TA-44104-9 (8/2004)

New York State Thruway Authority • New York State Canal Corporation

PROJECT # H161.1 PSE MADE BY JAM DATE 2/12/2024

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ITEM 203.02 – MISCELLANEOUS EXCAVATION AND DISPOSAL (CY)

REFER TO PAVEMENT REPAIRS TABLES AND THRUWAY STANDARD 402-01.

ASSUME THE AVERAGE DEPTH OF SUBBASE REMOVAL IS 30% OR 12” x 0.2 = 3.6”

	REPAIR LENGTH (FT)								
APPROX. MILEPOST	LEFT SHOULDER W=4.0'	PASSING LANE W=13.0'	DRIVING LANE W=12.0'	RT. SHOULDER W=10.0'	REPAIR AREA (SF)	CUTTING PAVEMENT LENGTH (LF)	L.J. (FT)	L.J. REPAIR AREA (SF)	L.J. CUTTING PAVEMENT LENGTH (LF)
SB FDR SUBTOTAL:	120	520	1690	780	33650	10102	515	1545	1090
NB FDR SUBTOTAL:	160	300	1333.6	0	20543.2	6059.2	120	360	246
SB PDR SUBTOTAL:	80	1260	6280	990	101960	34100	395	1185	844
NB PDR SUBTOTAL:	810	4650	12550.4	950	223654.8	76712.8	1910	5730	4000
TOTALS:	1170	6730	21854	2720	379808	126974	2940	8820	6180

FDR ONLY:

LENGTH OF LEFT SHOULDER REPAIRS: 120+160 = 280 FT

AREA OF LEFT SHOULDER REPAIRS: 280’ x 4’ WIDE = 1,120 SF

VOL. OF LEFT SHOULDER REPAIRS: 1,120 SF x (1.5”+2”+6”+3.6”)/12 = 1,227 CF

LENGTH OF PASSING LANE REPAIRS: 520+300 = 820 FT

AREA OF PASSING LANE REPAIRS: 820 x 13’ WIDE = 10,660 SF

VOL. OF PASSING LANE REPAIRS: 10,660 SF x (6”+9”+3.6”)/12 = 16,523 CF

LENGTH OF DRIVING LANE REPAIRS: = 1690+1333.3 = 3,023.3 FT

AREA OF DRIVING LANE REPAIRS: 3,023.3 x 12’ WIDE = 36,280 SF

VOL. OF DRIVING LANE REPAIRS: 36,280 SF x (6”+9”+3.6”)/12 = 56,234 CF

LENGTH OF RIGHT SHOULDER REPAIRS: 0’(NB) + 780’ (SB) = 780 FT

AREA OF RIGHT SHOULDER REPAIRS: 780’ x 9’ WIDE = 7,020 SF

VOL. OF RIGHT SHOULDER REPAIRS: 7,020 SF x (1.5”+2”+6”+3.6”)/12 = 7,664 CF

(REFER TO SHOULDER DETAIL)

LONGITUDINAL JOINTS (LJ) – SEE REPAIR TABLE ABOVE

LENGTH = 2940FT

AREA OF LJs REPAIRS= 2940’ x 3’ (ASSUME) = 8,820 SF

VOL. LJ FDRS, V = 8,820 SF x (6”+9”+3.6”)/12 = 13,671 CF

SUBTOTAL REPAIRS VOL.: 1,227 CF + 16,523 CF + 56,234 CF + 7,664 CF + 13,671 CF

= 95,319 CF

Interchange 17 Exit Ramp:

Concrete Slab Removal (Assume 10” thick)

Volume= 22,391 SF (FROM .DGN) x 10”/12 = 18,659 CF

TOTAL VOLUME, V = 95,319 CF + 18,659 CF = 113,978 CF

ADD 5% BUMP: 113,978 CF x 0.05 = 5,699 CF

TOTAL VOL. W/ BUMP: 113,978 CF + 5,699 CF = 119,677 CF

CONVERT TO CY: 119,677 CF x 1/27 CY/CF = 4,433 CY

TA-44104-9 (8/2004)

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ITEM 404.197901 – 19 F9 BINDER COURSE ASPHALT, 70 SERIES COMPACTION, (TON)

REFER TO PAVEMENT REPAIRS TABLE AND THRUWAY STANDARD TA 402-01

	REPAIR LENGTH (FT)										
100% PDRs	LEFT SHOULDER W=4.0'	PASSING LANE W=13.0'	DRIVING LANE W=12.0'	RT. SHOULDER W=9.0'	L.J. W= 3.0' (FT)	CUTTING PAVEMENT LENGTH (LF)	L.J. CUTTING PAVEMENT LENGTH (LF)	NON-SHOULDER REPAIR AREA (SF)	SHOULDER REPAIR AREA (SF)	L.J. REPAIR AREA (SF)	TOTALS
SB FDR SUBTOTAL:	120	520	1690	780	515	10102	1090	28585	7500	1545	
NB FDR SUBTOTAL:	160	300	1333.6	0	120	6059.2	246	20263.2	640	360	
FDR TOTAL:	280	820	3023.6	780	635	16161.2	1336	**48848**	**8140**	**1905**	**58893**
SB PDR SUBTOTAL:	80	1260	6280	990	395	34100	844	92925	9230	1185	
NB PDR SUBTOTAL:	810	4650	12550.4	950	1910	76712.8	4000	216784.8	11790	5730	
PDR TOTAL:	890	5910	18830.4	1940	2305	110812.8	4844	**309710**	**21020**	**6915**	**337645**
TOTALS:	1170	6730	21854	2720	2940	126974	6180	358558	29160	8820	396538

FDRs:

FDR ONLY AREA, A= 48848+ 8140+1905 = 58,893 SF

VOL., V = 58893 SF x (3"+3")/12 = 29,447 CF

PDRs:

PDR ONLY AREA, A= 309710+ 21020+6915 = 337,645 SF

VOL., V = 337645 SF x (3"+3")/12 = 168,823 CF

TOTAL VOL. = 29,447 CF + 168,823 CF = 198,270 CF

ADD 5% BUMP: 198,270 CF x 0.05 = 9,914 CF

TOTAL VOL. W/ BUMP: 198,270 CF + 9,914 CF = 208,184 CF

CONVERT TO TON: 208,184 CF x 150 PCF x 1/ 2000 LB/TON 15,614 TON

TA-44104-9 (8/2004)

New York State Thruway Authority • New York State Canal Corporation

PROJECT # H161.1 PSE MADE BY JAM DATE 2/12/2024

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ITEM 606.10 – BOX BEAM GUIDE RAILING (LF)

REFER TO GUIDE RAIL TABLES:

GP #	M.P. FROM APPROX.	STATION FROM APPROX.	STATION TO APPROX.	DIRECTION OF TRAVEL (ACCESS FROM)	ITEM 606.10 (LF)
12	51.97	1234+88	1232+36	SB RT	252
34-35		R1 14+90	R1 34+88	D-RAMP RT	1998
35		R1 18+04	R1 34+78	D-RAMP LEFT	1746

TOTAL = 3996

TA-44104-9 (8/2004)

New York State Thruway Authority • New York State Canal Corporation

PROJECT # H161.1 PSE MADE BY JAM DATE 1/3/2024

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ITEM 606.17 – CORRUGATED BEAM MEDIAN BARRIER (LF)

REFER TO GUIDE RAIL TABLES.

GP #	M.P. FROM APPROX.	STATION FROM APPROX.	STATION TO APPROX.	DIRECTION OF TRAVEL (ACCESS FROM)	ITEM 606.17 (LF)
23-24	56.61	1480+32	1495+50	SB LEFT	1518
13	52.19	1246+96	1247+96	MEDIAN	100
TOTAL =					1618

TA-44104-9 (8/2004)

New York State Thruway Authority • New York State Canal Corporation

PROJECT # H161.1 PSE MADE BY JAM DATE 1/3/2024

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ITEM 606.18 – WEAK-POST, CORRUGATED BEAM GUIDE RAIL (LF)

REFER TO GUIDE RAIL TABLES.

GP #	M.P. FROM APPROX.	STATION FROM APPROX.	STATION TO APPROX.	DIRECTION OF TRAVEL (ACCESS FROM)	ITEM 606.18 (LF)
24	56.90	1495+50	1509+33	SB LEFT	1383

TOTAL = 1383

TA-44104-9 (8/2004)

New York State Thruway Authority • New York State Canal Corporation

PROJECT # H161.1 PSE MADE BY JAM DATE 1/3/2024

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ITEM 606.2701 – HPBO (MOD.) CORRUGATED BEAM GUIDERAILING (LF)

REFER TO GUIDE RAIL TABLES.

GP #	M.P. FROM APPROX.	STATION FROM APPROX.	STATION TO APPROX.	DIRECTION OF TRAVEL (ACCESS FROM)	ITEM 606.2701 (LF)
24	57.16	1509+83	1510+83	SB LEFT	50
3	48.52	1052+84	1056+24	NB RT.	290
36	59.99	1659+05		INT. 17 GANTRY	362.5

TOTAL = 702.5

TA-44104-9 (8/2004)

New York State Thruway Authority • New York State Canal Corporation

PROJECT # H161.1 PSE MADE BY JAM DATE 1/3/2024

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ITEM 606.2703 - ANCHORAGE FOR HPBO CORRUGATED BEAM GUIDE RAILING (LF)

REFER TO GUIDE RAIL TABLES.

GP #	M.P. FROM APPROX.	STATION FROM APPROX.	STATION TO APPROX.	DIRECTION OF TRAVEL (ACCESS FROM)	ITEM 606.2703 (EA)
3	48.52	1052+84	1056+24	NB RT.	1

TOTAL: 1

TA-44104-9 (8/2004)

New York State Thruway Authority • New York State Canal Corporation

PROJECT # H161.1 PSE MADE BY JAM DATE 1/3/2024

CHECKED BY _____ DATE _____

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ITEM 606.3042 – SINGLE SLOPE CONCRETE MEDIAN BARRIER (PRECAST) - (LF)

REFER TO DWGS. TA 606-04 & MSD-2

REFER TO DWG. NYSDOT S.S. 606-13 (THE W6 BACKUP POSTS ARE INCLUDED BUT NOT NEEDED ABOVE PIER FOOTING PER BRIAN KOSLOSKE).

AT MP 52.54 NORTHBOUND MEDIAN – REFER TO DRAWING MSD-2:

L = 100’

AT MP 52.56 SOUTHBOUND MEDIAN – REFER TO DRAWING MSD-3:

L = 100’

AT MP 53.06 NORTHBOUND MEDIAN – REFER TO DRAWING MSD-4:

L = 110’

AT MP 53.10 SOUTHBOUND MEDIAN – REFER TO DRAWING MSD-5:

L = 110’

AT MP 59.77 NORTHBOUND MEDIAN – REFER TO DRAWING MSD-6:

L = 110’

AT MP 59.80 SOUTHBOUND MEDIAN – REFER TO DRAWING MSD-7:

L = 110’

TOTAL LENGTH = 640’

TA-44104-9 (8/2004)

New York State Thruway Authority • New York State Canal Corporation

PROJECT # H161.1 PSE MADE BY JAM DATE 2/12/2024

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ITEM 606.3062 – SINGLE SLOPE CONCRETE HALF SECTION BARRIER (PRECAST) - (LF)

REFER TO DWGS. TA 606-04 & MSD-2 & CT 53-9 & CT 53-11

REFER TO DWG. NYSDOT S.S. 606-13 (THE W6 BACKUP POSTS ARE INCLUDED).

AT MP 52.71 SOUTHBOUND – REFER TO DRAWING MSD-2:

L = 60’

AT MP 52.71 NORTHBOUND– REFER TO DRAWING MSD-3:

L = 60’

AT MP 53.10 SOUTHBOUND – REFER TO DRAWING MSD-4:

L = 70’

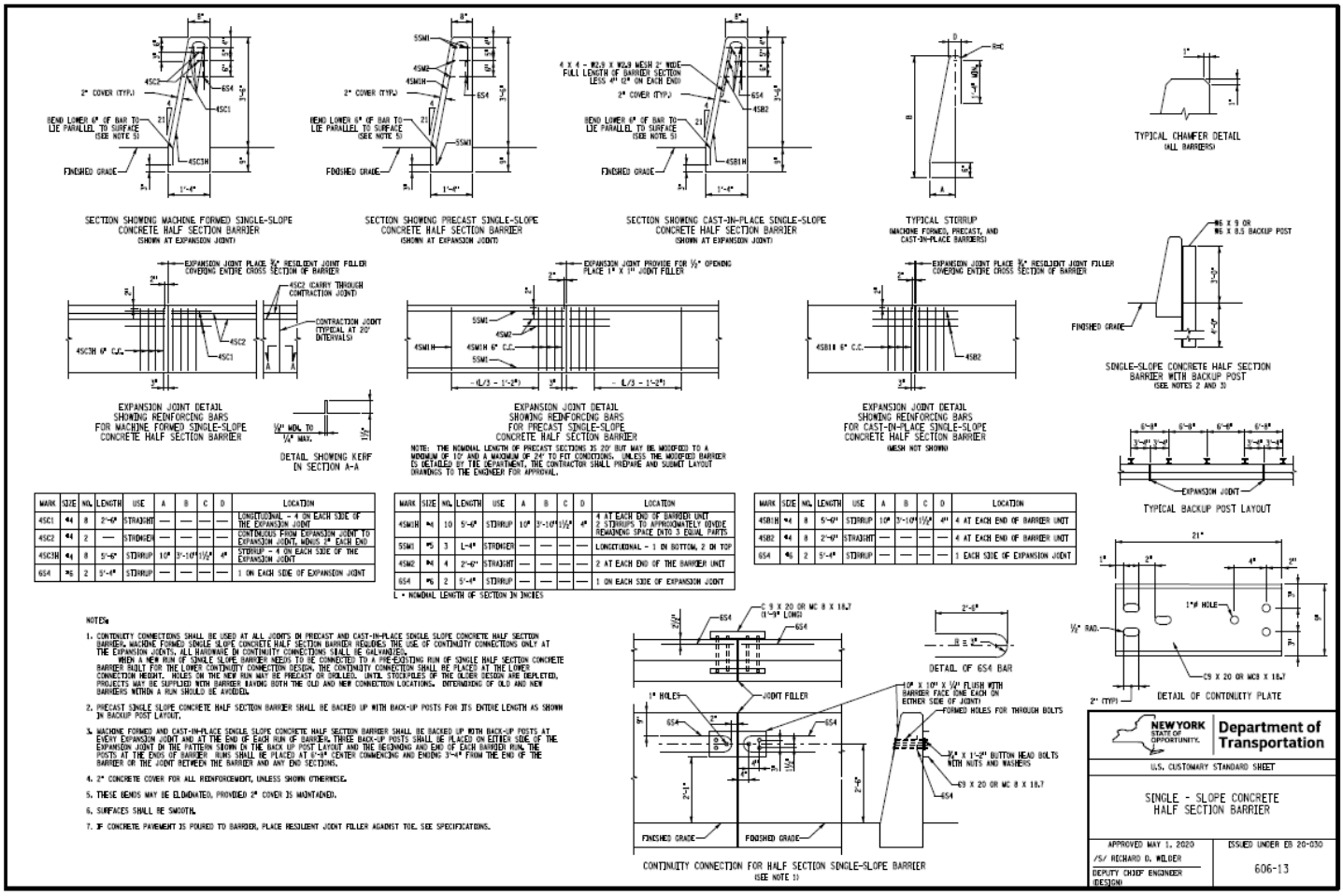
AT MP 59.81 SOUTHBOUND– REFER TO DRAWING MSD-6:

L = 70’

AT MP 59.80 NORTHBOUND – REFER TO DRAWING MSD-7:

L = 0’

TOTAL LENGTH = 260’



MARK	SIZE	NO.	LENGTH	USE	A	B	C	D	LOCATION
45C1	#4	8	2'-0"	STRAIGHT	—	—	—	—	LONGITUDINAL - 4 ON EACH SIDE OF THE EXPANSION JOINT
45C2	#4	2	—	STIRRUP	—	—	—	—	CONTINUOUS FROM EXPANSION JOINT TO EXPANSION JOINT, BENDS 2" EACH END
45C3H	#4	8	5'-0"	STIRRUP	10"	3'-10"	1½"	4"	STIRRUP - 4 ON EACH SIDE OF THE EXPANSION JOINT
654	#6	2	5'-4"	STIRRUP	—	—	—	—	1 ON EACH SIDE OF EXPANSION JOINT

MARK	SIZE	NO.	LENGTH	USE	A	B	C	D	LOCATION
45MIR	#4	10	5'-0"	STIRRUP	10"	3'-10"	1½"	4"	4 AT EACH END OF BARRIER UNIT 2 STIRRUPS TO APPROXIMATELY DIVIDE REMAINING SPACE INTO 3 EQUAL PARTS
55M1	#5	3	L-4"	STRAIGHT	—	—	—	—	LONGITUDINAL - 1 IN BOTTOM, 2 IN TOP
45M2	#4	4	2'-0"	STRAIGHT	—	—	—	—	2 AT EACH END OF THE BARRIER UNIT
654	#6	2	5'-4"	STIRRUP	—	—	—	—	1 ON EACH SIDE OF EXPANSION JOINT

L = NOMINAL LENGTH OF SECTION IN INCHES

MARK	SIZE	NO.	LENGTH	USE	A	B	C	D	LOCATION
45B1H	#4	8	5'-0"	STIRRUP	10"	3'-10"	1½"	4"	4 AT EACH END OF BARRIER UNIT
45B2	#4	8	2'-0"	STRAIGHT	—	—	—	—	4 AT EACH END OF BARRIER UNIT
654	#6	2	5'-4"	STIRRUP	—	—	—	—	1 EACH SIDE OF EXPANSION JOINT

NOTES:

1. CONTINUITY CONNECTIONS SHALL BE USED AT ALL JOINTS ON 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 ONLY AT THE EXPANSION JOINTS. ALL HARDWARE IN CONTINUITY CONNECTIONS SHALL BE GALVANIZED.
   WHEN A NEW RUN OF SINGLE SLOPE BARRIER NEEDS TO BE CONNECTED TO A PRE-EXISTING RUN OF SINGLE HALF SECTION CONCRETE BARRIER BUILT FOR THE LOWER CONTINUITY CONNECTION DESIGN, THE CONTINUITY CONNECTION SHALL BE PLACED AT THE LOWER CONNECTION HEIGHT. HOLES IN THE NEW RUN MAY BE PRECAST OR DRILLED. UNTIL STOCKPILES OF THE OLDER DESIGN ARE DEPLETED, PROJECTS MAY BE SUPPLIED WITH BARRIER HAVING BOTH THE OLD AND NEW CONNECTION LOCATIONS. DIFFERENCING OF OLD AND NEW BARRIERS WITHIN A RUN SHOULD BE AVOIDED.
2. PRECAST SINGLE SLOPE CONCRETE HALF SECTION BARRIER SHALL BE BACKED UP WITH BACK-UP POSTS FOR ITS ENTIRE LENGTH AS SHOWN IN BACKUP POST LAYOUT.
3. MACHINE FORMED AND CAST-IN-PLACE SINGLE SLOPE CONCRETE HALF SECTION BARRIER SHALL BE BACKED UP WITH BACK-UP POSTS AT EVERY EXPANSION JOINT AND AT THE END OF EACH RUN OF BARRIER. THREE BACK-UP POSTS SHALL BE PLACED ON EITHER SIDE OF THE EXPANSION JOINT IN THE PATTERN SHOWN IN THE BACK UP POST LAYOUT AND THE BEGINNING AND END OF EACH BARRIER RUN. THE POSTS AT THE ENDS OF BARRIER RUNS SHALL BE PLACED AT 6'-9" CENTER COMMENCING AND ENDING 3'-4" FROM THE END OF THE BARRIER OR THE JOINT BETWEEN THE BARRIER AND ANY END SECTIONS.
4. 2" CONCRETE COVER FOR ALL REINFORCEMENT, UNLESS SHOWN OTHERWISE.
5. THESE BENDS MAY BE ELIMINATED, PROVIDED 2" COVER IS MAINTAINED.
6. SURFACES SHALL BE SMOOTH.
7. IF CONCRETE PAVEMENT IS POURED TO BARRIER, PLACE RESILIENT JOINT FILLER AGAINST TOE. SEE SPECIFICATIONS.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. CUSTOMARY STANDARD SHEET

SINGLE - SLOPE CONCRETE HALF SECTION BARRIER

APPROVED MAY 1, 2020
/S/ RICHARD D. WILDER
DEPUTY CHIEF ENGINEER (DESIGN)

ISSUED UNDER EB 20-030

606-13

S.S. 606-13 REFERENCE.

TA-44104-9 (8/2004)

New York State Thruway Authority • New York State Canal Corporation

PROJECT # H161.1 PSE MADE BY JAM DATE 2/12/2024

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ITEM 606.51 – RESETTING CORRUGATED BEAM GUIDE RAILING (LF)

REFER TO GUIDE RAIL TABLES.

GP #	M.P. FROM APPROX.	STATION FROM APPROX.	STATION TO APPROX.	DIRECTION OF TRAVEL (ACCESS FROM)	ITEM 606.51 (LF)
23-24	56.87	1493+80	1494+55	NB RT	75

TOTAL = 75

TA-44104-9 (8/2004)

New York State Thruway Authority • New York State Canal Corporation

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ITEM 606.58 – RESETTING HPBO (MOD) CORRUGATED BEAM GUIDE RAILING (LF)

REFER TO DWG. GP-13.

NORTHBOUND RIGHT STA 1243+71 TO STA 1248+10 :

L = 439

SEE NOTE 3 ON GP-13.

USE APPROX. 439' FOR BLOCKOUT REPLACEMENTS TO BE PAID FOR UNDER THIS ITEM.

TA-44104-9 (8/2004)

New York State Thruway Authority • New York State Canal Corporation

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ITEM 606.71 – REMOVING AND DISPOSING CORRUGATED BEAM GUIDE RAILING (LF)

REFER TO THE GUIDERAIL TABLES:

GP #	M.P. FROM APPROX.	STATION FROM APPROX.	STATION TO APPROX.	DIRECTION OF TRAVEL (ACCESS FROM)	ITEM 606.71 (LF)
24	56.90	1495+50	1509+33	SB LEFT	1383
24	57.16	1509+33	1509+83	SB LEFT	50
1	47.91	1020+84	1021+34	NB RT.	50
1	47.92	1021+34	1021+84	NB RT.	50
3	48.52	1052+84	1056+24	NB RT.	290
34-35		R1 14+90	R1 34+88	D-RAMP RT	1998
35		R1 18+04	R1 34+78	D-RAMP LEFT	1746
4-6	49.22	1089+75	1118+00	MEDIAN	2825

TOTAL = 8392

TA-44104-9 (8/2004)

New York State Thruway Authority • New York State Canal Corporation

PROJECT # H161.1 PSE MADE BY JAM DATE 2/12/2024

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ITEM 606.73 – REMOVING AND DISPOSING BOX BEAM GUIDE RAILING (LF)

GP #	M.P. FROM APPROX.	STATION FROM APPROX.	STATION TO APPROX.	DIRECTION OF TRAVEL (ACCESS FROM)	ITEM 606.73 (LF)
12	51.97	1234+88	1232+36	SB RT	252
14	52.60	1266+29	1267+50	SB RT	121
15	53.10	1294+88	1296+00	SB RT	112
32	59.80	1643+60	1644+72	SB RT	112
14	52.55	1265+66	1266+78	NB RT	112
15	53.07	1293+03	1294+15	NB RT	112

TOTAL = 821

TA-44104-9 (8/2004)

New York State Thruway Authority • New York State Canal Corporation

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ITEM 606.75 – REMOVING AND DISPOSING CONCRETE BARRIER (LF)

GP #	M.P. FROM APPROX.	STATION FROM APPROX.	STATION TO APPROX.	DIRECTION OF TRAVEL (ACCESS FROM)	ITEM 606.75 (LF)
14	52.56	1266+40	1267+25	SB RT	85
15	53.10	1294+75	1295+60	SB RT	85
32	59.80	1643+55	1644+45	SB RT	90
14	52.55	1265+90	1266+70	NB RT	80
36	59.99	1659+05		INT. 17 GANTRY	402.5

INT. 17 EXIT RIGHT ON GP-36 :

L = (562.5’-200’)+20’+20’ = 402.5’

TOTAL LENGTH = 742.5’

TA-44104-9 (8/2004)

New York State Thruway Authority • New York State Canal Corporation

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ITEM 606.76– REMOVING AND DISPOSING OF GUIDE POSTS, GUIDE RAIL POSTS, AND MEDIAN BARRIER POSTS (EA)

GP #	M.P. FROM APPROX.	STATION FROM APPROX.	STATION TO APPROX.	DIRECTION OF TRAVEL (ACCESS FROM)	ITEM 606.76 (EA)
3	48.52	1052+84	1056+24	NB RT.	1
36	59.99	1659+05		INT. 17 GANTRY	3

AT INT. 17 EXIT RIGHT – REFER TO DWG. GP-36 DETAIL A.

TOTAL = 4

TA-44104-9 (8/2004)

New York State Thruway Authority • New York State Canal Corporation

PROJECT # H161.1 PSE MADE BY JAM DATE 2/12/2024

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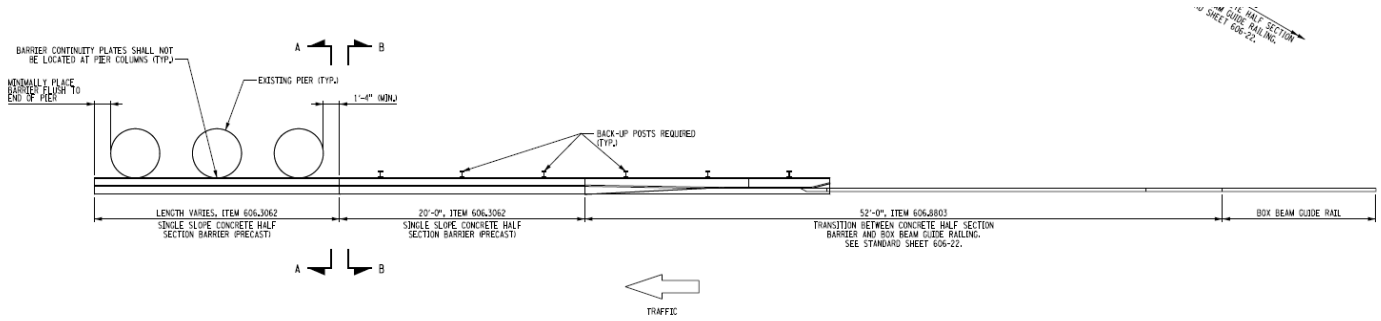
ITEM 606.8803 – TRANSITION BETWEEN BOX BEAM GUIDE RAIL AND SINGLE SLOPE HALF SECTION CONCRETE BARRIER (ONE OR TWO WAY OPERATION) - (EA)

REFER TO DWG. TA 606-04



RIGHT SIDE APPROACH TO BRIDGE PIER

AT MP 52.55 NORTHBOUND RIGHT (GP-14):

QTY. = 1 EA.

AT MP 52.60 SOUTHBOUND RIGHT (GP-14):

QTY. = 2 EA.

AT MP 53.10 SOUTHBOUND RIGHT (GP-15):

QTY. = 1 EA.

AT MP 59.79 NORTHBOUND RIGHT (GP-32):

QTY. = 1 EA.

AT MP 59.80 SOUTHBOUND RIGHT (GP-32):

QTY. = 1 EA.

TOTAL QTY.= 6

TA-44104-9 (8/2004)

New York State Thruway Authority • New York State Canal Corporation

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ITEM 606.8903 – TRANSITION - HPBO (MOD.) CORR BEAM GUIDERAILING TO SINGLE SLOPE CONCRETE HALF SECTION BARRIER (EA)

REFER TO GUIDE RAIL TABLES.

GP #	M.P. FROM APPROX.	STATION FROM APPROX.	STATION TO APPROX.	DIRECTION OF TRAVEL (ACCESS FROM)	ITEM 606.8903 (EA)
10	51.49	1209+20	1209+26	NB LEFT	1
10	51.53	1210+00	1210+06	NB LEFT	1

FROM GR-1 = 0

FROM GR-2 = (NEAR STA 1209+20 & STA 1210+00) 2

FROM GR-3 = 0

TOTAL: 2