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| INDEX OF DRAWINGS | |
|---|---|
| DISCRIPTION | SHEET NUMBERS |
| TITLE SHEET | 1 |
| ABBREVATIONS | 2 |
| LEGENDS (1 OF 2) | 3 |
| LEGENDS (2 OF 2) | 4 |
| TABLE OF STANDARD SHEETS | 5 |
| REPLACEMENT OF PINE HILL ROAD BRIDGE AT I-87 MILE POST 47.58 | 6 TO 110 |
| REHABILATION OF THE I-87 BRIDGE OVER SMITH CLOVE ROAD AT I-87 MILE POST 47.04 | 111 TO 168 |
| RESURFACING AND SAFETY IMPROVEMENTS BETWEEN I-87 MILE POST 46.00 TO 48.00 | 169 TO 180 |

| SMITH CLOVE ROAD LOAD RATING TABLE | | |
|---|---|---|
| CONTROLLING MEMBER | INVENTORY LOAD RATING | OPERATING LOAD RATING |
| INTERIOR STRINGER | HS 32 (58 TONS US) | HS 54 (97 TONS US) |

HS 20 LIVE LOADING, LFD

REVIEWED BY

PROJECT MANAGER

BUREAU DIRECTOR

NEW YORK STATE | Thruway Authority

# NEW YORK DIVISION

## PLANS FOR

## REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILE POST 47.58

## AND

## REHABILITATION OF THE I-87 BRIDGE OVER SMITH CLOVE ROAD AT I-87 MILE POST 47.04

## AND

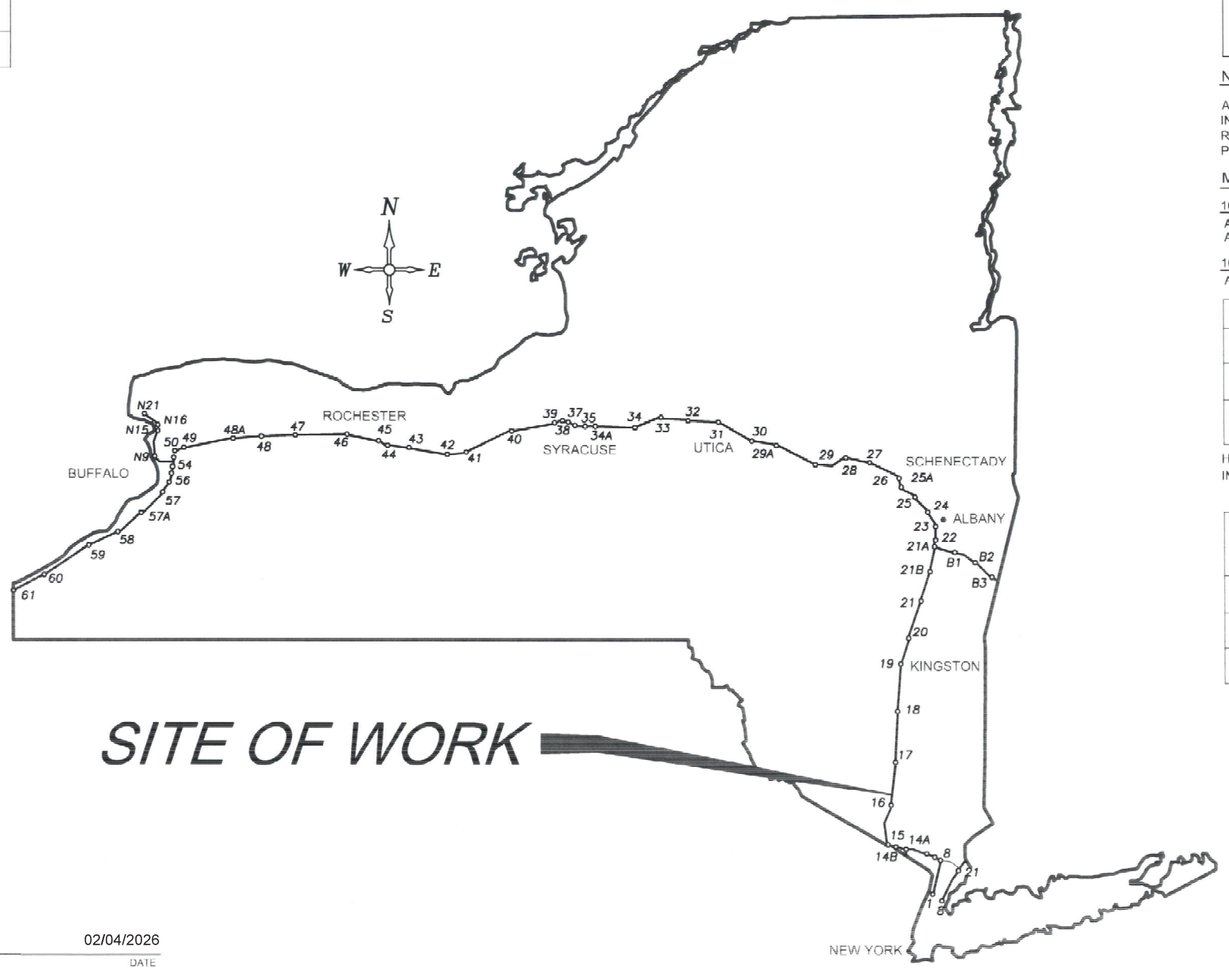
## RESURFACING AND SAFETY IMPROVEMENTS BETWEEN I-87 MILE POST 46.00 TO 48.00

## IN

## ORANGE COUNTY

**TANY 26-17B D215020**

**180 SHEETS BIN 5514280 & BIN 5514279**




SITE OF WORK

TYPE OF CONSTRUCTION:

BRIDGE REPLACEMENT @ MP 47.58, BRIDGE REHBILITATION @ MP 47.04, PAVEMENT RESURFACING, SAFETY IMPROVEMENTS, AND DRAINAGE IMPROVEMENTS

STANDARD SHEETS:

THE LATEST REVISIONS OF THE STANDARD SHEETS MAINTAINED BY NYSDOT, WHICH ARE CURRENT AS OF THE STANDARD SPECIFICATIONS ADOPTION DATE SHOWN ON THE PROPOSAL COVER SHALL BE CONSIDERED TO BE IN EFFECT. ALL PAY ITEMS AND WORK CONTAINED IN THE CONTRACT AND ANY ADDITIONAL PAY ITEMS AND WORK ENCOUNTERED DURING THE COURSE OF THE CONTRACT SHALL BE SUBJECT TO THE APPLICABLE STANDARD SHEETS(S) UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS.

THE LATEST REVISIONS OF THE NYSTA STANDARD SHEETS MAINTAINED BY THE AUTHORITY, WHICH ARE CURRENT ON THE DATE OF ADVERTISEMENT FOR BIDS, SHALL BE CONSIDERED TO BE IN EFFECT. ALL PAY ITEMS AND WORK CONTAINED IN THE CONTRACT AND ANY ADDITIONAL PAY ITEMS AND WORK ENCOUNTERED DURING THE COURSE OF THE CONTRACT SHALL BE SUBJECT TO THE APPLICABLE STANDARD SHEET(S) LISTED ON DWG. SS-1 UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS.

BRIDGE MAINTENANCE GUIDELINES

UPON COMPLETION OF THIS PROJECT, THE BRIDGE STRUCTURES REPAIRED, REHABILITATED OR RECONSTRUCTED HEREUNDER SHALL BE MAINTAINED IN ACCORDANCE WITH THE CURRENT AASHTO MANUAL FOR BRIDGE MAINTENANCE, AND THE NEW YORK STATE THRUWAY AUTHORITY MAINTENANCE DIRECTIVES:

BRIDGE MANAGEMENT PROGRAM MD 05-16, BRIDGE MANAGEMENT ACTIVITIES MD 05-3, AND BRIDGE INSPECTION PROGRAM MD 95-5.

SPECIAL MAINTENANCE REQUIREMENTS: NONE

NOTES:

ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (US CUSTOMARY) REFERENCED IN THE CONTRACT "PROPOSAL" EXCEPT AS MODIFIED BY THESE PLANS OR CHANGES SET FORTH IN THE CONTRACT "PROPOSAL".

MAINTENANCE JURISDICTION

100% MUNICIPALITY

APPROACH GUIDE RAILING, APPROACH PAVEMENT, SHOULDERS, SIDEWALKS, APPROACH SLAB AND BRIDGE DECK WEARING COURSE, AND BRIDGE RAIL/BARRIER/PARAPET.

100% AUTHORITY

ALL OTHER BRIDGE ELEMENTS NOT LISTED ABOVE.

| PINE HILL ROAD LOAD RATING TABLE | | |
|---|---|---|
| CONTROLLING MEMBER | INVENTORY LOAD RATING | OPERATING LOAD RATING |
| EXTERIOR STRINGER | HS 41 (74 TONS US) | HS 68 (123 TONS US) |
| EXTERIOR STRINGER (LRFR) | 1.38 | 1.79 |

HL-93 LIVE LOADING, LRFR AND HS 20 LIVE LOADING, LFD
INCLUDES FUTURE WEARING COURSE OF 0.020 ksf.

| | PROJECT LIMITS | | CONTRACT LIMITS | |
|---|---|---|---|---|
| I-87 THRUWAY | MP 46+00 | MP 48+00 | WZTC LIMITS | |
| PINE HILL ROAD | 10+00 | 19+50 | WZTC LIMITS | |
| SMITH CLOVE ROAD | 930+50 | 990+80 | 973+79.77 | 976+28.53 |

DIG SAFELY NEW YORK
UNDERGROUND FACILITIES PROTECTION ORGANIZATION
CALL 811

CONTRACTOR'S NAME: .....
AWARD DATE:
COMPLETION DATE: .....
FINAL ACCEPTANCE DATE: .....
INSPECTION FIRM'S NAME: .....
RESIDENT ENG./EIC: .....
FINAL COST TOTAL: .....

| FISCAL SHARE | COST(S) |
|---|---|
| | |

INSPECTION FIRM CONSULTANT STAMP:

PREPARED AND RECOMMENDED BY:
Edwin K Twiss, Jr DATE 1-19-2026
AECOM
EDWIN K. TWISS JR.
080650

PREPARED AND RECOMMENDED BY:
DATE 1/19/2026
AZAR DESIGN CO (FORMERLY FOIT-ALBERT ASSOCIATES)
GERARD J. SENTZ
062576

RECOMMENDED BY: DocuSigned by:
02/04/2026
DIRECTOR, OFFICE OF DESIGN DATE
96911BB0CE9E4EB...

RECOMMENDED BY: DocuSigned by:
02/04/2026
DIVISION DIRECTOR DATE
110BC212E0184A9...

RECOMMENDED BY: Signed by:
02/02/2026
TRAFFIC ENGINEER DATE
A7201EA3D452495...

RECOMMENDED BY: DocuSigned by:
02/02/2026
DIRECTOR, OFFICE OF CONSTRUCTION MANAGEMENT DATE
4BC1093E37334B1...

RECOMMENDED BY: Signed by:
02/04/2026
DIRECTOR OF MAINTENANCE AND OPERATIONS DATE
535D05A3AB80460...

APPROVED BY: DocuSigned by:
02/04/2026
CHIEF ENGINEER DATE
381E8D8499844A7...

## ALIGNMENT

| ABBR. | DESCRIPTION |
|---|---|
| AH | AHEAD |
| AZ | AZIMUTH |
| BK | BACK |
| ℄ | BASELINE |
| BRG | BEARING |
| ℄ | CENTERLINE |
| CS | CURVE TO SPIRAL |
| e | SUPERELEVATION RATE (CROSS SLOPE) |
| EQ | EQUALITY |
| EXT | EXTERNAL |
| HCL | HORIZONTAL CONTROL LINE |
| HSD | HEADLIGHT SIGHT DISTANCE |
| L | LENGTH OF CIRCULAR CURVE |
| LS | LENGTH OF SPIRAL |
| LVC | LENGTH OF VERTICAL CURVE |
| E | CENTER CORRECTION OF VERTICAL CURVE |
| ℳ | MAIN LINE |
| PC | POINT OF CURVATURE |
| PI | POINT OF INTERSECTION |
| POL | POINT ON LINE |
| PSD | PASSING SIGHT DISTANCE |
| PT | POINT OF TANGENT |
| PVC | POINT OF VERTICAL CURVE |
| PVI | POINT OF VERTICAL INTERSECTION |
| PVT | POINT OF VERTICAL TANGENT |
| R | RADIUS |
| SC | SPIRAL TO CURVE |
| SSD | STOPPING SIGHT DISTANCE |
| ST | SPIRAL TO TANGENT |
| STA | STATION |
| T | TANGENT LENGTH |
| TGL | THEORETICAL GRADE LINE |
| TS | TANGENT TO SPIRAL |
| VC | VERTICAL CURVE |

## TOPOGRAPHY (DRAINAGE)

| ABBR. | DESCRIPTION |
|---|---|
| BB | BOTTOM OF BANK (STREAM) |
| BC | BOTTOM OF CURB |
| BO | BOTTOM OF OPENING |
| CAP | CORRUGATED ALUMINUM PIPE |
| CB | CATCH BASIN |
| CIP | CAST IRON PIPE |
| ℄ STRM | CENTERLINE OF STREAM |
| CMP | CORRUGATED METAL PIPE |
| CP | CONCRETE PIPE |
| CSP | CORRUGATED STEEL PIPE |
| CULV | CULVERT |
| DIA | DIAMETER |
| DMH | DRAINAGE MANHOLE |
| DS | DRAINAGE STRUCTURE PIPE |
| D'XING | DITCH CROSSING |
| EHW | EXTREME HIGH WATER |
| EL | ELEVATION |
| ELEV | ELEVATION |
| ELW | EXTREME LOW WATER |
| ES | END SECTION |
| HW | HEADWALL |
| INV | INVERT |
| MH | MANHOLE |
| MHW | MEAN HIGH WATER |
| OHW | ORDINARY HIGH WATER |
| OLW | ORDINARY LOW WATER |
| RCP | REINFORCED CONCRETE PIPE |
| SICPP | SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE |
| TB | TOP OF BANK (STREAM) |
| TC | TOP OF CURB |
| TG | TOP OF GRATE |
| VCP | VITRIFIED CLAY PIPE |

## TOPOGRAPHY (MISCELLANEOUS)

| ABBR. | DESCRIPTION |
|---|---|
| ABUT | ABUTMENT |
| AOBE | AS ORDERED BY ENGINEER |
| ASPH | ASPHALT |
| BDY | BOUNDARY |
| BLDG | BUILDING |
| BM | BENCH MARK |
| CC | CENTER TO CENTER |
| CONC | CONCRETE |
| CONST | CONSTRUCTION |
| CR | COUNTY ROAD |
| D | DEED DISTANCE |
| DM | DIRECT MEASUREMENT |
| DWY | DRIVEWAY |
| EP | EDGE OF PAVEMENT |
| ES | EDGE OF SHOULDER |
| FEE | FEE ACQUISITION |
| FEE WO/A | FEE ACQUISITION WITHOUT ACCESS |
| FP | FENCE POST |
| FD | FOUNDATION |
| FL | FENCE LINE |
| GAR | GARAGE |
| GR | GRAVEL |
| HO | HOUSE |
| HWY | HIGHWAY |
| IP | IRON PIN OR IRON PIPE |
| MB | MAILBOX |
| MON | MONUMENT |
| N&W | NAIL AND WASHER |
| OG | ORIGINAL GROUND |
| O/H | OVERHEAD |
| P | PARCEL |
| PAV'T | PAVEMENT |
| PE | PERMANENT EASEMENT |
| PED POLE | PEDESTRIAN POLE |
| ℙ | PROPERTY LINE |
| POR | PORCH |
| RR | RAILROAD |
| RTE | ROUTE |
| ROW | RIGHT OF WAY |
| RW | RETAINING WALL |
| SH | STATE HIGHWAY |
| SHLDR | SHOULDER |
| SPK | SPIKE |
| ST | STREET |
| STK | STAKE |
| STY | STORY |
| SW | SIDEWALK |
| TE | TEMPORARY EASEMENT |
| TO | TEMPORARY OCCUPANCY |
| U/G | UNDERGROUND |
| WW | WING WALL |

## UTILITIES

| ABBR. | DESCRIPTION |
|---|---|
| E | ELECTRIC |
| EMH | ELECTRIC MANHOLE |
| G | GAS |
| GP | GUY POLE |
| GSB | GAS SERVICE BOX (HOUSE LINE) |
| GV | GAS VALVE (MAIN LINE) |
| HYD | HYDRANT |
| LP | LIGHT POLE |
| LPG | LOW PRESSURE GAS |
| PP | POWER POLE |
| SA | SANITARY SEWER |
| SMH | SANITARY MANHOLE |
| ST | STORM SEWER |
| T | TELEPHONE |
| TCB | TRAFFIC CONTROL BOX |
| TELBOX | TELEPHONE BOX |
| TEL P | TELEPHONE POLE |
| TMH | TELEPHONE MANHOLE |
| CTV | CABLE TELEVISION |
| W | WATER |
| WSB | WATER SERVICE BOX (HOUSE LINE) |
| WV | WATER VALVE (MAIN LINE) |

## SUBSURFACE EXPLORATION

| ABBR. | DESCRIPTION |
|---|---|
| | **REPLACE ABBREVIATION "AB" WITH:** |
| AH | HAND AUGER |
| CP | CONE PENTROMETER |
| DA | 2¼ INCHES CASED DRILL HOLE |
| DM | DRILLING MUD |
| DN | 4 INCHES CASED DRILL HOLE |
| FH | HOLLOW FLIGHT AUGER |
| PA | POWER AUGER |
| PH | PROBE |
| PT | PERCOLATION TEST HOLE |
| RP | 1 INCH SAMPLER (RETRACTABLE PLUG) |
| | TO BE DEFINED AT THE TIME OF EXPLORATION |
| SP | SEISMIC POINT |
| TP | TEST PIT |
| | **ABBREVIATION "C" IN CATEGORIES: DA, DM, DN, AND FH WITH:** |
| B | BRIDGE |
| C | CUT |
| D | DAM |
| F | FILL |
| K | CULVERT |
| W | WALL |
| X | TO BE USED IF ONE OF THE ABOVE CANNOT BE DEFINED AT THE TIME THE EXPLORATION IS MADE |

| STANDARD SYMBOL (PLANS) | ITEM PAYMENT UNIT: ESTIMATE OF QUANTITIES SHEET | EQUIVALENT NOMENCLATURE: (SPECS/PROPOSAL) |
|---|---|---|
| " | - | INCHES |
| ' | LF | LINEAR FEET |
| mi | MI | MILES |
| $ft^2$ | SF | SQUARE FEET |
| $YD^2$ | SY | SQUARE YARD |
| AC | AC | ACRES |
| $YD^3$ | CY | CUBIC YARD |
| GAL | GAL | GALLON |
| lb | LB | POUND |
| TON | TON | TON |

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | BY | SYM. |
| | | | |
| | | | |
| | | | |
| | | | |

NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
ABBREVIATIONS

CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

DRAWING NUMBER: A-1

DESIGN SUPERVISOR: RWL
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
CHECKED BY: AJCE

## ALIGNMENT

| STYLE | NAME | DESCRIPTION |
|---|---|---|
| | AC | CONTROL (CENTERLINE) |
| | AD_P | DETOUR |
| | AT_P | TRANSITION CONTROL |

## BRIDGE

| STYLE | NAME | DESCRIPTION |
|---|---|---|
| | BR | RAIL |
| | BSHT | SHEET PILING |

## CONTROL

| STYLE | NAME | DESCRIPTION |
|---|---|---|
| ℄ ℄ | CB | BASELINE |
| | CBPR | BASELINE, PROJECTION |

## DRAINAGE

| STYLE | NAME | DESCRIPTION |
|---|---|---|
| ST | DCP | CULVERT PIPE |
| ST | DCP_P | CULVERT PIPE (DIR) |
| | DDG_P | DITCH, GRASS LINED |
| | DDP_P | DITCH, PAVED INVERT |
| | DDS_P | DITCH, STONE LINED |
| | DFL_P | FLOW LINE |
| | DSSD | SLOTTED DRAIN |
| UD | DUD_P | UNDERDRAIN |

## ENVIRONMENTAL

| STYLE | NAME | DESCRIPTION |
|---|---|---|
| FL | EBLHS | BALE, STRAW |
| | ECT | CURTAIN, TURBIDITY |
| | EDMC | DAM, COFFER |
| | EDMEC_P | DAM, EARTHEN CHECK |
| | EDMGSC_P | DAM, GRAVEL BAG/SAND BAG CHECK |
| | EDMPC_P | DAM, PREFABRICATED CHECK |
| | EDMSC_P | DAM, STONE CHECK |
| | EFNS | FENCE, SILT |
| x | EFNSV | FENCE, SILT & VEGETATION |
| x | EFNV | FENCE, VEGETATION |
| AA | EWAA_P | WETLAND, ADJACENT AREA |
| FW | EWF | WETLAND, FEDERAL |
| FW SW | EWFS | WETLAND, FEDERAL AND STATE |
| WM | EWM | WETLAND, MITIGATION AREA |
| SW | EWS | WETLAND, STATE |

## LANDSCAPE

| STYLE | NAME | DESCRIPTION |
|---|---|---|
| | LABL | AREA, BRUSH LINE |
| | LAHR | AREA, HEDGE ROW |
| | LAPB | AREA, PLANTING BED |
| | LAWA | AREA, WOODED AREA OUTLINE |
| | LAWE | AREA, WATERS EDGE |
| | LCUT_P | CUT LIMIT |
| | LFILL_P | FILL LIMIT |
| | LFNC | FENCE |
| | LTRC | TREE ROW, CONIFEROUS |
| | LTRD | TREE ROW, DECIDUOUS |
| | LWH | WALL, H PILE |
| | LWR | WALL, RETAINING |
| | LWS | WALL, STONE |

## ROW MAPPING

| STYLE | NAME | DESCRIPTION |
|---|---|---|
| | MDL | DEED LINE |
| PE | MEE | EASEMENT, EXISTING |
| PE | MEP_P | EASEMENT, PERMANENT |
| APE | MEPA_P | EASEMENT, PERMANENT, APPROX. |
| TE | MET_P | EASEMENT, TEMPORARY |
| ATE | META_P | EASEMENT. TEMPORARY, APPROX. |
| FEE | MF_P | FEE ACQUISITION, W/ ACCESS |
| AFEE | MFA_P | FEE ACQUISITION, APPROXIMATE |
| | MFS_P | FEE ACQUISITION, SHAPE |
| | MFWOA_P | FEE ACQUISITION, W/O ACCESS |
| | MHA | HISTORICAL, ACQUISITION |
| HB | MHB | HIGHWAY BOUNDARY |
| AHB | MHBA | HIGHWAY BOUNDARY, APPROX. |
| | MHBW | HWY BOUNDARY, FACE OF WALL |
| HB W/OA | MHBWOA | HIGHWAY BOUNDARY, W/O ACCESS |
| | MJC | JURISDICTION, CITY |
| | MJCY | JURISDICTION, COUNTY |
| | MJHD | JURISDICTION, HISTORIC DISTRICT |
| | MJLL | JURIS., (GREAT, MILITARY) LOT LINE |
| | MJN | JURISDICTION, NATION |
| | MJPB | JURISDICTION, PUBLIC LANDS |
| | MJS | JURISDICTION, STATE |
| | MJT | JURISDICTION, TOWN |
| | MJV | JURISDICTION, VILLAGE |
| ℄ | MPL | PROPERTY LOT LINE |
| A℄ | MPLA | PROPERTY LOT LINE, APPROXIMATE |
| Z | MSL | SUB LOT LINE |

## ROADWAY

| STYLE | NAME | DESCRIPTION |
|---|---|---|
| CZ | RCZ_P | CLEAR ZONE |
| | RG | GUIDE RAIL, MISCELLANEOUS |
| | RGB | GUIDE RAIL, BOX BEAM |
| | RGBM | GUIDE RAIL, BOX BEAM, MEDIAN |
| | RGC | GUIDE RAIL, CABLE |
| | RGCB | GUIDE RAIL, CONCRETE BARRIER |
| | RGP_P | GUIDE POST |
| | RGW | GUIDE RAIL, W BEAM |
| | RGWM | GUIDE RAIL, W BEAM, MEDIAN |
| | RPB | PARKING BUMPER |
| | RRC | RAIL ROAD, CATENARY |
| 3R | RRER | RAIL ROAD, 3RD RAIL |
| 3R | RRPLS_P | RAIL, PHOTO, LARGE SCALE |
| | RRPSS | RAIL, PHOTO, SMALL SCALE |
| | RRS | RUMBLE STRIP |
| | RRSLS_P | RAIL, SURVEY, LARGE SCALE |
| | RRSSS | RAIL, SURVEY, SMALL SCALE |

## SIGNS

| STYLE | NAME | DESCRIPTION |
|---|---|---|
| | SBLB | BILLBOARDS |
| | SM | MULTIPLE POST |
| | SSO | STRUCTURE, OVERHEAD |
| | SSOC | STRUCTURE, OVHD. CANTILEVER |

## STRIPING

| STYLE | NAME | DESCRIPTION |
|---|---|---|
| | STB• | BROKEN LINE |
| | STDB• | DOUBLE BROKEN LINE |
| | STDL• | DOTTED LINE LONG |
| | STDS• | DOTTED LINE SHORT |
| | STFB• | FULL BARRIER LINE |
| | STH• | HATCH LINE |
| | STPB• | PARTIAL BARRIER LINE |
| | STRCT | ROUNDABOUT, CAT TRACKS |
| | STRYL | ROUNDABOUT, YIELD LINE |
| | STSB | STOP BAR |
| | STSE• | SOLID, EDGE |
| | STXL | X WALK, LADDER LINE |
| | STXLB | X WALK, LADDER BAR LINE |

• = W (WHITE) OR Y (YELLOW)

## TRAFFIC CONTROL

| STYLE | NAME | DESCRIPTION |
|---|---|---|
| | TCSW | SIGNAL, SPAN WIRE |

## TRAFFIC WORK ZONE

| STYLE | NAME | DESCRIPTION |
|---|---|---|
| | TWZBT_P | BARRIER, TEMPORARY |
| | TWZBTWL_P | BARRIER, TEMPORARY, W/ WARNING LIGHTS |
| | TWZCD_P | CHANNELIZING DEVICE |
| | TWZPMRC_P | PAVEMENT MARKING REMOVAL OR COVERING |

## UTILITIES

| STYLE | NAME | DESCRIPTION |
|---|---|---|
| C | UC | CONDUIT, UNDERGROUND |
| ]C[ | UCH | CONDUIT, HANGING |
| OC | UCO | CONDUIT, OVERHEAD |
| E | UE | ELECTRIC LINE, UNDERGROUND |
| ]E[ | UEH | ELECTRIC LINE, HANGING |
| OE | UEO | ELECTRIC LINE, OVERHEAD |
| OET | UETO | ELECTRIC TRANSMISSION, OVERHEAD |
| | UESS | ELECTRIC, SUBSTATIONS |
| FO | UFO | FIBER OPTIC, UNDERGROUND |
| ]FO[ | UFOH | FIBER OPTIC, HANGING |
| OFO | UFOO | FIBER OPTIC, OVERHEAD |
| G | UG | GAS, UNDERGROUND |
| ]G[ | UGH | GAS, HANGING |
| OG | UGO | GAS, OVERHEAD |
| IC | UIC | INFORM CABLE, UNDERGROUND |
| ]IC[ | UICH | INFORM CABLE, HANGING |
| O | UO | OIL LINE, UNDERGROUND |
| ]O[ | UOH | OIL LINE, HANGING |
| | UPBP | POLE, BRACE, PUSH BRACE |
| | UPGW | POLE, GUY WIRE |
| SA | USA | SANITARY SEWER, UNDERGROUND |
| ]SA[ | USAH | SANITARY SEWER, HANGING |
| SAF | USAF | SANITARY SEWER, FORCE MAIN, UGND |
| ]SAF[ | USAFH | SANITARY SEWER, FORCE MAIN, HANG |
| T | UT | TELEPHONE, UNDERGROUND |
| ]T[ | UTH | TELEPHONE, HANGING |
| OT | UTO | TELEPHONE, OVERHEAD |
| | UTV | CABLE TV, UNDERGROUND |
| | UTVH | CABLE TV, HANGING |
| OCTV | UTVO | CABLE TV, OVERHEAD |
| UU | UUU | UNKNOWN, UNDERGROUND |
| ]UU[ | UUH | UNKNOWN, HANGING |
| OUU | UUO | UNKNOWN, OVERHEAD |
| W | UW | WATER LINE, UNDERGROUND |
| ]W[ | UWH | WATER LINE, HANGING |
| OW | UWO | WATER LINE, OVERHEAD |

1. THE LEGEND ILLUSTRATES MAPPING FEATURES (EXISTING AND PROPOSED).
2. FEATURES ARE SHOWN AS EITHER LINEAR (ROADWAY GUIDERAIL, ROADWAY SIDEWALK, UTILITY LINES, ETC.) OR POINT (SIGN, UTILITY POLE, ETC.).
3. FEATURES SHOWN ON THE LEGEND AS EXISTING FEATURES ALSO HAVE CORRESPONDING PROPOSED FEATURES.
4. PROPOSED FEATURE SYMBOLOGY IS IDENTICAL TO EXISTING FEATURE SYMBOLOGY EXCLUDING LINE WEIGHT. LINE WEIGHT FOR PROPOSED FEATURES IS THICKER (0.015 in ON B SIZE DRAWINGS).
5. MAPPING FEATURES NOT INCLUDED ON THE LEGEND SHEET DO NOT HAVE A UNIQUE SYMBOLOGY (SUCH AS THE PAVEMENT EDGE, PAVEMENT EDGE OF TRAVEL WAY) AND SHOULD BE LABELED ON THE PLANS.
6. FEATURES SHOWN AT THE HEAVIER WEIGHT ARE PROPOSED ONLY AND DO NOT HAVE CORRESPONDING EXISTING FEATURES.

| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | BY | SYM. |
| | | | |
| | | | |
| | | | |
| | | | |

NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
LEGENDS (1 OF 2)

CONTRACT NUMBER:
TANY 26-17B

DATE:
01/19/2026

DRAWING NUMBER:
LEG-1

## ALIGNMENT

| CELL | NAME | DESCRIPTION |
|---|---|---|
| | ACC | CENTER OF CURVATURE |
| | ACOGO | COGO |
| | ACS | CURVE TO SPIRAL |
| | ADPI_P | DETOUR, POINT OF INTERSECT. |
| | ADPL_P | DETOUR, POINT ON LINE |
| | AEQN | EQUATION |
| A | AEQNAHD | EQUATION AHEAD |
| B | AEQNBK | EQUATION BACK |
| | AEVT | EVENT STATION |
| | APC | POINT OF CURVATURE |
| | APCC | POINT OF COMPOUND CURVATURE |
| | API | POINT OF INTERSECTION |
| | APOB | POINT OF BEGINNING |
| | APOC | POINT OF CURVATURE |
| | APOE | POINT OF END |
| | APOL | POINT ON LINE |
| | APOS | POINT ON SPIRAL |
| | APOT | POINT ON TANGENT |
| | APOVC | POINT ON VERTICAL CURVE |
| | APOVT | POINT ON VERTICAL TANGENT |
| | APORC | POINT ON REVERSE CURVE |
| | APT | POINT OF TANGENCY |
| | APVC | POINT OF VERTICAL CURVATURE |
| | APVCC | POINT OF VERT. CMPND CURVE |
| | APVI | POINT OF VERT. INTERSECTION |
| | APVRC | POINT OF VERT. REVERSE CURVE |
| | APVT | POINT OF VERTICAL TANGENCY |
| | ASC | SPIRAL TO CURVE |
| | ASPI | SPIRAL POINT OF INTERSECTION |
| | ASTS | SPIRAL TO SPIRAL |
| | AST | SPIRAL TO TANGENT |
| | ATS | TANGENT TO SPIRAL |
| | AVEVT | VERTICAL EVENT POINT |
| | AVHIGH | VERTICAL HIGH POINT |
| | AVLOW | VERTICAL LOW POINT |

## BRIDGE

| | | |
|---|---|---|
| | BSC | BRIDGE, SCUPPER |

## CONTROL

| | | |
|---|---|---|
| | CBP | BASELINE, POINT |
| | CBPOL | BASELINE, POINT ON LINE |
| | CBSP | BASELINE, SPUR POINT |
| | CBTP | BASELINE, TIE POINT |
| | CPBM | BENCHMARK |
| | CPH | POINT, HORIZ. PHOTOGRAMMETRY |
| | CPSM | POINT, SURVEY MARKER, PERM. |
| | CPSV | POINT, VERT., PHOTOGRAMMETRY |

## DRAINAGE

| CELL | NAME | DESCRIPTION |
|---|---|---|
| | DINV | INVERT |
| | DS | STRUCTURE, RECTANGULAR |
| | DSI | STRUCTURE, INVERT |
| | DSM | STRUCTURE, MANHOLE |
| | DSMTXX_P | STRUCTURE, MANHOLE, TYPE "XX" "XX" = 48, 60, 72, 96 |
| | DSR | STRUCTURE, ROUND |
| | DST"X"CB P | STRUCTURE, RECT., WITH CURB TYPE "X" "X" = F, G, N, O, P, R |
| | DST"X" P | STRUCTURE, RECT., TYPE "X" "X" = I, K, L, M, O, P, U |

## ENVIRONMENTAL

| CELL | NAME | DESCRIPTION |
|---|---|---|
| CULV | EIOP_P | STR., INLET, OUTLET PROT. |
| GB | EIPGB_P | STR., INLET PROT., GRAVEL BAG |
| H/S | EIPHS_P | STR., INLET PROT., HAY/STRAW |
| PRFB | EIPP_P | STR., INLET PROT., PREFAB. |
| SF | EIPSF_P | STR., INLET PROT., SILT FENCE |
| | ERCB | RISER, CONCRETE BOX |
| | ETRS_P | TRAP, SEDIMENT |
| | EWFG | WETLAND FLAG |

## GEOTECHNICAL

| | | |
|---|---|---|
| | GDH | DRILL HOLE |

## LANDSCAPE

| | | |
|---|---|---|
| | LELS | ELEVATION, SPOT |
| P | LFP | FLAG POLE |
| | LMB | MAILBOX |
| | LPB | PAPER BOX |
| | LPST | POST, SINGLE |
| | LRB | ROCK, BOULDER |
| | LSHC | SHRUB, CONIFEROUS |
| | LSHD | SHRUB, DECIDUOUS |
| | LTC | TREE, CONIFEROUS |
| | LTD | TREE, DECIDUOUS |
| | LTS | TREE, STUMP |
| | LTW P | TREE, WELL OR WALL |
| | LUKP | UNKNOWN POINT |

## ITS

| CELL | NAME | DESCRIPTION |
|---|---|---|
| | IANT P | ANTENNAS |
| AD | IASCTS | ACCOU. SPEED/COUNT SNSR.S |
| CP | ICABPAD | CABINET & PAD |
| | ICCTV | CCTV SITE |
| CDPD | ICDPD | CDPD TRANSCEIVER |
| | ICELLT | CELL PHONE TOWER |
| | ICJB | CONDUIT JACK OR BORING |
| | ICNTLCAB | CONTROLLER CABINET |
| C | ICPB | COMMUNICATION PULL BOX |
| | ICTD | CONDUIT TURNING DOWN |
| | ICTU | CONDUIT TURNING UP |
| C | ICVTRT | COMM. VEH. ROAD TRANSCEIVER |
| | IDEFAULT | DEFAULT |
| EZ | IEZR | E-ZPASS READER |
| EZ-T | IEZTR | TRANSMITTAL READER |
| XC | IFOXCAB | FIBER OPTIC X-CONNECT CABINET |
| | IFUSSPL | FUSION SPLICE |
| | IHARADV | HAR ADVISORY SIGN |
| H | IHARST | HAR SITE |
| LC | ILC | LOAD CENTER |
| | IMECSPL | MECHANICAL SPLICE |
| PM | IMSCS | PORT. SPEED & COUNT SENSOR |
| M | IMSCTS | MICRO SPEED & COUNT SENSOR |
| M | IMT | MICROWAVE TRANSCEIVER |
| VMS | IOVHVMS | PERM. OVERHEAD VMS |
| PA | IPASCS | PORT. ACCOU. SPD & CNT. SENSOR |
| | IPEDS | PEDESTRIAN SIGNAL HEAD |
| | IPSS | PAVEMENT SURFACE SENSOR |
| PVMS | IPVMS | PERM. VMS |
| RM | IRM | RAMP METER |
| RWIS | IRWIS | RDWY WEATHER INFO. SENSOR |
| | ISP | SOLAR PANEL |
| SS | ISST | SPREAD SPECT. TRANSCEIVER |
| TC | ITDB | TELEPHONE DEMARCATION BLK |
| TP | ITP | SUBSURFACE TEMP. PROBE |
| | IVTRT | VEHICLE TO RDWY TRANSCEIVER |
| WIM | IWIMD | WEIGHT IN MOTION DETECTOR |
| WVR | IWVR | WIRELESS VIDEO REPEATER |
| V | IWVRC | WIRELESS VIDEO RECEIVER |
| V | IWVTT | WIRELESS VIDEO TRANSMITTER |

## ROW MAPPING

| CELL | NAME | DESCRIPTION |
|---|---|---|
| | MDL1P | DEED LINE, TYPE 1 |
| | MDL2P | DEED LINE, TYPE 2 |
| | MDL3P | DEED LINE, TYPE 3 |
| | MDL4P | DEED LINE, TYPE 4 |
| | MDL5P | DEED LINE, TYPE 5 |
| | MEEP | EASEMENT, EXISTING |
| A | MEPAP_P | EASEMENT, PERM., APPROX. |
| | MEPP_P | EASEMENT, PERM., BACK LINE |
| | MEPSP_P | EASEMENT, PERM., SHAPE |
| | MFAP_P | FEE ACQUISITION, APPROX. |
| | MFP_P | FEE ACQUISITION, BACK LINE |
| | MFSP_P | FEE ACQUISITION, SHAPE |
| | MHBAP | HIGHWAY BNDRY., APPROX. |
| | MHBCP | HISTORICAL, BLDG. CORNERS |
| | MHBP | HIGHWAY BNDRY, PT. |
| | MJCP | PT., JURIS. CITY |
| | MPBC | PT., BUILDING CORNER |
| | MPCC | PT., CROSS CUT |
| | MPDH | PT., DRILL HOLE |
| | MPF | PT., FENCE LOCATION |
| | MPIP | PT., IRON PIPE |
| | MPIR | PT., IRON ROD |
| | MPM | PT., MONUMENT |
| M | MPMM | PT., MONUMENT, MISC. |
| | MPN | PT., NAIL |
| | MPRS | PT., RAILROAD SPIKE |
| | MPSP | PT., SPIKE |
| | MPST | PT., STAKE |
| | MPTW | PT., TREE W/ WIRE |
| | MPWL | PT., WALL LOCATION |

## ROW ACQUISITION

| | | |
|---|---|---|
| M1 P1 FEE | MFS_P_T | FEE ACQUISITION |
| M1 P1 PE | MEPS_P_T | EASEMENT, PERMANENT |
| M1 P1 TE | METS_P_T | EASEMENT, TEMPORARY |
| M1 P1 TO | METS_P_T | OCCUPANCY, TEMPORARY |
| M1 P1 FEE WO/A | MFS_P_T | FEE ACQUISITION W/O ACCESS |

## ROADWAY

| | | |
|---|---|---|
| | RES P | ELEVATION, SPOT |
| | RGA | GUIDE RAIL, ANCHOR |
| | RGP | GUIDE POST, SINGLE |

## SIGNS

| CELL | NAME | DESCRIPTION |
|---|---|---|
| | S | SINGLE POST |
| | S_P | SINGLE POST, PROPOSED |
| | SB_P | BACK TO BACK, PROPOSED |
| | SDEL | DELINEATORS |
| | SPM | PARKING METER |
| RFM | SRM | REFERENCE MARKERS |
| | SRSC3 | SHLD, CTY, 123 DIG. |
| | SRSC4 | SHLD, CTY, 4 DIG. |
| | SRSCT2 | SHLD, CTY TOUR, 1-2 DIG. |
| | SRSCT4 | SHLD, CTY TOUR, 3-4 DIG. |
| | SRSI | SHLD, INTERSTATE |
| | SRSN2 | SHLD, NATIONAL, 2 DIG. |
| | SRSN3 | SHLD, NATIONAL, 3 DIG. |
| | SRSS2 | SHLD, STATE, 2 DIG. |
| | SRSS3 | SHLD, STATE, 3 DIG. |
| | SRSS4 | SHLD, STATE, 4 DIG. |

## TRAFFIC CONTROL

| | | |
|---|---|---|
| | TCBJ | BOX, JUNCTION |
| | TCBP | BOX, PULL BOX |
| | TCBS | BOX, SPLICE |
| | TCMC | MICROCOMPUTER CABINET |
| | TCPP | PED POLE |
| | TCSH | SIGNAL HEADS |
| | TCSP | SIGNAL POLE |

## TRAFFIC WORK ZONE

| | | |
|---|---|---|
| | TWZAP_P | ARROW PANEL |
| | TWZAPC_P | ARROW PANEL, CAUTION MODE |
| | TWZAPT_P | ARROW PANEL, TRAILER OR SUPPORT |
| | TWZBCD_P | BARRICADE (TYPE III) |
| | TWZCMS_P | CHANGEABLE MESSAGE SIGN (PVMS) |
| | TWZFLG_P | FLAGGER |
| | TWZFT_P | FLAG TREE |
| | TWZIA_P | IMPACT ATTENUATOR / CRASH CUSHION (TEMPORARY) |
| | TWZLUM_P | LUMINAIRE (TEMPORARY) |
| | TWZSDT_P | SYMBOL, DIRECTION OF TRAFFIC |
| | TWZSDTD_P | SYMBOL, DIRECTION OF TEMPORARY TRAFFIC DETOUR |
| | TWZSGN_P | SIGN (TEMPORARY) |
| | TWZSIG_P | SIGNAL, TRAFFIC OR PEDESTRIAN (TEMPORARY) |
| | TWZWL_P | WARNING LIGHT |
| | TWZWV_P | WORK VEHICLE |
| | TWZWVA_P | WORK VEHICLE WITH TRUCK MOUNTED ATTENUATOR |

## UTILITIES

| CELL | NAME | DESCRIPTION |
|---|---|---|
| E | UEB | ELECTRIC, BOX |
| E | UEM | ELECTRIC, METER |
| E | UEMH | ELECTRIC, MANHOLE |
| | UEPT | ELECTRIC, POLE, TRANS. |
| G | UGM | GAS, METER |
| G | UGMH | GAS, MANHOLE |
| | UGLM | GAS, LINE MARKER |
| FP | UGP | GAS/FUEL PUMP |
| | UGV | GAS, VALVE |
| | UGVT | GAS, VENT |
| | ULP | LIGHTING, POLE |
| | ULPM | LIGHTING, POLE, MEDIAN |
| | ULPP | LIGHTING, POLE, PED. |
| | UMFC | MISC. FILLER CAP |
| | UOLM | OIL, LINE MARKER |
| | UP | POLE, WITH UTILITY |
| | UPD | POLE, DEAD (NO UTILITY) |
| | UPL | POLE, WITH LIGHT |
| S | USMH | SANITARY SEWER MANHOLE |
| P | UTB | TELEPHONE, BOOTH |
| | UTLM | TELEPHONE, LINE MARKER |
| T | UTMH | TELEPHONE, MANHOLE |
| | UTVLM | CABLE TV, LINE MARKER |
| C | UTVPB | CABLE TV, PULL BOX |
| | UUB | UNKNOWN, BOX |
| | UUJB | UNKNOWN, JUNCTION BOX |
| | UUMH | UNKNOWN, MANHOLE |
| | UUPB | UNKNOWN, PULL BOX |
| | UUVL | UNKNOWN, VALVE |
| | UUVT | UNKNOWN, VENT |
| | UUW | UNKNOWN, WELL |
| W | UWFH | WATER, FIRE HYDRANT |
| W | UWM | WATER, METER |
| W | UWMH | WATER, MANHOLE |
| | UWV | WATER, VALVE |
| W | UWW | WATER, WELL |

1. THE LEGEND ILLUSTRATES MAPPING FEATURES (EXISTING AND PROPOSED).
2. FEATURES ARE SHOWN AS EITHER LINEAR (ROADWAY GUIDERAIL, ROADWAY SIDEWALK, UTILITY LINES, ETC.) OR POINT (SIGN, UTILITY POLE, ETC.).
3. FEATURES SHOWN ON THE LEGEND AS EXISTING FEATURES ALSO HAVE CORRESPONDING PROPOSED FEATURES.
4. PROPOSED FEATURE SYMBOLOGY IS IDENTICAL TO EXISTING (FEATURE SYMBOLOGY EXCLUDING LINE WEIGHT. LINE (WEIGHT FOR PROPOSED FEATURES IS THICKER (0.015 in (ON B SIZE DRAWINGS).
5. MAPPING FEATURES NOT INCLUDED ON THE LEGEND SHEET (DO NOT HAVE A UNIQUE SYMBOLOGY (SUCH AS THE (PAVEMENT EDGE, PAVEMENT EDGE OF TRAVEL WAY) AND SHOULD BE LABELED ON THE PLANS.
6. FEATURES SHOWN AT THE HEAVIER WEIGHT ARE PROPOSED (ONLY AND DO NOT HAVE CORRESPONDING EXISTING (FEATURES.

CHECKED BY: AJCE
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
LEGENDS (2 OF 2)

CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

DRAWING NUMBER: LEG-2

DRAFTED BY: GWR
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

## New York State Thruway Authority Standard Sheets - Volume 1

*The following NYS Thruway Authority standard sheets, marked with an "X" in first column, apply to this project.*

| X | SHEET NO. | SUBJECT |
|---|---|---|
| X | TA 201-01 | Clearing and Grubbing *(Dwg. CG)* |
| X | TA 203-01 | Shoulder Backup 1R Projects *(Dwg. SB)* |
| | TA 203-02 | Slope Flattening Details |
| X | TA 404-01 | Highway Pavement Repair Details *(Dwg. PRD)* |
| | TA 404-02 | Bridge Deck Wearing Course Resurfacing *(Dwg. BDR)* |
| | TA 404-03 | Overhead Bridge Underclearance Improvement *(Dwg. BU)* |
| | TA 603-01 | Culvert Extension Details |
| X | TA 605-01 | Underdrain Details |
| X | TA 606-01 | Modified Thrie Beam (Mod.) Guiderail *(Dwgs. GR-1)* |
| | TA 606-02 | Vacant |
| | TA 606-03 | Corrugated Median Barrier to Corrugated Beam Guide Railing Transition Detail D *(Dwg. GR-4)* |
| | TA 606-04 | Box Beam to 42" Single Slope Half Section Concrete Barrier Pier Protection *(Dwg. GR-5)* |
| X | TA 606-05 | HPBO (Mod.) Corrugated Beam to 42" Single Slope Half Section Concrete Barrier Pier Protection *(Dwg. GR-6)* |
| X | TA 606-06 | Typical U-Turn Median Rail Layout and Roadway Transverse Section |
| X | TA 606-07 | Modified Thrie Beam Guiderail with Rock Rail (Sheets 1-2) |
| X | TA 606-08 | Transition HPBO Corrugated Beam Median Guide Railing to HPBO Corrugated Beam Guide Railing |
| | TA 611-01 | Living Snow Fences |
| | TA 614-01 | Tree Removal |
| X | TA 619-01 | Work Zone Traffic Control Tables & Legend |
| X | TA 619-02 | General Work Zone Traffic Control Notes & Channelizing Devices |
| X | TA 619-03 | Shoulder Closure Short-Term or Intermediate-Term Stationary |
| X | TA 619-04 | Shoulder Closure Short-Duration Stationary and Mobile |
| X | TA 619-05 | Signing & Delineation for Shoulder Work Spaces with Temporary Concrete Barrier |
| X | TA 619-06 | Work Beyond Shoulder |
| X | TA 619-07 | Be Prepared to Stop and Uneven Lane Signing |
| X | TA 619-08 | Single Lane Closure Short- or Intermediate-Term Stationary: 65 MPH Zone |
| X | TA 619-09 | Double Lane Closure Short- or Intermediate-Term Stationary: 65 MPH Zone |
| | TA 619-10 | Center Lane Closure Short- or Intermediate-Term Stationary: 65 MPH Zone |
| X | TA 619-11 | Lane Shift: 65 MPH Zone |
| | TA 619-12 | Single Lane Closure Short- or Intermediate-Term Stationary: 55 MPH Zone |
| | TA 619-13 | Double Lane Closure Short- or Intermediate-Term Stationary: 55 MPH Zone |
| | TA 619-14 | Center Lane Closure Short- or Intermediate-Term Stationary: 55 MPH Zone |
| | TA 619-15 | Lane Shift: 55 MPH Zone |
| | TA 619-16 | Work Zone Traffic Control at Interchanges, Service Areas and Parking Areas |
| X | TA 619-17 | Work Zone Traffic Control for Miscellaneous Operations |
| X | TA 619-18 | Mobile Lane Closure |
| | TA 619-19 | Mobile Lane Closure: Narrow Shoulder Area |
| X | TA 619-20 | Short-Duration Lane Closure |
| X | TA 619-21 | Short-Duration Double Lane Closure |
| X | TA 619-22 | Work Zone Traffic Control Guide for Pavement Striping Operations |
| X | TA 619-23 | Mobile Lane Closure for Pavement Striping Operations |
| | TA 619-24 | Mobile Lane Closure for Pavement Striping Operations: Narrow Shoulder Area |
| | TA 619-25 | Work Zone Traffic Control for Pavement Striping Operations at Interchanges, Service Areas and Parking Areas |
| X | TA 619-26 | Temporary Rock Catchment Barrier (Sheets 1-3) |
| | TA 619-27 | Workzone Overhead Gantry Signing |
| | TA 625-01 | ROW and Survey Markers |
| | TA 645-01 | Wrong Way Deterrence Sign |
| X | TA 646-01 | Reference Marker Details (Sheets 1-2) |
| | TA 670-01 | Fiber Optic & Backbone Handhole Relocation Details |
| | TA 680-01 | Inductance Loop Installation |
| | TA 680-02 | Highway Advisory Radio (Sheets 1-9) |
| X | TA 685-01 | Pavement Marking Details: Asphalt and Concrete Pavement (Sheets 1-2) |
| | TA 685-02 | Pavement Marking Details: Tapered Acceleration and Deceleration Lanes |
| | TA 685-03 | Vacant |
| X | TA 685-04 | Temporary Pavement Marking Details |
| | TA 690-01 | Loop and Treadle Plan (Sheets 1-2) |
| | TA 690-02 | Toll Lane Slab Reinforcement Plan |
| | TA 690-03 | 10 ft Treadle Frame (Sheets 1-4) |

*The officially adopted New York State Thruway Authority Standard Sheets book is available on the Thruway Authority's website at:*
http://www.thruway.ny.gov/business/contractors/standard-sheets/index.shtml

## New York State Thruway Authority Standard Sheets - Volume 2

*The following NYS Thruway Authority standard sheets, marked with an "X" in first column, apply to this project.*

| X | SHEET NO. | SUBJECT |
|---|---|---|
| | | Book 1 |
| X | TA 619-30 | New York Division Traffic Management Tables (Sheets 1-28) |
| | | |
| | | Book 2 |
| | TA 619-31 | Albany Division 1, 150 Veh/Hr/Lane Traffic Management Tables (Sheets 1-18) |
| | TA 619-32 | Albany Division 1, 300 Veh/Hr/Lane Traffic Management Tables (Sheets 1-18) |
| | | |
| | | Book 3 |
| | TA 619-33 | Syracuse Division 1, 150 Veh/Hr/Lane Traffic Management Tables (Sheets 1-18) |
| | TA 619-34 | Syracuse Division 1, 300 Veh/Hr/Lane Traffic Management Tables (Sheets 1-18) |
| | | |
| | | Book 4 |
| | TA 619-35 | Buffalo Division 1, 150 Veh/Hr/Lane Traffic Management Tables (Sheets 1-37) |
| | TA 619-36 | Buffalo Division 1, 300 Veh/Hr/Lane Traffic Management Tables (Sheets 1-37) |

The officially adopted New York State Thruway Authority Standard Sheets book is available on the Thruway Authority's website at:
http://www.thruway.ny.gov/business/contractors/standard-sheets/index.shtml

## New York State Department of Transportation Standard Sheets

*The latest revisions of the New York State Department of Transportation Standard sheets maintained by NYSDOT, which are current as of the Standard Specifications adoption date show on the Proposal cover, shall be considered to be in effect. All pay items and work contained in the Contract and any additional pay items and work encountered during the course of the Contract shall be subject to the applicable standard sheet(s) unless otherwise specified in the Contract documents.*

The officially adopted New York State Department of Transportation Standard Sheets book is available on the NYSDOT website at:
https://www.dot.ny.gov/main/business-center/engineering/specifications/busi-e-standards-usc

## Highway Work Type

*The marked types & treatments apply to the indicated milepost range(s) below.*

| MILEPOST FROM: | 47.58 | 47.01 | 46.00+- | |
|---|---|---|---|---|
| TO: | 47.58 | 47.07 | 48.00+- | |
| **PROJECT TYPE** | **X** | **X** | **X** | **X** |
| 1R Resurfacing | | | X | |
| 2R Resurfacing | | | | |
| 3R Rehabilitation | | | | |
| Reconstruction | | | | |
| Safety Improvements | | | X | |
| Drainage | | | | |
| Rock Slope Remediation | | | | |
| Pavement Striping | | | | |
| Other: Shoulder Reconstruction | X | | | |
| **PAVEMENT TREATMENT** | **X** | **X** | **X** | **X** |
| Isolated Pavement Repairs Only | | | | |
| Thin Overlay without Milling | | | | |
| Thin Overlay with Milling | | | | |
| 1" Mill & Inlay without Shoulders | | | | |
| 1" Mill & Inlay with Shoulders | | | | |
| 2" Mill & Inlay without Shoulders | | | | |
| 2" Mill & Inlay with Shoulders | | | X | |
| Mill to Concrete with 4" Overlay | | | | |
| Mill to Concrete with 4.5" Overlay | | X | | |
| Mill to Concrete with 5" Overlay | | | | |
| Crack and Seat with Overlay | | | | |
| Rubblize with Overlay | | | | |
| Other: | | | | |

## Structure Work Type

*The marked types apply to the indicated milepost(s) below.*

| MILEPOST: | 47.58 | 47.04 | | |
|---|---|---|---|---|
| **PROJECT TYPE** | **X** | **X** | **X** | **X** |
| Bridge Washing | | | | |
| Scour Protection | | | | |
| Channel Cleaning | | | | |
| Railing System | | X | | |
| Protective Screening | | | | |
| Painting | | X | | |
| Steel Repair | | X | | |
| Wearing Surface Treatment | | X | | |
| Deck Repairs | | X | | |
| Joint Rehabilitation | | | | |
| Joint Replacement | | X | | |
| Bearing Rehabilitation | | | | |
| Bearing Replacement | | X | | |
| Hanger Pin Replacement | | | | |
| Security | | | | |
| Seismic Retrofit | | | | |
| Substructure Rehabilitation | | X | | |
| Electrical | | | | |
| Cathodic Protection System | | | | |
| Fendor or Pier Protection System | | | | |
| Deck Replacement | | | | |
| Superstructure Replacement | | | | |
| Bridge Replacement | X | | | |
| Added Bridge (New Location) | | | | |
| Abandoned Bridge | | | | |
| Other: | | | | |

| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
TABLE OF STANDARD SHEETS

CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

DRAWING NUMBER: SS-1

NEW YORK STATE | Thruway Authority

**NEW YORK DIVISION**
**PLANS FOR**
**REPLACEMENT**
**OF THE**
**PINE HILL ROAD BRIDGE**
**AT**
**I-87 MILE POST 47.58**
**IN**
**ORANGE COUNTY**

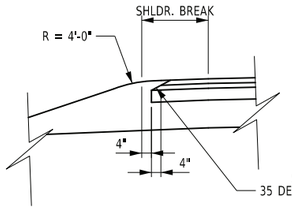
**TANY 26-17B** **D215020**

**105 SHEETS** **BIN 5514280**

**DRAWINGS 6 TO 110**

| Sheet No. | Drawing No. | Drawing Title |
|---|---|---|
| 7 | TYP-01 | TYPICAL SECTION |
| 8 | TCN-01 | TRAFFIC CONTROL NOTES |
| 9 | TC-01 | WORK ZONE TRAFFIC CONTROL (MAINLINE) (1 OF 2) |
| 10 | TC-02 | WORK ZONE TRAFFIC CONTROL (MAINLINE) (2 OF 2) |
| 11 | TC-03 | WORK ZONE TRAFFIC CONTROL STAGE 1 - (PINE HILL ROAD) (1 OF 2) |
| 12 | TC-04 | WORK ZONE TRAFFIC CONTROL STAGE 1 - (PINE HILL ROAD) (2 OF 2) |
| 13 | TC-05 | WORK ZONE TRAFFIC CONTROL STAGE 2 - (PINE HILL ROAD) (1 OF 2) |
| 14 | TC-06 | WORK ZONE TRAFFIC CONTROL STAGE 2 - (PINE HILL ROAD) (2 OF 2) |
| 15 | TC-07 | WZTC TYPICAL SECTIONS (MAINLINE) |
| 16 | TC-08 | WZTC TYPICAL SECTIONS (PINE HILL ROAD) |
| 17 | TCSGD-01 | WORK ZONE SIGN TABLE |
| 18 | BLT-01 | BASELINE TIES AND BENCHMARKS |
| 19 | MJ-01 | MAINTENENACE JURISDICTION |
| 20 | MST-01 | MISCELLANEOUS TABLES |
| 21 | MSD-01 | MISCELLANEOUS DETAILS (1 OF 3) |
| 22 | MSD-02 | MISCELLANEOUS DETAILS (2 OF 3) |
| 23 | MSD-03 | MISCELLANEOUS DETAILS (3 OF 3) |
| 24 | ESS-01 | EARTHWORK SUMMARY SHEET |
| 25 | ESC-01 | GRADING AND EROSION & SEDIMENT CONTROL PLAN (1 OF 2) |
| 26 | ESC-02 | GRADING AND EROSION & SEDIMENT CONTROL PLAN (2 OF 2) |
| 27 | ECD-01 | EROSION & SEDIMENT CONTROL DETAILS (1 OF 2) |
| 28 | ECD-02 | EROSION & SEDIMENT CONTROL DETAILS (2 OF 2) |
| 29 | GNP-01 | GENERAL PLAN (1 OF 2) |
| 30 | GNP-02 | GENERAL PLAN (2 OF 2) |
| 31 | PRO-01 | PROFILE |
| 32 | PMP-01 | SIGNS AND PAVEMENT MARKING PLAN (1 OF 2) |
| 33 | PMP-02 | SIGNS AND PAVEMENT MARKING PLAN (2 OF 2) |
| 34 | SGD-01 | SIGN TEXT DATA AND SIGNS TABLES |
| 35 | ITS_01 | ITS PLAN |
| 36 | FM DTL-1 | SANITARY SEWER FORCE MAIN INSTALLATION DETAILS |
| 37 | FM DTL-2 | SANITARY SEWER FORCE MAIN BRIDGE MOUNTING DETAILS |
| 38 | SR-01 | PINE HILL ROAD SANITARY FORCE MAIN REPLACEMENT SITE PLAN (1 OF 2) |
| 39 | SR-02 | PINE HILL ROAD SANITARY FORCE MAIN REPLACEMENT SITE PLAN (2 OF 2) |
| 40 | SRP-01 | PINE HILL ROAD SANITARY FORCE MAIN REPLACEMENT PROFILE |
| 41 | ST-01 | EXISTING PLAN AND ELEVATION |
| 42 | ST-02 | PROPOSED PLAN AND ELEVATION |
| 43 | ST-03 | TYPICAL APPROACH SECTION |
| 44 | ST-04 | TYPICAL BRIDGE SECTION |
| 45 | ST-05 | STAGE CONSTRUCTION SECTIONS (1 OF 2) |
| 46 | ST-06 | STAGE CONSTRUCTION SECTIONS (2 OF 2) |
| 47 | ST-07 | DECK CONDITION PLAN |
| 48 | ST-08 | BRIDGE PROFILE |
| 49 | ST-09 | GENERAL NOTES |
| 50 | ST-10 | BORING LOCATION PLAN |
| 51 | ST-11 | GENERAL SUBSURFACE PROFILE |
| 52 | ST-12 | EXCAVATION AND EMBANKMENT PLAN - BEGIN ABUTMENT - STAGE 1 |
| 53 | ST-13 | EXCAVATION AND EMBANKMENT PLAN - BEGIN ABUTMENT - STAGE 2 |
| 54 | ST-14 | EXCAVATION AND EMBANKMENT PLAN - PROPOSED PIER - STAGE 1 |
| 55 | ST-15 | EXCAVATION AND EMBANKMENT PLAN - PROPOSED PIER - STAGE 2 |
| 56 | ST-16 | EXCAVATION AND EMBANKMENT PLAN - END ABUTMENT - STAGE 1 |
| 57 | ST-17 | EXCAVATION AND EMBANKMENT PLAN - END ABUTMENT - STAGE 2 |
| 58 | ST-18 | EXCAVATION AND EMBANKMENT SECTIONS (1 OF 4) |
| 59 | ST-19 | EXCAVATION AND EMBANKMENT SECTIONS (2 OF 4) |
| 60 | ST-20 | EXCAVATION AND EMBANKMENT SECTIONS (3 OF 4) |
| 61 | ST-21 | EXCAVATION AND EMBANKMENT SECTIONS (4 OF 4) |

| Sheet No. | Drawing No. | Drawing Title |
|---|---|---|
| 62 | ST-22 | GRSS WALL DETAILS (1 OF 2) |
| 63 | ST-23 | GRSS WALL DETAILS (2 OF 2) |
| 64 | ST-24 | H-PILE AND LAGGING WALL DETAILS (1 OF 2) |
| 65 | ST-25 | H-PILE AND LAGGING WALL DETAILS (2 OF 2) |
| 66 | ST-26 | EXISTING BEGIN ABUTMENT REMOVAL PLAN AND ELEVATION |
| 67 | ST-27 | EXISTING END ABUTMENT REMOVAL PLAN AND ELEVATION |
| 68 | ST-28 | BEGIN ABUTMENT PLAN AND ELEVATION |
| 69 | ST-29 | BEGIN ABUTMENT REINFORCEMENT PLAN |
| 70 | ST-30 | BEGIN ABUTMENT REINFORCEMENT SECTIONS STAGE 1 |
| 71 | ST-31 | BEGIN ABUTMENT REINFORCEMENT SECTIONS STAGE 2 |
| 72 | ST-32 | PIER 1 PLAN & ELEVATION |
| 73 | ST-33 | PIER 1 REINFORCEMENT PLAN |
| 74 | ST-34 | END ABUTMENT PLAN AND ELEVATION |
| 75 | ST-35 | END ABUTMENT REINFORCEMENT PLAN |
| 76 | ST-36 | END ABUTMENT REINFORCEMENT SECTIONS STAGE 1 |
| 77 | ST-37 | END ABUTMENT REINFORCEMENT SECTIONS STAGE 2 |
| 78 | ST-38 | MISCELLANEOUS CONCRETE DETAILS (1 OF 2) |
| 79 | ST-39 | MISCELLANEOUS CONCRETE DETAILS (2 OF 2) |
| 80 | ST-40 | BEARING DETAILS (1 OF 3) |
| 81 | ST-41 | BEARING DETAILS (2 OF 3) |
| 82 | ST-42 | BEARING DETAILS (3 OF 3) |
| 83 | ST-43 | TRANSVERSE SECTION |
| 84 | ST-44 | FRAMING PLAN |
| 85 | ST-45 | GIRDER ELEVATION |
| 86 | ST-46 | STEEL DETAILS (1 OF 3) |
| 87 | ST-47 | STEEL DETAILS (2 OF 3) |
| 88 | ST-48 | STEEL DETAILS (3 OF 3) |
| 89 | ST-49 | TABLES AND CAMBER DIAGRAMS |
| 90 | ST-50 | HAUNCH TABLE |
| 91 | ST-51 | SLAB REINFORCEMENT DETAILS (1 OF 2) |
| 92 | ST-52 | SLAB REINFORCEMENT DETAILS (2 OF 2) |
| 93 | ST-53 | APPROACH SLAB DETAILS |
| 94 | ST-54 | SLEEPER SLAB DETAILS |
| 95 | ST-55 | CONCRETE BARRIER, TRANSITION RAILING, DRAINAGE LAYOUT |
| 96 | ST-56 | APPROACH DRAINAGE DETAILS |
| 97 | ST-57 | CONCRETE BARRIER REINFORCING PLANS |
| 98 | ST-58 | SINGLE SLOPE CONCRETE BARRIER DETAILS |
| 99 | ST-59 | BRIDGE TRANSITION RAILING DETAILS (1 OF 4) |
| 100 | ST-60 | BRIDGE TRANSITION RAILING DETAILS (2 OF 4) |
| 101 | ST-61 | BRIDGE TRANSITION RAILING DETAILS (3 OF 4) |
| 102 | ST-62 | BRIDGE TRANSITION RAILING DETAILS (4 OF 4) |
| 103 | ST-63 | PROTECTIVE SCREENING DETAILS |
| 104 | ST-64 | BAR BENDING DIAGRAM |
| 105 | ST-65 | BAR LIST (1 OF 6) |
| 106 | ST-66 | BAR LIST (2 OF 6) |
| 107 | ST-67 | BAR LIST (3 OF 6) |
| 108 | ST-68 | BAR LIST (4 OF 6) |
| 109 | ST-69 | BAR LIST (5 OF 6) |
| 110 | ST-70 | BAR LIST (6 OF 6) |




SAFETY EDGE DETAIL
WITHOUT GUIDERAIL
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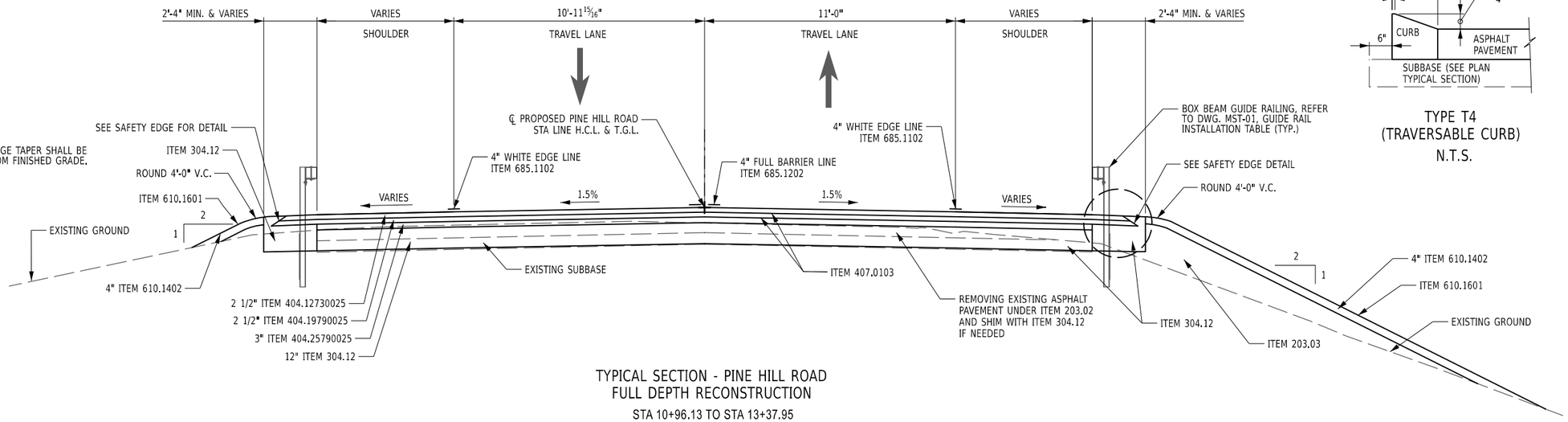
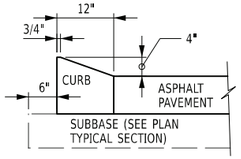



TYPICAL SECTION - PINE HILL ROAD
FULL DEPTH RECONSTRUCTION
STA 10+96.13 TO STA 13+37.95
STA 15+50.45 TO STA 16+51.85




TYPE T4
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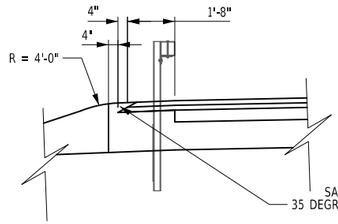


SAFETY EDGE DETAIL
WITH GUIDERAIL
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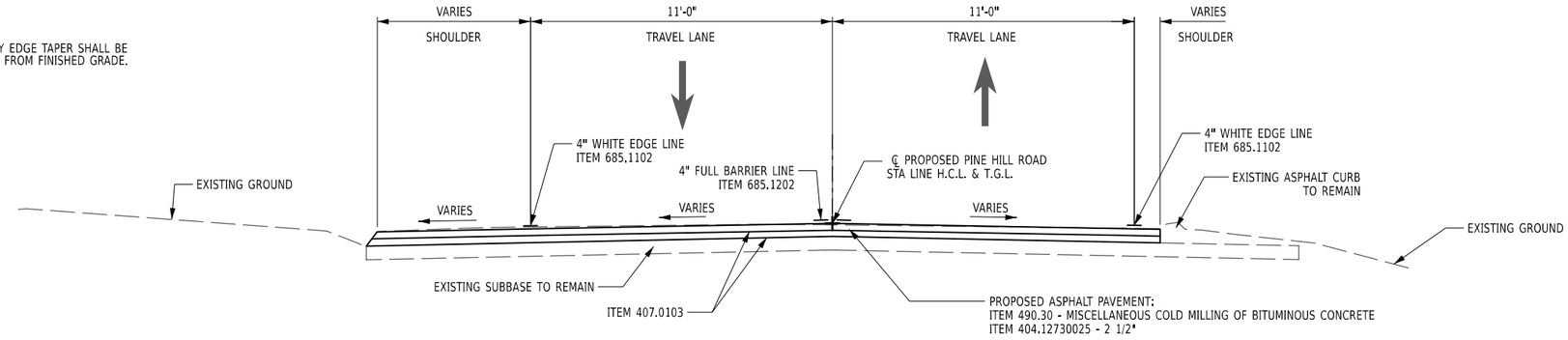


TYPICAL SECTION - PINE HILL ROAD
RESURFACING
STA 10+71.13 TO STA 10+96.13
STA 16+51.85 TO STA 16+76.85

NOTES:

1. APPLY TACK COAT, ITEM 407.0103 TO ALL CONTACT SURFACES BETWEEN ALL ASPHALT PAVEMENT COURSES AND LIFTS.
2. ASPHALT JOINT ADHESIVE, ITEM 418.7603 SHALL BE APPLIED ON VERTICAL FACES FOR ALL THE JOINTS ON THE SURFACE COURVE SUCH AS LONGITUDINAL, TRANSVERSE, OR OTHER JOINT ABUTTING THE NEW ASPHALT PAVEMENT.
3. ACTUAL LOCATION OF LONGITUDINAL SAWCUT MAY VARY A.O.B.E. BASED ON FIELD CONDITIONS.
4. REMOVE EXISTING ASPHALT AND PAVEMENT TO BOTTOM OF PROPOSED SUBBASE. SHIM WITH ITEM 304.12 IF NEEDED.

| ITEM | DESCRIPTION | UNIT | ITEM | DESCRIPTION | UNIT | ITEM | DESCRIPTION | UNIT |
|---|---|---|---|---|---|---|---|---|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | CY | 404.25790025 | 25 F9 BASE COURSE ASPHALT, 70 SERIES WITH NUCLEAR GAUGE DENSITY MONITORING | TON | 610.1601 | TURF ESTABLISHMENT - ROADSIDE | SY |
| 203.03 | EMBANKMENT IN PLACE | CY | | | GAL | 610.1402 | TOPSOIL - ROADSIDE | CY |
| 304.12 | SUBBASE COURSE, TYPE 2 | CY | 407.0103 | STRAIGHT TACK COAT | LF | 685.1102 | WHITE REFLECTORIZED PAVEMENT STRIPES - 20 MILS | LF |
| 404.12730025 | 12.5 F3 TOP COURSE ASPHALT, 70 SERIES WITH NUCLEAR GAUGE DENSITY MONITORING | TON | 418.7603 | ASPHALT PAVEMENT JOINT ADHESIVE | SY | 685.1202 | YELLOW REFLECTORIZED PAVEMENT STRIPES - 20 MILS | LF |
| 404.19790025 | 19 F9 TOP BINDER ASPHALT, 70 SERIES WITH NUCLEAR GAUGE DENSITY MONITORING | TON | 490.30 | MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE | LF | | | |
| | | | 609.0407 | CAST-IN-PLACE CONCRETE CURB TYPE T4 | | | | |

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

ALTERED ON:

AFFIXED ON: 01/19/2026

SIGNATURE:
STAMP:

SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

STATE OF NEW YORK
EDWIN TWISS
080650
LICENSED PROFESSIONAL ENGINEER

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |

NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD
BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
TYPICAL SECTION

CONTRACT NUMBER:
TANY 26-17B

DATE:
01/19/2026

DRAWING NUMBER:
TYP-01

## GENERAL NOTES

1. ALL WORK ZONE TRAFFIC CONTROL SHALL CONFORM TO THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE NYS SUPPLEMENT AND THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) STANDARD SPECIFICATION SECTION 619, EXCEPT WHERE MODIFIED BY THE CONTRACT PLANS AND PROPOSAL.
2. IF THE ENGINEER NOTIFIES THE CONTRACTOR OF ANY HAZARDOUS CONDITION OR PRACTICE, ALL OPERATIONS IN THAT AREA SHALL CEASE. IMMEDIATE REMEDIAL ACTION SHALL BE TAKEN TO THE SATISFACTION OF THE ENGINEER BEFORE WORK MAY BE RESUMED.
3. MOBILE LANE CLOSURES MAY BE UTILIZED TO INSTALL TRAFFIC CONTROL DEVICES.
4. A QUANTITY OF 4 PORTABLE VARIABLE MESSAGE SIGNS IN CONFORMANCE WITH ITEM 619.110513 HAVE BEEN INCLUDED IN THIS CONTRACT. 2 FOR THE USE ON THE THRUWAY MAINLINE AND 2 FOR THE USE ON PINE HILL ROAD. THE LOCATION OF EACH SIGN SHALL BE DETERMINED BY THE NEW YORK STATE THRUWAY AUTHORITY (NYSTA). PORTABLE VARIABLE MESSAGE SIGNS (PVMS) WILL BE OPERATED BY THE THRUWAY STATEWIDE OPERATIONS CENTER (TSOC). THE SOFTWARE CONTROL PACKAGE SHALL BE NTCIP PROTOCOL COMPLIANT COMMUNICATING THROUGH DAKTRONICS VANGUARD SOFTWARE, OR VER-MAC CENTRAL VERSION 3.0.2.1).
5. THE CONTRACTOR SHALL MAINTAIN ACCESS FOR EMERGENCY VEHICLES THROUGHOUT THE PROJECT AREA AT ALL TIMES. EXISTING HIGHWAY MEDIAN TURNAROUND AREAS OUTSIDE THE WORK ZONE TRAFFIC CONTROL LIMITS SHALL REMAIN OPEN FOR ALL EMERGENCY VEHICLE USE.
6. CLOSURES REQUIRING NIGHTTIME WORK SHALL BE CONDUCTED IN CONJUNCTION WITH THE REQUIREMENTS OF SECTION 619-3.19 OF THE NYSDOT STANDARD SPECIFICATIONS. COST TO BE INCLUDED IN ITEM 619.2401.
7. ALL EXISTING PAVEMENT MARKINGS ON THE THRUWAY MAINLINE THAT CONFLICT WITH WORK ZONE TRAFFIC CONTROL MARKINGS SHALL BE COVERED UNDER PAY ITEM 619.0803.

## CHANGES TO WORK ZONE TRAFFIC CONTROL (WZTC) PLANS

1. LANE AND RAMP CLOSURES, AND WORK HOUR RESTRICTIONS SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. THE ENGINEER SHALL RETAIN THE RIGHT TO CHANGE LANE AND RAMP CLOSURES AND WORK HOUR RESTRICTIONS THROUGHOUT THE DURATION OF THE CONTRACT.
2. THE CONTRACTOR MAY SUBMIT TO THE ENGINEER FOR REVIEW AND APPROVAL CHANGES TO THE WORK ZONE TRAFFIC CONTROL SCHEMES AND CONSTRUCTION SEQUENCES PRESENTED IN THESE PLANS.
3. THE WORK ZONE TRAFFIC CONTROL SCHEMES INCLUDED IN THESE PLANS DESCRIBE RECOMMENDED METHODS AND NECESSARY CONTROL DEVICES. THE ENGINEER MAY ORDER ADDITIONAL METHODS, ADDITIONAL DEVICES, OR ANY COMBINATION THEREOF, TO BETTER MEET FIELD CONDITIONS.
4. ANY PROPOSED TRAFFIC CONTROL SCHEME THAT DEVIATES FROM THE WORK ZONE TRAFFIC CONTROL DRAWINGS, INCLUDING THE RESTRICTIONS STATED THEREIN, WILL ONLY BE CONSIDERED AS PART OF A VALUE ENGINEERING PROPOSAL.

## WZTC RESTRICTION

1. INTERSTATE TRAFFIC SHALL BE MAINTAINED ON A PAVED SURFACE AT ALL TIMES. THE MINIMUM LANE WIDTH SHALL BE 11FT.
2. THERE SHALL BE NO WORK OPERATIONS ALLOWED BEFORE DAWN OR AFTER SUNSET WITHOUT AN APPROVED LIGHTING PLAN. THE LIGHTING PLAN SHALL BE APPROVED PRIOR TO START OF WORK BY THE ENGINEER. IF THE CONTRACTOR CHOOSES TO WORK AT NIGHT (IF APPROVED) HE SHALL PROVIDE A LIGHTING PLAN IN CONFORMANCE WITH 619.2401 AND SHALL BEAR ALL COSTS.
3. LANE CLOSURES SHALL NOT BE ALLOWED WHEN EITHER VISIBILITY OR PAVEMENT CONDITION ARE JUDGED TO BE INADEQUATE BY THE ENGINEER.
4. THE CONTRACTOR SHALL SCHEDULE AND PROGRESS THE CONTRACT WORK IN A MANNER THAT MINIMIZES THE DURATION OF LANE CLOSURES. LANE CLOSURES SHALL BE USED ONLY WHEN WORK IS ACTUALLY IN PROGRESS.
5. ALL REDUCED SPEED LIMITS WITHIN THE PROJECT LIMITS SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS COST OF SIGNS SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 619.01.

## WZTC COORDINATION

1. THE CONTRACTOR SHALL BE AWARE THAT THERE MAY BE OTHER CONTRACTS, MAINTENANCE OPERATIONS, OR BRIDGE INSPECTIONS IN PROGRESS IN THE WORK AREA. THE ENGINEER AND THE CONTRACTOR SHALL COMMUNICATE WITH, AND COORDINATE OPERATIONS WITH, THE OTHER OPERATIONS SO THAT NO CONFLICT IN WORK SCHEDULING OR LOCATION OCCURS. LANE CLOSURES SHALL BE REPORTED TO THE NYSTA, ONE WEEK IN ADVANCE OF THE CLOSURE.
2. BEFORE ANY ROADWAY WIDTH RESTRICTIONS CAN BE MADE, THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH TWENTY-ONE (21) CALENDAR DAYS NOTICE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING IMMEDIATELY UPON THE REMOVAL OF THE LANE WIDTH RESTRICTION. FAILURE OF THE CONTRACTOR TO PROVIDE THE NECESSARY NOTICE MAY RESULT IN DELAYS TO THE CONTRACTOR'S OPERATIONS.

## WZTC SIGNING AND DEVICES:

1. THE SIGN AND APPURTENANCE DISTANCES SHOWN ON THE WZTC PLANS ARE APPROXIMATE. THE DISTANCES MAY BE AMENDED BY THE ENGINEER TO BETTER MEET FIELD CONDITIONS.
2. THE CONSTRUCTION AND REGULATORY SIGNS FOR A PARTICULAR WORK ZONE TRAFFIC CONTROL PHASE SHALL BE IN PLACE PRIOR TO THE START OF THAT PHASE. ALL CONSTRUCTION SIGNS SHALL EITHER BE REMOVED OR COVERED COMPLETELY WITH OPAQUE MATERIAL WHEN NOT REQUIRED.
3. ALL SIGNS, INCLUDING GUIDE SIGNS, SHALL INDICATE THE ACTUAL CONDITIONS AT ALL TIMES. SIGNS SHALL BE COVERED, REPOSITIONED, OR CHANGED IMMEDIATELY AS DIRECTED BY THE ENGINEER. NO SIGN SHALL BE PLACED AT ANY LOCATION WHERE IT COULD BE OBSCURED BY TEMPORARY OR PERMANENT OBJECTS. PAYMENT FOR BE THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01, WORK ZONE TRAFFIC CONTROL.
4. THE BOTTOM OF TEMPORARY CONSTRUCTION SIGNS SHALL BE A MINIMUM OF 5 FT ABOVE THE EDGE OF THE ROADWAY GRADE. SIGNS SHALL BE LOCATED OFF THE EDGE OF SHOULDER.
5. THE FLAGS SHALL BE INSTALLED ON SIGNS AT LOCATIONS IDENTIFIED ON THE PLANS. THE COST SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01 WORK ZONE TRAFFIC CONTROL.
6. AT NIGHT, FLASHING ARROW BOARDS SHALL NOT BE OPERATED AT SUCH BRIGHTNESS THAT SIGNS, DRUMS, IMPACT ATTENUATION DEVICES, OR OTHER TRAFFIC CONTROL DEVICES CANNOT EASILY BE SEEN BY APPROACHING MOTORISTS. TO ENSURE THAT FLASHING ARROW BOARDS ARE NOT TOO BRIGHT FOR NIGHT OPERATION, THE CONTRACTOR SHALL MAKE AN ON SITE INSPECTION OF EACH ARROW BOARD AT THE BEGINNING OF ITS FIRST NIGHT OF OPERATION. IF THIS INSPECTION FINDS THAT AN ARROW BOARD IS TOO BRIGHT, THE CONTRACTOR SHALL PROMPTLY REDUCE THE LAMP INTENSITY. IN THIS CONTEXT, "PROMPTLY", SHALL MEAN NO LATER THAN THE BEGINNING OF THE NEXT NIGHT OF THE ARROW BOARD'S OPERATION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01, WORK ZONE TRAFFIC CONTROL. FAILURE TO COMPLY WITH THIS NOTE SHALL BE CONSIDERED UNSATISFACTORY WORK ZONE TRAFFIC CONTROL. PAYMENT DEDUCTIONS SHALL BE MADE IN CONFORMANCE WITH SECTION 619, WORK ZONE TRAFFIC CONTROL.
7. IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 619 OF THE NYSDOT STANDARD SPECIFICATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL TEMPORARY TRAFFIC CONTROL DEVICES. THAT IS, THE CONTRACTOR SHALL ENSURE THAT ALL SUCH ITEMS AS SIGNS, CONES, FLASHERS, DRUMS, ETC. ARE IN PLACE AND IN GOOD CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE EFFECTIVENESS OF THE CONTRACTOR'S EFFORTS TOWARD THE MAINTENANCE AND PROTECTION OF TRAFFIC.
8. WZTC SIGNS AND APPURTENANCES SHALL BE PLACED/STORED OFF THE EDGE OF SHOULDER. THE CONTRACTOR IS ENCOURAGED TO LEAVE SIGNS AND APPURTENANCES BEHIND APPROVED BARRIER IN THE AREA THAT THEY ARE NEEDED TO REDUCE CLOSURE SETUP TIME AND MAXIMIZE THE AMOUNT OF "WORK TIME" DURING EACH WORK DAY. WZTC SIGNS AND APPURTENANCES SHALL NOT BE STORED OFF THE EDGE OF THE SHOULDER FROM NOVEMBER 15 TO APRIL 1, THEY SHALL BE PICKED UP AT THE END OF EACH WORK DAY.

## CONSTRUCTION VEHICLES

1. PARKING OF PERSONAL VEHICLES IS PROHIBITED WITHIN THE PROJECT LIMITS. VEHICLES BELONGING TO THE CONTRACTOR OR THE CONTRACTOR'S EMPLOYEES SHALL NOT BE PARKED WITHIN 30 FT OF THE EDGE OF PAVEMENT OF MAINLINE AND ROADS. ALL PARKING PLANS MUST BE APPROVED BY THE ENGINEER.
2. DRIVING AGAINST TRAFFIC, REGARDLESS OF WHETHER OR NOT THE AREA HAS BEEN CLOSED TO TRAFFIC, SHALL NOT BE ALLOWED AT ANYTIME EXCEPT FOR TRAFFIC CONE PICKUP AND ON CLOSED RAMPS AND AS SPECIFICALLY PERMITTED BY THE ENGINEER.
3. ESCORT VEHICLES EQUIPPED WITH AN APPROVED ROTATING AMBER WARNING LIGHT OR AN OPERATING ARROW BOARD SHALL BE REQUIRED WHEN TRANSPORTING SLOW MOVING CONSTRUCTION EQUIPMENT ALONG ANY PORTION OF THE ROADWAY THAT IS OPEN TO TRAFFIC UNLESS PROTECTED BY AN APPROVED PHYSICAL BARRIER.
4. ALL VEHICLES THAT WILL MOVE INTO AND OUT OF TRAFFIC AT WORK AREAS SHALL BE EQUIPPED WITH AN APPROVED ROTATING AMBER WARNING LIGHT THAT SHALL BE MOUNTED SO AS TO BE EASILY SEEN BY APPROACHING TRAFFIC.

## RESPONSIBILITY FOR EMERGENCY REPAIRS

1. THE CONTRACTOR SHALL SUBMIT, IN WRITING, TO THE ENGINEER IN CHARGE, THE NAMES, ADDRESSES, AND TELEPHONE NUMBERS OF HIS/HER AND ANY SUB CONTRACTOR'S STAFF WHO ARE AUTHORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE NORMAL WORKING HOURS.

## ROADSIDE HAZARDS

1. IF THE SHOULDER TO BE USED FOR WORK ZONE TRAFFIC CONTROL SHOWS SIGNS OF DISTRESS, IT SHALL BE REPLACED PRIOR TO TRAFFIC BEING PLACED ON IT. THE SHOULDER SHALL BE CLOSED USING THE TYPICAL WORK ZONE TRAFFIC CONTROL SCHEMES FOR SHOULDER CLOSURES SHOWN IN THE NYSTA STANDARD SHEETS.
2. EXCAVATIONS THAT PRODUCE A DROP OFF ON BOTH SIDES OF THE TRAVEL LANES SHALL NOT BE PERMITTED, UNLESS PROTECTED WITH CONCRETE BARRIER. SEE TABLE 619-3 IN SECTION 619-3.02K FOR PAVEMENT EDGE DROP-OFF PROTECTION.
3. WHEN NOT IN USE, THE CONTRACTOR SHALL NOT STORE ANY CONSTRUCTION EQUIPMENT, SIGNS, TRAFFIC CONTROL DEVICES, MATERIALS OR ANY OTHER APPURTENANCES ALONG THE ROADWAY WITHIN THE CLEAR ZONE UNLESS PROTECTED BY AN APPROVED PHYSICAL BARRIER.
4. EXISTING GUIDE RAIL SHALL REMAIN IN PLACE UNTIL CONSTRUCTION ACTIVITIES NECESSITATE REMOVAL. NEW GUIDE RAIL SHALL BE INSTALLED WITHIN 14 DAYS IN ACCORDANCE WITH SECTION 619-3.02E. DELINEATION AND DROP OFF PROTECTION SHALL BE AS SPECIFIED IN SECTION 619 WORK ZONE TRAFFIC CONTROL.

## CHANGING WZTC SCHEMES:

1. WHEN IT IS NECESSARY TO CHANGE THE LANES THAT ARE CLOSED TO TRAFFIC, THE CONTRACTOR SHALL BE REQUIRED TO FIRST REMOVE ALL DRUMS, CONES, SIGNS, ARROWS, AND THE LIKE SO THAT ALL LANES ARE OPEN BEFORE THE NEW SCHEME IS SET IN PLACE. THIS METHOD MAY BE MODIFIED BY THE ENGINEER, AS NECESSARY.
2. WHEN REOPENING TRAVEL LANES TO TRAFFIC, THE CONTRACTOR SHALL START BY REMOVING THE CONES AT THE FAR END OF THE LANE CLOSURE AND WORK TOWARDS THE SIGNS AT THE BEGINNING OF THE LANE CLOSURE. THE SIGNS ARE NOT TO BE TAKEN DOWN UNTIL ALL TRAFFIC CONTROL DEVICES HAVE BEEN REMOVED.

## STOPPING THRUWAY TRAFFIC FOR WORK ACTIVITIES

1. ONCE REOPENED TO TRAFFIC, THE ROADWAY SHALL NOT BE FULLY CLOSED AGAIN UNTIL ALL STOPPED TRAFFIC HAS CLEARED.
2. THE THRUWAY SHALL ONLY BE SLOWED/STOPPED FOR LIFTING AND LOWERING BRIDGE BEAMS.
3. TRAFFIC SHALL NOT BE STOPPED IN BOTH DIRECTIONS SIMULTANEOUSLY.

## BARRIER VEHICLE WITH MOUNTED ATTENUATORS

1. BARRIER VEHICLES (BV) WITH MOUNTED ATTENUATORS ARE REQUIRED WHEN WORKERS ARE PRESENT IN A CLOSED TRAVEL LANE OR CLOSED SHOULDER. A BV SHALL BE USED AT EACH WORK LOCATION WITHIN THE CLOSURE. THE COST SHALL BE INCLUDED IN THE COST BID FOR ITEM 619.01.
2. BARRIER VEHICLES WITH MOUNTED ATTENUATORS SHALL BE PLACED TO ACCOMMODATE ANTICIPATED ROLL-AHEAD DISTANCE (DISTANCE BETWEEN THE FRONT OF THE BV TRUCK AND THE FIRST WORKER OR VEHICLE TO BE PROTECTED). FOLLOW TRUCK MANUFACTURER'S INSTRUCTIONS.

## FLASHING ARROW PANEL

1. FLASHING ARROW PANELS SHALL COMPLY WITH SECTION 729-15 OF THE STANDARD SPECIFICATIONS.
2. THE COST OF THE FLASHING ARROW PANEL SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.

## NIGHTTIME OPERATION

1. LANE CLOSURES SHALL BE IN ACCORDANCE WITH THE SCHEDULE AND SUSPENSION OF WORK INCLUDED IN THE CONTRACT PROPOSAL.
2. THE CONTRACTOR IS ENCOURAGED TO ESTABLISH PERMANENT LIGHTING SETUPS ALONG THE WORK ZONE TO MAXIMIZE THE AMOUNT OF "WORK TIME" EACH NIGHT. THE CONTRACTOR SHALL SUBMIT THEIR LIGHTING PLAN 30 DAYS PRIOR TO THE START OF NIGHTTIME OPERATIONS.
3. NIGHTTIME OPERATIONS SHALL COMPLY WITH SECTION 619-3.19 OF THE STANDARD SPECIFICATIONS.

## RESIDENTIAL DRIVEWAY TEMPORARY SIGNALS

1. THE RESIDENTIAL DRIVEWAY TEMPORARY SIGNALS (RDTS) SHALL COMPLY WITH THE REQUIREMENTS OF THE FHWA INTERIM APPROVAL (IA-23) MEMORANDUM DATED JANUARY 8, 2025.
2. ONE RDTS SHALL BE PLACED AT THE END OF EACH DRIVEWAY WITHIN THE SIGNALIZED WZTC.
3. THE COSTS OF THE RDTS SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 619.130201.

## SEQUENCE OF OPERATIONS: PINE HILL ROAD BRIDGE REPLACEMENT OVER I-87

PRE STAGE 1
- UTILIZE LANE CLOSURES ON PINE HILL ROAD TO COMPLETE DECK CURB MODIFICATIONS.

STAGE 1
- UTILIZE SHOULDER CLOSURES ON I-87 NB AND SB TO ADD TEMPORARY SUPPORT TO THE EXISTING PIERS TO REMAIN DURING STAGE 1 CONSTRUCTION.
- UTILIZE MEDIAN CLOSURE ON I-87 TO ADD TEMPORARY SUPPORT TO THE EXISTING PIERS TO REMAIN DURING STAGE 1 CONSTRUCTION.
- ESTABILISH STAGE 1 LANE CLOSURE ON PINE HILL ROAD.
- UTILIZE DAILY LANE CLOSURE ON MAINLINE TO REMOVE STRUCTURE.
- UTILIZE TEMPORARY STOPPAGES ON THE THRUWAY TO REMOVE BEAMS.
- CONSTRUCT STAGE 1 SUBSTRUCTURE
- CONSTRUCT STAGE 1 BRIDGE
- UTILIZE TEMPORARY STOPPAGES ON THE THRUWAY TO PLACE BEAMS.
- INSTALL NEW FORCEMAIN ATTACHED TO THE NEW BRIDGE

STAGE 2
- ESTABILISH STAGE 2 LANE CLOSURE ON PINE HILL ROAD.
- DEMOLISH EXISTING FORCEMAIN ATTTACHED TO THE NORTHERLY PORTION OF THE BRIDGE.
- UTILIZE DAILY LANE CLOSURE ON MAINLINE TO REMOVE STRUCTURE.
- UTILIZE TEMPORARY STOPPAGES ON THE THRUWAY TO REMOVE BEAMS.
- CONSTRUCT STAGE 2 SUBSTRUCTURE
- CONSTRUCT STAGE 2 BRIDGE
- UTILIZE TEMPORARY STOPPAGES ON THE THRUWAY TO PLACE BEAMS.

STAGE 3
- COMPLETE ALL FINAL PAVEMENT MARKINGS ON MAINLINE AND PINE HILL ROAD USING MOBILE OPERATIONS.
- REPAVE SHOULDERS
- REMOVE NB AND SB SHOULDER CLOSURE.

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

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|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>TRAFFIC CONTROL NOTES | DRAWING NUMBER:<br>TCNS-01 |

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

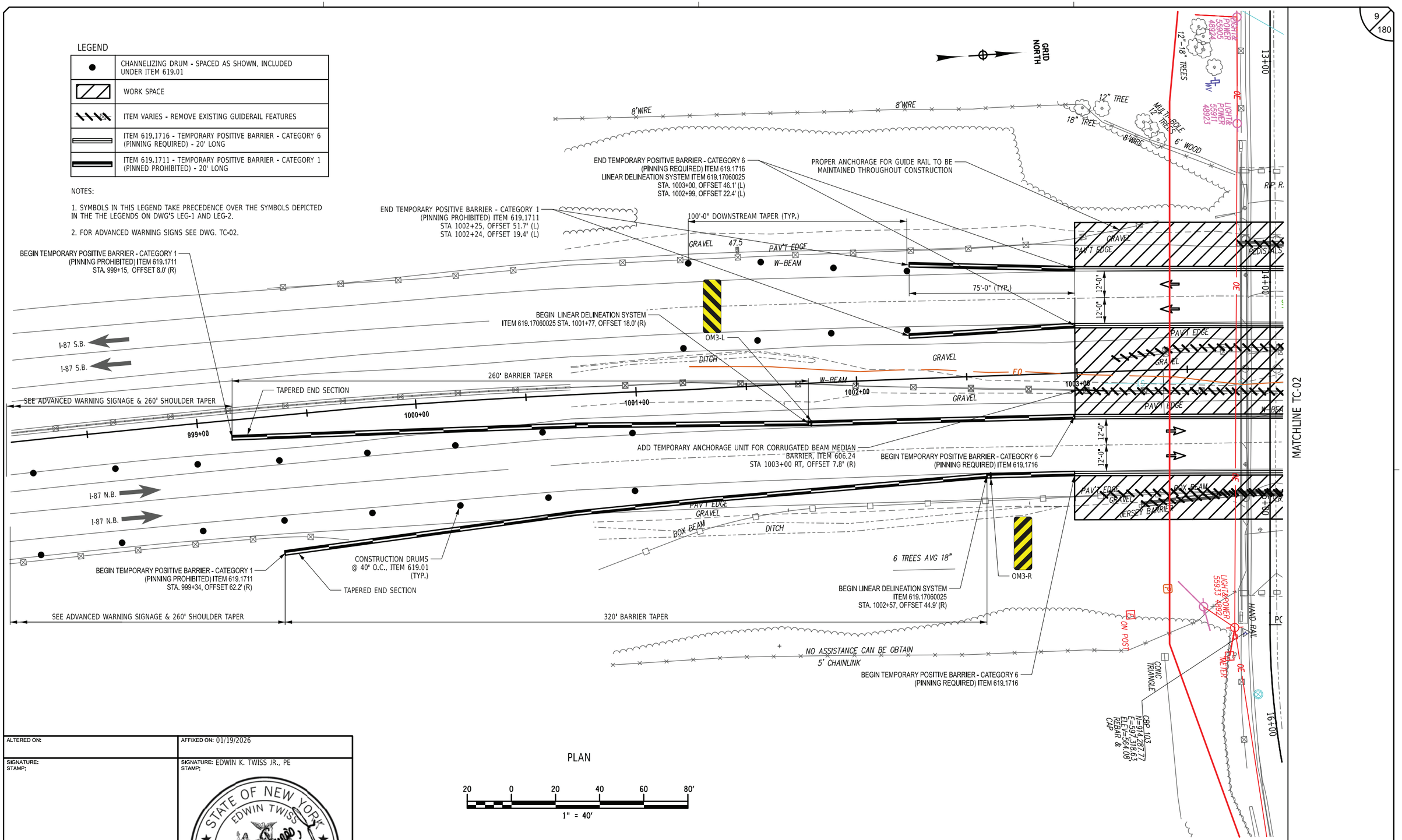
## LEGEND

| | |
|---|---|
| ● | CHANNELIZING DRUM - SPACED AS SHOWN, INCLUDED UNDER ITEM 619.01 |
| ▨ | WORK SPACE |
| ⟋⟋⟋ | ITEM VARIES - REMOVE EXISTING GUIDERAIL FEATURES |
| ═ | ITEM 619.1716 - TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED) - 20' LONG |
| ▬ | ITEM 619.1711 - TEMPORARY POSITIVE BARRIER - CATEGORY 1 (PINNED PROHIBITED) - 20' LONG |

NOTES:

1. SYMBOLS IN THIS LEGEND TAKE PRECEDENCE OVER THE SYMBOLS DEPICTED IN THE THE LEGENDS ON DWG'S LEG-1 AND LEG-2.

2. FOR ADVANCED WARNING SIGNS SEE DWG. TC-02.




PLAN

20 0 20 40 60 80'

1" = 40'

| | |
|---|---|
| ALTERED ON: | AFFIXED ON: 01/19/2026 |
| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: STATE OF NEW YORK EDWIN TWISS LICENSED PROFESSIONAL ENGINEER 080650 |

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REVISIONS

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|---|---|---|---|
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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
WORK ZONE TAFFIC CONTROL (MAINLINE) (1 OF 2)

CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

DRAWING NUMBER: TC-01

DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

GRID NORTH

LEGEND

| | | | |
|---|---|---|---|
| ● | CHANNELIZING DRUM - SPACED AS SHOWN, INCLUDED UNDER ITEM 619.01 | ▮ | TEMPORARY SIGN |
| ▨ | WORK SPACE | ⚑ | WARNING FLAGS (MIN. 18" X 18") |
| ▨ | ITEM VARIES - REMOVE EXISTING GUIDERAIL FEATURES | | |
| ═ | ITEM 619.1716 - TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED) - 20' LONG | | |
| ═ | ITEM 619.1711 - TEMPORARY POSITIVE BARRIER - CATEGORY 1 (PINNED PROHIBITED) - 20' LONG | | |

NOTES:

1. SYMBOLS IN THIS LEGEND TAKE PRECEDENCE OVER THE SYMBOLS DEPICTED IN THE THE LEGENDS ON DWG'S LEG-1 AND LEG-2.

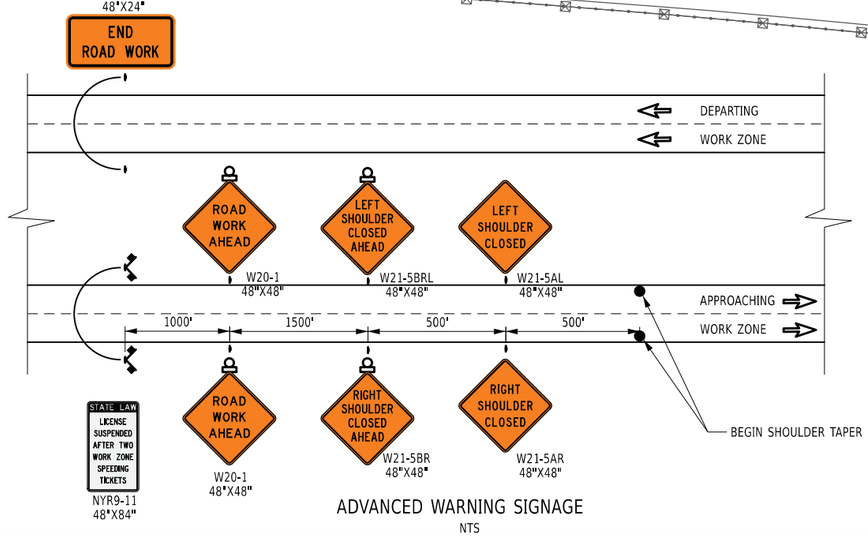
2. FOR ADVANCED WARNING SIGNS SEE THIS DWG.

MATCHLINE TC-01

48" RCP
INV=532.89'
8'WIRE
DITCH
SANITARY
LINEAR DELINEATION SYSTEM ITEM 619.17060025
STA. 1006+17, OFFSET 47.2' (L)
STA. 1006+37, OFFSET 21.3' (L)
OM3-R
CONSTRUCTION DRUMS
@ 40' O.C., ITEM 619.01
(TYP.)
CONC POSTS (TYP.)
MP 47.5
JERSEY BARRIER TYP.
ROAD WORK AHEAD
CABLE
BOX BEAM
GRAVEL
PAV'T EDGE
W-BEAM
47.6
200' BARRIER TAPER
260' SHOULDER TAPER & ADVANCED WARNING SIGNAGE
BEGIN TEMPORARY POSITIVE BARRIER - CATEGORY 6
(PINNING REQUIRED) ITEM 619.1716
ENT. 6% GRADE 2 MILES
12'-0"
I-87 S.B.
I-87 S.B.
I-BEAM
1004+00
1005+00
1006+00
1007+00
1008+00
1009+00
BEGIN TEMPORARY POSITIVE BARRIER - CATEGORY 1
(PINNING PROHIBITED) ITEM 619.1711
IMPACT ATTENUATOR, ITEM 619.1803
STA. 1008+16, OFFSET 57.1' (L)
TAPERED END SECTION
BEGIN TEMPORARY POSITIVE BARRIER - CATEGORY 1
(PINNING PROHIBITED) ITEM 619.1711
STA. 1008+96, OFFSET 7.6' (L)
75'-0"
75'-0"
260' BARRIER TAPER
260' SHOULDER TAPER & ADVANCED WARNING SIGNAGE
I-87 N.B.
I-87 N.B.
OM3-L
W-BEAM
PAV'T EDGE
100'-0" DOWNSTREAM TAPER (TYP.)
48" RCP
INV=530.06'
INV=535.8'
INV=537.8'
6 CIP
ADD TEMPORARY ANCHORAGE UNIT
FOR CORRUGATED BEAM GUIDE
RAILING, ITEM 606.23
STA 1004+83 RT, OFFSET 55.0' (R)
END TEMPORARY POSITIVE
BARRIER - CATEGORY 1 (PINNING
PROHIBITED) ITEM 619.1711
STA 1005+57, OFFSET 49.6' (L)
STA 1005+34, OFFSET 17.5' (L)
END TEMPORARY POSITIVE BARRIER - CATEGORY 6
(PINNING REQUIRED) ITEM 619.1716
LINEAR DELINEATION SYSTEM ITEM 619.17060025
STA. 1004+82, OFFSET 45.5' (R)
STA. 1004+59, OFFSET 22.2' (R)
26" TREE
MULTI BOLE 18" TREES
10" TREE
HAND RAIL
5' CHAINLINK
CONC TRIANGLE
HEDGE
SA

PLAN

20 0 20 40 60 80'
1" = 40'




ADVANCED WARNING SIGNAGE
NTS

| | |
|---|---|
| ALTERED ON: | AFFIXED ON: 01/19/2026 |
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 |

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REVISIONS

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NEW YORK STATE | Thruway Authority

AECOM

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|---|---|
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | WORK ZONE TAFFIC CONTROL (MAINLINE)<br>(2 OF 2) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | TC-02 |

GRID NORTH

LEGEND NOTE - SYMBOLS IN THIS LEGEND TAKE PRECEDENCE OVER THE SYMBOLS DEPICTED IN THE THE LEGENDS ON DWG'S LEG-1 AND LEG-2

| | | | |
|---|---|---|---|
| | AREA OF TEMPORARY PAVEMENT INSTALLED PRIOR TO STAGE 1 FOR TEMPORARY ROADWAY WIDENING | | ITEM 619.1715 - TEMPORARY POSITIVE BARRIER - CATEGORY 5 (PINNED PROHIBITED) - 20' LONG |
| ● | CHANNELIZING DRUM - SPACED AS SHOWN, INCLUDED IN ITEM 619.01 | | ITEM 619.1716 - TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED) - 20' LONG |
| | ITEM 619.100103 - INTERIM PAVEMENT MARKING STRIPES, (REMOVABLE TAPE) - WHITE SOLID EDGE LINE | GRSS | ITEM 554.3001 - PHASE 1 - GEOSYNTHETIC REINFORCED SOIL SYSTEM WALL - WELDED WIRE FORMS |
| | WORK SPACE | | ITEM 619.0803 - COVER EXISTING PAVEMENT MARKINGS |

ROAD WORK AHEAD
W20-1

18" STOP LINE - ITEM 619.100103 - TEMPORARY STOP BAR (40' TO 80') FROM TEMPORARY TRAFFIC SIGNAL POLE) (TYP.)

BEGIN RESURFACING

PROPOSED PINE HILL ROAD STATION LINE

BEGIN FULL DEPTH RECONSTRUCTION

RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL

ITEM 619.1719 - WARNING LIGHT SPACED AT 40' O.C. MAX ON TEMPORARY POSITIVE BARRIER (TYP.) SEE NOTE 3

TEMPORARY CONCRETE BARRIER, ITEM 619.1715

RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL

ITEM 619.100103 - INTERIM PAVEMENT MARKING STRIPES (REMOVABLE TAPE) - WHITE SOLID EDGE LINE (TYP.)

TEMPORARY PAVEMENT

PRIOR TO STAGE 1 SAWCUT / REMOVE EXISTING CONCRETE CURB. TEMPORARY TOP COURSE, ITEM 404.4289 AS NEEDED TO LEVEL W/ EXISTING WEARING SURFACE

10+00
11+00
12+00
13+00
14+00
15+00
1005+00
1003+00
1002+00

PINE HILL ROAD

4' CHAINLINK

BM 1
IS A CHISELED "X" LOCATED ON NORTH BONNET BOLT OF HYDRANT
ELEV – 538.37'

DETECTOR

SEE TC-04 DETAIL FOR ADVANCE SIGNAGE

RIM 538.17'
INVERT 534.67'
12" CIP

RIM 541.31'
E=536.71'
8" PVC

CONC

GRAVEL

ASPHALT

OE

20'-0" (TYP.)

120'-0" LANE TAPER

60'-0" T.C.B. TAPER

15'-0"

STOP HERE ON RED
R10-6L

ITEM 619.130201 - TEMPORARY SIGNAL ( LOCATED 30' FROM LANE TAPER) (TYP.)

RELOCATE MAILBOX ITEM 619.27

W1-6L

ITEM 619.100103 - INTERIM PAVEMENT MARKING STRIPES (REMOVABLE TAPE) - WHITE SOLID EDGE LINE (TYP.)

W1-6L

RELOCATE MAILBOX ITEM 619.27

RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL

TEMPORARY CONCRETE BARRIER TAPERED END SECTION ITEM 619.1715

OM3-R

8"WIRE
CABLE
BOX BEAM
DITCH
MP 47.5
JERSEY BARRIER
FO
W-BEAM
SANITARY
SA
6" WOOD
PAV'T EDGE
GRAVEL

MATCHLINE TCP-04

NOTES:

1. REFER TO MST-01 FOR TEMPORARY TRAFFIC SIGNAL NOTES AND SIGNAL TIMING.
2. THE CONTRACTORS SHALL COVER ANY LANE MARKINGS THAT CONFLICT WITH THE PROPOSED TRAFFIC PATTERN SHOWN A.O.B.E. THIS WORK SHALL BE PAID UNDER ITEM 619.0803 - COVER EXISTING PAVEMENT MARKINGS STRIPES (REMOVABLE TAPE).
3. ITEM 619.1719 - WARNINGS LIGHTS ON TEMPORARY POSITIVE BARRIERS SHALL BE INSTALLED ON THE FULL LENGTH OF BARRIER AS INDICATED.
4. THE COST OF THE RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL SHALL BE INCLUDED IN ITEM 619.130201.

20 0 20 40 60 80'
1" = 40'

ALTERED ON:

AFFIXED ON: 01/19/2026

SIGNATURE:
STAMP:

SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

STATE OF NEW YORK
EDWIN TWISS
080650
LICENSED PROFESSIONAL ENGINEER

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REVISIONS

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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
WORK ZONE TRAFFIC CONTROL STAGE 1 - (PINE HILL ROAD)
(1 OF 2)

CONTRACT NUMBER:
TANY 26-17B

DATE:
01/19/2026

DRAWING NUMBER:
TC-03

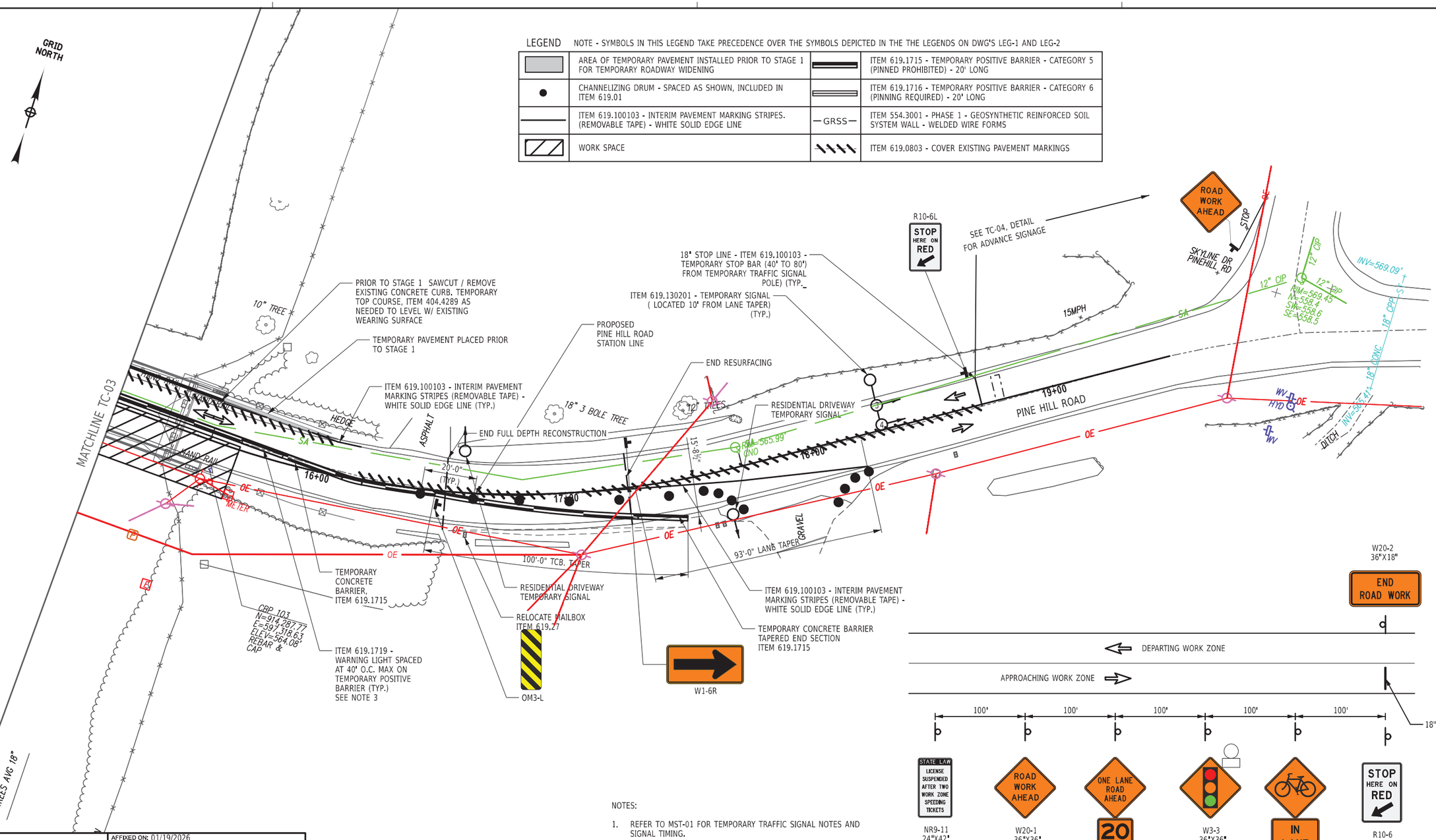
DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

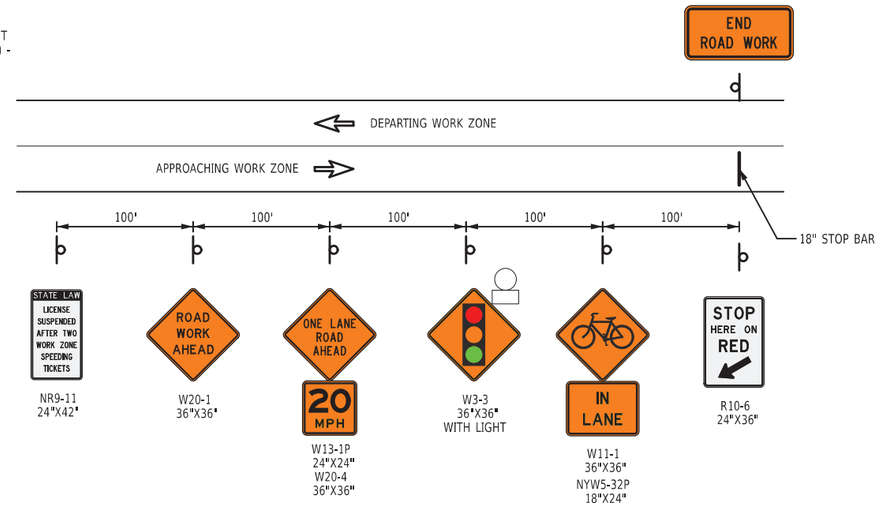
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

GRID NORTH

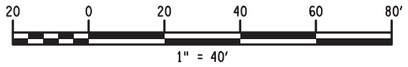
LEGEND — NOTE - SYMBOLS IN THIS LEGEND TAKE PRECEDENCE OVER THE SYMBOLS DEPICTED IN THE THE LEGENDS ON DWG'S LEG-1 AND LEG-2

| | | | |
|---|---|---|---|
| | AREA OF TEMPORARY PAVEMENT INSTALLED PRIOR TO STAGE 1 FOR TEMPORARY ROADWAY WIDENING | | ITEM 619.1715 - TEMPORARY POSITIVE BARRIER - CATEGORY 5 (PINNED PROHIBITED) - 20' LONG |
| | CHANNELIZING DRUM - SPACED AS SHOWN, INCLUDED IN ITEM 619.01 | | ITEM 619.1716 - TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED) - 20' LONG |
| | ITEM 619.100103 - INTERIM PAVEMENT MARKING STRIPES. (REMOVABLE TAPE) - WHITE SOLID EDGE LINE | GRSS | ITEM 554.3001 - PHASE 1 - GEOSYNTHETIC REINFORCED SOIL SYSTEM WALL - WELDED WIRE FORMS |
| | WORK SPACE | | ITEM 619.0803 - COVER EXISTING PAVEMENT MARKINGS |




ADVANCED WARNING TEMPORARY TRAFFIC SIGNAL SIGN LAYOUT DETAIL
N.T.S




NOTES:

1. REFER TO MST-01 FOR TEMPORARY TRAFFIC SIGNAL NOTES AND SIGNAL TIMING.
2. THE CONTRACTORS SHALL COVER ANY LANE MARKINGS THAT CONFLICT WITH THE PROPOSED TRAFFIC PATTERN SHOWN A.O.B.E. THIS WORK SHALL BE PAID UNDER ITEM 619.0803 - COVER EXISTING PAVEMENT MARKINGS STRIPES (REMOVABLE TAPE).
3. ITEM 619.1719 - WARNINGS LIGHTS ON TEMPORARY POSITIVE BARRIERS SHALL BE INSTALLED ON THE FULL LENGTH OF BARRIER AS INDICATED.
4. THE COST OF THE RESIDENTIAL TEMPORARY SIGNAL SHALL BE INCLUDED IN ITEM 619.130201.

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: STATE OF NEW YORK EDWIN TWISS LICENSED PROFESSIONAL ENGINEER 080650 EXCELSIOR |

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NEW YORK STATE Thruway Authority

AECOM

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|---|---|
| TITLE OF PROJECT: REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER: TANY 26-17B |
| LOCATION OF PROJECT: VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 | DATE: 01/19/2026 |
| TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL STAGE 1 - (PINE HILL ROAD) (2 OF 2) | DRAWING NUMBER: TC-04 |

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

GRID NORTH

LEGEND NOTE - SYMBOLS IN THIS LEGEND TAKE PRECEDENCE OVER THE SYMBOLS DEPICTED IN THE THE LEGENDS ON DWG'S LEG-1 AND LEG-2

| | | | |
|---|---|---|---|
| ● | CHANNELIZING DRUM - SPACED AS SHOWN, INCLUDED IN ITEM 619.01 | ▬ | ITEM 619.1711 - TEMPORARY POSITIVE BARRIER - CATEGORY 1 (PINNED PROHIBITED) - 20' LONG |
| ——— | ITEM 619.100103 - INTERIM PAVEMENT MARKING STRIPES. (REMOVABLE TAPE) - WHITE SOLID EDGE LINE | ▬ | ITEM 619.1716 - TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED) - 20' LONG |
| ▨ | WORK SPACE | —GRSS— | ITEM 554.3001 - PHASE 1 - GEOSYNTHETIC REINFORCED SOIL SYSTEM WALL - WELDED WIRE FORMS |

ROAD WORK AHEAD

PROPOSED PINE HILL ROAD STATION LINE

DETECTOR

18" STOP LINE - ITEM 619.100103 - TEMPORARY STOP BAR (40' TO 80') FROM TEMPORARY TRAFFIC SIGNAL POLE) (TYP.)

ITEM 619.130201 - TEMPORARY SIGNAL ( LOCATED 30' FROM LANE TAPER) (TYP.)

RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL

ITEM 619.1719 - WARNING LIGHT SPACED AT 40' O.C. MAX ON TEMPORARY POSITIVE BARRIER (TYP.) SEE NOTE 3

TEMPORARY BARRIER, ITEM 619.1711

TAPERED END SECTION

RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL

OM3-L

68'-0" T.C.B. TAPER

100'-0" LANE TAPER

20'-0" (TYP.)

PINE HILL ROAD

BM 1 IS A CHISELED "X" LOCATED ON NORTH BONNET BOLT OF HYDRANT ELEV – 538.37'

4' CHAINLINK

SEE TC-04 DETAIL FOR ADVANCE SIGNAGE

BEGIN RESURFACING

BEGIN FULL DEPTH RECONSTRUCTION

ITEM 619.100103 - INTERIM PAVEMENT MARKING STRIPS (REMOVABLE TAPE) - WHITE SOLID EDGE LINE (TYP.)

R10-6L

W1-6R

RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL

ITEM 619.100103 - INTERIM PAVEMENT MARKING STRIPS (REMOVABLE TAPE) - WHITE SOLID EDGE LINE (TYP.)

12" CIP

RIM=542.13' INV=538.37'

RIM=541.31' E=536.7

16" TREE

2 BOLE 6" TREE

12"–18" TREES

MULTI-BOLE TREES

6" WOOD

12" TREE

18" TREE

8" WIRE

CABLE

BOX BEAM

DITCH

MP 47.5

CONC

GRAVEL

ASPHALT

SAF

GRSS

RAP

OE

WV

PAVT EDGE

10+00

11+00

12+00

13+00

14+00

15+00

1005+00

1004+00

1003+00

1002+00

MATCHLINE TC-06

NOTES:

1. REFER TO MST-01 FOR TEMPORARY TRAFFIC SIGNAL NOTES AND SIGNAL TIMING.
2. THE CONTRACTORS SHALL COVER ANY LANE MARKINGS THAT CONFLICT WITH THE PROPOSED TRAFFIC PATTERN SHOWN A.O.B.E. THIS WORK SHALL BE PAID UNDER ITEM 619.0803 - COVER EXISTING PAVEMENT MARKINGS STRIPES (REMOVALBE TAPE).
3. ITEM 619.1719 - WARNINGS LIGHTS ON TEMPORARY POSITIVE BARRIERS SHALL BE INSTALLED ON THE FULL LENGTH OF BARRIER AS INDICATED.
4. THE COST OF RESIDENTIAL TEMPORARY SIGNAL SHALL BE INCLUDED IN ITEM 619.130201.

20 0 20 40 60 80′
1" = 40′

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: STATE OF NEW YORK EDWIN TWISS LICENSED PROFESSIONAL ENGINEER 080650 |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
WORK ZONE TRAFFIC CONTROL STAGE 2 - (PINE HILL ROAD) (1 OF 2)

CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

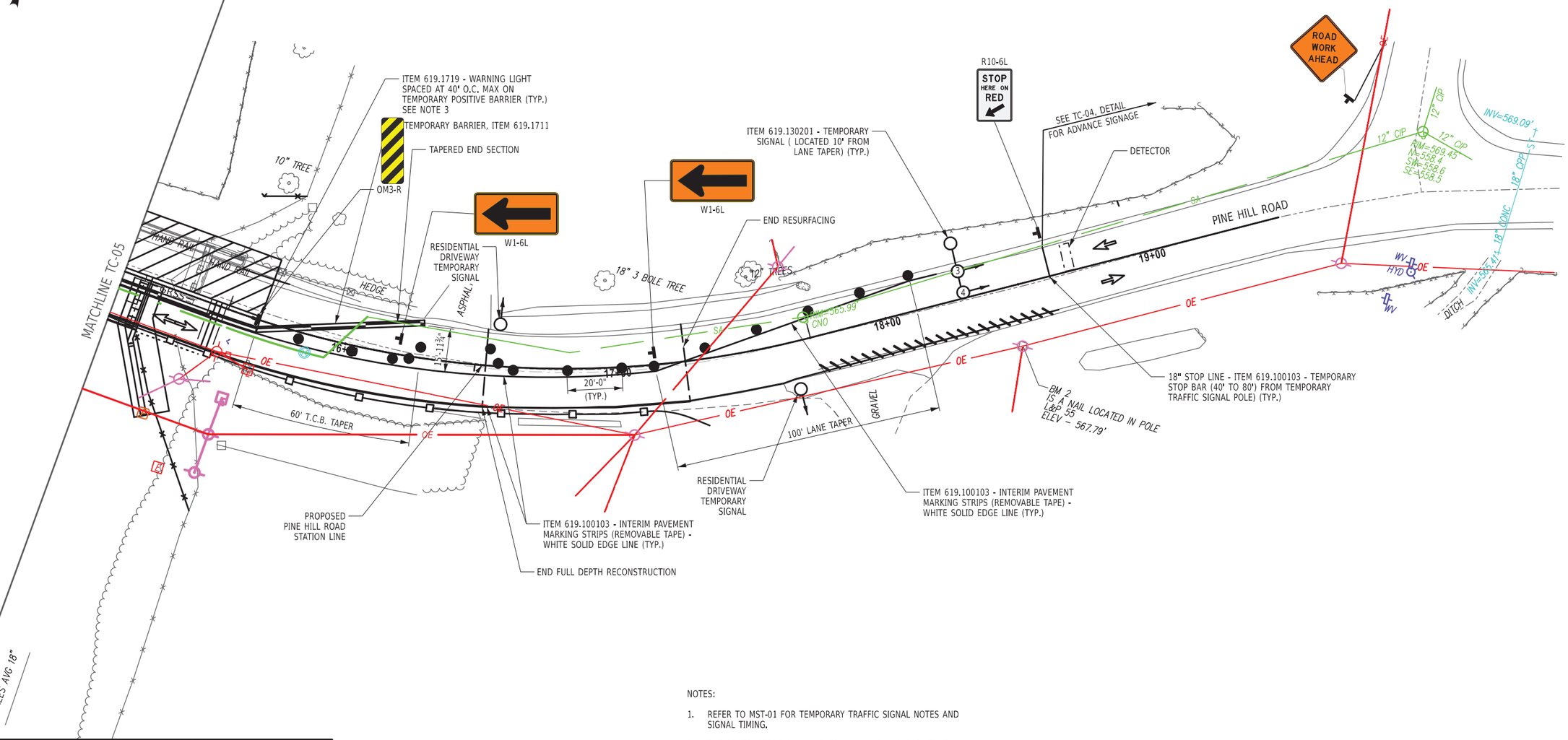
DRAWING NUMBER: TC-05

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

GRID NORTH

LEGEND NOTE - SYMBOLS IN THIS LEGEND TAKE PRECEDENCE OVER THE SYMBOLS DEPICTED IN THE THE LEGENDS ON DWG'S LEG-1 AND LEG-2

| | | | |
|---|---|---|---|
| ● | CHANNELIZING DRUM - SPACED AS SHOWN, INCLUDED IN ITEM 619.01 | ▬ | ITEM 619.1711 - TEMPORARY POSITIVE BARRIER - CATEGORY 1 (PINNED PROHIBITED) - 20' LONG |
| ——— | ITEM 619.100103 - INTERIM PAVEMENT MARKING STRIPES. (REMOVABLE TAPE) - WHITE SOLID EDGE LINE | ▭ | ITEM 619.1716 - TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED) - 20' LONG |
| ▨ | WORK SPACE | —GRSS— | ITEM 554.3001 - PHASE 1 - GEOSYNTHETIC REINFORCED SOIL SYSTEM WALL - WELDED WIRE FORMS |




20 0 20 40 60 80′
1" = 40′

NOTES:

1. REFER TO MST-01 FOR TEMPORARY TRAFFIC SIGNAL NOTES AND SIGNAL TIMING.
2. THE CONTRACTORS SHALL COVER ANY LANE MARKINGS THAT CONFLICT WITH THE PROPOSED TRAFFIC PATTERN SHOWN A.O.B.E. THIS WORK SHALL BE PAID UNDER ITEM 619.0803 - COVER EXISTING PAVEMENT MARKINGS STRIPES (REMOVABLE TAPE).
3. ITEM 619.1719 - WARNINGS LIGHTS ON TEMPORARY POSITIVE BARRIERS SHALL BE INSTALLED ON THE FULL LENGTH OF BARRIER AS INDICATED.
4. THE COST OF RESIDENTIAL TEMPORARY SIGNAL SHALL BE INCLUDED IN ITEM 619.130201.

ALTERED ON:
AFFIXED ON: 01/19/2026

SIGNATURE:
STAMP:

SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 · EXCELSIOR

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

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|---|---|---|---|
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NEW YORK STATE Thruway Authority

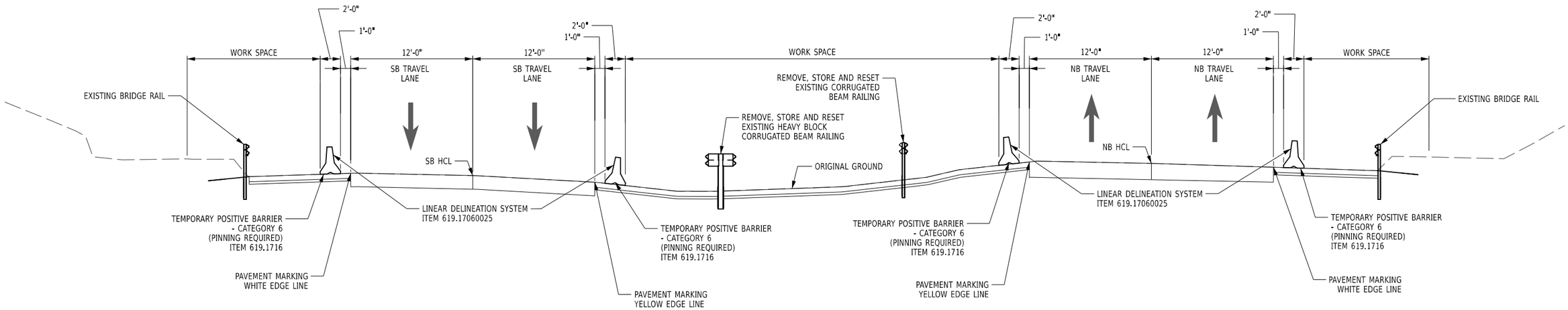
AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
WORK ZONE TRAFFIC CONTROL
STAGE 2 - (PINE HILL ROAD)
(2 OF 2)

CONTRACT NUMBER: TANY 26-17B
DATE: 01/19/2026
DRAWING NUMBER: TC-06




WORK ZONE
THRUWAY MAINLINE TYPICAL SECTION
STA. 1003+00 TO STA. 1004+60

5 0 5 10 15 20′
1" = 10′

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK EDWIN TWISS 080650 LICENSED PROFESSIONAL ENGINEER EXCELSIOR |

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REVISIONS

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NEW YORK STATE | Thruway Authority

AECOM

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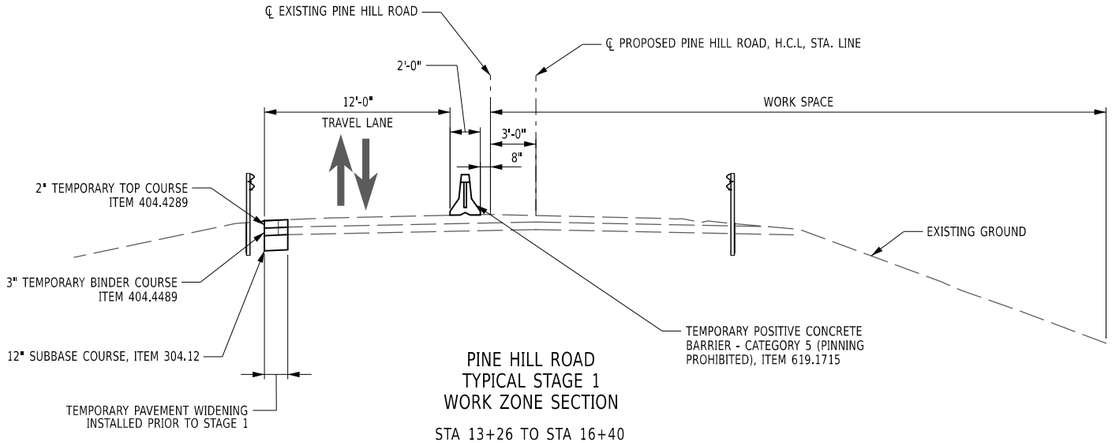
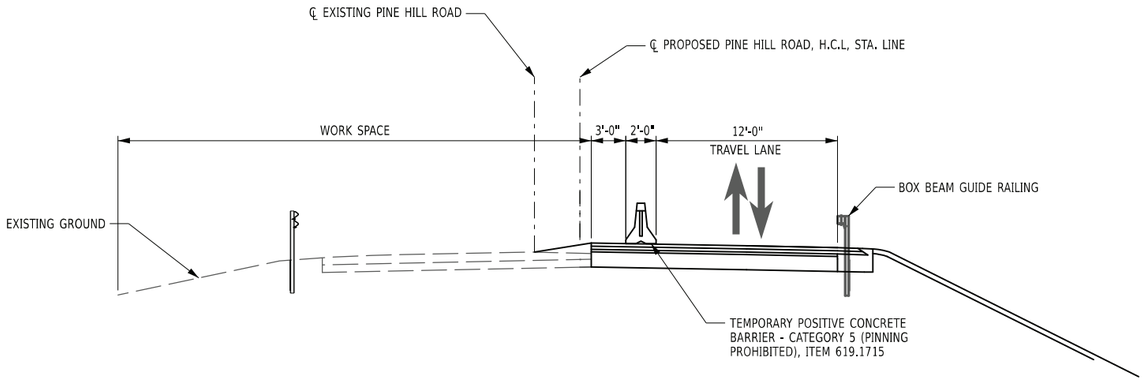
|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>WORK ZONE SECTIONS (MAINLINE) | DRAWING NUMBER:<br>TC-07 |




PINE HILL ROAD
TYPICAL STAGE 1
WORK ZONE SECTION

STA 13+26 TO STA 16+40




PINE HILL ROAD
TYPICAL STAGE 2
WORK ZONE SECTION

STA 13+26 TO STA 15+67

5 0 5 10 15 20′

1" = 10′

DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: |

STATE OF NEW YORK
EDWIN TWISS
080650
LICENSED PROFESSIONAL ENGINEER

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

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NEW YORK STATE | Thruway Authority

AECOM

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|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>WORK ZONE SECTIONS<br>(PINE HILL ROAD) | DRAWING NUMBER:<br>TC-08 |

| TEXT NUMBER | TEXT | M.U.T.C.D. NUMBER | SIZE | COLOR | | REMARKS |
|---|---|---|---|---|---|---|
| | | | | BACKGROUND | LEGEND | |
| 1 | | NYR9-11 | 48 X 84 | WHITE | BLACK | MAINLINE THRUWAY |
| 2 | | NYR9-11 | 24 X 42 | WHITE | BLACK | PINE HILL ROAD |
| 3 | | W20-1 | 48 X 48 | ORANGE | BLACK | MAINLINE THRUWAY |
| 4 | | W20-1 | 36 X 36 | ORANGE | BLACK | PINE HILL ROAD |
| 5 | | W21-5AL | 48 X 48 | ORANGE | BLACK | |
| 6 | | W21-5BL | 48 X 48 | ORANGE | BLACK | |
| 7 | | W21-5AR | 48 X 48 | ORANGE | BLACK | |
| 8 | | W21-5BR | 48 X 48 | ORANGE | BLACK | |
| 9 | | OM3-L | 12 X 36 | YELLOW | BLACK | |
| 10 | | OM3-R | 12 X 36 | YELLOW | BLACK | |

| TEXT NUMBER | TEXT | M.U.T.C.D. NUMBER | SIZE | COLOR | | REMARKS |
|---|---|---|---|---|---|---|
| | | | | BACKGROUND | LEGEND | |
| 11 | | R10-6 | 24 X 36 | WHITE | BLACK | |
| 12 | | W11-1 | 36 X 36 | ORANGE | BLACK | |
| 13 | | NYW5-32P | 24 x 18 | ORANGE | BLACK | |
| 14 | | W3-3 | 36 x 36 | ORANGE | BLACK | |
| 15 | | W13-1 | 24 x 24 | ORANGE | BLACK | |
| 16 | | W20-4 | 36 x 36 | ORANGE | BLACK | |
| 17 | | G20-2 | 48 X 24 | ORANGE | BLACK | MAINLINE THRUWAY |
| 18 | | G20-2 | 36 x 18 | ORANGE | BLACK | PINE HILL ROAD |
| 19 | | W1-6L | 48 X 24 | ORANGE | BLACK | |
| 20 | | W1-6R | 48 X 24 | ORANGE | BLACK | |

DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL
CHECKED BY: AJCE

ALTERED ON:

SIGNATURE:
STAMP:

AFFIXED ON: 01/19/2026

SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

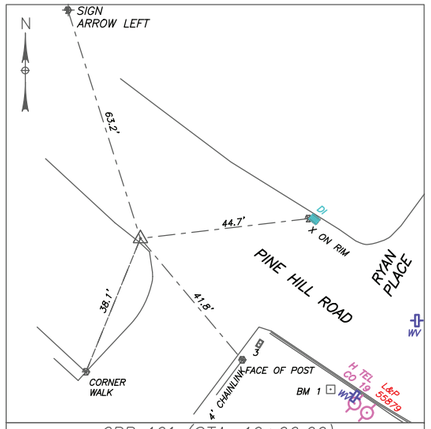
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
WORK ZONE SIGN TABLE

CONTRACT NUMBER:
TANY 26-17B

DATE:
01/19/2026

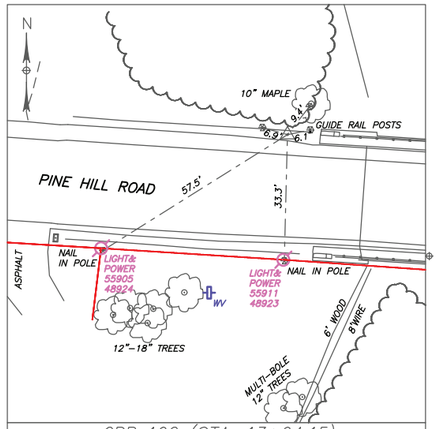
DRAWING NUMBER:
TCSGD-01




CBP 101 (STA. 10+00.00)

CBP 101–IS A MAG NAIL SET ON THE SOUTH SIDE OF PINE HILL ROAD APPROXIMATELY 75' WEST OF THE INTERSECTION WITH RYAN PLACE.

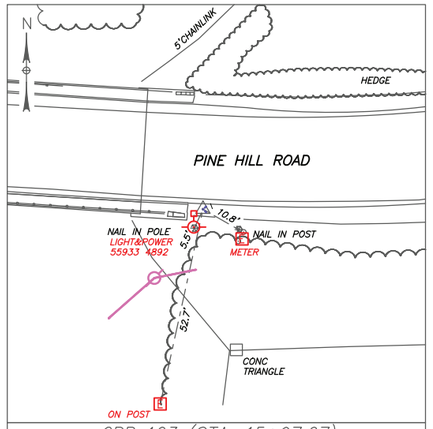
NYSPCS EAST ZONE NAD 83 (2011) NAVD 88
N=914,397.42
E=596,731.11,
ELEV=531.85'




CBP 102 (STA. 13+64.15)

CBP 102–IS A REBAR & CAP SET ON THE NORTH SIDE OF PINE HILL ROAD APPROXIMATELY 20' WEST OF THE WEST BRIDGE JOINT OF THE BRIDGE OVER I-90.

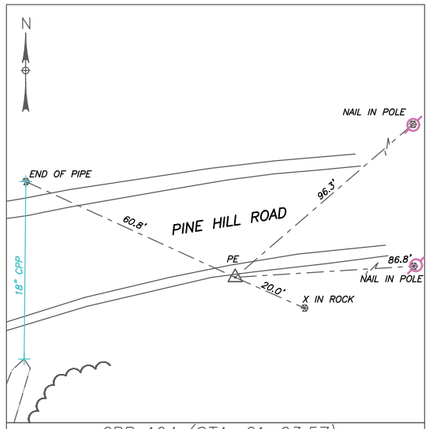
NYSPCS EAST ZONE NAD 83 (2011) NAVD 88
N=914,332.09
E=597,089.35,
ELEV=555.74'




CBP 103 (STA. 15+97.67)

CBP 103–IS A REBAR & CAP SET ON THE NORTH SIDE OF PINE HILL ROAD APPROXIMATELY 20' EAST OF THE EAST BRIDGE JOINT OF THE BRIDGE OVER I-90

NYSPCS EAST ZONE NAD 83 (2011) NAVD 88
N=914,287.77
E=597,318.63,
ELEV=564.08'




CBP 104 (STA. 21+23.57)

CBP 104–IS A REBAR & CAP SET ON THE SOUTH SIDE OF PINE HILL ROAD APPROXIMATELY 90' EAST OF THE CENTERLINE OF SYLINE DRIVE.

NYSPCS EAST ZONE NAD 83 (2011) NAVD 88
N=914,470.65
E=597,811.71,
ELEV=571.59'

DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER |

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| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

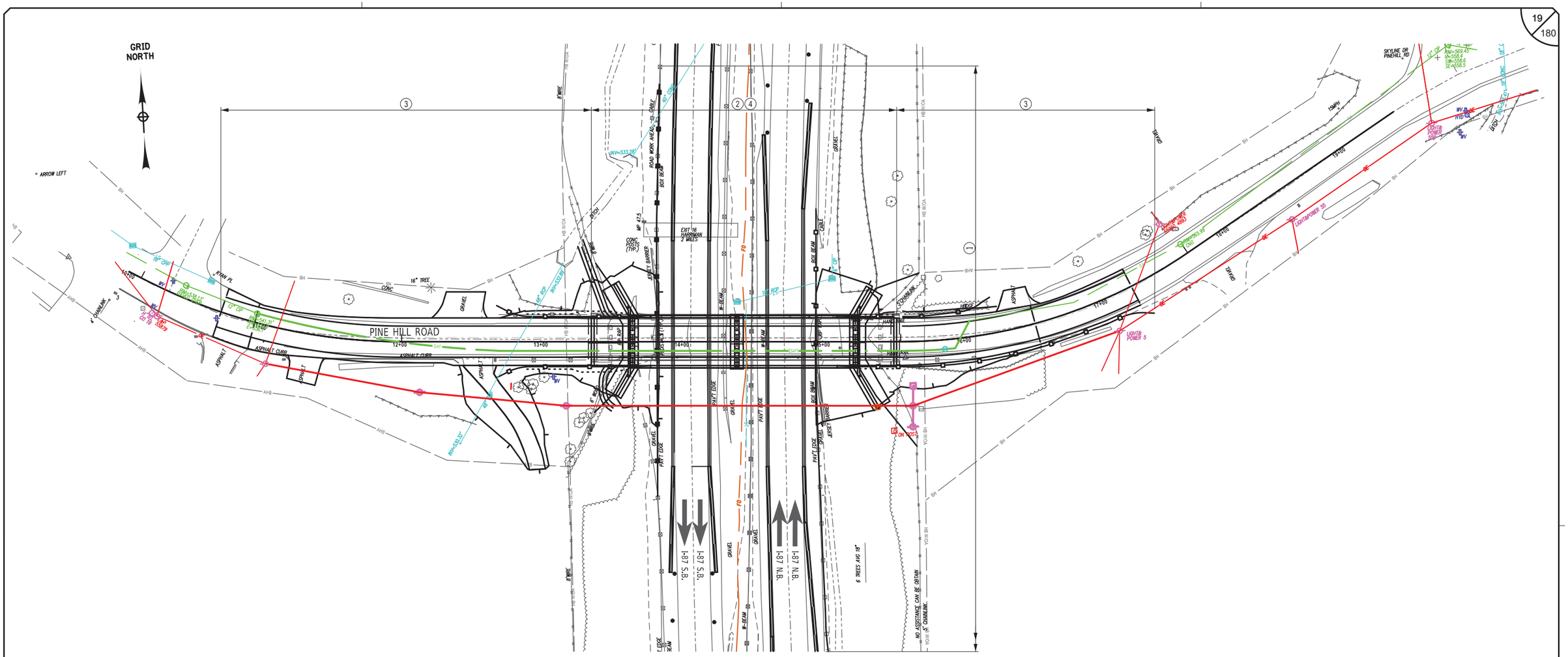
TITLE OF DRAWING
BASELINE TIES AND BENCHMARKS

CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

DRAWING NUMBER: BLT-01

DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL




40 0 40 80 120 160′
1" = 80′

| MAINTENANCE JURISDICTION TABLE | | | | | | | |
|---|---|---|---|---|---|---|---|
| PART NUMBER | HIGHWAY | LIMITS | FEATURES TO BE MAINTAINED | CENTERLINE MILES (MI.) | LANE MILES (MI.) | AGENCY | AUTHORITY |
| ① | INTERSTATE I-87 | STA. SB 1000+79 TO STA. 1005+68<br>STA. NB 1000+79 TO STA. 1005+68 | PAVEMENT, SHOULDERS, DRAINAGE, SIGNS, STRIPING, GUIDERAIL, SNOW & ICE REMOVAL | 0.09 | 0.18 | NYSTA | SECTION 340-B HIGHWAY LAW |
| ② | PINE HILL BRIDGE B.I.N. 5514280 OVER I-87 | STA. 13+35.94 TO STA. 15+52.45 | ALL BRIDGE ELEMENTS NOT LISTED IN PART 4 | 0.04 | 0.08 | NYSTA | SECTION 340-B HIGHWAY LAW |
| ③ | PINE HILL ROAD | STA. 11+09.00 TO STA. 13+35.95<br>STA. 15+52.45 TO STA. 17+25.00 | APPROACH GUIDE RAILING, APPROACH PAVEMENT, SHOULDERS, DRAINAGE, SIGNS, STRIPING, GUIDERAIL, SNOW & ICE REMOVAL | 0.09 | 0.18 | VILLAGE OF WOODBURY | SECTION 340-B HIGHWAY LAW |
| ④ | PINE HILL BRIDGE B.I.N. 5514280 OVER I-87 | STA. 13+35.95 TO STA. 15+52.45 | APPROACH SLAB AND DECK WEARING COURSE, BRIDGE RAIL/BARRIER/PARAPET, STRIPING, SNOW & ICE REMOVAL | 0.04 | 0.08 | VILLAGE OF WOODBURY | SECTION 340-B HIGHWAY LAW |

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

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|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>MAINTENANCE JURISDICTION | DRAWING NUMBER:<br>MJ-01 |

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE

## GUIDERAIL REMOVAL TABLE

| | |
|---|---|
| ITEM 606.71 | REMOVING AND DISPOSING COORUGATED BEAM GUIDE RAILING |
| ITEM 606.73 | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING |
| ITEM 606.75 | REMOVING AND DISPOSING CONCRETE BARRIER |
| ITEM 606.7910 | REMOVING AND DISPOSING ANCHORAGE UNITS FOR CORRUGATED BEAM GUIDE RAILING AND MEDIAN BARRIER |
| ITEM 606.7920 | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING TURNED DOWN TERMINAL |

| LOCATION | | | | | LENGTH | ITEM 606.71 (LF) | ITEM 606.73 (LF) | ITEM 606.75 (LF) | ITEM 606.7910 (EA) | ITEM 606.7920 (EA) |
|---|---|---|---|---|---|---|---|---|---|---|
| FROM | | TO | | SIDE | | | | | | |
| STATION | OFFSET | STATION | OFFSET | | | | | | | |
| 12 + 70.31 | 19.27 | 13 + 33.03 | 19.26 | LT | 63 | 63 | | | | |
| 12 + 70.37 | 13.11 | 13 + 32.26 | 13 | RT | 62 | 62 | | | | |
| 15 + 56.29 | 12.94 | 16 + 24.35 | 16.13 | RT | 64 | 64 | | | | |
| 15 + 57.66 | 19.09 | 16 + 18.03 | 18.34 | LT | 63 | 63 | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| 1002 + 82.49 | 59 | 1003 + 38.50 | 67.54 | LT | 58 | | | | 1 | |
| 1001 +49.50 | 59.55 | 1004 + 82.66 | 55.73 | RT | 334 | | 334 | | | |
| 1003 + 25.96 | 61.4 | 1004 + 04.90 | 57.04 | RT | 78 | | | 78 | | |
| 1003 + 73.66 | 56.57 | 1004 + 53.19 | 60.72 | LT | 81 | | | 81 | | |
| 1003 + 70.66 | 56 | 1005 + 67.84 | 58 | LT | 198 | | 198 | | | |
| | | | | | | | | | | |
| 1000 + 79.20 | 79.81 | 1001+49.50 | 59.4 | | 72 | | | | | 1 |
| | | | | | | | | | | |
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## GUIDERAIL INSTALLATION TABLE

| | |
|---|---|
| ITEM 606.10 | BOX BEAM GUIDE RAILING |
| ITEM 606.100002 | BOX BEAM GUIDE RAILING (SHOP BENT OR SHOP MITERED) |
| ITEM 606.120201 | BOX BEAM GUIDE RAILING END ASSEMBLY, TYPE IIA |
| ITEM 606.18 | WEAK-POST, CORRUGATED BEAM GUIDE RAILING |
| ITEM 606.2201 | ANCHORAGE UNITS FOR CORRUGATED BEAM GUIDE RAILING BURIED INBACK SLOPE |
| ITEM 606.23 | ANCHORAGE UNITS FOR CORRUGATED BEAM GUIDE RAILING (DRIVEWAYS, WALKWAYS, AND OTHER OPENINGS) |
| ITEM 606.24 | ANCHORAGE UNITS FOR CORRUGATED BEAM MEDIAN BARRIER |
| ITEM 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING |

| LOCATION | | | | | LENGTH | ITEM 606.10 (LF) | ITEM 606.100002 (LF) | ITEM 606.120201 (EA) | ITEM 606.18 (LF) | ITEM 606.2201 (EA) | ITEM 606.23 (EA) | ITEM 606.24 (EA) | ITEM 606.2701 (LF) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FROM | | TO | | SIDE | | | | | | | | | |
| STATION | OFFSET | STATION | OFFSET | | | | | | | | | | |
| 12 + 68.86 | 25.5 | 12 + 92.52 | 17.5 | LT | | | | 1 | | | | | |
| 12 + 68.86 | 25.5 | 12 + 92.52 | 17.5 | RT | | | | 1 | | | | | |
| 12 + 92.52 | 17.5 | 13 + 28.20 | 17.5 | LT | 36 | 36 | | | | | | | |
| 12 + 92.52 | 17.5 | 13 + 28.20 | 17.5 | RT | 36 | 36 | | | | | | | |
| 15 + 60.01 | 17.75 | 17 + 08.82 | 16.86 | RT | 157 | | 157 | | | | | | |
| 15 + 60.57 | 17.71 | 15 + 98.36 | 18.62 | LT | 36 | | 36 | | | | | | |
| 17 + 08.82 | 16.86 | 17 + 30.61 | 24.44 | RT | | | | 1 | | | | | |
| 16 + 98.36 | 18.62 | 16 + 23.58 | 25.5 | LT | | | | 1 | | | | | |
| | | | | | | | | | | | | | |
| 1002 + 80.00 | 58.83 | 1005 + 67.84 | 57.99 | LT | 292 | | | | | | | | 292 |
| 1001 + 04.20 | 71.62 | 1004 + 82.66 | 17.34 | RT | 379 | | | | 379 | | | | |
| 1000 + 79.20 | 79.83 | 1001 + 04.20 | 71.58 | RT | 25 | | | | | 1 | | | |
| 1003 + 00.00 | 7.8 | 1003 + 13.00 | 8.6 | RT | 13 | | | | | | | 1 | |
| 1004 + 83.00 | 55.0 | 1004 + 70.00 | 55.6 | RT | 13 | | | | | | 1 | | |
| | | | | | | | | | | | | | |
| | | | | | TOTAL | 72 | 193 | 4 | 379 | 1 | 1 | 1 | 292 |
| | | | | | | | | | | | | | |

## STRUCTURE REMOVAL TABLE

| STRUCTURE NUMBER | NORTHING | EASTING | T.G. ELEVATION | SIZE | DRAWING NUMBER |
|---|---|---|---|---|---|
| BIN 5514280 | 914309 | 597209 | 561.00 | NA | ST-01 |

## TRAFFIC SIGNAL TABLE

| LOCATION | PHASE | SIGNAL FACES | | | | TIMING | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | MIN. | MAX. | GAP |
| PINE HILL EB | 1 | G | G | R | R | 7 | 15 | 3 |
| | | Y | Y | R | R | | 3 | |
| | | R | R | R | R | | 2 | |
| REST IN RED | 2 | R | R | R | R | | 30 | |
| PINE HILL WB | 3 | R | R | G | G | 7 | 15 | 3 |
| | | R | R | Y | Y | | 3 | |
| | | R | R | R | R | | 2 | |
| REST IN RED | 4 | R | R | R | R | | 30 | |
| CYCLE LENGTH | | | | | | | 100 | |

TEMPORARY SIGNAL TIMING

1. THE CONTROLLER SHALL BE A FOUR (4) PHASE ACTUATED CONTROLLER WITH REST IN RED CAPABILITY AND CAPABLE OF 4 PHASE SEQUENTIAL OPERATION.
2. THE W3-3 SIGNAL AHEAD SIGN SHOWN ON TC-04 SHALL HAVE ORANGE REFLECTIVE BACKGROUND WITH BEACONS ATTACHED.
3. THE CONTRACTOR SHALL REMOVE OR COVER ALL CONFLICTING PAVEMENT MARKINGS.
4. THE CONTRACTOR SHALL REMOVE OR COVER ALL CONFLICTING SIGNS. ALL COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 619.01 - BASIC WORKZONE TRAFFIC CONTROL.
5. THE CONTRACTOR MAY SUBMIT REVISIONS TO THE THIS PLAN FOR APPROVAL, BUT ANY CHANGE CHANGE THAT ALTERS THE BASIC CONCEPTS OF THE PLAN MUST BE APPROVED BY THE ENGINEER.
6. THE CONTROLLER SHALL BE CAPABLE OF PRODUCING THE FOLLOWING TIMING FEATURES FOR ALL PHASES:

A) INITIAL GREEN (0 TO 30 SEC)

B) GAP LOCK (0 TO 10 SEC)

C) MAX GREEN (0 TO 254 SEC)

D) YELLOW CLEARANCE (0 TO 6 SEC)

E) RED CLEARANCE (0 TO 254 SEC)

F) IF CALLED FOR IN THE PLANS - SECOND YELLOW AND RED CLEARANCE (SAME AS "D" AND "E")

G) MAXIMUM GREEN BY TIME CLOCK FUNCTION, CAPABLE OF AT LEAST THREE (3) TIME PERIODS.

7. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 7 DAYS PRIOR TO ACTIVATING THE SIGNAL.
8. ALL HEADS SHALL HAVE SUFFICIENT CABLE TO ALLOW ANY NECESSARY RELOCATION FOR EACH STAGE OF CONSTRUCTION.
9. DETECTORS SHALL BE INSTALLED ON ALL APPROACH LANES AND ALL PHASES SHALL BE SEQUENTIAL. DURATION OF RED CLEARANCE INTERVALS SHALL BE ADEQUATE TO CLEAR THE ONE-LANE SECTION OF CONFLICTING TRAFFIC.
10. THE TRAFFIC SIGNAL STAGE SHALL REST IN RED, WHEN THE SIGNAL IS CHANGED TO FLASHING MODE, EITHER MANUALLY OR AUTOMATICALLY, RED SIGNAL INDICATIONS SHALL BE FLASHED TO ALL APPROACHES.
11. ONE WEEK PRIOR TO SETTING UP THE TEMPORARY SIGNAL, THE CONTRACTOR SHALL INFORM THE ENGINEER OF THE CLOSURE SO EXISTING STRIPING PATTERNS APPROACHING THE SIGNAL MAY BE REVIEWED. TEMPORARY STRIPING MAY BE NECESSARY TO PROHIBIT PASSING.
12. REFER TO ADVANCED WARNING TEMPORARY TRAFFIC SIGNAL LAYOUT ON DWG. TC-04 AND WZTC PLANS DWGS. TC-03 TO TC-06 FOR PROPOSED SIGN LAYOUT AND TRAFFIC PATTERN.
13. ALL RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL (RDTS) SHALL BE COORDINATED WITH THE TEMPORARY TRAFFIC SIGNAL CONTROLLING THE MAIN ROADWAY TRAFFIC.

## GUIDERAIL REMOVE AND RESET TABLE

| | |
|---|---|
| ITEM 606.5810 | RESETTING HEAVY POST BLOCKED-OUT (MOD.) CORRUGATED BEAM MEDIAN BARRIER |
| ITEM 606.5946 | RESETTING ANCHORAGE UNITS FOR HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM MEDIAN BARRIER |
| ITEM 606.52 | RESETTING CORRUGATED BEAM MEDIAN BARRIER |

| LOCATION | | | | | LENGTH | ITEM 606.5810 (LF) | ITEM 606.5946 (EA) | ITEM 606.52 (LF) |
|---|---|---|---|---|---|---|---|---|
| FROM | | TO | | SIDE | | | | |
| STATION | OFFSET | STATION | OFFSET | | | | | |
| 1003 + 15.83 | 5.5 | 1003 + 40.83 | 7.35 | LT | 25 | | 1 | |
| 1003 + 40.83 | 5.5 | 1004 + 58.95 | 8.51 | LT | 119 | 119 | | |
| 1003 + 00 | 6.06 | 1004 + 58.95 | 10.63 | RT | 159 | | | 159 |

## PINE HILL ROAD ALIGNMENT

| POINT TYPE | | STATION / DISTANCE | | DIRECTION | NORTHING | EASTING |
|---|---|---|---|---|---|---|
| POB | | 10+10.00 | | S58.783E | 914384.15 | 596773.35 |
| | | 9.57 | | | | |
| | | | | | | |
| PC | | 10+09.57 | | | 914379.19 | 596781.54 |
| | RADIUS: | 400 | DELTA: | 27.485 | | |
| | LENGTH: | 191.88 | DOC (ARC): | 14.324 | | |
| | CHORD: | 190.05 | DIRECTION: | S72.526E | | |
| | TANGENT: | 97.825 | DIRECTION: | S86.269E | | |
| | | | | | | |
| CC | | | | | 914721.28 | 596988.84 |
| | | | | | | |
| PT | | 12+01.45 | | S86.269E | 914322.13 | 596962.81 |
| | | | | | | |
| PC | | 15+55.32 | | | 914299.10 | 597315.93 |
| | RADIUS: | 360 | DELTA: | 34.416 | | |
| | LENGTH: | 216.24 | DOC (ARC): | 15.915 | | |
| | CHORD: | 213.01 | DIRECTION: | N76.523E | | |
| | TANGENT: | 111.49 | DIRECTION: | N59.315E | | |
| | | | | | | |
| CC | | | | | 914658.33 | 597339.36 |
| | | | | | | |
| PT | | 17+71.56 | | N59.315E | 914348.74 | 597523.08 |
| | | | | | | |
| POE | | 19+48.27 | | | 914438.91 | 597675.04 |
| | | | | | | |

ALTERED ON:

AFFIXED ON: 01/19/2026

SIGNATURE:
STAMP:

SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

STATE OF NEW YORK
EDWIN TWISS
LICENSED PROFESSIONAL ENGINEER
080650

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
| | | | |
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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

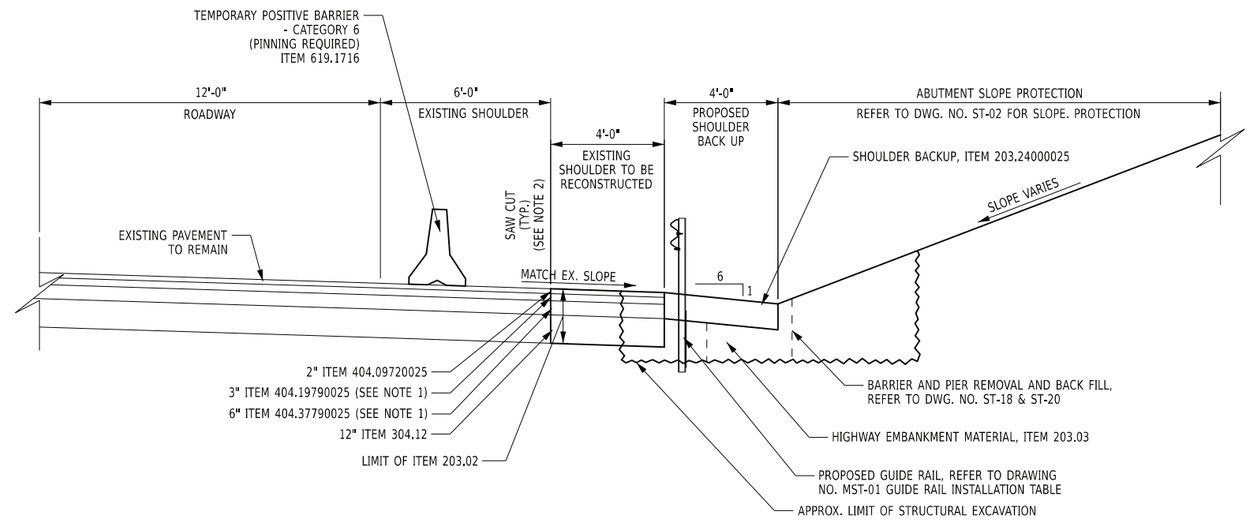
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
MISCELLANEOUS TABLES

CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

DRAWING NUMBER: MST-01




## I-87 SHOULDER RESTORATION DETAIL
N.T.S.
SB SHOULDER STA 1003+69.18 TO STA 1004+13.30
NB SHOULDER STA 1003+60.64 TO STA 1004+06.15

SHOULDER RESTORATION NOTES:

1. APPLY TACK COAT ITEM 407.0103, TO ALL CONTACT SURFACES BETWEEN ALL ASPHALT PAVEMENT COURSES AND LIFTS.
2. ASPHALT JOINT ADHESIVE, ITEM 418.7603, SHALL BE USED ON ALL VERTICAL FACES FOR ALL JOINTS ON THE SURFACE COURSE SUCH AS LONGITUDINAL, TRANVERSE, OR OTHER JOINTS ABUTTING THE NEW ASPHALT.

DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER |

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

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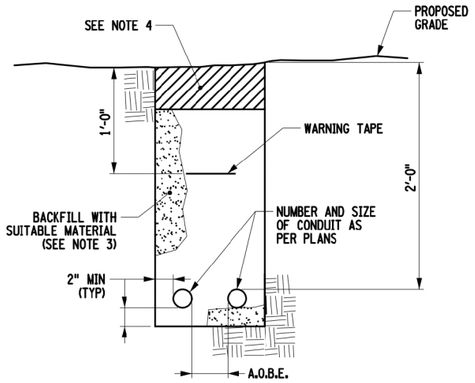
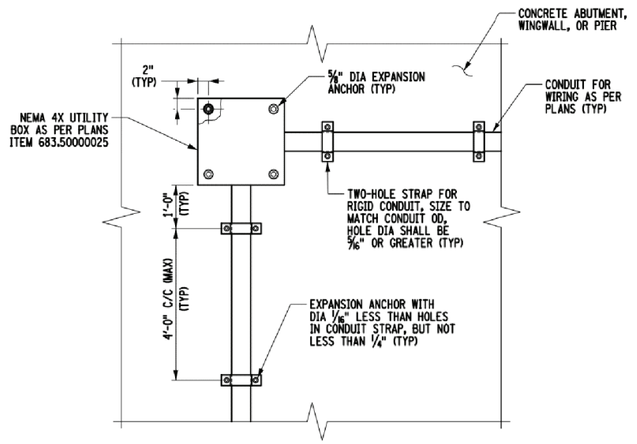
|---|---|
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | MISCELLANEOUS DETAILS<br>(1 OF 3) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | MSD-01 |




TYPICAL CONDUIT EXCAVATION AND BACKFILL DETAIL
ITEM 206.03




TYPICAL JUNCTION BOX AND CONDUIT MOUNTING DETAILS
ITEM 206.03120025

CONDUIT EXCAVATION NOTES:

1. ALL UNDERGROUND CONDUIT SHALL BE MARKED IN THE TRENCH USING MARKING TAPE AS SPECIFIED BY NYSTA. PAYMENT TO BE INCLUDED UNDER ITEM 206.03.
2. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THE MARKING TAPE SHALL BE PLACED APPROXIMATELY 1'-0" BELOW FINISHED GRADE DURING BACKFILLING OPERATIONS.
3. SUITABLE BACKFILL MATERIAL SHALL BE GRANULAR SOIL FREE OF ROCK GREATER THAN 1 ½" IN SIZE. PLACE IN 6" (MAX) LIFTS AND TAMP AS DIRECTED BY THE ENGINEER.
4. RESTORE TOP SURFACE WITH 4" OF TOPSOIL AND TURF ESTABLISHMENT TO MATCH THE CONDITIONS OF THE IMMEDIATE SURROUNDINGS. COST TO BE INCLUDED UNDER ITEM 206.03.

CONDUIT MOUNTING NOTES:

1. ALL NEW HARDWARE REQUIRED FOR THE MOUNTING OF CONDUIT AND BOXES SHALL BE IN ACCORDANCE WITH, AND PAID FOR UNDER, ITEM 206.03120025. HARDWARE MANUFACTURER SHALL BE APPROVED BY THE ENGINEER.
2. ALL FASTENER HARDWARE SHALL BE STAINLESS STEEL. LOCKWASHERS OR JAM NUTS ARE REQUIRED FOR ALL BOLTED CONNECTIONS.
3. ALL CLAMPS, BRACKETS, U-BOLTS, BACKPLATES, AND SIMILAR MOUNTING HARDWARE SHALL BE GALVANIZED.
4. DIAMETER AND LENGTH OF DRILLED HOLES FOR EXPANSION ANCHORS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. FOR JUNCTION BOX MOUNTING, DRILLED AND GROUTED ANCHORS MAY BE SUBSTITUTED FOR EXPANSION ANCHORS, WITH ALL WORK IN ACCORDANCE WITH STD. SPEC. SECT. 586 AND PAID FOR UNDER ITEM 206.03120025.

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER |

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

AECOM

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| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>MISCELLANEOUS DETAILS<br>(2 OF 3) | DRAWING NUMBER:<br>MSD-02 |

PULLBOX - TYPE B NOTES:

PULLBOXES

1. PULLBOX BASES ARE REQUIRED ONLY FOR PULLBOX PLACED IN THE PAVEMENT OR SHOULDER AND AS INDICATED ON THE PLANS, BASES WHEN REQUIRED, MAY BE CAST INTEGRAL WITH THE PULLBOX.

2. PULLBOX MAY BE CAST-IN-PLACE IF THE FOLLOWING REQUIREMENTS ARE MET:
   A. SAME INTERIOR SIZE AS THE PRECAST PULLBOX.
   B. MINIMUM WALL THICKNESS OF 6".
   C. CONCRETE PER 680-2.02.
   D. REINFORCING NOT REQUIRED.
   E. BASES MAY BE CAST INTEGRAL.
   F. WIRE HANGERS PER PRECAST PULLBOXES.
   G. CONDUIT OPENINGS AS REQUIRED BY THE PLANS.
   H. MIN. DEPTH THE SAME AS PRECAST PULLBOX.
   I. AT LEAST THE TOP 6" OF THE EXTERIOR SHALL BY FORMED.

3. WIRING OTHER THAN GROUND WIRES SHALL BE SECURED TO THE WIRE HANGERS AND HELD CLEAR OF THE BOTTOM OF PULLBOX.

4. PULLBOX EXTENSIONS MAY BE USED TO INCREASE PULLBOX DEPTH AS REQUIRED. EXTENSIONS SHALL BE ADDED AT THE BOTTOM. EXTENSIONS INCLUDED IN PRICE BID FOR 680.51090025.

5. FRAMES AND COVERS SHALL BE HEAVY DUTY TO WITH AN ANSI/SCTE 77 TIER 15 WHEEL LOADING.

6. A NON SKID TEXTURE SHALL BE CAST INTO THE TOP SURFACE OF THE COVER.

7. THE COST OF ALL EXCAVATION, GRAVEL DRAINAGE BASE, BACKFILL AND SURFACE RESTORATION IS INCLUDED UNDER ITEM 680.51090025.

GROUNDING:

1. THE NORMAL GROUND ROD LOCATION IS NEAREST TO THE POLE OR CABINET.

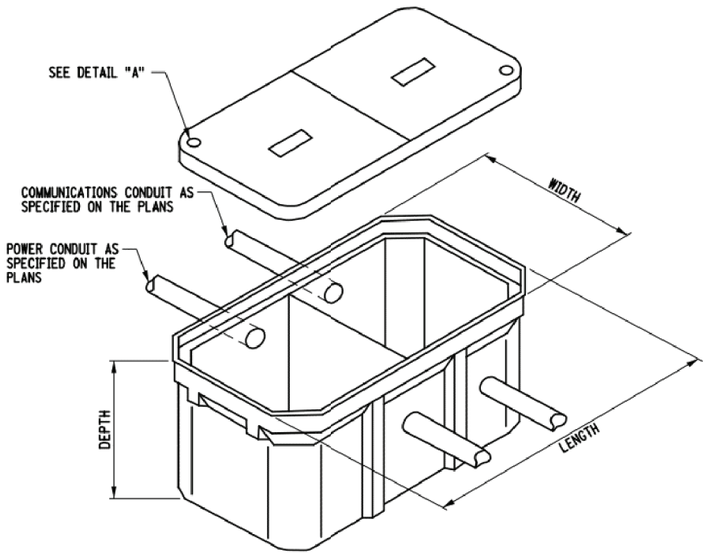
2. METALLIC CONDUIT RUNS MAY BE BONDED TOGETHER TO SUPPLEMENT THE GROUND ROD PER SPECIFICATIONS.

3. SECTIONAL GROUND RODS WITH COUPLINGS SHALL BE USED TO INCREASE GROUND ROD LENGTH.

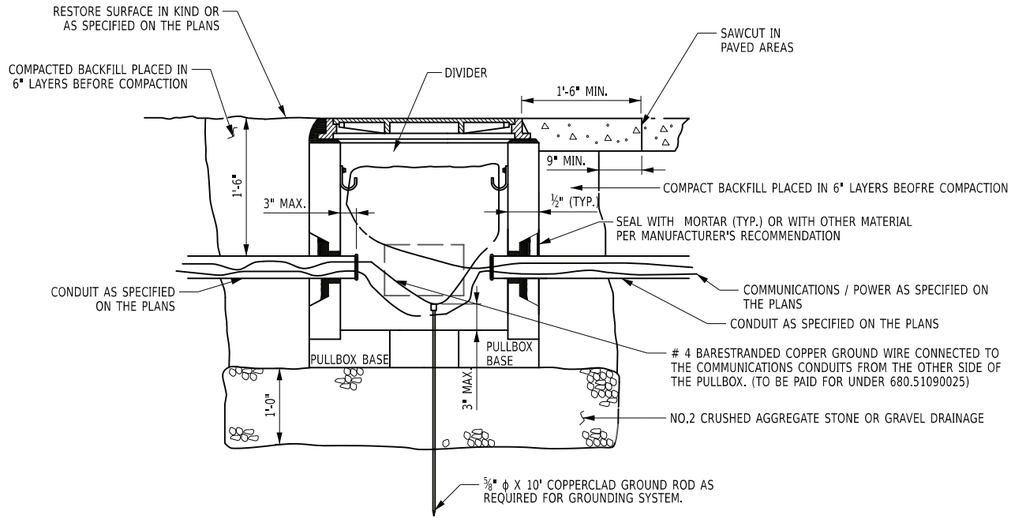
4. THE GROUND ROD INSTALLATION SHALL NOT BE PLACED IN THE PAVEMENT AND SHOULDER.

5. THE COST OF ALL GROUNDING MATERIALS IS INCLUDED UNDER ITEM 680.51090025.

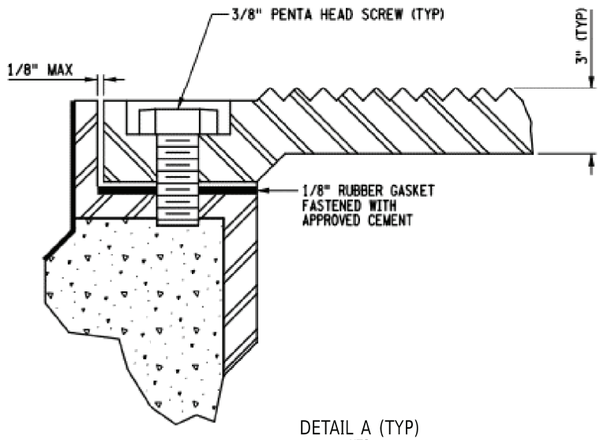
| | PULLBOX (NOMINAL) | | | | |
|---|---|---|---|---|---|
| CONDUIT SIZE | LENGTH | WIDTH | DEPTH | TYPE | ITEM * |
| 1" - 3" | 36" | 20" | 24" | B | 680.51090025 |



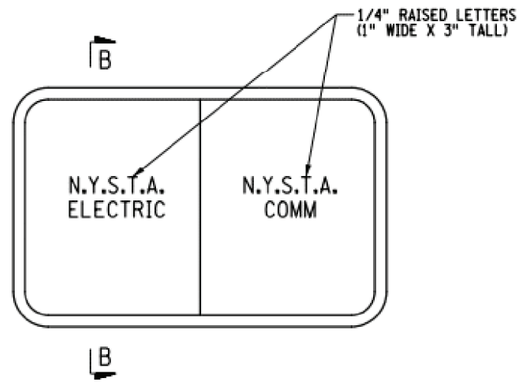

PULLBOX - TYPE B
DIVIDED WITH 50 / 50 SPLIT
ITEM 680.51090025
NTS




SECTION B-B
NTS




DETAIL A (TYP)
NTS




COVER DETAIL
NTS

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

| REVISIONS | | | |
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| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

AECOM

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|---|---|
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | MISCELLANEOUS DETAILS<br>(3 OF 3) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | MSD-03 |

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

## SUMMARY OF EARTHWORK (ITEMS 203.02 AND 203.03 ONLY)

| SOURCE | EXCAVATION | | | ITEM 203.02 | ITEM 203.03 |
|---|---|---|---|---|---|
| | $T_E$ | $C_R$ | $T_U$ | $C_T$ | $F_T$ |
| PINE HILL ROAD RECONSTRUCTION | ---- | ---- | ---- | 864 | 1599 |
| | | | | | |
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| | | | | | |
| | | | | | |
| TOTALS | ---- | ---- | ---- | 864 | 1599 |

## SUMMARY OF TRENCH AND CULVERT EXCAVATION (ITEM 206.0201 ONLY)

| SOURCE | EXCAVATION | | ITEM 206.0201 |
|---|---|---|---|
| | ROCK | NON-ROCK | |
| NEW SANITARY SEWER | | 103 | 103 |
| | | | |
| | | | |
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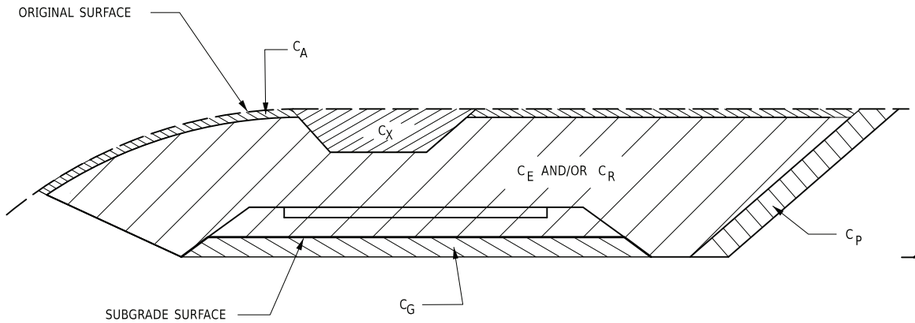
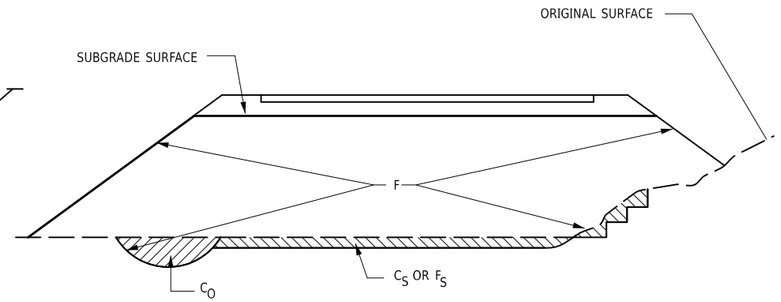
| | | | |
| | | | |
| | | | |
| | | | |
| TOTALS | | 103 | 103 |




CUT SECTION




FILL SECTION

DEFINITIONS:

$C_B$ - EXCAVATION FOR REQUIRED BENCHING, (BOTH LONGITUDINAL AND TRANSVERSE).

$C_G$ - EXCAVATION FOR SUBGRADE IMPROVEMENT.

$C_P$ - EXCAVATION FROM CUT SLOPE NECESSARY TO PLACE SLOPE PROTECTION.

$C_E$ - PORTION OF CUT ASSUMED TO BE EARTH SUITABLE FOR EMBANKMENT CONSTRUCTION, EXCLUDING C AND $C_G$

$T_E$ - $(C_B + C_G + C_P + C_E)$ TOTAL EARTH EXCAVATION ASSUMED SUITABLE FOR EMBANKMENT CONSTRUCTION.

$C_A$ - EXCAVATION OF TOPSOIL (UNSUITABLE MATERIAL) IN CUT.

$C_S$ - EXCAVATION OF TOPSOIL (UNSUITABLE MATERIAL) UNDER EMBANKMENT.

$C_X$ - EXCAVATION OF UNSUITABLE MATERIAL IN CUT: SWAMP OR DUMP

$C_O$ - EXCAVATION OF UNSUITABLE MATERIAL BENEATH EMBANKMENT: SWAMP OR DUMP

$T_U$ - $(C_A + C_S + C_X + C_O)$ TOTAL EXCAVATION ASSUMED UNSUITABLE FOR EMBANKMENT CONSTRUCTION.

$C_R$ - PORTION OF CUT ASSUMED TO BE ROCK, INCLUDING $C_G$ IF APPLICABLE.

$C_T$ - $(T_E + T_U + C_R)$ TOTAL EXCAVATION.

DEFINITIONS:

$F_B$ - FILL REQUIRED TO REPLACE BENCHES.

$F_S$ - FILL REQUIRED TO REPLACE TOPSOIL REMOVED BENEATH EMBANKMENTS.

F - FILL REQUIRED TO COMPLETE EMBANKMENT TO SUBGRADE SURFACE AND SIDE-SLOPES AFTER FOUNDATION IS PREPARED.

$F_T$ - $(F_B + F_S + F)$ TOTAL FILL REQUIRED.

$T_A$ - $(T_E \times F_E + C_R \times F_R)$ THE VOLUME WHICH THE SUITABLE EXCAVATED MATERIAL COULD OCCUPY IN EMBANKMENT.

$F_E$ - SHRINKAGE FACTOR FOR EARTH

$F_R$ - SWELL FACTOR FOR ROCK

NOTES:

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT THESE TABLES ARE ESTIMATED, AND ARE PROVIDED FOR THE PURPOSE OF PREPARING AN ESTIMATE. THEY ARE NOT TO BE CONSTRUED AS BEING EXACT. THEY ARE INTENDED TO QUANTIFY AND QUALIFY THE NATURE OF THE WORK TO BE PERFORMED. SIGNIFICANT DIFFERENCE FROM THIS REPRESENTATION, WHEN ENCOUNTERED DURING THE ACTUAL WORK, WILL BE HANDLED ACCORDING TO THE SPECIFICATIONS GOVERNING THIS PROJECT.

203.02 UNCLASSIFIED EXCAVATION AND DISPOSAL

203.03 EMBANKMENT IN PLACE

206.0201 TRENCH AND CULVERT EXCAVATION

| SUBDIVISION NO. | LOCATION (BIN) | SUITABLE EXCAVATION | | | | | ROCK | UNSUITABLE EXCAVATION | | | | | TOTAL EXCAVATION | EMBANKMENT | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $C_B$ | $C_G$ | $C_P$ | $C_E$ | $T_E$ | $C_R$ | $C_A$ | $C_S$ | $C_X$ | $C_O$ | $T_U$ | $C_T$ | $F_B$ | $F_S$ | F | $F_T$ |
| PINE HILL ROAD | BIN 5514280<br>STA. 10+71.13 TO STA. 16+51.85 | | | | | | | | 112 | 752 | | | 864 | | 112 | 1487 | 1599 |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | TOTALS | | | | | | | | 112 | 752 | | | 864 | | 112 | 1487 | 1599 |

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
EARTHWORK SUMMARY SHEET

CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

DRAWING NUMBER: ESS-1

DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

GRID NORTH

| EROSION AND SEDIMENT CONTROL LEGEND | | |
|---|---|---|
| SYMBOL | ITEM | DESCRIPTION |
| | 209.13 | SILT FENCE |
| | 209.190301 | ROLLED EROSION CONTROL PRODUCT |
| SF | 209.1701 | TEMPORARY SILT FENCE INLET PROTECTION |

+ ARROW LEFT

CBP 1
N=914,397.42
E=596,731.11
ELEV=531.85'
MAG NAIL

BM 1
IS A CHISELED "X" LOCATED ON NORTH BONNET BOLT OF HYDRANT
ELEV = 538.37'

BEGIN RECONSTRUCTION STA. 10+71.13

CURVE 1

BEGIN FULL DEPTH RECONSTRUCTION STA. 10+96.13

PC 10+90.57

RYAN PL

PINE HILL ROAD

PT 12+01.45

ASPHALT CURB

PROTECT MAILBOX

BEGIN BRIDGE SLAB STA 13+62.95

STONE LINED SWALE, SEE ST-55 & ST-56 FOR DETAILS

BEGIN APPROACH SLAB STA 13+37.95

BEGIN SLEEPER SLAB STA 13+35.95

CBP 102
N=914,332.09
E=597,089.35
ELEV=555.74'
REBAR & CAP

TEMPORARY SILT FENCE INLET PROTECTION, ITEM 209.1701

I-87 STA. LINE

MATCHLINE ESC-02

I-87 S.B.

I-87 N.B.

STONE LINED SWALE SEE ST-55 & ST-56 FOR DETAILS

20 0 20 40 60 80'
1" = 40'

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER |

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| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
GRADING AND EROSION & SEDIMENT CONTROL PLAN (1 OF 2)

CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

DRAWING NUMBER: ESC-01

GRID NORTH

| EROSION AND SEDIMENT CONTROL LEGEND | | |
|---|---|---|
| SYMBOL | ITEM | DESCRIPTION |
| | 209.13 | SILT FENCE |
| | 209.190301 | ROLLED EROSION CONTROL PRODUCT |

MATCHLINE ESC-01

BRIDGE ENDS STA 15+25.45

END APPROACH SLAB STA 15+50.45

END SLEEPER SLAB STA 15+52.45

END FULL DEPTH RECONSTRUCTION STA. 16+51.85

END RECONSTRUCTION STA. 17+25.00

PINE HILL ROAD

SKYLINE DR
PINEHILL RD

STOP

15MPH

16+00

17+00

18+00

19+00

CURVE 2

PT 17+17.71

RIM=565.99'
CNO

BM #2 565.0'
IS A NAIL LOCATED IN POLE
ELEV = 567.79'

RIM=569.45'
NW=558.4
SW=558.6
SE=558.5

INV=569.09'

INV=565.41'

CBP 103
N=914,287.77
E=597,318.63
ELEV=564.08'
REBAR & CAP

10" TREE

18" 3 BOLE TREE

12" TREES

6 TREES AVG 18"

MULTI BOLE 18" TREES

5' CHAINLINK

HEDGE

ASPHALT

CONC TRIANGLE

DITCH

GRAVEL

HB W/OA

HB

8H

OE

SA

12" CIP

18" CONC

LIGHT&POWER 55

LIGHT&POWER 5

LIGHT&POWER 4893

WV

HYD

20 0 20 40 60 80'

1" = 40'

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

| | |
|---|---|
| ALTERED ON: | AFFIXED ON: 01/19/2026 |
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER |

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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

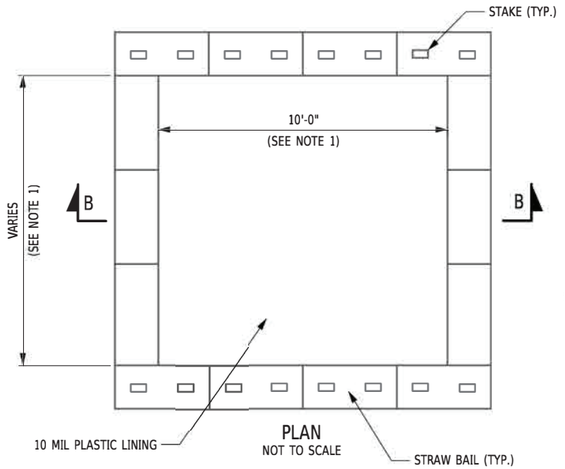
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
GRADING AND EROSION & SEDIMENT CONTROL PLAN (2 OF 2)

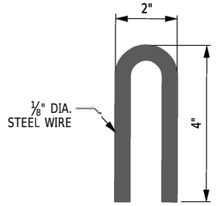
CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

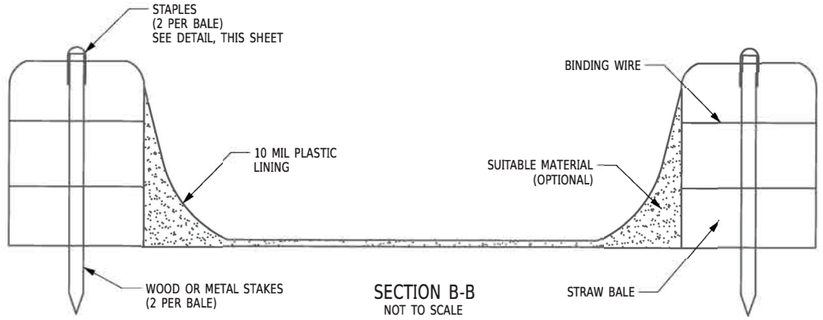
DRAWING NUMBER: ESC-02



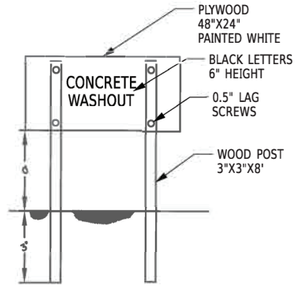

PLAN
NOT TO SCALE




STAPLE DETAIL
NOT TO SCALE




SECTION B-B
NOT TO SCALE




CONCRETE WASHOUT
SIGN DETAIL
OR EQUIVALENT
NOT TO SCALE

CONCRETE WASHOUT NOTES:

1. ACTUAL LAYOUT AND LOCATION TO BE DETERMINED IN FIELD.
2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 5 FEET OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
3. LOCATE WASHOUT AREA AT LEAST 50-FEET FROM STORM DRAINS, OPEN DITCHES, OR WATER BODIES. DO NOT ALLOW RUNOFF FROM THIS AREA BY CONSTRUCTING A TEMPORARY PIT OR BERMED AREA LARGE ENOUGH FOR LIQUID OR SOLID WASTE.
4. WASH OUT WASTES INTO THE TEMPORARY PIT WHERE THE CONCRETE CAN SET, BE BROKEN UP, AND THEN DISPOSED OF PROPERLY. TEMPORARY CONCRETE WASHOUT FACILITIES SHALL BE MAINTAINED TO PROVIDE ADEQUATE HOLDING CAPACITY WITH A MINIMUM FREEBOARD OF 4-INCHES.
5. TEMPORARY CONCRETE WASHOUT FACILITY (TYPE ABOVE GRADE) SHALL BE CONSTRUCTED AS SHOWN ON THE DETAILS WITH A RECOMMENDED MINIMUM LENGTH AND MINIMUM WIDTH OF 10-FEET, BUT WITH SUFFICIENT QUANTITY AND VOLUME TO CONTAIN ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS.
6. STRAW BALES, WOOD STAKES, AND SANDBAG MATERIALS SHALL CONFORM TO THE PROVISIONS IN THE EROSION AND SEDIMENT CONTROL SPECIFICATION.
7. PLASTIC LINING MATERIAL SHALL BE A MINIMUM OF 10 MIL IN POLYETHYLENE SHEETING AND SHALL BE FREE OF HOLES, TEARS, OR OTHER DEFECTS THAT COMPROMISE THE IMPERMEABILITY OF THE MATERIAL.
8. HOLES, DEPRESSIONS, OR OTHER GROUND DISTURBANCE CAUSED BY THE REMOVAL OF THE TEMPORARY CONCRETE WASHOUT FACILITIES SHOULD BE BACKFILLED AND REPAIRED.
9. WASHOUT FACILITIES SHALL BE CLEANED, OR NEW FACILITIES SHALL BE CONSTRUCTED AND READY FOR USE ONCE THE WASHOUT IS 75% FULL.
10. THE COST FOR THE CONCRETE WASHOUTS SHALL BE INCLUDED IN THE PRICE BID FOR ALL CONCRETE ITEMS (555.0011, 555.0021, 555.0022, 557.1113, 569.04, 557.1013, AND ANY OTHER CONCRETE ITEM).

CONCRETE WASHOUT DETAIL
NOT TO SCALE

## STORMWATER POLLUTION PREVENTION CONTROL NOTES:

1. INSTALL SILT FENCING AS SHOWN ON THE PLANS AND AROUND THE PERIMETER OF ANY STOCKPILE AREAS AND ADD ADDITIONAL EROSION CONTROL MEASURES AS REQUIRED BY THE ENGINEER PRIOR TO PERFORMING ANY EARTH DISTURBANCE.
2. WHERE WORK IS SUSPENDED ON THE PROJECT, ALL AREAS OF SOIL DISTURBANCE SHALL BE STABILIZED PER ITEM 209.1003, TEMPORARY SEED AND MULCH, PRIOR TO SHUT DOWN.
3. ALL STOCKPILES SHALL BE ENCIRCLED WITH SILT FENCE AND COVERED WITH A TARP OR SEEDED AND MULCHED WITHIN 24HRS OF CREATION. COST OF WORK SHALL BE INCLUDED IN VARIOUS ITEMS IN THE CONTRACT.
4. CONTRACTOR SHALL CLEAN SEDIMENT AND DEBRIS OFF ALL PAVED SURFACES AT THE END OF EACH DAY OR AS DIRECTED BY ENGINEER. COST OF CLEANING SHALL BE INCLUDED IN VARIOUS ITE`MS IN THE CONTRACT.
5. CONTRACTOR SHALL NOT WASH CONCRETE OR SLURRY TRUCKS, TOOLS, OR EQUIPMENT OUT ONTO BARE GROUND OR DIRECTLY INTO STORM OR SANITARY SEWER SYSTEMS (INCLUDING SWALES, DITCHES AND WETLANDS). EXCESS CONCRETE, SLURRY AND WASH WATER SHALL BE COLLECTED IN A WASH BASIN AND DISPOSED OF PROPERLY.
6. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE ENGINEER THEIR WRITTEN SCHEDULE AND PROPOSED MEASURES FOR TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL WORK AND SCHEDULE OF OPERATIONS AS REQUIRED BY SECTION 209 OF THE NYSDOT STANDARD SPECIFICATIONS.
7. INSPECTION, PERIODIC CLEANING AND MAINTENANCE OF TEMPORARY SOIL EROSION AND POLLUTION CONTROL DEVICES SHALL BE PERFORMED ON A SCHEDULE BASIS IN ACCORDANCE WITH SECTION 209 OF THE NYSDOT STANDARD SPECIFICATIONS AND THE PROJECT'S SWPPP. THE COST OF INSTALLING, CLEANING AND REMOVING TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL DEVICES SHALL BE PAID FOR UNDER THE ITEMS SHOWN.
8. ALL NECESSARY PRECAUTIONS SHALL BE TAKEN TO PREVENT CONTAMINATION OF ANY STREAM OR WATERWAY BY SILT, SEDIMENT, FUELS, SOLVENTS, LUBRICANTS, EPOXY COATINGS, CONCRETE OR SLURRY LEACHATE OR ANY OTHER POLLUTANT ASSOCIATED WITH CONSTRUCTION AND CONSTRUCTION PROCEDURES.
9. PROJECT DISTURBANCE IS ANTICIPATED TO BE LESS THAN ONE (1) ACRE. THE CONTRACTOR WILL BE RESPONSIBLE FOR DEVELOPING A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AND NOTICE OF INTENT (NOI) IF THE DISTURBANCE GOES OVER ONE (1) ACRE.
10. IF DEWATERING IS REQUIRED THE COST SHALL BE INCLUDED IN PRICE BID FOR THE ITEM REQUIRING THE DEWATERING. THE CONTRACTOR SHALL OBTAIN THE REQUIRED PERMITS FROM THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION IF THEY ELECT TO USE WELL POINTS. ALL WATER FROM DEWATERING OPERATIONS OR EXCAVATION ACTIVITIES SHALL PASS THROUGH A SETTLING TANK, ITEM 209.31000010, OR A GEOTEXTILE FILTER BAG (DEWATERING BAG), ITEM 209.24 PRIOR TO BEING DISCHARGED TO A CANAL, CREEK,STREAM, OR CLOSED DRAINAGE SYSTEM DITCH.
11. ALL CONTROLS SHALL BE PLACED PRIOR TO STARTING EARTHWORK OPERATIONS AND SHALL REMAIN IN PLACE UNTIL NEW SLOPES ARE STABILIZED WITH SEEDING AND/OR SLOPE PROTECTION.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ANY ADDITIONAL EROSION CONTROL MEASURES THAT MAY BE REQUIRED OR AS ORDERED BY ENGINEER.
13. CONTRACTOR STAGING AREAS SHALL BE EXISTING AREAS OF NON DISTURBABLE COVER. (I.E. ASPHALT MILLING, ASPHALT OR CONCRETE PAVEMENT). IF THE CONTRACTOR CREATES A STAGING AREA ON DISTURBABLE COVER (I.E. GRASS) THEN THE ENTIRE AREA SHALL BE ENCLOSED WITH SILT FENCE.
14. CONTRACTORS SHALL ESTABLISH A STABILIZED CONSTRUCTION ENTRANCE INTO AND OUT OF EACH WORK AREA AND EACH STAGING AREA CONSTRUCTED ON DISTURBABLE COVER.
15. CONTRACTOR SHALL DECOMPACT ALL AREAS OF PAVEMENT OR IMPERVIOUS COVER REMOVAL THAT WILL BE MADE PERVIOUS COVER. DECOMPACTION SHALL BE ACCOMPLISHED BY DEEP RIPPING OR TILLING TO A DEPTH OF 1.5 FEET BELOW THE BOTTOM OF THE EXISTING SUBBASE LAYER IN ORDER TO REESTABLISH THE PERMIABILITY OF THE SOIL. THE COST OF DECOMPACTION SHALL BE INCLUDED IN THE COST OF PAVEMENT REMOVAL.

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR/YZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: |

STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 · EXCELSIOR

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NEW YORK STATE Thruway Authority

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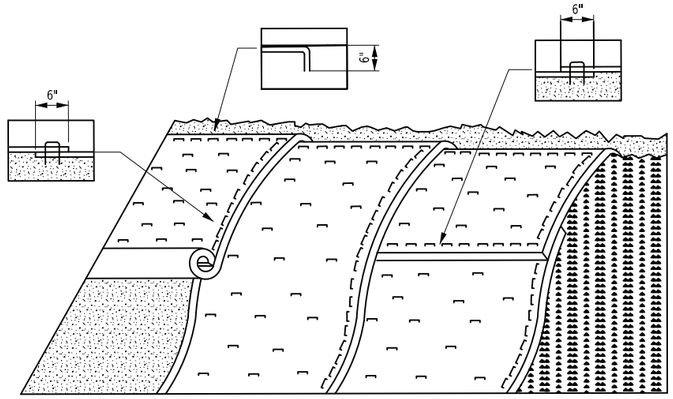
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>EROSION AND SEDIMENT CONTROL DETAILS (1 OF 2) | DRAWING NUMBER:<br>ECD-01 |




APPLICATION NOTES:

A. EROSION MATTING ON SLOPES IS FOR REDUCING EROSION AND AIDING THE ESTABLISHMENT OF VEGETATION

B. EROSION CONTROL MATTING SHALL BE USED FOR THE FOLLOWING:

* SLOPES GREATER THAN 3H:1V
* AREAS WHERE SEED AND MULCH WILL NOT STAY IN PLACE
* WHERE SEEDING IS OUTSIDE THE GROWING SEASON.
* WHERE INDICATED ON THE PLANS OR DETAILS.
* AS ORDERED BY ENGINEER.

GENERAL NOTES:

1. GRADE AND SMOOTH THE SLOPE TO PROVIDE GOOD MATTING-TO-SOIL SURFACE CONTACT.
2. APPLY FERTILIZER, LIME, AND SEED PRIOR TO PLACING MATTING.
3. ANCHOR MATTING AS SHOWN, UTILIZING ANCHOR STAPLES. STAPLE PLACEMENT SHALL BE DETERMINED BY THE MANUFACTURER'S INTALLATION INSTRUCTIONS.
4. UNROLL EROSION MATTING VERTICALLY DOWN SLOPE AND IN THE DIRECTION OF WATER FLOW.
5. OVERLAP UPPER MATTING OVER LOWER MATTING AS SHOWN.
6. OVERLAP ADJACENT MATTING AS SHOWN.
7. CUT EXCESS MATTING AT END OF SLOPE AND ANCHOR THE END.
8. EROSION MATTING SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS
9. EROSION MATTING SHALL BE REPAIRED AND RESTAPLED AS NECESSARY TO ENSURE PROPER FUNCTION.

ROLLED EROSION CONTROL PRODUCT - CLASS II, TYPE C, INTERMEDIATE

ITEM 209.190301
NOT TO SCALE

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER |

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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
EROSION AND SEDIMENT CONTROL DETAILS (2 OF 2)

CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

DRAWING NUMBER: ECD-02

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

GRID NORTH

## GENERAL PLAN LEGEND

- MAINLINE SHOULDER RECONSTRUCTION AREA
- GUIDERAIL TO BE REMOVED

CBP 1
N=914,397.42
E=596,731.11
ELEV=531.85'
MAG NAIL

BM 1
IS A CHISELED "X" LOCATED ON NORTH BONNET BOLT OF HYDRANT
ELEV = 538.37'

PC 10+09.57
10+00
PT 12+01.45
11+00
12+00
13+00
14+00
15+00
PINE HILL ROAD

SEE SR-01 FOR SEWER TIE IN LOCATION

BEGIN RECONSTRUCTION STA. 10+71.13

CURVE 1

BEGIN FULL DEPTH RECONSTRUCTION STA. 10+96.13

BEGIN TYPE T4 TRANSVERSABLE CURB TO MATCH EXISTING ITEM 609.0407

RECONSTRUCT ASPHALT DRIVEWAY AS NEEDED 3" ITEM 608.020102 6" ITEM 304.12

6" PE SANITARY SEWER FORCE MAIN ITEM 603.98100604

END TYPE T4 TRANSVERSABLE CURB TO MATCH EXISTING ITEM 609.0407

RECONSTRUCT ASPHALT DRIVEWAY AS SHOWN 3" ITEM 608.020102 6" ITEM 304.12

REMOVING AND DISPOSING CORRUGATED BEAM GUIDERAIL, ITEM 606.71

BOX BEAM GUIDE RAILING END ASSEMBLY, TYPE IIA ITEM 606.120201

RECONSTRUCT DRIVEWAY AS SHOWN 3" ITEM 608.020102 6" ITEM 304.12

BOX BEAM GUIDERAIL, ITEM 606.10

BOX BEAM GUIDE RAILING END ASSEMBLY, TYPE IIA ITEM 606.120201

BEGIN APPROACH SLAB STA 13+37.95

CBP 102
N=914,332.09
E=597,089.35
ELEV=555.74'
REBAR & CAP

LIMITS OF HPBO (MOD) CORRUGATED BEAM, ITEM 606.2701

LIMITS OF REMOVING AND DISPOSING BOX BEAM GUIDERAIL, ITEM 606.73

REMOVE AND DISPOSE OF CONCRETE JERSEY BARRIER, ITEM 606.75

EXISTING SANITARY SEWER TO BE RELOCATED

INSTALL RIGHT OF WAY FENCING ITEM 607.19

STONE LINED SWALE

RELOCATE MAILBOX

BOX BEAM GUIDERAIL, ITEM 606.10

RELOCATED UTILITY BY OWNER

EXISTING UTILITY POLE RELOCATED JANUARY 2026

6" PE SANITARY SEWER FORCE MAIN (BURIED) ITEM 664.01060004

BEGIN BRIDGE STA 13+62.95

INSTALL RIGHT OF WAY FENCING, ITEM 607.19

STONE LINED SWALE,

6" PE SANITARY SEWER FORCE MAIN WITH RIGID INSULATION (ON STRUCTURE), ITEM 664.01060004

LIMITS OF REMOVING AND DISPOSING BOX BEAM GUIDERAIL, ITEM 606.73

REMOVE AND DISPOSING ANCHORAGE UNITS FOR CORRUGATED BEAM GUIDERAIL, ITEM 606.7910

LIMITS OF HPBO (MOD) CORRUGATED BEAM, ITEM 606.2701

LIMITS OF HPBO CORRUGATED BEAM MEDIAN BARRIER REMOVED AND RESET, ITEM 606.5810

LIMITS OF HPBO CORRUGATED BEAM MEDIAN BARRIER REMOVE AND RESET, ITEM 606.5810

LIMITS OF WEAK-POST CORRUGATED BEAM GUIDE RAILING, ITEM 606.18

LIMITS OF REMOVING AND DISPOSING BOX BEAM GUIDERAIL, ITEM 606.73

LIMITS OF CORRUGATED BEAM MEDIAN BARRIER REMOVE AND RESET ITEM 606.52

EXISTING DRAINAGE STRUCTURE TO BE PROTECTED

EXISTING 18" R.C.C.P. TO BE PROTECTED

LOCATE AND PROTECT EXISTING FIBER OPTIC UTILITY
TEST PIT EXCAVATION ITEM 206.05

REMOVE AND DISPOSE OF CONCRETE JERSEY BARRIER, ITEM 606.75

REMOVE AND RESET ANCHORAGE UNIT FOR CORRUGATED BEAM MEDIAN BARRIER, ITEM 606.5946

LIMITS OF CORRUGATED BEAM MEDIAN BARRIER REMOVE AND RESET, ITEM 606.52

LIMITS OF CORRUGATED BEAM GUIDERAIL INSTALLATION, ITEM 606.18 STA. 1001+04.20

LIMITS OF REMOVING AND DISPOSING BOX BEAM GUIDERAIL, ITEM 606.73 STA. 1001+49.50

MATCHLINE GNP-02

EXIT 16 HARRIMAN 2 MILES

MP 47.5

| CURVE DATA 1 |
|---|
| R = 400 |
| L = 191.88 |
| DELTA 27.485 |
| T = 97.825 |
| E = 11.788 |
| PC = STA. 10+09.57 |
| PI = 11+07.39 |
| PT = 12+01.45 |

20 0 20 40 60 80'
1" = 40'

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: STATE OF NEW YORK EDWIN TWISS LICENSED PROFESSIONAL ENGINEER 080650 |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
GENERAL PLAN (1 OF 2)

CONTRACT NUMBER: TANY 26-17B
DATE: 01/19/2026
DRAWING NUMBER: GNP-01

GRID NORTH

## GENERAL PLAN LEGEND

- MAINLINE SHOULDER RECONSTRUCTION AREA
- GUIDERAIL TO BE REMOVED

MATCHLINE GNP-01

INSTALL RIGHT-OF-WAY FENCING ITEM 607.19

END APPROACH SLAB STA 15+50.45

END SLEEPER SLAB STA. 15+52.45

BOX BEAM GUIDERAIL (SHOP BENT OR SHOP MITERED), ITEM 606.100002

REMOVING AND DISPOSING CORRUGATED BEAM GUIDERAIL, ITEM 606.71

SEE SR-02 FOR SEWER TIE IN LOCATION

BOX BEAM GUIDE RAILING END ASSEMBLY, TYPE IIA ITEM 606.120201

REMOVING AND DISPOSING CORRUGATED BEAM GUIDERAIL, ITEM 606.71

RECONSTRUCT ASPHALT DRIVEWAY SHOWN
3" ITEM 608.020102
6" ITEM 304.12

END FULL DEPTH RECONSTRUCTION STA. 16+51.85

END RECONSTRUCTION STA. 17+25.00

EXISTING SANITARY SEWER TO BE RELOCATED

6" PE SANITARY SEWER FORCE MAIN, ITEM 603.98100604

6" PE SANITARY SEWER FORCE MAIN WITH RIGID INSULATION (ON STRUCTURE) ITEM 664.01060004

END BRIDGE STA 15+25.45

EXISTING UTILITY POLE RELOCATED JANUARY 2026

RELOCATED EXISTING UTILITY, TELEPHONE BOX BY OTHERS

INSTALL RIGHT-OF-WAY FENCING, ITEM 607.19

ELECTRICAL BOX ON POST TO BE PROTECTED DURING CONSTRUCTION

EXISTING UTILITY POLE RELOCATED JANUARY 2026

RELOCATED UTILITY BY OWNER

REMOVING AND DISPOSING CORRUGATED BEAM GUIDERAIL, ITEM 606.71

EXISTING ELECTRICAL METER RELOCATED JANUARY 2026

RELOCATE MAILBOX

BOX BEAM GUIDERAIL (SHOP BENT OR SHOP MITERED), ITEM 606.100002

BOX BEAM GUIDE RAILING END ASSEMBLY, TYPE IIA ITEM 606.120201

MULTI BOLE 18" TREES

10" TREE

18" 3 BOLE TREE

12" TREES

6 TREES AVG 18"

HB W/OA

HEDGE

ASPHALT

GRAVEL

DITCH

SKYLINE DRIVE

PINE HILL ROAD

16+00

17+00

18+00

19+00

PT = 17+71.56

CURVE 2

RIM=565.99'
CNO

CBP 103
N=914,287.77
E=597,318.63
ELEV=564.08'
REBAR & CAP

BM 2
IS A NAIL LOCATED IN POLE
L&P 55
ELEV = 567.79'

12" CIP
RIM=569.45
INV=558.4
SW=558.6
SE=558.5

INV=569.09'

INV=565.41'

18" CONC

18" CIP

WV
HYD
OE
SA
HB

| CURVE DATA 2 |
|---|
| R = 360 |
| L = 216.24 |
| DELTA 34°-24'-58" |
| T = 111.49 |
| E = 16.87 |
| PC = STA. 15+55.32 |
| PI = 16+66.81 |
| PT = 17+71.56 |

20 0 20 40 60 80'

1" = 40'

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

ALTERED ON:

AFFIXED ON: 01/19/2026

SIGNATURE:
STAMP:

SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

STATE OF NEW YORK
EDWIN TWISS
080650
LICENSED PROFESSIONAL ENGINEER

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

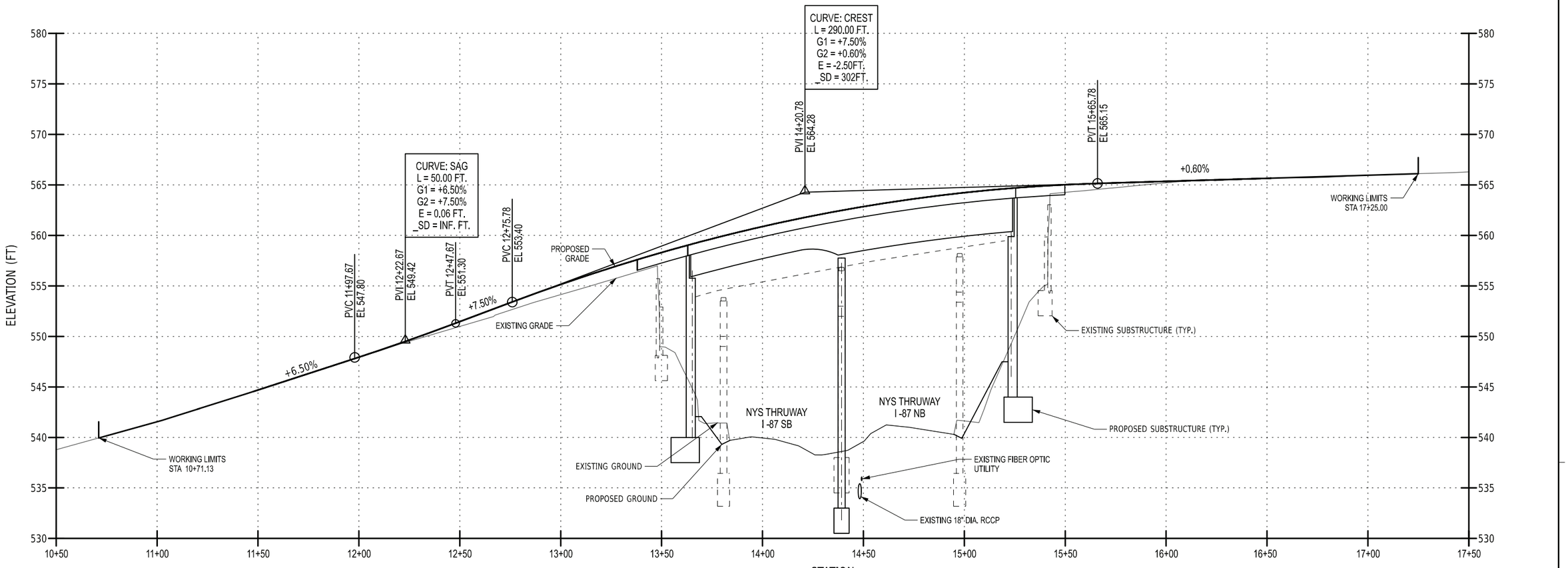
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
GENERAL PLAN (2 OF 2)

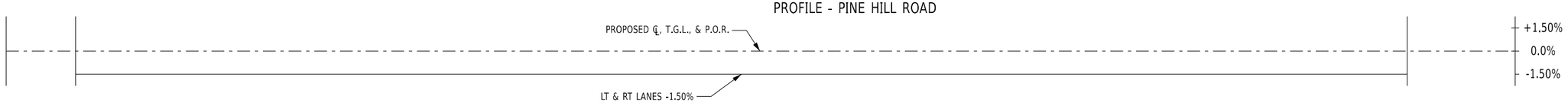
CONTRACT NUMBER: TANY 26-17B

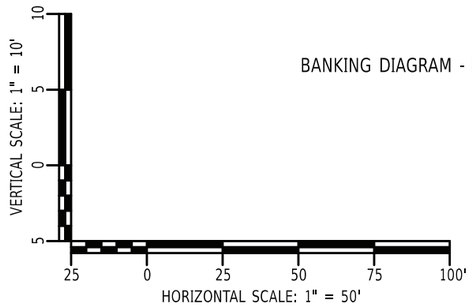
DATE: 01/19/2026

DRAWING NUMBER: GNP-02




PROFILE - PINE HILL ROAD




BANKING DIAGRAM - PINE HILL ROAD

DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 |

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NEW YORK STATE | Thruway Authority

AECOM

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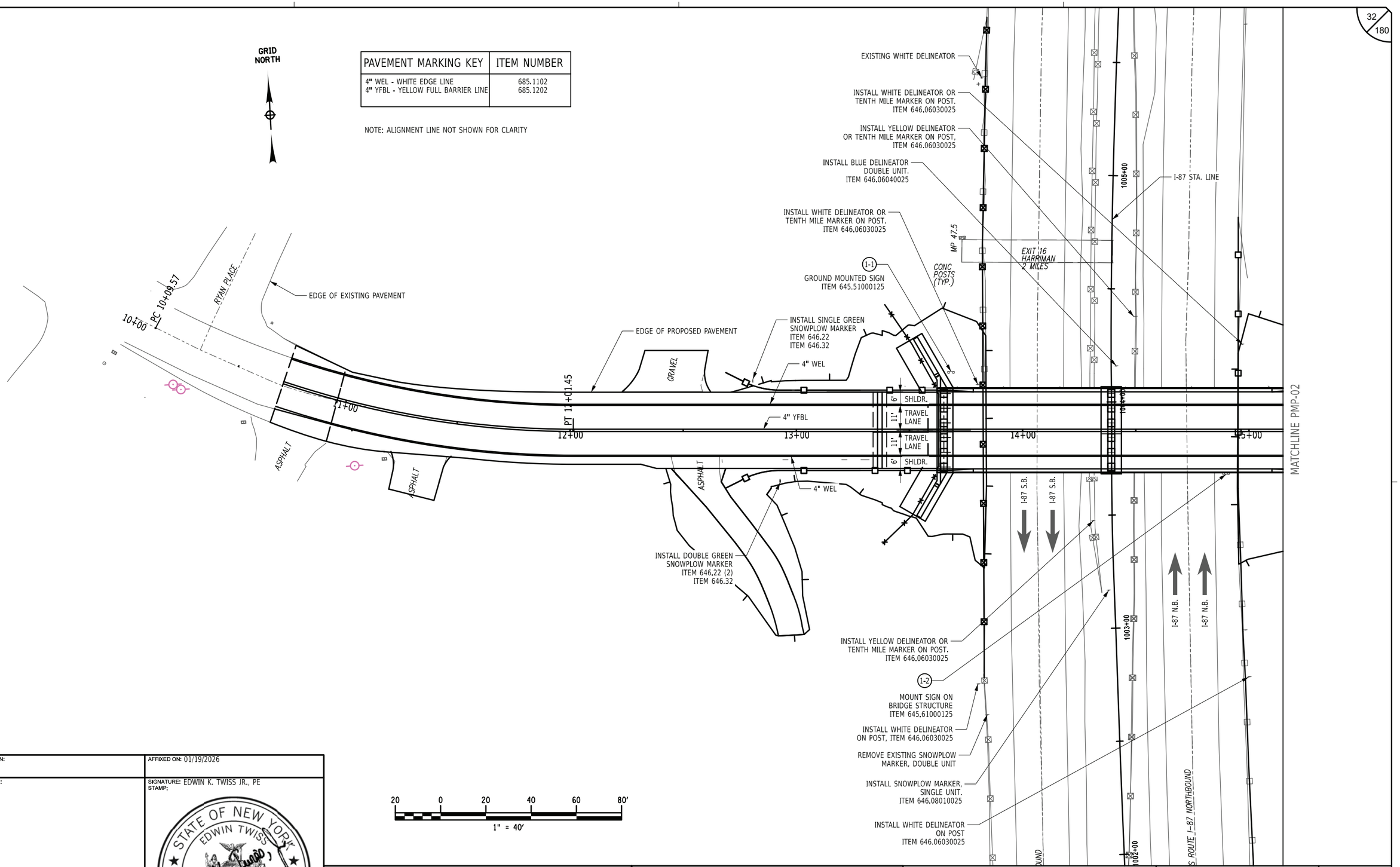
|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>PROFILE | DRAWING NUMBER:<br>PRO-01 |

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

GRID NORTH

| PAVEMENT MARKING KEY | ITEM NUMBER |
|---|---|
| 4" WEL - WHITE EDGE LINE | 685.1102 |
| 4" YFBL - YELLOW FULL BARRIER LINE | 685.1202 |

NOTE: ALIGNMENT LINE NOT SHOWN FOR CLARITY




MATCHLINE PMP-02

20 0 20 40 60 80′
1" = 40′

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: |

STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 · EXCELSIOR

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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

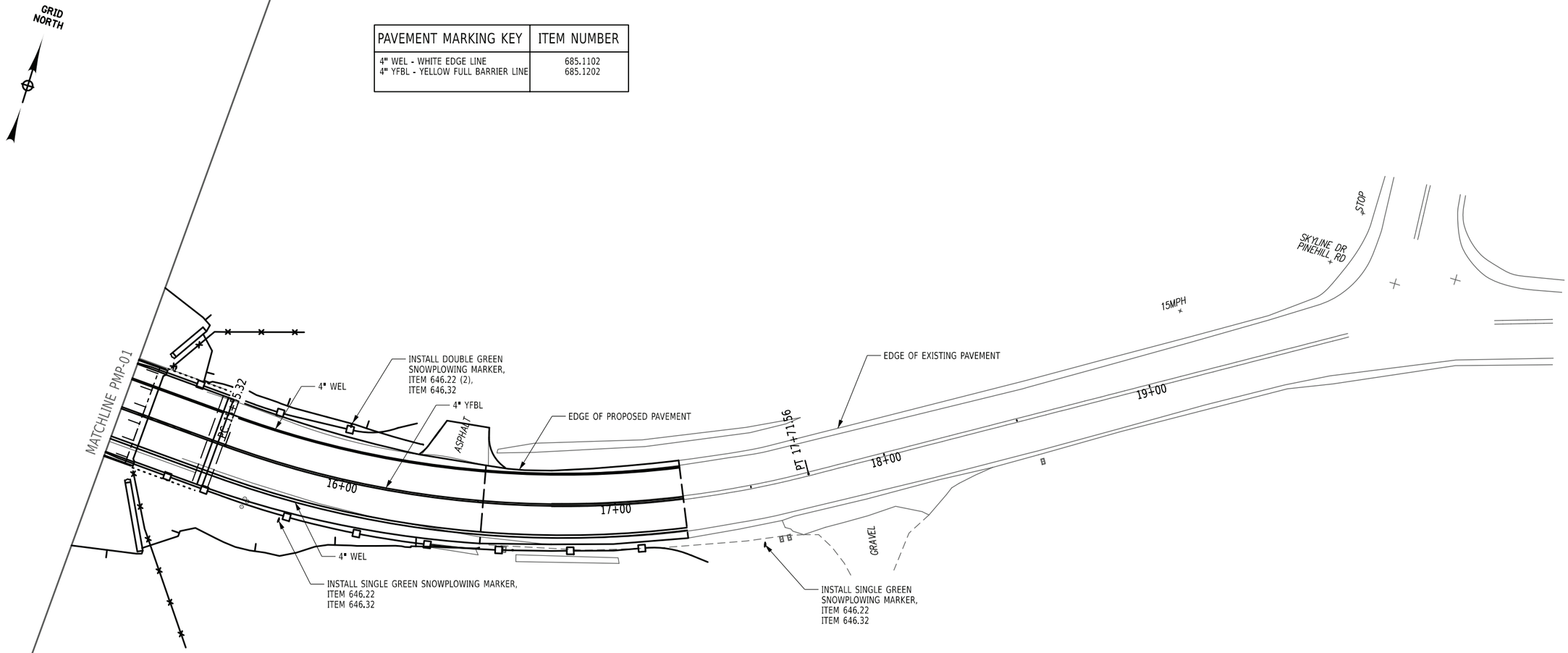
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
SIGNS AND PAVEMENT MARKING PLAN (1 OF 2)

CONTRACT NUMBER: TANY 26-17B
DATE: 01/19/2026
DRAWING NUMBER: PMP-01

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

| PAVEMENT MARKING KEY | ITEM NUMBER |
|---|---|
| 4" WEL - WHITE EDGE LINE<br>4" YFBL - YELLOW FULL BARRIER LINE | 685.1102<br>685.1202 |




NOTE ALIGNMENT LINE NOT SHOWN FOR CLARITY.

20 0 20 40 60 80′
1" = 40′

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK EDWIN TWISS 080650 LICENSED PROFESSIONAL ENGINEER EXCELSIOR |

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NEW YORK STATE | Thruway Authority

AECOM

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|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>SIGN AND PAVEMENT MARKING PLAN (2 OF 2) | DRAWING NUMBER:<br>PMP-02 |

| DESIGNATION & COLOR (SEE NOTE 2) | LOCATION | TEXT | POST ITEM | ITEM | SIZE / AREA (SEE NOTE 3) | PAYMENT AREA (SEE NOTE 3) / TOTAL PAYMENT AREA |
|---|---|---|---|---|---|---|
| D3-1 | 1-2 | PINE HILL RD | N/A | 645.61000125 | 72 X 24<br>12 SF | 12 SF |
| D3-1 | 1-1 | PINE HILL RD | 645.81 | 645.51000125 | 72 X 24<br>12 SF | 12 SF |

| DELINEATORS, SNOWPLOW MARKERS, SUPPLEMENTARY SNOWPLOWING MARKER PANELS, STEEL POSTS | | | | | | | |
|---|---|---|---|---|---|---|---|
| STATION | SIDE | COMMENTS | ITEM 646.06030025 (EA) | ITEM 646.06040025 (EA) | ITEM 646.08010025 (EA) | ITEM 646.22 (EA) | ITEM 646.32 (EA) |
| 12 + 92.90 | R | DOUBLE GREEN SNOW PLOWING MARKER | | | | 2 | 1 |
| 12 + 80.80 | L | SINGLE GREEN SNOW PLOWING MARKER | | | | 1 | 1 |
| 15 + 81.47 | R | SINGLE GREEN SNOW PLOWING MARKER | | | | 1 | 1 |
| 15 + 98.71 | L | DOUBLE GREEN SNOW PLOWING MARKER | | | | 2 | 1 |
| 17 + 53.89 | R | SINGLE GREEN SNOW PLOWING MARKER | | | | 1 | 1 |
| | | | | | | | |
| 1002 + 77.60 | L | INSTALL WHITE DELINEATOR OR TENTH MILE MARKER ON POST | 1 | | | | |
| 1002 + 78.94 | R | INSTALL WHITE DELINEATOR OR TENTH MILE MARKER ON POST | 1 | | | | |
| 1003 + 16.94 | L | INSTALL SNOW PLOW MARKER (SINGLE) | | | 1 | | |
| 1003 + 47.97 | L | INSTALL YELLOW DELINEATOR OR TENTH MILE MARKER ON POST | 1 | | | | |
| 1004 + 08.14 | L | INSTALL WHITE DELINEATOR OR TENTH MILE MARKER ON POST | 1 | | | | |
| 1004 + 15.97 | L | INSTALL BLUE DELINEATOR OR TENTH MILE BACK-TO-BACK ON POST | | 1 | | | |
| 1004 + 25.19 | R | INSTALL WHITE DELINEATOR OR TENTH MILE MARKER ON POST | 1 | | | | |
| 1004 + 37.57 | R | INSTALL YELLOW DELINEATOR OR TENTH MILE MARKER ON POST | 1 | | | | |
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DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

ALTERED ON:

SIGNATURE:
STAMP:

AFFIXED ON: 01/19/2026

SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

SIGNING NOTES:

1. SIGN LOCATIONS AS SHOWN ON PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL INSTALL NEW SIGNS AND RELOCATE EXISTING SIGNS IN ACCORDANCE WITH THE MUTCD AND NYS SUPPLEMENT.
2. THE COLOR IS ONLY SHOWN WHEN THERE IS AN OPTION THAT MUST BE SPECIFIED.
3. THE AREA AND PAYMENT AREA FOR SIGNS ARE FROM THE APPLICABLE STANDARD SHEETS OR SIGN FACE LAYOUTS.

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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

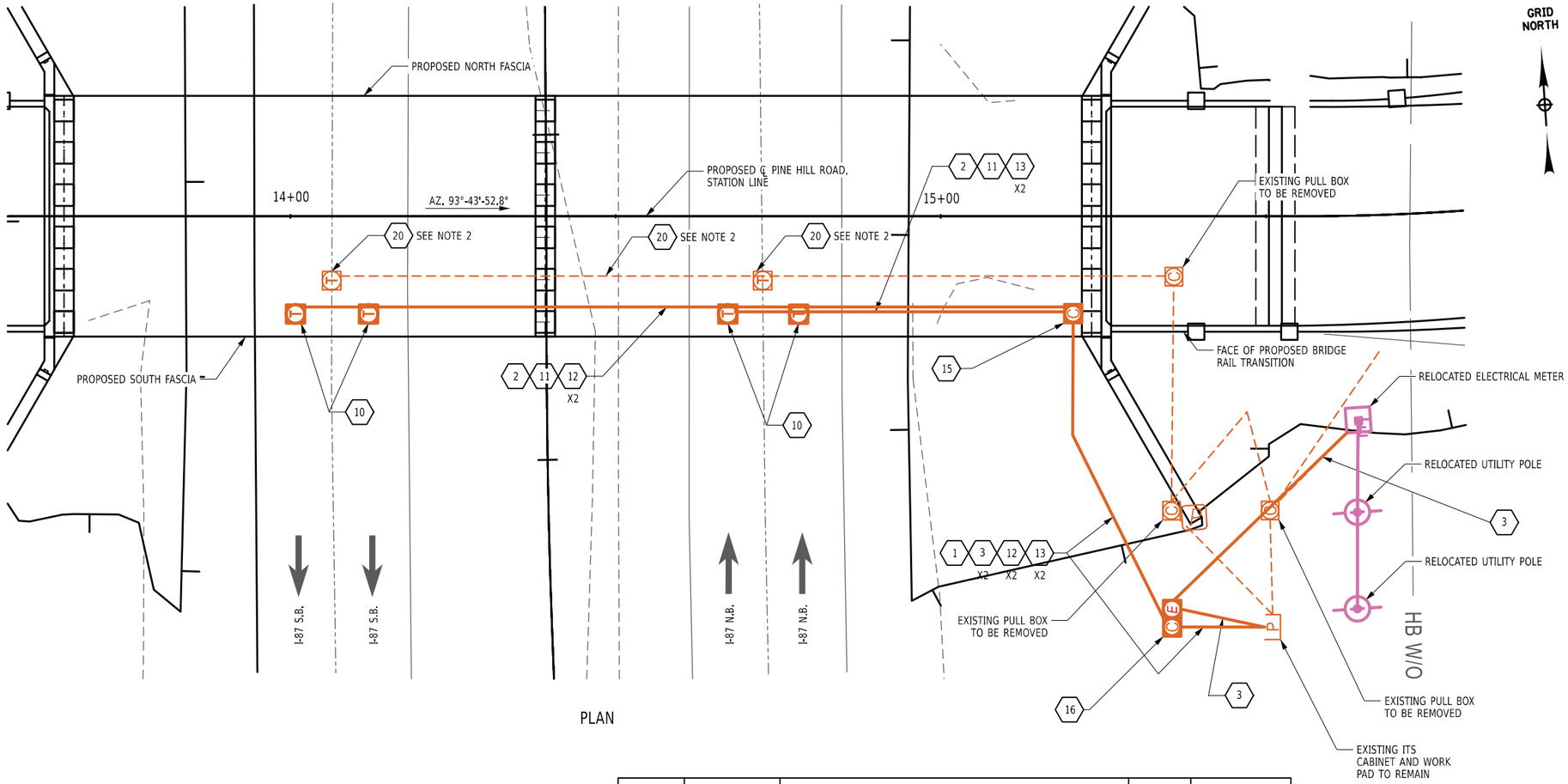
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
SIGN TEXT DATA AND SIGNS TABLES

CONTRACT NUMBER:
TANY 26-17B

DATE:
01/19/2026

DRAWING NUMBER:
SGD-01




PLAN

| REF # | ITEM # | DESCRIPTION | UNIT | QUANTITY |
|---|---|---|---|---|
| 1 | 206.03 | CONDUIT EXCAVATION AND BACKFILL INCLUDING SURFACE RESTORATION | LF | 70 |
| 2 | 206.03120025 | CONDUIT INSTALLATION ON ABOVE GRADE STRUCTURE | LF | 180 |
| 3 | 680.520106 | CONDUIT, METAL STEEL, ZINC COATED, 2" | LF | 145 |
| 10 | 683.30110025 | TRANSMIT ANTENNA | EA | 4 |
| 11 | 680.520406 | TRAFFIC SIGNAL CONDUIT, PVC COATED GALVANIZED STEEL, 2" | LF | 185 |
| 12 | 680.77520025 | TRANSMIT COAXIAL CABLE - TYPE B | LF | 406 |
| 13 | 680.77510025 | TRANSMIT COAXIAL CABLE - TYPE A | LF | 274 |
| 15 | 683.50000025 | NEMA 4X STAINLESS STEEL ENCLOSURE | EA | 1 |
| 16 | 680.51090025 | PULLBOX - B | EA | 1 |
| 20 | 680.79010008 | REMOVE TRAFFIC SIGNAL EQUIPMENT | LS | 1 |

10 0 10 20 30 40′
1" = 20′

NOTES:

1. SEE MSD-02, MDS-03, AND ST-48 FOR CONDUIT AND TRANSMIT ANTENNA INSTALLATION DETAILS AND NOTES.
2. THE FOLLOWING EQUIPMENT SHALL BE REMOVED UNDER ITEM 680.79010008:
   A. EXISTING TRANSMIT ANTENNAS AND ANTENNA MOUNTS (4),
   B. EXISTING TRANSMIT CABLES (4).

   ALL REMOVED EQUIPMENT SHALL BE RETURNED TO THE AUTHORITY.
3. NEMA 4X STEEL ENCLOSURE SHALL BE INSTALLED ON THE BRIDGE ABUTMENT AND CONNECTED TO EXISTING STRUCTURE MOUNTED CONDUIT BACK TO THE EQUIPMENT CABINET. SEE DWG MSD-2 FOR INSTALLATION NOTES AND DETAILS.
4. CONDUIT SHALL BE RUN FROM TRANSIT EQUIPMENT CABINET TO NEW PULLBOX TO NEW ABUTMENT MOUNTED STEEL ENCLOSURE. CONDUIT CONNECTION TO THE TRANSMIT EQUIPMENT CABINET SHALL BE INCLUDED IN THE COST FOR ITEM 680.520106. TWO (2) NEW COAXIAL CABLES SHALL BE RUN IN EACH OF THE NEWLY INSTALLED CONDUIT.
5. PRIOR TO THE REMOVAL OF THE BRIDGE AND ANTENNAS, ITSM SHALL BE NOTIFIED TO POWER DOWN THE TRANSMIT (TI-MED) SITE AND DISCONNECT THE ANTENNAS.
6. AFTER INSTALLATION OF THE ANTENNAS IS COMPLETE, THE CONTRACTOR SHALL PROVIDE LANE CLOSURE FOR NY ITSM SO THAT THE CABLES AT THE ANTENNAS CAN BE TERMINATED.
7. THE CONTRACTOR SHALL PROVIDE A FULL LOOP OF SLACK CABLE AT THE ANTENNA.

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER · EXCELSIOR |

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NEW YORK STATE | Thruway Authority

AECOM

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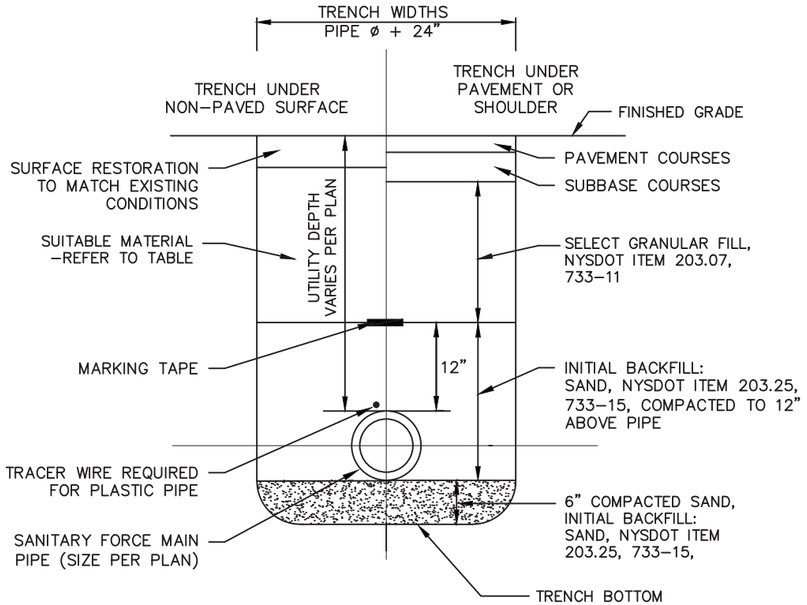
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>ITS PLAN | DRAWING NUMBER:<br>ITS-01 |



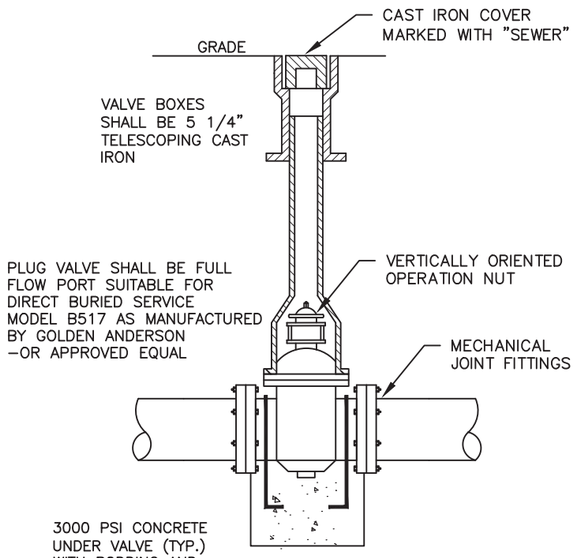

| SUITABLE BACKFILL MATERIAL & COMPACTION REQUIREMENTS FOR TRENCH OUTSIDE OF PAVED/SHOULDER AREAS | | | | |
|---|---|---|---|---|
| | SOIL CLASSIFICATION | | | |
| DESCRIPTION | ASTM D2321 | ASTM D2487 | AASHTO M43 | MINIMUM STANDARD PROCTOR DENSITY % |
| GRADED OR CRUSHED, CRUSHED STONE, GRAVEL | CLASS I | – | 5<br>56 | DUMPED |
| SAND, GRAVELS AND GRAVEL/SAND MIXTURES; LITTLE OR NO FINES | CLASS II | GW<br>GP<br>SW<br>SP | 57<br>6 | 85% |
| SILTY OR CLAYEY GRAVELS, GRAVEL/SAND/SILT OR GRAVEL AND CLAY MIXTURES; SILTY OR CLAYEY SANDS, SAND/CLAY OR SAND/SILT MIXTURES | CLASS III | GM<br>GC<br>SM<br>SC | GRAVEL AND SAND (<10% FINES) | 90% |

NOTE: INORGANIC SILTS, CLAYS, AND OTHER CLASS IV MATERIAL SHALL NOT PERMITTED.

1. BACKFILL SHALL CONTAIN NO STONES OVER 6" IN ANY DIMENSION.
2. IN PAVED OR SHOULDER AREAS, BACKFILL TO BE SELECT GRANULAR FILL, NYS DOT ITEM 203.07, 733-11.

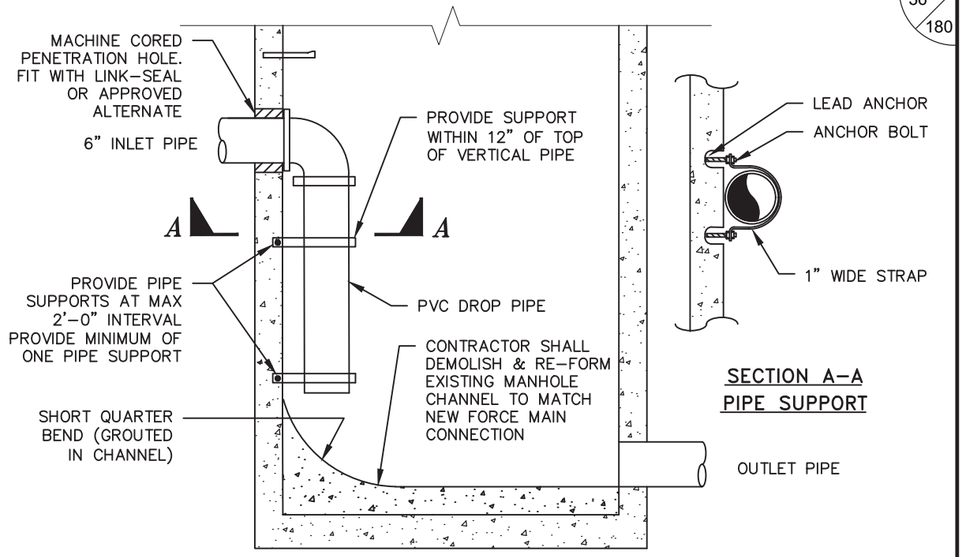
## SANITARY FORCE MAIN TRENCH CROSS SECTION

NOT TO SCALE




## VALVE DETAIL

NOT TO SCALE



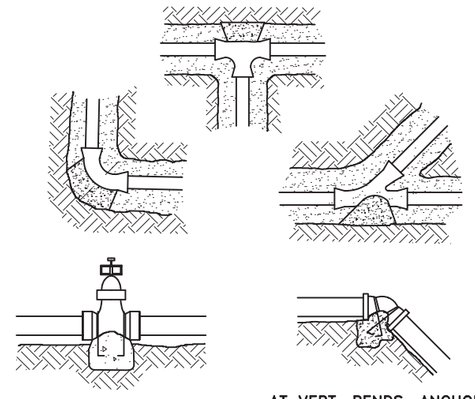

## SECTION A-A PIPE SUPPORT

NOTES:

1. ALL METAL PARTS SECURING VERTICAL PIPE SHALL BE STAINLESS STEEL.
2. MANHOLE DROP CONNECTION TO BE USED WHERE DIFFERENCE IN INVERT ELEVATIONS BETWEEN INLET PIPE AND OUTLET PIPE IS 2 FEET OR GREATER.

## FORCEMAIN DROP CONNECTION TO EXISTING MANHOLE DETAIL

NOT TO SCALE




NOTES:

1. KEEP NUTS AND BOLTS FREE OF CONCRETE THROUGH THE USE OF PLASTIC COVERS.
2. THRUST BLOCKS ARE TO BE INSTALLED AS SHOWN FOR EACH OF THE FITTINGS SHOWN ABOVE WHERE INDICATED ON THE PLANS OR AS ORDERED BY THE ENGINEER.

| THRUST BLOCK SIZING TABLE | | | | | |
|---|---|---|---|---|---|
| BEARING AREA OF THRUST BLOCK IN SQUARE FEET | | | | | |
| FITTING | THRUST * (POUNDS) | HARD SHALE | SAND & GRAVEL | SAND | SOFT CLAY |
| TEES AND DEAD ENDS | | | | | |
| 6" | 5,700 | 1 | 2 | 3 | 6 |
| 8" | 9,870 | 1 | 3.50 | 5 | 10 |
| 90° BEND | | | | | |
| 6" | 8,055 | 1 | 3 | 4 | 8 |
| 8" | 13,950 | 1.5 | 5 | 9 | 14 |
| 45° BEND | | | | | |
| 6" | 4,365 | 1 | 1.5 | 2.5 | 4.5 |
| 8" | 7,560 | 1 | 2.5 | 4 | 8 |
| 22 1/2° OR 11 1/4° BEND | | | | | |
| 6" | 2,205 | 1 | 1 | 1.5 | 2.5 |
| 8" | 3,825 | 1 | 1.5 | 2 | 4 |

*THRUST BASED ON 150 PSI

## THRUST BLOCK DETAILS

NOT TO SCALE

NOTE:

1. THIS PLAN SERIES (REFER TO SHEET INDEX) SHALL APPLY ONLY TO INSTALLATION OF THE SANITARY SEWER FORCE MAIN REPLACEMENT. REFER TO PLANS PREPARED BY OTHERS FOR ALL ASPECTS OF CONSTRUCTION NOT DIRECTLY CONNECTED WITH THE SANITARY SEWER FORCE MAIN REPLACEMENT.

## SANITARY FORCE MAIN REPLACEMENT SHEET INDEX


| SHEET | TITLE |
|---|---|
| FM DTL-1 | SANITARY SEWER FORCE MAIN INSTALLATION DETAILS |
| FM DTL-2 | SANITARY SEWER FORCE MAIN BRIDGE MOUNTING DETAILS |
| SR-01 | PINE HILL ROAD SANITARY FORCE MAIN REPLACEMENT SITE PLAN 1 OF 2 |
| SR-02 | PINE HILL ROAD SANITARY FORCE MAIN REPLACEMENT SITE PLAN 2 OF 2 |
| SRP-01 | PINE HILL ROAD SANITARY FORCE MAIN REPLACEMENT PROFILE |


CHECKED BY:
DRAFTED BY: MK / DJW
DESIGNED BY:
DESIGN SUPERVISOR:
CHECKED BY: SH

ALTERED ON:

AFFIXED ON: 03/26/2026

SIGNATURE:
STAMP:

SIGNATURE:
STAMP:

STATE OF NEW YORK
SEAN T HOFFMAN
LICENSED PROFESSIONAL ENGINEER
No. 081493

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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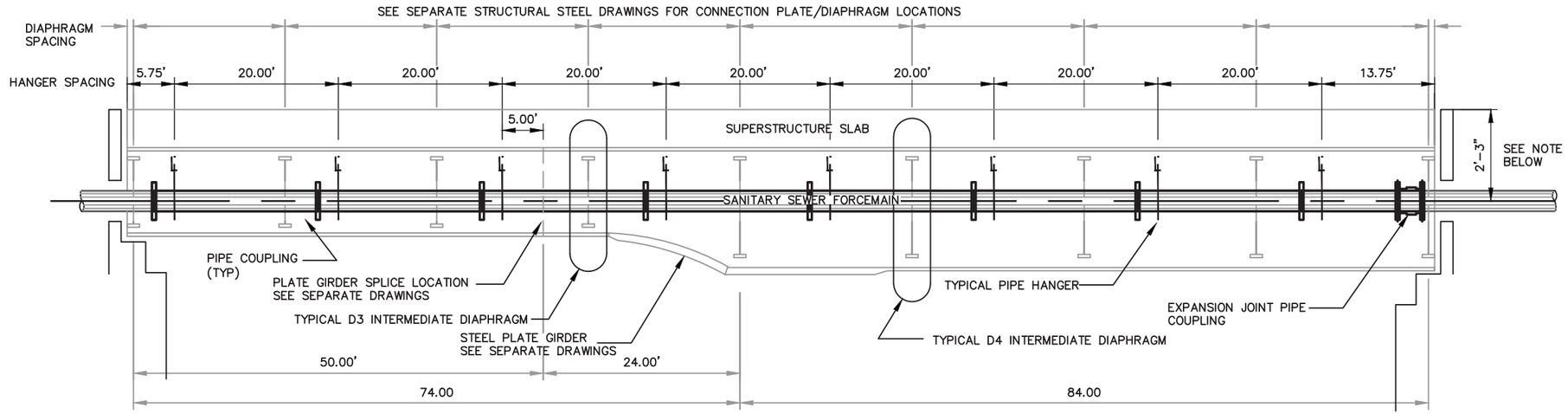
NEW YORK STATE Thruway Authority

LANC & TULLY Engineering and Surveying, D.P.C.

TITLE OF PROJECT: REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58
LOCATION OF PROJECT: VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280
TITLE OF DRAWING: SANITARY SEWER FORCE MAIN INSTALLATION DETAILS

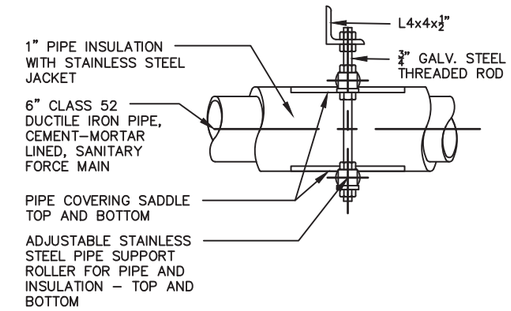
CONTRACT NUMBER: TANY 26-17B
DATE: 01/30/2026
DRAWING NUMBER: FM DTL-1



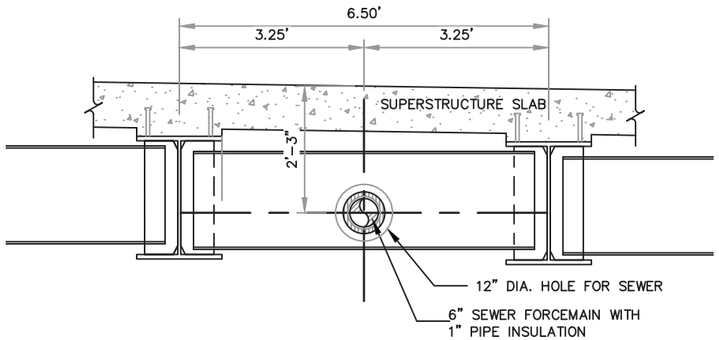

PIPE COUPLING LOCATIONS SHOWN ARE BASED ON 20 FT LENGTH OF 6" DIP SEWER FORCEMAIN, PLAIN END X PLAIN END.

## FORCEMAIN PROFILE

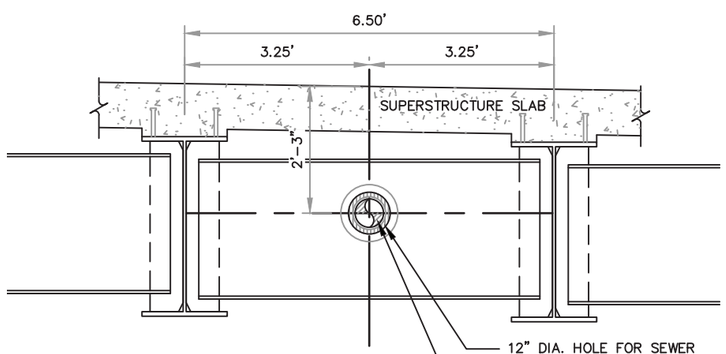
DIMENSIONS OF THE WELDED PLATE GIRDER SHOWN TAKEN FROM DRAWING TITLED "BEGIN ABUTMENT PLAN AND ELEVATION" DATED 1/21/25, PREPARED BY AECOM.



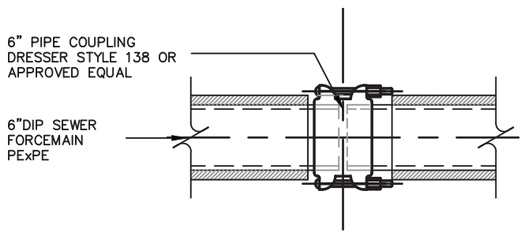

## TYPICAL PIPE SECTION



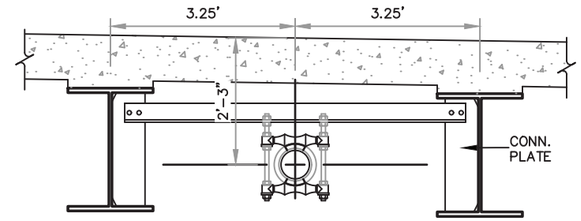

## TYPICAL D3 INTERMEDIATE DIAPHRAGM




## TYPICAL D4 INTERMEDIATE DIAPHRAGM

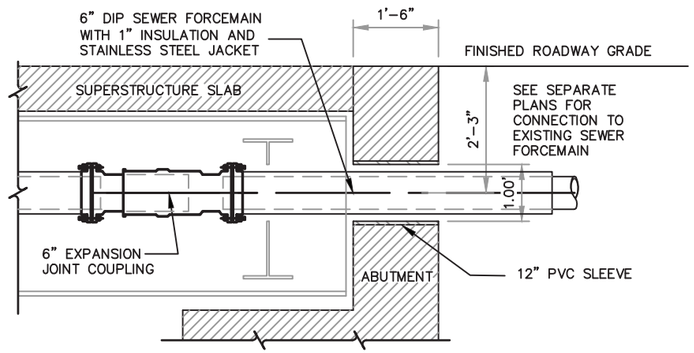



## TYPICAL PIPE COUPLING




## TYPICAL PIPE HANGER

REFER TO UTILITY SUPPORT U1 ON AECOM DRAWING ST-41 FOR COMPLETE DETAIL




## TYPICAL ABUTMENT PENETRATION

DESIGNED BY:
DRAFTED BY: MK / DJW
CHECKED BY: SH
DESIGN SUPERVISOR:

| ALTERED ON: | AFFIXED ON: 03/26/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: STAMP: |

STATE OF NEW YORK · SEAN T HOFFMAN · No. 081493 · LICENSED PROFESSIONAL ENGINEER

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

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NEW YORK STATE Thruway Authority

LANC & TULLY Engineering and Surveying, D.P.C.

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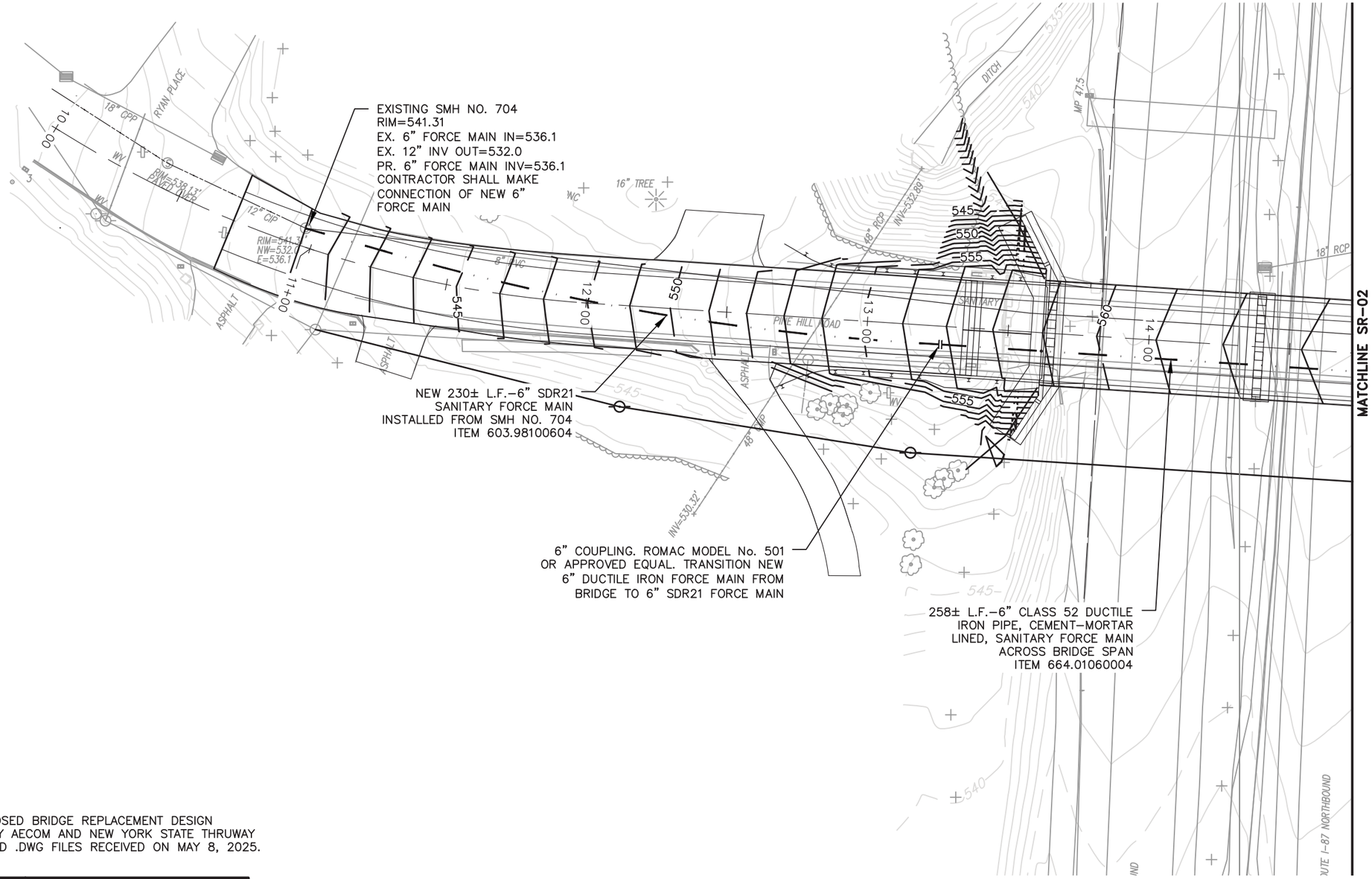
|---|---|
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | SANITARY SEWER FORCE MAIN BRIDGE MOUNTING DETAILS |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/30/2026 |
| DRAWING NUMBER: | FM DTL-2 |




NOTE:

1. BASE SURVEY AND PROPOSED BRIDGE REPLACEMENT DESIGN INFORMATION PROVIDED BY AECOM AND NEW YORK STATE THRUWAY AUTHORITY VIA DIGITAL CAD .DWG FILES RECEIVED ON MAY 8, 2025.

| ALTERED ON: | AFFIXED ON: 03/26/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: STAMP: STATE OF NEW YORK · SEAN T HOFFMAN · LICENSED PROFESSIONAL ENGINEER · No. 081493 |

0 40 80 Feet

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New York State Thruway Authority

LANC & TULLY Engineering and Surveying, D.P.C.

TITLE OF PROJECT: REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT: VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280

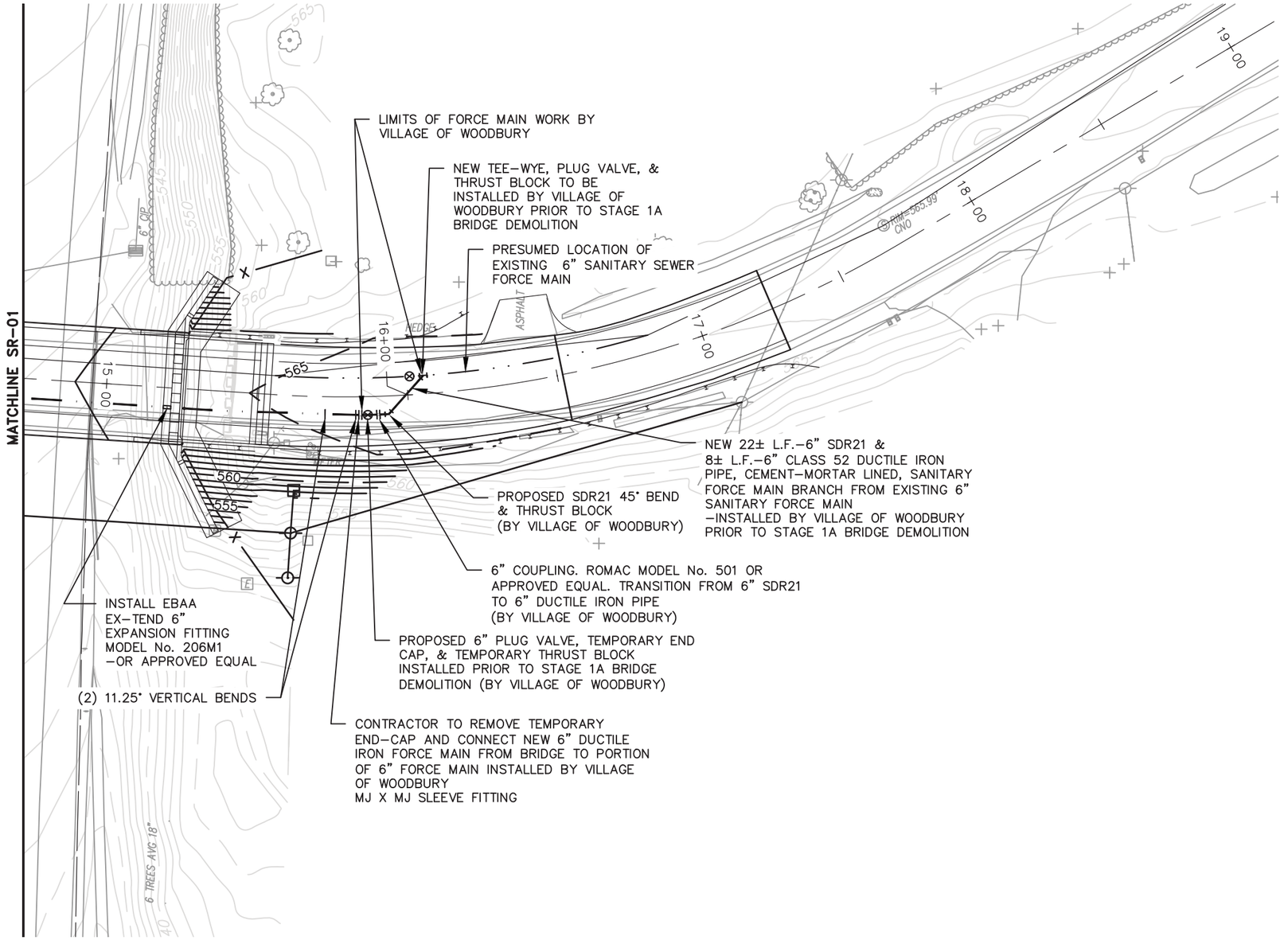
TITLE OF DRAWING: PINE HILL ROAD SANITARY FORCE MAIN REPLACEMENT SITE PLAN (1 OF 2)

CONTRACT NUMBER: TANY 26-17B

DATE: 01/30/2026

DRAWING NUMBER: SR-01

DESIGNED BY: SH
DRAFTED BY: MK / DJW
CHECKED BY:
CHECKED BY:
DESIGN SUPERVISOR:




GRID

0 40 80 Feet

| ALTERED ON: | AFFIXED ON: 03/26/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: STAMP: STATE OF NEW YORK SEAN T HOFFMAN LICENSED PROFESSIONAL ENGINEER No. 081493 |

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NEW YORK STATE Thruway Authority

LANC & TULLY Engineering and Surveying, D.P.C.

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
PINE HILL ROAD
SANITARY FORCE MAIN
REPLACEMENT SITE PLAN (2 OF 2)

CONTRACT NUMBER: TANY 26-17B

DATE: 01/30/2026

DRAWING NUMBER: SR-02

CHECKED BY:
DRAFTED BY: MK / DJW
CHECKED BY: SH
DESIGNED BY:
DESIGN SUPERVISOR:

247402-Force main plan.dwg / SR-02

ELEVATION (FT)

590 585 580 575 570 565 560 555 550 545 540 535 530 525

CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PROPOSED SANITARY SEWER FORCE MAIN WORK UP TO AND INCLUDING THE CONNECTION TO PORTION OF FORCE MAIN INSTALLED BY VILLAGE OF WOODBURY AT ST 15+85

VILLAGE OF WOODBURY SHALL BE RESPONSIBLE FOR INSTALLATION OF NEW 6" FORCE MAIN AND APPURTENANCES FROM CONNECTION POINT AT ST 15+85 THRU CONNECTION TO EXISTING FORCE MAIN AT ST 16+05

INSULATE ALL PIPING WITH LESS THAN 4' DEPTH OF BURY (TYP.)

22± L.F.–6" SDR21 AND 8± L.F.–6" CLASS 52 DUCTILE IRON PIPE, CEMENT–MORTAR LINED, SANITARY FORCE MAIN BRANCH FROM EXISTING 6" SANITARY FORCE MAIN

PROPOSED FINISHED GRADE

ST 15+26.20
PROPOSED 6" SEWER PIPE @
FACE OF BACKWALL INV.=562.10

APPROXIMATE DEPTH EXISTING 6" SANITARY FORCE MAIN

ST 13+62.20
PROPOSED 6" SEWER PIPE @
FACE OF BACKWALL INV.=556.47

ST 10+96.21
EXISTING MANHOLE 704
RIM=541.31
EX. INV IN=536.1
PR. 6" FORCE MAIN INV IN=536.1
INV OUT=532.0

EXISTING 6" SANITARY FORCE MAIN TO BE ABANDONED IN–PLACE FOLLOWING COMPLETION OF NEW FORCE MAIN –FILL PIPE WITH FLOWABLE FILL (TYP.)

INSULATE ALL PIPING WITH LESS THAN 4' DEPTH OF BURY (TYP.)

EBAA "EX–TEND" 6" EXPANSION FITTING MODEL No. 206M1

ST 16+05.57
NEW 6" TEE–WYE & PLUG VALVE INSTALLED ON EXISTING 6" SANITARY FORCE MAIN
–INSTALLED BY VILLAGE OF WOODBURY PRIOR TO STAGE 1A BRIDGE DEMOLITION

ST 15+93.47
45° HORIZONTAL BEND
SDR 21 (BY VILLAGE OF WOODBURY)

258± L.F.–6" CLASS 52 DUCTILE IRON PIPE, CEMENT–MORTAR LINED, SANITARY FORCE MAIN ACROSS BRIDGE SPAN

230± L.F.–6" SDR 21 SEWER FORCE MAIN

ST 15+90.03
6" DRESSER COUPLING TRANSITION FROM 6" SDR21 TO 6" DUCTILE IRON (BY VILLAGE OF WOODBURY)

ST 13+23.86
6" DRESSER COUPLING
CONNECT FORCE MAIN SECTIONS
6" SDR21 TO 6" DUCTILE IRON

ST 15+72.65
11.25° VERTICAL BEND

ST 15+86.59
6" PLUG VALVE INSTALLED ON NEW 6" FORCE MAIN PRIOR TO STAGE 1A BRIDGE DEMOLITION
(BY VILLAGE OF WOODBURY )

ST 13+29.87
45° VERTICAL BEND

ST 13+27.36
45° VERTICAL BEND

ST 15+82.65
11.25° VERTICAL BEND

ST 15+84.12
DUCTILE IRON MJ X MJ SLEEVE FITTING CONNECT FORCE MAIN SECTIONS

ST 12+80.80
CROSSING: FORCE MAIN OVER DRAINAGE
PR 6" SANITARY FORCE MAIN=548.63±
EX 48" CMP DRAINAGE=531.66±

10+50 11+00 11+50 12+00 12+50 13+00 13+50 14+00 14+50 15+00 15+50 16+00 16+50 17+00 17+50

## PROFILE: PINE HILL ROAD
ST 10+50 THRU ST 17+50
SCALE: HORIZONTAL 1"=50'
VERTICAL 1"=10'

Feet
10
5
0
VERTICAL SCALE: 1" = 10'

0 50 100 Feet
HORIZONTAL SCALE: 1" = 50'

DESIGNED BY:
DRAFTED BY: MK / DJW
CHECKED BY:
DESIGN SUPERVISOR: SH

| ALTERED ON: | AFFIXED ON: 03/26/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: STAMP: STATE OF NEW YORK SEAN T HOFFMAN LICENSED PROFESSIONAL ENGINEER No. 081493 |

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NEW YORK STATE Thruway Authority

LANC & TULLY Engineering and Surveying, D.P.C.

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

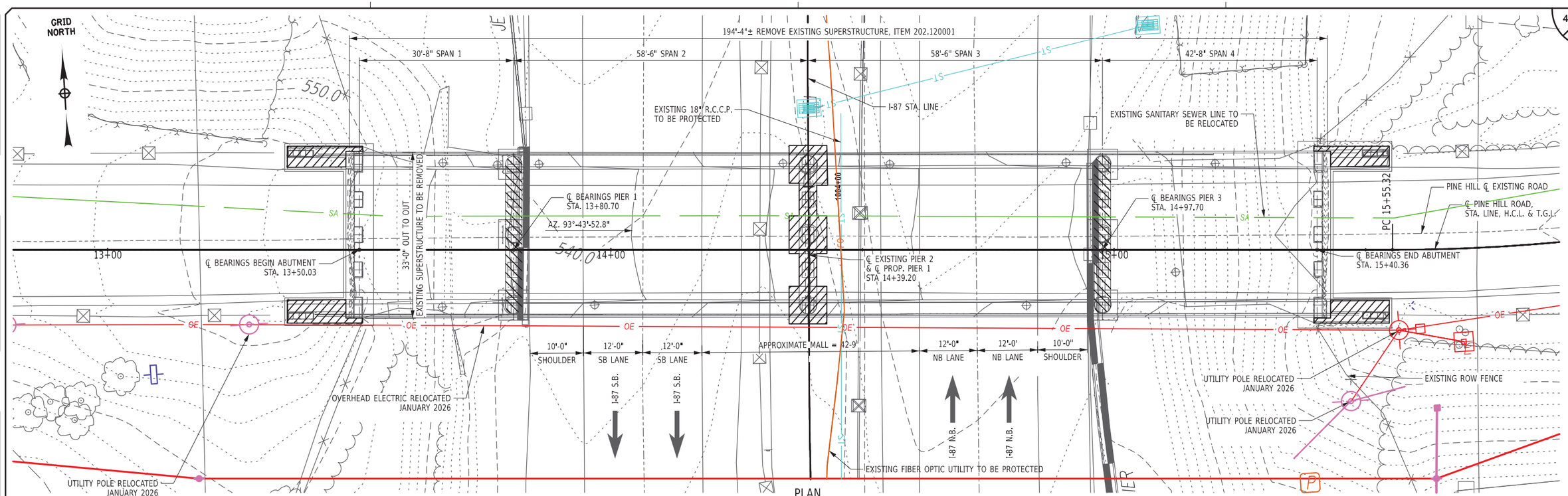
TITLE OF DRAWING
PINE HILL ROAD
SANITARY FORCE MAIN
REPLACEMENT PROFILE

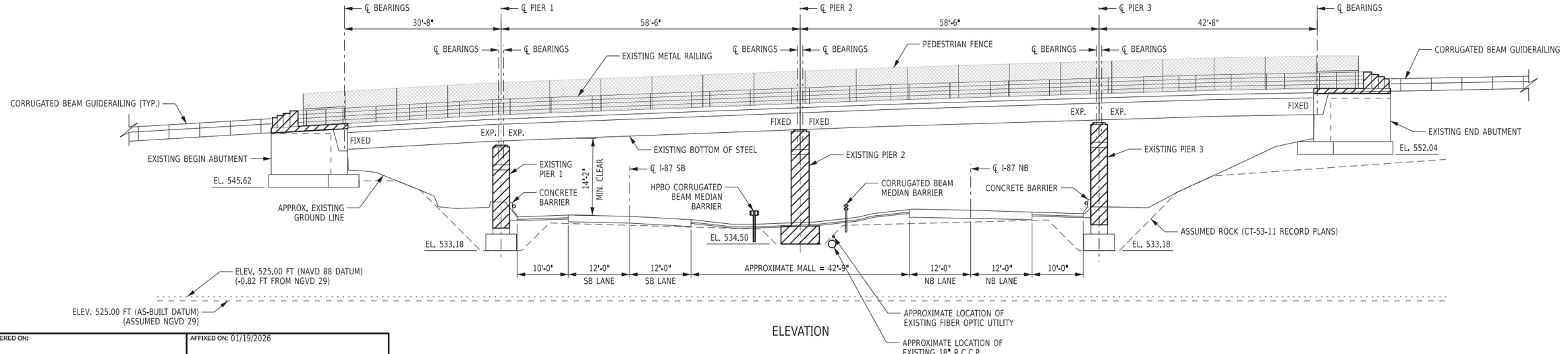
CONTRACT NUMBER: TANY 26-17B

DATE: 01/30/2026

DRAWING NUMBER: SRP-01

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL




LEGEND:

▨ DENOTES AREA OF EXISTING SUBSTRUCTURE TO BE REMOVED ITEM 202.19

10 0 10 20 30 40′
1" = 20′

| | |
|---|---|
| ALTERED ON: | AFFIXED ON: 01/19/2026 |
| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: STATE OF NEW YORK EDWIN TWISS LICENSED PROFESSIONAL ENGINEER 080650 |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

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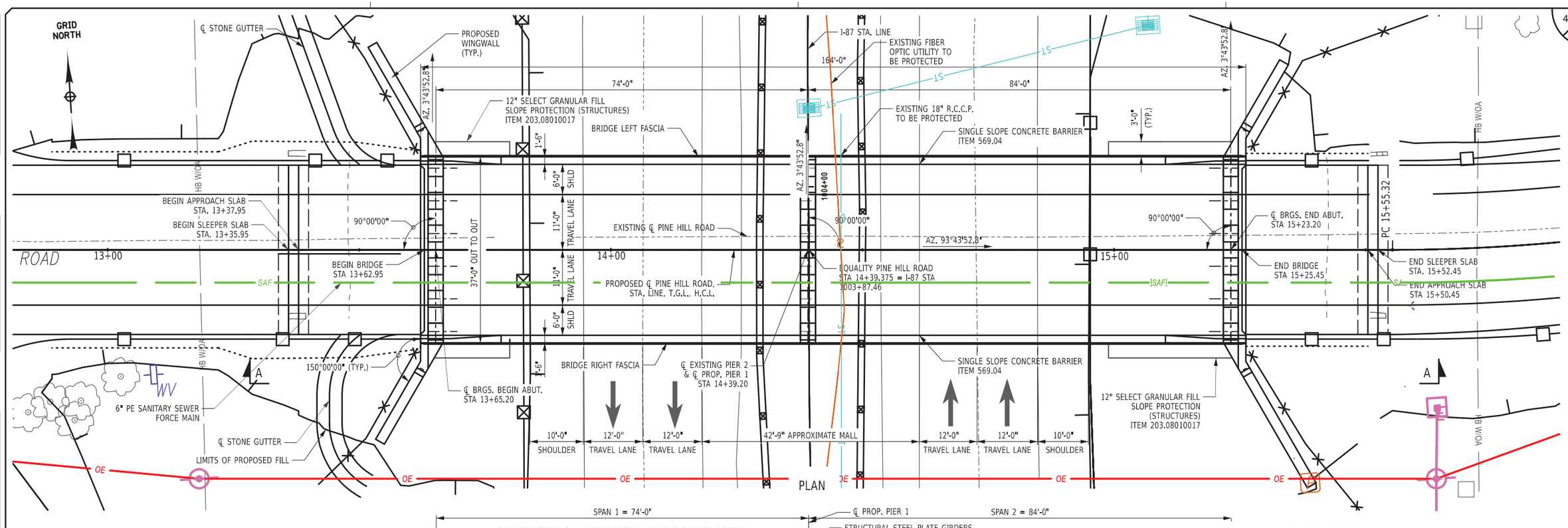
|---|---|
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | EXISTING PLAN AND ELEVATION |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-01 |

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

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| ALTERED ON: | AFFIXED ON: 01/19/2026 |
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER |

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NEW YORK STATE Thruway Authority

AECOM

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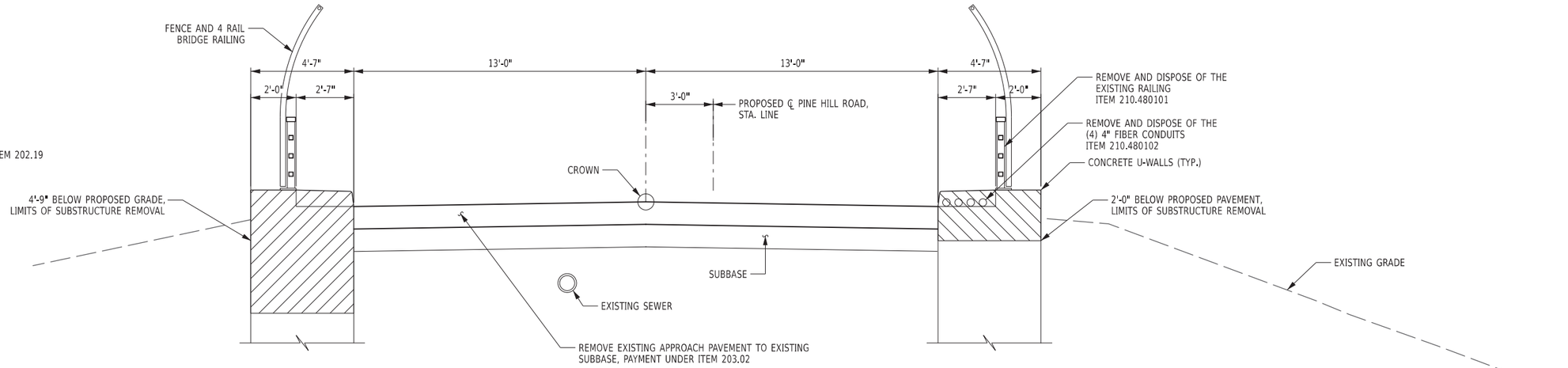
|---|---|
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | PROPOSED PLAN AND ELEVATION |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-02 |

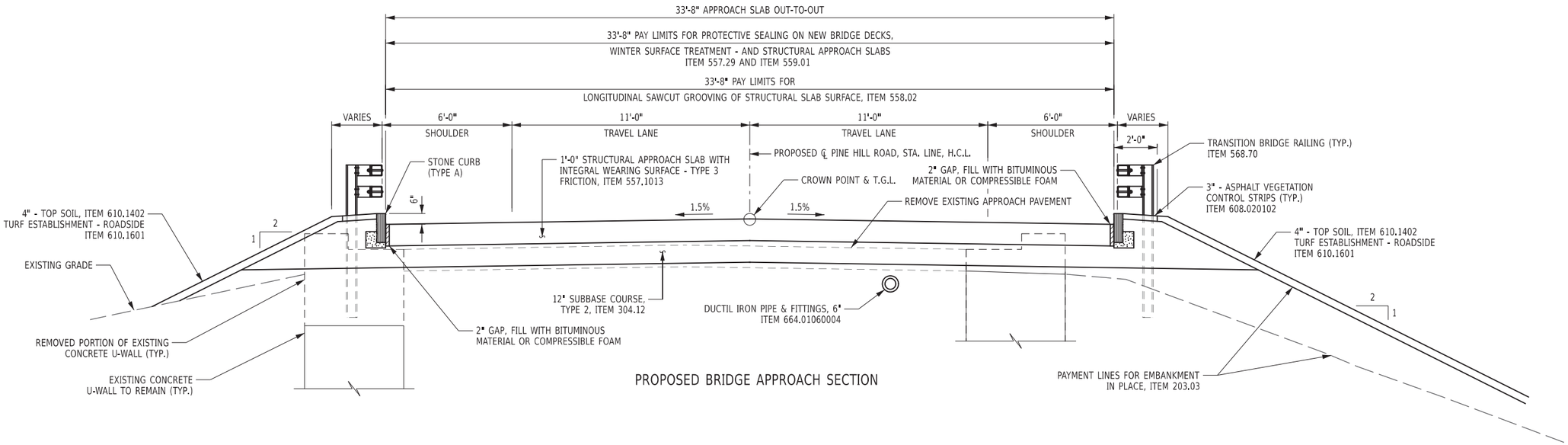
DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE

LEGEND

REMOVAL OF SUBSTRUCTURE, ITEM 202.19




EXISTING BRIDGE APPROACH SECTION




PROPOSED BRIDGE APPROACH SECTION

2 0 2 4 6 8'
3/16" = 1'

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|---|---|
| ALTERED ON: | AFFIXED ON: 01/19/2026 |
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

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NEW YORK STATE Thruway Authority

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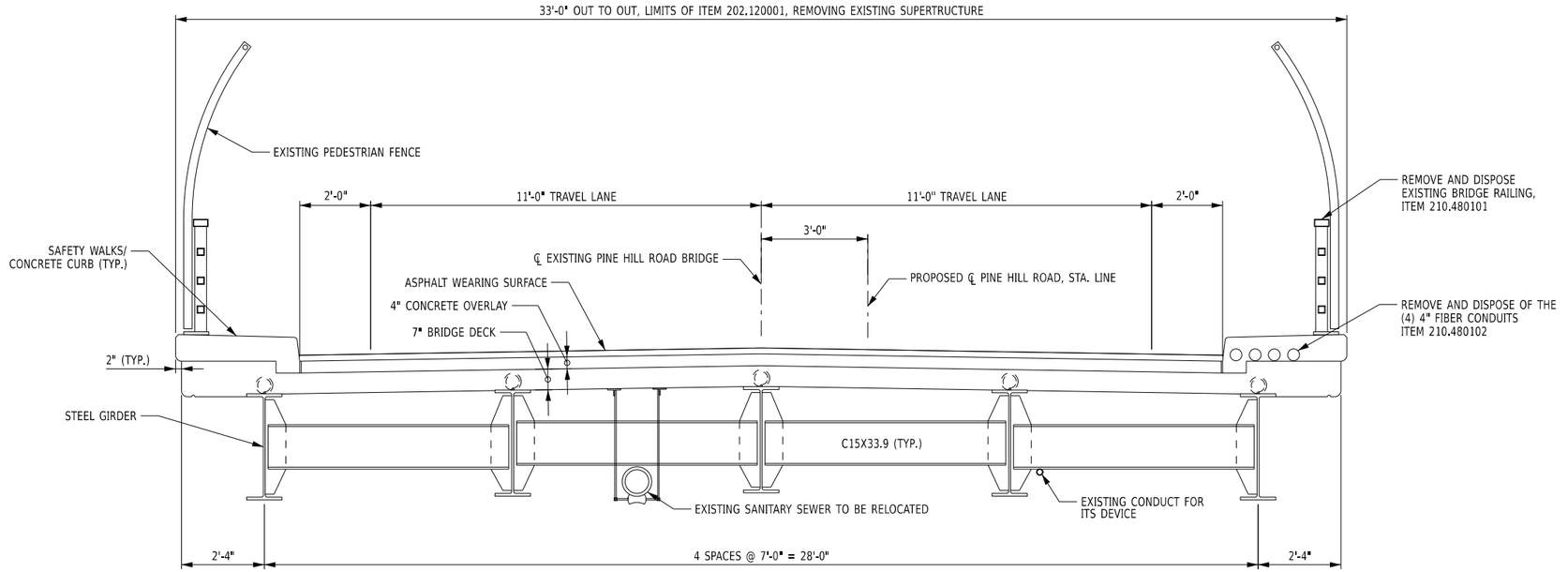
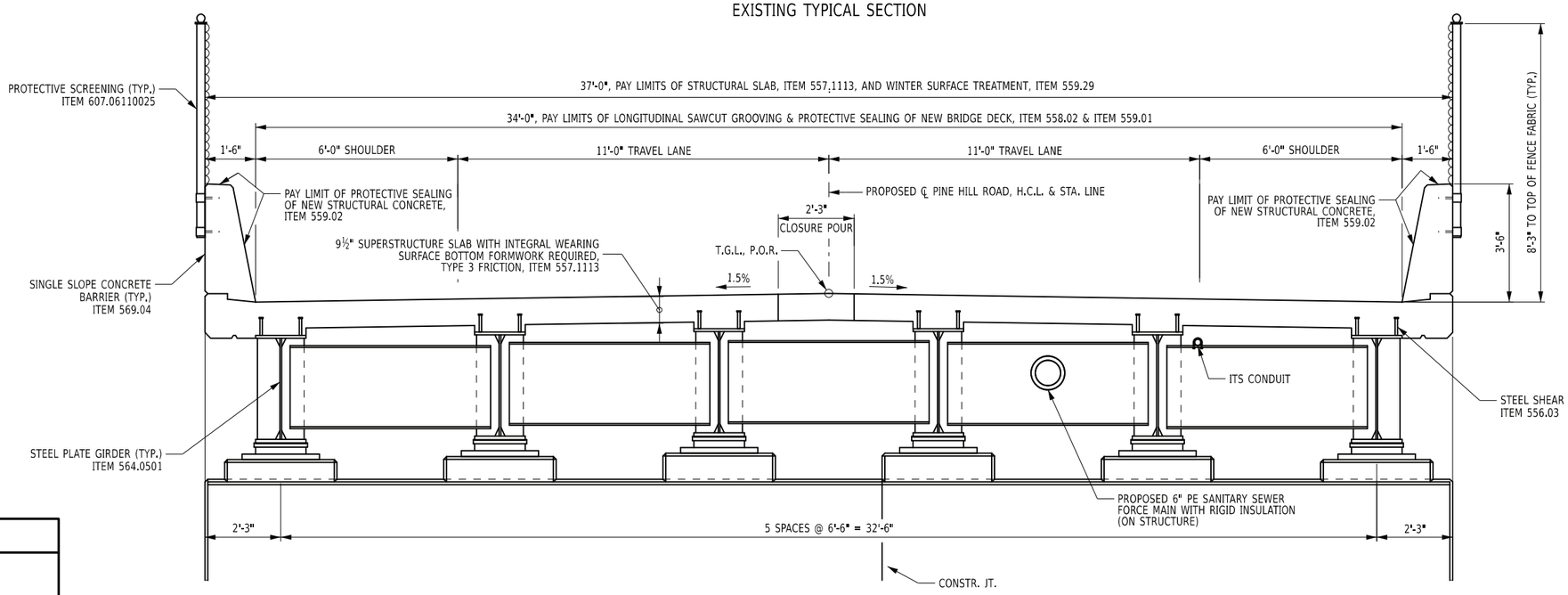
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | TYPICAL APPROACH SECTION |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-03 |




EXISTING TYPICAL SECTION




PROPOSED TYPICAL SECTION

2 0 2 4 6 8′
1" = 4′

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER |

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REVISIONS

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NEW YORK STATE Thruway Authority

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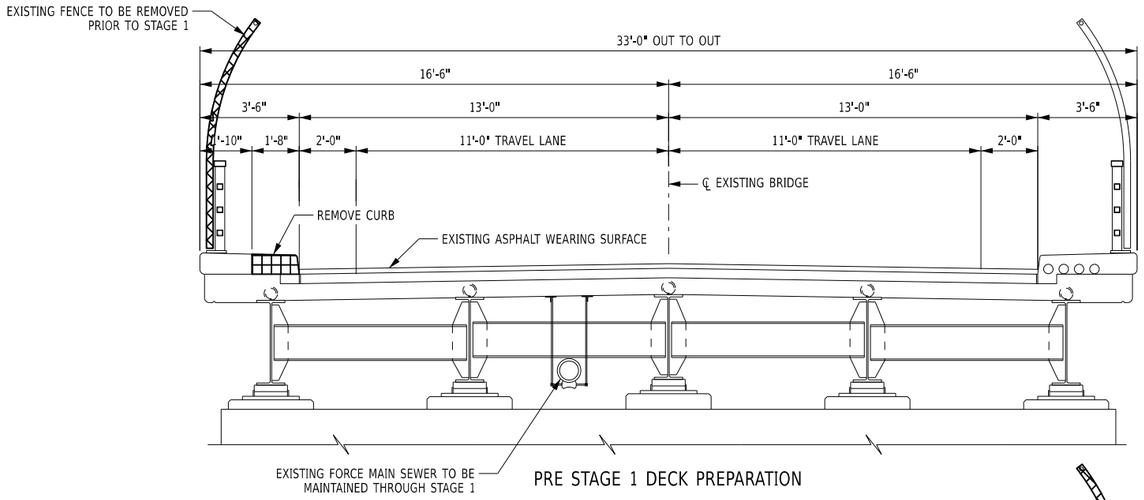
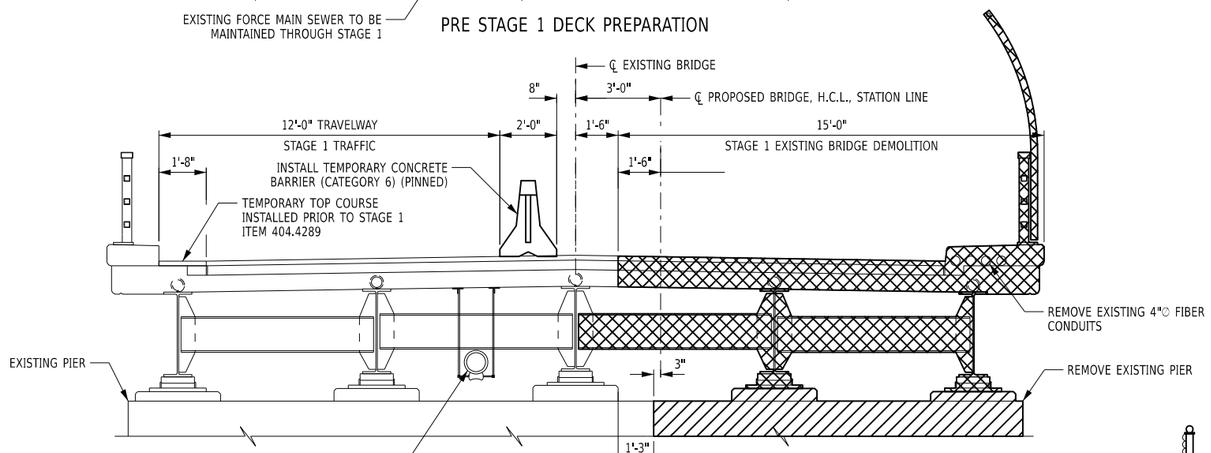
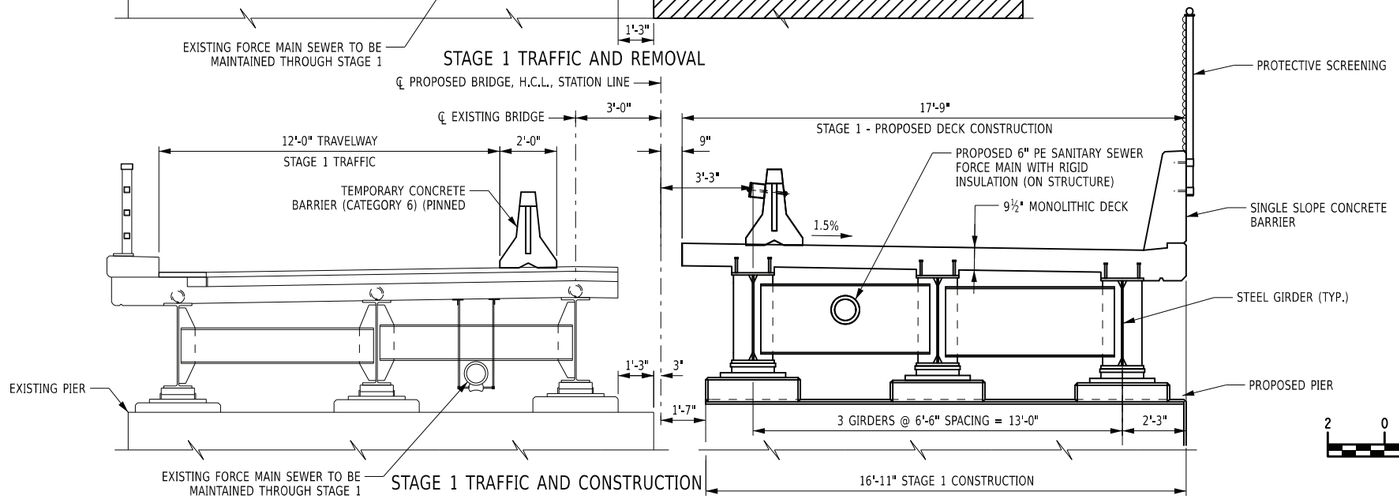
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>TYPICAL BRIDGE SECTIONS | DRAWING NUMBER:<br>ST-04 |




PRE STAGE 1 DECK PREPARATION




STAGE 1 TRAFFIC AND REMOVAL




STAGE 1 TRAFFIC AND CONSTRUCTION

## LEGEND

REMOVAL OF STRUCTURAL CONCRETE, ITEM 580.01

REMOVAL OF SUPERSTRUCTURE, ITEM 202.120001

REMOVAL OF SUBSTRUCTURE, ITEM 202.19

NOTE:

REFER TO NYSDOT STANDARD SHEETS 619-001 FOR TEMPORARY POSITIVE BARRIER DETAILS.

DRAFTED BY: GWR
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 |

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REVISIONS

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NEW YORK STATE Thruway Authority

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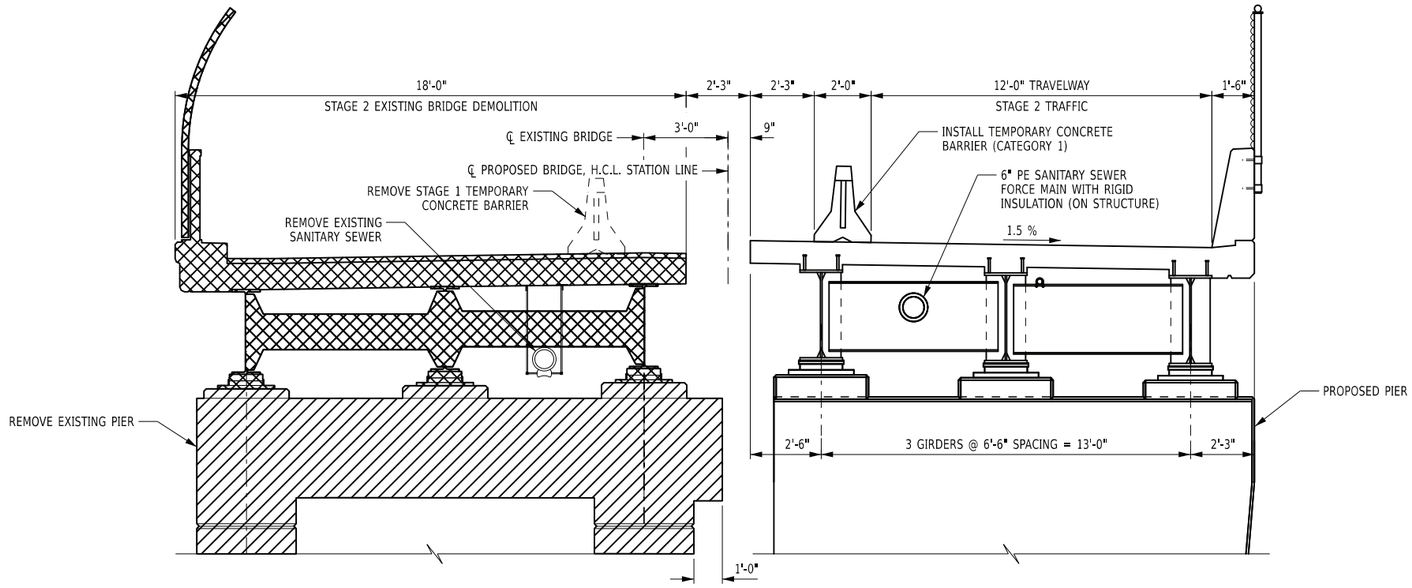
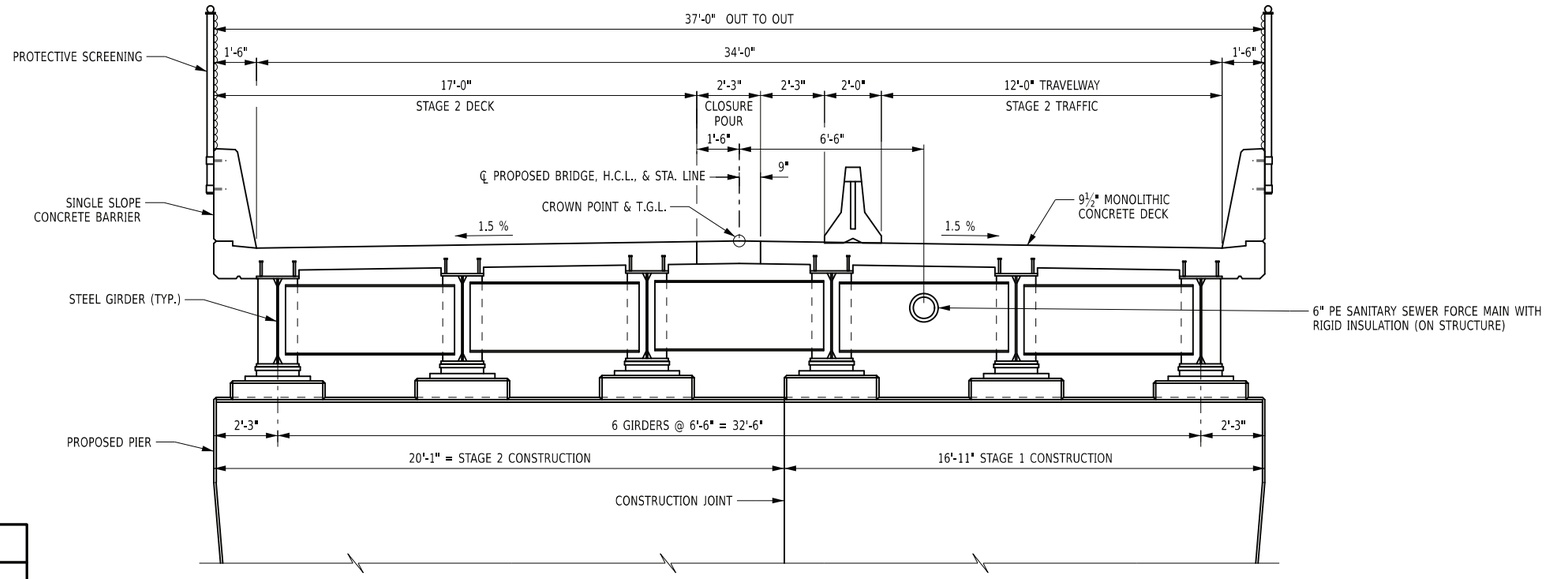
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>STAGE CONSTRUCTION SECTIONS<br>(1 OF 2) | DRAWING NUMBER:<br>ST-05 |

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL




STAGE 2 TRAFFIC AND REMOVAL




STAGE 2 TRAFFIC AND CONSTRUCTION

LEGEND

REMOVAL OF SUPERSTRUCTURE, ITEM 202.120001

REMOVAL OF SUBSTRUCTURE, ITEM 202.19

NOTE:

REFER TO NYSDOT STANDARD SHEETS 619-001 FOR TEMPORARY POSITIVE BARRIER DETAILS.

2 0 2 4 6 8′
3/16" = 1′

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK EDWIN TWISS 080650 LICENSED PROFESSIONAL ENGINEER |

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

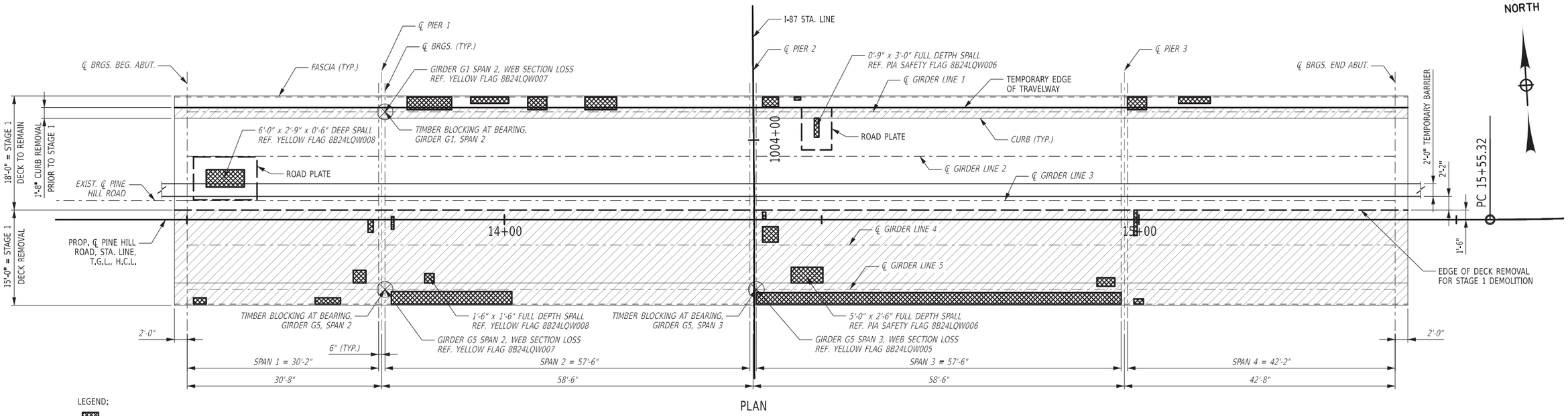
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
STAGE CONSTRUCTION SECTIONS
(2 OF 2)

CONTRACT NUMBER:
TANY 26-17B

DATE:
01/19/2026

DRAWING NUMBER:
ST-06




PLAN

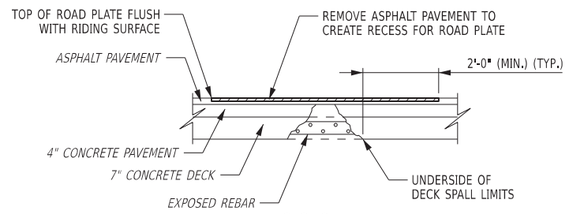
LEGEND;

- SPALL WITH EXPOSED REBAR, SEE NOTE 1
- STAGE 1 REMOVAL
- EXISTING TIMBER BLOCKING
- ROAD PLATE

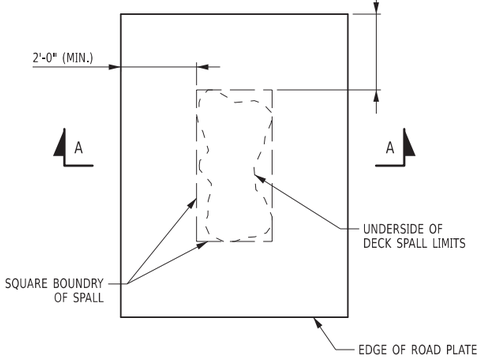
NOTES:

1. APPROXIMATE SIZES AND LOCATIONS OF SPALLS INDICATED ON PLAN ARE BASED ON THE JULY 18, 2024 GENERAL BRIDGE INSPECTION REPORT FOR BIN 5514280, ONLY SPALLS WITH EXPOSED REBAR AS NOTED IN THE INSPECTION REPORT ARE INCLUDED IN THE PLAN.
2. PRIOR TO BEGINNING CONSTRUCTION, CONTRACTOR SHALL PERFORM A FIELD SURVEY TO IDENTIFY LOCATIONS OF SPALLING, ANY CHANGES FROM WHAT IS INDICATED ON THE PLANS SHALL BE REPORTED TO THE ENGINEER. AREAS REQUIREING SUPPORT SHALL BE REINFORCED A.O.B.E.
3. ROAD PLATES SHALL BE POSITIVELY SECURED TO DECK TO PREVENT MOVEMENT. CONNECTION SHALL BE MADE FLUSH WITH TOP SURFACE OF ROAD PLATE. COST OF SURVEY, ROAD PLATE SHOWN, AND WORK REQUIRED TO INSTALL ROAD PLATES SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01.

8 0 8 16 24 32′
1/16" = 1′




SECTION A-A




PLAN

ROAD PLATE DETAIL

| | |
|---|---|
| ALTERED ON: | AFFIXED ON: 01/19/2026 |
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK EDWIN TWISS LICENSED PROFESSIONAL ENGINEER 080650 EXCELSIOR |

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REVISIONS

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NEW YORK STATE Thruway Authority

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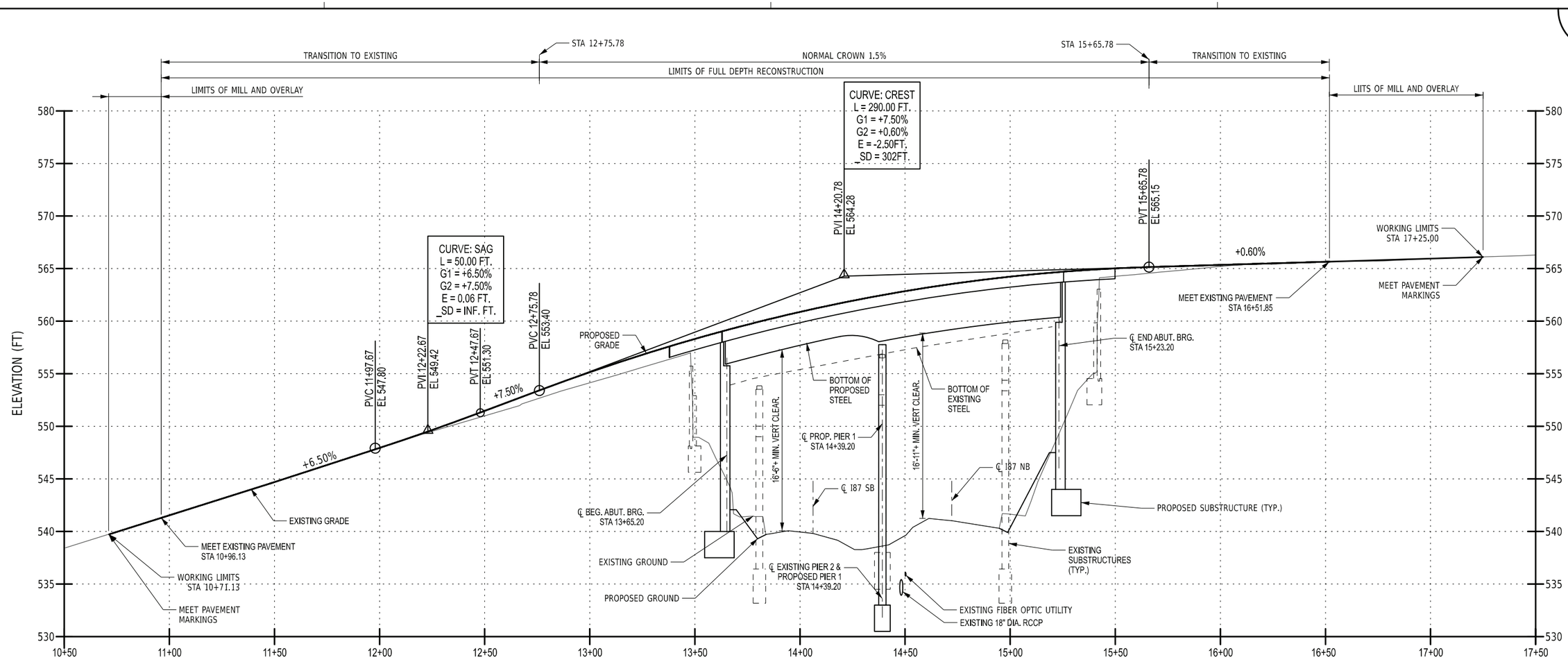
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | DECK CONDITION PLAN |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-07 |

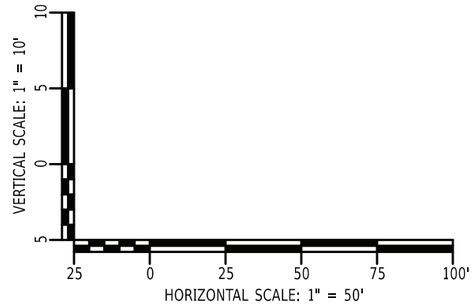
CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL




PROFILE - PINE HILL ROAD

BANKING DIAGRAM - PINE HILL ROAD




| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: |

STATE OF NEW YORK
EDWIN TWISS
080650
LICENSED PROFESSIONAL ENGINEER

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NEW YORK STATE Thruway Authority

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| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | BRIDGE PROFILE |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-08 |

## GENERAL NOTES

1. DESIGN SPECIFICATIONS: NYSDOT LRFD BRIDGE DESIGN SPECIFICATIONS WITH ALL PROVISIONS IN EFFECT AS OF THE DATE SHOWN ON THE FRONT COVER OF THE PROPOSAL (FOR DESIGN PURPOSES, COMPRESSIVE STRENGTH OF CONCRETE FOR SUBSTRUCTURES AND DECK SLABS AT 28 DAYS: f'c = 4,000 psi.)
2. CONSTRUCTION SPECIFICATIONS: NYSDOT STANDARD SPECIFICATIONS - CONSTRUCTION AND MATERIALS WITH ALL PROVISIONS IN EFFECT AS OF THE DATE SHOWN ON THE FRONT COVER OF THE PROPOSAL.
3. THIS BRIDGE SHALL BE MAINTAINED IN ACCORDANCE WITH THE GUIDELINES CONTAINED IN THE CURRENT VERSION OF THE AASHTO MAINTENANCE MANUAL FOR ROADWAYS AND BRIDGES.
4. THE LOAD RATINGS ARE IN ACCORDANCE WITH THE AASHTO MANUAL FOR BRIDGE EVALUATION.
5. DESIGN LIVE LOAD: AASHTO HL-93.
6. DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS FOR WHICH NO SCALE IS SHOWN ARE DRAWN PROPORTIONALLY AND ARE FULLY DIMENSIONED.
7. ALL SHOP DRAWINGS FOR THIS PROJECT SHALL BE PREPARED IN THE U.S. CUSTOMARY UNITS.
8. MATERIALS CONTAINING ASBESTOS ARE BELIEVED TO EXIST AT VARIOUS LOCATIONS ON OR IN THE STRUCTURE(S) CONTAINED IN THIS CONTRACT. THESE MATERIALS WERE NOTED ON THE ORIGINAL CONTRACT PLANS OF THE STRUCTURE(S) AND/OR ENCOUNTERED DURING FIELD INSPECTIONS. ALL KNOWN ASBESTOS CONTAINING MATERIALS HAVE BEEN INDICATED IN THE CONTRACT DOCUMENTS.
9. RECORD PLANS COVERING PREVIOUS WORK WILL BE AVAILABLE FOR REVIEW FOR ALL PROSPECTIVE BIDDERS ON THE AUTHORITY'S WEBSITE PRIOR TO THE LETTING DATE.
10. HAZARDOUS MATERIALS CONTAINING LEAD ARE BELIEVED TO EXIST AT VARIOUS LOCATIONS ON OR IN CERTAIN STRUCTURES CONTAINED IN THE CONTRACT. THESE MATERIALS WERE NOTED ON THE ORIGINAL CONTRACT PLANS OF THE STRUCTURES AND/OR DURING FIELD INSPECTIONS AND ARE PRESENTED IN THE TABLE BELOW. SEE HAZARDOUS WASTE/CONTAMINED MATERIALS SCREENING (FINAL) PREPARED BY FOIT-ALBERT ASSOCIATES DATED JUNE 1, 2024 FOR ADDITIONAL INFORMATION.

| SAMPLE IDENTIFICATION | MATERIAL | LOCATION | APPROX. QUANTITY |
|---|---|---|---|
| LPB-1 | GREEN PAINT | STEEL BRIDGE RAILINGS | 417 LF |

## FOUNDATION NOTES

1. EMBANKMENT IN PLACE, ITEM 203.03 AND SELECT STRUCTURE FILL, ITEM 203.21, SHALL BE PLACED SIMULTANEOUSLY, ON BOTH SIDES OF THE VERTICAL PAYMENT LINE.
2. THE COST OF WATER USED FOR COMPACTION OF THE SELECT STRUCTURAL FILL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203.21 - SELECT STRUCTURE FILL.
3. THE COST OF WATER USED FOR COMPACTION OF EMBANKMENT IN PLACE MATERIAL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203.03 - EMBANKMENT IN PLACE.
4. ALL EXPOSED EDGES OF ABUTMENTS, WINGWALLS, AND PIERS, SHALL HAVE A MINIMUM CHAMFER OF 1", EXCEPT WHERE OTHERWISE NOTED.

## SUBSTRUCTURE NOTES

1. TOP OF BACKWALLS SHALL BE STEEL TROWEL FINISHED. TWO SHEETS OF SHEET GASKET (TREATED BOTH SIDES), SECTION 728-06, SHALL BE PLACED ON THE TOP OF THE BACKWALLS OF FIXED AND EXPANSION ABUTMENTS. THE CONTRACTOR SHALL INCLUDE COSTS FOR THIS WORK IN THE UNIT PRICE BID FOR THE APPROACH SLAB ITEM.
2. THE CONTRACTOR, WITH THE APPROVAL OF THE NYSTA, MAY ELECT TO INTRODUCE CONSTRUCTION JOINTS IN THE ABUTMENTS AND/OR WINGWALLS AT LOCATIONS NOT SHOWN IN THE PLANS. CONSTRUCTION JOINTS SHALL BE PROVIDED WITH SHEAR KEYS AND WATERSTOPS. VERTICAL CONSTRUCTION JOINTS INTRODUCED IN THE ABUTMENTS AND/OR WINGWALLS SHOULD PREFERABLY BE PLACED MIDWAY BETWEEN THE PEDESTALS.
3. THE COST OF ALL JOINT MATERIAL AND WATERSTOPS AT CONCRETE CONSTRUCTION JOINTS, CONTRACTION AND EXPANSION JOINTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE VARIOUS CONCRETE ITEMS IN THE CONTRACT.

## SUPERSTRUCTURE NOTES

1. ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A709, GRADE 50.
2. DIAPHRAGMS SHALL BE FABRICATED TO FIT GIRDERS ERECTED WITH THEIR WEBS PLUMB UNDER FULL DEAD LOAD CONDITIONS, ALSO KNOWN AS TOTAL DEAD LOAD FIT (TDLF).
3. ALL BOLTS SHALL BE ASTM F3125 GRADE 1, HOT DIPPED GALVANIZED.
4. SHOP DRAWINGS SHALL BE PREPARED IN ACCORDANCE WITH THE NEW YORK STATE STEEL CONSTRUCTION MANUAL AND SHALL BE SUBMITTED IN ACCORDANCE WITH THE NYSTA PROCEDURE AND PROCESSING CONTRACT SUBMITTALS (403-0-10).
5. FOR THE VARIOUS LUMP SUM STRUCTURAL STEEL ITEMS IN THE CONTRACT, THE "ESTIMATE OF TOTAL WEIGHT" IS AS FOLLOWS:

| ITEM | ESTIMATE OF TOTAL WEIGHT | BIN |
|---|---|---|
| 564.0501 | 218,652 POUNDS | 5514280 |

THE "ESTIMATE OF TOTAL WEIGHT" SHALL BE USED TO DOCUMENT THE ENGINEER'S ESTIMATED AMOUNT OF STRUCTURAL STEEL REQUIRED FOR THE CONTRACT. UNDER NO CIRCUMSTANCES SHALL THESE WEIGHTS BE USED FOR FINAL PAYMENT PURPOSES. THE CONTRACTOR IS ADVISED NOT TO USE THESE WEIGHTS AS A BIDDING TOOL. DISCREPANCIES BETWEEN THE TOTAL WEIGHTS SHIPPED AND THE "ESTIMATE OF TOTAL WEIGHTS SHALL NOT BE A BASIS FOR ADDITIONAL COMPENSATION.

METALIZING NOTES:

1. ALL GIRDERS, INCLUDING STIFFENERS AND CONNECTION PLATES, SHALL BE METALIZED. THE METALIZING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 572.00020125 - METALIZING.
2. ALL PRIMARY AND SECONDARY MEMBERS (DIAPHRAGMS, LATERAL BRACING, SHIMS, ETC.) SHALL BE METALIZED. THE COST OF METALIZING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 572.00020125 - METALIZING. THE CONTRACTOR HAS THE OPTION OF HOT-DIP GALVANIZING THE SECONDARY MEMBERS. IF THE CONTRACTOR ELECTS TO HOT-DIP GALVANIZE THESE MEMBERS, HOT-DIP GALVANIZING SHALL MEET THE REQUIREMENTS OF SECTION 719-01 TYPE I OF THE NYSDOT STANDARD SPECIFICATIONS - CONSTRUCTION AND MATERIALS. THE COST OF THE HOT-DIP GALVANIZING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 572.00020125 - METALIZING.
3. ALL EXPOSED STEEL COMPONENTS OF BRIDGE BEARINGS, INCLUDING THE SOLE PLATE AND THE MASONRY PLATE, SHALL BE METALIZED. THE COST OF METALIZING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 572.00020125 - METALIZING.
4. ALL BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH THE NEW YORK STATE STEEL CONSTRUCTION MANUAL.
5. DRILLED HOLES SHALL BE CLEANED OF ALL EXCESS MATERIAL THAT PREVENTS THE PROPER INSTALLATION OF THE BOLTS.

STEEL ERECTION NOTES:

1. THE CONTRACTOR SHALL PROVIDE FOR THE STABILITY OF STRUCTURAL STEEL DURING ALL PHASES OF ERECTION AND CONSTRUCTION, AS PROVIDED IN SECTION 2, SUBSECTION 204 OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (SCM). THE MEANS AND METHODS USED BY THE CONTRACTOR SHALL BE DOCUMENTED ON THE ERECTION DRAWINGS AND INCLUDED IN THE SUPPORTING STABILITY CALCULATIONS. THE ERECTION DRAWINGS AND STABILITY CALCULATIONS SHALL BE SEALED BY A REGISTERED NEW YORK STATE PROFESSIONAL ENGINEER AND SUBMITTED TO THE NYSTA IN ACCORDANCE WITH THE SCM.
2. THE DESIGN OF THIS STRUCTURE ASSUMES THAT THE STRUCTURAL STEEL IS COMPLETELY ERECTED BEFORE IT IS ALLOWED TO DEFLECT UNDER ITS OWN DEAD LOAD. DEFLECTIONS INCURRED DURING THE VARIOUS STAGES OF THE ERECTION ARE NOT CONSIDERED. THEREFORE, THE ACTUAL ERECTION MEANS AND METHODS EMPLOYED BY THE CONTRACTOR MAY HAVE A SUBSTANTIAL EFFECT ON THE FINAL STEEL PROFILE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE FINAL ALIGNMENT AND PROFILE OF THE ERECTED STEEL CONFORMS TO SECTION 12, SUBSECTIONS 1213, 1214, AND 1215 OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (SCM). ANY CORRECTIVE WORK NECESSARY TO RE-POSITION PREVIOUSLY ERECTED STEEL TO ACHIEVE ACCEPTABLE ALIGNMENT AND PROFILE MUST BE APPROVED BY THE ENGINEER. ANY CORRECTIVE WORK NECESSARY SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE AUTHORITY.
3. IF THE CONTRACTOR ELECTS TO MOVE THE SPLICE LOCATION SHOWN IN THE PLANS, THE CONTRACTOR SHALL HAVE A REGISTERED NEW YORK STATE PROFESSIONAL ENGINEER REDESIGN THE SPLICE. THE SHOP DRAWINGS AND DESIGN CALCULATIONS FOR THE REDESIGNED SPLICE SHALL BE SUBMITTED TO THE NYSTA. THE COST OF REDESIGN SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE VARIOUS STEEL ITEMS.

## STEEL CONSTRUCTION NOTES

1. DIMENSIONS FOR THICKNESSES OF STEEL ROLLED ANGLE SHAPES AND STRUCTURAL TUBING ARE SHOWN ACCORDING TO THE AISC MANUAL.

## MISCELLANEOUS NOTES

1. UNLESS INDICATED OTHERWISE, ALL CONCRETE REINFORCEMENT USED SHALL BE GALVANIZED. COST OF GALVANIZED BAR REINFORCEMENT IN SUBSTRUCTURES SHALL BE PAID FOR UNDER ITEM 556.0203.

## SUPERSTRUCTUE SLAB NOTES

1. DECK FORMS SHALL BE STAY-IN-PLACE (SIP) FORMS BETWEEN ALL GIRDERS AND SHALL BE REMOVABLE FORMS FOR BOTH FASCIA OVERHANGS. SIP FORMS SHALL CONFORM TO ASTM A653. COATING DESIGNATION G235. FABRICATION SHALL BE IN CONFORMANCE WITH ASTM A924.
2. THE PROVISIONS OF THE CURRENT SPECIFICATIONS FOR SUPERSTRUCTURE SLABS ALLOW THE OPTION OF 3 FORMING SYSTEMS FOR THE SLABS.
3. ON THIS BRIDGE, ONLY THE FOLLOWING OPTION(S) WILL BE PERMITTED:
   - PERMANENT CORRUGATED METAL FORMS.
4. THE SURFACES OF THE GIRDERS SHALL BE PROTECTED FROM SUPPORTS TO PREVENT DAMAGE TO THE METALIZED SURFACES.
5. ALL LONGITUDINAL AND TRANSVERSE TOP MAT DECK REINFORCING SHALL BE STAGGERED ½ THE SPACING ABOVE THE BOTTOM MAT DECK REINFORCING STEEL UNLESS OTHERWISE INDICATED IN THE PLANS.
6. THE CONTRACTOR SHALL MAKE NO DEVIATIONS FROM THE HAUNCH DETAILS SHOWN IN THE PLANS WITHOUT THE PERMISSION OF THE ENGINEER.
7. THE DETAILS FOR THE BARRIER REINFORCEMENT ARE FOR THE SLIP-FORMED OR CAST-IN-PLACE OPTION ONLY. COST OF BARRIER AND ANCHORAGE REINFORCEMENT ORIGINATING IN THE DECK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BARRIER ITEM.
8. TOP SURFACES OF NEW BRIDGE DECKS AND APPROACH SLABS SHALL BE SEALED IN ACCORDANCE WITH ITEM 559.01 - PROTECTIVE SEALING OF STRUCTURAL CONCRETE ON NEW BRIDGE DECKS AND BRIDGE DECK OVERLAYS.
9. TOP SURFACES OF NEW SIDEWALKS AND EXPOSED SURFACES OF NEW CONCRETE PARAPETS OR BARRIERS SHALL BE SEALED IN ACCORDANCE WITH ITEM 559.02 - PROTECTIVE SEALING OF NEW STRUCTURAL CONCRETE. ONLY PENETRATING TYPE SEALERS SHALL BE USED.

## STAGE CONSTRUCTION NOTES

1. THE STRUCTURAL SLAB AND SLAB OVERHANG FOR EACH STAGE OF CONSTRUCTION HAVE BEEN DESIGNED FOR THE LOADING CONDITIONS SHOWN IN THE DETAILS.
2. THE COST OF FURNISHING AND PLACING MECHANICAL CONNECTORS SECTION 709-10 MECHANICAL CONNECTORS FOR REINFORCING BAR SPLICES SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE SUPERSTRUCTURE SLAB ITEM.
3. THE INTERMEDIATE DIAPHRAGMS AND END DIAPHRAGMS SHALL BE INSTALLED AND BOLTS TIGHTENED PRIOR TO PROCEEDING WITH THE CLOSURE PLACEMENT.
4. THE CONTRACTOR SHALL WAIT A MINIMUM OF 72 HOURS FOLLOWING COMPLETION OF THE SECOND STAGE DECK PLACEMENT BEFORE BEGINNING THE CLOSURE PLACEMENT.
5. THE CONTRACTOR SHALL SUPPORT FORM WORK FOR THE STAGE 2 DECK PLACEMENT ONLY BY THE STAGE 2 STRINGERS, NOT BY THE STAGE 1 STRINGER IMMEDIATELY ADJACENT.
6. PRIOR TO PLACING THE STAGE 2 DECK PLACEMENT AND FOR 72 HOURS FOLLOWING ITS COMPLETION, NO REINFORCING BAR WITHIN THE CLOSURE PLACEMENT SHALL BE WIRED.
7. THE TEMPORARY FASCIAS OF THE STAGE 1 AND STAGE 2 DECK SHALL BE THOROUGHLY WET FOR 12 HOURS IMMEDIATELY PRIOR TO PROCEEDING WITH THE CLOSURE PLACEMENT. THE CONTRACTOR SHALL REMOVE ALL STANDING WATER WITH OIL-FREE COMPRESSED AIR AND SHALL PROTECT THE FASCIA SURFACES FROM DRYING, SO THE EXISTING CONCRETE REMAINS IN A CLEAN, SATURATED SURFACE DRY CONDITION UNTIL PLACEMENT OF THE NEW CONCRETE.

## REMOVAL NOTES

1. EXISTING SUBSTRUCTURES SHALL BE REMOVED WITHIN THE PAY LIMITS SHOWN IN THE PLANS UNDER ITEM 202.19 - REMOVAL OF SUBSTRUCTURES.
2. EXISTING SUPERSTRUCTURE SHALL BE REMOVED UNDER ITEM 202.120001 - REMOVING EXISTING SUPERSTRUCTURES.
3. SUPERSTRUCTURE REMOVAL SHALL MEET THE PROVISIONS OF SECTION 202-3.01 - GENERAL AND SAFETY REQUIREMENTS, OF THE NYSDOT STANDARD SPECIFICATIONS - CONSTRUCTION AND MATERIALS. A REMOVAL PLAN, SEALED BY A PROFESSIONAL ENGINEER, SHALL BE SUBMITTED TO THE ENGINEER THIRTY (30) DAYS PRIOR TO BEGINNING THE DEMOLITION.
4. DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT 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, OR OTHER PROTECTIVE DEVICES SHALL BE USED TO CATCH THE MATERIAL. IF THE ENGINEER DETERMINES THAT ADEQUATE PROTECTIVE 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 DAILY BASIS.
5. THE COST OF FURNISHING, INSTALLING, MAINTAINING. REMOVING AND DISPOSING OF ALL PLATFORMS, NETS, SCREENS AND OTHER PROTECTIVE DEVICES SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE APPROPRIATE ITEMS IN THE CONTRACT.
6. EXCAVATION BELOW THE PROPOSED BOTTOM OF THE NEW FOOTING ELEVATION WILL NOT BE ALLOWED WITHOUT WRITTEN PERMISSION FROM THE ENGINEER. BACKFILL OF UNAUTHORIZED EXCAVATIONS BELOW OR BEYOND PAYMENT LINES WILL BE AT THE CONTRACTOR'S EXPENSE. BACKFILL MATERIAL SHALL BE CONCRETE FOR STRUCTURES CLASS A, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
7. CARE SHALL BE EXCERCISED IN EXCAVATING THE LAST 1 FOOT OF MATERIAL TO AVOID DISTURBING OR SOFTENING THE MATERIAL BELOW THE BOTTOM OF THE FOOTING ELEVATION, THE EXCAVATION SHALL BE PROGRESSED CONTINUOUSLY TO COMPLETION, THE FOOTING PLACED, FORMS REMOVED, AND BACKFILL MATERIAL PLACED AND COMPACTED WITHOUT DELAY.
8. IF THE STRUCTURE HAS A BRIDGE IDENTIFICATION NUMBER (B.I.N.) PLATE ATTACHED. REMOVE AND REMOUNT IT AFTER CONSTRUCTION IS COMPLETED. BRIDGE IDENTIFICATION SIGNS (PINE HILL RD) SHALL BE REMOVED.
9. LOOSE AND/OR PEELING PAINT ON STEEL SURFACES MAY BECOME DISLODGED DURING REMOVAL OPERATIONS OR DURING TRANSPORTATION FROM THE SITE UNLESS APPROPRIATE MEASURES ARE TAKEN. THE CONTRACTOR SHALL FORMULATE AND SUBMIT A METHOD OF REMEDIATING THE CONDITION FOR APPROVAL BY THE ENGINEER. WORKER LEAD PROTECTION IN ACCORDANCE WITH 29 CFR 1926.62 SHALL BE SATISFIED. REMEDIATION METHODS COULD INCLUDE TRANSPORTING AFFECTED MEMBERS IN CLOSED TRUCKS, WRAPPING AFFECTED MEMBERS PRIOR TO REMOVAL, ENCAPSULATING THE LOOSE PAINT OR REMOVAL OF LOOSE PAINT PRIOR TO DISMANTLING OPERATIONS. THE COST OF REMEDIATING THIS CONDITION SHALL BE INCLUDED IN THE LUMP SUM PRICE(S) BID FOR THE SUPERSTRUCTURE REMOVAL ITEM(S) (OR THE UNIT PRICE BID FOR THE SUBSTRUCTURE REMOVAL ITEM.) THE USE OF ENVIRONMENTAL GROUND AND/OR WATERWAY PROTECTION ITEMS WILL BE REQUIRED. DEPENDING ON THE ALTERNATIVE CHOSEN, THE TREATMENT AND DISPOSAL OF PAINT REMOVAL WASTE ITEM MAY BE REQUIRED. BECAUSE OF THE ABOVE-MENTIONED CONDITION, THE CONTRACTOR SHALL EXAMINE THE CONDITION OF THE STRUCTURE'S PAINT PRIOR TO SUBMITTING A BID.

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER · EXCELSIOR |

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

AECOM

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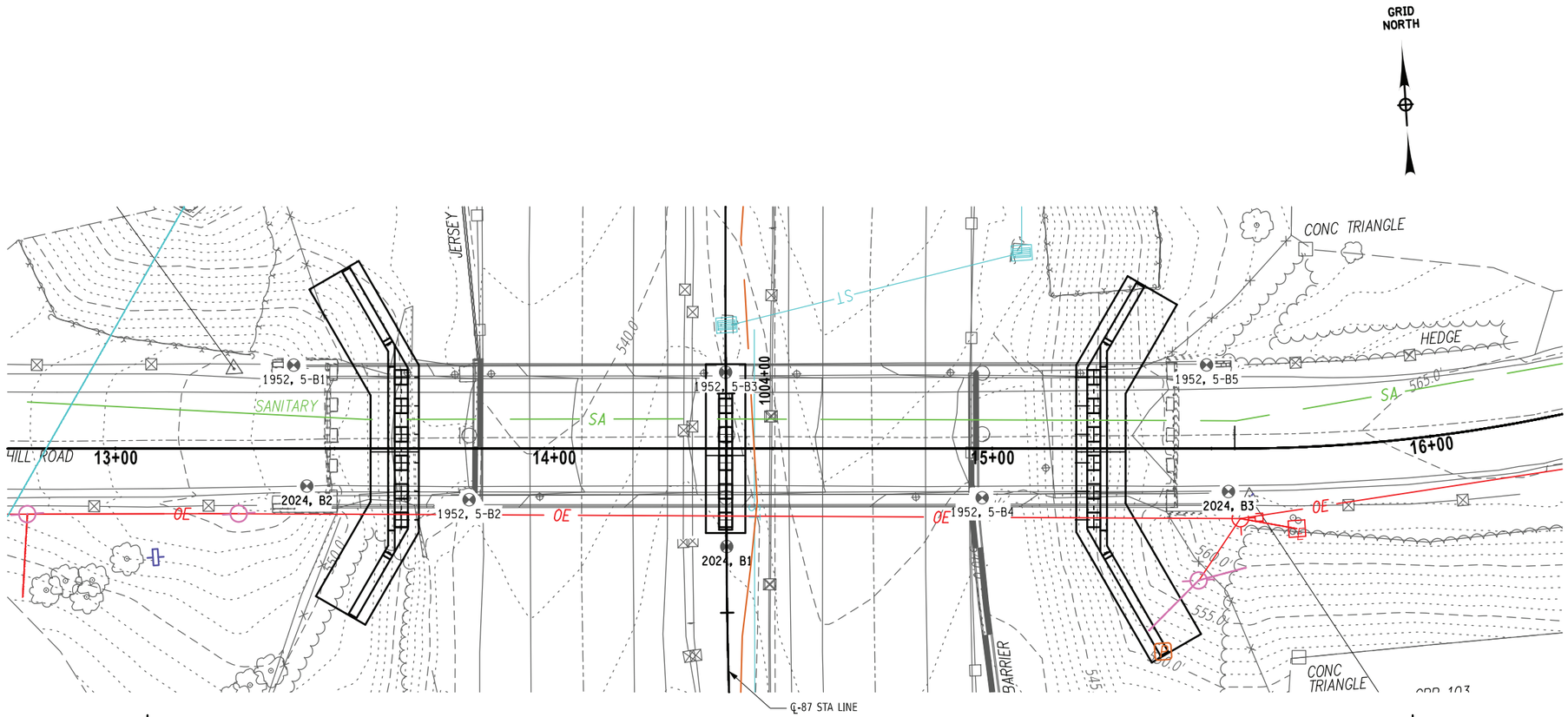
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | GENERAL NOTES |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-09 |




BORING LOCATION PLAN

NOTE:

FOR ELEVATION A-A, SEE DRAWING NO. ST-11.

15 0 15 30 45 60′

1" = 30′

## GENERAL NOTES

1.) SOUND ENGINEERING JUDGEMENT WAS EXERCISED IN PREPARING THE SUBSURFACE INFORMATION PRESENTED HEREIN. THIS INFORMATION WAS PREPARED AND IS INTENDED FOR THE AUTHORITY DESIGN AND ESTIMATE PURPOSES ONLY. IT'S PRESENTATION ON THE PLANS OR ELSEWHERE IS FOR THE PURPOSE OF PROVIDING INTENDED USERS WITH ACCESS TO THE SAME INFORMATION AVAILABLE TO THE AUTHORITY. THIS IS NOT INTENDED AS A SUBSTITUTE FOR PERSONAL INVESTIGATION. INDEPENDENT INTERPRETATIONS OR JUDGEMENT OF THE CONTRACTOR.

2.) GENERAL SOIL AND ROCK (WHERE ENCOUNTERED) STRATUM DESCRIPTIONS AND INDICATED BOUNDARIES ARE BASED ON AN ENGINEERING INTERPRETATION OF ALL AVAILABLE SUBSURFACE INFORMATION BY THE AUTHORITY AND MAY NOT NECESSARILY REFLECT THE ACTUAL VARIATION IN SUBSURFACE CONDITIONS BETWEEN BORINGS AND SAMPLES. DETAILED DATA AND FIELD INTERPRETATIONS OF CONDITIONS ENCOUNTERED IN INDIVIDUAL BORINGS ARE SHOWN ON THE SUBSURFACE EXPLORATION LOGS.

3.) THE OBSERVED WATER LEVELS AND/OR CONDITIONS INDICATED ON THE SUBSURFACE PROFILES ARE AS RECORDED AT THE TIME OF EXPLORATION. ACTUAL WATER LEVELS MAY DIFFER FROM THE OBSERVED WATER LEVEL BECAUSE OF LIMITATIONS IN THE NUMBER AND DURATION OF OBSERVATIONS AND WILL VARY WITH CHANGES IN CLIMATE AND RAINFALL.

4.) ALL STRUCTURE DETAILS AND FOOTING ELEVATIONS SHOWN HEREIN ARE FOR ILLUSTRATIVE PURPOSES ONLY AND MAY NOT BE INDICATIVE OF THE FINAL DESIGN CONDITIONS SHOWN ON THE CONTRACT PLANS.

## LEGEND

THE FOLLOWING TABLES SUMMARIZE THE DESCRIPTIVE INFORMATION USED ON THE PROFILE.

| DENSITY (NON-PLASTIC SOILS) | NO. OF BLOWS PER FOOT OF PENETRATION OF A 2 INCH O.D. (1-3/8 INCH I.D.) SAMPLER USING A 140 LB. HAMMER. 30 INCH FALL |
|---|---|
| VERY LOOSE | 0-4 |
| LOOSE | 5-10 |
| MEDIUM COMPACT | 11-24 |
| COMPACT | 25-50 |
| VERY COMPACT | OVER 50 |

| CONSISTENCY (PLASTIC SOILS) | |
|---|---|
| VERY SOFT | 0-1 |
| SOFT | 2-4 |
| FIRM | 5-8 |
| STIFF | 9-15 |
| HARD | OVER 15 |

## SYMBOLS

DRILL HOLE — 1952, 5-B — 2024, B

LOOSE TO MEDIUM COMPACT, BROWN AND GREY SAND AND GRAVEL

MEDIUM COMPACT TO COMPACT BROWN AND BROWNISH-RED SAND AND GRAVEL

VERY COMPACT RED SAND AND GRAVEL (WEATHERED SANDSTONE)

GREYISH-RED SANDSTONE

GROUNDWATER

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: STATE OF NEW YORK EDWIN TWISS 080650 LICENSED PROFESSIONAL ENGINEER |

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REVISIONS

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NEW YORK STATE | Thruway Authority

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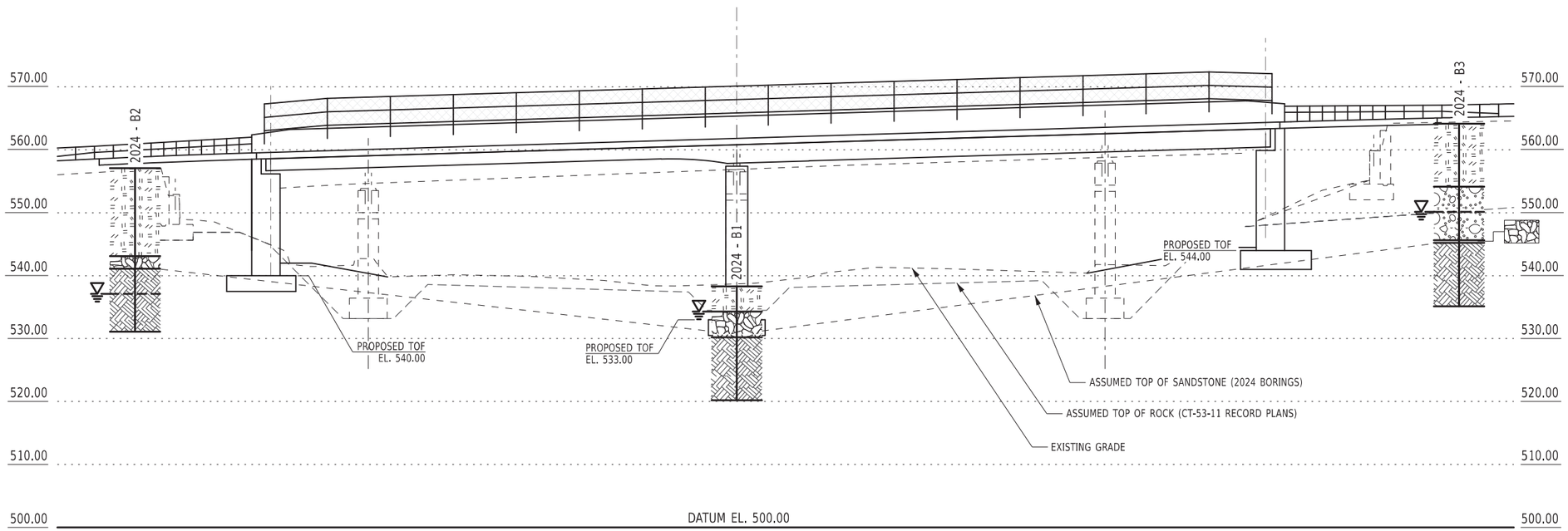
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | BORING LOCATION PLAN |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-10 |




GENERAL SUBSURFACE PROFILE
ELEVATION A-A

10 0 10 20 30 40′
1" = 20′

NOTE:

FOR LOCATION OF ELEVATION A-A, SEE DRAWING NO. ST-10.

1952 BORINGS NOT SHOWN FOR CLARITY.

## GENERAL NOTES

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## LEGEND

THE FOLLOWING TABLES SUMMARIZE THE DESCRIPTIVE INFORMATION USED ON THE PROFILE.

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| MEDIUM COMPACT | 11-24 |
| COMPACT | 25-50 |
| VERY COMPACT | OVER 50 |

| CONSISTENCY (PLASTIC SOILS) | |
|---|---|
| VERY SOFT | 0-1 |
| SOFT | 2-4 |
| FIRM | 5-8 |
| STIFF | 9-15 |
| HARD | OVER 15 |

## SYMBOLS

DRILL HOLE — 1952, 5-B — 2024, B

LOOSE TO MEDIUM COMPACT, BROWN AND GREY SAND AND GRAVEL

MEDIUM COMPACT TO COMPACT BROWN AND BROWNISH-RED SAND AND GRAVEL

VERY COMPACT RED SAND AND GRAVEL (WEATHERED SANDSTONE)

GREYISH-RED SANDSTONE

GROUNDWATER

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: STATE OF NEW YORK EDWIN TWISS LICENSED PROFESSIONAL ENGINEER 080650 |

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REVISIONS

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NEW YORK STATE Thruway Authority

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| TITLE OF PROJECT: REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER: TANY 26-17B |
| LOCATION OF PROJECT: VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 | DATE: 01/19/2026 |
| TITLE OF DRAWING: GENERAL SUBSURFACE PROFILE | DRAWING NUMBER: ST-11 |

CHECKED BY: AJCE

DRAFTED BY: GWR

CHECKED BY: AJCE

DESIGNED BY: MR / VZ

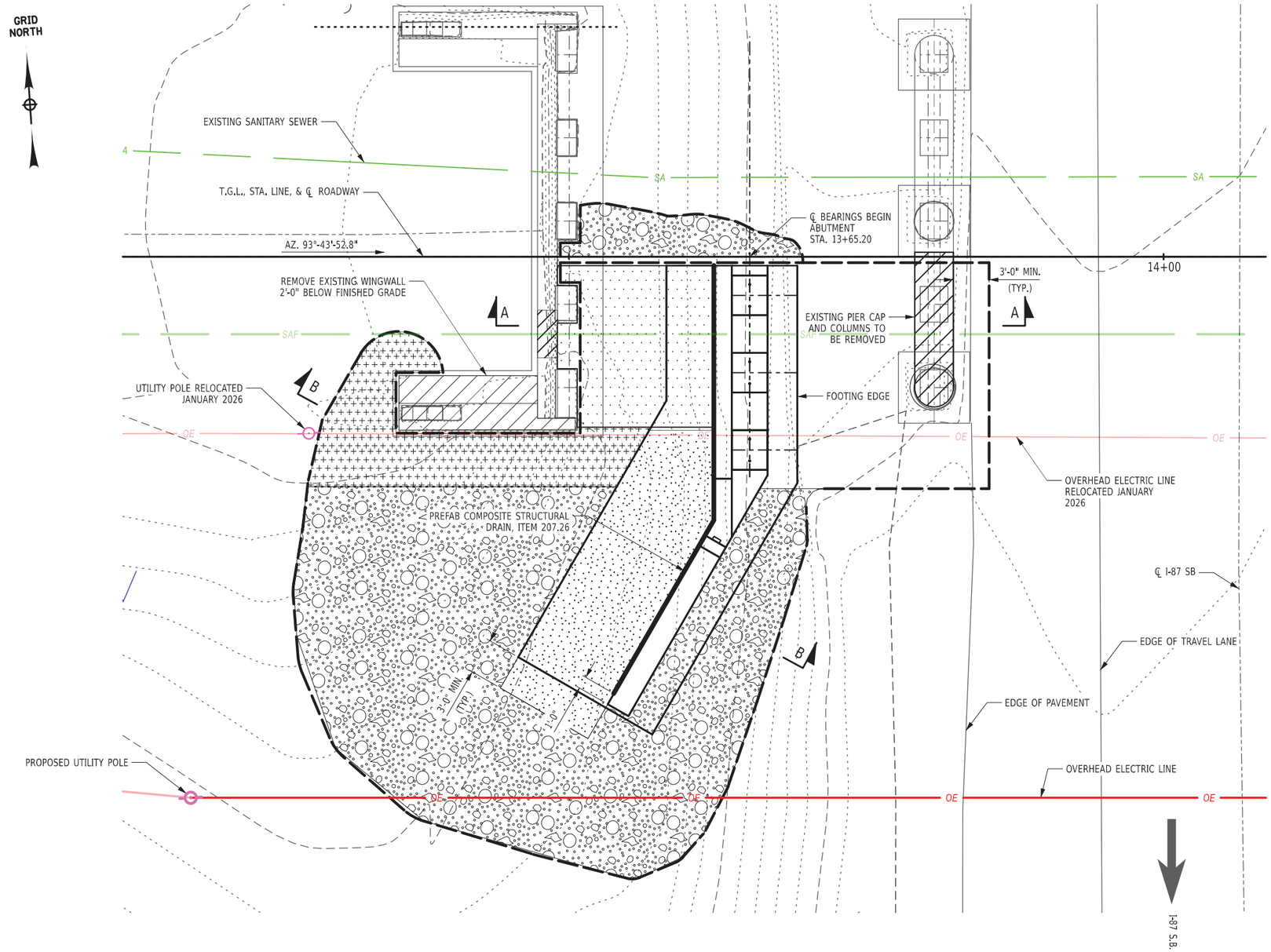
DESIGN SUPERVISOR: RWL

## LEGEND

- SELECT STRUCTURE FILL, ITEM 203.21
- HIGHWAY EMBANKMENT MATERIAL, ITEM 203.03
- EMBANKMENT IN PLACE, COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY (ITEM 203.03)
- REMOVAL OF SUBSTRUCTURE, ITEM 202.19
- GEOSYNTHETIC REINFORCED SOIL SYSTEM WALL, ITEM 554.3001
- PREFABRICATED COMPOSITE STRUCTURAL DRAIN, ITEM 207.26
- AREA ENCLOSED WITHIN THESE LINES DESIGNATES PAYMENT LINES FOR STRUCTURE EXCAVATION, ITEM 206.01
- MINOR CONTOURS
- MAJOR CONTOURS

NOTES:

1. SEE HIGHWAY DRAWINGS FOR FILL TYPES AND LIMITS BEYOND STRUCTURE EXCAVATION LIMITS.
2. FOR SECTION A-A AND SECTION B-B, SEE DWG. NO. ST-18.




PLAN - STAGE 1

5 0 5 10 15 20′

1" = 10′

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: |

STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER

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REVISIONS

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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
EXCAVATION AND EMBANKMENT PLAN BEGIN ABUTMENT - STAGE 1

CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

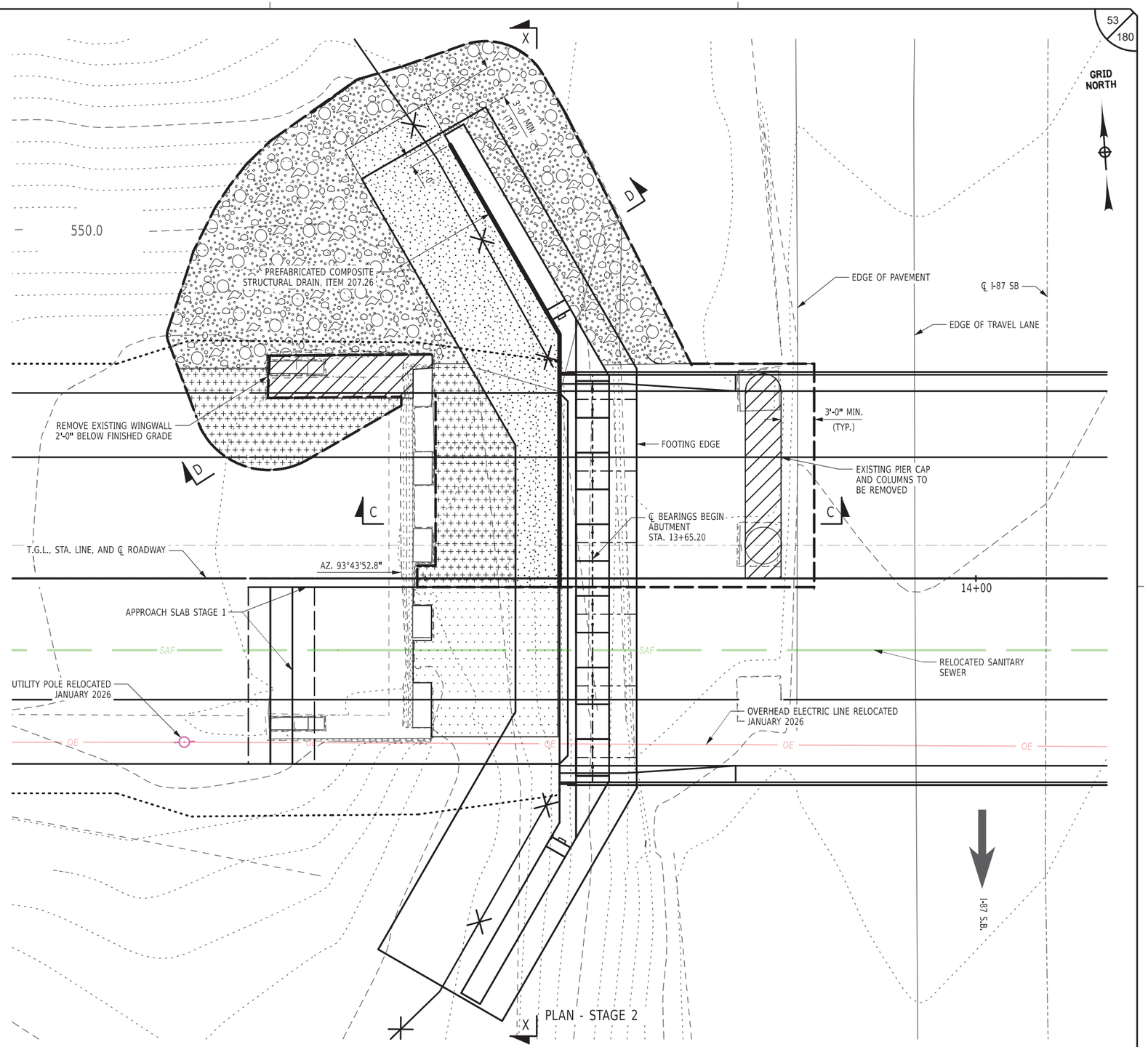
DRAWING NUMBER: ST-12

## LEGEND

- SELECT STRUCTURE FILL, ITEM 203.21
- HIGHWAY EMBANKMENT MATERIAL, ITEM 203.03
- EMBANKMENT IN PLACE, COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY (ITEM 203.03)
- REMOVAL OF SUBSTRUCTURE, ITEM 202.19
- GEOSYNTHETIC REINFORCED SOIL SYSTEM WALL, ITEM 554.3001
- PREFABRICATED COMPOSITE STRUCTURAL DRAIN, ITEM 207.26
- AREA ENCLOSED WITHIN THESE LINES DESIGNATES PAYMENT LINES FOR STRUCTURE EXCAVATION, ITEM 206.01
- MINOR CONTOURS
- MAJOR CONTOURS

NOTES;

1. SEE HIGHWAY DRAWINGS FOR FILL TYPES AND LIMITS BEYOND STRUCTURE EXCAVATION LIMITS.
2. FOR SECTION C-C AND SECTION D-D, SEE DWG. NO. ST-18.
3. FOR SECTION X-X, SEE DWG. NO. ST-22.




5 0 5 10 15 20′

1" = 10′

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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NEW YORK STATE Thruway Authority

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|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>EXCAVATION AND EMBANKMENT PLAN BEGIN ABUTMENT - STAGE 2 | DRAWING NUMBER:<br>ST-13 |

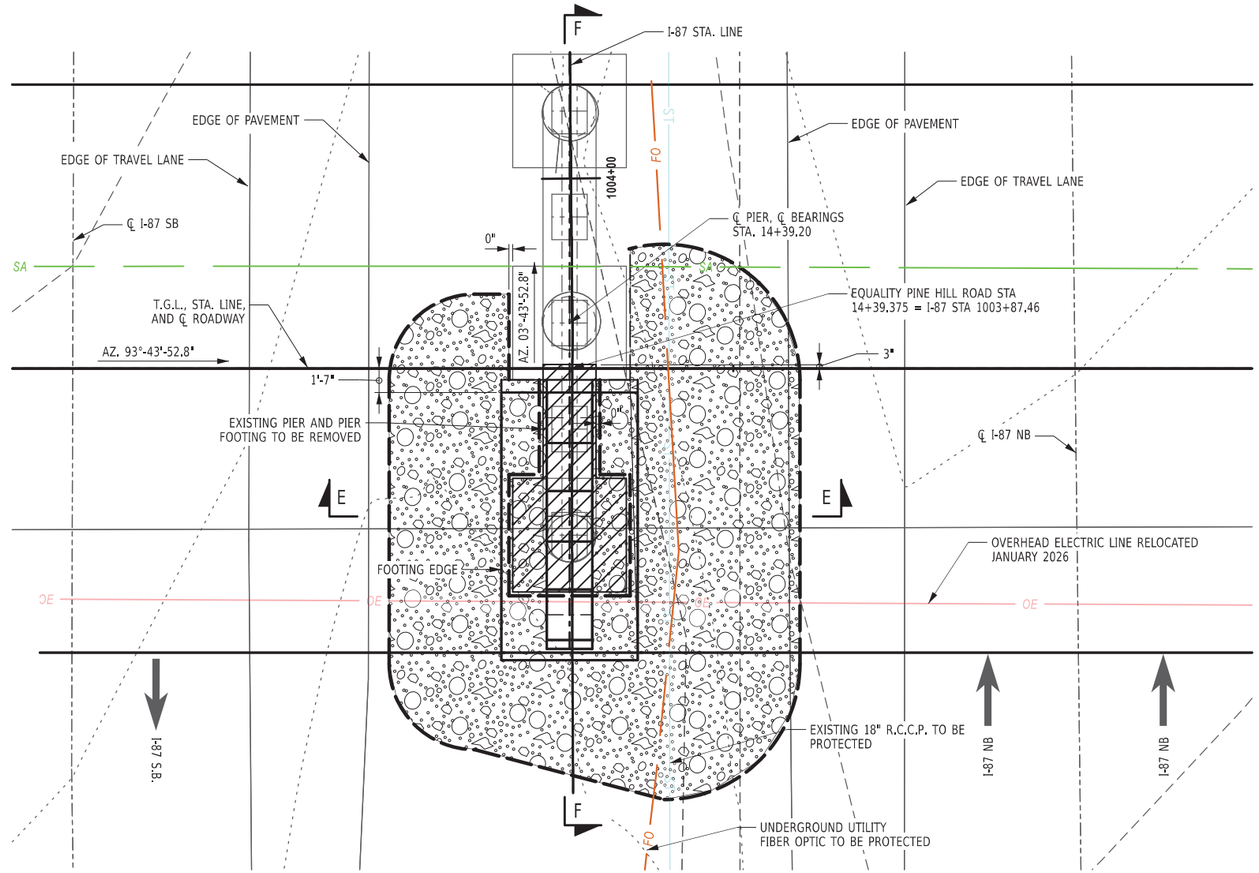
## LEGEND

- SELECT STRUCTURE FILL, ITEM 203.21
- HIGHWAY EMBANKMENT MATERIAL, ITEM 203.03
- EMBANKMENT IN PLACE, COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY (ITEM 203.03)
- REMOVAL OF SUBSTRUCTURE, ITEM 202.19
- GEOSYNTHETIC REINFORCED SOIL SYSTEM WALL, ITEM 554.3001
- PREFABRICATED COMPOSITE STRUCTURAL DRAIN, ITEM 207.26
- AREA ENCLOSED WITHIN THESE LINES DESIGNATES PAYMENT LINES FOR STRUCTURE EXCAVATION, ITEM 206.01
- MINOR CONTOURS
- MAJOR CONTOURS

NOTES:

1. SEE HIGHWAY DRAWINGS FOR FILL TYPES AND LIMITS BEYOND STRUCTURE EXCAVATION LIMITS.
2. FOR SECTION E-E AND SECTION F-F, SEE DWG. NO. ST-19.

GRID NORTH




PLAN - STAGE 1

5 0 5 10 15 20′
1" = 10′

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
EXCAVATION AND EMBANKMENT PLAN - PROPOSED PIER - STAGE 1

CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

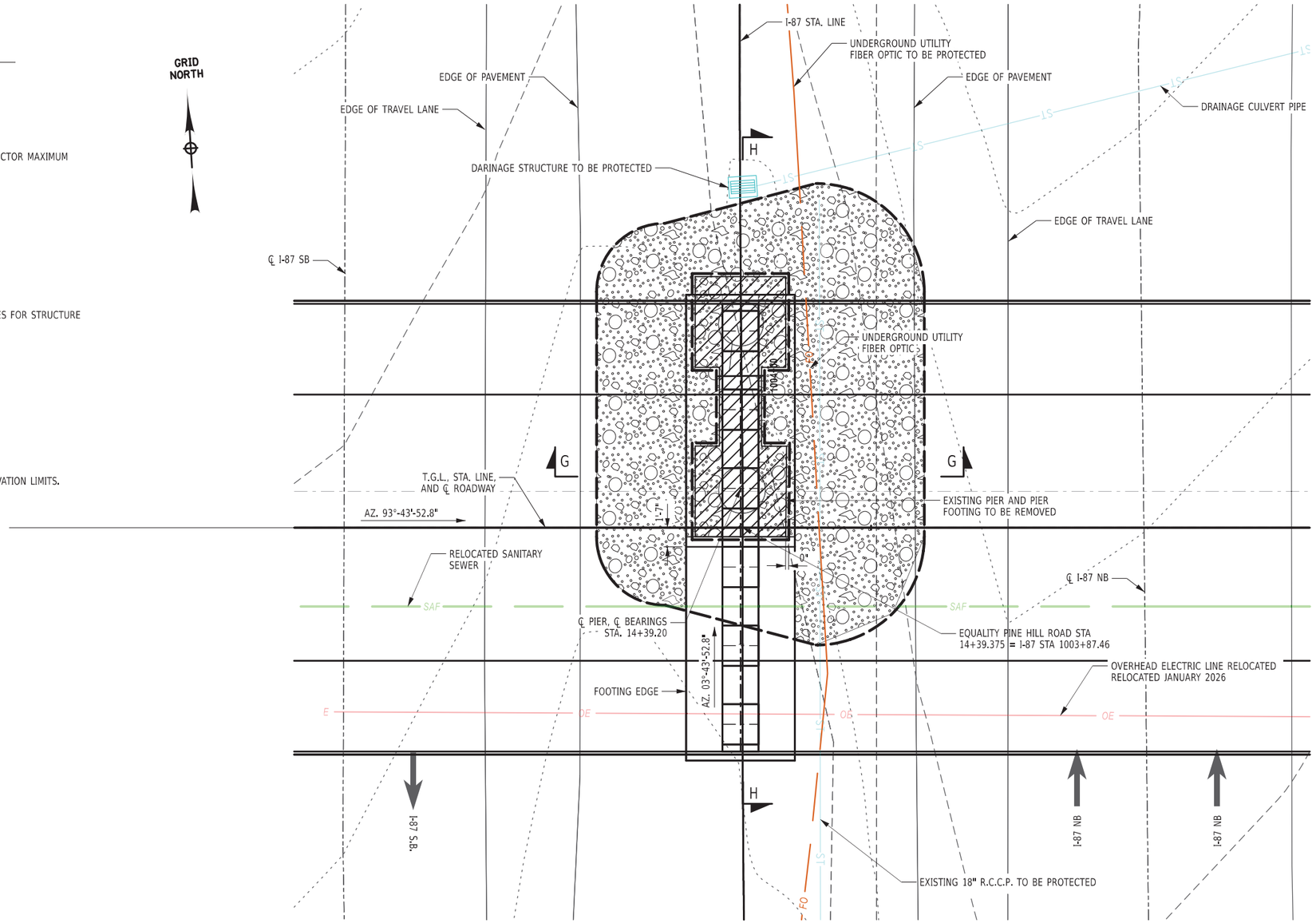
DRAWING NUMBER: ST-14

## LEGEND

- SELECT STRUCTURE FILL, ITEM 203.21
- HIGHWAY EMBANKMENT MATERIAL, ITEM 203.03
- EMBANKMENT IN PLACE, COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY (ITEM 203.03)
- REMOVAL OF SUBSTRUCTURE, ITEM 202.19
- GEOSYNTHETIC REINFORCED SOIL SYSTEM WALL, ITEM 554.3001
- PREFABRICATED COMPOSITE STRUCTURAL DRAIN, ITEM 207.26
- AREA ENCLOSED WITHIN THESE LINES DESIGNATES PAYMENT LINES FOR STRUCTURE EXCAVATION, ITEM 206.01
- MINOR CONTOURS
- MAJOR CONTOURS

NOTES:

1. SEE HIGHWAY DRAWINGS FOR FILL TYPES AND LIMITS BEYOND STRUCTURE EXCAVATION LIMITS.
2. FOR SECTION H-H AND SECTION G-G, SEE DWG. NO. ST-19.




PLAN - STAGE 2

5 0 5 10 15 20′

1" = 10′

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

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NEW YORK STATE | Thruway Authority

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|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>EXCAVATION AND EMBANKMENT PLAN - PROPOSED PIER - STAGE 2 | DRAWING NUMBER:<br>ST-15 |

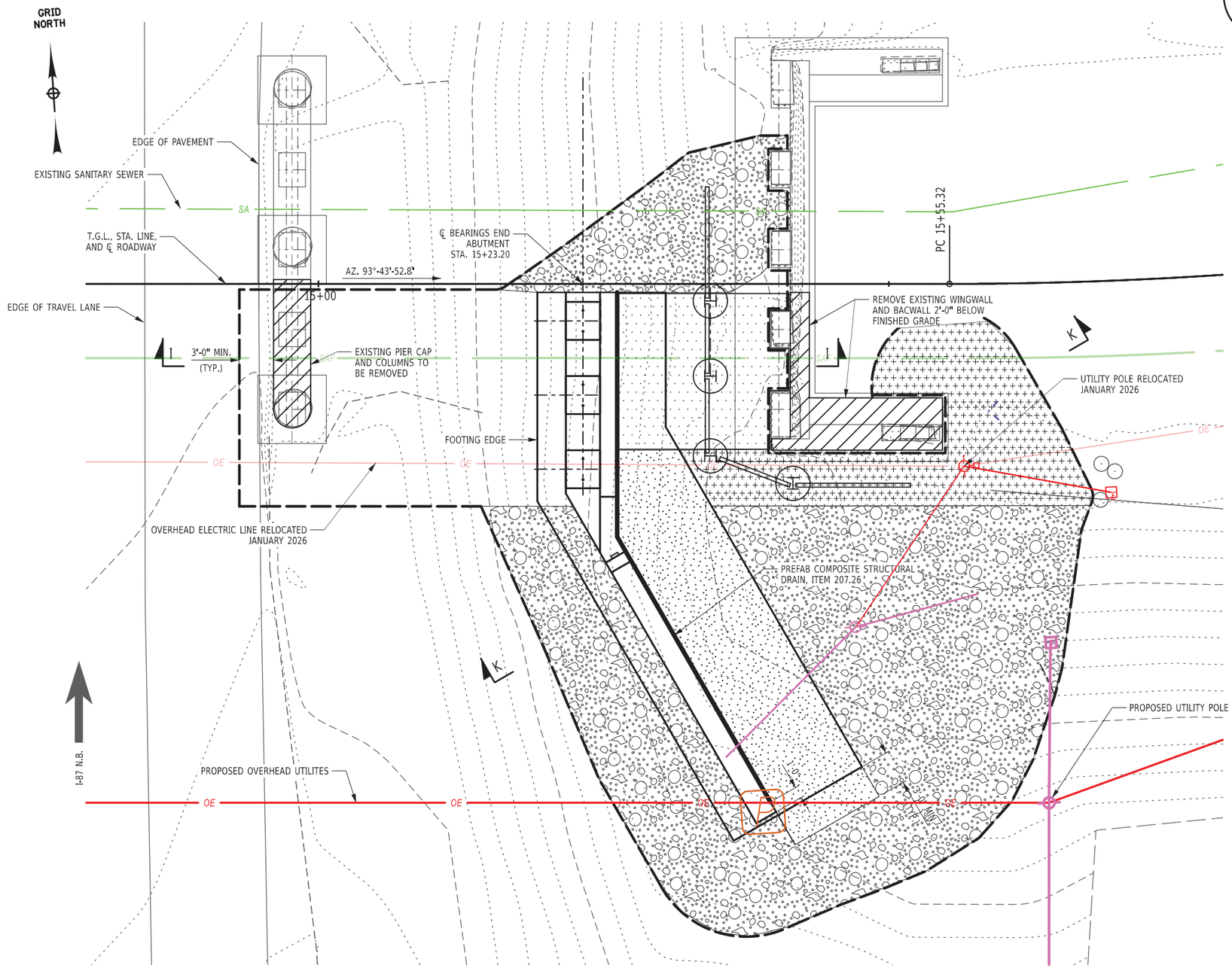
DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

## LEGEND

- SELECT STRUCTURE FILL, ITEM 203.21
- HIGHWAY EMBANKMENT MATERIAL, ITEM 203.03
- EMBANKMENT IN PLACE, COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY (ITEM 203.03)
- REMOVAL OF SUBSTRUCTURE, ITEM 202.19
- GEOSYNTHETIC REINFORCED SOIL SYSTEM WALL, ITEM 554.3001
- PREFABRICATED COMPOSITE STRUCTURAL DRAIN, ITEM 207.26
- AREA ENCLOSED WITHIN THESE LINES DESIGNATES PAYMENT LINES FOR STRUCTURE EXCAVATION, ITEM 206.01
- MINOR CONTOURS
- MAJOR CONTOURS

NOTES:

1. SEE HIGHWAY DRAWINGS FOR FILL TYPES AND LIMITS BEYOND STRUCTURE EXCAVATION LIMITS.
2. FOR SECTION I-I AND SECTION K-K, SEE DWG. NO. ST-20.




5 0 5 10 15 20′
1" = 10′

PLAN - STAGE 1

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: |

STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

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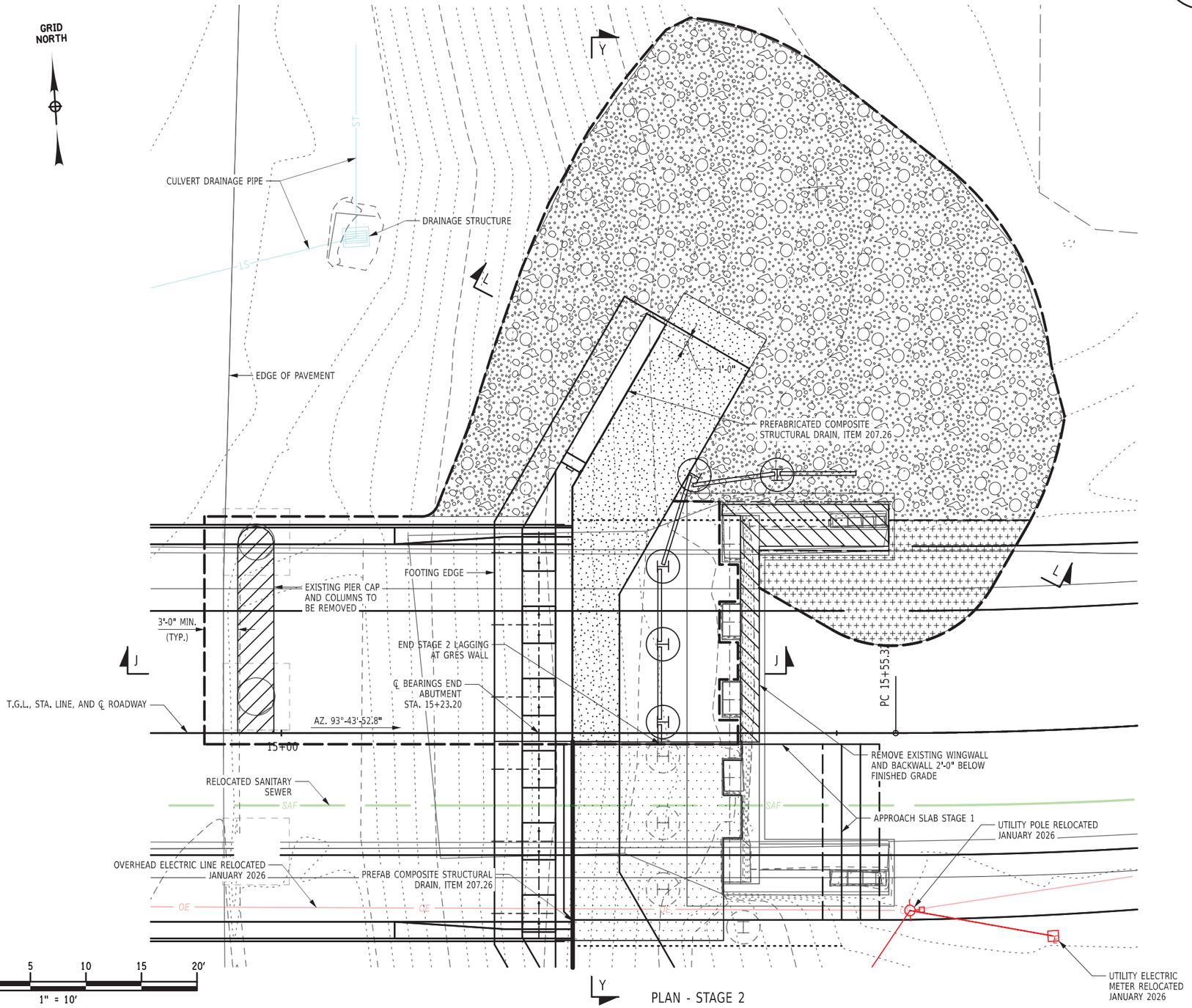
|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>EXCAVATION AND EMBANKMENT PLAN - END ABUTMENT - STAGE 1 | DRAWING NUMBER:<br>ST-16 |

## LEGEND

- SELECT STRUCTURE FILL, ITEM 203.21
- HIGHWAY EMBANKMENT MATERIAL, ITEM 203.03
- EMBANKMENT IN PLACE, COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY (ITEM 203.03)
- REMOVAL OF SUBSTRUCTURE, ITEM 202.19
- GEOSYNTHETIC REINFORCED SOIL SYSTEM WALL, ITEM 554.3001
- PREFABRICATED COMPOSITE STRUCTURAL DRAIN, ITEM 207.26
- AREA ENCLOSED WITHIN THESE LINES DESIGNATES PAYMENT LINES FOR STRUCTURE EXCAVATION, ITEM 206.01
- MINOR CONTOURS
- MAJOR CONTOURS

NOTES:

1. SEE HIGHWAY DRAWINGS FOR FILL TYPES AND LIMITS BEYOND STRUCTURE EXCAVATION LIMITS.
2. FOR SECTION J-J AND SECTION L-L, SEE DWG. NO. ST-20.
3. FOR SECTION Y-Y, SEE DWG. NO. ST-22




DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

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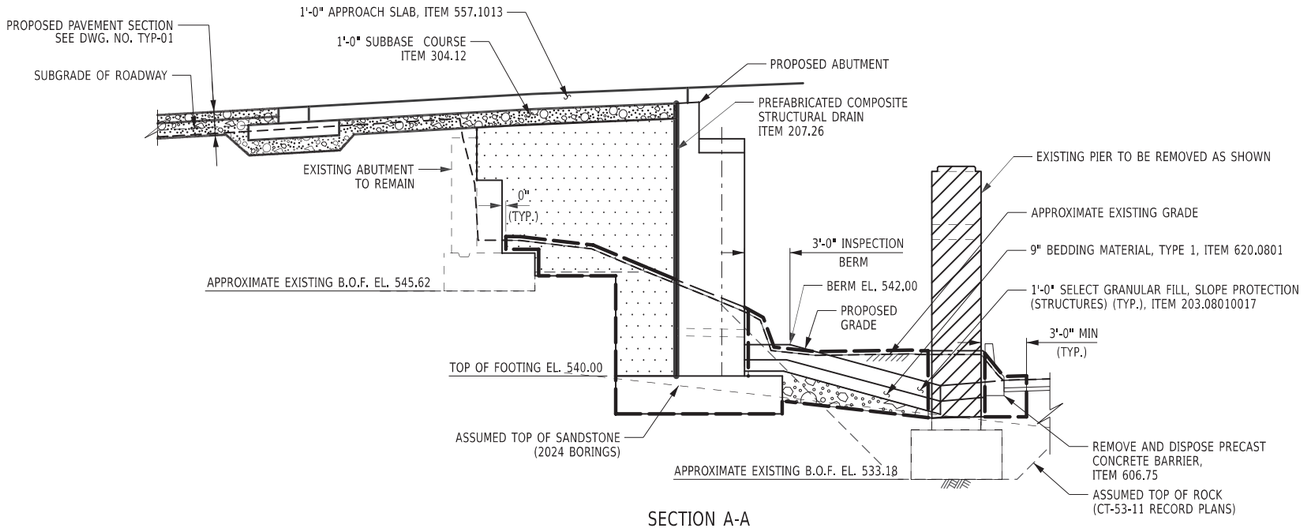
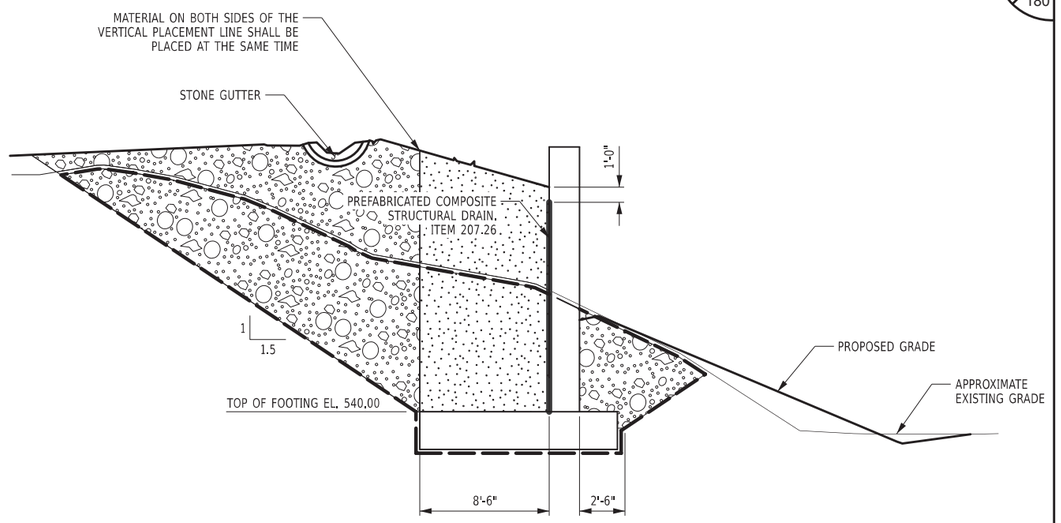
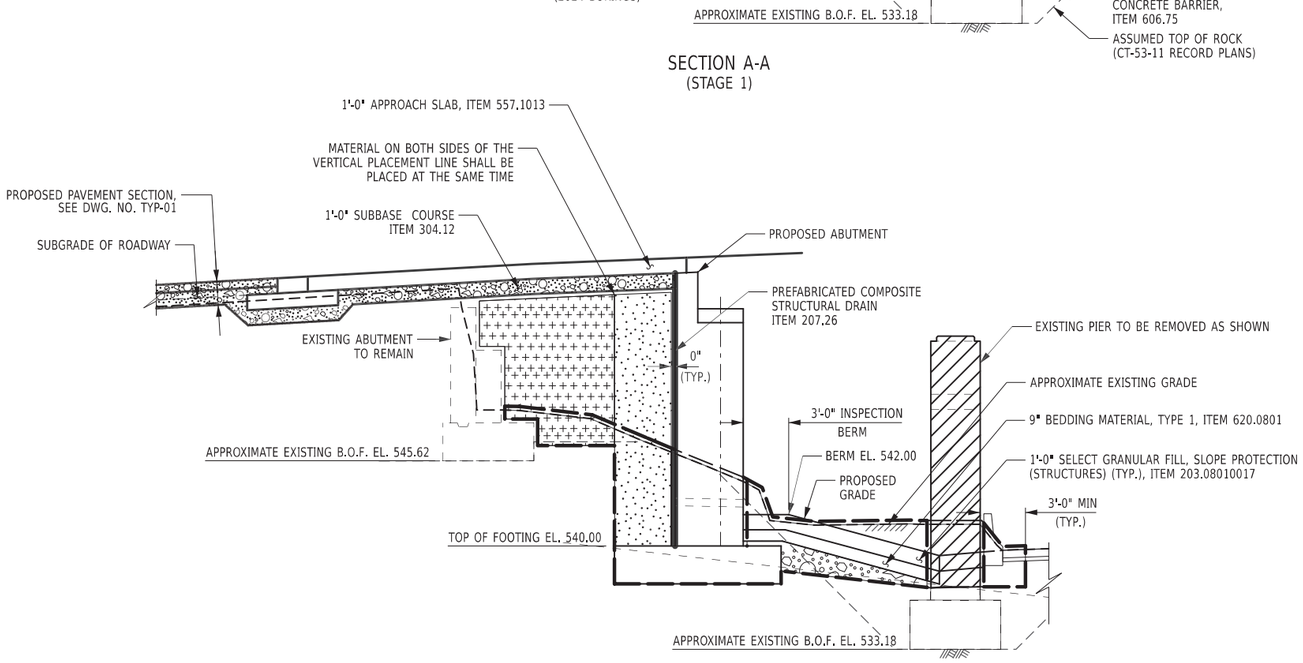
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>EXCAVATION AND EMBANKMENT PLAN - END ABUTMENT - STAGE 2 | DRAWING NUMBER:<br>ST-17 |




SECTION A-A
(STAGE 1)




SECTION B-B
(SECTION D-D SIMILAR)




SECTION C-C
(STAGE 2)

## LEGEND

- SELECT STRUCTURE FILL, ITEM 203.21
- HIGHWAY EMBANKMENT MATERIAL, ITEM 203.03
- EMBANKMENT IN PLACE, COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY (ITEM 203.03)
- REMOVAL OF SUBSTRUCTURE, ITEM 202.19
- GEOSYNTHETIC REINFORCED SOIL SYSTEM WALL, ITEM 554.3001
- PREFABRICATED COMPOSITE STRUCTURAL DRAIN, ITEM 207.26
- AREA ENCLOSED WITHIN THESE LINES DESIGNATES PAYMENT LINES FOR STRUCTURE EXCAVATION, ITEM 206.01

NOTES:

FOR LOCATION OF SECTION A-A AND SECTION B-B, SEE DWG. NO. ST-12.

FOR LOCATION OF SECTION C-C AND SECTION D-D, SEE DWG. NO. ST-13.

5 0 5 10 15 20′
1" = 10′

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: |

STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650

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REVISIONS

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NEW YORK STATE | Thruway Authority

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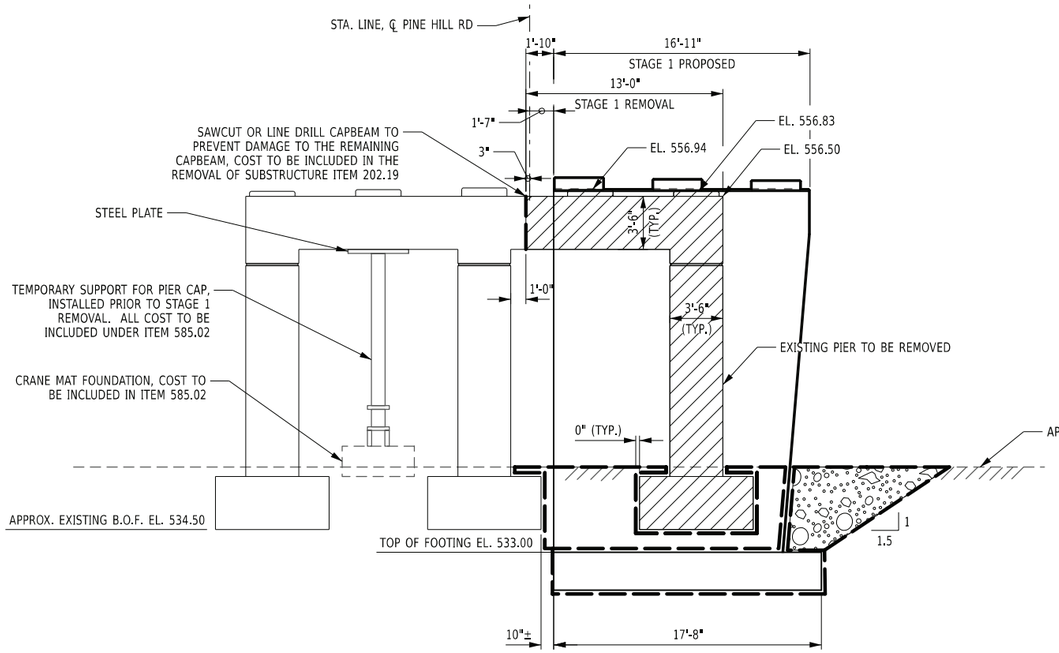
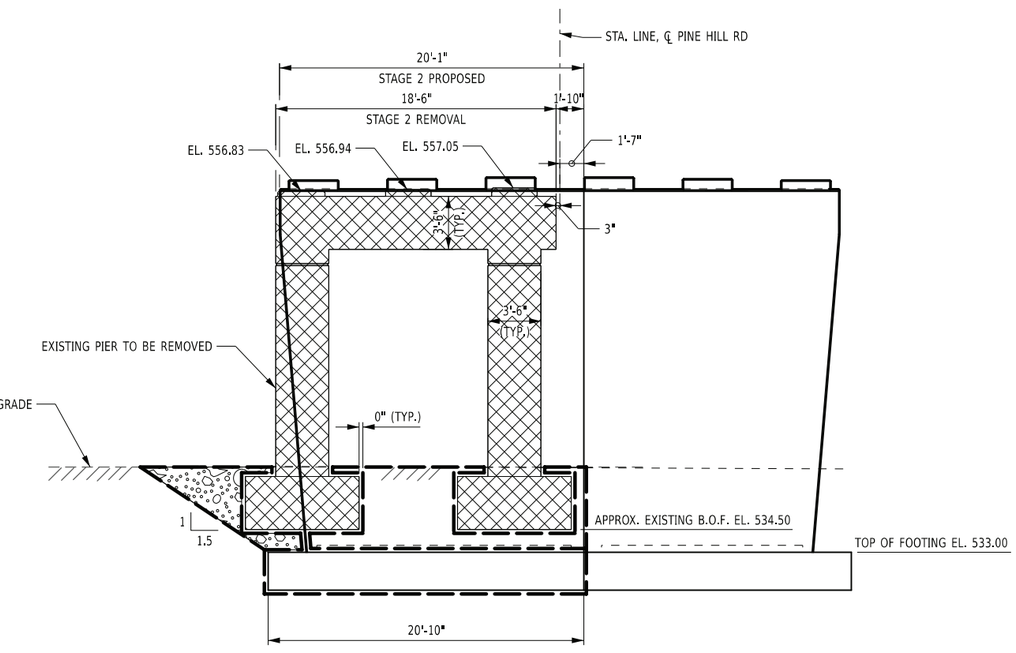
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>EXCAVATION AND EMBANKMENT SECTIONS (1 OF 4) | DRAWING NUMBER:<br>ST-18 |



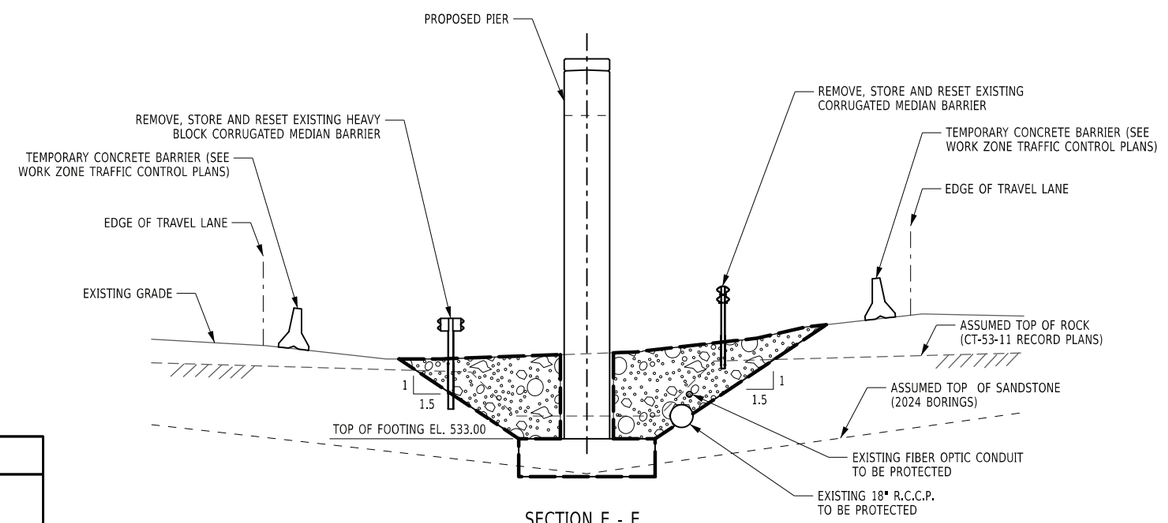

SECTION F - F
EXISTING PIER 2 STAGE 1 REMOVAL
AND PROPOSED PIER STAGE 1




SECTION H - H
EXISTING PIER 2 STAGE 2 REMOVAL
AND PROPOSED PIER STAGE 2

| REMOVAL OF SUBSTRUCTURE | | | |
|---|---|---|---|
| | LOCATION | QUANTITY | ITEM NO. |
| STAGE 1 | PIER 2 | 19.0 CY | 202.19 |
| STAGE 2 | PIER 2 | 34.0 CY | 202.19 |

5 0 5 10 15 20'
1" = 10'




SECTION E - E
PROPOSED PIER - STAGE 1 CONSTRUCTION
(SECTION G - G SILIMAR)

**LEGEND**

- EXISTING GROUND SURFACE
- SELECT STRUCTURE FILL, ITEM 203.21
- HIGHWAY EMBANKMENT MATERIAL, ITEM 203.03
- EMBANKMENT IN PLACE, COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY (ITEM 203.03)
- STAGE 1 - REMOVAL OF SUBSTRUCTURE, ITEM 202.19
- STAGE 2 - REMOVAL OF SUBSTRUCTURE, ITEM 202.19
- GEOSYNTHETIC REINFORCED SOIL SYSTEM WALL, ITEM 554.3001
- PREFABRICATED COMPOSITE STRUCTURAL DRAIN, ITEM 207.26
- AREA ENCLOSED WITHIN THESE LINES DESIGNATES PAYMENT LINES FOR STRUCTURE EXCAVATION, ITEM 206.01

NOTES:

FOR LOCATION OF SECTION E - E AND SECTION F - F, SEE DWG. NO. ST-14.

FOR LOCATION OF SECTION G - G AND SECTION H - H, SEE DWG. NO. ST-15.

SEE ST-21 FOR NOTES REGARDING TEMPORARY SUPPORT FOR PIER CAP.

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
QUALITY CHECK BY: AJCE

ALTERED ON:

AFFIXED ON: 01/19/2026

SIGNATURE:
STAMP:

SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

STATE OF NEW YORK
EDWIN TWISS
LICENSED PROFESSIONAL ENGINEER
080650

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

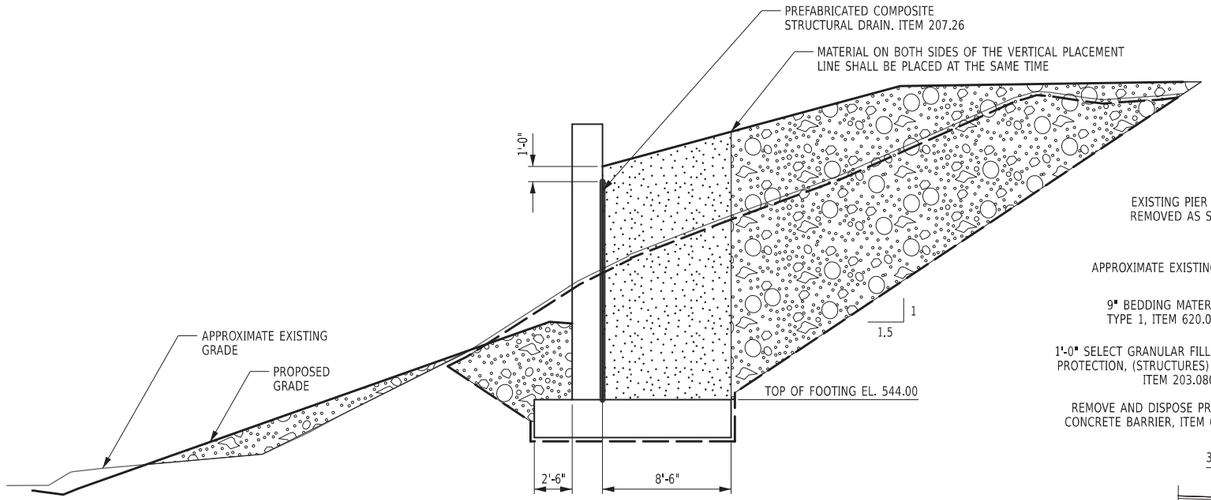
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
EXCAVATION AND EMBANKMENT SECTIONS (2 OF 4)

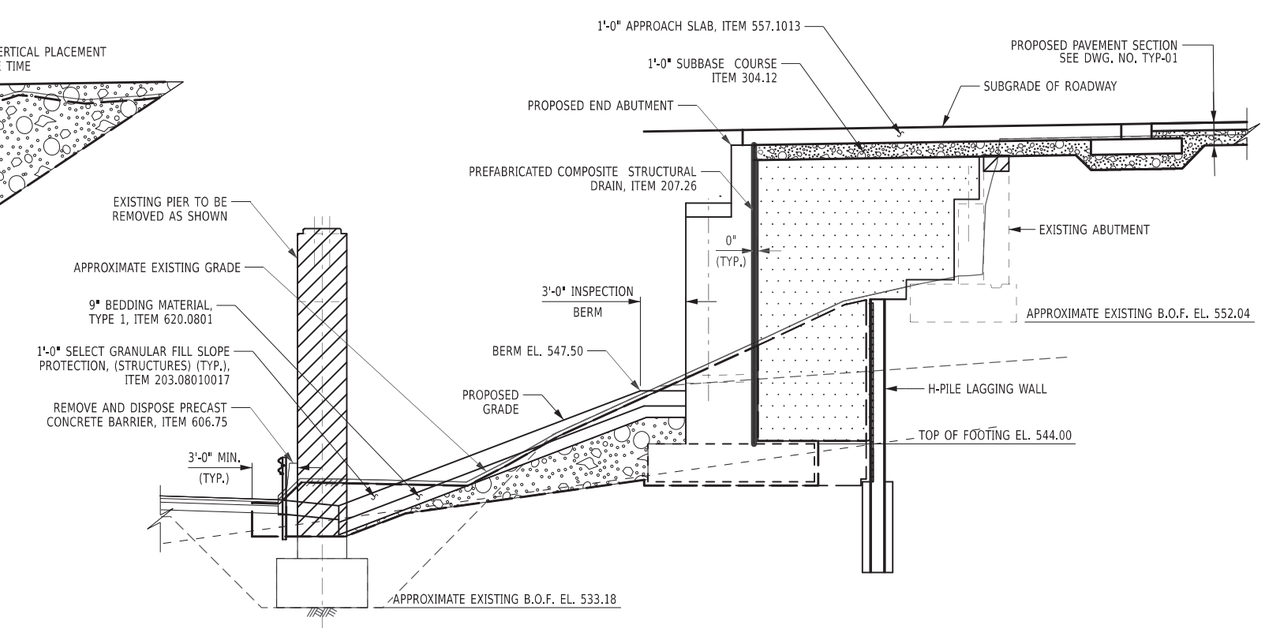
CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

DRAWING NUMBER: ST-19




SECTION K - K
(SECTION L - L SIMILAR)




SECTION I - I
(STAGE 1)

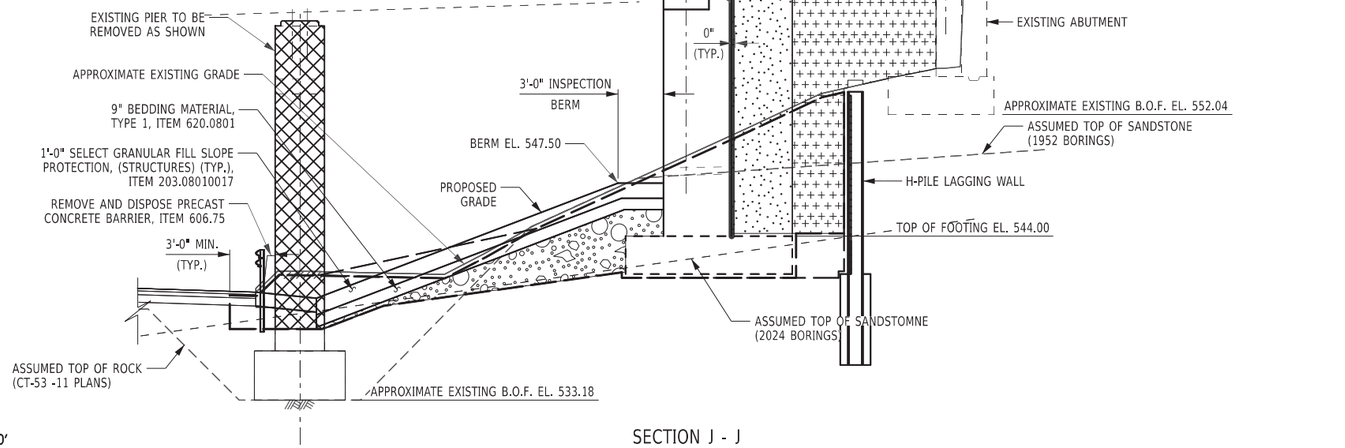
**LEGEND**

- EXISTING GROUND SURFACE
- SELECT STRUCTURE FILL, ITEM 203.21
- HIGHWAY EMBANKMENT MATERIAL, ITEM 203.03
- EMBANKMENT IN PLACE, COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY (ITEM 203.03)
- STAGE 1 - REMOVAL OF SUBSTRUCTURE, ITEM 202.19
- STAGE 2 - REMOVAL OF SUBSTRUCTURE, ITEM 202.19
- GEOSYNTHETIC REINFORCED SOIL SYSTEM WALL, ITEM 554.3001
- PREFABRICATED COMPOSITE STRUCTURAL DRAIN, ITEM 207.26
- AREA ENCLOSED WITHIN THESE LINES DESIGNATES PAYMENT LINES FOR STRUCTURE EXCAVATION, ITEM 206.01

NOTES:

FOR LOCATION OF SECTION K-K AND SECTION I-I, SEE DWG. NO. ST-16.

FOR LOCATION OF SECTION L-L AND SECTION J-J, SEE DWG. NO. ST-17.




SECTION J - J
(STAGE 2)

5 0 5 10 15 20′
1" = 10′

| | |
|---|---|
| ALTERED ON: | AFFIXED ON: 01/19/2026 |
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 |

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

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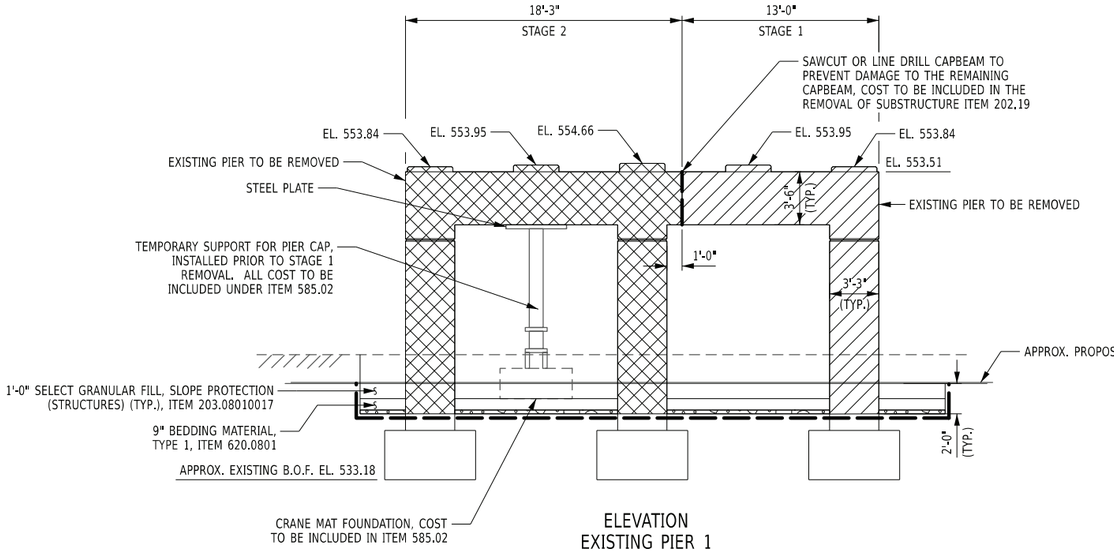
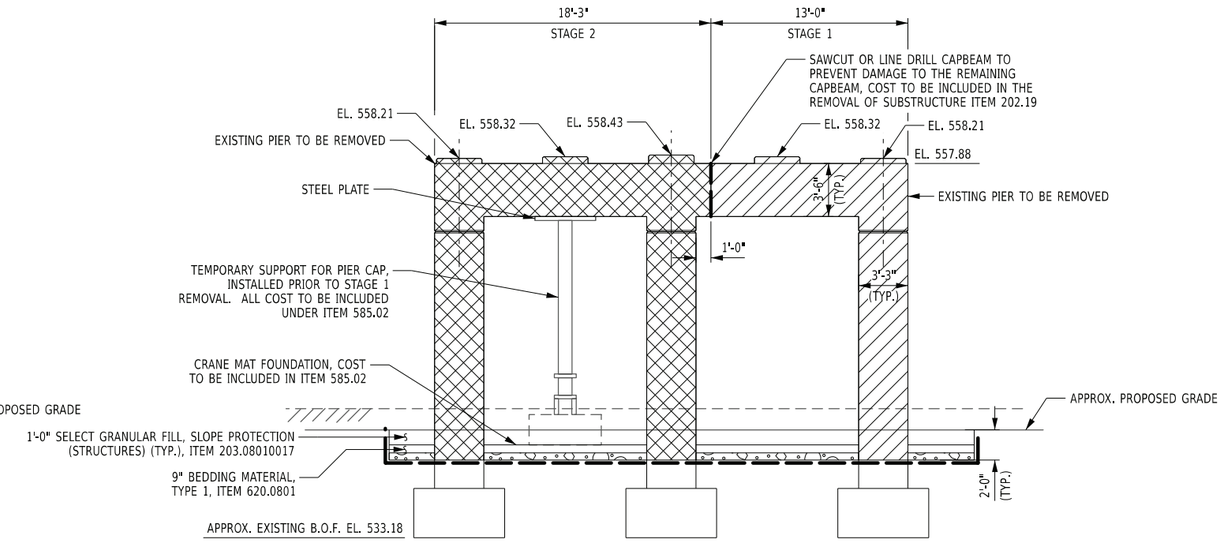
|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>EXCAVATION AND EMBANKMENT SECTIONS (3 OF 4) | DRAWING NUMBER:<br>ST-20 |

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL




ELEVATION
EXISTING PIER 1




ELEVATION
EXISTING PIER 3

| REMOVAL OF SUBSTRUCTURE | | | |
|---|---|---|---|
| | LOCATION | QUANTITY | ITEM NO. |
| STAGE 1 | PIER 1 | 9.0 CY | 202.19 |
| STAGE 1 | PIER 3 | 10.0 CY | 202.19 |
| STAGE 2 | PIER 1 | 16.0 CY | 202.19 |
| STAGE 2 | PIER 3 | 18.0 CY | 202.19 |

**LEGEND**

- EXISTING GROUND SURFACE
- SELECT STRUCTURE FILL, ITEM 203.21
- HIGHWAY EMBANKMENT MATERIAL, ITEM 203.03
- EMBANKMENT IN PLACE, COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY (ITEM 203.03)
- STAGE 1 - REMOVAL OF SUBSTRUCTURE, ITEM 202.19
- STAGE 2 - REMOVAL OF SUBSTRUCTURE, ITEM 202.19
- GEOSYNTHETIC REINFORCED SOIL SYSTEM WALL, ITEM 554.3001
- PREFABRICATED COMPOSITE STRUCTURAL DRAIN, ITEM 207.26
- AREA ENCLOSED WITHIN THESE LINES DESIGNATES PAYMENT LINES FOR STRUCTURE EXCAVATION, ITEM 206.01

5 0 5 10 15 20′
1" = 10′

| POINT LOADS FOR STRUCTURAL LIFTING AND SHORING ITEM 585.02 | | | |
|---|---|---|---|
| LOCATION | DL + SDL (KIPS) | LL + IMPACT (KIPS) | TOTAL (KIPS) |
| PIER 1 | 90 | 45 | 135 |
| PIER 2 | 115 | 47 | 162 |
| PIER 3 | 100 | 45 | 145 |
| | | | |
| LIVE LOADS ARE FROM HS20-44 LOADING. LOADS ARE NOT FACTORED. | | | |

NOTES:

1. CONTRACTOR TO VERIFY ALL DIMENSIONS.
2. CAP BEAM TEMPORARY SUPPORT SHALL BE FOUNDED ON LEVEL COMPETENT GROUND.
3. POSITIVE CONNECTION SHALL BE PROVIDED BETWEEN THE CAP BEAM AND TEMPORARY SUPPORT. CONNECTION SHALL BE SNUG TIGHT WITH NO GAPS.

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: STATE OF NEW YORK EDWIN TWISS 080650 LICENSED PROFESSIONAL ENGINEER EXCELSIOR |

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| REVISIONS | | | |
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| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

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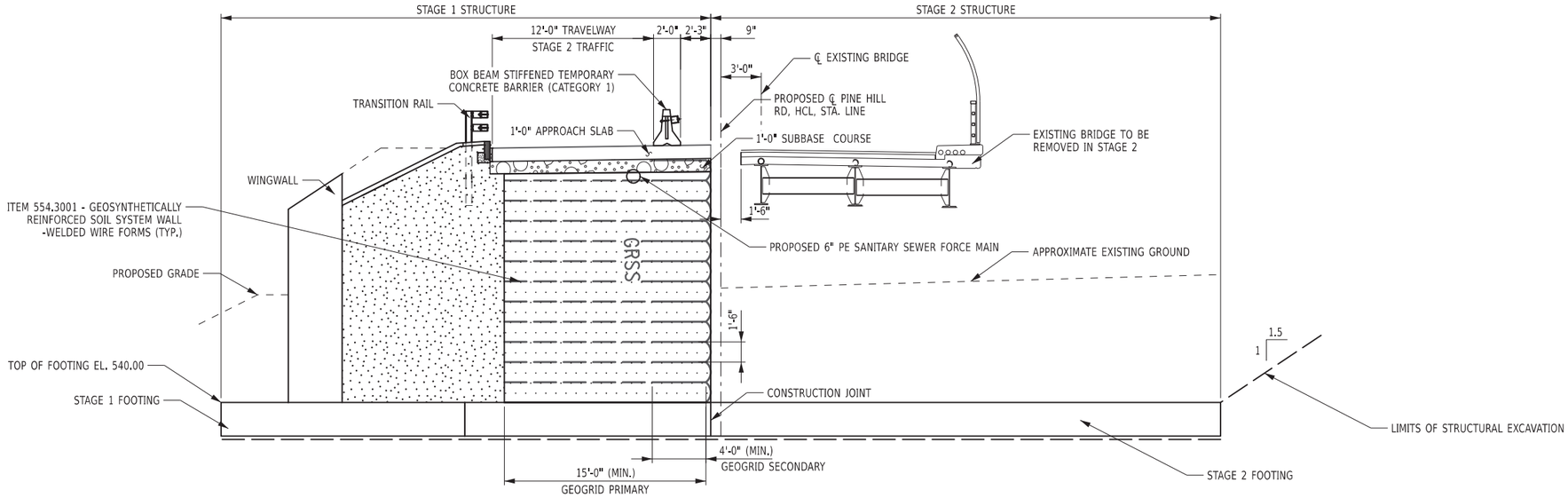
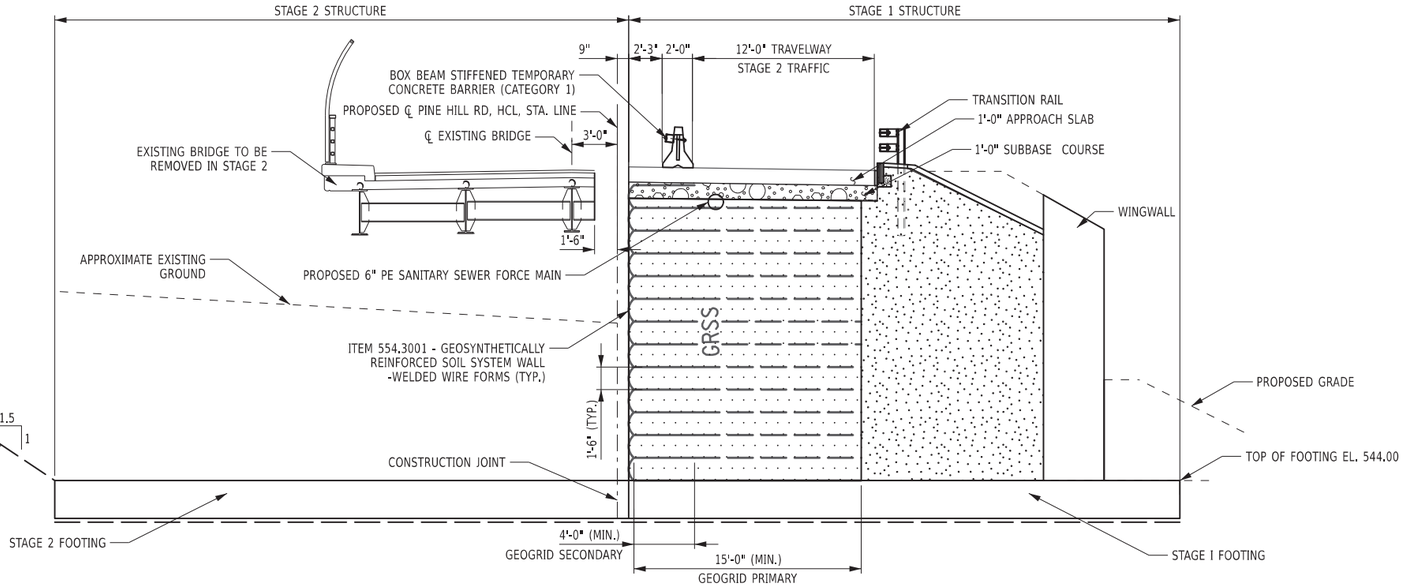
|---|---|
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | EXCAVATION AND EMBANKMENT SECTIONS (4 OF 4) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-21 |




SECTION X-X
STAGE 2
GEOSYNTHETICALLY REINFORCED SOIL SYSTEM WALL @ BEGIN ABUTMENT




SECTION Y-Y
STAGE 2
GEOSYNTHETICALLY REINFORCED SOIL SYSTEM WALL @ END ABUTMENT

5 0 5 10 15 20'
1" = 10'

LEGEND

SELECT STRUCTURE FILL

GEOSYNTHETIC REINFORCED SOIL SYSTEM WALL ITEM 554.3001

NOTE:

FOR LOCATION OF SECTION X-X, SEE DWG. NO. ST-13.

FOR LOCATION OF SECTION Y-Y, SEE DWG. NO. ST-17.

THE VERTICAL SPACING OF THE GEOGRID SHALL BE ADJUSTED AS NEEDED TO AVOID SEWER LINE.

NOTE:

STAGE 2 STEM AND STAGE 2 WINGWALL NOT SHOWN FOR CLARITY

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 |

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

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|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>GRSS WALL DETAILS<br>(1 OF 2) | DRAWING NUMBER:<br>ST-22 |

## GRSS NOTES:

GEOSYNTHETICALLY REINFORCED SOIL SYSTEM NOTES:

1. ANY CHANGES TO GEOSYNTHETIC DESIGN LAYOUT REQUIRES APPROVAL OF THE NYSTA GEOTECHNICAL ENGINEER.
2. A WELDED WIRE FORM FACING IS DEPICTED IN DETAILS "D", "E", AND "F" FOR ILLUSTRATIVE PURPOSES. OTHER FACING SYSTEMS MAY BE INCORPORATED, AS IDENTIFIED IN THE SPECIFICATION.

WALL BACKFILL:

3. BACKFILL MATERIAL SHALL BE DUMPED ONTO, OR PLACED PARALLEL TO THE REAR AND MIDDLE OF THE REINFORCING ELEMENTS AND BLADED PERPENDICULAR TO THE REINFORCING ELEMENTS.
4. AT NO TIME SHALL ANY CONSTRUCTION EQUIPMENT BE IN DIRECT CONTACT WITH THE REINFORCING ELEMENTS.
5. BACKFILL LAYERS SHALL BE COMPACTED UP TO OR SLIGHTLY ABOVE THE ELEVATION OF EACH LEVEL OF REINFORCEMENT CONNECTION PRIOR TO PLACING THAT LAYER OF REINFORCING ELEMENT.
6. AT THE COMPLETION OF EACH DAYS WORK, THE CONTRACTOR SHALL GRADE THE BACKFILL MATERIAL AWAY FROM THE FACE AND LIGHTLY COMPACT THE SURFACE.

REINFORCING ELEMENTS:

7. REINFORCING ELEMENTS TO BE CONTINUOUS THROUGHOUT THEIR EMBEDMENT LENGTHS.
8. REINFORCING ELEMENTS SHALL BE PLACED PERPENDICULAR TO THE FACING, EXCEPT WHEN IN CONFLICT WITH A STRUCTURE AS SHOWN IN DETAIL "A".
9. REINFORCING ELEMENTS SHALL BE PRETENSIONED TO REMOVE ANY SLACK. MAINTAIN THE TENSIONING BY STAKING OR ANCHORING WITH BACKFILL MATERIAL.
10. CONNECT REINFORCING ELEMENTS TO THE FACING AS SHOWN IN THE CONTRACT DOCUMENTS.
11. OVERLAPPING LAYERS OF REINFORCING ELEMENTS SHALL BE SEPARATED BY A MINIMUM 3" THICKNESS OF BACKFILL MATERIAL.

WELDED WIRE FORM NOTES:

12. THE WELDED WIRE FORMS SHOWN ARE AN ACCEPTABLE METHOD OF CONSTRUCTING THE VERTICAL GRSS WALL. ALTERNATE FORMING SYSTEMS MAY BE USED PROVIDED THE GRSS WALL IS CONSTRUCTED AS SHOWN AND THE COMPACTION REQUIREMENTS ARE MET.
13. CUT WIRE FORMS AND PLACE GEOTEXTILE TO CONFORM TO EXISTING AND/OR PROPOSED STRUCTURE PROJECTIONS IN SUCH A MANNER THAT LOSS OF BACKFILL MATERIAL DOES NOT OCCUR.
14. OVERLAP THE WELDED WIRE FORM AND OMIT THE SUPPORT STRUTS WHERE GRSS SPACING IS LESS THAN 18".
15. CUT THE VERTICAL PORTION OF THE TOP WELDED WIRE BASKET DOWN TO THE SUBGRADE SURFACE BEFORE CONSTRUCTING THE PAVEMENT SECTION.
16. ADDITIONAL STRUTS MAY BE REQUIRED TO STIFFEN THE WELDED WIRE FORMS.

FACING NOTES:

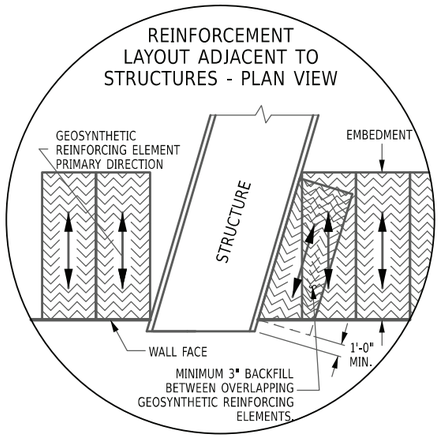
17. ONLY HAND OPERATED EQUIPMENT ALLOWED WITHIN 3'-0" OF THE FACING. LIFT THICKNESS MAY HAVE TO BE REDUCED TO ACHIEVE REQUIRED COMPACTION. MONITOR FACING DURING FILL PLACEMENT AND COMPACTION.
18. HARD FACING ELEMENTS (TIMBERS, ETC.) SHALL BE SET AT A SLIGHT BACKWARD BATTER (TOWARD THE REINFORCED FILL) TO ASSURE CORRECT FINAL VERTICAL ALIGNMENT AFTER BACKFILL PLACEMENT AND COMPACTION. COMPACTION EQUIPMENT AND OPERATION PROCEDURES MAY HAVE TO BE MODIFIED TO MAINTAIN VERTICAL WALL.

DRAINAGE NOTES:

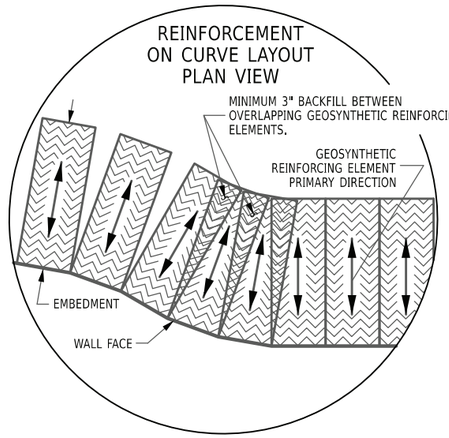
19. TYPE AND LIMITS OF DRAINAGE TREATMENT WILL BE SHOWN IN THE CONTRACT DOCUMENTS.
20. CONCENTRATED DRAINAGE MUST BE DIVERTED AWAY FROM THE GRSS STRUCTURE.
21. SEEPAGE ZONES INTERCEPTING THE EXCAVATION SLOPE OR THE WALL FOUNDATION AREA SHALL BE POSITIVELY DRAINED BY PROVIDING ADDITIONAL UNDERDRAIN AND UNDERDRAIN FILTER MATERIAL AT THE SEEPAGE ZONE, AS DETERMINED BY THE ENGINEER.

UNDERCUTS:

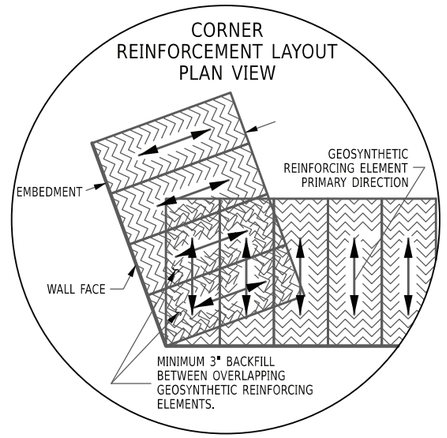
22. A MAXIMUM 2'-0" UNDERCUT MAY BE ORDERED BY THE ENGINEER WHERE NECESSARY TO PROVIDE STABLE BEDDING CONDITIONS. UNDERCUTTING SHALL BE PAID FOR UNDER SECTION 206.
    A. IF UNDERCUTTING IS ORDERED, THE LIFT THICKNESS AND COMPACTION REQUIREMENTS FOR SELECT STRUCTURAL FILL SHALL BE AS DIRECTED BY THE ENGINEER.
    B. THE GEOTECHNICAL ENGINEER SHALL BE CONSULTED IF IT APPEARS THAT UNDERCUTTING BEYOND THE 2'-0" MAXIMUM DEPTH MAY BE NEEDED. SPECIAL CONSTRUCTION PROCEDURES AND DETAILS WILL BE SHOWN IN THE CONTRACT DOCUMENTS WHEN WALLS ARE LOCATED IN AREAS WHERE UNSUITABLE MATERIAL EXISTS.



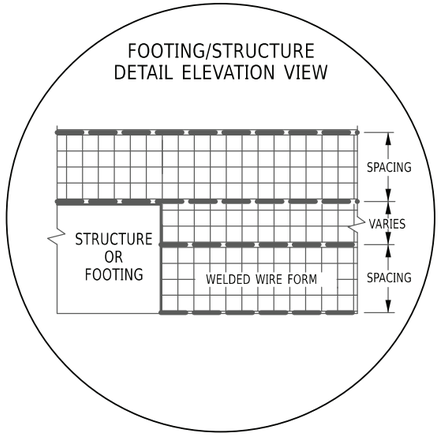

DETAIL "A"



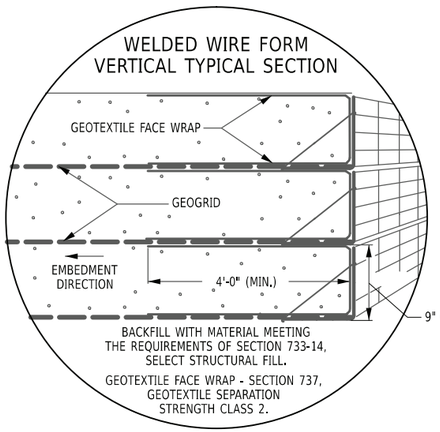

DETAIL "B"




DETAIL "C"



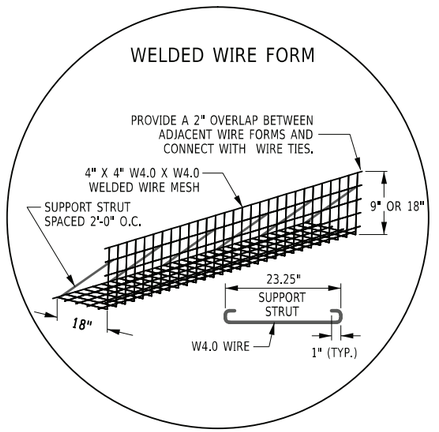

DETAIL "D"




DETAIL "E"

NOTE:
GEOGRID REINFORCEMENT SHALL HAVE A MINIMUM LONG TERM DESIGN TENSILE STRENGTH, Td = 2100 lb/FT.

SECONDARY REINFORCEMENT SHALL HAVE A MINIMUM LONG TERM DESIGN TENSILE STRENGTH, Td = 2600 lb/FT.




DETAIL "F"

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK EDWIN TWISS LICENSED PROFESSIONAL ENGINEER 080650 |

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NEW YORK STATE Thruway Authority

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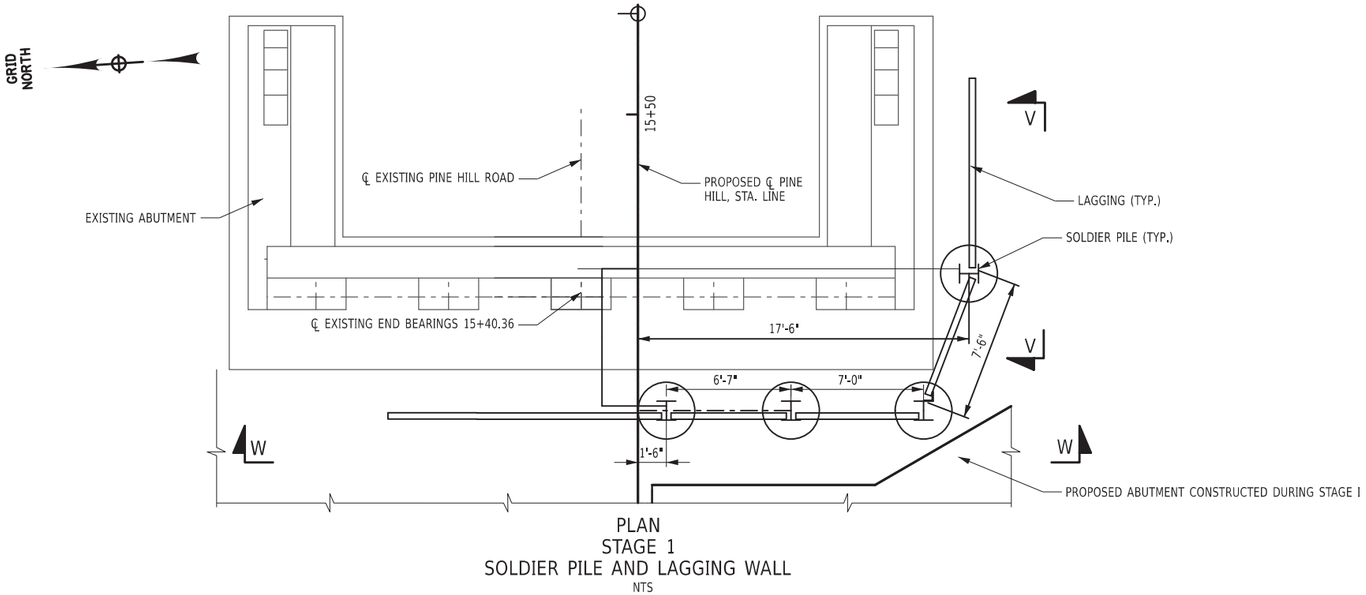
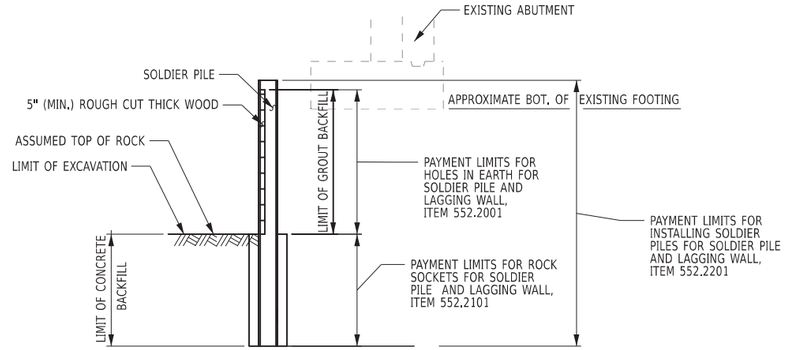
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>GRSS WALL DETAILS (2 OF 2) | DRAWING NUMBER:<br>ST-23 |

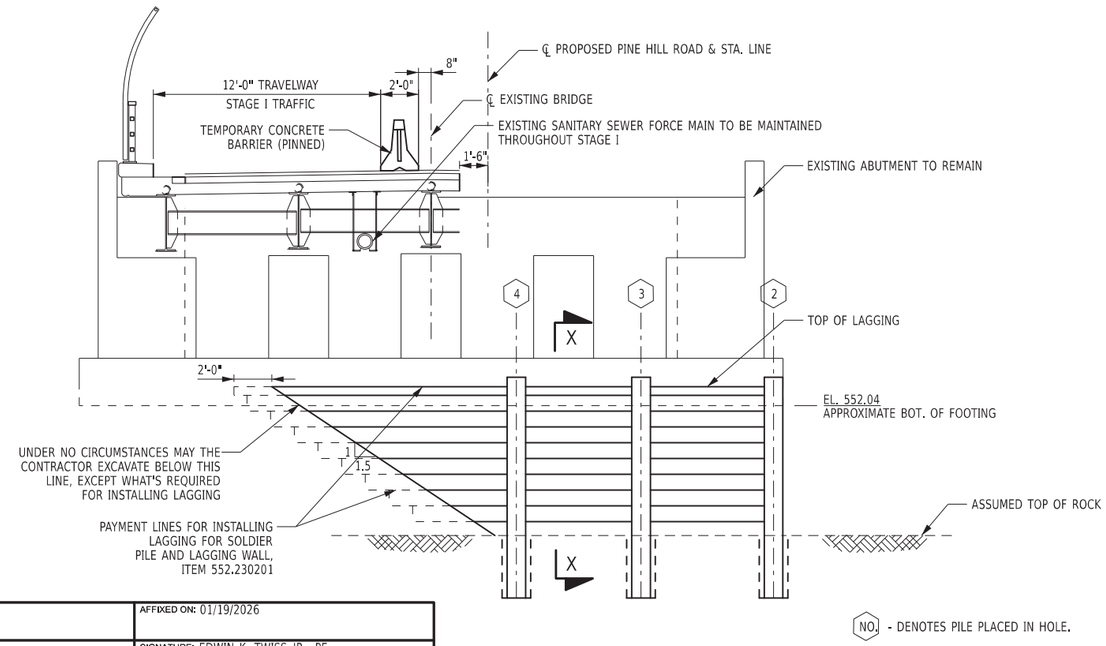
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL
CHECKED BY: AJCE




PLAN
STAGE 1
SOLDIER PILE AND LAGGING WALL
NTS

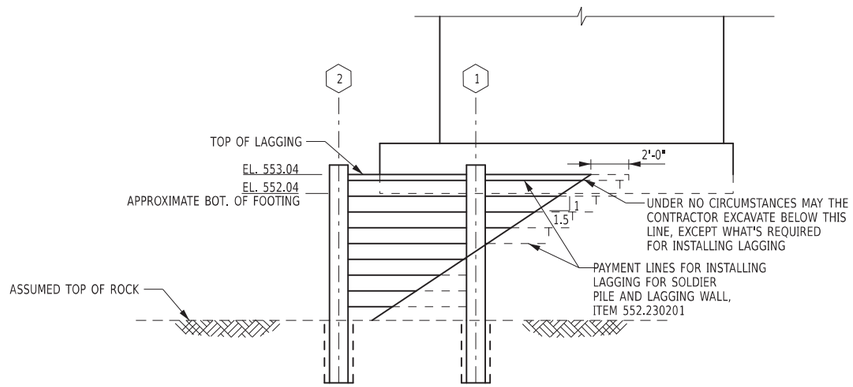



SECTION X-X
FOR PILES PLACED IN A HOLE
TYPICAL SECTION




(NO.) - DENOTES PILE PLACED IN HOLE.

ELEVATION W-W
STAGE 1
SOLDIER PILE AND LAGGING WALL
NTS




ELEVATION V-V
STAGE 1
SOLDIER PILE AND LAGGING WALL
NTS

| PILE NUMBER | STATION | OFFSET (IN FEET) | PILE TOP ELEVATIONS (IN FEET) | DEPTH OF EXCAVATION (IN FEET) | ASSUMED ROCK ELEVATION (IN FEET) | MINIMUM ROCK SOCKET (IN FEET) | MINIMUM PILE SECTION MODULUS (IN CUBIC INCHES) | RECOMMENDED SOLDIER PILE SECTION | MINIMUM DIA. OF HOLE (IN INCHES) | AS-BUILT PILE LENGTH (IN FEET) |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 15+41.60 | 17.49 (R) | 553.54 | 10.54 | 541.50 | 6 | 172 | HP 14X117 | 30 | |
| 2 | 15+34.36 | 15.08 (R) | 553.54 | 10.54 | 541.50 | 6 | 172 | HP 14X117 | 30 | |
| 3 | 15+34.36 | 8.08 (R) | 553.54 | 10.54 | 541.50 | 6 | 172 | HP 14X117 | 30 | |
| 4 | 15+34.36 | 1.50 (R) | 553.54 | 10.54 | 541.50 | 6 | 172 | HP 14X117 | 30 | |

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 |

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REVISIONS

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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

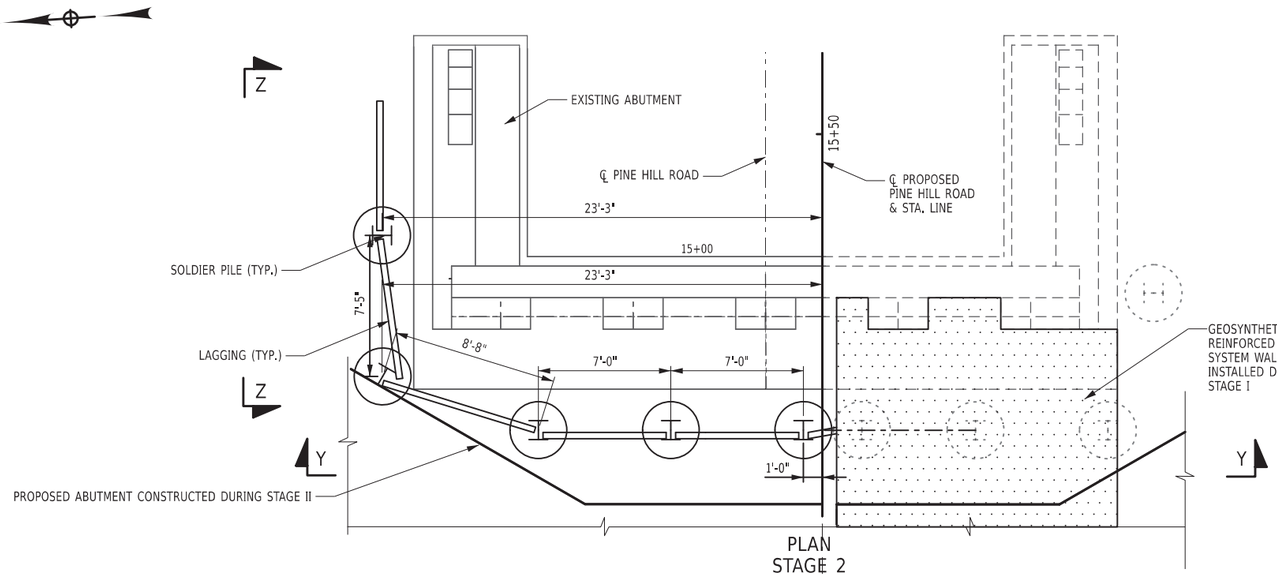
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
H-PILE AND LAGGING WALL DETAILS (1 OF 2)

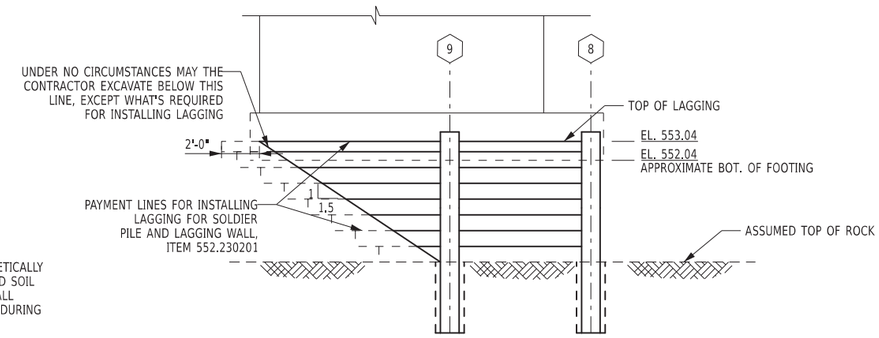
CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

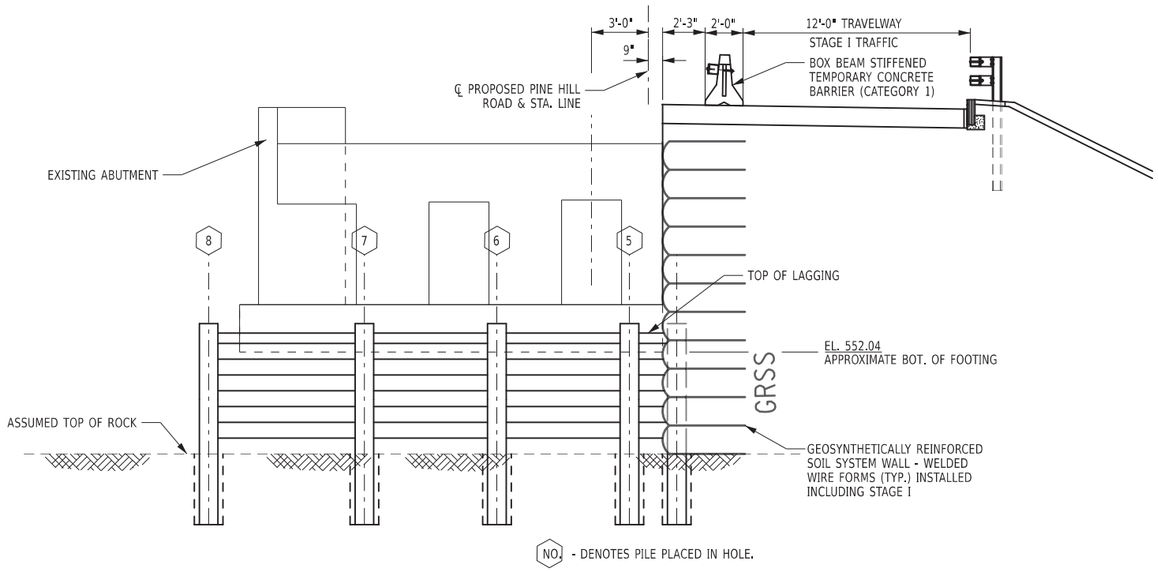
DRAWING NUMBER: ST-24




PLAN
STAGE 2
SOLDIER PILE AND LAGGING WALL
NTS




ELEVATION Z-Z
STAGE 2
SOLDIER PILE AND LAGGING WALL
NTS




ELEVATION Y-Y
STAGE 2
SOLDIER PILE AND LAGGING WALL
NTS

NOTES:

1. IF CONTRACTOR ELECTS NOT TO LAY SLOPE BACK AND NOT USE THE EXCAVATION SUPPORT SYSTEM AS DETAILED, ANY EXCAVATION SUPPORT SYSTEM USED MUST BE DESIGNED FOR ANTICIPATED CONSTRUCTION LOADING.
2. SOLIDER PILES SHALL BE INSTALLED IN ACCORDANCE WITH ITEM 552.2201 UNTREATED WOOD LAGGING FOR SOLDIER PILES AND LAGGING WALL.
3. TIMBER LAGGING SHALL BE INSTALLED IN ACCORDANCE WITH ITEM 552.230201 UNTREATED LAGGING FOR SOLDIER PILES AND LAGGING WALL.
4. ALL PILES SHALL BE A MINIMUM YIELD STRENGTH FY = 50 KSI.
5. WHEN NO LONGER NECESSARY FOR EXCAVATION SUPPORT, THE CONTRACTOR SHALL COMPLETELY REMOVE THE LAGGING AND SOLIDER PILES.

| PILE NUMBER | STATION | OFFSET (IN FEET) | PILE TOP ELEVATIONS (IN FEET) | DEPTH OF EXCAVATION (IN FEET) | ASSUMED ROCK ELEVATION (IN FEET) | MINIMUM ROCK SOCKET (IN FEET) | MINIMUM PILE SECTION MODULUS (IN CUBIC INCHES) | RECOMMENDED SOLDIER PILE SECTION | MINIMUM DIA. OF HOLE (IN INCHES) | AS-BUILT PILE LENGTH (IN FEET) |
|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 15+34.36 | 1.00 (L) | 553.54 | 10.54 | 541.50 | 6 | 172 | HP 14X117 | 30 | |
| 6 | 15+34.36 | 8.00 (L) | 553.54 | 10.54 | 541.50 | 6 | 172 | HP 14X117 | 30 | |
| 7 | 15+34.36 | 15.00 (L) | 553.54 | 10.54 | 541.50 | 6 | 172 | HP 14X117 | 30 | |
| 8 | 15+37.20 | 23.25 (L) | 553.54 | 10.54 | 541.50 | 6 | 172 | HP 14X117 | 30 | |
| 9 | 15+44.67 | 23.08 (L) | 553.54 | 10.54 | 541.50 | 6 | 172 | HP 14X117 | 30 | |

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

ALTERED ON:
SIGNATURE:
STAMP:

AFFIXED ON: 01/19/2026
SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

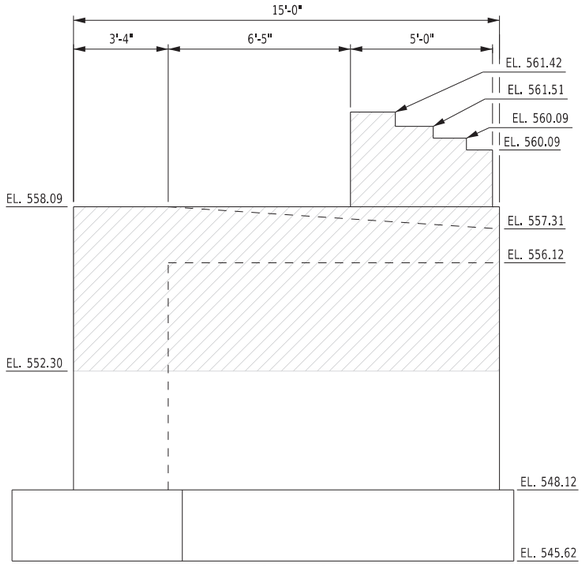
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
H-PILE AND LAGGING WALL DETAILS (2 OF 2)

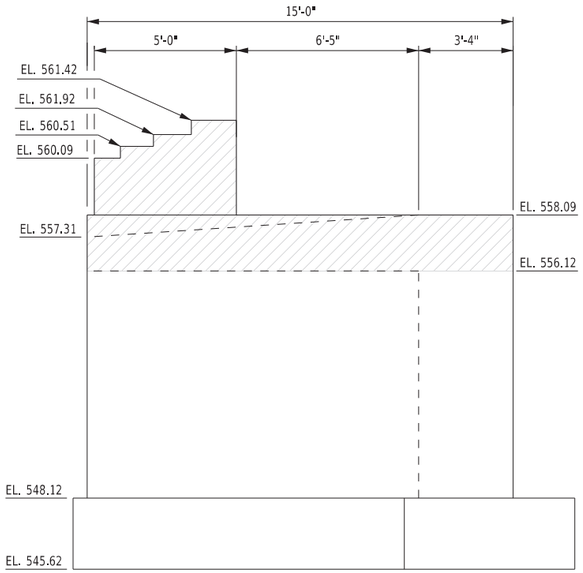
CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

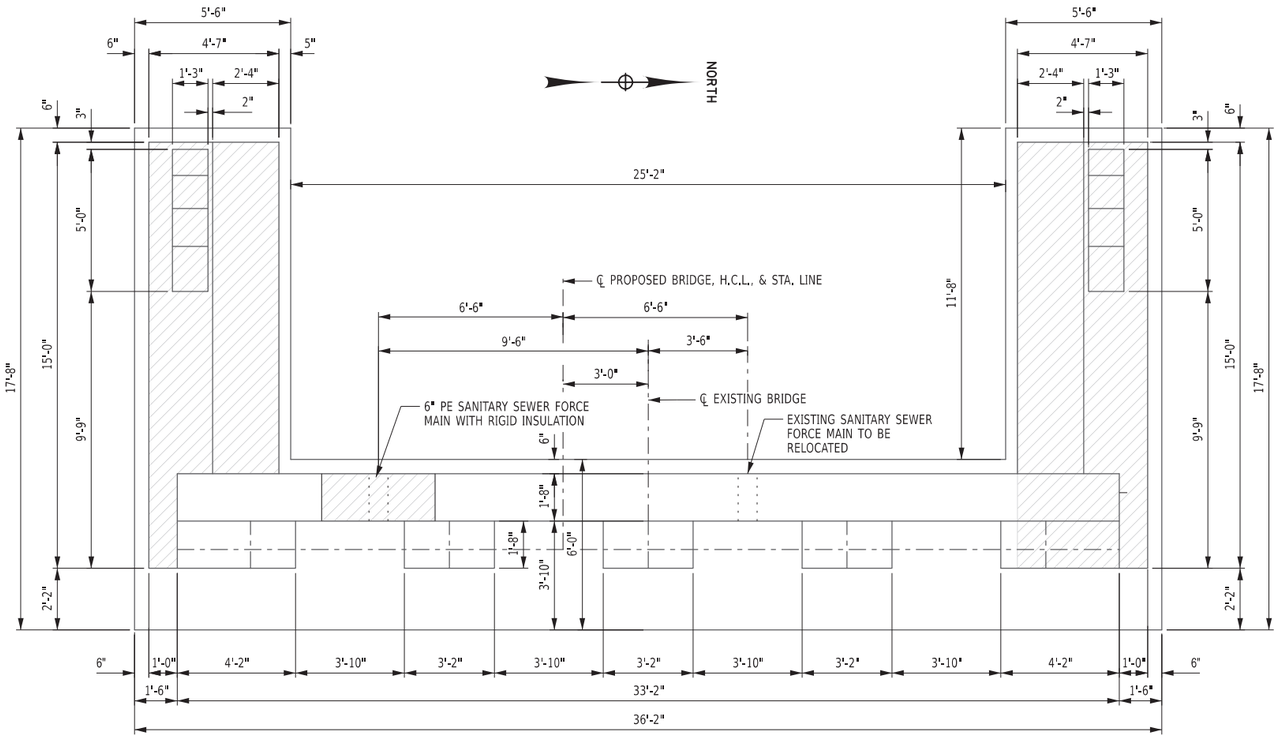
DRAWING NUMBER: ST-25



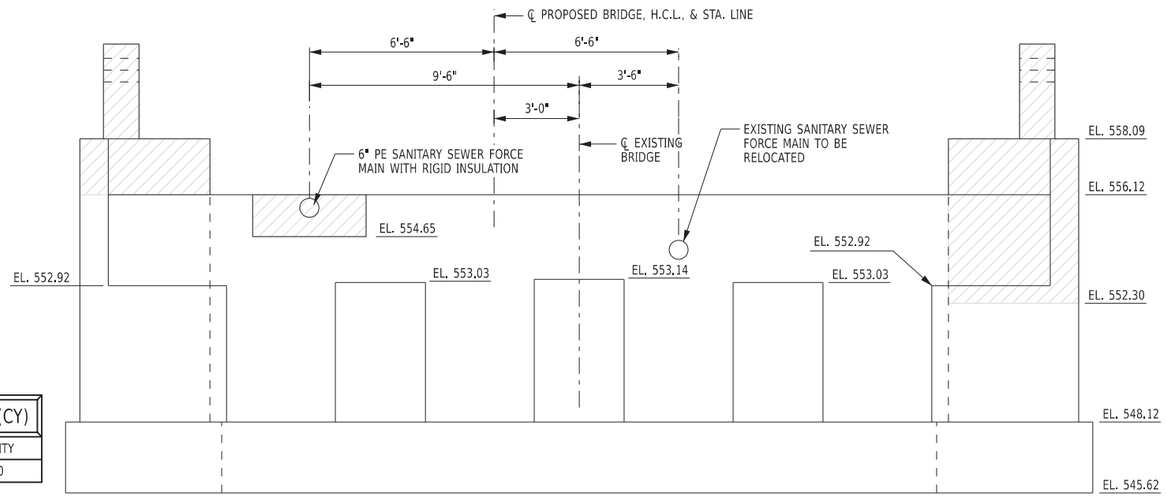

NORTHWEST WINGWALL




SOUTHWEST WINGWALL




PLAN




ELEVATION

| REMOVAL OF SUBSTRUCTURES (CY) | | |
|---|---|---|
| LOCATION | ITEM NO. | QUANTITY |
| BEGIN ABUTMENT | 202.19 | 19.0 |

REMOVAL OF SUBSTRUCTURES, ITEM 202.19

2 0 2 4 6 8′

3/16" = 1′

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: |

STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER · EXCELSIOR

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE Thruway Authority

AECOM

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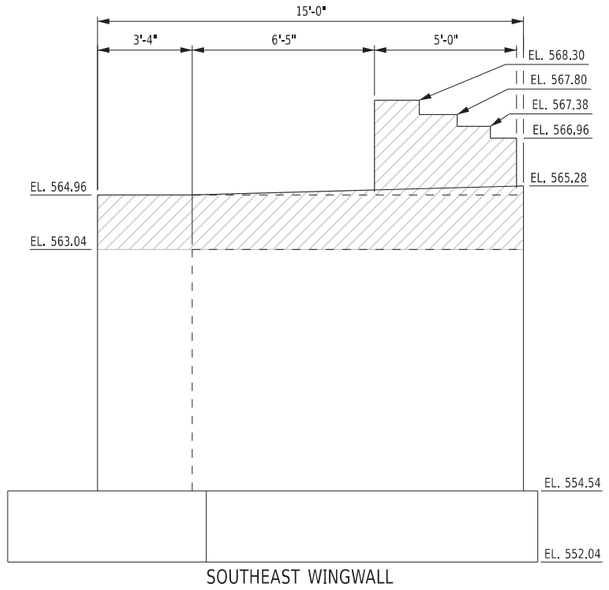
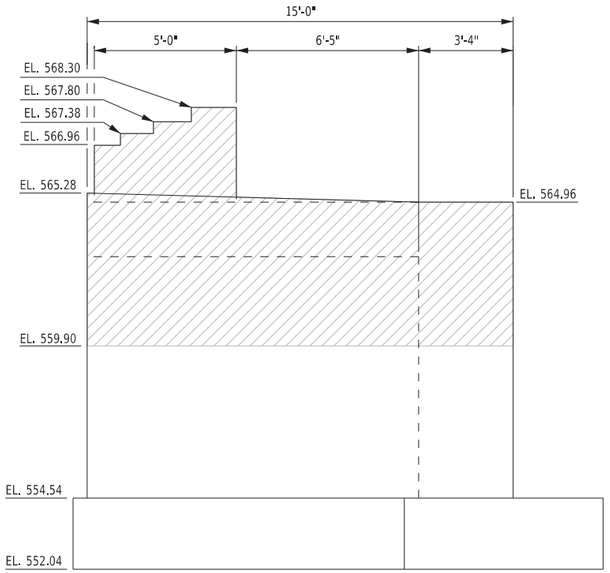
|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>EXISTING BEGIN ABUTMENT REMOVAL PLAN AND ELEVATION | DRAWING NUMBER:<br>ST-26 |

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL
CHECKED BY: AJCE

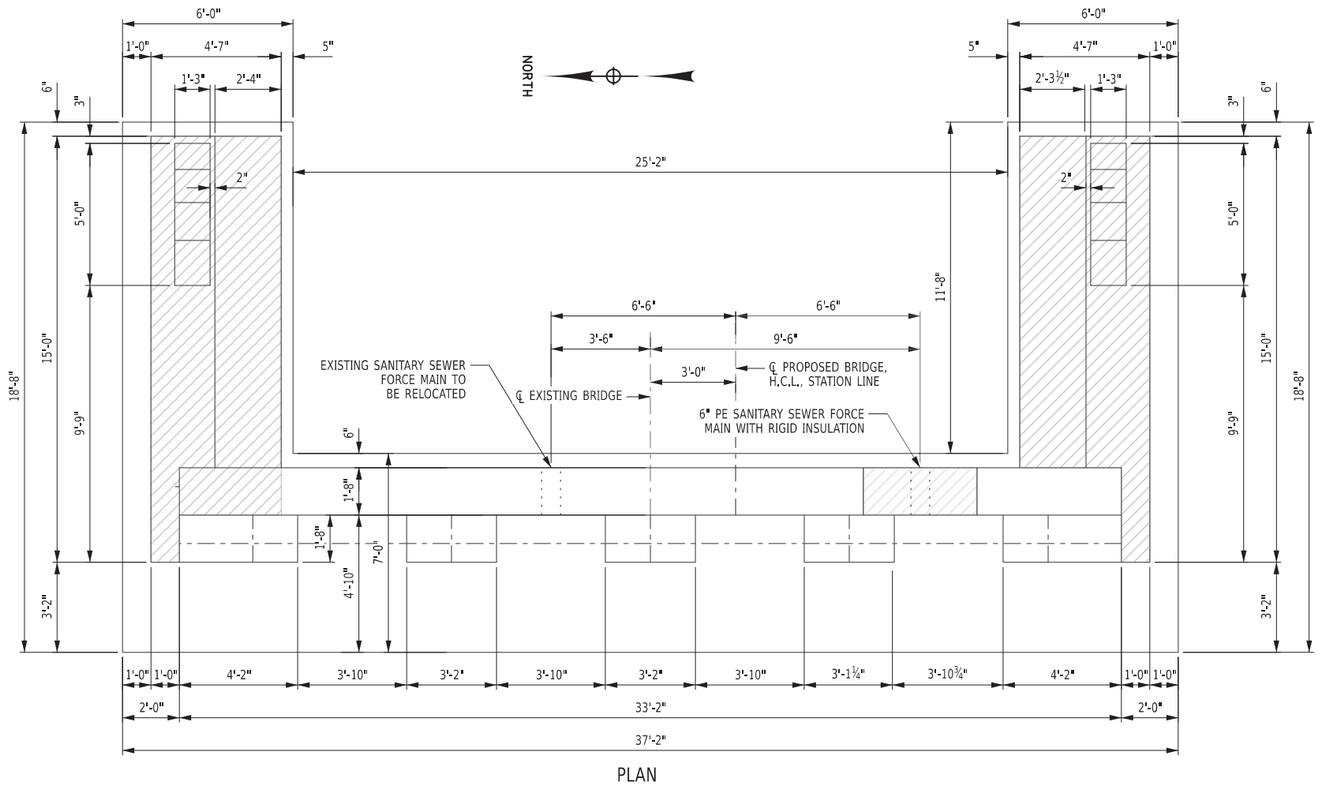
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL
CHECKED BY: AJCE



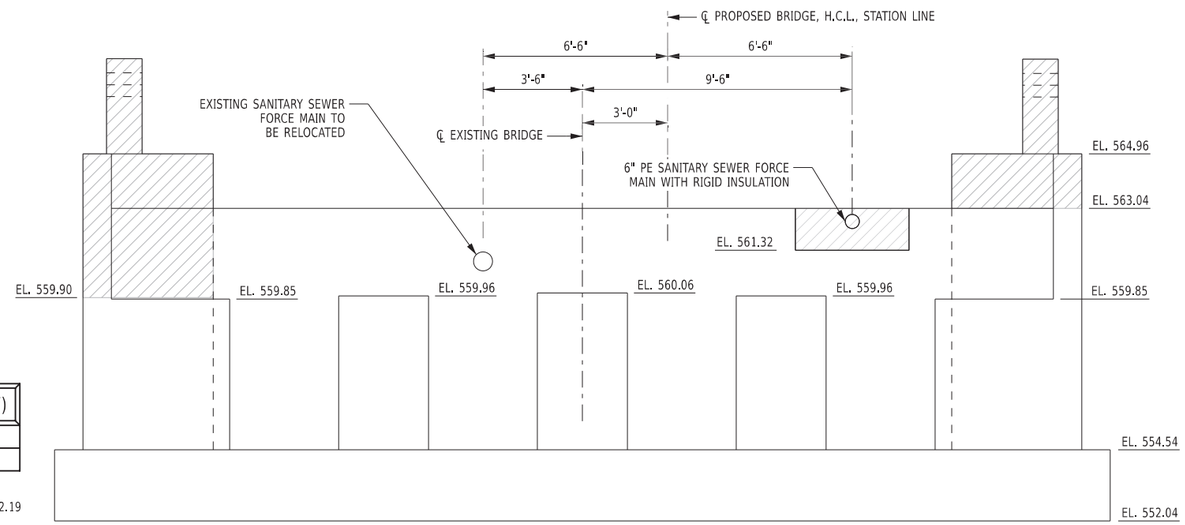

SOUTHEAST WINGWALL




NORTHEAST WINGWALL




PLAN




ELEVATION

| REMOVAL OF SUBSTRUCTURES (CY) | | |
|---|---|---|
| LOCATION | ITEM NO. | QUANTITY |
| END ABUTMENT | 202.19 | 18.0 |

REMOVAL OF SUBSTRUCTURES, ITEM 202.19

2 0 2 4 6 8′
3/16" = 1′

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK EDWIN TWISS LICENSED PROFESSIONAL ENGINEER 080650 |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
EXISTING END ABUTMENT REMOVAL PLAN AND ELEVATION

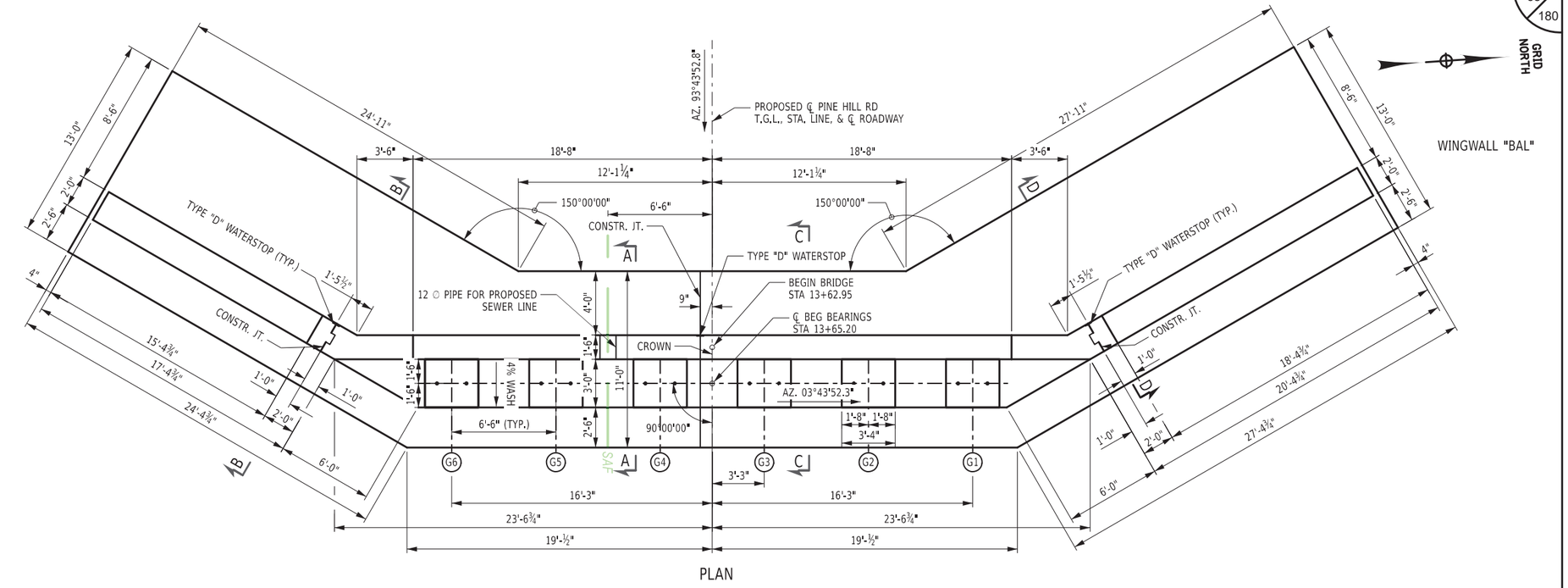
CONTRACT NUMBER:
TANY 26-17B

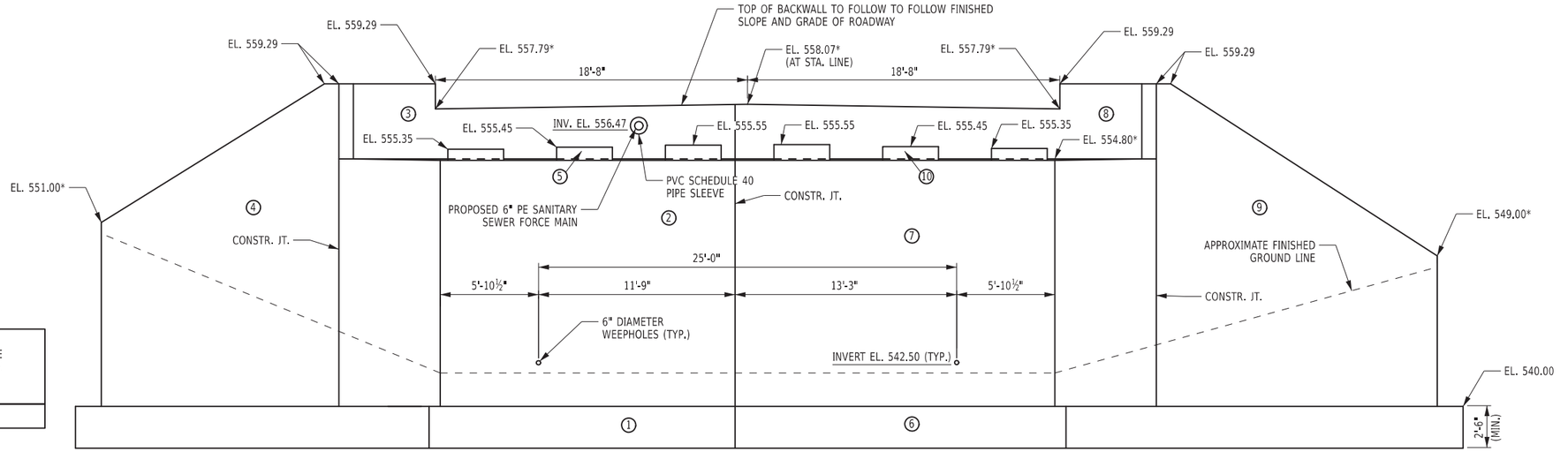
DATE:
01/19/2026

DRAWING NUMBER:
ST-27

DRAFTED BY: GWR
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

| | CONCRETE TABLE | | |
|---|---|---|---|
| | PLACEMENT | QUANTITY (CY) | ITEM NO. |
| STAGE 1 | 1 | 53.7 | 555.0011 |
| | 2 | 52.8 | 555.0021 |
| | 3 | 4.6 | 555.0021 |
| | 4 | 18.4 | 555.0021 |
| | 5 | 0.7 | 555.0021 |
| STAGE 2 | 6 | 59.9 | 555.0011 |
| | 7 | 56.5 | 555.0021 |
| | 8 | 4.8 | 555.0021 |
| | 9 | 20.3 | 555.0021 |
| | 10 | 0.7 | 555.0021 |




* ELEVATION AT FRONT FACE OF BACKWALL AND WINGWALL

## LEGEND

(#) INDICATES CONCRETE PLACEMENT NUMBER
(G#) INDICATES GIRDER NUMBER

NOTES:

1. FOR SECTIONS A-A AND B-B, SEE DWG. NO. ST-30.
2. FOR SECTIONS C-C AND D-D, SEE DWG. NO. ST-31.
3. AT EACH OF THE SUBSTRUCTURES SUPPORTED ON ROCK, THE AUTHORITY'S ENGINEERING GEOLOGIST WILL BE REQUIRED TO INSPECT THE ROCK TO DETERMINE IF IT IS COMPETENT TO SUPPORT THE SERVICE LIMIT STATE BEARING PRESSURES SHOWN ON THE CONTRACT PLANS.
4. ADHERE TO THE FOLLOWING IF THE ROCK SURFACE AT A SUBSTRUCTURE IS NOT FOUND AT THE ELEVATION SHOWN ON THE CONTRACT PLANS:
   A. ROCK SURFACE WITHIN 2.0 FEET OF THE PROPOSED BOTTOM-OF-FOOTING ELEVATION
   - IF THE ROCK SURFACE IS HIGHER, REMOVE THE ROCK SO THAT THE MINIMUM FOOTING THICKNESS CAN BE PLACED.
   - IF THE ROCK SURFACE IS LOWER, PLACE ADDITIONAL FOOTING CONCRETE SO THAT THE TOP-OF-FOOTING ELEVATION CAN BE ACHIEVED.

   B. ROCK SURFACE MORE THAN 2.0 FEET FROM THE PROPOSED BOTTOM-OF-FOOTING ELEVATION
   - THE ENGINEER WILL NOTIFY THE NYSTA STRUCTURES DESIGN BUREAU OF THIS CONDITION. THE NYSTA STRUCTURES DESIGN BUREAU WILL DETERMINE IF: THE FOUNDATION FOR THE SUBSTRUCTURE HAS TO BE REDESIGNED, ADDITIONAL FOOTING CONCRETE HAS TO BE PLACED, OR ADDITIONAL ROCK HAS TO BE EXCAVATED.

| SUBSTRUCTURE | STRENGTH LIMIT STATE BEARING PRESSURE (KIPS/FT^2) | SERVICE LIMIT STATE BEARING PRESSURE (KIPS/FT^2) |
|---|---|---|
| BEGIN ABUTMENT | 9 KSF | 7 KSF |

1/8" = 1'

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: STATE OF NEW YORK EDWIN TWISS 080650 LICENSED PROFESSIONAL ENGINEER |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

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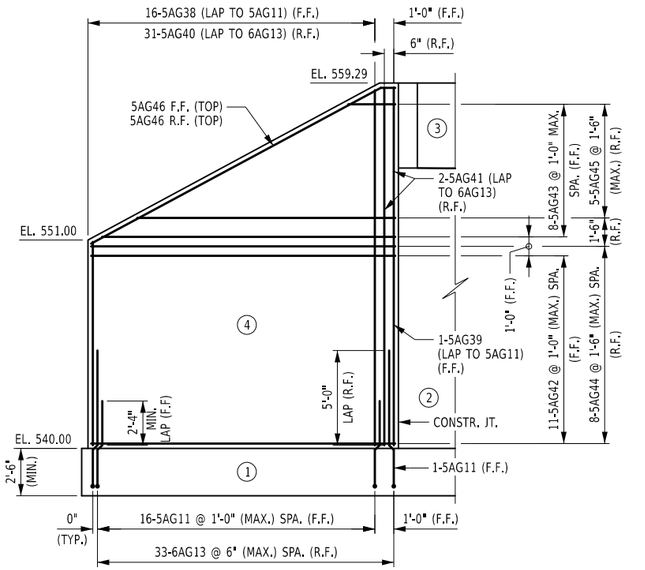
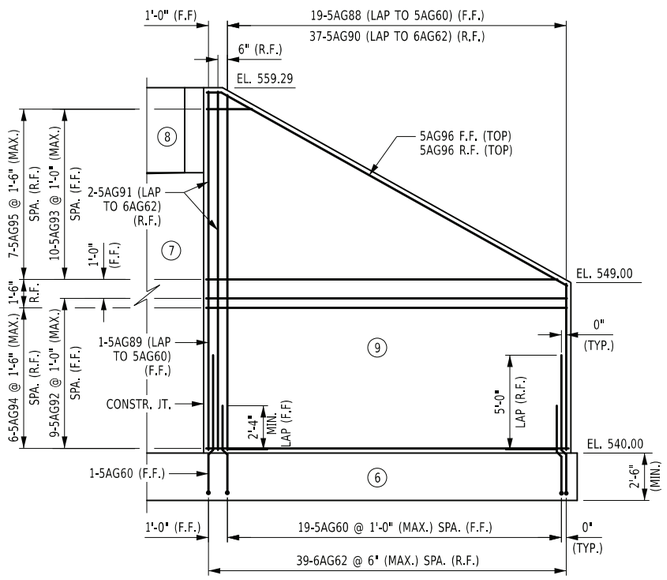
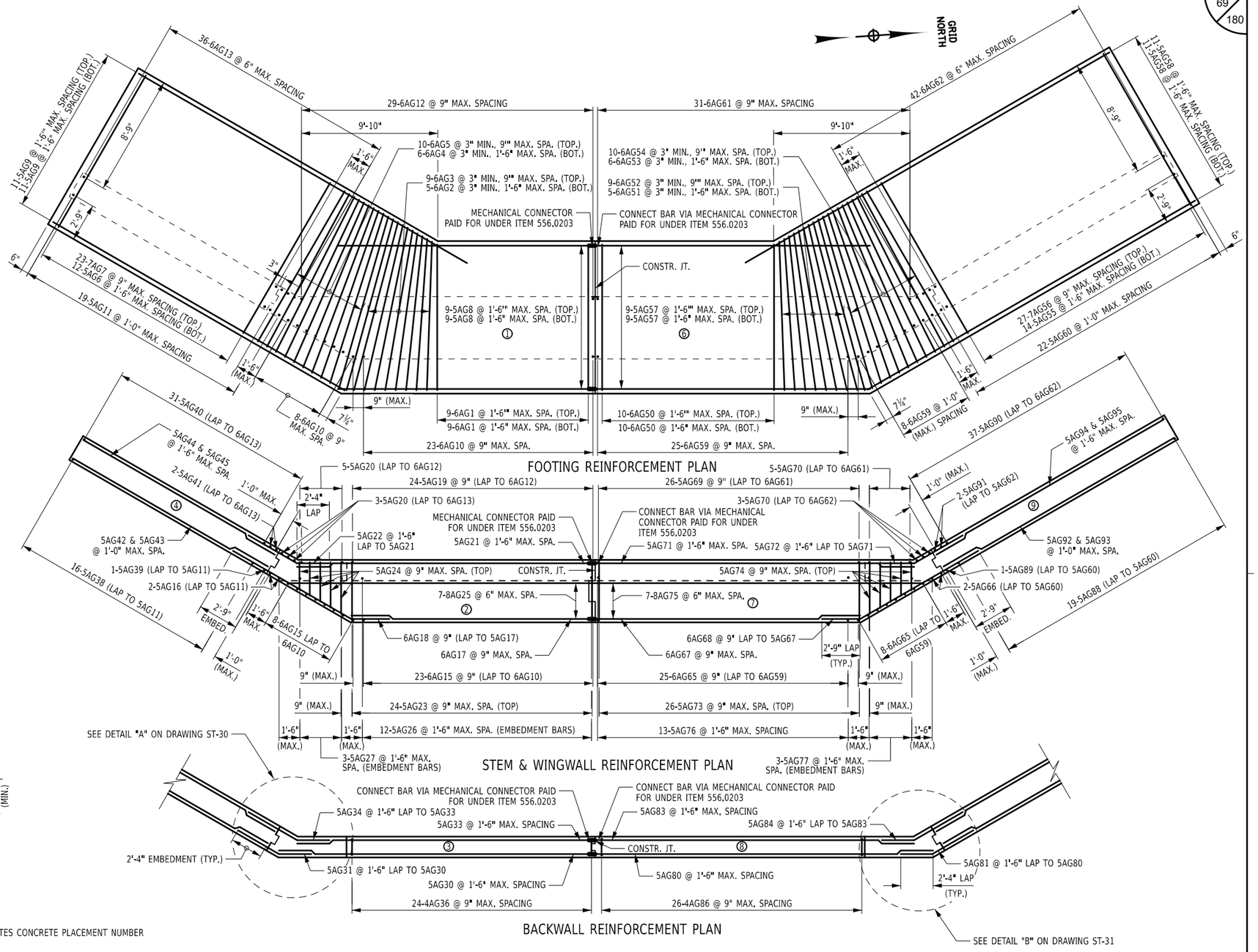
|---|---|
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | BEGIN ABUTMENT PLAN AND ELEVATION |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-28 |




"BAR" WINGWALL REINFORCEMENT ELEVATION




"BAL" WINGWALL REINFORCEMENT ELEVATION




4 0 4 8 12 16′

1/8" = 1′

## LEGEND

(#) INDICATES CONCRETE PLACEMENT NUMBER

NOTES:

1. COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 3" UNLESS OTHERWISE NOTED. ALL OTHER COVER SHALL BE 2" UNLESS OTHERWISE NOTED.
2. DETAILS OF LONGITUDINAL REINFORCEMENT TO BE ADJUSTED AS NECESSARY TO ACCOMMODATE SELECTED MECHANICAL CONNECTOR.

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

ALTERED ON:

AFFIXED ON: 01/19/2026

SIGNATURE:
STAMP:

SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

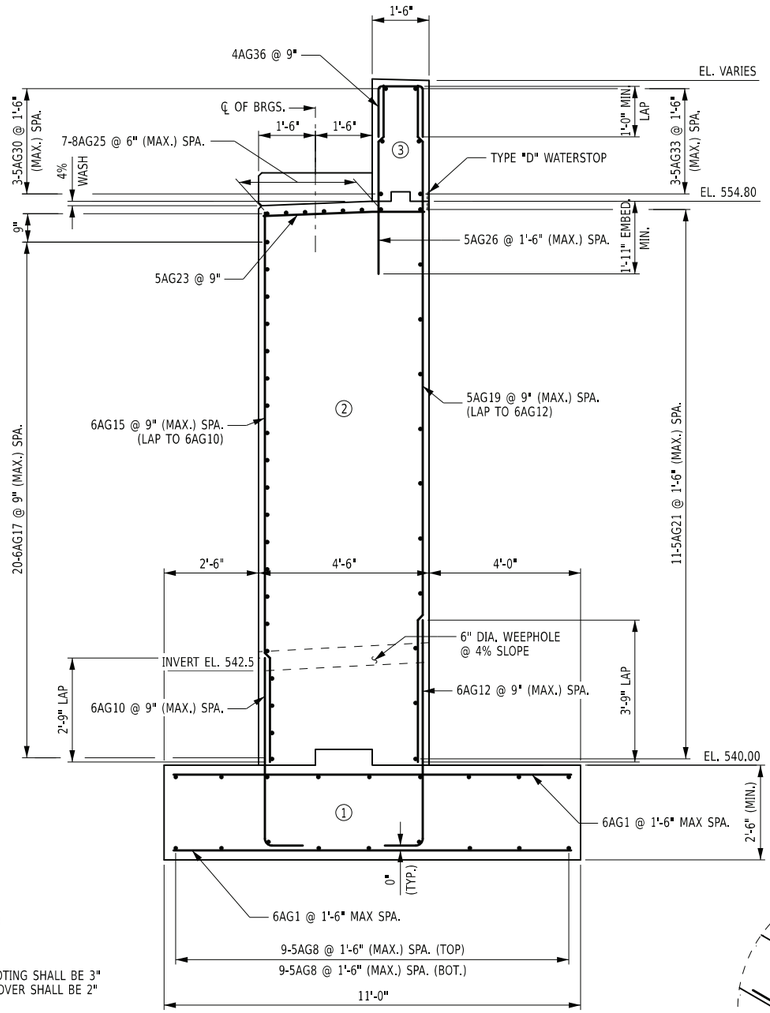
TITLE OF DRAWING
BEGIN ABUTMENT REINFORCEMENT PLAN

CONTRACT NUMBER: TANY 26-17B

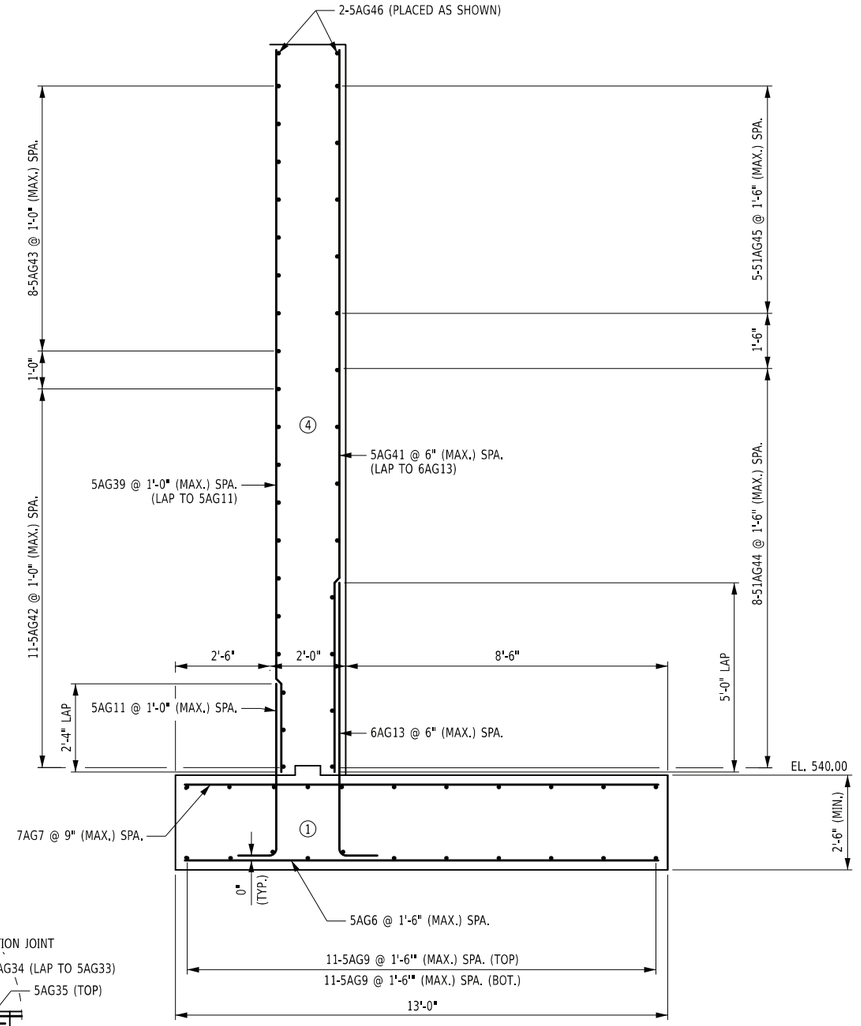
DATE: 01/19/2026

DRAWING NUMBER: ST-29

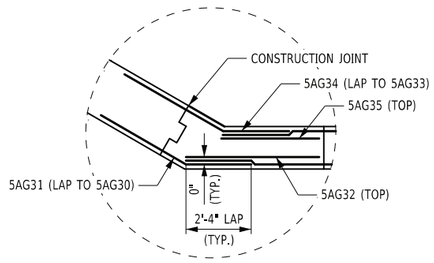
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL




SECTION A-A




SECTION B-B




DETAIL "A"
NOT TO SCALE

## LEGEND

(#) INDICATES CONCRETE PLACEMENT NUMBER

NOTES:

1. COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 3" UNLESS OTHERWISE NOTED. ALL OTHER COVER SHALL BE 2" UNLESS OTHERWISE NOTED.
2. FOR LOCATION OF SECTION A-A AND SECTION B-B, SEE DRAWING ST-28.
3. FOR LOCATION OF DETAIL "A", SEE DRAWING ST-29.

2 0 2 4 6 8′
1/4" = 1′

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: |

STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

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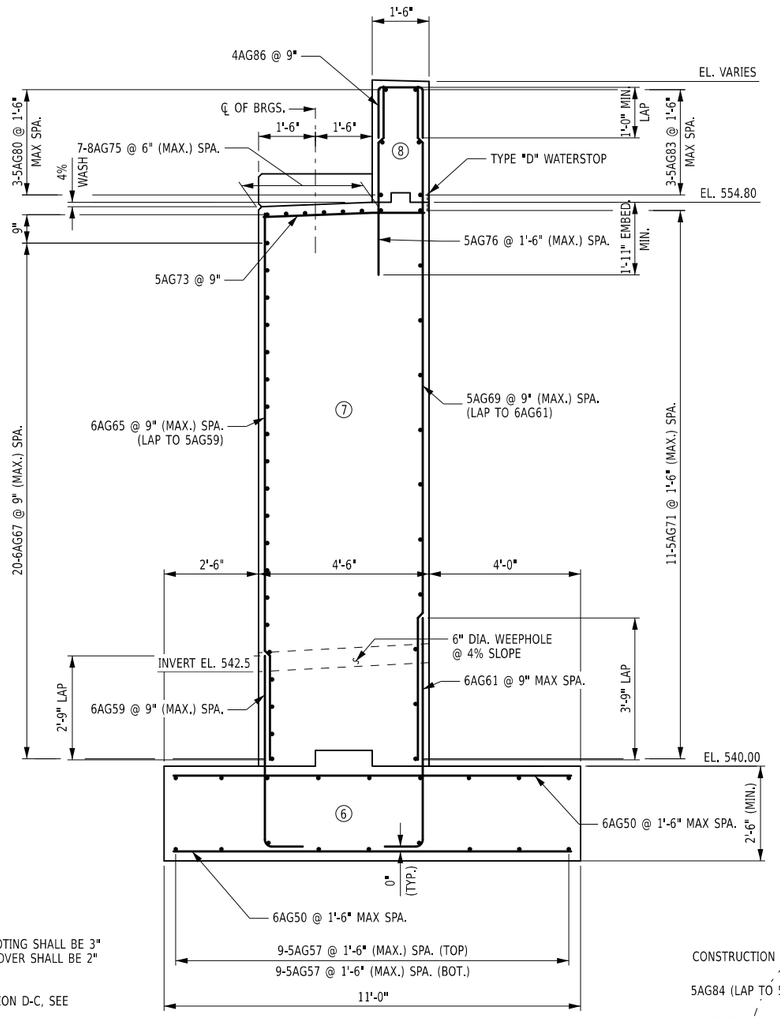
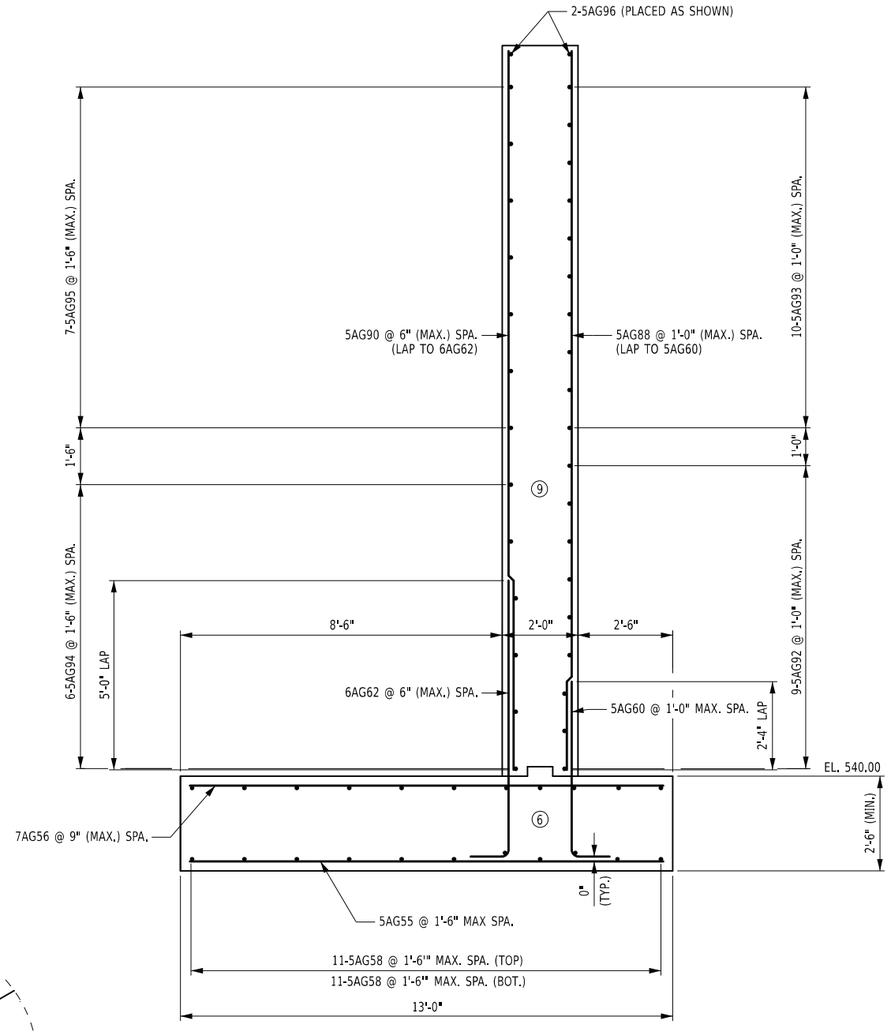
|---|---|
| TITLE OF PROJECT: REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER: TANY 26-17B |
| LOCATION OF PROJECT: VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 | DATE: 01/19/2026 |
| TITLE OF DRAWING: BEGIN ABUTMENT REINFORCEMENT SECTIONS STAGE 1 | DRAWING NUMBER: ST-30 |

DRAFTED BY: GWR
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL
CHECKED BY: AJCE




SECTION C-C



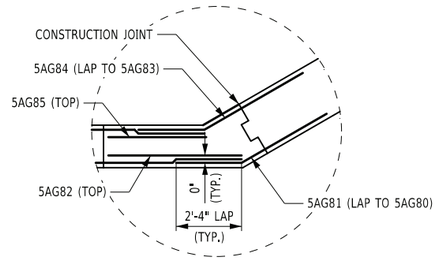

SECTION D-D

## LEGEND

(#) INDICATES CONCRETE PLACEMENT NUMBER

NOTES:

1. COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 3" UNLESS OTHERWISE NOTED. ALL OTHER COVER SHALL BE 2" UNLESS OTHERWISE NOTED.
2. FOR LOCATION OF SECTION C-C AND SECTION D-C, SEE DRAWING ST-28.
3. FOR LOCATION OF DETAIL "B", SEE DRAWING ST-29.




DETAIL "B"
NOT TO SCALE

2 0 2 4 6 8′
1/4" = 1′

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: |

STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 · EXCELSIOR

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

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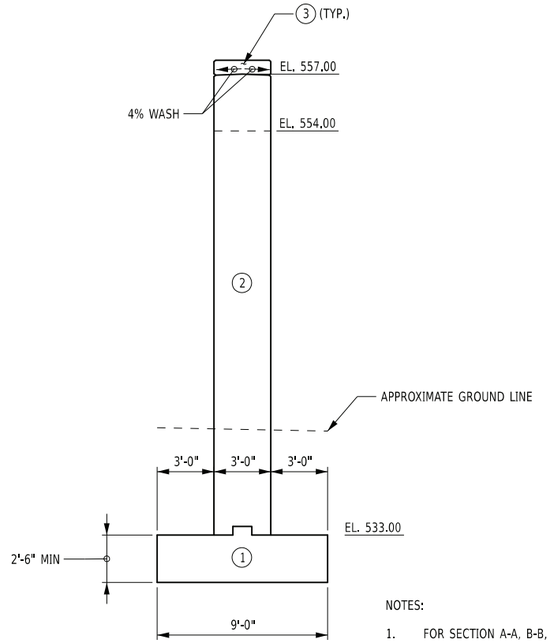
|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>BEGIN ABUTMENT REINFORCEMENT SECTIONS STAGE 2 | DRAWING NUMBER:<br>ST-31 |

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL




SECTION A-A

## LEGEND

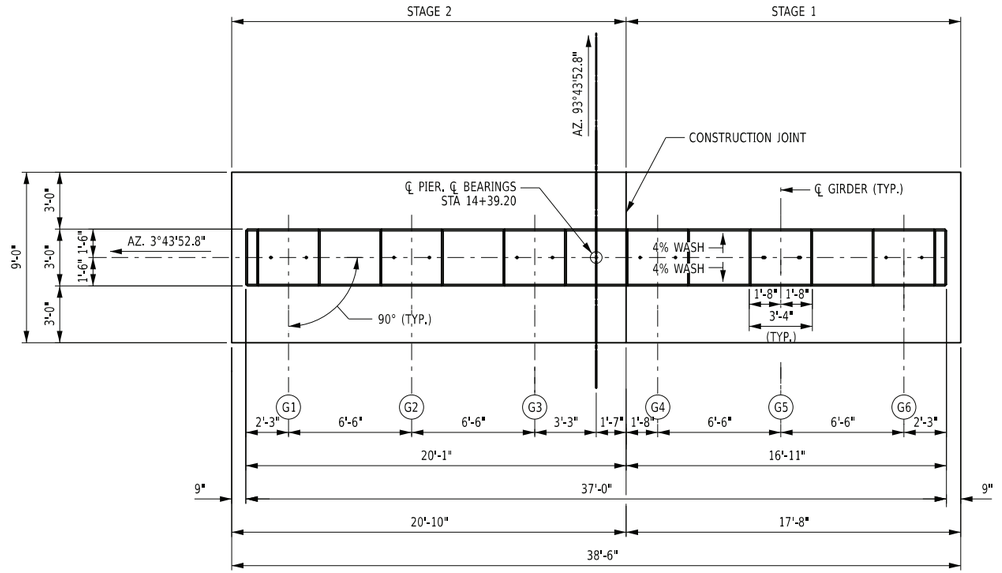
(#) INDICATES CONCRETE PLACEMENT NUMBER.

| CONCRETE TABLE | | | |
|---|---|---|---|
| | PLACEMENT | QUANTITY | ITEM NO. |
| STAGE 1 | 1 | 17.7 CY | 555.0011 |
| | 2 | 43.1 CY | 555.0022 |
| | 3 | 0.8 CY | 555.0021 |
| STAGE 2 | 4 | 20.8 CY | 555.0011 |
| | 5 | 51.5 CY | 555.0022 |
| | 6 | 0.8 CY | 555.0021 |

NOTES:

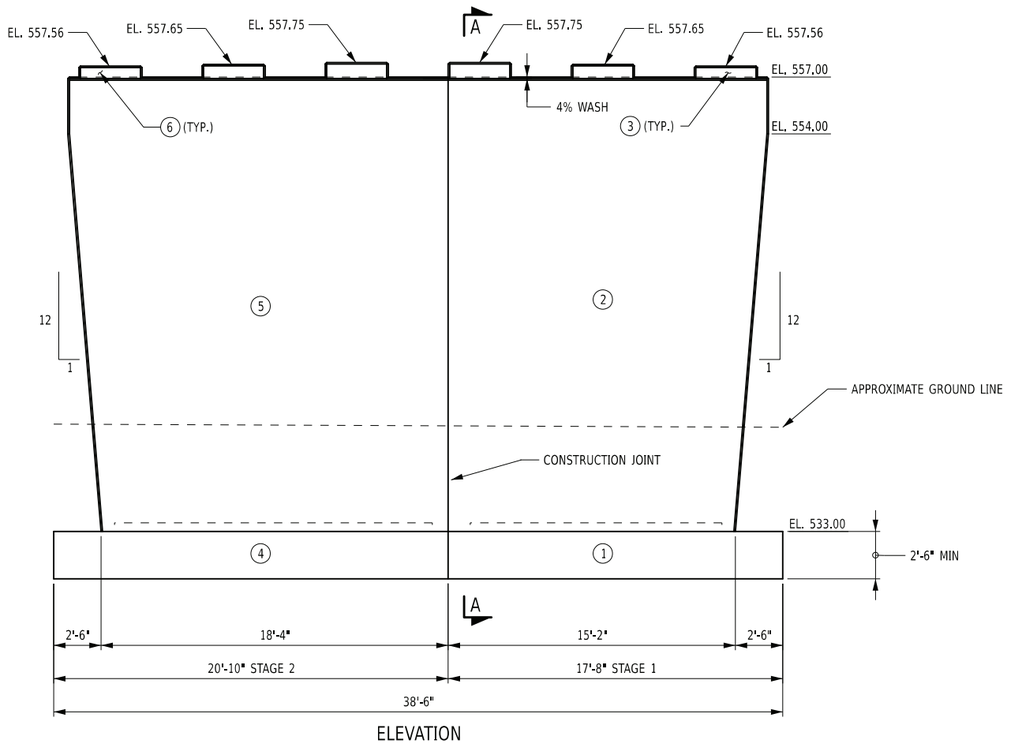
1. FOR SECTION A-A, B-B, AND C-C, SEE ST-33.
2. CONCRETE BARRIERS NOT SHOWN IN ELEVATION FOR CLARITY.
3. AT EACH OF THE SUBSTRUCTURES SUPPORTED ON ROCK, THE AUTHORITY'S ENGINEERING GEOLOGIST WILL BE REQUIRED TO INSPECT THE ROCK TO DETERMINE IF IT IS COMPETENT TO SUPPORT THE SERVICE LIMIT STATE BEARING PRESSURES SHOWN ON THE CONTRACT PLANS.
4. ADHERE TO THE FOLLOWING IF THE ROCK SURFACE AT A SUBSTRUCTURE IS NOT FOUND AT THE ELEVATION SHOWN ON THE CONTRACT PLANS:
   A. ROCK SURFACE WITHIN 2.0 FEET OF THE PROPOSED BOTTOM-OF-FOOTING ELEVATION
   - IF THE ROCK SURFACE IS HIGHER, REMOVE THE ROCK SO THAT THE MINIMUM FOOTING THICKNESS CAN BE PLACED.
   - IF THE ROCK SURFACE IS LOWER, PLACE ADDITIONAL FOOTING CONCRETE SO THAT THE TOP-OF-FOOTING ELEVATION CAN BE ACHIEVED.
   B. ROCK SURFACE MORE THAN 2.0 FEET FROM THE PROPOSED BOTTOM-OF-FOOTING ELEVATION
   - THE ENGINEER WILL NOTIFY THE NYSTA STRUCTURES DESIGN BUREAU OF THIS CONDITION. THE NYSTA STRUCTURES DESIGN BUREAU WILL DETERMINE IF: THE FOUNDATION FOR THE SUBSTRUCTURE HAS TO BE REDESIGNED, ADDITIONAL FOOTING CONCRETE HAS TO BE PLACED, OR ADDITIONAL ROCK HAS TO BE EXCAVATED.

| SUBSTRUCTURE | STRENGTH LIMIT STATE BEARING PRESSURE (KIPS/FT^2) | SERVICE LIMIT STATE BEARING PRESSURE (KIPS/FT^2) |
|---|---|---|
| BEGIN ABUTMENT | 13 KSF | 9 KSF |




PLAN

GRID NORTH




ELEVATION

4 0 4 8 12 16'
1/8" = 1'

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: |

STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | BY | SYM. |
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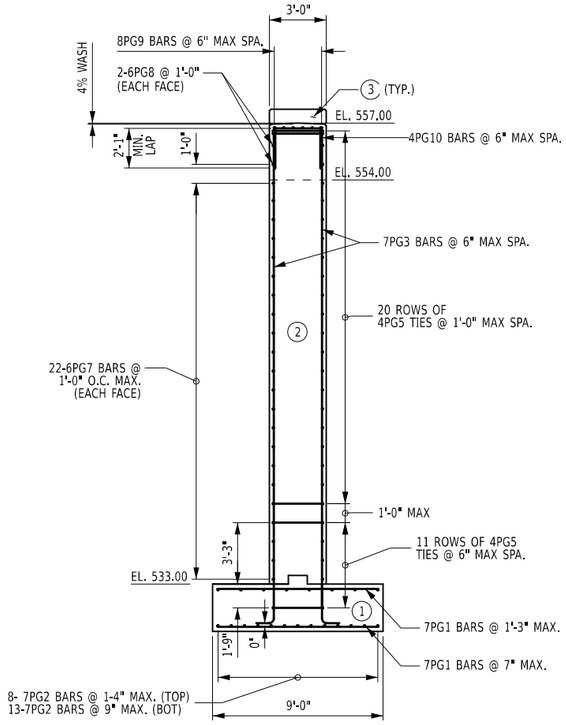
NEW YORK STATE | Thruway Authority

AECOM

| | |
|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>PIER 1 PLAN AND ELEVATION | DRAWING NUMBER:<br>ST-32 |



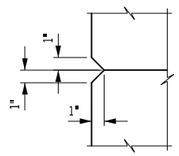

SECTION A-A

## LEGEND

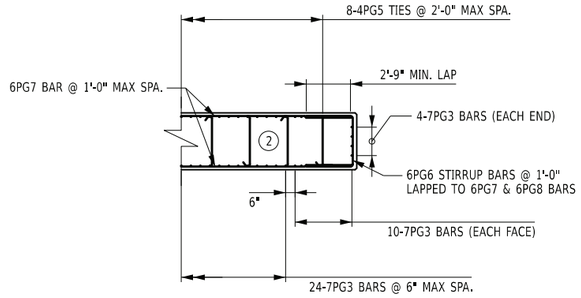
(#) INDICATES CONCRETE PLACEMENT NUMBER.

NOTES:

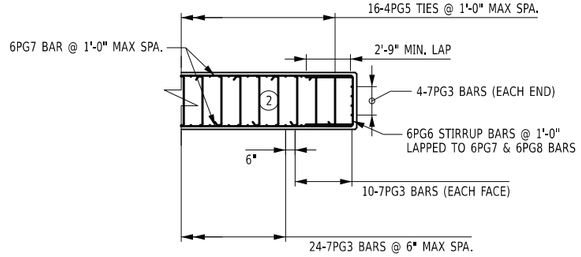
1. COVER FOR STEEL REINFORCING IN FOOTING SHALL BE 3" UNLESS OTHERWISE NOTED. ALL OTHER COVER SHALL BE 2" UNLESS OTHERWISE NOTED.
2. ALL LATERAL TIES IN THE SAME ROW SHALL ALTERNATE THE ORIENTATION OF THE 135° HOOK BETWEEN FACES.
3. DETAILS OF LONGITUDINAL REINFORCEMENT TO BE ADJUSTED AS NECESSARY TO ACCOMMODATE SELECTED MECHANICAL CONNECTORS.



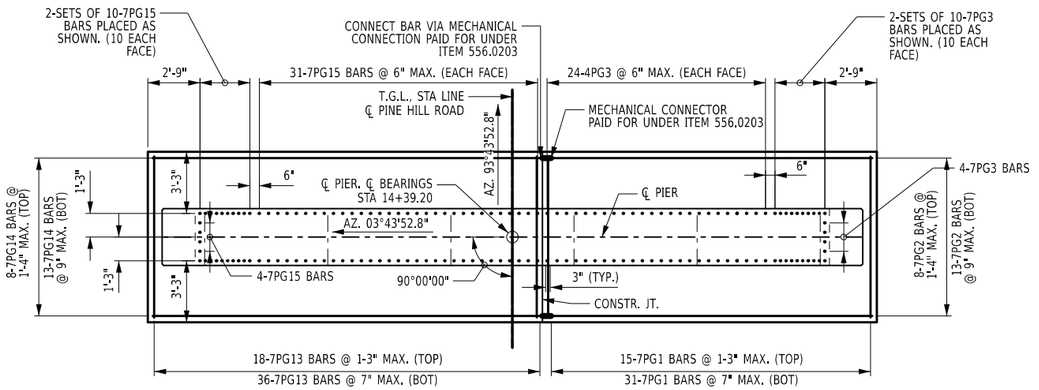

CHAMFER DETAIL
N.T.S.




SECTION B-B

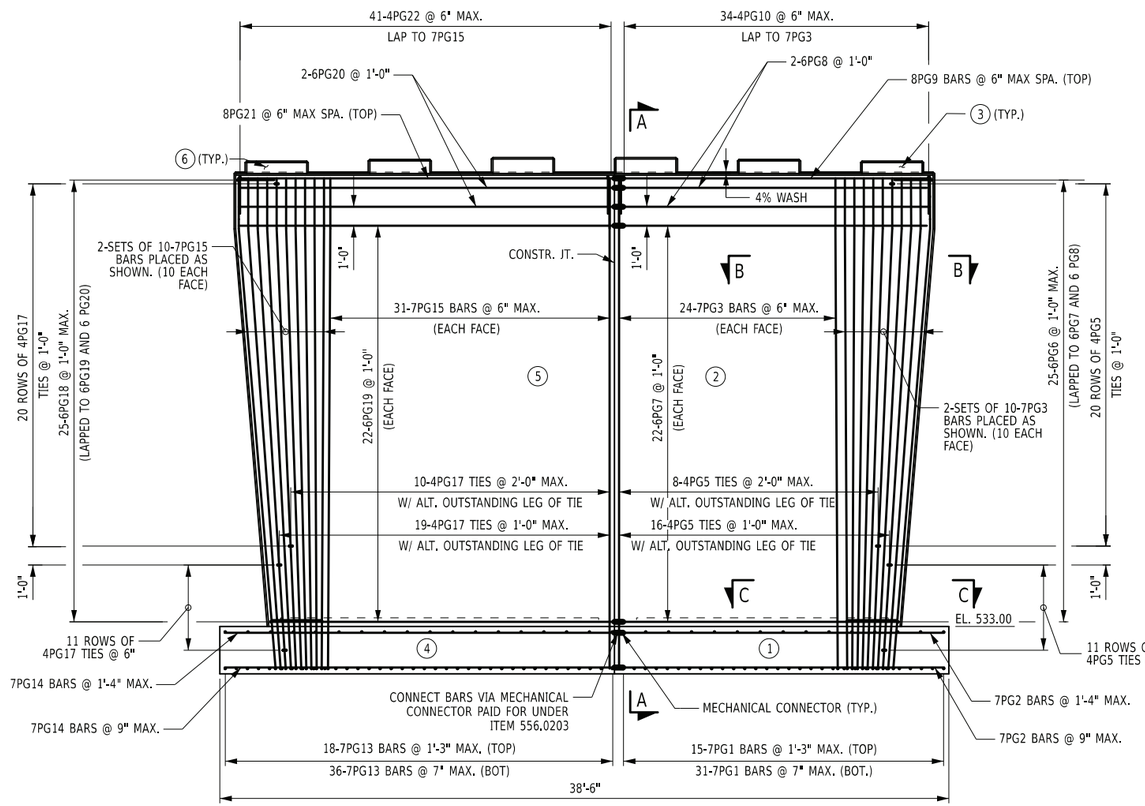



SECTION C-C




PIER FOOTING REINFORCING PLAN

GRID NORTH




ELEVATION

4 0 4 8 12 16'
1/8" = 1'

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: |

STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE Thruway Authority

AECOM

| | |
|---|---|
| TITLE OF PROJECT: REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER: TANY 26-17B |
| LOCATION OF PROJECT: VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 | DATE: 01/19/2026 |
| TITLE OF DRAWING: PIER 1 REINFORCEMENT PLAN | DRAWING NUMBER: ST-33 |

DRAFTED BY: GWR
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

| | CONCRETE TABLE | | |
|---|---|---|---|
| | PLACEMENT | QUANTITY (CY) | ITEM NO. |
| Stage 1 | 1 | 68.5 | 555.0011 |
| | 2 | 54.6 | 555.0021 |
| | 3 | 6.1 | 555.0021 |
| | 4 | 28.3 | 555.0021 |
| | 5 | 0.7 | 555.0021 |
| Stage 2 | 6 | 54.5 | 555.0011 |
| | 7 | 58.4 | 555.0021 |
| | 8 | 6.4 | 555.0021 |
| | 9 | 19.3 | 555.0021 |
| | 10 | 0.7 | 555.0021 |

LEGEND

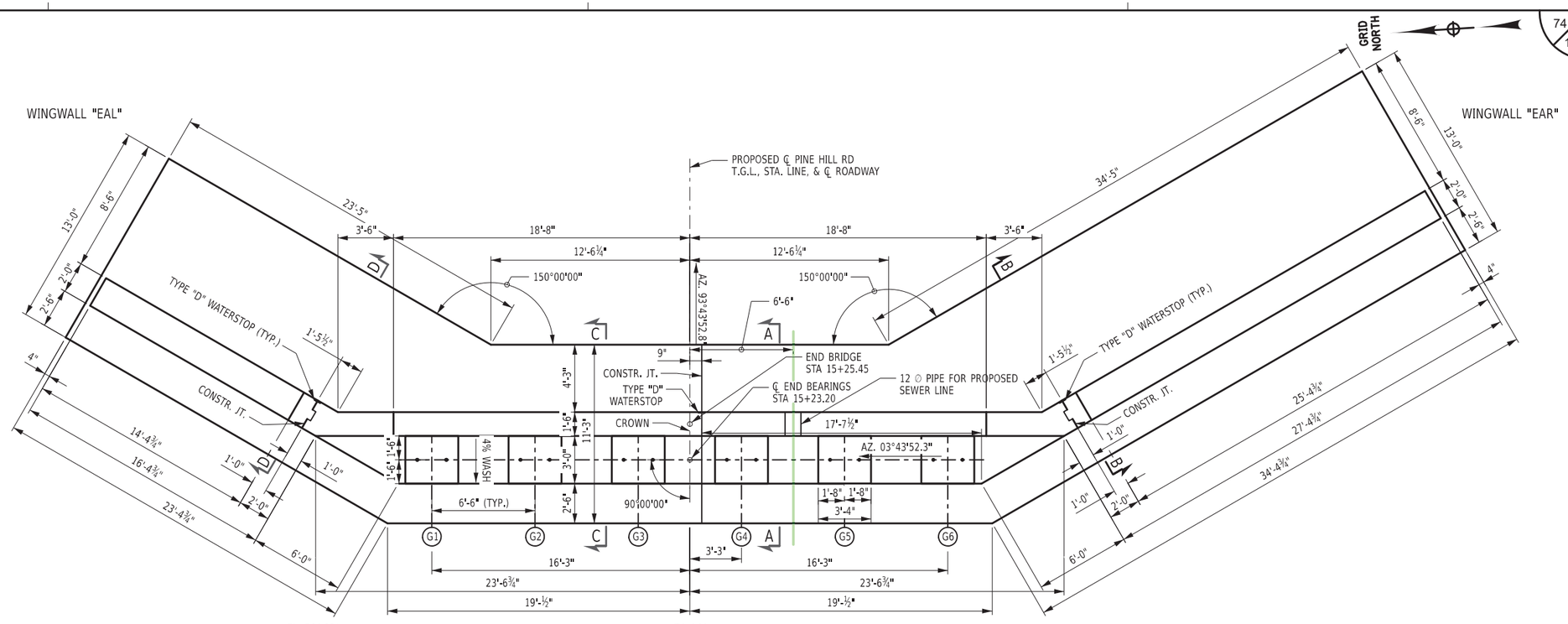
(#) INDICATES CONCRETE PLACEMENT NUMBER
(G#) INDICATES GIRDER NUMBER

NOTES:

1. FOR SECTIONS A-A AND B-B, SEE DWG. NO. ST-36.
2. FOR SECTIONS C-C AND D-D, SEE DWG. NO. ST-37.
3. AT EACH OF THE SUBSTRUCTURES SUPPORTED ON ROCK, THE AUTHORITY'S ENGINEERING GEOLOGIST WILL BE REQUIRED TO INSPECT THE ROCK TO DETERMINE IF IT IS COMPETENT TO SUPPORT THE SERVICE LIMIT STATE BEARING PRESSURES SHOWN ON THE CONTRACT PLANS.
4. ADHERE TO THE FOLLOWING IF THE ROCK SURFACE AT A SUBSTRUCTURE IS NOT FOUND AT THE ELEVATION SHOWN ON THE CONTRACT PLANS;
   A. ROCK SURFACE WITHIN 2.0 FEET OF THE PROPOSED BOTTOM-OF-FOOTING ELEVATION
   - IF THE ROCK SURFACE IS HIGHER, REMOVE THE ROCK SO THAT THE MINIMUM FOOTING THICKNESS CAN BE PLACED.
   - IF THE ROCK SURFACE IS LOWER, PLACE ADDITIONAL FOOTING CONCRETE SO THAT THE TOP-OF-FOOTING ELEVATION CAN BE ACHIEVED.

   B. ROCK SURFACE MORE THAN 2.0 FEET FROM THE PROPOSED BOTTOM-OF-FOOTING ELEVATION
   - THE ENGINEEER WILL NOTIFY THE NYSTA STRUCTURES DESIGN BUREAU OF THIS CONDITION. THE NYSTA STRUCTURES DESIGN BUREAU WILL DETERMINE IF: THE FOUNDATION FOR THE SUBTRUCTURE HAS TO BE REDESIGNED, ADDITIONAL FOOTING CONCRETE HAS TO BE PLACED, OR ADDITIONAL ROCK HAS TO BE EXCAVATED.

| SUBSTRUCTURE | STRENGTH LIMIT STATE BEARING PRESSURE (KIPS/FT^2) | SERVICE LIMIT STATE BEARING PRESSURE (KIPS/FT^2) |
|---|---|---|
| END ABUTMENT | 11 KSF | 8 KSF |




* ELEVATION AT FRONT FACE OF BACKWALL AND WINGWALL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: |

STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650

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| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

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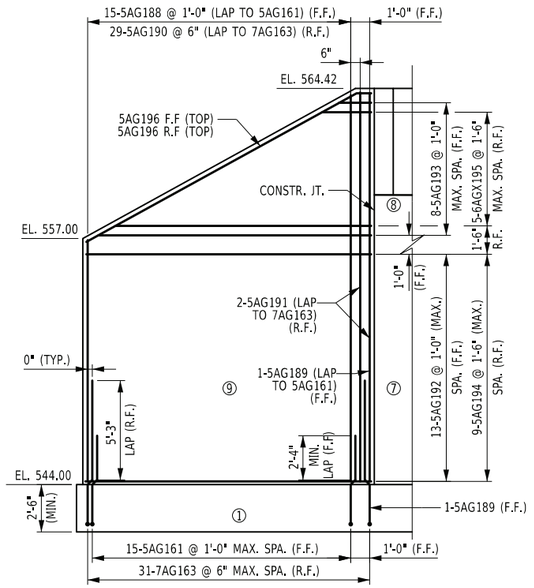
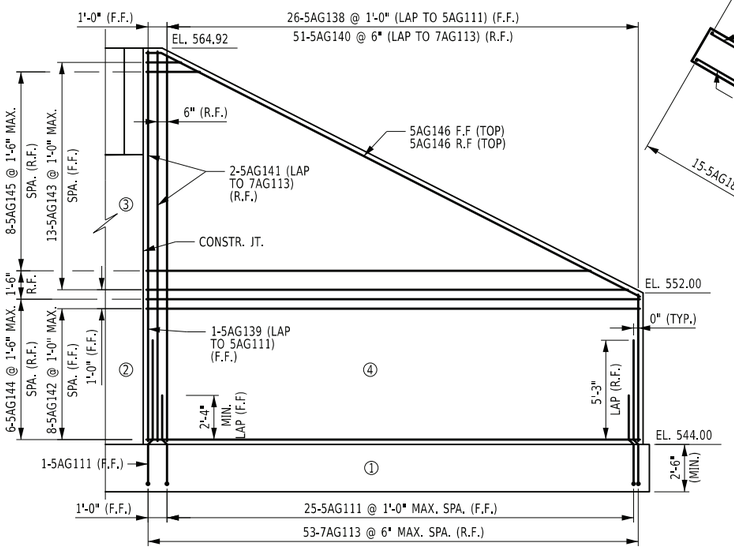
|---|---|
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | END ABUTMENT PLAN AND ELEVATION |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-34 |

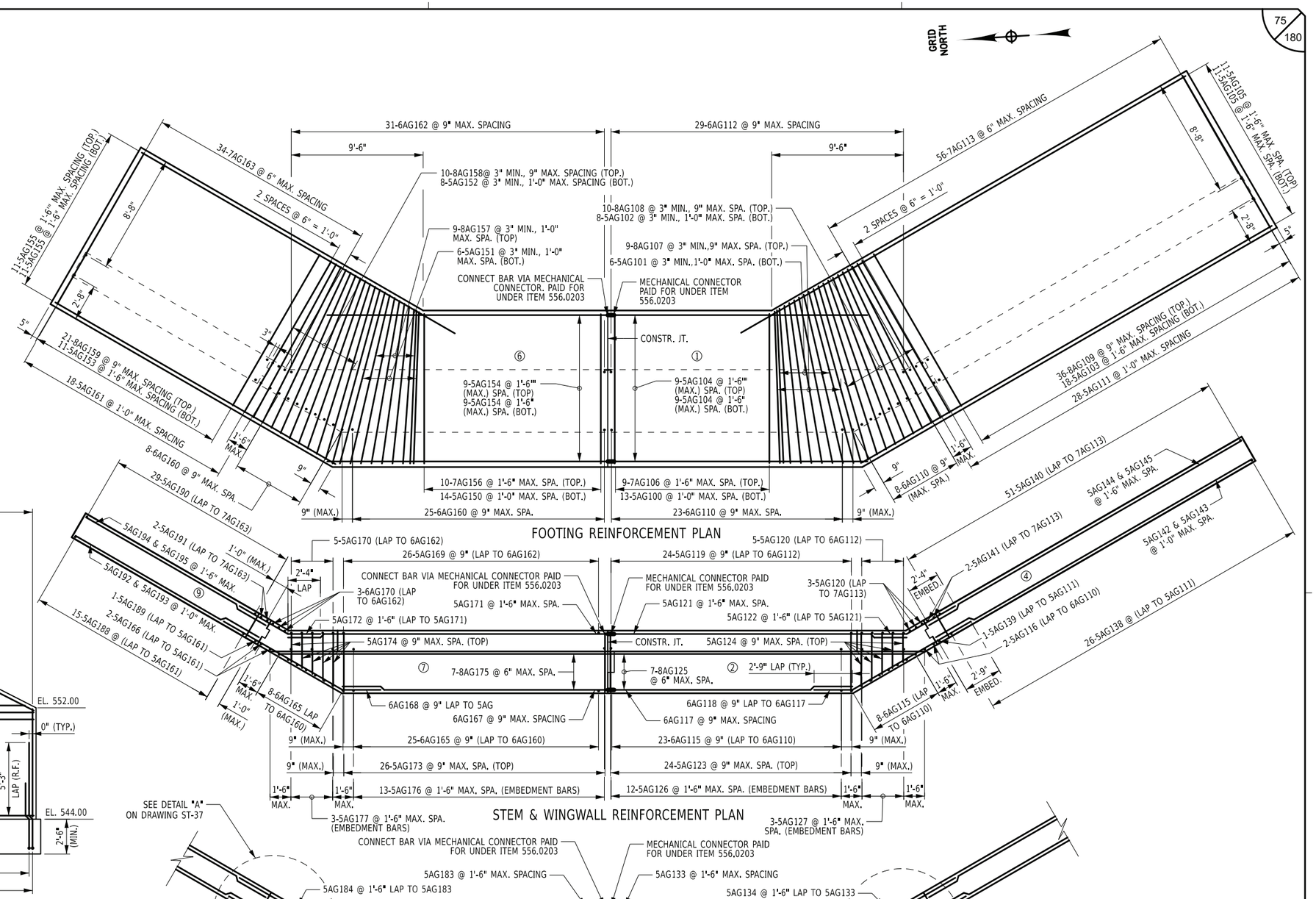
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL




"EAL" WINGWALL REINFORCEMENT ELEVATION



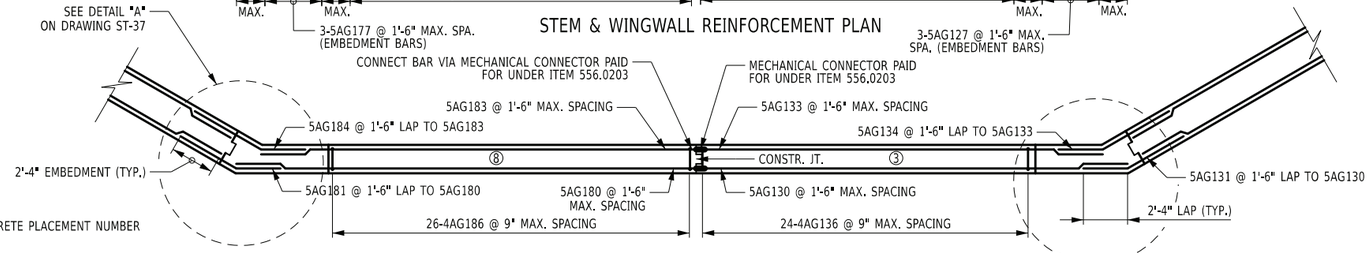

"EAR" WINGWALL REINFORCEMENT ELEVATION




FOOTING REINFORCEMENT PLAN




STEM & WINGWALL REINFORCEMENT PLAN




BACKWALL REINFORCEMENT PLAN

4 0 4 8 12 16'
1/8" = 1'

LEGEND

(#) INDICATES CONCRETE PLACEMENT NUMBER

NOTES:

1. COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 3" UNLESS OTHERWISE NOTED. ALL OTHER COVER SHALL BE 2" UNLESS OTHERWISE NOTED.
2. DETAILS OF LONGITUDINAL REINFORCEMENT TO BE ADJUSTED AS NECESSARY TO ACCOMMODATE SELECTED MECHANICAL CONNECTOR.

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: STATE OF NEW YORK EDWIN TWISS LICENSED PROFESSIONAL ENGINEER 080650 EXCELSIOR |

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NEW YORK STATE Thruway Authority

AECOM

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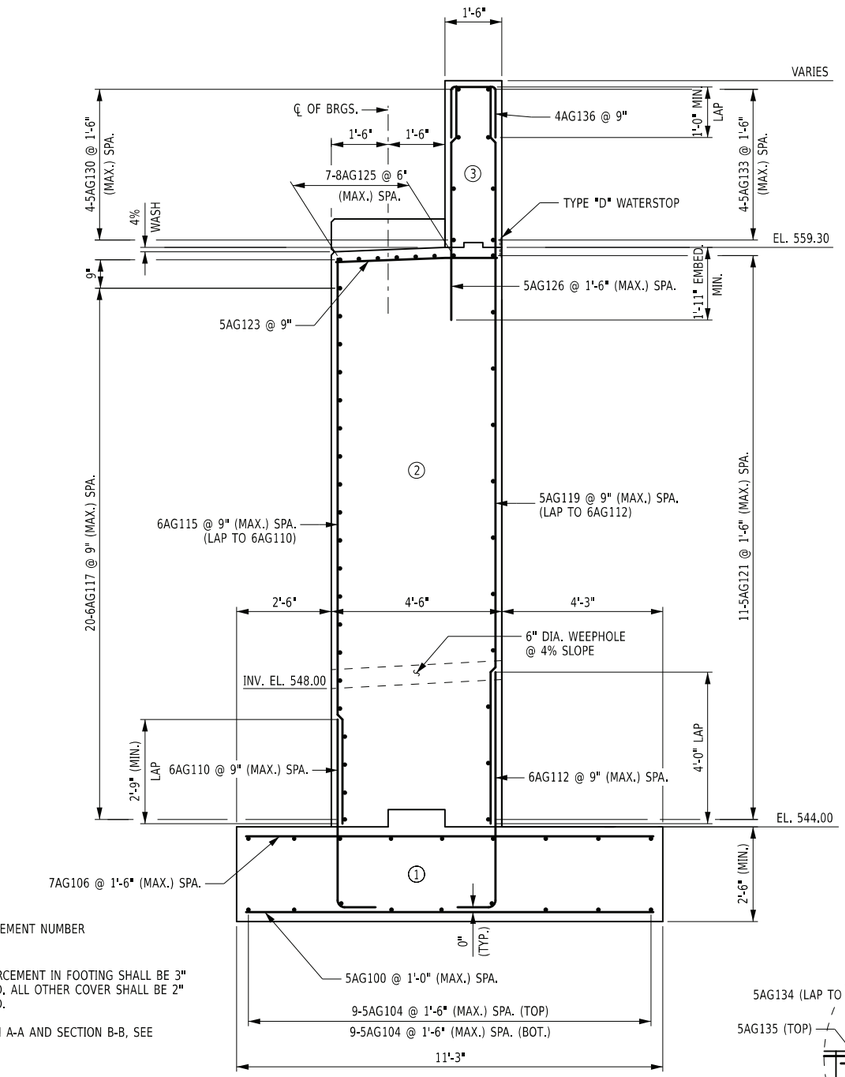
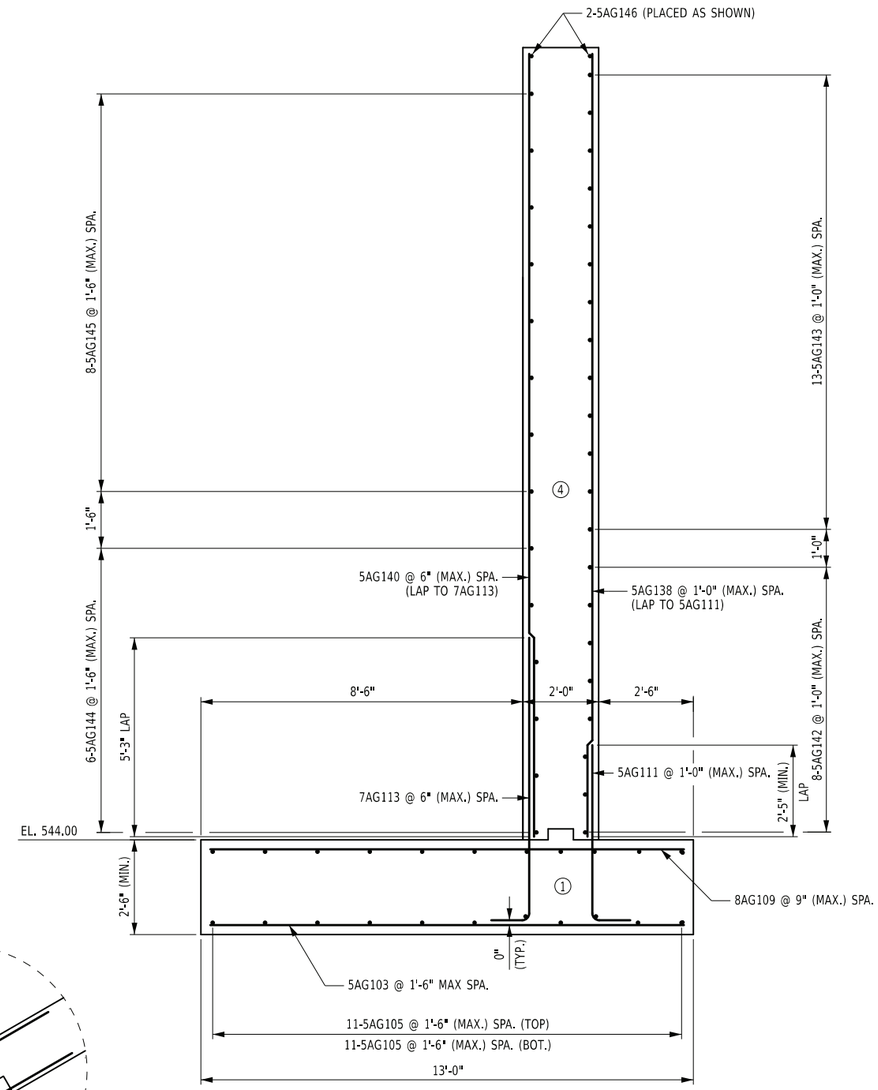
|---|---|
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | END ABUTMENT REINFORCEMENT PLAN |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-35 |

DRAFTED BY: GWR
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL
CHECKED BY: AJCE




SECTION A-A



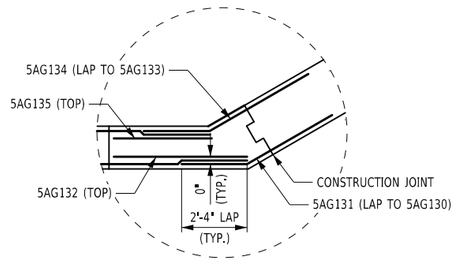

SECTION B-B

## LEGEND

(#) INDICATES CONCRETE PLACEMENT NUMBER

NOTES:

1. COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 3" UNLESS OTHERWISE NOTED. ALL OTHER COVER SHALL BE 2" UNLESS OTHERWISE NOTED.
2. FOR LOCATION OF SECTION A-A AND SECTION B-B, SEE DRAWING NO. ST-34.




DETAIL "B"
NOT TO SCALE

2 0 2 4 6 8′
1/4" = 1′

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: |

STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER · EXCELSIOR

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REVISIONS

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NEW YORK STATE Thruway Authority

AECOM

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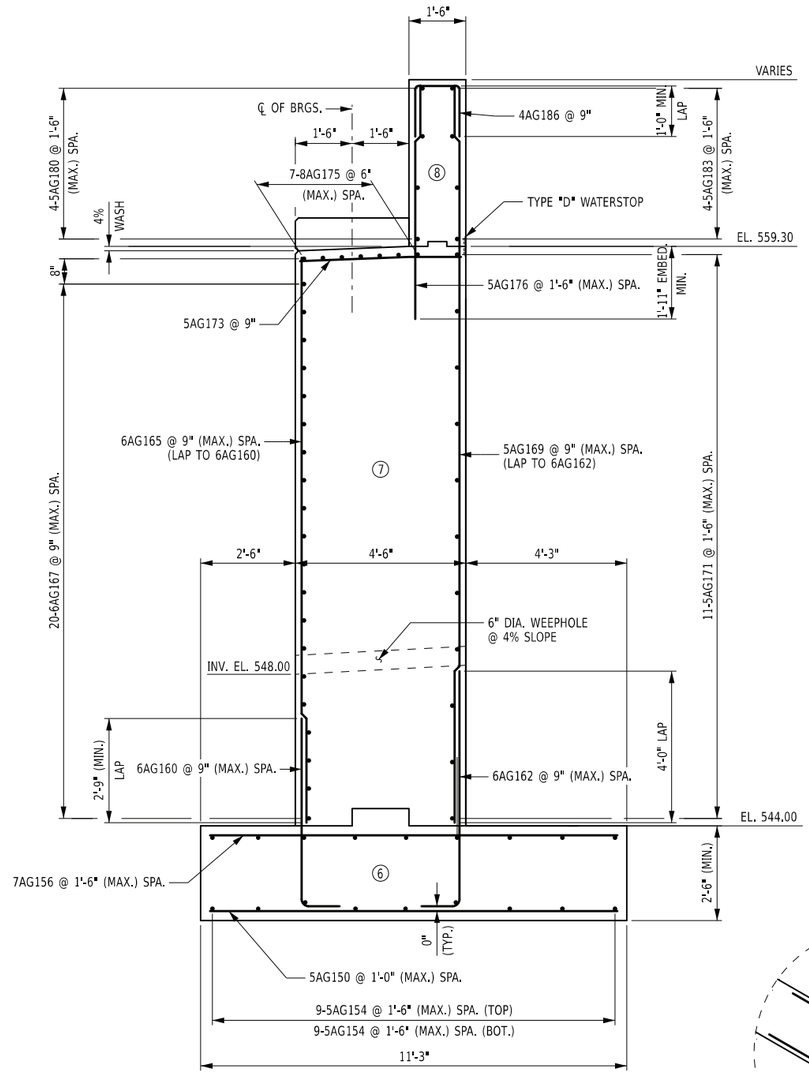
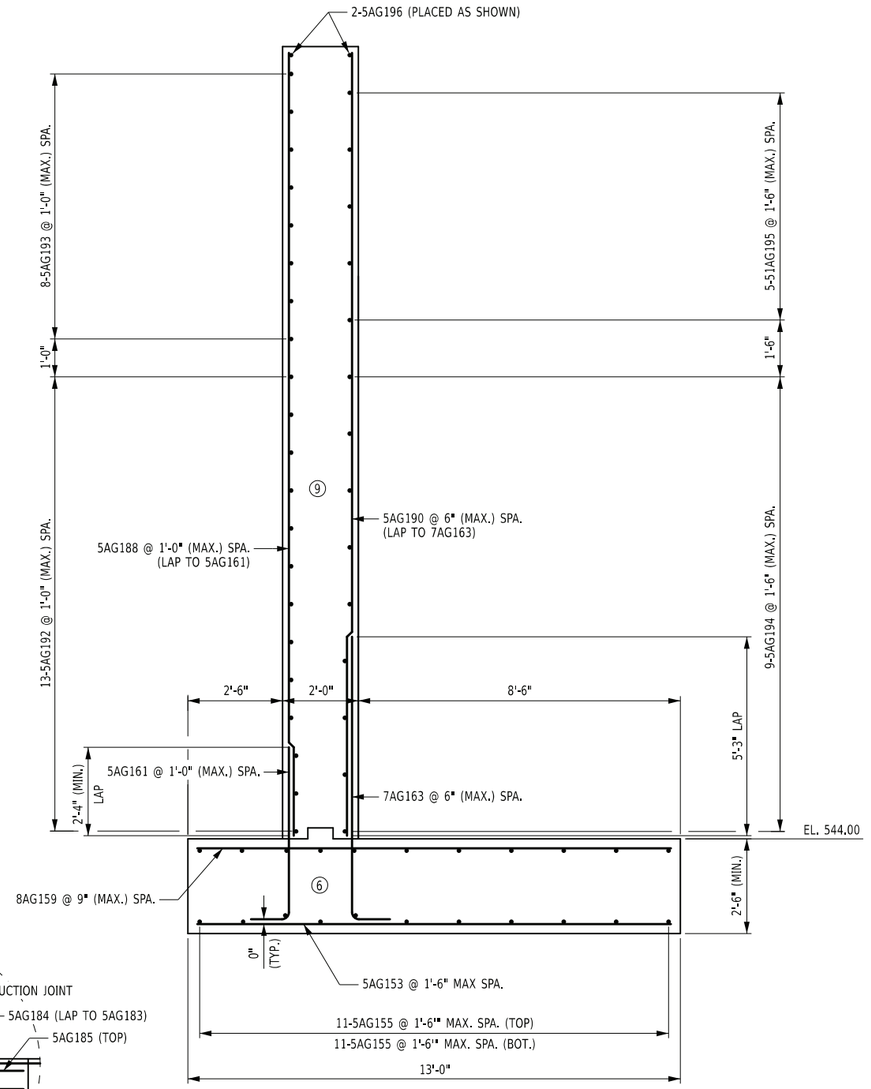
|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>END ABUTMENT REINFORCEMENT SECTIONS STAGE 1 | DRAWING NUMBER:<br>ST-36 |

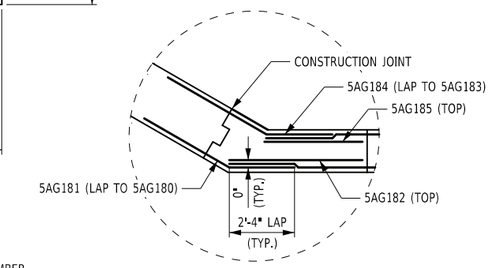
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL
CHECKED BY: AJCE




SECTION C-C




SECTION D-D




DETAIL "A"
NOT TO SCALE

2 0 2 4 6 8′
1/4" = 1′

## LEGEND

(#) INDICATES CONCRETE PLACEMENT NUMBER

NOTES:

1. COVER FOR STEEL REINFORCEMENT IN FOOTING SHALL BE 3" UNLESS OTHERWISE NOTED. ALL OTHER COVER SHALL BE 2" UNLESS OTHERWISE NOTED.
2. FOR LOCATION OF SECTION C-C AND SECTION D-D, SEE DRAWING NO. ST-34.

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER |

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REVISIONS

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|---|---|---|---|
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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

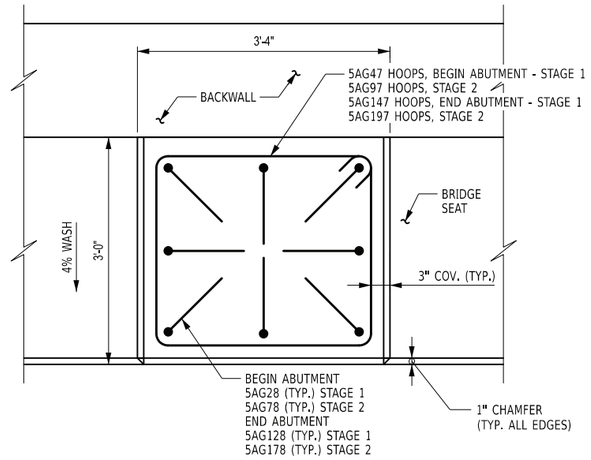
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
END ABUTMENT
REINFORCEMENT SECTIONS
STAGE 2

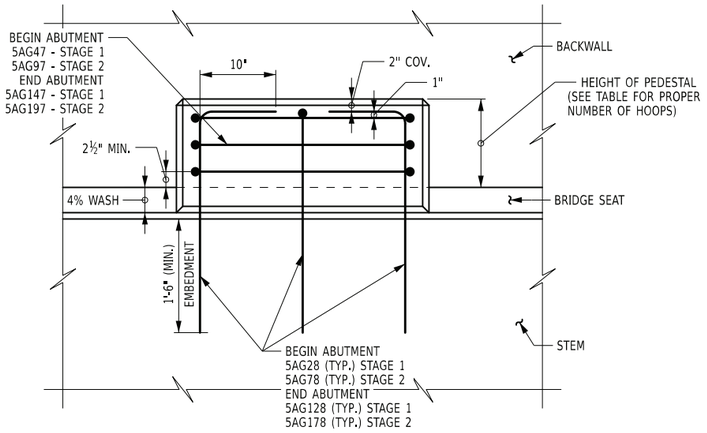
CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

DRAWING NUMBER: ST-37

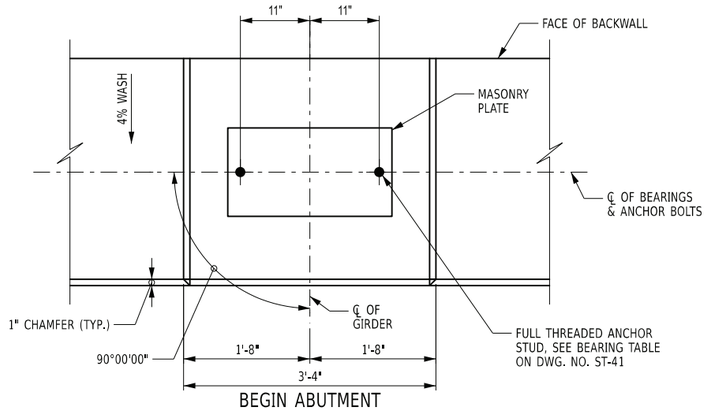



TYPICAL PEDESTAL PLAN

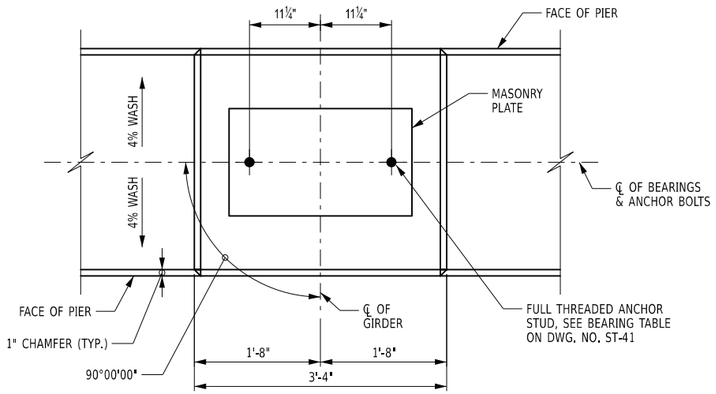



TYPICAL PEDESTAL ELEVATION

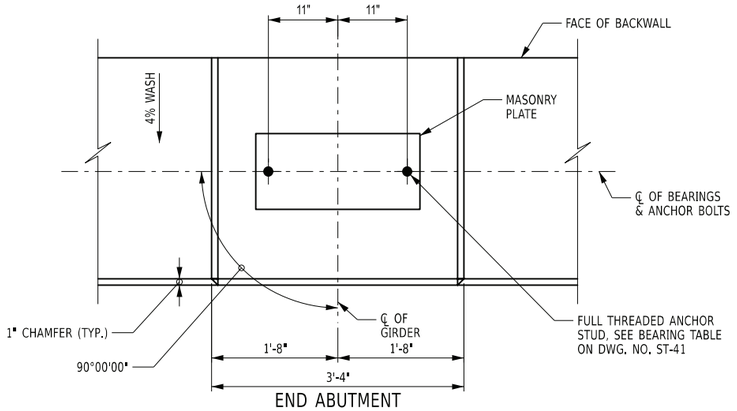
ABUTMENT PEDESTAL DETAILS




BEGIN ABUTMENT
ANCHOR BOLT LAYOUT

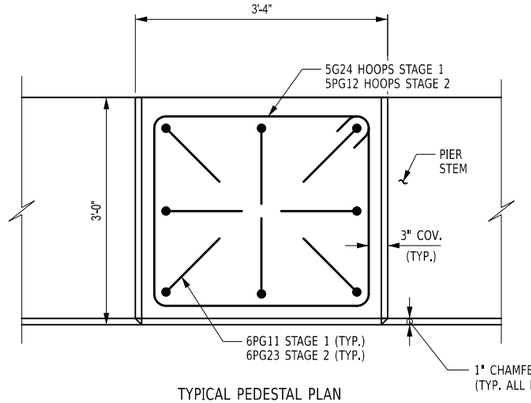



PIER 1
ANCHOR BOLT LAYOUT

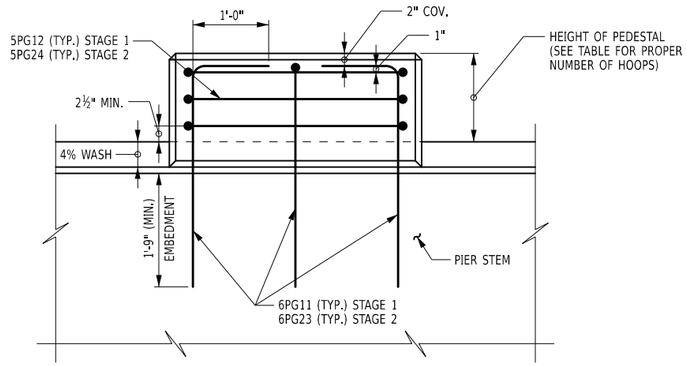



END ABUTMENT
ANCHOR BOLT LAYOUT

| PEDESTAL HEIGHT | NUMBER OF HOOPS |
|---|---|
| 6" TO 8" | 1 |
| 8" TO 11" | 2 |
| 11" TO 14" | 3 |
| 14" TO 17" | 4 |
| 17" TO 20" | 5 |




TYPICAL PEDESTAL PLAN




TYPICAL PEDESTAL ELEVATION

PIER PEDESTAL DETAILS

CHECKED BY: AJCE
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: |

STATE OF NEW YORK
EDWIN TWISS
080650
LICENSED PROFESSIONAL ENGINEER
EXCELSIOR

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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| | | | |

NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD
BRIDGE AT I-87 MILEPOST 47.58

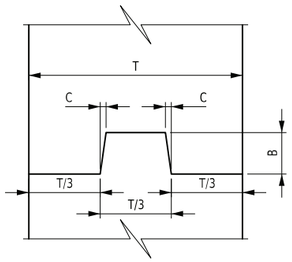
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
MISCELLANEOUS CONCRETE
DETAILS (1 OF 2)

CONTRACT NUMBER:
TANY 26-17B

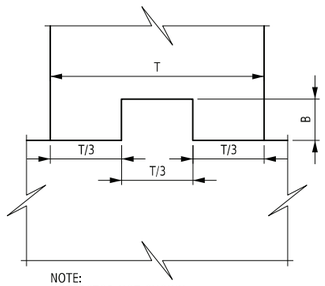
DATE:
01/19/2026

DRAWING NUMBER:
ST-38



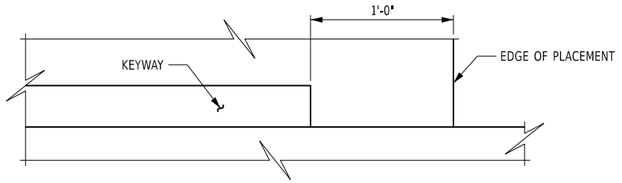

NOTE:
WATERSTOP NOT SHOWN

VERTICAL




NOTE:
WATERSTOP NOT SHOWN

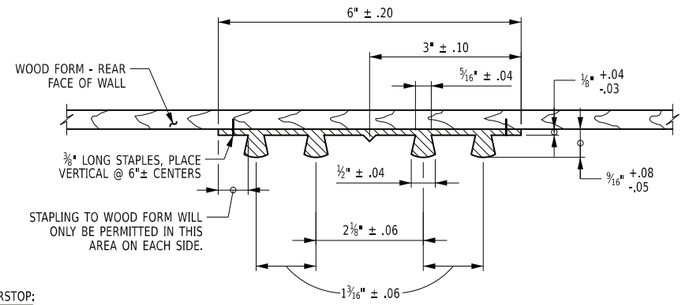
HORIZONTAL




| CONSTRUCTION AND CONTRACTION JOINTS | | |
|---|---|---|
| C | B | T/3 |
| 3/16" | 1½" | 0 TO 6" |
| 3/8" | 3½" | 6" TO 10" |
| 3/4" | 5½" | 10" AND OVER |

| EXPANSION JOINTS | | |
|---|---|---|
| C | B | T/3 |
| 3/8" | 3½" | 0 TO 10" |
| 3/4" | 5½" | 10" AND OVER |

## KEYWAY DETAILS
NOT TO SCALE

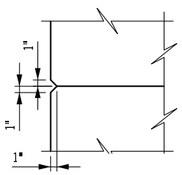



## TYPE D WATERSTOP
NOT TO SCALE

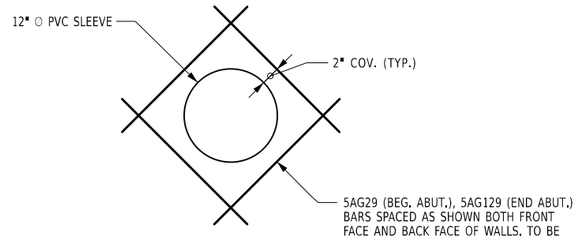
TYPE D WATERSTOP:

HOLES MUST NOT BE MADE IN WATERSTOP FOR ANY PURPOSE EXCEPT AS REQUIRED FOR STAPLING TO FORMS.

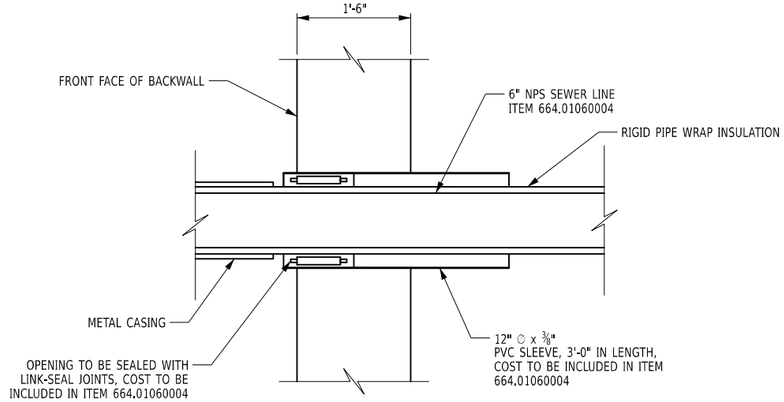
TYPE D WATERSTOP SHALL BE LIGHT GRAY IN COLOR




CHAMFER DETAIL




## CIRCULAR UTILITY SLEEVE REINFORCEMENT
NOT TO SCALE




## SEWER LINE THROUGH BACKWALL
NOT TO SCALE

NOTES:

PVC USED IN WATERSTOPS SHALL CONFORM TO THE REQUIREMENTS OF N.Y.S. STANDARD SPECIFICATIONS SUBSECTION 705-11.

THE COST OF FURNISHING AND PLACING WATERSTOPS SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE CONCRETE ITEMS.

FIELD SPLICES SHOULD BE AVOIDED IF POSSIBLE, HOWEVER, HEAT WELDED BUTT SPLICES WILL BE PERMITTED ON LONG STRAIGHT RUNS (GENERALLY IN EXCESS OF 50 FEET) AT POINTS APPROVED BY THE ENGINEER.

WATERSTOP SHALL BE SHIPPED IN STRAIGHT SECTIONS HAVING A MINIMUM LENGTH OF 10 FEET UNLESS SHORTER LENGTHS ARE REQUIRED.

PREMOULDED RESILIENT JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF N.Y.S. STANDARD SPECIFICATION SUBSECTION 705-07.

DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS, FOR WHICH NO SCALE IS SHOWN, ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.

(G) DENOTES GALVANIZED REINFORCEMENT.

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
MISCELLANEOUS CONCRETE DETAILS (2 OF 2)

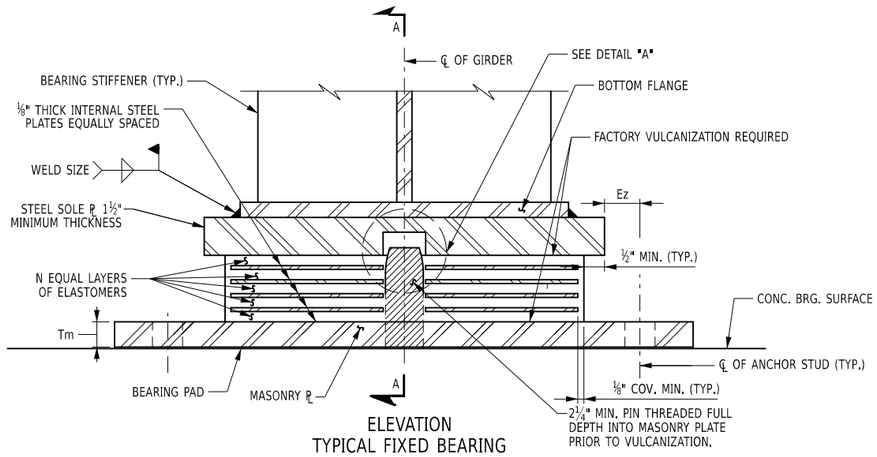
CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

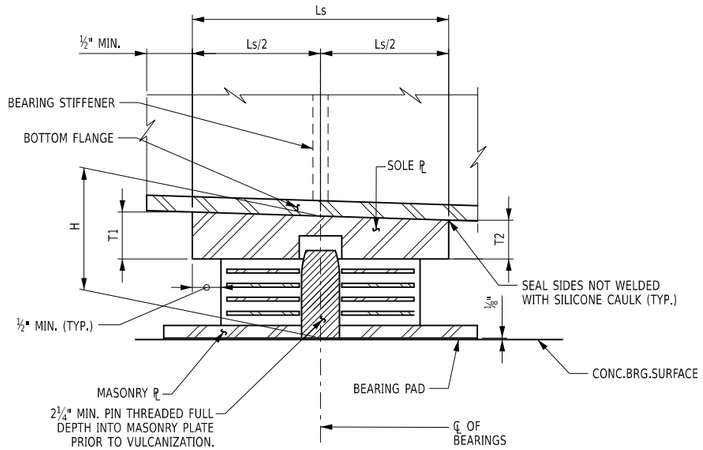
DRAWING NUMBER: ST-39

# FIXED ELASTOMERIC BEARING (TYPE E.B.) TABLE

| LOCATION | ITEM NO. | QUANTITY REQUIRED | D.L. + S.D.L. (kips) | L.L. WITHOUT IMPACT (kips) | TOTAL DESIGN REACTION (kips) | SHAPE FACTOR | ELATOMER LAYER | | | | | hrt | COMP. AREA (SQ. In.) | SHEAR AREA (SQ. In.) | MASONRY PLATE | | | | | | | ANCHOR STUDS | | WELD SIZE | SOLE PLATE | | | | BRG. H | ØP (PIN. DIA.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | THK/LAYER | NO. LAYERS | L | W | D | | | | Wm | Lm | Tm | Et | EI | Ez | Øm | DIA. | STUDS/BRG. | | Ws | Ls | T1 | T2 | | |
| PIER | 565.2025 | 6 | 144 | 105 | 249 | 7.88 | 0.5 | 3 | 14 | 18 | - | 1.5 | 240 | 248 | 27.5 | 16 | 2 | 2.5 | 8 | 1.75 | 1.625 | 1.25 | 2 | 5/16 | 19 | 15 | 1.5 | 2.042 | 5.521 | 2.25 |

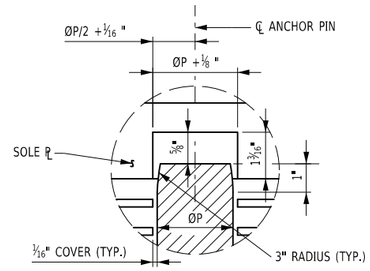



ELEVATION
TYPICAL FIXED BEARING

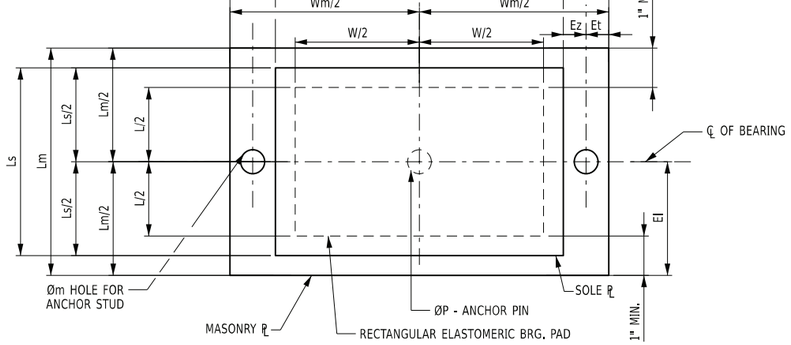



SECTION A-A

NOTE: $T_2$ IS UPSTATION OF $T_1$ (TYP.)




DETAIL "A"
FIXED BEARING ANCHOR PIN




PLAN
TYPICAL RECTANGULAR FIXED BEARING

NOTES:

1. THE BEARINGS SHALL MEET THE REQUIREMENTS OF STANDARD SPECIFICATION 565 UNLESS OTHERWISE NOTED.
2. ALL ELASTOMER SHALL BE 50 DUROMETER HARDNESS ON THE SHORE A SCALE.
3. ALL STEEL EXCEPT THE INTERNAL STEEL PLATES SHALL CONFORM TO ASTM A709, GR. 50, UNLESS OTHERWISE NOTED.
4. BEARING PADS SHALL CONFORM TO ONE OF THE FOLLOWING MATERIAL SPECIFICATIONS: 728-01, 728-02 OR 728-03.
5. INSTALLATION ALIGNMENT:
   THE MAXIMUM VARIATION FROM THE PERFECT ALIGNMENT UNDER FULL LOAD SHALL NOT EXCEED 3/16". THIS VARIATION SHALL BE MEASURED AS THE HORIZONTAL DISTANCE BETWEEN THE CENTERLINE OF THE HIGHEST ELASTOMER SURFACE AND THE CENTERLINE OF THE LOWEST ELASTOMER SURFACE.
6. CONCRETE SURFACES UNDER THE BEARINGS SHALL CONFORM TO SUBSECTION 565.3.02 "CONCRETE BEARING SURFACE PREPARATION" OF THE NEW YORK STATE STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS.
7. THE BEARING PAD, ANCHOR STUDS, WASHER PLATES AND NUTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARING ITEM.
8. IF THE ANCHOR STUDS ARE SET UNDER THE SOLE PLATE, A MINIMUM CLEARANCE EQUAL TO TWO TIMES THE THICKNESS OF ANCHOR NUT PLUS 1" SHALL BE MAINTAINED BETWEEN THE TOP OF MASONRY PLATE AND BOTTOM OF THE SOLE PLATE.

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: |

STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

| REVISIONS | | | |
|---|---|---|---|
| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

AECOM

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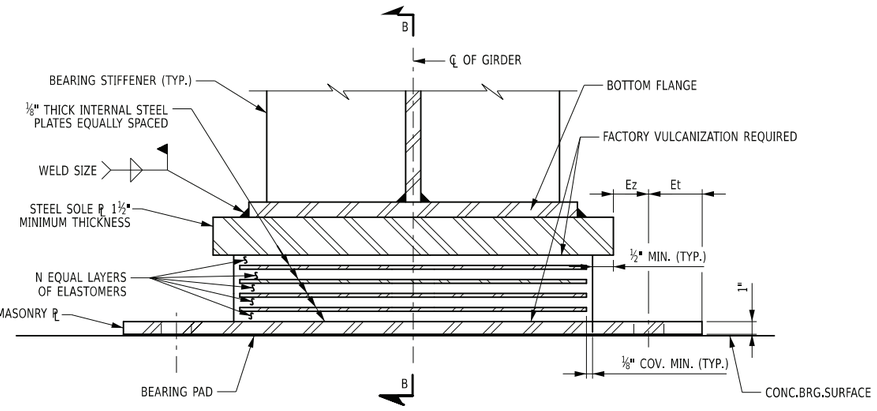
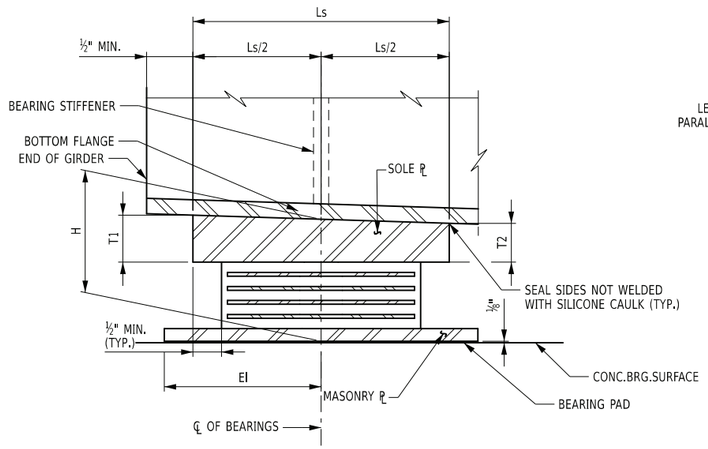
|---|---|
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | BEARING DETAILS (1 OF 3) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-40 |

## EXPANSION ELASTOMERIC BEARING (TYPE E.B.) TABLE

| LOCATION | ITEM NO. | QUANTITY REQUIRED | D.L. + S.D.L. (kips) | L.L. WITHOUT IMPACT (kips) | TOTAL DESIGN REACTION (kips) | SHAPE FACTOR | ELATOMER LAYER | | | | | hr. | COMP. AREA (SQ. In.) | SHEAR AREA (SQ. In.) | MASONRY PLATE | | | | | | | | ANCHOR STUDS | | WELD | WASHER PLATE | | SOLE PLATE | | | | BRG. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | THK/LAYER | NO. LAYERS | L | W | D | | | | Wm | Lm | Tm | Et | El | Ez | Am | Bm | DIA. | STUDS/BRG. | SIZE | AWp | BWp | Ws | Ls | T1 | T2 | H |
| BEG. ABUT. | 565.2032 | 6 | 37 | 56 | 93 | 5.83 | 0.5 | 3 | 10 | 14 | - | 1.5 | 134 | 140 | 26 | 12 | 1 | 2 | 6 | 1.5 | 2.5 | 1.375 | 1 | 2 | 5/16 | 3.5 | 2.375 | 19 | 11 | 1.5 | 2.091 | 4.545 |
| END ABUT. | 565.2032 | 6 | 47 | 61 | 108 | 6.15 | 0.5 | 4 | 10 | 16 | - | 2 | 154 | 160 | 26 | 12 | 1 | 2 | 6 | 1.5 | 2.5 | 1.375 | 1 | 2 | 5/16 | 3.5 | 2.375 | 19 | 11 | 1.5 | 1.677 | 4.964 |

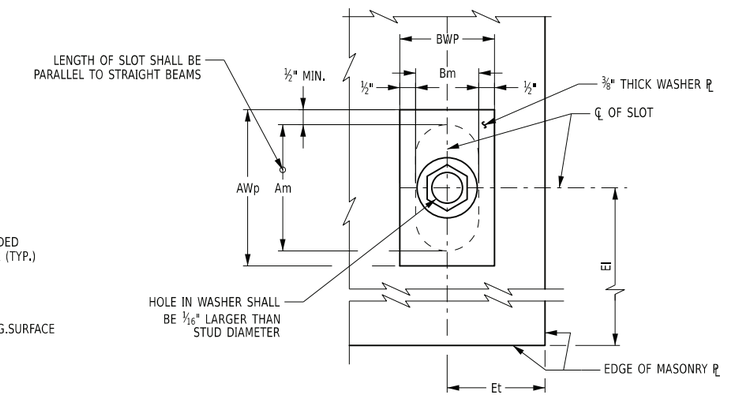



ELEVATION
TYPICAL EXPANSION BEARING

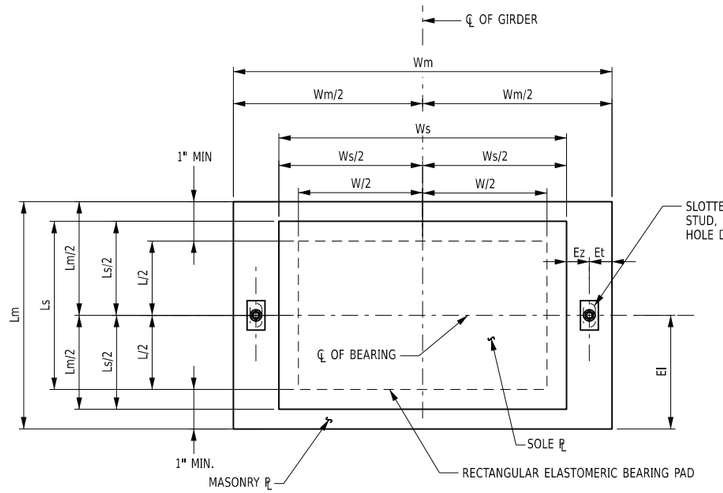



SECTION B-B

NOTE: $T_2$ IS UPSTATION OF $T_1$ (TYP.)




TYPICAL SLOTTED HOLE DETAIL




PLAN
TYPICAL RECTANGULAR EXPANSION BEARING

NOTES:

1. SEE DWG. NO. ST-40 FOR NOTES.

| | |
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| ALTERED ON: | AFFIXED ON: 01/19/2026 |
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK EDWIN TWISS 080650 LICENSED PROFESSIONAL ENGINEER |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
BEARING DETAILS
(2 OF 3)

CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

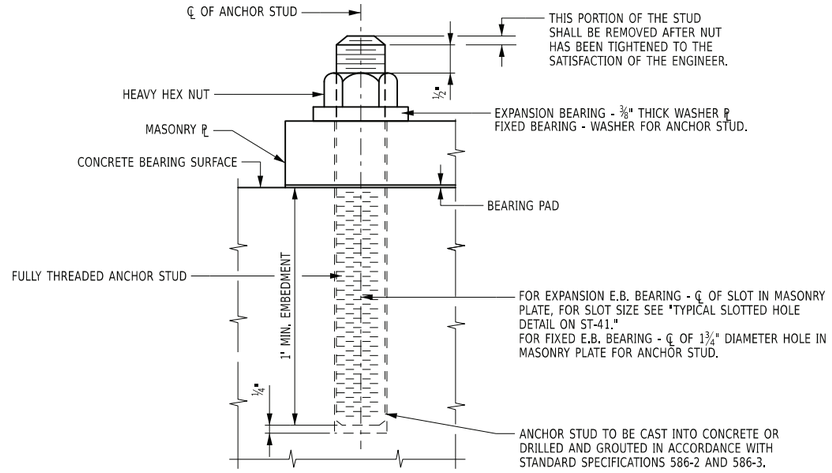
DRAWING NUMBER: ST-41

CHECKED BY: AJCE

DRAFTED BY: GWR

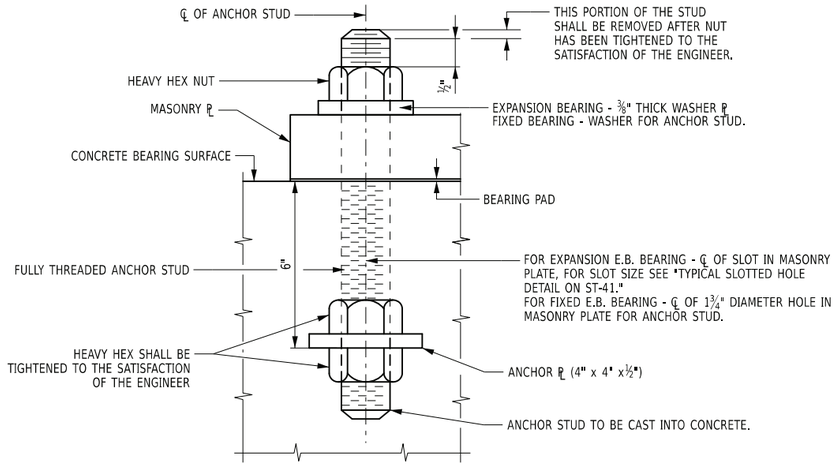
DESIGNED BY: MR / VZ

DESIGN SUPERVISOR: RWL




## ANCHOR STUD

ANCHOR STUDS, WASHERS, WASHER PLATES, ANCHOR PLATES, AND NUTS SHALL MEET THE REQUIREMENTS OF SUBSECTION 723-60. THEY SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF MATERIAL SUBSECTION 719-01, "GALVANIZED COATINGS AND REPAIR METHODS." THE COST, INCLUDING GALVANIZING, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARING ITEM.




## ANCHOR STUD WITH ANCHOR PLATE

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 |

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE Thruway Authority

AECOM

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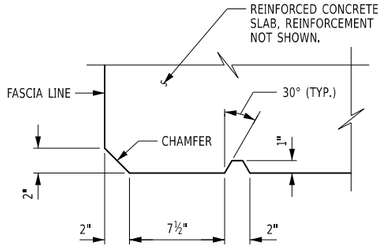
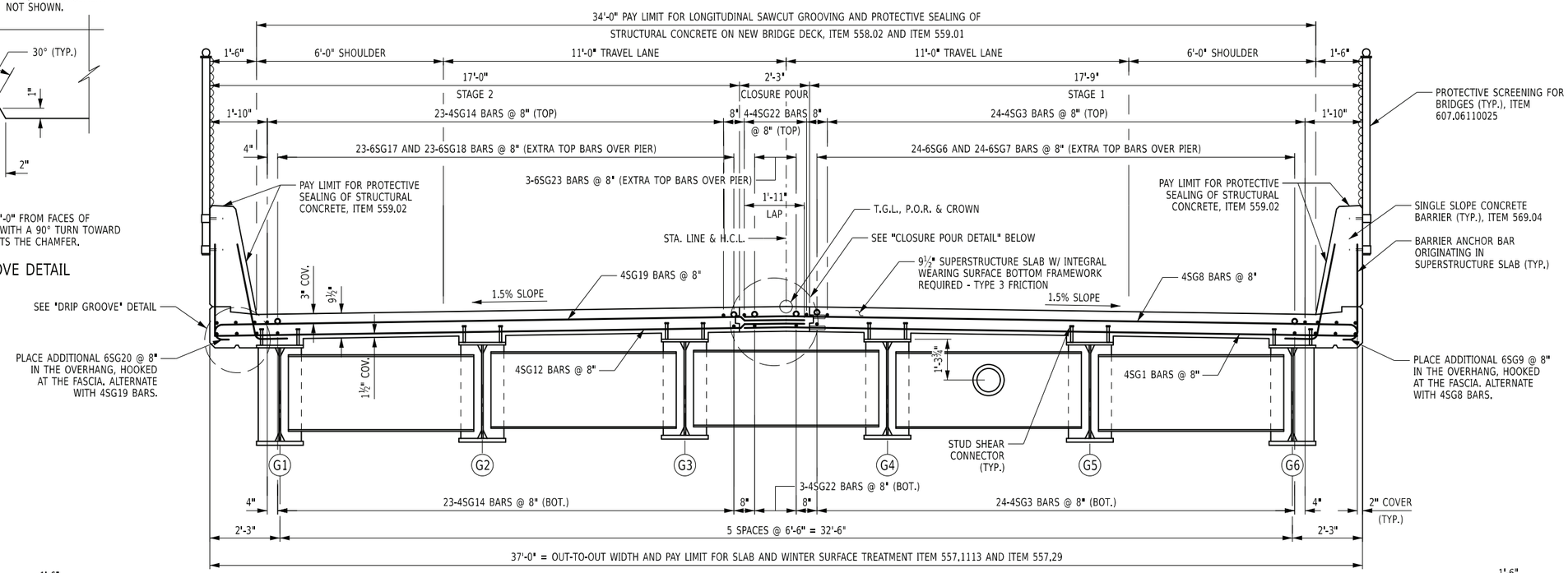
|---|---|
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | BEARING DETAILS (3 OF 3) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-42 |



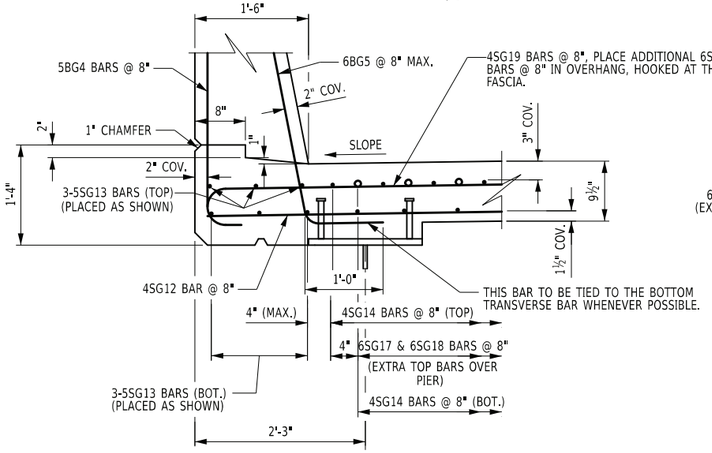

NOTE:

DRIP GROOVE STOPS 3'-0" FROM FACES OF ABUTMENTS OR PIERS WITH A 90° TURN TOWARD FASCIA THAT INTERSECTS THE CHAMFER.

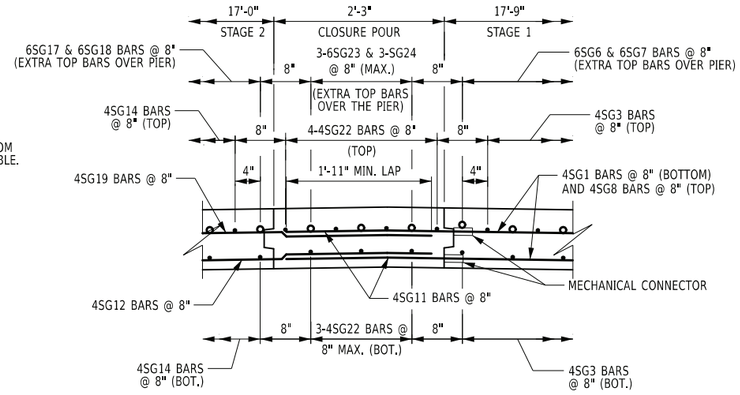
DRIP GROOVE DETAIL



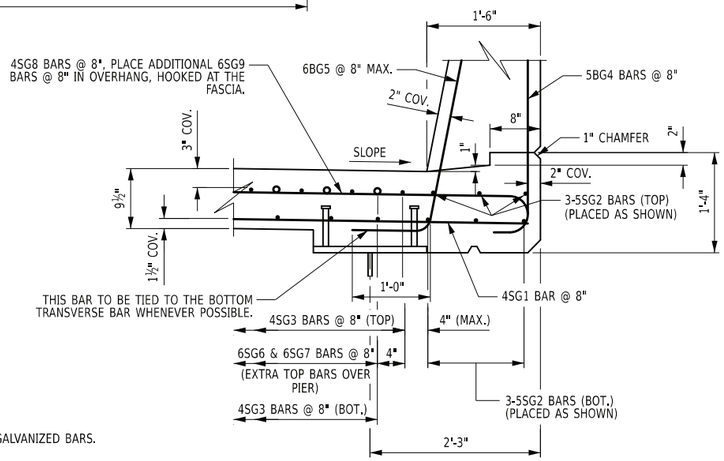

TRANSVERSE SECTION




NORTH FASCIA DETAIL




CLOSURE POUR DETAIL




SOUTH FASCIA DETAIL

NOTES:

(G) DENOTES GALVANIZED BARS.

ALL REINFORCEMENT SHALL HAVE 2" COVER UNLESS OTHERWISE NOTED.

FOR FRAMING PLAN, SEE DRAWING NO. ST-44.

FOR DIAPHRAGM DETAILS, SEE DRAWING NO. ST-46.

FOR SINGLE SLOPE CONCRETE BARRIER DETAILS, SEE DRAWING NO. ST-57 AND ST-58.

FOR PROTECTIVE SCREENING DETAILS, SEE DRAWING ST-63.

(G#) - DENOTES GIRDER NUMBER.

2 0 2 4 6 8′

1" = 4′

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: |

STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

AECOM

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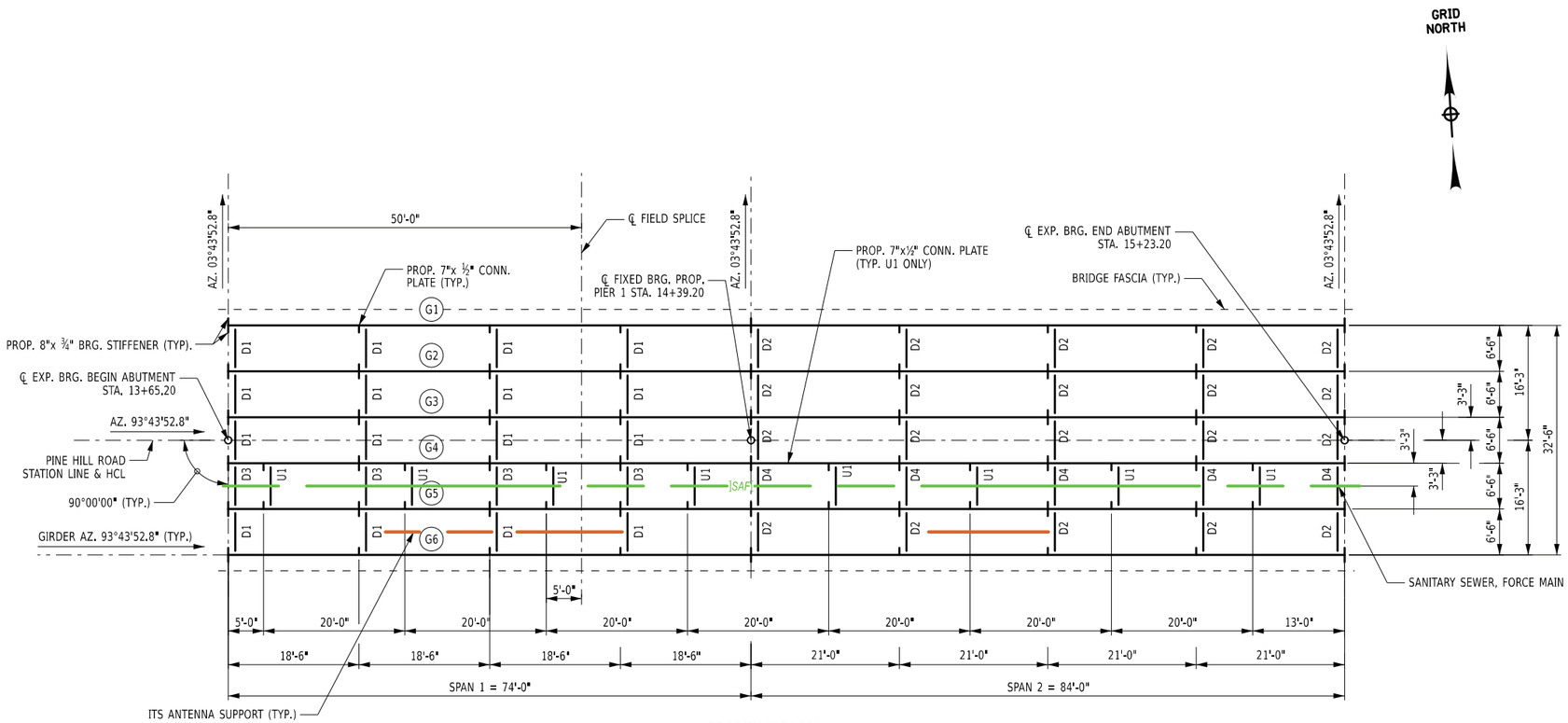
| TITLE OF PROJECT: REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER: TANY 26-17B |
| LOCATION OF PROJECT: VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 | DATE: 01/19/2026 |
| TITLE OF DRAWING: TRANSVERSE SECTION | DRAWING NUMBER: ST-43 |

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL




FRAMING PLAN

STRUCTURAL STEEL NOTES

1. CONNECTIONS SHALL BE MADE ACCORDING TO THE NEW YORK STATE STEEL CONSTRUCTION MANUAL.
2. UNLESS OTHERWISE INDICATED, BOLTED CONNECTIONS SHALL BE MADE WITH ⅞" DIA. ASTM F3125, GRADE A325 HIGH-STRENGTH BOLTS.
3. THE CONTRACTOR MAY PLACE DIAPHRAGMS ON EITHER SIDE OF THE BEARING STIFFENERS OR CONNECTION PLATES AS NECESSARY FOR CORRECT ALIGNMENT, PROVIDED THERE WILL BE NO INTERFERENCE WITH OTHER STRUCTURAL DETAILS.
4. TAPERED OR FLAT SHIM PLATES MAY BE USED IN THE CONNECTION BETWEEN SKEWED DIAPHRAGMS AND THE BEARING STIFFENERS, STIFFENER CONNECTION PLATES OR GUSSET PLATES. VARIABLE THICKNESSES OF SHIM PLATES MAY BE USED. THE MINIMUM THICKNESS OF SHIM PLATE SHALL BE ⅛" WITH A MAXIMUM NUMBER OF THREE SHIM PLATES PERMITTED AT ANY CONNECTION. THE TOTAL THICKNESS OF ALL SHIM PLATES USED AT ANY CONNECTION SHALL NOT EXCEED 1". SHIM PLATES SHALL HAVE THE DIMENSIONS OF THE FAYING SURFACE. THE SHIM MATERIAL SHALL CONFORM TO ASTM DESIGNATION A709(W) FOR WEATHERING STEEL APPLICATIONS. NO ADDITIONAL PAYMENT WILL BE MADE FOR FURNISHING AND PLACING THE SHIM PLATES.
5. DIAPHRAGM MEMBERS SHALL BE BLOCKED AS SHOWN, WITH THEIR FLANGE CUT BACK ON ONE SIDE, AND CHIPPED OR GROUND FLUSH. IN LIEU OF BLOCKING THE DIAPHRAGM MEMBER, THE FABRICATOR SHALL HAVE THE OPTION OF COPING THE FLANGE.

STRUCTURAL STEEL NOTES (CONT.)

6. FOR LONGITUDINAL JOINTS AT STAGE CONSTRUCTION LINES, ONLY ONE SIDE OF THE INTERMEDIATE DIAPHRAGMS UNDER THE JOINT SHALL BE CONNECTED WHEN ERECTED. AFTER ALL PORTIONS OF THE NEWER DECK HAVE BEEN POURED (INSTALLED FOR PRECAST DECK PANELS) AND SET TO THE SATISFACTION OF THE ENGINEER, THE OTHER SIDE OF THE DIAPHRAGMS SHALL BE CONNECTED AND THE CLOSURE JOINT PLACED.
7. ALL BOLT HEADS SHALL BE PLACED ON THE TOP SIDE OF CONNECTIONS UNLESS OTHERWISE NOTED.

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10 0 10 20 30 40′
1" = 20′

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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

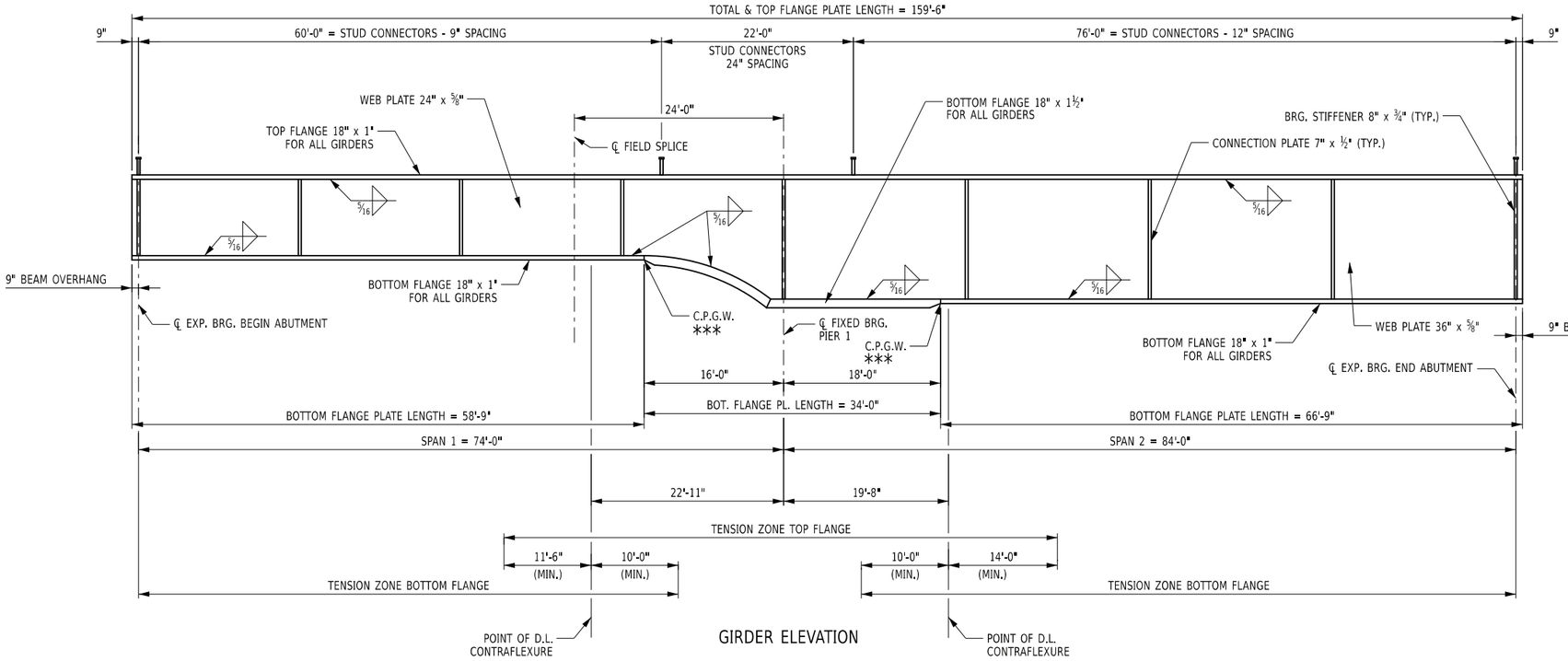
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
FRAMING PLAN

CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

DRAWING NUMBER: ST-44




GIRDER ELEVATION

NOTE: UTILITY CONNECTION PLATES NOT SHOWN FOR CLARITY.

NOTES:

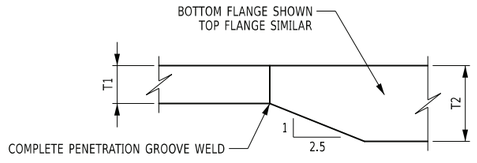
*** C.P.G.W. = COMPLETE PENETRATION GROOVE WELD

UNLESS SHOWN IN THESE DETAILS, THERE SHALL BE NO WELDING WITHIN THE GIRDER TENSION ZONES. THE ATTACHMENT OF FORMING DEVICES OR OTHER CONSTRUCTION AIDS BY WELDING WITH THE TENSION AREAS SHOWN IS PROHIBITED.

THERE SHALL BE NO WELDING TO GALVANIZED OR METALIZED GIRDERS FOR THE ATTACHMENT OF FORMING DEVICES.

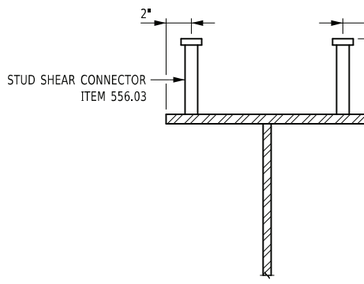
THE ENDS OF ALL GIRDERS AND BEARING STIFFENERS SHALL BE VERTICAL UNDER FULL DEAD LOAD. ALL CONNECTION PLATES AND INTERMEDIATE STIFFENERS MAY BE PERPENDICULAR TO THE TOP FLANGES.

ALL STRUCTURAL STEEL SHALL BE PAID FOR UNDER ITEM 564.0501

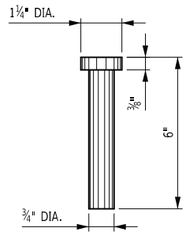



NOTE: T2 SHALL BE ≤ 2(T1).

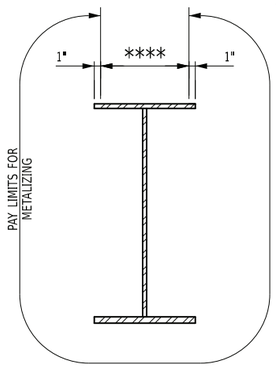
FLANGE THICKNESS TAPER




STUD SHEAR CONNECTOR DETAIL

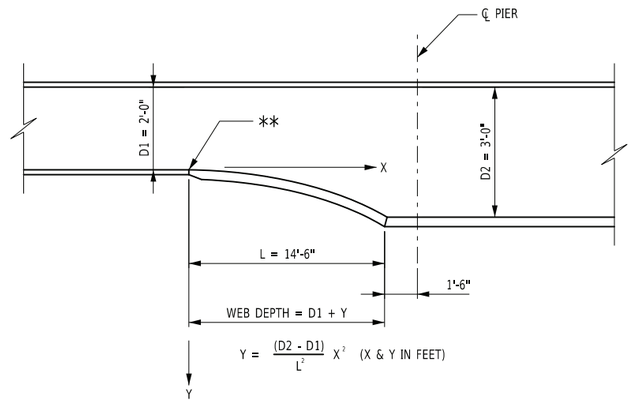



STUD DETAIL




METALIZING LIMITS

**** - COAT THIS AREA WITH AN ORGANIC ZINC PRIMER CONFORMING TO NYSDOT MATERIAL SPECIFICATION 708-01 OR 708-02. PRIME COAT SHALL BE APPLIED AT A THICKNESS BETWEEN 0.5 AND 1.5 MILS. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE METALIZING ITEM.




** - POINT AT WHICH PARABOLIC HAUNCH IS TANGENT TO THE WEB

GIRDER HAUNCH DETAIL

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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NEW YORK STATE Thruway Authority

AECOM

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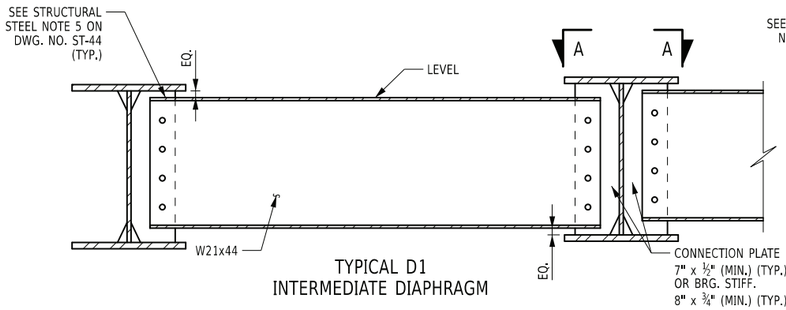
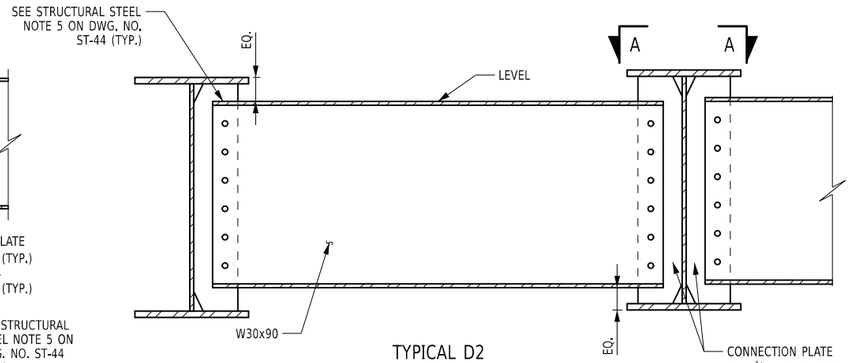
| TITLE OF PROJECT: REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER: TANY 26-17B |
| LOCATION OF PROJECT: VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 | DATE: 01/19/2026 |
| TITLE OF DRAWING: GIRDER ELEVATION | DRAWING NUMBER: ST-45 |

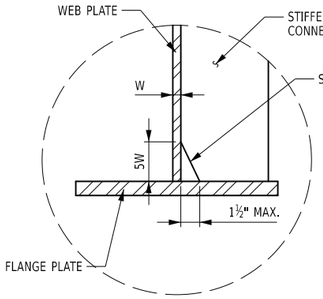
CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL



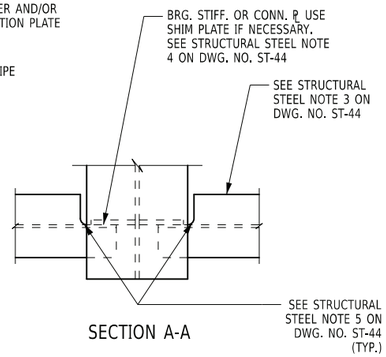

TYPICAL D1
INTERMEDIATE DIAPHRAGM



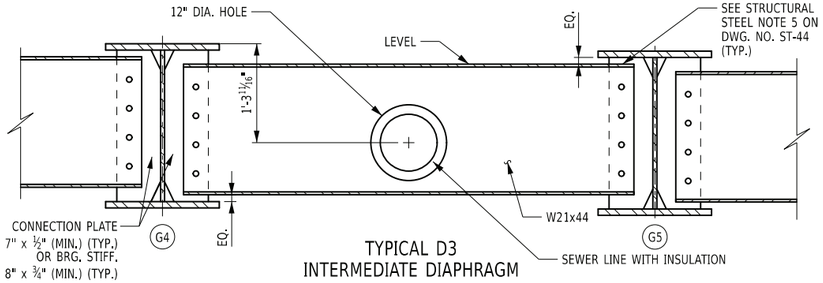

TYPICAL D2
INTERMEDIATE DIAPHRAGM



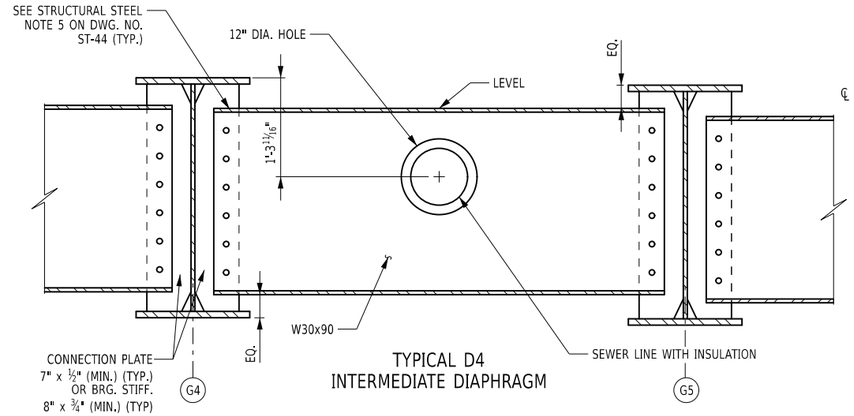

SNIPE DETAIL



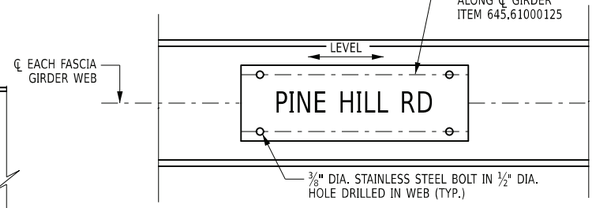

SECTION A-A




TYPICAL D3
INTERMEDIATE DIAPHRAGM

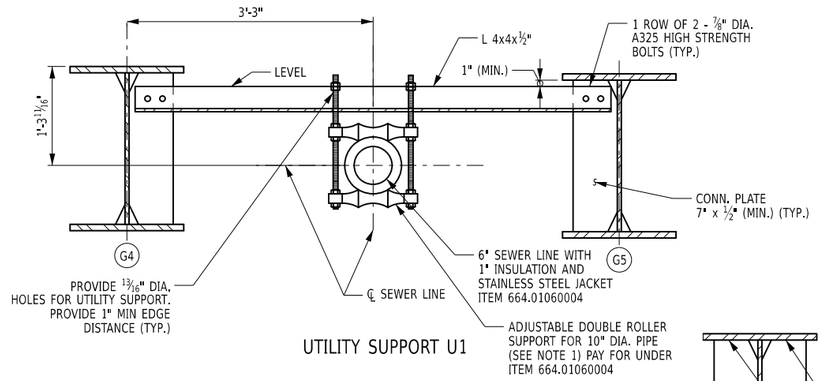



TYPICAL D4
INTERMEDIATE DIAPHRAGM




NOTE: MOUNT ONE SIGN OVER NORTHBOUND DRIVING LANE

BRIDGE IDENTIFICATION
SIGN MOUNTING DETAIL
NOT TO SCALE



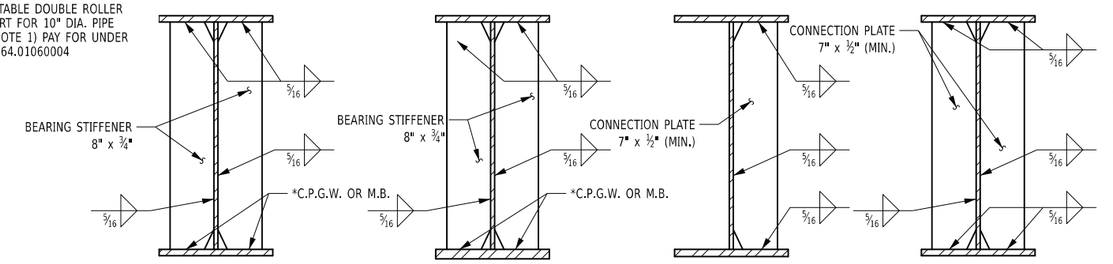

UTILITY SUPPORT U1

UTILITY SUPPORT NOTES

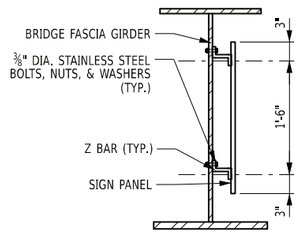
1. SEWER LINE SUPPORT SHALL BE HAVE A MINIMUM CAPACITY OF 1000 POUNDS.

2. THREADED GALVANIZED STEEL ATTACHMENT RODS DIA. SHALL BE SIZED BASED ON SINGLE PIPE ROLL SIZE TO BE USED. USE LOCKNUTS AND WASHERS TOP AND BOTTOM.

3. CONDUIT HANGERS SHALL BE IN ACCCORDANCE WITH UTILITY OWNER SPECIFICATIONS AND INSTALLED BY THE CONTRACTOR. INSTALLATION SHALL BE PAID UNDER ITEM 664.01060004.




BEARING STIFFENER AT ABUTMENT | BEARING STIFFENER AT PIER | FASCIA GIRDER CONNECTION PLATE | INTERIOR GIRDER CONNECTION PLATE | INTERIOR GIRDER UTILITY CONNECTION PLATE




MOUNTING DETAIL ON BRIDGE FASCIA GIRDER
NOT TO SCALE

NOTES:

*C.P.G.W. = COMPLETE PENETRATION GROOVE WELD
*M.B. = MILL TO BEAR

GIRDER SECTIONS

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: |

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NEW YORK STATE | Thruway Authority

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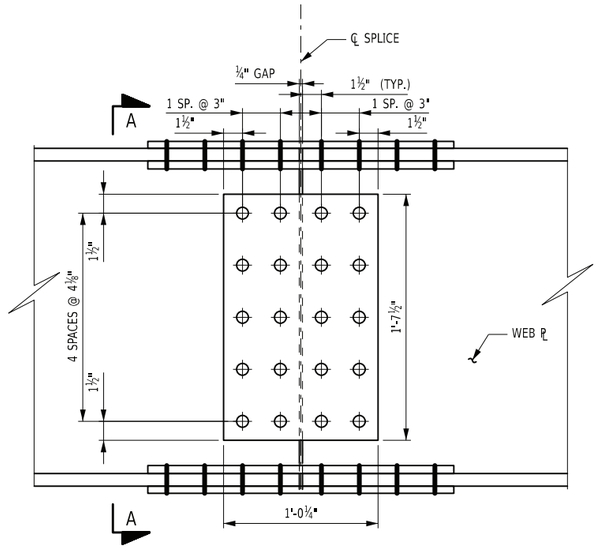
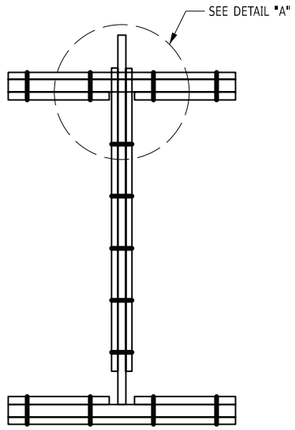
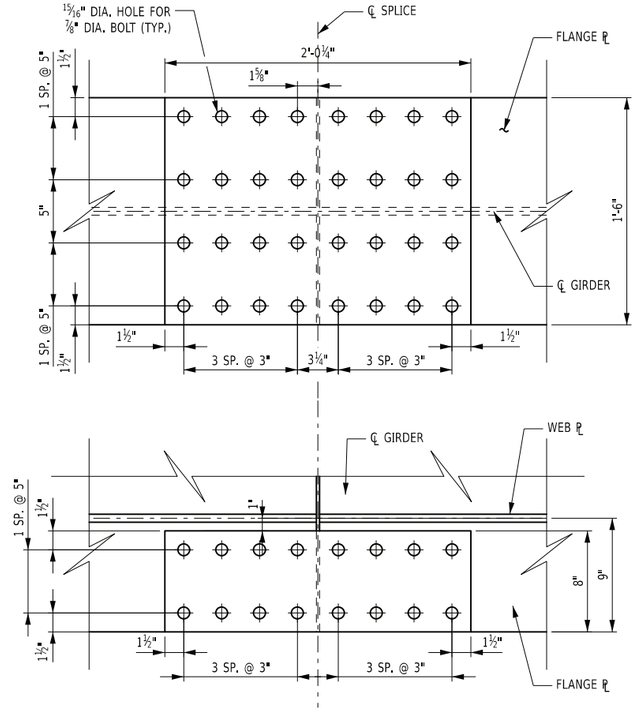
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>STEEL DETAILS<br>(1 OF 3) | DRAWING NUMBER:<br>ST-46 |




WEB SPLICE DETAIL

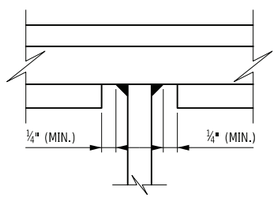



SECTION A-A

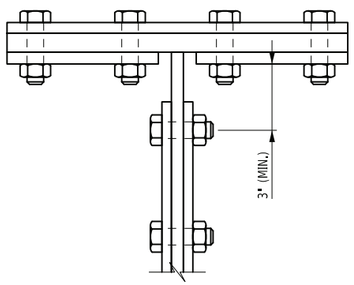



TOP & BOTTOM FLANGE SPLICE DETAIL

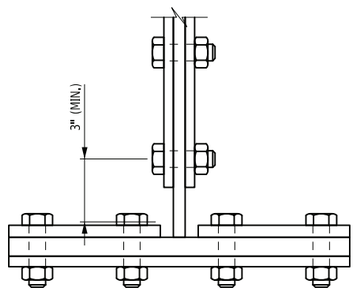
| | TOP FLANGE SPLICE | BOTTOM FLANGE SPLICE | WEB SPLICE |
|---|---|---|---|
| SPLICE PL | 1 - 18" x 9⁄16" x 24¼" PL<br>2 - 8" x ⅝" x 24¼" PL | 1 - 18" x 9⁄16" x 24¼" PL<br>2 - 8" x ⅝" x 24¼" PL | 2 - 12¼" x ½" x 19½" PL |
| NO. OF BOLTS | 16 EACH SIDE | 16 EACH SIDE | 10 EACH SIDE |




DETAIL "A"




TOP FLANGE




TOP FLANGE

⅞" DIAMETER BOLT ENTERING AND TIGHTENING CLEARANCES

GIRDER SPLICE NOTES:

1. ALL COSTS FOR BOLTS, NUTS, AND WASHERS SHALL BE INCLUDED IN THE PRICE BID FOR STRUCTURAL STEEL.
2. SPLICE DESIGNS ARE BASED ON THE LOCATIONS INDICATED. THE CONTRACTOR HAS THE OPTION OF USING ALTERNATE SPLICE LOCATIONS, HOWEVER, RELOCATION REQUESTS MUST BE SUBMITTED TO THE NYSTA FOR APPROVAL. FIELD SPLICE REVISIONS DUE TO SPLICE RELOCATION SHALL BE SEALED BY A LICENSED PROFESSIONAL ENGINEER. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR RELOCATING THE SPLICE. FABRICATION SHALL CONFORM TO THE THE CURRENT NEW YORK STATE STEEL CONSTRUCTION MANUAL.
3. ALL SPLICE PLATES SHALL CONSIST OF THE SAME GRADE OF STEEL AS THE MEMBER(S) BEING SPLICED AND THEIR COST INCLUDED IN THE PRICE BID FOR THE STRUCTURAL STEEL.
4. SUBJECT TO NYSTA APPROVAL, THE CONTRACTOR CAN PROPOSE THE USE OF A WELDED SPLICE. HOWEVER, ALL THE COSTS ASSOCIATED WITH THIS CHANGE WILL BE AT THE CONTRACTOR'S EXPENSE. ADDITIONALLY, A DETAILED WELDING PROCEDURE, AS PER THE NYS STEEL CONSTRUCTION MANUAL 203.5(B), OF THE NYS STEEL CONSTRUCTION MANUAL SHALL BE SUBMITTED TO THE NYSTA FOR APPROVAL.
5. BOLT LOCATIONS MAY HAVE TO BE MOVED LATERALLY ON THEIR FLANGE TO MEET SEALING REQUIREMENTS AS DESCRIBED IN SECTION 203.14 OF THE NYS STEEL CONSTRUCTION MANUAL.

BOLT, NUTS & WASHERS:

1. ALL BOLTS SHALL BE ⅞" DIAMETER, UNLESS NOTED OTHERWISE.

GALVANIZED/METALIZED STEEL APPLICATIONS:

1. BOLTS SHALL BE ASTM F3125, GRADE A325, TYPE 1 (HOT DIPPED GALVANIZED).
2. NUTS SHALL BE A563, GRADE DH (HOT DIPPED GALVANIZED); OR A194, GRADE 2H (HOT DIPPED GALVANIZED).
3. WASHERS SHALL BE F436, TYPE 1 (HOT DIPPED GALVANIZED).

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

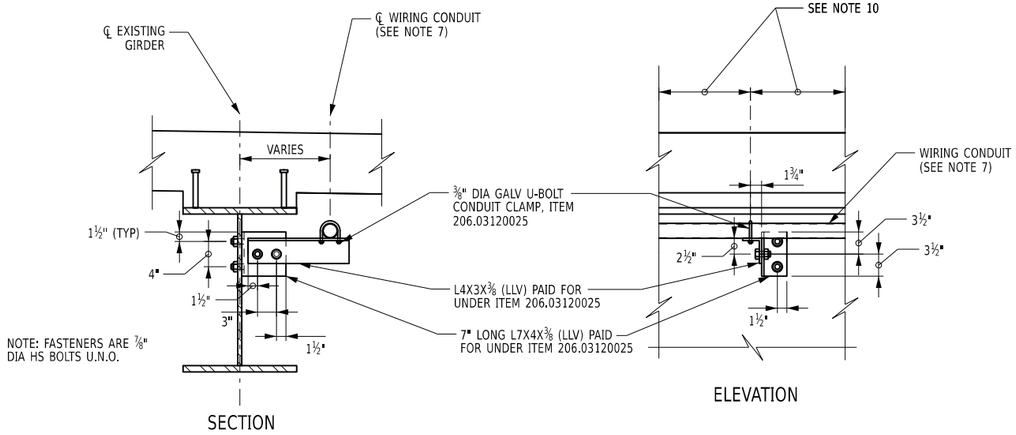
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
STEEL DETAILS
(2 OF 3)

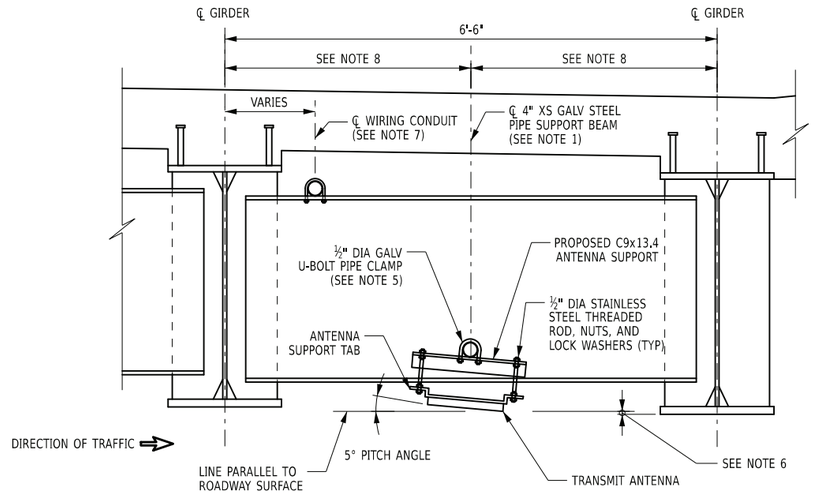
CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

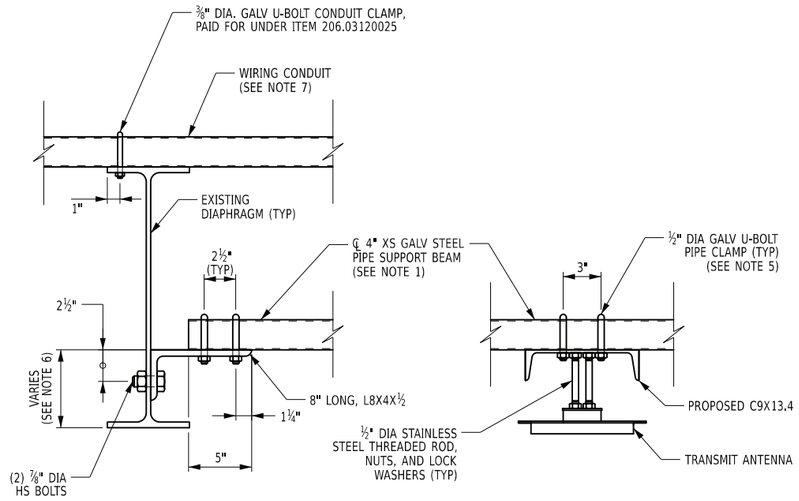
DRAWING NUMBER: ST-47



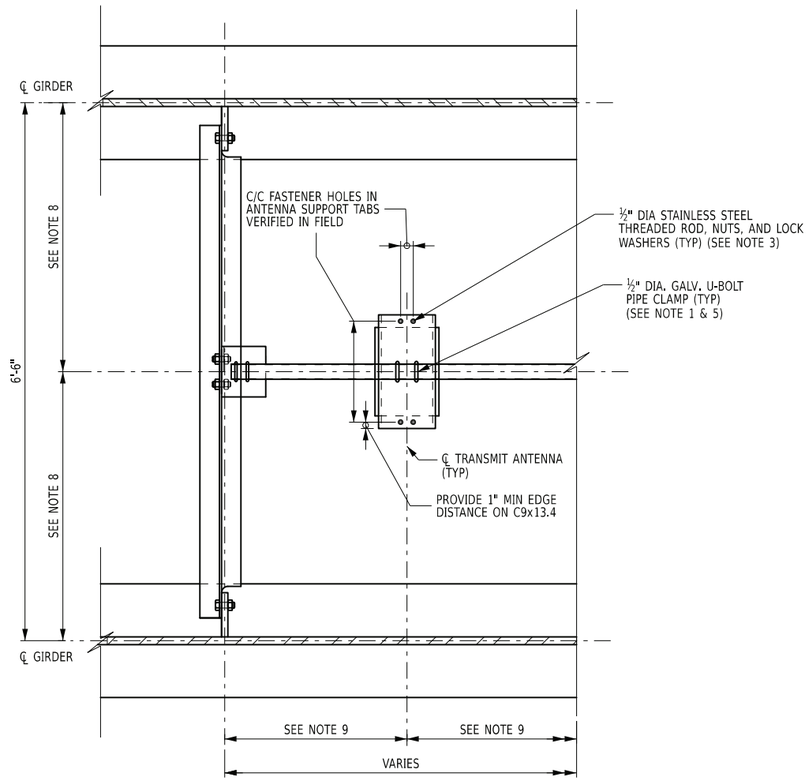

INTERMEDIATE CONDUIT SUPPORT




SECTION A-A




SECTION B-B
NOT TO SCALE




TYPICAL ANTENNA SUPPORT FRAMING PLAN
(PLAN TAKEN BELOW TOP FLANGE OF DIAPHRAGMS)
NOT TO SCALE

NOTES:

1. ALL COSTS ASSOCIATED WITH FURNISHING AND INSTALLING THE MAIN ANTENNA SUPPORT STEEL, INCLUDING PIPE BEAMS, CONNECTION ANGLES, CHANNELS, U-BOLTS, AND RELATED FASTENER MATERIAL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 564.510001 - "STRUCTURAL STEEL". ALL SUCH MATERIAL SHALL BE GALVANIZED IN ACCORDANCE WITH SUBSECTION 719-01 OF THE STANDARD SPECIFICATIONS AND SHALL BE INCLUDED IN THE ITEM 564.510001 SHOP DRAWINGS.
2. FASTENER HOLES IN GIRDERS AND DIAPHRAGMS SHALL BE FIELD DRILLED. FASTENER HOLES IN CHANNELS MAY BE SHOP OR FIELD-DRILLED BASED ON FIELD VERIFIED LOCATIONS OF HOLES IN ANTENNA SUPPORT TABS. THE COST OF ANY FIELD-DRILLED HOLES AND THE ASSOCIATED REPAIR TO GALVANIZED COATINGS WHICH SHALL BE PERFORMED IN ACCORDANCE WITH SUBSECTION 719-01, SHALL BE INCLUDED IN ITEM 564.0501.
3. ALL COSTS ASSOCIATED WITH FURNISHING AND INSTALLING THE MISCELLANEOUS CONNECTION HARDWARE REQUIRED TO ATTACH THE ANTENNAS TO THE MAIN SUPPORT STEEL NOTED ABOVE SHALL BE INCLUDED IN ITEM 683.30110025 - "TRANSMIT ANTENNA". IF NOTED TO BE STAINLESS STEEL, THE MATERIAL SHALL CONFORM TO SUBSECTION 715-16 OF THE STANDARD SPECIFICATIONS. OTHERWISE THE MATERIAL SHALL BE GALVANIZED IN ACCORDANCE WITH SUBSECTION 719-01.
4. LOCK WASHERS OR JAM NUTS ARE REQUIRED ON ALL ANTENNA SUPPORT BOLTED CONNECTIONS.
5. AT ALL U-BOLT CLAMPS, 4" PIPE BEAM SHALL BE WRAPPED WITH A LAYER OF 2" WIDE x 1/16" THICK NEOPRENE MATERIAL IN ACCORDANCE WITH SUBSECTION 728-03. AT END CONNECTIONS PROVIDE ADDITIONAL FLAT PIECES TO FILL ANY VOID THAT MAY EXIST BETWEEN PIPE BEAM AND SUPPORT ANGLE. ALL COSTS SHALL BE INCLUDED IN ITEM 683.30110025.
6. NO CONDUIT, SUPPORTS OR ANTENNAS OVER THE THRUWAY MAINLINE SHALL BE BELOW THE BOTTOM FLANGE OF THE GIRDERS. FINAL VERTICAL POSITION SHALL BE APPROVED BY THE ENGINEER.
7. SEE ITS-01 FOR ALL CONDUIT AND WIRING DETAILS AND PAY ITEMS.
8. 4" XS GALVANIZED STEEL PIPE SUPPORT BEAM SHALL BE LOCATED CENTERED BETWEEN THE TWO ADJACENT GIRDERS.
9. ANTENNA SHALL BE POSITIONED OVER THE CENTER OF THE TRAVEL LANES AND ROTATED TO BE PARELLEL WITH THE DIRECTION OF VEHICLE TRAFFIC. FINAL ANTENNA LOCATIONS SHALL BE APPROVED IN THE FIELD BY THE ENGINEER.
10. INTERMEDIATE CONDUIT SHALL BE INSTALLED AS ORDERED BY ENGINEER. CONDUIT SHALL BE UNSUPPORTED FOR A MAXIMUM 15'-0".

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: |

STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |

NEW YORK STATE | Thruway Authority

AECOM

| | |
|---|---|
| TITLE OF PROJECT: REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER: TANY 26-17B |
| LOCATION OF PROJECT: VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 | DATE: 01/19/2026 |
| TITLE OF DRAWING: STEEL DETAILS (3 OF 3) | DRAWING NUMBER: ST-48 |

## MOMENT & SHEAR TABLE

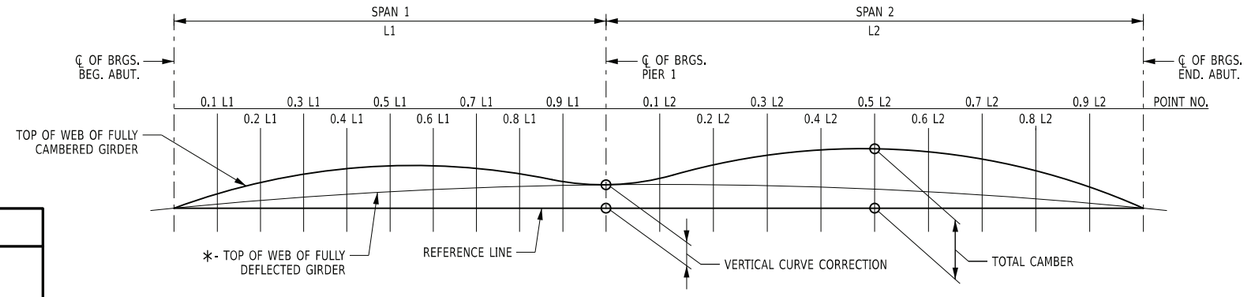
| | | | C.L. OF BRGS. BEG. ABUT. | 0.1 L1 | 0.2 L1 | 0.3 L1 | 0.4 L1 | 0.5 L1 | 0.6 L1 | 0.7 L1 | 0.8 L1 | 0.9 L1 | C.L. OF BRGS. PIER | 0.1 L2 | 0.2 L2 | 0.3 L2 | 0.4 L2 | 0.5 L2 | 0.6 L2 | 0.7 L2 | 0.8 L2 | 0.9 L2 | C.L. OF BRGS. END ABUT. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| G1 & G6 | D.L | MOMENT | 0 | 159 | 264 | 316 | 313 | 256 | 146 | -18 | -237 | -511 | -841 | -433 | -98 | 164 | 355 | 474 | 522 | 498 | 403 | 237 | 0 |
| | | SHEAR | 25 | 18 | 11 | 3 | -4 | -11 | -19 | -26 | -33 | -41 | -48 \| 53 | 44 | 36 | 27 | 18 | 10 | 1 | -7 | -16 | -24 | -32 |
| | S.D.L. | MOMENT | 0 | 51 | 86 | 102 | 102 | 83 | 48 | -6 | -77 | -166 | -272 | -142 | -37 | 47 | 108 | 147 | 162 | 156 | 127 | 74 | 0 |
| | | SHEAR | 8 | 6 | 3 | 1 | -1 | -4 | -6 | -8 | -11 | -13 | -16 \| 17 | 14 | 11 | 9 | 6 | 3 | 1 | -2 | -5 | -8 | -10 |
| | HL-93 (+) | MOMENT | 0 | 370 | 612 | 748 | 790 | 754 | 640 | 449 | 240 | 94 | 0 | 196 | 490 | 778 | 977 | 1073 | 1084 | 989 | 778 | 458 | 0 |
| | | SHEAR | 59 | 50 | 41 | 32 | 24 | 17 | 12 | 7 | 3 | 1 | 0 \| 73 | 65 | 58 | 50 | 42 | 33 | 25 | 18 | 11 | 9 | 9 |
| | HL-93 (-) | MOMENT | 0 | -51 | -101 | -152 | -203 | -254 | -304 | -355 | -341 | -447 | -724 | -554 | -578 | -505 | -433 | -361 | -289 | -217 | -144 | -72 | 0 |
| | | SHEAR | -7 | -7 | -10 | -19 | -27 | -35 | -44 | -52 | -59 | -66 | -72 \| 0 | -2 | -4 | -9 | -15 | -21 | -29 | -37 | -45 | -55 | -64 |
| G2 & G3 | D.L | MOMENT | 0 | 170 | 283 | 338 | 335 | 275 | 156 | -19 | -253 | -546 | -899 | -463 | -105 | 175 | 378 | 505 | 557 | 532 | 431 | 253 | 0 |
| | | SHEAR | 27 | 19 | 11 | 4 | -4 | -12 | -20 | -28 | -36 | -44 | -52 \| 57 | 47 | 29 | 20 | 20 | 11 | 2 | -8 | -17 | -26 | -35 |
| | S.D.L. | MOMENT | 0 | 51 | 86 | 102 | 102 | 83 | 47 | -6 | -77 | -166 | -272 | -144 | -37 | 47 | 108 | 147 | 162 | 156 | 127 | 74 | 0 |
| | | SHEAR | 8 | 6 | 3 | 1 | -1 | -4 | -6 | -8 | -11 | -13 | -16 \| 17 | 14 | 9 | 6 | 6 | 3 | 1 | -2 | -5 | -8 | -10 |
| | HL-93 (+) | MOMENT | 0 | 325 | 538 | 657 | 694 | 663 | 562 | 394 | 214 | 86 | 0 | 185 | 461 | 703 | 883 | 970 | 981 | 895 | 704 | 414 | 0 |
| | | SHEAR | 70 | 60 | 48 | 38 | 29 | 21 | 14 | 8 | 4 | 1 | 0 \| 86 | 77 | 59 | 49 | 49 | 40 | 30 | 21 | 13 | 10 | 10 |
| | HL-93 (-) | MOMENT | 0 | -45 | -89 | -134 | -179 | -223 | -268 | -313 | -304 | -407 | -683 | -523 | -545 | -458 | -392 | -327 | -261 | -196 | -131 | -65 | 0 |
| | | SHEAR | -8 | -8 | -11 | -22 | -32 | -42 | -52 | -61 | -70 | -78 | -86 \| 0 | -2 | -11 | -18 | -18 | -25 | -34 | -43 | -54 | -65 | -76 |
| G4 & G5 | D.L | MOMENT | 0 | 172 | 286 | 341 | 338 | 277 | 158 | -20 | -256 | -551 | -907 | -467 | -106 | 176 | 382 | 510 | 562 | 537 | 435 | 256 | 0 |
| | | SHEAR | 27 | 19 | 11 | 4 | -4 | -12 | -20 | -28 | -36 | -44 | -52 \| 57 | 48 | 38 | 29 | 20 | 11 | 2 | -8 | -17 | -26 | -35 |
| | S.D.L. | MOMENT | 0 | 55 | 92 | 109 | 109 | 89 | 50 | -7 | -83 | -177 | -291 | -153 | -40 | 50 | 115 | 157 | 173 | 167 | 135 | 79 | 0 |
| | | SHEAR | 9 | 6 | 4 | 1 | -1 | -4 | -6 | -9 | -12 | -14 | -17 \| 18 | 15 | 12 | 9 | 6 | 3 | 1 | -2 | -5 | -8 | -11 |
| | HL-93 (+) | MOMENT | 0 | 325 | 538 | 657 | 694 | 663 | 562 | 394 | 214 | 86 | 0 | 185 | 461 | 703 | 883 | 970 | 981 | 895 | 704 | 414 | 0 |
| | | SHEAR | 70 | 60 | 48 | 38 | 29 | 21 | 14 | 8 | 4 | 1 | 0 \| 86 | 77 | 68 | 59 | 49 | 40 | 30 | 21 | 13 | 10 | 10 |
| | HL-93 (-) | MOMENT | 0 | -45 | -89 | -134 | -179 | -223 | -268 | -313 | -304 | -407 | -683 | -523 | -545 | -458 | -392 | -327 | -261 | -196 | -131 | -65 | 0 |
| | | SHEAR | -8 | -8 | -11 | -22 | -32 | -42 | -52 | -61 | -70 | -78 | -86 \| 0 | -2 | -5 | -11 | -18 | -25 | -34 | -43 | -54 | -65 | -76 |

MOMENTS AND SHEARS ARE UNFACTORED AND INCLUDE IMPACT
MOMENTS ARE EXPRESSED AS KIP-FEET
SHEARS ARE EXPRESSED AS KIPS

## CAMBER TABLE

| | | C.L. OF BRGS. BEG. ABUT. | 0.1 L1 | 0.2 L1 | 0.3 L1 | 0.4 L1 | 0.5 L1 | 0.6 L1 | 0.7 L1 | 0.8 L1 | 0.9 L1 | C.L. OF BRGS. PIER | 0.1 L2 | 0.2 L2 | 0.3 L2 | 0.4 L2 | 0.5 L2 | 0.6 L2 | 0.7 L2 | 0.8 L2 | 0.9 L2 | C.L. OF BRGS. END ABUT. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| G1 & G6 | I STEEL D.L. (ft.) | 0.000 | 0.005 | 0.010 | 0.015 | 0.015 | 0.015 | 0.010 | 0.005 | 0.000 | 0.000 | 0.000 | 0.005 | 0.010 | 0.015 | 0.020 | 0.020 | 0.025 | 0.020 | 0.015 | 0.010 | 0.000 |
| | II CONCRETE D.L. (ft.) | 0.000 | 0.030 | 0.055 | 0.070 | 0.070 | 0.065 | 0.050 | 0.030 | 0.015 | 0.000 | 0.000 | 0.010 | 0.025 | 0.045 | 0.065 | 0.075 | 0.075 | 0.070 | 0.050 | 0.030 | 0.000 |
| | III SUPERIMPOSED D.L. (ft.) | 0.000 | 0.005 | 0.010 | 0.015 | 0.015 | 0.015 | 0.010 | 0.005 | 0.005 | 0.000 | 0.000 | 0.000 | 0.005 | 0.010 | 0.015 | 0.015 | 0.020 | 0.015 | 0.010 | 0.005 | 0.000 |
| | IV VERTICAL CURVE (ft.) | 0.000 | 0.135 | 0.250 | 0.360 | 0.450 | 0.535 | 0.600 | 0.655 | 0.695 | 0.725 | 0.740 | 0.740 | 0.725 | 0.695 | 0.645 | 0.580 | 0.495 | 0.400 | 0.280 | 0.150 | 0.000 |
| | TOTAL = I + II + III + IV (ft.) | 0.000 | 0.175 | 0.325 | 0.460 | 0.550 | 0.630 | 0.670 | 0.695 | 0.715 | 0.725 | 0.740 | 0.755 | 0.765 | 0.765 | 0.745 | 0.690 | 0.615 | 0.505 | 0.355 | 0.195 | 0.000 |
| G2 & G3 | I STEEL D.L. (ft.) | 0.000 | 0.005 | 0.015 | 0.015 | 0.015 | 0.015 | 0.010 | 0.005 | 0.000 | 0.000 | 0.000 | 0.005 | 0.010 | 0.015 | 0.020 | 0.025 | 0.025 | 0.020 | 0.015 | 0.010 | 0.000 |
| | II CONCRETE D.L. (ft.) | 0.000 | 0.030 | 0.055 | 0.070 | 0.075 | 0.070 | 0.055 | 0.035 | 0.015 | 0.000 | 0.000 | 0.010 | 0.030 | 0.050 | 0.065 | 0.080 | 0.080 | 0.070 | 0.055 | 0.030 | 0.000 |
| | III SUPERIMPOSED D.L. (ft.) | 0.000 | 0.005 | 0.010 | 0.015 | 0.015 | 0.015 | 0.010 | 0.005 | 0.000 | 0.000 | 0.000 | 0.000 | 0.005 | 0.010 | 0.015 | 0.015 | 0.015 | 0.015 | 0.010 | 0.005 | 0.000 |
| | IV VERTICAL CURVE (ft.) | 0.000 | 0.135 | 0.250 | 0.360 | 0.450 | 0.535 | 0.600 | 0.655 | 0.695 | 0.725 | 0.740 | 0.740 | 0.725 | 0.695 | 0.645 | 0.580 | 0.495 | 0.400 | 0.280 | 0.150 | 0.000 |
| | TOTAL = I + II + III + IV (ft.) | 0.000 | 0.175 | 0.330 | 0.460 | 0.555 | 0.635 | 0.675 | 0.700 | 0.710 | 0.725 | 0.740 | 0.755 | 0.770 | 0.770 | 0.745 | 0.700 | 0.615 | 0.505 | 0.360 | 0.195 | 0.000 |
| G4 & G5 | I STEEL D.L. (ft.) | 0.000 | 0.010 | 0.015 | 0.015 | 0.020 | 0.015 | 0.010 | 0.005 | 0.000 | 0.000 | 0.000 | 0.005 | 0.010 | 0.015 | 0.020 | 0.025 | 0.025 | 0.025 | 0.015 | 0.010 | 0.000 |
| | II CONCRETE D.L. (ft.) | 0.000 | 0.030 | 0.055 | 0.070 | 0.075 | 0.070 | 0.055 | 0.035 | 0.015 | 0.000 | 0.000 | 0.010 | 0.030 | 0.050 | 0.065 | 0.080 | 0.080 | 0.070 | 0.055 | 0.030 | 0.000 |
| | III SUPERIMPOSED D.L. (ft.) | 0.000 | 0.005 | 0.010 | 0.015 | 0.015 | 0.015 | 0.010 | 0.005 | 0.005 | 0.000 | 0.000 | 0.000 | 0.005 | 0.010 | 0.015 | 0.015 | 0.020 | 0.015 | 0.010 | 0.005 | 0.000 |
| | IV VERTICAL CURVE (ft.) | 0.000 | 0.135 | 0.250 | 0.360 | 0.450 | 0.535 | 0.600 | 0.655 | 0.695 | 0.725 | 0.740 | 0.740 | 0.725 | 0.695 | 0.645 | 0.580 | 0.495 | 0.400 | 0.280 | 0.150 | 0.000 |
| | TOTAL = I + II + III + IV (ft.) | 0.000 | 0.180 | 0.330 | 0.460 | 0.560 | 0.635 | 0.675 | 0.700 | 0.715 | 0.725 | 0.740 | 0.755 | 0.770 | 0.770 | 0.745 | 0.700 | 0.620 | 0.510 | 0.360 | 0.195 | 0.000 |

* DEFLECTION ASSUME STAGE 2 FASCIA BARRIER IS INSTALLED PRIOR TO THE PLACEMENT OF THE CLOSURE POUR.




CAMBER DIAGRAM

NOTE:

*- TOP OF WEB OF FULLY DEFLECTED GIRDER LINE WILL MATCH REFERENCE LINE ON BRIDGES THAT DO NOT HAVE A VERTICLA CURVE.

## DESIGN LOAD TABLE

| | | UNIT | LOAD K/ft. |
|---|---|---|---|
| FASCIA GIRDERS G1 & G6 | D.L. | SLAB | 0.653 |
| | | HAUNCH | 0.113 |
| | | GIRDER | 0.207 |
| | | S.I.P. FORMS | 0.022 |
| | | DIAPHRAGMS | 0.013 |
| | | UTILITIES | 0.000 |
| | | | |
| | | | |
| | | TOTAL | 1.008 |
| | S.D.L. | SIDEWALK | 0.000 |
| | | BARRIER | 0.200 |
| | | FENCING | 0.007 |
| | | FUTURE W.S. | 0.113 |
| | | | |
| | | | |
| | | TOTAL | 0.320 |
| INTERIOR GIRDERS G2 & G3 | D.L. | SLAB | 0.772 |
| | | HAUNCH | 0.047 |
| | | GIRDER | 0.209 |
| | | S.I.P. FORMS | 0.026 |
| | | DIAPHRAGMS | 0.026 |
| | | UTILITIES | 0.000 |
| | | | |
| | | | |
| | | TOTAL | 1.080 |
| | S.D.L. | SIDEWALK | 0.000 |
| | | BARRIER | 0.200 |
| | | FENCING | 0.007 |
| | | FUTURE W.S. | 0.113 |
| | | | |
| | | | |
| | | TOTAL | 0.320 |
| INTERIOR GIRDERS WITH UTILITIES G4 & G5 | D.L. | SLAB | 0.772 |
| | | HAUNCH | 0.047 |
| | | GIRDER | 0.214 |
| | | S.I.P. FORMS | 0.026 |
| | | DIAPHRAGMS | 0.031 |
| | | UTILITIES | 0.022 |
| | | | |
| | | | |
| | | TOTAL | 1.112 |
| | S.D.L. | SIDEWALK | 0.000 |
| | | BARRIER | 0.200 |
| | | FENCING | 0.007 |
| | | FUTURE W.S. | 0.113 |
| | | | |
| | | | |
| | | TOTAL | 0.320 |

ASSUMED LIVE LOAD = HL - 93 FOR LRFD

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL
CHECKED BY: AJCE

ALTERED ON:
SIGNATURE:
STAMP:

AFFIXED ON: 01/19/2026
SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

STATE OF NEW YORK
EDWIN TWISS
080650
LICENSED PROFESSIONAL ENGINEER

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
TABLES AND CAMBER DIAGRAMS

CONTRACT NUMBER: TANY 26-17B
DATE: 01/19/2026
DRAWING NUMBER: ST-49

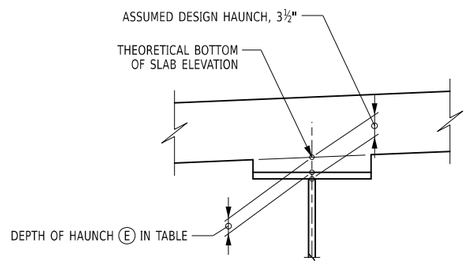
| | HAUNCH TABLE | C.L. OF BRGS. BEG. ABUT. | 0.1 L1 | 0.2 L1 | 0.3 L1 | 0.4 L1 | 0.5 L1 | 0.6 L1 | 0.7 L1 | 0.8 L1 | 0.9 L1 | C.L. OF BRGS. PIER | 0.1 L2 | 0.2 L2 | 0.3 L2 | 0.4 L2 | 0.5 L2 | 0.6 L2 | 0.7 L2 | 0.8 L2 | 0.9 L2 | C.L. OF BRGS. END ABUT. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| G1 | (A) REQ'D BOTTOM OF SLAB ELEVATION | 558.12 | 558.51 | 558.89 | 559.25 | 559.60 | 559.94 | 560.27 | 560.58 | 560.88 | 561.17 | 561.44 | 561.74 | 562.01 | 562.27 | 562.52 | 562.75 | 562.96 | 563.15 | 563.33 | 563.49 | 563.63 |
| | (B) TOP OF STEEL EL. (FIELD MEASURE) | | | | | | | | | | | | | | | | | | | | | |
| | (C) = (A) - (B) | | | | | | | | | | | | | | | | | | | | | |
| | (D) CONCRETE + S.D.L. DEFLECTION | 0 | 0.04 | 0.06 | 0.08 | 0.09 | 0.08 | 0.06 | 0.04 | 0.02 | 0 | 0 | 0.01 | 0.03 | 0.06 | 0.08 | 0.09 | 0.09 | 0.08 | 0.06 | 0.03 | 0 |
| | (E) DEPTH OF HAUNCH REQ'D = (C) + (D) (ft.) | | | | | | | | | | | | | | | | | | | | | |
| G2 | (A) REQ'D BOTTOM OF SLAB ELEVATION | 558.22 | 558.61 | 558.99 | 559.35 | 559.70 | 560.04 | 560.37 | 560.68 | 560.98 | 561.27 | 561.54 | 561.84 | 562.11 | 562.38 | 562.62 | 562.85 | 563.06 | 563.25 | 563.43 | 563.59 | 563.74 |
| | (B) TOP OF STEEL EL. (FIELD MEASURE) | | | | | | | | | | | | | | | | | | | | | |
| | (C) = (A) - (B) | | | | | | | | | | | | | | | | | | | | | |
| | (D) CONCRETE + S.D.L. DEFLECTION | 0 | 0.04 | 0.07 | 0.09 | 0.09 | 0.08 | 0.06 | 0.04 | 0.02 | 0 | 0 | 0.01 | 0.03 | 0.06 | 0.08 | 0.09 | 0.1 | 0.09 | 0.07 | 0.04 | 0 |
| | (E) DEPTH OF HAUNCH REQ'D = (C) + (D) (ft.) | | | | | | | | | | | | | | | | | | | | | |
| G3 | (A) REQ'D BOTTOM OF SLAB ELEVATION | 558.31 | 558.71 | 559.08 | 559.45 | 559.80 | 560.14 | 560.47 | 560.78 | 561.08 | 561.37 | 561.64 | 561.93 | 562.21 | 562.47 | 562.72 | 562.95 | 563.16 | 563.35 | 563.53 | 563.69 | 563.83 |
| | (B) TOP OF STEEL EL. (FIELD MEASURE) | | | | | | | | | | | | | | | | | | | | | |
| | (C) = (A) - (B) | | | | | | | | | | | | | | | | | | | | | |
| | (D) CONCRETE + S.D.L. DEFLECTION | 0 | 0.04 | 0.07 | 0.09 | 0.09 | 0.08 | 0.06 | 0.04 | 0.02 | 0 | 0 | 0.01 | 0.03 | 0.06 | 0.08 | 0.09 | 0.1 | 0.09 | 0.07 | 0.04 | 0 |
| | (E) DEPTH OF HAUNCH REQ'D = (C) + (D) (ft.) | | | | | | | | | | | | | | | | | | | | | |
| G4 | (A) REQ'D BOTTOM OF SLAB ELEVATION | 558.31 | 558.71 | 559.08 | 559.45 | 559.80 | 560.14 | 560.47 | 560.78 | 561.08 | 561.37 | 561.64 | 561.93 | 562.21 | 562.47 | 562.72 | 562.95 | 563.16 | 563.35 | 563.53 | 563.69 | 563.83 |
| | (B) TOP OF STEEL EL. (FIELD MEASURE) | | | | | | | | | | | | | | | | | | | | | |
| | (C) = (A) - (B) | | | | | | | | | | | | | | | | | | | | | |
| | (D) CONCRETE + S.D.L. DEFLECTION | 0 | 0.04 | 0.07 | 0.09 | 0.09 | 0.08 | 0.06 | 0.04 | 0.02 | 0 | 0 | 0.01 | 0.04 | 0.06 | 0.08 | 0.1 | 0.1 | 0.09 | 0.07 | 0.04 | 0 |
| | (E) DEPTH OF HAUNCH REQ'D = (C) + (D) (ft.) | | | | | | | | | | | | | | | | | | | | | |
| G5 | (A) REQ'D BOTTOM OF SLAB ELEVATION | 558.22 | 558.61 | 558.99 | 559.35 | 559.70 | 560.04 | 560.37 | 560.68 | 560.98 | 561.27 | 561.54 | 561.84 | 562.11 | 562.38 | 562.62 | 562.85 | 563.06 | 563.25 | 563.43 | 563.59 | 563.74 |
| | (B) TOP OF STEEL EL. (FIELD MEASURE) | | | | | | | | | | | | | | | | | | | | | |
| | (C) = (A) - (B) | | | | | | | | | | | | | | | | | | | | | |
| | (D) CONCRETE + S.D.L. DEFLECTION | 0 | 0.04 | 0.07 | 0.09 | 0.09 | 0.08 | 0.06 | 0.04 | 0.02 | 0 | 0 | 0.01 | 0.04 | 0.06 | 0.08 | 0.1 | 0.1 | 0.09 | 0.07 | 0.04 | 0 |
| | (E) DEPTH OF HAUNCH REQ'D = (C) + (D) (ft.) | | | | | | | | | | | | | | | | | | | | | |
| G6 | (A) REQ'D BOTTOM OF SLAB ELEVATION | 558.12 | 558.51 | 558.89 | 559.25 | 559.60 | 559.94 | 560.27 | 560.58 | 560.88 | 561.17 | 561.44 | 561.74 | 562.01 | 562.27 | 562.52 | 562.75 | 562.96 | 563.15 | 563.33 | 563.49 | 563.63 |
| | (B) TOP OF STEEL EL. (FIELD MEASURE) | | | | | | | | | | | | | | | | | | | | | |
| | (C) = (A) - (B) | | | | | | | | | | | | | | | | | | | | | |
| | (D) CONCRETE + S.D.L. DEFLECTION | 0 | 0.04 | 0.06 | 0.08 | 0.09 | 0.08 | 0.06 | 0.04 | 0.02 | 0 | 0 | 0.01 | 0.03 | 0.06 | 0.08 | 0.09 | 0.09 | 0.08 | 0.06 | 0.03 | 0 |
| | (E) DEPTH OF HAUNCH REQ'D = (C) + (D) (ft.) | | | | | | | | | | | | | | | | | | | | | |

NOTE:
THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE COMPLETED HAUNCH TABLE PRIOR TO SETTING THE BOTTOM FORMWORK OF THE DECK.

DEFLECTIONS ASSUME STAGE 2 FASCIA BARRIER IS INSTALLED PRIOR TO THE PLACEMENT OF THE CLOSURE POUR.

NOTES:

(G) DENOTES GALVANIZED REINFORCEMENT




FLANGE WIDTH ≥ 1'-4"

GIRDER HAUNCH DETAIL

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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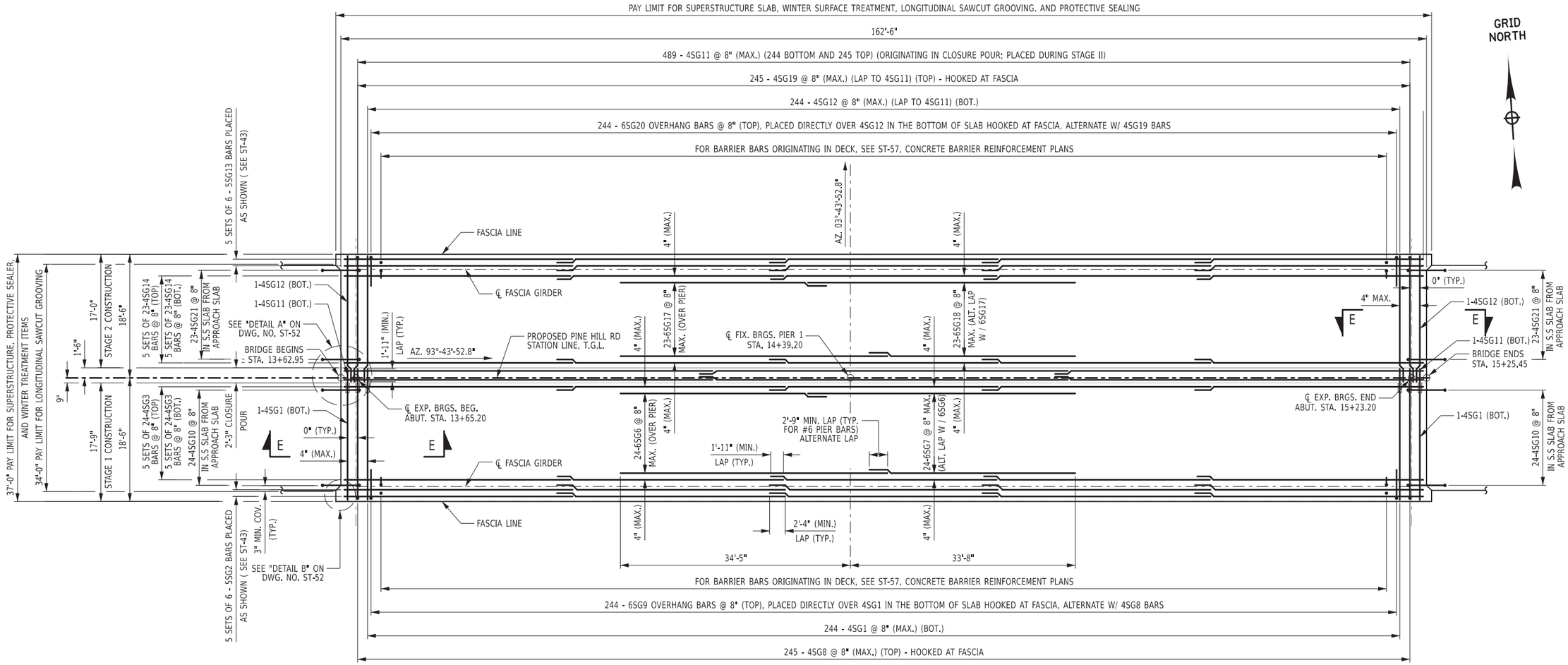
NEW YORK STATE | Thruway Authority

AECOM

| | |
|---|---|
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | HAUNCH TABLE |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-50 |




## SUPERSTRUCTURE SLAB REINFORCEMENT PLAN

8 0 8 16 24 32'
1/16" = 1'

SUPERSTRUCTURE SLAB TABLE

| PLACEMENT | SUPERSTRUCTURE SLAB (SY) ITEM 557.1113 | WINTER SURFACE TREATMENT (SY) ITEM 557.29 | LONGITUDINAL SAWCUT GROOVING (SY) ITEM 558.02 | PROTECTIVE SEALING OF NEW DECKS (SF) ITEM 559.01 | PROTECTIVE SEALING OF STRUCTURAL CONCRETE (SF) ITEM 559.02 |
|---|---|---|---|---|---|
| STAGE 1 | 320.9 | 320.9 | 293 | 2641 | 721 |
| STAGE 2 | 307.4 | 307.4 | 280 | 2519 | 721 |
| CLOSURE POUR | 40.7 | 40.7 | 41 | 366 | --- |
| TOTAL | 669.0 | 669.0 | 614 | 5526 | 1442 |

** FOR TRANSVERSE LIMITS OF LONGITUDINAL SAWCUT GROOVING AND PROTECTIVE SEALING ITEMS, REFER TO THE TRANSVERSE SECTION DRAWING.

NOTES:

FOR "DETAIL A" AND "DETAIL B", SEE DRAWING NO. ST-52.

SEE DRAWING NO. ST-53 FOR SECTION E-E.

ALL REINFORCEMENT SHALL HAVE 2" COVER UNLESS OTHERWISE NOTED.

(G) DENOTES GALVANIZED REINFORCEMENT

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

ALTERED ON:
AFFIXED ON: 01/19/2026
SIGNATURE:
STAMP:
SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

STATE OF NEW YORK
EDWIN TWISS
080650
LICENSED PROFESSIONAL ENGINEER

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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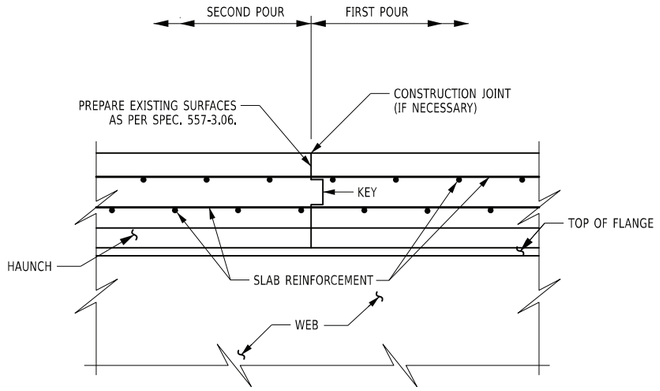
NEW YORK STATE Thruway Authority
AECOM

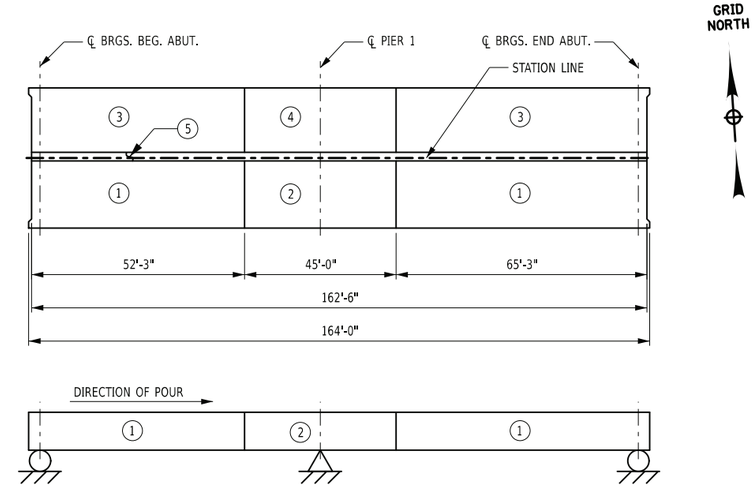
TITLE OF PROJECT: REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58
LOCATION OF PROJECT: VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280
TITLE OF DRAWING: SLAB REINFORCEMENT DETAILS (1 OF 2)
CONTRACT NUMBER: TANY 26-17B
DATE: 01/19/2026
DRAWING NUMBER: ST-51



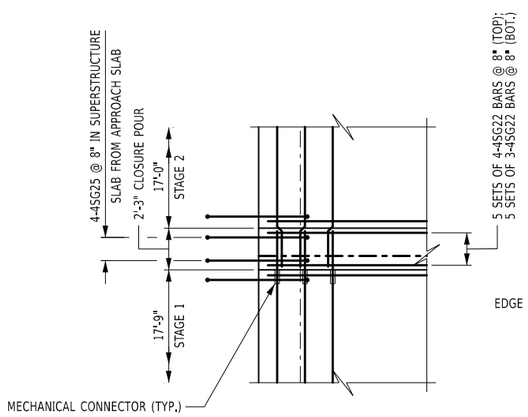

TRANSVERSE CONSTRUCTION JOINT IN SLAB

## DECK PLACEMENT NOTES

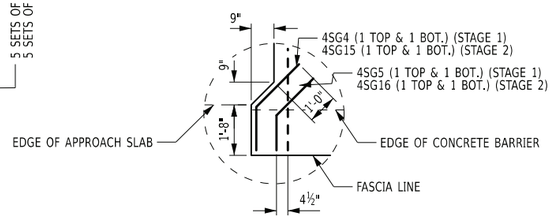
1. CONCRETE PLACEMENT AND FINISHING OPERATIONS SHALL BE PERFORMED AS RAPIDLY AS POSSIBLE. THE ENGINEER MAY DIRECT THE CONTRACTOR TO STOP PLACEMENT OPERATIONS AT ANY TIME IF, IN THE ENGINEER'S OPINION, CONCRETE PLACED DURING THE PLACEMENT HAS STARTED TO SET, OR IS ABOUT TO SET, AND FURTHER PLACEMENT OF CONCRETE WILL CAUSE DEFLECTION CRACKING.
2. LONGITUDINAL CONSTRUCTION JOINTS NOT SHOWN IN THE PLANS ARE NOT PERMITTED.
3. THE CONTRACTOR SHALL OPERATE FINISHING MACHINE(S) AS CLOSE TO THE SKEW ANGLE AS PRACTICABLE FOR SKEW ANGLES BETWEEN 0° AND 35°.
4. THE CONTRACTOR SHALL PLACE WET BURLAP CURING BLANKETS ON THE CONCRETE DECK WITHIN 30 MINUTES OF THE CONCRETE BEING DEPOSITED INTO THE FORMS OR 5 MINUTES AFTER FINISHING, WHICHEVER COMES FIRST. THE PLACEMENT OF THE TURF DRAG TEXTURE SHALL NOT INTERFERE WITH THESE REQUIREMENTS.
5. IF THE CONTRACTOR'S DECK PLACEMENT OPERATION IS STOPPED PRIOR TO COMPLETION, WHETHER BY THE CONTRACTOR'S DECISION OR BY DIRECTION OF THE ENGINEER, THE CONTRACTOR SHALL PROVIDE A FINISHED DECK GRADE WHICH MATCHES THE PLANNED PROFILE. ANY SUBSEQUENT REVISIONS TO DECK FORMS MADE NECESSARY BY SUCH ACTION SHALL BE AT NO COST TO THE STATE.



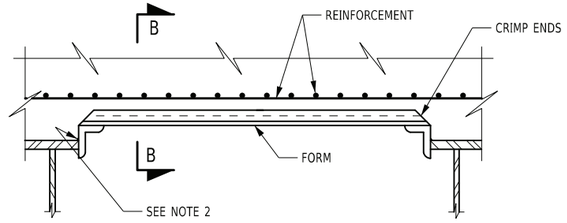

POUR SEQUENCE
NOT TO SCALE



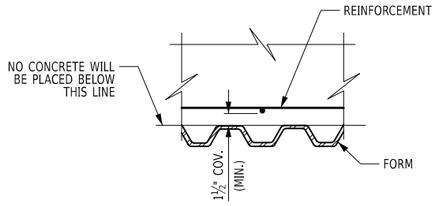

DETAIL "A"
(CLOSURE POUR)




DETAIL "B"




PERMANENT CORRUGATED METAL FORM DETAIL




SECTION B-B

## FORM UNIT NOTES

1. THE COST OF THE FORMING SYSTEMS SHOWN ON THIS DRAWING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE SUPERSTRUCTURE SLAB CONCRETE ITEM.
2. TACK WELDS SHALL BE ALLOWED IN THE COMPRESSION AREA OF THE STRINGER'S TOP FLANGE ONLY. FOR CONTINUOUS STRUCTURES, SEE STRINGER DETAILS FOR LIMITS OF TENSION ZONES FOR THE TOP FLANGE. WELDING SHALL CONFORM TO SECTION 7 OF THE N.Y.S. STEEL CONSTRUCTION MANUAL. (⅛" DIA., E7018 OR E8018-C3 ELECTRODES, PROPERLY CONDITIONED, SHALL BE USED.)
3. THERE SHALL BE NO WELDING TO GALVANIZED OR METALIZED GIRDER SURFACES FOR THE ATTACHMENT OF FORMING DEVICES.
4. THE SUPPORT ANGLES AND/OR ZEES SHALL BE GALVANIZED IN ACCORDANCE WITH THE MATERIAL SPECIFICATION 719-01.

NOTES:

ALL REINFORCEMENT SHALL HAVE 2" COVER UNLESS OTHERWISE NOTED.

(G) DENOTES GALVANIZED REINFORCEMENT

FOR LOCATION OF DETAIL "A" AND DETAIL "B", SEE ST-51.

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

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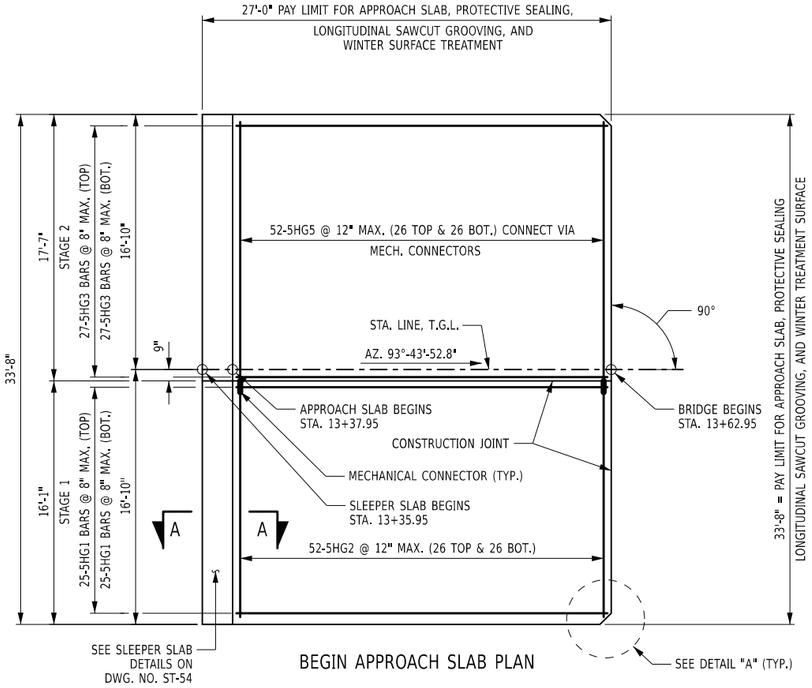
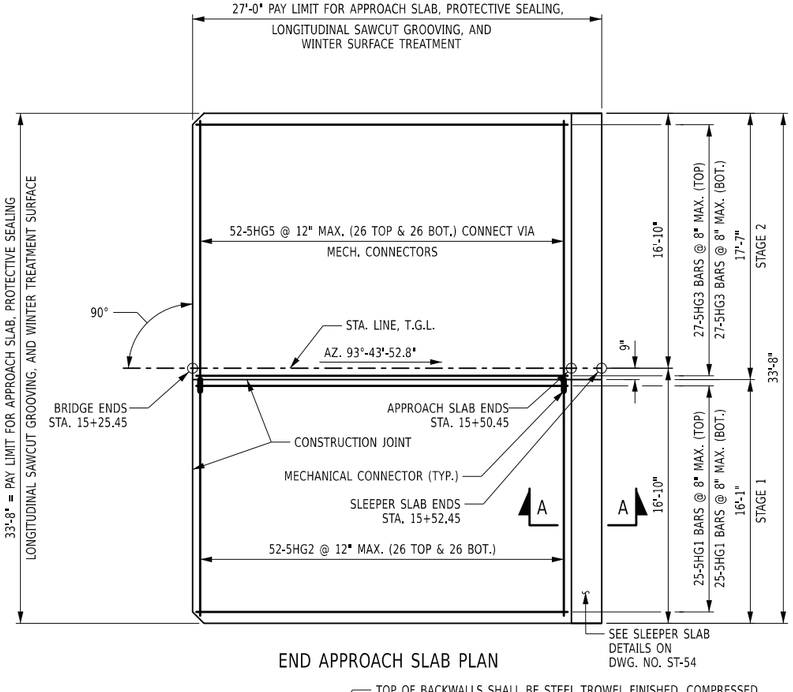
|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>SLAB REINFORCEMENT DETAILS<br>(2 OF 2) | DRAWING NUMBER:<br>ST-52 |

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL




BEGIN APPROACH SLAB PLAN




END APPROACH SLAB PLAN

NOTES:

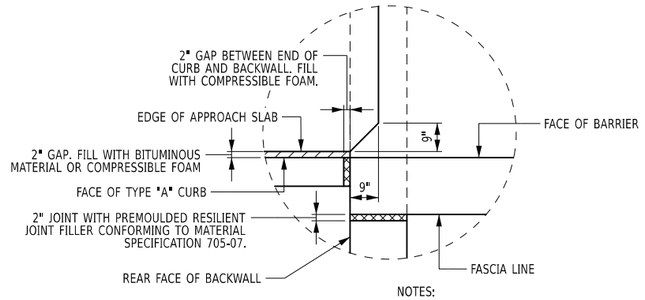
A. TO PERMIT UNHINDERED LONGITUDINAL MOVEMENT OF SLAB, THE SURFACE OF THE SUBBASE COURSE MUST BE ACCURATELY CONTROLLED TO FOLLOW AND BE PARALLEL TO THE ROADWAY GRADE AND CROSS SLOPE. POLYETHYLENE CURING COVERS (WHITE OR OPAQUE) IN ACCORDANCE WITH MATERIAL SPECIFICATION SUBSECTION 711-04 SHALL BE PLACED ON THE FINISHED SUBBASE COURSE THE FULL WIDTH OF THE APPROACH SLAB PRIOR TO PLACEMENT OF THE REINFORCEMENT. THE CURING COVERS SHALL BE 0.004 in. THICK, AND LAPS SHALL BE 2 ft. MINIMUM.

B. FILL THE RECESS WITH A STRUCTURAL JOINT MATERIAL, LIQUID SEALANT, FROM THE DEPARTMENT'S APPROVED LIST. THE MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED FOR THOSE SEALANTS THAT REQUIRES A PRIMER. THE CONCRETE SHALL CURE FOR MINIMUM OF 7 DAYS BEFORE JOINT IS SEALED. SEALING SHALL ONLY BE PERFORMED WHEN THE CONCRETE TEMPERATURE IS 40°F OR ABOVE. BOTH JOINT FACES SHALL BE SAND BLASTED TO ROUGHEN THE SURFACE AND TO REMOVE ALL SURFACE MOISTURE AND ANY OTHER MATERIAL THAT MAY INTERFERE WITH BOND.

C. TOP SURFACES OF STRUCTURAL SLABS, APPROACH SLABS, AND SLEEPER SLABS SHALL BE GROOVED UNDER THE SAWCUT GROOVING OF STRUCTURAL SLAB ITEM.

D. IF A MODULAR JOINT SYSTEM IS USED, CONCRETE FURNISHED AND PLACED IN THE RECESSES FOR INSTALLING THE JOINT SYSTEM SHALL COMPLY WITH THE SPECIFICATIONS FOR THE APPROACH SLAB ITEM, EXCEPT THAT MACHINE FINISHING WILL NOT BE REQUIRED. NO ADDITIONAL PAYMENT WILL BE MADE FOR FURNISHING AND PLACING THIS CONCRETE AS THIS QUANTITY LIES WITHIN THE LIMITS OF THE AREA TO BE PAID FOR UNDER THE APPROACH SLAB ITEM. IF AN ARMORLESS JOINT IS USED, PAYMENT FOR THE ELASTOMERIC CONCRETE HEADERS SHALL BE INCLUDED IN THE ITEM FOR THE JOINT SYSTEM. THE JOINT SYSTEM SHALL BE PAID FOR UNDER ITS APPROPRIATE ITEM.

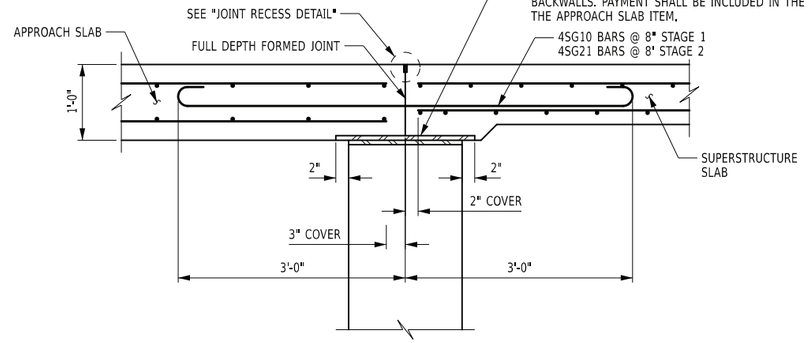
E. COMPRESSED SYNTHETIC SHEET GASKET (TREATED BOTH SIDES), MATERIAL SPECIFICATION 728-06, TWO 0.06 in. THICK SHEETS. PRICE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH SLAB ITEM.



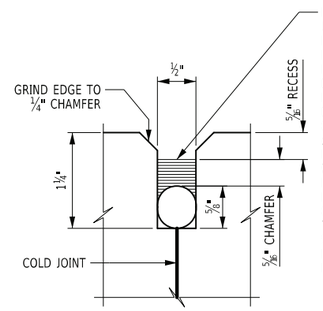

NOTES:

APPROACH RAILING NOT SHOWN.
REINFORCEMENT NOT SHOWN.

DETAIL "A"
NOT TO SCALE




SECTION E-E REINFORCEMENT DETAIL FOR JOINTLESS ABUTMENTS
NOT TO SCALE




JOINT RECESS DETAIL
NOT TO SCALE

APPROACH SLAB TABLE

| | PLACEMENT | CONCRETE (SY) ITEM 557.1013 | WINTER SURFACE TREATMENT (SY) ITEM 557.29 | LONGITUDINAL SAWCUT GROOVING (SY) ITEM 558.02 | PROTECTIVE SEALER (SF) ITEM 559.01 |
|---|---|---|---|---|---|
| BEGIN APPROACH SLAB | STAGE 1 | 44.7 | 44.7 | 45.0 | 402.0 |
| | STAGE 2 | 48.8 | 48.8 | 49.0 | 440.0 |
| END APPROACH SLAB | STAGE 1 | 44.7 | 44.7 | 45.0 | 402.0 |
| | STAGE 2 | 48.8 | 48.8 | 49.0 | 440.0 |

GENERAL NOTES:

ALL REINFORCEMENT SHALL HAVE 3" COVER UNLESS OTHERWISE NOTED.

(G) DENOTES GALVANIZED REINFORCEMENT

DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS, FOR WHICH NO SCALE IS SHOWN, ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.

FOR SECTION A-A, SEE DRAWING NUMBER ST-54.

5 0 5 10 15 20'
1" = 10'

DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: STATE OF NEW YORK EDWIN TWISS 080650 LICENSED PROFESSIONAL ENGINEER |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

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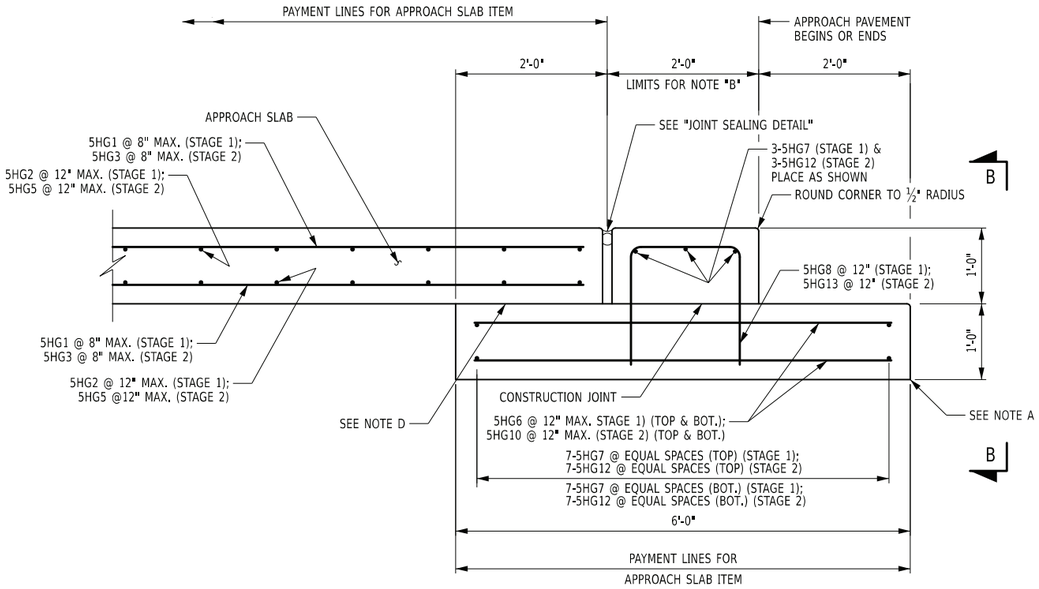
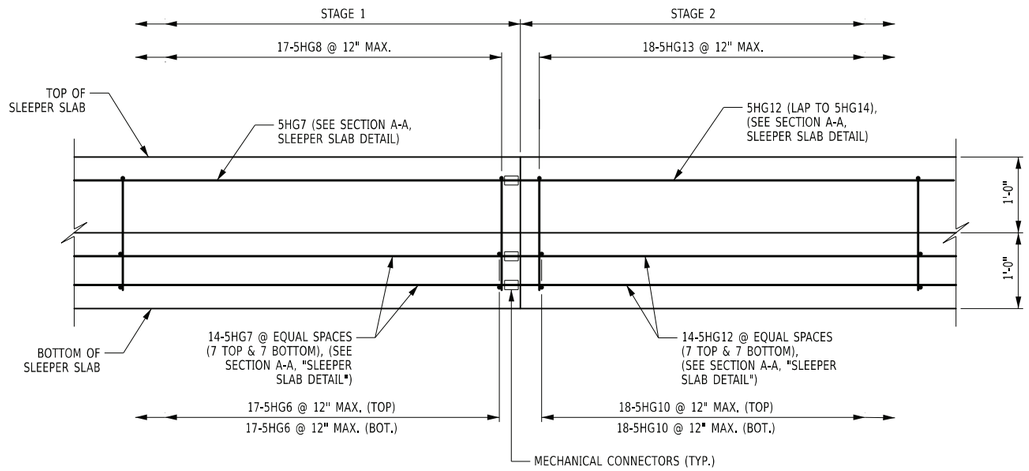
| TITLE OF PROJECT: REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER: TANY 26-17B |
| LOCATION OF PROJECT: VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 | DATE: 01/19/2026 |
| TITLE OF DRAWING: APPROACH SLAB DETAILS | DRAWING NUMBER: ST-53 |




SECTION A-A SLEEPER SLAB WITH
ASPHALT CONCRETE APPROACH PAVEMENT




ELEVATION B-B SLEEPER SLAB WITH
ASPHALT CONCRETE APPROACH PAVEMENT

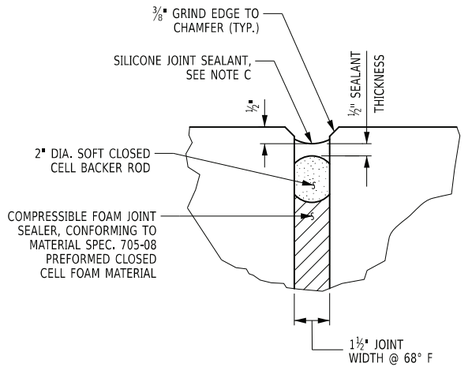
NOTES:

A. EXCAVATION FOR SLEEPER SLABS SHALL BE CAREFULLY MADE AFTER COMPACTED ABUTMENT EMBANKMENT IS IN PLACE. THE SLEEPER SLABS SHALL BE FOUNDED ON UNDISTURBED COMPACT MATERIAL OR RE-COMPACTED MATERIAL. NO LOOSE BACKFILL SHALL BE ALLOWED. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE SLEEPER SLAB FROM TEMPORARY LOADINGS OR ANY CONDITION WHICH COULD CAUSE MOVEMENTS OR UNEVEN SETTLEMENT OF THE SLEEPER SLAB.

B. TOP OF SLEEPER SLABS SHALL BE STEEL TROWEL FINISHED AND COATED WITH A 0.04 in. NOMINAL THICKNESS OF PERFORMANCE GRADE ASPHALT AS INDICATED IN THE PROPOSAL, OR MATERIAL SPECIFICATION 702-3101. THE TOP OF SLEEPER SLABS SHALL FOLLOW THE CROSS SLOPE AND GRADE OF ROADWAY. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH SLAB ITEM.

C. FILL THE RECESS WITH A STRUCTURAL JOINT MATERIAL, LIQUID SEALANT, FROM THE DEPARTMENTS APPROVED LIST. THE MANUFACTURERS RECOMMENDATIONS SHALL BE FOLLOWED FOR THOSE SEALANTS THAT REQUIRE A PRIMER. THE CONCRETE SHALL CURE FOR A MINIMUM OF 7 DAYS BEFORE JOINT IS SEALED. SEALING SHALL ONLY BE PERFORMED WHEN THE CONCRETE TEMPERATURE IS 40°F OR ABOVE. BOTH JOINT FACES SHALL BE SAND BLASTED TO ROUGHEN THE SURFACE AND TO REMOVE ALL SURFACE MOISTURE AND ANY OTHER MATERIAL THAT MAY INTERFERE WITH BOND.

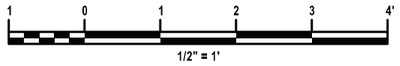
D. COMPRESSED SYNTHETIC SHEET GASKET (TREATED BOTH SIDES), MATERIAL SPECIFICATION 728-06, TWO 0.06 in. THICK SHEETS. PRICE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH SLAB ITEM.




JOINT SEALING DETAIL
NOT TO SCALE

SLEEPER SLAB TABLE

| | PLACEMENT | CONCRETE ITEM 557.1013 (SY) | WINTER SURFACE TREATMENT (SY) ITEM 557.29 | LONGITUDINAL SAWCUT GROOVING ITEM 558.02 (SY) | PROTECTIVE SEALER ITEM 559.01 (SF) |
|---|---|---|---|---|---|
| BEGIN APPROACH SLEEPER SLAB | STAGE 1 | 10.7 | 3.6 | 4.0 | 32.0 |
| | STAGE 2 | 11.7 | 4.0 | 4.0 | 36.0 |
| END APPROACH SLEEPER SLAB | STAGE 1 | 10.7 | 3.6 | 4.0 | 32.0 |
| | STAGE 2 | 11.7 | 4.0 | 4.0 | 36.0 |




CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: STATE OF NEW YORK EDWIN TWISS LICENSED PROFESSIONAL ENGINEER 080650 |

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

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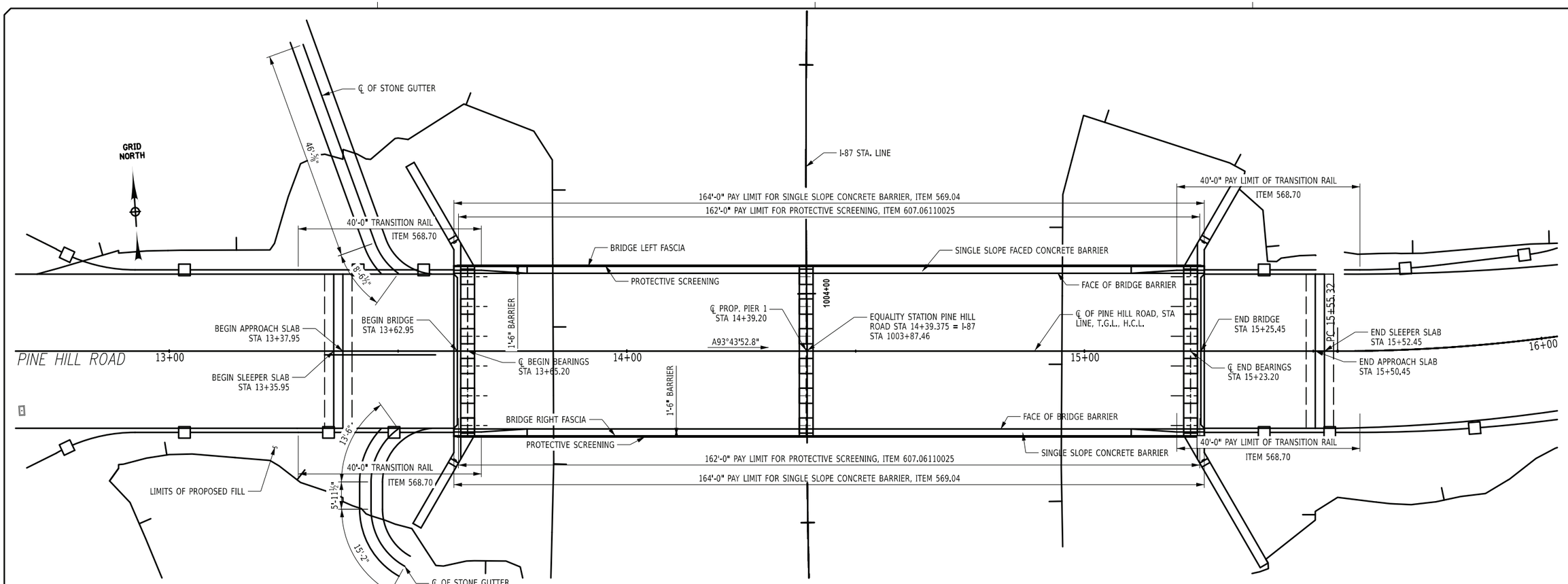
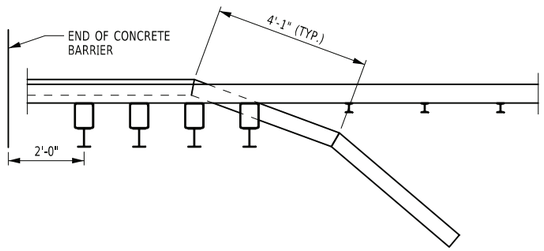
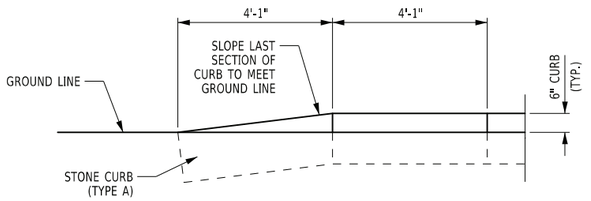
|---|---|
| TITLE OF PROJECT: REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER: TANY 26-17B |
| LOCATION OF PROJECT: VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 | DATE: 01/19/2026 |
| TITLE OF DRAWING: SLEEPER SLAB DETAILS | DRAWING NUMBER: ST-54 |



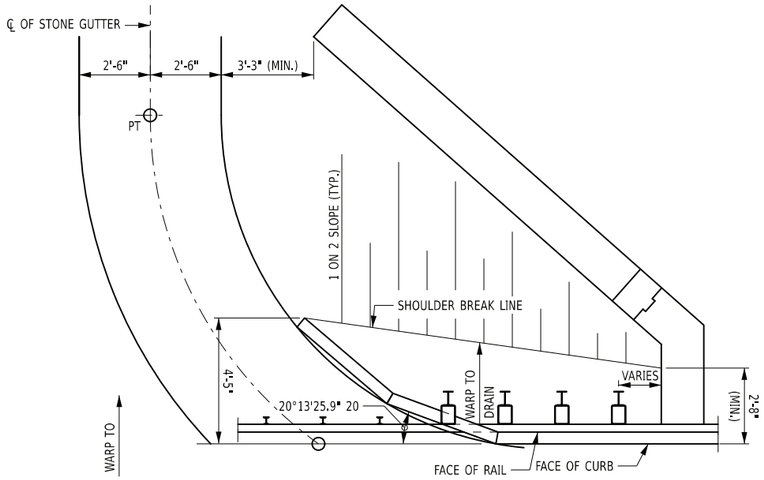

CONCRETE BARRIER, TRANSITION RAILING, AND DRAINAGE LAYOUT PLAN
NOT TO SCALE




DRAINAGE CURB OFFSET FOR CONCRETE BARRIER




ELEVATION OF CURB TAPER




DRAINAGE FOR FLARED WINGWALL WITH STEEL RAILING
NOT TO SCALE

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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NEW YORK STATE Thruway Authority

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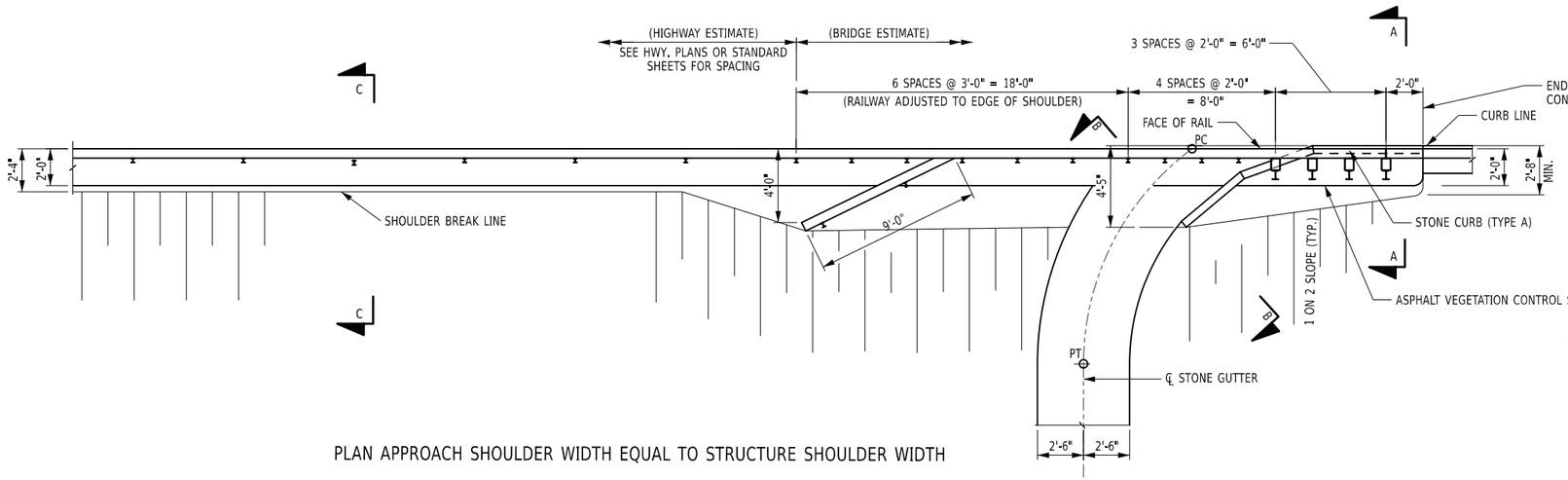
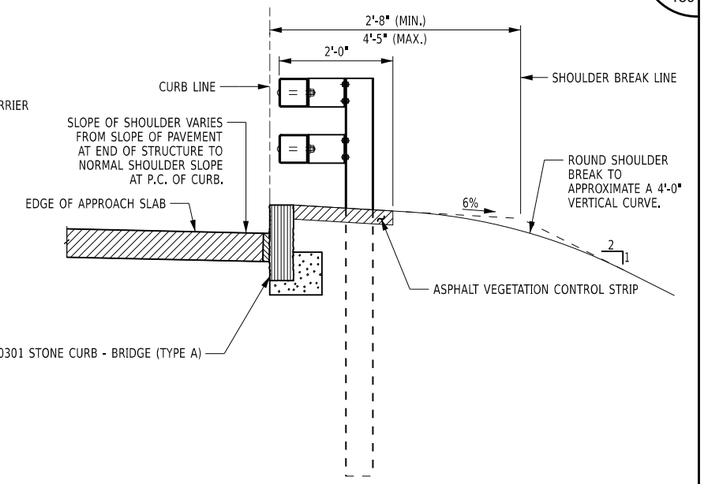
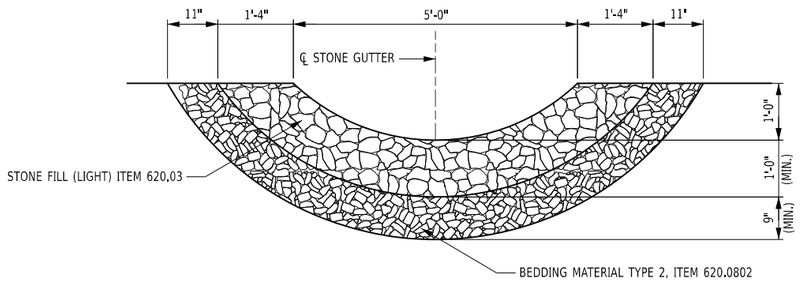
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>CONCRETE BARRIER, TRANSITION RAILING, AND DRAINAGE LAYOUT | DRAWING NUMBER:<br>ST-55 |



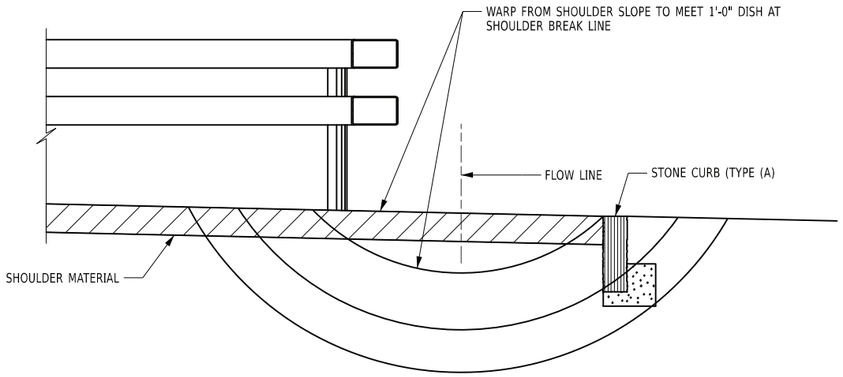

PLAN APPROACH SHOULDER WIDTH EQUAL TO STRUCTURE SHOULDER WIDTH



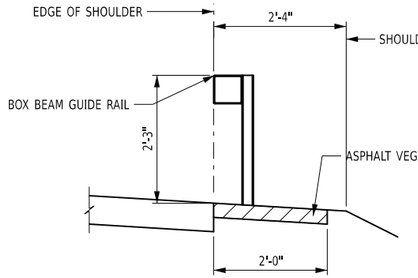

SECTION A-A




SECTION THRU STONE GUTTER



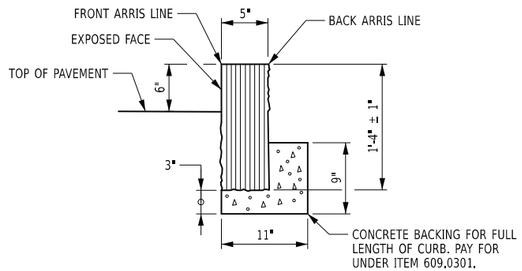

SECTION B-B




SECTION C-C

NOTE:

1. FOR DETAILS OF BOX BEAM GUIDE RAIL, SEE DRAWING NO. ST-59.
2. FOR DETAILS OF CURB LAYOUT, STONE GUTTER LAYOUT AND OTHER APPROACH DRAINAGE DETAILS SEE ST-55.
3. ITEM 609.0301 - ALL MORTAR SHALL CONFORM TO N.Y.S. STANDARD SPECIFICATIONS SUBSECTION 705-21.




SAWED OR HAMMERED TOP, QUARRY SPLIT FACE

SECTION OF CURB DETAIL - TYPE A

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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NEW YORK STATE Thruway Authority

AECOM

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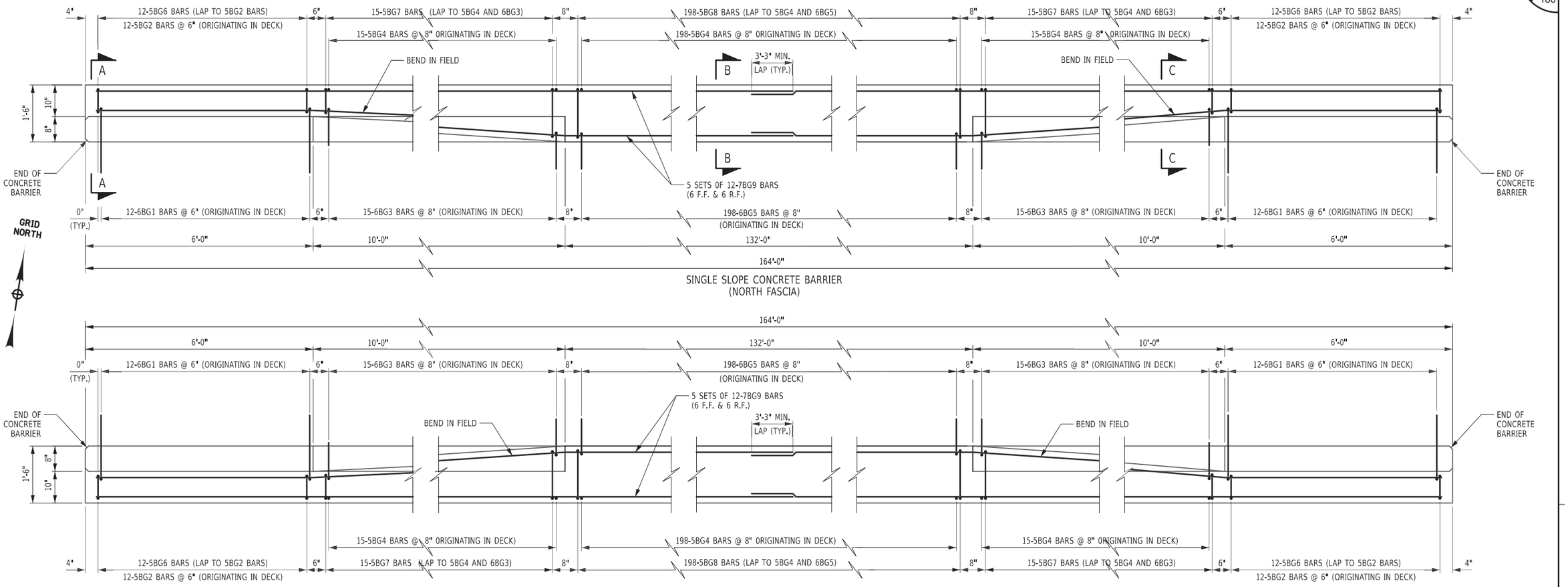
|---|---|
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | APPROACH DRAINAGE DETAILS |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-56 |

CHECKED BY: AJCE
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL




SINGLE SLOPE CONCRETE BARRIER
(NORTH FASCIA)




SINGLE SLOPE CONCRETE BARRIER
(SOUTH FASCIA)

NOTES:

FOR SECTIONS A-A, B-B, AND C-C, SEE DRAWING NO. ST-58.

NOTE A:

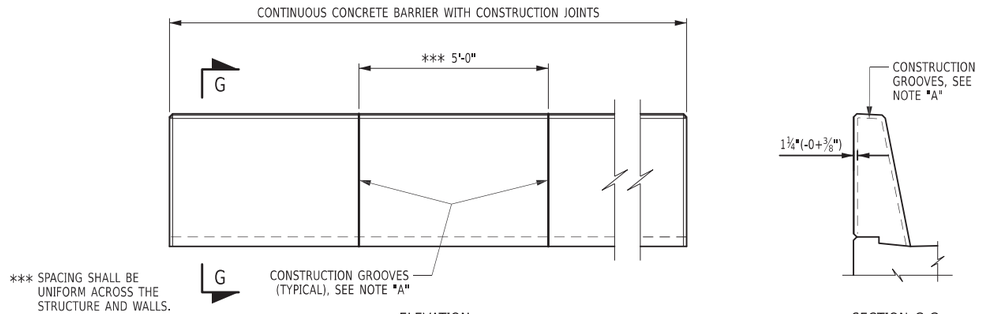
CONSTRUCTION GROOVES SHALL BE MADE BY:

1. FORMING FOR CAST-IN-PLACE CONSTRUCTED FORMS.

2. SAWING THE SET CONCRETE WITHIN 8 HOURS OF PLACEMENT FOR CAST-IN-PLACE SLIP FORMED.

3. CUTTING THE PLASTIC CONCRETE.

COMBINATION OF THESE METHODS MAY BE EMPLOYED. THE DEPTH OF THE GROOVES SHALL BE $1\frac{1}{4}$"(-0+$\frac{3}{8}$"). FORMED GROOVES SHALL MAKE A 60° ANGLE WITH THE SURFACE. CUT GROOVES SHALL BE FINISHED WITH SHALLOW ($\frac{3}{4}$"±$\frac{1}{4}$") CONSTANT DEPTH 45° CHAMFERS AT THE SURFACE. THE LONGITUDINAL REINFORCING BARS FOR THE CONCRETE BARRIERS SHALL BE CONTINUOUS BETWEEN BRIDGE EXPANSION JOINTS, WHERE SPLICES ARE REQUIRED, THE LENGTH OF THE LAP SHALL BE SUFFICIENT TO DEVELOP EACH BAR.




ELEVATION

SECTION G-G

CONCRETE BARRIER GROOVE SPACING

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 |

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NEW YORK STATE | Thruway Authority

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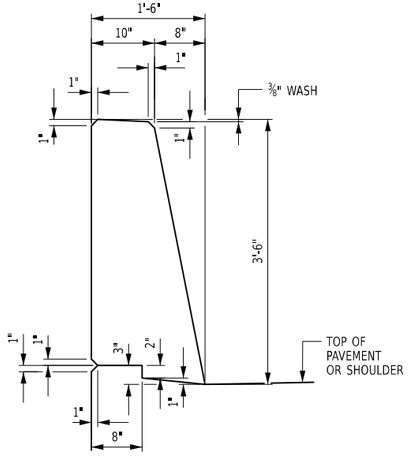
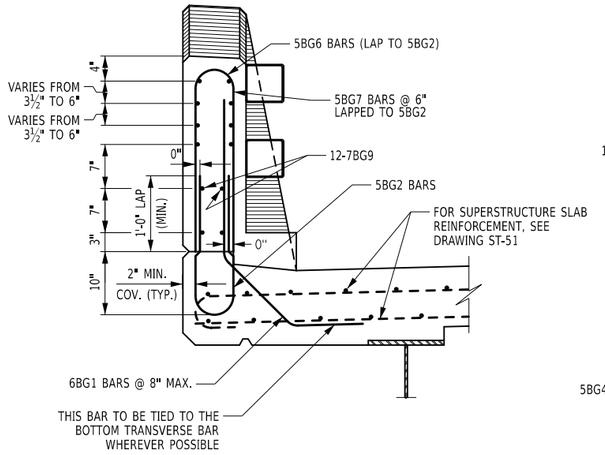
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | CONCRETE BARRIER REINFORCING PLANS |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-57 |

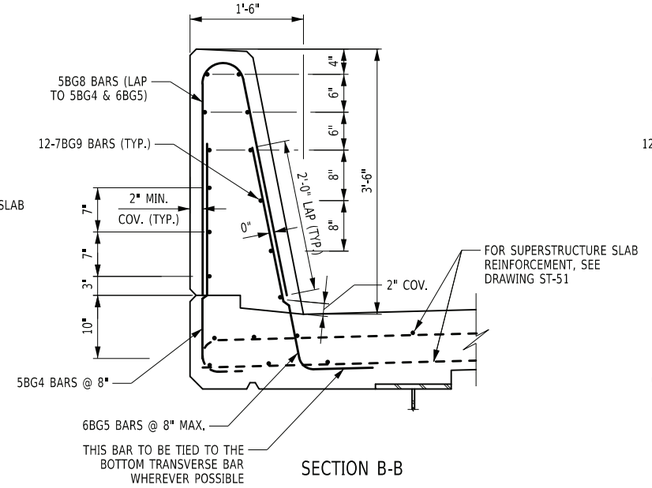
CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL



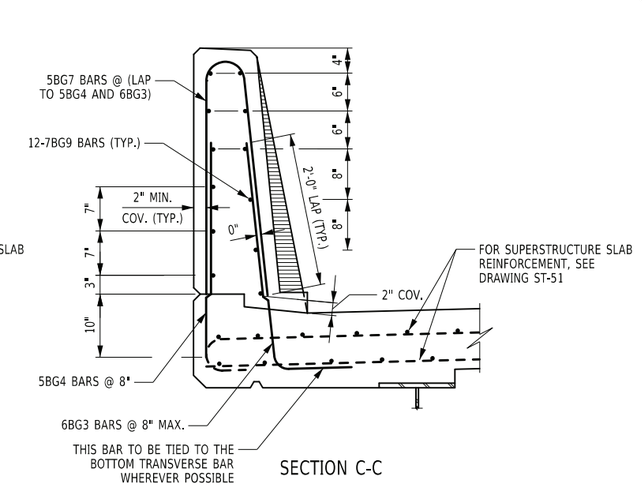

TYPICAL SECTION



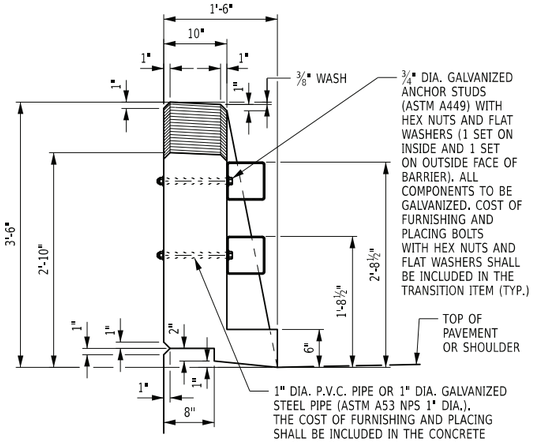

SECTION A-A



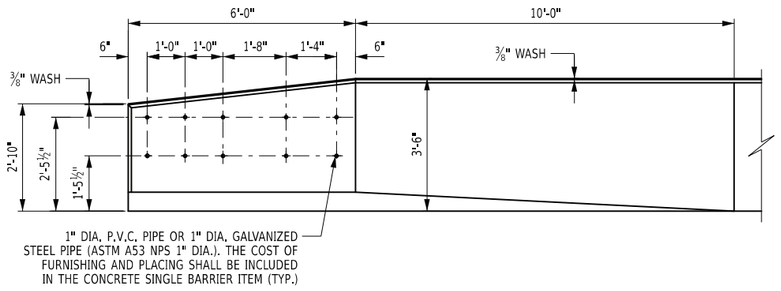

SECTION B-B




SECTION C-C

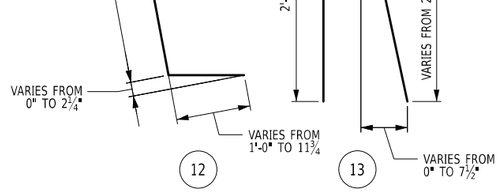


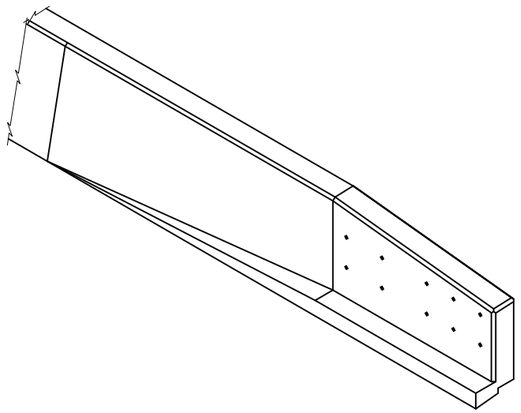

TYPICAL END SECTION



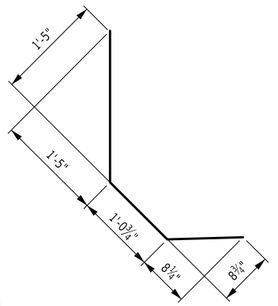

ELEVATION

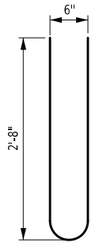
SINGLE SLOPE (HALF SECTION) CONCRETE BRIDGE BARRIER TRANSITION

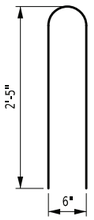


ISOMETRIC OF CONCRETE SINGLE SLOPE (HALF SECTION) CONCRETE BRIDGE BARRIER END SECTION




BAR TYPES

NOTES:

1. FOR DECK REINFORCEMENT AND ADDITIONAL OVERHANG REINFORCEMENT DETAILS, SEE DWGS. ST-43, ST-51, & ST-52.
2. FOR ADDITIONAL INFORMATION REGARDING THE DOWELS EXTENDING INTO THE CONCRETE BRIDGE BARRIER FROM THE SUPERSTRUCTURE SLAB, SEE BARRIER DETAIL ON DWG. ST-57.
3. FOR SINGLE SLOPE (HALF SECTION) CONCRETE BRIDGE BARRIER REINFORCEMENT BAR LIST, SEE DWG. ST-70.
4. FOR DETAILS OF THE PROTECTIVE SCREENING TO BE MOUNTED TO THE OUTSIDE FENCE OF THE CONCRETE BRIDGE BARRIER, SEE DWG. ST-63.
5. BAR REINFORCEMENT SHALL MEET THE REQUIREMENTS OF ITEM 556.0203. COST OF BARRIER REINFORCEMENT, INCLUDING DOWELS THAT ARE PLACED IN THE SUPERSTRUCTURE SLAB, IS INCLUDED IN THE COST OF ITEM 569.04.
6. FOR LOCATION OF SECTION A-A, B-B, AND C-C, SEE DRAWING ST-57.

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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| SIGNATURE: STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE STAMP: |

STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 · EXCELSIOR

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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

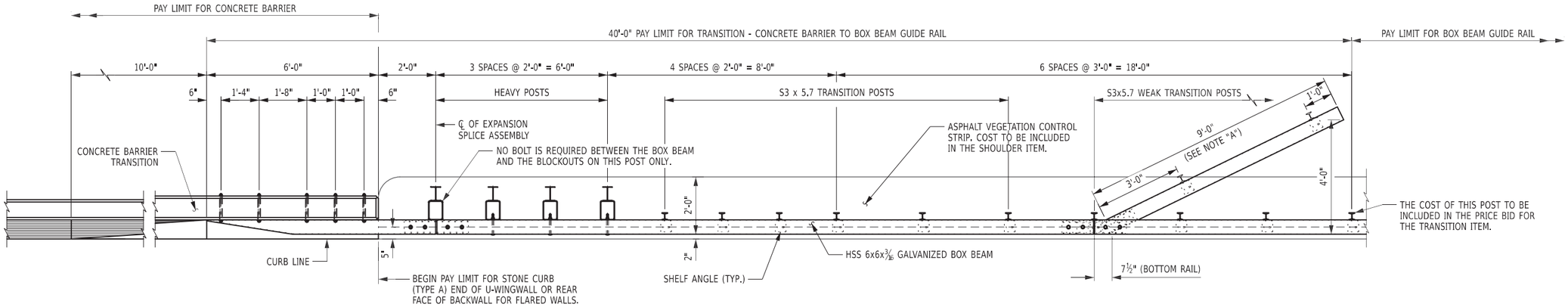
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
SINGLE SLOPE CONCRETE BARRIER DETAILS

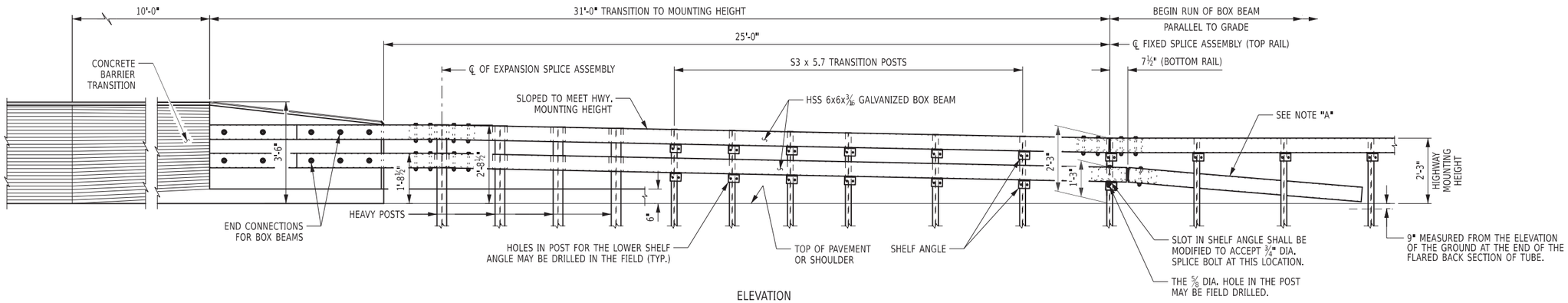
CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

DRAWING NUMBER: ST-58

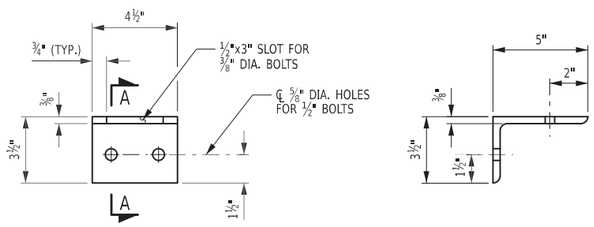



PLAN




ELEVATION

## CONCRETE BARRIER TO BOX BEAM GUIDE RAIL TRANSITION




ELEVATION SECTION A-A

## SHELF ANGLE DETAILS

NOTES:

NOTE "A":
THE COST OF THE POSTS, SPLICE TUBE AND RAIL FOR THE TURNBACK IS INCLUDED IN THE PRICE BID FOR THE TRANSITION ITEM.

ANY MODIFICATIONS MADE IN THE FIELD THAT DAMAGES GALVANIZATION SHALL BE REPAIRED IN ACCORDANCE WITH SUBSECTION 719.01 OF THE NYS STANDARD SPECIFICATIONS.

FOR SPLICE ASSEMBLY DETAILS, SEE DRAWING NO. ST-60.

FOR TURNBACK SPLICE DETAILS, SEE DRAWING NO. ST-61.

FOR HEAVY POST, TRANSITION POST, AND WEAK TRANSITION POST DETAILS, SEE DRAWING NO. ST-62.

FOR CURB AND SHOULDER TREATMENT DETAILS, SEE DRAWING NO. ST-56.

FOR END CONNECTIONS FOR BOX BEAM DETAILS, SEE DRAWING NO. ST-61.

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 · EXCELSIOR |

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

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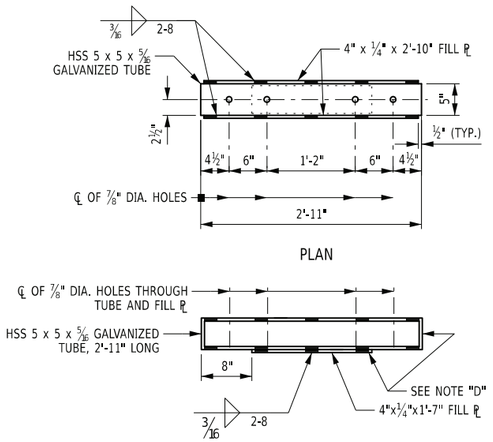
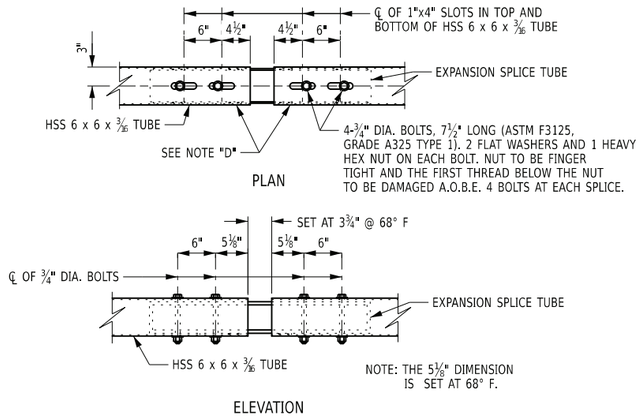
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>BRIDGE TRANSITION RAILING DETAILS (1 OF 4) | DRAWING NUMBER:<br>ST-59 |

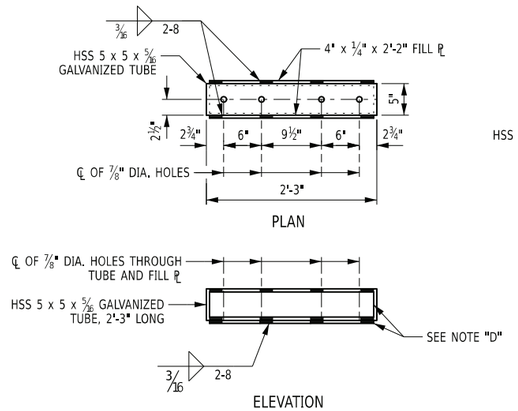
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL



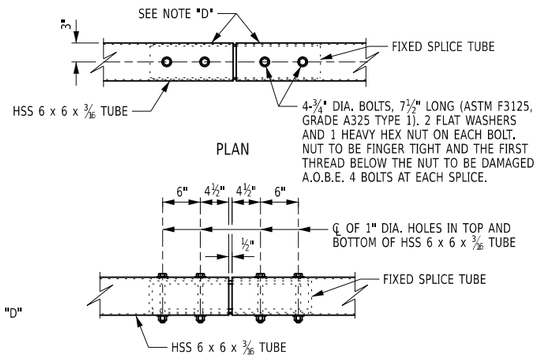

EXPANSION SPLICE TUBE



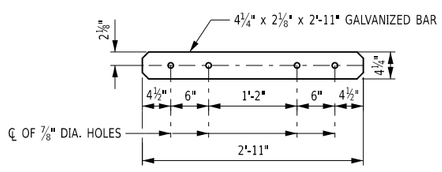

EXPANSION SPLICE ASSEMBLY



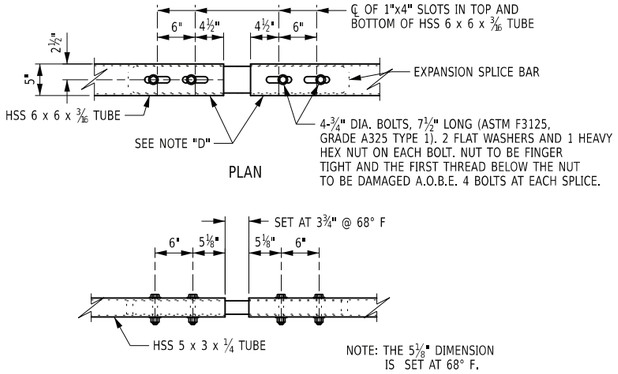

FIXED SPLICE TUBE



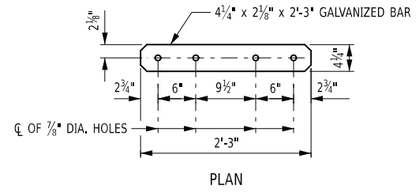

FIXED SPLICE ASSEMBLY

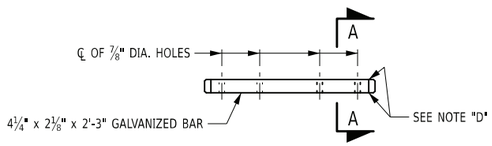



EXPANSION SPLICE BAR

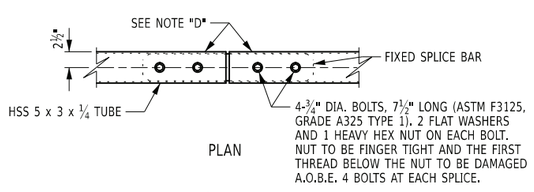



EXPANSION SPLICE ASSEMBLY

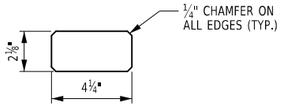



FIXED SPLICE BAR




FIXED SPLICE ASSEMBLY




SECTION A-A

NOTE "D":

PROTRUSIONS CAUSED BY WELDING OR GALVANIZING ARE NOT PERMITTED ON THE ADJOINING SURFACES OF THE BOX BEAM RAILS, SPLICE TUBES, AND FILL PLATES.

| | |
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| ALTERED ON: | AFFIXED ON: 01/19/2026 |
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: |

STATE OF NEW YORK
EDWIN TWISS
080650
LICENSED PROFESSIONAL ENGINEER

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

AECOM

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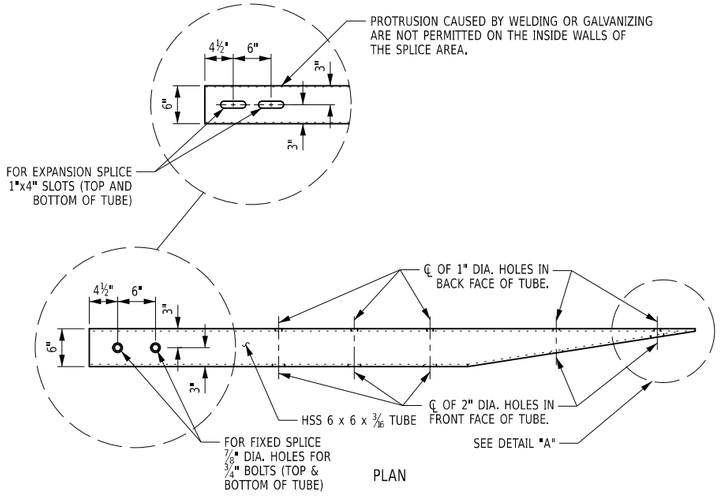
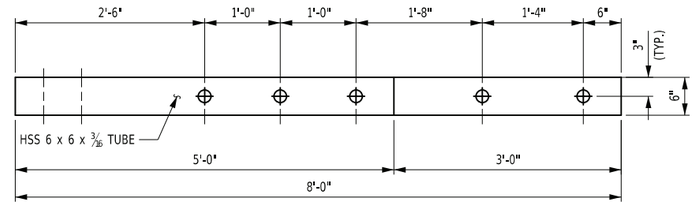
|---|---|
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | BRIDGE TRANSITION RAILING DETAILS (2 OF 4) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-60 |

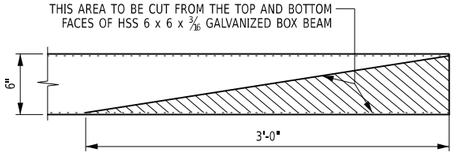



PLAN

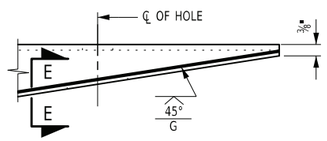



ELEVATION

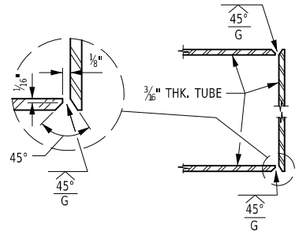
END CONNECTION FOR BOX BEAM GUIDE RAIL



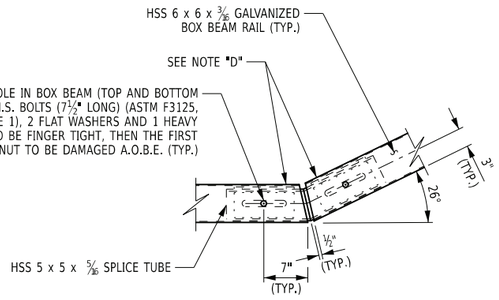

CUT DETAIL - END CONNECTION




DETAIL "A"



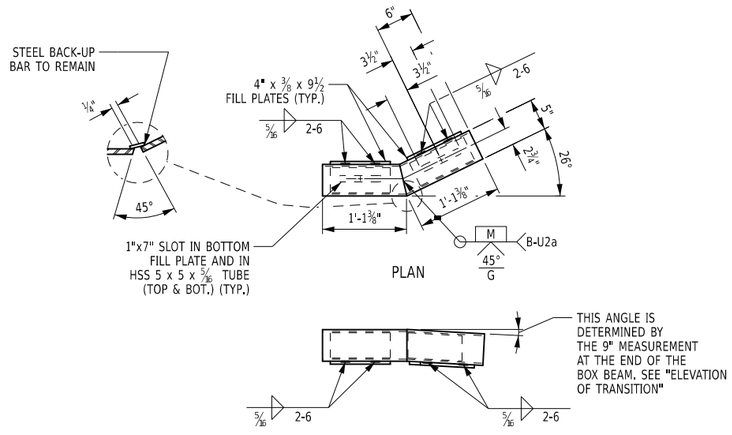

SECTION E-E




PLAN

SPLICE DETAIL AT TURNBACK IN LOWER TRANSITION GUIDE RAIL

NOTE "D"
PROTRUSIONS CAUSED BY WELDING OR GALVANIZING ARE NOT PERMITTED ON THE ADJOINING SURFACES OF THE BOX BEAM RAILS, SPLICE TUBES, AND FILL PLATES.




PLAN

ELEVATION

SPLICE TUBE DETAILS FOR TURNBACK

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER |

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REVISIONS

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NEW YORK STATE | Thruway Authority

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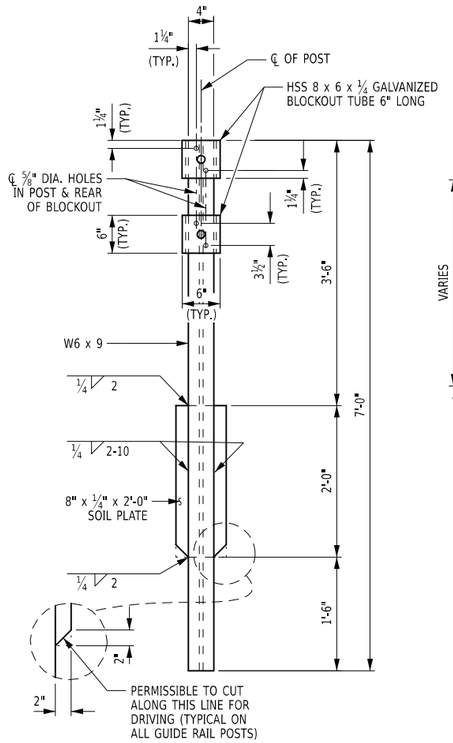
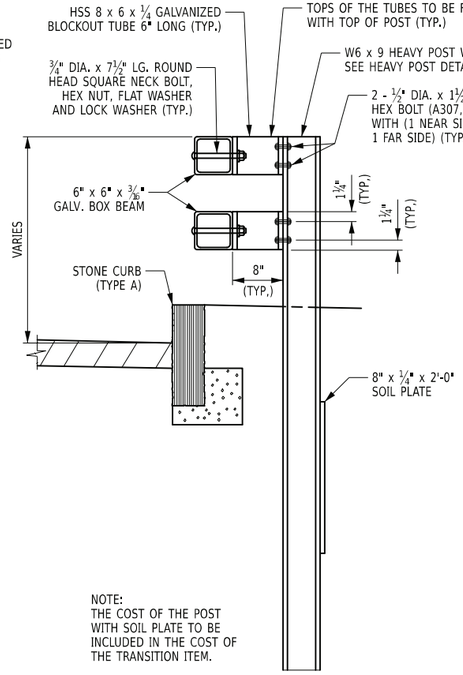
|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>BRIDGE TRANSITION RAILING DETAILS (3 OF 4) | DRAWING NUMBER:<br>ST-61 |

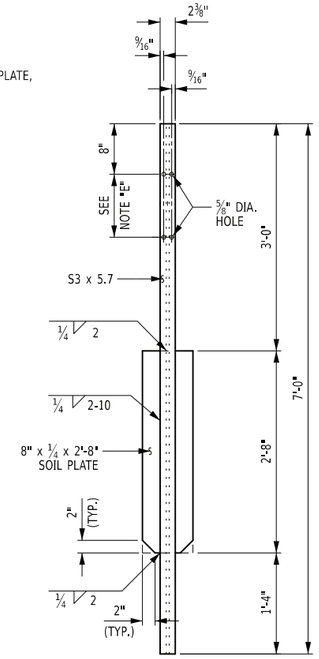
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL



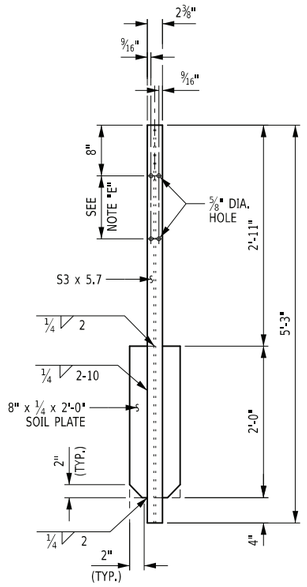

HEAVY POST DETAIL



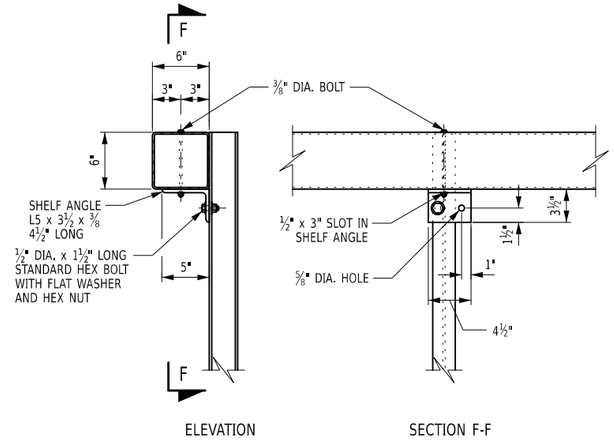

HEAVY POST ELEVATION




TRANSITION POST DETAIL




WEAK TRANSITION POST DETAIL




ELEVATION SECTION F-F

TYPICAL RAIL WEAK TRANSITION POST CONNECTION

NOTES:

NOTE E:
HOLES IN THE POST FOR THE LOWER RAIL MAY BE LOCATED AND DRILLED IN THE FIELD. IF SO, THE GALVANIZING SHALL BE REPAIRED IN ACCORDANCE WITH SUBSECTION 719.01.

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER |

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NEW YORK STATE | Thruway Authority

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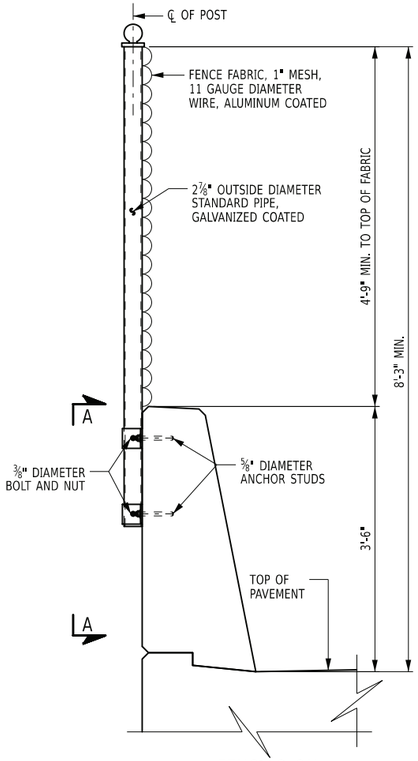
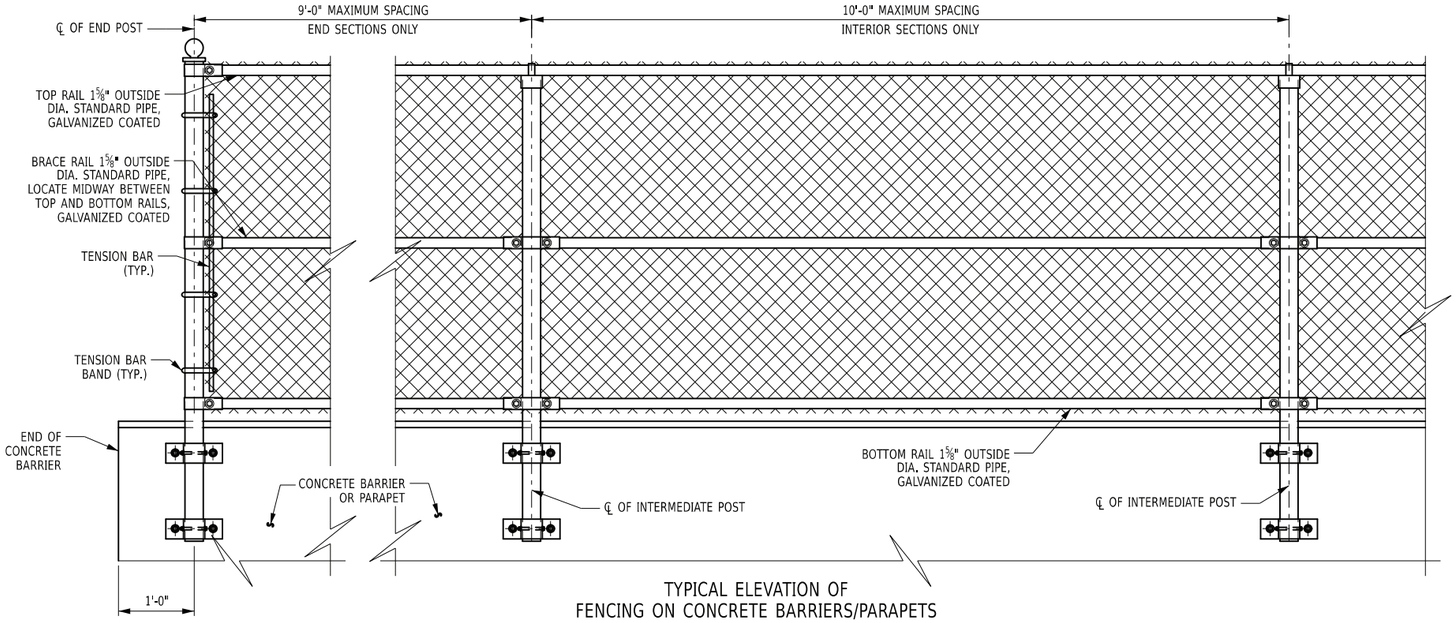
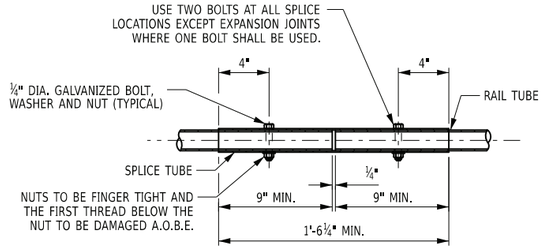
| TITLE OF PROJECT | REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | BRIDGE TRANSITION RAILING DETAILS (4 OF 4) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-62 |



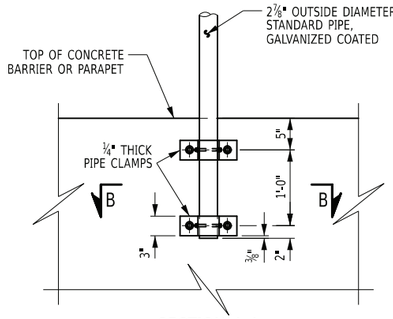

FENCING ON
SINGLE SLOPE BARRIER



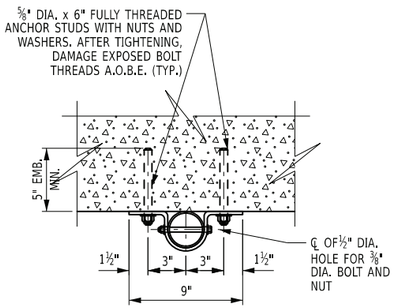

TYPICAL ELEVATION OF
FENCING ON CONCRETE BARRIERS/PARAPETS




TYPICAL RAIL SPLICE DETAIL




SECTION A-A




SECTION B-B

NOTES:

1. THE INTERIOR SECTIONS OF PEDESTRIAN FENCE POSTS SHALL BE PLACED SO THAT THE SPACING OF THE POSTS IS UNIFORM AND DOES NOT EXCEED 10'-0".
2. THE FULLY THREADED ANCHOR STUDS FOR THE PEDESTRIAN FENCE POST MAY BE DRILLED AND GROUTED OR PRE-LOCATED AND CAST INTO THE BARRIER OR PARAPET.
3. IT IS PERMISSIBLE TO INSTALL SHIM PLATES BEHIND THE VERTICAL FENCE POSTS TO ACHIEVE PLUMB. SHIMS MUST HAVE $^{11}/_{16}$" DIA. HOLES MATCHING THE PIPE CLAMP FOR THE ⅝" DIA. ANCHOR STUDS. SHIMS SHALL BE OF STAINLESS STEEL (ASTM A666), THE REQUIRED QUANTITY AND THICKNESS OF SHIMS WILL BE DETERMINED IN FIELD.

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
CHECKED BY: AJCE

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 · EXCELSIOR |

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NEW YORK STATE Thruway Authority

AECOM

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|---|---|
| TITLE OF PROJECT<br>REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58 | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>PROTECTIVE SCREENING DETAILS | DRAWING NUMBER:<br>ST-63 |

DESIGN SUPERVISOR: RWL
DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE

N1 N2 N3 N4 N5 N6 N7 N8 N9 N10 N11 N12 N13 N14 N15 N16 N17 N18 N19 N20 N21 N22 N23 99

1 2 3 4 5 6 7 8 9 10 11 12 13 14 16 17

18 19 20 22 23 24 25 26 S1 S2 S3 S4 S5 S6 S11 T1 T2 T3 T4 T5 T6 T7 T8 T9 SP

STANDEE
(ISOMETRIC VIEW)

( ) - DENOTES COMPUTER GENERATED DIMENSION
ALL DIMENSIONS ARE OUT-TO-OUT DIMENSIONS EXCEPT HOOKS A & G

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
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NEW YORK STATE Thruway Authority

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| LOCATION OF PROJECT | VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514280 |
| TITLE OF DRAWING | BAR BENDING DIAGRAGM |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | ST-64 |

| MARK | NO. | LENGTH | TYPE | WEIGHT | A | B | C | D | E | F | G | H/H1 | H2 | J | K/K1 | K2 | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEGIN ABUTMENT | | | | | | | | | | | | | | | | | | | |
| STAGE 1 | | | | | | | | | | | | | | | | | | | |
| POUR 1 - FOOTING | | | | | | | | | | | | | | | | | | | |
| 6AG1 | 18 | 10-6 | N1 | 284 | | | | | | | | | | | | | | 10-6 | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 6AG2 | 5 | 11-9 | N1 | 88 | | | | | | | | | | | | | | 11-9¼ | |
| 6AG2 | O | VARIES | FROM | | 10-8¾ | TO | 12-9½ | (1 | SET OF | 5) | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 6AG3 | 9 | 11-9 | N1 | 159 | | | | | | | | | | | | | | 11-9¼ | |
| 6AG3 | O | VARIES | FROM | | 10-8¾ | TO | 12-9½ | (1 | SET OF | 9) | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 6AG4 | 6 | 12-9 | N1 | 114 | | | | | | | | | | | | | | 12-8½ | |
| 6AG4 | O | VARIES | FROM | | 12-10¾ | TO | 12-6 | (1 | SET OF | 6) | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 6AG5 | 10 | 12-9 | N1 | 191 | | | | | | | | | | | | | | 12-8½ | |
| 6AG5 | O | VARIES | FROM | | 12-10¾ | TO | 12-6 | (1 | SET OF | 10) | | | | | | | | | |
| 5AG6 | 12 | 12-6 | N1 | 156 | | | | | | | | | | | | | | 12-6 | |
| 7AG7 | 23 | 12-6 | N1 | 588 | | | | | | | | | | | | | | 12-6 | |
| 5AG8 | 18 | 18-4 | N1 | 343 | | | | | | | | | | | | | | 18-3½ | |
| 5AG9 | 22 | 27-2 | N1 | 623 | | | | | | | | | | | | | | 27-2 | |
| 6AG10 | 31 | 6-2 | 2 | 286 | 0-11¾ | 5-2 | | | | | 0-0 | | | | | | | | |
| 5AG11 | 19 | 5-7 | 2 | 110 | 0-9¾ | 4-9 | | | | | 0-0 | | | | | | | | |
| 6AG12 | 29 | 7-2 | 2 | 312 | 0-11¾ | 6-2 | | | | | 0-0 | | | | | | | | |
| 6AG13 | 36 | 8-5 | 2 | 454 | 0-11¾ | 7-5 | | | | | 0-0 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 3710 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| POUR 2 - STEM | | | | | | | | | | | | | | | | | | | |
| 6AG15 | 31 | 14-4 | N1 | 668 | | | | | | | | | | | | | | 14-4¼ | |
| 5AG16 | 2 | 18-12 | N1 | 40 | | | | | | | | | | | | | | 18-11½ | |
| 6AG17 | 20 | 17-7 | N1 | 528 | | | | | | | | | | | | | | 17-7 | |
| 6AG18 | 21 | 12-7 | 6 | 397 | 0-0 | 0-0 | 9-10 | 2-9 | | | 0-0 | 4-11¼ | | | 8-6¼ | | | 11-3¼ | |
| 5AG19 | 24 | 17-7 | N1 | 439 | | | | | | | | | | | | | | 17-6½ | |
| 5AG20 | 8 | 19-1 | N1 | 159 | | | | | | | | | | | | | | 19-0½ | |
| 5AG21 | 11 | 21-6 | N1 | 247 | | | | | | | | | | | | | | 21-6 | |
| 5AG22 | 11 | 6-9 | 6 | 78 | 0-0 | 0-0 | 4-5 | 2-4 | | | 0-0 | 2-2½ | | | 3-10 | | | 6-2 | |
| 5AG23 | 24 | 4-2 | N1 | 104 | | | | | | | | | | | | | | 4-2 | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG24 | 5 | 2-11 | N1 | 15 | | | | | | | | | | | | | | 2-10½ | |
| 5AG24 | O | VARIES | FROM | | 3-9 | TO | 2-0¼ | (1 | SET OF | 5) | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 8AG25 | 7 | 20-4 | N1 | 379 | | | | | | | | | | | | | | 20-3½ | |
| 8AG25 | O | VARIES | FROM | | 17-8¼ | TO | 22-10½ | (1 | SET OF | 7) | | | | | | | | | |
| 5AG26 | 12 | 5-0 | N1 | 63 | | | | | | | | | | | | | | 5-0 | |
| 5AG27 | 3 | 6-5 | N1 | 20 | | | | | | | | | | | | | | 6-5 | |
| 5AG28 | 24 | 3-1 | 2 | 77 | 0-9¾ | 2-3 | | | | | 0-0 | | | | | | | | |
| 5AG29 | 8 | 3-0 | N1 | 25 | | | | | | | | | | | | | | 3-0 | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 3238 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |

| MARK | NO. | LENGTH | TYPE | WEIGHT | A | B | C | D | E | F | G | H/H1 | H2 | J | K/K1 | K2 | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| POUR 3 - BACKWALL | | | | | | | | | | | | | | | | | | | |
| 5AG30 | 3 | 22-10 | N1 | 71 | | | | | | | | | | | | | | 22-9¾ | |
| 5AG31 | 3 | 5-10 | 6 | 18 | 0-0 | 0-0 | 3-5½ | 2-4 | | | 0-0 | 1-8¾ | | | 3-0 | | | 5-4 | |
| 5AG32 | 1 | 4-9 | N1 | 5 | | | | | | | | | | | | | | 4-8¾ | |
| 5AG33 | 3 | 21-6 | N1 | 67 | | | | | | | | | | | | | | 21-5½ | |
| 5AG34 | 3 | 6-4 | 6 | 20 | 0-0 | 0-0 | 4-0 | 2-4 | | | 0-0 | 2-0 | | | 3-5¾ | | | 5-9¾ | |
| 5AG35 | 1 | 3-5 | N1 | 4 | | | | | | | | | | | | | | 3-4½ | |
| 4AG36 | 24 | 3-10 | 17 | 61 | | 1-4 | 1-2 | 1-4 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 246 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| POUR 4 - BAR WINGWALL | | | | | | | | | | | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG38 | 16 | 14-10 | N1 | 247 | | | | | | | | | | | | | | 14-9½ | |
| 5AG38 | O | VARIES | FROM | | 10-8¾ | TO | 18-10 | (1 | SET OF | 16) | | | | | | | | | |
| 5AG39 | 1 | 18-12 | N1 | 20 | | | | | | | | | | | | | | 18-11½ | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG40 | 31 | 14-9 | N1 | 478 | | | | | | | | | | | | | | 14-9¼ | |
| 5AG40 | O | VARIES | FROM | | 10-8¾ | TO | 18-10 | (1 | SET OF | 31) | | | | | | | | | |
| 5AG41 | 2 | 18-12 | N1 | 40 | | | | | | | | | | | | | | 18-11½ | |
| 5AG42 | 11 | 16-1 | N1 | 184 | | | | | | | | | | | | | | 16-0¾ | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG43 | 8 | 9-3 | N1 | 77 | | | | | | | | | | | | | | 9-2¾ | |
| 5AG43 | O | VARIES | FROM | | 15-7 | TO | 2-10½ | (1 | SET OF | 8) | | | | | | | | | |
| 5AG44 | 8 | 16-1 | N1 | 134 | | | | | | | | | | | | | | 16-0¾ | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG45 | 5 | 8-4 | N1 | 43 | | | | | | | | | | | | | | 8-3½ | |
| 5AG45 | O | VARIES | FROM | | 13-8½ | TO | 2-10½ | (1 | SET OF | 5) | | | | | | | | | |
| 5AG46 | 2 | 18-2 | N20 | 38 | | 17-4¼ | 0-9½ | 0-0 | | | | 8-2½ | 0-0 | | 15-3¼ | 0-0 | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 1260 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| POUR 5 - PEDESTALS | | | | | | | | | | | | | | | | | | | |
| 5AG47 | 4 | 11-9 | T1 | 49 | 0-6½ | 2-10 | 2-6 | 2-10 | 2-6 | | 0-6½ | 0-3¾ | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 49 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | | | | | | | | | | |
| POUR 6 - FOOTING | | | | | | | | | | | | | | | | | | | |
| 6AG50 | 20 | 10-6 | N1 | 315 | | | | | | | | | | | | | | 10-6 | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 6AG51 | 5 | 11-9 | N1 | 88 | | | | | | | | | | | | | | 11-9 | |
| 6AG51 | O | VARIES | FROM | | 10-8¾ | TO | 12-9½ | (1 | SET OF | 5) | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 6AG52 | 9 | 11-9 | N1 | 159 | | | | | | | | | | | | | | 11-9 | |
| 6AG52 | O | VARIES | FROM | | 10-8¾ | TO | 12-9½ | (1 | SET OF | 9) | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 6AG53 | 6 | 12-9 | N1 | 114 | | | | | | | | | | | | | | 12-8½ | |
| 6AG53 | O | VARIES | FROM | | 12-10¾ | TO | 12-6 | (1 | SET OF | 6) | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 6AG54 | 10 | 12-9 | N1 | 191 | | | | | | | | | | | | | | 12-8½ | |
| 6AG54 | O | VARIES | FROM | | 12-10¾ | TO | 12-6 | (1 | SET OF | 10) | | | | | | | | | |
| 5AG55 | 14 | 12-6 | N1 | 183 | | | | | | | | | | | | | | 12-6 | |
| 7AG56 | 27 | 12-6 | N1 | 690 | | | | | | | | | | | | | | 12-6 | |
| 5AG57 | 18 | 19-11 | N1 | 373 | | | | | | | | | | | | | | 19-10½ | |
| 5AG58 | 22 | 30-2 | N1 | 692 | | | | | | | | | | | | | | 30-2 | |
| | | | | | | | | | | | | | | | | | | | |

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

ALTERED ON:

AFFIXED ON: 01/19/2026

SIGNATURE:
STAMP:

SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

STATE OF NEW YORK
EDWIN TWISS
080650
LICENSED PROFESSIONAL ENGINEER

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |

NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
BAR LIST
(1 OF 6)

CONTRACT NUMBER:
TANY 26-17B

DATE:
01/19/2026

DRAWING NUMBER:
ST-65

| MARK | NO. | LENGTH | TYPE | WEIGHT | A | B | C | D | E | F | G | H/H1 | H2 | J | K/K1 | K2 | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6AG59 | 33 | 6-2 | 2 | 305 | 0-11¾ | 5-2 | | | | | 0-0 | | | | | | | | |
| 5AG60 | 22 | 5-7 | 2 | 128 | 0-9¾ | 4-9 | | | | | 0-0 | | | | | | | | |
| 6AG61 | 31 | 7-11 | 2 | 368 | 0-11¾ | 6-11 | | | | | 0-0 | | | | | | | | |
| 6AG62 | 42 | 8-5 | 2 | 530 | 0-11¾ | 7-5 | | | | | 0-0 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 4136 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| POUR 7 - STEM | | | | | | | | | | | | | | | | | | | |
| 6AG65 | 33 | 14-4 | N1 | 711 | | | | | | | | | | | | | | 14-4¼ | |
| 5AG66 | 2 | 18-12 | N1 | 40 | | | | | | | | | | | | | | 18-11½ | |
| 6AG67 | 20 | 19-2 | N1 | 574 | | | | | | | | | | | | | | 19-1½ | |
| 6AG68 | 21 | 12-7 | 6 | 397 | 0-0 | 0-0 | 9-10¼ | 2-9 | | | 0-0 | 4-11¼ | | | 8-6¼ | | | 11-3¼ | |
| 5AG69 | 26 | 17-7 | N1 | 476 | | | | | | | | | | | | | | 17-6½ | |
| 5AG70 | 8 | 19-1 | N1 | 159 | | | | | | | | | | | | | | 19-0½ | |
| 5AG71 | 11 | 22-11 | N1 | 263 | | | | | | | | | | | | | | 22-11 | |
| 5AG72 | 11 | 6-9 | 6 | 77 | 0-0 | 0-0 | 4-5 | 2-4 | | | 0-0 | 2-2¼ | | | 3-10 | | | 6-2 | |
| 5AG73 | 26 | 4-2 | N1 | 113 | | | | | | | | | | | | | | 4-2 | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG74 | 5 | 2-11 | N1 | 15 | | | | | | | | | | | | | | 2-10¾ | |
| 5AG74 | O | VARIES | FROM | | 3-9 | TO | 2-0¼ | | (1 | SET OF | 5) | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 8AG75 | 7 | 21-9 | N1 | 406 | | | | | | | | | | | | | | 21-9 | |
| 8AG75 | O | VARIES | FROM | | 19-1½ | TO | 24-4½ | | (1 | SET OF | 7) | | | | | | | | |
| 5AG76 | 13 | 5-0 | N1 | 68 | | | | | | | | | | | | | | 5-0 | |
| 5AG77 | 3 | 6-5 | N1 | 20 | | | | | | | | | | | | | | 6-5 | |
| 5AG78 | 24 | 3-1 | 2 | 77 | 0-9¾ | 2-3 | | | | | 0-0 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 3397 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| POUR 8 - BACKWALL | | | | | | | | | | | | | | | | | | | |
| 5AG80 | 3 | 24-5 | N1 | 76 | | | | | | | | | | | | | | 24-5 | |
| 5AG81 | 3 | 5-10 | 6 | 18 | 0-0 | 0-0 | 3-5½ | 2-4 | | | 0-0 | 1-8¾ | | | 3-0 | | | 5-4 | |
| 5AG82 | 1 | 4-9 | N1 | 5 | | | | | | | | | | | | | | 4-8¾ | |
| 5AG83 | 3 | 22-11 | N1 | 72 | | | | | | | | | | | | | | 22-11 | |
| 5AG84 | 3 | 6-4 | 6 | 20 | 0-0 | 0-0 | 4-0¼ | 2-4 | | | 0-0 | 2-0 | | | 3-5¾ | | | 5-9¾ | |
| 5AG85 | 1 | 3-5 | N1 | 4 | | | | | | | | | | | | | | 3-4½ | |
| 4AG86 | 26 | 3-10 | 17 | 67 | | 1-4 | 1-2 | 1-4 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 261 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| POUR 9 - BAL WINGWALL | | | | | | | | | | | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG88 | 19 | 13-10 | N1 | 274 | | | | | | | | | | | | | | 13-9¾ | |
| 5AG88 | O | VARIES | FROM | | 8-9 | TO | 18-10¼ | | (1 | SET OF | 19) | | | | | | | | |
| 5AG89 | 1 | 18-12 | N1 | 20 | | | | | | | | | | | | | | 18-11½ | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG90 | 37 | 13-10 | N1 | 533 | | | | | | | | | | | | | | 13-9¾ | |
| 5AG90 | O | VARIES | FROM | | 8-9 | TO | 18-10¼ | | (1 | SET OF | 37) | | | | | | | | |
| 5AG91 | 2 | 18-12 | N1 | 40 | | | | | | | | | | | | | | 18-11½ | |
| 5AG92 | 9 | 19-1 | N1 | 179 | | | | | | | | | | | | | | 19-0¾ | |
| | | | | | | | | | | | | | | | | | | | |

| MARK | NO. | LENGTH | TYPE | WEIGHT | A | B | C | D | E | F | G | H/H1 | H2 | J | K/K1 | K2 | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG93 | 10 | 10-7 | N1 | 110 | | | | | | | | | | | | | | 10-6½ | |
| 5AG93 | O | VARIES | FROM | | 18-7 | TO | 2-6 | | (1 | SET OF | 10) | | | | | | | | |
| 5AG94 | 6 | 19-1 | N1 | 119 | | | | | | | | | | | | | | 19-0¾ | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG95 | 7 | 10-7 | N1 | 77 | | | | | | | | | | | | | | 10-6½ | |
| 5AG95 | O | VARIES | FROM | | 18-7 | TO | 2-6 | | (1 | SET OF | 7) | | | | | | | | |
| 5AG96 | 2 | 21-9 | N20 | 45 | | 20-11½ | 0-9½ | 0-0 | | | | 10-2¾ | 0-0 | | 18-3½ | 0-0 | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 1396 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| POUR 10 - PEDESTALS | | | | | | | | | | | | | | | | | | | |
| 5AG97 | 4 | 11-9 | T1 | 49 | 0-6½ | 2-10 | 2-6 | 2-10 | 2-6 | | 0-6½ | 0-3¾ | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 49 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| PIER | | | | | | | | | | | | | | | | | | | |
| STAGE 1 | | | | | | | | | | | | | | | | | | | |
| POUR 1 - FOOTING | | | | | | | | | | | | | | | | | | | |
| 7PG1 | 46 | 8-6 | N1 | 799 | | | | | | | | | | | | | | 8-6 | |
| 7PG2 | 21 | 17-5 | N1 | 748 | | | | | | | | | | | | | | 17-5 | |
| 7PG3 | 72 | 27-1 | 8 | 3986 | 1-3 | 25-10 | | | | | 0-0 | | | | | | | | |
| 4PG5 | 48 | 3-6 | T9 | 113 | 0-5 | 2-8 | | | | | 0-5 | 0-3¼ | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 5645 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| POUR 2 - STEM | | | | | | | | | | | | | | | | | | | |
| 4PG5 | 288 | 3-6 | T9 | 677 | 0-5 | 2-8 | | | | | 0-5 | 0-3¼ | | | | | | | |
| 6PG6 | 25 | 8-2 | 17 | 307 | | 2-9 | 2-8 | 2-9 | | | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 6PG7 | 44 | 15-10 | N1 | 1047 | | | | | | | | | | | | | | 15-10 | |
| 6PG7 | O | VARIES | FROM | | 15-0¼ | TO | 16-8 | | (2 | SETS OF | 22) | | | | | | | | |
| 6PG8 | 4 | 16-8 | N1 | 100 | | | | | | | | | | | | | | 16-8 | |
| 8PG9 | 7 | 16-8 | N1 | 311 | | | | | | | | | | | | | | 16-8 | |
| 4PG10 | 34 | 6-10 | 17 | 155 | | 2-1 | 2-8 | 2-1 | | | | | | | | | | | |
| 6PG11 | 24 | 3-6 | 2 | 126 | 0-11¾ | 2-6¼ | | | | | 0-0 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 2724 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| POUR 3 - PEDESTALS | | | | | | | | | | | | | | | | | | | |
| 5PG12 | 5 | 11-9 | T1 | 61 | 0-6½ | 2-10 | 2-6 | 2-10 | 2-6 | | 0-6½ | 0-3¾ | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 61 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | | | | | | | | | | |
| POUR 4 - FOOTING | | | | | | | | | | | | | | | | | | | |
| 7PG13 | 54 | 8-6 | N1 | 938 | | | | | | | | | | | | | | 8-6 | |
| 7PG14 | 21 | 20-7 | N1 | 884 | | | | | | | | | | | | | | 20-7 | |
| 7PG15 | 86 | 27-1 | 8 | 4761 | 1-3 | 25-10 | | | | | 0-0 | | | | | | | | |
| 4PG17 | 57 | 3-6 | T9 | 134 | 0-5 | 2-8 | | | | | 0-5 | 0-3¼ | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 6716 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| POUR 5 - STEM | | | | | | | | | | | | | | | | | | | |
| 4PG17 | 352 | 3-6 | T9 | 828 | 0-5 | 2-8 | | | | | 0-5 | 0-3¼ | | | | | | | |
| 6PG18 | 25 | 8-2 | 17 | 307 | | 2-9 | 2-8 | 2-9 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

ALTERED ON:

AFFIXED ON: 01/19/2026

SIGNATURE:
STAMP:

SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |

NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
BAR LIST
(2 OF 6)

CONTRACT NUMBER:
TANY 26-17B

DATE:
01/19/2026

DRAWING NUMBER:
ST-66

| MARK | NO. | LENGTH | TYPE | WEIGHT | A | B | C | D | E | F | G | H/H1 | H2 | J | K/K1 | K2 | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 6PG19 | 44 | 19-1 | N1 | 1259 | | | | | | | | | | | | | | 19-0¾ | |
| 6PG19 | O | VARIES | FROM | | 18-2¼ | TO | 19-11 | (2 | SETS OF | 22) | | | | | | | | | |
| 6PG20 | 4 | 19-11 | N1 | 120 | | | | | | | | | | | | | | 19-11 | |
| 8PG21 | 7 | 19-11 | N1 | 372 | | | | | | | | | | | | | | 19-11 | |
| 4PG22 | 41 | 6-10 | 17 | 187 | | 2-1 | 2-8 | 2-1 | | | | | | | | | | | |
| 6PG23 | 24 | 3-6 | 2 | 126 | 0-11¾ | 2-6¼ | | | | | 0-0 | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 3199 | LB THIS FOUR | | | | | | | | | | | | | | |
| POUR 6 - PEDESTALS | | | | | | | | | | | | | | | | | | | |
| 5PG24 | 5 | 11-9 | T1 | 61 | 0-6½ | 2-10 | 2-6 | 2-10 | 2-6 | | 0-6½ | 0-3¾ | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 61 | LB THIS FOUR | | | | | | | | | | | | | | |
| END ABUTMENT | | | | | | | | | | | | | | | | | | | |
| STAGE 1 | | | | | | | | | | | | | | | | | | | |
| POUR 1 - FOOTING | | | | | | | | | | | | | | | | | | | |
| 5AG100 | 13 | 10-9 | N1 | 146 | | | | | | | | | | | | | | 10-9 | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG101 | 6 | 11-10 | N1 | 74 | | | | | | | | | | | | | | 11-9¾ | |
| 5AG101 | O | VARIES | FROM | | 10-11¾ | TO | 12-8 | (1 | SET OF | 6) | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG102 | 8 | 12-8 | N1 | 106 | | | | | | | | | | | | | | 12-8¼ | |
| 5AG102 | O | VARIES | FROM | | 12-10½ | TO | 12-6 | (1 | SET OF | 8) | | | | | | | | | |
| 5AG103 | 18 | 12-6 | N1 | 235 | | | | | | | | | | | | | | 12-6 | |
| 5AG104 | 18 | 18-4 | N1 | 343 | | | | | | | | | | | | | | 18-3½ | |
| 5AG105 | 22 | 36-8 | N1 | 841 | | | | | | | | | | | | | | 36-7¾ | |
| 7AG106 | 9 | 10-9 | N1 | 198 | | | | | | | | | | | | | | 10-9 | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 8AG107 | 9 | 12-0 | N1 | 288 | | | | | | | | | | | | | | 12-0 | |
| 8AG107 | O | VARIES | FROM | | 10-11¾ | TO | 13-0 | (1 | SET OF | 9) | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 8AG108 | 10 | 12-8 | N1 | 339 | | | | | | | | | | | | | | 12-8¼ | |
| 8AG108 | O | VARIES | FROM | | 12-10½ | TO | 12-6 | (1 | SET OF | 10) | | | | | | | | | |
| 8AG109 | 36 | 12-6 | N1 | 1201 | | | | | | | | | | | | | | 12-6 | |
| 6AG110 | 31 | 6-2 | 2 | 286 | 0-11¾ | 5-2 | | | | | 0-0 | | | | | | | | |
| 5AG111 | 28 | 5-8 | 2 | 165 | 0-9¾ | 4-10 | | | | | 0-0 | | | | | | | | |
| 6AG112 | 29 | 7-5 | 2 | 322 | 0-11¾ | 6-5 | | | | | 0-0 | | | | | | | | |
| 7AG113 | 56 | 8-11 | 2 | 1020 | 1-3 | 7-8 | | | | | 0-0 | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 5565 | LB THIS FOUR | | | | | | | | | | | | | | |
| POUR 2 - STEM | | | | | | | | | | | | | | | | | | | |
| 6AG115 | 31 | 14-10 | N1 | 691 | | | | | | | | | | | | | | 14-10¼ | |
| 5AG116 | 2 | 20-7 | N1 | 43 | | | | | | | | | | | | | | 20-7 | |
| 6AG117 | 20 | 17-8 | N1 | 529 | | | | | | | | | | | | | | 17-7½ | |
| 6AG118 | 21 | 12-7 | 6 | 397 | 0-0 | 0-0 | 9-10¼ | 2-9 | | | 0-0 | 4-11¼ | | | 8-6¼ | | | 11-3¼ | |
| 5AG119 | 24 | 19-1 | N1 | 478 | | | | | | | | | | | | | | 19-1¼ | |
| 5AG120 | 8 | 20-7 | N1 | 172 | | | | | | | | | | | | | | 20-7 | |

| MARK | NO. | LENGTH | TYPE | WEIGHT | A | B | C | D | E | F | G | H/H1 | H2 | J | K/K1 | K2 | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5AG121 | 11 | 21-6 | N1 | 247 | | | | | | | | | | | | | | 21-6 | |
| 5AG122 | 11 | 6-9 | 6 | 77 | 0-0 | 0-0 | 4-5 | 2-4 | | | 0-0 | 2-2¼ | | | 3-10 | | | 6-2 | |
| 5AG123 | 24 | 4-2 | N1 | 104 | | | | | | | | | | | | | | 4-2 | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG124 | 5 | 2-11 | N1 | 15 | | | | | | | | | | | | | | 2-11 | |
| 5AG124 | O | VARIES | FROM | | 3-9½ | TO | 2-0¾ | (1 | SET OF | 5) | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 8AG125 | 7 | 20-2 | N1 | 377 | | | | | | | | | | | | | | 20-2½ | |
| 8AG125 | O | VARIES | FROM | | 17-7½ | TO | 22-9¼ | (1 | SET OF | 7) | | | | | | | | | |
| 5AG126 | 12 | 6-2 | N1 | 77 | | | | | | | | | | | | | | 6-1¾ | |
| 5AG127 | 3 | 7-7 | N1 | 24 | | | | | | | | | | | | | | 7-7 | |
| 5AG128 | 24 | 2-11 | 2 | 72 | 0-9¾ | 2-0¾ | | | | | 0-0 | | | | | | | | |
| 5AG129 | 8 | 3-0 | N1 | 25 | | | | | | | | | | | | | | 3-0 | |
| SUBTOTAL GALV. BARS | | | | 3329 | LB THIS FOUR | | | | | | | | | | | | | | |
| POUR 3 - BACKWALL | | | | | | | | | | | | | | | | | | | |
| 5AG130 | 4 | 22-10 | N1 | 95 | | | | | | | | | | | | | | 22-9¾ | |
| 5AG131 | 4 | 5-10 | 6 | 24 | 0-0 | 0-0 | 3-5½ | 2-4 | | | 0-0 | 1-8¾ | | | 3-0 | | | 5-4 | |
| 5AG132 | 1 | 4-9 | N1 | 5 | | | | | | | | | | | | | | 4-8¾ | |
| 5AG133 | 4 | 21-5 | N1 | 89 | | | | | | | | | | | | | | 21-5 | |
| 5AG134 | 4 | 6-4 | 6 | 26 | 0-0 | 0-0 | 4-0¼ | 2-4 | | | 0-0 | 2-0 | | | 3-5¾ | | | 5-9¾ | |
| 5AG135 | 1 | 3-5 | N1 | 4 | | | | | | | | | | | | | | 3-4½ | |
| 4AG136 | 24 | 3-10 | 17 | 61 | | 1-4 | 1-2 | 1-4 | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 305 | LB THIS FOUR | | | | | | | | | | | | | | |
| POUR 4 - EAR WINGWALL | | | | | | | | | | | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG138 | 26 | 14-1 | N1 | 382 | | | | | | | | | | | | | | 14-1 | |
| 5AG138 | O | VARIES | FROM | | 7-8¾ | TO | 20-5¼ | (1 | SET OF | 26) | | | | | | | | | |
| 5AG139 | 1 | 20-7 | N1 | 21 | | | | | | | | | | | | | | 20-7 | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG140 | 51 | 14-1 | N1 | 749 | | | | | | | | | | | | | | 14-1 | |
| 5AG140 | O | VARIES | FROM | | 7-8¾ | TO | 20-5¼ | (1 | SET OF | 51) | | | | | | | | | |
| 5AG141 | 2 | 20-7 | N1 | 43 | | | | | | | | | | | | | | 20-7 | |
| 5AG142 | 8 | 26-1 | N1 | 218 | | | | | | | | | | | | | | 26-0¾ | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG143 | 13 | 13-9 | N1 | 186 | | | | | | | | | | | | | | 13-8¾ | |
| 5AG143 | O | VARIES | FROM | | 25-6½ | TO | 1-11¼ | (1 | SET OF | 13) | | | | | | | | | |
| 5AG144 | 6 | 26-1 | N1 | 163 | | | | | | | | | | | | | | 26-0¾ | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG145 | 8 | 13-3 | N1 | 111 | | | | | | | | | | | | | | 13-3 | |
| 5AG145 | O | VARIES | FROM | | 23-6¾ | TO | 2-11 | (1 | SET OF | 8) | | | | | | | | | |
| 5AG146 | 2 | 29-2 | N20 | 61 | | 28-4¼ | 0-9½ | 0-0 | | | | 12-10¼ | 0-0 | | 25-3¼ | 0-0 | | | |
| SUBTOTAL GALV. BARS | | | | 1934 | LB THIS FOUR | | | | | | | | | | | | | | |
| POUR 5 - PEDESTALS | | | | | | | | | | | | | | | | | | | |
| 5AG147 | 4 | 11-9 | T1 | 49 | 0-6½ | 2-10 | 2-6 | 2-10 | 2-6 | | 0-6½ | 0-3¾ | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 49 | LB THIS FOUR | | | | | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | | | | | | | | | | |
| POUR 6 - FOOTING | | | | | | | | | | | | | | | | | | | |
| 5AG150 | 14 | 10-9 | N1 | 157 | | | | | | | | | | | | | | 10-9 | |

CHECKED BY: AJCE
DRAFTED BY: GWR
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

ALTERED ON:

AFFIXED ON: 01/19/2026

SIGNATURE:
STAMP:

SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

STATE OF NEW YORK
EDWIN TWISS
LICENSED PROFESSIONAL ENGINEER
080650

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
BAR LIST
(3 OF 6)

CONTRACT NUMBER:
TANY 26-17B

DATE:
01/19/2026

DRAWING NUMBER:
ST-67

| MARK | NO. | LENGTH | TYPE | WEIGHT | A | B | C | D | E | F | G | H/H1 | H2 | J | K/K1 | K2 | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG151 | 6 | 11-10 | N1 | 74 | | | | | | | | | | | | | | 11-9¾ | |
| 5AG151 | O | VARIES | FROM | | 10-11¾ | TO | 12-8 | (1 | SET OF | 6) | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG152 | 8 | 12-8 | N1 | 106 | | | | | | | | | | | | | | 12-8¼ | |
| 5AG152 | O | VARIES | FROM | | 12-10½ | TO | 12-6 | (1 | SET OF | 8) | | | | | | | | | |
| 5AG153 | 11 | 12-6 | N1 | 143 | | | | | | | | | | | | | | 12-6 | |
| 5AG154 | 18 | 19-10 | N1 | 372 | | | | | | | | | | | | | | 19-9½ | |
| 5AG155 | 22 | 25-8 | N1 | 589 | | | | | | | | | | | | | | 25-8 | |
| 7AG156 | 10 | 10-9 | N1 | 220 | | | | | | | | | | | | | | 10-9 | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 8AG157 | 9 | 12-0 | N1 | 288 | | | | | | | | | | | | | | 12-0 | |
| 8AG157 | O | VARIES | FROM | | 10-11¾ | TO | 13-0 | (1 | SET OF | 9) | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 8AG158 | 10 | 12-8 | N1 | 339 | | | | | | | | | | | | | | 12-8¼ | |
| 8AG158 | O | VARIES | FROM | | 12-10½ | TO | 12-6 | (1 | SET OF | 10) | | | | | | | | | |
| 8AG159 | 21 | 12-6 | N1 | 701 | | | | | | | | | | | | | | 12-6 | |
| 6AG160 | 33 | 6-2 | 2 | 305 | 0-11¾ | 5-2 | | | | | 0-0 | | | | | | | | |
| 5AG161 | 18 | 5-8 | 2 | 106 | 0-9¾ | 4-10 | | | | | 0-0 | | | | | | | | |
| 6AG162 | 31 | 7-5 | 2 | 345 | 0-11¾ | 6-5 | | | | | 0-0 | | | | | | | | |
| 7AG163 | 34 | 8-11 | 2 | 620 | 1-3 | 7-8 | | | | | 0-0 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 4363 | LB THIS POUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| POUR 7 - STEM | | | | | | | | | | | | | | | | | | | |
| 6AG165 | 33 | 14-10 | N1 | 736 | | | | | | | | | | | | | | 14-10¼ | |
| 6AG166 | 2 | 20-7 | N1 | 62 | | | | | | | | | | | | | | 20-7 | |
| 6AG167 | 20 | 19-2 | N1 | 574 | | | | | | | | | | | | | | 19-1½ | |
| 6AG168 | 21 | 12-7 | 6 | 397 | 0-0 | 0-0 | 9-10¼ | 2-9 | | | 0-0 | 4-11¼ | | | 8-6¼ | | | 11-3¼ | |
| 5AG169 | 26 | 19-1 | N1 | 518 | | | | | | | | | | | | | | 19-1 | |
| 5AG170 | 8 | 20-7 | N1 | 172 | | | | | | | | | | | | | | 20-7 | |
| 5AG171 | 11 | 22-12 | N1 | 264 | | | | | | | | | | | | | | 22-11¾ | |
| 5AG172 | 11 | 6-9 | 6 | 77 | 0-0 | 0-0 | 4-5 | 2-4 | | | 0-0 | 2-2¼ | | | 3-10 | | | 6-2 | |
| 5AG173 | 26 | 4-2 | N1 | 113 | | | | | | | | | | | | | | 4-2 | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG174 | 5 | 2-12 | N1 | 15 | | | | | | | | | | | | | | 2-11½ | |
| 5AG174 | O | VARIES | FROM | | 3-10 | TO | 2-1 | (1 | SET OF | 5) | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 8AG175 | 7 | 21-9 | N1 | 405 | | | | | | | | | | | | | | 21-8¼ | |
| 8AG175 | O | VARIES | FROM | | 19-1½ | TO | 24-3¼ | (1 | SET OF | 7) | | | | | | | | | |
| 5AG176 | 13 | 6-2 | N1 | 83 | | | | | | | | | | | | | | 6-1¾ | |
| 5AG177 | 3 | 7-7 | N1 | 24 | | | | | | | | | | | | | | 7-7 | |
| 5AG178 | 24 | 2-11 | 2 | 72 | 0-9¾ | 2-0¾ | | | | | 0-0 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 3513 | LB THIS POUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| POUR 8 - BACKWALL | | | | | | | | | | | | | | | | | | | |
| 5AG180 | 4 | 24-4 | N1 | 101 | | | | | | | | | | | | | | 24-3¾ | |
| 5AG181 | 4 | 5-10 | 6 | 24 | 0-0 | 0-0 | 3-5½ | 2-4 | | | 0-0 | 1-8¾ | | | 3-0 | | | 5-4 | |
| 5AG182 | 1 | 4-9 | N1 | 5 | | | | | | | | | | | | | | 4-8¾ | |
| | | | | | | | | | | | | | | | | | | | |

| MARK | NO. | LENGTH | TYPE | WEIGHT | A | B | C | D | E | F | G | H/H1 | H2 | J | K/K1 | K2 | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5AG183 | 4 | 22-11 | N1 | 96 | | | | | | | | | | | | | | 22-11 | |
| 5AG184 | 4 | 6-4 | 6 | 26 | 0-0 | 0-0 | 4-0¼ | 2-4 | | | 0-0 | 2-0 | | | 3-5¾ | | | 5-9¾ | |
| 5AG185 | 1 | 3-5 | N1 | 4 | | | | | | | | | | | | | | 3-5 | |
| 4AG186 | 26 | 3-10 | 17 | 67 | | 1-4 | 1-2 | 1-4 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 323 | LB THIS POUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| POUR 9 - EAL WINGWALL | | | | | | | | | | | | | | | | | | | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG188 | 15 | 16-7 | N1 | 259 | | | | | | | | | | | | | | 16-7 | |
| 5AG188 | O | VARIES | FROM | | 12-8¾ | TO | 20-5¼ | (1 | SET OF | 15) | | | | | | | | | |
| 5AG189 | 1 | 20-7 | N1 | 21 | | | | | | | | | | | | | | 20-7 | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG190 | 29 | 16-7 | N1 | 502 | | | | | | | | | | | | | | 16-7 | |
| 5AG190 | O | VARIES | FROM | | 12-8¾ | TO | 20-5¼ | (1 | SET OF | 29) | | | | | | | | | |
| 5AG191 | 2 | 20-7 | N1 | 43 | | | | | | | | | | | | | | 20-7 | |
| 5AG192 | 13 | 15-1 | N1 | 204 | | | | | | | | | | | | | | 15-0¾ | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG193 | 8 | 8-3 | N1 | 69 | | | | | | | | | | | | | | 8-2½ | |
| 5AG193 | O | VARIES | FROM | | 14-7 | TO | 1-10¼ | (1 | SET OF | 8) | | | | | | | | | |
| 5AG194 | 9 | 15-1 | N1 | 141 | | | | | | | | | | | | | | 15-0¾ | |
| | | AVG. | | | | | | | | | | | | | | | | AVG. | |
| 5AG195 | 5 | 8-3 | N1 | 43 | | | | | | | | | | | | | | 8-2½ | |
| 5AG195 | O | VARIES | FROM | | 13-8 | TO | 2-9¼ | (1 | SET OF | 5) | | | | | | | | | |
| 5AG196 | 2 | 17-1 | N20 | 36 | | 16-3½ | 0-9½ | 0-0 | | | | 7-10¼ | 0-0 | | 14-3¼ | 0-0 | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 1318 | LB THIS POUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| POUR 10 - PEDESTALS | | | | | | | | | | | | | | | | | | | |
| 5AG197 | 4 | 11-9 | T1 | 49 | 0-6½ | 2-10 | 2-6 | 2-10 | 2-6 | | 0-6½ | 0-3¾ | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 49 | LB THIS POUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUPERSTRUCTURE SLAB | | | | | | | | | | | | | | | | | | | |
| STAGE1 | | | | | | | | | | | | | | | | | | | |
| 4SG1 | 244 | 17-7 | N1 | 2865 | | | | | | | | | | | | | | 17-7 | |
| 5SG2 | 30 | 34-8 | N1 | 1085 | | | | | | | | | | | | | | 34-8 | |
| 4SG3 | 240 | 34-0 | N1 | 5450 | | | | | | | | | | | | | | 34-0 | |
| 4SG4 | 4 | 3-5 | N12 | 9 | | 1-5 | 2-0 | 0-0 | | | | 1-5 | | | 1-5 | | | | |
| 4SG5 | 4 | 3-1 | N12 | 8 | | 1-3¼ | 1-10 | 0-0 | | | | 1-3½ | | | 1-3½ | | | | |
| 6SG6 | 24 | 40-0 | N1 | 1442 | | | | | | | | | | | | | | 40-0 | |
| 6SG7 | 24 | 30-10 | N1 | 1111 | | | | | | | | | | | | | | 30-10 | |
| 4SG8 | 245 | 18-1 | 1 | 2958 | 0-6 | 17-7 | | | | | 0-0 | | | | 0-4¼ | | | | |
| 6SG9 | 244 | 5-3 | 1 | 1920 | 0-7¾ | 4-7 | | | | | 0-0 | | | | 0-6 | | | | |
| 4SG10 | 48 | 6-12 | 1 | 224 | 0-6 | 6-0 | | | | | 0-6 | | | | 0-4¼ | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 17073 | LB THIS POUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | | | | | | | | | | |
| 4SG11 | 491 | 2-1 | N1 | 683 | | | | | | | | | | | | | | 2-1 | |
| 4SG12 | 246 | 18-11 | N1 | 3108 | | | | | | | | | | | | | | 18-11 | |
| 5SG13 | 30 | 34-8 | N1 | 1085 | | | | | | | | | | | | | | 34-8 | |
| 4SG14 | 230 | 34-0 | N1 | 5223 | | | | | | | | | | | | | | 34-0 | |
| 4SG15 | 4 | 3-5 | N12 | 9 | | 1-5 | 2-0 | 0-0 | | | | 1-5 | | | 1-5 | | | | |
| 4SG16 | 4 | 3-1 | N12 | 8 | | 1-3¼ | 1-10 | 0-0 | | | | 1-3½ | | | 1-3½ | | | | |
| 6SG17 | 23 | 40-0 | N1 | 1382 | | | | | | | | | | | | | | 40-0 | |
| | | | | | | | | | | | | | | | | | | | |

CHECKED BY: AJCE
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
DESIGN SUPERVISOR: RWL

ALTERED ON:

AFFIXED ON: 01/19/2026

SIGNATURE:
STAMP:

SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |

NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
BAR LIST
(4 OF 6)

CONTRACT NUMBER:
TANY 26-17B

DATE:
01/19/2026

DRAWING NUMBER:
ST-68

| MARK | NO. | LENGTH | TYPE | WEIGHT | A | B | C | D | E | F | G | H/H1 | H2 | J | K/K1 | K2 | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6SG18 | 23 | 30-10 | N1 | 1065 | | | | | | | | | | | | | | 30-10 | |
| 4SG19 | 245 | 19-5 | 1 | 3176 | 0-6 | 18-11 | | | | | 0-0 | | | 0-4¼ | | | | | |
| 6SG20 | 244 | 5-3 | 1 | 1920 | 0-7¾ | 4-7 | | | | | 0-0 | | | 0-6 | | | | | |
| 4SG21 | 46 | 6-12 | 1 | 215 | 0-6 | 6-0 | | | | | 0-6 | | | 0-4¼ | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 17874 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| CLOSURE POUR | | | | | | | | | | | | | | | | | | | |
| 4SG22 | 40 | 34-0 | N1 | 908 | | | | | | | | | | | | | | 34-0 | |
| 6SG23 | 3 | 40-0 | N1 | 180 | | | | | | | | | | | | | | 40-0 | |
| 6SG24 | 3 | 30-10 | N1 | 139 | | | | | | | | | | | | | | 30-10 | |
| 4SG25 | 8 | 6-12 | 1 | 37 | 0-6 | 6-0 | | | | | 0-6 | | | 0-4¼ | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 1265 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| APPROACH SLABS | | | | | | | | | | | | | | | | | | | |
| BEGIN SLEEPER SLAB | | | | | | | | | | | | | | | | | | | |
| STAGE 1 | | | | | | | | | | | | | | | | | | | |
| 5HG6 | 34 | 5-6 | N1 | 195 | | | | | | | | | | | | | | 5-6 | |
| 5HG7 | 17 | 15-10 | N1 | 281 | | | | | | | | | | | | | | 15-10 | |
| 5HG8 | 17 | 4-6 | 17 | 79 | | 1-6 | 1-5½ | 1-6 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 555 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | | | | | | | | | | |
| 5HG10 | 36 | 5-6 | N1 | 206 | | | | | | | | | | | | | | 5-6 | |
| 5HG12 | 17 | 17-4 | N1 | 307 | | | | | | | | | | | | | | 17-4 | |
| 5HG13 | 18 | 4-6 | 17 | 84 | | 1-6 | 1-5½ | 1-6 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 597 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| BEGIN APPROACH SLAB | | | | | | | | | | | | | | | | | | | |
| STAGE 1 | | | | | | | | | | | | | | | | | | | |
| 5HG1 | 50 | 24-6 | N1 | 1278 | | | | | | | | | | | | | | 24-6 | |
| 5HG2 | 52 | 15-10 | N1 | 859 | | | | | | | | | | | | | | 15-10 | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 2136 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | | | | | | | | | | |
| 5HG3 | 54 | 24-6 | N1 | 1380 | | | | | | | | | | | | | | 24-6 | |
| 5HG5 | 52 | 17-4 | N1 | 940 | | | | | | | | | | | | | | 17-4 | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 2320 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| END SLEEPER SLAB | | | | | | | | | | | | | | | | | | | |
| STAGE 1 | | | | | | | | | | | | | | | | | | | |
| 5HG6 | 34 | 5-6 | N1 | 195 | | | | | | | | | | | | | | 5-6 | |
| 5HG7 | 17 | 15-10 | N1 | 281 | | | | | | | | | | | | | | 15-10 | |
| 5HG8 | 17 | 4-6 | 17 | 79 | | 1-6 | 1-5½ | 1-6 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 555 | LB THIS FOUR | | | | | | | | | | | | | | |

| MARK | NO. | LENGTH | TYPE | WEIGHT | A | B | C | D | E | F | G | H/H1 | H2 | J | K/K1 | K2 | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | | | | | | | | | | |
| 5HG10 | 36 | 5-6 | N1 | 206 | | | | | | | | | | | | | | 5-6 | |
| 5HG12 | 17 | 17-4 | N1 | 307 | | | | | | | | | | | | | | 17-4 | |
| 5HG13 | 18 | 4-6 | 17 | 84 | | 1-6 | 1-5½ | 1-6 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 597 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| END APPROACH SLAB | | | | | | | | | | | | | | | | | | | |
| STAGE 1 | | | | | | | | | | | | | | | | | | | |
| 5HG1 | 50 | 24-6 | N1 | 1278 | | | | | | | | | | | | | | 24-6 | |
| 5HG2 | 52 | 15-10 | N1 | 859 | | | | | | | | | | | | | | 15-10 | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 2136 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | | | | | | | | | | |
| 5HG3 | 54 | 24-6 | N1 | 1380 | | | | | | | | | | | | | | 24-6 | |
| 5HG5 | 52 | 17-4 | N1 | 940 | | | | | | | | | | | | | | 17-4 | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 2320 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SINGLE SLOPE CONCRETE BARRIERS | | | | | | | | | | | | | | | | | | | |
| NORTH FASCIA | | | | | | | | | | | | | | | | | | | |
| 6BG1 | 24 | 4-4 | N21 | 155 | 0-0 | 0-0 | 0-11¼ | 1-3¼ | 2-1 | | | 0-11 | | 0-0 | 0-10¾ | | | | |
| 5BG2 | 24 | 5-2 | S11 | 128 | | | | | | | | 2-5 | | | | | | 0-6 | |
| | | AVG. | | | | | AVG. | | | | | AVG. | | | AVG. | | | AVG. | |
| 6BG3 | 30 | 3-12 | 12 | 179 | 0-0 | 0-0 | 0-11¾ | 3-0 | | | | 2-11¾ | | 0-0 | 0-3¼ | | | 1-2¾ | |
| 6BG3 | C | VARIES | FROM | | 1-0 | TO | 0-11¼ | (2 | SETS OF | 15) | | | | | | | | | |
| 6BG3 | H/H1 | VARIES | FROM | | 3-0 | TO | 2-11½ | (2 | SETS OF | 15) | | | | | | | | | |
| 6BG3 | K/K1 | VARIES | FROM | | 0-0¼ | TO | 0-6¼ | (2 | SETS OF | 15) | | | | | | | | | |
| 5BG4 | 228 | 2-10 | N1 | 674 | | | | | | | | | | | | | | 2-10 | |
| 6BG5 | 198 | 4-1 | N12 | 1219 | | 1-0 | 3-1¼ | 0-0 | | | | 0-7¼ | | | 3-0½ | | | | |
| 5BG6 | 24 | 5-2 | S11 | 128 | | | | | | | | 2-5 | | | | | | 0-6 | |
| | | AVG. | | | | AVG. | AVG. | | | | | AVG. | | | AVG. | | AVG. | | |
| 6BG7 | 30 | 6-5 | 13 | 202 | | 2-10½ | 0-9 | 2-9¾ | | | 0-0 | 0-9¾ | | 0-0 | 2-10 | | 0-3¾ | 3-0¾ | 0-3 |
| 6BG7 | K/K1 | VARIES | FROM | | 2-9¾ | TO | 2-10½ | (2 | SETS OF | 15) | | | | | | | | | |
| 6BG7 | L | VARIES | FROM | | 0-0 | TO | 0-7½ | (2 | SETS OF | 15) | | | | | | | | | |
| 5BG8 | 198 | 6-6 | 13 | 1339 | | 2-11¼ | 0-8¾ | 2-9¾ | | | 0-0 | 1-1½ | | 0-0 | 2-10½ | | 0-7½ | 3-0¾ | 0-3 |
| 7BG9 | 60 | 35-5 | N1 | 4344 | | | | | | | | | | | | | | 35-5 | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 8367 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| SOUTH FASCIA | | | | | | | | | | | | | | | | | | | |
| 6BG1 | 24 | 4-4 | N21 | 155 | 0-0 | 0-0 | 0-11¼ | 1-3¼ | 2-1 | | | 0-11 | | 0-0 | 0-10¾ | | | | |
| 5BG2 | 24 | 5-2 | S11 | 128 | | | | | | | | 2-5 | | | | | | 0-6 | |
| | | AVG. | | | | | AVG. | | | | | AVG. | | | AVG. | | | AVG. | |
| 6BG3 | 30 | 3-12 | 12 | 179 | 0-0 | 0-0 | 0-11¾ | 3-0 | | | | 2-11¾ | | 0-0 | 0-3¼ | | | 1-2¾ | |
| 6BG3 | C | VARIES | FROM | | 1-0 | TO | 0-11¼ | (2 | SETS OF | 15) | | | | | | | | | |
| 6BG3 | H/H1 | VARIES | FROM | | 3-0 | TO | 2-11½ | (2 | SETS OF | 15) | | | | | | | | | |
| 6BG3 | K/K1 | VARIES | FROM | | 0-0¼ | TO | 0-6¼ | (2 | SETS OF | 15) | | | | | | | | | |
| 5BG4 | 228 | 2-10 | N1 | 674 | | | | | | | | | | | | | | 2-10 | |
| 6BG5 | 198 | 4-1 | N12 | 1219 | | 1-0 | 3-1¼ | 0-0 | | | | 0-7¼ | | | 3-0½ | | | | |
| 5BG6 | 24 | 5-2 | S11 | 128 | | | | | | | | 2-5 | | | | | | 0-6 | |
| | | AVG. | | | | AVG. | AVG. | | | | | AVG. | | | AVG. | | AVG. | | |
| 6BG7 | 30 | 6-5 | 13 | 202 | | 2-10½ | 0-9 | 2-9¾ | | | 0-0 | 0-9¾ | | 0-0 | 2-10 | | 0-3¾ | 3-0¾ | 0-3 |
| 6BG7 | K/K1 | VARIES | FROM | | 2-9¾ | TO | 2-10½ | (2 | SETS OF | 15) | | | | | | | | | |
| 6BG7 | L | VARIES | FROM | | 0-0 | TO | 0-7½ | (2 | SETS OF | 15) | | | | | | | | | |

DESIGNED BY: MR / VZ
DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL
CHECKED BY: AJCE

ALTERED ON:

AFFIXED ON: 01/19/2026

SIGNATURE:
STAMP:

SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

STATE OF NEW YORK
EDWIN TWISS
080650
LICENSED PROFESSIONAL ENGINEER

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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| | | | |

NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
BAR LIST
(5 OF 6)

CONTRACT NUMBER:
TANY 26-17B

DATE:
01/19/2026

DRAWING NUMBER:
ST-69

| MARK | NO. | LENGTH | TYPE | WEIGHT | A | B | C | D | E | F | G | H/H1 | H2 | J | K/K1 | K2 | L | O | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5BG8 | 198 | 6-6 | 13 | 1339 | | 2-11¼ | 0-8¾ | 2-9¾ | | | 0-0 | 1-1½ | | 0-0 | 2-10½ | | 0-7½ | 3-0¾ | 0-3 |
| 7BG9 | 60 | 35-5 | N1 | 4344 | | | | | | | | | | | | | | 35-5 | |
| | | | | | | | | | | | | | | | | | | | |
| SUBTOTAL GALV. BARS | | | | 8367 | LB THIS FOUR | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| TOTAL GALV. BARS | | | | 38490 | LB IN ABUTMENT (ITEM 556.0203) | | | | | | | | | | | | | | |
| TOTAL GALV. BARS | | | | 11216 | LB IN APPROACH SLAB (COST TO BE INCLUDED IN UNIT PRICE BID FOR ITEM 557.1013) | | | | | | | | | | | | | | |
| TOTAL GALV. BARS | | | | 16734 | LB IN BARRIER (COST TO BE INCLUDED IN UNIT PRICE BID FOR ITEM 569.04) | | | | | | | | | | | | | | |
| TOTAL GALV. BARS | | | | 18407 | LB IN PIER (ITEM 556.0203) | | | | | | | | | | | | | | |
| TOTAL GALV. BARS | | | | 36212 | LB IN SUPERSTRUCTURE SLAB (COST TO BE INCLUDED IN UNIT PRICE BID FOR ITEM 557.1113) | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| TOTAL GALV. BARS | | | | 121059 | LB ENTIRE STRUCTURE | | | | | | | | | | | | | | |

DRAFTED BY: GWR
CHECKED BY: AJCE
DESIGNED BY: MR / VZ
CHECKED BY: AJCE
DESIGN SUPERVISOR: RWL

ALTERED ON:

SIGNATURE:
STAMP:

AFFIXED ON: 01/19/2026

SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

STATE OF NEW YORK
EDWIN TWISS
080650
LICENSED PROFESSIONAL ENGINEER

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
REPLACEMENT OF THE PINE HILL ROAD
BRIDGE AT I-87 MILEPOST 47.58

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514280

TITLE OF DRAWING
BAR LIST
(6 OF 6)

CONTRACT NUMBER:
TANY 26-17B

DATE:
01/19/2026

DRAWING NUMBER:
ST-70

NEW YORK STATE | Thruway Authority

**NEW YORK DIVISION**

**PLANS FOR**

# BRIDGE, REHABILITATION, CONSTRUCTION

**OF THE**

## NEW YORK STATE THRUWAY OVER SMITH CLOVE ROAD BRIDGE

**AT**

**MILEPOST 47.04**

**IN**

**ORANGE COUNTY**

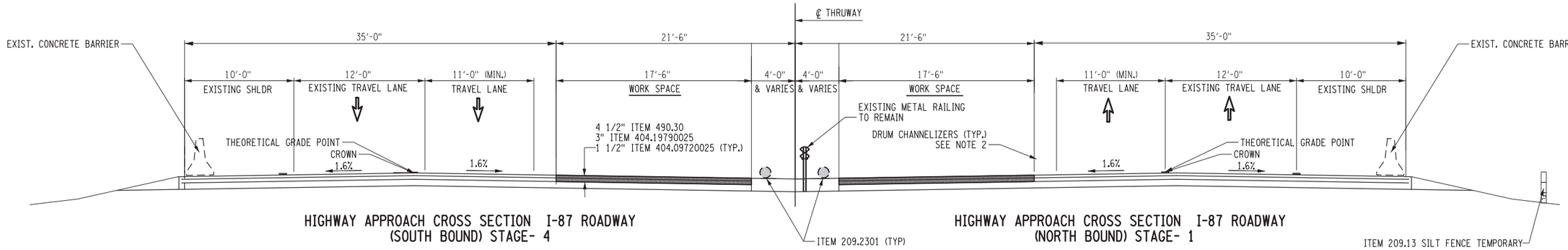
**TANY 26-17B** **D215020**

**58 SHEETS** **BIN 5514279**

**DRAWINGS 111 TO 168**

| SHEET. NO. | DRAWING TITLE | DWG. NO. |
|---|---|---|
| 112 | TYPICAL ROADWAY SECTION WITH TRAFFIC CONTROL STAGES | TRS-1 |
| 113 | BRIDGE TRAFFIC CONTROL PLAN | BTCP-1 |
| 114 | BRIDGE APPROCH WITH SHOULDER RECONSTRUCTION | APPR-1 |
| 115 | EXISTING TYPICAL BRIDGE & ROADWAY SECTIONS | ETS-1 |
| 116 | TRAFFIC CONTROL NOTE | TCN-1 |
| 117 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-1 | WZTC-1-01 |
| 118 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-1 | WZTC-1-02 |
| 119 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-1 | WZTC-1-03 |
| 120 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-1 | WZTC-1-04 |
| 121 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-1 | WZTC-1-05 |
| 122 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-1 | WZTC-1-06 |
| 123 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-1 | WZTC-1-07 |
| 124 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-2 | WZTC-2-01 |
| 125 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-2 | WZTC-2-02 |
| 126 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-2 | WZTC-2-03 |
| 127 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-2 | WZTC-2-04 |
| 128 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-2 | WZTC-2-05 |
| 129 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-2 | WZTC-2-06 |
| 130 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-3 | WZTC-3-01 |
| 131 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-3 | WZTC-3-02 |
| 132 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-3 | WZTC-3-03 |
| 133 | WORK ZONE TRAFFIC CONTROL PLAN STAGE-3 | WZTC-3-04 |
| 134 | TRAFFIC CONTROL PLAN FOR SMITH CLOVE ROAD | TCSC-01 |
| 135 | MISCELLANEOUS DETAILS | MD-1 |
| 136 | EXISTING BRIDGE PLAN | EBP-1 |
| 137 | PROPOSED PLAN & ELEVATION | PBP-1 |
| 138 | THRUWAY PROFILE | TP-1 |
| 139 | GENERAL NOTES | GN-1 |
| 140 | PAVEMENT STRIPES DETAIL | PSD-1 |
| 141 | PAVEMENT STRIPES DETAIL | PSD-2 |
| 142 | PAVEMENT STRIPES DETAIL | PSD-3 |
| 143 | PAVEMENT STRIPES DETAIL | PSD-4 |
| 144 | PAVEMENT STRIPES DETAIL | PSD-5 |
| 145 | PAVEMENT STRIPES DETAIL | PSD-6 |
| 146 | GUIDE RAIL REMOVAL PLAN | EGR-1 |
| 147 | GUIDE RAIL REMOVAL PLAN | EGR-2 |
| 148 | GUIDE RAIL REMOVAL PLAN | EGR-3 |
| 149 | GUIDE RAIL REMOVAL PLAN | EGR-4 |
| 150 | PROPOSED GUIDE RAIL PLAN | PGR-1 |
| 151 | PROPOSED GUIDE RAIL PLAN | PGR-2 |
| 152 | PROPOSED GUIDE RAIL PLAN | PGR-3 |
| 153 | PROPOSED GUIDE RAIL PLAN | PGR-4 |
| 154 | OVERHANG DECK REMOVAL | DR-1 |
| 155 | PROPOSED DECK AT OVERHANG SIDE | PD-1 |
| 156 | EXISTING FRAMING PLAN | SFP-1 |
| 157 | GIRDER LIFTING OPERATIONS | GLO-1 |
| 158 | STEEL REPAIR DETAIL-1 | SRD-1 |
| 159 | PROPOSED STEEL REPAIR DETAIL-2 | SRD-2 |
| 160 | SLAB REINFORCEMENT DETAILS | DRD-1 |
| 161 | SLAB REINFORCEMENT DETAILS | DRD-2 |
| 162 | CONCRETE REPAIR AREAS | CRA-1 |
| 163 | CONCRETE REPAIR DETAILS | CRD-1 |
| 164 | BEGIN ABUTMENT ELEVATION | BA-1 |
| 165 | BEGIN ABUTMENT ELEVATION | BA-2 |
| 166 | END ABUTMENT ELEVATION | EA-1 |
| 167 | END ABUTMENT ELEVATION | EA-2 |
| 168 | TABLE OF GUIDE RAIL QUANTITIES | TGQ-1 |

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. SCHICK

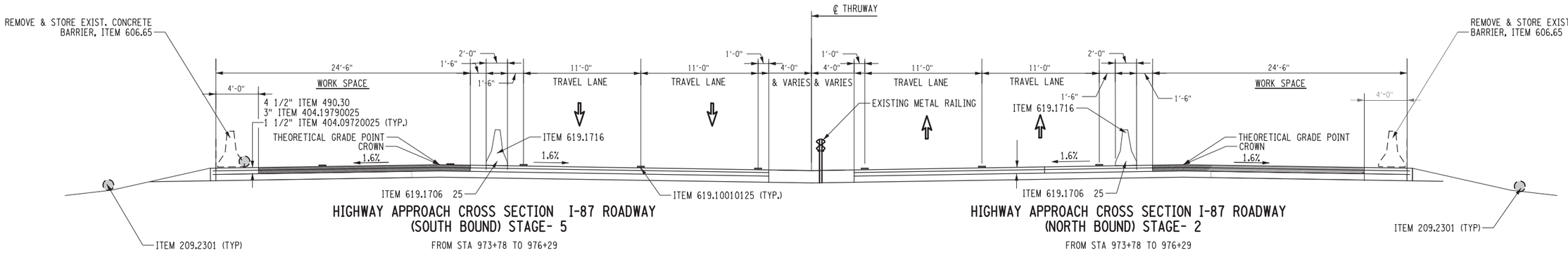



## HIGHWAY APPROACH CROSS SECTION I-87 ROADWAY (SOUTH BOUND) STAGE- 4

FROM STA 973+78 TO 976+29

## HIGHWAY APPROACH CROSS SECTION I-87 ROADWAY (NORTH BOUND) STAGE- 1

FROM STA 973+78 TO 976+29

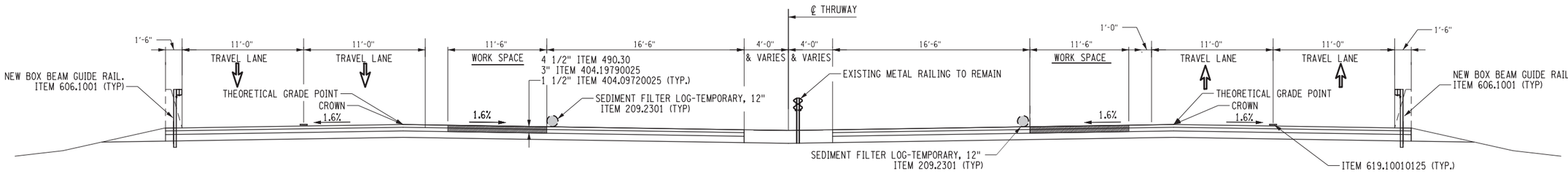



## HIGHWAY APPROACH CROSS SECTION I-87 ROADWAY (SOUTH BOUND) STAGE- 5

FROM STA 973+78 TO 976+29

## HIGHWAY APPROACH CROSS SECTION I-87 ROADWAY (NORTH BOUND) STAGE- 2

FROM STA 973+78 TO 976+29




## HIGHWAY APPROACH CROSS SECTION I-87 ROADWAY (SOUTH BOUND) STAGE- 6

FROM STA 973+78 TO 976+29

## HIGHWAY APPROACH CROSS SECTION I-87 ROADWAY (NORTH BOUND) STAGE- 3

FROM STA 973+78 TO 976+29

LEGEND:

ITEM 490.30 - MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE

| ITEM | DESCRIPTION | UNIT | ITEM | DESCRIPTION | UNIT |
|---|---|---|---|---|---|
| 209.13 | SILT FENCE-TEMPORARY | LF | 619.1716 | TEMP. POSITIVE BARRIER-CATEGORY 6 (PINNING REQUIRED) | LF |
| 209.2301 | SEDIMENT FILTER LOG-TEMPORARY, 12" | LF | | | |
| 404.09720025 | 9.5 F2 TOP COURSE ASPHALT, 70 SERIES COMPACTION | TON | | | |
| 404.19790025 | 19 F9 BINDER COURSE ASPHALT, 70 SERIES COMPACTION | TON | | | |
| 407.01040009 | NON-TRACKING TACK COAT | GAL | | | |
| 490.30 | MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE | SY | | | |
| 606.1001 | BOX BEAM GUIDE RAILING WITH EXTRA LONG POSTS | LF | | | |
| 619.10010125 | INTERIM PAVEMENT MARKINGS, STRIPES (6 INCHES) TRAFFIC PAINT | LF | | | |
| 619.1706 25 | LINEAR DELINEATION SYSTEM | LF | | | |

NOTE:

1. PROPOSED WORK UNDER STAGES 1, 2, 4 & 5 INVOLVE WORK AT THE MEDIAN AND THE OUTER SHOULDER AREAS, CONTRACTOR IS ADVISED THAT ANY PROPOSED WORK IN THESE SHOULDER AREAS ALREADY CONSTRUCTED SHOULD BE AVOIDED AND/OR NOT DISTURBED DURING THESE STAGE CONSTRUCTION.
2. DROP-OFF AT EDGE OF TRAVELED WAY SHALL BE SIGNED AND CHANNELIZED AS PER NYSTA SS TA 619-17. THE EXCAVATED SHOULDER SHALL BE RAMPED DURING NON-WORKING HOURS AS PER SECTION B-B ON TA 619-17.
3. CONTRACTOR SHALL APPLY ITEM 407.01040009 BETWEEN EACH LIFT OF ASPHALT.

ALTERED ON:

AFFIXED ON: 10/16/2025

SIGNATURE:
STAMP:

SIGNATURE:
STAMP:

STATE OF NEW YORK
GERARD J. SENTZ
No. 062576-1
LICENSED PROFESSIONAL ENGINEER

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

TITLE OF PROJECT
I-87 BRIDGE REHABILITATION, OVER SMITH CLOVE ROAD (MP 47.04)

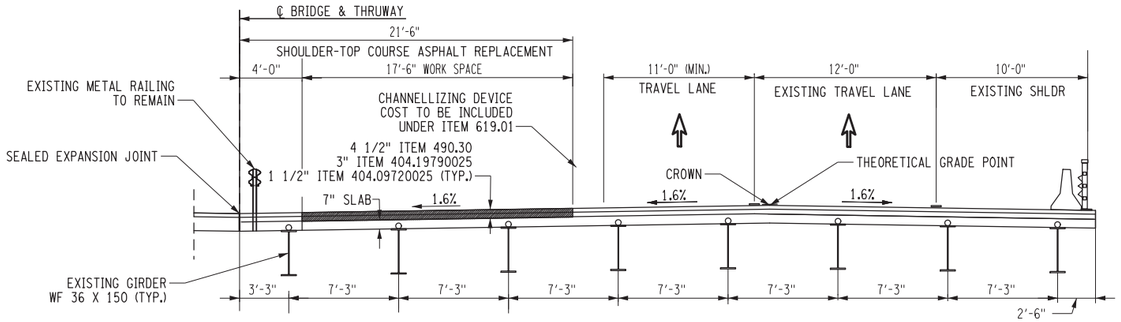
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514279

TITLE OF DRAWING
TYPICAL ROADWAY SECTION WITH TRAFFIC CONTROL STAGES

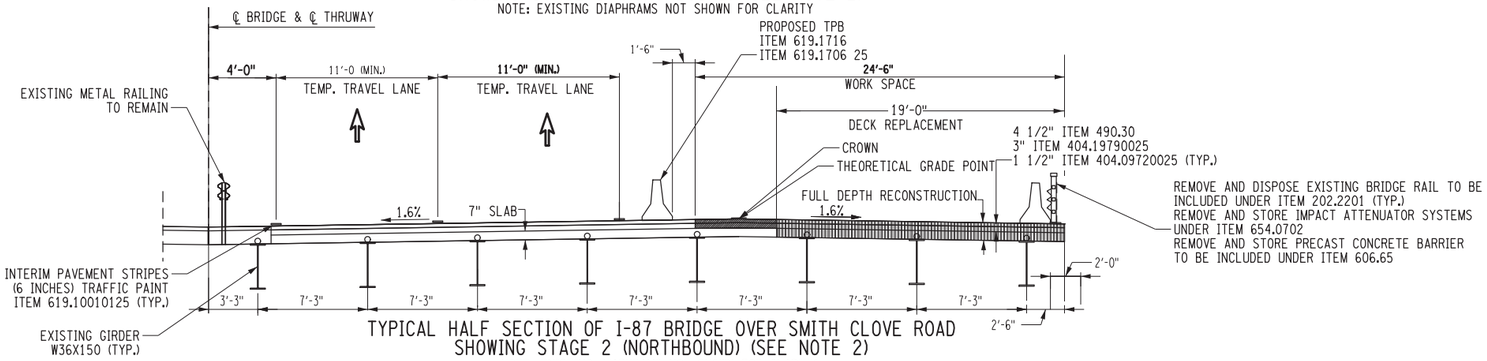
CONTRACT NUMBER: TANY 26-17B

DATE: 05/21/2025

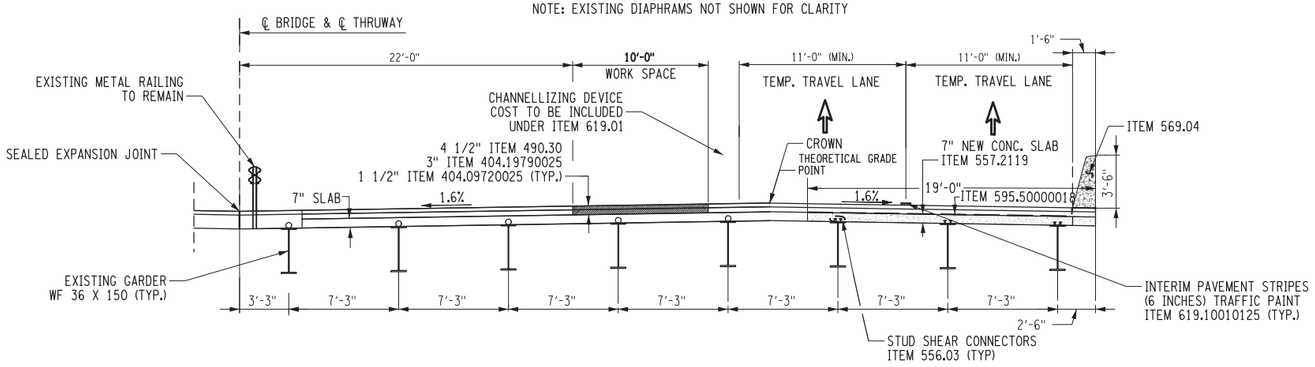
DRAWING NUMBER: TRS-1




TYPICAL HALF SECTION OF I-87 BRIDGE OVER SMITH CLOVE ROAD
SHOWING STAGE 1 (NORTHBOUND) (SEE NOTE 2)
NOTE: EXISTING DIAPHRAMS NOT SHOWN FOR CLARITY




TYPICAL HALF SECTION OF I-87 BRIDGE OVER SMITH CLOVE ROAD
SHOWING STAGE 2 (NORTHBOUND) (SEE NOTE 2)
NOTE: EXISTING DIAPHRAMS NOT SHOWN FOR CLARITY




TYPICAL HALF SECTION OF I-87 BRIDGE OVER SMITH CLOVE ROAD
SHOWING STAGE 3 (NORTHBOUND) (SEE NOTE 2)
NOTE: EXISTING DIAPHRAMS NOT SHOWN FOR CLARITY

LEGEND:

- ITEM 202.2201 - REMOVAL OF STEEL SUPPORTED STRUCTURAL SLABS (WITH SHEAR CONNECTORS) - TYPE A
- ITEM 490.30 - MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE
- PROPOSED CONCRETE DECK

NOTE:

1. THE EXISTING STRUCTURE HAS A WATERPROOF MEMBRANE. COST OF REMOVING THE EXISTING TO BE INCLUDED UNDER ITEM 490.30.
2. STAGES 1, 2, & 3 (NORTHBOUND) SHOWN. STAGES 4, 5, & 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE THE MIRROR IMAGE OF STAGES 1-3.
3. CONTRACTOR SHALL APPLY ITEM 407.01040009 BETWEEN EACH LIFT OF ASPHALT.

| ITEM | DESCRIPTION | UNIT | ITEM | DESCRIPTION | UNIT |
|---|---|---|---|---|---|
| 202.2201 | REMOVAL OF STEEL SUPPORTED STRUCTURAL SLABS (WITH SHEARCONNECTORS) - TYPE A | SF | 606.65 | REMOVING AND STORING PRECAST CONCRETE BARRIER | LF |
| | | | 619.01 | BASIC WORK ZONE TRAFFIC CONTROL | LS |
| 404.09720025 | 9.5 F2 TOP COURSE ASPHALT, 70 SERIES COMPACTION | TON | 619.10010125 | INTERIM PAVEMENT MARKINGS, STRIPES (6 INCHES) TRAFFIC PAINT | LF |
| 404.19790025 | 19 F9 BINDER COURSE ASPHALT, 70 SERIES COMPACTION | TON | | | |
| 407.01040009 | NON-TRACKING TACK COAT | GAL | 619.1706 25 | LINEAR DELINEATION SYSTEM | LF |
| 490.30 | MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE | SY | 619.1716 | TEMP. POSITIVE BARRIER-CATEGORY 6 (PINNING REQUIRED) | LF |
| 556.03 | STUD SHEAR CONNECTORS FOR BRIDGES | EA | 654.0702 | REMOVE AND STORE IMPACT ATTENUATOR SYSTEMS | EA |
| 557.2119 | SUPERSTRUCTURE SLAB WITH SEPARATE WEARING SURFACE BOTTOM FORMWORK REQUIRED | SY | | | |
| 569.04 | SINGLE SLOPE (HALF SECTION) CONCRETE BRIDGE BARRIER | LF | | | |

ALTERED ON:

AFFIXED ON: 10/16/2025

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STATE OF NEW YORK
GERARD J. SENTZ
No. 062576-1
LICENSED PROFESSIONAL ENGINEER

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REVISIONS

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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

TITLE OF PROJECT
I-87 BRIDGE REHABILITATION, OVER SMITH CLOVE ROAD (MP 47.04)

LOCATION OF PROJECT
VILLAGE OF WOODBURY, ORANGE COUNTY BIN 5514279

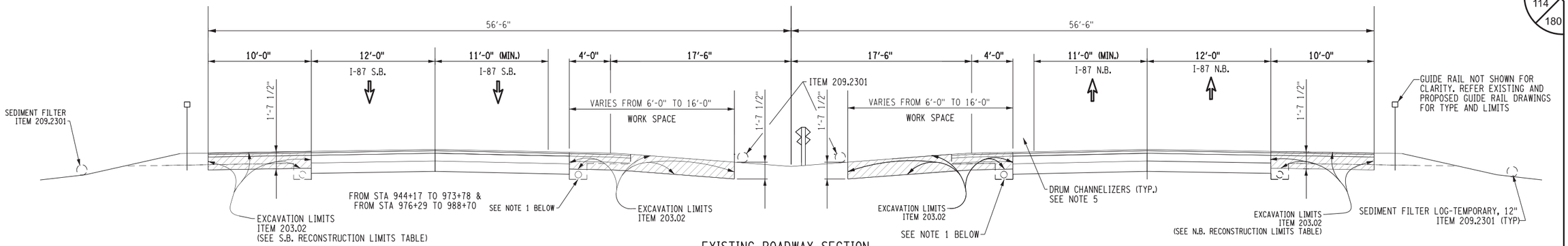
TITLE OF DRAWING
BRIDGE TRAFFIC CONTROL PLAN

CONTRACT NUMBER: TANY 26-17B

DATE: 05/21/2025

DRAWING NUMBER: BTCP-1

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. SCHICK

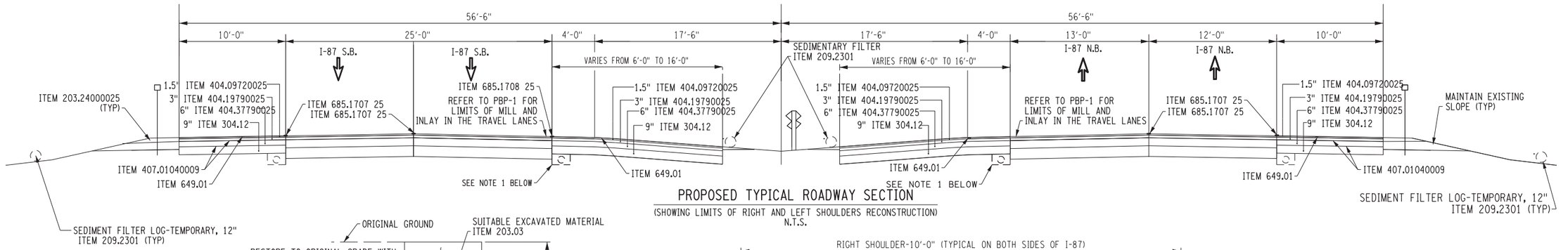



## EXISTING ROADWAY SECTION

(SHOWING LIMITS OF RIGHT AND LEFT SHOULDER RECONSTRUCTION)
N.T.S.

| S.B. RECONSTRUCTION LIMITS | | | | |
|---|---|---|---|---|
| SOUTH OF BRIDGE | S.B. BEGIN STATION MILEPOST | M.P. 46.78 ± | LEFT SHOULDER RECONSTRUCTION LIMITS | STA. 961+37 TO STA. 973+78 |
| | S.B. BRIDGE BEGINS MILEPOST | M.P. 47.02 ± | RIGHT SHOULDER RECONSTRUCTION LIMITS | STA. 961+37 TO STA. 973+78 |
| NORTH OF BRIDGE | S.B. BRIDGE ENDS MILEPOST | M.P. 47.06 ± | LEFT SHOULDER RECONSTRUCTION LIMITS | STA. 976+29 TO STA. 1005+90 |
| | S.B. END STATION MILEPOST | M.P. 47.62 ± | RIGHT SHOULDER RECONSTRUCTION LIMITS | STA. 976+29 TO STA. 988+65 |

| N.B. RECONSTRUCTION LIMITS | | | | |
|---|---|---|---|---|
| SOUTH OF BRIDGE | N.B. BEGIN STATION MILEPOST | M.P. 46.45 ± | LEFT SHOULDER RECONSTRUCTION LIMITS | STA. 944+17 TO STA. 973+78 |
| | N.B. BRIDGE BEGINS MILEPOST | M.P. 47.02 ± | RIGHT SHOULDER RECONSTRUCTION LIMITS | STA. 961+42 TO STA. 973+78 |
| NORTH OF BRIDGE | N.B. BRIDGE ENDS MILEPOST | M.P. 47.06 ± | LEFT SHOULDER RECONSTRUCTION LIMITS | STA. 976+29 TO STA. 988+70 |
| | N.B. END STATION MILEPOST | M.P. 47.30 ± | RIGHT SHOULDER RECONSTRUCTION LIMITS | STA. 976+29 TO STA. 985+00 |




## PROPOSED TYPICAL ROADWAY SECTION

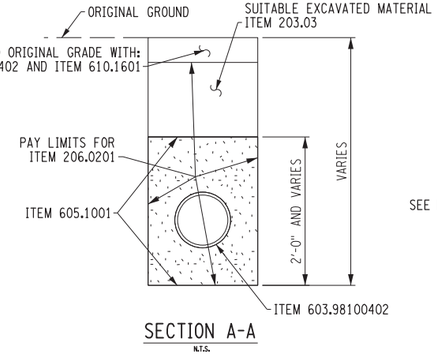
(SHOWING LIMITS OF RIGHT AND LEFT SHOULDERS RECONSTRUCTION)
N.T.S.

LEGEND:

- ITEM 203.02 - UNCLASSIFIED EXCAVATION AND DISPOSAL
- ITEM 203.24000025 - SHOULDER BACKUP MATERIAL
- FULL DEPTH SCRAFICATION OF SUBBASE, COST INCLUDED IN ITEM 610.1401

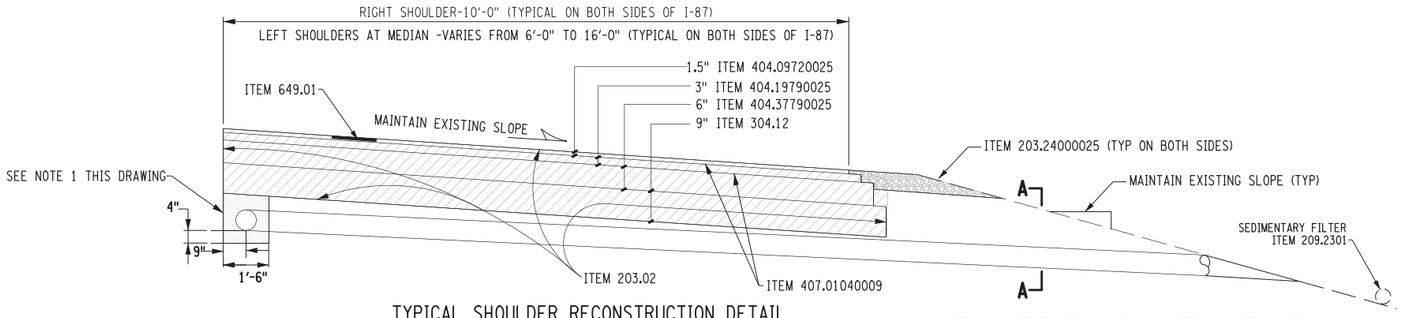
NOTES:

1. COST OF REMOVAL OF EXISTING UNDRDRAIN TO BE UNDER ITEM 203.02, PLACE NEW UNDERDRAIN UNDER ITEM 603.98100402 PERFORATED CORRUGATED POLYETHYLENE UNDERDRAIN PIPE - 4 INCH
2. REFER DRAWINGS EBP-1 AND PBP-1 FOR LIMITS AND THICKNESSES OF PAVEMENT ITEMS DURING MILL AND INLAY AT THE BRIDGE.
3. ITEM 209.2301- SEDIMENT FILTER LOG IS INSTALLED AT EACH STAGE OF SHOULDER RECONSTRUCTION. REFER "WORK ZONE TRAFFIC CONTROL" PLANS FOR DETAILS.
4. CONTRACTOR SHALL APPLY ITEM 407.01040009 BETWEEN EACH LIFT OF ASPHALT.
5. DROP-OFF AT EDGE OF TRAVELED WAY SHALL BE SIGNED AND CHANNELIZED AS PER NYSTA SS TA 619-17. THE EXCAVATED SHOULDER SHALL BE RAMPED DURING NON-WORKING HOURS AS PER SECTION B-B ON TA 619-17.




## SECTION A-A

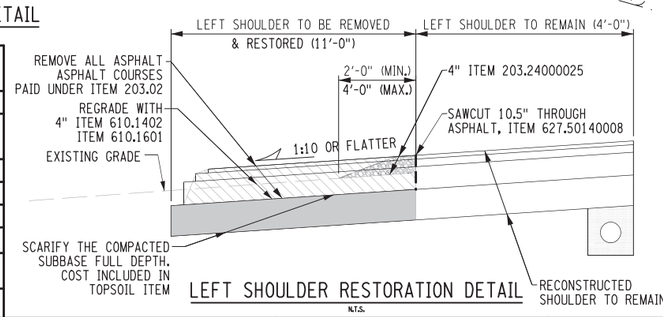
N.T.S.




## TYPICAL SHOULDER RECONSTRUCTION DETAIL

N.T.S.

| ITEM | DESCRIPTION | UNIT | ITEM | DESCRIPTION | UNIT |
|---|---|---|---|---|---|
| 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL | CY | 490.30 | MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE | SY |
| 203.03 | EMBANKMENT IN PLACE | CY | 603.98100402 | PERFORATED CORRUGATED POLYETHYLENE UNDERDRAIN PIPE - 4 INCH | LF |
| 206.0201 | TRENCH AND CULVERT EXCAVATION | CY | | | |
| 203.24000025 | SHOULDER BACKUP MATERIAL | TON | 610.1402 | TOPSOIL - ROADSIDE | CY |
| 209.2301 | SEDIMENT FILTER LOG-TEMPORARY, 12" | LF | 610.1601 | TURF ESTABLISHMENT - ROADSIDE | SY |
| 304.12 | SUBBASE COURSE, TYPE 2 | CY | 627.50140008 | CUTTING PAVEMENT | LF |
| 404.09720025 | 9.5 F2 TOP COURSE ASPHALT, 70 SERIES COMPACTION | TON | 649.01 | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS) | LF |
| 404.19790025 | 19 F9 BINDER COURSE ASPHALT, 70 SERIES COMPACTION | TON | 685.1707 25 | WHITE HIGHLY REFLECTORIZED TRIPLE DROP EPOXY PAVEMENT STRIPES 6 INCH WIDTH X 20 MIL | LF |
| 404.37790025 | 37.5 F9 BASE COURSE ASPHALT, 70 SERIES COMPACTION | TON | 685.1708 25 | YELLOW HIGHLY REFLECTORIZED TRIPLE DROP EPOXY PAVEMENT STRIPES 6 INCH WIDTH X 20 MIL | LF |
| 407.010400009 | NON-TRACKING TACK COAT | GAL | | | |




## LEFT SHOULDER RESTORATION DETAIL

N.T.S.

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| REVISIONS | | | |
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| DATE | DESCRIPTION | BY | SYM. |
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STATE OF NEW YORK
GERARD J. SENTZ
No. 062576-1
LICENSED PROFESSIONAL ENGINEER

NEW YORK STATE | Thruway Authority

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Architecture Engineering Surveying

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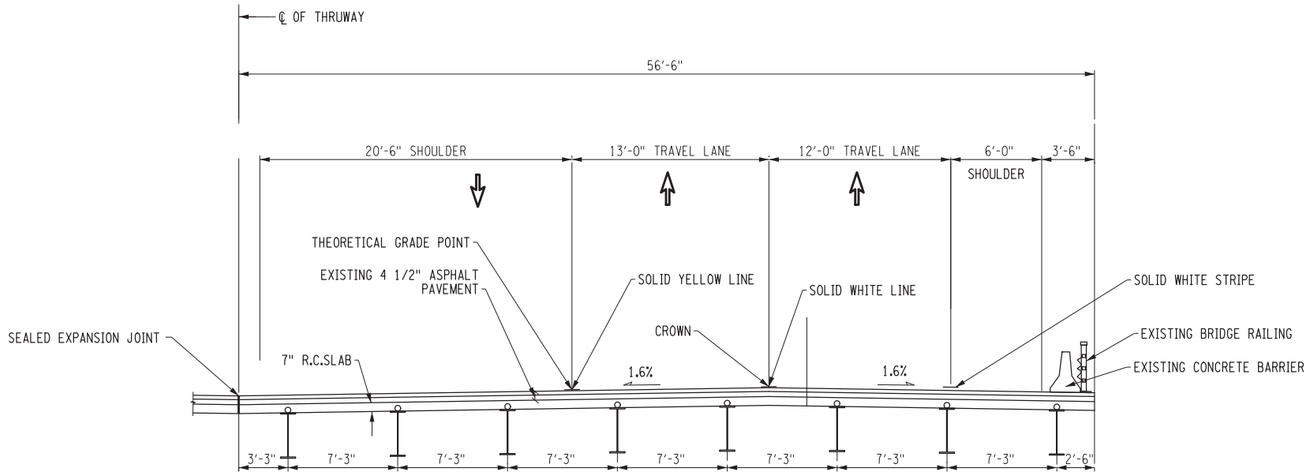
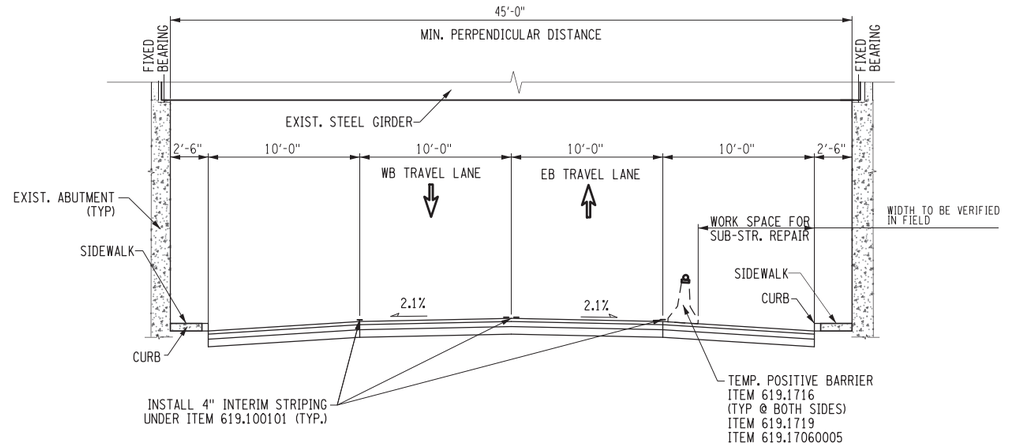
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | BRIDGE APPROACH/ WITH SHLDR RECONSTRUCTION |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | APPR-1 |

DESIGN SUPERVISOR: M. COX
DRAFTED BY: M. SCHICK
DESIGNED BY: M. COX
CHECKED BY:




TYPICAL HALF BRIDGE AND ROADWAY SECTIONS OF I-87 - EXISTING




TYPICAL SECTION: SMITH CLOVE ROAD UNDER I-87 BRIDGE- EXISTING

NOTES:

1) SEE DWG. TCSC-01 FOR TRAFFIC CONTROL ON SMITH CLOVE ROAD USED FOR SUB-STRUCTURE REPAIR.

2) FOLLOW SEQUENCE OF CONSTRUCTION SHOWN ON DWG. TCN-1

3) THE TYPICAL SECTION OF SMITH CLOVE ROAD SHOWS WZTC NEEDED TO MAKE THE REPAIRS AT THE SOUTH ABUTMENT. WHEN MAKING THE REPAIRS ON THE NORTH ABUTMENT, THE WZTC WILL BE SIMILAR EXCEPT THAT IT WILL BE THE MIRROR IMAGE.

4) THE SECTION SHOWN FOR I-87 IS FOR THE NORTHBOUND SIDE. TYPICAL SECTIONS FOR THE SOUTHBOUND DIRECTION ARE THE MIRROR IMAGE.

DRAFTED BY: M. COX
DESIGNED BY: M. SCHICK
CHECKED BY: M. COX
DESIGN SUPERVISOR: M. COX

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: |

STATE OF NEW YORK
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NEW YORK STATE Thruway Authority

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|---|---|
| TITLE OF PROJECT<br>I-87 BRIDGE REHABILITATION<br>OVER SMITH CLOVE ROAD (MP 47.04) | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514279 | DATE:<br>05/21/2025 |
| TITLE OF DRAWING<br>EXISTING TYPICAL BRIDGE & ROADWAY SECTIONS | DRAWING NUMBER:<br>ETS-1 |

GENERAL NOTES:

1. THE TYPICAL DETAILS DEPICTED ON THE STANDARD SHEETS AND IN THE MUTCD REFLECT THE MINIMUM REQUIREMENTS.

2. THE CONTRACTOR MUST SUBMIT TO THE ENGINEER, IN WRITING, PROPOSED REVISIONS TO THE TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY THE DIVISION DIRECTOR OR HIS/HER DESIGNEE FIVE (5) WORK DAYS PRIOR TO THE PLANNED IMPLEMENTAION OF SUCH PROPOSED REVISIONS, EXCEPT FOR CHANGES THAT ALTER THE SCOPE OF THE TRAFFIC CONTROL PLAN. SUCH CHANGES IN SCOPE MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL BY THE DIVISION DIRECTOR OR HIS/HER DESIGNEE THIRTY (30) WORKING DAYS PRIOR TO IMPLEMENTATION OF SUCH REVISIONS.

3. THE CONTRACTOR SHALL PROVIDE THE ENGINEER, IN WRITING, WITH THE NAMES ADDRESSES, AND TELEPHONE NUMBERS OF STAFF WHO ARE AUTORIZED TO SECURE LABOR, MATERIALS, AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE NORMAL WORKING HOURS. THE ENGINEER WILL PROVIDE THE SUBMITTED INFORMATION TO REGIONAL MANAGEMENT, THE NEW YORK STATE POLICE, THE RESIDENT ENGINEER, AND THE LOCAL POLICE.

ACTIVITY AREA

1. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 500' LONGITUDINAL DISTANCE BETWEEN CONSTRUCTION OPERATIONS ON ALTERNATE SIDES OF THE ROADWAY, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

SIGNS

1. THE LOCATIONS OF THE SIGNS SHOWN ON THE WORK ZONE TRAFFIC CONTROL PLANS AND DETAILS MAY BE ADJUSTED BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS, THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO APPROVAL OF THE ENGINEER.

2. ANY EXISTING SIGNS, INCLUDING OVERHEAD SIGNS, WHICH CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGN LAYOUT SHALL BE COVERED, REMOVED, STORED OR RESET, AS APPROVED BY THE ENGINEER, ALL APPROPRIATE EXISTING SIGNS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND/OR LOCATION UNLESS OTHERWISE REPLACED IN THIS CONTRACT.

3. SIGNS AT OR NEAR INTERSECTIONS SHALL BE PLACED SO THAT THEY DO NOT OBSTRUCT A MOTORIST'S LINE OF SIGHT.

4. ALL WARNING AND REGULATORY SIGNS SHALL BE POSTED ON BOTH SIDES OF MULTI-LANE DIVIDED HIGHWAYS, MULTI-LANE RAMPS, AND ONE-WAY STREETS. IN CASES WHERE LANE RESTRICTIONS REDUCE THE TRAVEL LANE TO ONE LANE, SIGNS SHALL BE POSTED ON THE RIGHT SIDE OF THE ACTIVE TRAVEL LANE, UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

5. SIGNS MOUNTED ON THE MEDIAN OF DIVIDED HIGHWAY WHERE MEDIAN BARRIER IS IN PLACE MAY BE MOUNTED ON THE BARRIER WITH A SADDLE TYPE BRACKET. LAYING THE SIGN DOWN IN A HORIZONTAL POSITION IS NOT PERMITTED.

6. THE DIMENSIONS OF WORK ZONE TRAFFIC CONTROL SIGNS ARE DESCRIBED IN THE MUTCD. ANY CHANGES TO THE DIMENSIONS SHALL BE APPROVED BY THE DIVISION DIRECTOR OR BY HIS/HER DESIGNEE.

7. NYR9-12 MAY BE USED IN PLACE OF NYR9-11.

CHANNELIZING DEVICES

1. WHERE POSSIBLE ALL CHANNELIZING AND GUIDING DEVICES ARE TO BE PLACED SO AS TO PROVIDE A MINIMUM 2' LATERAL CLEARANCE TO THE TRAVELED WAY.

PUBLIC ACCESS

1. PROPERTY OWNERS WHOSE DRIVEWAY WILL BE MADE INACCESSIBLE SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 24 HOURS PRIOR TO RESTRICTING USE OF THE DRIVEWAY. FOR MULTIPLE ACCESS PROPERTIES, AT LEAST ONE DRIVEWAY SHALL BE OPEN AT ALL TIMES. ACCESS SHALL BE RESTORED TO ALL DRIVEWAYS AS SOON AS POSSIBLE.

2. SUITABLE RAMPS SHALL BE INSTALLED TO MAINTAIN SMOOTH TRANSITIONS FROM RESIDENTIAL AND COMMERCIAL DRIVEWAYS TO AND FROM THE WORK AREA.

LANE CLOSURES

1. THE CONTRACTOR SHALL LOCATE LANE CLOSURES TO PROVIDE OPTIMUM VISIBILITY, BEFORE CURVES AND CRESTS, TO THE EXTENT CONDITIONS PERMIT.

2. THE ENGINEER MAY REQUIRE THAT ALL LANES BE RE-OPENED AT ANY TIME IF THE ROUTE IS NEEDED FOR EMERGENCY PURPOSES. THIS COULD INCLUDE INCIDENTS AT LOCATIONS OUTSIDE THE CONTRACT LIMITS.

LANE WIDTHS

1. UNLESS AUTHORIZED BY THE ENGINEER, THE MINIMUM LANE WIDTHS FOR WORK ZONE TRAVEL LANES SHALL BE AS FOLLOWS: FREEWAYS AND/OR EXPRESSWAYS IS 11'. THE MINIMUM LANE WIDTH FOR ALL OTHER TYPES OF ROADWAYS IS 10'.

2. THE CONTRACTOR SHALL PROVIDE A WRITTEN NOTICE TO THE ENGINEER, A MINIMUM OF 21 CALENDAR DAYS IN ADVANCE OF PERFORMING ANY WORK THAT RESULTS IN THEREDUCED WIDTH OF AN EXISTING ROADWAY, SO THAT THE ENGINEER MAY NOTIFY THE PERMIT ENGINEER IN A TIMELY MANNER.

BARRIER/SHADOW VEHICLES

1. FOR WORK ON I-87 (THRUWAY), SELECTION AND PLACEMENT OF BARRIER VEHICLES SHALL BE BASED ON THE REQUIREMENTS ON NYSTA STANDARD SHEET TA 619-01. FOR WORK ON SMITH CLOVE ROAD, SELECTION AND PLACEMENT OF BARRIER VEHICLES SHALL BE BASED ON NYSDOT STANDARD SHEET 619-011.

2. NO WORK ACTIVITY, EQUIPMENT, VEHICLES AND/OR MATERIALS SHALL BE LOCATED BETWEEN THE BARRIER OR SHADOW VEHICLE AND THE ACTIVE WORK AREA (ROLL AHEAD DISTANCE).

3. THE CONTRACTOR MAY BE REQUIRED TO PROVIDE A BARRIER VEHICLE IN CONJUCTION WITH POLICE PRESENCE IN THE WORK ZONE, TO BE INCLUDED IN THE UNIT BID PRICE FOR BASIC WORK ZONE TRAFFIC CONTROL.

## SEQUENCE OF WORK

| | | | DRAWINGS REFERENCED |
|---|---|---|---|
| PHASE-1 (NORTHBOUND) | STAGE-1 | INSTALL TRAFFIC SIGNS AND TRAFFIC CONTROL PLANS AS PER PLANS<br>PERFORM PAVEMENT UPGRADE/ SHOULDER RECONSTRUCTION AT MEDIAN<br>SHIFT TRAFFIC TOWARDS MEDIAN | WZTC-1-01 THRU WZTC-1-07 AND TRS-1 |
| | STAGE-2 | INSTALL TRAFFIC SIGNS & TEMPORARY CONCRETE BARRIERS<br>SAWCUT & CONSTRUCT NEW DECK AT FASCIA OVERHANG & REPAVE AS PER PLANS<br>SHIFT TRAFFIC TOWARDS THE OUTER EDGE OF BRIDGE | WZTC-2-01 THRU WZTC-2-06 AND TRS-1 |
| | STAGE-3 | INSTALL TRAFFIC SIGNS AND TRAFFIC CONTROL PLANS AS PER PLANS<br>PERFORM PAVEMENT UPGRADE/ REPAIR/ AND INLAY WITH NEW ASPHALT AS PER PLANS<br>REMOVE SIGNS AND RELATED APPURTENANCES, INSTALL PAVEMENT MARKINGS AND INSTALL NEW GUIDE RAIL AS PER THE PLANS. | WZTC-3-01 THRU WZTC-3-04 AND TRS-1 |
| PERFORM STEEL & PEDESTAL REPAIRS AT LOCATIONS SHOWN UNDER EACH STAGE | | | |

| | | | DRAWINGS REFERENCED |
|---|---|---|---|
| PHASE-2 (SOUTHBOUND) | STAGE-4 | INSTALL TRAFFIC SIGNS AND TRAFFIC CONTROL PLANS AS PER PLANS<br>PERFORM PAVEMENT UPGRADE/ SHOULDER RECONSTRUCTION AT MEDIAN<br>SHIFT TRAFFIC TOWARDS MEDIAN | WZTC-1-01 THRU WZTC-1-07 AND TRS-1<br>MIRROR OF STAGE 1 IN THE SB DIRECTION |
| | STAGE-5 | INSTALL TRAFFIC SIGNS & TEMPORARY CONCRETE BARRIERS<br>SAWCUT & CONSTRUCT NEW DECK AT FASCIA OVERHANG & REPAVE AS PER PLANS<br>SHIFT TRAFFIC TOWARDS THE OUTER EDGE OF BRIDGE | WZTC-2-01 THRU WZTC-2-06 AND TRS-1<br>MIRROR OF STAGE 2 IN THE SB DIRECTION |
| | STAGE-6 | INSTALL TRAFFIC SIGNS AND TRAFFIC CONTROL PLANS AS PER PLANS<br>PERFORM PAVEMENT UPGRADE/ REPAIR/ AND INLAY WITH NEW ASPHALT AS PER PLANS<br>REMOVE SIGNS AND RELATED APPURTENANCES, INSTALL PAVEMENT MARKINGS AND INSTALL NEW GUIDE RAIL AS PER THE PLANS. | WZTC-3-01 THRU WZTC-3-04 AND TRS-1<br>MIRROR OF STAGE 3 IN THE SB DIRECTION |
| PERFORM STEEL & PEDESTAL REPAIRS AT LOCATIONS SHOWN UNDER EACH STAGE | | | |

NOTES:

1. SECTIONS SHOWN ARE FOR THE NORTH BOUND SIDE. TYPICAL SECTIONS APPLY FOR THE SOUTH BOUND EXCEPT FOR THE MIRROR IMAGE.

2. PROPOSED TEMPORARY CONCRETE BARRIER (TCB) IN STAGE 1 & 4 SHALL BE PINNED TO THE EXISTING PAVEMENT AND BRIDGE DECK. PAID FOR UNDER ITEM 619.1716, THE REST WILL BE PAID FOR UNDER ITEM 619.1715

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. COX

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ No. 062576-1 LICENSED PROFESSIONAL ENGINEER |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE. THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES Architecture, Engineering, Surveying

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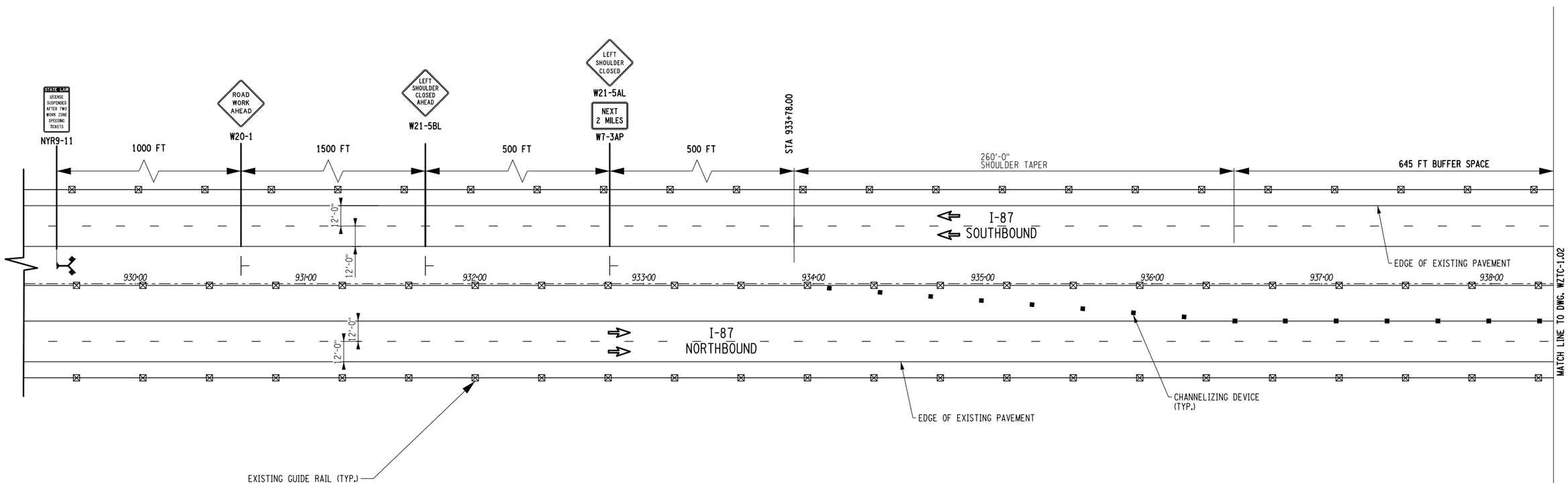
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION, OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY, ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | TRAFFIC CONTROL NOTES |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | TCN-1 |

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. COX
DRAFTED BY: M. SCHICK
CHECKED BY: M. SCHICK
CHECKED BY: M. COX

GRID NORTH




# WORK ZONE TRAFFIC CONTROL - STAGE 1
# MEDIAN PAVEMENT SHOULDER PAVEMENT RESURFACING

**LEGEND**

- LIMITS OF FULL DEPTH SHOULDER RECONSTRUCTION
- SEDIMENT FILTER LOG-TEMPORARY, 12", ITEM 209.2301
- TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED), ITEM 619.1716

30 0 30 60 90 120'
1" = 60'

NOTES:

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE FOR THE NORTHBOUND TRAFFIC CONTROL DURING CONSTRUCTION OF STAGES 1 THRU 3. STAGES 4 THRU 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE NOT SHOWN. THE CONTRACTOR SHALL MIRROR STAGES 1 THRU 3 FOR THE SOUTHBOUND DIRECTION.
2. DROP-OFF AT EDGE OF TRAVELED WAY SHALL BE SIGNED AND CHANNELIZED AS PER NYSTA SS TA 619-17. THE EXCAVATED SHOULDER SHALL BE RAMPED DURING NON-WORKING HOURS AS PER SECTION B-B ON TA 619-17.

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ No. 062576-1 LICENSED PROFESSIONAL ENGINEER |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE. THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

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NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES Architecture, Engineering, Surveying

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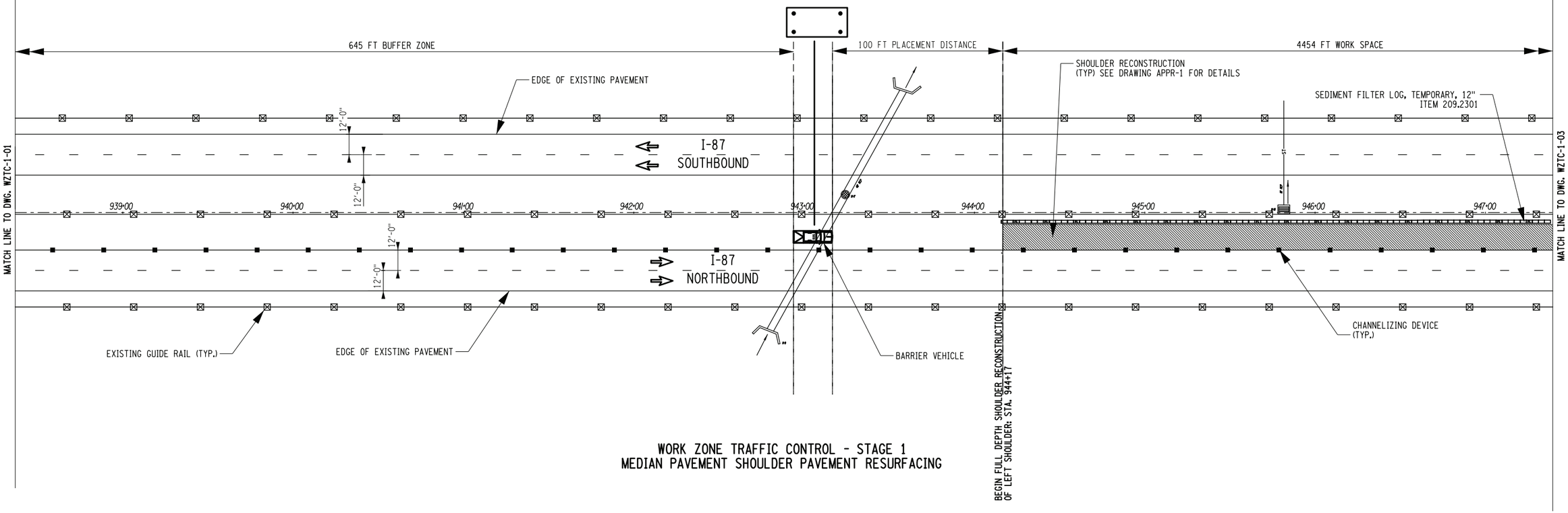
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | I-87 WORK ZONE TRAFFIC CONTROL PLAN STAGE 1 (1 OF 7) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | WZTC-1-01 |

M. COX — CHECKED BY:
M. SCHICK — DESIGNED BY:
M. SCHICK — DRAFTED BY:
M. COX — CHECKED BY:
M. COX — DESIGN SUPERVISOR:

GRID NORTH




## WORK ZONE TRAFFIC CONTROL - STAGE 1
## MEDIAN PAVEMENT SHOULDER PAVEMENT RESURFACING

**LEGEND**

- LIMITS OF FULL DEPTH SHOULDER RECONSTRUCTION
- SEDIMENT FILTER LOG-TEMPORARY, 12", ITEM 209.2301
- TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED), ITEM 619.1716

30 0 30 60 90 120'
1" = 60'

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: |

STATE OF NEW YORK
GERARD J. SENTZ
NO. 062576-1
LICENSED PROFESSIONAL ENGINEER

NOTES:

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE FOR THE NORTHBOUND TRAFFIC CONTROL DURING CONSTRUCTION OF STAGES 1 THRU 3. STAGES 4 THRU 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE NOT SHOWN. THE CONTRACTOR SHALL MIRROR STAGES 1 THRU 3 FOR THE SOUTHBOUND DIRECTION.
2. DROP-OFF AT EDGE OF TRAVELED WAY SHALL BE SIGNED AND CHANNELIZED AS PER NYSTA SS TA 619-17. THE EXCAVATED SHOULDER SHALL BE RAMPED DURING NON-WORKING HOURS AS PER SECTION B-B ON TA 619-17.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE. THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES

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|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | I-87 WORK ZONE TRAFFIC CONTROL PLAN STAGE 1 (2 OF 7) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | WZTC-1-02 |

M. COX — CHECKED BY:
M. SCHICK — DRAFTED BY:
M. SCHICK — DESIGNED BY:
M. COX — DESIGN SUPERVISOR:

GRID NORTH

4454 FT ± WORK SPACE

EDGE OF EXISTING PAVEMENT

SEDIMENT FILTER LOG - TEMPORARY, 12"
ITEM 209.2301 (TYP.)

SHOULDER RECONSTRUCTION
(TYP.) SEE DRAWIN APPR-1 FOR DETAILS

12'-0"

12'-0"

I-87
SOUTHBOUND

948+00 949+00 950+00 951+00 952+00 953+00 954+00 955+00 956+00

MATCH LINE TO DWG. WZTC-1-02

MATCH LINE TO DWG. WZTC-1-04

11'-0" MIN.

12'-0"

I-87
NORTHBOUND

EDGE OF EXISTING PAVEMENT

EXISTING GUIDE RAIL (TYP.)

CHANNELIZING DEVICE (TYP.)

# WORK ZONE TRAFFIC CONTROL - STAGE 1
# MEDIAN PAVEMENT SHOULDER PAVEMENT RESURFACING

**LEGEND**

- LIMITS OF FULL DEPTH SHOULDER RECONSTRUCTION
- SEDIMENT FILTER LOG-TEMPORARY, 12", ITEM 209.2301
- TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED), ITEM 619.1716

30 0 30 60 90 120'
1" = 60'

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: |

STATE OF NEW YORK
GERARD J. SENTZ
No. 062576-1
LICENSED PROFESSIONAL ENGINEER

NOTES:

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE FOR THE NORTHBOUND TRAFFIC CONTROL DURING CONSTRUCTION OF STAGES 1 THRU 3. STAGES 4 THRU 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE NOT SHOWN. THE CONTRACTOR SHALL MIRROR STAGES 1 THRU 3 FOR THE SOUTHBOUND DIRECTION.
2. DROP-OFF AT EDGE OF TRAVELED WAY SHALL BE SIGNED AND CHANNELIZED AS PER NYSTA SS TA 619-17. THE EXCAVATED SHOULDER SHALL BE RAMPED DURING NON-WORKING HOURS AS PER SECTION B-B ON TA 619-17.

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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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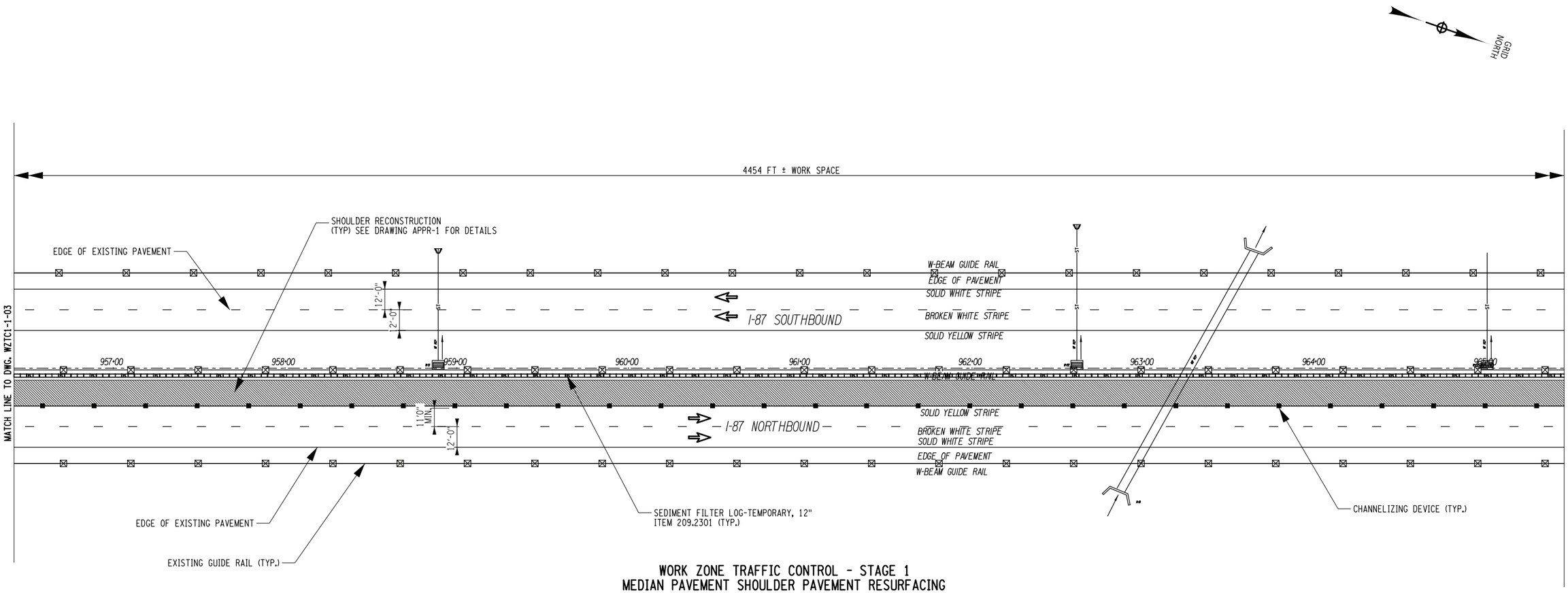
|---|---|
| TITLE OF PROJECT<br>I-87 BRIDGE REHABILITATION,<br>OVER SMITH CLOVE ROAD (MP 47.04) | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514279 | DATE:<br>05/21/2025 |
| TITLE OF DRAWING<br>I-87 WORK ZONE TRAFFIC CONTROL PLAN STAGE 1 (3 OF 7) | DRAWING NUMBER:<br>WZTC-1-03 |

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. COX
DRAFTED BY: M. SCHICK
CHECKED BY: M. COX




## WORK ZONE TRAFFIC CONTROL - STAGE 1
## MEDIAN PAVEMENT SHOULDER PAVEMENT RESURFACING

**LEGEND**

- LIMITS OF FULL DEPTH SHOULDER RECONSTRUCTION
- SEDIMENT FILTER LOG-TEMPORARY, 12", ITEM 209.2301
- TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED), ITEM 619.1716

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: STAMP: |

STATE OF NEW YORK · GERARD J. SENTZ · NO. 062576-1 · LICENSED PROFESSIONAL ENGINEER

NOTES:

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE FOR THE NORTHBOUND TRAFFIC CONTROL DURING CONSTRUCTION OF STAGES 1 THRU 3. STAGES 4 THRU 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE NOT SHOWN. THE CONTRACTOR SHALL MIRROR STAGES 1 THRU 3 FOR THE SOUTHBOUND DIRECTION.
2. DROP-OFF AT EDGE OF TRAVELED WAY SHALL BE SIGNED AND CHANNELIZED AS PER NYSTA SS TA 619-17. THE EXCAVATED SHOULDER SHALL BE RAMPED DURING NON-WORKING HOURS AS PER SECTION B-B ON TA 619-17.

30 0 30 60 90 120'
1" = 60'

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REVISIONS

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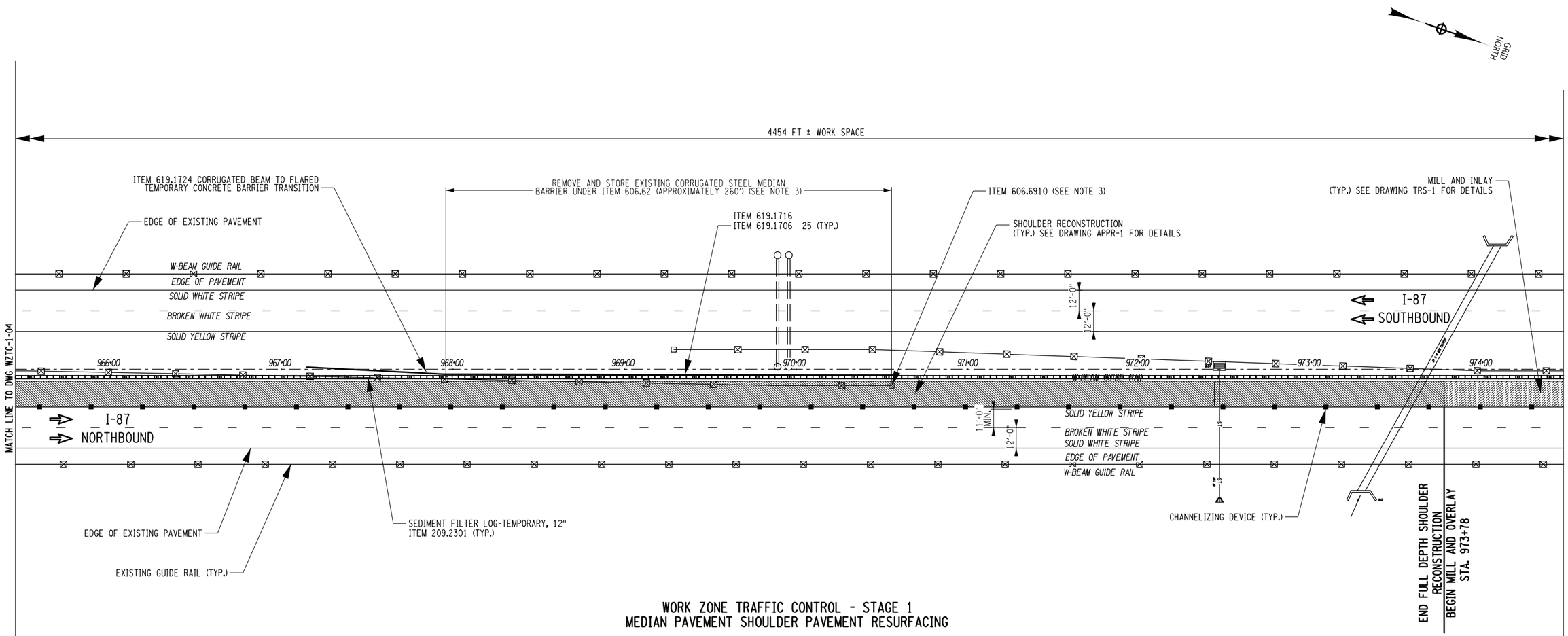
NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES Architecture Engineering Surveying

| | |
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | I-87 WORK ZONE TRAFFIC CONTROL PLAN STAGE 1 (4 OF 7) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | WZTC-1-04 |

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
CHECKED BY: M. COX




## WORK ZONE TRAFFIC CONTROL - STAGE 1
## MEDIAN PAVEMENT SHOULDER PAVEMENT RESURFACING

**LEGEND**

- LIMITS OF MILL AND OVERLAY (APPROACHES)
- LIMITS OF FULL DEPTH SHOULDER RECONSTRUCTION
- SEDIMENT FILTER LOG-TEMPORARY, 12", ITEM 209.2301
- TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED), ITEM 619.1716

30 0 30 60 90 120'
1" = 60'

NOTES:

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE FOR THE NORTHBOUND TRAFFIC CONTROL DURING CONSTRUCTION OF STAGES 1 THRU 3. STAGES 4 THRU 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE NOT SHOWN. THE CONTRACTOR SHALL MIRROR STAGES 1 THRU 3 FOR THE SOUTHBOUND DIRECTION.
2. DROP-OFF AT EDGE OF TRAVELED WAY SHALL BE SIGNED AND CHANNELIZED AS PER NYSTA SS TA 619-17. THE EXCAVATED SHOULDER SHALL BE RAMPED DURING NON-WORKING HOURS AS PER SECTION B-B ON TA 619-17.
3. EXISTING CORRUGATED STEEL MEDIAN BARRIER AND ANCHORAGE UNITS TO BE STORED DURING STAGE 1 AND REPLACED WITH PINNED TEMPORARY CONCRETE BARRIER. THE CORRUGATED STEEL MEDIAN BARRIER AND ANCHORAGE UNITS ARE TO BE RESET DURING WZTC STAGE 3. RESETTING THE THE MEDIAN BARRIER TO BE INCLUDED UNDER ITEMS 606.52 AND 606.5910. WORK SHALL BE REPEATED FOR THE SB DIRECTION IF NECESSARY TO ACCOMODATE SHIFTED TRAFFIC.

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: |

STATE OF NEW YORK
GERARD J. SENTZ
No. 062576-1
LICENSED PROFESSIONAL ENGINEER

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REVISIONS

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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture Engineering Surveying

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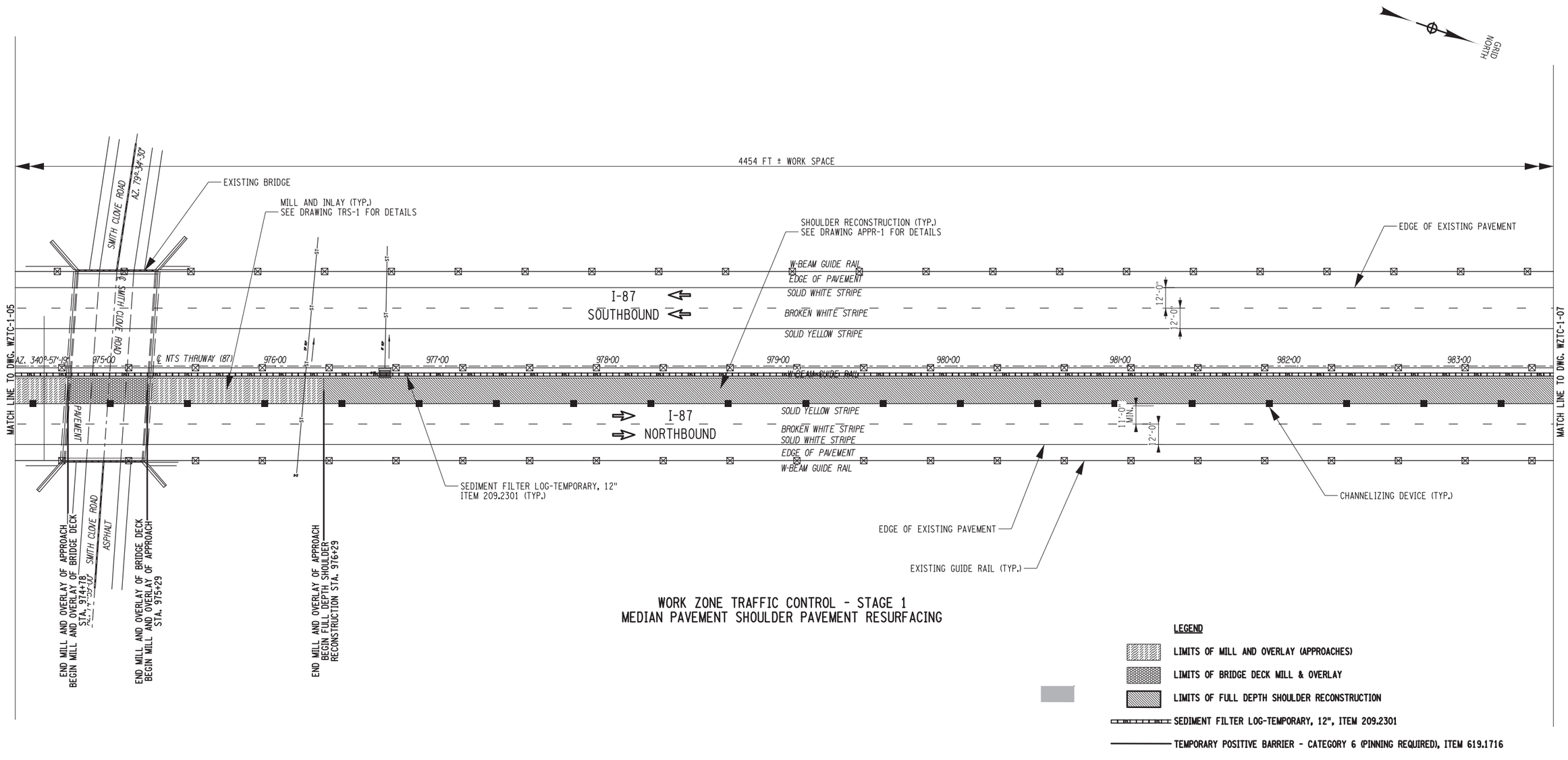
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | I-87 WORK ZONE TRAFFIC CONTROL PLAN STAGE 1 (5 OF 7) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | WZTC-1-05 |

DESIGNED BY: M. COX
DRAFTED BY: M. SCHICK
CHECKED BY: M. COX
DESIGN SUPERVISOR: M. SCHICK
CHECKED BY:




## WORK ZONE TRAFFIC CONTROL - STAGE 1
## MEDIAN PAVEMENT SHOULDER PAVEMENT RESURFACING

**LEGEND**

- LIMITS OF MILL AND OVERLAY (APPROACHES)
- LIMITS OF BRIDGE DECK MILL & OVERLAY
- LIMITS OF FULL DEPTH SHOULDER RECONSTRUCTION
- SEDIMENT FILTER LOG-TEMPORARY, 12", ITEM 209.2301
- TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED), ITEM 619.1716

30 0 30 60 90 120'
1" = 60'

NOTES:

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE FOR THE NORTHBOUND TRAFFIC CONTROL DURING CONSTRUCTION OF STAGES 1 THRU 3. STAGES 4 THRU 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE NOT SHOWN. THE CONTRACTOR SHALL MIRROR STAGES 1 THRU 3 FOR THE SOUTHBOUND DIRECTION.
2. DROP-OFF AT EDGE OF TRAVELED WAY SHALL BE SIGNED AND CHANNELIZED AS PER NYSTA SS TA 619-17. THE EXCAVATED SHOULDER SHALL BE RAMPED DURING NON-WORKING HOURS AS PER SECTION B-B ON TA 619-17.

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
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| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ No. 062576-1 LICENSED PROFESSIONAL ENGINEER |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE. THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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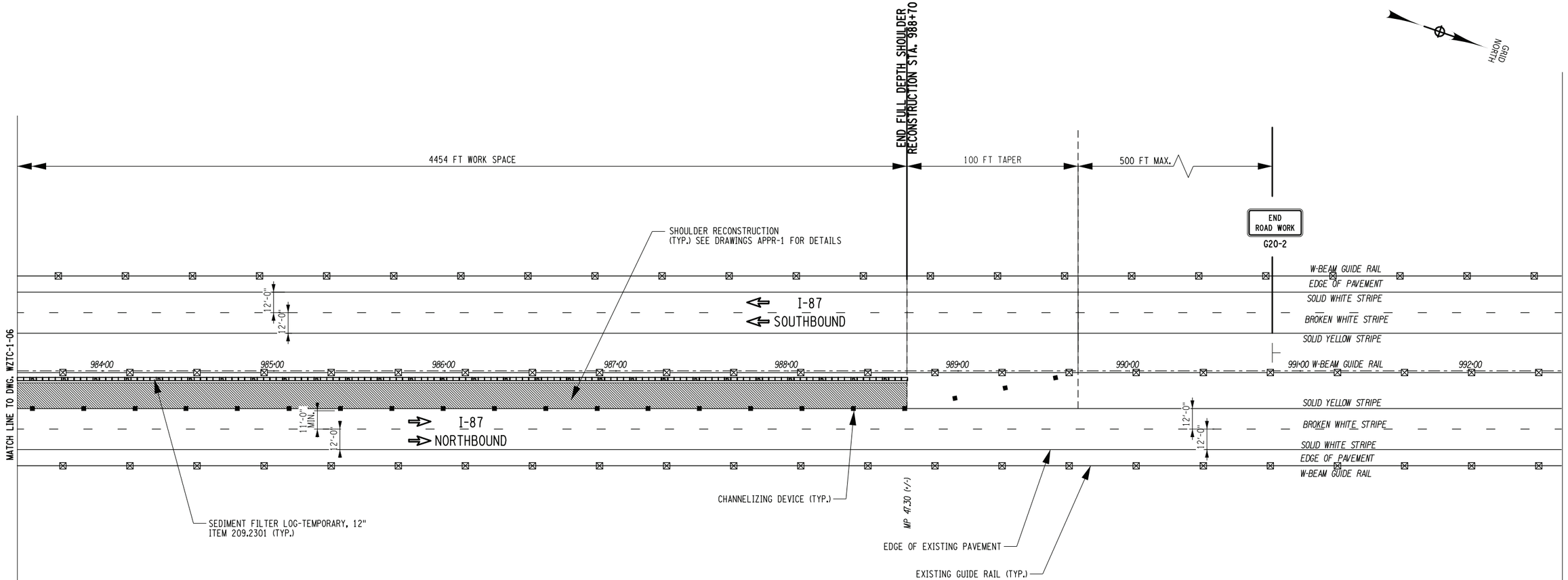
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | I-87 WORK ZONE TRAFFIC CONTROL PLAN STAGE 1 (6 OF 7) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | WZTC-1-06 |

M. COX — CHECKED BY:
M. SCHICK — DRAFTED BY:
M. SCHICK — DESIGNED BY:
M. COX — DESIGN SUPERVISOR:




## WORK ZONE TRAFFIC CONTROL - STAGE 1
## MEDIAN PAVEMENT SHOULDER PAVEMENT RESURFACING

**LEGEND**

- LIMITS OF FULL DEPTH SHOULDER RECONSTRUCTION
- SEDIMENT FILTER LOG-TEMPORARY, 12", ITEM 209.2301
- TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED), ITEM 619.1716

30 0 30 60 90 120'
1" = 60'

NOTES:

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE FOR THE NORTHBOUND TRAFFIC CONTROL DURING CONSTRUCTION OF STAGES 1 THRU 3. STAGES 4 THRU 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE NOT SHOWN. THE CONTRACTOR SHALL MIRROR STAGES 1 THRU 3 FOR THE SOUTHBOUND DIRECTION.
2. DROP-OFF AT EDGE OF TRAVELED WAY SHALL BE SIGNED AND CHANNELIZED AS PER NYSTA SS TA 619-17. THE EXCAVATED SHOULDER SHALL BE RAMPED DURING NON-WORKING HOURS AS PER SECTION B-B ON TA 619-17.

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ No. 062576-1 LICENSED PROFESSIONAL ENGINEER |

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REVISIONS

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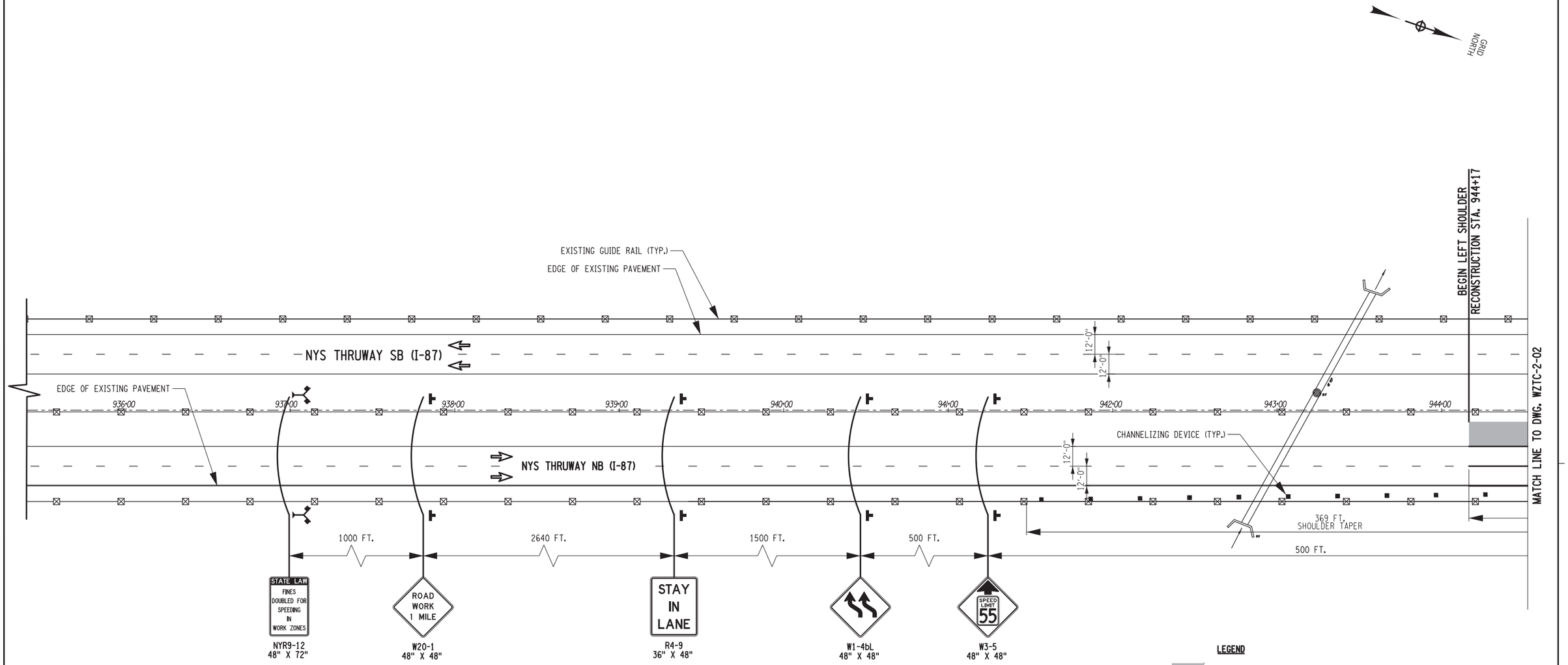
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION, OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY, ORANGE COUNTY, BIN 5514279 |
| TITLE OF DRAWING | I-87 WORK ZONE TRAFFIC CONTROL PLAN STAGE 1 (7 OF 7) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | WZTC-1-07 |

DRAFTED BY: M. COX
DESIGNED BY: M. SCHICK
CHECKED BY: M. SCHICK
DESIGN SUPERVISOR: M. COX




## WORK ZONE TRAFFIC CONTROL - STAGE 2
## LEFT SHIFT FOR BRIDGE OVERHANG REPLACEMENT

**LEGEND**

- COMPLETED WORK FROM PREVIOUS STAGE
- LIMITS OF FULL DEPTH SHOULDER RECONSTRUCTION
- SEDIMENT FILTER LOG-TEMPORARY, 12", ITEM 209.2301
- TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED), ITEM 619.1716

30 0 30 60 90 120'
1" = 60'

NOTES:

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE FOR THE NORTHBOUND TRAFFIC CONTROL DURING CONSTRUCTION OF STAGES 1 THRU 3. STAGES 4 THRU 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE NOT SHOWN. THE CONTRACTOR SHALL MIRROR STAGES 1 THRU 3 FOR THE SOUTHBOUND DIRECTION.
2. THE INTERIM PAVEMENT MARKINGS ARE TO BE REMOVED ONCE THEY ARE NO LONGER NEEDED. WORK TO BE PAID FOR UNDER ITEM 619.080101.

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ No. 062576-1 LICENSED PROFESSIONAL ENGINEER |

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NEW YORK STATE Thruway Authority

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Architecture, Engineering, Surveying

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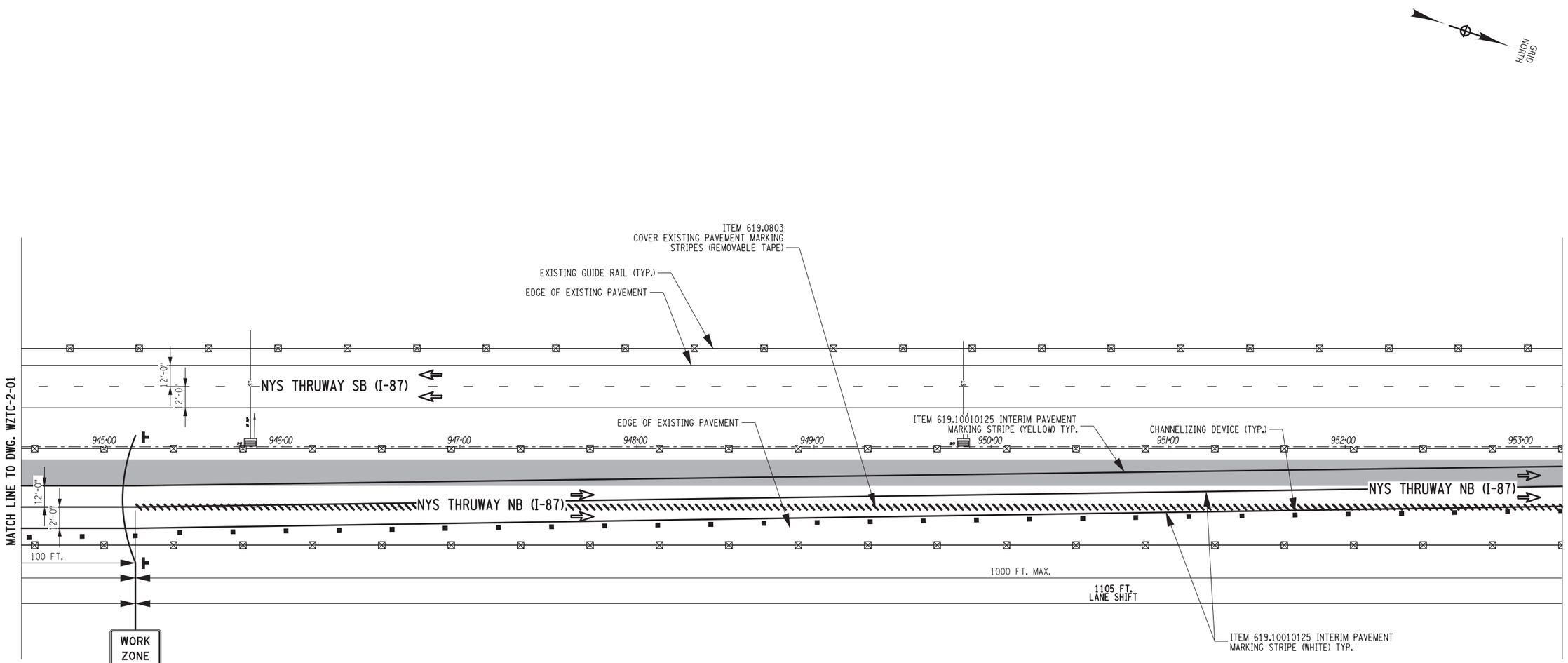
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | WORK ZONE TRAFFIC CONTROL STAGE 2 PLAN (1 OF 6) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | WZTC-2-01 |

M. COX — CHECKED BY:
M. SCHICK — DRAFTED BY:
M. COX — CHECKED BY:
M. SCHICK — DESIGNED BY:
M. COX — DESIGN SUPERVISOR:




## WORK ZONE TRAFFIC CONTROL - STAGE 2
## LEFT SHIFT FOR BRIDGE OVERHANG REPLACEMENT

**LEGEND**

- COMPLETED WORK FROM PREVIOUS STAGE
- LIMITS OF FULL DEPTH SHOULDER RECONSTRUCTION
- SEDIMENT FILTER LOG-TEMPORARY, 12", ITEM 209.2301
- TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED), ITEM 619.1716

30' 0' 30' 60' 90' 120'
1" = 60'

NOTES:

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE FOR THE NORTHBOUND TRAFFIC CONTROL DURING CONSTRUCTION OF STAGES 1 THRU 3. STAGES 4 THRU 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE NOT SHOWN. THE CONTRACTOR SHALL MIRROR STAGES 1 THRU 3 FOR THE SOUTHBOUND DIRECTION.
2. THE INTERIM PAVEMENT MARKINGS ARE TO BE REMOVED ONCE THEY ARE NO LONGER NEEDED. WORK TO BE PAID FOR UNDER ITEM 619.080101.

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ NO. 062576-1 LICENSED PROFESSIONAL ENGINEER |

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REVISIONS

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NEW YORK STATE Thruway Authority

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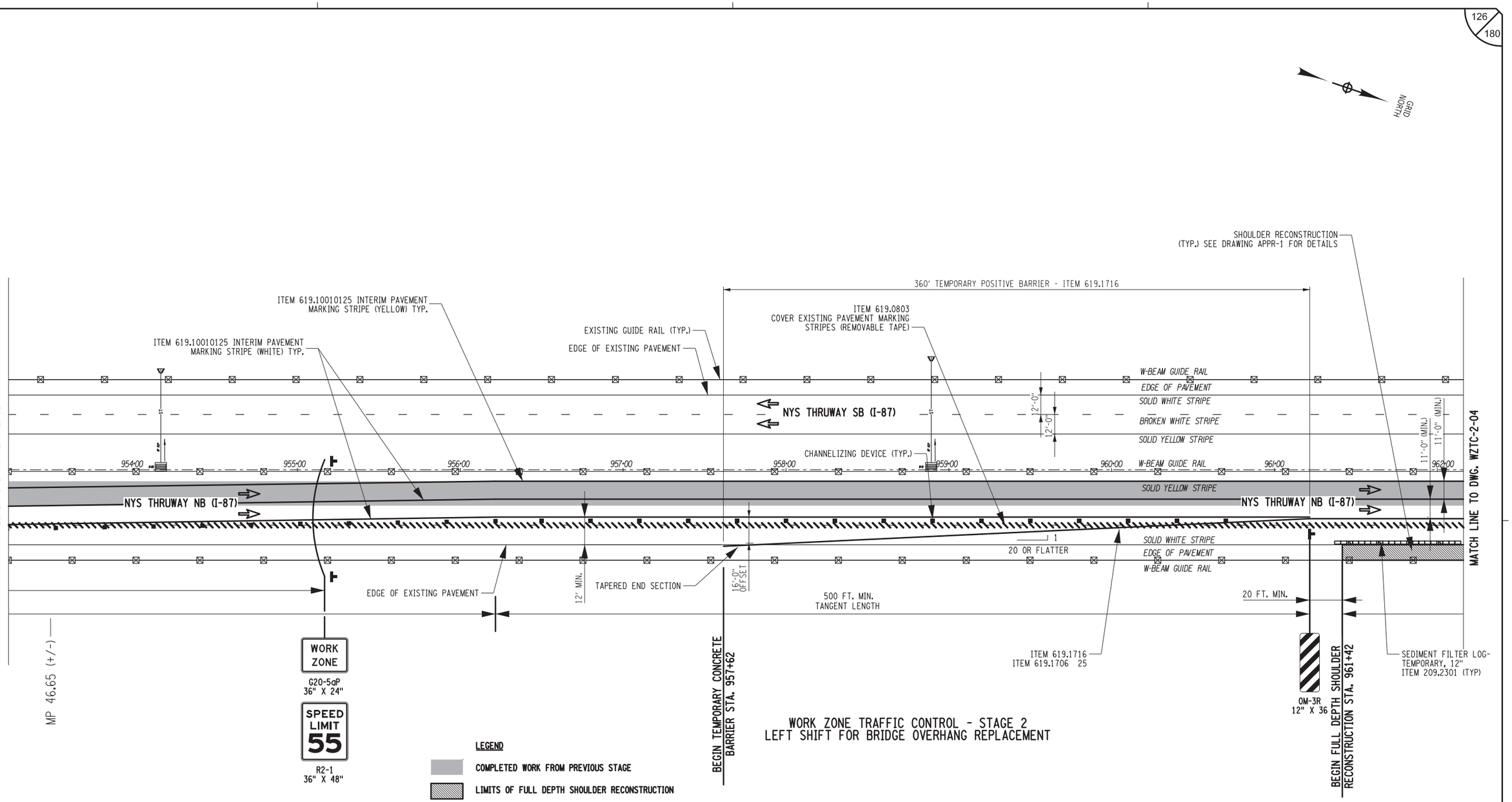
|---|---|
| TITLE OF PROJECT<br>I-87 BRIDGE REHABILITATION<br>OVER SMITH CLOVE ROAD (MP 47.04) | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514279 | DATE:<br>05/21/2025 |
| TITLE OF DRAWING<br>WORK ZONE TRAFFIC CONTROL<br>STAGE 2 PLAN (2 OF 6) | DRAWING NUMBER:<br>WZTC-2-02 |

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. COX
DRAFTED BY: M. SCHICK
CHECKED BY: M. COX
CHECKED BY:




## WORK ZONE TRAFFIC CONTROL - STAGE 2
## LEFT SHIFT FOR BRIDGE OVERHANG REPLACEMENT

**LEGEND**

- COMPLETED WORK FROM PREVIOUS STAGE
- LIMITS OF FULL DEPTH SHOULDER RECONSTRUCTION
- SEDIMENT FILTER LOG-TEMPORARY, 12", ITEM 209.2301
- TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED), ITEM 619.1716

NOTES:

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE FOR THE NORTHBOUND TRAFFIC CONTROL DURING CONSTRUCTION OF STAGES 1 THRU 3. STAGES 4 THRU 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE NOT SHOWN. THE CONTRACTOR SHALL MIRROR STAGES 1 THRU 3 FOR THE SOUTHBOUND DIRECTION.
2. THE INTERIM PAVEMENT MARKINGS ARE TO BE REMOVED ONCE THEY ARE NO LONGER NEEDED. WORK TO BE PAID FOR UNDER ITEM 619.080101.

30' 0' 30' 60' 90' 120'
1" = 60'

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
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| SIGNATURE: STAMP: | SIGNATURE: STAMP: |

STATE OF NEW YORK · GERARD J. SENTZ · NO. 062576-1 · LICENSED PROFESSIONAL ENGINEER

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NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES

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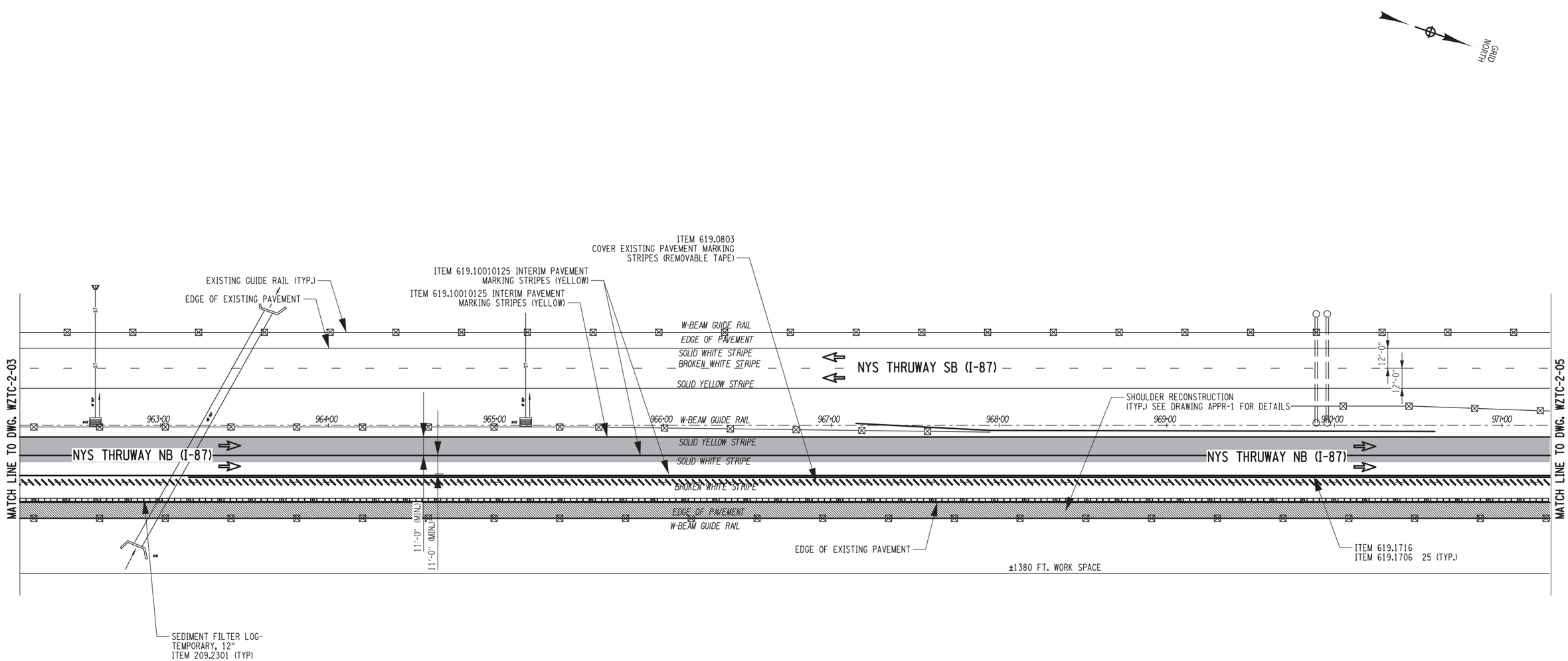
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | WORK ZONE TRAFFIC CONTROL STAGE 2 PLAN (3 OF 6) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | WZTC-2-03 |




## WORK ZONE TRAFFIC CONTROL - STAGE 2
## LEFT SHIFT FOR BRIDGE OVERHANG REPLACEMENT

**LEGEND**

- COMPLETED WORK FROM PREVIOUS STAGE
- LIMITS OF FULL DEPTH SHOULDER RECONSTRUCTION
- SEDIMENT FILTER LOG-TEMPORARY, 12", ITEM 209.2301
- TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED), ITEM 619.1716

30' 0' 30' 60' 90' 120'
1" = 60'

NOTES:

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| ALTERED ON: | AFFIXED ON: 10/16/2025 |
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| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ No. 062576-1 LICENSED PROFESSIONAL ENGINEER |

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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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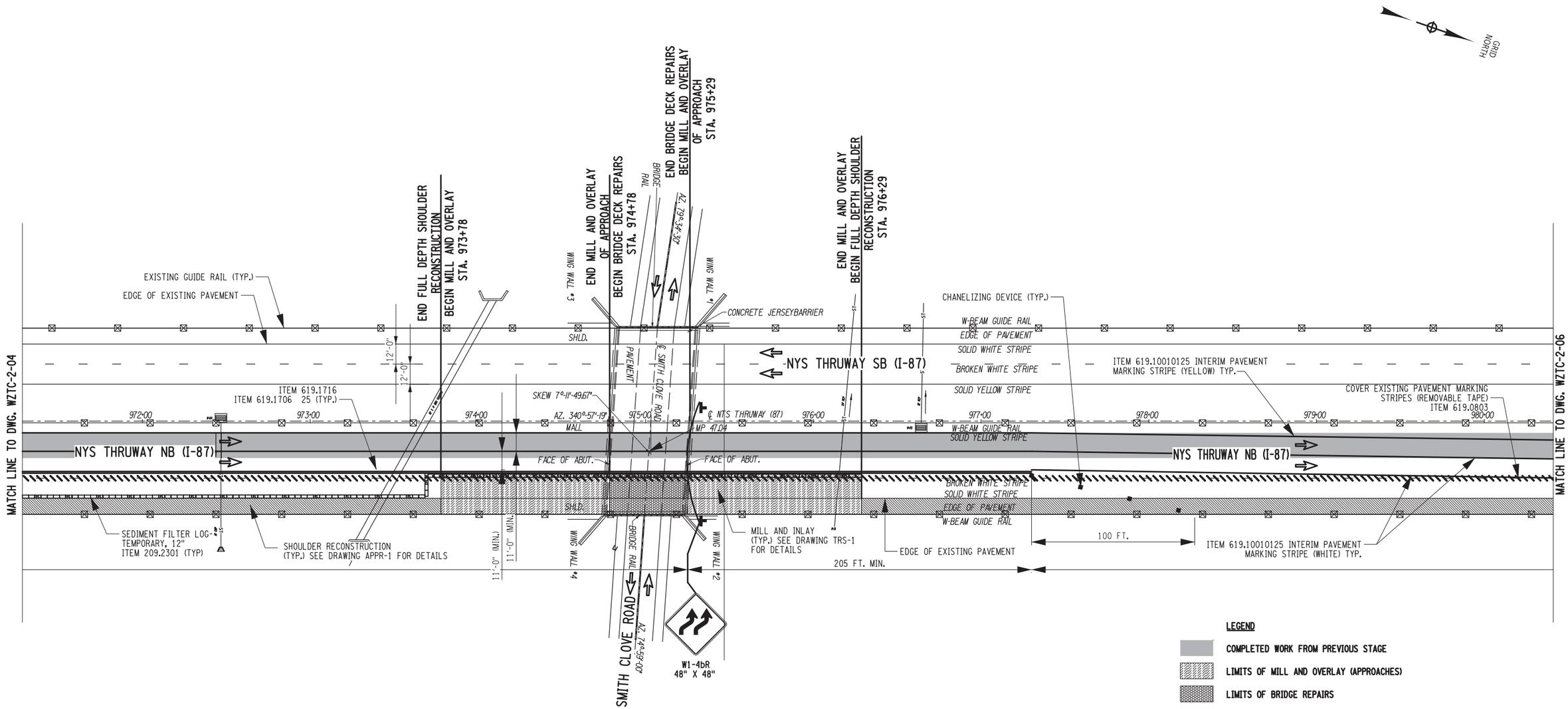
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION, OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | WORK ZONE TRAFFIC CONTROL STAGE 2 PLAN (4 OF 6) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | WZTC-2-04 |

DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
DESIGNED BY: M. COX
DESIGN SUPERVISOR: M. COX

DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
DESIGNED BY: M. COX
DESIGN SUPERVISOR: M. COX




## WORK ZONE TRAFFIC CONTROL - STAGE 2
## LEFT SHIFT FOR BRIDGE OVERHANG REPLACEMENT

**LEGEND**

- COMPLETED WORK FROM PREVIOUS STAGE
- LIMITS OF MILL AND OVERLAY (APPROACHES)
- LIMITS OF BRIDGE REPAIRS
- LIMITS OF FULL DEPTH SHOULDER RECONSTRUCTION
- SEDIMENT FILTER LOG-TEMPORARY, 12", ITEM 209.2301
- TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED), ITEM 619.1716

30' 0' 30' 60' 90' 120'
1" = 60'

NOTES:

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE FOR THE NORTHBOUND TRAFFIC CONTROL DURING CONSTRUCTION OF STAGES 1 THRU 3. STAGES 4 THRU 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE NOT SHOWN. THE CONTRACTOR SHALL MIRROR STAGES 1 THRU 3 FOR THE SOUTHBOUND DIRECTION.
2. THE INTERIM PAVEMENT MARKINGS ARE TO BE REMOVED ONCE THEY ARE NO LONGER NEEDED. WORK TO BE PAID FOR UNDER ITEM 619.080101.
3. DROP-OFF AT EDGE OF TRAVELED WAY SHALL BE SIGNED AND CHANNELIZED AS PER NYSTA SS TA 619-17. THE EXCAVATED SHOULDER SHALL BE RAMPED DURING NON-WORKING HOURS AS PER SECTION B-B ON TA 619-17.

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
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| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK · GERARD J. SENTZ · No. 062576 · LICENSED PROFESSIONAL ENGINEER |

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NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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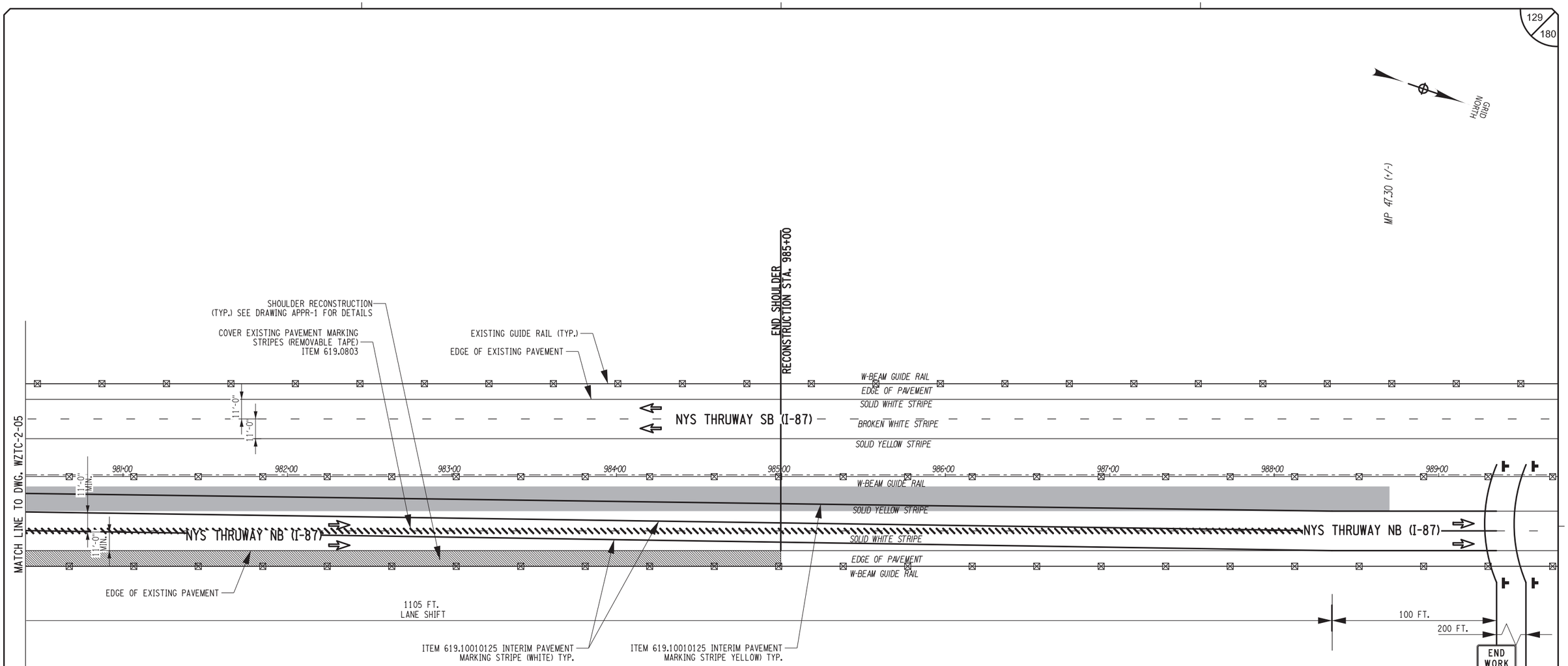
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | WORK ZONE TRAFFIC CONTROL STAGE 2 PLAN (5 OF 6) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | WZTC-2-05 |

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. COX
DRAFTED BY: M. SCHICK
CHECKED BY: M. SCHICK
CHECKED BY: M. COX




## WORK ZONE TRAFFIC CONTROL - STAGE 2
## LEFT SHIFT FOR BRIDGE OVERHANG REPLACEMENT

**LEGEND**

- COMPLETED WORK FROM PREVIOUS STAGE
- LIMITS OF FULL DEPTH SHOULDER RECONSTRUCTION
- SEDIMENT FILTER LOG-TEMPORARY, 12", ITEM 209.2301
- TEMPORARY POSITIVE BARRIER - CATEGORY 6 (PINNING REQUIRED), ITEM 619.1716

30' 0' 30' 60' 90' 120'
1" = 60'

NOTES:

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE FOR THE NORTHBOUND TRAFFIC CONTROL DURING CONSTRUCTION OF STAGES 1 THRU 3. STAGES 4 THRU 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE NOT SHOWN. THE CONTRACTOR SHALL MIRROR STAGES 1 THRU 3 FOR THE SOUTHBOUND DIRECTION.
2. THE INTERIM PAVEMENT MARKINGS ARE TO BE REMOVED ONCE THEY ARE NO LONGER NEEDED. WORK TO BE PAID FOR UNDER ITEM 619.080101.
3. DROP-OFF AT EDGE OF TRAVELED WAY SHALL BE SIGNED AND CHANNELIZED AS PER NYSTA SS TA 619-17. THE EXCAVATED SHOULDER SHALL BE RAMPED DURING NON-WORKING HOURS AS PER SECTION B-B ON TA 619-17.

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
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| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ NO. 062576-1 LICENSED PROFESSIONAL ENGINEER |

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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES

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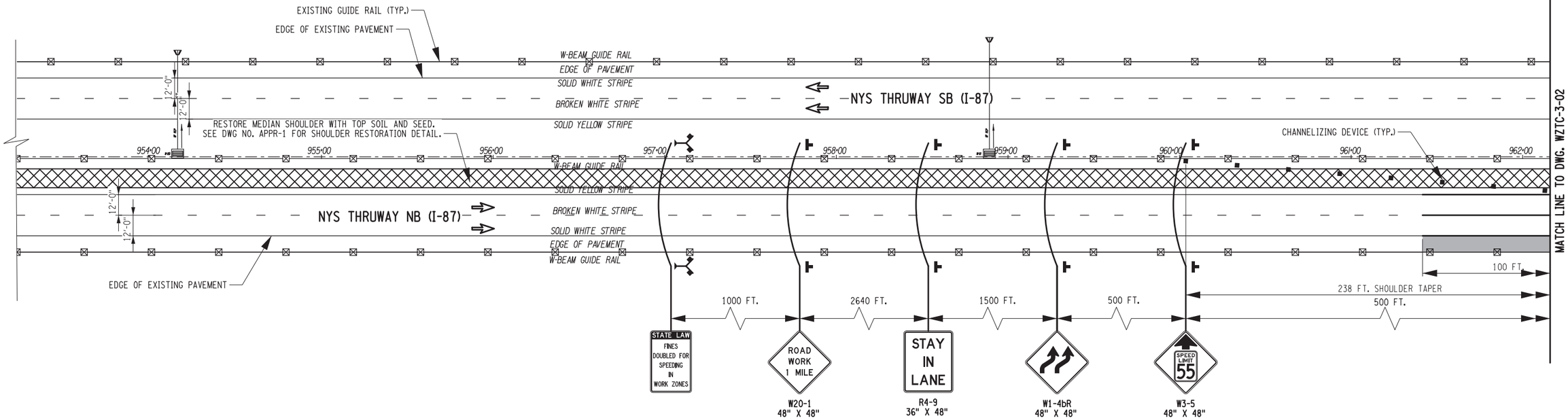
| TITLE OF PROJECT<br>I-87 BRIDGE REHABILITATION<br>OVER SMITH CLOVE ROAD (MP 47.04) | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514279 | DATE:<br>05/21/2025 |
| TITLE OF DRAWING<br>WORK ZONE TRAFFIC CONTROL<br>STAGE 2 PLAN (6 OF 6) | DRAWING NUMBER:<br>WZTC-2-06 |

M. COX — DESIGNED BY:
M. SCHICK — DRAFTED BY:
M. COX — CHECKED BY:
M. COX — DESIGN SUPERVISOR:

GRID NORTH




## WORK ZONE TRAFFIC CONTROL - STAGE 3
## RIGHT SHIFT FOR BRIDGE DECK REPAIRS

**LEGEND**

- COMPLETED WORK FROM PREVIOUS STAGE
- LIMITS OF MILL AND OVERLAY (APPROACHES)
- MEDIAN SHOULDER RESTORATION

30' 0' 30' 60' 90' 120'
1" = 60'

NOTES:

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE FOR THE NORTHBOUND TRAFFIC CONTROL DURING CONSTRUCTION OF STAGES 1 THRU 3. STAGES 4 THRU 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE NOT SHOWN. THE CONTRACTOR SHALL MIRROR STAGES 1 THRU 3 FOR THE SOUTHBOUND DIRECTION.
2. THE INTERIM PAVEMENT MARKINGS ARE TO BE REMOVED ONCE THEY ARE NO LONGER NEEDED. WORK TO BE PAID FOR UNDER ITEM 619.080101.

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ No. 062576-1 LICENSED PROFESSIONAL ENGINEER |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE. THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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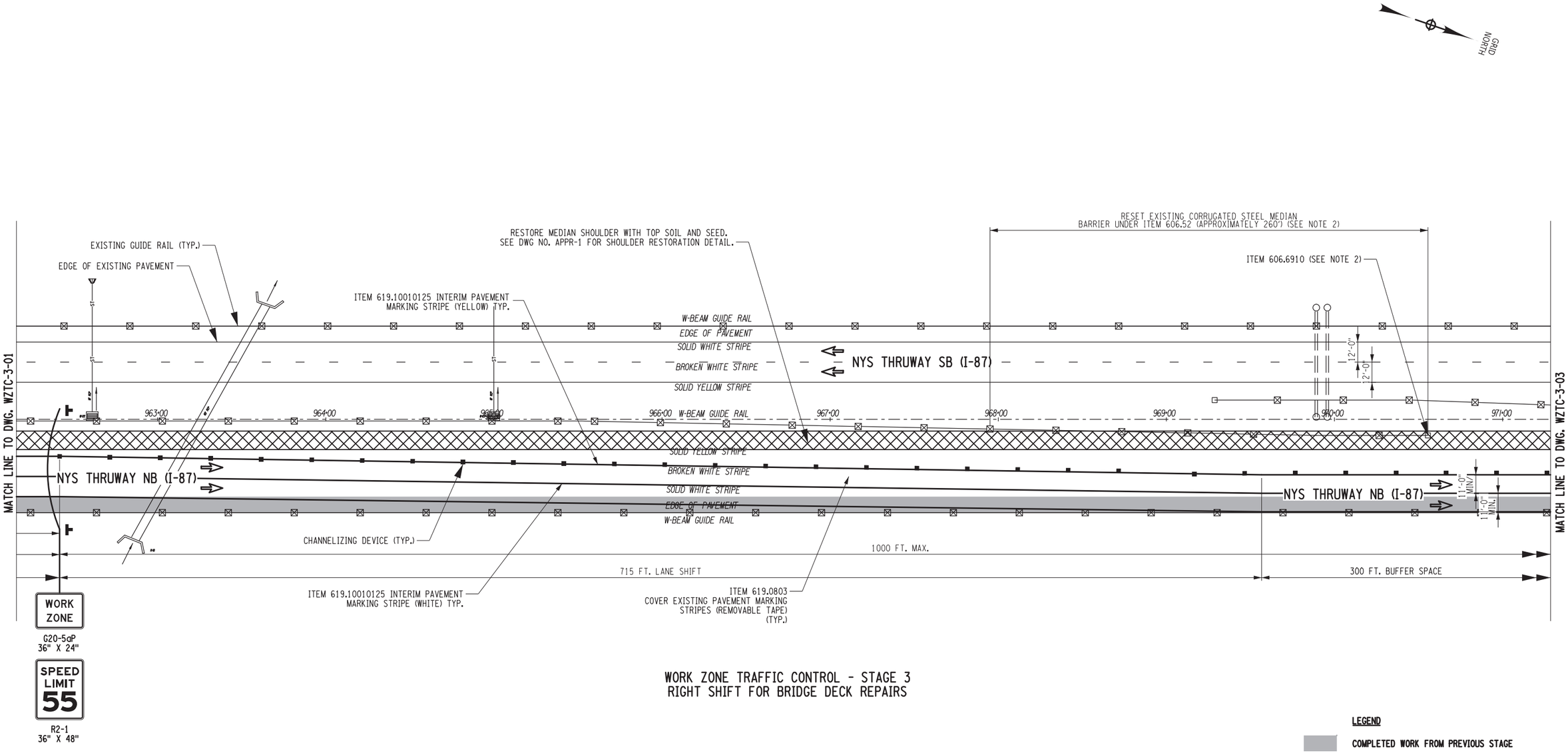
|---|---|
| TITLE OF PROJECT<br>I-87 BRIDGE REHABILITATION<br>OVER SMITH CLOVE ROAD (MP 47.04) | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514279 | DATE:<br>05/21/2025 |
| TITLE OF DRAWING<br>WORK ZONE TRAFFIC CONTROL<br>STAGE 3 PLAN (1 OF 4) | DRAWING NUMBER:<br>WZTC-3-01 |

M. COX — CHECKED BY: M. SCHICK — DRAFTED BY: M. COX — DESIGNED BY: M. SCHICK — DESIGN SUPERVISOR: M. COX




## WORK ZONE TRAFFIC CONTROL - STAGE 3
## RIGHT SHIFT FOR BRIDGE DECK REPAIRS

**LEGEND**

- COMPLETED WORK FROM PREVIOUS STAGE
- LIMITS OF MILL AND OVERLAY (APPROACHES)
- MEDIAN SHOULDER RESTORATION

30' 0' 30' 60' 90' 120'
1" = 60'

NOTES:

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE FOR THE NORTHBOUND TRAFFIC CONTROL DURING CONSTRUCTION OF STAGES 1 THRU 3. STAGES 4 THRU 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE NOT SHOWN. THE CONTRACTOR SHALL MIRROR STAGES 1 THRU 3 FOR THE SOUTHBOUND DIRECTION.
2. RESET THE EXISTING CORRUGATED STEEL MEDIAN BARRIER AND ANCHORAGE UNIT. COST TO BE INCLUDED IN ITEM 606.52 AND ITEM 606.5910.
3. THE INTERIM PAVEMENT MARKINGS ARE TO BE REMOVED ONCE THEY ARE NO LONGER NEEDED. WORK TO BE PAID FOR UNDER ITEM 619.080101.

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ No. 062576-1 LICENSED PROFESSIONAL ENGINEER |

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REVISIONS

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NEW YORK STATE | Thruway Authority

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Architecture, Engineering, Surveying

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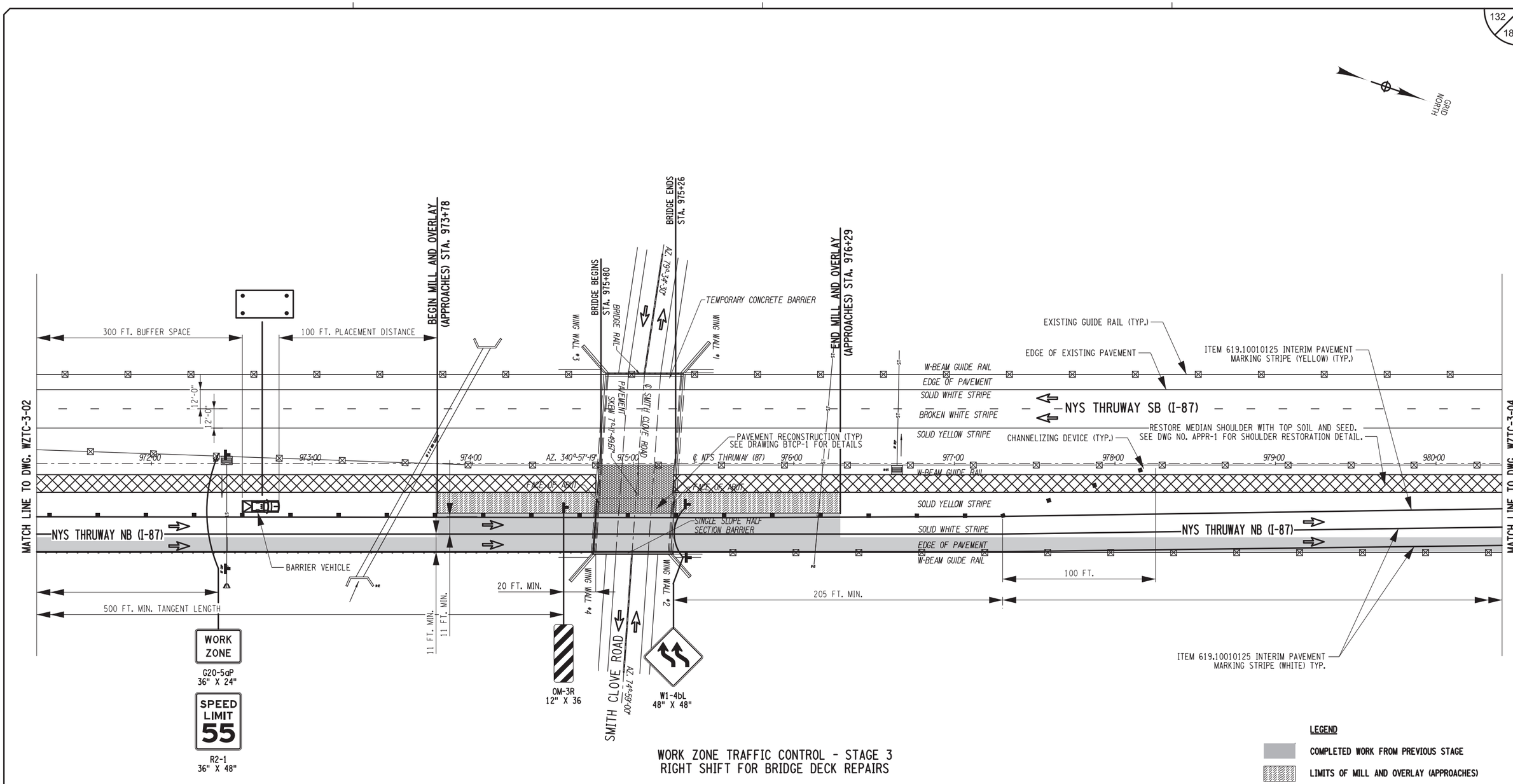
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | WORK ZONE TRAFFIC CONTROL STAGE 3 PLAN (2 OF 4) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | WZTC-3-02 |

DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
CHECKED BY: M. COX
DESIGN SUPERVISOR: M. COX




## WORK ZONE TRAFFIC CONTROL - STAGE 3
## RIGHT SHIFT FOR BRIDGE DECK REPAIRS

**LEGEND**

- COMPLETED WORK FROM PREVIOUS STAGE
- LIMITS OF MILL AND OVERLAY (APPROACHES)
- LIMITS OF BRIDGE DECK REPAIRS
- MEDIAN SHOULDER RESTORATION

30' 0' 30' 60' 90' 120'
1" = 60'

NOTES:

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE FOR THE NORTHBOUND TRAFFIC CONTROL DURING CONSTRUCTION OF STAGES 1 THRU 3. STAGES 4 THRU 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE NOT SHOWN. THE CONTRACTOR SHALL MIRROR STAGES 1 THRU 3 FOR THE SOUTHBOUND DIRECTION.
2. THE INTERIM PAVEMENT MARKINGS ARE TO BE REMOVED ONCE THEY ARE NO LONGER NEEDED. WORK TO BE PAID FOR UNDER ITEM 619.080101.
3. DROP-OFF AT EDGE OF TRAVELED WAY SHALL BE SIGNED AND CHANNELIZED AS PER NYSTA SS TA 619-17. THE EXCAVATED SHOULDER SHALL BE RAMPED DURING NON-WORKING HOURS AS PER SECTION B-B ON TA 619-17.

| ALTERED ON: | AFFIXED ON: 10/18/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: GERARD J. SENTZ, STATE OF NEW YORK, No. 062576-1, LICENSED PROFESSIONAL ENGINEER |

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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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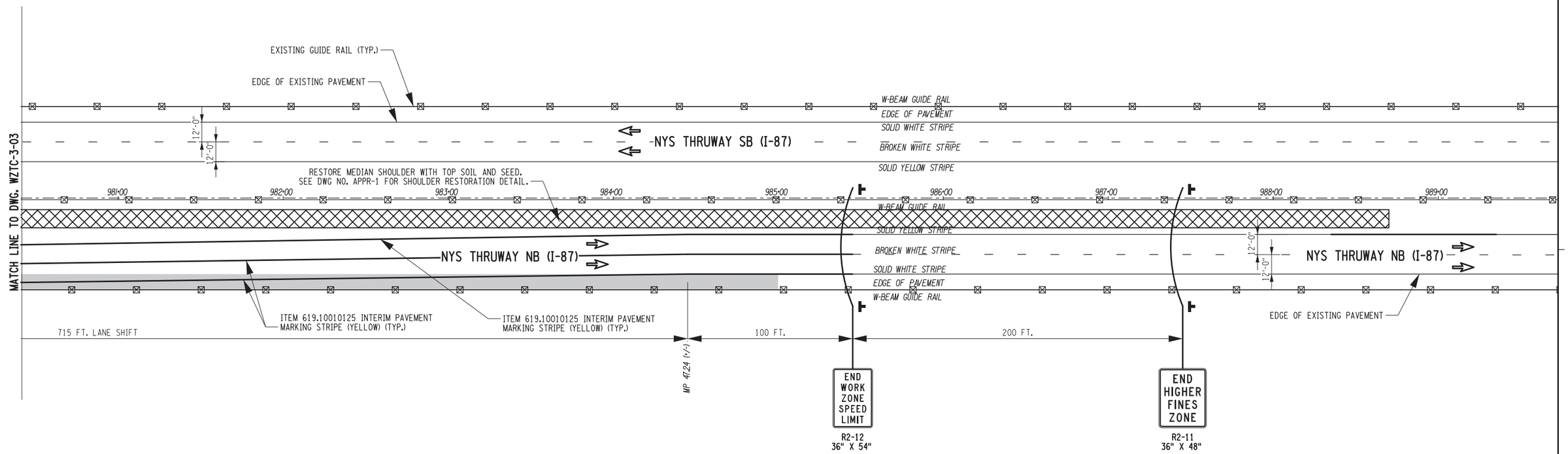
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | WORK ZONE TRAFFIC CONTROL STAGE 3 PLAN (3 OF 4) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | WZTC-3-03 |

M. COX
CHECKED BY:
M. SCHICK
DRAFTED BY:
M. COX
DESIGNED BY:
M. COX
DESIGN SUPERVISOR:




## WORK ZONE TRAFFIC CONTROL - STAGE 3
## RIGHT SHIFT FOR BRIDGE DECK REPAIRS

**LEGEND**

- COMPLETED WORK FROM PREVIOUS STAGE
- LIMITS OF MILL AND OVERLAY (APPROACHES)
- MEDIAN SHOULDER RESTORATION

30' 0' 30' 60' 90' 120'
1" = 60'

NOTES:

1. THE WORK ZONE TRAFFIC CONTROL PLANS SHOWN ARE FOR THE NORTHBOUND TRAFFIC CONTROL DURING CONSTRUCTION OF STAGES 1 THRU 3. STAGES 4 THRU 6 ARE FOR THE SOUTHBOUND DIRECTION AND ARE NOT SHOWN. THE CONTRACTOR SHALL MIRROR STAGES 1 THRU 3 FOR THE SOUTHBOUND DIRECTION.
2. THE INTERIM PAVEMENT MARKINGS ARE TO BE REMOVED ONCE THEY ARE NO LONGER NEEDED. WORK TO BE PAID FOR UNDER ITEM 619.080101.

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: GERARD J. SENTZ, NO. 062576-1, LICENSED PROFESSIONAL ENGINEER, STATE OF NEW YORK |

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NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES

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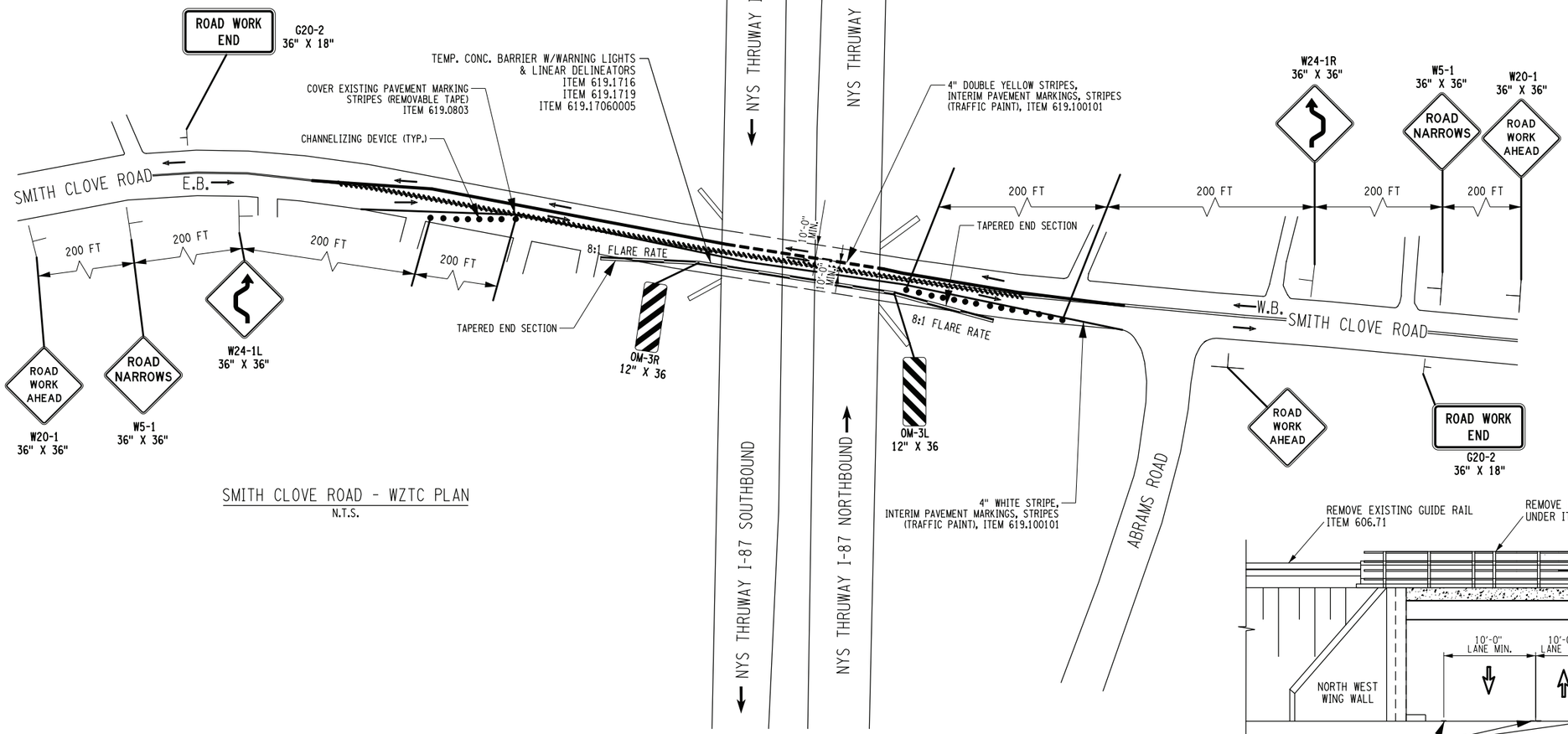
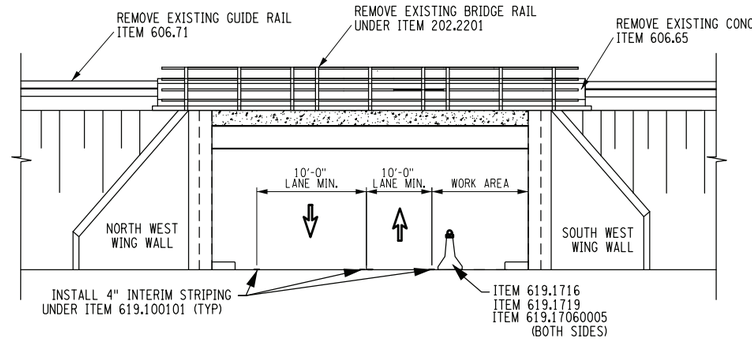
|---|---|
| TITLE OF PROJECT<br>I-87 BRIDGE REHABILITATION<br>OVER SMITH CLOVE ROAD (MP 47.04) | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514279 | DATE:<br>05/21/2025 |
| TITLE OF DRAWING<br>WORK ZONE TRAFFIC CONTROL<br>STAGE 3 PLAN (4 OF 4) | DRAWING NUMBER:<br>WZTC-3-04 |

GRID NORTH




SMITH CLOVE ROAD - WZTC PLAN
N.T.S.




SMITH CLOVE ROAD - WEST VIEW (ELEVATION)
(TYPICAL FOR EAST VIEW ELEVATION)
N.T.S.

NOTES

1) WZTC SHOWN IS FOR SMITH CLOVE ROAD WHERE TEMPORARY CONCRETE BARRIER IS INSTALLED ON THE SHOULDER DURING SUPERSTRUCTURE & SUBSTRUCTURE REPAIR WORK AT THE SOUTH ABUTMENT. FOR WORK AT THE NORTH ABUTMENT, THE WZTC WILL BE MIRRORED.

2) THE DISTANCE BETWEEN SIGNS MAY NEED TO BE ADJUSTED TO ACCOMODATE DRIVEWAYS NEAR THE BRIDGE. THE EXACT PLACEMENT OF THE WZTC SIGNAGE WILL BE AS ORDERED BY THE ENGINEER.

3) THE CONTRACTOR SHALL COORDINATE WITH ERIK DENEGA FROM THE ORANGE COUNTY DEPARTMENT OF PUBLIC WORKS AT (845-291-2750) IN ADVANCE OF MAKING ANY CHANGES TO THE EXISTING TRAFFIC PATTERN ON SMITH CLOVE ROAD.

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. SCHICK

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: |

STATE OF NEW YORK
GERARD J. SENTZ
No. 062576
LICENSED PROFESSIONAL ENGINEER

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NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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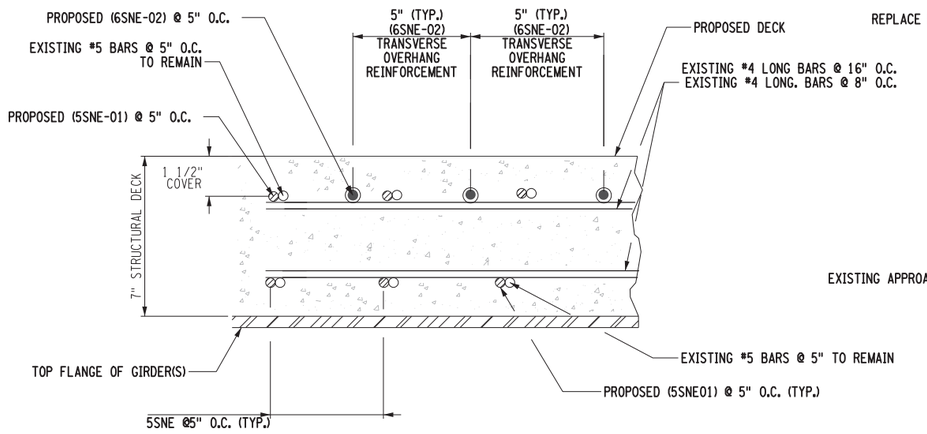
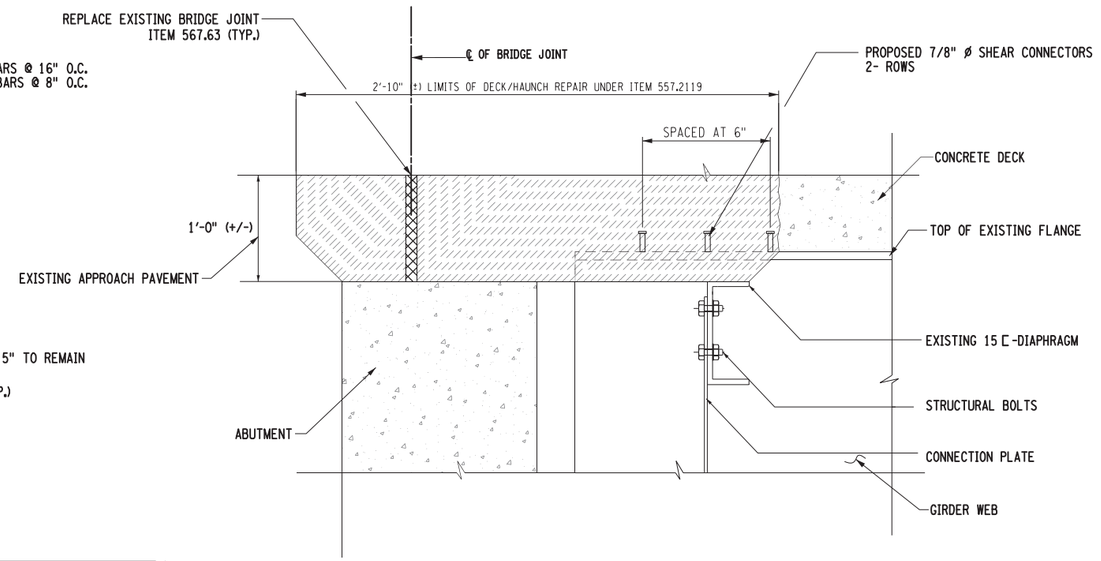
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | TRAFFIC CONTROL PLAN FOR SMITH CLOVE ROAD |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | TCSC-01 |



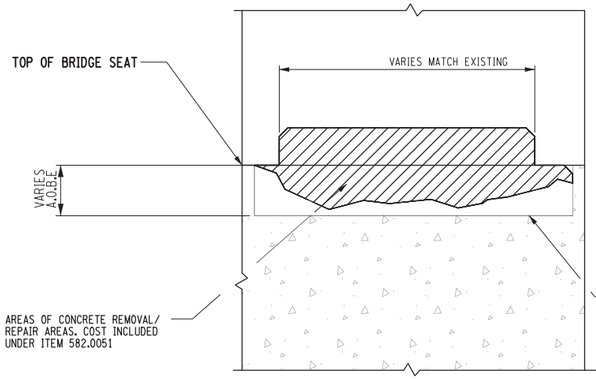

DETAIL PROPOSED DECK REINFORCEMENT

N.T.S.



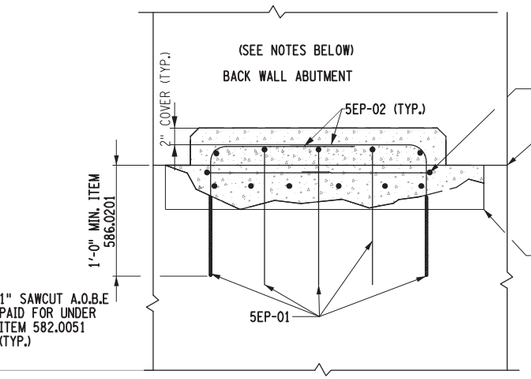

BRIDGE JOINT & HAUNCH RECONSTRUCTION DETAIL

N.T.S.

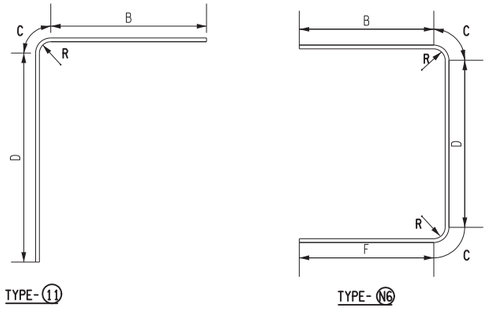



EXISTING CONDITION

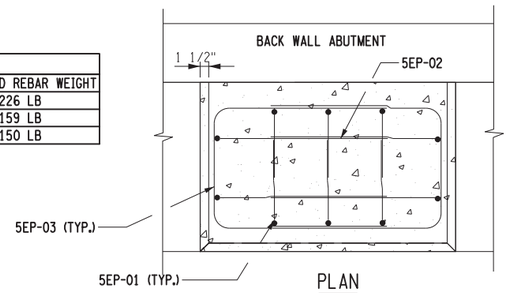
PEDESTAL HEIGHT VARIES CONTRACTOR SHALL MATCH EXISTING PEDESTAL HEIGHTS




TYPICAL PEDESTAL REPAIR




| ITEM 556.0202 (SEE PEDESTAL REPAIR NOTES) | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| BAR | TYPE | A | B | C | D | F | R | NO. | ESTIMATED REBAR WEIGHT |
| 5EP-01 | 11 | - | 18" | 4" | 14" | - | 2" | 72 | 226 LB |
| 5EP-02 | 11 | - | 18" | 4" | 16" | - | 2" | 48 | 159 LB |
| 5EP-03 | N6 | - | 20" | 4" | 24" | 20" | 2" | 24 | 150 LB |




PLAN

ABUTMENT PEDESTAL REPAIR DETAILS

N.T.S

NOTES:

1) PREFORMED CLOSED CELL FOAM MATERIAL CONFORMING TO § 705-08 JOINT SEAL OR A PREFORMED SEAL APPEARING ON THE NYSDOT APPROVED MATERIAL LIST. COST TO BE INCLUDED UNDER ITEM 567.63. (SEE NOTE BELOW)
2) CONTRACTOR SHALL SUPPLY A JOINT SEAL WITH AN UNCOMPRESSED WIDTH EQUAL TO OR GREATER THAN THE DIMENSION NOTED AS A MIN WIDTH. THE SEAL SUPPLIED SHALL NOT EXCEED THE MANUFACTURERS COMPRESSIONS LIMITS AT THE MINIMUM OPENING NOTED.
3) THE CONTRACTOR MAY HAVE TO MODIFY THE SUPERSTRUCTURE SLAB TO ACCOMMODATE HAUNCH REPAIRS AT SELECTED AREAS AND AS ORDERED BY THE ENGINEER (A.O.B.E).
4) DETAILS ON THE DRAWINGS LABELED "NOT TO SCALE" ARE INTENTIONALY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS, FOR WHICH NO SCALE IS SHOWN ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.
5) THE CONTRACTOR SHALL REMOVE EXSITNG SPIRAL SHEAR STUD CONNECTORS, COST TO BE INCLUDED UNDER ITEM 202.2201.
6) THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS PRIOR TO ORDERING MATERIALS.

PEDESTAL REPAIR NOTES:

1) THE COST OF EPOXY COATED REINFORCEMENT SHALL BE UNDER ITEM 556.0202.
2) THE COST OF CONCRETE FOR REPAIR OF PEDESTALS SHALL BE PAID FOR UNDER ITEM 582.0051
3) THE COST FOR REMOVAL OF EXISTING PEDESTAL REINFORCEMENT TO BE INCLUDED IN ITEM 582.0051.
4) FOR REPAIR AREAS AND LOCATION OF PEDESTALS, SEE DWG. GRD-1

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. SCHICK

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: STAMP: GERARD J. SENTZ STATE OF NEW YORK NO. 062576 LICENSED PROFESSIONAL ENGINEER |

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| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES

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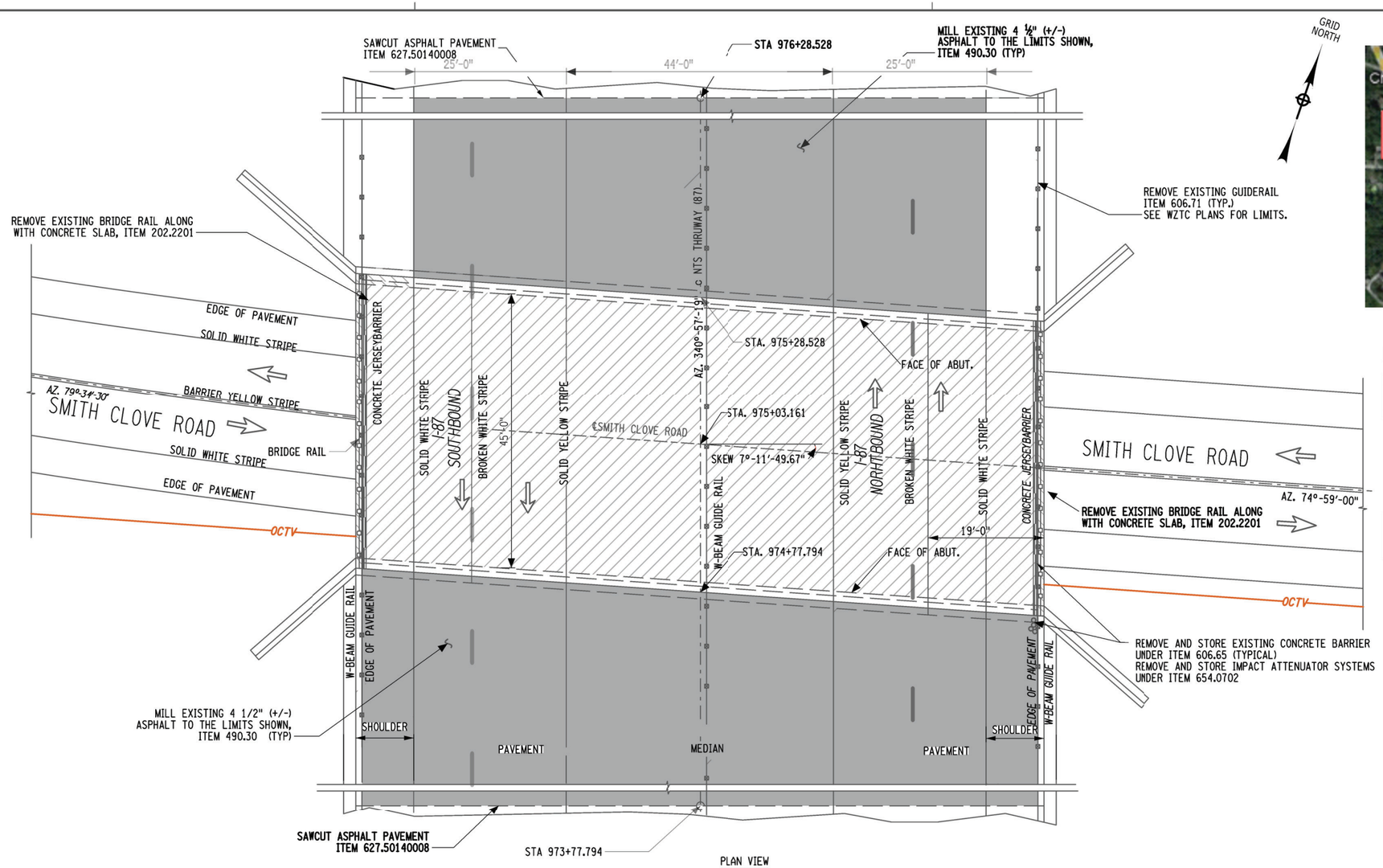
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | MISCELLANEOUS DETAILS |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | MD-01 |

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
CHECKED BY: M. COX




PLAN VIEW
N.T.S.

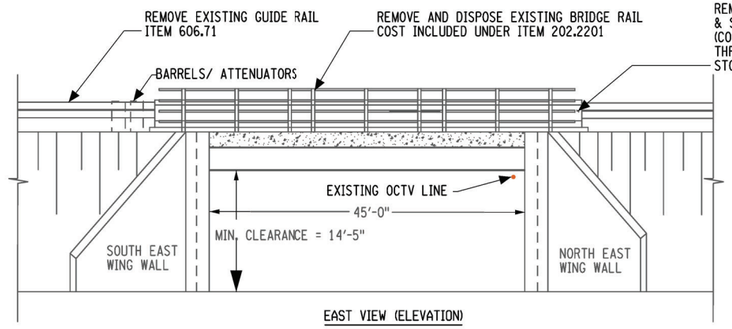
LEGEND

MILLING OF EXISTING ASPHALT OVERLAY ON THE BRIDGE UNDER ITEM 490.30 (REMOVAL OF CONCRETE STRUCTURAL SLAB TO BE PAID FOR UNDER ITEM 202.2201 (TYP. BOTH SIDES)

NOTE: THE EXISTING STRUCTURE HAS A WATERPROOF MEMBRANE. COST OF REMOVING EXISTING MEMBRANE TO BE INCLUDED UNDER ITEM 490.30

MISC. COLD MILLING OF EXISTING ASPHALT OVERLAY, ITEM 490.30. (TYP. BOTH SIDES)

| | | |
|---|---|---|
| ITEM 202.2201 | REMOVAL OF STEEL SUPPORTED SLAB (W/ SHR CONN)-TYPE A | SF |
| ITEM 490.30 | MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE | SY |
| ITEM 606.65 | REMOVING AND STORING PRECAST CONCRETE BARRIER | LF |
| ITEM 606.71 | REMOVING AND DISPOSING CORRUGATED BEAM GUIDE RAIL | LF |
| ITEM 627.50140008 | CUTTING PAVEMENT | LF |




EAST VIEW (ELEVATION)
N.T.S.

MILL & INLAY OF ASPHALT TO BE PERFORMED UNDER VARIOUS STAGES, SEE DWGS, WZTC-1-01 THRU WZTC-3-04 FOR DETAILS.

10 0 10 20 30 40'
1" = 20'

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: |

STATE OF NEW YORK
GERARD J. SENTZ
No. 062576-1
LICENSED PROFESSIONAL ENGINEER

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NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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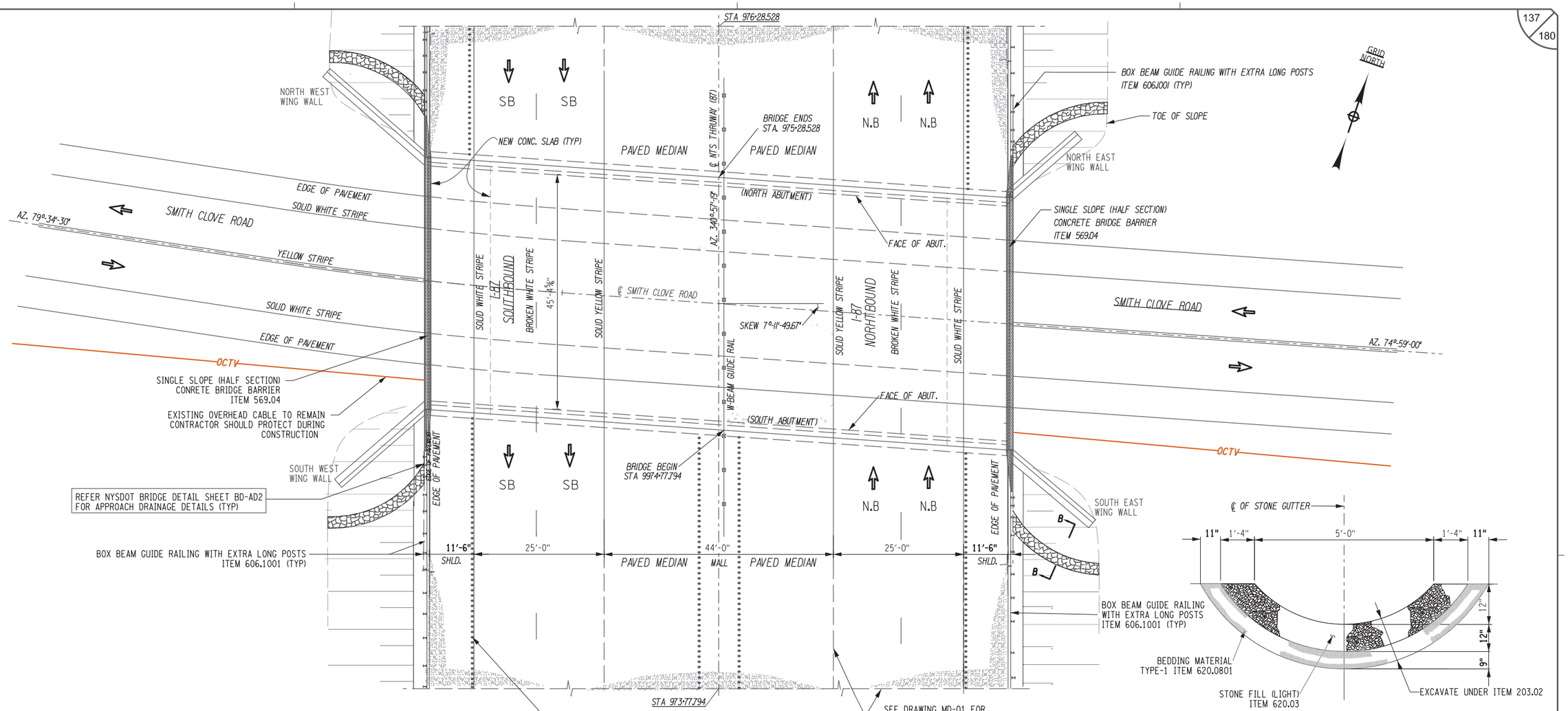
|---|---|
| TITLE OF PROJECT<br>I-87 BRIDGE REHABILITATION<br>OVER SMITH CLOVE ROAD (MP 47.04) | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514279 | DATE:<br>05/21/2025 |
| TITLE OF DRAWING<br>EXISTING BRIDGE PLAN | DRAWING NUMBER:<br>EBP-1 |

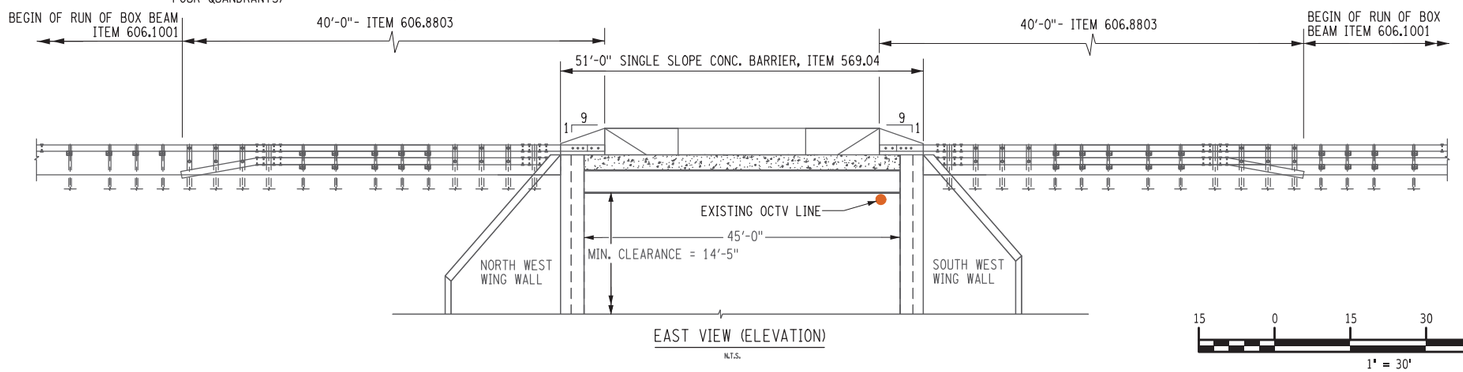
DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
CHECKED BY: M. COX




PLAN VIEW
N.T.S.




SECTION B-B: STONE GUTTER
N.T.S.




EAST VIEW (ELEVATION)
N.T.S.

15 0 15 30 45 60'
1" = 30'

| | |
|---|---|
| ITEM 203.02 | UNCLASSIFIED EXCAVATION AND DISPOSAL |
| ITEM 207.20 | GEOTEXTILE BEDDING |
| ITEM 404.09720025 | 9.5 F2 TOP ASPHALT 70 SERIES COMPACTION |
| ITEM 404.19790025 | 19 F9 BINDER COURSE ASPHALT 70 SERIES COMPACTION |
| ITEM 407.01040009 | NON-TRACKING TACK COAT |
| ITEM 569.04 | SINGLE SLOPE (HALF SECTION) CONCRETE BRIDGE BARRIER |
| ITEM 606.8803 | TRANSITION BETWEEN BOX BEAM GUIDE RAIL AND SIGNLE SLOPE HALF SECTION CONCRETE BARRIER (ONE OR TWO WAY OPERATION) |
| ITEM 606.1001 | BOX BEAM GUIDE RAILNG WITH EXTRA LONG POSTS |
| ITEM 620.03 | STONE FILL (LIGHT) |
| ITEM 620.0801 | BEDDING MATERIAL (TYPE1) |
| ITEM 649.01 | MILLED-IN-AUDIBLE ROADWAY DELINEATORS (MIARDs) |

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
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| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: |

STATE OF NEW YORK
GERARD J. SENTZ
No. 062576-1
LICENSED PROFESSIONAL ENGINEER

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE. THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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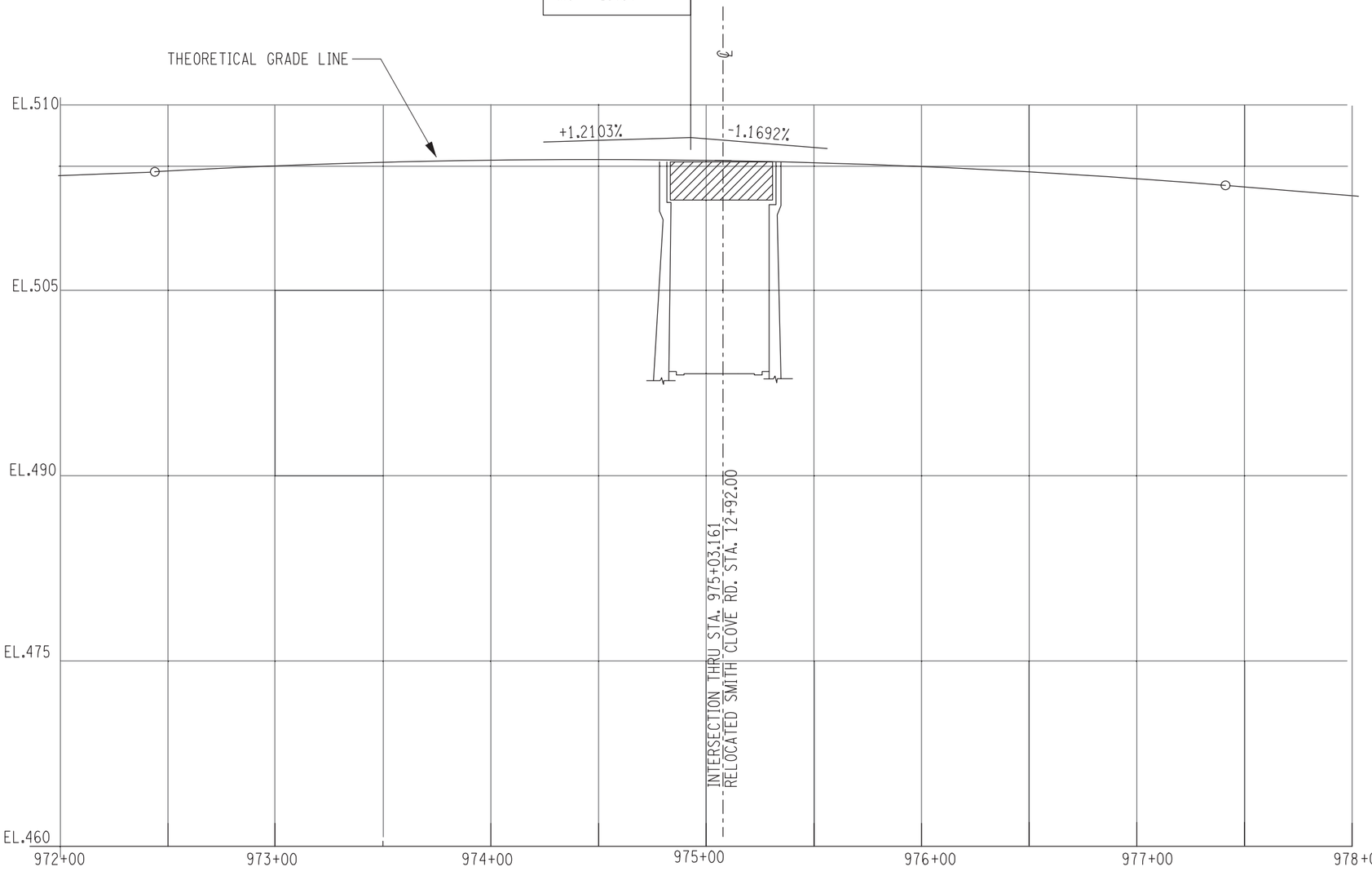
NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

| | |
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | PROPOSED PLAN & ELEVATION |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | PBP-1 |

P.V.I.
STA. 974+90.174
EL 508.70
V.C = 500
M0 = 1.487




## EXISTING & PROPOSED THRUWAY PROFILE

SCALE 1:60

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. COX
DRAFTED BY: M. SCHICK
CHECKED BY: M. COX

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ NO 062576-1 LICENSED PROFESSIONAL ENGINEER |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE. THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Engineering, Environmental Planning, Surveying

TITLE OF PROJECT
I-87 BRIDGE REHABILITATION
OVER SMITH CLOVE ROAD (MP 47.04)

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514279

TITLE OF DRAWING
THRUWAY PROFILE

CONTRACT NUMBER:
TANY 26-17B

DATE:
05/21/2025

DRAWING NUMBER:
TP-1

GENERAL NOTES:

1. DESIGN SPECIFICATIONS: NYSDOT LRFD BRIDGE DESIGN SPECIFICATIONS WITH ALL PROVISIONS IN EFFECT AS OF SEPTEMBER 2024 (FOR DESIGN PURPOSES, COMPRESSIVE STRENGTH OF CONCRETE FOR SUBSTRUCTURES AND DECK SLABS AT 28 DAYS: f'c = 4000 psi.)

2. LIVE LOAD: AASHTO HS-20.

3. CONSTRUCTION AND MATERIALS SPECIFICATIONS: REFER TO THE PROJECT PROPOSAL FOR THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

4. DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS FOR WHICH NO SCALE IS SHOWN ARE DRAWN PROPORTIONAL AND ARE FULLY DIMENSIONED.

5. ALL SHOP DRAWINGS SUBMITTED FOR THIS PROJECT SHALL BE IN US CUSTOMARY UNITS.

6. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PROPOSED DECK OVERHANG FOR THIS STRUCTURE. THE FASCIA GIRDER DESIGN ASSUMES TYPICAL CONSTRUCTION LOADS DURING PLACEMENT OF THE CONCRETE DECK. THE CONTRACTOR SHALL PROVIDE ADEQUATE TEMPORARY SUPPORT AND BRACING TO PREVENT THE FASCIA GIRDER FROM TWISTING OR EXCESSIVELY DEFLECTING UNDER THE LOADS OF THE CONCRETE DEAD LOAD AND THE CONSTRUCTION LOADS. ALL DESIGN EFFORT REQUIRED BY THE CONTRACTOR'S ENGINEER TO ASSURE THAT THE CONSTRUCTION LOADS DO NOT ADVERSELY AFFECT THE FASCIA GIRDER ARE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL SUBMIT OVERHANG FORMING DESIGN CALCULATIONS AND DETAILS TO THE D.C.E.S. FOR APPROVAL.

7. THE COST OF ALL JOINT MATERIAL SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT, UNLESS OTHERWISE SPECIFIED ON THE PLANS.

8. WHERE REPAIRS TO THESE MEMBERS OR ADJACENT MEMBERS NEED TO BE DONE, THE CONTRACTOR SHALL COMPLY WITH THE APPLICABLE PROVISIONS OF SECTION 9 OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (SCM).

9. THE STRUCTURE SHALL BE ASSEMBLED AS PER SECTION 1103.4.5 OF THE NYS STEEL CONSTRUCTION MANUAL (SCM). COST SHALL BE INCLUDED UNDER THE RESPECTIVE STRUCTURAL STEEL UNIT BID PRICE.

10. THE LOAD RATINGS ARE IN ACCORDANCE WITH THE AASHTO MANUAL FOR BRIDGE EVALUATION.

11. THIS BRIDGE, INCLUDING EXISTING ELEMENTS AND THOSE REPAIRED OR REPLACED UNDER THIS CONTRACT, SHALL BE MAINTAINED IN ACCORDANCE WITH THE GUIDELINES CONTAINED IN THE CURRENT EDITION OF THE AASHTO MAINTENANCE MANUAL: THE MAINTENANCE AND MANAGEMENT OF ROADWAYS AND BRIDGES.

12. THE CONTRACTOR IS CAUTIONED THAT MATERIALS CONTAINING ASBESTOS MAY EXIST AT VARIOUS LOCATIONS ON OR IN CERTAIN STRUCTURES OF THIS CONTRACT.

13. HIGH VOLTAGE ELECTRICAL LINES ARE IN PROXIMITY TO THIS BRIDGE. CONTRACTOR IS ADVISED TO FOLLOW THE NECESSARY REQUIREMENTS PER NOTE 16 BELOW.

14. REFER TO SUBSECTION 107-05 OF THE STANDARD SPECIFICATION FOR SAFETY AND HEALTH REQUIREMENTS.

15. CONTRACTOR TO HAVE APPROPRIATE CONTAINMENT FOR ALL REMOVAL OF EXISTING OF PAINTED BRIDGE STEEL INCLUDING ENVIRONMENTAL GROUND PROTECTION FOR THE DURATION OF CONSTRUCTION. COST TO BE PAID FOR UNDER ITEMS 570.160001 CLASS B CONTAINMENT AND 570.09 ENVIROMENTAL GROUND PROTECTION.

SUPERSTRUCTURE NOTES:

16. ALL PROPOSED STRUCTURAL STEEL SHALL CONFORM TO ASTM A709 GRADE 50.

17. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PROVISIONS OF THE CURRENT SPECIFICATIONS FOR SUPERSTRUCTURE SLABS, WHICH ALLOW THE OPTION OF 3 FORMING SYSTEMS FOR THE UNDERSIDE OF THE SLABS. HOWEVER, ON THIS BRIDGE, ONLY THE REMOVABLE WOODEN FORMS OPTION SHALL BE PERMITTED.

18. IN ORDER TO PREVENT MOVEMENT OF THE BRIDGE OVERHANG BRACKET DURING THE DECK CONCRETE PLACEMENT, AS WELL AS TO PREVENT LATERAL DISTORTION OF THE GIRDER WEB, A DEEP OVERHANG BRACKET THAT IS BRACED BY THE BOTTOM FLANGE SHALL BE USED.

19. NO DEVIATIONS FROM THE EXISTING HAUNCH DETAILS AT THE SLAB OVERHANG RECONSTRUCTION AREAS BE MADE WITHOUT THE PERMISSION OF THE E.I.C.

20. THE STRUCTURAL STEEL FOR THIS BRIDGE SHALL BE PARTIALLY PAINTED. FINISH COAT COLOR SHALL BE GREEN. THE COLOR SHALL CONFORM TO SECTION 708-05. VIEWING SHALL BE DONE UNDER NORTH STANDARD DAYLIGHT. THE FOLLOWING PORTIONS OF THE STEEL SHALL BE PAINTED: ALL REPAIRED SURFACES OF THE STRINGERS INCLUDING ANY STIFFENERS OR CONNECTION PLATES, NEW AND REPAIRED BEARINGS. CONTRACTOR TO CONFIRM WITH THE ENGINEER PRIOR TO BEGINNING OF ANY SUCH WORK.

21. THE DETAILS FOR THE BARRIER REINFORCEMENT ARE FOR THE SLIP-FORMED OR CAST-IN-PLACE OPTION ONLY. COST OF BARRIER AND ANCHORAGE REINFORCEMENT ORIGINATING IN THE SLAB SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BARRIER ITEM.

22. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PROVISIONS OF THE CURRENT SPECIFICATIONS FOR PERMANENT CONCRETE TRAFFIC BARRIER FOR STRUCTURES, WHICH ALLOWS THE OPTION OF THREE CONSTRUCTION METHODS: CAST-IN-PLACE, SLIP FORMED, OR PRECAST. HOWEVER, ON THIS BRIDGE, ONLY CAST-IN-PLACE AND SLIP FORMING ARE ALLOWED.

23. FOR BIN 5514279 SHOP DRAWING SUBMITTALS ARE REQUIRED FOR THE FOLLOWING BRIDGE CONCRETE BARRIER & TRANSITION ITEMS: ITEM 569.04 & ITEM 606.8803

24. BOTTOM SURFACES OF NEW BRIDGE DECKS AND CONCRETE BARRIERS SURFACE SHALL BE SEALED ACCORDING TO ITEM 559.02-PROTECTIVE SEALING OF STRUCTURAL CONCRETE ON NEW BRIDGE DECKS AND BRIDGE DECK OVERLAYS.

REMOVAL NOTES:

25. EXISTING CONCRETE SLAB OVERHANG FOR THE ENTIRE LENGTH OF THE BRIDGE MEASURING 19'-0" WIDE (AS SHOWN) SHALL BE REMOVED ON THE OUTSIDE FASCIA(S) OF THE BRIDGE DECK UNDER ITEM 202.2201 IN THE BRIDGE ESTIMATE.

26. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF SUBSECTION 202-3.01 GENERAL AND SAFETY REQUIREMENTS. A REMOVAL PLAN, SIGNED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW YORK, SHALL BE SUBMITTED TO THE ENGINEER THIRTY (30) DAYS PRIOR TO BEGINNING THE DEMOLITION.

27. RECORD PLANS COVERING PREVIOUS WORK WILL BE AVAILABLE FOR REVIEW FOR ALL PROSPECTIVE BIDDERS ON THE AUTHORITY'S WEBSITE PRIOR TO THE LETTING DATE.

SUPERSTRUCTURE REMOVAL NOTES:

28. LIMITS AND METHODS FOR REMOVAL OF PAINT AT LOCATIONS OF STEEL REMOVAL OR FLAME CUTTING SHALL BE AS DESCRIBED IN SUBSECTIONS 202-3.05 AND 574 OF THE STANDARD SPECIFICATIONS. THE COST OF PAINT REMOVAL SHALL BE INCLUDED IN THE LUMP SUM PRICE(S) BID FOR THE SUPERSTRUCTURE REMOVAL ITEM(S) (OR THE UNIT PRICE BID FOR THE SUBSTRUCTURE REMOVAL ITEM). PAINT WASTE NOT COLLECTED BY VACUUM METHODS SHALL BE COLLECTED USING THE ENVIRONMENTAL GROUND PROTECTION ITEM(S). WASTE SHALL BE DISPOSED OF USING THE TREATMENT AND DISPOSAL OF PAINT REMOVAL WASTE ITEM.

RECONSTRUCTION NOTES:

29. 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.

30. THE CONTRACTOR SHALL VERIFY DIMENSIONS NECESSARY FOR THE PROPER FIT OF STEEL PIECES PRIOR TO THE FABRICATION OF THE STEEL. THE COST OF FIELD VERIFYING DIMENSIONS SHALL BE INCLUDED IN THE PRICE BID FOR STRUCTURAL STEEL ITEMS.

31. 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 STATE, 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 STATE, THE DAMAGED MATERIALS SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.

32. WHENEVER ITEMS IN THE CONTRACT REQUIRE MATERIALS TO BE REMOVED AND DISPOSED OF, THE COST OF SUPPLYING A DISPOSAL AREA AND TRANSPORTATION TO THAT AREA SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THOSE ITEMS.

33. DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT BE ALLOWED TO DROP WASTE CONCRETE, DEBRIS AND OTHER MATERIAL TO THE AREA BELOW THE BRIDGE. PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE USED TO CATCH THE MATERIAL. IF THE ENGINEER DETERMINES THAT ADEQUATE PROTECTIVE DEVICES ARE NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED.

34. ALL MATERIAL FALLING ON THE AREA BELOW AND ADJACENT TO THE BRIDGE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AT NO COST TO THE STATE.

35. THE COST OF FURNISHING, INSTALLING, MAINTAINING, REMOVING AND DISPOSING OF ALL PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE APPROPRIATE ITEMS OF THE CONTRACT.

36. THE DETAILS ON DWG. NOS. CRA-1 & CRD-1 INDICATE THE SPALLS, SCALES AND CRACKS NOTED ON A FIELD INSPECTION BY THE DESIGNER. ALL OF THE MAJOR AREAS OF SPALLING, SCALING AND CRACKING KNOWN TO EXIST AT THE TIME OF CONTRACT PREPARATION HAVE BEEN SHOWN TO INDICATE THE APPROXIMATE EXTENT OF DETERIORATION THAT WILL HAVE TO BE REPAIRED BY THE CONTRACTOR.

37. THE CONTRACTOR SHALL PROVIDE THE ENGINEER ACCESS TO BOTH ABUTMENT SURFACES FOR SOUNDING TO DETERMINE AND MARK OUT REMOVAL LIMITS. THE ENGINEER SHALL SUBMIT LABELED DIGITAL PHOTOS OF THE PIER TO THE DIVISIONAL MAINTENANCE ENGINEER ALONG WITH THE CONTRACTOR'S PROPOSED REMOVAL AND REPLACEMENT SEQUENCE FOR APPROVAL. 10 CALENDAR DAYS SHALL BE ALLOWED FOR REVIEW AND APPROVAL. REMOVAL OF CONCRETE SHALL NOT COMMENCE WITHOUT AN APPROVED REMOVAL PLAN. THE COST FOR THESE ITEMS SHALL BE INCLUDED IN THE REMOVAL AND REPLACEMENT CONCRETE ITEMS.

38. AREAS OF STRUCTURAL CONCRETE REMOVAL AND REPLACEMENT IN DEPTH (LOCALIZED POCKETS UP TO 12 INCHES DEEP) SHALL BE REPAIRED USING ITEM 582.0051 - REMOVAL AND REPLACEMENT OF STRUCTURAL CONCRETE. REINFORCEMENT BAR ENCASEMENT, AS APPROPRIATE. AREAS THAT ARE GREATER IN DEPTH SHALL BE REPAIRED USING ITEM 582.0061. REMOVAL OF STRUCTURAL CONCRETE REPLACEMENT WITH VERTICAL AND OVERHEAD PATCHING MATERIAL. THESE GUIDELINES ARE APPROXIMATE, AND THE FINAL DETERMINATION OF WHICH ITEM TO USE SHALL BE MADE BY THE ENGINEER.

39. ALL CONCRETE SURFACES RECEIVING NEW CONCRETE SHALL BE SANDBLASTED. PRIOR TO THE APPLICATION OF NEW CONCRETE, THE SURFACES SHALL BE AIR CLEANED THEN PRE-WET FOR 12 HOURS. THERE WILL BE NO SEPARATE PAYMENT FOR THIS WORK. THE COST SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS CONCRETE ITEMS IN THE CONTRACT.

40. CHIPPING HAMMERS USED TO REMOVE CONCRETE FROM THE FOLLOWING STRUCTURAL COMPONENTS SHALL NOT EXCEED 40 LB. IN WEIGHT WITH THE BIT REMOVED.

41. IT IS RECOMMENDED THAT THE CONTRACTOR INSTALL AND TEST SEVERAL BOLTS PRIOR TO GROUTING ALL THE BOLTS IN CASE OF A CONCRETE/GROUT INCOMPATIBILITY. THIS TEST IS FOR THE CONTRACTOR'S CONVENIENCE AND IS NOT PART OF THE ACCEPTANCE TESTING FOR THIS ITEM.

42. THE EMBEDMENT DEPTH SHOWN ON THE PLANS FOR THE DRILLING AND GROUTING ITEM 586.0201 IS FOR ESTIMATING PURPOSES ONLY. THE ACTUAL EMBEDMENT DEPTH SHALL BE CALCULATED BASED ON THE SIZE OF THE BAR, ACTUAL EDGE DISTANCE OF THE BAR, THE SPACING OF THE BAR, ESTIMATED CONCRETE STRENGTH AND THE CHOSEN GROUT SUPPLIER'S RECOMMENDATIONS.

43. THE FOLLOWING CONCRETE ELEMENTS SHALL BE SEALED ACCORDING TO ITEM 559.02-PROTECTIVE SEALING OF STRUCTURAL CONCRETE: CONCRETE BARRIER, FASCIA OF NEW DECK AND REPAIRED AREAS OF ABUTMENTS.

44. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE FOLLOWING DIMENSIONS IN THE FIELD PRIOR TO THE FABRICATION OF REPLACEMENT OF EXISTING STEEL COMPONENTS: EXISTING GIRDER END SECTIONS, CONNECTION PLATES, BEARING PLATES, COVER PLATES, ETC.

45. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE TOP OF PEDESTAL ELEVATIONS PRIOR TO CASTING THE NEW PEDESTALS AND INSTALLING THE NEW BEARINGS WHERE SHOWN.

46. SHOP DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL FOR THE FOLLOWING STRUCTURAL STEEL REPLACEMENT ITEMS: ITEMS LISTED FOR END SECTION REPAIRS, BEARING PLATES, ANCHOR BOLTS, ETC.

47. THE CONTRACTOR SHALL VERIFY DIMENSIONS NECESSARY FOR THE PROPER FIT OF STEEL PIECES PRIOR TO THE FABRICATION OF THE STEEL. THE COST OF FIELD VERIFYING DIMENSIONS SHALL BE INCLUDED IN THE PRICE BID FOR STRUCTURAL STEEL ITEMS.

48. IF THE STRUCTURE HAS A BRIDGE IDENTIFICATION NUMBER (B.I.N.) PLATE ATTACHED, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT IT DURING CONSTRUCTION OR REMOVE AND REMOUNT IT AFTER CONSTRUCTION IS COMPLETED.

49. CLEANING STRUCTURAL STEEL ON EXISTING BRIDGES: BIN 5514279 IT IS ANTICIPATED THAT A SIGNIFICANT PORTION OF THE STRUCTURAL STEEL IN THE BRIDGE IDENTIFIED ABOVE WILL REQUIRE NEAR WHITE METAL BLAST CLEANING IN ACCORDANCE WITH SECTION 573 OF THE STANDARD SPECIFICATIONS. THEREFORE, BIDDERS SHOULD INSPECT THE BRIDGE(S) CAREFULLY PRIOR TO SUBMITTING BIDS.

50. THE CONTRACTOR SHALL KEEP ALL BRIDGE DRAINS CLEAN AND FREE FLOWING DURING THE LIFE OF THE CONTRACT. THE COST SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS SUPERSTRUCTURE ITEMS IN THE CONTRACT.

51. VEHICULAR TRAFFIC OR CONSTRUCTION EQUIPMENT SHALL NOT BE PERMITTED ON THE LIFTED SPAN UNTIL SHIMS, CRIBBING, BOLSTERS OR OTHER SUITABLE SUPPORTS ARE IN THEIR REQUIRED POSITION.

52. THE THICKNESS OF EXISTING ASPHALT OVERLAY SHOWN IS OBTAINED FROM VARIOUS SOURCES AND MAY VARY IN FIELD. CONTRACTOR TO VERIFY AND INFORM THE ENGINEER PRIOR TO BEGINNING OF ANY WORK.

53. THE FINISHED PROFILE SHALL BE THE SAME AS EXISTING PROFILE AS SHOWN ON THE PLANS.

54. ANCHOR BOLTS TO BE REPLACED AS SHOWN MAY BE CAST INTO THE BRIDGE SEATS, OR AT THE CONTRACTOR'S OPTION, DRILLED AND GROUTED INTO THE ABUTMENTS AT NO ADDITIONAL COST TO THE STATE.

55. ALL SURFACES OF STRINGERS SHALL BE CLEANED SO THAT ALL DIRT, GREASE, PAINT OR OTHER FOREIGN MATERIAL IS REMOVED AT THE COMPLETION OF THE BRIDGE CONSTRUCTION. THE COST OF CLEANING THIS STEEL IN THE FIELD SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS ITEMS IN THE CONTRACT.

56. BEARING ANCHOR BOLT NUTS SHALL BE SNUG TIGHT AS PER THE NYS STEEL CONSTRUCTION MANUAL.

57. THE CONTRACTOR SHALL MAINTAIN THE EXISTING PROFILE/GRADE AND DECK SUPER ELEVATION POST BRIDGE WORK.

58. ALL REINFORCEMENT BARS SHALL BE EPOXY EXCEPT FOR THE BRIDGE CONCRETE BARRIER.

UTILITIES NOTES:

59. THE CONTRACTOR SHALL CONTACT "DIG SAFELY NY" TO HAVE UNDERGROUND UTILITIES LOCATED.

60. ANY DAMAGE TO PUBLIC OR PRIVATE UTILITIES SHALL BE FIXED IMMEDIATELY UNTIL THE SERVICES ARE RESTORED.

61. ANY ABOVE OR UNDERGROUND UTILITIES TO REMAIN IN PLACE SHALL BE PROTECTED DURING THE COURSE OF CONSTRUCTION.

62. ABOVE GROUND ELECTRIC AND CABLE LINES MAY NEED TO BE TEMPORARILY RELOCATED. SERVICE MUST BE MAINTAINED AT ALL TIMES. THE COST OF ALL TEMPORARY RELOCATIONS SHALL BE INCLUDED IN THE VARIOUS ITEMS IN THE CONTRACT.

ASBESTOS:

63. THE CONTRACTOR IS CAUTIONED THAT MATERIALS CONTAINING ASBESTOS ARE BELIEVED TO EXIST AT ALL PEDESTALS/ BEARINGS AND OTHER CERTAIN LOCATIONS OF THIS CONTRACT. THESE MATERIALS WERE NOTED DURING FIELD INSPECTIONS OF THE STRUCTURE.

64. UNLESS OTHERWISE INDICATED ON THE PLANS, WORK TO BE PERFORMED UNDER THIS CONTRACT AT CERTAIN LOCATIONS WHERE IT DOES REQUIRE DISTURBING OR REMOVAL OF ANY KNOWN MATERIALS CONTAINING ASBESTOS, THE CONTRACTOR SHALL FIRST BE FAMILIAR WITH INDUSTRIAL CODE RULE 56 OF THE N.Y.S. DEPARTMENT OF LABOR, THE CONTRACTOR SHALL ALSO OBTAIN WRITTEN PERMISSION OF THE DIVISION DIRECTOR OF N.Y.S. THRUWAY AUTHORITY BEFORE PROCEEDING.

65. COST OF REMOVAL AND PROPER DISPOSAL OF ASBESTOS CONTAINING MATERIAL SHALL BE PAID FOR UNDER ITEM 210.480301

BRIDGE STEEL GIRDER PAINTING

66. COST OF PAINT REMOVAL OPEARTIONS / CONTAINMENT SHALL BE PAID FOR UNDER THE FOLLOWING ITEMS:
(A) ITEM 570.160001 - CLASS B CONTAINMENT
(B) ITEM 571.03 - DISPOSAL OF HAZARDOUS PAINT REMOVAL WASTE CONTAINING LEAD.

67. COST OF STEEL PAINTING SHALL BE PAID FOR UNDER ITEM 574.030001 STRUCTURAL STEEL PAINTING: LOCALIZED

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
CHECKED BY: M. COX

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ NO. 062576 LICENSED PROFESSIONAL ENGINEER |

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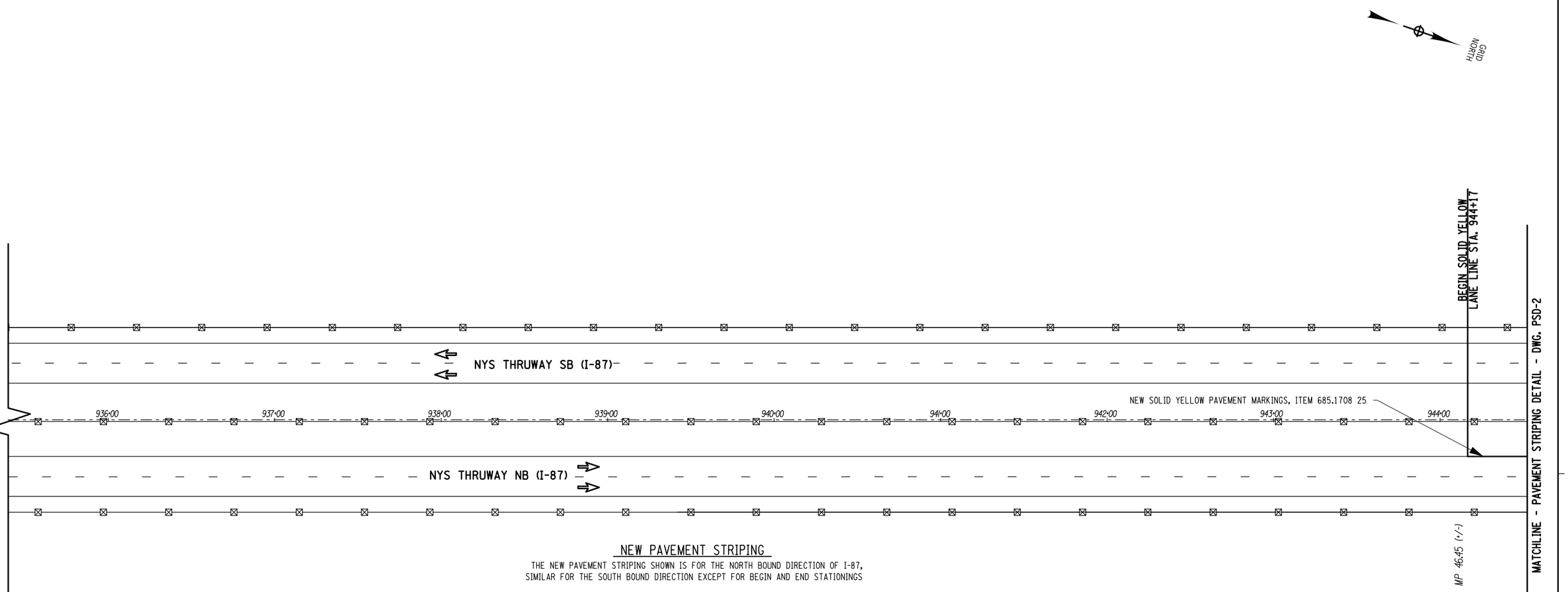
NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES Architecture, Engineering, Surveying

| | |
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | GENERAL NOTES |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | GN-1 |

DESIGNED BY: M. COX
DRAFTED BY: M. SCHICK
CHECKED BY: M. COX
DESIGN SUPERVISOR: M. COX




## NEW PAVEMENT STRIPING

THE NEW PAVEMENT STRIPING SHOWN IS FOR THE NORTH BOUND DIRECTION OF I-87, SIMILAR FOR THE SOUTH BOUND DIRECTION EXCEPT FOR BEGIN AND END STATIONINGS

**PAVEMENT STRIPING STATIONING**

| NORTHBOUND DIRECTION | | SOUTHBOUND DIRECTION | |
|---|---|---|---|
| YELLOW SOLID BARRIER LINE | | YELLOW SOLID BARRIER LINE | |
| BEGIN STATION : | 944+17 (+/-) | BEGIN STATION : | 961+37 (+/-) |
| END STATION : | 988+70 (+/-) | END STATION : | 1005+90 (+/-) |
| WHITE BROKEN LANE LINE | | WHITE BROKEN LANE LINE | |
| BEGIN STATION : | 973+78 (+/-) | BEGIN STATION : | 973+78 (+/-) |
| END STATION : | 976+29 (+/-) | END STATION : | 976+29 (+/-) |
| WHITE SOLID LANE LINE | | WHITE SOLID LANE LINE | |
| BEGIN STATION : | 961+42 (+/-) | BEGIN STATION : | 965+07 (+/-) |
| END STATION : | 985+00 (+/-) | END STATION : | 988+65 (+/-) |

CONTRACTOR SHOULD REFER TO NEW YORK STATE THRUWAY STANDARD SHEETS TA 685-01 THRU 685-04 FOR PAVEMENT MARKING DETAILS (TYPICAL FOR ALL PAVEMENT MARKINGS)

30' 0' 30' 60' 90' 120'
1" = 60'

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: STAMP: |

STATE OF NEW YORK
GERARD J. SENTZ
No. 062576-1
LICENSED PROFESSIONAL ENGINEER

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE. THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES

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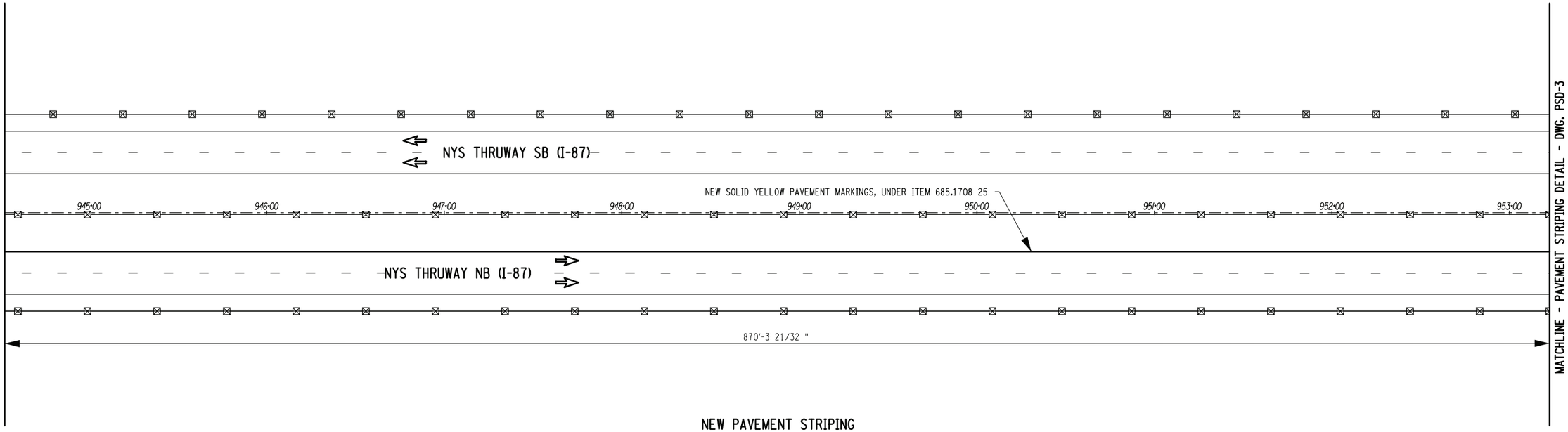
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | PAVEMENT STRIPES DETAIL (SHEET 1 OF 6) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | PSD-1 |

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
CHECKED BY: M. COX

GRID NORTH

MATCHLINE - PAVEMENT STRIPING DETAIL - DWG. PSD-1




MATCHLINE - PAVEMENT STRIPING DETAIL - DWG. PSD-3

## NEW PAVEMENT STRIPING

THE NEW PAVEMENT STRIPING SHOWN IS FOR THE NORTH BOUND DIRECTION OF I-87,
SIMILAR FOR THE SOUTH BOUND DIRECTION EXCEPT FOR BEGIN AND END STATIONINGS

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: |

30' 0' 30' 60' 90' 120'
1" = 60'

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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES

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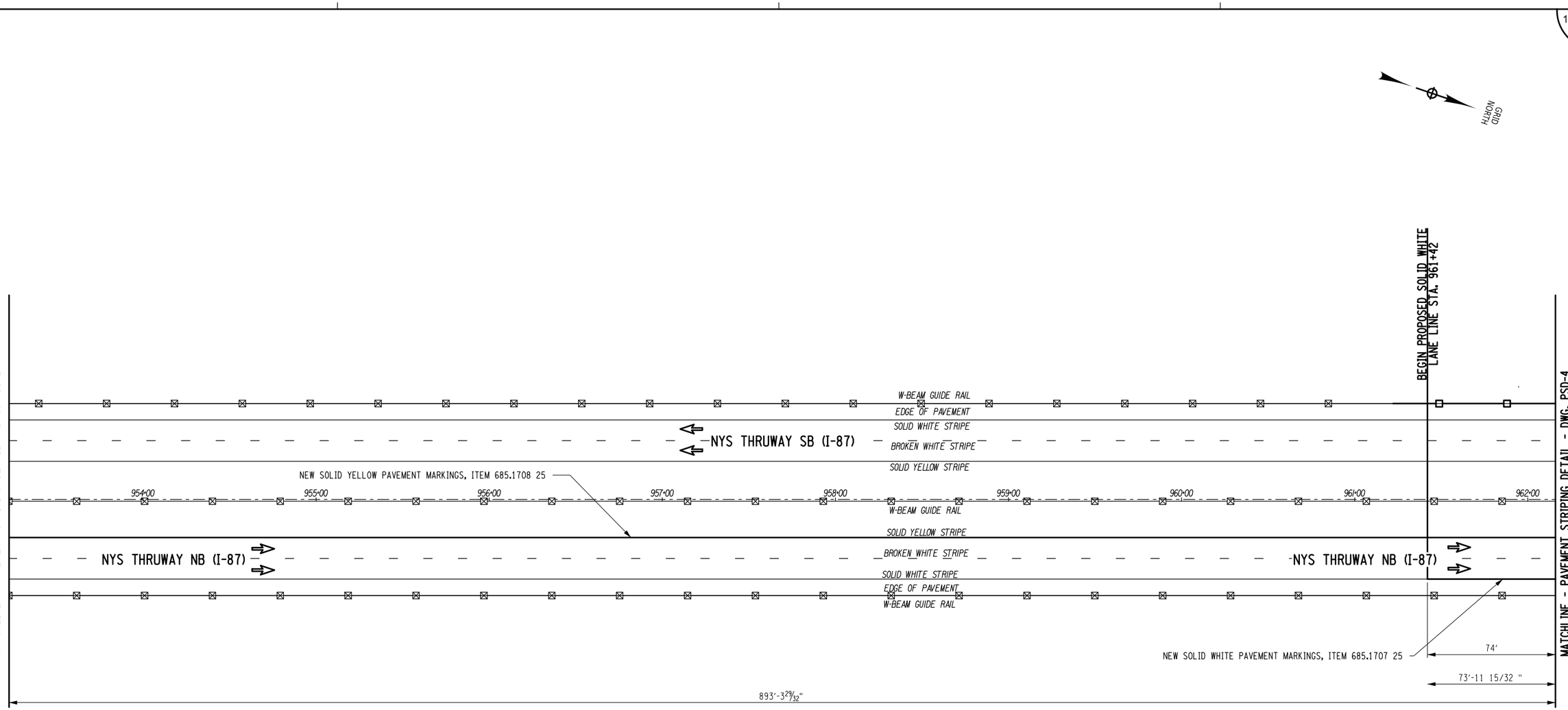
|---|---|
| TITLE OF PROJECT<br>I-87 BRIDGE REHABILITATION<br>OVER SMITH CLOVE ROAD (MP 47.04) | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514279 | DATE:<br>05/21/2025 |
| TITLE OF DRAWING<br>PAVEMENT STRIPES DETAIL<br>(SHEET 2 OF 6) | DRAWING NUMBER:<br>PSD-2 |

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. COX
DRAFTED BY: M. SCHICK
CHECKED BY: M. COX
M. COX




## NEW PAVEMENT STRIPING

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30' 0' 30' 60' 90' 120'
1" = 60'

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: GERARD J. SENTZ, STATE OF NEW YORK, No. 062576-1, LICENSED PROFESSIONAL ENGINEER |

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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture Engineering Surveying

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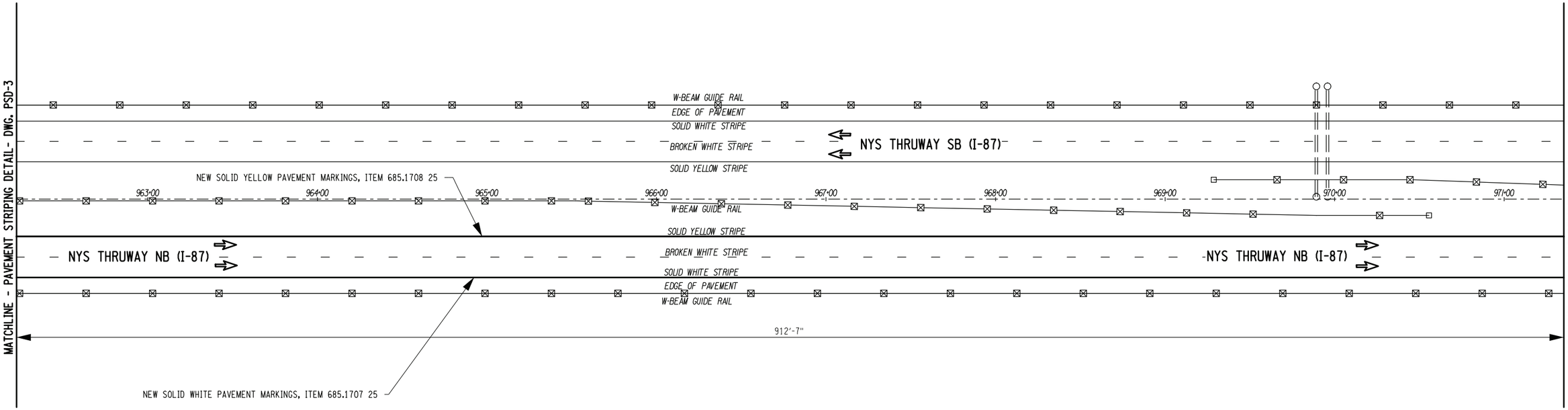
|---|---|
| TITLE OF PROJECT<br>I-87 BRIDGE REHABILITATION<br>OVER SMITH CLOVE ROAD (MP 47.04) | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514279 | DATE:<br>05/21/2025 |
| TITLE OF DRAWING<br>PAVEMENT STRIPES DETAIL<br>(SHEET 3 OF 6) | DRAWING NUMBER:<br>PSD-3 |

M. COX — DRAFTED BY:
M. SCHICK — CHECKED BY:
M. COX — DESIGNED BY:
CHECKED BY:
M. COX — DESIGN SUPERVISOR:

GRID NORTH

MATCHLINE - PAVEMENT STRIPING DETAIL- DWG. PSD-3




MATCHLINE - PAVEMENT STRIPING DETAIL - DWG. PSD-5

## NEW PAVEMENT STRIPING

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SIMILAR FOR THE SOUTH BOUND DIRECTION EXCEPT FOR BEGIN AND END STATIONINGS

30' 0' 30' 60' 90' 120'
1" = 60'

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: |

STATE OF NEW YORK
GERARD J. SENTZ
No. 062576-1
LICENSED PROFESSIONAL ENGINEER

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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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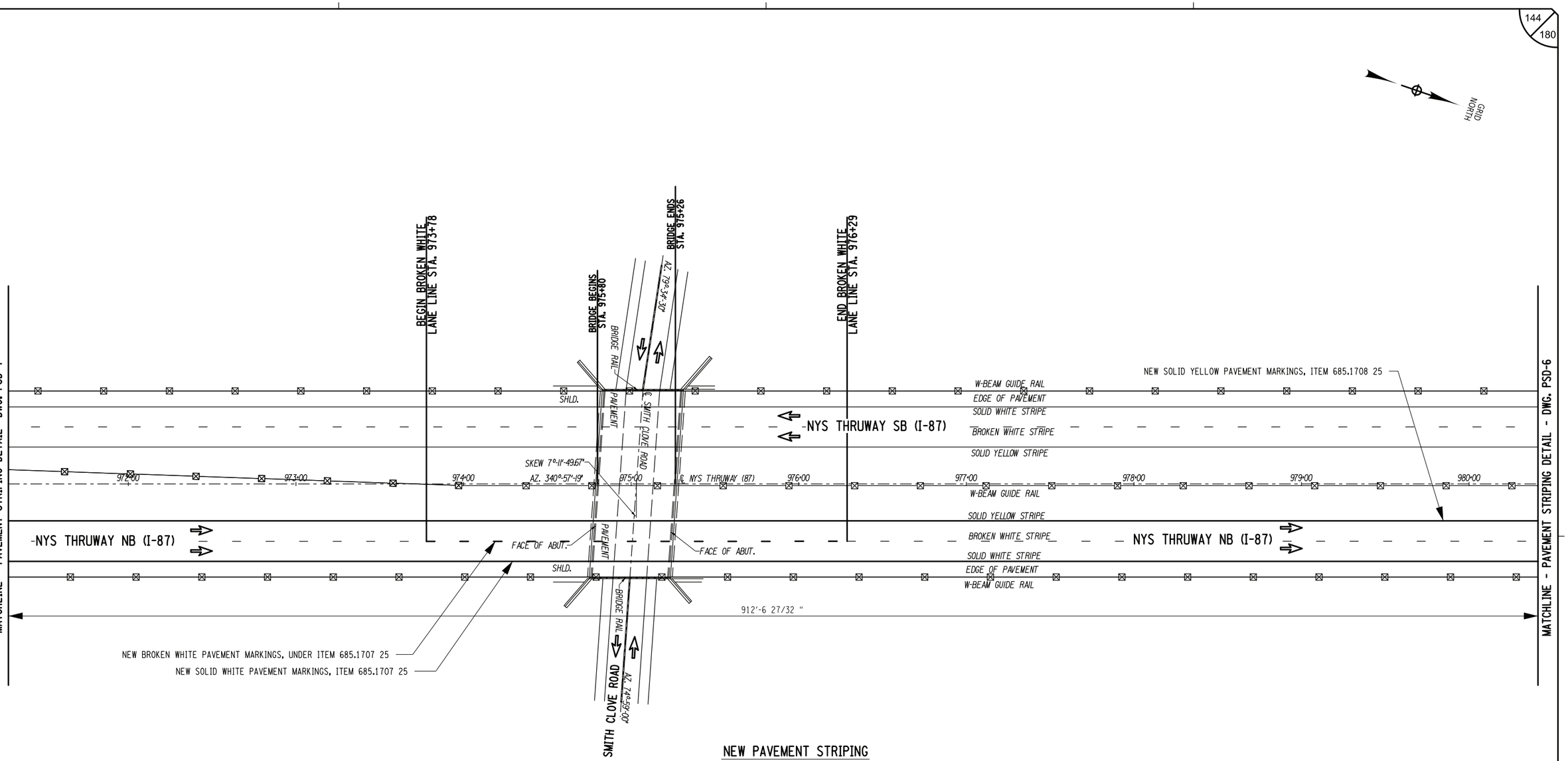
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | PAVEMENT STRIPES DETAIL<br>(SHEET 4 OF 6) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | PSD-4 |

DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
DESIGNED BY: M. COX
DESIGN SUPERVISOR: M. COX




## NEW PAVEMENT STRIPING

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30' 0' 30' 60' 90' 120'
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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | PAVEMENT STRIPES DETAIL<br>(SHEET 5 OF 6) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | PSD-5 |

M. COX | CHECKED BY: | M. SCHICK | DRAFTED BY: | M. COX | DESIGNED BY: | M. COX | DESIGN SUPERVISOR:

MATCHLINE - PAVEMENT STRIPING DETAIL - DWG. PSD-5

GRID NORTH

END SOLID WHITE LANE LINE STA. 985+00

END SOLID YELLOW LANE LINE STA. 988+70

MP 47.30 (+/-)

W-BEAM GUIDE RAIL
EDGE OF PAVEMENT
SOLID WHITE STRIPE
BROKEN WHITE STRIPE
SOLID YELLOW STRIPE

NYS THRUWAY SB (I-87)

NEW SOLID YELLOW PAVEMENT MARKINGS, ITEM 685.1708 25

981+00 982+00 983+00 984+00 985+00 986+00 987+00 988+00 989+00

W-BEAM GUIDE RAIL
SOLID YELLOW STRIPE
BROKEN WHITE STRIPE
SOLID WHITE STRIPE
EDGE OF PAVEMENT
W-BEAM GUIDE RAIL

NYS THRUWAY NB (I-87)

NYS THRUWAY NB (I-87)

NEW SOLID WHITE PAVEMENT MARKINGS, ITEM 685.1707 25

## NEW PAVEMENT STRIPING

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30' 0' 30' 60' 90' 120'

1" = 60'

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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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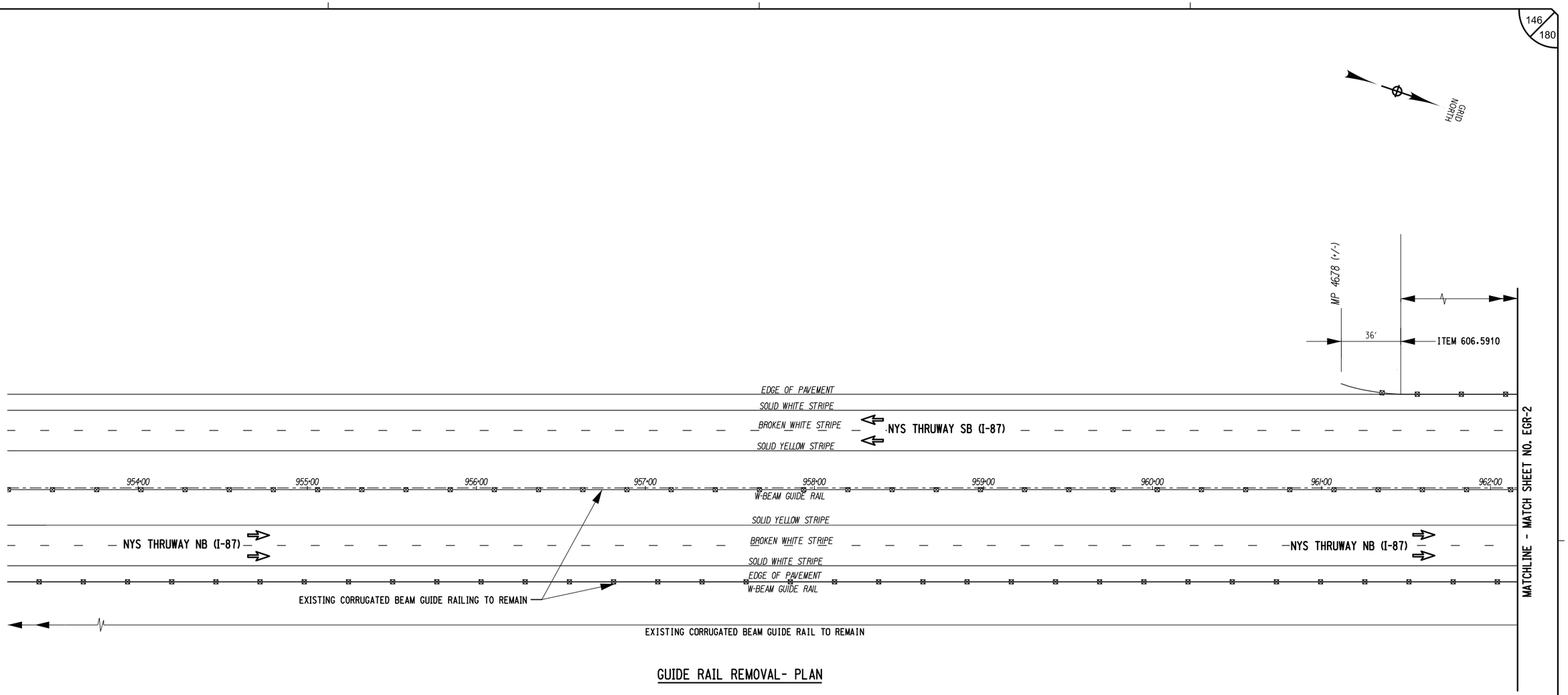
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION, OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | PAVEMENT STRIPE DETAIL<br>(SHEET 6 OF 6) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | PSD-6 |

DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
DESIGNED BY: M. COX
DESIGN SUPERVISOR: M. COX




## GUIDE RAIL REMOVAL- PLAN

30' 0' 30' 60' 90' 120'
1" = 60'

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: |

STATE OF NEW YORK
GERARD J. SENTZ
NO. 062576
LICENSED PROFESSIONAL ENGINEER

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NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES

TITLE OF PROJECT
I-87 BRIDGE REHABILITATION
OVER SMITH CLOVE ROAD (MP 47.04)

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514279

TITLE OF DRAWING
GUIDE RAIL REMOVAL -PLAN
(SHEET 1 OF 4)

CONTRACT NUMBER:
TANY 26-17B

DATE:
05/21/2025

DRAWING NUMBER:
EGR-1

M. COX — CHECKED BY:
M. SCHICK — DRAFTED BY:
M. COX — DESIGNED BY:
M. COX — DESIGN SUPERVISOR:

GRID NORTH

1330'
REMOVE EXISTING CORRUGATED BEAM UNDER ITEM 606.71

MATCHLINE - SHEET NO. EGR-1

W-BEAM GUIDE RAIL
EDGE OF PAVEMENT
SOLID WHITE STRIPE
BROKEN WHITE STRIPE
SOLID YELLOW STRIPE

NYS THRUWAY SB (I-87)

963+00 964+00 965+00 966+00 967+00 968+00 969+00 970+00 971+00

W-BEAM GUIDE RAIL
SOLID YELLOW STRIPE
BROKEN WHITE STRIPE
SOLID WHITE STRIPE
EDGE OF PAVEMENT
W-BEAM GUIDE RAIL

NYS THRUWAY NB (I-87)

NYS THRUWAY NB (I-87)

MATCHLINE - MATCH SHEET NO. EGR-3

64'-0"
ITEM 606.6910
MP 46.78 (+/-)

1166'
REMOVE EXISTING CORRUGATED BEAM GUIDE RAIL UNDER ITEM 606.71

## GUIDE RAIL REMOVAL-PLAN

30' 0' 30' 60' 90' 120'
1" = 60'

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: |

STATE OF NEW YORK
GERARD J. SENTZ
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NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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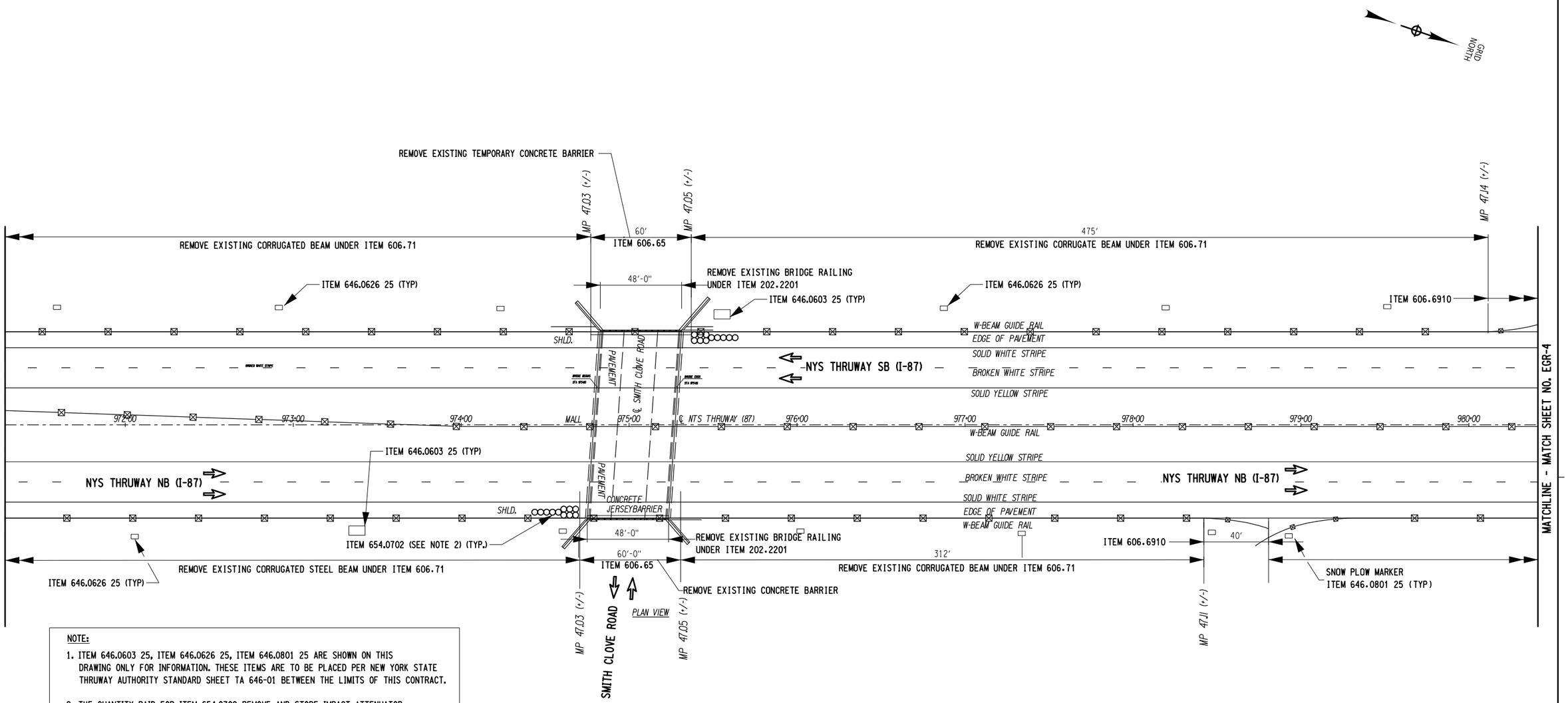
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | GUIDE RAIL REMOVAL-PLAN (SHEET 2 OF 4) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | EGR-2 |

M. COX — CHECKED BY: M. SCHICK — DRAFTED BY: M. COX — DESIGNED BY: M. COX — DESIGN SUPERVISOR: M. COX




NOTE:

1. ITEM 646.0603 25, ITEM 646.0626 25, ITEM 646.0801 25 ARE SHOWN ON THIS DRAWING ONLY FOR INFORMATION. THESE ITEMS ARE TO BE PLACED PER NEW YORK STATE THRUWAY AUTHORITY STANDARD SHEET TA 646-01 BETWEEN THE LIMITS OF THIS CONTRACT.

2. THE QUANTITY PAID FOR ITEM 654.0702 REMOVE AND STORE IMPACT ATTENUATOR SYSTEMS SHALL BE THE NUMBER OF COMPLETE SAND BARREL ARRAYS REMOVED AND STORED.

## GUIDE RAIL REMOVAL - PLAN

30' 0' 30' 60' 90' 120'

1" = 60'

| ALTERED ON: | AFFIXED ON: 10/18/2025 |
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| SIGNATURE: STAMP: | SIGNATURE: STAMP: |

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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION, OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY, ORANGE COUNTY, BIN 5514279 |
| TITLE OF DRAWING | GUIDE RAIL REMOVAL-PLAN (SHEET 3 OF 4) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | EGR-3 |

DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
DESIGNED BY: M. COX
DESIGN SUPERVISOR: M. COX

GRID NORTH

MATCHLINE - SHEET NO. EGR-3

MP 47.15 (+/-)

59'

EXISTING CORRUGATED BEAM GUIDE RAIL TO REMAIN

END LEFT SHOULDER RECONSTRUCTION STA. 988+70

W-BEAM GUIDE RAIL
EDGE OF PAVEMENT
SOLID WHITE STRIPE
BROKEN WHITE STRIPE
SOLID YELLOW STRIPE

NYS THRUWAY SB (I-87)

981+00 982+00 983+00 984+00 985+00 986+00 987+00 988+00 989+00

W-BEAM GUIDE RAIL
SOLID YELLOW STRIPE
BROKEN WHITE STRIPE
SOLID WHITE STRIPE
EDGE OF PAVEMENT
W-BEAM GUIDE RAIL

NYS THRUWAY NB (I-87)

NYS THRUWAY NB (I-87)

EXISTING CORRUGATED BEAM GUIDE RAIL TO REMAIN

## GUIDE RAIL REMOVAL- PLAN

30' 0' 30' 60' 90' 120'
1" = 60'

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
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| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: |

STATE OF NEW YORK
GERARD J. SENTZ
No. 062576
LICENSED PROFESSIONAL ENGINEER

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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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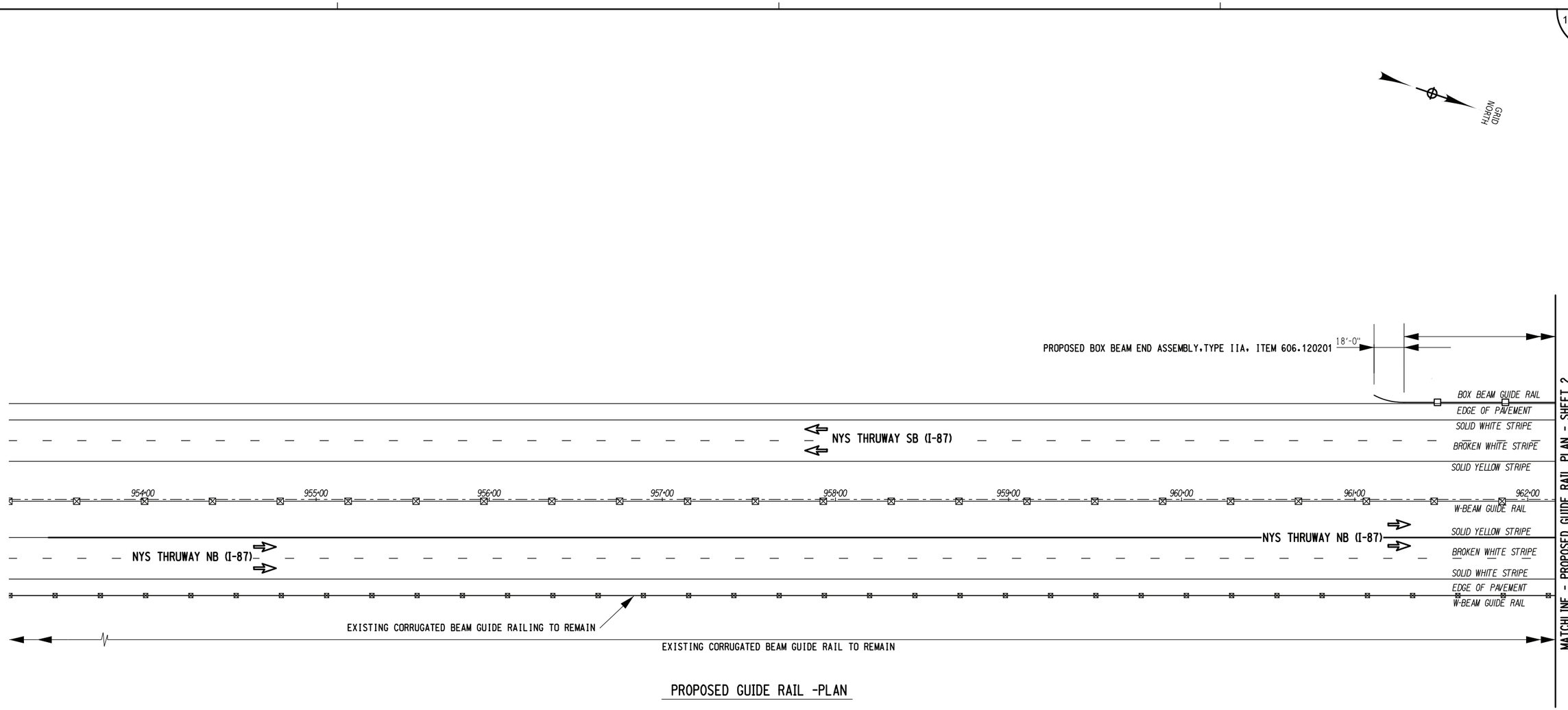
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | GUIDE RAIL REMOVAL-PLAN (SHEET 4 OF 4) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | EGR-4 |

M. COX | CHECKED BY:
M. SCHICK | DRAFTED BY:
M. COX | CHECKED BY:
M. SCHICK | DESIGNED BY:
M. COX | DESIGN SUPERVISOR:




## PROPOSED GUIDE RAIL -PLAN

30' 0' 30' 60' 90' 120'
1" = 60'

| ALTERED ON: | AFFIXED ON: 10/18/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ No. 062576-1 LICENSED PROFESSIONAL ENGINEER |

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|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION, OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | PROPOSED GUIDE RAIL-PLAN<br>(SHEET 1 OF 4) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | PGR-1 |

M.COX
CHECKED BY:
M.SCHICK
DRAFTED BY:
M.COX
DESIGNED BY:
M.COX
DESIGN SUPERVISOR:

GRID NORTH

1319'-0"

PROPOSED BOX BEAM GUIDE RAIL, ITEM 606.1001

MATCHLINE PROPOSED GUIDE RAIL PLAN - SHEET 1

BOX BEAM GUIDE RAIL
EDGE OF PAVEMENT
SOLID WHITE STRIPE
BROKEN WHITE STRIPE
SOLID YELLOW STRIPE

NYS THRUWAY SB (I-87)

963+00 964+00 965+00 966+00 967+00 968+00 969+00 970+00 971+00

W-BEAM GUIDE RAIL
SOLID YELLOW STRIPE

NYS THRUWAY NB (I-87)

BROKEN WHITE STRIPE
SOLID WHITE STRIPE
EDGE OF PAVEMENT
BOX BEAM GUIDE RAIL

NYS THRUWAY NB (I-87)

MATCHLINE PROPOSED GUIDE RAIL PLAN - SHEET 3

1121'-0"

PROPOSED BOX BEAM GUIDE RAIL, ITEM 606.1001

72'-0"

PROPOSED BOX BEAM GUIDE RAILING END ASSEMBLY, TYPE I, ITEM 606.120102

MP 46.82 (+/-)

# PROPOSED GUIDE RAIL - PLAN

30' 0' 30' 60' 90' 120'

1" = 60'

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: |

STATE OF NEW YORK
GERARD J. SENTZ
NO. 062576-1
LICENSED PROFESSIONAL ENGINEER

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE. THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture Engineering Surveying

TITLE OF PROJECT
I-87 BRIDGE REHABILITATION
OVER SMITH CLOVE ROAD (MP 47.04)

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514279

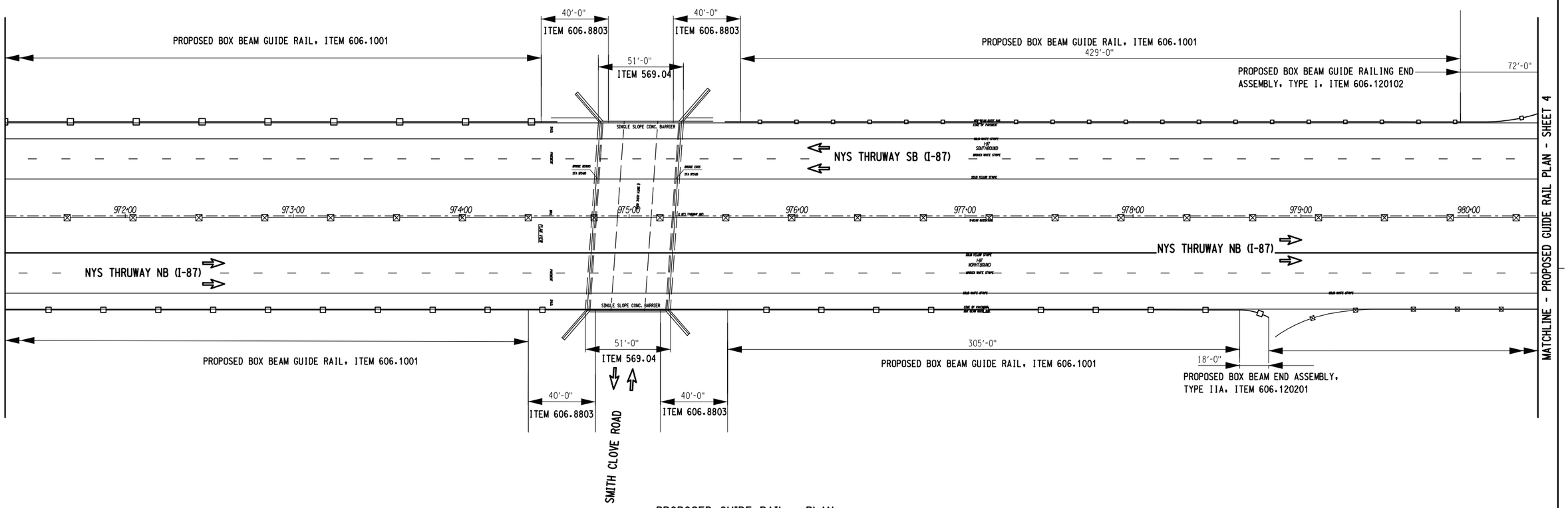
TITLE OF DRAWING
PROPOSED GUIDE RAIL-PLAN
(SHEET 2 OF 4)

CONTRACT NUMBER:
TANY 26-17B

DATE:
05/21/2025

DRAWING NUMBER:
PGR-2

M. COX | CHECKED BY: | M. SCHICK | DRAFTED BY: | M. COX | DESIGNED BY: | M. COX | DESIGN SUPERVISOR:




## PROPOSED GUIDE RAIL - PLAN

30' 0' 30' 60' 90' 120'
1" = 60'

| ALTERED ON: | AFFIXED ON: 10/18/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ No. 062576-1 LICENSED PROFESSIONAL ENGINEER |

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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION, OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | PROPOSED GUIDE RAIL-PLAN (SHEET 3 OF 4) |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | PGR-3 |

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
CHECKED BY: M. COX

GRID NORTH

MATCHLINE PROPOSED GUIDE RAIL PLAN SHEET-3

EXISTING CORRUGATED GUIDE RAIL TO REMAIN

END LEFT SHOULDER RECONSTRUCTION STA. 988+70

NYS THRUWAY SB (I-87)

981+00 982+00 983+00 984+00 985+00 986+00 987+00 988+00 989+00

NYS THRUWAY NB (I-87)

NYS THRUWAY NB (I-87)

EXISTING CORRUGATED GUIDE RAIL TO REMAIN

# PROPOSED GUIDE RAIL PLAN

30' 0' 30' 60' 90' 120'

1" = 60'

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
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TITLE OF PROJECT
I-87 BRIDGE REHABILITATION
OVER SMITH CLOVE ROAD (MP 47.04)

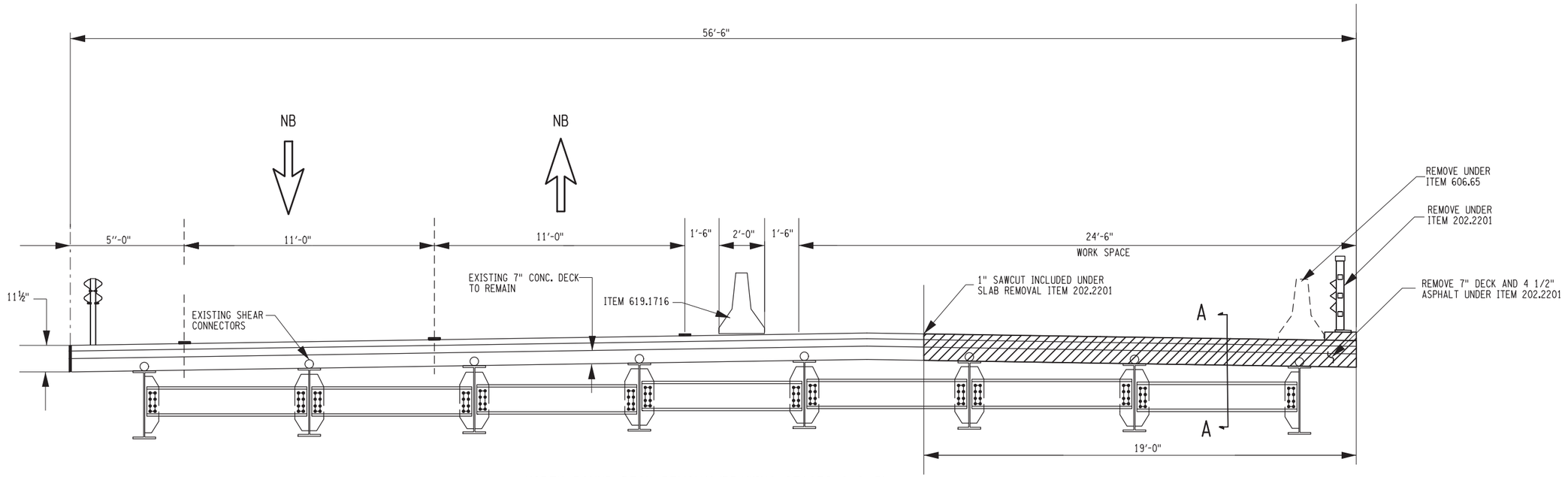
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514279

TITLE OF DRAWING
PROPOSED GUIDE RAIL-PLAN
(SHEET 4 OF 4)

CONTRACT NUMBER:
TANY 26-17B

DATE:
05/21/2025

DRAWING NUMBER:
PGR-4



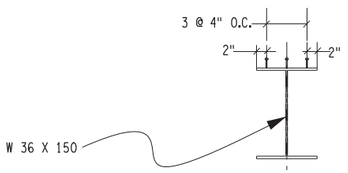

NORTH BOUND DECK REMOVAL(DRAWING STAGES 2 & 5)

(SOUTH BOUND SIMILAR EXCEPT FOR MIRROR IMAGE)

N.T.S.

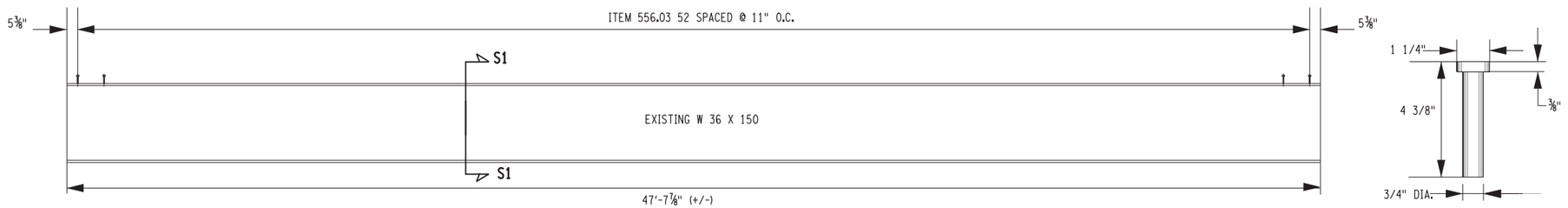
NOTES:

1- FOR SECTION A-A, SEE DRAWING PD-1.
2- REFER TO DWG. SRD-1 FOR STEEL REINFORCEMENT INSTALLATION NOTES.
3- THE EXISTING STRUCTURE HAS A WATERPROOF MEMBRANE. COST OF REMOVING THE EXISTING TO BE INCLUDED UNDER ITEM 202.2201.




SECTION S1-S1

N.T.S.




PROPOSED SHEAR CONNECTOR REPLACEMENT DETAILS

REPLACE EXISTING SPIRALS WITH STUD SHEAR CONNECTORS UNDER ITEM 556.03 AT DECK REPLACEMENT AREAS

N.T.S.




SHEAR STUD CONNECTORS DETAIL

N.T.S.

DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
DESIGN SUPERVISOR: M. COX

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
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| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ No. 062576-1 LICENSED PROFESSIONAL ENGINEER |

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NEW YORK STATE Thruway Authority

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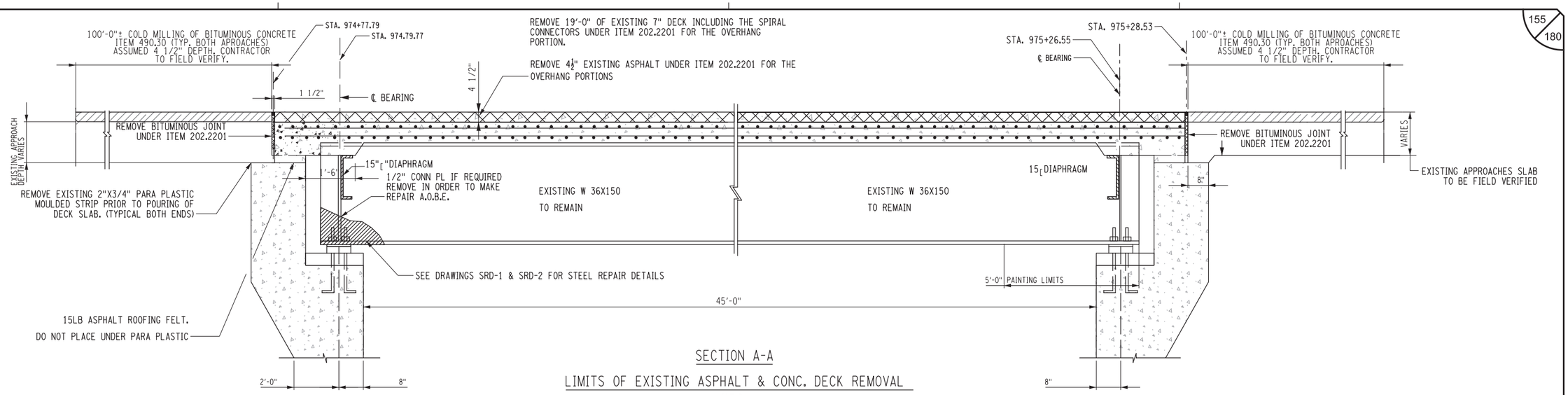
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | OVERHANG DECK REMOVAL |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | DR-1 |

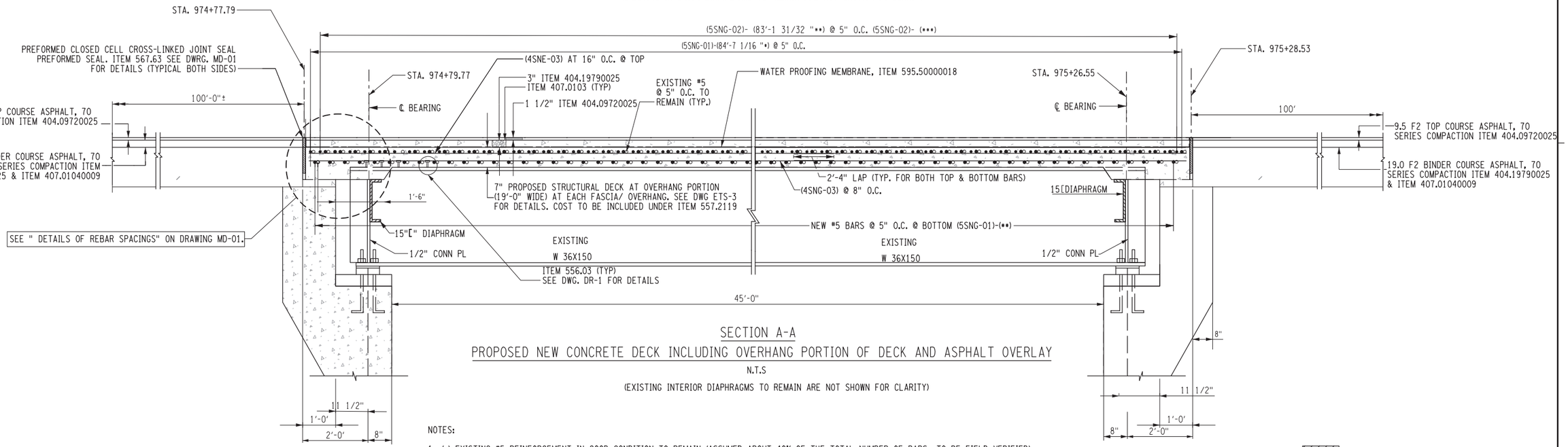



SECTION A-A

LIMITS OF EXISTING ASPHALT & CONC. DECK REMOVAL

N.T.S

(EXISTING INTERIOR DIAPHRAGMS TO REMAIN ARE NOT SHOWN FOR CLARITY)




SECTION A-A

PROPOSED NEW CONCRETE DECK INCLUDING OVERHANG PORTION OF DECK AND ASPHALT OVERLAY

N.T.S

(EXISTING INTERIOR DIAPHRAGMS TO REMAIN ARE NOT SHOWN FOR CLARITY)

NOTES:

1- (•) EXISTING #5 REINFORCEMENT IN GOOD CONDITION TO REMAIN (ASSUMED ABOUT 40% OF THE TOTAL NUMBER OF BARS- TO BE FIELD VERIFIED)

2- (••) NEW #5 REBARS (60%) TO BE SPLICED/CONNECTED TO THE OLD #5 REBARS WHERE EXISTING REBARS ARE TO BE REPLACED-USING MECHANICAL CONNECTORS OR WELDING AND IN ACCORDANCE WITH N.Y.S.D.O.T STEEL CONSTRUCTION MANUAL (SCM) SECTION 7, PART D. TACK WELDING IS NOT PERMITTED. COST TO BE INCLUDED UNDER ITEM 557.2119.

3- (•••) NEW #6 BARS TO BE PLACED @ 5" O.C. AT THE TOP OF NEW SLAB IN THE TRANSVERSE DIRECTION. COST TO BE INCLUDED UNDER ITEM 557.2119.

4- REFER TO DRAWING SDR-2 FOR REINFORCEMENT DETAILS OF TRANVERSE SECTION OF SLAB.

5- REFER TO DRAWINGS "TRAFFIC CONTROL PLANS" FOR VARIOUS STAGES OF CONSTRUCTION.

6.- REMOVE EXISITING SPIRAL CONNECTORS UNDER ITEM 202.2201 (TYP.)

STRUCTURAL STEEL REPAIRS

REMOVE ASPHALT OVERLAY ITEM 490.30

M. COX — CHECKED BY: M. SCHICK — DRAFTED BY: M. COX — DESIGNED BY: — DESIGN SUPERVISOR: M. COX

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: STAMP: |

STATE OF NEW YORK · GERARD J. SENTZ · No. 062576-1 · LICENSED PROFESSIONAL ENGINEER

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NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES Architecture, Engineering, Surveying

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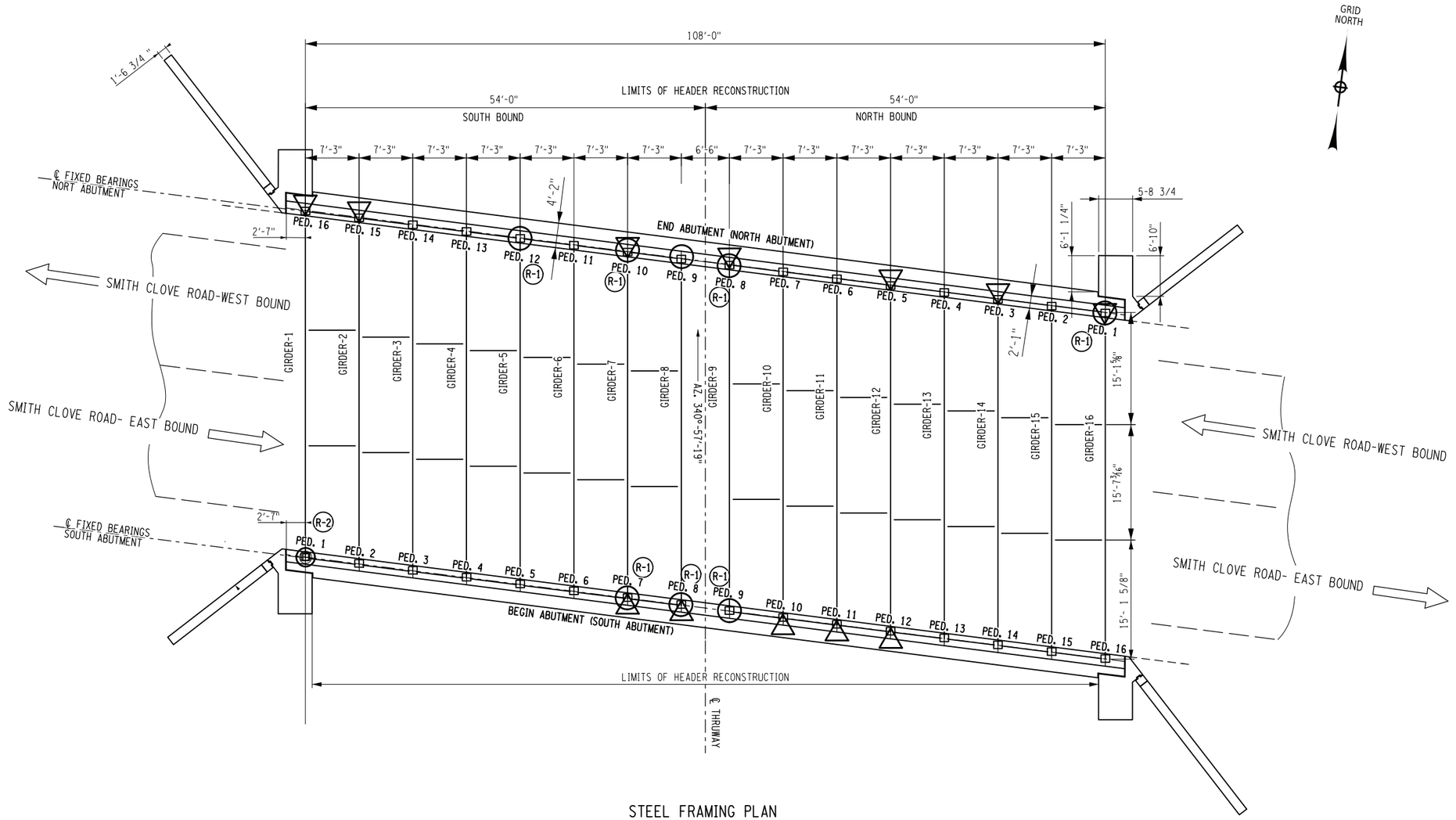
|---|---|
| TITLE OF PROJECT: I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) | CONTRACT NUMBER: TANY 26-17B |
| LOCATION OF PROJECT: VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 | DATE: 05/21/2025 |
| TITLE OF DRAWING: PROPOSED DECK AT OVERHANG SIDE | DRAWING NUMBER: PD-1 |




## STEEL FRAMING PLAN

**LEGEND**

- INDICATES LOCATION OF STEEL GIRDER END SECTION REPAIRS. SEE DWG. SRD-2 FOR DETAILS
- INDICATES LOCATION OF PEDESTAL REPAIRS. SEE DWG. SRD-2 FOR DETAILS
- INDICATES LOCATION WHERE BOTH STEEL & PEDESTAL REPAIRS ARE TO BE PERFORMED. SEE DWG. SRD-2 FOR DETAILS
- (R-1) INDICATES TYPE OF REPAIR. SEE TABLE ON DWG. SRD-1 FOR TYPES SEE STEEL REPAIR TABLE FOR INFORMATION

10 0 10 20 30 40'
1" = 20'

NOTES
1) REFER DRAWINGS GLO-1, SRD-1, SRD-2 & CRD-1 FOR REPAIR DETAILS OF END GIRDERS, BEARINGS AND PEDESTALS.

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
CHECKED BY:

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
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NEW YORK STATE | Thruway Authority

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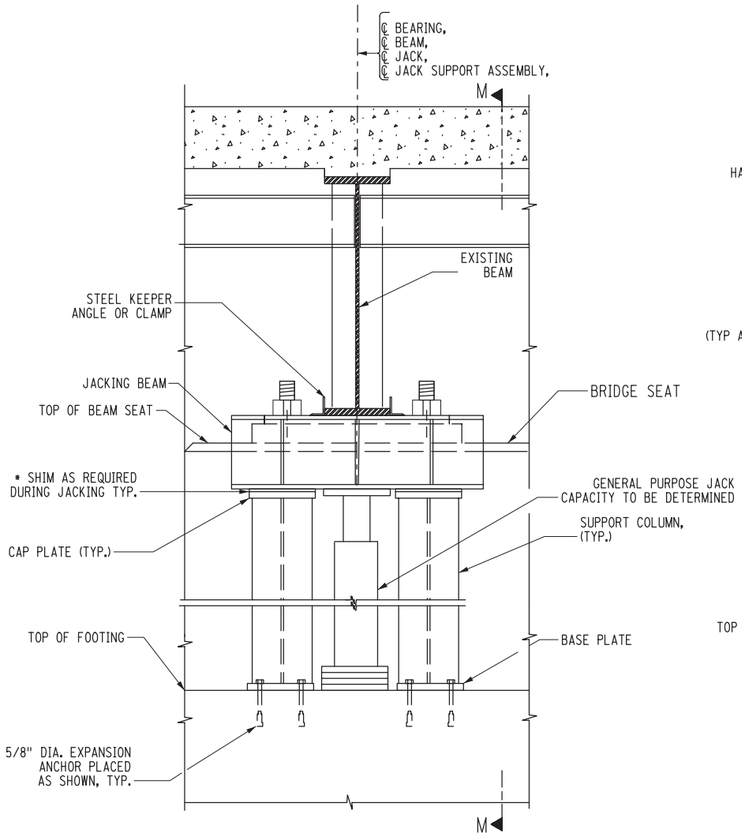
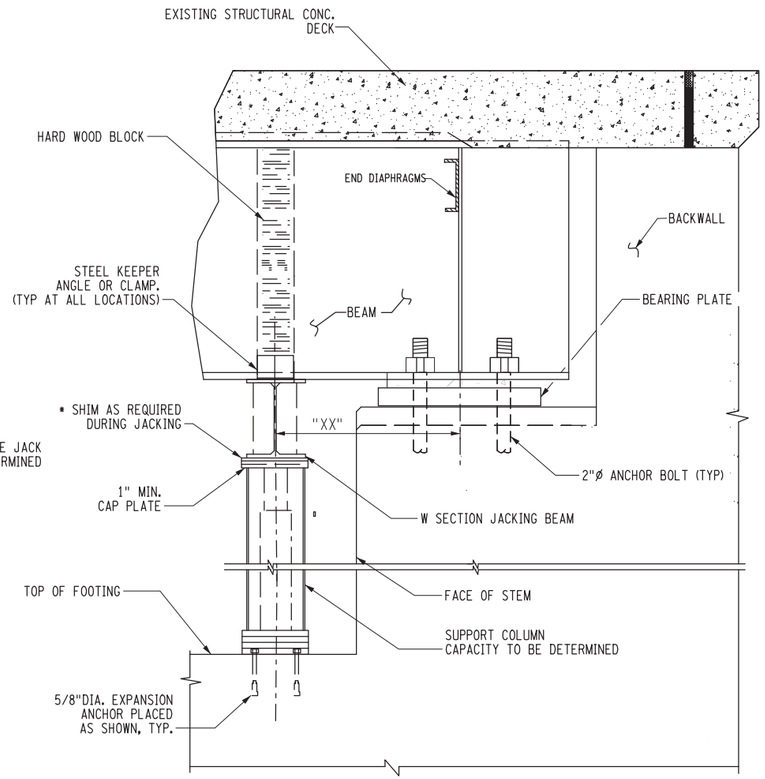
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | EXISTING FRAMING PLAN |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | SFP-1 |




FRONT ELEVATION




SECTION M-M

JACKING AND BLOCKING DETAILS

N.T.S

NOTES:

1. THE DETAILS SHOWN ON THIS SHEET ARE CONCEPTUAL FOR JACKING OF EXISTING STEEL GIRDERS. THE CONTRACTOR SHALL SUBMIT HIS OWN DESIGN TO THE ENGINEER FOR APPROVAL.
2. THE CONTRACTOR SHALL VERIFY ALL STRUCTURAL DIMENSIONS PERTINENT TO THE JACKING SYSTEM. AS WELL AS ALL DIMENSIONS OF THE JACKING SUPPORT ASSEMBLY PRIOR TO FABRICATING OR ORDERING ANY MATERIALS.
3. JACKING SHALL NOT BE PERFORMED UNDER ACTIVE TRAFFIC CONDITIONS. THE LOCATION OF JACKING OPERATIONS SHALL BE COORDINATED WITH THE LANE CLOSURES ON THE THRUWAY MAINLINE SO THAT NO LIVE LOAD IS PRESENT IN THE VICINITY OF THE STEEL REPAIRS.
4. BEAMS TO BE JACKED AND BLOCKED SHALL NOT BE JACKED MORE THAN $^1/_4$ INCH OR AS DIRECTED BY THE ENGINEER. THE DIFFERENCE IN ELEVATION BETWEEN ADJACENT BEAMS DURING JACKING AND BLOCKING SHALL NOT BE GREATER THAN $^1/_8$ INCH.
5. THE JACKING PROCEDURE SHALL BE MONITORED TO ENSURE THAT JACKING DOES NOT CAUSE DAMAGE AT ANY LOCATION IN THE SPAN. IF THERE IS ANY EVIDENCE OF DAMAGE OCCURRING DURING THE JACKING OPERATIONS AT ANY LOCATION ALONG THE SPAN. THE CONTRACTOR SHALL TAKE CORRECTIVE ACTIONS AND NOTIFY THE ENGINEER IMMEDIATELY.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STRUCTURE CAUSED BY JACKING. NO STRUCTURAL ELEMENTS. INCLUDING STEEL PLATES AND/OR SHAPES SHALL BE REMOVED FROM THE EXISTING STRUCTURE WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
7. THE JACKS AND THE JACKING SUPPORTS SHALL BE STRAIGHT, PLUMB AND PLACED AT LOCATIONS OF LEVEL AND SOUND CONCRETE.
8. ALL MATERIAL SHALL BE ASTM A709 GRADE 50. AS REQUIRED BY DESIGN.

SUGGESTED JACKING SEQUENCE OF CONSTRUCTION:

1. MOBILIZE AND SET UP CONSTRUCTION ACCESS TO PERFORM JACKING.
2. INSTALL JACKING ASSEMBLY INCLUDING ANY TOWERS, JACK SUPPORTS, LEVELING SHIMS AND JACKS.
3. SET UP MAINTENANCE OF TRAFFIC (MOT) TO REMOVE LIVE LOAD FROM THE BRIDGE. THE LOCATION OF JACKING OPERATIONS SHALL BE COORDINATED WITH THE LANE CLOSURES ON THE THRUWAY MAINLINE SO THAT NO LIVE LOAD IS PRESENT IN THE VICINITY OF THE STEEL REPAIRS.
4. JACK THE GIRDER/BEAM.
5. PERFORM APPLICABLE REPAIR(S).
6. ENSURING LIVE LOAD IS COMPLETELY REMOVED FROM THE BRIDGE, RELEASE PRESSURE ON JACK LEAVING GIRDER/BEAM TO REST ON BEARING PLATE.
7. RE-OPEN BRIDGE TO TRAFFIC.
8. REMOVE ALL JACKING COMPONENTS. FILL ALL VOIDS WITH NYSDOT APPROVED HIGH STRENGTH GROUT (COST OF GROUT & GROUTING INCLUDED IN ITEM 585.01).
9. THE CONTRACTOR IS REQUIRED TO OBTAIN ALL EXISTING ELEVATIONS OF TOP OF PEDESTALS PRIOR TO ANY WORK IN ORDER TO MAINTAIN EXISTING ELEVATIONS POST PEDESTAL REPAIRS.
10. RESTORE ALL DISTURBED AREAS TO PRECONSTRUCTION OR BETTER CONDITIONS AND DEMOBILIZE.

NOTE:

1) COST OF STRUCTURAL LIFTING OPERATIONS SHALL BE PAID FOR UNDER ITEM 585.01

2) DIMENSION "XX" TO BE FIELD DETERMINED AND APPROVED BY THE ENGINEER.

THE JACKING SEQUENCE PROVIDED ABOVE IS SUGGESTED ONLY. THE CONTRACTOR SHALL SUBMIT A JACKING PLAN PRIOR TO PERFORMING ANY JACKING OPERATONS. THE COST FOR ALL MATERIALS, SETUP, JACKING, AND DEMOBILIZATION SHALL BE INCLUDED IN THE PRICE BID FOR JACKING AND BLOCKING.

THE CONTRACTOR IS REQUIRED TO SUBMIT HIS DESIGN COMPUTATIONS AND WORKING DRAWINGS TO THE ENGINEER-IN-CHARGE FOR REVIEW AND APPROVAL. AS WITH ALL SUBMITTALS, THESE DOCUMENTS SHOULD BE SIGNED AND STAMPED BY A PROFESSIONAL LICENSED ENGINEER IN NEW YORK STATE. THE CONTRACTOR SHALL SUBMIT THESE DOCUMENTS IN A TIME FRAME THAT ALLOWS THE DEPARTMENT AMPLE REVIEW TIME. THE DEPARTMENT'S REVIEW TIME SHALL BE IN ACCORDANCE WITH § 585-3.03-WORKING DRAWINGS.

JACKING AND BLOCKING DATA TABLE

| LOCATION | GIRDER REACTIONS (KIPS)* DC DEAD LOAD | LL+IM LIVE LOAD | 1.55(DC)+1.35 (LL+IM) | FL | NO. OF JACKS PER GIRDER | MINIMUM JACK CAPACITY (TONS) EACH |
|---|---|---|---|---|---|---|
| SOUTH ABUTMENT | 78.00 | 26.00 | 156.00 | | | |
| NORTH ABUTMENT | 78.00 | 26.00 | 156.00 | | | |

* ALL LOADING BASED ON WORST CASE INTERIOR BEAM.

"FL" IS THE LIFT FORCE NEEDED TO DEFLECT THE BEAM 1/4" AT THIS LOCATION, ASSUMING ALL GIRDERS ARE JACKED SIMULTANEOUSLY.

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
CHECKED BY: M. COX

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
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| SIGNATURE: STAMP: | SIGNATURE: STAMP: |

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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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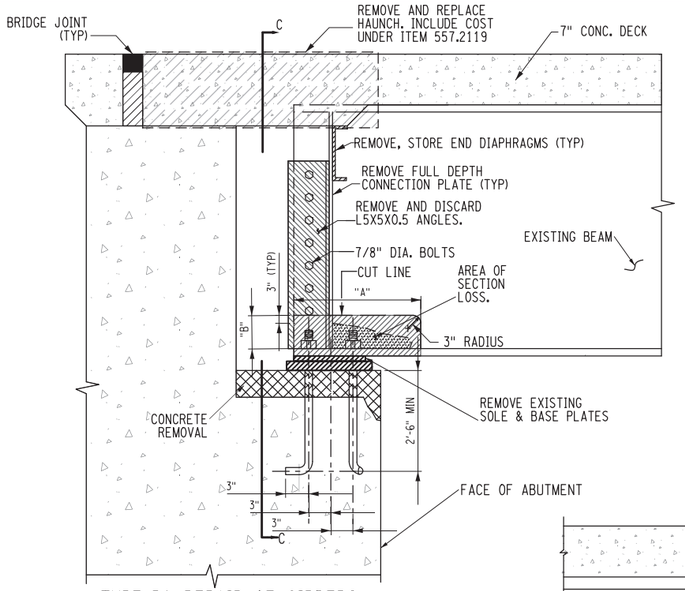
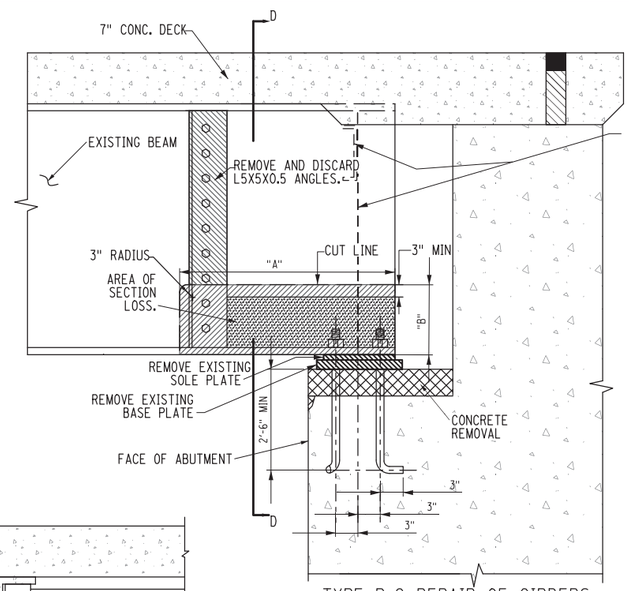
|---|---|
| TITLE OF PROJECT | I-87 BRIDGE REHABILITATION, OVER SMITH CLOVE ROAD (MP 47.04) |
| LOCATION OF PROJECT | VILLAGE OF WOODBURY, ORANGE COUNTY BIN 5514279 |
| TITLE OF DRAWING | GIRDER LIFTING OPERATIONS |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 05/21/2025 |
| DRAWING NUMBER: | GLO-1 |



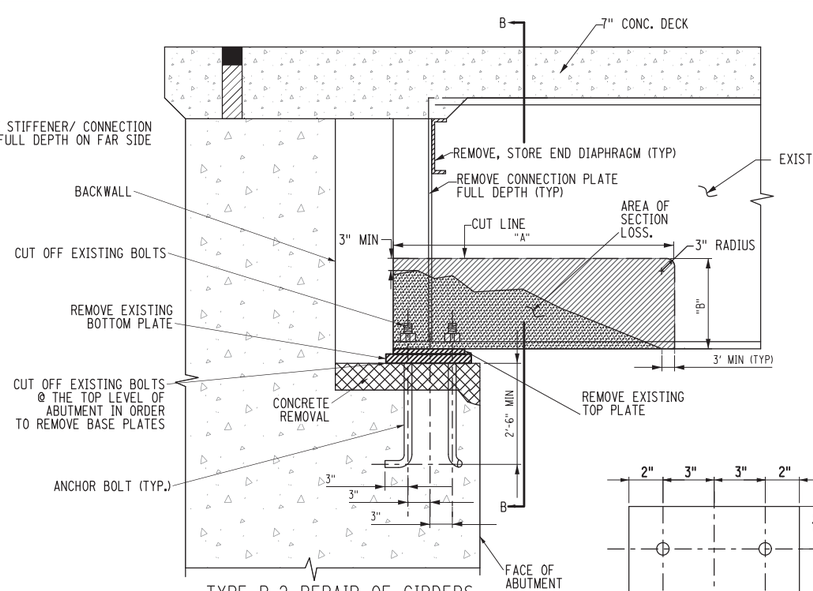

TYPE-R1 REPAIR OF GIRDERS

NOTE: REBAR NOT SHOWN IN THE ABUTMENT WALL.



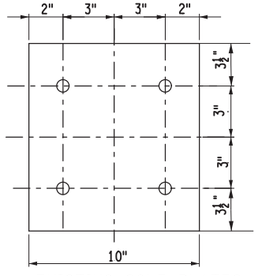

TYPE R-2 REPAIR OF GIRDERS

NOTE:REBAR NOT SHOWN IN THE ABUTMENT WALL.

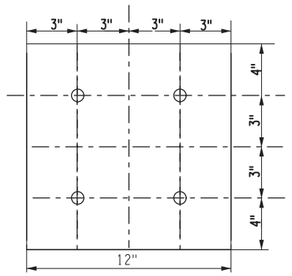



TYPE R-2 REPAIR OF GIRDERS

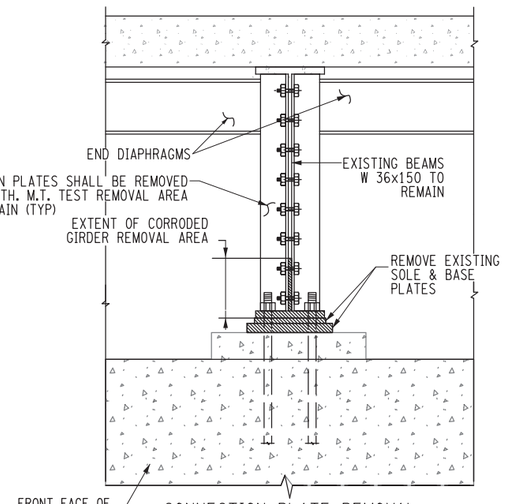
NOTE:REBAR NOT SHOWN IN THE ABUTMENT WALL.




EXISTING SOLE PLATES

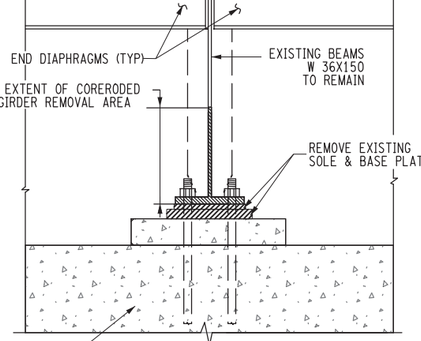



EXISTING BASE PLATES




CONNECTION PLATE REMOVAL

SECTION C-C/ SECTION D-D




CONNECTION PLATE REMOVAL SECTIN B-B

**REFERENCE NOTES:**

1. FOR STEEL REPAIR LOCATIONS, REFER TO DRAWING NO. SFP-1.
2. FOR ADDITIONAL INFORMATION AND REQUIREMENTS, REFER TO STEEL REPAIR NOTES ON DRAWING NO. SRD-01 AND GENERAL NOTES ON DRAWINGS NO. GN-1 THROUGH NO. GN-9.
3. FOR NOTES ON TEMPORARY SUPPORT, REFER TO DRAWING GLO-1.

**REPAIR PROCEDURE FOR SMITH CLOVE ROAD:**

1. SET UP WZTC PLAN ON SMITH CLOVE ROAD INCLUDING TEMPORARY CONCRETE BARRIER AND STRIPING.
2. INSTALL TEMPORARY SUPPORT FOR THE GIRDER REPAIRS ON BOTH SIDES OF THE GIRDERS. THESE SUPPORTS ARE TO STAY IN PLACE UNTIL ALL WORK (EXCEPT CLEANING AND PAINTING) IS COMPLETED. INSTALL JACKING EQUIPMENT AND LIFT GIRDER.
3. REMOVE EXISTING PAINT AND RUST AT LEAST 6" AROUND THE WORK AREA. PAINT REMOVAL SHALL OCCUR PRIOR TO ANY THERMAL CUTTING OPERATIONS.
4. REMOVE DIAPHRAGM AND STORE FOR REINSTALLATION. DIAPHRAGM MAY BE WELDED. REMOVE WELDS BY SCARIFYING THE CONNECTION PLATE.
5. REMOVE ANY BOLTED REINFORCING STEEL THAT HAS BEEN ADDED. DISCARD BOLTS AND MATERIAL.
6. REMOVE THE CONCRETE HAUNCH AREA ENCAPSULATING THE TOP PORTION OF THE CONNECTION PLATE.
7. REMOVE THE CONNECTION PLATE BY TORCH/AIR-CARBON ARC CUTTING THE WEB TO WITHIN 1/8" OF THE WEB AND GRINDING THE REMAINING WELD METAL FLUSH. CARE SHALL BE TAKEN TO NOT DAMAGE THE WEB. ANY DAMAGE TO THE WEB SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE THRUWAY.
8. REMOVE DETERIORATED PORTION OF THE WEB INCLUDING THE BOTTOM FLANGE WITHIN 3" OF THE DETERIORATION.
9. INSTALL THE NEW SECTION OF THE W36X150 WITH A CPGW. AN ACCESS HOLE IS REQUIRED AT THE WEB TO BOTTOM FLANGE INTERFACE. GRIND SMOOTH WITH THE BASE METAL.
10. PERFORM UT (ULTRASONIC TEST) THE CPGW PER SECTION 17 OF THE NYSSCM.
11. ALL WELD REMOVAL AREAS INCLUDING THE DIAPHRAGMS SHALL BE MAGNETIC PARTICLE TESTED PER SECTION 18 OF THE NYSSCM.
12. INSTALL NEW CONNECTION PLATE AND DIAPGRAGM. THE CONNECTION PLATE SHALL BE MATCH DRILLED USING THE DIAPHRAGM AS A TEMPLATE. (2) BOLTS REQUIRED , REWELDING IS NOT REQUIRED, INSTALL BOLTS IN ALL OPEN HOLES.
13. INSTALL NEW BEARING PLATES/ ANCHOR BOLTS AND RELEASE AND REMOVE THE JACKING EQUIPMENT.
14. REPAIR HAUNCH AREA AND PAINT ALL EXPOSED PORTIONS OF THE GIRDER AND DIAPHRAGM.
15. COST OF STEEL GIRDER REPAIR SHALL BE PAID FOR UNDER ITEM 564.100001 AND ITEM 564.100002
16. THE EXISTING BRIDGE IS A SINGLE SPAN BRIDGE WITH W 36x150 SECTION GIRDERS. DURING LIFTING OPERATIONS, THE CONTRACTOR IS REQUIRED TO MONITOR ANY MOVEMENT AND/OR SWAYING OF GIRDERS, HE SHOULD IMMEDIATELY CEASE OPERATIONS AND COME UP WITH AN ALTERNATE PLAN APPROVED BY THE ENGINEER BEFORE CONTINUING ANY WORK.

**STEEL REPAIR -ITEM 564.10000X ('X'=1,2 TYPES OF REPAIRS)**

| LOCATION | REPAIR | GIRDER | TYPE | DIM. "A" | DIM. "B" | TW | Tf | BASE PLATE | | | SOLE PLATE | | | BOLT DIA | NO. | CONN. PLATE | NO. | ANGLE STIFFENER | NO. | REP. SECTION | NO. | ANCH. BLT | WEIGHT(LBS) (+/-) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BEGIN ABUTMENT | STEEL REPAIR | GIRDER-1 | R-2 | 32" | 12" | 0.625" | 0.9375" | 18" | 14" | 2" | 14" | 10" | 0.9375" | 7/8" DIA (MIN) | 9 | ½" x 34½" x 7" | 2 | L 5 X 5 X ½" | 2 | WT 18x75 | - | 4 | 542.00 |
| | | GIRDER-7 | R-1 | 15" | 7" | 0.625" | 0.9375" | 18" | 14" | 2" | 14" | 10" | 0.9375" | 7/8" DIA (MIN) | 8 | ½" x 34½" x 7" | 2 | L 5 X 5 X ½" | 2 | WT 18x75 | - | 4 | 372.00 |
| | | GIRDER-8 | R-1 | 16" | 7" | 0.625" | 0.9375" | 18" | 14" | 2" | 14" | 10" | 0.9375" | 7/8" DIA (MIN) | 4 | ½" x 34½" x 7" | 2 | L 5 X 5 X ½" | 2 | WT 18x75 | - | 4 | 369.00 |
| | | GIRDER-9 | R-1 | 21" | 9" | 0.625" | 0.9375" | 18" | 14" | 2" | 14" | 10" | 0.9375" | 7/8" DIA (MIN) | 2 | ½" x 34½" x 7" | 2 | L 5 X 5 X ½" | 1 | WT 18x75 | 1 | 4 | 379.00 |
| END ABUTMENT | STEEL REPAIR | GIRDER-4 | R-1 | - | - | - | - | - | - | - | - | - | - | 7/8" DIA (MIN) | 8 | ½" x 34½" x 7" | - | L 5 X 5 X ½" | 2 | WT 18x75 | - | 4 | 220.00 |
| | | GIRDER-5 | R-1 | 22" | 8" | 0.625" | 0.9375" | 18" | 14" | 2" | 14" | 10" | 0.9375" | 7/8" DIA (MIN) | 8 | ½" x 34½" x 7" | 2 | L 5 X 5 X ½" | 2 | WT 18x75 | - | 4 | 399.00 |
| | | GIRDER-7 | R-1 | 12" | 9" | 0.625" | 0.9375" | 18" | 14" | 2" | 14" | 10" | 0.9375" | 7/8" DIA (MIN) | 8 | ½" x 34½" x 7" | 2 | L 5 X 5 X ½" | 2 | WT 18x75 | - | 4 | 373.00 |
| | | GIRDER-9 | R-1 | 14" | 8" | 0.625" | 0.9375" | 18" | 14" | 2" | 14" | 10" | 0.9375" | 7/8" DIA (MIN) | | | | | - | WT 18x75 | - | 4 | 339.00 |
| | | GIRDER-16 | R-1 | 40" | 8" | 0.625" | 0.9375" | 18" | 14" | 2" | | 10" | 0.9375" | 7/8" DIA (MIN) | 8 | ½" x 34½" x 7" | 1 | L 5 X 5 X ½" | 2 | WT 18x75 | - | 4 | 419.00 |

DESIGNED BY: M. COX
DRAFTED BY: M. SCHICK
CHECKED BY: M. COX
DESIGN SUPERVISOR: M. COX

ALTERED ON:

SIGNATURE:
STAMP:

AFFIXED ON: 10/16/2025

SIGNATURE:
STAMP:

STATE OF NEW YORK
GERARD J. SENTZ
No. 062576-1
LICENSED PROFESSIONAL ENGINEER

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

TITLE OF PROJECT
I-87 BRIDGE REHABILITATION
OVER SMITH CLOVE ROAD (MP 47.04)

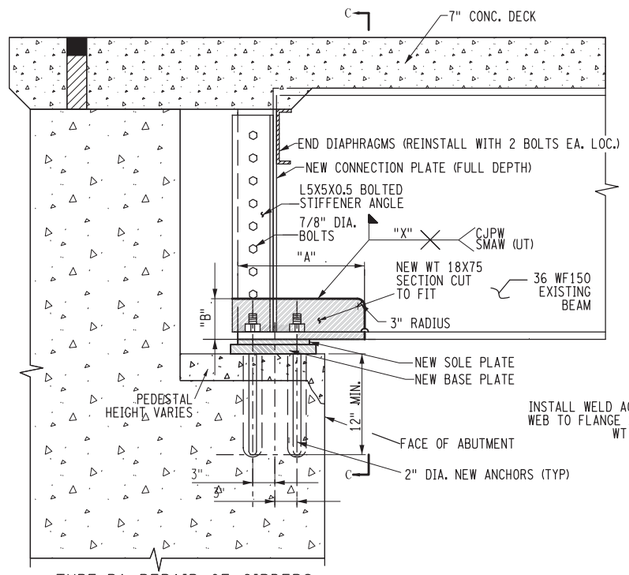
LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514279

TITLE OF DRAWING
STEEL REPAIR DETAIL-1

CONTRACT NUMBER: TANY 26-17B

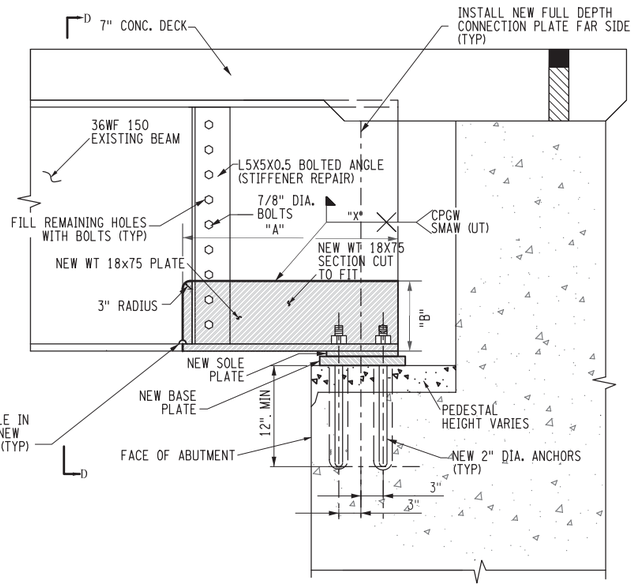
DATE: 05/21/2025

DRAWING NUMBER: SRD-1



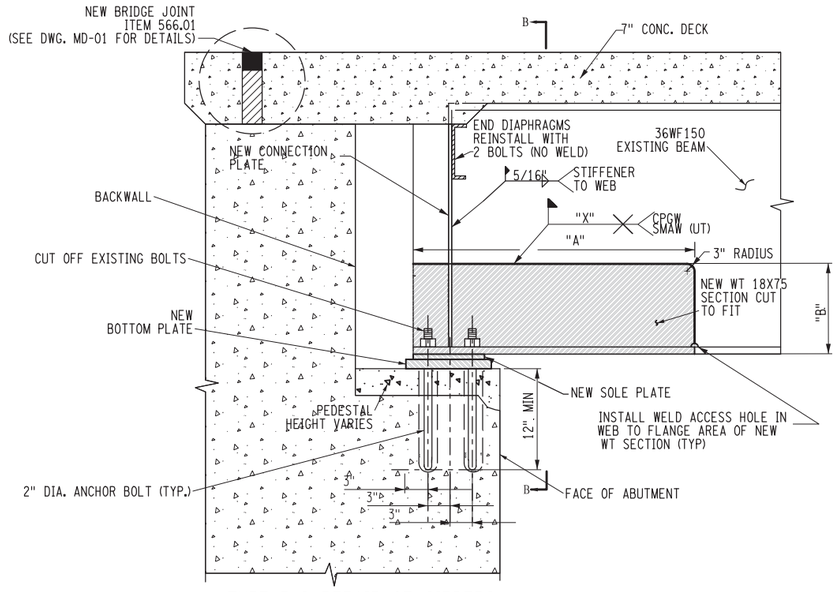

TYPE-R1 REPAIR OF GIRDERS
(ITEM 564.100001)

NOTE: REBAR NOT SHOWN IN THE ABUTMENT WALL.
N.T.S.



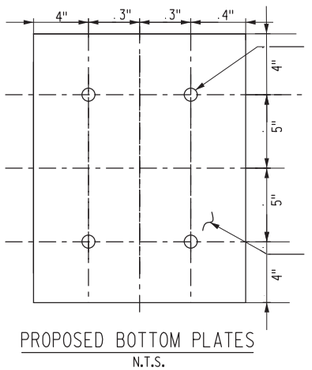

TYPE R-2 REPAIR OF GIRDERS
(ITEM 564.100002)

NOTE: REBAR NOT SHOWN IN THE ABUTMENT WALL.
N.T.S.

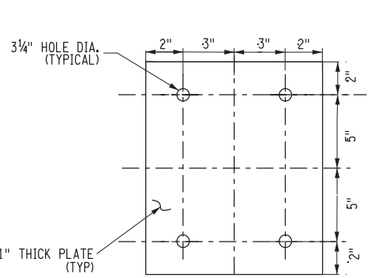



TYPE R-2 REPAIR OF GIRDERS
(ITEM 564.100002)

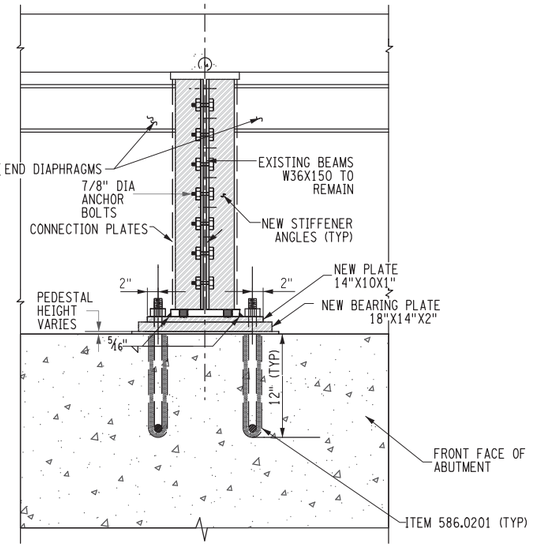
NOTE: REBAR NOT SHOWN IN THE ABUTMENT WALL.
N.T.S.



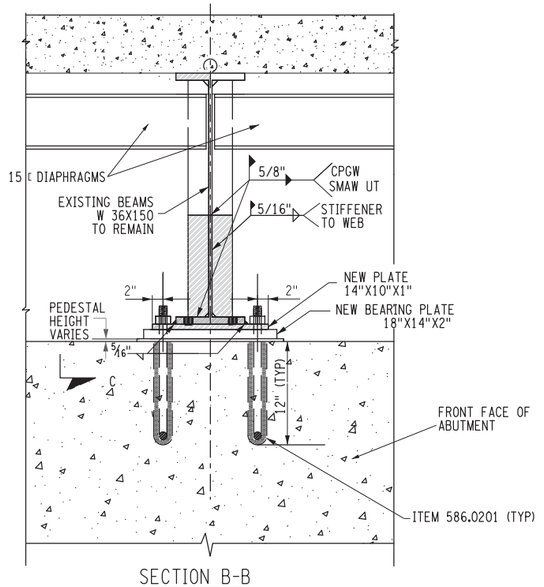

PROPOSED BOTTOM PLATES
N.T.S.




PROPOSED TOP PLATES
N.T.S.




NEW STIFFENER ANGLE
SECTION C-C/ SECTION D-D
N.T.S.




SECTION B-B
N.T.S.

NOTES

1) ALL STRUCTURAL STEEL REPAIR SHALL BE PAID FOR UNDER ITEM 564.100001 AND ITEM 564.100002.
2) SEE DRAWING SRD-1 FOR STEEL REPAIR DETAILS, ITEMS AND FIELD MEASURED DIMENSIONS. HOWEVER, THE CONTRACTOR SHOULD FIELD VERIFY THE DIMENSIONS PRIOR TO BEGINNING OF REPAIR WORK.
3) TOTAL COST OF PAINT REMOVAL OPEARATIONS / CONTAINMENT SHALL BE PAID FOR UNDER ITEM 571.03- DISPOSAL OF HAZARDOUS PAINT REMOVAL WASTE CONTAINING LEAD.
4) COST OF STEEL PAINTING SHALL BE PAID FOR UNDER ITEM 573.030001. STRUCTURAL STEEL PAINTING (LOCALIZED).
5) ALL ANCHOR RODS SHALL BE F1554 GRADE 50. COST OF ANCHOR RODS TO BE PAID FOR UNDER ITEM 556.0202.

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
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| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ No. 062576-1 LICENSED PROFESSIONAL ENGINEER |

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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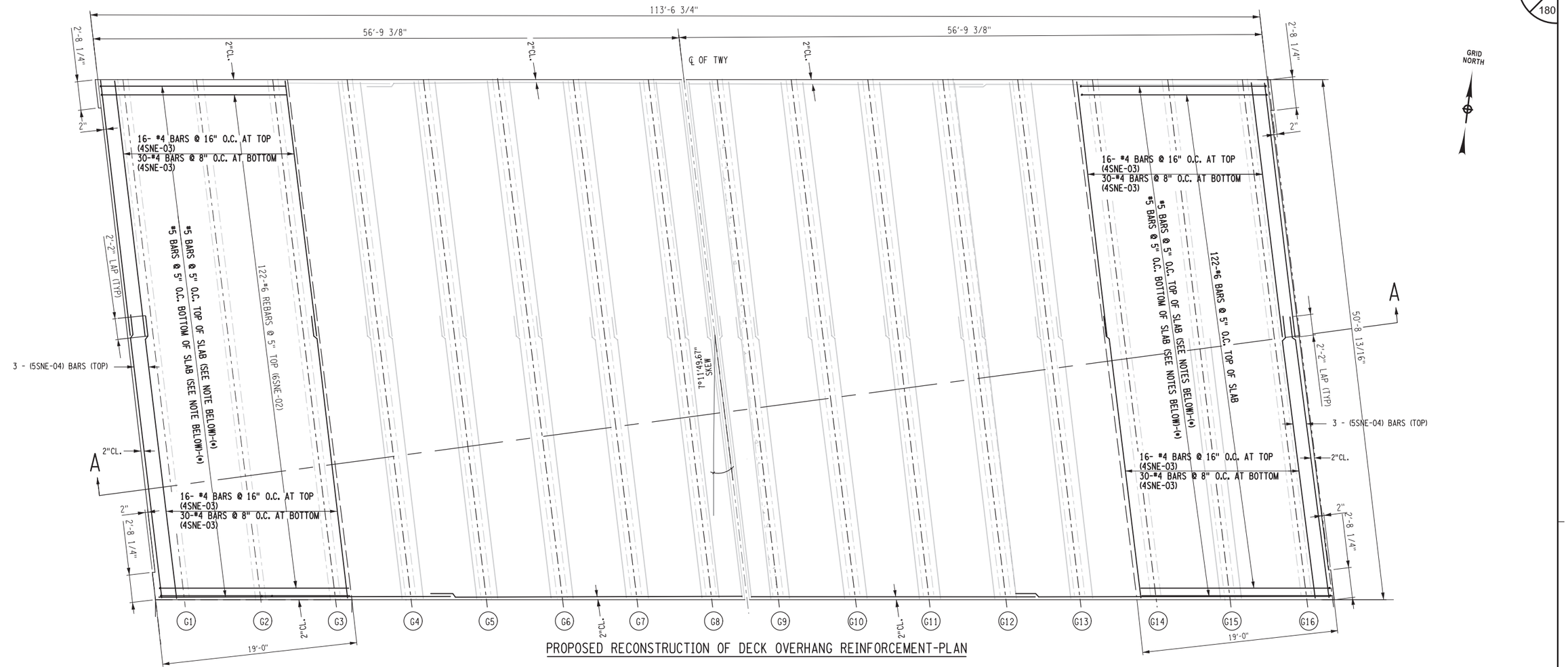
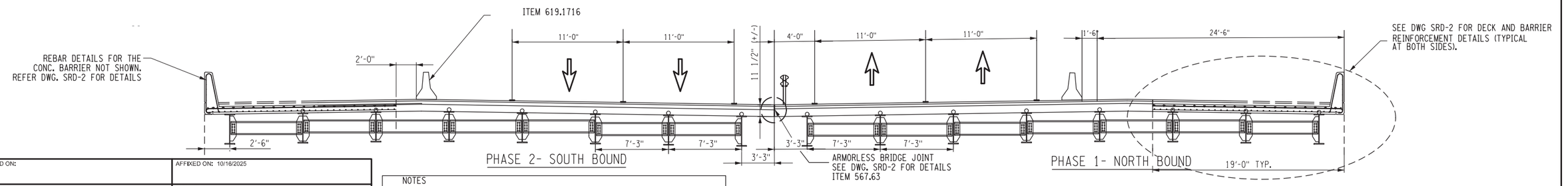
|---|---|
| TITLE OF PROJECT<br>I-87 BRIDGE REHABILITATION,<br>OVER SMITH CLOVE ROAD (MP 47.04) | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY,<br>ORANGE COUNTY BIN 5514279 | DATE:<br>05/21/2025 |
| TITLE OF DRAWING<br>PROPOSED STEEL REPAIR DETAIL-2 | DRAWING NUMBER:<br>SRD-2 |

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY:




PROPOSED RECONSTRUCTION OF DECK OVERHANG REINFORCEMENT-PLAN




SECTION A-A

NOTES

1- (•) THESE REBARS REPLACE EXISTING # 5 THAT ARE EITHER CORRODED/ DETERIORATED OR HAVE UNDERGONE SECTION LOSS BOTH AT TOP AND BOTTOM OF THE EXISTING SLAB. REST OF THE EXISTING #5 REBARS WILL BE REUSED FOR THE PORTION OF THE NEW SLAB POUR.

2- REFER TO THE DETAIL ABOVE AND DWG. SRD-2 FOR SPLICE/ LAP LENGTHS FOR CONNECTING NEW #5 REBARS TO THE EXISTING ONES.

3- LAP LENGTHS FOR #4 BARS ARE INDICATED ON THIS DRAWING

DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
DESIGNED BY: M. SCHICK
DESIGN SUPERVISOR: M. COX

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
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| SIGNATURE: STAMP: | SIGNATURE: STAMP: |

STATE OF NEW YORK
GERARD J. SENTZ
No. 062576-1
LICENSED PROFESSIONAL ENGINEER

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture Engineering Surveying

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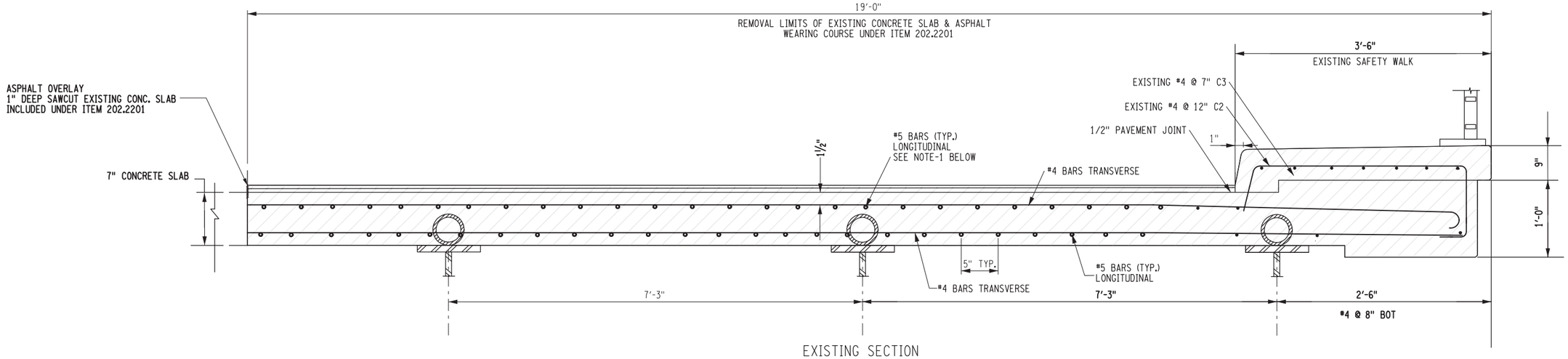
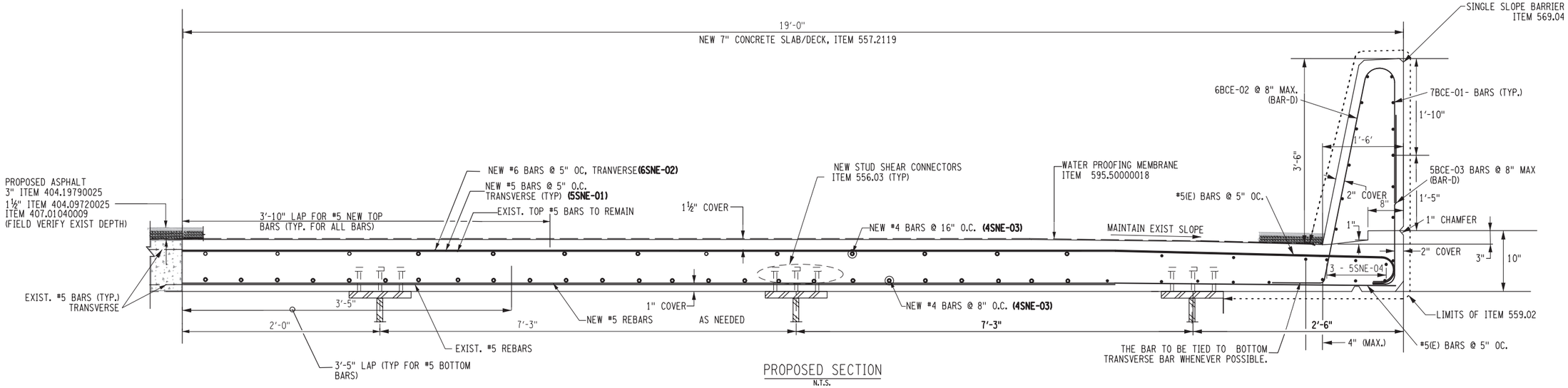
|---|---|
| TITLE OF PROJECT: I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) | CONTRACT NUMBER: TANY 26-17B |
| LOCATION OF PROJECT: VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 | DATE: 05/21/2025 |
| TITLE OF DRAWING: SLAB REINFORCEMENT DETAILS | DRAWING NUMBER: DRD-1 |

M. COX — CHECKED BY: — M. SCHICK — DRAFTED BY: — M. COX — DESIGNED BY: — M. COX — DESIGN SUPERVISOR:




EXISTING SECTION
N.T.S.

(TEMPORARY CONC. BARRIER AND BRIDGE RAIL NOT SHOWN FOR CLARITY)



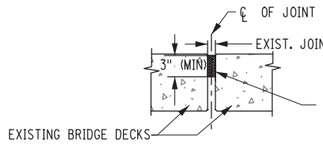

PROPOSED SECTION
N.T.S.

SINGLE SLOPE BARRIER SHOWN, (SIMILAR AT OTHER FASCIA)

NOTES

1) EXISTING #5 BARS AT TOP AND BOTTOM OF SLAB TO REMAIN EXCEPT FOR THE DETERIORATED BARS WHICH WILL BE REPLACED (SPLICED) WITH THE NEW PROPOSED #5 REBARS WITH APPROPRIATE LAP LENGTHS.

2) NO BAR LIST IS PROVIDED. THE CONTRACTOR SHALL PREPARE THEIR OWN BAR LIST FOR ESTIMATING PURPOSES.




PREFORMED CLOSED CELL CROSS-LINKED FOAM CONFORMING TO § 705-08 TYPE-1 JOINT SEAL OR A PREFORMED SEAL APPEARING ON THE NYSDOT'S APPROVED MATERIAL LIST. ITEM 567.63

LONGITUDINAL BRIDGE JOINT DETAIL
N.T.S.

THE FOLLOWING ARE PAID FOR UNDER THEIR SPECIFIC ITEMS

| | |
|---|---|
| A) REINFORCED CONCRETE SLAB INCLUDING EPOXY REINFORCEMENT | ITEM 557.2119 (SY) |
| B) SINGLE SLOPE CONCRETE BARRIER INCLUDING EPOXY REINFORCEMENT | ITEM 569.04 (LF) |
| C) PROTECTIVE SEALING OF NEW STRUCTURAL CONCRETE | ITEM 559.02 (SF) |
| D) NEW STUD SHEAR CONNECTORS | ITEM 556.03 (EA) |

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE: STAMP: | SIGNATURE: STAMP: |

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REVISIONS

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NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES

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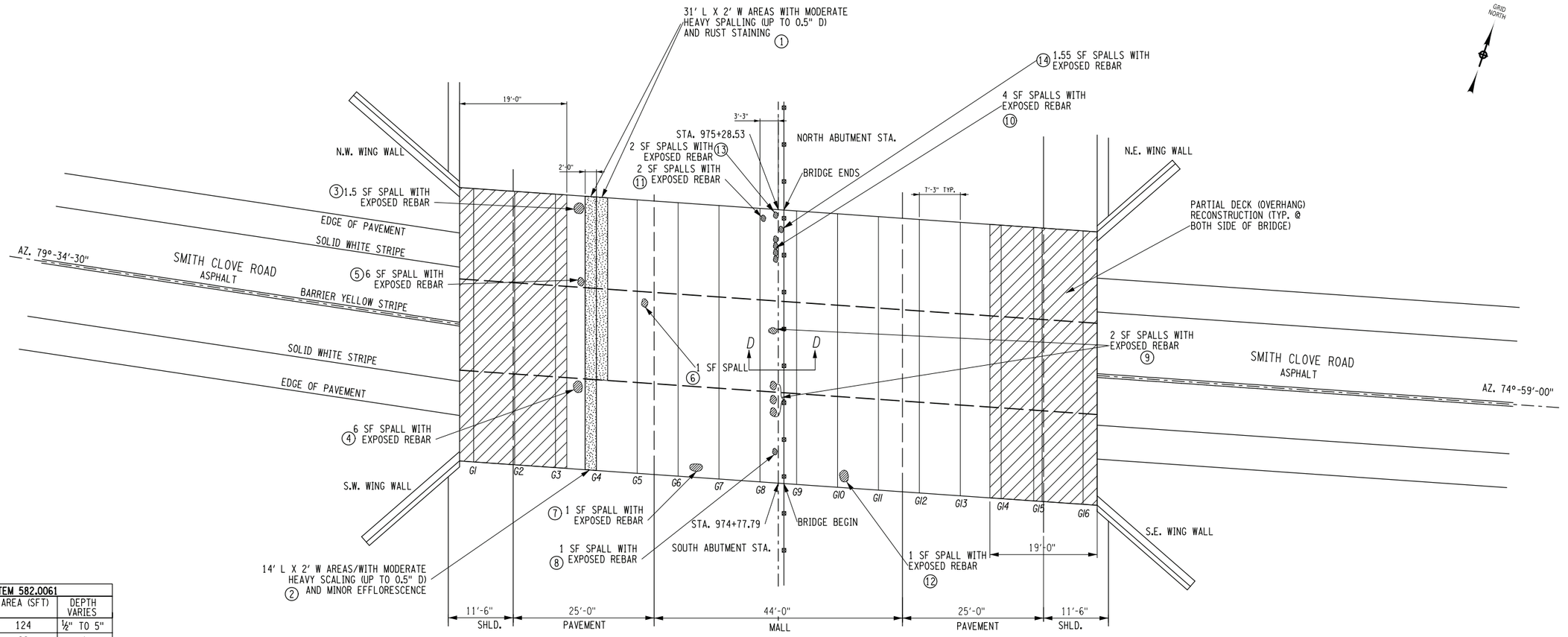
|---|---|
| TITLE OF PROJECT: I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04) | CONTRACT NUMBER: TANY 26-17B |
| LOCATION OF PROJECT: VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279 | DATE: 05/21/2025 |
| TITLE OF DRAWING: SLAB REINFORCEMENT DETAIL | DRAWING NUMBER: SRD-2 |




## UNDERSIDE OF DECK SKETCH

N.T.S.

| ITEM 582.0061 | | |
|---|---|---|
| AREA LOCATION | AREA (SFT) | DEPTH VARIES |
| 1 | 124 | ½" TO 5" |
| 2 | 28 | |
| 3 | 1.5 | |
| 4 | 6.0 | |
| 5 | 6.0 | |
| 6 | 1.0 | |
| 7 | 1.0 | |
| 8 | 1.0 | |
| 9 | 8.0 | |
| 10 | 4.0 | |
| 11 | 2.0 | |
| 12 | 1.0 | |
| 13 | 2.0 | |
| 14 | 1.5 | |
| TOTAL= | 187.00 | |

LEGEND

SPALLED CONCRETE WITH EXPOSED BOTTOM MAT REINFORCEING STEEL, LOCATED UNDERNEATH THE SLAB

COMPLETLY EXPOSED BOTTOM MAT REINFORCING STEEL WITH CONCRETE DEEP HOLES.

NOTES:
1. ONCE THE OVERHANG PORTIONS OF DECK IS COMPLETED, MILL THE EXISTING ASPHALT FOR THE REMAINING PORTION OF CONCRETE DECK AND REPAIR ALL DETERIORATED CONCRETE AREAS AS SHOWN ON THIS DRAWING. DETAILS OF CONCRETE DECK REPAIR IS SHOWN ON DWG. CRD-1.
2. FOR "SECTION D-D" REFER DRAWING SRD-2 FOR LONGITUDINAL BRIDGE SLAB JOINT DETAIL AND ITEM.
3. REFER TO NOTES 39-43 ON DRAWING GN-1 FOR CONCRETE REPAIRS.

15 0 15 30 45 60'
1" = 30'

DESIGNED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
DESIGN SUPERVISOR: M. COX

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ No. 062576-1 LICENSED PROFESSIONAL ENGINEER |

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE. THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES Architecture Engineering Surveying

TITLE OF PROJECT: I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04)

LOCATION OF PROJECT: VILLAGE OF WOODBURY ORANGE COUNTY BIN 5514279

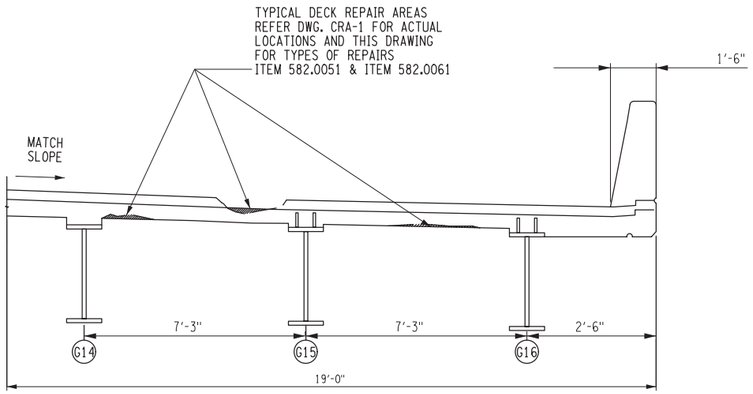
TITLE OF DRAWING: CONCRETE REPAIR AREAS

CONTRACT NUMBER: TANY 26-17B

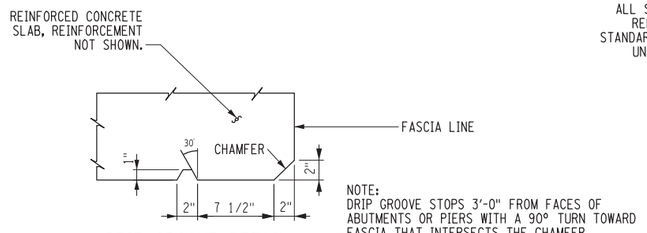
DATE: 05/21/2025

DRAWING NUMBER: CRA-1

DESIGNED BY: M. COX
DRAFTED BY: M. SCHICK
CHECKED BY: M. COX
DESIGN SUPERVISOR: M. COX

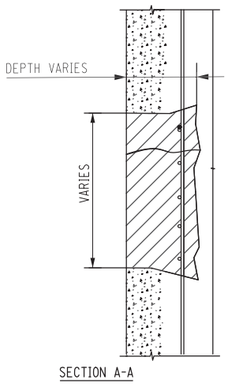



TYPICAL TRANSVERSE REPAIR SECTION
N.T.S.

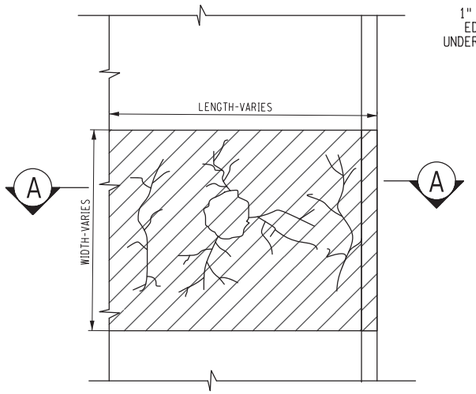



DRIP GROOVE DETAIL
N.T.S.

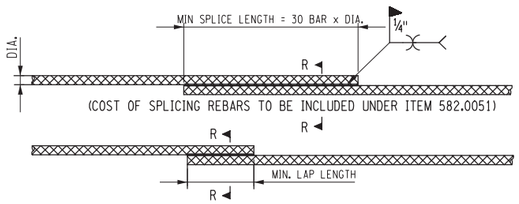
NOTE:
DRIP GROOVE STOPS 3'-0" FROM FACES OF ABUTMENTS OR PIERS WITH A 90° TURN TOWARD FASCIA THAT INTERSECTS THE CHAMFER.



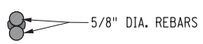

TYPICAL CONCRETE SURFACE REPAIR SECTION
N.T.S.




CONCRETE DETERIORATION REPAIR
N.T.S.

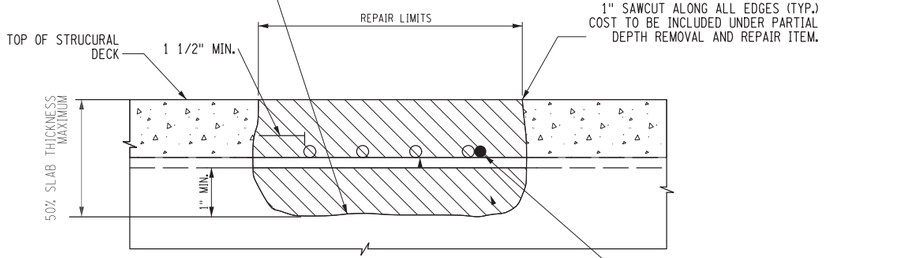



SPLICE DETAILS FOR REBARS
N.T.S.

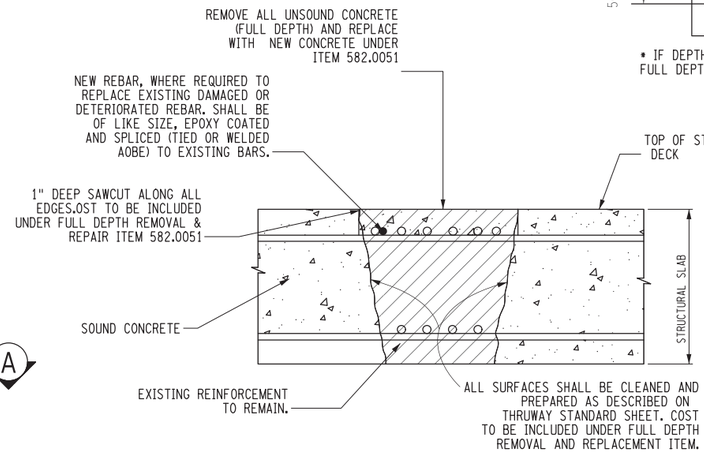



SECTION R-R

ALL SURFACES SHALL BE CLEANED AND REPARED AS DESCRIBED ON THRUWAY STANDARD SHEET. COST TO BE INCLUDED UNDER PARTIAL DEPTH REMOVAL AND REPLACEMENT ITEM 582.0051.

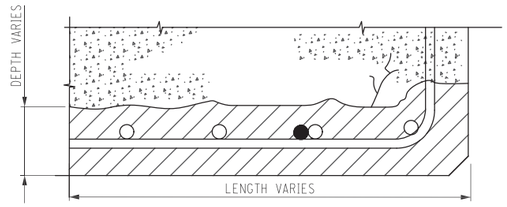



* IF DEPTH IS GREATER THAN 50% OF SLAB THICKNESS, FULL DEPTH REPAIR MUST BE DONE. SEE BELOW.




FULL DEPTH REMOVAL OF STRUCTURAL SLAB AND REPLACEMENT WITH (MISC. LOCATIONS, FORMWORK REQUIRED) DETALIL
N.T.S.

PARTIAL DEPTH REMOVAL OF STUCTURAL SLAB AND REPLACEMENT WITH CONCRETE, PERFORMANCE DETAIL
N.T.S.




SECTION A-A
N.T.S.

**ITEM 582.0051(**) REMOVAL AND REPLACEMENT OF STRUCTURAL CONCRETE**

| LOCATION | LOCATION | PEDESTAL | LENGTH (IN) | WIDTH (IN) | DEPTH (IN) | LENGTH (IN) | WIDTH (IN) | DEPTH (IN) |
|---|---|---|---|---|---|---|---|---|
| BEGIN | PEDESTAL REPAIR ABUTMENT | PEDESTAL-7 | 24" | 7" | 4" | - | - | - |
| | | PEDESTAL-8 | 36" | 10" | 4" | - | - | - |
| | | PEDESTAL-10 | 48" (*) | 12" | 2" | - | - | - |
| | | PEDESTAL-11 | 48" (*) | 8" | 2" | - | - | - |
| | | PEDESTAL-12 | 48" (*) | 6" (*) | 5" | - | - | - |
| | | | LEFT SIDE | | | RIGHT SIDE | | |
| END | PEDESTAL REPAIR ABUTMENT | PEDESTAL-1 | 17" | 14" | 3" | 13" | 15" | 2" |
| | | PEDESTAL-2 | 12" | 36" | 2" | 12" | 6" (*) | 2" |
| | | PEDESTAL-7 | 9" | 48" (*) | 3" | 18" | 6" (*) | 2" |
| | | PEDESTAL-9 | 48" (*) | 24" (*) | 2" | - | - | - |
| | | PEDESTAL-12 | 8" | 7" | 6" (*) | 11" | 24" (*) | 6" (*) |
| | | PEDESTAL-15 | 48" (*) | 24" (*) | 5" | 48" (*) | 24" (*) | 5" |

REFER DRAWING SFP-1 FOR PEDESTAL REPAIR LOCATIONS

(*)- DIMENSIONS ASSUMED (CONTRACTOR TO VERIFY IN FIELD)

(**)-SHALL MEET THE REQUIREMENTS OF SECTION 501 AND SUB-SECTION 701 OF NYSDOT SPECIFICATION, AND SUBJECT TO ENGINEER'S APPROVAL.

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: |

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES

TITLE OF PROJECT
I-87 BRIDGE REHABILITATION
OVER SMITH CLOVE ROAD (MP 47.04)

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514279

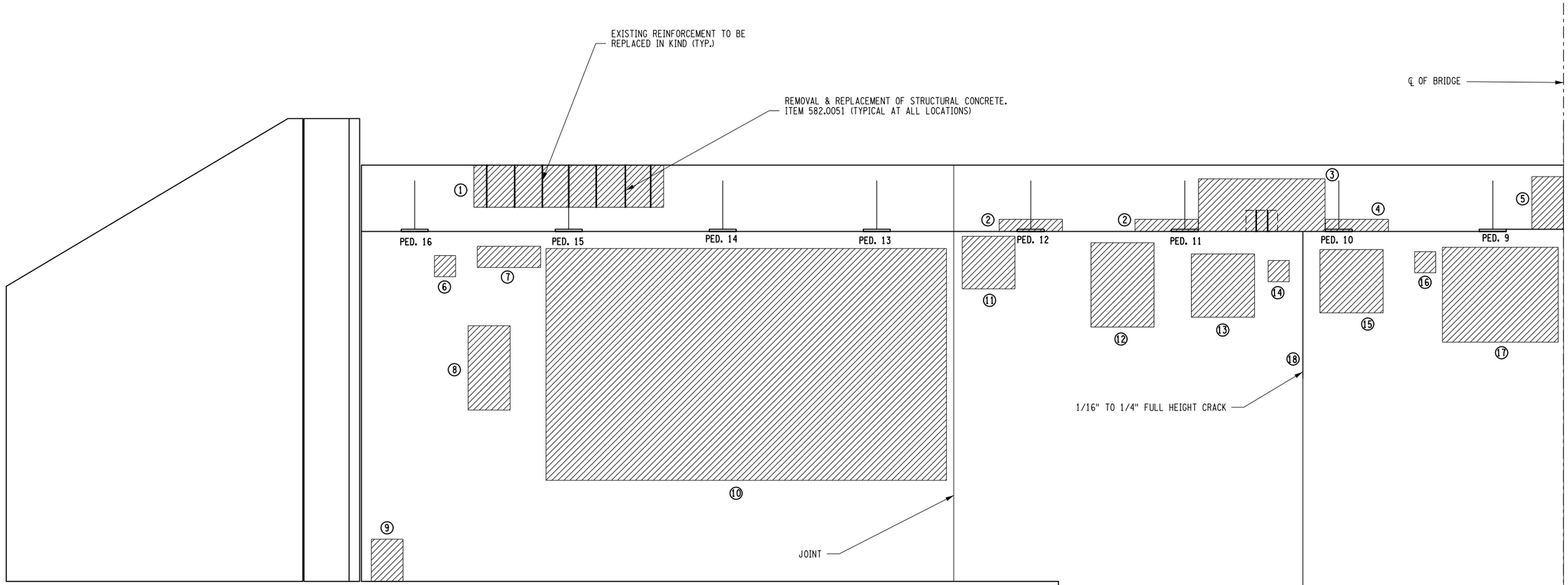
TITLE OF DRAWING
CONCRETE REPAIR DETAILS

CONTRACT NUMBER: TANY 26-17B

DATE: 05/21/2025

DRAWING NUMBER: CRD-1

DESIGNED BY: M. COX
DRAFTED BY: M. SCHICK
CHECKED BY: M. COX
DESIGN SUPERVISOR: M. COX




ITEM 582.0051

## BEGIN ABUTMENT ELEVATION VIEW: SOUTH/EAST SIDE

| SPALL DAMAGE TABLE | |
|---|---|
| SPALL # | SPALL DESCRIPTION |
| 1 | 9′ L X 2′ H X 4" D SPALL. 7 EXPOSED VERTICAL REBAR W/15% SL |
| 2 | 3′ L X 7" H X 1" D |
| 3 | 6′ L X 2.5′ H WITH 1.5′ L X 1′ H X 3" D SPALL. 2 EXPOSED VERTICAL REBAR W/10% SL |
| 4 | 3′ L X 7" H X 1" D |
| 5 | ESTIMATED 1.5′ L X 2.5′ H X 1" D |
| 6 | 1 SF |
| 7 | 3′ L X 1′ H |
| 8 | 2′ L X 4′ H |
| 9 | 1.5′ L X 2′ H |
| 10 | 19′ L X 11′ H W/TWO 1" D SPALLS |
| 11 | 2.5′ L X 2.5′ H |
| 12 | 3′ L X 4′ H W/1" D SPALL |
| 13 | 3′ L X 3′ H W/1" D SPALL |
| 14 | 1 SF X 1" D |
| 15 | 3′ L X 3′ H W/1.5" D SPALL |
| 16 | 1 SF X 1" D |
| 17 | 5.5′ L X 4.5′ H WITH TWO 2" D SPALLS |
| 18 | FULL HEIGHT CRACK, 1/16" TO 1/4" WIDE |

5 0 5 10 15 20'
1" = 5'

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: |

STATE OF NEW YORK
GERARD J. SENTZ
No. 062576-1
LICENSED PROFESSIONAL ENGINEER

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE. THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

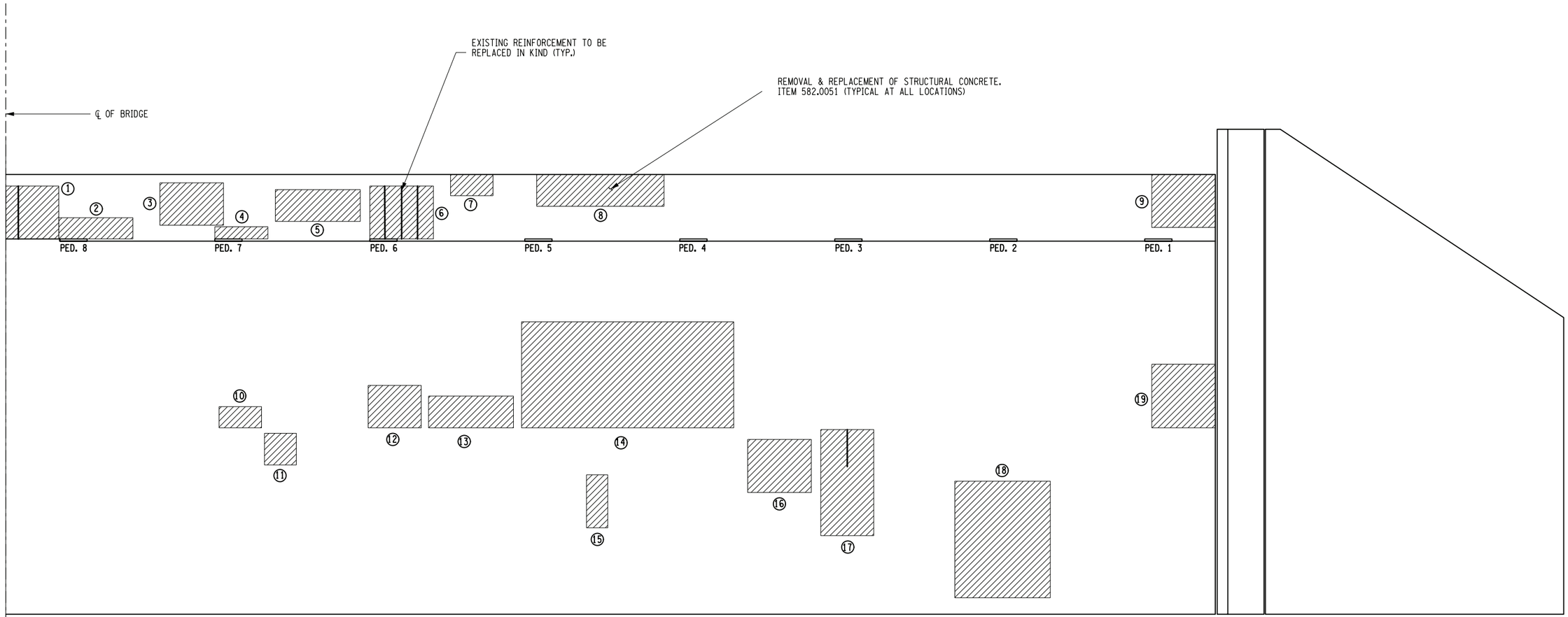
TITLE OF PROJECT
I-87 BRIDGE REHABILITATION
OVER SMITH CLOVE ROAD (MP 47.04)

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514279

TITLE OF DRAWING
BEGIN ABUTMENT ELEVATION
(SHEET 1 OF 2)

CONTRACT NUMBER: TANY 26-17B
DATE: 05/21/2025
DRAWING NUMBER: BA-1

DESIGNED BY: M. COX
DRAFTED BY: M. SCHICK
CHECKED BY: M. COX
DESIGN SUPERVISOR: M. COX




BEGIN ABUTMENT ELEVATION VIEW: SOUTH WEST SIDE

5 0 5 10 15 20'
1" = 5'

| SPALL DAMAGE TABLE | |
|---|---|
| SPALL # | SPALL DESCRIPTION |
| 1 | ESTIMATED 2.5' L X 2.5' H X 1.5" D. 1 EXPOSED VERITCAL REBAR W/5% SL |
| 2 | 3.5' L X 1"H X 5" D |
| 3 | ESTIMATED 3' L X 2' H, W/SCALING UP TO 1" D |
| 4 | 2.5' L X 7" H X 4" D |
| 5 | 4' L X 1.5' H |
| 6 | ESTIMATD 3' L X 2.5' H X 2" D, 3 EXPOSED VERTICAL REBAR W/20% SL |
| 7 | ESTIMATED 2' L X 1' H X 5" D |
| 8 | ESTIMATED 6' L X 1.5' H X 10" D |
| 9 | ESTIMATD 3' L X 2.5' H |
| 10 | 2' L X 1' H |
| 11 | 1.5' L X 1.5' H |
| 12 | 2.5' L X 2' H |
| 13 | 4' L X 1.5' H |
| 14 | 10' L X 5' H |
| 15 | 1' L X 2.5' H |
| 16 | 3' L X 2.5' H |
| 17 | 2.5' L X 5' H WITH 3" DEEP SPALL |
| 18 | 4.5' L X 5.5' H |
| 19 | 3' L X 3' H |

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ NO. 062576-1 LICENSED PROFESSIONAL ENGINEER |

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| REVISIONS | | | |
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| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

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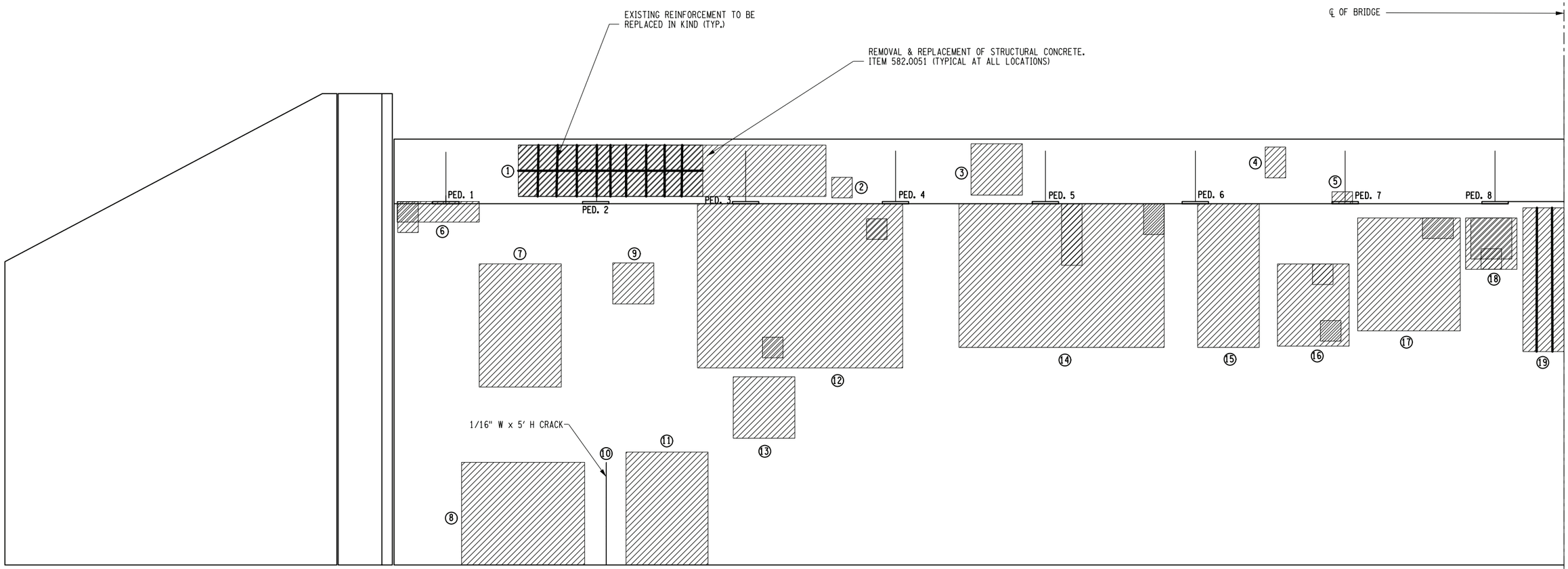
|---|---|
| TITLE OF PROJECT<br>I-87 BRIDGE REHABILITATION<br>OVER SMITH CLOVE ROAD (MP 47.04) | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>VILLAGE OF WOODBURY<br>ORANGE COUNTY BIN 5514279 | DATE:<br>05/21/2025 |
| TITLE OF DRAWING<br>BEGIN ABUTMENT ELEVATION<br>(SHEET 2 OF 2) | DRAWING NUMBER:<br>BA-2 |




END ABUTMENT ELEVATION VIEW: NORTH WEST SIDE

5 0 5 10 15 20'
1" = 5'

| SPALL DAMAGE TABLE | |
|---|---|
| SPALL # | SPALL DESCRIPTION |
| 1 | ESTIMATED 15' L X 2.5' H W/9' L X 2.5' H X 2" D SPALL WITH 3 EXPOSED REBAR W/15%SL |
| 2 | 1 SF EACH X 0.5" DEEP |
| 3 | ESTIMATED 2.5' L X 2.5' H X 1" D |
| 4 | ESTIMATED 1' L X 1.5' H X 1" D |
| 5 | ESTIMATED 1' L X 7" H X 3" D AND ON TOP SURFACE |
| 6 | 4.5' L X 1' H W/1' L X 1.5' H X 2" D SPALL |
| 7 | 4' L X 6' H |
| 8 | 6' L X 5' H |
| 9 | 2' L X 2' H |
| 10 | 5' H X 1/16" W CRACK |
| 11 | 4' L X 5.5' H |
| 12 | 10' L X 8' H W/TWO 1SF X 1" DEEP SPALLS |
| 13 | 3' L X 3' H |
| 14 | 10' L X 7' H W/1' L X 3' H X 1" D AND 1' L X 1.5' H X 1" D SPALLS |
| 15 | 3' L X 7' H |
| 16 | 3.5' L X 4' H W/TWO 1 SF SPALLS |
| 17 | 5' L X 5.5' H W/1.5' L X 1' H X 1.5" D SPALL |
| 18 | 2.5' L X 2.5' H W/2' L X 2' H X 2" DEEP SPALL AND 1 SF X 1" D |
| 19 | 2' L X 7' H X 7" D SPALL, 2 VERTICAL REBAR EXPOSED W/25% SL |

DESIGN SUPERVISOR: M. COX
DESIGNED BY: M. SCHICK
CHECKED BY: M. SCHICK
DRAFTED BY: M. COX
CHECKED BY: M. COX

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: GERARD J. SENTZ, STATE OF NEW YORK, No. 062576, LICENSED PROFESSIONAL ENGINEER |

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REVISIONS

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NEW YORK STATE | Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying

TITLE OF PROJECT
I-87 BRIDGE REHABILITATION
OVER SMITH CLOVE ROAD (MP 47.04)

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514279

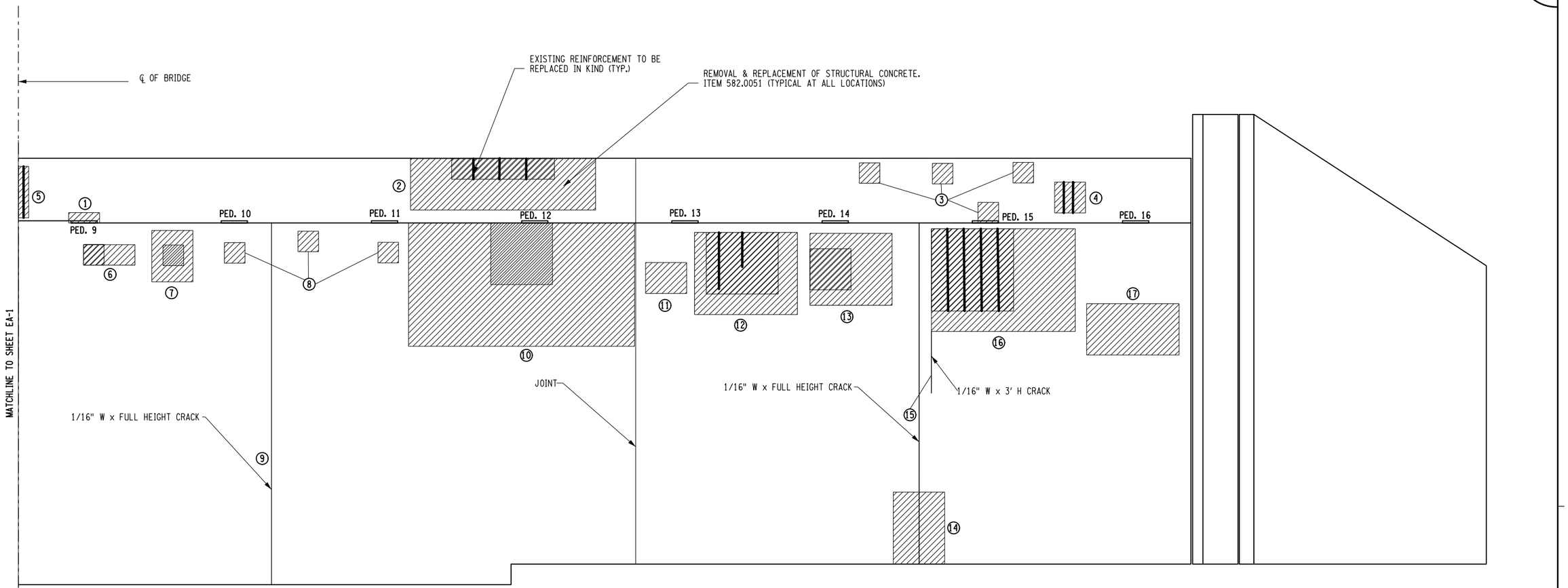
TITLE OF DRAWING
END ABUTMENT ELEVATION
(SHEET 1 OF 2)

CONTRACT NUMBER:
TANY 26-17B

DATE:
05/21/2025

DRAWING NUMBER:
EA-1

M. COX — CHECKED BY:
M. SCHICK — DESIGNED BY:
M. COX — DRAFTED BY:
M. COX — DESIGN SUPERVISOR:




## END ABUTMENT ELEVATION VIEW: NORTH EAST SIDE

| SPALL DAMAGE TABLE | |
|---|---|
| SPALL # | SPALL DESCRIPTION |
| 1 | 1.5' L X 6" H X 2" D W/1 EXPOSED REBAR W/5% SL. FRONT FACE OF BEARING UNDERMINED 1/2" |
| 2 | ESTIMATED 9' L X 2.5' H W/5' L X 1' H X 2" D SPALL WITH 3 EXPOSED REBAR W/15% SL |
| 3 | 1 SF EACH X 1" DEEP |
| 4 | ESTIMATED 1.5' L X 1.5' H X 2" D SPALL. 2 EXPOSED REBAR W/5% SL |
| 5 | 6" L X 2.5" H X 2" D W/1 EXPOSED REBAR W/5% SL |
| 6 | 2.5' L X 1' H W/1 SF X 1" D SPALL |
| 7 | 2' L X 2.5' H W/1 SF X 1" D SPALL |
| 8 | 1 SF EACH |
| 9 | FULL HEIGHT CRACK, EACH 1/16" WIDE |
| 10 | 11' L X 6' H W/3' L X 3' H X 4" D SPALL ALONG TOP EDGE |
| 11 | 2' L X 1.5' H |
| 12 | 5' L X 4' H W/3.5' L X 3' H X 2" D SPALL. 3 VERTICAL REBAR EXPOSED W/5% SL |
| 13 | 4' L X 3.5' H W/4 SF X 1" D SPALL |
| 14 | 2.5' L X 3.5' H |
| 15 | FULL HEIGHT AND 3' L CRACKS, EACH 1/16" WIDE |
| 16 | 7' L X 5' H W/4' L X 4' H X 2" D SPALL. 4 VERTICAL REBAR ESPOSED W/15% SL |
| 17 | 4.5' L X 2.5' H |

5 0 5 10 15 20'
1" = 5'

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: |

STATE OF NEW YORK
GERARD J. SENTZ
NO. 062576-1
LICENSED PROFESSIONAL ENGINEER

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| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES
Architecture, Engineering, Surveying
150 Main Street, Suite 200, Buffalo, New York 14203

TITLE OF PROJECT
I-87 BRIDGE REHABILITATION
OVER SMITH CLOVE ROAD (MP 47.04)

LOCATION OF PROJECT
VILLAGE OF WOODBURY
ORANGE COUNTY BIN 5514279

TITLE OF DRAWING
END ABUTMENT ELEVATION
(SHEET 2 OF 2)

CONTRACT NUMBER: TANY 26-17B
DATE: 05/21/2025
DRAWING NUMBER: EA-2

DRAFTED BY: M. COX
CHECKED BY: M. SCHICK
DESIGNED BY: M. SCHICK
DESIGN SUPERVISOR: M. COX

## GUIDE RAIL TABLE

| ITEMS | | STA | | | STA | | | | | | STA | | | STA | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND -- REMOVAL | FROM | TO | QUANTITY | FROM | TO | QUANTITY | NB Total | | SOUTHBOUND -- REMOVAL | FROM | TO | QUANTITY | FROM | TO | QUANTITY | SB Total | |
| ITEM 606.6910 | REMOVING & STORING G.R. ANCHORAGE UNITS | - | - | 1 | - | - | | 1 | | REMOVING & STORING G.R. ANCHORAGE UNITS | - | - | 1 | - | - | | 1 | **2** |
| ITEM 606.71 | REMOVING & DISPOSING CORR. BEAM G.R. | 963+04 | 974+75 | 1171 | 975+31 | 978+42 | 312 | 1483 | | REMOVING & DISPOSING CORR. BEAM G.R. | 961+47 | 974+83 | 1336 | 977+75 | 980+11 | 236 | 1572 | **3055** |
| ITEM 606.62 | REMOVING AND STORING CORRUGATED MEDIAN BARRIER | 967+96 | 970+56 | 260 | - | - | | 260 | | REMOVING AND DISPOSING CORRUGATED MEDIAN BARRIER | 969+29 | 971+89 | 260 | - | - | | 260 | **520** |
| ITEM 606.65 | REMOVING & STORING CONCRETE BARRIER | | | 100 | - | - | | 100 | | REMOVING & STORING CONCRETE BARRIER | | | 100 | - | - | | 100 | **200** |
| ITEM 606.7910 | REMOVING & DISPOSING G.R. ANCHORAGE UNITS | - | - | 1 | - | - | 1 | 2 | | REMOVING & DISPOSING G.R. ANCHORAGE UNITS | - | - | 1 | - | - | 1 | 2 | **4** |
| ITEM 654.0702 | REMOVE AND STORE IMPACT ATTENUATOR SYSTEMS | | | 1 | - | - | | 1 | | REMOVE AND STORE IMPACT ATTENUATOR SYSTEMS | | - | 1 | - | - | | 1 | **2** |
| | | | | | | | | | | | | | | | | | | |
| | NORTHBOUND -- INSTALLATION | FROM | TO | QUANTITY | FROM | TO | QUANTITY | NB Total | | SOUTHBOUND -- INSTALLATION | FROM | TO | QUANTITY | FROM | TO | QUANTITY | SB Total | |
| ITEM 606.52 | RESETTING CORRUGATED BEAM MEDIAN BARRIER | 967+96 | 970+56 | 260 | | | | 260 | | RESETTING CORRUGATED BEAM MEDIAN BARRIER | 969+29 | 971+89 | 260 | | | | 260 | **520** |
| ITEM 606.5910 | RESETTING ANCHORAGE UNITS FOR CORRUGATED BEAM GUIDE RAILING FOR MEDIAN BARRIER | - | - | 1 | - | - | | 1 | | RESETTING ANCHORAGE UNITS FOR CORRUGATED BEAM GUIDE RAILING FOR MEDIAN BARRIER | - | - | 1 | - | - | | 1 | **2** |
| ITEM 606.120102 | BOX BEAM GUIDE RAILING END ASSEMBLY TYPE I | | | 1 | - | - | | 1 | | BOX BEAM GUIDE RAILING END ASSEMBLY TYPE I | | | 1 | - | - | | 1 | **2** |
| ITEM 606.120201 | BOX BEAM GUIDE RAILING END ASSEMBLY TYPE IIA | | | 1 | - | - | | 1 | | BOX BEAM GUIDE RAILING END ASSEMBLY TYPE IIA | | | 1 | - | - | | 1 | **2** |
| ITEM 606.1001 | BOX BEAM GUIDE RAILING W/ EXTRA LONG POSTS | 963+19 | 974+40 | 1121 | 975+59 | 978+64 | 305 | 1426 | | BOX BEAM GUIDE RAILING W/ EXTRA LONG POSTS | 968+29 | 974+48 | 619 | 975+66 | 979+95 | 429 | 1048 | **2474** |
| ITEM 569.04 | SINGLE SLOPE CONC. BRIDGE BARRIER | 974+74 | 975+25 | 51 | - | - | | 51 | | SINGLE SLOPE CONC. BRIDGE BARRIER | 974+82 | 975+35 | 51 | - | - | | 51 | **102** |
| ITEM 606.8803 | TRANSITION BETWEEN BOX BEAM & S.S. CONC. BAR | | | 1 | | | 1 | 2 | | TRANSITION BETWEEN BOX BEAM & S.S. CONC. BAR | | | 1 | | | 1 | 2 | **4** |

## TEMPORARY POSITIVE BARRIER

| | | STA | | | STA | | | | | | STA | | | STA | | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | FROM | TO | QUANTITY | FROM | TO | QUANTITY | NB Total | | SOUTHBOUND | FROM | TO | QUANTITY | FROM | TO | QUANTITY | SB Total | |
| ITEM 619.1716 | TEMPORARY POSITIVE BARRIER, CATEGORY 6 | 957+62 | 977+30 | 1,968 | 967+96 | 970+56 | 260 | 2228 | | TEMPORARY POSITIVE BARRIER, CATEGORY 6 | 972+77 | 992+45 | 1,968 | 969+29 | 971+89 | 260 | 2228 | **4456** |
| ITEM 619.1716 - SMITH CLOVE | TEMPORARY POSITIVE BARRIER, CATEGORY 6 | SMITH CLOVE ROAD | | | | | | 300 | | TEMPORARY POSITIVE BARRIER, CATEGORY 6 | SMITH CLOVE ROAD | | | | | | 300 | **600** |
| ITEM 619.1706 25 | LINEAR DELINEATION SYSTEM | 957+62 | 977+30 | 1958 | 967+96 | 970+56 | 260 | 2228 | | LINEAR DELINEATION SYSTEM | 969+29 | 971+89 | 260 | 972+77 | 992+45 | 1968 | 2228 | **4456** |
| ITEM 619.1719 - SMITH CLOVE | WARNING LIGHTS ON TEMPORARY POSITIVE BARRIER | SMITH CLOVE ROAD | | | | | | 10 | | WARNING LIGHTS ON TEMPORARY POSITIVE BARRIER | SMITH CLOVE ROAD | | | | | | 10 | **20** |
| ITEM 619.17060005 - SMITH CLOVE | LINEAR DELINEATION SYSTEM | SMITH CLOVE ROAD | | | | | | 300 | | LINEAR DELINEATION SYSTEM | SMITH CLOVE ROAD | | | | | | 300 | **600** |
| ITEM 619.1724 | CORRUGATED BEAM TO FLARED TEMPORARY CONCRETE BARRIER TRANSITION | - | - | 1 | - | - | | 1 | | CORRUGATED BEAM TO FLARED TEMPORARY CONCRETE BARRIER TRANSITION | - | - | 1 | - | - | | 1 | **2** |

## PAVEMENT STRIPING TABLE

| | | STA | | | STA | | | | | | STA | | | STA | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NORTHBOUND | FROM | TO | QUANTITY | FROM | TO | QUANTITY | NB Total | | SOUTHBOUND | FROM | TO | QUANTITY | FROM | TO | QUANTITY | SB Total | TOTAL |
| ITEM 619.080101 | REMOVE PAVEMENT MARKING | 944+17 | 988+70 | 25729 | - | - | | 25729 | | REMOVE PAVEMENT MARKING | 961+32 | 1005+85 | 25729 | - | - | | 25729 | **51458** |
| ITEM 619.10010125 | INTERIM PAVEMENT MARKING 6" STRIPES | 944+17 | 988+70 | 25729 | - | - | | 25729 | | INTERIM PAVEMENT MARKING 6" STRIPES | 961+32 | 1005+85 | 25729 | - | - | | 25729 | **51458** |
| ITEM 619.0803 | COVER EXISTING PAVEMENT MARKING STRIPES (REMOVABLE TAPE) | 945+17 | 980+55 | 1327 | - | - | | 1327 | | COVER EXISTING PAVEMENT MARKING STRIPES (REMOVABLE TAPE) | 969+52 | 1004+90 | 1,327 | - | - | | 1327 | **2654** |
| ITEM 619.100101 - SMITH CLOVE | INTERIM PAVEMENT MARKINGS, STRIPES (TRAFFIC PAINT) | SMITH CLOVE ROAD | | | | | | 1000 | | INTERIM PAVEMENT MARKINGS, STRIPES (TRAFFIC PAINT) | | | | | | | 0 | **1000** |
| | NORTHBOUND | | | | | | | | | SOUTHBOUND | | | | | | | | |
| ITEM 635.0403225 | RECESS DIAMOND GRINDING FOR INLAID PAVEMENT MARKINGS | 973+78 | 976+29 | 565 | - | - | | 565 | | RECESS DIAMOND GRINDING FOR INLAID PAVEMENT MARKINGS | 973+78 | 976+29 | 565 | - | - | | 565 | **1130** |
| ITEM 649.01 | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS) | 973+78 | 976+29 | 502 | - | - | | 502 | | MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS) | 973+78 | 976+29 | 502 | - | - | | 502 | **1004** |
| ITEM 685.1707 25 - SOLID LINE | WHITE HIGHLY REFLECTORIZED TRIPLE DROP EPOXY 6" | 973+78 | 976+29 | 377 | - | - | | 377 | | WHITE HIGHLY REFLECTORIZED TRIPLE DROP EPOXY 6" | 973+78 | 976+29 | 377 | - | - | | 377 | **754** |
| ITEM 685.1707 25 - BROKEN LINE | WHITE HIGHLY REFLECTORIZED TRIPLE DROP EPOXY 6" | 973+78 | 976+29 | 94 | - | - | | 94 | | WHITE HIGHLY REFLECTORIZED TRIPLE DROP EPOXY 6" | 973+78 | 976+29 | 94 | - | - | | 94 | **188** |
| ITEM 685.1708 25 | YELLOW HIGHLY REFLECTORIZED TRIPLE DROP EXPOXY 6" | 973+78 | 976+29 | 377 | - | - | | 377 | | YELLOW HIGHLY REFLECTORIZED TRIPLE DROP EXPOXY 6" | 973+78 | 976+29 | 377 | - | - | | 377 | **754** |

| ALTERED ON: | AFFIXED ON: 10/16/2025 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE:<br>STAMP: STATE OF NEW YORK GERARD J. SENTZ No. 062576 LICENSED PROFESSIONAL ENGINEER |

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE Thruway Authority

FoitAlbert ASSOCIATES Architecture, Engineering, Surveying

TITLE OF PROJECT: I-87 BRIDGE REHABILITATION OVER SMITH CLOVE ROAD (MP 47.04)

LOCATION OF PROJECT: VILLAGE OF WOODBURY, ORANGE COUNTY BIN 5514279

TITLE OF DRAWING: TABLE OF GUIDE RAIL QUANTITIES

CONTRACT NUMBER: TANY 26-17B

DATE: 05/21/2025

DRAWING NUMBER: TGQ-1

NEW YORK STATE | Thruway Authority

NEW YORK DIVISION
PLANS FOR
RESURFACING
AND
SAFETY IMPROVEMENTS
BETWEEN
I-87 MILE POST 46.00 TO 48.00
IN
ORANGE COUNTY

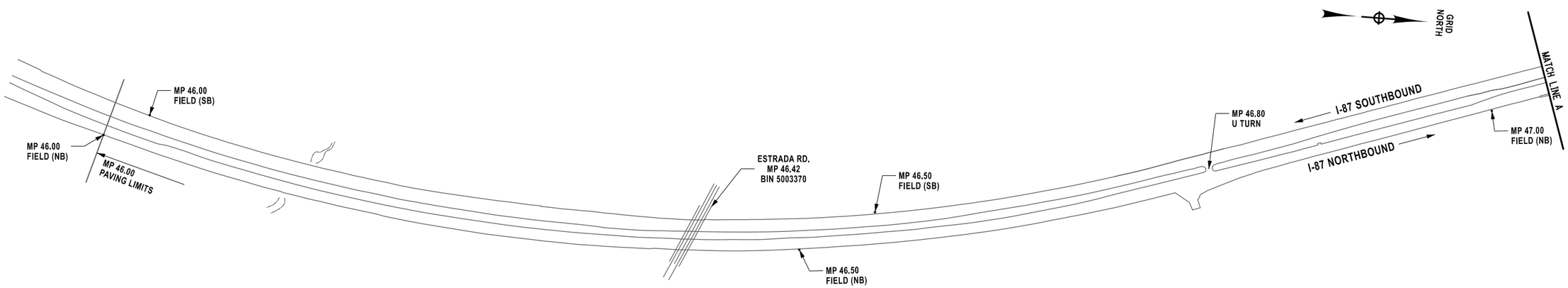
TANY 26-17B D215020

12 SHEETS BIN 5514280 & BIN 5514279

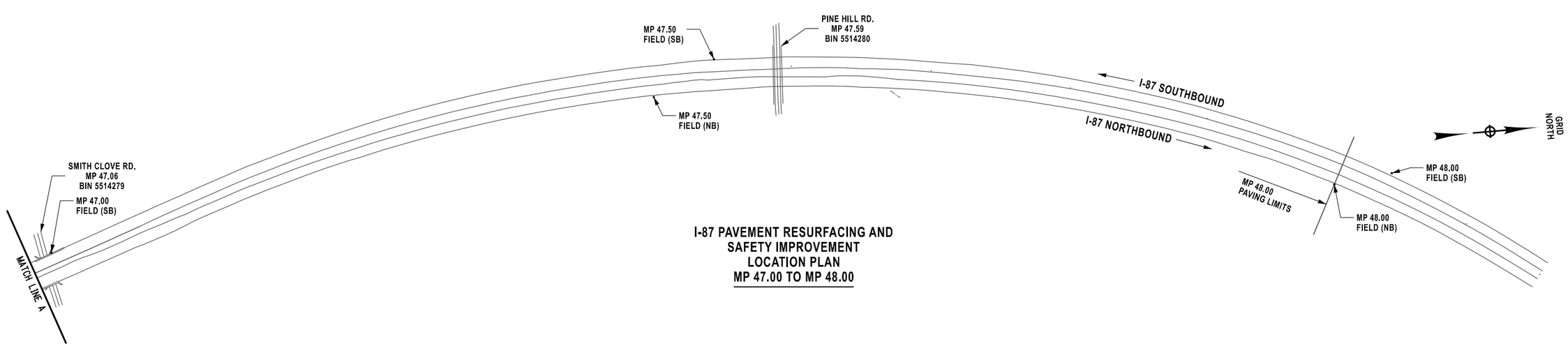
DRAWINGS 169 TO 180

| Sheet No. | Drawing No. | Drawing Title |
|---|---|---|
| 170 | LP-01 | LOCATION PLAN |
| 171 | GR-01 | GUIDE RAIL TABLES |
| 172 | GR-02 | GUIDE RAIL TABLES |
| 173 | GR-03 | GUIDE RAIL TABLES |
| 174 | GR-04 | GUIDE RAIL SUMMARY TABLES |
| 175 | TS-01 | TYPICAL SECTIONS |
| 176 | GP-01 | GENERAL PLAN |
| 177 | GP-02 | GENERAL PLAN |
| 178 | GP-03 | GENERAL PLAN |
| 179 | GP-04 | GENERAL PLAN |
| 180 | GP-05 | GENERAL PLAN |

DESIGN SUPERVISOR: MH
DESIGNED BY: TJ
DRAFTED BY: TJ
CHECKED BY: PC
PC




**I-87 PAVEMENT RESURFACING AND SAFETY IMPROVEMENT**
**LOCATION PLAN**
**MP 46.00 TO MP 47.00**




**I-87 PAVEMENT RESURFACING AND SAFETY IMPROVEMENT**
**LOCATION PLAN**
**MP 47.00 TO MP 48.00**

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 |

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|---|---|---|---|
| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

AECOM

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|---|---|
| TITLE OF PROJECT | PAVEMENT RESURFACING AND SAFETY IMPROVEMENT |
| LOCATION OF PROJECT | NY DIVISION MP 46.0 TO 48.0 |
| TITLE OF DRAWING | LOCATION PLAN |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | LP-01 |

NOTES:

1. MILEPOST LOCATIONS ARE IDENTIFIED BASED ON THE APPROXIMATE FIELD LOCATION.

## GUIDE RAIL TABLE - NORTHBOUND

| GP # | MP FROM (APPROX.) | STATION FROM (APPROX.) | STATION TO (APPROX.) | DIRECTION OF TRAVEL (ACCESS FROM) | ITEM 606.18 | ITEM 606.22 | ITEM 606.27 | ITEM 606.2701 | ITEM 606.2703 | ITEM 606.4805 | ITEM 606.51 | ITEM 606.5501 | ITEM 606.71 | ITEM 606.73 | ITEM 606.7921 | ITEM 606.8903 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | 919+81 | 929+30 | NB RT. | | | | | | | | 950 | | | | |
| 1 | | 930+56 | 930+81 | NB RT. | | | | | 1 | | | | | | | |
| 1 | | 938+26 | 938+26 | NB RT. | | | 1 | | | | | | | | 1 | |
| 1-2 | | 938+27 | 941+10 | NB RT. | | | | 251 | | | | | | 283 | | |
| 2 | | 941+08 | 941+50 | NB RT. | | | | | | | | | | | | 1 |
| 2 | | 948+12 | 948+44 | NB RT. | | | | | | | | 5 | | | | |
| 2 | | 959+81 | 961+14 | NB RT. | | | | | | 2 | | 6 | | | | |
| 2 | | 961+14 | 961+39 | NB RT. | | 1 | | | | | | | | | | |
| 3 | | 978+16 | 978+40 | NB RT. | | 1 | | | | | | | | | | |
| 3 | | 981+23 | 982+03 | NB RT. | 80 | | | | | | | | 80 | | | |
| 3-4 | | 982+94 | 996+39 | NB RT. | | | | | | | | 1345 | | | | |
| 4 | | 999+39 | 999+64 | NB RT. | | 1 | | | | | | | | | | |
| 5 | | 1012+26 | 1012+76 | NB RT. | | | | | | | 50 | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | TOTAL: | 80 | 3 | 1 | 251 | 1 | 2 | 50 | 2306 | 80 | 283 | 1 | 1 |

| ITEM | DESCRIPTION | QUAN. |
|---|---|---|
| 606.18 | WEAK-POST, CORRUGATED BEAM GUIDE RAIL | LF |
| 606.22 | ANCHORAGE CORRUGATED BEAM GUIDE RAILING | EA |
| 606.27 | HEAVY POST BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING END TERMINAL (ENERGY-ABSORBING) | EA |
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING | LF |
| 606.2703 | ANCHORAGE UNITS FOR HPBO (MOD.) CORRUGATED BEAM GUIDERAILING | EA |
| 606.4805 | I-BEAM POSTS FOR EXISTING CORRUGATED BEAM GUIDE RAILING | EA |
| 606.51 | RESETTING CORRUGATED BEAM GUIDE RAILING | LF |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF |
| 606.71 | REMOVING AND DISPOSING CORRUGATED BEAM GUIDE RAILING | LF |
| 606.73 | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING | LF |
| 606.7921 | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING ENERGY ABSORBING TERMINAL | EA |
| 606.8903 | TRANSITION: HEAVY POSTS BLOCKED OUT (MOD.) CORRUGATED BEAM GUIDE RAILING TO SINGLE SLOPE CONCRETE HALF SECTION BARRIER | EA |

DESIGN SUPERVISOR: MH
DESIGNED BY: TJ
DRAFTED BY: TJ
CHECKED BY: PC
CHECKED BY: PC

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: |

STATE OF NEW YORK
EDWIN TWISS
080650
LICENSED PROFESSIONAL ENGINEER

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
PAVEMENT RESURFACING AND SAFETY IMPROVEMENT

LOCATION OF PROJECT
NY DIVISION MP 46.0 TO 48.0

TITLE OF DRAWING
GUIDE RAIL TABLES

CONTRACT NUMBER:
TANY 26-17B

DATE:
01/19/2026

DRAWING NUMBER:
GR-01

## GUIDE RAIL TABLE - SOUTHBOUND

| GP # | MP FROM (APPROX.) | STATION FROM (APPROX.) | STATION TO (APPROX.) | DIRECTION OF TRAVEL (ACCESS FROM) | ITEM 606.19010017 | ITEM 606.22 | ITEM 606.2701 | ITEM 606.5501 | ITEM 606.71 | ITEM 606.7101 | ITEM 606.86 | ITEM 606.8903 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | 926+98 | 927+18 | SB RT | | | | 1 | | | | |
| 1 | | 930+59 | 931+19 | SB RT | | | 60 | | | 60 | | |
| 2 | | 939+51 | 939+62 | SB RT | | | | 1 | | | | |
| 2 | | 940+51 | 940+75 | SB RT | | | 24 | | | 24 | | |
| 2 | | 941+46 | 942+09 | SB RT | | | | | | | | 1 |
| 2 | | 953+05 | 953+55 | SB RT | | | 50 | | | 50 | | |
| 2 | | 953+55 | 954+63 | SB RT | | | | 5 | | | | |
| 3 | | 981+72 | 981+97 | SB RT | | 1 | | | | | | |
| 3-4 | | 981+97 | 1001+54 | SB RT | | | 1957 | | 1957 | | | |
| 4-5 | | 1005+60 | 1011+91 | SB RT | | | 631 | | 631 | | | |
| 5 | | 1011+91 | 1011+98 | SB RT | | | | | 7 | | 1 | |
| 5 | | 1011+98 | 1025+66 | SB RT | 1368 | | | | 1368 | | | |
| | | | | | | | | | | | | |
| | | | | TOTAL: | 1368 | 1 | 2722 | 7 | 3963 | 134 | 1 | 1 |

| ITEM | DESCRIPTION | QUAN. |
|---|---|---|
| 606.19010017 | THRIE BEAM RAILING / CORRUGATED BEAM ROCK FENCE | LF |
| 606.22 | ANCHORAGE CORRUGATED BEAM GUIDE RAILING | EA |
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING | LF |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF |
| 606.71 | REMOVING AND DISPOSING CORRUGATED BEAM GUIDE RAILING | LF |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING | LF |
| 606.86 | GUIDE RAIL TRANSITION CORRUGATED BEAM TO THRIE BEAM. | EA |
| 606.8903 | TRANSITION: HEAVY POSTS BLOCKED OUT (MOD.) CORRUGATED BEAM GUIDE RAILING TO SINGLE SLOPE CONCRETE HALF SECTION BARRIER | EA |

DESIGNED BY: TJ
DRAFTED BY: TJ
CHECKED BY: PC
DESIGN SUPERVISOR: MH
CHECKED BY: PC

ALTERED ON:
SIGNATURE:
STAMP:

AFFIXED ON: 01/19/2026
SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

STATE OF NEW YORK
EDWIN TWISS
080650
LICENSED PROFESSIONAL ENGINEER

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| DATE | DESCRIPTION | BY | SYM. |
|---|---|---|---|
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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT: PAVEMENT RESURFACING AND SAFETY IMPROVEMENT
LOCATION OF PROJECT: NY DIVISION MP 46.0 TO 48.0
TITLE OF DRAWING: GUIDE RAIL TABLES

CONTRACT NUMBER: TANY 26-17B
DATE: 01/19/2026
DRAWING NUMBER: GR-02

DESIGNED BY: TJ
DRAFTED BY: TJ
CHECKED BY: PC
DESIGN SUPERVISOR: MH
CHECKED BY: PC

## GUIDE RAIL TABLE - MEDIAN

| GP # | MP FROM (APPROX.) | STATION FROM (APPROX.) | STATION TO (APPROX.) | DIRECTION OF TRAVEL (ACCESS FROM) | ITEM 606.17 | ITEM 606.2801 | ITEM 606.4813 | ITEM 606.52 | ITEM 606.5601 | ITEM 606.581001 | ITEM 606.72 | ITEM 606.7201 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | 934+54 | 934+84 | MEDIAN | | 30 | | | | | | 30 |
| 2 | | 939+46 | 939+74 | MEDIAN | | | | | 3 | | | |
| 2 | | 940+56 | 941+46 | MEDIAN | | 90 | | | | | | 90 |
| 2 | | 943+60 | 943+80 | MEDIAN | | 20 | | | 20 | | | |
| 2 | | 951+47 | 952+75 | MEDIAN | | | | | | 2 | | |
| 2 | | 954+03 | 954+23 | MEDIAN | 20 | | | | | | 20 | |
| 2 | | 955+49 | 956+06 | MEDIAN | | | 1 | | | | | |
| 3 | | 962+88 | 963+88 | MEDIAN | 100 | | | | | | 100 | |
| 3 | | 982+94 | 985+94 | MEDIAN | | | | 300 | | | | |
| 4 | | 988+20 | 1001+16 | MEDIAN | | | 2 | | | | | |
| | | | | | | | | | | | | |
| | | | | TOTAL: | 120 | 140 | 3 | 300 | 23 | 2 | 120 | 120 |

| ITEM | DESCRIPTION | QUAN. |
|---|---|---|
| 606.17 | CORRUGATED BEAM MEDIAN BARRIER | LF |
| 606.2801 | HPBO (MOD.) CORRUGATED BEAM MEDIAN BARRIER | LF |
| 606.4813 | I-BEAM POSTS FOR EXISTING CORRUGATED BEAM MEDIAN BARRIER | EA |
| 606.52 | RESETTING CORRUGATED BEAM MEDIAN BARRIER | LF |
| 606.5601 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM MEDIAN BARRIER (NEW 12 INCH BLOCKOUTS) | LF |
| 606.581001 | RESETTING HEAVY POST BLOCKED-OUT (MOD.) CORRUGATED BEAM MEDIAN BARRIER (NEW POSTS) | LF |
| 606.72 | REMOVING AND DISPOSING CORRUGATED BEAM MEDIAN BARRIER | LF |
| 606.7201 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM MEDIAN BARRIER | LF |

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AFFIXED ON: 01/19/2026

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080650
LICENSED PROFESSIONAL ENGINEER

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REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
PAVEMENT RESURFACING AND SAFETY IMPROVEMENT

LOCATION OF PROJECT
NY DIVISION MP 46.0 TO 48.0

TITLE OF DRAWING
GUIDE RAIL TABLES

CONTRACT NUMBER:
TANY 26-17B

DATE:
01/19/2026

DRAWING NUMBER:
GR-03

| ITEM | DESCRIPTON | QUAN. | GR-01 NORTHBOUND ⇩ | GR-02 SOUTHBOUND ⇩ | GR-03 MEDIAN ⇩ | TOTAL GR-01 GR-02 GR-03 ⇩ |
|---|---|---|---|---|---|---|
| 606.17 | CORRUGATED BEAM MEDIAN BARRIER | LF | - | - | 120 | 120 |
| 606.18 | WEAK-POST CORRUGATED BEAM GUIDE RAIL | LF | 80 | - | - | 80 |
| 606.19010017 | THRIE BEAM RAILING / CORRUGATED BEAM ROCK FENCE | LF | - | 1368 | - | 1368 |
| 606.22 | ANCHORAGE CORRUGATED BEAM GUIDE RAILING | EA | 3 | 1 | - | 4 |
| 606.27 | HEAVY POST BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING END TERMINAL (ENERGY-ABSORBING) | EA | 1 | - | - | 1 |
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING | LF | 251 | 2722 | - | 2973 |
| 606.2703 | ANCHORAGE UNITS FOR HPBO (MOD.) CORRUGATED BEAM GUIDERAILING | EA | 1 | - | - | 1 |
| 606.2801 | HPBO (MOD.) CORRUGATED BEAM MEDIAN BARRIER | LF | - | - | 140 | 140 |
| 606.4805 | I-BEAM POSTS FOR EXISTING CORRUGATED BEAM GUIDE RAILING | EA | 2 | - | - | 2 |
| 606.4813 | I-BEAM POSTS FOR EXISTING CORRUGATED BEAM MEDIAN BARRIER | EA | - | - | 3 | 3 |
| 606.51 | RESETTING CORRUGATED BEAM GUIDE RAILING | LF | 50 | - | - | 50 |
| 606.52 | RESETTING CORRUGATED BEAM MEDIAN BARRIER | LF | - | - | 300 | 300 |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF | 2306 | 7 | - | 2313 |
| 606.5601 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM MEDIAN BARRIER (NEW 12 INCH BLOCKOUTS) | LF | - | - | 23 | 23 |
| 606.581001 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM MEDIAN BARRIER (NEW POSTS) | EA | - | - | 2 | 2 |
| 606.71 | REMOVING AND DISPOSING CORRUGATED BEAM GUIDE RAILING | LF | 80 | 3963 | - | 4043 |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING | LF | - | 134 | - | 134 |
| 606.72 | REMOVING AND DISPOSING CORRUGATED BEAM MEDIAN BARRIER | LF | - | - | 120 | 120 |
| 606.7201 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM MEDIAN BARRIER | LF | - | - | 120 | 120 |
| 606.73 | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING | LF | 283 | - | - | 283 |
| 606.7921 | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING ENERGY ABSORBING TERMINAL | EA | 1 | - | - | 1 |
| 606.86 | GUIDE RAIL TRANSITION CORRUGATED BEAM TO THRIE BEAM. | LF | - | 1 | - | 1 |
| 606.8903 | TRANSITION: HEAVY POSTS BLOCKED OUT (MOD.) CORRUGATED BEAM GUIDE RAILING TO SINGLE SLOPE CCNCRETE HALF SECTION BARRIER | EA | 1 | 1 | - | 2 |

CHECKED BY: PC
DRAFTED BY: TJ
DESIGNED BY: TJ
DESIGN SUPERVISOR: MH

ALTERED ON:

AFFIXED ON: 01/19/2026

SIGNATURE:
STAMP:

SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

STATE OF NEW YORK
EDWIN TWISS
080650
LICENSED PROFESSIONAL ENGINEER

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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
PAVEMENT RESURFACING AND SAFETY IMPROVEMENT

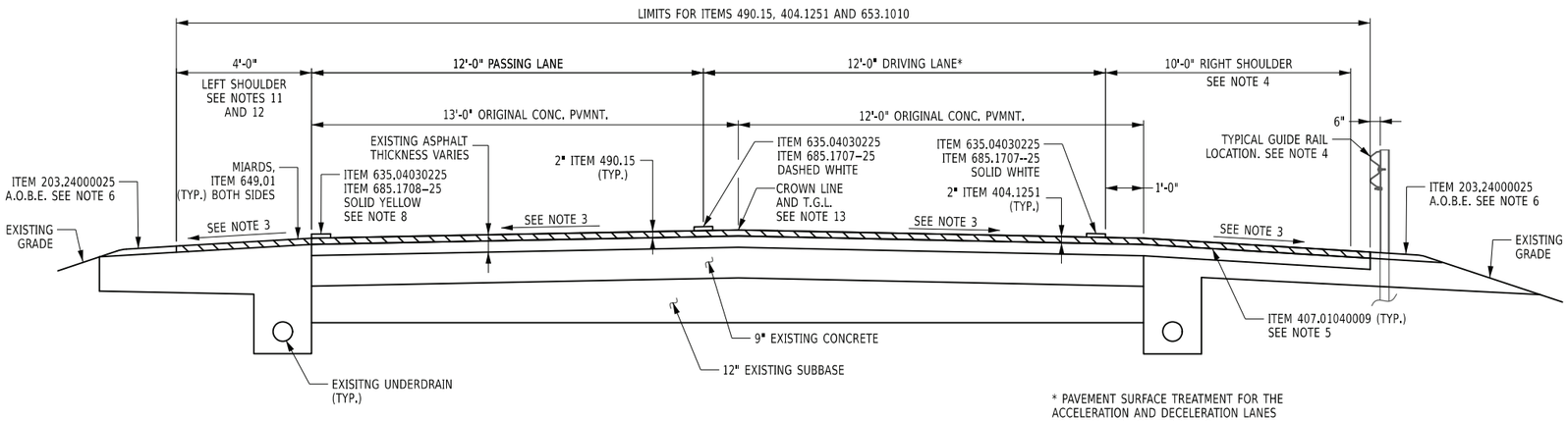
LOCATION OF PROJECT
NY DIVISION MP 46.0 TO 48.0

TITLE OF DRAWING
GUIDE RAIL SUMMARY TABLES

CONTRACT NUMBER:
TANY 26-17B

DATE:
01/19/2026

DRAWING NUMBER:
GR-04




* PAVEMENT SURFACE TREATMENT FOR THE ACCELERATION AND DECELERATION LANES TO MATCH ADJACENT DRIVING LANE. LANE WIDTHS VARY 0 TO 12'-0".

TYPICAL MILL AND INLAY - FULL WIDTH
NB MP 46.00± TO MP 48.0±
SB MP 46.00± TO MP 48.0±

N.T.S.

**TYPICAL MILL AND INLAY 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 STOCK PILING WILL NOT BE ALLOWED WITHIN THE THRUWAY R.O.W.
3. CROSS SLOPES VARY NORMAL CROWN TO FULL SUPER ELEVATION (BOTH BANKED LEFT & RIGHT). THE PROPOSED CROSS SLOPE SHALL MATCH THE EXISTING CROSS SLOPE UNLESS STATED OTHERWISE.
4. SHOULDER PAVEMENT MILLING AND RESURFACING SHALL EXTEND TO THE FACE OF GUIDE RAIL, WHEN APPLICABLE.
5. PLACE NON-TRACKING TACK COAT, ITEM 407.01040009, ON ALL EXPOSED HORIZONTAL ASPHALT SURFACES THAT WILL BE IN CONTACT WITH NEW ASPHALT AND BETWEEN ALL NEW ASPHALT LIFTS, SEE TABLE 407-1 OF THE NYSDOT SPECIAL SPECIFICATIONS FOR APPLICATION RATES.
6. SHOULDER BACKUP, ITEM 203.24000025, SHALL BE PROVIDED AND PLACED IN AREAS WHERE NEEDED, A.O.B.E. SEE NYSTA STANDARD SHEET TA 203-01 FOR DETAILS. FOR PURPOSES, ASSUME SHOULDER BACK UP IS REQUIRED ALONG 30% OF THE PROJECT LENGTH.
7. TEMPORARY PAVEMENT MARKINGS, STRIPES, ITEM 619.0901, WILL BE REQUIRED WHEN PERMANENT SKIP LINES AND EDGE LINES ARE REMOVED AND SHALL BE INSTALLED PRIOR TO OPENING WORK AREA TO TWO LANE TRAFFIC.
8. REPLACE ALL STRIPING REMOVED BY MILLING OPERATIONS AND RESTRIPE ROADWAY AND GORES AS PER NYSTA STANDARD SHEET TA 685-01.
9. REPLACE ALL MIARDS (MILLED-IN AUDIBLE ROADWAY DELINEATORS) GROOVES REMOVED BY MILLING OPERATIONS, PAID UNDER ITEM 649.01.
10. THE CONTRACTOR'S MILLING AND RESURFACING OPERATIONS SHALL BE COORDINATED SO THAT NO MILLED PAVEMENT SURFACE SHALL BE OPEN TO TRAFFIC AT ANY TIME.
11. THE MILL AND INLAY OPERATION SHALL INCLUDE THE DECEL LANE AT U-TURNS. TYPICALLY THESE ARE 250 FEET OF TAPER AND 250 FEET OF FULL WIDTH.
12. PRIOR TO THE INLAY OPERATION ON THE TRAVEL LANES, THE MILLED SURFACE SHALL BE INSPECTED FOR LOOSE OR A THIN (3/4" OR LESS) LAYER OF ASPHALT REMAINING ON THE EXISTING CONCRETE. WHERE THIS CONDITION EXISTS, THE CONTRACTOR SHALL DROP BACK AND MILL THE REMAINING ASPHALT TO INCLUDE SCARIFYING THE CONCRETE SURFACE. WORK TO BE PAID FOR UNDER ITEM 490.30.
13. THE CONTRACTOR SHALL APPLY ITEM 418.7603 ASPHALT PAVEMENT JOINT ADHESIVE TO THE VERTICAL FACE OF THE CENTERLINE JOINT PRIOR TO PLACING THE SECOND PASS OF THE OVERLAY.
14. MILE MARKERS AND DELINEATORS SHALL BE REMOVED AND REPLACED THROUGHOUT THE PROJECT LIMITS, SEE NYSTA STANDARD SHEET TA 646-01 SHEETS 1 & 2 FOR DETAILS. REMOVAL SHALL BE PAID UNDER ITEM 647.83001002 INSTALL NEW MARKERS AND DELINEATORS MARKERS UNDER ITEMS 646.0626--25 AND 646.0603--25.
15. MEDIAN DRAINAGE STRUCTURES SHALL BE CLEANED A.O.B.E. PAY UNDER ITEM 621.04. ASSUME 2 PER MILE.
16. REFER TO NYSTA STANDARD SHEET TA 402-01 FOR ASPHALT PAVEMENT REBATE.

| ITEM | DESCRIPTION | UNIT |
|---|---|---|
| 203.24000025 | SHOULDER BACKUP | TON |
| 404.1251 | 12.5 F1 TOP COURSE ASPHALT, 50 SERIES COMPACTION | TON |
| 407.01040009 | NON - TRACKING TACK COAT | GAL |
| 418.7603 | ASPHALT PAVEMENT JOINT ADHESIVE | LF |
| 490.15 | PRODUCTION COLD MILL SURFACE PLANING OF BITUMINOUS CONCRETE | SY |
| 490.30 | MISCELLANEOUS MILLING OF BITUMINOUS CONCRETE | SY |
| 619.0901 | PAVEMENT MARKINGS STRIPES (TRAFFIC PAINT) | LF |
| 621.04 | CLEANING DRAINAGE STRUCTURES | EA |
| 635.04030225 | RECESS DIAMOND GRINDING FOR INLAID PAVEMENT MARKINGS | LF |
| 646.0603--25 | INSTALL DELINEATOR OR TENTH MILE MARKER ON POST | EA |
| 646.0626--25 | INSTALL MILE MARKER | EA |
| 647.83001002 | REMOVAL AND DISPOSAL OF DELINEATORS AND/OR REFERENCE MARKERS WITH OR WITHOUT POSTS | EA |
| 649.01 | MIARDS - MILLED-IN AUDIBLE ROADWAY DELINEATORS | LF |
| 653.1010 | PAVEMENT RIDE ADJUSTMENT TO ASPHALT LEVEL 1 | QU |
| 685.1707--25 | WHITE, HIGHLY REFLECTORIZED TRIPLE DROP EPOXY PAVEMENT STRIPES 6 INCH WIDTH X 20 MILS | LF |
| 685.1708--25 | YELLOW, HIGHLY REFLECTORIZED TRIPLE DROP EPOXY PAVEMENT STRIPES 6 INCH WIDTH X 20 MILS | LF |

DESIGNED BY: TJ
DRAFTED BY: TJ
CHECKED BY: PC
DESIGN SUPERVISOR: MH
CHECKED BY: PC

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · 080650 · LICENSED PROFESSIONAL ENGINEER |

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NEW YORK STATE | Thruway Authority

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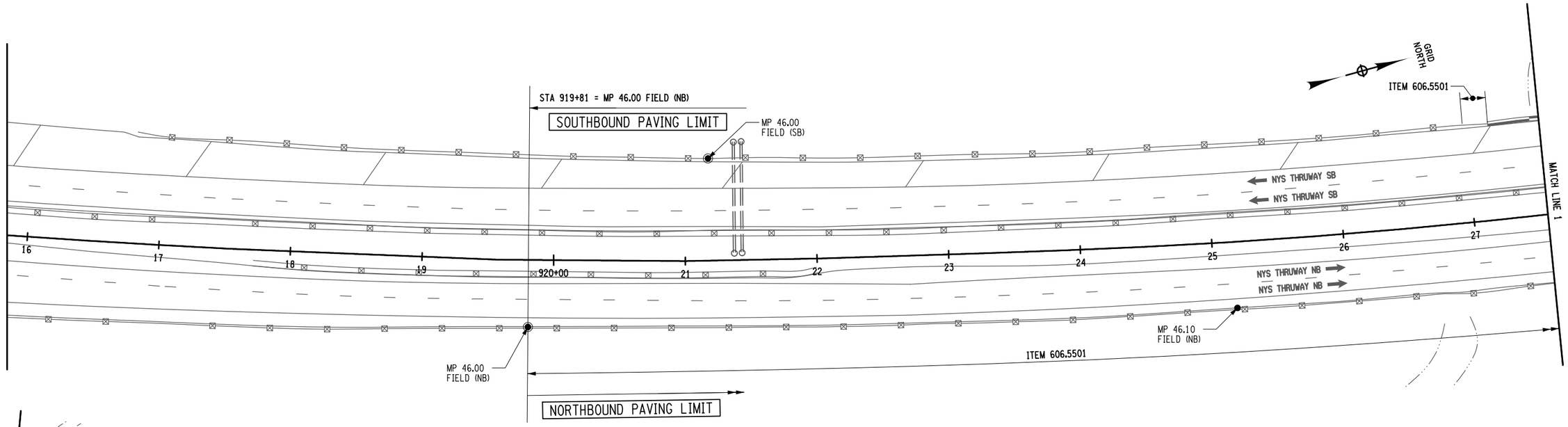
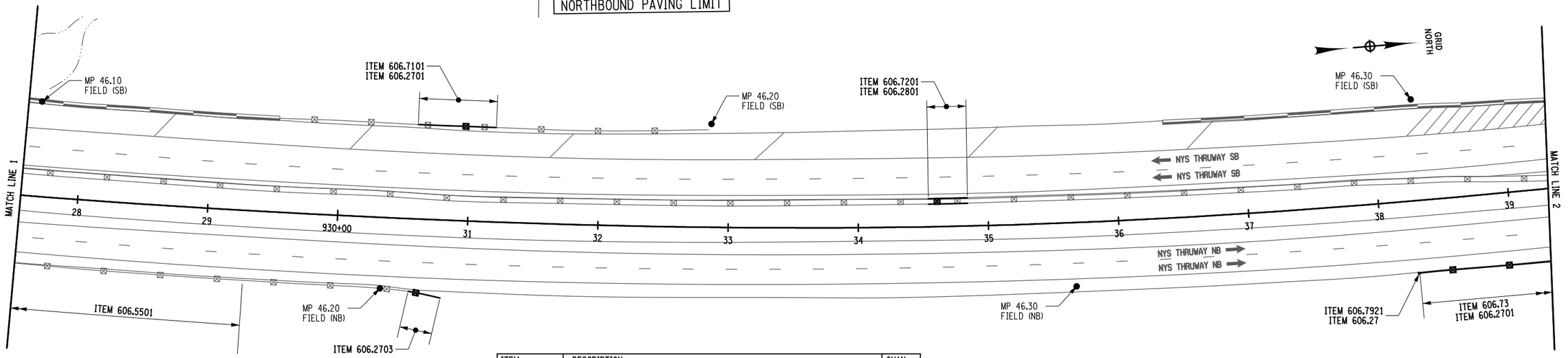
| TITLE OF PROJECT | PAVEMENT RESURFACING AND SAFETY IMPROVEMENT |
| LOCATION OF PROJECT | NY DIVISION MP 46.0 TO 48.0 |
| TITLE OF DRAWING | TYPICAL SECTION |
| CONTRACT NUMBER: | TANY 26-17B |
| DATE: | 01/19/2026 |
| DRAWING NUMBER: | TS-01 |

CHECKED BY: PC
DRAFTED BY: TJ
DESIGNED BY: TJ
DESIGN SUPERVISOR: MH




| ITEM | DESCRIPTION | QUAN. |
|---|---|---|
| 606.27 | HEAVY POST BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING END TERMINAL (ENERGY-ABSORBING) | EA |
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING | LF |
| 606.2703 | ANCHORAGE UNITS FOR HPBO (MOD.) CORRUGATED BEAM GUIDERAILING | EA |
| 606.2801 | HPBO (MOD.) CORRUGATED BEAM MEDIAN BARRIER | LF |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF |
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING | LF |
| 606.7201 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM MEDIAN BARRIER | LF |
| 606.73 | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING | LF |
| 606.7921 | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING ENERGY ABSORBING TERMINAL | EA |

NOTES:

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0′ 20′ 40′ 60′ 80′
1" = 80′

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NEW YORK STATE Thruway Authority

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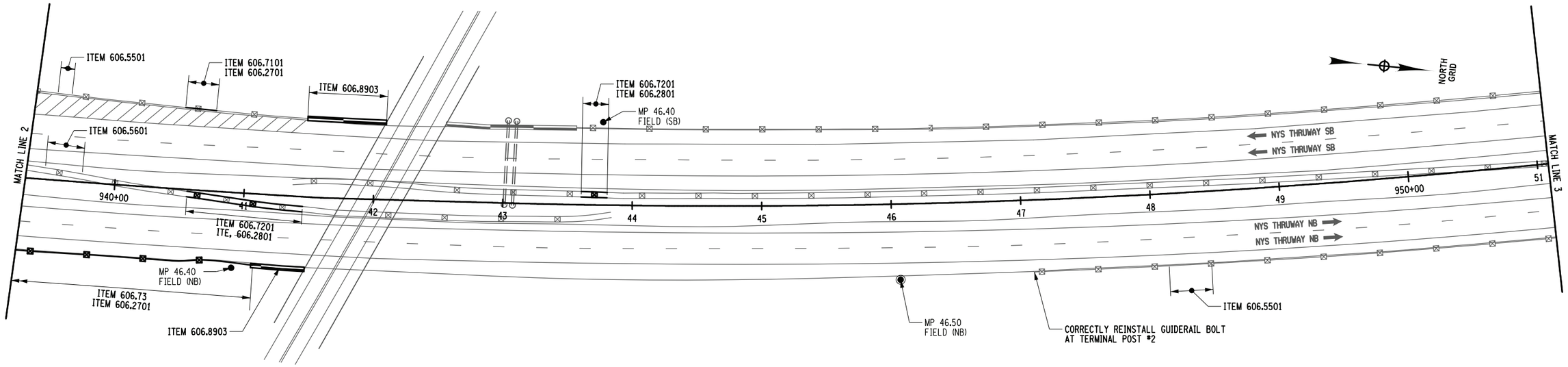
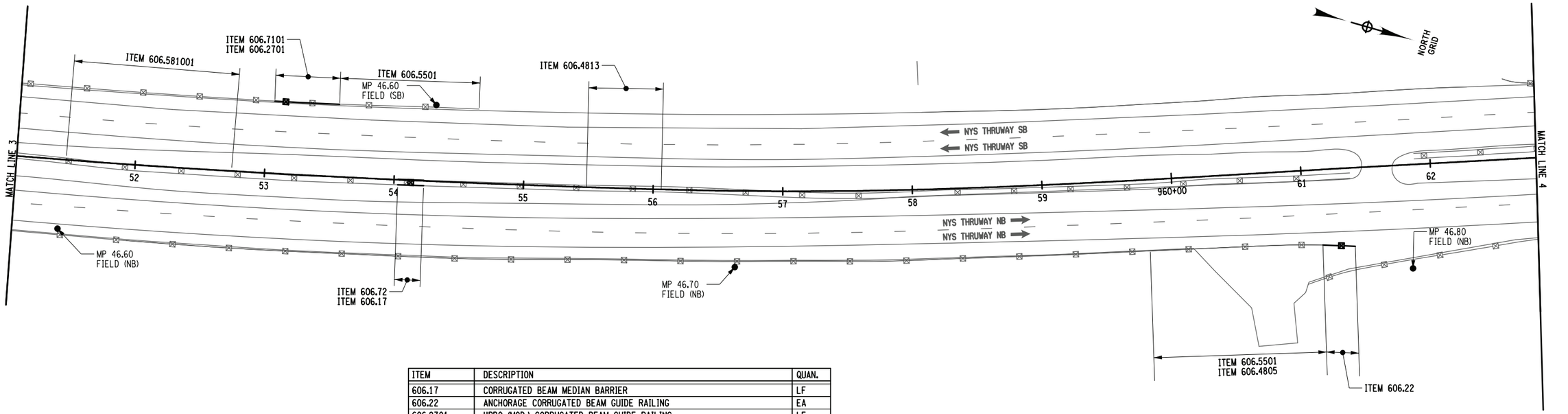
| TITLE OF PROJECT: PAVEMENT RESURFACING AND SAFETY IMPROVEMENT | CONTRACT NUMBER: TANY 26-17B |
| LOCATION OF PROJECT: NY DIVISION MP 46.0 TO 48.0 | DATE: 01/19/2026 |
| TITLE OF DRAWING: GENERAL PLAN | DRAWING NUMBER: GP-01 |




| ITEM | DESCRIPTION | QUAN. |
|---|---|---|
| 606.17 | CORRUGATED BEAM MEDIAN BARRIER | LF |
| 606.22 | ANCHORAGE CORRUGATED BEAM GUIDE RAILING | EA |
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING | LF |
| 606.2801 | HPBO (MOD.) CORRUGATED BEAM MEDIAN BARRIER | LF |
| 606.4805 | I-BEAM POSTS FOR EXISTING CORRUGATED BEAM GUIDE RAILING | EA |
| 606.4813 | I-BEAM POSTS FOR EXISTING CORRUGATED BEAM MEDIAN BARRIER | EA |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF |
| 606.5601 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM MEDIAN BARRIER (NEW 12 INCH BLOCKOUTS) | LF |
| 606.581001 | RESETTING HEAVY POST BLOCKED-OUT (MOD.) CORRUGATED BEAM MEDIAN BARRIER (NEW POSTS) | EA |

| ITEM | DESCRIPTION | QUAN. |
|---|---|---|
| 606.7101 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM GUIDE RAILING | LF |
| 606.72 | REMOVING AND DISPOSING CORRUGATED BEAM MEDIAN BARRIER | LF |
| 606.7201 | REMOVING AND DISPOSING HEAVY POSTS BLOCKED-OUT (MOD.) CORRUGATED BEAM MEDIAN BARRIER | LF |
| 606.73 | REMOVING AND DISPOSING BOX BEAM GUIDE RAILING | LF |
| 606.8903 | TRANSITION: HEAVY POSTS BLOCKED OUT (MOD.) CORRUGATED BEAM GUIDE RAILING TO SINGLE SLOPE CONCRETE HALF SECTION BARRIER | EA |

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AFFIXED ON: 01/19/2026

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SIGNATURE: EDWIN K. TWISS JR., PE
STAMP:

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EDWIN TWISS
080650
LICENSED PROFESSIONAL ENGINEER

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NEW YORK STATE | Thruway Authority

AECOM

TITLE OF PROJECT
PAVEMENT RESURFACING AND SAFETY IMPROVEMENT

LOCATION OF PROJECT
NY DIVISION MP 46.0 TO 48.0

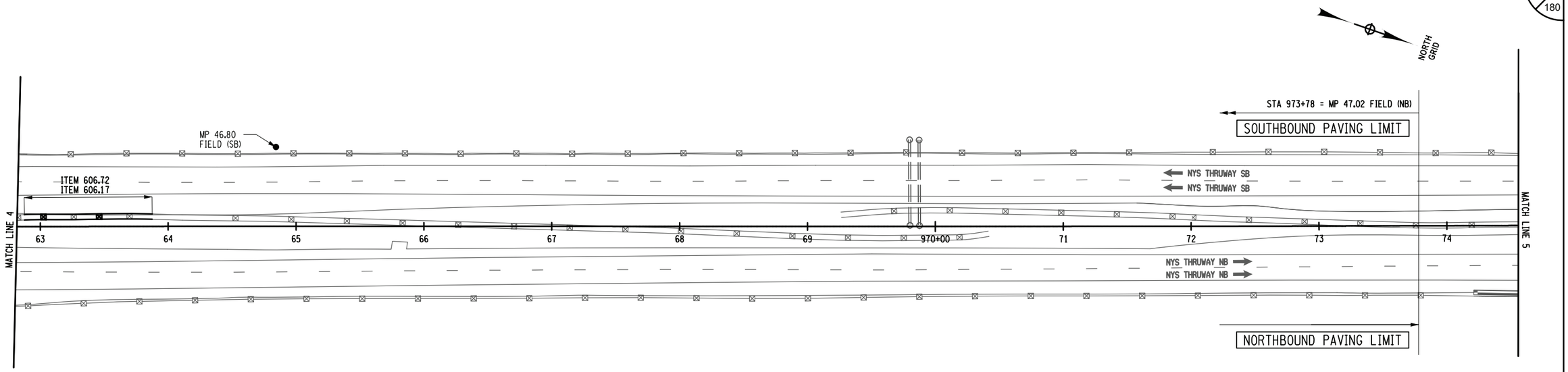
TITLE OF DRAWING
GENERAL PLAN

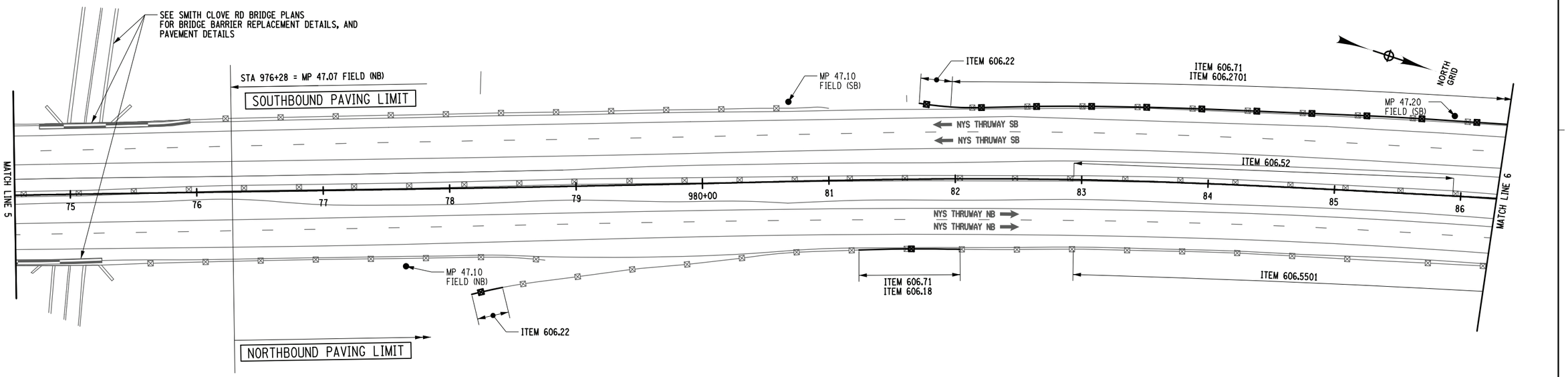
CONTRACT NUMBER:
TANY 26-17B

DATE:
01/19/2026

DRAWING NUMBER:
GP-02

DESIGN SUPERVISOR: MH
DESIGNED BY: TJ
DRAFTED BY: TJ
CHECKED BY: PC




| ITEM | DESCRIPTION | QUAN. |
|---|---|---|
| 606.17 | CORRUGATED BEAM MEDIAN BARRIER | LF |
| 606.18 | WEAK-POST, CORRUGATED BEAM GUIDE RAIL | LF |
| 606.22 | ANCHORAGE UNITS FOR CORRUGATED BEAM GUIDE RAILING | EA |
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING | LF |
| 606.52 | RESETTING CORRUGATED BEAM MEDIAN BARRIER | LF |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF |
| 606.71 | REMOVING AND DISPOSING CORRUGATED BEAM GUIDE RAILING | LF |
| 606.72 | REMOVING AND DISPOSING CORRUGATED BEAM MEDIAN BARRIER | LF |

NOTES:

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0′ 20′ 40′ 60′ 80′
1" = 80′

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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NEW YORK STATE Thruway Authority

AECOM

TITLE OF PROJECT
PAVEMENT RESURFACING AND SAFETY IMPROVEMENT

LOCATION OF PROJECT
NY DIVISION MP 46.0 TO 48.0

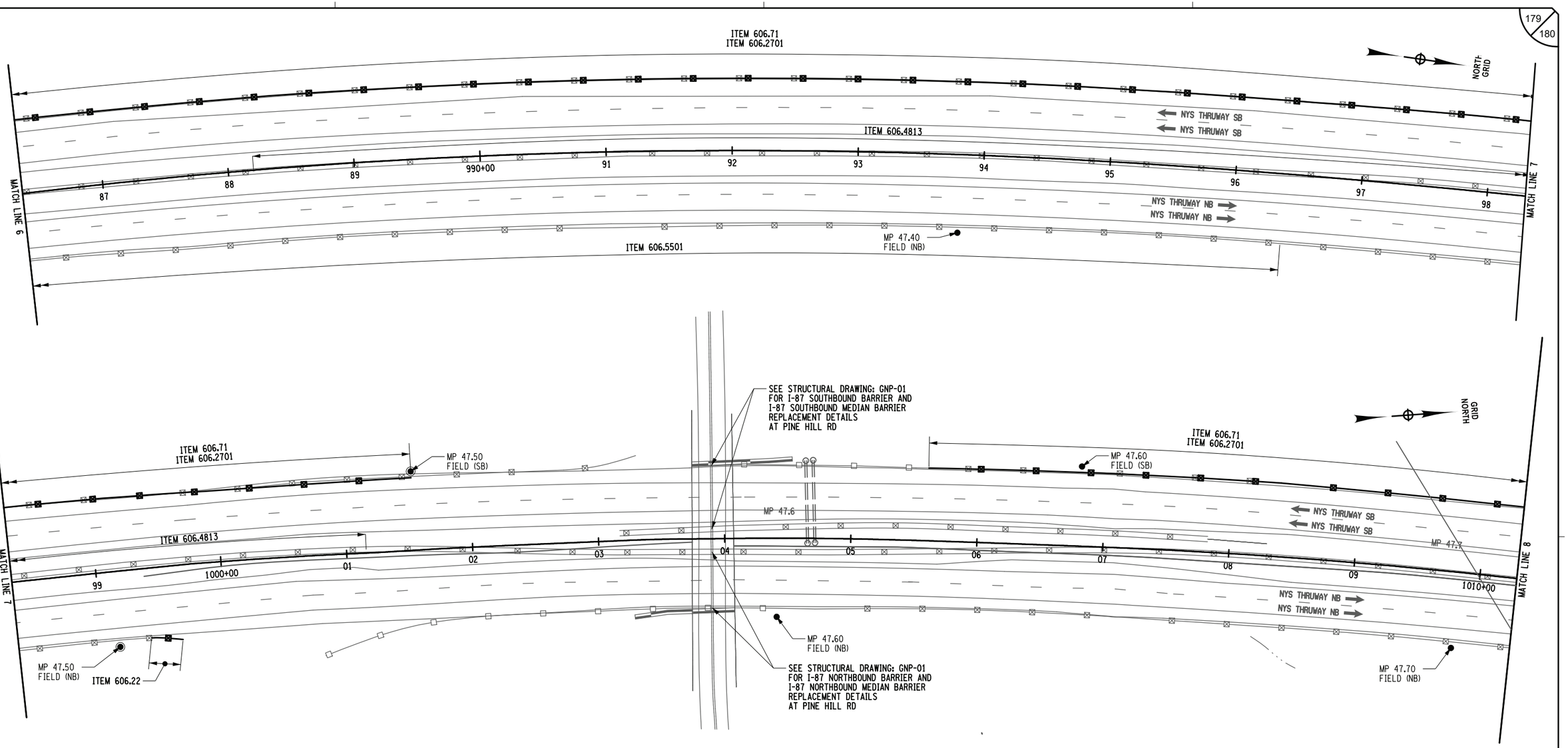
TITLE OF DRAWING
GENERAL PLAN

CONTRACT NUMBER: TANY 26-17B

DATE: 01/19/2026

DRAWING NUMBER: GP-03

DESIGN SUPERVISOR: MH
DESIGNED BY: TJ
DRAFTED BY: TJ
CHECKED BY: PC
CHECKED BY: PC




DRAFTED BY: TJ
CHECKED BY: PC
DESIGNED BY: TJ
CHECKED BY: PC
DESIGN SUPERVISOR: MH

*FIBER OPTIC NOTE:

THE CONTRACTOR IS TO USE EXTREME CAUTION WITHIN 5 FEET IN PROXIMITY TO WHERE THE EXISTING F.O.L. MAY TRAVERSE NEAR A GUIDE RAIL POST, OR ABOVE OR BELOW AN EXISTING CULVERT, OR DITCH (SEE FIBER OPTIC NOTE ON DRAWING GN-1).

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
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| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: |

| ITEM | DESCRIPTION | QUAN. |
|---|---|---|
| 606.22 | ANCHORAGE UNITS FOR CORRUGATED BEAM GUIDE RAILING | EA |
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING | LF |
| 606.4813 | I-BEAM POSTS FOR EXISTING CORRUGATED BEAM MEDIAN BARRIER | EA |
| 606.5501 | RESETTING HEAVY POST BLOCKED-OUT CORRUGATED BEAM GUIDE RAILING (NEW 12 INCH BLOCKOUTS) | LF |
| 606.71 | REMOVING AND DISPOSING CORRUGATED BEAM GUIDE RAILING | LF |

NOTES:

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0′ 20′ 40′ 60′ 80′
1" = 80′

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS

| DATE | DESCRIPTION | BY | SYM. |
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NEW YORK STATE Thruway Authority

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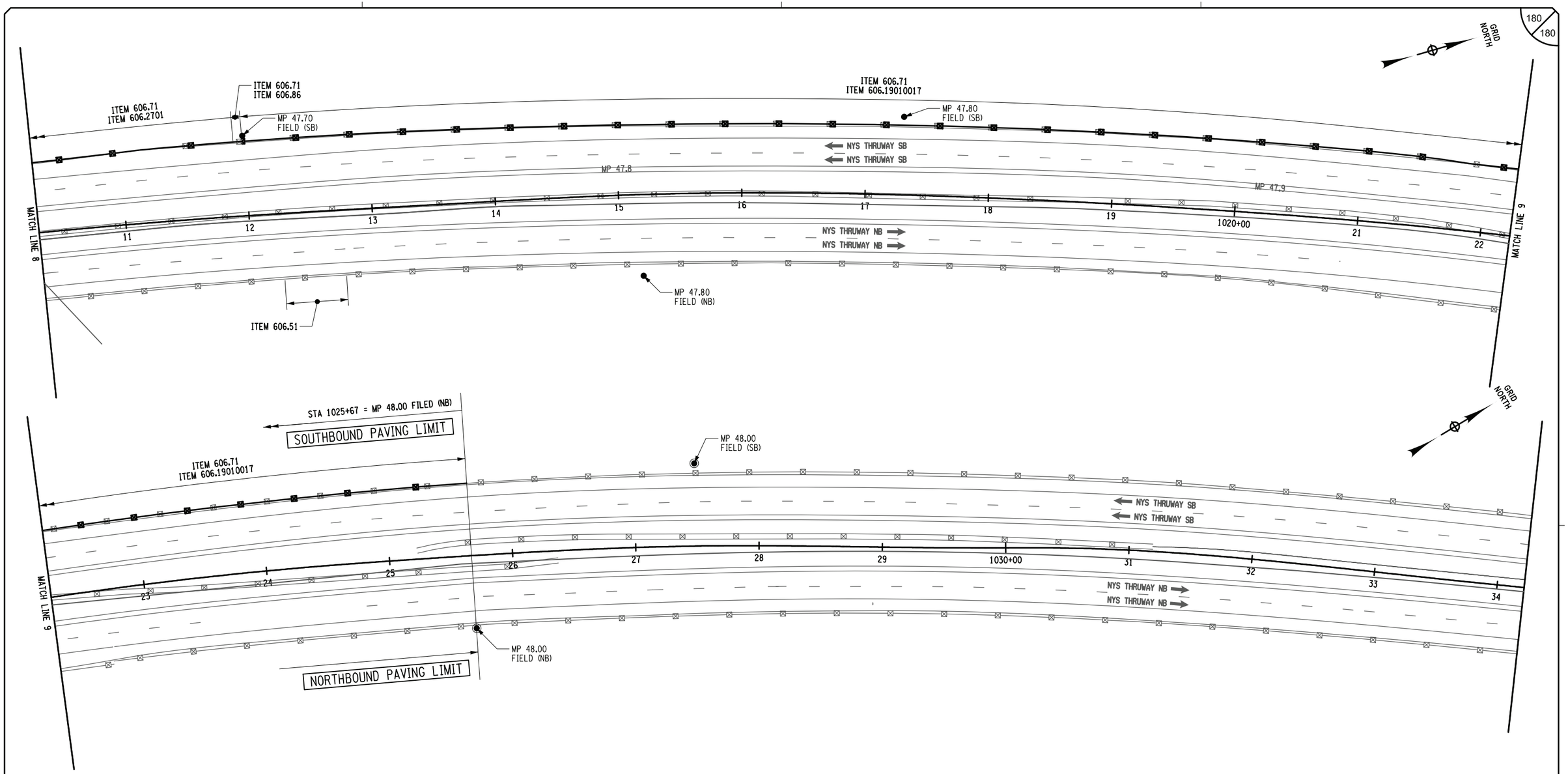
| TITLE OF PROJECT<br>PAVEMENT RESURFACING AND SAFETY IMPROVEMENT | CONTRACT NUMBER:<br>TANY 26-17B |
| LOCATION OF PROJECT<br>NY DIVISION MP 46.0 TO 48.0 | DATE:<br>01/19/2026 |
| TITLE OF DRAWING<br>GENERAL PLAN | DRAWING NUMBER:<br>GP-04 |




| ITEM | DESCRIPTION | QUAN. |
|---|---|---|
| 606.19010017 | THRIE BEAM RAILING / CORRUGATED BEAM ROCK FENCE | LF |
| 606.2701 | HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING | LF |
| 606.51 | RESETTING CORRUGATED BEAM GUIDE RAILING | LF |
| 606.71 | REMOVING AND DISPOSING CORRUGATED BEAM GUIDE RAILING | LF |
| 606.86 | GUIDE RAIL TRANSITION CORRUGATED BEAM TO THRIE BEAM. | LF |

NOTES:

1. MILEPOST LOCATIONS ARE IDENTIFIED BASED ON THE APPROXIMATE FIELD LOCATION.

0′ 20′ 40′ 60′ 80′
1" = 80′

| ALTERED ON: | AFFIXED ON: 01/19/2026 |
|---|---|
| SIGNATURE:<br>STAMP: | SIGNATURE: EDWIN K. TWISS JR., PE<br>STAMP: STATE OF NEW YORK · EDWIN TWISS · LICENSED PROFESSIONAL ENGINEER · 080650 · EXCELSIOR |

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REVISIONS

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NEW YORK STATE Thruway Authority

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| TITLE OF PROJECT: PAVEMENT RESURFACING AND SAFETY IMPROVEMENT | CONTRACT NUMBER: TANY 26-17B |
| LOCATION OF PROJECT: NY DIVISION MP 46.0 TO 48.0 | DATE: 01/19/2026 |
| TITLE OF DRAWING: GENERAL PLAN | DRAWING NUMBER: GP-05 |

DESIGN SUPERVISOR: MH
DESIGNED BY: TJ
DRAFTED BY: TJ
CHECKED BY: PC
CHECKED BY: PC