PROPOSAL

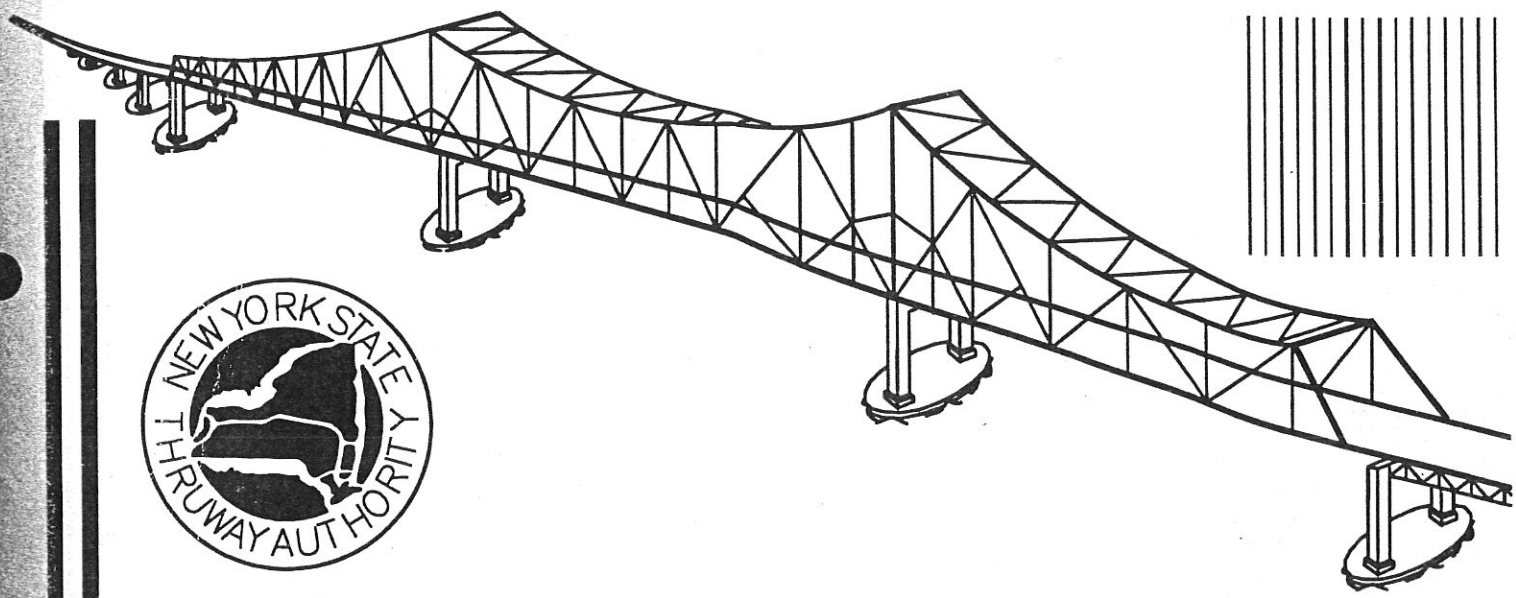
FOR

CONFORMED COPY

TAS 98-51

D 212548

BIN 5038911	M.P. 213.96
BIN 5038912	M.P. 213.97
BIN 1020079	M.P. 219.91
BIN 5516051	M.P. 224.75
BIN 5516052	M.P. 224.76
BIN 5516100	M.P. 228.54
BIN 5516110	M.P. 229.29
BIN 5516120	M.P. 229.71
BIN 5516140	M.P. 230.59
BIN 5513009	M.P. 237.33
BIN 5510090	M.P. 278.93
BIN 5510140	M.P. 282.93
BIN 5510160	M.P. 283.79
BIN 5510271	M.P. 297.20



NEW YORK STATE THRUWAY AUTHORITY

BOOK 1 OF 2

SUBMITTED IN ACCORDANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS OFFICIALLY ADOPTED JANUARY 2, 1990 INCLUDING ADDENDUM NO. 1 AND WITH ARTICLE 2, TITLE 9 OF THE PUBLIC AUTHORITIES LAW.

LETTING OF

JUNE 24, 1998

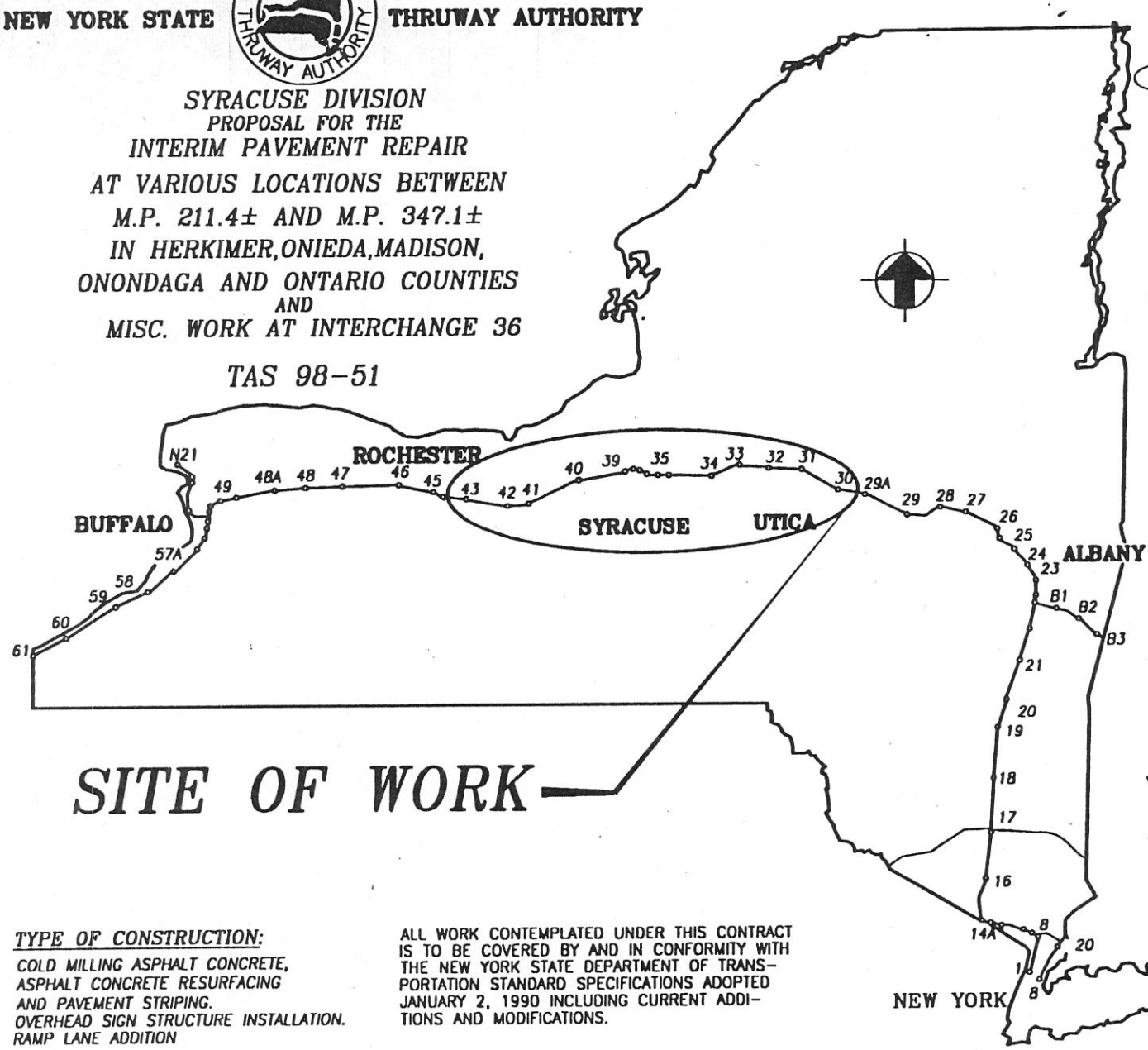
11:00 A.M.

TAS 98-51

NEW YORK STATE THRUWAY AUTHORITY

SYRACUSE DIVISION
PROPOSAL FOR THE
INTERIM PAVEMENT REPAIR
AT VARIOUS LOCATIONS BETWEEN
M.P. 211.4± AND M.P. 347.1±
IN HERKIMER, ONEIDA, MADISON,
ONONDAGA AND ONTARIO COUNTIES
AND
MISC. WORK AT INTERCHANGE 36

TAS 98-51



SITE OF WORK

RECOMMENDED BY: _____ 5/21/98
DIRECTOR, OFFICE OF FACILITIES DESIGN — DATE

RECOMMENDED BY: _____ 5/21/98
DIRECTOR, OFFICE OF TRAFFIC ENGINEERING — DATE

RECOMMENDED BY: _____ 5/21/98
DIRECTOR, OFFICE OF CONTRACTS AND CONSTRUCTION MANAGEMENT — DATE

RECOMMENDED BY: _____ 5/21/98
SUPERINTENDENT OF THRUWAY MAINTENANCE — DATE

APPROVED BY: _____ 5/21/98
CHIEF ENGINEER — DATE

TYPE OF CONSTRUCTION:

COLD MILLING ASPHALT CONCRETE,
ASPHALT CONCRETE RESURFACING
AND PAVEMENT STRIPING.
OVERHEAD SIGN STRUCTURE INSTALLATION.
RAMP LANE ADDITION

ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS ADOPTED JANUARY 2, 1990 INCLUDING CURRENT ADDITIONS AND MODIFICATIONS.

PROJECT MANAGER: Scott Ross

THRUWAY AUTHORITY PROGRAM DIRECTOR: Christopher A. Waite

REVIEWED BY: Thomas E. Lamont

TAS 98-51
D212548

NEW YORK STATE THRUWAY AUTHORITY

DEPARTMENT OF MAINTENANCE AND ENGINEERING

PROPOSAL ESTIMATE FOR

INTERIM PAVEMENT REPAIR AT VARIOUS LOCATIONS

BETWEEN

MILEPOST 211± AND 347±

AND

MISCELLANEOUS WORK AT INTERCHANGE 36

INCLUDING

M.P. 213.96 – BIN 5038911	M.P. 213.97 – BIN 5038912
M.P. 219.91 – BIN 1020079	M.P. 224.76 – BIN 5516052
M.P. 224.75 – BIN 5516051	M.P. 228.54 – BIN 5516100
M.P. 229.29 – BIN 5516110	M.P. 229.71 – BIN 5516120
M.P. 230.59 – BIN 5516140	M.P. 237.33 – BIN 5513009
M.P. 278.93 – BIN 5510090	M.P. 282.93 – BIN 5510140
M.P. 283.79 – BIN 5510160	M.P. 297.20 – BIN 5510271

IN THE

SYRACUSE DIVISION

OF THE

NEW YORK STATE THRUWAY

IN

HERKIMER, ONEIDA, MADISON, ONONDAGA, AND ONTARIO COUNTIES

TYPE	LENGTH	STANDARD SHEETS
COLD MILLING ASPHALT CONCRETE RESURFACING AND PAVEMENT STRIPING OVERHEAD SIGN STRUCTURE INSTALLATION, ADDED RAMP LANE, CONCRETE BARRIER INSTALLATION, LANDSCAPING	N/A	203-1, 203-2R1, 611-1R1, 644-1, 644-2, 644-4, 644-5, 644-6, 644-7, 644-8, 645-12, 645-13R1, 645-14R2, 645-7, 645-8R1

DEPOSIT REQUIRED $40,000.00

COMPLETION DATE NOVEMBER 20, 1998

ESTIMATE OF QUANTITIES

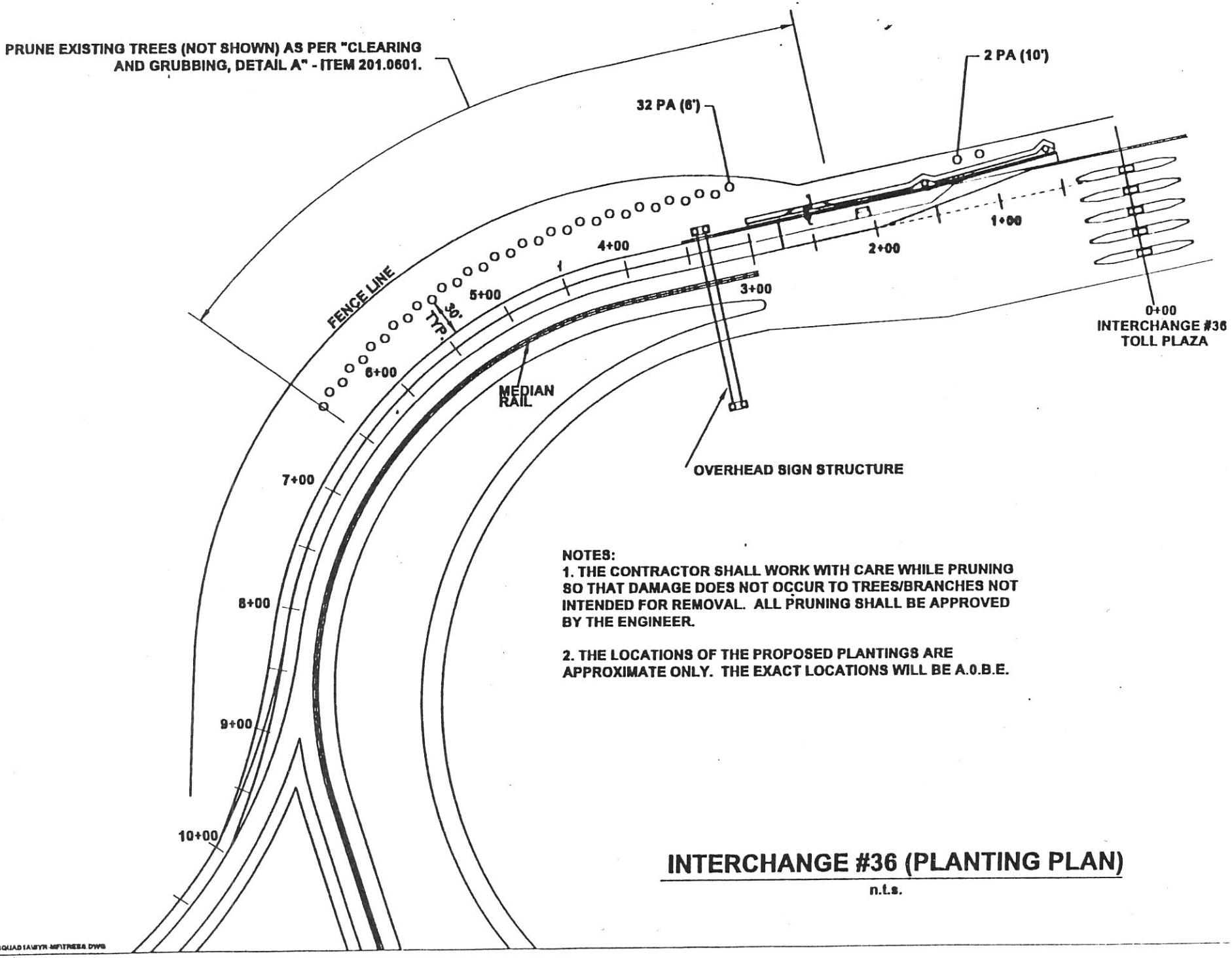
201.0601	CLEARING & GRUBBING	LS	NEC
203.02	UNCLASSIFIED EXCAVATION & DISP	CY	450.0
203.03	EMBANKMENT IN PLACE	CY	450.0
203.07	SELECT GRANULAR FILL	CY	100.0
206.02	TRENCH AND CULVERT EXCAVATION	CY	120.0
207.02	GEOTEXTILE UNDERCUT	SY	1500.0
304.03	SUBBASE COURSE TYPE 2	CY	600.0
403.11	ASPHALT CONCRETE - TYPE 1 BASE	T	400.0
18403.1335	RUT AVOIDANCE AC CONC TYPE 3RA	T	500.0
18403.1736	RUT AVOID. ASP. CONC. W/IN-PL DENSE MONITOR - TYPE 6F RA	T	28000.0
407.0101	TACK COAT	GAL	16000.0
490.10	PROD. COLD MILL OF BIT. CONC.	SY	315000.0
490.40	MISC. COLD MILL OF PORTLAND CEMENT CONCRETE	SY	4800.0
08502.5014	SAW CUT ASPH PAVT, CONC PAVT, & ASPH OVERLAY ON CONC PAVT	LF	2300.0
552.05	SAFE OPERATE SHEET PILING (MIN. BID-80 CENTS)	SF	800.0
555.0105	CONCRETE FOR STRUCTURES -CL A	CY	20.0

ESTIMATE OF QUANTITIES

25556.99	GALV. BAR REINFORCEMENT FOR STRUCTURES	LB	950.0
564.5101	STRUCTURAL STEEL	LB	1250.0
25606.304205	SINGLE SLOPE TRAFFIC BARRIER (HALF SECTION & PRE-CAST)	LF	300.0
610.0203	ESTABLISHING TURF	A	0.3
611.032003	PLANTING PICEA SPECIES	EA	2.0
611.032163	PLANTING PICEA ABIES	EA	32.0
613.0101	TOPSOIL	CY	110.0
619.01	BASIC MAINTENANCE & PROTECTION OF TRAFFIC	LS	NEC
15619.0201	CONSTRUCTION SIGNS	LS	NEC
619.0303	FLASHING ARROW BOARDS	LS	NEC
25619.1905	WHITE REMOVABLE REFLECT. PAVEMENT STRIPES	LF	21000.0
25619.1906	YELLOW REMOVABLE REFLECT. PAVEMENT STRIPES	LF	11000.0
620.03	STONE FILLING (LIGHT)	CY	50.0
25634.0401	FURNISH MOBILE TELEPHONE EQUIP	MOS	4.0
25634.040291	MESSAGE UNIT CHARGES FOR MOBILE TELEPHONE SERVICE	FLS	NEC
25635.010306	CLEANING AND PREPARATION OF PAVEMENT SURFACES - 6" W LINES	LF	21100.0

ESTIMATE OF QUANTITIES

644.0301	SINGLE SPAN SIGN STRUCTURE	EA	1.0
25645.51	MOUNT OVERHEAD SIGN PANELS	SF	445.5
25646.0610	INSTALL DELINEATOR, BAND OR BRACKET MOUNTED	EA	7.0
25646.1032	REMOVE AND RESET EXISTING DELINEATORS AND MILE MARKERS	EA	15.0
15647.07	REMOVE OVERHEAD SIGN PANELS	SF	237.5
647.11	RELOCATING SIGNS SIZE B (11-20 SF)	EA	1.0
647.12	RELOCATING SIGNS SIZE C (21-40 SF)	EA	1.0
25670.8001	REMOVING AND RESETTING LIGHT STANDARDS - COMPLETE	EA	1.0
25685.1106	WHITE EPOXY REFL'ZED PAV'T STRIPES 6" X 20 MILS	LF	155000.0
25685.1206	YELLOW EPOXY REFL'ZED PAV'T STRIPES 6" X 20 MILS	LF	82000.0
25697.01	INTERIM PAYMENTS	D-C	0.0
25699.0011	ASPHALT PRICE ADJUSTMENT (PAYMENT)	D-C	33400.0
25699.0012	ASPHALT PRICE ADJUSTMENT (CREDIT)	D-C	0.0
25699.0013	FUEL PRICE ADJUSTMENT (PAYMENT)	D-C	300.0
25699.0014	FUEL PRICE ADJUSTMENT (CREDIT)	D-C	0.0
25699.04	MOBILIZATION (NON-FED AID)	LS	NEC



NOTES:

1. THE CONTRACTOR SHALL WORK WITH CARE WHILE PRUNING SO THAT DAMAGE DOES NOT OCCUR TO TREES/BRANCHES NOT INTENDED FOR REMOVAL. ALL PRUNING SHALL BE APPROVED BY THE ENGINEER.

2. THE LOCATIONS OF THE PROPOSED PLANTINGS ARE APPROXIMATE ONLY. THE EXACT LOCATIONS WILL BE A.0.B.E.

INTERCHANGE #36 (PLANTING PLAN)

n.t.s.

F:\SQUAD1A\BYR-MF\TREES.DWG

PAVING LIMITS

HERKIMER SECTION

MILEPOSTS	EB	WB	DL	PL	LANE MILES	TYP. SECT. NO.
211.4 TO 211.9	✳		✳		.50	1
213.77 TO 214.15	✳	✳	✳	✳	1.52	2
219.6 TO 220.3	✳		✳	✳	1.40	2
224.0 TO 224.9	✳		✳		.90	1
228.25 TO 231.0		✳	✳	✳	5.50	2

VERONA SECTION

MILEPOSTS	EB	WB	DL	PL	LANE MILES	
237.13 TO 237.43	✳	✳	✳	✳	1.20	2 ***
238.22 TO 240.8	✳	✳	✳		5.16	1
242.0 TO 243.0	✳		✳		1.00	1
258.8 TO 260.0		✳	✳		1.20	1

SYRACUSE SECTION

VARIOUS RAMP LOCATIONS AT INTERCHANGES #35,#36 AND #37	
SEE DETAIL SHEETS	3 THRU 9

WEEDSPORT SECTION

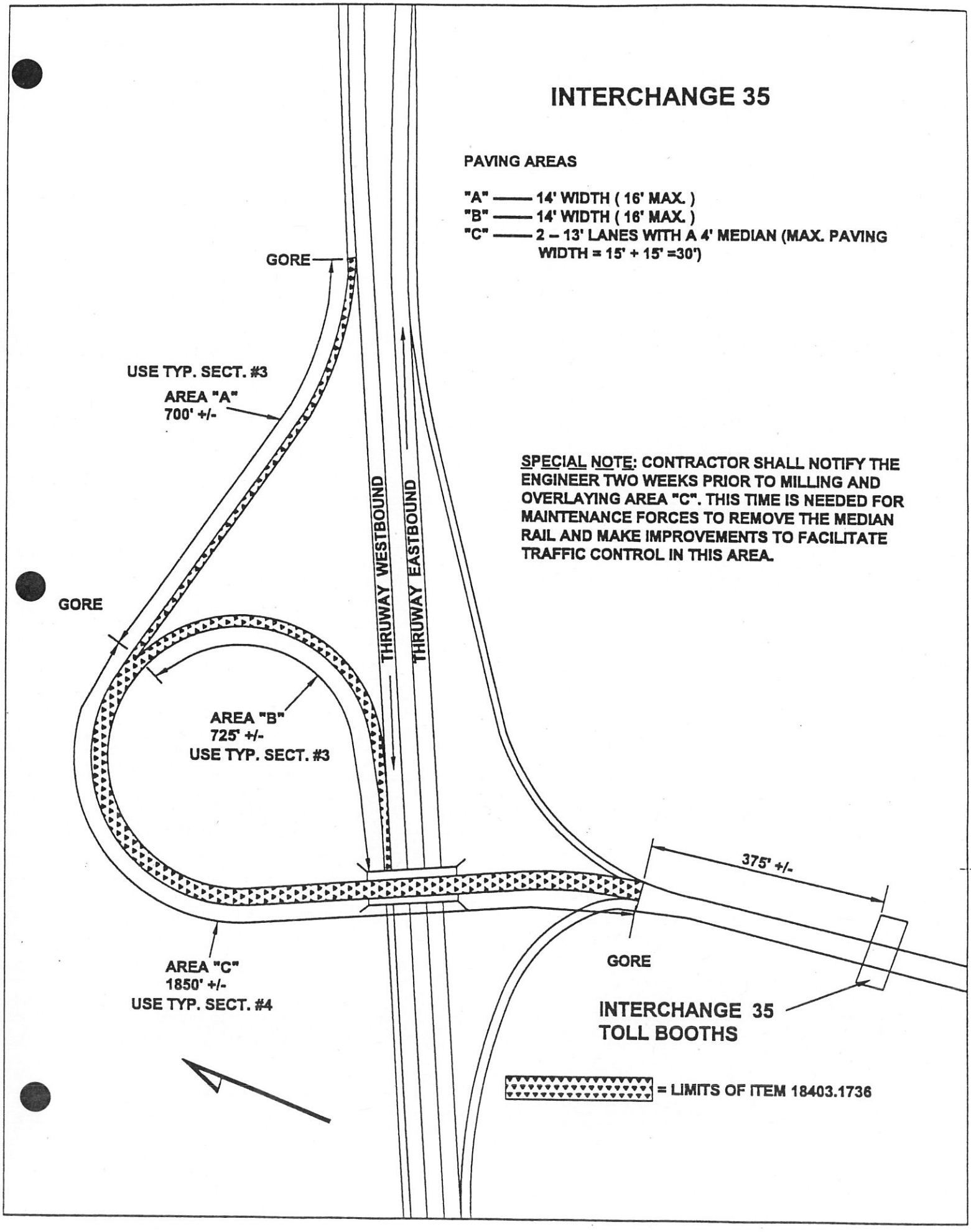
MILEPOSTS	EB	WB	DL	PL	LANE MILES	
294.4 TO 299.8		✳	✳	✳	10.80	2 ***

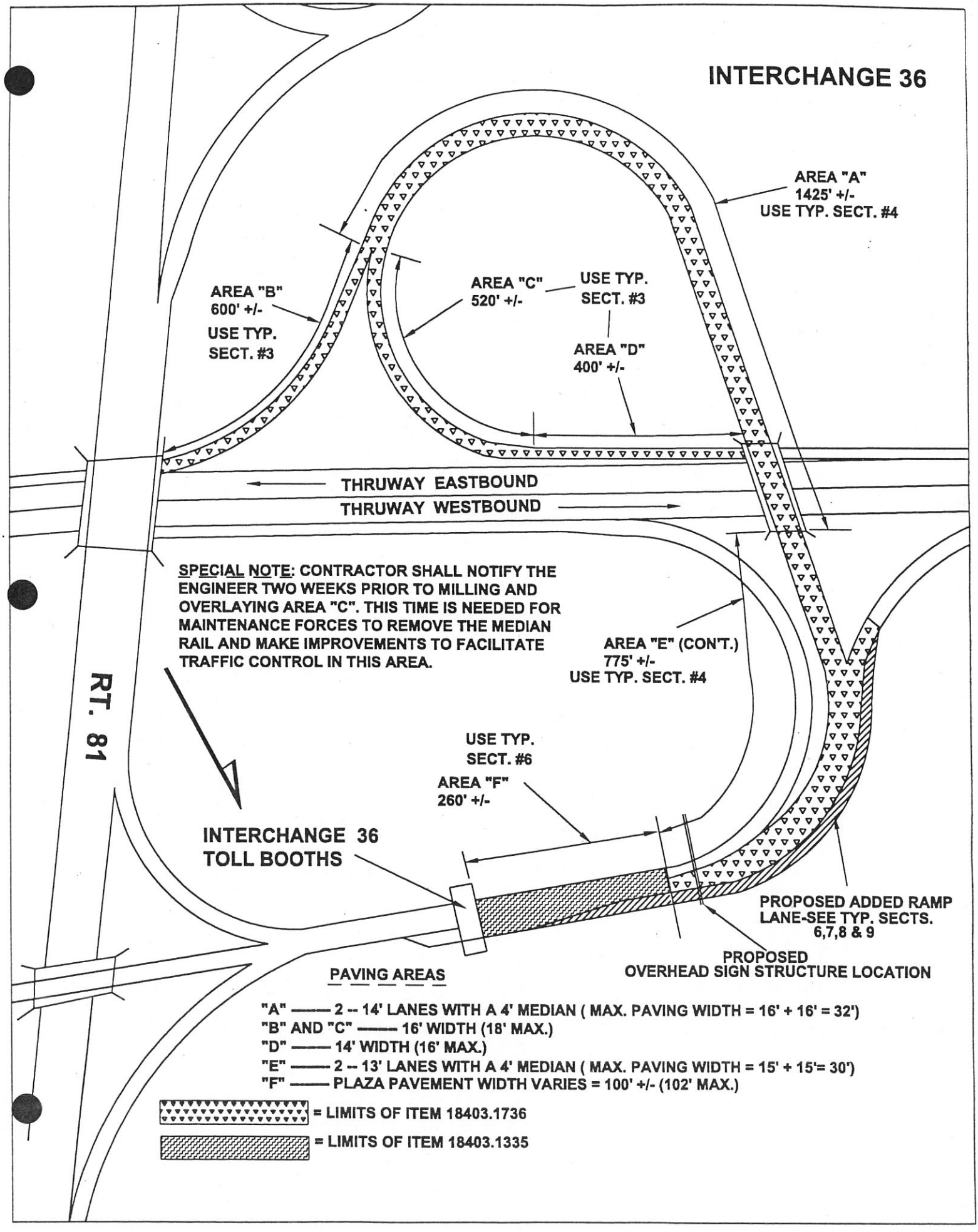
MANCHESTER SECTION

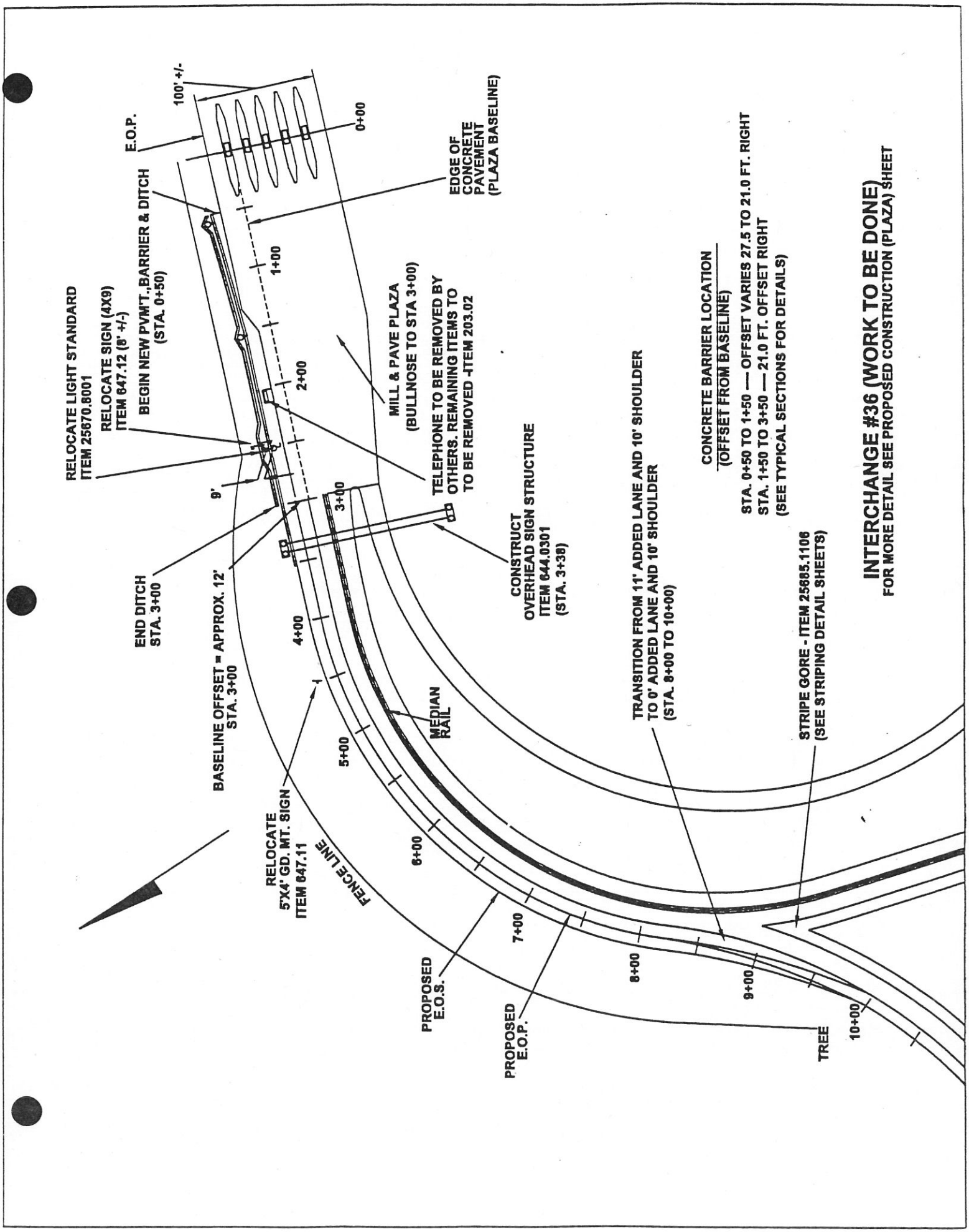
MILEPOSTS	EB	WB	DL	PL	LANE MILES	
345.1 TO 347.1	✳		✳	✳	4.00	2

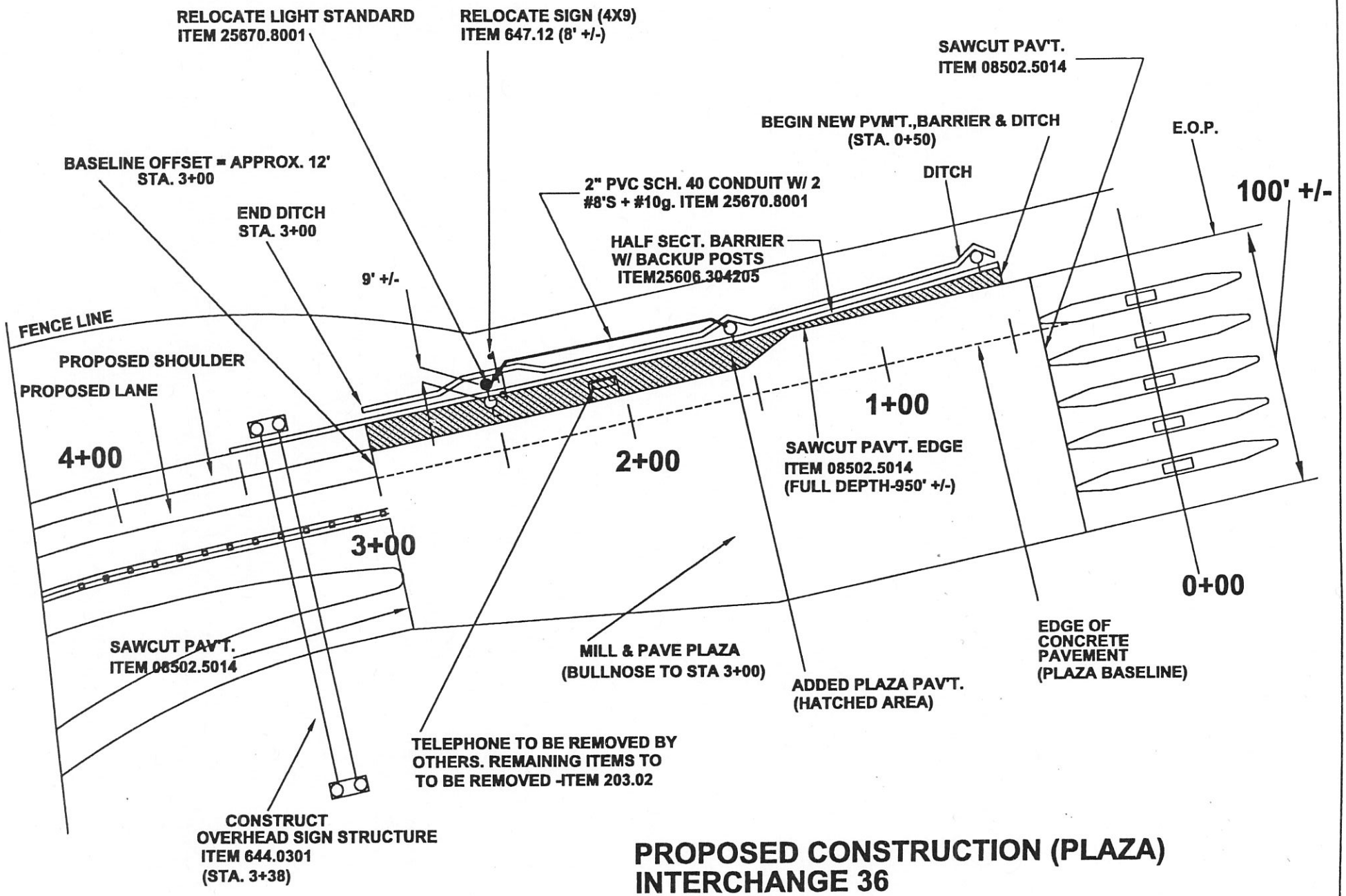
*** = SEE DETAIL SHEETS

EB = EASTBOUND
WB = WESTBOUND
DL = DRIVING LANE
PL = PASSING LANE

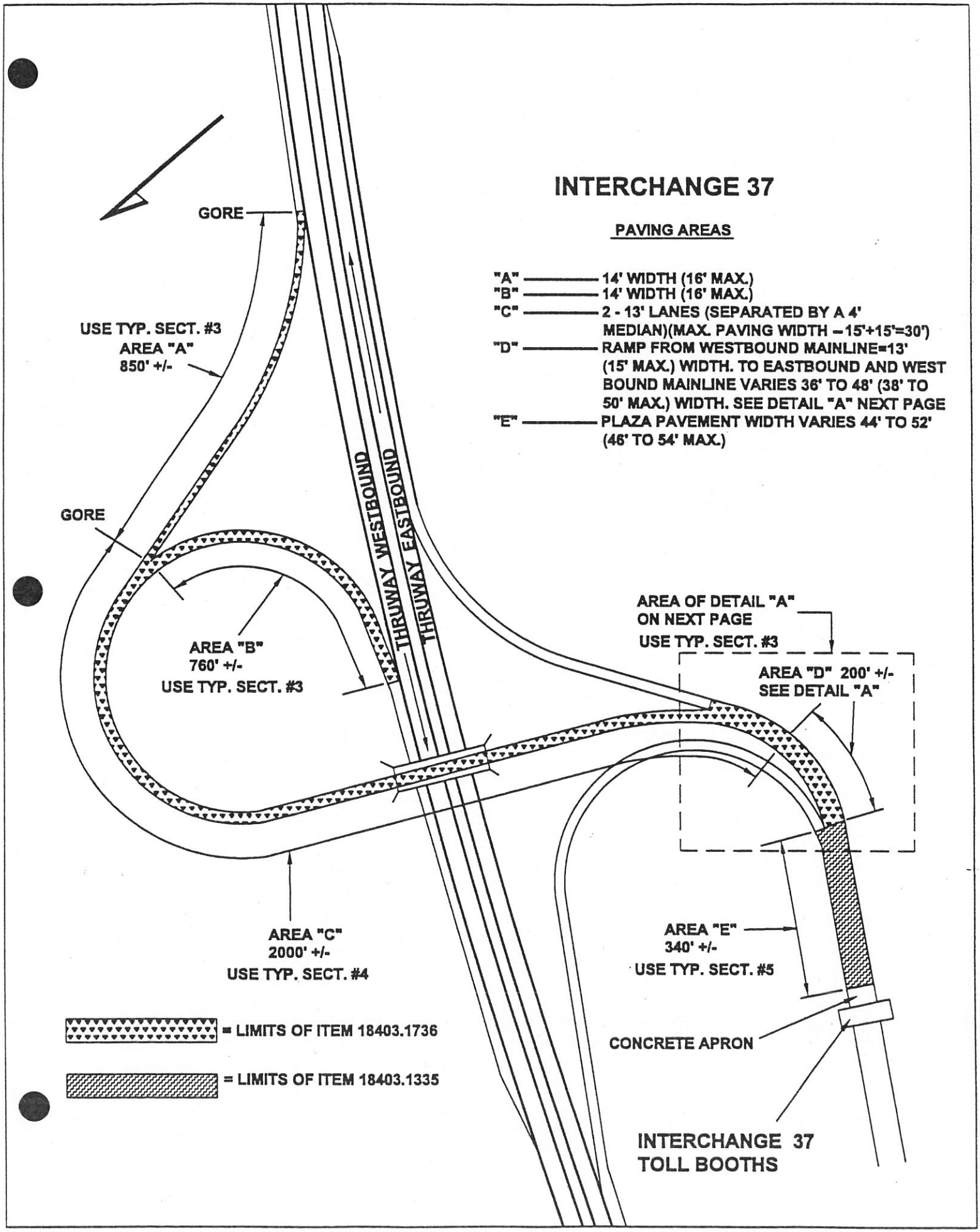

INTERCHANGE 35
PAVING AREAS
"A" —— 14' WIDTH (16' MAX.)
"B" —— 14' WIDTH (16' MAX.)
"C" —— 2 – 13' LANES WITH A 4' MEDIAN (MAX. PAVING WIDTH = 15' + 15' =30')
GORE
USE TYP. SECT. #3
AREA "A"
700' +/-
THRUWAY WESTBOUND
THRUWAY EASTBOUND
SPECIAL NOTE: CONTRACTOR SHALL NOTIFY THE ENGINEER TWO WEEKS PRIOR TO MILLING AND OVERLAYING AREA "C". THIS TIME IS NEEDED FOR MAINTENANCE FORCES TO REMOVE THE MEDIAN RAIL AND MAKE IMPROVEMENTS TO FACILITATE TRAFFIC CONTROL IN THIS AREA.
GORE
AREA "B"
725' +/-
USE TYP. SECT. #3
375' +/-
GORE
AREA "C"
1850' +/-
USE TYP. SECT. #4
INTERCHANGE 35
TOLL BOOTHS
= LIMITS OF ITEM 18403.1736

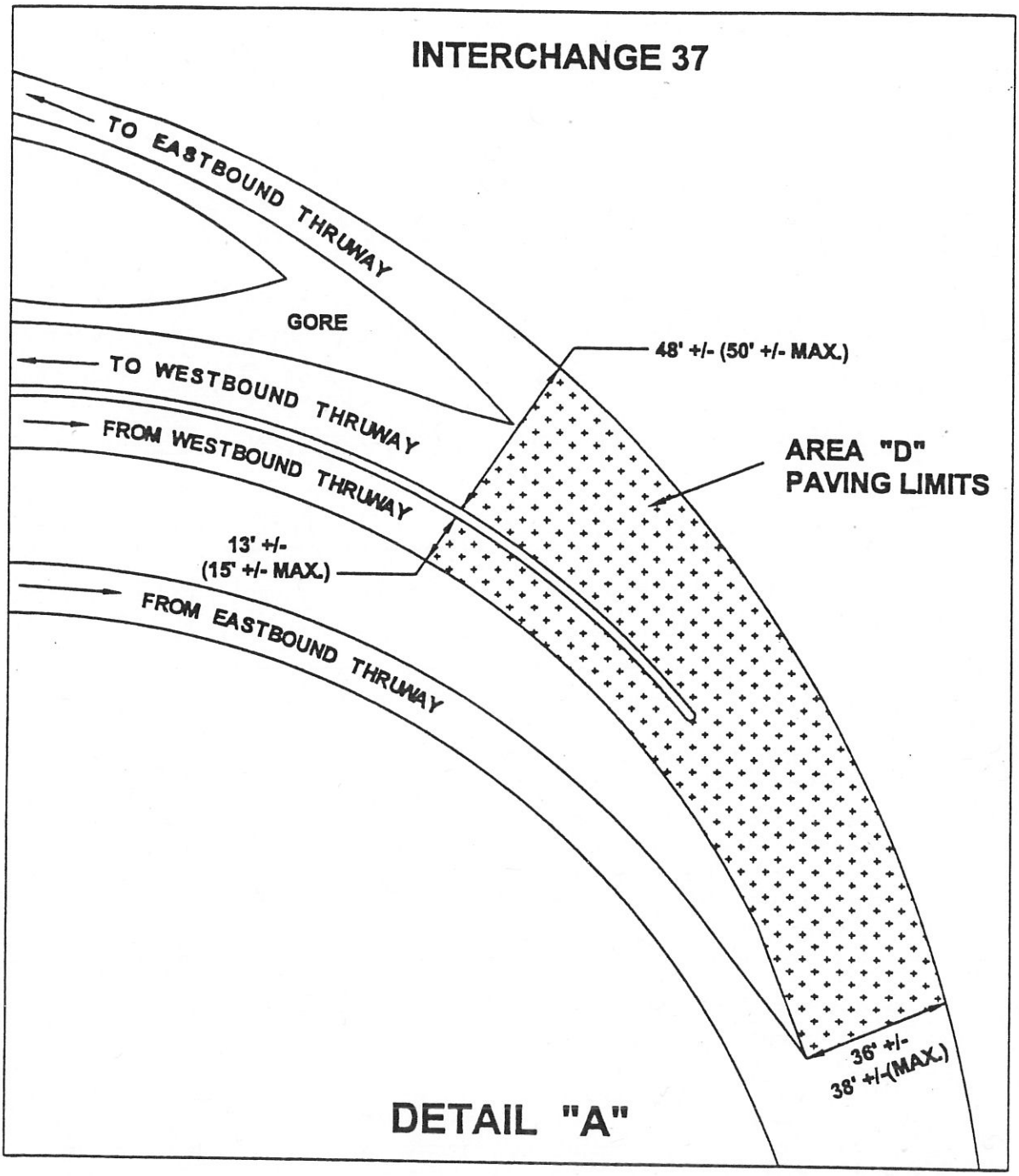

INTERCHANGE 36
AREA "A"
1425' +/-
USE TYP. SECT. #4
AREA "B"
600' +/-
USE TYP.
SECT. #3
AREA "C"
520' +/-
USE TYP.
SECT. #3
AREA "D"
400' +/-
THRUWAY EASTBOUND
THRUWAY WESTBOUND
SPECIAL NOTE: CONTRACTOR SHALL NOTIFY THE ENGINEER TWO WEEKS PRIOR TO MILLING AND OVERLAYING AREA "C". THIS TIME IS NEEDED FOR MAINTENANCE FORCES TO REMOVE THE MEDIAN RAIL AND MAKE IMPROVEMENTS TO FACILITATE TRAFFIC CONTROL IN THIS AREA.
AREA "E" (CON'T.)
775' +/-
USE TYP. SECT. #4
RT. 81
USE TYP.
SECT. #6
AREA "F"
260' +/-
INTERCHANGE 36
TOLL BOOTHS
PROPOSED ADDED RAMP
LANE-SEE TYP. SECTS.
6,7,8 & 9
PROPOSED
OVERHEAD SIGN STRUCTURE LOCATION
PAVING AREAS
"A" —— 2 -- 14' LANES WITH A 4' MEDIAN (MAX. PAVING WIDTH = 16' + 16' = 32')
"B" AND "C" —— 16' WIDTH (18' MAX.)
"D" —— 14' WIDTH (16' MAX.)
"E" —— 2 -- 13' LANES WITH A 4' MEDIAN (MAX. PAVING WIDTH = 15' + 15'= 30')
"F" —— PLAZA PAVEMENT WIDTH VARIES = 100' +/- (102' MAX.)
= LIMITS OF ITEM 18403.1736
= LIMITS OF ITEM 18403.1335


RELOCATE LIGHT STANDARD
ITEM 25670.8001
RELOCATE SIGN (4X9)
ITEM 647.12 (8' +/-)
BEGIN NEW PVM'T.,BARRIER & DITCH
(STA. 0+50)
E.O.P.
100' +/-
0+00
1+00
2+00
3+00
4+00
5+00
6+00
7+00
8+00
9+00
10+00
EDGE OF CONCRETE PAVEMENT (PLAZA BASELINE)
MILL & PAVE PLAZA (BULLNOSE TO STA 3+00)
TELEPHONE TO BE REMOVED BY OTHERS. REMAINING ITEMS TO TO BE REMOVED -ITEM 203.02
CONSTRUCT OVERHEAD SIGN STRUCTURE
ITEM 644.0301
(STA. 3+38)
END DITCH
STA. 3+00
BASELINE OFFSET = APPROX. 12'
STA. 3+00
9'
RELOCATE
5'X4' GD. MT. SIGN
ITEM 647.11
FENCE LINE
MEDIAN RAIL
TRANSITION FROM 11' ADDED LANE AND 10' SHOULDER
TO 0' ADDED LANE AND 10' SHOULDER
(STA. 8+00 TO 10+00)
CONCRETE BARRIER LOCATION
(OFFSET FROM BASELINE)
STA. 0+50 TO 1+50 — OFFSET VARIES 27.5 TO 21.0 FT. RIGHT
STA. 1+50 TO 3+50 — 21.0 FT. OFFSET RIGHT
(SEE TYPICAL SECTIONS FOR DETAILS)
STRIPE GORE - ITEM 25685.1106
(SEE STRIPING DETAIL SHEETS)
PROPOSED E.O.S.
PROPOSED E.O.P.
TREE
INTERCHANGE #36 (WORK TO BE DONE)
FOR MORE DETAIL SEE PROPOSED CONSTRUCTION (PLAZA) SHEET



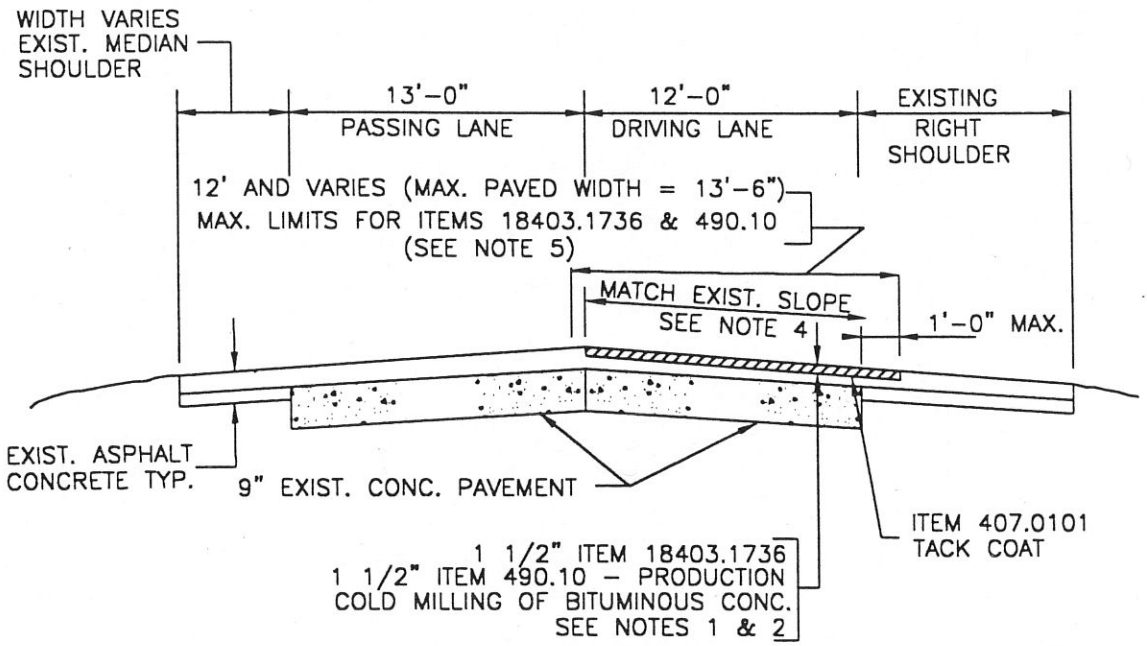
PROPOSED CONSTRUCTION (PLAZA)
INTERCHANGE 36


INTERCHANGE 37
PAVING AREAS
"A" 14' WIDTH (16' MAX.)
"B" 14' WIDTH (16' MAX.)
"C" 2 - 13' LANES (SEPARATED BY A 4' MEDIAN)(MAX. PAVING WIDTH =15'+15'=30')
"D" RAMP FROM WESTBOUND MAINLINE=13' (15' MAX.) WIDTH. TO EASTBOUND AND WEST BOUND MAINLINE VARIES 36' TO 48' (38' TO 50' MAX.) WIDTH. SEE DETAIL "A" NEXT PAGE
"E" PLAZA PAVEMENT WIDTH VARIES 44' TO 52' (46' TO 54' MAX.)
GORE
USE TYP. SECT. #3
AREA "A"
850' +/-
GORE
AREA "B"
760' +/-
USE TYP. SECT. #3
THRUWAY WESTBOUND
THRUWAY EASTBOUND
AREA OF DETAIL "A"
ON NEXT PAGE
USE TYP. SECT. #3
AREA "D" 200' +/-
SEE DETAIL "A"
AREA "C"
2000' +/-
USE TYP. SECT. #4
AREA "E"
340' +/-
USE TYP. SECT. #5
CONCRETE APRON
= LIMITS OF ITEM 18403.1736
= LIMITS OF ITEM 18403.1335
INTERCHANGE 37
TOLL BOOTHS


INTERCHANGE 37
TO EASTBOUND THRUWAY
GORE
TO WESTBOUND THRUWAY
FROM WESTBOUND THRUWAY
13' +/-
(15' +/- MAX.)
FROM EASTBOUND THRUWAY
48' +/- (50' +/- MAX.)
AREA "D"
PAVING LIMITS
36' +/-
38' +/-(MAX.)
DETAIL "A"

TYPICAL SECTION 1

MAINLINE



1 LANE – TYPICAL SECTION (NORMAL CROWN SHOWN)

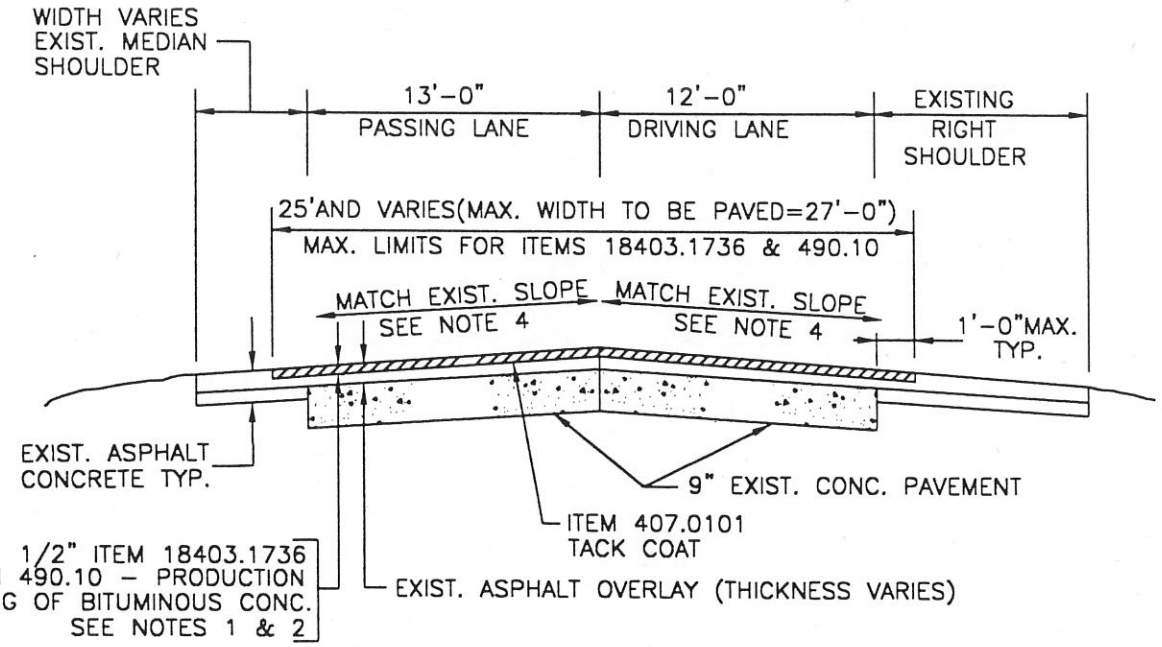
N.T.S.

NOTES

1. ALL DEBRIS ON MILLED SURFACE SHALL BE REMOVED IN ACCORDANCE WITH SECTION 490 – COLD MILLING OF THE N.Y.S.D.O.T. STANDARD SPECIFICATIONS.
2. ALL MILLED MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR. TEMPORARY OR PERMANENT STOCKPILING WILL NOT BE WILL NOT BE ALLOWED WITHIN THRUWAY R.O.W.
3. FOR MILEPOST LIMITS SEE SHEET TITLED PAVING LIMITS
4. CROSS SLOPES VARY – NORMAL CROWN TO FULL SUPER ELEVATION (BOTH BANKED LEFT & RIGHT). THE PROPOSED CROSS SLOPE SHALL MATCH THE EXISTING CROSS SLOPE IN ALL CASES.
5. IN AREAS WHERE LONGITUDINAL JOINTS ARE DETERIORATED THE PROPOSED PAVING WIDTH SHALL BE ADJUSTED TO INCLUDE THAT AREA (A.O.B.E.) AND SHALL NOT EXCEED 13'–6"
6. REPLACE ANY STRIPING REMOVED OR DAMAGED AS PER STRIPING DETAIL SHEETS. THE COSTS TO BE INCLUDED IN THE VARIOUS STRIPING ITEMS.
7. STAR GROOVES SHALL NOT BE REMOVED.
8. SHORT–TERM SKIP LINES(25619.1905) ARE REQUIRED WHEN PERMANENT SKIP LINES ARE REMOVED.
9. THE CONTRACTOR SHALL ALIGN THE PROPOSED CENTERLINE JOINT WITH THE EXISTING CENTERLINE JOINT.

TYPICAL SECTION 2

MAINLINE



2 LANES - TYPICAL SECTION (NORMAL CROWN SHOWN)

N.T.S.

NOTES

1. ALL DEBRIS ON MILLED SURFACE SHALL BE REMOVED IN ACCORDANCE WITH SECTION 490 - COLD MILLING OF THE N.Y.S.D.O.T. STANDARD SPECIFICATIONS.
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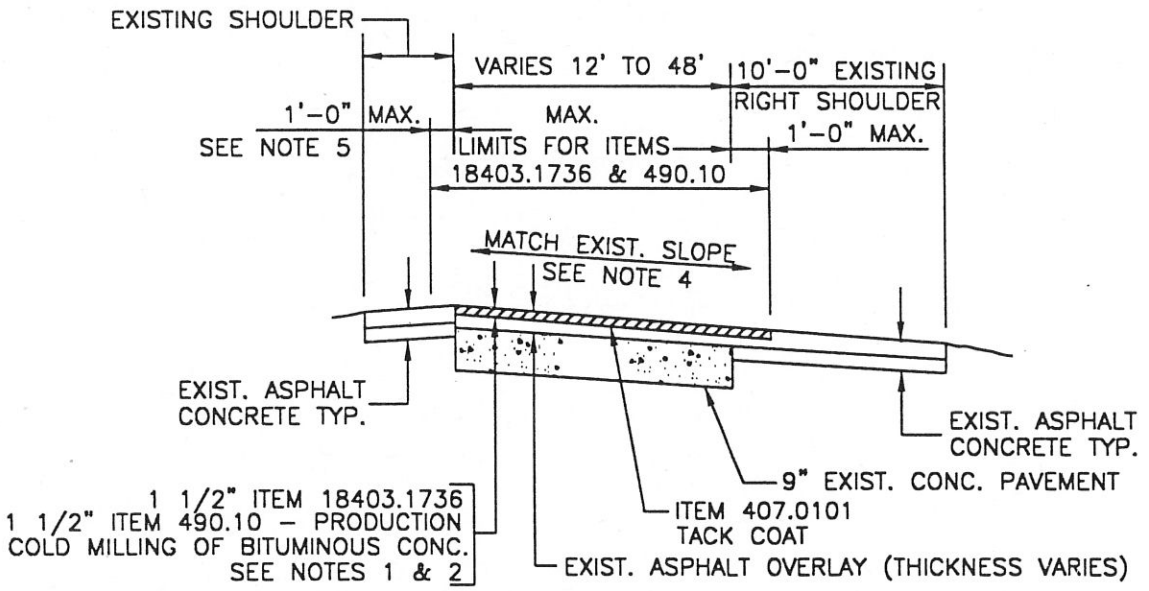
3. FOR MILEPOST LIMITS SEE SHEET TITLED PAVING LIMITS
4. CROSS SLOPES VARY - NORMAL CROWN TO FULL SUPER ELEVATION (BOTH BANKED LEFT & RIGHT). THE PROPOSED CROSS SLOPE SHALL MATCH THE EXISTING CROSS SLOPE IN ALL CASES.
5. IN AREAS WHERE LONGITUDINAL JOINTS ARE DETERIORATED THE PROPOSED PAVING WIDTH SHALL BE ADJUSTED TO INCLUDE THAT AREA (A.O.B.E.) AND SHALL NOT EXCEED 27'-0"
6. REPLACE ANY STRIPING REMOVED AS PER THE STRIPING DETAIL SHEETS.
7. STAR GROOVES SHALL NOT BE REMOVED.
8. SHORT-TERM SKIP LINES(25619.1905) ARE REQUIRED WHEN PERMANENT SKIP LINES ARE REMOVED.
9. THE CONTRACTOR SHALL ALIGN THE PROPOSED CENTERLINE JOINT WITH THE EXISTING CENTERLINE JOINT.

TYPICAL SECTION 3

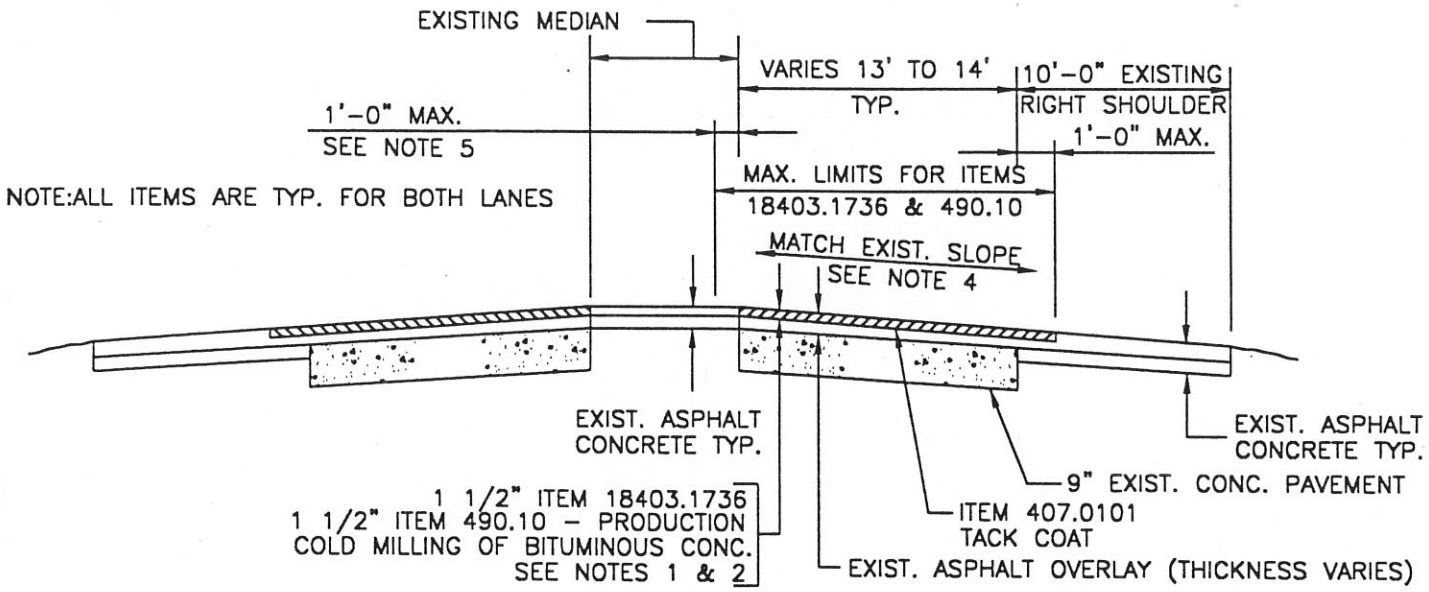


RAMPS
TYPICAL SECTION
N.T.S.

NOTES

1. ALL DEBRIS ON MILLED SURFACE SHALL BE REMOVED IN ACCORDANCE WITH SECTION 490 – COLD MILLING OF THE N.Y.S.D.O.T. STANDARD SPECIFICATIONS.
2. ALL MILLED MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR. TEMPORARY OR PERMANENT STOCKPILING WILL NOT BE ALLOWED WITHIN THE THRUWAY R.O.W.
3. FOR MILEPOST LIMITS AND LANE CONFIGURATION SEE INTERCHANGE DETAIL SHEETS.
4. CROSS SLOPES VARY – THE PROPOSED CROSS SLOPE SHALL MATCH THE EXISTING CROSS SLOPE IN ALL CASES.
5. IN AREAS WHERE LONGITUDINAL JOINTS ARE DETERIORATED THE PROPOSED PAVING WIDTH SHALL BE ADJUSTED TO INCLUDE THAT AREA (A.O.B.E.).
6. REPLACE ANY STRIPING REMOVED AS PER THE STRIPING DETAIL SHEETS.

TYPICAL SECTION 4



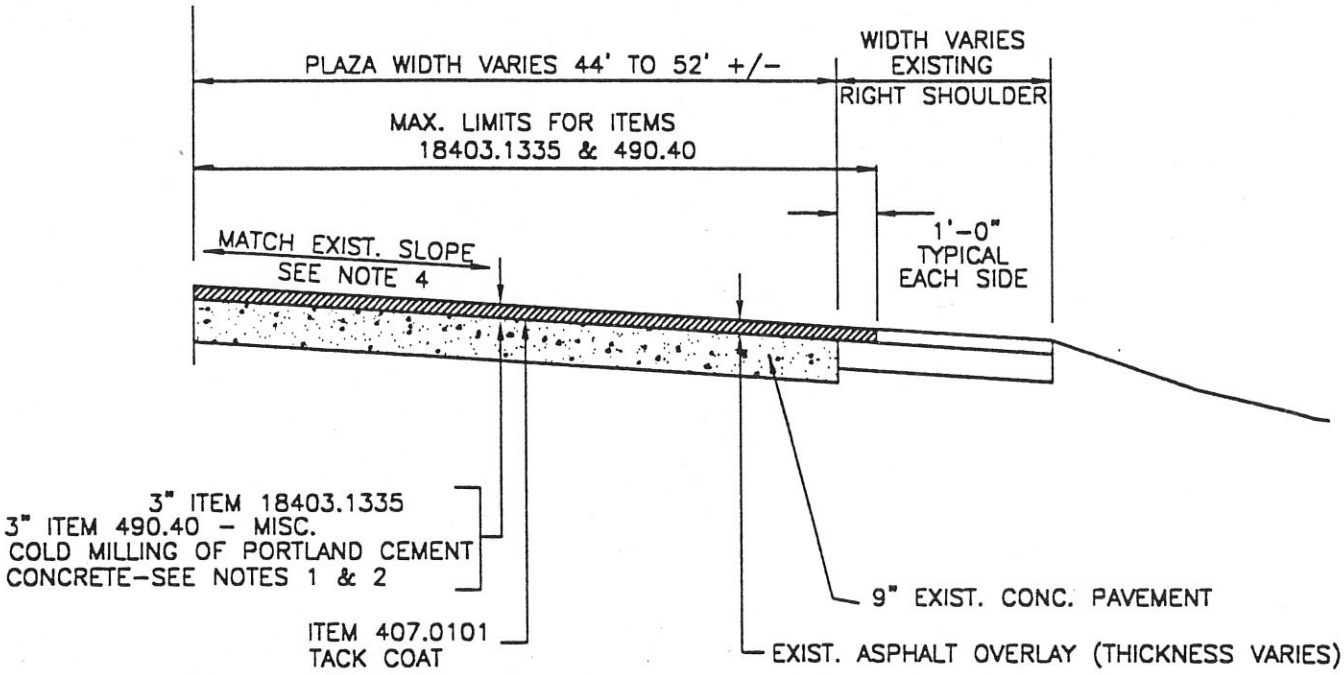
RAMPS
TYPICAL SECTION
N.T.S.

NOTES

1. ALL DEBRIS ON MILLED SURFACE SHALL BE REMOVED IN ACCORDANCE WITH SECTION 490 – COLD MILLING OF THE N.Y.S.D.O.T. STANDARD SPECIFICATIONS.
2. ALL MILLED MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR. TEMPORARY OR PERMANENT STOCKPILING WILL NOT BE ALLOWED WITHIN THE THRUWAY R.O.W.
3. FOR MILEPOST LIMITS AND LANE CONFIGURATION SEE INTERCHANGE DETAIL SHEETS
4. CROSS SLOPES VARY – THE PROPOSED CROSS SLOPE SHALL MATCH THE EXISTING CROSS SLOPE IN ALL CASES.
5. IN AREAS WHERE LONGITUDINAL JOINTS ARE DETERIORATED THE PROPOSED PAVING WIDTH SHALL BE ADJUSTED TO INCLUDE THAT AREA (A.O.B.E.).
6. REPLACE ANY STRIPING REMOVED AS PER STRIPING DETAIL SHEETS
7. CONTRACTOR SHALL NOTIFY THE ENGINEER TWO WEEKS PRIOR TO MILLING AND OVERLAYING THESE AREAS AT INTERCHANGES 35 AND 36. THIS TIME IS NEEDED FOR MAINTENANCE FORCES TO REMOVE THE MEDIAN RAIL AND MAKE IMPROVEMENTS TO FACILITATE TRAFFIC CONTROL IN THIS AREA.

TYPICAL SECTION 5

INTERCHANGE 37

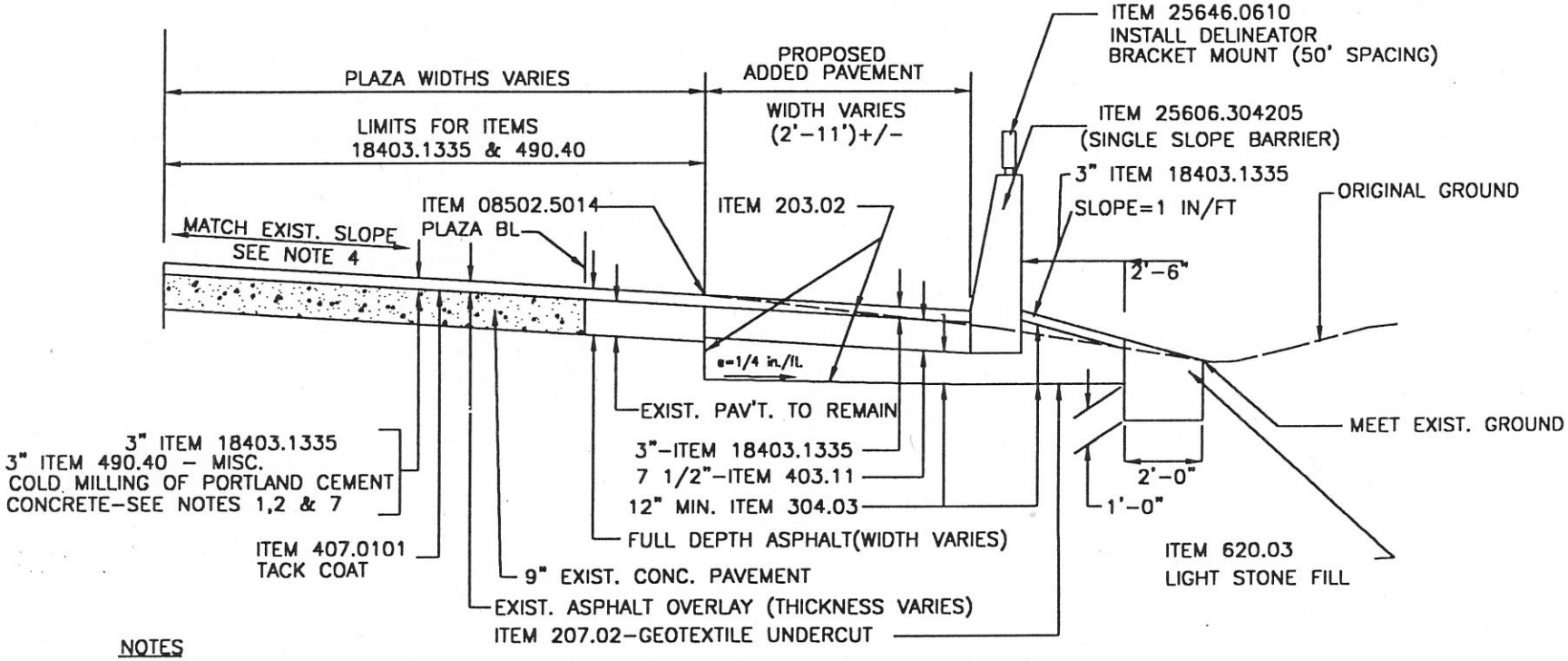


NOTES

1. ALL DEBRIS ON MILLED SURFACE SHALL BE REMOVED IN ACCORDANCE WITH SECTION 490 - COLD MILLING OF THE N.Y.S.D.O.T. STANDARD SPECIFICATIONS.
2. ALL MILLED MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR. TEMPORARY OR PERMANENT STOCKPILING WILL NOT BE ALLOWED WITHIN THE THRUWAY R.O.W.
3. FOR MILEPOST LIMITS AND LANE CONFIGURATION SEE INTERCHANGE DETAIL SHEETS.
4. CROSS SLOPES VARY - THE PROPOSED CROSS SLOPE SHALL MATCH THE EXISTING CROSS SLOPE IN ALL CASES.
5. IN AREAS WHERE LONGITUDINAL JOINTS ARE DETERIORATED THE PROPOSED PAVING WIDTH SHALL BE ADJUSTED TO INCLUDE THAT AREA (A.O.B.E.).
6. REPLACE ANY STRIPING REMOVED AS PER STRIPING DETAIL SHEETS.
7. CONTRACTOR SHALL NOTE THAT A PORTION OF THE 3" TO MILLED IS ASPHALT. COST OF MILLING 3" OF ASPHALT/CONCRETE TO BE INCLUDED IN 490.40.

TYPICAL SECTION 6

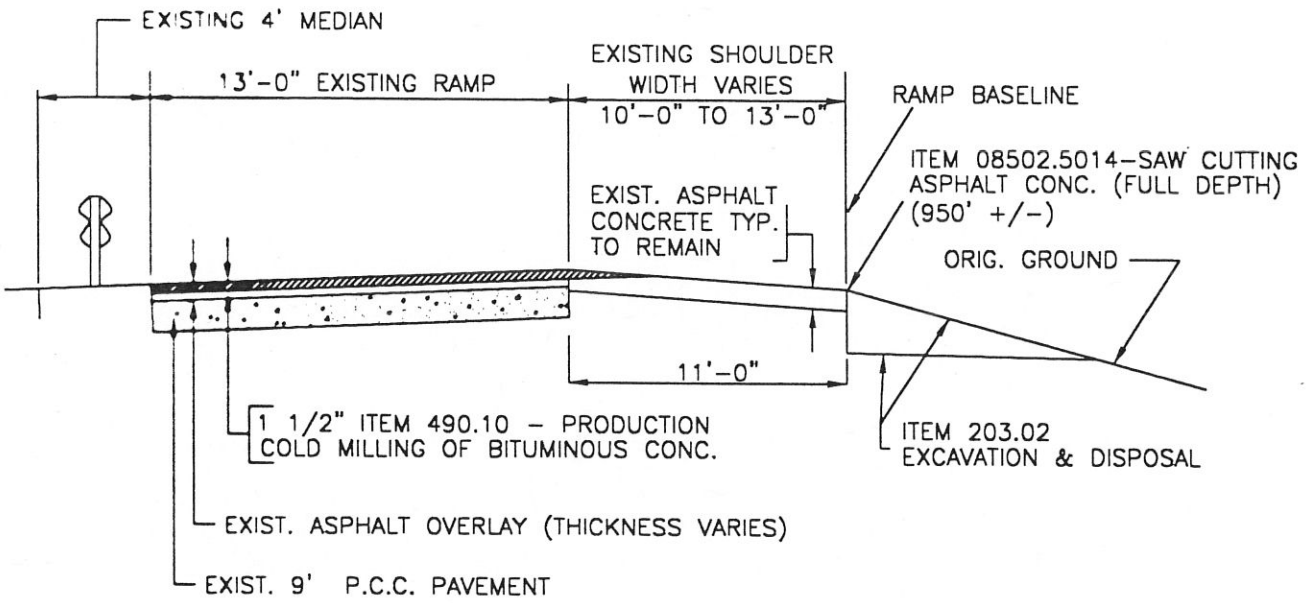
INTERCHANGE 36
(STA. 0+50 TO 3+00)



NOTES

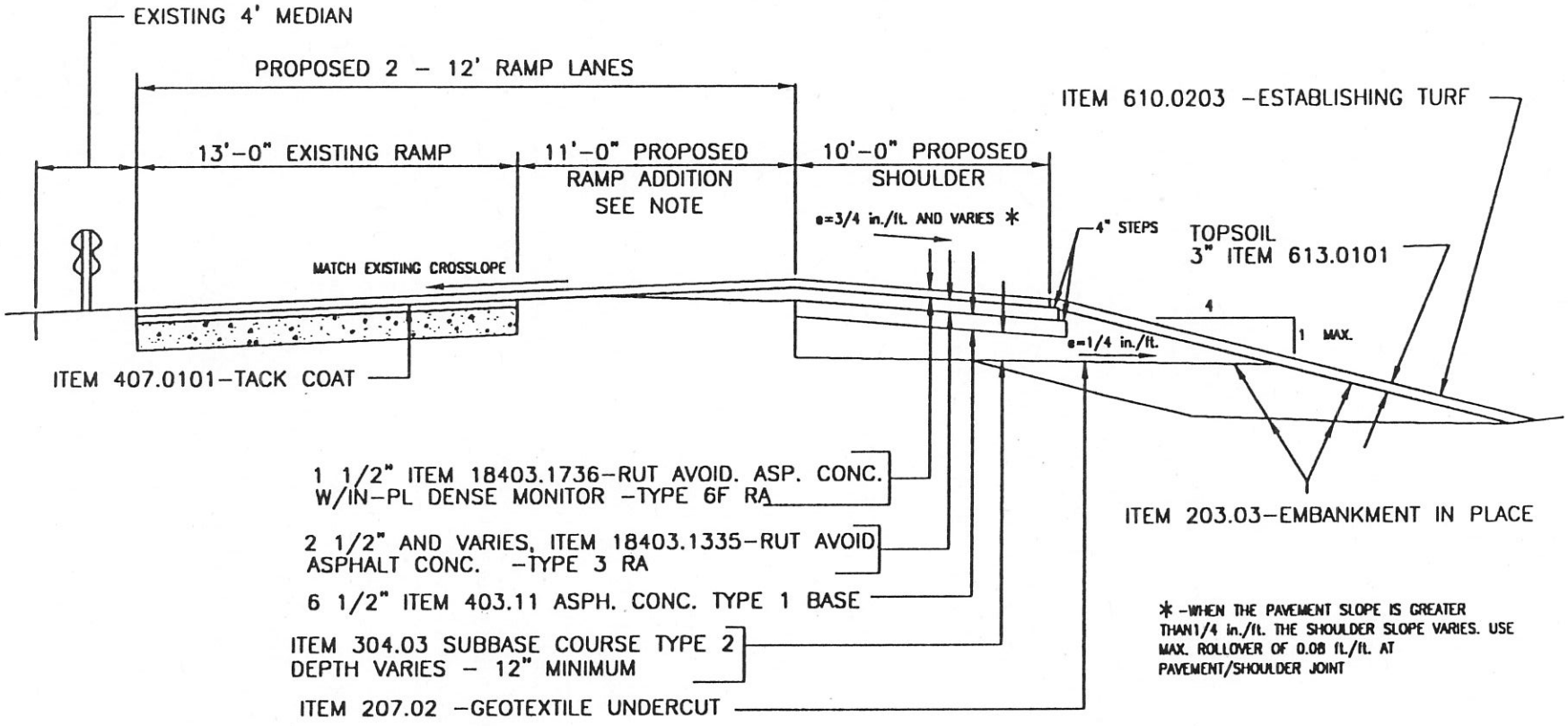
1. ALL DEBRIS ON MILLED SURFACE SHALL BE REMOVED IN ACCORDANCE WITH SECTION 490 - COLD MILLING OF THE N.Y.S.D.O.T. STANDARD SPECIFICATIONS.
2. ALL MILLED MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR. TEMPORARY OR PERMANENT STOCKPILING WILL NOT BE ALLOWED WITHIN THE THRUWAY R.O.W.
3. BACK UP POSTS FOR BARRIER SHALL NOT INTERFERE WITH DRAINAGE SLOTS.
4. CROSS SLOPES VARY - THE PROPOSED CROSS SLOPE SHALL MATCH THE EXISTING CROSS SLOPE IN ALL CASES.
5. IN AREAS WHERE LONGITUDINAL JOINTS ARE DETERIORATED THE PROPOSED PAVING WIDTH SHALL BE ADJUSTED TO INCLUDE THAT AREA (A.O.B.E.).
6. REPLACE ANY STRIPING REMOVED AS PER PAVEMENT MARKING SHEETS
7. CONTRACTOR SHALL NOTE THAT A PORTION OF THE 3" TO MILLED IS ASPHALT. COST OF MILLING 3" OF ASPHALT/CONCRETE TO BE INCLUDED IN 490.40.

TYPICAL SECTION 7



RAMP WIDENING (EXISTING RAMP SECTION)
INTERCHANGE 36
(STA. 3+00 TO 10+00)

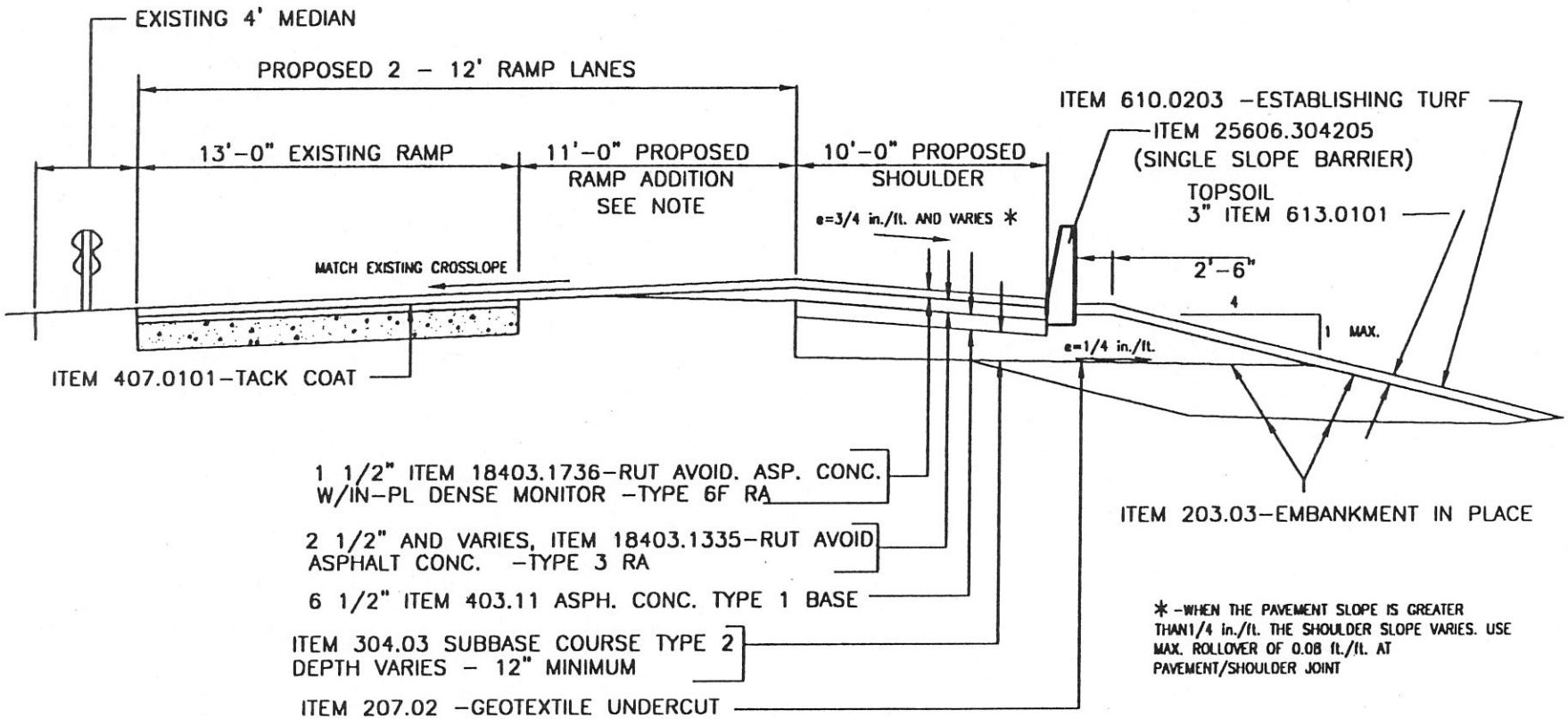
TYPICAL SECTION 8



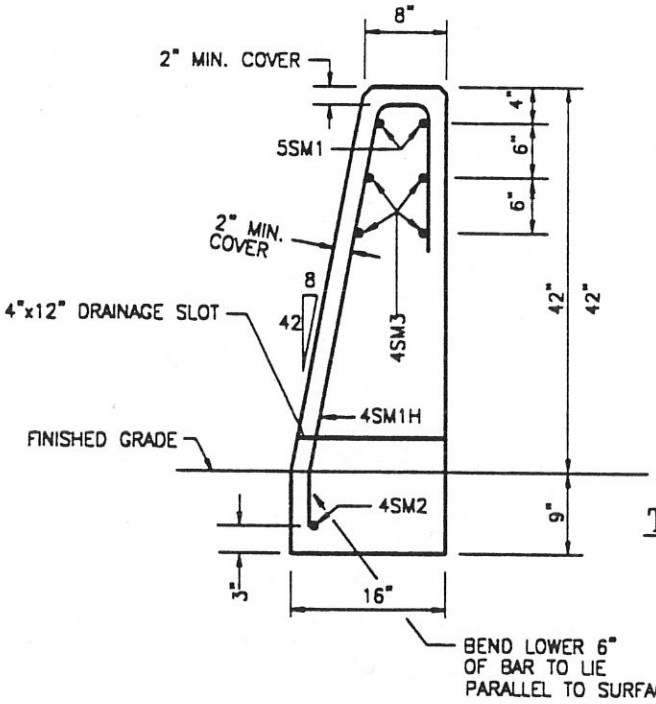
RAMP WIDENING (PROPOSED RAMP SECTION)
INTERCHANGE 36
STA. 3+50 TO 10+00

NOTE – 11'–0" PROPOSED LANE ADDITION VARIES 11'–0" TO 0' FROM STA. 8+00 TO 10+00

TYPICAL SECTION 9

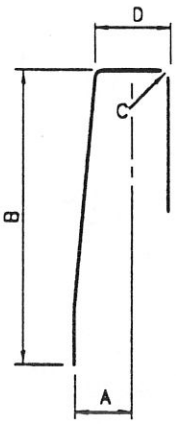


RAMP WIDENING (PROPOSED RAMP SECTION)
INTERCHANGE 36
STA. 3+00 TO 3+50



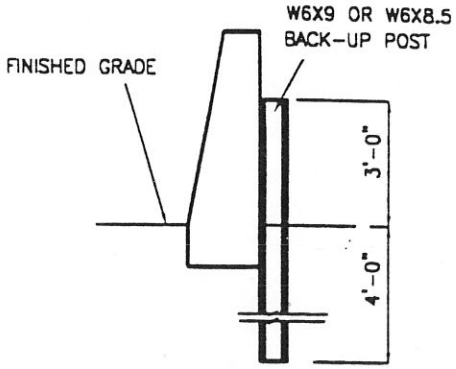
SECTION SHOWING PRECAST SINGLE SLOPE CONCRETE HALF SECTION BARRIER

(SHOWN AT EXPANSION JOINT)

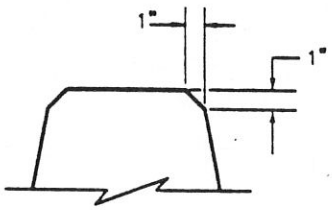


TYPICAL STIRRUP

(MACHINE FORMED, PRECAST, & CAST-IN-PLACE BARRIERS)

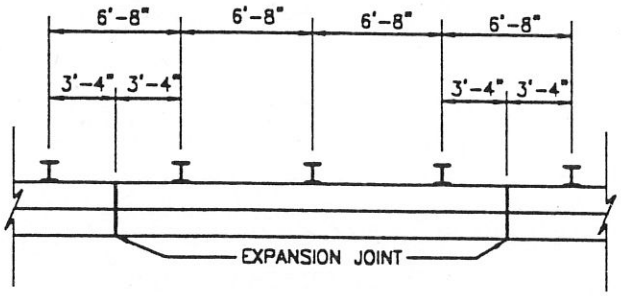


BACK-UP POST DETAIL

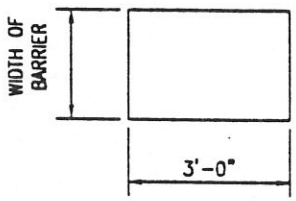


TYPICAL CHAMFER DETAIL

(ALL BARRIERS)



TYPICAL BACKUP POST LAYOUT



NOTE: SLAB TO BE 8' THICK

PLAN

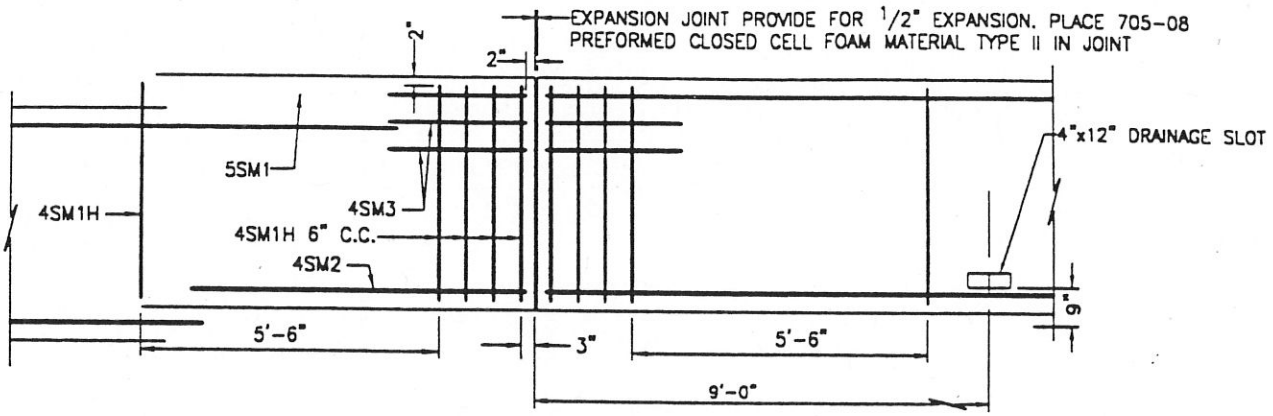
PRE-CAST SLEEPER SLAB

BAR CHART FOR HALF SECTION BARRIER

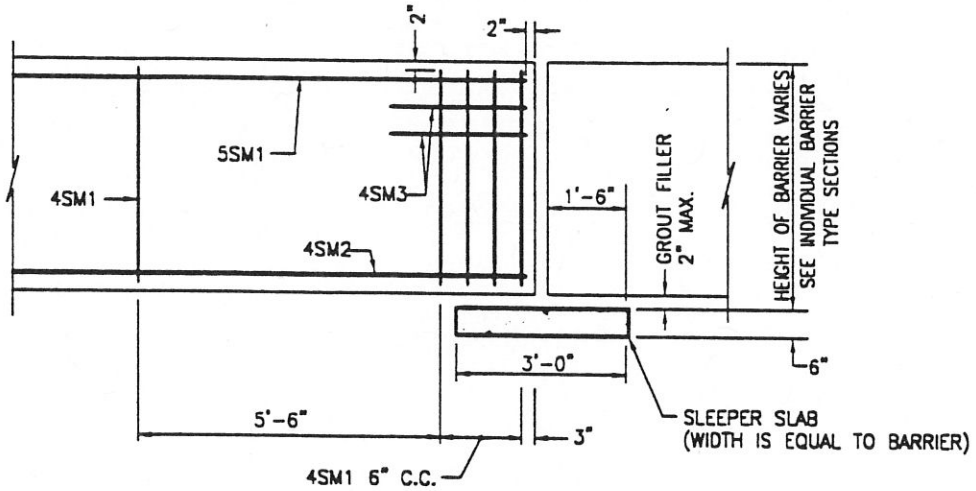
MARK	SIZE	NO.	LENGTH	USE	A	B	C	D	LOCATION
4SM1H	4	10	5'-6"	STIRRUP	10"	46"	1 1/2"	4"	4 AT 6" CENTERS AT EACH END OF BARRIER UNIT. 2 AT 5'-6" CENTERS PLACED 2'-9" EITHER SIDE OF THE MIDPOINT OF THE BARRIER UNIT.
4SM2	4	1	19'-6"	STRINGER	—	—	—	—	LONGITUDINAL - 2 IN BOTTOM
4SM3	4	8	2'-6"	STRAIGHT	—	—	—	—	4 ON EITHER SIDE OF JOINT
5SM1	5	2	19'-6"	STRINGER	—	—	—	—	LONGITUDINAL - 2 IN TOP
4S4	4	4	4'-4 3/4"	STIRRUP	*	*	*	*	2 EACH SIDE OF EXPANSION JOINT

* SEE DETAIL OF 4S4 BAR

THE NOMINAL LENGTH OF PRECAST SECTIONS IS 20 FEET BUT MAY BE MODIFIED TO A MINIMUM OF 10 FEET. THE CONTRACTOR SHALL PREPARE AND SUBMIT SHOP DRAWINGS TO THE ENGINEER.



EXPANSION JOINT/REINFORCING BARS DETAIL FOR PRECAST SINGLE SLOPE CONCRETE HALF SECTION BARRIER

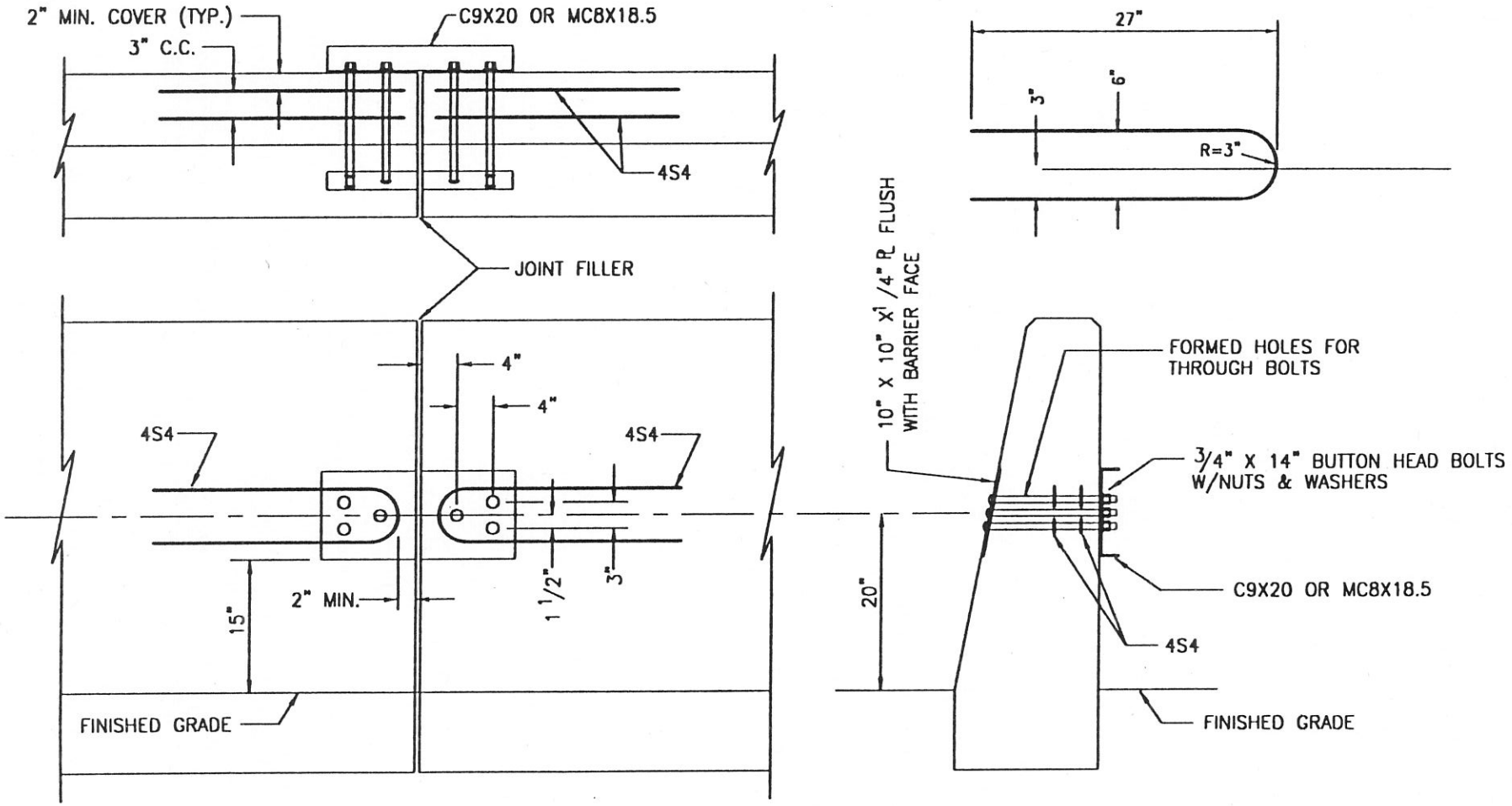


ELEVATION OF CONCRETE BARRIER ALL TYPES

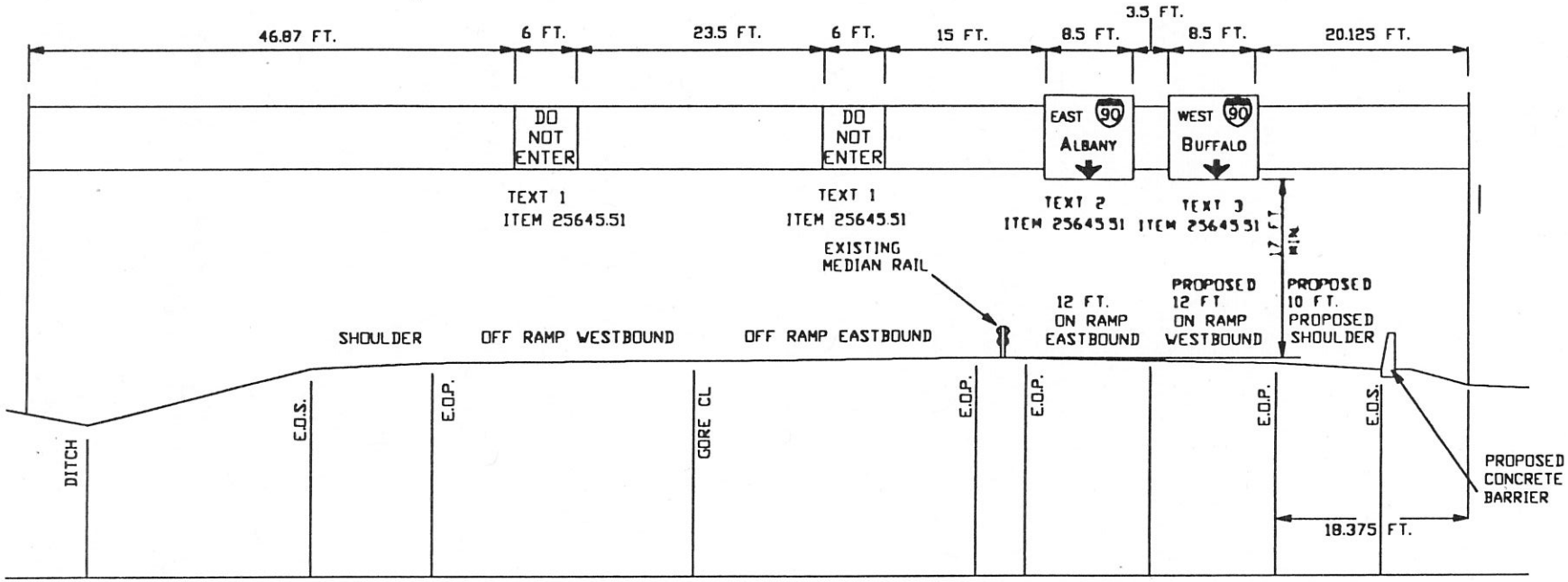
NOTE:
REINFORCING AND SLEEPER SLAB (TYP.) FOR EACH END OF BARRIER SECTIONS.

GENERAL NOTES:

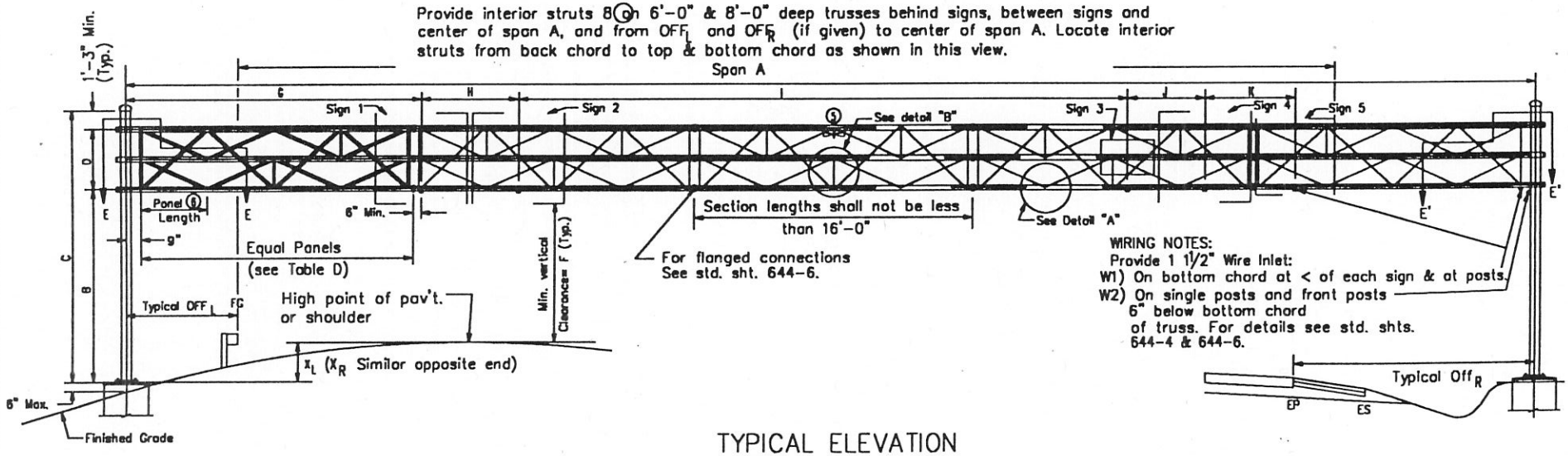
1) FINISH TOLERANCES FOR ALL BARRIERS SHALL BE AS FOLLOWS:
   A) CROSS-SECTIONAL DIMENSIONS. CROSS-SECTIONAL DIMENSIONS SHALL NOT VARY FROM THE DIMENSIONS SHOWN BY MORE THAN 1/4 INCH.
   B) LONGITUDINAL DIMENSIONS. LONGITUDINAL DIMENSIONS SHALL NOT VARY FROM THE DIMENSIONS SHOWN BY MORE THAN 1/4 INCH PER 10 FEET OF BARRIER.
   C) SURFACE STRAIGHTNESS. WHEN CHECKED WITH A 10 FOOT STRAIGHT EDGE, IRREGULARITIES SHALL NOT EXCEED 1/4 INCH.
2) CONTINUITY CONNECTIONS SHALL BE USED AT ALL JOINTS IN PRECAST AND CAST-IN-PLACE SINGLE SLOPE CONCRETE HALF SECTION BARRIER. MACHINE FORMED SINGLE SLOPE CONCRETE HALF SECTION BARRIER REQUIRES THE USE OF CONTINUITY CONNECTIONS AT ALL EXPANSION JOINTS.
3) PRECAST AND CAST-IN-PLACE SINGLE SLOPE CONCRETE HALF SECTION BARRIER SHALL BE BACKED UP WITH BACK UP POSTS FOR ITS ENTIRE LENGTH.
4) MACHINE FORMED SINGLE SLOPE CONCRETE HALF SECTION BARRIER SHALL BE BACKED UP WITH EARTH OR BACK UP POSTS AT EVERY EXPANSION JOINT AND AT THE END OF EACH RUN OF BARRIER. WHEN EARTH BACK UP IS USED IT SHALL BE PLACED TWENTY (20) FEET EITHER SIDE OF THE EXPANSION JOINT AND FOR THE FIRST AND LAST TWENTY (20) FEET OF THE BARRIER EXCLUDING ANY END SECTIONS. WHEN BACK UP POSTS ARE USED THREE (3) POSTS SHALL BE PLACED ON EITHER SIDE OF THE EXPANSION JOINT IN THE PATTERN SHOWN IN THE BACKUP POST LAYOUT AND AT THE BEGINNING AND END OF EACH BARRIER RUN. THE POSTS AT THE ENDS OF BARRIER RUNS SHALL BE PLACED AT 6'-8" CENTERS COMMENCING AND ENDING 3'-4" FROM THE END OF THE BARRIER OR THE JOINT BETWEEN THE BARRIER AND ANY END SECTIONS.
5) WHEN SINGLE SLOPE CONCRETE HALF SECTION BARRIER IS TERMINATED WITH A TAPERED END SECTION A FULL SECTION TERMINAL (END SECTION) SHOULD BE USED.
6) ALL REINFORCING STEEL TO BE GALVANIZED.



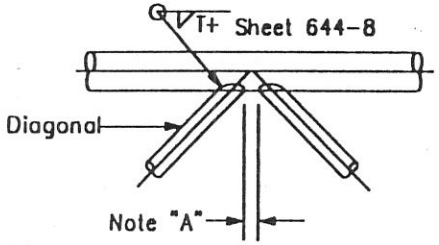
CONTINUITY CONNECTION FOR HALF SECTION SINGLE SLOPE BARRIER



LINE DIAGRAM
ITEM 644.0301



TYPICAL ELEVATION
FACING UPSTATION
"FRONT" and "BACK" Determined
By Bracket Codes

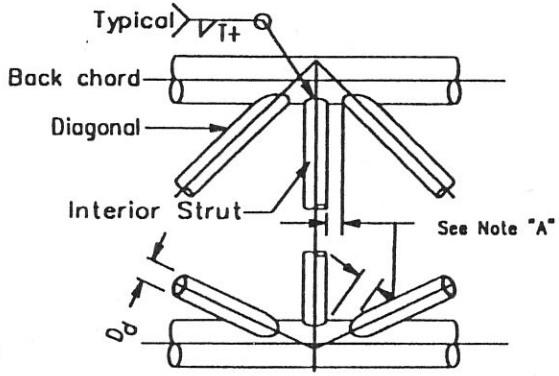


DETAIL A

NOTE "A"

Minimum space between diagonal* ends is 1 1/2". Increase end spacing only so centroids of diagonals* intersect at centroid of chord.

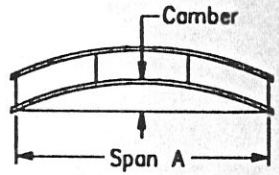
*Diagonal & strut for Detail B.



Bottom (or top) chord

DETAIL B

(In Plane of Strut)



TYPICAL CAMBER DIMENSION

CAMBER DETAILS			
SPAN A	CAMBER	SPAN A	CAMBER
UP TO 50'	2"	125' TO 150'	8"
50' TO 75'	3"	150' TO 170'	9"
75' TO 100'	4"	170' TO 190'	10"
100' TO 125'	6"	190 TO 210'	12"

ITEM NO.	LOC NO.	LEFT POST								CLEARANCE F	SPAN A	TRUSS ⑧		
		TYPE ①	PIPE SIZE ②	B	C	X_L ③	OFF_L	TO	FOOTING CODE ④			D	CHORD SIZE	WEB SIZE
644.0301		T	10" SCH. 20	23'-3 1/8"	30'-6 1/8"	5'-3 1/8"	38'-11 1/16"	E.O.P.	9 Q U	17'-0"	138.0'	6'-0"	4.0" O.D. X 0.375" WALL	2.5" O.D. X 0.250" WALL
		RIGHT POST												
		TYPE ①	PIPE SIZE ②	B	C	X_R ③	OFF_R	TO	FOOTING CODE ④					
		T	10" SCH. 20	20'-8 5/16"	27'-11 5/16"	2'-8 5/16"	18'-4 1/2"	E.O.P.	9 Q U					

SIGN 1			SIGN 2			SIGN 3			SIGN 4		
TEXT NO	G	BRACKET CODE	TEXT NO	H	BRACKET CODE	TEXT NO	I	BRACKET CODE	TEXT NO	I	BRACKET CODE
1	49'-10 7/16"	2V4D	1	29'-6"	2V4D	2	23'-3"	2V4D	3	12'-0"	2V4D

NOTES:

① Post Type: S=Single Post, T=Trussed Post=Double Post.

② The sizes listed in this column are for ASTM A53 Grade B pipe. Other grades and shapes from equivalent size table on standard sheet 644-7 may be used.

③ Heights "X" to be verified by the contractor in the field before ordering posts with dimensions B and C. If height "X" or sign heights change after the trussed posts are fabricated, mount truss to other holes shown in end elevations so clearance F is not exceeded by more than 6".

④ See the current Std. Sht. "FOOTINGS FOR SIGN ASSEMBLIES WITH SINGLE POSTS" for a single entry, which specifies the size of circular or rectangular footing to be used. Otherwise, See the current Std. Sht. "FOOTINGS FOR SIGN ASSEMBLIES WITH TRUSSED POSTS". In this case the first designation is for the pedestal & the second designation is for the rectangular footing.

⑤ For sign structure dampener details, see Std. Sht. 644-8.

⑥ The number & arrangement of panels in each section must be such that the web members in each face of the tri-truss form a continuous trussing, in section & in the structure from post to post. Each section shall have an even number of panels of length indicated in Table D.

⑦ Single & double posts, base plates, & post to truss connections are fabricated of galvanized steel unless otherwise noted.

⑧ Tri-truss spans are fabricated of aluminum. WEB SIZE in table refers to diagonals, end struts and interior struts. See standard sheet 644-8 for diagonal welding details.

⑨ Sign panel units, vertical brackets, U-bolt assemblies & necessary hardware for attaching signs to structures to be paid for under overhead panel item.

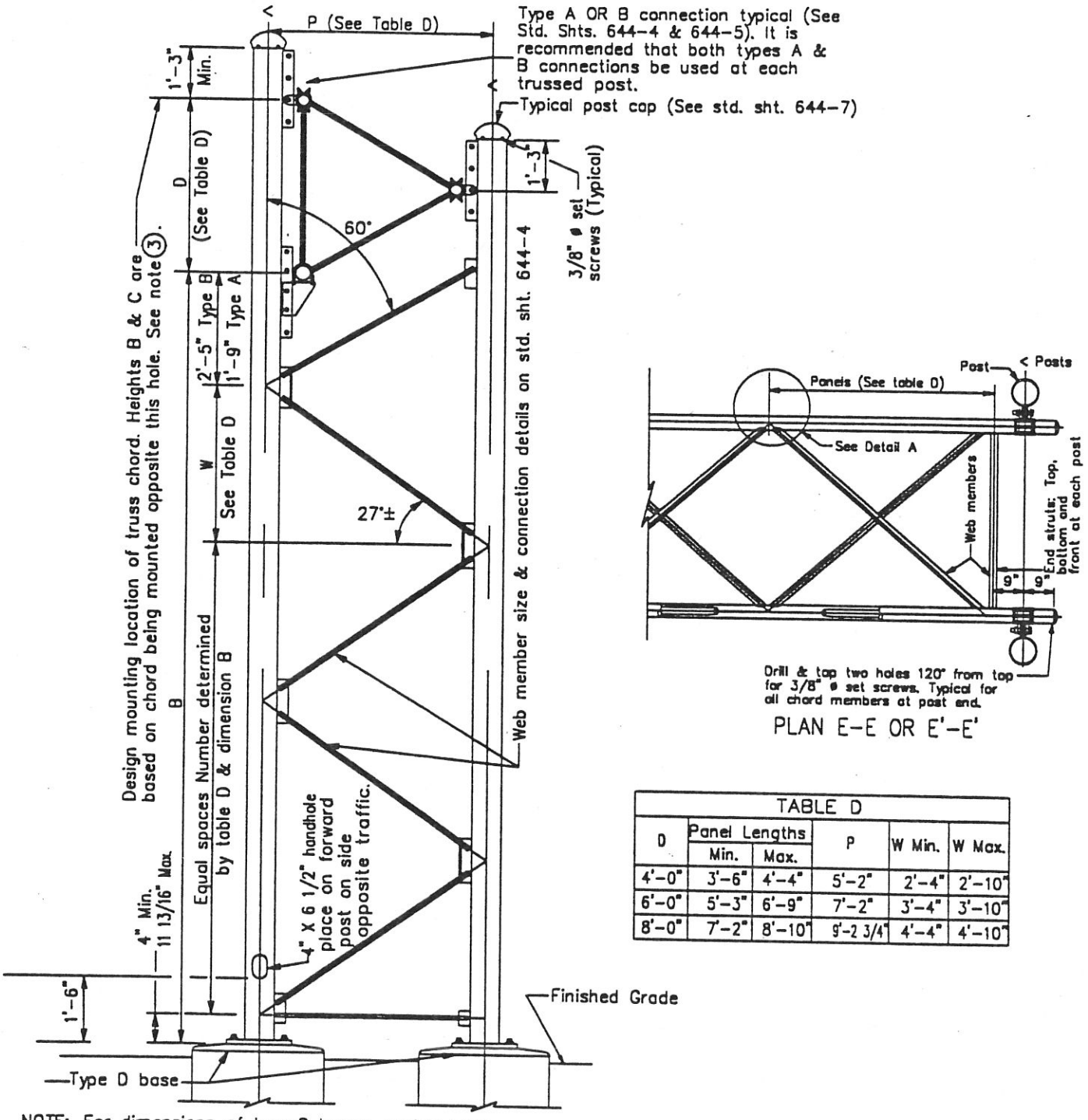
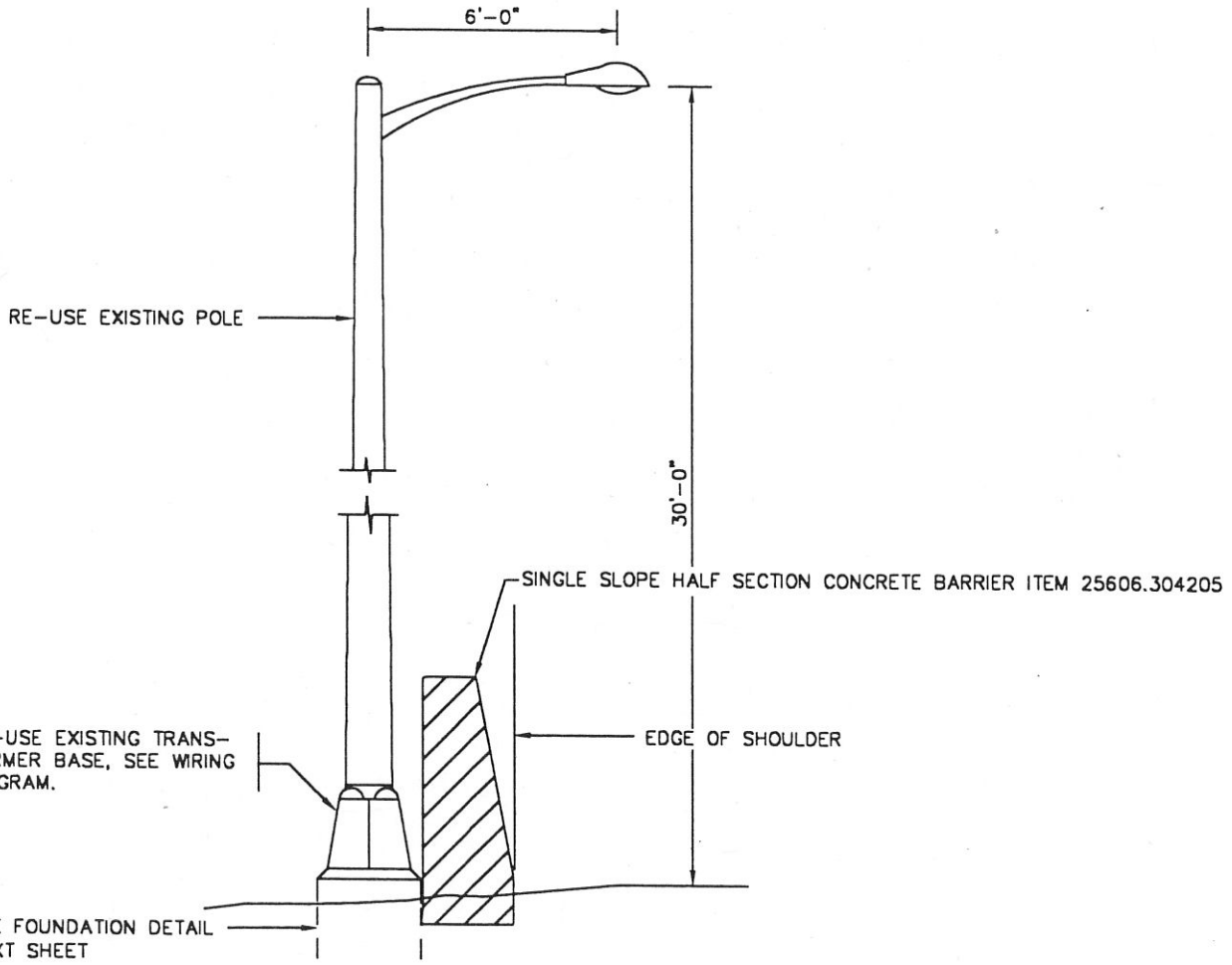


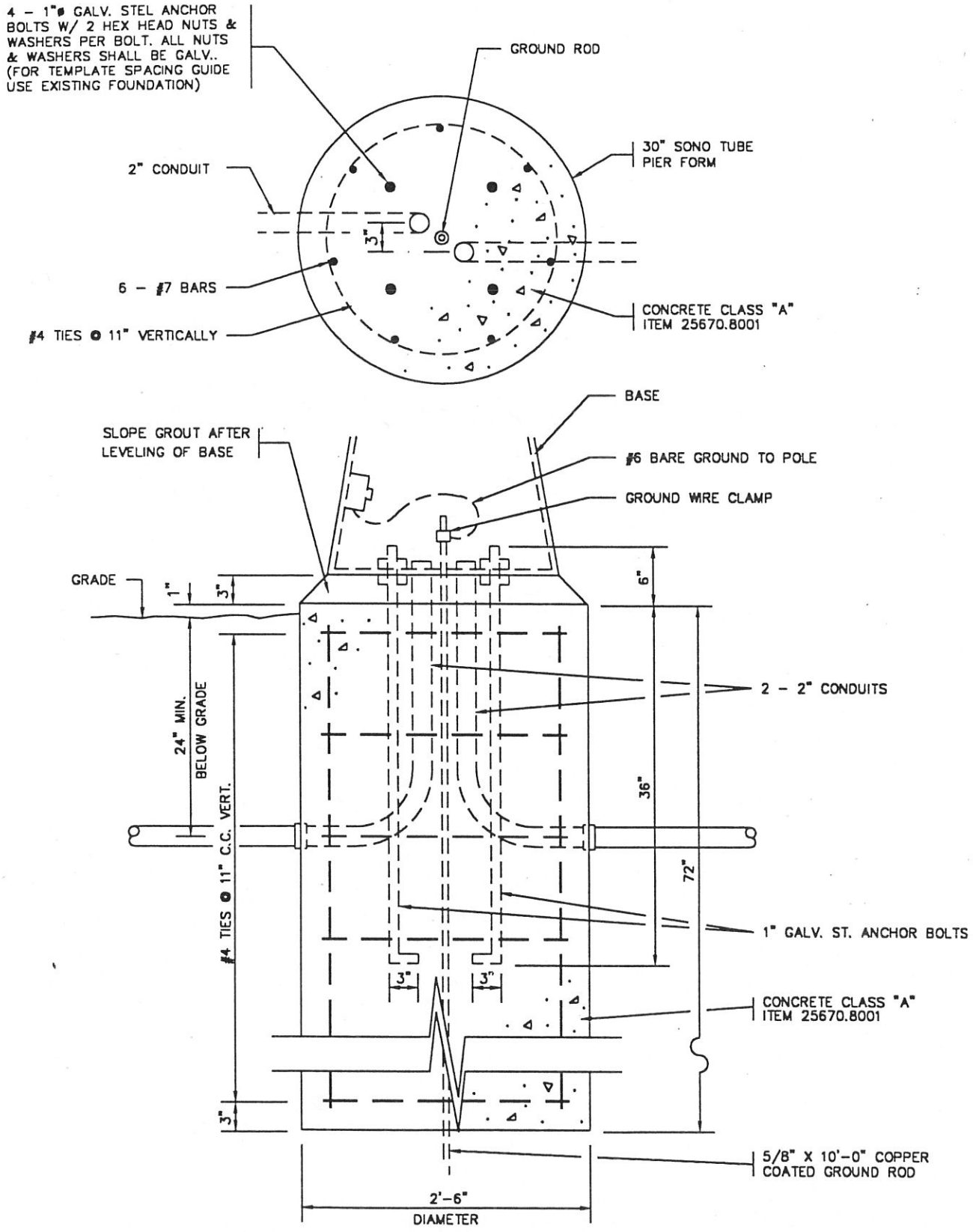
TABLE D					
D	Panel Lengths		P	W Min.	W Max.
	Min.	Max.			
4'-0"	3'-6"	4'-4"	5'-2"	2'-4"	2'-10"
6'-0"	5'-3"	6'-9"	7'-2"	3'-4"	3'-10"
8'-0"	7'-2"	8'-10"	9'-2 3/4"	4'-4"	4'-10"

NOTE: For dimensions of type D bases, anchor bolts, & postcap details see std. sht. 644-7.

END ELEVATION
TRUSSED POST ⑦

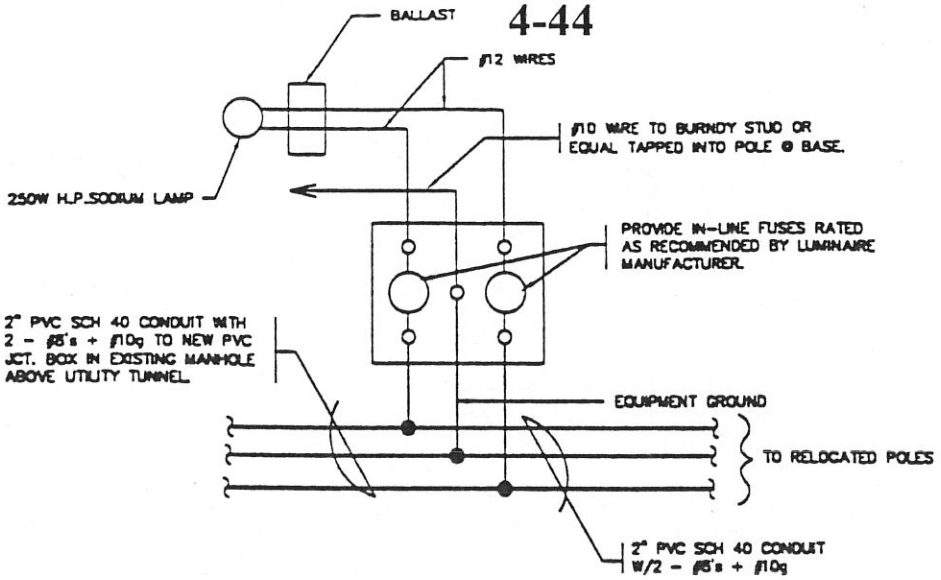


ELEVATION OF ALUMINUM LIGHTING STANDARD – SINGLE ARM



LIGHTING STANDARD FOUNDATION

NOTE: DETAIL SHOWN IS FOR FOUNDATIONS POURED IN PLACE ONLY. ENTIRE SYSTEM PAID UNDER ITEM 25670.8001



WIRING DIAGRAM

N.T.S.

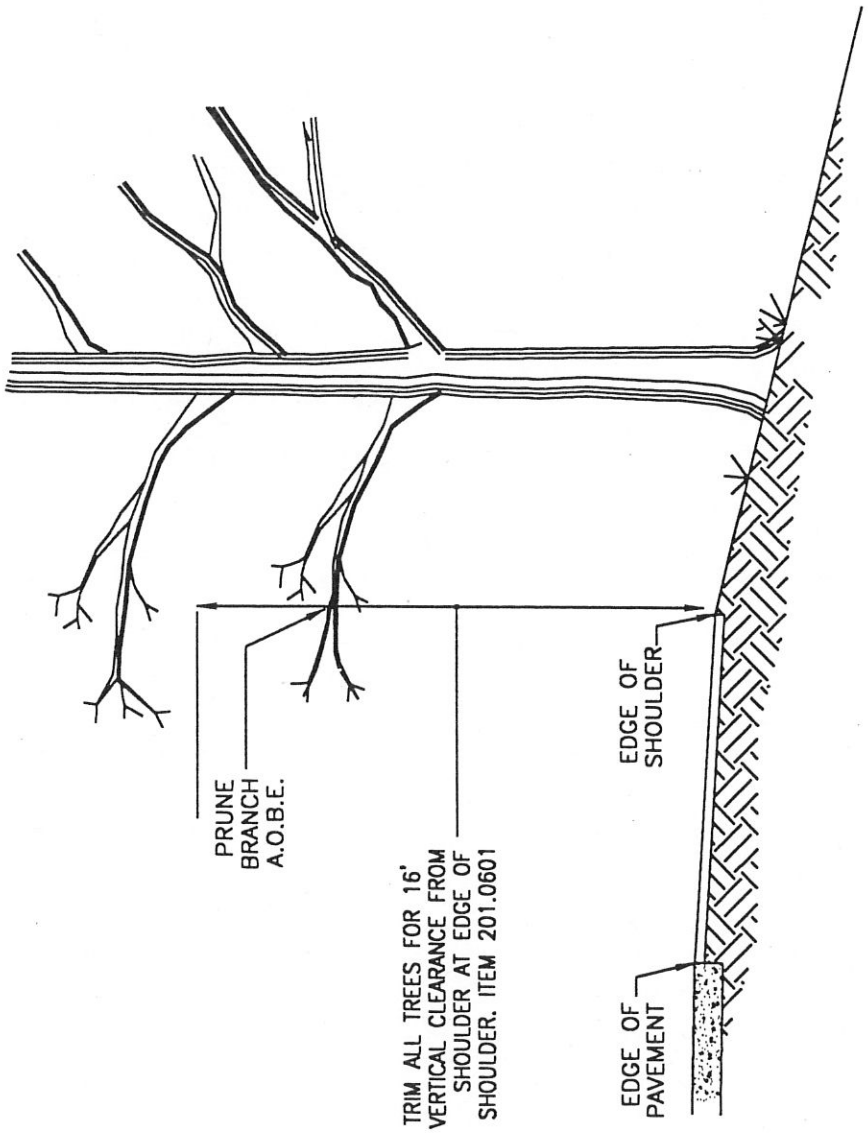
NOTE: THIS WIRING DIAGRAM SHALL BE THE MINIMUM ACCEPTABLE AT ALL PLAZA POLE LIGHT LOCATIONS.

LEGEND

- EXISTING CONDUIT TO BE REMOVED OR ABANDONED AS DIRECTED BY THE ENGINEER-IN-CHARGE.
- NEW CONDUIT AS NOTED ON PLAN
- EXISTING LIGHT STANDARD TO REMAIN
- EXISTING LIGHT STANDARD & CONCRETE FOUNDATION TO BE REMOVED. LIGHT STANDARD SHALL BE STORED AS DIRECTED FOR REINSTALLATION ON NEW CONCRETE FOUNDATION, ITEM 25670.8001
- NEW LOCATION FOR LIGHT STANDARDS

FIXTURE SCHEDULE

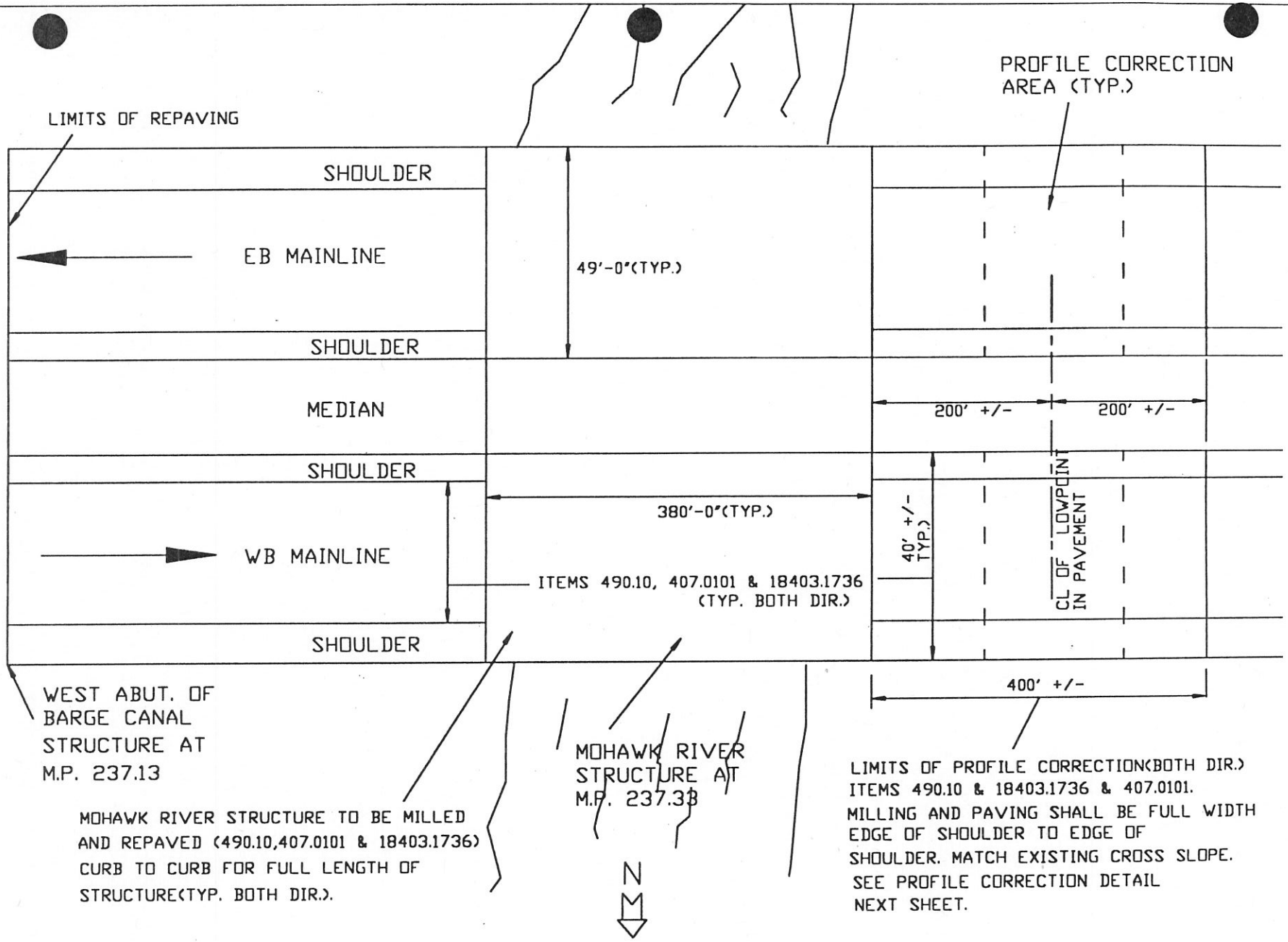
TYPE	SYM.	DESC.	SPECIFICATIONS
A		LIGHT STANDARD	HOLOPHANE REFRACTOPACK - RPAX 250 HP-MT-5-AS-F2-PS HIGH PRESSURE SODIUM. COST UNDER ITEM 25670.53
B		CANOPY LIGHT	HOLOPHANE ENDURALUME (4 PER LANE) PROVIDED BY THE THRUWAY. SEE DWG. E-2, SECTION "A-A" FOR ADDITIONAL COMPONENTS TO BE PROVIDED BY THE CONTRACTOR UNDER ITEM 25667.04
C		LANE CONTROL SIGNAL	SMITH SIGN & SIGNAL INC., BATTLE CREEK, MICH. (616-963-2817) OR FIBER-OPTICS INC., WORCESTER, MA. (617-853-8921) CAT.# LC-212 XAH, LAMP TYPE ENL 10.8V, RED X AND GREEN ARROW. ITEM 25667.04.
D		LANE CONTROL SIGNAL	SMITH SIGN & SIGNAL INC., OR FIBER-OPTICS INC., CAT.# LC-112 XH, LAMP TYPE ENL 10.8V, RED X ONLY. COST UNDER ITEM 25667.04.



CLEARING AND GRUBBING

DETAIL A

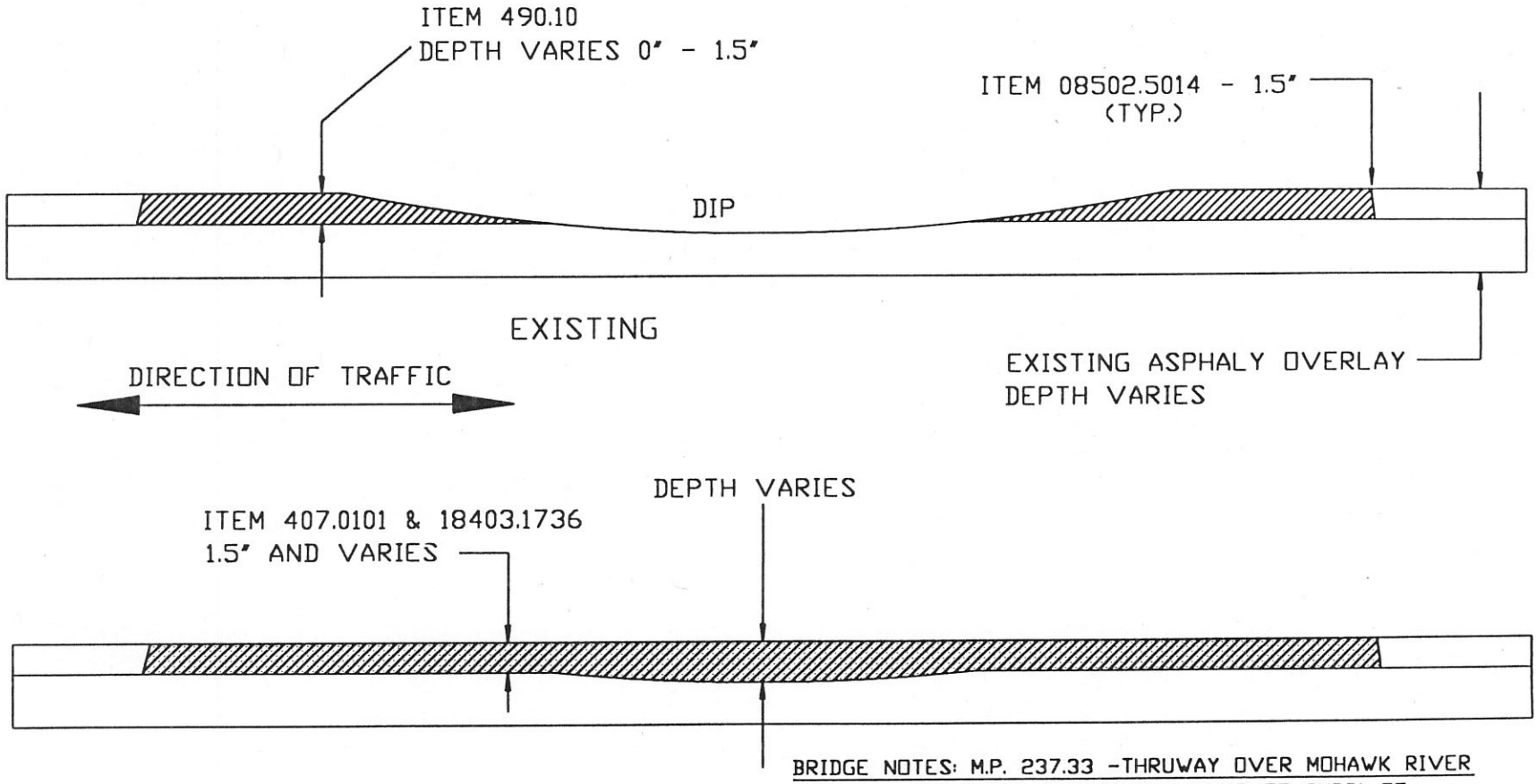
N.T.S.



PROFILE CORRECTION DETAIL (CON'T. ON NEXT SHEET)

M.P. 237.33 +/- BIN 5513009

N.T.S.



HIGHWAY NOTES:

1. S.T.A.R. GROOVES DAMAGED DURING SHOULDER MILLING OPERATIONS SHALL BE REPLACED BY THRUWAY MAINTENANCE FORCES (AT THIS LOCATION).

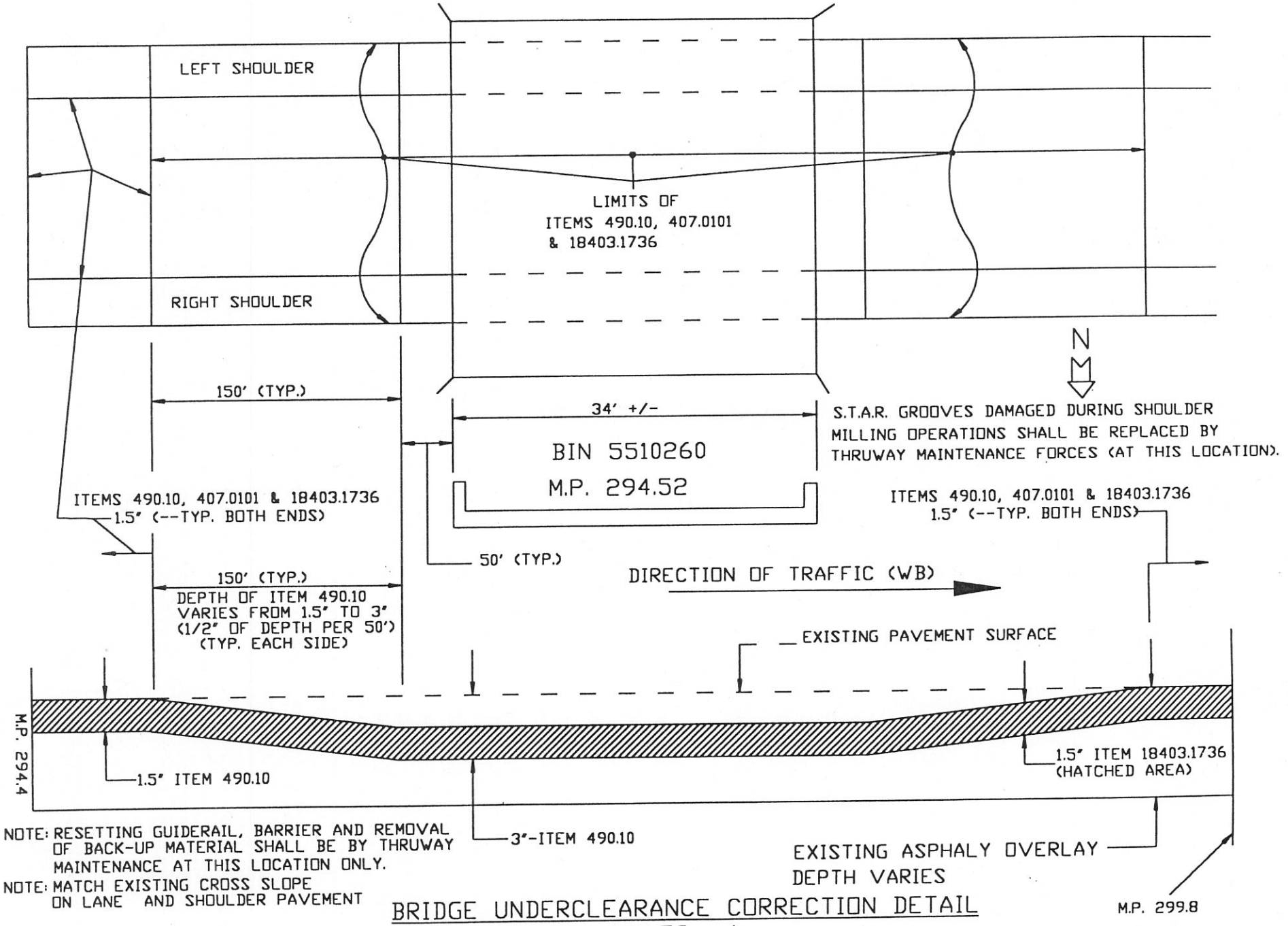
BRIDGE NOTES: M.P. 237.33 -THRUWAY OVER MOHAWK RIVER

1. THE ENTIRE ROADWAY SURFACE (CURB TO CURB) OF THE BRIDGE SHALL BE MILLED ECXEPT FOR 1'-0" ON BOTH SIDES OF THE WESTERLY PIN & HANGER JOINT. THE JOINT IS LOCATED AT THE CENTER SPAN OF THE BRIDGE.
2. ALL BRIDGE SCUPPERS SHALL BE LOCATED PRIOR TO MILLING AND SPECIAL CARE SHALL BE TAKEN TO AVOID DAMAGE DURING MILLING AND PAVING OPERATIONS.

PROFILE CORRECTION DETAIL (CON'T.)

M.P. 237.33 +/- BIN 5513009

N.T.S.



NOTE: RESETTING GUIDERAIL, BARRIER AND REMOVAL OF BACK-UP MATERIAL SHALL BE BY THRUWAY MAINTENANCE AT THIS LOCATION ONLY.

NOTE: MATCH EXISTING CROSS SLOPE ON LANE AND SHOULDER PAVEMENT

BRIDGE UNDERCLEARANCE CORRECTION DETAIL

M.P. 294.52 +/-

N.T.S.