

RECORD PLANS

NEW YORK STATE  THRUWAY AUTHORITY

PLANS FOR INSTALLATION OF PROTECTIVE SCREENING ON BRIDGES AT

M.P. 113.64±	BIN 5513220	M.P. 150.81±	BIN 5513640	M.P. 281.90±	BIN 1008520
M.P. 122.21±	BIN 1031060	M.P. 250.90±	BIN 5512920	M.P. 283.04±	BIN 5510150
M.P. 134.61±	BIN 1047510	M.P. 257.09±	BIN 5025670	M.P. 285.67±	BIN 5027410
M.P. 139.54±	BIN 1022440	M.P. 278.37±	BIN 1045210	M.P. 286.36±	BIN 1046870
M.P. 145.38±	BIN 5513600	M.P. 281.75±	BIN 1049830	M.P. 345.98±	BIN 5510930

IN

GREENE, ALBANY, ONEIDA, MADISON, ONONDAGA AND ONTARIO COUNTIES

10 SHEETS

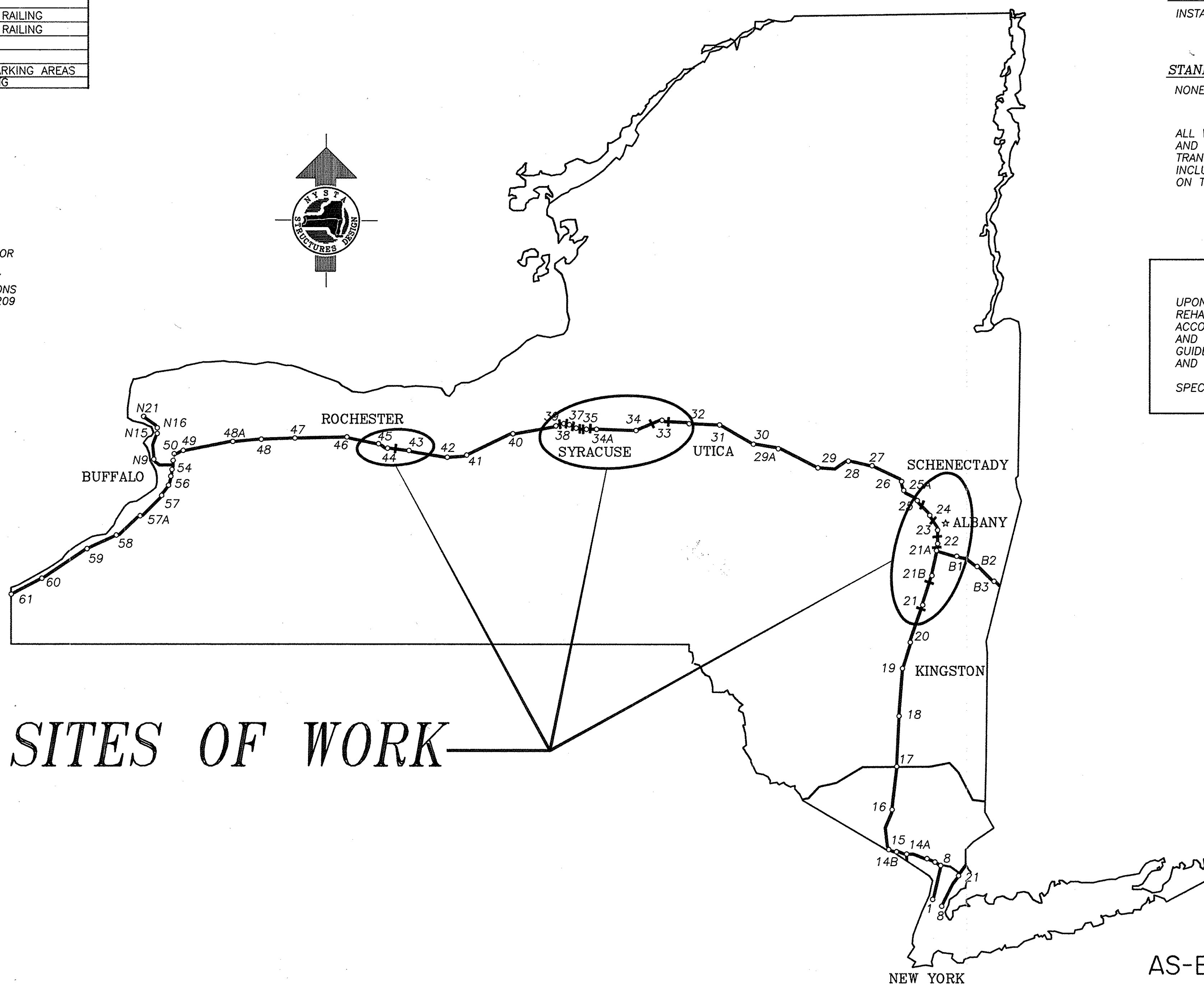
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NOTES:

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.



GENERAL NOTES

- 1 DESIGN SPECIFICATIONS: CURRENT NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES WITH ALL INTERIM SPECIFICATIONS AND MODIFICATIONS AND 1981 NEW YORK STATE STEEL CONSTRUCTION MANUAL, INCLUDING CURRENT ADDITIONS AND MODIFICATIONS.
- 2 MATERIAL AND CONSTRUCTION SPECIFICATIONS: STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, OFFICE OF ENGINEERING, DATED JANUARY 2, 1990 INCLUDING CURRENT ADDENDUMS.
- 3 RECORD PLANS: RECORD PLANS COVERING PREVIOUS WORK WILL BE AVAILABLE FOR REVIEW BY ALL PROSPECTIVE BIDDERS AT THE THRUWAY HEADQUARTERS IN ALBANY PRIOR TO THE LETTING DATE.
- 4 THE CONTRACTOR SHALL EXAMINE AND VERIFY IN THE FIELD ALL CONDITIONS AND DIMENSIONS. 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. THE RESULTS OF THIS CHECK OF CONDITIONS AND DIMENSIONS SHALL BE SO NOTED ON THE DRAWINGS SUBMITTED FOR APPROVAL.

THERE SHALL BE NO CLAIM AGAINST THE AUTHORITY MADE BY THE CONTRACTOR FOR WORK PERFORMED 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. THAT 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.

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.

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.
- 5 THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ALL DAMAGES TO THE EXISTING FACILITY CAUSED BY HIS 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.
- 6 THE CONTRACTOR SHALL EXERCISE CARE IN HIS REMOVAL OPERATIONS SO AS NOT TO UNDULY DISTURB UNDERLYING MATERIALS WHICH ARE TO REMAIN IN PLACE. THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE AUTHORITY, WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE AUTHORITY, THE DAMAGED MATERIAL SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
- 7 DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT BE ALLOWED TO DROP WASTE CONCRETE, DEBRIS OR OTHER MATERIAL TO RAILROAD RIGHT-OF-WAY, RIVERS AND ROADWAYS BELOW THE BRIDGE EXCEPT WHERE THE PLANS OR SPECIFICATIONS SPECIFICALLY PERMIT THE DROPPING OF MATERIAL. PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE USED TO CATCH THE MATERIAL. IF THE ENGINEER DETERMINES THAT ADEQUATE PROTECTION DEVICES ARE NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED. IF MATERIAL FALLS ON THE AREA BELOW AND ADJACENT TO THE BRIDGE, IT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR ON A REGULAR BASIS.
- 8 IT WILL BE THE CONTRACTOR'S OBLIGATION AND RESPONSIBILITY TO USE METHODS AND EQUIPMENT WHICH WILL INSURE THE SATISFACTORY COMPLETION OF THE REQUIRED WORK WITH A MINIMUM OF DELAY.
- 9 PROTECTION OF THE PUBLIC: THE CONTRACTOR SHALL MAINTAIN AND PROTECT THRUWAY TRAFFIC IN ACCORDANCE WITH ITEM 619.01, THE TRAFFIC CONTROL SHEETS AND PERTINENT PROVISIONS OF THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (1983 EDITION). THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF SECTION 107, LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC, OF THE STANDARD SPECIFICATIONS DATED JANUARY 2, 1990 INCLUDING CURRENT ADDITIONS AND MODIFICATIONS.
- 10 IF THE CONTRACTOR ELECTS TO PERFORM NIGHTTIME OPERATIONS, THE WORK AREA SHALL BE ILLUMINATED TO THE SATISFACTION OF THE ENGINEER. THE LIGHTING SHALL BE SHIELDED TO AVOID GLARE TO THE TRAFFIC AS DIRECTED BY THE ENGINEER.
- 11 THE CONTRACTOR IS ADVISED THAT ADDITIONAL "NOTES" WILL BE FOUND ON SUBSEQUENT SHEETS OF THE CONTRACT PLANS AND SUCH "NOTES", WHILE PERTAINING TO THESE SPECIFIC SHEETS THEY ARE PLACED ON, ALSO SUPPLEMENT THE GENERAL NOTES LISTED HEREIN.

- 12 NO ADDITIONAL PAYMENT WILL BE MADE FOR WORK CALLED FOR BY NOTES ON THE PLANS OR IN THE SPECIFICATIONS. ANY PAYMENT IS SPECIFICALLY INDICATED BY ITEM NUMBER. THE COST OF WORK FOR WHICH NO PAYMENT ITEM IS INDICATED, SHALL BE INCLUDED IN THE UNIT PRICES BID FOR VARIOUS ITEMS OF THIS CONTRACT.
- 13 THE CONTRACTOR WILL BE REQUIRED TO COORDINATE WITH OTHER CONTRACTORS AND AUTHORITY MAINTENANCE FORCES, AND HE SHALL SCHEDULE HIS OPERATIONS SO AS TO CAUSE A MINIMUM DISRUPTION TO TRAFFIC.
- 14 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.
- 15 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 AS ARE NECESSARY TO ASSURE PROPER FIT OF THE FINISHED WORK, AND THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. 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.
- 16 IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND ADVISE THE AUTHORITY OF THE TYPE, SIZE AND WEIGHT OF ALL VEHICLES HE INTENDS TO USE ON THE STRUCTURES DURING CONSTRUCTION BASED ON THE CONDITION OF THE EXISTING STRUCTURES. THIS DETERMINATION SHALL BE MADE BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF NEW YORK EMPLOYED AND PAID BY THE CONTRACTOR.

THE DETERMINATION BY THIS PROFESSIONAL ENGINEER IS TO BE MADE PRIOR TO THE USE OF ANY VEHICLES ON THE STRUCTURE WITH ALL RESTRICTIONS ENUMERATED BY HIM BEING STRICTLY ADHERED TO.

IN THE EVENT THE CONTRACTOR'S OR HIS SUBCONTRACTOR'S FORCES FAIL TO COMPLY WITH THE INSTRUCTIONS OF THE PROFESSIONAL ENGINEER FOR THE USE OF ANY VEHICLE, THE WORK WILL BE IMMEDIATELY SUSPENDED UNTIL CORRECTIVE PROCEDURES SATISFACTORY TO THE PROFESSIONAL ENGINEER AND THE AUTHORITY ARE EMPLOYED.

COSTS OF ALL DAMAGE, DIRECT OR INDIRECT, RESULTING FROM THE PERFORMANCE OF THIS WORK SHALL BE BORNE AND SUSTAINED BY THE CONTRACTOR.
- 17 THE CONTRACTOR SHALL BE REQUIRED TO PROTECT HIS WORKERS AT ALL TIMES IN CONFORMANCE WITH APPLICABLE OSHA REGULATIONS.
- 18 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 HIS OPERATIONS AND TAKE THE NECESSARY PRECAUTIONS TO PREVENT INTERFERENCE WITH OR DAMAGE TO THESE OR OTHER FACILITIES DURING THE COURSE OF CONSTRUCTION.
- 19 SHOULDER AREAS DISTURBED BY THE CONTRACTOR, AS PART OF 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.
- 20 WELDING - WELDING SHALL CONFORM TO THE 1981 NEW YORK STATE STEEL CONSTRUCTION MANUAL, INCLUDING ALL ADDENDUMS.
- 21 THE CONTRACTOR IS TO VISIT THE SITE BEFORE BIDDING, TO FAMILIARIZE HIMSELF WITH THE FIELD CONDITIONS AND TO JUDGE FOR HIMSELF THE EXTENT AND NATURE OF THE WORK TO BE DONE UNDER THIS CONTRACT. NO EXTRA COMPENSATION WILL BE ALLOWED HIM BECAUSE OF HIS FAILURE TO INCLUDE IN HIS BID ALL ITEMS AND MATERIALS WHICH HE IS REQUIRED TO FURNISH IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
- 22 ALL WORK AREAS AT THE STRUCTURE SHALL BE COMPLETELY FENCED, CONSISTENT WITH OSHA REGULATIONS, TO THE SATISFACTION OF THE ENGINEER, TO PROTECT THE PUBLIC AND PREVENT UNAUTHORIZED ENTRY. THE COST OF THIS WORK IS TO BE INCLUDED IN ITEM 619.01.
- 23 THE CONTRACTOR SHALL CLEAN AND PAINT AT THE FOLLOWING STRUCTURES ALL OF THE BRIDGE RAILING.

MP 286.36* (ROUTE 370); SEE 25570.XXXX01.
MP 345.98* (PUMPKIN HOOK ROAD); SEE 25570.XXXX02.
- 24 THE CONTRACTOR SHALL REMOVE AND TRANSPORT THE EXISTING 4-FOOT HIGH PROTECTIVE SCREENING AT SPANS 2 AND 3 OF THE BRIDGE AT M.P. 122.21± (COXSACKIE-GREENVILLE ROAD, ROUTE 81) AND STORE IT IN THE STORAGE SITE AT M.P. 139 N.B. FOR ACCESS TO THIS SITE, CONTACT MR. BRYCE GINTHER IN ALBANY DIVISION AT (518) 436-3007.

ESTIMATE OF QUANTITIES

ITEM	DESCRIPTION	UNIT	ESTIMATE	FINAL
25570.070101	ENVIRON. GRD. PROTECT., COLLECT & PACK.	L.S.	NEC.	
25570.070102	ENVIRON. GRD. PROTECT., COLLECT & PACK.	L.S.	NEC.	
25570.789101	TREATMENT & DISP. OF PAINT REM. WASTE.	L.S.	NEC.	
25570.789102	TREATMENT & DISP. OF PAINT REM. WASTE.	L.S.	NEC.	
25570.927501	HAND & POWER TOOL CLEAN. & REPAINT. OF BR. RAIL	L.S.	NEC.	
25570.927502	HAND & POWER TOOL CLEAN. & REPAINT. OF BR. RAIL	L.S.	NEC.	
16607.0611	PROTECT. SCREENING – BRIDGES	L.F.	7,563	7,355.91
25607.2535	REMOVE EXISTING CHAIN LINK FENCING	L.F.	310	320.00
619.01	BASIC MAINTENANCE & PROTECTION OF TRAFFIC	L.S.	NEC.	
25619.02	CONSTRUCTION SIGNS	L.S.	NEC.	
619.0303	FLASHING ARROW BOARDS	L.S.	NEC	
699.04	MOBILIZATION	L.S.	NEC.	

WORK TO BE DONE


PROTECTIVE SCREENING:

1. INSTALL PROTECTIVE SCREENING ON 15 BRIDGES AS NOTED.

MISCELLANEOUS:

2. CLEAN AND PAINT EXISTING BRIDGE RAILING AT M.P. 286.36± (ROUTE 370) AND M.P. 345.98± (PUMPKIN HOOK ROAD).
3. REMOVE, TRANSPORT AND STORE EXISTING 4-FOOT PROTECTIVE SCREENING AT SPANS 2 AND 3, M.P. 122.21± (ROUTE 81).

THE CONTRACTOR IS ADVISED THAT PAINTING OF BRIDGE RAILING FOR THE STRUCTURES AT M.P. 281.75± (LEMOYNE AVE.) AND M.P. 281.90± (ROUTE 11) IS INCLUDED IN CONTRACT TAS 92-20BP-R. PAINTING OF BRIDGE RAIL FOR THE STRUCTURE AT M.P. 283.04± (C.R. 48) IS INCLUDED IN CONTRACT TAS 92-13BP. BOTH CONTRACTS HAVE A COMPLETION DATE OF 11/19/93. THE CONTRACTOR FOR THIS CONTRACT SHALL COORDINATE HIS/HER OPERATIONS AT THOSE SITES WITH THE CONTRACTORS FOR TAS 92-20BP-R AND TAS 92-13BP.

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT INSTALLATION OF PROTECTIVE SCREENING ON 15 BRIDGES OVER THE THRUWAY			
LOCATION OF PROJECT M.P. 113.6± TO M.P. 345.98±			
TITLE OF DRAWING GENERAL NOTES AND ESTIMATE OF QUANTITIES			
	CONTRACT NUMBER: TA 93-3F		
	DATE: 3/12/93		
	DRAWING NUMBER:		
	2		

NO AS-BUILT REVISIONS



DATE	DESCRIPTION	BY	SIGNED
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY			
DEPARTMENT OF ENGINEERING SERVICES			
200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT			
INSTALLATION OF PROTECTIVE SCREENING ON 15 BRIDGES OVER THE THRUWAY			
LOCATION OF PROJECT			
M.P.	113.6±	TO M.P.	345.98±
TITLE OF DRAWING			
TYPICAL PLAN AND ELEVATION			

CONTRACT NUMBER:
TA 93-3F

DATE:
3/12/93


DRAWING NUMBER:
3

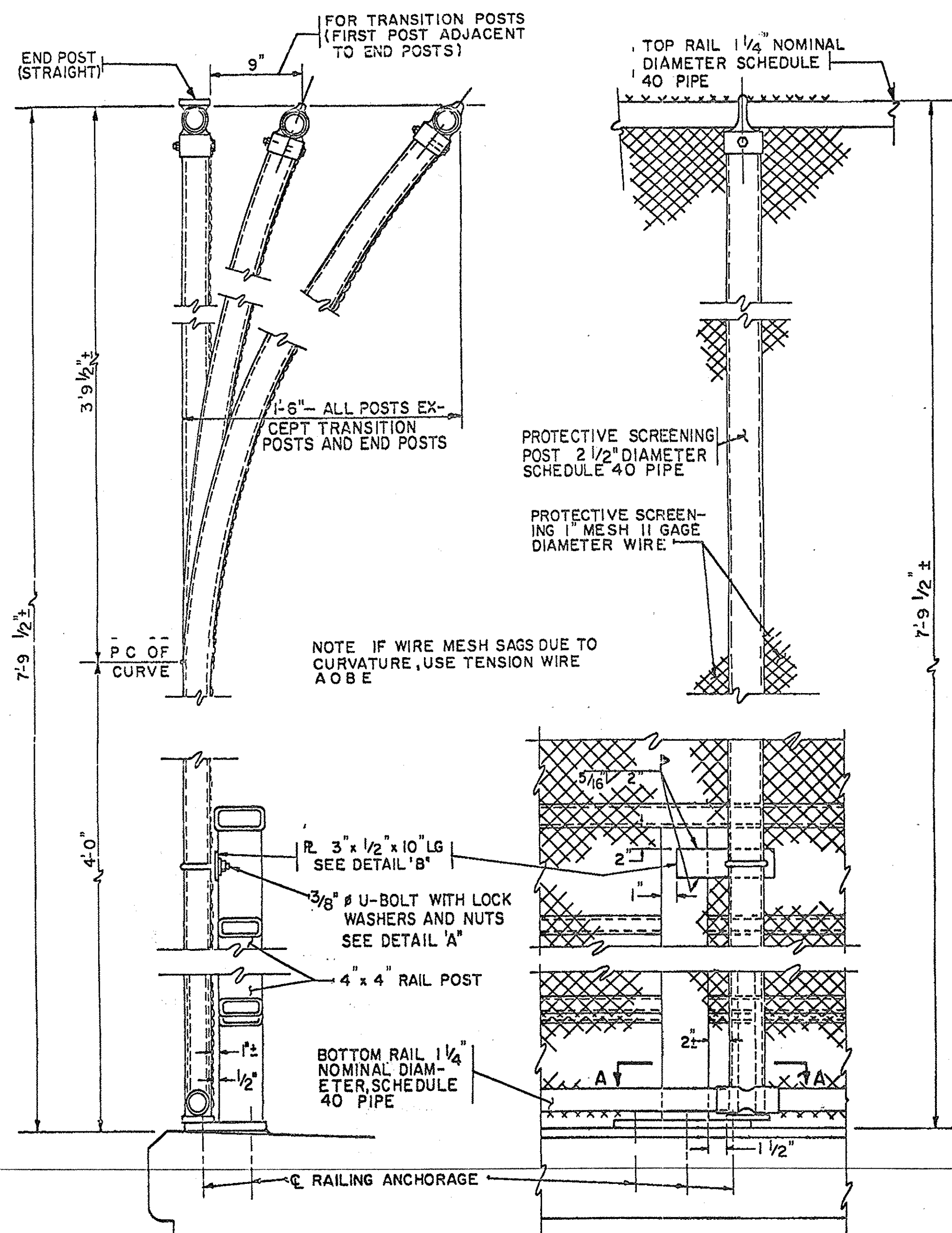
TABLE 1 - EXISTING POST SPACING

<div>M.P. 113.64 CATSKILL - SOUTH CAIRO RD., C.R. 23B NORTH SIDE, WEST TO EAST</div> <table><tr><th>POSTS</th><th>DISTANCE</th><th>COMMENTS</th></tr><tr><td>1 - 2</td><td>5'-2 1/4"</td><td>POST #1 IS 1'-6" FROM PYLON</td></tr><tr><td>2 - 3</td><td>3'-0"</td><td>BREAK *</td></tr><tr><td>3 - 4</td><td>5'-1 1/2"</td><td></td></tr><tr><td>4 - 5</td><td>5'-1 1/2"</td><td></td></tr><tr><td>5 - 6</td><td>3'-0"</td><td>BREAK</td></tr><tr><td>6 - 7</td><td>5'-1 1/2"</td><td></td></tr><tr><td>7 - 8</td><td>5'-1 1/2"</td><td></td></tr><tr><td>8 - 9</td><td>3'-0"</td><td>BREAK</td></tr><tr><td>9 - 10</td><td>5'-1 1/2"</td><td></td></tr><tr><td>10 - 11</td><td>5'-1 1/2"</td><td></td></tr><tr><td>11 - 12</td><td>3'-0"</td><td>BREAK **</td></tr><tr><td>12 - 13</td><td>6'-1"</td><td></td></tr><tr><td>13 - 14</td><td>6'-1"</td><td></td></tr><tr><td>14 - 15</td><td>3'-0"</td><td>BREAK</td></tr><tr><td>15 - 16</td><td>6'-1"</td><td></td></tr><tr><td>16 - 17</td><td>6'-1"</td><td></td></tr><tr><td>17 - 18</td><td>3'-0"</td><td>BREAK</td></tr><tr><td>18 - 19</td><td>6'-1"</td><td></td></tr><tr><td>19 - 20</td><td>6'-1"</td><td></td></tr><tr><td>20 - 21</td><td>3'-0"</td><td>BREAK</td></tr><tr><td>21 - 22</td><td>6'-1"</td><td></td></tr><tr><td>22 - 23</td><td>6'-1"</td><td></td></tr><tr><td>23 - 24</td><td>3'-0"</td><td>BREAK **</td></tr><tr><td>24 - 25</td><td>6'-10"</td><td></td></tr><tr><td>25 - 26</td><td>6'-10"</td><td></td></tr><tr><td>26 - 27</td><td>3'-5"</td><td>BREAK</td></tr><tr><td>27 - 28</td><td>6'-9 3/4"</td><td></td></tr><tr><td>28 - 29</td><td>6'-9 3/4"</td><td></td></tr><tr><td>29 - 30</td><td>3'-5"</td><td>BREAK</td></tr><tr><td>30 - 31</td><td>6'-9 3/4"</td><td></td></tr><tr><td>31 - 32</td><td>6'-9 3/4"</td><td></td></tr><tr><td>32 - 33</td><td>3'-5"</td><td>BREAK</td></tr><tr><td>33 - 34</td><td>6'-10"</td><td></td></tr><tr><td>34 - 35</td><td>6'-10"</td><td></td></tr><tr><td>35 - 36</td><td>3'-0"</td><td>BREAK **</td></tr><tr><td>36 - 37</td><td>5'-11 1/2"</td><td></td></tr><tr><td>37 - 38</td><td>5'-11 1/2"</td><td></td></tr><tr><td>38 - 39</td><td>3'-0"</td><td>BREAK</td></tr><tr><td>39 - 40</td><td>5'-11 1/2"</td><td></td></tr><tr><td>40 - 41</td><td>5'-11 1/2"</td><td></td></tr><tr><td>41 - 42</td><td>3'-0"</td><td>BREAK</td></tr><tr><td>42 - 43</td><td>5'-11 1/2"</td><td></td></tr><tr><td>43 - 44</td><td>5'-11 1/2"</td><td></td></tr><tr><td>44 - 45</td><td>3'-0"</td><td>BREAK</td></tr><tr><td>45 - 46</td><td>5'-11 1/2"</td><td></td></tr><tr><td>46 - 47</td><td>5'-11 1/2"</td><td></td></tr><tr><td>47 - 48</td><td>3'-0"</td><td></td></tr><tr><td>48 - 49</td><td>6'-6 1/4"</td><td>POST 49 IS 1'-5 15/16" FROM PYLON</td></tr></table> <div>NOTE: 1) POST SPACING ON SOUTH SIDE IS SAME EXCEPT POST 1 IS 1'-5 15/16" FROM PYLON; POST 49 IS 1'-6" FROM PYLON AND BREAKS ** HAVE ± 1" SPACE 1'-4" FROM POST ON WEST AND 1'-8" FROM POST ON EAST. * ± 1" SPACE BETWEEN POSTS WHERE RAILING IS DISCONTINUOUS; AT MIDWAY POINT EXCEPT AS NOTED BY **. ** ± 1" SPACE 1'-8" FROM C. OF POST ON WEST AND 1'-4" FROM C. OF POST ON EAST.</div>	POSTS	DISTANCE	COMMENTS	1 - 2	5'-2 1/4"	POST #1 IS 1'-6" FROM PYLON	2 - 3	3'-0"	BREAK *	3 - 4	5'-1 1/2"		4 - 5	5'-1 1/2"		5 - 6	3'-0"	BREAK	6 - 7	5'-1 1/2"		7 - 8	5'-1 1/2"		8 - 9	3'-0"	BREAK	9 - 10	5'-1 1/2"		10 - 11	5'-1 1/2"		11 - 12	3'-0"	BREAK **	12 - 13	6'-1"		13 - 14	6'-1"		14 - 15	3'-0"	BREAK	15 - 16	6'-1"		16 - 17	6'-1"		17 - 18	3'-0"	BREAK	18 - 19	6'-1"		19 - 20	6'-1"		20 - 21	3'-0"	BREAK	21 - 22	6'-1"		22 - 23	6'-1"		23 - 24	3'-0"	BREAK **	24 - 25	6'-10"		25 - 26	6'-10"		26 - 27	3'-5"	BREAK	27 - 28	6'-9 3/4"		28 - 29	6'-9 3/4"		29 - 30	3'-5"	BREAK	30 - 31	6'-9 3/4"		31 - 32	6'-9 3/4"		32 - 33	3'-5"	BREAK	33 - 34	6'-10"		34 - 35	6'-10"		35 - 36	3'-0"	BREAK **	36 - 37	5'-11 1/2"		37 - 38	5'-11 1/2"		38 - 39	3'-0"	BREAK	39 - 40	5'-11 1/2"		40 - 41	5'-11 1/2"		41 - 42	3'-0"	BREAK	42 - 43	5'-11 1/2"		43 - 44	5'-11 1/2"		44 - 45	3'-0"	BREAK	45 - 46	5'-11 1/2"		46 - 47	5'-11 1/2"		47 - 48	3'-0"		48 - 49	6'-6 1/4"	POST 49 IS 1'-5 15/16" FROM PYLON	<div>M.P. 139.54 GLENMONT-FEURA BUSH RD. ROUTE 910A WEST TO EAST</div> <div>NOTE: 1) 27 POSTS SPACED 10'-0" APART ON BOTH SIDES. POSTS 1 AND 27 ARE 3'-2 1/4" FROM BEGINNING OF 2-RAIL BOX BEAM BRIDGE RAIL.</div> <div>M.P. 145.38 RUSSELL RD. NORTH SIDE, WEST TO EAST</div> <table><tr><th>POSTS</th><th>DISTANCE</th><th>COMMENTS</th></tr><tr><td>1 - 2</td><td>10'-2 5/8"</td><td></td></tr><tr><td>2 - 3</td><td>9'-10 3/4"</td><td></td></tr><tr><td>3 - 4</td><td>10'-3 1/4"</td><td></td></tr><tr><td>4 - 5</td><td>7'-9 3/16"</td><td></td></tr><tr><td>5 - 6</td><td>7'-9 3/16"</td><td></td></tr><tr><td>6 - 7</td><td>7'-9 3/16"</td><td></td></tr><tr><td>7 - 8</td><td>7'-9 3/16"</td><td></td></tr><tr><td>8 - 9</td><td>6'-0 1/16"</td><td></td></tr><tr><td>9 - 10</td><td>8'-1 1/2"</td><td></td></tr><tr><td>10 - 11</td><td>10'-2 3/16"</td><td></td></tr><tr><td>11 - 12</td><td>7'-9 3/8"</td><td></td></tr><tr><td>12 - 13</td><td>7'-9 3/8"</td><td></td></tr><tr><td>13 - 14</td><td>7'-9 3/8"</td><td></td></tr><tr><td>14 - 15</td><td>7'-9 3/8"</td><td></td></tr><tr><td>15 - 16</td><td>7'-9 3/8"</td><td></td></tr><tr><td>16 - 17</td><td>7'-9 3/8"</td><td></td></tr><tr><td>17 - 18</td><td>7'-9 3/8"</td><td></td></tr><tr><td>18 - 19</td><td>7'-9 3/8"</td><td></td></tr><tr><td>19 - 20</td><td>7'-9 3/8"</td><td></td></tr><tr><td>20 - 21</td><td>7'-9 3/8"</td><td></td></tr><tr><td>21 - 22</td><td>7'-9 3/8"</td><td></td></tr><tr><td>22 - 23</td><td>7'-9 3/8"</td><td></td></tr><tr><td>23 - 24</td><td>7'-9 3/8"</td><td></td></tr><tr><td>24 - 25</td><td>7'-9 3/8"</td><td></td></tr><tr><td>25 - 26</td><td>6'-0 1/16"</td><td></td></tr><tr><td>26 - 27</td><td>8'-1 1/2"</td><td></td></tr><tr><td>27 - 28</td><td>9'-10 9/16"</td><td></td></tr><tr><td>28 - 29</td><td>7'-9 3/16"</td><td></td></tr><tr><td>29 - 30</td><td>7'-9 3/16"</td><td></td></tr><tr><td>30 - 31</td><td>7'-9 3/16"</td><td></td></tr><tr><td>31 - 32</td><td>7'-9 3/16"</td><td></td></tr><tr><td>32 - 33</td><td>6'-5 1/4"</td><td></td></tr><tr><td>33 - 34</td><td>5'-9"</td><td></td></tr><tr><td>34 - 35</td><td>10'-2 5/8"</td><td></td></tr></table> <div>NOTES: 1) POSTS 1 AND 35 ARE 1'-10" FROM END OF WINGWALLS. 2) SPACING ON SOUTHSIDE IS OPPOSITE HAND.</div>	POSTS	DISTANCE	COMMENTS	1 - 2	10'-2 5/8"		2 - 3	9'-10 3/4"		3 - 4	10'-3 1/4"		4 - 5	7'-9 3/16"		5 - 6	7'-9 3/16"		6 - 7	7'-9 3/16"		7 - 8	7'-9 3/16"		8 - 9	6'-0 1/16"		9 - 10	8'-1 1/2"		10 - 11	10'-2 3/16"		11 - 12	7'-9 3/8"		12 - 13	7'-9 3/8"		13 - 14	7'-9 3/8"		14 - 15	7'-9 3/8"		15 - 16	7'-9 3/8"		16 - 17	7'-9 3/8"		17 - 18	7'-9 3/8"		18 - 19	7'-9 3/8"		19 - 20	7'-9 3/8"		20 - 21	7'-9 3/8"		21 - 22	7'-9 3/8"		22 - 23	7'-9 3/8"		23 - 24	7'-9 3/8"		24 - 25	7'-9 3/8"		25 - 26	6'-0 1/16"		26 - 27	8'-1 1/2"		27 - 28	9'-10 9/16"		28 - 29	7'-9 3/16"		29 - 30	7'-9 3/16"		30 - 31	7'-9 3/16"		31 - 32	7'-9 3/16"		32 - 33	6'-5 1/4"		33 - 34	5'-9"		34 - 35	10'-2 5/8"		<div>M.P. 250.90 TILDEN HILL RD. EAST SIDE, NORTH TO SOUTH</div> <table><tr><th>POSTS</th><th>DISTANCE</th><th>COMMENTS</th></tr><tr><td>1 - 2</td><td>6'-6"</td><td></td></tr><tr><td>2 - 3</td><td>2'-0"</td><td></td></tr><tr><td>3 - 4</td><td>6'-8 3/4"</td><td></td></tr><tr><td>4 - 5</td><td>6'-8 3/4"</td><td></td></tr><tr><td>5 - 6</td><td>6'-8 3/4"</td><td></td></tr><tr><td>6 - 7</td><td>2'-0"</td><td>BREAK</td></tr><tr><td>7 - 8</td><td>6'-8 3/4"</td><td></td></tr><tr><td>8 - 9</td><td>6'-8 3/4"</td><td></td></tr><tr><td>9 - 10</td><td>6'-8 3/4"</td><td></td></tr><tr><td>10 - 11</td><td>2'-0 1/8"</td><td>BREAK (1'-0" & 1'-0 1/8")</td></tr><tr><td>11 - 12</td><td>6'-4 1/4"</td><td></td></tr><tr><td>12 - 13</td><td>6'-4 1/4"</td><td></td></tr><tr><td>13 - 14</td><td>6'-4 1/4"</td><td></td></tr><tr><td>14 - 15</td><td>2'-0 1/4"</td><td>BREAK</td></tr><tr><td>15 - 16</td><td>6'-4 1/4"</td><td></td></tr><tr><td>16 - 17</td><td>6'-4 1/4"</td><td></td></tr><tr><td>17 - 18</td><td>6'-4 1/4"</td><td></td></tr><tr><td>18 - 19</td><td>2'-0 1/4"</td><td>BREAK</td></tr><tr><td>19 - 20</td><td>6'-4 1/4"</td><td></td></tr><tr><td>20 - 21</td><td>6'-4 1/4"</td><td></td></tr><tr><td>21 - 22</td><td>6'-4 1/4"</td><td></td></tr><tr><td>22 - 23</td><td>2'-0 1/4"</td><td>BREAK</td></tr><tr><td>23 - 24</td><td>6'-4 1/4"</td><td></td></tr><tr><td>24 - 25</td><td>6'-4 1/4"</td><td></td></tr><tr><td>25 - 26</td><td>6'-4 1/4"</td><td></td></tr><tr><td>26 - 27</td><td>2'-0 1/4"</td><td>BREAK</td></tr><tr><td>27 - 28</td><td>6'-4 1/4"</td><td></td></tr><tr><td>28 - 29</td><td>6'-4 1/4"</td><td></td></tr><tr><td>29 - 30</td><td>6'-4 1/4"</td><td></td></tr><tr><td>30 - 31</td><td>2'-0 1/4"</td><td>BREAK</td></tr><tr><td>31 - 32</td><td>6'-4 1/4"</td><td></td></tr><tr><td>32 - 33</td><td>6'-4 1/4"</td><td></td></tr><tr><td>33 - 34</td><td>6'-4 1/4"</td><td></td></tr><tr><td>34 - 35</td><td>2'-0 1/8"</td><td>BREAK (1'-0 1/8" & 1'-0")</td></tr><tr><td>35 - 36</td><td>6'-5 3/4"</td><td></td></tr><tr><td>36 - 37</td><td>6'-5 3/4"</td><td></td></tr><tr><td>37 - 38</td><td>6'-5 3/4"</td><td></td></tr><tr><td>38 - 39</td><td>2'-0"</td><td>BREAK</td></tr><tr><td>39 - 40</td><td>6'-5 3/4"</td><td></td></tr><tr><td>40 - 41</td><td>6'-5 3/4"</td><td></td></tr><tr><td>41 - 42</td><td>6'-5 3/4"</td><td></td></tr><tr><td>42 - 43</td><td>2'-0"</td><td>BREAK (10" & 1'-2")</td></tr><tr><td>43 - 44</td><td>6'-6"</td><td>POST 44 IS 1'-1" FROM PYLON (1' RAILING)</td></tr></table> <div>NOTE: 1) POST SPACE ON WEST SIDE IS SAME.</div> <div>* ± 1" SPACE WHERE RAILING IS DISCONTINUOUS; SPACE IS MIDWAY BETWEEN POSTS EXCEPT AS NOTED BY DIMENSIONS IN PARENTHESES.</div>	POSTS	DISTANCE	COMMENTS	1 - 2	6'-6"		2 - 3	2'-0"		3 - 4	6'-8 3/4"		4 - 5	6'-8 3/4"		5 - 6	6'-8 3/4"		6 - 7	2'-0"	BREAK	7 - 8	6'-8 3/4"		8 - 9	6'-8 3/4"		9 - 10	6'-8 3/4"		10 - 11	2'-0 1/8"	BREAK (1'-0" & 1'-0 1/8")	11 - 12	6'-4 1/4"		12 - 13	6'-4 1/4"		13 - 14	6'-4 1/4"		14 - 15	2'-0 1/4"	BREAK	15 - 16	6'-4 1/4"		16 - 17	6'-4 1/4"		17 - 18	6'-4 1/4"		18 - 19	2'-0 1/4"	BREAK	19 - 20	6'-4 1/4"		20 - 21	6'-4 1/4"		21 - 22	6'-4 1/4"		22 - 23	2'-0 1/4"	BREAK	23 - 24	6'-4 1/4"		24 - 25	6'-4 1/4"		25 - 26	6'-4 1/4"		26 - 27	2'-0 1/4"	BREAK	27 - 28	6'-4 1/4"		28 - 29	6'-4 1/4"		29 - 30	6'-4 1/4"		30 - 31	2'-0 1/4"	BREAK	31 - 32	6'-4 1/4"		32 - 33	6'-4 1/4"		33 - 34	6'-4 1/4"		34 - 35	2'-0 1/8"	BREAK (1'-0 1/8" & 1'-0")	35 - 36	6'-5 3/4"		36 - 37	6'-5 3/4"		37 - 38	6'-5 3/4"		38 - 39	2'-0"	BREAK	39 - 40	6'-5 3/4"		40 - 41	6'-5 3/4"		41 - 42	6'-5 3/4"		42 - 43	2'-0"	BREAK (10" & 1'-2")	43 - 44	6'-6"	POST 44 IS 1'-1" FROM PYLON (1' RAILING)	<div>M.P. 278.37 ROUTE 298 WEST SIDE, SOUTH TO NORTH</div> <table><tr><th>POSTS</th><th>DISTANCE</th><th>COMMENTS</th></tr><tr><td>1 - 2</td><td>7'-0"</td><td></td></tr><tr><td>2 - 3</td><td>6'-10"</td><td></td></tr><tr><td>3 - 24</td><td>21 SPACES @ 10'-6"</td><td></td></tr><tr><td>24 - 25</td><td>6'-10"</td><td></td></tr><tr><td>25 - 26</td><td>7'-10"</td><td></td></tr></table> <div>NOTES: 1) POSTS 1 & 26 ARE 2'-2" FROM END OF WINGWALL. 2) SPACING IS THE SAME ON THE EAST SIDE.</div> <div>M.P. 281.75 LEMOYNE AVE. WEST SIDE, SOUTH TO NORTH</div> <table><tr><th>POSTS</th><th>DISTANCE</th><th>COMMENTS</th></tr><tr><td>1 - 2</td><td>2'-0"</td><td></td></tr><tr><td>2 - 3</td><td>5'-2"</td><td></td></tr><tr><td>3 - 4</td><td>5'-2"</td><td></td></tr><tr><td>4 - 5</td><td>2'-0"</td><td>BREAK *</td></tr><tr><td>5 - 6</td><td>5'-0"</td><td></td></tr><tr><td>6 - 7</td><td>5'-0 1/2"</td><td></td></tr><tr><td>7 - 8</td><td>5'-0"</td><td></td></tr><tr><td>8 - 9</td><td>2'-0"</td><td>BREAK</td></tr><tr><td>9 - 10</td><td>5'-0"</td><td></td></tr><tr><td>10 - 11</td><td>5'-0 1/2"</td><td></td></tr><tr><td>11 - 12</td><td>5'-0"</td><td></td></tr><tr><td>12 - 13</td><td>2'-0"</td><td>BREAK</td></tr><tr><td>13 - 14</td><td>5'-10 1/2"</td><td></td></tr><tr><td>14 - 15</td><td>5'-11"</td><td></td></tr><tr><td>15 - 16</td><td>5'-10 1/2"</td><td></td></tr><tr><td>16 - 17</td><td>2'-0"</td><td>BREAK</td></tr><tr><td>17 - 18</td><td>5'-10 1/2"</td><td></td></tr><tr><td>18 - 19</td><td>5'-11"</td><td></td></tr><tr><td>19 - 20</td><td>5'-10 1/2"</td><td></td></tr><tr><td>20 - 21</td><td>2'-0"</td><td>BREAK</td></tr><tr><td>21 - 22</td><td>5'-10 1/2"</td><td></td></tr><tr><td>22 - 23</td><td>5'-11"</td><td></td></tr><tr><td>23 - 24</td><td>5'-10 1/2"</td><td></td></tr><tr><td>24 - 25</td><td>2'-0"</td><td>BREAK</td></tr><tr><td>25 - 26</td><td>5'-10 1/2"</td><td></td></tr><tr><td>26 - 27</td><td>5'-11"</td><td></td></tr><tr><td>27 - 28</td><td>5'-10 1/2"</td><td></td></tr><tr><td>28 - 29</td><td>2'-0"</td><td>BREAK</td></tr><tr><td>29 - 30</td><td>5'-10 1/2"</td><td></td></tr><tr><td>30 - 31</td><td>5'-11"</td><td></td></tr><tr><td>31 - 32</td><td>5'-10 1/2"</td><td></td></tr><tr><td>32 - 33</td><td>2'-0"</td><td>BREAK</td></tr><tr><td>33 - 34</td><td>5'-10 1/2"</td><td></td></tr><tr><td>34 - 35</td><td>5'-11"</td><td></td></tr><tr><td>35 - 36</td><td>5'-10 1/2"</td><td></td></tr><tr><td>36 - 37</td><td>2'-0"</td><td>BREAK</td></tr><tr><td>37 - 38</td><td>5'-7 1/2"</td><td></td></tr><tr><td>38 - 39</td><td>5'-7"</td><td></td></tr><tr><td>39 - 40</td><td>5'-7 1/2"</td><td></td></tr><tr><td>40 - 41</td><td>2'-0"</td><td>BREAK</td></tr><tr><td>41 - 42</td><td>5'-7 1/2"</td><td></td></tr><tr><td>42 - 43</td><td>5'-7"</td><td></td></tr><tr><td>43 - 44</td><td>5'-7 1/2"</td><td></td></tr><tr><td>44 - 45</td><td>2'-0"</td><td>BREAK</td></tr><tr><td>45 - 46</td><td>5'-2"</td><td></td></tr><tr><td>46 - 47</td><td>5'-2"</td><td></td></tr><tr><td>47 - 48</td><td>2'-0"</td><td></td></tr></table> <div>NOTES: 1) POSTS 1 & 48 ARE 8" FROM END OF WINGWALL. 2) SPACING IS SAME ON EAST SIDE.</div> <div>* ± 1" SPACE MIDWAY BETWEEN POSTS WHERE RAILING IS DISCONTINUOUS ON 4-RAIL RAILING.</div> <div>M.P. 281.90 SYRACUSE - CICERO RD., ROUTE 11 WEST SIDE, SOUTH TO NORTH</div> <div>NOTES: 1) POSTS 1 & 42 ARE APPROXIMATELY 1'-4" FROM PYLON. 2) POSTS 2 AND 41 ARE APPROXIMATELY 1'-11 1/4" FROM POSTS 1 & 42 RESPECTIVELY. 3) FROM POST 2 TO POST 41, POSTS ARE SPACED AT 9 REPEATING INTERVALS OF [6'-6", 6'-6", 6'-6" AND 2'-0"], ENDING WITH 3 POSTS SPACED AT 6'-6" EACH. IN ALL CASES, THERE IS A BREAK OF ± 1" MIDWAY BETWEEN THE POSTS SPACED AT 2'-0", WHERE THE RAILING IS DISCONTINUOUS. 4) RAIL SPACING ON EAST SIDE IS SAME.</div>	POSTS	DISTANCE	COMMENTS	1 - 2	7'-0"		2 - 3	6'-10"		3 - 24	21 SPACES @ 10'-6"		24 - 25	6'-10"		25 - 26	7'-10"		POSTS	DISTANCE	COMMENTS	1 - 2	2'-0"		2 - 3	5'-2"		3 - 4	5'-2"		4 - 5	2'-0"	BREAK *	5 - 6	5'-0"		6 - 7	5'-0 1/2"		7 - 8	5'-0"		8 - 9	2'-0"	BREAK	9 - 10	5'-0"		10 - 11	5'-0 1/2"		11 - 12	5'-0"		12 - 13	2'-0"	BREAK	13 - 14	5'-10 1/2"		14 - 15	5'-11"		15 - 16	5'-10 1/2"		16 - 17	2'-0"	BREAK	17 - 18	5'-10 1/2"		18 - 19	5'-11"		19 - 20	5'-10 1/2"		20 - 21	2'-0"	BREAK	21 - 22	5'-10 1/2"		22 - 23	5'-11"		23 - 24	5'-10 1/2"		24 - 25	2'-0"	BREAK	25 - 26	5'-10 1/2"		26 - 27	5'-11"		27 - 28	5'-10 1/2"		28 - 29	2'-0"	BREAK	29 - 30	5'-10 1/2"		30 - 31	5'-11"		31 - 32	5'-10 1/2"		32 - 33	2'-0"	BREAK	33 - 34	5'-10 1/2"		34 - 35	5'-11"		35 - 36	5'-10 1/2"		36 - 37	2'-0"	BREAK	37 - 38	5'-7 1/2"		38 - 39	5'-7"		39 - 40	5'-7 1/2"		40 - 41	2'-0"	BREAK	41 - 42	5'-7 1/2"		42 - 43	5'-7"		43 - 44	5'-7 1/2"		44 - 45	2'-0"	BREAK	45 - 46	5'-2"		46 - 47	5'-2"		47 - 48	2'-0"		<div>M.P. 283.04 BUCKLEY RD. C.R. 48 WEST SIDE, SOUTH TO NORTH</div> <table><tr><th>POSTS</th><th>DISTANCE</th><th>COMMENTS</th></tr><tr><td>1 - 2</td><td>8'-2 1/2"</td><td></td></tr><tr><td>2 - 3</td><td>8'-2 1/2"</td><td></td></tr><tr><td>3 - 4</td><td>8'-2 1/2"</td><td></td></tr><tr><td>4 - 5</td><td>4'-1"</td><td>BREAK *</td></tr><tr><td>5 - 6</td><td>8'-2 1/2"</td><td></td></tr><tr><td>6 - 7</td><td>8'-2 1/2"</td><td></td></tr><tr><td>7 - 8</td><td>4'-0"</td><td>BREAK</td></tr><tr><td>8 - 9</td><td>7'-9"</td><td></td></tr><tr><td>9 - 10</td><td>7'-9"</td><td></td></tr><tr><td>10 - 11</td><td>4'-0"</td><td>BREAK</td></tr><tr><td>11 - 12</td><td>7'-9"</td><td></td></tr><tr><td>12 - 13</td><td>7'-9"</td><td></td></tr><tr><td>13 - 14</td><td>7'-9"</td><td></td></tr><tr><td>14 - 15</td><td>4'-0"</td><td>BREAK</td></tr><tr><td>15 - 16</td><td>7'-9"</td><td></td></tr><tr><td>16 - 17</td><td>7'-9"</td><td></td></tr><tr><td>17 - 18</td><td>4'-0"</td><td>BREAK</td></tr><tr><td>18 - 19</td><td>7'-9"</td><td></td></tr><tr><td>19 - 20</td><td>7'-9"</td><td></td></tr><tr><td>20 - 21</td><td>4'-0"</td><td>BREAK</td></tr><tr><td>21 - 22</td><td>7'-9"</td><td></td></tr><tr><td>22 - 23</td><td>7'-9"</td><td></td></tr><tr><td>23 - 24</td><td>7'-9"</td><td></td></tr><tr><td>24 - 25</td><td>4'-0"</td><td>BREAK</td></tr><tr><td>25 - 26</td><td>7'-9"</td><td></td></tr><tr><td>26 - 27</td><td>7'-9"</td><td></td></tr><tr><td>27 - 28</td><td>4'-0"</td><td>BREAK</td></tr><tr><td>28 - 29</td><td>8'-2 1/2"</td><td></td></tr><tr><td>29 - 30</td><td>8'-2 1/2"</td><td></td></tr><tr><td>30 - 31</td><td>4'-1"</td><td>BREAK</td></tr><tr><td>31 - 32</td><td>8'-2 1/2"</td><td></td></tr><tr><td>32 - 33</td><td>8'-2 1/2"</td><td></td></tr><tr><td>33 - 34</td><td>8'-2 1/2"</td><td></td></tr></table> <div>NOTES: 1) POSTS 1 & 34 ARE ± 1'-11" FROM PYLON. 2) SPACING IS SAME ON EAST SIDE.</div> <div>* ± 1" SPACE MIDWAY BETWEEN POSTS WHERE 4-RAIL RAILING IS DISCONTINUOUS.</div> <div>M.P. 285.67 PHOENIX-SYRACUSE RD. ROUTE 57, C.R. 91 SOUTH TO NORTH</div> <div>NOTES: 1) POSTS 1 AND 28 ARE 2'-4 1/2" FROM THE ENDS OF THE WINGWALLS. 2) THERE ARE 26 ADDITIONAL POSTS SPACED 10'-6" APART, BETWEEN POSTS 1 AND 28.</div> <div>EAST SIDE 1) POSTS 1 AND 29 ARE 2'-0 1/2" FROM THE ENDS OF THE WINGWALLS. 2) THERE ARE 27 ADDITIONAL POSTS SPACED 10'-4" APART, BETWEEN POSTS 1 AND 27.</div>	POSTS	DISTANCE	COMMENTS	1 - 2	8'-2 1/2"		2 - 3	8'-2 1/2"		3 - 4	8'-2 1/2"		4 - 5	4'-1"	BREAK *	5 - 6	8'-2 1/2"		6 - 7	8'-2 1/2"		7 - 8	4'-0"	BREAK	8 - 9	7'-9"		9 - 10	7'-9"		10 - 11	4'-0"	BREAK	11 - 12	7'-9"		12 - 13	7'-9"		13 - 14	7'-9"		14 - 15	4'-0"	BREAK	15 - 16	7'-9"		16 - 17	7'-9"		17 - 18	4'-0"	BREAK	18 - 19	7'-9"		19 - 20	7'-9"		20 - 21	4'-0"	BREAK	21 - 22	7'-9"		22 - 23	7'-9"		23 - 24	7'-9"		24 - 25	4'-0"	BREAK	25 - 26	7'-9"		26 - 27	7'-9"		27 - 28	4'-0"	BREAK	28 - 29	8'-2 1/2"		29 - 30	8'-2 1/2"		30 - 31	4'-1"	BREAK	31 - 32	8'-2 1/2"		32 - 33	8'-2 1/2"		33 - 34	8'-2 1/2"		<div>M.P. 286.36 COLD SPRING-LIVERPOOL RD. ROUTE 370 WEST SIDE, NORTH TO SOUTH</div> <table><tr><th>POSTS</th><th>DISTANCE</th><th>COMMENTS</th></tr><tr><td>1 - 2</td><td>7'-3"</td><td></td></tr><tr><td>2 - 3</td><td>7'-3"</td><td></td></tr><tr><td>3 - 4</td><td>3'-4"</td><td>BREAK *</td></tr><tr><td>4 - 5</td><td>7'-3"</td><td></td></tr><tr><td>5 - 6</td><td>7'-3"</td><td></td></tr><tr><td>6 - 7</td><td>3'-4"</td><td>BREAK</td></tr><tr><td>7 - 8</td><td>7'-3"</td><td></td></tr><tr><td>8 - 9</td><td>7'-3"</td><td></td></tr><tr><td>9 - 10</td><td>3'-4"</td><td>BREAK</td></tr><tr><td>10 - 11</td><td>7'-3"</td><td></td></tr><tr><td>11 - 12</td><td>7'-3"</td><td></td></tr><tr><td>12 - 13</td><td>3'-4"</td><td>BREAK</td></tr><tr><td>13 - 14</td><td>6'-10"</td><td></td></tr><tr><td>14 - 15</td><td>6'-10"</td><td></td></tr><tr><td>15 - 16</td><td>3'-4"</td><td>BREAK</td></tr><tr><td>16 - 17</td><td>6'-10"</td><td></td></tr><tr><td>17 - 18</td><td>6'-10"</td><td></td></tr><tr><td>18 - 19</td><td>3'-4"</td><td>BREAK</td></tr><tr><td>19 - 20</td><td>6'-10"</td><td></td></tr><tr><td>20 - 21</td><td>6'-10"</td><td></td></tr><tr><td>21 - 22</td><td>3'-4"</td><td>BREAK</td></tr><tr><td>22 - 23</td><td>6'-10"</td><td></td></tr><tr><td>23 - 24</td><td>6'-10"</td><td></td></tr><tr><td>24 - 25</td><td>3'-4"</td><td>BREAK</td></tr><tr><td>25 - 26</td><td>6'-10"</td><td></td></tr><tr><td>26 - 27</td><td>6'-10"</td><td></td></tr><tr><td>27 - 28</td><td>3'-4"</td><td>BREAK</td></tr><tr><td>28 - 29</td><td>6'-10"</td><td></td></tr><tr><td>29 - 30</td><td>6'-10"</td><td></td></tr><tr><td>30 - 31</td><td>3'-4"</td><td>BREAK</td></tr><tr><td>31 - 32</td><td>6'-10"</td><td></td></tr><tr><td>32 - 33</td><td>6'-10"</td><td></td></tr><tr><td>33 - 34</td><td>3'-4"</td><td>BREAK</td></tr><tr><td>34 - 35</td><td>6'-10"</td><td></td></tr><tr><td>35 - 36</td><td>6'-10"</td><td></td></tr><tr><td>36 - 37</td><td>3'-4"</td><td>BREAK</td></tr><tr><td>37 - 38</td><td>6'-10"</</td></tr></table>	POSTS	DISTANCE	COMMENTS	1 - 2	7'-3"		2 - 3	7'-3"		3 - 4	3'-4"	BREAK *	4 - 5	7'-3"		5 - 6	7'-3"		6 - 7	3'-4"	BREAK	7 - 8	7'-3"		8 - 9	7'-3"		9 - 10	3'-4"	BREAK	10 - 11	7'-3"		11 - 12	7'-3"		12 - 13	3'-4"	BREAK	13 - 14	6'-10"		14 - 15	6'-10"		15 - 16	3'-4"	BREAK	16 - 17	6'-10"		17 - 18	6'-10"		18 - 19	3'-4"	BREAK	19 - 20	6'-10"		20 - 21	6'-10"		21 - 22	3'-4"	BREAK	22 - 23	6'-10"		23 - 24	6'-10"		24 - 25	3'-4"	BREAK	25 - 26	6'-10"		26 - 27	6'-10"		27 - 28	3'-4"	BREAK	28 - 29	6'-10"		29 - 30	6'-10"		30 - 31	3'-4"	BREAK	31 - 32	6'-10"		32 - 33	6'-10"		33 - 34	3'-4"	BREAK	34 - 35	6'-10"		35 - 36	6'-10"		36 - 37	3'-4"	BREAK	37 - 38	6'-10"</
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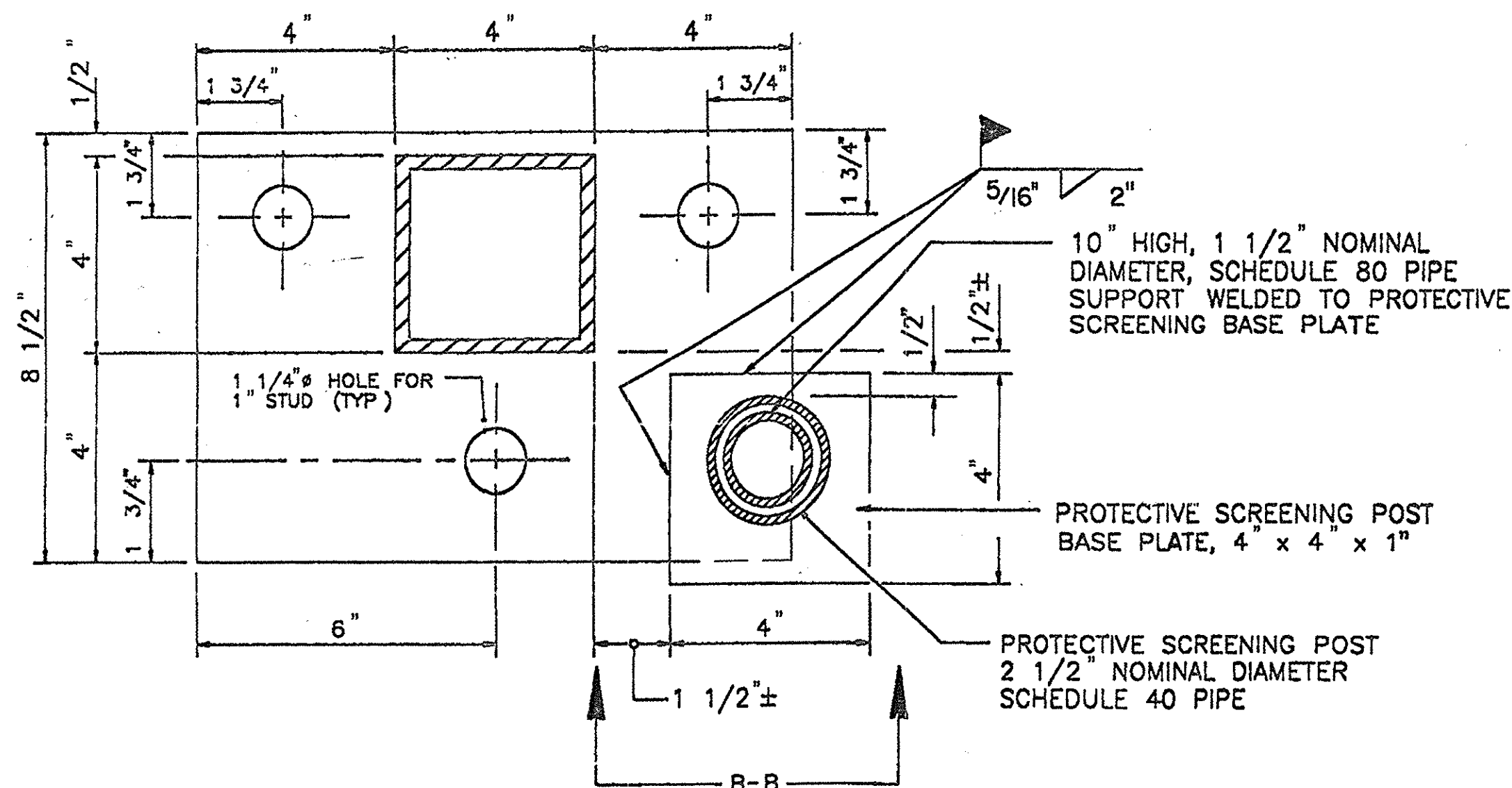
TABLE 2									
WIDTHS OF LANES, SHOULDERS & SIDEWALKS; LENGTHS OF EXISTING RAILING									
BIN #	M.P.	FEATURE	WIDTH OF LANES	WIDTH OF SHOULDERS	WIDTH OF SIDEWALKS	CURB	TYPE OF EXISTING RAILING	TOTAL LGTH. L.F.	LOCATION OF EXPANSION BEARINGS
5513220	113.64	CR. 23B, CATSKILL-SO. CAIRO RD.	2 x 12'-0"	6'-0" L & R	2'-7 1/2" L&R	Y	4-RAIL STEEL RAILING	488	PIERS 1 & 3
1031060	122.21	RTE. 81, COXSACKIE-GREENVILLE RD.	2 x 11'-0"	4'-0" L & R	NO SIDEWALKS	Y	2-RAIL STEEL RAILING	588	PIERS 1 & 3
1047510	134.61	RTE. 396, RIVER RD.	2 x 11'-0"	7'-0" L & R	NO SIDEWALKS	Y	2-RAIL STEEL RAILING	626	PIERS 1 & 3
1022440	139.54	RTE. 910A,GLENMONT -FEURA BUSH RD.	2 x 15'-0"	NO SHOULDERS	NO SIDEWALKS	Y	2-RAIL STEEL RAILING	536	PIERS 1 & 3
5513600	145.38	RUSSELL RD.	2 x 12'-0"	2'-6" L & R	NO SIDEWALKS	N	2-RAIL STEEL RAILING	532	PIERS 1 & 3
5513640	150.81	OLD STATE RD.	2 x 13'-0"	NO SHOULDERS	2'-7 1/2" L&R	Y	4-RAIL ST. RAIL. w/THRIE BEAM	444	PIERS 1 & 3
5512920	250.90	TILDEN HILL RD.	2 x 13'-0"	NO SHOULDERS	2'-7 1/2" L&R	Y	4-RAIL STEEL RAILING	460	BOTH ABUT., SO.SIDE PIER 1&NO.SIDE PIER 3
5025670	257.09	RTE. 46, WILLIAMS ST.	2 x 12'-0"	6'-0" L & R	2'-7 1/2" L&R	Y	4-RAIL ST. RAIL.w/ 2-RAIL GALV. RAIL.	406	BOTH ABUTMENTS, PIER 1 & 3
1045210	278.37	RTE. 298	2 x 12'-0"	7'-10" L & R	NO SIDEWALKS	Y	2-RAIL STEEL RAILING	497	PIERS 1 & 3
1049830	281.75	LEMOYNE AVE.	4 x 13'-0"	NO SHOULDERS	8'-10" L&R	Y	4-RAIL ST. RAIL. w/THRIE BEAM	433	BOTH ABUTMENTS, PIER 1 & 3
1008520	281.90	RTE. 11, SYR.-CICERO RD.	4 x 12'-0" 5' MEDIAN	NO SHOULDERS	8'-5 3/4" L&R	Y	4-RAIL STEEL RAILING	440	BOTH ABUTMENTS, PIER 1 & 3
5510150	283.04	C.R. 48, BUCKLEY RD.	2 x 14'-0"	NO SHOULDERS	8'-5 3/4" L&R	Y	4-RAIL ST. RAIL. w/THRIE BEAM	454	BOTH ABUTMENTS, PIER 1 & 3
5027410	285.67	RT. 57, PHOENIX-SYRACUSE RD.	4 x 12'-0"	7'-6" L & R	NO SIDEWALKS	Y	2-RAIL STEEL RAILING	582	BOTH ABUTMENTS
1046870	286.36	RTE. 370, COLD SPRING-LIVRPL. RD.	2 x 12'-0"	6'-0" L & R	2'-7 1/2" L&R	Y	4-RAIL STEEL RAILING	611	PIER 1, SOUTH SIDE OF PIER 2, SOUTH SIDE OF PIER 3
5510930	345.98	PUMPKIN HOOK RD.	2 x 13'-0"	NO SHOULDERS	2'-7 1/2" L&R	Y	4-RAIL ST. RAIL. w/THRIE BEAM	466	SOUTH SIDE OF PIER 1, BOTH SIDES OF PIER 2, NORTH SIDE OF PIER 3

DATE	DESCRIPTION	BY	SYM.
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TITLE OF PROJECT INSTALLATION OF PROTECTIVE SCREENING ON 15 BRIDGES OVER THE THRUWAY LOCATION OF PROJECT M.P. 113.64± TO M.P. 345.98±			
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		DATE: 3 / 12 / 93	
		DRAWING NUMBER: 4	

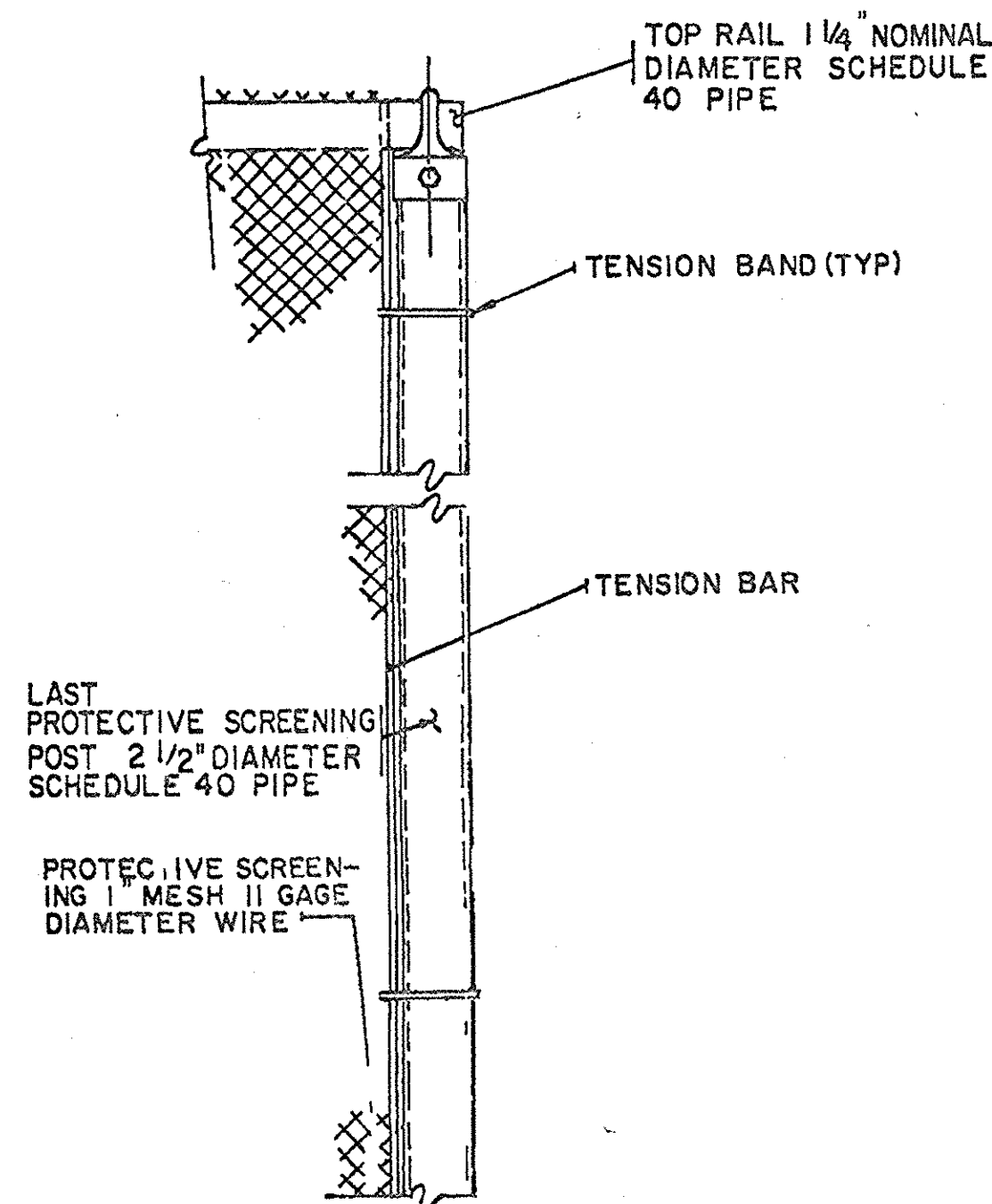


TYPICAL SECTION
(BR. PROT. SCREENING 4-RAIL ST. RAIL)

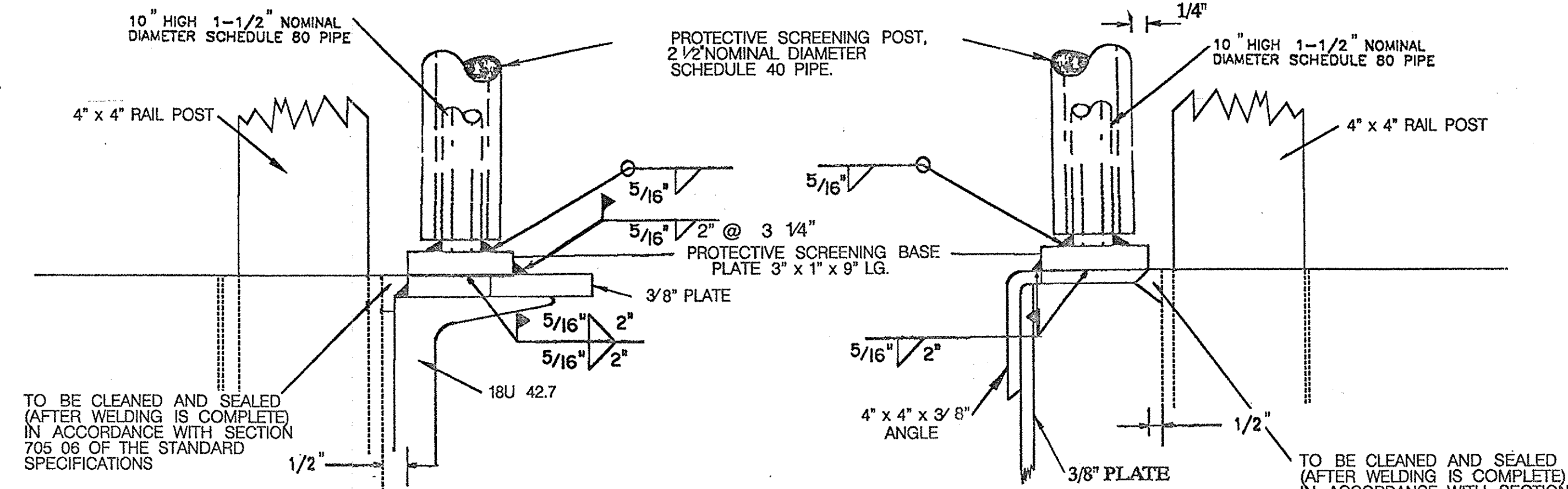
ELEVATION
(BR. PROT. SCREENING 4-RAIL ST. RAIL)
EXAMPLE OF INSTALLATION ON AN EARLY
GENERATION RAILING



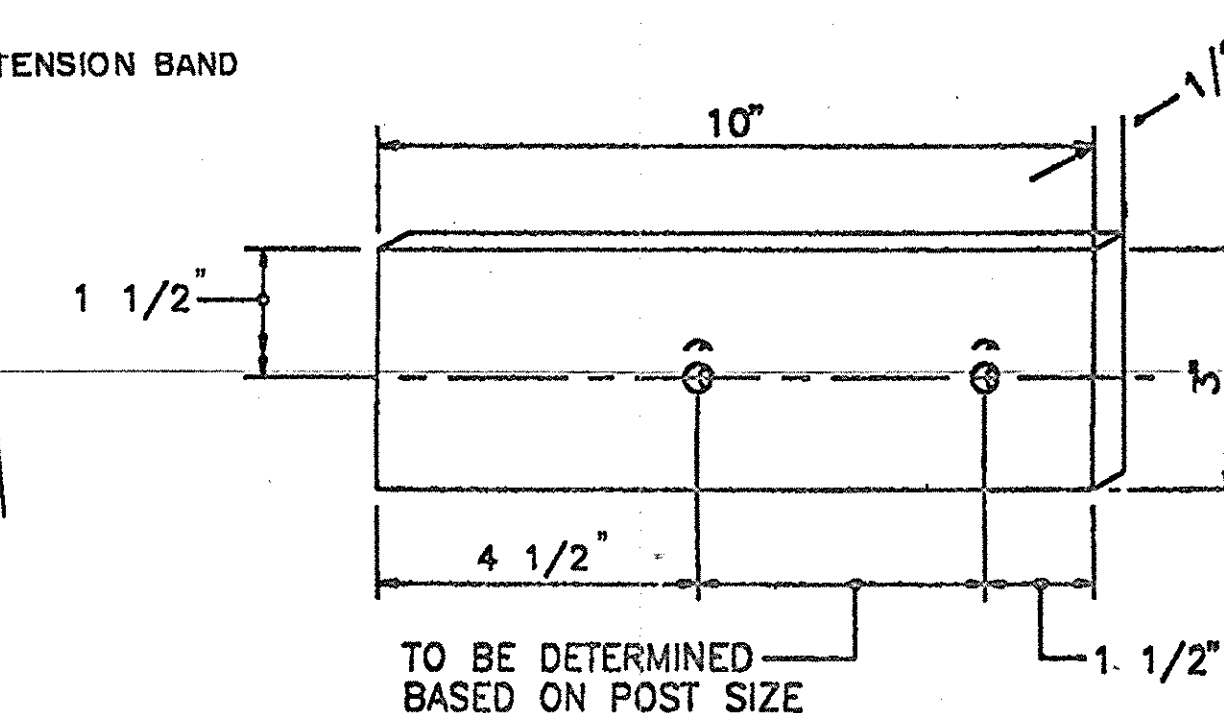
SECTION A - A
(SIDEWALK NOT SHOWN)
NTS



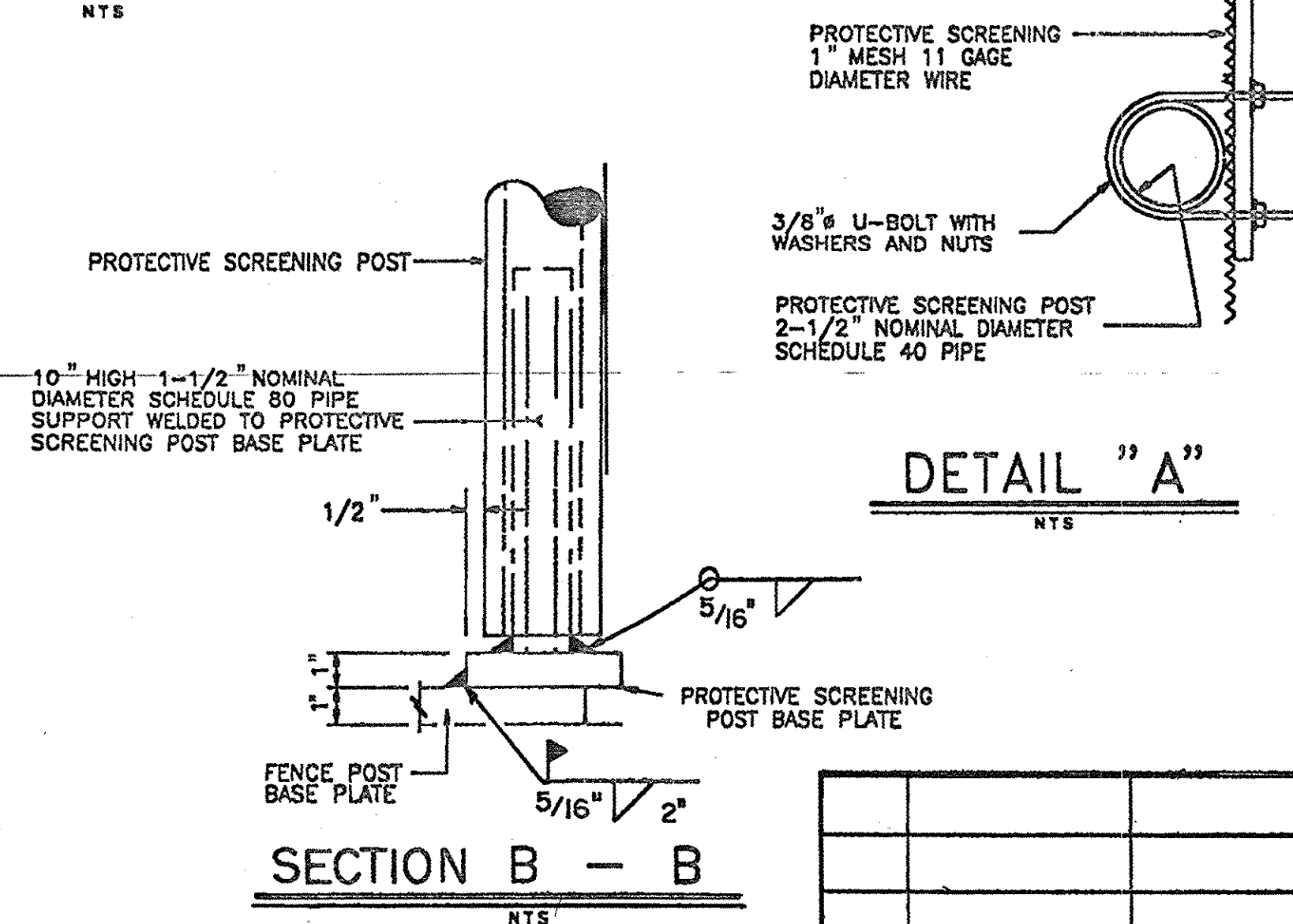
TYPICAL ELEVATION-
PROTECTIVE SCREENING END



DETAIL "Z" FOR M.P. 281.75 & M.P. 281.90
NTS



DETAIL "B"
NTS

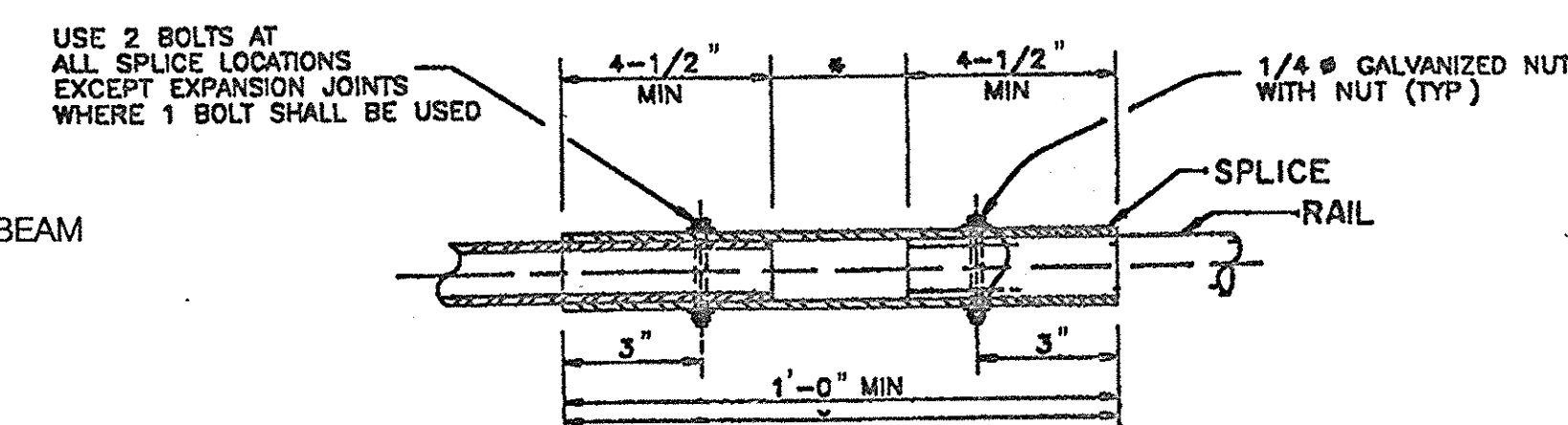


SECTION B - B
NTS

NOTES

1. NO WELD SHALL START OR STOP WITHIN $\frac{1}{4}$ " OF THE EDGE OF ANY PLATE
2. USE DETAILS ON SHEET 6 FOR INSTALLATION ON 2 RAIL RAILING IF THERE ARE FURTHER PROBLEMS CONTACT THE CHIEF ENGINEER-ENGINEERING SERVICES
3. THE PROTECTIVE SCREENING POSTS SHALL BE PLACED WITH THE RAILING POSTS SO THAT THE SPACING OF THE PROTECTIVE SCREENING POSTS DOES NOT EXCEED 10'-6" SPACING SHALL BE AS NEARLY UNIFORM AS POSSIBLE THERE SHALL ALWAYS BE PROTECTIVE SCREENING POSTS AT THE FIRST AND LAST RAILING POST REGARDLESS OF THE PROTECTIVE SCREENING POST SPACING ON THE BRIDGE ON NEW RAILING INSTALLATIONS THE PROTECTIVE SCREEN POST BASE PLATE SHALL BE WELDED TO THE RAILING POST BASE PLATE IN THE SHOP PRIOR TO GALVANIZING
4. ON COMPLETION OF ALL WELDING OPERATIONS, NECESSARY FIELD GALVANIZING IN ACCORDANCE WITH SECTION 719-01 OF THE STANDARD SPECIFICATIONS SHALL BE DONE THEREAFTER, TOUCH-UP PAINTING OF THE AFFECTED AREAS SHALL BE DONE IN ACCORDANCE WITH ITEM 25570 9275XX, POWER TOOL CLEANING AND REPAINTING OF BRIDGE RAIL (NON-GALVANIZED) NO SEPARATE PAYMENT WILL BE MADE FOR TOUCH-UP PAINTING THE COST FOR TOUCH-UP PAINTING SHALL BE INCLUDED IN THE PRICE BID FOR VARIOUS ITEMS IN THIS CONTRACT
5. FOUR BRIDGES (M.P. 150.81+/-, M.P. 281.75+/-, M.P. 283.04+/- & M.P. 345.98+/-) HAVE THREE BEAM ATTACHED BY MEANS OF U-BOLTS. IN SOME CASES, THE U-BOLTS ARE TOO LONG. THE CONTRACTOR SHALL CUT OFF THE U-BOLTS TO THE NECESSARY SIZE & FIELD GALVANIZE THE CUT END IN ACCORDANCE WITH SECTION 719. THE WORK HEREIN DESCRIBED WILL BE PAID FOR UNDER ITEM 16607.0611, PROTECTIVE SCREENING-BRIDGES.
6. ONE BRIDGE (M.P. 283.04+/-) ALSO HAS SIGNS ATTACHED TO IT BY MEANS OF ANGLE IRONS. IN THIS AREA, THE HEIGHT OF THE BOTTOM RAIL SHALL BE RAISED TO CLEAR THE ANGLE IRONS. THE FENCING SHALL BE ATTACHED TO THE RAIL AS USUAL BUT SHALL HANG BELOW THE RAIL TO CORRESPOND WITH THE REGULAR INSTALLATION. AT THE ANGLE IRON LOCATIONS, THE SCREENING MAY BE CUT SLIGHTLY. FOUR OTHER ANGLE IRONS NEAR THE SIGN SHALL BE CUT OFF TO PERMIT STANDARD INSTALLATION. THE WORK HEREIN DESCRIBED SHALL BE PAID FOR UNDER ITEM 16607.0611, PROTECTIVE SCREENING-BRIDGES.
7. TWO BRIDGES (M.P. 281.75+/- & M.P. 281.90+/-) HAVE ATYPICAL RAILING POST BASES. SEE DETAIL "Z" FOR INSTALLATION ON THESE BRIDGES.

FOR SUPPLEMENTAL INFORMATION
SEE SHEET 6F2.

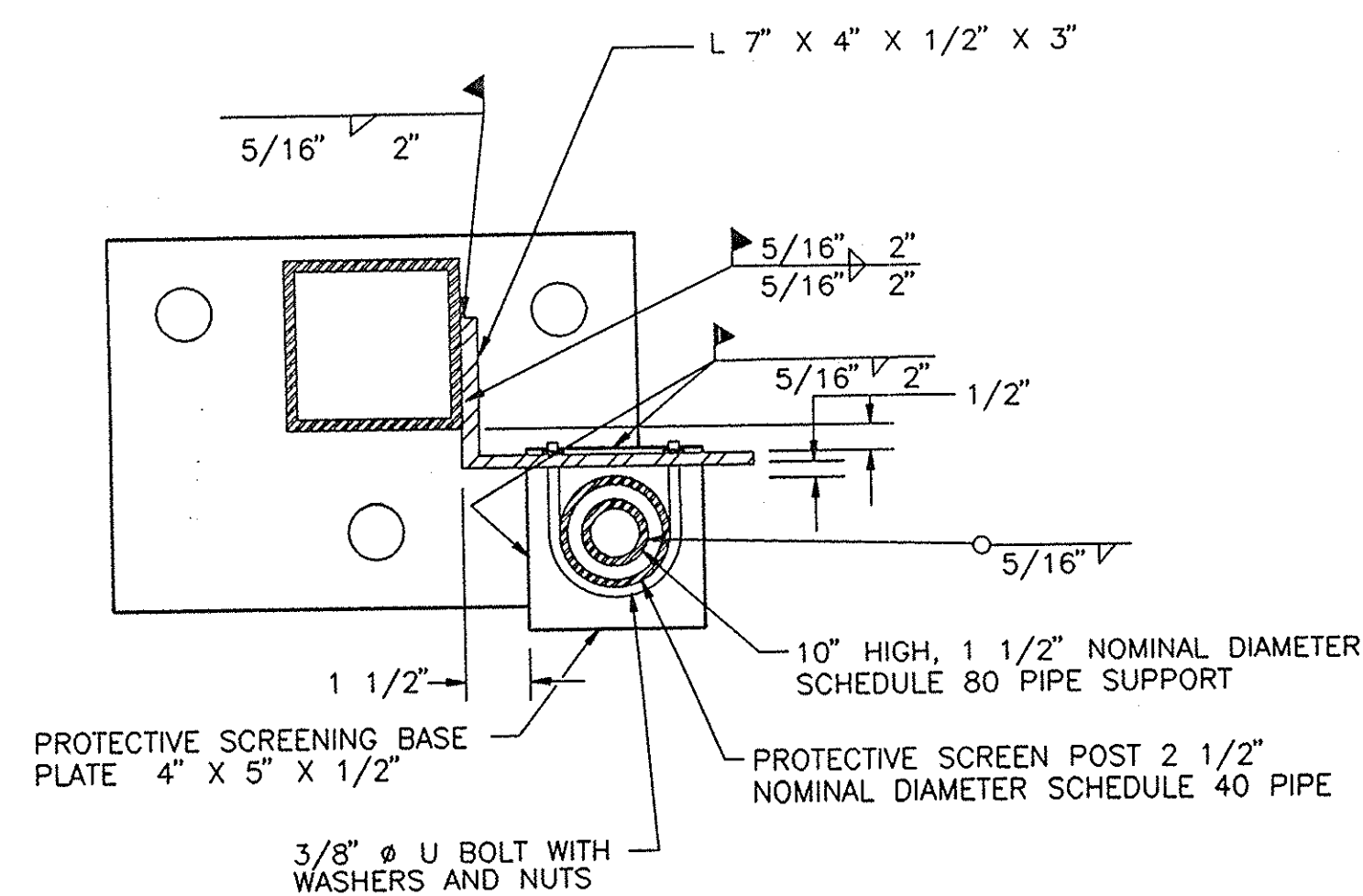


RAIL SPLICE DETAIL
NTS

* $\frac{1}{4}$ " EXCEPT FOR EXPANSION JOINT LOCATIONS WHERE THE DIMENSION SHALL BE SET EQUAL TO THE BRIDGE DECK JOINT PLUS $\frac{1}{4}$ " (1" MIN)

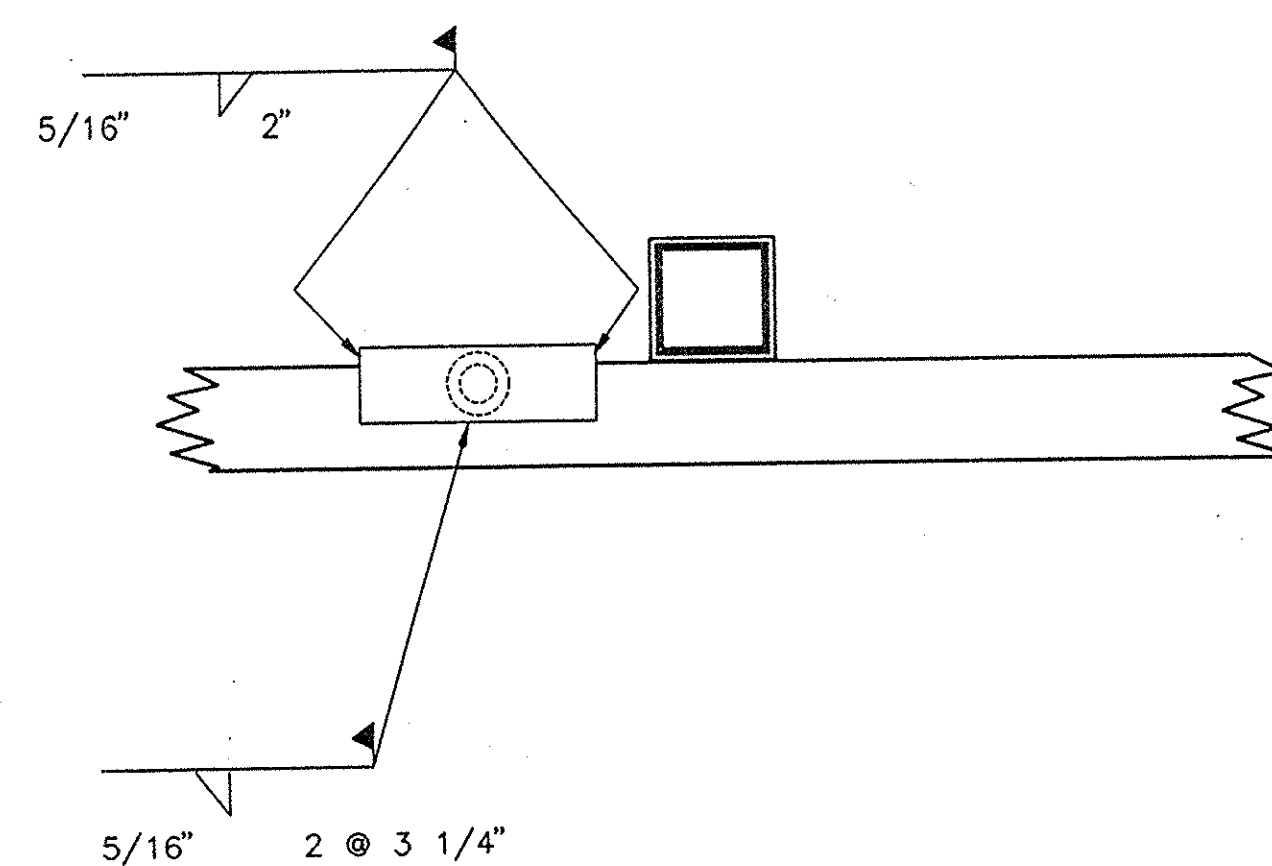
AS-BUILT REVISIONS

DATE	DESCRIPTION	BY	SYM
6-8-94	ADDITIONAL NOTE	D. LUDIK	
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD, ALBANY, NY 12209			
TITLE OF PROJECT INSTALLATION OF PROTECTIVE SCREENING ON 15 BRIDGES OVER THE THRUWAY			
LOCATION OF PROJECT M P 113 64+ TO M P 345 98+/-			
TITLE OF DRAWING PROTECTIVE SCREENING ON FOUR-RAIL STEEL BRIDGE RAILING			
CONTRACT NUMBER TA 93-3F			
DATE 1-29-93			
DRAWING NUMBER 5			

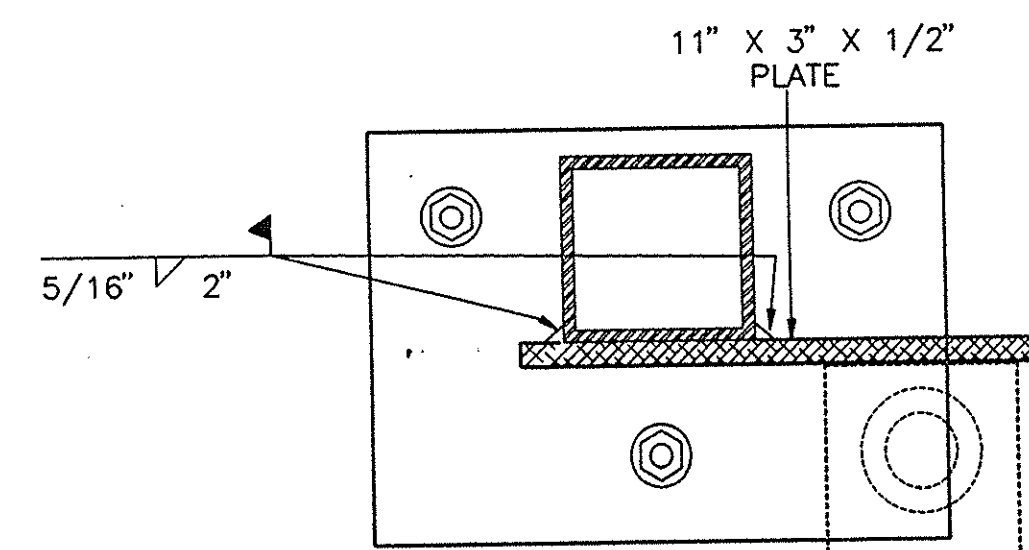


DETAIL "C"

N.T.S.

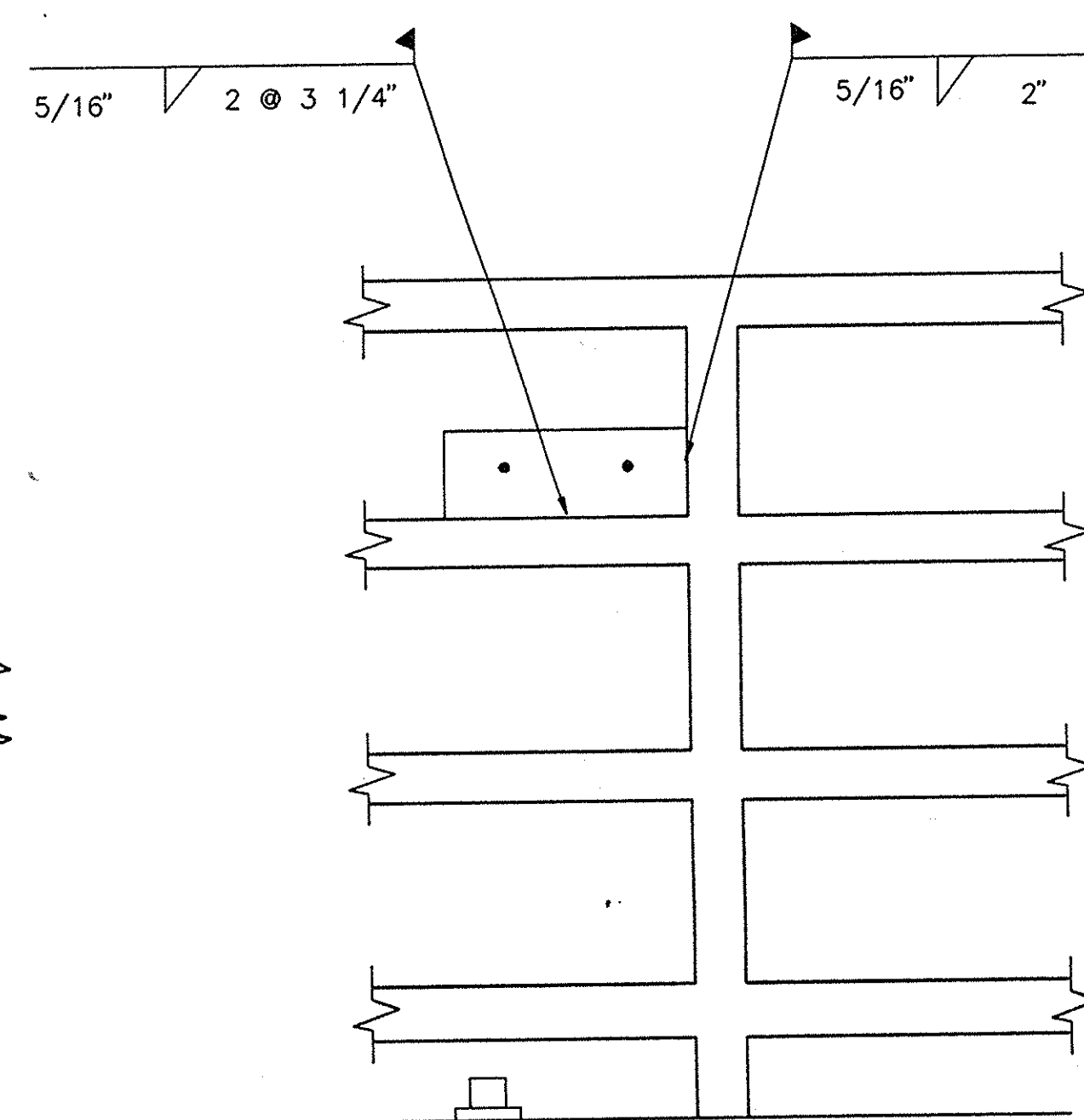
ALTERATION TO
DETAIL "Z"

N.T.S.

(SEE PAGE 5 FOR
ORIGINAL DETAIL "Z")

DETAIL "E"

N.T.S.



ELEVATION "A"

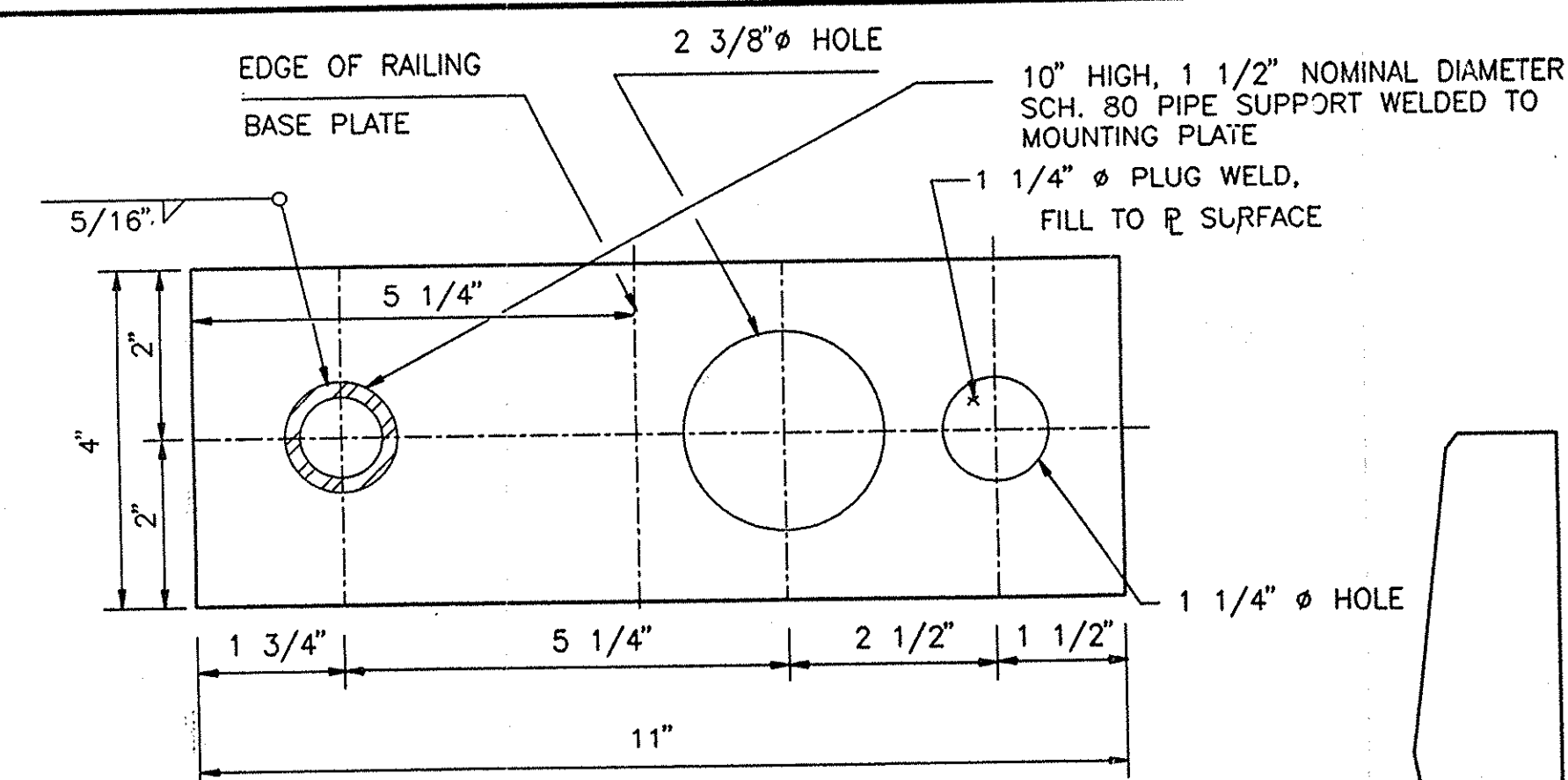
N.T.S.

(SEE PAGE 5 DETAIL "B" FOR
MOUNTING PLATE DIMENSIONS)

ALTERNATIVE SCREENING INSTALLATIONS FOR 4-RAIL RAILING

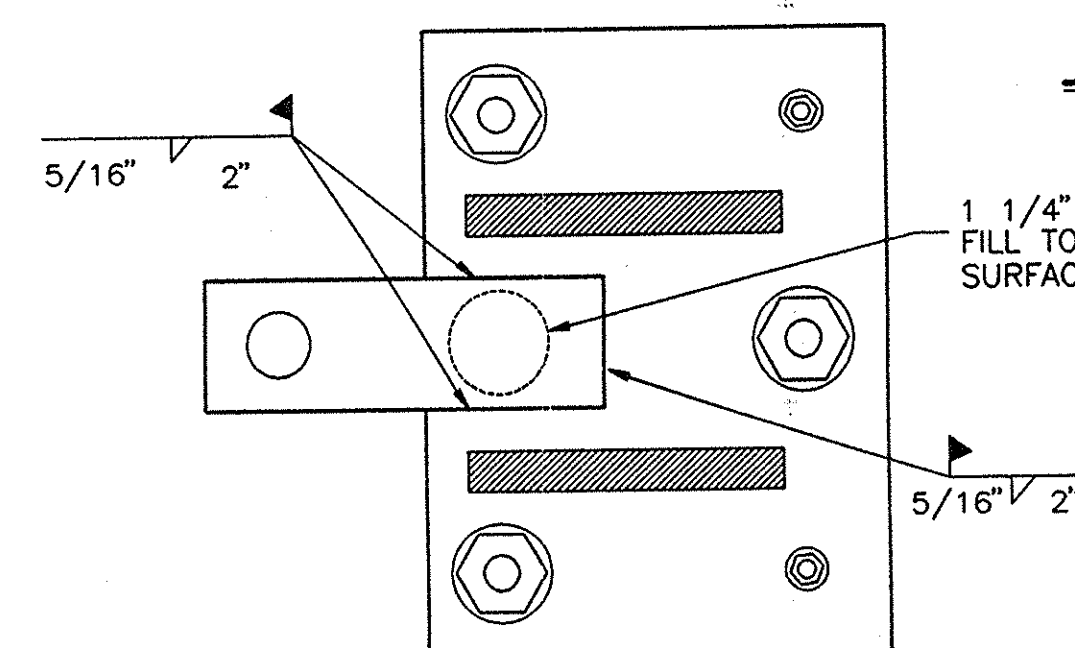
NOTES:

1. AT M.P. 113.64, THE LENGTH OF THE UPPER MOUNTING PLATE SHOWN IN DETAIL "B" ON DRAWING 5 WAS CHANGED TO 11" THUS ALLOWING THE OVERHEAD FILLET WELD TO BE REPLACED BY A FILLET WELD TO THE INSIDE OF THE MOUNTING PLATE AND THE RAIL POST. (SEE DETAIL "E" ABOVE.)
2. AT M.P. 150.81, IN ORDER TO AVOID INTERFERENCE FROM THE MOUNTING BOLTS FOR THE ATTACHED THRIE BEAM, SCREENING INSTALLATION WAS MODIFIED AS SHOWN IN DETAIL "C" ABOVE.
3. AT M.P.S 281.75 AND 281.90, SCREENING WAS INSTALLED ACCORDING TO ALTERATION TO DETAIL "Z" AND ELEVATION "A" AS SHOWN ABOVE, AS POSITION OF RAIL POST DID NOT PERMIT WELDING AS SHOWN IN DETAIL "Z" ON DRAWING 5.



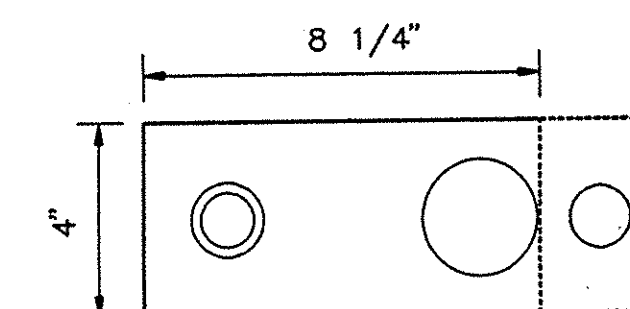
DETAIL "F"

SCALE: 1/4" = 1"



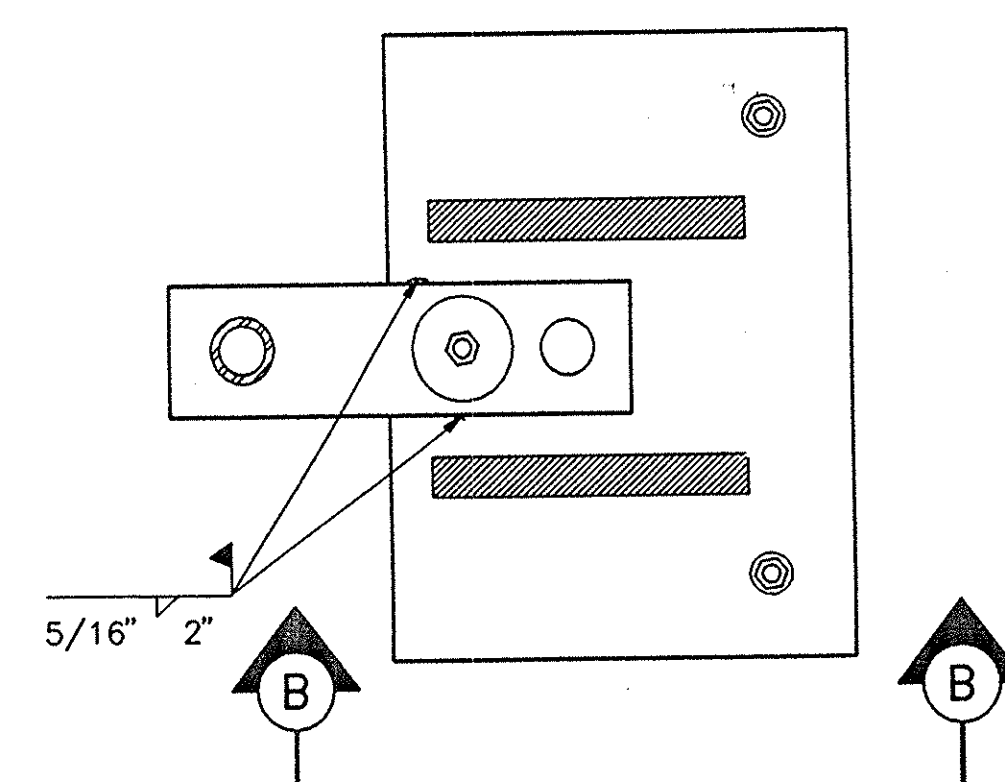
DETAIL "A"

N.T.S.



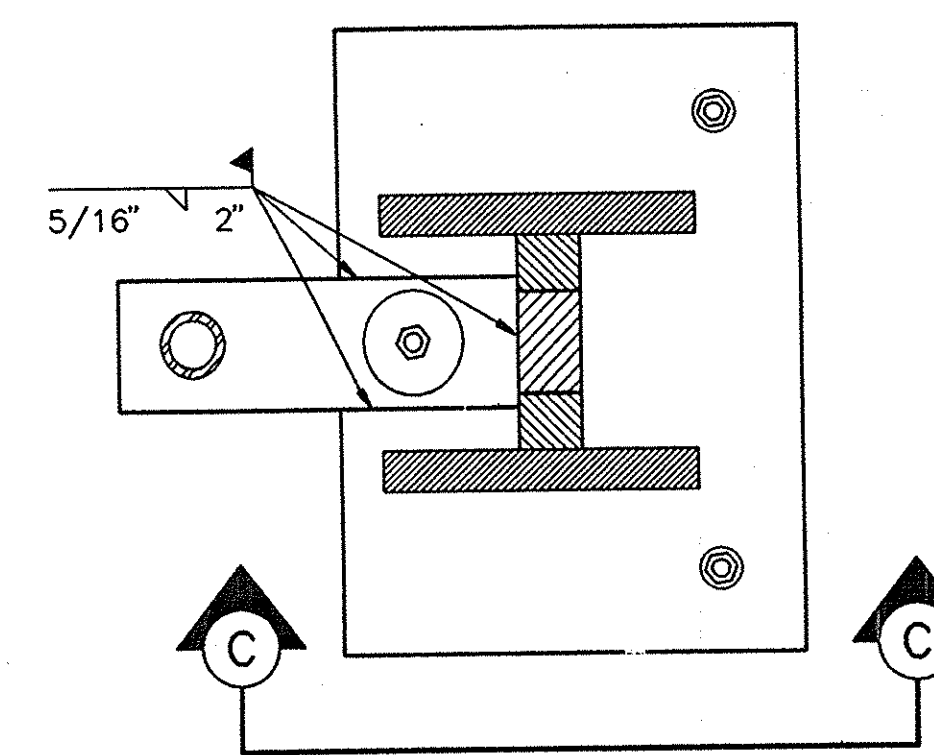
DETAIL "H"

N.T.S.



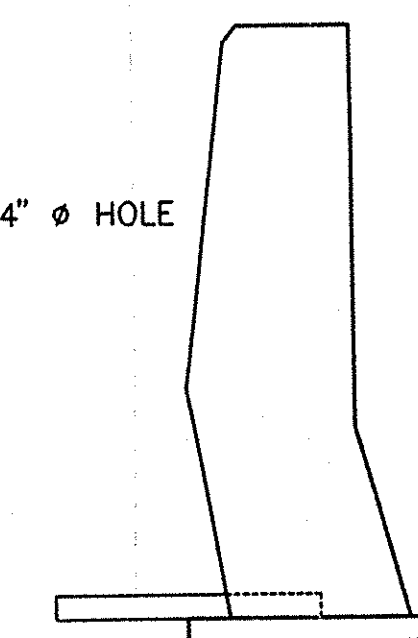
DETAIL "G"

N.T.S.



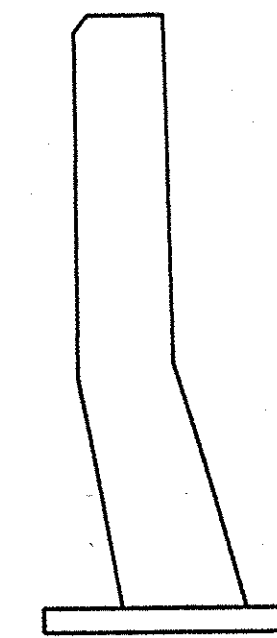
DETAIL "I"

N.T.S.



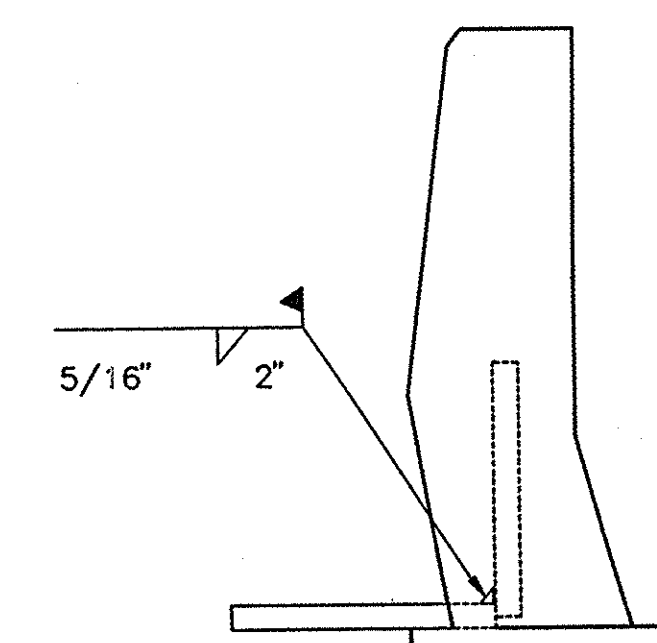
SECTION "B-B"

N.T.S.



SECTION "A-A"

N.T.S.



SECTION "C-C"


N.T.S.

ALTERNATIVE SCREENING INSTALLATION FOR 2-RAIL RAILING

NOTES:

1. AT M.P.S 134.61, 139.54, 145.38 AND 285.67, DUE TO A NUMBER OF SHORT ANCHOR BOLTS IN THE ORIGINAL RAILING POST BASE PLATE, INSTALLATION OF PROTECTIVE SCREENING WAS MODIFIED AS SHOWN ABOVE IN DETAILS "F" AND "G" AND SECTION B-B. WHERE WEBS EXISTED BETWEEN RAILING POST PLATES, INSTALLATION WAS FURTHER MODIFIED AS SHOWN ABOVE IN DETAILS "H" AND "I" AND SECTION C-C.
2. AT M.P. 278.37, BECAUSE THE OUTSIDE EDGE OF THE BRIDGE RAIL POST IS PERPENDICULAR, AS SHOWN IN SECTION A-A ABOVE, THE OUTER (3" X 1/2" X 6") PLATE OF THE UPPER MOUNTING PLATES WAS NOT NEEDED AND WAS ELIMINATED, DUE TO THE DIFFERENCE IN ANCHOR BOLT PATTERNS, THE SCREENING POST BASE PLATE WAS WELDED AS SHOWN IN DETAIL "A" ABOVE.

THIS SHEET SUPPLEMENTS SHEETS 5F1 & 6F1.

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT INSTALLATION OF PROTECTIVE SCREENING ON 15 BRIDGES OVER THE THRUWAY			
LOCATION OF PROJECT M.P. 113.64± TO M.P. 345.98±			
TITLE OF DRAWING ALTERNATIVE INSTALLATIONS FOR PROTECTIVE SCREENING			
		CONTRACT NUMBER: TA 93-3F	
		DATE: 3/94	
		DRAWING NUMBER: 6A	

IN CHARGE OF: *John A. Stogor* DESIGNED BY: *Dorothy Davis* DRAFTED BY: *Crisis C. Stogor* CHECKED BY: *John A. Stogor* DATA: LOUIS/DL_DRIVE/DOROTHY2.DWG LC-ACAD

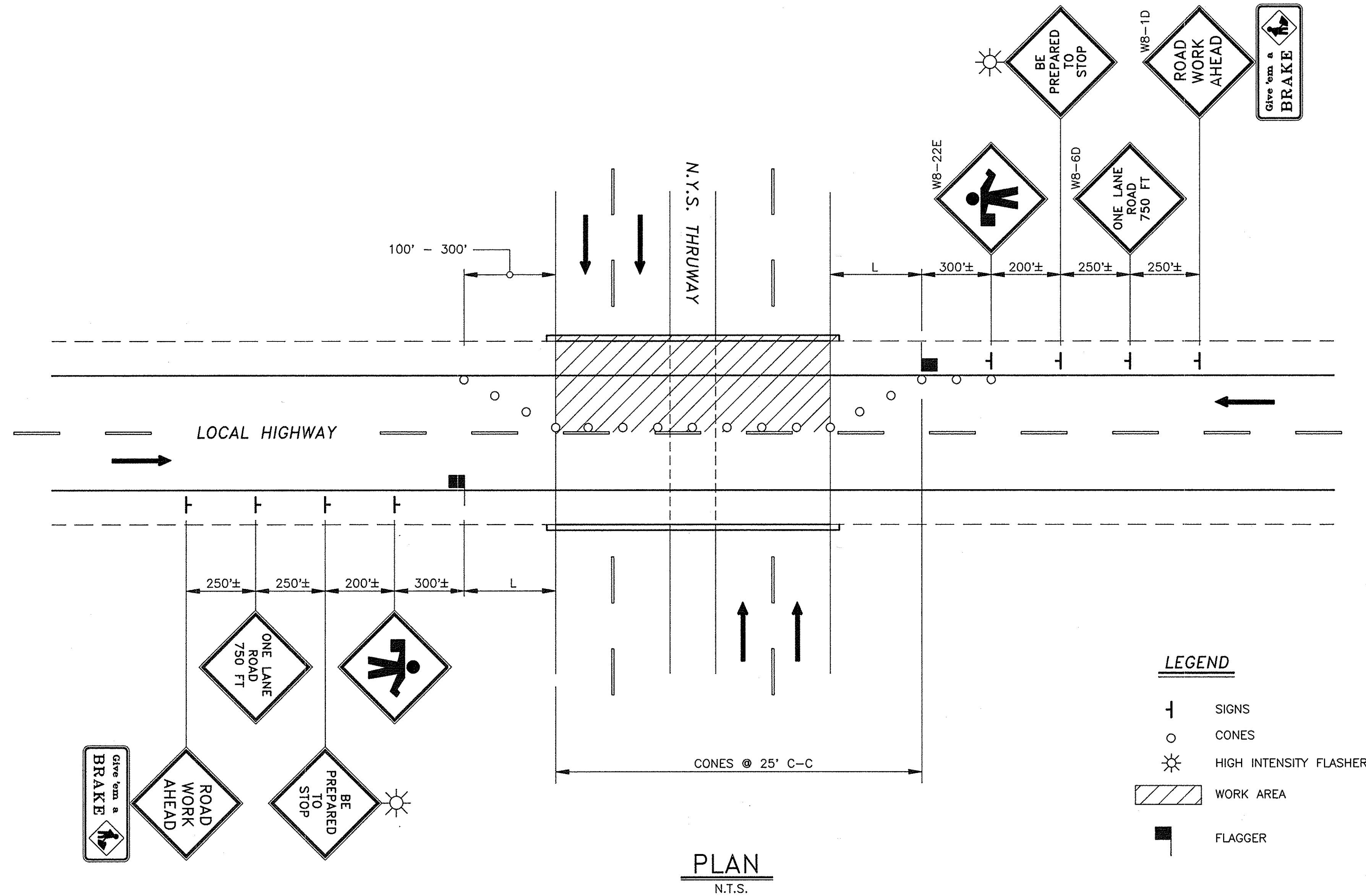


TABLE 1								
WIDTH OF APPROACH LANE	ESTIMATED 85% APPROACH SPEED (MPH)							
	25	30	35	40	45	50	55	60
12'	125	180	245	320	540	600	660	720
11'	115	165	225	295	495	550	605	660
10'	105	150	205	265	450	500	550	600

APPROXIMATE LENGTH OF TAPER (L) AND LOCATION OF FLAGGER.

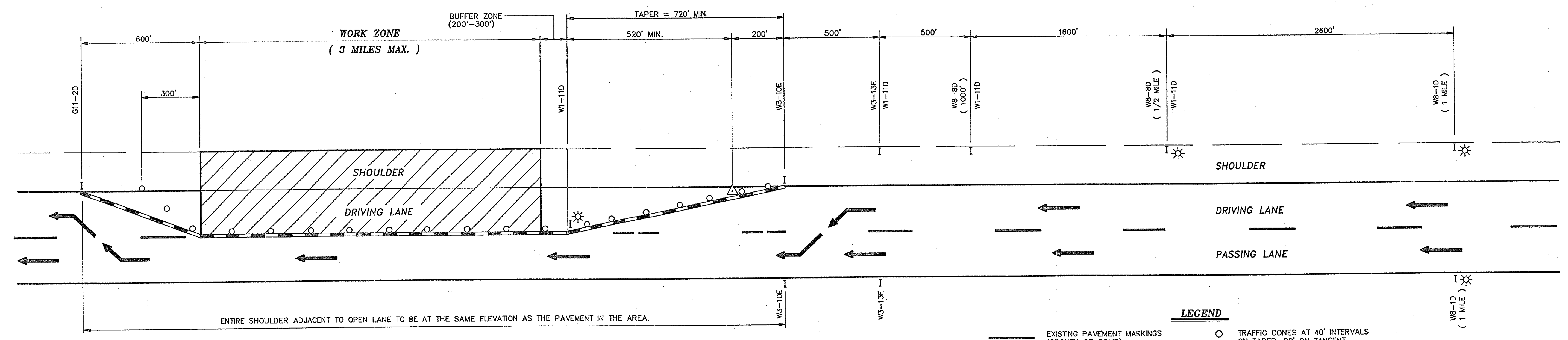
NOTES

- THE NOTES BELOW REFER TO THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", PUBLISHED BY THE THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION.
- FOR SIGN DETAILS, SEE SECTIONS 238.2, 238.4 AND 238.7.
- ALL SIGNS SHALL BE BLACK ON ORANGE EXCEPT "Give'em a BRAKE", WHICH SHALL BE BLACK ON YELLOW.
- THE "BE PREPARED TO STOP" SIGNS SHALL BE 48" x 48".
- FOR LENGTH OF TAPER, L, VALUES, SEE TABLE 1 ABOVE AND SECTION 262.22.
- THREE BRIDGES HAVE 4 LANES:
 - THE LEMOYNE AVE. BRIDGE AT M.P. 281.75±.
 - THE ROUTE 11 BRIDGE AT M.P. 281.90±.
 - THE ROUTE 57 BRIDGE AT M.P. 285.67±.TRAFFIC PLAN SHOWN ON THIS SHEET IS FOR A 2-LANE ROAD; MODIFY AS NECESSARY FOR BRIDGES AT M.P. 281.75±, M.P. 281.90± AND M.P. 285.67± WITH APPROVAL OF ENGINEER IN CHARGE.

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT INSTALLATION OF PROTECTIVE SCREENING ON 15 BRIDGES OVER THE THRUWAY			
LOCATION OF PROJECT M.P. 113.64± TO M.P. 345.98±			
TITLE OF DRAWING TRAFFIC CONTROL- LOCAL ROADS			
		CONTRACT NUMBER:	TA 93-3F
		DATE:	3/12/93
		DRAWING NUMBER:	7

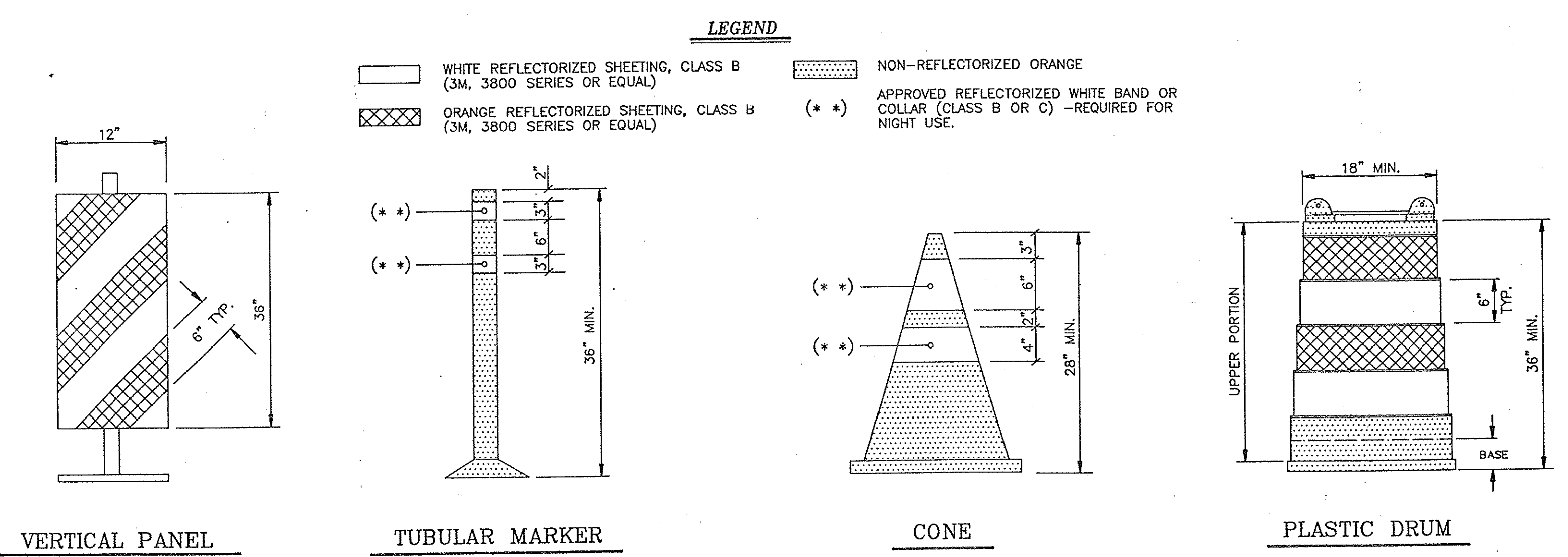
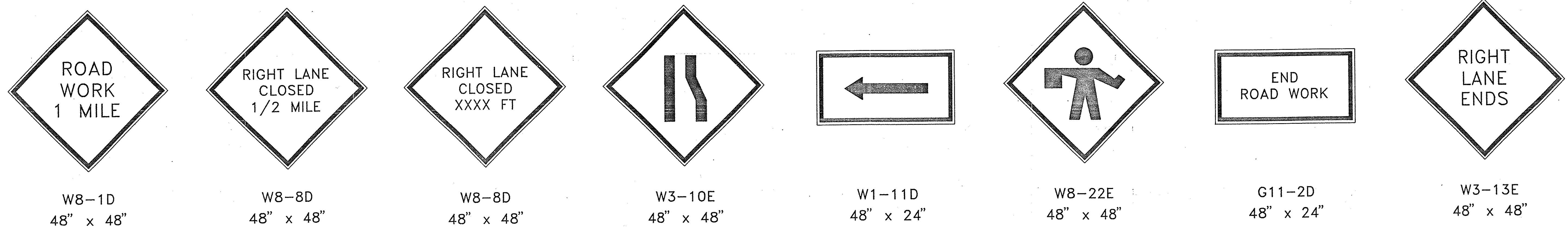
NO AS-BUILT REVISIONS

CHECKED BY: *[Signature]*
DRAFTED BY: *[Signature]*
DESIGNED BY: *[Signature]*
IN CHARGE OF: *[Signature]*



PLAN

- LEGEND**
- EXISTING PAVEMENT MARKINGS (BROKEN OR SOLID)
 - REMOVAL OF EXISTING PAVEMENT MARKINGS. (SEE NOTE 8)
 - TEMPORARY PAVEMENT MARKING FOR CONSTRUCTION (SEE NOTE 8)
 - TRAFFIC CONES AT 40' INTERVALS ON TAPER, 80' ON TANGENT.
 - SIGNS
 - FLASHING ARROWBOARD
 - FLASHING LIGHTS (LOW INTENSITY FOR NIGHT USE OR A.O.B.E.)



TRAFFIC CONTROL DEVICES

- NOTES:**
- ALL SIGNS MAY BE FOUND IN THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALL "W" SERIES SIGNS SHALL BE BLACK ON ORANGE. ALL REFLECTORIZED SIGN BACKGROUNDS SHALL BE CLASS "B" REFLECTIVE SHEETING.
 - SIGN SUPPORTS SHALL RESIST OVERTURNING IN WINDS AND PROVIDE A MINIMUM MOUNTING HEIGHT OF 5 FEET TO THE SIGN BOTTOM. SIGNS SHALL BE PLACED AT OR AS NEAR AS PRACTICABLE TO THE LOCATIONS SHOWN. LATERAL PLACEMENT OF SIGNS SHALL CONFORM TO SECTIONS 201.5 AND/OR 301.2 OF THE MUTCD.
 - FLAGGERS ARE TO BE PROVIDED AND LOCATED IN THE PATTERN AS DIRECTED BY THE ENGINEER. WHEN USED, A W8-22E SIGN WILL BE PLACED NOT CLOSER THAN 500 FEET NOR FURTHER THAN 2600 FEET AHEAD OF THE FLAGGER.
 - ALL FLASHING LIGHTS SHOWN ON THIS SHEET SHALL BE PLACED IN OPERATION FROM 1/2 HOUR AFTER SUNSET TO 1/2 HOUR BEFORE SUNRISE OR AS ORDERED BY THE ENGINEER.
 - FLASHING ARROWBOARDS SHALL CONFORM TO SECTION 294.45 OF THE MUTCD. THE MINIMUM SIZE SHALL BE TYPE C (96" X 48") FULL ARROW FLASH. NO CHEVRONS NOR SEQUENTIAL ARROW FLASH WILL BE ALLOWED.
 - THESE PLANS SHALL BE MODIFIED TO LEFT LANE CLOSURE(S) BY CHANGING SIGNS W1-11D TO W1-12D, W8-8D TO W8-7D, W8-11D TO W8-10D, W3-10E TO W3-9E AND W3-13E TO W3-12E.
 - THE TRAFFIC SUPERVISOR WILL APPROVE THE CONDITION OF ALL TRAFFIC CONTROL DEVICES PRIOR TO USE, AND WILL REVIEW THE PROPOSED TRAFFIC CONTROL PATTERN (FOR PRECISE DEVICE POSITIONING) PRIOR TO INSTALLATION.
 - EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN THE PROJECT LIMITS. IF THE CONTRACTOR'S OPERATIONS IN ANY WORK ZONE WILL EXCEED A PERIOD OF 2 WEEKS, OR IF DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL COMPLETELY REMOVE PORTIONS OF THE EXISTING MARKINGS AND INSTALL TEMPORARY MARKINGS AS DETAILED ON THIS SHEET. TEMPORARY MARKINGS SHALL BE IN ACCORDANCE WITH THE MUTCD, CONTRACT PLANS AND/OR PROPOSAL.
 - IF THE CONTRACTOR'S OPERATION IN ANY WORK ZONE WILL EXCEED FOUR DAYS, OR EXTEND INTO A WEEKEND, OR IF ORDERED BY THE ENGINEER, DRUMS SHALL BE SUBSTITUTED FOR CONES IN THE ASSOCIATED TRAFFIC PATTERN. THE DRUMS SHALL BE SPACED AT 70 FOOT INTERVALS ON TAPERS AND 120 FOOT INTERVALS ON TANGENT SECTIONS, OR A.O.B.E. (NOTE - DRUMS MAY BE SUBSTITUTED FOR CONES AT ANY TIME PROVIDED THE ABOVE MAXIMUM SPACING IS MAINTAINED). VERTICAL PANELS AND/OR TUBULAR MARKERS MAY BE SUBSTITUTED FOR CONES WITH THE APPROVAL OF THE ENGINEER.

NO AS-BUILT REVISIONS

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT: INSTALLATION OF PROTECTIVE SCREENING ON 15 BRIDGES OVER THE THRUWAY			
LOCATION OF PROJECT: M.P. 113.64* TO M.P. 345.98*			
TITLE OF DRAWING: TWO LANE THRUWAY TRAFFIC CONTROL PLAN			
CONTRACT NUMBER: TA 93-3F		DATE: 11/7/91	
DRAWING NUMBER: 8			

CHECKED BY: Wayne Austin

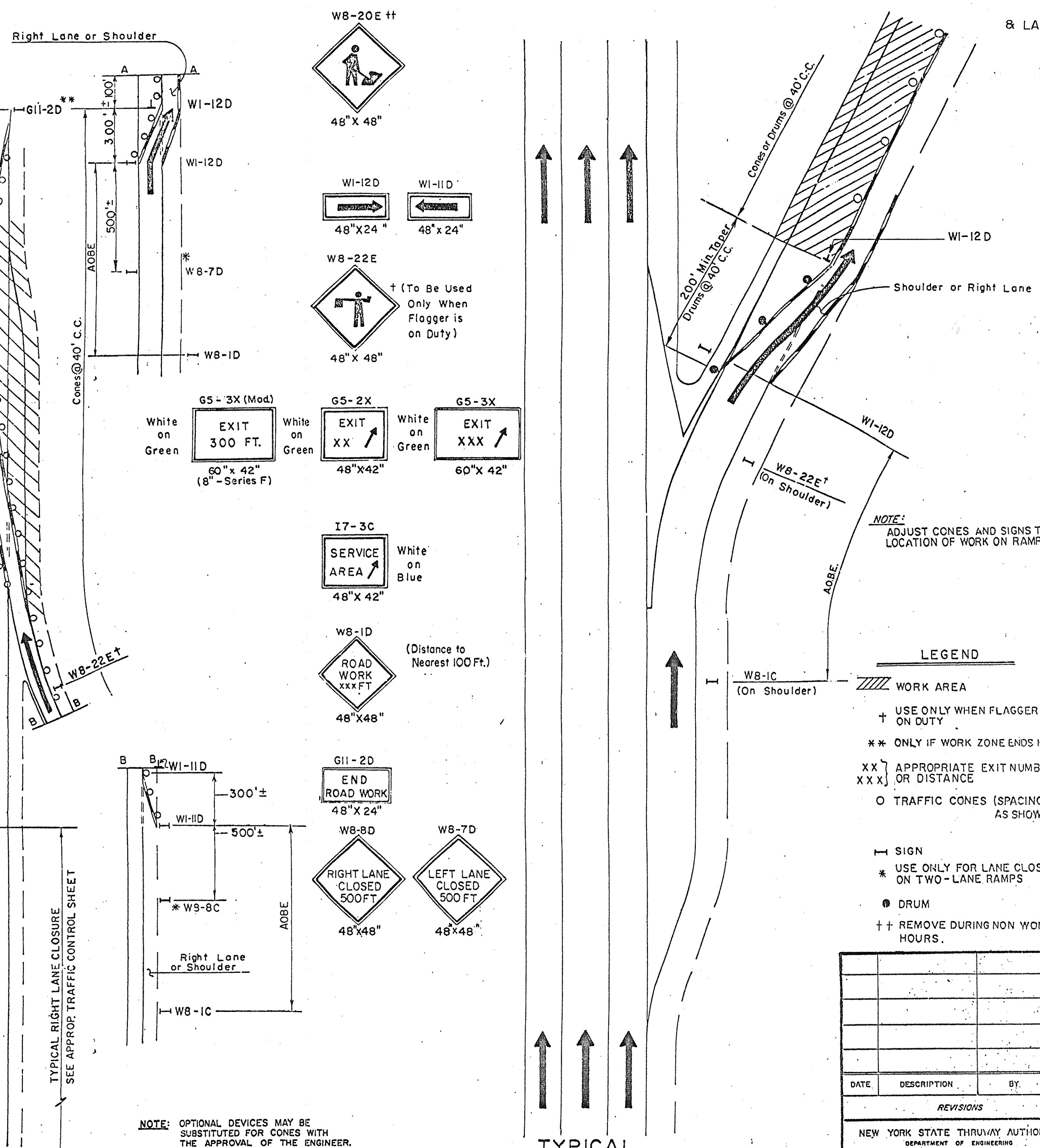
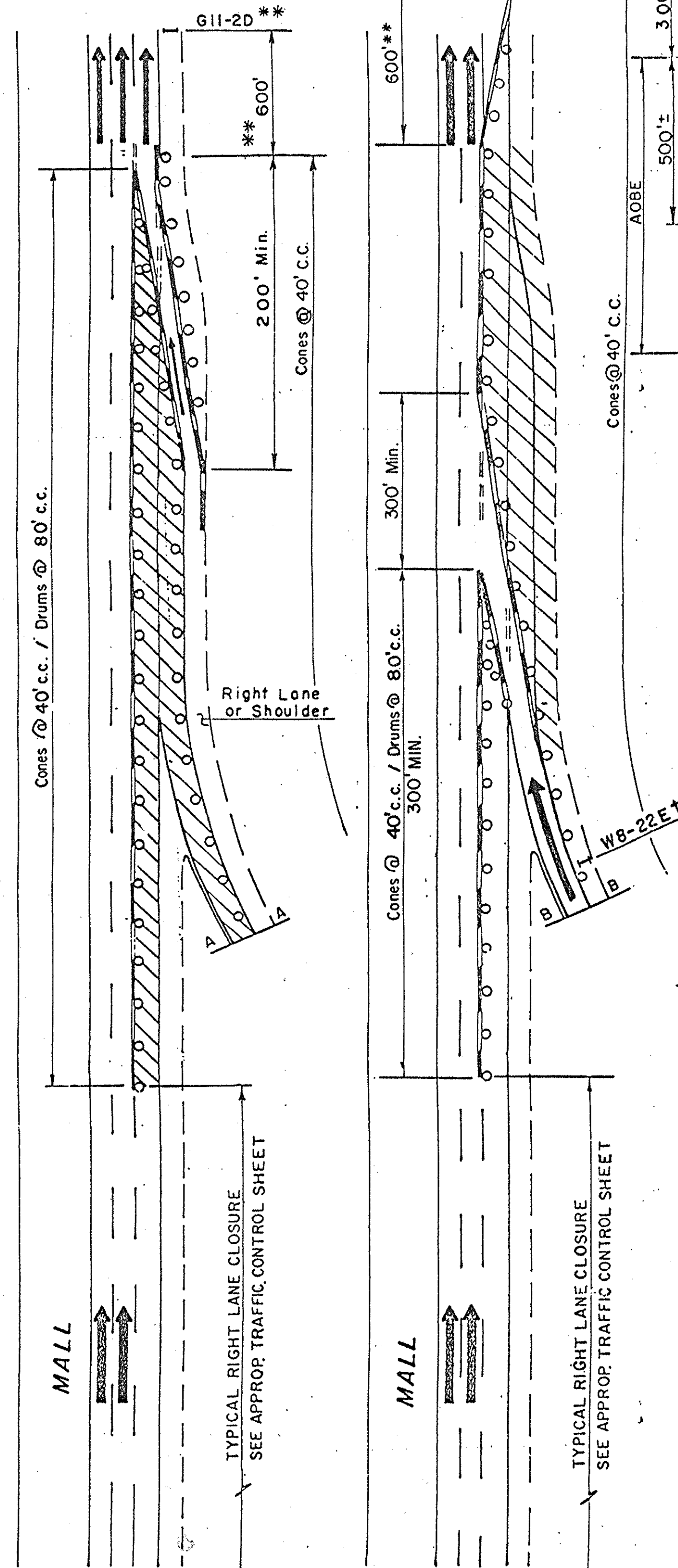
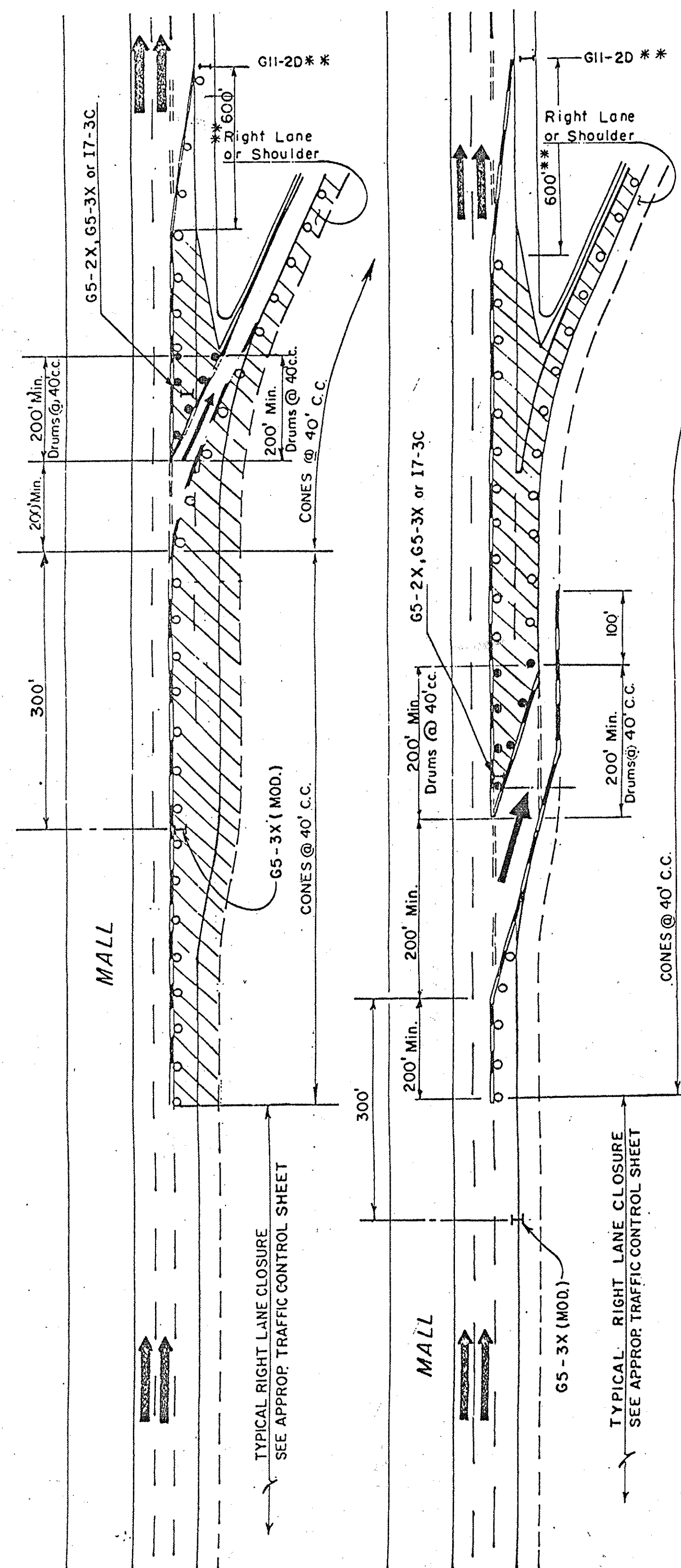
DRAFTED BY: Anna C. Miller

DESIGNED BY: C. J. Zupers

IN CHARGE OF: H. Peter Duvall

& LAST

NOTE:
IF NECESSARY, CONSULT THE DIVISION TRAFFIC
SUPERVISOR FOR OTHER VARIATIONS




TYPICAL
DECELERATION LANE

TYPICAL
ACCELERATION LANE

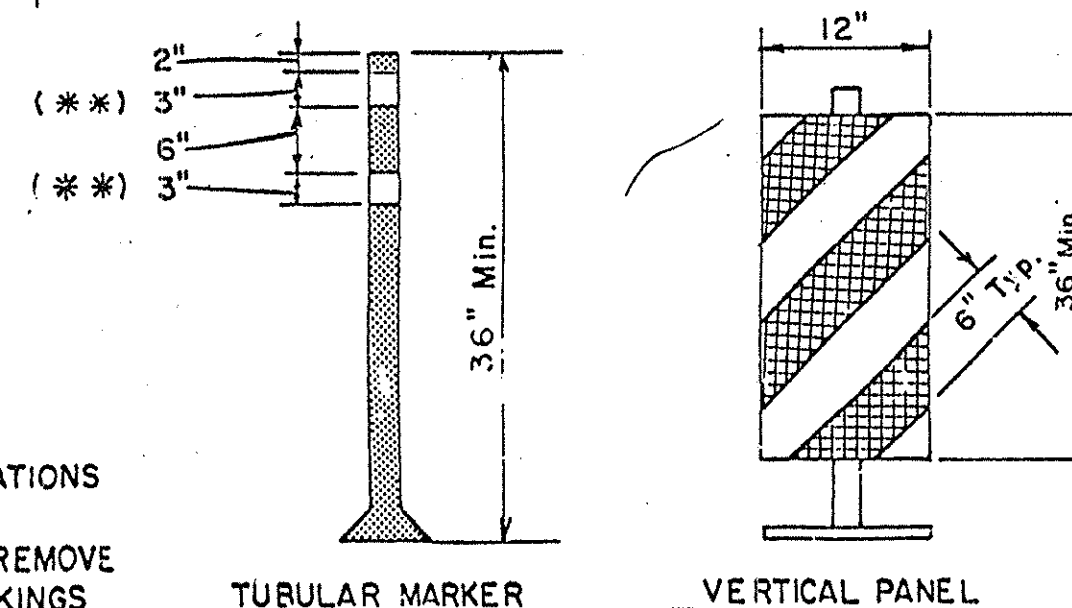
TYPICAL
WORK ZONE ON RAMP

LEGEND

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



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

NOTE: OPTIONAL DEVICES MAY BE
SUBSTITUTED FOR CONES WITH
THE APPROVAL OF THE ENGINEER



(OPTIONAL DEVICES)

TRAFFIC CONTROL DEVICES

LEGEND {  WHITE REFLECTORIZED SHEETING, CLASS B (3 M, 3800 SERIES or EQUAL)  NON-REFLECTORIZED ORANGE

 ORANGE REFLECTORIZED SHEETING, CLASS B (3 M, 3800 SERIES or EQUAL) (* *) APPROVED REFLECTORIZED WHITE BAND or COLLAR (CLASS B or C) - REQUIRED FOR NIGHT USE.

NOTE:
ADJUST CONES AND SIGNS TO
LOCATION OF WORK ON RAMP

LEGEND

WORK AREA

- + USE ONLY WHEN FLAGGER IS ON DUTY
- ** ONLY IF WORK ZONE ENDS HERE
- xx } APPROPRIATE EXIT NUMBER
- xx x } OR DISTANCE
- o TRAFFIC CONES (SPACING - AS SHOWN)
- I SIGN
- * USE ONLY FOR LANE CLOSURE ON TWO - LANE RAMPS
- DRUM
- ++ REMOVE DURING NON WORK HOURS.

DATE	DESCRIPTION	BY	SY

REVISIONS

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

TITLE OF PROJECT	INSTALLATION OF PROTECTIVE SCREENING ON 15 BRIDGES OVER THE THRUWAY
LOCATION OF PROJECT	

TITLE OF DRAWING
TRAFFIC CONTROL AT
INTERCHANGES, SERVICE AREA
and PARKING AREAS



CONTRACT NUMBER:
TA 93-3F

DATE: 11/1/91

DRAWING NUMBER: