52                           |                          |                            |                            |                          |                          |                        |                          | 52                     |                            |                            |                            |                                       |
| S-304                                                                                                                | 005                 | MP NE 9.167  | 298+45.16 | 51.29          | LT   | MP NE 9.202  | 300+29.72 | 51.10          | LT   | 5                      |                          |                              | 11                       |                            |                            |                          | 5                        |                        | 11                       |                        |                            |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| S-305                                                                                                                | 006-007             | MP NE 9.263  | 303+50.99 | 52.56          | LT   | MP NE 9.399  | 310+67.27 | 52.78          | LT   |                        |                          |                              | 135                      |                            |                            |                          | 58                       |                        | 135                      |                        |                            |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| S-306                                                                                                                | 009                 | MP NE 9.527  | 317+50.62 | 3.27           | LT   | MP NE 9.543  | 318+34.37 | 1.67           | LT   |                        |                          | 83                           |                          |                            |                            |                          |                          |                        |                          | 83                     |                            |                            |                            |                                       |
| S-307                                                                                                                | 010-011             | MP NE 9.730  | 327+95.44 | 68.79          | LT   | MP NE 9.813  | 332+14.65 | 139.25         | LT   | 10                     |                          |                              | 35                       |                            |                            |                          | 15                       |                        | 35                       |                        |                            |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| S-308                                                                                                                | 012                 | MP NE 9.875  | 335+31.53 | 76.46          | LT   | MP NE 9.895  | 336+34.20 | 76.90          | LT   |                        |                          |                              |                          |                            |                            |                          |                          | 20                     |                          |                        |                            |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| S-309                                                                                                                | 014                 | MP NE 10.104 | 347+18.55 | 52.35          | LT   | MP NE 10.113 | 347+66.16 | 52.22          | LT   |                        |                          | 47                           |                          |                            |                            |                          |                          |                        |                          | 47                     |                            |                            |                            |                                       |
| S-310                                                                                                                | 015                 | MP NE 10.186 | 351+52.39 | 52.67          | LT   | MP NE 10.199 | 352+21.17 | 52.74          | LT   |                        |                          | 55                           |                          |                            |                            |                          |                          |                        |                          | 55                     |                            |                            |                            |                                       |
| S-311                                                                                                                | 017-018             | MP NE 10.406 | 363+25.69 | 52.54          | LT   | MP NE 10.510 | 368+81.13 | 52.55          | LT   | 10                     |                          |                              | 35                       |                            |                            |                          | 15                       |                        | 35                       |                        |                            |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| S-312                                                                                                                | 019-025             | MP NE 10.549 | 370+89.56 | 52.23          | LT   | MP NE 11.176 | 403+70.40 | 64.30          | LT   | 25                     |                          |                              | 110                      |                            |                            |                          | 48                       |                        | 110                      |                        |                            |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| S-313                                                                                                                | 025-026             | MP NE 11.191 | 404+47.07 | 58.73          | LT   | MP NE 11.351 | 412+68.62 | 58.50          | LT   | 20                     |                          |                              | 86                       |                            |                            |                          | 37                       |                        | 86                       |                        |                            |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| S-314                                                                                                                | 027-028             | MP NE 11.357 | 412+99.21 | 57.28          | LT   | MP NE 11.501 | 420+47.33 | 53.60          | LT   | 5                      | 60                       |                              | 14                       |                            | 1                          |                          | 6                        |                        | 14                       |                        | 1                          |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| S-315                                                                                                                | 029-032             | MP NE 11.565 | 423+80.29 | 50.82          | LT   | MP NE 11.885 | 440+53.96 | 52.30          | LT   | 15                     |                          |                              | 46                       |                            |                            |                          | 20                       |                        | 46                       |                        |                            |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| S-316                                                                                                                | 030                 | MP NE 11.673 | 429+42.46 | 52.29          | LT   | MP NE 11.678 | 429+68.49 | 55.39          | LT   |                        |                          |                              |                          | 25                         |                            |                          |                          |                        |                          | 25                     |                            |                            |                            |                                       |
| S-317                                                                                                                | 030                 | MP NE 11.686 | 430+10.15 | 57.30          | LT   | MP NE 11.713 | 431+50.00 | 52.61          | LT   |                        | 30                       |                              |                          |                            |                            | 60                       |                          |                        |                          |                        | 1                          | 1                          | 1                          |                                       |
| S-318                                                                                                                | 034                 | MP NE 12.060 | 449+86.13 | 51.42          | LT   | MP NE 12.095 | 451+73.15 | 51.39          | LT   | 5                      |                          |                              | 11                       |                            |                            |                          | 5                        |                        | 11                       |                        |                            |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| S-319                                                                                                                | 034-035             | MP NE 12.115 | 452+80.18 | 52.23          | LT   | MP NE 12.190 | 456+81.74 | 51.85          | LT   | 10                     |                          |                              | 38                       |                            |                            |                          | 16                       |                        | 38                       |                        |                            |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| S-320                                                                                                                | 035-037             | MP NE 12.230 | 458+95.81 | 51.70          | LT   | MP NE 12.450 | 470+66.95 | 63.93          | LT   | 15                     | 30                       |                              | 61                       |                            |                            |                          | 26                       |                        | 61                       |                        |                            |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| S-321                                                                                                                | 038                 | MP NE 12.477 | 472+08.85 | 0.94           | LT   | MP NE 12.500 | 473+29.72 | 1.06           | LT   |                        |                          | 120                          |                          |                            |                            |                          |                          |                        |                          | 120                    |                            |                            |                            |                                       |
| S-322                                                                                                                | 038-039             | MP NE 12.515 | 474+08.99 | 59.71          | LT   | MP NE 12.565 | 476+71.30 | 75.76          | LT   | 20                     |                          |                              | 77                       |                            |                            |                          | 33                       |                        | 77                       |                        |                            |                            |                            | LOCALIZED REPAIRS WITHIN NOTED LIMITS |
| S-323                                                                                                                | 039-040             | MP NE 12.624 | 479+85.05 | 0.33           | LT   | MP NE 12.651 | 481+27.79 | 1.32           | LT   |                        | 30                       | 142                          |                          |                            |                            |                          |                          |                        |                          | 142                    |                            |                            |                            |                                       |
| S-324                                                                                                                | 043                 | MP NE 12.934 | 496+28.22 | 0.02           | LT   | MP NE 12.953 | 497+33.37 | 0.15           | LT   |                        |                          | 105                          |                          |                            |                            |                          |                          |                        |                          | 105                    |                            |                            |                            |                                       |
| S-325                                                                                                                | 022-028             | MP NE 10.870 | 388+00.31 | 52.67          | LT   | MP NE 11.505 | 420+67.72 | 53.33          | LT   |                        | 30                       |                              |                          |                            |                            |                          | 3267                     |                        |                          |                        | 1                          |                            |                            |                                       |
| S-326                                                                                                                | 029-030             | MP NE 11.560 | 423+52.14 | 51.28          | LT   | MP NE 11.691 | 430+37.84 | 74.40          | LT   |                        |                          |                              |                          |                            |                            |                          | 685                      |                        |                          |                        |                            |                            |                            |                                       |
| S-327                                                                                                                | 038                 | PBC 2+24.371 |           | 23.80          | RT   | PBC 2+44.371 |           | 23.80          | RT   |                        |                          |                              |                          |                            |                            |                          | 685                      | 20                     |                          |                        |                            |                            |                            |                                       |
| TOTAL                                                                                                                |                     |              |           |                |      |              |           |                | 165  | 180                    | 729                      | 764                          | 25                       | 1                          | 60                         | 4966                     | 40                       | 789                    | 729                      | 2                      | 2                          | 1                          |                            |                                       |

ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:  


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

| ITEM         | DESCRIPTION                                                  | UNIT |
|--------------|--------------------------------------------------------------|------|
| 201.06       | CLEARING AND GRUBBING                                        | LS   |
| 209.1003     | SEED AND MULCH - TEMPORARY                                   | SY   |
| 606.26500005 | BOX BEAM GUIDE RAILING ATTACHED TO CONCRET BARRIER           | LF   |
| 606.2701     | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                    | LF   |
| 606.270101   | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING (SHOP CURVED)      | LF   |
| 606.2703     | ANCHORAGE UNITS FOR HPBO (MOD.) CORRUGATED BEAM GUIDERAILING | EA   |

| ITEM     | DESCRIPTION                                                                                                            | UNIT |
|----------|------------------------------------------------------------------------------------------------------------------------|------|
| 606.3042 | SINGLE SLOPE CONCRETE MEDIAN BARIER (PRECAST)                                                                          | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDERAILING (NEW 12 INCH BLOCKOUTS)                                  | LF   |
| 606.57   | RESETTING PRECAST CONCRETE BARRIER                                                                                     | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING                                    | LF   |
| 606.73   | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING                                                                          | LF   |
| 606.7941 | REMOVING AND DISPOSING ANCHORAGE UNITS FOR HEAVY POSTS BLOKED OUT (MOD.) CORRUGATED BEAM GUIDE RAILING                 | EA   |
| 606.8903 | TRANSITION: HEAVY POSTS BLOCKED OUT (MOD.) CORRUGATED BEAM GUIDE RAILING TO SINGLE SLOPE CONCRETE HALF SECTION BARRIER | EA   |
| 606.9003 | TRANSITION BETWEEN HALF-SECTION AND FULL-SECTION SINGLESLOPE CONCRETE BARRIER (LEFT POCKET)                            | EA   |



Thruway Authority



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>MISCELLANEOUS TABLES<br>SHEET 4                                           | DRAWING NUMBER:<br>MST-004     |

NOTES:

1. SEE DRAINAGE NOTES ON GEN-002 FOR WORK TO BE PERFORMED A.O.B.E. UNDER THESE ITEMS

| ITEM         | DESCRIPTION                                                        | UNIT |
|--------------|--------------------------------------------------------------------|------|
| 209.1702     | DRAINAGE STRUCTURE INLET PROTECTION - GRAVEL BAG                   | CY   |
| 604.07200110 | SETTING NEW DRAINAGE FRAMES ON EXISTING DRAINAGE STRUCTURES        | EA   |
| 604.07210110 | RESETTING EXISTING DRAINAGE FRAMES ON EXISTING DRAINAGE STRUCTURES | EA   |
| 604.07610008 | REBUILDING DRAINAGE STRUCTURES TOP 5.0 FEET                        | EA   |
| 621.04       | CLEANING DRAINAGE STRUCTURES                                       | EA   |
| 655.05280025 | REPLACEMENT OF EXISTING DRAINAGE GRATES                            | EA   |
| 656.01       | MISCELLANEOUS METALS                                               | LB   |

ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



**Thruway Authority**



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
MISCELLANEOUS TABLES  
SHEET 5

CONTRACT NUMBER:  
TANE 25-25

DATE:  
10/15/2025

DRAWING NUMBER:  
MST-005

| DRAINAGE TABLE |                     |            |            |      |                                          |                    |                                    |                        |                                    |                  |                                    |                              |
|----------------|---------------------|------------|------------|------|------------------------------------------|--------------------|------------------------------------|------------------------|------------------------------------|------------------|------------------------------------|------------------------------|
| APPROX. MP     | APPROXIMATE STATION | NORTHING   | EASTING    | SIDE | DESCRIPTION OF WORK                      | ITEM 209.1702 (CY) | ITEM 604.07200110 (EA) (SEE NOTES) | ITEM 604.07210110 (EA) | ITEM 604.07610008 (EA) (SEE NOTES) | ITEM 621.04 (EA) | ITEM 655.05280025 (EA) (SEE NOTES) | ITEM 656.01 (LB) (SEE NOTES) |
| MP NE 8.777    | 277+96.948          | 770930.032 | 699713.499 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 8.790    | 278+66.849          | 771012.227 | 699699.966 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 8.806    | 279+50.252          | 771069.892 | 699776.296 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 8.806    | 279+50.135          | 771088.478 | 699733.466 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 8.835    | 280+99.848          | 771207.006 | 699836.117 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 8.863    | 282+49.610          | 771344.199 | 699896.176 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 8.863    | 282+50.029          | 771363.423 | 699853.224 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 8.882    | 283+50.007          | 771436.213 | 699936.337 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 8.920    | 285+49.763          | 771619.304 | 700016.211 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 8.920    | 285+50.536          | 771639.048 | 699972.955 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 8.963    | 287+74.589          | 771825.683 | 700105.403 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 8.963    | 287+75.064          | 771844.831 | 700062.767 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 8.976    | 288+41.030          | 771886.559 | 700132.025 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 8.987    | 289+00.587          | 771941.102 | 700155.983 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.006    | 290+00.585          | 772031.874 | 700198.151 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.039    | 291+71.950          | 772183.848 | 700277.648 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.073    | 293+50.322          | 772337.295 | 700368.829 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.073    | 293+49.667          | 772360.877 | 700329.408 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.097    | 294+78.486          | 772445.874 | 700436.927 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.137    | 296+89.479          | 772625.477 | 700547.656 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.149    | 297+49.496          | 772676.589 | 700579.375 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.149    | 297+49.496          | 772701.023 | 700539.560 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.206    | 300+49.271          | 772931.600 | 700736.703 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.206    | 300+49.610          | 772956.398 | 700697.204 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.234    | 302+00.610          | 773060.275 | 700816.367 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.263    | 303+50.195          | 773187.603 | 700894.873 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.263    | 303+50.063          | 773211.994 | 700855.136 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.367    | 309+00.078          | 773655.428 | 701183.856 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.367    | 309+00.224          | 773680.109 | 701144.180 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.405    | 310+99.584          | 773049.666 | 701249.037 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.461    | 313+99.930          | 774107.884 | 701389.196 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.517    | 317+00.658          | 774382.092 | 701488.630 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.547    | 318+52.791          | 774528.270 | 701529.713 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.549    | 318+64.729          | 774539.803 | 701532.797 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.575    | 320+00.039          | 774658.766 | 701612.504 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.587    | 320+66.234          | 774735.319 | 701581.617 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.593    | 320+97.393          | 774752.945 | 701637.161 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.633    | 322+99.962          | 774963.723 | 701632.073 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.662    | 324+49.772          | 775093.547 | 701727.903 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.662    | 324+47.983          | 775108.951 | 701671.621 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.685    | 325+67.711          | 775205.234 | 701766.318 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.685    | 325+69.171          | 775228.792 | 701708.797 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.711    | 326+99.608          | 775326.851 | 701817.843 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.771    | 329+99.666          | 775587.348 | 701967.090 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.793    | 331+13.636          | 775718.068 | 701985.575 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.813    | 332+10.749          | 775807.237 | 702036.561 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.830    | 333+01.876          | 775820.845 | 702159.221 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.888    | 336+00.593          | 776017.296 | 702384.533 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.947    | 339+00.720          | 776173.672 | 702640.945 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.979    | 340+67.445          | 776283.910 | 702776.880 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 9.980    | 340+72.777          | 776322.257 | 702767.869 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.062   | 344+99.731          | 776395.347 | 703197.498 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.062   | 345+00.080          | 776439.145 | 703181.200 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.114   | 347+71.227          | 776535.996 | 703434.460 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.120   | 348+03.584          | 776503.915 | 703481.294 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.174   | 350+87.737          | 776703.353 | 703708.287 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.179   | 351+15.460          | 776659.043 | 703754.993 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.211   | 352+84.692          | 776758.468 | 703892.831 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.235   | 354+15.741          | 776814.017 | 704007.888 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.235   | 354+14.463          | 776780.211 | 704023.527 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.292   | 357+15.453          | 776943.021 | 704271.224 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.348   | 360+15.539          | 777100.143 | 704520.217 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.367   | 361+20.147          | 777153.556 | 704608.948 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.382   | 361+98.630          | 777202.190 | 704669.094 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |



| DRAINAGE TABLE |                     |            |            |      |                                          |                    |                                    |                        |                                    |                  |                                    |                              |
|----------------|---------------------|------------|------------|------|------------------------------------------|--------------------|------------------------------------|------------------------|------------------------------------|------------------|------------------------------------|------------------------------|
| APPROX. MP     | APPROXIMATE STATION | NORTHING   | EASTING    | SIDE | DESCRIPTION OF WORK                      | ITEM 209.1702 (CY) | ITEM 604.07200110 (EA) (SEE NOTES) | ITEM 604.07210110 (EA) | ITEM 604.07610008 (EA) (SEE NOTES) | ITEM 621.04 (EA) | ITEM 655.05280025 (EA) (SEE NOTES) | ITEM 656.01 (LB) (SEE NOTES) |
| MP NE 10.389   | 362+35.684          | 777225.801 | 704696.954 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.423   | 364+15.473          | 777343.573 | 704829.301 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.479   | 367+15.662          | 777554.563 | 705036.564 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.535   | 370+13.860          | 777781.265 | 705223.467 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.647   | 376+13.032          | 778280.430 | 705537.701 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.703   | 379+15.313          | 778550.771 | 705662.747 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.760   | 382+16.076          | 778815.530 | 705808.087 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.760   | 382+15.928          | 778829.414 | 705763.271 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| MP NE 10.819   | 385+30.768          | 779118.622 | 705892.046 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 10.819   | 385+30.270          | 779130.409 | 705844.912 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 10.876   | 388+29.027          | 779407.209 | 705967.382 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 10.985   | 393+95.117          | 779947.439 | 706135.318 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.381   | 414+21.723          | 781120.033 | 707686.074 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.103   | 399+95.817          | 780452.573 | 706457.755 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.161   | 402+95.685          | 780662.656 | 706671.811 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.227   | 406+31.304          | 780856.733 | 706945.439 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.285   | 409+30.475          | 780989.744 | 707213.257 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.330   | 411+61.987          | 781064.228 | 707432.413 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.460   | 418+31.386          | 781177.521 | 708091.744 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.517   | 421+29.845          | 781199.149 | 708389.531 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.517   | 421+30.818          | 781268.072 | 708387.734 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.558   | 423+42.700          | 781205.796 | 708602.359 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.558   | 423+42.611          | 781251.890 | 708602.271 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.595   | 425+34.514          | 781249.464 | 708796.086 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.595   | 425+35.638          | 781201.574 | 708795.353 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.604   | 425+82.938          | 781246.721 | 708844.907 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.605   | 425+87.498          | 781198.468 | 708847.149 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.611   | 426+21.960          | 781244.725 | 708884.227 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.611   | 426+20.561          | 781197.119 | 708880.199 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.627   | 427+01.434          | 781191.986 | 708960.940 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.655   | 428+46.318          | 781228.660 | 709110.031 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.654   | 428+45.762          | 781180.734 | 709104.890 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.692   | 430+41.209          | 781206.731 | 709305.469 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.693   | 430+45.673          | 781157.954 | 709303.584 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.723   | 432+02.664          | 781184.818 | 709465.699 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.723   | 432+03.930          | 781136.449 | 709460.385 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.769   | 434+43.136          | 781104.024 | 709697.383 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.770   | 434+47.812          | 781151.438 | 709708.564 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.823   | 437+25.799          | 781113.923 | 709984.008 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.823   | 437+27.465          | 781065.647 | 709979.110 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.869   | 439+67.038          | 781081.247 | 710223.023 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.869   | 439+70.981          | 781033.235 | 710220.460 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.951   | 444+07.100          | 781020.824 | 710658.919 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.952   | 444+08.004          | 780974.127 | 710653.467 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.008   | 447+09.747          | 780988.506 | 710956.006 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.067   | 450+25.867          | 780986.300 | 711266.785 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.124   | 453+27.548          | 781014.426 | 711562.031 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.420   | 469+08.027          | 781630.176 | 712972.349 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.420   | 469+10.968          | 781583.325 | 713008.199 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.469   | 471+65.892          | 781776.620 | 713184.595 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.477   | 472+08.840          | 781752.751 | 713253.195 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.534   | 475+09.261          | 781969.075 | 713468.975 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.557   | 476+28.460          | 782047.250 | 713558.589 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.568   | 476+86.466          | 782063.123 | 713617.643 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.580   | 477+51.960          | 782105.111 | 713667.049 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.593   | 478+19.329          | 782179.748 | 713693.197 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.611   | 479+15.555          | 782201.751 | 713796.629 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.612   | 479+20.825          | 782240.109 | 713771.964 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.704   | 484+05.827          | 782536.929 | 714146.273 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.704   | 484+05.323          | 782495.147 | 714187.681 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.725   | 485+15.010          | 782573.165 | 714264.781 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.818   | 490+05.012          | 782946.973 | 714588.289 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.819   | 490+13.066          | 782915.989 | 714625.949 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.865   | 492+56.838          | 783112.073 | 714778.443 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.867   | 492+64.318          | 783080.809 | 714815.586 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.928   | 495+97.359          | 783335.133 | 715035.735 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.929   | 496+00.201          | 783301.211 | 715069.043 | LEFT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |

NOTES:

1. SEE DRAINAGE NOTES ON GEN-002 FOR WORK TO BE PERFORMED A.O.B.E. UNDER THESE ITEMS

| ITEM         | DESCRIPTION                                                        | UNIT |
|--------------|--------------------------------------------------------------------|------|
| 209.1702     | DRAINAGE STRUCTURE INLET PROTECTION - GRAVEL BAG                   | CY   |
| 604.07200110 | SETTING NEW DRAINAGE FRAMES ON EXISTING DRAINAGE STRUCTURES        | EA   |
| 604.07210110 | RESETTING EXISTING DRAINAGE FRAMES ON EXISTING DRAINAGE STRUCTURES | EA   |
| 604.07610008 | REBUILDING DRAINAGE STRUCTURES TOP 5.0 FEET                        | EA   |
| 621.04       | CLEANING DRAINAGE STRUCTURES                                       | EA   |
| 655.05280025 | REPLACEMENT OF EXISTING DRAINAGE GRATES                            | EA   |
| 656.01       | MISCELLANEOUS METALS                                               | LB   |

ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:  


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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



**Thruway Authority**



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF NEW ENGLAND THRUWAY                                        | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>MISCELLANEOUS TABLES SHEET 6                                              | DRAWING NUMBER:<br>MST-006     |



| DRAINAGE TABLE |                     |            |            |       |                                          |                    |                                    |                        |                                    |                  |                                    |                              |
|----------------|---------------------|------------|------------|-------|------------------------------------------|--------------------|------------------------------------|------------------------|------------------------------------|------------------|------------------------------------|------------------------------|
| APPROX. MP     | APPROXIMATE STATION | NORTHING   | EASTING    | SIDE  | DESCRIPTION OF WORK                      | ITEM 209.1702 (CY) | ITEM 604.07200110 (EA) (SEE NOTES) | ITEM 604.07210110 (EA) | ITEM 604.07610008 (EA) (SEE NOTES) | ITEM 621.04 (EA) | ITEM 655.05280025 (EA) (SEE NOTES) | ITEM 656.01 (LB) (SEE NOTES) |
| MP NE 12.935   | 496+33.162          | 783358.578 | 715062.794 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.941   | 496+64.507          | 783343.598 | 715117.402 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.950   | 497+18.456          | 783379.089 | 715158.033 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.955   | 497+45.159          | 783432.203 | 715147.190 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.957   | 497+54.289          | 783402.675 | 715185.010 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 13.007   | 500+29.311          | 783619.634 | 715360.763 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 13.008   | 500+30.836          | 783584.464 | 715393.411 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.044   | 396+95.292          | 780211.872 | 706277.641 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 9.687    | 325+80.790          | 775218.378 | 701768.663 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 9.688    | 325+81.914          | 775240.902 | 701714.082 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 9.711    | 326+99.448          | 775352.485 | 701762.671 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 9.992    | 341+36.107          | 776341.487 | 702828.923 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 10.210   | 352+78.927          | 776755.302 | 703888.097 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 10.423   | 364+15.626          | 777339.367 | 704833.448 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 10.479   | 367+15.744          | 777550.816 | 705040.852 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 10.535   | 370+14.163          | 777778.251 | 705227.953 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 10.591   | 373+15.761          | 778022.907 | 705397.482 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 10.760   | 382+16.036          | 778827.886 | 705768.506 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.343   | 412+25.596          | 781142.086 | 707478.905 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.679   | 429+74.646          | 781227.539 | 709240.298 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.014   | 447+40.989          | 780983.548 | 710986.526 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.112   | 452+64.748          | 781030.441 | 711497.804 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.226   | 458+76.719          | 781140.948 | 712086.237 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.418   | 468+96.412          | 781635.947 | 712954.268 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.478   | 472+11.866          | 781798.356 | 713225.449 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.646   | 480+98.900          | 782340.643 | 713915.517 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.876   | 493+15.399          | 783145.462 | 714827.019 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 13.029   | 501+36.576          | 783686.975 | 715444.356 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 10.785   | 385+30.730          | 779117.396 | 705896.593 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 10.842   | 388+29.268          | 779406.110 | 705972.552 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 10.948   | 393+92.668          | 779923.684 | 706182.960 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.004   | 396+94.857          | 780182.958 | 706322.208 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.178   | 406+30.827          | 780811.857 | 706971.551 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.234   | 409+32.808          | 780942.100 | 707235.105 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.280   | 411+78.688          | 781017.212 | 707462.354 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.327   | 414+32.640          | 781069.743 | 707705.951 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.459   | 421+31.232          | 781144.493 | 708393.111 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.499   | 423+42.401          | 781151.353 | 708602.061 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.540   | 425+58.936          | 781147.109 | 708816.303 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.551   | 426+20.281          | 781144.490 | 708877.031 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.563   | 426+80.224          | 781141.164 | 708936.340 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.594   | 428+45.117          | 781128.084 | 709099.219 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.619   | 429+74.923          | 781113.785 | 709227.053 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.631   | 430+40.718          | 781103.841 | 709291.502 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.632   | 430+45.798          | 781153.139 | 709303.076 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.638   | 430+76.140          | 781149.539 | 709333.198 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.647   | 431+24.252          | 781093.781 | 709374.155 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.662   | 432+02.789          | 781132.488 | 709458.693 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.662   | 432+06.147          | 781082.731 | 709455.302 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.707   | 434+42.610          | 781050.225 | 709689.521 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.707   | 434+42.697          | 781099.010 | 709696.257 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.758   | 437+10.049          | 781014.514 | 709954.565 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.762   | 437+27.844          | 781060.904 | 709978.846 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.891   | 444+08.775          | 780918.713 | 710646.694 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.891   | 444+08.391          | 780969.241 | 710653.192 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.949   | 447+09.880          | 780887.439 | 710950.034 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 11.949   | 447+11.305          | 780936.573 | 710954.429 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.011   | 450+26.983          | 780934.989 | 711270.187 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.069   | 453+27.499          | 780961.992 | 711569.615 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.127   | 456+24.745          | 781020.379 | 711861.218 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.181   | 459+07.764          | 781101.370 | 712132.508 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.181   | 459+06.339          | 781045.837 | 712150.493 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.211   | 460+59.015          | 781154.981 | 712274.052 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.229   | 461+55.544          | 781193.403 | 712362.682 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.235   | 461+82.175          | 781204.669 | 712386.834 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.310   | 465+68.437          | 781387.515 | 712727.076 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.310   | 465+68.864          | 781344.907 | 712754.247 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |

NOTES:

1. SEE DRAINAGE NOTES ON GEN-002 FOR WORK TO BE PERFORMED A.O.B.E. UNDER THESE ITEMS

| ITEM         | DESCRIPTION                                                        | UNIT |
|--------------|--------------------------------------------------------------------|------|
| 209.1702     | DRAINAGE STRUCTURE INLET PROTECTION - GRAVEL BAG                   | CY   |
| 604.07200110 | SETTING NEW DRAINAGE FRAMES ON EXISTING DRAINAGE STRUCTURES        | EA   |
| 604.07210110 | RESETTING EXISTING DRAINAGE FRAMES ON EXISTING DRAINAGE STRUCTURES | EA   |
| 621.04       | CLEANING DRAINAGE STRUCTURES                                       | EA   |
| 655.05280025 | REPLACEMENT OF EXISTING DRAINAGE GRATES                            | EA   |
| 656.01       | MISCELLANEOUS METALS                                               | LB   |

ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|------|-------------|----|------|
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |



Thruway  
Authority



ENGINEERING  
EXCELLENCE  
SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT

RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT

M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING

MISCELLANEOUS TABLES  
SHEET 7

CONTRACT NUMBER:

TANE 25-25

DATE:

10/15/2025

DRAWING NUMBER:

MST-007

| DRAINAGE TABLE |                     |            |            |       |                                          |                    |                                    |                        |                                    |                  |                                    |                              |
|----------------|---------------------|------------|------------|-------|------------------------------------------|--------------------|------------------------------------|------------------------|------------------------------------|------------------|------------------------------------|------------------------------|
| APPROX. MP     | APPROXIMATE STATION | NORTHING   | EASTING    | SIDE  | DESCRIPTION OF WORK                      | ITEM 209.1702 (CY) | ITEM 604.07200110 (EA) (SEE NOTES) | ITEM 604.07210110 (EA) | ITEM 604.07610008 (EA) (SEE NOTES) | ITEM 621.04 (EA) | ITEM 655.05280025 (EA) (SEE NOTES) | ITEM 656.01 (LB) (SEE NOTES) |
| MP NE 12.375   | 469+12.051          | 781580.446 | 713011.498 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.375   | 469+11.436          | 781539.132 | 713039.215 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.432   | 472+08.678          | 781748.773 | 713255.739 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.432   | 472+08.700          | 781707.966 | 713283.880 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.488   | 475+06.247          | 781916.775 | 713501.348 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.488   | 475+06.157          | 781876.985 | 713528.652 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.523   | 476+86.228          | 782020.495 | 713648.521 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.565   | 479+05.080          | 782117.316 | 713851.884 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.567   | 479+11.810          | 782158.756 | 713826.895 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.609   | 481+28.104          | 782299.509 | 713991.249 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.647   | 483+27.053          | 782393.609 | 714178.101 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.662   | 484+04.475          | 782491.007 | 714190.650 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.778   | 490+14.400          | 782876.465 | 714662.135 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.825   | 492+63.426          | 783076.859 | 714817.843 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.825   | 492+64.933          | 783041.941 | 714850.248 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.889   | 496+00.109          | 783298.008 | 715071.710 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.889   | 495+99.793          | 783261.846 | 715102.780 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.902   | 496+66.075          | 783341.201 | 715121.568 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.912   | 497+18.548          | 783375.663 | 715161.139 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.919   | 497+54.220          | 783399.473 | 715187.706 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.919   | 497+57.281          | 783365.388 | 715221.446 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.923   | 497+75.635          | 783377.452 | 715235.278 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES | 1.8                |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.971   | 500+31.559          | 783581.905 | 715396.598 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.971   | 500+31.857          | 783545.557 | 715428.644 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.662   | 484+06.985          | 782450.888 | 714234.660 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.748   | 488+56.322          | 782771.310 | 714545.726 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.167   | 458+33.503          | 781004.841 | 712085.667 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| MP NE 12.651   | 483+45.380          | 782404.484 | 714193.516 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    | 1                      |                                    | 1                |                                    |                              |
| RAMP PE        | PE 12+51.76         | 781136.700 | 712388.693 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| RAMP PE        | PE 16+74.52         | 781340.667 | 712756.481 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| RAMP PE        | PE 22+75.14         | 781681.270 | 713259.487 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| RAMP PD        | PD 1+47.00          | 781781.291 | 713405.146 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| RAMP PD        | PD 2+01.40          | 781801.476 | 713469.656 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| RAMP PD        | PD 6+34.10          | 782048.921 | 713825.139 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| RAMP PD        | PD 6+54.85          | 782080.437 | 713826.085 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| RAMP PD        | PD 6+68.03          | 782069.967 | 713852.154 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| RAMP PD        | PD 8+21.33          | 782176.334 | 713963.416 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| RAMP PD        | PD 9+22.80          | 782248.578 | 714034.672 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| RAMP PC        | PC 14+58.80         | 782351.567 | 713944.226 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| RAMP PC        | PC 13+23.57         | 782306.195 | 713825.994 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| RAMP PC        | PC 12+81.78         | 782304.324 | 713786.709 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| RAMP PC        | PC 11+17.38         | 782318.783 | 713622.743 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| RAMP PC        | PC 9+07.39          | 782350.696 | 713434.546 | RIGHT | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| RAMP PBC       | PBC 5+94.52         | 782132.576 | 713246.810 | LEFT  | RAISING EXISTING STRUCTURE BY 3.5 INCHES |                    |                                    |                        |                                    | 1                |                                    |                              |
| TOTAL          |                     |            |            |       |                                          | 77.4               | 0                                  | 154                    | 0                                  | 242              | 0                                  | 0                            |

- NOTES:
1. SEE DRAINAGE NOTES ON GEN-002 FOR WORK TO BE PERFORMED A.O.B.E. UNDER THESE ITEMS

| ITEM         | DESCRIPTION                                                        | UNIT |
|--------------|--------------------------------------------------------------------|------|
| 209.13       | SILT FENCE - TEMPORARY                                             | LF   |
| 209.1702     | DRAINAGE STRUCTURE INLET PROTECTION - GRAVEL BAG                   | CY   |
| 604.07200110 | SETTING NEW DRAINAGE FRAMES ON EXISTING DRAINAGE STRUCTURES        | EA   |
| 604.07210110 | RESETTING EXISTING DRAINAGE FRAMES ON EXISTING DRAINAGE STRUCTURES | EA   |
| 604.07610008 | REBUILDING DRAINAGE STRUCTURES TOP 5.0 FEET                        | EA   |
| 621.04       | CLEANING DRAINAGE STRUCTURES                                       | EA   |
| 655.05280025 | REPLACEMENT OF EXISTING DRAINAGE GRATES                            | EA   |
| 656.01       | MISCELLANEOUS METALS                                               | LB   |

| EROSION CONTROL |                 |            |            |              |                 |            |            |       |                        |                                                                                                                                                                                                               |  |
|-----------------|-----------------|------------|------------|--------------|-----------------|------------|------------|-------|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| BEGIN           |                 |            |            | END          |                 |            |            | SIDE  | ITEM<br>209.13<br>(LF) | DESCRIPTION OF WORK<br><br>(THE DESCRIPTION AND LENGTHS ARE GENERALIZED AND MAY BE MODIFIED<br>BY THE ENGINEER. CONTRACTOR TO PROTECT VEGETATION, DRAINAGE,<br>NOISE WALLS, PROPERTY FENCES, AND WATER AREAS) |  |
| APPROX. MP      | APPROX. STATION | NORTHING   | EASTING    | APPROX. MP   | APPROX. STATION | NORTHING   | EASTING    |       |                        |                                                                                                                                                                                                               |  |
| MP NE 8.913     | 285+11.19       | 771605.164 | 699952.229 | MP NE 9.209  | 300+64.37       | 772972.061 | 700699.939 | LEFT  | 1,555                  | PROTECT PROPERTY FENCES AND SLOPED AREAS                                                                                                                                                                      |  |
| MP NE 9.698     | 326+32.74       | 775292.794 | 701726.521 | MP NE 9.809  | 331+91.14       | 775887.716 | 702005.623 | LEFT  | 560                    | PROTECT VEGETATION                                                                                                                                                                                            |  |
| MP NE 10.256    | 355+25.90       | 776710.204 | 703710.818 | MP NE 10.369 | 361+28.75       | 777161.717 | 704613.297 | LEFT  | 605                    | PROTECT PROPERTY FENCES AND SLOPED AREAS                                                                                                                                                                      |  |
| MP NE 10.381    | 361+91.26       | 777201.943 | 704659.888 | MP NE 10.451 | 365+66.73       | 777451.668 | 704931.900 | LEFT  | 380                    | PROTECT PROPERTY FENCES AND MAMARONECK RIVER                                                                                                                                                                  |  |
| MP NE 10.820    | 385+37.87       | 779139.361 | 705840.716 | MP NE 11.522 | 421+54.35       | 781255.818 | 708412.133 | LEFT  | 3,620                  | PROTECT VEGETATION AND NOISE WALLS                                                                                                                                                                            |  |
| MP NE 11.547    | 422+85.19       | 781257.857 | 708544.209 | MP NE 11.652 | 428+34.83       | 781235.788 | 709099.053 | LEFT  | 550                    | PROTECT VEGETATION AND NOISE WALLS                                                                                                                                                                            |  |
| MP NE 12.118    | 452+94.23       | 781015.946 | 711528.762 | MP NE 12.472 | 471+82.29       | 781808.488 | 713182.547 | LEFT  | 1,890                  | PROTECT VEGETATION AND BEAVER SWAMP BROOK                                                                                                                                                                     |  |
| RAMP PBC        | PBC 2+83.62     | 781899.656 | 713337.666 | RAMP PBC     | PBC 2+79.62     | 781855.434 | 713280.558 | RIGHT | 1,200                  | PROTECT VEGETATION                                                                                                                                                                                            |  |
| RAMP PC         | PC 11+81.43     | 782287.764 | 713679.136 | RAMP PC      | PC 9+32.77      | 782353.949 | 713456.956 | RIGHT | 250                    | PROTECT VEGETATION                                                                                                                                                                                            |  |
|                 | PC 12+81.43     | 782326.325 | 713787.045 |              | PC 10+44.84     | 782374.422 | 713567.439 | LEFT  | 240                    | PROTECT VEGETATION                                                                                                                                                                                            |  |
| MP NE 12.798    | 488+98.42       | 782882.382 | 714502.818 | MP NE 12.840 | 491+23.26       | 783030.290 | 714672.540 | LEFT  | 225                    | PROTECT ENTRANCE TO FACILITY                                                                                                                                                                                  |  |
| MP NE 12.937    | 498+53.95       | 783423.811 | 715298.752 | MP NE 12.974 | 500+43.47       | 783549.655 | 715440.469 | RIGHT | 190                    | PROTECT PROPERTY FENCES                                                                                                                                                                                       |  |
| MP NE 10.812    | 384+06.73       | 778983.833 | 705917.337 | MP NE 11.483 | 421+34.05       | 781140.370 | 708396.054 | RIGHT | 3,730                  | PROTECT VEGETATION                                                                                                                                                                                            |  |
| MP NE 11.518    | 423+08.41       | 781130.777 | 708568.563 | MP NE 11.564 | 425+50.36       | 781139.358 | 708807.481 | RIGHT | 245                    | PROTECT VEGETATION                                                                                                                                                                                            |  |
| MP NE 11.655    | 431+06.79       | 781090.380 | 709356.072 | MP NE 11.834 | 441+10.91       | 780953.638 | 710350.836 | RIGHT | 1,005                  | PROTECT VEGETATION AND PROPERTY FENCES                                                                                                                                                                        |  |
| MP NE 12.034    | 451+45.89       | 780869.226 | 711395.117 | MP NE 12.434 | 472+21.79       | 781623.299 | 713358.112 | RIGHT | 2,080                  | PROTECT VEGETATION                                                                                                                                                                                            |  |
| MP NE 12.452    | 473+17.02       | 781695.068 | 713424.305 | MP NE 12.562 | 478+88.59       | 782075.574 | 713864.107 | RIGHT | 575                    | PROTECT VEGETATION                                                                                                                                                                                            |  |
|                 |                 |            |            |              |                 |            |            |       | TOTAL                  | 18,900                                                                                                                                                                                                        |  |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



Thruway  
Authority



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
MISCELLANEOUS TABLES  
SHEET 8

CONTRACT NUMBER:  
TANE 25-25

DATE:  
10/15/2025

DRAWING NUMBER:  
MST-008





| TABLE OF GENERAL TREE TRIMMING<br>PAID FOR UNDER ITEM 201.06 - CLEARING AND GRUBBING |        |              |              |                     |                                    |       |                                                                                     |
|--------------------------------------------------------------------------------------|--------|--------------|--------------|---------------------|------------------------------------|-------|-------------------------------------------------------------------------------------|
| LOCATION                                                                             |        |              |              | GNP<br>SHEET NUMBER | MAINLINE<br>DIRECTION<br>OF TRAVEL | SIDE  | DESCRIPTION OF WORK                                                                 |
| STATION                                                                              |        | MILE POST    |              |                     |                                    |       |                                                                                     |
| BEGIN                                                                                | END    | BEGIN        | END          |                     |                                    |       |                                                                                     |
| 285+00                                                                               | 287+00 | MP NE 8.911  | MP NE 8.949  | 002-003             | SB                                 | RIGHT | IMPROVE VISIBILITY OF MAINLINE GROUND MOUNTED SIGNS                                 |
| 318+00                                                                               | 320+00 | MP NE 9.536  | MP NE 9.575  | 009                 | SB                                 | RIGHT | IMPROVE VISIBILITY OF MAINLINE GROUND MOUNTED SIGNS AND REDUCE OVERHANGING BRANCHES |
| 327+00                                                                               | 330+00 | MP NE 9.711  | MP NE 9.771  | 010-011             | SB                                 | RIGHT | MERGE AREA OF RAMP MC AND SB I-95 MAINLINE TO REDUCE OVERHANGING BRANCHES           |
| 336+00                                                                               | 338+00 | MP NE 9.888  | MP NE 9.927  | 012                 | SB                                 | RIGHT | IMPROVE VISIBILITY OF MAINLINE GROUND MOUNTED SIGNS                                 |
| 362+50                                                                               | 368+00 | MP NE 10.392 | MP NE 10.495 | 017-018             | SB                                 | RIGHT | IMPROVE VISIBILITY OF OVERHEAD SIGN STRUCTURE AT APPROXIMATE STA 362+70             |
| 371+20                                                                               | 381+20 | MP NE 10.555 | MP NE 10.742 | 019-021             | SB                                 | RIGHT | TRIM OVERHANGING BRANCHES                                                           |
| 391+00                                                                               | 393+00 | MP NE 10.939 | MP NE 10.973 | 022-023             | NB                                 | RIGHT | TRIM OVERHANGING BRANCHES                                                           |
| 398+00                                                                               | 402+00 | MP NE 11.063 | MP NE 11.127 | 024                 | NB                                 | RIGHT | TRIM OVERHANGING BRANCHES                                                           |
| 415+00                                                                               | 417+00 | MP NE 11.357 | MP NE 11.393 | 027                 | NB                                 | RIGHT | IMPROVE VISIBILITY OF OVERHEAD SIGN STRUCTURE AT APPROXIMATE STA 421+10             |
| 425+00                                                                               | 429+00 | MP NE 11.554 | MP NE 11.624 | 029-030             | NB                                 | RIGHT | TRIM OVERHANGING BRANCHES                                                           |
| 430+50                                                                               | 439+50 | MP NE 11.647 | MP NE 11.804 | 030-032             | NB                                 | RIGHT | TRIM OVERHANGING BRANCHES                                                           |
| 442+00                                                                               | 447+00 | MP NE 11.851 | MP NE 11.947 | 032-033             | NB                                 | RIGHT | TRIM OVERHANGING BRANCHES                                                           |
| 449+00                                                                               | 455+50 | MP NE 11.986 | MP NE 12.112 | 033-035             | NB                                 | RIGHT | IMPROVE VISIBILITY OF OVERHEAD SIGN STRUCTURE AT APPROXIMATE STA 456+95             |
| 460+50                                                                               | 465+00 | MP NE 12.209 | MP NE 12.297 | 036                 | NB                                 | RIGHT | TRIM OVERHANGING BRANCHES ON RAMP PE                                                |
| RAMP PD                                                                              |        |              |              | 038 & 105           | NB                                 | RIGHT | CLEAR OVERGROWN VEGETATION                                                          |
| 484+25                                                                               | 484+75 | MP NE 12.666 | MP NE 12.676 | 040                 | NB                                 | RIGHT | TRIM OVERHANGING BRANCHES                                                           |
| 491+00                                                                               | 492+00 | MP NE 12.794 | MP NE 12.813 | 041-042             | NB                                 | RIGHT | IMPROVE VISIBILITY OF MAINLINE GROUND MOUNTED SIGN AT APPROXIMATE STA 491+50        |
| 496+50                                                                               | 497+50 | MP NE 12.899 | MP NE 12.918 | 042-043             | NB                                 | RIGHT | TRIM OVERHANGING BRANCHES AT CENTRAL AVENUE BRIDGE                                  |
| 499+50                                                                               | 500+50 | MP NE 12.956 | MP NE 12.975 | 043                 | NB                                 | RIGHT | TRIM OVERHANGING BRANCHES                                                           |
| 405+00                                                                               | 407+00 | MP NE 11.201 | MP NE 11.240 | 025                 | SB                                 | RIGHT | IMPROVE VISIBILITY OF MAINLINE GROUND MOUNTED SIGN AT APPROXIMATE STA 404+50        |
| 415+00                                                                               | 417+00 | MP NE 11.396 | MP NE 11.434 | 027                 | SB                                 | RIGHT | TRIM OVERHANGING BRANCHES                                                           |
| 425+00                                                                               | 426+00 | MP NE 11.588 | MP NE 11.607 | 029                 | SB                                 | RIGHT | TRIM OVERHANGING BRANCHES                                                           |
| 429+50                                                                               | 430+00 | MP NE 11.674 | MP NE 11.684 | 030                 | SB                                 | RIGHT | TRIM OVERHANGING BRANCHES AT HARRISON AVENUE BRIDGE                                 |
| 431+50                                                                               | 436+50 | MP NE 11.713 | MP NE 11.808 | 030-031             | SB                                 | RIGHT | TRIM OVERHANGING BRANCHES                                                           |
| 447+00                                                                               | 447+50 | MP NE 12.006 | MP NE 12.016 | 033                 | SB                                 | RIGHT | TRIM OVERHANGING BRANCHES AT SOUTH ROAD BRIDGE                                      |
| 461+50                                                                               | 463+50 | MP NE 12.278 | MP NE 12.315 | 036                 | SB                                 | RIGHT | TRIM OVERHANGING BRANCHES                                                           |
| RAMP PB                                                                              |        |              |              | 038, 039, & 106     | SB                                 | RIGHT | CLEAR OVERGROWN VEGETATION                                                          |
| RAMP PC                                                                              |        |              |              | 038, 039, & 106     | SB                                 | RIGHT | CLEAR OVERGROWN VEGETATION                                                          |
| 481+50                                                                               | 485+50 | MP NE 12.655 | MP NE 12.731 | 040                 | SB                                 | RIGHT | TRIM OVERHANGING BRANCHES                                                           |
| 487+75                                                                               | 488+25 | MP NE 12.774 | MP NE 12.784 | 041                 | SB                                 | RIGHT | IMPROVE VISIBILITY OF CANTILEVER SIGN STRUCTURE AT APPROXIMATE STA 488+00           |
| 492+00                                                                               | 496+00 | MP NE 12.855 | MP NE 12.929 | 042                 | SB                                 | RIGHT | TRIM OVERHANGING BRANCHES                                                           |
| 498+50                                                                               | 500+50 | MP NE 12.974 | MP NE 13.011 | 043                 | SB                                 | RIGHT | TRIM OVERHANGING BRANCHES                                                           |

ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:



- NOTES:
1. TREE TRIMMING SHALL BE IN ACCORDANCE WITH STANDARD SHEET TA 201-01

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



Thruway  
Authority



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
MISCELLANEOUS TABLES  
SHEET 9

CONTRACT NUMBER:  
TANE 25-25

DATE:  
10/15/2025

DRAWING NUMBER:  
MST-009

CHECKED BY: E. ZAWASKY

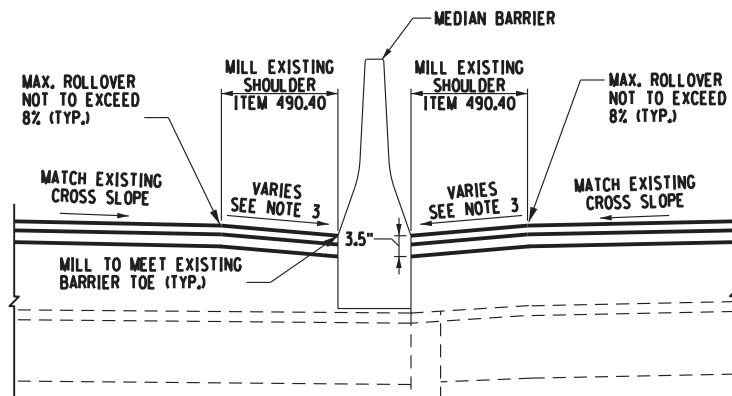
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

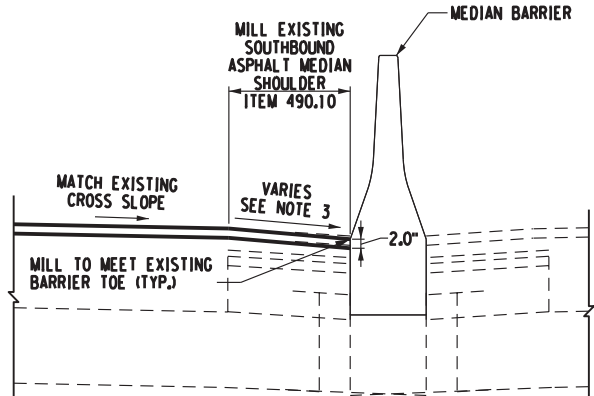
DESIGNED BY: P. PLOTAS

J. PURCA

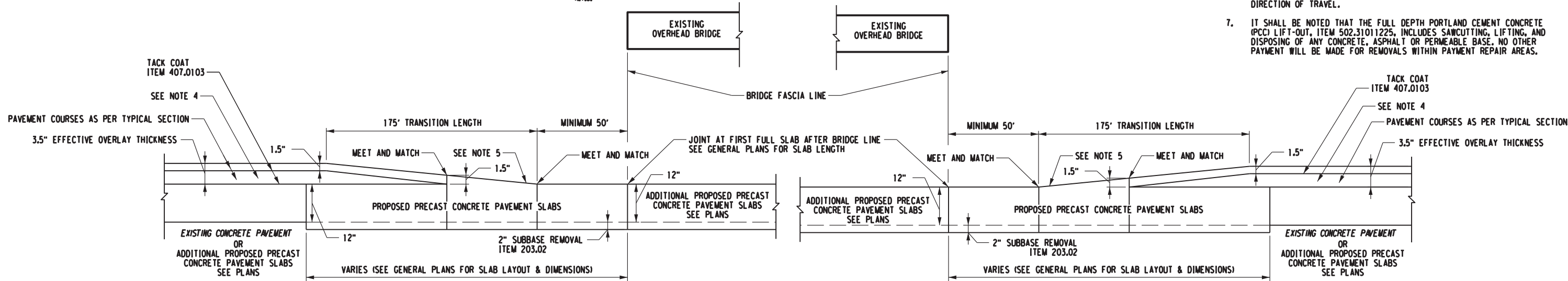
DESIGN SUPERVISOR:



3.5" ASPHALT OVERLAY  
NORTHBOUND AND SOUTHBOUND MEDIAN  
EXISTING CONCRETE SHOULDER SECTION  
NOTE 6  
N.T.S.



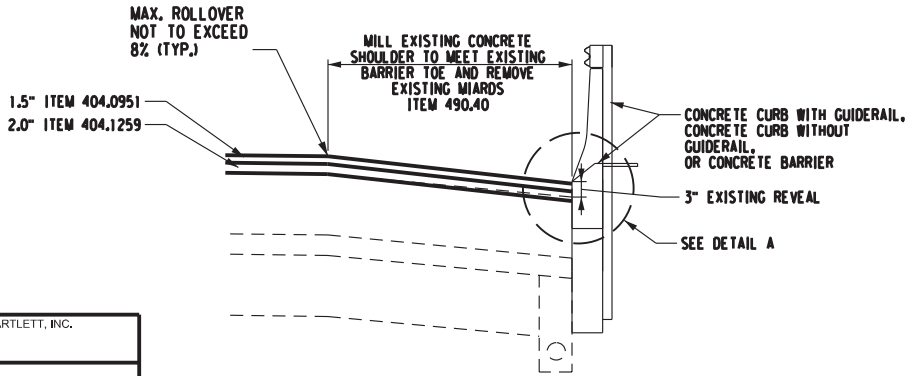
2" MILL AND INLAY  
SOUTHBOUND MEDIAN  
EXISTING ASPHALT SHOULDER SECTION  
NOTE 6  
N.T.S.



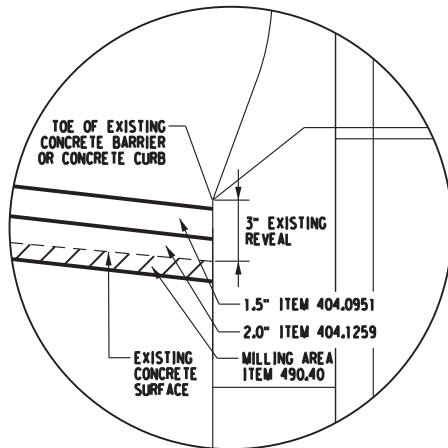
ASPHALT OVERLAY SPLICE AT OVERHEAD BRIDGES  
(PAVEMENT TERMINATION DETAIL)

NELSON AVENUE OVER I-95 - BIN 5514720 MP NE 11.53 (SB)  
HARRISON AVENUE OVER I-95 - BIN 1037560 MP NE 11.66 (SB)  
SOUTH ROAD OVER I-95 - BIN 5514730 MP NE 12.01 (SB)  
CENTRAL AVENUE OVER I-95 - BIN 5348240 MP NE 12.94 (SB)

N.T.S.



3.5" ASPHALT OVERLAY  
NORTHBOUND AND SOUTHBOUND  
OUTSIDE SHOULDER  
EXISTING CONCRETE PAVEMENT SECTION  
NOTES 1, 2 AND 6  
N.T.S.



DETAIL A  
NOTES 1, 2, AND 6  
N.T.S.

NOTES:

- EXISTING MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS) SHALL BE REMOVED DURING MILLING OF THE LEFT AND RIGHT SHOULDERS PRIOR TO TEMPORARILY SHIFTING TRAFFIC DURING CONSTRUCTION. INSTALLATION OF MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS) TREATMENT (ITEM 649.01) SHALL BE PERFORMED AT THE COMPLETION OF TEMPORARY TRAFFIC CONTROL WITHIN THAT SHOULDER AREA. SEE NYSDOT STANDARD SHEET 649-02.
- IN AREAS OF PAVEMENT SUPERELEVATION, CONTRACTOR TO FIELD VERIFY MAINLINE CROSS SLOPE AND MAINTAIN A MAXIMUM ROLLOVER RATE OF 8% BETWEEN THE MAINLINE AND SHOULDER SLOPE, BY PAVING TO MEET THE TOE OF THE EXISTING CONCRETE BARRIER OR EXISTING CONCRETE CURB.
- SHOULDERS SHALL MATCH NEW OVERLAY AT EDGE OF TRAVEL LANE AND TIE INTO TOE OF CURB OR BARRIER AT EDGE OF SHOULDER TO MAINTAIN REVEAL AS SHOWN.
- IN THE TRANSITION AREA, PAVEMENT COURSES OTHER THAN THE TOP COURSE SHALL BE FEATHERED OUT USING TOP COURSE OR OTHER APPROPRIATE MATERIAL. PAYMENT SHALL BE MADE UNDER THE APPROPRIATE ITEM.
- PROPOSED PRECAST CONCRETE PAVEMENT SLABS SHALL BE CONSTRUCTED TO MEET THE 1.5" TOP PAVEMENT COURSE FLUSH AND NOT TO EXCEED MAXIMUM ALLOWABLE VERTICAL GRADE BREAKS.
- THE LEFT AND RIGHT SHOULDER DESIGNATIONS ARE BASED ON THE DIRECTION OF TRAVEL.
- IT SHALL BE NOTED THAT THE FULL DEPTH PORTLAND CEMENT CONCRETE (PCC) LIFT-OUT, ITEM 502.31011225, INCLUDES SAWCUTTING, LIFTING, AND DISPOSING OF ANY CONCRETE, ASPHALT OR PERMEABLE BASE. NO OTHER PAYMENT WILL BE MADE FOR REMOVALS WITHIN PAYMENT REPAIR AREAS.

| ITEM         | DESCRIPTION                                            | UNIT |
|--------------|--------------------------------------------------------|------|
| 203.02       | UNCLASSIFIED EXCAVATION AND DISPOSAL                   | CY   |
| 404.0951     | 9.5 F1 TOP COURSE ASPHALT, 70 SERIES COMPACTION        | TON  |
| 404.1259     | 12.5 F9 BINDER COURSE ASPHALT, 50 SERIES COMPACTION    | TON  |
| 404.3769     | 37.5 F9 BASE COURSE ASPHALT, 60 SERIES COMPACTION      | TON  |
| 407.0103     | STRAIGHT TACK COAT                                     | GAL  |
| 490.10       | PRODUCTION COLD MILLING OF BITUMINOUS CONCRETE         | SY   |
| 490.40       | MISCELLANEOUS COLD MILLING OF PORTLAND CEMENT CONCRETE | SY   |
| 627.5014--08 | CUTTING PAVEMENT                                       | LF   |
| 649.01       | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)         | LF   |

ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

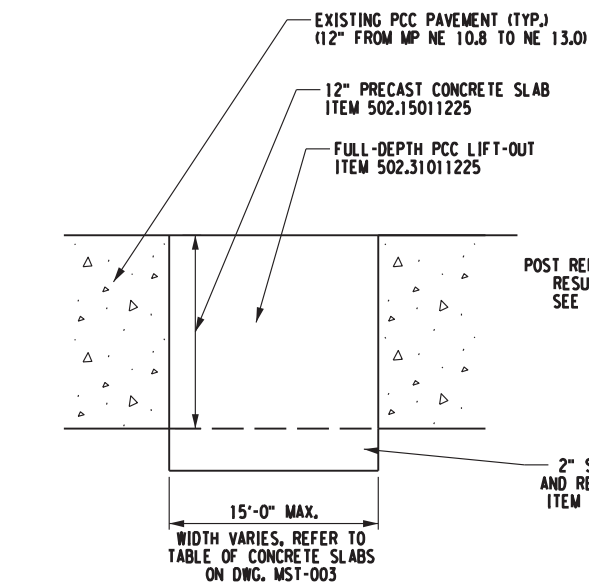
**Thruway Authority**

**LKB ENGINEERING EXCELLENCE SINCE 1889**  
LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT: RESURFACING OF NEW ENGLAND THRUWAY  
LOCATION OF PROJECT: M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB  
TITLE OF DRAWING: MISCELLANEOUS DETAILS SHEET 1

CONTRACT NUMBER: TANE 25-25  
DATE: 10/15/2025  
DRAWING NUMBER: MSD-001



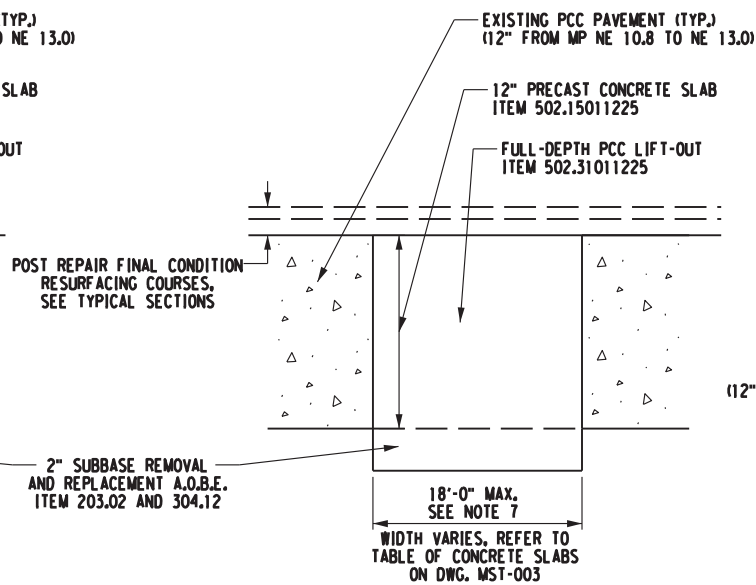


### FULL DEPTH PRECAST SLAB REPLACEMENT AT BRIDGES

REPLACEMENT AREAS AT THE FOLLOWING BRIDGES:

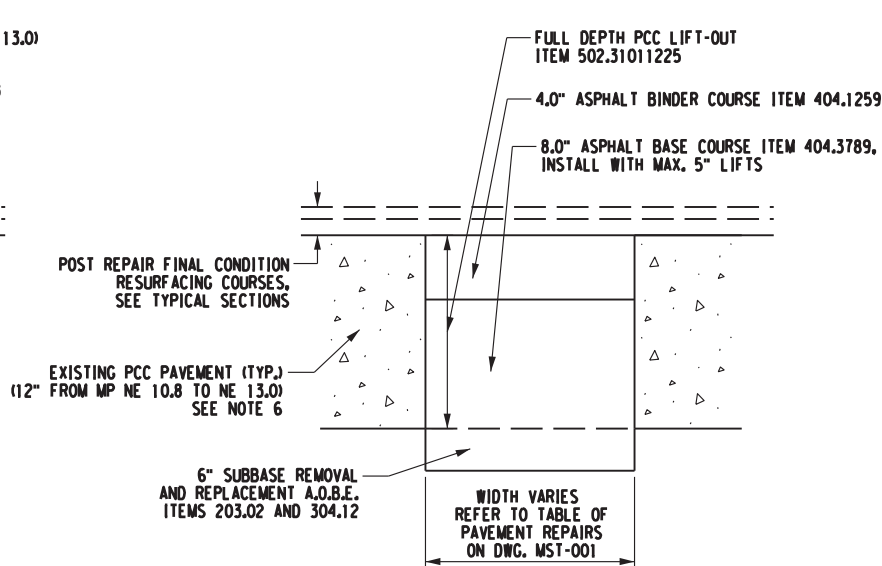
|                           |   |             |                  |
|---------------------------|---|-------------|------------------|
| NELSON AVENUE OVER I-95   | - | BIN 5514720 | MP NE 11.53 (SB) |
| HARRISON AVENUE OVER I-95 | - | BIN 1037560 | MP NE 11.66 (SB) |
| SOUTH ROAD OVER I-95      | - | BIN 5514730 | MP NE 12.01 (SB) |
| CENTRAL AVENUE OVER I-95  | - | BIN 5348240 | MP NE 12.94 (SB) |

N.T.S.

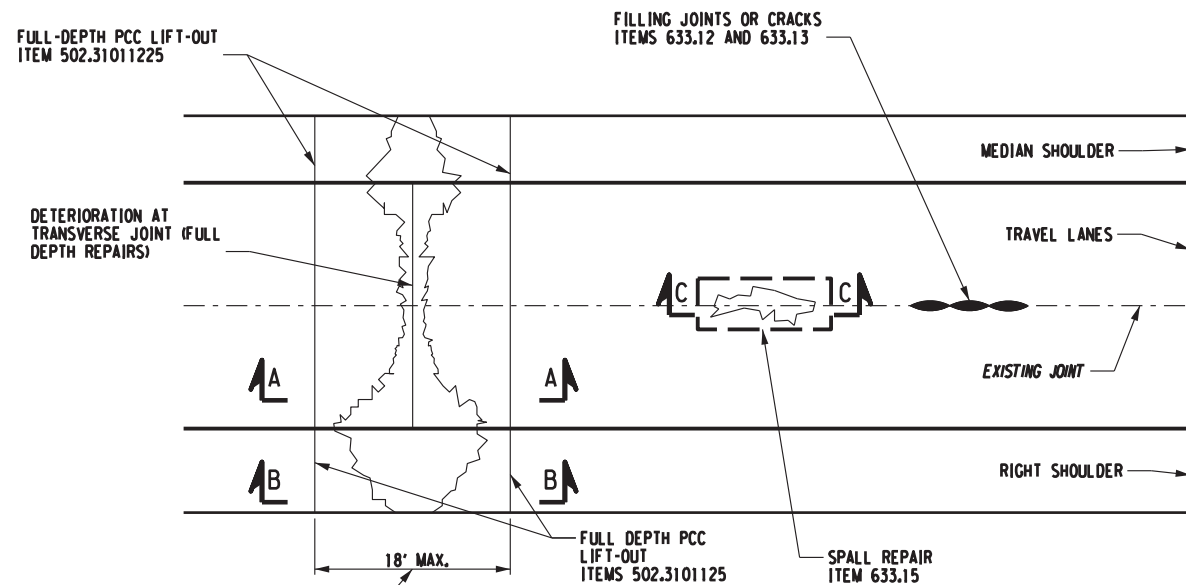


### SECTION A-A FULL DEPTH PRECAST SLAB REPLACEMENT AT PAVEMENT REPAIRS IN TRAVEL LANES

REPLACEMENT OF EXISTING CONCRETE SLABS AT  
LOCATIONS REQUIRING FULL DEPTH PAVEMENT REPAIRS  
IN TRAVEL LANES WITHIN THE EXISTING CONCRETE  
PAVEMENT SECTION FROM MP NE 10.8 TO NE 13.0  
N.T.S.

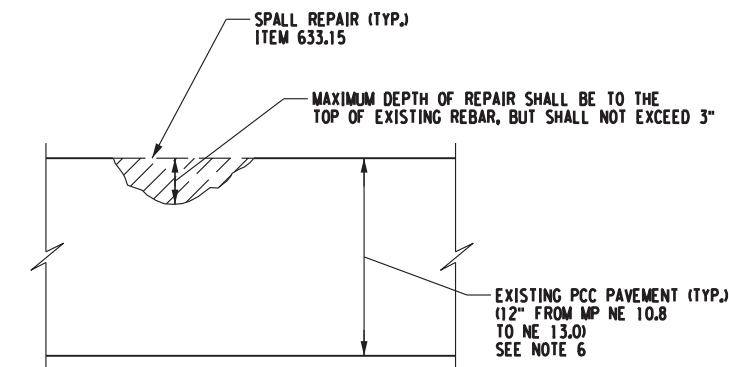


### SECTION B-B FULL DEPTH SHOULDER REPAIR AT CONCRETE SHOULDER FROM MP NE 10.8 TO NE 13.0 SEE NOTE 6 N.T.S.



### NOTES:

- ALL JOINTS ARE TO BE TREATED WITH ITEM 633.13. REMAINING CRACKS SHALL BE TREATED WITH ITEM 633.12. AFTER REMOVAL OF DETERIORATED PCC PAVEMENT THE SURFACE SHALL BE CLEANED AND TACK COATED. THE COST OF CLEANING SHALL BE PAID UNDER 633.13 OR 633.12.
- SLAB CRACKS LESS THAN 1" WIDE SHALL BE TREATED WITH ITEM 633.12.
- SLAB CRACKS GREATER THAN 1" WIDE SHALL BE TREATED WITH ITEM 633.15.
- REFER TO DWGS. MST-001 TO MST-003 FOR REPAIR AND REPLACEMENT AREAS.
- LIMITS OF FULL DEPTH PRECAST SLAB REPAIR SHALL NOT BE WITHIN 6'-0" OF:  
A. CRACKS OR DISTRESSES  
B. TRANSVERSE JOINTS  
C. BRIDGE JOINTS  
D. FULL DEPTH REPAIRS, EXISTING OR PROPOSED  
E. DOWEL BAR RETROFITS, EXISTING OR PROPOSED
- REFER TO MAINLINE TYPICAL SECTIONS ON DWGS. TYP-001 THRU TYP-004 FOR INFORMATION REGARDING PAVEMENT SECTION COMPOSITION.
- EXISTING CONCRETE PCC SLABS, WITHIN THE LIMITS OF MP NE 10.8 TO MP NE 13.0, HAVE A TYPICAL LENGTH OF 18'-0" WITH VARYING WIDTHS. ACCEPTABLE RATIOS OF PCC SLAB WIDTH TO SLAB LENGTH (W/L), KNOWN AS THE ASPECT RATIO, ARE DETERMINED USING INFORMATION PROVIDED IN NOTE 2 OF NYS DOT'S STANDARD SHEET 502-07, BASED ON THIS INFORMATION, A LENGTH OF 18'-0" IS ACCEPTABLE WHEN THE SLAB WIDTH IS EQUAL TO OR GREATER THAN 11'-9". EXISTING MAINLINE TRAVEL LANES, WITHIN THE LIMITS NOTED AND IN BOTH THE NORTHBOUND AND SOUTHBOUND DIRECTIONS, ARE GREATER THAN 11'-9" AND, THEREFORE, HAVE AN ACCEPTABLE ASPECT RATIO WITH AN 18'-0" SLAB LENGTH. HOWEVER, SHOULDER WIDTHS ARE NARROWER, APPROXIMATELY 8', REQUIRING SLAB LENGTHS OF 5'-9" MINIMUM AND 12'-0" MAXIMUM IN ORDER TO ACHIEVE AN ACCEPTABLE ASPECT RATIO.
- IT SHALL BE NOTED THAT THE FULL DEPTH PORTLAND CEMENT CONCRETE (PCC) LIFT-OUT, ITEM 502.31011225, INCLUDES SAWCUTTING, LIFTING, AND DISPOSING OF ANY CONCRETE, ASPHALT OR PERMEABLE BASE. NO OTHER PAYMENT WILL BE MADE FOR REMOVALS WITHIN PAYMENT REPAIR AREAS.



### SECTION C-C CONCRETE SPALL REPAIRS EXISTING CONCRETE PAVEMENT MP NE 10.8 TO NE 13.0 N.T.S.

| ITEM         | DESCRIPTION                                                  | UNIT |
|--------------|--------------------------------------------------------------|------|
| 203.02       | UNCLASSIFIED EXCAVATION AND DISPOSAL                         | CY   |
| 304.12       | SUBBASE COURSE, TYPE 2                                       | CY   |
| 404.1259     | 12.5 F9 BINDER COURSE ASPHALT, 50 SERIES COMPACTION          | TON  |
| 404.3789     | 37.5 F9 BASE COURSE ASPHALT, 80 SERIES COMPACTION            | TON  |
| 502.15011225 | PRECAST CONCRETE PAVEMENT SLABS                              | CY   |
| 502.31011225 | FULL DEPTH PORTLAND CEMENT CONCRETE (PCC) LIFT- OUT          | SY   |
| 633.12       | CLEANING, SEALING AND/OR FILLING CRACKS                      | LS   |
| 633.13       | CLEANING, SEALING AND/OR FILLING JOINTS                      | LF   |
| 633.15       | REMOVAL AND REPAIR OF LOOSE, BROKEN, OR SPALLED PCC PAVEMENT | SY   |

|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |

|                                                                                                                                          |                                                                                               |                                |
|------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|  <b>Thruway<br/>Authority</b>                       | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                                          | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|  <b>LKB</b> ENGINEERING<br>EXCELLENCE<br>SINCE 1889 | TITLE OF DRAWING<br>MISCELLANEOUS DETAILS<br>SHEET 2                                          | DRAWING NUMBER:<br>MSD-002     |
| LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY                                                                |                                                                                               |                                |

CHECKED BY: E. ZAWASKY

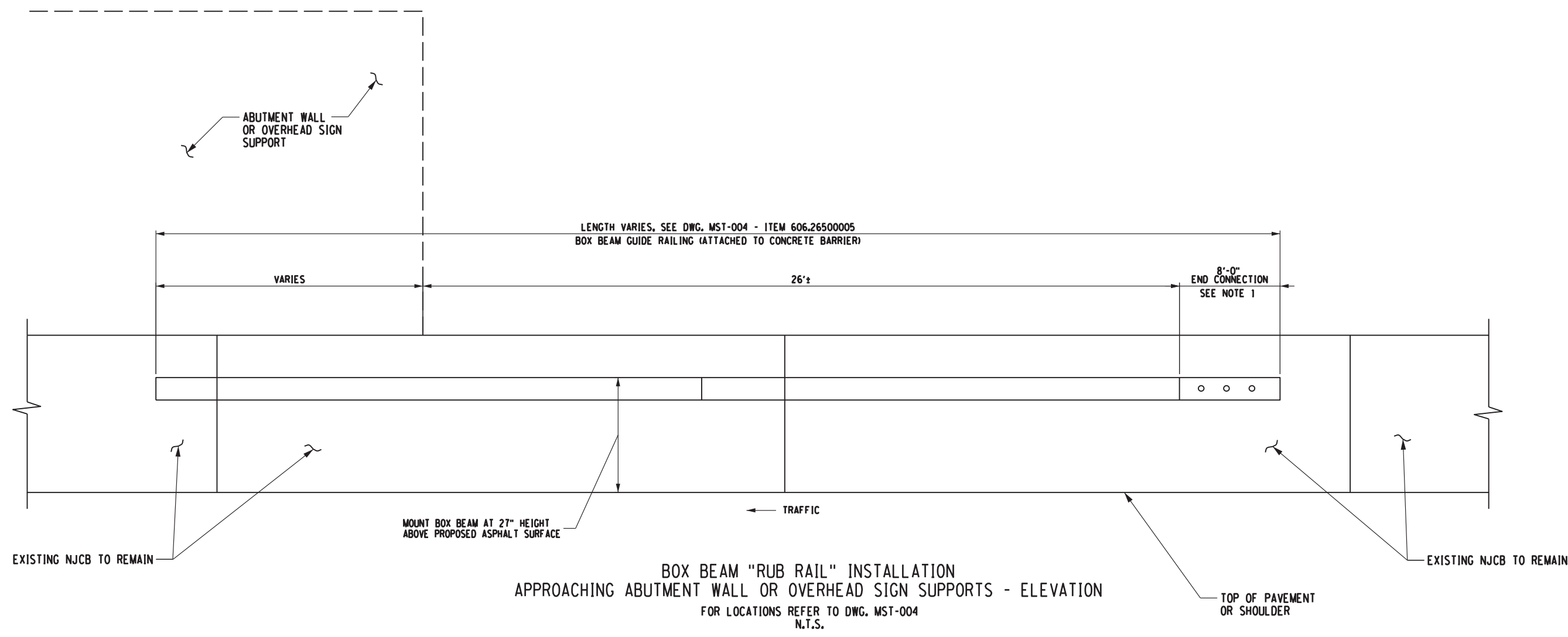
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

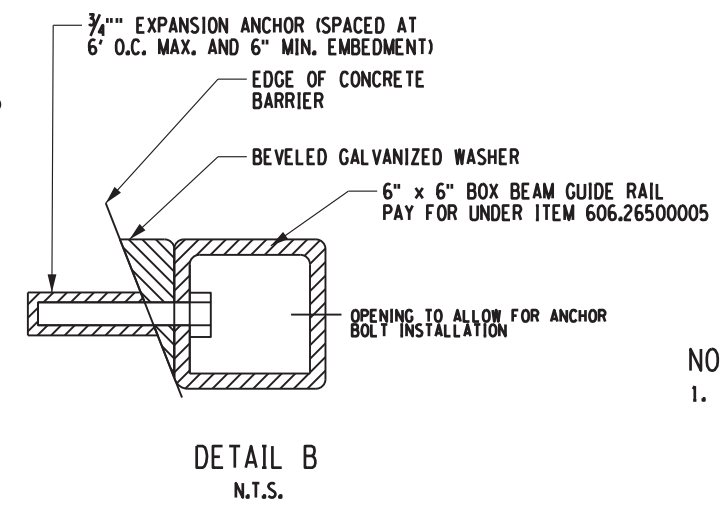
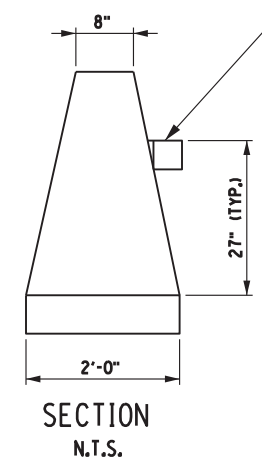
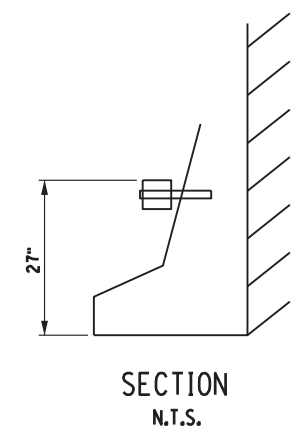
DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:



BOX BEAM "RUB RAIL" INSTALLATION  
APPROACHING ABUTMENT WALL OR OVERHEAD SIGN SUPPORTS - ELEVATION  
FOR LOCATIONS REFER TO DWG. MST-004  
N.T.S.



- NOTES:  
1. SEE NYSDOT STANDARD SHEET 606-22

|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**Thruway  
Authority**

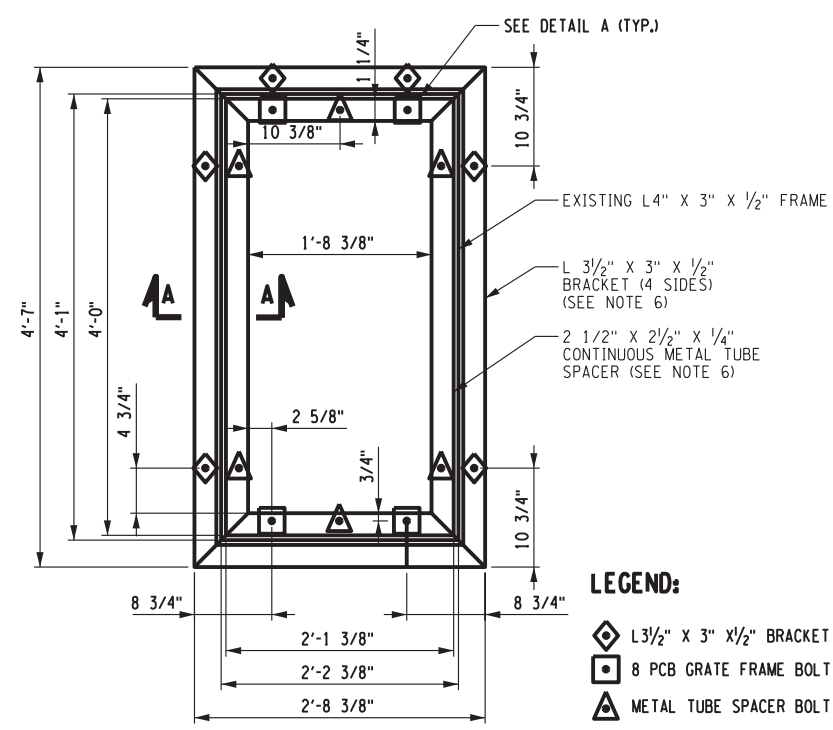
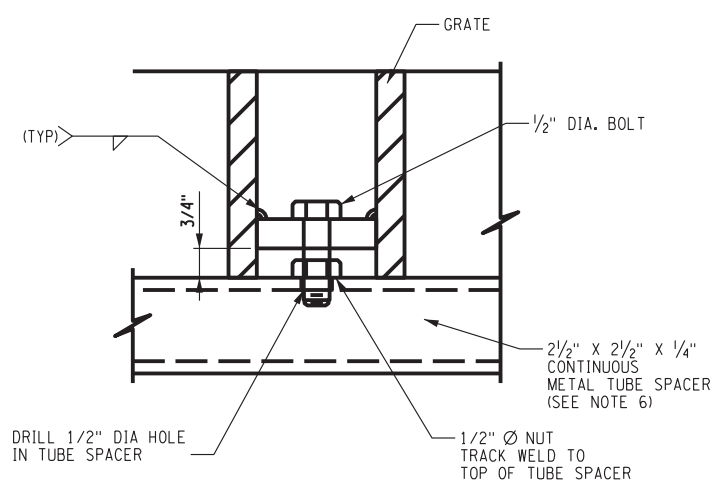
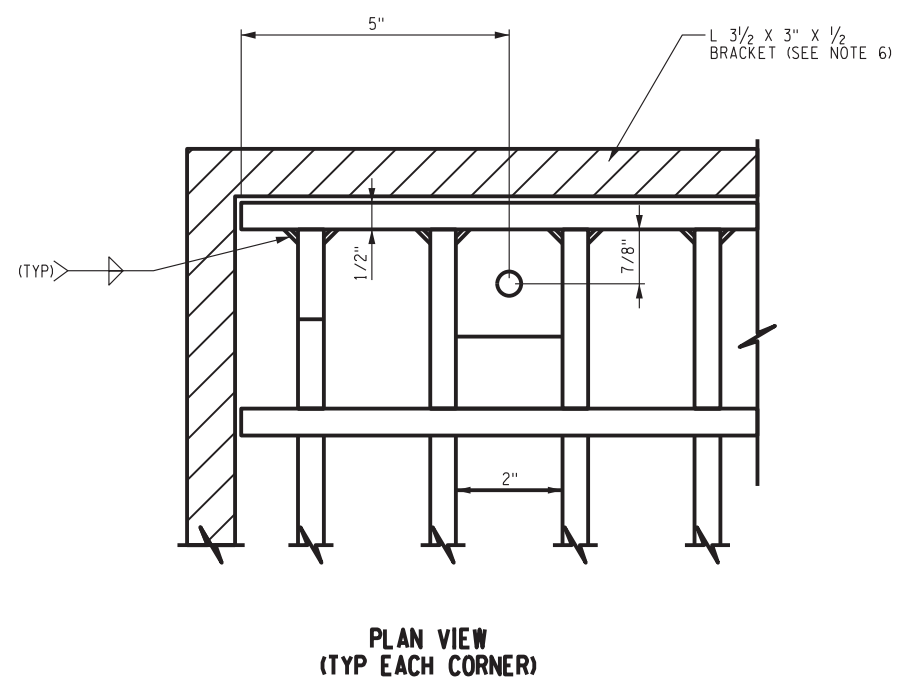
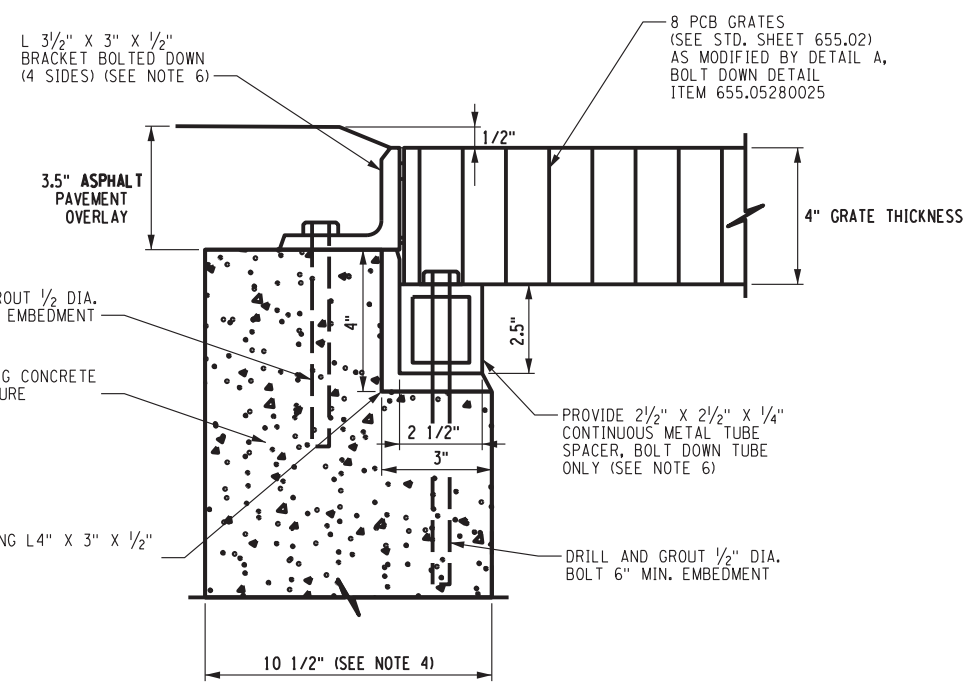
**LKB** ENGINEERING  
EXCELLENCE  
SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

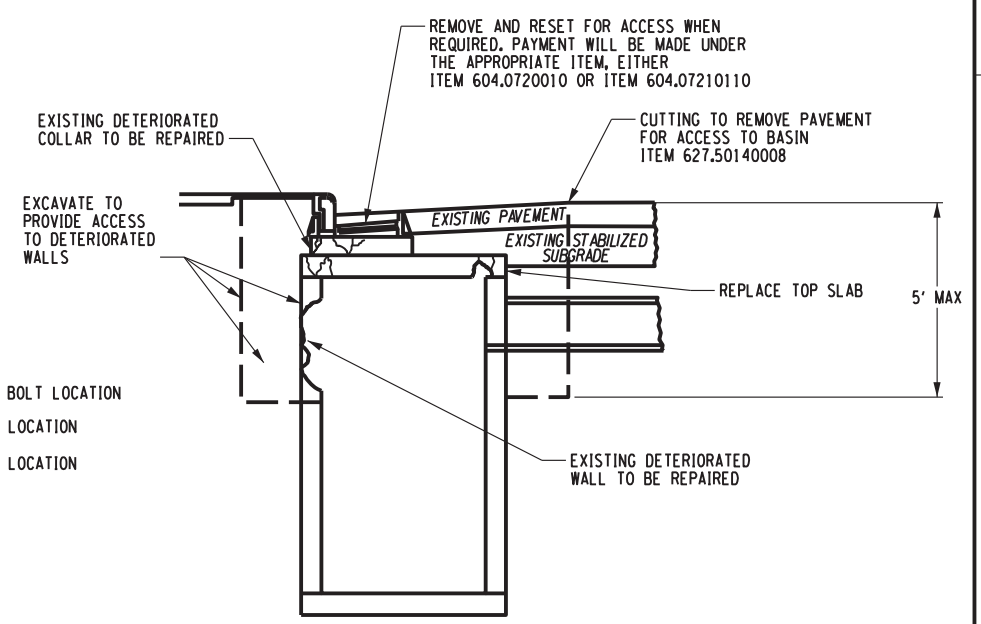
|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>MISCELLANEOUS DETAILS<br>SHEET 3                                          | DRAWING NUMBER:<br>MSD-003     |



CHECKED BY: E. ZAWASKY  
DRAFTED BY: W. TANG / E. CAMPOS  
CHECKED BY: J. PURCA / P. PIOTAS  
DESIGNED BY: P. PIOTAS  
DESIGN SUPERVISOR: J. PURCA



- LEGEND:
- ◆ L3 1/2" x 3" x 1/2" BRACKET BOLT LOCATION
  - ◼ 8 PCB GRATE FRAME BOLT LOCATION
  - ▲ METAL TUBE SPACER BOLT LOCATION



- NOTES:
- INTENT IS TO PROVIDE 1/2 INCH TOLERANCE FOR NEW OVERLAY BY PLACING GRATE 1/2 INCH LOWER THAN PROPOSED GRADE SO GRATE WILL NOT BE HIGHER THAN OVERLAY.
  - COST OF ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO ADJUST THE GRATE INCLUDING BUT NOT LIMITED TO THE GRATE, SPACERS, ANGLES, ETC. SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 656.01 AND ITEM 655.05280025.  
  
ITEM 656.01  
- 2 1/2 x 2 1/2 x 1/4 TUBE SPACER  
- 3/2 x 3 x 1/2 ANGLE BRACKET  
- BOLTS FOR TUBE SPACER AND ANGLE BRACKET  
- DRILLING AND GROUTING BOLTS FOR TUBE SPACER AND ANGLE BRACKET  
  
ITEM 655.05280025  
- REMOVE EXISTING GRATE  
- NEW GRATE  
- BOLT AND BOLT DOWN NUT FOR GRATE
  - TUBE SPACER AND ANGLES SHALL BE GALVANIZED IN ACCORDANCE WITH SECTION 719.01.
  - STRUCTURE WALLS ARE 10 1/2" ON LONG SIDE AND 8" THICK ON SHORT SIDE.
  - CONTRACTOR SHALL COVER ANY DRAINAGE STRUCTURE WHOSE GRATE CAN NOT BE SECURED AT THE END OF THE WORK DAY. COVERS SHALL BE A THICK A-36 STEEL PLATE. PLATE SHALL BE ANCHORED TO THE SURROUNDING PAVEMENT TO THE APPROVAL OF THE ETC.
  - MEMBER SIZE SHALL BE ADJUSTED BASED ON THE PAVEMENT OVERLAY THICKNESS AT THE STRUCTURE LOCATION (FOR OVERLAY THICKNESSES OF 3.5") TO INSTALL THE TOP OF GRATE 1/2" LOWER THAN PROPOSED GRADE.

ALTERED ON: AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC. 10/15/2025

SIGNATURE: STAMP: SIGNATURE: STAMP:

STATE OF NEW YORK  
JOHN ANDREW PURCA  
LICENSED PROFESSIONAL ENGINEER  
076947

CATCH BASIN ALTERATION TYPE "1" NOT TO SCALE

REBUILDING DRAINAGE STRUCTURES TOP 5.0 FEET  
ITEM 604.07610008  
NOT TO SCALE

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

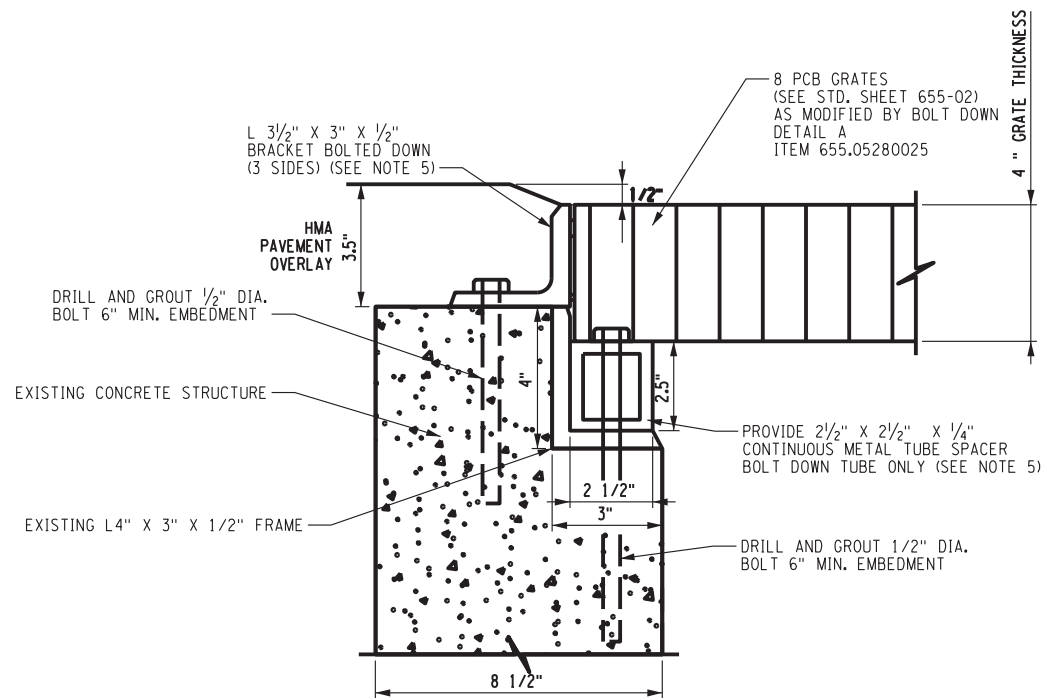
NEW YORK STATE  
Thruway Authority

LKB ENGINEERING EXCELLENCE SINCE 1989  
A VERTEX COMPANY

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT: RESURFACING OF NEW ENGLAND THRUWAY  
LOCATION OF PROJECT: M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB  
TITLE OF DRAWING: DRAINAGE DETAILS - 1

CONTRACT NUMBER: TANE 25-25  
DATE: 10/15/2025  
DRAWING NUMBER: DRD-001

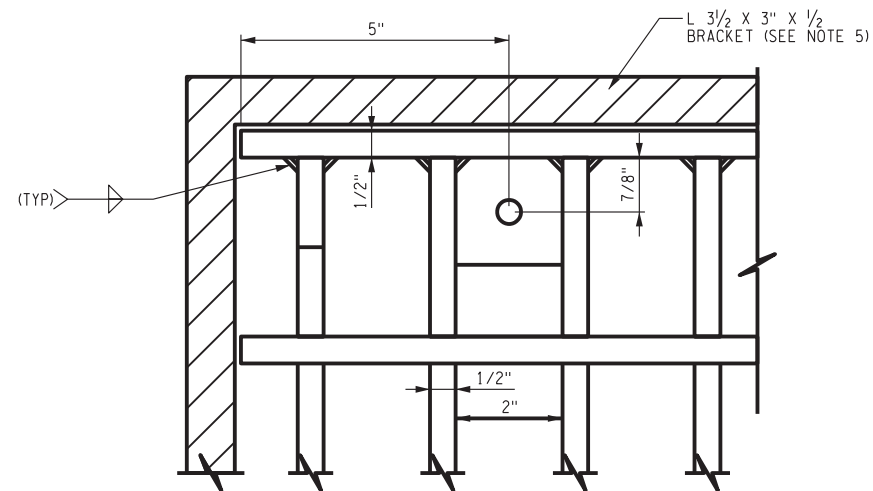
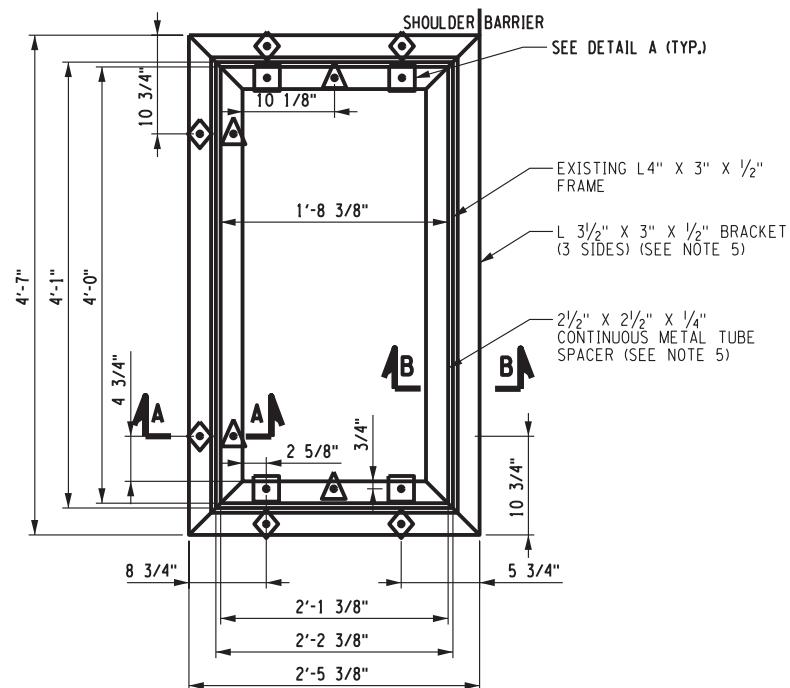
SECTION A-A  
NOT TO SCALE

8 PCB GRATES  
(SEE STD. SHEET 655-02)  
AS MODIFIED BY BOLT DOWN  
DETAIL A  
ITEM 655.05280025

PROVIDE 2 1/2" X 2 1/2" X 1/4"  
CONTINUOUS METAL TUBE  
SPACER (SEE NOTE 5)

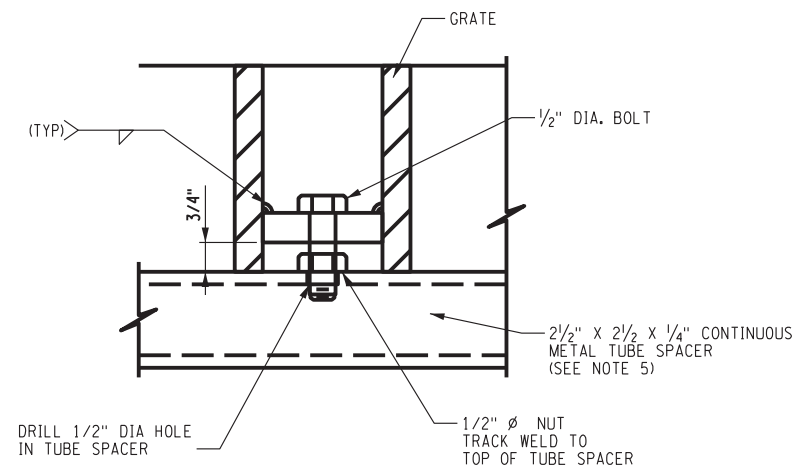
EXISTING L4" X 3" X 1/2"  
FRAME

EXISTING S4 X 9.5 SUPPORT

SECTION B-B  
NOT TO SCALEPLAN VIEW  
(TYP EACH CORNER)CATCH BASIN ALTERATION TYPE "2" BOLT PATTERN PLAN VIEW  
NOT TO SCALE

## NOTES:

- INTENT IS TO PROVIDE 1/2 INCH TOLERANCE FOR NEW OVERLAY BY PLACING GRATE 1/2 INCH LOWER THAN PROPOSED GRADE SO GRATE WILL NOT BE HIGHER THAN OVERLAY.
- COST OF ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO ADJUST THE GRATE INCLUDING BUT NOT LIMITED TO THE GRATE, SPACERS, ANGLES, ETC. SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 656.01 AND ITEM 655.05280025.  
  
ITEM 656.01  
- 2 1/2 X 2 1/2 X 1/4 TUBE SPACER  
- 3/2 X 3" X 1/2 ANGLE BRACKET  
- BOLTS FOR TUBE SPACER AND ANGLE BRACKET  
- DRILLING AND GROUTING FOR TUBE SPACER AND ANGLE BRACKET  
  
ITEM 655.05280025  
- REMOVE EXISTING GRATE  
- NEW GRATE  
- BOLT AND BOLT DOWN NUT FOR GRATE
- TUBE SPACER AND ANGLES SHALL BE GALVANIZED IN ACCORDANCE WITH SECTION 719.01.
- CONTRACTOR SHALL COVER ANY DRAINAGE STRUCTURE WHOSE GRATE CAN NOT BE SECURED AT THE END OF THE WORK DAY. COVERS SHALL BE A THICK A-36 STEEL PLATE. PLATE SHALL BE ANCHORED TO THE SURROUNDING PAVEMENT TO THE APPROVAL OF THE EIC.
- MEMBER SIZE SHOULD BE ADJUSTED BASED ON THE PAVEMENT OVERLAY THICKNESS AT THE STRUCTURE LOCATION (FOR OVERLAY THICKNESSES OF 3.5") TO INSTALL THE TOP OF GRATE 1/2" LOWER THAN PROPOSED GRADE.

DETAIL A  
BOLT DOWN DETAIL FOR GRATE BOLTS  
(ALL FOUR CORNERS)  
NOT TO SCALECATCH BASIN ALTERATION TYPE "2"  
NOT TO SCALE

## LEGEND:

- L3 1/2" X 3" X 1/2" BRACKET BOLT LOCATION
- 8 PCB GRATE FRAME BOLT LOCATION
- METAL TUBE SPACER BOLT LOCATION

|                      |                                                              |
|----------------------|--------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025 |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br>                                     |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**NEW YORK STATE**  
**Thruway Authority**

**LKB** ENGINEERING  
EXCELLENCE  
SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>DRAINAGE DETAILS - 2                                                      | DRAWING NUMBER:<br>DRD-002     |



| EXPOSED SOIL CRITERIA (FOR ALL EXPOSED SOIL AREAS)             |                                                                                                                                                                                                                                     |
|----------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CRITERIA                                                       | REQUIRED ACTION                                                                                                                                                                                                                     |
| PRIOR TO ANY ANTICIPATED PRECIPITATION                         | TEMPORARY MULCH, ITEM 209.100101 WITH TYPE A MULCH ANCHORAGE (ITEM 209.2103 MAY BE USED IN LIEU OF ITEM 209.100101 FOR THIS APPLICATION)                                                                                            |
| NO WORK ON EXPOSED SOIL AREAS) FOR 7 OR MORE CONSECUTIVE DAYS  | SOIL STABILIZER, CLASS IV, TYPE C<br>ITEM 209.2103                                                                                                                                                                                  |
| NO WORK ON EXPOSED SOIL AREAS) FOR 14 OR MORE CONSECUTIVE DAYS | TEMPORARY SEED & MULCH, ITEM 209.1003, AND SOIL STABILIZER, CLASS IV, TYPE C<br>ITEM 209.2103 MAY BE USED IN LIEU OF MULCH UNDER ITEM 209.1003 AND ESTABLISHING TURF, ITEM 610.1601, AND 209 ITEMS AS SHOWN ON THE STANDARD SHEETS. |

| ADDITIONAL EROSION CONTROL ITEMS                                                              |
|-----------------------------------------------------------------------------------------------|
| ADDITIONAL EROSION AND SEDIMENT CONTROL ITEMS INCLUDED IN CONTRACT BUT NOT SHOWN ON THE PLANS |
| 209.100101 MULCH - TEMPORARY                                                                  |
| 209.2103 SOIL STABILIZERS, CLASS IV TYPE C                                                    |
| 610.1601 TURF ESTABLISHMENT - ROADSIDE                                                        |

1.

ADDITIONAL QUANTITIES OF EROSION AND SEDIMENT CONTROL ITEMS IN ADDITION TO THE ITEMS INCLUDED IN THESE PLANS ARE PROVIDED FOR USE IN AREAS IN NEED OF EROSION CONTROL THAT WERE UNFORESEEN DURING THE DESIGN OF THE PLANS. LOCATIONS SHALL BE DETERMINED BY THE RESIDENT ENGINEER IN CONSULTATION WITH THE CONTRACTOR'S PROJECT SUPERINTENDENT.
2.

ALL TEMPORARY CONTROL ITEMS SHALL BE INSPECTED DAILY (DUE TO THE CLOSE PROXIMITY TO PROTECTED WATER COURSES) TO DETERMINE IF THE MEASURE IS FUNCTIONING AS INTENDED. WITHIN 24 HOURS OF THE COMPLETION OF THE INSPECTION, THE CONTRACTOR SHALL:

A) REPAIR OR REBUILD THE CONTROL MEASURE TO FUNCTION AS ORIGINALLY INTENDED.

B) REMOVE SEDIMENT DEPOSITION WHICH REACHES ONE HALF THE HEIGHT OF THE CONTROL MEASURE. ALL SEDIMENT DEPOSITS SHALL BE CONSIDERED UNSUITABLE MATERIAL AND DISPOSED OF IN ACCORDANCE WITH §107-10 MANAGING SURPLUS MATERIAL AND WASTE. MATERIAL SHALL BE REMOVED FROM THE SITE AND PROPERLY DISPOSED OF.
3.

TORN OR PUNCTURED SILT FENCE FABRIC MAY BE REPAIRED BY THE PLACEMENT OF A PATCH, ON THE UPSTREAM SIDE, CONSISTING OF AN ADDITIONAL LAYER OF FABRIC OVER THE DAMAGED AREA, OR REPLACEMENT OF THE DAMAGED SECTION.
4.

ALL EROSION CONTROL MEASURES SHALL BE PLACED PRIOR TO STARTING EARTHWORK OPERATIONS.

EXPOSED SOIL CRITERIA NOTES:

5.

ALL AREAS SHALL BE BROUGHT TO FINAL GRADE AND TRIMMED AS SOON AS POSSIBLE.
6.

MAINTENANCE OF MULCHED AREAS SHALL INCLUDE RE-MULCHING OF AREAS IN WHICH SOIL BECOMES EXPOSED TO VIEW. ANY AREAS THAT BECOME SETTLED OR GULLED DURING MULCHING OPERATIONS SHALL BE RE-GRADED.
7.

MULCH ANCHORAGE SHALL BE APPLIED TO HOLD MULCH IN PLACE (ITEM 209.100101 AND 209.1003).
8.

MAINTENANCE OF TEMPORARY SEEDED AREAS SHALL INCLUDE RE-SEEDING AS NEEDED TO ESTABLISH A SATISFACTORY STAND OF GRASS.
9.

THE USE OF TEMPORARY SEED & MULCH, ITEM 209.1003, AS AN EFFECTIVE EROSION CONTROL METHOD MUST BE APPLIED PRIOR TO OCTOBER 15 AND AFTER MARCH 31.
10.

DEPENDING ON WEATHER CONDITIONS WATERING MAY BE NEEDED TO ESTABLISH TEMPORARY SEED. WATERING SHALL BE UNIFORMLY APPLIED AS NEEDED AT A RATE SPECIFIED IN THE SUPPLEMENTAL LANDSCAPE DEVELOPMENT SPECIFICATIONS. WATER SHALL BE APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF ITEM 610.19.
11.

ROUGHENING THE SURFACE OF BARE SOIL INVOLVES CREATING HORIZONTAL GROOVES (TRACKING) ACROSS A SLOPE PARALLEL TO THE CONTOUR.
12.

ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT THE LIFE OF THE CONTRACT.

CONSTRUCTION NOTES:

13.

DISTURBED AREAS, CONSTRUCTION ROADS AND ENTRANCES SHALL BE STABILIZED IN ACCORDANCE WITH THE DESIGN CRITERIA OUTLINED IN THE NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL (2005). DISTURBED AND EXPOSED SOIL AREAS SHALL BE PROMPTLY STABILIZED WITH MULCH AND SEED AND SUPPLEMENTED WITH A SILT FENCE AT THE LIMITS OF DISTURBANCE.
14.

APPROPRIATE EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PROVIDED ALONG THE CONSTRUCTION ACCESS WAYS AND IN THE STAGING AREAS AS NECESSARY TO AVOID ON-SITE OR OFF-SITE EROSION AND SEDIMENTATION PROBLEMS.

GENERAL EROSION CONTROL NOTES:

15.

THE PROJECT WILL USE NYSDEC STANDARD EROSION AND SEDIMENT CONTROL MEASURES TO PROTECT THE INTERNAL SITE AND THE SURROUNDING ENVIRONMENT FROM SILTATION AND RUNOFF DURING THE ENTIRE CONSTRUCTION PROJECT. ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES WILL BE USED TO ADDRESS CONDITIONS THAT ARE PRESENTED IN THE FIELD DUE TO TEMPORARY CONSTRUCTION CONDITIONS. DAILY OBSERVATION OF EROSION CONTROL MEASURES BY THE CONTRACTOR PERFORMING CONSTRUCTION ACTIVITIES IS REQUIRED. THE OWNER/APPLICANT IS OBLIGATED TO PERFORM INSPECTIONS AND REPORTING AS OUTLINED IN THE CURRENT EDITION OF THE SPDES GENERAL PERMIT FOR CONSTRUCTION ACTIVITIES. VARIANCES TO THE CONSTRUCTION PRACTICES SHOWN ON THIS EROSION CONTROL PLAN IDENTIFIED DURING THESE INSPECTIONS MUST BE ADDRESSED AT THE EARLIEST OPPORTUNITY.

PLANNED EROSION CONTROL MEASURES:

- SILT FENCE: SILT FENCE SHALL BE INSTALLED AND LOCATED ALONG THE PROPOSED LIMIT OF DISTURBANCE, AROUND TOPSOIL STOCKPILE AREA.
- SURFACE STABILIZATION: SURFACE STABILIZATION WILL BE ACCOMPLISHED WITH VEGETATION AND MULCH. ROADWAY AND BUILDING BASE COURSES WILL BE INSTALLED AS SOON AS FINISHED GRADE IS REACHED.
- INLET PROTECTION: INLET PROTECTION SHALL BE INSTALLED AT ALL STORMWATER INLETS RECEIVING RUNOFF FROM DISTURBED AREAS OF THE SITE.
- COMPOST FILTER SOCK: COMPOST FILTER SOCK SHALL BE INSTALLED TO FILTER SEDIMENT AND OTHER POLLUTANTS ASSOCIATED WITH CONSTRUCTION ACTIVITY TO PREVENT THEIR MIGRATION OFFSITE.
- STAGING AND LAYDOWN AREAS: STAGING AND LAYDOWN AREAS FOR VEHICLES AND EQUIPMENT SHALL BE LOCATED ON STABILIZED PORTIONS OF THE SITE. VEHICLES AND EQUIPMENT SHALL BE WASHED DOWN IN STABILIZED AREAS PRIOR TO EXITING THE SITE.
- SOIL STOCKPILE: SOIL STOCKPILES AND EXPOSED SOIL SHALL BE STABILIZED BY SEED, MULCH, OR OTHER APPROPRIATE MEASURES, WHEN ACTIVITIES TEMPORARILY CEASE DURING CONSTRUCTION FOR 7 DAYS OR MORE IN ACCORDANCE WITH NYSDEC REQUIREMENTS.
- DUST CONTROL: SHOULD EXCESSIVE DUST BE GENERATED, IT SHALL BE CONTROLLED BY SPRINKLING.
- DEWATERING: TEMPORARY DEWATERING PRACTICES SHALL BE USED TO PREVENT PONDING OF RAINWATER OR GROUNDWATER DURING CONSTRUCTION OF EXCAVATED AREAS.

16.

BEFORE DISTURBING GREATER THAN FIVE (5) ACRES OF SOIL AT ANY ONE TIME, THE CONTRACTOR MUST OBTAIN APPROVAL FROM NYSDEC'S REGIONAL OFFICE. THE CONTRACTOR SHALL CONTACT THE REGIONAL OFFICE LISTED BELOW TO HAVE THE CONSTRUCTION SEQUENCING PLAN REVIEWED.

NYS DEPARTMENT OF ENVIRONMENTAL CONSERVATION - REGION 3  
100 HILLSIDE AVE, SUITE 1W  
WHITE PLAINS, NY 10603

SOIL RESTORATION NOTES:

17.

SOIL RESTORATION SHALL BE COMPLETED IN THE AREAS OF THE PROPOSED PREVIOUS SURFACES ONCE FINAL GRADE HAS BEEN ACHIEVED IN THESE AREAS.
18.

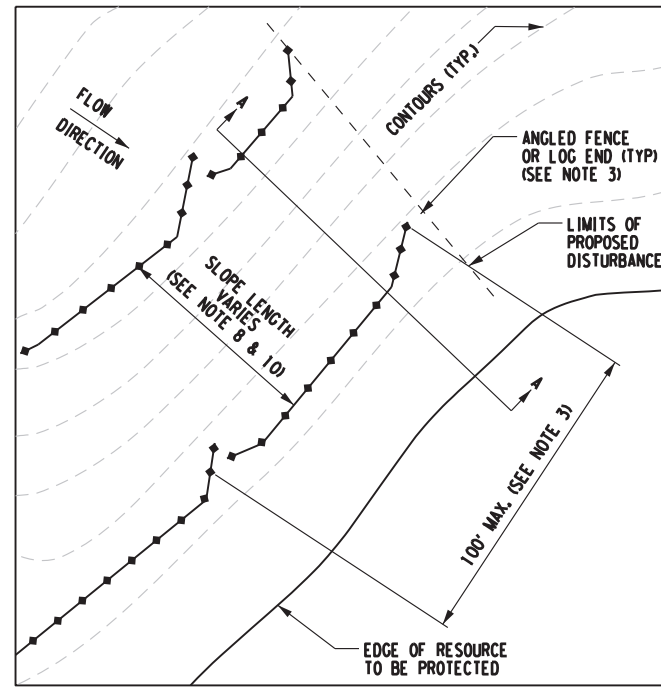
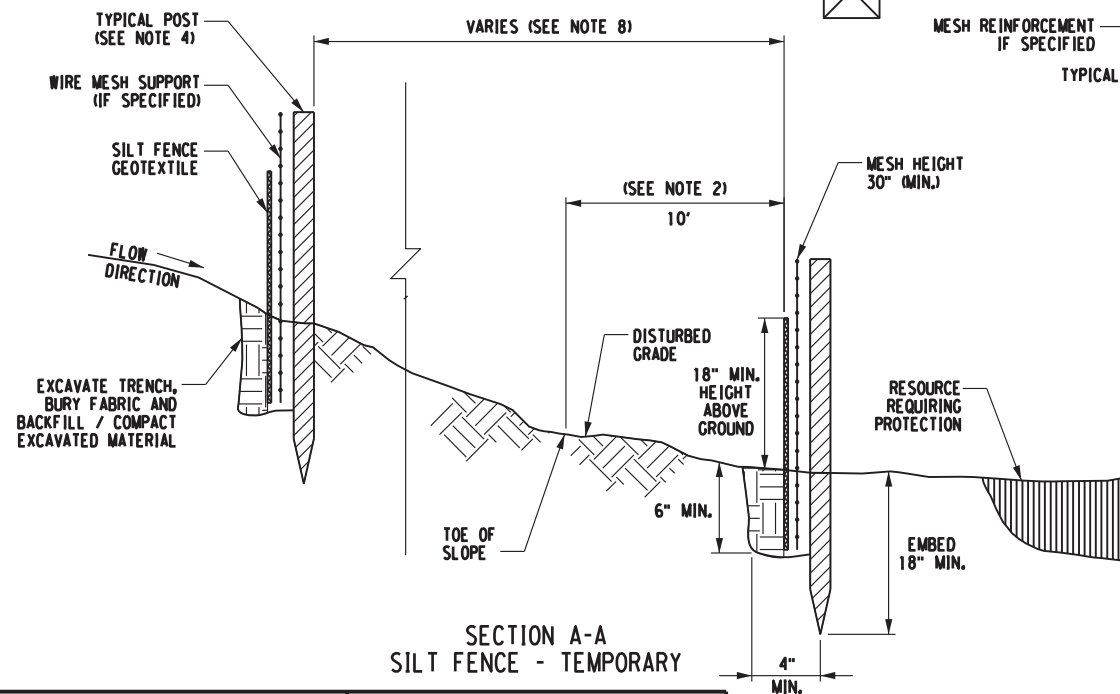
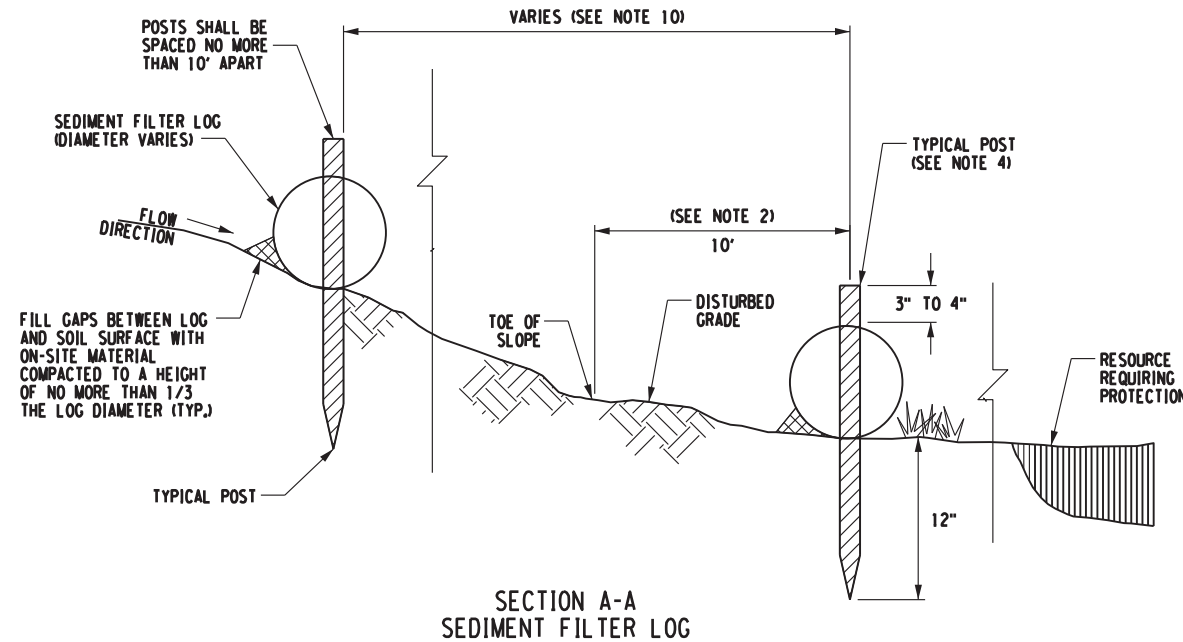
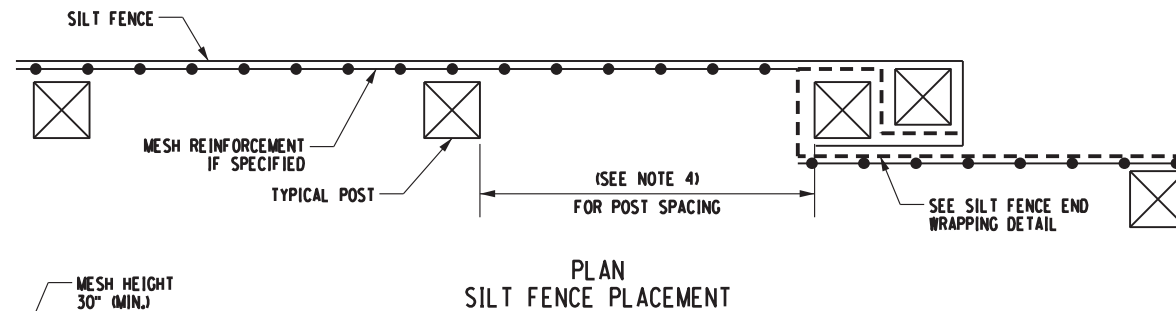
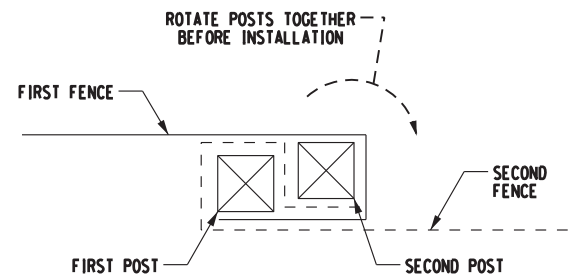
THE TYPE OF SOIL RESTORATION WILL DEPEND ON THE TYPE OF SOIL DISTURBANCE AND THE TYPE OF HYDROLOGIC SOIL GROUP. CONTRACTOR WILL BE REQUIRED TO COMPLETE SOIL RESTORATION IN CONFORMANCE WITH THE VARIOUS METHODS OUTLINED IN TABLE 5.3 OF NYS STORMWATER MANAGEMENT DESIGN MANUAL.

|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

|                                                                                                                                                                                                                 |                                                                                               |                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|  <div>NEW YORK STATE<br/>Thruway<br/>Authority</div>                                                                       | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                                                                                                                 | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|                                                                                                                                                                                                                 | TITLE OF DRAWING<br>EROSION CONTROL NOTES                                                     | DRAWING NUMBER:<br>ECN-001     |
|  <b>LKB</b> ENGINEERING EXCELLENCE SINCE 1889<br>LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY |                                                                                               |                                |

PLAN  
EXAMPLE LAYOUT OF SILT FENCE OR SEDIMENT FILTER LOGSECTION A-A  
SILT FENCE - TEMPORARYSECTION A-A  
SEDIMENT FILTER LOGPLAN  
SILT FENCE PLACEMENT

SILT FENCE END WRAPPING DETAIL

## APPLICATION NOTES

- THE PRIMARY PURPOSE OF A SILT FENCE OR SEDIMENT FILTER LOG IS TO INTERCEPT SEDIMENT LADEN RUNOFF BY IMPOUNDING WATER BEHIND THE FENCE OR LOG SO THAT SEDIMENT FALLS OUT OF SUSPENSION.
- IDENTIFY ONSITE AND OFFSITE RESOURCES THAT NEED TO BE PROTECTED USING THE SILT FENCE OR SEDIMENT FILTER LOG (E.G. WETLANDS, PONDS, WATERWAYS OR ENVIRONMENTALLY SENSITIVE AREAS). SILT FENCE OR SEDIMENT FILTER LOGS ARE TYPICALLY USED WITH EROSION OR SEDIMENT CONTROL MEASURES, SUCH AS MULCH AND/OR ROLLED EROSION CONTROL FABRIC.
- SILT FENCE OR SEDIMENT FILTER LOGS SHALL NOT BE USED IN OR ACROSS A FLOWING CHANNEL, OR AREAS OF CONCENTRATED FLOW. DO NOT USE SILT FENCE OR SEDIMENT FILTER LOGS AS A PERIMETER CONTROL, TO DEFINE PROPERTY LINES, OR TO DELINEATE A RESOURCE.

## GENERAL NOTES

- SILT FENCE OR SEDIMENT FILTER LOGS SHALL BE INSTALLED ON A LINE OF EQUAL ELEVATION (CONTOUR). IT MAY BE INSTALLED AT INTERMEDIATE POINTS UP SLOPES AS WELL AS AT THE BOTTOM.
- FOR LOCATIONS THAT WARRANT PLACEMENT OF SILT FENCE OR SEDIMENT FILTER LOGS AT THE BASE OF SLOPES, SILT FENCE OR SEDIMENT FILTER LOGS SHALL BE PLACED A MINIMUM OF 10 FEET FROM THE TOE OF THE SLOPE, TO PROVIDE ADEQUATE AREA FOR SEDIMENT STORAGE AND FACILITATE MAINTENANCE OF THE SEDIMENT CONTAINMENT AREA.
- THE ENDS OF A ROW OF SILT FENCE OR SEDIMENT FILTER LOGS SHALL BE ANGLED UP SLOPE TO PREVENT CHANNELIZED FLOW FROM BEING CONVEYED PAST THE ENDS OF THE FENCE. A SECTION OF SILT FENCE OR SEDIMENT FILTER LOGS SHOULD NOT EXCEED 100 FEET IN LENGTH.
- WOOD POSTS FOR SILT FENCE SHALL HAVE A CROSS-SECTION AREA OF 3.5 SQUARE INCHES OR STEEL POSTS SHALL BE "T" OR "U" SHAPE AND 1.33 POUNDS/FEET (MINIMUM) FOR STEEL. SPACING FOR THE PROVIDED SILT FENCE POSTS SHALL BE AS DESIGNATED ON THE DEPARTMENT APPROVED LIST FOR SILT FENCE. THE LENGTH OF SILT FENCE POSTS SHALL BE 40 INCHES. WOOD POSTS FOR SEDIMENT FILTER LOGS SHALL BE NOMINAL 2x2. THE LENGTH OF FILTER LOG POSTS SHALL BE 16" GREATER THAN THE DIAMETER OF THE LOG.
- THE BOTTOM EDGE OF SILT FENCE SHALL BE BURIED A MINIMUM OF 6" BELOW GROUND. THE FENCE SHALL BE INSTALLED WITH THE POSTS ON THE DOWNSLOPE SIDE OF THE FABRIC.
- WHERE ENDS OF GEOTEXTILE FABRIC COME TOGETHER, THEY SHALL BE OVERLAPPED AND FOLDED AND STAPLED TO PREVENT SEDIMENT BYPASS, OR THE END POSTS OF TWO SECTIONS SHALL BE WRAPPED AS SHOWN IN THE DETAIL FOR SILT FENCE END WRAPPING.
- SEDIMENT SHALL BE REMOVED WHEN ACCUMULATION REACHES ONE-HALF OF THE ABOVE GROUND HEIGHT OR WHEN BULGES DEVELOP IN THE FABRIC. SEDIMENT SHALL BE DISPOSED OF AS UNSUITABLE MATERIAL.
- THE FOLLOWING ARE MAXIMUM SLOPE LENGTHS (DISTANCE BETWEEN ROWS) FOR SILT FENCE INSTALLATION:

| SILT FENCE MAXIMUM SLOPE LENGTH (FEET) |              |            |               |
|----------------------------------------|--------------|------------|---------------|
| SLOPE                                  | STEEPNESS    | STANDARD** | REINFORCED*** |
| 5-10%                                  | 20:1 TO 10:1 | 125        | 250           |
| 10-20%                                 | 10:1 TO 5:1  | 100        | 150           |
| 20-33%                                 | 5:1 TO 3:1   | 60         | 80            |
| 33-50%                                 | 3:1 TO 2:1   | 40         | 70            |
| > 50%                                  | > 2:1        | 20         | 30            |

\* FOR SLOPES LESS THAN 5% SILT FENCE IS NOT REQUIRED UNLESS IN SENSITIVE AREAS OR HIGHLY ERODIBLE SOILS.

\*\* STANDARD SILT FENCE IS FABRIC ROLLS STAPLED TO WOODEN POSTS DRIVEN 18 INCHES INTO THE GROUND.

\*\*\* REINFORCED SILT FENCE IS FABRIC PLACED AGAINST WELDED WIRE MESH WITH ANCHORED STEEL POSTS DRIVEN 18 INCHES INTO THE GROUND.

- INSTALLATION OF SILT FENCE OR SEDIMENT LOG, INCLUDING EXCAVATION, BACKFILL, AND COMPACTION OF SOIL SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM.
- SEDIMENT FILTER LOG POSTS SHALL BE SPACED NO MORE THAN 10 FEET APART. ENDS OF LOGS SHALL BE OVERLAPPED BY 24 INCHES AND STAKED SIDE BY SIDE. THE MAXIMUM SLOPE LENGTH (DISTANCE BETWEEN ROWS) SHALL NOT EXCEED THE FOLLOWING LIMITS:

| SILT FENCE LOG MAX SLOPE LENGTH (FEET) |         |     |     |     |     |    |    |
|----------------------------------------|---------|-----|-----|-----|-----|----|----|
| DIA. (IN.)                             | SLOPE % |     |     |     |     |    |    |
|                                        | 2       | 5   | 10  | 20  | 25  | 33 | 50 |
| 12                                     | 250     | 225 | 125 | 65  | 50  | 40 | 25 |
| 18                                     | 275     | 250 | 150 | 70  | 55  | 45 | 30 |
| 24                                     | 350     | 275 | 200 | 130 | 100 | 60 | 35 |

|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

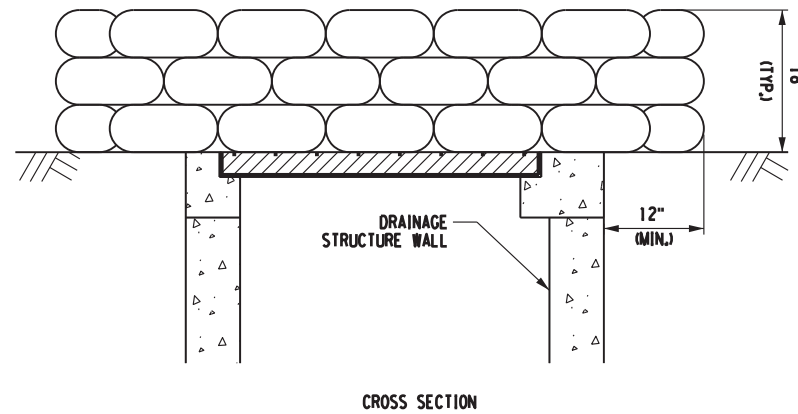
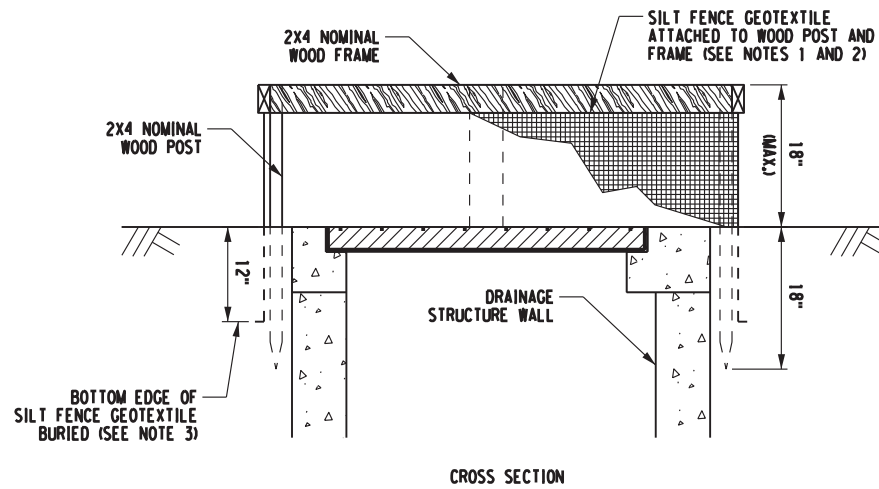
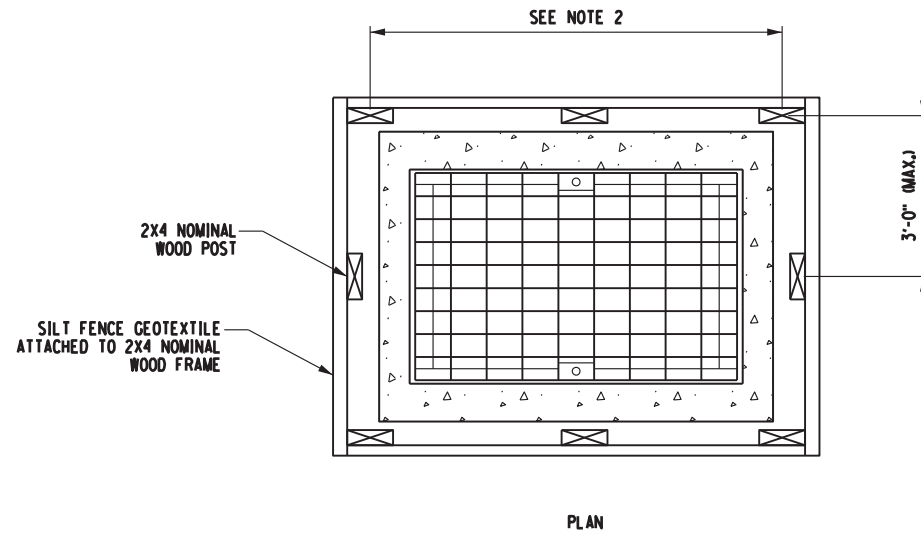
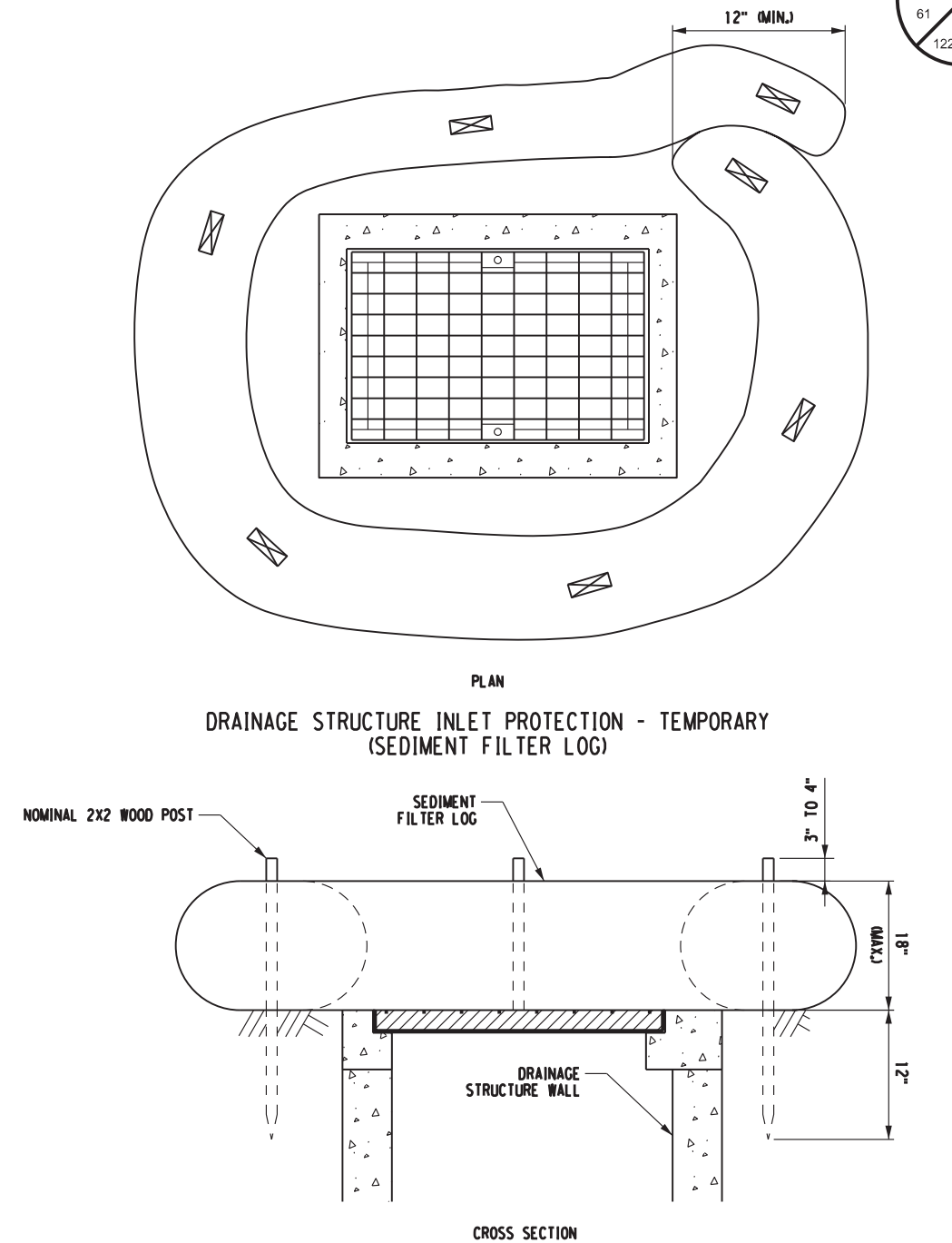
**Thruway Authority**

**LKB ENGINEERING**  
EXCELLENCE  
SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>EROSION CONTROL DETAILS<br>SHEET 1                                        | DRAWING NUMBER:<br>ECD-001     |



DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY  
(GRAVEL BAG)DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY  
(GRAVEL BAG)DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY  
(SILT FENCE)DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY  
(SILT FENCE)DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY  
(SEDIMENT FILTER LOG)DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY  
(SEDIMENT FILTER LOG)

## GENERAL NOTES:

- APPROVED SILT FENCE GEOTEXTILES #737-01, ARE LISTED ON THE DEPARTMENT'S APPROVED LIST. SILT FENCE GEOTEXTILE SHALL BE A SINGLE CONTINUOUS PIECE TO ELIMINATE JOINTS. OVERLAP GEOTEXTILE ENDS TO THE NEXT POST.
- SPACE POSTS EVENLY AROUND INLET WITH A MAXIMUM SPACING OF 3'. WIRE MESH MAY BE REQUIRED BEHIND GEOTEXTILE TO PROVIDE SUPPORT. POSTS SHALL BE DRIVEN CLOSE TO THE INLET TO MINIMIZE EXPOSED SOIL BETWEEN THE INLET AND THE PRACTICE. DRIVE POSTS A MINIMUM OF 18" INTO GROUND (SILT FENCE) OR A MINIMUM OF 12" (SEDIMENT FILTER LOG).
- SILT FENCE GEOTEXTILE SHALL BE EMBEDDED 12" AND BACKFILLED. GEOTEXTILE SHALL BE SECURELY FASTENED TO POSTS AND FRAME.
- GRAVEL BAGS SHALL BE INDIVIDUALLY TIED, DOUBLE BAGGED AND INVERSELY INSERTED. GRAVEL BAGS SHALL LAP THE JOINTS BETWEEN THE BAGS IN THE LAYER BELOW. GRAVEL BAGS SHALL BE PLACED AS CLOSE AS POSSIBLE TO THE GRATE TO MINIMIZE EXPOSED SOIL BETWEEN THE INLET AND THE PRACTICE.
- SEDIMENT FILTER LOGS SHALL BE SECURED TO THE SOIL SURFACE WITH WOODEN POSTS SPACED A MAXIMUM OF 2' APART. WHEN USED ON A PAVED SURFACE, THE LOG ENDS SHALL BE FASTENED WITH PLASTIC TIES OR IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- MEASURES SHALL BE INSPECTED AFTER EVERY RUNOFF EVENT AND REPAIRED AS NECESSARY. SEDIMENT SHALL BE REMOVED WHEN IT REACHES ONE-HALF THE MEASURE HEIGHT (STORAGE CAPACITY). SEDIMENT SHALL BE DISPOSED OF AS UNSUITABLE MATERIALS.

## APPLICATION NOTES:

- THE PRIMARY PURPOSE OF DRAINAGE STRUCTURE INLET PROTECTION IS TO PREVENT SEDIMENT FROM ENTERING A DRAINAGE SYSTEM BY TRAPPING WATER, THEREBY ALLOWING SEDIMENT TO FALL OUT OF SUSPENSION.
- GRAVEL BAGS ARE FILLED WITH CLEAN STONE, RATHER THAN SAND, TO PREVENT SEDIMENT FROM ENTERING A DRAINAGE SYSTEM IF BAGS ARE DAMAGED DURING USE.
- THE TOP OF THE INLET PROTECTION SHALL BE SET TO ALLOW OVERFLOW INTO THE INLET AND NOT BYPASS TO UNPROTECTED RESOURCES.
- DRAINAGE STRUCTURE INLET PROTECTION - TEMPORARY (SILT FENCE) SHALL NOT BE USED ALONG THE ACTIVE TRAVEL LANE OR SHOULDER.
- DRAINAGE STRUCTURE INLET PROTECTION SHALL NOT BE USED WITHOUT UPSLOPE EROSION CONTROL.
- MAXIMUM DRAINAGE AREA TO THE PRACTICE SHALL NOT EXCEED ONE ACRE.
- SEE DRAINAGE TABLES FOR LOCATIONS OF PROPOSED DRAINAGE INLET PROTECTION.

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**Thruway  
Authority**

**LKB** ENGINEERING  
EXCELLENCE  
SINCE 1989

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>EROSION CONTROL DETAILS<br>SHEET 2                                        | DRAWING NUMBER:<br>ECD-002     |

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

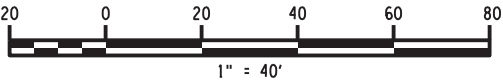
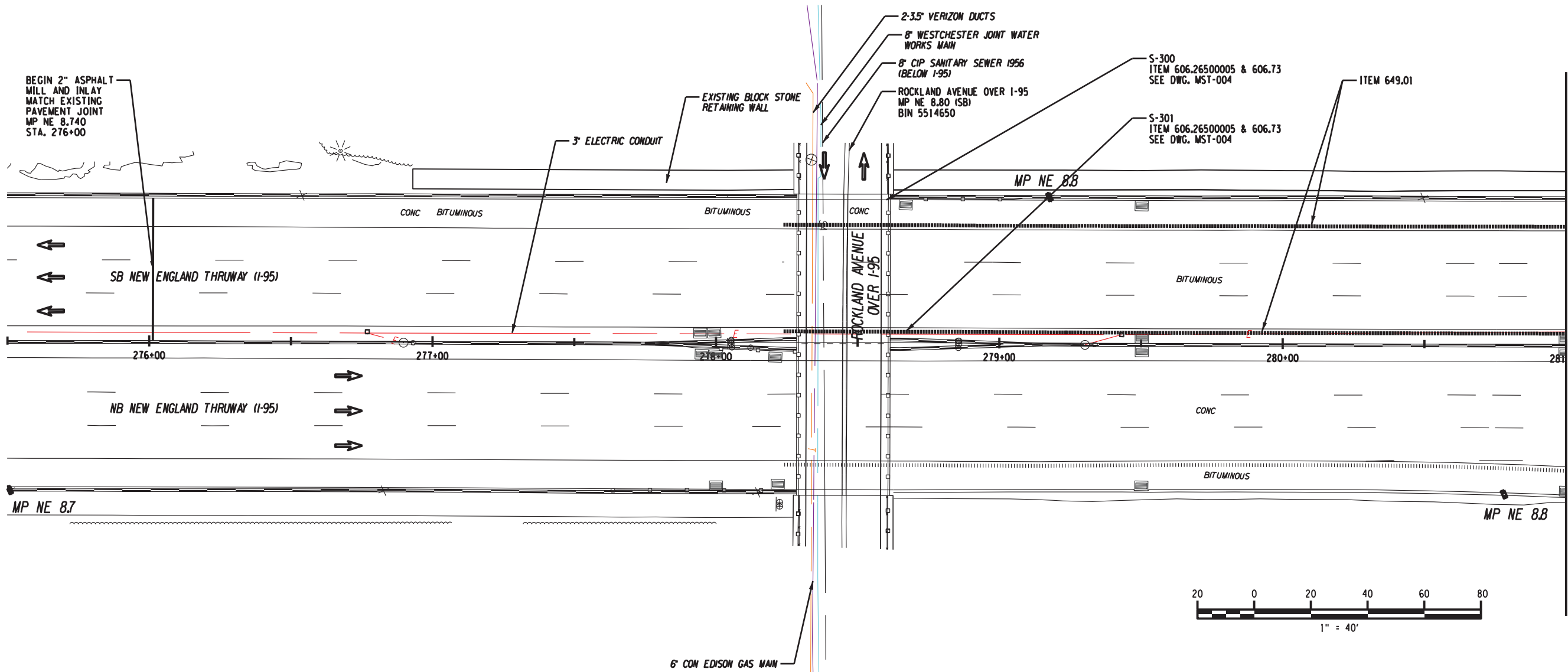
CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
  3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  4. SEE DWG. MST-001 FOR MILLING TABLES.
  5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  6. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT 
- CRACK/JOINT REPAIR 

| ITEM         | DESCRIPTION                                         | UNIT |
|--------------|-----------------------------------------------------|------|
| 201.06       | CLEARING AND GRUBBING                               | LS   |
| 606.26500005 | BOX BEAM GUIDE RAILING ATTACHED TO CONCRETE BARRIER | LF   |
| 606.73       | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING       | LF   |
| 649.01       | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)      | LF   |



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

|                                                                                                                                                        |                                                                                               |                                             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|---------------------------------------------|
|  <b>Thruway Authority</b>                                         | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25              |
|                                                                                                                                                        | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025                         |
|  <b>LKB</b> ENGINEERING EXCELLENCE SINCE 1889<br>A VERTEX COMPANY | LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY                     | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 1 |
|                                                                                                                                                        |                                                                                               | DRAWING NUMBER:<br>GNP-001                  |



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

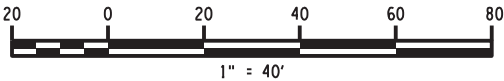
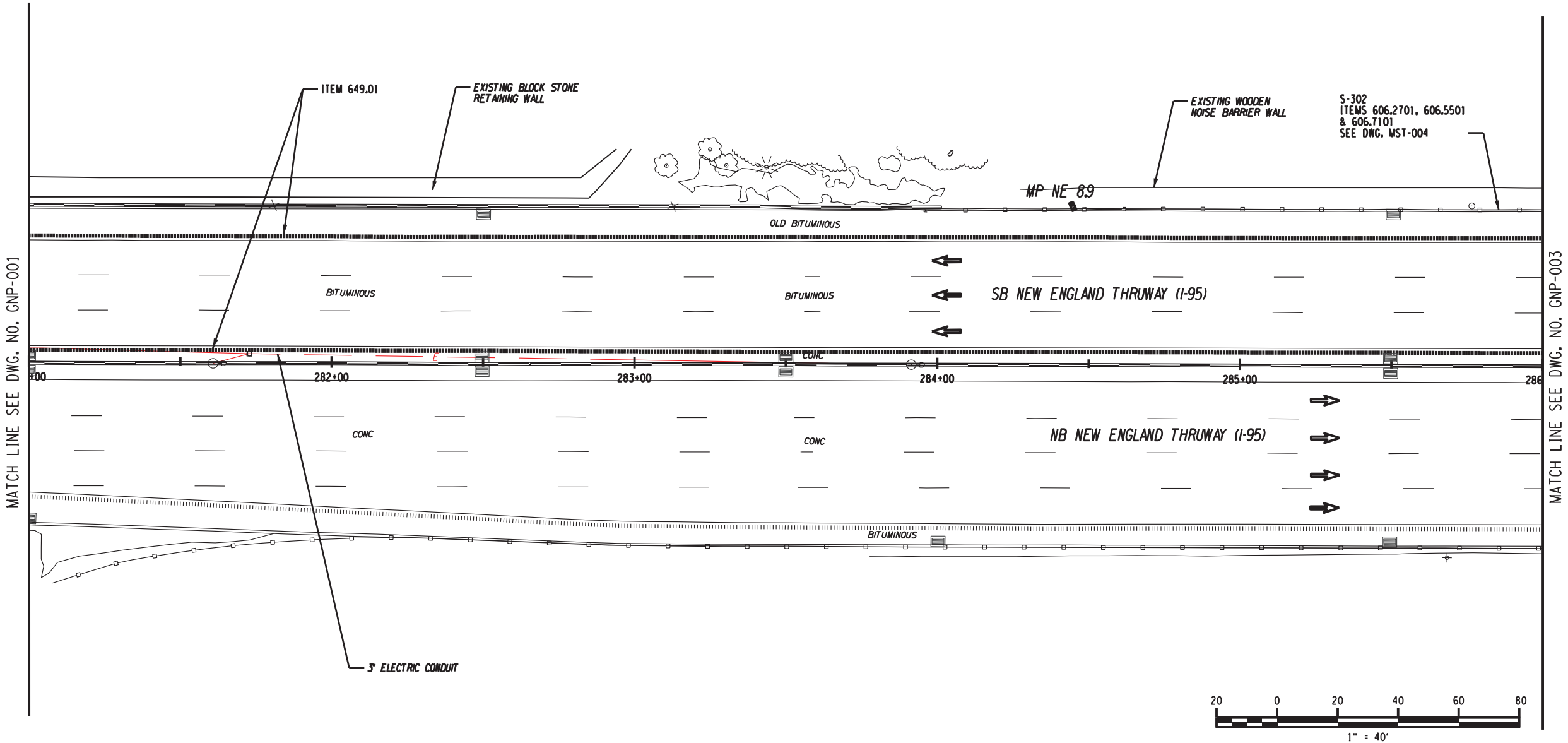
CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  3. SEE DWG. MST-001 FOR MILLING TABLES.
  4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT 
- CRACK/JOINT REPAIR 

ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |

|                                                                                                                |                                                                                               |                                |
|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|  <b>Thruway Authority</b> | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|                                                                                                                | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 2                                                   | DRAWING NUMBER:<br>GNP-002     |

**LKB** ENGINEERING EXCELLENCE SINCE 1889  
A VERTEX COMPANY  
LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

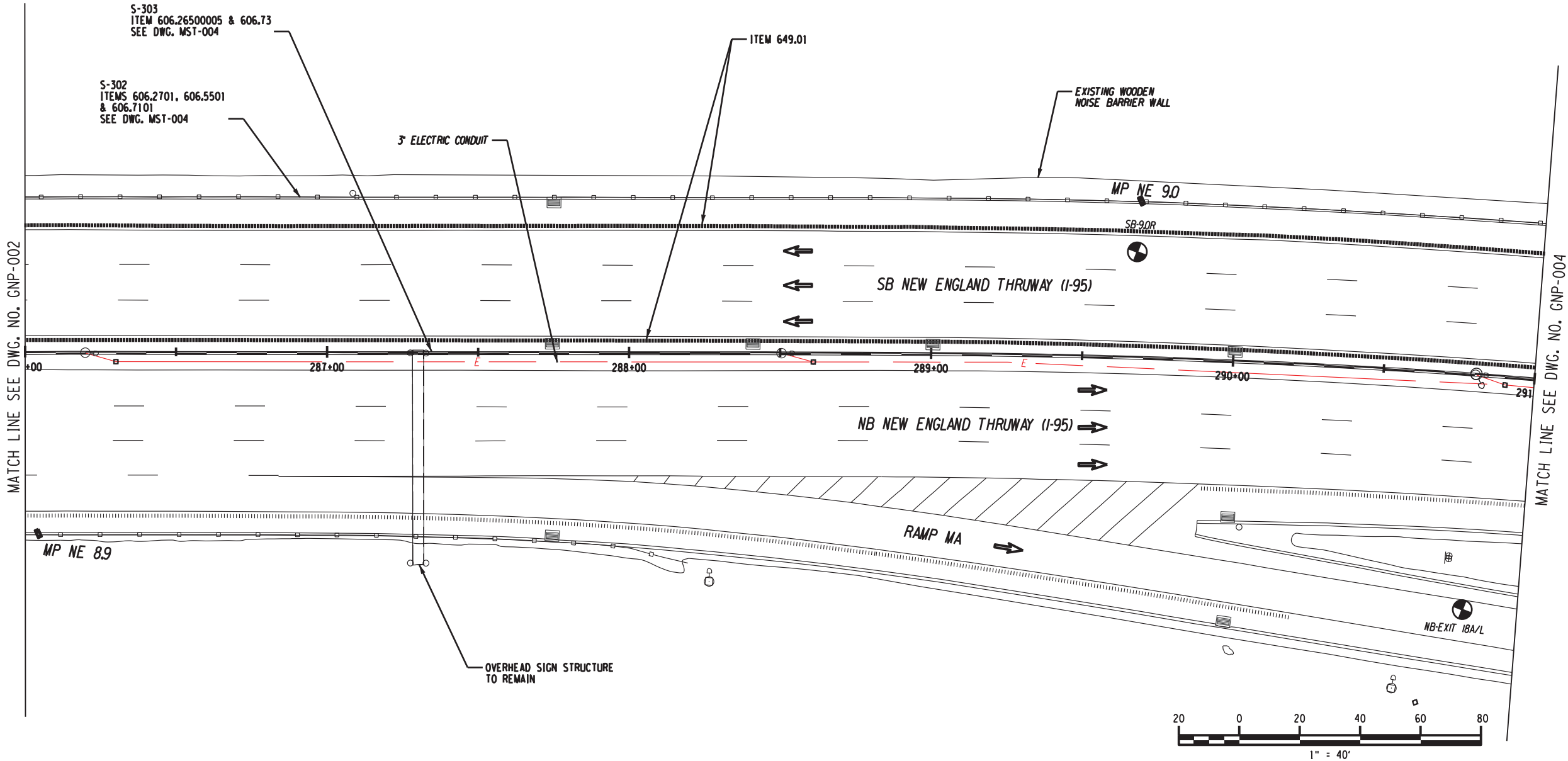
CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  3. SEE DWG. MST-001 FOR MILLING TABLES.
  4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.
  6. EXISTING RAMP ALIGNMENTS AND STATIONING FOR GUIDE RAIL REFERENCE ONLY. TO BE VERIFIED IN FIELD.



LEGEND:

- PRECAST SLAB REPLACEMENT
- CRACK/JOINT REPAIR



ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |



**Thruway  
Authority**



**LKB** ENGINEERING  
EXCELLENCE  
SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 3                                                   | DRAWING NUMBER:<br>GNP-003     |

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

NOTES:

1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
3. SEE DWG. MST-001 FOR MILLING TABLES.
4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.
6. EXISTING RAMP ALIGNMENTS AND STATIONING FOR GUIDE RAIL REFERENCE ONLY. TO BE VERIFIED IN FIELD.
7. CONTACT NYSTA PRIOR TO MILLING OPERATIONS AT TRAFFIC LOOP LOCATIONS. SEE NOTE 36 ON DWG. GEN-001.

ITEMS 680.54 & 680.72  
ITEMS 206.03 & 680.52080325  
(SEE NYSTA STD. SHEET TA 680-01)

SEE NOTE 7

S-302  
ITEMS 606.2701, 606.5501  
& 606.7101  
SEE DWG. MST-004

EXISTING WOODEN  
NOISE BARRIER WALL

ITEM 649.01

16" CON EDISON GAS MAIN

10" VCP SANITARY SEWER

8" WESTCHESTER JOINT WATER  
WORKS MAIN

I-95 OVER FENIMORE ROAD  
MP NE 9.14 (SB)  
BIN 5514669  
SEE DWG. ST-001

4-4" CON EDISON ELECTRIC DUCTS  
24" WESTCHESTER JOINT WATER  
WORKS MAIN

SB NEW ENGLAND THRUWAY (I-95)

NB NEW ENGLAND THRUWAY (I-95)

FENIMORE ROAD

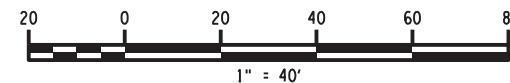
MP NE 9.0

MP NE 9.1

LEGEND:

PRECAST SLAB REPLACEMENT

CRACK/JOINT REPAIR



| ITEM         | DESCRIPTION                                                                            | UNIT |
|--------------|----------------------------------------------------------------------------------------|------|
| 206.03       | CONDUIT EXCAVATION AND BACKFILL INCLUDING SURFACE RESTORATION                          | LF   |
| 606.2701     | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501     | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101     | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 649.01       | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |
| 680.52080325 | 1" CONDUIT, FLEXIBLE, LIQUIDTIGHT PVC                                                  | LF   |
| 680.54       | INDUCTANCE LOOP INSTALLATION                                                           | LF   |
| 680.72       | INDUCTANCE LOOP WIRE                                                                   | LF   |

|                      |                                                              |
|----------------------|--------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025 |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br>                                     |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

|  |                                                                                               |                                |
|--|-----------------------------------------------------------------------------------------------|--------------------------------|
|  | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|  | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|  | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 4                                                   | DRAWING NUMBER:<br>GNP-004     |
|  | LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY                     |                                |



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

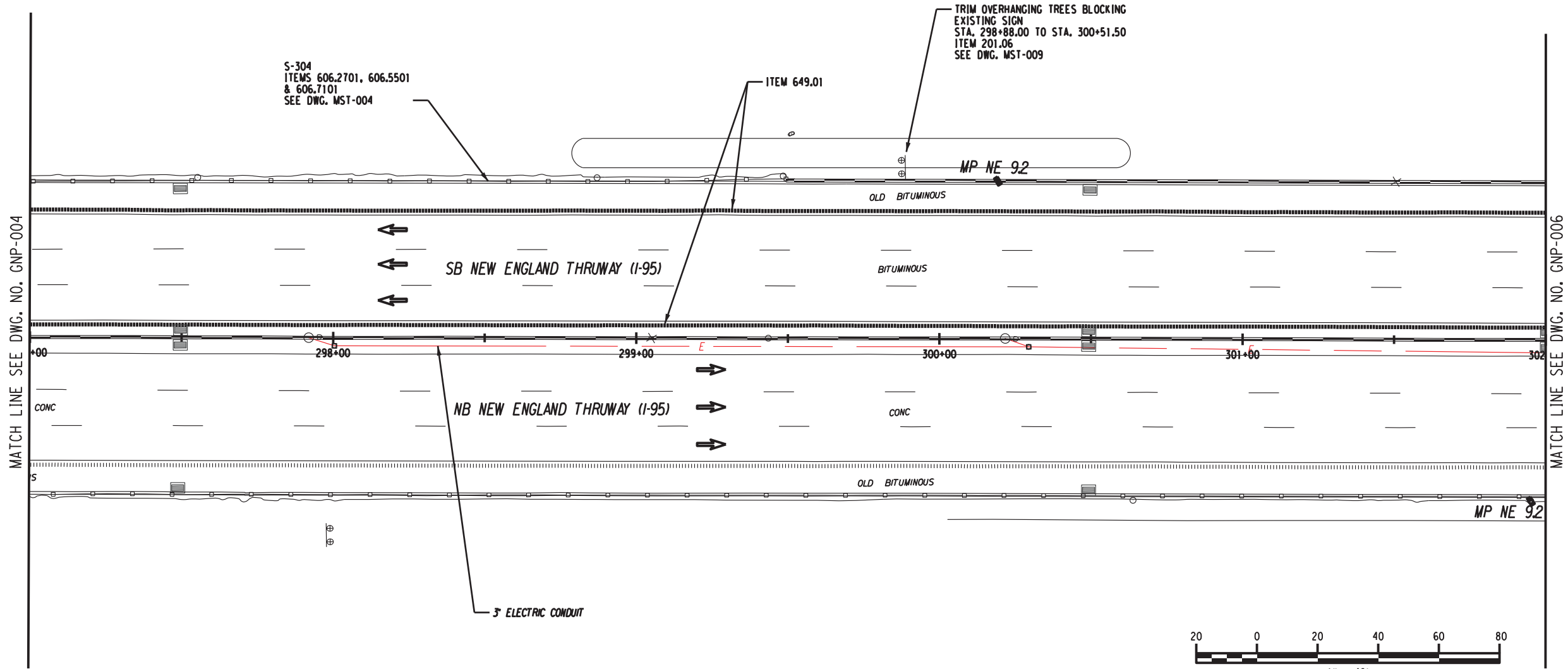
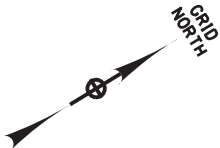
CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  3. SEE DWG. MST-001 FOR MILLING TABLES.
  4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT 
- CRACK/JOINT REPAIR 

|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |

| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 201.06   | CLEARING AND GRUBBING                                                                  | LS   |
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |

|                                                                                                                                                                                                                 |                                                                                               |                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|  <b>Thruway Authority</b>                                                                                                  | TITLE OF PROJECT<br>RESURFACING OF NEW ENGLAND THRUWAY                                        | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                                                                                                                 | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|  <b>LKB ENGINEERING EXCELLENCE SINCE 1889</b><br>LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 5                                                   | DRAWING NUMBER:<br>GNP-005     |

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

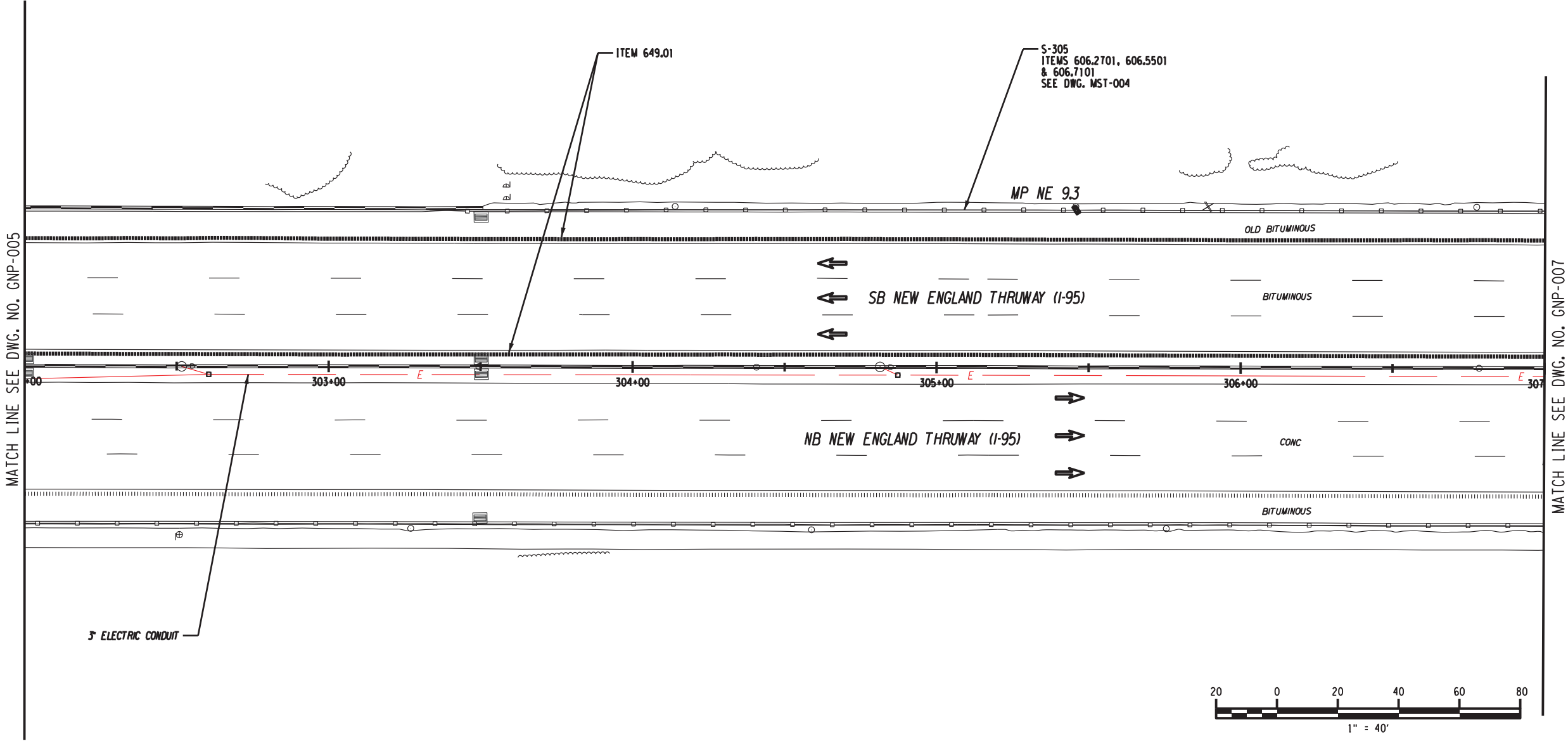
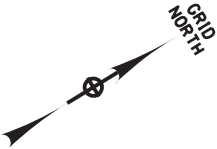
CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  3. SEE DWG. MST-001 FOR MILLING TABLES.
  4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT 
- CRACK/JOINT REPAIR 

ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |

|                                                                                                                |                                                                                               |                                |
|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|  <b>Thruway Authority</b> | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|                                                                                                                | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 6                                                   | DRAWING NUMBER:<br>GNP-006     |

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

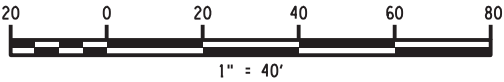
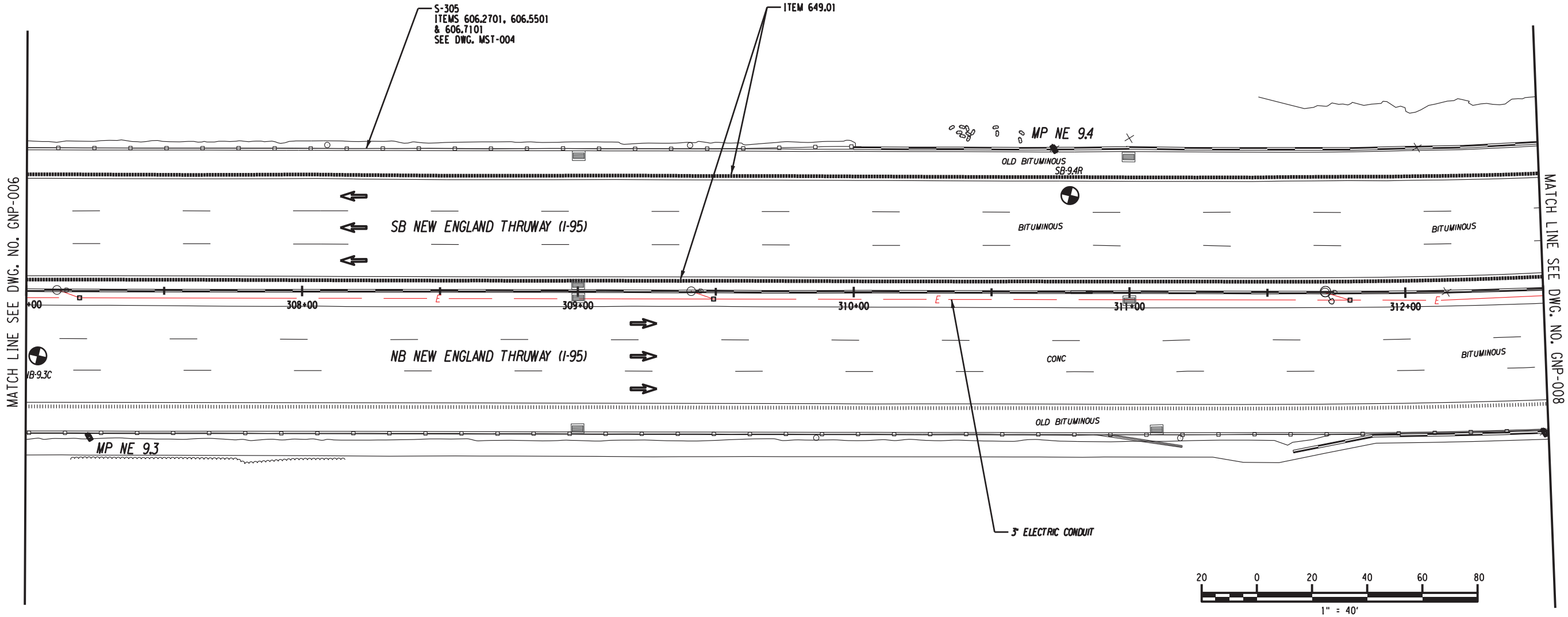
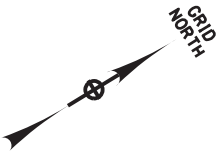
CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  3. SEE DWG. MST-001 FOR MILLING TABLES.
  4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT 
- CRACK/JOINT REPAIR 

ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |

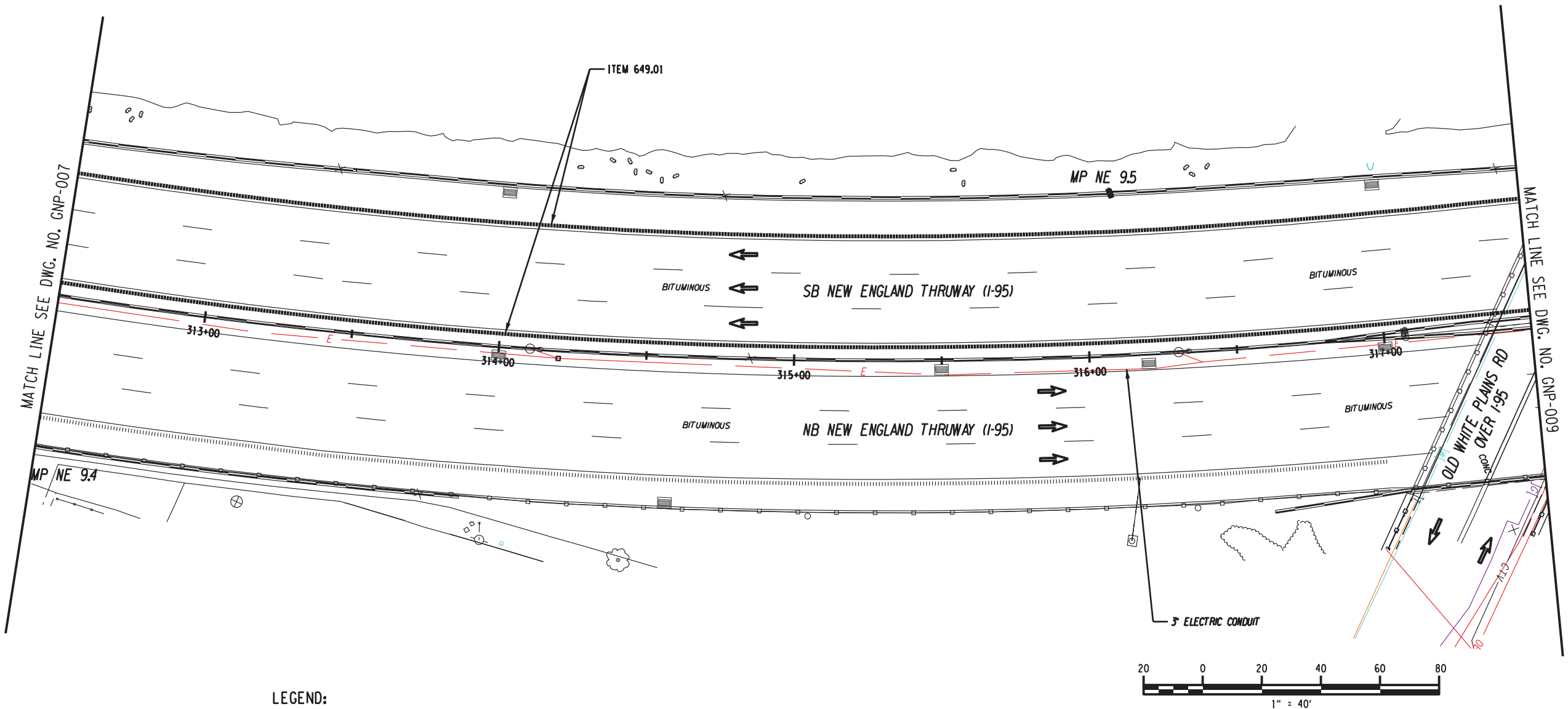
| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |

|                                                                                                                |                                                                                               |                                |
|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|  <b>Thruway Authority</b> | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|                                                                                                                | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 7                                                   | DRAWING NUMBER:<br>GNP-007     |



CHECKED BY: E. ZAWASKY  
DRAFTED BY: W. TANG / E. CAMPOS  
CHECKED BY: J. PURCA / P. PLOTAS  
DESIGNED BY: P. PLOTAS  
DESIGN SUPERVISOR: J. PURCA

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  3. SEE DWG. MST-001 FOR MILLING TABLES.
  4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.



LEGEND:

PRECAST SLAB REPLACEMENT

CRACK/JOINT REPAIR

|                      |                                                              |
|----------------------|--------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025 |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br>                                     |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

| ITEM   | DESCRIPTION                                    | UNIT |
|--------|------------------------------------------------|------|
| 649.01 | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS) | LF   |

|                                                                               |                                                                                               |                                |
|-------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
| <br>LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                               | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|                                                                               | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 8                                                   | DRAWING NUMBER:<br>GNP-008     |

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

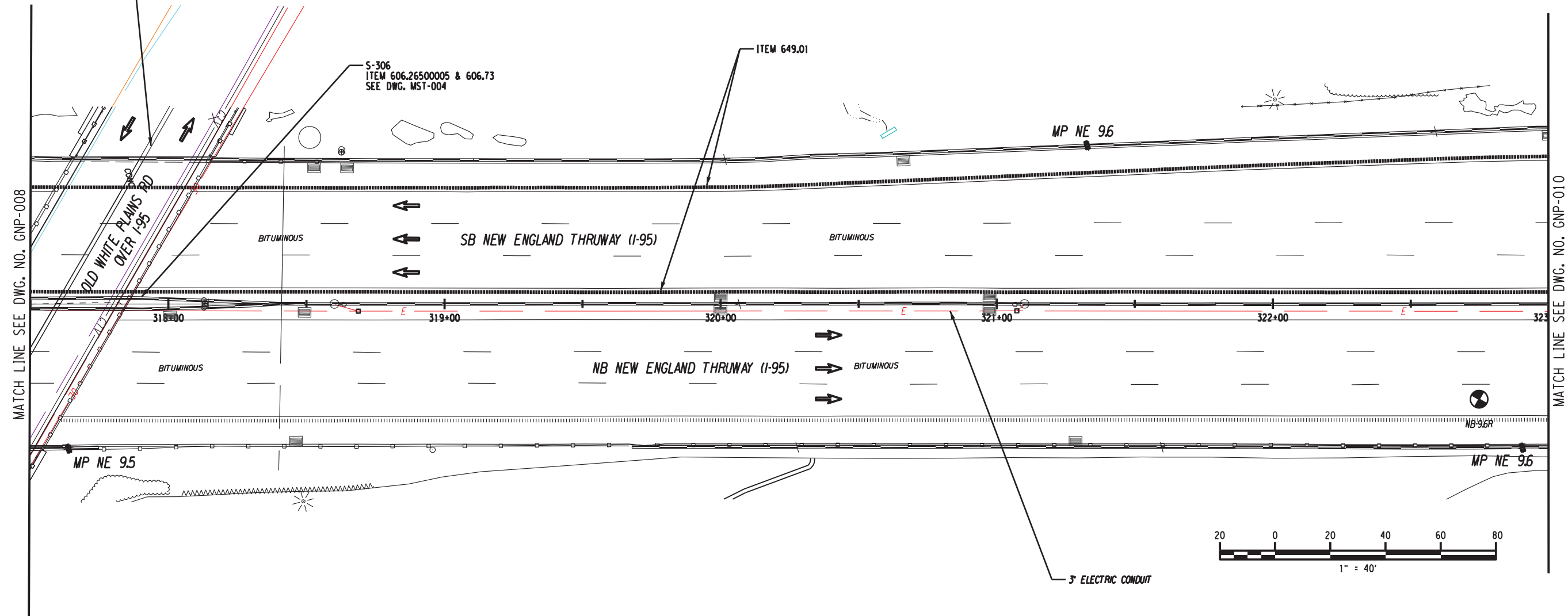
CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

OLD WHITE PLAINS ROAD  
MP NE 9.55 (SB)  
BIN 5514670



- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  3. SEE DWG. MST-001 FOR MILLING TABLES.
  4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.



70  
123

MATCH LINE SEE DWG. NO. GNP-008

MATCH LINE SEE DWG. NO. GNP-010

LEGEND:

- PRECAST SLAB REPLACEMENT 
- CRACK/JOINT REPAIR 

|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |

| ITEM         | DESCRIPTION                                         | UNIT |
|--------------|-----------------------------------------------------|------|
| 606.26500005 | BOX BEAM GUIDE RAILING ATTACHED TO CONCRETE BARRIER | LF   |
| 606.73       | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING       | LF   |
| 649.01       | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)      | LF   |

|                                                                                                                                                                                                                 |                                                                                               |                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
| <br><b>Thruway Authority</b>                                                                                               | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                                                                                                                 | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|  <b>LKB</b> ENGINEERING EXCELLENCE SINCE 1889<br>LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 9                                                   | DRAWING NUMBER:<br>GNP-009     |

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

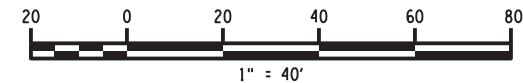
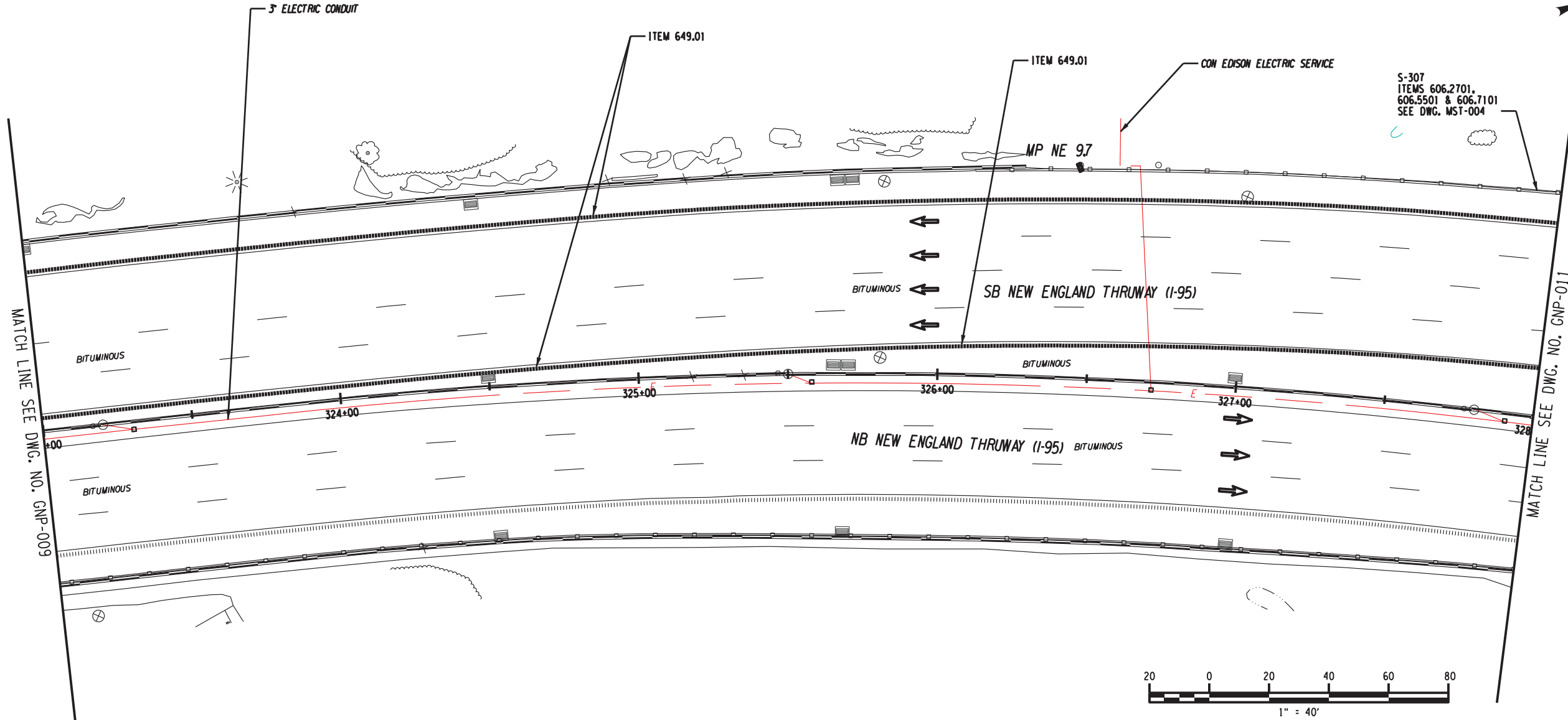
DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

NOTES:

1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
3. SEE DWG. MST-001 FOR MILLING TABLES.
4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.



LEGEND:

PRECAST SLAB REPLACEMENT



CRACK/JOINT REPAIR



ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |

| ITEM   | DESCRIPTION                                    | UNIT |
|--------|------------------------------------------------|------|
| 649.01 | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS) | LF   |

|                                                                                                                                                                    |                                                                                               |                                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
| <br><b>Thruway Authority</b>                                                  | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                                                                    | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| <br>LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 10                                                  | DRAWING NUMBER:<br>GNP-010     |



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURGA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURGA

DESIGN SUPERVISOR:

NOTES:

1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
3. SEE DWG. MST-001 FOR MILLING TABLES.
4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.
6. EXISTING RAMP ALIGNMENTS AND STATIONING FOR GUIDE RAIL REFERENCE ONLY. TO BE VERIFIED IN FIELD.

RAMP MC SOUTHERN TERMINOUS  
STA. MC 12+23.73  
MAINLINE STA. 331+91.14  
MP NE 9.809 (SB)

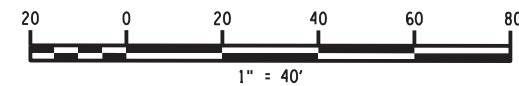
MP NE 9.8

RAMP MC

SB NEW ENGLAND THRUWAY (I-95)

NB NEW ENGLAND THRUWAY (I-95)

RAMP MB



LEGEND:

PRECAST SLAB REPLACEMENT



CRACK/JOINT REPAIR



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



Thruway  
Authority



ENGINEERING  
EXCELLENCE  
SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 11                                                  | DRAWING NUMBER:<br>GNP-011     |

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

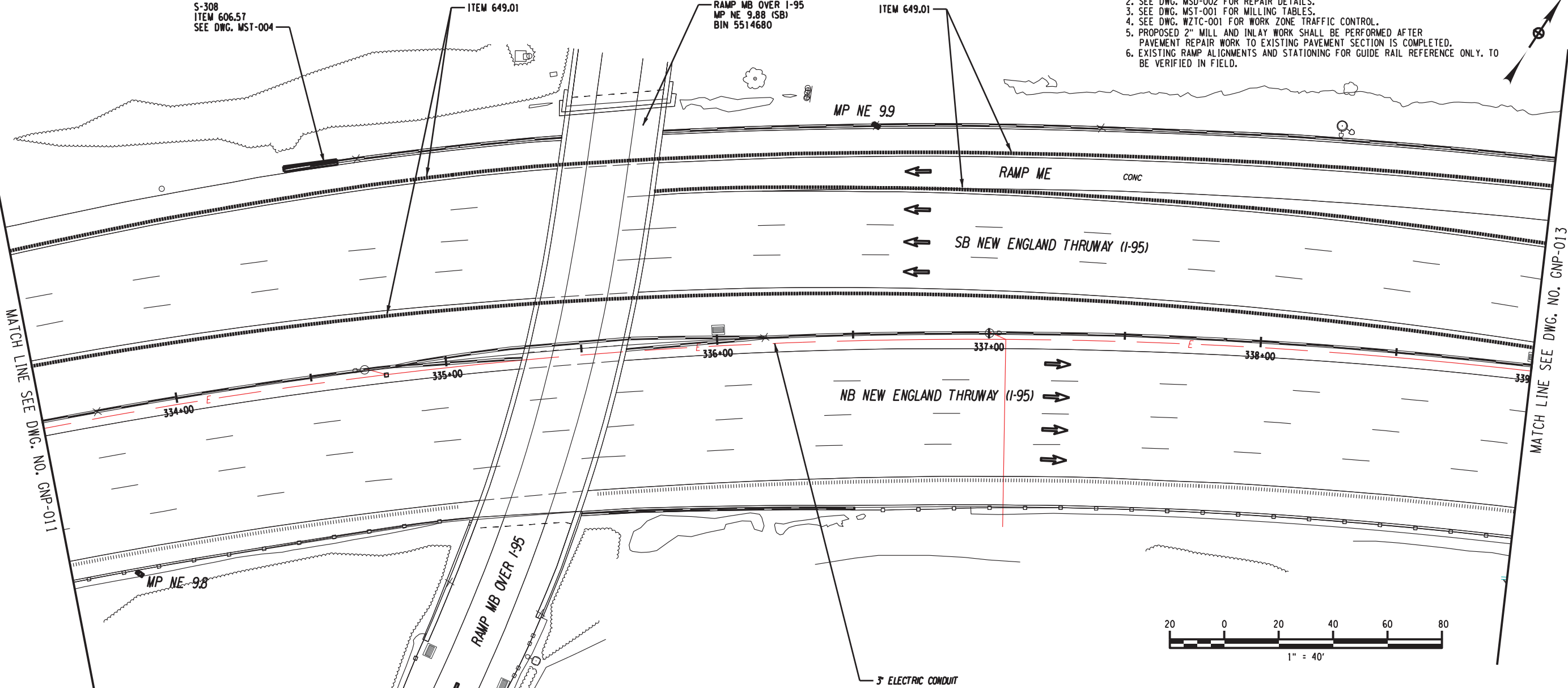
DESIGN SUPERVISOR:

NOTES:

1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
3. SEE DWG. MST-001 FOR MILLING TABLES.
4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.
6. EXISTING RAMP ALIGNMENTS AND STATIONING FOR GUIDE RAIL REFERENCE ONLY. TO BE VERIFIED IN FIELD.

GRID NORTH

73  
123



LEGEND:

- PRECAST SLAB REPLACEMENT
- CRACK/JOINT REPAIR



ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

| ITEM   | DESCRIPTION                                    | UNIT |
|--------|------------------------------------------------|------|
| 606.57 | RESETTING PRECAST COCNRETE BARRIER             | LF   |
| 649.01 | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS) | LF   |

|                                                                               |                                                                                               |                                |
|-------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
| <br>LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                               | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 12                                  |                                                                                               | DRAWING NUMBER:<br>GNP-012     |

CHECKED BY: E. ZAWASKY

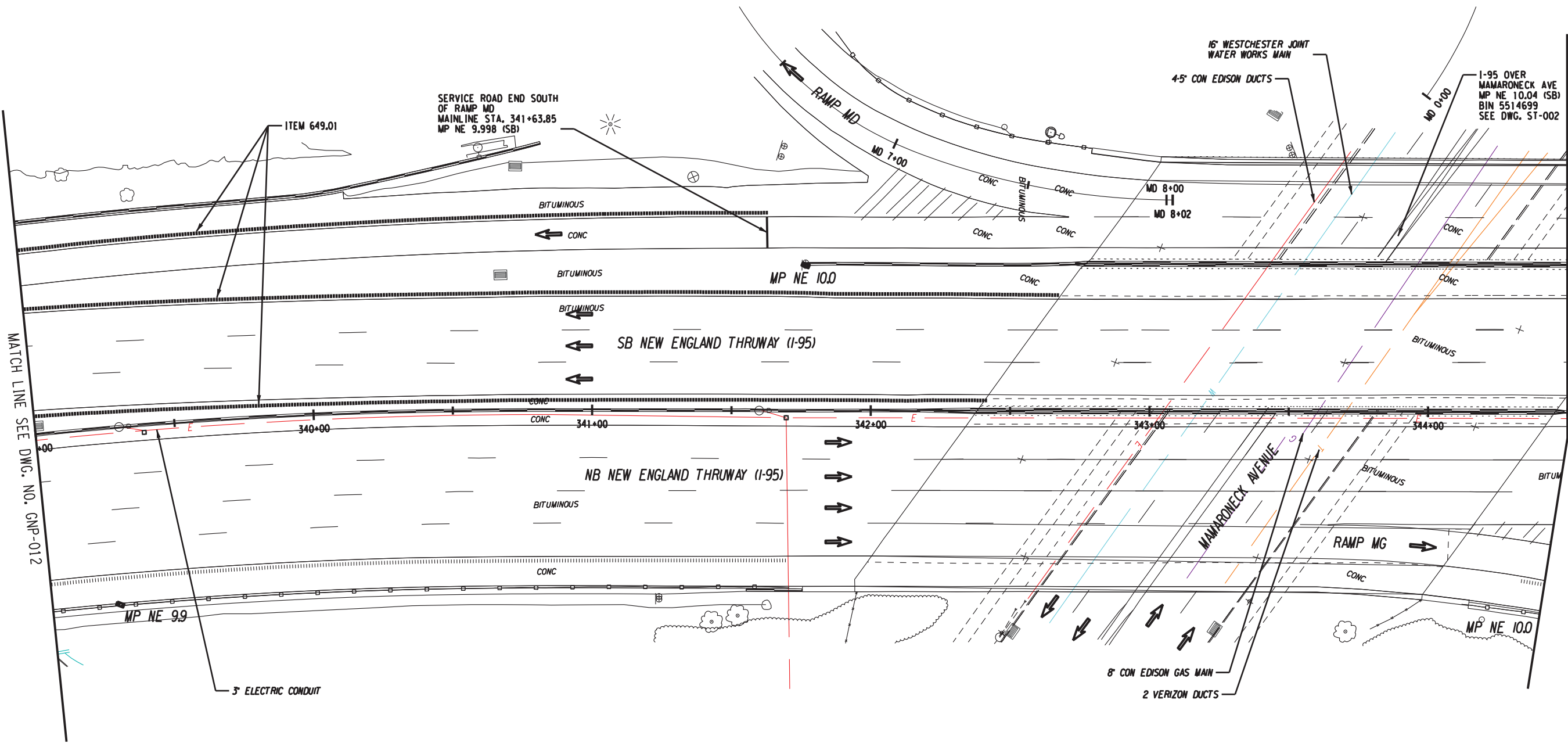
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

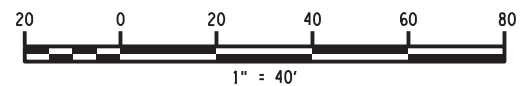
DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:



- NOTES:**
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  3. SEE DWG. MST-001 FOR MILLING TABLES.
  4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.
  6. EXISTING RAMP ALIGNMENTS AND STATIONING FOR GUIDE RAIL REFERENCE ONLY. TO BE VERIFIED IN FIELD.



**LEGEND:**

PRECAST SLAB REPLACEMENT

CRACK/JOINT REPAIR

ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**Thruway Authority**

**LOCKWOOD, KESSLER & BARTLETT, INC.**  
CONSULTING ENGINEERS  
SYOSSET, NY

**LKB** ENGINEERING EXCELLENCE SINCE 1989  
A VERTEX COMPANY

**TITLE OF PROJECT:** RESURFACING OF NEW ENGLAND THRUWAY  
**LOCATION OF PROJECT:** M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB  
**TITLE OF DRAWING:** GENERAL PLAN  
**SHEET 13**

**CONTRACT NUMBER:** TANE 25-25  
**DATE:** 10/15/2025  
**DRAWING NUMBER:** GNP-013

| ITEM   | DESCRIPTION                                    | UNIT |
|--------|------------------------------------------------|------|
| 649.01 | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS) | LF   |



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

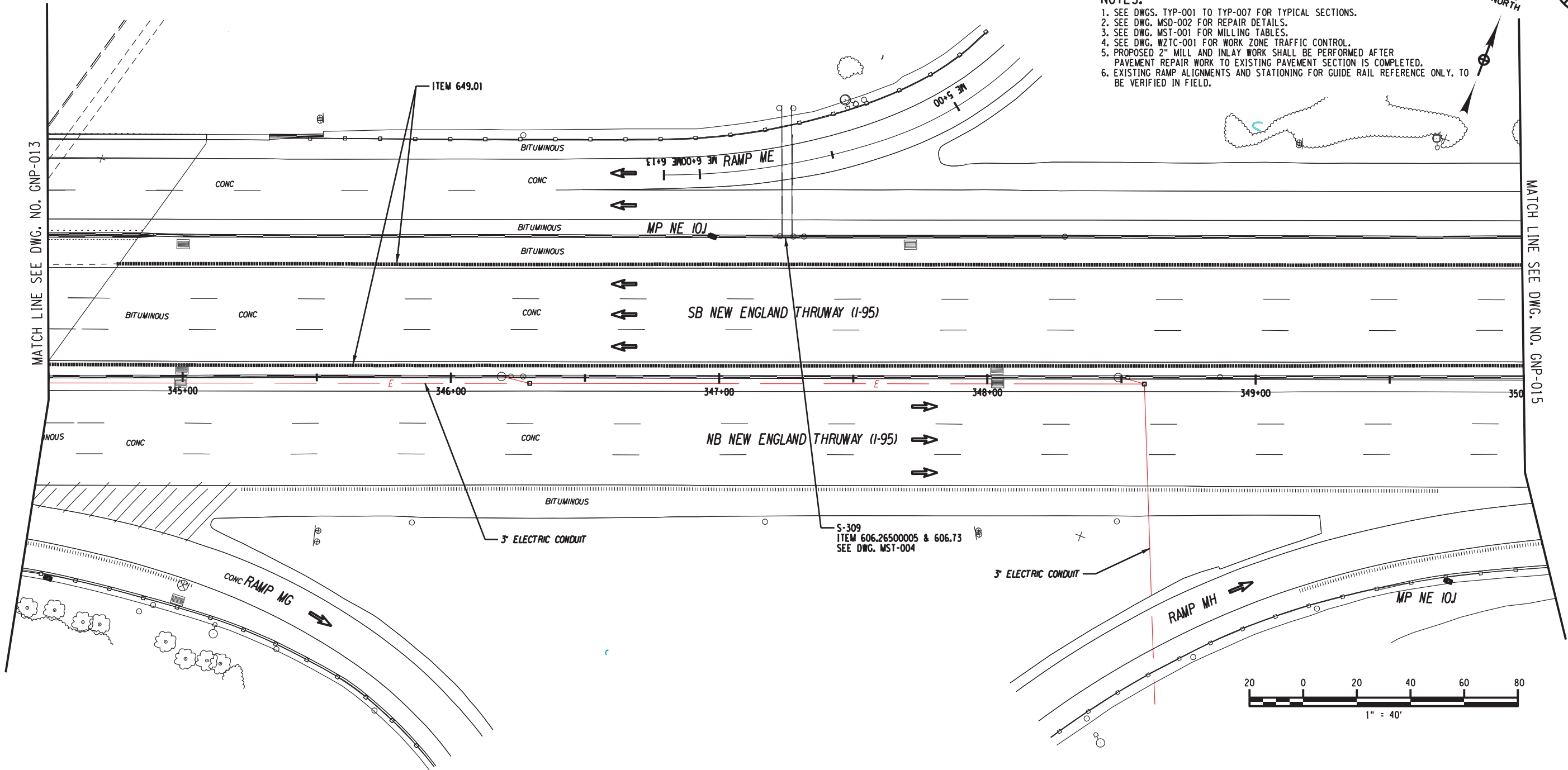
DESIGN SUPERVISOR:

MATCH LINE SEE DWG. NO. GNP-013

MATCH LINE SEE DWG. NO. GNP-015

NOTES:

1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
3. SEE DWG. MST-001 FOR MILLING TABLES.
4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.
6. EXISTING RAMP ALIGNMENTS AND STATIONING FOR GUIDE RAIL REFERENCE ONLY. TO BE VERIFIED IN FIELD.



LEGEND:

- PRECAST SLAB REPLACEMENT
- CRACK/JOINT REPAIR



|                      |                                                              |
|----------------------|--------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025 |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br>                                     |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

| ITEM         | DESCRIPTION                                         | UNIT |
|--------------|-----------------------------------------------------|------|
| 606.26500005 | BOX BEAM GUIDE RAILING ATTACHED TO CONCRETE BARRIER | LF   |
| 606.73       | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING       | LF   |
| 649.01       | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)      | LF   |

|                                                                           |                                                                                               |                                |
|---------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|                                                                           | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                           | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|                                                                           | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 14                                                  | DRAWING NUMBER:<br>GNP-014     |
| LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY |                                                                                               |                                |

CHECKED BY: E. ZAWASKY

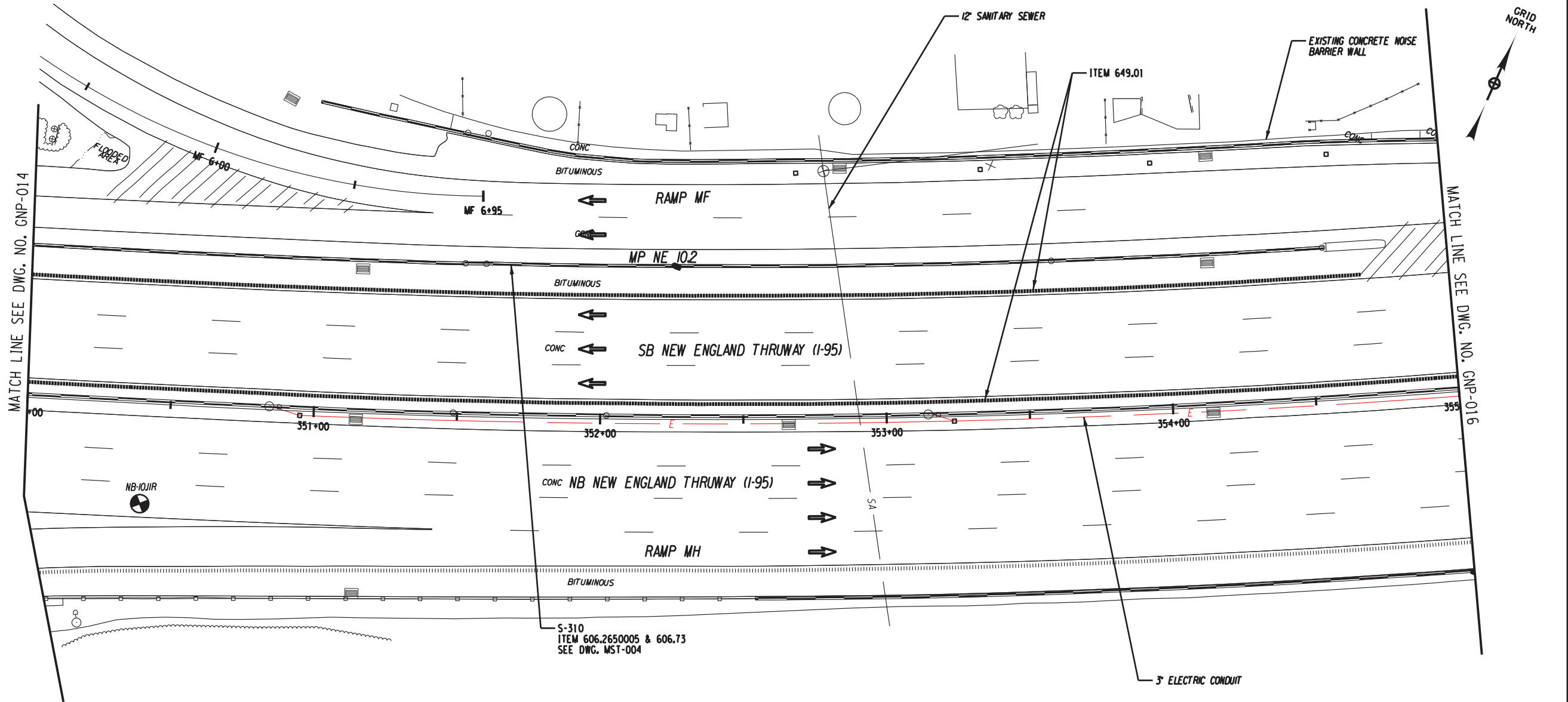
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

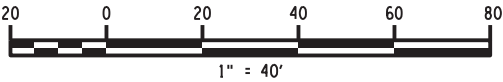
DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:



- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  3. SEE DWG. MST-001 FOR MILLING TABLES.
  4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.
  6. EXISTING RAMP ALIGNMENTS AND STATIONING FOR GUIDE RAIL REFERENCE ONLY. TO BE VERIFIED IN FIELD.



LEGEND:

- PRECAST SLAB REPLACEMENT 
- CRACK/JOINT REPAIR 

|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |

|                                                                                                                                                                    |                                                                                               |                                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
| <br><b>Thruway Authority</b>                                                  | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                                                                    | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| <br>LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 15                                                  | DRAWING NUMBER:<br>GNP-015     |

| ITEM         | DESCRIPTION                                         | UNIT |
|--------------|-----------------------------------------------------|------|
| 606.26500005 | BOX BEAM GUIDE RAILING ATTACHED TO CONCRETE BARRIER | LF   |
| 606.73       | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING       | LF   |
| 649.01       | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)      | LF   |

CHECKED BY: E. ZAWASKY

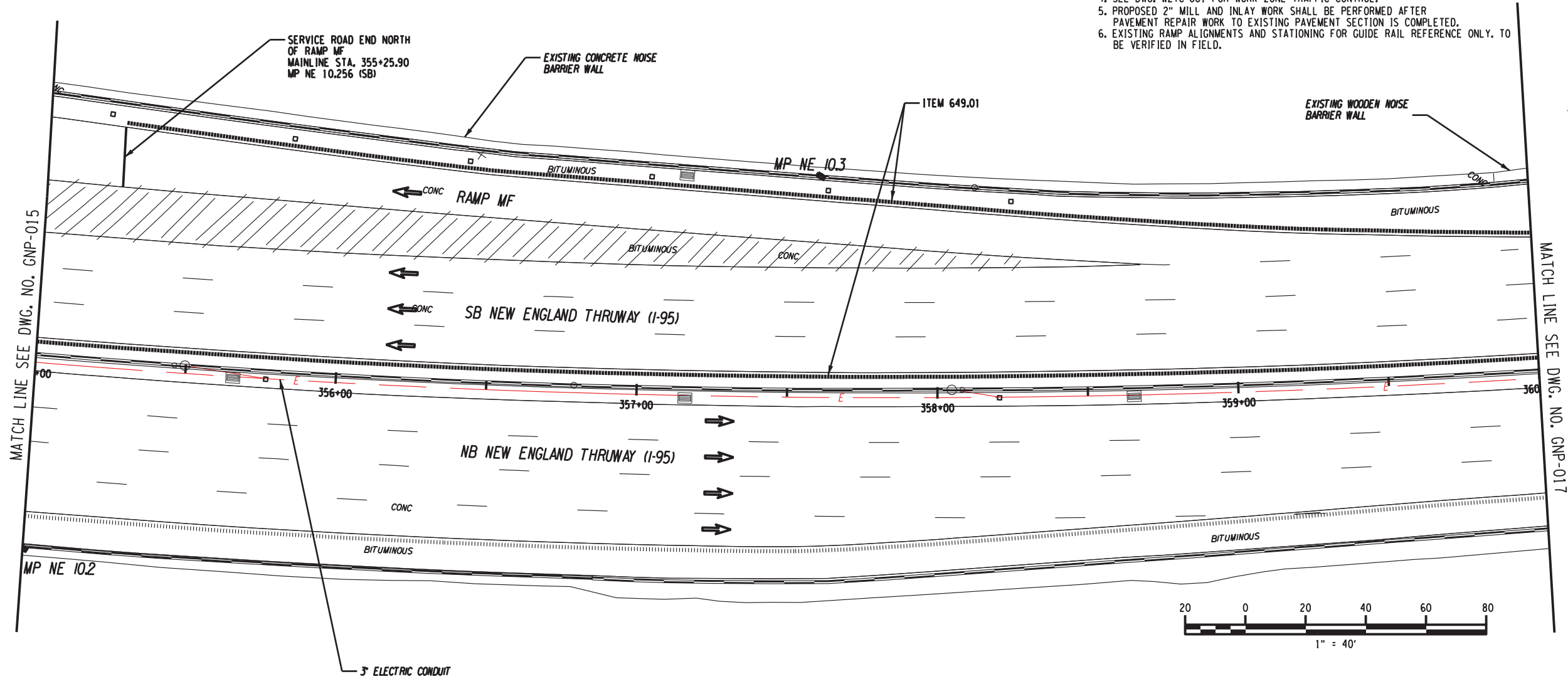
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:



LEGEND:

PRECAST SLAB REPLACEMENT  
CRACK/JOINT REPAIR



|                      |                                                              |
|----------------------|--------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025 |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br>                                     |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

| ITEM   | DESCRIPTION                                    | UNIT |
|--------|------------------------------------------------|------|
| 649.01 | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS) | LF   |

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 16                                                  | DRAWING NUMBER:<br>GNP-016     |



CHECKED BY: E. ZAWASKY

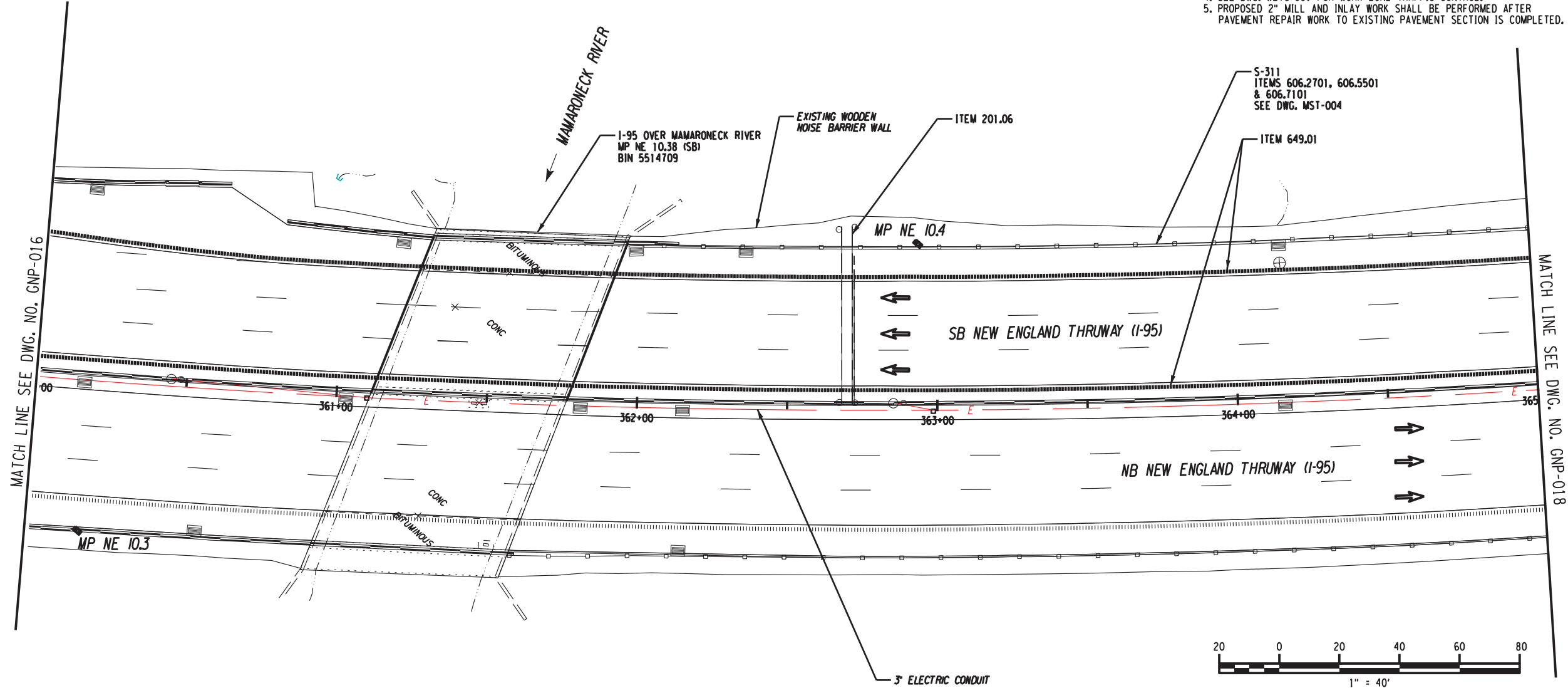
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

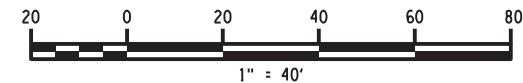
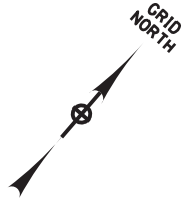
DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:



- NOTES:
- SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  - SEE DWG. MSD-002 FOR REPAIR DETAILS.
  - SEE DWG. MST-001 FOR MILLING TABLES.
  - SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  - PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT  
CRACK/JOINT REPAIR



ALTERED ON: SIGNATURE: STAMP:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC. 10/15/2025

SIGNATURE: STAMP:

STATE OF NEW YORK  
JOHN ANDREW PURCA  
LICENSED PROFESSIONAL ENGINEER  
076947

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 201.06   | CLEARING AND CRUBBING                                                                  | LS   |
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |

NEW YORK STATE Thruway Authority

LOCKWOOD, KESSLER & BARTLETT, INC. CONSULTING ENGINEERS SYOSSET, NY

TITLE OF PROJECT: RESURFACING OF NEW ENGLAND THRUWAY

LOCATION OF PROJECT: M.P. NE 8.8 TO M.P. NE 10.8 SB, M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING: GENERAL PLAN SHEET 17

CONTRACT NUMBER: TANE 25-25

DATE: 10/15/2025

DRAWING NUMBER: GNP-017

CHECKED BY: E. ZAWASKY

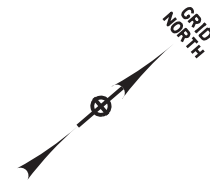
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

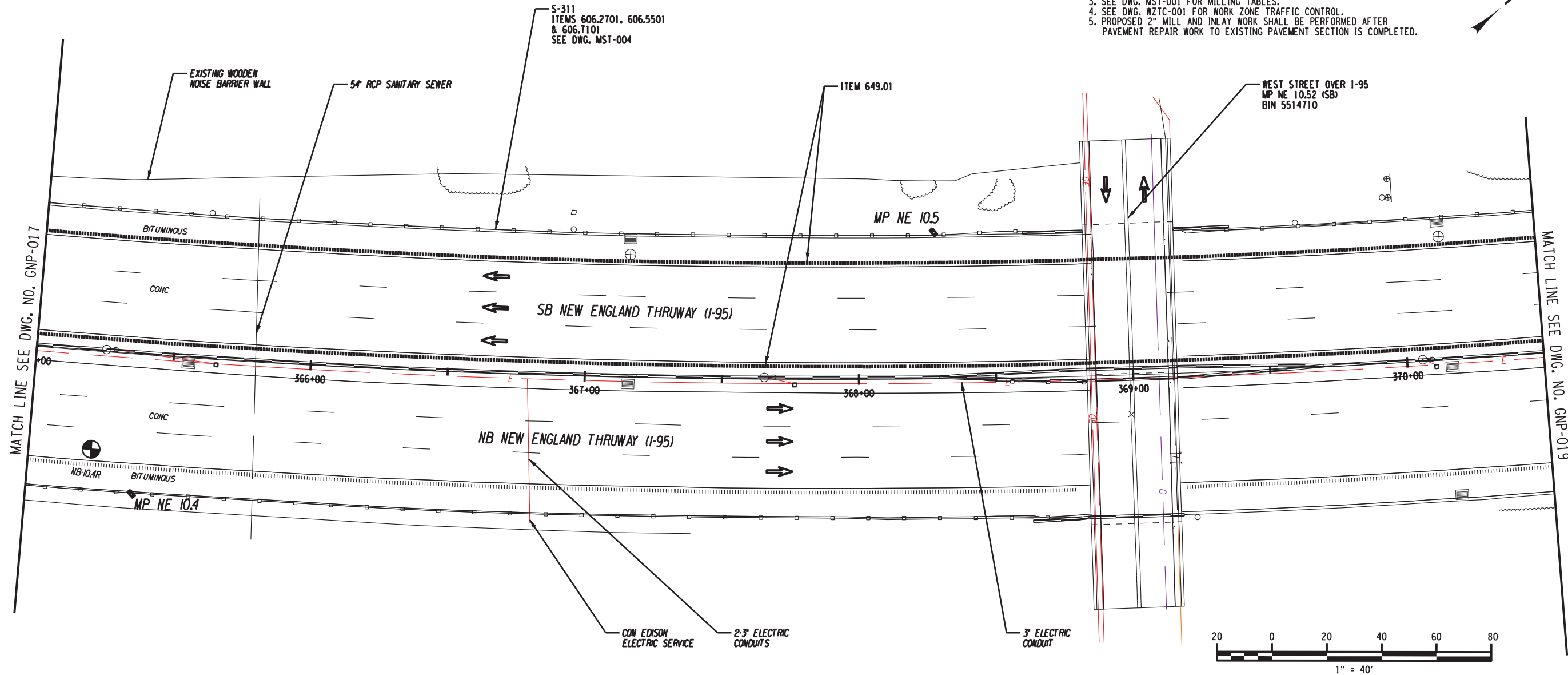
DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:



- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  3. SEE DWG. MST-001 FOR MILLING TABLES.
  4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT  
CRACK/JOINT REPAIR



|                      |                                                              |
|----------------------|--------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025 |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br>                                     |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |

|  |                                                                                               |                                |
|--|-----------------------------------------------------------------------------------------------|--------------------------------|
|  | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|  | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|  | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 18                                                  | DRAWING NUMBER:<br>GNP-018     |

CHECKED BY: E. ZAWASKY

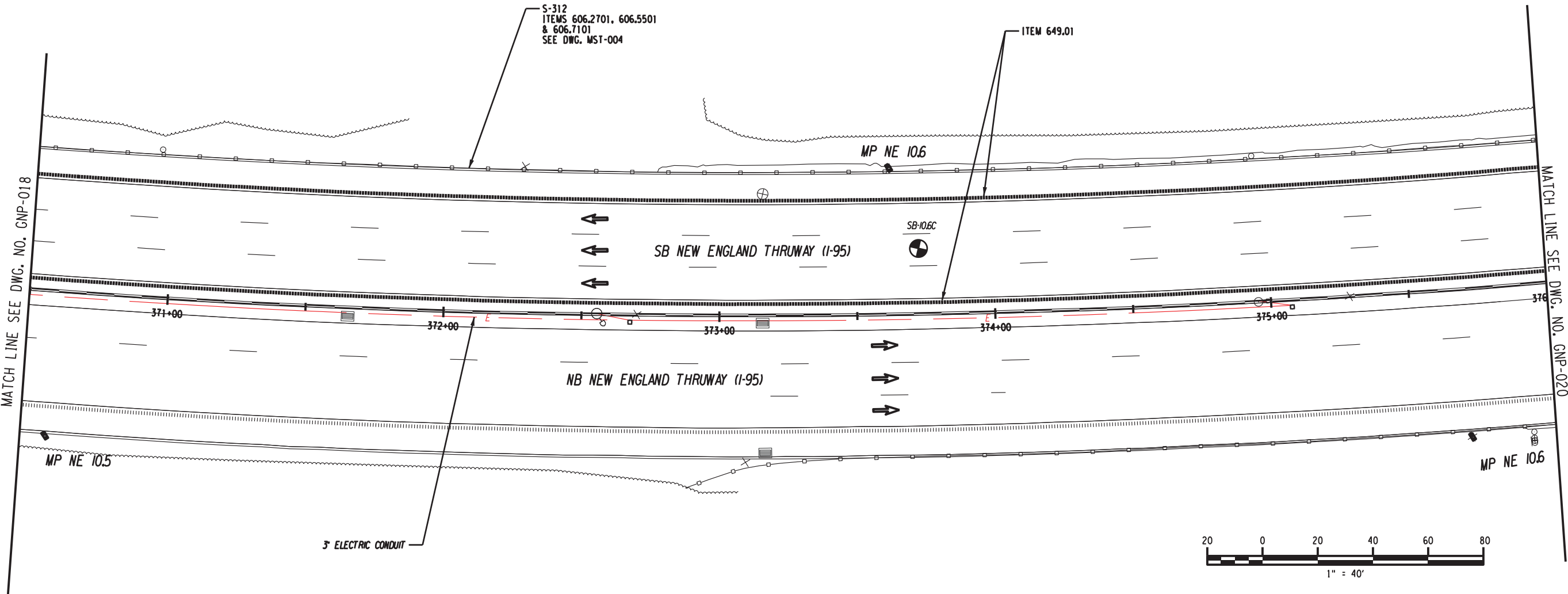
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

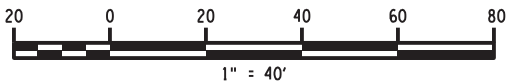
DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:



- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  3. SEE DWG. MST-001 FOR MILLING TABLES.
  4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT  
CRACK/JOINT REPAIR



ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



Thruway  
Authority



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY  
LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB  
TITLE OF DRAWING  
GENERAL PLAN  
SHEET 19

CONTRACT NUMBER:  
TANE 25-25  
DATE:  
10/15/2025  
DRAWING NUMBER:  
GNP-019

| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

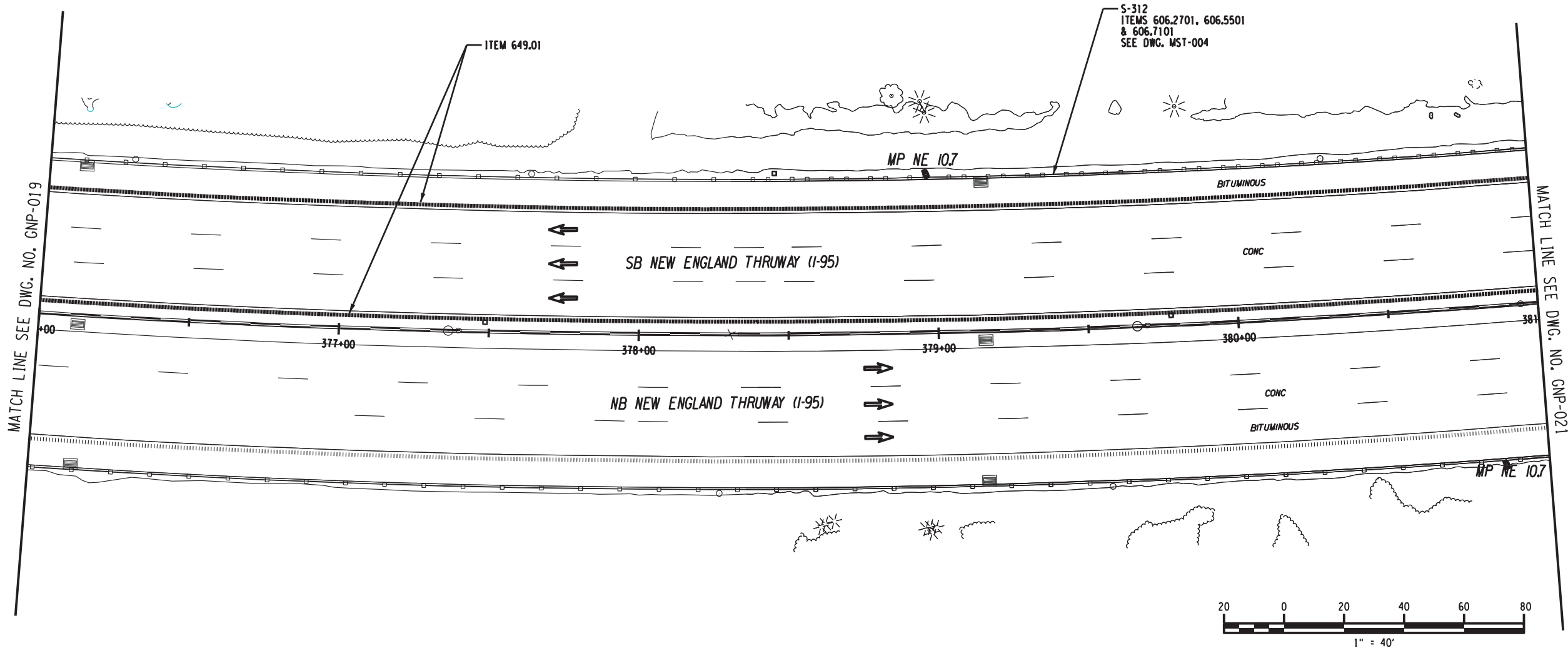
DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

81  
123

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
  3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  4. SEE DWG. MST-001 FOR MILLING TABLES.
  5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  6. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT  
CRACK/JOINT REPAIR



ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |

|                                                                                                                                                                 |                                                                                               |                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|  <b>Thruway Authority</b>                                                  | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                                                                 | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|  LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 20                                                  | DRAWING NUMBER:<br>GNP-020     |

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

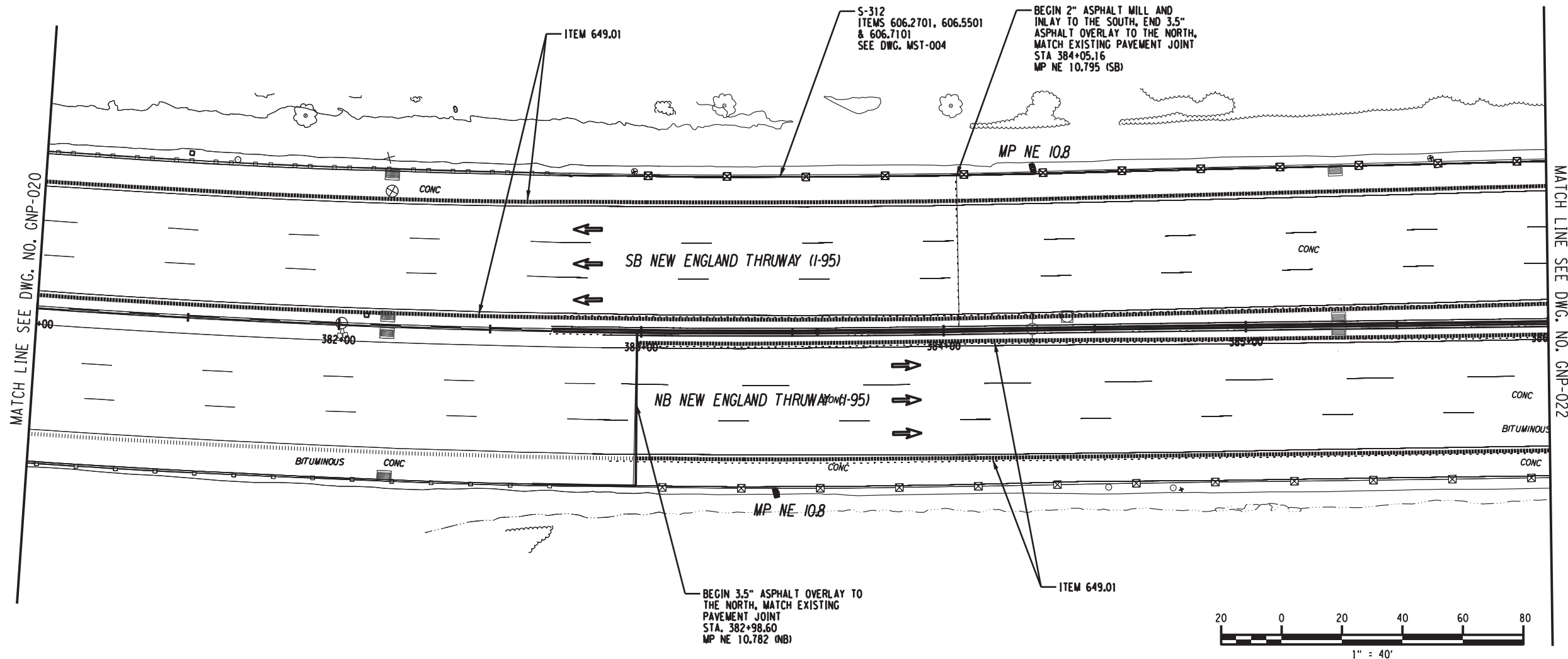
DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

NOTES:

1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
3. SEE DWG. MST-001 FOR MILLING TABLES.
4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
5. PROPOSED 2" MILL AND INLAY WORK SHALL BE PERFORMED AFTER PAVEMENT REPAIR WORK TO EXISTING PAVEMENT SECTION IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT  
CRACK/JOINT REPAIR



|                      |                                                              |
|----------------------|--------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025 |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br>                                     |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |

|                                                                                                                               |                                                                                               |                                |
|-------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
| <br><b>Thruway Authority</b>                                                                                                  | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                               | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| <br><b>LKB ENGINEERING EXCELLENCE SINCE 1889</b><br>LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 21                                                  | DRAWING NUMBER:<br>GNP-021     |

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

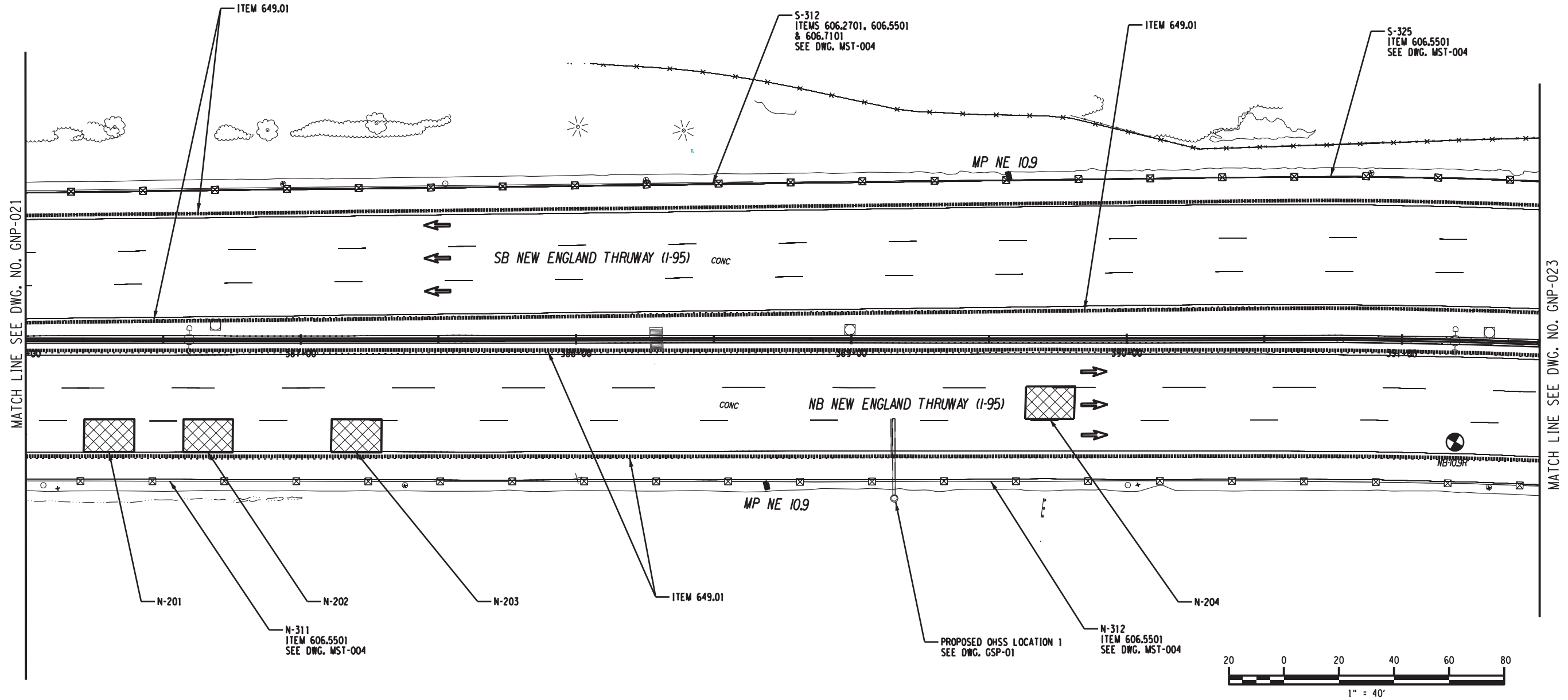
DESIGN SUPERVISOR:

NOTES:

1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
4. SEE DWG. MST-001 FOR MILLING TABLES.
5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.



83  
123



LEGEND:

- PRECAST SLAB REPLACEMENT 
- CRACK/JOINT REPAIR 

|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |

| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |

|                                                                                       |                                                                                               |                                |
|---------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|  | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                       | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|  | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 22                                                  | DRAWING NUMBER:<br>GNP-022     |



CHECKED BY: E. ZAWASKY

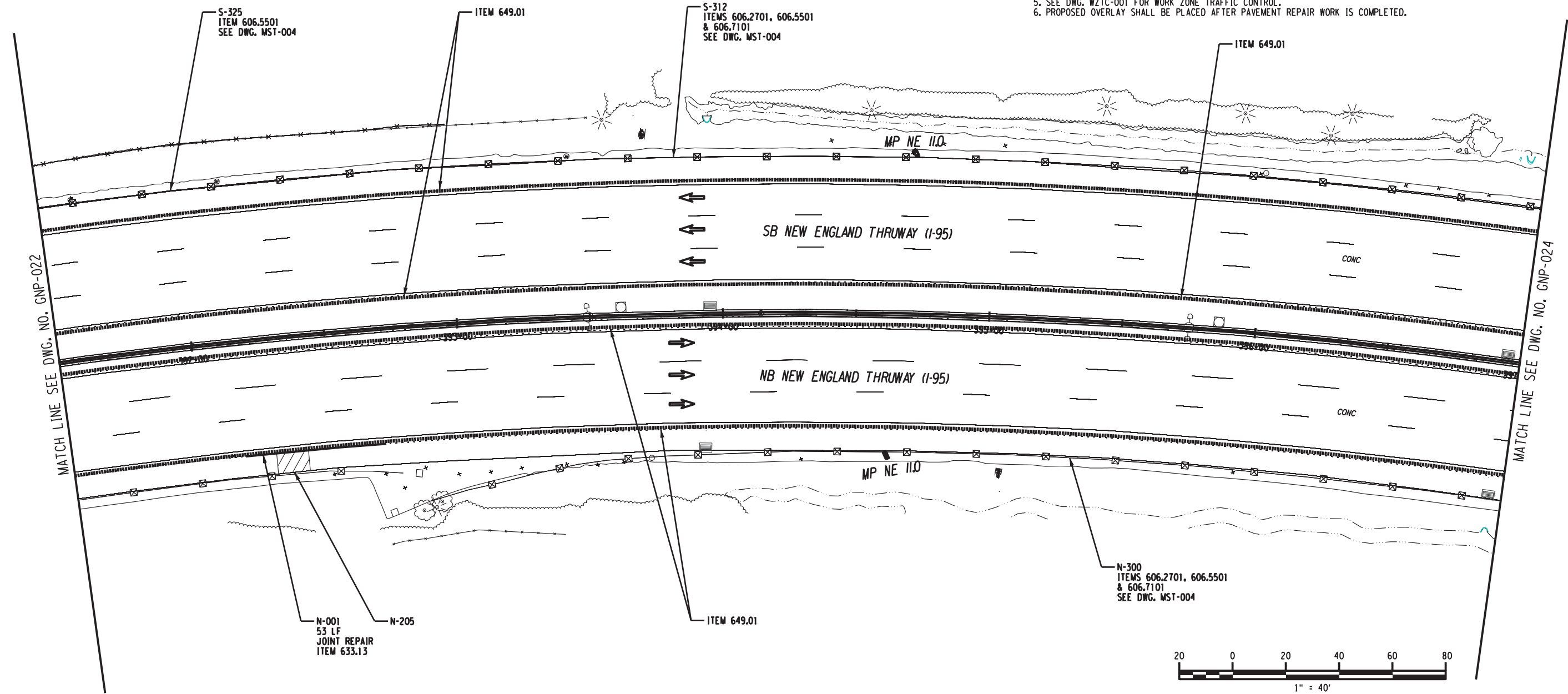
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:



- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
  3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  4. SEE DWG. MST-001 FOR MILLING TABLES.
  5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.



84  
123

LEGEND:

- PRECAST SLAB REPLACEMENT  
CRACK/JOINT REPAIR  
FULL DEPTH ASPHALT PAVEMENT REPAIR



| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 633.13   | CLEANING, SEALING, AND/OR FILLING JOINTS                                               | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**Thruway Authority**

**LKB** ENGINEERING EXCELLENCE SINCE 1889  
A VERTEX COMPANY

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT: RESURFACING OF NEW ENGLAND THRUWAY  
LOCATION OF PROJECT: M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB  
TITLE OF DRAWING: GENERAL PLAN  
SHEET 23

CONTRACT NUMBER: TANE 25-25  
DATE: 10/15/2025  
DRAWING NUMBER: GNP-023

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

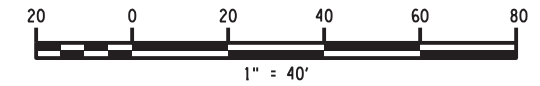
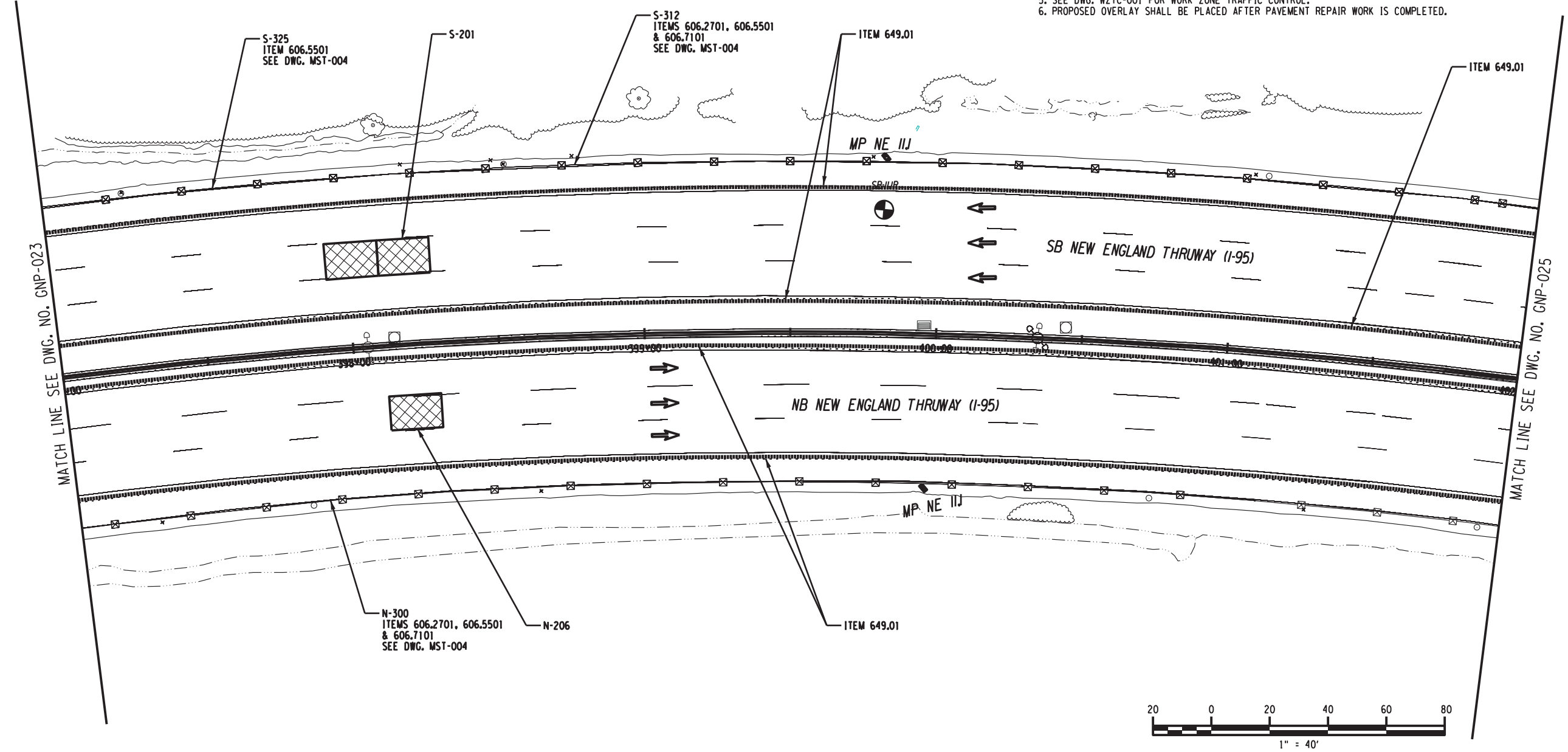
DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

85  
123

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
  3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  4. SEE DWG. MST-001 FOR MILLING TABLES.
  5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT
- CRACK/JOINT REPAIR



ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 24                                                  | DRAWING NUMBER:<br>GNP-024     |

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

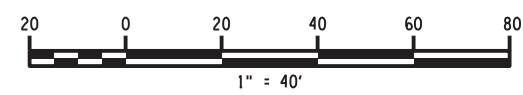
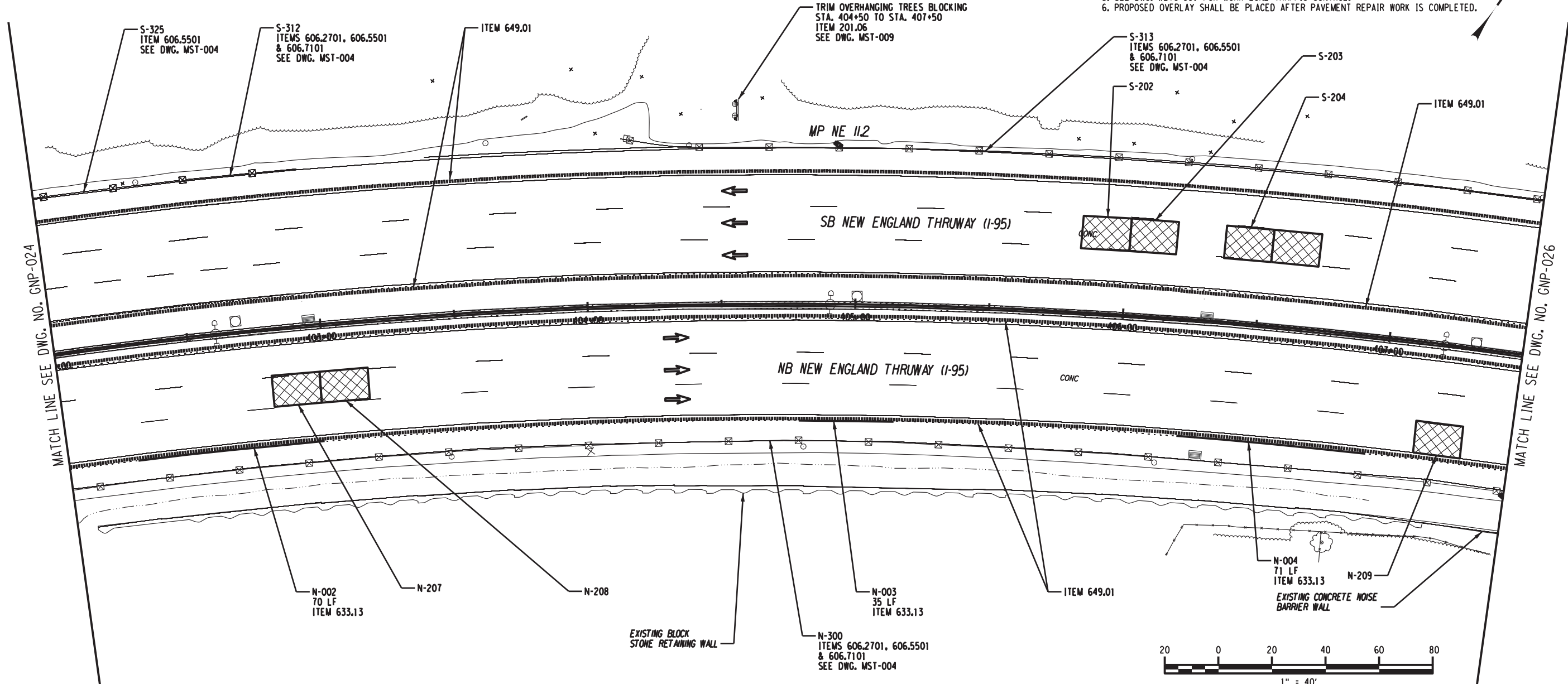
CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
  3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  4. SEE DWG. MST-001 FOR MILLING TABLES.
  5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT  
CRACK/JOINT REPAIR



ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**NEW YORK STATE**  
**Thruway Authority**

**LKB** ENGINEERING  
EXCELLENCE  
SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 25                                                  | DRAWING NUMBER:<br>GNP-025     |



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

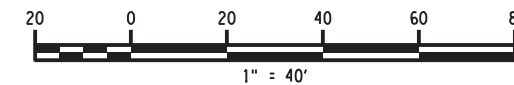
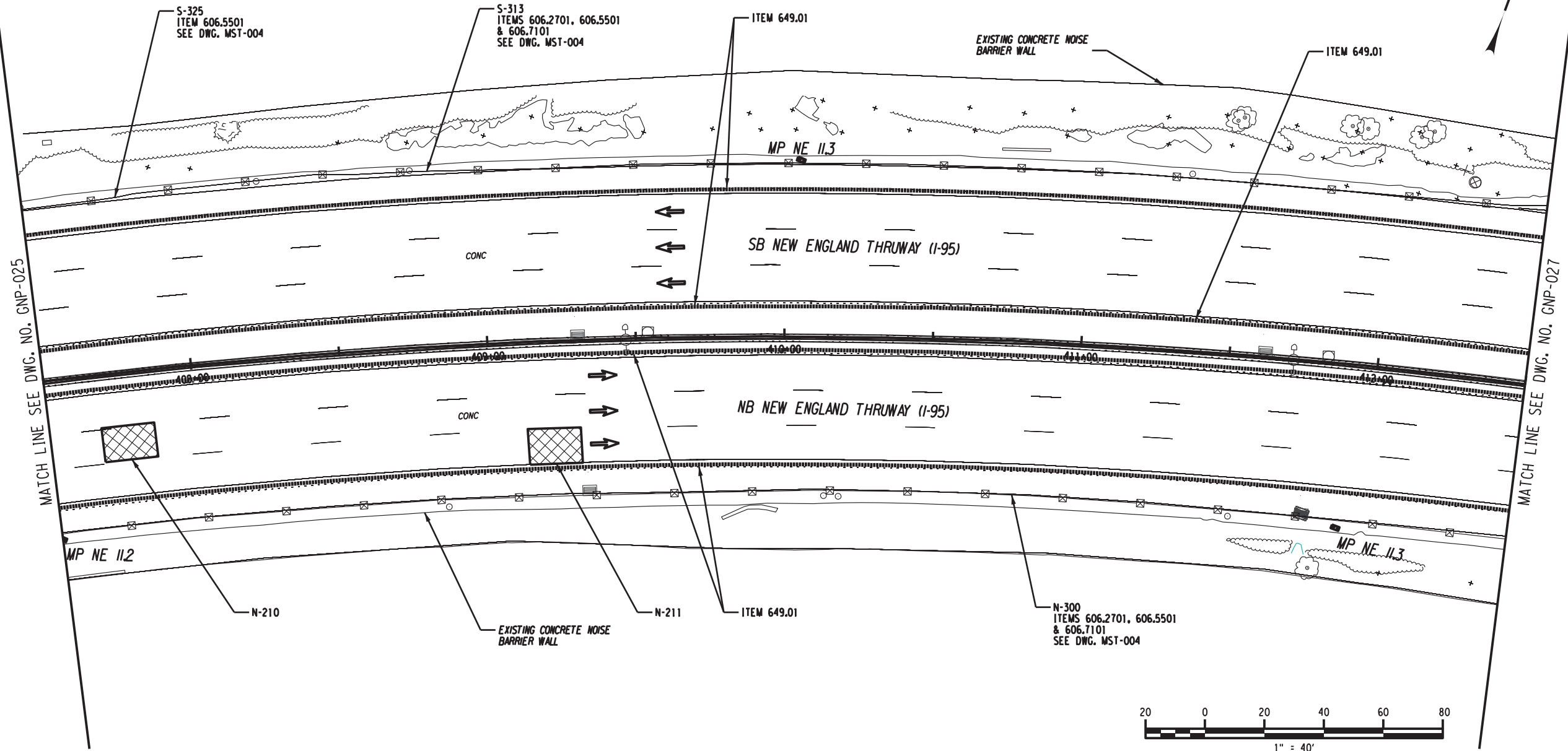
DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

NOTES:

1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
4. SEE DWG. MST-001 FOR MILLING TABLES.
5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT  
CRACK/JOINT REPAIR



|                      |                                                              |
|----------------------|--------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025 |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br>                                     |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |

|  |                                                                                               |                                |
|--|-----------------------------------------------------------------------------------------------|--------------------------------|
|  | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|  | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|  | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 26                                                  | DRAWING NUMBER:<br>GNP-026     |

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

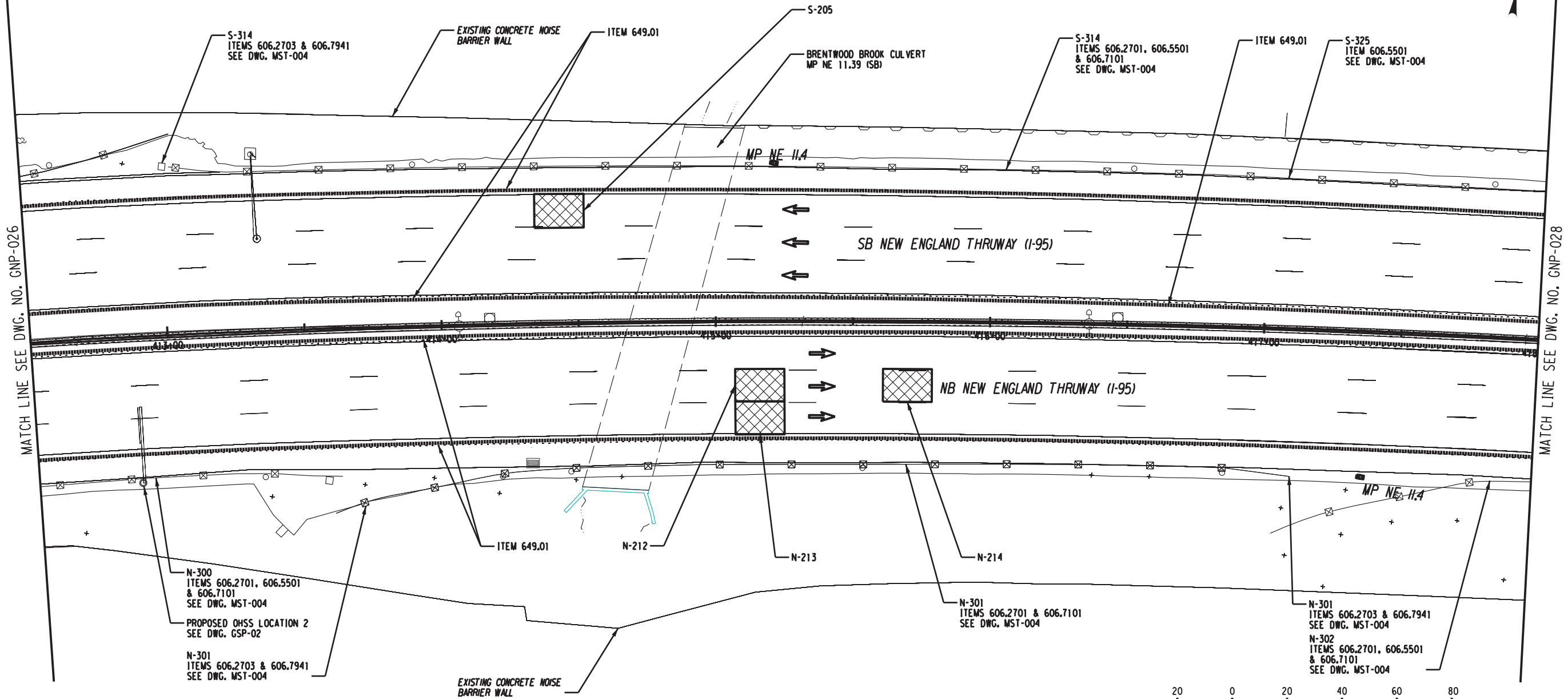
DESIGN SUPERVISOR:

NOTES:

1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
4. SEE DWG. MST-001 FOR MILLING TABLES.
5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.

GRID NORTH

88  
123



LEGEND:

PRECAST SLAB REPLACEMENT

CRACK/JOINT REPAIR



ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

| ITEM     | DESCRIPTION                                                                                            | UNIT |
|----------|--------------------------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                                              | LF   |
| 606.2703 | ANCHORAGE UNITS FOR HPBO (MOD.) CORRUGATED BEAM GUIDERAILING                                           | EA   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS)                 | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING                    | LF   |
| 606.7941 | REMOVING AND DISPOSING ANCHORAGE UNITS FOR HEAVY POST BLOCKED OUT (MOD.) CORRUGATED BEAM GUIDE RAILING | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                                         | LF   |

|                                                                               |                                                                                               |                                |
|-------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
| <br>NEW YORK STATE<br>Thruway Authority                                       | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                               | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| <br>LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY | TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 27                                                  | DRAWING NUMBER:<br>GNP-027     |
|                                                                               |                                                                                               |                                |

|                                                                        |  |                  |
|------------------------------------------------------------------------|--|------------------|
| TITLE OF PROJECT                                                       |  | CONTRACT NUMBER: |
| RESURFACING OF<br>NEW ENGLAND THRUWAY                                  |  | TANE 25-25       |
| LOCATION OF PROJECT                                                    |  | DATE:            |
| M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB |  | 10/15/2025       |
| TITLE OF DRAWING                                                       |  | DRAWING NUMBER:  |
| GENERAL PLAN<br>SHEET 28                                               |  | GNP-028          |



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

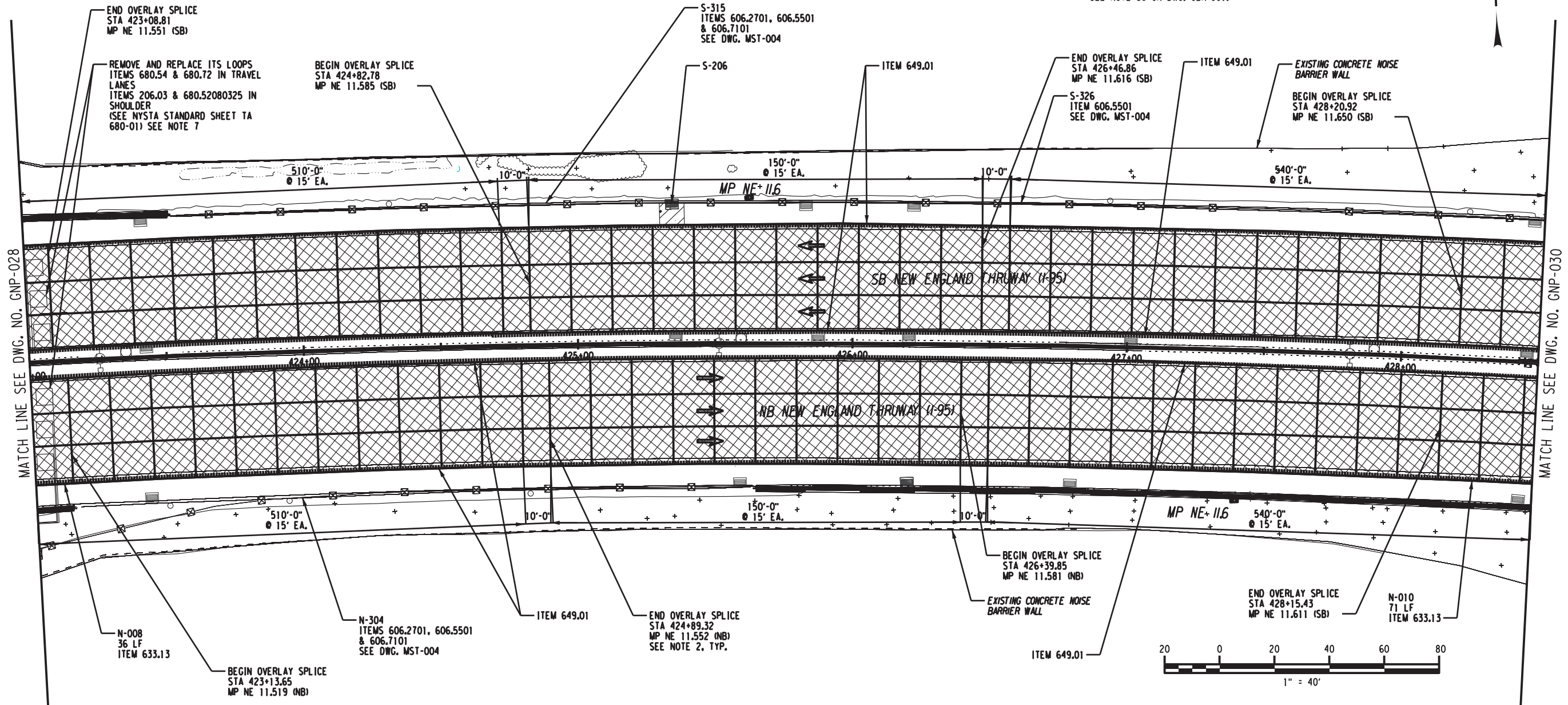
J. PURCA

DESIGN SUPERVISOR:

90  
123

NOTES:

1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
4. SEE DWG. MST-001 FOR MILLING TABLES.
5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.
7. CONTACT NYSTA PRIOR TO MILLING OPERATIONS AT TRAFFIC LOOP LOCATIONS, SEE NOTE 36 ON DWG. GEN-001.



LEGEND:

PRECAST SLAB REPLACEMENT

CRACK/JOINT REPAIR

FULL DEPTH ASPHALT PAVEMENT REPAIR



ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|------|-------------|----|------|
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |



Thruway  
Authority



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
GENERAL PLAN  
SHEET 29

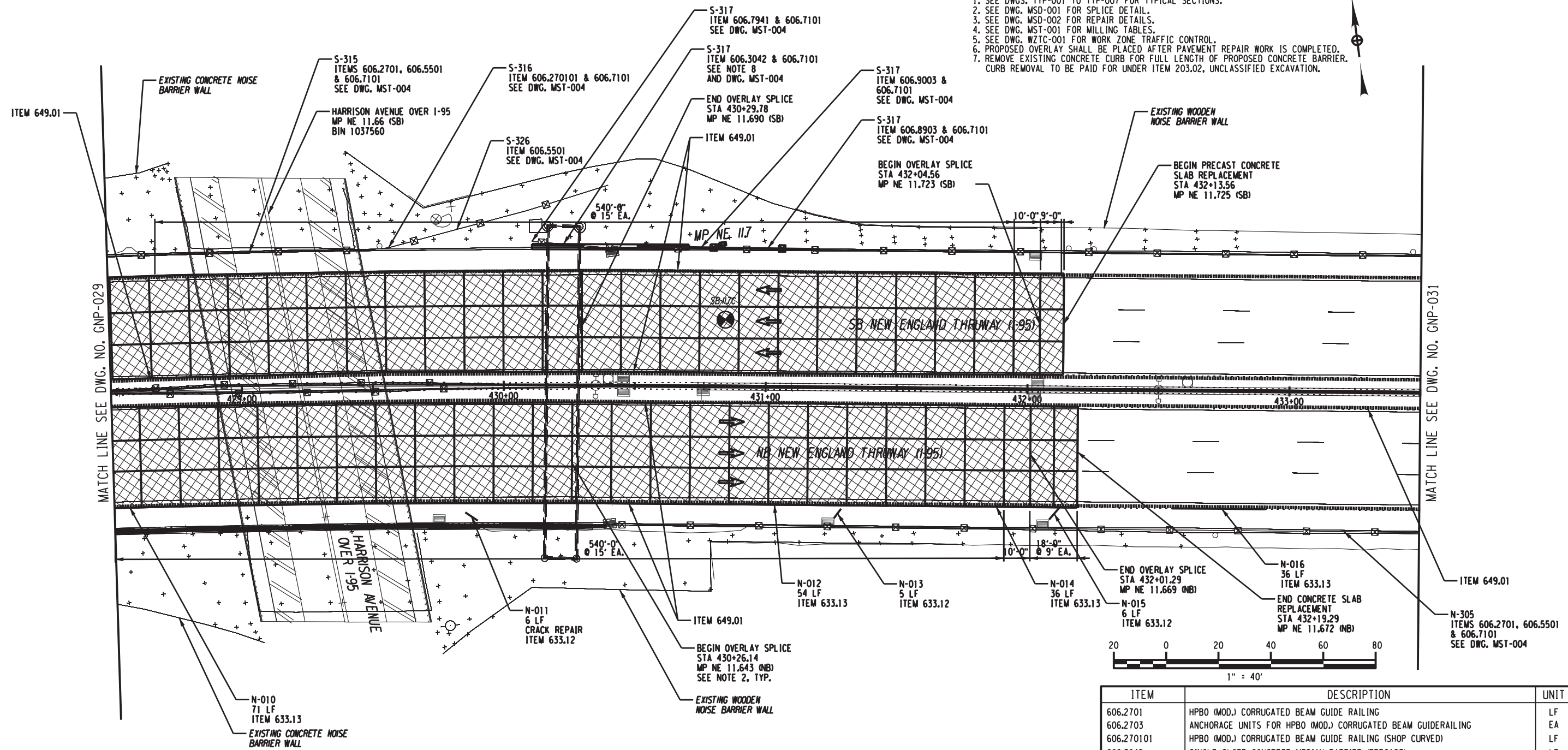
CONTRACT NUMBER:  
TANE 25-25

DATE:  
10/15/2025

DRAWING NUMBER:  
GNP-029

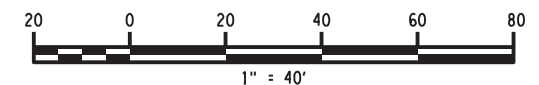
CHECKED BY: E. ZAWASKY  
DRAFTED BY: W. TANG / E. CAMPOS  
CHECKED BY: J. PURCA / P. PLOTAS  
DESIGNED BY: P. PLOTAS  
DESIGN SUPERVISOR: J. PURCA

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
  3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  4. SEE DWG. MST-001 FOR MILLING TABLES.
  5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.
  7. REMOVE EXISTING CONCRETE CURB FOR FULL LENGTH OF PROPOSED CONCRETE BARRIER. CURB REMOVAL TO BE PAID FOR UNDER ITEM 203.02, UNCLASSIFIED EXCAVATION.



LEGEND:

- PRECAST SLAB REPLACEMENT
- CRACK/JOINT REPAIR



| ITEM       | DESCRIPTION                                                                                                            | UNIT |
|------------|------------------------------------------------------------------------------------------------------------------------|------|
| 606.2701   | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                                                              | LF   |
| 606.2703   | ANCHORAGE UNITS FOR HPBO (MOD.) CORRUGATED BEAM GUIDERAILING                                                           | EA   |
| 606.270101 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING (SHOP CURVED)                                                                | LF   |
| 606.3042   | SINGLE SLOPE CONCRETE MEDIAN BARRIER (PRECAST)                                                                         | LF   |
| 606.5501   | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS)                                 | LF   |
| 606.7101   | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING                                    | LF   |
| 606.7941   | REMOVING AND DISPOSING ANCHORAGE UNITS FOR HEAVY POST BLOCKED OUT (MOD.) CORRUGATED BEAM GUIDE RAILING                 | LF   |
| 606.8903   | TRANSITION: HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING TO SINGLE SLOPE CONCRETE HALF SECTION BARRIER | EA   |
| 606.9003   | TRANSITION BETWEEN HALF-SECTION AND FULL-SECTION SINGLE SLOPE CONCRETE BARRIER (LEFT POCKET)                           | EA   |
| 633.12     | CLEANING, SEALING, AND/OR FILLING CRACKS                                                                               | LS   |
| 633.13     | CLEANING, SEALING, AND/OR FILLING JOINTS                                                                               | LF   |
| 649.01     | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                                                         | LF   |

ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**Thruway Authority**

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
GENERAL PLAN  
SHEET 30

CONTRACT NUMBER:  
TANE 25-25

DATE:  
10/15/2025

DRAWING NUMBER:  
GNP-030



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

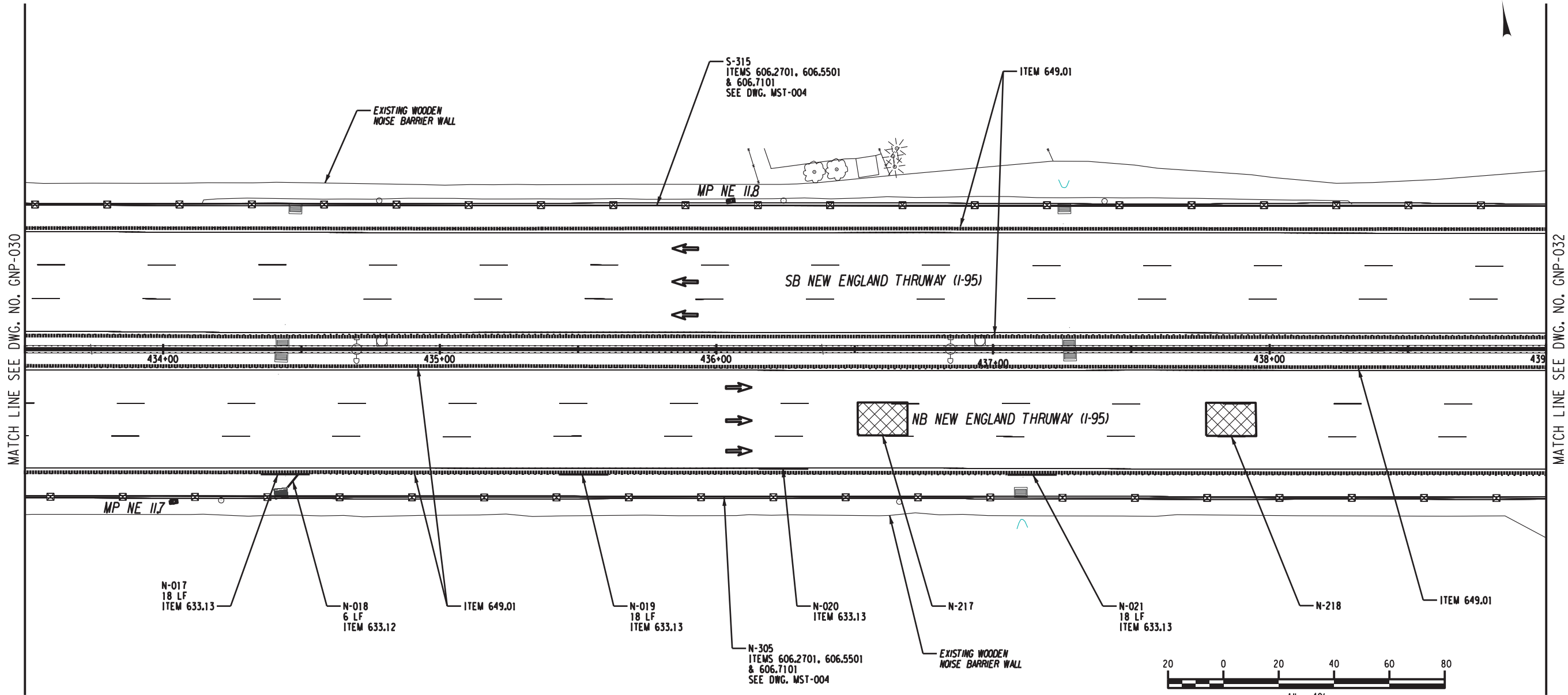
J. PURCA

DESIGN SUPERVISOR:

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
  3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  4. SEE DWG. MST-001 FOR MILLING TABLES.
  5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.



92  
123



LEGEND:

- PRECAST SLAB REPLACEMENT  
CRACK/JOINT REPAIR



| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 633.12   | CLEANING, SEALING, AND/OR FILLING CRACKS                                               | LS   |
| 633.13   | CLEANING, SEALING, AND/OR FILLING JOINTS                                               | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |



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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 31                                                  | DRAWING NUMBER:<br>GNP-031     |



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

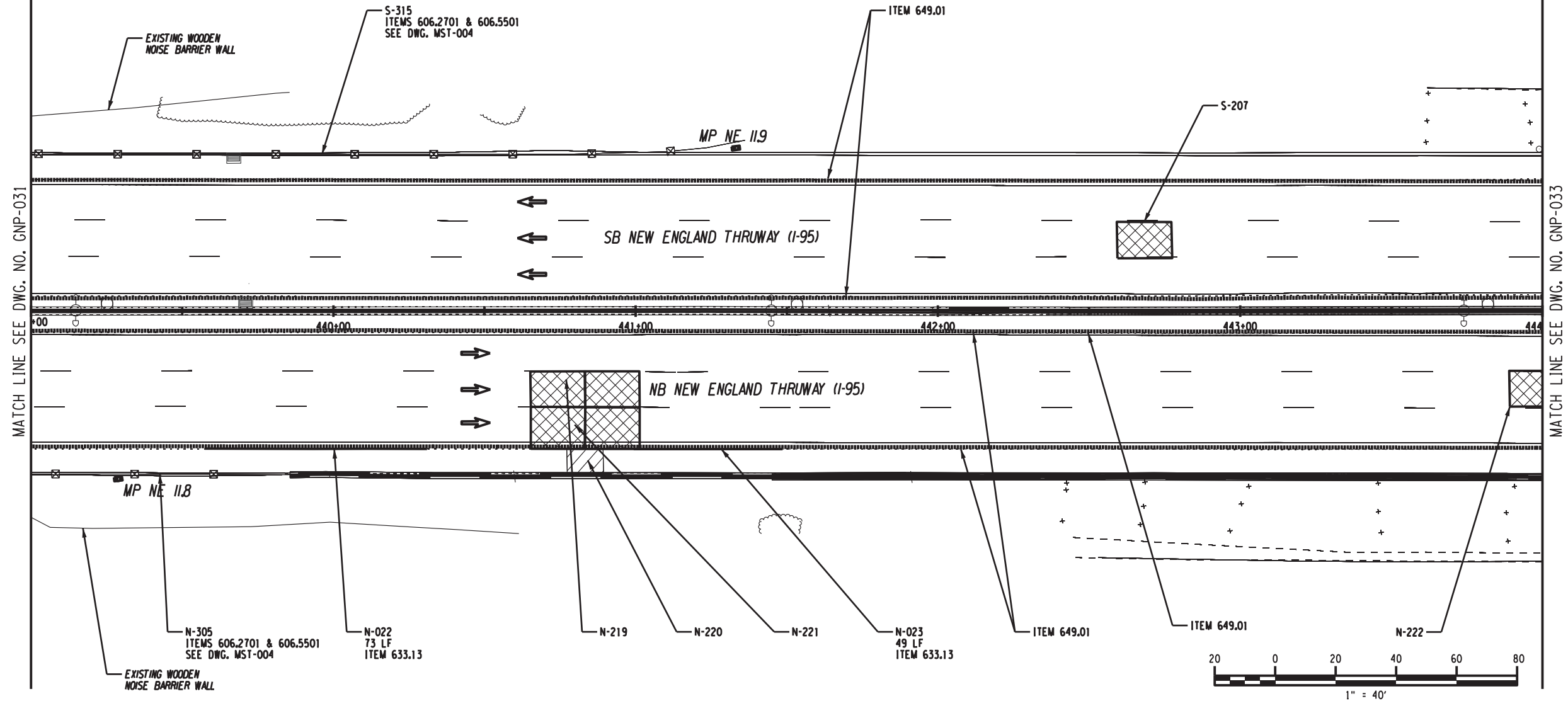
DESIGN SUPERVISOR:

NOTES:

1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
4. SEE DWG. MST-001 FOR MILLING TABLES.
5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.

GRID NORTH

93  
123



LEGEND:

PRECAST SLAB REPLACEMENT



CRACK/JOINT REPAIR



FULL DEPTH ASPHALT PAVEMENT REPAIR



| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 633.13   | CLEANING, SEALING, AND/OR FILLING JOINTS                                               | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



Thruway  
Authority



ENGINEERING  
EXCELLENCE  
SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 32                                                  | DRAWING NUMBER:<br>GNP-032     |

CHECKED BY: E. ZAWASKY

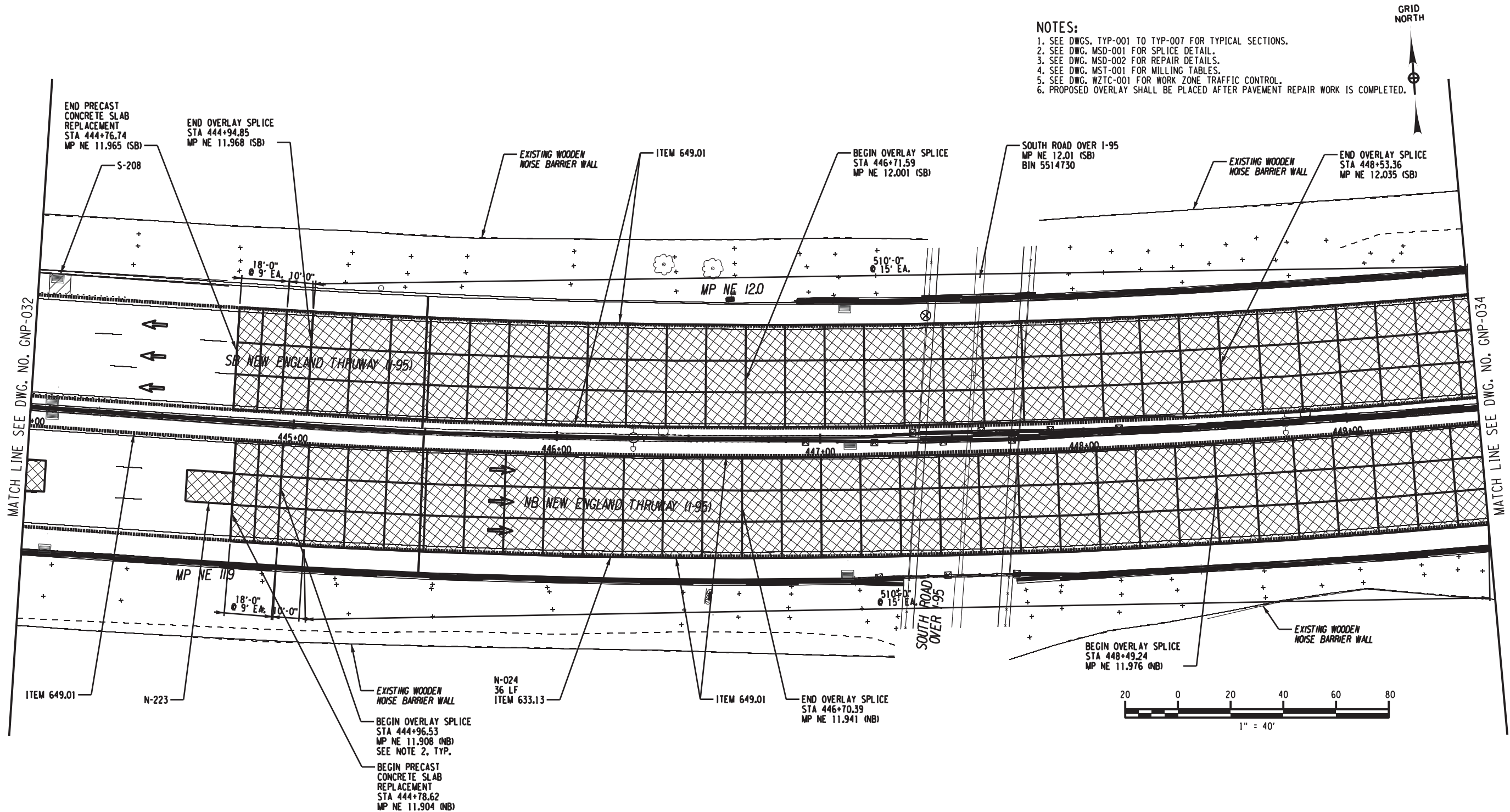
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:



LEGEND:

PRECAST SLAB REPLACEMENT



CRACK/JOINT REPAIR



FULL DEPTH ASPHALT PAVEMENT REPAIR



| ITEM   | DESCRIPTION                                    | UNIT |
|--------|------------------------------------------------|------|
| 633.13 | CLEANING, SEALING, AND/OR FILLING JOINTS       | LF   |
| 649.01 | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS) | LF   |



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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |



**Thruway Authority**



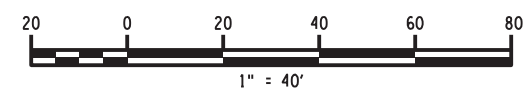
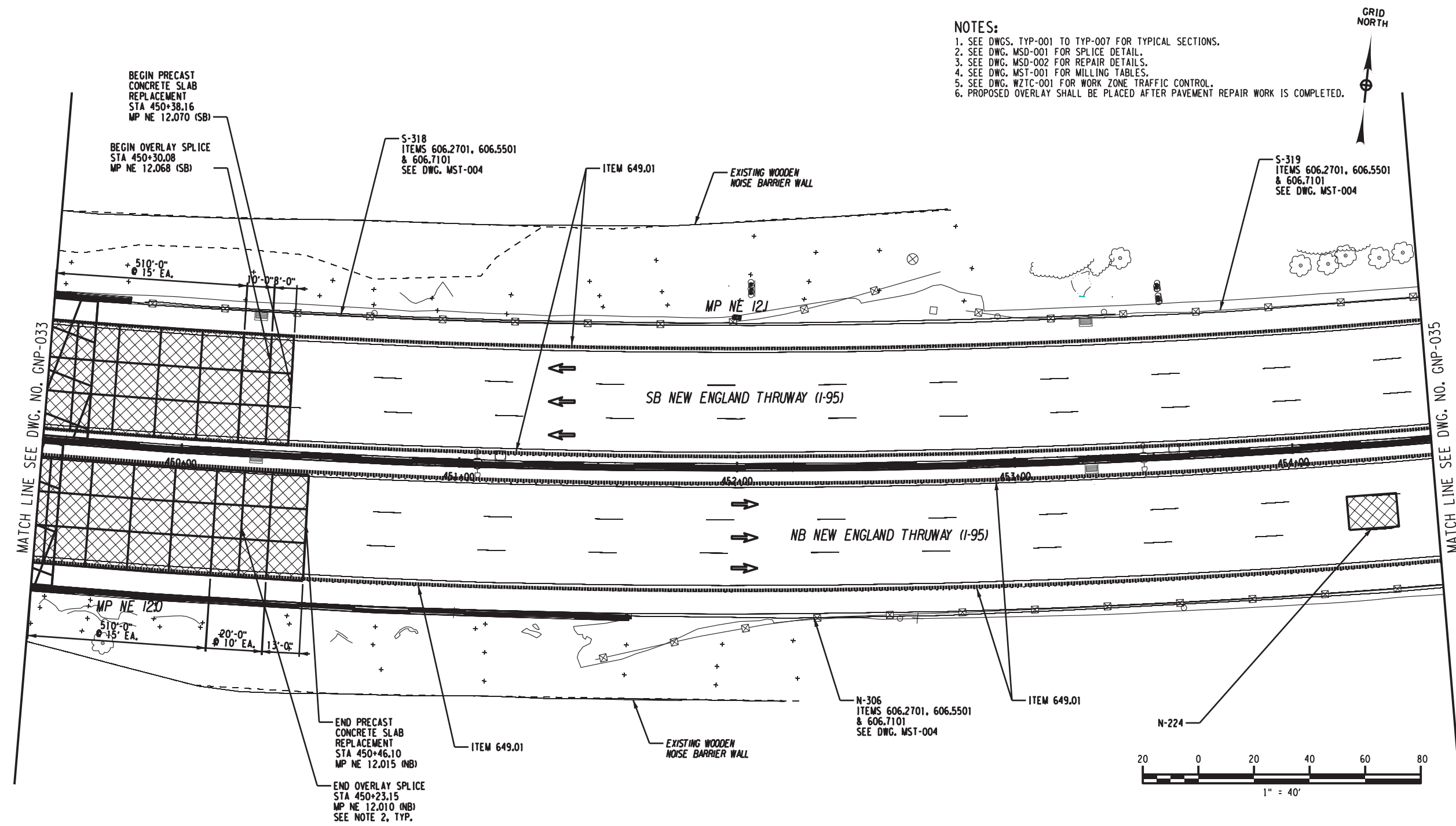
**LKB** ENGINEERING EXCELLENCE SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 33                                                  | DRAWING NUMBER:<br>GNP-033     |

CHECKED BY: E. ZAWASKY  
DRAFTED BY: W. TANG / E. CAMPOS  
CHECKED BY: J. PURCA / P. PLOTAS  
DESIGNED BY: P. PLOTAS  
DESIGN SUPERVISOR: J. PURCA

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
  3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  4. SEE DWG. MST-001 FOR MILLING TABLES.
  5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT
- CRACK/JOINT REPAIR

| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |

ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**Thruway Authority**

**LKB** ENGINEERING EXCELLENCE SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
GENERAL PLAN  
SHEET 34

CONTRACT NUMBER:  
TANE 25-25

DATE:  
10/15/2025

DRAWING NUMBER:  
GNP-034



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

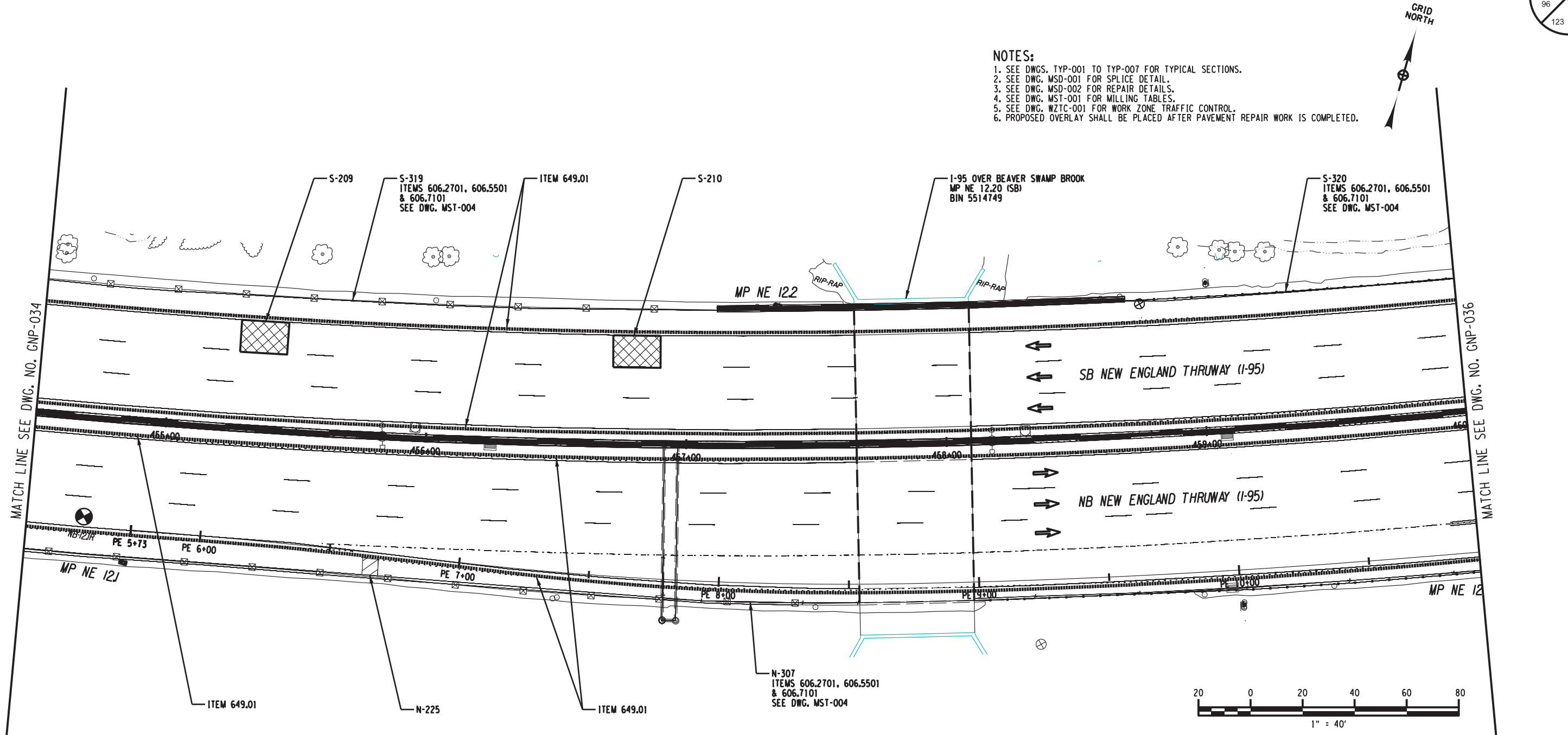
CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
  3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  4. SEE DWG. MST-001 FOR MILLING TABLES.
  5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT 
- CRACK/JOINT REPAIR 
- FULL DEPTH ASPHALT PAVEMENT REPAIR 

| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



Thruway  
Authority



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 35                                                  | DRAWING NUMBER:<br>GNP-035     |

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

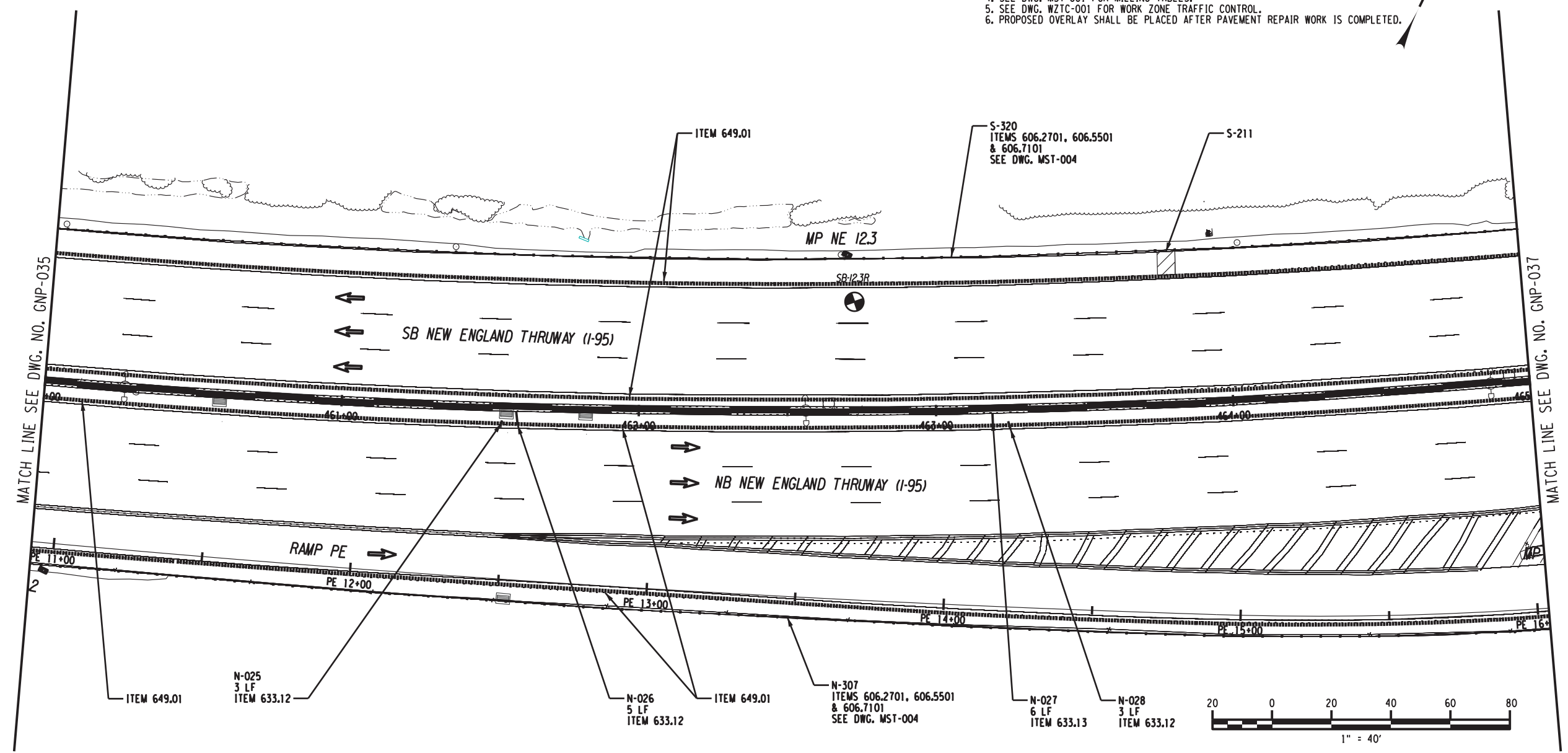
DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

97  
123

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
  3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  4. SEE DWG. MST-001 FOR MILLING TABLES.
  5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT
- CRACK/JOINT REPAIR
- FULL DEPTH ASPHALT PAVEMENT REPAIR



| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 633.12   | CLEANING, SEALING, AND/OR FILLING CRACKS                                               | LS   |
| 633.13   | CLEANING, SEALING, AND/OR FILLING JOINTS                                               | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |

ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**NEW YORK STATE**  
**Thruway Authority**

**LOCKWOOD, KESSLER & BARTLETT, INC.**  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
GENERAL PLAN  
SHEET 36

CONTRACT NUMBER:  
TANE 25-25

DATE:  
10/15/2025

DRAWING NUMBER:  
GNP-036

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

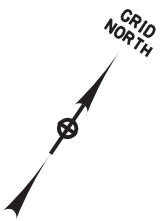
CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

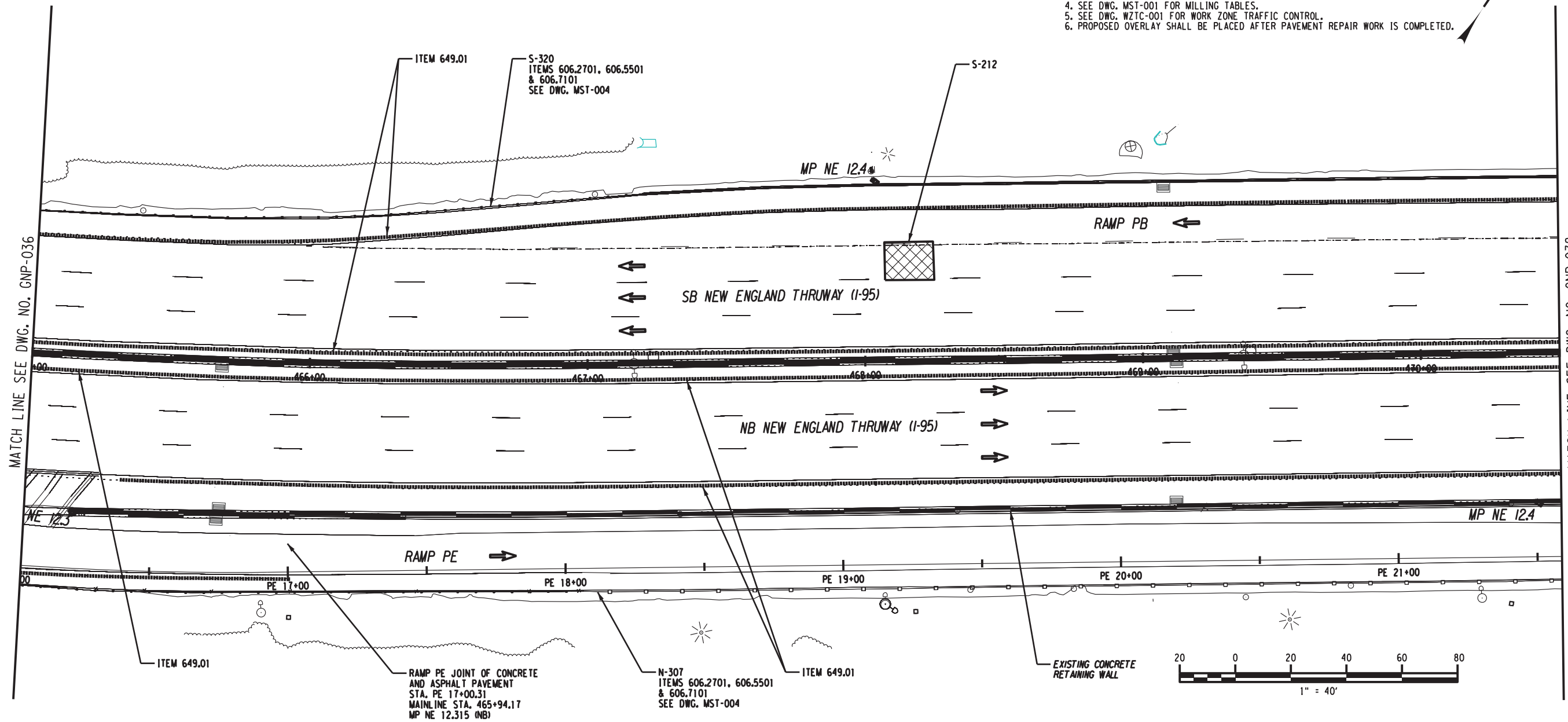
J. PURCA

DESIGN SUPERVISOR:

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
  3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  4. SEE DWG. MST-001 FOR MILLING TABLES.
  5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.



98  
123



LEGEND:

- PRECAST SLAB REPLACEMENT
- CRACK/JOINT REPAIR



| ITEM     | DESCRIPTION                                                                            | UNIT |
|----------|----------------------------------------------------------------------------------------|------|
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 649.01   | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |

ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**Thruway Authority**

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
GENERAL PLAN  
SHEET 37

CONTRACT NUMBER:  
TANE 25-25

DATE:  
10/15/2025

DRAWING NUMBER:  
GNP-037



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

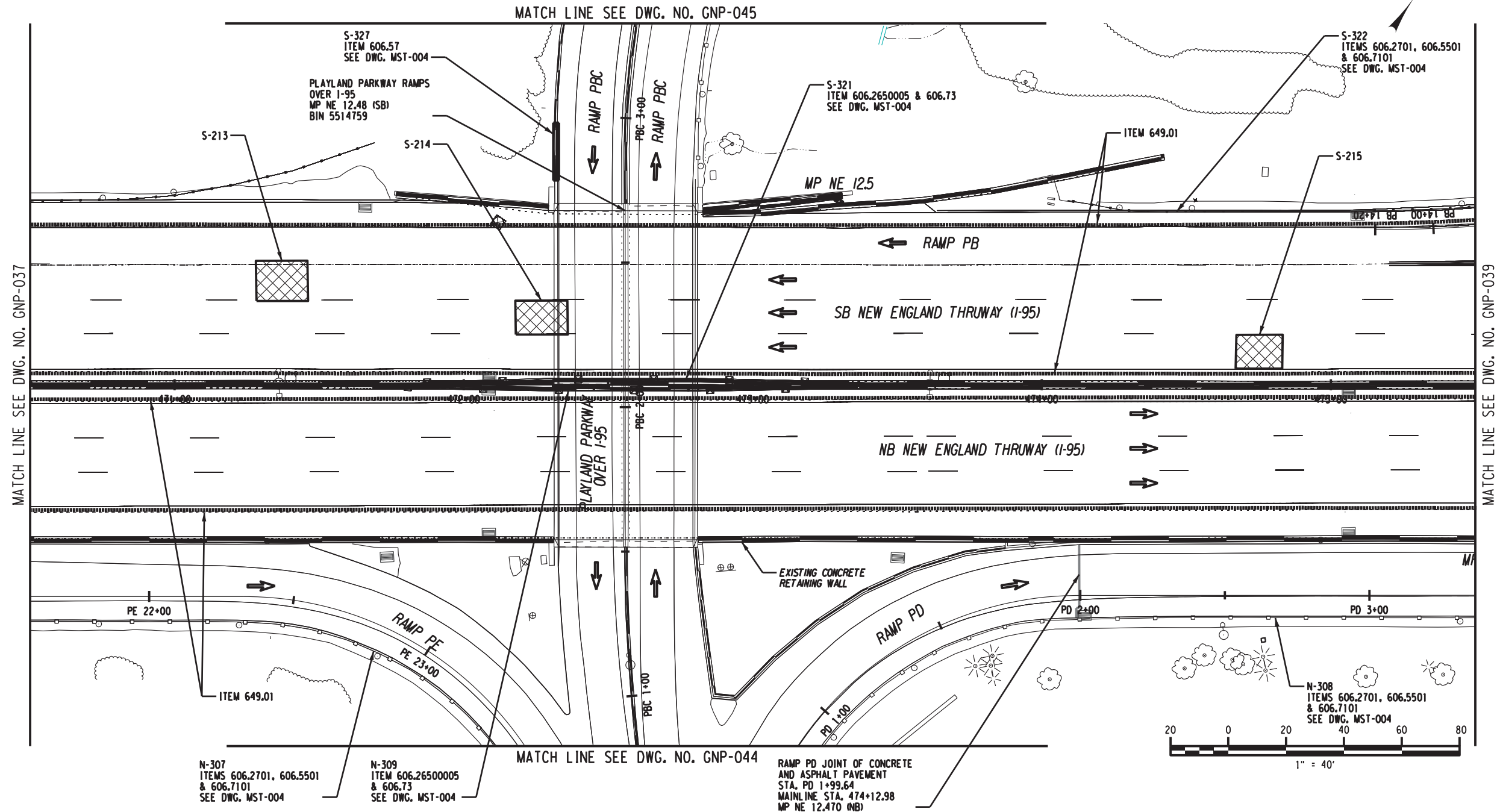
CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
  3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  4. SEE DWG. MST-001 FOR MILLING TABLES.
  5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.



LEGEND:

PRECAST SLAB REPLACEMENT

CRACK/JOINT REPAIR



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



Thruway  
Authority



ENGINEERING  
EXCELLENCE  
SINCE 1989

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 38                                                  | DRAWING NUMBER:<br>GNP-038     |

| ITEM         | DESCRIPTION                                                                               | UNIT |
|--------------|-------------------------------------------------------------------------------------------|------|
| 606.26500005 | BOX BEAM GUIDE RAILING ATTACHED TO CONCRETE BARRIER                                       | LF   |
| 606.2701     | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                                 | LF   |
| 606.3042     | SINGLE-SLOPE CONCRETE MEDIAN BARRIER (PRECAST)                                            | LF   |
| 606.5501     | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING<br>(NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101     | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.)<br>CORRUGATED GUIDE RAILING         | LF   |
| 606.73       | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING                                             | LF   |
| 633.12       | CLEANING, SEALING AND/OR FILLING CRACKS                                                   | LS   |
| 633.13       | CLEANING, SEALING AND/OR FILLING JOINTS                                                   | LF   |
| 649.01       | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                            | LF   |

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

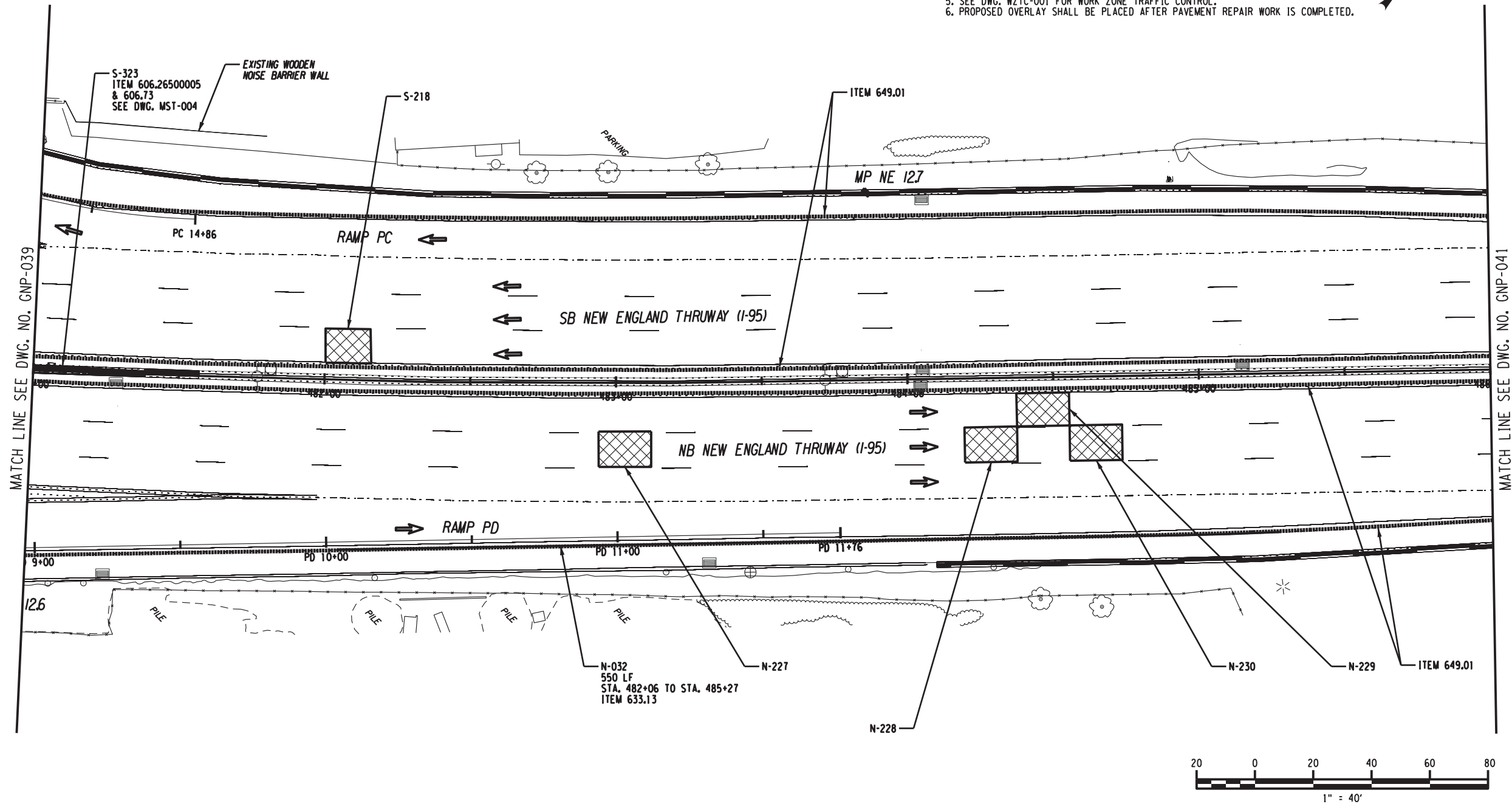
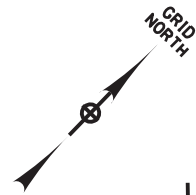
DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

NOTES:

1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
4. SEE DWG. MST-001 FOR MILLING TABLES.
5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.



LEGEND:

PRECAST SLAB REPLACEMENT



CRACK/JOINT REPAIR



ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|------|-------------|----|------|
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |



Thruway  
Authority



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
GENERAL PLAN  
SHEET 40

CONTRACT NUMBER:  
TANE 25-25

DATE:  
10/15/2025

DRAWING NUMBER:  
GNP-040

| ITEM   | DESCRIPTION                                    | UNIT |
|--------|------------------------------------------------|------|
| 633.13 | CLEANING, SEALING AND/OR FILLING JOINTS        | LF   |
| 649.01 | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS) | LF   |



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

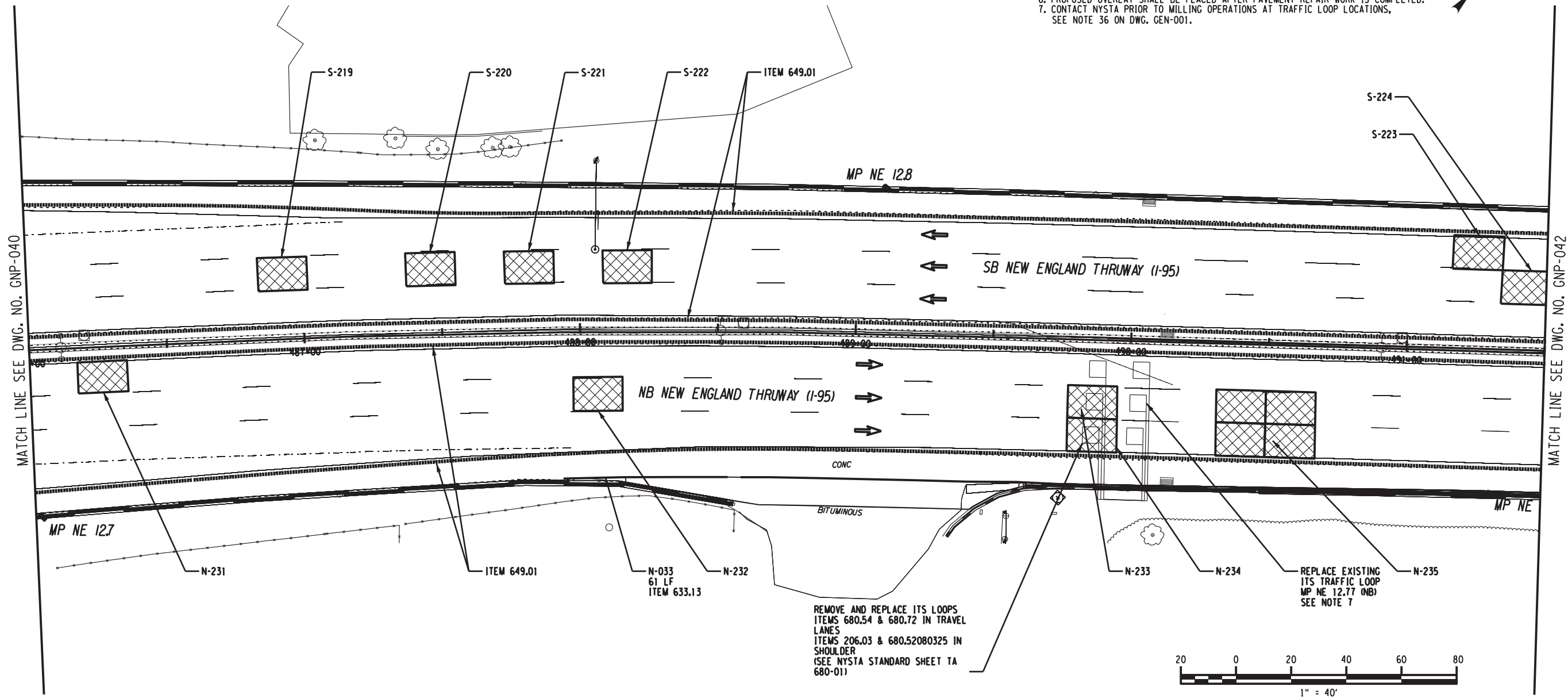
DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

NOTES:

1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
4. SEE DWG. MST-001 FOR MILLING TABLES.
5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.
7. CONTACT NYSTA PRIOR TO MILLING OPERATIONS AT TRAFFIC LOOP LOCATIONS, SEE NOTE 36 ON DWG. GEN-001.



LEGEND:

PRECAST SLAB REPLACEMENT

CRACK/JOINT REPAIR



ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

| ITEM         | DESCRIPTION                                                   | UNIT |
|--------------|---------------------------------------------------------------|------|
| 206.03       | CONDUIT EXCAVATION AND BACKFILL INCLUDING SURFACE RESTORATION | LF   |
| 633.13       | CLEANING, SEALING AND/OR FILLING JOINTS                       | LF   |
| 649.01       | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                | LF   |
| 680.52080325 | 1" CONDUIT, FLEXIBLE, LIQUIDTIGHT PVC                         | LF   |
| 680.54       | INDUCTANCE LOOP INSTALLATION                                  | LF   |
| 680.72       | INDUCTANCE LOOP WIRE                                          | LF   |



Thruway  
Authority



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
GENERAL PLAN  
SHEET 41

CONTRACT NUMBER:  
TANE 25-25

DATE:  
10/15/2025

DRAWING NUMBER:  
GNP-041

CHECKED BY: E. ZAWASKY

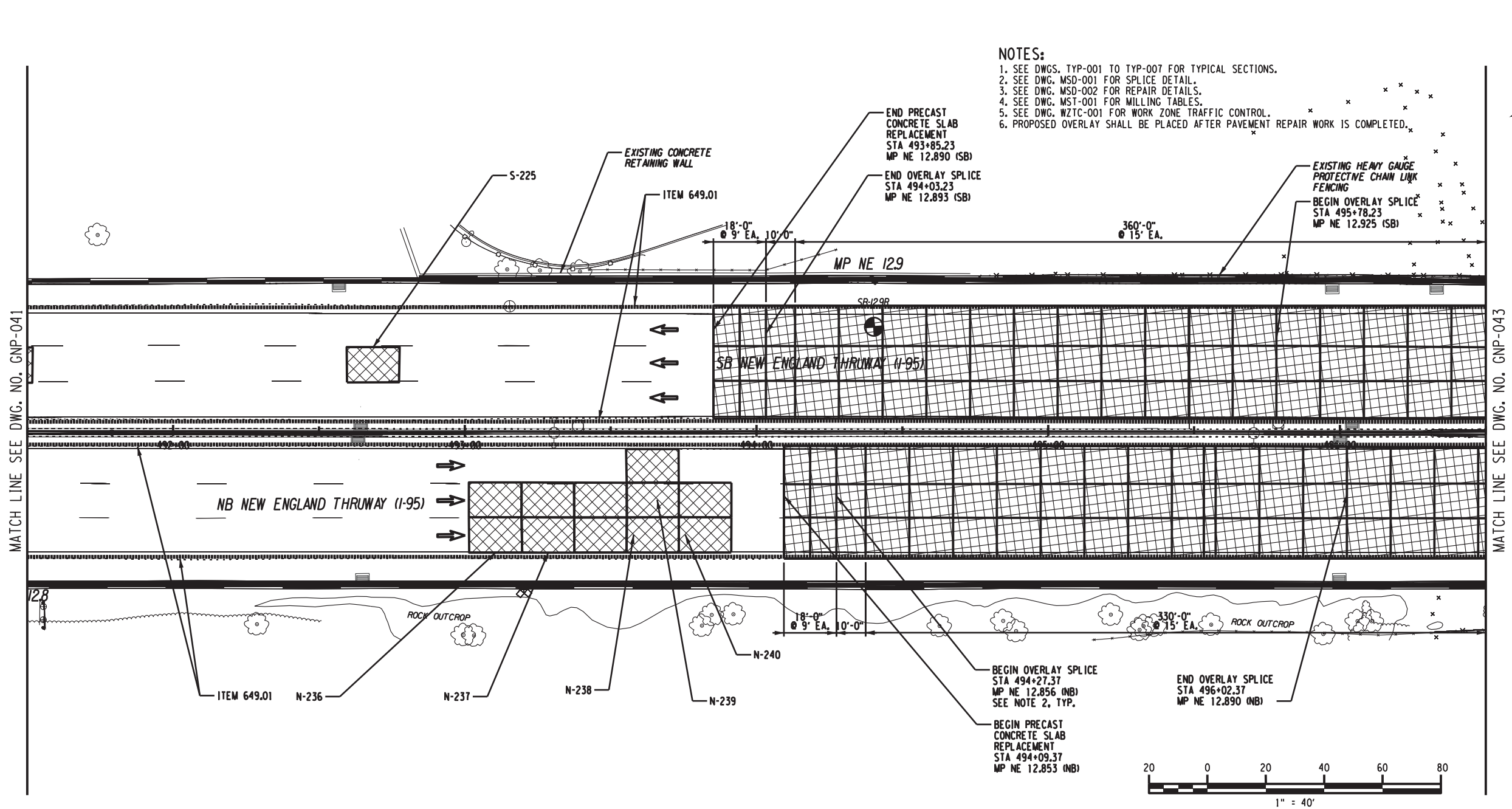
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:



LEGEND:

PRECAST SLAB REPLACEMENT



CRACK/JOINT REPAIR



ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**NEW YORK STATE**  
**Thruway Authority**

**LKB** ENGINEERING EXCELLENCE SINCE 1889  
A VERTEX COMPANY

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>GENERAL PLAN<br>SHEET 42                                                  | DRAWING NUMBER:<br>GNP-042     |

| ITEM   | DESCRIPTION                                    | UNIT |
|--------|------------------------------------------------|------|
| 649.01 | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS) | LF   |

CHECKED BY: E. ZAWASKY

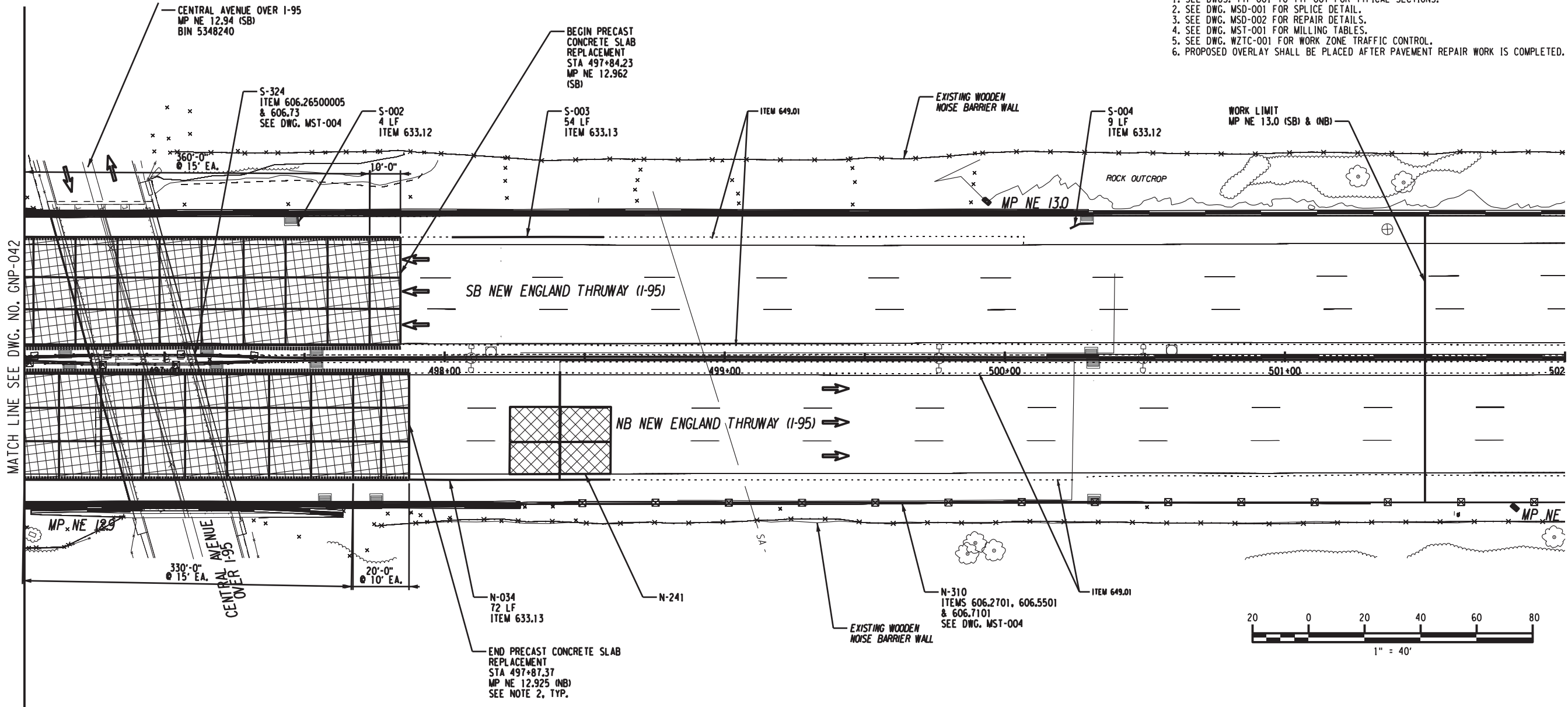
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

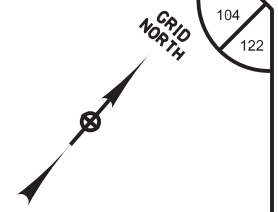
DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:



- NOTES:
1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
  2. SEE DWG. MSD-001 FOR SPLICE DETAIL.
  3. SEE DWG. MSD-002 FOR REPAIR DETAILS.
  4. SEE DWG. MST-001 FOR MILLING TABLES.
  5. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
  6. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.



LEGEND:

- PRECAST SLAB REPLACEMENT
- CRACK/JOINT REPAIR



| ITEM         | DESCRIPTION                                                                            | UNIT |
|--------------|----------------------------------------------------------------------------------------|------|
| 606.26500005 | BOX BEAM GUIDE RAILING ATTACHED TO CONCRETE BARRIER                                    | LF   |
| 606.2701     | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING                                              | LF   |
| 606.5501     | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF   |
| 606.7101     | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING    | LF   |
| 606.73       | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING                                          | LF   |
| 633.12       | CLEANING, SEALING AND/OR FILLING CRACKS                                                | LS   |
| 633.13       | CLEANING, SEALING AND/OR FILLING JOINTS                                                | LF   |
| 649.01       | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)                                         | LF   |

ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**NEW YORK STATE**  
**Thruway Authority**

**LKB** ENGINEERING EXCELLENCE  
SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

**Thruway Authority**

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
GENERAL PLAN  
SHEET 43

CONTRACT NUMBER:  
TANE 25-25

DATE:  
07/21/2025

DRAWING NUMBER:  
GNP-043



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PIOTAS

DESIGNED BY: P. PIOTAS

J. PURCA

DESIGN SUPERVISOR:

MATCH LINE SEE DWG. NO. GNP-038

RAMP PBC END OF RAMP AT RAILROAD BRIDGE  
PBC STA 0+34.08  
MAINLINE STA 472+65.59  
MP NE 12.442 (NB)

RAMP PE END OF RAMP AT RAILROAD BRIDGE  
PE STA 24+02.67  
MAINLINE STA 472+40.42  
MP NE 12.438 (NB)

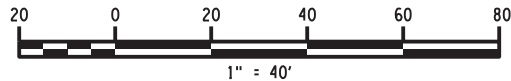
RAMP PD END OF RAMP AT RAILROAD BRIDGE  
PD STA 0+39.20  
MAINLINE STA 472+98.12  
MP NE 12.449 (NB)

NOTES:

1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
3. SEE DWG. MST-001 FOR MILLING TABLES.
4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
5. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.
6. EXISTING RAMP ALIGNMENTS AND STATIONING FOR GUIDE RAIL REFERENCE ONLY, TO BE VERIFIED IN FIELD.

GRID  
NORTH

105  
123



LEGEND:

PRECAST SLAB REPLACEMENT



CRACK/JOINT REPAIR



ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



Thruway  
Authority



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>GENERAL PLAN<br>RAMP PBC                                                  | DRAWING NUMBER:<br>GNP-044     |

CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURGA / P. PIOTAS

DESIGNED BY: P. PIOTAS

J. PURGA

DESIGN SUPERVISOR:

LEGEND:

PRECAST SLAB REPLACEMENT  
CRACK/JOINT REPAIR



NOTES:

1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
3. SEE DWG. MST-001 FOR MILLING TABLES.
4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
5. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.
6. EXISTING RAMP ALIGNMENTS AND STATIONING FOR GUIDE RAIL REFERENCE ONLY, TO BE VERIFIED IN FIELD.

ALTERED ON:

SIGNATURE:  
STAMP:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

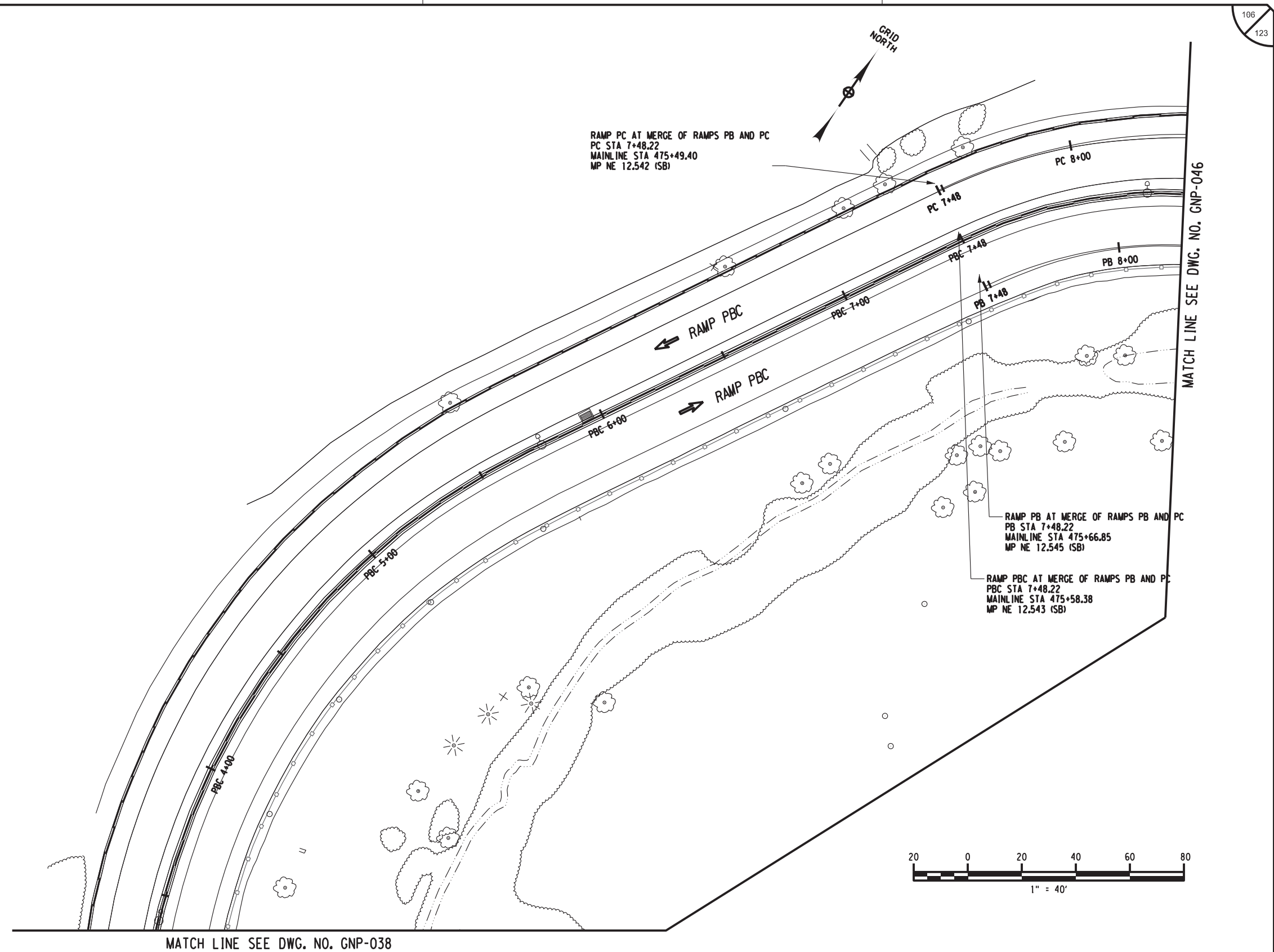
SIGNATURE:  
STAMP:

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

| REVISIONS |             |    |        |
|-----------|-------------|----|--------|
| DATE      | DESCRIPTION | BY | SYMBOL |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |
|           |             |    |        |

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>GENERAL PLAN<br>RAMP PBC                                                  | DRAWING NUMBER:<br>GNP-045     |



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

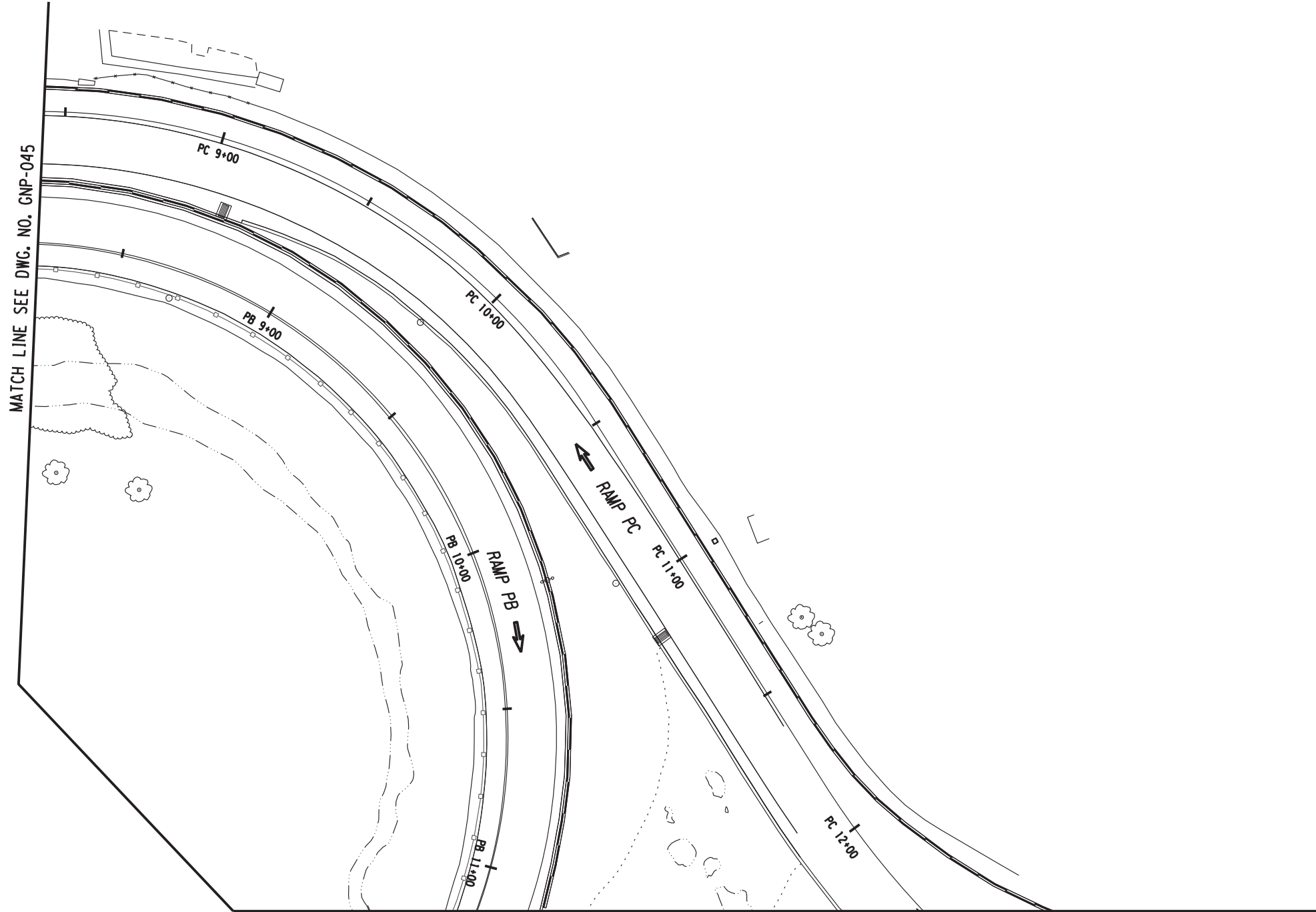
CHECKED BY: J. PURCA / P. PIOTAS

DESIGNED BY: P. PIOTAS

J. PURCA

DESIGN SUPERVISOR:

MATCH LINE SEE DWG. NO. GNP-045



MATCH LINE SEE DWG. NO. GNP-039

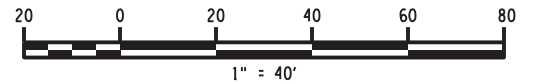
LEGEND:

PRECAST SLAB REPLACEMENT  
CRACK/JOINT REPAIR



NOTES:

1. SEE DWGS. TYP-001 TO TYP-007 FOR TYPICAL SECTIONS.
2. SEE DWG. MSD-002 FOR REPAIR DETAILS.
3. SEE DWG. MST-001 FOR MILLING TABLES.
4. SEE DWG. WZTC-001 FOR WORK ZONE TRAFFIC CONTROL.
5. PROPOSED OVERLAY SHALL BE PLACED AFTER PAVEMENT REPAIR WORK IS COMPLETED.
6. EXISTING RAMP ALIGNMENTS AND STATIONING FOR GUIDE RAIL REFERENCE ONLY, TO BE VERIFIED IN FIELD.



107  
123

GRID  
NORTH

ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|------|-------------|----|------|
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |



Thruway  
Authority



LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

TITLE OF PROJECT  
RESURFACING OF  
NEW ENGLAND THRUWAY

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
GENERAL PLAN  
RAMP PB  
RAMP PC

CONTRACT NUMBER:  
TANE 25-25

DATE:  
10/15/2025

DRAWING NUMBER:  
GNP-046



CHECKED BY: E. ZAWASKY

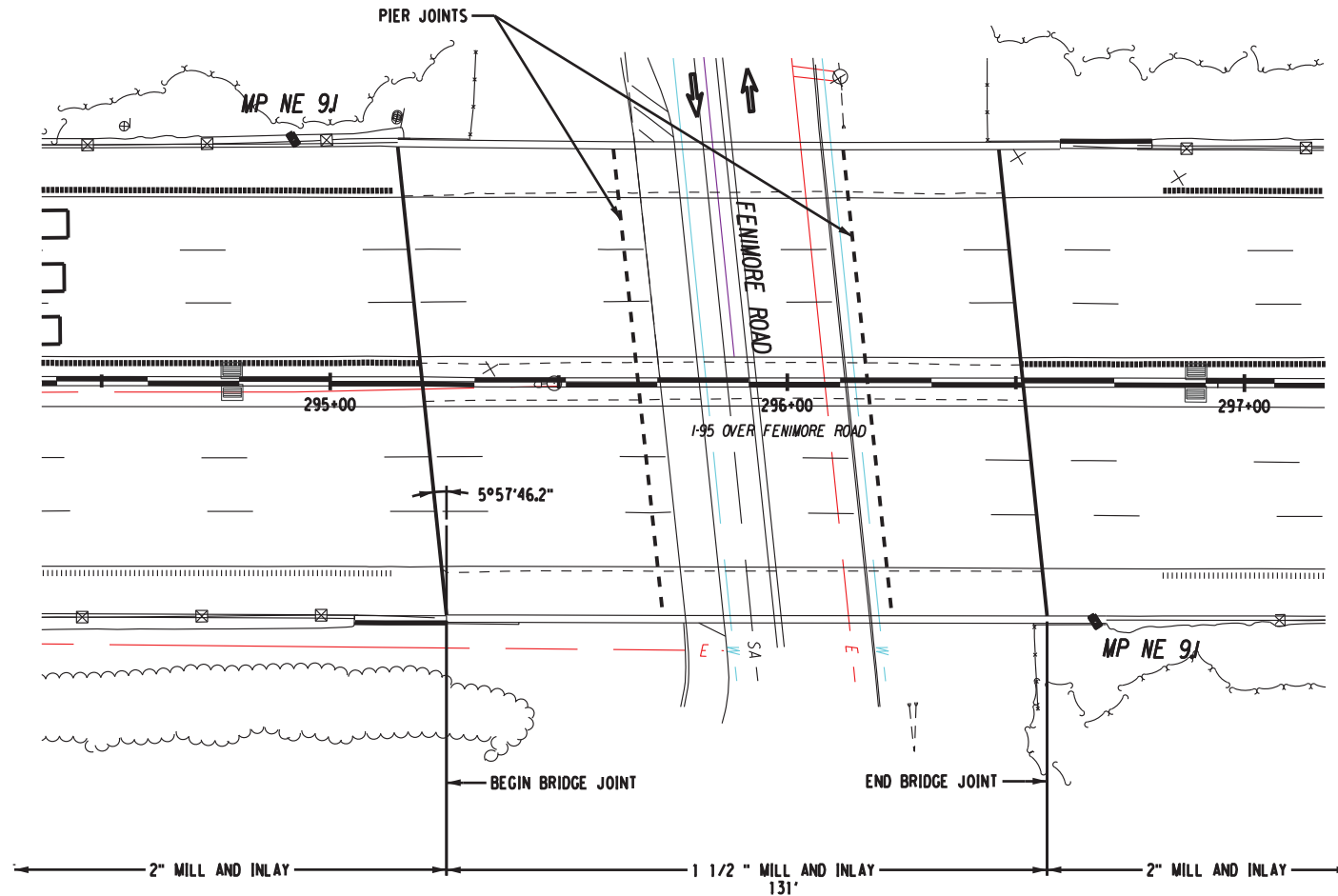
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

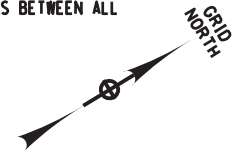


FENIMORE ROAD OVER I-95  
SOUTHBOUND PAVING LIMITS



NOTES:

1. MILL AND INLAY 1.5" OF TOP COURSE ASPHALT ON THE FENIMORE ROAD BRIDGE. EXISTING BRIDGE JOINTS TO REMAIN. CONTRACTOR TO SAWCUT TO PROVIDE VERTICAL EDGE AND AVOID DAMAGING EXISTING BRIDGE JOINTS DURING MILL AND INLAY OPERATIONS. REFER TO NYSTA STANDARD SHEET TA 404-02.
2. THE INFORMATION SHOWN ON DWG. ST-001 AND ST-002 IS INTENDED TO SHOW THE CHANGE IN DEPTH OF ASPHALT INLAY. ITEM NUMBERS AND DETAILS SHOWN ON OTHER PAGES IN THE PLAN SET.
3. CONTRACTOR TO MILL ASPHALT AREAS BETWEEN ALL BRIDGE JOINTS UNDER ITEM 490.30.



|                      |                                                              |
|----------------------|--------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025 |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br>                                     |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
| TITLE OF DRAWING<br>STRUCTURAL PLAN<br>FENIMORE ROAD OVER I-95<br>SHEET 108                   | DRAWING NUMBER:<br>ST-001      |

CHECKED BY: E. ZAWASKY

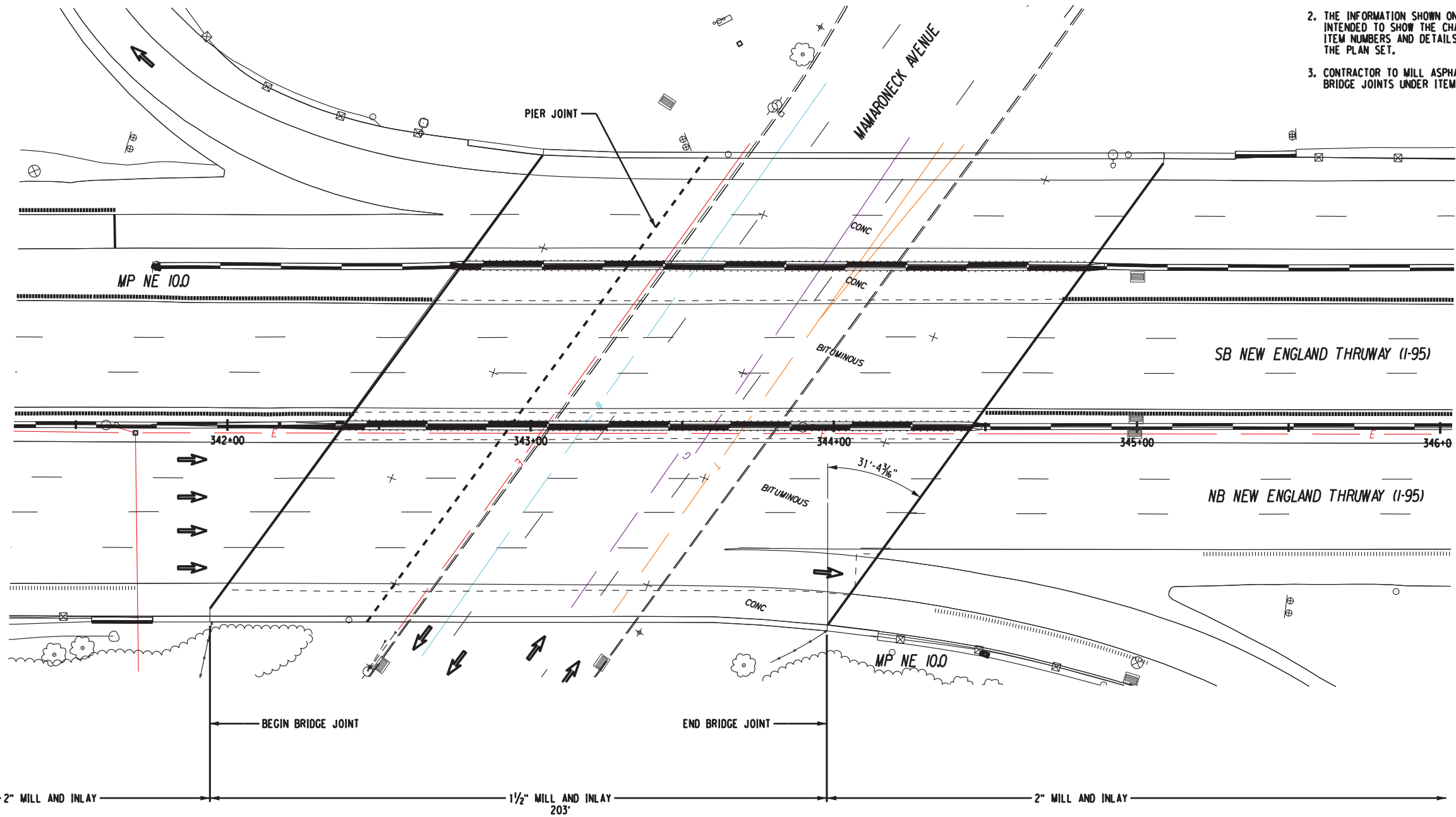
DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:



NOTES:

1. MILL AND INLAY 1.5" OF TOP COURSE ASPHALT ON THE MAMARONECK AVENUE BRIDGE. EXISTING BRIDGE JOINTS TO REMAIN. CONTRACTOR TO SAWCUT TO PROVIDE VERTICAL EDGE AND AVOID DAMAGING EXISTING BRIDGE JOINTS DURING MILL AND INLAY OPERATIONS. REFER TO NYSTA STANDARD SHEET TA 404-02.
2. THE INFORMATION SHOWN ON DWG. ST-001 AND ST-002 IS INTENDED TO SHOW THE CHANGE IN DEPTH OF ASPHALT INLAY. ITEM NUMBERS AND DETAILS SHOWN ON OTHER PAGES IN THE PLAN SET.
3. CONTRACTOR TO MILL ASPHALT AREAS BETWEEN ALL BRIDGE JOINTS UNDER ITEM 490.30.

GRID NORTH

MAMARONECK AVENUE OVER I-95  
SOUTHBOUND PAVING LIMITS

ALTERED ON:

AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.  
10/15/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

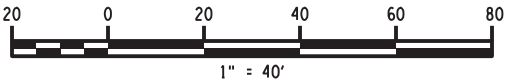
**Thruway Authority**

**LKB** ENGINEERING EXCELLENCE SINCE 1889

LOCKWOOD, KESSLER & BARTLETT, INC.  
CONSULTING ENGINEERS  
SYOSSET, NY

|                     |                                                                        |
|---------------------|------------------------------------------------------------------------|
| TITLE OF PROJECT    | RESURFACING OF NEW ENGLAND THRUWAY                                     |
| LOCATION OF PROJECT | M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB |
| TITLE OF DRAWING    | STRUCTURAL PLAN<br>MAMARONECK AVENUE OVER I-95<br>SHEET 109            |

|                  |            |
|------------------|------------|
| CONTRACT NUMBER: | TANE 25-25 |
| DATE:            | 10/15/2025 |
| DRAWING NUMBER:  | ST-002     |



CHECKED BY: E. ZAWASKY

DRAFTED BY: W. TANG / E. CAMPOS

CHECKED BY: J. PURCA / P. PLOTAS

DESIGNED BY: P. PLOTAS

J. PURCA

DESIGN SUPERVISOR:

WORK ZONE TRAFFIC CONTROL NOTES

1. WORK ZONE TRAFFIC CONTROL (WZTC) SHALL BE COMPLIED WITH THROUGHOUT THE LENGTH AND DURATION OF THE CONTRACT
2. DISTANCES SHOWN ARE APPROXIMATE ONLY AND MAY BE REVISED BY THE ENGINEER TO MEET FIELD CONDITIONS (DRIVEWAYS, HIGHWAY ALIGNMENT, ETC).
3. THE WZTC SIGNING SHOWN IS A MINIMUM ONLY. ADDITIONAL SIGNING MAY BE REQUIRED TO MEET TRAFFIC AND/OR FIELD CONDITIONS.
4. THE COST OF FURNISHING AND INSTALLING ALL SIGNS SHALL BE PAID FOR UNDER ITEM 619.01 - BASIC WORK ZONE TRAFFIC CONTROL.
5. PRIOR TO BEGINNING ANY PAVEMENT WORK, THE CONTRACTOR SHALL DOCUMENT ALL OF THE EXISTING PAVEMENT MARKINGS FOR APPLYING THE FINAL PAVEMENT MARKINGS.
6. DURING NON-WORKING HOURS, ALL CONSTRUCTION EQUIPMENT AND MATERIALS SHALL BE STORED AT LEAST 30 FT FROM THE EDGE OF THE PAVEMENT OR BE PROTECTED BY A GUIDE RAIL SYSTEM APPROVED BY THE ENGINEER. SEE ADDENDUM TA (24) FOR ADDITIONAL REQUIREMENTS.
7. NO PRIVATE VEHICLES SHALL BE PARKED ON THE THRUWAY PROPERTY. THE CONTRACTOR AND THEIR SUB-CONTRACTOR'S WORK FORCES SHALL MARSHALL AT AN OFF SITE YARD AND TRAVEL TO THE WORK SITE IN CONTRACTOR OWNED WORK VEHICLES.
8. PROTECTION OF THE PUBLIC: THE CONTRACTOR SHALL MAINTAIN AND PROTECT AUTHORITY TRAFFIC IN ACCORDANCE WITH ITEM 619.01, THE TRAFFIC CONTROL SHEETS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD) WITH REVISIONS AND THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSOT) STANDARD SPECIFICATION 619. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF SECTION 107, LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC, OF THE STANDARD SPECIFICATIONS INCLUDING CURRENT ADDITIONS AND MODIFICATIONS.
9. BE PREPARED TO STOP SIGNS: IT IS EXPECTED THAT TRAFFIC BACKUPS WILL OCCUR AT VARIOUS LOCATIONS WITHIN THIS CONTRACT DURING THE COURSE OF CONSTRUCTION. THE CONTRACTOR IS ADVISED THAT THE "BE PREPARED TO STOP" SIGN REQUIREMENTS OF SECTION 619-3.02 OF THE STANDARD SPECIFICATIONS WILL BE STRICTLY ENFORCED. THIS INCLUDES THE REQUIREMENT THAT THE SIGNS BE MOVED AS THE END OF THE TRAFFIC QUEUE MOVES. THE CONTRACTOR SHALL DEVISE A PLAN TO SAFELY MOVE THE SIGNS ON A REGULAR BASIS AS NEEDED TO MEET THE REQUIREMENTS OF THE SPECIFICATION. BEFORE IMPLEMENTATION, THE ENGINEER MUST FIRST APPROVE THIS SIGN MOVEMENT PLAN. THE USE OF VEHICLE MOUNTED SIGNS WILL BE ALLOWED FOR THIS PURPOSE PROVIDED THOSE VEHICLES MEET THE REQUIREMENTS FOR SHADOW VEHICLES AS SPECIFIED IN SECTION 619-1.02 AND CAN BE LOCATED COMPLETELY OUTSIDE OF ANY OPEN TRAVEL LANES. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE INCLUDED UNDER ITEM 619.01.
10. THE CONTRACTOR SHALL COVER ANY SIGNS OR PORTIONS THEREOF THAT THE ENGINEER DEEMS TO BE IN CONFLICT WITH THE SAFE WORK ZONE TRAFFIC CONTROL. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.
11. LANE CLOSURE TAPERS:

A. LANE CLOSURE TAPERS MUST BE STARTED AT LOCATIONS PROVIDING OPTIMUM VISIBILITY, I.E., BEFORE CURVES AND CRESTS. CLOSURE LOCATIONS SHOULD TAKE ADVANTAGE OF AVAILABLE ESCAPE PATHS SUCH AS WIDE MEDIANS AND SHOULDERS, AND AVOID BRIDGES, UNDERPASSES, AND OTHER LOCATIONS WITHOUT AVAILABLE ESCAPE PATHS. SEE NEW ENGLAND THRUWAY (I-95) LANE CLOSURE TAPER LOCATIONS, NYSTA STANDARD SHEET TA 619-30.

B. LANE CLOSURE TAPERS SHOULD BE LOCATED AWAY FROM OTHER CONFLICT POINTS SUCH AS ON-RAMPS AND INTERSECTIONS WHENEVER POSSIBLE.

C. CHANNELIZING DEVICES TO BE PAID FOR UNDER ITEM 619.01 MUST BE CAREFULLY ALIGNED AT INTERSECTING RAMPS, GORES, AND OTHER CRITICAL LOCATIONS TO CLEARLY DEFINE THE INTENDED TRAVEL PATH FOR DRIVERS. SPACING AT THESE LOCATIONS IS TO BE 1/2 THE TYPICAL SPACING.

D. THE CONTRACTOR IS REQUIRED TO COORDINATE WITH THE ENGINEER AND THE DIVISION OF TRAFFIC TO DETERMINE LANE CLOSURE LOCATIONS.

12. THE ENGINEER AND DIVISION TRAFFIC SUPERVISOR SHALL APPROVE THE CONDITION OF ALL TEMPORARY TRAFFIC CONTROL DEVICES PRIOR TO USE. THE ENGINEER AND OR THE TRAFFIC SUPERVISOR SHALL ALSO REVIEW THE PROPOSED TEMPORARY TRAFFIC CONTROL PLAN (FOR PRECISE DEVICE LOCATION) PRIOR TO INSTALLATION.
13. ALL SIGNS SHALL CONFORM TO THE MOST CURRENT EDITION OF THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE NEW YORK STATE SUPPLEMENT TO THE NATIONAL MUTCD.
14. EXISTING SPEED LIMIT SIGNS WITHIN THE TEMPORARY TRAFFIC CONTROL ZONE SHALL BE COVERED TO AVOID CONFLICT WITH THE REDUCED SPEED LIMIT SIGNS.
15. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE ALL WORK WITH OTHER CONTRACTORS AND AUTHORITY MAINTENANCE FORCES, AND SHALL SCHEDULE OPERATIONS SO AS TO CAUSE MINIMUM DISRUPTION TO TRAFFIC.
16. TEMPORARY SIGN SUPPORTS SHALL PROVIDE A MINIMUM MOUNTING HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN TO THE NEAR EDGE OF THE PAVEMENT. SIGNS SHALL BE PLACED AT OR NEAR AS PRACTICAL TO THE LOCATIONS SHOWN. LATERAL PLACEMENT OF THE SIGNS SHALL CONFORM TO SECTION 6F.03 OF THE NATIONAL MUTCD.
17. CHANNELIZING DEVICES SHALL CONFORM TO THE REQUIREMENTS OF THE NATIONAL MUTCD AND SECTION 729 OF THE STANDARD SPECIFICATIONS WITH THE EXCEPTION THAT THE REFLECTIVE SHEETING ON THE DRUMS SHALL BE ASTM TYPE IX AND BE 6 IN WIDE.
18. BARRIER VEHICLES SHALL BE PRESENT WHEN WORKERS AND OR EQUIPMENT OCCUPY THE WORK SPACE. THE BARRIER VEHICLES SHALL CONFORM TO, AND BE PLACED IN ACCORDANCE WITH THE REQUIREMENTS OF THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTION 619. A SEPARATE BARRIER VEHICLE SHALL BE PROVIDED FOR EACH CLOSED LANE AND EACH SHOULDER OF 8 FEET IN WIDTH AND GREATER. IF THE WORK SPACE(S) MOVE WITHIN THE STATIONARY LANE CLOSURE, THE BARRIER VEHICLES SHALL BE REPOSITIONED ACCORDINGLY. EXCEPTIONS TO THESE REQUIREMENTS MAY BE MADE WHERE BARRIER VEHICLE PLACEMENT WOULD BE INEFFECTIVE OR WOULD INTERFERE WITH THE SAFE OPERATION OF TRAFFIC.
19. FOLLOWING THE COMPLETION OF ALL PAVEMENT RESURFACING, THE CONTRACTOR SHALL INSTALL FINAL PAVEMENT MARKINGS USING THE FOLLOWING ITEMS:

ON MAINLINE:

ITEM NO. 635.04030225 RECESS DIAMOND GRINDING FOR INLAID PAVEMENT MARKINGS

ITEM NO. 685.1707--25 WHITE HIGHLY REFLECTORIZED TRIPLE DROP EPOXY PAVEMENT STRIPES, 6 IN X 20 MILS

ITEM NO. 685.1708--25 YELLOW HIGHLY REFLECTORIZED TRIPLE DROP EPOXY PAVEMENT STRIPES, 6 IN X 20 MILS

ON RAMPS:

ITEM NO. 685.1106--25 WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES, 6" X 20 MILS

ITEM NO. 685.1206--25 YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES, 6" X 20 MILS

TEMPORARY PAVEMENT MARKINGS TO BE INSTALLED ON EACH PAVEMENT RESURFACING COURSE USING ITEM 619.0901. TRAFFIC SHALL NOT DRIVE ON MILLED SURFACES.

20. ALL WORK REQUIRED TO CONSTRUCT, PREPARE, DELINEATE, AND SIGN WORK AREAS SHALL BE COMPLETED PRIOR TO MAINTAINING TRAFFIC THROUGH THE WORK AREA.

21. LANE CLOSURES AND LANE CLOSURE TAPER LOCATIONS SHALL BE IN ACCORDANCE WITH NYSTA STANDARD SHEET TA 619-30. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE WITH THE ENGINEER AND NYSTA NEW YORK DIVISION TRAFFIC TO DETERMINE CLOSURE LOCATIONS.

22. WORK DURING THIS CONTRACT SHALL BE COMPLETED USING NYSTA STANDARD WORK ZONE TRAFFIC CONTROL SHEETS AS INDICATED ON DWG. SS-001. PRIOR TO BEGINNING ANY WORK, THE CONTRACTOR SHALL SUBMIT A PROPOSED WZTC PLAN FOR APPROVAL.

23. THE CONTRACTOR SHALL PLAN AND INCORPORATE ACCESS POINTS INTO THE WORK ZONE SUCH THAT, TO THE EXTENT PRACTICAL, THE CONTRACTOR'S VEHICLES ENTERING AND LEAVING THE WORK ZONE SHALL NOT IMPEDE THE MOVEMENT OF THROUGH TRAFFIC IN THE ADJACENT OPEN LANE(S).

24. LOCAL FIRE, POLICE, AMBULANCE, REGIONAL TRANSIT SERVICE, AND MUNICIPAL AUTHORITIES SHALL BE NOTIFIED BY THE CONTRACTOR TWO WEEKS IN ADVANCE OF THE BEGINNING OF WORK ON ANY HIGHWAY SEGMENT IN ORDER TO COORDINATE AND MAINTAIN ESSENTIAL SERVICES.
- NIGHTTIME CONSTRUCTION NOTES
1. THE CONTRACTOR IS ADVISED THAT THE MAJORITY OF WORK DURING THIS CONTRACT IS EXPECTED TO BE COMPLETED DURING NIGHTTIME CLOSURES.

2. WORK ZONE TRAFFIC CONTROL FOR NIGHTTIME CONSTRUCTION SHALL BE CONDUCTED IN ACCORDANCE WITH THE APPLICABLE CONTRACT PLAN DETAILS AND NOTES, SECTION 619-3.19 OF THE STANDARD SPECIFICATIONS AND ADDENDA, AND ALL APPLICABLE SPECIAL NOTES IN THE PROPOSAL.

3. ALL ARROW BOARDS USED AT NIGHT SHALL BE PROPERLY DIMMED AS DESCRIBED IN THE MUTCD AND THE STANDARD SPECIFICATIONS TO AVOID GLARE FOR APPROACHING MOTORISTS.

4. NIGHTTIME LANE CLOSURES SHALL BE LOCATED AWAY FROM OTHER CONFLICT POINTS SUCH AS RAMPS WHENEVER POSSIBLE.

5. THE CONTRACTOR SHALL PROVIDE LIGHTING FOR ALL NIGHTTIME OPERATIONS IN ACCORDANCE WITH ITEM 619.24.

6. THE CONTRACTOR IS ADVISED THAT ILLUMINATION IS TO BE PROVIDED THROUGHOUT THE ENTIRE AREA OF CONSTRUCTION OPERATIONS, WHICH INCLUDES ALL WORK AREAS OCCUPIED BY THE CONTRACTOR'S PERSONNEL (TRUCK STAGING AREAS, CLEAN-OUT AREAS, LAYOUT AND MEASUREMENT AHEAD OF ACTUAL WORK, ETC.). ALL SUCH WORK AREAS ARE TO BE SHOWN ON THE LIGHTING PLAN SUBMITTED TO THE ENGINEER.
- PORTABLE VARIABLE MESSAGE SIGNS
1. THE CONTRACTOR SHALL PROVIDE PORTABLE VARIABLE MESSAGE SIGNS TO BE USED FOR THE DURATION OF THIS CONTRACT. A.O.B.E., VARIABLE MESSAGE SIGNS ARE INTENDED TO SUPPLEMENT FIXED SIGNS AND ARE NOT INTENDED TO REPLACE THEM. VARIABLE MESSAGE SIGNS WILL BE PAID FOR UNDER ITEM 619.110522.

2. THE CONTRACTOR SHALL SUPPLY AND INSTALL PORTABLE VARIABLE MESSAGE SIGNS AT LOCATIONS TO BE DETERMINED A.O.B.E. MESSAGING SHALL BE A.O.B.E.

3. THE CONTRACTOR SHALL PROVIDE A VARIABLE MESSAGE SIGN AT LOCATIONS AND FOR SPECIFIC OPERATIONS AS ORDERED BY THE ENGINEER.

4. LOCATIONS:

A. VARIABLE MESSAGE SIGNS SHALL BE PLACED WHERE THEY ARE VISIBLE TO TRAFFIC FROM AT LEAST 2800 FEET AWAY BOTH DAY AND NIGHT.

B. WHERE TWO VARIABLE MESSAGE SIGNS ARE NEEDED TO COMMUNICATE MULTIPLE MESSAGES, SIGNS ARE TO BE PLACED ON THE SAME SIDE OF THE HIGHWAY A MINIMUM DISTANCE OF 1000 FEET APART.

C. VARIABLE MESSAGE SIGNS ARE TO BE PLACED BEYOND THE SHOULDER WHENEVER PRACTICAL.

5. THE PORTABLE VARIABLE MESSAGE SIGNS SHALL BE LOCATED AS DEEMED NECESSARY BY THE ENGINEER AND THE NYSTA DIVISION TRAFFIC SUPERVISOR. ALTHOUGH PAYMENT IS PER SIGN, THE CONTRACTOR WILL BE REQUIRED TO MOVE THE SIGNS AS OFTEN AS REQUESTED BY EITHER THE ENGINEER OR THE NYSTA DIVISION TRAFFIC SUPERVISOR. NO ADDITIONAL PAYMENT WILL BE MADE FOR SIGN MOVEMENTS.

6. THE PROPER MESSAGE TEXT SHALL BE AS DETERMINED BY THE ENGINEER IN CONSULTATION WITH THE DIVISION TRAFFIC ENGINEERING AND SAFETY GROUP. MESSAGES DISPLAYED ON PVMS SHALL STATE SPECIFIC INFORMATION PERTAINING TO EITHER CURRENT CONDITIONS OR UPCOMING CHANGES THAT AFFECT TRAFFIC.

7. UNLESS A UNIT WILL BE REACTIVATED LATER IN THE DAY AT THE SAME LOCATION, WHEN THE DISPLAYED MESSAGE IS NO LONGER NEEDED, AS DETERMINED BY THE ENGINEER, THE UNIT SHALL BE TURNED OFF AND THE DISPLAY TURNED 90 DEGREES FROM TRAFFIC. IN ADDITION, UNLESS LOCATED BEHIND AN EXISTING OR TEMPORARY BARRIER SYSTEM THAT WOULD PREVENT AN ERRANT VEHICLE FROM HITTING A PVMS, IT SHALL BE MOVED OUTSIDE THE CLEAR ZONE, AS DETERMINED BY THE ENGINEER, OR TO A SAFE STORAGE AREA APPROVED BY THE ENGINEER. IF DURING WORK HOURS THE ORIGINAL MESSAGE IS NO LONGER NECESSARY, BUT THE PVMS WILL STILL BE NEEDED LATER IN THE DAY AT THE SAME LOCATION, THE PVMS MAY BE PUT IN A STANDBY MODE IN LIEU OF MOVING IT. THE STANDBY MODE DISPLAY IS BLANK WITH NO TEXT OR CHARACTERS.
- WINTER SHUTDOWN MAINTENANCE
1. UNDER ITEM 619.01, THE CONTRACTOR WILL BE RESPONSIBLE TO MAINTAIN ACCEPTABLE PAVEMENT SURFACE CONDITIONS WITHIN THE LIMITS OF WORK SPECIFIED ON THE GENERAL PLAN SHEETS. DURING THE OFFICIAL SHUTDOWN PERIOD, WORK, AS DIRECTED BY THE ENGINEER, NEEDED TO MAINTAIN ACCEPTABLE PAVEMENT SURFACE CONDITIONS SHALL BE PAID UNDER ITEM 619.2601: PAVEMENT PATCHING WINTER, REPAIRS TO CONTRACT WORK PERFORMED OR COMPLETED WILL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND AT NO ADDITIONAL COST TO THE AUTHORITY.
- |                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: LOCKWOOD, KESSLER & BARTLETT, INC.<br>10/15/2025                                                |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |
- IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.
- | REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
- |                                                                                                                                                    |                                                                                               |                                |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|  <div>NEW YORK STATE<br/>Thruway<br/>Authority</div>          | TITLE OF PROJECT<br>RESURFACING OF<br>NEW ENGLAND THRUWAY                                     | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                                                    | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>10/15/2025            |
|  <div>LKB<br/>ENGINEERING<br/>EXCELLENCE<br/>SINCE 1889</div> | TITLE OF DRAWING<br>WORK ZONE TRAFFIC CONTROL<br>NOTES                                        | DRAWING NUMBER:<br>WZTC-001    |
|                                                                                                                                                    | LOCKWOOD, KESSLER & BARTLETT, INC.<br>CONSULTING ENGINEERS<br>SYOSSET, NY                     |                                |



CHECKED BY: C. VALLABH

DRAFTED BY: Y. EBIED

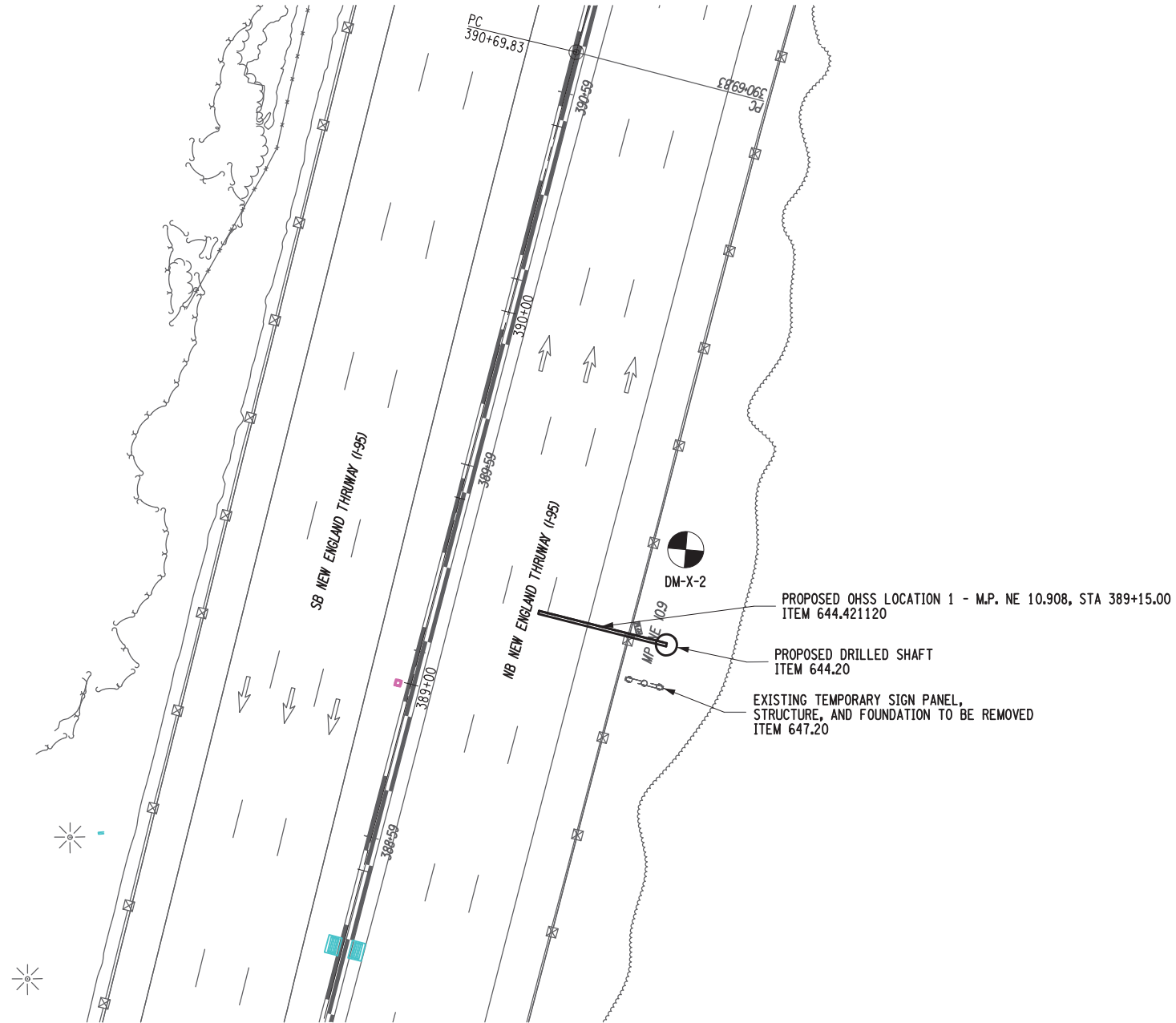
CHECKED BY: C. VALLABH

DESIGNED BY: Y. EBIED

DESIGN SUPERVISOR: C. VALLABH



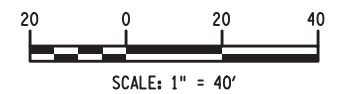
111  
122

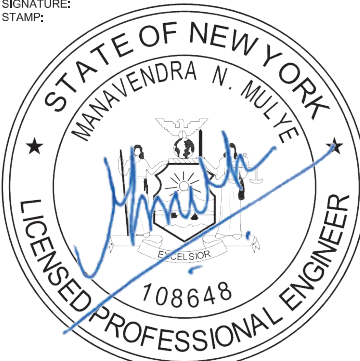


BORING LOCATION PLAN  
OHSS LOCATION 1 - M.P. NE 10.908, STA 389+15.00

LEGEND

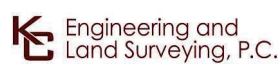
 DM-X-XX BORING LOCATION



|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: 10/13/2025                                                                                      |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

|                                                                                                                                                                                                                                                                         |                                                                                               |                                |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
| <br><br> | TITLE OF PROJECT<br>I-95 PAVEMENT REHABILITATION                                              | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                                                                                                                                                                         | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>09/24/2025            |
| TITLE OF DRAWING<br>OVERHEAD SIGN STRUCTURES<br>GENERAL PLAN - LOCATION 1<br>S.I.N. 1                                                                                                                                                                                   |                                                                                               | DRAWING NUMBER:<br>GSP-001     |

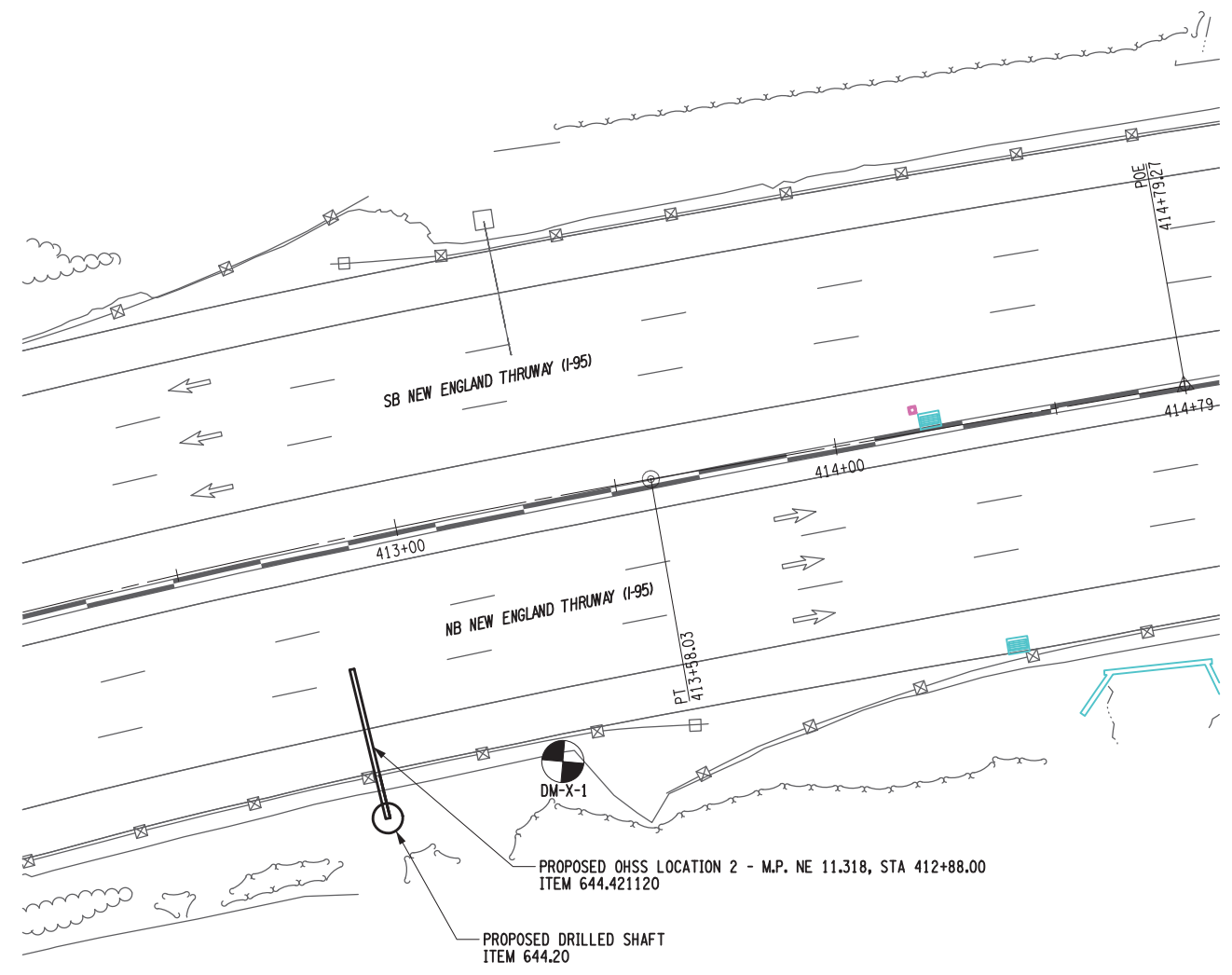
CHECKED BY: C. VALLABH

DRAFTED BY: Y. EBIED

CHECKED BY: C. VALLABH

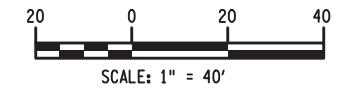
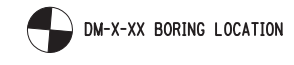
DESIGNED BY: Y. EBIED

DESIGN SUPERVISOR: C. VALLABH



BORING LOCATION PLAN  
OHSS LOCATION 2 - M.P. NE 11.318, STA 412+88.00

LEGEND



|                      |                          |
|----------------------|--------------------------|
| ALTERED ON:          | AFFIXED ON: 10/13/2025   |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

|          |                                                                                               |                                |
|----------|-----------------------------------------------------------------------------------------------|--------------------------------|
| <br><br> | TITLE OF PROJECT<br>I-95 PAVEMENT REHABILITATION                                              | CONTRACT NUMBER:<br>TANE 25-25 |
|          | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>09/24/2025            |
|          | TITLE OF DRAWING<br>OVERHEAD SIGN STRUCTURES<br>GENERAL PLAN - LOCATION 2<br>S.I.N. 2         | DRAWING NUMBER:<br>GSP-002     |

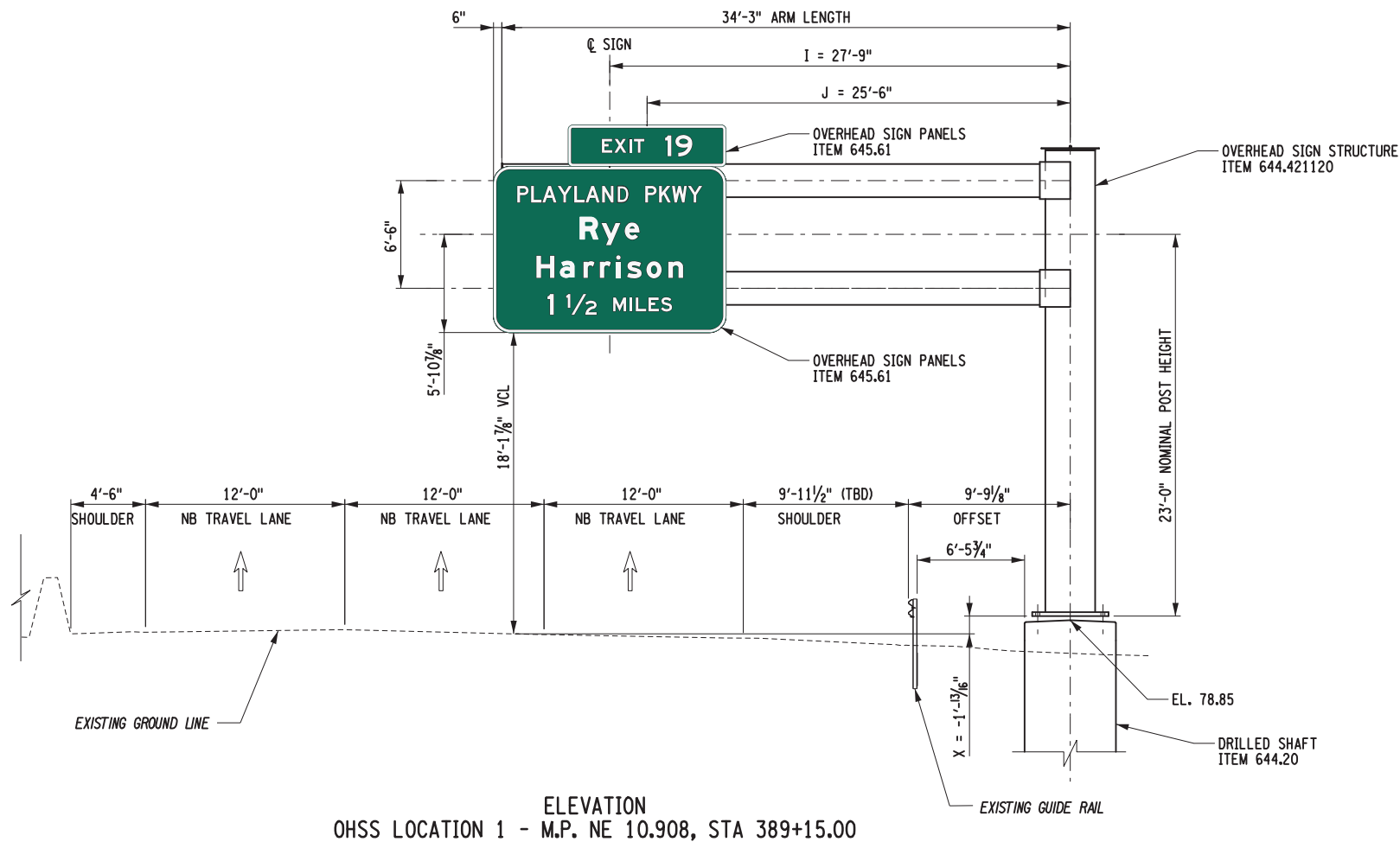
CHECKED BY: C. VALLABH

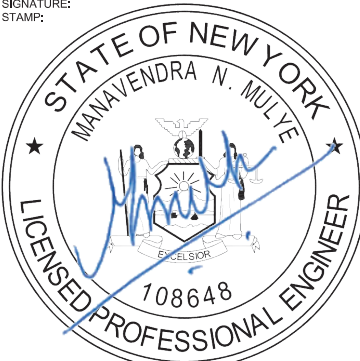
DRAFTED BY: Y. EBIED

CHECKED BY: C. VALLABH

DESIGNED BY: Y. EBIED

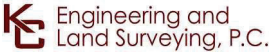
DESIGN SUPERVISOR: C. VALLABH



|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: 10/13/2025                                                                                      |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

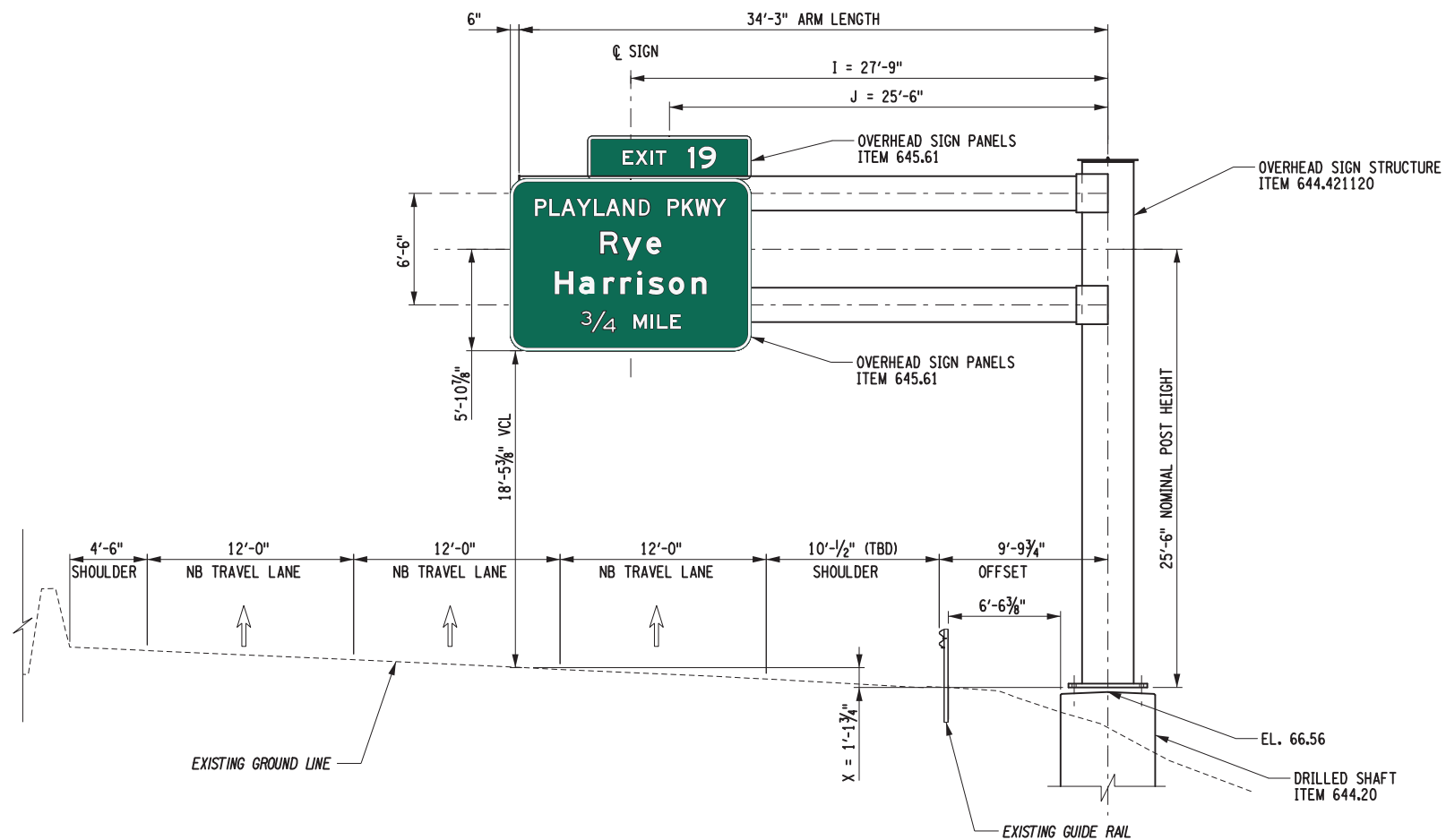
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT,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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

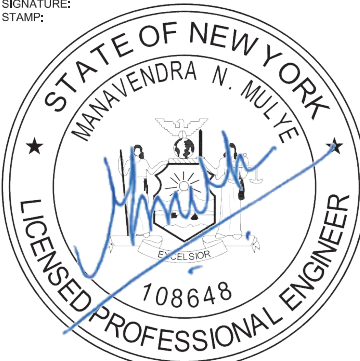
|                                                                                                                                                                             |                                                                                               |                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|  <b>Thruway Authority</b>                                                              | TITLE OF PROJECT<br>I-95 PAVEMENT REHABILITATION                                              | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                                                                             | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>09/24/2025            |
|   | TITLE OF DRAWING<br>OVERHEAD SIGN STRUCTURES<br>ELEVATION - LOCATION 1<br>S.I.N. 1            | DRAWING NUMBER:<br>SSE-001     |







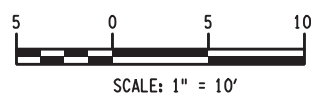
ELEVATION  
OHSS LOCATION 2 - M.P. NE 11.318, STA 412+88.00

|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: 10/13/2025                                                                                      |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

|                                                                                                                                       |                                                                                                                                   |                                |
|---------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| <br><b>Thruway Authority</b>                     | TITLE OF PROJECT<br>I-95 PAVEMENT REHABILITATION                                                                                  | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                                       | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB                                     | DATE:<br>09/24/2025            |
| <br><b>LKB</b> ENGINEERING EXCELLENCE SINCE 1889 | TITLE OF DRAWING<br>OVERHEAD SIGN STRUCTURES<br>ELEVATION - LOCATION 2<br>S.I.N. 2                                                | DRAWING NUMBER:<br>SSE-002     |
|                                                                                                                                       |  <b>Engineering and Land Surveying, P.C.</b> |                                |



| DESIGNATION<br>& COLOR<br>(SEE NOTE 2) | LOCATION | QUANTITY | TEXT NO. | TEXT                                                          | ITEM   | SIZE                 | PAYMENT AREA<br>(SEE NOTE 3) |
|----------------------------------------|----------|----------|----------|---------------------------------------------------------------|--------|----------------------|------------------------------|
|                                        |          |          |          |                                                               |        | AREA<br>(SEE NOTE 3) | TOTAL<br>PAYMENT AREA        |
| CUSTOM WHITE<br>ON GREEN               | 1        | 1        | 1        | <div>PLAYLAND PKWY<br/>Rye<br/>Harrison<br/>1 1/2 MILES</div> | 645.61 | 14'-0" X 10'-0"      | 140.0 SF                     |
|                                        |          |          |          |                                                               |        | 140.0 SF             | 140.0 SF                     |
| CUSTOM WHITE<br>ON GREEN               | 2        | 1        | 2        | <div>PLAYLAND PKWY<br/>Rye<br/>Harrison<br/>3/4 MILE</div>    | 645.61 | 14'-0" X 10'-0"      | 140.0 SF                     |
|                                        |          |          |          |                                                               |        | 140.0 SF             | 140.0 SF                     |
| E1-5P                                  | 1,2      | 2        | 3        | <div>EXIT 19</div>                                            | 645.61 | 9'-6" X 2'-6"        | 23.75 SF                     |
|                                        |          |          |          |                                                               |        | 23.75 SF             | 47.5 SF                      |

NOTES:

1. THE LOCATIONS OF THE SIGNS AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL INSTALL NEW SIGNS AND RELOCATE EXISTING SIGNS IN ACCORDANCE WITH THE MUTCD AND NYS SUPPLEMENT.
2. THE SIGN COLOR IS ONLY SHOWN WHEN THERE IS AN OPTION THAT MUST BE SPECIFIED.
3. THE SIGN AREA AND PAYMENT AREA FOR SIGNS ARE FROM THE APPLICABLE STANDARD SHEETS OR SIGN FACE LAYOUTS.

|                      |                                                                                                                            |
|----------------------|----------------------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: 10/13/2025                                                                                                     |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br><div>STATE OF NEW YORK<br/>MAHAVENDRA N. MULYE<br/>108648<br/>LICENSED PROFESSIONAL ENGINEER</div> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |



Thruway  
Authority



ENGINEERING  
EXCELLENCE  
SINCE 1889



Engineering and  
Land Surveying, P.C.

|                                                                                               |                                |
|-----------------------------------------------------------------------------------------------|--------------------------------|
| TITLE OF PROJECT<br>I-95 PAVEMENT REHABILITATION                                              | CONTRACT NUMBER:<br>TANE 25-25 |
| LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>09/24/2025            |
| TITLE OF DRAWING<br>SIGN DATA SHEET                                                           | DRAWING NUMBER:<br>SDS-001     |

CHECKED BY: M.MULYE

DRAFTED BY: L.KC

CHECKED BY: M.MULYE

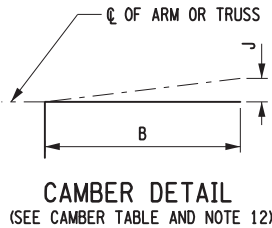
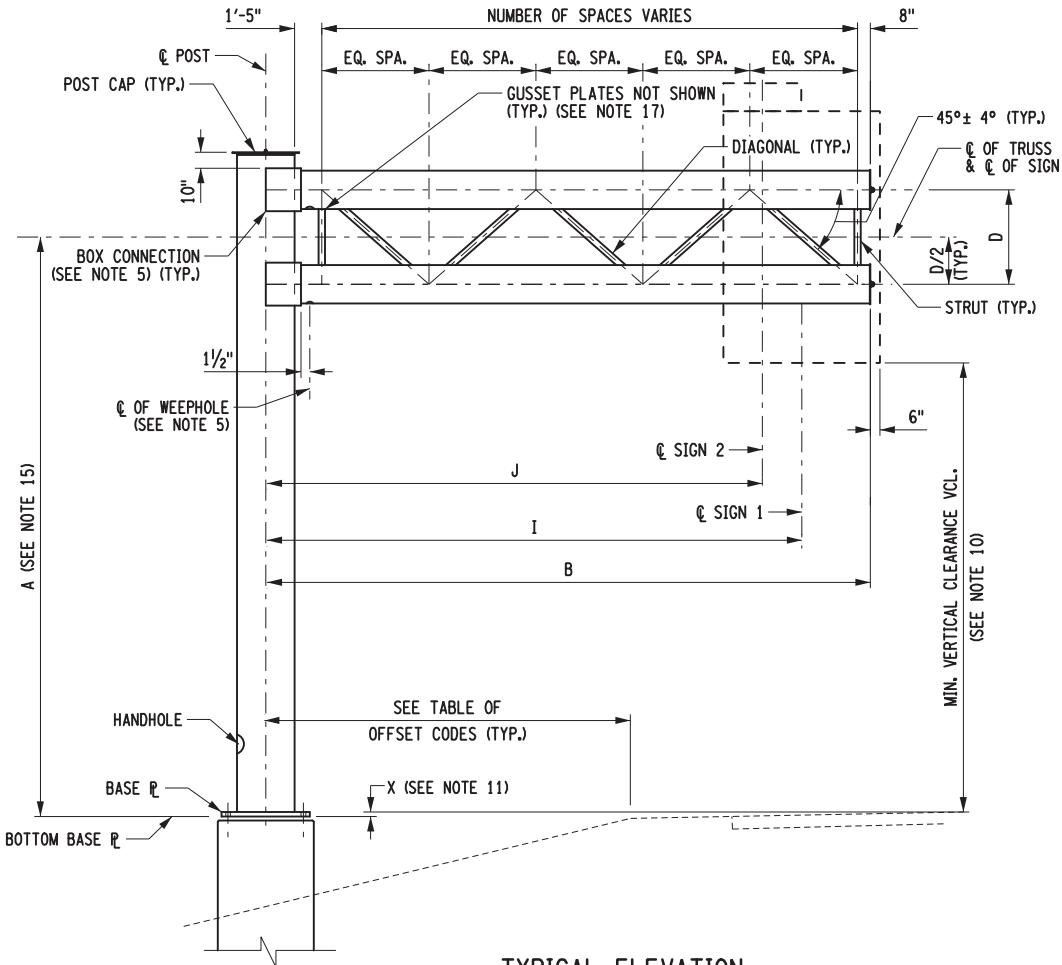
DESIGNED BY: L.KC

DESIGN SUPERVISOR: Y. GAUCHAN

| CANTILEVER STRUCTURE TABLE |            |          |                             |                        |                                        |                    |                         |                                     |                                  |                                      |                                    |              |                              |          |                 |            |          |                 |            |                                          |                                                                                                                         |
|----------------------------|------------|----------|-----------------------------|------------------------|----------------------------------------|--------------------|-------------------------|-------------------------------------|----------------------------------|--------------------------------------|------------------------------------|--------------|------------------------------|----------|-----------------|------------|----------|-----------------|------------|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| S.I.N.                     | ITEM NO.   | LOC. NO. | STRUCTURE TYPE<br>(NOTE 16) | ARM LENGTH, B<br>(ft.) | TOTAL SIGN AREA<br>(ft. <sup>2</sup> ) | HEIGHT, A<br>(ft.) | TRUSS DEPTH, D<br>(ft.) | VCL<br>(ft.)                        | POST                             |                                      |                                    |              |                              | SIGN 1   |                 |            | SIGN 2   |                 |            | CONSTRUCTED FOUNDATION TYPE<br>(NOTE 19) | REMARKS                                                                                                                 |
|                            |            |          |                             |                        |                                        |                    |                         |                                     | SUBSTRATE SOIL/ROCK<br>(NOTE 13) | X<br>(ft.)                           | OFF-SET<br>(ft.)                   | OFF-SET CODE | FOUNDATION TYPE<br>(NOTE 14) | TEXT NO. | MIN. NO. Z-BARS | I<br>(ft.) | TEXT NO. | MIN. NO. Z-BARS | J<br>(ft.) |                                          |                                                                                                                         |
| S.I.N. 1                   | 644.421120 | 1        | CT-11-20                    | 34'-3"                 | 164                                    | 23'-0"             | 6'-6"                   | 18'-1 <sup>7</sup> / <sub>8</sub> " | S                                | 1'-1 <sup>13</sup> / <sub>16</sub> " | 9'-9 <sup>1</sup> / <sub>8</sub> " | FG           | SHAFT                        | 1        | 3               | 27'-9"     | 3        | 2               | 25'-6"     |                                          | 1. NO ALTERNATE OPTION ALLOWED AT FOUNDATION.<br>2. SIGN 2 IS SUPPLEMENTARY SIGN PANEL, SEE DWG. NO. OS-07 FOR DETAILS. |
| S.I.N. 2                   | 644.421120 | 2        | CT-11-20                    | 34'-3"                 | 164                                    | 25'-6"             | 6'-6"                   | 18'-5 <sup>3</sup> / <sub>8</sub> " | S                                | 1'-1 <sup>3</sup> / <sub>4</sub> "   | 9'-9 <sup>3</sup> / <sub>4</sub> " | FG           | SHAFT                        | 2        | 3               | 27'-9"     | 3        | 2               | 25'-6"     |                                          | 1. NO ALTERNATE OPTION ALLOWED AT FOUNDATION.<br>2. SIGN 2 IS SUPPLEMENTARY SIGN PANEL, SEE DWG. NO. OS-07 FOR DETAILS. |

NOTES:

1. THESE STRUCTURES ARE DESIGNED IN ACCORDANCE WITH NYSDOT STANDARD DESIGN SPECIFICATIONS FOR OVERHEAD SIGN STRUCTURES AND NYSDOT BRIDGE MANUAL. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 644. STEEL FABRICATION SHALL BE IN ACCORDANCE WITH THE NYS STEEL CONSTRUCTION MANUAL.
2. FOR FOUNDATION DETAILS, SEE DWG. NO. OS-03.
3. FOR BASE PLATE AND ANCHOR BOLT DETAILS, SEE DWG. NO. OS-06.
4. SEE DWG NO. SDS-001 FOR SIGNAGE DETAILS.
5. FOR POST-ARM BOX CONNECTION DETAILS AND WEEP HOLE LOCATION, SEE DWG. NO. OS-04.
6. FOR SIGN PANEL ATTACHMENT DETAILS AND SPACING OF Z-BARS, SEE DWG. NO. OS-07.
7. FOR VERTICAL ORIENTATION OF SIGN PANELS, SEE DWG. NO. OS-07.
8. FOR POST AND ARM CAP DETAILS, SEE DWG. NO. OS-06.
9. FOR HANDHOLE DETAILS, SEE DWG. NO. OS-06.
10. THE SIGN STRUCTURE HEIGHT IS DESIGNED TO PROVIDE THE MINIMUM VERTICAL CLEARANCE (VCL) INDICATED BETWEEN THE SIGN PANELS AND ROADWAY SURFACE, INCLUDING LIGHTING OR OTHER ATTACHMENTS. AT ANY POINT OVER THE ENTIRE ROADWAY WIDTH, THE REQUIRED MINIMUM VCL IS 1'-0" GREATER THAN THAT REQUIRED FOR NEW OVERPASS STRUCTURES ALONG THE ROUTE.
11. THE CONTRACTOR SHALL ESTABLISH THE TOP OF PEDESTAL OR SHAFT ELEVATIONS BASED ON THE INFORMATION SHOWN ON THE CONTRACT PLANS AND DATA DERIVED FROM FIELD SURVEYS. "X" IS THE DISTANCE BETWEEN THE MINIMUM VERTICAL CLEARANCE AND THE BOTTOM OF THE BASE PLATE AND SHALL BE FIELD-VERIFIED AND PRESENTED ON THE SHOP DRAWINGS. A NEGATIVE "X" INDICATES THAT THE BOTTOM OF BASE PLATE IS ABOVE THE POINT OF MINIMUM VERTICAL CLEARANCE. IF FIELD-VERIFIED "X" DIMENSIONS DIFFER FROM THOSE SHOWN ON THE CONTRACT PLANS, THE ENGINEER SHALL BE CONSULTED TO DETERMINE WHETHER DESIGN CHANGES ARE NEEDED.
12. FOR DETAIL OF CAMBER ANGLE, SEE BOX CONNECTION ELEVATION DETAIL ON DWG. NO. OS-04.
13. SUBSTRATE TYPE SHALL BE DESIGNATED S (SOIL), R (ROCK) OR 'L' (SPECIAL FOUNDATION). AT SHAFTS, WHEN ROCK IS SPECIFIED, THE TOTAL SHAFT LENGTH AND THE SHAFT LENGTH IN ROCK SHALL BE INDICATED IN PARENTHESIS. FOR FOOTING DEPTH IN SOIL OR ROCK, SEE FOUNDATION TABLE ON DWG. NO. OS-03.
14. FOUNDATION TYPE SHALL BE DESIGNATED 'FOOTING', 'SHAFT' OR 'SPECIAL'.
15. MAXIMUM NOMINAL POST HEIGHT (A) IS 32'-10" FOR ALL STANDARD CANTILEVER STRUCTURES.
16. FOR STANDARD CANTILEVER STRUCTURE TYPE SELECTION, SEE DWG. NO. OS-02.
17. FOR TRUSSED ARM CONNECTION DETAILS, SEE DWG. NO. OS-05.
18. WEEP HOLES SHALL BE 3/8" DIAMETER DRILLED HOLES AT BOTTOM OF EACH ARM.
19. FILLED OUT BY E.I.C. AT TIME OF AS-BUILTS.



| CAMBER TABLE                         |                                  |
|--------------------------------------|----------------------------------|
| MAX. ARM LENGTH                      | TRUSSED ARM J                    |
| 42'-7 <sup>3</sup> / <sub>16</sub> " | 6 <sup>1</sup> / <sub>16</sub> " |

(SEE CAMBER DETAIL)

| OFFSET CODES |                  |    |                              |
|--------------|------------------|----|------------------------------|
| EP           | EDGE OF PAVEMENT | FB | TRAFFIC FACE OF BARRIER BASE |
| ES           | EDGE OF SHOULDER | FG | FRONT FACE OF GUIDE RAIL     |
| CF           | CURB FACE        | CL | HIGHWAY CENTER LINE          |

ALTERED ON:

AFFIXED ON: 10/13/2025

SIGNATURE: STAMP:

SIGNATURE: STAMP:

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

TITLE OF PROJECT  
I-95 PAVEMENT REHABILITATION

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
OVERHEAD SIGN STRUCTURES  
CANTILEVER STRUCTURE  
ELEVATION DETAILS

CONTRACT NUMBER:  
TANE 25-25

DATE:  
09/24/2025

DRAWING NUMBER:  
OS-01



LEGEND

SIGN STRUCTURE DESIGNATION: EX. CT-15-15  
C D1 D2 D3 C - CANTILEVER  
C - CANTILEVER D1 - TRUSS DUAL ARM  
D1 - ARM TYPE (T - TRUSSED, S - SINGLE) D2 - 49'-0"  
D2 - MAX. ARM LENGTH D3 - 161 ft.<sup>2</sup>  
D3 - MAX. SIGN AREA

(NOTE: DESIGNATIONS ARE BASED ON THE ORIGINAL METRIC DIMENSIONING)

NOTES:

- POST WEIGHT IS BASED ON A MAXIMUM POST HEIGHT OF 32'-10". BOX CONNECTION WEIGHTS ARE INCLUDED IN THE POST WEIGHT.
- TRUSSED ARM WEIGHT IS BASED ON A MAXIMUM ARM SPACING OF 10'-0". ARM WEIGHTS DO NOT INCLUDE SIGN WEIGHT.
- FOR SHAFT DETAILS, SEE DWG. NO. OS-03.
- SHAFT LENGTHS AND CONCRETE QUANTITIES ARE FOR SHAFTS IN S (SOIL) SUBSTRATES AS INDICATED IN THE SUBSTRATE COLUMN ON DWG. NO. OS-01. FOR SHAFTS IN R (ROCK) SUBSTRATE, OR SPECIAL FOUNDATIONS, ADJUST QUANTITIES AS NECESSARY FOR BID PURPOSES IN ACCORDANCE WITH DWG. NO. OS-01 OR SPECIAL FOUNDATION DRAWINGS.
- THESE TABLES ARE FOR USE WITH 1/8" THICK ALUMINUM FLAT PANEL SIGNS ONLY.
- SIGN STRUCTURE CT-11-20 SHALL BE INSTALLED UNDER THIS CONTRACT.

ALTERED ON:

AFFIXED ON: 10/13/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:



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

STANDARD TRUSSED ARM CANTILEVER STRUCTURES

| STRUCTURE TYPE | MAX. ARM LENGTH | SIGN PANEL                    |             | ARM (NPS) | TRUSS ARM WEIGHT (K) | DIAGONALS AND STRUTS | BOX CONNECTION |       | POST (NPS) | POST WEIGHT (K) | BASE PLATE TYPE | RECT. FOOTING TYPE | MINIMUM PEDESTAL OR SHAFT DIA. | SHAFT LENGTH HS | SHAFT CONCRETE QUANTITY (ft. <sup>3</sup> ) |
|----------------|-----------------|-------------------------------|-------------|-----------|----------------------|----------------------|----------------|-------|------------|-----------------|-----------------|--------------------|--------------------------------|-----------------|---------------------------------------------|
|                |                 | MAX. AREA (ft. <sup>2</sup> ) | MAX. HEIGHT |           |                      |                      | BOX HEIGHT     | TYPE  |            |                 |                 |                    |                                |                 |                                             |
| CT-4-5         | 13'-0"          | 53                            | 13'-0"      | 8 STD     | 1.11                 | 4 STD                | 10"            | C4-A  | 14 STD     | 2.59            | BP-14           | CT-1               | 3'-6"                          | 14'-0"          | 135                                         |
| CT-4-10        | 13'-0"          | 107                           | 13'-0"      | 8 STD     | 1.10                 | 4 STD                | 13"            | C4-A  | 18 STD     | 3.38            | BP-18           | CT-3               | 4'-0"                          | 14'-0"          | 176                                         |
| CT-4-15        | 13'-0"          | 161                           | 13'-0"      | 10 STD    | 1.40                 | 4 STD                | 14"            | C4-A  | 20 STD     | 3.83            | BP-20           | CT-4               | 4'-0"                          | 15'-0"          | 188                                         |
| CT-4-20        | 13'-0"          | 215                           | 13'-0"      | 12 STD    | 1.61                 | 4 STD                | 16"            | C4-A  | 24 STD     | 4.66            | BP-24           | CT-5               | 4'-6"                          | 17'-0"          | 270                                         |
| CT-5-5         | 16'-0"          | 53                            | 13'-0"      | 8 STD     | 1.46                 | 4 STD                | 11"            | C4-A  | 14 STD     | 2.62            | BP-14           | CT-1               | 3'-6"                          | 14'-0"          | 135                                         |
| CT-5-10        | 16'-0"          | 107                           | 13'-0"      | 10 STD    | 1.83                 | 4 STD                | 13"            | C4-A  | 18 STD     | 3.44            | BP-18           | CT-3               | 4'-0"                          | 14'-0"          | 176                                         |
| CT-5-15        | 16'-0"          | 161                           | 13'-0"      | 10 STD    | 1.81                 | 4 STD                | 14"            | C4-A  | 24 STD     | 4.54            | BP-24           | CT-4               | 4'-6"                          | 15'-0"          | 239                                         |
| CT-5-20        | 16'-0"          | 215                           | 13'-0"      | 12 STD    | 2.09                 | 4 STD                | 18 1/8"        | C4-A  | 24 STD     | 4.78            | BP-24           | CT-5               | 4'-6"                          | 17'-0"          | 270                                         |
| CT-6-5         | 19'-0"          | 53                            | 13'-0"      | 8 STD     | 1.65                 | 4 STD                | 13"            | C4-B  | 16 STD     | 3.03            | BP-16           | CT-1               | 4'-0"                          | 12'-0"          | 151                                         |
| CT-6-10        | 19'-0"          | 107                           | 13'-0"      | 10 STD    | 2.10                 | 4 STD                | 15"            | C4-A  | 20 STD     | 3.87            | BP-20           | CT-3               | 4'-0"                          | 14'-0"          | 176                                         |
| CT-6-15        | 19'-0"          | 161                           | 13'-0"      | 12 STD    | 2.44                 | 4 STD                | 18"            | C4-A  | 24 STD     | 4.74            | BP-24           | CT-4               | 4'-6"                          | 15'-0"          | 239                                         |
| CT-6-20        | 19'-0"          | 215                           | 13'-0"      | 16 STD    | 2.90                 | 4 STD                | 21 1/8"        | C4-A  | 30 STD     | 6.12            | BP-30           | CT-5               | 5'-0"                          | 15'-0"          | 295                                         |
| CT-7-5         | 22'-0"          | 53                            | 13'-0"      | 10 STD    | 2.40                 | 4 STD                | 15"            | C4-A  | 16 STD     | 3.16            | BP-16           | CT-2               | 4'-0"                          | 12'-0"          | 151                                         |
| CT-7-10        | 22'-0"          | 107                           | 13'-0"      | 12 STD    | 2.78                 | 4 STD                | 15"            | C4-A  | 24 STD     | 4.62            | BP-24           | CT-3               | 4'-6"                          | 14'-0"          | 223                                         |
| CT-7-15        | 22'-0"          | 161                           | 13'-0"      | 14 STD    | 2.99                 | 4 STD                | 18 1/8"        | C4-A  | 26 STD     | 5.19            | BP-26           | CT-5               | 4'-6"                          | 15'-0"          | 239                                         |
| CT-7-20        | 22'-0"          | 215                           | 13'-0"      | 16 STD    | 3.33                 | 4 STD                | 22 1/8"        | C4-A  | 30 STD     | 6.16            | BP-30           | CT-5               | 5'-0"                          | 15'-0"          | 295                                         |
| CT-7-25        | 22'-0"          | 269                           | 19'-6"      | 18 STD    | 3.69                 | 4 STD                | 22 3/4"        | C8-D  | 30 XS      | 7.99            | BP-30           | CT-7               | 5'-0"                          | 17'-0"          | 334                                         |
| CT-7-30        | 22'-0"          | 322                           | 19'-6"      | 20 STD    | 4.00                 | 4 STD                | 25 3/4"        | C8-D  | 36 STD     | 7.80            | BP-36           | CT-7               | 5'-6"                          | 17'-0"          | 404                                         |
| CT-8-5         | 26'-0"          | 53                            | 13'-0"      | 10 STD    | 2.81                 | 4 STD                | 15"            | C4-A  | 18 STD     | 3.52            | BP-18           | CT-2               | 4'-0"                          | 12'-0"          | 151                                         |
| CT-8-10        | 26'-0"          | 107                           | 13'-0"      | 12 STD    | 3.26                 | 4 STD                | 16"            | C4-A  | 24 STD     | 4.66            | BP-24           | CT-4               | 4'-6"                          | 14'-0"          | 223                                         |
| CT-8-15        | 26'-0"          | 161                           | 13'-0"      | 14 STD    | 3.49                 | 4 STD                | 20 1/8"        | C4-A  | 30 STD     | 6.00            | BP-30           | CT-5               | 5'-0"                          | 15'-0"          | 295                                         |
| CT-8-20        | 26'-0"          | 215                           | 13'-0"      | 16 STD    | 3.90                 | 4 STD                | 20 1/8"        | C4-B  | 30 XS      | 7.68            | BP-30           | CT-6               | 5'-0"                          | 17'-0"          | 334                                         |
| CT-8-25        | 26'-0"          | 269                           | 19'-6"      | 20 STD    | 4.68                 | 4 STD                | 23 1/8"        | C10-C | 36 STD     | 7.67            | BP-36           | CT-7               | 5'-6"                          | 17'-0"          | 404                                         |
| CT-8-30        | 26'-0"          | 322                           | 19'-6"      | 20 STD    | 4.68                 | 4 STD                | 26 3/4"        | C10-C | 36 XS      | 9.81            | BP-36           | CT-7               | 5'-6"                          | 17'-0"          | 404                                         |
| CT-9-5         | 29'-0"          | 53                            | 13'-0"      | 10 STD    | 3.09                 | 4 STD                | 18"            | C4-A  | 18 STD     | 3.62            | BP-18           | CT-2               | 4'-0"                          | 12'-0"          | 151                                         |
| CT-9-10        | 29'-0"          | 107                           | 13'-0"      | 12 STD    | 3.60                 | 4 STD                | 18"            | C4-B  | 26 STD     | 5.10            | BP-26           | CT-4               | 4'-6"                          | 15'-0"          | 239                                         |
| CT-9-15        | 29'-0"          | 161                           | 13'-0"      | 14 STD    | 3.87                 | 4 STD                | 20 1/8"        | C4-B  | 30 STD     | 6.00            | BP-30           | CT-5               | 5'-0"                          | 15'-0"          | 295                                         |
| CT-9-20        | 29'-0"          | 215                           | 13'-0"      | 18 STD    | 4.80                 | 4 STD                | 23 1/8"        | C10-C | 30 XS      | 8.04            | BP-30           | CT-6               | 5'-0"                          | 17'-0"          | 334                                         |
| CT-9-25        | 29'-0"          | 269                           | 19'-6"      | 20 STD    | 5.22                 | 4 STD                | 25 3/4"        | C10-C | 36 XS      | 9.74            | BP-36           | CT-7               | 5'-6"                          | 17'-0"          | 404                                         |
| CT-9-30        | 29'-0"          | 322                           | 19'-6"      | 24 STD    | 6.14                 | 4 STD                | 31 3/4"        | C10-C | 36 XS      | 10.37           | BP-36           | CT-8               | 5'-6"                          | 17'-0"          | 404                                         |
| CT-10-5        | 32'-0"          | 53                            | 13'-0"      | 12 STD    | 3.96                 | 4 STD                | 18"            | C4-B  | 20 STD     | 4.03            | BP-20           | CT-3               | 4'-0"                          | 14'-0"          | 176                                         |
| CT-10-10       | 32'-0"          | 107                           | 13'-0"      | 12 STD    | 3.94                 | 4 STD                | 18"            | C4-B  | 26 XS      | 6.48            | BP-26           | CT-4               | 4'-6"                          | 15'-0"          | 239                                         |
| CT-10-15       | 32'-0"          | 161                           | 13'-0"      | 16 STD    | 4.76                 | 4 STD                | 18 1/8"        | C10-C | 30 XS      | 7.63            | BP-30           | CT-5               | 5'-0"                          | 15'-0"          | 295                                         |
| CT-10-20       | 32'-0"          | 215                           | 13'-0"      | 18 STD    | 5.25                 | 4 STD                | 23 1/8"        | C10-C | 36 STD     | 7.53            | BP-36           | CT-6               | 5'-6"                          | 15'-0"          | 356                                         |
| CT-10-25       | 32'-0"          | 269                           | 19'-6"      | 24 STD    | 6.79                 | 4 STD                | 28 3/4"        | C10-A | 36 XS      | 10.16           | BP-36           | CT-7               | 5'-6"                          | 17'-0"          | 404                                         |
| CT-11-5        | 36'-0"          | 53                            | 13'-0"      | 14 STD    | 4.81                 | 4 STD                | 19 1/8"        | C8-D  | 20 STD     | 4.22            | BP-20           | CT-3               | 4'-0"                          | 14'-0"          | 176                                         |
| CT-11-10       | 36'-0"          | 107                           | 13'-0"      | 14 STD    | 4.76                 | 4 STD                | 19 1/8"        | C8-D  | 30 STD     | 6.01            | BP-30           | CT-5               | 5'-0"                          | 15'-0"          | 295                                         |
| CT-11-15       | 36'-0"          | 161                           | 13'-0"      | 16 STD    | 5.34                 | 4 STD                | 19 1/8"        | C10-C | 30 XS      | 7.68            | BP-30           | CT-6               | 5'-0"                          | 15'-0"          | 295                                         |
| CT-11-20       | 36'-0"          | 215                           | 13'-0"      | 20 STD    | 6.44                 | 4 STD                | 23 1/8"        | C10-C | 36 XS      | 9.62            | BP-36           | CT-7               | 5'-6"                          | 17'-0"          | 404                                         |
| CT-11-25       | 36'-0"          | 269                           | 19'-6"      | 24 STD    | 7.57                 | 4 STD                | 33 3/4"        | C12-C | 36 SCH 30  | 12.45           | BP-36           | CT-8               | 5'-6"                          | 17'-0"          | 404                                         |
| CT-12-5        | 39'-0"          | 53                            | 13'-0"      | 16 STD    | 5.80                 | 4 STD                | 18"            | C8-D  | 24 STD     | 4.90            | BP-24           | CT-4               | 4'-6"                          | 15'-0"          | 239                                         |
| CT-12-10       | 39'-0"          | 107                           | 13'-0"      | 16 STD    | 5.77                 | 4 STD                | 20 1/8"        | C10-C | 30 STD     | 6.13            | BP-30           | CT-5               | 5'-0"                          | 15'-0"          | 295                                         |
| CT-12-15       | 39'-0"          | 161                           | 13'-0"      | 18 STD    | 6.36                 | 4 STD                | 21 1/8"        | C10-C | 36 STD     | 7.42            | BP-36           | CT-6               | 5'-6"                          | 15'-0"          | 356                                         |
| CT-12-20       | 39'-0"          | 215                           | 13'-0"      | 20 STD    | 6.98                 | 4 STD                | 24 1/8"        | C10-A | 36 XS      | 9.68            | BP-36           | CT-7               | 5'-6"                          | 17'-0"          | 404                                         |
| CT-13-5        | 42'-0"          | 53                            | 13'-0"      | 16 STD    | 6.23                 | 4 STD                | 19 1/8"        | C10-C | 24 STD     | 5.00            | BP-24           | CT-5               | 4'-6"                          | 15'-0"          | 239                                         |
| CT-13-10       | 42'-0"          | 107                           | 13'-0"      | 16 STD    | 6.20                 | 4 STD                | 19 1/8"        | C10-C | 30 STD     | 6.08            | BP-30           | CT-6               | 5'-0"                          | 15'-0"          | 295                                         |
| CT-13-15       | 42'-0"          | 161                           | 13'-0"      | 18 STD    | 6.84                 | 4 STD                | 23 1/8"        | C10-A | 36 XS      | 9.47            | BP-36           | CT-7               | 5'-6"                          | 15'-0"          | 295                                         |
| CT-13-20       | 42'-0"          | 215                           | 13'-0"      | 24 STD    | 8.88                 | 4 STD                | 28 3/4"        | C12-D | 36 XS      | 10.16           | BP-36           | CT-8               | 5'-6"                          | 17'-0"          | 404                                         |
| CT-14-5        | 45'-0"          | 53                            | 13'-0"      | 18 STD    | 7.54                 | 4 STD                | 19 1/8"        | C12-D | 24 STD     | 5.12            | BP-24           | CT-5               | 4'-6"                          | 17'-0"          | 270                                         |
| CT-14-10       | 45'-0"          | 107                           | 13'-0"      | 18 STD    | 7.50                 | 4 STD                | 20 1/8"        | C12-C | 30 XS      | 7.87            | BP-30           | CT-6               | 5'-0"                          | 15'-0"          | 295                                         |
| CT-14-15       | 45'-0"          | 161                           | 13'-0"      | 20 STD    | 8.20                 | 4 STD                | 25 3/4"        | C12-C | 36 XS      | 9.74            | BP-36           | CT-7               | 5'-6"                          | 17'-0"          | 404                                         |
| CT-14-20       | 45'-0"          | 215                           | 13'-0"      | 24 STD    | 9.66                 | 4 STD                | 35 5/8"        | C12-D | 36 SCH 30  | 12.59           | BP-36           | CT-8               | 5'-6"                          | 17'-0"          | 404                                         |
| CT-15-5        | 49'-0"          | 53                            | 13'-0"      | 18 STD    | 8.03                 | 4 STD                | 22 1/8"        | C12-D | 24 STD     | 5.29            | BP-24           | CT-6               | 4'-6"                          | 17'-0"          | 270                                         |
| CT-15-10       | 49'-0"          | 107                           | 13'-0"      | 18 STD    | 7.99                 | 4 STD                | 22 1/8"        | C12-D | 30 XS      | 7.99            | BP-30           | CT-6               | 5'-0"                          | 17'-0"          | 334                                         |
| CT-15-15       | 49'-0"          | 161                           | 13'-0"      | 20 STD    | 8.74                 | 4 STD                | 27 3/4"        | C12-D | 36 XS      | 9.87            | BP-36           | CT-7               | 5'-6"                          | 17'-0"          | 404                                         |
| CT-16-5        | 52'-0"          | 53                            | 13'-0"      | 20 STD    | 9.32                 | 4 STD                | 21 1/8"        | C12-D | 30 STD     | 6.45            | BP-30           | CT-6               | 5'-0"                          | 17'-0"          | 334                                         |
| CT-16-10       | 52'-0"          | 107                           | 13'-0"      | 20 STD    | 9.32                 | 4 STD                | 23 1/8"        | C14-B | 30 XS      | 8.18            | BP-30           | CT-7               | 5'-0"                          | 17'-0"          | 334                                         |
| CT-16-15       | 52'-0"          | 161                           | 13'-0"      | 24 STD    | 10.96                | 4 STD                | 28 3/4"        | C14-B | 36 XS      | 10.16           | BP-36           | CT-8               | 5'-6"                          | 17'-0"          | 404                                         |

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|------|-------------|----|------|
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |
|      |             |    |      |



Thruway Authority



ENGINEERING EXCELLENCE SINCE 1889



Engineering and Land Surveying, P.C.

TITLE OF PROJECT: I-95 PAVEMENT REHABILITATION

LOCATION OF PROJECT: M.P. NE 8.8 TO M.P. NE 10.8 SB M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING: OVERHEAD SIGN STRUCTURES CANTILEVER STRUCTURE SELECTION TABLES

CONTRACT NUMBER: TANE 25-25

DATE: 09/24/2025

DRAWING NUMBER: OS-02

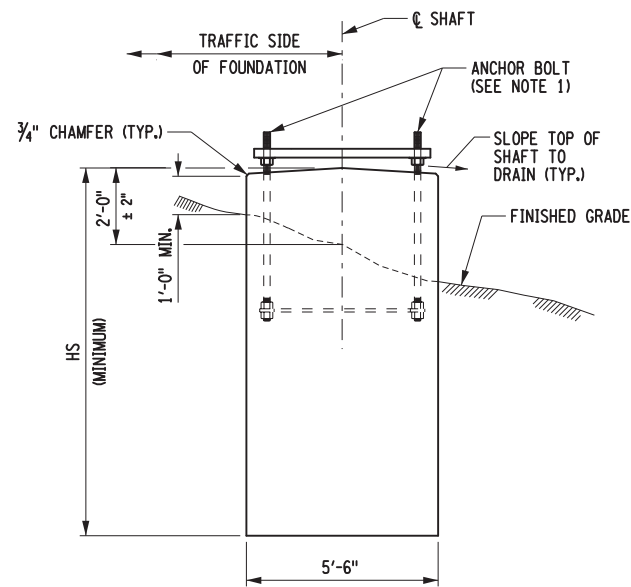
CHECKED BY: K. REGMI

DRAFTED BY: R. PATEL

CHECKED BY: K. REGMI

DESIGNED BY: R. GHATAGE

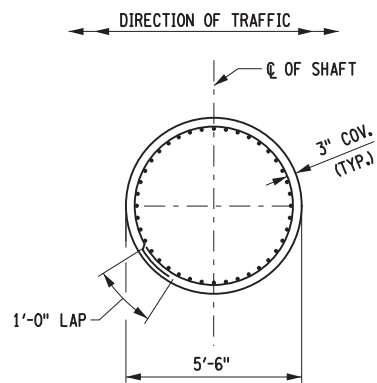
DESIGN SUPERVISOR: R. KASTURI



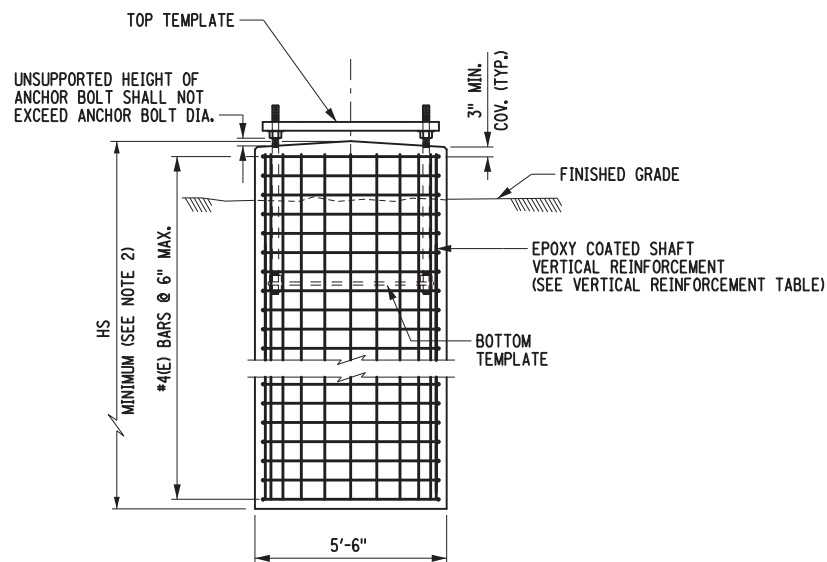
END ELEVATION  
(REINFORCEMENT NOT SHOWN)

| VERTICAL REINFORCEMENT |             |       |
|------------------------|-------------|-------|
| SHAFT DIA.             | NO. OF BARS | SIZE  |
| 5'-6"                  | 44          | #8(E) |

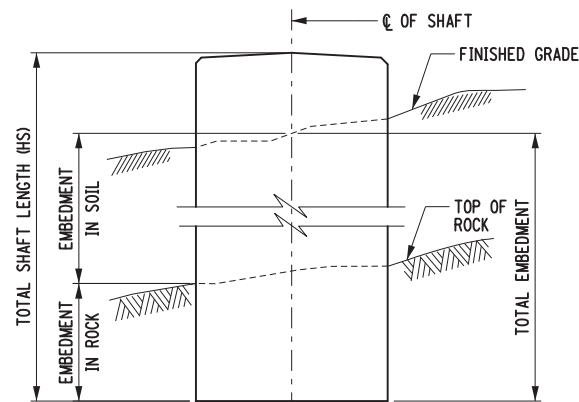
| FOUNDATION ITEM              |             |
|------------------------------|-------------|
| FOUNDATION TYPE (SEE NOTE 2) | ITEM NUMBER |
| SHAFT                        | 644.20      |



PLAN - SHAFT



ELEVATION - SHAFT



SHAFT IN ROCK

NOTES:

- FOR DETAILS OF ANCHOR BOLTS AND TEMPLATES, SEE DWG. NO. OS-06.
- FOR FOUNDATION TYPE, SHAFT LENGTH AND DIAMETER, SEE DWG. NO. OS-02.
- THE DESIGN OF THE DRILLED SHAFT FOR THE SIGN STRUCTURE IS BASED ON THE SOIL PROFILE AS DETERMINED FROM THE SOIL BORINGS CONDUCTED AT THE PROJECT SITES AND ANTICIPATED STRUCTURAL LOADING FOR STRUCTURE TYPE CT-11-20 FROM NYSOT OSS DESIGN MANUAL.
- IF UNANTICIPATED SOUND ROCK IS ENCOUNTERED WITHIN ONE DIAMETER OF THE BOTTOM OF A SHAFT EXCAVATION (AS INDICATED ON DWG. NO. OS-02), USE THE FULL SHAFT LENGTH SHOWN ON DWG. NO. OS-02. IF UNANTICIPATED SOUND ROCK IS ENCOUNTERED AT HIGHER ELEVATIONS, THE TOTAL SHAFT LENGTH (HS) MAYBE DECREASED FROM THAT SHOWN ON DWG. NO. OS-02, SUCH THAT THE SHAFT PENETRATES A MINIMUM OF 1 DIA. INTO SOUND ROCK. HOWEVER, THE TOTAL EMBEDMENT SHALL NOT BE LESS THAN 1 DIAMETER PLUS 2'-0". ALL CHANGES TO SHAFT LENGTHS MUST BE APPROVED AND AS ORDERED BY THE ENGINEER.
- ANY DRILLING OF THE ROCK FOR SHAFT FOUNDATIONS SHALL BE PERFORMED FROM THE EXISTING EARTH SURFACE THROUGH THE AUGER HOLE FORMED DURING THE DRILLING OPERATION. TEMPORARY CASING, IF USED, SHALL BE REMOVED DURING PLACEMENT OF CONCRETE MAINTAINING A MINMUM CONCRETE HEAD OF 5 FT. AT ALL TIMES.
- GEOTECHNICAL ENGINEER SHALL BE CONSULTED UNDER THE FOLLOWING CIRCUMSTANCES:
  - SHAFT IS PLACED IN SOFT CLAY OR ORGANIC DEPOSITS.
  - SLOPE OF FINISHED GRADE EXCEEDS 1V:2H.
- LENGTH OF SHAFT MAY BE INCREASED AS ORDERED BY THE ENGINEER AS MUCH AS 1'-8" IF NECESSARY TO REACH SUITABLE FOUNDATION MATERIAL.
- EXCAVATION, BACKFILL, FORMWORK, REINFORCEMENT, CONDUIT STUB-OUT AND ALL OTHER LABOR AND MATERIALS NECESSARY TO CONSTRUCT THE FOUNDATIONS SHALL BE INCLUDED IN THE PRICE BID FOR THE FOUNDATIONS CONCRETE.
- (E) DENOTES EPOXY COATED REINFORCEMENT. OTHER CORROSION RESISTANT OPTIONS AVAILABLE.
- CONCRETE FOR DRILLED SHAFT FOUNDATION SHALL BE PERFORMANCE ENGINEERING MIXTURE (PEM) PORTLAND CEMENT CONCRETE THAT MEETS THE APPROPRIATE MIX DESIGN REQUIREMENTS SPECIFIED IN TABLE 2 OF MATERIALS PROCEDURE (MP) 501-2.
- THE DRILLED SHAFTS SHALL BE INSTALLED PLUMB WITH A MAXIMUM TOLERANCE LIMIT OF 2% FROM THE VERTICAL.

|                      |                          |
|----------------------|--------------------------|
| ALTERED ON:          | AFFIXED ON: 10/13/2025   |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

|                                                                    |                                                                                               |                                |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
| <br>ENGINEERING EXCELLENCE SINCE 1889<br>                          | TITLE OF PROJECT<br>I-95 PAVEMENT REHABILITATION                                              | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                    | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>09/24/2025            |
| TITLE OF DRAWING<br>OVERHEAD SIGN STRUCTURES<br>FOUNDATION DETAILS |                                                                                               | DRAWING NUMBER:<br>OS-03       |

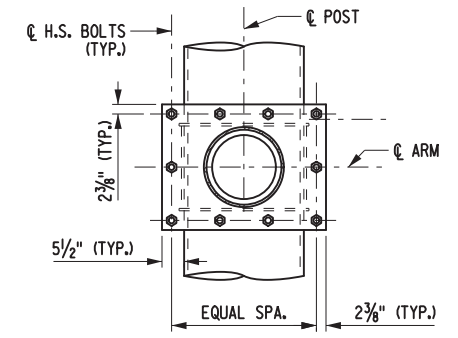
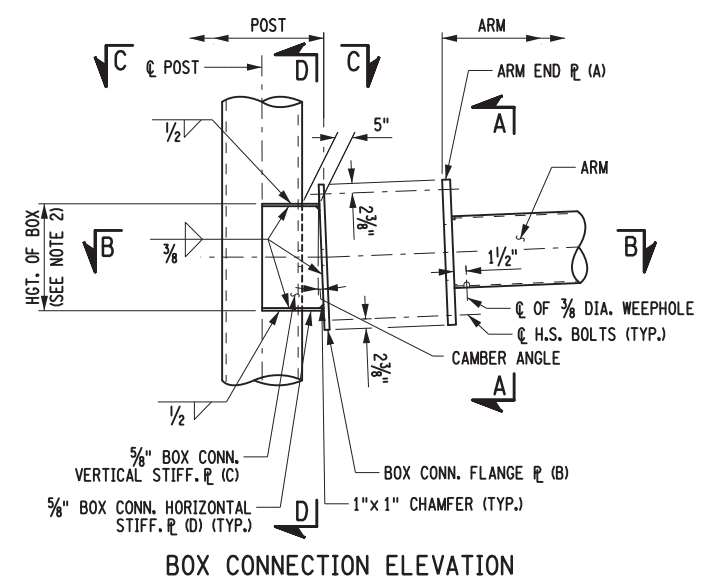
CHECKED BY: M.MULYE

DRAFTED BY: L.KC

CHECKED BY: M.MULYE

DESIGNED BY: L.KC

DESIGN SUPERVISOR: Y. GAUCHAN

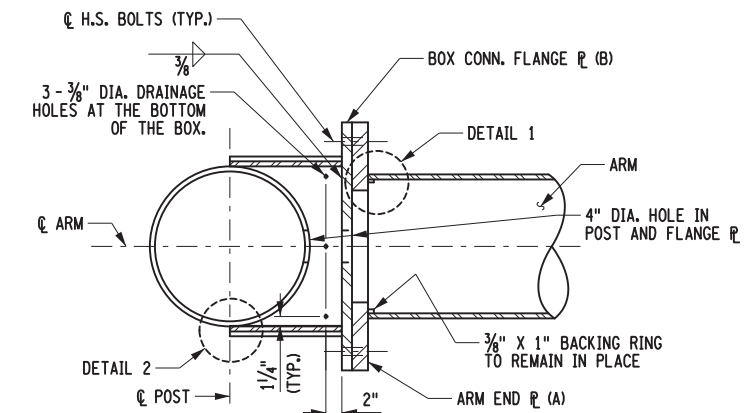


SECTION A-A  
TYPE C10-C

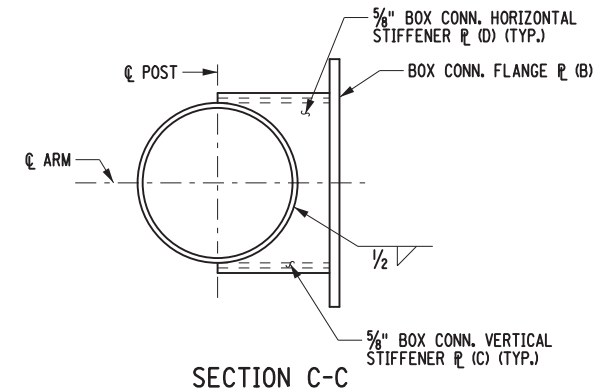
| ARM END PLATE (A) TABLE |                  |
|-------------------------|------------------|
| ARM SIZE (NPS)          | PLATE THICKNESS  |
|                         | TRUSSED DUAL ARM |
| 20                      | 1 1/2"           |

| BOX CONNECTION TABLE |                           |           |                                    |                           |                           |
|----------------------|---------------------------|-----------|------------------------------------|---------------------------|---------------------------|
| TYPE                 | FLANGE PLATE THICKNESS, B | BOLT SIZE | * MIN. NO. OF BOLTS TOP AND BOTTOM | * MIN. NO. OF INTERM. ROW | * MIN. TOTAL NO. OF BOLTS |
| C10-C                | 1 1/4"                    | 7/8"      | 4                                  | 1                         | 10                        |

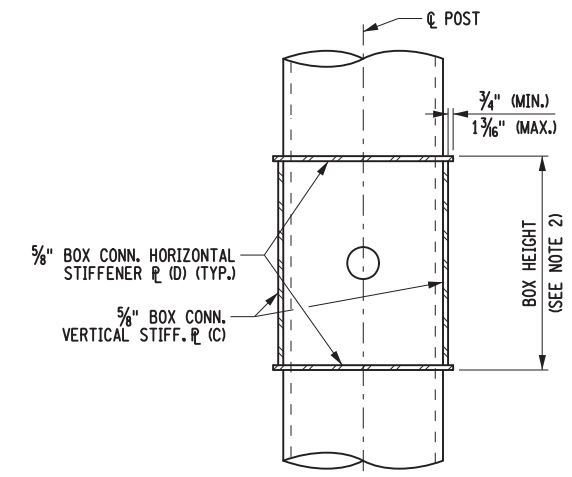
\* THE MAXIMUM DISTANCE BETWEEN CENTERS OF FASTENERS SHALL NOT EXCEED 12".



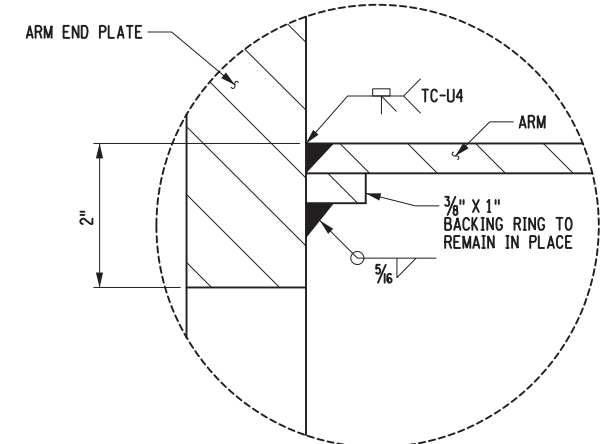
SECTION B-B



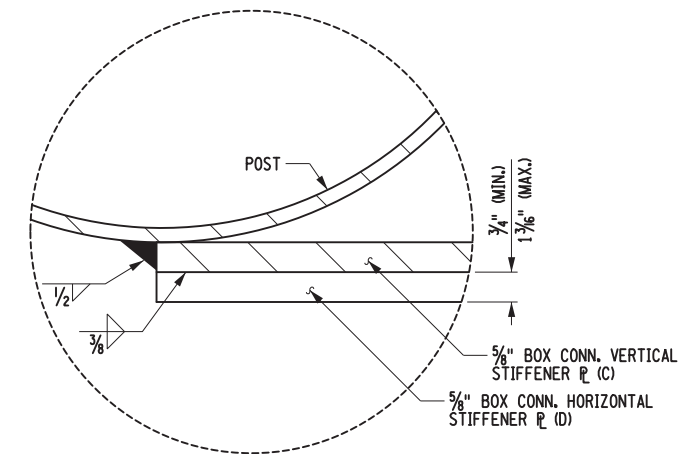
SECTION C-C



SECTION D-D



DETAIL 1



DETAIL 2

### SUGGESTED ASSEMBLY PROCEDURE FOR THE BOX CONNECTION

- STEP 1. FIT-UP PLATES B, C AND D (TACK WELD).
- STEP 2. MAKE ALL FILLET WELDS. SEQUENCE AS REQUIRED TO MINIMIZE DISTORTION.
- STEP 3. WELD BOX CONNECTION ASSEMBLY TO POST.

- NOTES:
1. FOR CAMBER INFORMATION, SEE DWG. NO. OS-01.
  2. FOR BOX HEIGHT, SEE DWG. NO. OS-02.
  3. ALL BOLTS SHALL BE HIGH STRENGTH BOLTS IN STANDARD HOLES.

ALTERED ON:

AFFIXED ON: 10/13/2025

SIGNATURE: STAMP:

SIGNATURE: STAMP:

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

TITLE OF PROJECT  
I-95 PAVEMENT REHABILITATION

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
OVERHEAD SIGN STRUCTURES  
CANTILEVER STRUCTURE  
BOX CONNECTION DETAILS

CONTRACT NUMBER:  
TANE 25-25

DATE:  
09/24/2025

DRAWING NUMBER:  
OS-04



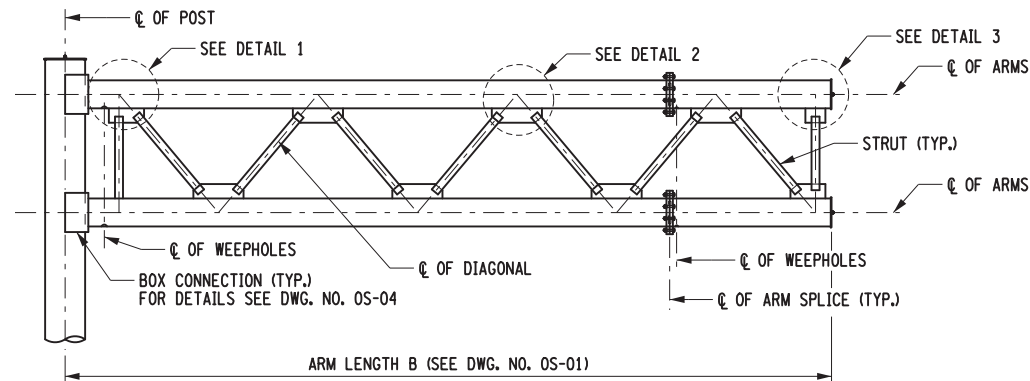
CHECKED BY: M.MULYE

DRAFTED BY: L.KC

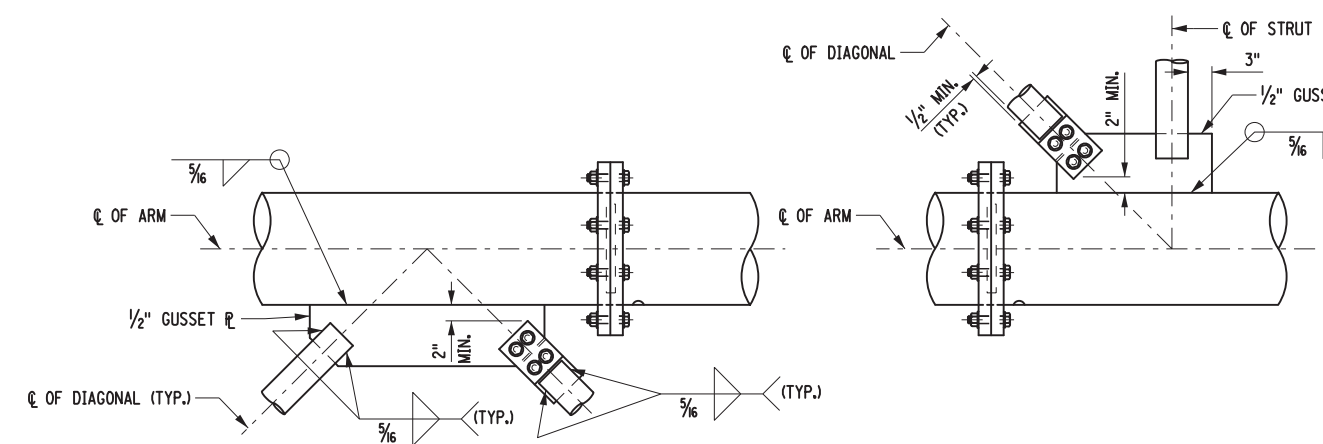
CHECKED BY: M.MULYE

DESIGNED BY: L.KC

DESIGN SUPERVISOR: Y. GAUCHAN

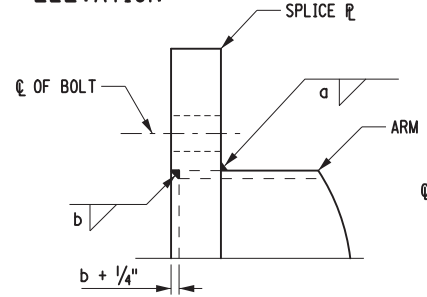


TRUSSED ARMS - ELEVATION

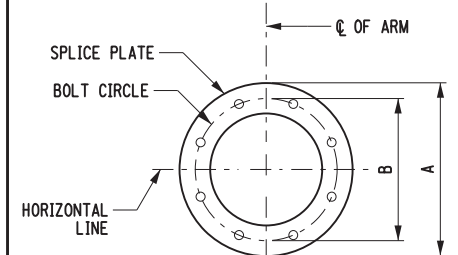


STRUT AND DIAGONAL DETAIL AT ARM SPLICE

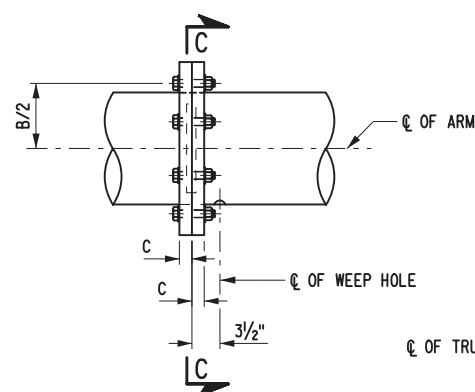
- NOTES:
1. ALL BOLTS SHALL BE HIGH STRENGTH BOLTS IN STANDARD HOLES EXCEPT FOR CHORD SPLICES, WHICH SHALL HAVE HOLES  $\frac{1}{8}$ " LARGER THAN THE BOLT DIAMETER.
  2. ALL GUSSET PLATES SHALL BE  $\frac{1}{2}$ " THICK.
  3. ALL SPLICE PLATES IN THE DIAGONAL/STRUT TO ARM CONNECTION SHALL BE  $\frac{5}{16}$ " THICK, UNLESS OTHERWISE NOTED.
  4. THE ARM SPLICE CAN BE USED FOR ARM WITH LENGTH LONGER THAN  $32'-9\frac{3}{4}"$ .
  5. THE ARM SPLICE SHALL BE PLACED WITHIN ONE THIRD OF THE ARM LENGTH (B) FROM THE END.
  6. BOLTED CONNECTION ALTERNATIVE SHALL BE USED FOR THE DIAGONAL WHICH FALLS WITHIN THE ARM SPLICE.
  7. VERTICAL TRUSSED ARM MEMBERS MAY HAVE BOLTED CONNECTIONS, WITH WELDED CONNECTIONS FOR DIAGONAL MEMBERS AT THE FABRICATORS DISCRETION.



TYPICAL ARM SPLICE WELD DETAIL

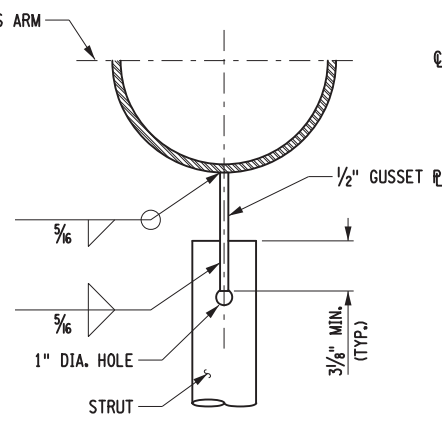


SECTION C-C  
(8 BOLT ARRANGEMENT SHOWN, SEE TABLE BELOW FOR ACTUAL NUMBER OF BOLTS)  
ARM SPLICE DETAILS

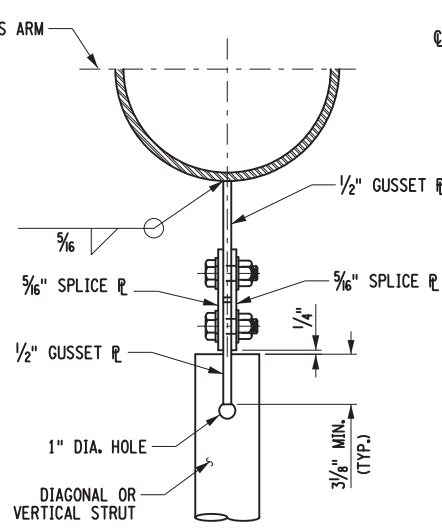


SPLICE ELEVATION

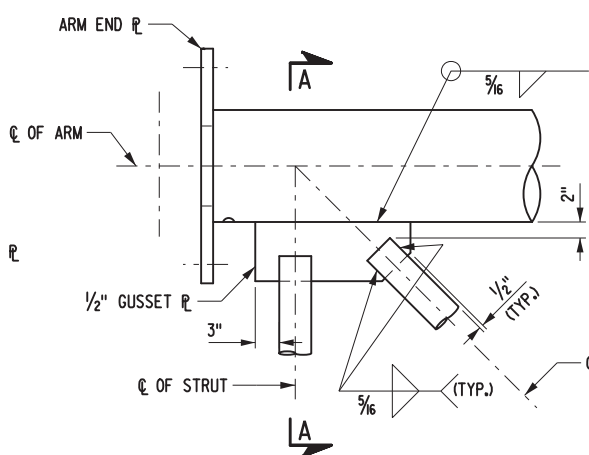
| ARM SPLICE TABLE |                      |                     |                   |       |                |                |                 |
|------------------|----------------------|---------------------|-------------------|-------|----------------|----------------|-----------------|
| ARM (NPS)        | PLATE                |                     |                   | BOLTS |                | FILLET WELD    |                 |
|                  | A                    | B                   | C                 | NO.   | DIA.           | a              | b               |
| 20 STD           | 2'-4 $\frac{5}{16}"$ | 2'-0 $\frac{3}{8}"$ | 1 $\frac{1}{16}"$ | 12    | $\frac{7}{8}"$ | $\frac{3}{8}"$ | $\frac{5}{16}"$ |



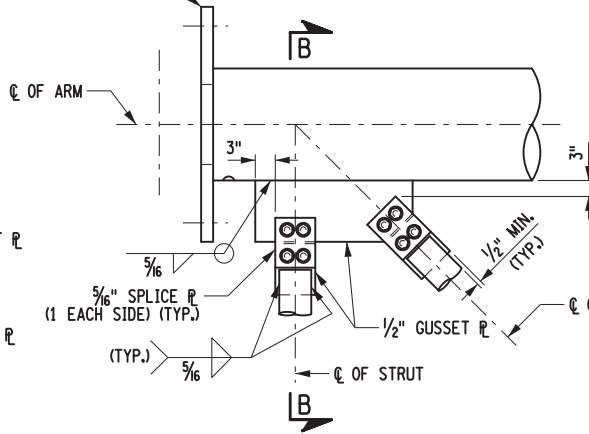
SECTION A-A  
(WELDED CONNECTION ALTERNATIVE)



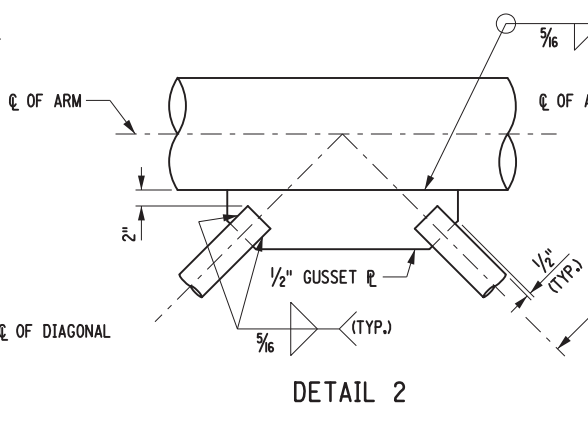
SECTION B-B  
(BOLTED CONNECTION ALTERNATIVE)



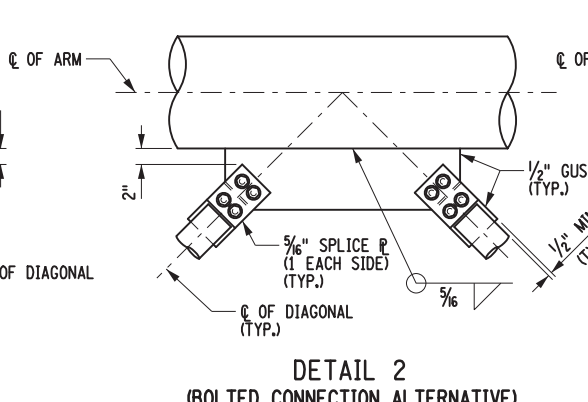
DETAIL 1  
(WELDED CONNECTION ALTERNATIVE)



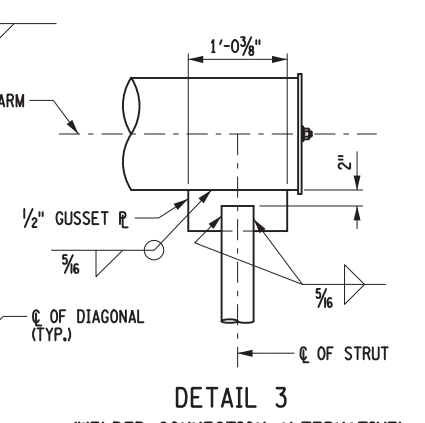
DETAIL 1  
(BOLTED CONNECTION ALTERNATIVE)



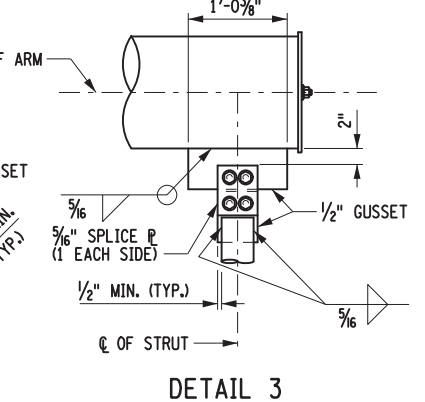
DETAIL 2  
(WELDED CONNECTION ALTERNATIVE)



DETAIL 2  
(BOLTED CONNECTION ALTERNATIVE)



DETAIL 3  
(WELDED CONNECTION ALTERNATIVE)



DETAIL 3  
(BOLTED CONNECTION ALTERNATIVE)

ALTERED ON:

AFFIXED ON: 10/13/2025

SIGNATURE:  
STAMP:

SIGNATURE:  
STAMP:

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

**Thruway Authority**

**LKB** ENGINEERING EXCELLENCE SINCE 1889

**Engineering and Land Surveying, P.C.**

TITLE OF PROJECT  
I-95 PAVEMENT REHABILITATION

LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
OVERHEAD SIGN STRUCTURES  
CANTILEVER STRUCTURE  
TRUSSED ARM CONN. DETAILS

CONTRACT NUMBER:  
TANE 25-25

DATE:  
09/24/2025

DRAWING NUMBER:  
OS-05

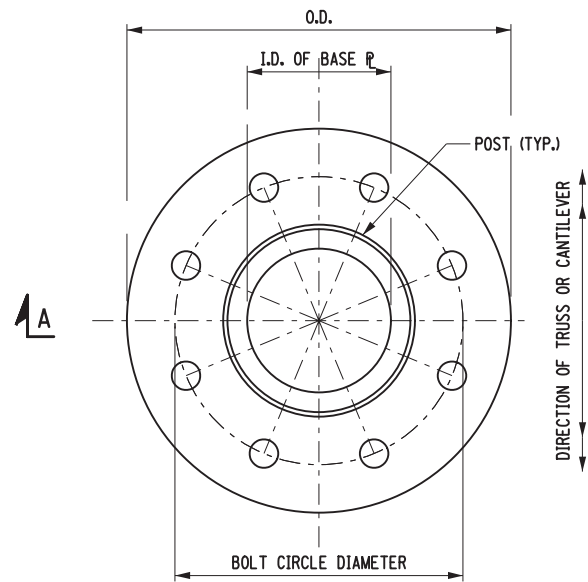
CHECKED BY: M.MULYE

DRAFTED BY: L.KC

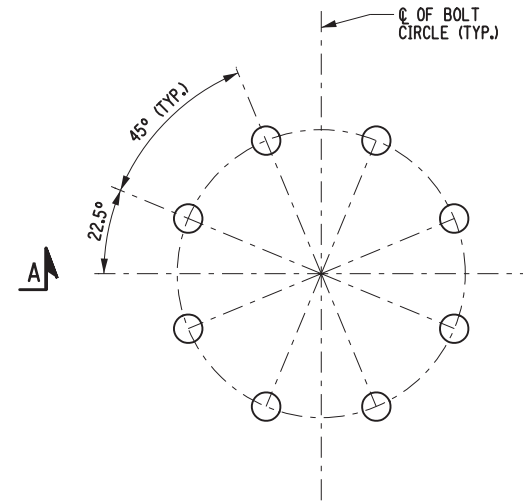
CHECKED BY: M.MULYE

DESIGNED BY: L.KC

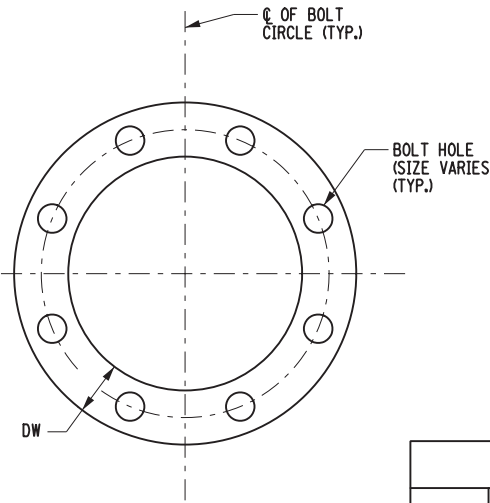
DESIGN SUPERVISOR: Y. GAUCHAN



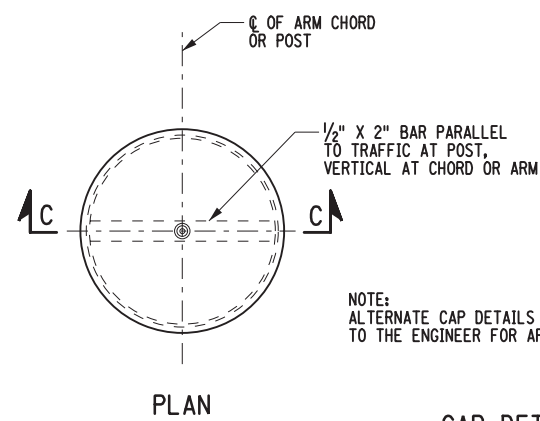
BASE PLATE DETAIL  
8 BOLT ARRANGEMENT



BOLT CIRCLE DETAIL  
8 BOLT ARRANGEMENT

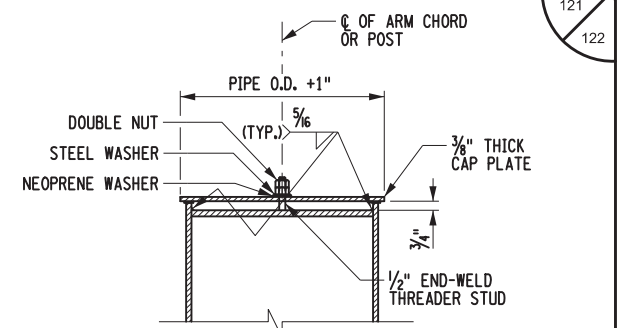


TYPICAL TEMPLATE DETAIL  
8 BOLT ARRANGEMENT SHOWN



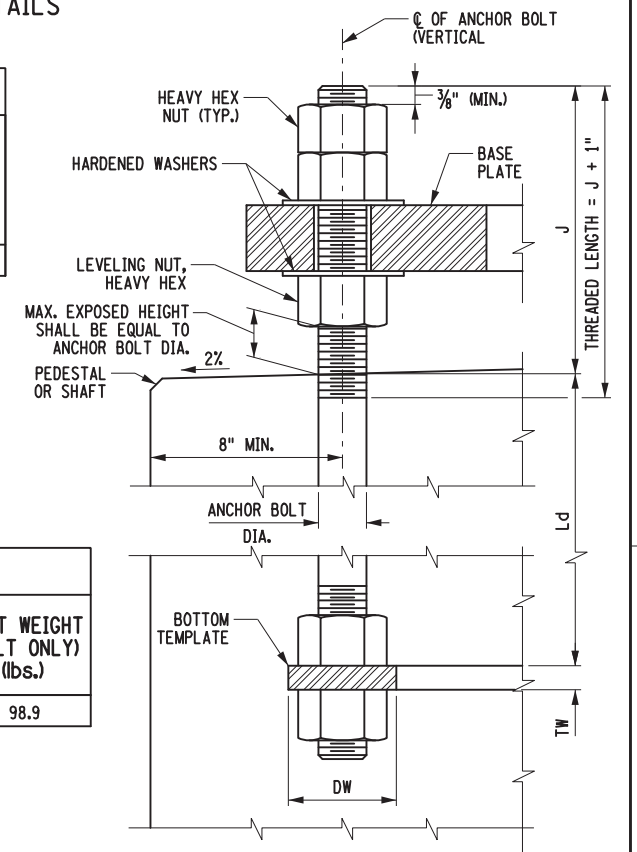
PLAN

CAP DETAILS



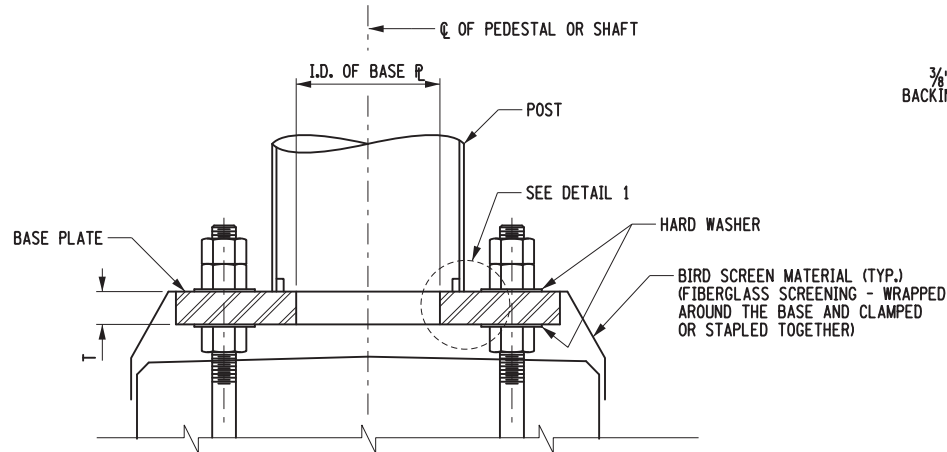
SECTION C-C

| BASE PLATE TABLE |            |           |        |                  |     |           |        |
|------------------|------------|-----------|--------|------------------|-----|-----------|--------|
| BASE PLATE TYPE  | POST (NPS) | PLATE     |        | ANCHOR BOLTS     |     | HOLE DIA. |        |
|                  |            | O.D.      | T      | BOLT CIRCLE DIA. | NO. | SIZE DIA. |        |
| BP-36            | 36         | 4'-7 1/8" | 2 3/4" | 3'-11 1/8"       | 8   | 2 1/2"    | 2 7/8" |

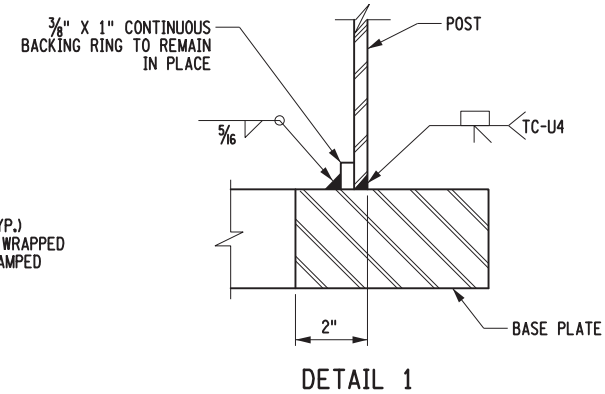


ANCHOR BOLT DETAIL

| ANCHOR BOLT TABLE (ITEM 644.11) |                |                  |               |        |           |                                |
|---------------------------------|----------------|------------------|---------------|--------|-----------|--------------------------------|
| BOLT SIZE                       | Ld MIN. EMBED. | J EXPOSED LENGTH | TEMPLATE DATA |        |           | BOLT WEIGHT (BOLT ONLY) (lbs.) |
|                                 |                |                  | DW            | TW     | HOLE DIA. |                                |
| 2 1/2"                          | 4'-3"          | 1'-2 3/4"        | 6"            | 1 1/4" | 2 3/4"    | 98.9                           |

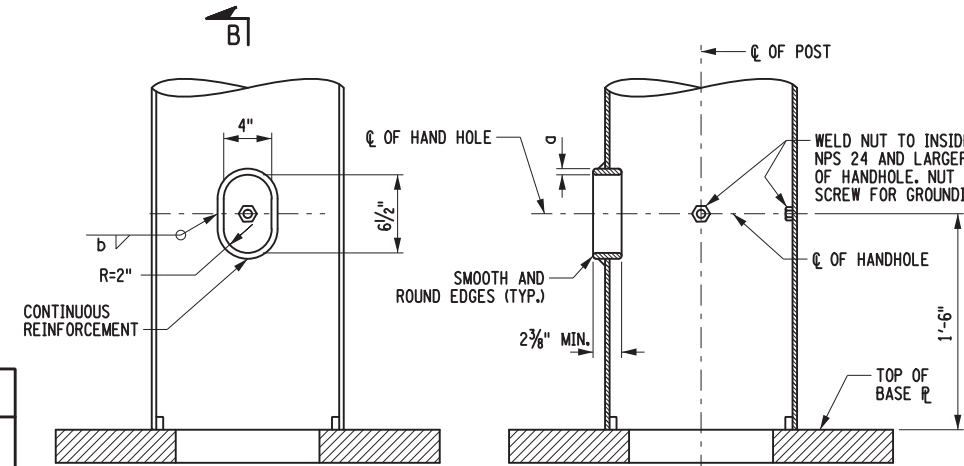


SECTION A-A

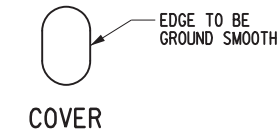


DETAIL 1

| HANDHOLE TABLE      |                                  |             |
|---------------------|----------------------------------|-------------|
| PIPE WALL THICKNESS | a REINFORCEMENT THICKNESS (MIN.) | b WELD SIZE |
| 1/2" TO 5/8"        | 5/8"                             | 1/2"        |



POST HANDHOLE DETAIL



COVER

DETAILS OF THE COVER TO BE DETERMINED BY THE FABRICATOR TO FIT TIGHTLY, EXCLUDE WATER, AND BE REMOVABLE WITH A WRENCH. ALL FASTENERS, NUTS, AND WASHERS SHALL BE STAINLESS STEEL.

- NOTES:
- ANCHOR BOLTS, NUTS, WASHERS AND TEMPLATES SHALL BE GALVANIZED, ASTM F1554, GRADE 55.
  - FOR TEMPLATE REQUIREMENT, SEE SPECIFICATIONS.
  - TOP TEMPLATE SHALL BE REMOVED PRIOR TO THE INSTALLATION OF THE BASE PLATE.
  - S.I.N. AND CONTRACT NO. SHALL BE STAMPED ON BASE PLATE, SEE SPECIFICATIONS.

ALTERED ON:

AFFIXED ON: 10/13/2025

SIGNATURE: STAMP:

SIGNATURE: STAMP:

STATE OF NEW YORK  
MAHAVENDRA N. MULYE  
LICENSED PROFESSIONAL ENGINEER  
108648

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

NEW YORK STATE  
Thruway Authority

LKB ENGINEERING EXCELLENCE SINCE 1989  
Engineering and Land Surveying, P.C.

TITLE OF PROJECT  
I-95 PAVEMENT REHABILITATION

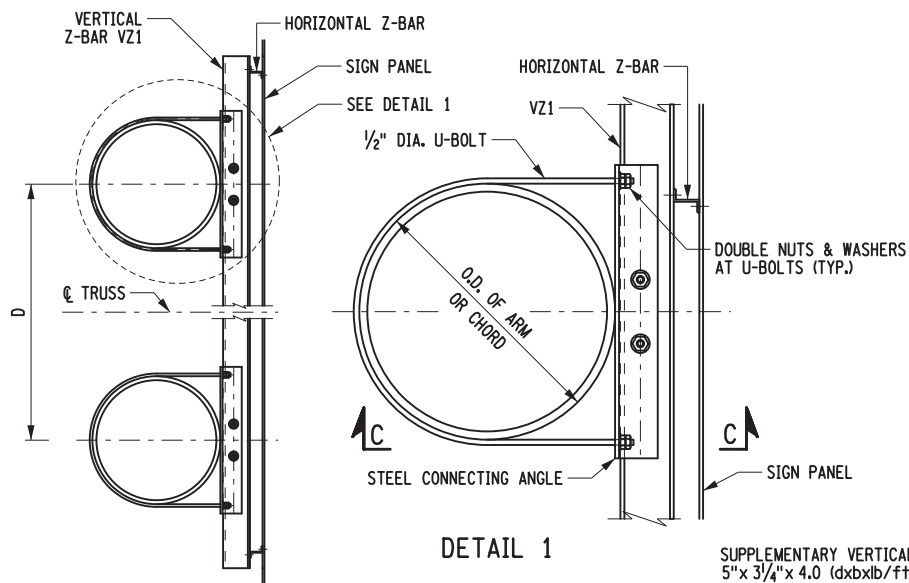
LOCATION OF PROJECT  
M.P. NE 8.8 TO M.P. NE 10.8 SB  
M.P. NE 10.8 TO M.P. NE 13.0 NB & SB

TITLE OF DRAWING  
OVERHEAD SIGN STRUCTURES  
CANTILEVER STRUCTURE  
TYP. BASE AND CAP DETAILS

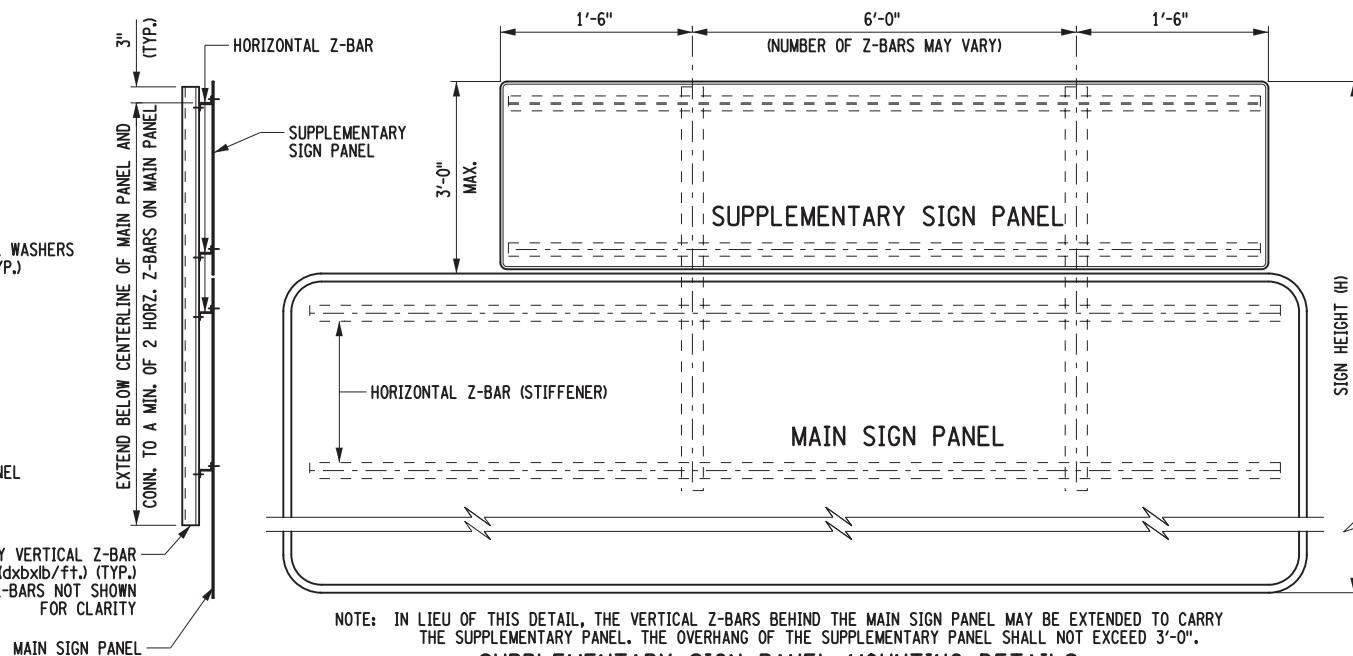
CONTRACT NUMBER:  
TANE 25-25

DATE:  
09/24/2025

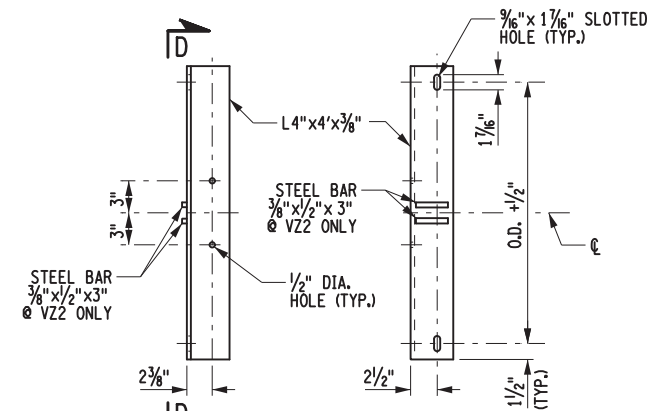
DRAWING NUMBER:  
OS-06



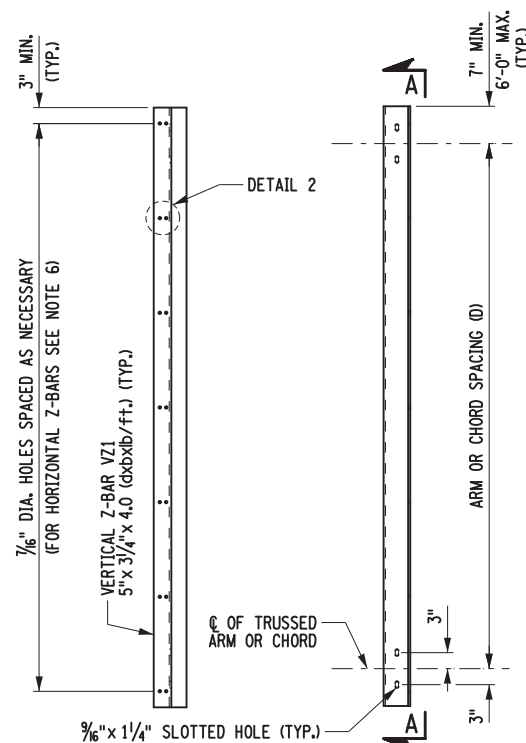
TYPICAL SECTION  
ATTACHMENT DETAILS AT TRUSSED ARMS OR CHORD



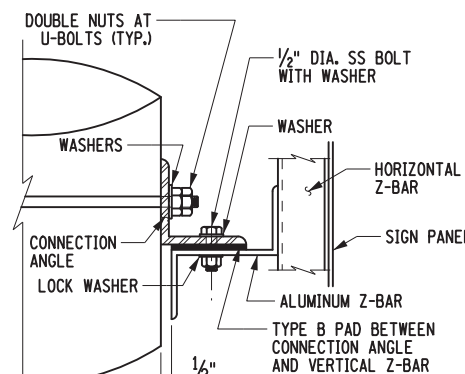
SUPPLEMENTARY SIGN PANEL MOUNTING DETAILS  
(MAIN SIGN PANEL VERTICAL Z-BARS AND ADDITIONAL HORIZONTAL Z-BARS NOT SHOWN)



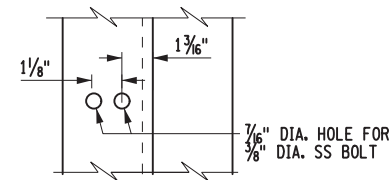
VIEW D-D  
STEEL CONNECTION ANGLE



VIEW A-A  
DETAIL OF VERTICAL Z-BAR VZ1



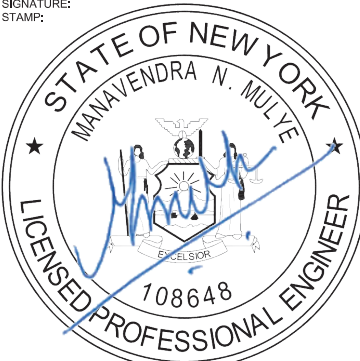
SECTION C-C



DETAIL 2

NOTES:

1. Z-BARS SHALL BE NON-WELDED ALUMINUM ALLOY 6061-T6.
2. EACH SET OF MAIN AND SUPPLEMENTARY SIGN PANELS ON SPAN OR TRUSSED-ARM CANTILEVER STRUCTURES SHALL HAVE THE MAIN PANEL VERTICALLY CENTERED ON THE TRUSS. IF THE COMBINED VERTICAL CENTROID OF THE MAIN AND SUPPLEMENTARY SIGN PANELS IS GREATER THAN 9 1/2" AWAY FROM THE VERTICAL CENTROID OF THE MAIN PANEL ALONE, THEN THE COMBINED VERTICAL CENTROID SHALL BE CENTERED ON THE TRUSS.
3. STEEL BARS AND STEEL CONNECTION ANGLES SHALL BE GALVANIZED.
4. ALL STAINLESS STEEL BOLTING MATERIAL SHALL BE ASTM A193, GRADE B8.
5. THERE SHALL BE A MINIMUM OF TWO VERTICAL Z-BARS PER SIGN. SPACING SHALL BE 6'-0" MAXIMUM. END VERTICAL Z-BARS SHALL BE NO MORE THAN 3'-0" FROM THE EDGE OF THE SIGN PANEL. VERTICAL Z-BARS SHALL BE ARRANGED TO AVOID INTERFERENCE WITH CHORD GUSSET PLATES OR WITH CHORD SPLICES. IF INTERFERENCE CANNOT BE RESOLVED BY RESPACING VERTICAL Z-BARS, THE SIGN PANEL MAY BE RELOCATED BY AS MUCH AS 6" FROM ITS ORIGINALLY DESIGNATED LOCATION.
6. SPACING OF SIGN PANEL HORIZONTAL Z-BAR STIFFENERS SHALL BE AS SHOWN ON THE CURRENT SIGN PANEL STANDARD SHEET.
7. A LOCK WASHER SHALL BE USED UNDER EACH NUT FOR NON-COUNTERSUNK STAINLESS STEEL BOLTS. IN LIEU OF THE LOCK WASHER, AN APPROVED STOP NUT MAY BE USED. LOCK WASHERS SHALL NOT BE USED AT A SLOTTED HOLE. A FLAT WASHER SHALL BE USED UNDER EACH BOLT HEAD.
8. SIGN PANEL, HORIZONTAL AND VERTICAL Z-BARS AND FASTENING ASSEMBLIES FOR ATTACHING SIGNS TO STRUCTURE SHALL BE PAID UNDER THE OVERHEAD SIGN PANEL ITEM 645.

|                      |                                                                                                             |
|----------------------|-------------------------------------------------------------------------------------------------------------|
| ALTERED ON:          | AFFIXED ON: 10/13/2025                                                                                      |
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP:<br> |

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

| REVISIONS |             |    |      |
|-----------|-------------|----|------|
| DATE      | DESCRIPTION | BY | SYM. |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |
|           |             |    |      |

|                                                                                                                                    |                                                                                               |                                |
|------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------|
|  <b>Thruway Authority</b>                     | TITLE OF PROJECT<br>I-95 PAVEMENT REHABILITATION                                              | CONTRACT NUMBER:<br>TANE 25-25 |
|                                                                                                                                    | LOCATION OF PROJECT<br>M.P. NE 8.8 TO M.P. NE 10.8 SB<br>M.P. NE 10.8 TO M.P. NE 13.0 NB & SB | DATE:<br>09/24/2025            |
|  <b>LKB</b> ENGINEERING EXCELLENCE SINCE 1889 | TITLE OF DRAWING<br>OVERHEAD SIGN STRUCTURES<br>CANTILEVER STRUCTURE<br>ATTACHMENT DETAILS    | DRAWING NUMBER:<br>OS-07       |