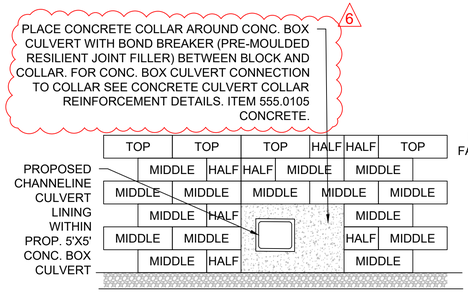
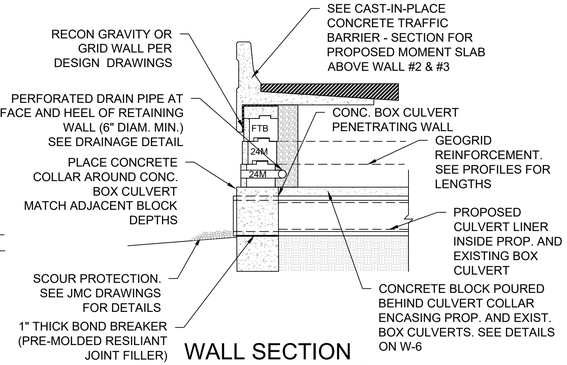


PARTIAL WALL PROFILE

NTS



WALL SECTION

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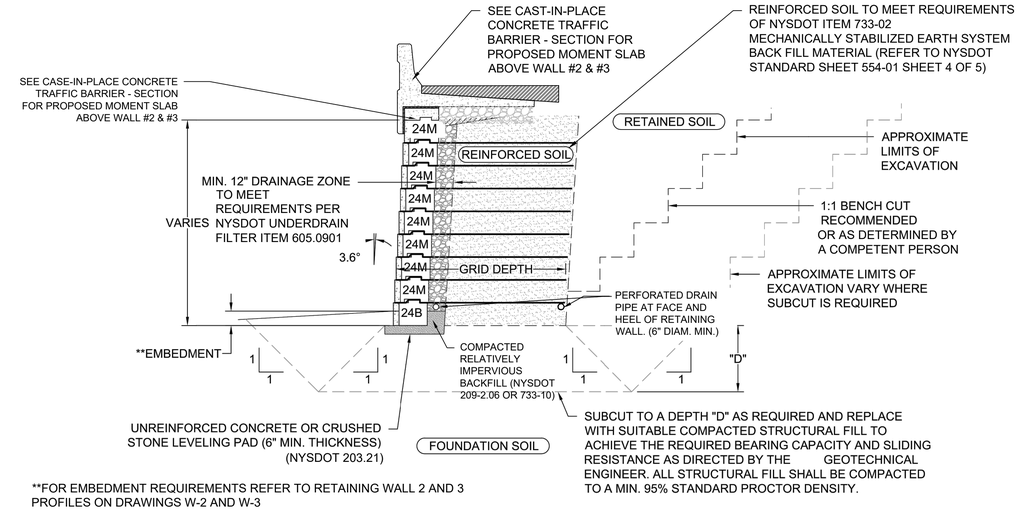
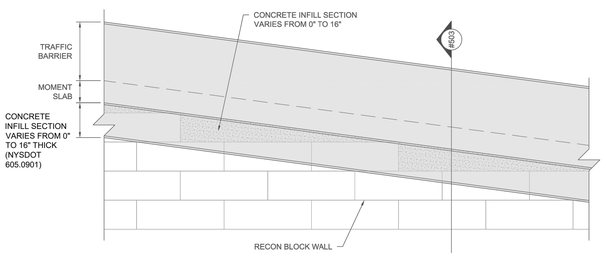


**FOR EMBEDMENT REQUIREMENTS REFER TO RETAINING WALL 2 AND 3 PROFILES ON DRAWINGS W-2 AND W-3

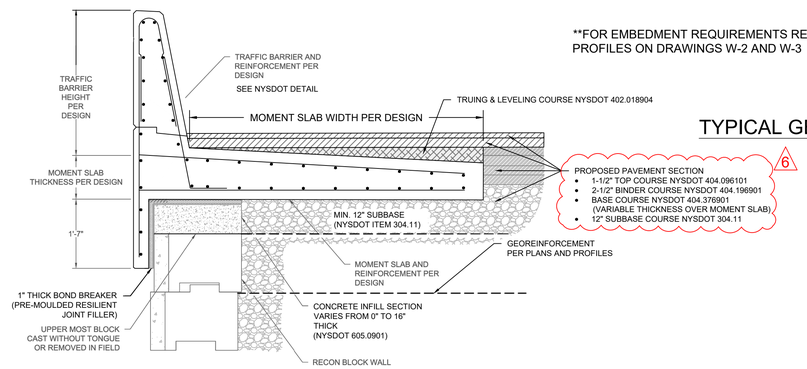
TYPICAL GEOGRID WALL CROSS SECTION (WALL #2 & #3)

N.T.S.



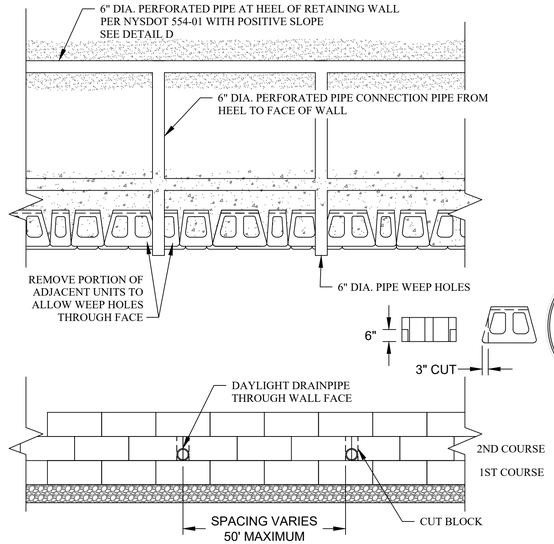
CAST-IN-PLACE CONCRETE TRAFFIC BARRIER - PROFILE

N.T.S.



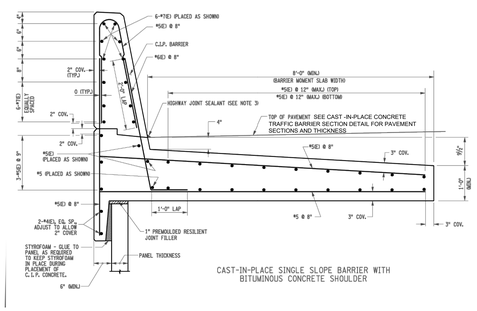
CAST-IN-PLACE CONCRETE TRAFFIC BARRIER - SECTION

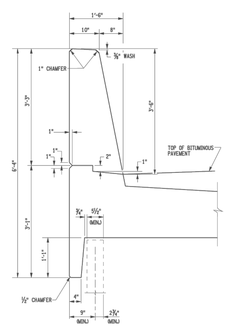
N.T.S.

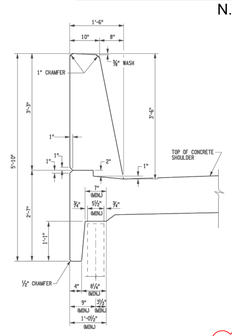


TYPICAL FACE AND HEEL DRAIN PLAN (WALL #2 & #3)

N.T.S.







DESIGNER NOTES:

THE DESIGNER SHALL DETAIL THE TRANSVERSE AND LONGITUDINAL DOWEL CONNECTIONS OR REFERENCE THE APPROPRIATE HIGHWAY STANDARD SHEETS.

STYROFOAM MAY BE REMOVED AT THE DESIGNERS DISCRETION.

THE MOMENT SLAB HAS BEEN DESIGNED TO MEET TL-4 REQUIREMENTS.

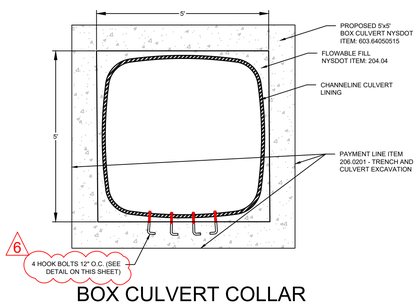
NOTE:

DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS, UNLESS NOTED OTHERWISE OR SHOWN, ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.

ISSUED 5/01/08	STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION OFFICE OF STRUCTURES
REVISED	
	CAST-IN-PLACE SINGLE SLOPE BARRIER (BITUMINOUS & CONCRETE SHOULDER)
	APPROVED: 1/16/08 ORIGINAL SIGNED BY GEORGE A. CHRISTIAN, P.E. DEPUTY CHIEF ENGINEER (STRUCTURES)
	ISSUED UNDER EB GB-002 EFFECTIVE WITH THE LETTING OF 1/08/09

TRAFFIC BARRIER AND MOMENT SLAB NOTES

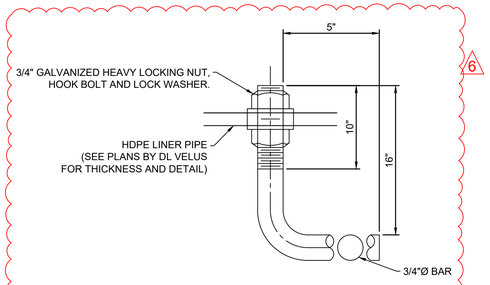
1. MINIMUM TOTAL LENGTH OF BARRIER MOMENT SLAB IS 20 FT. WHEN PINNED TO AN ADJACENT SLAB; 30 FT. WHEN PLACED UNDER ASPHALT.
2. PLACE EXPANSION JOINTS IN BARRIER TO MATCH WITH PAVEMENT JOINTS. DO NOT LOCATE THE BARRIER EXPANSION JOINT WITHIN 6 FT. FROM CENTERLINE OF LIGHT POLE OR 2 FT. FROM CENTERLINE OF JUNCTION BOX.
3. HIGHWAY JOINT SEALANT - ASTM D6690, TYPE II APPEARING ON THE DEPARTMENT'S APPROVED LIST.
4. EPOXY REINFORCING BARS SHOWN FOR ILLUSTRATIVE PURPOSES. OTHER CORROSION PROTECTION METHODS ACCEPTABLE.



BOX CULVERT COLLAR ANCHORS CONNECTION DETAIL

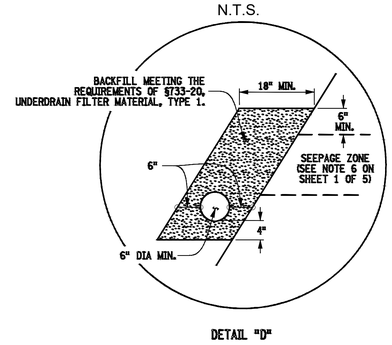
NTS

NOTES: ANCHOR BOLTS AT INLET (NORTH SIDE) ONLY



HOOK BOLT, NUTS, & WASHERS TYPICAL ANCHOR ASSEMBLY DETAIL

NTS



TYPICAL "DETAIL D" HEEL DRAIN (WALL #2 & #3)

(NYSDOT 554-01) N.T.S.

NOTE:

ANCHOR ASSEMBLY SHALL MEET THE FOLLOWING REQUIREMENTS: THE LOCKING NUT, WASHERS AND BOLTS SHALL BE ASSEMBLED SO THAT IN FINAL ASSEMBLY, THE BOLTS AND ONE OF THE LOCK NUTS IS EMBEDDED IN CONCRETE THAT THE CHAMFERRED FACES OF THE LOCK NUTS FACE AWAY FROM EACH OTHER, AND SECURE THE LINER BETWEEN THEM. CONNECTION BETWEEN LINER AND CUT OFF WALL SHALL BE EFFECTIVELY LOCKED USING LOCKNUTS AND WASHERS.

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N:\ACAD\999\WALL\999_2DTRW_2023.05.04_R6.DWG 05/09/23 01:35:21PM, rccoon, LYYO31 W-5

rev	date	description	by
6	5/9/23	PER NYDOT COMMENTS	AW
5	3/2/23	PER BOX CULVERT ADDITION	NG
4	8/15/22	PER NYDOT COMMENTS	NG
3	6/14/22	PER NYDOT COMMENTS	NG
2	3/24/22	PER NYDOT COMMENTS	NG
1	11/17/21	PER NYDOT COMMENTS	NG

dwg by: YY
chk by: AB
scale: AS NOTED
date: 08/04/2021

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MICHAEL W. ST. PIERRE, P.E.
PROFESSIONAL ENGINEER
N.Y. LIC. NO. 080271

PROPOSED NORTHEAST INTERSTATE LOGISTICS CENTER
NY 312 & PUGSLEY ROAD
TOWN OF SOUTHEAST, NEW YORK

drawing title: RETAINING WALL DETAILS

job no. 9999
drawing no. W-5