

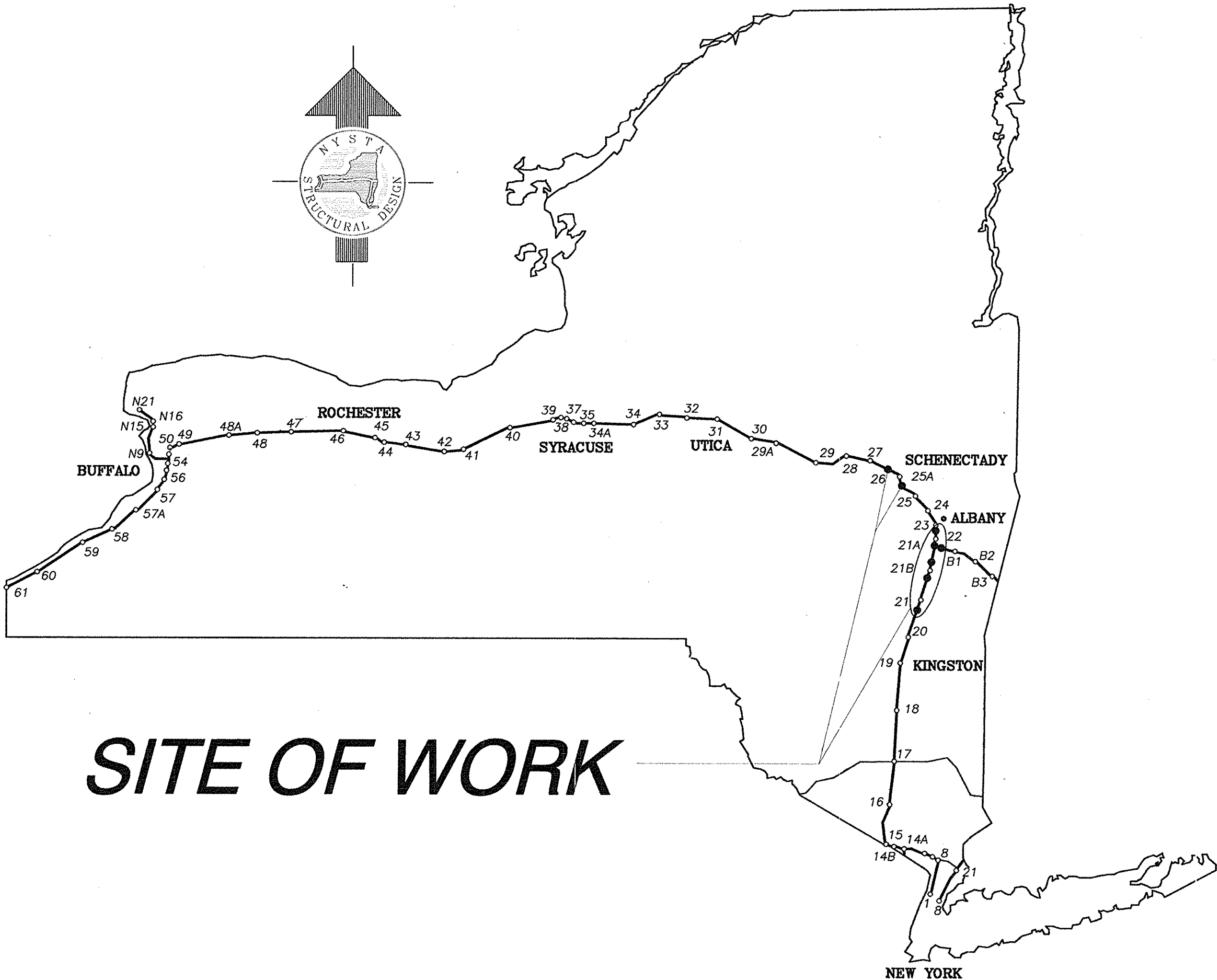
RECORD PLANS

ALBANY DIVISION
PLANS FOR THE
SUBSTRUCTURE AND JOINT REPAIRS
OF VARIOUS
STRUCTURES
AT

M.P.	B.I.N./C.I.N.	Description
110.01	1018030	NYS Route 23A over I-87
123.69	1053550	NYS Route 9W over I-87
126.20	126.20005XX	I-87 over Sickles Creek
134.61	1047510	Route 396 over I-87
141.36	5513549	I-87 over Normans Kill and D&H R.R.

M.P.	B.I.N./C.I.N.	Description
158.82	1071819	I-88 Ramp over I-90
158.93	7513690	D&H R.R. over I-90
167.11	5513779	I-90 over Sandsea Kill
80.00	5513349	Berkshire Spur over I-87
80.19	5038119	Berkshire Spur over NYS Route 144

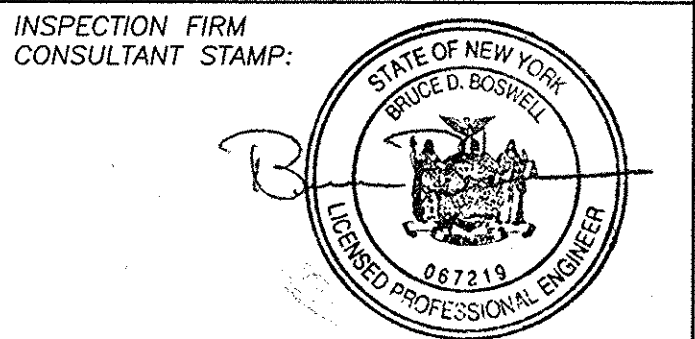
IN
GREENE, ALBANY, AND SCHENECTADY COUNTIES
83 SHEETS
TAA 02-30B



SITE OF WORK

CONTRACTOR'S NAME: JAMES H. MALOY, INC.
AWARD DATE: MARCH 5, 2003
COMPLETION DATE: NOVEMBER 21, 2003
FINAL ACCEPTANCE DATE: FEB. 6, 2004
INSPECTION FIRM'S NAME: BOSWELL ENG.
RESIDENT ENG./EIC: JOSEPH J. POLEY
FINAL COST TOTAL: \$2,675,500.88

FISCAL SHARE	COST(S)
1	\$2,675,500.88



RECOMMENDED BY: [Signature]
DIRECTOR, OFFICE OF DESIGN

RECOMMENDED BY: [Signature]
DATE: 12/23/02
DIRECTOR, OFFICE OF TRAFFIC ENGINEERING

RECOMMENDED BY: [Signature]
DATE: 12/18/02
DIRECTOR, OFFICE OF CONTRACTS AND CONSTRUCTION MANAGEMENT

RECOMMENDED BY: [Signature]
DATE: 12/18/02
DIRECTOR OF MAINTENANCE ENGINEERING

APPROVED BY: [Signature]
DATE: 12-23-02
DIRECTOR OF ENGINEERING SERVICES

TYPE OF CONSTRUCTION:

REHABILITATION OF SUBSTRUCTURE PIERS AND ABUTMENTS, JOINT REPAIR, MISCELLANEOUS COMPONENT REHABILITATION OF VARIOUS BRIDGES, AND CULVERT WINGWALL REHABILITATION AND IMPACT DAMAGE REPAIR.

STANDARD SHEETS:

M203-2, M403-1, M606-3, M606-20, M607-2, M619-3R1, M619-4, M619-5, M685-1 AND M685-3R1

ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE GOVERNED BY AND IN CONFORMANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS METRIC" ADOPTED JANUARY 2, 2002 EXCEPT AS MODIFIED IN THESE PLANS AND BY THE PROPOSAL.

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: MD 98-3, "COMPREHENSIVE BRIDGE MANAGEMENT PROGRAM", MD 95-5, "BRIDGE INSPECTION PROGRAM" AND MD 98-6, "BRIDGE MANAGEMENT ACTIVITIES".

SPECIAL MAINTENANCE REQUIREMENTS: NONE

NOTES:

WARNING: IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW FOR ANY PERSON UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER AN ITEM ON THESE PLANS IN ANY WAY. IF ALTERATIONS TO THESE PLANS ARE REQUIRED, THE ALTERATIONS SHALL BE MADE IN ACCORDANCE WITH ARTICLE 145 - SUBSECTION 7209 OF THE NEW YORK STATE EDUCATION LAW.

CHANGES MADE, IF ANY, TO THESE PLANS AND RELATED CONTRACT DOCUMENTS SINCE COMPLETION BY THE CONSULTING ENGINEER MAY BE DETERMINED BY COMPARISON WITH SUCH PREFINAL PLANS AND RELATED DOCUMENTS FILED AT THE THRUWAY DESIGN OFFICE OR THOSE FILED AT THE OFFICE OF THE CONSULTING ENGINEER.

SIGNATURES HEREON HAVE BEEN AFFIXED BY PERSONS ACTING IN THEIR OFFICIAL CAPACITY AS INDICATED.

MAINTENANCE JURISDICTION

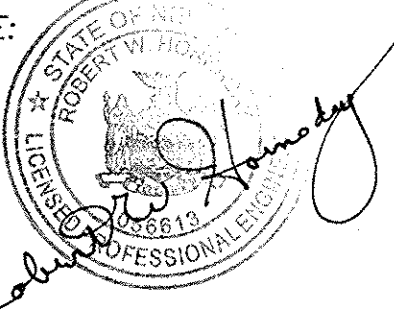
LOCATION	PRIMARY	SECONDARY
MP. 110.01	NYSTA	NYSDOT
MP. 123.69	NYSTA	NYSDOT
MP. 126.20	NYSTA	NYSTA
MP. 134.61	NYSTA	NYSDOT
MP. 141.36	NYSTA	NYSTA
MP. 158.82	NYSTA	NYSTA
MP. 158.93	NYSTA	NYSTA
MP. 167.11	NYSTA	NYSTA
MP. 800.00	NYSTA	NYSTA
MP. 800.19	NYSTA	NYSTA

LOCATION	WORK LIMIT	
	FROM STA.	TO STA.
MP. 110.01	195+32.00	249+90.00
MP. 123.69	919+22.00	974+02.00
MP. 126.20	1014+19.00	1143+61.00
MP. 134.61	1519+04.00	1624+64.00
MP. 141.36	1922+16.00	1928+42.00
MP. 158.82	6084+49.00	6085+16.00
MP. 158.93	6069+09.00	6089+90.00
MP. 167.11	5582+67.00	5711+33.00
MP. 800.00	00+00.00	115+52.00
MP. 800.19	00+00.00	121+66.00

PREPARED BY:

Barton
& Loguidice, P.C.
Consulting Engineers

SIGNATURE:



PREPARED BY:

POPLI
Consulting
Engineers
& Surveyors

SIGNATURE:



DRW 526

CONSULTANT PROJECT ENGINEER DIRECTOR, STRUCTURAL DESIGN BUREAU

REVIEWED BY

Robert W. Hodge

INDEX OF DRAWINGS

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2	G-2	INDEX OF DRAWINGS
3	G-3	SUMMARY ESTIMATE OF QUANTITIES
4	G-4	GENERAL NOTES
		M.P. 110.01
5	S1-1 <i>21</i>	GENERAL PLAN AND ELEVATION
6	S1-2	WEST ABUTMENT PLAN AND ELEVATION
7	S1-3 <i>21</i>	PIER 1 PLAN AND ELEVATION
8	S1-4	PIER 2 PLAN AND ELEVATION
9	S1-5 <i>21</i>	PIER 3 PLAN AND ELEVATION
10	S1-6	EAST ABUTMENT PLAN AND ELEVATION
11	S1-7	STRUCTURAL LIFTING DETAILS
		M.P. 123.69
12	S2-1 <i>21</i>	GENERAL PLAN AND ELEVATION
13	S2-2	SOUTH ABUTMENT PLAN AND ELEVATION
14	S2-3 <i>21</i>	PIER 1 PLAN AND ELEVATION
15	S2-4	PIER 2 PLAN AND ELEVATION
16	S2-5 <i>21</i>	PIER 3 PLAN AND ELEVATION
17	S2-6	NORTH ABUTMENT PLAN AND ELEVATION
18	S2-7 <i>21</i>	JOINT REPAIR DETAILS
19	S2-8 <i>21</i>	STRUCTURAL LIFTING AND BEARING DETAILS
20	S2-9	MPT PLAN NYS ROUTE 9W STAGE 1
21	S2-10	MPT PLAN NYS ROUTE 9W STAGE 2
22	S2-11	NYS ROUTE 9W MPT SECTIONS
		M.P. 126.20
23	S3-1	GENERAL PLAN AND LONGITUDINAL SECTION
24	S3-2 <i>21</i>	PARTIAL PLAN (INLET)
25	S3-3 <i>21</i>	PARTIAL PLAN (OUTLET)
26	S3-4	CULVERT JOINT REPAIR DETAILS
		M.P. 141.36
27	S4-1	GENERAL PLAN AND ELEVATION
28	S4-2	PIER 7 ELEVATIONS
29	S4-3	PIER 8 ELEVATIONS
30	S4-4 <i>21</i>	SOUTH ABUTMENT SLOPE PROTECTION
31	S4-5	NORTH ABUTMENT SLOPE PROTECTION
		M.P. 158.82
32	S5-1 <i>21</i>	GENERAL PLAN
		M.P. 158.93
33	S6-1 <i>21</i>	GENERAL PLAN AND ELEVATION
34	S6-2 <i>21</i>	PIER 1 PLAN AND ELEVATION
35	S6-3 <i>21</i>	PIER 2 PLAN AND ELEVATION
36	S6-4 <i>21</i>	PIER 3 PLAN AND ELEVATION
37	S6-5	TROUGH & DOWNSPOUT DETAILS - 1
38	S6-6	TROUGH & DOWNSPOUT DETAILS - 2
39	S6-7	LANE SHIFT PATTERN (WITH CONCRETE BARRIER)
40	S6-8	TRAFFIC CONTROL AT RAMP FOR PIER WORK AND MISC. M&PT DETAILS
41	S6-9	TCB LAYOUTS FOR PIER #1 AND #3 WORK
42	S6-10	TCB LAYOUTS FOR PIER #2 WORK

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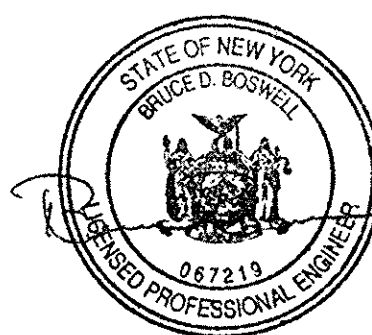
WORK TO BE DONE

REHABILITATE SUBSTRUCTURE AT EIGHT (8) STRUCTURES (MP'S 110.01,123.69, 126.20, 141.36, 158.93, 167.11, 800.00, 800.19). WORK INCLUDES CLASS "A" AND CLASS "D" CONCRETE REPAIRS, APPLYING PROTECTIVE SEALER AND OTHER MISC. WORK.

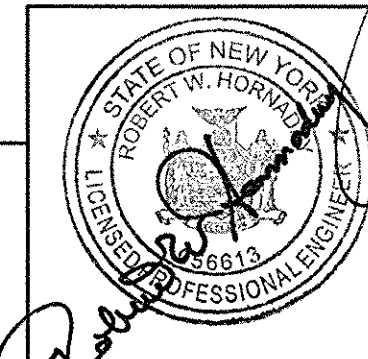
REPLACE JOINTS AT THREE (3) BRIDGES (MP'S 123.69, 800.00, 800.19). WORK INCLUDES REPLACING EXISTING HEADERS WITH NEW CONCRETE FILLED STEEL GRATES AND REPLACING EXISTING SEALS WITH SILICA FLEX SEALS.

REPAIR CONCRETE BARRIER ON THE RAMP AT EXIT 25A (MP 158.82) USING CLASS "D" REPAIRS. ALSO, APPLY PROTECTIVE SEALER TO BARRIER AND BRIDGE DECK.

REPAIR DAMAGED STEEL CAUSED BY VEHICLE IMPACT AT MP 134.61. WORK INCLUDES FLAME STRAIGHTENING THE GIRDER AND REPLACING DIAPHRAGMS AND CONNECTION PLATES.



12/09	* = R-1 SHEETS AS BUILT REVISIONS	JPF			JS
DATE	DESCRIPTION	BY			SYM
<i>REVISIONS</i>					
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209					
TITLE OF PROJECT BRIDGE REHABILITATION					
LOCATION OF PROJECT ALBANY DIVISION					
TITLE OF DRAWING INDEX OF DRAWINGS					
		CONTRACT NUMBER: TAA 02-30B			
		DATE: NOV., 2002			
		DRAWING NUMBER: G-2			



ESTIMATE OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	STRUCTURE 1 M.P. 110.01	STRUCTURE 2 M.P. 123.69	STRUCTURE 3 M.P. 126.20	STRUCTURE 4 M.P. 141.36	STRUCTURE 5 M.P. 158.82	STRUCTURE 6 M.P. 158.93	STRUCTURE 7 M.P. 167.11	STRUCTURE 8 M.P. 800.00	STRUCTURE 9 M.P. 800.19	STRUCTURE 10 M.P. 134.61	TOTAL
203.02M	UNCLASSIFIED EXCAVATION AND DISPOSAL	CM	-	-	55	20	-	164	-	-	-	-	239-84.33
203.19M	CLEANING DRAINAGE STRUCTURES AND MANHOLES	EA	-	-	1	2	-	-	-	-	-	-	3
207.10M	GEOTEXTILE BEDDING	SM	-	-	200	425	-	-	-	-	-	-	625-554.85
402.128901M	12.5mm F9 SUPERPAVE HMA, SHLDR. COURSE, 80 SERIES COMP.	MT	-	-	-	-	-	72	-	-	-	-	72-45.66
402.128911M	PLANT PRODUCTION QUALITY ADJUSTMENT TO 402.128901M	QU	-	-	-	-	-	4	-	-	-	-	-4-0.0
402.258901M	25.0mm F9 SUPERPAVE HMA 80 SERIES COMPACTION	MT	-	-	-	-	-	90	-	-	-	-	90-14.92
402.258911M	PLANT PRODUCTION QUALITY ADJUSTMENT TO 402.258901M	QU	-	-	-	-	-	5	-	-	-	-	-5-0.0
402.378901M	37.5mm F9 SUPERPAVE HMA 80 SERIES COMPACTION	MT	-	-	-	-	-	224	-	-	-	-	224-36.35
402.378911M	PLANT PRODUCTION QUALITY ADJUSTMENT TO 402.378901M	QU	-	-	-	-	-	11	-	-	-	-	-11-0.0
01501.12M	GROUT FILLING	CM	-	-	-	-	-	1	-	-	-	-	1
08520.5014M	SAWCUTTING ASPHALT PAVEMENT, CONCRETE PAVEMENT AND ASPHALT OVERLAY ON CONCRETE PAVEMENT	M	-	151	-	-	-	644	-	287	352	-	1434-907.67
553.020001M	COFFERDAM (TYPE 2)	EA	-	-	4	-	-	-	-	-	-	-	4
553.020002M	COFFERDAM (TYPE 2)	EA	-	-	-	-	-	-	2	-	-	-	2
555.09M	CONCRETE FOR STRUCTURES, CLASS HP	CM	-	6	-	-	-	-	-	18	22	-	46-0.0
555.0105M	CONCRETE FOR STRUCTURES, CLASS A	CM	-	-	25	-	-	-	-	-	-	-	25-47.87
25555.3574M	SEALING CRACKS LESS THAN 6mm WIDE	M	-	-	-	101	-	24	-	-	45	-	170-60.74
01555.8002M	CRACK REPAIR BY EPOXY INJECTION	M	-	-	-	4	-	-	-	-	-	-	-4-0.0
25555.8199M	CRACK & JOINT REPAIR BY INJECTION OF PORTLAND CEMENT GROUT	CM	-	-	1	-	-	-	-	-	-	-	-1-0.72
25559.1696M	PROTECTIVE SEALING OF STRUCTURAL CONCRETE	SM	455	745	-	160	2135	300	495	1320	1080	-	6690-6044.46
04564.7501M	STRUCTURAL STEEL REPAIRS, TYPE 1	EA	-	-	-	-	-	-	-	-	11	-	11
15565.4302M	BRIDGE BEARING RESTORATION	EA	-	-	-	-	-	-	-	8	12	-	20-23.0
25565.430300M	BRIDGE BEARING CLEANING AND LUBING	EA	-	8	-	-	-	-	-	47	22	-	77-74.0
04565.47M	RESETTING OF EXISTING BEARINGS	EA	-	8	-	-	-	-	-	47	22	-	77-74.0
25567.2099M	PREFORMED SILICONE JOINT SEALING SYSTEM	M	-	80	-	-	-	-	-	171	176	-	427-0.0
16567.5098M	SILICONE EXPANSION JOINT SYSTEM	M	-	53	-	-	-	-	-	75	52	-	180-611.44
25567.600199M	REMOVAL OF EXISTING STEEL JOINT	M	-	80	-	-	-	-	-	-	-	-	80-74.92
16567.64M	REPLACE COMPRESSION SEAL	M	-	-	-	-	-	-	-	-	-	24	24-36.51
570.090001M	ENVIRONMENTAL GROUND PROTECTION	LS	-	-	-	-	-	-	-	NEC	-	-	NEC-0.0
570.090002M	ENVIRONMENTAL GROUND PROTECTION	LS	-	-	-	-	-	-	-	-	NEC	-	NEC-0.0
570.10M	ENVIRONMENTAL WATERWAY PROTECTION	LS	-	-	-	-	-	-	NEC	-	-	-	NEC
25570.789101M	TREATMENT AND DISPOSAL OF PAINT REMOVAL WASTE	LS	-	-	-	-	-	-	-	NEC	-	-	NEC-0.0
25570.789102M	TREATMENT AND DISPOSAL OF PAINT REMOVAL WASTE	LS	-	-	-	-	-	-	-	-	NEC	-	NEC-0.0
25570.798101M	COMPLETE PAINT REMOVAL BY VACUUM CONTAINED METHODS	LS	-	-	-	-	-	-	-	NEC	-	-	NEC-0.0
25570.798102M	COMPLETE PAINT REMOVAL BY VACUUM CONTAINED METHODS	LS	-	-	-	-	-	-	-	-	NEC	-	NEC-0.0
52570.9801M	REMOVAL OF HORSEYSET BY ABRASIVE BLAST CLEANING	SM	610	1005	-	-	-	300	-	1085	1080	-	4080-3387.54
576.10M	DRAINAGE TROUGHS	M	-	-	-	-	-	11	-	-	-	-	11
03576.2202M	BRIDGE DOWNSPOUT SYSTEM (FIBERGLASS)	M	-	-	-	-	-	8	-	-	-	-	8-6.6
580.01M	REMOVAL OF STRUCTURAL CONCRETE	CM	-	-	-	-	-	-	-	18	23	-	41-42.50
582.05M	REMOVAL OF STRUCT. CONC. REPLACE W/ CLASS A CONC.	CM	-	-	-	-	-	13	-	-	-	-	13-6.27
582.06M	REMOVAL OF STRUCT. CONC. REPLACE W/ CLASS D CONC.	SM	58	83	-	7	8	-	35	292	77	-	560-542.78
16582.99M	EMBEDMENT OF GALVANIC ANODES IN CONCRETE	EA	176	162	-	35	-	251	87	486	360	-	1557-1219.00
25585.010301M	STRUCTURAL LIFTING NO SHORING - TYPE C	EA	-	-	-	-	-	1	-	-	-	-	1-0.0
25585.010401M	STRUCTURAL LIFTING AND SHORING - TYPE D	EA	6	-	-	-	-	-	-	-	-	-	6
25585.010402M	STRUCTURAL LIFTING AND SHORING - TYPE D	EA	-	24	-	-	-	-	-	-	-	-	24
25585.010403M	STRUCTURAL LIFTING AND SHORING - TYPE D	EA	-	-	-	-	-	-	-	77	-	-	77
25585.010404M	STRUCTURAL LIFTING AND SHORING - TYPE D	EA	-	-	-	-	-	-	-	-	48	-	48
25589.0612M	TRIMMING STRUCTURAL STEEL	M	-	-	-	-	-	-	-	-	4	-	4
25596.01M	STEEL WELDED GRATING	SM	-	43	-	-	-	-	-	81	92	-	246-0.0
606.53M	RESETTING BOX BEAM GUIDE RAILING	M	-	-	-	-	-	-	-	-	100	-	100-32.18
08607.97M	REMOVING AND RESETTING EXISTING FENCE	M	-	-	-	-	-	-	-	-	100	-	100-106.57
614.0322M	TREE REMOVAL 150mm TO 300mm DIA.	EA	-	-	1	-	-	-	-	-	-	-	1
619.01M	BASIC MAINTENANCE AND PROTECTION OF TRAFFIC	LS	NEC	NEC	NEC	NEC	NEC	NEC	NEC	NEC	NEC	NEC	NEC
619.02M	CONSTRUCTION SIGNS	LS	NEC	NEC	NEC	NEC	NEC	NEC	NEC	NEC	NEC	NEC	NEC
619.0303M	FLASHING ARROW BOARDS	LS	NEC	NEC	NEC	-	-	-	NEC	NEC	-	-	NEC
619.0413M	TYPE III CONSTRUCTION BARRICADES	M	-	-	-	-	-	-	-	-	7	-	7
619.0502M	LIGHTING FOR CONSTRUCTION BARRICADES	M	-	-	-	-	-	-	-	-	2	-	2
25619.1701M	TEMPORARY CONCRETE BARRIER	M	552	600	-	-	-	393	-	624	92	-	2261-1645.87
25619.1704M	CONCRETE BARRIER MARKER	EA	92	100	-	-	-	65	-	104	15	-	376-79.0
619.2101M	CONSTRUCTION ZONE PAVEMENT MARKING STRIPES (OPTIONAL)	M	-	-	-	-	-	1232	-	-	-	-	1232-105.46
91619.35M	CONCRETE MODULE SAFETY TERMINAL FOR TEMP. CONC. BARRIER	EA	2	-	-	-	-	2	-	1	-	-	5-4.0
15619.6730M	LIGHTING FOR NIGHT TIME OPERATION	LS	-	-	-	-	-	-	-	NEC	NEC	-	NEC
15619.6801M	TEMPORARY INERTIAL BARRIER MODULE (90kg)	EA	-	-	-	-	-	1	-	-	-	-	1
15619.6802M	TEMPORARY INERTIAL BARRIER MODULE (180kg)	EA	-	-	-	-	-	1	-	-	-	-	1
15619.6803M	TEMPORARY INERTIAL BARRIER MODULE (320kg)	EA	-	-	-	-	-	6	-	-	-	-	6
15619.6804M	TEMPORARY INERTIAL BARRIER MODULE (640kg)	EA	-	-	-	-	-	4	-	-	-	-	4
15619.6805M	TEMPORARY INERTIAL BARRIER MODULE (960kg)	EA	-	-	-	-	-	2	-	-	-	-	2
620.03M	STONE FILLING (LIGHT)	CM	-	-	-	135	-	-	-	-	-	-	135-92.44
620.04M	STONE FILLING (MEDIUM)	CM	-	-	88	-	-	-	-	-	-	-	88-128.61
620.05M	STONE FILLING (HEAVY)	CM	-	-	-	-	-	-	163	-	-	-	163-0.0
635.0103M	CLEANING AND PREPARATION OF PAVEMENT SURFACES-LINES	M	-	-	-	-	-	-	-	1520	-	-	1520-1901.10
25637.060102M	ENGINEER'S OFFICE - TYPE B	MO	1	1	1	1	1	1	1	1	1	1	10-9.0
656.01M	MISCELLANEOUS METALS	KG	-	-	-	-	18	-	-	-	-	-	18-36.0
25685.1106M	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES, 150mmx0.51mm	M	-	-	-	-	-	-	-	1010	-	-	1010-1312.48
25690.560001M	REPAIR STRUCTURAL STEEL	LS	-	-	-	-	-	-	-	-	-	NEC	NEC-29.0
697.0201M	FIELD CHANGE ORDER	D-C	7000	15000	3000	3000	2000	9000	3000	36000	25000	5000	108990-0.0
25699.04M	MOBILIZATION (4%)	LS	NEC	NEC	NEC	NEC	NEC	NEC	NEC	NEC	NEC	NEC	NEC
900.0230	A- GALVANIZED REBAR	KG											2,469.68
901.0230	FA- STEEL REPAIRS AT MP 134.61	D-C											2,698.62
902.0230	FA - MP 148.50 DECK JOINTS	D-C											96,157.55
903.0230	FA - BRIDGE COLUMN WRAP	D-C											66,473.02
904.0230	A- MATERIAL PURCHASED BY NYSTA	D-C											19,359.26



7/09	FINAL COPY	JBF			
DATE	DESCRIPTION	BY			
REVISIONS					
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209					
TITLE OF PROJECT					
BRIDGE REHABILITATION					
LOCATION OF PROJECT					
ALBANY DIVISION					
TITLE OF DRAWING					
SUMMARY ESTIMATE OF QUANTITIES					
		CONTRACT NUMBER:			
		TAA 02-30B			
		DATE:			
		NOV., 2002			
		DRAWING NUMBER:			
		G-3			

GENERAL NOTES

CHECKED BY: RJS

DRAFTED BY: DJR

DESIGNED BY: JDH/RJS

IN CHARGE OF: FWH

GENERAL NOTES

- 1) DESIGN SPECIFICATIONS: CURRENT NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES WITH ALL INTERIM SPECIFICATIONS AND MODIFICATIONS INCLUDING CURRENT ADDITIONS AND MODIFICATIONS AND THE 1981 NEW YORK STATE STEEL CONSTRUCTION MANUAL, INCLUDING CURRENT ADDITIONS AND MODIFICATIONS, EXCEPT AS MODIFIED BY THE NEW YORK STATE THRUWAY AUTHORITY STRUCTURES DESIGN MANUAL – SECOND EDITION.
- 2) AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 16TH EDITION, INCLUDING CURRENT ADDITIONS OR MODIFICATIONS.
- 3) MATERIAL AND CONSTRUCTION SPECIFICATIONS: STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, OFFICE OF ENGINEERING, DATED JANUARY 2, 2002 INCLUDING CURRENT ADDENDA.
- 4) LIVE LOAD: MS 22.5
- 5) CONCRETE DATA: MINIMUM CONCRETE COMPRESSIVE STRENGTH SHALL BE 21 MPa AT 28 DAYS.
- 6) REINFORCING DATA: BAR REINFORCEMENT SHALL BE ASTM A615M-96 GRADE 420, MEETING THE REQUIREMENTS OF MATERIAL SPECIFICATION 709-01. FOR REINFORCING STEEL REPLACEMENT OR ADDITIONS UTILIZED IN PATCHING REPAIRS, THE REINFORCING STEEL WILL BE REPLACED IN KIND.
- 7) RECORD PLANS: RECORD PLANS COVERING PREVIOUS WORK WILL BE AVAILABLE FOR REVIEW BY ALL PROSPECTIVE BIDDERS AT THE AUTHORITY HEADQUARTERS IN ALBANY PRIOR TO THE LETTING DATE.
- 8) ELEVATIONS AND DIMENSIONS SHOWN IN THESE PLANS ARE BASED ON RECORD PLANS, WHERE AVAILABLE, AND ARE FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACTOR SHALL FIELD VERIFY ELEVATIONS AND DIMENSIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE ALL REPAIRS IN ACCORDANCE WITH ACTUAL FIELD CONDITIONS.
- 9) AT MILEPOST 126.20, SUBSURFACE EXPLORATIONS HAVE BEEN MADE AT THE LOCATIONS INDICATED ON THE GENERAL PLAN AND ARE LOCATED ON THESE PLANS BASED ON AVAILABLE RECORD DOCUMENTS. SOIL BORING LOGS ARE AVAILABLE AT THE THRUWAY HEADQUARTERS.
- 10) THE CONTRACTOR WILL BE REQUIRED TO COORDINATE HIS WORK WITH OTHER CONTRACTORS AND AUTHORITY MAINTENANCE FORCES, AND HE SHALL SCHEDULE HIS OPERATIONS SO AS TO CAUSE A MINIMUM DISRUPTION TO TRAFFIC.
- 11) THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT NO SPOIL AREA FOR SURPLUS MATERIALS IS AVAILABLE FOR THIS CONTRACT WITHIN THE AUTHORITY'S RIGHT-OF-WAY. THEREFORE, ALL MATERIAL TO BE REMOVED FROM THE JOB SITE SHALL BE DISPOSED OF BY THE CONTRACTOR OFF THE AUTHORITY'S PROPERTY. ALL COSTS ASSOCIATED WITH THE SPOIL AREA AND REMOVAL OF SPOIL MATERIAL SHALL BE INCLUDED IN THE VARIOUS ITEMS OF THE CONTRACT.
- 12) IF THE EXISTING STRUCTURE HAS A BRIDGE IDENTIFICATION NUMBER (B.I.N.) PLATE AND/OR MILE POST PLATE ATTACHED, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT BOTH DURING CONSTRUCTION OR REMOVE, STORE AND REMOUNT THEM AFTER CONSTRUCTION IS COMPLETED, WITHOUT ANY ADDITIONAL COST TO THE AUTHORITY.
- 13) THE CONTRACTOR SHALL HAVE AN ENGINEER LICENSED IN THE STATE OF NEW YORK PREPARE AND STAMP A SET OF PLANS AND ALL CALCULATIONS FOR THE FOLLOWING WORK:
- STRUCTURAL LIFTING
 - JACKING FRAMES
- 14) THIS WORK INVOLVES STRUCTURAL LIFTING, AND SHORING. COST OF ALL JACKING, LIFTING, PROVIDING SHORING SUPPORT SYSTEM, AND PERFORMING THE REQUIRED MODIFICATIONS TO VARIOUS BRIDGE ELEMENTS (E.G. PROVIDING BEARING STIFFENERS AT JACK LOCATIONS, ETC.), REQUIRED FOR REPAIRS OR TOTAL REPLACEMENTS IS TO BE INCLUDED IN THE UNIT PRICE BID FOR STRUCTURAL LIFTING ITEMS 25585.01Xxnm. FOR ALL WORK THAT REQUIRES BEARING POINT SUPPORT (INCLUDING WORK ON PEDESTALS, CAP BEAMS, OR OTHER SUPERSTRUCTURE ELEMENT WORK) ONLY ONE PAYMENT WILL BE MADE FOR EACH BEARING POINT THAT IS DETERMINED TO REQUIRE SUPPORT OR LIFTING, EVEN IF THE CONTRACTOR SCHEDULES THE PROPOSED WORK TO INVOLVE REPETITIVE POINT SUPPORT/LIFTING OF A BEARING POINT FOR PERFORMING THE VARIOUS PHASES OF WORK PROPOSED UNDER THIS CONTRACT.

15) PLANS AND CALCULATIONS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL AS DESCRIBED IN THE SHOP DRAWING SUBMITTAL PROCEDURE INCLUDED IN THE CONTRACT DOCUMENTS. AT LEAST TWO WORKING DAYS PER DRAWING, WITH A MINIMUM OF TEN WORKING DAYS MUST BE ALLOWED FOR EACH SET OF DRAWINGS SUBMITTED FOR THE AUTHORITY'S REVIEW. NO WORK MAY BEGIN UNTIL THE RESPECTIVE SUBMITTALS ARE APPROVED. ALL COSTS FOR PREPARING THESE PLANS AND CALCULATIONS SHALL BE INCLUDED IN THE VARIOUS ITEMS OF THE CONTRACT.

16) IN THE EVENT OF DISPUTES AND/OR CONFLICTS PERTAINING TO THE CONTRACT THE AUTHORITY WILL ACT AS THE SOLE ARBITRATOR.

17) ALL METAL REINFORCING BAR CHAIRS AND SUPPORTS SHALL HAVE PLASTIC SHOES.

REMOVAL, EXCAVATION AND BACKFILL NOTES:

- 1) DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT DROP WASTE CONCRETE, DEBRIS OR OTHER MATERIAL TO RIVERS AND ROADWAYS BELOW THE BRIDGE EXCEPT WHERE THE PLANS OR SPECIFICATIONS SPECIFICALLY PERMIT THE DROPPING OF MATERIAL. 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. 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.
- 2) 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.
- 3) CARE SHALL BE TAKEN TO RETAIN NATURAL GROWTH AND PREVENT DAMAGE TO TREES WITHIN AND OUTSIDE THE LIMITS OF CONSTRUCTION, AND NOT SCHEDULED FOR REMOVAL. ANY DAMAGE CAUSED TO THIS NATURAL GROWTH SHALL BE RESTORED AT THE EXPENSE OF THE CONTRACTOR AS DIRECTED BY THE ENGINEER.

STREAM CONSERVATION NOTES:

1) THE CONTRACTOR SHALL CONDUCT HIS/HER OPERATIONS TO THE SATISFACTION OF THE ENGINEER TO PREVENT OR REDUCE TO A MINIMUM ANY DAMAGE TO ANY STREAM FOR POLLUTION BY DEBRIS, SEDIMENT, OR OTHER FOREIGN MATERIAL, OR FROM THE MANIPULATION OF EQUIPMENT AND/OR MATERIALS IN OR NEAR SUCH STREAMS. HE/SHE SHALL NOT RETURN DIRECTLY TO A STREAM, OR TO A DITCH IMMEDIATELY FLOWING INTO A STREAM, ANY WATER WHICH HAS BEEN USED FOR WASH PURPOSES OR OTHER SIMILAR OPERATIONS WHICH COULD CAUSE THIS WATER TO BECOME POLLUTED WITH SAND, SILT, CEMENT, OIL, OR OTHER IMPURITIES. IF HE/SHE USES WATER FROM A STREAM, HE/SHE SHALL CONSTRUCT AN INTAKE OR TEMPORARY DAM TO PROTECT AND MAINTAIN WATER RIGHTS AND TO SUSTAIN FISH LIFE DOWNSTREAM. THESE TEMPORARY MEASURES SHALL BE REMOVED AND THE AREA RESTORED AT THE COMPLETION OF THE WORK. CARE SHALL BE EXERCISED IN EXCAVATING THE LAST 300mm 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.

ASBESTOS NOTES:

- 1) THE CONTRACTOR IS CAUTIONED THAT MATERIALS CONTAINING ASBESTOS ARE BELIEVED TO EXIST AT VARIOUS LOCATIONS ON OR IN CERTAIN STRUCTURES OF THIS CONTRACT. THESE MATERIALS WERE NOTED ON THE ORIGINAL CONTRACT PLANS OF THE STRUCTURES.
- 2) UNLESS OTHERWISE INDICATED ON THE PLANS, WORK TO BE PERFORMED UNDER THIS CONTRACT DOES NOT REQUIRE THE DISTURBING, DESTRUCTION, OR REMOVAL OF ANY KNOWN MATERIALS CONTAINING ASBESTOS. UNLESS OTHERWISE INDICATED ON THE PLANS, IT IS THE EXPRESS INTENT OF THIS CONTRACT THAT THESE MATERIALS NOT BE DISTURBED IN ANY WAY. SHOULD THE CONTRACTOR BE FORCED TO DISTURB IN ANY WAY ANY SUCH MATERIALS, 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 THRUWAY AUTHORITY BEFORE PROCEEDING.

SUBSTRUCTURE NOTES:

- 1) ALL DETERIORATED STRUCTURAL CONCRETE SHALL BE REMOVED TO A DEPTH WHERE SOUND CONCRETE IS EXPOSED. BEFORE STARTING THIS WORK, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A PLAN AND PROCEDURE SHOWING HIS PROPOSED METHOD, EQUIPMENT AND SEQUENCE FOR THE REMOVAL AND REPLACEMENT WORK. BLASTING OR DYNAMITING WILL NOT BE PERMITTED.
- 2) IN LOCATIONS WHERE DETERIORATION EXTENDS BELOW ADJACENT TRAFFIC BARRIER SECTIONS, AND WHERE BARRIER DOES NOT NEED TO BE REMOVED FOR OTHER PURPOSES OR DETERIORATION OF THE BARRIER ITSELF, DETERIORATION REMOVALS WILL BE LIMITED TO A MAXIMUM OF 150mm BELOW TOP OF BARRIER OR TO THE AREA EXPOSED.
- 3) CHIPPING HAMMERS SHALL WEIGH NO MORE THAN 20 KG WITH THE BIT AND MUFFLER REMOVED. THE HAMMER SHALL DELIVER NO MORE THAN 1600 BLOWS PER MINUTE. THE CONTRACTOR SHALL PROVIDE THE ENGINEER INFORMATION FROM THE MANUFACTURER THAT THESE REQUIREMENTS ARE NOT EXCEEDED.
- 4) THE AIR PRESSURE USED TO POWER THE HAMMER SHALL NOT EXCEED 760 KPa MEASURED AT THE AIR COMPRESSOR. AIR PRESSURE GAUGE IN PROPER WORKING CONDITION SHALL BE PROVIDED.

5) PAYMENT FOR REMOVAL AND REPLACEMENT OF CONCRETE, INCLUDING 25 MM SAWCUT IS TO BE PAID FOR UNDER ITEMS 582.05M, AND 582.06M, A.O.B.E. WHERE DEPTH OF REMOVAL IS GREATER THAN 125, USE ITEM 582.05M (CLASS A, REPAIRS), AND FOR SHALLOWER DEPTH USE ITEM 582.06M (CLASS D, REPAIRS). WHERE VERTICAL AND HORIZONTAL SURFACES INTERSECT AT A REPAIR UNDER ITEM 582.06M, PAYMENT WILL BE MADE FOR THE HORIZONTAL SURFACE REPAIRED PLUS THE VERTICAL SURFACE MINUS ANY CORNER OVERLAP AREA UP TO THE HORIZONTAL REPAIR DEPTH.

6) ONLY SHARP CHISEL POINT BITS SHALL BE USED. ALL BITS DETERMINED BY THE ENGINEER TO BE DULL SHALL BE SHARPENED OR REPLACED BY THE CONTRACTOR.

7) IF THE ENGINEER DETERMINES THAT THE CONTRACTOR'S OPERATIONS ARE RESULTING IN DAMAGE TO CONCRETE THAT IS TO REMAIN, THE CONTRACTOR SHALL MAKE IMMEDIATE CORRECTIONS. THESE CORRECTIONS SHALL INCLUDE THE USE OF A LIGHTER CHIPPING HAMMER IF SO ORDERED BY THE ENGINEER.

8) EXPOSED REINFORCING STEEL WHICH IS TO REMAIN IN THE STRUCTURE SHALL BE PROTECTED FROM DAMAGE, AND SANDBLAST CLEANED TO THE SATISFACTION OF THE ENGINEER, OR OTHERWISE BE REPLACED AT THE CONTRACTOR'S EXPENSE.

9) THE CONTRACTOR SHALL NOT PERFORM REPAIR WORK ON MORE THAN ONE FACE OF THE COLUMN OR CAP/BEAM AT ANY TIME EXCEPT FOR CONTIGUOUS REPAIRS.

10) THE COST OF ALL JOINT MATERIAL TO BE INCLUDED IN THE UNIT PRICES BID FOR VARIOUS ITEMS OF THE CONTRACT, UNLESS OTHERWISE SPECIFIED ON THE PLANS.

11) ALL EXPOSED EDGES OF CONCRETE ARE TO BE CHAMFERED 25mm UNLESS OTHERWISE NOTED.

12) PENETRATING SEALER FOR CONCRETE, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF THE SUBSTRUCTURES, EXCEPT FOR THE BOTTOM SURFACE OF PIER CAPS.

13) FINISHING CONCRETE SURFACES: IMMEDIATELY AFTER FORMS HAVE BEEN REMOVED, SURFACES EXPOSED TO VIEW SHALL HAVE ALL PROJECTIONS AND IRREGULARITIES REMOVED AND ALL CAVITIES NEATLY FILLED WITH MORTAR OF THE PROPORTION USED IN THE CONCRETE. ALL OTHER REQUIREMENTS OF SUBSECTION 555-3.08 OF THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS DATED JANUARY 2, 1995 AND ALL SUBSEQUENT ADDENDA SHALL ALSO APPLY.

SUPERSTRUCTURE NOTES:

1) IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND ADVISE THE AUTHORITY OF THE TYPE, SIZE AND WEIGHT OF ALL VEHICLES HE/SHE INTENDS TO USE ON THE STRUCTURE(S) DURING CONSTRUCTION BASED ON THE CONDITION OF THE EXISTING STRUCTURE(S). THIS DETERMINATION SHALL BE MADE BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF NEW YORK EMPLOYED AND PAID BY THE CONTRACTOR.

2) IN THE EVENT THAT THE CONTRACTOR/SUBCONTRACTOR FAILS TO COMPLY WITH THE INSTRUCTIONS OF THE PROFESSIONAL ENGINEER FOR THE USE OF ANY VEHICLE, THE WORK WILL BE IMMEDIATELY SUSPENDED UNTIL CORRECTIVE PROCEDURES SATISFACTORY TO THE PROFESSIONAL ENGINEER AND THE AUTHORITY ARE EMPLOYED.

3) THE DETERMINATION BY THIS PROFESSIONAL ENGINEER IS TO BE SUBMITTED TO THE AUTHORITY 14 DAYS PRIOR TO THE USE OF ANY VEHICLES ON THE STRUCTURE(S) WITH ALL RESTRICTIONS ENUMERATED BY HIM/HER BEING STRICTLY ADHERED TO.

4) COSTS OF ALL DAMAGE, DIRECT OR INDIRECT, SHALL BE BORNE AND SUSTAINED BY THE CONTRACTOR.

5) THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT ALL CONCRETE REPAIR WORK MUST BE DONE WITH THE SUPERSTRUCTURE IN PLACE.

RAILROAD NOTES:

1) FOR THE STRUCTURE LOCATED AT M.P. 141.36, THE CONTRACTOR IS ADVISED THAT THE AUTHORITY HAS NOT ENTERED INTO AN AGREEMENT WITH THE RAILROAD FOR THIS PROJECT AND THAT THE CONTRACTOR SHALL NOT ENTER UPON RAILROAD RIGHT-OF-WAY.

2) AT NO TIME SHALL THE CONTRACTOR BE ALLOWED TO DROP WASTE CONCRETE, DEBRIS AND ANY OTHER MATERIAL ONTO THE RAILROAD PROPERTY ADJACENT TO AND BELOW THE BRIDGE. ALL MATERIAL FALLING ON THE RAIL ROAD PROPERTY SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AT NO COST TO THE AUTHORITY OR RAILROAD.

3) ALL AUTHORITY-APPROVED BRIDGE CONCRETE REMOVAL AND SHORING PROCEDURES SHALL BE SUBMITTED TO THE RAILROAD FOR APPROVAL. THESE PROCEDURES SHALL BE PREPARED, STAMPED AND SIGNED BY A NEW YORK STATE LICENSED PROFESSIONAL ENGINEER, AND SHALL INCLUDE THE FOLLOWING:

- A) A PLAN OF THE EXISTING STRUCTURE WITH SHORING LOCATIONS. THE PLAN SHALL LOCATE ALL OBSTRUCTIONS, SUCH AS MAINTENANCE AND PROTECTION OF TRAFFIC BARRIERS, SHOWING THAT THE PROPOSED SUPPORTS ARE CLEAR OF THESE OBSTRUCTIONS.

B) COMPUTATIONS OF THE WEIGHT OF THE VARIOUS SHORING POINTS. CALCULATIONS SHALL BE MADE FROM PLANS OF THE EXISTING STRUCTURE. IF PLANS DO NOT EXIST AND WEIGHTS MUST BE CALCULATED FROM FIELD MEASUREMENTS, THE FIELD MEASUREMENTS ARE TO BE MADE UNDER THE SUPERVISION OF THE PROFESSIONAL ENGINEER SUBMITTING THE PROCEDURE AND HE/SHE SHALL INCLUDE SKETCHES AND ESTIMATED WEIGHT CALCULATIONS WITH HIS PROCEDURE. IF POSSIBLE, FIELD MEASUREMENTS SHALL BE TAKEN WITH A RAILROAD REPRESENTATIVE PRESENT. WEIGHTS SHALL INCLUDE THE WEIGHT OF CONCRETE, OR OTHER MATERIAL, THAT WILL BE INCLUDED IN THE SHORING OPERATION.

C) A DETAILED PROCEDURE, INCLUDING:

– ANY TEMPORARY SUPPORTS OR INTERMEDIATE STAGES REQUIRED.

– A TIME SCHEDULE OF THE VARIOUS STAGES AS WELL AS A SCHEDULE FOR THE ENTIRE PROCEDURE.

D) BACK-UP MATERIALS, AS REQUIRED

FIVE (5) COPIES OF THE PROCEDURE ARE TO BE SENT TO THE RAILROAD'S TECHNICAL REPRESENTATIVE FOR THE PROJECT, ONE (1) COPY IS TO BE GIVEN TO THE RAILROAD'S FIELD REPRESENTATIVE AND TWO (2) COPIES ARE TO BE GIVEN TO THE ENGINEER.

THE CONTRACTOR IS ADVISED THAT HE/SHE CAN EXPECT A MINIMUM THIRTY (30) DAY REVIEW PERIOD.

SEE PROPOSAL FOR ADDITIONAL INFORMATION REQUIRED FOR THE CONTRACTORS "RAILROAD PROTECTIVE LIABILITY POLICY".

THE CONTRACTOR'S EQUIPMENT OR MATERIALS SHALL NOT BE STORED ON THE RAILROAD'S RIGHT-OF-WAY.

MAINTENANCE AND PROTECTION OF TRAFFIC:

1) FOR HORSEYSET REMOVAL OPERATIONS AND APPLICATION OF CLEAR PENETRATING SEALER ON BRIDGES OVER THE THRUWAY, UTILIZE THE M.P.T. TEMPORARY LANE CLOSURE DETAIL AS DEPICTED ON DWG. MPT-2.

2) FOR APPLICATION OF CLEAR PENETRATING SEALER ON BRIDGES CARRYING THE THRUWAY, UTILIZE THE M.P.T. TEMPORARY LANE CLOSURE DETAILS AS DEPICTED ON DWG. MPT-2.

3) ON THE THRUWAY MAINLINE THE CONTRACT SHALL NOT HAVE A RIGHT SHOULDER CLOSURE AT THE SAME TIME AS A MEDIAN SHOULDER CLOSURE AT ANY ONE LOCATION.

NO AS-BUILT REVISIONS

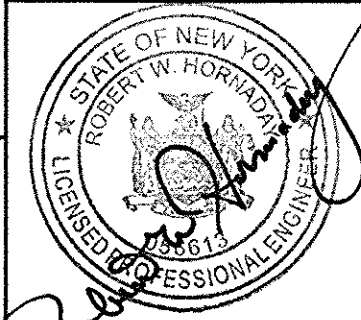
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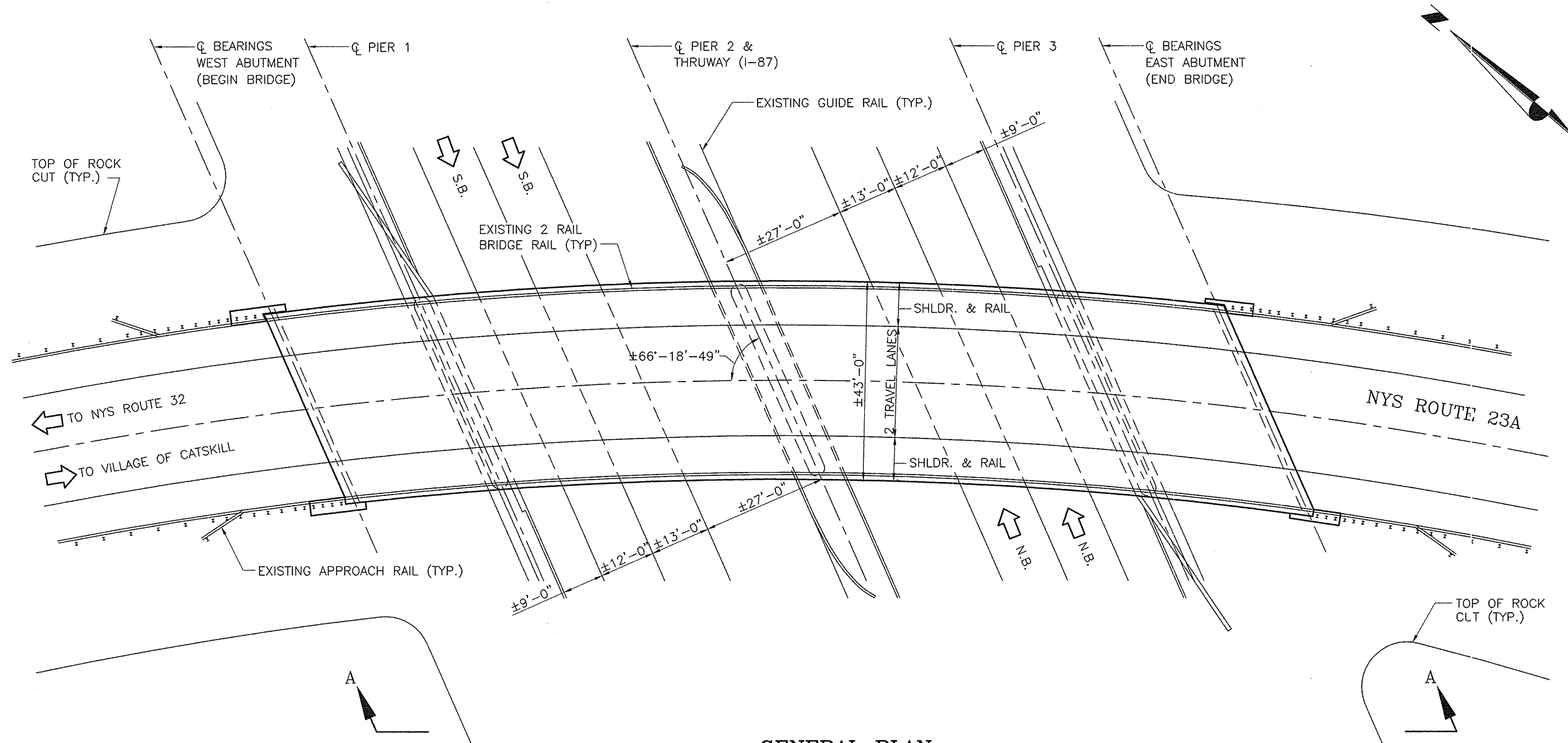
REVISIONS

NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209
TITLE OF PROJECT BRIDGE REHABILITATION
LOCATION OF PROJECT ALBANY DIVISION
TITLE OF DRAWING GENERAL NOTES

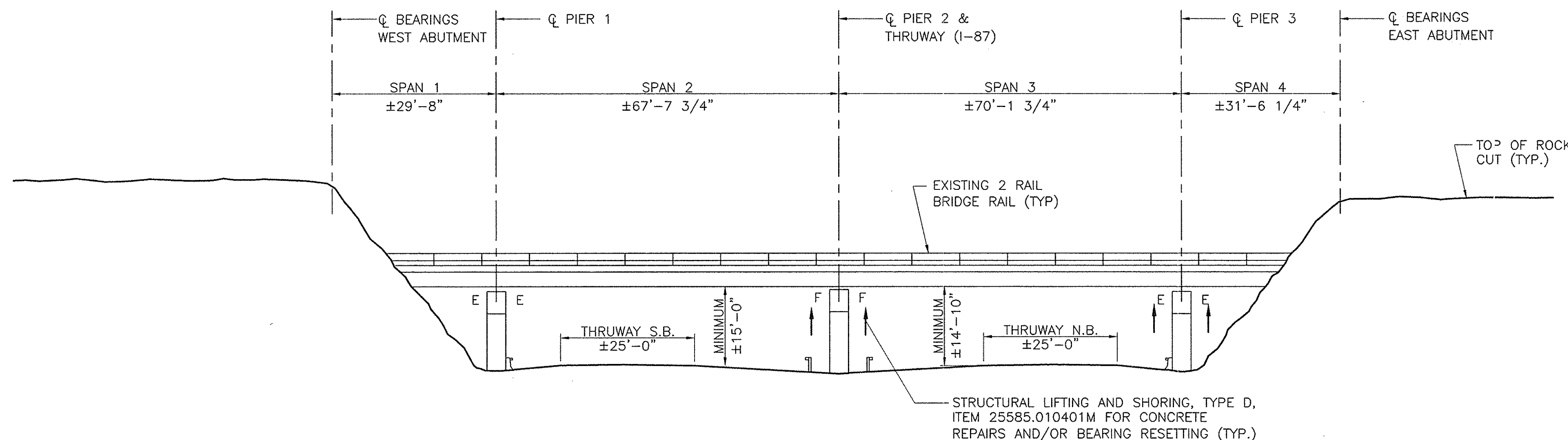
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DATE: NOV., 2002
DRAWING NUMBER: G-4

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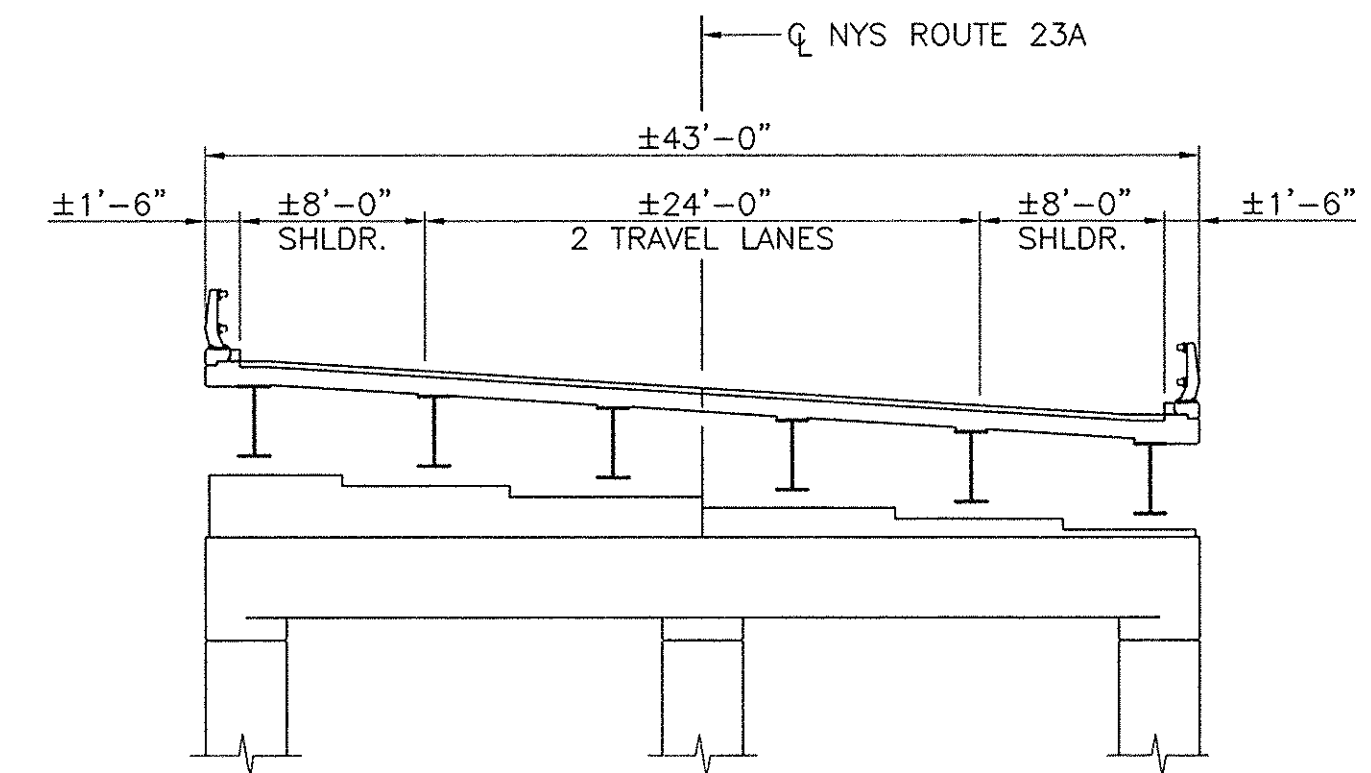
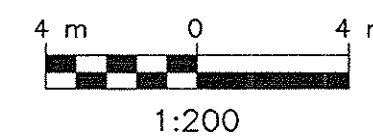




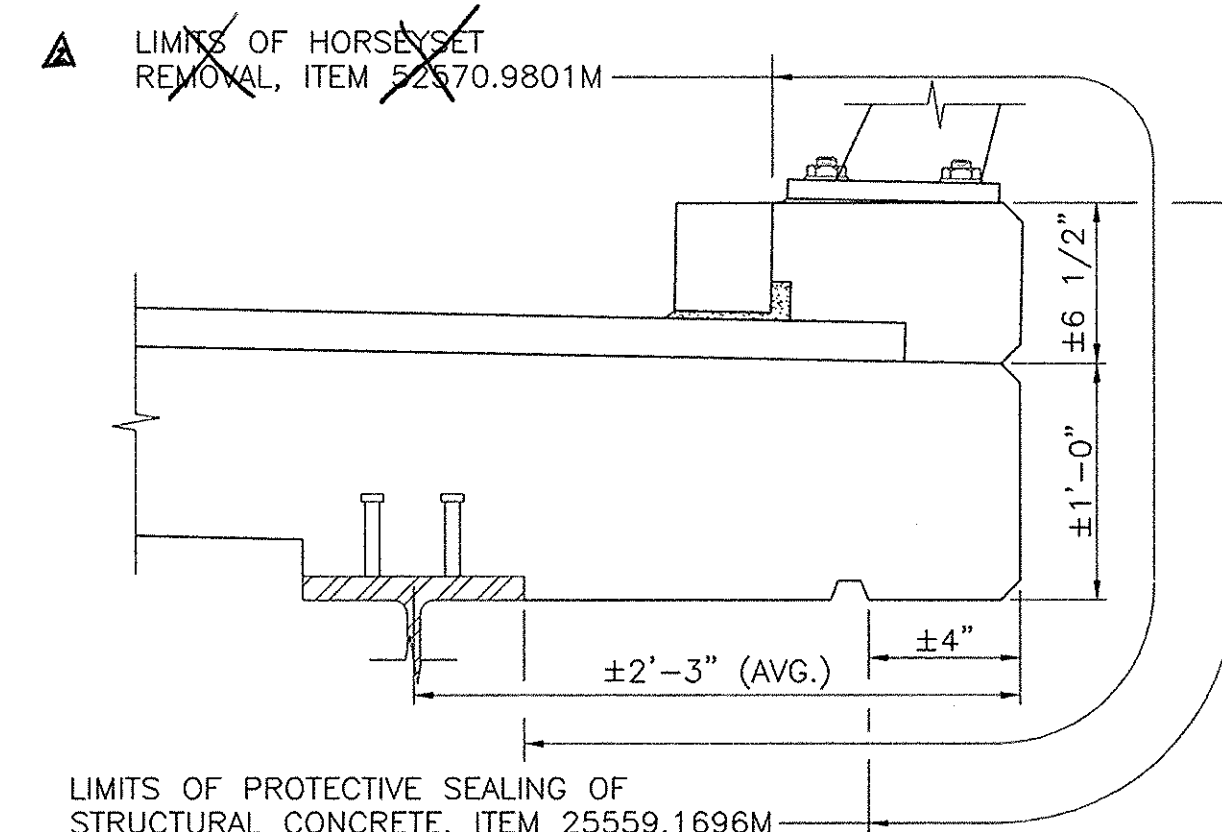
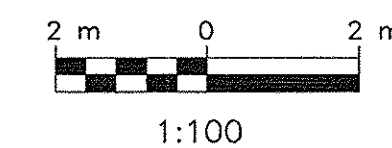
GENERAL PLAN



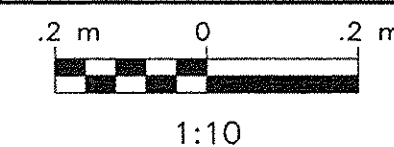
GENERAL ELEVATION A-A



TYPICAL TRANVERSE SECTION



FASCIA DETAIL



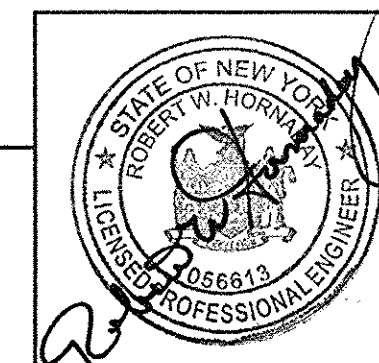
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ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

NOTES:

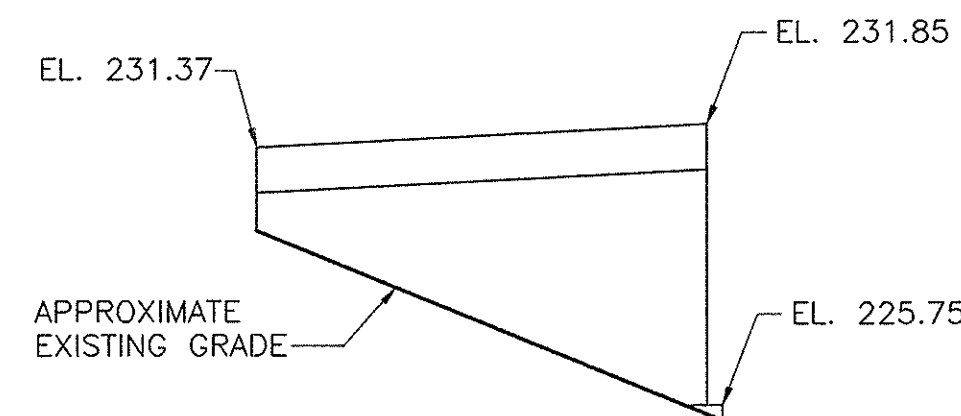
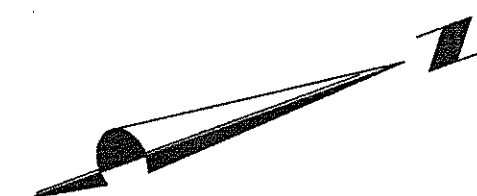
- SEE DWG. G-4 FOR GENERAL NOTES.
- MAINTENANCE AND PROTECTION OF TRAFFIC FOR WORK ON FASCIAS SHALL FOLLOW THE SHORT TERM LANE CLOSURE DETAIL AS SHOWN ON DWG. MPT-2. MPT FOR WORK ON PIERS SHALL FOLLOW THE DETAILS ON DWG. MPT-5.
- SEE DWGS. S1-1 THRU S1-6 FOR SUBSTRUCTURE CONCRETE REPAIR DETAILS.
- HORSEYSET TO BE REMOVED FROM ALL SUBSTRUCTURE UNITS AND FASCIAS UNDER ITEM 52570.9801M.
- CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES, INCLUDING ENTIRE EXPOSED SUBSTRUCTURE UNITS AND FASCIA CONCRETE AFTER REPAIRED AREAS OF CONCRETE HAVE CURED.
- PLACE Composite Strengthening System on Columns Piers 1 & 3.



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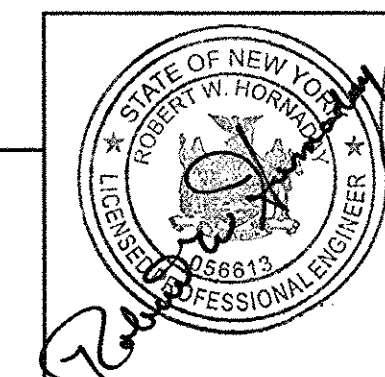


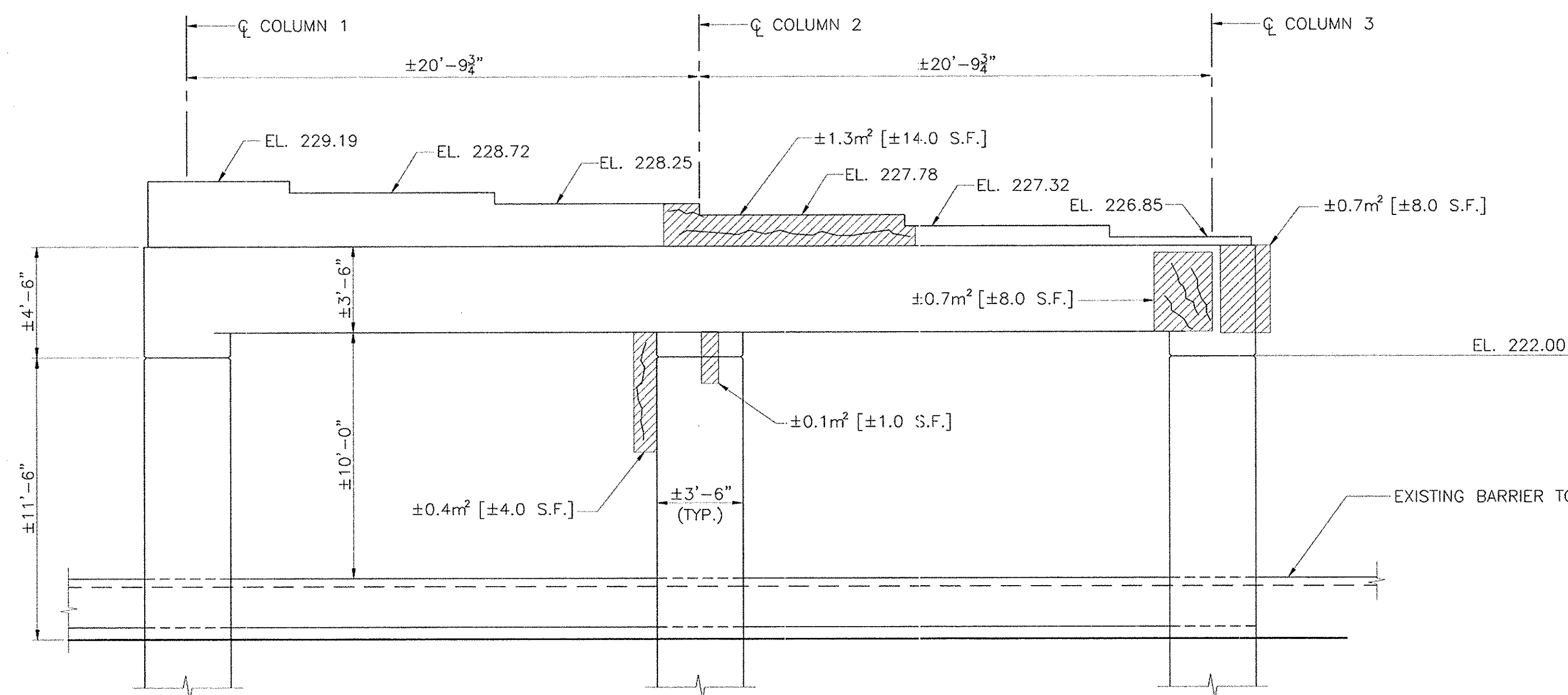
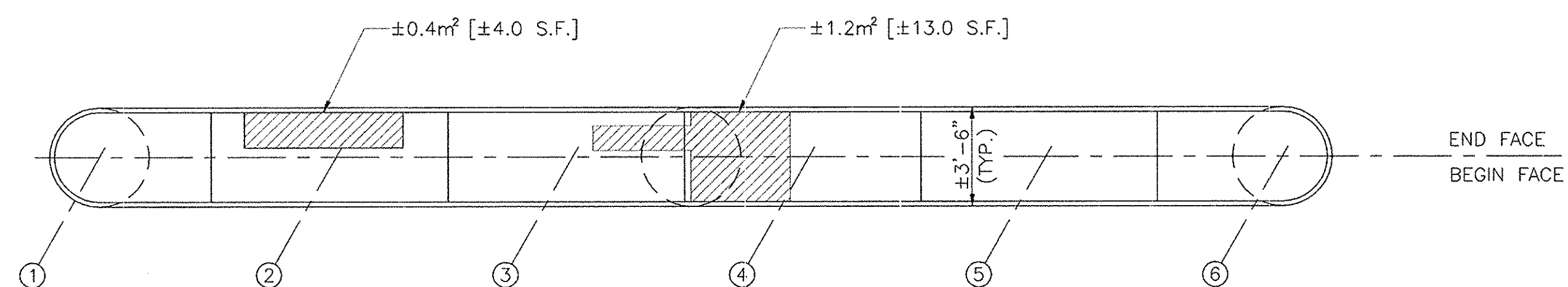
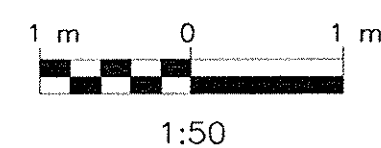
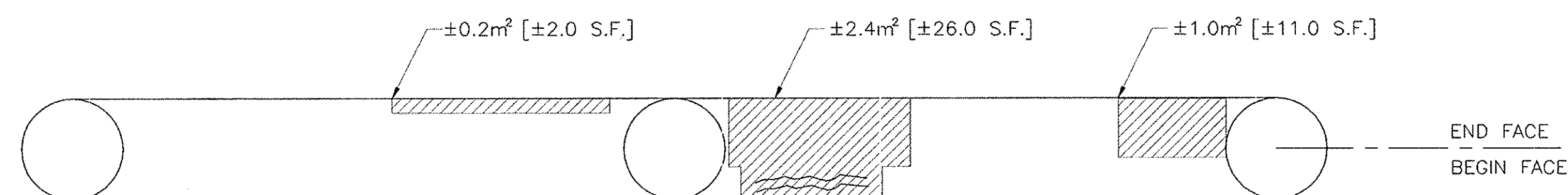
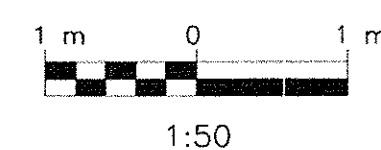
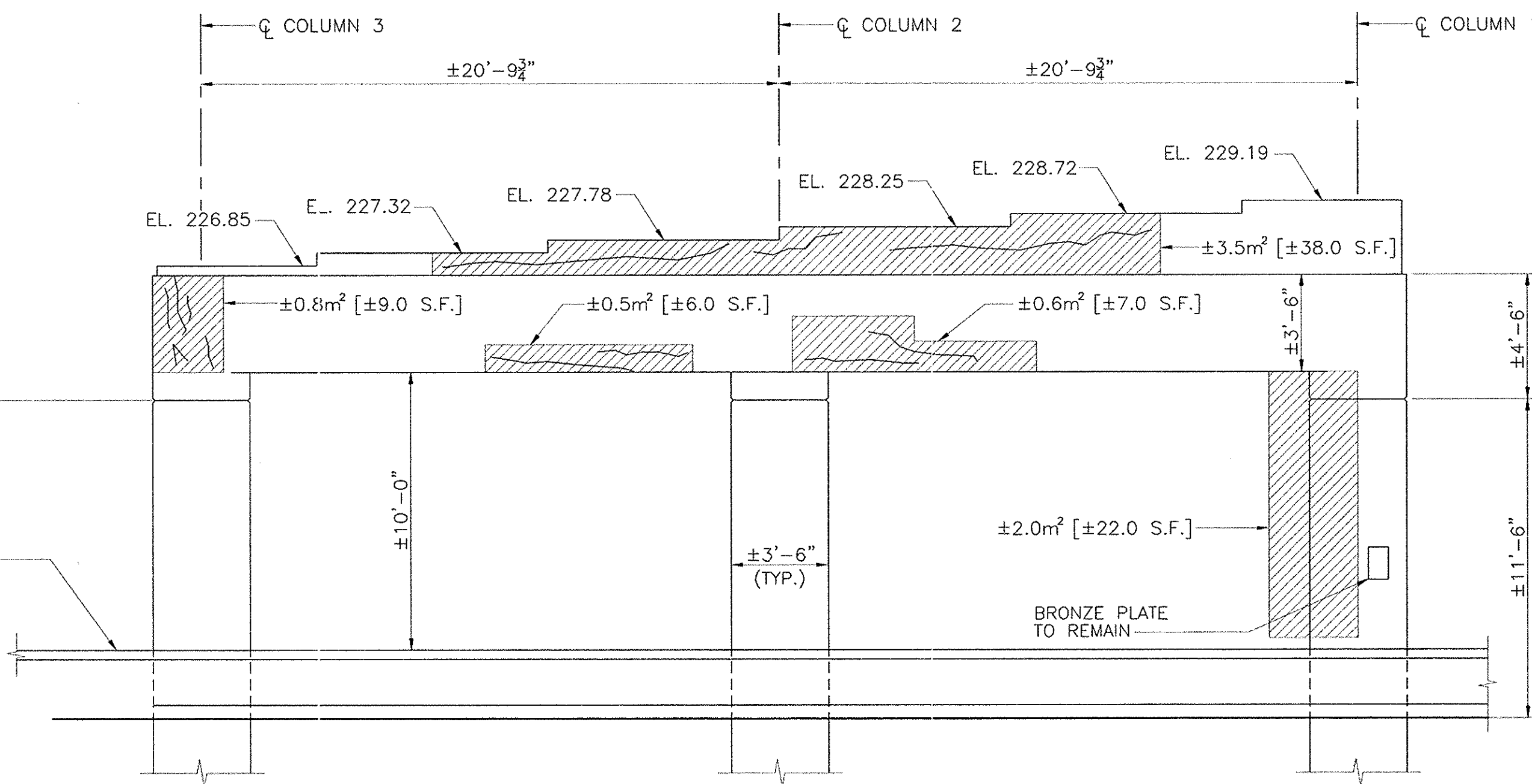
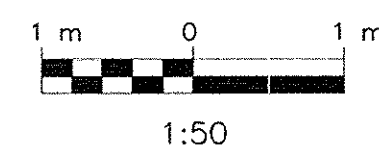
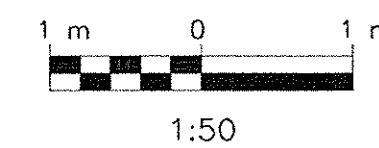
10/03	Remove Note	G.A.Hall	A
10/03	Add Note	G.A.Hall	A
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 23A - M.P. 110.01			
TITLE OF DRAWING GENERAL PLAN AND ELEVATION			
CONTRACT NUMBER: TAA 02-03B			
DATE: NOV., 2002			
DRAWING NUMBER: S1-1 R-1			



NORTHWEST WINGWALL

S1-2



**BEGIN ELEVATION****TOP OF PIER CAP****BOTTOM OF PIER CAP****END ELEVATION****LEGEND:**

- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK TO BE REPAIRED UNDER ITEM NO. 582.06M

NOTES:

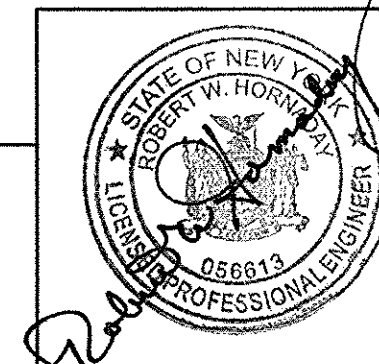
1. SEE DWG. G-4 FOR GENERAL NOTES.
2. SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
3. HORSEYSET TO BE REMOVED FROM ENTIRE SUBSTRUCTURE UNIT, ITEM 25570.9801M.
4. CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURES, EXCEPT UNDERSIDE OF PIER CAP, AFTER REPAIRED AREAS HAVE CURED.
5. ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
6. CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
7. GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.
8. Place Composite Strengthening System on Columns, Per 1 & 3

NOTE:

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

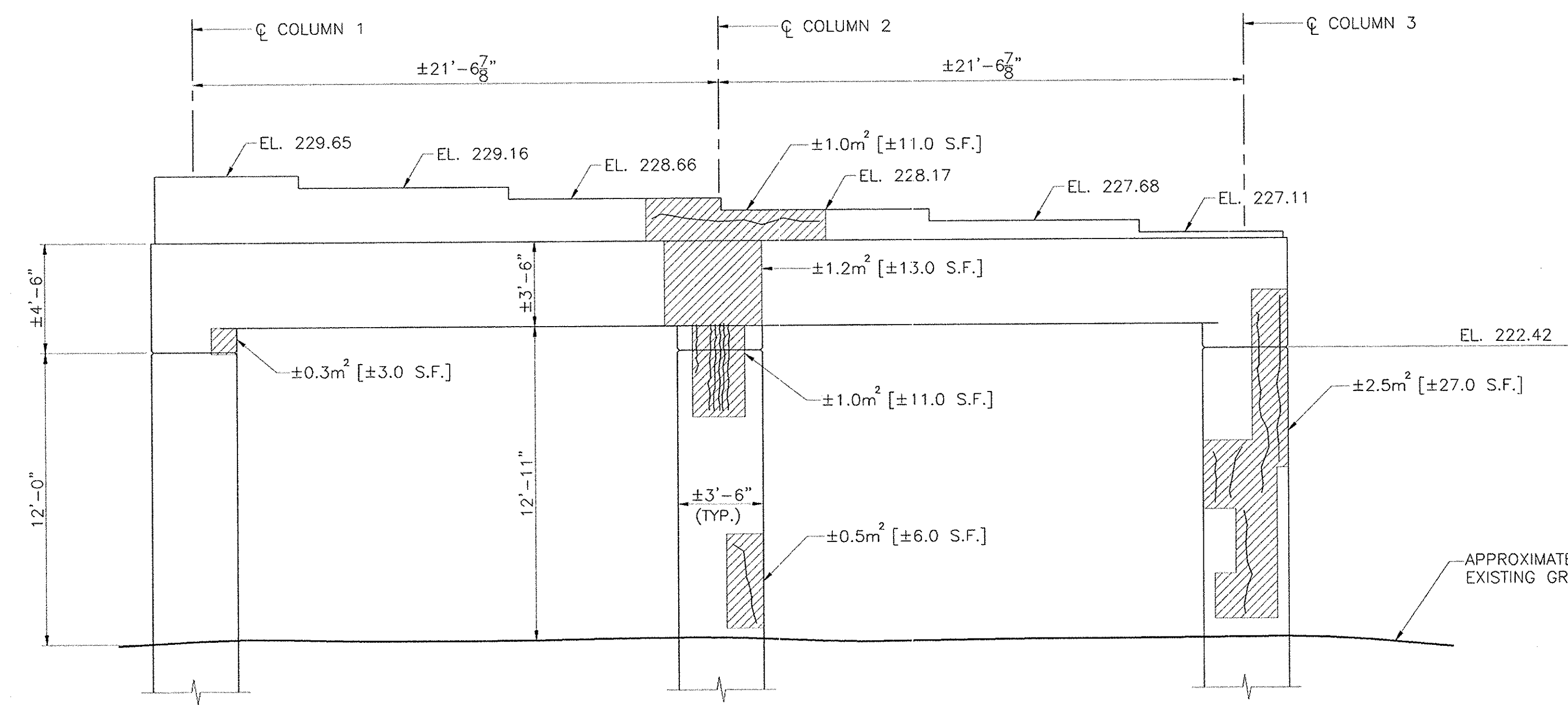


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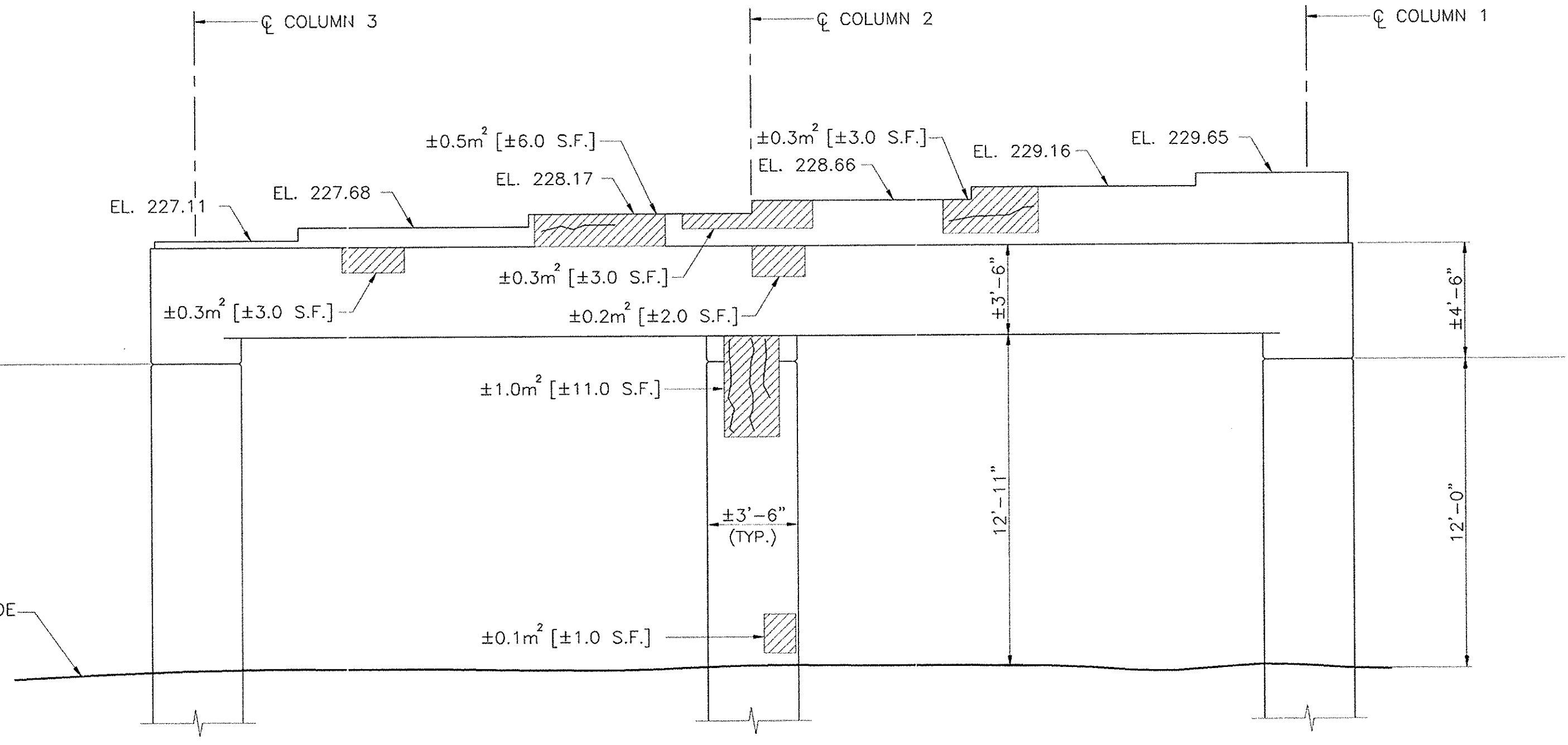
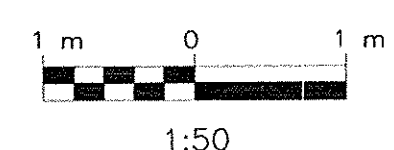


10/03	Add Note	G.A. Hall	Δ
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 23A - M.P. 110.01			
TITLE OF DRAWING PIER 1 PLAN AND ELEVATION			
CONTRACT NUMBER: TAA 02-30B			
DATE: NOV., 2002			
DRAWING NUMBER: S1-3 R-1			

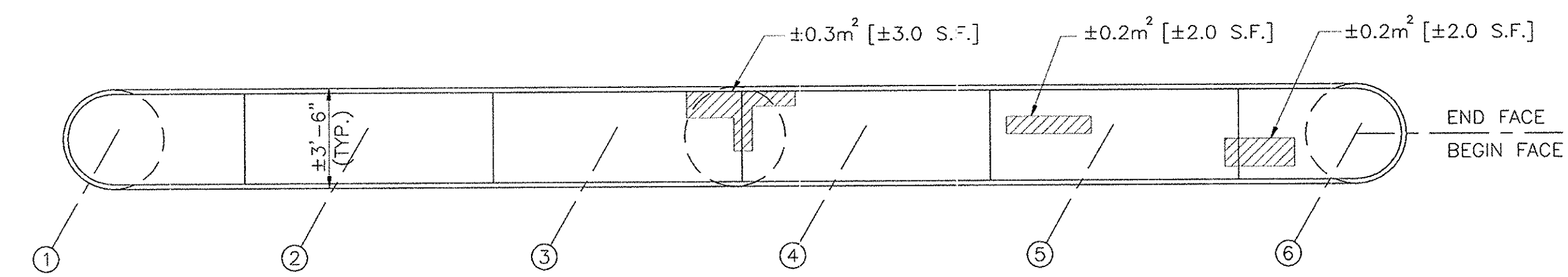
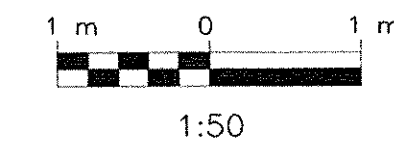
P2&EL
CHECKED BY: RJS
DRAFTED BY: DJR
DESIGNED BY: JDH/RJS
IN CHARGE OF: RWB



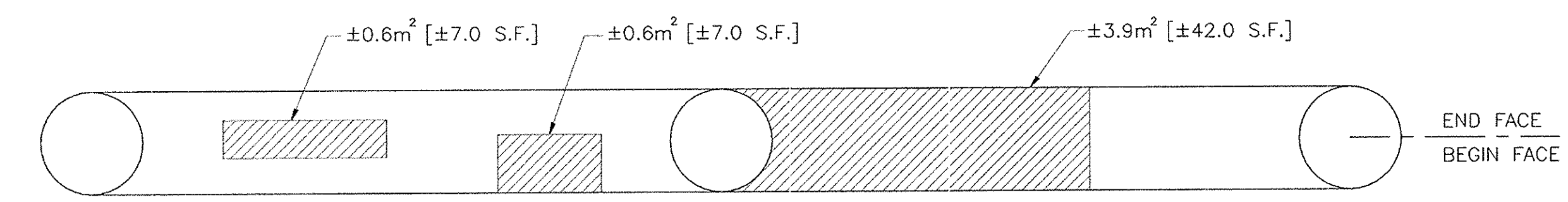
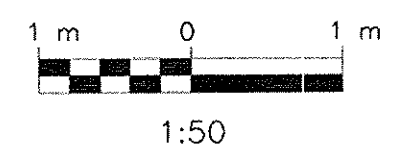
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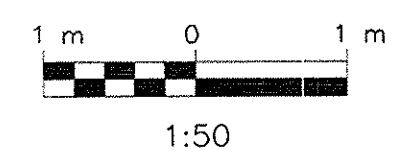
END ELEVATION



TOP OF PIER CAP



BOTTOM OF PIER CAP



NOTES:

1. SEE DWG. G-4 FOR GENERAL NOTES.
2. SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
3. HORSESET TO BE REMOVED FROM ENTIRE SUBSTRUCTURE UNIT, ITEM 25570.9801M.
4. CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE UNIT, EXCEPT UNDERSIDE OF PIER CAP, AFTER REPAIRED AREAS HAVE CURED.
5. ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
6. CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
7. GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.
8. PRIOR TO REPAIRING BOTTOM OF PIER CAP, STRUCTURAL LIFTING OPERATIONS SHALL TAKE PLACE SO THAT REPAIRS ARE MADE WITH THE DEAD LOAD OF THE PIER CAP ONLY, SEE DWG. S1-7 FOR STRUCTURAL LIFTING DETAILS.

LEGEND:

- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK TO BE REPAIRED UNDER ITEM NO. 582.06M

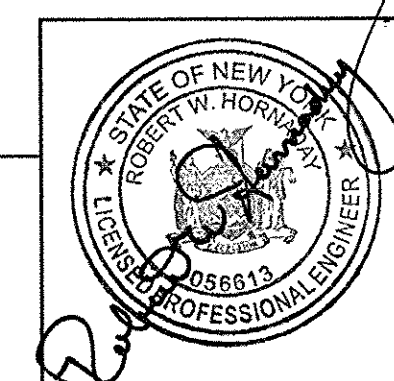
No As-Built Revisions

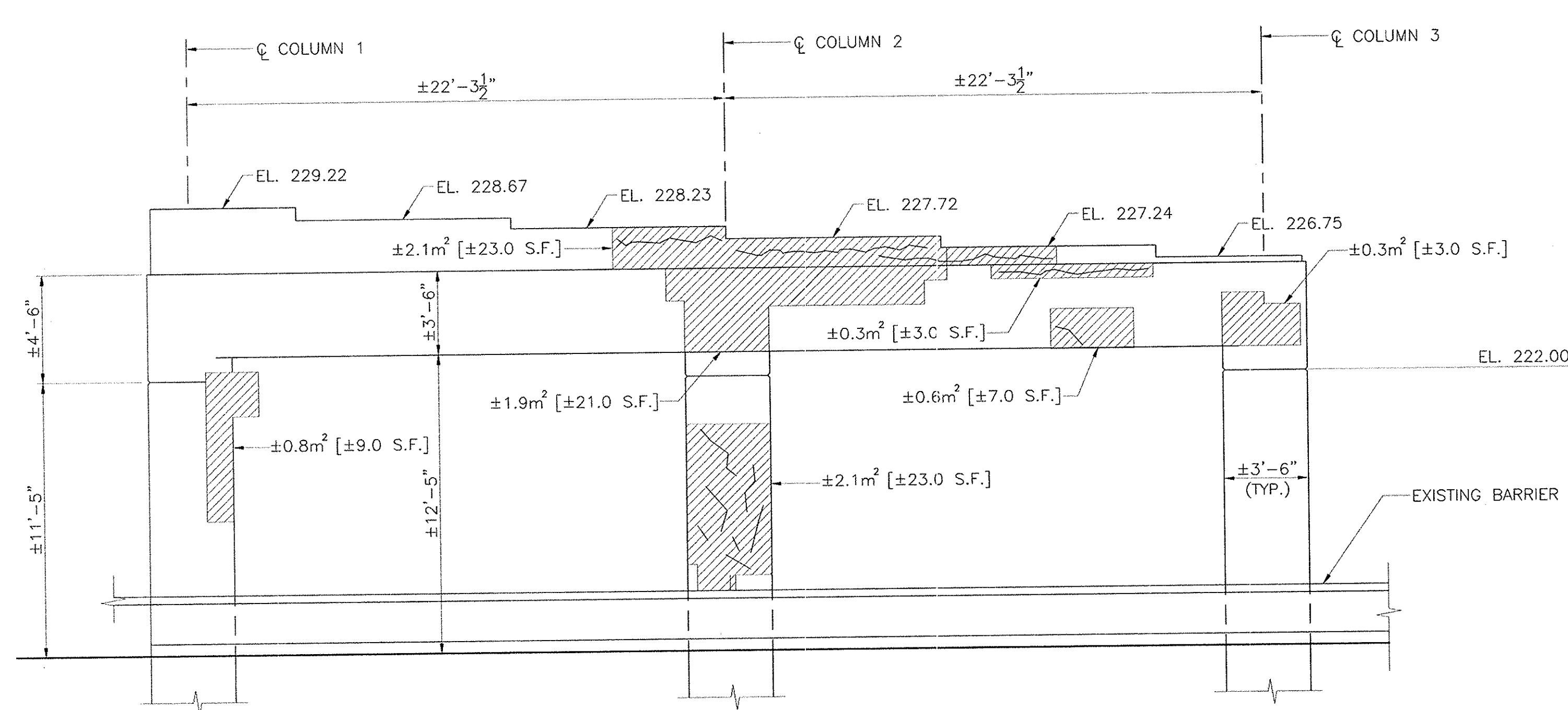
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.

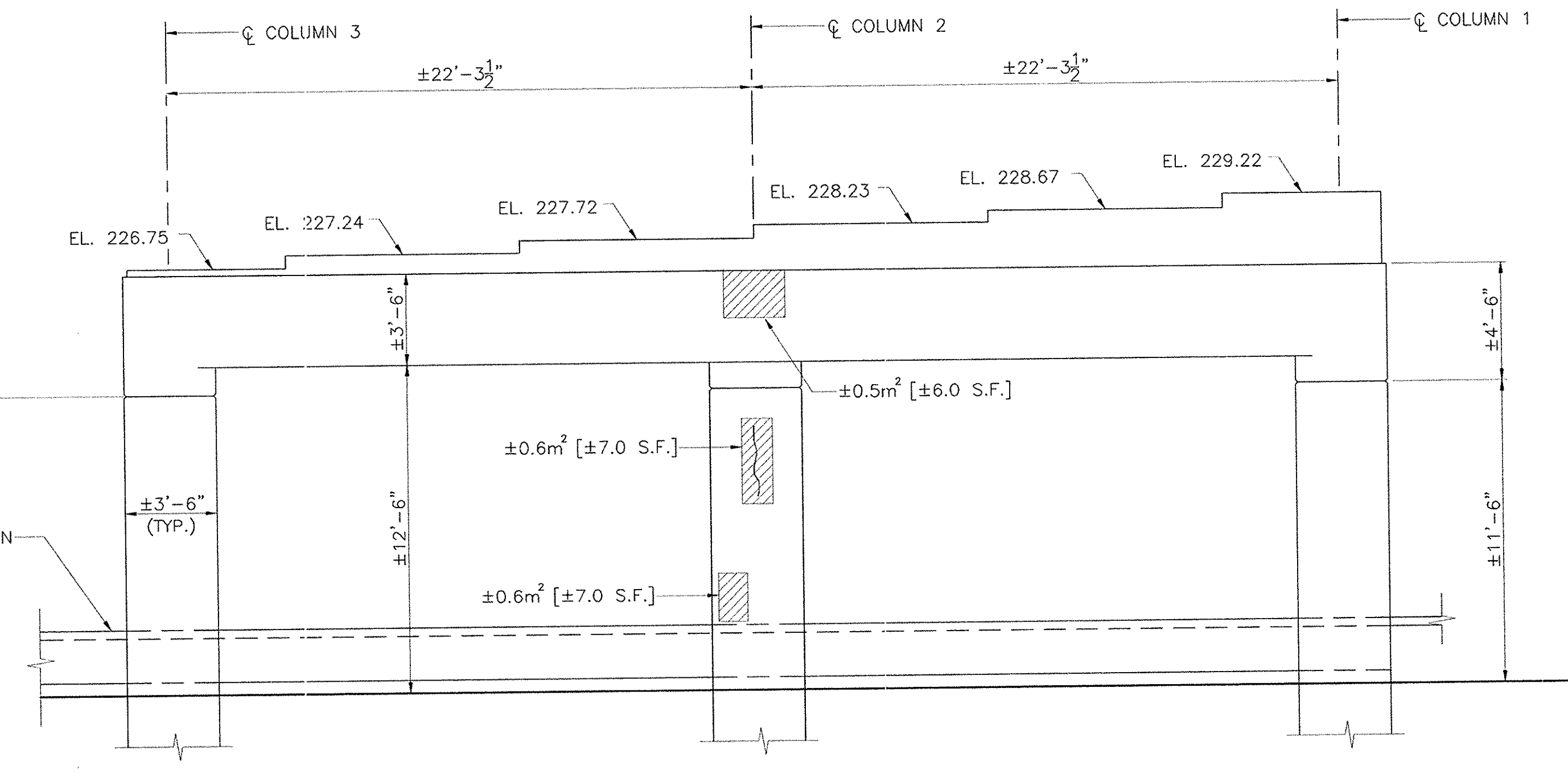
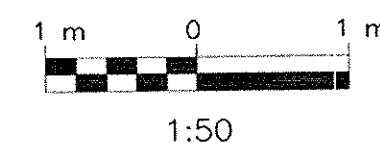
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 23A - M.P. 110.01			
TITLE OF DRAWING PIER 2 PLAN AND ELEVATION			

	CONTRACT NUMBER: TAA 02-308
	DATE: NOV., 2002
	DRAWING NUMBER: S1-4

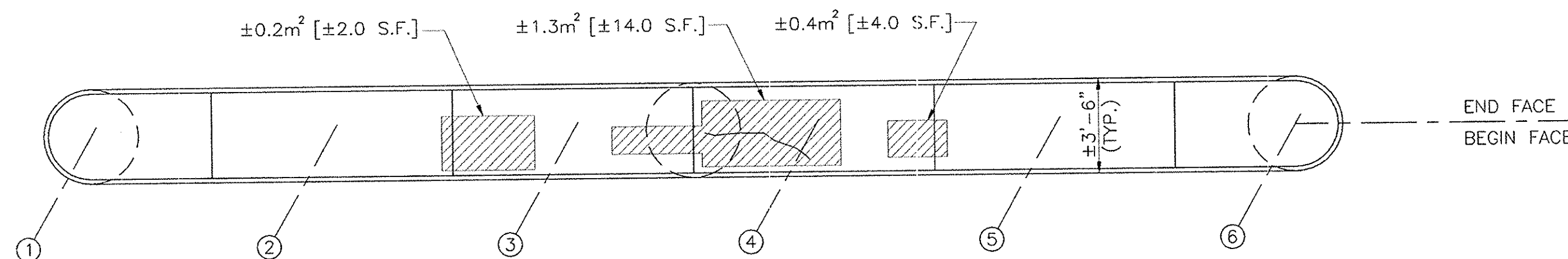




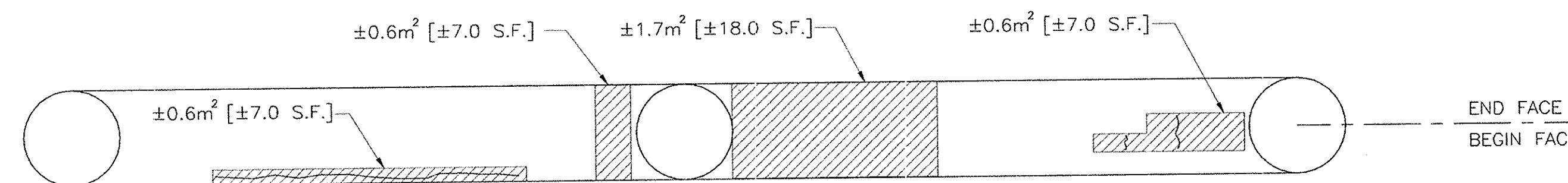
BEGIN ELEVATION



END ELEVATION



TOP OF PIER CAP



BOTTOM OF PIER CAP



NOTES:

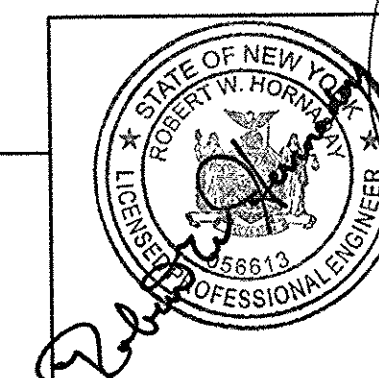
- SEE DWG. G-4 FOR GENERAL NOTES.
- SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
- HORSEYSET TO BE REMOVED FROM ENTIRE SUBSTRUCTURE UNIT, ITEM 25570.9801M.
- CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE UNIT, EXCEPT UNDERSIDE OF PIER CAP, AFTER REPAIRED AREAS HAVE CURED.
- ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
- CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
- GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.
- PRIOR TO REPAIRING BOTTOM OF PIER CAP, STRUCTURAL LIFTING OPERATIONS SHALL TAKE PLACE SO THAT REPAIRS ARE MADE WITH THE DEAD LOAD OF THE PIER CAP ONLY, SEE DWG. S1-7 FOR STRUCTURAL LIFTING DETAILS.
- Place Composite Strengthening System on Columns, Piers 1 & 3

LEGEND:

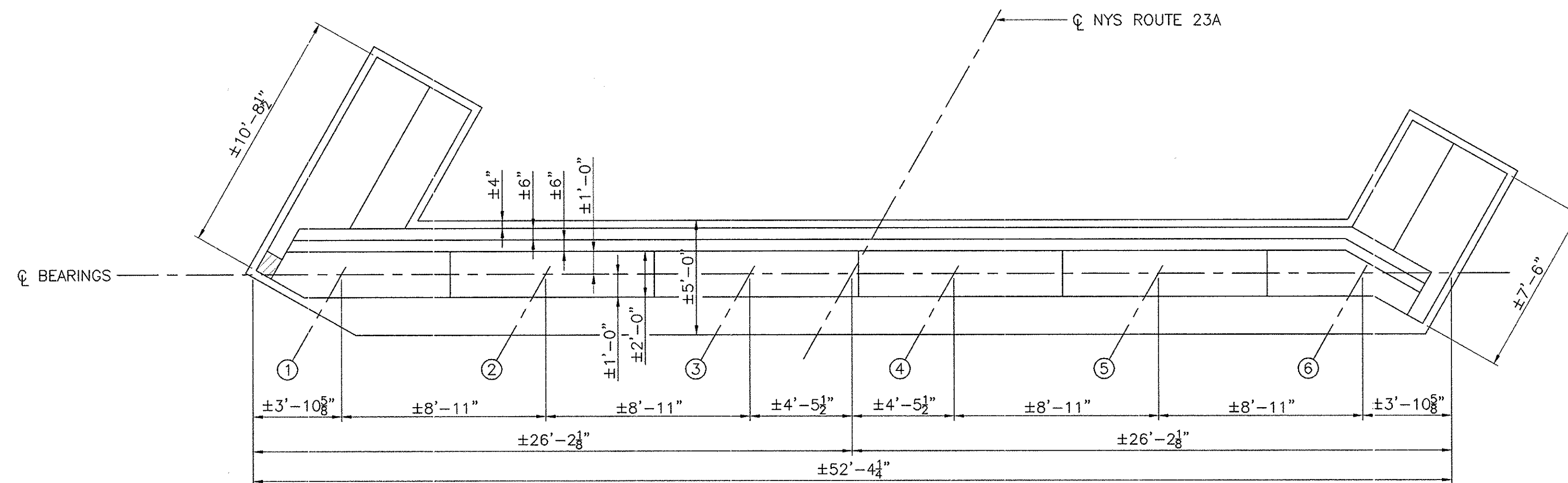
- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK TO BE REPAIRED UNDER ITEM NO. 582.06M

NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

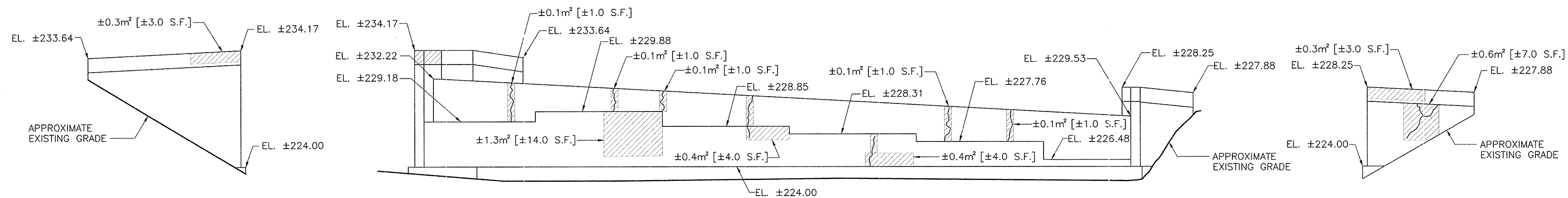
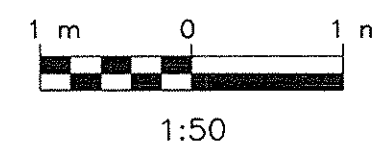
DATE	DESCRIPTION	BY	SYM.
10/03	Add Note	G.A. Hall	Δ
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 23A - M.P. 110.01			
TITLE OF DRAWING PIER 3 PLAN AND ELEVATION			
CONTRACT NUMBER: TAA 02-30B			
DATE: NOV., 2002			
DRAWING NUMBER: S1-5R-1			



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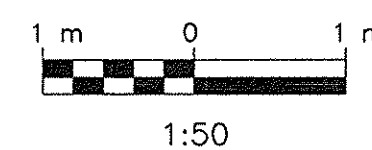
PLAN



NORTHEAST WINGWALL

SOUTHEAST WINGWALL

ELEVATION



NOTES:

- SEE DWG. G-4 FOR GENERAL NOTES.
- SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
- HORSEYSET TO BE REMOVED FROM ENTIRE SUBSTRUCTURE UNIT, ITEM 25570.9801M.
- CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE UNIT, EXCEPT UNDERSIDE OF PIER CAP, AFTER REPAIRED AREAS HAVE CURED.
- ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
- CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
- GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.

LEGEND:

- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK TO BE REPAIRED UNDER ITEM NO. 582.06M

No As-Built Revisions

NOTE:

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.

ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
BRIDGE REHABILITATION

LOCATION OF PROJECT
NYS ROUTE 23A - M.P. 110.01

TITLE OF DRAWING
EAST ABUTMENT
PLAN AND ELEVATION

CONTRACT NUMBER:

TAA 02-30B

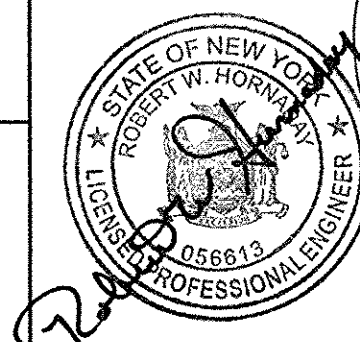
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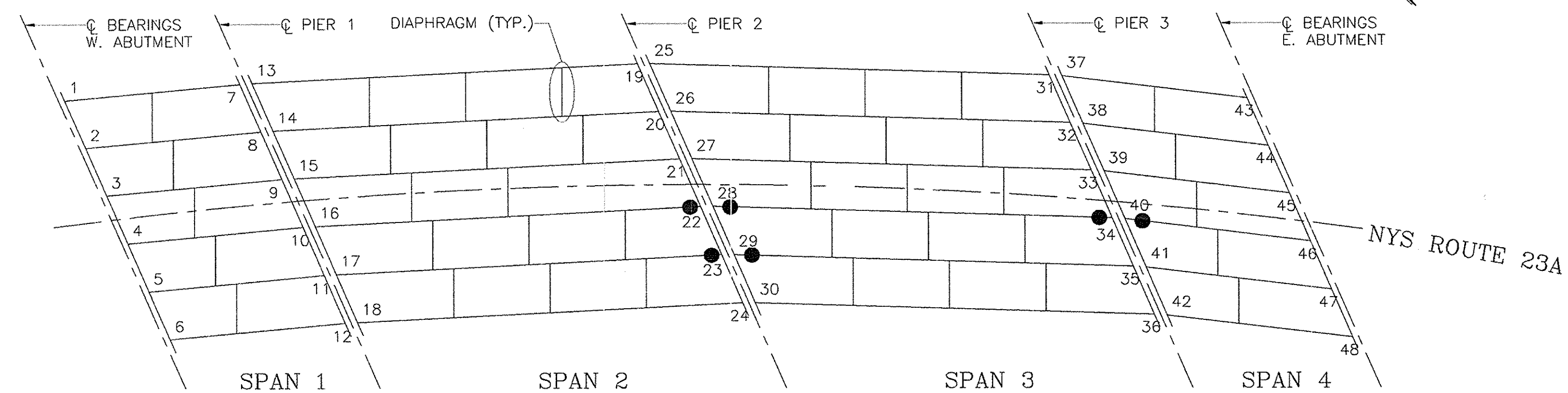
NOV., 2002

DRAWING NUMBER:

S1-6

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SCHEMATIC FRAMING PLAN WITH BEARING POINTS

N.T.S.

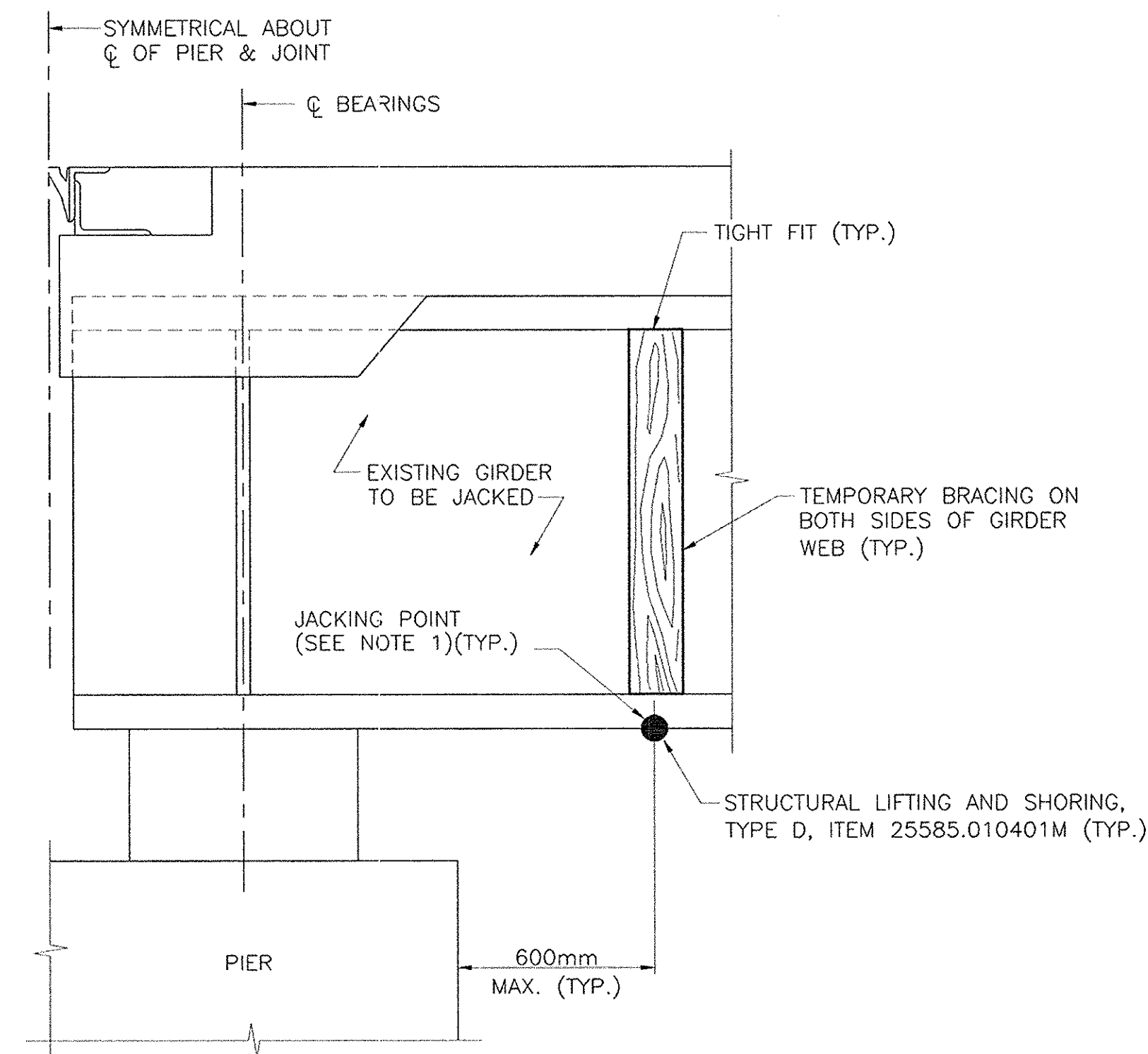
LEGEND:

- STRUCTURAL LIFTING FOR CONCRETE REMOVAL OPERATIONS, ITEM 25585.010401M

LOADS AT JACKING POINTS								
POINT	D.L.	L.L.+I	POINT	D.L.	L.L.+I	POINT	D.L.	L.L.+I
1	-	-	17	-	-	33	-	-
2	-	-	18	-	-	34	199	391
3	-	-	19	-	-	35	-	-
4	-	-	20	-	-	36	-	-
5	-	-	21	-	-	37	-	-
6	-	-	22	186	391	38	-	-
7	-	-	23	186	391	39	-	-
8	-	-	24	-	-	40	89	358
9	-	-	25	-	-	41	-	-
10	-	-	26	-	-	42	-	-
11	-	-	27	-	-	43	-	-
12	-	-	28	199	391	44	-	-
13	-	-	29	199	391	45	-	-
14	-	-	30	-	-	46	-	-
15	-	-	31	-	-	47	-	-
16	-	-	32	-	-	48	-	-

NOTE:

1. ALL LOADS ARE IN KILONEWTONS.
2. REACTIONS ARE MAXIMUM VALUES AND ARE TO BE USED FOR DESIGN OF JACKING OPERATIONS ONLY.



STRUCTURAL LIFTING DETAIL

N.T.S.

NOTES:

1. CONTRACTOR SHALL TEMPORARILY BRACE THE WEB, TOP AND BOTTOM FLANGES SUFFICIENTLY TO WITHSTAND JACKING FORCES FOR ALL JACKING LOCATIONS.
2. EXISTING BEAMS SHALL BE JACKED VERTICALLY 4mm MAXIMUM.
3. JACKS ARE TO BE EQUIPPED WITH LOCKING COLLARS.
4. FOUNDATIONS FOR STRUCTURAL LIFTING OPERATIONS SHALL NOT EXCEED A PRESSURE OF 192 kPa ON SOIL, AND 690kPa ON ASPHALT PAVEMENT.
5. STRUCTURAL LIFTING AND SHORING AT PIERS TO BE COMPLETED UNDER ITEM 25585.010401M, SEE GENERAL NOTE #14 ON DWG. C-4.

No AS-BUILT REVISIONS

NOTE:

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DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
BRIDGE REHABILITATION

LOCATION OF PROJECT
NYS ROUTE 23A - M.P. 110.01

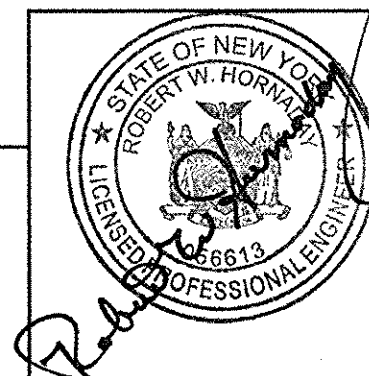
TITLE OF DRAWING
STRUCTURAL LIFTING
DETAILS

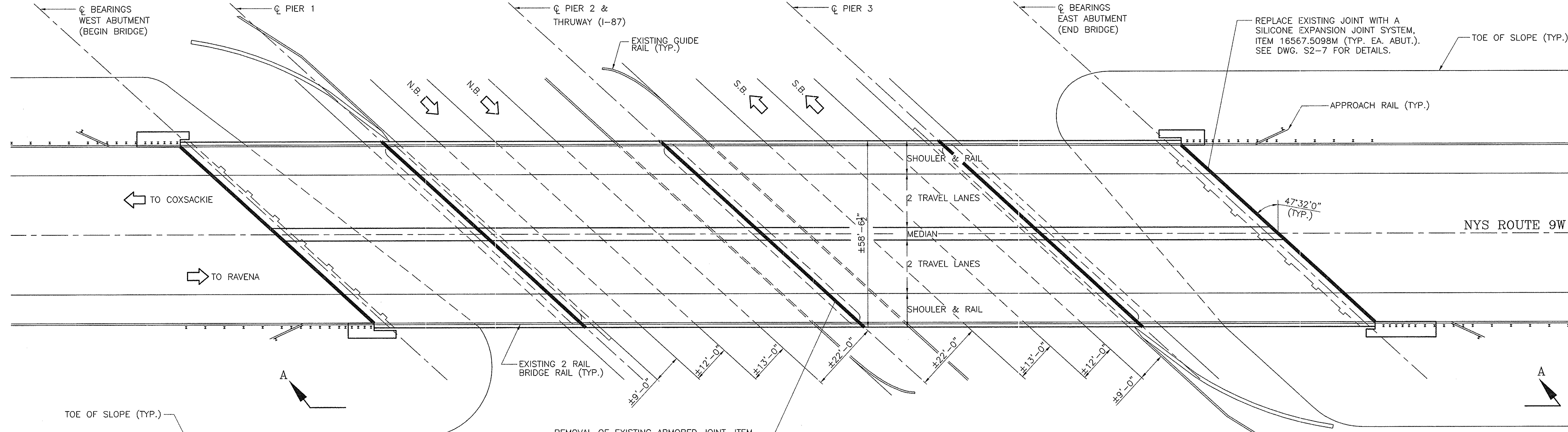
CONTRACT NUMBER:
TAA 02-30B

DATE:
NOV., 2002

DRAWING NUMBER:
S1-7

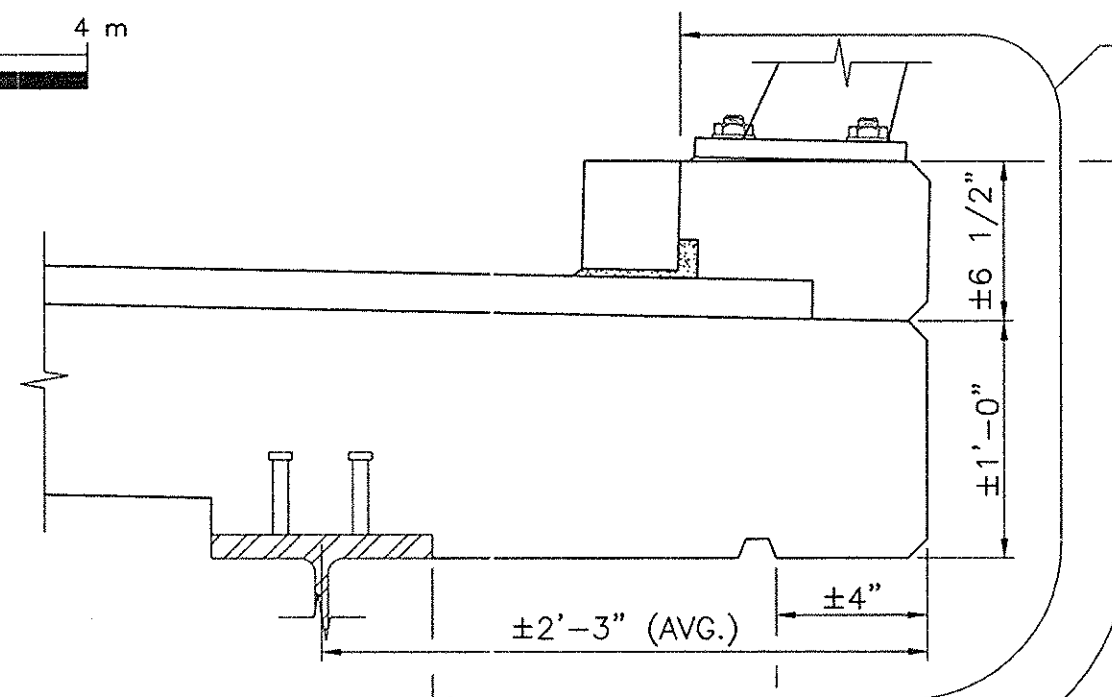
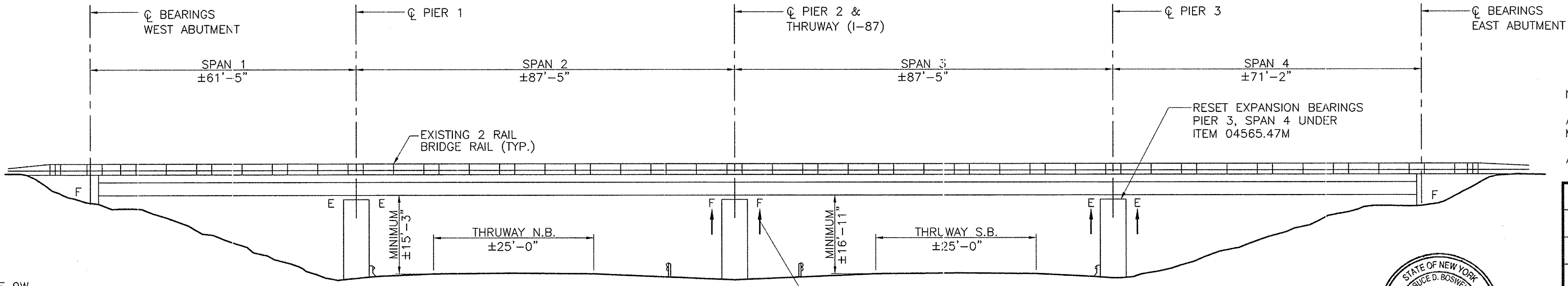
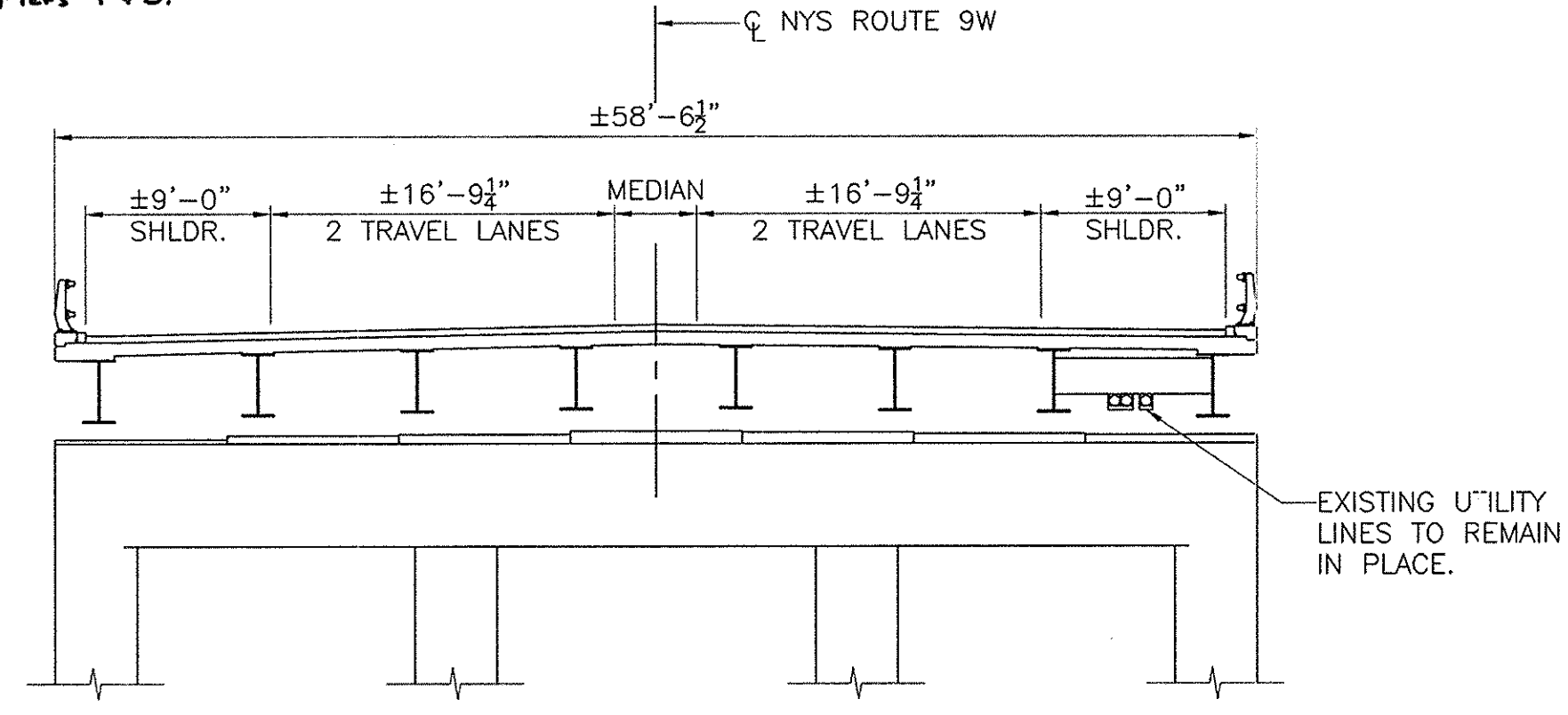
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& L.
oguidice, P.C.
Consulting Engineers





NOTES:

- SEE DWG. G-4 FOR GENERAL NOTES.
- SEE DWGS. S2-2 THRU S2-6 FOR SUBSTRUCTURE CONCRETE REPAIR DETAILS.
- MAINTENANCE AND PROTECTION OF TRAFFIC FOR JOINT WORK SHALL FOLLOW THE DETAILS AS SHOWN ON DWGS. S2-9 THRU S2-11. MPT FOR WORK ON FASCIAS SHALL FOLLOW THE SHORT TERM LANE CLOSURE DETAIL AS SHOWN ON DWG. MPT-2. MPT FOR WORK ON PIERS SHALL FOLLOW THE DETAILS ON DWG. MPT-5.
- SEE DWG. S2-7 FOR JOINT DETAILS.
- SEE DWG. S2-8 FOR STRUCTURAL LIFTING AND BEARING DETAILS.
- HORSEYSET TO BE REMOVED FROM ALL SUBSTRUCTURE UNITS AND FASCIAS UNDER ITEM 52570.9801M.
- CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES, INCLUDING ENTIRE EXPOSED SUBSTRUCTURE UNITS AND FASCIA CONCRETE AFTER REPAIRED AREAS OF CONCRETE HAVE CURED.
- Place Composite Strengthening System on Columns, Piers 1 & 3.



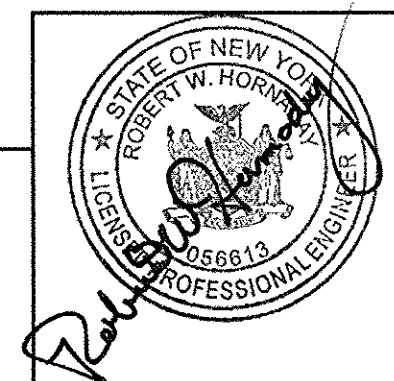
NOTE:
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DATE	DESCRIPTION	BY	SYM.
10/02	Item Change	G.A.Hall	A
10/03	Add Note	G.A.Hall	A

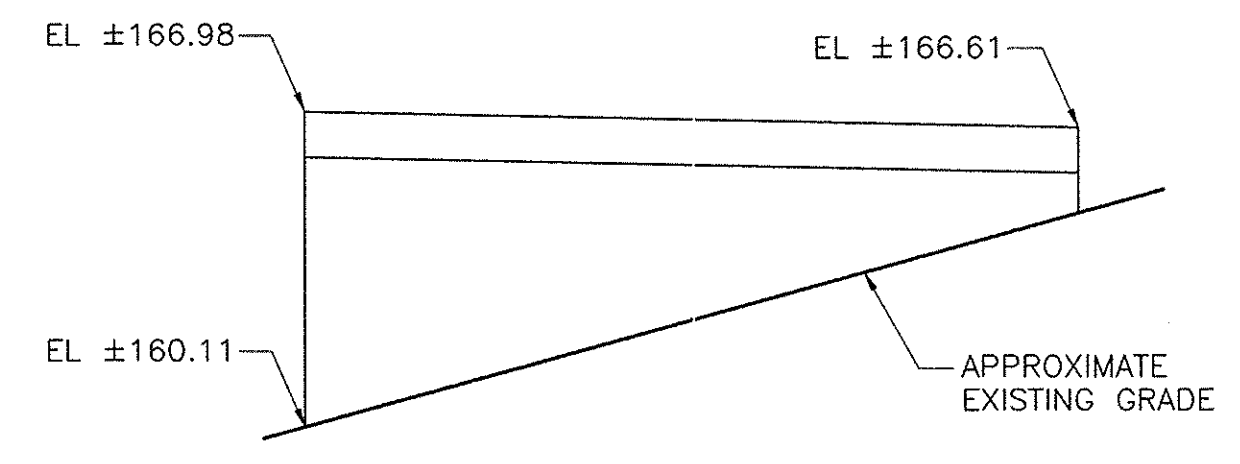
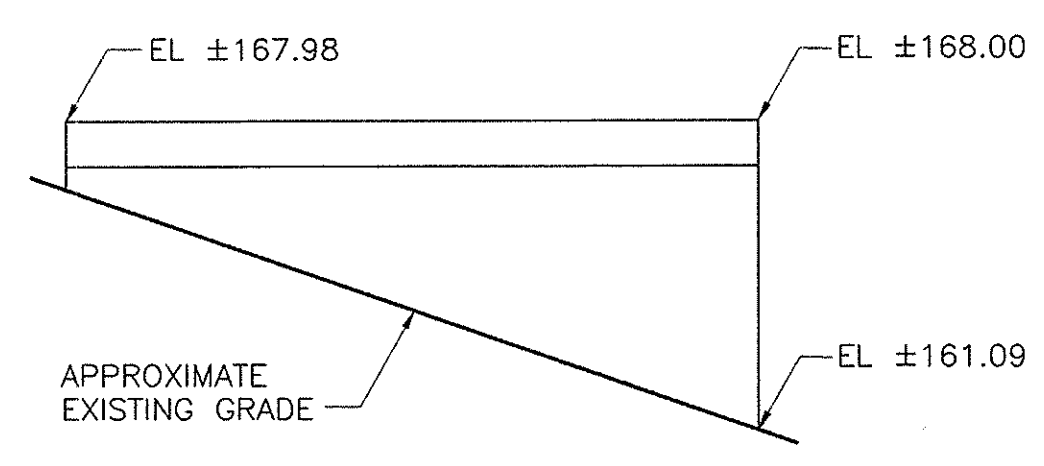
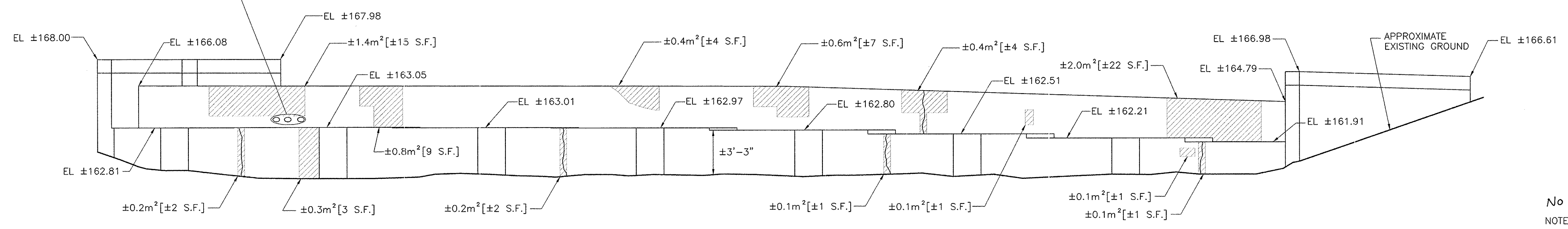
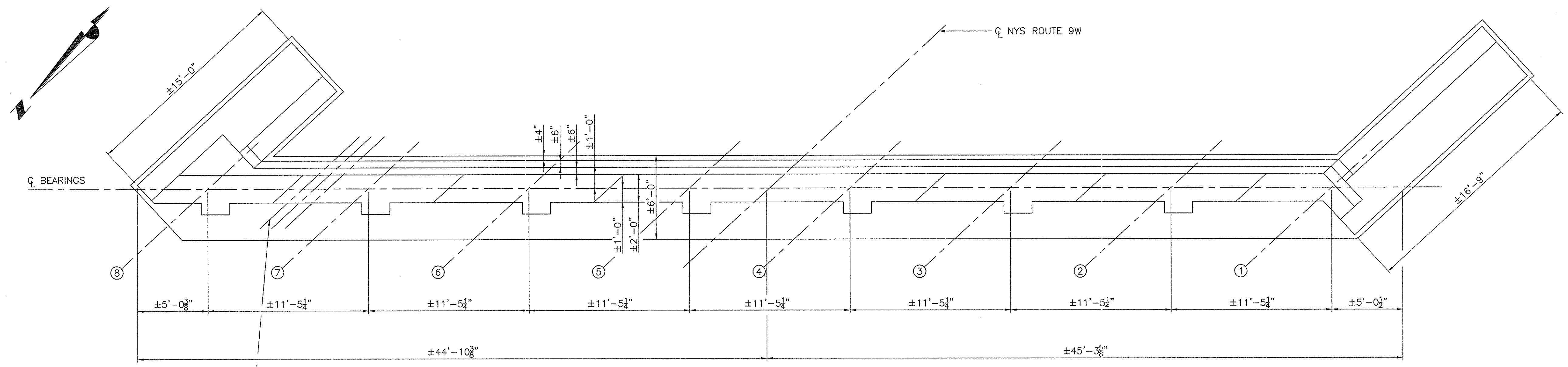
REVISIONS	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT	BRIDGE REHABILITATION
LOCATION OF PROJECT	NYS ROUTE 9W - M.P. 123.69
TITLE OF DRAWING	GENERAL PLAN AND ELEVATION

CONTRACT NUMBER:	TAA 02-30B
DATE:	NOV., 2002
DRAWING NUMBER:	S2-1 R1

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Consulting Engineers



AIPEL
CHECKED BY: RJS
DRAFTED BY: DJR
DESIGNED BY: JDH/RJS
IN CHARGE OF: RWB



NOTES:

1. SEE DWG. G-4 FOR GENERAL NOTES.
2. SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
3. HORSEYSET TO BE REMOVED FROM ENTIRE SUBSTRUCTURE UNIT, ITEM 52570.9801M.
4. CONTRACTOR SHALL NOT DISTURB EXISTING CONDUITS. ANY DAMAGE TO THE CONDUITS INCURRED DURING RECONSTRUCTION AND/OR REPAIRS OF THE ABUTMENT SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE AUTHORITY OR UTILITY COMPANY.
5. CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE UNIT AFTER REPAIRED AREAS HAVE CURED.
6. ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
7. CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
8. GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.

LEGEND:

- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK TO BE REPAIRED UNDER ITEM NO. 582.06M

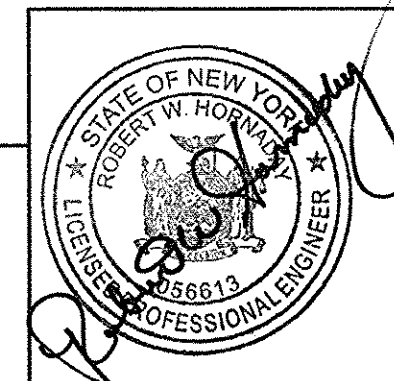
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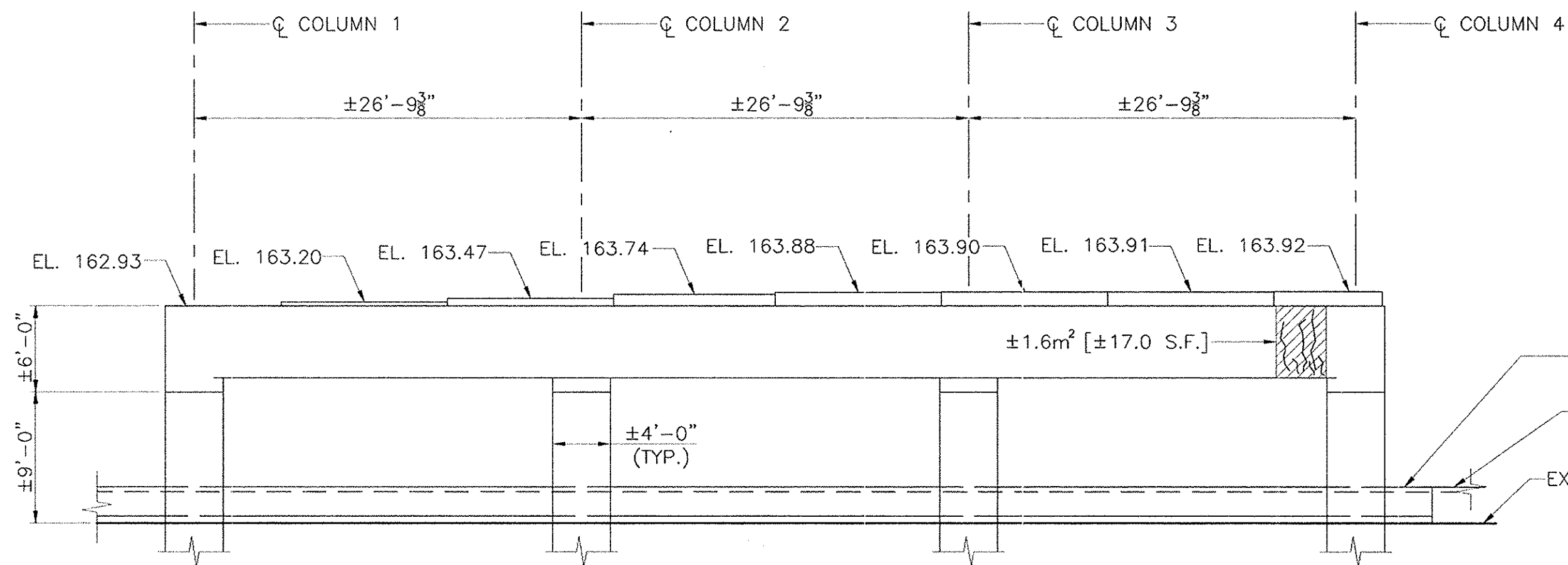
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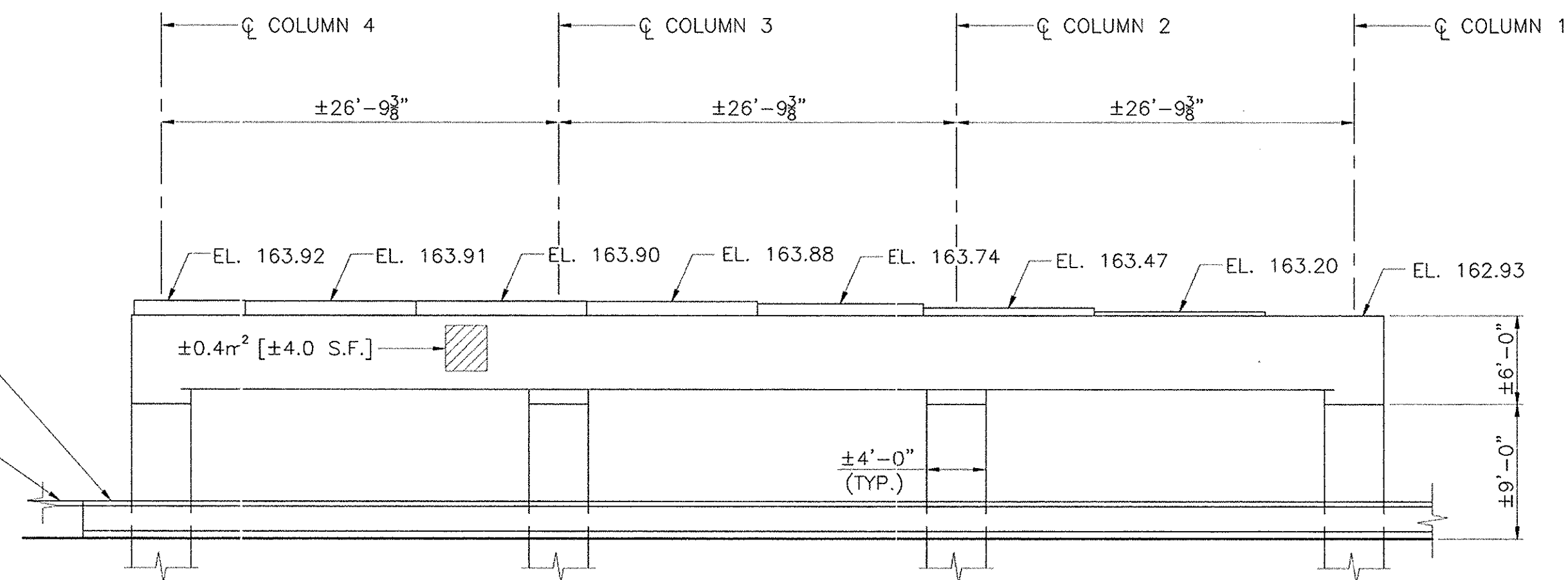
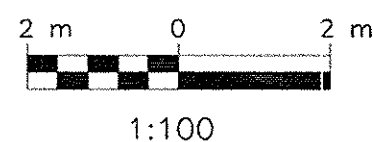
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REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 9W - M.P. 123.69			
TITLE OF DRAWING SOUTH ABUTMENT PLAN AND ELEVATION			
CONTRACT NUMBER: TAA 02-30B		DATE: NOV., 2002	
		DRAWING NUMBER: S2-2	



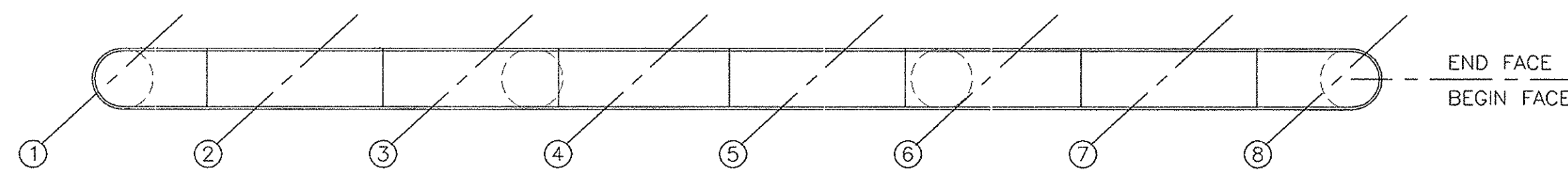
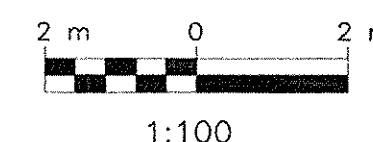
PIPEL
CHECKED BY: RJS
DRAFTED BY: DJR
DESIGNED BY: JOH/RJS
IN CHARGE OF: RWB



BEGIN ELEVATION



END ELEVATION



TOP OF PIER CAP



BOTTOM OF PIER CAP



LEGEND:

- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK TO BE REPAIRED UNDER ITEM NO. 582.06M

NOTES:

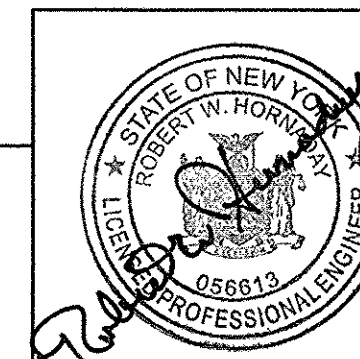
1. SEE DWG. G-4 FOR GENERAL NOTES.
2. SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
3. HORSEYSET TO BE REMOVED FROM ENTIRE SUBSTRUCTURE UNIT, ITEM 52570.9801M.
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7. GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.
8. Place Composite Strengthening System on Columns, Piers 1 & 3

NOTE:
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ALL ELEVATIONS ARE SHOWN IN FEET.



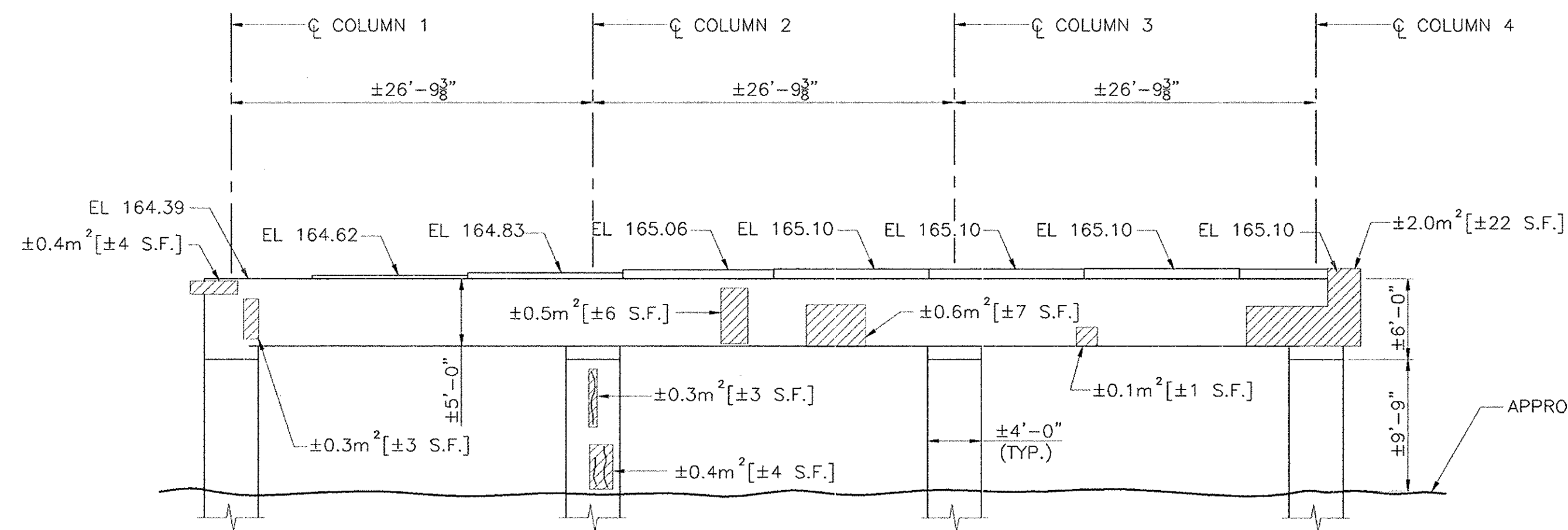
10/03	Note Added	G.A.Hall	Δ
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 9W - M.P. 123.69			
TITLE OF DRAWING PIER 1 PLAN AND ELEVATION			

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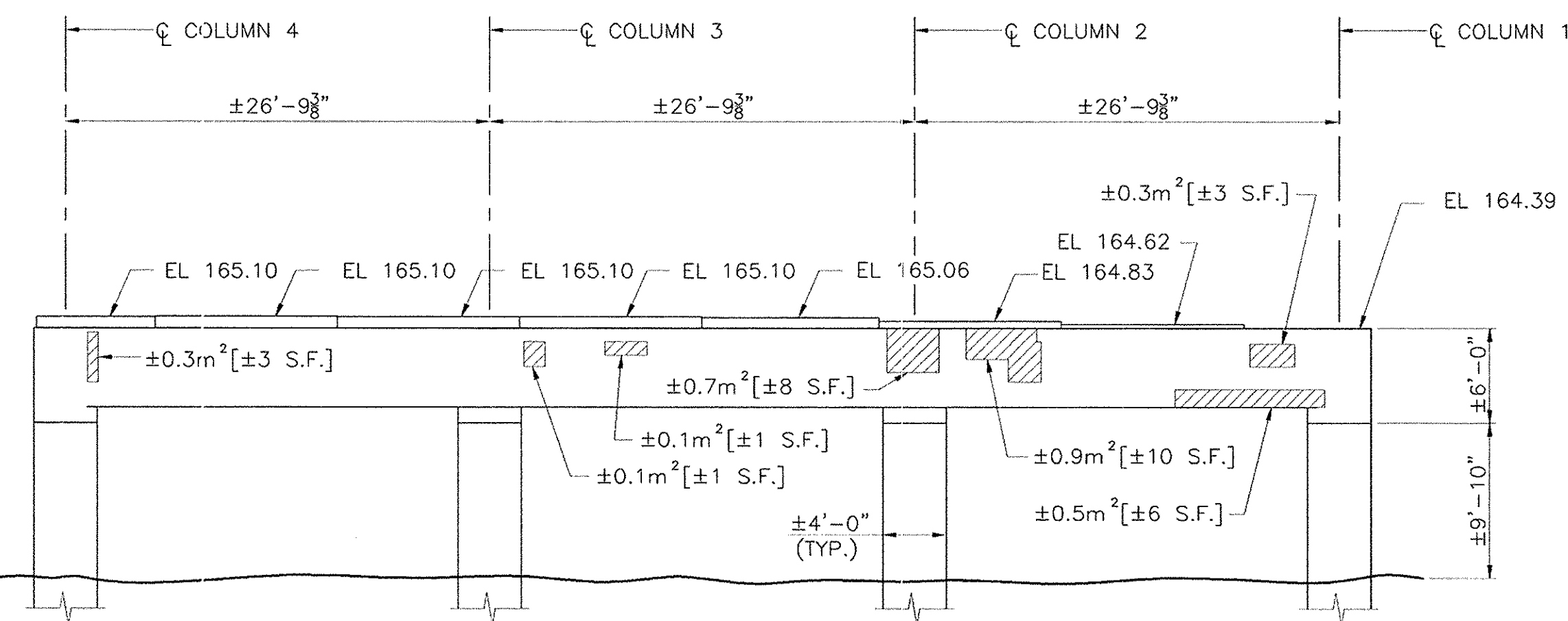
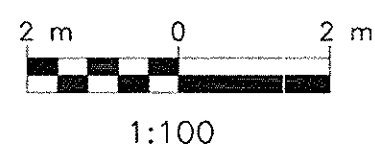


CONTRACT NUMBER:
TAA 02-30B
DATE:
NOV., 2002
DRAWING NUMBER:
S2-3 R-1

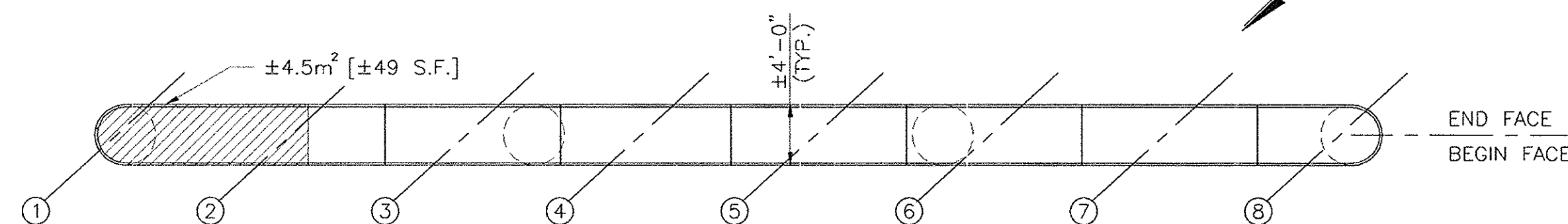
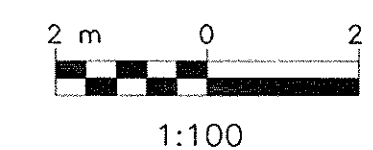
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IN CHARGE OF: RWH



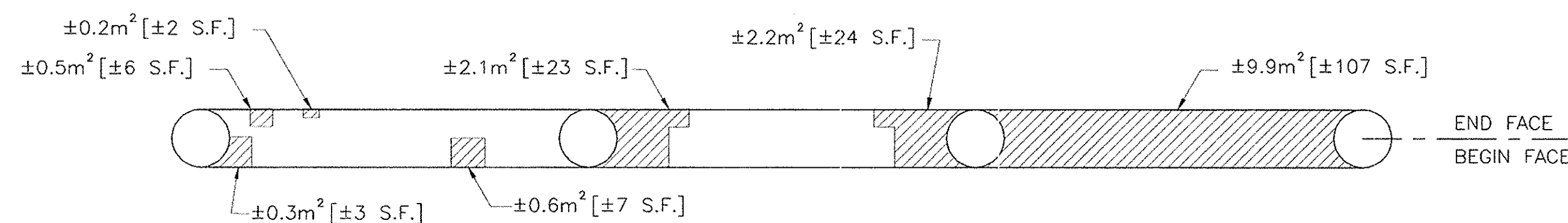
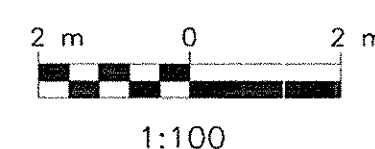
BEGIN ELEVATION



END ELEVATION



TOP OF PIER CAP



BOTTOM OF PIER CAP



LEGEND:

- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK TO BE REPAIRED UNDER ITEM NO. 582.06M

NOTES:

- SEE DWG. G-4 FOR GENERAL NOTES.
- SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
- HORSEYSET TO BE REMOVED FROM ENTIRE SUBSTRUCTURE UNIT, ITEM 52570.9801M.
- CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE UNIT, EXCEPT UNDERSIDE OF PIER CAP, AFTER REPAIRED AREAS HAVE CURED.
- ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
- CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
- GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.
- PRIOR TO REPAIRING BOTTOM OF PIER CAP, STRUCTURAL LIFTING OPERATIONS SHALL TAKE PLACE SO THAT REPAIRS ARE MADE WITH THE DEAD LOAD OF THE PIER CAP ONLY, SEE DWG. S2-8 FOR STRUCTURAL LIFTING DETAILS.

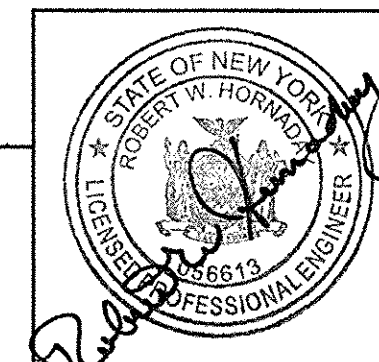
No As-Built REVISIONS

NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.

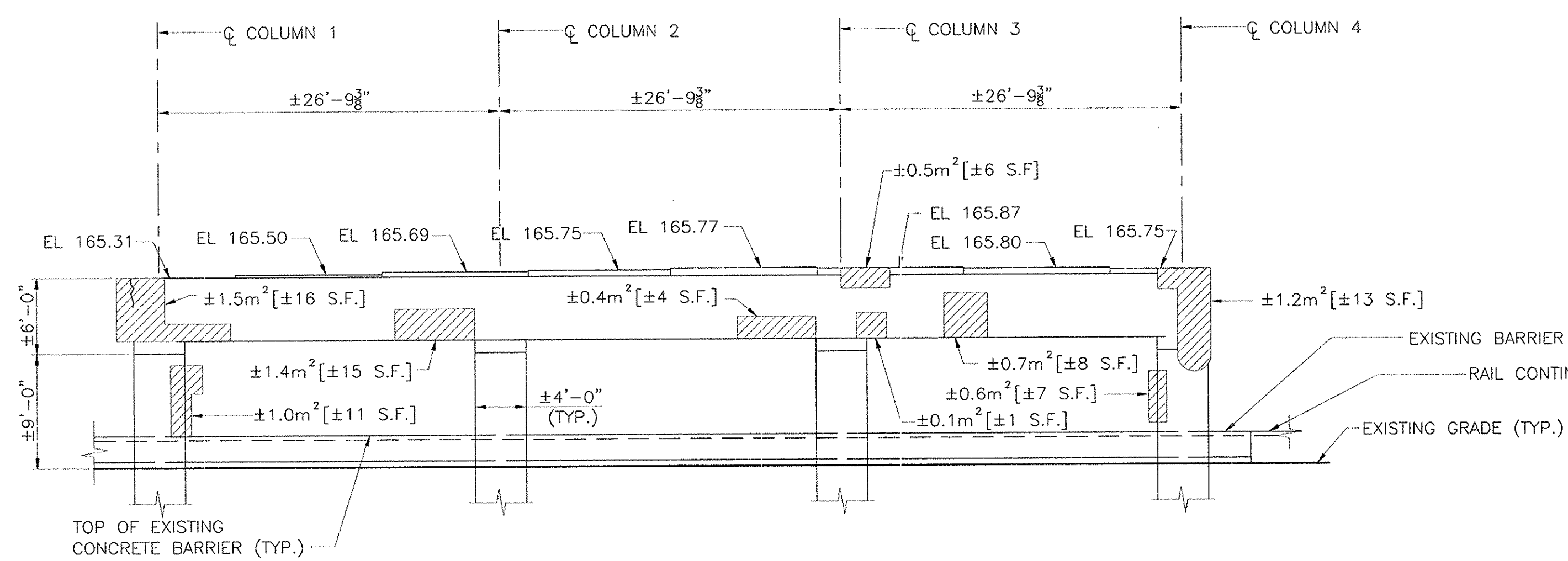
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 9W - M.P. 123.69			
TITLE OF DRAWING PIER 2 PLAN AND ELEVATION			

Barton
Loguidice, P.C.
Consulting Engineers

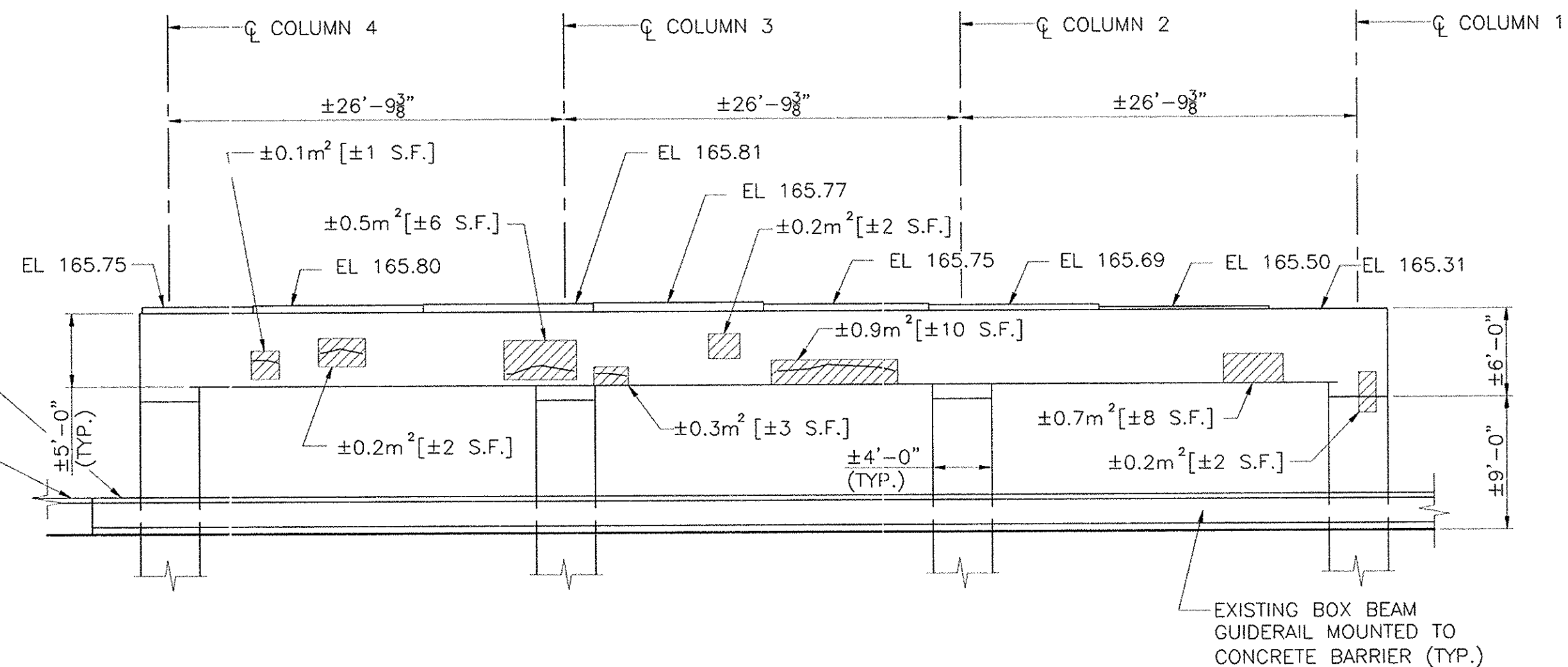


CONTRACT NUMBER: TAA 02-30B
DATE: NOV., 2002
DRAWING NUMBER: S2-4

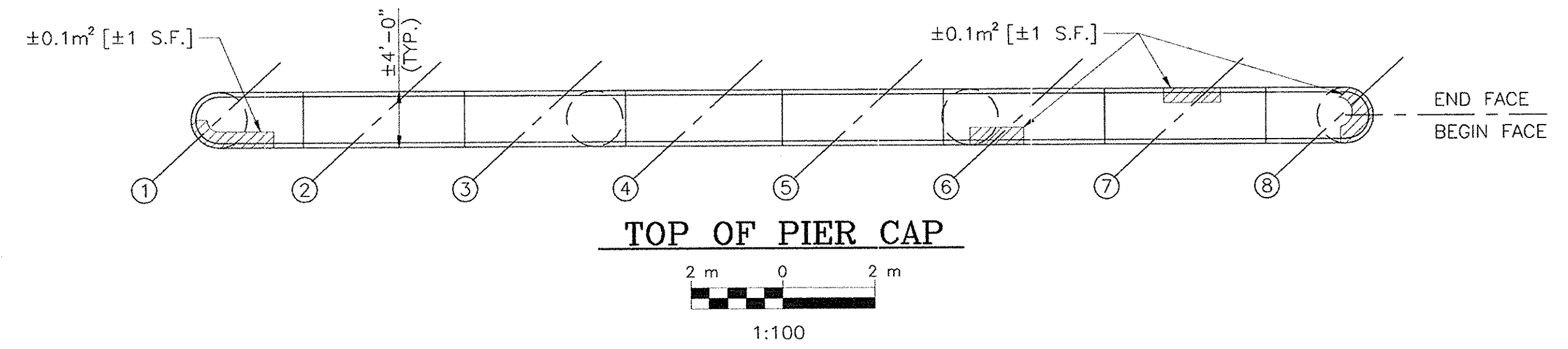
P3&EL
CHECKED BY: RJS
DRAFTED BY: DJR
DESIGNED BY: JDH/RJS
IN CHARGE OF: RWI



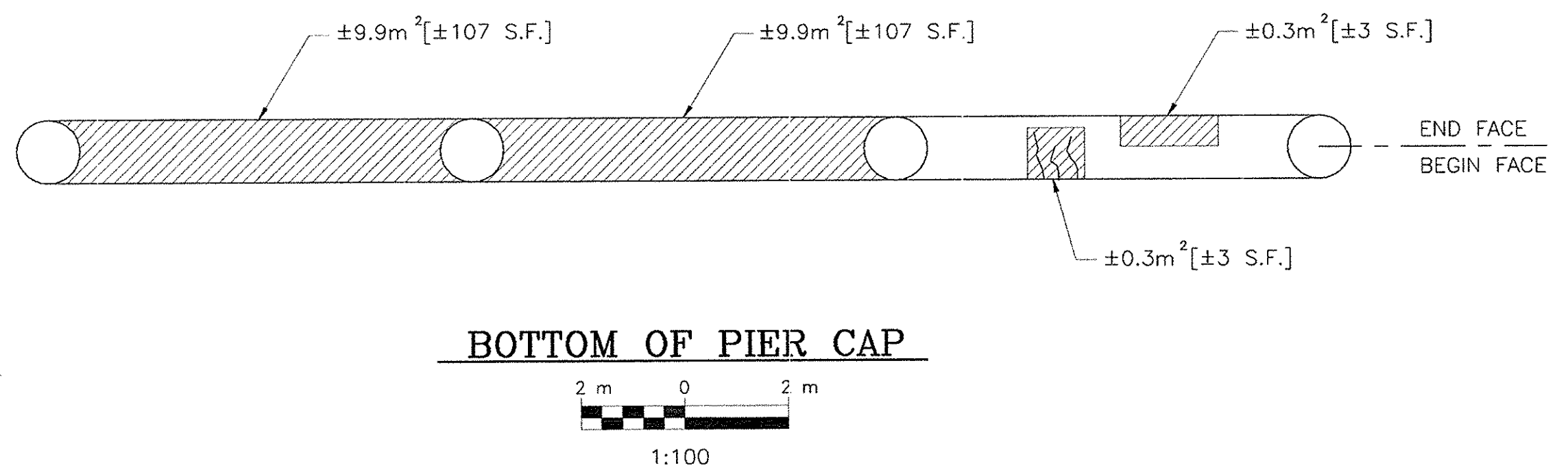
BEGIN ELEVATION
2 m 0 2 m
1:100



END ELEVATION
2 m 0 2 m
1:100



TOP OF PIER CAP
2 m 0 2 m
1:100



BOTTOM OF PIER CAP
2 m 0 2 m
1:100

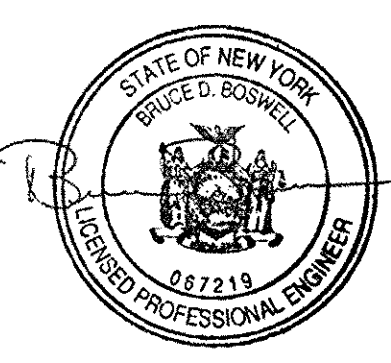
LEGEND:

- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK TO BE REPAIRED UNDER ITEM NO. 582.06M

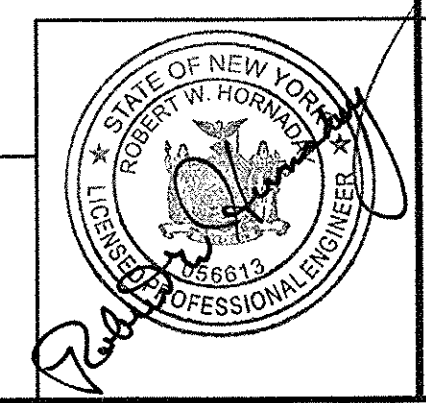
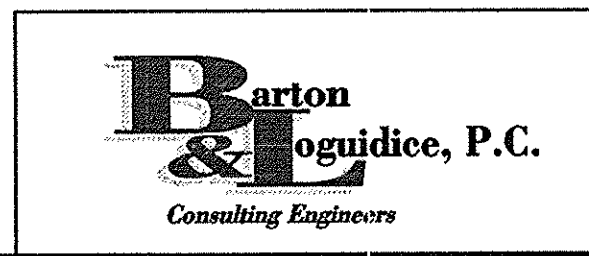
NOTES:

- SEE DWG. G-4 FOR GENERAL NOTES.
- SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
- HORSEYSET TO BE REMOVED FROM ENTIRE SUBSTRUCTURE UNIT, ITEM 52570.9801M.
- CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE UNIT, EXCEPT UNDERSIDE OF PIER CAP, AFTER REPAIRED AREAS HAVE CURED.
- ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
- CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
- GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.
- PRIOR TO REPAIRING BOTTOM OF PIER CAP, STRUCTURAL LIFTING OPERATIONS SHALL TAKE PLACE SO THAT REPAIRS ARE MADE WITH THE DEAD LOAD OF THE PIER CAP ONLY SEE DWG. S2-8 FOR STRUCTURAL LIFTING DETAILS.
- Place Composite Strengthening System on Columns. Piers 1 & 3.

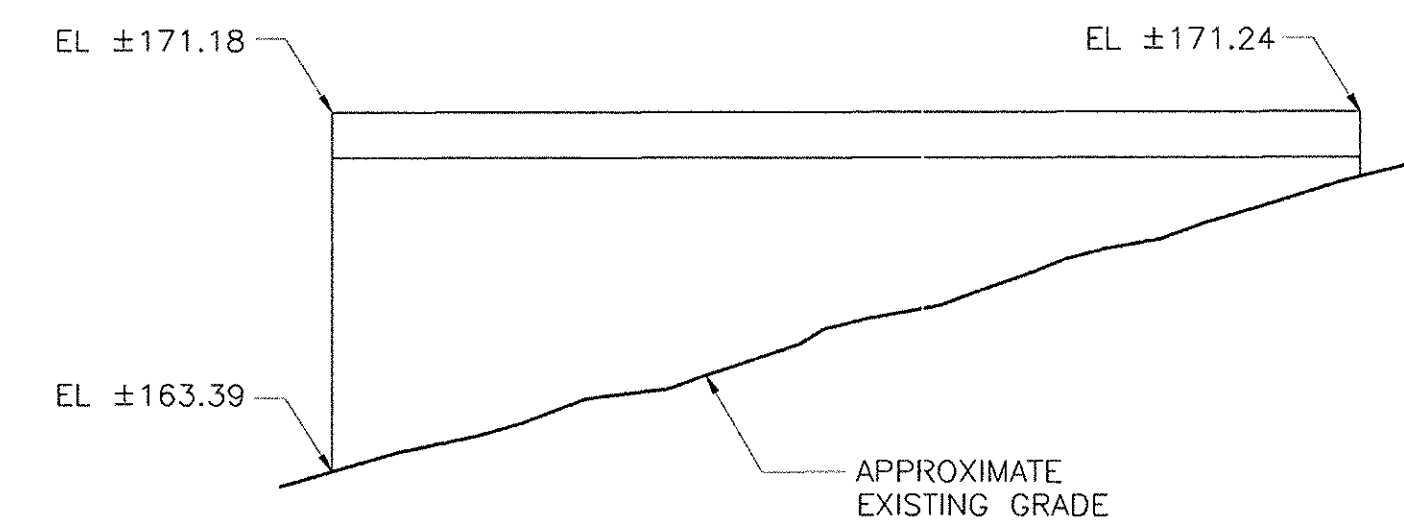
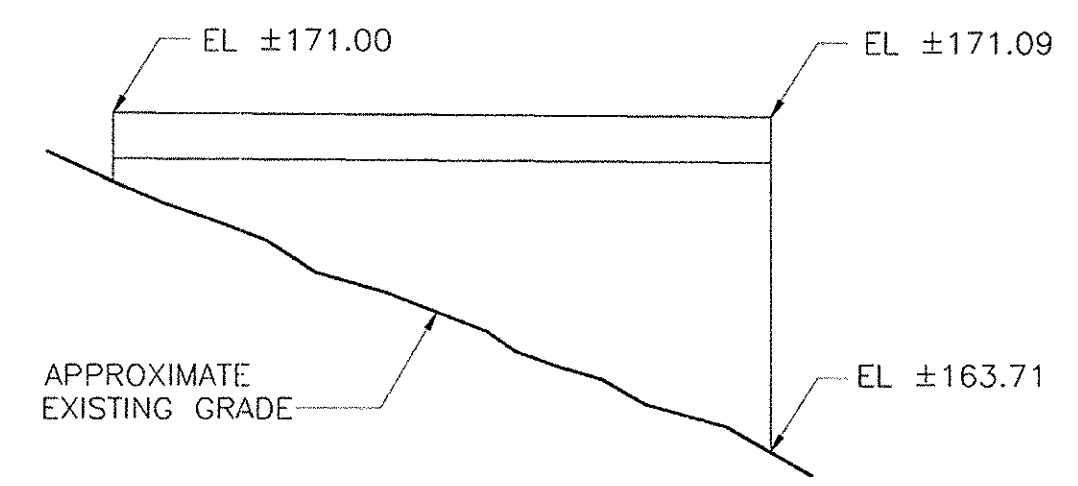
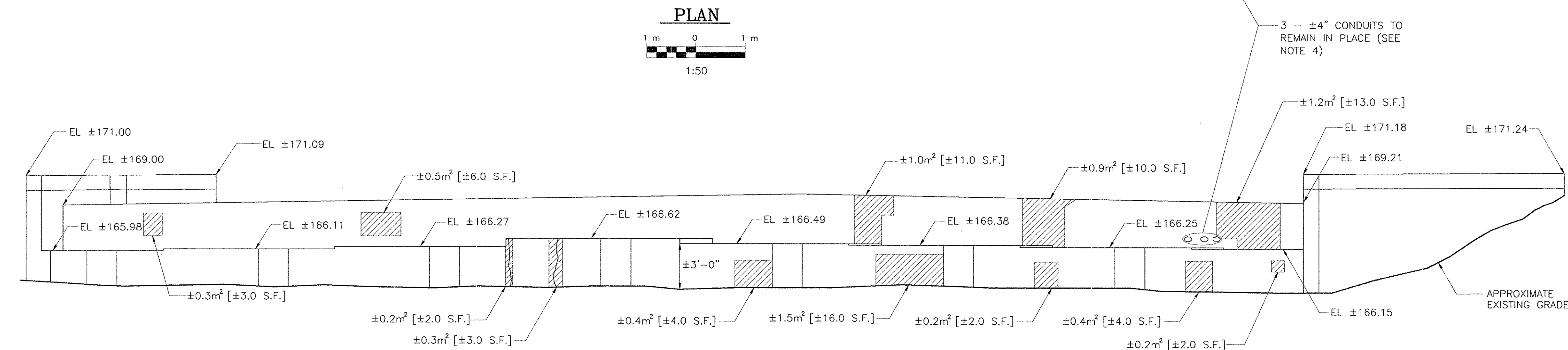
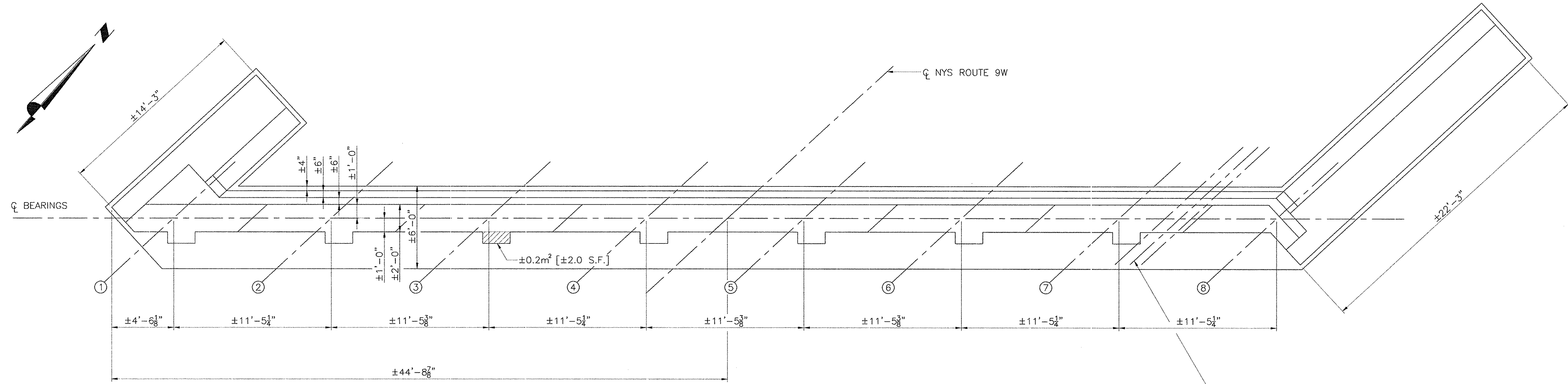
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.



10/03	Note Added	G.A. Hall	Δ
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 9W - M.P. 123.69			
TITLE OF DRAWING PIER 3 PLAN AND ELEVATION			
CONTRACT NUMBER: TAA 02-308		DATE: NOV., 2002	
DRAWING NUMBER: S2-5 R-1			



ASPLEL
CHECKED BY: RJS
DRAFTED BY: DJR
DESIGNED BY: JCH/RJS
IN CHARGE OF: RMH



NOTES:

- SEE DWG. G-4 FOR GENERAL NOTES.
- SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
- HORSESET TO BE REMOVED FROM ENTIRE SUBSTRUCTURE UNIT, ITEM 52570.9801M.
- CONTRACTOR SHALL NOT DISTURB EXISTING CONDUITS. ANY DAMAGE TO THE CONDUITS INCURRED DURING RECONSTRUCTION AND/OR REPAIRS OF THE ABUTMENT SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE AUTHORITY OR UTILITY COMPANY.
- CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE UNIT AFTER REPAIRED AREAS HAVE CURED.
- ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
- CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
- GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.

LEGEND:

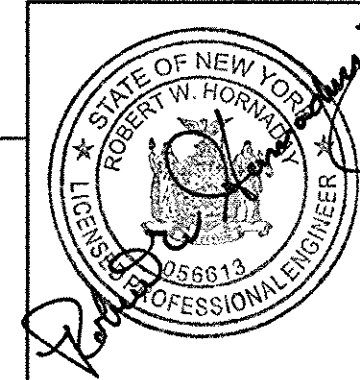
- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK TO BE REPAIRED UNDER ITEM NO. 582.06M

No As-Built Revisions

NOTE:
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ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 9W - M.P. 123.69			
TITLE OF DRAWING NORTH ABUTMENT PLAN AND ELEVATION			
CONTRACT NUMBER: TAA 02-30B		DATE: NOV., 2002	
DRAWING NUMBER: S2-6			

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Consulting Engineers



NOTE:

1. THE BOLT HEAD CAN BE "BURNED OFF" TO REMOVE THE ANGLE, THE REMAINDER OF THE BOLT MAY BE LEFT IN THE CONCRETE DECK. IF THE BOLT IS PULLED FROM THE CONCRETE, THE HOLE SHALL BE FILLED WITH CONCRETE GROUTING MATERIAL MEETING THE REQUIREMENTS OF SUBSECTION 701.05 OF THE NEW YORK STATE D.O.T. MATERIAL SPECIFICATIONS. COST TO BE INCLUDED UNDER ITEM 25567.600199M.
2. FOR GENERAL JOINT DETAILS SEE DWG. JD-1.
3. SPLICES IN SILICOFLEX WILL ONLY BE PERMITTED AS SPECIFIED IN NOTES ON DWG. JD-1.
4. CONTRACTOR TO SET JOINT OPENING AS NEEDED TO ADJUST FOR AMBIENT AIR TEMPERATURE AT TIME OF JOINT PLACEMENT.
5. SEE SHEET JD-1 FOR JOINT DETAILS AT SAFETY WALK.

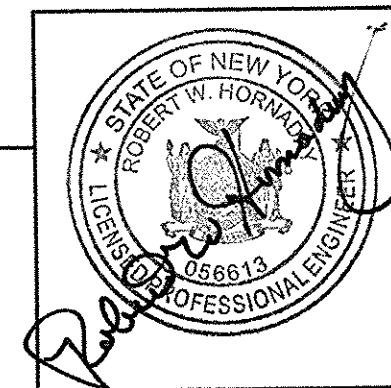
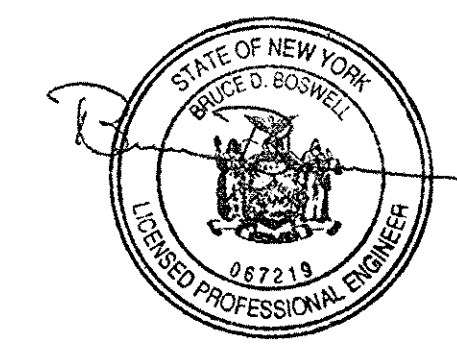
NOTE:

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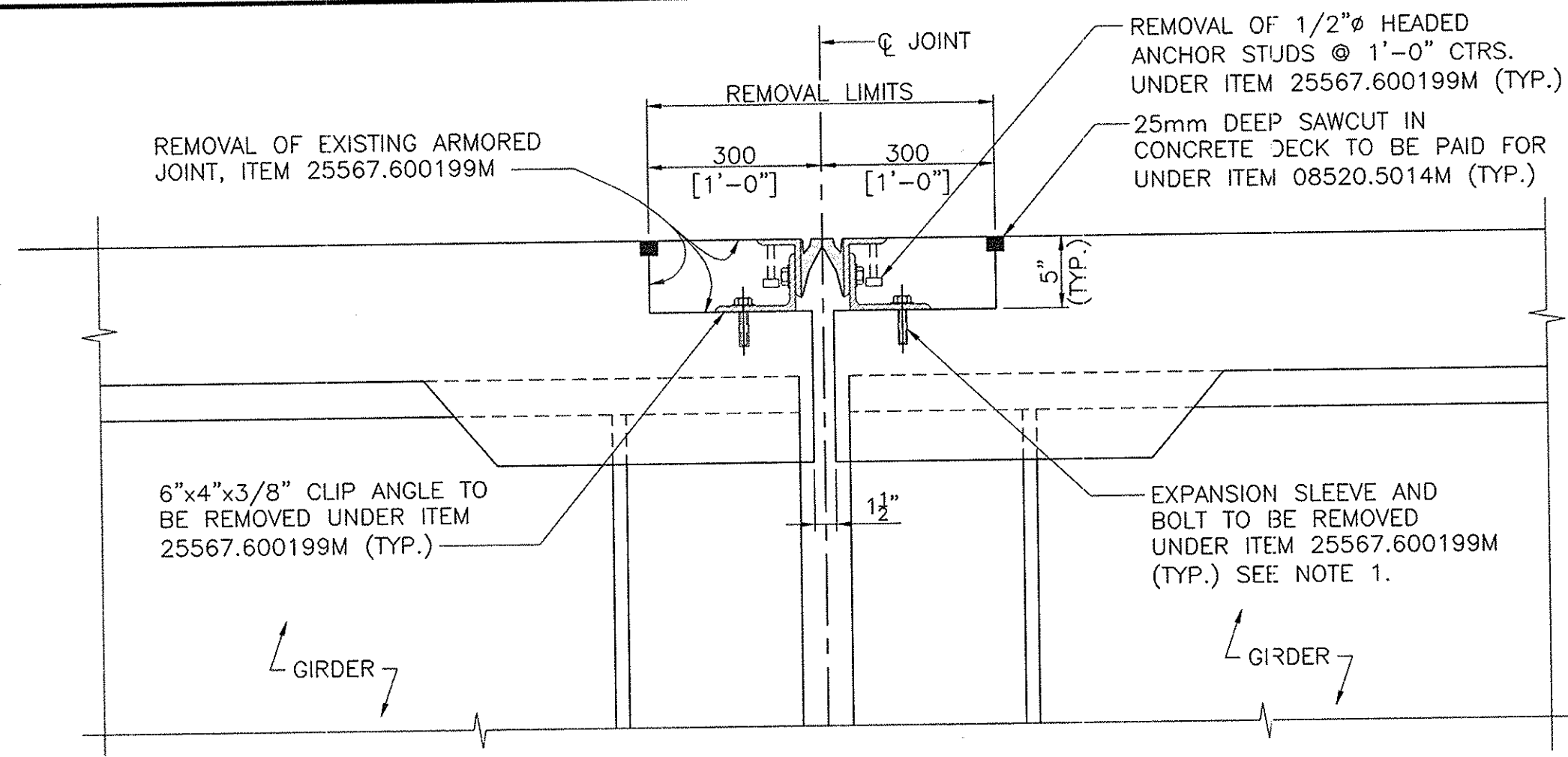
DATE	DESCRIPTION	BY	SYM.
10/02	Note Removals	G.A. Hall	Δ
10/02	Item Change	G.A. Hall	Δ

REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 9W - M.P. 123.69			
TITLE OF DRAWING JOINT REPAIR DETAILS			

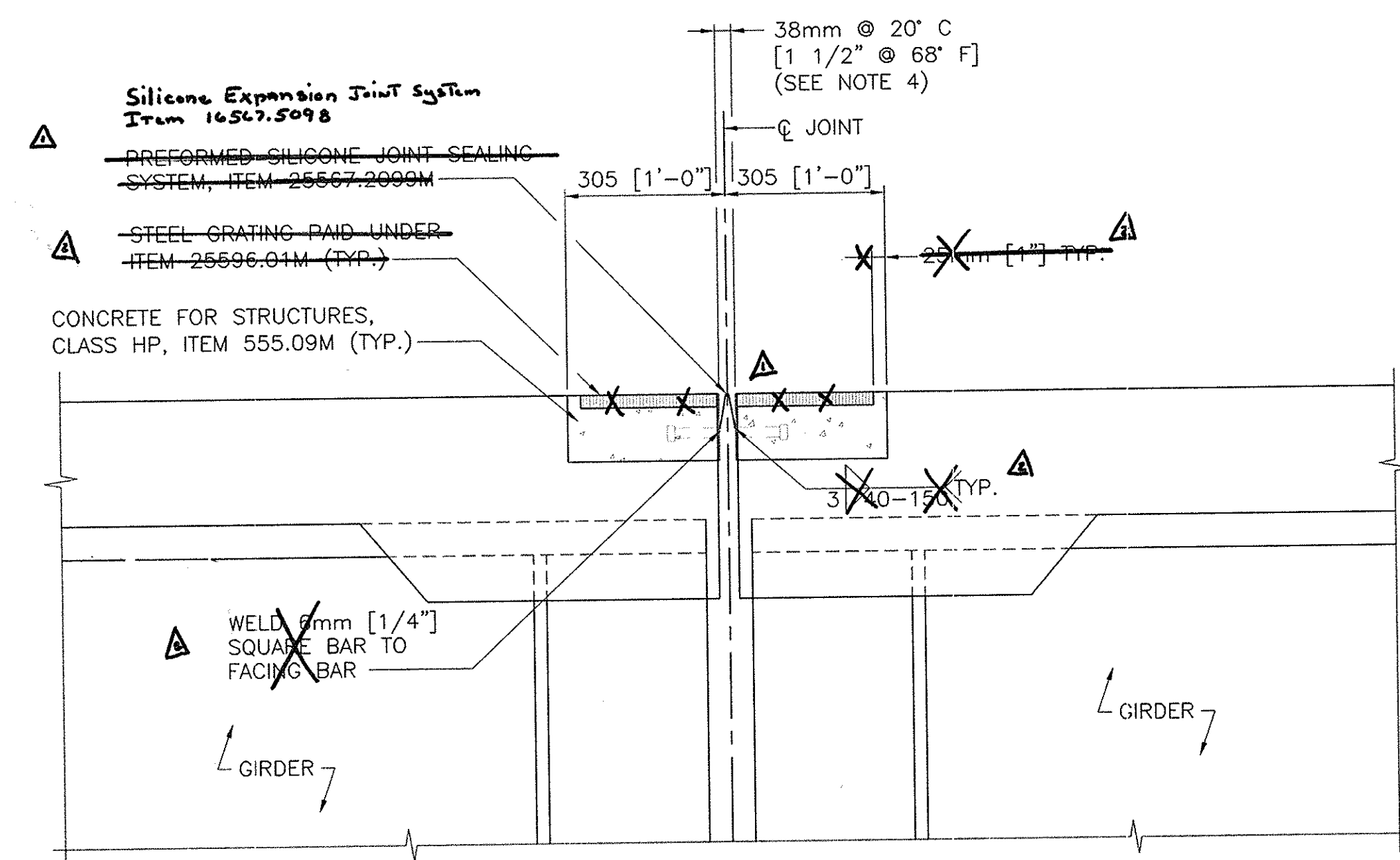
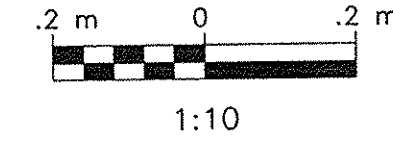
CONTRACT NUMBER: TAA 02-30B	DATE: NOV., 2002
DRAWING NUMBER: S2-7R-1	



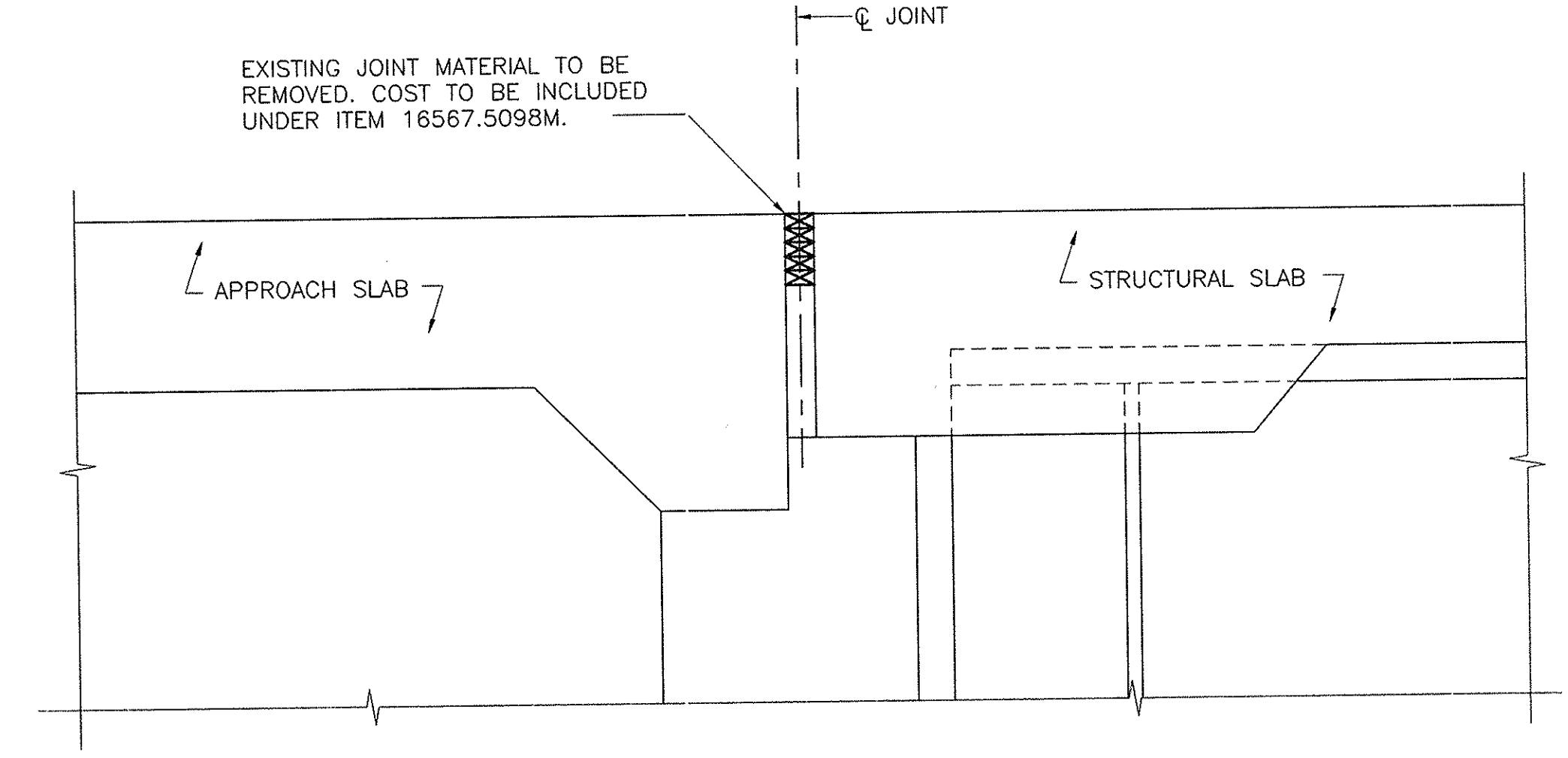
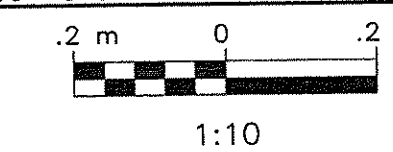
Barton & Loguidice, P.C.
Consulting Engineers



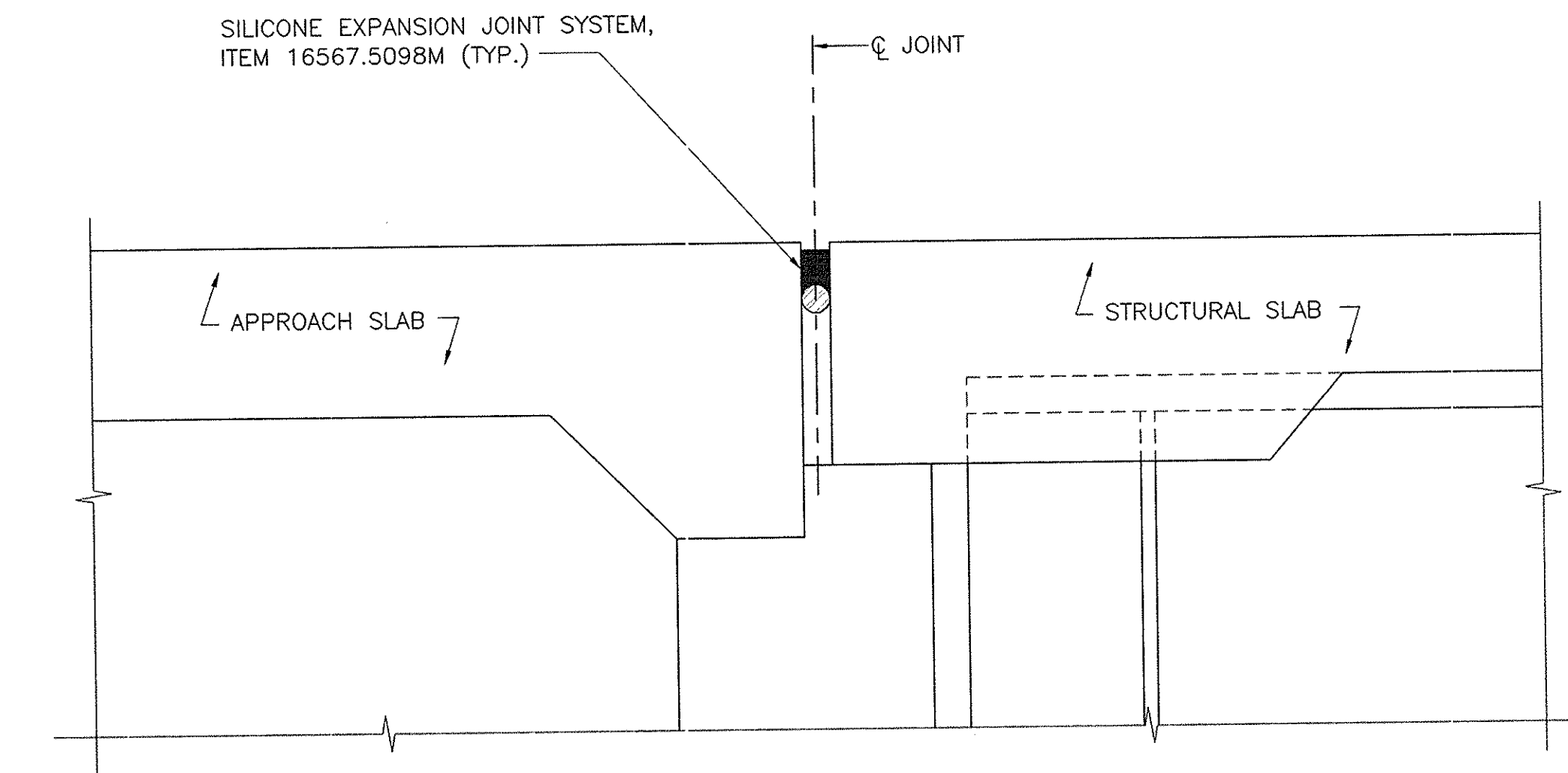
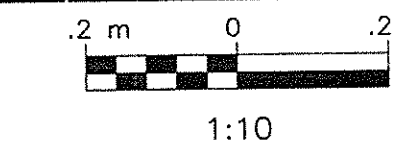
EXISTING PIER JOINT REPLACEMENT DETAIL



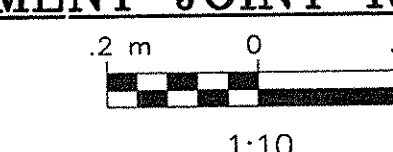
PROPOSED PIER JOINT REPLACEMENT DETAIL



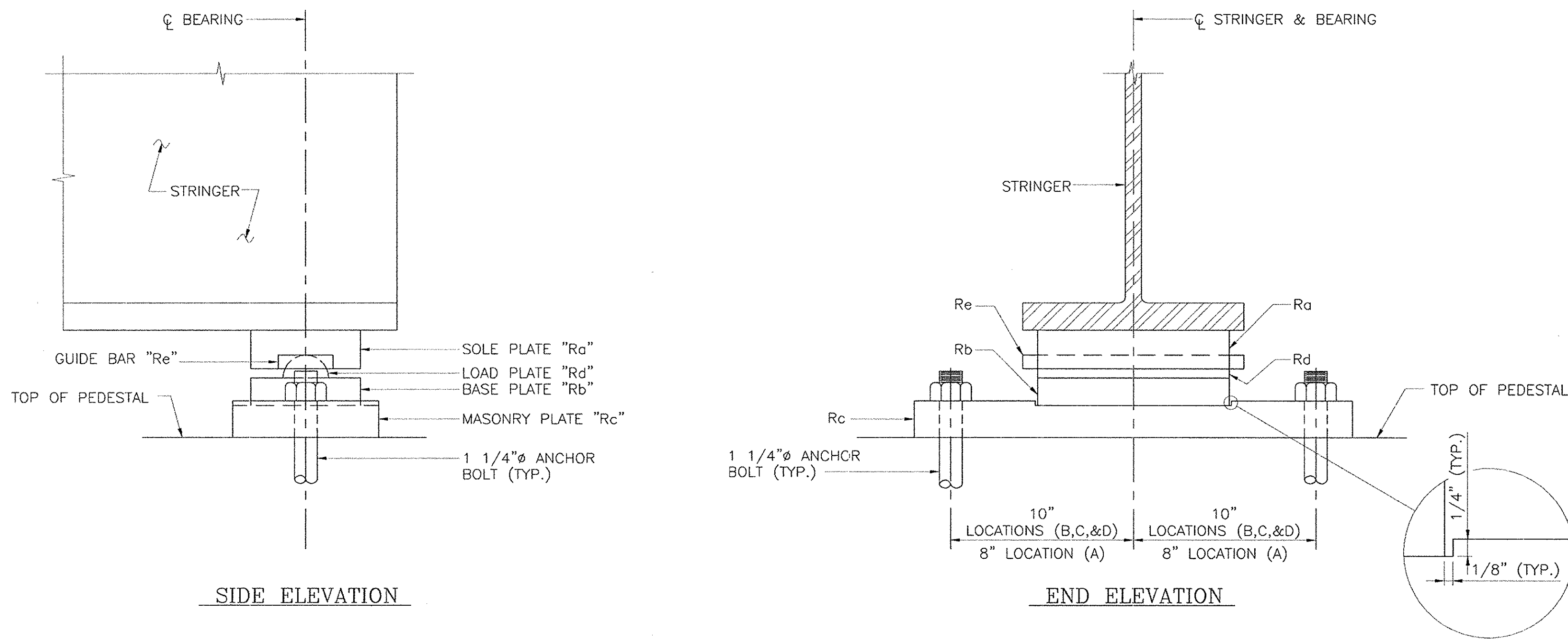
EXISTING ABUTMENT JOINT REPLACEMENT DETAIL



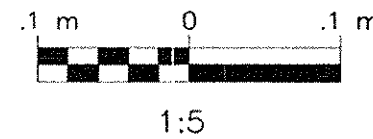
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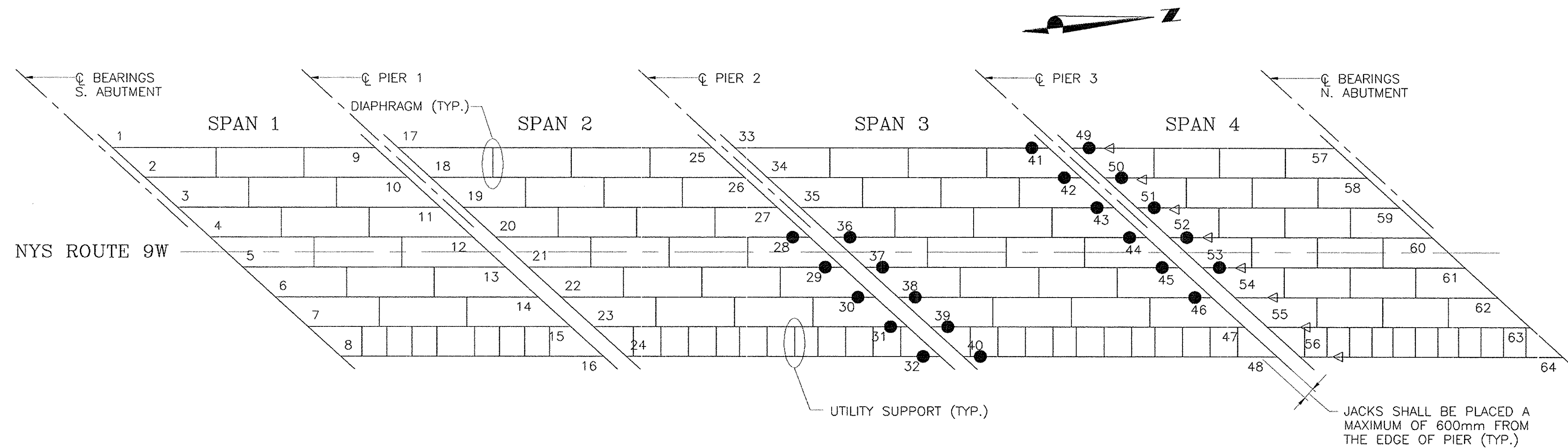
ST-DET
CHECKED BY: RJS
DRAFTED BY: JDH/DJR
DESIGNED BY: DTV
IN CHARGE OF: RWB



TYPICAL EXPANSION BEARING DETAIL



BEARING LOCATION	BEARING DIMENSIONS				
	SOLE PLATE "Ra"	BASE PLATE "Rb"	MASONRY PLATE "Rc"	LOAD PLATE "Rd"	GUIDE BAR "Re"
PIER 3, SPAN 4	152 x 54 x 267 [6" x 2 1/8" x 10 1/2"]	152 x 38 x 267 [6" x 1 1/2" x 10 1/2"]	203 x 51 x 610 [8" x 2" x 2'-0"]	64 HALF ROUND x 267 LG. [2 1/2" HALF ROUND x 10 1/2" LG.]	(2) 25 x 19 x 76 [1" x 3/4" x 3"]

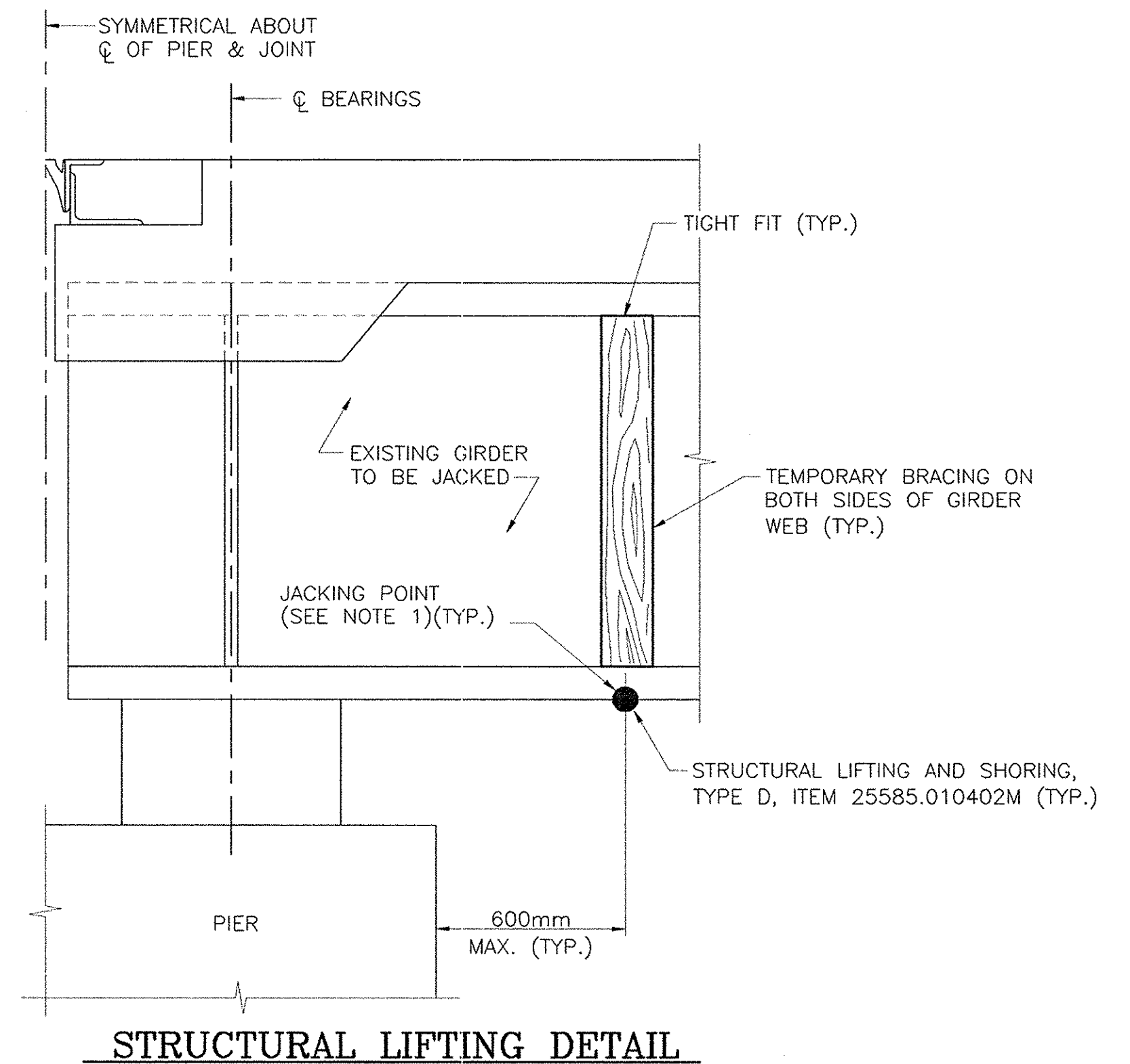


SCHMATIC FRAMING PLAN WITH BEARING POINTS

N.T.S.

LEGEND:

- STRUCTURAL LIFTING FOR CONCRETE REMOVAL OPERATIONS, ITEM 25585.010402M
- ▷ BEARING TO BE CLEANED AND LUBED UNDER ITEM 25565.430300M AND BEARING TO BE RESET UNDER ITEM 04565.47M
- New sole plates & base plates required due to deteriorated condition of existing plates at all locations.



STRUCTURAL LIFTING DETAIL

N.T.S.

NOTES:

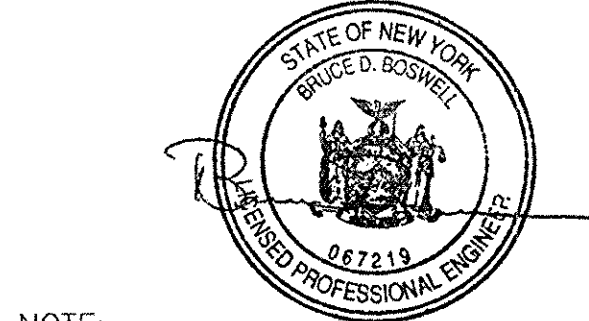
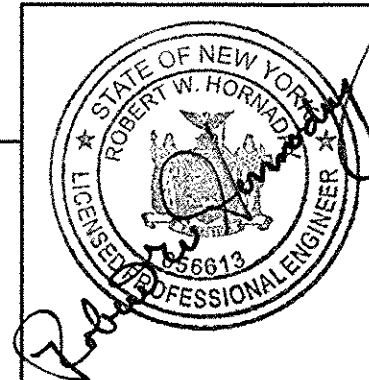
- CONTRACTOR SHALL TEMPORARILY BRACE THE WEB, TOP AND BOTTOM FLANGES SUFFICIENTLY TO WITHSTAND JACKING FORCES FOR ALL JACKING LOCATIONS.
- EXISTING BEAMS SHALL BE JACKED VERTICALLY 4mm MAXIMUM.
- JACKS ARE TO BE EQUIPPED WITH LOCKING COLLARS.
- FOUNDATIONS FOR STRUCTURAL LIFTING OPERATIONS SHALL NOT EXCEED A PRESSURE OF 192 kPa ON SOIL, AND 690kPa ON ASPHALT PAVEMENT.
- STRUCTURAL LIFTING AND SHORING FOR ALL BEARING WORK SHALL BE PAID UNDER ITEM 25585.010402M.
- BEARINGS AT THE FOLLOWING LOCATIONS TO BE CLEANED AND LUBED UNDER ITEM 25565.430300M AND RESET UNDER ITEM 04565.47M: POINTS 49, 50, 51, 52, 53, 54, 55, 56.
- BEARINGS SHALL BE RESET TO THE PROPER POSITION IN ACCORDANCE WITH THE AMBIENT AIR TEMPERATURE AT THE TIME OF RESETTING.
- FOR ADDITIONAL JACKING AND LIFTING NOTES, SEE GENERAL NOTES, DWG. G-4.
- ITEM 25565.430300M, BRIDGE BEARING CLEANING AND LUBING SHALL INCLUDE THE WORK TO SEPARATE THE MOVING COMPONENTS.

LOADS AT JACKING POINTS											
POINT	D.L.	L.L.+1	POINT	D.L.	L.L.+1	POINT	D.L.	L.L.+1	POINT	D.L.	L.L.+1
1	-	-	17	-	-	33	-	-	49	209	393
2	-	-	18	-	-	34	-	-	50	238	393
3	-	-	19	-	-	35	-	-	51	238	393
4	-	-	20	-	-	36	299	392	52	238	393
5	-	-	21	-	-	37	299	392	53	238	393
6	-	-	22	-	-	38	299	392	54	238	393
7	-	-	23	-	-	39	299	392	55	238	393
8	-	-	24	-	-	40	268	392	56	209	393
9	-	-	25	-	-	41	268	392	57	-	-
10	-	-	26	-	-	42	299	392	58	-	-
11	-	-	27	-	-	43	299	392	59	-	-
12	-	-	28	299	392	44	299	392	60	-	-
13	-	-	29	299	392	45	299	392	61	-	-
14	-	-	30	299	392	46	299	392	62	-	-
15	-	-	31	299	392	47	-	-	63	-	-
16	-	-	32	268	392	48	-	-	64	-	-

NOTE:

- ALL LOADS ARE IN KILONETONS.
- REACTIONS ARE MAXIMUM VALUES AND ARE TO BE USED FOR DESIGN OF JACKING OPERATIONS ONLY.

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Consulting Engineers



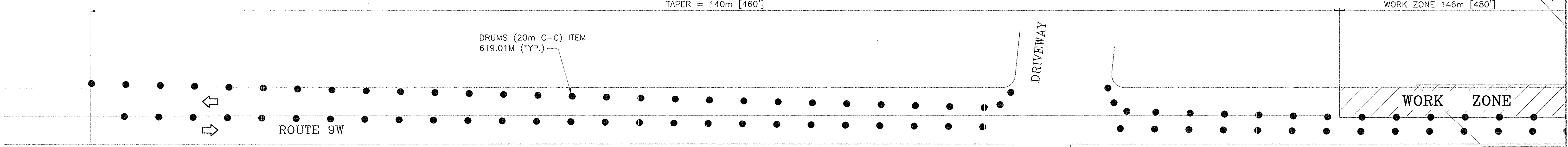
NOTE:

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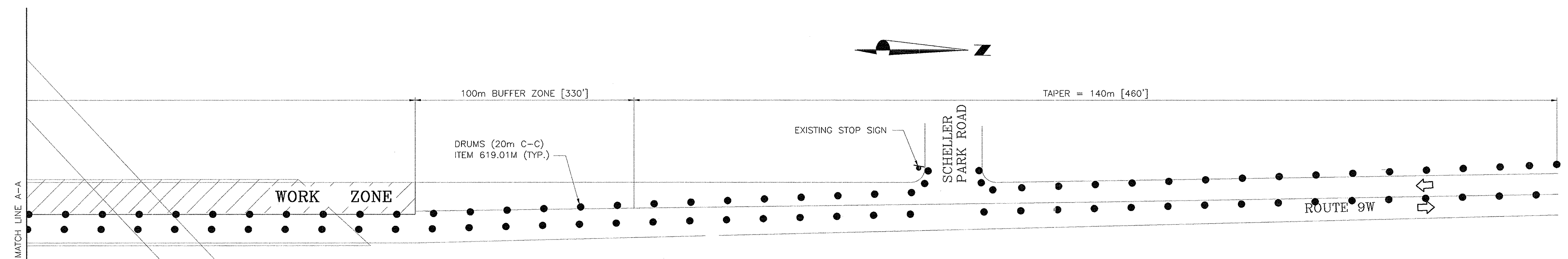
10/03	Note Added	G.A. Hall	Δ
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 9W - M.P. 123.69			
TITLE OF DRAWING STRUCTURAL LIFTING AND BEARING DETAILS			
CONTRACT NUMBER: TAA 02-30B		DATE: NOV., 2002	
DRAWING NUMBER: S2-8 R1			

MP1_1
CHECKED BY: RJS
DRAFTED BY: JDH/DJR
DESIGNED BY: DTV
IN CHARGE OF: FWH

N.Y.S. THRUWAY

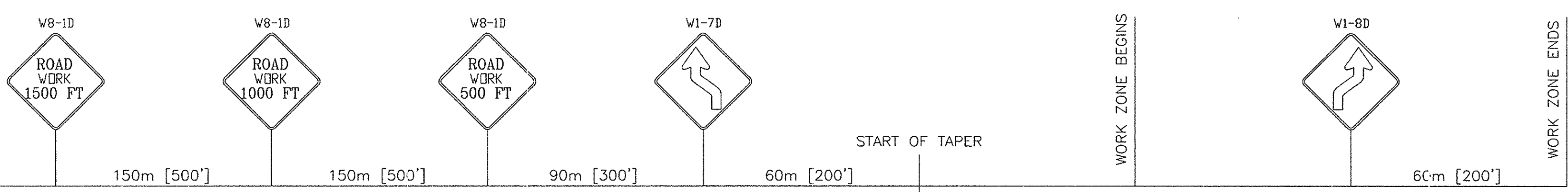


VAN GURPIN LANE

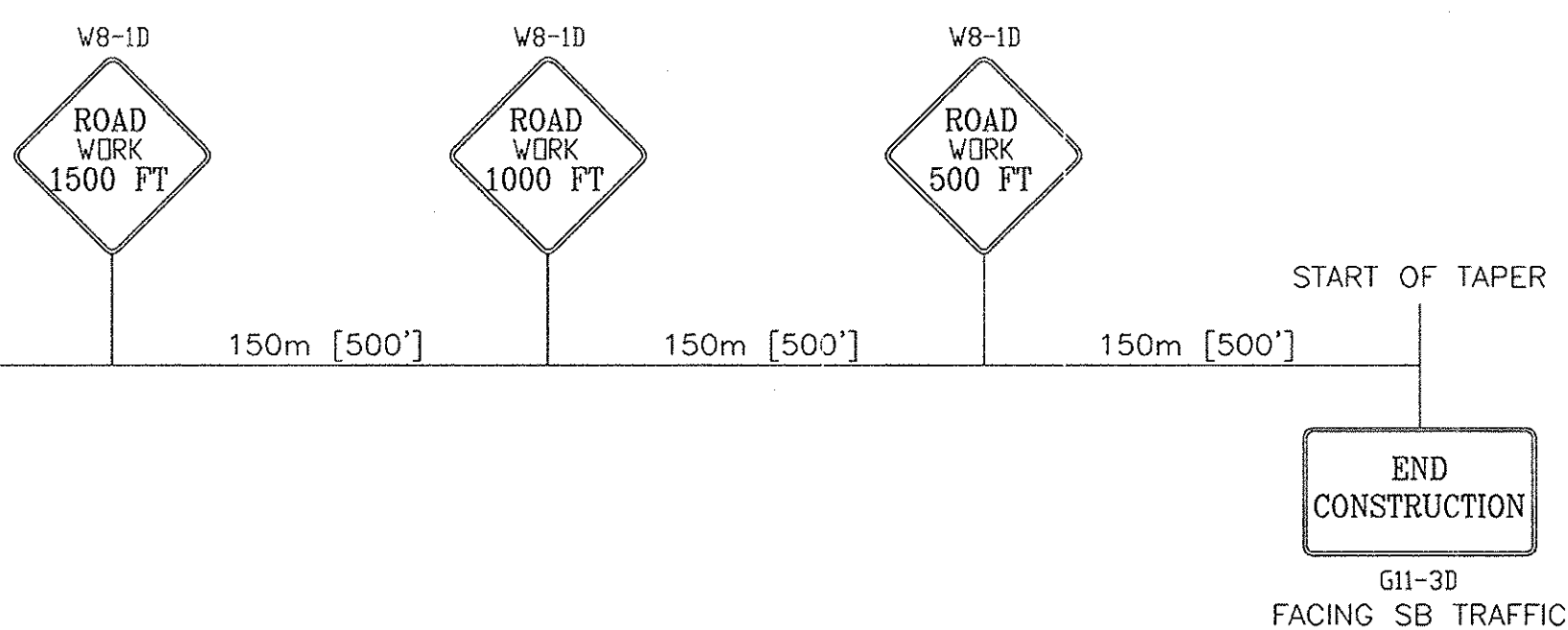


MPT PLAN
N.T.S.

S.B. ROUTE 9W SIGNING
ITEM 619.02M



N.B. ROUTE 9W SIGNING
ITEM 619.02M



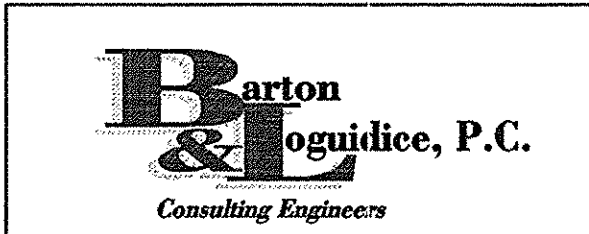
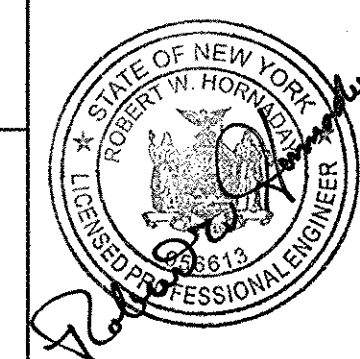
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- ◀ SIGN, ITEM 619.02M

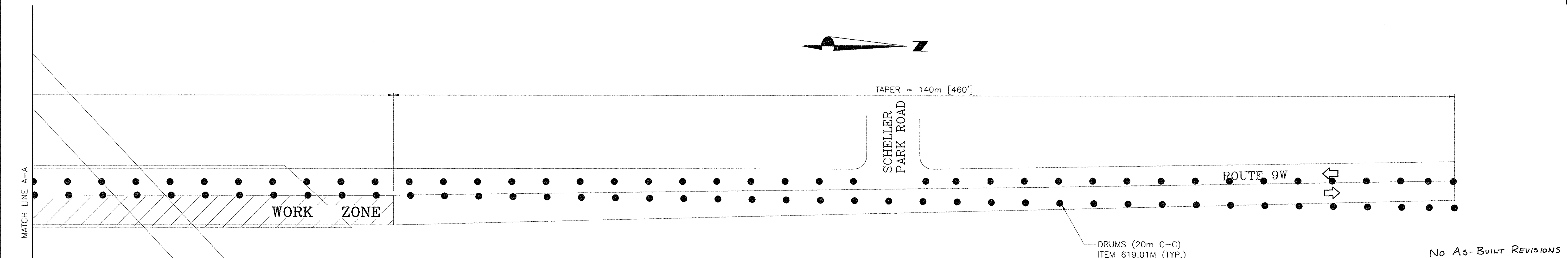
No As-Built Revisions
NOTE:
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DATE	DESCRIPTION	BY	SYM.

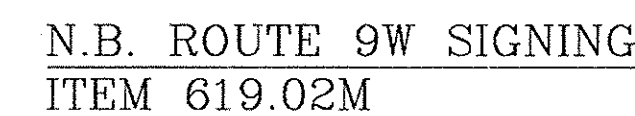
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 9W - M.P. 123.69			
TITLE OF DRAWING MPT PLAN NYS ROUTE 9W STAGE 1			



CONTRACT NUMBER: TAA 02-30B
DATE: NOV., 2002
DRAWING NUMBER: S2-9



N.T.S.



S.B. ROUTE 9W SIGNING
ITEM 619.02M

NO AS-BUILT REVISIONS

NOTE:

ALL DIMENSIONS ARE SHOWN IN
MILLIMETERS UNLESS OTHERWISE NOTED.

ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SY

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT	
------------------	--

BRIDGE REHABILITATION

LOCATION OF PROJECT
NYS ROUTE 9W - M.P. 123.69

TITLE OF DRAWING	
------------------	--

MPT PLAN NYS ROUTE 9W
STAGE 2

CONTRACT NUMBER:

TAA 02-301

DATE: _____

NOV., 2002

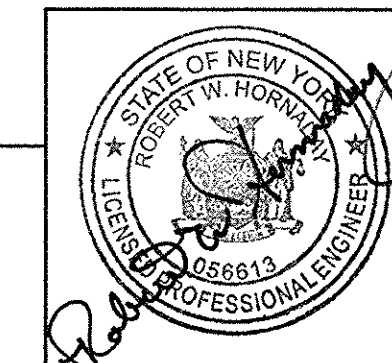
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S2-10

LEGEND:

- DRUM - ITEM 619.01M
- SIGN, ITEM 619.02M

**Barton
& Loguidice, P.C.**
Consulting Engineers



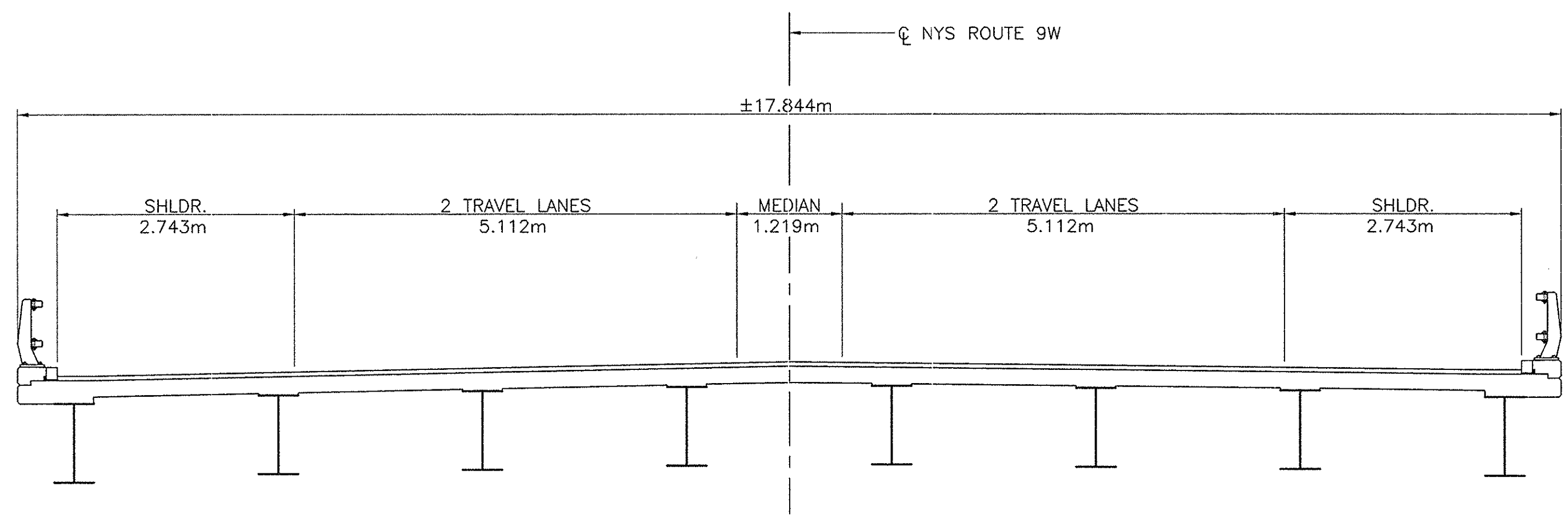
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CHECKED BY: RJS

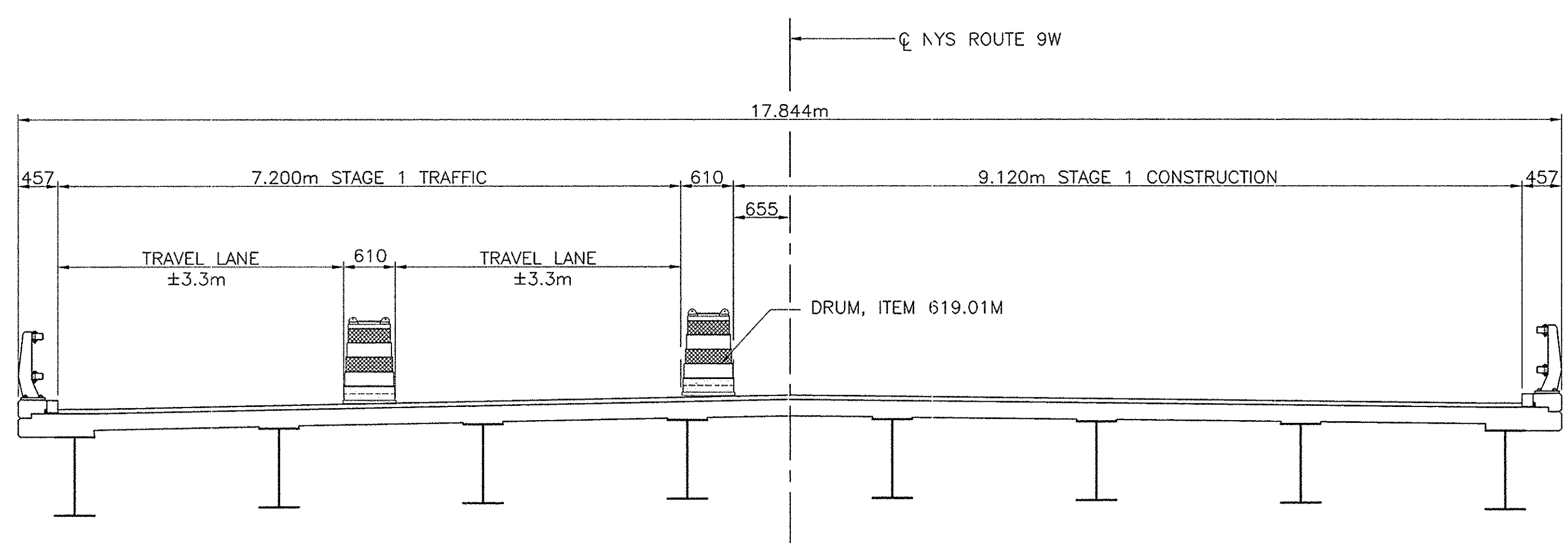
DRAFTED BY: DJR

DESIGNED BY: JDH/RJS

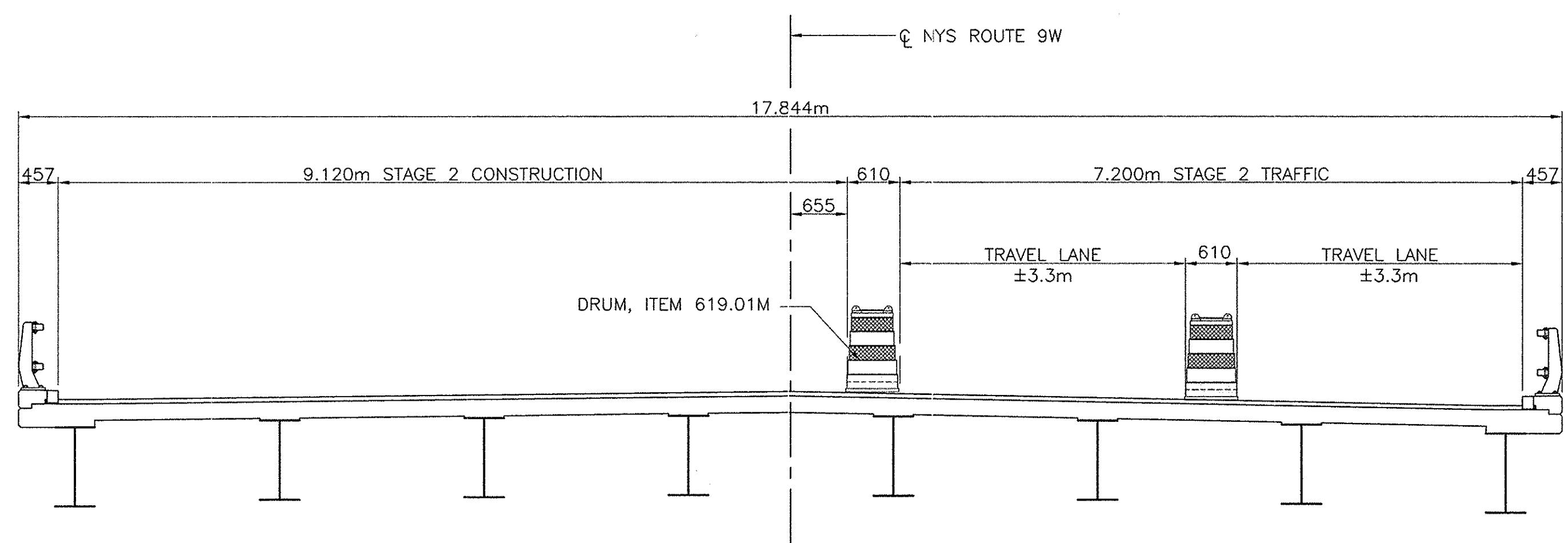
IN CHARGE OF: RWJH



EXISTING
1 m 0 1 m
1:50



STAGE 1
1 m 0 1 m
1:50

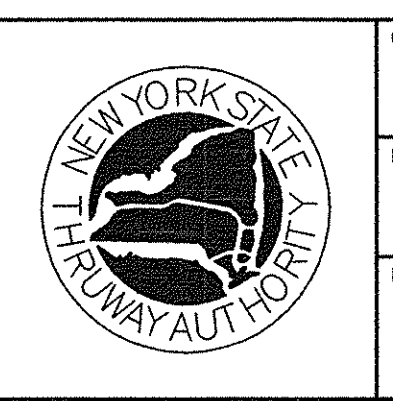
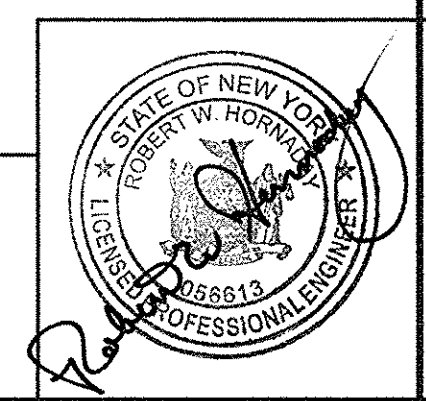


STAGE 2
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1:50

No As-Built Revisions
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

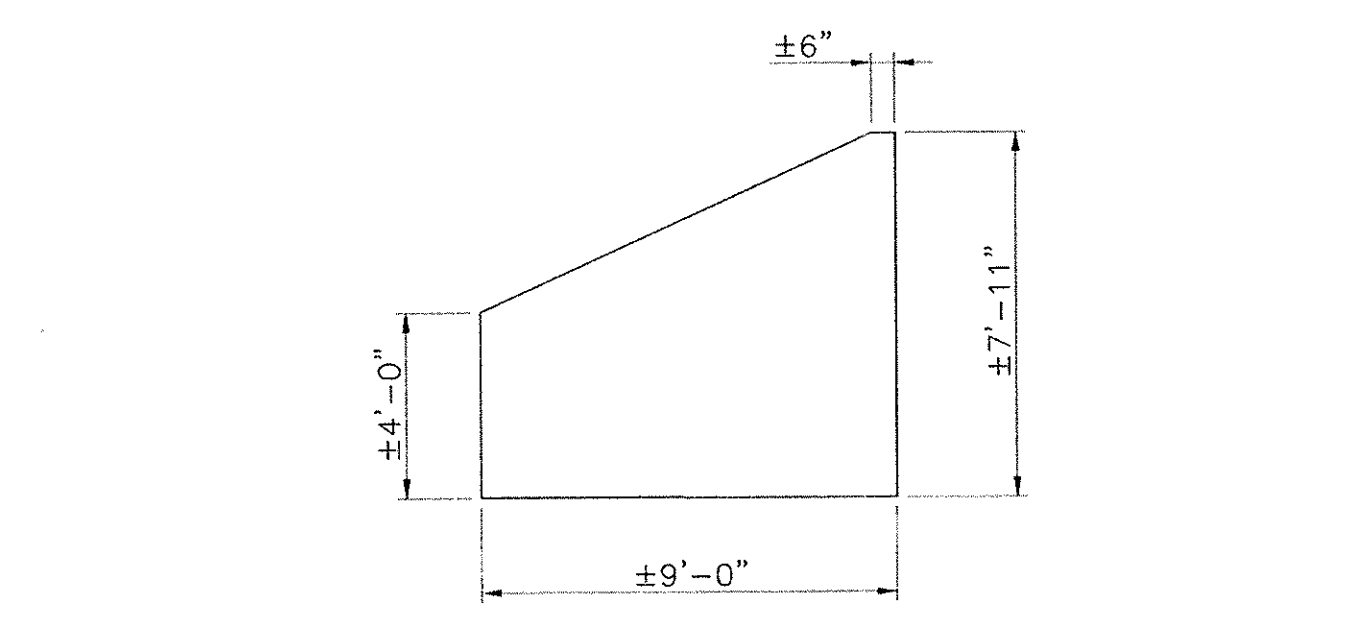
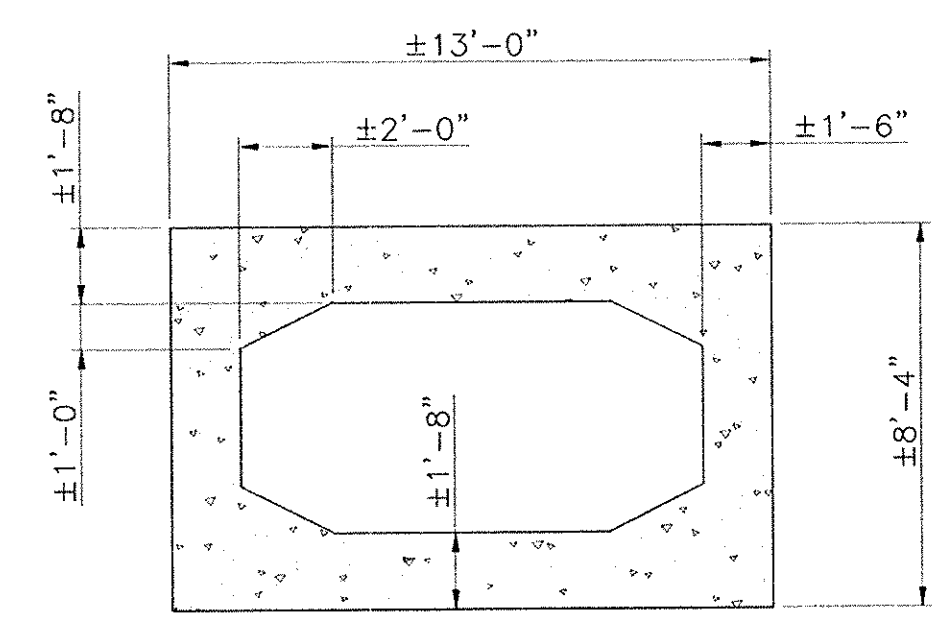
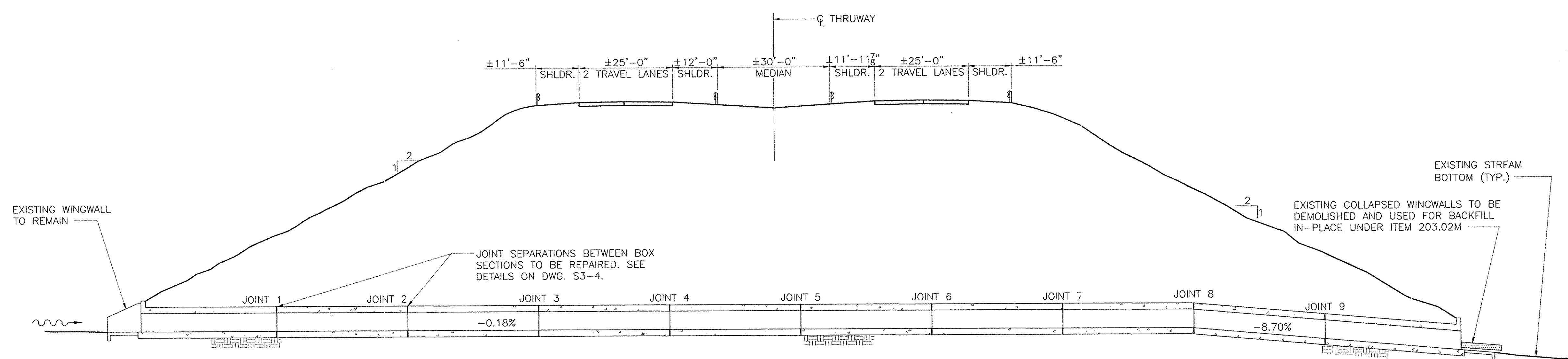
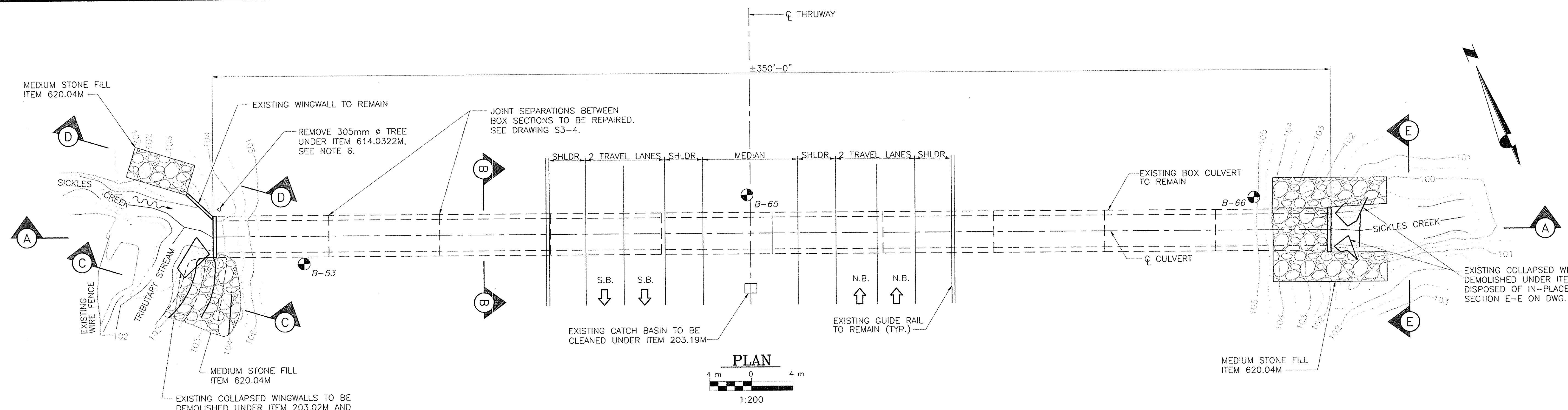
DATE	DESCRIPTION	BY	SYM.

REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 9W - M.P. 123.69			
TITLE OF DRAWING NYS ROUTE 9W MPT SECTIONS			



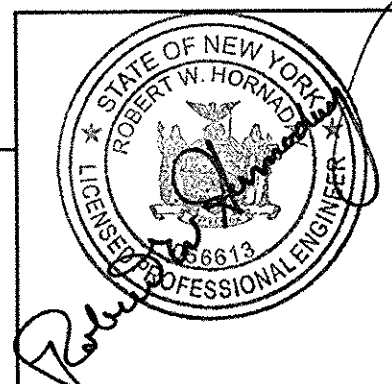
CONTRACT NUMBER: TAA 02-30B
DATE: NOV., 2002
DRAWING NUMBER: S2-11

CUL-PLSEC
CHECKED BY: RUS
DRAFTED BY: DJR
DESIGNED BY: JDI/RUS
IN CHARGE OF: RWB

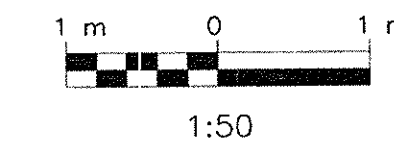


- NOTES:
1. SEE DRAWING G-4 FOR GENERAL NOTES.
 2. SEE DRAWING S3-2 FOR SECTIONS C-C AND D-D.
 3. SEE DRAWING S3-3 FOR SECTION E-E.
 4. MPT WILL REQUIRE ONE TRAVEL LANE TO BE CLOSED DURING WORK HOURS, SEE DWG. MPT-3 FOR MPT DETAILS.
 5. DIMENSIONS SHOWN ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR SHALL FIELD VERIFY ALL REQUIRED DIMENSIONS PRIOR TO CONSTRUCTION.
 6. TREE REMOVAL LIMITED TO CUTTING TREE AT BASE AND REMOVAL OF CULLED TREE. STUMP AND ROOT SYSTEM TO REMAIN.
 7. BORINGS AS SHOWN ON THE PLANS ARE FROM A PREVIOUS CONTRACT. BORING LOGS ARE AVAILABLE AT THE THRUWAY OFFICE AS LISTED ON THE TITLE SHEET.

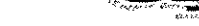
Barton
& Loguidice, P.C.
Consulting Engineers



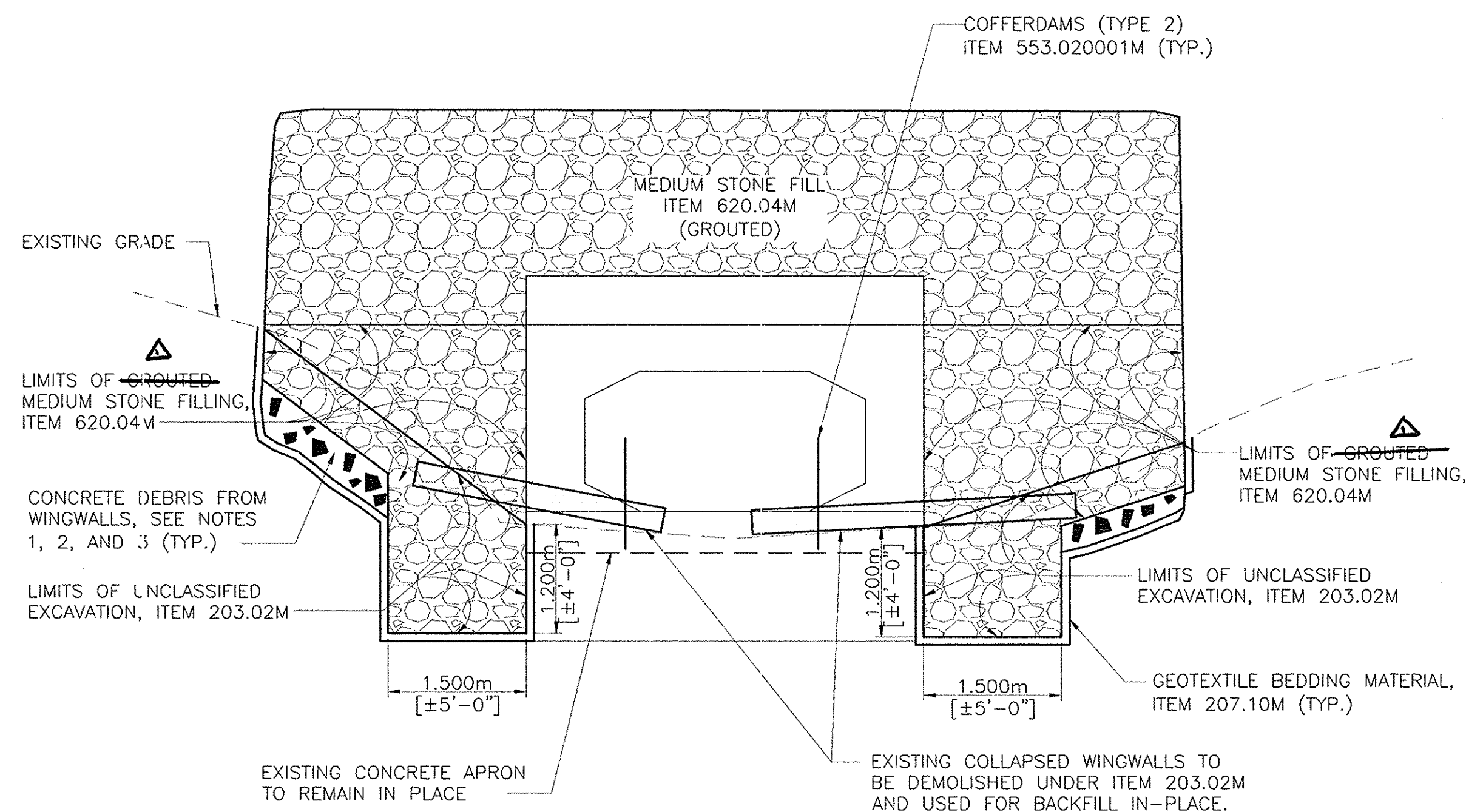
No As-Built Revisions			
NOTE:			
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.			
ALL ELEVATIONS ARE SHOWN IN METERS.			
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT SICKLES CREEK - M.P. 126.20			
TITLE OF DRAWING GENERAL PLAN AND LONGITUDINAL SECTION			
CONTRACT NUMBER: TAA 02-30B			
DATE: NOV., 2002			
DRAWING NUMBER: S3-1			



10/03	Item 555.0105 Dishcloth	G.A. Hall	
DATE	DESCRIPTION	BY	SYM.

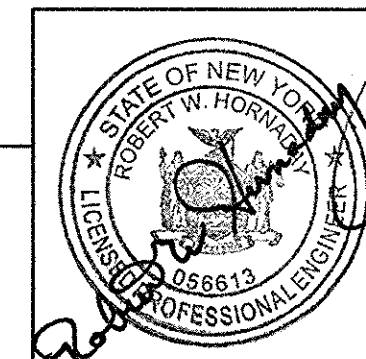


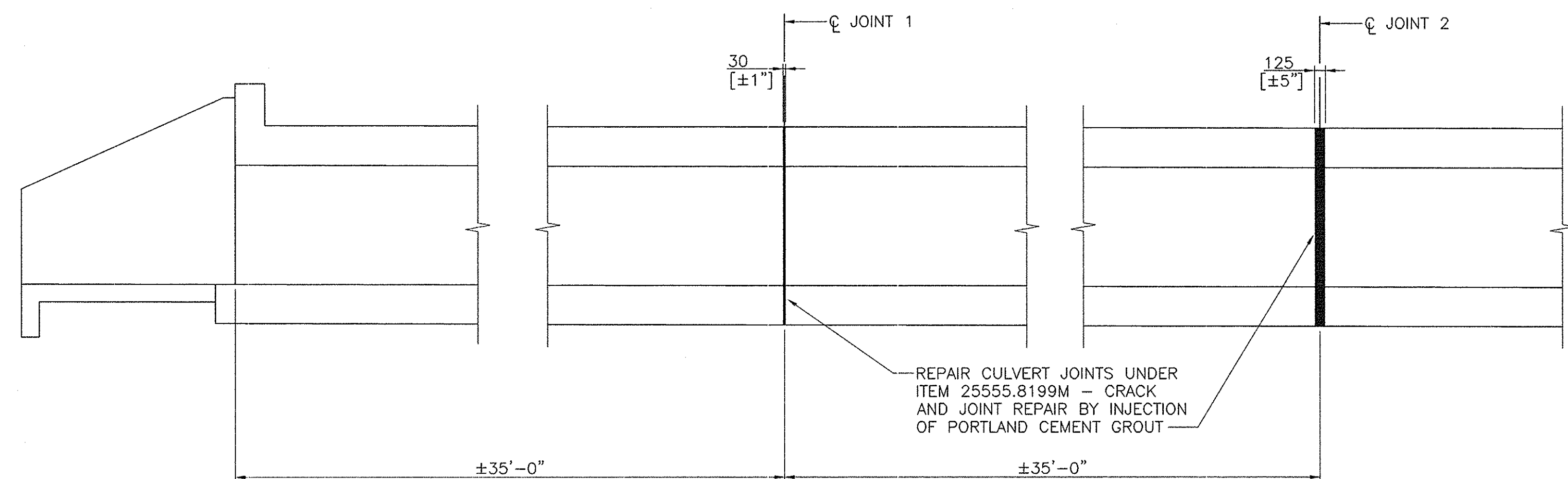
**Barton
& Loguidice, P.C.**
Consulting Engineers



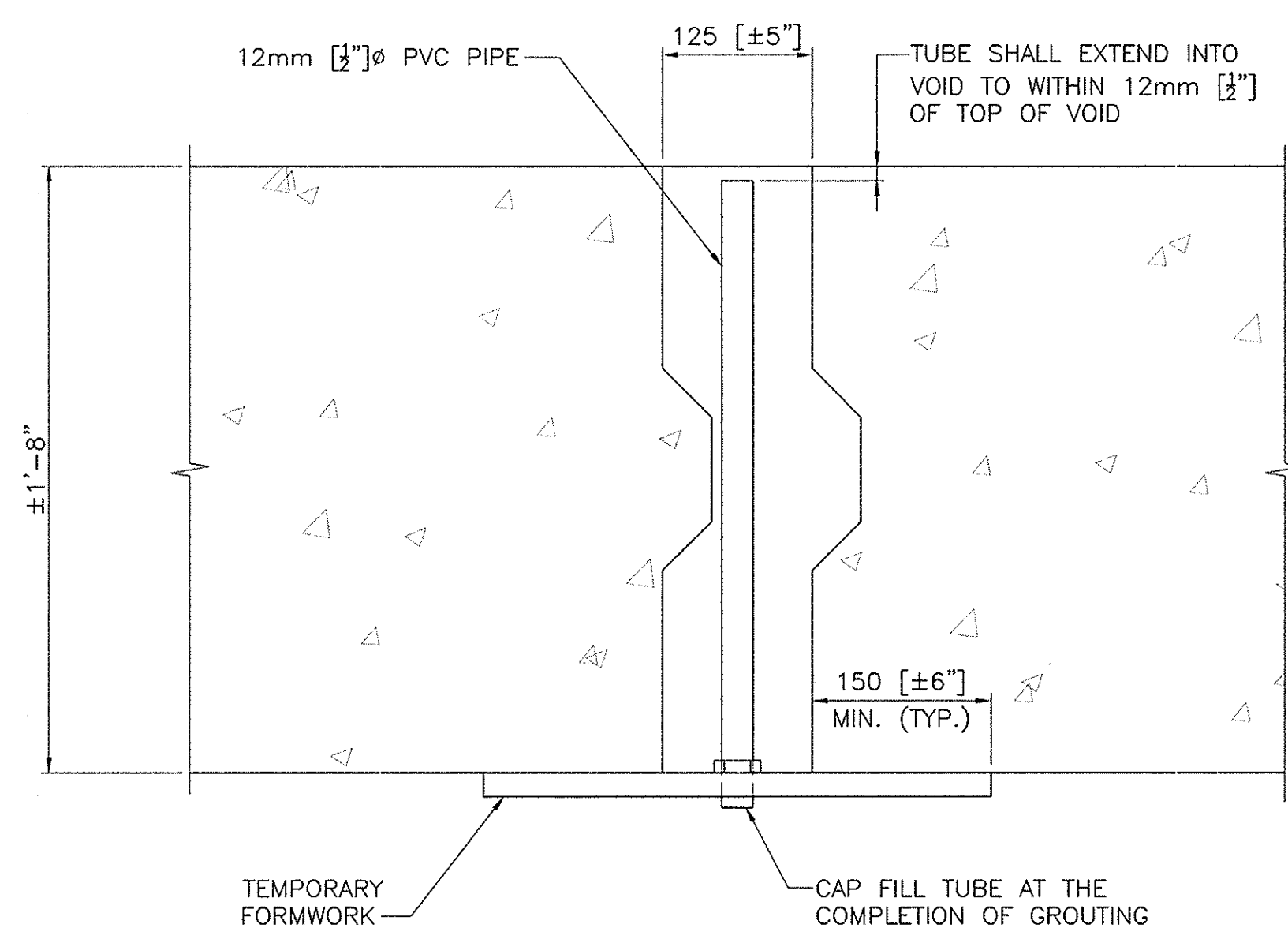
- NOTES:**
1. EXISTING WINGWALL TO BE DEMOLISHED IN PLACE. WINGWALL SHALL BE BROKEN INTO PIECES NO LARGER THAN 300mm.
 2. REINFORCEMENT PROTRUDING FROM BROKEN CONCRETE SHALL BE CUT FLUSH AND SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. ALL WORK INCLUDING THE CUTTING AND REMOVING OF THE REINFORCEMENT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 203.02M.
 3. CONCRETE PIECES SHALL BE REMOVED FROM STREAMBED AND BURIED IN SLOPE UNDER MEDIUM STONE FILLING, COST OF THIS WORK TO BE INCLUDED IN THE PRICE BID FOR 203.02M.
 4. MEDIUM STONE FILL USED AS SLOPE STABILIZATION SHALL HAVE JOINTS GROUTED. CONCRETE GROUT SHALL MEET THE MATERIAL REQUIREMENTS OF ITEM 555.0105M. COST OF GROUT TO BE PAID UNDER ITEM 555.0105M.

10/03	Item 555.0101 Ductal	C-9. Hall	A		
DATE:	DESCRIPTION	BY	SYS.		
<i>REVISIONS</i>					
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF TRANSPORTATION 200 SOUTH BLVD., ALBANY, N.Y. 12209					
TITLE OF PROJECT: BRIDGE REHABILITATION					
LOCATION OF PROJECT: SICKLES CREEK — M.P. 126.20					
TITLE OF DRAWING: PARTIAL PLAN (OUTLET)					
		CONTRACT NUMBER: TAA 02-30E			
		DATE: NOV., 2002			
		DRAWING NUMBER: S3-3 R-			

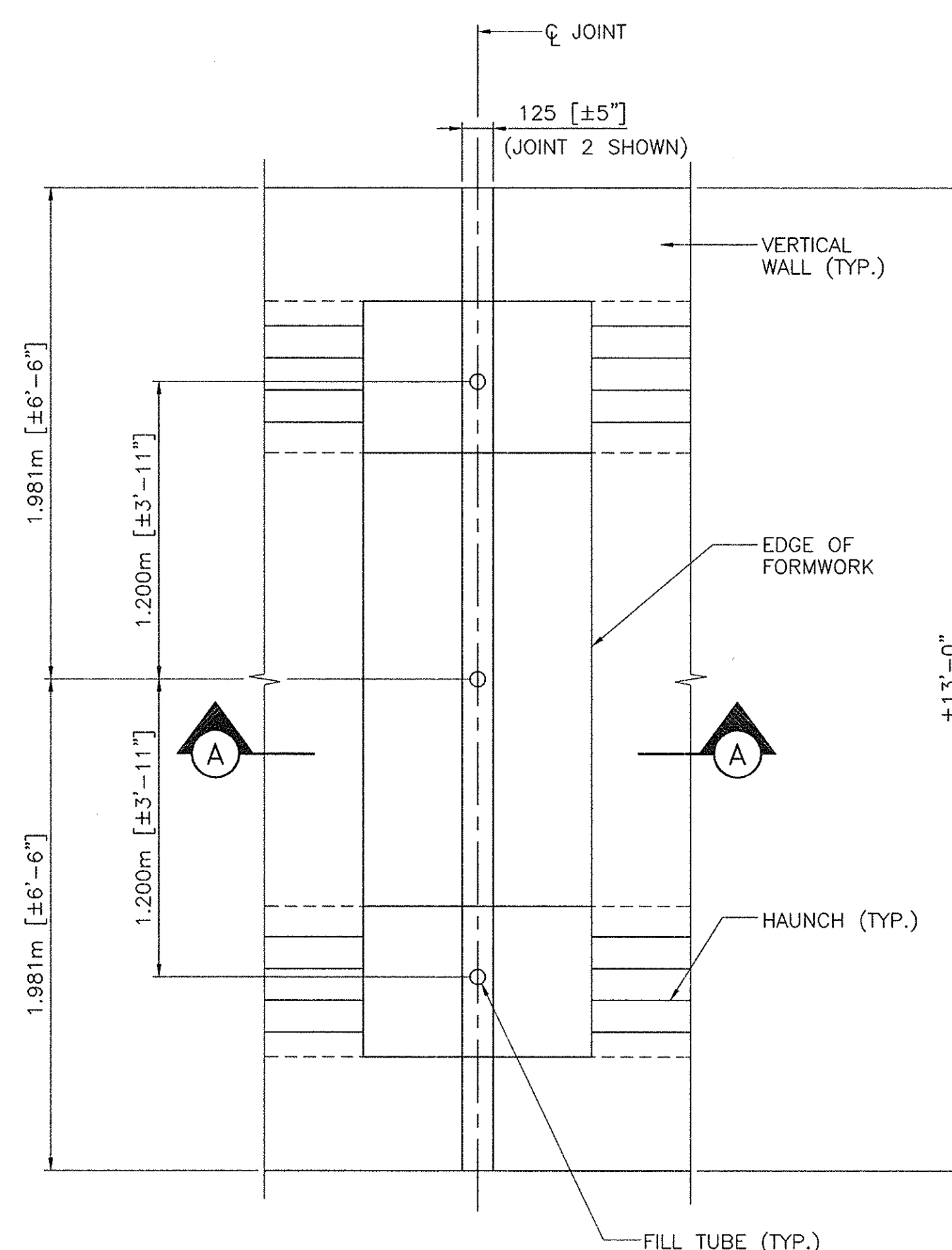
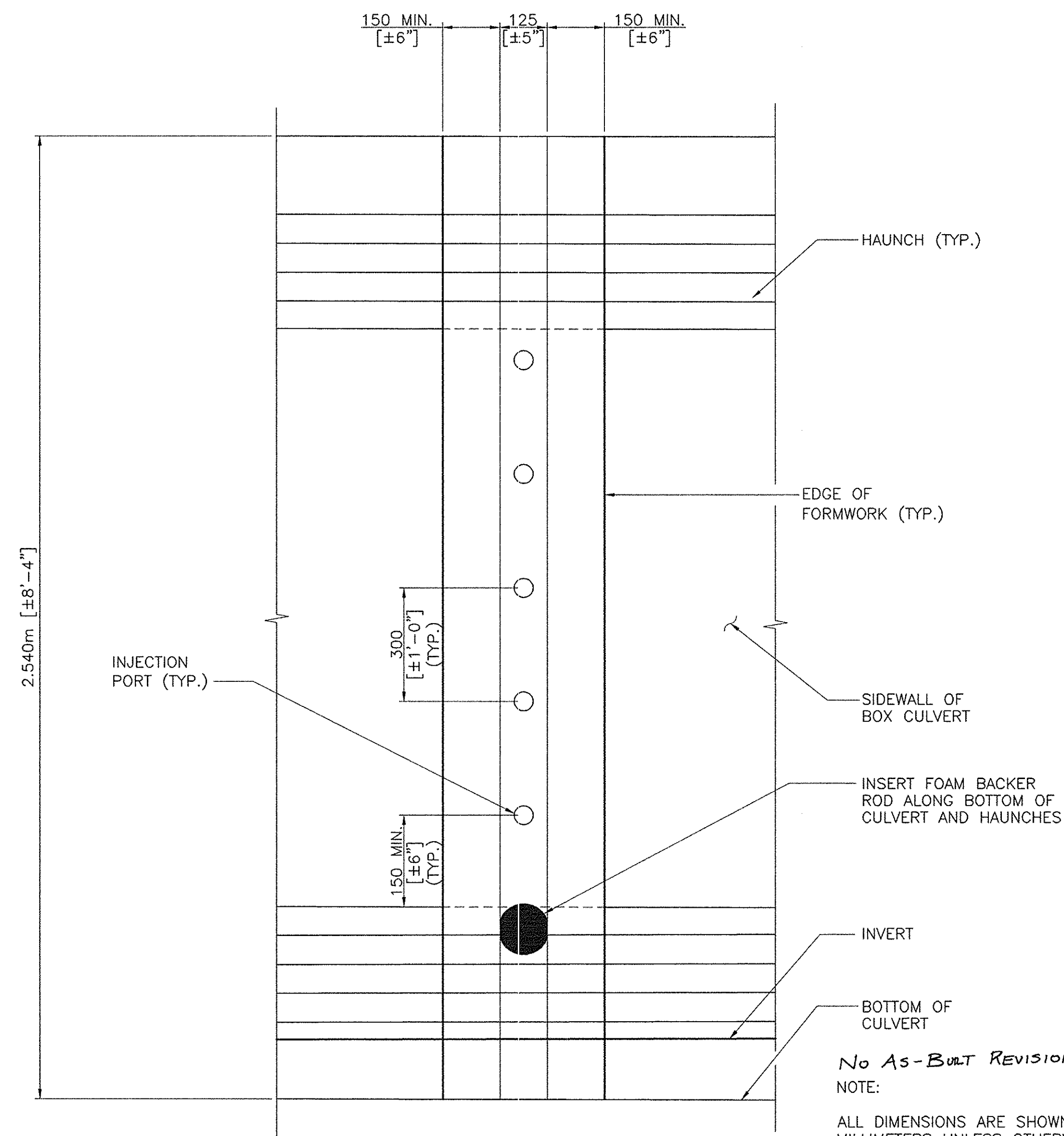


**LONGITUDINAL SECTION**

N.T.S.

**SECTION A-A****FILL TUBE DETAIL**

N.T.S.

**PLAN OF TOP SLAB
FROM UNDERSIDE****ELEVATION**

N.T.S.

NOTES:

1. CLEAN JOINTS THOROUGHLY.
2. FORMWORK TO EXTEND 150mm MINIMUM LONGITUDINALLY FROM OPEN EDGE OF JOINT.
3. INJECT POLYSULFIDE GROUT FROM BOTTOM PORT FIRST, WORKING UPWARD TO INSURE FULL VOID FILLING.
4. OVERHEAD VOID TO BE FILLED UNTIL GROUT EXITS THROUGH FILL TUBE.
5. FILL TUBE SHALL REMAIN IN PLACE AND BE CAPPED AT THE COMPLETION OF GROUTING.
6. COST OF FILL TUBE, INJECTION PORTS, FOAM BACKER ROD, AND ANY OTHER MISCELLANEOUS WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 25555.8199M.

No As-Built REVISIONS
NOTE:

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
BRIDGE REHABILITATION

LOCATION OF PROJECT
SICKLES CREEK - M.P. 126.20

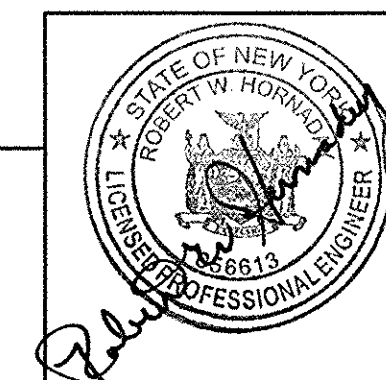
TITLE OF DRAWING
CULVERT JOINT REPAIR DETAILS

CONTRACT NUMBER:
TAA 02-30B

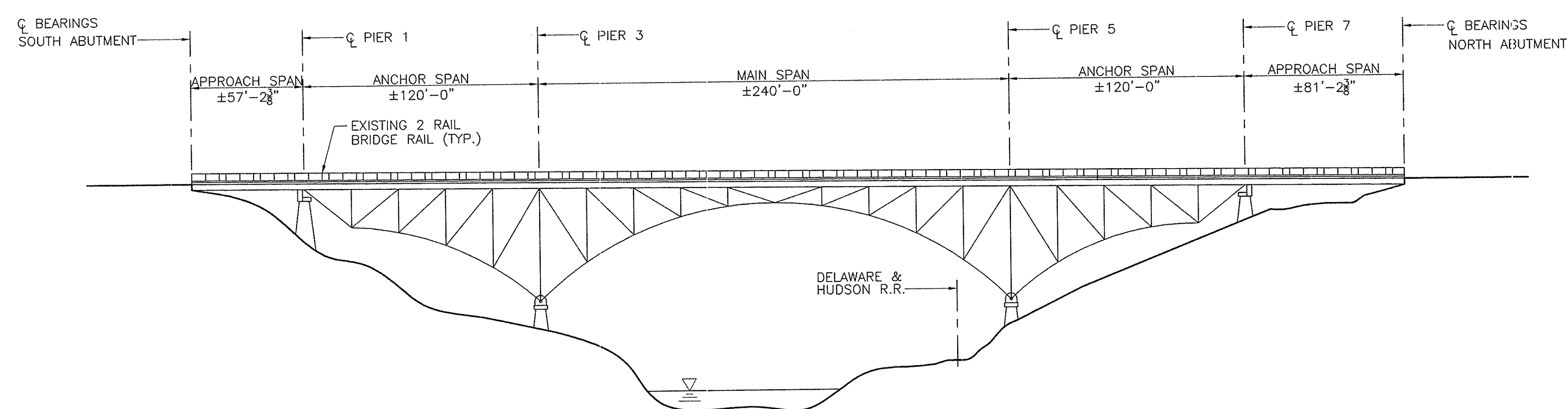
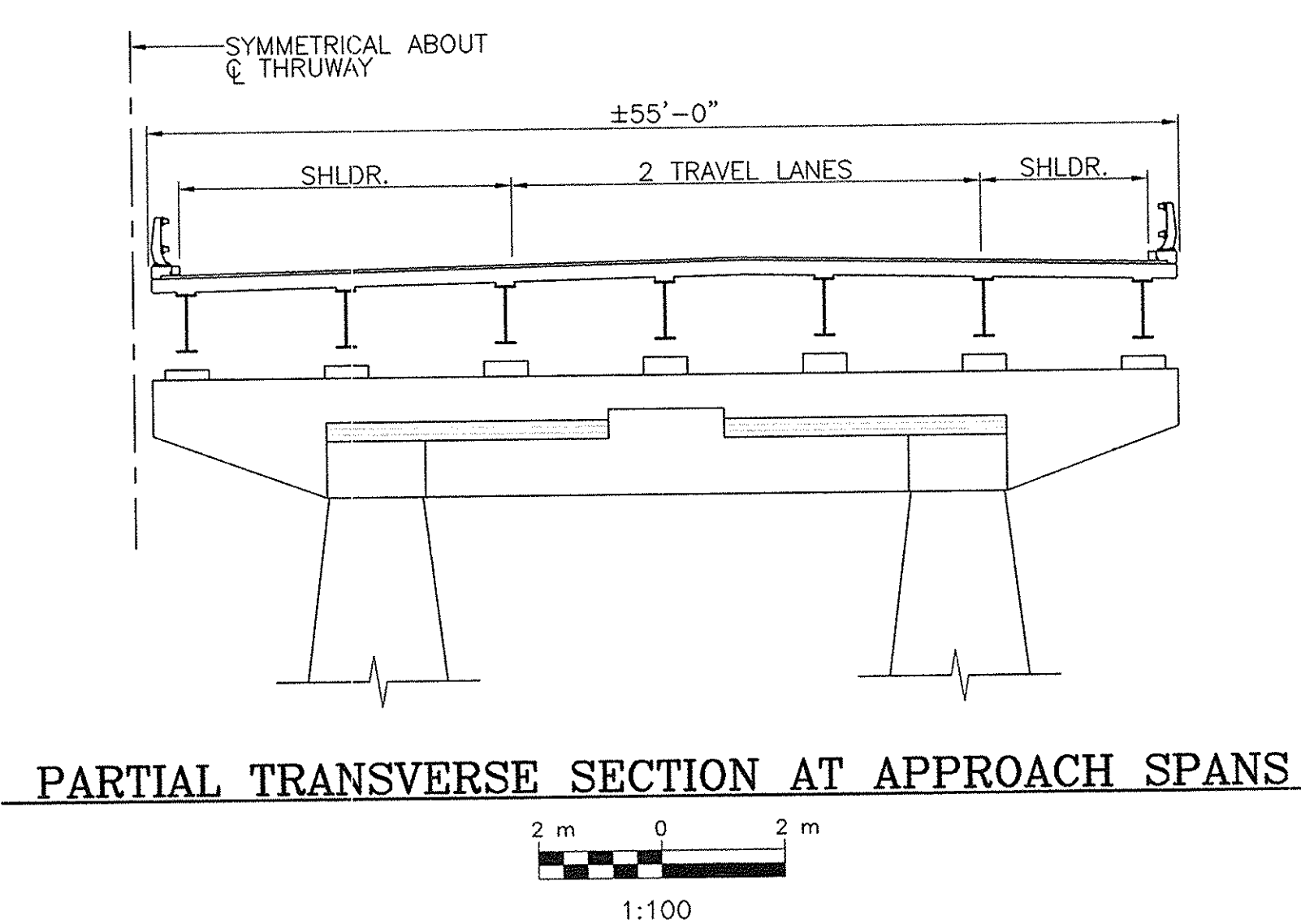
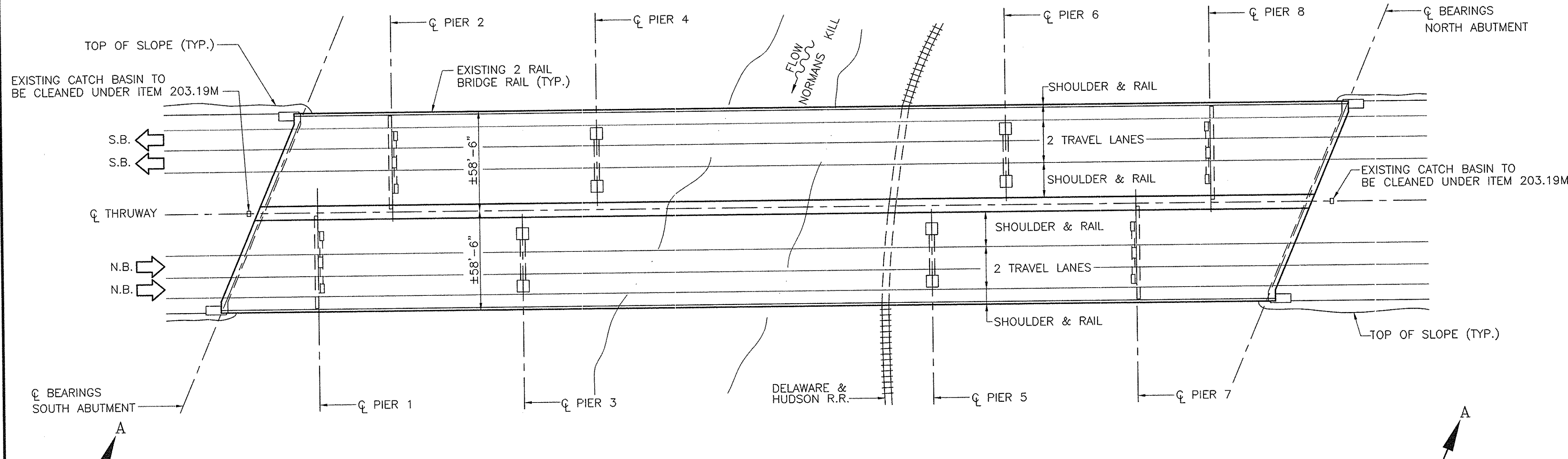
DATE:
NOV., 2002

DRAWING NUMBER:
S3-4

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CEL_PLEL
CHECKED BY: RJS
DRAFTED BY: DJR
DESIGNED BY: JDH/RJS
IN CHARGE OF: RWH



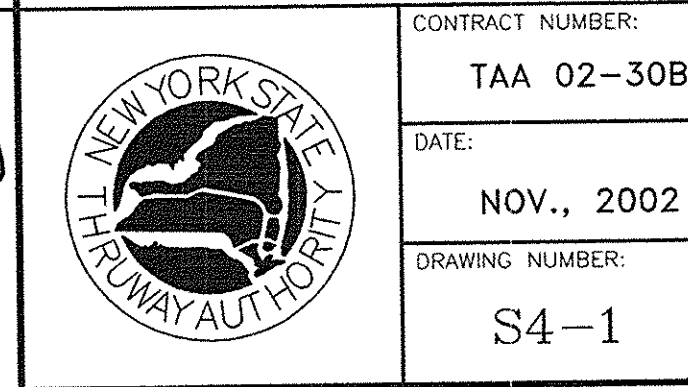
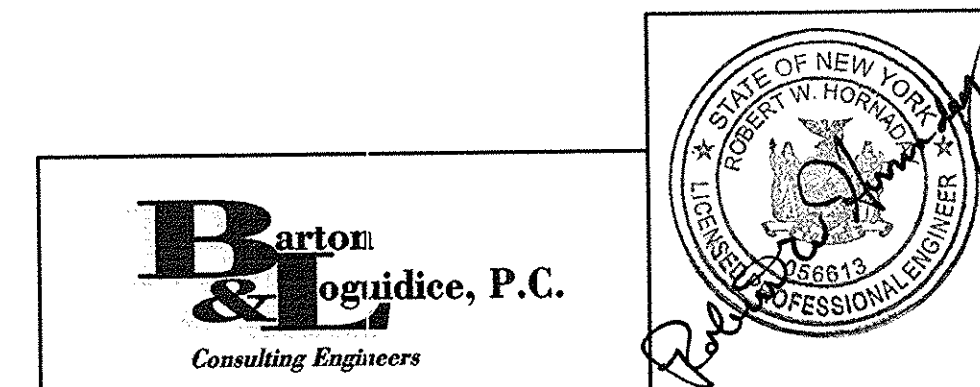
NOTES:

1. FOR GENERAL NOTES, SEE DWG. NO. G-4.
2. SEE DWG. NO. S4-2 AND S4-3 FOR SUBSTRUCTURE CONCRETE REPAIR DETAILS.
3. SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
4. CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO PIERS 7 AND 8 ONLY, AFTER REPAIRED AREAS HAVE CURED.
5. THE CONTRACTOR MAY USE THE DAILY SHOULDER CLOSURE TRAFFIC PATTERN AS DEPICTED ON MPT-3 FOR MOBILIZATION OF EQUIPMENT AND MATERIALS TO BRIDGE SITE.

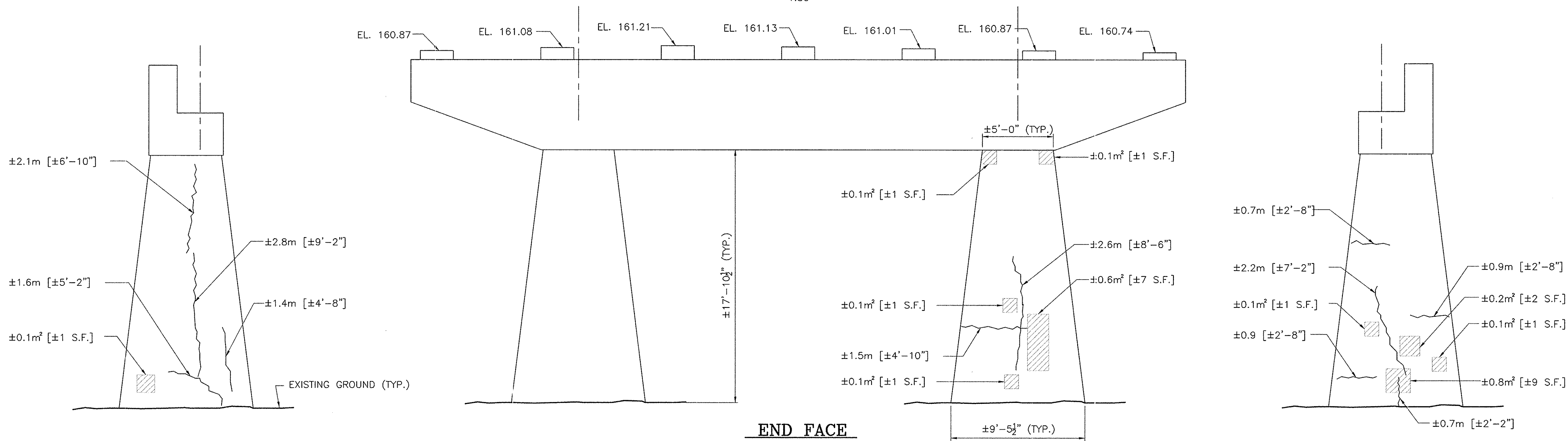
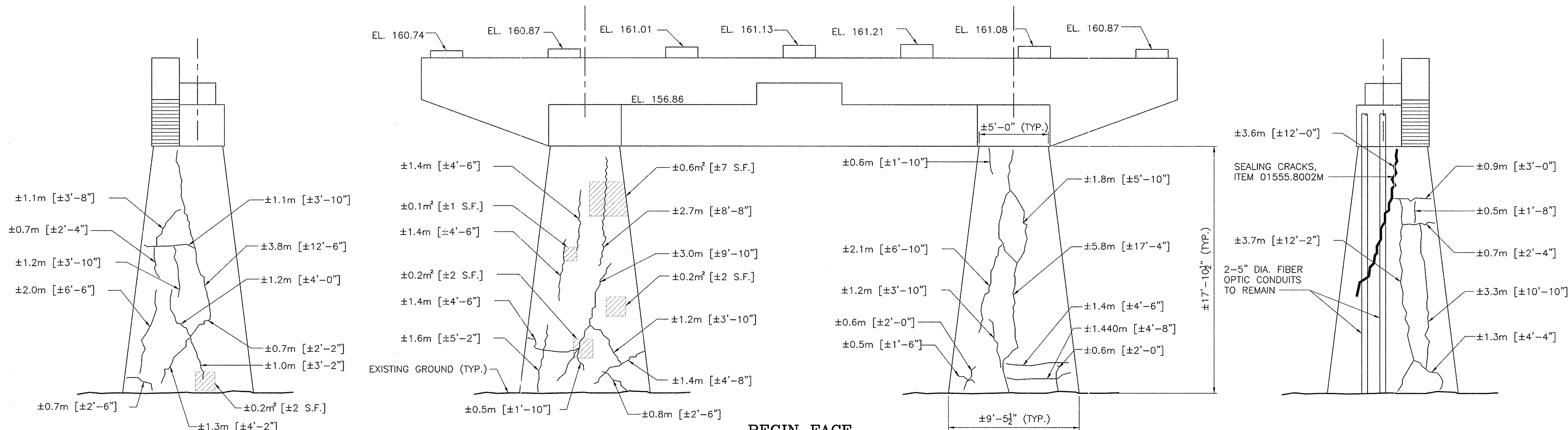
No AS-BUILT REVISIONS

NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NORMANS KILL & D&H RR - M.P. 141.36			
TITLE OF DRAWING GENERAL PLAN AND ELEVATION			
CONTRACT NUMBER: TAA 02-30B			
DATE: NOV., 2002			
DRAWING NUMBER: S4-1			



P7PLEL
CHECKED BY: RJS
DRAFTED BY: JDH/DJR
DESIGNED BY: DTV
IN CHARGE OF: RWH



NOTES:

- SEE DWG. G-4 FOR GENERAL NOTES.
- SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
- CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE UNIT, EXCEPT UNDERSIDE OF PIER CAP, AFTER REPAIRED AREAS HAVE CURED.
- ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
- CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
- GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.

LEGEND:

- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK < 6mm TO BE REPAIRED UNDER ITEM 25555.3574M
- CRACK > 6mm TO BE REPAIRED UNDER ITEM 01555.8002M

No As-Built REVISIONS

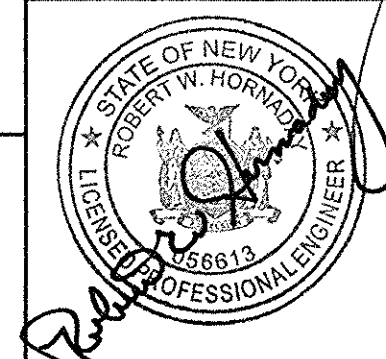
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.

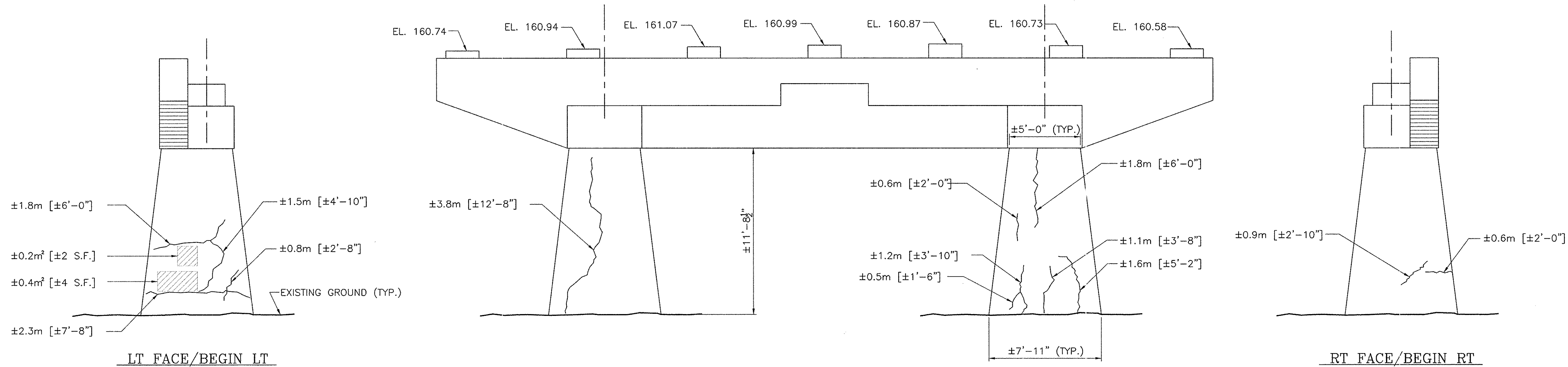
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NORMANS KILL & D&H RR - M.P. 141.36			
TITLE OF DRAWING PIER 7 ELEVATIONS			

CONTRACT NUMBER: TAA 02-30B
DATE: NOV., 2002
DRAWING NUMBER: S4-2

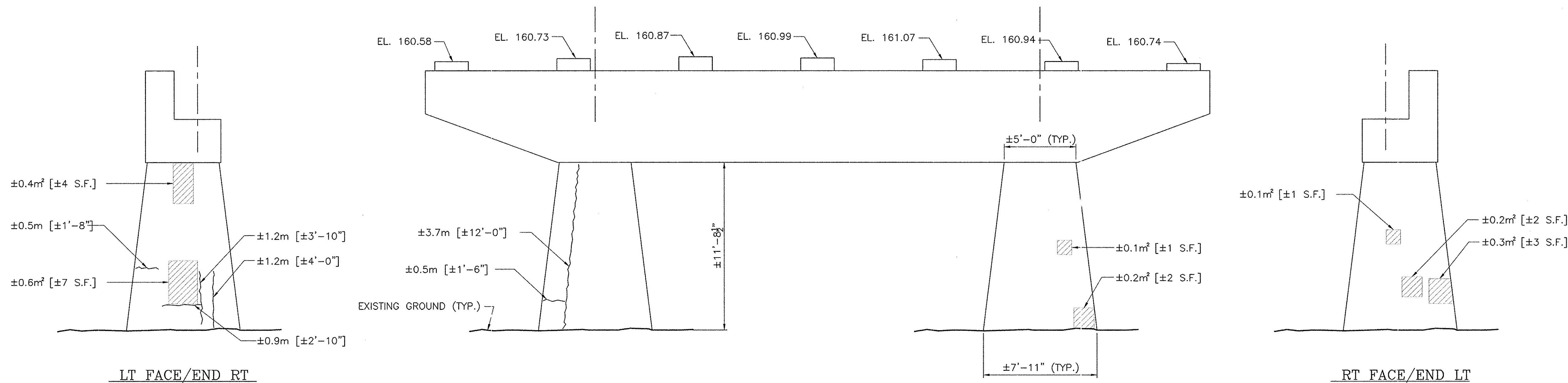
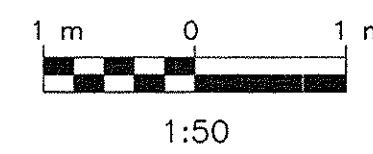
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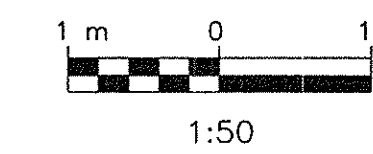
POB/EL
CHECKED BY: RJS
DRAFTED BY: JDH/DJR
DESIGNED BY: DTV
IN CHARGE OF: RWB



BEGIN FACE



END FACE



NOTES:

- SEE DWG. G-4 FOR GENERAL NOTES.
- SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
- CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE UNIT, EXCEPT UNDERSIDE OF PIER CAP, AFTER REPAIRED AREAS HAVE CURED.
- ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
- CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
- GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.

LEGEND:

- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK < 6mm TO BE REPAIRED UNDER ITEM 25555.3574M

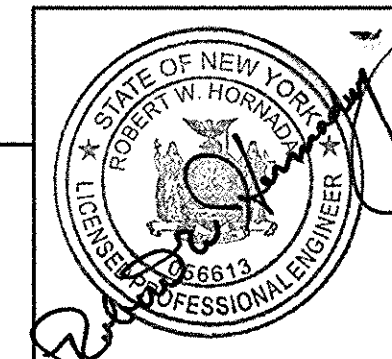
No As-Built REVISIONS

NOTE:
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ALL ELEVATIONS ARE SHOWN IN FEET.

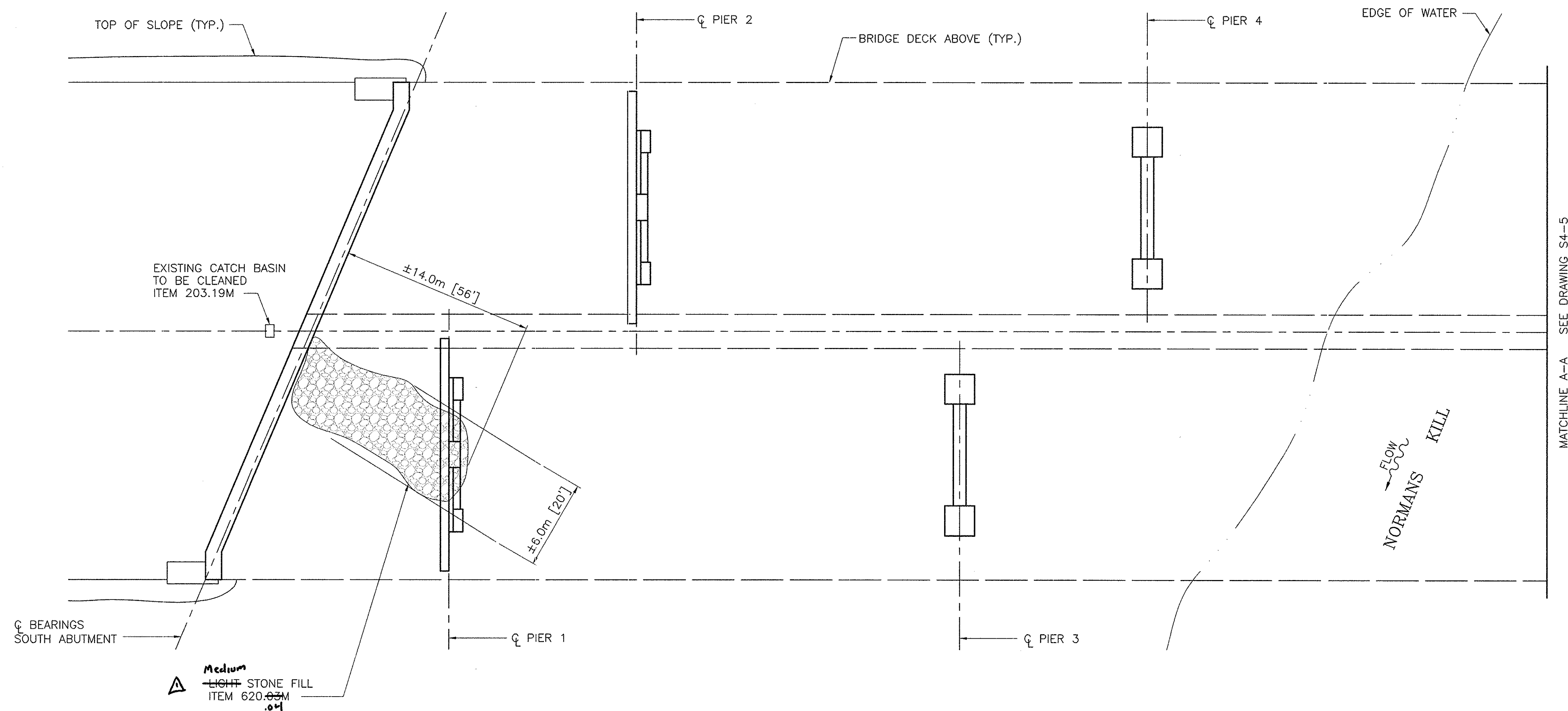
DATE	DESCRIPTION	BY	SYM.

REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NORMANS KILL & D&H RR - M.P. 141.36			
TITLE OF DRAWING PIER 8 ELEVATIONS			

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CONTRACT NUMBER:
TAA 02-30B
DATE:
NOV., 2002
DRAWING NUMBER:
S4-3

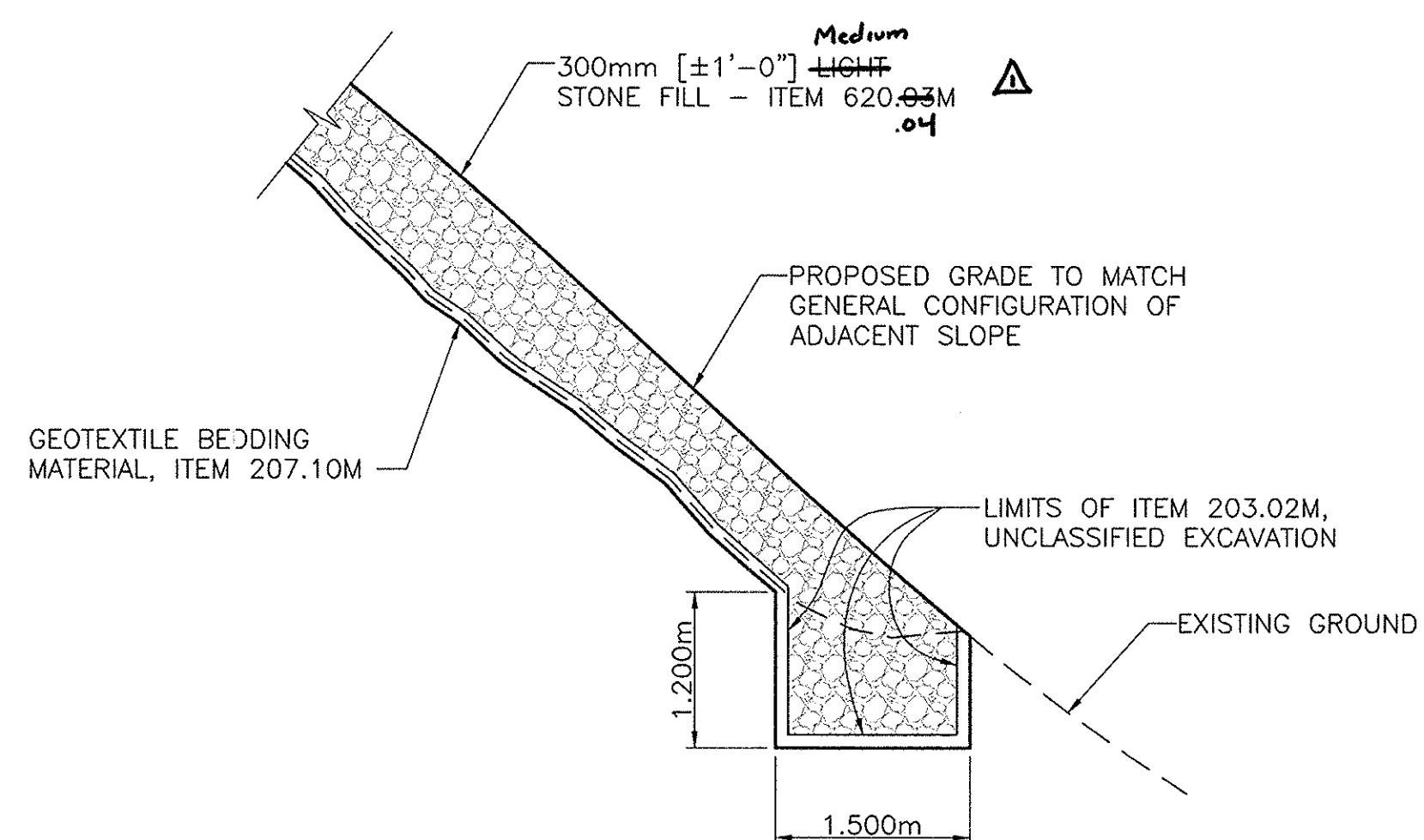
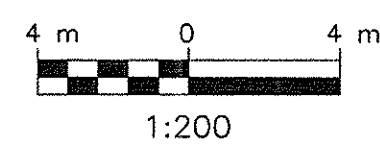


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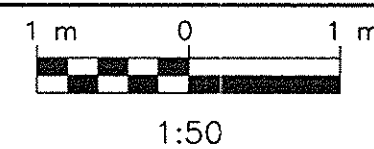
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— STONE FILLING (LIGHT), ITEM 620.03M

PARTIAL PLAN VIEW



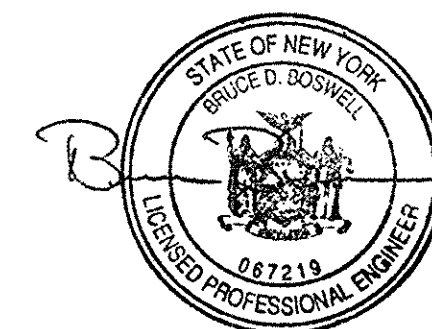
LIGHT STONE FILL DETAIL



NOTE:

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ALL ELEVATIONS ARE SHOWN IN FEET.



10/03	Change Light To Medium	C.A. Hall	Δ
DATE	DESCRIPTION	BY	SYM.

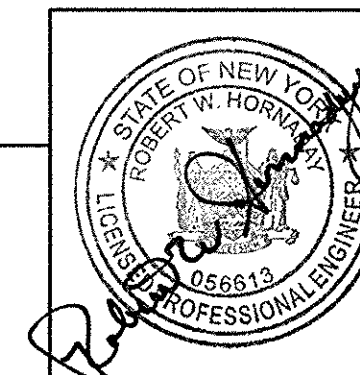
REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
BRIDGE REABILITATION

LOCATION OF PROJECT
NORMANS KILL & D&H RR -
M.P. 141.36

TITLE OF DRAWING
SOUTH ABUTMENT
SLOPE PROTECTION



Barton
&L
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CONTRACT NUMBER:
TAA 02-30B

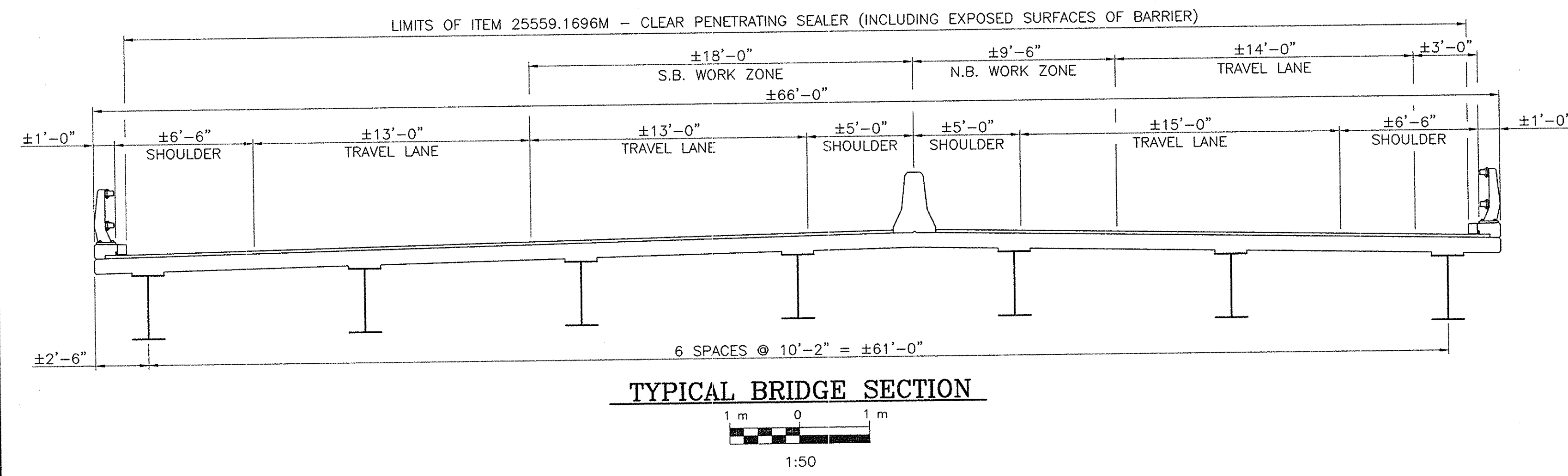
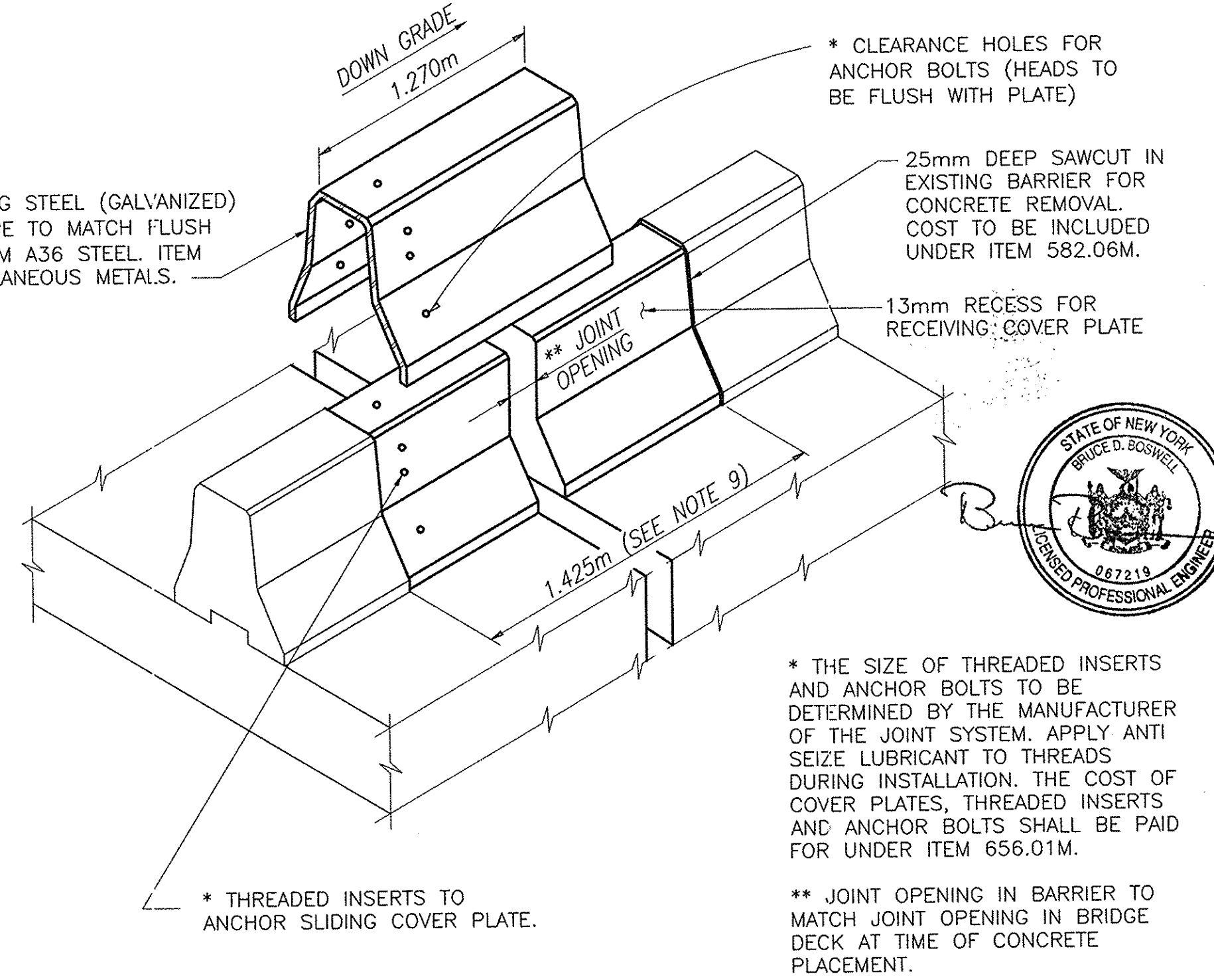
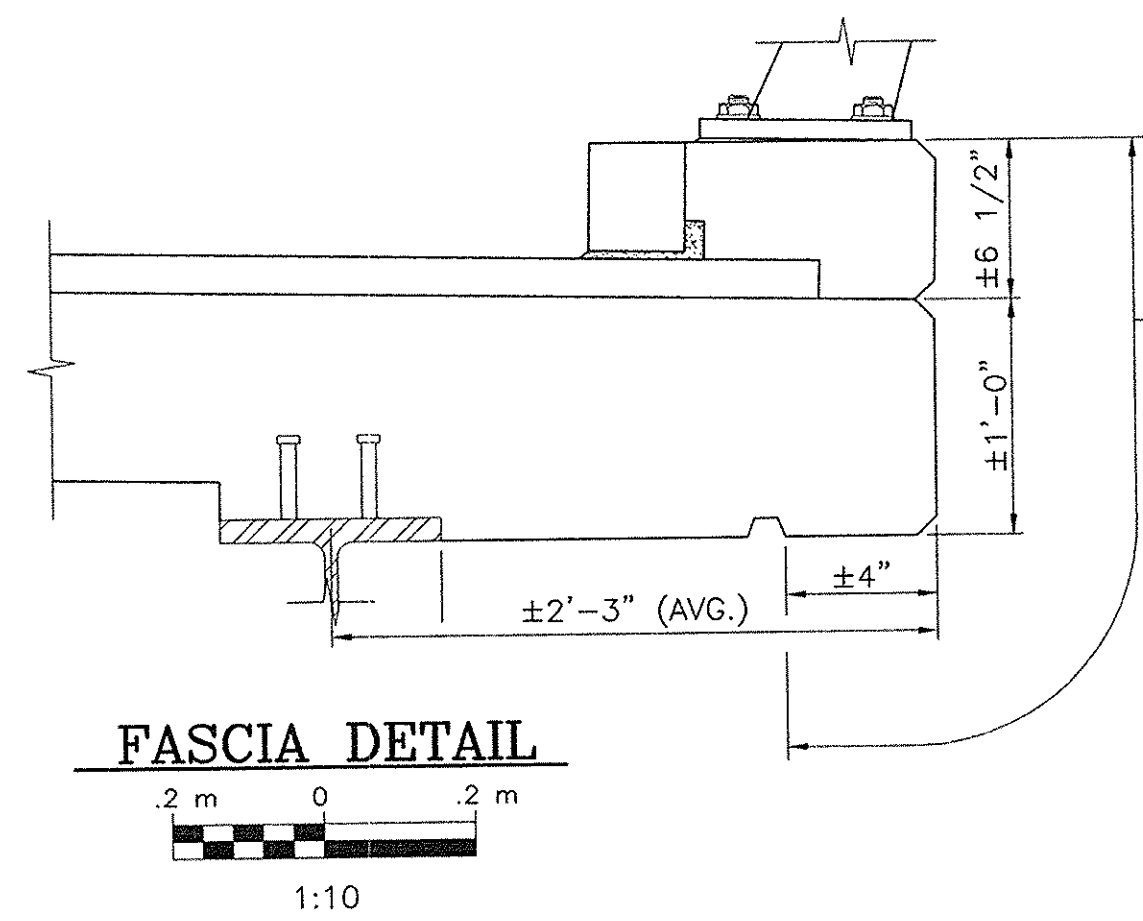
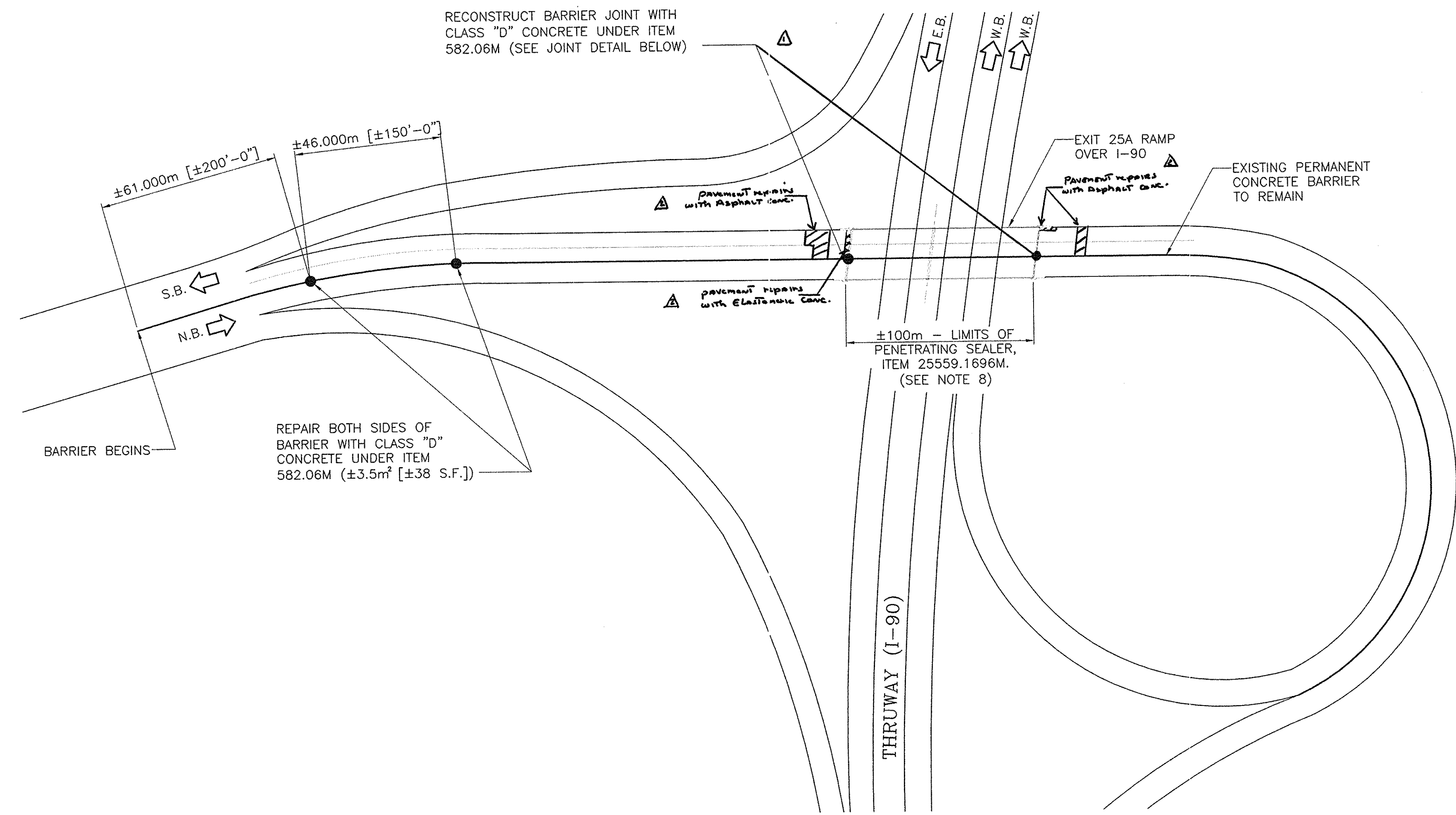
DATE:
NOV., 2002

DRAWING NUMBER:
S4-4R-1



NOTES:

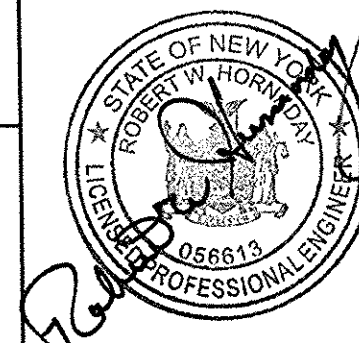
1. SEE DWG. G-4 FOR GENERAL NOTES.
2. SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
3. CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED AS SHOWN ON THE TYPICAL BRIDGE SECTION.
4. IF THE REPAIR AREA IS IN THE VICINITY OF A JOINT IN THE BARRIER, THE JOINT TYPE AND MATERIAL SHALL BE REPAIRED IN KIND. COST OF THIS WORK IS INCLUDED IN ITEM 582.06M.
5. REPAIRS MADE ON THE SOUTHBOUND AND NORTHBOUND SIDE OF THE BARRIER WILL BE COMPLETED UTILIZING THE TYPICAL WORK ZONE ON RAMP DETAIL, SEE DWG. MPT-6.
6. MAINTENANCE AND PROTECTION OF TRAFFIC AS UTILIZED ON MPT-6 IS TO BE PERFORMED AS A DAILY OPERATION WITH TRAFFIC TO BE RETURNED TO NORMAL OPERATION AT THE END OF THE WORK DAY.
7. LENGTHS OF TRANSITIONS AND DISTANCES FOR SIGNS MAY HAVE TO BE ALTERED IN THE FIELD DUE TO SIGHT DISTANCE AND FIELD CONDITIONS. EIC SHALL INSTRUCT THE CONTRACTOR ON ANY ALTERATIONS TO THE MAINTENANCE AND PROTECTION OF TRAFFIC PLANS FOR THIS BRIDGE.
8. LIMITS OF PENETRATING SEALER WILL INCLUDE ENTIRE LENGTH OF STRUCTURAL DECK AND APPROACH SLABS.
9. CONTRACTOR SHALL REMOVE EXISTING CONCRETE BARRIER, TO A DEPTH OF 125mm, AND TO 713mm EACH SIDE OF CENTER OF EXISTING JOINT. THE CONTRACTOR SHALL TAKE CARE AS NOT TO DAMAGE EXISTING REINFORCING AND BRIDGE DECK JOINT SYSTEM DURING REMOVAL OPERATIONS. CONCRETE REMOVALS AND NEW CONCRETE PLACEMENT TO BE PAID FOR UNDER ITEM 582.06M.



BARRIER EXPANSION JOINT DETAIL

NOT TO SCALE

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Consulting Engineers

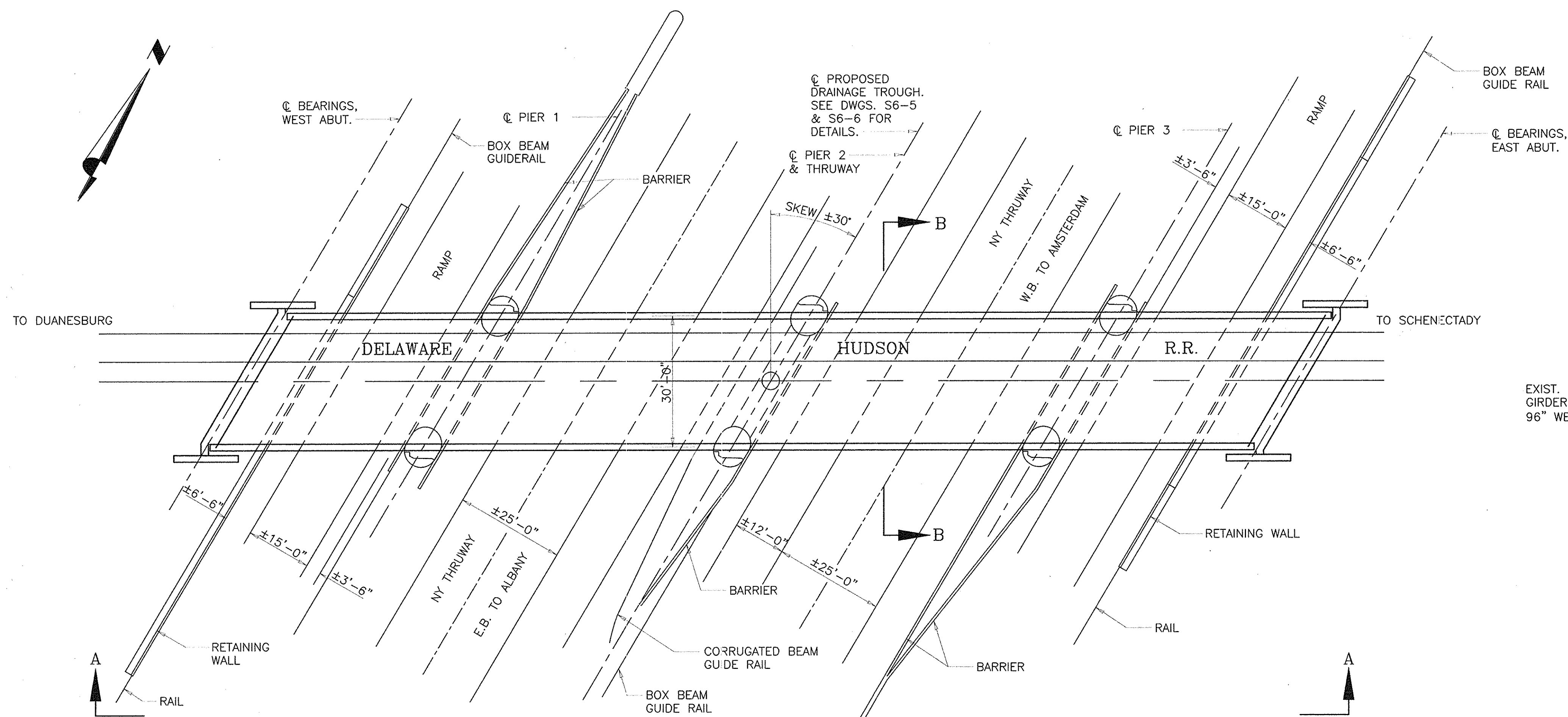


NOTE:
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ALL ELEVATIONS ARE SHOWN IN FEET.

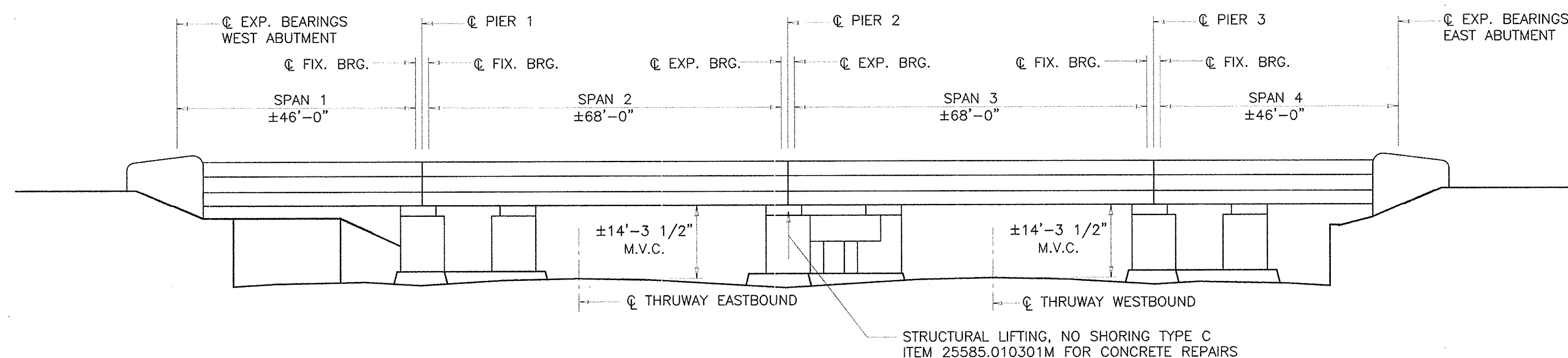
DATE	DESCRIPTION	BY	SYM.
11/26	Pavement repairs	G.A. Hall	Δ
10/03	Expansion joint repairs added	G.A. Hall	Δ

REVISIONS	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT BRIDGE REHABILITATION	
LOCATION OF PROJECT I-88 RAMP - M.P. 158.82	
TITLE OF DRAWING GENERAL PLAN	

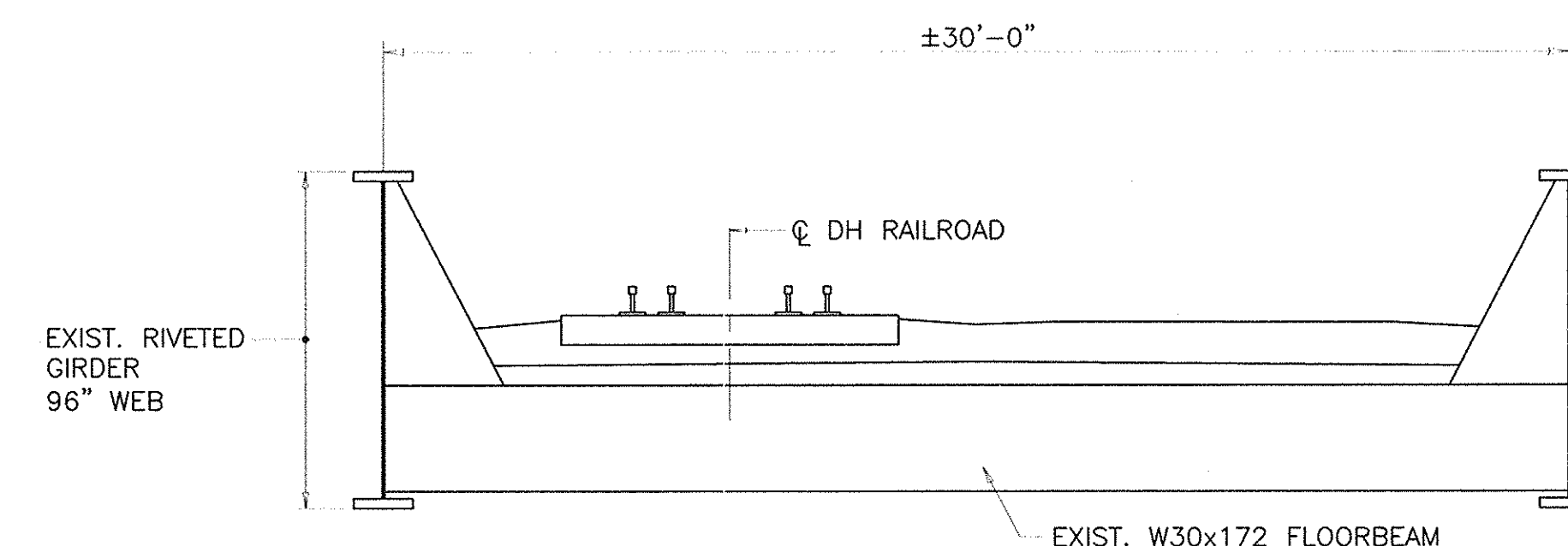
CONTRACT NUMBER: TAA 02-30B	DATE: NOV., 2002
DRAWING NUMBER: S5-1 R-1	



GENERAL PLAN



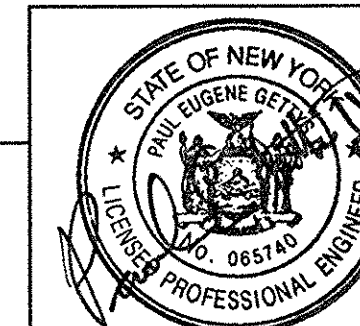
ELEVATION A-A



TYPICAL TRANSVERSE SECTION B-B

NOTES:

- FOR GENERAL NOTES, SEE DWG. NO. G-4.
- SEE DRAWING NO. RD-1 FOR CONCRETE REPAIR DETAILS.
- FOR MAINTENANCE & PROTECTION OF TRAFFIC DETAILS, SEE DWGS. S6-7 & S6-8.
- FOR PIER PROTECTION DETAILS, SEE DWGS. S6-7 & S6-8.
- FOR SUBSTRUCTURE CONCRETE REPAIR DETAILS, SEE DWGS. S6-2 THROUGH S6-4.
- HORSEYSET TO BE REMOVED FROM PIER SUBSTRUCTURE UNITS ONLY, UNDER ITEM 52570.9801M.
- CLEAR PENETRATING SEALER, ITEM 25559.1696 M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF PIERS 1, 2, & 3, EXCEPT UNDERSIDE OF PIER CAP AT PIER 2, AFTER EXPOSED AREAS HAVE CURED.
- Place Composite Strengthening System on Columns Piers 1, 2, & 3.



DATE	DESCRIPTION	BY	SYM.
10/03	Note Added	G.A. Hall	Δ

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
BRIDGE REHABILITATION

LOCATION OF PROJECT
D & H RAILROAD - M.P. 158.93

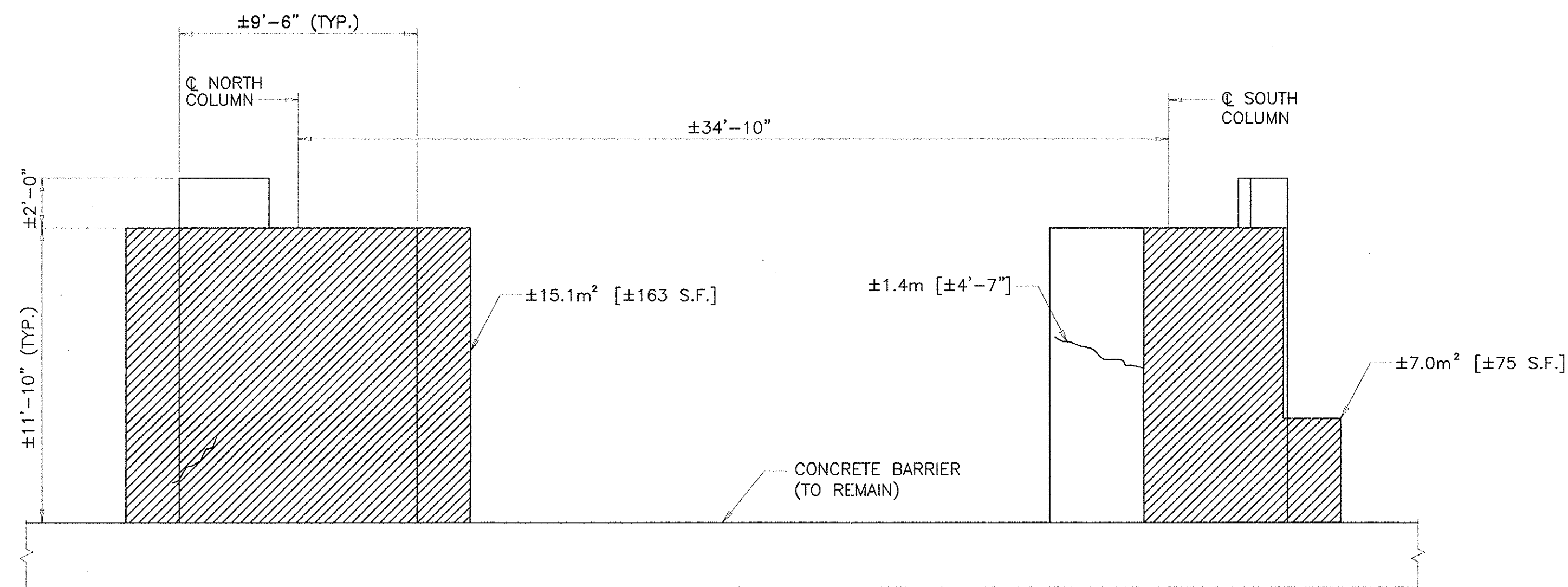
TITLE OF DRAWING
GENERAL
PLAN AND ELEVATION

CONTRACT NUMBER:
TAA 02-30B

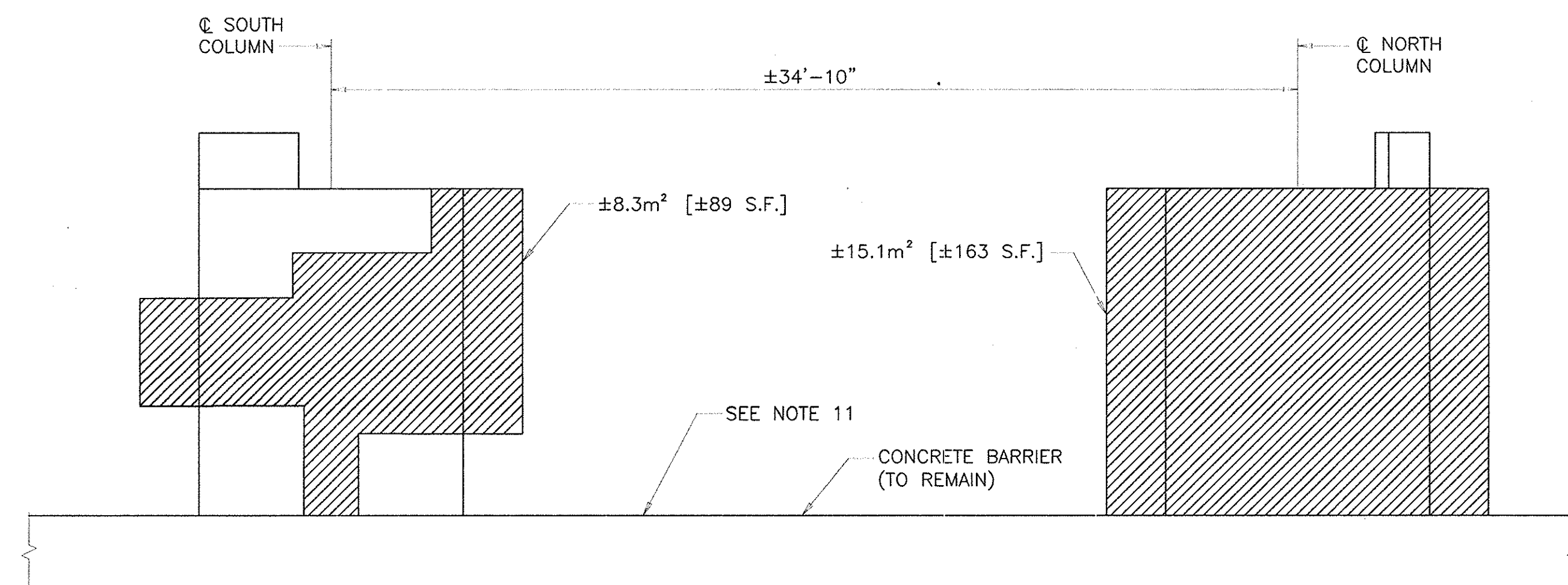
DATE:
NOVEMBER, 2002

DRAWING NUMBER:
S6-1 R-1

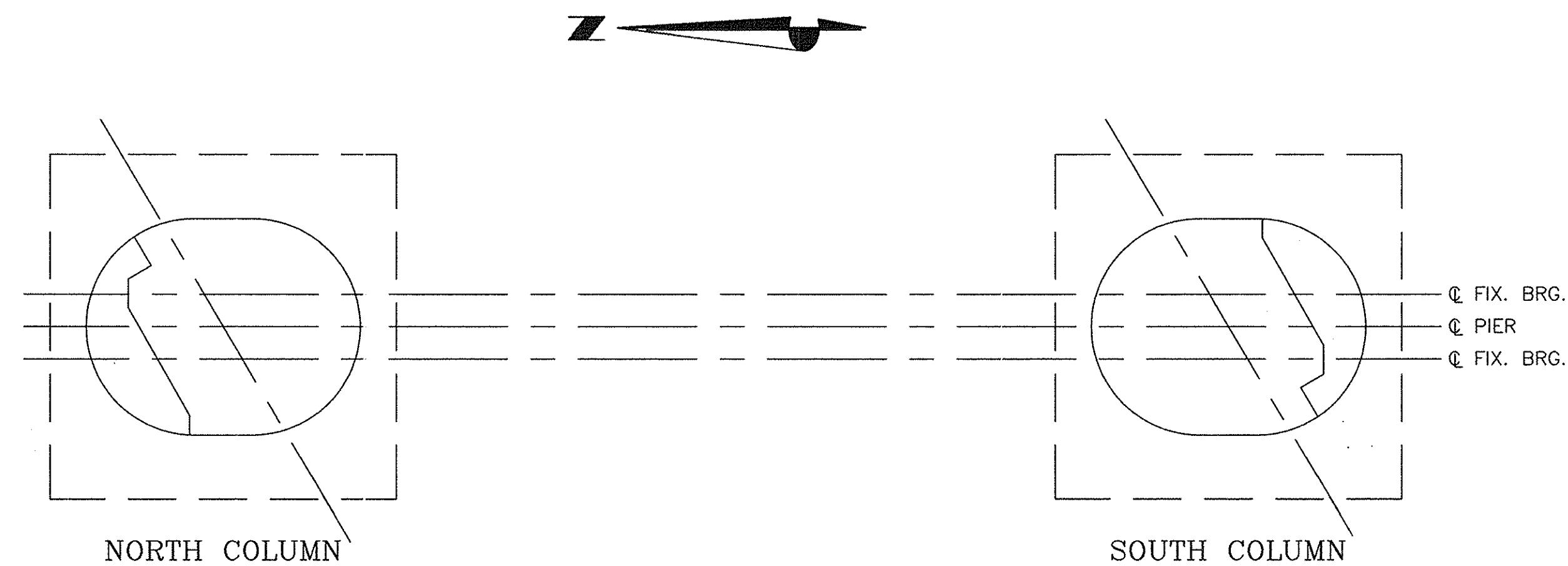
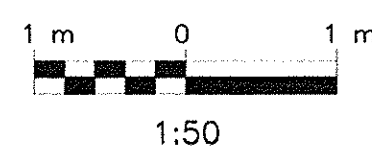
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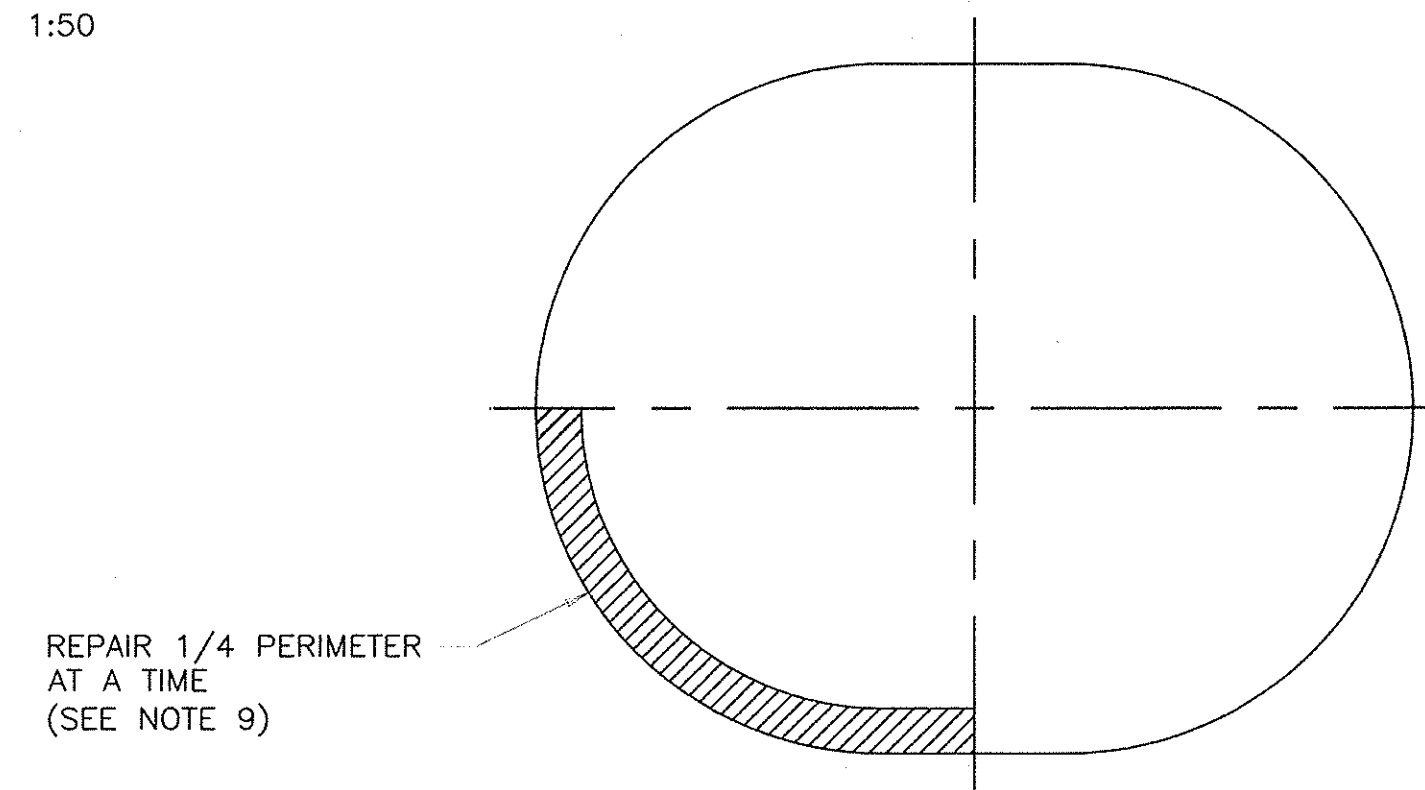
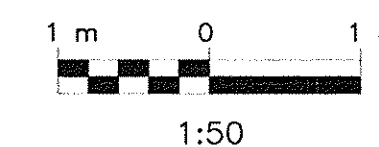
BEGIN (WEST) FACE ELEVATION



END (EAST) FACE ELEVATION



PLAN

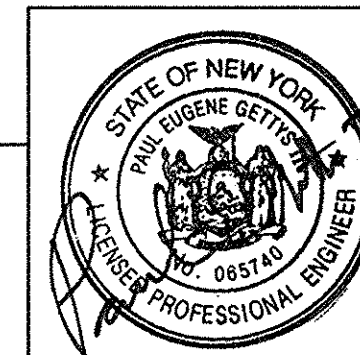
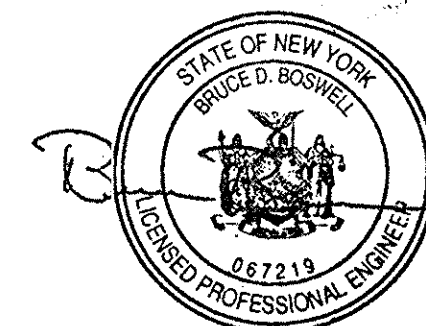
REPAIR SEQUENCE DETAIL
PLAN
N.T.S.

NOTES:

- FOR GENERAL NOTES, SEE DWG. NO. G-4.
- FOR CONCRETE REPAIR DETAILS, SEE DWG. NO. RD-1.
- CONCRETE BARRIER TO REMAIN IN PLACE.
- HORSEYSET TO BE REMOVED FROM ALL SUBSTRUCTURE UNITS UNDER ITEM 52570.9801 M.
- CLEAR PENETRATING SEALER, ITEM 25559.1696 M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE AFTER REPAIRED AREAS HAVE CURED.
- ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
- CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
- GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.
- THE SURFACE OF THE COLUMNS SHALL BE REPAIRED ON QUARTERS. ONE-QUARTER OF THE PERIMETER WILL BE REPAIRED AT ONE TIME. PRIOR TO REPAIRING ANOTHER QUARTER OF THE COLUMN, THE ORIGINAL CONCRETE SHALL HAVE REACHED A STRENGTH OF 18 MPa. THIS SEQUENCE SHALL BE REPEATED FOUR TIMES UNTIL THE WORK IS COMPLETED.
- THE EDGES OF EACH QUARTER SHALL BE CUT AS INDICATED ON DRAWING NO. RD-1. SEE CONCRETE REPAIR NOTES ON THE SAME DRAWING FOR ADDITIONAL INFORMATION.
- SEE DRAWING S6-4 FOR DETAILS DESCRIBING GROUT TO BE PLACED BETWEEN THE CONCRETE BARRIER AND THE FILL CAP.
- Place Composite Strengthening System on columns, Plans 1, 2, & 3.

LEGEND:

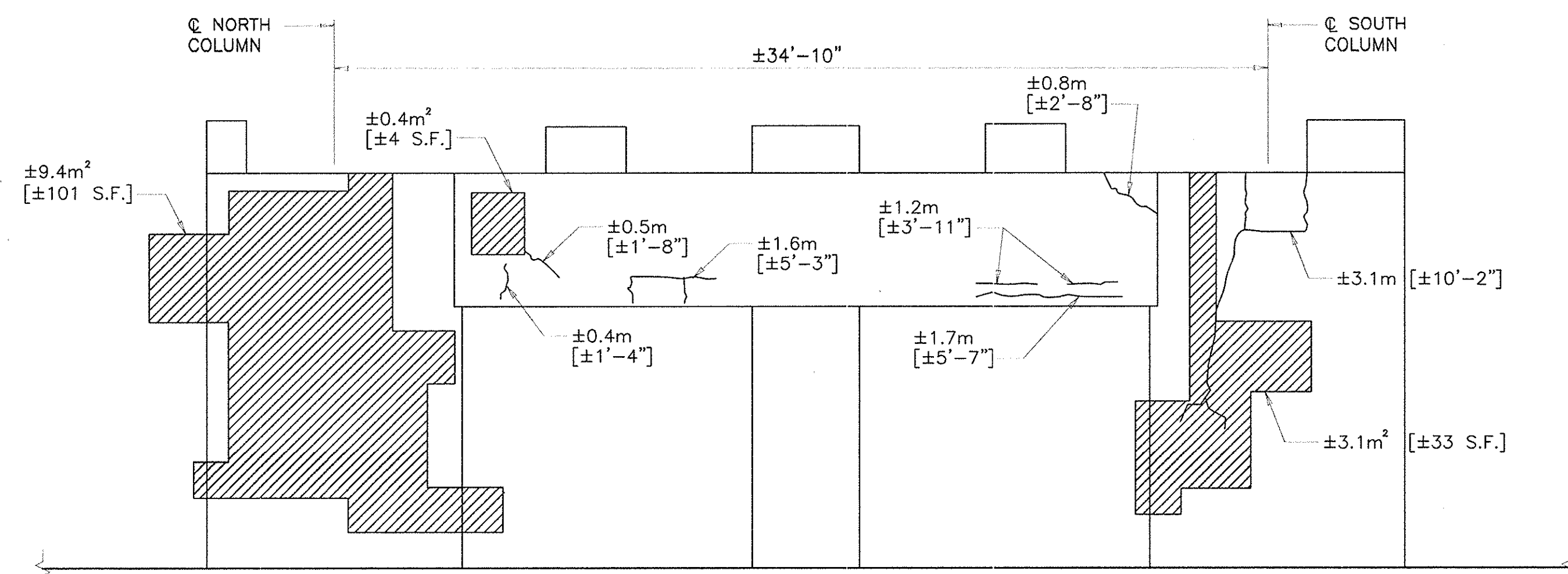
- AREA TO BE REPAIRED UNDER ITEM 582.05M
- CRACK TO BE REPAIRED UNDER ITEM 582.05M
- CRACK TO BE REPAIRED UNDER ITEM 25555.3574M



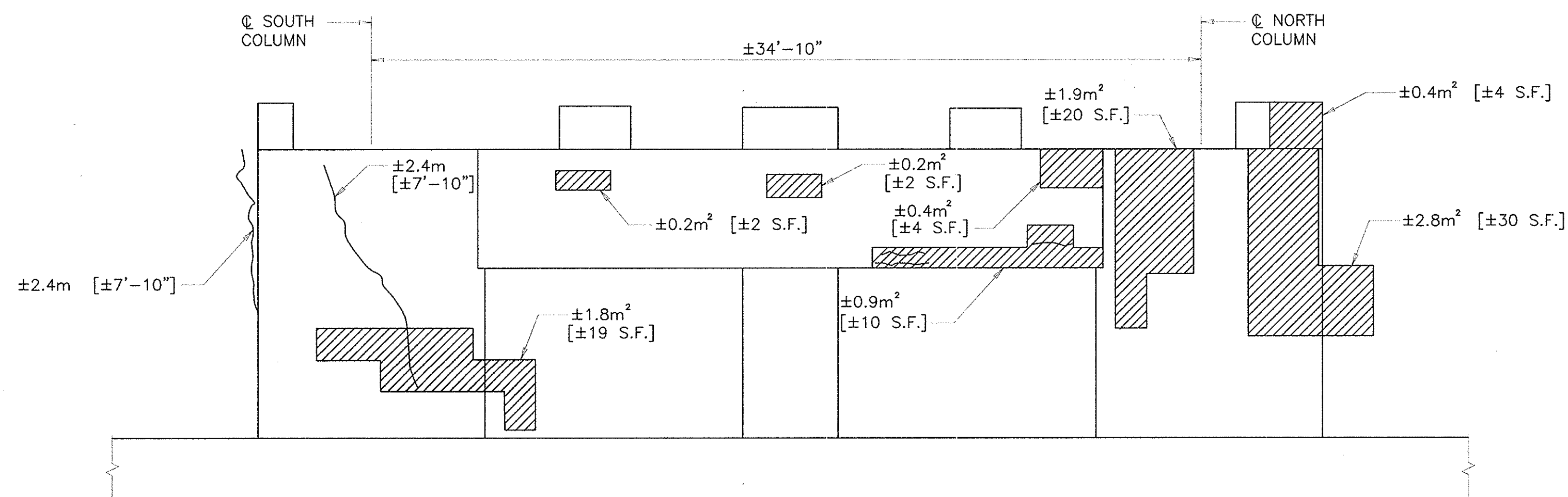
10/03	Note added	G.A. Hall	Δ
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT D & H RAILROAD - M.P. 158.93			
TITLE OF DRAWING PIER 1 PLAN AND ELEVATION			
CONTRACT NUMBER: TAA 02-30B		DATE: NOVEMBER, 2002	
DRAWING NUMBER: S6-2 R-1			

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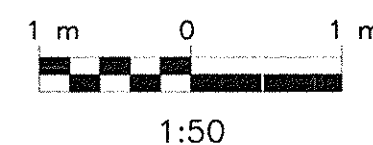




BEGIN (WEST) FACE ELEVATION



END (EAST) FACE ELEVATION

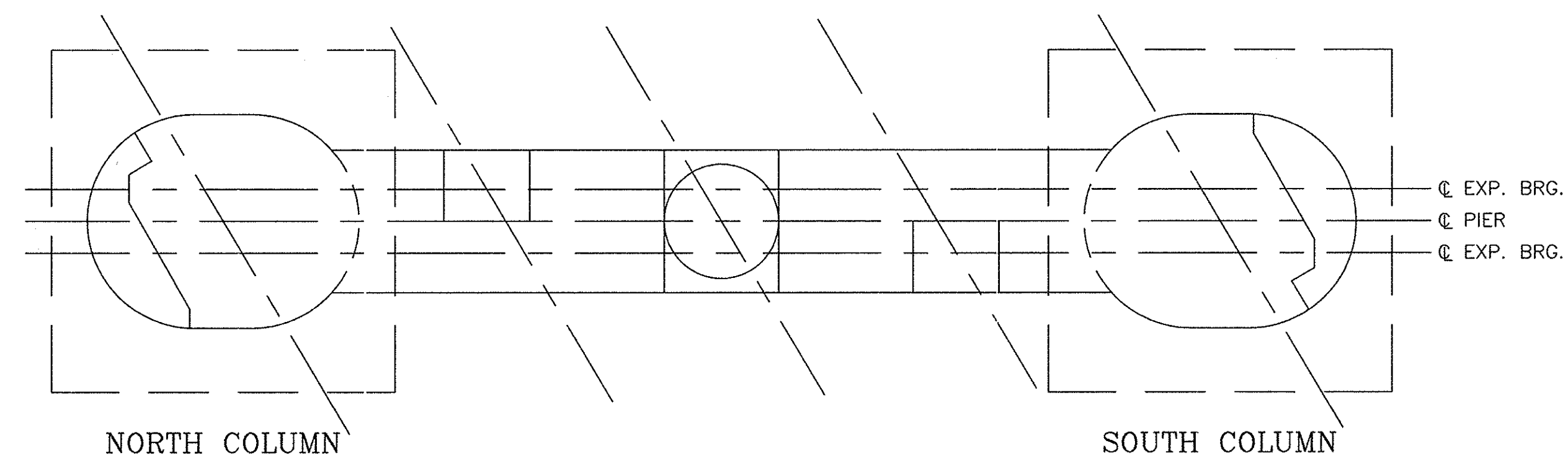


CAP BEAM NOTES:

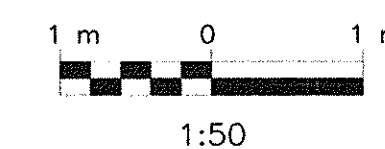
1. THE UNDERSIDE OF THE CAPBEAM SHALL BE SUPPORTED FROM THE FOOTING PRIOR TO REMOVING THE DETERIORATED CONCRETE. THIS SYSTEM SHALL BE CAPABLE OF CARRYING THE LIVE LOAD IMPOSED THROUGH THE FLOOR BEAMS TO THE CAP BEAM. THIS LOAD IS ESTIMATED TO BE 570 KN. PAYMENT WILL BE MADE UNDER ITEM 25585.010301M. ANY EXCAVATION REQUIRED TO EXPOSE THE FOOTING SHALL BE PAID FOR UNDER ITEM 25585.010301M.
2. THE CONTRACTOR SHALL INFORM THE EIC IF THE REPAIR AREA ON THE UNDERSIDE OF THE CAP BEAM DEVIATES FROM THAT SHOWN.



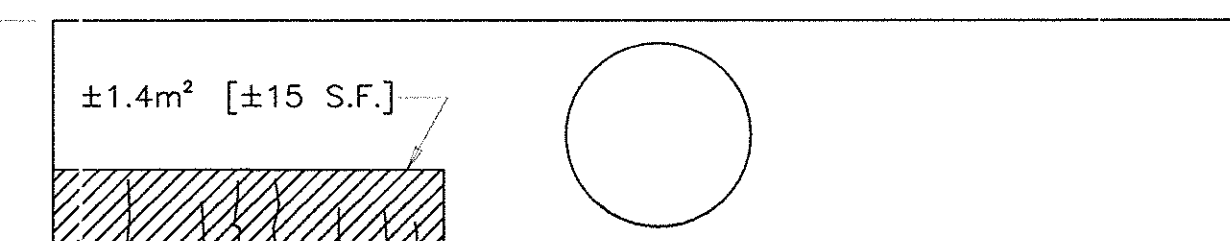
13. Place Composite Strengthening System on Columns, Piers, 1, 2, & 3.



PLAN



WEST SIDE



EAST SIDE

UNDERSIDE OF CAPBEAM

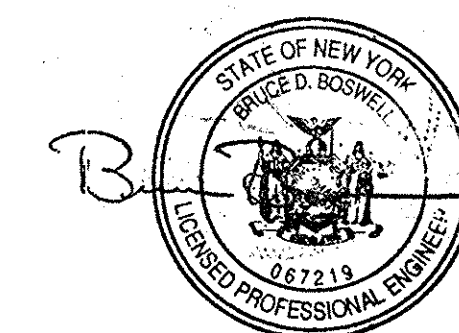


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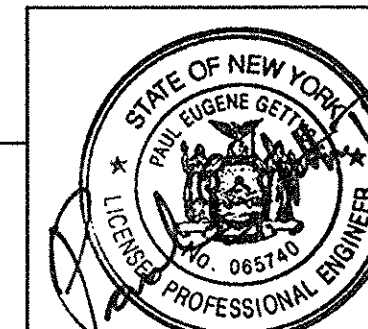
- | | |
|---|---|
|  | AREA TO BE REPAIRED UNDER ITEM 582.05M |
|  | CRACK TO BE REPAIRED UNDER ITEM 582.05M |
|  | CRACK TO BE REPAIRED UNDER ITEM 25555.3574M |

NOTES:

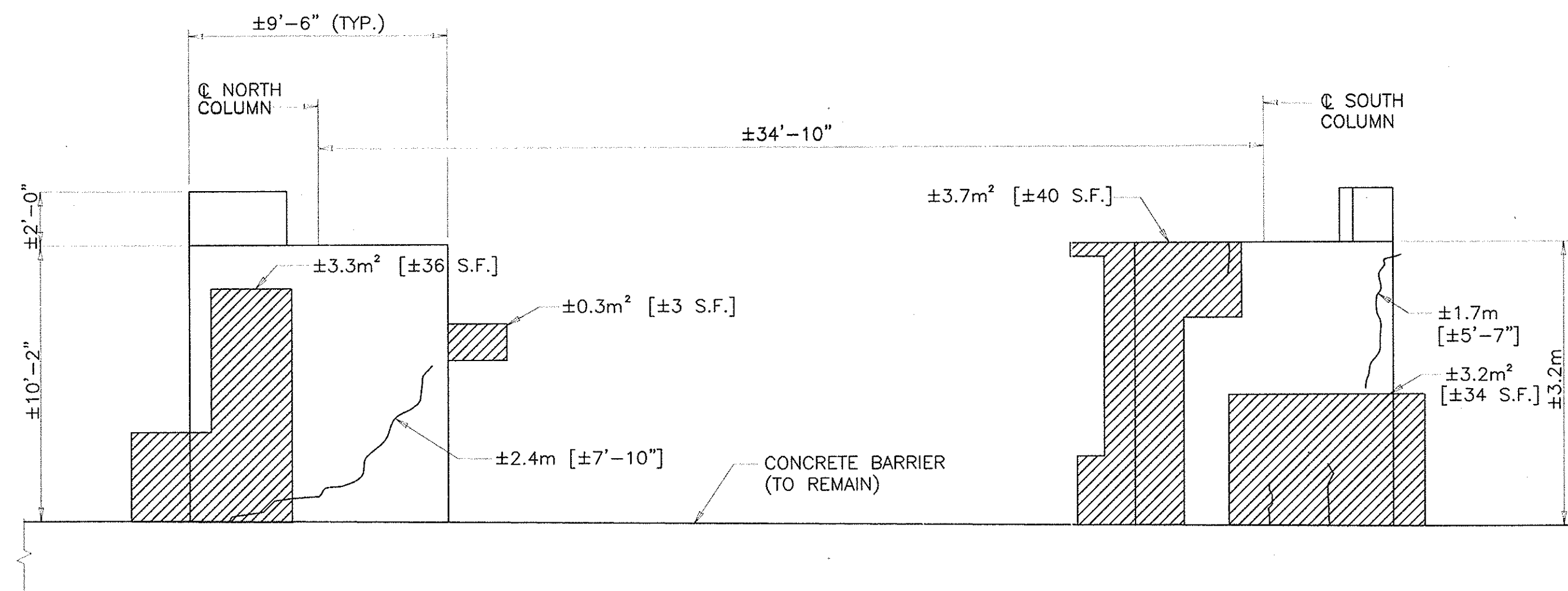
1. FOR GENERAL NOTES, SEE DWG. NO. G-4.
2. FOR CONCRETE REPAIR DETAILS, SEE DWG. NO. RD-1.
3. CONCRETE BARRIER TO REMAIN IN PLACE.
4. HORSESET TO BE REMOVED FROM ALL SUBSTRUCTURE UNITS UNDER ITEM 52570.9801 M.
5. CLEAR PENETRATING SEALER, ITEM 25559.1696 M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE, EXCEPT UNDERSIDE OF PIER CAP, AFTER REPAIRED AREAS HAVE CURED.
6. ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
7. CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
8. GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.
9. SEE DRAWING NO. S6-2 FOR REPAIR SEQUENCE DETAILS AND NOTES.
10. STRUCTURAL SHORING OPERATIONS SHALL BE PLANNED AND SCHEDULED SUCH THAT ALL PIER WORK IS PERFORMED UNDER ONE SHORING OPERATION.
11. THE SURFACE OF THE COLUMNS SHALL BE REPAIRED ON QUARTERS. ONE-QUARTER OF THE PERIMETER WILL BE REPAIRED AT ONE TIME. PRIOR TO REPAIRING ANOTHER QUARTER OF THE COLUMN, THE ORIGINAL CONCRETE SHALL HAVE REACHED A STRENGTH OF 18 MPa. THIS SEQUENCE SHALL BE REPEATED FOUR TIMES UNTIL THE WORK IS COMPLETED.
12. THE EDGES OF EACH QUARTER SHALL BE CUT AS INDICATED ON DRAWING NO. RD-1. SEE CONCRETE REPAIR NOTES ON THE SAME DRAWING FOR ADDITIONAL INFORMATION.



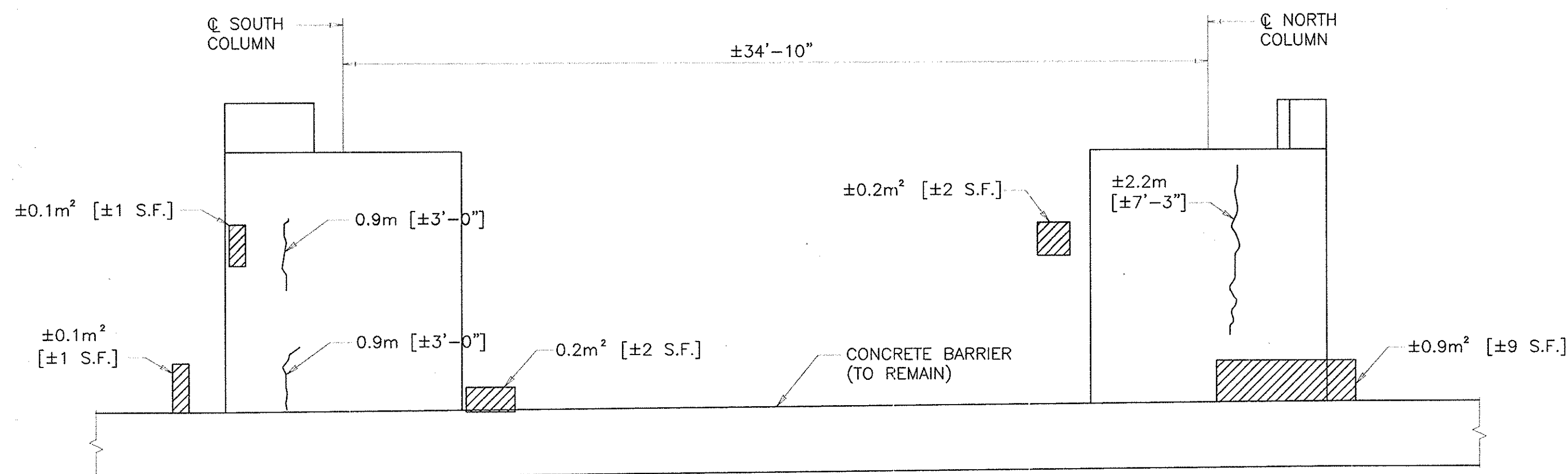
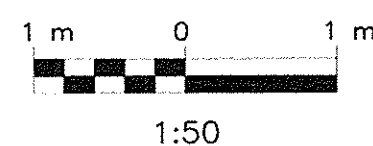
10/03	NOTE ADDED	G.A. HALL	A
DATE	DESCRIPTION	BY	SY
<i>REVISIONS</i>			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT D & H RAILROAD — M.P. 158.93			
TITLE OF DRAWING PIER 2 PLAN AND ELEVATION			
		CONTRACT NUMBER: TAA 02-30B DATE: NOVEMBER, 2001 DRAWING NUMBER: S6-3 R	



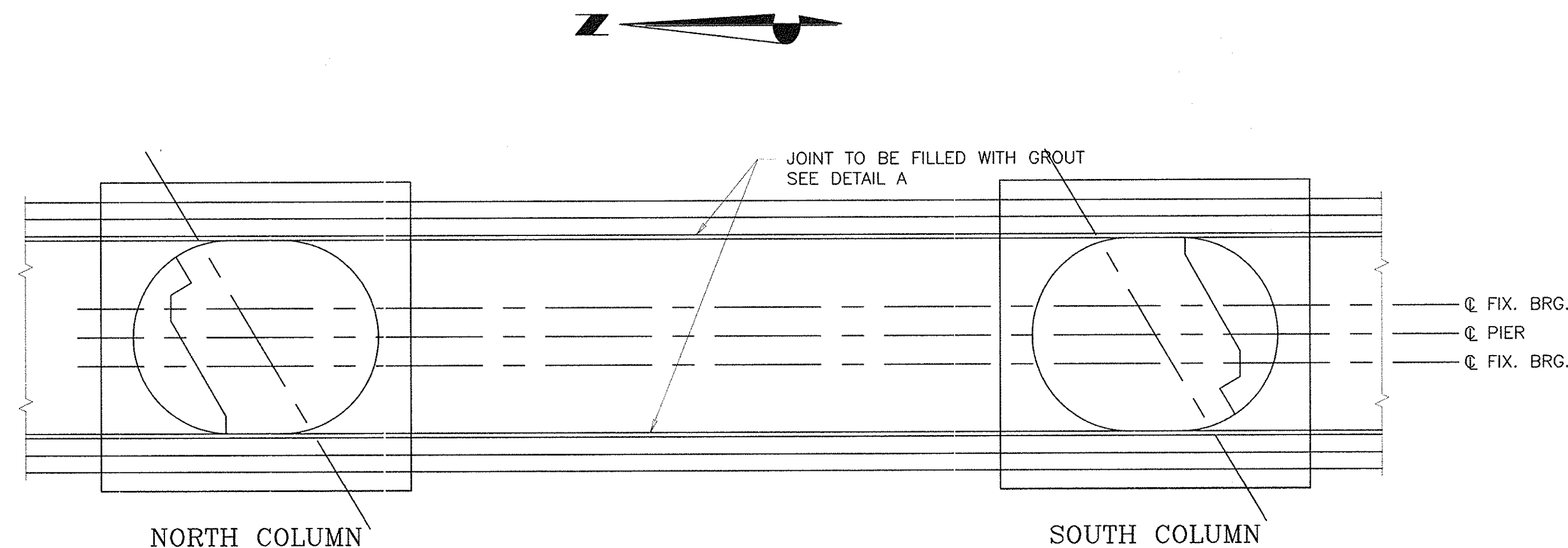
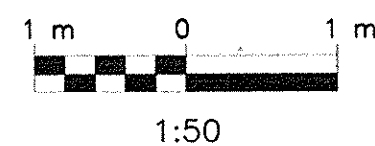
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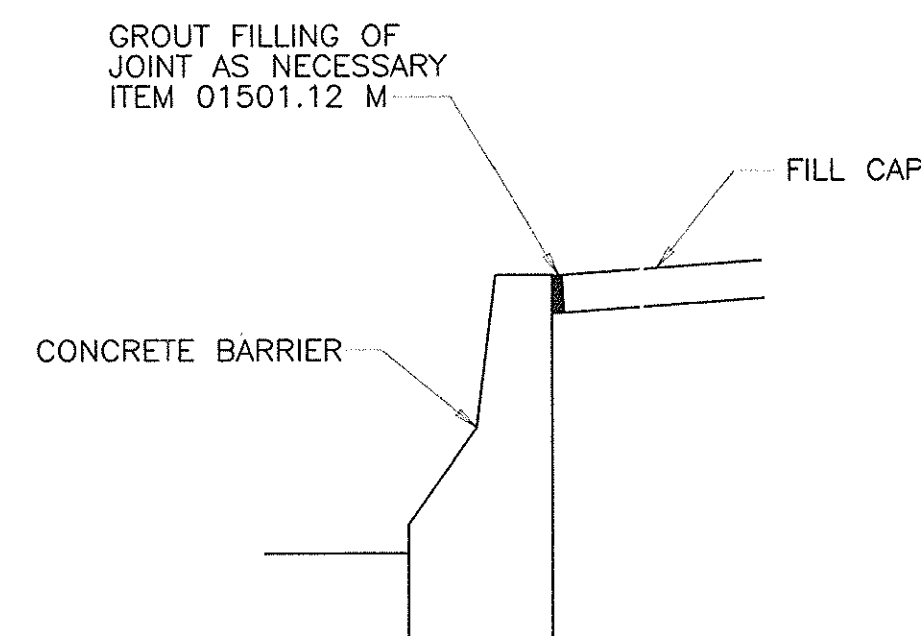
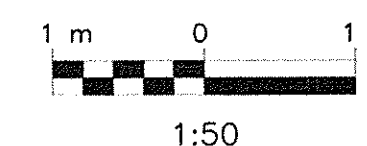
BEGIN (WEST) FACE ELEVATION



END (EAST) FACE ELEVATION



PLAN

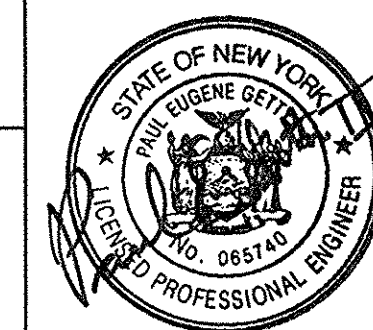
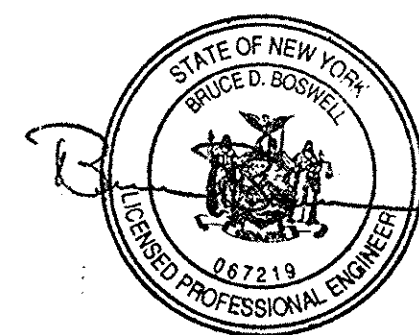
DETAIL A
SECTION AT BARRIER

NOTES:

- FOR GENERAL NOTES, SEE DWG. NO. C-4.
- FOR CONCRETE REPAIR DETAILS, SEE DWG. NO. RD-1.
- CONCRETE BARRIER TO REMAIN IN PLACE.
- HORSEYSET TO BE REMOVED FROM ALL SUBSTRUCTURE UNITS UNDER ITEM 52570.9801 M.
- CLEAR PENETRATING SEALER, ITEM 25539.1696 M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE AFTER REPAIRED AREAS HAVE CURED.
- ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
- CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
- GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.
- SEE DRAWING NO. S6-2 FOR REPAIR SEQUENCE DETAILS AND NOTES.
- Place Composite Strengthening System on Columns, Piers 1, 2, & 3.

LEGEND:

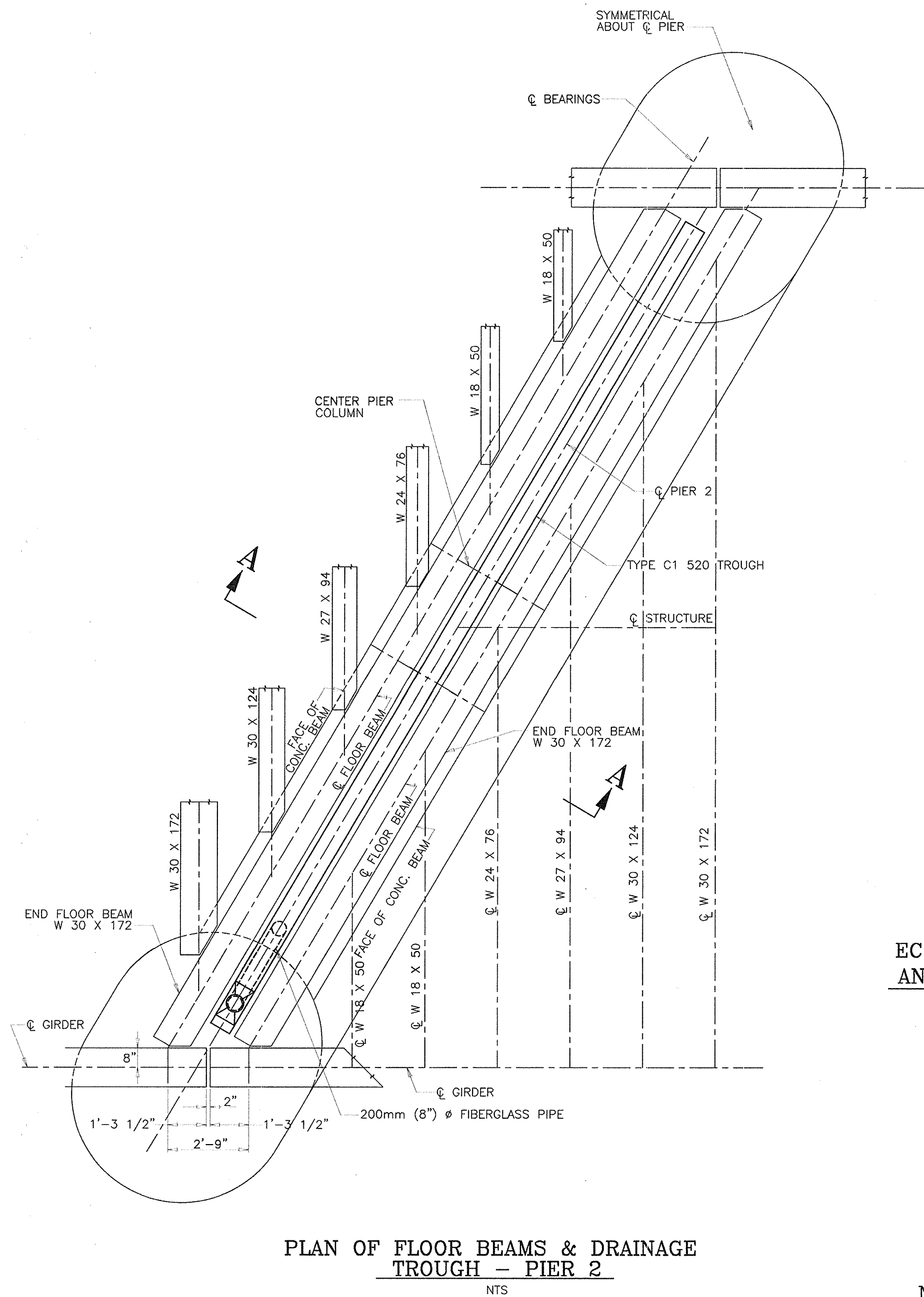
- AREA TO BE REPAIRED UNDER ITEM 582.05M
- CRACK TO BE REPAIRED UNDER ITEM 582.05M
- CRACK TO BE REPAIRED UNDER ITEM 25555.3574M



DATE	DESCRIPTION	BY	SYM.
10/03	Note Added	G.A.Hall	Δ
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT D & H RAILROAD - M.P. 158.93			
TITLE OF DRAWING PIER 3 PLAN AND ELEVATION			
CONTRACT NUMBER: TAA 02-30B			
DATE: NOVEMBER, 2002			
DRAWING NUMBER: S6-4 2-1			

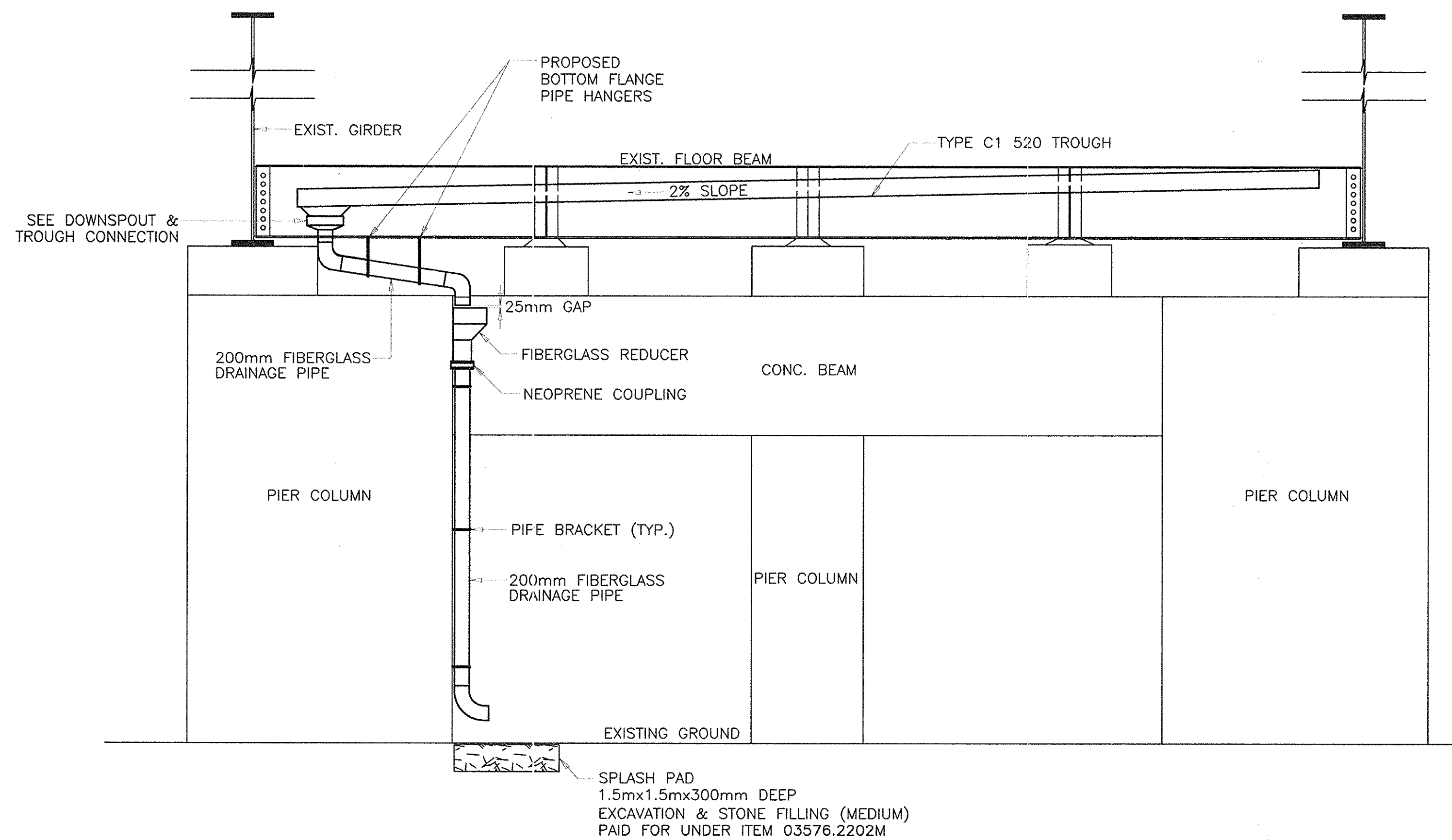
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PLAN OF FLOOR BEAMS & DRAINAGE
TROUGH - PIER 2

NTS



DOWNSPOUT DETAIL - PIER 2

NTS

NOTES

1. WORK TO BE PERFORMED AFTER CONCRETE REPAIRS COMPLETED AND REPAIR IS CURED.
2. FOR SECTION A-A, SEE DWG. S6-6.
3. ALL WORK ASSOCIATED WITH FURNISHING AND INSTALLING FIBERGLASS DRAINAGE SYSTEMS FOR BRIDGE DRAINAGE AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE SPECIFICATIONS SHALL BE PAID FOR UNDER ITEM 03576.2202 M.
4. ALL WORK ASSOCIATED WITH FURNISHING AND INSTALLING DRAINAGE TROUGH SYSTEMS FOR BRIDGE DRAINAGE AS SHOWN ON THE PLANS IN ACCORDANCE WITH THE SPECIFICATIONS SHALL BE PAID FOR UNDER ITEM 576.10 M.

No As-Built REVISIONS

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

BRIDGE REHABILITATION

D & H RAILROAD - M.P. 158.93

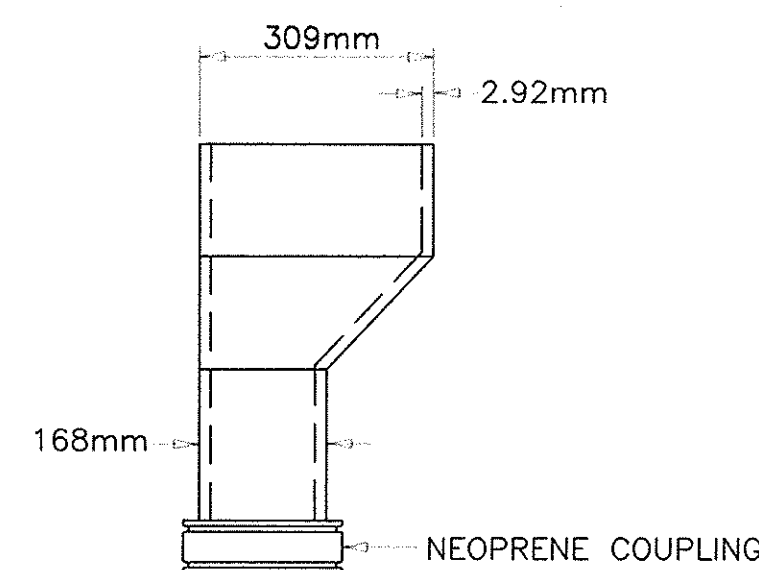
TROUGH & DRAINAGE

DETAILS I

CONTRACT NUMBER:
TAA 02-30B

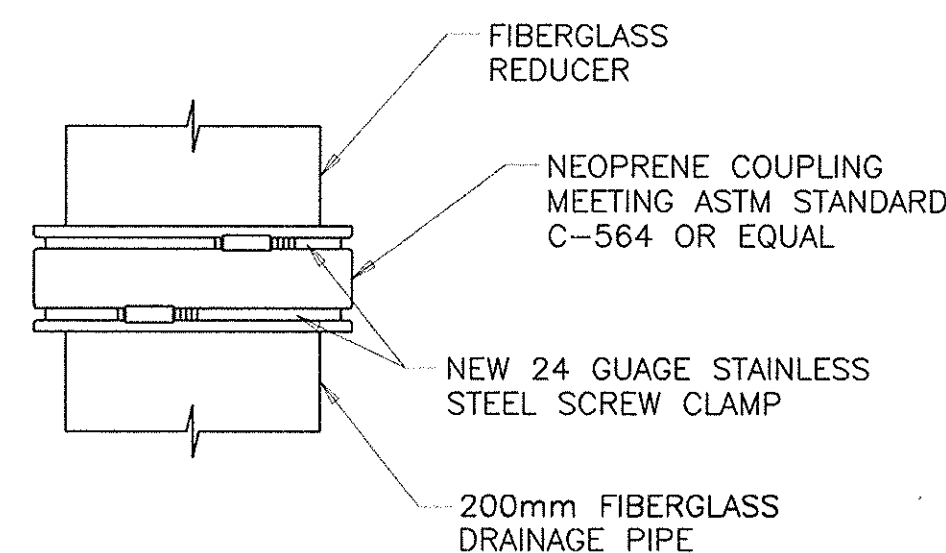
DATE:
NOVEMBER, 2002

DRAWING NUMBER:
S6-5



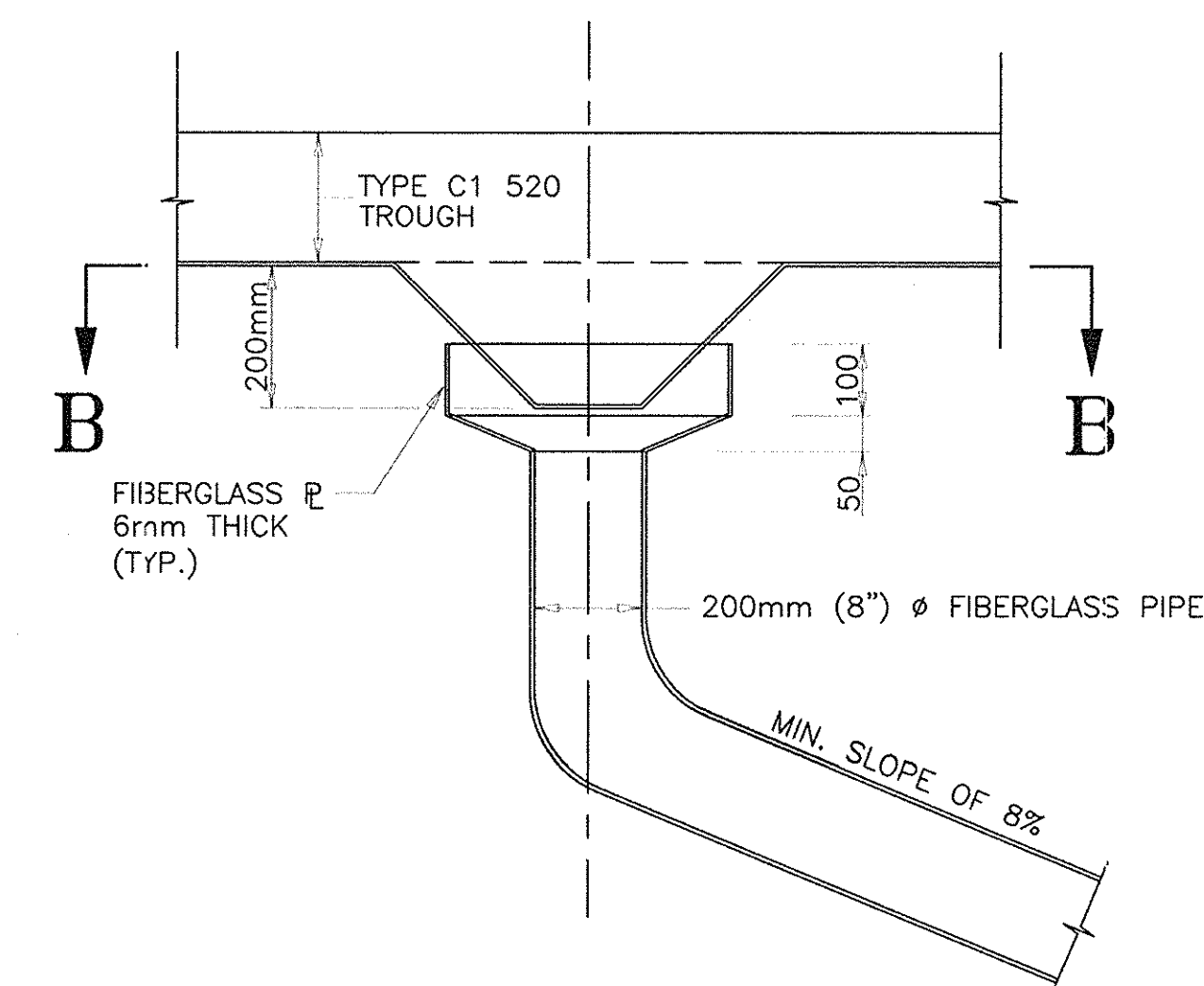
ECCENTRIC FIBERGLASS REDUCER
AND NEOPRENE COUPLING (TYP.)

NTS



NEOPRENE COUPLING
AND SCREW CLAMP

NTS

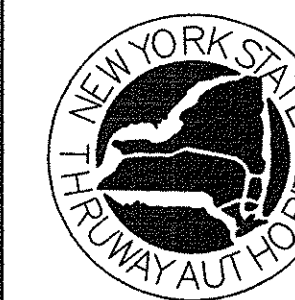


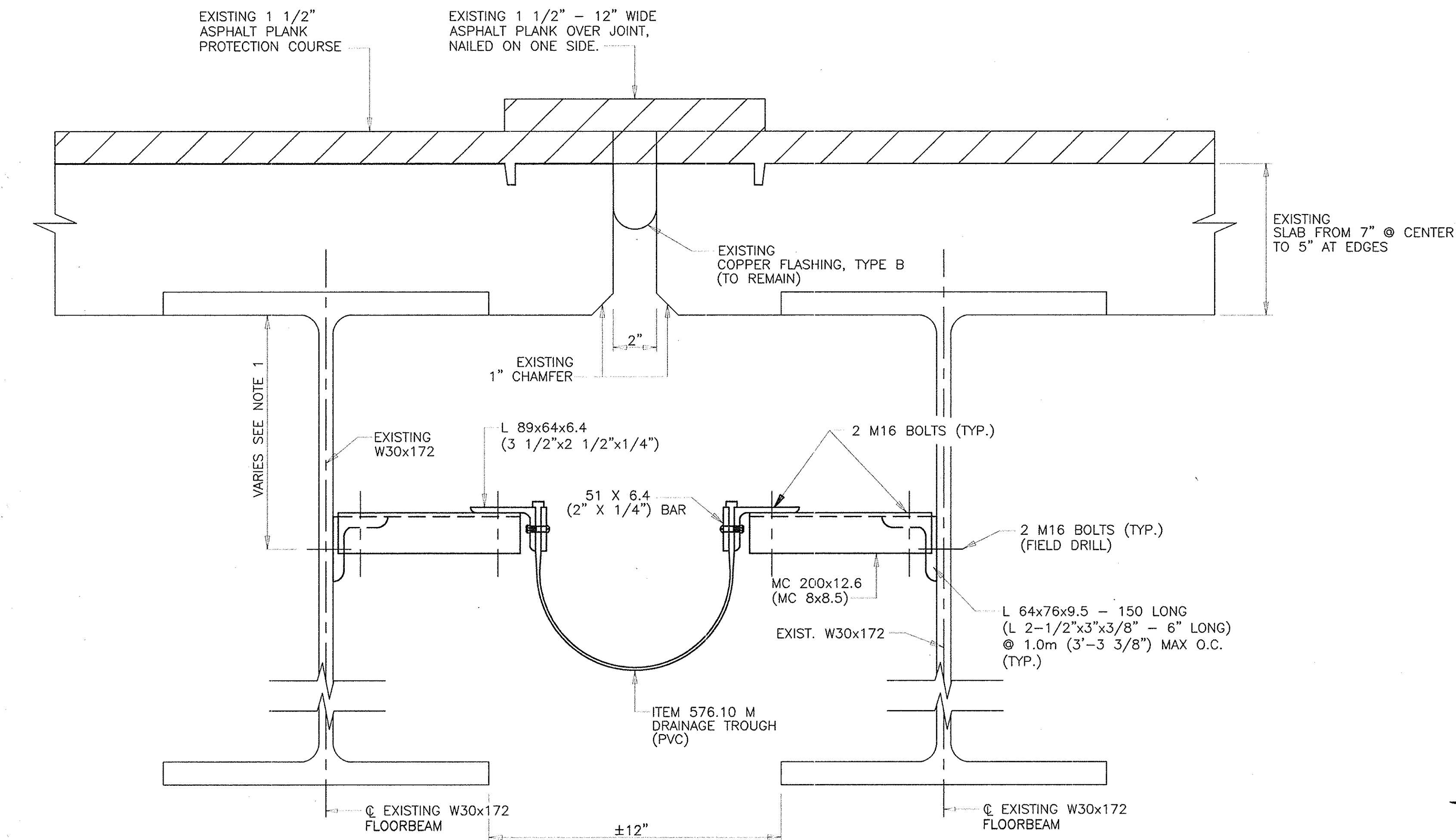
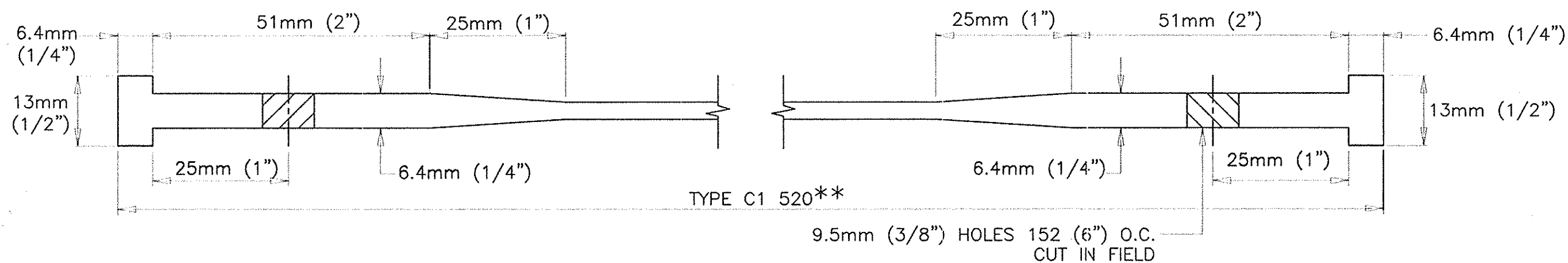
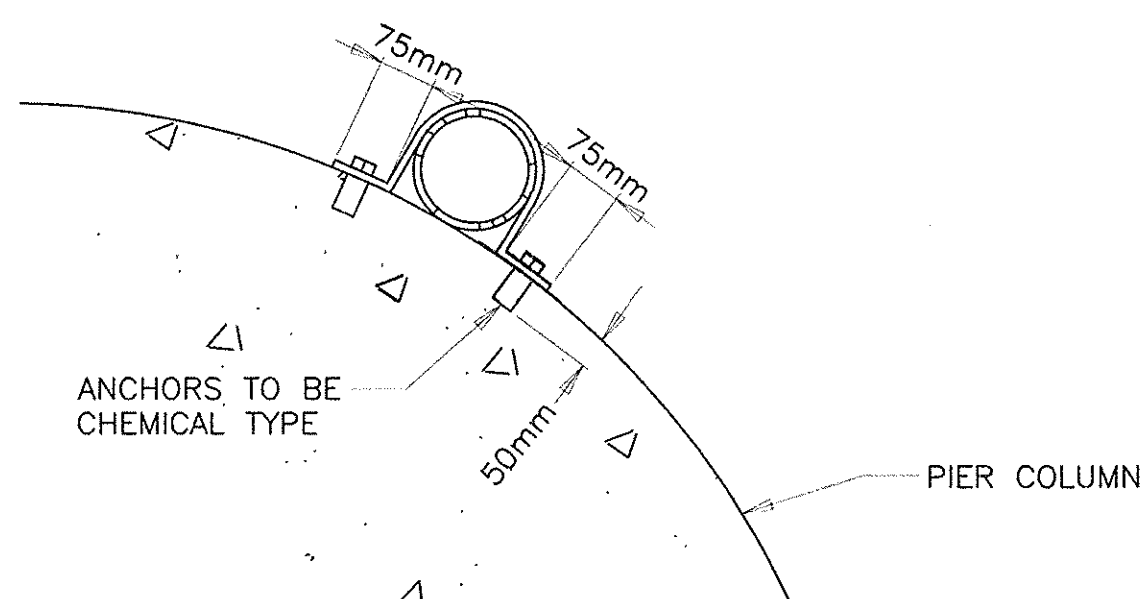
SECTION B-B

DOWNSPOUT & TROUGH
CONNECTION

NTS

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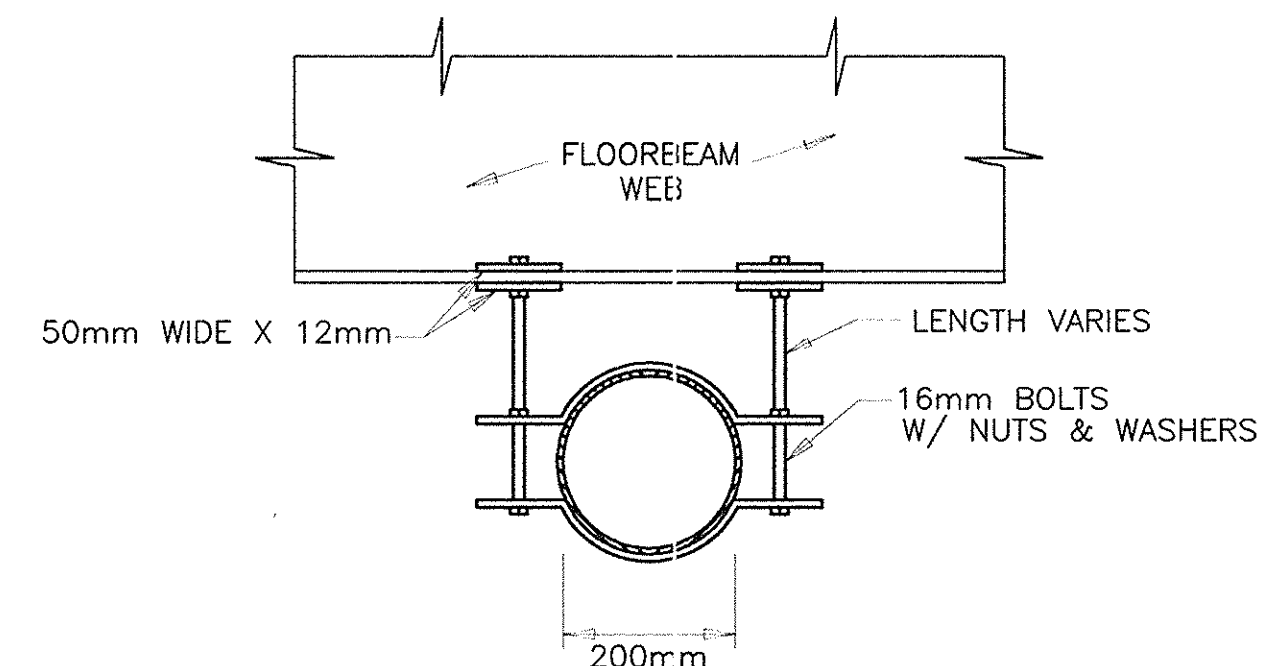
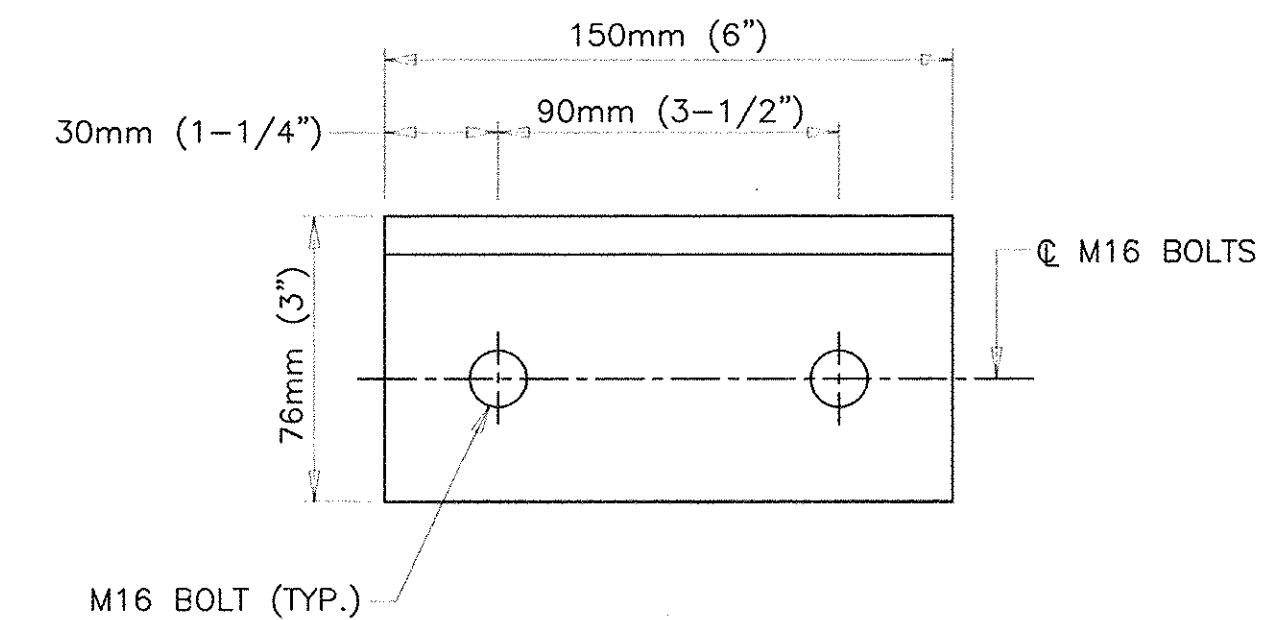
SECTION A-A
NTSTROUGH
NTSPIPE BRACKET
NTS

NOTES:

1. INSTALL THE DRAINAGE TROUGH WITH 2% SLOPE AT PIER 2.
2. ALL WORK ASSOCIATED WITH FURNISHING AND INSTALLING DRAINAGE TROUGH SYSTEMS FOR BRIDGE DRAINAGE AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE SPECIFICATIONS SHALL BE PAID FOR UNDER ITEM 576.10 M.
3. THE CONTRACTOR SHALL COORDINATE THE WORK SUCH THAT THE DRILLING AND INSTALLATION OF EACH BRACKET IS PERFORMED IN ONE OPERATION AND WITHOUT THE PRESENCE OF LIVE LOADING.
4. ALL MISCELLANEOUS STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM STANDARD SPECIFICATION A123M.
5. THE AVAILABLE SPACE IN WHICH TO INSTALL THE DRAINAGE TROUGH IS VERY LIMITED. THE CONTRACTOR SHALL THOROUGHLY INSPECT THE SPACE BETWEEN THE FLOORBEAMS PRIOR TO PRODUCING FABRICATION DRAWINGS SO THAT THE PROPOSED WORK WILL TAKE INTO ACCOUNT ACTUAL FIELD CONDITIONS. THE CONTRACTOR WILL CLEARLY OUTLINE THE PROPOSED PROCEDURE FOR ACCOMPLISHING THIS WORK FOR THE ENGINEER'S REVIEW.

51 x 6.4 x 15C LONG BAR
(2" x 1/4" x 6' LONG)2-6.4mm (1/4") Ø SLOTTED
BUTTON HEAD MACHING BOLTS
32mm (1-1/4") L.G. SPACED
AT 90mm (3-1/2") O.C.

PVC TROUGH

MC 200x12.6
(MC 8x8.5)L 89x64x6.4x150 LONG
(L 3-1/2"x2-1/2"x1/4"x6" LONG)L 64x76x9.5 - 150 LONG
(L 2-1/2"x3/8"x3/8" - 6" LONG)
SEE DETAIL AM16 BOLTS
(TYP.)
(FIELD DRILL)EXISTING
W 30x172** LENGTH OF CHANNELS AND TROUGH TO BE
DETERMINED BASED UPON ACTUAL FIELD
CONDITIONS.TYPICAL TROUGH SUPPORT DETAIL
NTSBOTTOM FLANGE PIPE HANGER
NTSDETAIL A
SCALE 1:2

NO AS-BUILT REVISIONS

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT

BRIDGE REHABILITATION

LOCATION OF PROJECT

D & H RAILROAD - M.P. 158.93

TITLE OF DRAWING

TROUGH & DOWNSPOUT
DETAILS II

CONTRACT NUMBER:

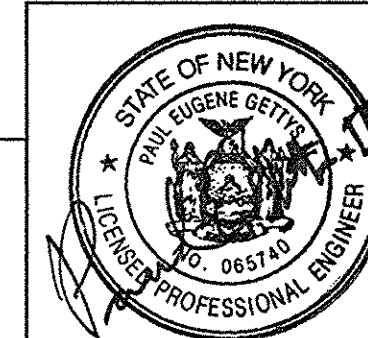
TAA 02-30B

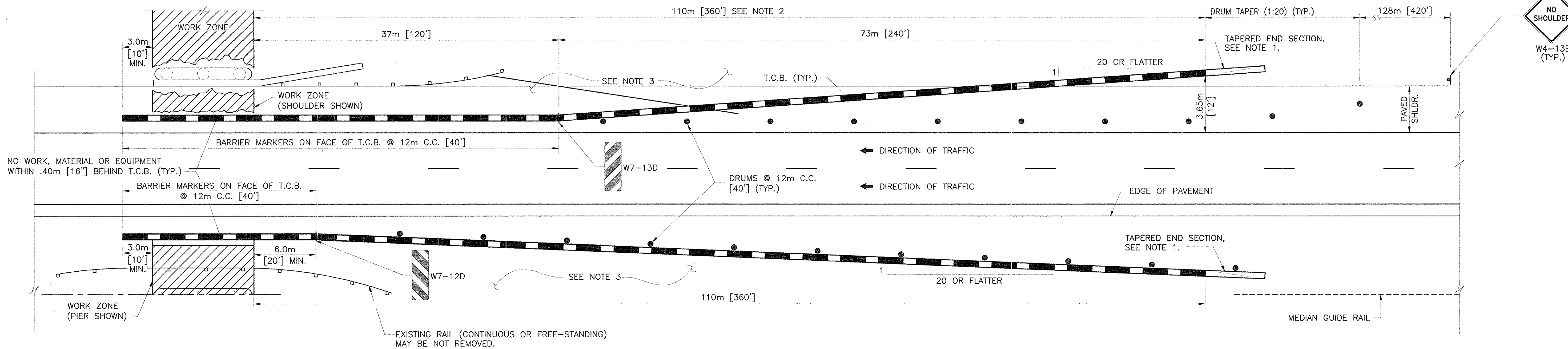
DATE:

NOVEMBER, 2002

DRAWING NUMBER:

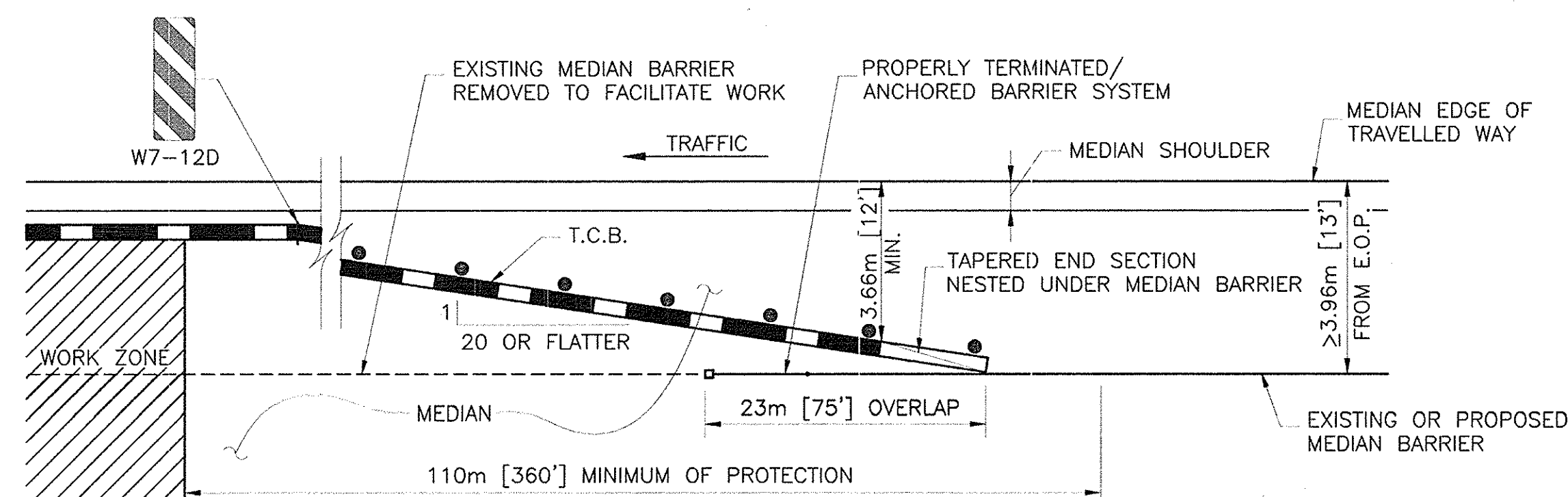
S6-6

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& Surveyors



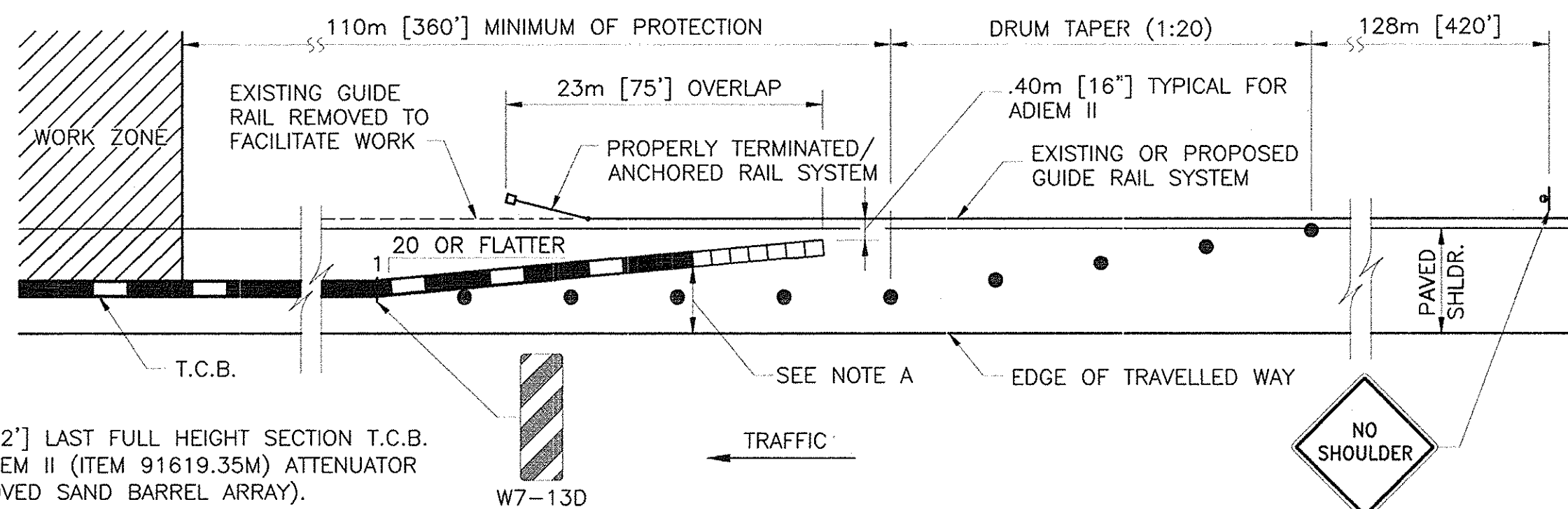
TYPICAL TEMPORARY CONCRETE BARRIER PROTECTION FOR MAINLINE THRUWAY WORK ZONES

N.T.S.



MEDIAN

N.T.S.

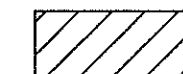


NOTE A:
<3.66m [12'] LAST FULL HEIGHT SECTION T.C.B.
UTILIZE ADIEM II (ITEM 91619.35M) ATTENUATOR
(OR APPROVED SAND BARREL ARRAY).

RIGHT SHOULDER - OPTION 1

N.T.S.

LEGEND



WORK ZONE

TEMPORARY CONCRETE BARRIER (T.C.B.),
ITEM 25619.1701M AND CONCRETE
BARRIER MARKER, ITEM 25619.1704M

DRUM, ITEM 619.01M



SIGN, ITEM 619.02M

ADIEM II ATTENUATOR
ITEM 91619.35M

NOTES:

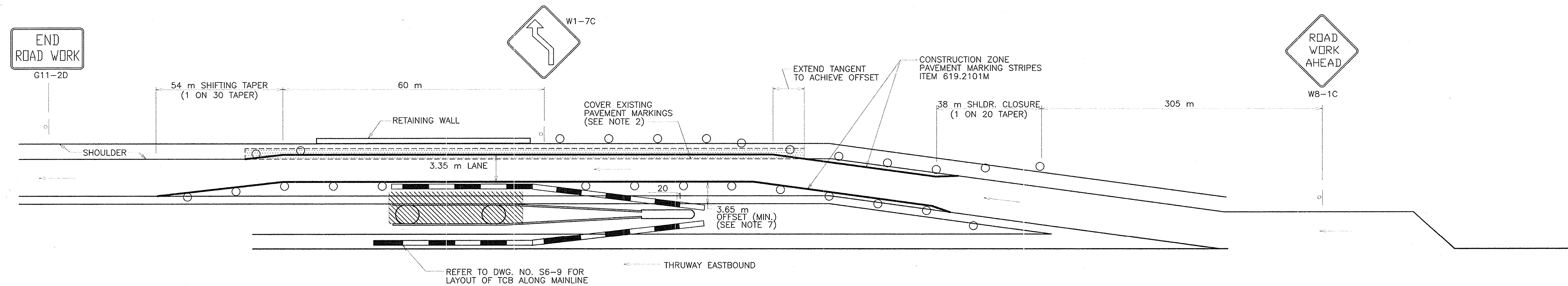
1. USE TAPERED END SECTION WHEN LAST FULL HEIGHT BARRIER SECTION IS PLACED GREATER THAN 3.65m [12'] OFF EDGE OF TRAVELED WAY. T.C.B. AND END SECTION MUST BE PLACED IN AREAS 1:10 OR FLATTER. OTHERWISE UTILIZE AN ADIEM II ATTENUATOR TO TERMINATE T.C.B. RUN. (SEE NOTE 2).
2. ADIEM II ATTENUATOR (ITEM 91619.35M) SHALL BE INSTALLED ON PAVED SHOULDERS OR ON AREAS 1:10 OR FLATTER.
3. NO MATERIAL OR EQUIPMENT SHALL BE STORED OUTSIDE THE WORK ZONE UNLESS APPROVED BY THE ENGINEER.
4. THE "NO SHOULDER" SIGN (W4-13E) SHALL BE USED WHENEVER THE WIDTH OF EXISTING SHOULDER IS REDUCED.
5. WHEN MERGING TCB INTO AN EXISTING RAIL SYSTEM, CARE SHOULD BE TAKEN NOT TO TERMINATE THE TCB WITHIN THE ATTENUATION LENGTH OF AN EXISTING ATTENUATING TERMINAL. EITHER SHIELD TERMINAL WITH TCB, OR MERGE WITH THE RAIL SYSTEM DOWNSTREAM OF THE TERMINAL SO THAT IT MAY FUNCTION PROPERLY IF HIT.
6. USE ADIEM II ATTENUATOR AND SHOULDER DETAIL FOR WESTBOUND APPROACH.
7. ON THE THRUWAY MAINLINE THE CONTRACTOR SHALL NOT HAVE A RIGHT SHOULDER CLOSURE AT THE SAME TIME AS A MEDIAN SHOULDER CLOSURE AT ANY ONE LOCATION.

No As-Built Revisions

NOTE:

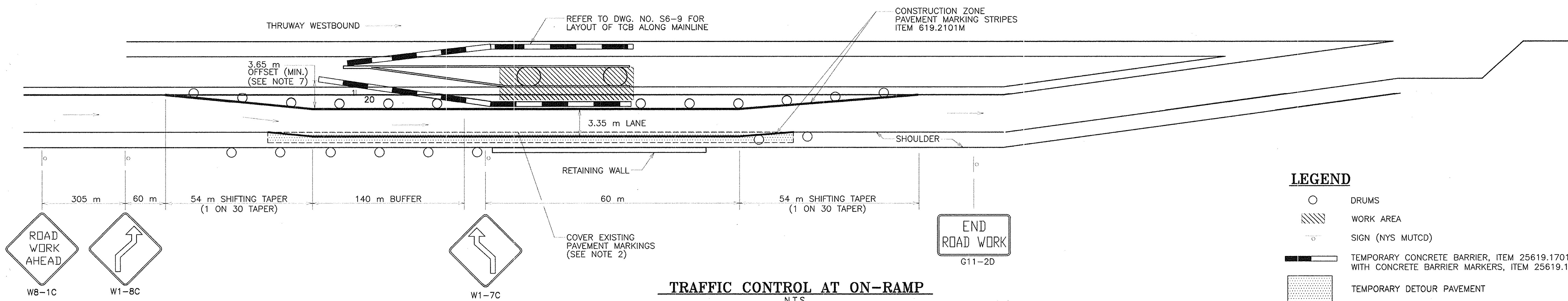
ALL DIMENSIONS ARE SHOWN IN
MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT D & H RAILROAD - M.P. 158.93			
TITLE OF DRAWING MPT FOR THRUWAY MAINLINE WORKZONES			
		CONTRACT NUMBER: TAA_02-30B	
		DATE: NOVEMBER, 2002	
		DRAWING NUMBER: S6-7	



TRAFFIC CONTROL AT OFF-RAMP

N.T.S.

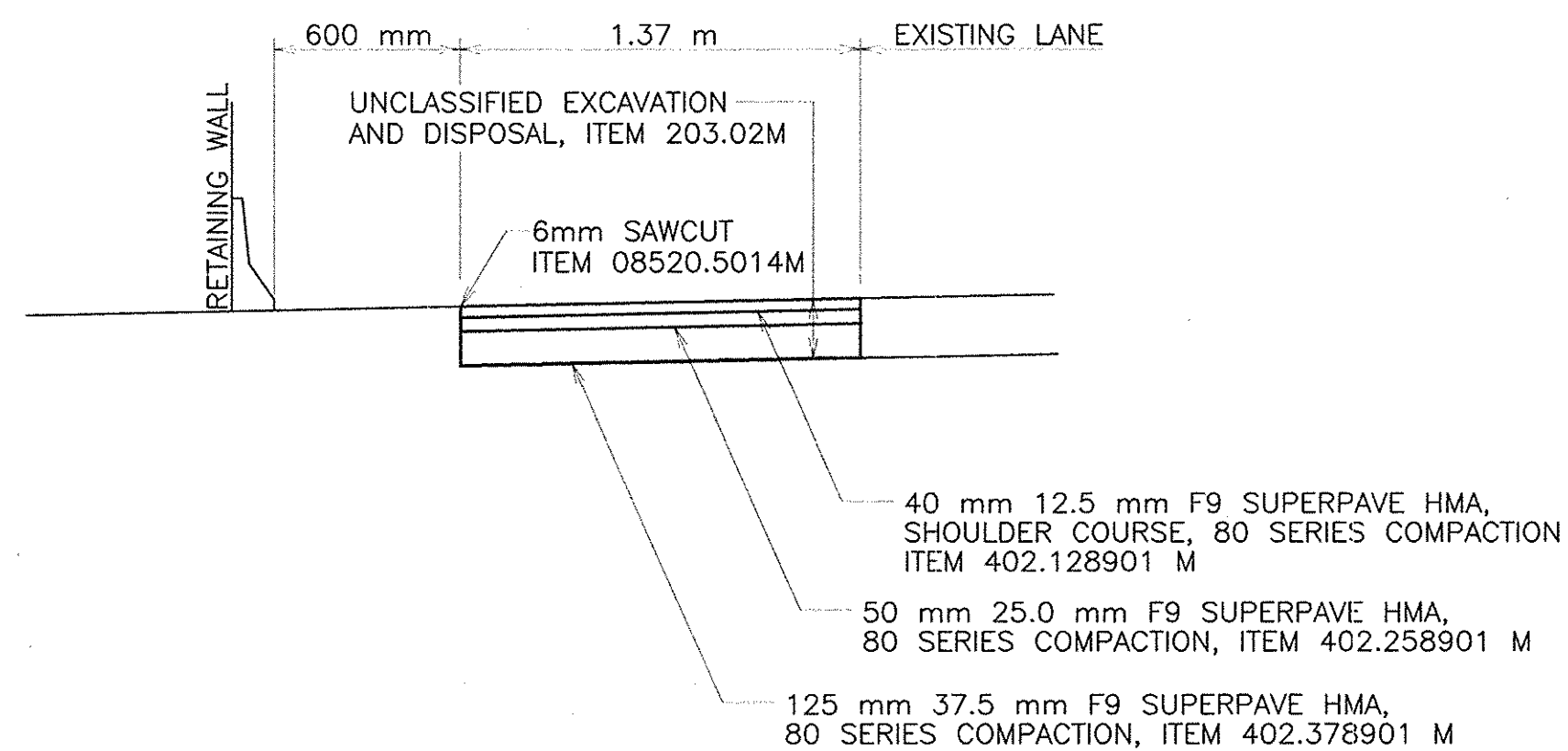


TRAFFIC CONTROL AT ON-RAMP

N.T.S.

LEGEND

- DRUMS
- ▨ WORK AREA
- SIGN (NYS MUTCD)
- TEMPORARY CONCRETE BARRIER, ITEM 25619.1701M WITH CONCRETE BARRIER MARKERS, ITEM 25619.1704M
- ▨ TEMPORARY DETOUR PAVEMENT



TEMPORARY PAVEMENT SECTION

N.T.S.

NOTES:

- ALL SIGNS MAY BE FOUND IN THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALL "W" SERIES SIGNS SHALL BE BLACK ON FLOURESCENT ORANGE. ALL REFLECTORIZED SIGN BACKGROUNDS SHALL BE CLASS "B" OR "C" REFLECTIVE SHEETING.
- ALL CONFLICTING PAVEMENT MARKINGS SHALL BE COVERED OR REMOVED. WHEN CONSTRUCTION IS COMPLETED AND TEMPORARY TRAFFIC CONTROL IS REMOVED, ALL PAVEMENT MARKINGS SHALL BE RESTORED TO THEIR ORIGINAL CONFIGURATION.
- THE TRAFFIC SUPERVISOR WILL APPROVE THE CONDITION OF ALL TRAFFIC CONTROL DEVICES PRIOR TO USE, AND WILL REVIEW THE PROPOSED TRAFFIC CONTROL PATTERN (FOR PRECISE DEVICE POSITIONING) PRIOR TO INSTALLATION.
- RIGHT SHOULDER CLOSURES SHALL BE A MIRROR IMAGE OF THE LEFT SHOULDER CLOSURE.
- NO MATERIAL OR EQUIPMENT SHALL BE STORED OUTSIDE THE WORK ZONE UNLESS APPROVED BY THE ENGINEER.
- WHEN MERGING TCB INTO AN EXISTING RAIL SYSTEM, CARE SHOULD BE TAKEN NOT TO TERMINATE THE TCB WITHIN THE ATTENUATION LENGTH OF AN EXISTING ATTENUATING TERMINAL. EITHER SHIELD THE TERMINAL WITH TCB, OR MERGE WITH THE RAIL SYSTEM DOWNSTREAM OF THE TERMINAL SO THAT IT MAY FUNCTION PROPERLY IF HIT.
- REFER TO DRAWING NOS. S6-9 AND S6-10 FOR LAYOUT OF TEMPORARY CONCRETE BARRIER AND ATTENUATORS.

No As-Built REVISIONS

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
BRIDGE REHABILITATION

LOCATION OF PROJECT
D & H RAILROAD - M.P. 158.93

TITLE OF DRAWING
TRAFFIC CONTROL AT RAMP
FOR PIER WORK
AND MISC. M&PT DETAILS

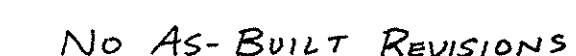
CONTRACT NUMBER:
TAA 02-30B

DATE:
NOVEMBER, 2002

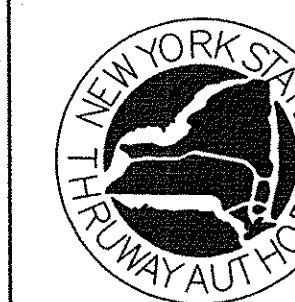
DRAWING NUMBER:
S6-8

POPLi
Consulting
Engineers
& Surveyors

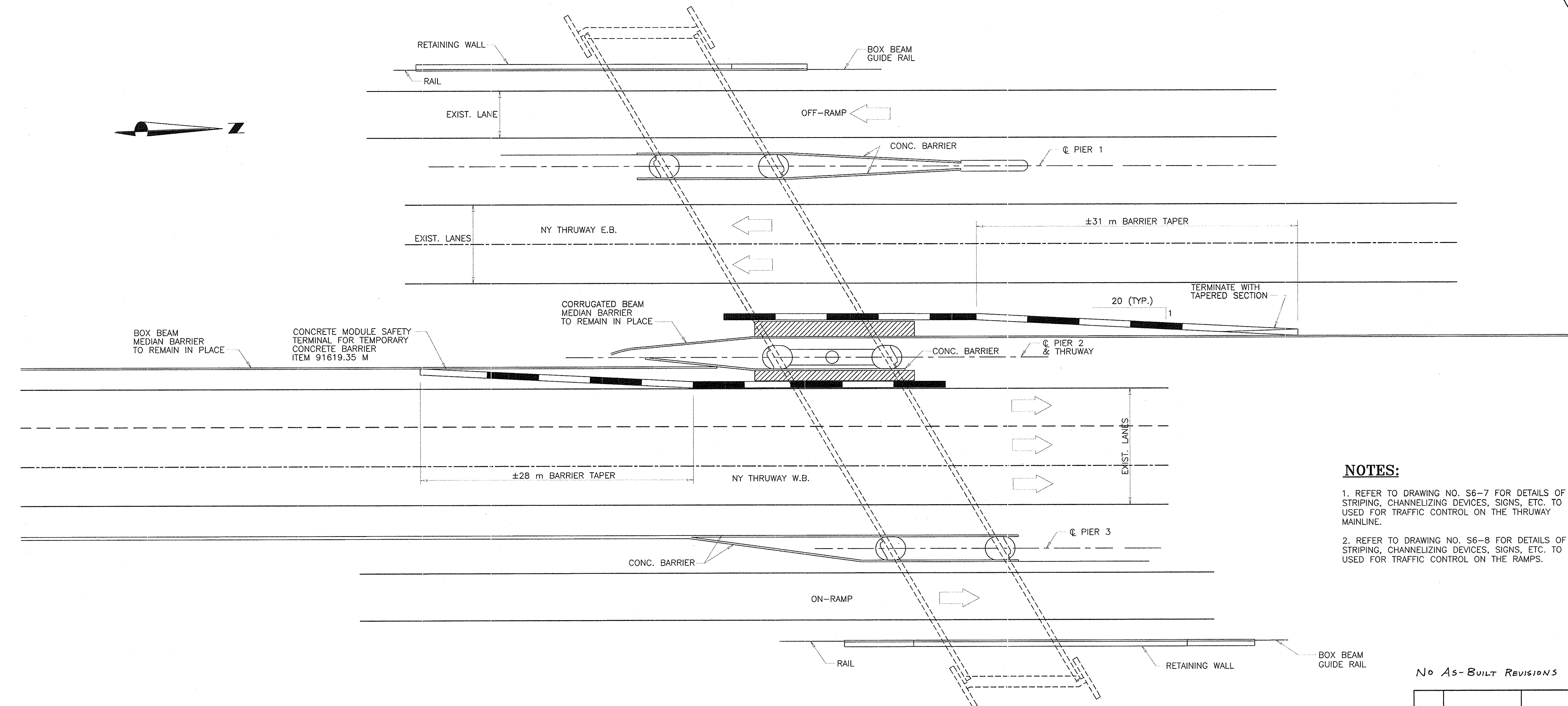




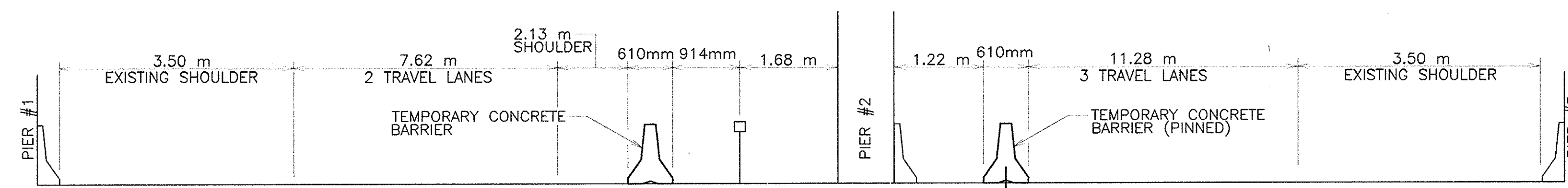
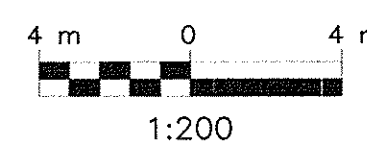
DRAWING NUMBER:
S6-9



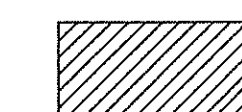
POPLi
Consulting
Engineers
& Surveyors

**NOTES:**

1. REFER TO DRAWING NO. S6-7 FOR DETAILS OF STRIPING, CHANNELIZING DEVICES, SIGNS, ETC. TO BE USED FOR TRAFFIC CONTROL ON THE THRUWAY MAINLINE.
2. REFER TO DRAWING NO. S6-8 FOR DETAILS OF STRIPING, CHANNELIZING DEVICES, SIGNS, ETC. TO BE USED FOR TRAFFIC CONTROL ON THE RAMP.

GENERAL PLAN**TYPICAL SECTION AT PIER #2 WORK AREA**

N.T.S.

LEGEND

WORK AREA

TEMPORARY CONCRETE BARRIER, ITEM 25619.1701M
AND CONCRETE BARRIER MARKERS, ITEM 25619.1704M

No As-Built Revisions

DATE	DESCRIPTION	BY	SYM.

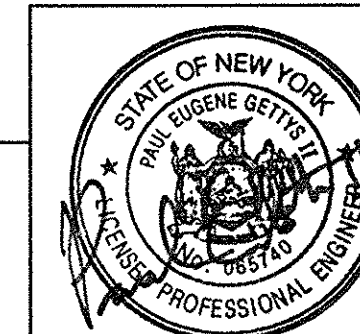
REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

FILE OF PROJECT
BRIDGE REHABILITATION

LOCATION OF PROJECT
D & H RAILROAD - M.P. 158.93

FILE OF DRAWING
TCB LAYOUT
FOR PIER #2 WORK



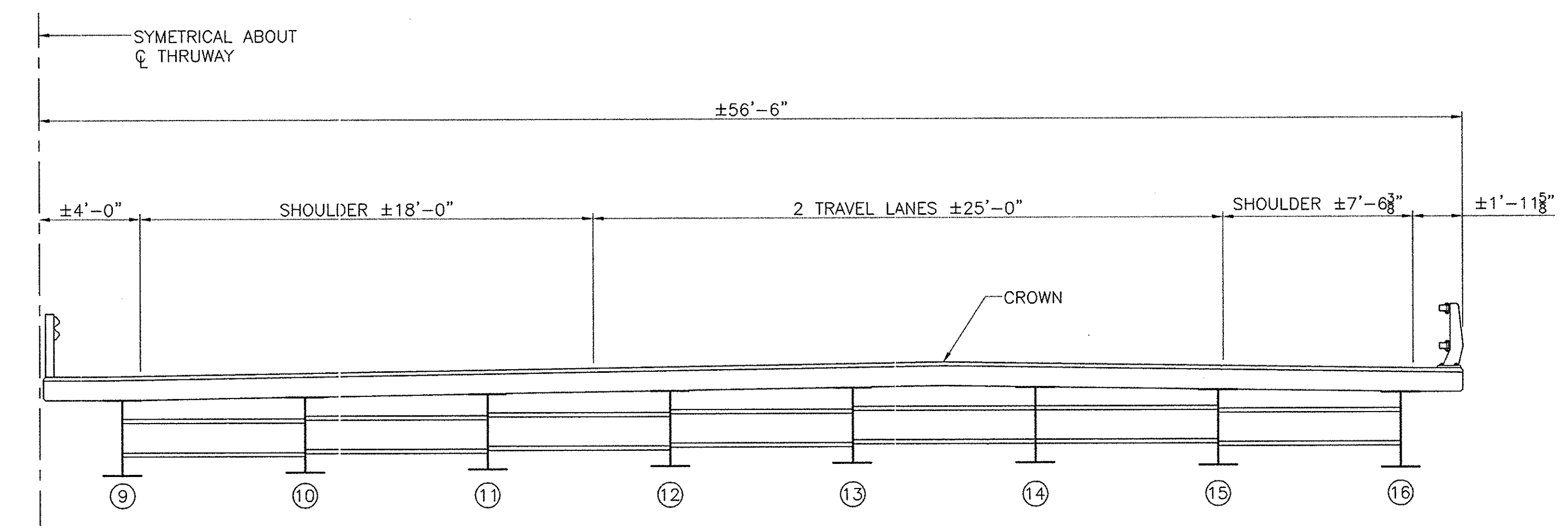
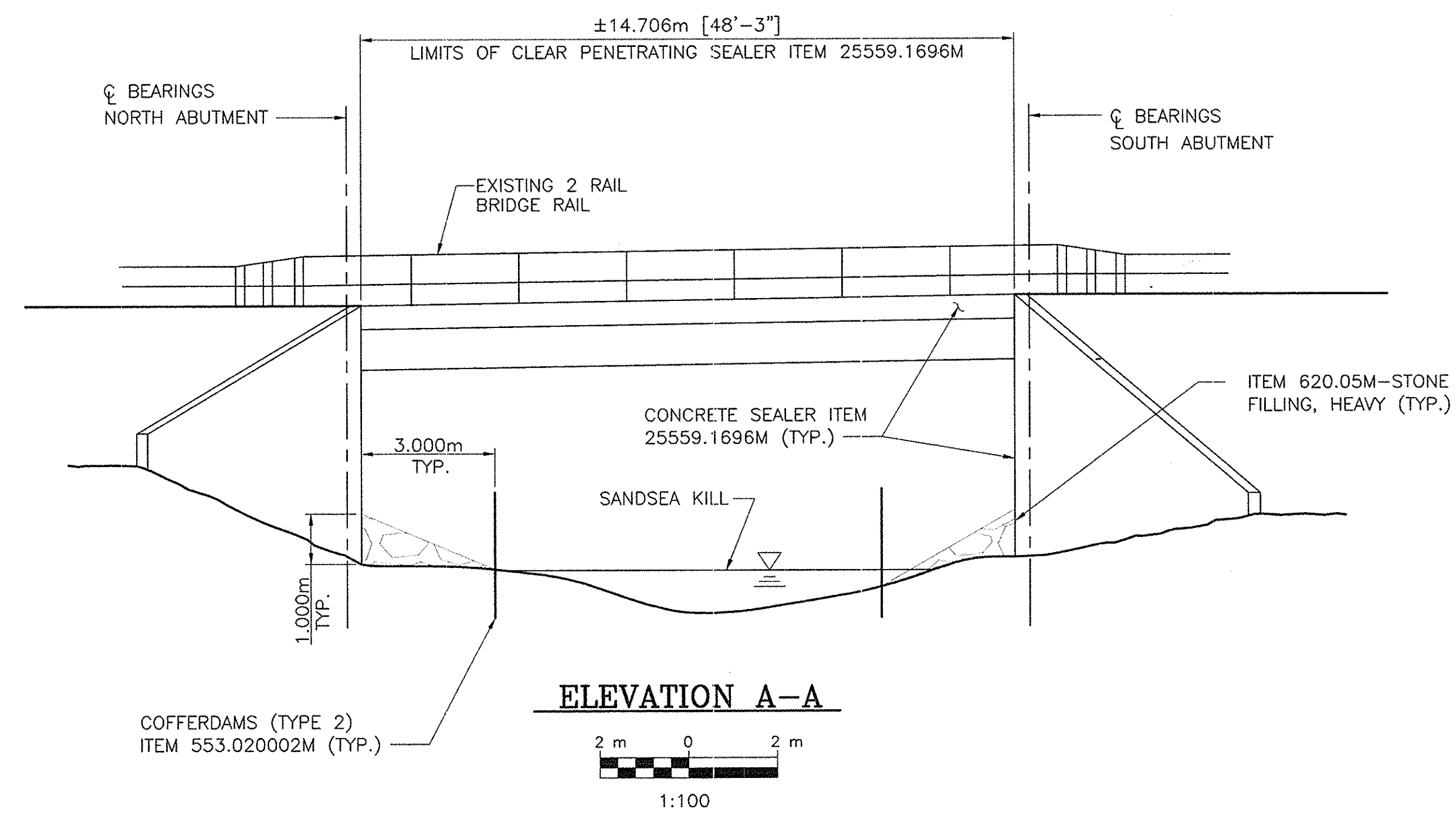
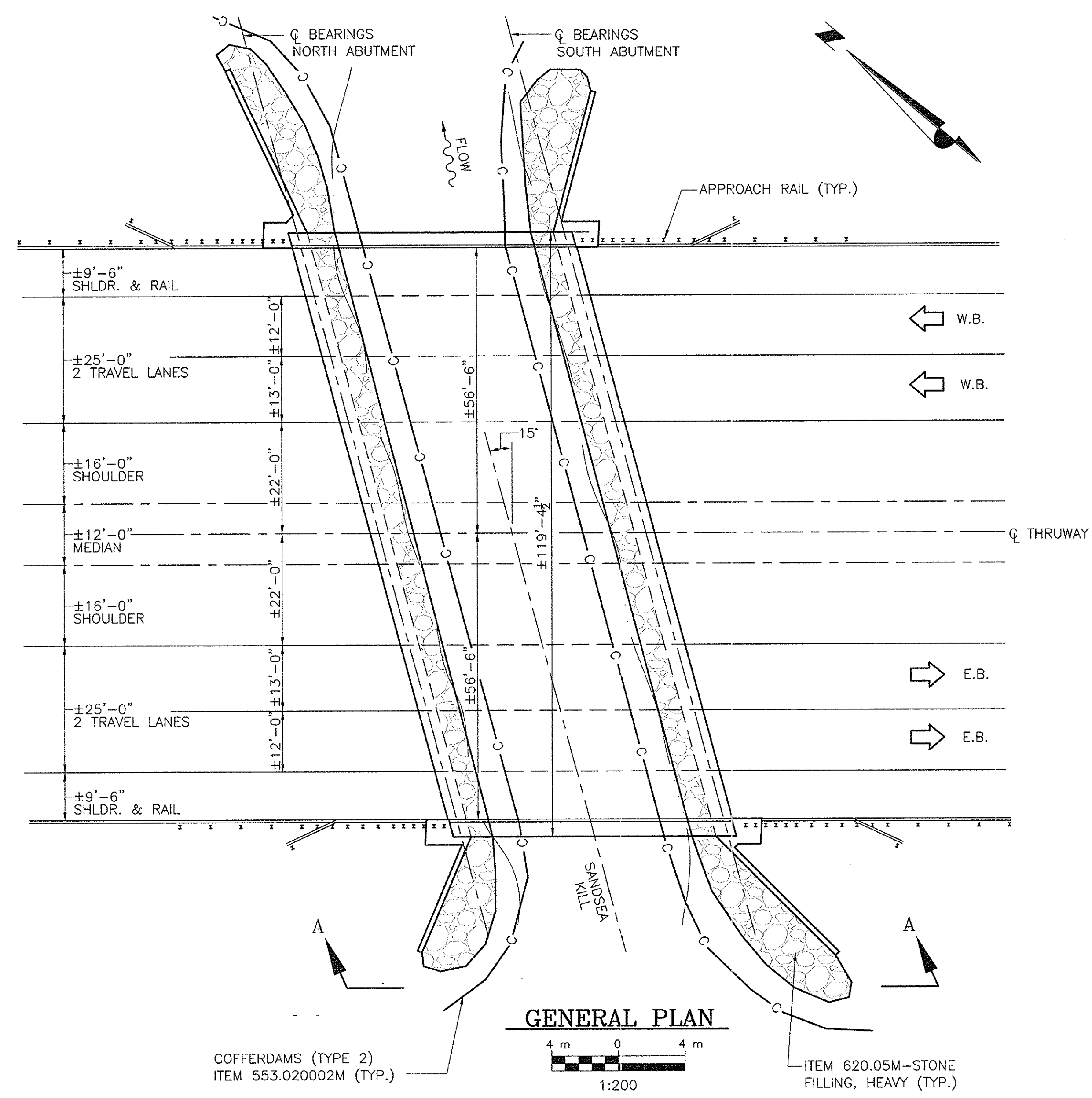
CONTRACT NUMBER:
TAA 02-30B

DATE:
NOVEMBER, 2002

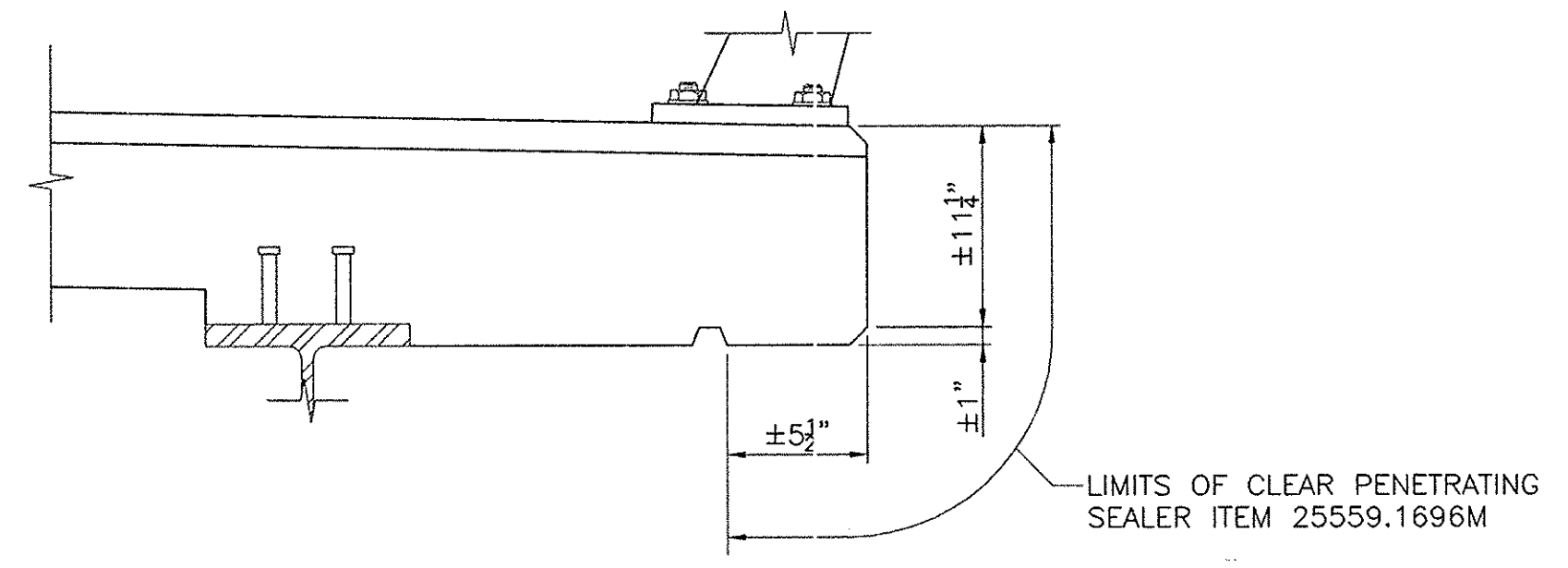
DRAWING NUMBER:
S6-10

POPLi
Consulting
Engineers
& Surveyors

GEN_PEL
CHECKED BY: RJS
DRAFTED BY: JDH/DJR
DESIGNED BY: JDH/RJS
IN CHARGE OF: RWH



PARTIAL TRANSVERSE SECTION



FASCIA DETAIL
N.T.S.

NOTES:

- SEE DWG. G-4 FOR GENERAL NOTES.
- SEE DWGS. S7-2 AND S7-3 FOR SUBSTRUCTURE CONCRETE REPAIR DETAILS.
- SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
- CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES INCLUDING ENTIRE EXPOSED SUBSTRUCTURE UNITS AND FASCIA CONCRETE.
- ALL WORK PROPOSED TO BE PERFORMED FROM UNDER DECK LEVEL. MPT ON THRUWAY WILL BE LIMITED TO SHORT TERM OPERATIONS, SEE MPT-2.
- THE CONTRACTOR SHALL PERFORM WORK WITH CARE SUCH THAT THE STREAM IS KEPT CLEAR OF ANY DEBRIS FROM CONCRETE REMOVAL AND SEALER OPERATIONS. PAYMENT TO BE INCLUDED UNDER ITEM 570.10M-ENVIRONMENTAL WATERWAY PROTECTION.
- TABLE INFORMATION REFERENCED FROM DRAWING 12 (SHT. 12R1 OF 17) OF THRUWAY AUTHORITY CONTRACT NUMBER TAA 97-25B.

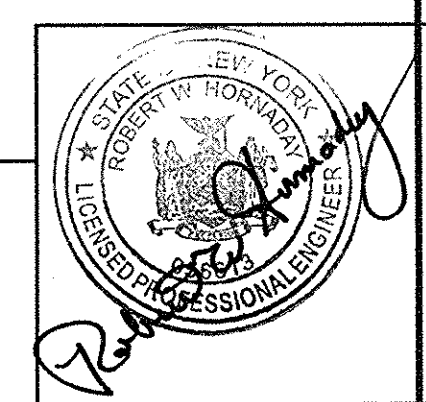
SUMMARY OF HYDROLOGY AND HYDRAULICS *				
PARAMETER	FLOOD FREQUENCY			
	10 YR.	20 YR.	100 YR.	500 YR.
PEAK DISCHARGE (CFS)	1120	1650	1950	2500
FLOOD ELEVATION UPSTREAM SIDE	269.47	269.93	270.22	270.72
DOWNSTREAM SIDE	270.34	271.07	271.46	272.10
FLOW DEPTH (FT) UPSTREAM SIDE	1.77	2.23	2.52	3.02
DOWNSTREAM SIDE	2.64	3.37	3.76	4.40
VELOCITY (FPS) DOWNSTREAM SIDE	14.7	15.9	16.4	17.20
FREEBOARD (FT) UPSTREAM SIDE	13.19	12.73	12.44	11.94

* SEE NOTE 7.

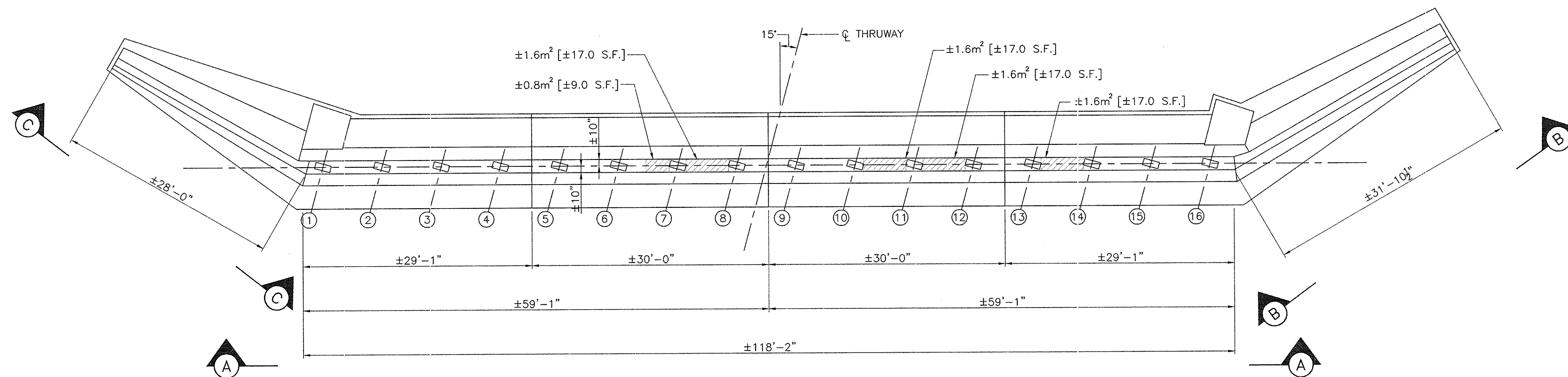
No AS-BUILT REVISIONS
NOTE:

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

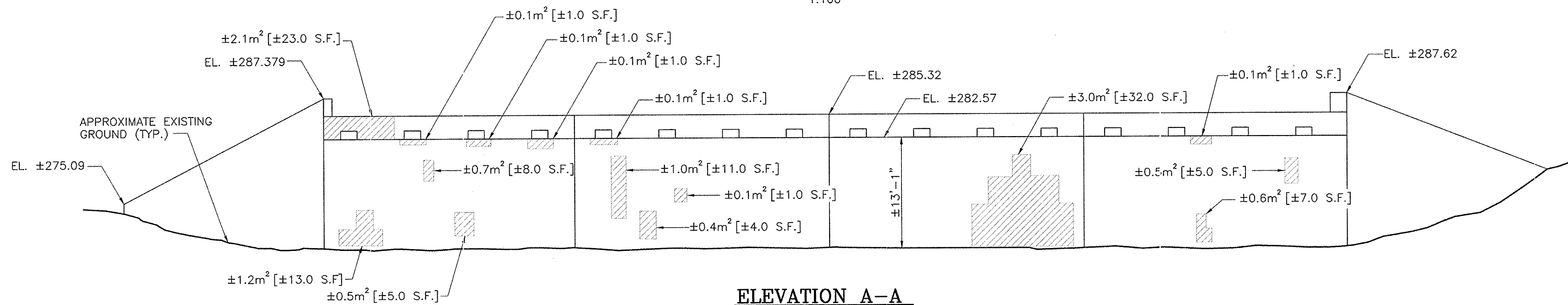
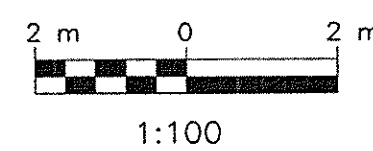
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT SANDSEA KILL - M.P. 167.11			
TITLE OF DRAWING GENERAL PLAN AND ELEVATION			
CONTRACT NUMBER: TAA 02-30B		DATE: NOV., 2002	
DRAWING NUMBER: S7-1			



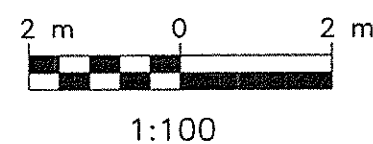




END ABUTMENT PLAN



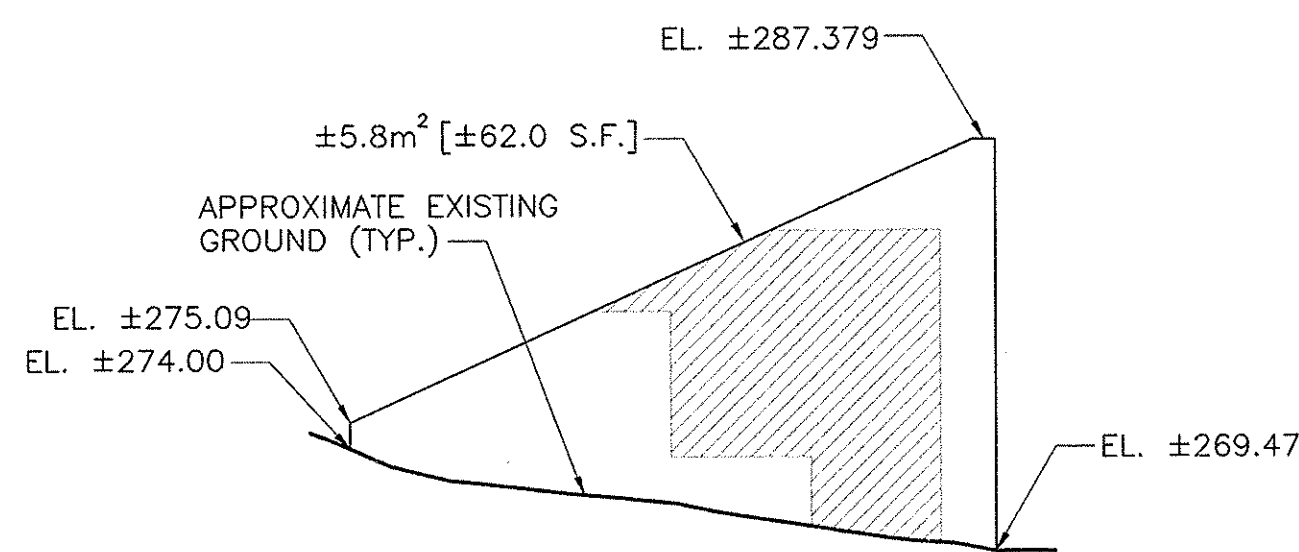
ELEVATION A-A

**LEGEND:**

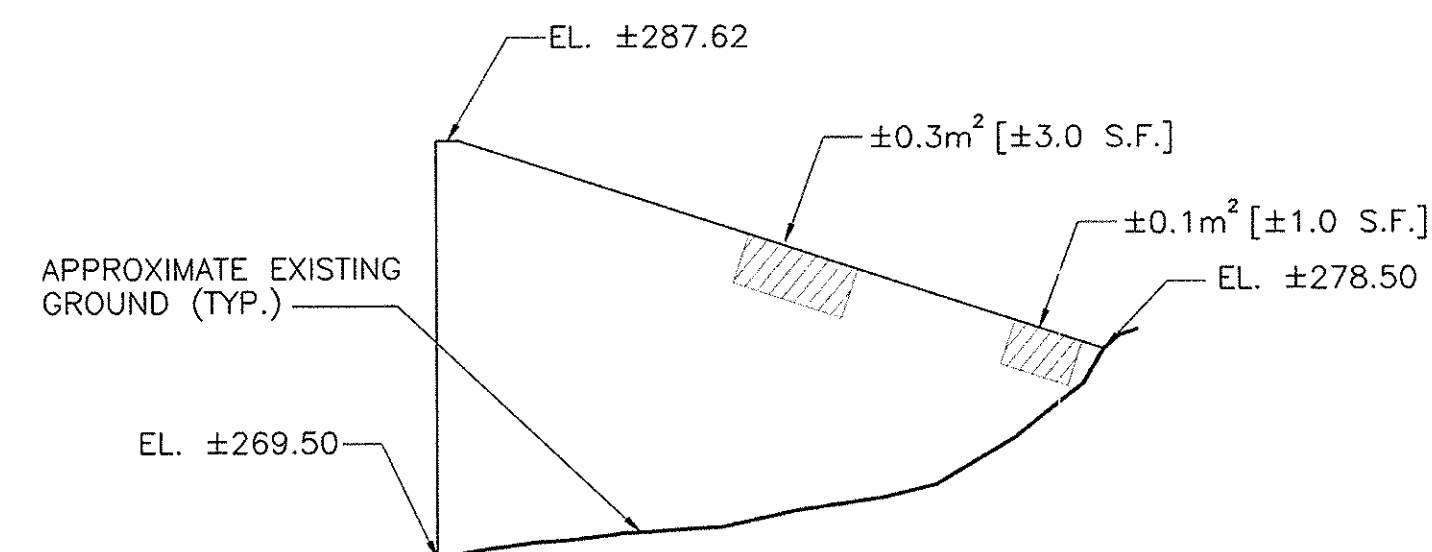
- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK TO BE REPAIRED UNDER ITEM NO. 582.06M

NOTES:

- SEE DWG. G-4 FOR GENERAL NOTES.
- SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
- HORSEYSET TO BE REMOVED FROM ENTIRE SUBSTRUCTURE UNIT, ITEM 25570.9801M.
- CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE, AFTER REPAIRED AREAS OF CONCRETE HAVE CURED.
- ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
- CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
- GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.



ELEVATION C-C



ELEVATION B-B

No As-Built REVISIONS

NOTE:

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.

ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.

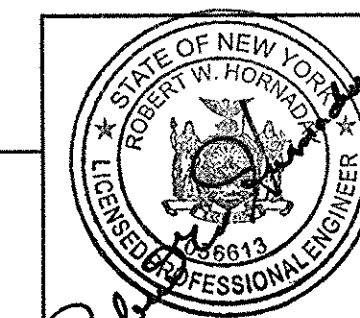
REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
BRIDGE REHABILITATION

LOCATION OF PROJECT
SANDSEA KILL - M.P. 167.11

TITLE OF DRAWING
SOUTH ABUTMENT
PLAN AND ELEVATION



CONTRACT NUMBER:

TAA 02-30B

DATE:

NOV., 2002

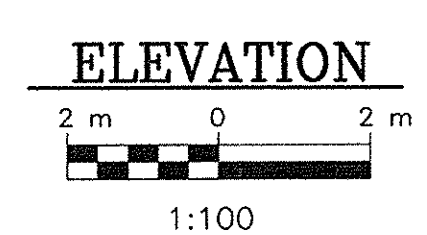
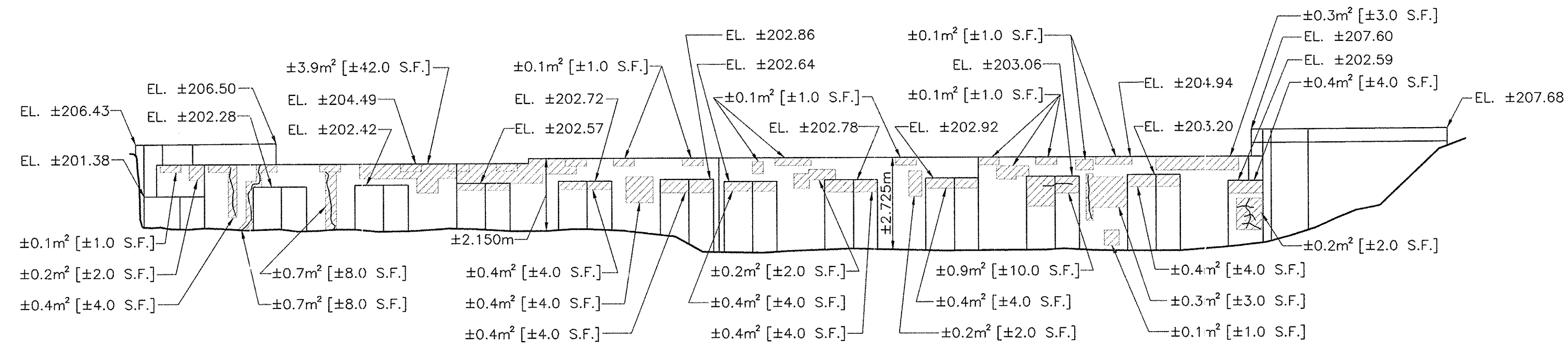
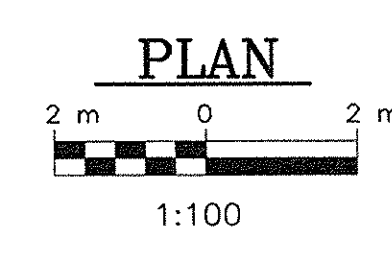
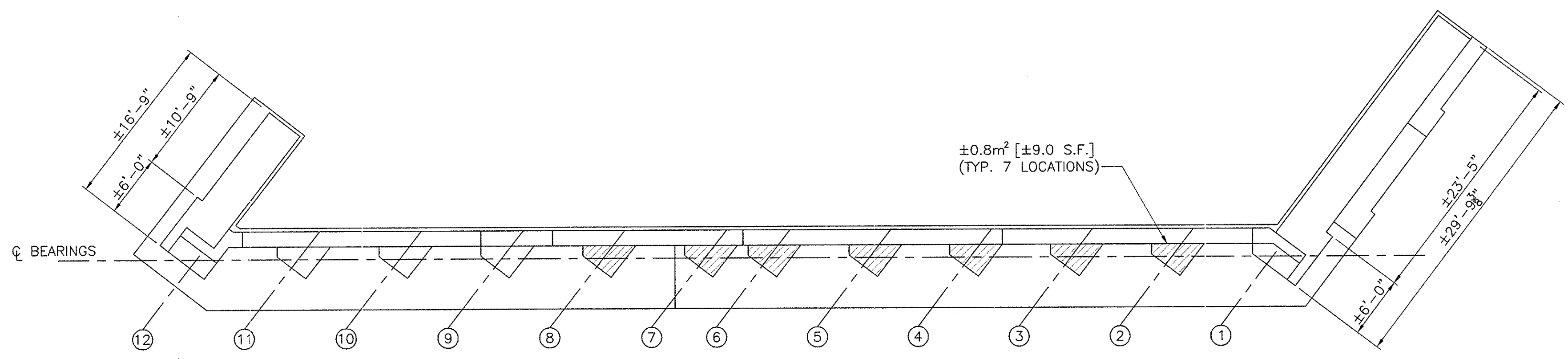
DRAWING NUMBER:

S7-3

Barton
& Loguidice, P.C.
Consulting Engineers



- Barton
& Loguidice, P.C.**
Consulting Engineers

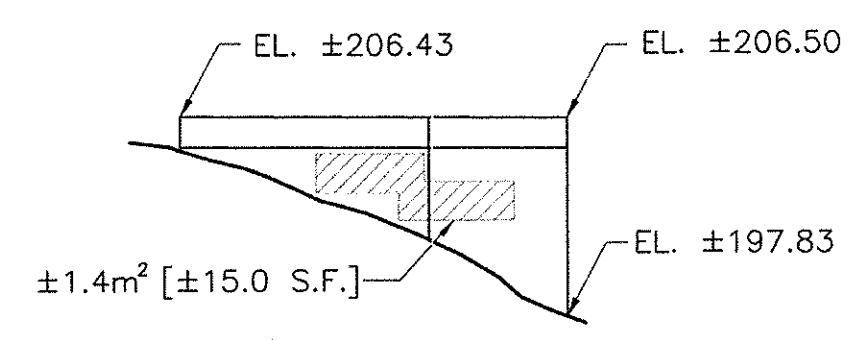


LEGEND:

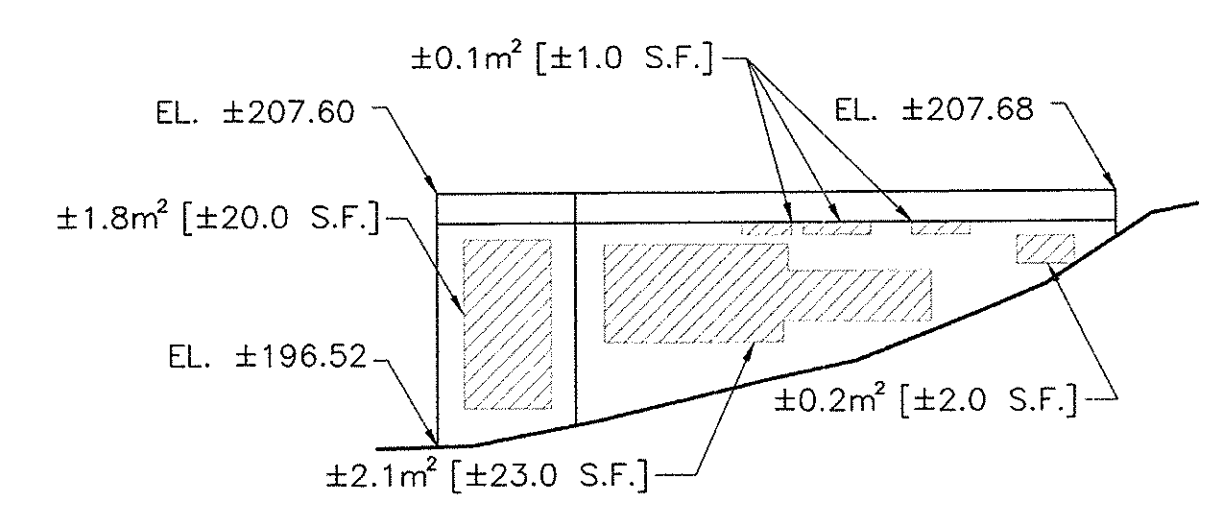
- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK TO BE REPAIRED UNDER ITEM NO. 582.06M

NOTES:

1. SEE DWG. G-4 FOR GENERAL NOTES.
2. SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
3. HORSEYSET TO BE REMOVED FROM ENTIRE SUBSTRUCTURE UNIT, ITEM 52570.9801M.
4. CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE UNITS AFTER REPAIRED AREAS HAVE CURED.
5. ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
6. CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
7. GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.
8. SEE ASBESTOS NOTES ON DWG. G-4.



NORTH W.W. ELEVATION

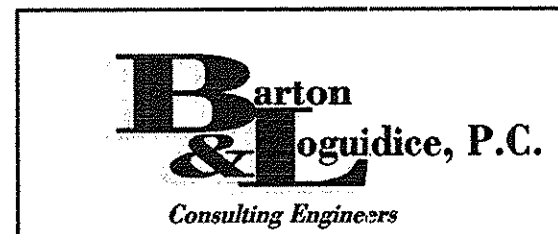
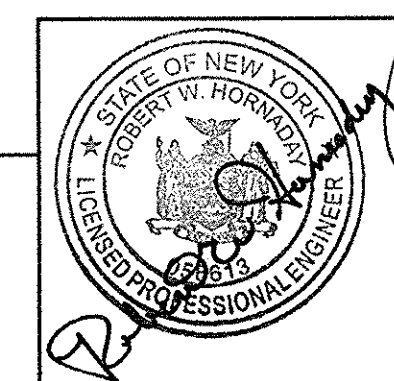


SOUTH W.W. ELEVATION

No AS-BUILT REVISIONS
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

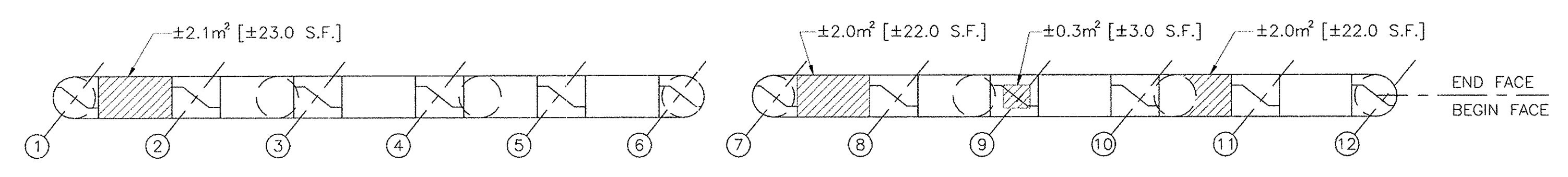
DATE	DESCRIPTION	BY	SYM.

REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT I-87 - M.P. 800.00			
TITLE OF DRAWING EAST ABUTMENT PLAN AND ELEVATION			

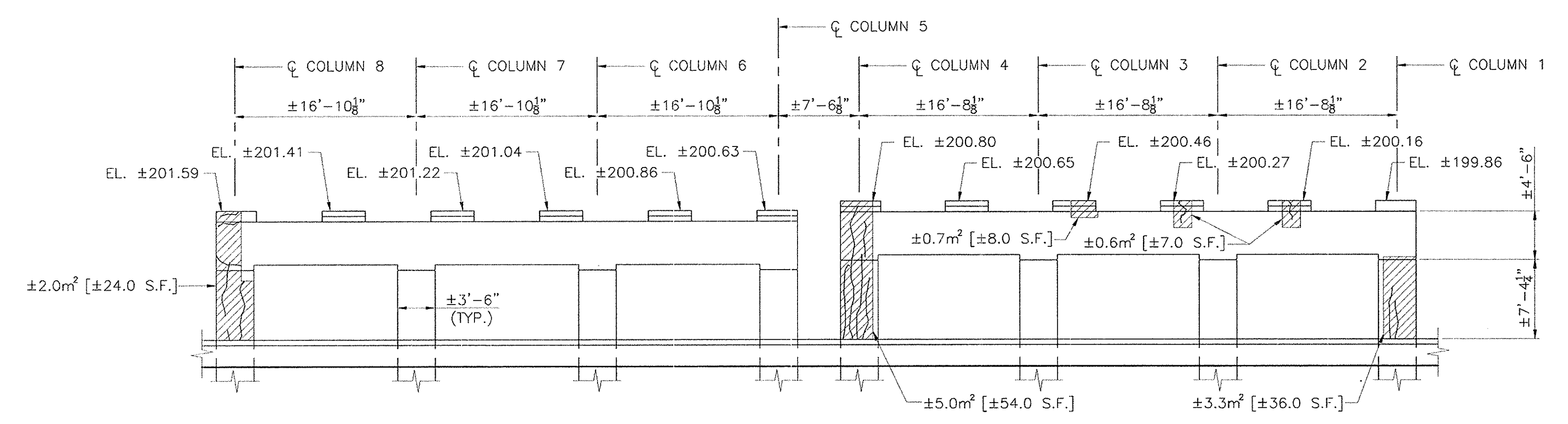
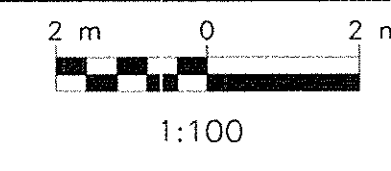


CONTRACT NUMBER: TAA 02-30B
DATE: NOV., 2002
DRAWING NUMBER: S8-2

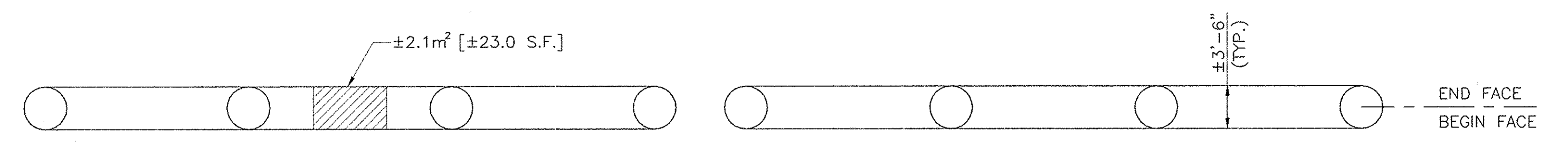
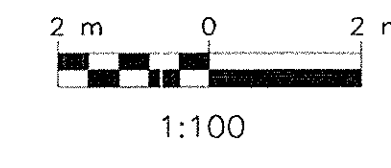
PIEPL
CHECKED BY: RJS
DRAFTED BY: DJR
DESIGNED BY: JDH/RJS
IN CHARGE OF: RWB



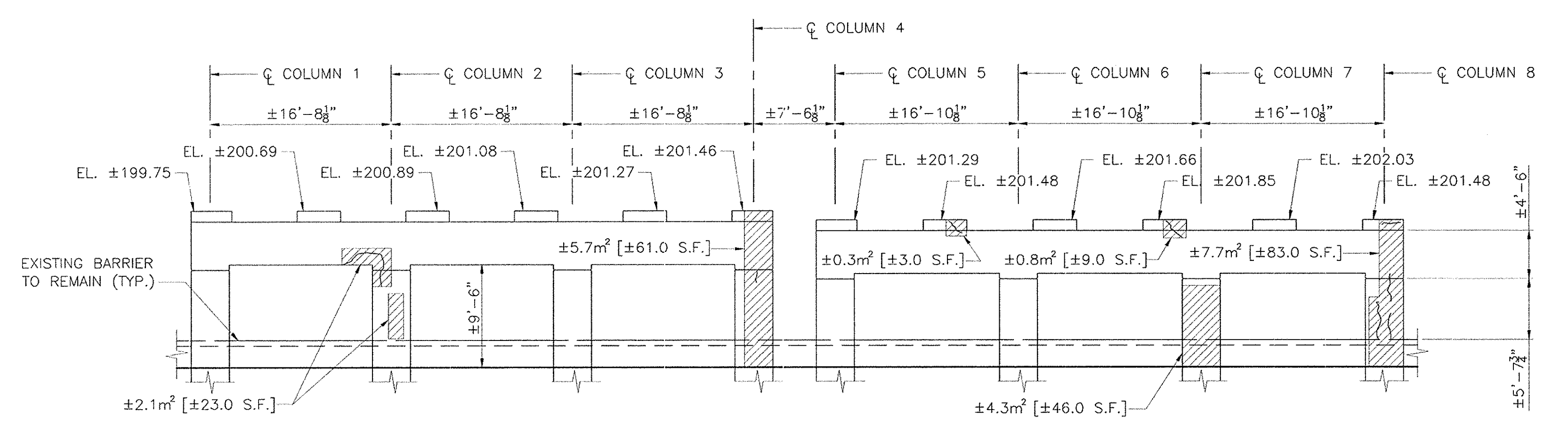
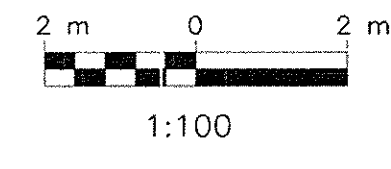
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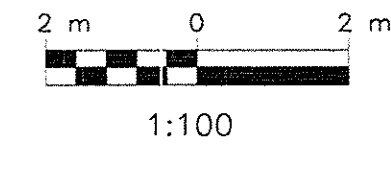
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BOTTOM OF PIER CAP



ELEVATION - BEGIN FACE

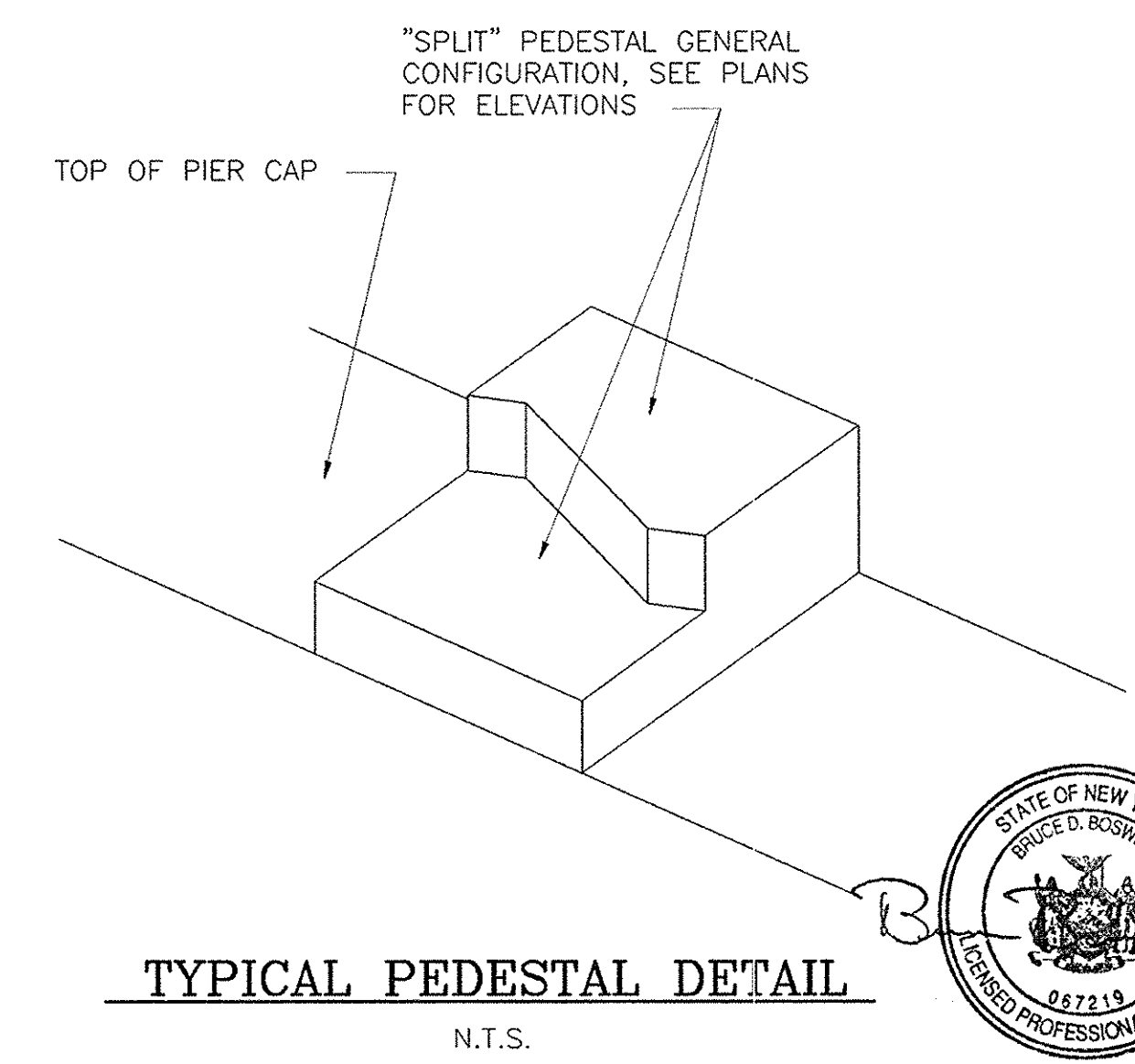


LEGEND:

- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK TO BE REPAIRED UNDER ITEM NO. 582.06M

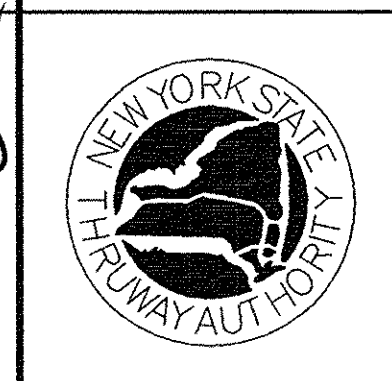
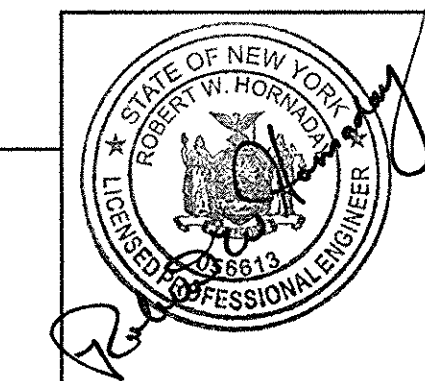
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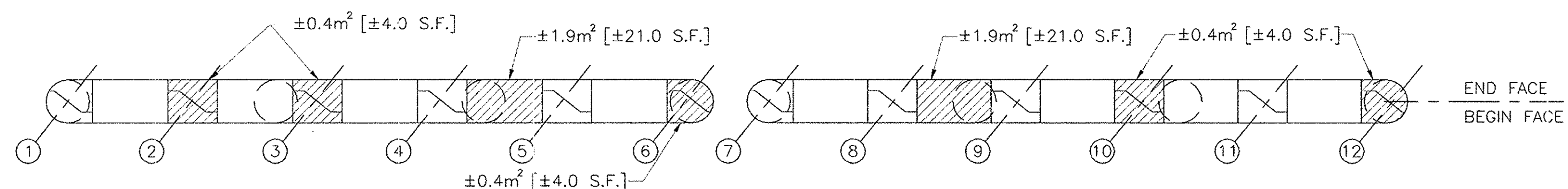
- SEE DWG. G-4 FOR GENERAL NOTES.
- SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
- HORSEYSET TO BE REMOVED FROM ENTIRE SUBSTRUCTURE UNIT, ITEM 52570.9801M.
- CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE UNITS AFTER REPAIRED AREAS HAVE CURED.
- ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
- CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
- GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.
- SEE ASBESTOS NOTES ON DWG. G-4.
- Place Composite Strengthening System on Columns, Piers 1 & 3.



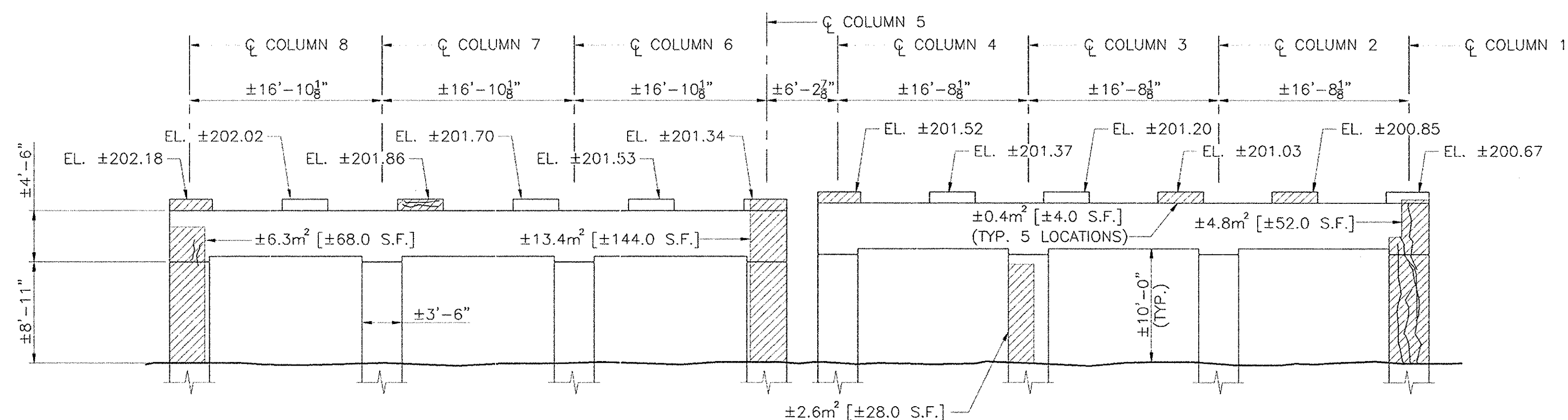
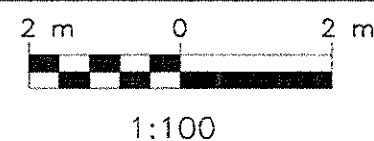
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

10/03	No. 10 Added	G.A. Hall	Δ
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT I-87 - M.P. 800.00			
TITLE OF DRAWING PIER 1 PLAN AND ELEVATION			
CONTRACT NUMBER: TAA 02-30B			
DATE: NOV., 2002			
DRAWING NUMBER: S8-3 R-1			

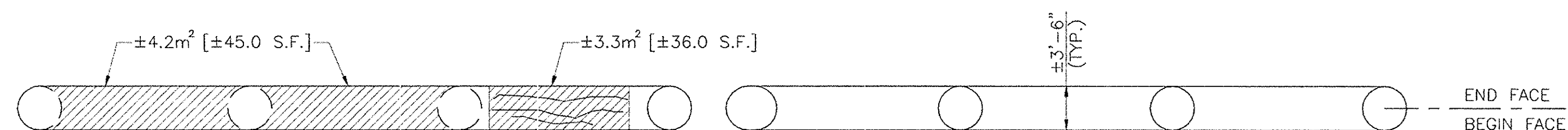
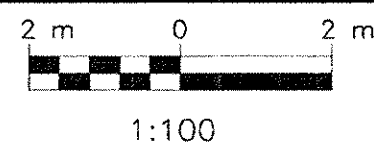




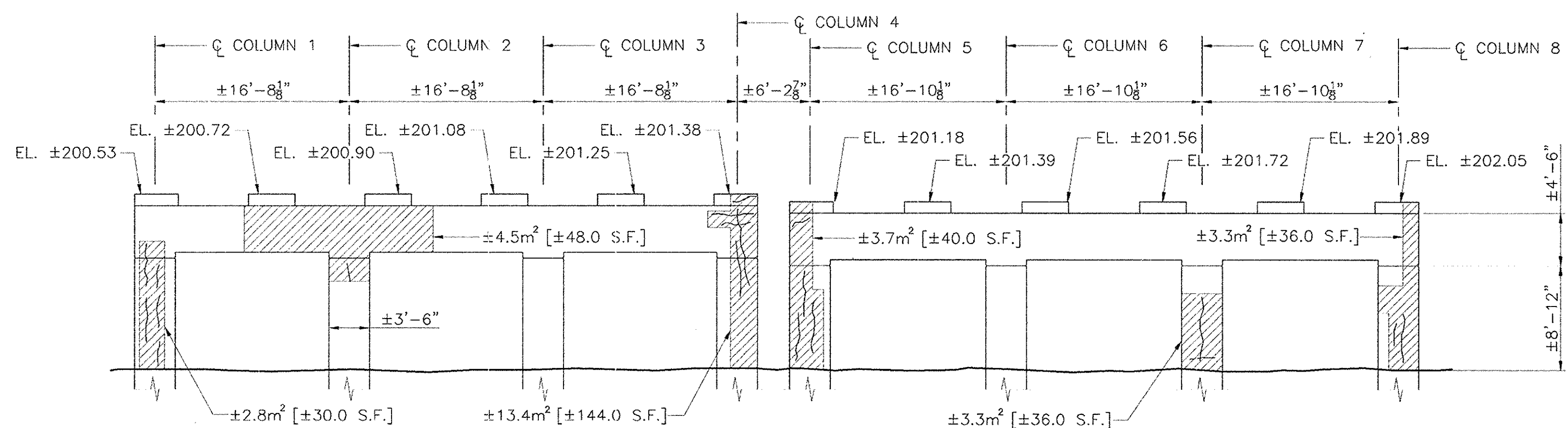
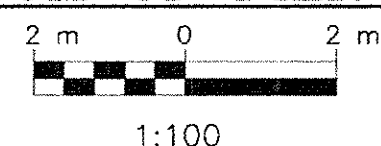
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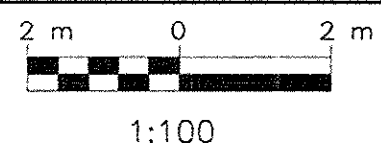
ELEVATION - END FACE



BOTTOM OF PIER CAP



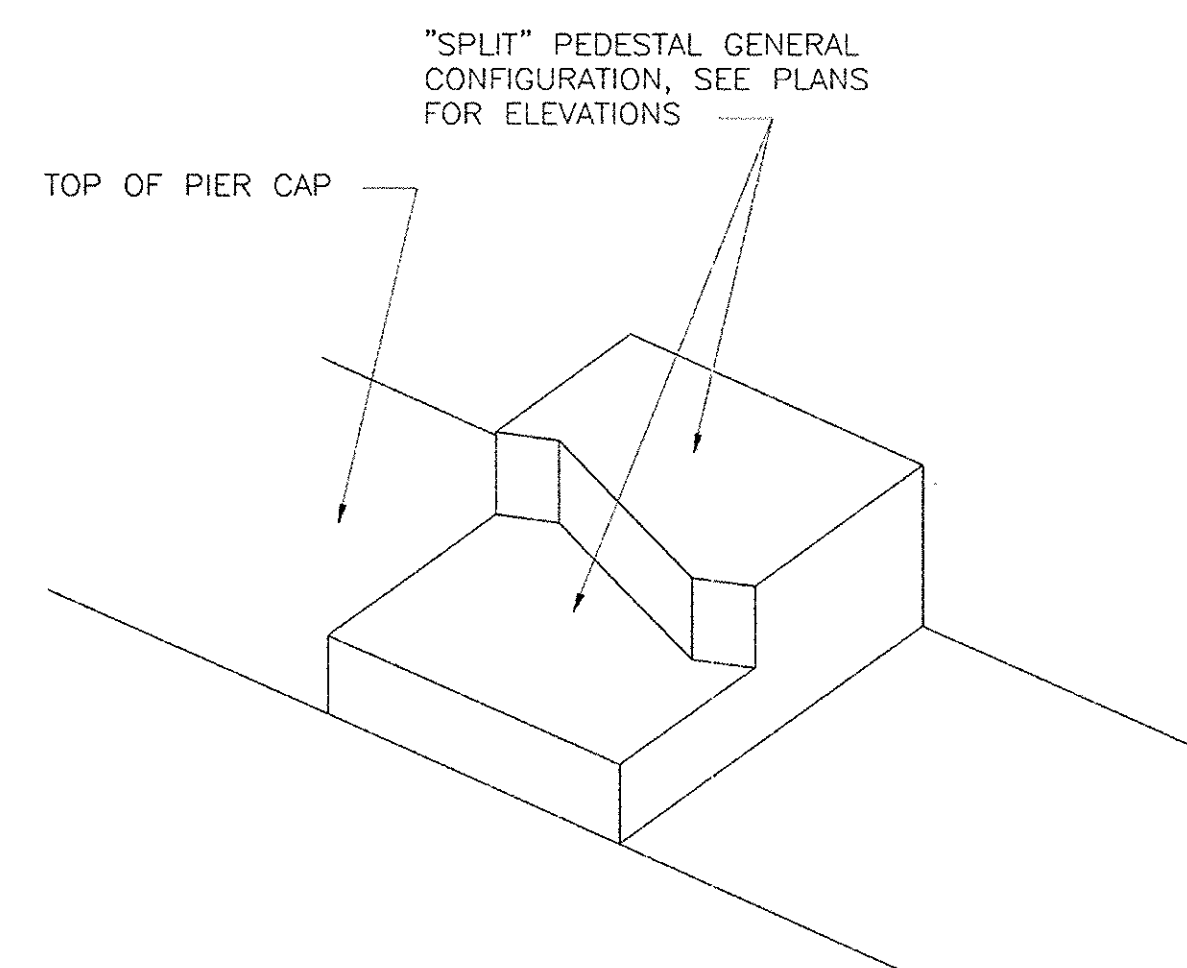
ELEVATION - BEGIN FACE

**LEGEND:**

- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK TO BE REPAIRED UNDER ITEM NO. 582.06M

NOTES:

1. SEE DWG. G-4 FOR GENERAL NOTES.
2. SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
3. HORSEYSET TO BE REMOVED FROM ENTIRE SUBSTRUCTURE UNIT, ITEM 52570.9801M.
4. CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE UNITS AFTER REPAIRED AREAS HAVE CURED.
5. ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
6. CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
7. GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.
8. PRIOR TO REPAIRING BOTTOM OF PIER CAP, STRUCTURAL LIFTING OPERATIONS SHALL TAKE PLACE SO THAT REPAIRS ARE MADE WITH THE DEAD LOAD OF THE PIER CAP ONLY, SEE DWG. S8-9 FOR STRUCTURAL LIFTING DETAILS.
9. SEE ASBESTOS NOTES ON DWG. G-4.



TYPICAL PEDESTAL DETAIL

N.T.S.

No As-Built REVISIONS

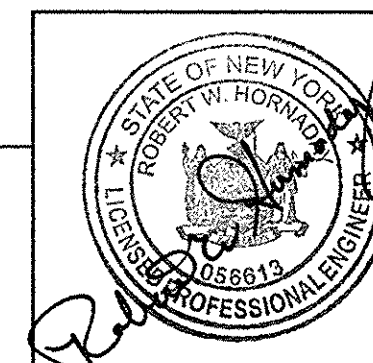
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

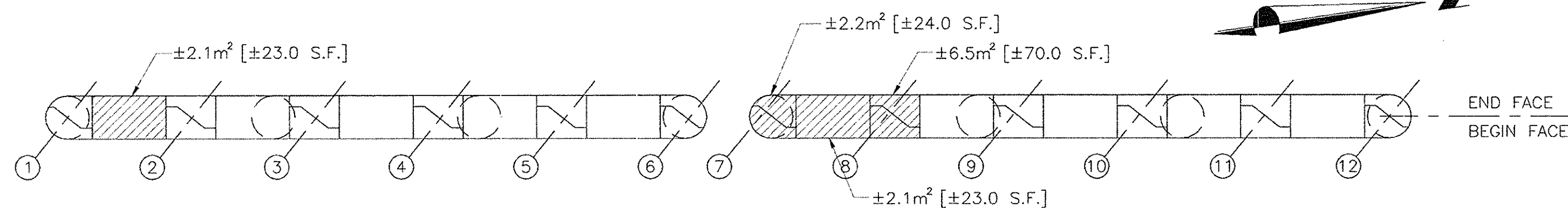
DATE	DESCRIPTION	BY	SYM.

REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT I-87 - M.P. 800.00			
TITLE OF DRAWING PIER 2 PLAN AND ELEVATION			

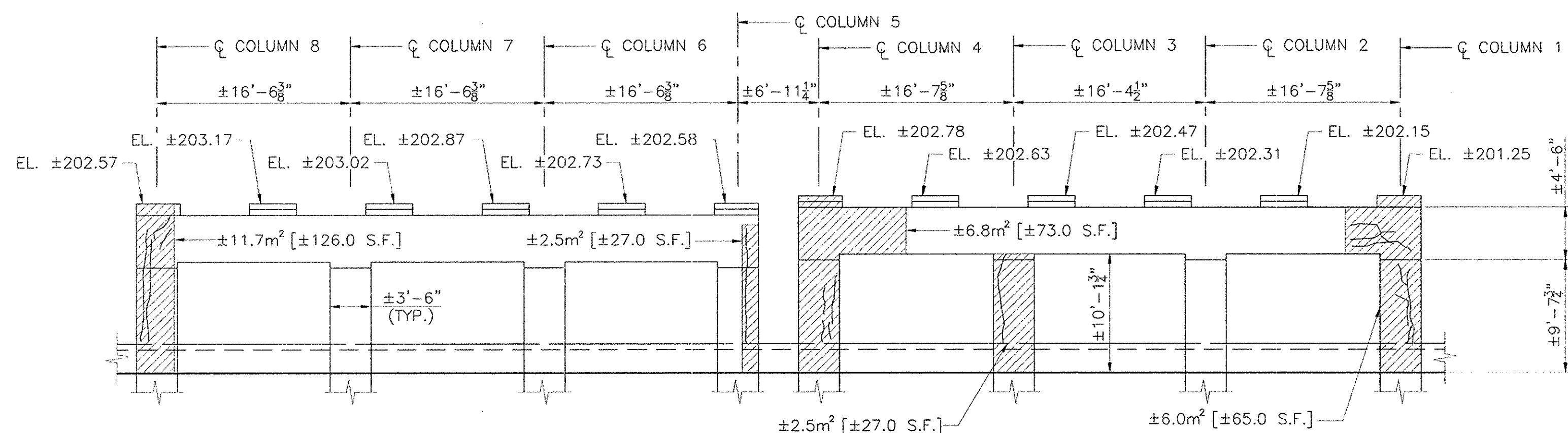
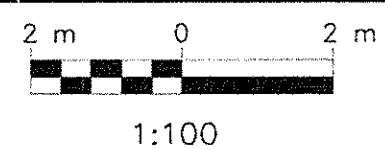
CONTRACT NUMBER: TAA 02-30B
DATE: NOV., 2002
DRAWING NUMBER: S8-4

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Consulting Engineers

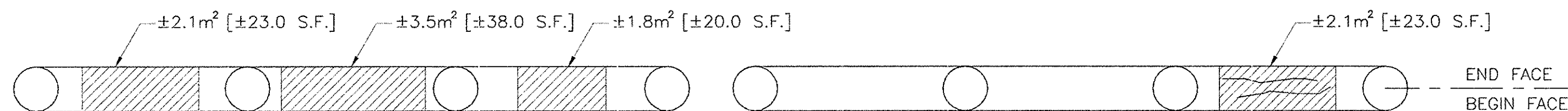
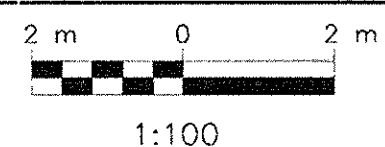




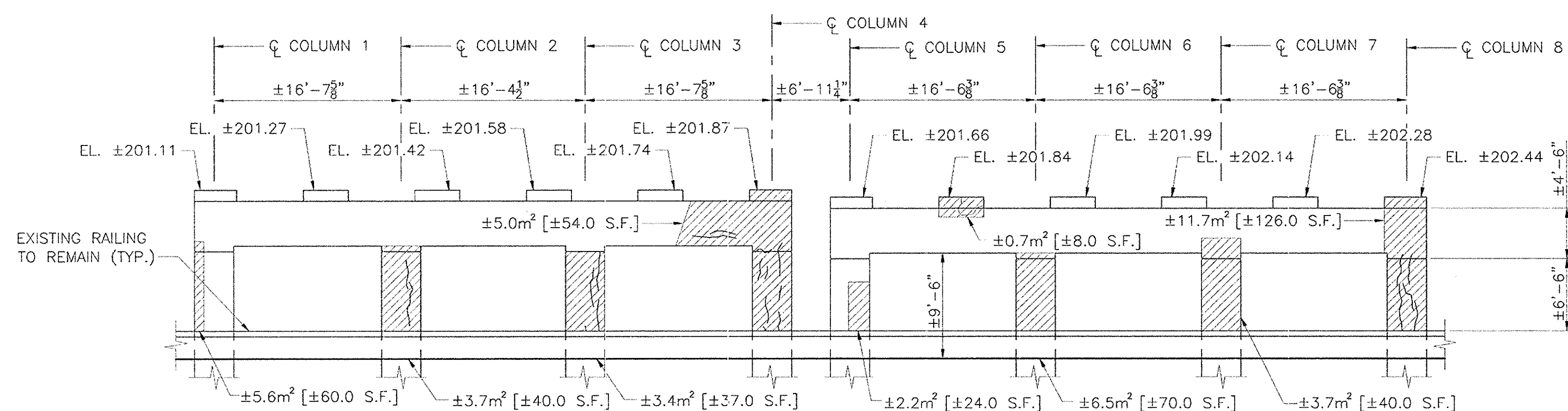
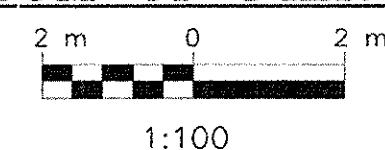
TOP OF PIER CAP



ELEVATION - END FACE



BOTTOM OF PIER CAP



ELEVATION - BEGIN FACE

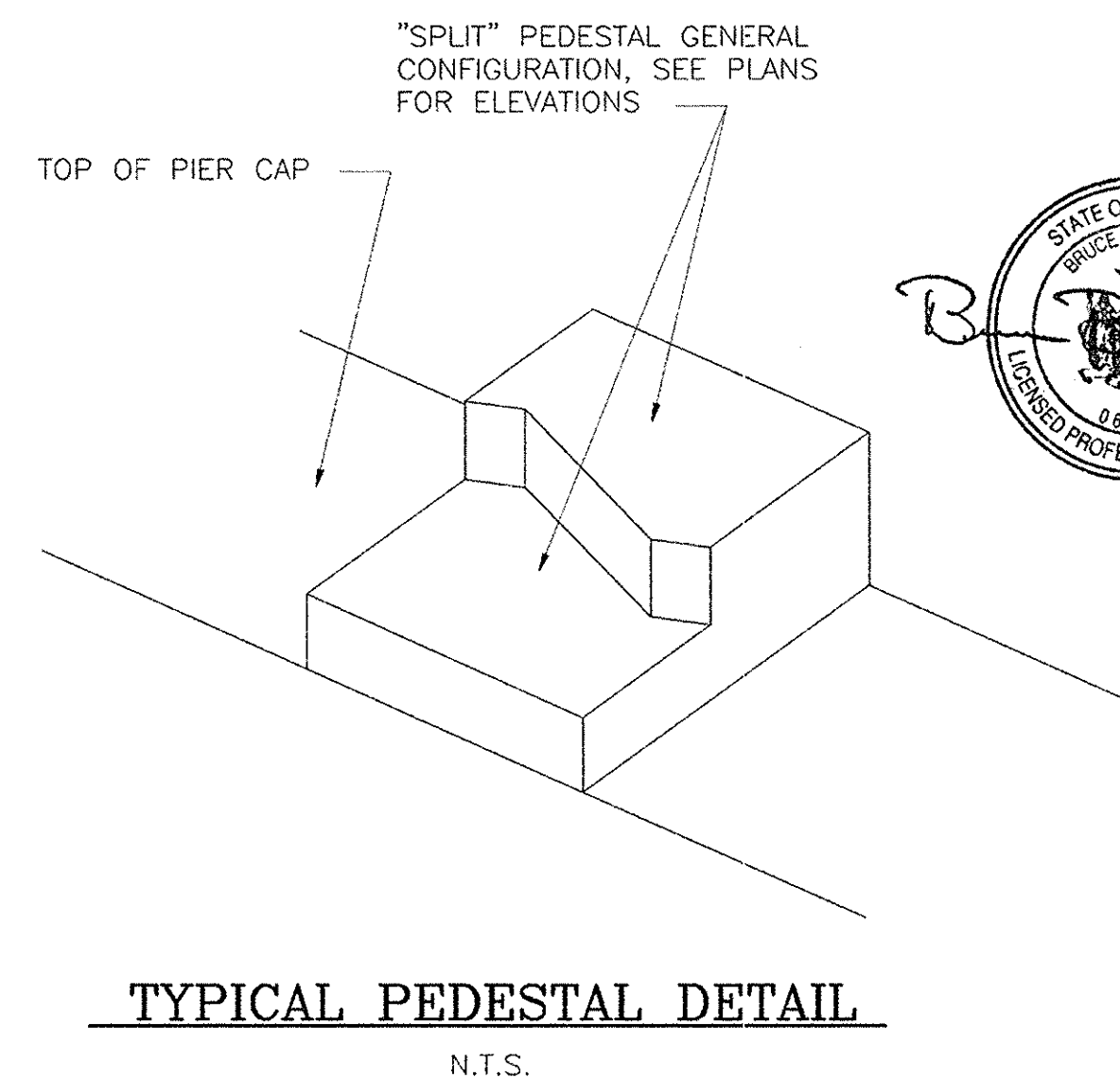


LEGEND:

- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK TO BE REPAIRED UNDER ITEM NO. 582.06M

NOTES:

- SEE DWG. G-4 FOR GENERAL NOTES.
- SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
- HORSEYSET TO BE REMOVED FROM ENTIRE SUBSTRUCTURE UNIT, ITEM 52570.9801M.
- CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE UNITS AFTER REPAIRED AREAS HAVE CURED.
- ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
- CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
- GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.
- PRIOR TO REPAIRING UNDERSIDE OF PIER CAP, STRUCTURAL LIFTING OPERATIONS SHALL TAKE PLACE SO THAT REPAIRS ARE MADE WITH THE DEAD LOAD OF THE PIER CAP ONLY, SEE DWG. S8-9 FOR STRUCTURAL LIFTING DETAILS.
- SEE ASBESTOS NOTES ON DWG. G-4.
- Place Composite Strengthening System on Columns, Pile 143.



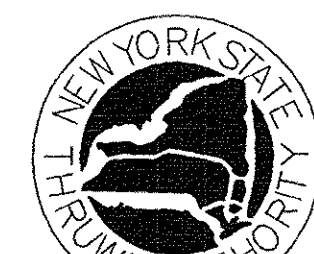
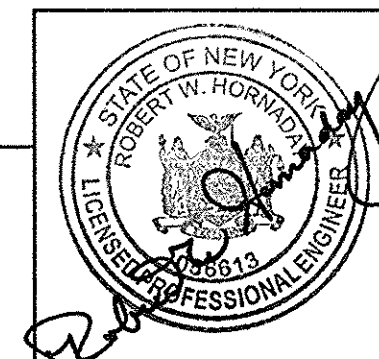
TYPICAL PEDESTAL DETAIL

N.T.S.

NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

10/03	NoTa	Added	G.A. Hall	△
DATE	DESCRIPTION	BY	SYM.	
REVISIONS				
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209				
TITLE OF PROJECT BRIDGE REHABILITATION				
LOCATION OF PROJECT I-87 - M.P. 800.00				
TITLE OF DRAWING PIER 3 PLAN AND ELEVATION				
CONTRACT NUMBER: TAA 02-30B				
DATE: NOV., 2002				
DRAWING NUMBER: S8-5 R-1				

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oguidice, P.C.
Consulting Engineers



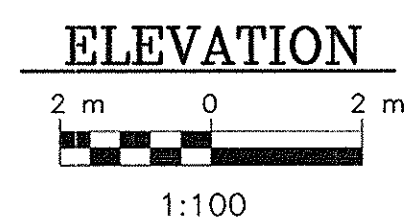
DESIGNED BY: JDH/RJS
DRAFTED BY: DJR
CHECKED BY: RJS
IN CHARGE OF: RWB



 AREA TO BE REPAIRED UNDER ITEM NO. 582.06M

 CRACK TO BE REPAIRED UNDER ITEM NO. 582.06M

1. SEE DWG. G-4 FOR GENERAL NOTES.
2. SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
3. HORSESET TO BE REMOVED FROM ENTIRE SUBSTRUCTURE UNIT, ITEM 52570.9801M.
4. CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE UNITS AFTER REPAIRED AREAS HAVE CURED.
5. ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
6. CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
7. GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.
8. SEE ASBESTOS NOTES ON DWG. G-4.



ALL DIMENSIONS ARE SHOWN IN
MILLIMETERS UNLESS OTHERWISE NOTED.

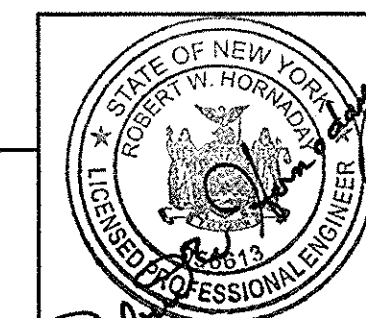
ALL ELEVATIONS ARE SHOWN IN FEET.

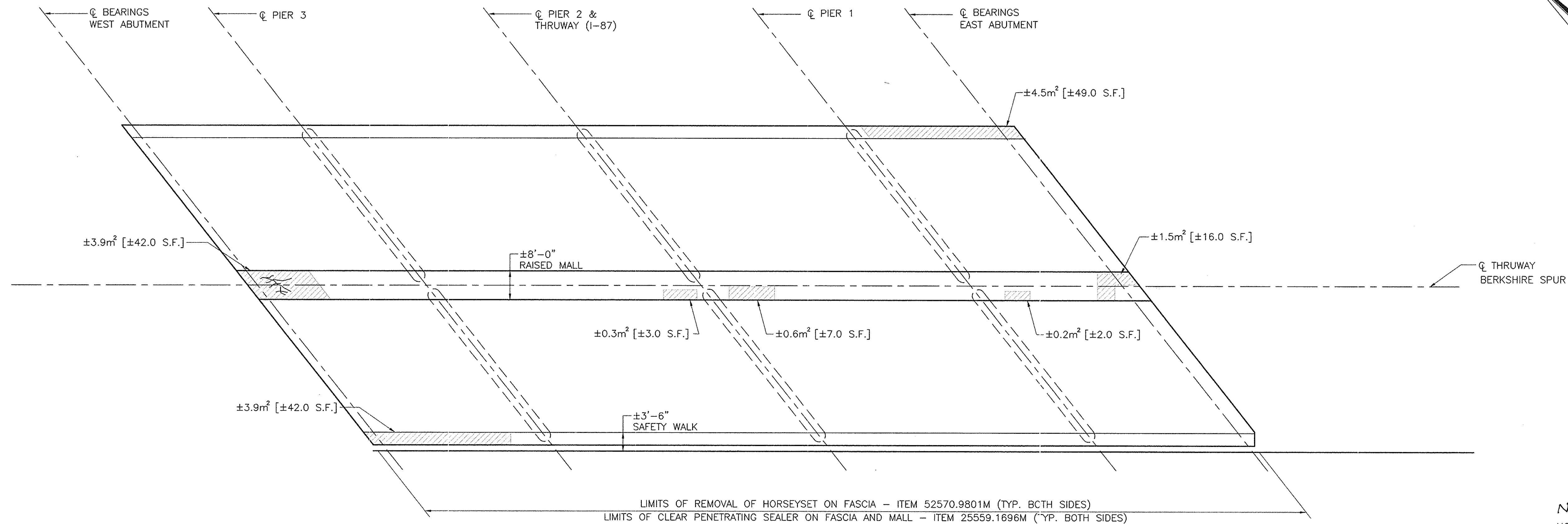
REVISIONS

TITLE OF DRAWING

WEST ABUTMENT
PLAN AND ELEVATION

S8-6

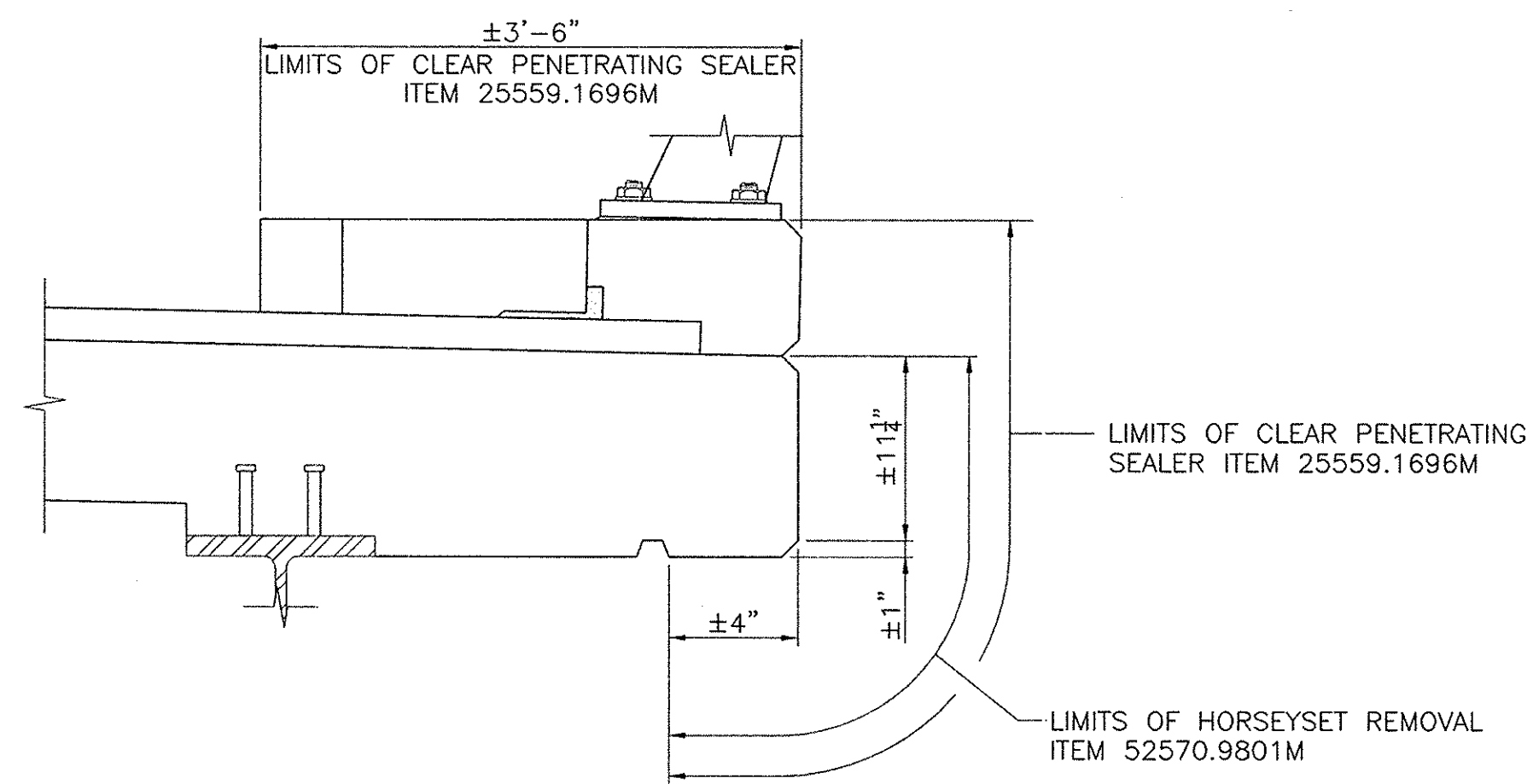


**LEGEND:**

- AREA TO BE REPAIRED UNDER ITEM NO. 582.06M
- CRACK TO BE REPAIRED UNDER ITEM NO. 582.06M

NOTES:

- SEE DWG. G-4 FOR GENERAL NOTES.
- SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
- HORSEYSET TO BE REMOVED FROM FASCIAS UNDER ITEM 52570.9801M.
- CLEAR PENETRATING SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF FASCIA (SEE DETAIL), RAISED MALL, AND CONCRETE SAFETY WALKS AFTER REPAIRED AREAS HAVE CURED.
- ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
- CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
- GALVANIC ANODES SHALL BE INSTALLED ALONG PERIMETER OF REPAIR AREAS, SEE DWG. RD-1 FOR DETAILS.

DECK PLAN VIEW**FASCIA DETAIL**

N.T.S.

No As-Built REVISIONS

NOTE:

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ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT

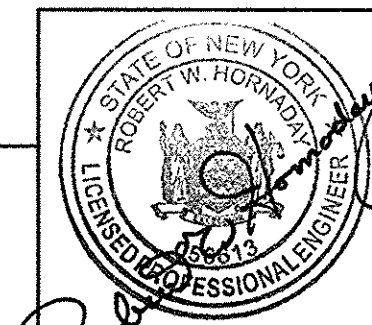
BRIDGE REHABILITATION

LOCATION OF PROJECT

I-87 - M.P. 800.00

TITLE OF DRAWING

SCHEMATIC DECK PLAN



Barton
&L
oguidice, P.C.
Consulting Engineers



CONTRACT NUMBER:

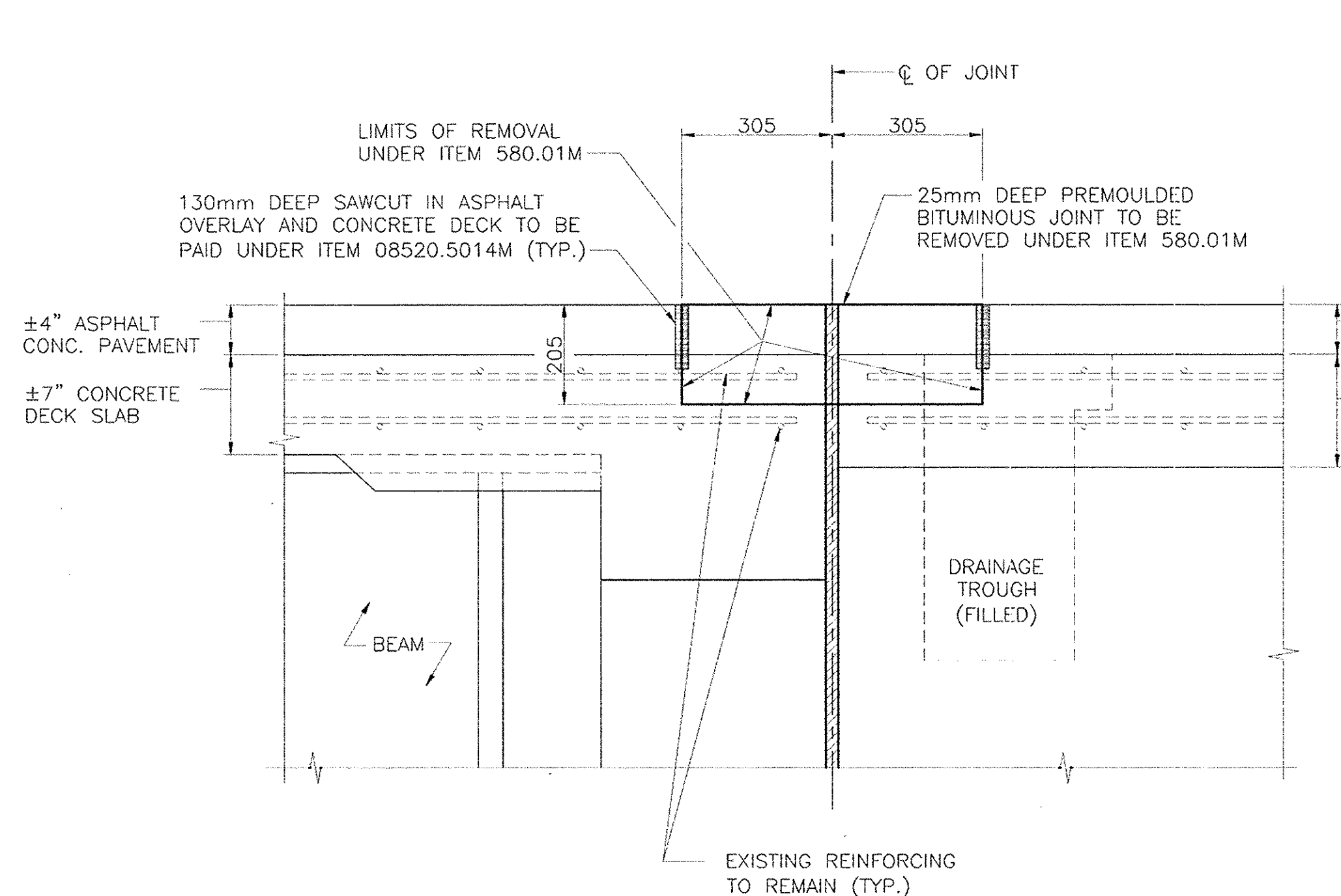
TAA 02-30B

DATE:

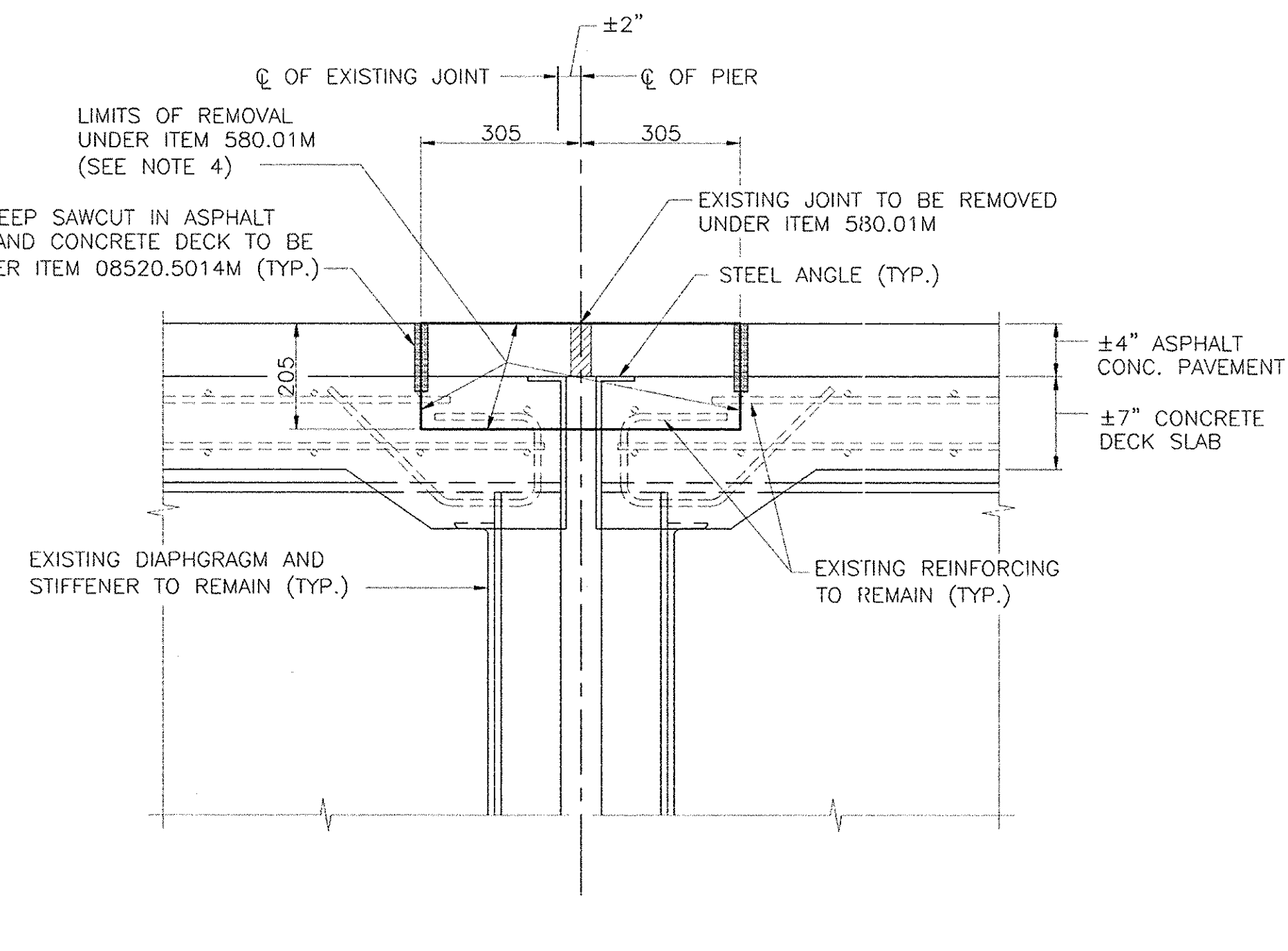
NOV., 2002

DRAWING NUMBER:

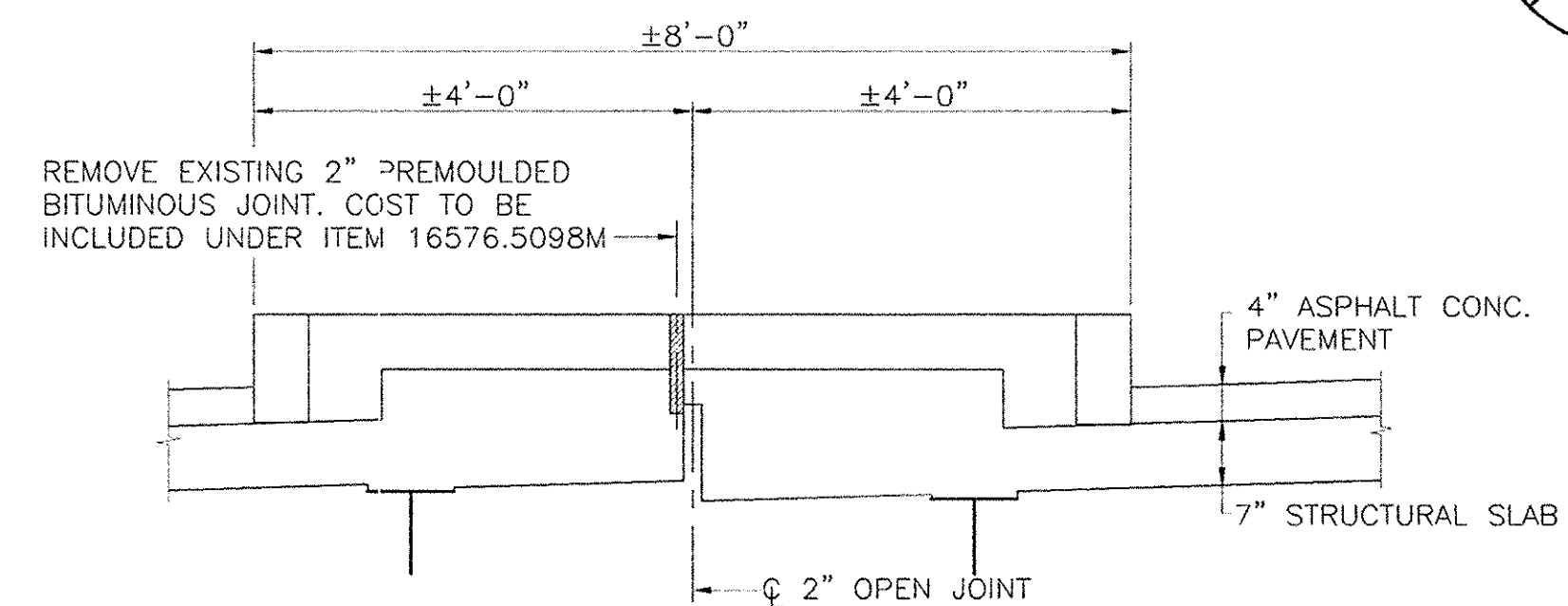
S8-7

**EXISTING ABUTMENT JOINT SECTION**

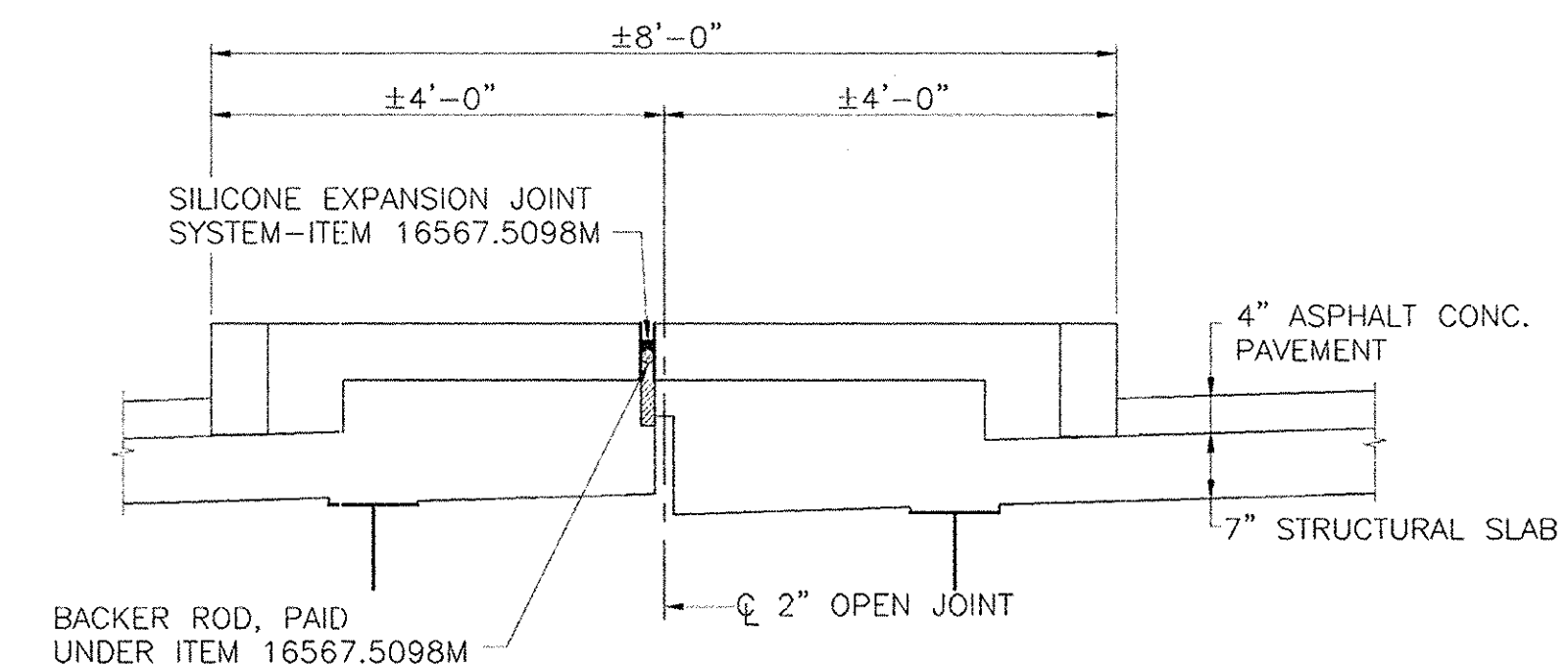
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**EXISTING PIER JOINT SECTION**

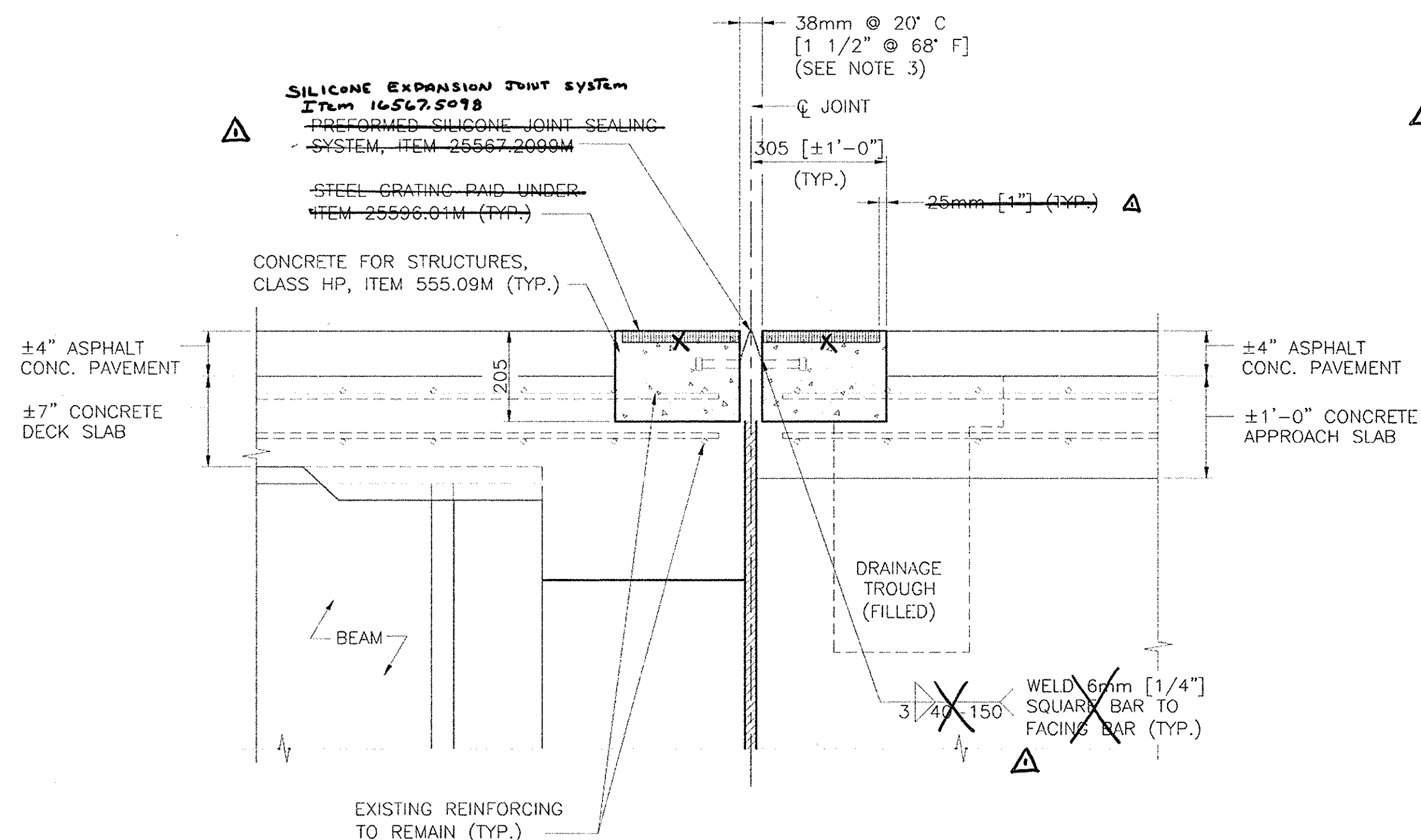
N.T.S.

**EXISTING LONGITUDINAL JOINT SECTION**

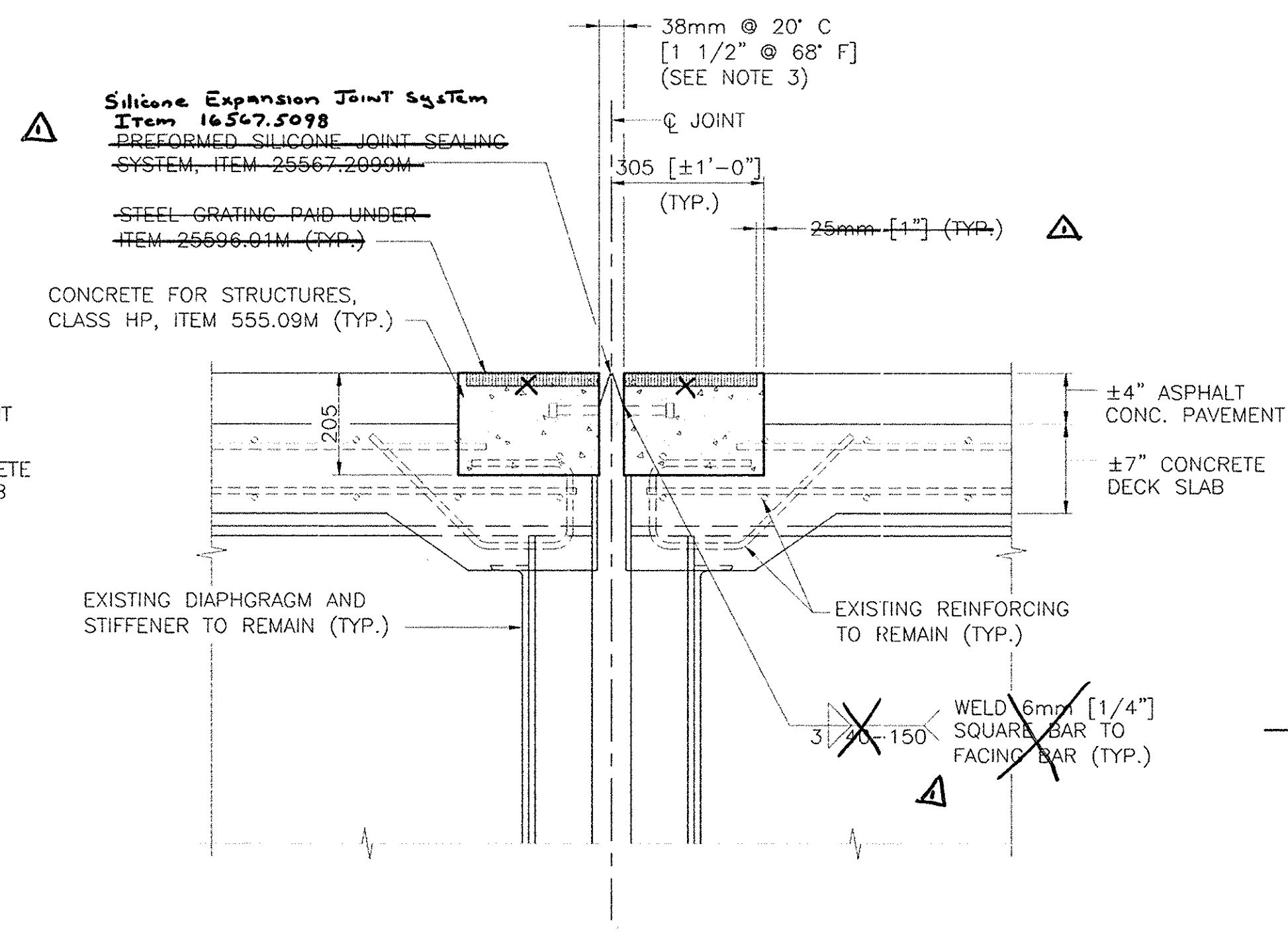
N.T.S.

**PROPOSED LONGITUDINAL JOINT SECTION**

N.T.S.

**PROPOSED ABUTMENT JOINT SECTION**

N.T.S.

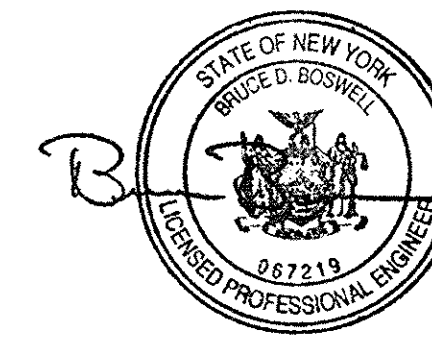
**PROPOSED PIER JOINT SECTION**

N.T.S.

NOTE:

- FOR GENERAL JOINT DETAILS SEE DWG. JD-1.
- SPLICES IN SILICOFLEX WILL ONLY BE PERMITTED AS SPECIFIED IN NOTES ON DWG. JD-1.
- CONTRACTOR TO SET JOINT OPENING AS NEEDED TO ADJUST FOR AMBIENT AIR TEMPERATURE AT TIME OF JOINT PLACEMENT.
- STEEL ANGLE MAY HAVE TO BE FLAME CUT AS ORDERED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR ITEM 580.01M.
- SEE SHEET JD-1 FOR JOINT DETAILS AT SAFETY WALK.

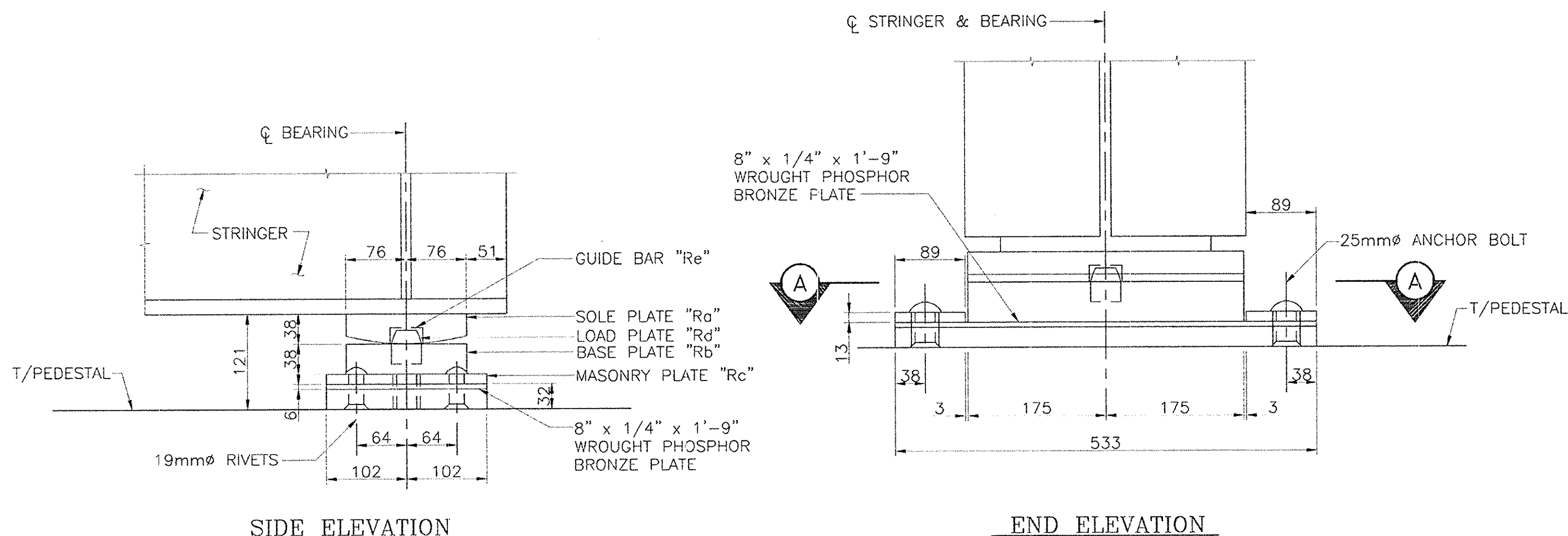
NOTE:
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10/03	Item Change	G.A.Hall		Δ
DATE	DESCRIPTION	BY	SYM.	
REVISIONS				
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209				
TITLE OF PROJECT BRIDGE REHABILITATION				
LOCATION OF PROJECT I-87 - M.P. 800.00				
TITLE OF DRAWING JOINT REPAIR DETAILS				
		CONTRACT NUMBER: TAA 02-30B		
		DATE: NOV., 2002		
		DRAWING NUMBER: S8-8R-		

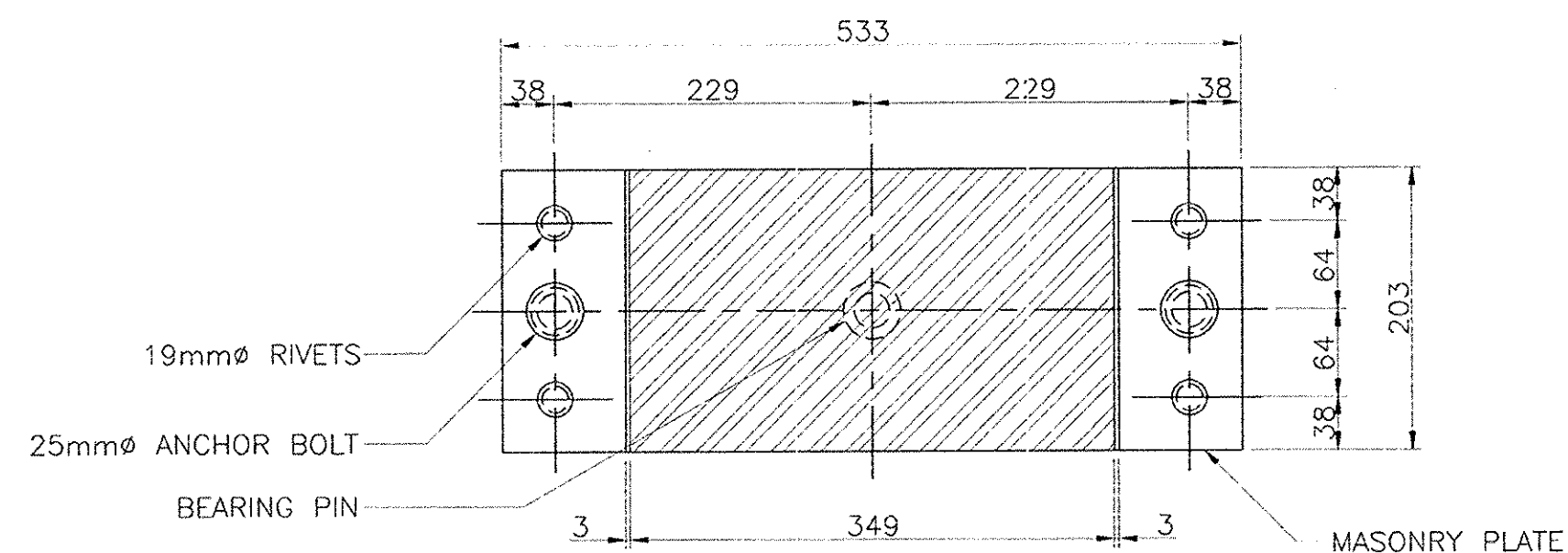
Barton
Loguidice, P.C.
Consulting Engineers





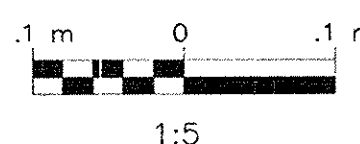
SIDE ELEVATION

END ELEVATION

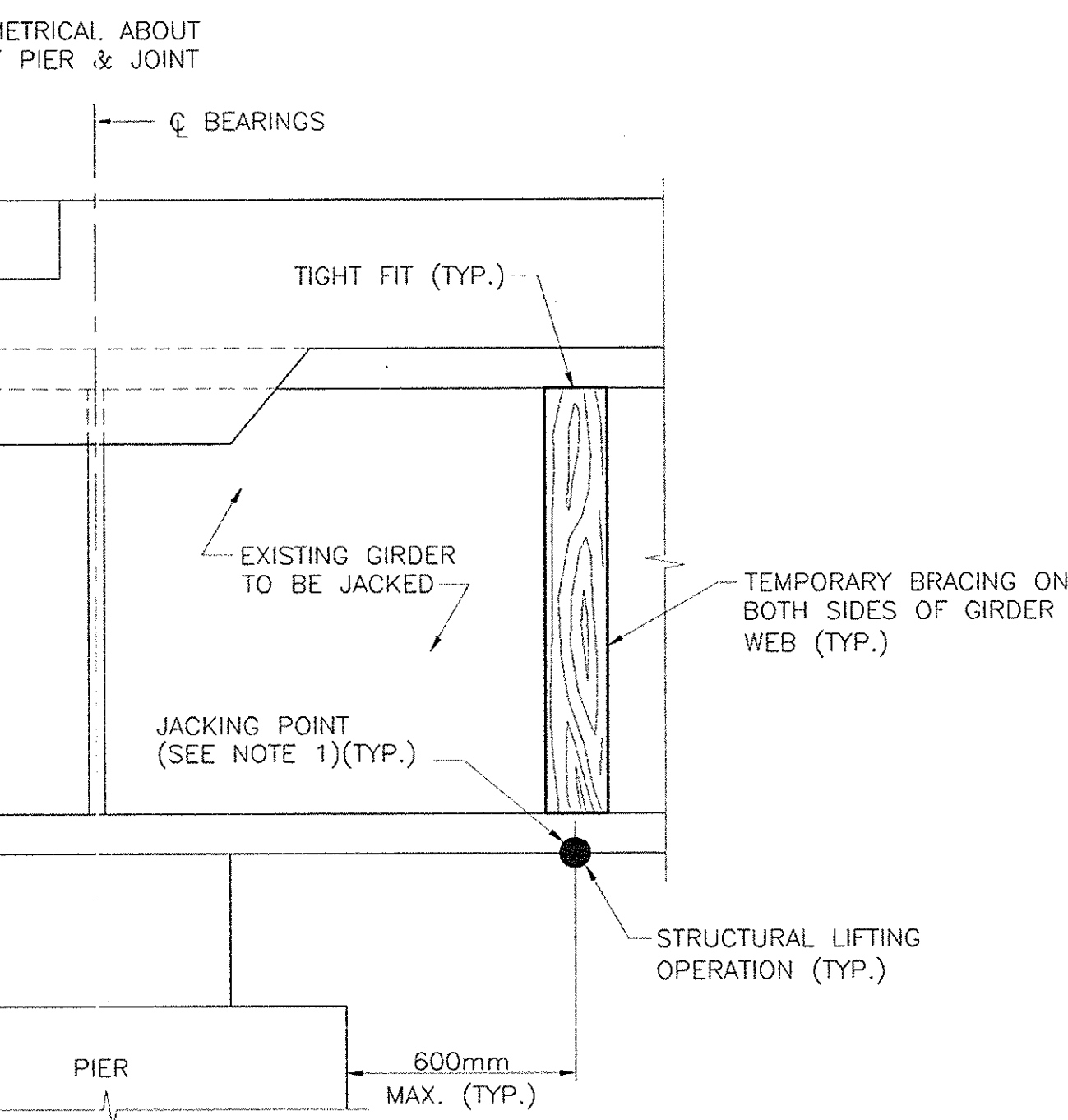


SECTION A-A

TYPICAL EXPANSION BEARING DETAIL



BEARING LOCATION	BEARING DIMENSIONS				
	SOLE PLATE "Ra"	BASE PLATE "Rb"	MASONRY PLATE "Rc"	LOAD PLATE "Rd"	GUIDE BAR "Re"
PIER 3, SPAN 4	152 x 54 x 267 [6" x 2 1/8" x 10 1/2"]	152 x 38 x 267 [6" x 1 1/2" x 10 1/2"]	203 x 51 x 610 [8" x 2" x 2'-0"]	64 HALF ROUND x 267 LG. [2 1/2" HALF ROUND x 10 1/2" LG.]	(2) 25 x 19 x 76 [1" x 3/4" x 3"]

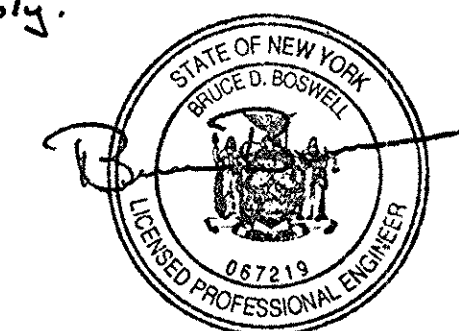


STRUCTURAL LIFTING

N.T.S.

NOTES:

- CONTRACTOR SHALL TEMPORARILY BRACE THE WEB, TOP AND BOTTOM FLANGES SUFFICIENTLY TO WITHSTAND JACKING FORCES FOR ALL JACKING LOCATIONS.
- EXISTING BEAMS SHALL BE JACKED VERTICALLY 4mm MAXIMUM.
- JACKS ARE TO BE EQUIPPED WITH LOCKING COLLARS.
- FOUNDATIONS FOR STRUCTURAL LIFTING OPERATIONS SHALL NOT EXCEED A PRESSURE OF 192 kPa ON SOIL, AND 690kPa ON ASPHALT PAVEMENT.
- STRUCTURAL LIFTING AND SHORING FOR ALL BEARING WORK SHALL BE PAID UNDER ITEM 25585.010403M.
- RESTORE THE BEARINGS AT THE FOLLOWING LOCATIONS: POINTS 6, 18, 24, 42, 61, 66, 72, AND 96. THIS WORK IS TO BE DONE UNDER ITEM 15565.4302M - BRIDGE BEARING RESTORATION.
- BEARING RESTORATION, ITEM 15565.4302M, SHALL INCLUDE UNFREEZING, DISASSEMBLING AND REASSEMBLING, RESETTING, REPLACING VARIOUS COMPONENTS AS NECESSARY (INCLUDING MASONRY PLATE, BRONZE PLATE, ETC...), LUBRICATING, AND PAINTING. THE BEARINGS MAY CONTAIN LEAD PAINT, SO ALL BEARING COMPONENTS SHALL BE CLEANED UNDER ITEM 25570.798101M - PAINT REMOVAL BY VACUUM CONTAINED METHODS. CLEANING SHALL INCLUDE THE REMOVAL OF ALL PACK RUST. ENVIRONMENTAL GROUND PROTECTION, ITEM 570.090001M, SHALL BE USED FOR CONTAINMENT OF PAINT WASTE AND ITEM 25570.789101M SHALL BE USED FOR THE TREATMENT AND DISPOSAL OF PAINT WASTE. THE CONTRACTOR MAY ELECT TO REPLACE THE BEARING IN KIND AT NO ADDITIONAL COST TO THE AUTHORITY.
- BEARINGS AT THE FOLLOWING LOCATIONS TO BE CLEANED AND LUBED UNDER ITEM 25565.430300M AND RESET UNDER ITEM 04565.47M: POINTS 1-5, 7-12, 25-36, 49-60, 73-84.
- BEARINGS SHALL BE RESET TO THE PROPER POSITION IN ACCORDANCE WITH THE AMBIENT AIR TEMPERATURE AT THE TIME OF RESETTING.
- FOR ADDITIONAL JACKING AND LIFTING NOTES, SEE GENERAL NOTES, DWG. G-4.
- ITEM 25565.430300M, BRIDGE BEARING CLEANING AND LUBING SHALL INCLUDE THE WORK TO SEPARATE THE MOVING COMPONENTS.
- The following bearings that were to be cleaned & lubed needed new sole, load, & base plates due to deteriorated condition of existing bearings: 25, 26, 27, 28, 34, 35, 52, 53, 54, 55, 56, 73, 74, 75, 76, 77, 78, 79, 80, 81, and 84. # = required new sole plate only.



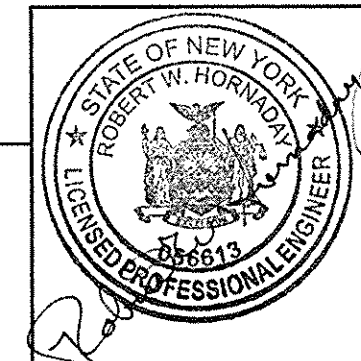
NOTE:

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ALL ELEVATIONS ARE SHOWN IN FEET.

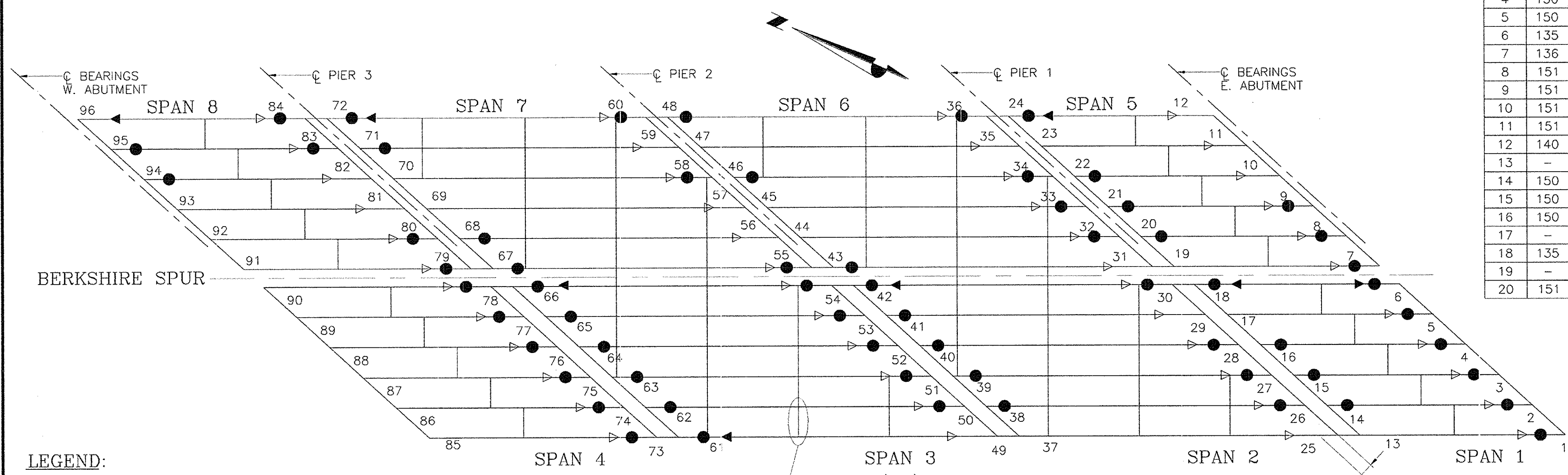
LOADS AT JACKING POINTS														
POINT	D.L.	L.L.+I	POINT	D.L.	L.L.+I	POINT	D.L.	L.L.+I	POINT	D.L.	L.L.+I	POINT	D.L.	L.L.+I
1	139	383	21	151	384	41	244	395	61	228	395	81	159	386
2	150	150	22	151	384	42	395	224	62	251	395	82	159	386
3	150	150	23	—	—	43	226	395	63	251	395	83	159	386
4	150	150	24	140	384	44	—	—	64	251	395	84	147	386
5	150	150	25	220	395	45	—	—	65	251	395	85	—	—
6	135	383	26	244	395	46	246	395	66	230	395	86	—	—
7	136	384	27	244	395	47	—	—	67	233	395	87	—	—
8	151	384	28	244	395	48	224	395	68	253	395	88	—	—
9	151	384	29	244	395	49	228	395	69	—	—	89	—	—
10	151	384	30	224	395	50	251	395	70	—	—	90	—	—
11	151	384	31	226	395	51	251	395	71	253	395	91	—	—
12	140	384	32	246	395	52	251	395	72	231	395	92	—	—
13	—	—	33	246	395	53	251	395	73	145	385	93	—	—
14	150	383	34	246	395	54	230	395	74	157	385	94	159	386
15	150	383	35	246	395	55	233	395	75	157	385	95	159	386
16	150	383	36	224	395	56	253	395	76	157	385	96	147	386
17	—	—	37	—	—	57	253	395	77	157	385			
18	135	383	38	244	395	58	253	395	78	141	385			
19	—	—	39	244	395	59	253	395	79	143	386			
20	151	384	40	244	395	60	231	395	80	159	386			

NOTE:

- ALL LOADS ARE IN KILONETONS.
- REACTIONS ARE MAXIMUM VALUES AND ARE TO BE USED FOR DESIGN OF JACKING OPERATIONS ONLY.



CONTRACT NUMBER:	TAA 02-30B
DATE:	NOV., 2002
DRAWING NUMBER:	S8-9 R-1



SCHEMATIC FRAMING PLAN WITH BEARING POINTS

N.T.S.

LEGEND:

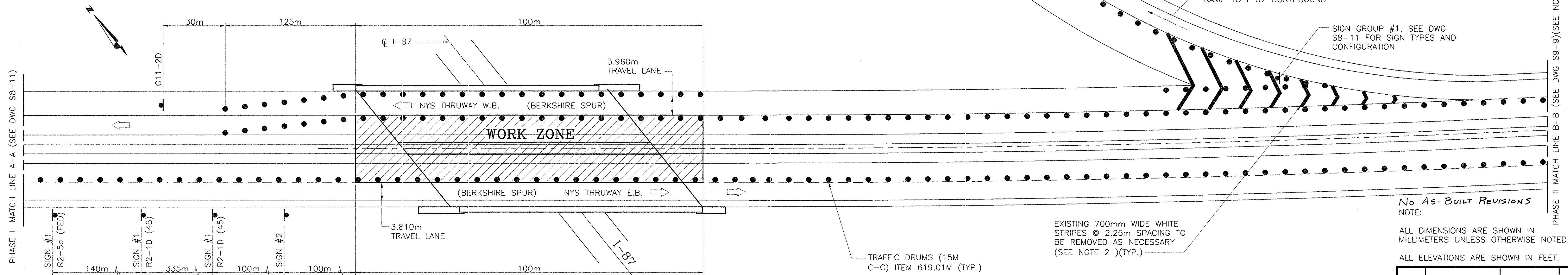
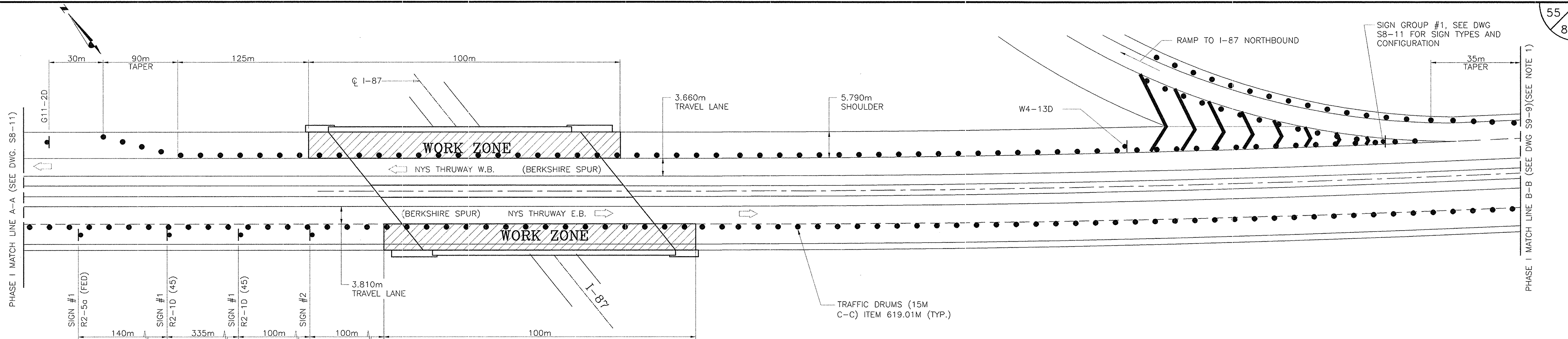
- STRUCTURAL LIFTING FOR CONCRETE REMOVAL OPERATIONS, ITEM 25585.010403M
- BEARING TO BE RESTORED UNDER ITEM 15565.4302M
- ▷ BEARING TO BE CLEANED AND LUBED UNDER ITEM 25565.430300M AND BEARING TO BE RESET UNDER ITEM 04565.47M - See Note #12

PHASE I MATCH LINE A-A (SEE DWG. S8-11)

PHASE II MATCH LINE A-A (SEE DWG. S8-11)

PHASE I MATCH LINE B-B (SEE DWG. S9-9)(SEE NOTE 1)

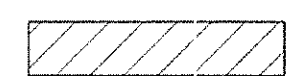
PHASE II MATCH LINE B-B (SEE DWG. S9-9)(SEE NOTE 1)

**NOTES:**

1) LANE CLOSURES SHALL EXTEND OVER THE STRUCTURE AT M.P. 800.19 (SEE DWG. S9-9) AND WORK ON THE STRUCTURES SHALL BE PERFORMED SIMULTANEOUSLY. MULTIPLE LANE CLOSURES OR SHIFTS SHALL NOT BE PERMITTED.

2) THE CONTRACTOR SHALL REMOVE EXISTING PAVEMENT STRIPES IN THE GORE AREA, AS NECESSARY TO SETUP MPT SCHEMES UNDER ITEM 635.0103M-CLEANING AND PREPARATION OF PAVEMENT SURFACES-LINES. THESE STRIPES SHALL BE REPAINTED UPON COMPLETION OF WORK UNDER ITEM 25685.1106M-WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES.

3) FOR ADDITIONAL SIGN DETAILS, SEE DWG. S8-10.

LEGEND:

- WORK ZONE



- TRAFFIC DRUM, ITEM 619.01M

No AS-BUILT REVISIONS
NOTE:

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.

ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT

BRIDGE REHABILITATION

LOCATION OF PROJECT

I-87 - M.P. 800.00

TITLE OF DRAWING

GENERAL MPT SCHEMATICS
FOR THRUWAY WORK

CONTRACT NUMBER:

TAA 02-30B

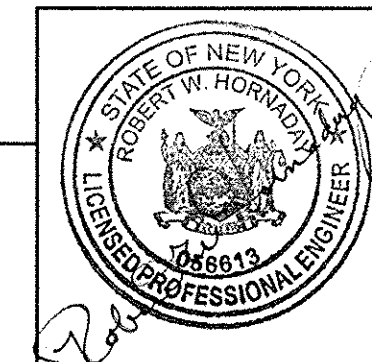
DATE:

NOV., 2002

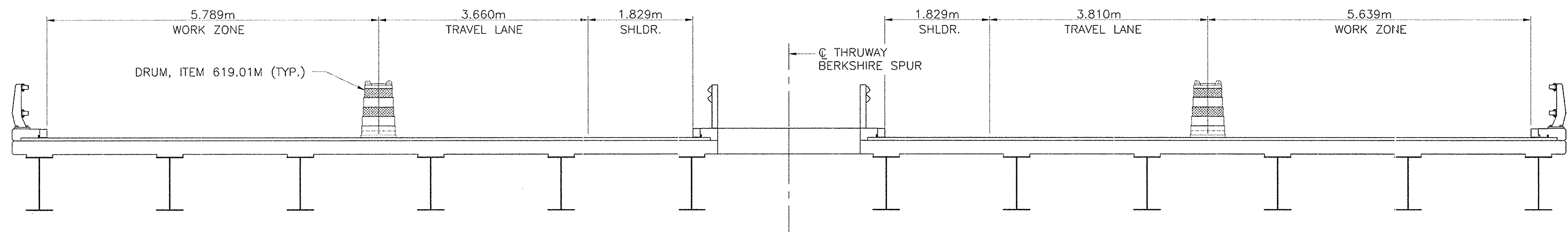
DRAWING NUMBER:

S8-10

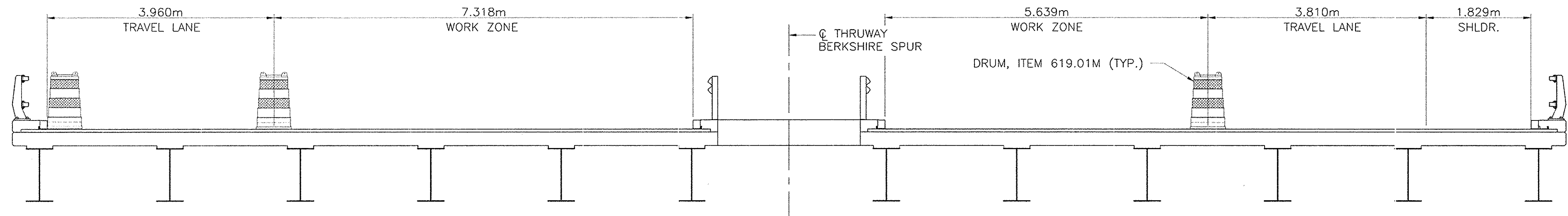
Barton
&L
oguidice, P.C.
Consulting Engineers



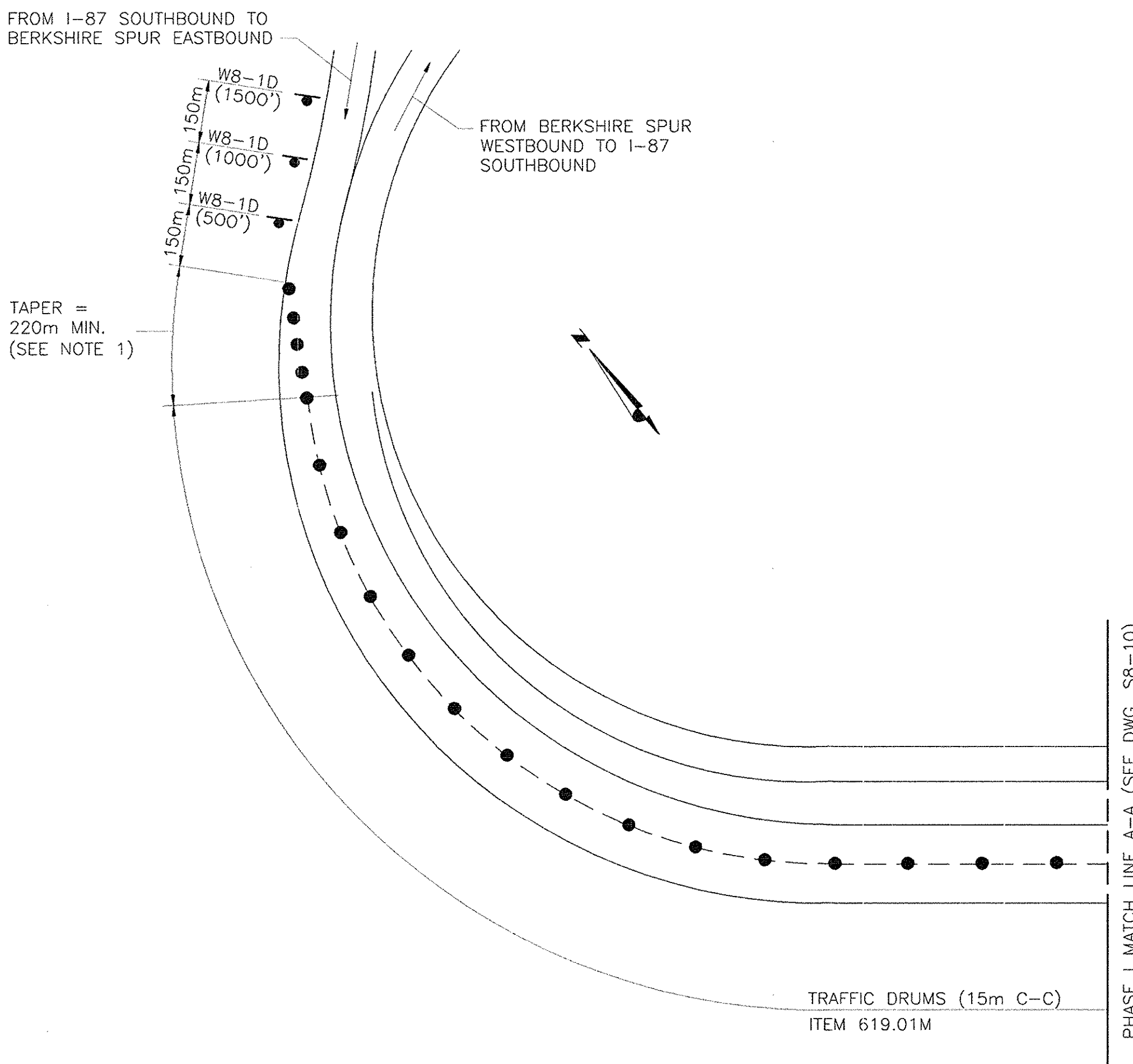
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DRAFTED BY: JDH/DJR
DESIGNED BY: DTV
IN CHARGE OF: RWB



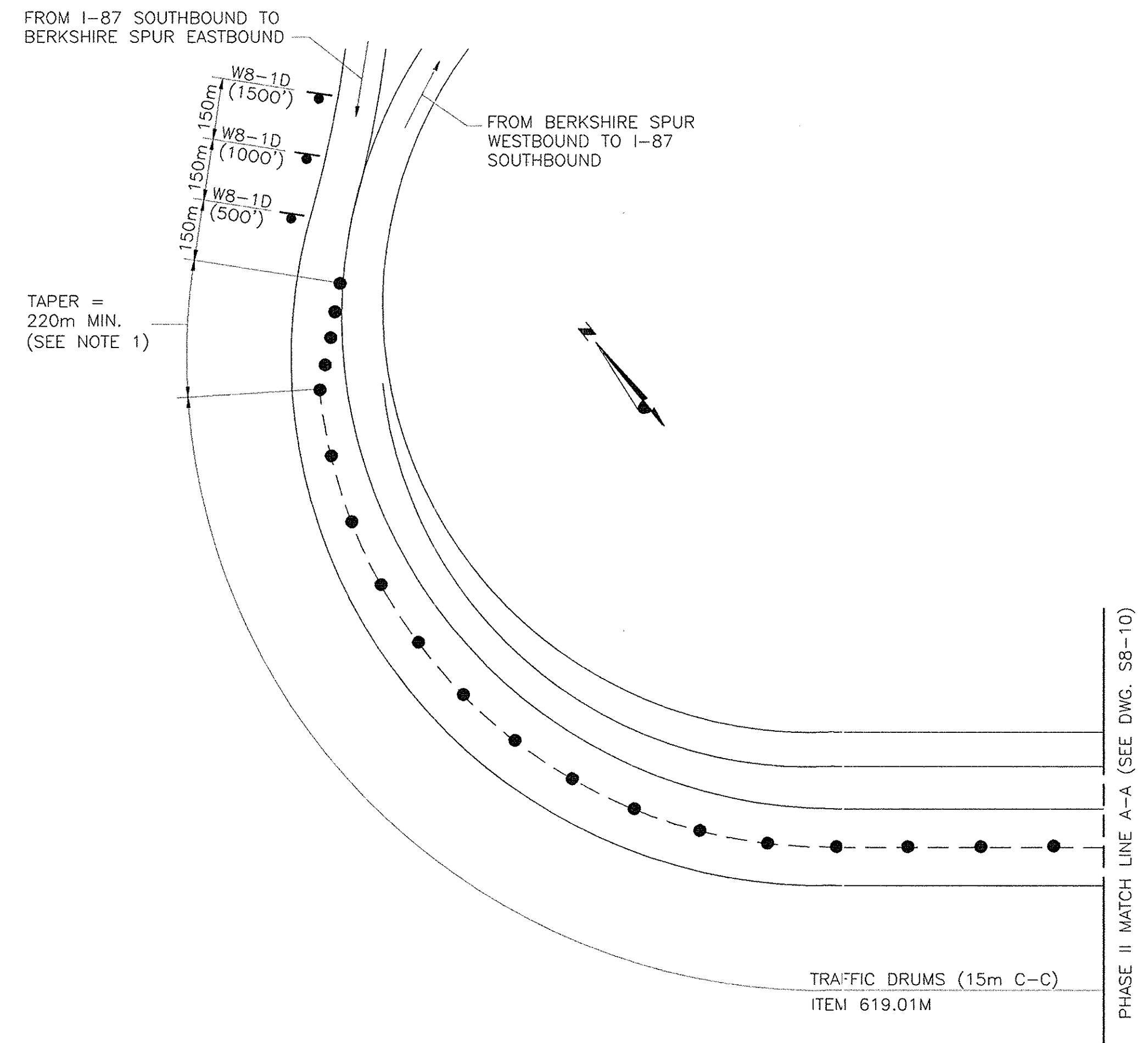
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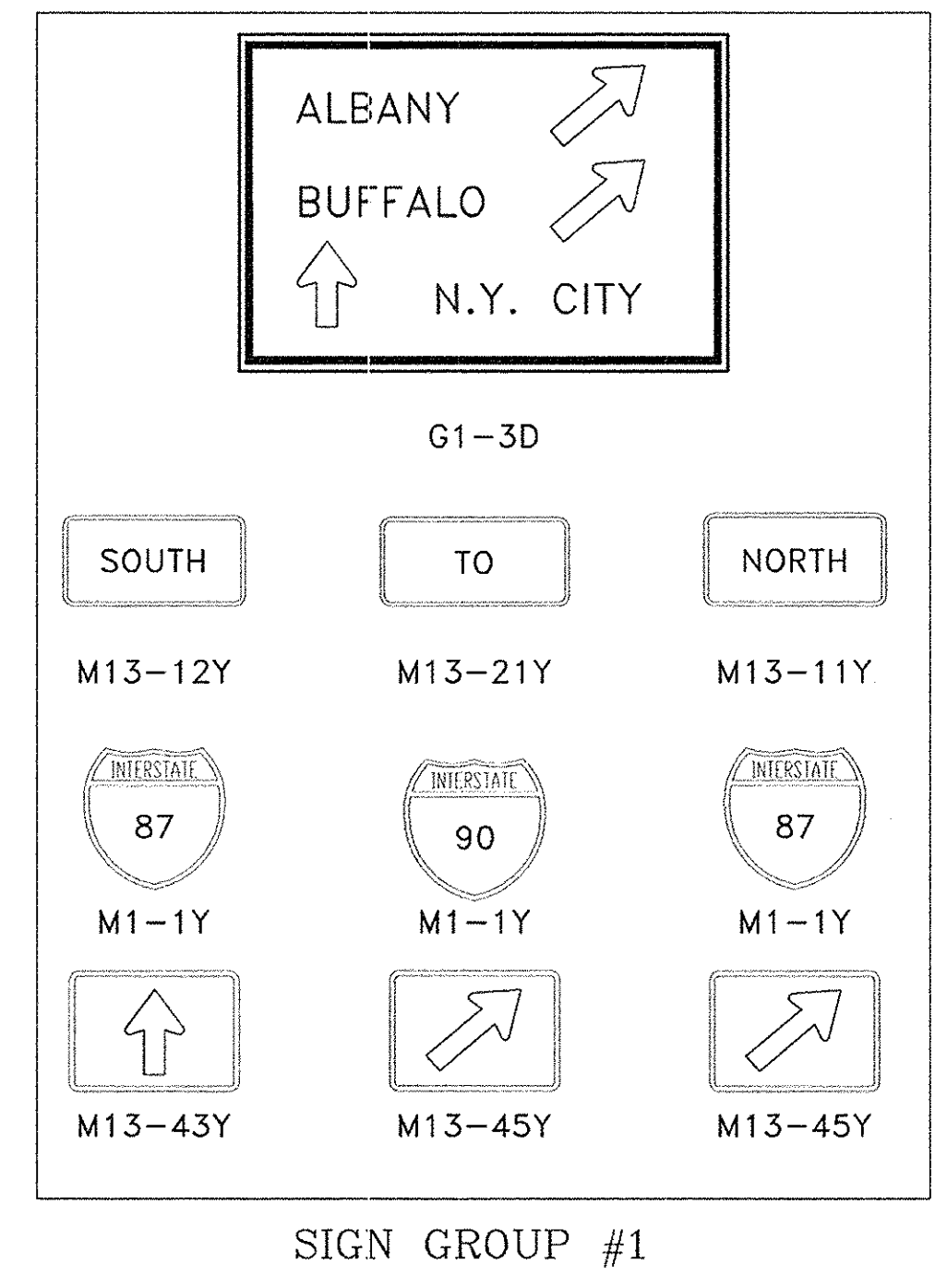
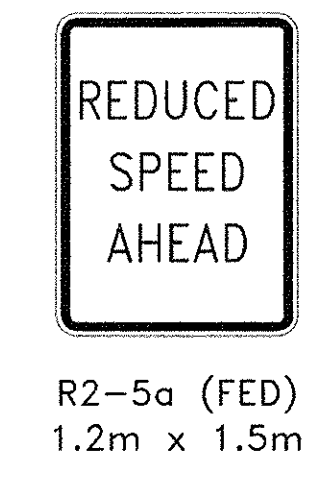
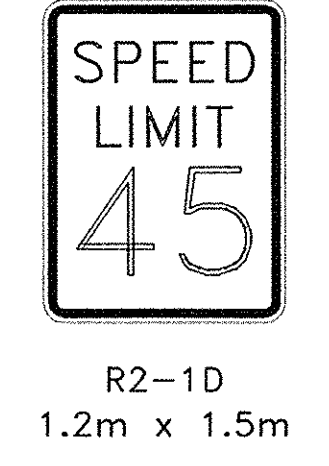
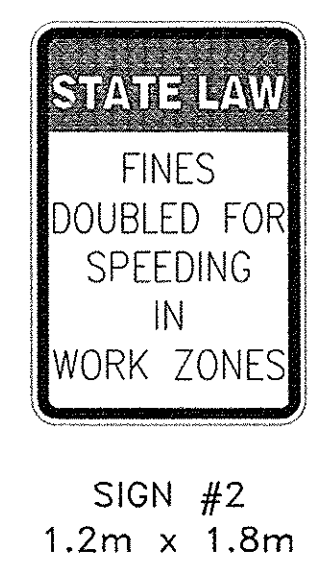
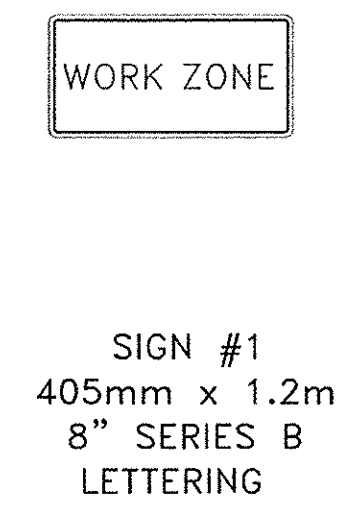
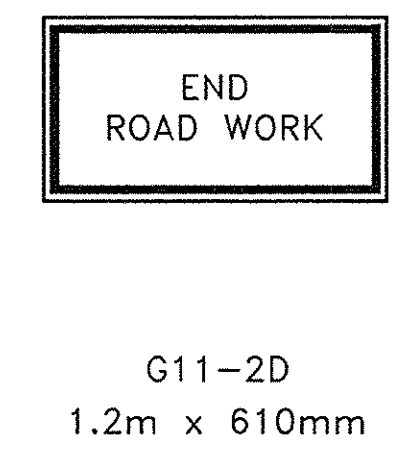
PHASE II
1 m 0 1 m
1:50



PHASE I EASTBOUND RAMP
N.T.S.



PHASE II EASTBOUND RAMP
N.T.S.



NOTES:

- 1) LANE CLOSURE SHALL BEGIN AT THE LOCATION WHERE THE EXISTING ROADWAY IS INCREASED TO TWO (2) TRAVEL LANES.
- 2) FOR ADDITIONAL MPT SIGN LOCATIONS, SEE DWG. S8-10.

No As-Built Revisions
NOTE:

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.

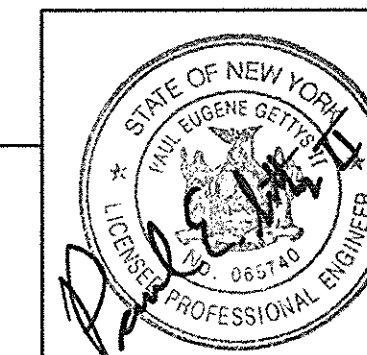
REVISIONS	
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	
TITLE OF PROJECT	BRIDGE REHABILITATION
LOCATION OF PROJECT	I-87 - M.P. 800.00
TITLE OF DRAWING	MPT SECTIONS



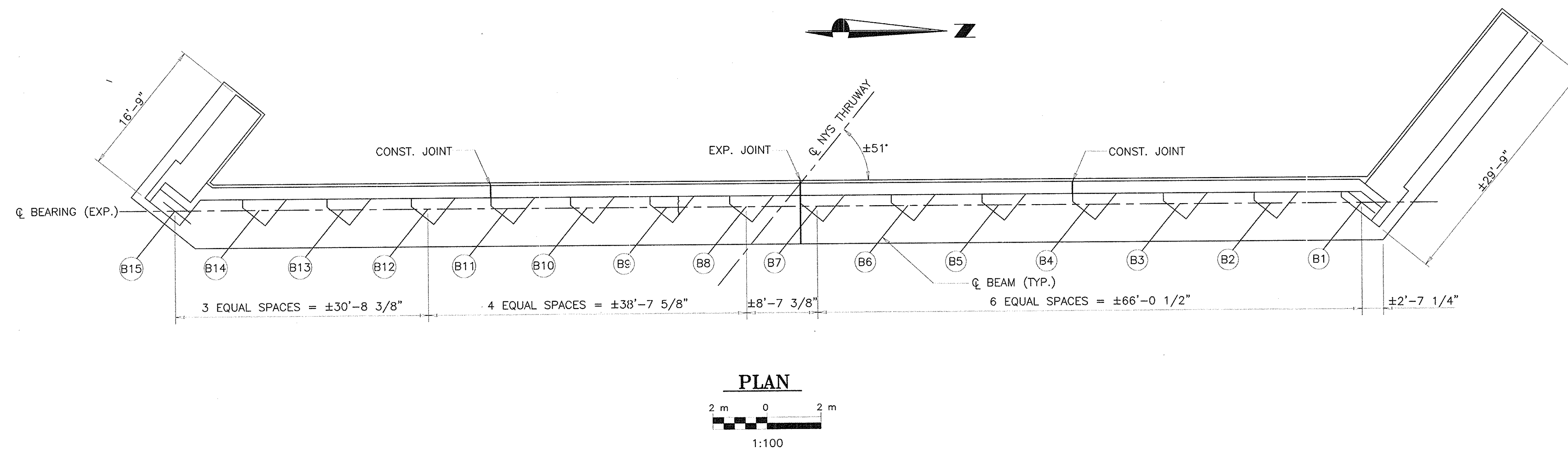
CONTRACT NUMBER:	TAA 02-30B
DATE:	NOV., 2002
DRAWING NUMBER:	S8-11



- | | |
|------------------|---------------|
| CONTRACT NUMBER: | TAA 02-30B |
| DATE: | NOVEMBER, 200 |
| DRAWING NUMBER: | S9-1R |



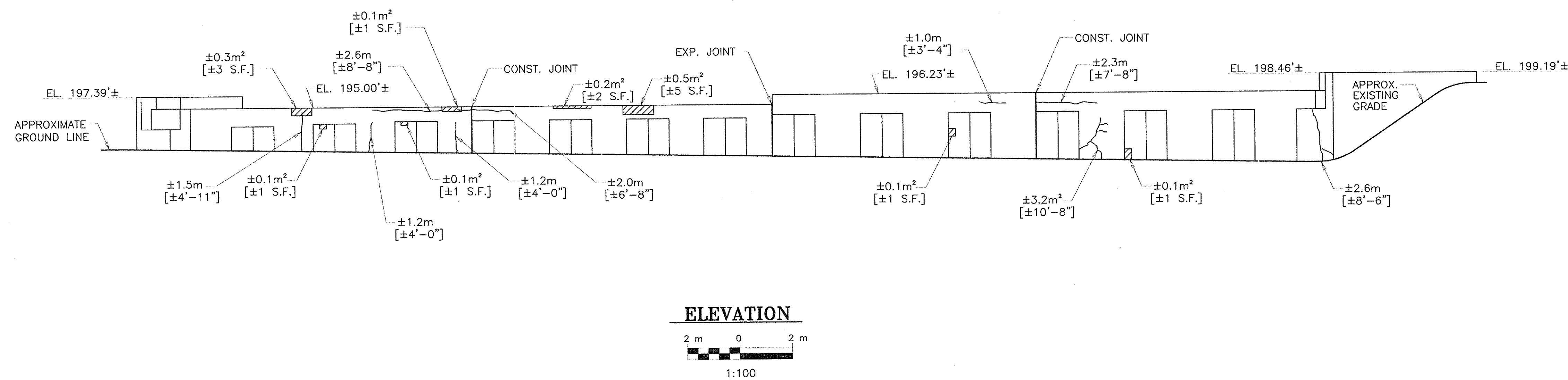
POPLI
Consulting
Engineers
& Surveyors

**NOTES:**

1. SEE DWG. G-4 FOR GENERAL NOTES.
2. SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
3. HORSEYSET TO BE REMOVED FROM ALL SUBSTRUCTURE UNITS UNDER ITEM 52570.9801 M.
4. CLEAR PENETRATING SEALER, ITEM 25559.1696 M. SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE UNIT AFTER REPAIRED AREAS HAVE CURED.
5. ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
6. CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
7. GALVANIC ANODES SHALL BE INSTALLED ALONG THE PERIMETER OF REPAIR AREAS. SEE DWG. RD-1 FOR DETAILS.
8. SEE ASBESTOS NOTES ON DRAWING NO. G-4.

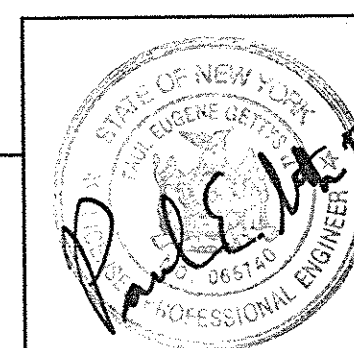
LEGEND:

- AREA TO BE REPAIRED UNDER ITEM 582.06M
- CRACK TO BE REPAIRED UNDER ITEM 582.06M
- CRACK TO BE REPAIRED UNDER ITEM 25555.3574 M

**No As-Built Revisions**

DATE	DESCRIPTION	BY	SYN.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 144 - M.P. 800.19			
TITLE OF DRAWING WEST ABUTMENT PLAN & ELEVATION			

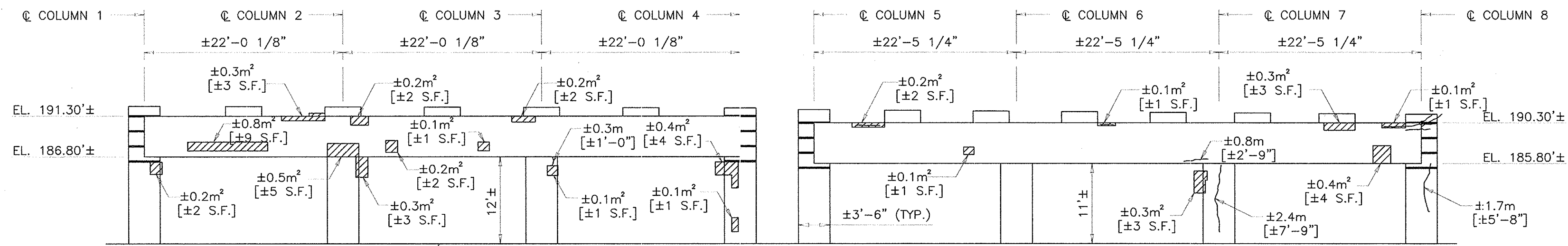
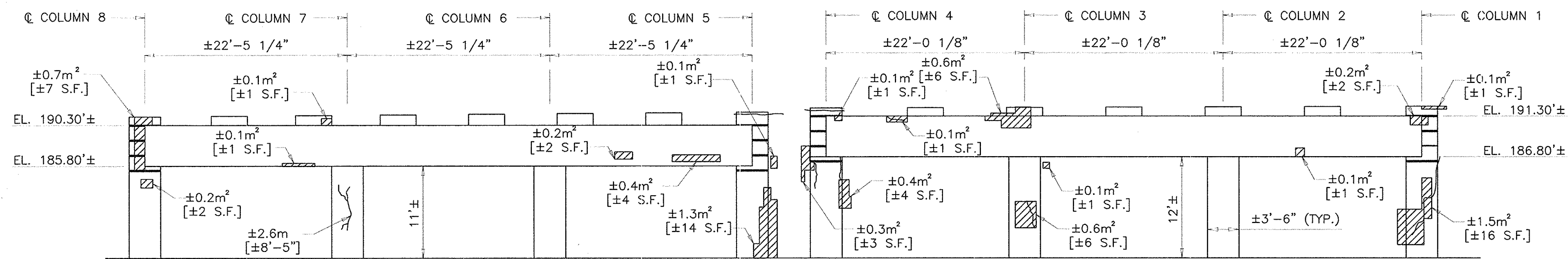
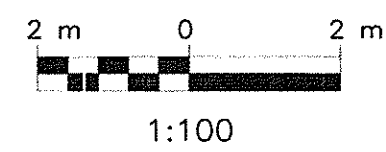
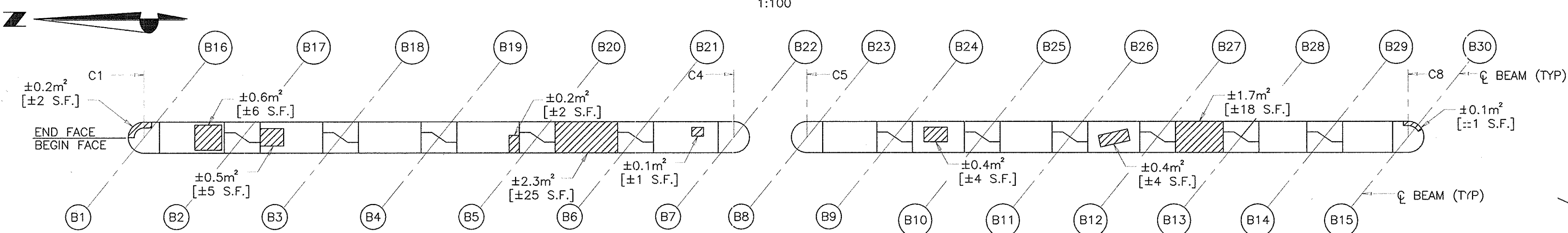
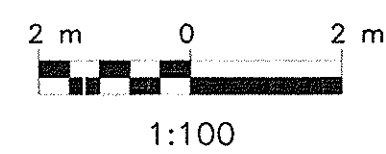
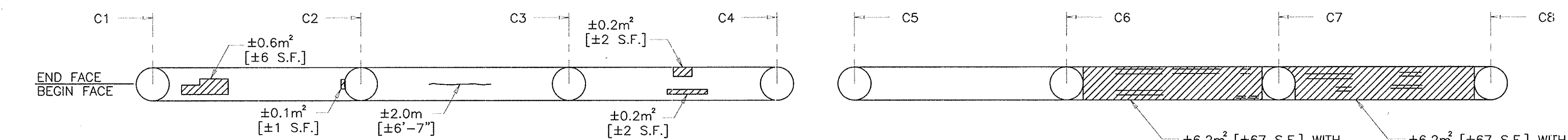
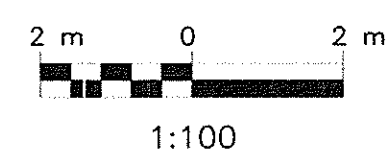
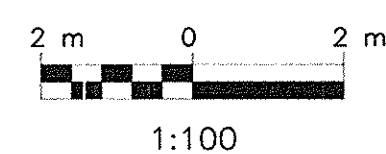
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Engineers
& Surveyors



CONTRACT NUMBER:
TAA 02-30B

DATE:
NOVEMBER, 2002

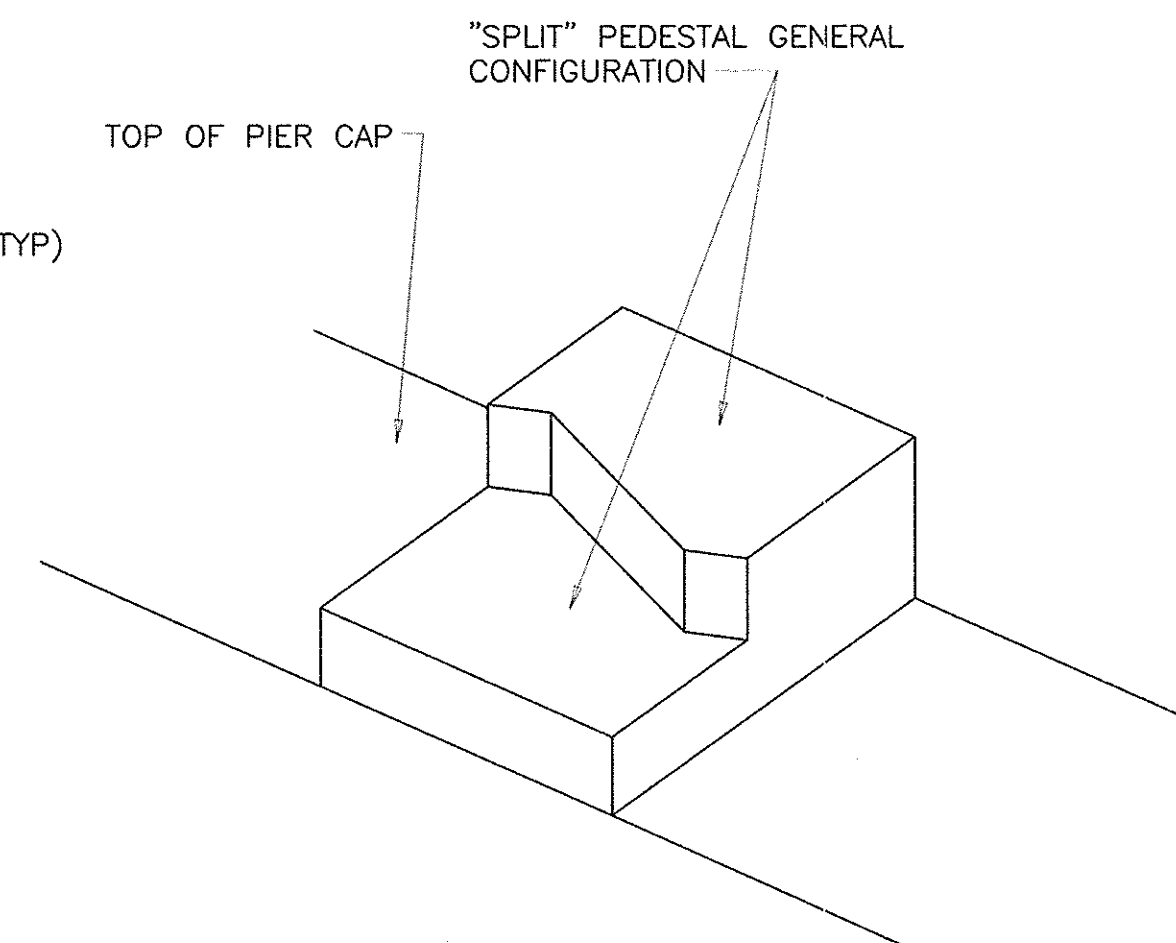
DRAWING NUMBER:
S9-2

APPROXIMATE EXISTING
GROUND LINE**BEGIN ELEVATION**APPROXIMATE EXISTING
GROUND LINE**END ELEVATION****TOP OF PIER CAP****BOTTOM OF PIER CAP****NOTES:**

- SEE DWG. G-4 FOR GENERAL NOTES.
- SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
- HORSESET TO BE REMOVED FROM ALL SUBSTRUCTURE UNITS UNDER ITEM 52570.9801 M.
- CLEAR PENETRATING SEALER, ITEM 25559.1696 M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE AFTER REPAIRED AREAS OF CONCRETE HAVE CURED.
- ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
- CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
- GALVANIC ANODES SHALL BE INSTALLED ALONG THE PERIMETER OF REPAIR AREAS. SEE DWG. RD-1 FOR DETAILS.
- PRIOR TO REPAIRING BOTTOM OF PIER CAP, STRUCTURAL LIFTING OPERATIONS SHALL TAKE PLACE SO THAT REPAIRS ARE MADE WITH THE DEAD LOAD OF THE PIER CAP ONLY.

LEGEND:

- AREA TO BE REPAIRED UNDER ITEM 582.06M
- CRACK TO BE REPAIRED UNDER ITEM 582.06M
- CRACK TO BE REPAIRED UNDER ITEM 25555.3574 M

**TYPICAL PEDESTAL DETAIL**
N.T.S.

No AS-BUILT REVISIONS

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
BRIDGE REHABILITATION

LOCATION OF PROJECT
NYS ROUTE 144 - M.P. 800.19

TITLE OF DRAWING
PIER 1
PLAN & ELEVATION

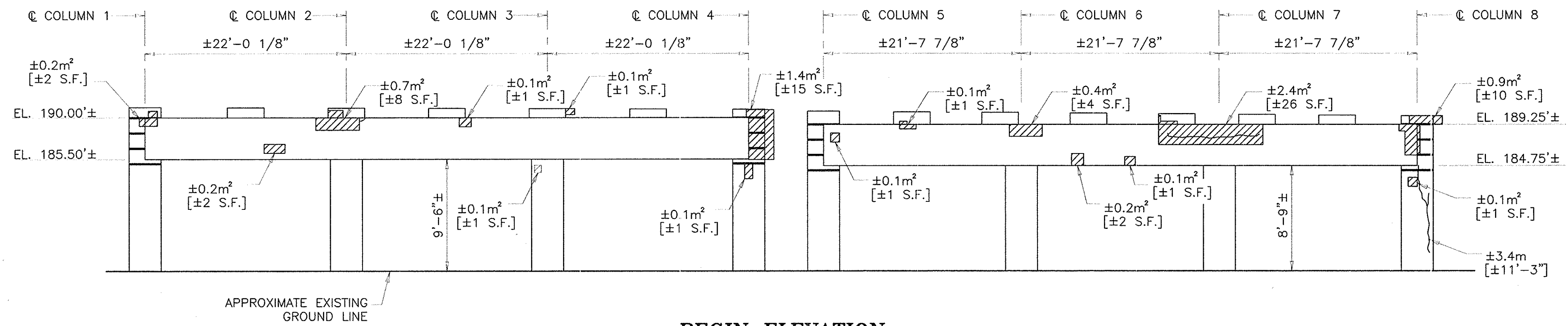
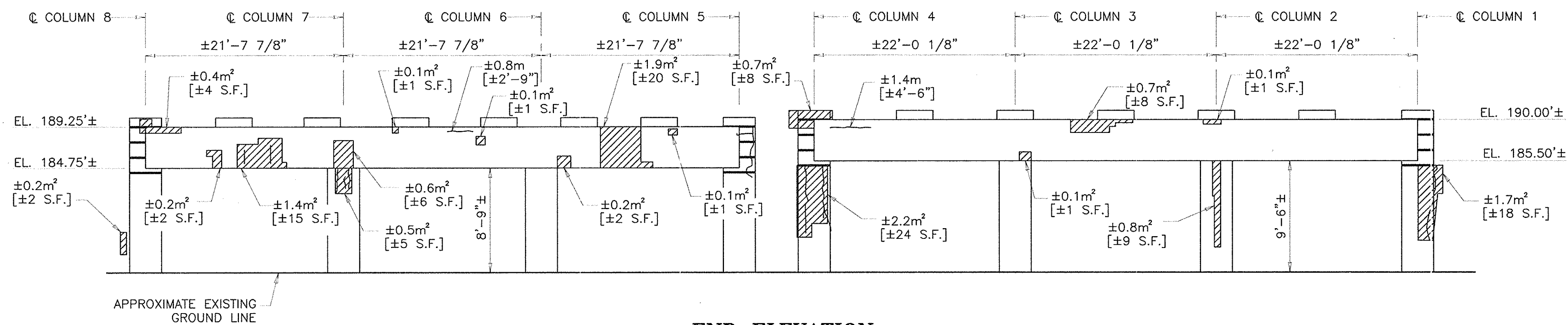
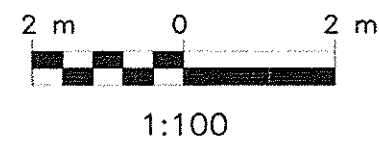
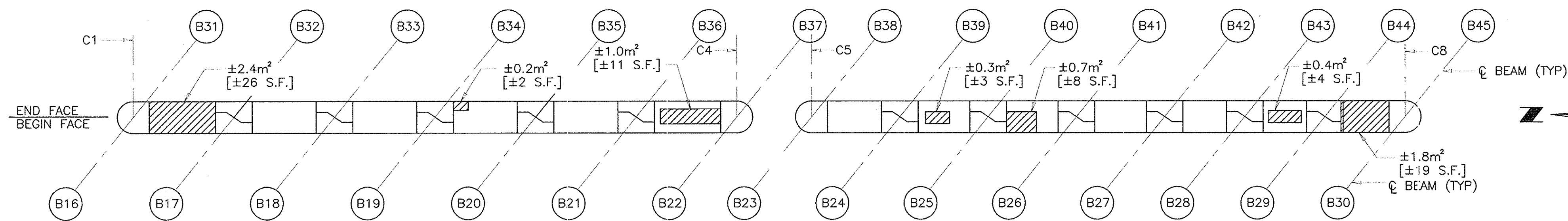
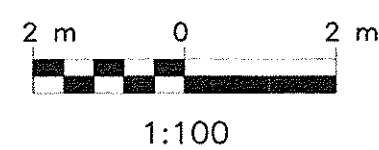
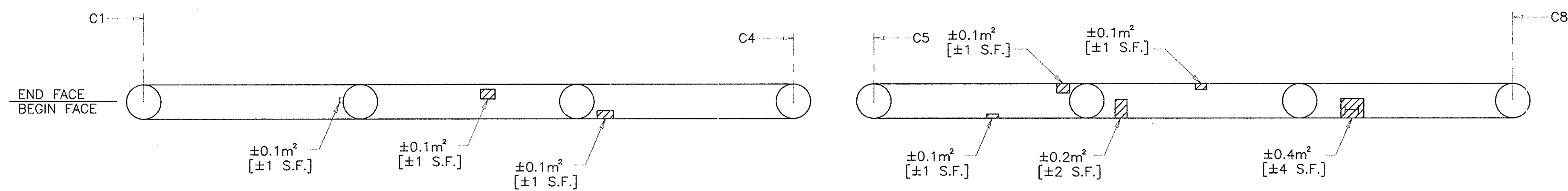
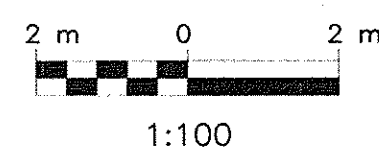
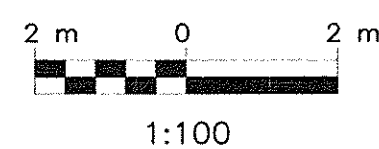
CONTRACT NUMBER:
TAA 02-30B

DATE:
NOVEMBER, 2002

DRAWING NUMBER:
S9-3

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**BEGIN ELEVATION****END ELEVATION****TOP OF PIER CAP****BOTTOM OF PIER CAP****NOTES:**

1. SEE DWG. G-4 FOR GENERAL NOTES.
2. SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
3. HORSEYSET TO BE REMOVED FROM ALL SUBSTRUCTURE UNITS UNDER ITEM 52570.9801 M.
4. CLEAR PENETRATING SEALER, ITEM 25559.1696 M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE AFTER REPAIRED AREAS OF CONCRETE HAVE CURED.
5. ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
6. CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
7. GALVANIC ANODES SHALL BE INSTALLED ALONG THE PERIMETER OF REPAIR AREAS. SEE DWG. RD-1 FOR DETAILS.

LEGEND:

- AREA TO BE REPAIRED UNDER ITEM 582.06M
- CRACK TO BE REPAIRED UNDER ITEM 582.06M
- CRACK TO BE REPAIRED UNDER ITEM 25555.3754M

No AS-BUILT REVISIONS

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
BRIDGE REHABILITATION

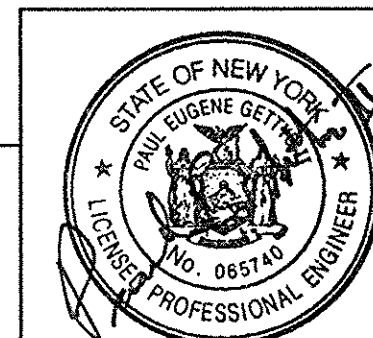
LOCATION OF PROJECT
NYS ROUTE 144 - M.P. 800.19

TITLE OF DRAWING
**PIER 2
PLAN & ELEVATION**

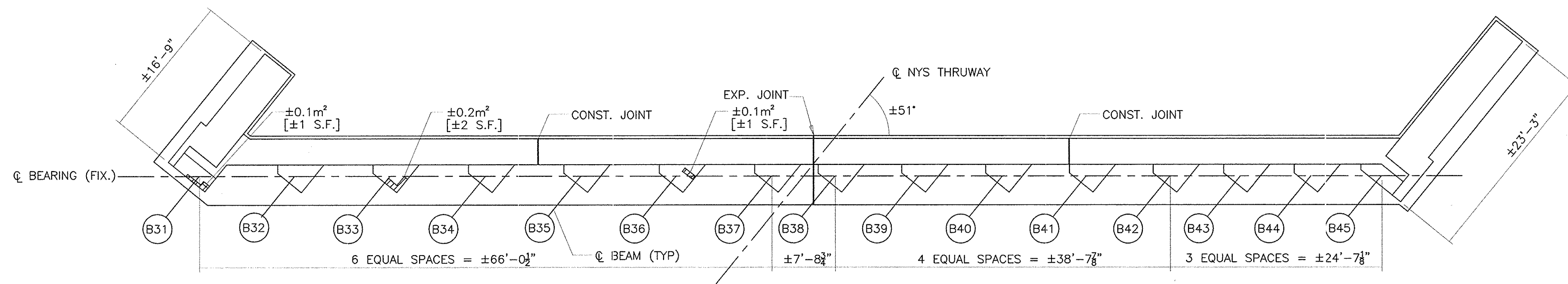
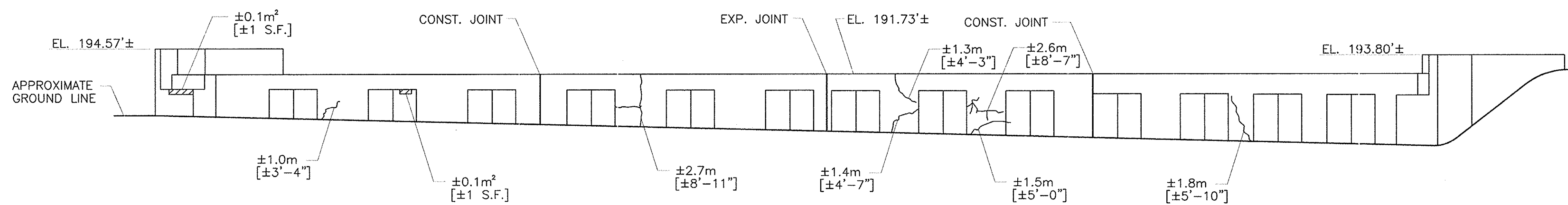
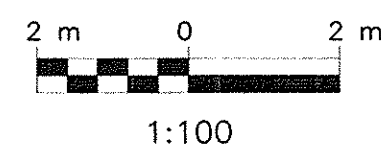
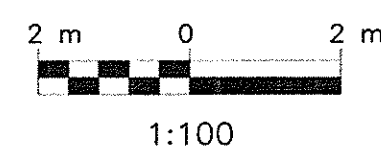
CONTRACT NUMBER:
TAA 02-30B

DATE:
NOVEMBER, 2002

DRAWING NUMBER:
S9-4



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Engineers
& Surveyors

**EAST (END) ABUTMENT PLAN****EAST (END) ABUTMENT ELEVATION****NOTES:**

1. SEE DWG. G-4 FOR GENERAL NOTES.
2. SEE DWG. RD-1 FOR CONCRETE DETAILS.
3. HORSEYSET TO BE REMOVED FROM ALL SUBSTRUCTURE UNITS UNDER ITEM 52570.9801 M.
4. CLEAR PENETRATING SEALER, ITEM 25559.1696 M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE AFTER REPAIRED AREAS OF CONCRETE HAVE CURED.
5. ELEVATIONS AND DIMENSIONS ARE BASED ON RECORD PLAN INFORMATION AND ARE FOR INFORMATIONAL PURPOSES ONLY.
6. CONTRACTOR SHALL FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL MAKE CONCRETE REPAIRS IN ACCORDANCE WITH EXISTING FIELD CONDITIONS.
7. GALVANIC ANODES SHALL BE INSTALLED ALONG THE PERIMETER OF REPAIR AREAS. SEE DWG. RD-1 FOR DETAILS.

LEGEND:

- AREA TO BE REPAIRED UNDER ITEM 582.06M
- CRACK TO BE REPAIRED UNDER ITEM 582.06M
- CRACK TO BE REPAIRED UNDER ITEM 25555.3754M

No As-Built Revisions

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
BRIDGE REHABILITATION

LOCATION OF PROJECT
NYS ROUTE 144 - M.P. 800.19

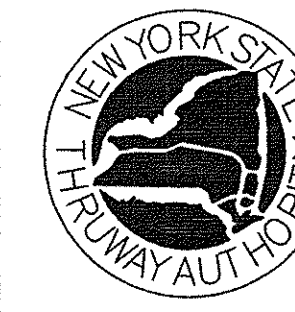
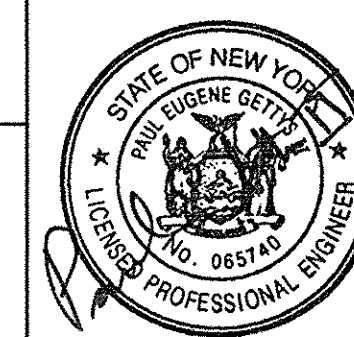
TITLE OF DRAWING
END ABUTMENT
PLAN & ELEVATION

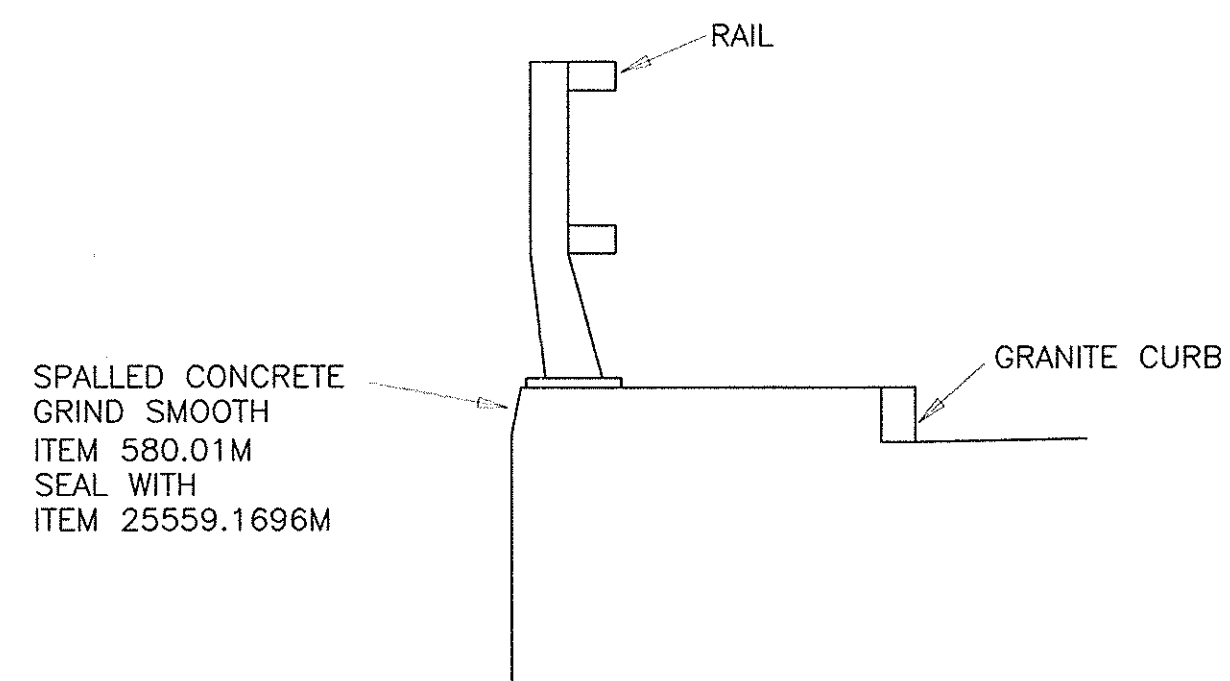
CONTRACT NUMBER:
TAA 02-30B

DATE:
NOVEMBER, 2002

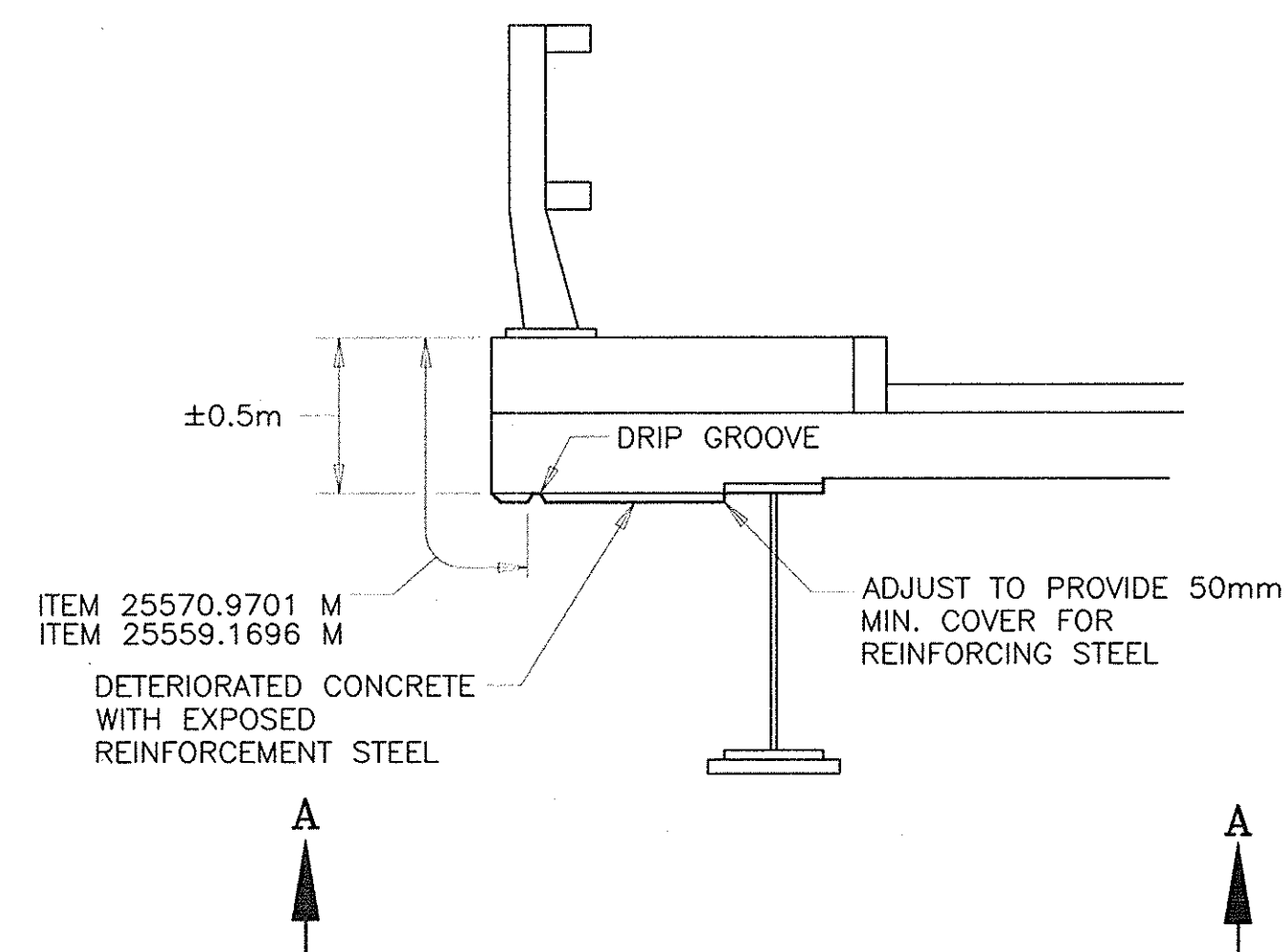
DRAWING NUMBER:
S9-5

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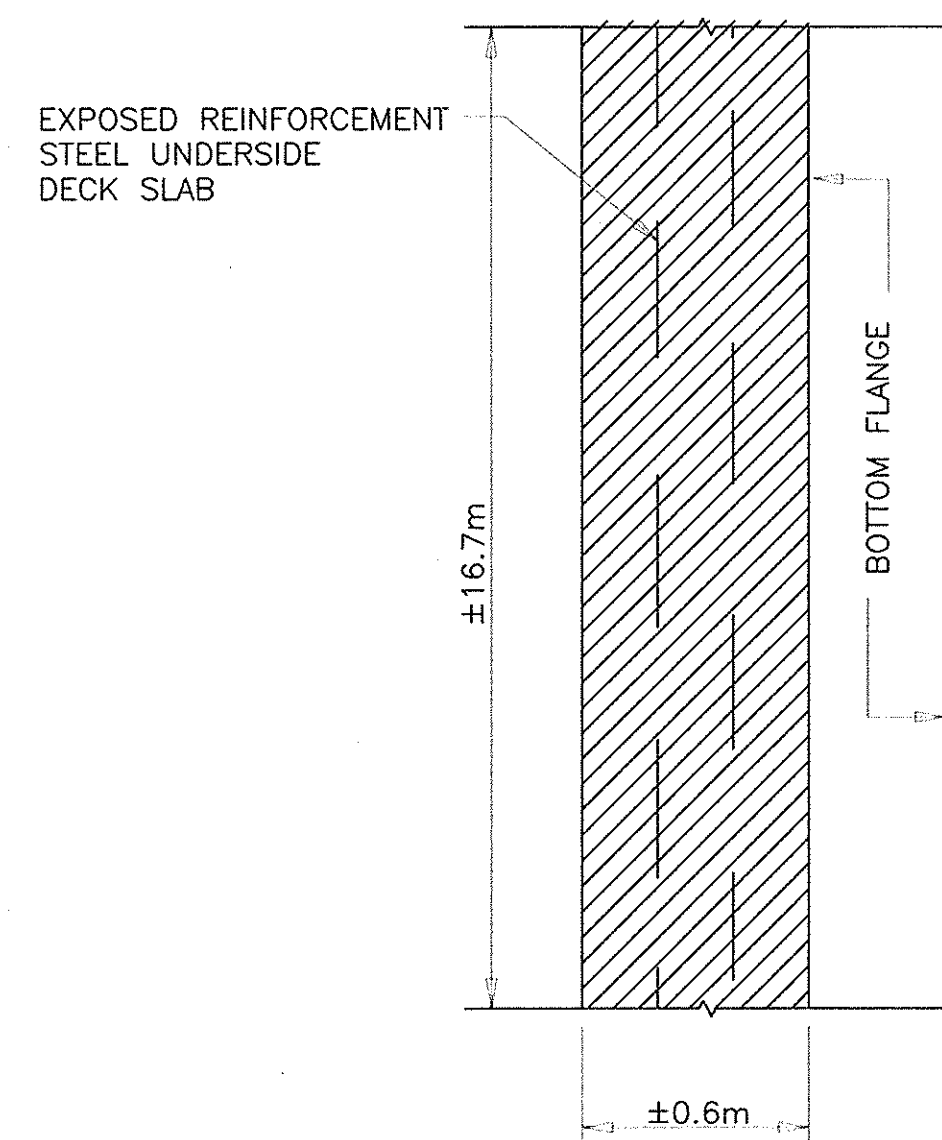
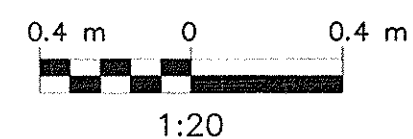




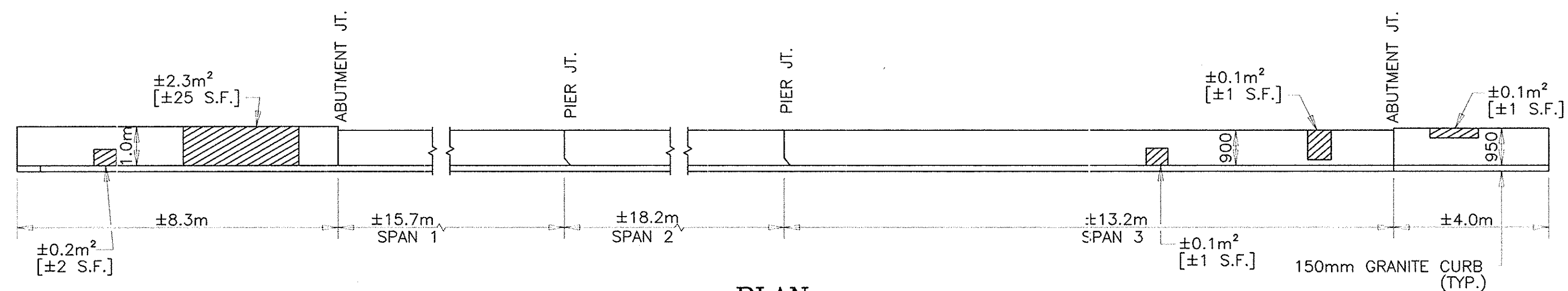
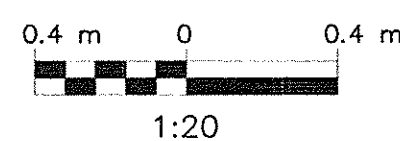
**N.W. AND N.E. WINGWALL
TYPICAL SECTION**



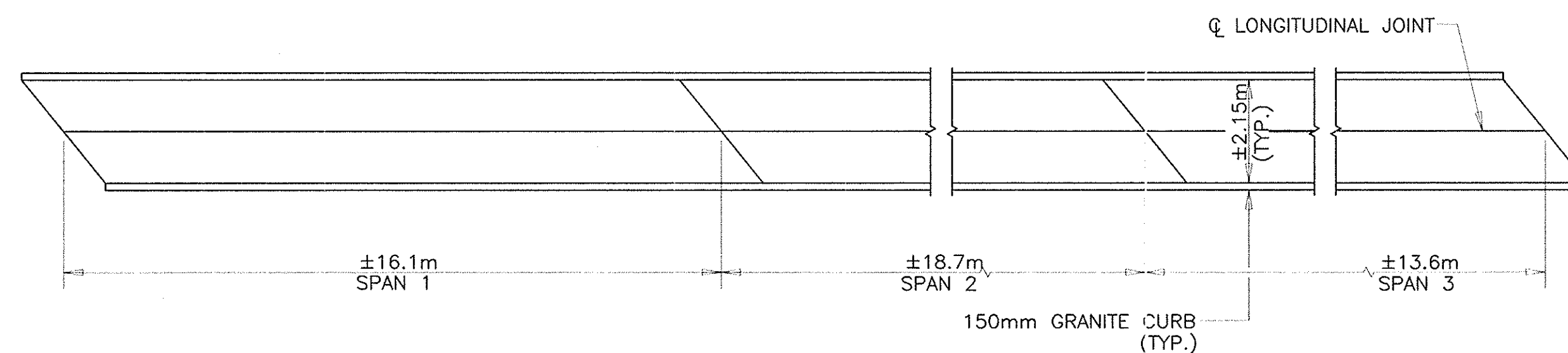
**SOUTH FASCIA SPAN 2
TYPICAL SECTION**



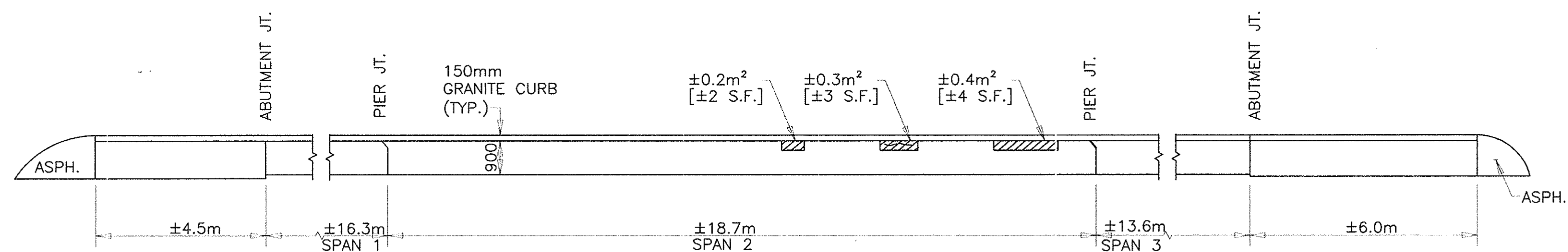
SECTION A-A



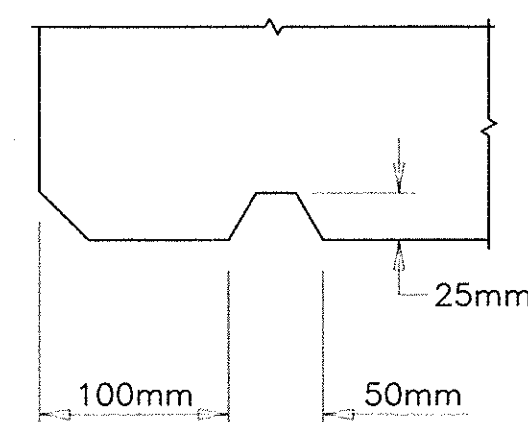
**PLAN
NORTH SIDEWALK
N.T.S.**



**PLAN
MEDIAN
N.T.S.**



**PLAN
SOUTH SIDEWALK
N.T.S.**



**DRIP GROOVE DETAIL
N.T.S.**

NOTES:

- SEE DWG. G-4 FOR GENERAL NOTES.
- SEE DWG. RD-1 FOR CONCRETE REPAIR DETAILS.
- HORSEYSET TO BE REMOVED FROM THE BRIDGE FASCIA, AS SHOWN ON SOUTH FASCIA SPAN 2 TYPICAL SECTION, UNDER ITEM 52570.9801 M.
- CLEAR PENETRATING SEALER, ITEM 25559.1696 M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF SUBSTRUCTURE AFTER REPAIRED AREAS HAVE CURED.
- GALVANIC ANODES SHALL BE INSTALLED ALONG THE PERIMETER OF REPAIR AREAS. SEE DWG. RD-1 FOR DETAILS.

LEGEND:

- AREA TO BE REPAIRED UNDER ITEM 582.06M
- CRACK TO BE REPAIRED UNDER ITEM 582.06M
- CRACK TO BE REPAIRED UNDER ITEM 25555.3574M

No As-Built REVISIONS

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
BRIDGE REHABILITATION

LOCATION OF PROJECT
NYS ROUTE 144 - M.P. 800.19

TITLE OF DRAWING
**SIDEWALK PLAN
UNDERSIDE DECK DETAILS**

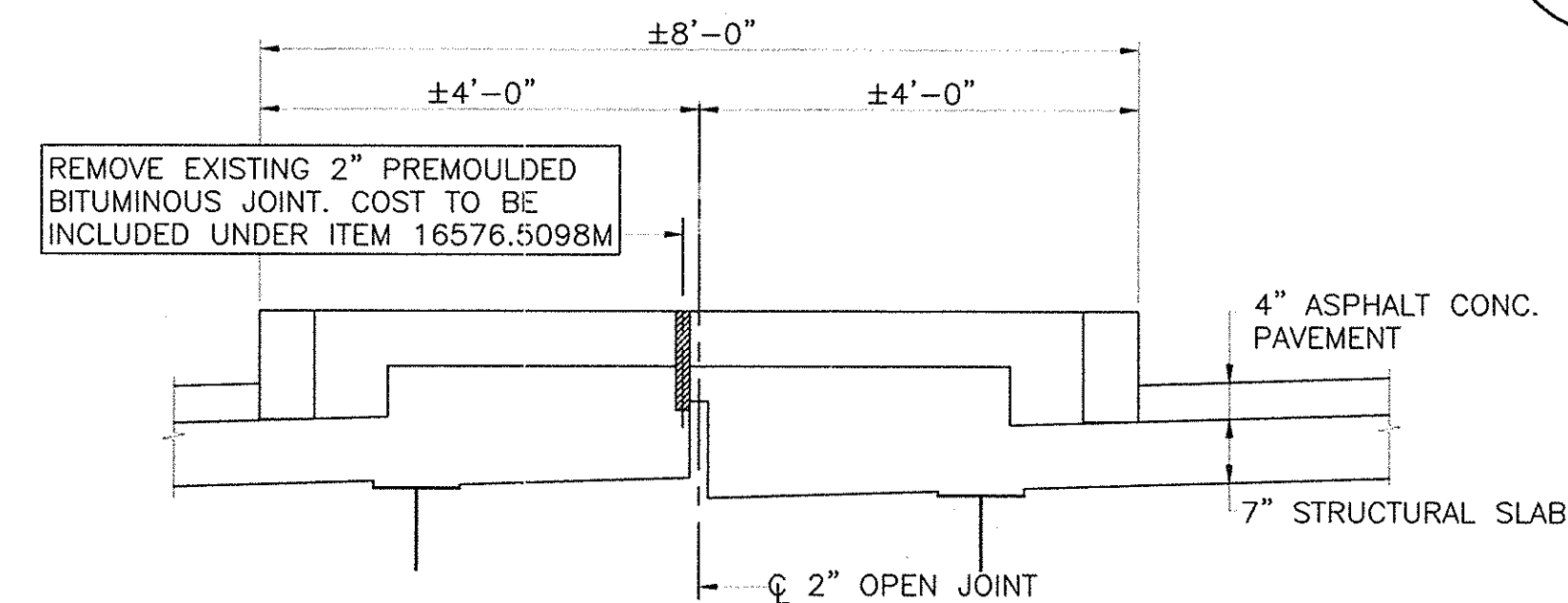
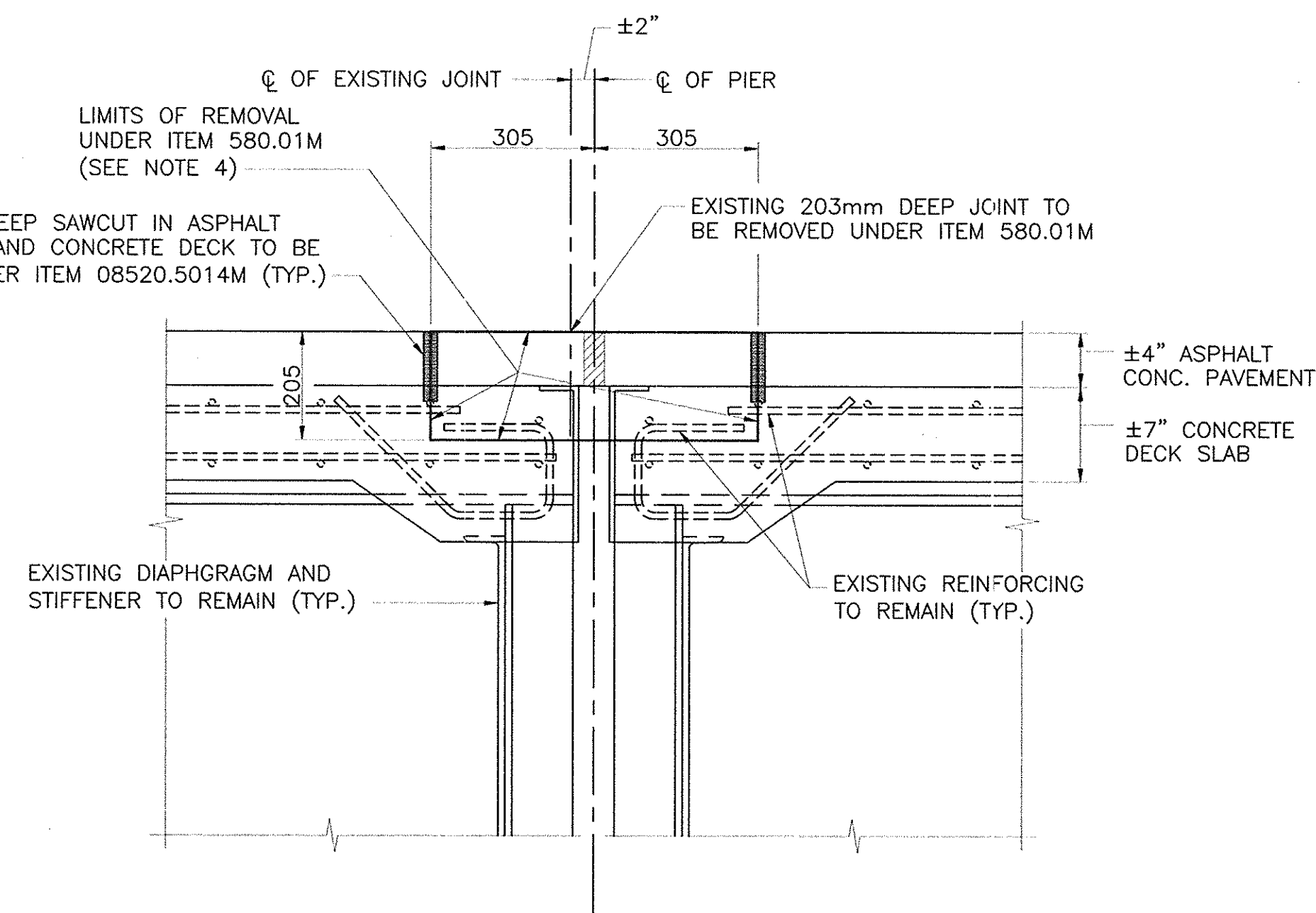
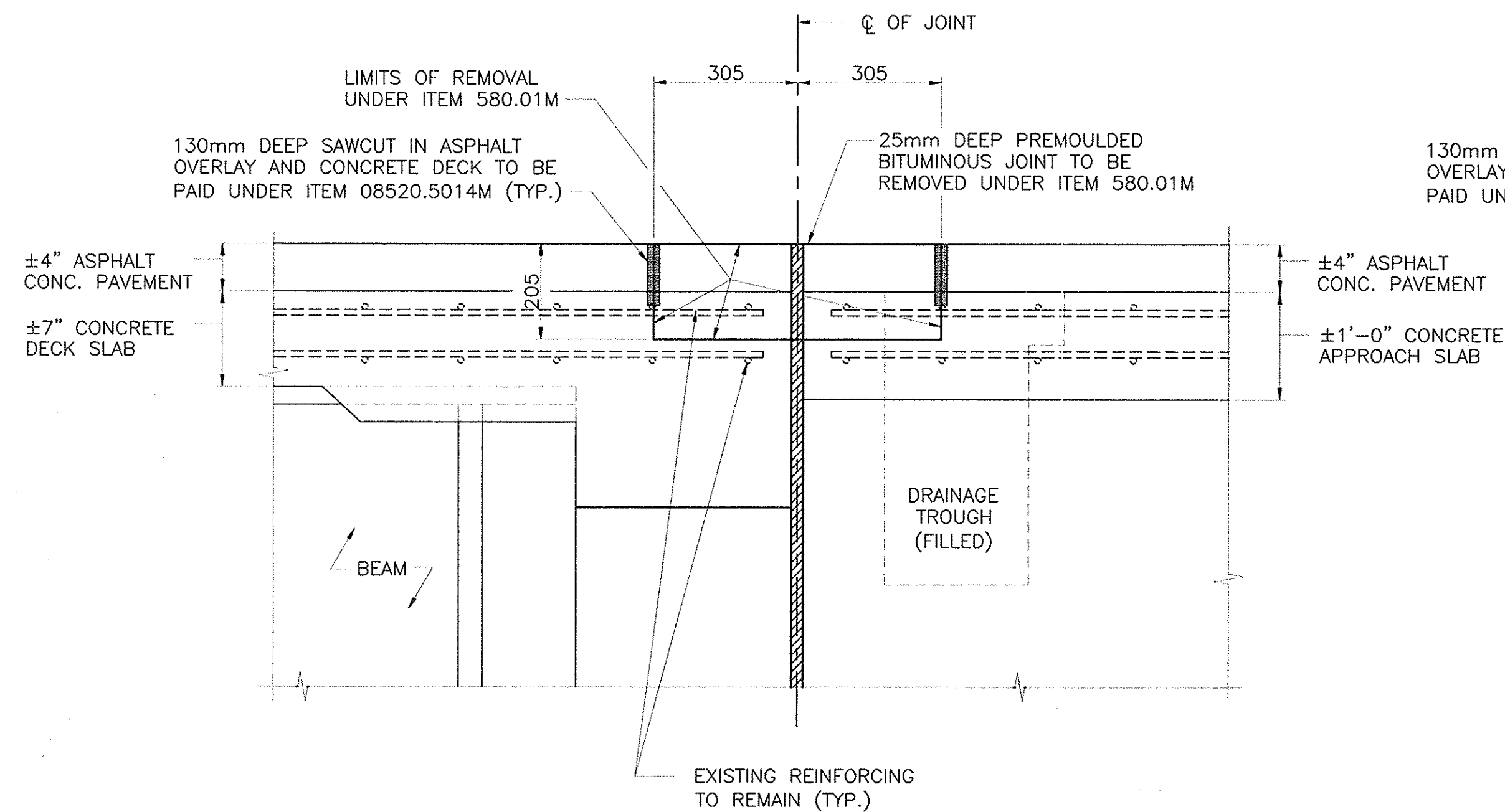
CONTRACT NUMBER:
TAA 02-30B

DATE:
NOVEMBER, 2002

DRAWING NUMBER:
S9-6

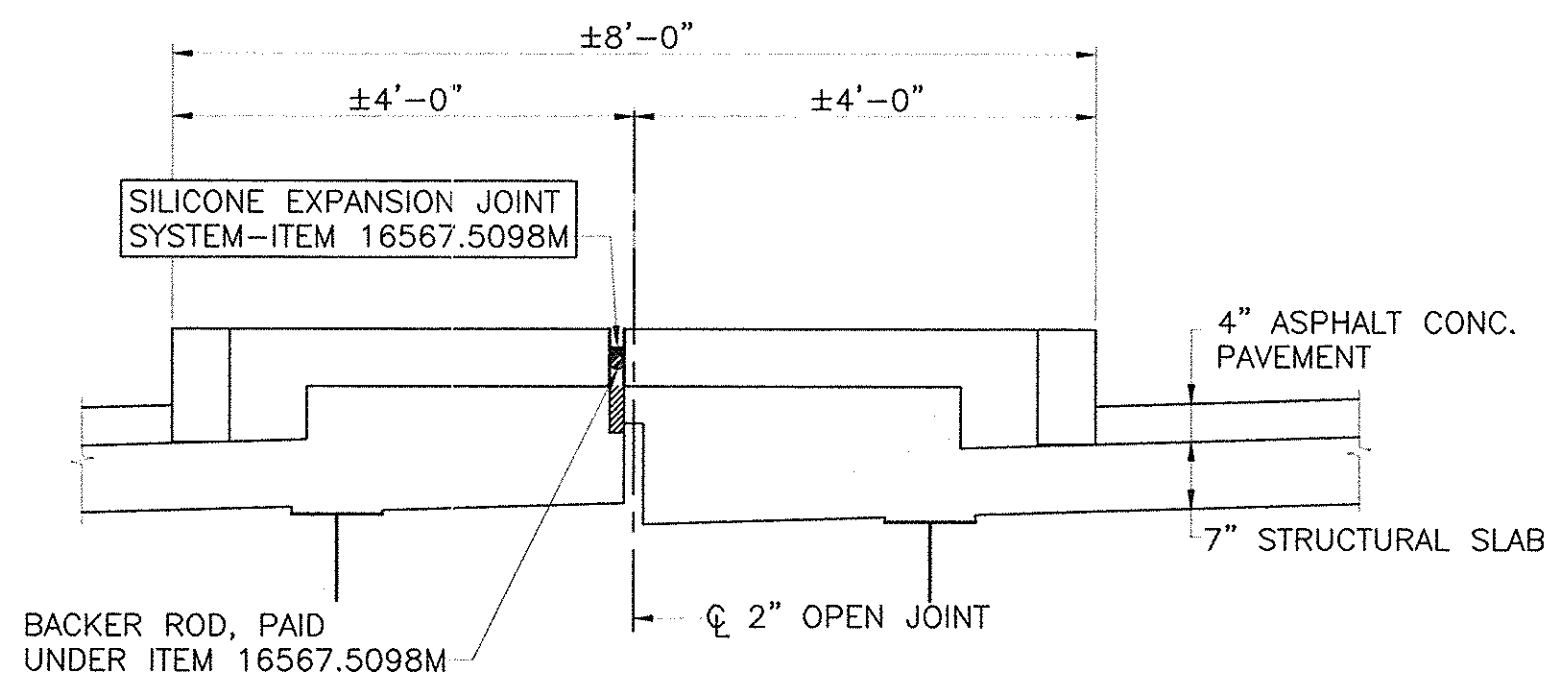


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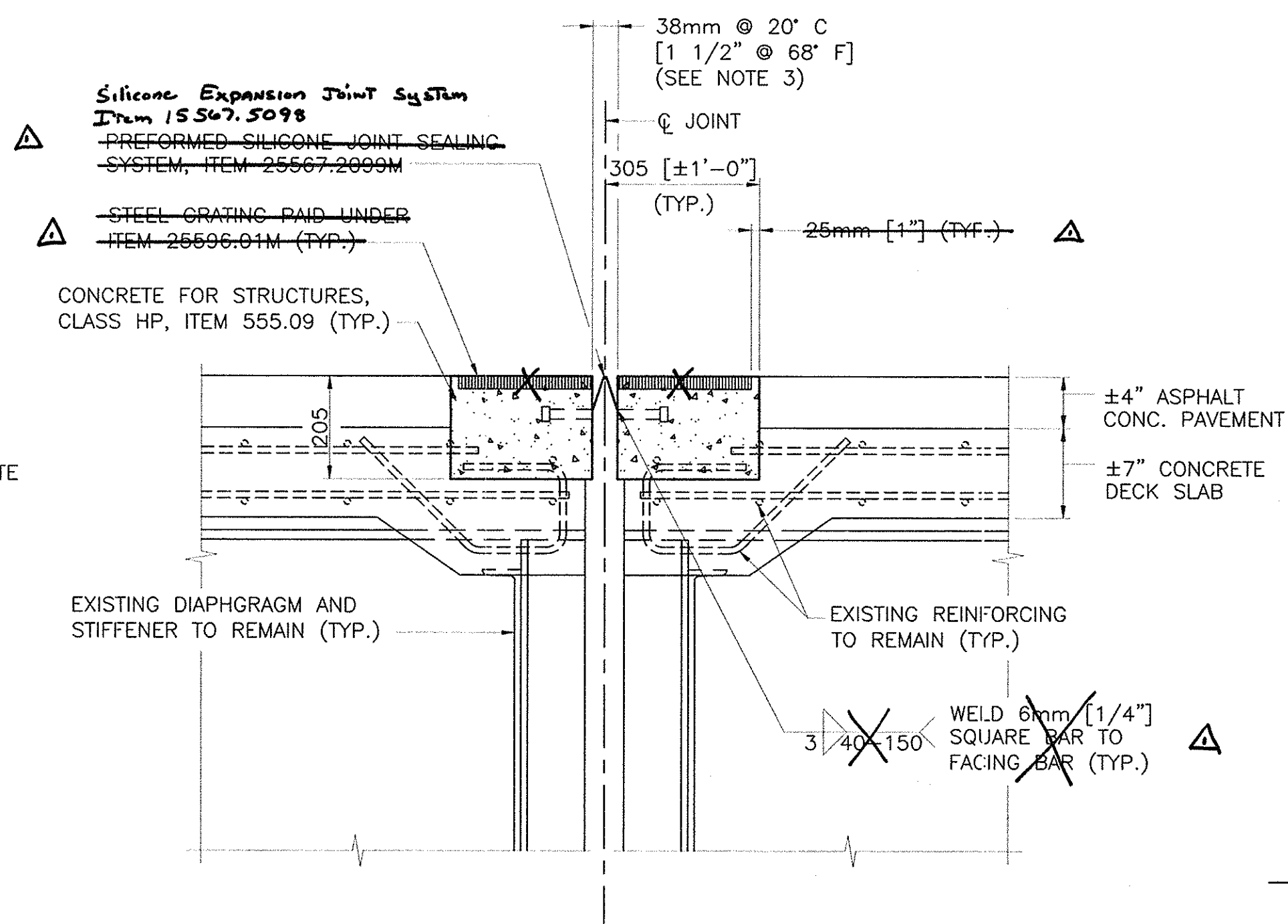
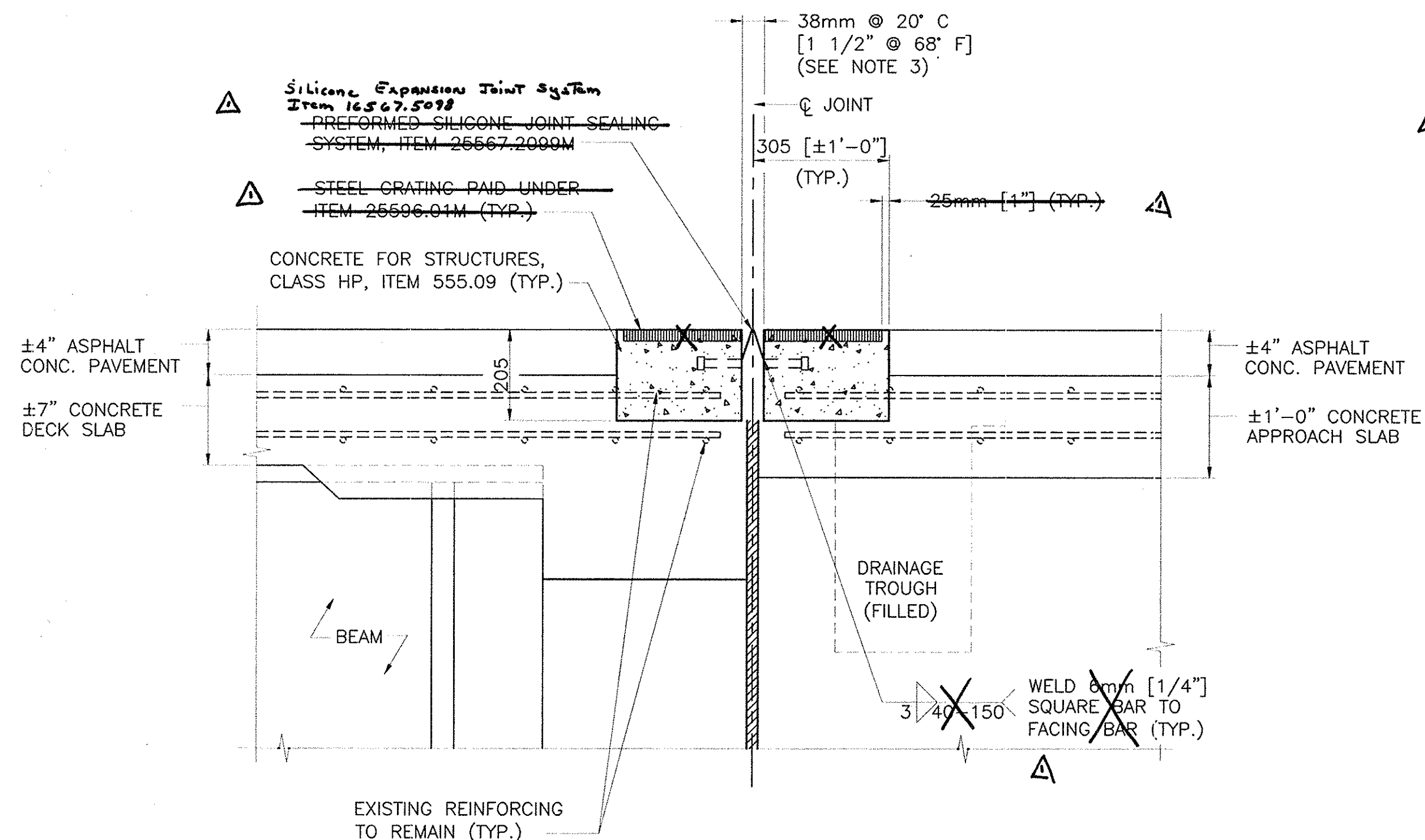
EXISTING LONGITUDINAL JOINT SECTION

N.T.S.



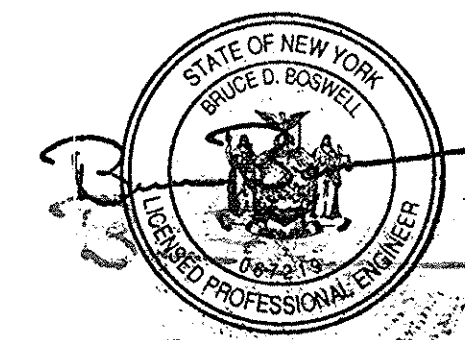
PROPOSED LONGITUDINAL JOINT SECTION

N.T.S.

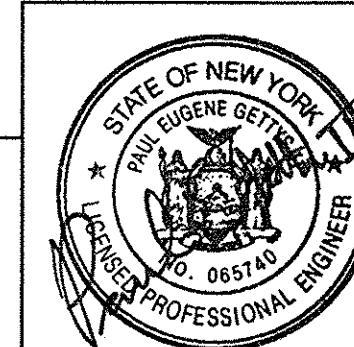


NOTE:

- FOR GENERAL JOINT DETAILS SEE DWG. JD-1.
- SPLICES IN SILICOFLEX WILL ONLY BE PERMITTED AS SPECIFIED IN NOTES ON DWG. JD-1.
- CONTRACTOR TO SET JOINT OPENING AS NEEDED TO ADJUST FOR AMBIENT AIR TEMPERATURE AT TIME OF JOINT PLACEMENT.
- STEEL ANGLE MAY HAVE TO BE FLAME CUT AS ORDERED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR ITEM 580.01M.



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Engineers
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NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

10/03	Item change	G.A. Hall	△
DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT

BRIDGE REHABILITATION

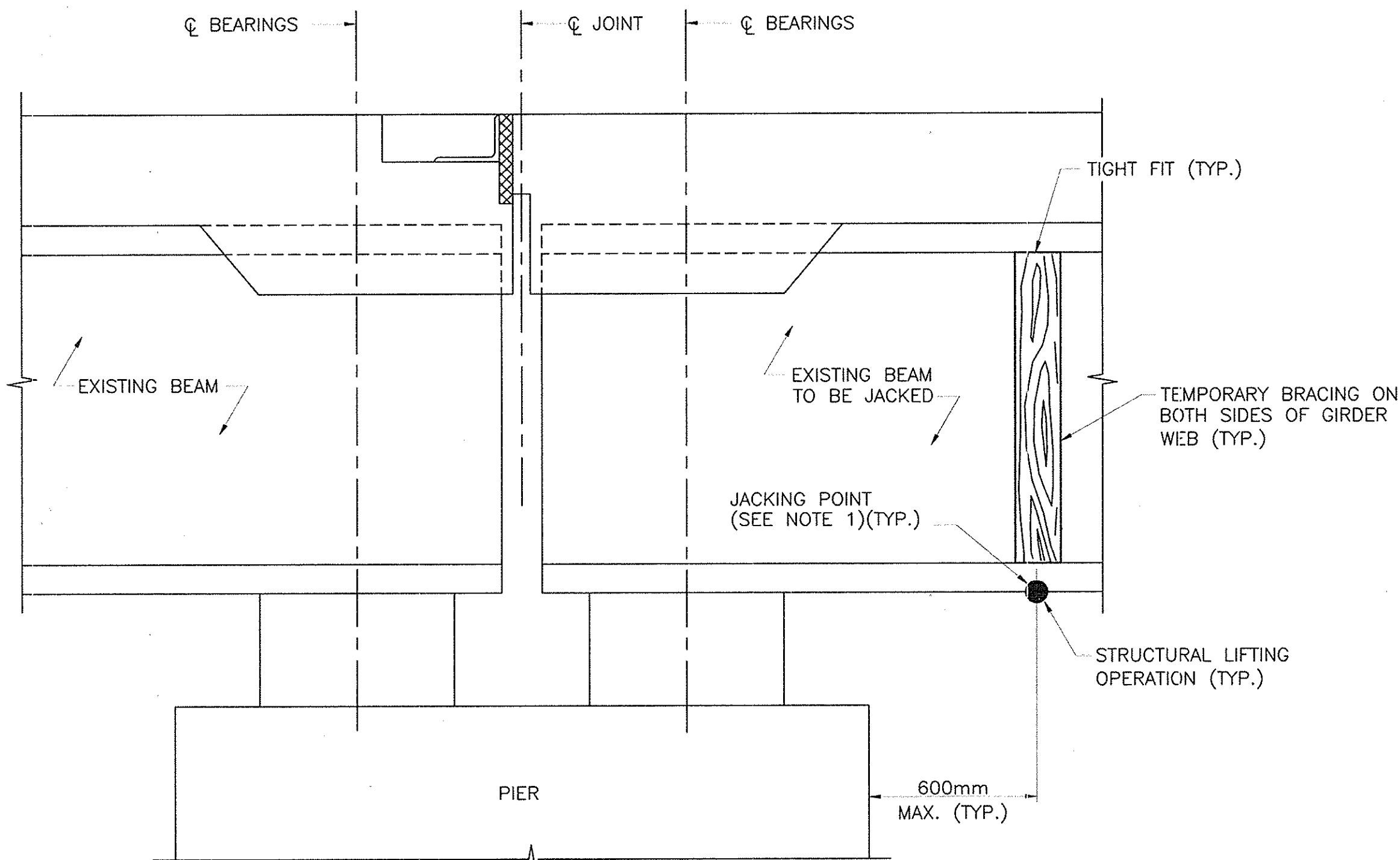
LOCATION OF PROJECT

NYS ROUTE 144 - M.P. 800.19

TITLE OF DRAWING

JOINT REPAIR DETAILS

CONTRACT NUMBER:
TAA_02-30BDATE:
NOVEMBER, 2002DRAWING NUMBER:
S9-7 R-1

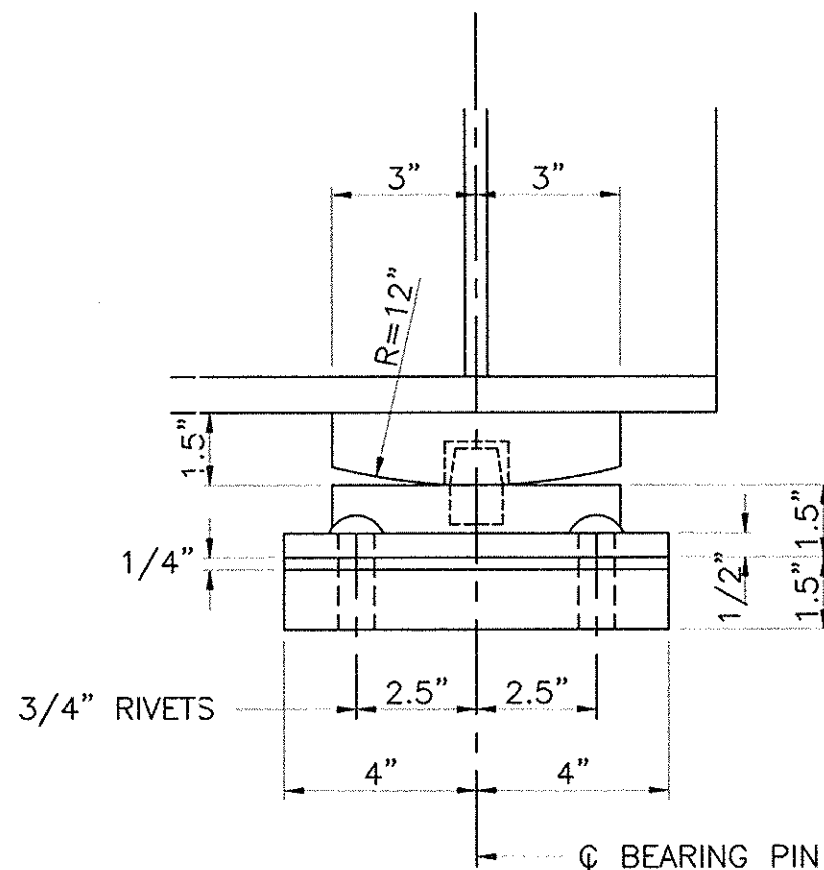


STRUCTURAL LIFTING DETAIL

N.T.S.

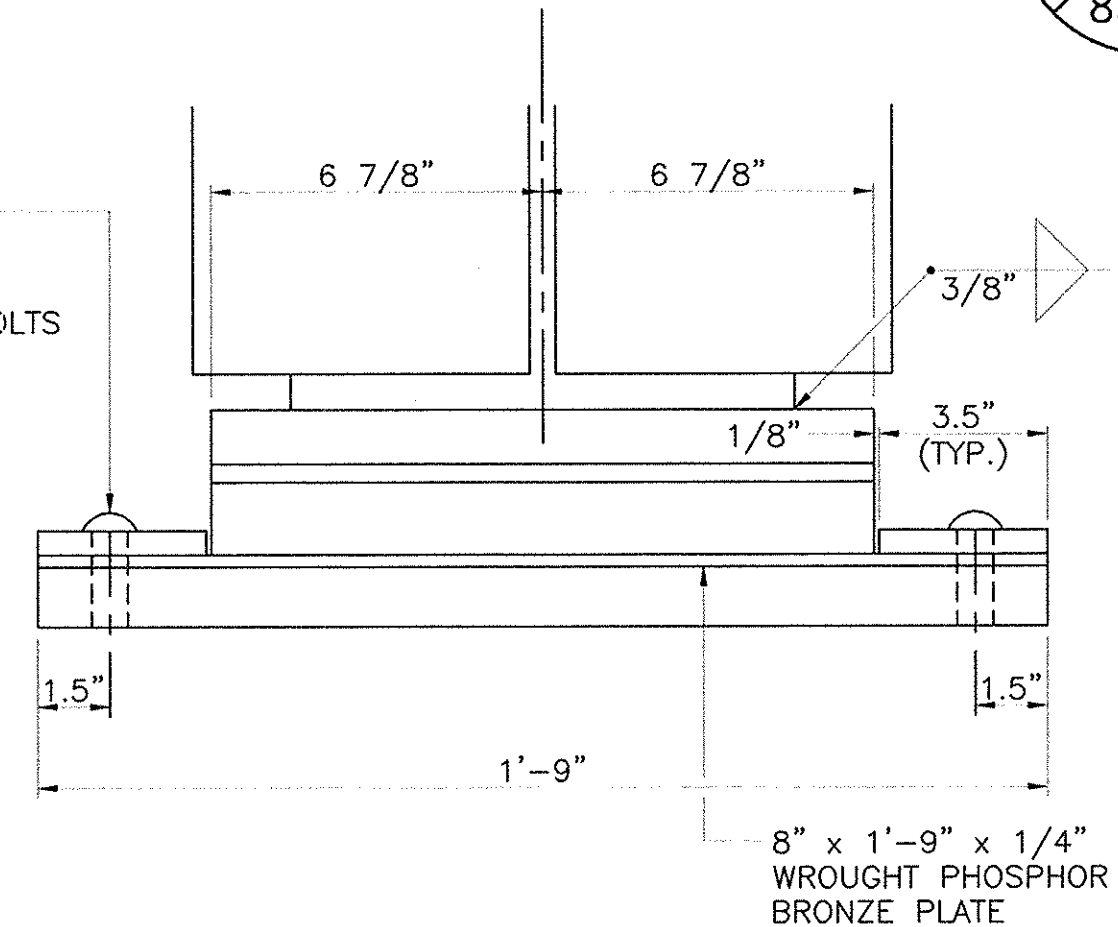
NOTES:

- CONTRACTOR SHALL TEMPORARILY BRACE THE WEB, TOP AND BOTTOM FLANGES SUFFICIENTLY TO WITHSTAND JACKING FORCES FOR ALL JACKING LOCATIONS.
- EXISTING BEAMS SHALL BE JACKED VERTICALLY 4mm MAXIMUM.
- JACKS ARE TO BE EQUIPPED WITH LOCKING COLLARS.
- FOUNDATIONS FOR STRUCTURAL LIFTING OPERATIONS SHALL NOT EXCEED A PRESSURE OF 120 kPa.
- STRUCTURAL LIFTING AND SHORING FOR ALL BEARING WORK SHALL BE COMPLETED UNDER ITEM 25585.010404 M.
- RESTORE THE BEARINGS AT THE FOLLOWING LOCATIONS: POINTS 1, 8, 31, 37, 38, 45, 46, 52, 61, 67, 68 & 75. THIS WORK IS TO BE DONE UNDER ITEM 15565.4302 M - BRIDGE BEARING RESTORATION.
- BEARING RESTORATION, ITEM 15565.4302 M, SHALL INCLUDE UNFREEZING, DISASSEMBLING AND REASSEMBLING, RESETTING, REPLACING VARIOUS COMPONENTS AS NECESSARY (INCLUDING MASONRY PLATE, BRONZE PLATE, ETC.), LUBRICATING, AND PAINTING. THE BEARINGS MAY CONTAIN LEAD PAINT, SO ALL BEARING COMPONENTS SHALL BE CLEANED UNDER ITEM 25570.798102 M, PAINT REMOVAL BY VACUUM CONTAINED METHODS. CLEANING SHALL INCLUDE THE REMOVAL OF ALL PACK RUST. ENVIRONMENTAL GROUND PROTECTION, ITEM 570.090002 M, SHALL BE USED FOR CONTAINMENT OF PAINT WASTE AND ITEM 25570.789102 M SHALL BE USED FOR THE TREATMENT AND DISPOSAL OF PAINT REMOVAL WASTE. THE CONTRACTOR MAY ELECT TO REPLACE THE BEARING IN KIND AT NO ADDITIONAL COST TO THE AUTHORITY.
- BEARINGS ADJACENT TO THE FOLLOWING LOCATIONS HAVE CRACKS IN THE WELDS BETWEEN THE BEAM BOTTOM FLANGES AND THE SOLE PLATES: POINTS 20, 24, 25, 28, 33, 50, 51, 54, 58, 71, AND 72. THESE CRACKED WELDS SHALL BE REMOVED AND REPLACED IN THE FIELD WITHOUT REMOVING THE BEARING. THEREFORE NO JACKING IS REQUIRED TO REPAIR THESE BEARINGS. PAYMENT WILL BE MADE UNDER ITEM 04564.7501 M - STRUCTURAL STEEL REPAIR, TYPE I.
- BEARINGS AT THE FOLLOWING LOCATIONS TO BE CLEANED AND LUBED UNDER ITEM 25565.430300 M AND RESET UNDER ITEM 04565.47M: POINTS 32-36, 39-44, 62-66, 69-74.
- BEARINGS SHALL BE RESET TO THE PROPER POSITION IN ACCORDANCE WITH THE AMBIENT AIR TEMPERATURE AT THE TIME OF RESETTING.
- THE FOLLOWING BEAM ENDS ARE IN CONTACT OVER PIER NO. 2: BEAMS B20 AND B35, BEAMS B21 AND B36 AND BEAMS B22 AND B37. ALL OF THESE BEAMS ARE 30WF X 132 SECTIONS. THE CONTRACTOR SHALL TRIM THE END OR ENDS OF THE EXISTING BEAMS LISTED ABOVE IN THE FIELD. EITHER ONE BEAM ONLY SHALL BE TRIMMED TO OBTAIN 50mm CLEAR BETWEEN THE BEAMS OR EACH BEAM SHALL BE TRIMMED 25mm. THE CONTRACTOR SHALL BE PAID 1.3m FOR EACH BEAM THAT IS TRIMMED ABOVE. PAYMENT FOR THIS WORK WILL BE MADE UNDER ITEM 25589.0612 M - TRIMMING STRUCTURAL STEEL.
- FOR ADDITIONAL JACKING AND LIFTING NOTES, SEE GENERAL NOTES DWG. G-4.
- ITEM 25565.430300 M, BRIDGE BEARING CLEANING AND LUBING SHALL INCLUDE THE WORK TO SEPARATE THE MOVING COMPONENTS.
- THE FOLLOWING BEARINGS THAT WERE TO BE CLEANED & LUBED NEEDED NEW SOLE, LOAD, & BASE PLATES DUE TO DETERIORATED CONDITION OF EXISTING BEARINGS: 34*, 35*, 63, 64, 69, 70, 71*, 72, 73, AND 74.
X - New sole plates only required.



SIDE ELEVATION

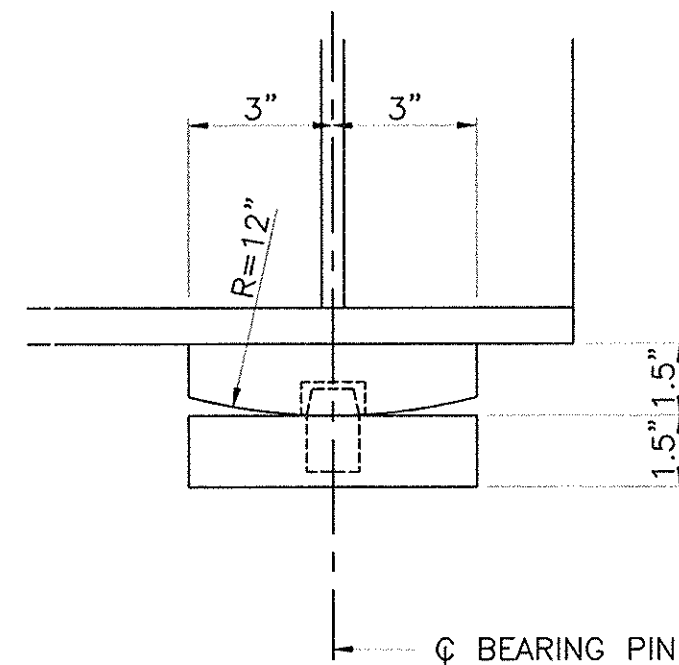
1 3/8" DIAM. HOLES FOR 1" DIAM. ROUGHENED OR SWEDGED ANCHOR BOLTS



END ELEVATION

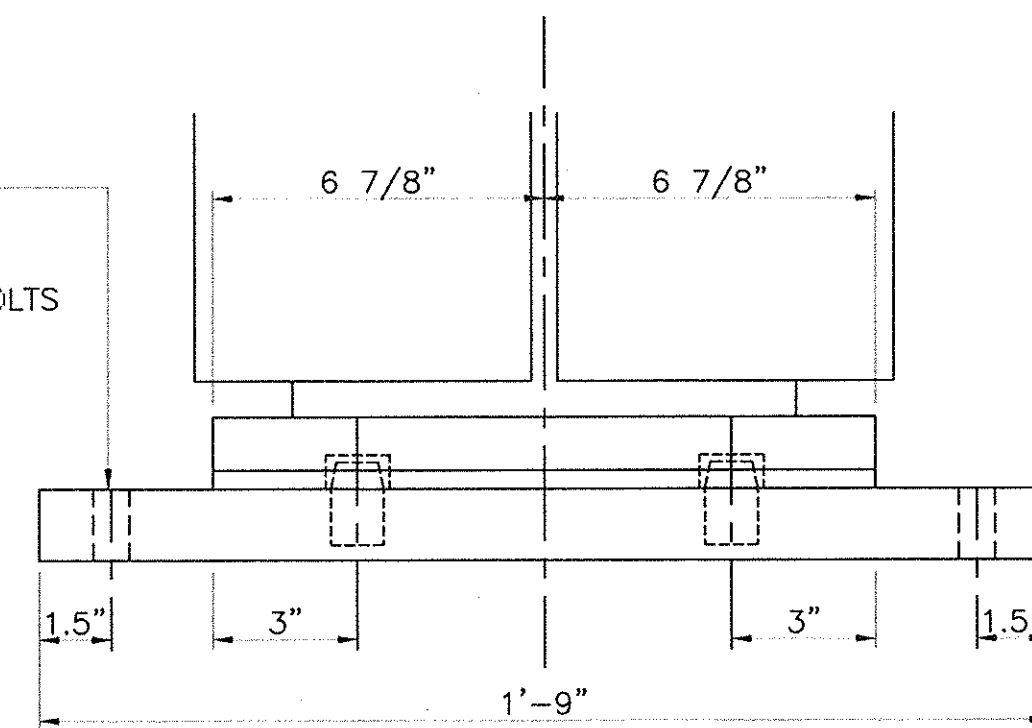
EXPANSION BEARINGS

N.T.S.



SIDE ELEVATION

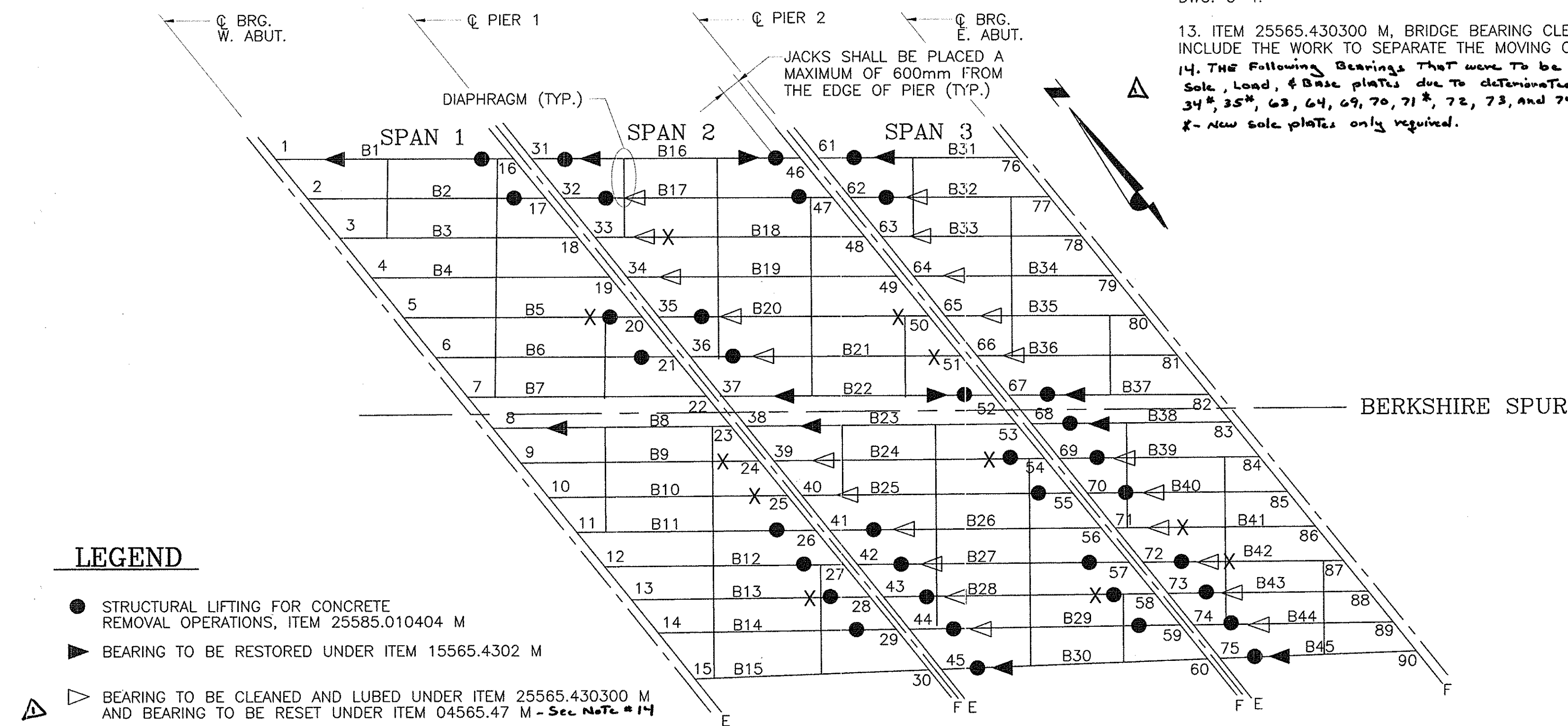
1 3/8" DIAM. HOLES FOR 1" DIAM. ROUGHENED OR SWEDGED ANCHOR BOLTS



END ELEVATION

FIXED BEARINGS

N.T.S.



LEGEND

- STRUCTURAL LIFTING FOR CONCRETE REMOVAL OPERATIONS, ITEM 25585.010404 M
- ▶ BEARING TO BE RESTORED UNDER ITEM 15565.4302 M
- BEARING TO BE CLEANED AND LUBED UNDER ITEM 25565.430300 M AND BEARING TO BE RESET UNDER ITEM 04565.47 M - Sec. Note #14
- X STRUCTURAL STEEL REPAIR, TYPE I - ITEM 04564.7501 M

SCHEMATIC FRAMING PLAN WITH BEARING POINTS

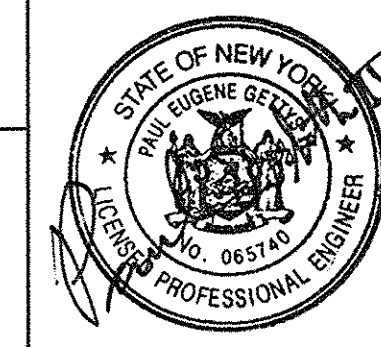
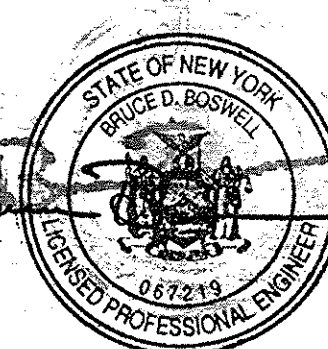
N.T.S.

LOADS AT JACKING POINTS								
POINT	D.L.	L.L.+I	POINT	D.L.	L.L.+I	POINT	D.L.	L.L. +
1	165	325	31	190	330	61	140	325
2	—	—	32	210	365	62	150	360
3	—	—	33	210	365	63	150	360
4	—	—	34	210	365	64	150	360
5	—	—	35	210	365	65	150	360
6	—	—	36	210	365	66	150	360
7	—	—	37	200	330	67	145	325
8	175	325	38	200	330	68	145	325
9	—	—	39	210	365	69	150	360
10	—	—	40	210	365	70	150	360
11	—	—	41	210	365	71	150	360
12	—	—	42	210	365	72	150	360
13	—	—	43	210	365	73	150	360
14	—	—	44	210	365	74	150	360
15	—	—	45	190	330	75	140	325
16	165	325	46	190	330	76	—	—
17	185	360	47	210	365	77	—	—
18	—	—	48	—	—	78	—	—
19	—	—	49	—	—	79	—	—
20	185	360	50	—	—	80	—	—
21	185	360	51	—	—	81	—	—
22	—	—	52	200	330	82	—	—
23	—	—	53	—	—	83	—	—
24	—	—	54	210	365	84	—	—
25	—	—	55	210	365	85	—	—
26	185	360	56	—	—	86	—	—
27	185	360	57	210	365	87	—	—
28	185	360	58	210	365	88	—	—
29	185	360	59	210	365	89	—	—
30	—	—	60	—	—	90	—	—

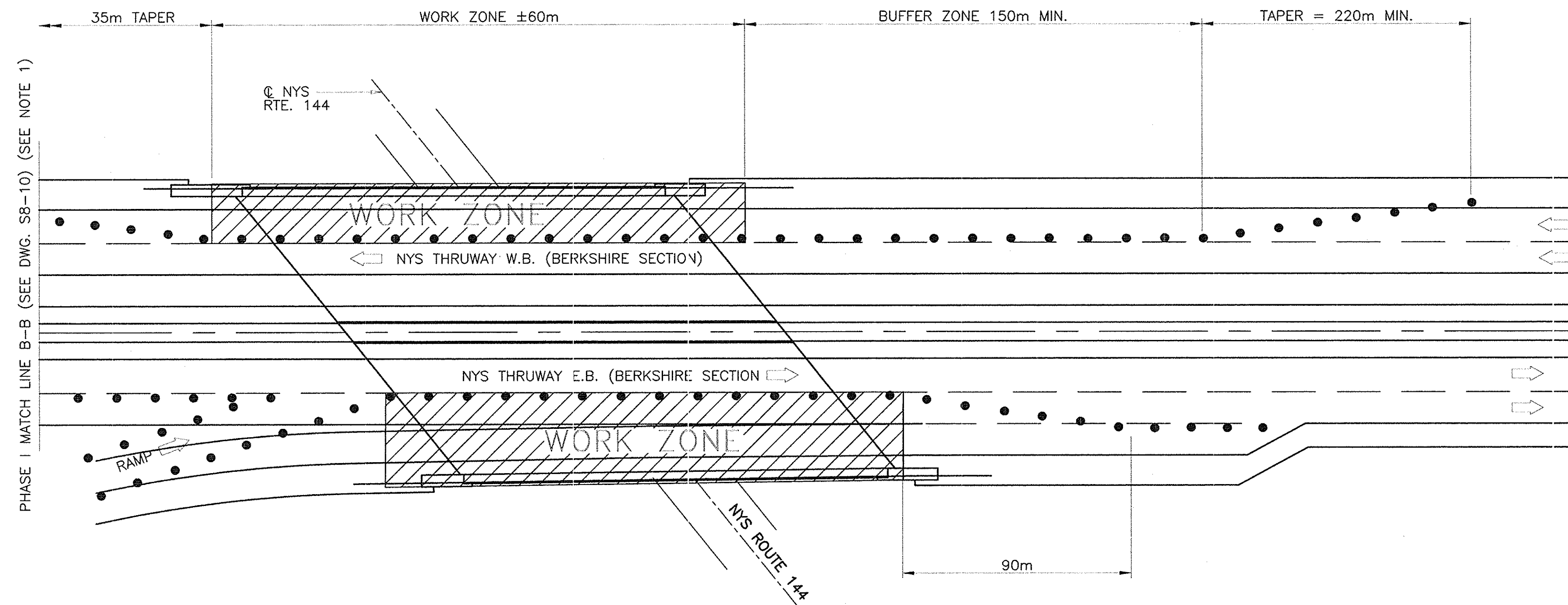
NOTES:

- ALL LOADS ARE IN KILONEWTONS.
- REACTIONS ARE MAXIMUM VALUES AND ARE TO BE USED FOR DESIGN OF JACKING OPERATIONS ONLY.

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DATE	DESCRIPTION	BY	SYM.
10/03	Note added	G.A. Hall	Δ
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 144 - M.P. 800.19			
TITLE OF DRAWING STRUCTURAL LIFTING AND BEARING DETAILS			
CONTRACT NUMBER: TAA 02-30B			
DATE: NOVEMBER, 2002			
DRAWING NUMBER: S9-8 R-I			

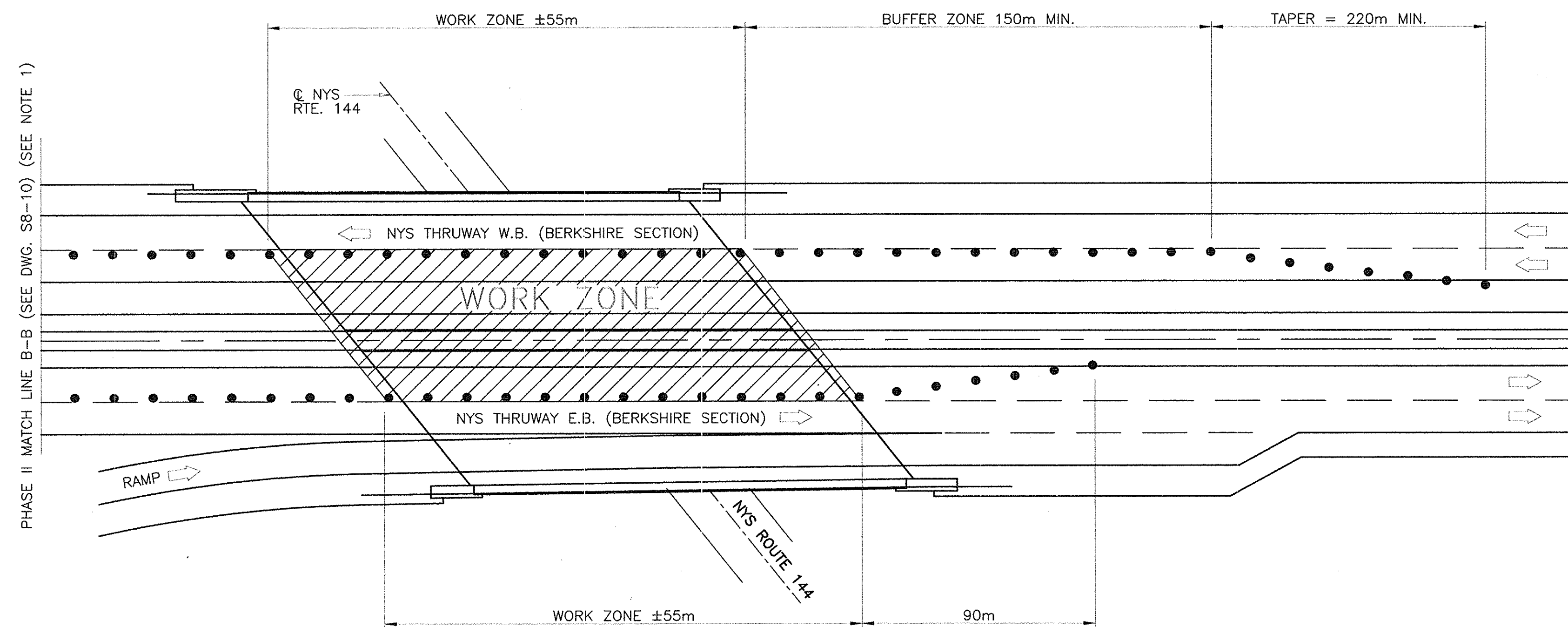


PHASE I

NYS THRUWAY E.B.: RT. LANE CLOSURE AT ENTRANCE RAMP - SEE DRAWING NO. S9-10.

NYS THRUWAY W.B.: RT. LANE CLOSURE AT EXIT RAMP - SEE DRAWING NO. S9-10. (SEE NOTE 2)

REPAIR SIDEWALKS AND PORTION OF TRANSVERSE JOINTS UNDER PHASE I



PHASE II

NYS THRUWAY E.B.: LEFT LANE CLOSURE - SEE DRAWING NO. S8-10.

NYS THRUWAY W.B.: LEFT LANE CLOSURE - SEE DRAWING NO. MPT-3. (SEE NOTE 2)

REPAIR LONGITUDINAL JOINT, PORTION OF TRANSVERSE JOINTS, AND CONCRETE MALL UNDER PHASE II

NOTES:

1. LANE CLOSURES SHALL EXTEND OVER THE STRUCTURE AT M.P. 800.00 (SEE DWG. S8-10) AND WORK ON THE STRUCTURES SHALL BE PERFORMED SIMULTANEOUSLY. MULTIPLE LANE CLOSURES OR SHIFTS SHALL NOT BE PERMITTED.

No AS-BUILT REVISIONS

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

FILE OF PROJECT
BRIDGE REHABILITATION

LOCATION OF PROJECT
NYS ROUTE 144 - M.P. 800.19

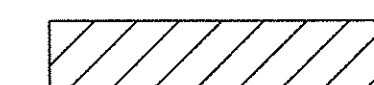
FILE OF DRAWING
GENERAL M&PT SCHEMATICS
FOR THRUWAY WORK

CONTRACT NUMBER:
TAA 02-30B

DATE:
NOVEMBER, 2002

DRAWING NUMBER:
S9-9

LEGEND:



- WORK ZONE

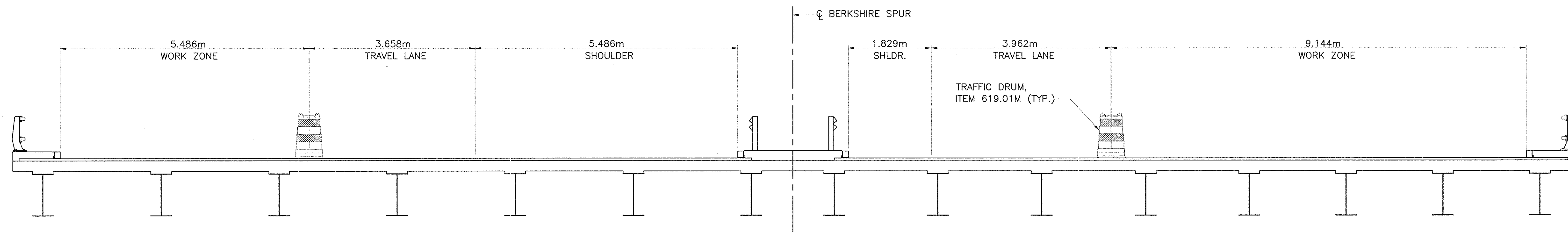


- TRAFFIC DRUM, ITEM 619.01M

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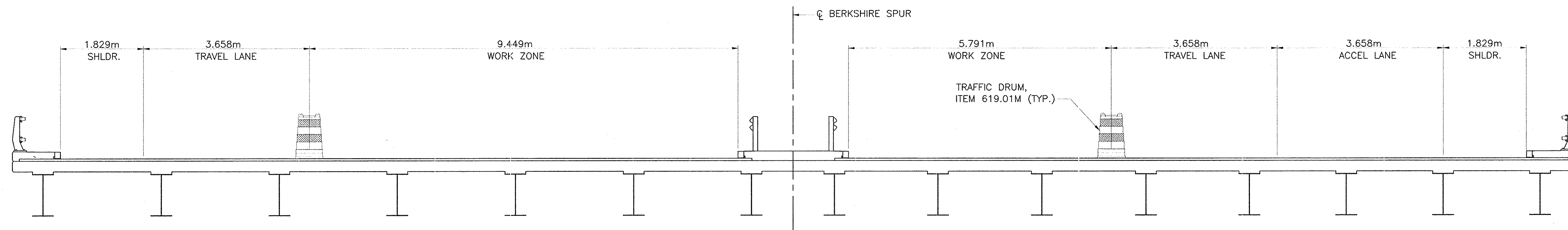


N.T.S



PHASE I

1:50



PHASE II

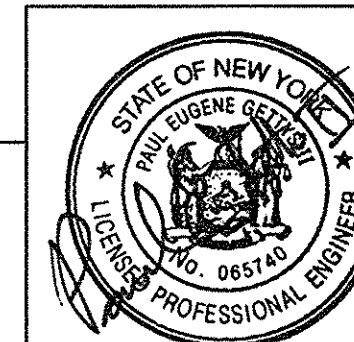
1:50

No AS-BUILT REVISIONS
NOTE:

ALL DIMENSIONS ARE SHOWN IN
MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 144 - M.P. 800.19			
TITLE OF DRAWING MPT SECTIONS			

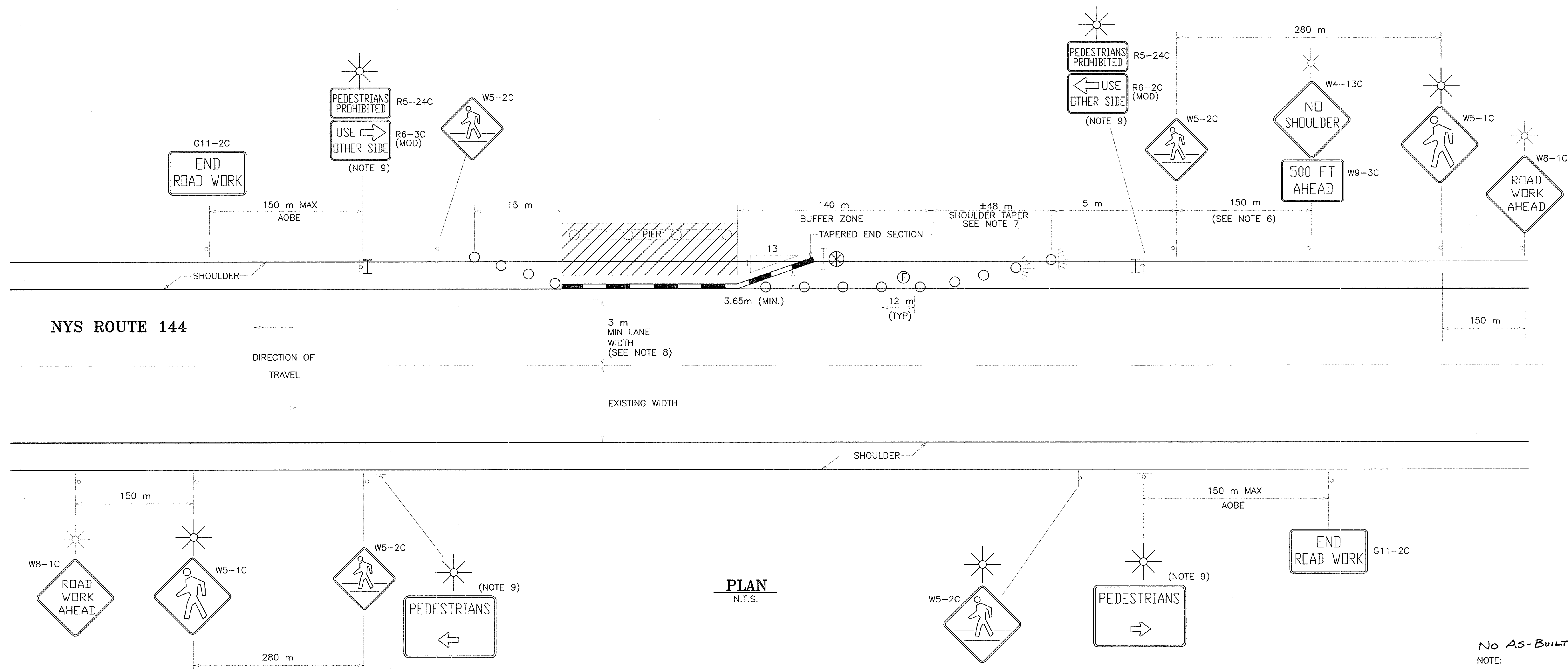
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CONTRACT NUMBER:
TAA_02-30B

DATE:
NOVEMBER, 2002

DRAWING NUMBER:
S9-11



SHOULDER CLOSURE NOTES:

1. ALL SIGNS MAY BE FOUND IN THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALL "W" SERIES SIGNS SHALL BE BLACK ON FLOURESCENT ORANGE. ALL REFLECTORIZED SIGN BACKGROUNDS SHALL BE CLASS "B" OR "C" REFLECTIVE SHEETING.
2. SIGN SUPPORTS SHALL RESIST OVERTURNING IN WINDS AND PROVIDE A MINIMUM MOUNTING HEIGHT OF 1.5 METERS TO THE SIGN BOTTOM. SIGNS SHALL BE PLACED AT OR AS NEAR AS PRACTICABLE TO THE LOCATIONS SHOWN. LATERAL PLACEMENT OF SIGNS SHALL CONFORM TO SECTIONS 201.5 AND/OR 301.2 OF THE MUTCD.
3. ALL FLASHING LIGHTS SHOWN ON THIS SHEET SHALL BE PLACED IN OPERATION FROM 1/2 HOUR AFTER SUNSET TO 1/2 HOUR BEFORE SUNRISE OR AS ORDERED BY THE ENGINEER.
4. THE TRAFFIC SUPERVISOR WILL APPROVE THE CONDITION OF ALL TRAFFIC CONTROL DEVICES PRIOR TO USE, AND WILL REVIEW THE PROPOSED TRAFFIC CONTROL PATTERN (FOR PRECISE DEVICE POSITIONING) PRIOR TO INSTALLATION.
5. THE MINIMUM BUFFER ZONE LENGTH SHALL BE 140 m. THE LENGTH OF THE BUFFER ZONE SHALL BE EXTENDED WHEN NECESSARY AS ORDERED BY THE ENGINEER TO ENSURE ADEQUATE SIGHT DISTANCE FOR APPROACHING VEHICLES OF THE SHOULDER CLOSURE TAPER.
6. FOR NIGHTTIME OPERATIONS, ALL PROVISIONS OF SECTION 619-3.13 OF THE STANDARD SPECIFICATIONS SHALL APPLY.
7. SEE TABLE 262-2 OF THE MUTCD FOR STANDARD TAPER LENGTHS "L". TAPER LENGTH FOR SHOULDER CLOSURE SHALL BE 1/3 "L".
8. WHEN THE MINIMUM LANE WIDTH DUE TO THE SHOULDER CLOSURE CAN NOT BE MAINTAINED, THE LANE REDUCTION WITH FLAGGERS TYPICAL DETAIL SHALL BE USED, AS PER DWG. NO. S8-14.
9. THESE SIGNS SHALL BE POSTED DURING ALL HOURS THE PEDESTRIAN WALKWAY IS IN PLACE, AND REPEATED AT ALL INTERSECTIONS, AND AS ORDERED BY THE ENGINEER.

LEGEND

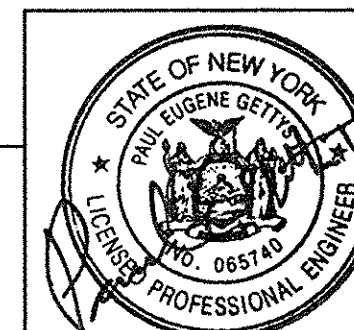
-  DRUMS, PAID UNDER ITEM 619.01 M
 WORK AREA
 SIGN (NYS MUTCD), PAID UNDER ITEM 619.02 M
 BARRICADE, ITEM 619.0413 M
 TEMPORARY CONCRETE BARRIER, ITEM 25619.1701 M
 AND CONCRETE BARRIER MARKERS, ITEM 25619.1704 M
 FLAG TREE
 LIGHTING FOR CHANNELIZING DEVICES (TYPE A) –
 (FOR NIGHT WORK) COST TO BE INCLUDED IN
 THE PRICE BID FOR ITEM 619.01 M, BASIC
 MAINTENANCE AND PROTECTION OF TRAFFIC
 LIGHTING FOR SIGNS, TYPE A, (FOR NIGHT WORK) –
 COST TO BE INCLUDED IN THE PRICE BID FOR
 ITEM 619.02 M, CONSTRUCTION SIGNS
 LIGHTING FOR CONSTRUCTION BARRICADES
 (ITEM 619.0502 M)

NO AS-BUILT REVISIONS

NOTE:
ALL DIMENSIONS ARE SHOWN IN
MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN METERS.

DATE	DESCRIPTION	BY	SY

<i>REVISIONS</i>
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209
TITLE OF PROJECT BRIDGE REHABILITATION
LOCATION OF PROJECT NYS ROUTE 144 - M.P. 800.19
TITLE OF DRAWING TYPICAL SHOULDER CLOSURE FOR PIER REPAIR WORK

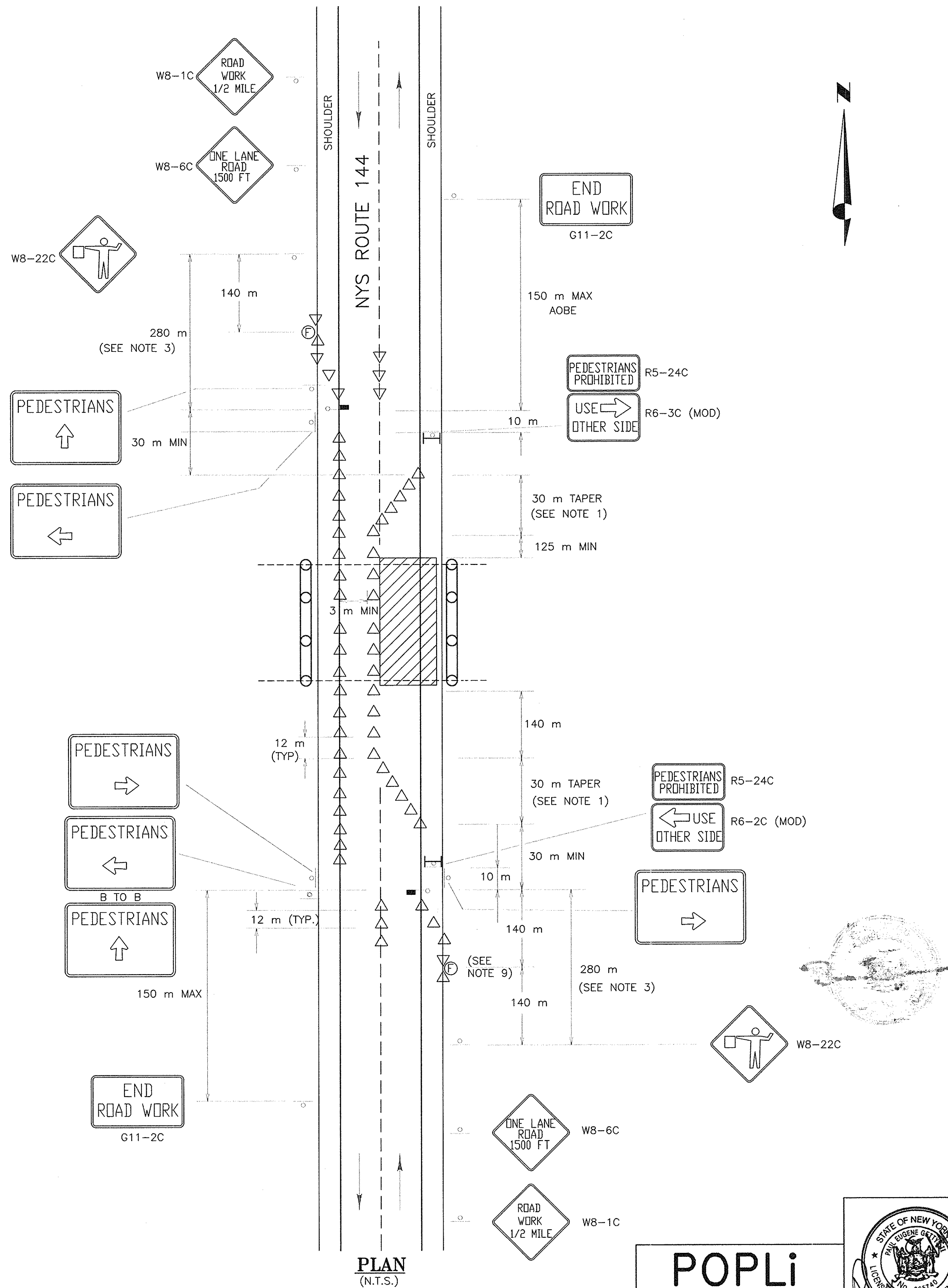


CONTRACT NUMBER:	TAA 02-30B
DATE:	NOVEMBER, 200
DRAWING NUMBER:	S9-12

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NOTES:

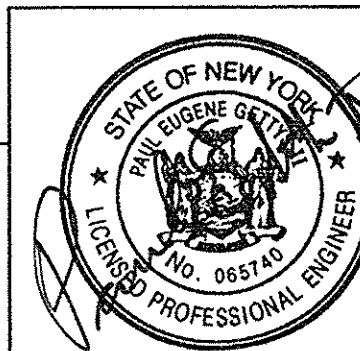
1. FLAGGING STATIONS SHALL BE ADJACENT TO THE TRAFFIC LANES BEING CONTROLLED AND SHALL BE POSITIONED SO THAT FLAGGER VISIBILITY TO APPROACHING TRAFFIC IS OPTIMIZED. THE FLAGGER SHALL BE READILY VISIBLE TO APPROACHING TRAFFIC WELL IN EXCESS (1.5 TO 2X) OF THE REQUIRED STOPPING SIGHT DISTANCE (SSD) FOR THE PREVAILING APPROACH SPEEDS. ACCORDINGLY THE TANGENT DIMENSIONS ON EACH END OF THE WORK AREA SHALL BE ESTABLISHED TO ACHIEVE THE APPROPRIATE FLAGGING STATION LOCATION, OR AOB E.
2. A MINIMUM OF 6 CHANNELIZING DEVICES SHALL BE SPACED EQUALLY OVER THE LENGTH OF THE TAPER.
3. AT EACH SIDE ROAD INTERSECTING THE TEMPORARY TRAFFIC CONTROL ZONE, POST A W8-1 "ROAD WORK AHEAD", W8-22 "FLAGGER SIGN" AND FLAGGER. ADDITIONAL FLAGGERS SHALL BE POSTED TO CONTROL DRIVEWAY TRAFFIC ENTERING THE TEMPORARY TRAFFIC CONTROL ZONE AS DIRECTED BY THE EIC. THE COST OF FLAGGERS SHALL BE INCLUDED IN THE PRICE BID FOR MAINTENANCE AND PROTECTION OF TRAFFIC.
4. THE DISTANCE SHOWN SHALL BE ADJUSTED FOR GRADE AS FOLLOWS:
(-5% TO -8%) INCREASE DISTANCE BY 25%
(> -8%) INCREASE DISTANCE BY 50%
(> +8%) DECREASE DISTANCE BY 20%
5. AS SHOWN, 3 CONES ALONG THE CENTER LINE & 3 CONES ON THE RIGHT, TAPERING FROM THE EDGE OF PAVEMENT SHALL PRECEDE THE FLAGGER IN THE DIRECTION FROM WHICH THAT FLAGGER IS CONTROLLING TRAFFIC.
6. FLAGGERS SHALL STOP TRAFFIC IN BOTH DIRECTIONS TO ALLOW PEDESTRIANS TO SAFELY CROSS THE ROAD.
7. WHERE PEDESTRIAN TRAFFIC IS MAINTAINED OPPOSITE THE LANE CLOSURE, A MINIMUM 1m WIDE SECTION OF THE SHOULDER SHALL BE COSED TO VEHICULAR TRAFFIC. CHANNELIZING DEVICES SHALL BE USED ON THE TRAFFIC SIDE OF THE PEDESTRIAN WALKWAY. IF THE AREA OUTSIDE THE SHOULDER WHERE PEDESTRIANS ARE TO BE MAINTAINED PRESENTS A CONSTRUCTION CONDITION OR ANY OTHER HAZARD AS DETERMINED BY THE ENGINEER, SAFETY FENCE SHALL BE USED TO DEFINED THE OUTER LIMIT OF THE WALKWAY. THE SAFETY FENCE SHALL BE SUPPORTED AND SIGNED AS PER SECTION 107-05 OF THE SPECIFICATIONS. THE COST OF THIS FENCING TO BE INCLUDED IN THE PRICE BID FOR ITEM 619.01M, BASIC MAINTENANCE AND PROTECTION OF TRAFFIC.
8. WHERE IT IS DETERMINED, BY THE ENGINEER, THAT THERE IS A LIKELYHOOD OF PEDESTRIANS LEAVING THE DEDICATED WALKWAY TO CROSS THE ACTIVE LANE OF TRAFFIC, THE CHANNELIZING DEVICES SHALL BE SUPPLEMENTED WITH A DEVICE, SUCH AS SAFETY FENCE, PLASTIC SAFETY CHAIN, ETC. TO RESTRICT THIS PEDESTRIAN ACTIVITY.
9. THE FLAG TREE SHALL BE PLACED AT THE EDGE OF SHOULDER. TWO CONES SHALL BE PLACED AT THE BASE.
10. FOR INSTANCES OF VERY SHORT LANE CLOSURES AND VERY LOW VEHICLE AND/OR PEDESTRIAN VOLUMES, IN LIEU OF IMPLEMENTING THE PEDESTRIAN TRAFFIC CONTROL PLAN AS SHOWN, THE FLAGGERS CAN BE USED TO CONTROL PEDESTRIAN TRAFFIC. THE FLAGGERS SHALL STOP ALL TRAFFIC, FROM ALL APPROACHES, AND SHALL KEEP ALL VEHICLES STOPPED TO ALLOW PEDESTRIANS TO TRAVERSE THE WORK ZONE. WHERE THE LENGTH OF THE LANE CLOSURE, VOLUME OF PEDESTRIANS, VOLUME OF VEHICLES OR OTHER FACTORS RENDER THIS TREATMENT INEFFECTIVE, AS DETERMINED BY THE ENGINEER, THE PEDESTRIAN TRAFFIC CONTROL PLAN, AS SHOWN, SHALL BE IMPLEMENTED.
11. W5-1C SIGNS SHALL BE POSTED IN ALL NON-URBAN AREAS OR ANY OTHER AREAS IN WHICH PEDESTRIANS MIGHT NOT BE EXPECTED, AS DETERMINED BY THE ENGINEER.
12. THESE SIGNS SHALL BE POSTED DURING ALL HOURS THE PEDESTRIAN TRAFFIC CONTROL PLAN IS IN PLACE. W5-2C SIGNS MAY BE DELETED, AS DETERMINED BY THE ENGINEER, WHERE THE TEMPORARY PEDESTRIAN CROSSING IS AT A ROADWAY INTERSECTION.

**LEGEND**

- △ CONES
- ▨ WORK AREA
- SIGN (NYS MUTCD)
- ■ FLAGGER (SEE NOTE 1 & 4)
- ⊙ FLAG TREE

No As-Built Revisions

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT NYS ROUTE 144 - M.P. 800.19			
TITLE OF DRAWING TYPICAL LANE CLOSURE WITH FLAGGER CONTROL			



CONTRACT NUMBER: TAA 02-30B
DATE: NOVEMBER, 2002
DRAWING NUMBER: S9-13

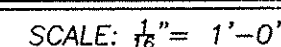
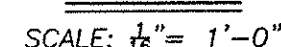
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CHECKED BY: P. GETTYS

DRAFTED BY: S. KETCH

DESIGNED BY: S. KETCH

IN CHARGE OF: P. GETTYS



SCALE: $\frac{1}{4}" = 1'-0"$

IN CHARGE OF: M. CIOFFI
DESIGNED BY: B. JORDAN
DRAFTED BY: J. DISHON
CHECKED BY: B. JORDAN
6:\2002\02306\ST0-2.dwg

STEEL REPAIR MP 134.61 – WORK TO BE DONE AND GENERAL NOTES

MANDATORY RESPONSIBILITY REVIEW

THIS IS A HIGHLY SPECIALIZED REPAIR CONTRACT REQUIRING SPECIAL SKILLS FOR REPAIR WORK THAT COULD AFFECT THE INTEGRITY OF THE BRIDGE STRUCTURE. THE CONTRACTOR MUST BE ABLE TO DEMONSTRATE EXTENSIVE QUALIFICATIONS AND EXPERIENCE WITH SIMILAR PROJECTS.

THERE WILL BE A MANDATORY RESPONSIBILITY REVIEW MEETING WITH THE APPARENT LOW BIDDER PRIOR TO AWARD, TO DETERMINE WHETHER THE CONTRACTOR HAS ADEQUATE EXPERTISE AND PRIOR EXPERIENCE WITH A VARIETY OF REPAIR METHODS INCLUDING HEAT STRAIGHTENING, WELDING, ETC. THE PURPOSE OF THE RESPONSIBILITY REVIEW MEETING IS TO ENSURE THAT THE BIDDER IS FULLY QUALIFIED TO PERFORM THIS SPECIALIZED WORK IN A RESPONSIBLE MANNER THAT WILL PROTECT THE PUBLIC INTEREST.

WORK TO BE DONE—GENERAL DESCRIPTIONS

AT LOCATIONS SHOWN ON THE PLANS, THE REPAIR OF THE IMPACT DAMAGE SHALL CONSIST OF, BUT NOT BE LIMITED TO THE FOLLOWING:

- 1. FLAME STRAIGHTENING THE GIRDER WEB AND BOTTOM FLANGE.
- 2. FLAME STRAIGHTENING LOCALIZED WEB BUCKLING.
- 3. REPAIRING BASE METAL GOUGES ON GIRDER EDGES AND SURFACES.
- 4. REMOVING EXISTING DIAPHRAGMS AND CONNECTION PLATES.
- 5. FURNISHING AND INSTALLING NEW DIAPHRAGMS, CONNECTION PLATES AND FASTENERS.
- 6. REMOVING DAMAGED BEARING KEEPER PLATES.
- 7. FURNISHING AND INSTALLING NEW BEARING KEEPER PLATES.
- 8. REMOVING EXISTING STRIP SEAL OVER PIER 2 AND PIER 3 and Pier 1B. 
- 9. INSTALLING NEW STRIP SEAL OVER PIER 2 AND PIER 3 and Pier 1B.
- 10. REMOVING, STORING AND RE-INSTALLING THE SIGN ON THE DAMAGED FASCIA GIRDER.
- 11. PERFORMING ALL NECESSARY BLAST CLEANING, CUTTINGS, GRINDING, WELDING, WELD INSPECTION AND TESTING, PAINTING, ETC., AS CALLED FOR IN THE REPAIR PROCEDURE.
- 12. PROVIDING MAINTENANCE AND TRAFFIC PROTECTION WHILE PERFORMING THE WORK.
- 13. REMOVING AND DISPOSING OF ALL DISCARDED MATERIALS FROM THE JOB SITE.

GENERAL NOTES

- 1. ALL IMPACT DAMAGE REPAIR WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF ITEM 25690.560001M, REPAIR OF STRUCTURAL STEEL, USING THE GUIDELINES PROVIDED IN THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM REPORT 271, GUIDELINES FOR EVALUATION AND REPAIR OF DAMAGED STEEL BRIDGE MEMBERS, UNLESS NOTED OTHERWISE.
ALL IMPACT DAMAGE REPAIR WORK SHALL BE PAID UNDER ITEM 25690.560001M, THE JOINT REPAIR SHALL BE PAID UNDER 16567.64M, AND TRAFFIC CONTROL SHALL BE PAID UNDER ITEMS 619.01 AND 619.02.
- 2. MATERIAL AND CONSTRUCTION SPECIFICATIONS: NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS, OFFICE OF ENGINEERING, JANUARY 2, 1995 INCLUDING CURRENT ADDENDA. ALL REFERENCES TO METRIC DIMENSIONS SHALL BE CONVERTED TO ENGLISH.
- 3. ALL FABRICATION, WELDING, NONDESTRUCTIVE TESTING, ETC. SHALL BE PERFORMED IN ACCORDANCE WITH THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (NYSSCM) INCLUDING CURRENT ADDENDA.
- 4. MATERIALS
 - A. RECORD DRAWINGS INDICATE THAT EXISTING STRUCTURAL STEEL IS ASTM A7 (FY=33 KSI), UNLESS NOTED OTHERWISE.
 - B. ALL NEW STEEL COMPONENTS SHALL BE OF DOMESTIC ORIGIN. THIS SHALL INCLUDE STRUCTURAL STEEL, FASTENERS ETC.
 - C. ALL NEW STRUCTURAL STEEL SHAPES AND PLATES SHALL BE ASTM A709 GR 36. STRUCTURAL STEEL USED FOR REPLACEMENT CONNECTION PLATES AND DIAPHRAGMS SHALL NOT REQUIRE CVN TOUGHNESS TESTING.
 - D. THE CONTRACTOR MAY SUBSTITUTE ASTM A709 GR 50 OR GR 50W AT NO ADDITIONAL COST TO THE AUTHORITY. IF MATERIAL SUBSTITUTIONS ARE MADE, THE CONTRACTOR SHALL NOTIFY THE AUTHORITY PRIOR TO THEIR PURCHASE.
 - E. ALL FASTENERS SHALL BE 7/8" DIAMETER ASTM A325 TYPE 1 HIGH STRENGTH BOLTS WITH ASTM A563 GR C, D, DH OR ASTM A194 GR 2, 2H NUTS AND TWO ASTM F436 WASHERS. (WASHERS SHALL BE INSTALLED UNDER BOTH THE BOLT HEAD AND NUT).
 - F. TWO COPIES OF CERTIFIED MILL TEST REPORTS FOR ALL STRUCTURAL STEEL AND FASTENERS USED SHALL BE PROVIDED TO THE ENGINEER PRIOR TO THE START OF WORK.
- 5. WELDING
 - A. ALL WELDING SHALL BE PERFORMED USING 5/32" DIAMETER PROPERLY DRIED E7018 ELECTRODES AND APPROVED SMAW WELDING PROCEDURE SPECIFICATIONS.
 - B. ALL WELDING SHALL BE PERFORMED BY NEW YORK STATE CERTIFIED WELDERS QUALIFIED TO PROCESS AND POSITION, ETC., IN ACCORDANCE WITH SECTION 8 OF THE NYSSCM.
 - C. MINIMUM PREHEAT AND INTERPASS TEMPERATURE SHALL BE 400°F. THIS REQUIREMENT SHALL ALSO APPLY TO THE INSTALLATION OF TACK WELDS. TEMPERATURE INDICATING CRAYONS SHALL BE IN THE POSSESSION OF ALL WELDERS WHILE PERFORMING WORK.
 - D. ALL AIR CARBON ARC GOUGING SHALL BE FOLLOWED BY GRINDING TO REMOVE ANY CARBON PICK UP.
 - E. INSTALLATION OF TEMPORARY ATTACHMENTS, TEMPORARY WELDS AND/OR TACK WELDS WILL NOT BE ALLOWED UNLESS SPECIFICALLY APPROVED. ALL UNAUTHORIZED WELDING WILL BE CAUSE FOR THE REJECTION OF THE AFFECTED MATERIAL. THE COST TO REPAIR OR REPLACE THE REJECTED MATERIAL SHALL BE BORNE BY THE CONTRACTOR.

6. BOLTED CONNECTIONS

- A. ALL BOLTED CONNECTIONS SHALL BE FRICTION TYPE. PRIOR TO ASSEMBLY, INNER PLIES SHALL BE FREE OF OIL, GREASE, LOOSE SCALE, BURRS, DIRT, PAINT AND OTHER FOREIGN MATERIAL THAT WILL PREVENT THE SOLID SEATING OF THE PARTS.
- B. BOLT HOLES SHALL BE 15/16" DIAMETER FOR 7/8" DIAMETER BOLTS, UNLESS NOTED OTHERWISE.
- C. FIELD DRILLED BOLT HOLES SHALL BE MADE USING HOUGEN OR JANCY TYPE DRILLS. TWIST DRILLS WILL NOT BE ALLOWED.
- D. BOLTING AND BOLT TENSION VERIFICATION SHALL BE IN ACCORDANCE WITH SECTION 10 OF THE NYSSCM.

7. FLAME STRAIGHTENING

- A. ONLY APPROVED FLAME STRAIGHTENING PROCEDURES MAY BE USED. THE DIRECTOR OF ENGINEERING SERVICES MUST SPECIFICALLY APPROVE HOT MECHANICAL BENDING. COLD MECHANICAL STRAIGHTENING WILL NOT BE ALLOWED.
- B. ALL PAINT, DIRT, CORROSION, OIL, GREASE AND OTHER FOREIGN MATERIAL MUST BE REMOVED WITHIN 12 INCHES ON ALL SIDES OF ANY IMPACT DAMAGED AREA AND ANY AREA TO BE HEATED AS PART OF THE FLAME STRAIGHTENING PROCEDURE. CLEANING SHALL BE DONE BY COMMERCIAL BLAST CLEANING OR OTHER APPROVED METHODS IN ACCORDANCE TO ITEM 25690.560001M.
- C. FLAME STRAIGHTENING OPERATIONS SHALL NOT BEGIN UNTIL ALL BLAST CLEANED AREAS HAVE BEEN VISUALLY INSPECTED AND MAGNETIC PARTICLE TESTED TO IDENTIFY ANY CRACKS. CRACKS FOUND SHALL BE REPORTED TO THE METALS ENGINEERING UNIT (518-471-4409) FOR DISPOSITION.
- D. ALL NICKS, GOUGES, SCRATCHES ETC. SHALL BE REPAIRED AND TESTED PRIOR TO FLAME STRAIGHTENING. ALL DAMAGED CONNECTION PLATES SHALL BE REMOVED AND REMOVAL AREAS TESTED PRIOR TO FLAME STRAIGHTENING.
- E. DURING FLAME STRAIGHTENING PROCEDURES, STATE ROUTE 396 SHALL HAVE A SHOULDER OR EASTBOUND LANE CLOSURE TO REDUCE LIVE LOADS.
- F. CONTRACTOR PERSONNEL ENGAGED IN HEATING OPERATIONS SHALL HAVE TEMPERATURE INDICATION CRAYONS IN THE FOLLOWING INCREMENTS: 200°F, 400°F, 600°F, 1050°F, 1150°F, 1200°F, AND 1250°F.
- G. STEEL HEATED BEYOND 1250°F IS CONSIDERED DESTRUCTIVE HEATING AND WILL BE CAUSE FOR REJECTION OF THE STEEL.
- H. QUENCHING WITH WATER, OR WATER AND AIR, OR OTHER COOLING MEDIUM WILL NOT BE ALLOWED. COOLING WITH DRY COMPRESSED AIR WILL BE PERMITTED AFTER THE STEEL HAS COOLED TO 600°F.
- I. FLANGE STRAIGHTNESS TOLERANCES ARE AS FOLLOWS.
 $\pm 1/8$ X NUMBER OF FEET BETWEEN SUPPORTS X .01 OR $\pm 1/8$ X NUMBER OF FEET OF TEST LENGTH X .01

8. NONDESTRUCTIVE TESTING

- A. ALL VISUAL WELDING INSPECTION SHALL BE PERFORMED BY AN AMERICAN WELDING SOCIETY CERTIFIED WELDING INSPECTOR (AWS-CWI).
- B. ALL MAGNETIC PARTICLE INSPECTION (MT) SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 18 OF THE NYSSCM USING THE YOKE TECHNIQUE MODIFIED TO TEST IN THE AC OUTPUT MODE. TECHNICIANS PERFORMING MT SHALL BE CERTIFIED IN ACCORDANCE WITH SECTION 3 OF THE NYSSCM.
- C. ALL ULTRASONIC TESTING (UT) SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 17 OF THE NYSSCM BY A NEW YORK STATE CERTIFIED TECHNICIAN. WELD FLAWS SHALL BE EVALUATED FOR ACCEPTANCE OR REJECTION IN ACCORDANCE WITH TABLE 1700B-HIGHWAY & RAILWAY BRIDGES.

9. FIELD PAINTING

- A. RECOAT THE ENTIRE AREA THAT WAS CLEANED OR DAMAGED DURING REPAIR OPERATIONS. SURFACE PREPARATION AND RECOATING MUST BE DONE AS DESCRIBED IN THE MANUFACTURER’S WRITTEN PROCEDURE, UNLESS NOTED OTHERWISE.
- B. A PAINT SYSTEM SELECTED FROM THE CURRENT NYSDOT MATERIALS BUREAU APPROVED LIST AND APPROVED BY THE ENGINEER SHALL BE USED.

10. BLAST CLEANING

ALL SURFACES REQUIRED TO BE BLAST CLEANED SHALL BE CLEANED IN ACCORDANCE WITH THE STANDARDS FOR COMMERCIAL BLAST CLEANING, SSPC-SP6, AS PUBLISHED BY THE STEEL STRUCTURES PAINT COUNCIL AND PROVISIONS OF ITEM 25690.560001M.

11. REPAIR WORKING DRAWINGS AND PROCEDURES

THE CONTRACTOR MUST SUBMIT TO THE AUTHORITY, FOR REVIEW AND APPROVAL, A COMPLETE DESCRIPTION OF PROPOSED PLANS AND PROCEDURES FOR ACCOMPLISHING THE WORK SHOWN ON THE CONTRACT DOCUMENTS. THE SUBMITTAL MUST BE PREPARED ON FULL SIZE DRAWINGS AS DEFINED BY THE NYS STEEL CONSTRUCTION MANUAL IN ACCORDANCE WITH THE ABOVE SPECIFICATIONS. ONCE APPROVED, THE CONTRACTOR SHALL NOT DEVIATE FROM IT WITHOUT SPECIFIC APPROVAL OF THE DIRECTOR OF ENGINEERING SERVICES (DES). ALL SUBMITTALS SHALL BE TRANSMITTED TO THE NEW YORK STATE THRUWAY AUTHORITY METALS ENGINEERING UNIT THRU THE RESIDENT ENGINEER USING PROCESSING ENGINEERING CONTRACT SUBMITTALS #430-010 FORM TA-4011. THIS SUBMITTAL SHALL INCLUDE ONE REPRODUCIBLE (VELLUM) AND TWO PAPER PRINTS. THESE DRAWINGS MUST SHOW SPECIFIC INFORMATION, INCLUDING:

- A. THE EXISTING CONDITION OF THE DAMAGED MEMBERS.
- B. THE LOCATION OF PAINT OR COATING REMOVAL.
- C. INITIAL, IN PROCESS AND FINAL NONDESTRUCTIVE TESTS TO BE PERFORMED.
- D. LIFTING, JACKING AND TEMPORARY SUPPORT DETAILS.
- E. DETAILS OF COMPONENTS TO BE STRAIGHTENED.
- F. DETAILS OF COMPONENTS TO BE REPLACED.

- G. WELDING PROCESSES AND WELDING PROCEDURE SPECIFICATIONS TO BE USED.
- H. DETAILS FOR FILLET WELDING, COMPLETE PENETRATION GROOVE WELDING, OR PARTIAL PENETRATION GROOVE WELDING, IF APPLICABLE, INCLUDING THE CONTRACTOR’S PREFERRED JOINT DESIGNATION.

I. FINAL PROTECTIVE COATINGS.

- J. FOR REPAIR OF IMPACT DAMAGED STRUCTURES, DETAILS OF HEATING PROCEDURES, INCLUDING AREAS TO BE HEATED AND METHOD OF HEATING MUST BE SHOWN.
- K. A PROFESSIONAL ENGINEER LICENSED IN NEW YORK STATE MUST SIGN THE PROPOSED REPAIR DRAWINGS. THESE DRAWING SHALL ALSO BE REVIEWED BY THE CONTRACTOR PRIOR TO TRANSMITTAL FOR THE AUTHORITY’S REVIEW.

NOTE TO CONTRACTOR:
COPIES OF ORIGINAL SHOP DRAWINGS FOR IMPACT DAMAGED MEMBERS AND EXAMPLES OF VARIOUS IMPACT DAMAGE REPAIR DETAILS CAN BE FURNISHED TO THE CONTRACTOR UPON REQUEST.

12. REMOVING AND INSTALLING REPLACEMENT DIAPHRAGMS AND CONNECTION PLATES

- A. WHERE AN EXISTING CONNECTION PLATE IS TO BE EVALUATED FOR REUSE, THE EXISTING FASTENERS SHALL BE CAREFULLY REMOVED WITHOUT CAUSING ANY DAMAGE TO THE CONNECTION PLATE. PAINT AND DEBRIS SHALL BE REMOVED FROM THE CONNECTION PLATE AND 12" ON EITHER SIDE OF THE CONNECTION PLATE FILLET WELDS. A VISUAL AND MAGNETIC PARTICLE TEST OF THE CLEANED AREAS SHALL BE PERFORMED. ALL REJECTABLE INDICATIONS SHALL BE REPORTED TO THE NYS THRUWAY AUTHORITY FOR DISPOSITION.
- B. WHERE AN EXISTING DIAPHRAGM OR CONNECTION PLATE IS TO BE REMOVED AND REPLACED, THEY MAY BE REMOVED BY AIR CARBON ARC GOUGING OR FLAME CUTTING. PAINT AND DEBRIS SHALL BE REMOVED FROM THE CONNECTION PLATE AND 12" ON EITHER SIDE OF THE CONNECTION PLATE WELDS AND ON BOTH SIDES OF THE GIRDER. CONNECTION PLATES SHALL BE REMOVED BY CUTTING TO WITHIN NO LESS THAN 1/8" OF GIRDER BASE METAL. THE REMAINING WELD AND CONNECTION PLATE BASE METAL SHALL BE REMOVED BY GRINDING FLUSH WITH WEB BASE METAL. A VISUAL AND MAGNETIC PARTICLE TEST SHALL BE PERFORMED OF THE WELD REMOVAL AREA AND ADJACENT BASE METAL. ALL REJECTABLE INDICATIONS SHALL BE REPORTED TO THE NYS THRUWAY AUTHORITY FOR DISPOSITION.
- C. UPON COMPLETION OF ALL FLAME STRAIGHTENING REPAIR PROCEDURES AND ALL ASSOCIATED NON-DESTRUCTIVE TESTING, INSTALL REPLACEMENT DIAPHRAGMS AND CONNECTION PLATES IN ACCORDANCE WITH DETAILS PROVIDED IN THE CONTRACT DOCUMENTS.

13. SCRAPES AND GOUGE REPAIR

- A. SCRAPES AND GOUGES IN COMPONENTS OF STEEL MEMBERS MAY BE REPAIRED BY GRINDING TO A SLOPE OF 1 ON 10, AND BLENDING IN SMOOTHLY WITH ADJACENT BASE METAL, PROVIDING:
 - 1. THE THICKNESS OF THE MATERIAL IS NOT REDUCED BY MORE THAN 20% OF THE ORIGINAL NOMINAL THICKNESS.
 - 2. THE WIDTH OF A FLANGE OR COVER PLATE IS NOT REDUCED BY MORE THAN 5% OF THE ORIGINAL NOMINAL WIDTH.
 - 3. THE GOUGE DOES NOT REDUCE THE NOMINAL CROSS SECTIONAL AREA OF THE COMPONENT BY MORE THAN 5% OF THE ORIGINAL NOMINAL CROSS SECTION. A COMPONENT IS DEFINED AS A WEB OR FLANGE OF A PLATE GIRDER, A WEB OR FLANGE OF A ROLLED BEAM GIRDER, A COVER PLATE EXCLUSIVE OF WELDS, A LEG OF AN ANGLE, ETC.

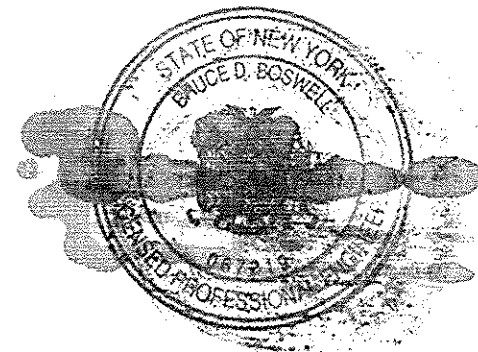
B. SCRAPES AND GOUGES THAT EXCEED THE ABOVE LIMITS MUST BE REPAIRED USING AN APPROVED PROCEDURE SIMILAR TO THE FOLLOWING:

- 1. PREPARE SURFACE BY GRINDING.
- 2. WELD WITH APPROVED PROCEDURES TO COMPLETELY FILL THE GOUGE.
- 3. GRIND FLUSH AND SMOOTH WITH ADJACENT BASE METAL.
- 4. ULTRASONICALLY TEST THE REPAIR WELD.

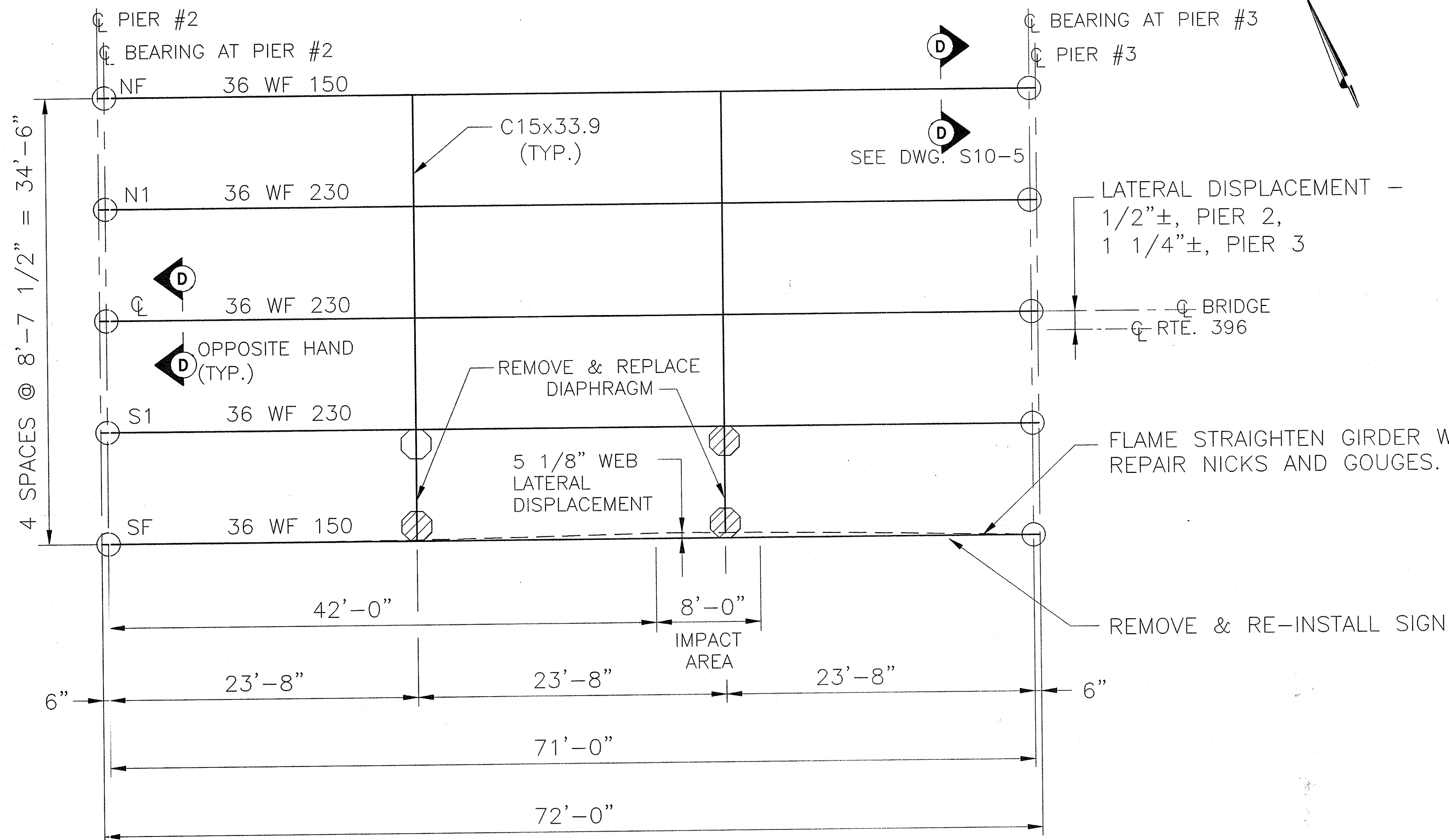
C. ALL FINAL GRINDING MUST BE PARALLEL TO THE DIRECTION OF APPLIED STRESS IN THE MEMBER UNLESS THE SURFACE ROUGHNESS MEETS OR EXCEEDS AN ANSI 125 FINISH.

14. AT THE END OF DAILY WORK OPERATIONS, ALL EQUIPMENT OVERHEAD AND ADJACENT TO TRAVEL LANES SHALL BE REMOVED FROM THE STRUCTURE TO THE SATISFACTION OF THE ENGINEER. THIS SHALL INCLUDE BUT NOT BE LIMITED TO THE REMOVAL OF JACKING DEVICES, TEMPORARY BRACING, COME-ALONGS, STEEL SHIMS, WOOD BLOCKING, BEAM CLAMPS, DRILLING EQUIPMENT, LOOSE MISCELLANEOUS IRON, FASTENERS ETC.

15. THE CONTRACTOR SHOULD NOTE THAT ADDITIONAL WORK MAY BE REQUIRED AS THE CONTRACT PROGRESSES. THIS WORK SHALL BE PERFORMED BY THE CONTRACTOR, AS ORDERED BY THE ENGINEER, AND PAYMENT SHALL BE MADE IN ACCORDANCE WITH SUBSECTION 109-05 OF THE STANDARD SPECIFICATIONS.



12/02	Note added	G.A.Hall	
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT RTE 396 OVER NYS THRUWAY AT M.P. 134.61			
TITLE OF DRAWING STEEL REPAIRS AT M.P. 134.61 GENERAL NOTES & WORK TO BE DONE			
		CONTRACT NUMBER: TAA 02-30B	
		DATE: 9/02	
		DRAWING NUMBER: S10-224	



FRAMING PLAN - SPAN NO. 3

N.T.S.

LEGEND:

- REMOVE AND REPLACE KEEPER PLATE
- ⊗ REMOVE AND REPLACE CONNECTION PLATE AND 7/8" DIA. ASTM A325 FASTENERS
- ⬡ BLAST CLEAN AND EVALUATE CONNECTION PLATE AND WELDS, REPLACE 7/8" DIA. ASTM A325 FASTENERS

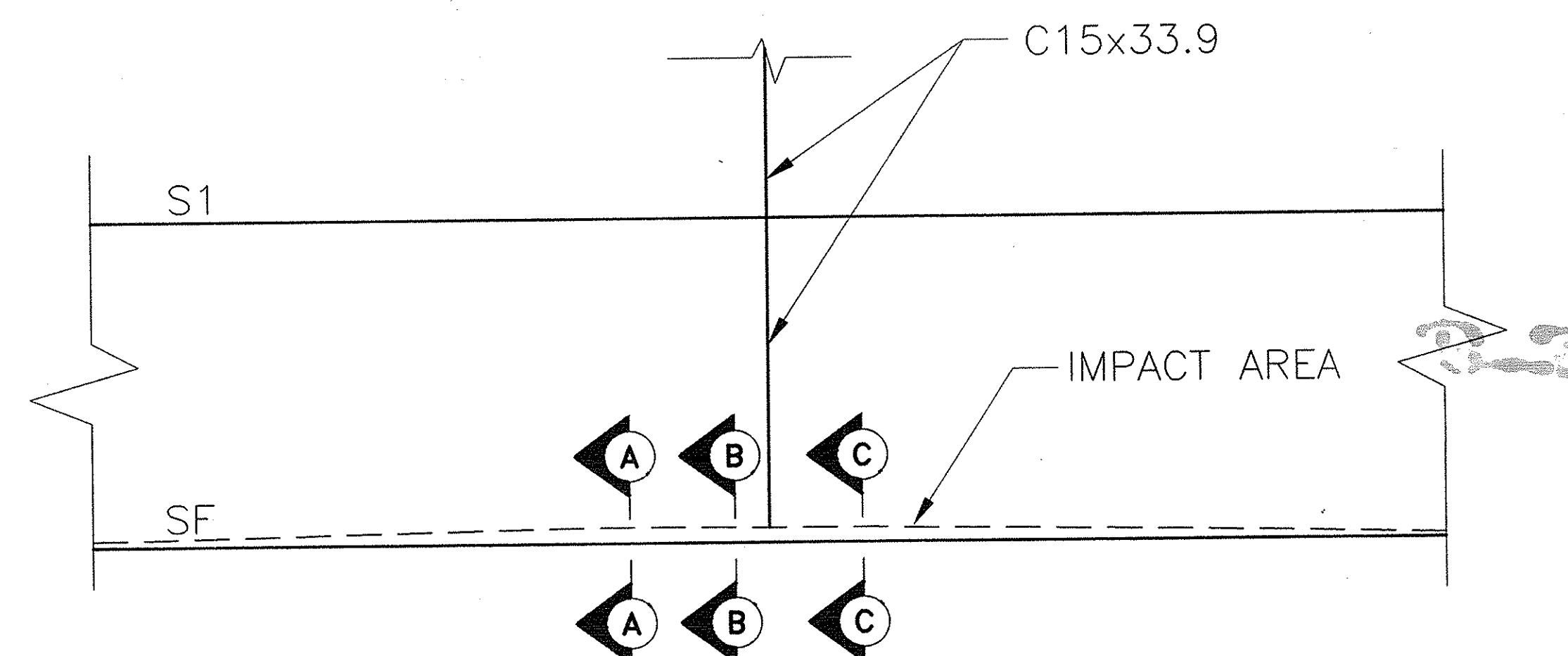
REPAIRS TO SOUTH FASIN BEAM "SF" SPAN 3

1. Gouge @ Bottom of Beam 30'11" East of west end of Beam
 Gouge 2 1/4" x 4 1/2" x 5/16" Depth

2. Gouge Top of Cover plate 28'9" East of west end of beam
 Gouge 1" x 1" x 1/4" Depth

3. Weld repairs
 A) 36'10" East of west end of beam 9" Long
 B) 38'17" East of west end of beam 11" Long

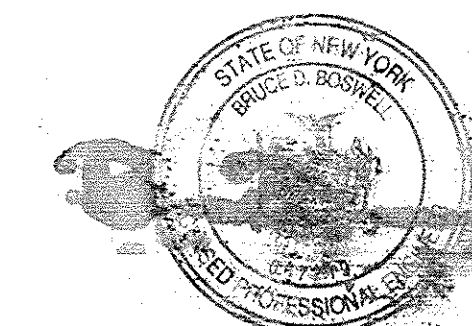
4. Gouges Top of Cover plate
 A) 21'0" East of west end of Beam 3 1/2" x 1 1/4" wide x 1/4" deep
 B) 20'9" East of west end of Beam 1" x 1/2" wide x 3/16" deep
 C) 18'10" East of west end of Beam 4" x 1 1/8" wide x 1/4" deep
 Drawing same as #2



PARTIAL PLAN AT IMPACT AREA

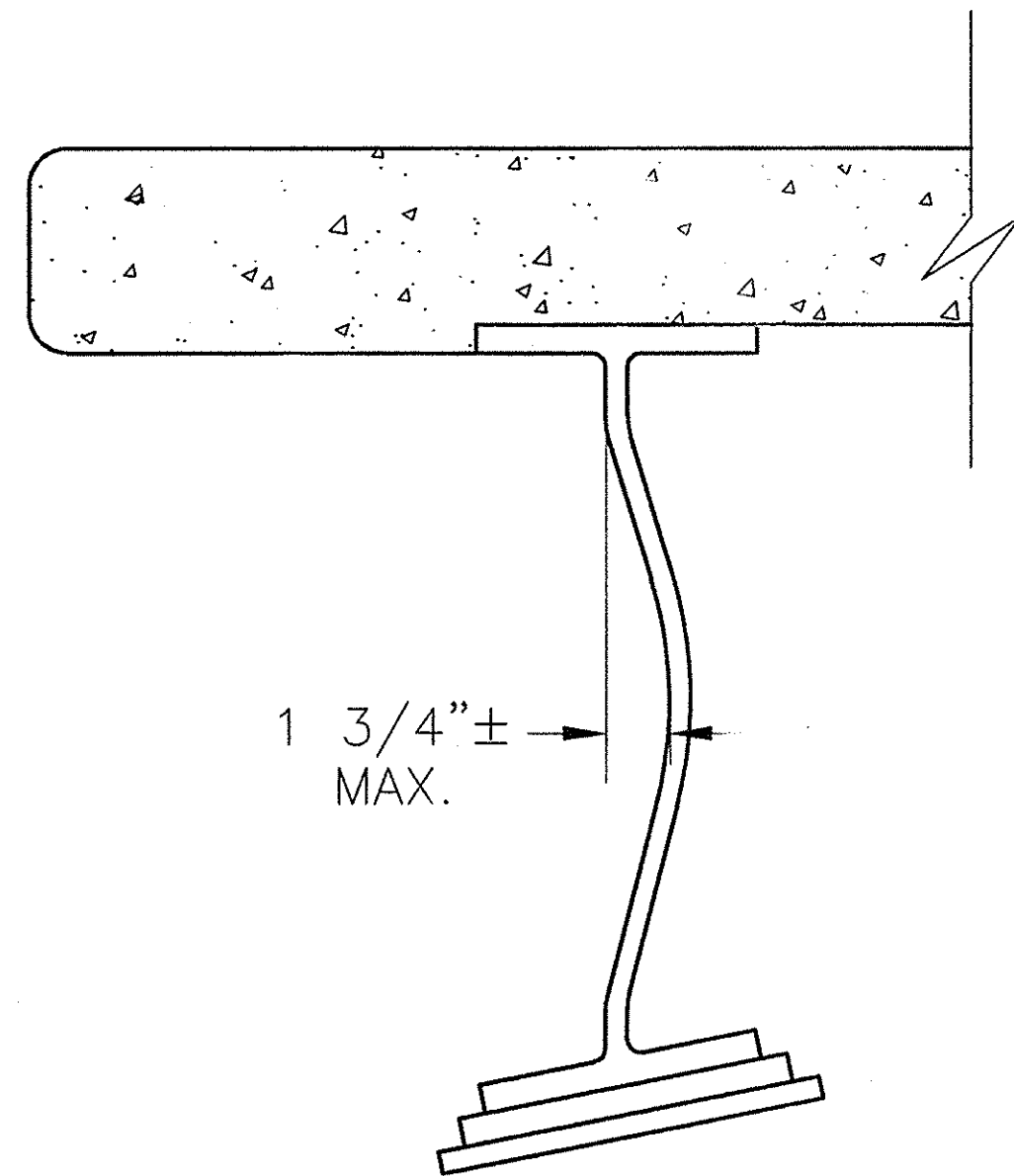
N.T.S.

SEE DWG. S10-4 FOR ADDITIONAL INFORMATION

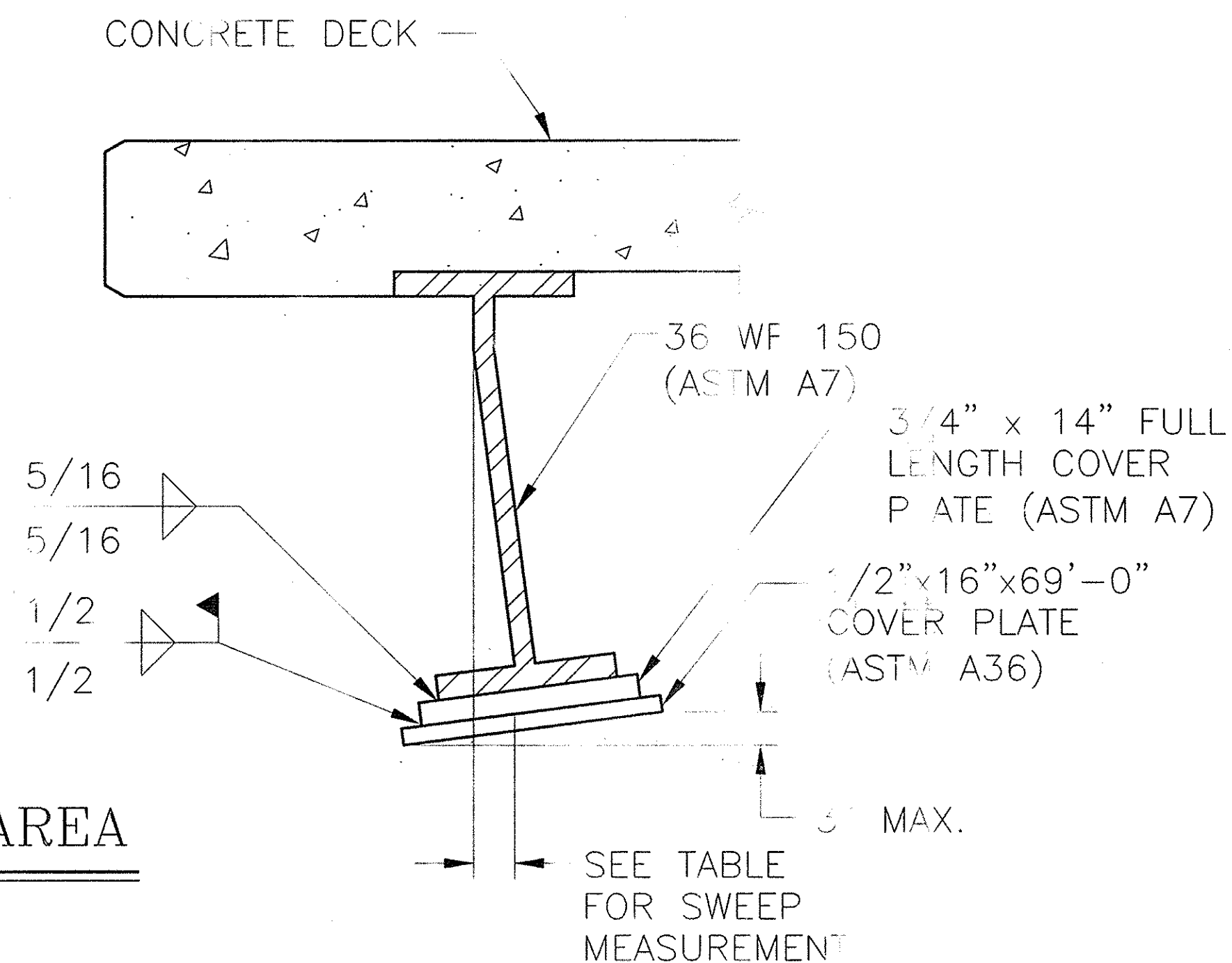


12/3	Note	G.A. Hall	△
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT RTE. 396 OVER NYS THRUWAY AT MP 134.61			
TITLE OF DRAWING FRAMING PLAN SPAN 3			
		CONTRACT NUMBER: TAA 02-30B	
		DATE: 9/02	
		DRAWING NUMBER: S10-321	

IN CHARGE OF: M. CIOFFI
DESIGNED BY: B. JORDAN
DRAFTED BY: CAD
CHECKED BY: B. JORDAN
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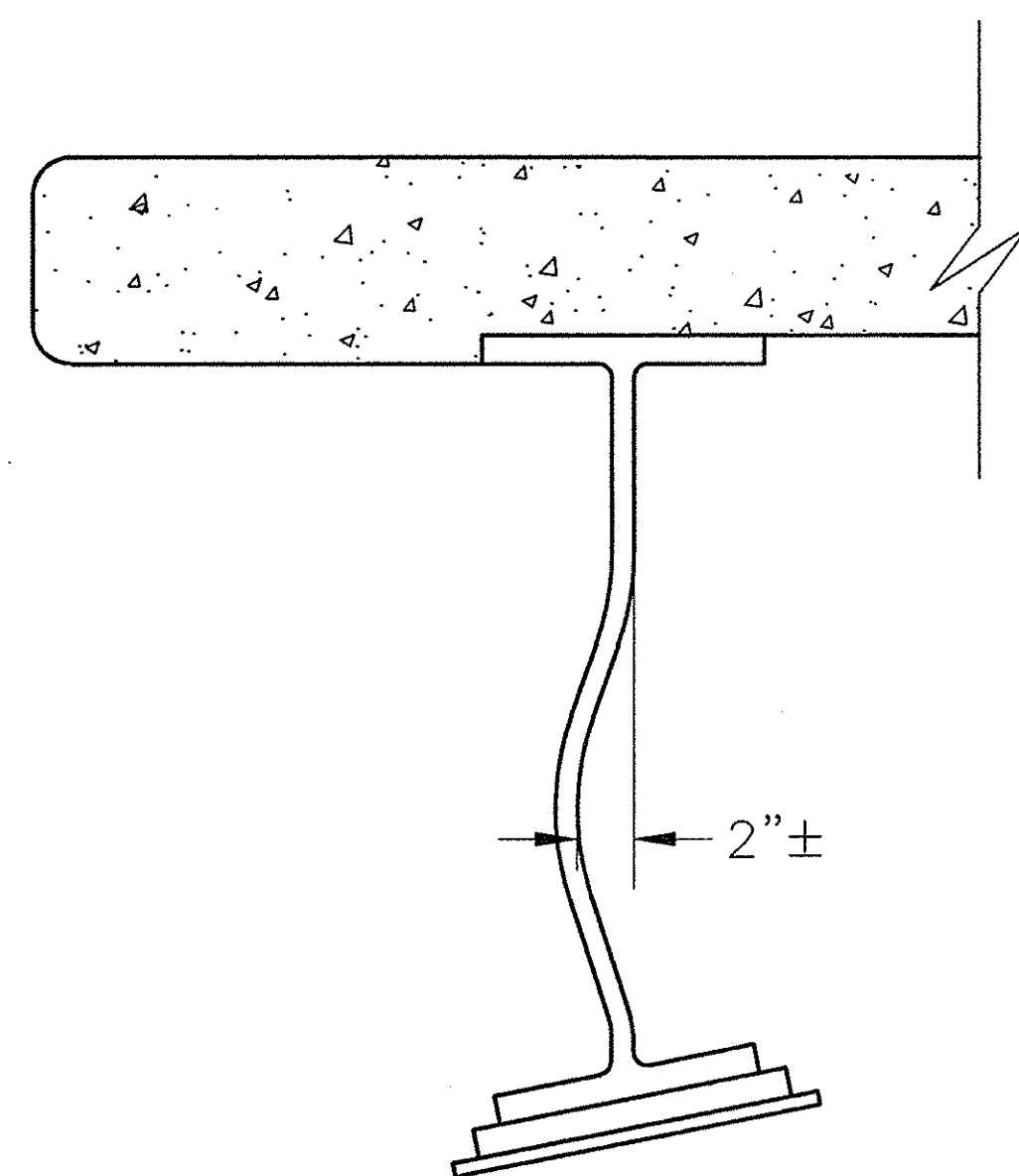
SECTION A-A
WEB BUCKLING WITHIN IMPACT AREA
N.T.S.



SECTION B-B
EXISTING SWEEP & FLANGE
TILT MEASUREMENTS
N.T.S.

ALL DIMENSIONS SHOWN ARE APPROXIMATE

SEE DWG. S10-3 FOR LOCATION OF SECTIONS



SECTION C-C
WEB BUCKLING NEAR DIAPHRAGM
N.T.S.

DISTANCE EAST FROM WEST BEARING (ft.)	SWEEP MEASUREMENT (in.)	DISTANCE EAST FROM WEST BEARING (ft.)	SWEEP MEASUREMENT (in.)
5	0	40	4 1/2
10	0	41	4 3/4
11	0	42	5
12	1/8	43	5 1/8
13	1/4	44	5 1/8
14	1/4	45	5 1/8
15	1/4	46	
16	3/8	47	4 5/4
17	3/8	48	4 3/4
18	1/2	49	4 13/16
19	1/2	50	4 3/4
20	5/8	51	4 1/2
21	3/4	52	4 3/8
22	3/4	53	4 1/4
23	7/8	54	4 1/8
24	15/16	55	3 7/8
25	1 1/4	56	3 3/4
26	1 3/8	57	3 1/2
27	1 1/2	58	3 3/8
28	1 3/4	59	3 1/8
29	1 7/8	60	2 7/8
30	2 1/8	61	2 3/4
31	2 1/4	62	2 3/8
32	2 1/2	63	2 1/8
33	2 3/4	64	1 3/4
34	3	65	1 1/2
35	3 1/4	66	1 3/8
36	3 9/16	67	1 1/8
37	3 3/4	68	7/8
38	4	69	3/4
39	4 1/4	70	3/8

No As-Built Revisions

DATE	DESCRIPTION	BY	SYM.

REVISION:

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
BRIDGE REHABILITATION

LOCATION OF PROJECT
RTE. 396 OVER NYS
THRUWAY AT MP 134.61

TITLE OF DRAWING
EXISTING CONDITION
GIRDER SF

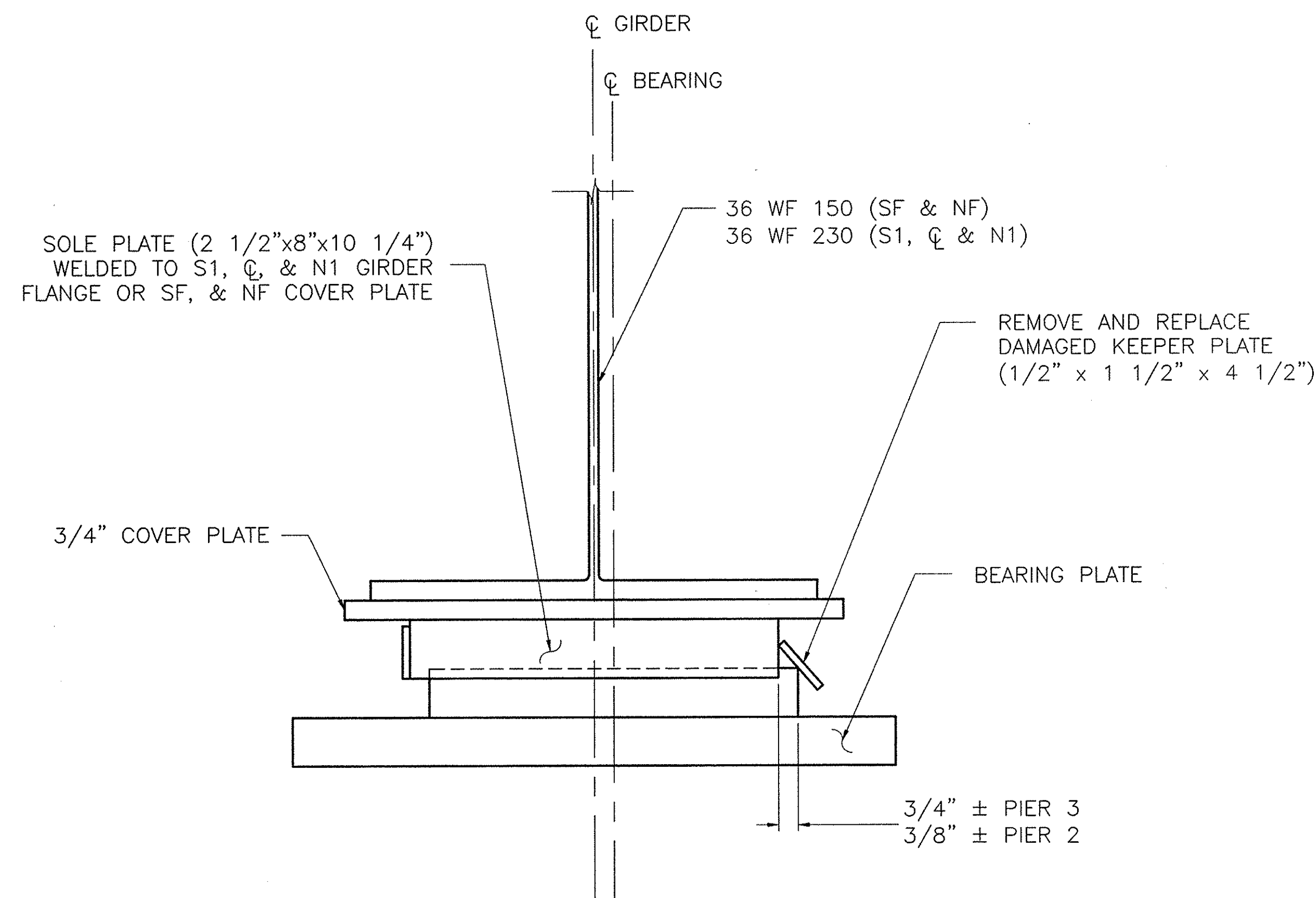


CONTRACT NUMBER:
TAA 02-30B

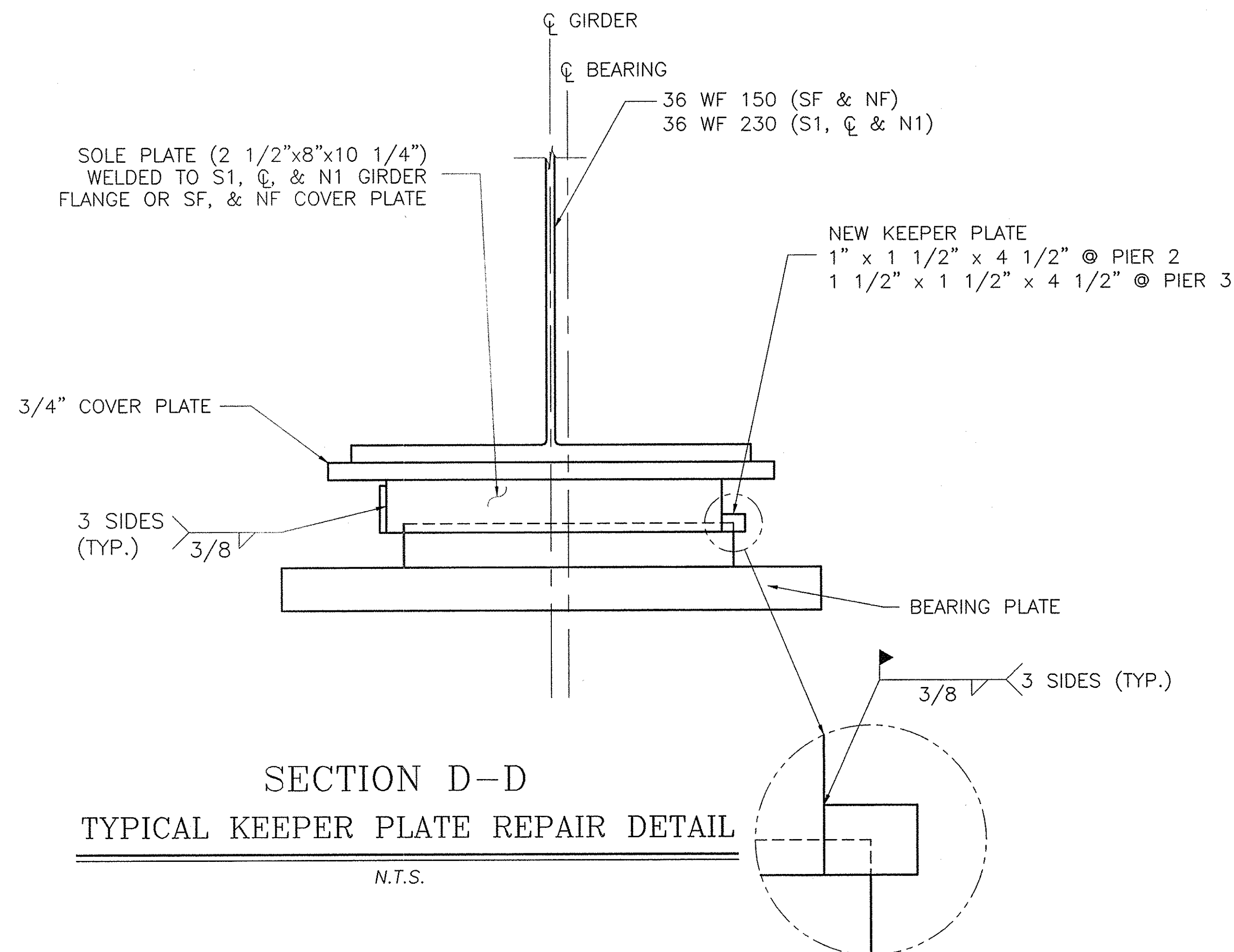
DATE:
9/02

DRAWING NUMBER:
S10-4

IN CHARGE OF: M. CIOFFI
DESIGNED BY: B. JORDAN
DRAFTED BY: J. DISHON
CHECKED BY: B. JORDAN
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EXISTING KEEPER PLATE DETAIL

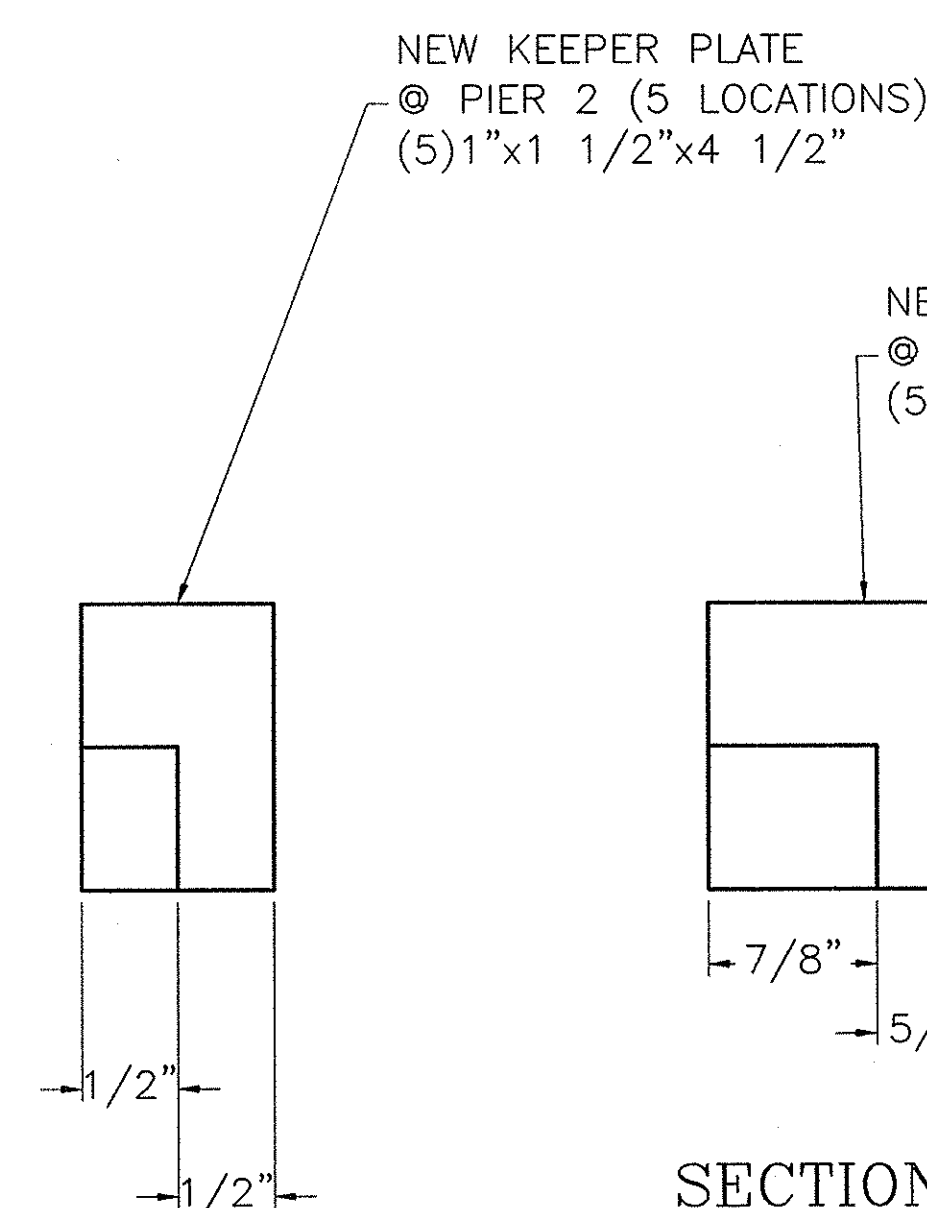


SECTION D-D
TYPICAL KEEPER PLATE REPAIR DETAIL

N.T.S.

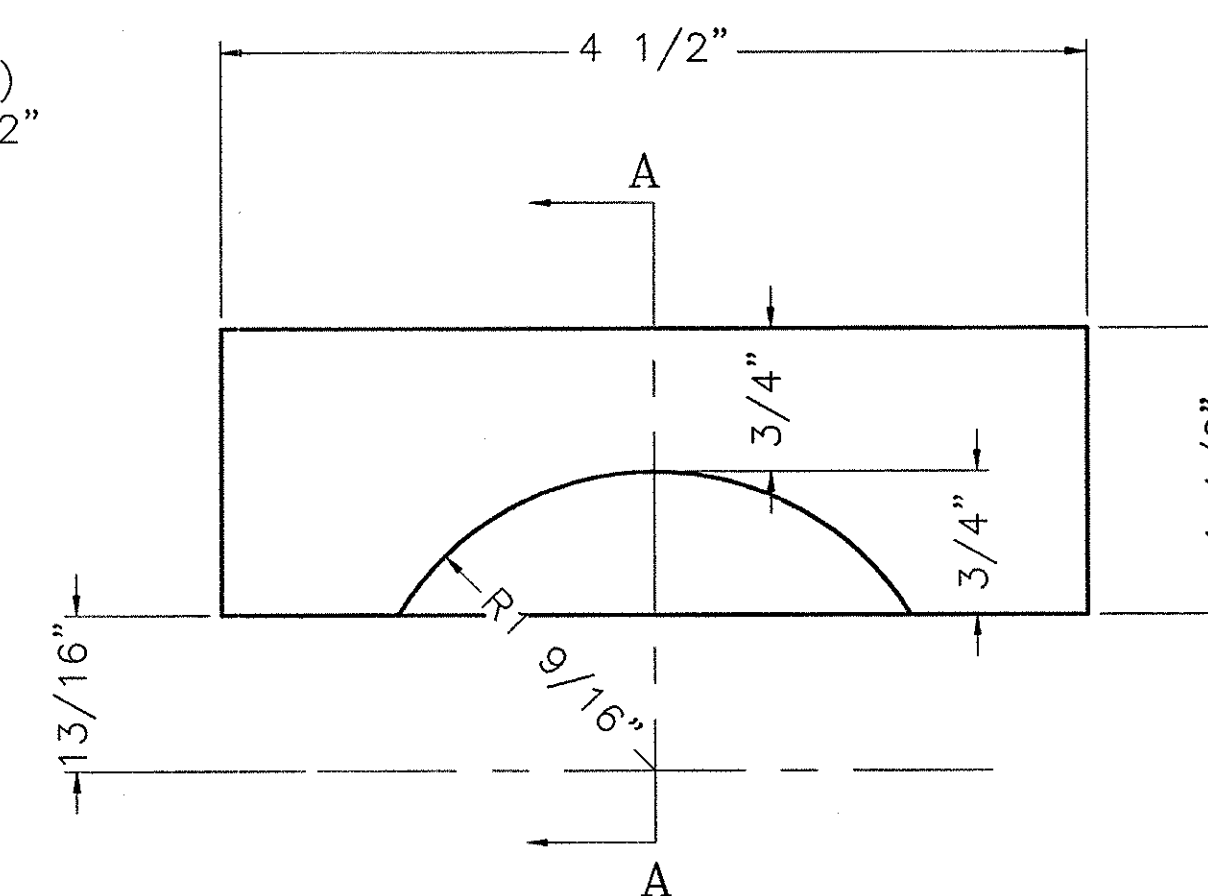
REMOVAL AND REPLACEMENT OF DAMAGED BEARING KEEPER PLATES.

1. REMOVE ALL PAINT AND DEBRIS WITHIN 6" OF DAMAGED KEEPER PLATE FILLET WELDS OR A.O.B.E.
2. REMOVE DAMAGED KEEPER PLATE BY CAREFULLY GRINDING OFF FILLET ATTACHMENT WELDS. FINISH BY GRINDING ALL WELDS FLUSH WITH SOLE PLATE BASE METAL.
3. PERFORM A VISUAL AND MAGNETIC PARTICLE INSPECTION OF THE WELD REMOVAL AREAS AND ADJACENT BASE METAL. REPORT ALL REJECTABLE INDICATIONS TO THE NYS THRUWAY AUTHORITY FOR DISPOSITION.
4. CONTRACTOR FIELD VERIFY NEW KEEPER PLATE DIMENSIONS.
5. INSTALL NEW KEEPER PLATE AS SHOWN. WELDING PROCEDURE SPECIFICATIONS SHALL BE APPROVED BY THE AUTHORITY PRIOR TO THE START OF WELDING.
6. BLAST CLEAN AND PAINT REPAIRED AREAS.
7. PROTECTION OF BEARING PLATES AND ASSEMBLIES DURING THE WORK SHALL BE A.O.B.E.



SECTION A-A
PIER 2

SECTION A-A
PIER 3



NEW KEEPER PLATE REPAIR DETAIL

N.T.S.

NO AS-BUILT REVISIONS

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
BRIDGE REHABILITATION

LOCATION OF PROJECT
RTE. 396 OVER NYS THRUWAY AT
MP 134.61

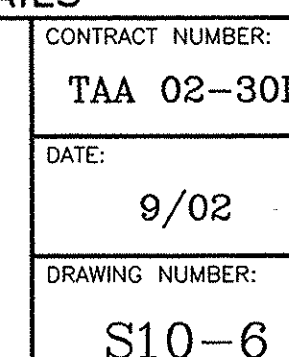
TITLE OF DRAWING
EXISTING KEEPER PLATE
AND PROPOSED KEEPER
PLATE REPAIR DETAIL

CONTRACT NUMBER:
TAA 02-30B

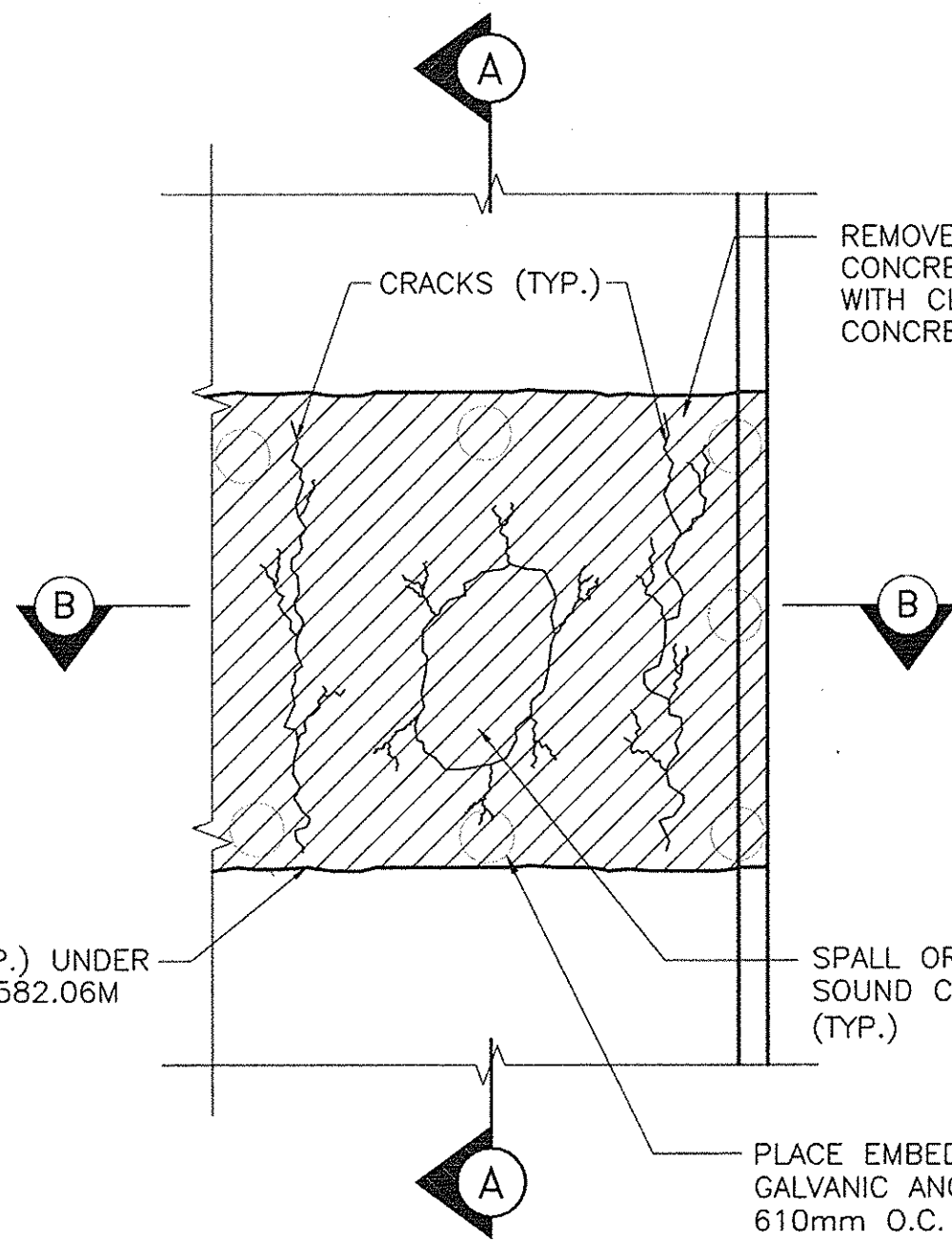
DATE:
8/02

DRAWING NUMBER:
S10-5

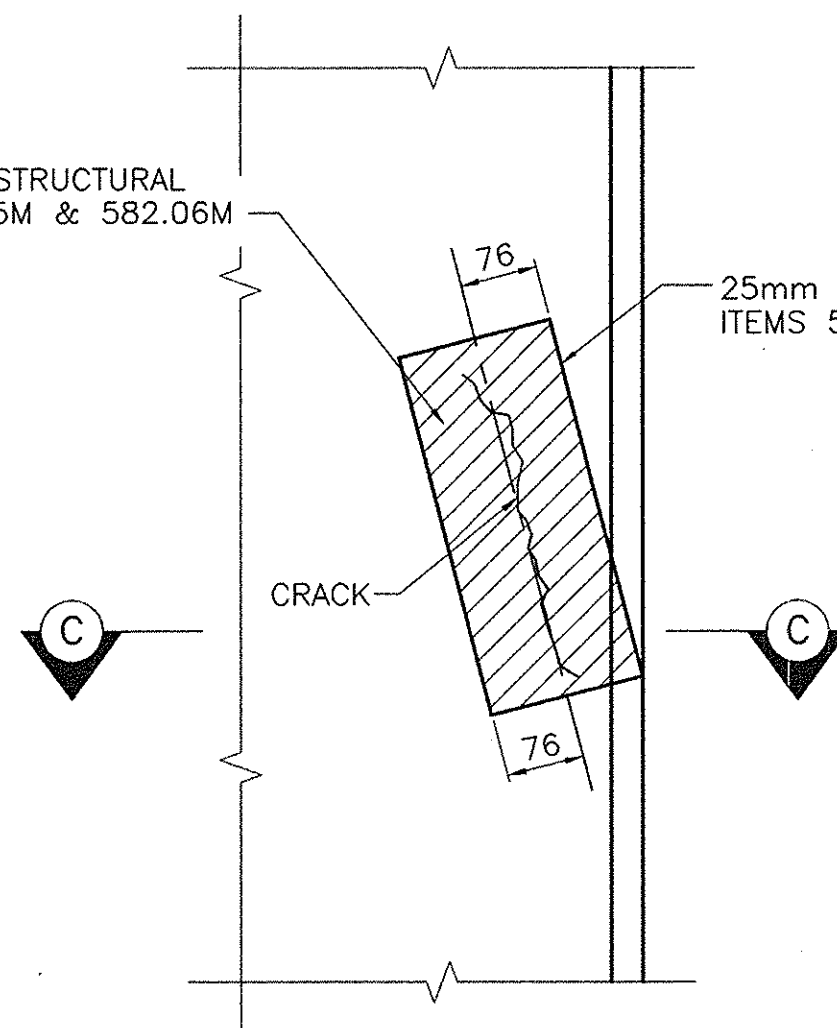




REPAIRO1
CHECKED BY: RJS
DRAFTED BY: JDH/DJR
DESIGNED BY: DTJ
IN CHARGE OF: RWH



CONCRETE DETERIORATION REPAIR



CONCRETE CRACK REPAIR

25mm SAWCUT ALONG ALL EDGES (TYP.) COST TO BE INCLUDED UNDER ITEM 582.05M & 582.06M

25mm SAWCUT (TYP.) UNDER ITEMS 582.05M & 582.06M

EXPOSED FACE OR SURFACE OF CONCRETE

LIMIT OF REPAIR

SECTION A-A
NOT TO SCALE

EMBEDDED GALVANIC ANODE 610mm O.C. MAX. ITEM 16582.99M

SOUND CONCRETE

NEW REBARS, SAME SIZE AS THE EXISTING SHALL BE SPICED (TIED OR WELDED AS ORDERED BY THE ENGINEER) TO THE EXISTING BARS, COST TO BE INCLUDED IN ITEMS 582.05M & 582.06M

REMOVE ALL UNSOUND CONCRETE AND REPLACE WITH CLASS 'A' OR 'D' STRUCTURAL CONCRETE, ITEMS 582.05M & 582.06M

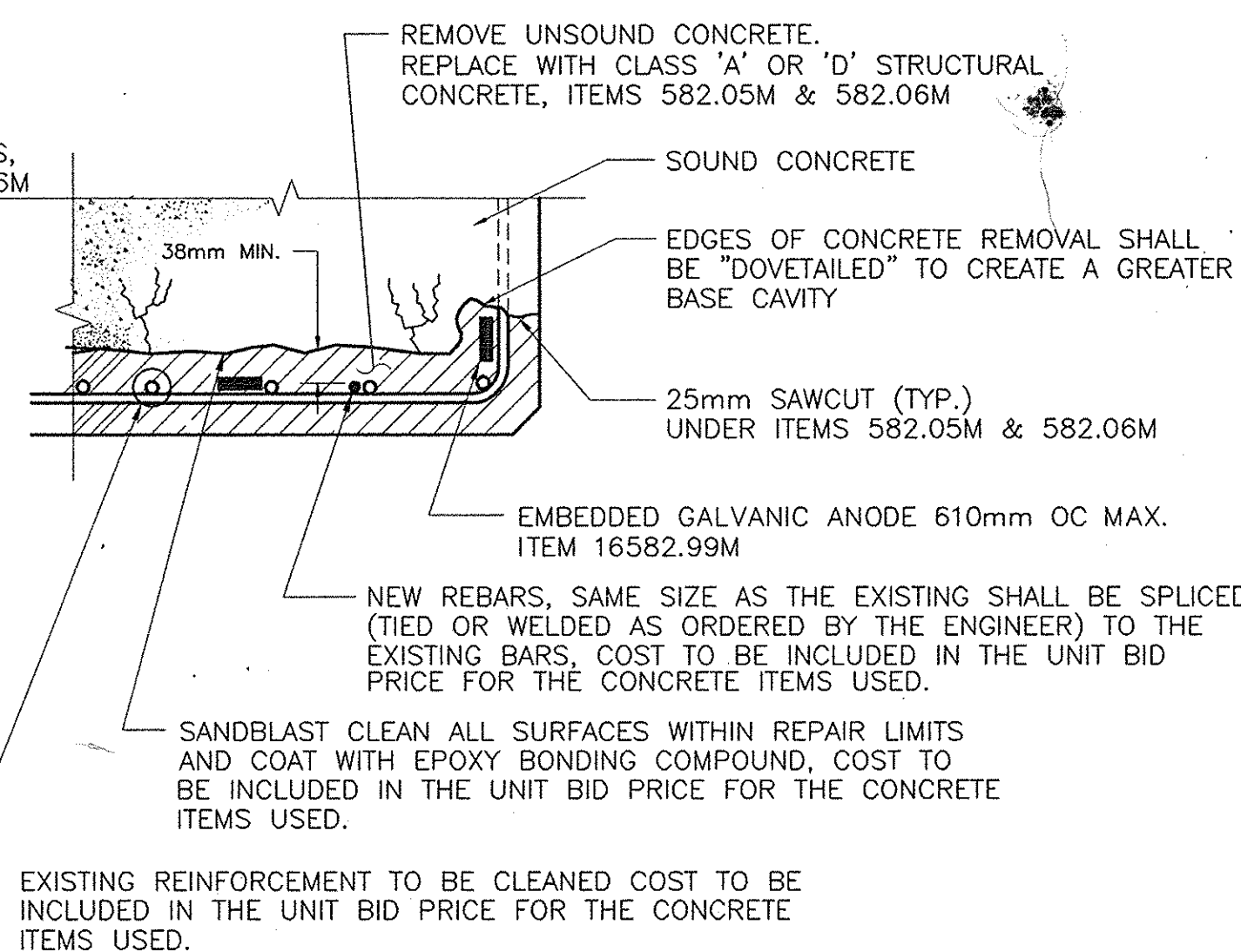
EXISTING REINFORCEMENT SHALL BE CLEANED UNDER ITEMS 582.05M & 582.06M

SANDBLAST CLEAN ALL SURFACES WITHIN REPAIR LIMITS AND COAT WITH EPOXY BONDING COMPOUND, COST TO BE INCLUDED IN THE UNIT BID PRICE FOR THE CONC. ITEMS USED.

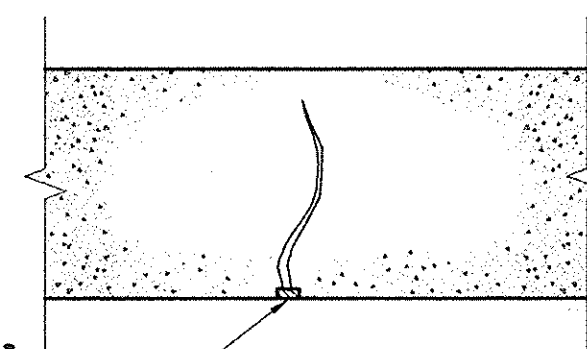
EDGES OF CONCRETE REMOVAL SHALL BE "DOVETAILED" TO CREATE A GREATER BASE CAVITY

40mm MINIMUM

NOTE:
THE EXISTING CONCRETE SURFACE CAN BE PLANAR OR CURVED



SECTION B-B
NOT TO SCALE



SECTION C-C
ALTERNATE CRACK REPAIR IN SOUND CONCRETE
NOT TO SCALE

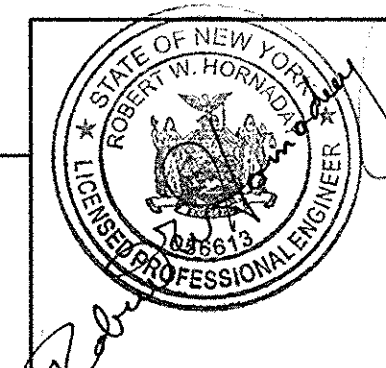
No-As-Built REVISIONS
NOTE:

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.

REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE AND STRUCTURE REHABILITATION			
LOCATION OF PROJECT ALBANY DIVISION			
TITLE OF DRAWING TYPICAL REPAIR DETAILS			

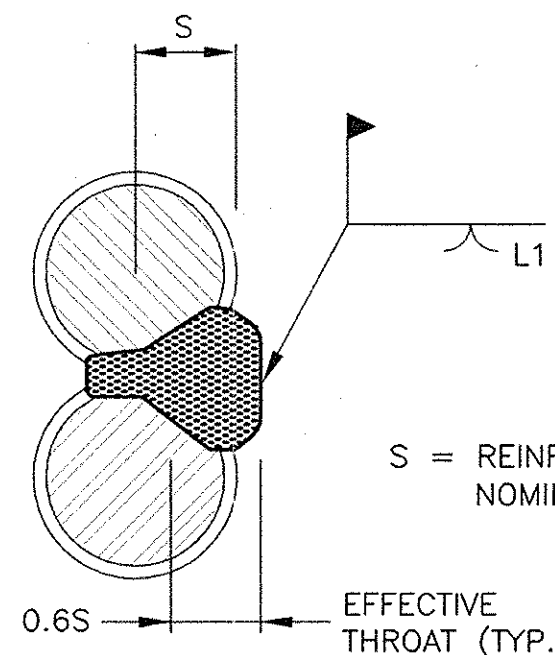
CONTRACT NUMBER: TAA 02-30B
DATE: NOV., 2002
DRAWING NUMBER: RD-1



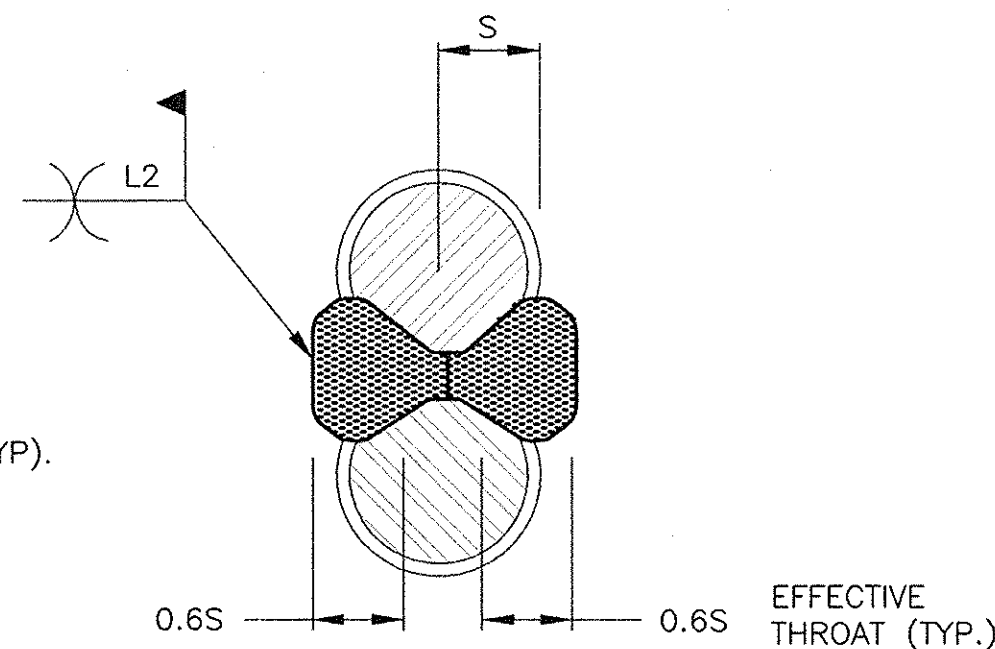
Barton
Loguidice, P.C.
Consulting Engineers

CONCRETE REPAIR NOTES:

- FOR GENERAL NOTES SEE DRAWING G-4.
- FOR LOCATION OF CONCRETE REPAIRS SEE VARIOUS SUBSTRUCTURE DRAWINGS FOR EACH MILEPOST.
- SUBSTRUCTURE DETERIORATION REQUIRING REPAIR AS INDICATED ON THE PLANS HAS BEEN DETERMINED BY A FIELD INSPECTION. ALL OF THE MAJOR AREAS, KNOWN TO EXIST AT THE TIME, HAVE BEEN SHOWN TO INDICATE THE APPROXIMATE EXTENT OF DETERIORATION THAT WILL HAVE TO BE REPAIRED BY THE CONTRACTOR.
- THE ANTICIPATED EXTENT OF CONCRETE REPAIR HAS BEEN INDICATED ON THE CONTRACT PLANS. THE E.I.C. SHALL EXAMINE THE SUBSTRUCTURE CONCRETE AND ESTABLISH THOSE AREAS OF REPAIR TO BE MADE WITH CLASS 'D' CONCRETE. THE EXTENT OF CONCRETE REPAIR TO BE MADE SHALL BE APPROVED BY THE E.I.C.
- DETERIORATED REINFORCEMENT SHALL BE REPLACED IN KIND AND HAVE A MINIMUM LAP OF 30 BAR DIAMETERS OR A WELDED SPLICE SHALL BE PROVIDED (SEE WELDED SPLICE DETAIL THIS DRAWING). IF WELDED, WELDERS SHALL BE QUALIFIED IN ACCORDANCE WITH THE "NEW YORK STATE STEEL CONSTRUCTION MANUAL". FOR WELDING DETAILS SEE "SECTION 7 OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL".
- IMMEDIATELY PRIOR TO THE APPLICATION OF NEW CONCRETE, THE SURFACES SHALL BE SANDBLAST CLEANED IN ACCORDANCE WITH THE SPECIFICATIONS AND COATED WITH EPOXY BONDING COMPOUND. COST SHALL BE INCLUDED UNDER ITEM 582.06M
- WHERE CONCRETE REMOVAL AND REPLACEMENT NECESSITATES ADJACENT SEPARATE CONCRETE PLACEMENTS, CONCRETE REMOVAL SHALL EXTEND A MINIMUM OF 300 mm BEYOND THE LIMIT OF THE FIRST CONCRETE PLACEMENT. THIS CLEAR SPACE WILL MINIMIZE THE NEGATIVE IMPACT OF THE ADJACENT CONCRETE REMOVAL OPERATION ON THE RECENTLY COMPLETED REPAIR.
- IN SEQUENCING WORK, THE CONTRACTOR SHALL NOT BEGIN CONCRETE REMOVAL AT A LOCATION ADJACENT TO A COMPLETED REPAIR UNTIL A MINIMUM OF 7 CURING DAYS HAVE PASSED.
- THE EXTENT OF CONCRETE REMOVAL FOR ANY COMPONENT SHALL NOT JEOPARDIZE ITS STRUCTURAL INTEGRITY. THE CONTRACTOR SHALL SUBMIT, PRIOR TO COMMENCEMENT OF THIS WORK, A REMOVAL PLAN AND SCHEDULE FOR E.I.C. APPROVAL.
- GALVANIC ANODES TO BE PLACED AT 610mm O.C. MAX. ALONG THE PERIMETER OF THE REPAIRED SECTION. FOR SMALL AREAS, OR THOSE LESS THAN 610mm IN EITHER DIRECTION, ANODES TO BE PLACED IN OPPOSITE CORNERS OF THE REPAIR AREA.



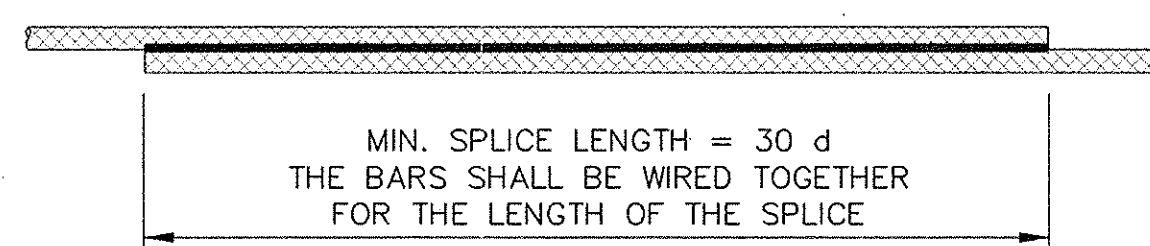
SINGLE FLARE V - GROOVE WELD



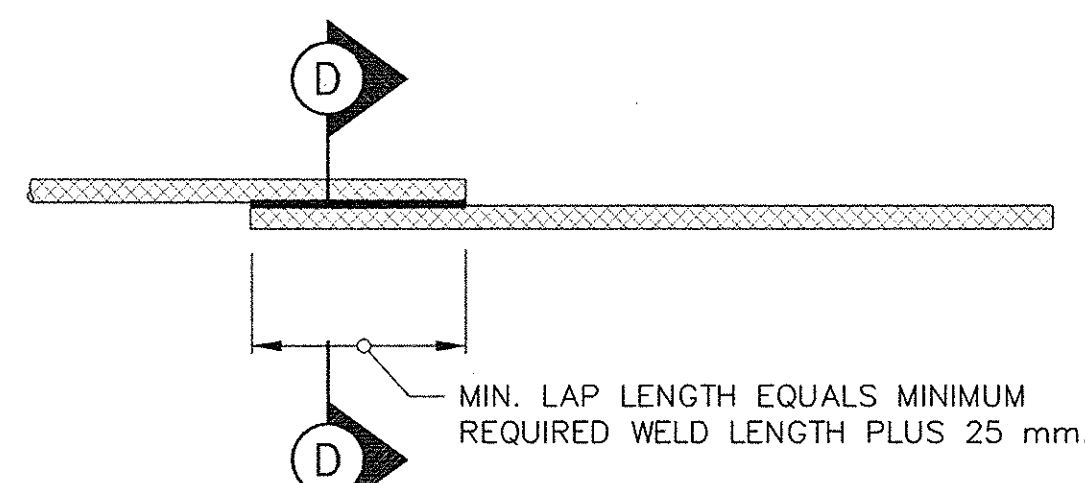
DOUBLE FLARE V - GROOVE WELD

S = REINFORCING BAR NOMINAL RADIUS (TYP.).

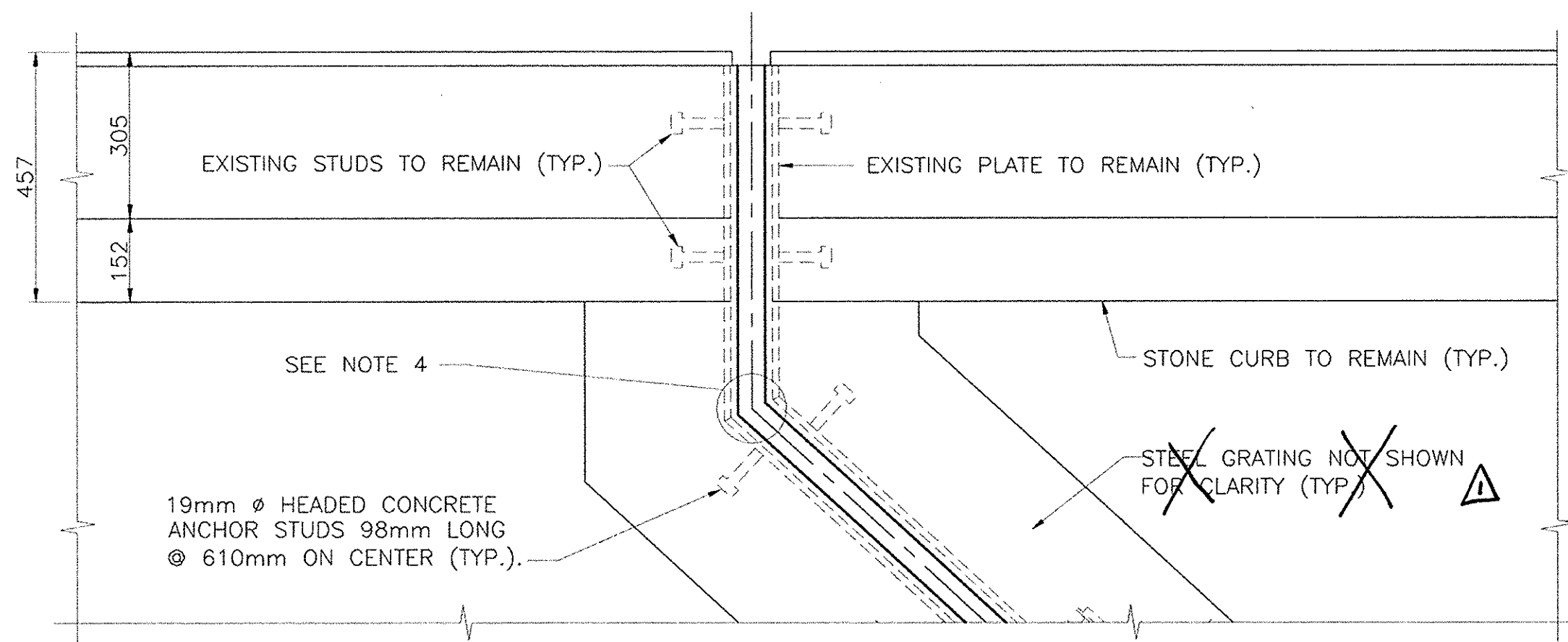
MINIMUM WELD LENGTHS		
BAR SIZE	SINGLE FLARE L1 V-GROOVE WELD	DOUBLE FLARE L2 V-GROOVE WELD
16	100	62
19	113	70
22	125	75
25	138	81
29	150	88



PLAN
LAPPED, TIED SPLICE
NOT TO SCALE

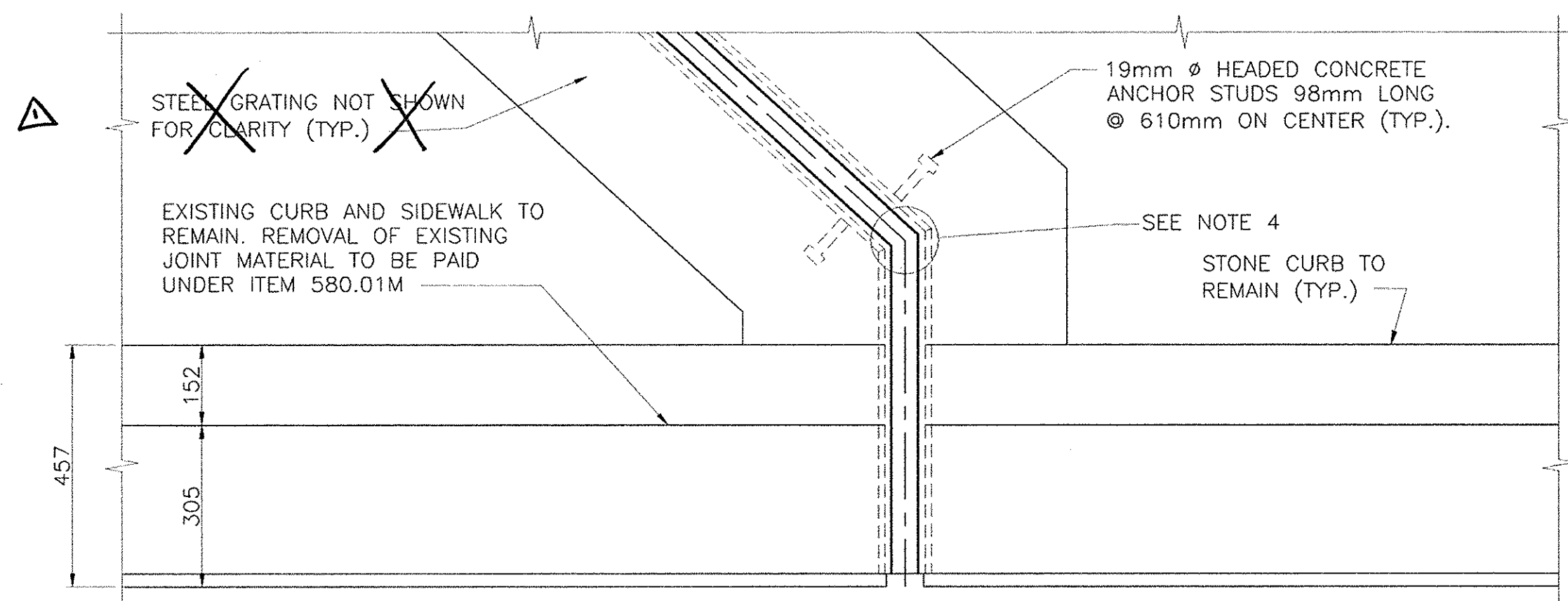


PLAN
WELDED SPLICE
NOT TO SCALE



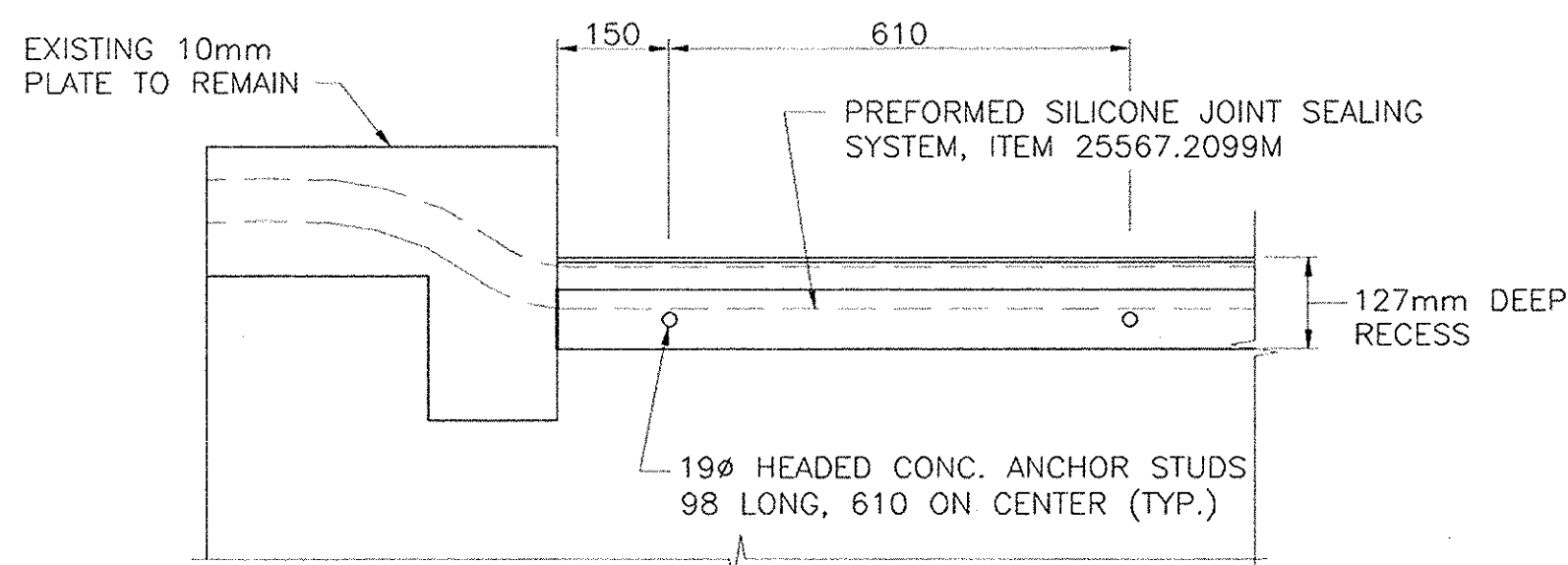
**PROPOSED PARTIAL JOINT PLAN
AT EXIST. ARM. JT. LOCATIONS**

1:10
0.2 m 0 0.2 m



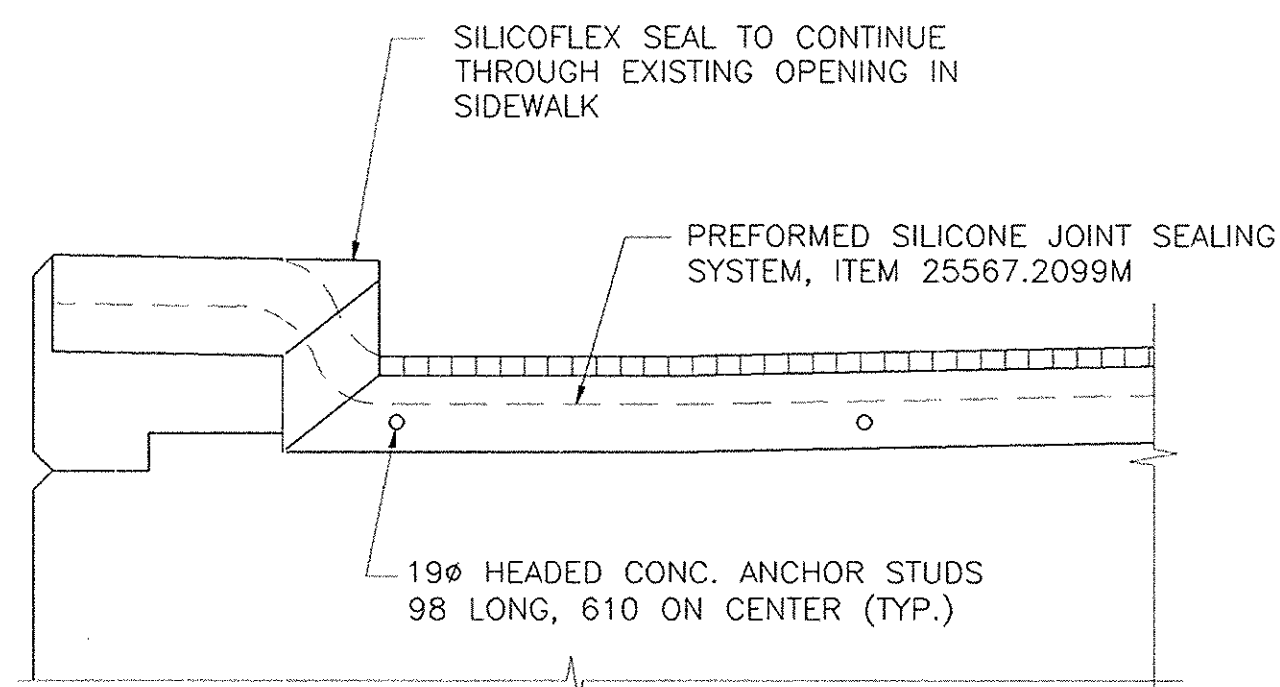
**PROPOSED PARTIAL JOINT PLAN
AT EXIST. STRIP SEAL JT. LOCATIONS**

1:10
0.2 m 0 0.2 m



**PROPOSED JOINT DETAIL
AT EXISTING ARMORED JOINT**

N.T.S.

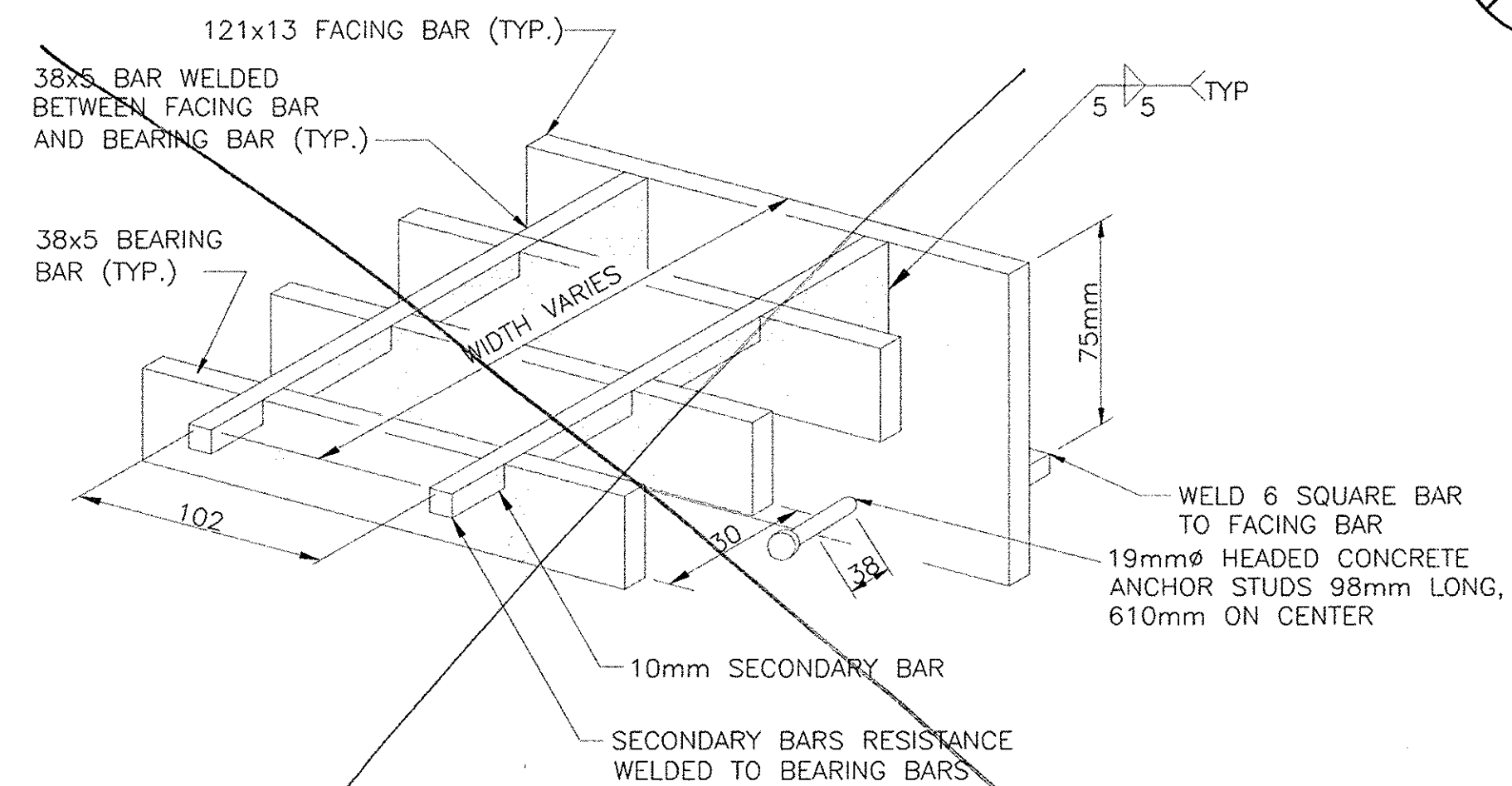


**PROPOSED JOINT DETAIL
AT EXISTING STRIP SEAL JOINT**

N.T.S.

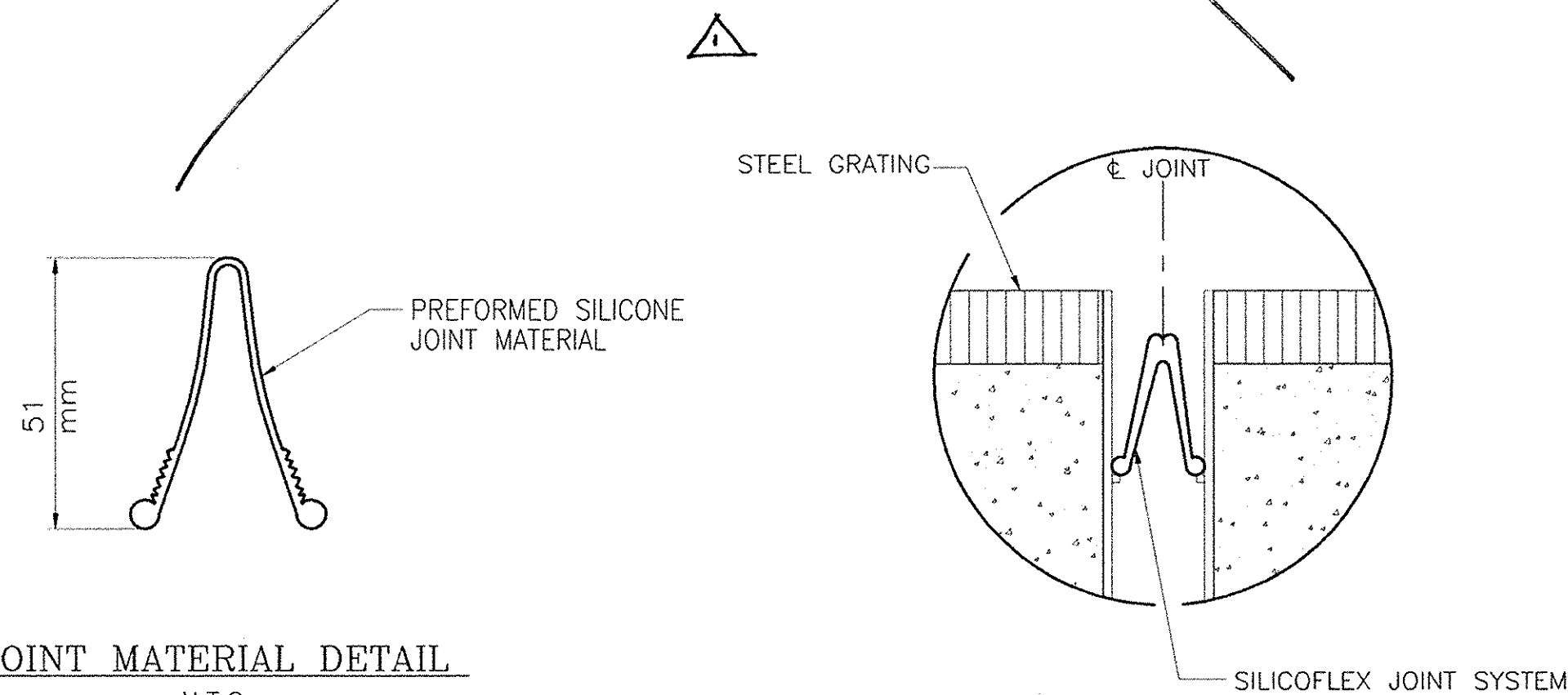
INSTALLATION PROCEDURE:

1. MINIMUM OF 25mm OPENING NEEDED FOR PROPER JOINT INSTALLATION.
2. CLEAN JOINT AREA AND ABRASE VERTICAL SURFACES.
3. JOINT INTERFACE MUST BE COMPLETELY DRY.
SILICOFLEX JOINT SYSTEM
4. **SILICOFLEX SEAL** MUST BE PLACED TO THE PROPER DEPTH AND CONFIGURATION AS SHOWN ON THE CONSTRUCTION DRAWINGS OR FROM THE INSTALLATION PROCEDURE PROVIDED BY THE MANUFACTURER.
5. IRREGULAR JOINT OPENINGS, OR JOINTS LARGER THAN 75mm MAY REQUIRE THE USE OF A BACKER ROD TO PROPERLY POSITION THE **SILICOFLEX SEAL**. **Silicone Expansion Joint System**
6. CLEANING OF THE SEAL SHOULD BE ACCOMPLISHED PRIOR TO THE INSTALLATION BY CLEANING WITH SOLVENT SATURATED CLOTH. THE JOINT SURFACES SHOULD THEN BE PRIMED.
7. ONCE SILICOFLEX SEAL IS IN THE CORRECT POSITION, APPLY A BEAD OF SILICOFLEX LOCKING ADHESIVE ALONG EACH SIDE OF THE SILICOFLEX SEAL TO THE TOP OF THE SERRATIONS.
8. TOOL THE LOCKING ADHESIVE TWICE TO INSURE COMPLETE CONTACT WITH THE VERTICAL EDGES OF THE JOINT.
9. VERTICAL CURBS, DIRECTIONAL CHANGES AND FIELD SPLICES REQUIRE "RJ WATSON" SPLICING COMPOUND.



STEEL WELDED GRATING - ITEM 25596.01M

N.T.S.



JOINT MATERIAL DETAIL

N.T.S.

DETAIL "A"

N.T.S.

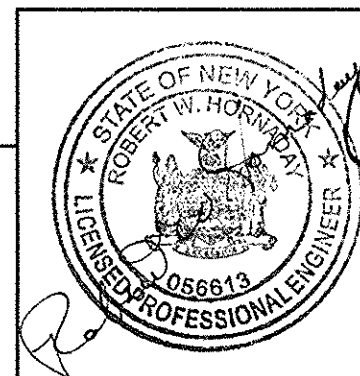
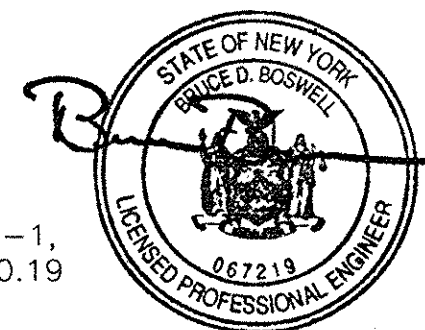
SF 225		SF 400	
INSTALLATION RANGE WIDTH	32mm - 76mm	INSTALLATION RANGE WIDTH	64mm - 102mm
MAXIMUM CLOSURE	19mm	MAXIMUM CLOSURE	25mm
MAXIMUM OPENING	76mm	MAXIMUM OPENING	127mm

NOTE:

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

NOTES:

1. FOR LOCATIONS OF JOINT REPLACEMENTS, SEE DWGS. S2-1, S8-1, AND S9-1 FOR MILEPOSTS 123.69, 800.00, AND 800.19 RESPECTIVELY.
2. FOR ADDITIONAL JOINT DETAILS, SEE DWGS. S2-7, S8-8, AND S9-7 & S9-8 FOR MILEPOSTS 123.69, 800.00, AND 800.19 RESPECTIVELY.
3. THE SEAL SHALL BE SUPPLIED IN ONE PIECE FOR THE FULL LENGTH OF JOINT. SPLICES WILL NOT BE PERMITTED WHEN THE LENGTH OF THE PIECE IS LESS THAN 15m. FOR LENGTHS UP TO 30m, ONE SHOP SPLICE WILL BE PERMITTED. FOR LENGTHS IN EXCESS OF 30m, SHOP SPLICES MAY BE PLACED AT APPROXIMATELY 15m INTERVALS.
4. ALL SEAL BEND, SPLICES AND MITERS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.



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CONTRACT NUMBER:
TAA 02-30B
DATE:
NOV., 2002
DRAWING NUMBER:
JD-1 R-1

TYPICAL JOINT DETAILS

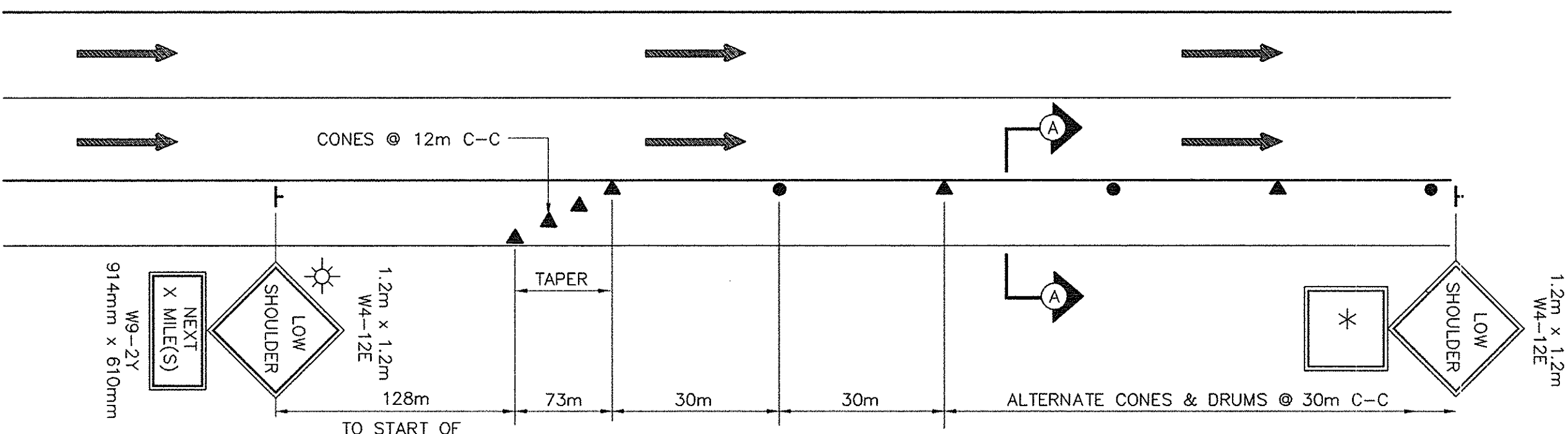
TITLE OF PROJECT
BRIDGE REHABILITATION
LOCATION OF PROJECT
ALBANY DIVISION
TITLE OF DRAWING

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

REVISIONS

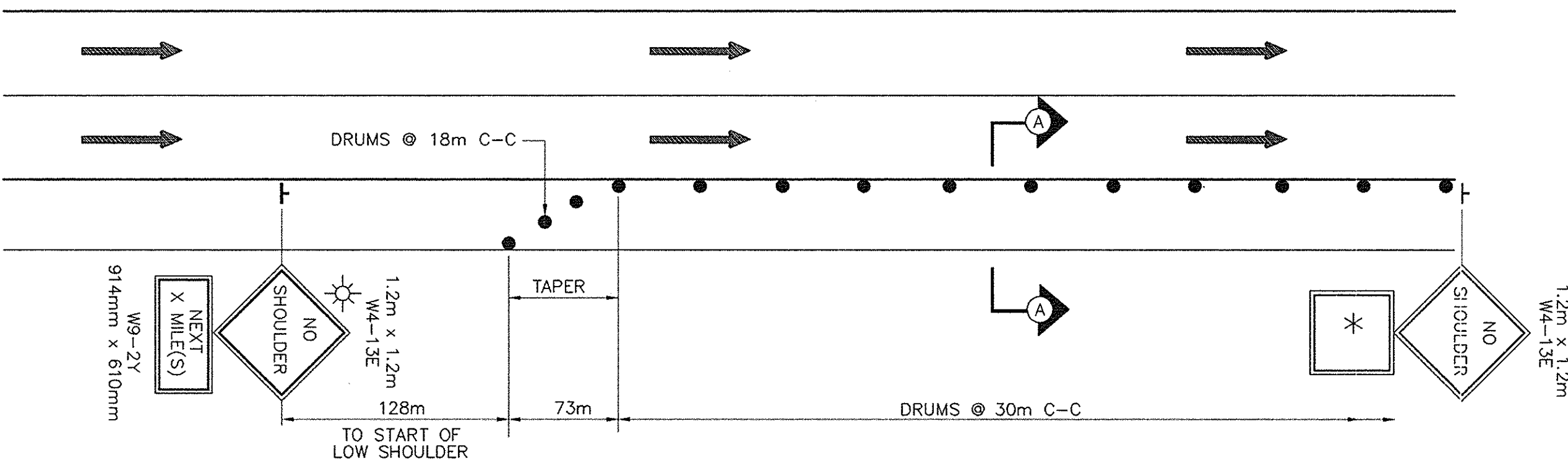
10/03 Item change G.A. Hall

WPT-1
CHECKED BY: JA
DRAFTED BY: JA
DESIGNED BY: JA
IN CHARGE OF: JA



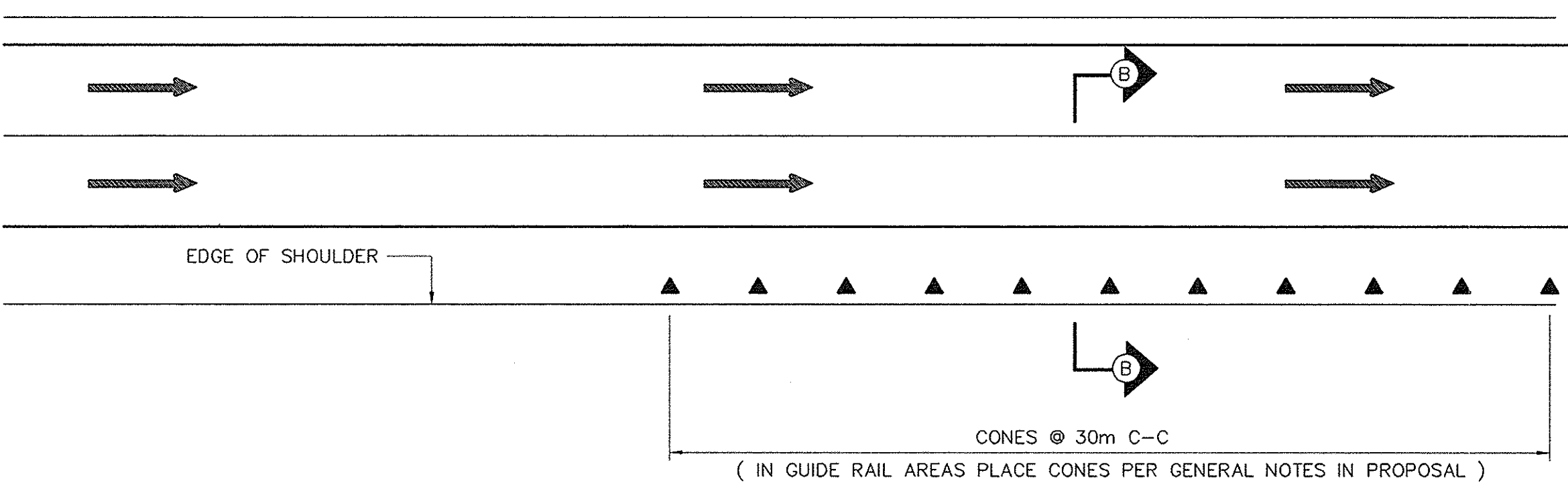
TRAFFIC CONTROL PLAN IN AREAS WITH A SHOULDER DROP OF 38mm TO 102mm

(*) W9-2Y SIGN IS REQUIRED EVERY 805m UNLESS WITHIN 305m OF END OF SECTION
NOTE: REPEAT W4-12E SIGN EVERY 305m

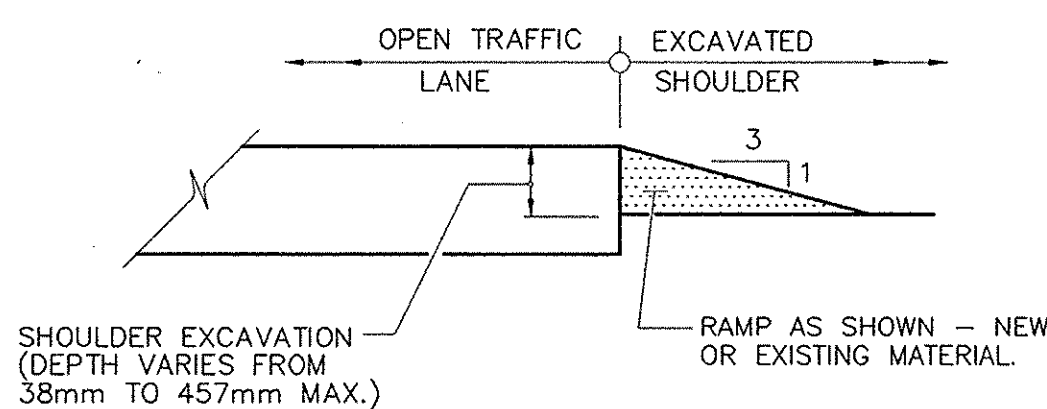


TRAFFIC CONTROL PLAN IN AREAS WITH A SHOULDER DROP OF MORE THAN 102mm AND LESS THAN 457mm

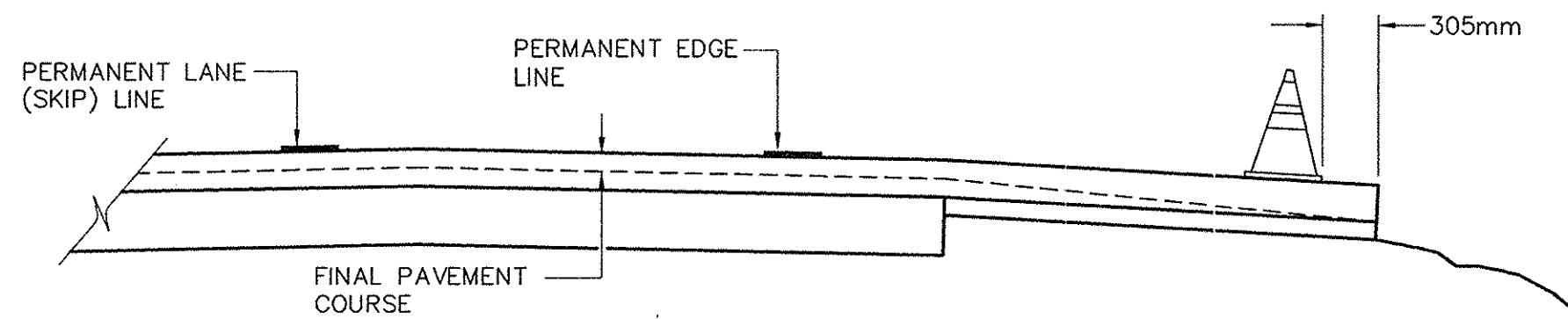
NOTE: REPEAT W4-13E SIGN EVERY 305m.



TRAFFIC CONTROL PLAN IN AREAS WITH FINAL PAVEMENT COURSE PLACED AND PERMANENT PAVEMENT DELINEATION INSTALLED WITH DROP AT EDGE OF SHOULDER

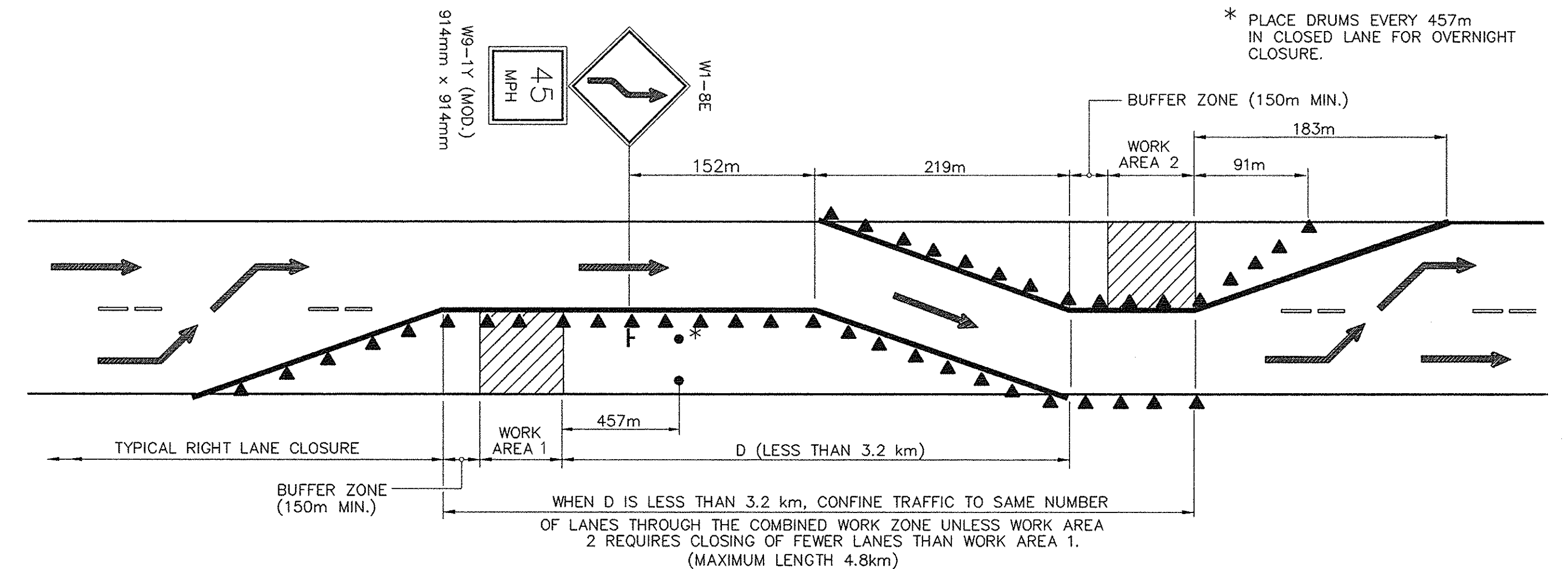
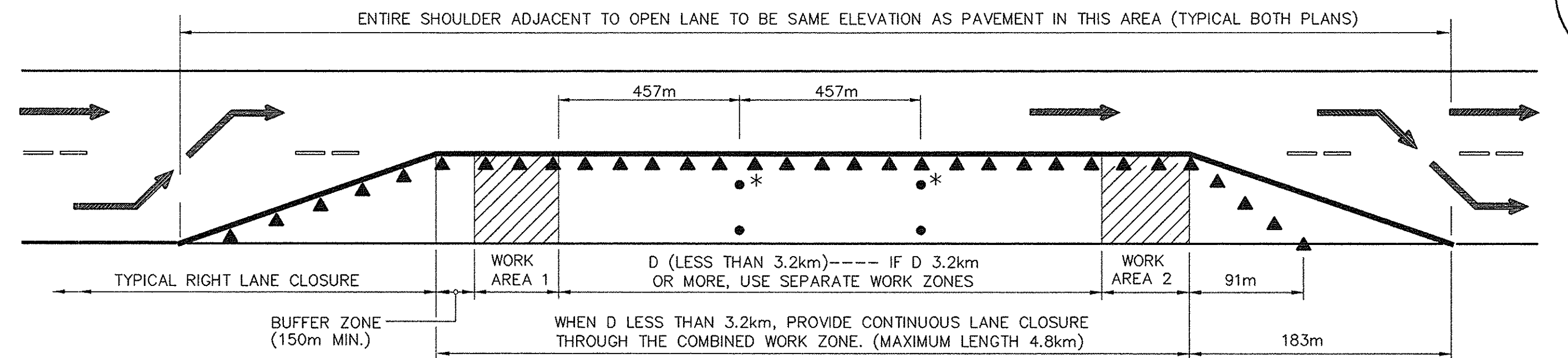


SECTION A-A



SECTION B-B

(AREAS WITHOUT SHOULDER BACK-UP INSTALLED)

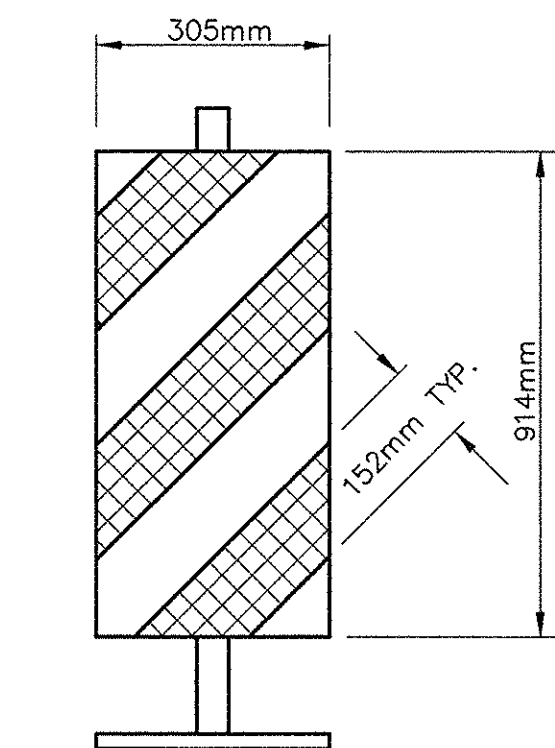


SUCCESSIVE WORK ZONES - TWO LANE SECTIONS (THREE LANE SIMILAR)

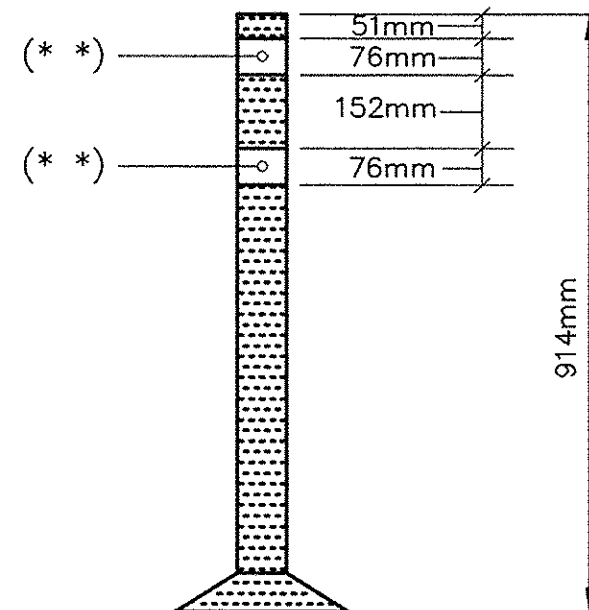
LEGEND

- WHITE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)
- ORANGE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)
- NON-REFLECTORIZED ORANGE
- APPROVED REFLECTORIZED WHITE BAND OR COLLAR (CLASS B OR C) -REQUIRED FOR NIGHT USE.

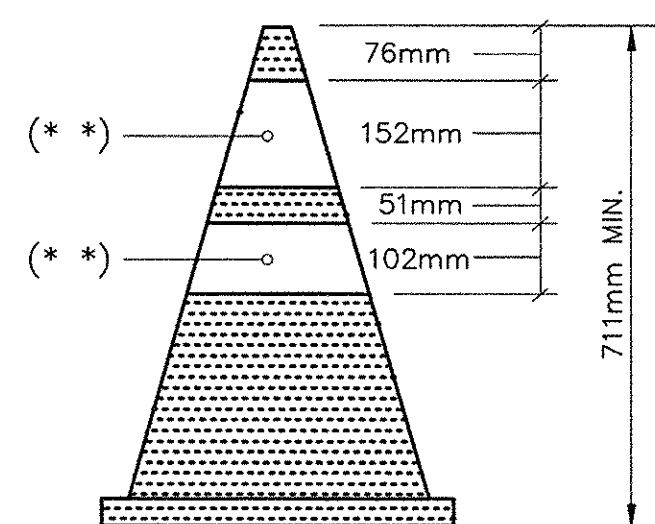
(+) OPTIONAL DEVICES MAY BE SUBSTITUTED FOR CONES WITH THE APPROVAL OF THE ENGINEER.



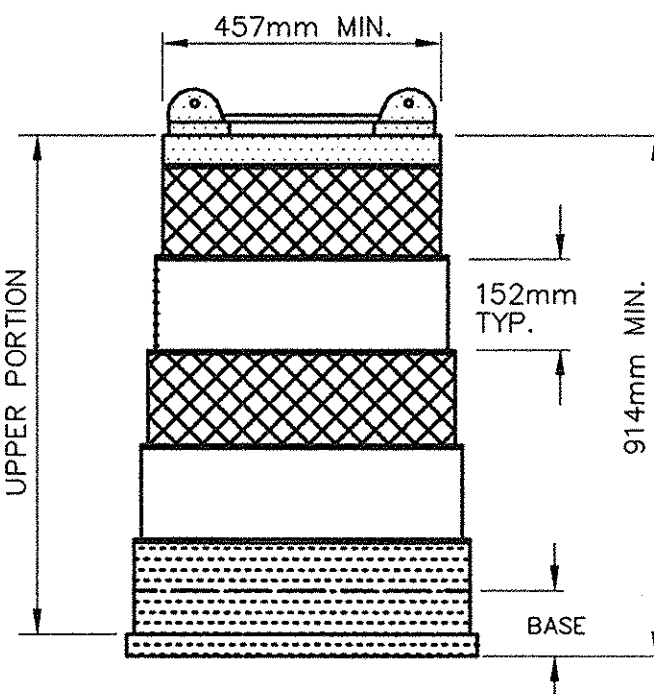
VERTICAL PANEL



TUBULAR MARKER



CONE



PLASTIC DRUM

(OPTIONAL DEVICES) (+)

TRAFFIC CONTROL DEVICES

NOTE "A"

EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN PROJECT LIMITS. IF CONTRACTOR'S OPERATIONS IN ANY WORK AREA WILL EXCEED A PERIOD OF 2 WEEKS, OR AS DIRECTED BY THE ENGINEER, CONTRACTOR SHALL COMPLETELY REMOVE PORTIONS OF EXISTING MARKINGS AND INSTALL TEMPORARY MARKINGS AS DETAILED ABOVE. TEMPORARY MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

WHEN ALL WORK IS TO BE COMPLETED IN THE WORK AREA, OR AS DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL REMOVE THE TEMPORARY MARKINGS AND RESTORE THE EXISTING MARKINGS.

NOTES FOR SHOULDER EXCAVATION PROTECTION:

THE DISTANCE BETWEEN THE W4-12E OR W4-13E SIGNS SHALL NOT EXCEED 305m. USE W9-2Y ON FIRST SIGN TO NEAREST 805m WHEN THE AREA BEING PROTECTED EXCEEDS 805m IN LENGTH. ONLY THE LEFT OR RIGHT SHOULDER MAY BE WORKED ON AT ONE TIME.

DRUMS AND CONES SHALL BE PLACED AND MAINTAINED SO THAT AT LEAST TWO THIRDS OF THEIR HEIGHT IS EXPOSED ABOVE THE PAVEMENT.

IF THE DEPTH OF EXCAVATION EXCEEDS 457mm, THE ADJACENT LANE MUST REMAIN CLOSED, OR TEMPORARY CONCRETE BARRIER MUST BE USED TO PROTECT THE CONDITION.

TYPICAL PLAN FOR RIGHT SHOULDER SHOWN. LEFT SHOULDER PROTECTION IS SAME DETAIL.

EXCAVATED SHOULDER TO BE RAMPED DOWN (SECTION A-A) DURING NON-WORK HOURS.

LEGEND

- TRAFFIC CONE
- DRUM
- FLASHING LIGHT, LOW INTENSITY, FOR NIGHT USE OR A.O.B.E.
- SIGN (ALL "W" SERIES SIGNS TO BE BLACK ON FLUORESCENT ORANGE)
- REMOVAL OF EXISTING PAVEMENT MARKINGS DURING CONSTRUCTION
- TEMPORARY PAVEMENT MARKING FOR CONSTRUCTION (SEE NOTE A)

No As-Built REVISIONS

NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT

BRIDGE REHABILITATION

LOCATION OF PROJECT

ALBANY DIVISION

TITLE OF DRAWING

THRUWAY PLANS FOR MISCELLANEOUS OPERATIONS

CONTRACT NUMBER:
TAA 02-30B

DATE:
NOV., 2002

DRAWING NUMBER:
MPT-1



NOTES: FOR MOBILE AND STATIONARY (SHORT TERM) TRAFFIC CONTROL PLAN:

- THESE PLANS ARE TO BE UTILIZED ONLY WHEN AUTHORIZED BY THE ENGINEER.
- TRUCK MOUNTED FLASHING ARROW BOARD SHALL CONFORM TO SECTION 294.5 OF M.U.T.C.D. MINIMUM SIZE SHALL BE TYPE "B" 1.4m x 762mm FULL ARROW FLASH ONLY (TRAILER MOUNTED ARROW BOARDS SHALL BE TYPE "C" 2.4m x 1.2m); NO CHEVRONS NOR SEQUENTIAL ARROW FLASH WILL BE ALLOWED.
- WHERE THE PASSING LANE IS TO BE CLOSED, THE FIRST UNIT IS TO BE LOCATED IN THE MALL, THE SECOND STRADDLES THE MALL AND LEFT LANE AND THE THIRD UNIT IS IN THE LEFT LANE. THE UNITS WILL DISPLAY FLASHING RIGHT ARROWS.
- WHERE THE DRIVING LANE IS TO BE CLOSED, THE FIRST UNIT IS TO BE LOCATED ON THE RIGHT SHOULDER, THE SECOND STRADDLES THE SHOULDER AND DRIVING LANE AND THE THIRD UNIT IS IN THE DRIVING LANE. THE UNITS WILL DISPLAY FLASHING LEFT ARROW.
- THE MINIMUM HEIGHT OF FLASHING ARROW BOARDS SHALL BE 1.5m FROM THE PAVEMENT TO THE BOTTOM OF THE PANEL.
- THE MOBILE CONSTRUCTION ZONE IMPACT ATTENUATOR SHALL CONFORM TO THE REQUIREMENTS OF SECTION 712-06 OF THE STANDARD SPECIFICATIONS.
- THE SHADOW VEHICLE SHALL CONFORM TO THE REQUIREMENTS OF SECTION 619-1.02N OF THE STANDARD SPECIFICATIONS.
- THE STATIONARY (SHORT TERM) LANE CLOSURE MAY BE UTILIZED AT ONE WORK AREA, ONCE A WORKING DAY, FOR A DURATION OF 2 HOURS OR LESS.
- THE CONTRACTOR MAY USE THE MOBILE LANE CLOSURE PLAN FOR A SHORT TERM STATIONARY CLOSURE PROVIDING THAT TRAFFIC CONES AND SIGNING ARE INCLUDED AS DETAILED IN THE STATIONARY PLAN.
- THE STATIONARY SHORT TERM LEFT LANE CLOSURE MAY BE MODIFIED TO A RIGHT LANE CLOSURE BY REPLACING THE W8-7D SIGN WITH A W8-8D PANEL. THE RIGHT LANE CLOSURE WILL OTHERWISE BE A MIRROR IMAGE OF THE LEFT LANE CLOSURE SIGN.
- THE W8-7D OR W8-8D PANELS MUST BE SUPPLEMENTED AS SHOWN WITH HIGH INTENSITY FLASHERS.
- THE "LANE CLOSED" SIGN SHALL BE MOUNTED BELOW THE FLASHING ARROW-BOARD ON THE VEHICLES SHOWN.
- ALL "W" SERIES SIGNS SHALL BE BLACK ON FLUORESCENT ORANGE. ALL REFLECTORIZED SIGN BACKGROUNDS SHALL BE CLASS "B" OR "C" REFLECTIVE SHEETING.

LEGEND

-  MOBILE CONSTRUCTION ZONE IMPACT ATTENUATOR
-  TRAFFIC CONE
-  FLASHING ARROW BOARD - SHADOW VEHICLE MOUNTED.
-  FLASHING ARROW BOARD - TRAILER MOUNTED.
-  FLASHING LIGHTS (LOW INTENSITY FOR NIGHT USE OR A.O.B.E.)

NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

No-As-Built Revisions

DATE	DESCRIPTION	BY	SYM.

REVISIONS

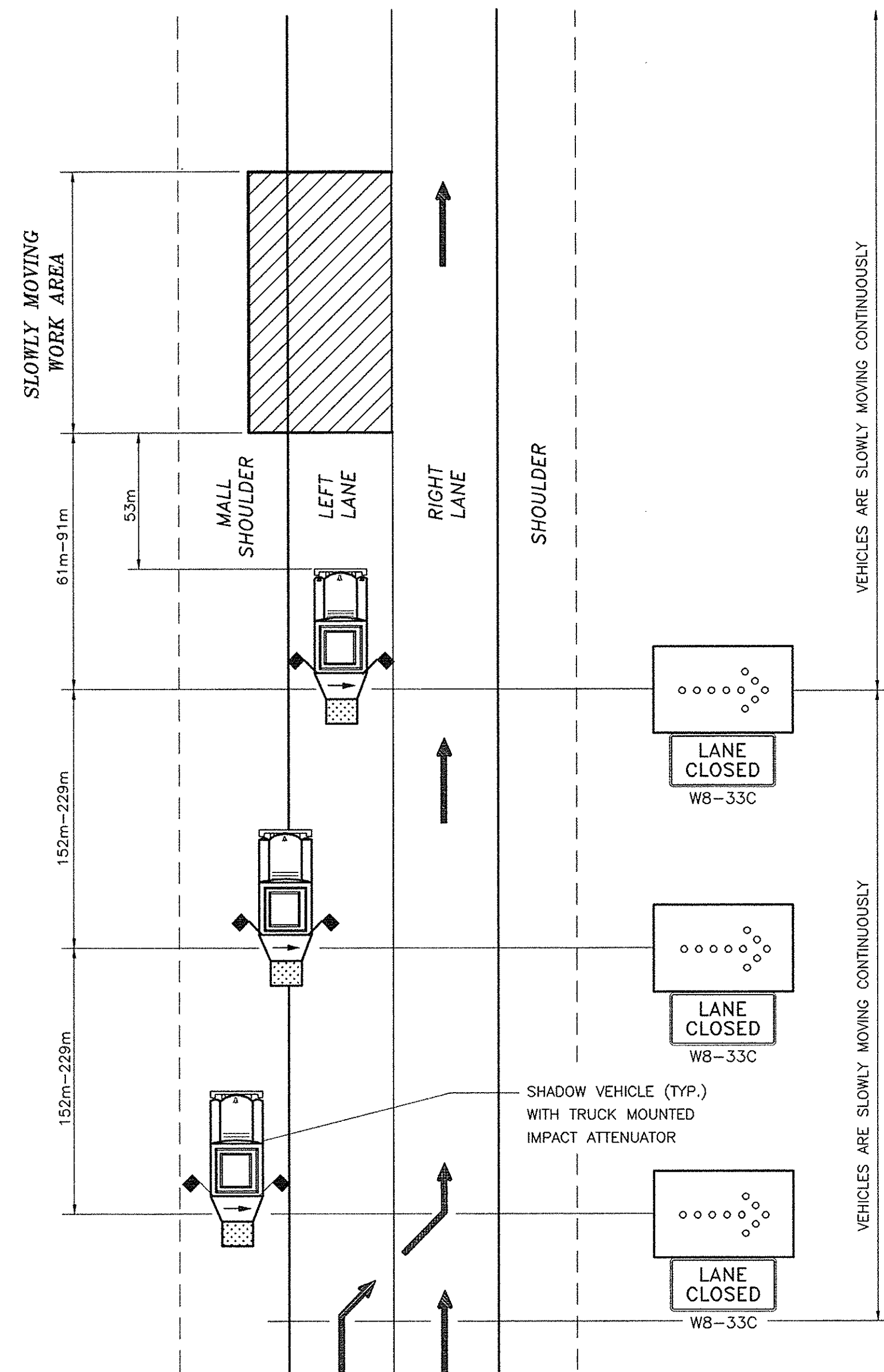
NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
BRIDGE REHABILITATION
LOCATION OF PROJECT
ALBANY DIVISION

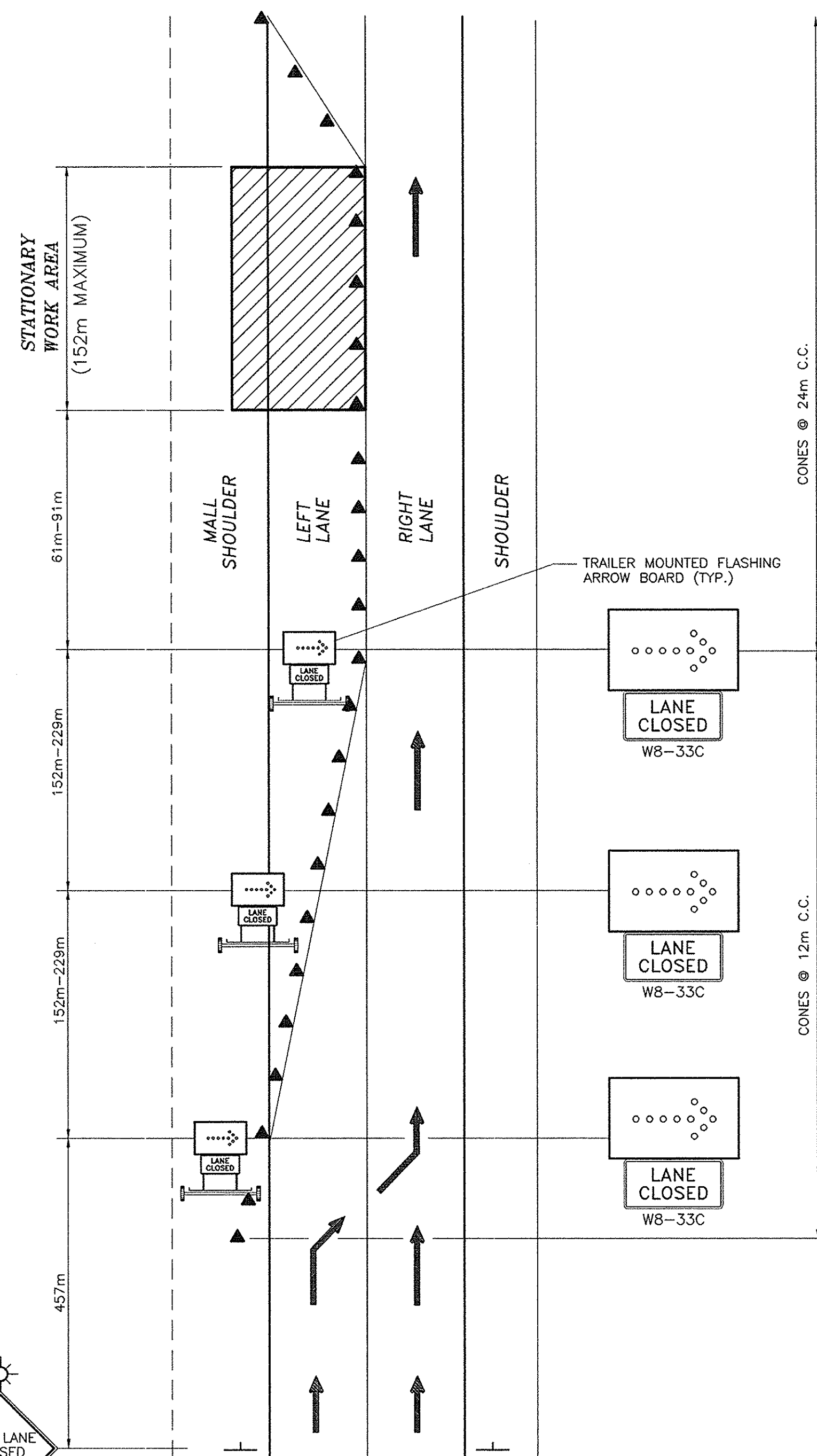
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MOVABLE AND SHORT TERM LANE CLOSURE



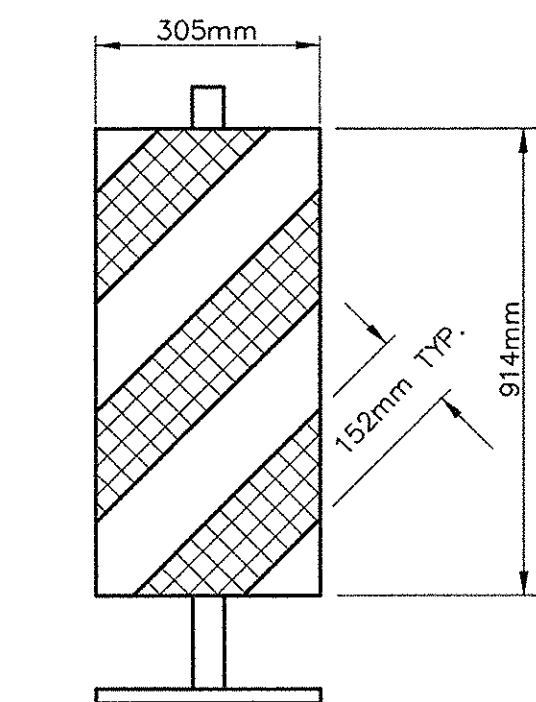
CONTRACT NUMBER:
TAA 02-30B
DATE:
NOV., 2002
DRAWING NUMBER:
MPT-2



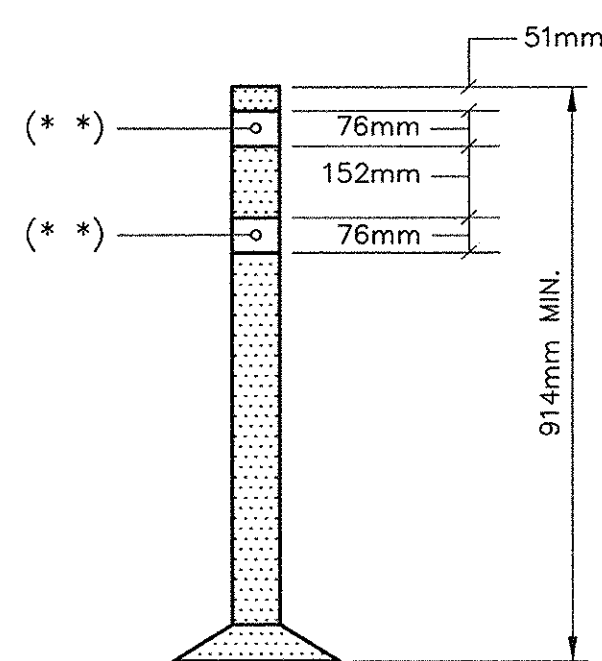
MOVABLE TRAFFIC CONTROL PLAN
FOR SINGLE LANE CLOSURE



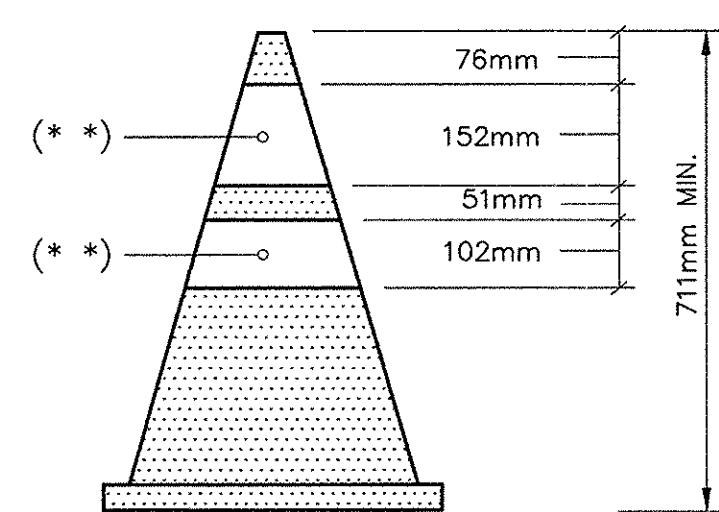
STATIONARY TRAFFIC CONTROL PLAN
FOR SHORT TERM LEFT LANE CLOSURE (1)



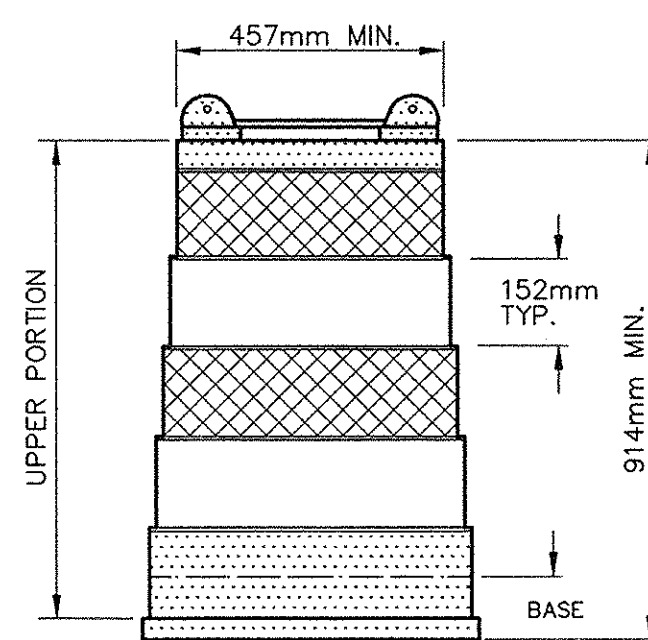
VERTICAL PANEL



TUBULAR MARKER



CONE



PLASTIC DRUM

(OPTIONAL DEVICES)

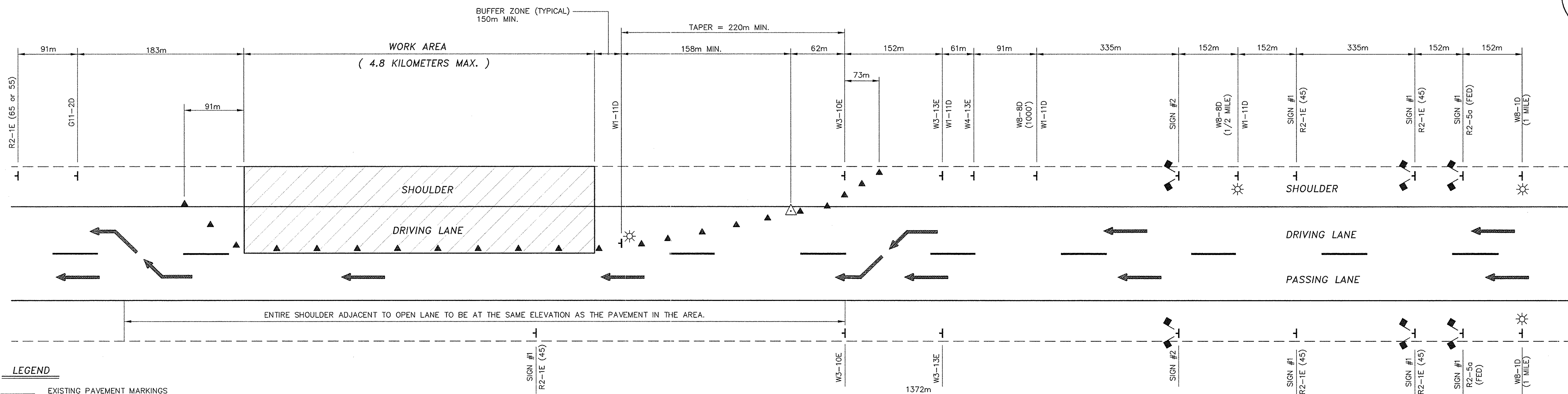
TRAFFIC CONTROL DEVICES (2)

FOOTNOTES

- (1) TRUCKS SHALL NOT BE PERMITTED TO REMAIN ATTACHED TO THE TRAILERS WITHIN THE CLOSURE SET-UP.
- (2) OPTIONAL DEVICES MAY BE SUBSTITUTED FOR CONES WITH THE APPROVAL OF THE ENGINEER.

LEGEND

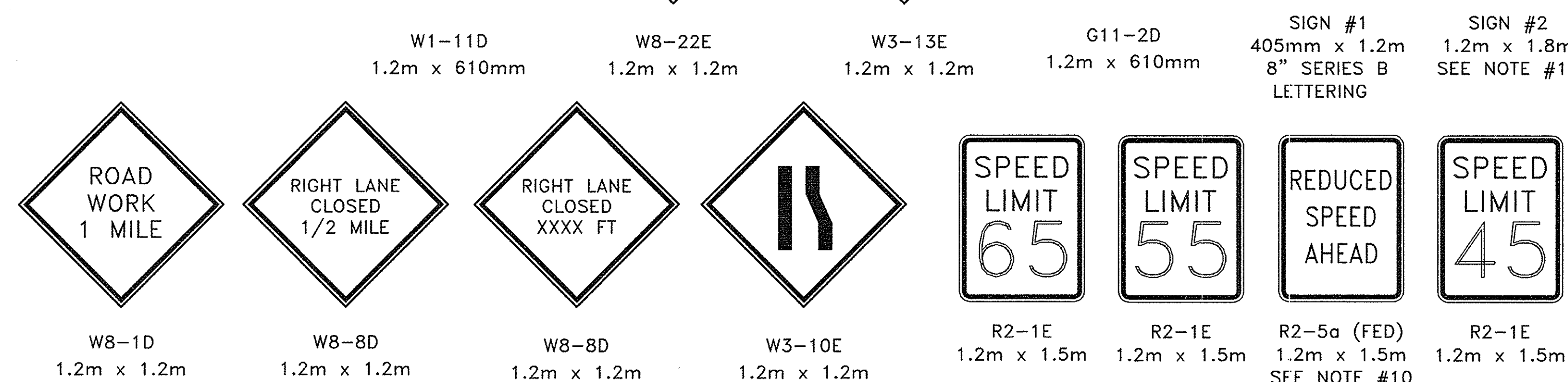
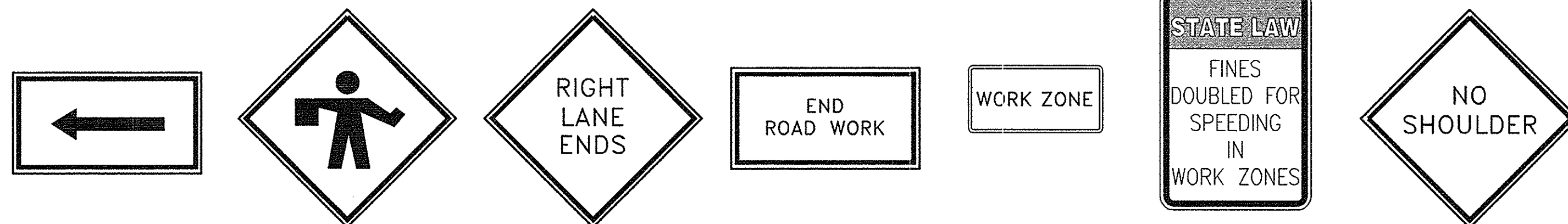
-  WHITE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)
-  ORANGE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)
-  NON-REFLECTORIZED ORANGE
-  COLLAR (CLASS B OR C) -REQUIRED FOR NIGHT USE. APPROVED REFLECTORIZED WHITE BAND OR

**LEGEND**

- EXISTING PAVEMENT MARKINGS (BROKEN OR SOLID)
- ▲ TRAFFIC CONES AT 12m INTERVALS ON TAPER, 24m ON TANGENT
- † SIGNS
- △ FLASHING ARROWBOARD
- ⚡ FLASHING LIGHTS (LOW INTENSITY FOR NIGHT USE OR A.O.B.E.)
- ◆ CONSTRUCTION FLAG

PLAN

N.T.S.

**NOTES:**

1. ALL SIGNS MAY BE FOUND IN THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALL "W" SERIES SIGNS SHALL BE BLACK ON FLUORESCENT ORANGE. ALL REFLECTORIZED SIGN BACKGROUNDS SHALL BE CLASS "B" OR "C" REFLECTIVE SHEETING.
2. SIGN SUPPORTS SHALL RESIST OVERTURNING IN WINDS AND PROVIDE A MINIMUM MOUNTING HEIGHT OF 1.5 METERS TO THE SIGN BOTTOM. SIGNS SHALL BE PLACED AT OR AS NEAR AS PRACTICABLE TO THE LOCATIONS SHOWN. LATERAL PLACEMENT OF SIGNS SHALL CONFORM TO SECTIONS 201.5 AND/OR 301.2 OF THE MUTCD.
3. FLAGGERS ARE TO BE PROVIDED AND LOCATED IN THE PATTERN AS DIRECTED BY THE ENGINEER. WHEN USED, A W8-22E SIGN WILL BE PLACED NOT CLOSER THAN 152 METERS NOR FURTHER THAN 792 METERS AHEAD OF THE FLAGGER.
4. ALL FLASHING LIGHTS SHOWN ON THIS SHEET SHALL BE PLACED IN OPERATION FROM 1/2 HOUR AFTER SUNSET TO 1/2 HOUR BEFORE SUNRISE OR AS ORDERED BY THE ENGINEER.
5. FLASHING ARROWBOARDS SHALL CONFORM TO SECTION 294.5 OF THE MUTCD. THE MINIMUM SIZE SHALL BE TYPE C (2.4m X 1.2m) FULL ARROW FLASH. NO CHEVRONS NOR SEQUENTIAL ARROW FLASH WILL BE ALLOWED.
6. THESE PLANS SHALL BE MODIFIED TO LEFT LANE CLOSURE(S) BY CHANGING SIGNS W1-11D TO W1-12D, W8-8D TO W8-7D, W3-10E TO W3-9E AND W3-13E TO W3-12E. THE LEFT LANE CLOSURE SHALL BE THE MIRROR IMAGE OF THE RIGHT LANE CLOSURE.
7. THE TRAFFIC SUPERVISOR WILL APPROVE THE CONDITION OF ALL TRAFFIC CONTROL DEVICES PRIOR TO USE, AND WILL REVIEW THE PROPOSED TRAFFIC CONTROL PATTERN (FOR PRECISE DEVICE POSITIONING) PRIOR TO INSTALLATION.
8. EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN THE PROJECT LIMITS.
9. THE MINIMUM BUFFER ZONE LENGTH SHALL BE 150m. THE LENGTH OF THE BUFFER ZONE SHALL BE EXTENDED WHEN NECESSARY AS ORDERED BY THE ENGINEER TO ENSURE ADEQUATE SIGHT DISTANCE FOR APPROACHING VEHICLES OF THE LANE CLOSURE TAPER.
10. SEE PROPOSAL FOR SIGN FACE LAYOUT.
11. WHEN THE DISTANCE BETWEEN THE SECOND R2-1E(45) SIGN AND THE END OF THE WORK ZONE EXCEEDS 1372M, ADDITIONAL R2-1E(45) SIGNS SHALL BE PLACED IN THE WORK ZONE TO MAINTAIN A MAXIMUM SPACING OF 1372M. NOTE THAT ADDITIONAL SIGNS MAY BE NEEDED JUST BEYOND ANY ENTRANCE RAMP THAT TERMINATES WITHIN THE WORK ZONE AND BEYOND THE ALREADY SPECIFIED SIGNING.
12. ANY EXISTING SPEED LIMIT SIGNS SHALL BE COVERED SO AS NOT TO CONFLICT WITH THE WORK ZONE SPEED LIMIT.
13. FOR NIGHTTIME OPERATIONS. ALL PROVISIONS OF SECTION 619-3.13 OF THE STANDARD SPECIFICATIONS SHALL APPLY.
14. THIS SHEET APPLIES TO TWO, THREE, AND FOUR LANE SECTIONS.

No As-Built Revisions
NOTE:

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT

BRIDGE REHABILITATION

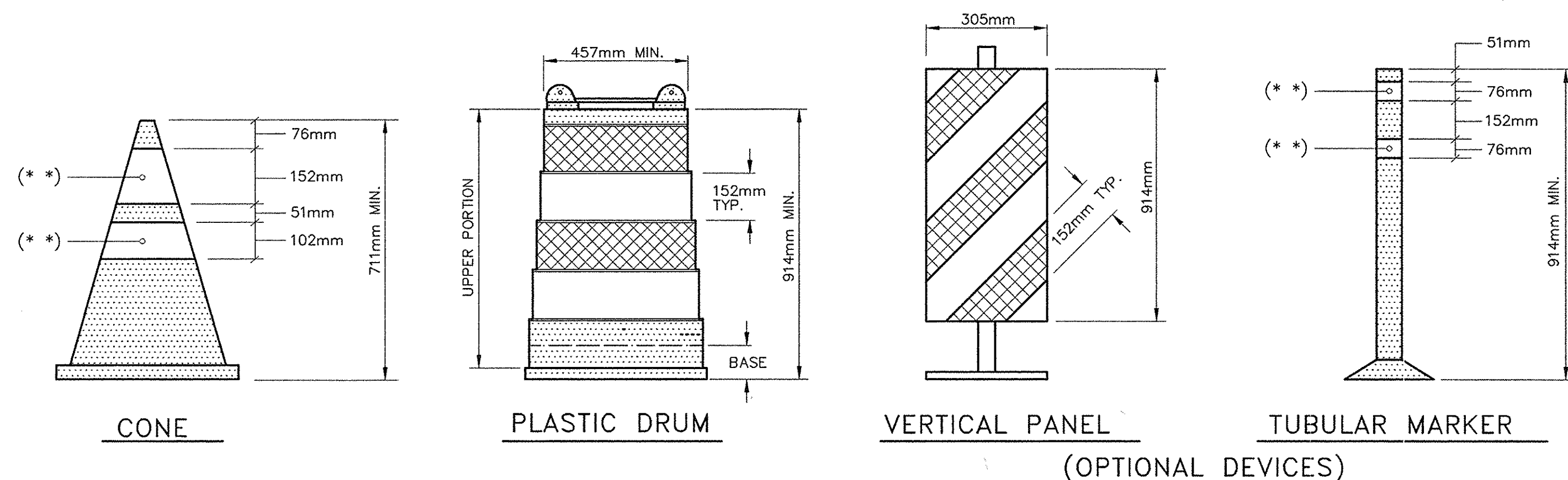
LOCATION OF PROJECT

ALBANY DIVISION

TITLE OF DRAWING

LANE CLOSURE
(DAILY)

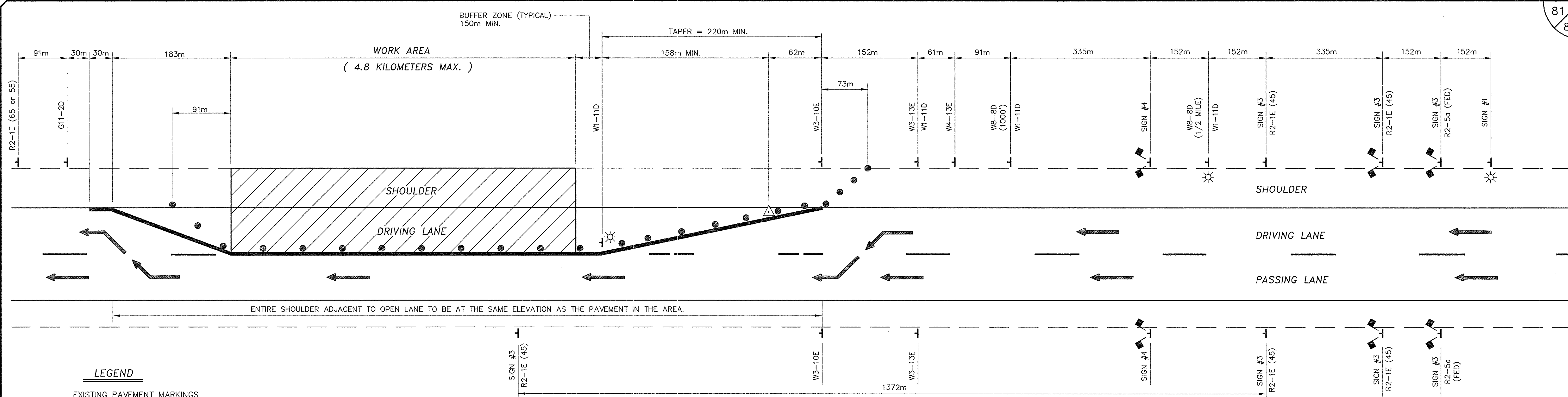
CONTRACT NUMBER:
TAA 02-30B
DATE:
NOV., 2002
DRAWING NUMBER:
MPT-3

**LEGEND**

- WHITE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)
- ORANGE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)
- NON-REFLECTORIZED ORANGE
- APPROVED REFLECTORIZED WHITE BAND OR COLLAR (CLASS B OR C) -REQUIRED FOR NIGHT USE.

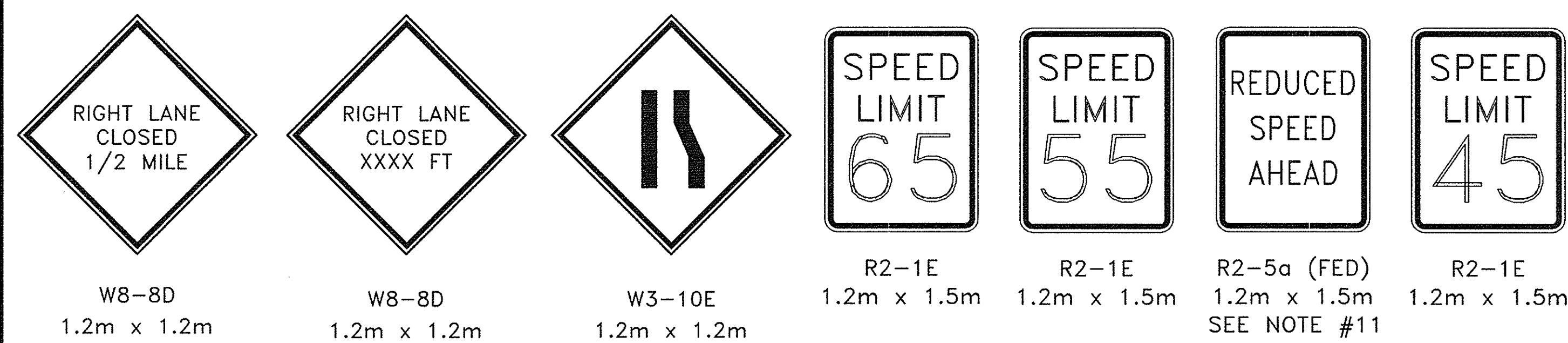
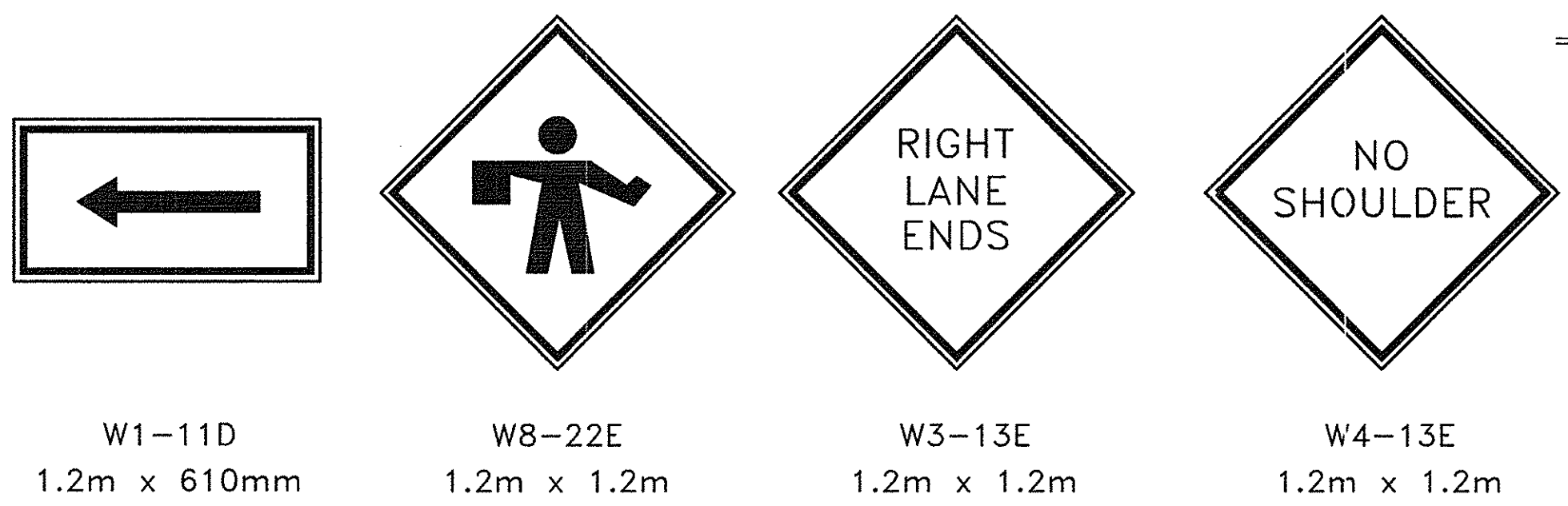
TRAFFIC CONTROL DEVICES

WPT-4
CHECKED BY: JA
DRAFTED BY: JA
DESIGNED BY: JA
IN CHARGE OF: JA



LEGEND

- EXISTING PAVEMENT MARKINGS (BROKEN OR SOLID)
- REMOVAL OF EXISTING PAVEMENT MARKINGS. (SEE NOTE 8)
- TEMPORARY PAVEMENT MARKING FOR CONSTRUCTION (SEE NOTE 8)
- TRAFFIC DRUMS AT 12m INTERVALS
- SIGNS
- FLASHING ARROWBOARD
- FLASHING LIGHTS (LOW INTENSITY FOR NIGHT USE OR A.O.B.E.)
- CONSTRUCTION FLAG



CONSTRUCTION AHEAD
BE ALERT !
YOUR TOLLS AT WORK

WORK ZONE

STATE LAW
FINES
DOUBLED FOR
SPEEDING
IN
WORK ZONES

END CONSTRUCTION
Thanks For
Your Patience

- SIGN #1
2.7m x 1.5m
SEE NOTE #10
- SIGN #3
405mm x 1.2m
8" SERIES B
LETTERING
- SIGN #4
1.2m x 1.8m
SEE NOTE #10
- SIGN #5
2.4m x 1.2m
SEE NOTE #10

- NOTES:
- ALL SIGNS MAY BE FOUND IN THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALL "W" SERIES SIGNS SHALL BE BLACK ON FLUORESCENT ORANGE. ALL REFLECTORIZED SIGN BACKGROUNDS SHALL BE CLASS "B" OR "C" REFLECTIVE SHEETING.
 - SIGN SUPPORTS SHALL RESIST OVERTURNING IN WINDS AND PROVIDE A MINIMUM MOUNTING HEIGHT OF 1.5 METERS TO THE SIGN BOTTOM. SIGNS SHALL BE PLACED AT OR AS NEAR AS PRACTICABLE TO THE LOCATIONS SHOWN. LATERAL PLACEMENT OF SIGNS SHALL CONFORM TO SECTIONS 201.5 AND/OR 301.2 OF THE MUTCD.
 - FLAGGERS ARE TO BE PROVIDED AND LOCATED IN THE PATTERN AS DIRECTED BY THE ENGINEER. WHEN USED, A W8-22E SIGN WILL BE PLACED NOT CLOSER THAN 152 METERS NOR FURTHER THAN 792 METERS AHEAD OF THE FLAGGER.
 - ALL FLASHING LIGHTS SHOWN ON THIS SHEET SHALL BE PLACED IN OPERATION FROM 1/2 HOUR AFTER SUNSET TO 1/2 HOUR BEFORE SUNRISE OR AS ORDERED BY THE ENGINEER.
 - FLASHING ARROWBOARDS SHALL CONFORM TO SECTION 294.5 OF THE MUTCD. THE MINIMUM SIZE SHALL BE TYPE C (2.4m X 1.2m) FULL ARROW FLASH. NO CHEVRONS NOR SEQUENTIAL ARROW FLASH WILL BE ALLOWED.
 - THESE PLANS SHALL BE MODIFIED TO LEFT LANE CLOSURE(S) BY CHANGING SIGNS W1-11D TO W1-12D, W8-8D TO W8-7D, W3-10E TO W3-9E AND W3-13E TO W3-12E. THE LEFT LANE CLOSURE SHALL BE THE MIRROR IMAGE OF THE RIGHT LANE CLOSURE.
 - THE TRAFFIC SUPERVISOR WILL APPROVE THE CONDITION OF ALL TRAFFIC CONTROL DEVICES PRIOR TO USE, AND WILL REVIEW THE PROPOSED TRAFFIC CONTROL PATTERN (FOR PRECISE DEVICE POSITIONING) PRIOR TO INSTALLATION.
 - EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN THE PROJECT LIMITS. IF THE CONTRACTOR'S OPERATIONS IN ANY WORK AREA WILL EXCEED A PERIOD OF 2 WEEKS, OR IF DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL COMPLETELY REMOVE PORTIONS OF THE EXISTING MARKINGS AND INSTALL TEMPORARY MARKINGS AS DETAILED ON THIS SHEET. TEMPORARY MARKINGS SHALL BE IN ACCORDANCE WITH THE MUTCD, CONTRACT PLANS AND/OR PROPOSAL.
 - WHEN ALL WORK IS COMPLETED IN THE WORK AREA, OR AS DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL REMOVE THE TEMPORARY MARKINGS AND RESTORE THE EXISTING MARKINGS.
 - THE MINIMUM BUFFER ZONE LENGTH SHALL BE 150m. THE LENGTH OF THE BUFFER ZONE SHALL BE EXTENDED WHEN NECESSARY AS ORDERED BY THE ENGINEER TO ENSURE ADEQUATE SIGHT DISTANCE FOR APPROACHING VEHICLES OF THE LANE CLOSURE TAPER.
 - SEE PROPOSAL FOR SIGN FACE LAYOUT.
 - WHEN THE DISTANCE BETWEEN THE SECOND R2-1E(45) SIGN AND THE END OF THE WORK ZONE EXCEEDS 1372M, ADDITIONAL R2-1E(45) SIGNS SHALL BE PLACED IN THE WORK ZONE TO MAINTAIN A MAXIMUM SPACING OF 1372M. NOTE THAT ADDITIONAL SIGNS MAY BE NEEDED JUST BEYOND ANY ENTRANCE RAMP THAT TERMINATES WITHIN THE WORK ZONE AND BEYOND THE ALREADY SPECIFIED SIGNING.
 - ANY EXISTING SPEED LIMIT SIGNS SHALL BE COVERED SO AS NOT TO CONFLICT WITH THE WORK ZONE SPEED LIMIT.
 - THIS SHEET APPLIES TO TWO, THREE, AND FOUR LANE SECTIONS.

No As-Built REVISIONS
NOTE:

ALL DIMENSIONS ARE SHOWN IN
MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.

REVISIONS

NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING SERVICES
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
BRIDGE REHABILITATION

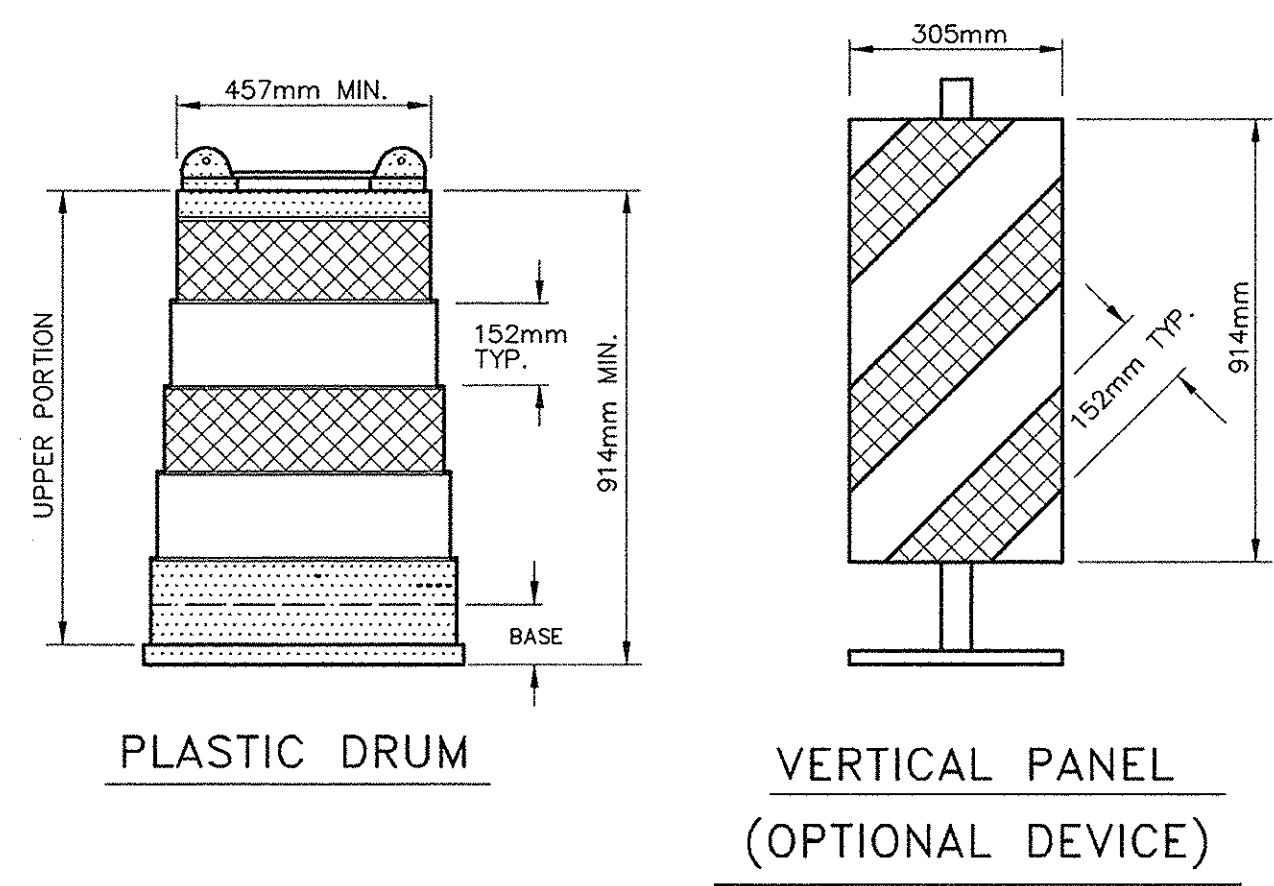
LOCATION OF PROJECT
ALBANY DIVISION

TITLE OF DRAWING
LANE CLOSURE
(LONG TERM)

CONTRACT NUMBER:
TAA 02-30B

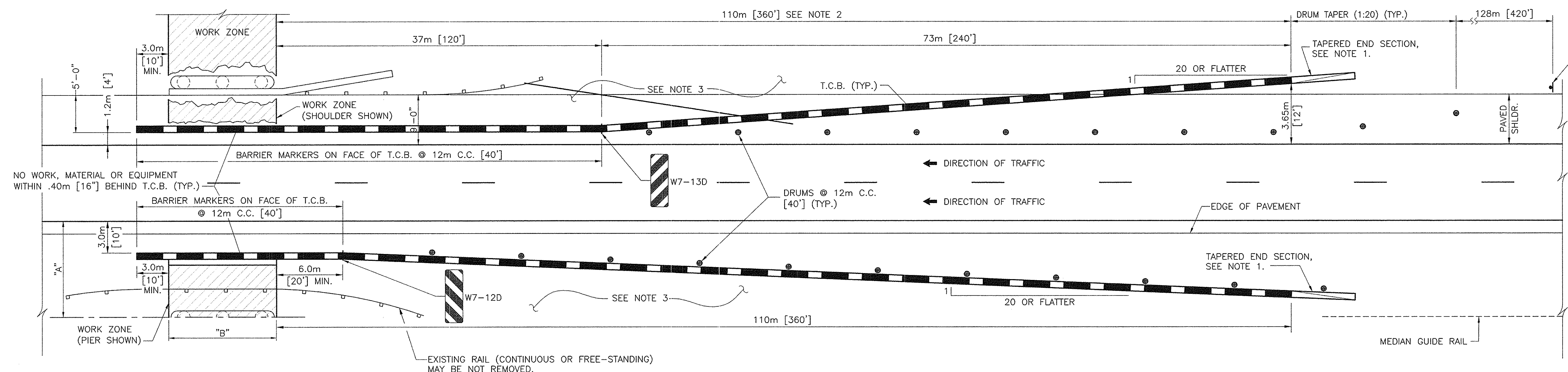
DATE:
NOV., 2002

DRAWING NUMBER:
MPT-4



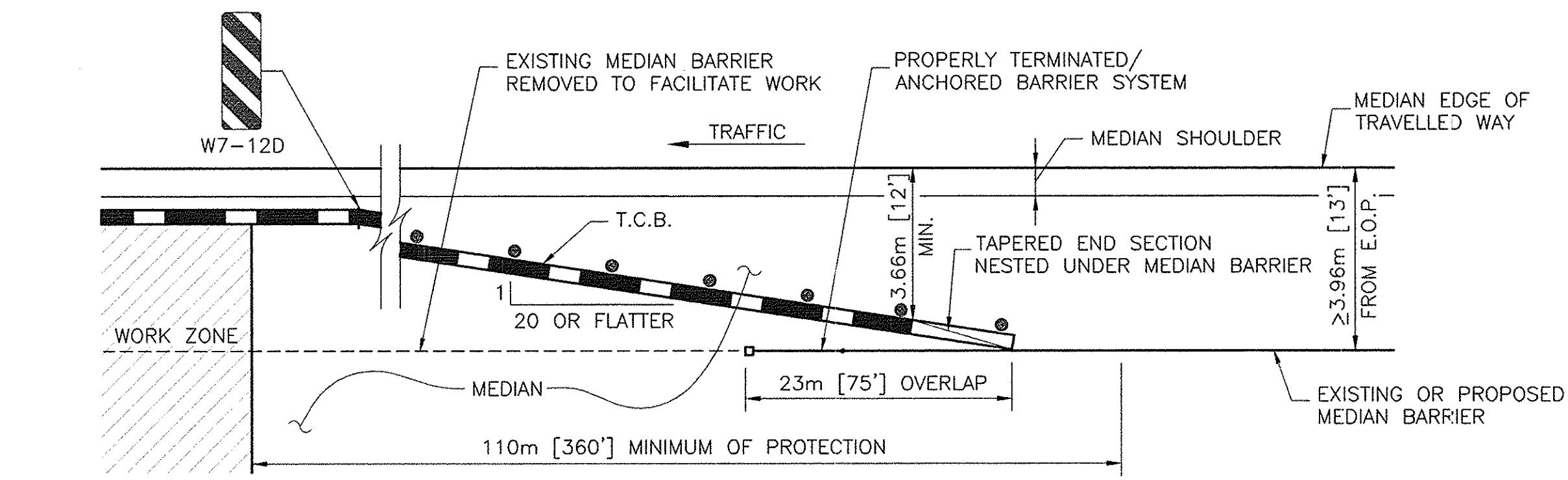
TRAFFIC CONTROL DEVICES

MPT-5
CHECKED BY: JA
DRAFTED BY: JA
DESIGNED BY: JA
IN CHARGE OF: JA

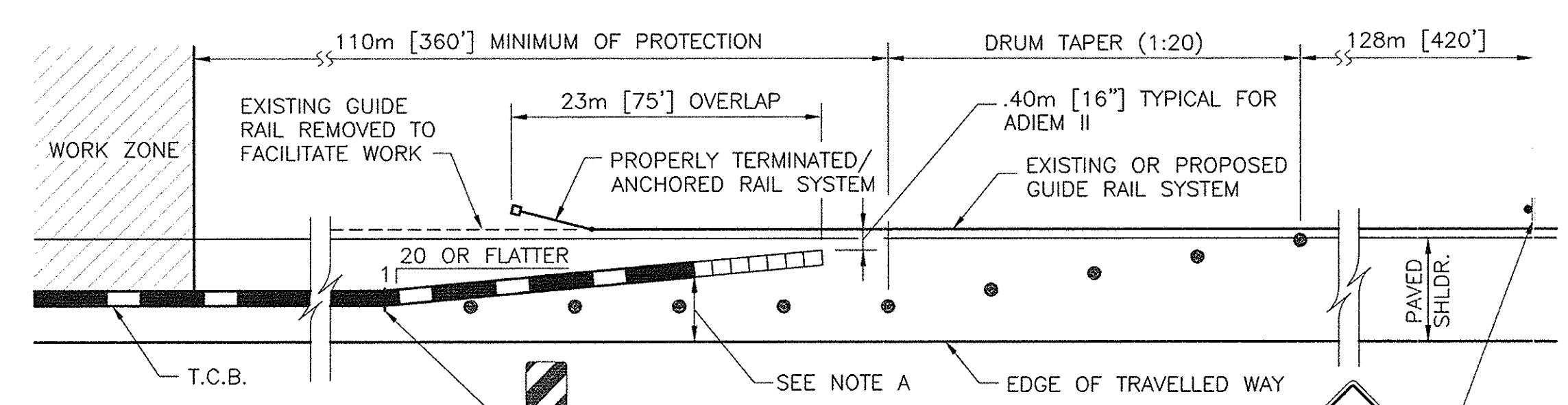


DIMENSION		LOCATION	DESCRIPTION OF RAIL TYPE
A	B		
±27'-0"	±47'-0"	M.P. 110.01	WEAK POST CORRUGATED BEAM
±22'-0"	±86'-0"	M.P. 123.69	WEAK POST CORRUGATED BEAM
±22'-0"	±114'-0"	M.P. 800.00	HEAVY POST CORRUGATED BEAM

TYPICAL TEMPORARY CONCRETE BARRIER
PROTECTION FOR MAINLINE THRUWAY WORK ZONES
N.T.S.



MEDIAN
N.T.S.



NOTE A:
<3.66m [12'] LAST FULL HEIGHT SECTION T.C.B.
UTILIZE ADIEM II (ITEM 91619.35M) ATTENUATOR
(OR APPROVED SAND BARREL ARRAY).

RIGHT SHOULDER - OPTION 1
N.T.S.

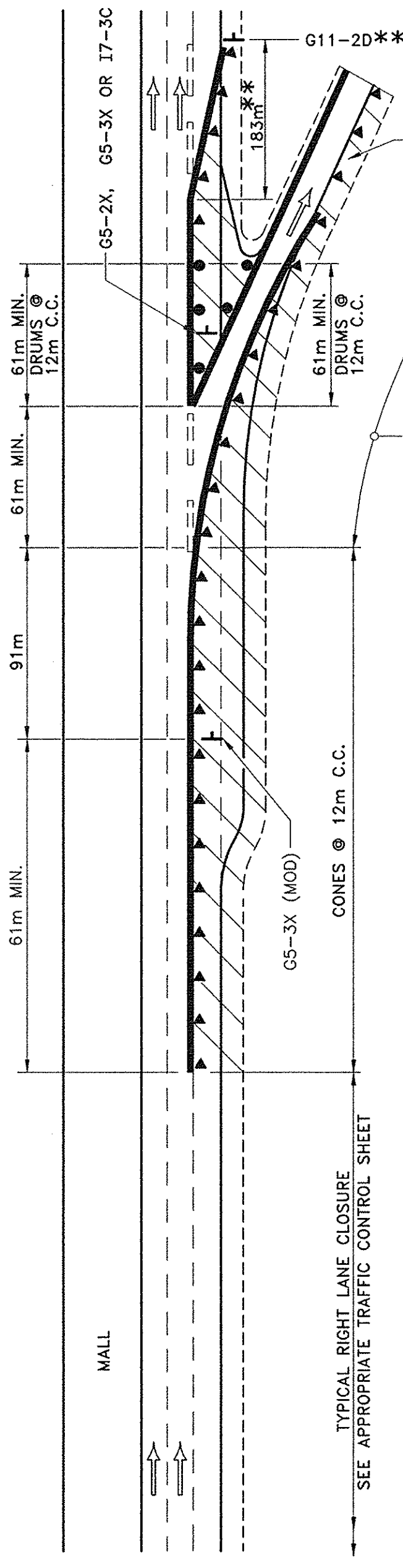
- LEGEND**
- WORK ZONE
 - TEMPORARY CONCRETE BARRIER (T.C.B.), ITEM 25619.1701M AND CONCRETE BARRIER MARKER, ITEM 25619.1704M
 - DRUM, ITEM 619.01M
 - SIGN, ITEM 619.02M
 - ADIEM II ATTENUATOR ITEM 91619.35M

- NOTES:**
- USE TAPERED END SECTION WHEN LAST FULL HEIGHT BARRIER SECTION IS PLACED GREATER THAN 3.65m [12'] OFF EDGE OF TRAVELED WAY. T.C.B. AND END SECTION MUST BE PLACED IN AREAS 1:10 OR FLATTER. OTHERWISE UTILIZE AN ADIEM II ATTENUATOR TO TERMINATE T.C.B. RUN. (SEE NOTE 2).
 - ADIEM II ATTENUATOR (ITEM 91619.35M) SHALL BE INSTALLED ON PAVED SHOULDERS OR ON AREAS 1:10 OR FLATTER.
 - NO MATERIAL OR EQUIPMENT SHALL BE STORED OUTSIDE THE WORK ZONE UNLESS APPROVED BY THE ENGINEER.
 - THE "NO SHOULDER" SIGN (W4-13E) SHALL BE USED WHENEVER THE WIDTH OF EXISTING SHOULDER IS REDUCED.
 - AT M.P. 800.00 WHEN MERGING TCB INTO AN EXISTING RAIL SYSTEM, CARE SHOULD BE TAKEN NOT TO TERMINATE THE TCB WITHIN THE ATTENUATION LENGTH OF AN EXISTING ATTENUATING TERMINAL. EITHER SHIELD TERMINAL WITH TCB, OR MERGE WITH THE RAIL SYSTEM DOWNSTREAM OF THE TERMINAL SO THAT IT MAY FUNCTION PROPERLY IF HIT.
 - USE ADIEM II ATTENUATOR AND SHOULDER DETAIL FOR NORTHBOUND AND SOUTHBOUND APPROACHES TO M.P. 110.01.
 - USE ADIEM II ATTENUATOR AND SHOULDER DETAIL FOR NORTHBOUND APPROACH TO M.P. 800.00.

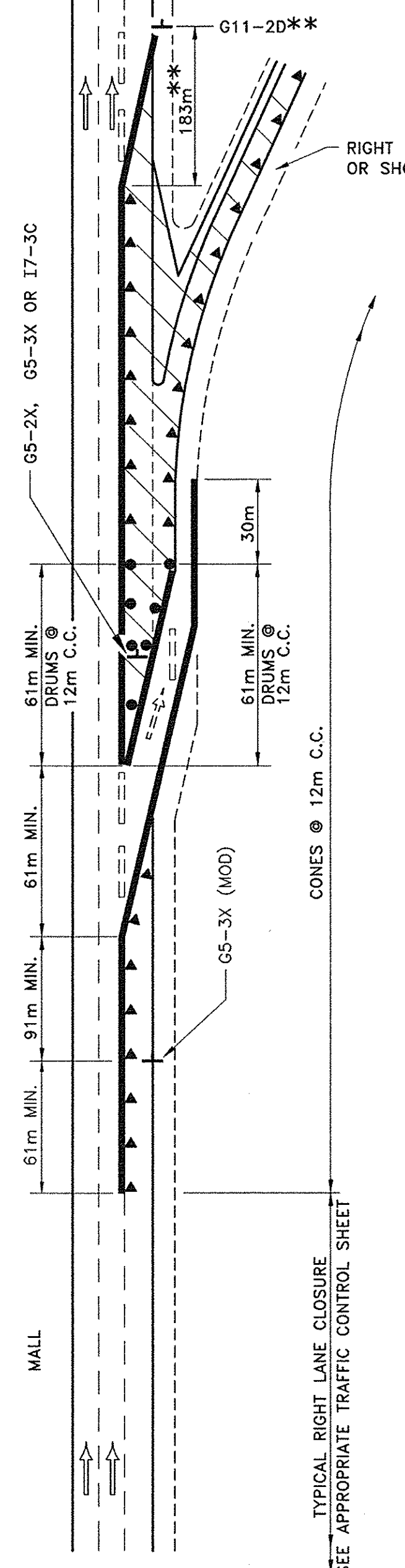
No As-Built Revisions
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.
ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT ALBANY DIVISION			
TITLE OF DRAWING MPT FOR THRUWAY MAINLINE WORKZONES			
CONTRACT NUMBER: TAA 02-30B		DATE: NOV., 2002	
DRAWING NUMBER: MPT-5			

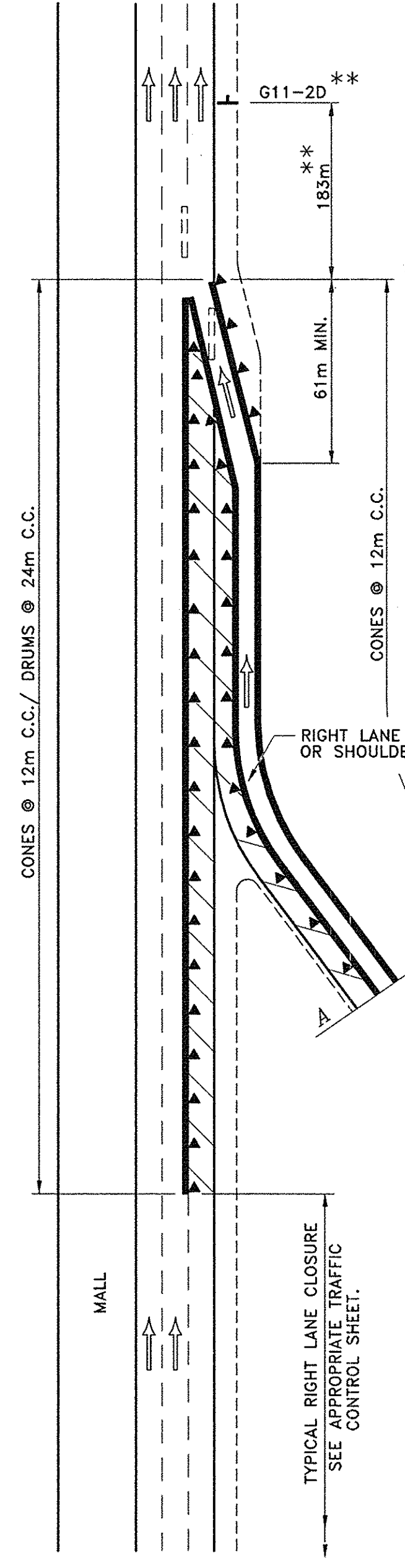
MPT-6
CHECKED BY: IA
DRAFTED BY: IA
DESIGNED BY: IA
IN CHARGE OF: IA



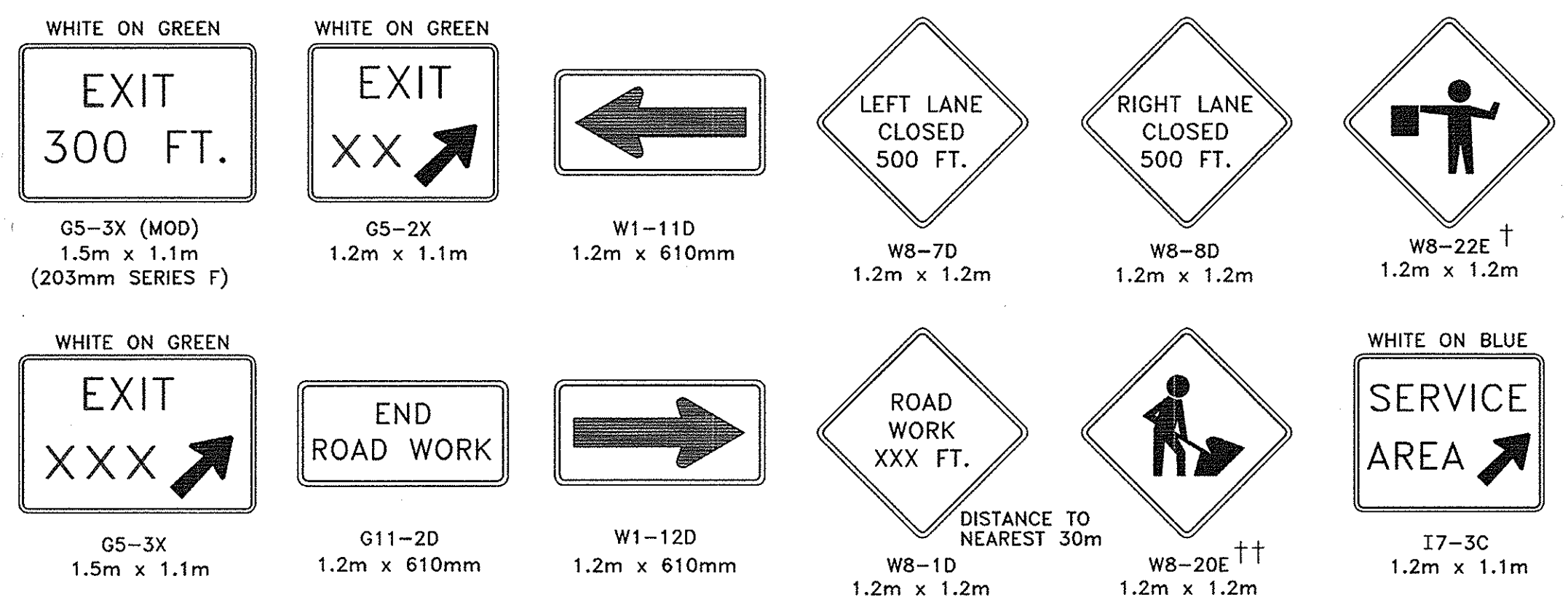
TYPICAL
DECELERATION LANE
N.T.S.



TYPICAL
ACCELERATION LANE
N.T.S.



TYPICAL
WORK ZONE ON RAMP
N.T.S.



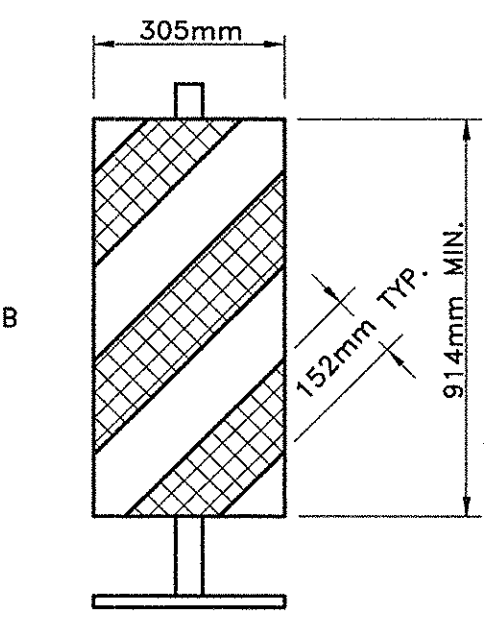
SIGNS
N.T.S.

NOTE: ALL "W" SERIES SIGNS SHALL BE BLACK LEGEND ON FLOURESCENT ORANGE BACKGROUND.

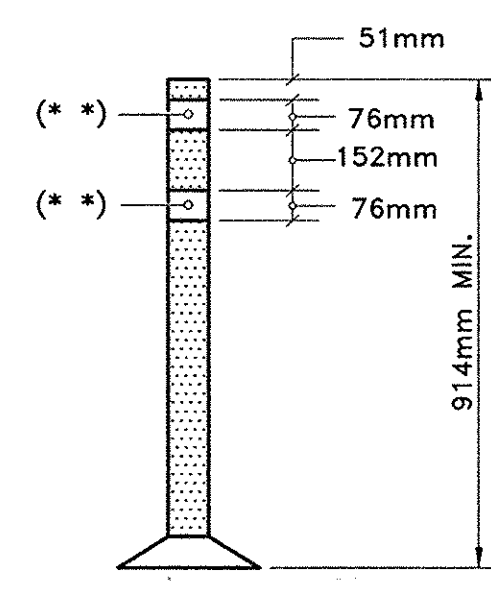
- LEGEND**
- WHITE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)
 - ORANGE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)
 - NON-REFLECTORIZED ORANGE
 - (*) APPROVED REFLECTORIZED WHITE BAND OR COLLAR (CLASS B OR C) - REQUIRED FOR NIGHT USE.

NOTE

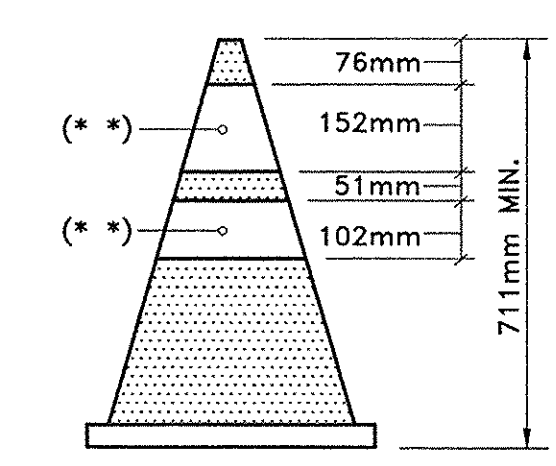
OPTIONAL DEVICES MAY BE SUBSTITUTED FOR CONES WITH THE APPROVAL OF THE ENGINEER.



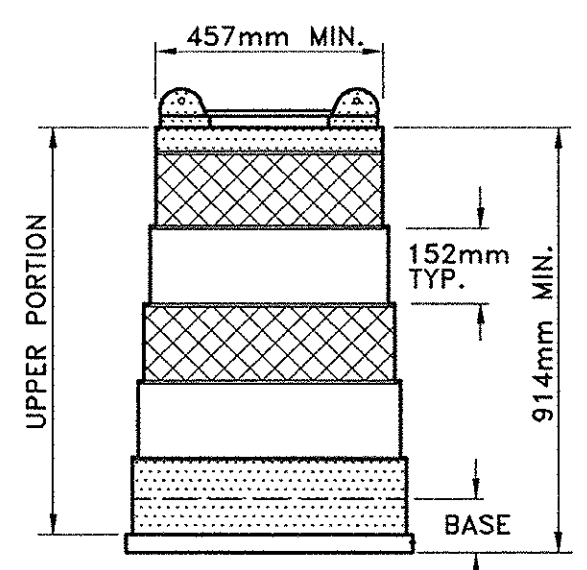
VERTICAL PANEL



TUBULAR MARKER



CONE



PLASTIC DRUM

TRAFFIC CONTROL DEVICES
N.T.S.

- NOTES**
- A. EXISTING PAVEMENT MARKINGS SHALL BE MAINTAINED BY THE CONTRACTOR WITHIN PROJECT LIMITS. IF CONTRACTOR OPERATIONS IN ANY WORK ZONE WILL EXCEED A PERIOD OF 2 WEEKS OR AS DIRECTED BY THE ENGINEER, CONTRACTOR SHALL COMPLETELY REMOVE PORTIONS OF EXISTING MARKINGS AND INSTALL TEMPORARY MARKINGS AS DETAILED. TEMPORARY MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. WHEN ALL WORK IS COMPLETED IN THE WORK ZONE, OR AS DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL REMOVE THE TEMPORARY MARKINGS AND RESTORE THE EXISTING MARKINGS.
- B. ON ANY SECTION OF THE EXPRESSWAY, WHERE THE MAINLINE ADJACENT TO AN ACCELERATION LANE IS REDUCED TO A SINGLE THROUGH LANE, "YIELD" (R1-2D) AND "YIELD AHEAD" (W2-16D) SIGNS MUST BE PLACED ON THE ACCELERATION LANE (ENTRANCE RAMP) IN ACCORDANCE WITH THE GUIDELINES ESTABLISHED IN THE N.Y.S.M.U.T.C.D.
- LEGEND**
- FLAGGER
 - EXISTING PAVEMENT MARKINGS (BROKEN OR SOLID)
 - REMOVAL OF EXISTING PAVEMENT MARKINGS DURING CONSTRUCTION
 - TEMPORARY PAVEMENT MARKING FOR CONSTRUCTION (SEE NOTE A)
 - SIGN
 - WORK AREA
 - XX } APPROPRIATE EXIT NUMBER OR DISTANCE
 - XXX }
 - TRAFFIC CONES (SPACING AS SHOWN)
 - DRUM
 - * USE ONLY FOR LANE CLOSURE ON TWO-LANE RAMPS
 - ** ONLY IF WORK ENDS HERE
 - † USE ONLY WHEN FLAGGER IS ON DUTY
 - †† REMOVE DURING NON-WORK HOURS

No As-Built REVISIONS

NOTE:

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ALL ELEVATIONS ARE SHOWN IN FEET.

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REHABILITATION			
LOCATION OF PROJECT ALBANY DIVISION			
TITLE OF DRAWING TRAFFIC CONTROL AT INTERCHANGES, SERVICE AREAS AND PARKING AREAS			
CONTRACT NUMBER: TAA 02-30B		DATE: NOV., 2002	
DRAWING NUMBER: MPT-6			