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This Engineering Bulletin Expires with issuance of Final Standards

The attached Interim Adirondack Park Roads Standards, dated April, 1975, are to be used as a guide for design, construction and maintenance of major construction and reconstruction projects within the Adirondack Park. Spot safety improvements, and reconditioning and preservation projects are exempted from close adherence to these standards.

Final standards will be issued at the direction of the Adirondack Highway Council.

RHE:ADK:HM
Attachment

APRIL, 1975

INTERIM ADIRONDACK PARK ROADS STANDARDS

GEOMETRIC STANDARDS
General

The policies and standards as stated in the Highway Design Manual shall be followed except as noted in this paper.

Where minimums or maximums are indicated, i.e., curvature, stopping sight distance, percent of passing sight distance, grades, etc., values above the minimum or below the maximum should be the goal where serious environmental damage will not occur.

The classification of a particular highway or meaningful segment of a highway (segment between traffic generating points or population centers) may be changed higher or lower depending on the particular conditions for the highway. Changes in classification must be approved by the Deputy Chief Engineer, Facilities Design in consultation with other agencies as required.

Principal Arterials

Interstate Route 87 is the only Principal Arterial presently in the Adirondack Park. When reconstructing I-87, the design standards for a rural freeway in Table 2-1 of the Highway Design Manual shall be followed.

Minor Arterials within the Park

Design Speed - 55

Pavement width - 12' travel lanes

Shoulder width - 10' fully stabilized

Min. Stopping SD - 390'

Max. Grade - 7% - when total rise for grade of 3% or more is greater than 40', an analysis for a climbing lane is needed

Max. Degree of Curve - 6.25°

%Mileage with less than Min. PSD - 40

Distance Clear of Fixed Objects - 30

Level of Service - Normally Provide Level of Service C, Level of Service D will be acceptable where serious ROW or environmental damage would occur when providing Level C

Other State and County Highways

Design Speed - 40

Pavement Width - 11' travel lanes

Shoulder Width - 8' fully stabilized

Min. Stopping SD - 275'

Max. Degree of Curve - 12.5°

% Mileage with less than Min. PSD - 80

Distance Clear of Fixed Objects - 25'

Max. Grade 10% - where total rise for grades of 4% or more is greater than 50', an analysis for a climbing lane is needed

Level of Service - Normally provide Level of Service C, Level of Service D will be acceptable where serious ROW or environmental damage would occur when providing Level C. It is understood that where 40 MPH design speed elements are provided the Level of Service is D.

Clear Recovery Area

A clear recovery area of 30' for 55 MPH design speed and 25' for 40 MPH design speed should be provided when feasible. Guide rail may be provided in lieu of the recovery area. The warrants for guide rail shall be as stated in Chapter 10 of the Highway Design Manual. Additional runs of guide rail may be provided to

protect areas identified by the Adirondack Park Agency as being of special value where providing a recovery area would not be appropriate. In all cases, deflection distance for the type of guide rail must be provided.

Types of Guide Rail

Use cable guide rail when deflection room will permit. When cable guide rail is used along a fill slope steeper than 1 on 2, the post spacing shall be a maximum of 8'. When 7' deflection room (cable guide rail with 4' post spacing) is not available, self rusting box beam guide rail (brown coated galvanized when self rusting box beam is not available) shall be used with a post spacing as required for the available deflection room.

Minor Arterials Include:

Route 3 - From the Blue Line crossing west of Plattsburgh to the Blue Line crossing northwest of Star Lake.

Route 8 - From the Blue Line crossing north of Utica to Route I-87.

Route 9 - From the Blue Line crossing north of Glens Falls to the Route 28 intersection. From Route 8 intersection southwest of Loon Lake to the intersection of Route 73 northwest of Underwood. From the Route 9N intersection in Keeseville north to the Blue Line crossing.

Route 9N -From the Blue Line crossing just south of Corinth to Route 73 just north of Keene Valley. From Route 86 intersection in Jay to the Route 9 intersection in Keeseville.

Route 22 -From the Blue Line crossing just northwest of Whitehall to Westport.

Route 28 -From the Blue Line crossing north of Woodgate to the intersection of Route 9 north of Warrensburg.

Route 30 -From the Blue Line crossing south of Mayfield to the intersection of Route 3 south of Wawbeek. From the intersection of Route 192 at Paul Smith's to the Blue Line crossing north of Deer River Flow.

Route 30A - From the Blue Line crossing north of Gloversville to the intersection of Route 30 at Mayfield.

Route 56 - From the Route 3 intersection at Sevey to the Blue Line crossing south of South Colton.

Route 73 - From the Blue Line crossing just east of Ticonderoga to Lake Placid.

Route 86 - From the intersection with Route 192A north of Saranac Lake to the intersection of Route 9N at Jay.

Route 192 - From the intersection of Route 192A to the intersection of Route 30 at Paul Smith's.

Route 192A - From the intersection with Route 86 five miles north of Saranac Lake to the intersection of Route 192.

SCENIC OVERLOOKS

Scenic turnouts and other appropriate parking facilities will continue to be provided and maintained on the state highway system within the Park. We presently have seven large rest areas with comfort stations and fifty smaller parking areas serving the motorists on the state highways within the Adirondack Park. Four more parking areas are presently under contract.

The Department of Transportation will consider establishing suitable roadside parking facilities at the vista sites on state highways shown on the master plan map. This work can be accomplished as part of the reconstruction of those particular sections of highway or as separate projects utilizing any available Federal Highway Beautification funds or other funds.

The Department of Transportation will keep the Adirondack Park Agency informed of its plans and will cooperate with the Agency in locating suitable sites for future roadside parking areas and scenic turnouts.

CONSTRUCTION

Our standard construction specifications require that all areas, both within and outside the R.O.W. which are disturbed, used by or serving as a source of material for the contractor be restored to a pleasing and acceptable condition as approved by the Engineer. This applies to borrow pits, spoil or waste areas, haul roads, storage areas, shop areas and all similar areas. The locations of borrow pits and areas for disposal of surplus materials must be approved and grading plans will normally be required.

We strictly adhere to these specifications with the stated objective of reducing construction scars to a minimum and retaining and protecting the visual quality of the travel corridor. The clearing line for trees should be undulating and extend not more than 10 feet beyond the toe of fill or top of cut. The clear recovery area must be provided within this distance. This Department has no control over the operations of commercial gravel pits, commercial quarries or public disposal areas.

Erosion control during construction is accomplished by establishing a grass cover on all disturbed areas as the construction is progressed and by temporary check dams, sedementation basins and other accepted methods.

HIGHWAY MAINTENANCE

The Department will investigate the possibility of locating temporary maintenance buildings and storage areas where they will not be visible from the highway or screening such facilities from the motorists view. Such work will be dependent on the availability of funds and must be done without impairing the primary purpose of the facilities. We are most desirous that our buildings, stockpiles and storage facilities be properly located where they cannot be seen from the highways and of sufficient size so we can control drainage and have ponding

areas to adequately protect the environment. In order to accomplish this, cooperation by the Adirondack Park Agency and the Department of Environmental Conservation is needed to provide suitable sites.

The quality of the roadside maintenance will have a major impact on the appearance of the travel corridors. To encourage the establishment of attractive native vegetation without adverse affects on the safety or operational capabilities of the highway, the following general roadside maintenance practices will be in effect.

1. Mow grass shoulders and ditches at least twice a year to maintain sight distance and to keep drainage unobstructed. The first mowing should be done prior to July 1.
2. Adequate sight distance at intersections and on the inside of curves will be maintained by one of the following:
    a. Mowing at least once a year, preferably in the fall between September 1 and October 1.
    b. Selective removal of woody growth at any time of year and treatment of stumps and stubble with herbicides as set forth in the Herbicide Manual.
3. Selective removal of roadside trees within the highway R.O.W. for reasons of safety, to improve the appearance or to open up vistas. Herbicides treatment of cut stumps shall be carried out as set forth in the Herbicide Manual.
4. Herbicides will be used in the line of guide rail to eliminate need for mowing. This work will be done as set forth in the Herbicide Manual.
5. Herbicides will not be applied to control weeds in areas back of guide rail or ditch line. This will encourage the establishment of vegetation which is indigineous to the area and result in attractive, naturalized roadsides.