

RECORD PLANS

ALBANY DIVISION
PLANS FOR THE
REPLACEMENT
OF THE
PUTNAM ROAD BRIDGE
AT
MILEPOST 159.91
IN
SCHENECTADY COUNTY
56 SHEETS TAA 00-30B
BIN 5513710

SEE SHEET 3 FOR INDEX

TYPE OF CONSTRUCTION:
BRIDGE REPLACEMENT WITH RELATED APPROACH WORK
STANDARD SHEETS:
(SEE CONTRACT PROPOSAL FOR LIST OF STANDARD SHEETS.)

ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE GOVERNED BY AND IN CONFORMANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS METRIC" ADOPTED JANUARY 2, 1995 INCLUDING ADDENDA NO. 1 AND NO. 2 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

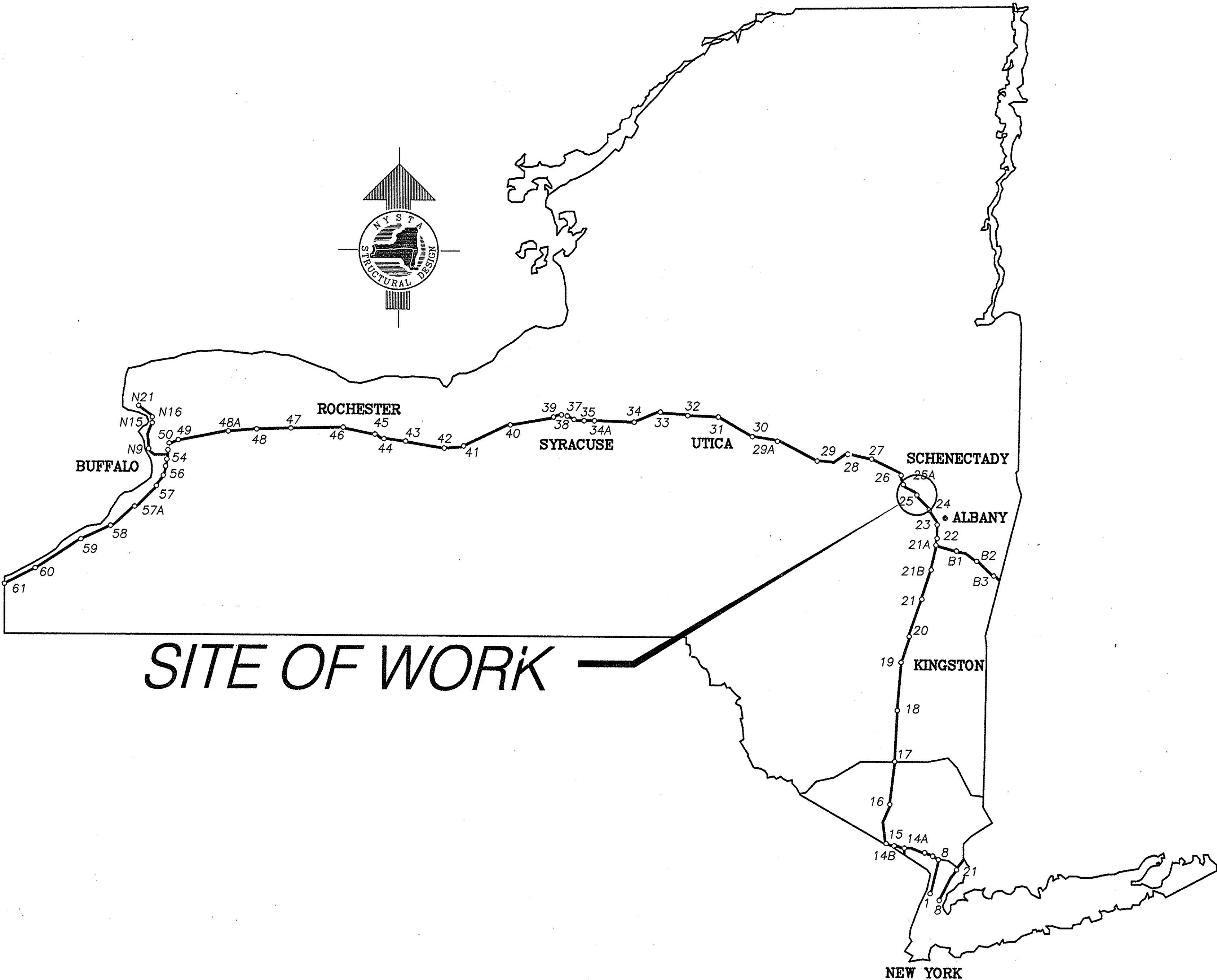
NOTES:
WARNING: IT IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW FOR ANY PERSON UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER AN ITEM ON THESE PLANS IN ANY WAY. IF ALTERATIONS TO THESE PLANS ARE REQUIRED, THE ALTERATIONS SHALL BE MADE IN ACCORDANCE WITH ARTICLE 145 - SUBSECTION 7209 OF THE NEW YORK STATE EDUCATION LAW.
SIGNATURES HEREON HAVE BEEN AFFIXED BY PERSONS ACTING IN THEIR OFFICIAL CAPACITY AS INDICATED.

MAINTENANCE JURISDICTION
100% MUNICIPALITY
APPROACH GUIDE RAILING, APPROACH PAVEMENT, APPROACH SLAB AND SHOULDERS, CONCRETE BARRIER, PEDESTRIAN FENCING AND BRIDGE DECK WEARING COURSE 40 mm THICK
100% AUTHORITY
ALL OTHER BRIDGE ELEMENTS NOT LISTED ABOVE.

LOAD RATING TABLE		
CONTROLLING MEMBER	INVENTORY LOAD RATING	OPERATING LOAD RATING
INTERIOR STRINGER	MS 22.5 MT 40	MS 44 MT 78

MS 22.5 LIVE LOADING - LOAD FACTOR ANALYSIS, INCLUDES FUTURE WEARING COURSE OF 1.2 kN/m² (kPa)

	WORK LIMITS		CONTRACT LIMITS	
	FROM STA./M.P.	TO STA./M.P.	FROM STA./M.P.	TO STA./M.P.
MAINLINE	STA. 18+38.08 M.P. 159.86	STA. 18+26.83 M.P. 159.94	STA. 18+17.128 M.P. 158.71	STA. 18+56.55 M.P. 161.11
OVERHEAD	STA. 1+36.76	STA. 3+86.91	STA. 1+36.76	STA. 3+86.91



CONTRACTOR'S NAME: TISGA CONSTRUCTION CO., INC.
AWARD DATE: JANUARY 4, 2001
COMPLETION DATE: SEPTEMBER 28, 2001
FINAL ACCEPTANCE DATE: NOVEMBER 8, 2001
INSPECTION FIRM'S NAME: NYSTA
RESIDENT ENG./EIC: GINDY LANCELOT
FINAL COST TOTAL: \$1,498,662.71

FISCAL SHARE	COST(S)
01	\$1,498,662.71

INSPECTION FIRM CONSULTANT STAMP: N/A
ALBANY DIVISION CONSTRUCTION ENGINEER

RECOMMENDED BY: Christopher Allaire 10/23/00 DATE
DIRECTOR, OFFICE OF DESIGN
RECOMMENDED BY: Peter Huetten 10/23/00 DATE
DIRECTOR, OFFICE OF TRAFFIC ENGINEERING
RECOMMENDED BY: [Signature] 10/23/00 DATE
DIRECTOR, OFFICE OF CONTRACTS AND CONSTRUCTION MANAGEMENT
RECOMMENDED BY: [Signature] 10/20/00 DATE
DIRECTOR OF MAINTENANCE ENGINEERING
APPROVED BY: [Signature] 10/23/00 DATE
DIRECTOR OF ENGINEERING SERVICES

DRW 523

REVIEWED BY: [Signature]

[Signature]

DIRECTOR, STRUCTURES DESIGN BUREAU

PROJECT ENGINEER Margaret Parker

ESTIMATE OF QUANTITIES

ITEM	DESCRIPTION	UNIT	ESTIMATE	FINAL
201.06M	CLEARING & GRUBBING	LS	NEC	100.00
25202.0622M	REMOVE & DISPOSE ASBESTOS	LS	NEC	100.00
202.12M	REMOVE EXIST. SUPERSTRUCTURE	LS	NEC	100.00
202.19M	REMOVAL OF SUBSTRUCTURES	CM	172.0	247.13
203.02M	UNCLASSIFIED EXCAVATION & DISP	CM	900.0	1611.85
203.03M	EMBANKMENT IN PLACE	CM	37.0	538.49
203.19M	CLEAN DRAIN STRUCT. & MANHOLES	EA	3.0	3.00
203.21M	SELECT STRUCTURE FILL	CM	1650.0	1738.60
206.01M	STRUCTURE EXCAVATION	CM	1300.0	1769.13
209.05M	HAYBALE/STRAWBALE	M	63.0	0.00
209.08M	SILT FENCE	M	120.0	49.00
304.12M	SUBBASE COURSE TYPE 2	CM	105.0	81.72
18403.097302M	SUPERPAVE HMA LOW VOLUME 9.5mm	MT	175.0	336.20
18403.097312M	PLANT PROD.QUAL. ADJ.	FQU	9.0	6.14
18403.197902M	SUPERPAVE HMA 19.0 mm	MT	125.0	204.52
18403.197912M	PLANT PROD. QUAL. ADJ.	FQU	7.0	0.00
407.01M	TACK COAT	L	594.0	946.25
490.30M	MISC. COLD MILL OF BIT CONC.	SM	500.0	921.23
25502.5001M	SAW CUTTING - ASPHALT CONCRETE	M	45.0	36.85
25551.0316M	PRE-DRILL HOLE,PILE INSTALLATN	M	48.0	48.00
551.1003M	STEEL BRG PILES (HP 310 X 79)	M	855.0	434.37
551.1203M	SPICES STL. BRG. PILES (310 X 79)	EA	16.0	7.00
551.13M	FURN. EQUIP FOR DRIVING PILES	LS	NEC	100.00
551.14M	DYNAMIC PILE TESTING	EA	6.0	2.00
552.15M	INTERIM STEEL SHEET PILING	SM	412.0	208.00
25555.0102M	HI PERF CONC.STRUCT - CLASS HP	CM	297.0	294.62
556.03M	STUD SHEAR CONNEC. FOR BRIDGES	EA	2925.0	2925.00
25556.9900M	GALV. BAR REINF. FOR STRUCTURES	KG	28642.0	29,113.00
25556.9901M	NUOVINOX STAINLESS STEEL BAR REINF.	KG	29700.0	28307.00
25557.0103M	HI PERF CONC. STRUCT. CLASS HP STRUC SLAB W/INT WEAR SURF BF	SM	647.0	647.00
25557.2003M	HI PERF CONC. STRUC CLASS HP STR APPR SLAB W/INT WEAR SURF	SM	100.0	100.00
558.01M	TRANSVR SAWCUT GROOVE STR SLAB	SM	623.0	623.00
25559.1696M	PROT. SEAL OF STRUC. CONCRETE	SM	1250.0	1238.15
564.51M	STRUCTURAL STEEL KILOGRAMS	KG	124,426.0	124827.00
565.1722M	TYPE M.R. FIXED BEARING (1001 TO 2000 KN)	EA	5.0	5.00
25567.2099M	PREFORMED SILICONE JT. SEAL SYSTEM	M	20.0	19.20

ESTIMATE OF QUANTITIES


ITEM	DESCRIPTION	UNIT	ESTIMATE	FINAL
25569.049901M	PERM CONC TRAFFIC BARR.FOR STR HALF SECTION - CLASS HP CONC	M	126.0	125.46
570.0901M	ENV. GROUND PROTECTION	LS	NEC	0.00
571.0101M	TREAT & DISP. PAINT REM. WASTE	CM	1.0	0.00
580.01M	REMOVAL STRUCT. CONCRETE	CM	30.0	0.00
25587.6030M	REM & STORE EXIST.THRIE BM. BR. RAIL	M	150.0	149.70
604.072501M	ALTER. DRAINAGE STRUCTURES	EA	3.0	1.00
606.10M	BOX BEAM GUIDE RAILING	M	157.0	160.04
606.11M	BOX BEAM MEDIAN BARRIER	M	710.0	685.99
606.1202M	BOX BEAM GUIDE RAIL END ASSEM. TYPE II	EA	6.0	6.00
606.1401M	BOX BEAM MED. BARR. END ASSEM. A	EA	1.0	1.00
606.1402M	BOX BEAM MED. BARR. END ASSEM. B	EA	1.0	1.00
606.1403M	BOX BEAM MED. BARR. END ASSEM. C	EA	2.0	2.00
606.2200M	ANCHOR UNIT CORR. BEAM GUIDE RAIL	EA	2.0	0.00
606.5200M	RESET CORR BEAM MEDIAN BARRIER	M	23.0	0.00
606.5910M	RESET ANCHOR UNIT MED. BARRIER	EA	1.0	0.00
606.6100M	REMOVE & STORE CORR. BEAM G.R.	M	100.0	104.60
606.6910M	REM. & STORE ANCHOR UNIT CORR. BEAM GUIDE RAIL	EA	4.0	4.00
25606.7202M	REM. & DISP. CORR BEAM MALL BARR.	M	692.0	692.00
606.73M	REM & DISP BOX BEAM GUIDE RAIL	M	82.0	82.00
606.7510M	REM & DISP CONC BARR-HALF SECT	M	40.0	40.00
606.7910M	REM & DISP ANCHOR UNIT MED. BARR.	EA	6.0	6.00
16606.80M	TRANS BRIDGE RAIL OR CONC. BARR. TO BOX BEAM GUIDE RAIL	M	48.0	48.00
25606.8603M	REM. & STR THRI BM BR RAIL TRANS	EA	4.0	4.00
25607.0611M	PROTECTIVE SCREENING BRIDGES	M	118.0	116.70
607.1900M	INSTALL ROW FENCING	M	120.0	140.17
08607.9600M	REMOVE & DISPOSE ROW FENCING	M	120.0	120.00
609.0101M	STONE CURB, (TYPE A)	M	21.0	22.50
25610.0203M	ESTABLISHING CROWN VETCH	SM	880.0	901.00
619.01M	BASIC MAINTENANCE & PROTECTION OF TRAFFIC	LS	NEC	100.00
619.02M	CONSTRUCTION SIGNS	LS	NEC	100.00
619.0303M	FLASHING ARROW BOARDS	LS	NEC	100.00
619.0413M	TYPE III CONSTRUCT. BARRICADES	M	20.0	14.63
619.0502M	LIGHTING FOR CONST. BARRICADES	M	20.0	14.63
25619.1701M	TEMPORARY CONCRETE BARRIER	M	294.0	324.00
25619.1704M	CONCRETE BARRIER MARKER	EA	98.0	22.00
620.09M	CONC. BLOCK PAVING	SM	295.0	257.40
25637.070102M	ENGINEER'S OFFICE - TYPE C	MOS	11.0	7.00
640.10M	WHT. PNT. RFL. PAVE STRIPE 0.38MM	M	502.0	497.00
640.11M	YEL. PNT. RFL. PAVE STRIPE 0.38MM	M	502.0	497.00
655.0201M	FRAMES & GRATES (FAB.)	SM	1.0	0.00
25697.01M	INTERIM PAYMENTS	D-C	0.0	0.00
25699.04M	MOBILIZATION (NON-FEDERAL AID)	LS	NEC	100.00

ESTIMATE OF QUANTITIES

ITEM	DESCRIPTION	UNIT	ESTIMATE	FINAL
900.0030	RELOCATE TELEPHONE SERVICE	DC		30606.57
901.0030	CORRUGATED STEEL PIPE 375mm	M		28.50
902.0030	YELLOW PAINT REFLECTORIZED PAVEMENT STRIPES	M		2180.50
903.0030	WHITE PAINT REFLECTORIZED PAVEMENT STRIPES	M		531.00
904.0030	CLEANING AND PREPARATION OF PAVEMENT LINES (QTY < 1000M)	M		83.20
905.0030	CLEANING AND PREPARATION OF PAVEMENT LINES (QTY > 1000M)	M		2180.50
906.0030	REPLACEMENT OF OPEN DITCHLINE WITH A CLOSED SYSTEM	DC		11868.54
907.0030	ABSCOPE DISPUTE FORCE ACCOUNT 4/18/01	DC		522.63

AS BUILT
REVISIONS

BIN 5513710

7/02	ADDITIONAL QUANTITIES	emcl	△
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 REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING ESTIMATE OF QUANTITIES			
		CONTRACT NUMBER: TAA 00-30B	
		DATE: 10/18/00	
		DRAWING NUMBER: G-2R1	

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

GENERAL NOTES

- DESIGN SPECIFICATIONS: CURRENT NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES WITH ALL INTERIM SPECIFICATIONS AND MODIFICATIONS AND 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.
- LIVE LOAD: MS22.5. THE LOAD RATINGS ARE IN ACCORDANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION FOR HIGHWAY BRIDGE DESIGN - LIVE LOAD CRITERIA.
- CONCRETE DATA: THE MINIMUM CONCRETE COMPRESSIVE STRENGTH SHALL BE 21 MPa AT 28 DAYS.
- REINFORCING DATA: BAR REINFORCEMENT SHALL BE ASTM A615M-96 GRADE 420 MEETING THE REQUIREMENTS OF MATERIAL SPECIFICATION 709-01.
- 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; REFER TO CONTRACT MT 53-3.
- SUBSURFACE EXPLORATIONS HAVE BEEN MADE FOR THIS PROJECT AT LOCATIONS INDICATED ON THE GENERAL PLAN. BORING LOGS AND OTHER SUBSURFACE INFORMATION MADE AVAILABLE FOR THE INSPECTION OF BIDDERS WERE OBTAINED WITH REASONABLE CARE AND RECORDED IN GOOD FAITH BY THE AUTHORITY.
- 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.
- 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:

- * DEMOLITION AND REMOVAL OF STRUCTURES
- * SUPERSTRUCTURE ERECTION
- * LATERAL STABILITY OF GIRDERS AND TEMPORARY SUPPORTS OF ANY CANTILEVERED SLABS DURING ANY STAGE OF CONSTRUCTION.

PLANS AND CALCULATIONS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL AS DESCRIBED IN THE PROCEDURE FOR PROCESSING ENGINEERING CONTRACT SUBMITTALS (430-0-10). 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.

- WHEN PLACING NEW CONCRETE, ALL CONCRETE-TO-CONCRETE SURFACES SHALL RECEIVE AN APPLICATION OF EPOXY BONDING COMPOUND CONFORMING TO MATERIAL SPECIFICATION 721-03. IF ONE OF THESE SURFACES IS ORIGINAL CONCRETE, THE SURFACE SHALL ALSO BE SANDBLASTED TO THE SATISFACTION OF THE ENGINEER. ALL COSTS ASSOCIATED WITH APPLYING THIS EPOXY BONDING COMPOUND SHALL BE INCLUDED IN THE CONCRETE ITEMS. IN CASES WHERE THE EPOXY BONDING COMPOUND WOULD CURE PRIOR TO PLACING THE FRESH CONCRETE (AS DETERMINED BY THE E.I.C.), A 1:1 CEMENT MORTAR GROUT SHALL BE USED IN ITS PLACE.
- ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH NFPA-70 (NATIONAL ELECTRICAL CODE).
- ALL REINFORCING BAR CHAIRS AND SUPPORTS SHALL HAVE PLASTIC SHOES.
- EXISTING SUPERSTRUCTURE REMOVAL NOTE:
LIMITS FOR REMOVAL OF PAINT AT LOCATIONS OF FASTENER REMOVAL OR FLAME CUTTING SHALL BE AS DESCRIBED IN SUBSECTIONS 202-3.05 AND 741-01 OF THE STANDARD SPECIFICATIONS. THE COST OF PAINT REMOVAL SHALL BE INCLUDED IN THE LUMP SUM PRICES BID FOR THE SUPERSTRUCTURE REMOVAL ITEMS. PAINT WASTE NOT COLLECTED BY VACUUM METHODS SHALL BE COLLECTED USING THE ENVIRONMENTAL GROUND PROTECTION ITEMS. WASTE SHALL BE DISPOSED OF USING THE TREATMENT AND DISPOSAL OF PAINT REMOVAL WASTE ITEM.

REMOVAL, EXCAVATION AND BACKFILL NOTES

- ALL EXCAVATIONS TO BE PLATED SHALL UTILIZE A MINIMUM 25 mm THICK PLATE. ALSO, THE PLATE FACING ONCOMING TRAFFIC SHALL BE REVELED. THE PLATE SHALL BE SECURELY FASTENED DOWN TO THE SATISFACTION OF THE ENGINEER AND SHALL BE STRUCTURALLY CAPABLE OF CARRYING ALL IMPOSED LOADS.
- DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT DROP WASTE CONCRETE, DEBRIS OR OTHER MATERIAL TO 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. MATERIAL FALLS ON THE AREA BELOW AND ADJACENT TO THE BRIDGE IT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR ON A REGULAR BASIS.
- 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 OF THE CONTRACT.
- EXCAVATION BELOW THE PROPOSED BOTTOM OF THE NEW FOOTING ELEVATION WILL NOT BE ALLOWED WITHOUT WRITTEN PERMISSION FROM THE ENGINEER. BACKFILL OF UNAUTHORIZED EXCAVATIONS BELOW OR BEYOND PAYMENT LINES WILL BE AT THE CONTRACTOR'S EXPENSE. BACKFILL MATERIAL WILL BE CONCRETE FOR STRUCTURES CLASS A, ITEM 25555.01M, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- CARE SHALL BE EXERCISED IN EXCAVATING THE LAST 300 mm OF MATERIAL TO AVOID DISTURBING OR SOFTENING THE MATERIAL BELOW THE BOTTOM OF THE FOOTING ELEVATION. THE EXCAVATION SHALL BE PROGRESSSED CONTINUOUSLY TO COMPLETION. THE FOOTING PLACE FORMS REMOVED AND BACKFILL MATERIAL PLACED AND COMPACTED WITHOUT DELAY.
- 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.
- HIGHWAY EMBANKMENT MATERIAL, SELECT STRUCTURAL FILL, ITEM 203.21M, AND/OR UNDERDRAIN FILTER MATERIAL, ITEM 605.1001M, SHALL BE PLACED SIMULTANEOUSLY, IN CONTACT, ON BOTH SIDES OF THE VERTICAL PAYMENT LINE. SHEETING OR OTHER MEANS SHALL NOT BE USED TO SEPARATE THE MATERIALS.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE VERY COMPACT NATURE OF THE SOIL DESCRIBED ON THE SUBSURFACE PROFILE DRAWING IN THE AREA TO BE EXCAVATED OR RETAINED DURING CONSTRUCTION. THE CONTRACTOR SHALL GOVERN HIS OPERATIONS AND PROCEDURES ACCORDINGLY, WITHIN THE APPROPRIATE SPECIFICATION ITEMS, INCLUDING THE SELECTION AND POSSIBLE USE OF SHEETING WITH SUFFICIENT SIZE AND SECTION TO WITHSTAND THE EXPECTED HARD DRIVING.

SUBSTRUCTURE NOTES

- FOOTING ELEVATIONS MAY HAVE TO BE ADJUSTED SLIGHTLY DEPENDING ON THE ELEVATION OF BEDROCK. WHERE SOUND ROCK IS FOUND 0.6m OR LESS BELOW THE PLANNED ELEVATIONS OF THE BOTTOM OF FOOTING, BACKFILL OF CONCRETE FOR STRUCTURES CLASS A, ITEM 25555.01M, SHALL BE INSTALLED TO THE BOTTOM OF FOOTING ELEVATION SHOWN ON THE PLANS. BACKFILL CONCRETE MAY BE POURED MONOLITHICALLY WITH THE FOOTING CONCRETE. WHERE SOUND ROCK IS FOUND MORE THAN 0.6 METER BELOW PLANNED ELEVATIONS OF THE BOTTOM OF FOOTING, THE CHIEF ENGINEER OR HIS DESIGNATED REPRESENTATIVE SHALL BE SO ADVISED AND A REDESIGN OF THE SUBSTRUCTURE MAY BE MADE.
- ALL EXPOSED EDGES OF CONCRETE ARE TO BE CHAMFERED 25 mm UNLESS OTHERWISE NOTED.
- PROTECTIVE SEALER, ITEM 25559.1696M, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF THE SUBSTRUCTURES.

SUPERSTRUCTURE NOTES

- WELDING: WELDING SHALL CONFORM TO THE 1981 NEW YORK STATE STEEL CONSTRUCTION MANUAL, INCLUDING ALL ADDENDA UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL NOTE THE FOLLOWING EQUIVALENCY OF THE EXISTING STRUCTURAL STEEL DESIGNATIONS TO THE DESIGNATIONS DESCRIBED IN THE 1986 ASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES (16TH EDITION):

ALL UPDATED SPECIFICATIONS REFERENCED TO THE STEEL DESIGNATIONS BY ASHTO AND ASTM SHALL APPLY TO THE NEW STRUCTURAL STEEL USED ON THIS PROJECT.

OLD ASTM GRADE	NEW ASTM A709M GRADE	OLD AASHTO GRADE	NEW AASHTO M270M GRADE	MIN. YIELD (MPa)	MIN. T.S. (MPa)
A36M	250	M183M	250	250	400
A572M	345	M223M	345	345	450
A588M	345W	M222M	345W	345	485
A592M	485W	M313M	485W	485	620
A514M	690	M244M	690	690	760
				620	690
A514M	690W	M244M	690W	690	760
				620	690

- STRUCTURAL STEEL: STRUCTURAL STEEL SHALL BE ASHTO M270 GR345W, UNLESS OTHERWISE NOTED.
- SHOP DRAWINGS, SHALL BE PREPARED AND SUBMITTED IN ACCORDANCE WITH THE NEW YORK STATE STEEL CONSTRUCTION MANUAL, AND THE PROCEDURE FOR PROCESSING ENGINEERING SUBMITTALS (430-0-10), FOR THE FOLLOWING:
 - STRUCTURAL STEEL
 - BEARINGS
 - PRECAST BARRIER
- ALL DECK FORMS USED SHALL BE EITHER REMOVABLE FORMS OR STAY-IN-PLACE FORMS.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT NO SEALER WAS APPLIED TO THE STRUCTURAL SLAB WHEN ORIGINALLY CONSTRUCTED OR REHABILITATED. THEREFORE SOME DIFFICULTY MAY BE ENCOUNTERED WHEN REMOVING THE EXISTING WEARING COURSE AND SIDEWALKS FROM THE STRUCTURAL DECK.
- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND ADVISE THE AUTHORITY OF THE TYPE, SIZE AND WEIGHT OF ALL VEHICLES HE 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.

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.

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.

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

- CLEANING OF WEATHERING STRUCTURAL STEEL:

A. IN THE FABRICATION SHOP

THE OUTSIDE SURFACE OF THE WEATHERING STEEL FASCIA GIRDERS, INCLUDING THE BOTTOM OF THE FLANGE, SHALL BE COMMERCIALY BLAST CLEANED TO A FINISH OF SSPC-SP6 IN ORDER TO REMOVE ALL DIRT, GREASE, PAINT, MILL SCALE OR OTHER FOREIGN MATERIAL PRIOR TO SHIPPING.

B. IN THE FIELD

THE OUTSIDE SURFACE OF THE FASCIA GIRDERS SHALL BE CLEANED SO THAT ALL DIRT, GREASE, PAINT OR OTHER FOREIGN MATERIAL IS REMOVED AT THE COMPLETION OF THE BRIDGE CONSTRUCTION. THE PURPOSE OF THE CLEANING IS TO RETURN THE FASCIA SURFACES TO THE CONDITION IN WHICH THEY LEFT THE FABRICATION SHOP. THE COST FOR THIS WORK SHALL BE INCLUDED UNDER THE VARIOUS ITEMS OF THE CONTRACT.

- THE SURFACES OF GIRDERS SHALL BE PROTECTED FROM DECK OVERHANG FORM SUPPORTS TO PREVENT DAMAGE TO THE PAINTED AND/OR BARE STEEL SURFACES.

SHEET PILING NOTES

- THE MINIMUM SECTION MODULUS SHALL BE 458,838 mm³/m AT FY = 345 MPA.
- THE MINIMUM THICKNESS SHALL BE 10 mm.
- THE SHEETING SHALL CONFORM TO AASHTO M 202M (ASTM A328M), AASHTO M 270M (ASTM A709M) GRADE 345W OR TO THE SPECIFICATIONS FOR "PILING FOR USE IN MARINE ENVIRONMENTS" IN ASTM A660M. PAINTING OF STEEL SHEET PILES, WHEN REQUIRED, SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIAL SPECIFICATION(S).
- A UNIFORM 600 mm DEEP LIVE LOAD SURCHARGE HAS BEEN ASSUMED FOR DESIGN.
- THE MAXIMUM DEPTH OF EXCAVATION IS 5.90 METERS.
- THE MINIMUM EMBEDMENT LENGTH IS 6.10 METERS.
- USED SHEETING, MEETING THE REQUIREMENTS NOTED ABOVE, MAY BE USED FOR ITEM 552.15M.
- COLD FORMED STEEL SHEET PILING MAY BE USED FOR ITEM 552.15M.

WORK TO BE DONE

THE FOLLOWING IS A GENERAL DESCRIPTION OF THE WORK TO BE DONE UNDER THIS CONTRACT. THIS LIST IS INTENDED TO GIVE THE CONTRACTOR A GENERAL DESCRIPTION OF THE WORK INVOLVED IN THIS CONTRACT AND IS NOT A COMPLETE LISTING OF ALL WORK TO BE DONE. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS EVEN THOUGH NOT SPECIFICALLY MENTIONED IN THIS LIST.

THIS PROJECT WILL REPLACE THE EXISTING FOUR SPAN PUTNAM ROAD BRIDGE OVER THE THRUWAY AT MILEPOST 159.91 WITH A NEW TWO SPAN GIRDER STRUCTURE DURING THE 2001 CONSTRUCTION SEASON.

THE CLOSURE OF PUTNAM ROAD WILL BE ALLOWED FOR A MAXIMUM DURATION OF SIX MONTHS DURING THE 2001 CONSTRUCTION SEASON. ALL WORK WHICH IS NECESSARY TO RE-OPEN PUTNAM ROAD TO THE PUBLIC MUST BE COMPLETED PRIOR TO SEPTEMBER 28, 2001. NO WORK MAY BEGIN UNTIL THE START OF THE 2001 CONSTRUCTION SEASON. THE EXISTING BRIDGE MAY NOT BE CLOSED TO LOCAL TRAFFIC UNTIL MARCH 1, 2001.

GENERAL DESCRIPTION OF WORK

- ESTABLISH DETOUR ROUTE AS SHOWN ON THE PLANS.
- REMOVE EXISTING STRUCTURE.
- CONSTRUCT NEW STRUCTURE AND APPROACHES AS SHOWN ON THE PLANS.
- PAVE APPROACHES AND INSTALL GUIDE RAIL.
- PERFORM ALL NECESSARY REMAINING WORK AS SHOWN ON THE PLANS.
- OPEN BRIDGE TO TRAFFIC AND REMOVE DETOUR TRAFFIC CONTROLS...
- RESTORE DISTURBED AREAS, COMPLETE ALL MISCELLANEOUS WORK AND CLEAN UP A.O.B.E.

INDEX OF DRAWINGS

SHT. NO.	TITLE OF DRAWING	DWG. NO.
1	TITLE SHEET	G-1
2	ESTIMATE OF QUANTITIES	G-2 R1
3	GENERAL NOTES, WORK TO BE DONE, AND INDEX OF DRAWINGS	G-3 R1
4	EXISTING PLAN AND ELEVATION	EP-1
5	PROPOSED PLAN AND ELEVATION	PP-1 R1
6	TYPICAL SECTION (PLAN & ELEVATION) (EXISTING AND PROPOSED)	TS-1
7	PROFILES EXISTING	PR-1
8	PROFILES PROPOSED	PR-2
9	EXCAVATION PLAN	EX-1
10	EXCAVATION SECTIONS & DRAINAGE MODIFICATIONS	EX-2
11	BACKFILL PLAN	BF-1
12	BACKFILL SECTIONS	BF-2
13	EXISTING WEST ABUTMENT PLAN & ELEVATION	AB-1
14	EXISTING EAST ABUTMENT PLAN & ELEVATION	AB-2
15	PROPOSED WEST ABUTMENT (PLAN & ELEVATION)	PWA-1
16	PROPOSED WEST ABUTMENT REINFORCEMENT	PWA-2
17	PROPOSED ABUTMENT STEM REINFORCEMENT	PWA-3
18	PROPOSED WEST ABUTMENT WINGWALL REINFORCEMENT	PWA-4
19	PROPOSED WEST ABUTMENT WINGWALL (FOOTING REINFORCEMENT)	PWA-5
20	EXISTING PIER PLAN, ELEVATION AND DETAILS	EPP-1
21	PROPOSED PIER PLAN, ELEVATION AND DETAILS	PPE-1
22	PROPOSED PIER PILE LAYOUT	PPP-1
23	PROPOSED PIER REINFORCEMENT	PPR-1
24	PROPOSED PIER FOOTING & PEDESTAL REINFORCEMENT	PPF-1
25	PROPOSED EAST ABUTMENT (PLAN & ELEVATION)	PEA-1
26	PROPOSED EAST ABUTMENT REINFORCEMENT	PEA-2
27	PROPOSED EAST ABUTMENT WINGWALL REINFORCEMENT	PEA-3
28	PROPOSED EAST ABUTMENT WINGWALL (FOOTING REINFORCEMENT)	PEA-4
29	PROPOSED FRAMING PLAN & DIAPHRAGM DETAILS	FR-1
30	GIRDER ELEVATION & DETAILS	GE-1
31F1	GIRDER BOLTED SPLICE DETAILS & CAMBER DIAGRAM	GE-2
32	BEARING DETAILS	BD-1
33F1	HAUNCH TABLE	HT-1 R1
34	MOMENT, SHEAR & LOAD TABLE	MSLT-1
35	DECK REINFORCEMENT DETAILS	DR-1
36	APPROACH SLAB DETAILS	AS-1
37	UTILITIES	UT-1
38	CONCRETE BARRIER AND PROTECTIVE SCREENING LAYOUT	CBPS-1
39	PROTECTIVE SCREENING DETAILS	PS-1
40	CONCRETE BARRIER TRANSITION TO BOX BEAM GUIDE RAIL	CBT-1
41	GUIDE RAIL EXISTING AND PROPOSED	GR-1
42	EXISTING MEDIAN RAIL PLAN	M-1
43	PROPOSED MEDIAN RAIL PLAN	M-2
44	COMMON DETAILS FOR BOX BEAM GUIDE RAIL	CD-1
45	BOX BEAM GUIDE RAIL TRANSITION DETAILS	BBGR-2
46	DETOUR PLAN	MPT-1
47	BRIDGE CLOSURE PLAN 1	BC-1
48	BRIDGE CLOSURE PLAN 2	BC-2
49	SIGN TEXT DATA	SD-1
50	REINF. STEEL SCHEDULE 1 OF 2	BL-1
51	REINF. STEEL SCHEDULE 2 OF 2	BL-2
52	STANDARD BARBEND DETAILS	BBD-1
53	THRUWAY TRAFFIC CONTROL PLAN FOR MISC. OPERATIONS	TTP-1
54	MOVABLE AND SHORT TERM LANE CLOSURES	TTP-2
55	LANE CLOSURE (DAILY)	TTP-3
56	LANE SHIFT PATTERN (WITH CONCRETE BARRIER)	TTP-4

5-2-03
ALBANY DIVISION CONSTRUCTION
ENGINEER

AS BUILT
REVISIONS

BIN 5513710

6/02	FIELD CHANGES	CL	
6/02	REVISED SHEET	CL	
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 REPLACEMENT

LOCATION OF PROJECT
M.P. 159.91 PUTNAM ROAD

TITLE OF DRAWING
GENERAL NOTES
AND INDEX OF
DRAWINGS

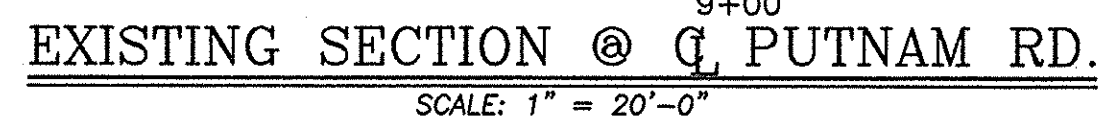


CONTRACT NUMBER:
TAA 00-30B
DATE:
10/16/00
DRAWING NUMBER:
G-3R1


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



EXISTING PLAN
SCALE: 1" = 20'-0"



**NO AS BUILT
REVISIONS**

B.I.N. 5513710			
DATE	DESCRIPTION	BY	SYM.
<p align="center">REVISIONS</p>			
<p align="center"> NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209 </p>			
TITLE OF PROJECT <p align="center">BRIDGE REPLACEMENT</p>			
LOCATION OF PROJECT <p align="center">M.P. 159.91 PUTNAM ROAD</p>			
TITLE OF DRAWING <p align="center">EXISTING PLAN AND ELEVATION</p>			
		CONTRACT NUMBER: <p align="center">TAA 00-30B</p>	
		DATE: <p align="center">10/18/00</p>	
		DRAWING NUMBER: <p align="center">EP-1</p>	



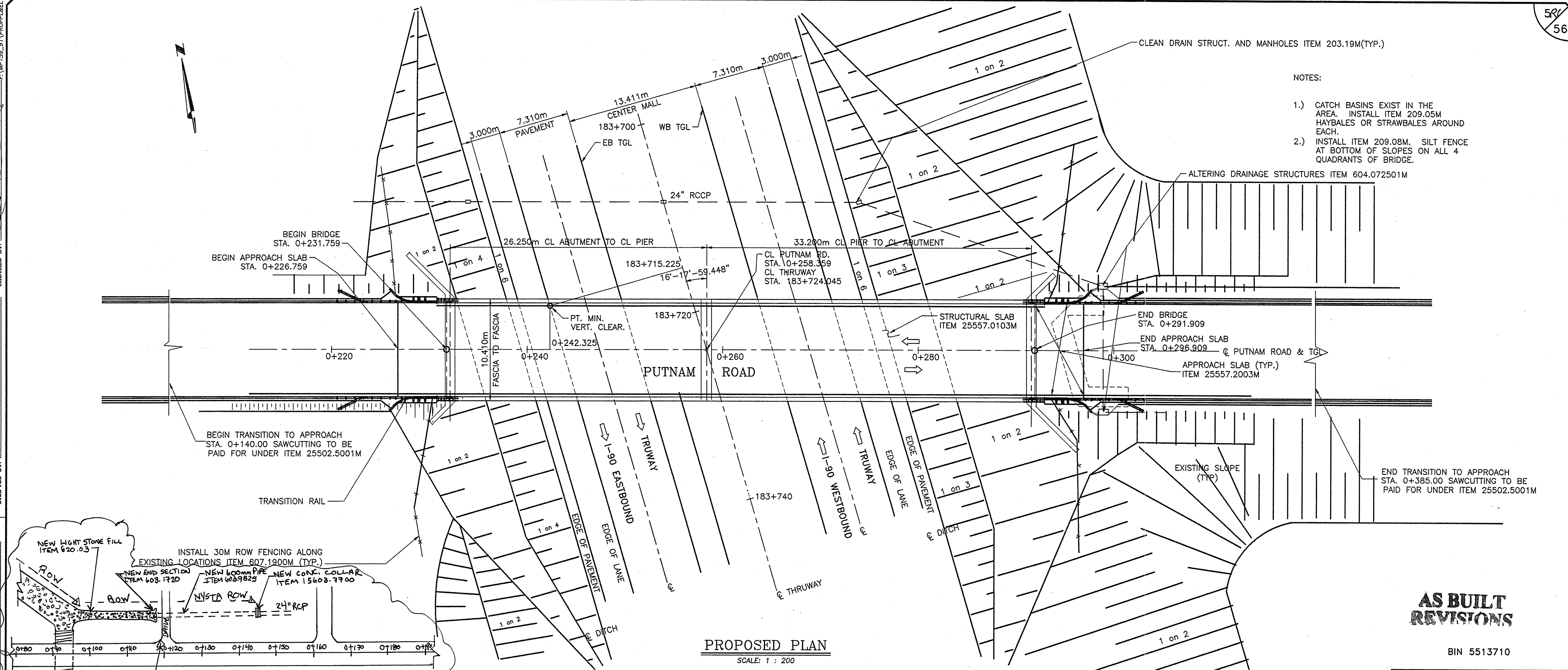
CHECKED BY: XX
DESIGNED BY: XX
IN CHARGE OF: XX



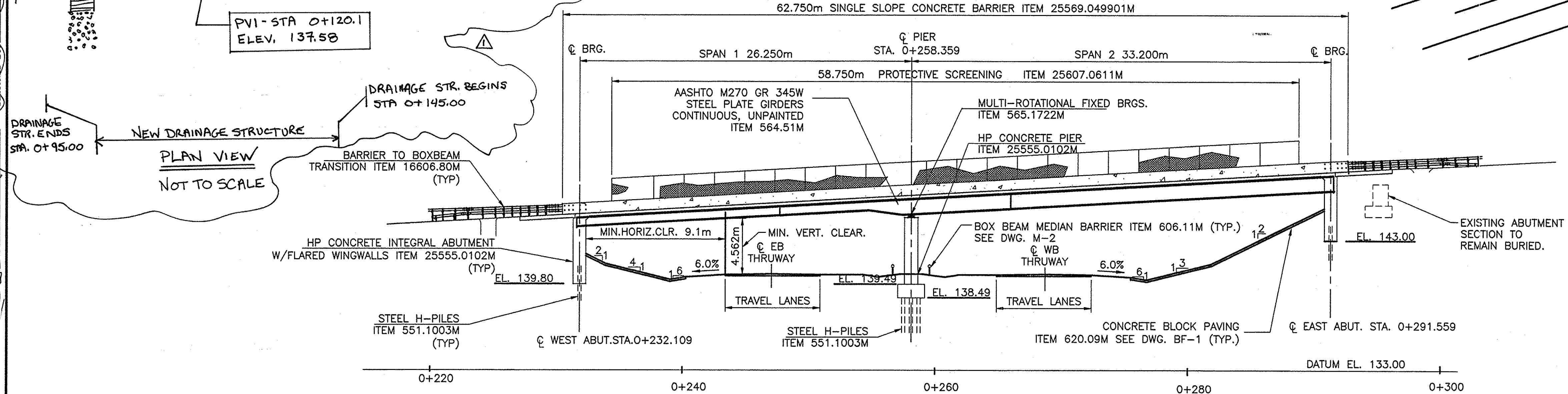
NOTES:

- 1.) CATCH BASINS EXIST IN THE AREA. INSTALL ITEM 209.05M HAYBALES OR STRAWBALES AROUND EACH.
- 2.) INSTALL ITEM 209.08M. SILT FENCE AT BOTTOM OF SLOPES ON ALL 4 QUADRANTS OF BRIDGE.

ALTERING DRAINAGE STRUCTURES ITEM 604.072501M



PROPOSED PLAN
SCALE: 1 : 200



PROPOSED SECTION @ PUTNAM ROAD
SCALE: 1 : 200

AS BUILT
REVISIONS

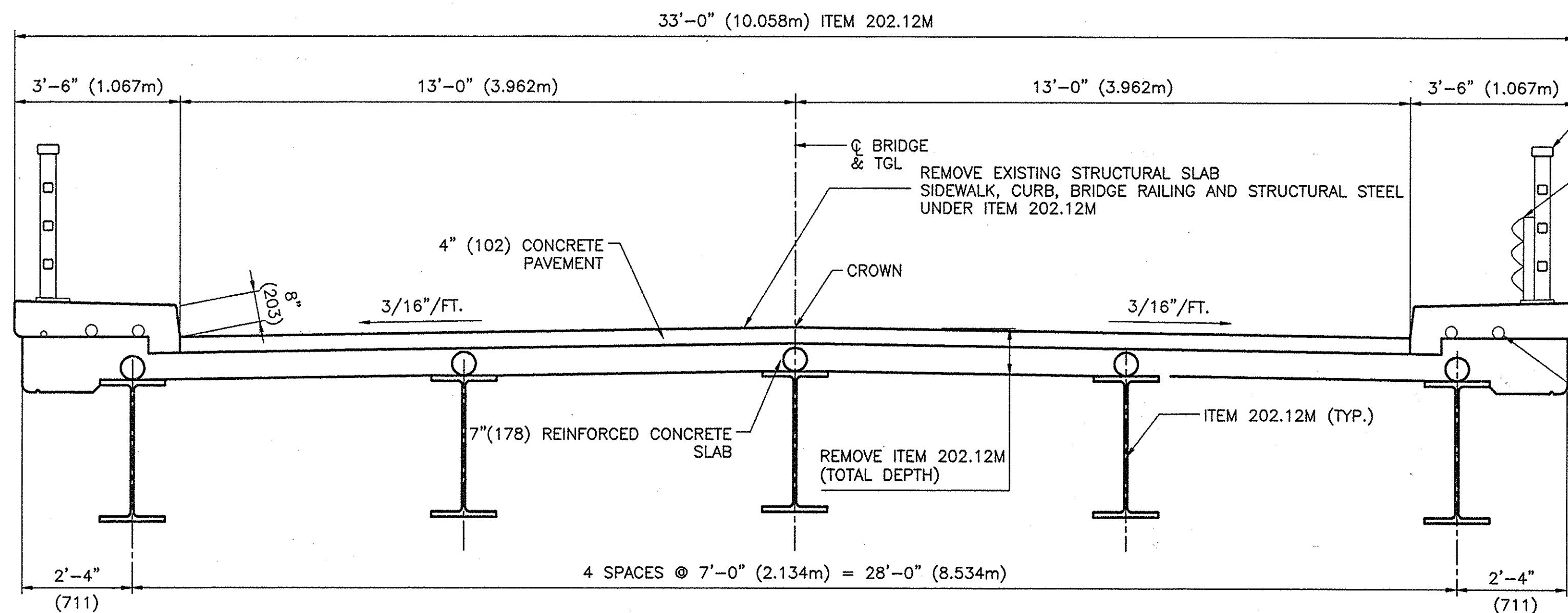
BIN 5513710

DATE	DESCRIPTION	BY	SYM.
6/02	DRAINAGE	CL	Δ
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT PUTNAM RD OVER TWY MP 159.91			
TITLE OF DRAWING PROPOSED PLAN & ELEVATION			
CONTRACT NUMBER: TAA 00-30B			
DATE: 10/18/00			
DRAWING NUMBER: PP-1R1			

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

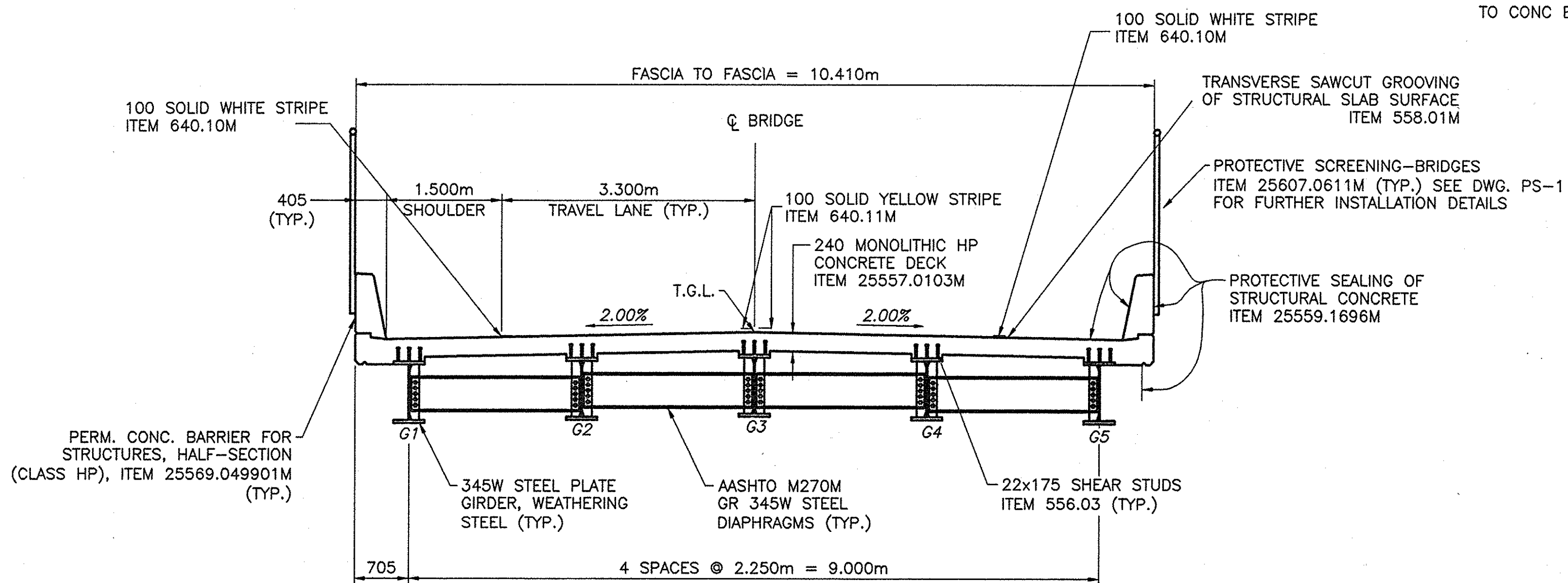


IN CHARGE OF: XX
DESIGNED BY: XX Margaret Peck
DRAFTED BY: XX
CHECKED BY: XX
F:\MP199_91\PROJECTS



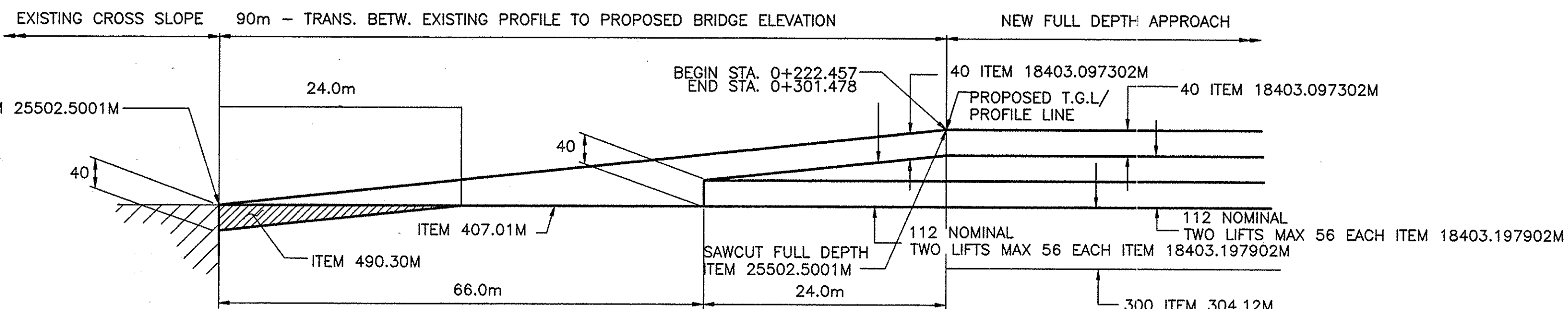
EXISTING BRIDGE SECTION

SCALE: 3/8" = 1'-0"



PROPOSED BRIDGE SECTION

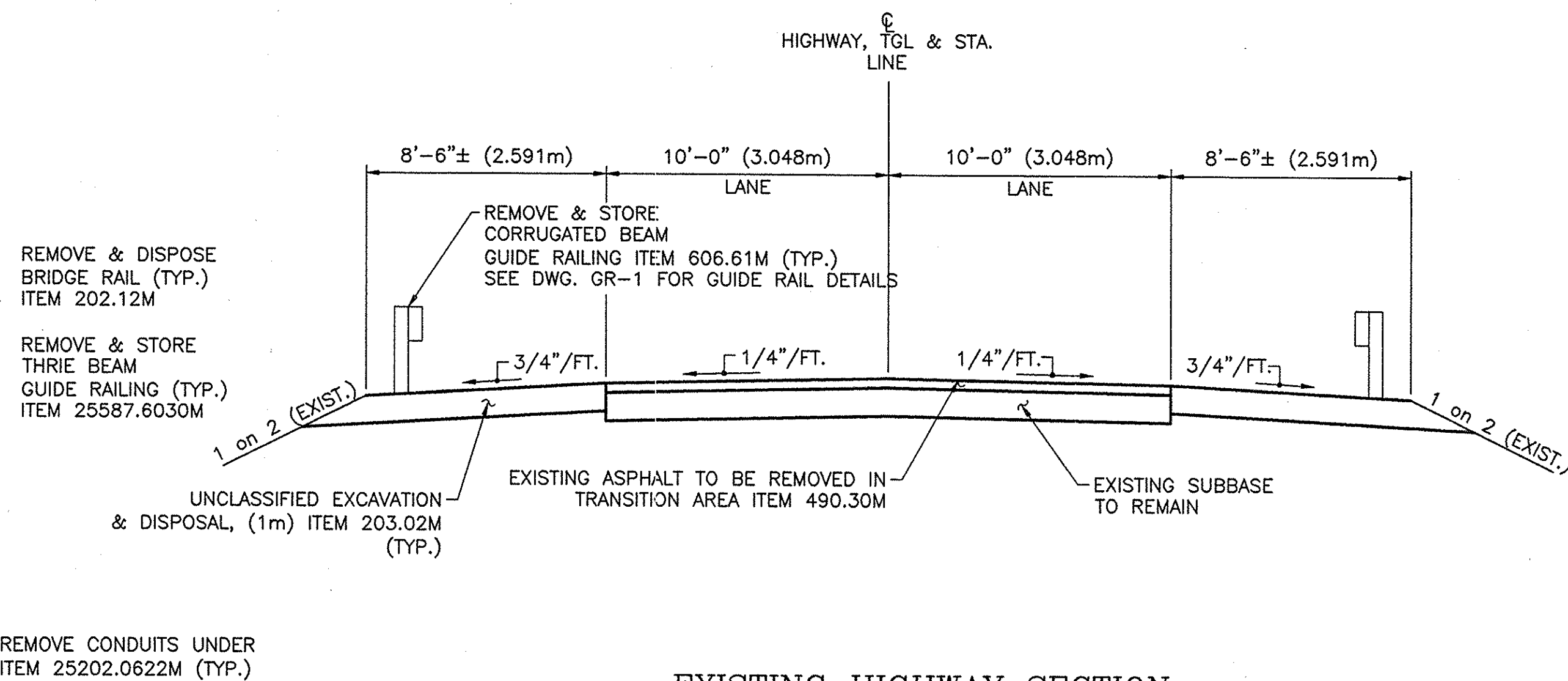
SCALE: 1 : 50



ASPHALT PAVEMENT TRANSITION DETAIL

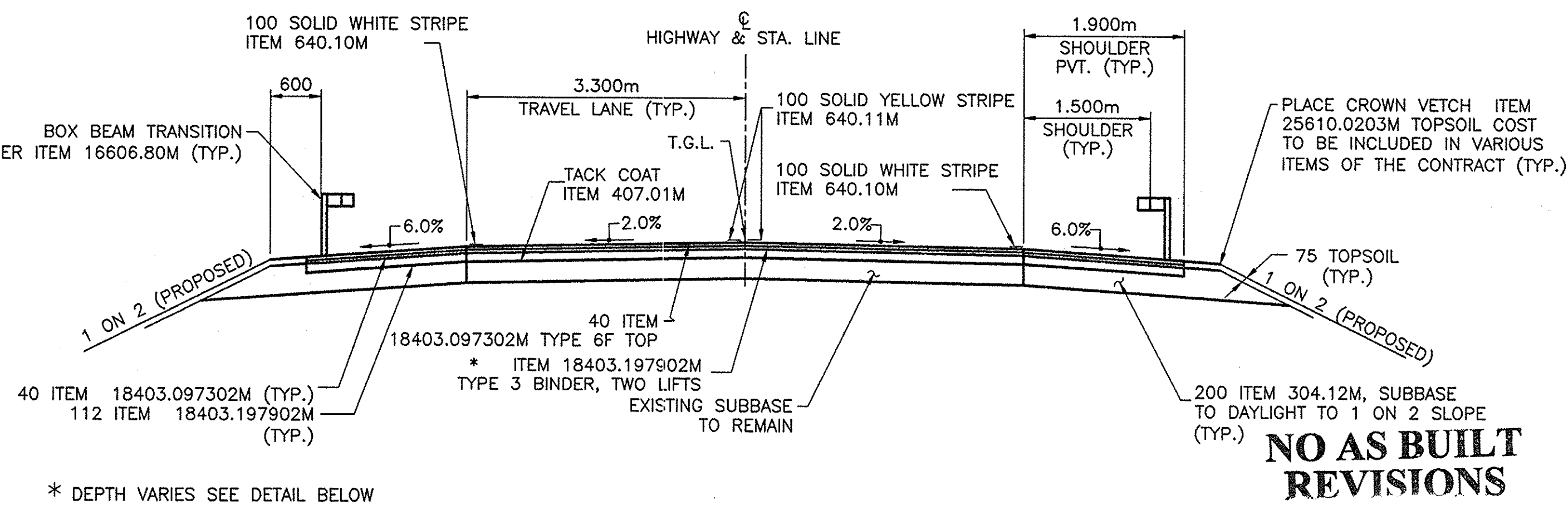
N.T.S.

(OPPOSITE HAND APPLIES)



EXISTING HIGHWAY SECTION

SCALE: 1/4" = 1'-0"



* DEPTH VARIES SEE DETAIL BELOW

TRANSITION WORK LIMITS
STA. 0+140.000 TO STA. 0+226.759
STA. 0+296.909 TO STA. 0+385.000

PROPOSED HIGHWAY SECTION

SCALE: 1 : 50

NO AS BUILT
REVISIONS

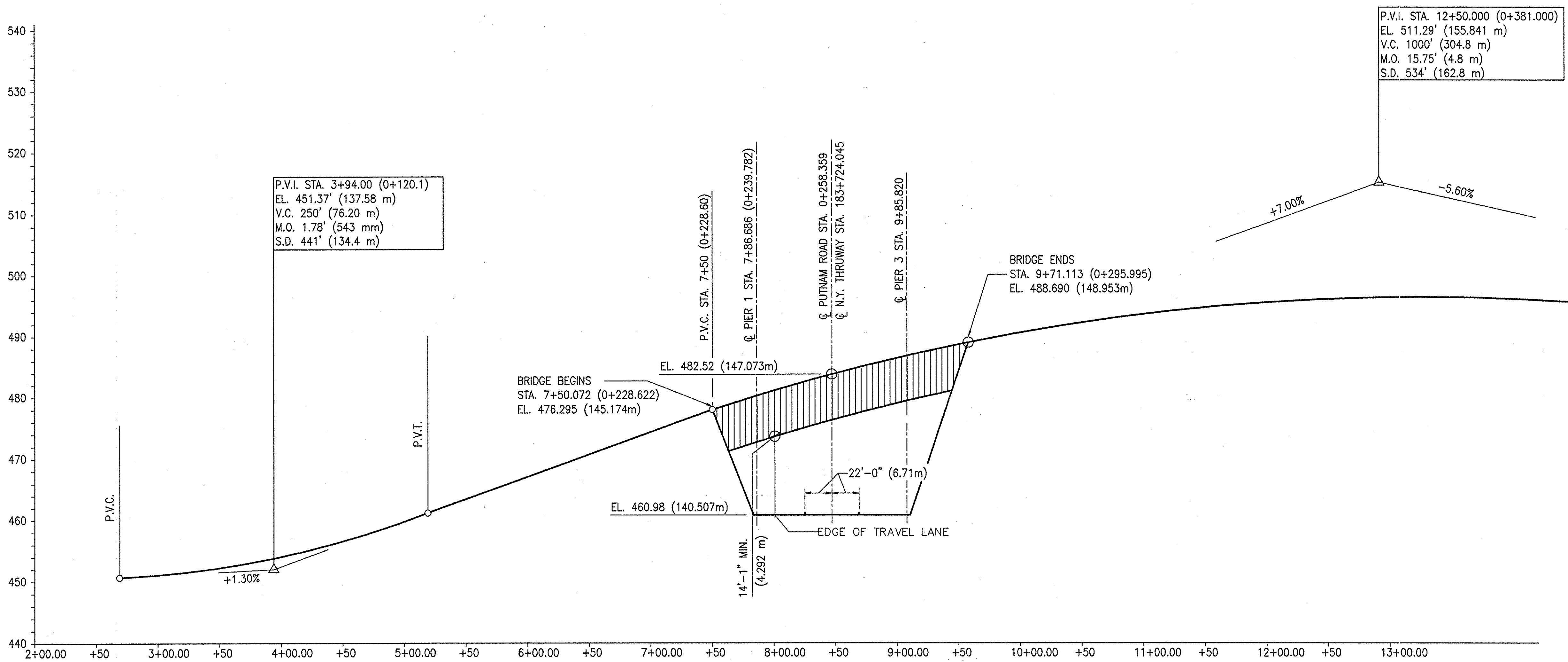
BIN 5513710

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 REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91, PUTNAM ROAD			
TITLE OF DRAWING EXISTING & PROPOSED TYPICAL BRIDGE AND HIGHWAY SECTIONS			
CONTRACT NUMBER: TAA 00-30B			
DATE: 10/16/00			
DRAWING NUMBER: TS-1			



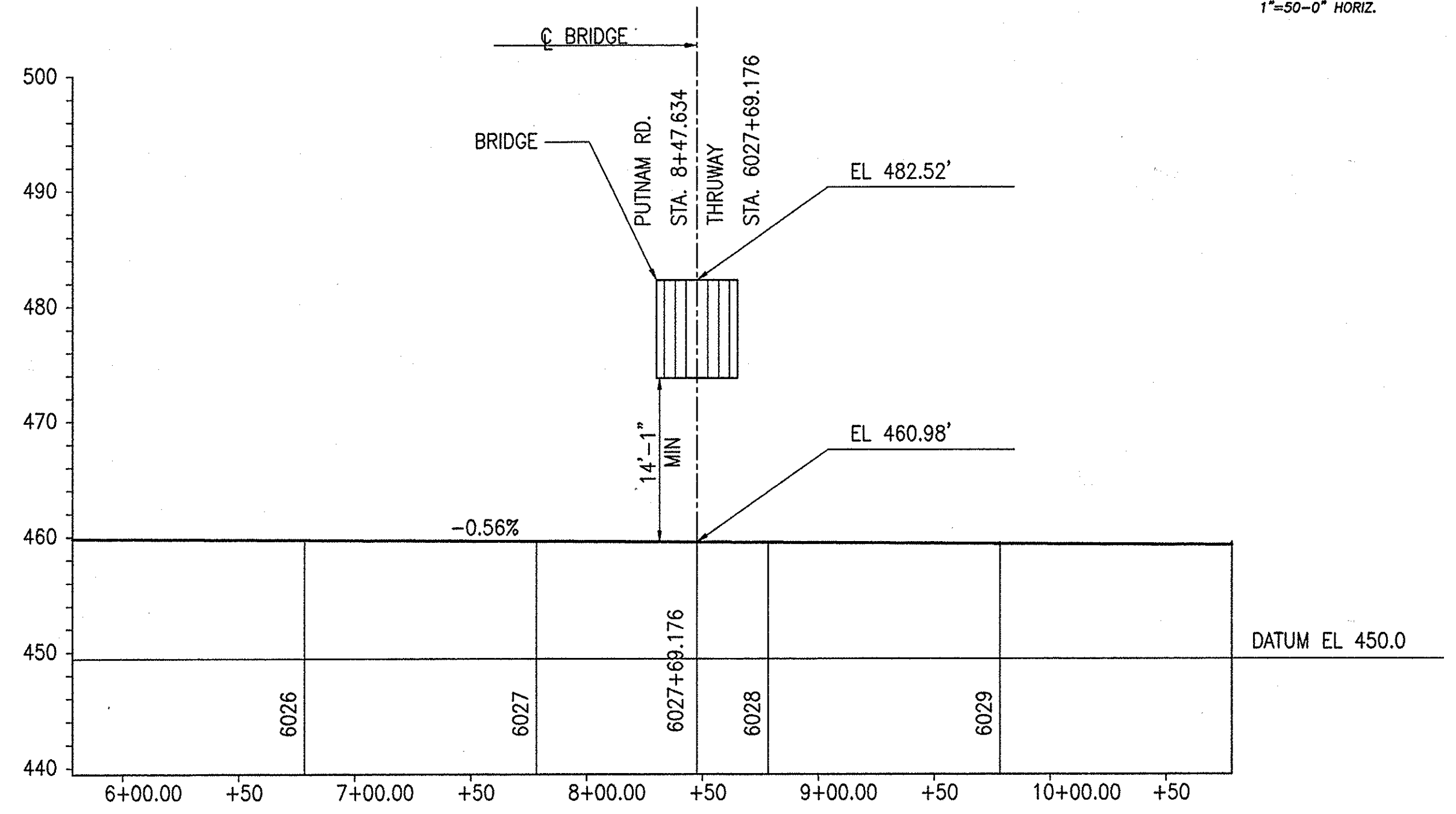
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS
UNLESS OTHERWISE NOTED. ALL ELEVATIONS
ARE SHOWN IN METERS.

IN CHARGE OF: XX
DESIGNED BY: XX Margaret Poella
DRAFTED BY: DJA
CHECKED BY: XX
F:\MP159.91\PROFILE



EXISTING PUTNAM ROAD PROFILE

SCALE: 1"=10'-0" VERT.
1"=50'-0" HORIZ.



EXISTING THRUWAY PROFILE (EASTBOUND)

SCALE: 1"=10'-0" VERT.
1"=50'-0" HORIZ.

P.V.I. STA. 12+50.000 (0+381.000)
EL. 511.29' (155.841 m)
V.C. 1000' (304.8 m)
M.O. 15.75' (4.8 m)
S.D. 534' (162.8 m)

BRIDGE ENDS
STA. 9+71.113 (0+295.995)
EL. 488.690 (148.953m)

BRIDGE BEGINS
STA. 7+50.072 (0+228.622)
EL. 476.295 (145.174m)

P.V.C. STA. 7+50 (0+228.60)

Q. PIER 1 STA. 7+86.686 (0+239.782)

Q. PUTNAM ROAD STA. 0+258.359
Q. N.Y. THRUWAY STA. 183+724.045

Q. PIER 3 STA. 9+85.820

EL. 460.98 (140.507m)


14'-1" MIN.
(4.292 m)

22'-0" (6.71m)

EDGE OF TRAVEL LANE

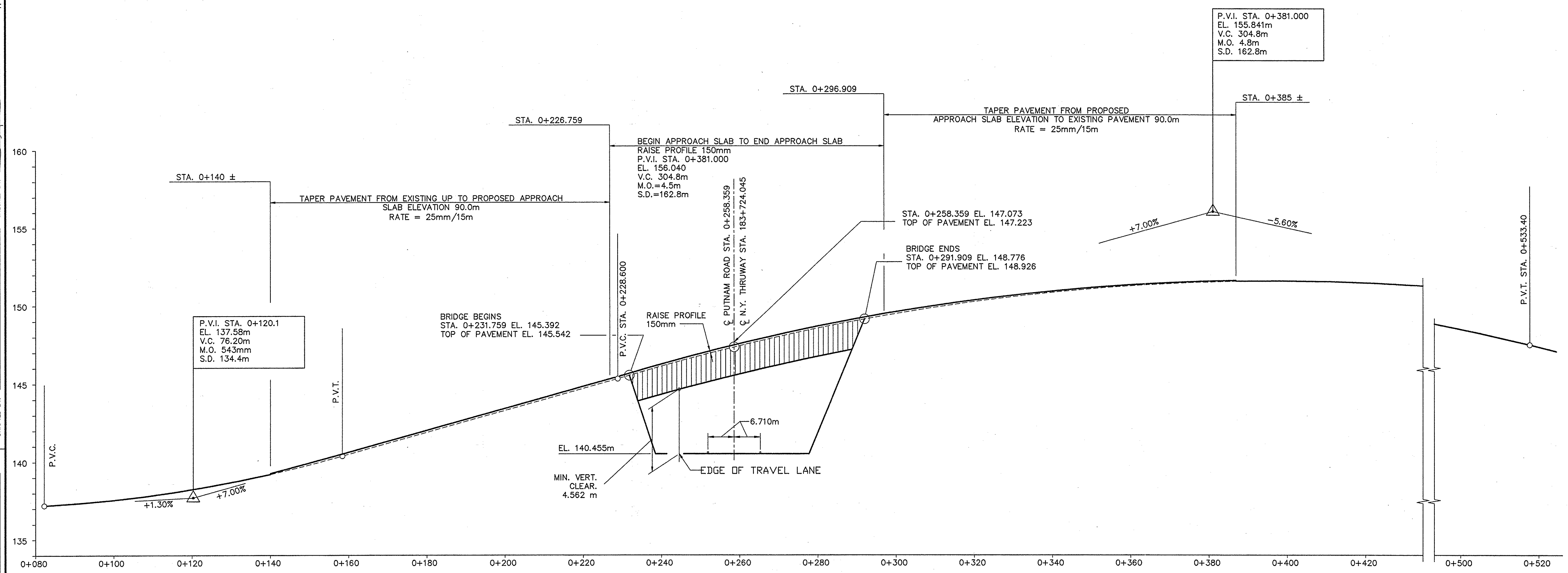
NO AS BUILT REVISIONS

BIN 5513710

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 REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING EXISTING PUTNAM ROAD PROFILE			
		CONTRACT NUMBER: TAA 00-30B	
		DATE: 10/18/00	
		DRAWING NUMBER: PR-1	

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

F:\MP159_91\PROF-2
CHECKED BY: XX
DRAFTED BY: DJA
DESIGNED BY: XX
IN CHARGE OF: XX



PROPOSED PUTNAM ROAD PROFILE
SCALE: HORIZ. 1:500
VERT. 1:125

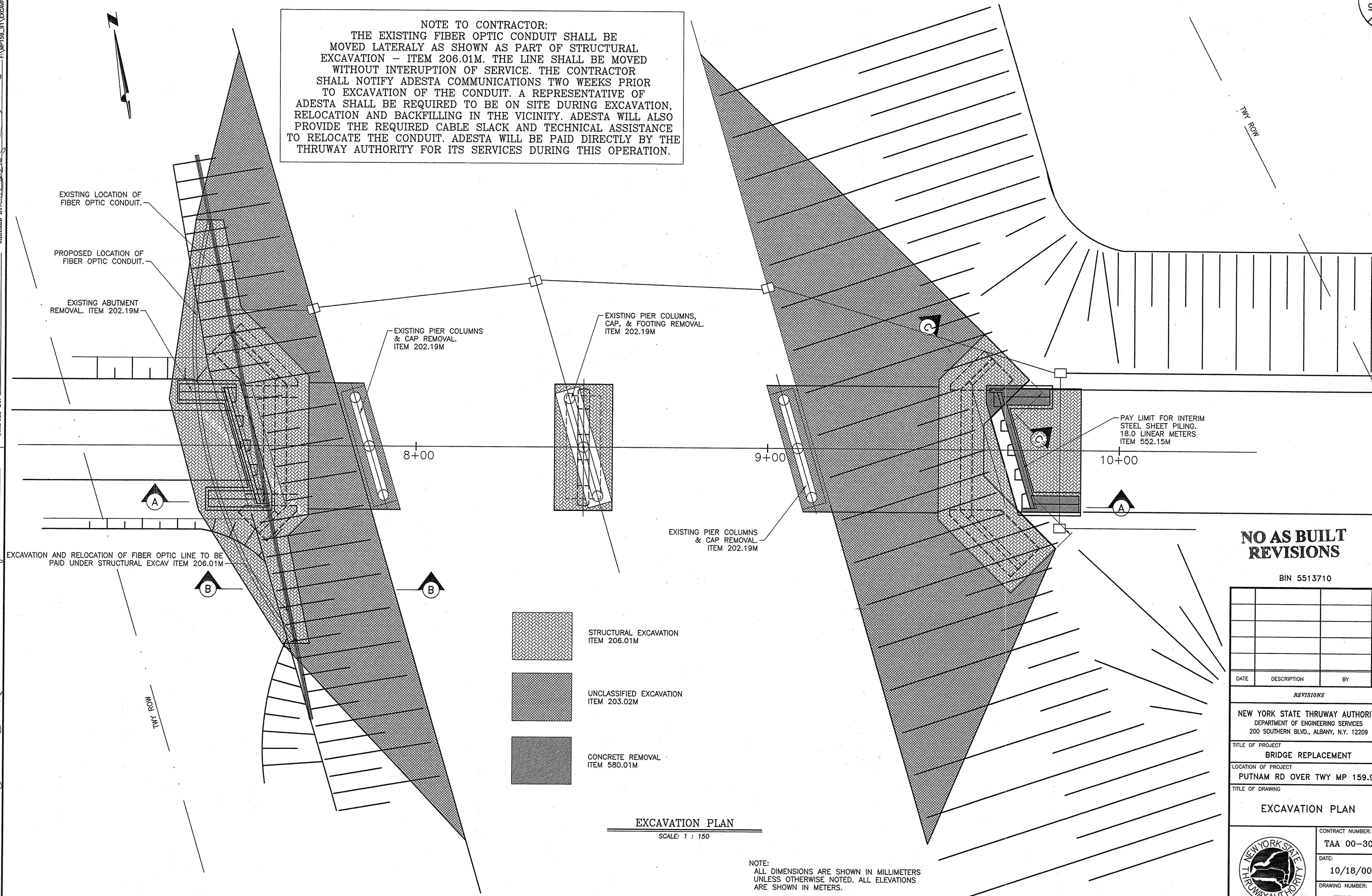
**NO AS BUILT
REVISIONS**

BIN 5513710			
REVISIONS			
DATE	DESCRIPTION	BY	SYM.
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTMAN ROAD			
TITLE OF DRAWING PROPOSED PUTNAM ROAD PROFILE			
	CONTRACT NUMBER: TAA 00-30B		
	DATE: 10/18/00		
	DRAWING NUMBER: PR-2		

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

NOTE TO CONTRACTOR:
THE EXISTING FIBER OPTIC CONDUIT SHALL BE
MOVED LATERALLY AS PART OF STRUCTURAL
EXCAVATION - ITEM 206.01M. THE LINE SHALL BE MOVED
WITHOUT INTERRUPTION OF SERVICE. THE CONTRACTOR
SHALL NOTIFY ADESTA COMMUNICATIONS TWO WEEKS PRIOR
TO EXCAVATION OF THE CONDUIT. A REPRESENTATIVE OF
ADESTA SHALL BE REQUIRED TO BE ON SITE DURING EXCAVATION,
RELOCATION AND BACKFILLING IN THE VICINITY. ADESTA WILL ALSO
PROVIDE THE REQUIRED CABLE SLACK AND TECHNICAL ASSISTANCE
TO RELOCATE THE CONDUIT. ADESTA WILL BE PAID DIRECTLY BY THE
THRUWAY AUTHORITY FOR ITS SERVICES DURING THIS OPERATION.

CHECKED BY: TA
DESIGNED BY: TA
IN CHARGE OF: TA
DRAFTED BY: TA
F:\MP159.91\EXCAVPLAN



EXCAVATION PLAN
SCALE: 1 : 150

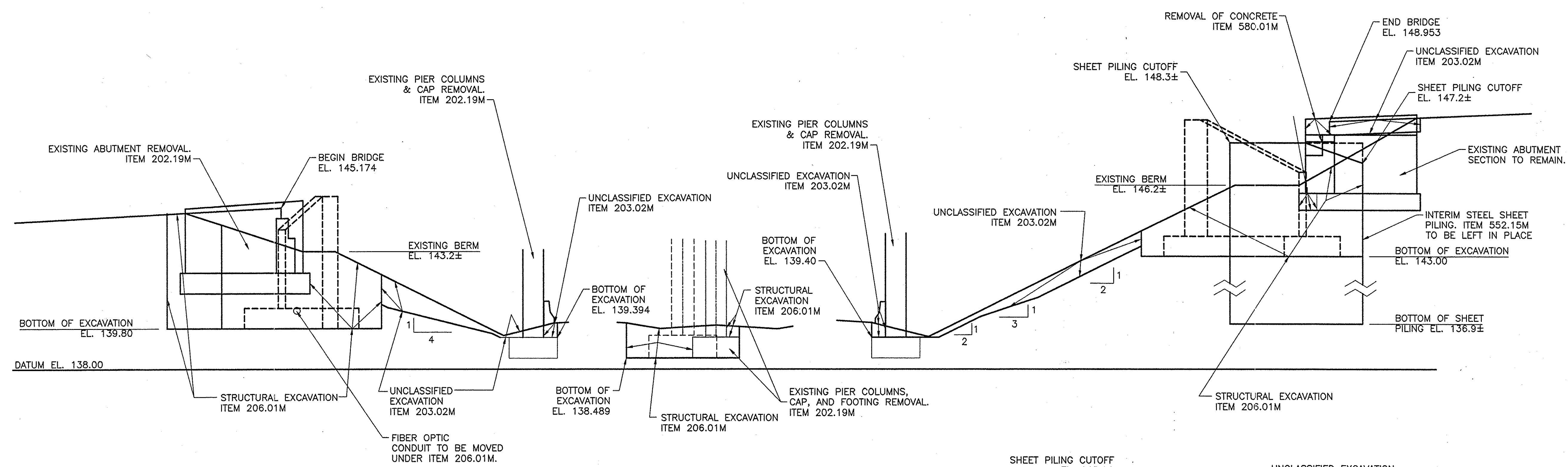
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS
UNLESS OTHERWISE NOTED. ALL ELEVATIONS
ARE SHOWN IN METERS.

NO AS BUILT
REVISIONS

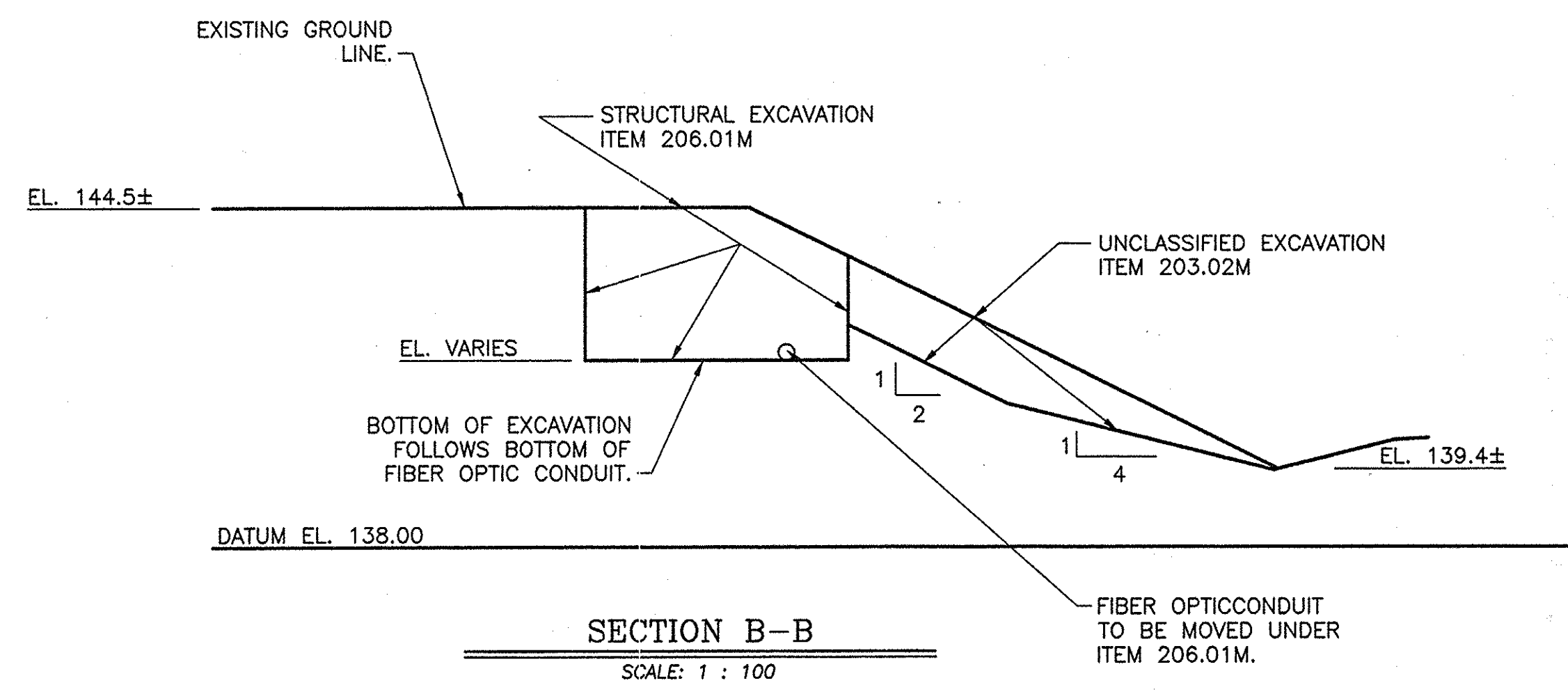
BIN 5513710

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 REPLACEMENT			
LOCATION OF PROJECT PUTNAM RD OVER TWY MP 159.91			
TITLE OF DRAWING EXCAVATION PLAN			
CONTRACT NUMBER: TAA 00-30B		DATE: 10/18/00	
DRAWING NUMBER: EX-1		NEW YORK STATE THRUWAY AUTHORITY	

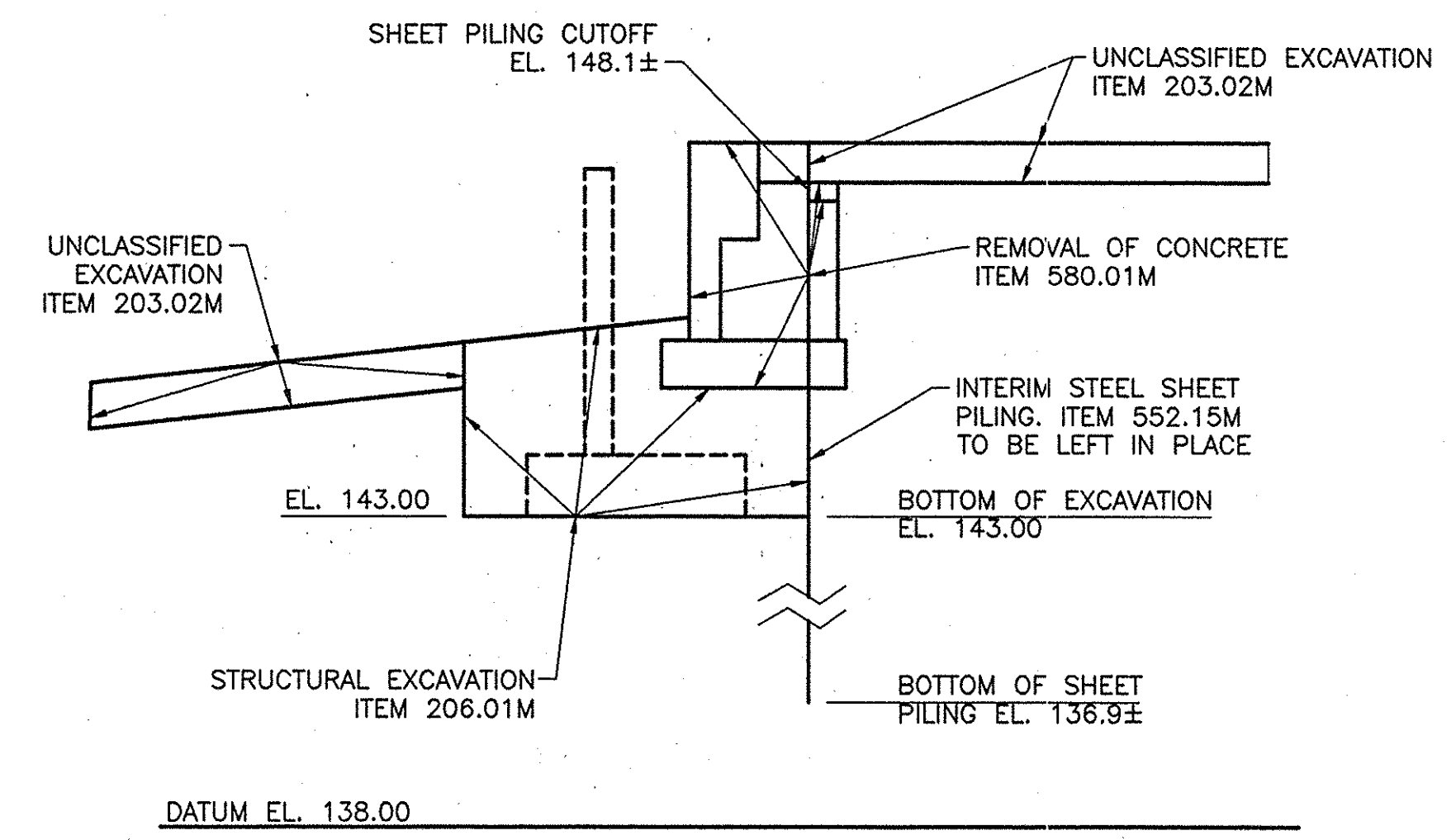
CHECKED BY: J.A. [Signature]
DESIGNED BY: J.A. Margaret Powell
IN CHARGE OF: J.A. [Signature]



SECTION A-A
SCALE: 1 : 100

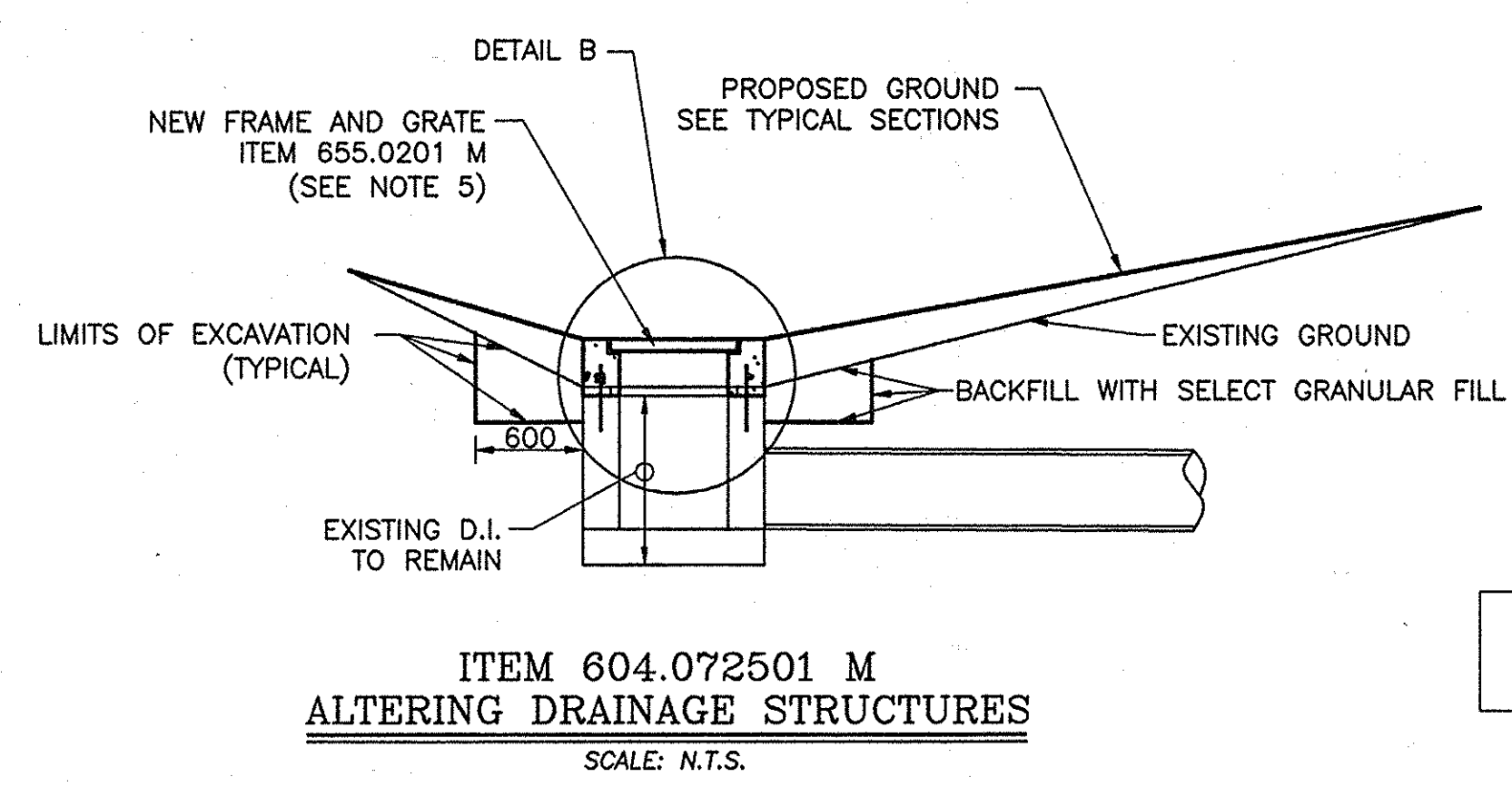


SECTION B-B
SCALE: 1 : 100

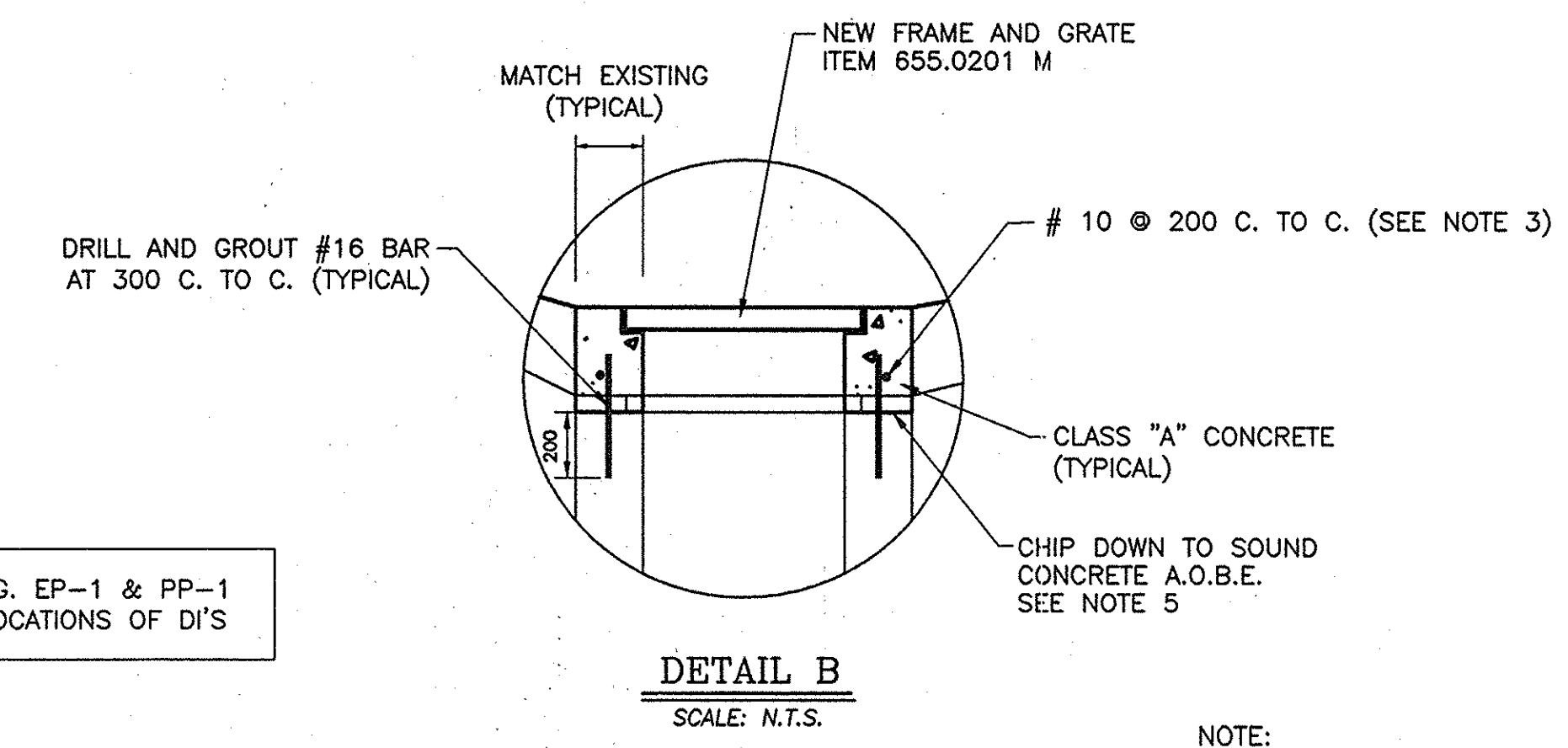


SECTION C-C
SCALE: 1 : 100

- ITEM 604.072501 M - NOTES
1. ALL WORK IS TO BE PAID FOR UNDER ITEM 604.072501 M UNLESS OTHERWISE NOTED.
 2. TOP SLAB DETAILS AND REINFORCEMENT SHALL MEET REQUIREMENTS OF NYS STANDARD SHEETS M604-6R1 AND M604-7.
 3. WALL DETAILS AND REINFORCEMENT SHALL MEET THE REQUIREMENTS OF NYS STANDARD SHEET M604-5.
 4. IF THE EXISTING DRAINAGE STRUCTURE IS TO BE LOWERED, THE STRUCTURE WALL SHALL BE SAW CUT AT THE REQUIRED ELEVATION. MORTAR SHALL BE APPLIED TO THE TOP OF THE WALL TO PROVIDE AN EVEN SURFACE TO INSTALL THE TOP SLAB. THE COST OF THIS WORK SHALL BE INCLUDED FOR UNDER ITEM 604.072501 M.
 5. SET TOP OF GRATE EVEN WITH PROPOSED DITCH INVERT OR A.O.B.E.
 6. STEPS WILL BE REQUIRED ON ALTERED DRAINAGE STRUCTURES DEEPER THAN 1.2m.
 7. UNDERDRAIN CONNECTION SHALL BE INCLUDED AND PAID FOR UNDER THIS ITEM WHEN REQUIRED.



ITEM 604.072501 M
ALTERING DRAINAGE STRUCTURES
SCALE: N.T.S.



DETAIL B
SCALE: N.T.S.

APPROX. AREA SHEET
PILING = 206 SQUARE
METERS.

**NO AS BUILT
REVISIONS**

BIN 5513710

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 REPLACEMENT			
LOCATION OF PROJECT PUTNAM RD OVER TWY MP 159.91			
TITLE OF DRAWING EXCAVATION SECTIONS & DI MODIFICATION DETAILS			
CONTRACT NUMBER: TAA 00-30B		DATE: 10/18/00	
DRAWING NUMBER: EX-2		NEW YORK STATE THRUWAY AUTHORITY	

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

F:\WP199_91\BACKFILL.PLAN
CHECKED BY: TA
DRAFTED BY: TA
DESIGNED BY: TA Margaret Parsons
IN CHARGE OF: TA

NOTE:
ANCHORAGE OF SHEET PILING SHALL
BE DONE WITH 25 mm A449 GALV.
CONCRETE ANCHORS. COST TO BE
INCLUDED IN SHEET PILING ITEM.
THE QUANTITY AND SPACING OF
ANCHORS SHALL BE DETERMINED
BY THE EIC.

INSTALL 1.0 m INTERIM STEEL
SHEETING ITEM 552.15M PRIOR
TO BACKFILLING. ANCHOR TO
NEW WINGWALL. CUTOFF
EL. 148.30

TOPSOIL & CROWN VETCH
OVER STRUCTURAL BACKFILL
ON SIDESLOPES (TYP).

SHEET PILING CUTOFF
EL. 148.10

AREA OF EMBANKMENT UNDER
ROADWAY SUBBASE MATERIAL.
NO TOPSOIL & SEEDING.

INSTALL 3.42 m
INTERIM STEEL
SHEETING PRIOR
TO BACKFILLING.
ITEM 552.15M
CUTOFF EL. 148.30

SAWCUT FULL DEPTH STA. 0+301.478
ITEM 25502.5001M

SHEET PILING CUTOFF
EL. 148.30

INSTALL 3.42 m
INTERIM STEEL
SHEETING PRIOR
TO BACKFILLING.
ITEM 552.15M
CUTOFF EL. 148.30

SHEET PILING CUTOFF
EL. 147.20

INSTALL 1.0 m INTERIM STEEL
SHEETING ITEM 552.15M PRIOR
TO BACKFILLING. ANCHOR TO
NEW WINGWALL. CUTOFF
EL. 148.30

INSTALL 1.0 m INTERIM STEEL
SHEETING ITEM 552.15M PRIOR
TO BACKFILLING. ANCHOR TO
NEW WINGWALL. CUTOFF
EL. 144.75

EMBANKMENT UNDER BLOCK
PAVING. NO TOPSOIL & SEEDING
IN THIS AREA (TYP).

INSTALL 11.4 m
INTERIM STEEL
SHEETING PRIOR
TO BACKFILLING.
ITEM 552.15M
CUTOFF EL. 144.75

ITEM 25502.5001M
SAWCUT FULL DEPTH
STA. 0+222.457

RELOCATED FIBER OPTIC
CONDUIT.

0+220

0+320

- NON-COMPACTED
STRUCTURAL BACKFILL
ITEM 203.21M
- STRUCTURAL BACKFILL
ITEM 203.21M
- EMBANKMENT AND TOPSOIL AND SEEDING
ITEM 203.03M
- TOPSOIL AND SEEDING
PAID UNDER VARIOUS ITEMS
OF CONTRACT.
- CONCRETE BLOCK PAVING
ITEM 620.09M
- TOPSOIL & CROWN VETCH
ITEM 25610.0203M

BACKFILL PLAN
SCALE: 1 : 150

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

**NO AS BUILT
REVISIONS**
BIN 5513710

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 REPLACEMENT

LOCATION OF PROJECT
PUTNAM RD OVER TWY MP 159.91

TITLE OF DRAWING

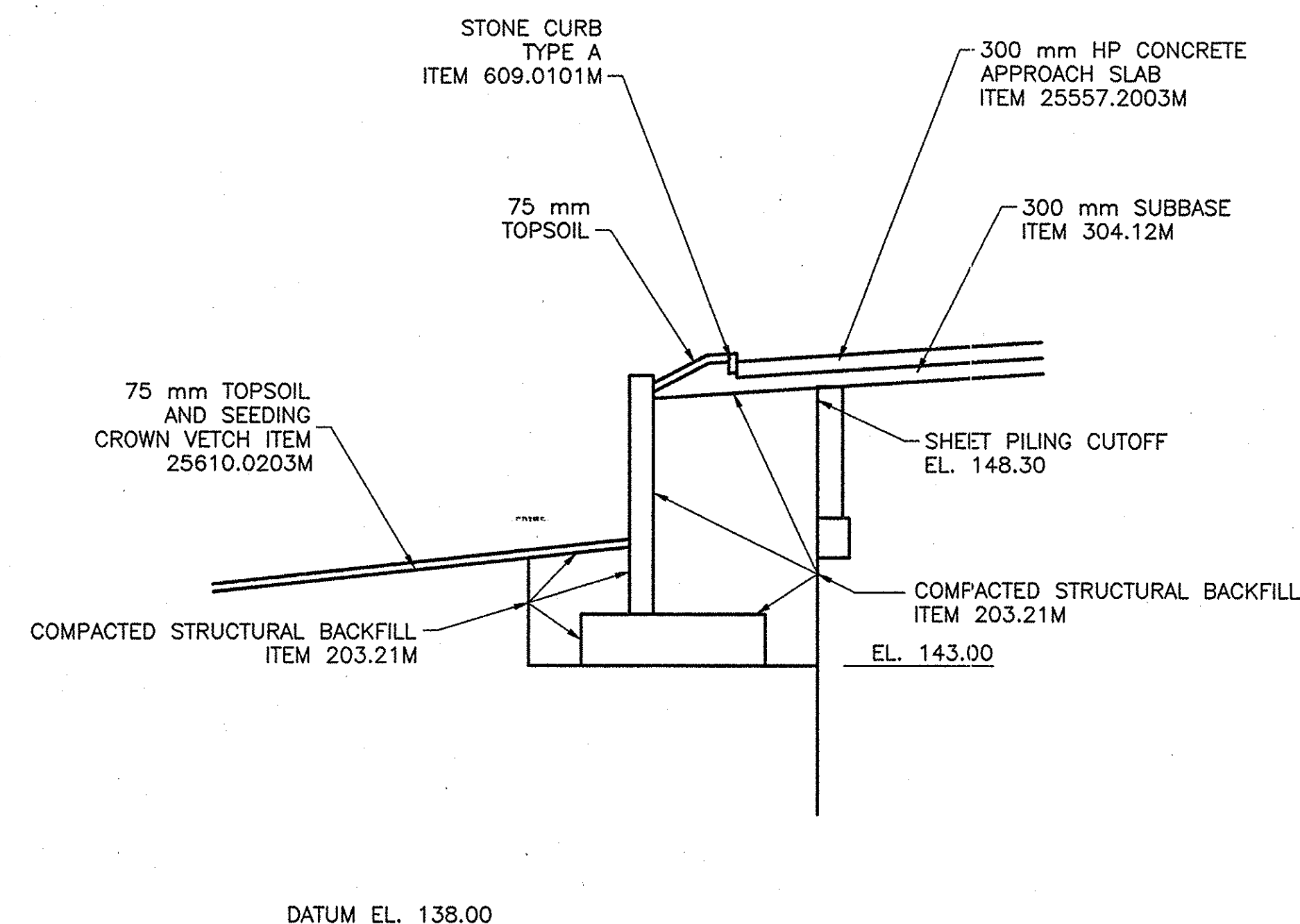
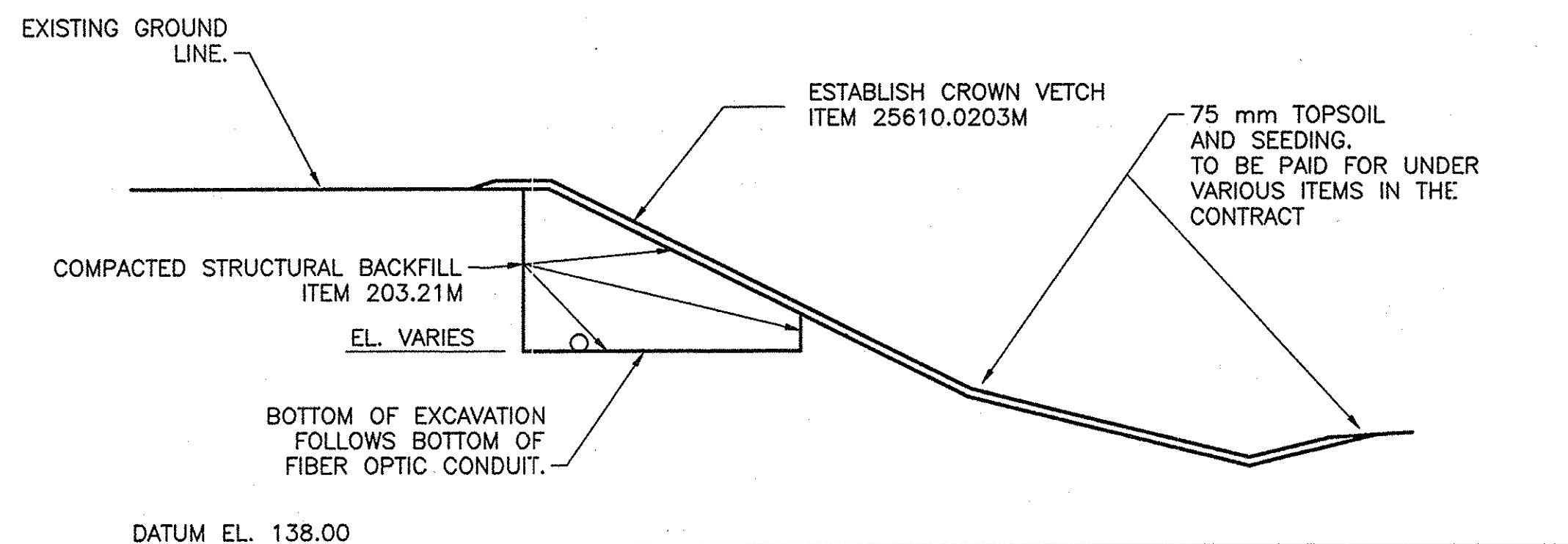
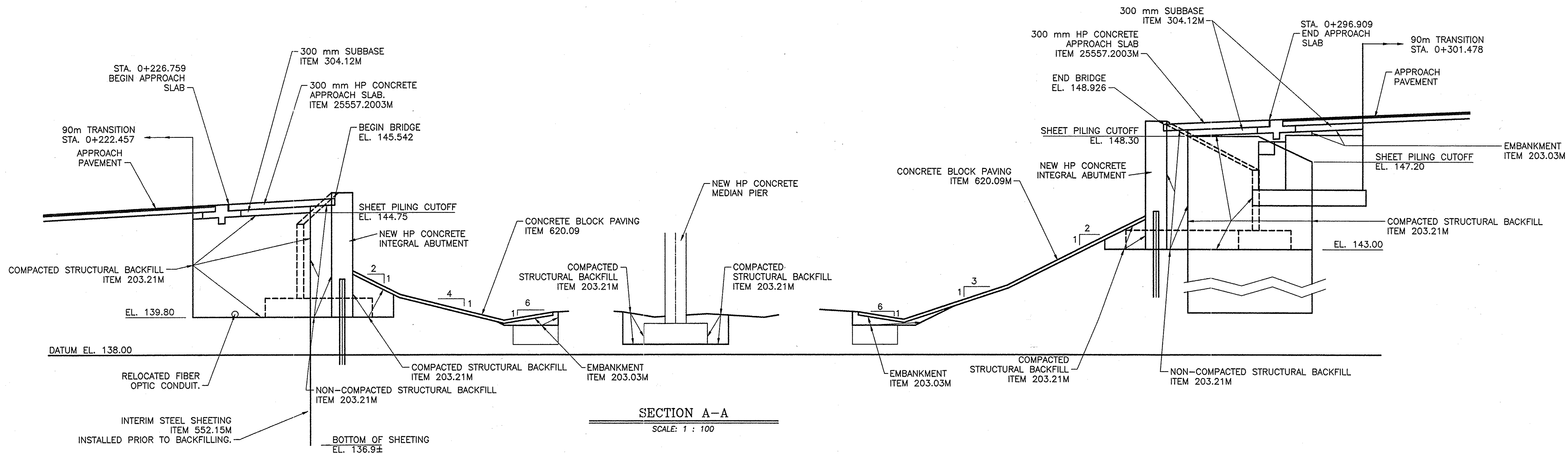
BACKFILL PLAN



CONTRACT NUMBER:
TAA 00-30B

DATE:
10/18/00

DRAWING NUMBER:
BF-1



**NO AS BUILT
REVISIONS**

BIN 5513710

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 REPLACEMENT

LOCATION OF PROJECT
PUTNAM RD OVER TWY MP 159.91

TITLE OF DRAWING
BACKFILL SECTIONS



CONTRACT NUMBER:

TAA 00-30B

DATE:

10/18/00

DRAWING NUMBER:

BF-2

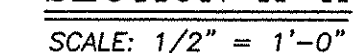
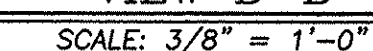
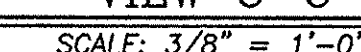
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS
UNLESS OTHERWISE NOTED. ALL ELEVATIONS
ARE SHOWN IN METERS.


CHECKED BY: IA

DRAFTED BY: IA

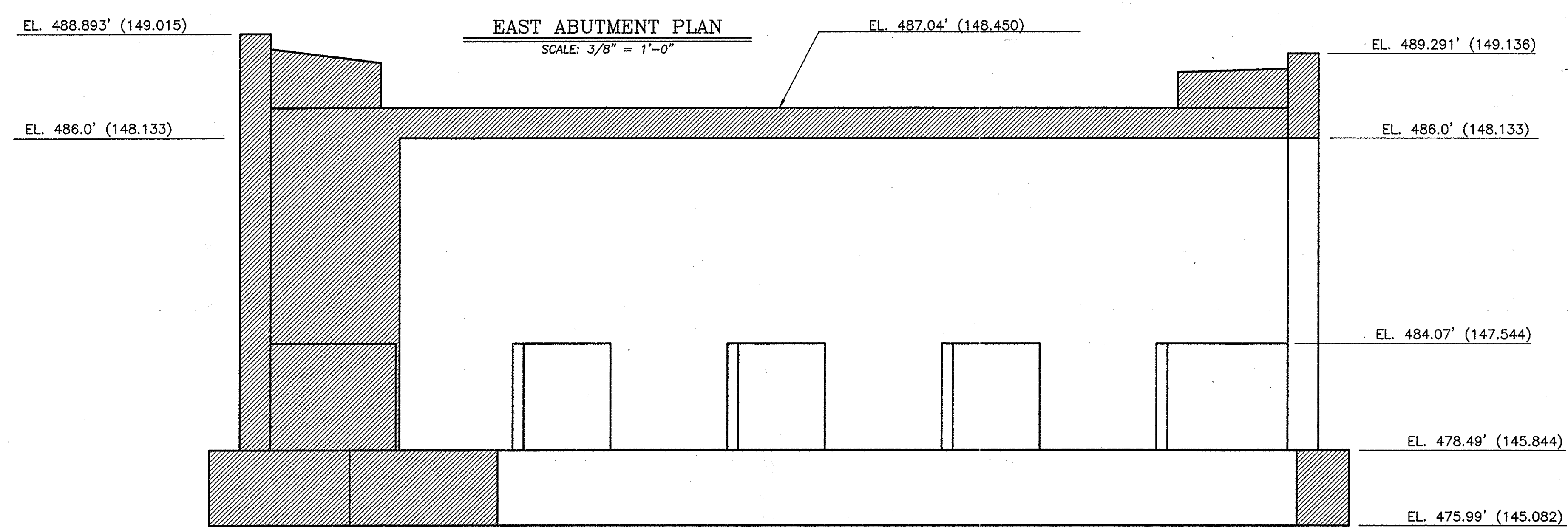
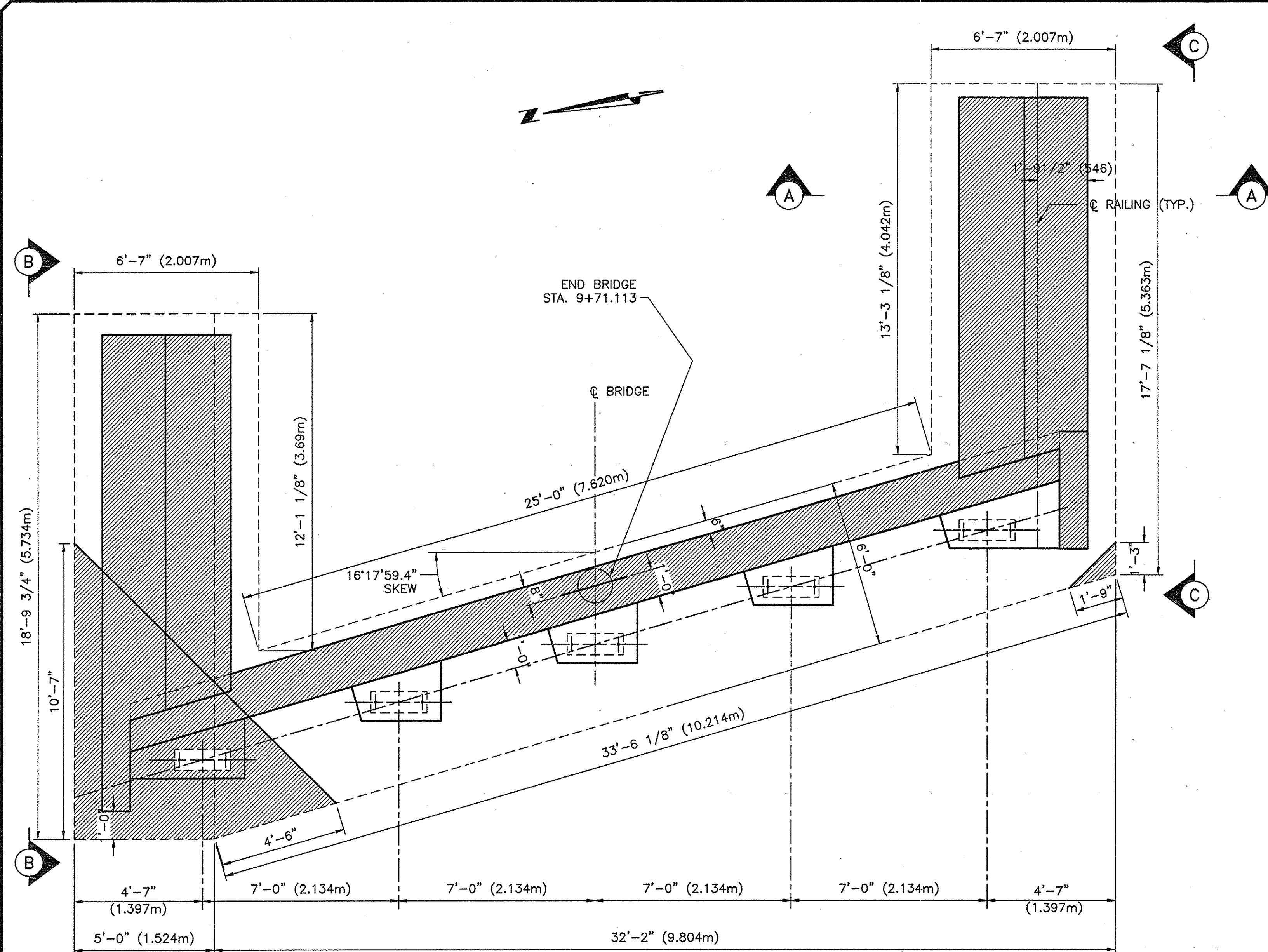
DESIGNED BY: IA Margaret Pella

IN CHARGE OF: IA



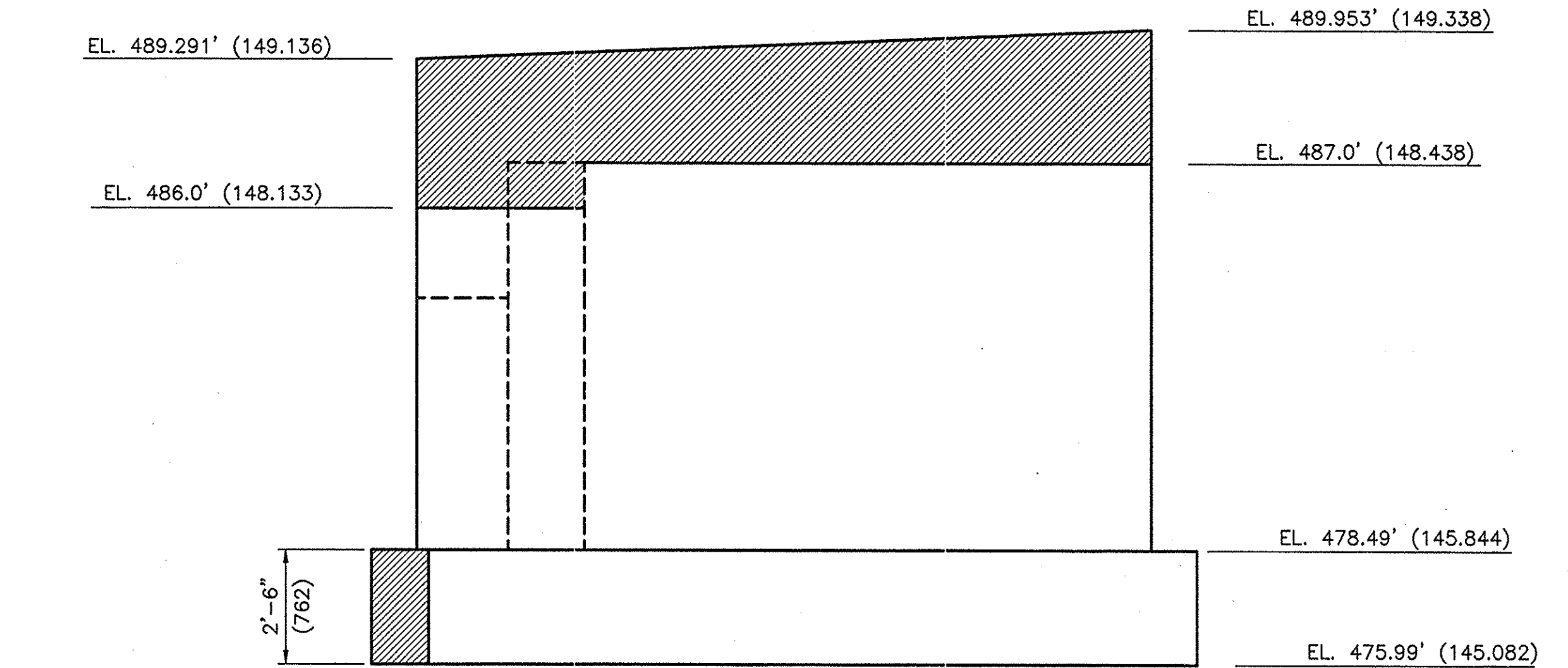
B.I.N. 5513710			
DATE	DESCRIPTION	BY	
<p align="center">REVISIONS</p>			
<p align="center"> NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209 </p>			
<p> TITLE OF PROJECT BRIDGE REPLACEMENT </p>			
<p> LOCATION OF PROJECT M.P. 159.91, PUTNAM ROAD </p>			
<p> TITLE OF DRAWING EXISTING WEST ABUTMENT PLAN & ELEVATION </p>			
		<p> CONTRACT NUMBER: TAA 00-30 </p> <p> DATE: 10/16/00 </p> <p> DRAWING NUMBER: AB-1 </p>	

IN CHARGE OF: *[Signature]*
 DESIGNED BY: *XX Margaret Pavia*
 DRAFTED BY: *IM*
 CHECKED BY: *XX*
 PLANNED BY: *XX*

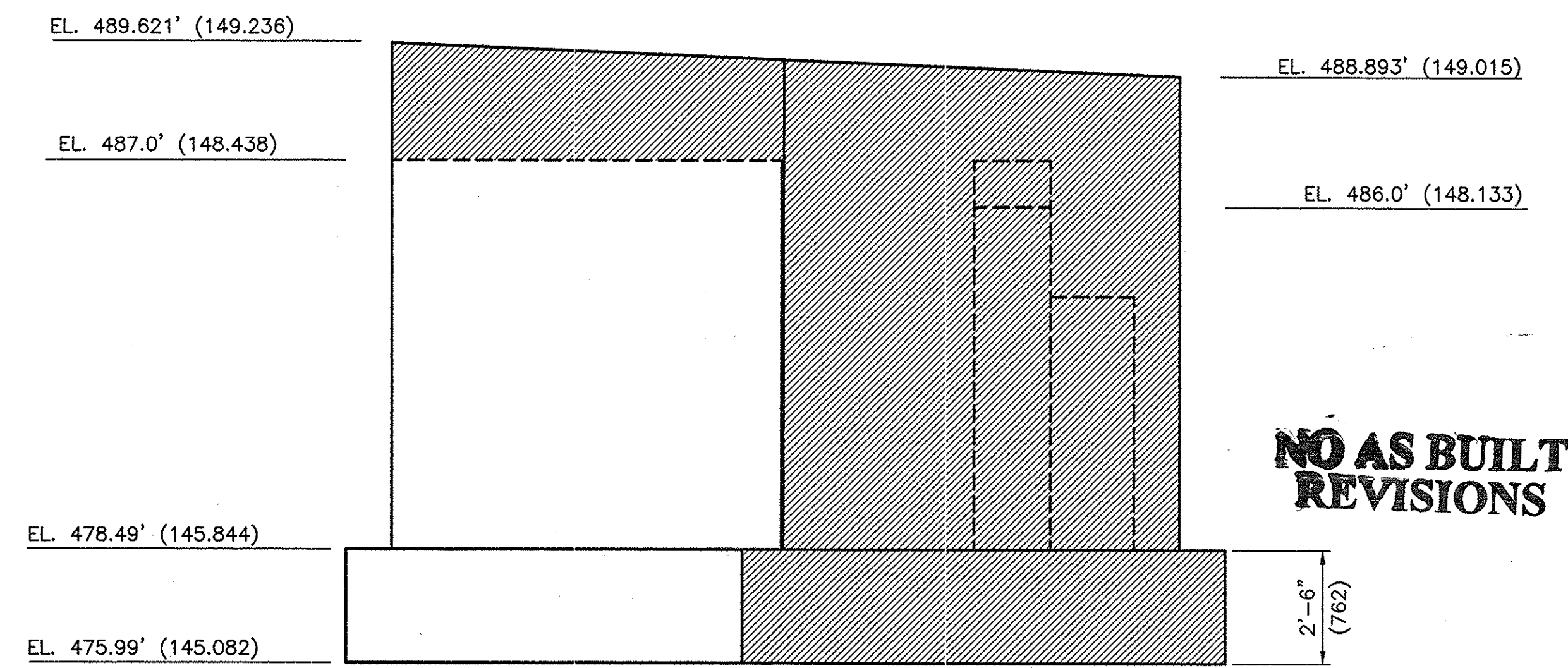


EAST ABUTMENT ELEVATION
SCALE: 3/8" = 1'-0"

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

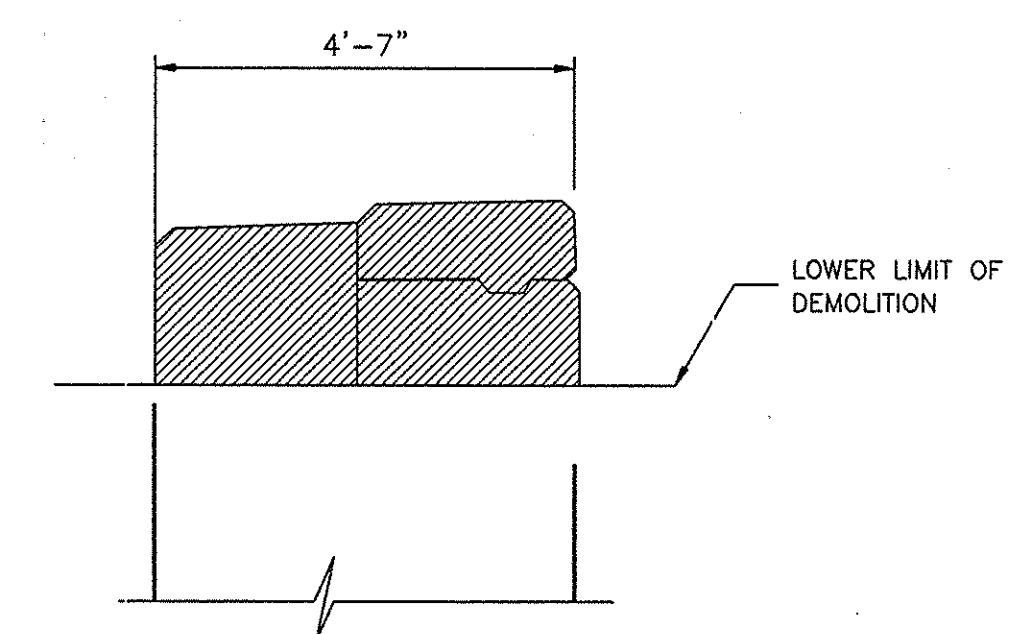


VIEW C-C
SCALE: 3/8" = 1'-0"



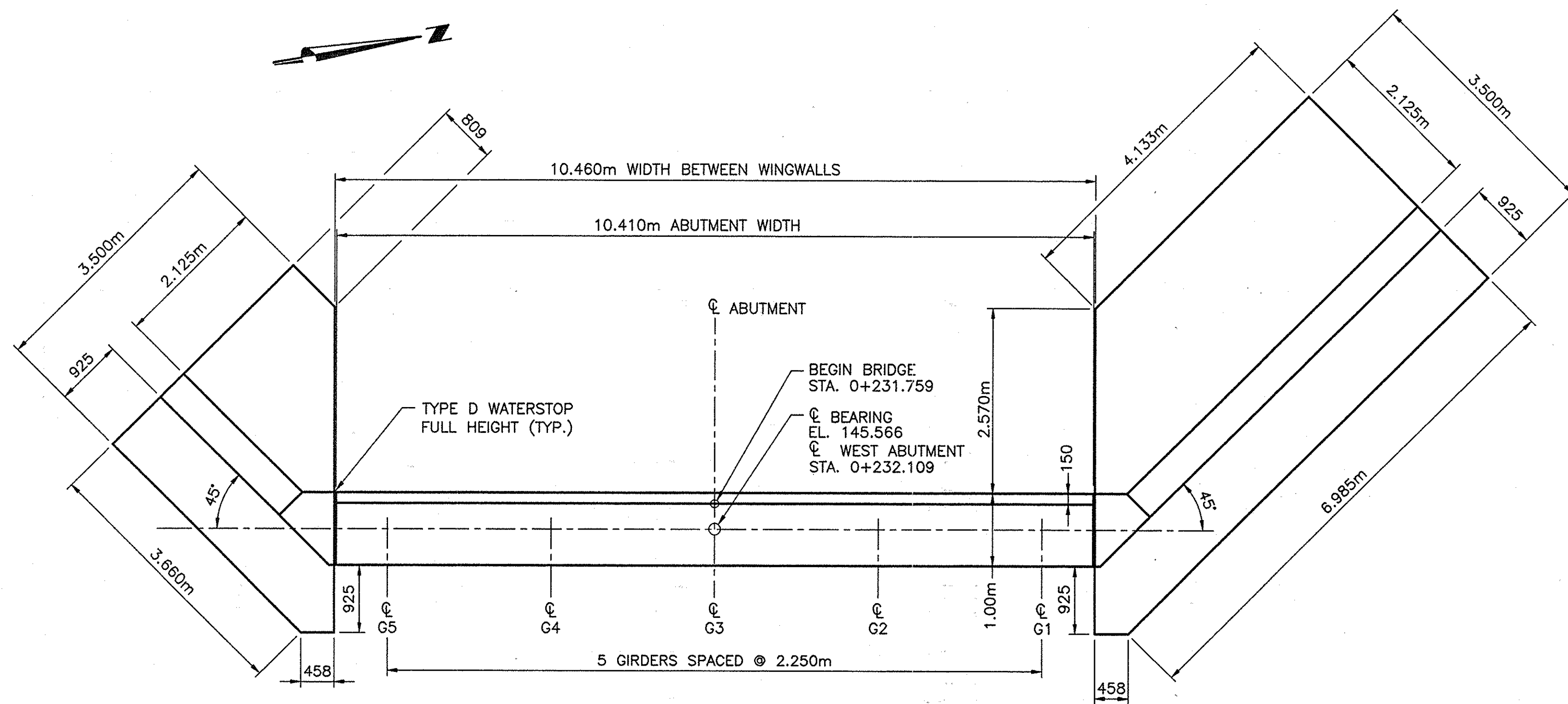
VIEW B-B
SCALE: 3/8" = 1'-0"

PARTIAL REMOVAL OF ABUTMENT.
PAID UNDER ITEM 580.01M

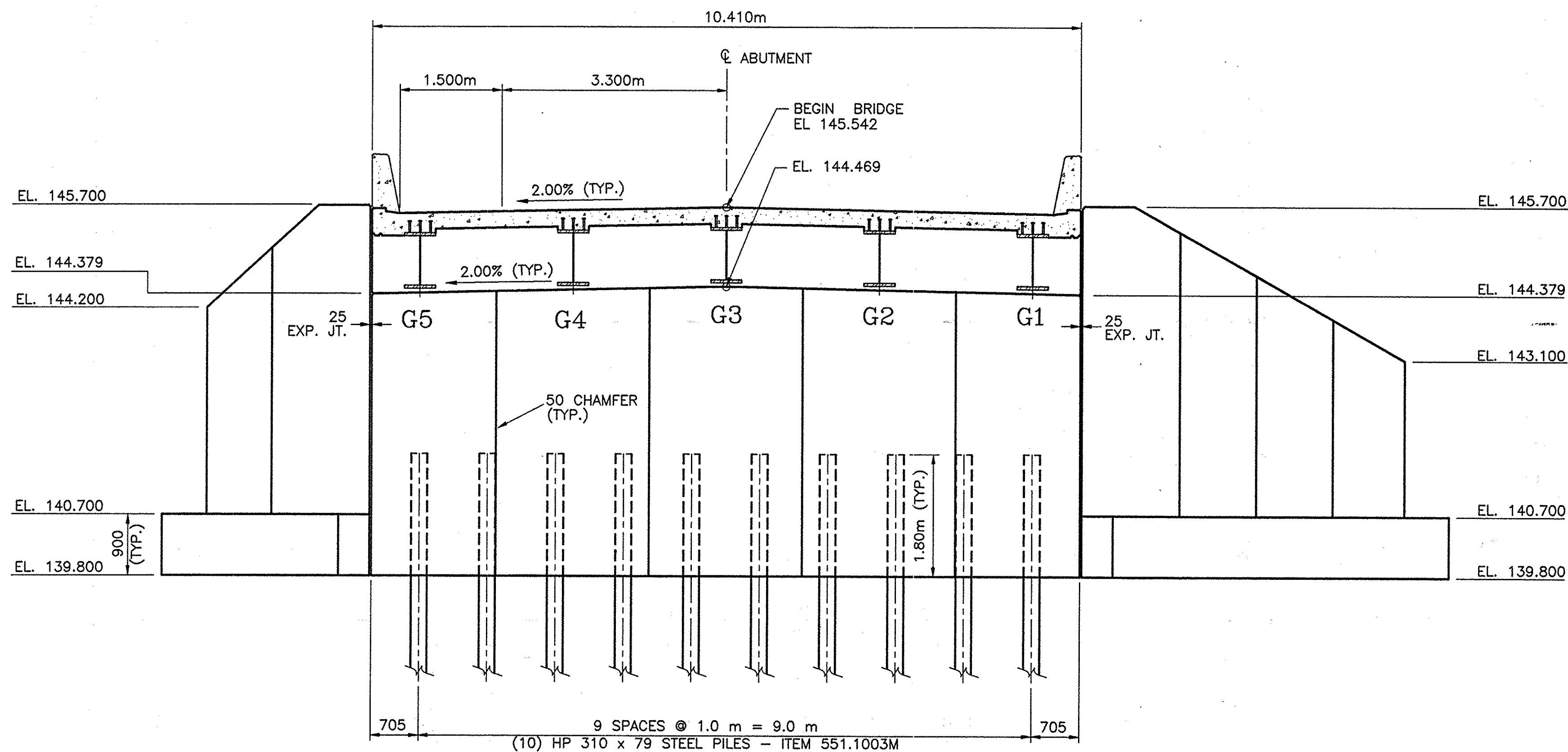


SECTION A-A
SCALE: 1/2" = 1'-0"

B.I.N. 5513710			
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 REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91, PUTNAM ROAD			
TITLE OF DRAWING EXISTING EAST ABUTMENT PLAN & ELEVATION			
	CONTRACT NUMBER: TAA 00-30B		
	DATE: 10/16/00		
	DRAWING NUMBER: AB-2		

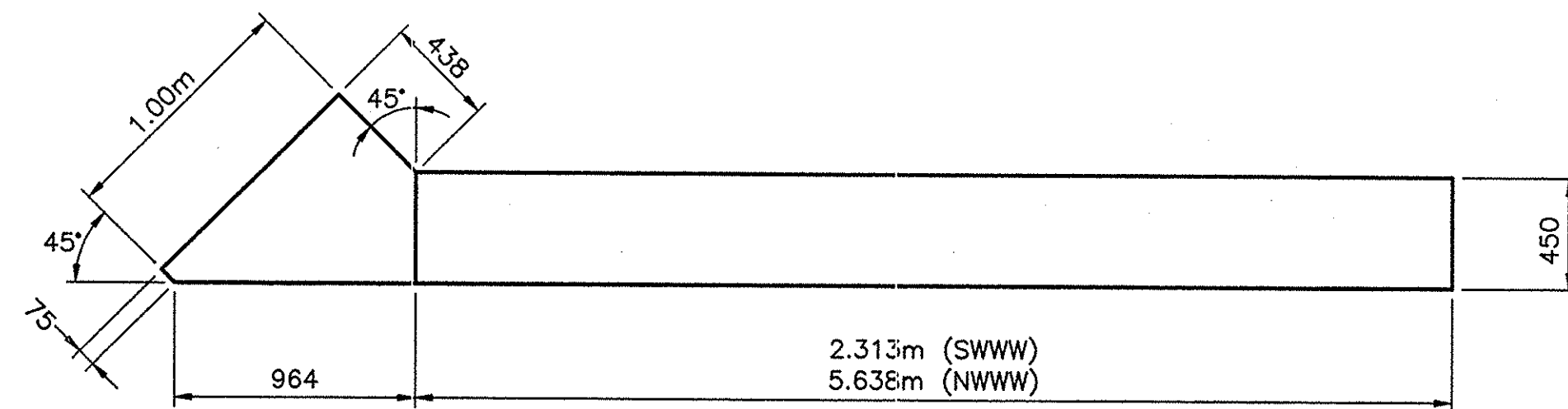
**WEST ABUTMENT PLAN**

SCALE: 1 = 50

**WEST ABUTMENT ELEVATION**

SCALE: 1 = 50

MORTAR PAD ELEVATIONS				
G1	G2	G3	G4	G5
144.443	144.488	144.533	144.488	144.443

**TYPICAL WING WALL PLAN**

n.t.s.

FOUNDATION NOTES

- IF ANY PORTIONS OF THE ABANDONED EXISTING SUBSTRUCTURES ARE WITHIN A 1.0 METER LATERAL LIMIT OF THE PROPOSED FOOTINGS, THEY SHALL BE COMPLETELY REMOVED IN THIS AREA. THE PORTION OF THE ABANDONED EXISTING SUBSTRUCTURES WHICH ARE BEYOND THIS LATERAL LIMIT SHALL BE REMOVED TO A DEPTH OF 600 mm LOWER THAN THE PROPOSED ROADWAY SUBGRADE OR 300 mm BELOW THE FINISHED GROUND LINE. BACKFILL OF THESE EXCAVATIONS SHALL BE WITH AN APPROPRIATE BACKFILL MATERIAL.
- THE PILES AT EACH INTEGRAL ABUTMENT SHALL BE INSERTED IN PREAUGERED 560 MILLIMETER DIAMETER HOLES THAT EXTEND 2.4 METERS BELOW THE BOTTOM OF EACH ABUTMENT STEM. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO KEEP EACH OF THESE HOLES OPEN DURING THE INSTALLATION OF THE PILES SO THAT CUSHION SAND CAN BE PLACED LOOSELY AROUND EACH PILE FOR THE FULL DEPTH OF THE PREAUGERED HOLE. THE COST OF AUGERING THESE HOLES, CASING, AND CUSHION SAND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PILE ITEM 25551.0316M.
- THE USE OF MECHANICAL PILE SPLICES WILL NOT BE ALLOWED ON THE ABUTMENTS.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PRESENCE OF BOULDERS IN THE AREA TO BE EXCAVATED OR RETAINED DURING CONSTRUCTION AT THE ABUTMENTS AND PIER. THE CONTRACTOR SHALL GOVERN HIS OPERATIONS AND PROCEDURES ACCORDINGLY, WITHIN THE APPROPRIATE SPECIFICATION ITEMS, INCLUDING THE SELECTION AND POSSIBLE USE OF SHEETING WITH SUFFICIENT SIZE AND SECTION TO WITHSTAND THE EXPECTED HARD DRIVING.
- THE FOOTING FOR THE WINGWALLS IS DESIGNED TO EXERT A MAXIMUM FOUNDATION PRESSURE OF 240 KPa.
- THE CONCRETE USED SHALL BE CLASS HP - ITEM 25555.0102M.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE TIP ELEVATIONS FOR THE H-PILES WHICH WILL LATERALLY SUPPORT THE ABUTMENTS. THE HAMMER PROVIDED TO DRIVE THESE PILES MUST BE CAPABLE OF ACHIEVING THE REQUIRED PENETRATION THROUGH THE COMPACT OVERBURDEN AND WEATHERED ROCK WHICH MAY PRESENT HARD DRIVING CONDITIONS. TO ATTAIN THE NECESSARY LATERAL RESISTANCE, THESE PILES SHALL BE DRIVEN TO A MINIMUM PILE LENGTH OF 7 METERS.
- IT IS POSSIBLE THAT DIFFICULT DRIVING OF PILES MAY BE ENCOUNTERED AND IT MAY BE NECESSARY TO UTILIZE MECHANICAL EQUIPMENT FOR REMOVING VERY COMPACT MATERIAL OR BOULDERS FROM THE LOCATION OF PILES. THIS MAY BE ACCOMPLISHED BY VARIOUS TYPES OF EARTH AUGERS, SPUDS, WELL DRILLING EQUIPMENT, OR OTHER DEVICES TO PERMIT PILES TO BE DRIVEN TO THE MINIMUM DEPTH SHOWN ON THE PLANS WITHOUT DISTORTION. SPUDGING OR PREAUGERING WHERE REQUIRED SHALL BE UNDERTAKEN IN ACCORDANCE WITH THE PROVISIONS OF 551-3.01D.
- DYNAMIC PILE LOAD TESTS SHALL BE PERFORMED ON THE TEST PILES INDICATED ON THE PLANS OR ADE. THE DRIVING CRITERIA FOR THE REMAINING PILES SHALL BE BASED ON THE RESULTS OF THESE TESTS. ALSO REFER TO THE SPECIAL NOTE IN THE PROPOSAL "FURNISHING EQUIPMENT AND PERSONNEL-DYNAMIC LOAD TESTING OF PILES".
- VERTICAL EXPANSION JOINTS SHOWN SHALL BE FILLED WITH CLOSED CELL FOAM FULL WIDTH. COST INCLUDED IN ITEM 25555.0102M

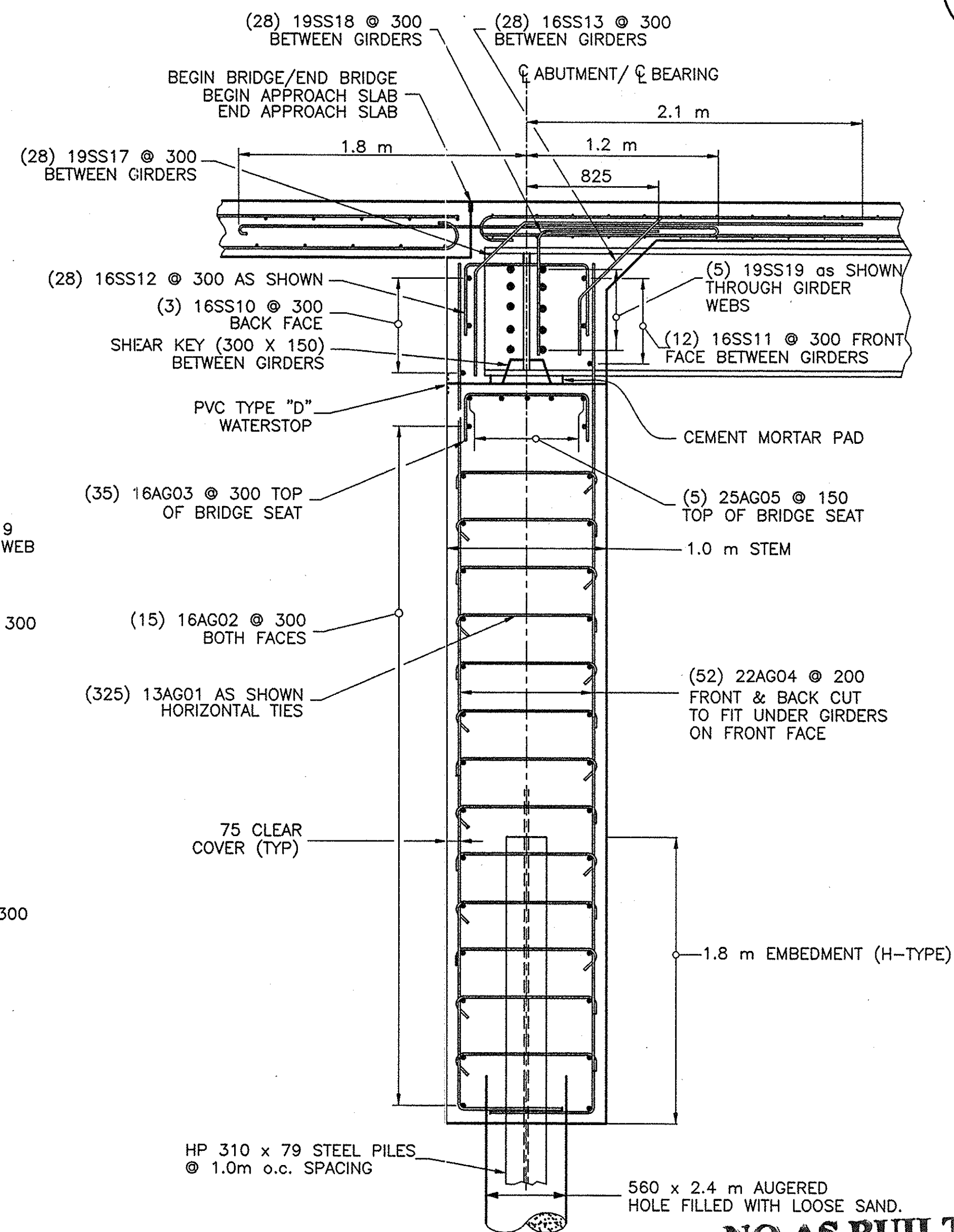
**NO AS BUILT
REVISIONS**

BIN 5513710

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT MP 159.91 PUTNAM ROAD			
TITLE OF DRAWING PROPOSED WEST ABUTMENT PLAN AND ELEVATION			
CONTRACT NUMBER: TAA 00-30B		DATE: 10/16/00	
DRAWING NUMBER: PWA-1			



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



**NO AS BUILT
REVISIONS**

CL. ABUTMENT

MORTAR PAD
ELEVATION
(SEE PLANS)

(BACK)

(FRONT)

59

64

69

430


N. T. S.

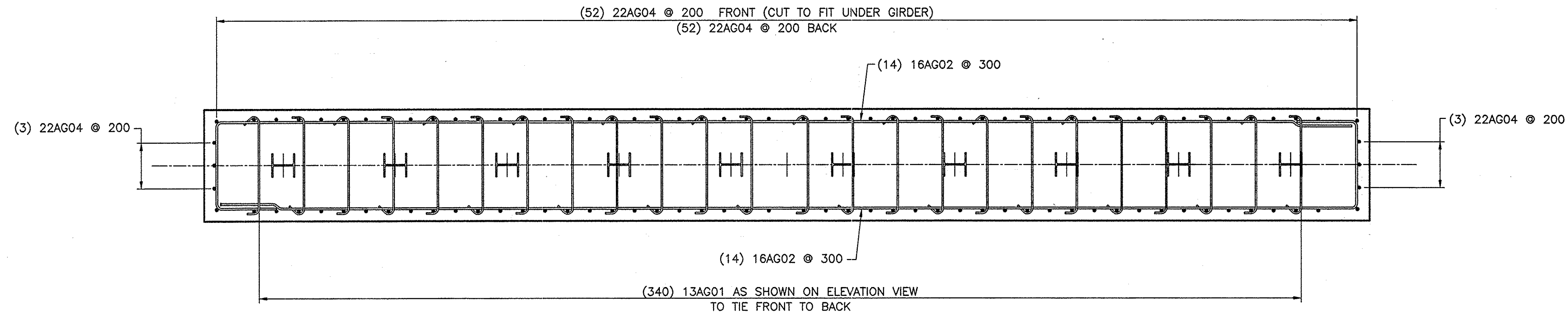
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS
OTHERWISE NOTED. ALL ELEVATIONS ARE SHOWN IN
METERS.

SCALE: 1 = 25

1. THE STEEL - "H" PILES SHOWN ARE DESIGNED TO SUPPORT A MAXIMUM ALLOWABLE LOAD OF 620 KILONEWTONS PER PILE AND SHALL BE DRIVEN TO ACHIEVE AN ULTIMATE CAPACITY OF 1240 KILONEWTONS PER PILE (ITEM 551.1003M). THESE PILES HAVE AN ESTIMATED LENGTH OF 20 METERS.

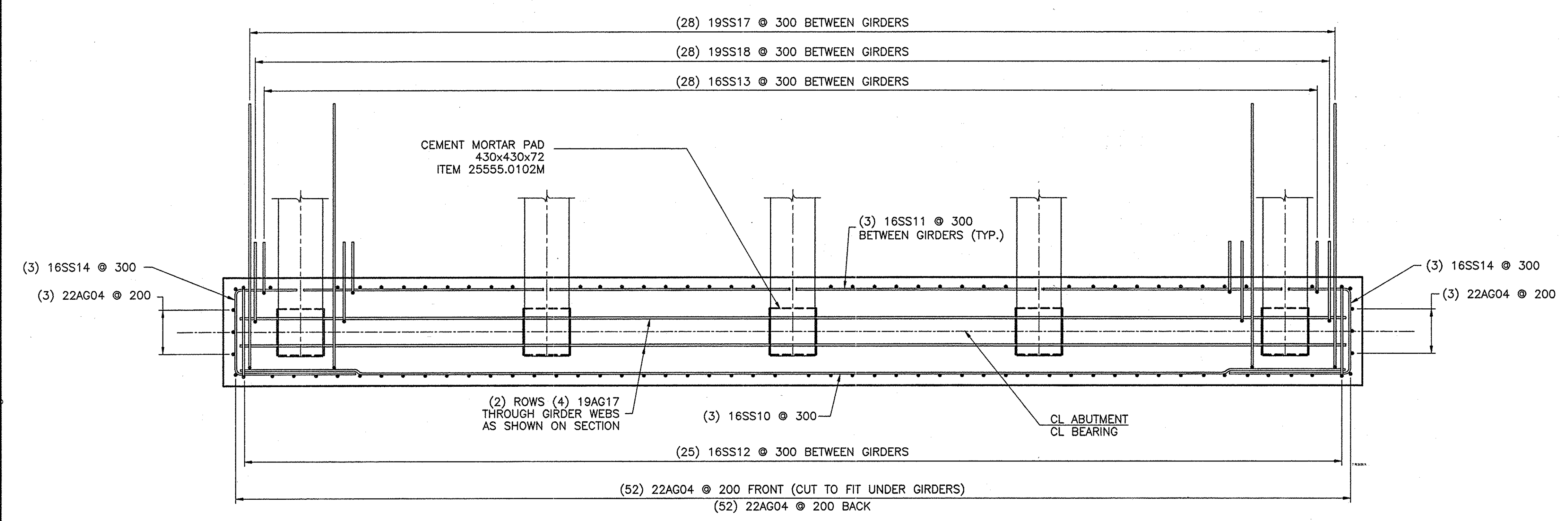
2. SEE ADDITIONAL NOTES ON PIER SHEETS.

DATE	DESCRIPTION	BY	SYS.	
REVISIONS				
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209				
TITLE OF PROJECT BRIDGE REPLACEMENT				
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD				
TITLE OF DRAWING PROPOSED WEST ABUTMENT REINFORCING ELEVATION AND SECTION				
		CONTRACT NUMBER: TAA 00-30B DATE: 10/16/00 DRAWING NUMBER: PWA-2		



SECTION B-B
SCALE: 1 = 25

NOTE:
SEE DRAWINGS PEA-1 AND PWA-2
FOR FURTHER ABUTMENT DETAILS




SECTION C-C
SCALE: 1 = 25

PILE TIP ELEVATIONS AT ABUTMENTS

MP 159.91	
EAST	WEST
125.00	121.80

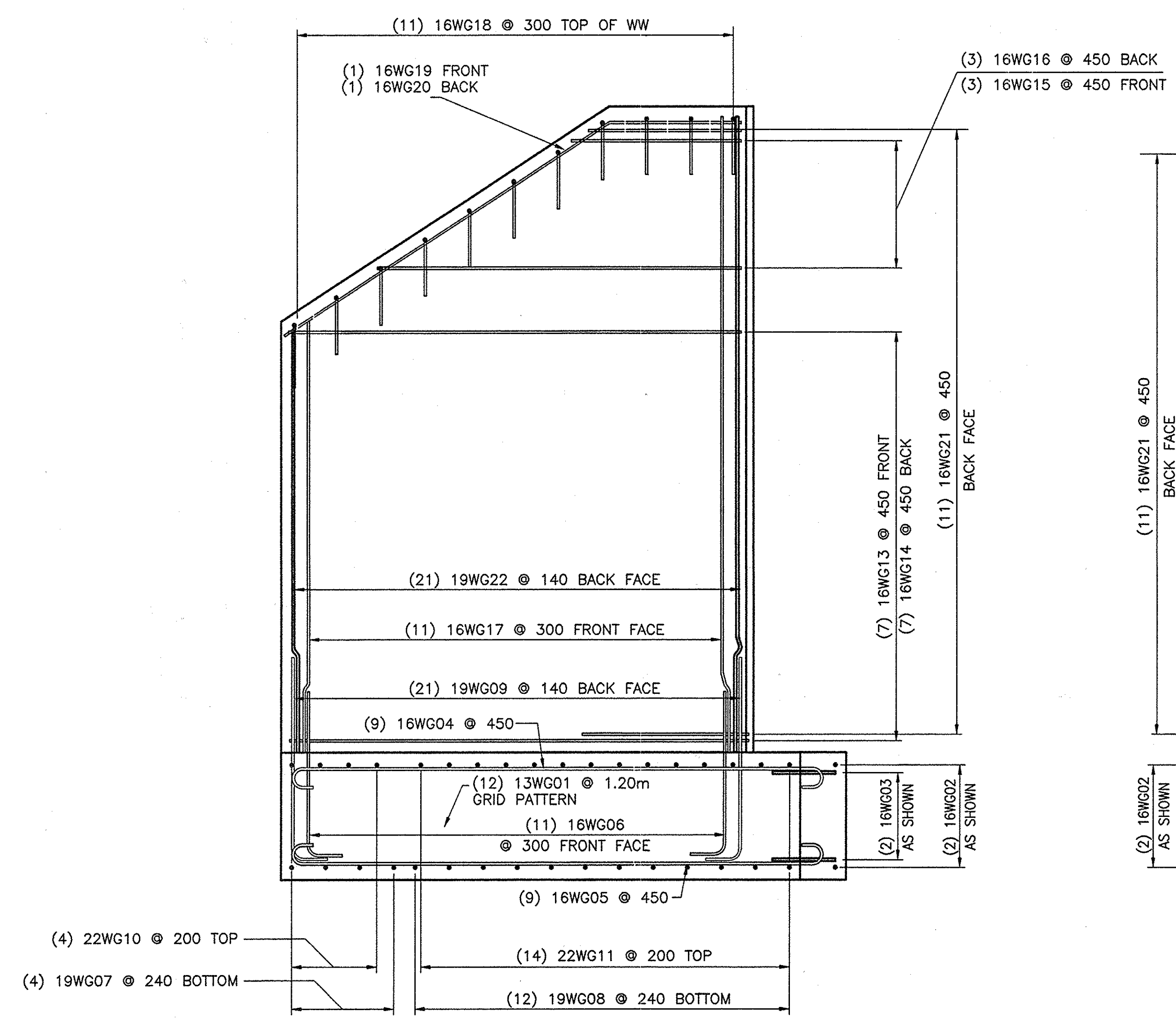
**NO AS BUILT
REVISIONS**
BIN 5513710

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING PROPOSED ABUTMENT STEM REINFORCING			
		CONTRACT NUMBER: TAA 00-30B	
		DATE: 10/16/00	
		DRAWING NUMBER: PWA-3	

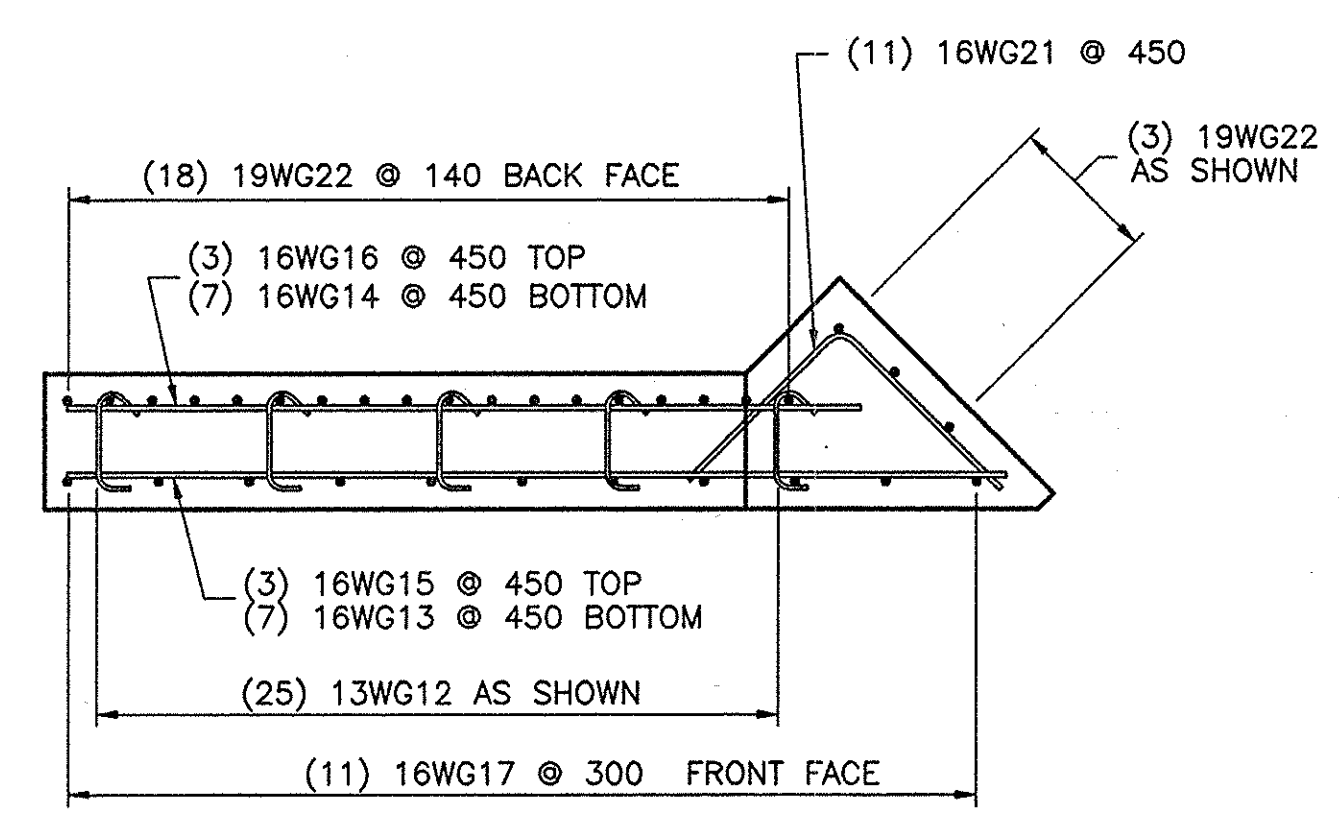
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS
OTHERWISE NOTED. ALL ELEVATIONS ARE SHOWN IN
METERS.

FLMP159.91\ABUTPEA
CHECKED BY: XX
DRAFTED BY: XX
DESIGNED BY: XX Margaret Park
IN CHARGE OF: XX

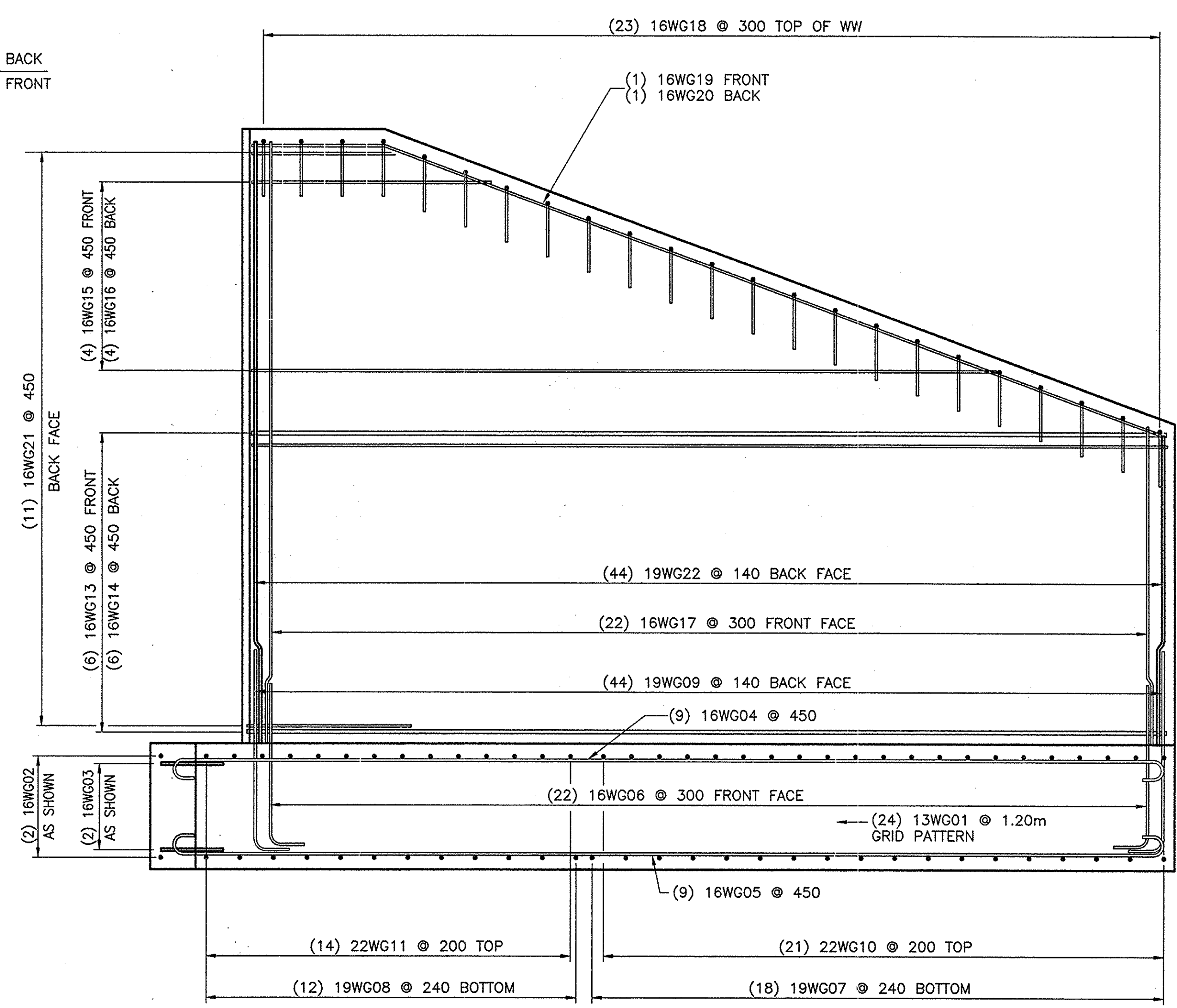
FWP159.91\BUTREA
CHECKED BY: XX
DRAFTED BY: XX
DESIGNED BY: XX
IN CHARGE OF: XX



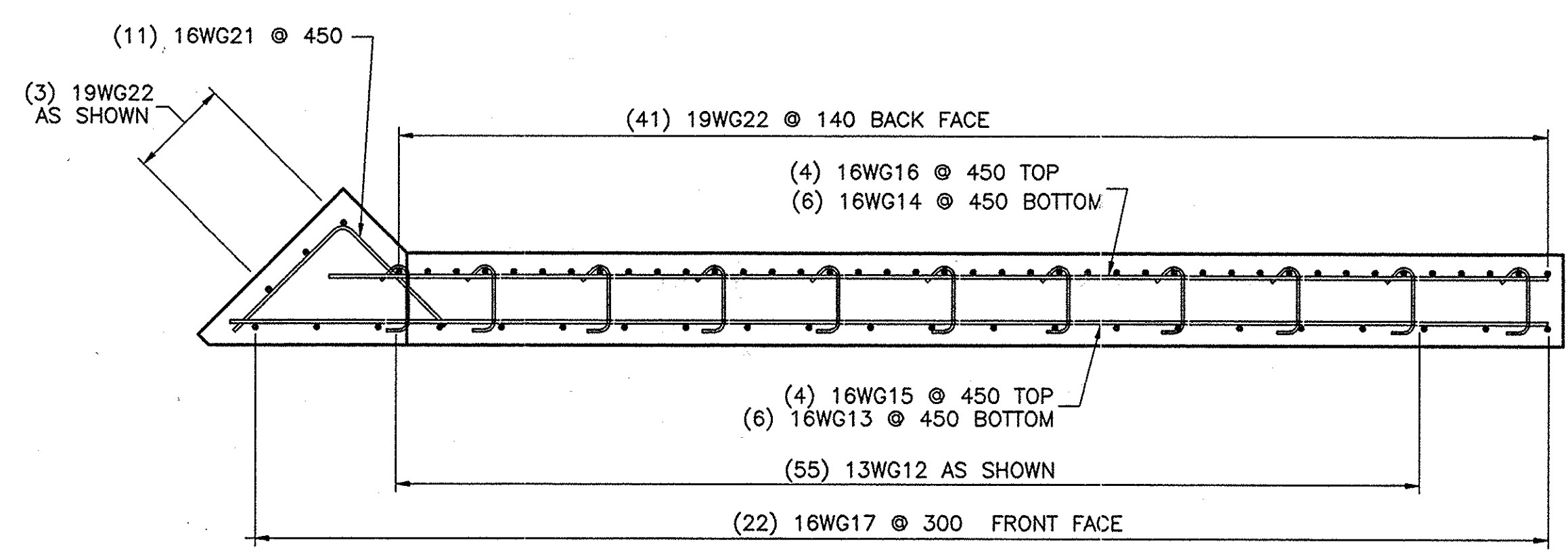
WEST ABUTMENT SOUTH WINGWALL ELEVATION
SCALE: 1 = 25



PLAN
SCALE: 1 = 25



WEST ABUTMENT NORTH WINGWALL ELEVATION
SCALE: 1 = 25



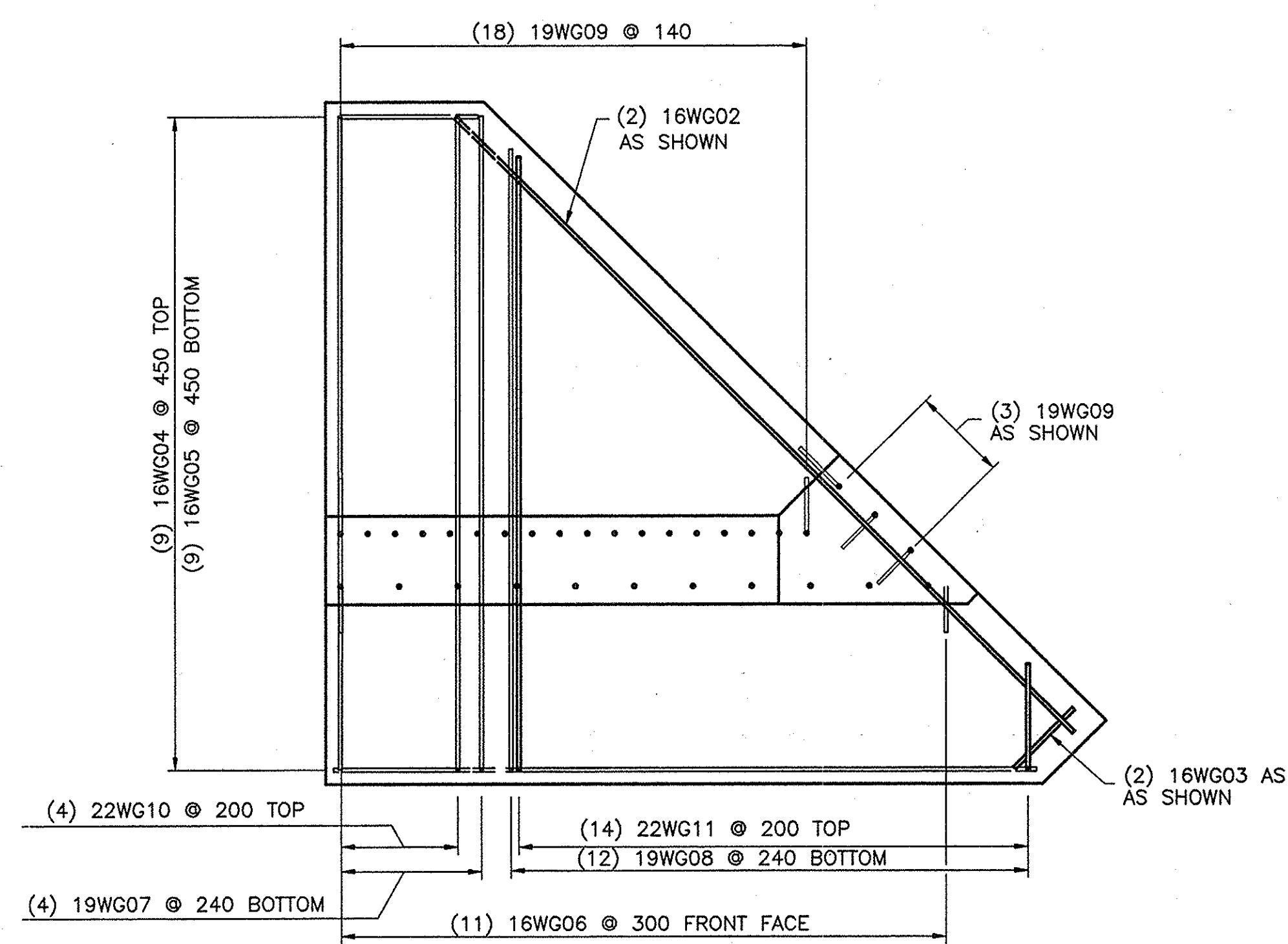
PLAN
SCALE: 1 = 25

* NOTE:
ALL COVER SHALL BE 75mm

**NO AS BUILT
REVISIONS**

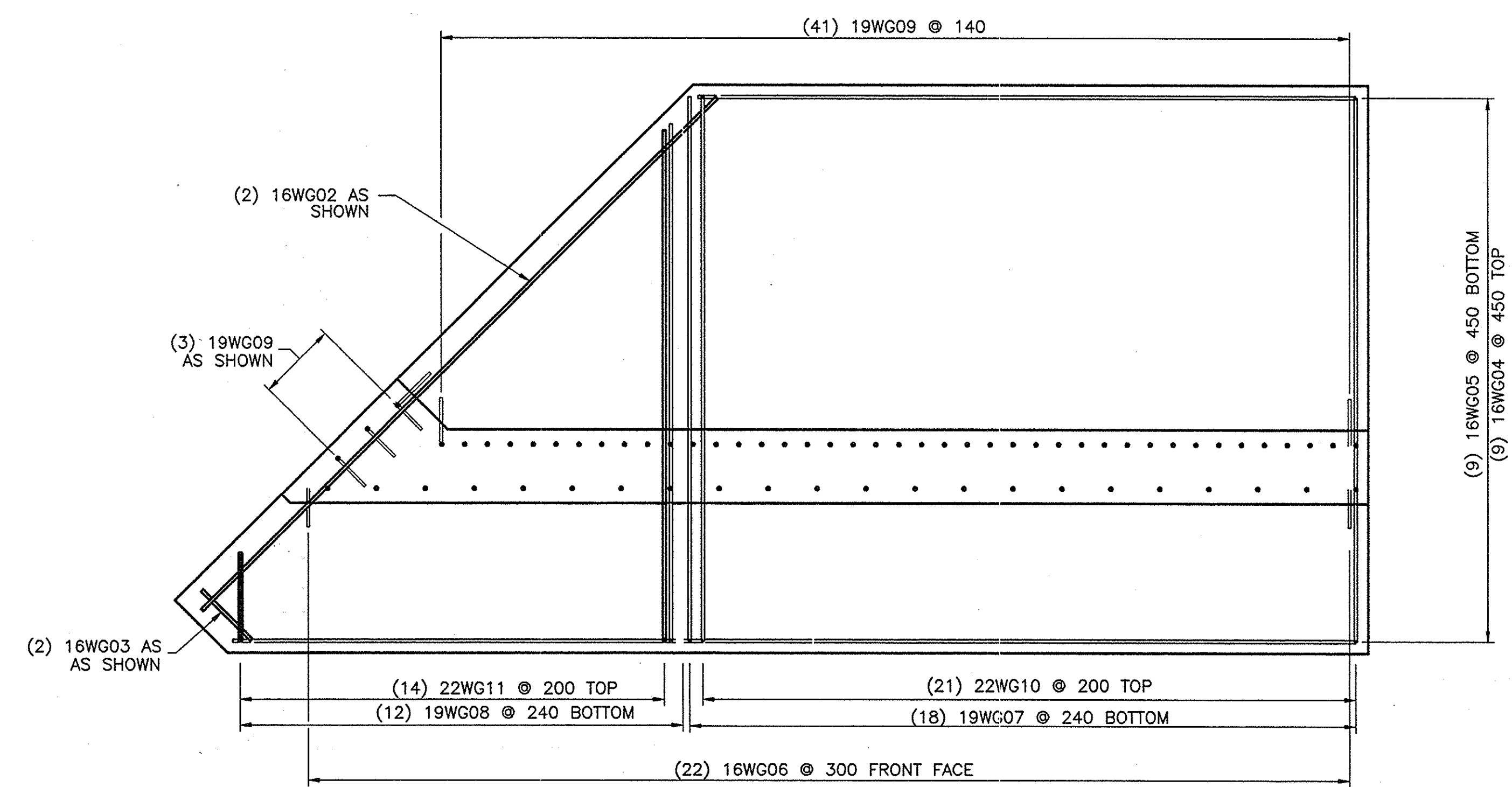
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS
OTHERWISE NOTED. ALL ELEVATIONS ARE SHOWN IN
METERS.
BIN 5513710

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING PROPOSED WEST ABUTMENT WINGWALL REINFORCEMENT			
	CONTRACT NUMBER: TAA 00-30B		
	DATE: 10/16/00		
	DRAWING NUMBER: PWA-4		



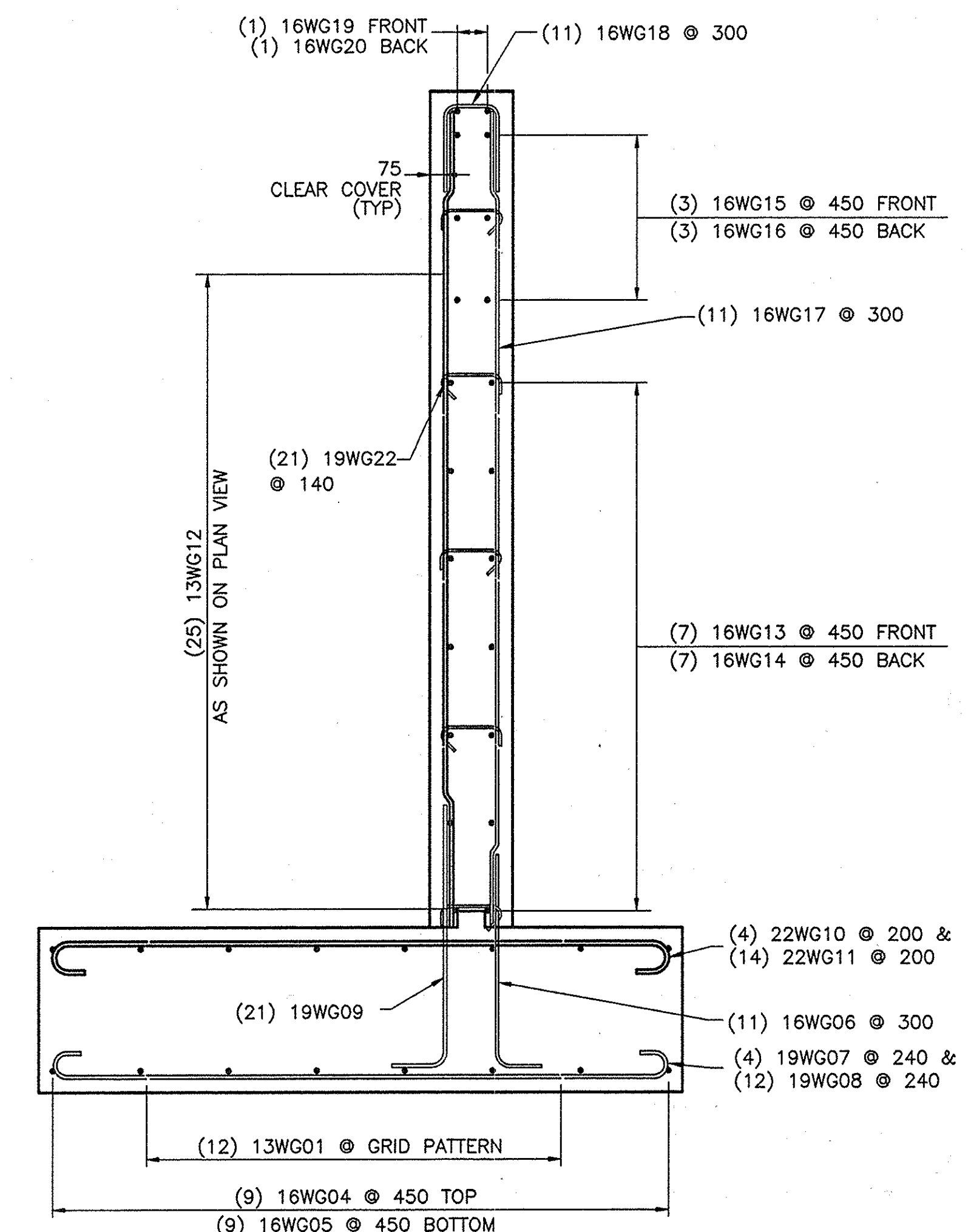
WEST ABUTMENT SOUTH FOOTING ABUTMENT WINGWALL PLAN VIEW

SCALE: 1:25



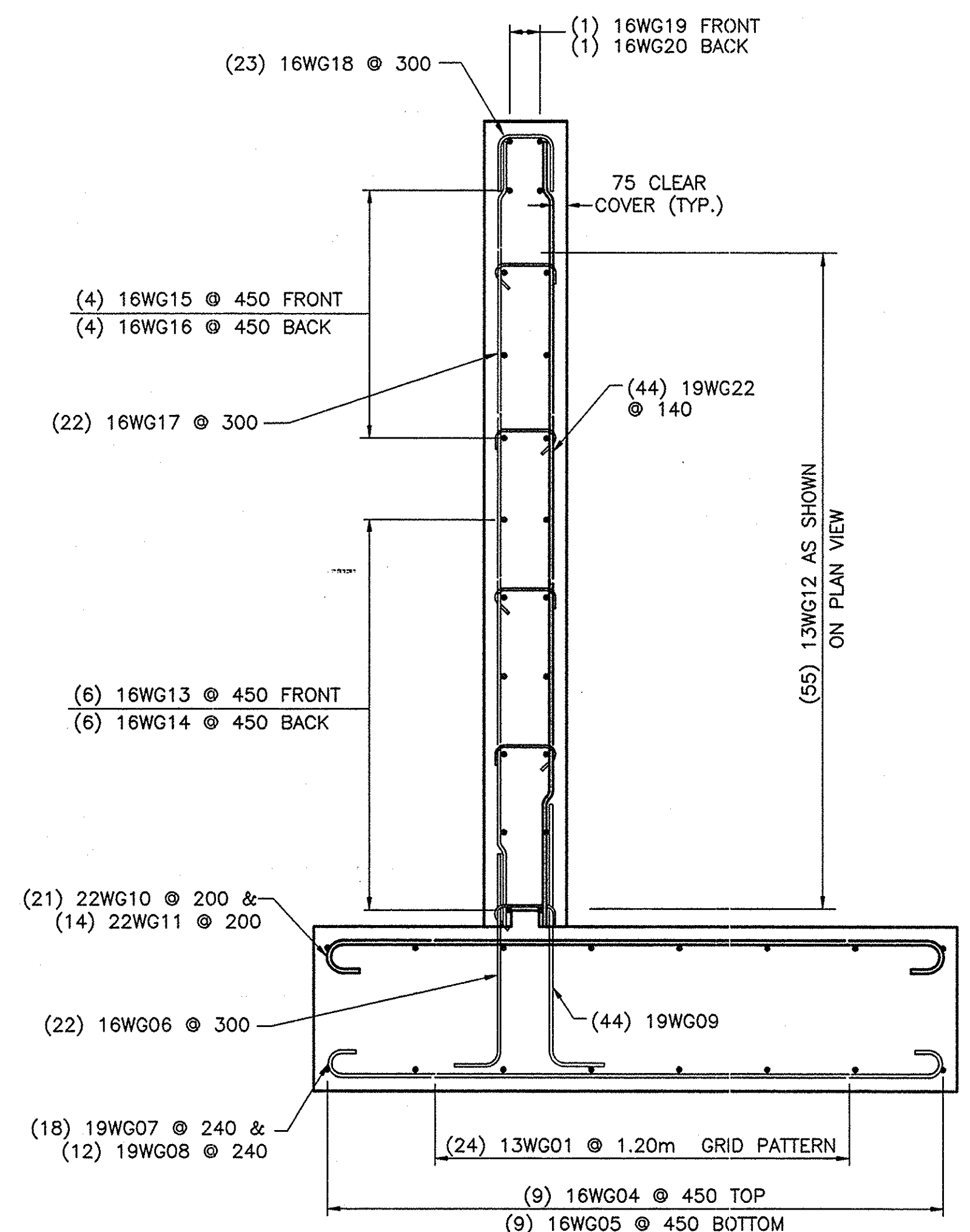
WEST ABUTMENT NORTH FOOTING WINGWALL PLAN VIEW

SCALE: 1:25



WEST ABUTMENT SOUTH WINGWALL SECTION VIEW

SCALE: 1:25



WEST ABUTMENT NORTH WINGWALL SECTION VIEW

SCALE: 1:25

**NO AS BUILT
REVISIONS**

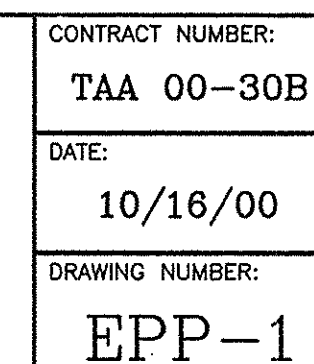
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS
OTHERWISE NOTED. ALL ELEVATIONS ARE SHOWN IN
METERS.

BIN 5513710

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING PROPOSED WEST ABUTMENT WINGWALL SECTIONS AND FOOTING REINFORCEMENT			
CONTRACT NUMBER: TAA 00-30B			
DATE: 10/16/00			
DRAWING NUMBER: PWA-5			

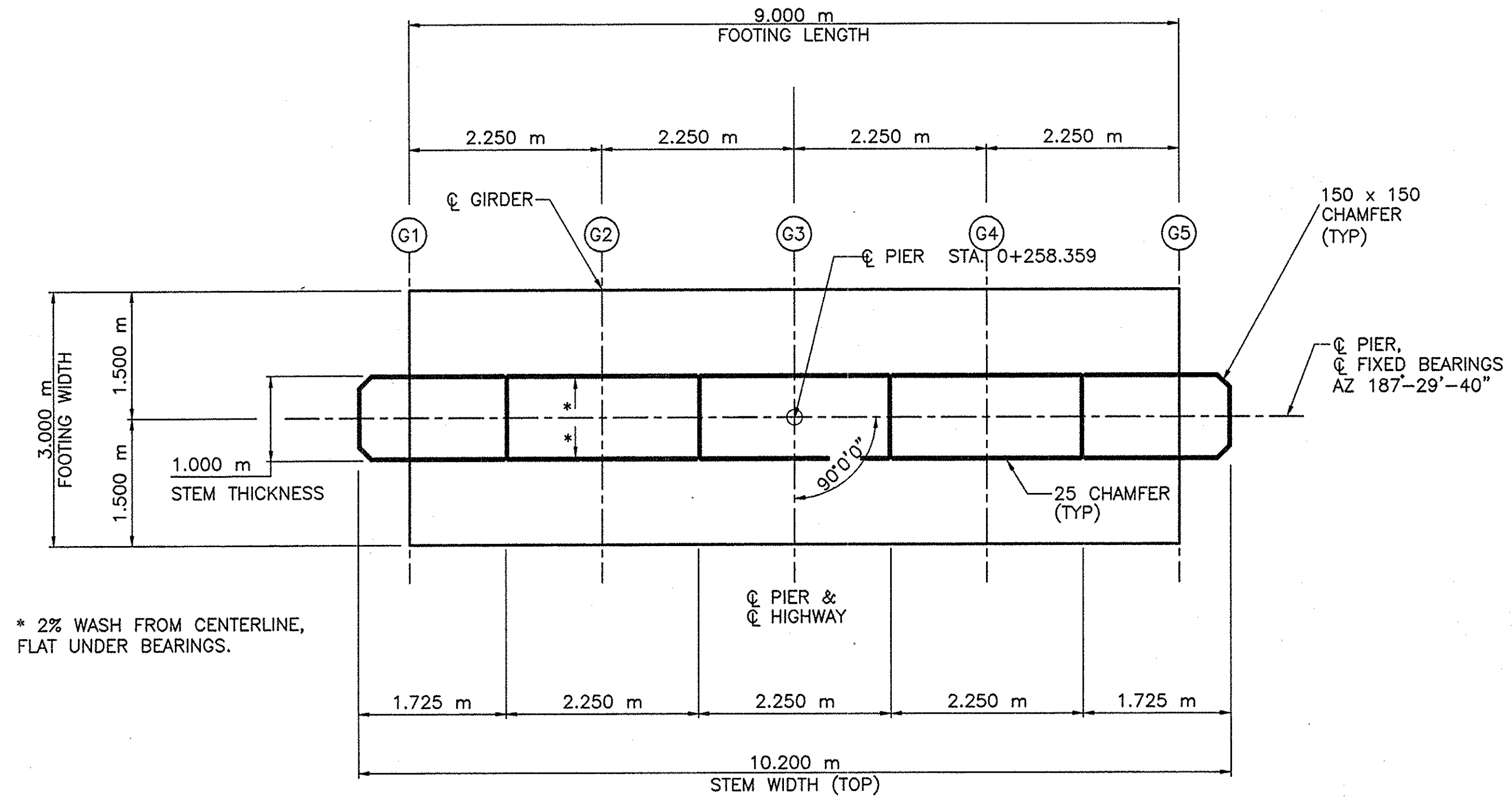


DESIGNED BY: XX Margaret Pearl
CHECKED BY: XX
IN CHARGE OF: XX
F:\P159.91\BUTREA



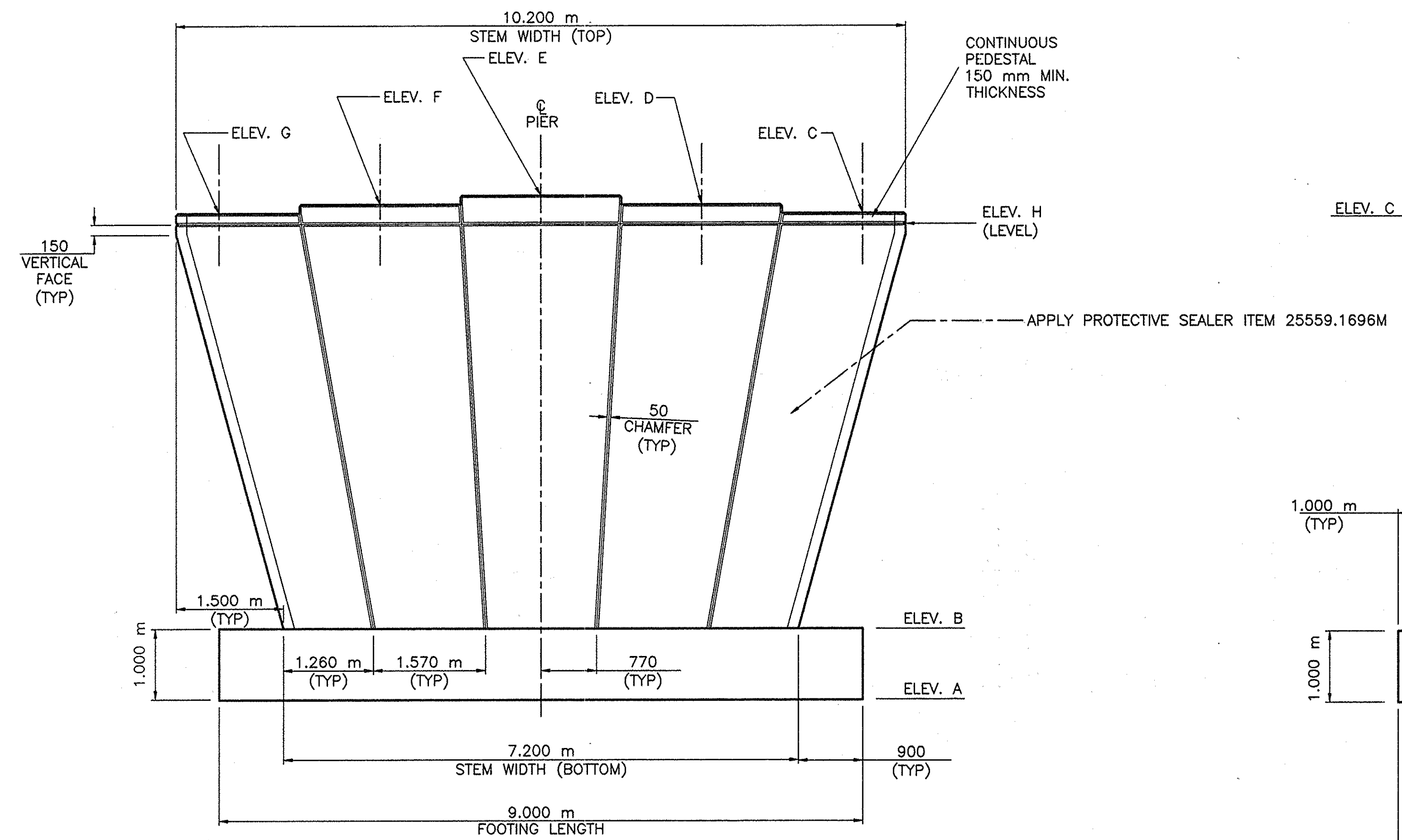
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS
UNLESS OTHERWISE NOTED. ALL ELEVATIONS
ARE SHOWN IN METERS.

CHECKED BY: *[Signature]* DESIGNED BY: *[Signature]* IN CHARGE OF: *[Signature]*



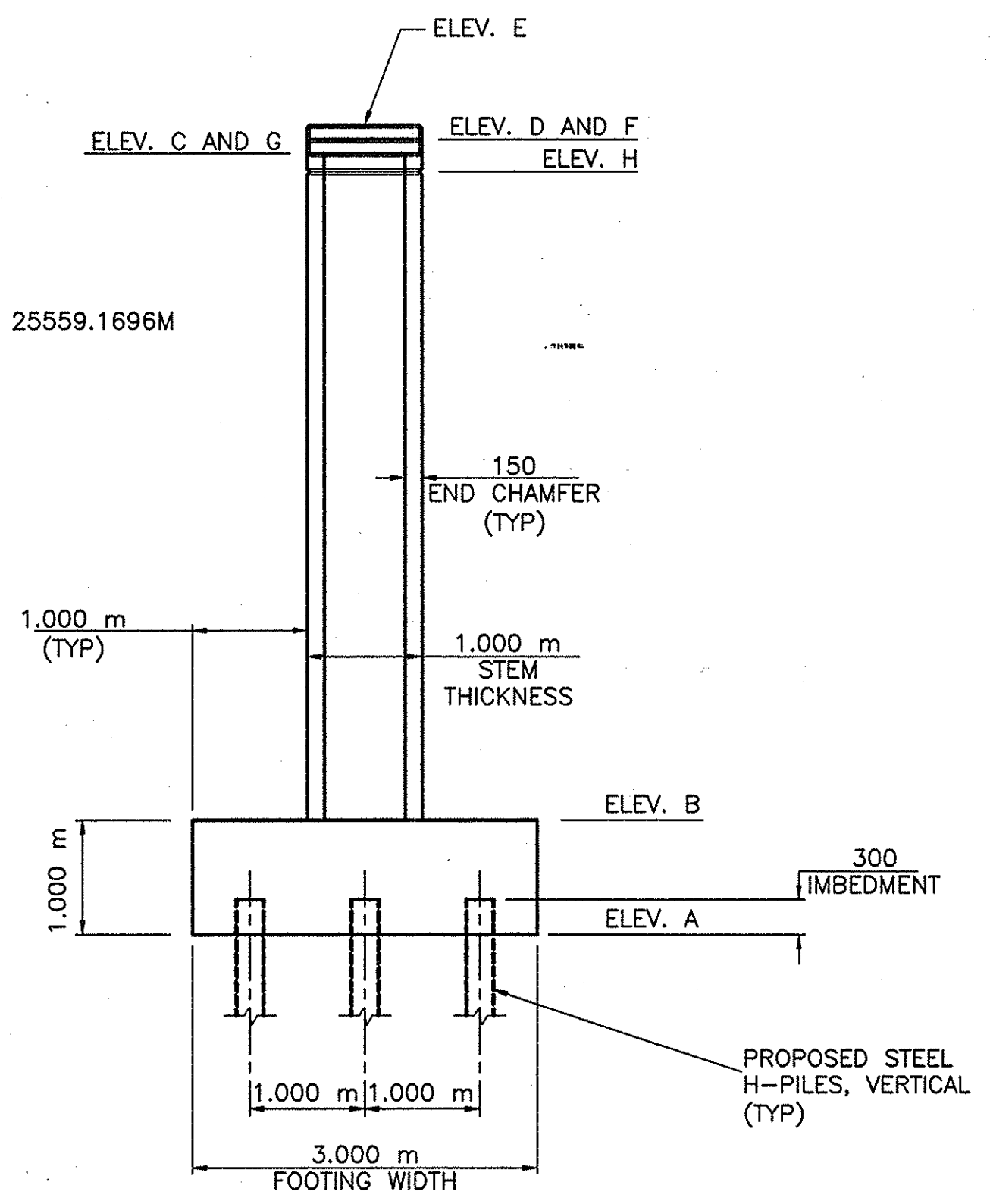
* 2% WASH FROM CENTERLINE, FLAT UNDER BEARINGS.

PLAN
SCALE: 1 : 50



ELEVATION
SCALE: 1 : 50

MEDIAN PIER DATA												
LOCATION			PLAN VIEW			ELEVATION VIEW						
MILEPOST	STRUCTURE	REFERENCE NORTH	CL STRUCTURE AZIMUTH	CL THRUWAY	CL PIER STATION	ELEV. A	ELEV. B	ELEV. C	ELEV. D	ELEV. E	ELEV. F	ELEV. G
M.P. 159.91	PUTNAM ROAD BRIDGE		97°-29'-40"	171°-11'-40.55"	0 +258.359	138.490	139.490	145.469	145.514	145.559	145.514	145.469



END VIEW
SCALE: 1 : 50

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

NO AS BUILT REVISIONS

BIN 5513710


DATE	DESCRIPTION	BY	SYM.
4/11/98	ELEVATION CORRECTIONS	P.E. PROVOST P.E.	
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING PROPOSED PIER PLAN AND ELEVATION			
CONTRACT NUMBER: TAA 00-30B			
DATE: 10/16/00			
DRAWING NUMBER: PPE-1			

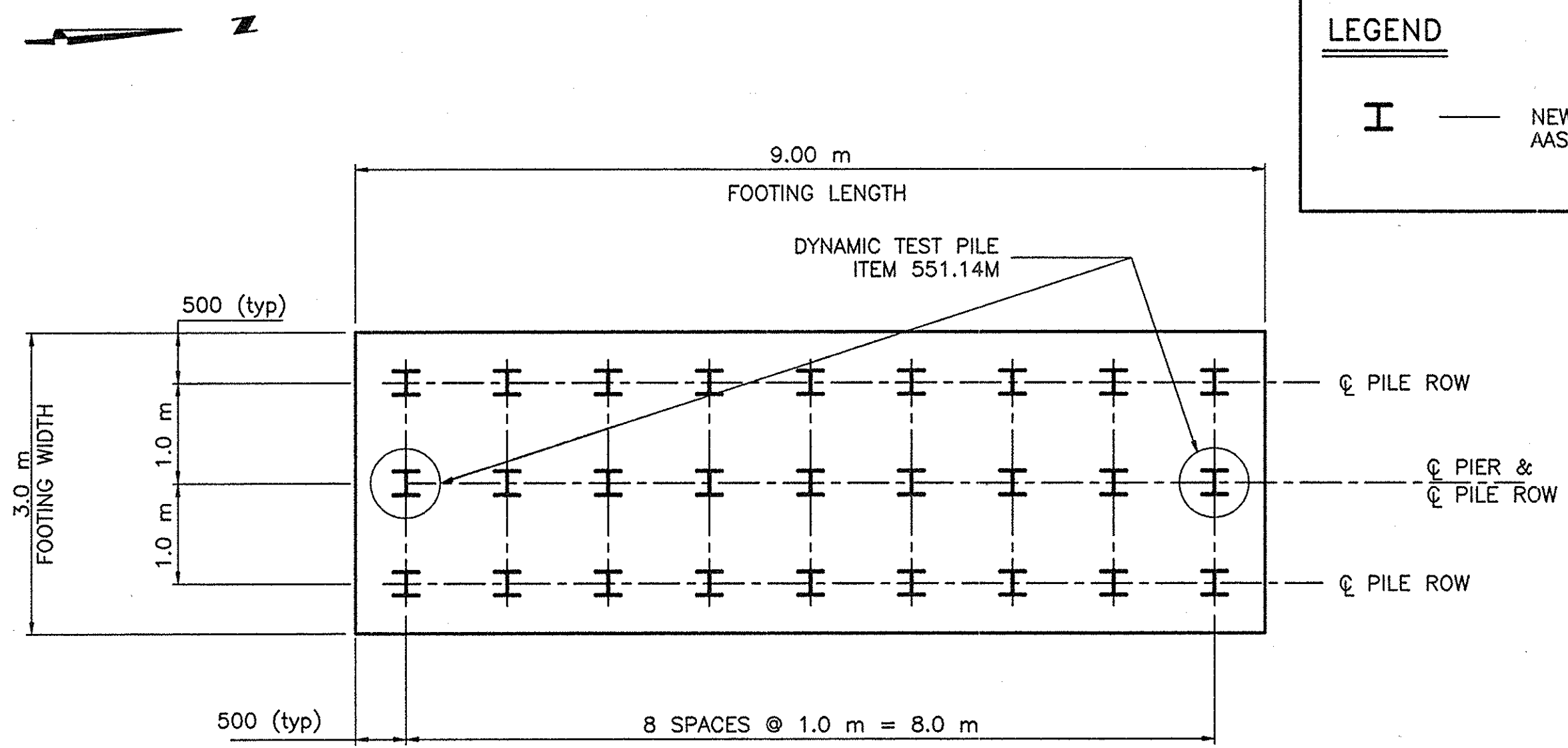


PIER PILE NOTES

1. THE CONTRACTOR SHALL PERFORM DYNAMIC LOAD TESTS ON THE PILES INDICATED ON THE CONTRACT PLANS. ADDITIONAL DYNAMIC LOAD TESTS MAY BE NECESSARY, IF ORDERED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH EQUIPMENT AND PERSONNEL FOR THESE TESTS AS STATED IN THE SPECIAL NOTES IN THE CONTRACT PROPOSAL. THE RESULTS OF THESE TESTS SHALL BE FORWARDED, IMMEDIATELY, TO THE ENGINEER AND THE CHIEF ENGINEER. THE DRIVING CRITERIA FOR THE PILES SHALL BE BASED ON THE RESULTS OF THESE TESTS. THE COST OF THE DYNAMIC LOAD TESTS SHALL BE PAID FOR UNDER THE ITEM. 551.14M
2. PILES FOR SUBSTRUCTURES SHALL BE DRIVEN TO THE MINIMUM LENGTHS SHOWN ON THE PLANS REGARDLESS OF THE RESISTANCE TO DRIVING.
3. UPON COMPLETION OF PILE DRIVING, ALL PILES THAT ARE NOT DRIVEN TO MINIMUM PILE LENGTH SHALL BE REDRIVEN TO INSURE FIRM CONTACT WITH THE ROCK OR BOULDER SURFACE. THE ENGINEER MAY DIRECT, AT HIS/HER DISCRETION, THAT A PILE BE REDRIVEN MORE THAN ONE TIME IF HE/SHE DETERMINES THAT A PILE HAS HEAVED OR MOVED LATERALLY, THEREFORE, UNSEATING THE PILE.
4. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE TIP ELEVATIONS FOR THE H-PILES WHICH WILL LATERALLY SUPPORT THE PIERS & ABUTMENTS. THE HAMMER PROVIDED TO DRIVE THESE PILES MUST BE CAPABLE OF ACHIEVING THE REQUIRED PENETRATION THROUGH THE COMPACT OVERBURDEN AND WEATHERED ROCK WHICH MAY PRESENT HARD DRIVING CONDITIONS.
5. FURNISHING EQUIPMENT FOR DRIVING PILES TO BE PAID UNDER ITEM 551.13M
6. DYNAMIC LOAD TESTS SHALL BE PERFORMED AT THE TIME-OF-DRIVING AS WELL AS CAPWAP ANALYSIS. MONITOR TWO TEST PILES AT EACH ABUTMENT AND TWO TEST PILES AT THE PIER FOR A MAXIMUM OF SIX TESTS.
7. THE STEEL "H" PILES SHOWN AT THE PIERS ARE DESIGNED TO SUPPORT A MAXIMUM ALLOWABLE LOAD OF 620 KILONEWTONS PER PILE AND SHALL BE DRIVEN TO ACHIEVE AN ULTIMATE PILE RESISTANCE OF 1240 KN PER PILE. THESE PILES HAVE AN ESTIMATED LENGTH OF 16 METERS.
8. IT IS POSSIBLE THAT DIFFICULT DRIVING OF PILES MAY BE ENCOUNTERED AND IT MAY BE NECESSARY TO UTILIZE MECHANICAL EQUIPMENT FOR REMOVING VERY COMPACT MATERIAL OR BOULDERS FROM THE LOCATION OF PILES. THIS MAY BE ACCOMPLISHED BY VARIOUS TYPES OF EARTH AUGERS, SPUDS, WELL DRILLING EQUIPMENT, OR OTHER DEVICES TO PERMIT PILES TO BE DRIVEN TO THE MINIMUM DEPTH SHOWN ON THE PLANS WITHOUT DISTORTION. SPUDGING OR PREAUGERING WHERE REQUIRED SHALL BE UNDER TAKEN IN ACCORDANCE WITH THE PROVISIONS OF 551-3.01D.
9. IF ANY OBSTRUCTIONS TO PILE DRIVING ARE ENCOUNTERED 3.0 METERS OR LESS FROM THE BOTTOM OF THE FOOTING, THE CONTRACTOR SHALL, IF SO ORDERED BY THE ENGINEER, PULL THE PARTIALLY DRIVEN PILE OR PILES AND REMOVE THE OBSTRUCTION, BACKFILLING THE HOLE WITH APPROVED SUITABLE MATERIAL WHICH SHALL BE THOROUGHLY COMPACTED TO THE SATISFACTION OF THE ENGINEER. HOWEVER, NO PARTIALLY DRIVEN PILE SHALL BE REMOVED UNTIL THE ENGINEER IS SATISFIED THAT THE CONTRACTOR HAS MADE EVERY EFFORT TO DRIVE THE PILE THROUGH THE OBSTRUCTION. PAYMENT FOR THE EXCAVATION WILL BE MADE AT THE UNIT PRICE BID FOR THE STRUCTURE EXCAVATION ITEM. NO OTHER EXTRA PAYMENT WILL BE MADE FOR THIS WORK.
10. THE USE OF MECHANICAL PILE SPLICES SHALL BE ALLOWED ON THE PIER CONTINGENT ON THE FOLLOWING REQUIREMENTS:
 - A. A SEAL WELD SHALL BE PLACED COMPLETELY AROUND THE TOP AND BOTTOM OF THE SPLICER SLEEVE.
 - B. NO SPLICER SLEEVES SHALL BE USED WITHIN 9.0 METERS OF THE PILE TIP.
 - C. USE OF MECHANICAL PILE SPLICES SHALL BE AVOIDED WITHIN 1.6 METERS OF THE CUT-OFF ELEVATION. WHEN THE LENGTH OF THE PILE IS KNOWN PRIOR TO DRIVING, THIS REQUIREMENT SHALL BE STRICTLY OBSERVED.

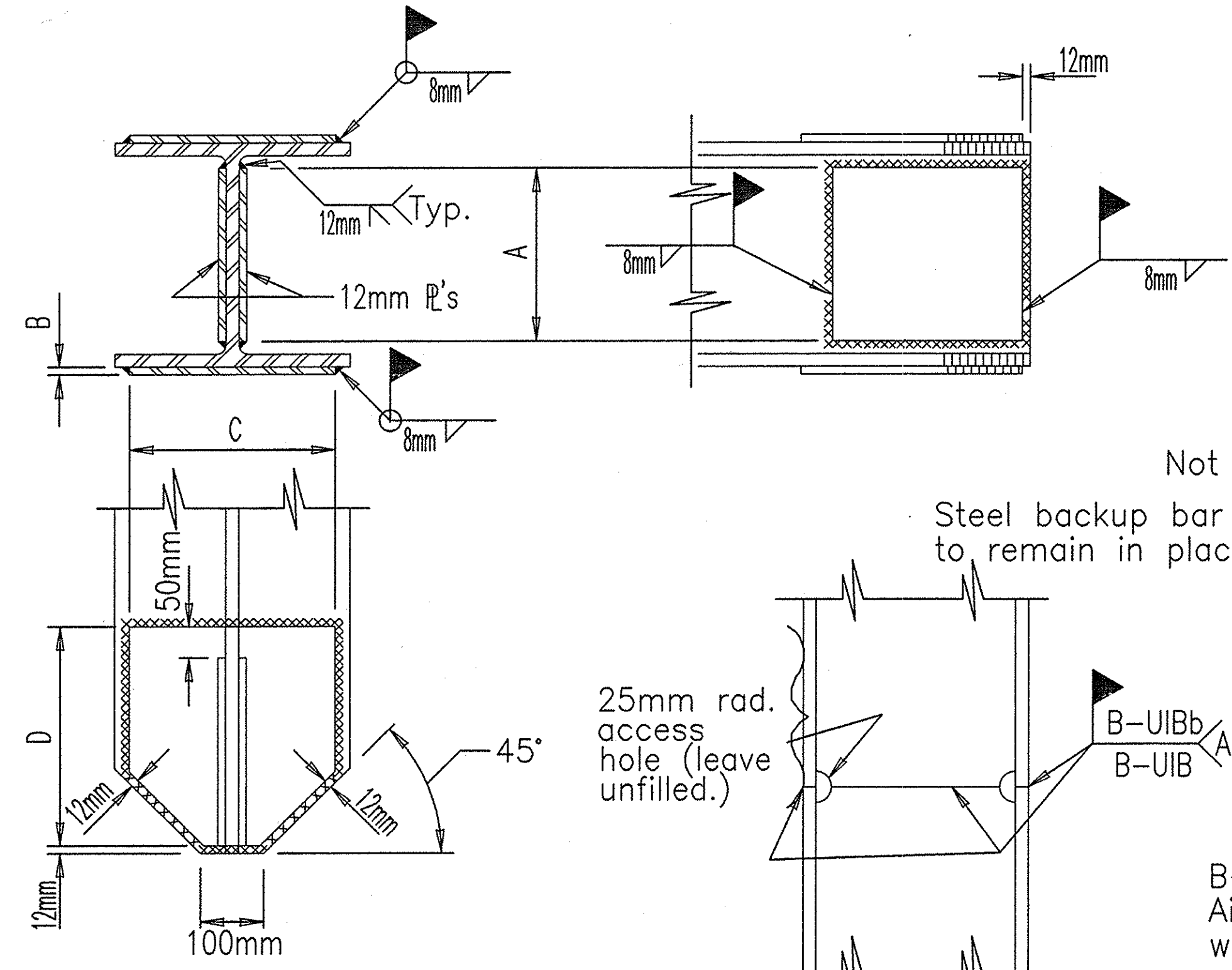
LEGEND

 NEW HP310x79 STEEL H-PILES
AASHTO M270 GR50, ITEM 551.1003M

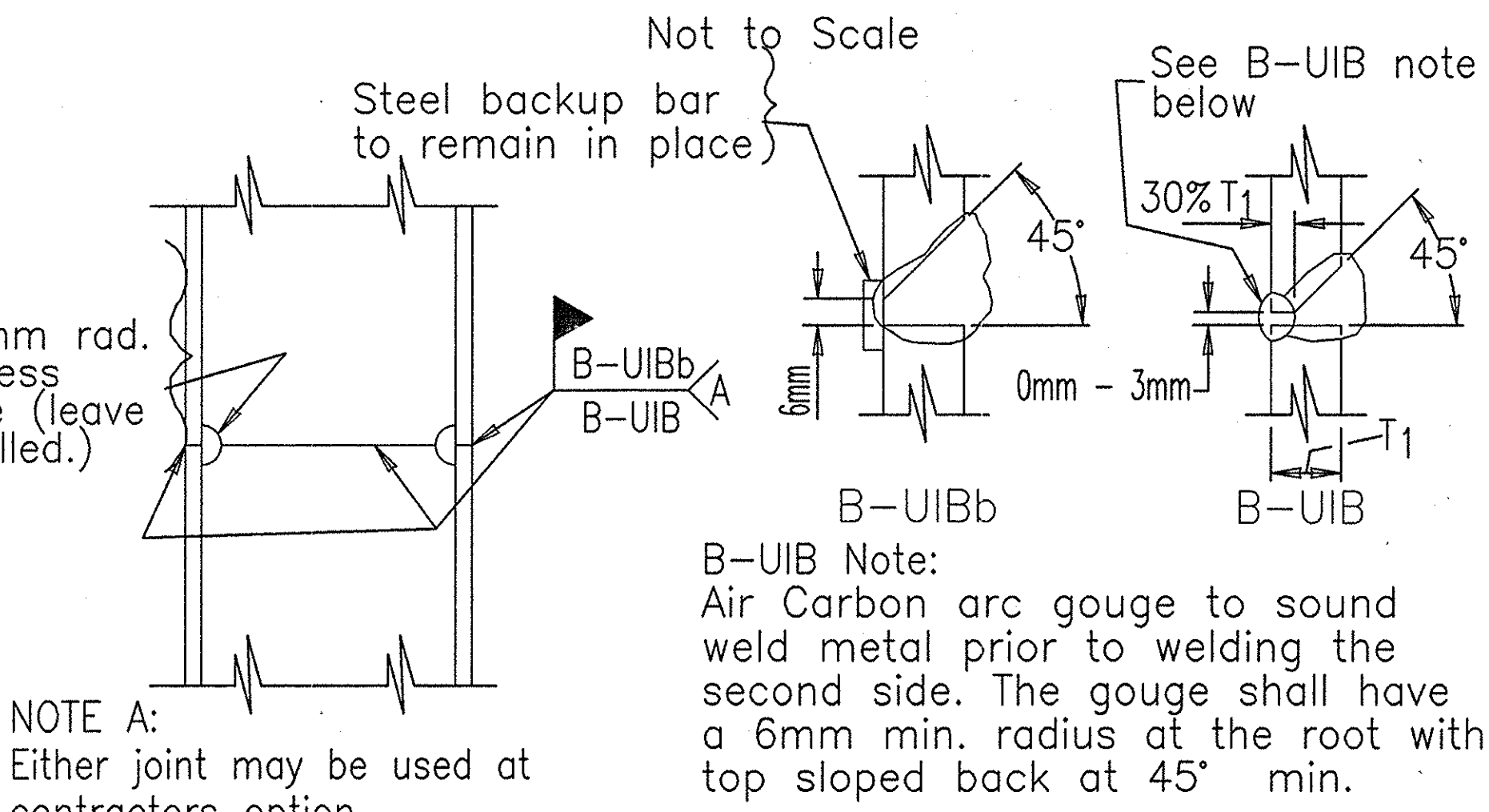


PILE LAYOUT

SCALE: 1 : 50



SIZE	310X79
A	225mm
B	16mm
C	275mm
D	300mm



ITEM 551.1203M
SPLICE FOR STEEL BEARING PILE

Not to Scale

Note:
A manufactured pile tip may be substituted subject to the approval of Chief Engineer.
All costs for furnishing and installing the pile tip shall be included in the pile item.


ITEM 551.1003M

REINFORCED BEARING PILE TIP

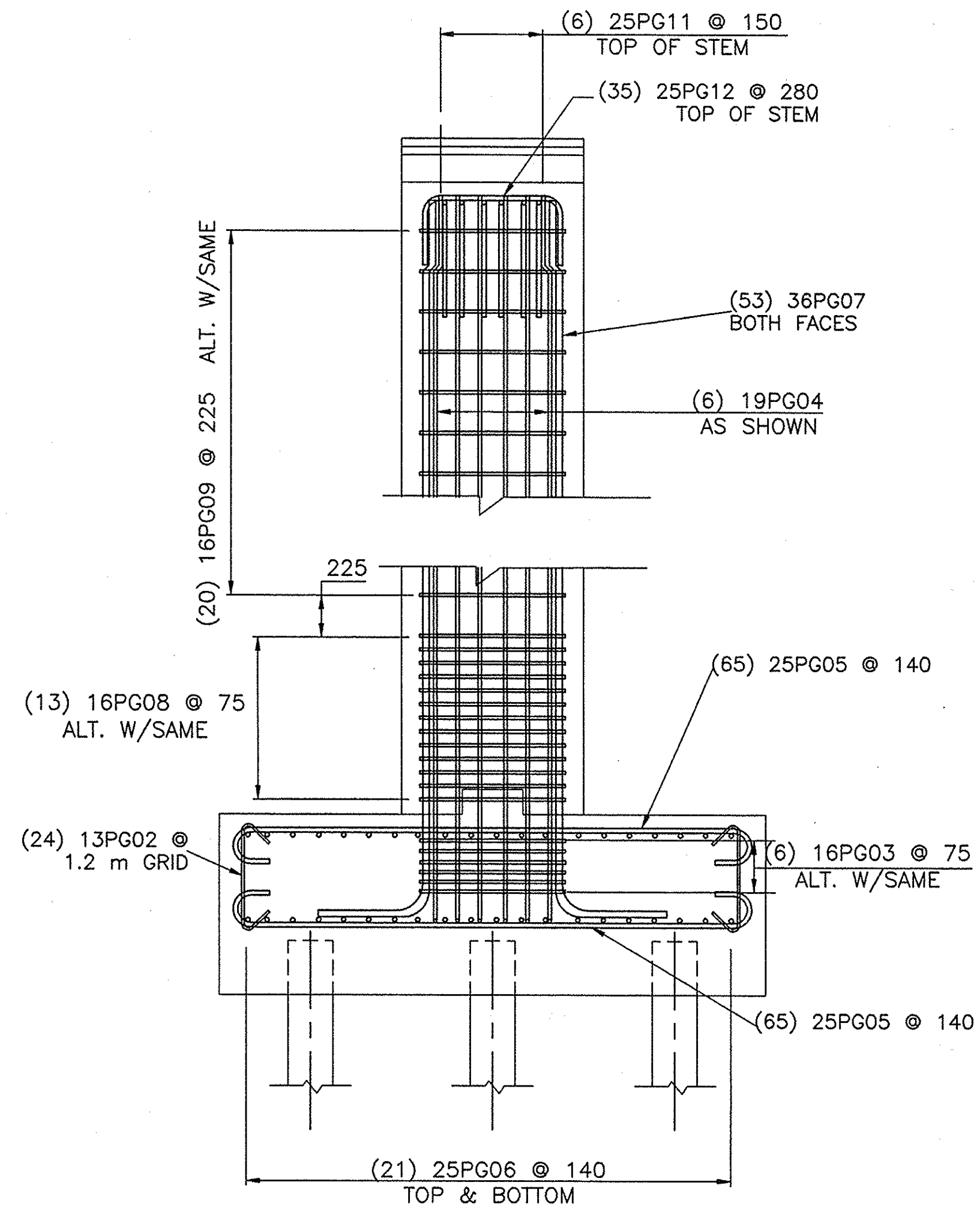
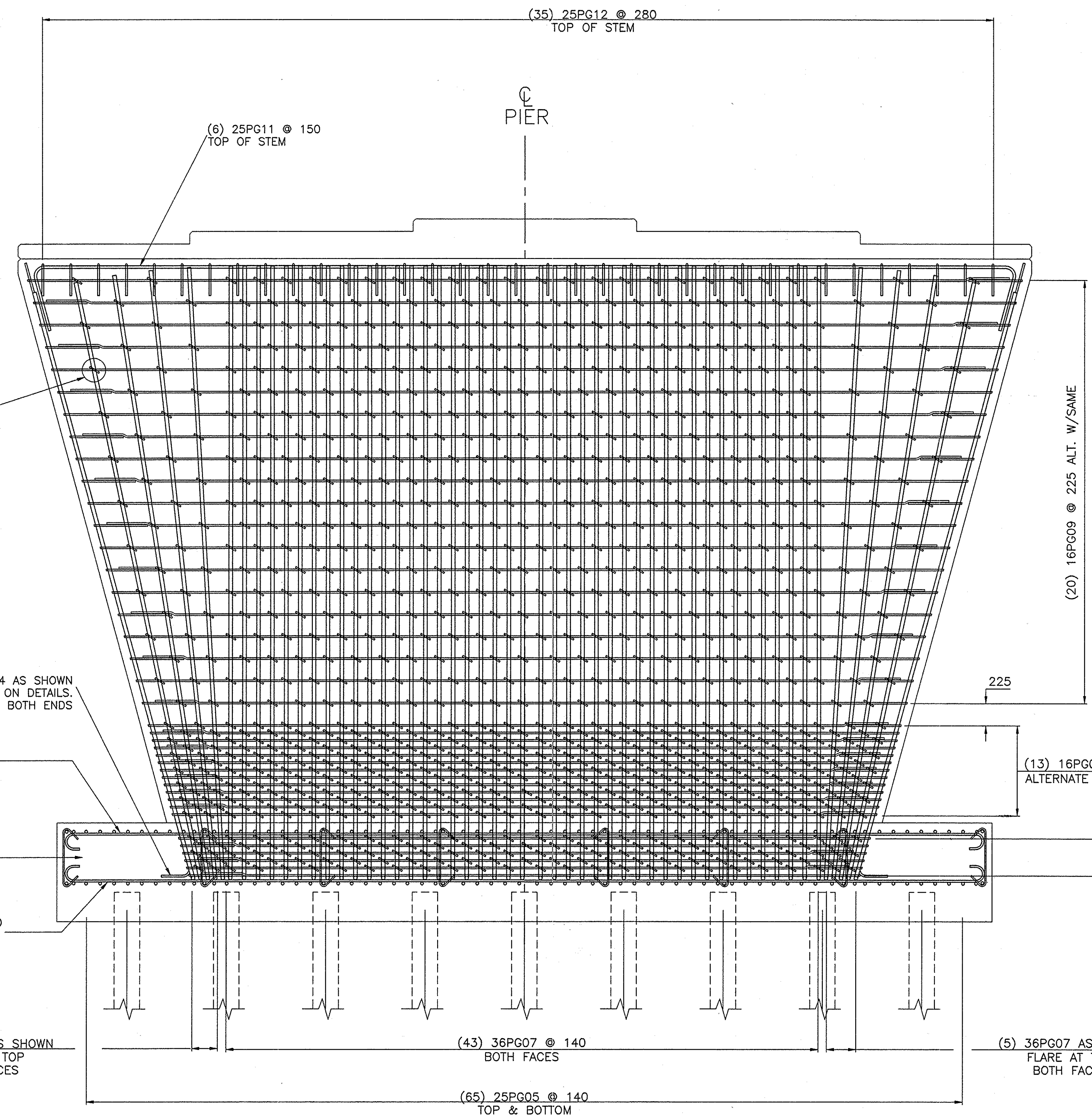
NOTE: ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED. ALL ELEVATIONS ARE SHOWN IN METERS.

NO AS BUILT REVISIONS

BIN 5513710

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING PROPOSED PIER PILE LAYOUTS			
		CONTRACT NUMBER: TAA 00-30B	
		DATE: 10/16/00	
		DRAWING NUMBER: PPP-1	

NOTE: PEDESTAL REINFORCEMENT
NOT SHOWN. SEE DRWG. PPF-1



PIER END REINFORCEMENT

SCALE: 1 : 25

**NO AS BUILT
REVISIONS**
BIN 5513710

DATE	DESCRIPTION	BY	SYM.

REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING PROPOSED PIER REINFORCEMENT			



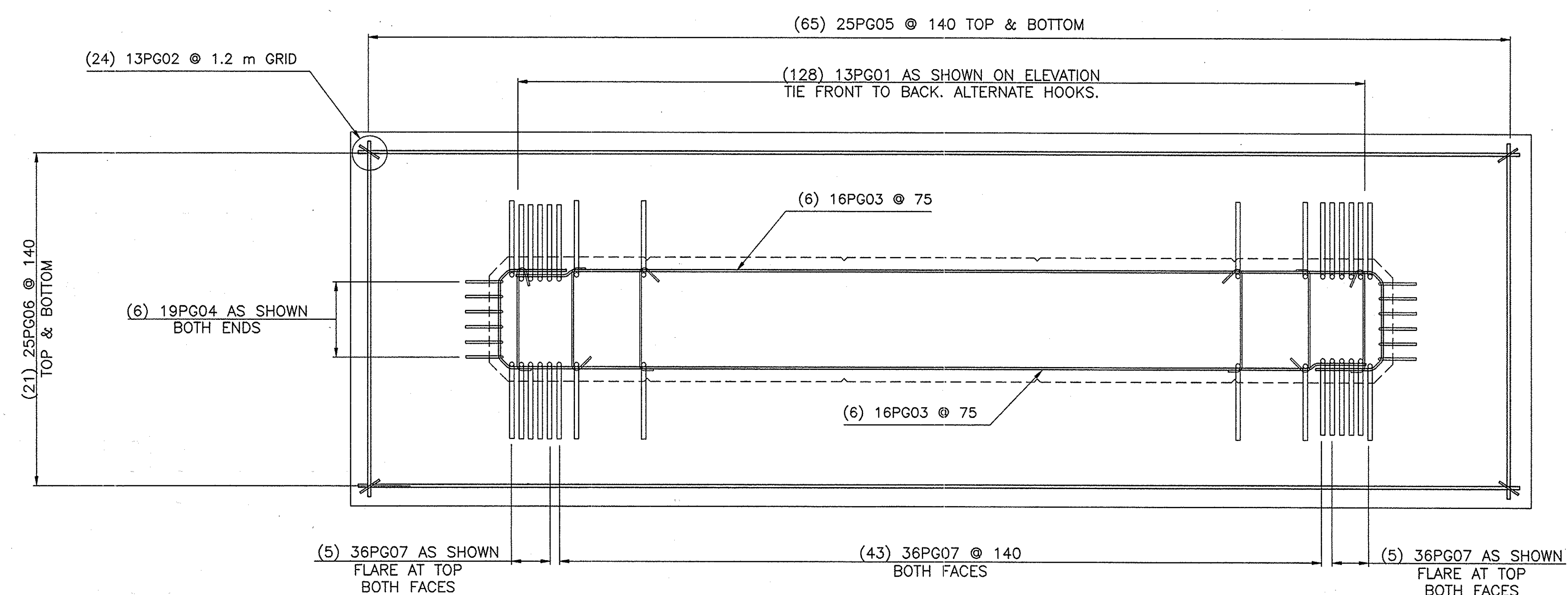
CONTRACT NUMBER: TAA 00-30B
DATE: 10/16/00
DRAWING NUMBER: PPR-1

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

ELEVATION

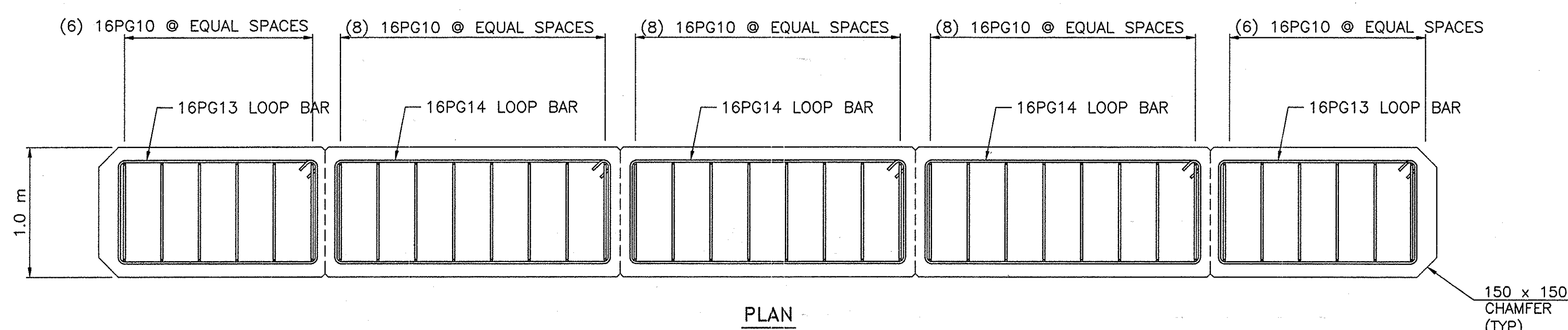
SCALE: 1 : 25

DESIGNED BY: *Margaret Poulou*
CHECKED BY: *[Signature]*
IN CHARGE OF: *[Signature]*
F:\MP159.91\NEWPIERBAR

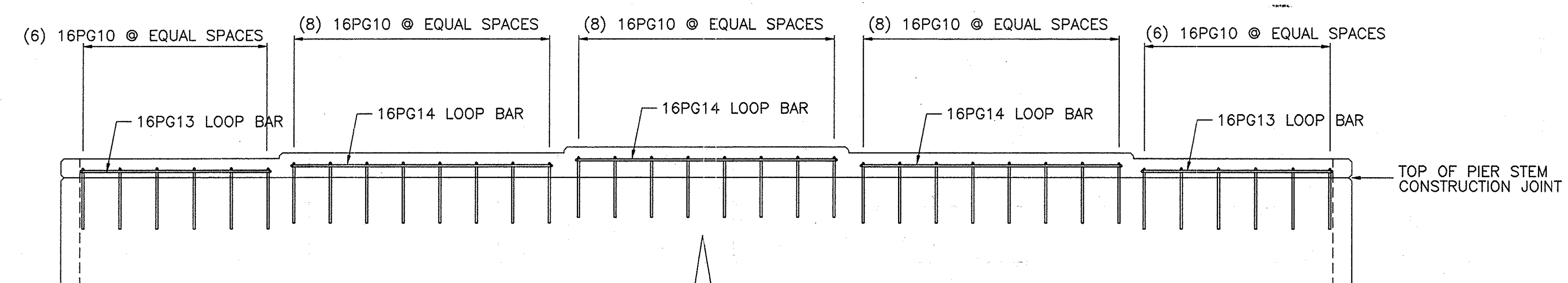


FOOTING REINFORCEMENT PLAN

SCALE: 1 : 25



PLAN




**ELEVATION
PEDESTAL REINFORCEMENT**

SCALE: 1 : 25

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

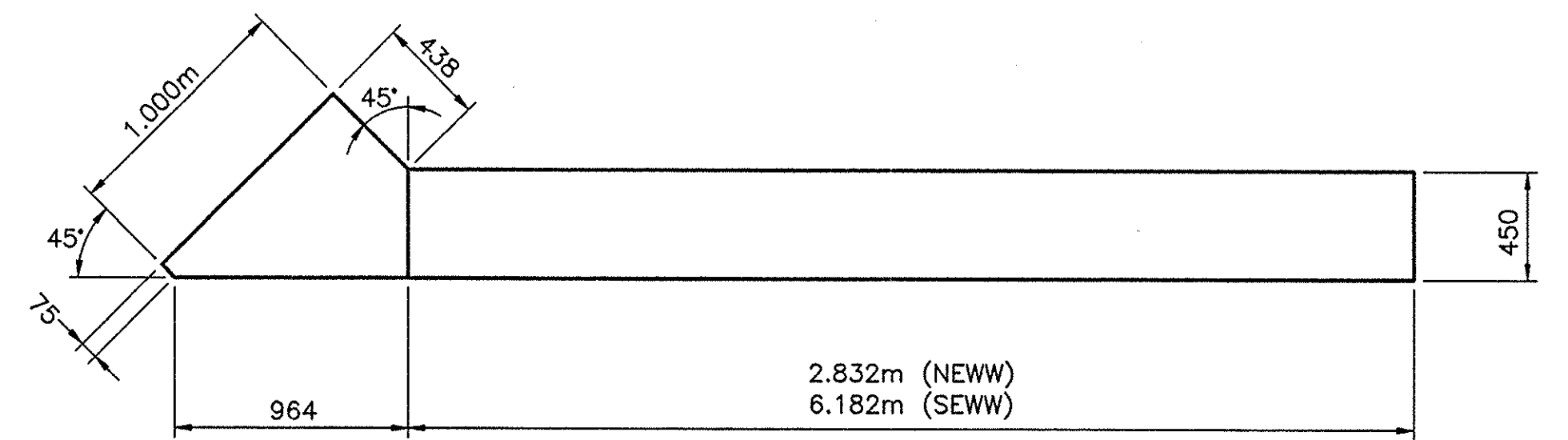
**NO AS BUILT
REVISIONS**

BIN 5513710

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING PROPOSED PIER FOOTING & PEDESTAL REINFORCEMENT			
		CONTRACT NUMBER: TAA 00-30B	
		DATE: 10/18/00	
		DRAWING NUMBER: PPF-1	

CHECKED BY: *[Signature]*
DRAFTED BY: *[Signature]*
DESIGNED BY: *[Signature]*
IN CHARGE OF: *[Signature]*

MORTAR PAD ELEVATIONS				
G1	G2	G3	G4	G5
147.280	147.325	147.370	147.325	147.280



TYPICAL WING WALL PLAN
N.T.S.

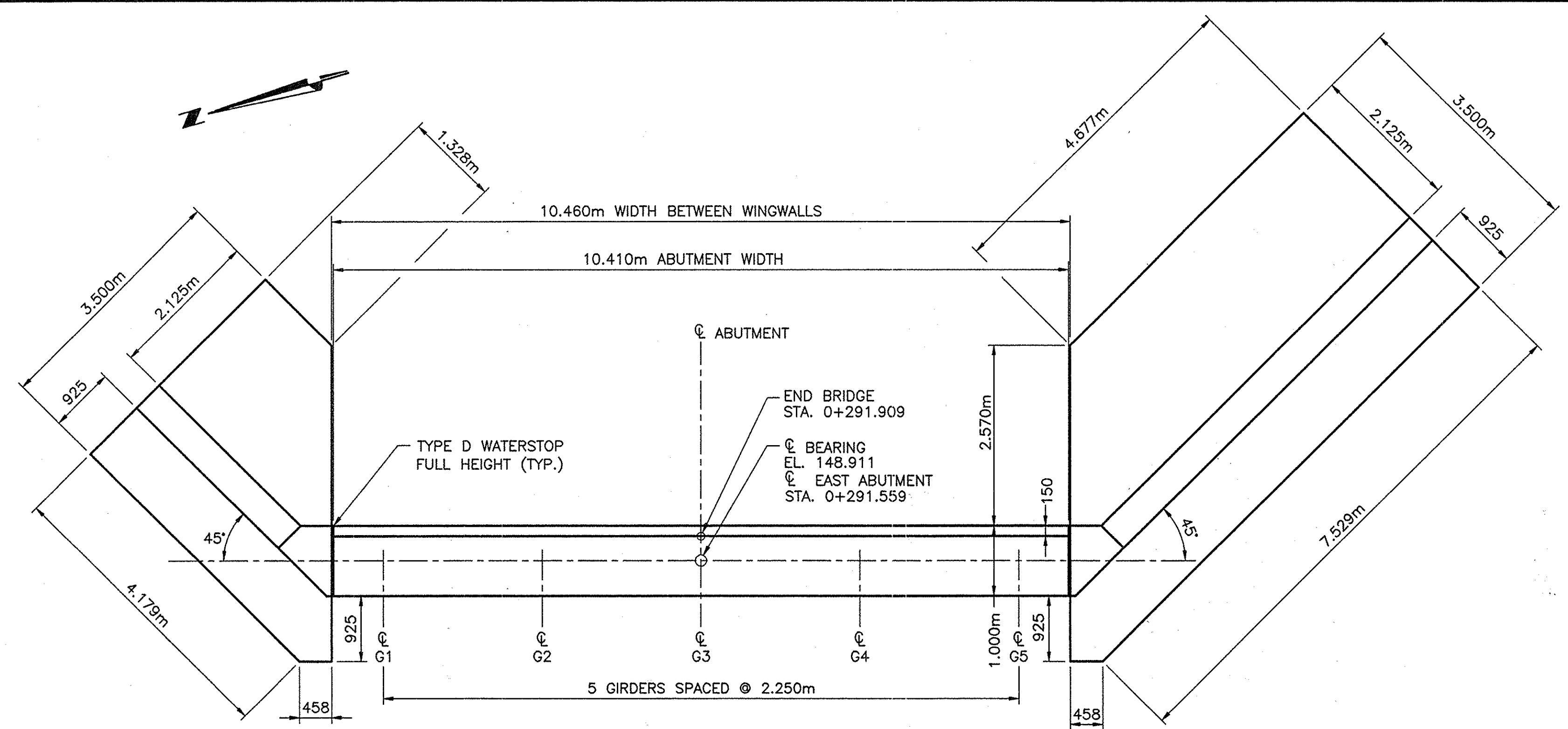
FOUNDATION NOTES

- IF ANY PORTIONS OF THE ABANDONED EXISTING SUBSTRUCTURES ARE WITHIN A 1.0 METER LATERAL LIMIT OF THE PROPOSED FOOTINGS, THEY SHALL BE COMPLETELY REMOVED IN THIS AREA. THE PORTION OF THE ABANDONED EXISTING SUBSTRUCTURES WHICH ARE BEYOND THIS LATERAL LIMIT SHALL BE REMOVED TO A DEPTH OF 600 mm LOWER THAN THE PROPOSED ROADWAY SUBGRADE OR 300 mm BELOW THE FINISHED GROUND LINE. BACKFILL OF THESE EXCAVATIONS SHALL BE WITH AN APPROPRIATE BACKFILL MATERIAL.
- THE PILES AT EACH INTEGRAL ABUTMENT SHALL BE INSERTED IN PREAUGERED 560 MILLIMETER DIAMETER HOLES THAT EXTEND 2.4 METERS BELOW THE BOTTOM OF EACH ABUTMENT STEM. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO KEEP EACH OF THESE HOLES OPEN DURING THE INSTALLATION OF THE PILES SO THAT CUSHION SAND CAN BE PLACED LOOSELY AROUND EACH PILE FOR THE FULL DEPTH OF THE PREAUGERED HOLE. THE COST OF AUGERING THESE HOLES, CASING, AND CUSHION SAND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PILE ITEM 25551.0316M.
- THE USE OF MECHANICAL PILE SPLICES WILL NOT BE ALLOWED ON THE ABUTMENTS.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PRESENCE OF BOULDERS IN THE AREA TO BE EXCAVATED OR RETAINED DURING CONSTRUCTION AT THE ABUTMENTS AND PIER. THE CONTRACTOR SHALL GOVERN HIS OPERATIONS AND PROCEDURES ACCORDINGLY, WITHIN THE APPROPRIATE SPECIFICATION ITEMS, INCLUDING THE SELECTION AND POSSIBLE USE OF SHEETING WITH SUFFICIENT SIZE AND SECTION TO WITHSTAND THE EXPECTED HARD DRIVING.
- THE FOOTING FOR THE WINGWALLS IS DESIGNED TO EXERT A MAXIMUM FOUNDATION PRESSURE OF 240 KPa.
- THE CONCRETE USED SHALL BE CLASS HP - ITEM 25555.0102M.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE TIP ELEVATIONS FOR THE H-PILES WHICH WILL LATERALLY SUPPORT THE ABUTMENTS. THE HAMMER PROVIDED TO DRIVE THESE PILES MUST BE CAPABLE OF ACHIEVING THE REQUIRED PENETRATION THROUGH THE COMPACT OVERBURDEN AND WEATHERED ROCK WHICH MAY PRESENT HARD DRIVING CONDITIONS. TO ATTAIN THE NECESSARY LATERAL RESISTANCE, THESE PILES SHALL BE DRIVEN TO A MINIMUM PILE LENGTH OF 7 METERS.
- IT IS POSSIBLE THAT DIFFICULT DRIVING OF PILES MAY BE ENCOUNTERED AND IT MAY BE NECESSARY TO UTILIZE MECHANICAL EQUIPMENT FOR REMOVING VERY COMPACT MATERIAL OR BOULDERS FROM THE LOCATION OF PILES. THIS MAY BE ACCOMPLISHED BY VARIOUS TYPES OF EARTH AUGERS, SPUDS, WELL DRILLING EQUIPMENT, OR OTHER DEVICES TO PERMIT PILES TO BE DRIVEN TO THE MINIMUM DEPTH SHOWN ON THE PLANS WITHOUT DISTORTION. SPUDDING OR PREAUGERING WHERE REQUIRED SHALL BE UNDERTAKEN IN ACCORDANCE WITH THE PROVISIONS OF 551-3.01D.
- DYNAMIC PILE LOAD TESTS SHALL BE PERFORMED ON THE TEST PILES INDICATED ON THE PLANS OR ADDE. THE DRIVING CRITERIA FOR THE REMAINING PILES SHALL BE BASED ON THE RESULTS OF THESE TESTS. ALSO REFER TO THE SPECIAL NOTE IN THE PROPOSAL "FURNISHING EQUIPMENT AND PERSONNEL-DYNAMIC LOAD TESTING OF PILES".
- VERTICAL EXPANSION JOINTS SHOWN SHALL BE FILLED WITH CLOSED CELL FOAM FULL WIDTH. COST INCLUDED IN ITEM 25555.0102M.

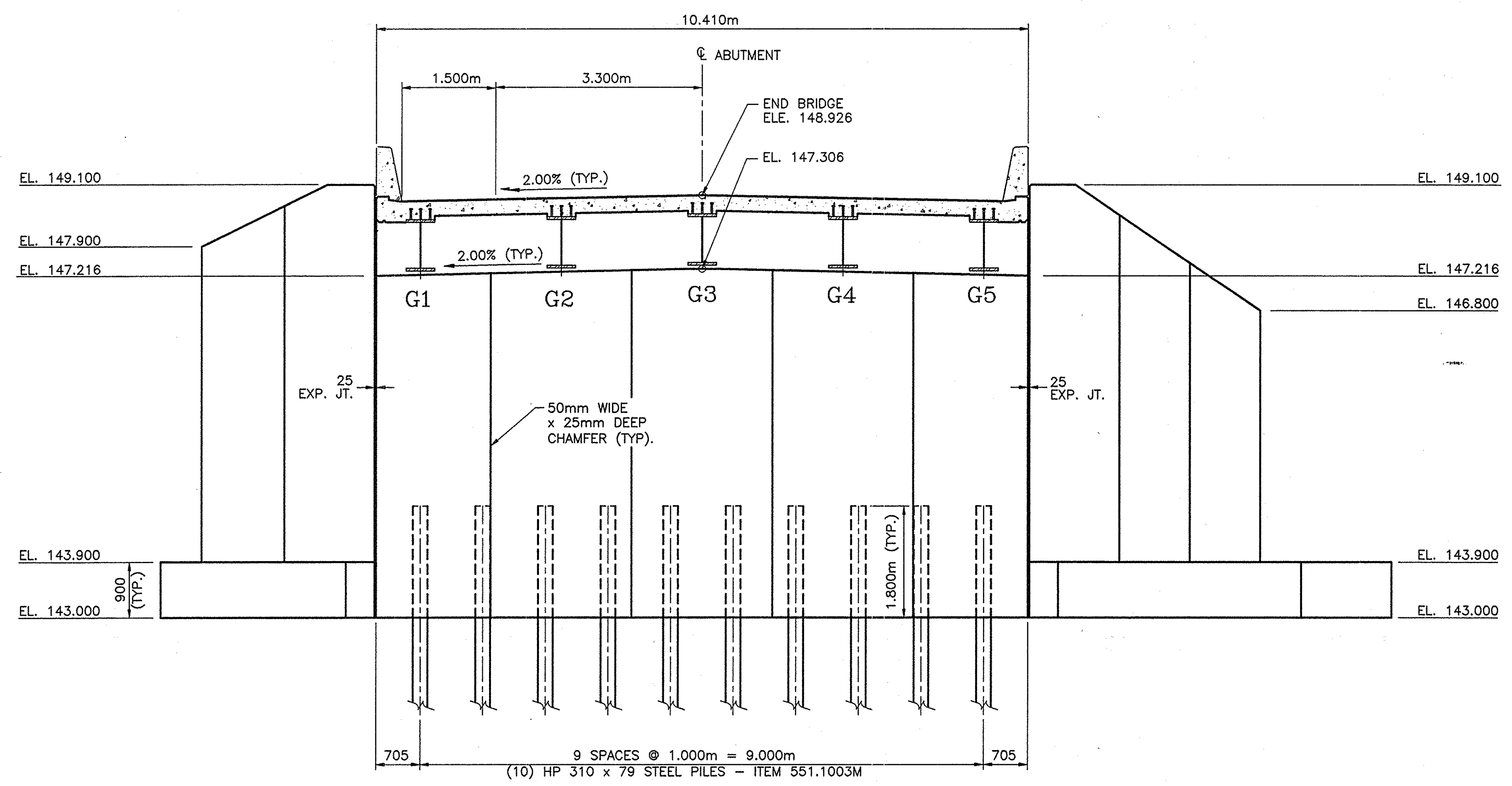
NO AS BUILT
REVISIONS

BIN 5513710

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT MP 159.91 PUTNAM ROAD			
TITLE OF DRAWING PROPOSED EAST ABUTMENT PLAN AND ELEVATION			
		CONTRACT NUMBER: TAA 00-30B	
		DATE: 10/16/00	
		DRAWING NUMBER: PEA-1	



EAST ABUTMENT PLAN
SCALE: 1 = 50

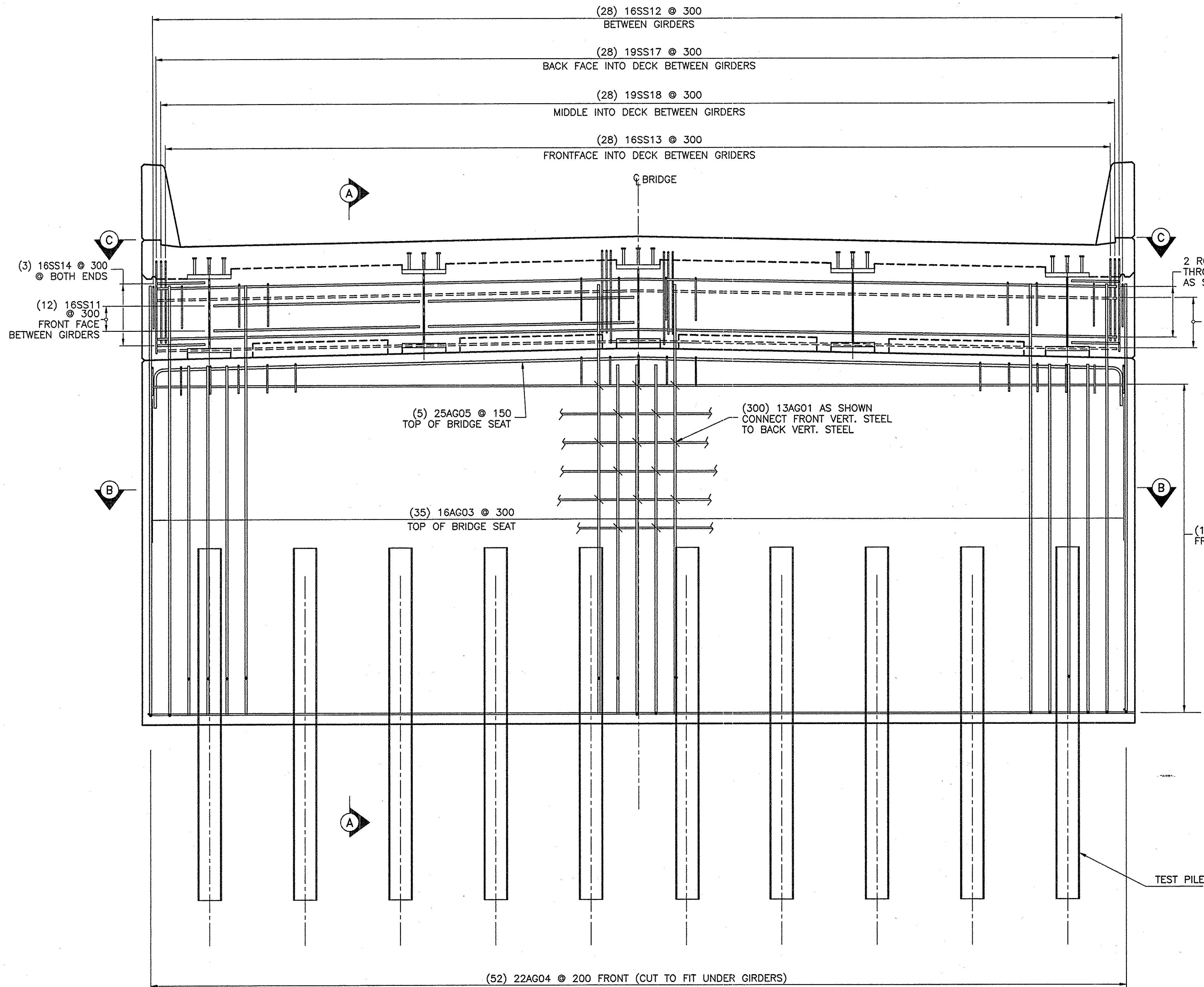


EAST ABUTMENT ELEVATION
SCALE: 1 = 50

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

IN CHARGE OF:
DESIGNED BY: XX *Margaret Peck*
DRAFTED BY: DH
CHECKED BY: XX
F:\MP159_91\BUIPE

IN CHARGE OF: XX
DESIGNED BY: XX
DRAFTED BY: XX
CHECKED BY: XX
F:\MPS159.91\ABUTRE1



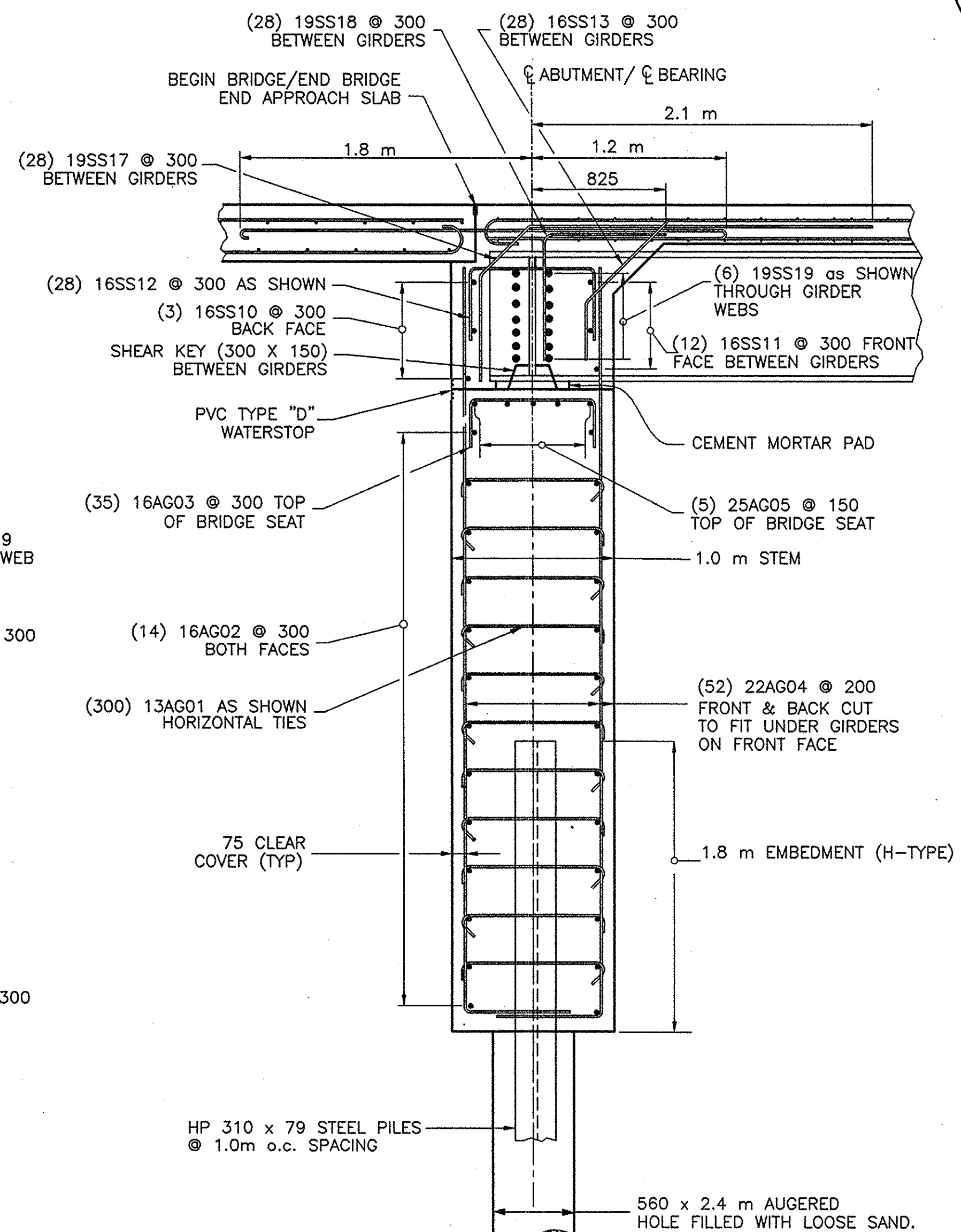
INTEGRAL ABUTMENT ELEVATION VIEW (EAST ABUTMENT)

SCALE: 1 = 25

ABUTMENT PILE NOTES:

1. THE STEEL - "H" PILES SHOWN ARE DESIGNED TO SUPPORT A MAXIMUM ALLOWABLE LOAD OF 620 KILONEWTONS PER PILE AND SHALL BE DRIVEN TO ACHIEVE AN ULTIMATE CAPACITY OF 1240 KILONEWTONS PER PILE (ITEM 551.1203M). THESE PILES HAVE AN ESTIMATED LENGTH 20 METERS.

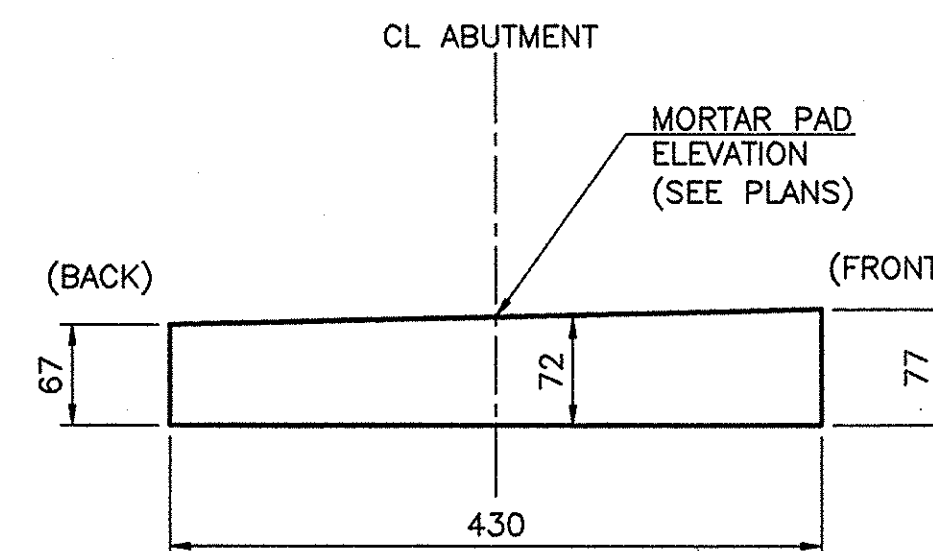
2. SEE ADDITIONAL NOTES ON PIER SHEETS.



SECTION A-A

SCALE: 1 = 25

NO AS BUILT REVISIONS
BIN 5513710



MORTAR PAD GRADE DETAIL

N. T. S.

NOTE:
SEE NEW ABUTMENT PLAN AND ELEVATION SHEETS FOR MORTAR PAD ELEVATIONS.

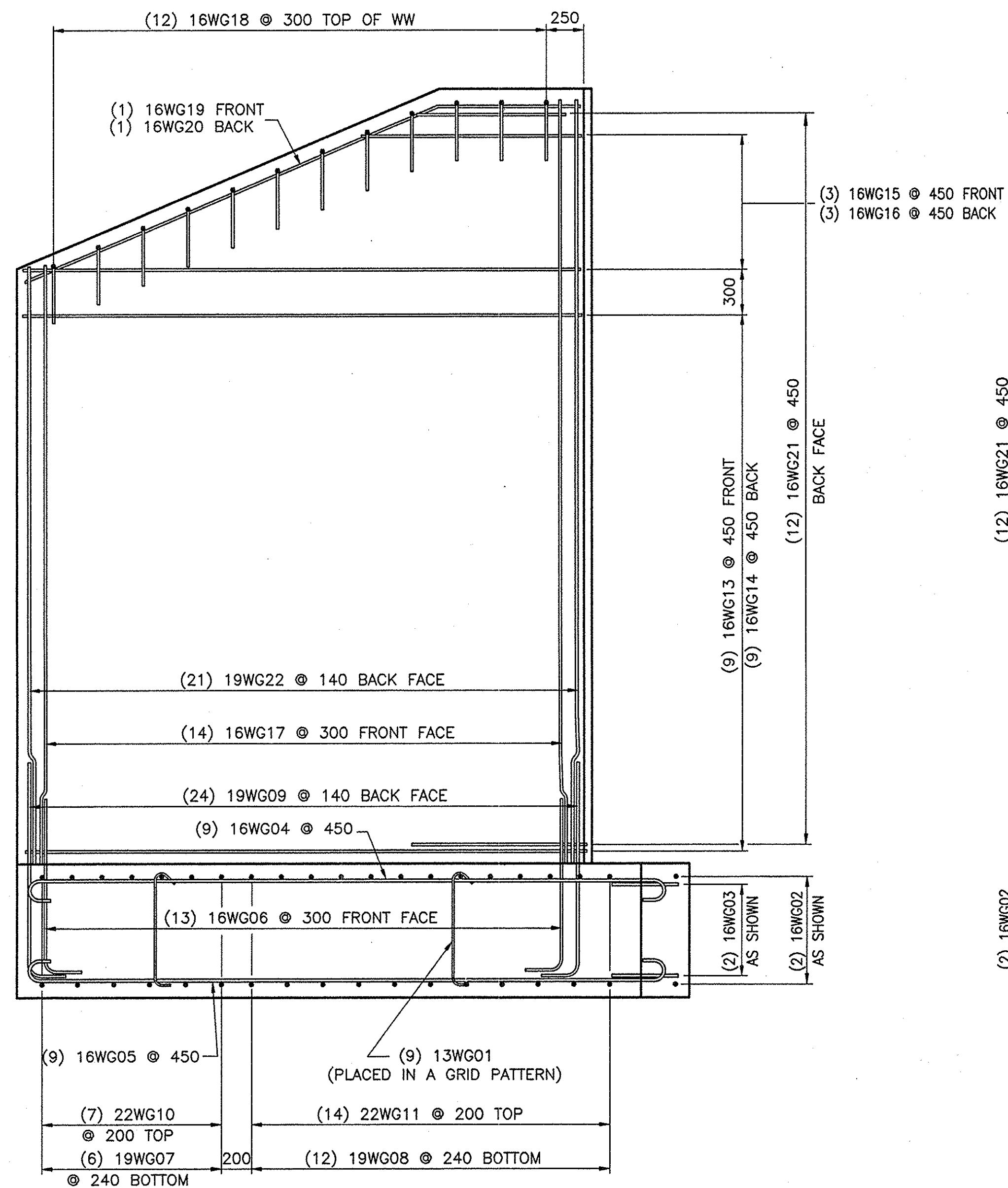
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED. ALL ELEVATIONS ARE SHOWN IN METERS.

REVISIONS			
DATE	DESCRIPTION	BY	SYM.
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING PROPOSE EAST ABUTMENT REINFORCING ELEVATION AND SECTION			
		CONTRACT NUMBER: TAA 00-30B	
		DATE: 10/16/00	
		DRAWING NUMBER: PEA-2	

FLMP159.91A/BUTRE3
CHECKED BY: XX
DRAFTED BY: XX
DESIGNED BY: XX
IN CHARGE OF: XX

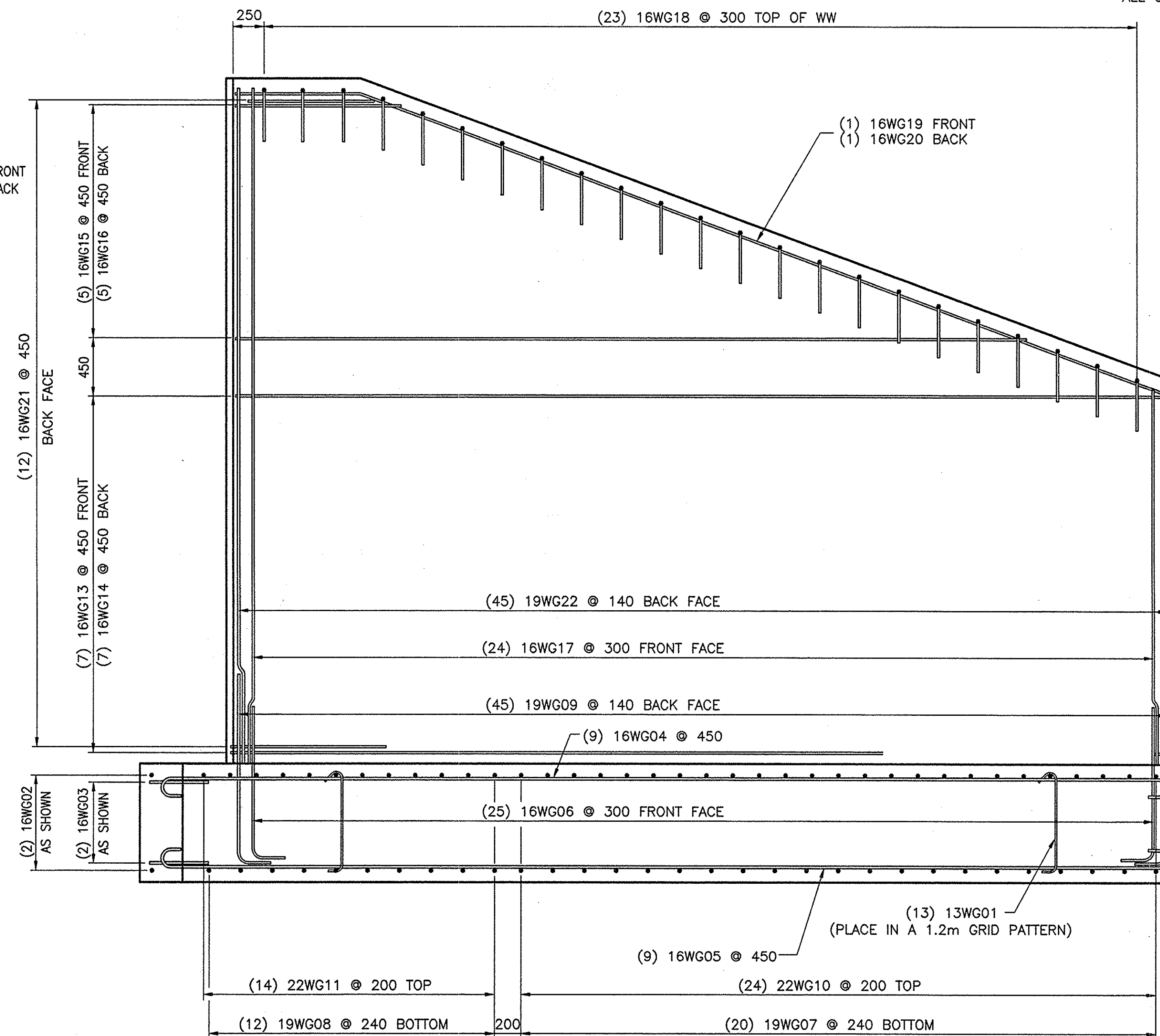
* NOTE:
ALL COVER SHALL BE 75mm

27
56



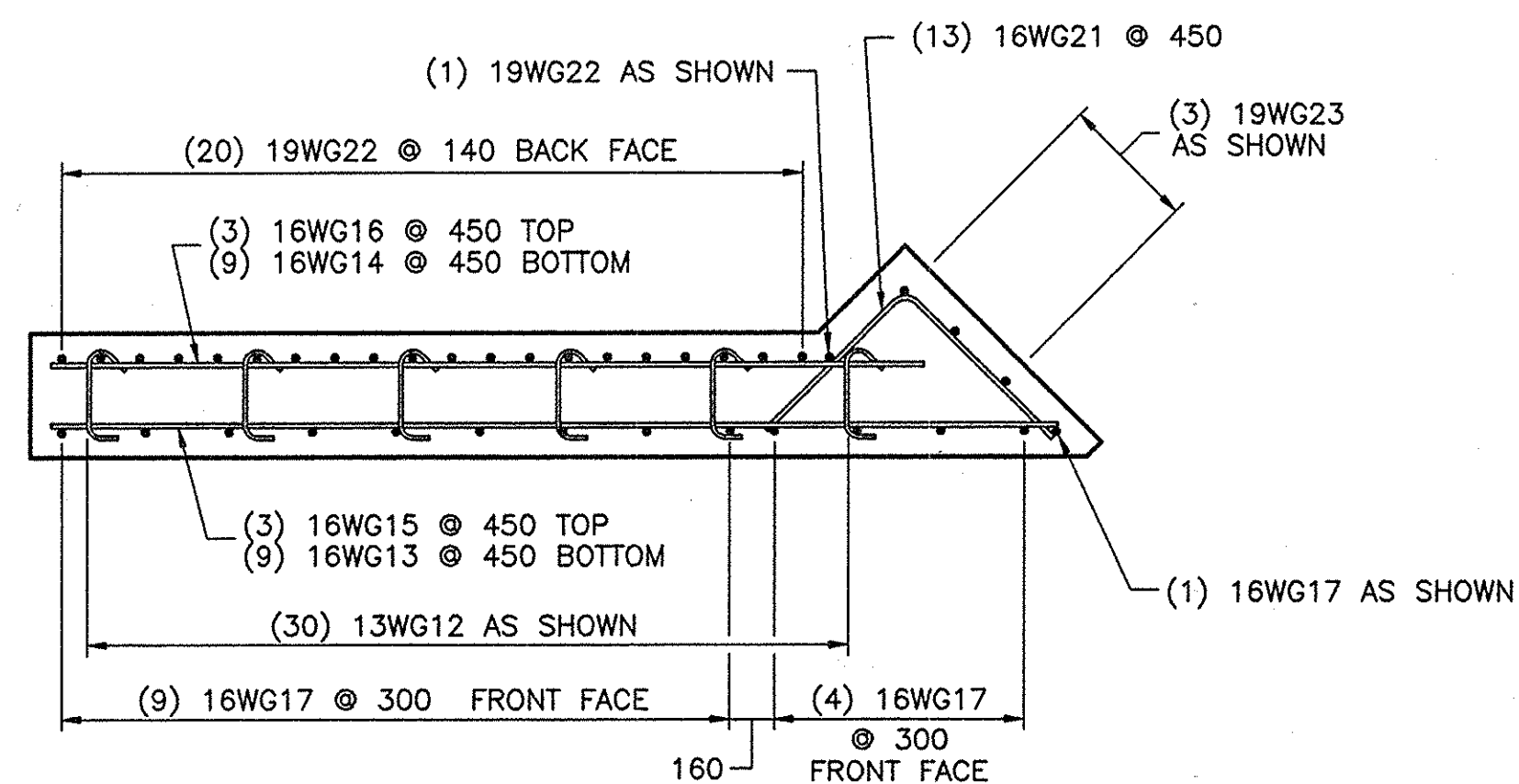
EAST ABUTMENT NORTH WINGWALL ELEVATION

SCALE: 1 = 25



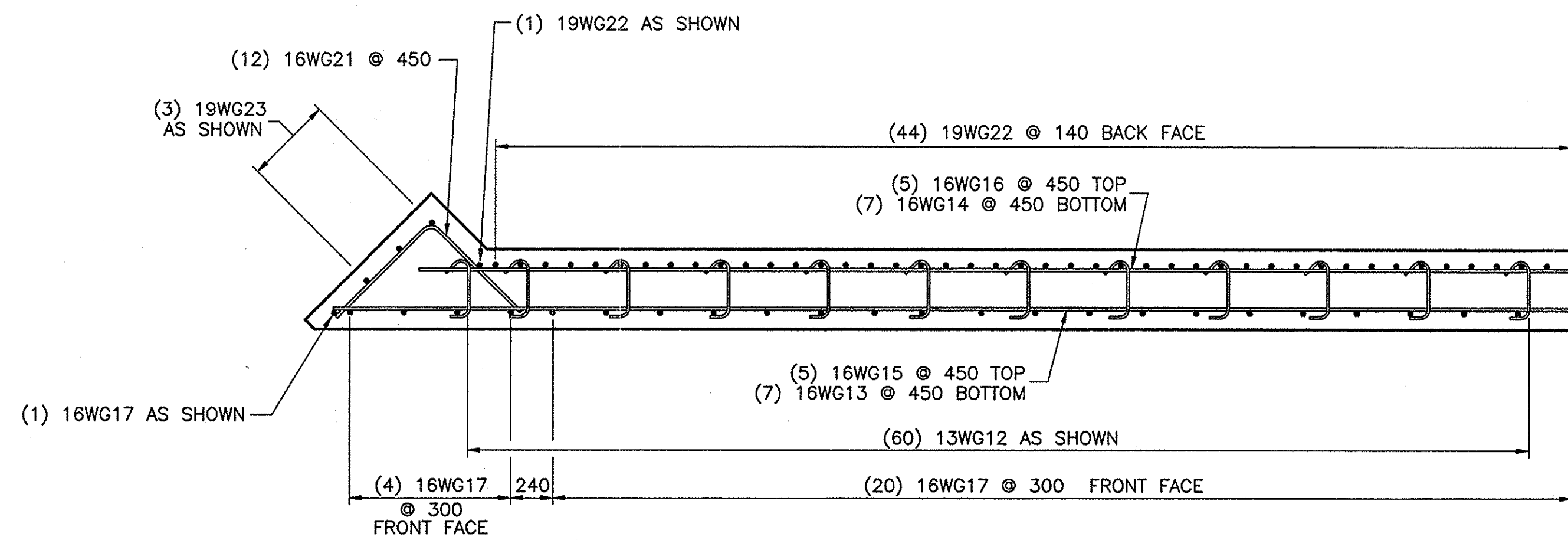
EAST ABUTMENT SOUTH WINGWALL ELEVATION

SCALE: 1 = 25



PLAN

SCALE: 1 = 25



PLAN

SCALE: 1 = 25

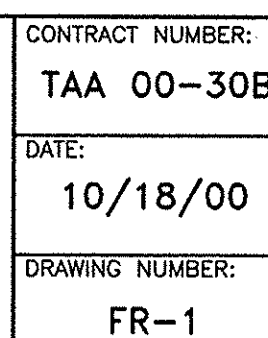
NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED. ALL ELEVATIONS ARE SHOWN IN METERS.

NO AS BUILT
REVISIONS

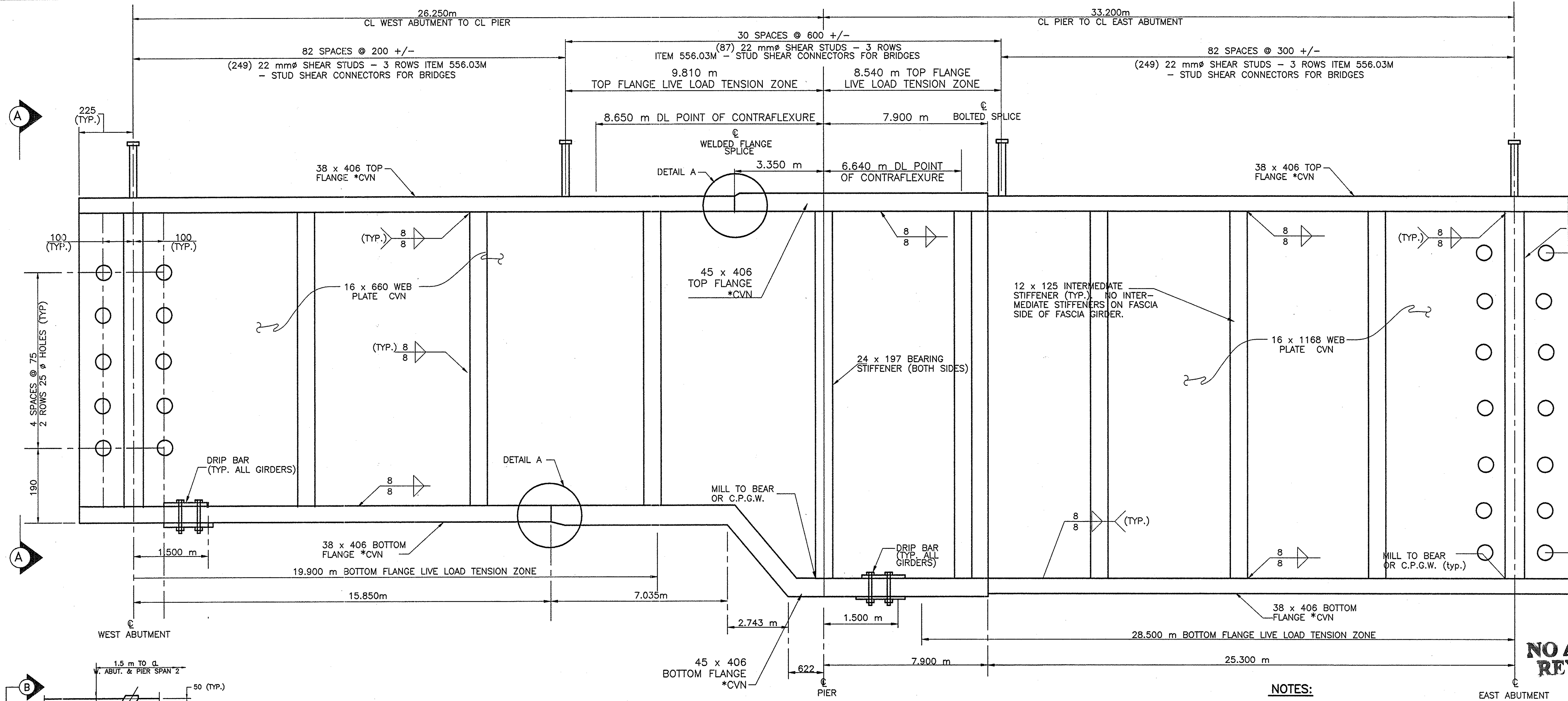
BIN 5513710

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING PROPOSED EAST ABUTMENT WINGWALL REINFORCEMENT			
CONTRACT NUMBER: TAA 00-30B			
DATE: 10/16/00			
DRAWING NUMBER: PEA-3			





FLMP159.91 GIRDERS
CHECKED BY: *[Signature]*
DESIGNED BY: *Margaret Pardo*
IN CHARGE OF: *[Signature]*



NO AS BUILT REVISIONS

BIN 5513710

NOTES:

- *CVN INDICATES CHARPY V-NOTCH TEST REQUIRED.
1. ALL STRUCTURAL STEEL SHALL BE AASHTO M 270 GR 345W UNLESS OTHERWISE NOTED.
 2. ALL BEARING STIFFENERS SHALL BE VERTICAL AFTER FULL DEAD LOADING.
 3. INTERMEDIATE STIFFENERS SHALL BE PERPENDICULAR TO THE BOTTOM FLANGE.
 4. ALL INTERMEDIATE STIFFENERS ON GIRDERS SHALL BE PERPENDICULAR TO THE WEB PLATE.
 5. NO TRANSVERSE STIFFENERS (EXCEPT AT BEARINGS) ARE TO BE PLACED ON THE FASCIA SIDE OF THE FASCIA GIRDERS.
 6. SEE BOLTED SPLICE DETAILS ON DRAWING GE-2
 7. SHOP DRAWINGS SHALL BE SUBMITTED TO THE THRUWAY AUTHORITY FOR ALL STRUCTURAL STEEL FABRICATION INCLUDING WELDING PROCEDURES.
 8. ALL BEARING STIFFENERS SHALL BE PERPENDICULAR TO THE WEB.
 9. SURFACES BETWEEN GIRDER WEB AND FLANGE PLATES SHALL BE BLAST CLEANED PRIOR TO ASSEMBLY AND REMAIN FREE OF ANY DIRT, OIL, PRIMER OR PAINT.
 10. ALL STRUCTURAL STEEL SHALL BE SHIPPED AND ERECTED UNDER ITEM 564.51M.

WELDING NOTES

1. ALL CONNECTION PLATES SHALL BE WELDED TO THE WEB AND BOTH FLANGES.
2. FITTED CONNECTION PLATES SHALL NOT BE DRIVEN INTO PLACE WITH SUFFICIENT FORCE TO DISTORT THE FLANGE, WEB OR CONNECTION PLATE.

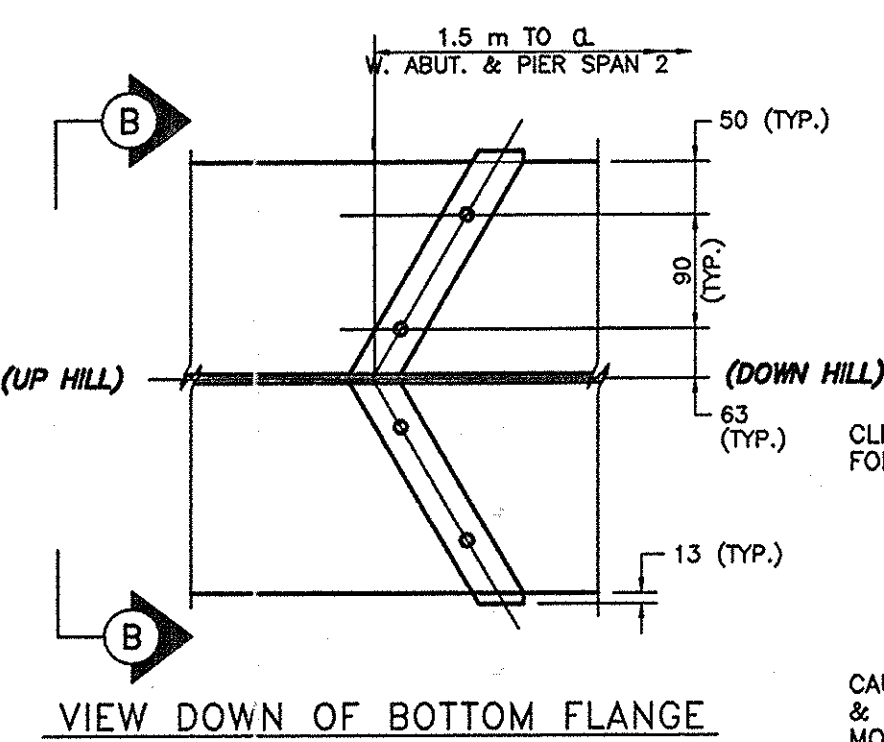
TYPICAL GIRDER ELEVATION

N.T.S.

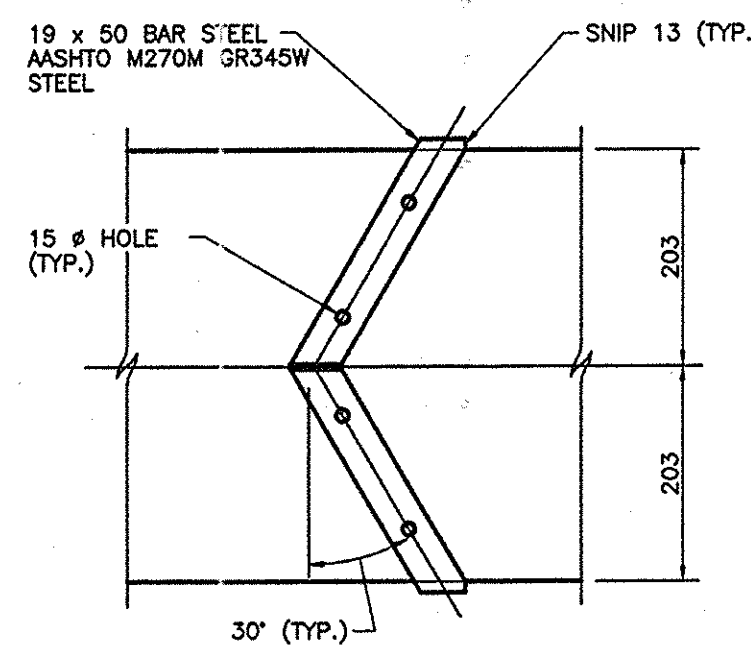
NOTE TO CONTRACTOR

NO WELDING SHALL BE ALLOWED WITHIN THE TENSION ZONES UNLESS SPECIFICALLY NOTED. THE ATTACHMENT OF FORMING DEVICES OR OTHER CONSTRUCTION AIDS BY WELDING WITHIN THE TENSION AREAS SHOWN IS PROHIBITED. ALL FIELD WELDING PROCEDURES MUST BE APPROVED BY THE THRUWAY AUTHORITY.

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



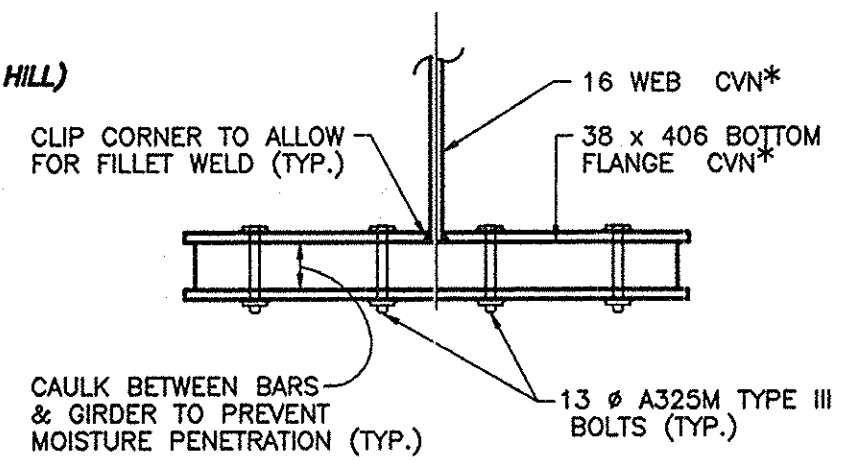
VIEW DOWN OF BOTTOM FLANGE



VIEW UP OF BOTTOM FLANGE

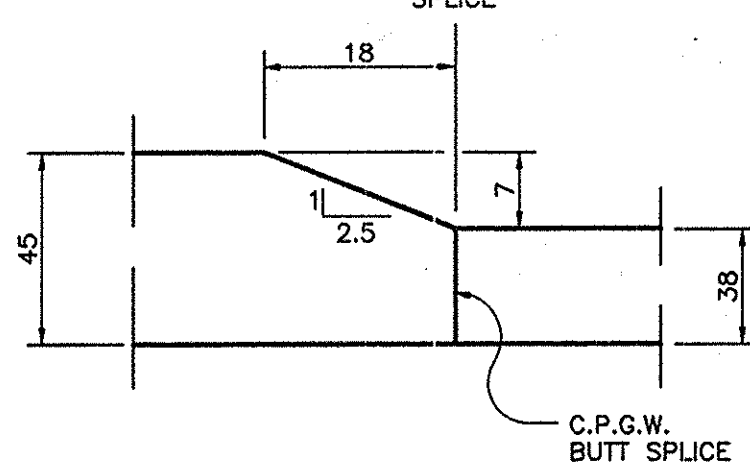
DRIP BAR DETAILS

N.T.S.



SECTION B-B

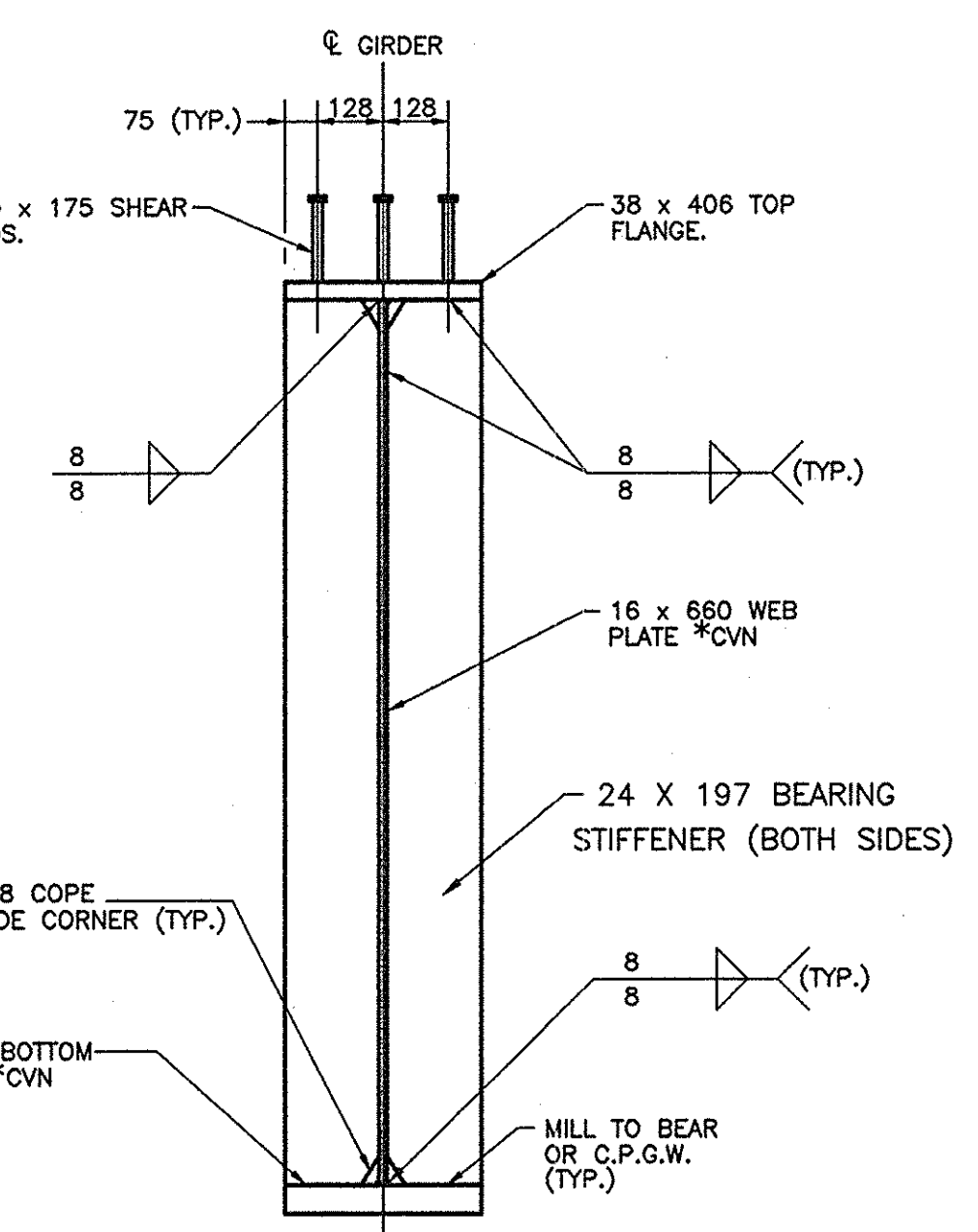
N.T.S.



DETAIL A

N.T.S.

TOP FLANGE (BOTTOM FLANGE SIMILAR)




VIEW A-A

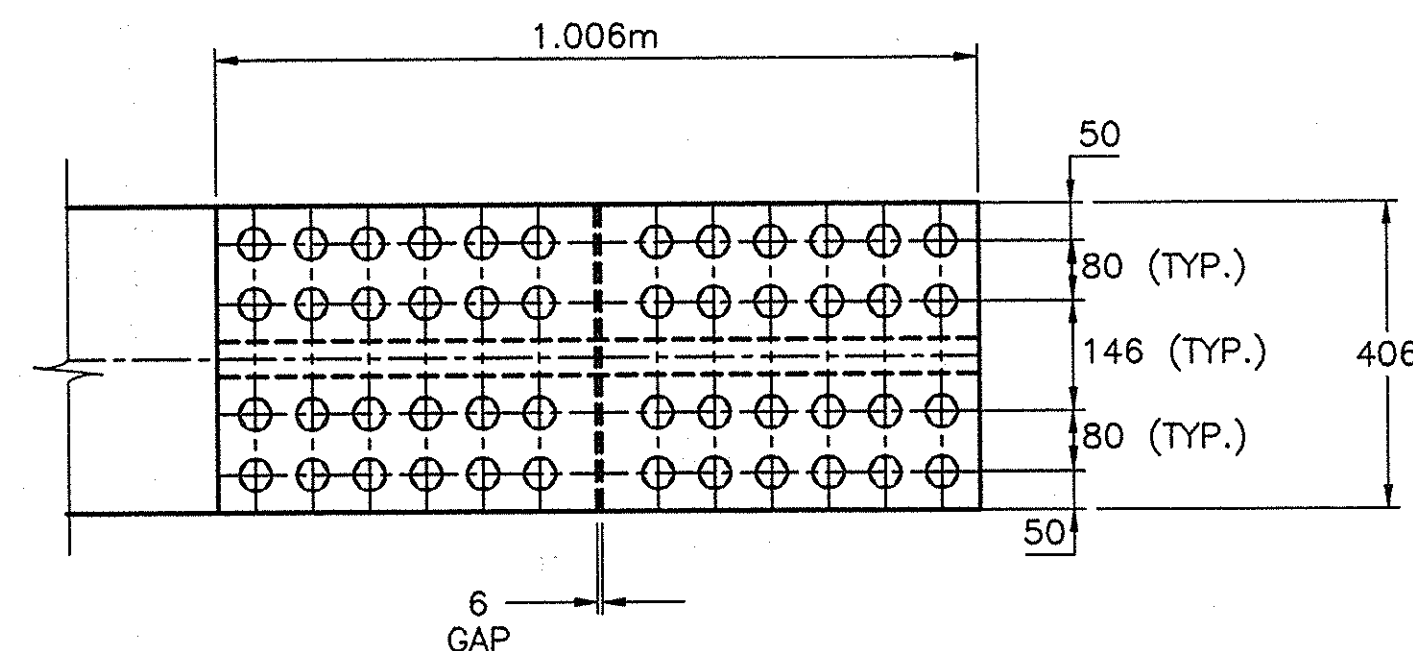
(END VIEW)

N. T. S.

THIS SHEET NO. 31F1
SUPERSEDES SHEET NO. 31NO AS BUILT
REVISIONS

BIN 5513710

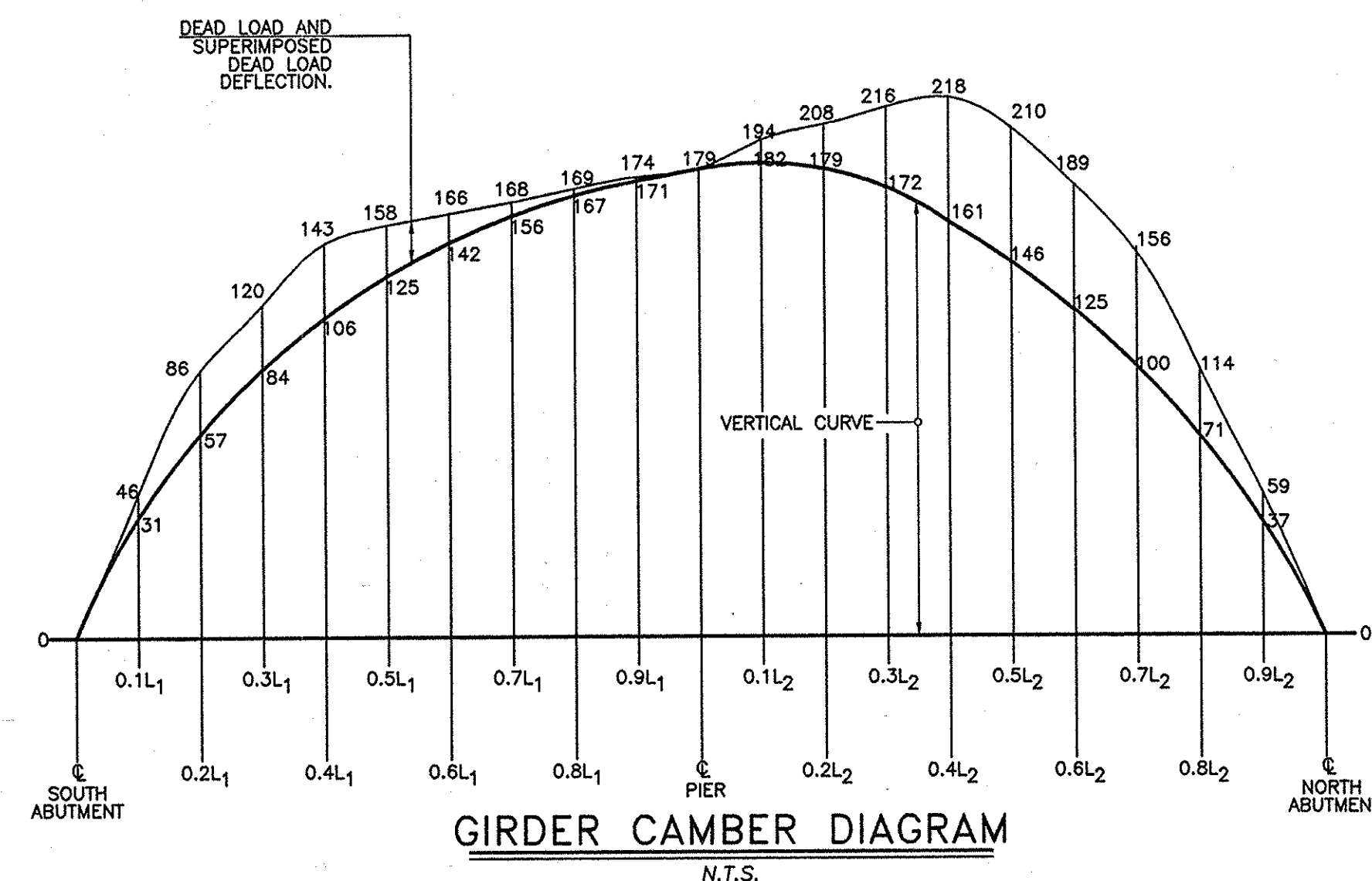
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING GIRDER BOLTED SPlice DETAILS AND CAMBER DIAGRAM			
		CONTRACT NUMBER: TAA 00-30B	
		DATE: 1/12/01	
		DRAWING NUMBER: GE-2	

TOP FLANGE SPLICE PLAN
BOTTOM FLANGE SPLICE SIMILAR

SCALE: 1 : 10

SPLICE NOTES:

1. ALL BOLTS FOR BOLTED SPLICE ARE M22 ASTM A325M TYPE III BOLTS WITH HEAVY HEX NUTS AND HARDENED WASHERS.
2. ALL HOLES FOR BOLTS IN SPLICE SHALL BE 24 mm DIAMETER.
3. ALL FAYING SURFACES SHALL BE BLAST CLEANED TO A SSPC SP6 TEXTURE AND SHALL QUALIFY AS AN AASHTO "CLASS B" SURFACE.
4. ALL STEEL SURFACES TO REMAIN CLEAN AND UNPAINTED.

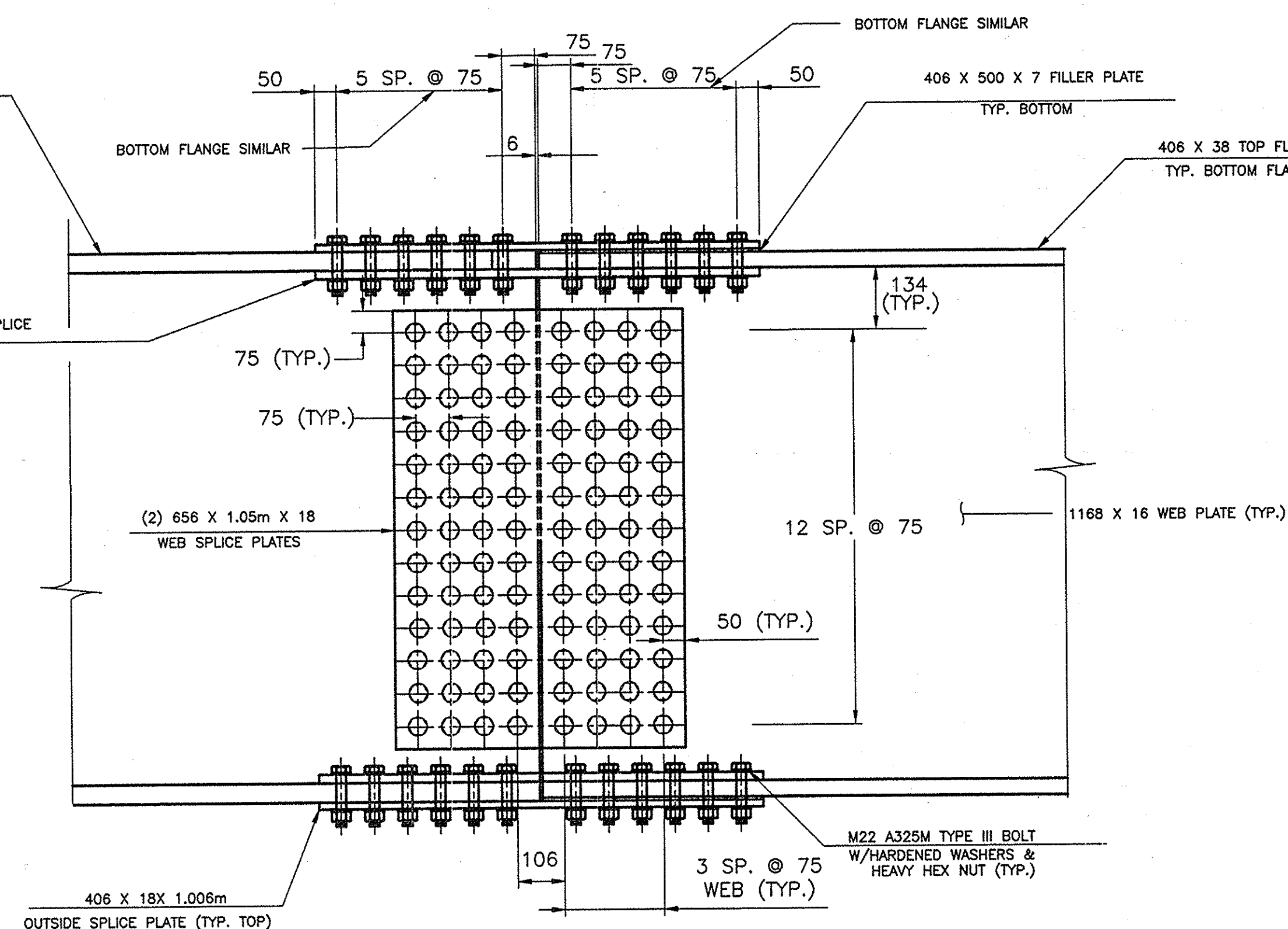


GIRDER CAMBER DIAGRAM

N.T.S.

GIRDER CAMBER TABLE

CAMBER	@ WE. ABUT.	0.1L ₁	0.2L ₁	0.3L ₁	0.4L ₁	0.5L ₁	0.6L ₁	0.7L ₁	0.8L ₁	0.9L ₁	@ PIER	0.1L ₂	0.2L ₂	0.3L ₂	0.4L ₂	0.5L ₂	0.6L ₂	0.7L ₂	0.8L ₂	0.9L ₂	@ EA. ABUT.
STEEL D.L.	0	3	5	7	7	6	4	2	0	-1	0	3	7	11	14	15	15	13	10	5	0
CONCRETE D.L.	0	11	21	26	27	24	18	9	2	-2	0	8	19	29	38	43	43	38	29	15	0
SUPERIMPOSED D.L.	0	1	3	3	3	3	2	1	0	0	0	1	3	4	5	6	6	5	4	2	0
VERTICAL CURVE	0	31	59	84	106	126	142	156	167	175	180	183	181	174	163	147	127	102	72	39	0
TOTAL	0	46	88	120	143	159	166	168	169	172	180	195	210	218	220	211	191	158	115	61	0

NOTE: ALL DIMENSIONS ARE SHOWN IN MILLIMETERS
UNLESS OTHERWISE NOTED. ALL ELEVATIONS ARE
SHOWN IN METERS.GIRDER BOLTED SPLICE
ELEVATION

SCALE: 1 : 10

CAMBER NOTES

1. THE CAMBER LABELED "VERTICAL CURVE" IN THE TABLE IS THE CAMBER REQUIRED TO FOLLOW THE VERTICAL CURVE.
2. THE CAMBER LABELED "STEEL D.L." IN THE TABLE IS THE CAMBER REQUIRED TO OFFSET THE DEFLECTION DUE TO THE DEAD LOAD WEIGHT OF THE GIRDER AS FABRICATED.
3. THE CAMBER LABELED "CONCRETE D.L." IN THE TABLE IS THE CAMBER REQUIRED TO OFFSET THE DEFLECTION DUE TO THE DEAD LOAD WEIGHT OF THE CONCRETE SLAB.
4. THE CAMBER LABELED "SUPERIMPOSED D.L." IN THE TABLE IS THE CAMBER REQUIRED TO OFFSET THE DEFLECTION DUE TO THE WEIGHT OF THE CURB, SIDEWALK, RAILING OR BARRIER, AND WEARING SURFACE.
5. THE TOTAL CAMBER IS THE SUM OF VERTICAL CURVE, STEEL DEAD LOAD, CONCRETE DEAD LOAD AND SUPERIMPOSED DEAD LOAD. ALL CAMBER OFFSETS ARE MEASURED VERTICALLY TO THE TOP OF THE WEB, FROM A STRAIGHT REFERENCE LINE DRAWN FROM THE INTERSECTION OF THE TOP OF THE WEB AND THE CENTERLINE OF THE BEARINGS AT ONE END OF THE GIRDER, TO THE CORRESPONDING POINT AT THE OTHER END OF THE GIRDER.
6. POSITIVE NUMBERS IN THE TABLE ARE ABOVE THE STRAIGHT REFERENCE LINE.
7. NEGATIVE NUMBERS IN THE TABLE ARE BELOW THE STRAIGHT REFERENCE LINE.
8. THE CAMBER OFFSETS ARE TABULATED IN MILLIMETERS.

MULTI-ROTATIONAL BEARING DEVICE NOTES:

FIXED BEARING INSTALLATION AND ALIGNMENT: THE CENTERLINE OF THE SOLE PLATES OR OTHER FIXED PORTIONS OF BEARING ASSEMBLIES ATTACHED TO THE STRUCTURAL STEEL SHALL NOT BE OFFSET FROM THE CENTERLINE OF BEARING STIFFENERS OR DIAPHRAGM CONNECTION PLATES BY MORE THAN ONE-HALF THE THICKNESS OF THE FLANGE AT THAT LOCATION, OR THE THICKNESS OF THE BEARING STIFFENER, WHICHEVER IS LESSER. THE CONTRACTOR SHALL SUPPLY MULTI-ROTATIONAL BRIDGE BEARINGS CONFORMING TO THE REQUIREMENTS OF THE BEARING ITEM SHOWN AND SUBJECT TO THE FOLLOWING CONDITIONS:

1. THE BEARING DEVICES SUPPLIED SHALL BE CAPABLE OF TRANSMITTING THE LOADS AND MOVEMENTS SHOWN ON THESE PLANS.
2. THE HEIGHT OF THE BEARING BETWEEN THE BEVELED PLATE AND THE MASONRY PLATE REPRESENTS THE ASSUMED TOTAL HEIGHT OF THE BEARING MECHANISM USED BY THE DESIGNER TO ESTABLISH CONCRETE DIMENSIONS. THE CONTRACTOR SHALL RECOMPUTE ALL TOP OF PEDESTAL ELEVATIONS TO ACCURATELY REFLECT THE HEIGHT OF BEARINGS SUPPLIED.
3. THE MASONRY PLATES SHOWN HAVE BEEN DESIGNED TO SUIT TYPICAL BEARINGS FOR THE DESIGN LOADS AND MOVEMENTS SHOWN. THE ALLOWABLE CONCRETE BEARING STRESS SHALL BE

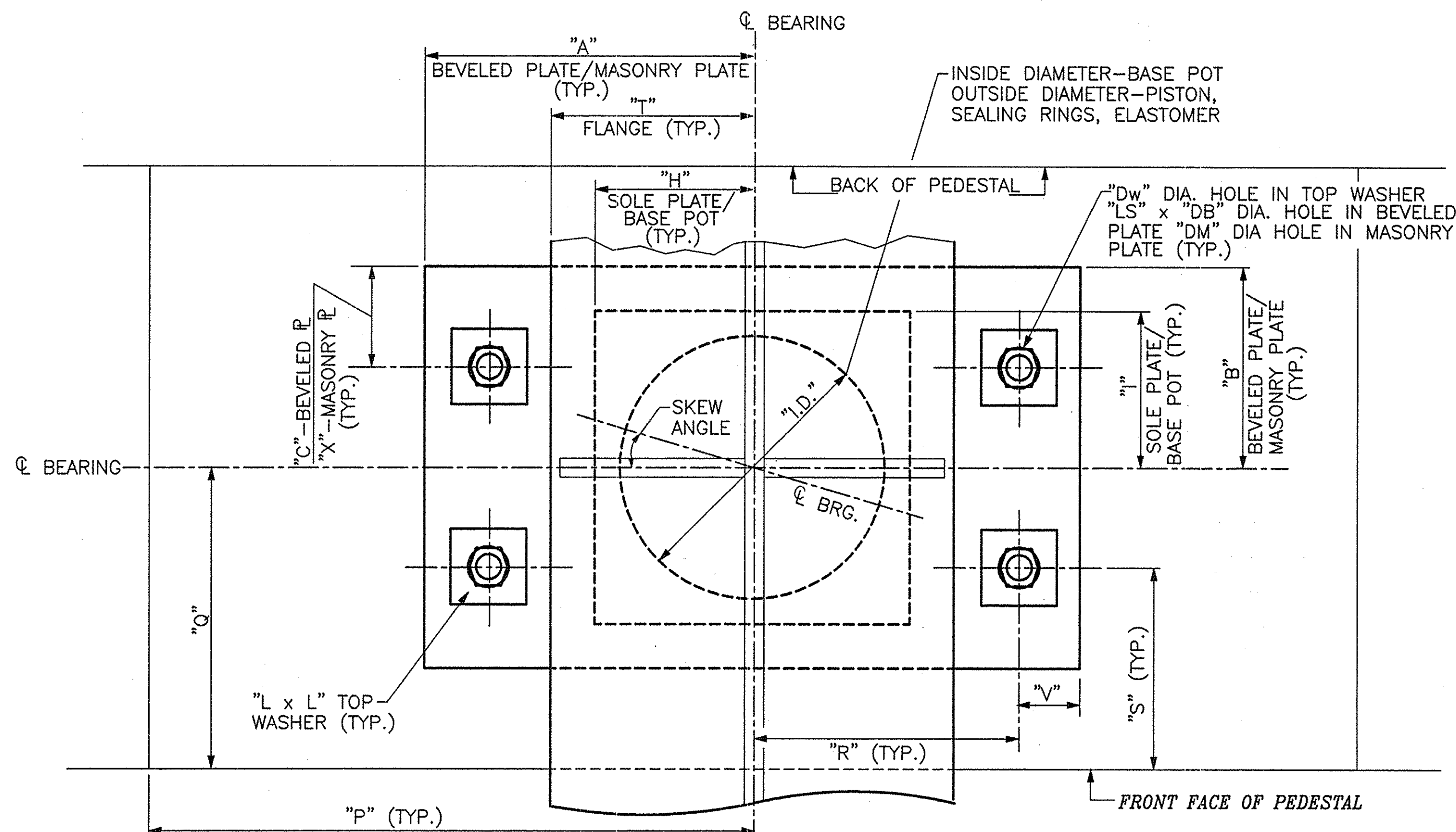
$$f_b \leq .30 f_c \sqrt{\frac{A_2}{A_1}}$$

WHERE f_b = BEARING STRESS ON THE LOADED CONCRETE AREA.
 A_2 = PLAN AREA OF CONCRETE PEDESTAL.
 A_1 = PLAN AREA OF STEEL MASONRY PLATE.

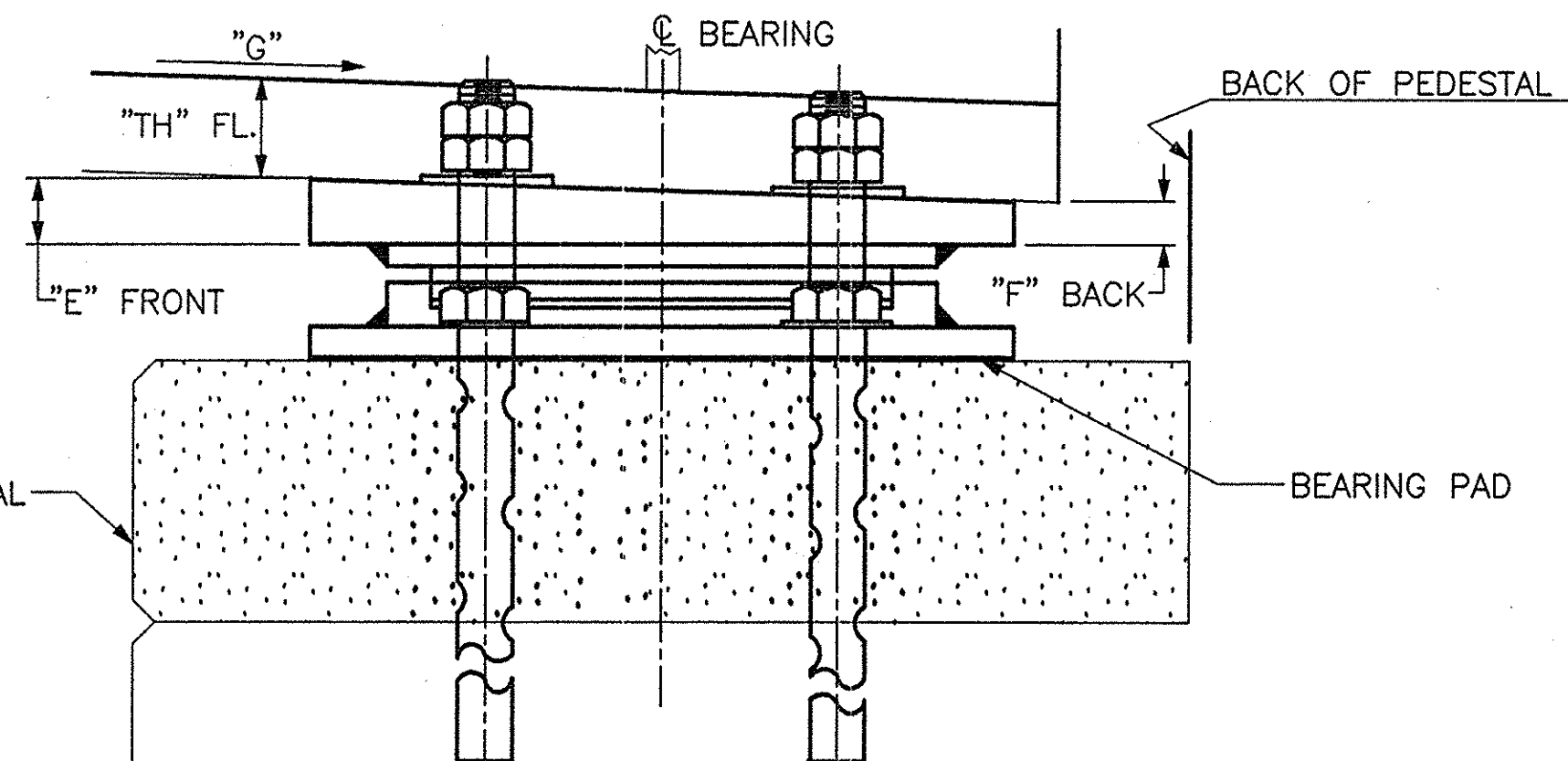
THE MAXIMUM CONCRETE BEARING STRESS SHALL NOT EXCEED 12411 kPa. IF THE PLAN AREA OF ANY MASONRY PLATE IS REVISED (INCREASED), IT SHALL FIT WITHIN THE PLAN DIMENSIONS SHOWN FOR THE PEDESTAL. THE MINIMUM CONCRETE EDGE DISTANCE SHALL BE 75mm AND THE MINIMUM LATERAL ANCHOR BOLT COVER SHALL BE 200mm.

4. THE BEARING DEVICE, MASONRY PLATE, BEARING PAD, SOLE PLATE, BEVELED PLATE, ANCHOR BOLTS, NUTS, WASHERS AND WASHER PLATES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 565.1722M—"TYPE MR FIXED BEARING".

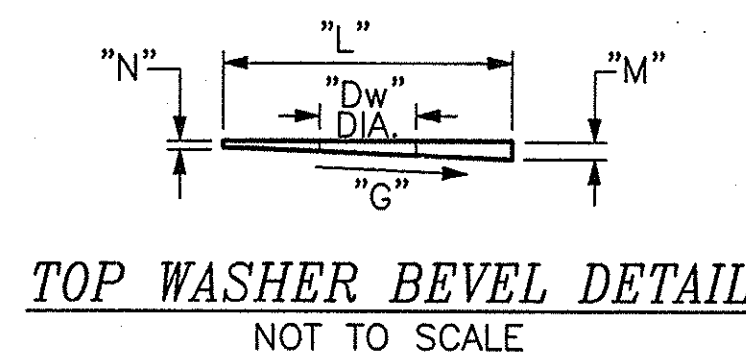
5. ALL BEARING CONNECTIONS SHALL BE CAPABLE OF RESISTING A LATERAL FORCE EQUAL TO 19% OF THE VERTICAL DESIGN LOAD (D.L.+L.L.+I) HORIZONTALLY IN ANY DIRECTION.
6. THE STEEL FOR THE BEARINGS SHALL BE AASHTO M270M GR345 UNLESS OTHERWISE NOTED.
7. ALL STEEL FABRICATION SHALL CONFORM TO THE PROVISIONS OF THE LATEST EDITION OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL (SCM) UNLESS OTHERWISE NOTED.
8. ANY ADJUSTMENTS IN ELEVATION NECESSARY TO ACCOMMODATE THE ACTUAL BEARING THAT IS SUPPLIED SHALL BE MADE BY CHANGING THE TOP OF THE PEDESTAL ELEVATIONS. THE MINIMUM PEDESTAL HEIGHT ALLOWED WILL BE 150mm. NO CHANGE IN THE BRIDGE SEAT ELEVATION WILL BE ALLOWED WITHOUT WRITTEN APPROVAL OF THE C.E.E.S. IN LIEU OF CHANGING PEDESTAL ELEVATIONS THE CONTRACTOR MAY ELECT ONE OF THE FOLLOWING AT NO ADDITIONAL COST TO THE THRUWAY AUTHORITY:
 - A. USE A SHIM PLATE UNDER THE MASONRY PLATE. THE SIZE AND MATERIAL OF THE SHIM PLATE SHALL BE THE SAME AS THE MASONRY PLATE. ONLY ONE SHIM PLATE SHALL BE PERMITTED AND THE MINIMUM THICKNESS SHALL BE 12mm
 - B. INCREASE THE THICKNESS OF THE MASONRY PLATE.
9. ANCHOR BOLTS, WASHERS, WASHER PLATES AND NUTS SHALL MEET THE REQUIREMENTS OF SUBSECTION 723-60. THEY SHALL BE GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF MATERIAL SPECIFICATION 719-01, "GALVANIZED COATINGS AND REPAIR METHODS". THEIR COST (INCLUDING GALVANIZING) SHALL BE INCLUDED IN THE UNIT PRICE FOR THE BEARING ITEM.
10. THE MASONRY PLATE AND BEVELED PLATE SHALL BE SHOP METALIZED OR GALVANIZED (MANUFACTURE'S PREFERENCE). THE COST FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARING ITEM.
11. THE MINIMUM VERTICAL DESIGN LOAD IS 800 kN.
12. SHOP DRAWINGS SHALL BE SUBMITTED TO THE THRUWAY AUTHORITY FOR APPROVAL AND SHALL INCLUDE ALL WELDING AND BONDING PROCEDURES.
13. THE BASE POT AND SOLE PLATE SHALL BE SHOP METALIZED OR GALVANIZED (MANUFACTURE'S PREFERENCE). THE COST TO BE INCLUDED IN THE PRICE BID FOR THE BEARING ITEM.
14. THE BEARING PAD SHALL HAVE THE SAME HORIZONTAL DIMENSIONS AS THE MASONRY PLATE AND A THICKNESS OF 3mm±. THE BEARING PAD MATERIAL SHALL CONFORM TO N.Y.S. STANDARD SPEC. 728-01 OR 728-02.



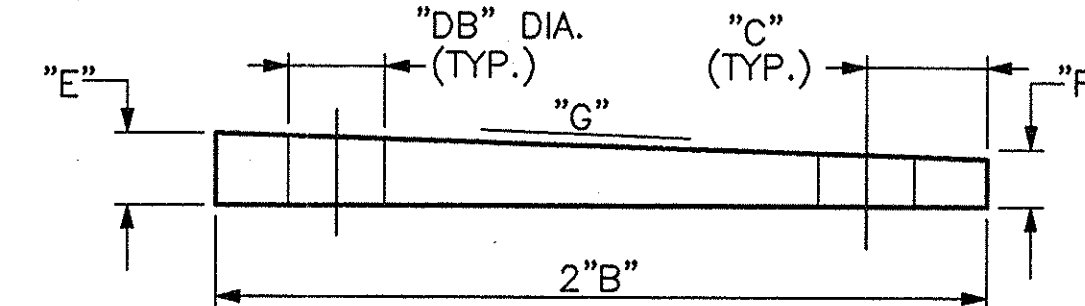
BEARING PLAN
NOT TO SCALE



BEARING SIDE VIEW
NOT TO SCALE



TOP WASHER BEVEL DETAIL
NOT TO SCALE



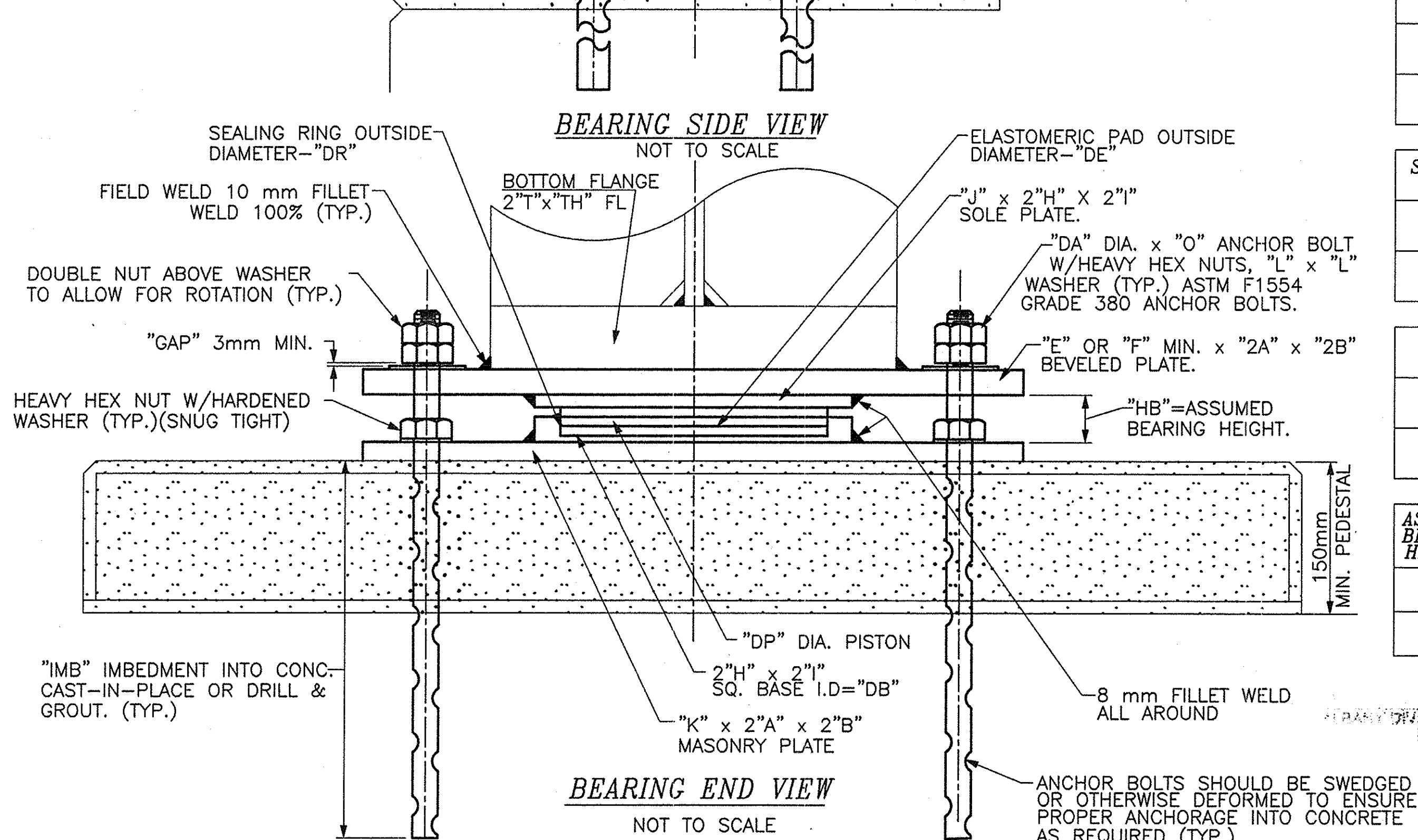
BEVELED PLATE DETAIL
NOT TO SCALE

BEVELED PLATE									SOLE PLATE			PISTON
A	B	C	V	E	F	DB±LS Ø	G	R	H	I	J	DP
328	218	75	50	50	25	35	5.9%	278	168	168	16	290

SEALING RING	ELASTOMERIC PAD	BASE POT			MASONRY PLATE						
DR	DE	H	I	ID	A	B	X	Y	R	K	Dm Ø
290	290	168	168	290	328	218	75	50	278	25	35

TOP WASHERS				ANCHOR BOLTS				PEDESTAL				BOTTOM FLANGE		
Dw Ø	L	M	N	IMB	O	GAP	DA	P	Q	R	S	T	U	TH FL
28	75	8	3	375	550	3	25	1125	500	278	357	203		45


ASSUMED BEARING HEIGHT	SKEW ANGLE
HB	0°
50	0°



BEARING END VIEW
NOT TO SCALE

NO AS BUILT REVISIONS

BIN 5513710

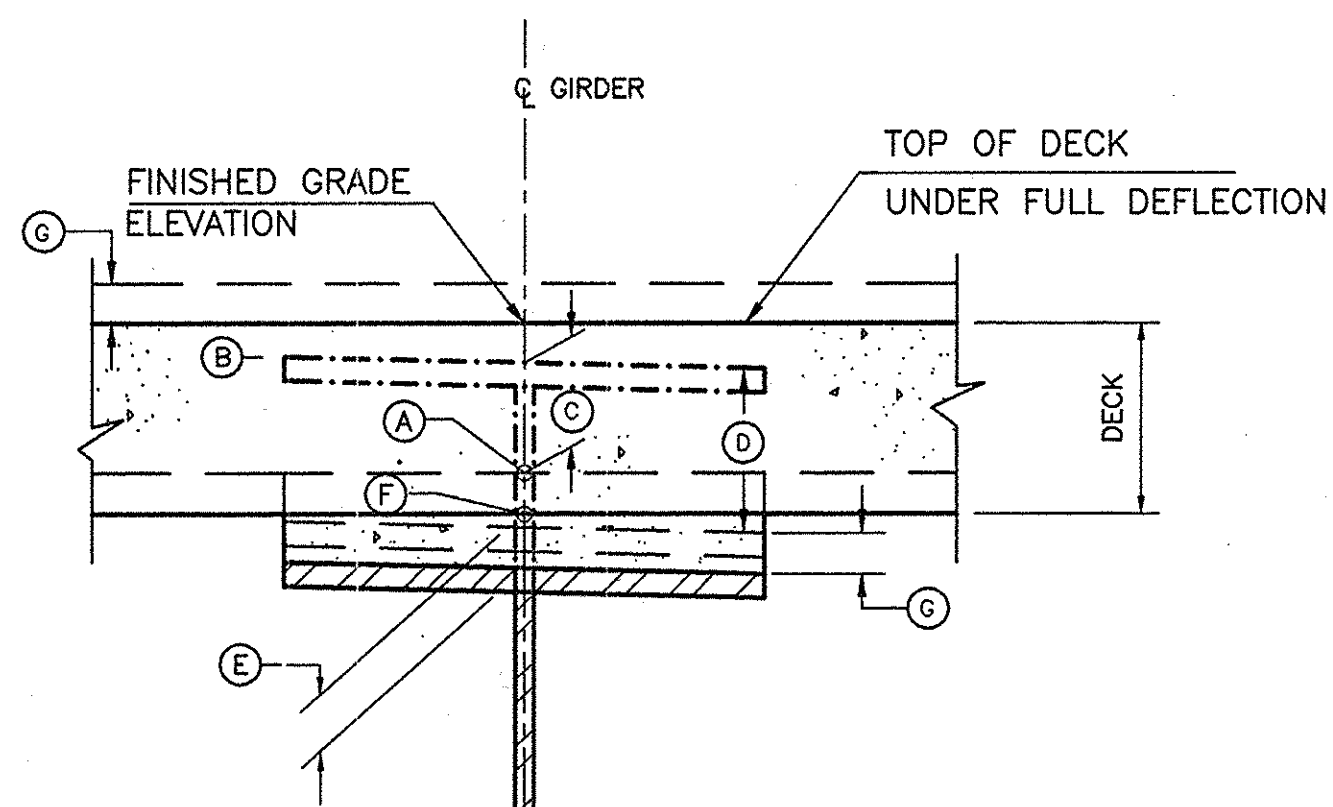
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT PUTNAM RD OVER TWY MP 159.91			
TITLE OF DRAWING MULTI-ROTATIONAL FIXED BEARING DETAILS			
		CONTRACT NUMBER: TAA 00-30B	
		DATE: 10/16/00	
		DRAWING NUMBER: BD-1	

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

HAUNCH TABLE

HAUNCH TABLE																							
HAUNCH TABLE		SPAN 1											SPAN 2										
		Q BRGS. SOUTH ABUTMENT	0.1L ₁	0.2L ₁	0.3L ₁	0.4L ₁	0.5L ₁	0.6L ₁	0.7L ₁	0.8L ₁	0.9L	Q BRGS. PIER 1	0.1L	0.2L ₁	0.3L ₁	0.4L ₁	0.5L ₁	0.6L ₁	0.7L ₁	0.8L ₁	0.9L ₁	Q BRGS. NORTH ABUTMENT	
GIRDER 1	(A) REQ'D. BOT. OF SLAB ELEV. AFTER DECK POUR	145.236	145.415	145.590	145.763	145.933	146.100	146.265	146.426	146.585	146.740	146.893	147.083	147.267	147.447	147.623	147.794	147.961	148.123	148.280	148.433	148.581	GIRDER 1
	(B) TOP OF STEEL ELEV. (FIELD MEASURE PRIOR TO DECK POUR)	145.177	145.367	145.557	145.732	145.907	146.082	146.232	146.387	146.537	146.692	146.847	147.047	147.242	147.427	147.627	147.807	147.972	148.132	148.277	148.407	148.527	
	(C) = (A) - (B) (m)	0.059	0.048	0.133	0.031	0.026	0.018	0.033	0.039	0.048	0.048	0.046	0.036	0.025	0.020	-0.044	-0.013	-0.011	-0.009	0.003	0.026	0.054	
	(D) CONC. NON-COMPOSITE D.L. DEFL. (m)	0.0	0.011	0.021	0.026	0.027	0.024	0.018	0.009	0.002	-0.002	0.0	0.008	0.019	0.029	0.038	0.043	0.043	0.038	0.029	0.015	0.0	
	(E) DEPTH OF HAUNCH REQ'D. = (C)+(D)(m)	0.059	0.059	0.154	0.057	0.053	0.042	0.051	0.048	0.050	0.046	0.046	0.044	0.044	0.049	0.034	0.030	0.032	0.029	0.032	0.041	0.054	
	(F) REQUIRED BOTTOM OF SLAB ELEV. AFTER S.D.L. APPLICATION	145.236	145.414	145.587	145.760	145.930	146.097	146.263	146.425	146.585	146.740	146.893	147.082	147.264	147.443	147.618	147.788	147.955	148.118	148.276	148.431	148.581	
GIRDER 2	(A) REQ'D. BOT. OF SLAB ELEV. AFTER DECK POUR	145.281	145.460	145.635	145.808	145.978	146.145	146.310	146.471	146.630	146.785	146.938	147.128	147.312	147.492	147.668	147.839	148.006	148.168	148.325	148.478	148.626	GIRDER 2
	(B) TOP OF STEEL ELEV. (FIELD MEASURE PRIOR TO DECK POUR)	145.237	145.427	145.617	145.792	145.967	146.127	146.277	146.417	146.572	146.722	146.887	147.087	147.292	147.487	147.677	147.857	148.027	148.182	148.322	148.452	148.572	
	(C) = (A) - (B) (m)	0.044	0.033	0.018	0.016	0.011	0.018	0.033	0.054	0.058	0.063	0.051	0.041	0.020	0.005	-0.009	-0.018	-0.021	-0.014	0.003	0.026	0.054	
	(D) CONC. NON-COMPOSITE D.L. DEFL. (m)	0.0	0.011	0.021	0.026	0.027	0.024	0.018	0.009	0.002	-0.002	0.0	0.008	0.019	0.029	0.038	0.043	0.043	0.038	0.029	0.015	0.0	
	(E) DEPTH OF HAUNCH REQ'D. = (C)+(D)(m)	0.044	0.044	0.039	0.042	0.038	0.042	0.051	0.063	0.060	0.061	0.051	0.049	0.039	0.034	0.029	0.025	0.022	0.024	0.032	0.041	0.054	
	(F) REQUIRED BOTTOM OF SLAB ELEV. AFTER S.D.L. APPLICATION	145.281	145.459	145.632	145.805	145.975	146.142	146.308	146.470	146.630	146.785	146.938	147.127	147.309	147.488	147.663	147.833	148.000	148.163	148.321	148.476	148.626	
GIRDER 3	(A) REQ'D. BOT. OF SLAB ELEV. AFTER DECK POUR	145.326	145.505	145.680	145.853	146.023	146.190	146.355	146.516	146.675	146.830	146.983	147.173	147.357	147.537	147.713	147.884	148.051	148.213	148.370	148.523	148.671	GIRDER 3
	(B) TOP OF STEEL ELEV. (FIELD MEASURE PRIOR TO DECK POUR)	145.272	145.462	145.652	145.812	145.992	146.157	146.317	146.467	146.622	146.777	146.927	147.132	147.337	147.527	147.727	147.912	148.077	148.232	148.372	148.502	148.622	
	(C) = (A) - (B) (m)	0.054	0.043	0.028	0.041	0.031	0.033	0.038	0.049	0.053	0.053	0.056	0.041	0.020	0.010	-0.014	-0.028	-0.026	-0.019	-0.002	0.021	0.049	
	(D) CONC. NON-COMPOSITE D.L. DEFL. (m)	0.0	0.011	0.021	0.026	0.027	0.024	0.018	0.009	0.002	-0.002	0.0	0.008	0.019	0.029	0.038	0.043	0.043	0.038	0.029	0.015	0.0	
	(E) DEPTH OF HAUNCH REQ'D. = (C)+(D)(m)	0.054	0.054	0.049	0.067	0.058	0.057	0.056	0.058	0.055	0.051	0.056	0.049	0.039	0.039	0.024	0.015	0.017	0.019	0.027	0.036	0.049	
	(F) REQUIRED BOTTOM OF SLAB ELEV. AFTER S.D.L. APPLICATION	145.326	145.504	145.677	145.850	146.020	146.187	146.353	146.515	146.675	146.830	146.983	147.172	147.354	147.533	147.708	147.878	148.045	148.208	148.366	148.521	148.671	
GIRDER 4	(A) REQ'D. BOT. OF SLAB ELEV. AFTER DECK POUR	145.281	145.460	145.635	145.808	145.978	146.145	146.310	146.471	146.630	146.785	146.938	147.128	147.312	147.492	147.668	147.839	148.006	148.168	148.325	148.478	148.626	GIRDER 4
	(B) TOP OF STEEL ELEV. (FIELD MEASURE PRIOR TO DECK POUR)	145.227	145.417	145.607	145.782	145.957	146.127	146.287	146.437	146.587	146.737	146.892	147.092	147.287	147.477	147.672	147.847	148.017	148.172	148.317	148.457	148.577	
	(C) = (A) - (B) (m)	0.054	-0.287	0.028	0.026	0.021	0.018	0.023	0.034	0.043	0.048	0.046	0.036	0.025	0.015	-0.004	-0.008	-0.011	-0.004	0.008	0.021	0.049	
	(D) CONC. NON-COMPOSITE D.L. DEFL. (m)	0.0	0.011	0.021	0.026	0.027	0.024	0.018	0.009	0.002	-0.002	0.0	0.008	0.019	0.029	0.038	0.043	0.043	0.038	0.029	0.015	0.0	
	(E) DEPTH OF HAUNCH REQ'D. = (C)+(D)(m)	0.054	-0.276	0.049	0.052	0.048	0.042	0.041	0.043	0.045	0.046	0.046	0.044	0.044	0.044	-0.034	0.035	0.032	0.034	0.037	0.036	0.049	
	(F) REQUIRED BOTTOM OF SLAB ELEV. AFTER S.D.L. APPLICATION	145.281	145.459	145.632	145.805	145.975	146.142	146.308	146.470	146.630	146.785	146.938	147.127	147.309	147.488	147.663	147.833	148.000	148.163	148.321	148.476	148.626	
GIRDER 5	(A) REQ'D. BOT. OF SLAB ELEV. AFTER DECK POUR	145.236	145.415	145.590	145.763	145.933	146.100	146.265	146.426	146.585	146.740	146.893	147.083	147.267	147.447	147.623	147.794	147.961	148.123	148.280	148.433	148.581	GIRDER 5
	(B) TOP OF STEEL ELEV. (FIELD MEASURE PRIOR TO DECK POUR)	145.182	145.377	145.567	145.747	145.927	146.092	146.247	146.397	146.537	146.697	146.847	147.052	147.257	147.452	147.642	147.822	147.992	148.142	148.282	148.412	148.527	
	(C) = (A) - (B) (m)	0.054	0.038	0.023	0.016	0.006	0.008	0.018	0.029	0.048	0.043	0.046	0.031	0.010	-0.005	-0.019	-0.028	-0.031	-0.019	-0.002	0.021	0.054	
	(D) CONC. NON-COMPOSITE D.L. DEFL. (m)	0.0	0.011	0.021	0.026	0.027	0.024	0.018	0.009	0.002	-0.002	0.0	0.008	0.019	0.029	0.038	0.043	0.043	0.038	0.029	0.015	0.0	
	(E) DEPTH OF HAUNCH REQ'D. = (C)+(D)(m)	0.054	0.049	0.044	0.042	0.033	0.032	0.036	0.038	0.050	0.041	0.046	0.039	0.029	0.024	0.019	0.015	0.012	0.019	0.027	0.036	0.054	
	(F) REQUIRED BOTTOM OF SLAB ELEV. AFTER S.D.L. APPLICATION	145.236	145.414	145.587	145.760	145.930	146.097	146.263	146.425	146.585	146.740	146.893	147.082	147.264	147.443	147.618	147.788	147.955	148.118	148.276	148.431	148.581	
GIRDER 5	(A) REQ'D. BOT. OF SLAB ELEV. AFTER DECK POUR	145.236	145.415	145.590	145.763	145.933	146.100	146.265	146.426	146.585	146.740	146.893	147.083	147.267	147.447	147.623	147.794	147.961	148.123	148.280	148.433	148.581	GIRDER 5
	(B) TOP OF STEEL ELEV. (FIELD MEASURE PRIOR TO DECK POUR)	145.182	145.377	145.567	145.747	145.927	146.092	146.247	146.397	146.537	146.697	146.847	147.052	147.257	147.452	147.642	147.822	147.992	148.142	148.282	148.412	148.527	
	(C) = (A) - (B) (m)	0.054	0.038	0.023	0.016	0.006	0.008	0.018	0.029	0.048	0.043	0.046	0.031	0.010	-0.005	-0.019	-0.028	-0.031	-0.019	-0.002	0.021	0.054	
	(D) CONC. NON-COMPOSITE D.L. DEFL. (m)	0.0	0.011	0.021	0.026	0.027	0.024	0.018	0.009	0.002	-0.002	0.0	0.008	0.019	0.029	0.038	0.043	0.043	0.038	0.029	0.015	0.0	
	(E) DEPTH OF HAUNCH REQ'D. = (C)+(D)(m)	0.054	0.049	0.044	0.042	0.033	0.032	0.036	0.038	0.050	0.041	0.046	0.039	0.029	0.024	0.019	0.015	0.012	0.019	0.027	0.036	0.054	
	(F) REQUIRED BOTTOM OF SLAB ELEV. AFTER S.D.L. APPLICATION	145.236	145.414	145.587	145.760	145.930	146.097	146.263	146.425	146.585	146.740	146.893	147.082	147.264	147.443	147.618	147.788	147.955	148.118	148.276	148.431	148.581	
GIRDER 5	(A) REQ'D. BOT. OF SLAB ELEV. AFTER DECK POUR	145.236	145.415	145.590	145.763	145.933	146.100	146.265	146.426	146.585	146.740	146.893	147.083	147.267	147.447	147.623	147.794	147.961	148.123	148.280	148.433	148.581	GIRDER 5
	(B) TOP OF STEEL ELEV. (FIELD MEASURE PRIOR TO DECK POUR)	145.182	145.377	145.567	145.747	145.927	146.092	146.247	146.397	146.537	146.697	146.847	147										

NOTE: ALL DIMENSIONS AND ELEVATIONS ARE IN METERS.



GIRDER HAUNCH DETAIL

N.T.S.

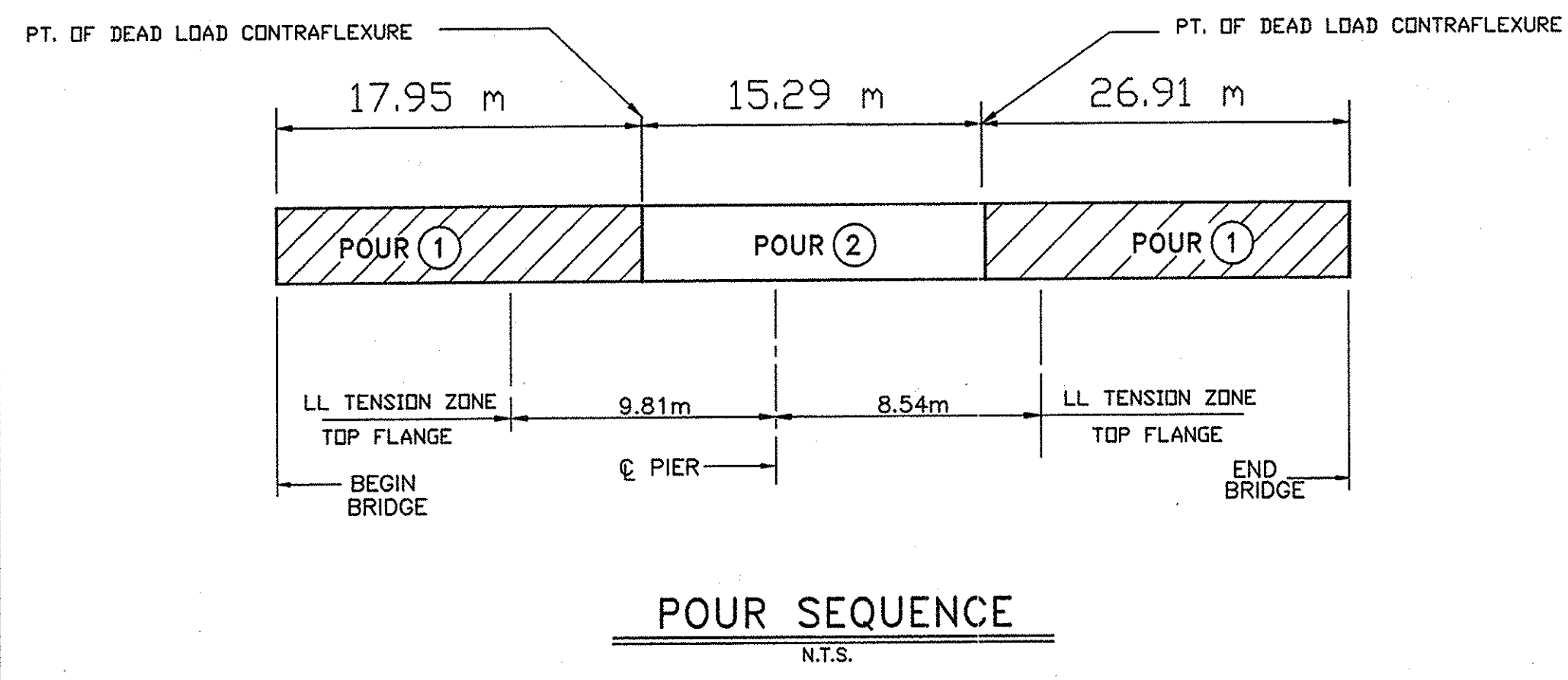
LEGEND

MOMENT AND SHEAR TABLE

			SPAN NO. 1										SPAN NO. 2										
			¢ BRGS. @ SO. ABUT.#1	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	¢ PIER 1	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	¢ BRGS. @ NO. ABUT.#2
GIRDER G1	DL	MOMENT	0.0	319	526	622	605	476	236	-117	-581	-1157	-1845	-830	1.3	648	1109	1386	1478	1386	1109	647	0.0
		SHEAR	143	100	58	15	-28	-70	-113	-156	-198	-241	-284/334	278	223	167	111	56	-0.1	-56	-111	-167	-223
	SDL	MOMENT	0.0	105	174	206	201	160	82	-33	-184	-372	-596	-273	-8	199	347	436	466	438	350	205	0.0
		SHEAR	47	33	19	5	-9	-23	-37	-51	-65	-79	-93/106	89	71	53	36	18	.3	-17	-35	-53	-71
	LL (+)	MOMENT	0.0	591	970	1167	1221	1159	980	697	350	115	0.0	420	979	1415	1725	1868	1877	1706	1364	799	0.0
		SHEAR	267	227	188	151	116	85	57	33	15	5	0.0/290	266	242	215	185	153	119	82	54	35	35
GIRDER G2	LL (-)	MOMENT	0.0	-68	-137	-205	-273	-341	-410	-478	-587	-957	-1477	-986	-869	-761	-652	-543	-435	-326	-217	-109	0.0
		SHEAR	-28	-36	-57	-86	-128	-168	-203	-233	-259	-280	-296/0.0	-10	-28	-54	-83	-113	-144	-176	-209	-243	-276
	DL	MOMENT	0.0	339	560	661	643	507	251	-123	-616	-1229	-1960	-882	-2	686	1176	1470	1568	1470	1176	686	0.0
		SHEAR	152	107	61	16	-29	-75	-120	-165	-211	-256	-301/354	295	236	177	118	59	.0	-59	-118	-177	-236
	SDL	MOMENT	0.0	105	174	206	201	160	82	-33	-184	-372	-597	-273	-8	199	347	436	466	438	350	205	0.0
		SHEAR	47	33	19	5	-9	-23	-37	-51	-65	-79	-93/106	89	71	53	36	18	.3	-17	-35	-53	-70
GIRDER G3	LL (+)	MOMENT	0.0	628	1032	1241	1299	1233	1043	742	374	123	0.0	446	1039	1502	1833	1985	1994	1813	1450	849	0.0
		SHEAR	317	241	200	161	124	90	60	35	16	6	00.0/339	283	257	228	197	163	127	87	57	37	37
	LL (-)	MOMENT	0.0	-73	-146	-219	-291	-364	-437	-510	-625	-1019	-1571	-1047	-923	-807	-692	-577	-461	-346	-231	-115	0.0
		SHEAR	-30	-38	-61	-92	-136	-178	-215	-248	-276	-298	-348/0.0	-10	-30	-58	-88	-120	-153	-187	-222	-258	-327
	DL	MOMENT	0.0	339	560	661	643	507	251	-123	-616	-1229	-1960	-882	-2	686	1176	1470	1568	1470	1176	686	0.0
		SHEAR	152	107	61	16	-29	-75	-120	-165	-211	-256	-301/354	295	236	177	118	59	.0	-59	-118	-177	-236
GIRDER G4	SDL	MOMENT	0.0	105	174	206	201	160	82	-33	-184	-372	-597	-273	-8	199	347	436	466	438	350	205	0.0
		SHEAR	47	33	19	5	-9	-23	-37	-51	-65	-79	-93/106	89	71	53	36	18	.3	-17	-35	-53	-70
	LL (+)	MOMENT	0.0	628	1032	1241	1299	1233	1043	742	374	123	0.0	446	1039	1502	1833	1985	1994	1813	1450	849	0.0
		SHEAR	317	241	200	161	124	90	60	35	16	6	00.0/339	283	257	228	197	163	127	87	57	37	37
	LL (-)	MOMENT	0.0	-73	-146	-219	-291	-364	-437	-510	-625	-1019	-1571	-1047	-923	-807	-692	-577	-461	-346	-231	-115	0.0
		SHEAR	-30	-38	-61	-92	-136	-178	-215	-248	-276	-298	-348/0.0	-10	-30	-58	-88	-120	-153	-187	-222	-258	-327
GIRDER G5	DL	MOMENT	0.0	319	526	622	605	476	236	-117	-581	-1157	-1845	-830	1.3	648	1109	1386	1478	1386	1109	647	0.0
		SHEAR	143	100	58	15	-28	-70	-113	-156	-198	-241	-284/334	278	223	167	111	56	-0.1	-56	-111	-167	-223
	SDL	MOMENT	0.0	105	174	206	201	160	82	-33	-184	-372	-596	-273	-8	199	347	436	466	438	350	205	0.0
		SHEAR	47	33	19	5	-9	-23	-37	-51	-65	-79	-93/106	89	71	53	36	18	.3	-17	-35	-53	-71
	LL (+)	MOMENT	0.0	591	970	1167	1221	1159	980	697	350	115	0.0	420	979	1415	1725	1868	1877	1706	1364	799	0.0
		SHEAR	267	227	188	151	116	85	57	33	15	5	0.0/290	266	242	215	185	153	119	82	54	35	35
LL (-)	MOMENT	0.0	-68	-137	-205	-273	-341	-410	-478	-587	-957	-1477	-986	-869	-761	-652	-543	-435	-326	-217	-109	0.0	
	SHEAR	-28	-36	-57	-86	-128	-168	-203	-233	-259	-280	-296/0.0	-10	-28	-54	-83	-113	-144	-176	-209	-243	-276	

THE VALUES OF MOMENT ARE EXPRESSED IN KILONEWTON METERS.
THE VALUES OF SHEAR ARE EXPRESSED IN KILONEWTONS.

DESIGN LOAD TABLE (kN/m)		GIRDER (SPAN 1)					GIRDER (SPAN 2)				
		G1	G2	G3	G4	G5	G1	G2	G3	G4	G5
DEAD LOAD	SLAB	11.85	12.87	12.87	12.87	11.85	11.85	12.87	12.87	12.87	11.85
	HAUNCH	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49	0.49
	GIRDER	2.97	2.97	2.97	2.97	2.97	3.37	3.37	3.37	3.37	3.37
	DIAPHRAGMS	0.74	0.74	0.74	0.74	0.74	0.84	0.84	0.84	0.84	0.84
	S.I.P. FORMS	0.22	0.44	0.44	0.44	0.22	0.22	0.44	0.44	0.44	0.22
S.D.L.	TOTAL	16.27	17.51	17.51	17.51	16.27	16.77	18.01	18.01	18.01	16.77
	CONC.BARRIER/SCREEN.	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63	2.63
	FUTURE W.S.	2.70	2.77	2.77	2.77	2.70	2.70	2.77	2.77	2.77	2.70
L.L.	TOTAL	5.33	5.40	5.40	5.40	5.33	5.33	5.40	5.40	5.40	5.33
	AASHTO MS TRUCK	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5



NO AS BUILT
REVISIONS

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING MOMENT, SHEAR AND LOAD TABLES			
		CONTRACT NUMBER: TAA 00-30B	
		DATE: 10/16/00	
		DRAWING NUMBER: MSLT-1	



Scale: 1 : 100



Scale: 1 : 25

1. THE CONCRETE DECK SLAB FOR THIS STRUCTURE SHALL BE PLACED ACCORDING TO THE PLACEMENT SEQUENCE SHOWN. NO ALTERNATIVE PROCEDURE WILL BE CONSIDERED.
2. CONCRETE PLACEMENT AND FINISHING OPERATIONS SHALL BE PERFORMED AS RAPIDLY AS POSSIBLE. THE ENGINEER MAY ORDER THE CONTRACTOR TO STOP PLACEMENT OPERATIONS AT ANY TIME IF, IN THE ENGINEER'S OPINION, CONCRETE PLACED HAS STARTED TO SET, OR IS ABOUT TO SET, AND FURTHER PLACEMENT OF CONCRETE WILL CAUSE DEFLECTION CRACKING.
3. IN THE EVENT THE CONTRACTOR'S DECK PLACEMENT OPERATION IS STOPPED PRIOR TO COMPLETION, WHETHER BY HIS OWN DECISION OR BY ORDER OF THE ENGINEER, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FINISHED DECK GRADE WHICH MATCHES THE PLANNED PROFILE. ANY SUBSEQUENT REVISIONS TO DECK FORMS MADE NECESSARY BY SUCH ACTION SHALL BE AT THE CONTRACTOR'S EXPENSE.

4. CONSTRUCTION JOINTS SHOULD BE PLACED PARALLEL TO THE SKEW ANGLE. DECK CONCRETE SHALL BE PLACED SO THAT THE LEADING EDGE PARALLELS THE SKEW. FINISHING MACHINE(S) SHALL BE OPERATED AS CLOSE TO THE SKEW ANGLE AS PRACTICABLE FOR SKEW ANGLES BETWEEN 0 DEGREES AND 35 DEGREES, MAXIMUM. WHEN THE SKEW ANGLE IS GREATER THAN 35 DEGREES THE FINISHING MACHINE(S) SHALL BE OPERATED AT A MAXIMUM OF 35 DEGREES.
5. ALL AREAS SHOWN ON THE PLANS AS "POUR 1" MUST BE PLACED DURING THE INITIAL CONTINUOUS WORK PERIOD. SUBSEQUENT PLACEMENTS WILL NOT BE PERMITTED UNTIL 72 HOURS AFTER THE START OF THE PREVIOUS PLACEMENT.
6. LONGITUDINAL CONSTRUCTION JOINTS WILL NOT BE PERMITTED UNLESS DETAILED ON THE PLANS.
7. "POUR 1" SHALL BE ACCOMPLISHED BY THE SIMULTANEOUS OPERATION OF TWO FINISHING MACHINES AND CREWS. A MINIMUM RATE OF PLACEMENT OF 23m³/HR SHALL BE MAINTAINED BY EACH MACHINE.
8. THE CONTRACTOR MAY DIVIDE "POUR 2" INTO SEPARATE SEGMENTS PROVIDED THE 72 HOUR WAITING PERIOD BETWEEN PLACEMENTS IS OBSERVED.

9. A DETAILED WRITTEN PLAN OF THE PROPOSED PLACEMENT PLAN MUST BE SUBMITTED AND HAVE AUTHORITY APPROVAL BEFORE INSTALLATION OF FORMS. THIS PLAN SHALL;
 - A. CLEARLY STATE HOW THE CONCRETE WILL BE PLACED USING THE EQUIPMENT, PERSONNEL, AND ANY OTHER REQUIRED RESOURCES.
 - B. INCLUDE THE QUANTITY, TYPE, AND RELEVANT FEATURES OF EQUIPMENT USED IN THIS WORK THAT WILL AFFECT THE RATE OF PLACEMENT.
 - C. INCLUDE CONTINGENCIES FOR CHANGES IN WEATHER, EQUIPMENT BREAKDOWNS, BATCH PLANT DELAYS, OR ANY OTHER FACTORS THAT COULD DELAY OR STOP THIS WORK.
 - D. STATE HOW PLACEMENT OPERATIONS WILL BE STOPPED IF REQUIRED, AND HOW THE END OF CONCRETE (TEMPORARY BULKHEAD) WILL BE FINISHED.
 - E. STATE AN ANTICIPATED RATE OF CONCRETE VOLUME PLACED PER HOUR.
10. THE AUTHORITY WILL NOT APPROVE ANY PLAN, NOR WILL IT ALLOW, ANY METHOD THAT INCREASES THE PROBABILITY OF DEFLECTION CRACKING. THE ENGINEER MAY ORDER THE PLACEMENT OPERATIONS STOPPED IF THE APPROVED PLAN IS NOT FOLLOWED IN ANY WAY.
11. 6 HOURS IS THE TIME LIMIT FROM START TO FINISH OF A CONTINUOUS PLACEMENT.
12. A MINIMUM PLACEMENT RATE OF 23m³/HR SHALL BE MAINTAINED THROUGHOUT THE PLACEMENT OPERATION ON POUR #2.



Scale: 1 : 10

DATE	DESCRIPTION	BY	SY

REVISIONS

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

TITLE OF PROJECT
BRIDGE REPLACEMENT

LOCATION OF PROJECT
M.P. 159.91 PUTNAM ROAD

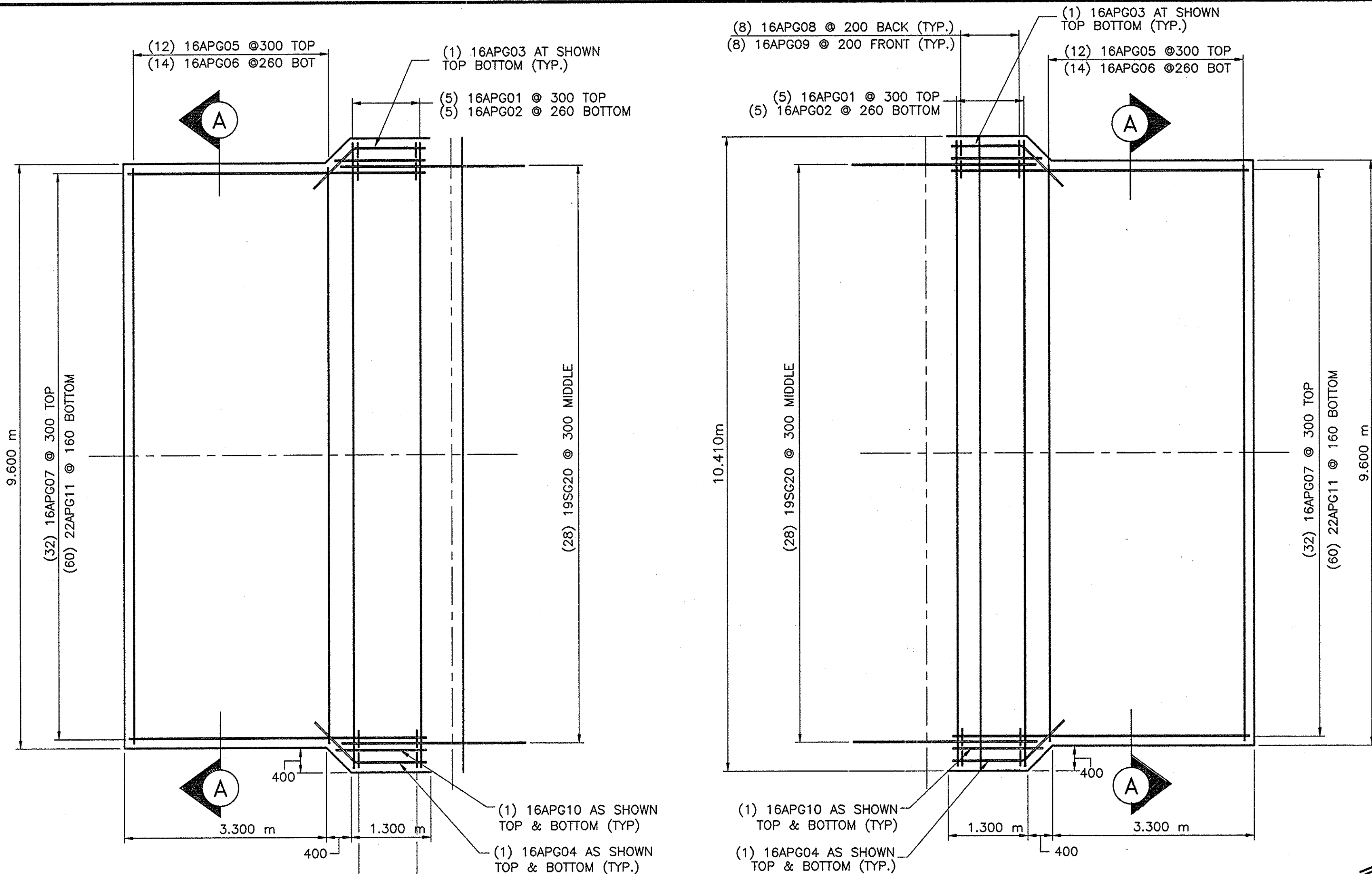
TITLE OF DRAWING

DECK REINFORCING
DETAILS



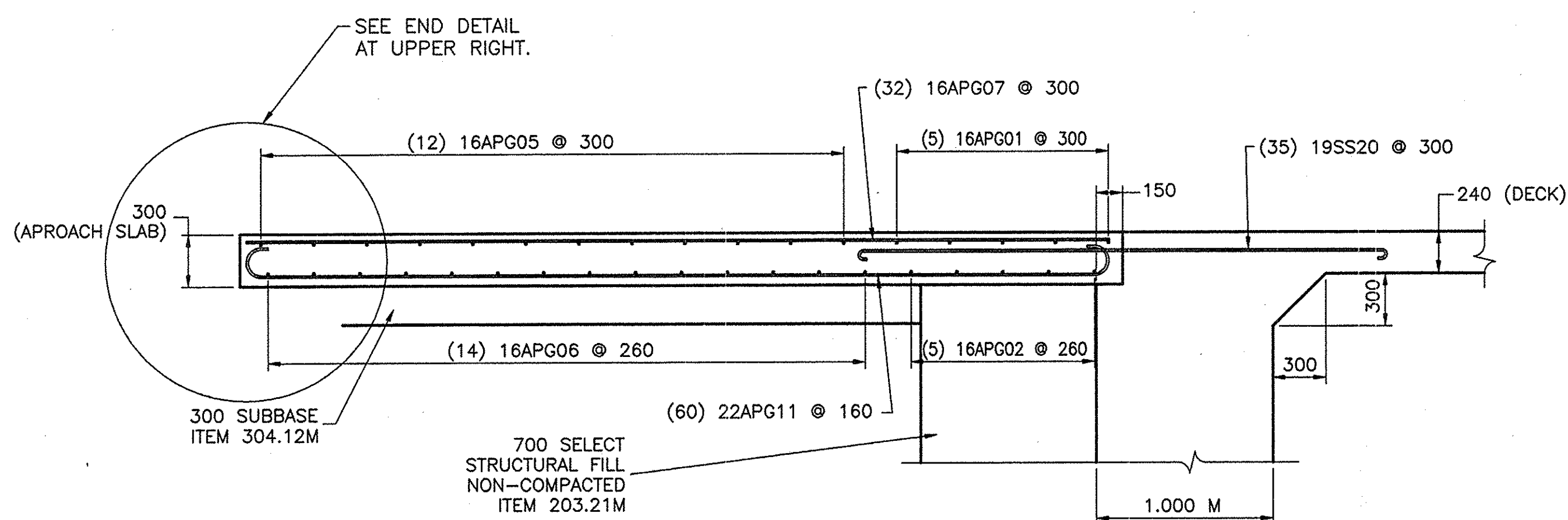
CONTRACT NUMBER:	TAA 00-30B
DATE:	10/16/00
DRAWING NUMBER:	DR-1

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



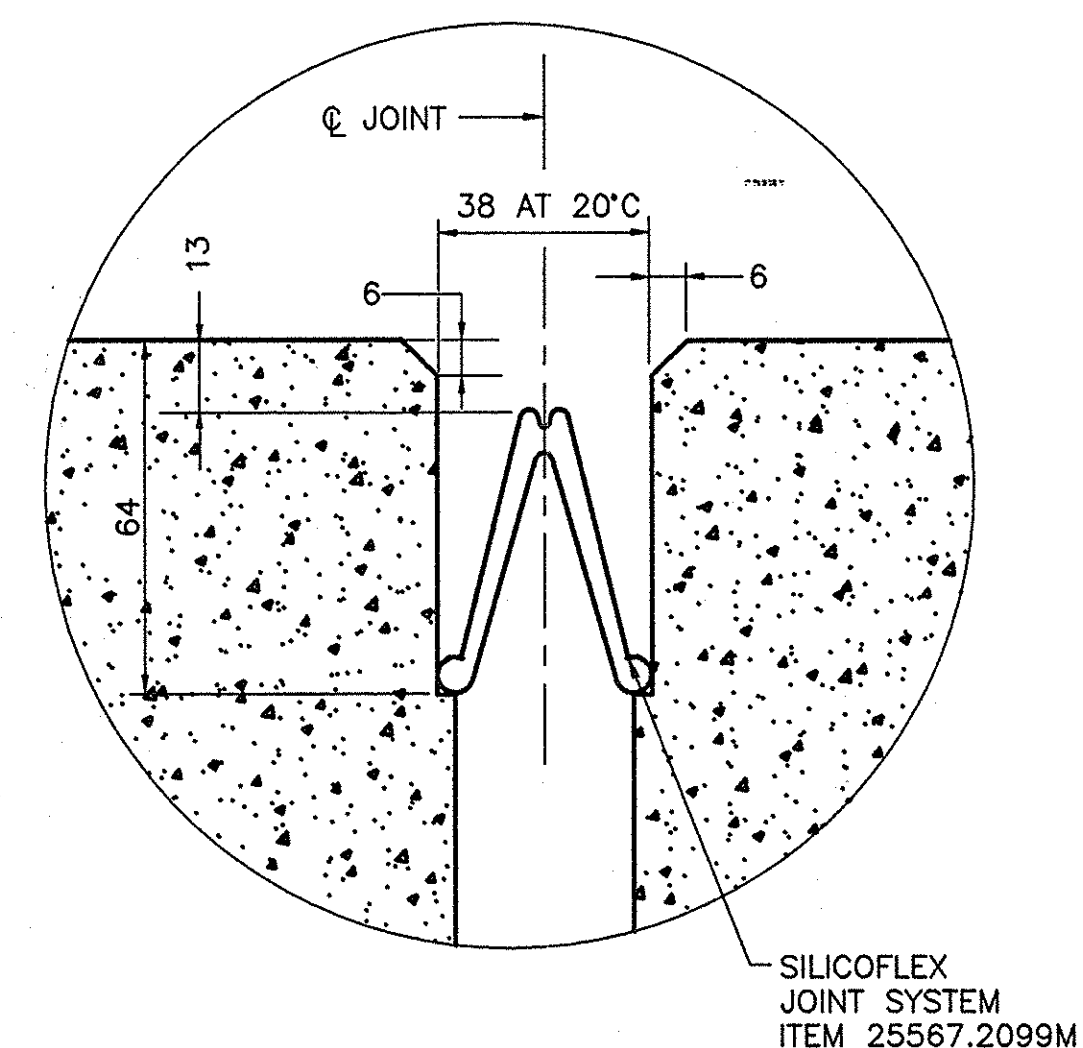
APPROACH SLABS
REINFORCEMENT PLAN

SCALE: 1 : 50



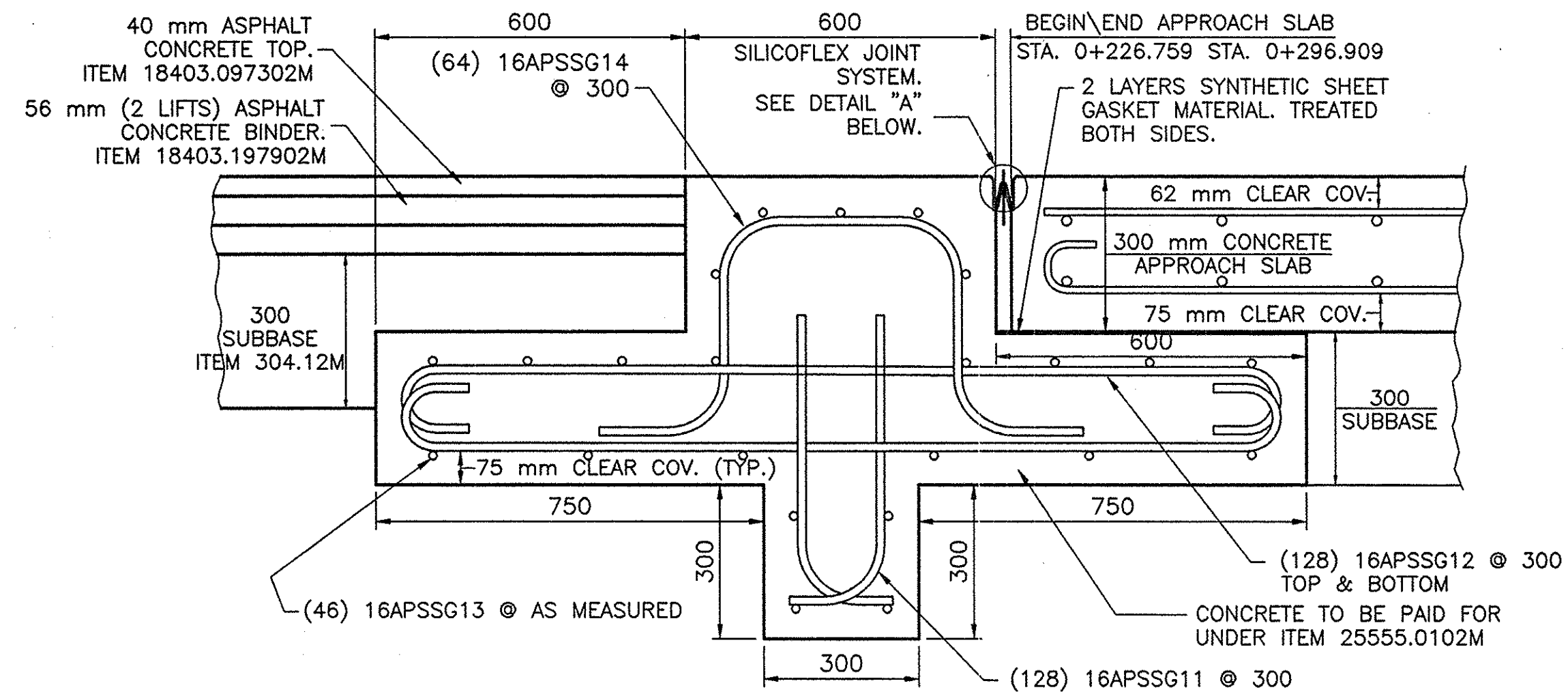
APPROACH SLAB
TYPICAL LONGITUDINAL SECTION

SCALE: 1 : 25



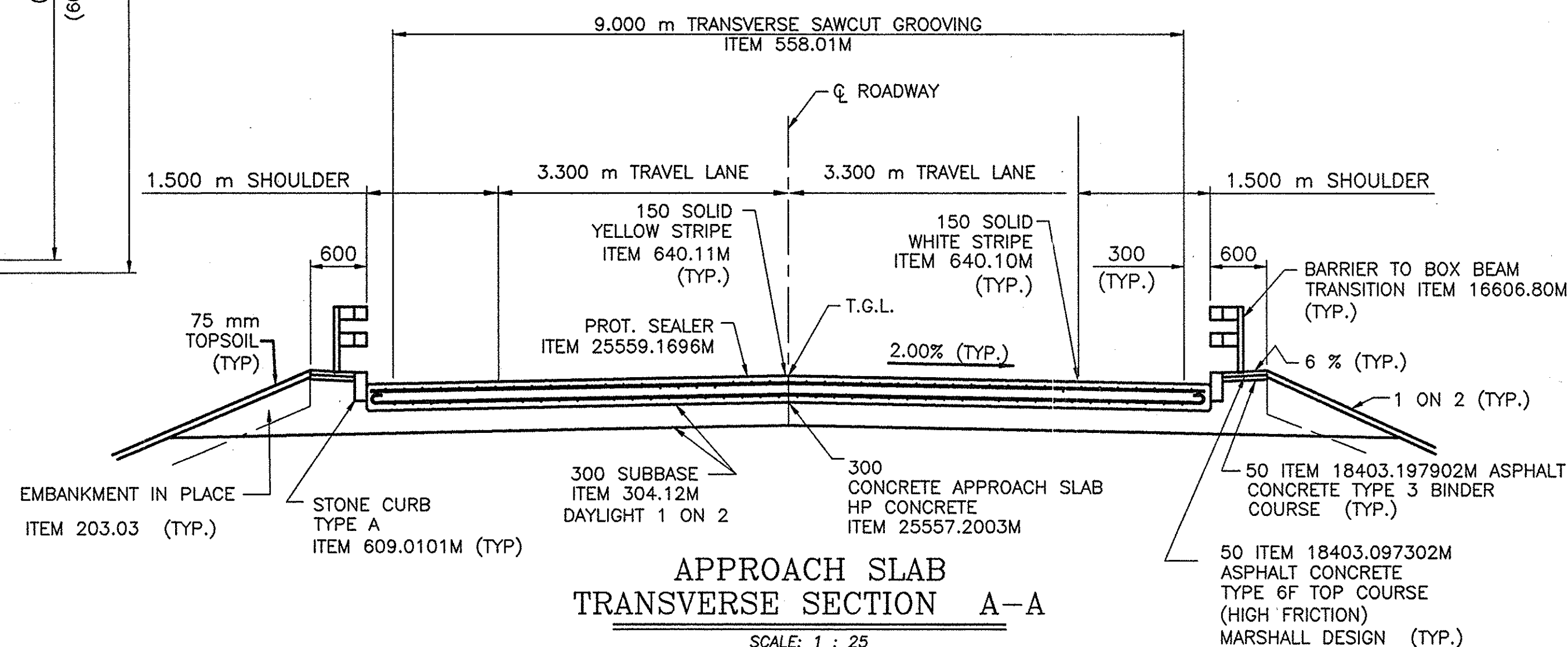
DETAIL 'A'

SCALE: 1 : 1



APPROACH SLAB END DETAIL - EAST AND WEST

SCALE: 1 : 10



APPROACH SLAB
TRANSVERSE SECTION A-A

SCALE: 1 : 25

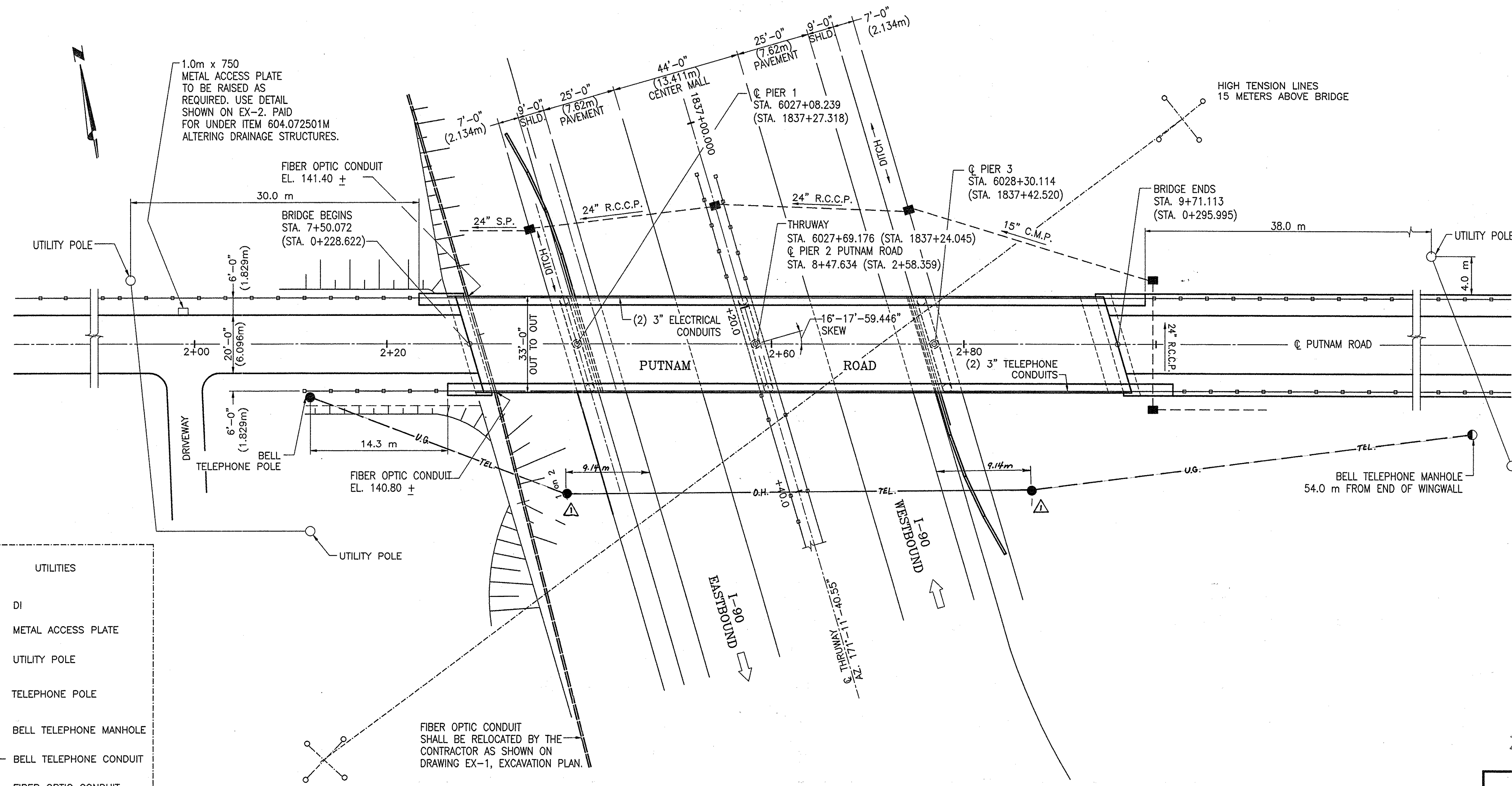
**NO AS BUILT
REVISIONS**

NOTES

1. ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED. ALL ELEVATIONS ARE SHOWN IN METERS.
2. STRUCTURAL FILL AND EMBANKMENT AT THE REAR OF THE ABUTMENT SHALL NOT BE COMPACTED.
3. UNHINDERED LONGITUDE MOVEMENT OF THE APPROACH SLAB IS ACHIEVED BY MATCHING THE SURFACE OF THE SUBBASE COURSE TO THE ROADWAY GRADE AND CROSS SLOPE. POLYETHYLENE CURING COVERS (WHITE OPAQUE) IN ACCORDANCE WITH MATERIAL SPECIFICATION 711-04 SHALL BE PLACED ON TOP OF THE FINISHED SUBBASE COURSE FOR THE FULL WIDTH OF THE ROADWAY. THE CURING COVER'S THICKNESS SHALL BE 1.0 mm. LAPS SHALL BE 600 mm MINIMUM COST SHALL BE INCLUDED IN THE PRICE BID FOR THE APPROACH SLAB.
4. AT THE COLD FORMED JOINT BETWEEN THE APPROACH SLAB AND THE DECK A 6mm WIDE x 38mm DEEP SAW CUT SHALL BE MADE IN THE WEARING SURFACE DIRECTLY OVER THE JOINT. THIS SAW CUT SHALL BE THE FULL WIDTH OF THE APPROACH SLAB. SEAL THE SAW CUT WITH HOT POURED JOINT SEALER AS PER FED. SPEC. SS-S-001401. THE COST IS TO BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH SLAB ITEM.

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 MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING APPROACH SLAB DETAILS			
CONTRACT NUMBER: TAA 00-30B			
DATE: 10/16/00			
DRAWING NUMBER: AS-1			



- UTILITIES
- DI
 - METAL ACCESS PLATE
 - UTILITY POLE
 - TELEPHONE POLE
 - BELL TELEPHONE MANHOLE
 - BELL TELEPHONE CONDUIT
 - == FIBER OPTIC CONDUIT

FIBER OPTIC CONDUIT SHALL BE RELOCATED BY THE CONTRACTOR AS SHOWN ON DRAWING EX-1, EXCAVATION PLAN.

EXISTING UTILITIES AT BRIDGE
SCALE: 1"=20'-0"

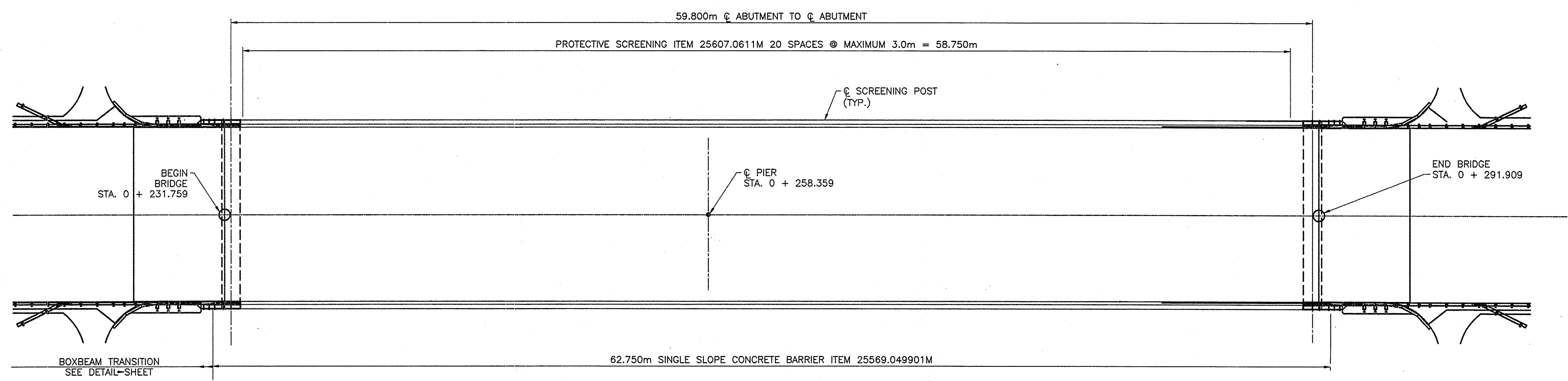
NOTE TO CONTRACTOR:
EXISTING SIDEWALK UTILITIES TO BE RELOCATED BY OTHERS PRIOR TO CONSTRUCTION. EXISTING CONDUITS IN SIDEWALKS TO BE REMOVED UNDER ITEM 25202.0622M - REMOVE & DISPOSE ASBESTOS.

By M. J. Murphy 5-2-03
ALBANY DIVISION CONSTRUCTION ENGINEER

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

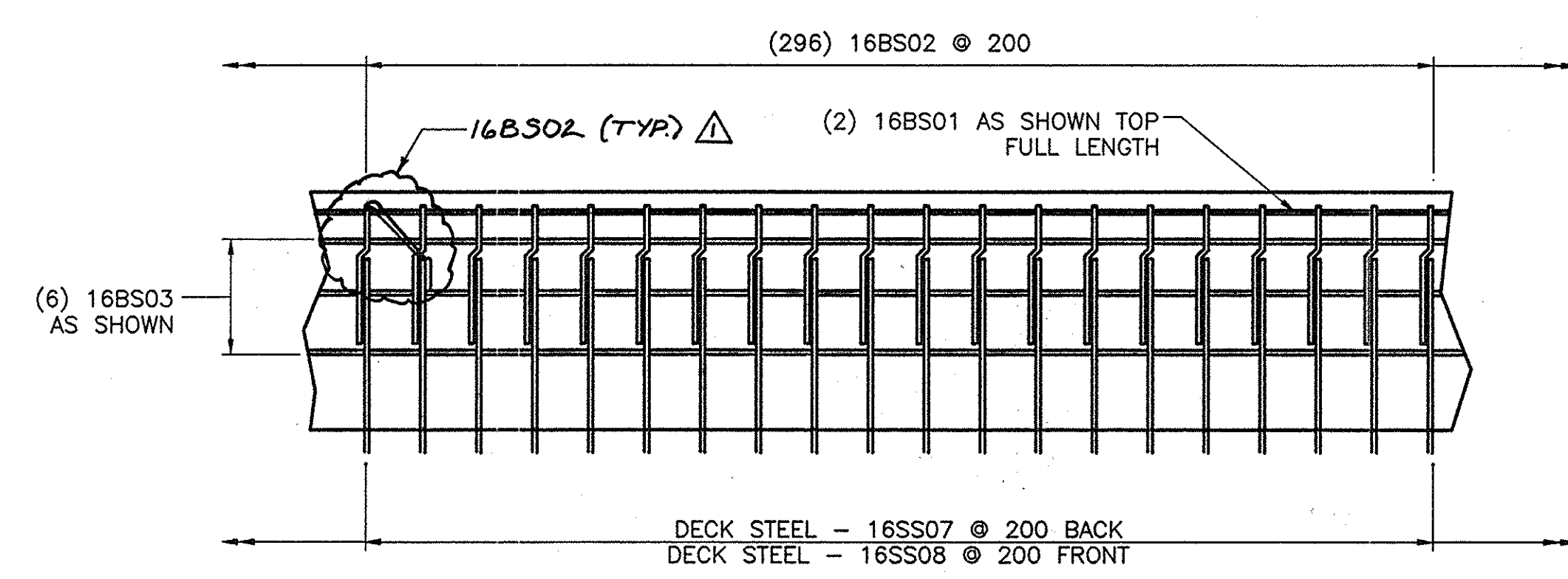
AS BUILT REVISIONS
B.I.N. 5513710

10-29-02	TEMPORARY TELEPHONE LINE	C.L.	▲
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 REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91, PUTNAM ROAD			
TITLE OF DRAWING UTILITIES			
	CONTRACT NUMBER: TAA 00-30B		
	DATE: 10/18/00		
	DRAWING NUMBER: UT-1		



CONCRETE BARRIER AND
PROTECTIVE SCREENING LAYOUT
SCALE: 1 : 125

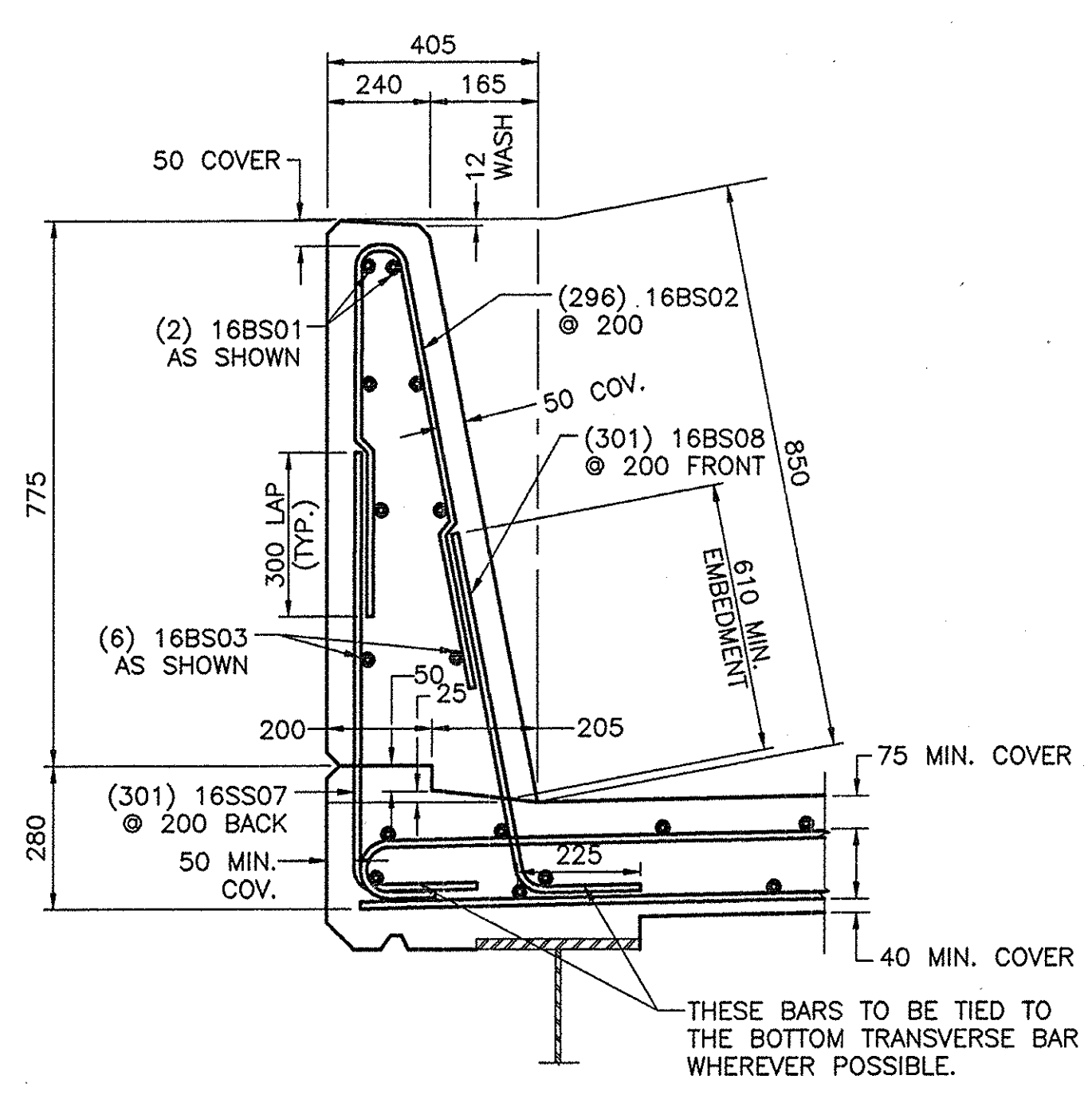
- NOTES
1. SEE DRAWING PS-1 FOR FENCING DETAILS.
 2. SEE DRAWING CBT-1, CD-1, BBGR-2 FOR BARRIER TRANSITION DETAILS.
 3. WINGWALLS NOT SHOWN.



530 MIN LAP (TYP.)
FOR ALL 16BS02,
16BS03 AND 16BS05 BARS

NOTE:
BARRIER REINFORCING TO BE PAID FOR UNDER ITEM 25556.9901M

BARRIER ELEVATION
REINFORCING DETAILS
SCALE: 1 : 20



SECTION C-C
SINGLE SLOPE
CONCRETE FASCIA BARRIER
N.T.S.

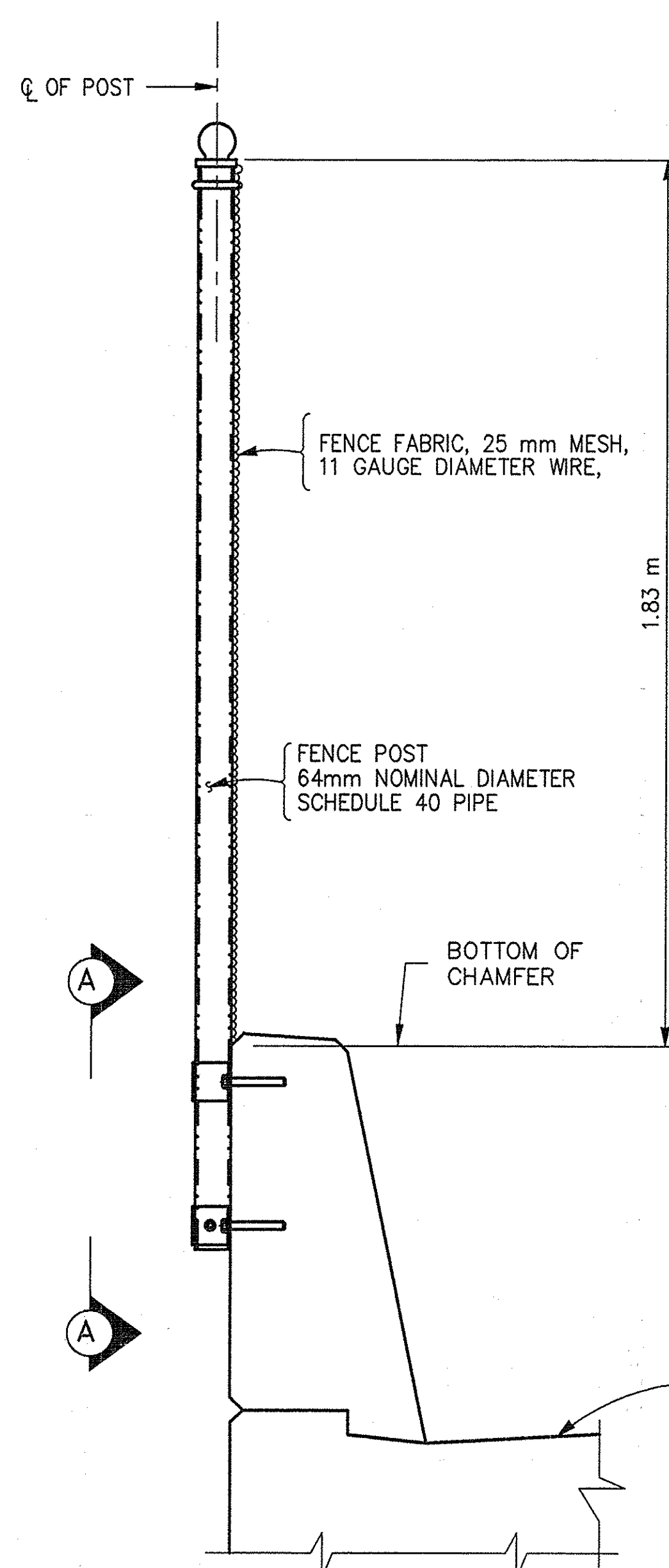
MARK	SIZE	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H H1	H2	J	K K1	K2	L	O	R	REMARKS
WEST FASCIA BARRIER																					
16BS01	16	12	11.0m	STR	205																HORIZONTAL TOP OF BARRIER
16BS02	16	296	1.19m	16	547		450	140	600				589			114			254		VERTICAL
16BS03	16	30	11.0m	STR	512																HORIZONTAL FRONT AND BACK
16BS04	16	24	820	17	31		340	140	340												VERTICAL AT BARRIER TRANSITION
16BS05	16	6	11.0m	5	102		11.2	200	1.7m				80			195					HORIZONTAL FRONT FACE AT TRANSITION
SUBTOTAL = 1397 kg																					
EAST FASCIA BARRIER																					
16BS01	16	12	11.0m	STR	205																HORIZONTAL TOP OF BARRIER
16BS01	16	296	1.19m	16	547		450	140	600				589			114			254		VERTICAL
16BS03	16	30	11.0m	STR	512																HORIZONTAL FRONT AND BACK
16BS04	16	24	820	17	31		340	140	340												VERTICAL AT BARRIER TRANSITION
16BS05	16	6	11.0m	5	102		11.2m	200	1.7m				80			195					HORIZONTAL FRONT FACE AT TRANSITION
SUBTOTAL = 1397 kg																					
					2794 kg																

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

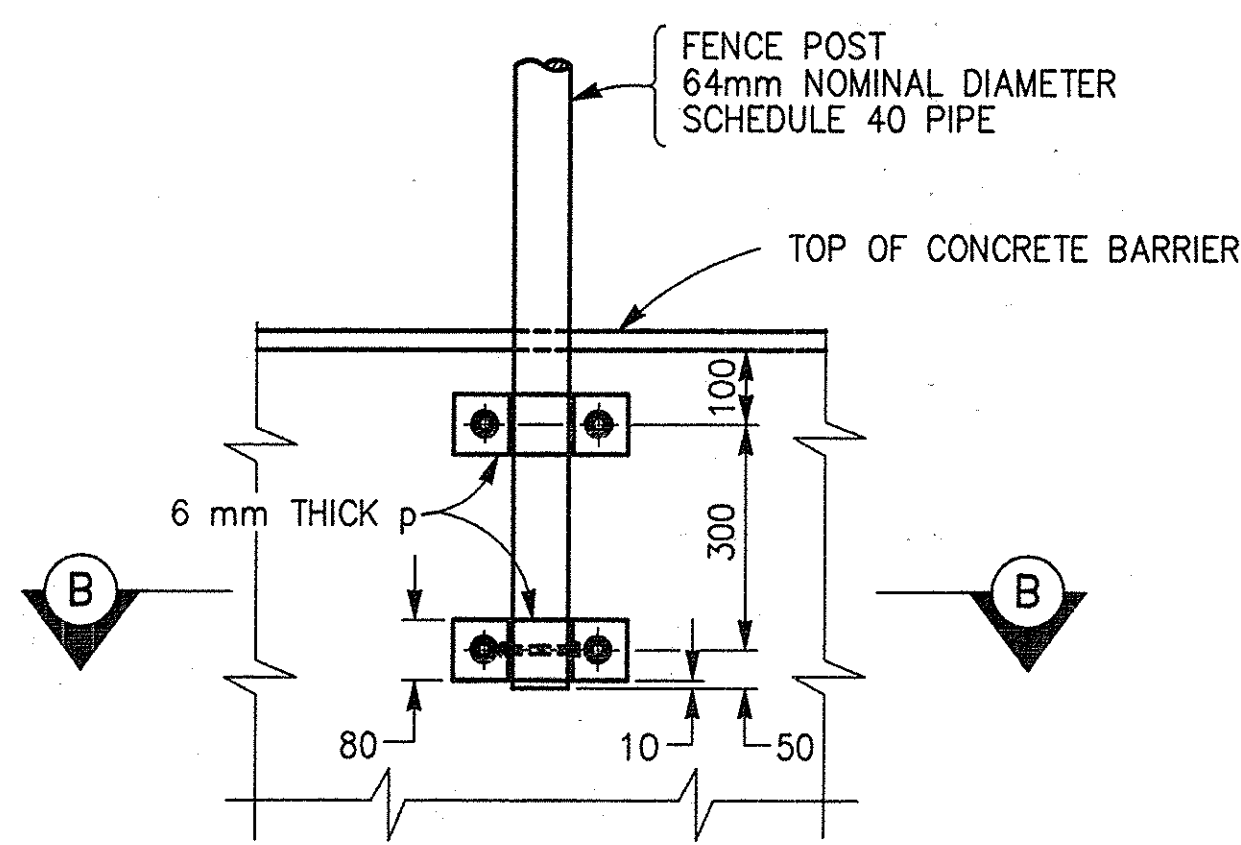
W. J. Man... 5-2-03
BANY DIVISION CONSTRUCTION
ENGINEER
AS-BUILT REVISIONS
B.I.N. 5513710

DATE	DESCRIPTION	BY	SYM.
10-29-02	BAR CHANGED	C.L.	△
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91, PUTNAM ROAD			
TITLE OF DRAWING CONCRETE BARRIER AND PROTECTIVE SCREENING LAYOUT			
CONTRACT NUMBER: TAA 00-30B		DATE: 10/16/00	
DRAWING NUMBER: CBPS-1			

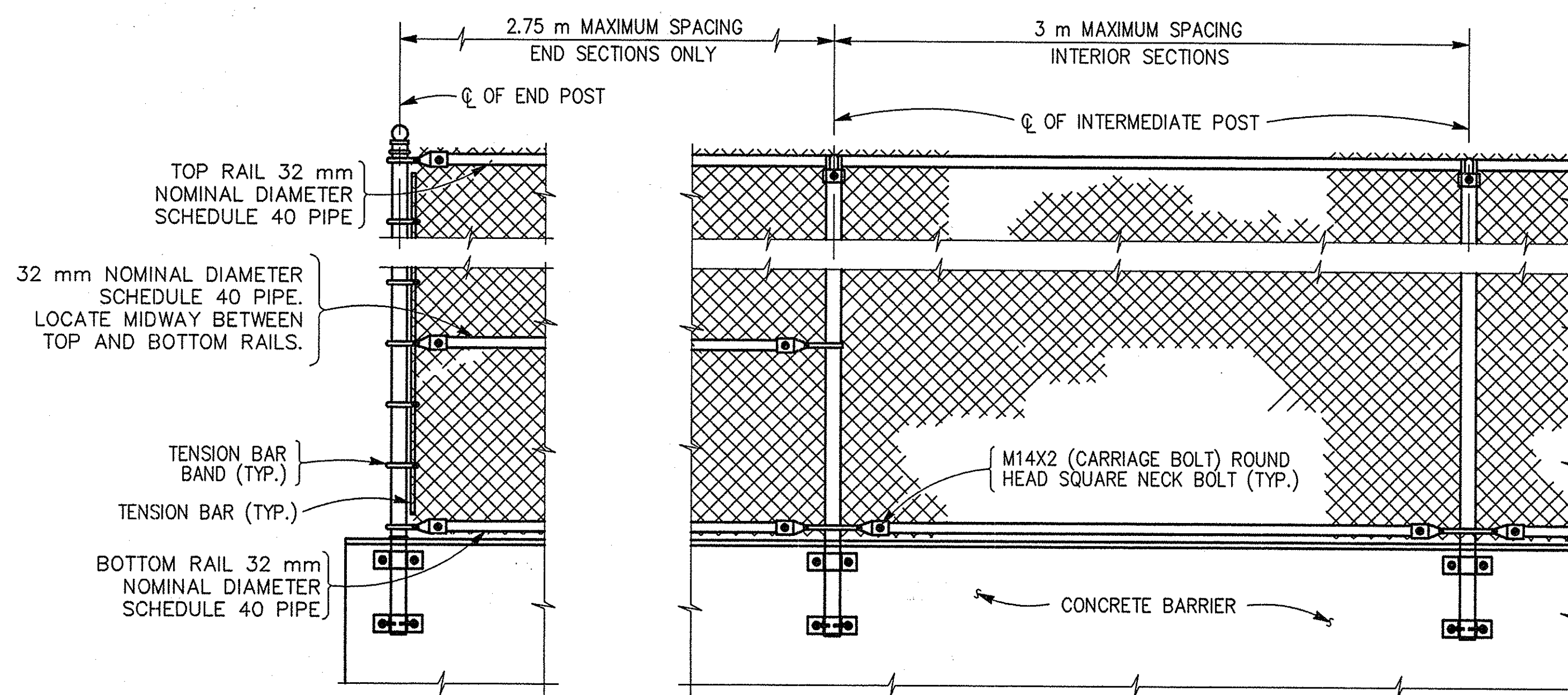




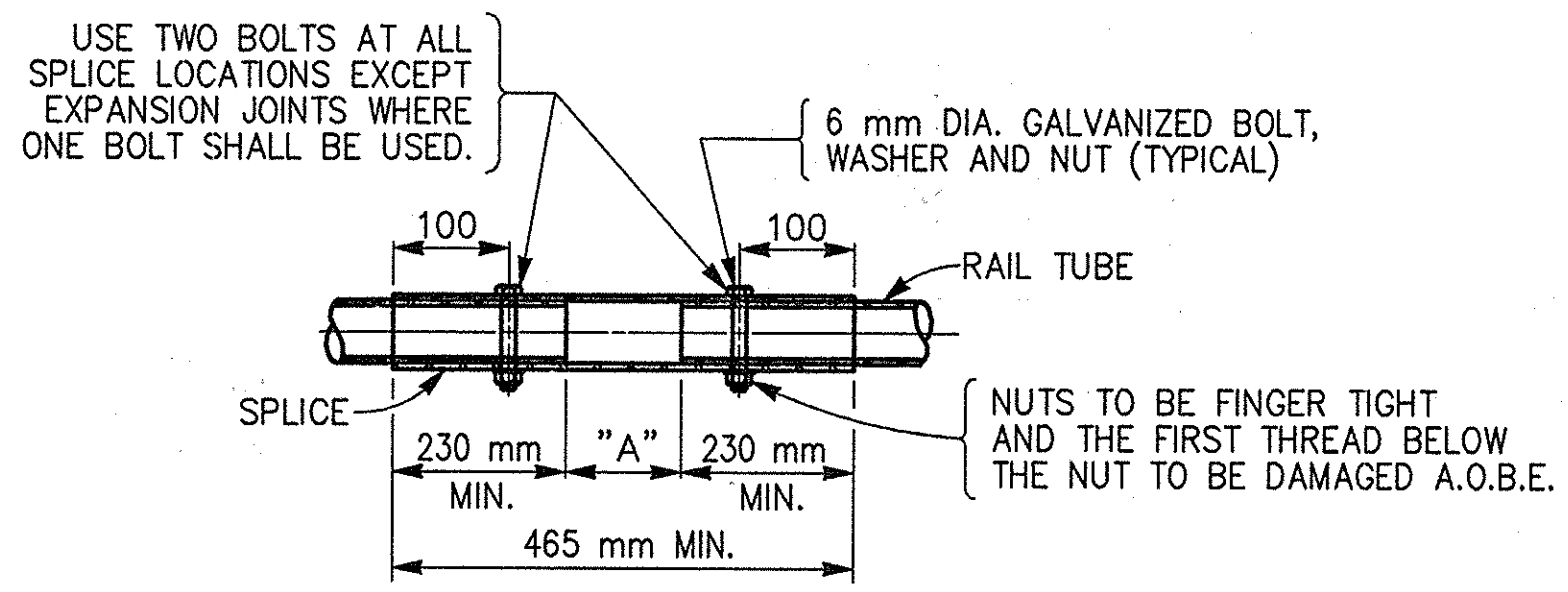
TYPICAL SECTION
SCALE: 1:10



SECTION A-A
SCALE: 1:10

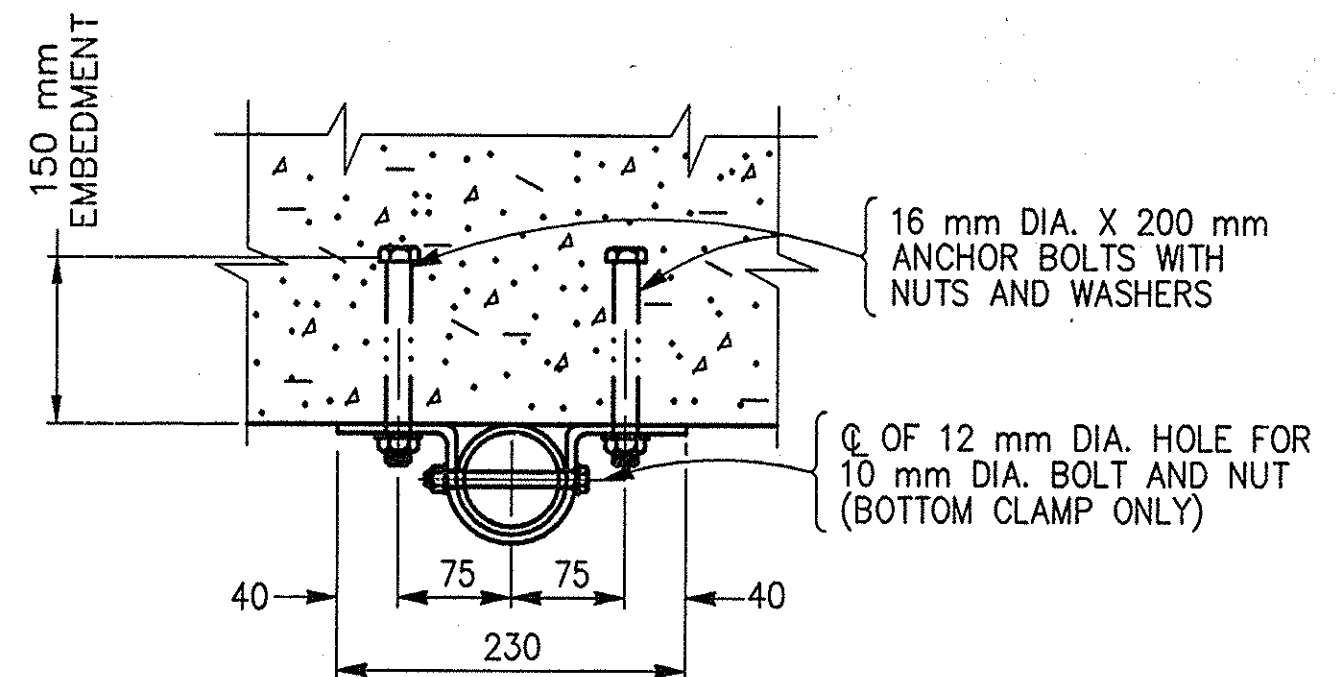


TYPICAL ELEVATION OF
CHAIN LINK PROTECTIVE SCREENING
SCALE: 1:20



NOTE:
"A" = 5 mm EXCEPT FOR EXPANSION JOINT LOCATIONS
WHERE THIS DIMENSION SHALL BE SET EQUAL TO THE
BRIDGE DECK JOINT OPENING PLUS 5 mm (MIN.)

TYPICAL RAIL SPLICE DETAIL
(TOP & BOTTOM RAIL)
NOT TO SCALE



SECTION B-B
SCALE: 1:5

NOTES:

1. ALL POSTS SHALL BE PLUMB, ALL RAILS SHALL FOLLOW THE GRADE OF THE BRIDGE.
2. THE ANCHOR BOLTS FOR THE PROTECTIVE SCREENING FENCE POSTS SHALL BE PRE-LOCATED AND CAST INTO THE BARRIER.
3. ALL MATERIALS, EXCEPT FENCE FABRIC, SHALL BE GALVANIZED. FENCE FABRIC SHALL BE ALUMINUM COATED.
4. ALL WORK SHOWN ON THIS DRAWING SHALL BE PAID FOR UNDER ITEM 25607.0611M.

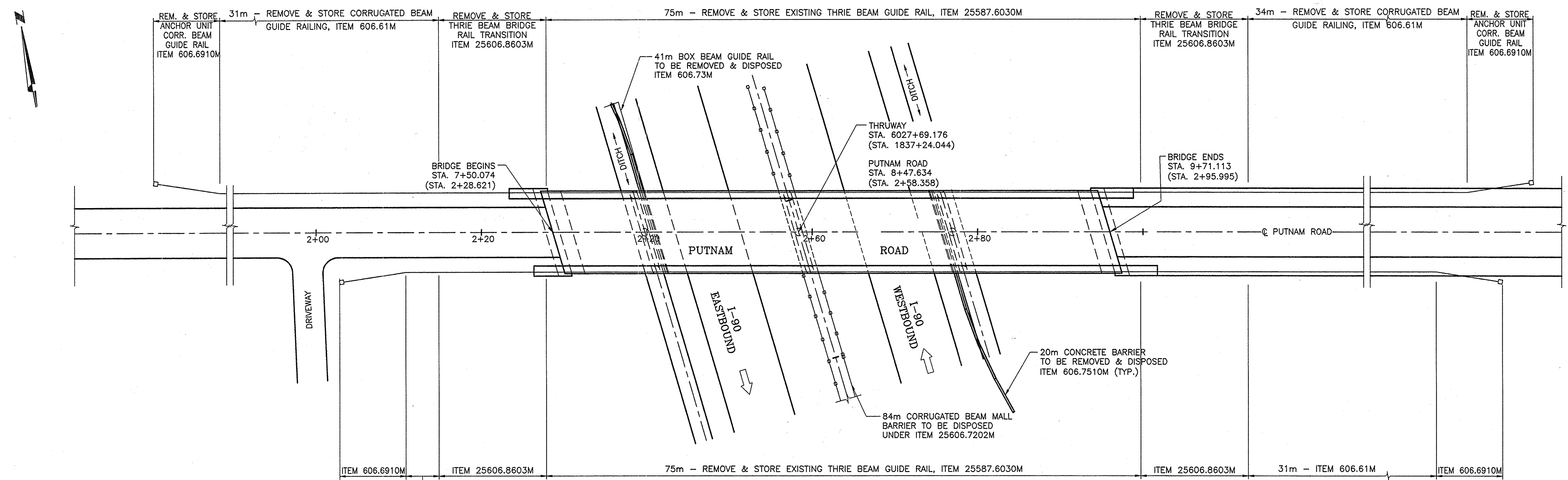
**NO AS BUILT
REVISIONS**

DATE	DESCRIPTION	BY	SYM.

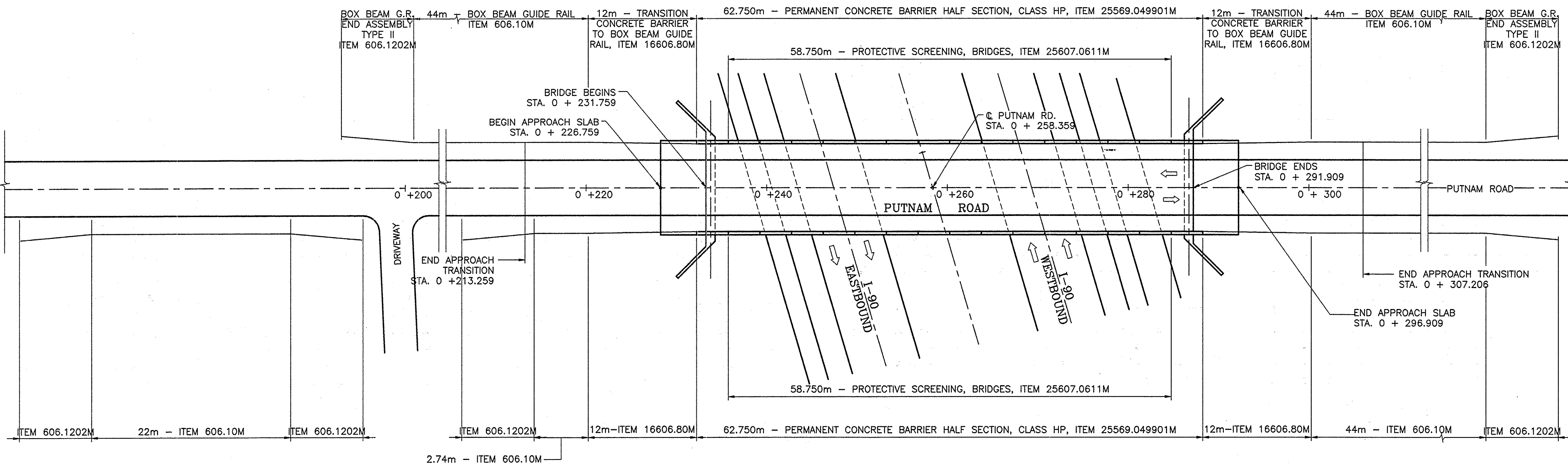
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT PUTNAM RD OVER TWY MP 159.91			
TITLE OF DRAWING PROTECTIVE SCREENING DETAILS			
	CONTRACT NUMBER: TAA 00-30B		
	DATE: 10/16/00		
	DRAWING NUMBER: PS-1		

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

DESIGNED BY: XX
CHECKED BY: XX
DRAFTED BY: XX
IN CHARGE OF: XX



EXISTING GUIDE RAIL PLAN
SCALE: 1 : 250



PROPOSED GUIDE RAIL PLAN
SCALE: 1 : 250

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

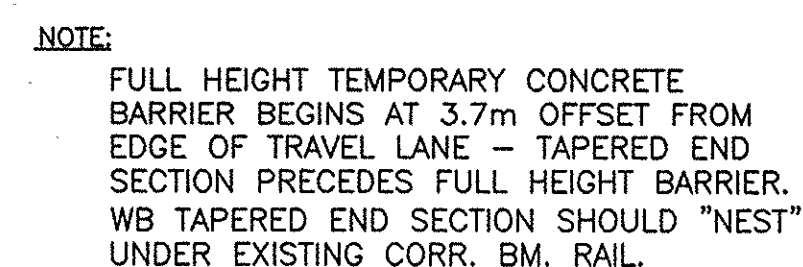
**NO AS BUILT
REVISIONS**

BIN 5513710

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 REPLACEMENT			
LOCATION OF PROJECT PUTNAM ROAD OVER THRUWAY MP 159.91			
TITLE OF DRAWING GUIDE RAIL EXISTING & PROPOSED			
CONTRACT NUMBER: TAA 00-30B			
DATE: 10/16/00			
DRAWING NUMBER: GR-1			



* SEE MEDIAN PIER PROTECTION DETAIL RESET LOCATION OF CORRUGATED BEAM ANCHORAGE UNIT
ITEM 606.5910M.



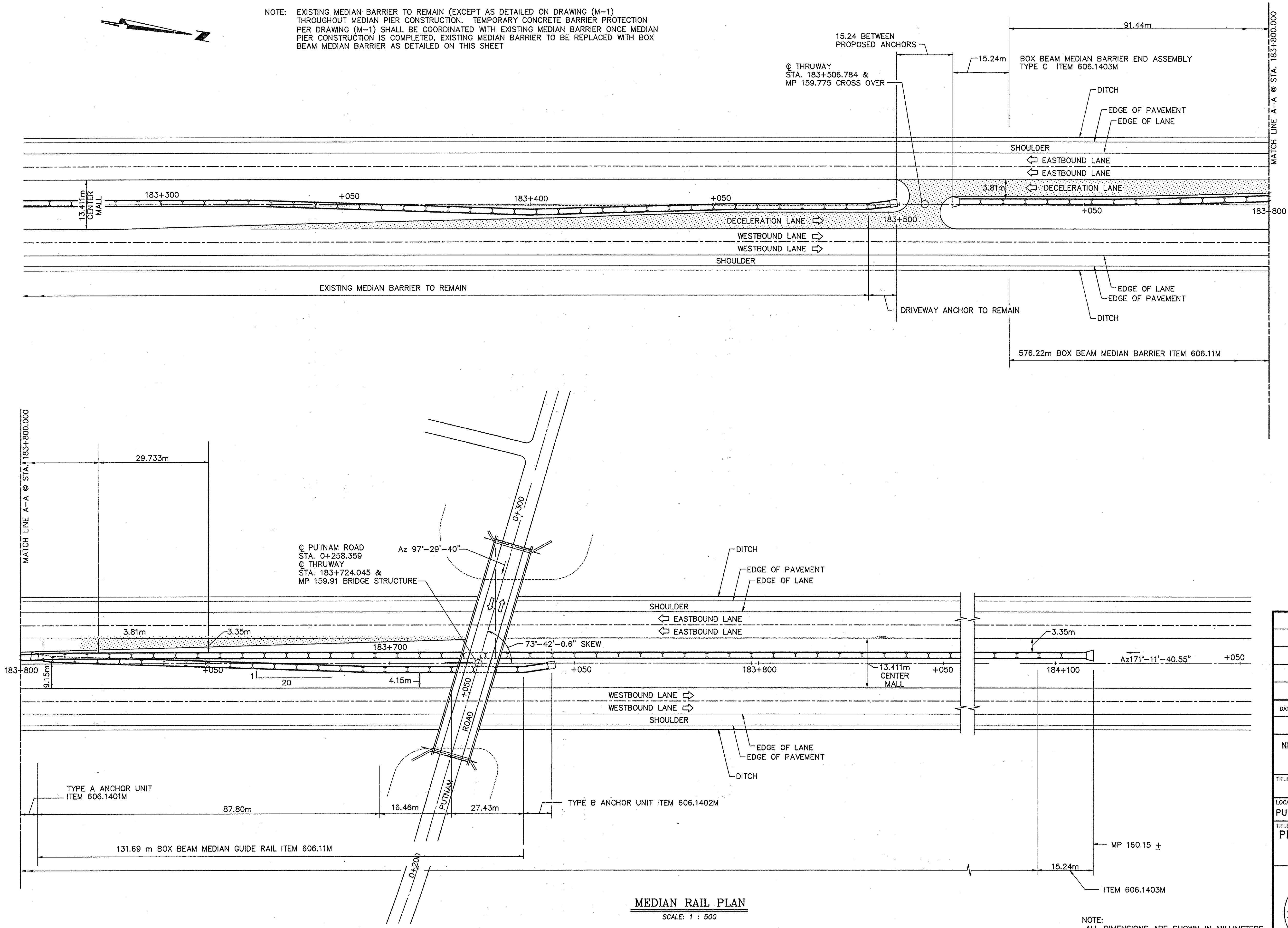
NTS

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

BIN 5513710

[illegible]

NOTE: EXISTING MEDIAN BARRIER TO REMAIN (EXCEPT AS DETAILED ON DRAWING (M-1) THROUGHOUT MEDIAN PIER CONSTRUCTION. TEMPORARY CONCRETE BARRIER PROTECTION PER DRAWING (M-1) SHALL BE COORDINATED WITH EXISTING MEDIAN BARRIER ONCE MEDIAN PIER CONSTRUCTION IS COMPLETED, EXISTING MEDIAN BARRIER TO BE REPLACED WITH BOX BEAM MEDIAN BARRIER AS DETAILED ON THIS SHEET



MEDIAN RAIL PLAN
SCALE: 1 : 500

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

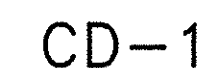
NO AS BUILT
REVISIONS

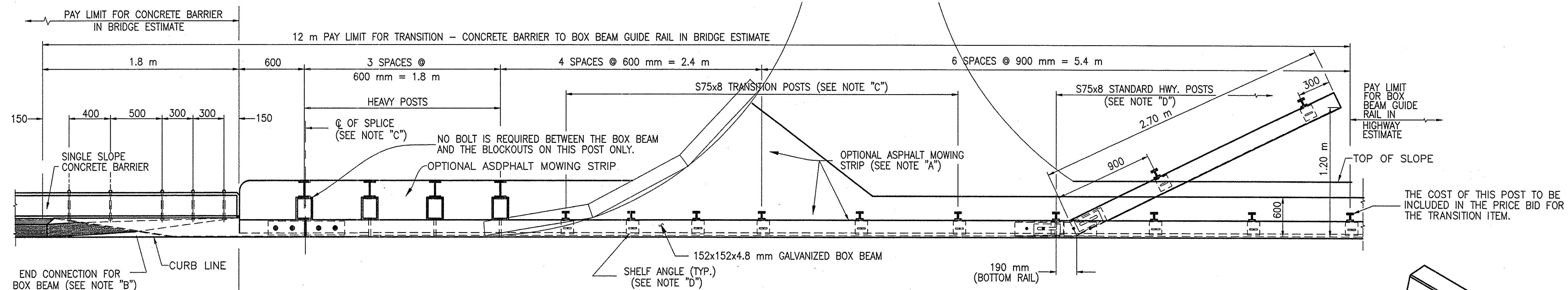
BIN 5513710

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 REPLACEMENT			
LOCATION OF PROJECT PUTNAM ROAD OVER TWY MP159.91			
TITLE OF DRAWING PROPOSED MEDIAN BARRIER LAYOUT UNDER PUTNAM ROAD			
CONTRACT NUMBER: TAA 00-30B			
DATE: 10/16/00			
DRAWING NUMBER: M-2			

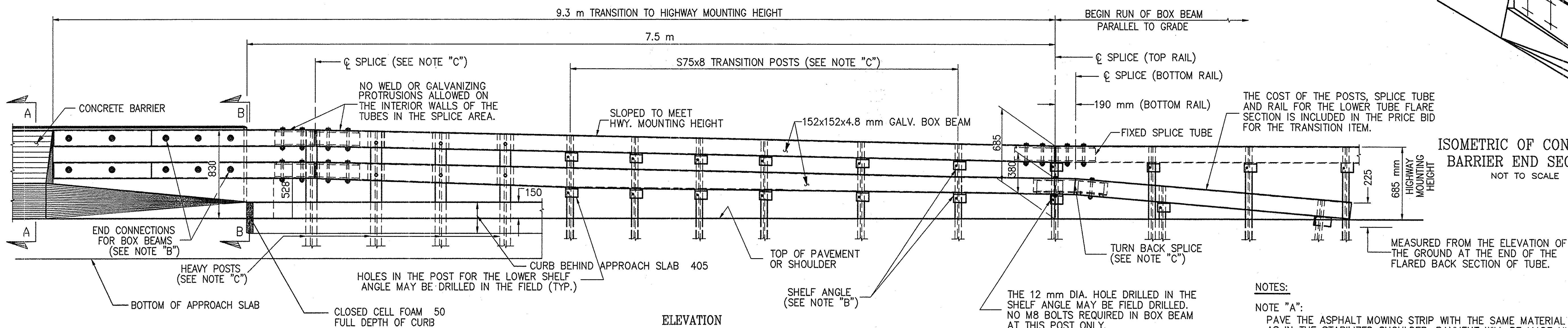


DESIGNED BY: XX Margaret Papp
CHECKED BY: XX
DRAFTED BY: DUA
IN CHARGE OF: XX





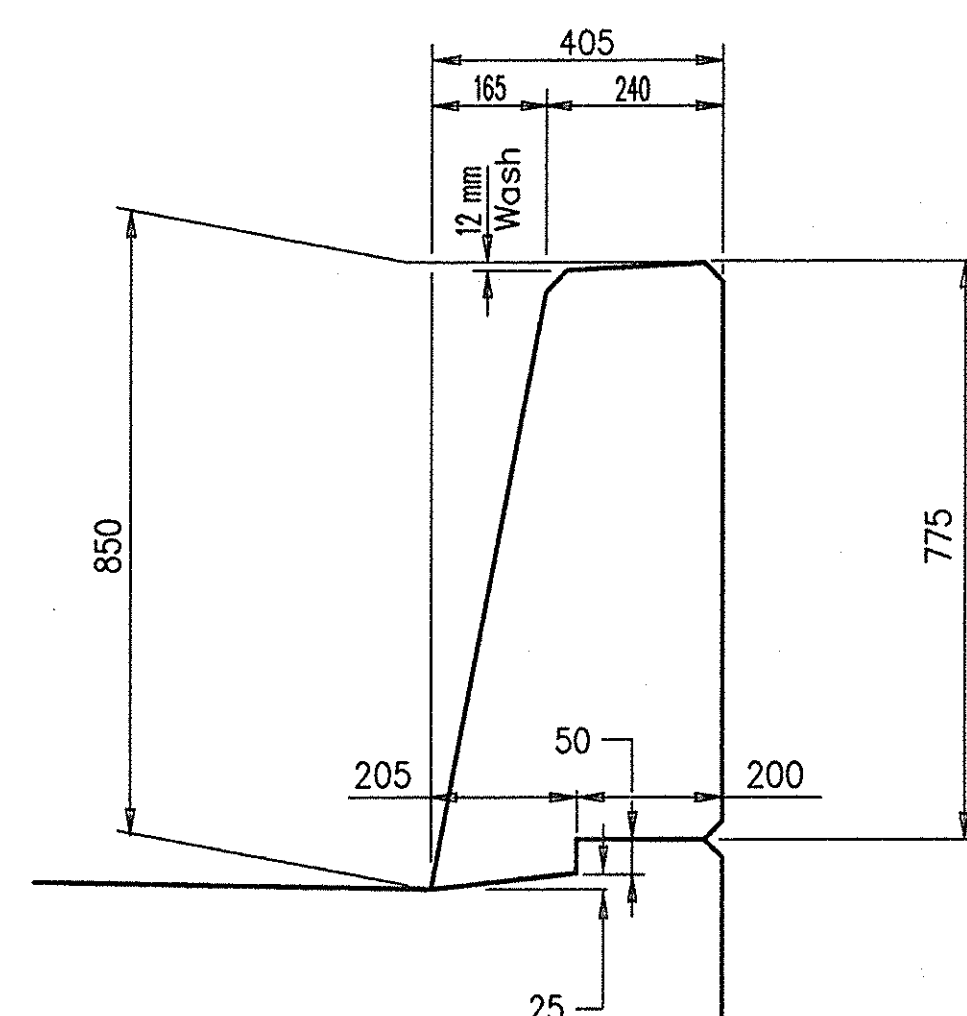
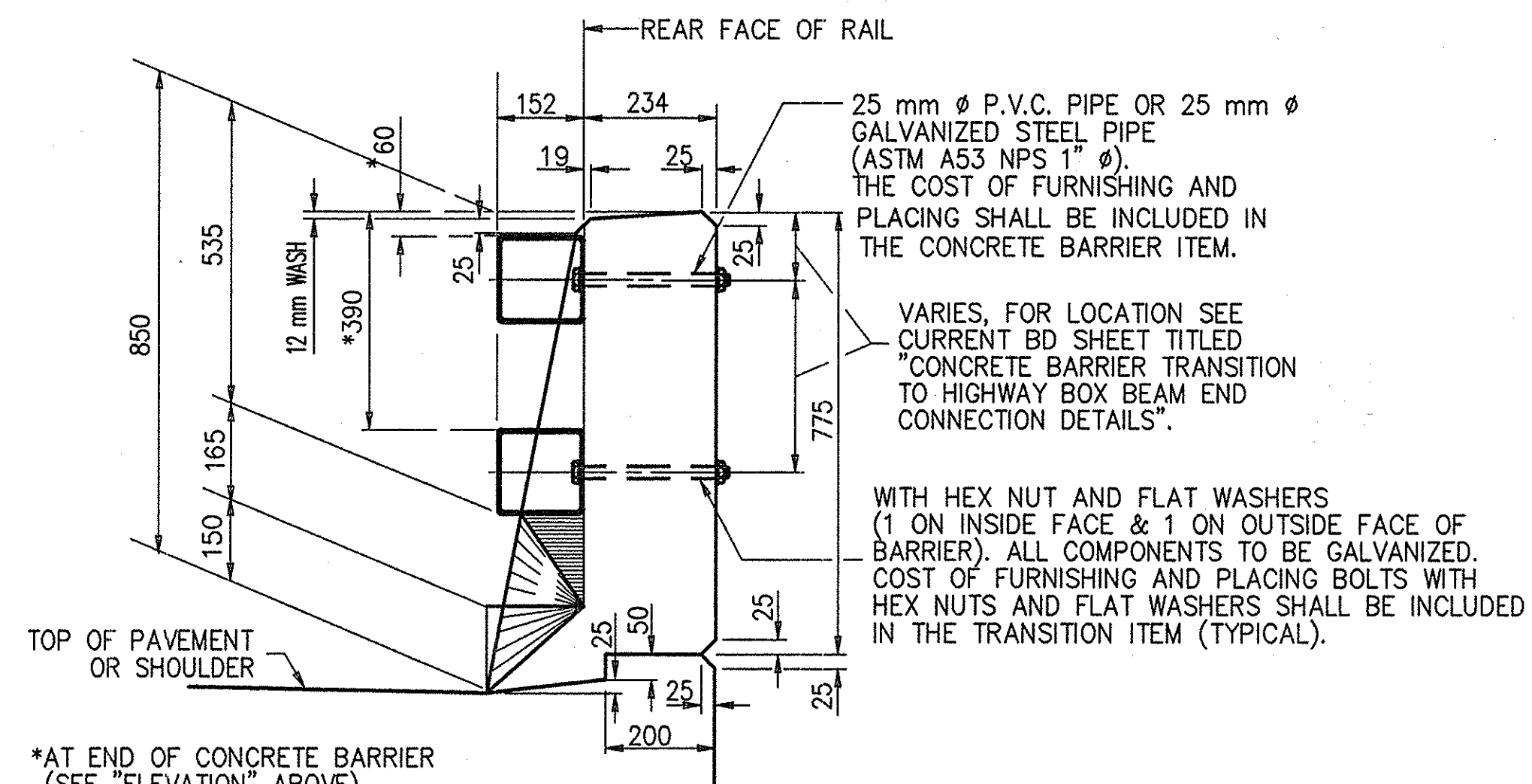
PLAN



ELEVATION

BOX BEAM GUIDE RAIL TRANSITION TO CONCRETE BARRIER

SCALE 1:20

SECTION A-A
SCALE 1:10NOTE:
REINFORCEMENT NOT
SHOWN FOR CLARITY.SECTION B-B
SCALE 1:10*AT END OF CONCRETE BARRIER
(SEE "ELEVATION" ABOVE)ISOMETRIC OF CONCRETE
BARRIER END SECTION
NOT TO SCALE

NOTES:

NOTE "A":
PAVE THE ASPHALT MOWING STRIP WITH THE SAME MATERIAL
AS IN THE STABILIZED SHOULDER. PAYMENT WILL BE MADE UNDER
STABILIZED SHOULDER ITEM.NOTE "B":
FOR DETAILS SEE CBT-1NOTE "C":
FOR ADDITIONAL DETAILS SEE CD-1NOTE "D":
FOR DETAILS SEE CURRENT HIGHWAY
STANDARD SHEET TITLED "BOX BEAM
GUIDE RAIL".

NOTES:

1. ALL STEEL SHALL BE GALVANIZED
IN ACCORDANCE WITH N.Y.S.
STANDARD SPECIFICATIONS,
SUBSECTION 719-01. ALL AREAS
WHERE THE ZINC COATING IS
DAMAGED DURING INSTALLATION,
INCLUDING FIELD DRILLING HOLES,
SHALL BE REPAIRED ACCORDING
TO SUBSECTION 719-01.2. FOR CURB AND SHOULDER TREATMENT
DETAILS SEE CURRENT STANDARD
STANDARD SHEET TITLED "CONCRETE
BARRIER TRANSITION TO HIGHWAY BOX
BEAM SHOULDER TREATMENT".3. FOR CURB AND SHOULDER TREATMENT
DETAILS, SEE SHEET AS-1.CHAMFERS AT END OF BARRIER, NOT
SHOWN FOR CLARITY.NOTE:
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS
UNLESS OTHERWISE NOTED. ALL ELEVATIONS
ARE SHOWN IN METERS.**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 REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING BOX BEAM GUIDE RAIL TRANSITION TO SINGLE SLOPE CONCRETE BARRIER			
CONTRACT NUMBER: TAA 00-30B			
DATE: 10/16/00			
DRAWING NUMBER: BBGR-2			





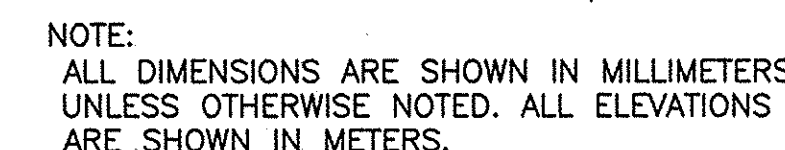
B.I.N. 5513710


REVISIONS

DETOUR PLAN

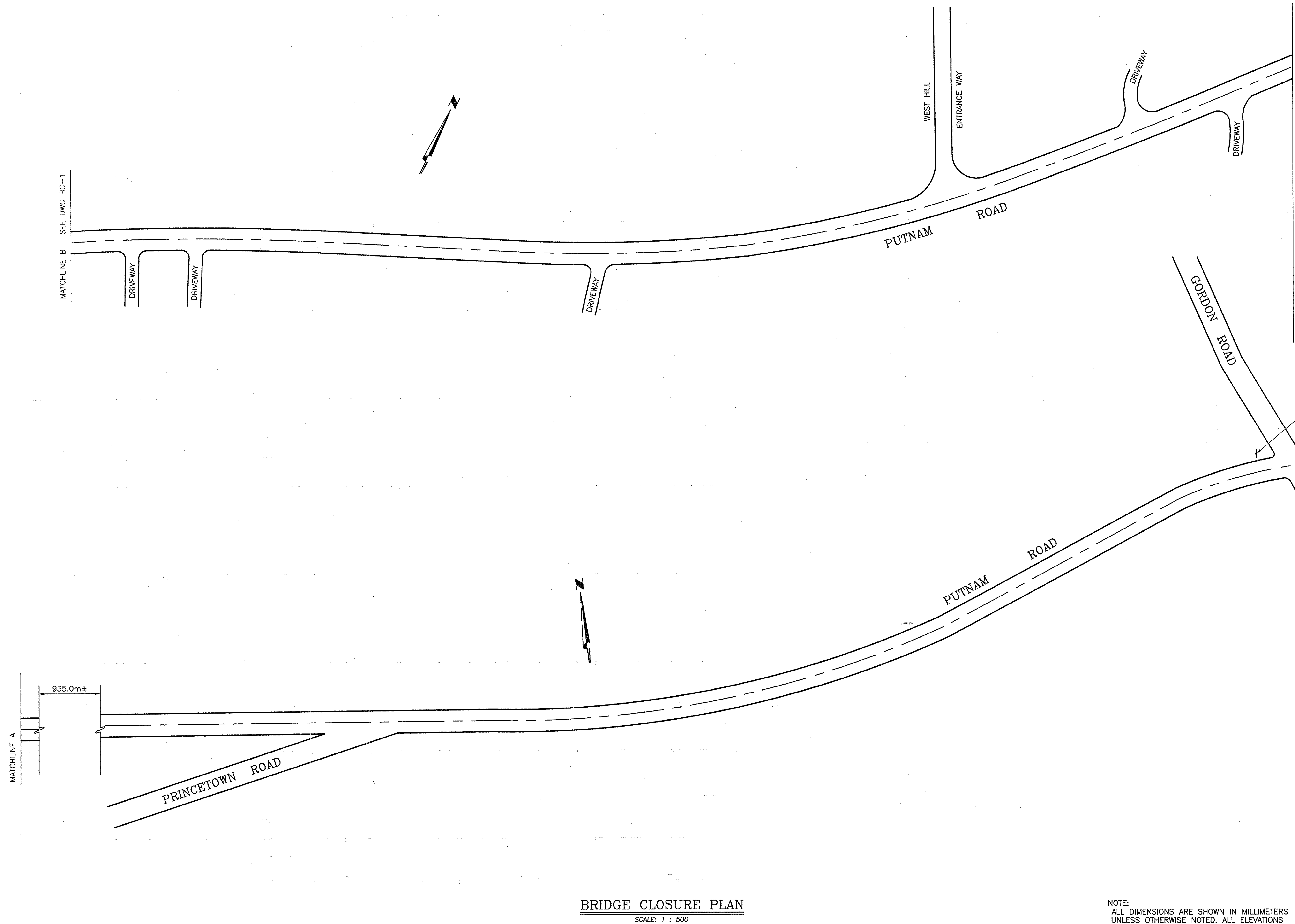


CONTRACT NUMBER:	TAA 00-30B
DATE:	10/16/00
DRAWING NUMBER:	MPT-1



B.I.N. 5513710			
DATE	DESCRIPTION	BY	S
<i>REVISIONS</i>			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT			
BRIDGE REPLACEMENT			
LOCATION OF PROJECT			
M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING			
BRIDGE CLOSURE PLAN			
		CONTRACT NUMBER:	TAA 00-30E
		DATE:	10/16/00
		DRAWING NUMBER:	BC-1

IN CHARGE OF: XX
DESIGNED BY: XX
DRAFTED BY: XX
CHECKED BY: XX
F:\MP159_91\TCSs



PUTNAM ROAD
BRIDGE CLOSED
0.25 MILES AHEAD
LOCAL TRAFFIC ONLY

NO AS BUILT
REVISIONS

BIN 5513710

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 REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING BRIDGE CLOSURE PLAN			

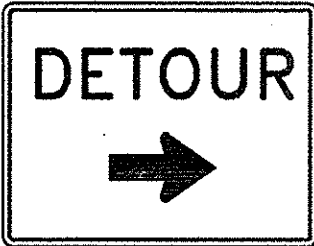
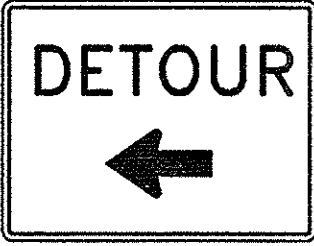
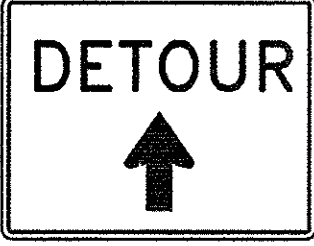
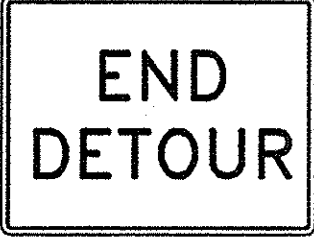



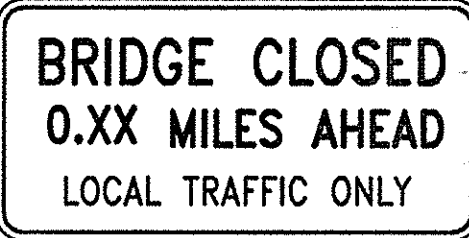
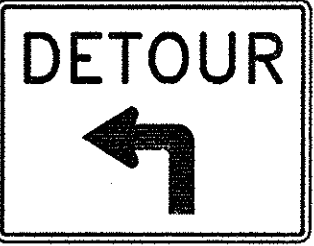
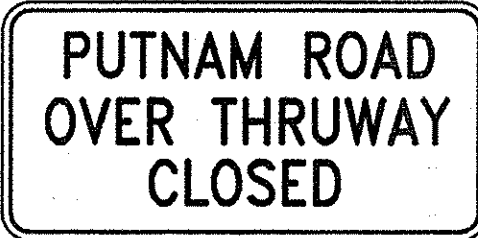


CONTRACT NUMBER: TAA 00-30B
DATE: 10/16/00
DRAWING NUMBER: BC-2

BRIDGE CLOSURE PLAN
SCALE: 1 : 500

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

SIGN DATA SHEET

ITEM NO.	LOCATION NO.	TEXT NO.	TEXT	LETTER		SIZE OF SIGN (S.F. WHERE APPLIC.)	M.U.T.C.D. NO.	COLOR		TYPE OF MOUNT.
				SIZE	TYPE			BACK-GROUND	CHARACTERS	
	8, 12, 16A, 20, 27,	1		5"	D	30" x 24"	G11-8C	O	B	GR. MTD.
	3, 4, 14, 21, 30	2		5"	D	30" x 24"	G11-6C	O	B	GR. MTD.
	6, 7, 9, 13, 15, 16, 17, 19, 23, 25, 28	3		5"	D	30" x 24"	G11-7C	O	B	GR. MTD.
	10, 26	4		5" 5"	D D	30" x 24"	G11-9C	O	B	GR. MTD.
	3, 4, 6, 7, 8, 9, 12, 13, 14, 15, 16, 16A, 17, 20, 21, 22, 23, 25, 27, 28, 30	5		4"	D	8" x 36"	I3-1C	G	W	GR. MTD.
	1, 5, 11	6		6"	D	18" x 48"	G11-4C	O	O/B	GR. MTD.
	24, 29	7		6"	D	18" x 48"	G11-5C	O	O/B	GR. MTD.
	1, 5, 29	8		6" 5" 4"	C C C	30" x 60"	R8-7C	W	B	GR. MTD.
	22,	10		5"	D	30" x 24"	G11-6C (MOD.)	O	B	GR. MTD.
	11, 18, 19, 24	11		6"	C	66" x 36"	R8-7C (MOD.)	O	B	GR. MTD.

NOTES:


1. LETTERS, NUMERALS, SYMBOLS AND BORDERS OR ANY PART OF THESE SHALL HEREAFTER BE REFERRED TO AS "CHARACTERS".
2. THE FOLLOWING SHALL BE IN ACCORDANCE WITH THE NYS MUTCD REQUIREMENTS FOR THE SPECIFIED MUTCD SIGN CODE.
- A. LETTER SIZE AND SERIES
- B. LEGEND AND BACKGROUND COLOR
- C. REFLECTIVITY
- D. SIZE OF SIGN
3. THE TYPE OF CHARACTERS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SHALL BE AS FOLLOWS:

MUTCD CODE LETTER	TYPE OF CHARACTER
G, I	TYPES I, II, OR III FOR 10" CAPS; 13 1/3" UC/10" L.C. AND LARGER. TYPES I, II, III OR IV FOR SMALLER SIZES ARE SPECIFIED ON A SINGLE SIGN, THE CHARACTER TYPE SHALL BE AS REQUIRED FOR THE LARGEST SIZE CHARACTER.

R, P, W, M TYPES IV OR V

LEGEND							
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
W	White or Silver	Refl.	Reflectorized	Gr.Mtd.	Ground Mounted	← or →	Approx. Location of Sign
G	Green	Non Refl.	Non Reflectorized	O.H.	Overhead Mounted	⊕	Location Text
Y	Yellow	Caps	Capital Letters	C.S.M.	Cantilever Mounted Single Mast Arm	⊕	Fraction Square
B	Black	U.C.	Upper Case Letters	C.C.M.	Cantilever Center Mounted	1-14 (X Post)	Gr. Mtd. Guide Sign (No. Post)
Bl	Blue	L.C.	Lower Case Letters				
Br	Brown	Po.M.	Pole Mounted	Br.M.	Bridge Mounted		
R	Red	Sw.M.	Spanwire Mounted				
O	Orange	B-B	Back to Back				

NO AS BUILT REVISIONS

B.I.N. 5513710			
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 REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING SIGN DATA			
		CONTRACT NUMBER: TAA-30B	
		DATE: 10/16/00	
		DRAWING NUMBER: SD-1	

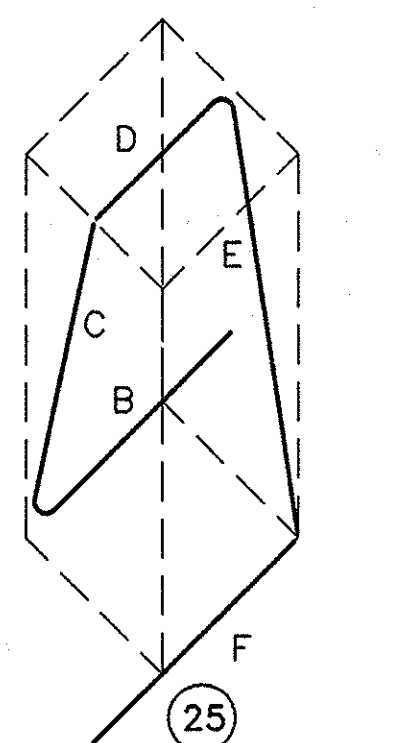
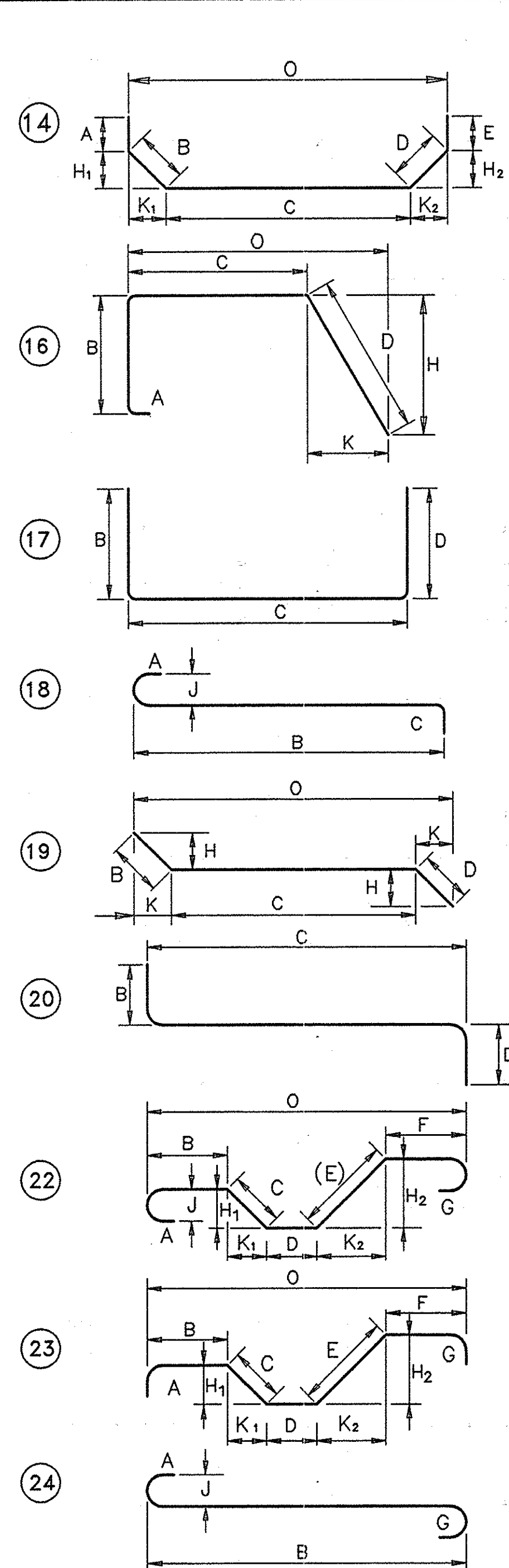
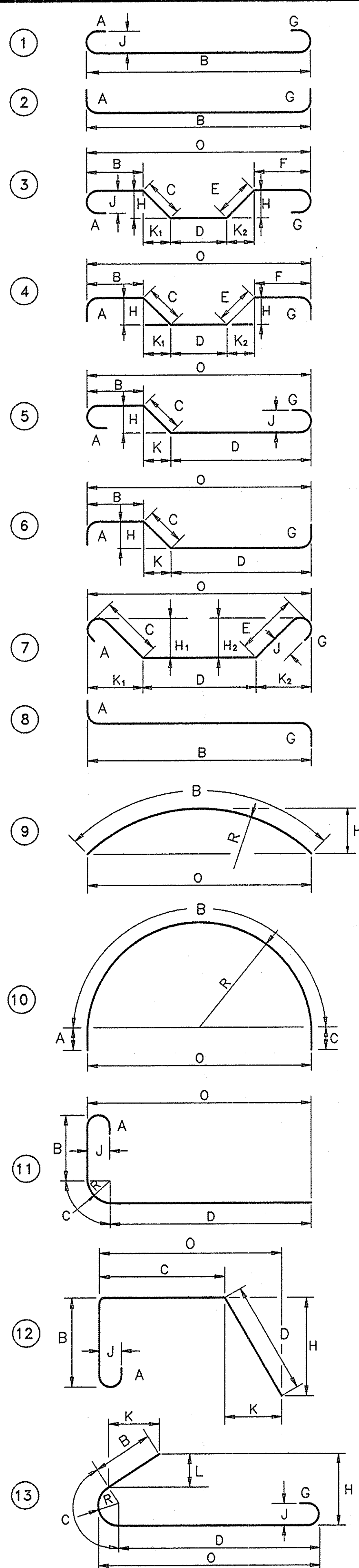
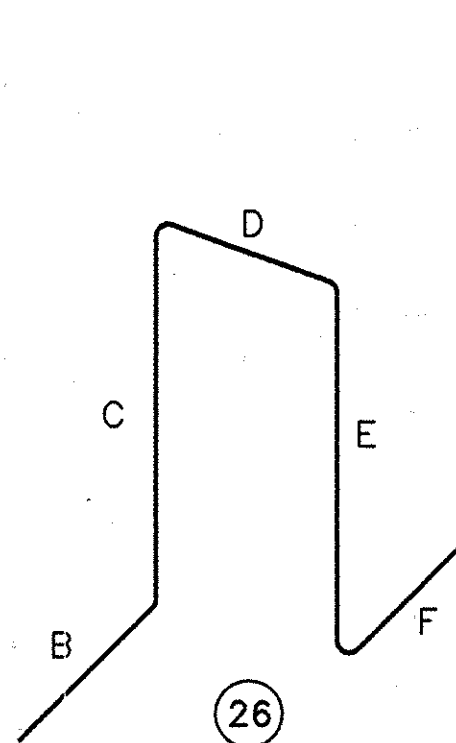
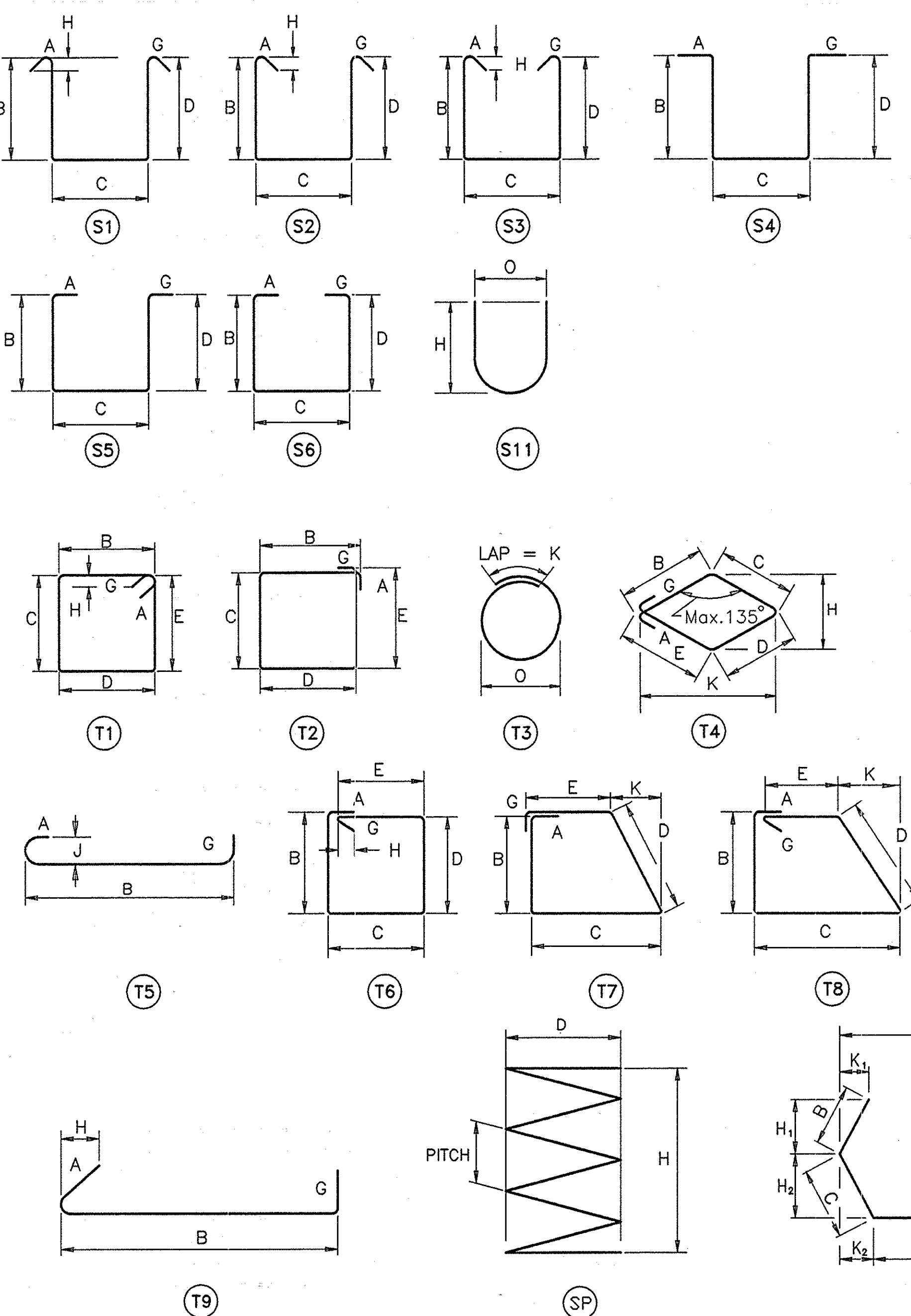
DESIGNED BY: *IN CHARGE OF: [Signature]*
DRAFTED BY: *[Signature]*
CHECKED BY: *[Signature]*
F:\MP15.91\PRBARJUS

MARK	SIZE	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H _{H1}	H ₂	J	K _{K1}	K ₂	L	O	R	REMARKS	MARK	SIZE	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H _{H1}	H ₂	J	K _{K1}	K ₂	L	O	R	REMARKS
MP 159.91 – PUTNAM ROAD EAST ABUTMENT																						MP 159.91 – PUTNAM ROAD WEST ABUTMENT																					
STEM																						STEM																					
13AG01	13	300	1.12m	T9	334	160	850						110	110								FRONT TO BACK TIE	13AG01	13	325	1.12m	T9	362	160	850						110	110						FRONT TO BACK TIE
16AG02	16	28	11.56m	17	502		10.24m	780	540													HORIZONTAL FRONT AND BACK	16AG02	16	30	11.56m	17	538		10.24m	780	540											HORIZONTAL FRONT AND BACK
16AG03	16	35	1.42m	17	77		320	780	320													TOP OF BRIDGE SEAT	16AG03	16	35	1.42m	17	77		320	780	320											TOP OF BRIDGE SEAT
22AG04	22	104	6.19m	17	1957		700	5.49m	✕													VERTICAL FRONT AND BACK	22AG04	22	104	6.09m	17	1927		700	5.39m	✕											VERTICAL FRONT AND BACK
25AG05	25	5	11.0m	17	218		410	10.18m	410													TRANSVERSE TOP OF BRIDGE SEAT	25AG05	25	5	11.0m	17	218		410	10.18m	410											TRANSVERSE TOP OF BRIDGE SEAT
subtotal = 3088 kg																						subtotal = 3122 kg																					
NORTH WINGWALL																						SOUTH WINGWALL																					
FOOTING																						FOOTING																					
13WG01	13	9	1.02m	T9	9	160	750						110	110								TOP TO BOTTOM TIE	13WG01	13	12	1.02m	T9	12	160	750						110	110						TOP TO BOTTOM TIE
16WG02	16	2	3.58m	1	11	180	3.09m						180			130						TOP AND BOTTOM END	16WG02	16	2	3.52m	1	11	180	3.03m						180			130				TOP AND BOTTOM END
16WG03	16	2	420	STR	1	45							180			130						TOP AND BOTTOM END	16WG03	16	2	420	STR	1	36						180			130				TOP AND BOTTOM END	
16WG04	16	9	3.19m avg	1	45	180	2.7m avg	B varies from 1.2 m to 4.2 m.						180		130					TOP LOGITUDINAL	16WG04	16	9	2.59m avg	1	36	180	2.10m avg	B varies from 0.659 m to 3.55 m.						180		130			TOP LOGITUDINAL		
16WG05	16	9	3.19m avg	1	45	180	2.7m avg	B varies from 1.2 m to 4.2 m.						180		130						BOTTOM LONGITUDINAL	16WG05	16	9	2.59m avg	1	36	180	2.10m avg	B varies from 0.659 m to 3.55 m.						180		130			BOTTOM LONGITUDINAL	
16WG06	16	13	1.45 m	2	29	250	1.2 m						✕									FOOTING INTO FRONT OF STEM	16WG06	16	11	1.45 m	2	25	250	1.2 m						✕							FOOTING INTO FRONT OF STEM
19WG07	19	6	3.75 m	1	50	200	3.35 m						200			150						BOTTOM TRANSVERSE	19WG07	19	4	3.75 m	1	34	200	3.35 m						200			150				BOTTOM TRANSVERSE
19WG08	19	12	2.35m avg	1	63	200	1.95m avg	B varies from 550 mm to 3.35 m.						200		150						BOTTOM TRANSVERSE	19WG08	19	12	2.35m avg	1	63	200	1.95m avg	B varies from 550 mm to 3.35 m.						200		150			BOTTOM TRANSVERSE	
19WG09	19	24	1.79 m	2	96	300	1.49 m						✕									FOOTING INTO BACK OF STEM	19WG09	19	21	1.79 m	2	84	300	1.49 m						✕							FOOTING INTO BACK OF STEM
22WG10	22	7	3.85 m	1	82	250	3.35 m						250			180						TOP TRANSVERSE	22WG10	22	4	3.85 m	1	47	250	3.35 m						250			180				TOP TRANSVERSE
22WG11	22	14	2.45m avg	1	104	250	1.95m avg	B varies from 550 mm to 3.35 m.						250		180						TOP TRANSVERSE	22WG11	22	14	2.45m avg	1	104	250	1.95m avg	B varies from 550 mm to 3.35 m.						250		180			TOP TRANSVERSE	
subtotal = 535kg																						subtotal = 453 kg																					
STEM																						STEM																					
13WG12	13	30	570	T9	17	160	300						110	110								FRONT TO BACK TIE	13WG12	13	25	570	T9	14	160	300						110	110						FRONT TO BACK TIE
16WG13	16	9	3.62 m	STR	51																	HORIZONTAL FRONT	16WG13	16	7	3.10 m	STR	34														HORIZONTAL FRONT	
16WG14	16	9	3.14 m	STR	44																	HORIZONTAL BACK	16WG14	16	7	2.62 m	STR	29														HORIZONTAL BACK	
16WG15	16	3	2.56m avg	STR	12			Length varies from 1.5 m to 3.62 m.														HORIZONTAL FRONT	16WG15	16	3	2.40m avg	STR	11			Length varies from 1.7 m to 3.10 m.										HORIZONTAL FRONT		
16WG16	16	3	2.32m avg	STR	11			Length varies from 1.5 m to 3.14 m.														HORIZONTAL BACK	16WG16	16	3	2.16m avg	STR	10			Length varies from 1.7 m to 2.62 m.										HORIZONTAL BACK		
16WG17	16	14	4.5m avg	STR	9			Length varies from 3.9 m to 5.1 m.														VERTICAL FRONT	16WG17	16	11	4.1m avg	STR	70			Length varies from 3.2 m to 4.9 m.										VERTICAL FRONT		
16WG18	16	12	1.1 m	17	21		400	300	400													TOP OF WINGWALL	16WG18	16	11	1.1 m	17	19		400	300	400										TOP OF WINGWALL	
16WG19	16	1	5.85m	19	9		✕	3.72 m	920				335			877						TOP FRONT	16WG19	16	1	5.35 m	19	8		✕	3.22m	920				335			877			TOP FRONT	
16WG20	16	1	5.0 m	19	8		✕	3.59m	600				220			577						TOP BACK	16WG20	16	1	4.48 m	19	7		✕	3.08m	600				220			577			TOP BACK	
16WG21	16	12	1.47 m	17	27		✕	760	710													HORIZONTAL BACK	16WG21	16	11	1.47 m	17	25		✕	760	710										HORIZONTAL BACK	
19WG22	19	21	4.5m avg	STR	211			Length varies from 3.9 m to 5.1 m.														VERTICAL BACK	19WG22	19	21	4.1m avg	STR	192			Length varies from 3.2 m to 4.9 m.										VERTICAL BACK		
19WG23	19	3	5.1m avg	STR	34																	VERTICAL BACK	19WG23	19	3	5.1m avg	STR	34														VERTICAL BACK	
subtotal = 454 kg																						subtotal = 385 kg																					
SOUTH WINGWALL																						NORTH WINGWALL																					
FOOTING																						FOOTING																					
13WG01	13	13	1.02m	T9	13	160	750						110	110								TOP TO BOTTOM TIE	13WG01	13	24	1.02m	T9	24	160	750						110	110						TOP TO BOTTOM TIE
16WG02	16	2	4.81m	1	15	180	4.45m						180			130						TOP AND BOTTOM END	16WG02	16	2	3.59m	1	11	180	3.10m						180			130				TOP AND BOTTOM END
16WG03	16	2	420	STR	1																	TOP AND BOTTOM END	16WG03	16	2	420	STR	1													TOP AND BOTTOM END		
16WG04	16	9	6.59m avg	1	92	180	6.10m avg	B varies from 4.7 m to 7.5 m.						180		130						TOP LOGITUDINAL	16WG04	16	9	5.92m avg	1	83	180	5.43m avg	B varies from 3.98 m to 6.88 m.						180		130			TOP LOGITUDINAL	
16WG05	16	9	6.59m avg	1	92	180	6.10m avg	B varies from 4.7 m to 7.5 m.						180		130						BOTTOM LONGITUDINAL	16WG05	16	9	5.92m avg	1	83	180	5.43m avg	B varies from 3.98 m to 6.88 m.						180		130			BOTTOM LONGITUDINAL	
16WG06	16	25	1.45 m	2	56	250	1.2 m						✕									FOOTING INTO FRONT OF STEM	16WG06	16	22	1.45 m	2	50	250	1.2 m						✕							FOOTING INTO FRONT OF STEM
19WG07	19	20	3.75 m	1	168	200	3.35 m						200			150						BOTTOM TRANSVERSE	19WG07	19	18	3.75 m	1	151	200	3.35 m						200			150				BOTTOM TRANSVERSE
19WG08	19	12	2.35m avg	1	63	200	1.95m avg	B varies from 550 mm to 3.35 m.						200		150						BOTTOM TRANSVERSE	19WG08	19	12	2.35m avg	1	63	200	1.95m avg	B varies from 550 mm to 3.35 m.						200		150			BOTTOM TRANSVERSE	
19WG09	19	45	1.79 m	2	180	300	1.49 m						✕									FOOTING INTO BACK OF STEM	19WG09	19	44	1.79 m	2	176	300	1.49 m						✕							FOOTING INTO BACK OF STEM
22WG10	22	24	3.85 m	1	282	250	3.35 m						250			180						TOP TRANSVERSE	22WG10	22	21	3.85 m	1	246	250	3.35 m						250			180				TOP TRANSVERSE
22WG11	22	14	2.45m avg	1	104	250	1.95m avg	B varies from 550 mm to 3.35 m.						250		180						TOP TRANSVERSE	22WG11	22	14	2.45m avg	1	104	250	1.95m avg	B varies from 550 mm to 3.35 m.						250		180			TOP TRANSVERSE	
subtotal = 1066 kg																						subtotal = 992 kg																					
STEM																						STEM																					
13WG12	13	60	570	T9	34	160	300						110	110								FRONT TO BACK TIE	13WG12	13	55	570	T9	31	160	300						110	110						FRONT TO BACK TIE
16WG13	16	7	7.00 m	STR	76																	HORIZONTAL FRONT	16WG13	16	6	6.42 m	STR	60														HORIZONTAL FRONT	
16WG14	16	7	6.50 m	STR	71																	HORIZONTAL BACK	16WG14	16	6	5.94 m	STR	55														HORIZONTAL BACK	

DESIGNED BY: Margaret Paul
IN CHARGE OF: [Signature]
CHECKED BY: [Signature]
DRAFTED BY: [Signature]
F:\WP159.91\PRELIMS

MARK	SIZE	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H ₁	H ₂	J	K _{K1}	K ₂	L	O	R	REMARKS
DECK																					
16SS01	16	301	10.56 m	1	4933	150	10.26 m					150				100					TOP TRANSVERSE
16SS02	16	300	10.26 m	STR	4777																BOTTOM TRANSVERSE
16SS03	16	600	1.30 m	1	1211	150	1.15 m									100					TOP TRANSVERSE OVERHANG
16SS04	16	102	9.41 m	1	1490	150	9.26 m									100					TOP LONGITUDINAL ENDS
16SS05	16	104	9.26 m	STR	1495																BOTTOM LONGITUDINAL ENDS
16SS06	16	515	9.26 m	STR	7401																TOP AND BOTTOM LONGITUDINAL
16SS07	16	592	1.05 m	17	965		250	800													DECK INTO BACK OF BARRIER
16SS08	16	592	920	19	845		250	670					247			42					DECK INTO FRONT OF BARRIER
16SS09	16	100	6.67 m	STR	1035																TOP LONGITUDINAL (TENSION ZONE)
16SS10	16	3	10.26 m	STR	48																HORIZONTAL BACK STEM CAP
16SS11	16	12	2.1 m	STR	39																HORIZONTAL FRONT STEM CAP
16SS12	16	28	1.72 m	17	75		450	820	450												TOP OF STEM CAP
16SS13	16	28	1.05 m	19	46		350	700					250			250					FRONT FACE STEM CAP INTO DECK
16SS14	16	6	2.41 m	17	22		530	780	1.1 m												HORIZONTAL AROUND ENDS OF STEM CAP
16SS15	16	4	1.88 m	S11	12								900						140		DECK INTO BARRIER TRANSITION
16SS16	16	4	1.24 m	14	8	300	300	840					212			212					DECK INTO BARRIER TRANSITION (FRONT)
19SS17	19	28	3.2 m	14	200	650	450	2.1 m					320			320					BACK FACE STEM CAP INTO DECK
19SS18	19	28	1.55 m	17	97		800	750													MIDDLE STEM CAP INTO DECK
19SS19	19	6	10.26 m	STR	138																HORIZONTAL THROUGH GIRDER WEBS
19SS20	19	28	3.4 m	1	213	200	3.0 m					200				150					DECK END INTO APPROACH SLAB
22SS21	22	50	12.0 m	STR	1825																TOP LONGITUDINAL OVER PIER
subtotal = 26875 kg																					
WEST APPROACH SLAB																					
16AP001	16	5	10.26 m	STR	80																TRANSVERSE TOP
16AP002	16	5	10.62 m	1	82	180	10.26 m					180				130					TRANSVERSE BOTTOM
16AP003	16	2	2.22 m	19	7		1.0 m	1.22 m					707			707					LONGITUDINAL FASCIA
16AP004	16	2	2.22 m	19	7		1.0 m	1.22 m					707			707					LONGITUDINAL FASCIA
16AP005	16	12	9.45 m	STR	176																TRANSVERSE TOP
16AP006	16	14	9.81 m	1	213	180	9.45 m					180				130					TRANSVERSE BOTTOM
16AP007	16	32	4.85 m	STR	241																LONGITUDINAL TOP
16AP008	16	8	1.88 m	S11	23								900						140		APPR. SLAB INTO BARRIER TRANSITION
16AP009	16	8	1.24 m	14	15	300	300	640					212			212					APPR. SLAB INTO BAR. TRANS. (FRONT)
16AP010	16	4	1.71 m	1	11	180	1.35 m					180				130					LONGITUDINAL TOP & BOTTOM
22AP011	22	60	5.35 m	1	976	250	4.85 m					250				180					LONGITUDINAL BOTTOM
subtotal = 1831 kg																					
EAST APPROACH SLAB																					
16AP001	16	5	10.26 m	STR	80																TRANSVERSE TOP
16AP002	16	5	10.62 m	1	82	180	10.26 m					180				130					TRANSVERSE BOTTOM
16AP003	16	2	2.22 m	19	7		1.0 m	1.22 m					707			707					LONGITUDINAL FASCIA
16AP004	16	2	2.22 m	19	7		1.0 m	1.22 m					707			707					LONGITUDINAL FASCIA
16AP005	16	12	9.45 m	STR	176																TRANSVERSE TOP
16AP006	16	14	9.81 m	1	213	180	9.45 m					180				130					TRANSVERSE BOTTOM
16AP007	16	32	4.85 m	STR	241																LONGITUDINAL TOP
16AP008	16	8	1.88 m	S11	23								900						140		APPR. SLAB INTO BARRIER TRANSITION
16AP009	16	8	1.24 m	14	15	300	300	640					212			212					APPR. SLAB INTO BAR. TRANS. (FRONT)
16AP010	16	4	1.71 m	1	11	180	1.35 m					180				130					LONGITUDINAL TOP & BOTTOM
22AP011	22	60	5.35 m	1	976	250	4.85 m					250				180					LONGITUDINAL BOTTOM
subtotal = 1831 kg																					
EAST & WEST APPROACH SLEEPER SLAB																					
16APSSG-11	16	128	700	2	139	150	550					0									VERTICALS
16APSSG-12	16	128	2.01 m	1	400	180	1.65 m					180									TRANSVERSE TOP AND BOTTOM
16APSSG-13	16	46	9.45 m	STR	675																LONGITUDINAL
16APSSG-14	16	64	1.82 m	S4	181	250	450	420	450			250									TRANSVERSE
subtotal = 1395 kg																					
Superstructure Total = 31932kg																					

MARK	SIZE	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H H ₁	H ₂	J	K K ₁	K ₂	L	O	R	REMARKS	
MEDIAN PIER																						
FOOTING																						
13PG01	13	128	1044	T9	133	160	774						110	110							FRONT TO BACK TIES	
13PG02	13	24	900	N18	22	160	580						160	110							TOP TO BOTTOM TIES	
16PG03	16	12	8.05mAVG.	14	150	6.6mAVG	200	500	200	550				150	150		150	150		800	HORIZ. STEM BASE(2 OF EACH LENGTH)	
						A VARIES FROM 6.5 m TO 6.7 m.																
19PG04	19	12	6.38m	19	171		300	6.08m	X					290			-75				VERTICAL STEM ENDS	
25PG05	25	130	3.41 m	1	1761	280	2.85 m						280		200						TOP & BOTTOM TRANSVERSE	
25PG06	25	42	9.41 m	1	1570	280	8.85 m						280		200						TOP & BOTTOM LONGITUDINAL	
36PG07	36	106	6.69m	2	5607	610	6.08 m						X								VERTICAL FOOTING INTO STEM	
					subtotal = 9414 kg																	
STEM																						
13PG01	13	791	1044	T9	801	160	774						110	110							FRONT TO BACK TIES	
16PG08	16	26	8.53mAVG	14	344	7.1mAVG	200	500	200	550				150	150		150	150		800	HORIZ. STEM BOTTOM(2 OF EACH LENGTH)	
						A VARIES FROM 6.85 m TO 7.3 m.																
16PG09	16	40	10.05mAVG	14	624	8.6mAVG	200	500	200	550				150	150		150	150		800	HORIZ. STEM MIDTOP(2 OF EACH LENGTH)	
						A VARIES FROM 7.45 m TO 9.75 m.																
16PG10	16	36	1.72 m	17	96		480	760	480												STEM INTO PEDESTAL ANCHORAGE	
25PG11	25	6	11.15 m	N16	266		550	183	9.68 m	183	550			527	527		142	142		9.90 m	100	TOP OF STEM
25PG12	25	35	1.58 m	2	220	410		760					410								TOP OF STEM	
					subtotal = 2351 kg																	
PEDESTALS																						
16PG13	16	2	5.00 m	T1	16	200	1.50 m	800	1.50 m	800			200	140							FASCIA PEDESTAL	
16PG14	16	3	6.20 m	T1	29	200	2.10 m	800	2.10 m	800			200	140							INTERIOR PEDESTAL	
					subtotal = 45 kg																	
TOTAL MEDIAN PIER :: 11 810 kg																						

STANDEE
(ISOMETRIC VIEW)STANDEE
(ISOMETRIC VIEW)

STEEL REINFORCEMENT NOTES

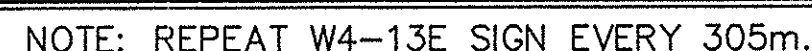
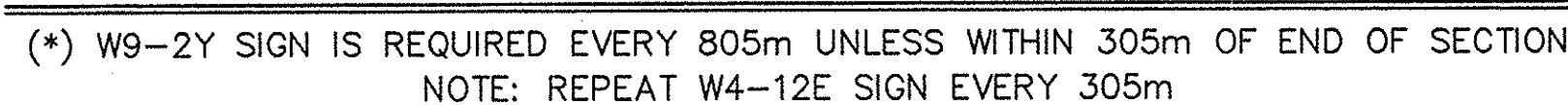
- UNLESS OTHERWISE DESIGNATED, ALL BAR REINFORCEMENT FOR CONCRETE IN SIZES UP TO AND INCLUDING NO. 55 SHALL CONFORM TO THE REQUIREMENTS OF THE "SPECIFICATIONS FOR DEFORMED BILLET-STEEL BARS FOR CONCRETE REINFORCEMENT", AASHTO M31M (ASTM A615M-96). ALL BARS SHALL BE GRADE 420, UNLESS OTHERWISE DESIGNATED.
- FOR TYPICAL BENDING DETAILS, RECOMMENDED P.I.N. DIAMETER "D" OF BENDS, HOOKS AND OTHER STANDARD PRACTICES SEE ACI-318-83 (CONCRETE REINFORCING STEEL INSTITUTE (CRSI) "MANUAL OF STANDARD PRACTICES" (MSP)).
- BARS WHICH REQUIRE MORE ACCURATE BENDING THAN STANDARD PRACTICES SHOULD HAVE LIMITS INDICATED.
- ALL DIMENSIONS ARE OUT TO OUT OF BAR EXCEPT "A" AND "G" ON STANDARD 180° AND 135° HOOKS.
- DIMENSIONS "A", "G" AND "J" ARE STANDARD BENDING DIMENSIONS PER EACH SIZE OF BAR. REFER TO C.R.S.I. - M.S.P. FOR DETAILS.
- WHERE SLOPE DIFFERS FROM 45°, DIMENSIONS "H" AND "K" MUST BE SHOWN.
- ▲ - INDICATES BARS TO CUT TO FIT IN THE FIELD.
- FIELD CUT ENDS OF EPOXY COATED REINFORCING STEEL SHALL BE REPAINTED AS PER SECTION 556.3.02C OF THE N.Y.S. STANDARD SPECIFICATIONS. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE TOTAL PRICE BID FOR ITEM 556.0202M.
- FIELD CUT ENDS OF GALVANIZED REINFORCING STEEL SHALL BE REPAIRED AS PER ITEM 25556.99M, AND THE COST FOR THIS WORK SHALL BE INCLUDED IN THE TOTAL PRICE BID FOR ITEM 25556.99M.
- ITEMS FOR REINFORCING STEEL ARE AS FOLLOWS:
556.0201M - UNCOATED BAR REINFORCEMENT FOR CONCRETE STRUCTURES.
556.0202M - EPOXY COATED BAR REINFORCEMENT FOR CONCRETE STRUCTURES.
25556.99M - GALVANIZED BAR REINFORCEMENT FOR STRUCTURES.
25556.9901M - STAINLESS STEEL CLAD BAR REINFORCEMENT.
- BAR MARK PROCEDURE IS AS FOLLOWS:
19SAG03
SEQUENTIAL BAR NUMBER.
INDICATES BAR COATING (G= GALV., S=STAINLESS STEEL CLAD)
INDICATES STRUCTURE TYPE (IE. A=ABUTMENT, P=PIER ETC.)
INDICATES BAR LOCATION (IE. S=SOUTH, N=NORTH ETC.) (OPTIONAL).
INDICATES BAR SIZE (IE. 16,19,22,ETC.)
- BAR MARKS SHOULD NORMALLY INCREASE IN NUMBER FROM SMALLEST TO THE LARGEST BAR SIZE AT EACH LOCATION.
- * - INDICATES BAR MARK IS OUT OF SEQUENCE.




**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 REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING STANDARD BARBEND DETAILS			
CONTRACT NUMBER: TAA 00-30B			
DATE: 10/16/00			
DRAWING NUMBER: BBD-1			





	WHITE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)		NON-REFLECTORIZED ORANGE
	ORANGE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)	(*)	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.



NO AS BUILT REVISIONS

BIN 5513710

DATE	DESCRIPTION	BY	S

REVISIONS

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

TITLE OF PROJECT	BRIDGE REPLACEMENT
------------------	--------------------

LOCATION OF PROJECT
M.P. 159.91 PUTNAM ROAD

TITLE OF DRAWING
THRUWAY TRAFFIC PLANS
FOR MISCELLANEOUS
OPERATIONS



CONTRACT NUMBER:

TAA 00-30E

DATE: _____

6/00

DRAWING NUMBER:

TTP-1

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, CONTRACTOR SHALL REMOVE THE TEMPORARY MARKINGS AND RESTORE THE EXISTING MARKINGS.

NOTES FOR SHOULDER EXCAVATION PROTECTION:

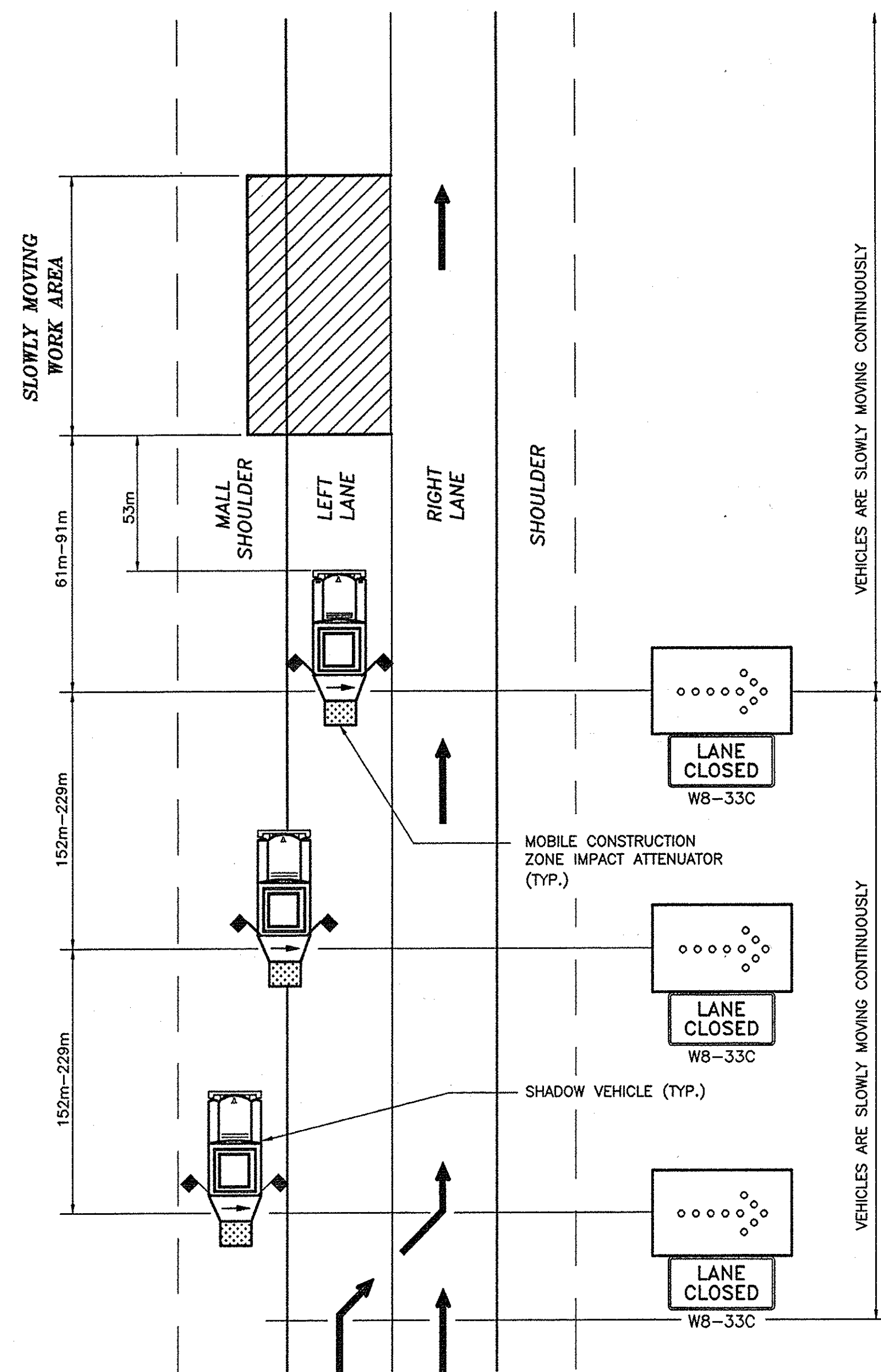
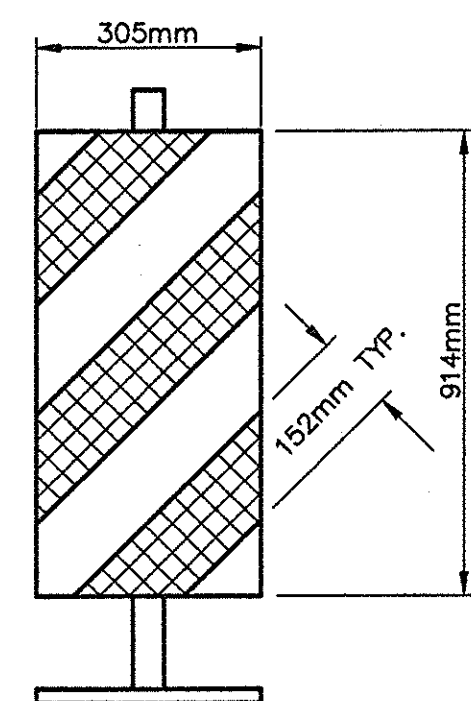
THE DISTANCE BETWEEN THE W4-12E OR W4-13E SIGNS SHALL NOT EXCEED 305m. USE W9-2Y ON FIRST SIGN TO NEAREST 805m WHEN THE AREA BEING PROTECTED EXCEEDS 805m IN LENGTH. ONLY THE LEFT OR RIGHT SHOULDER MAY BE WORKED ON AT ONE TIME.

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

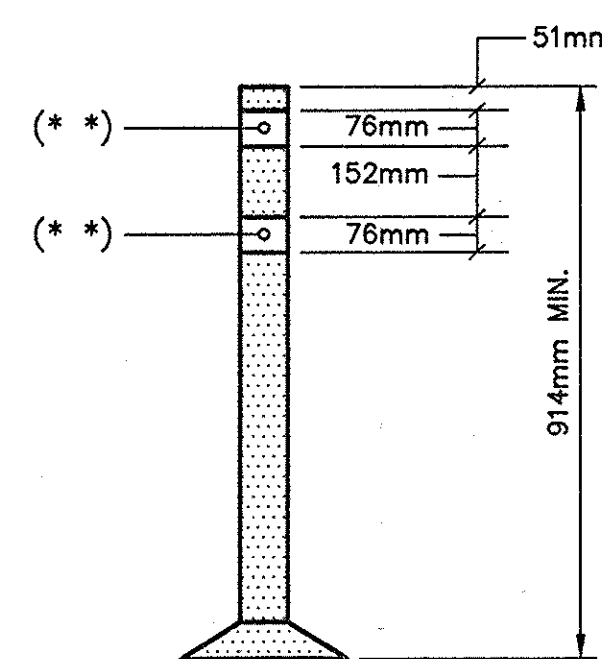
THE CONDITION.
TYPICAL PLAN FOR RIGHT SHOULDER SHOWN. LEFT SHOULDER PROTECTION
IS SAME DETAIL.
EXCAVATED SHOULDER TO BE RAMPED DOWN (SECTION A-A) DURING NON-
WORK HOURS.

LEGEND

- TRAFFIC CONE
- DRUM
- ☼ FLASHING LIGHT, LOW INTENSITY, FOR NIGHT USE OR A.O.B.E.
- I 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)

MOVABLE TRAFFIC CONTROL PLAN
FOR SINGLE LANE CLOSURE

VERTICAL PANEL



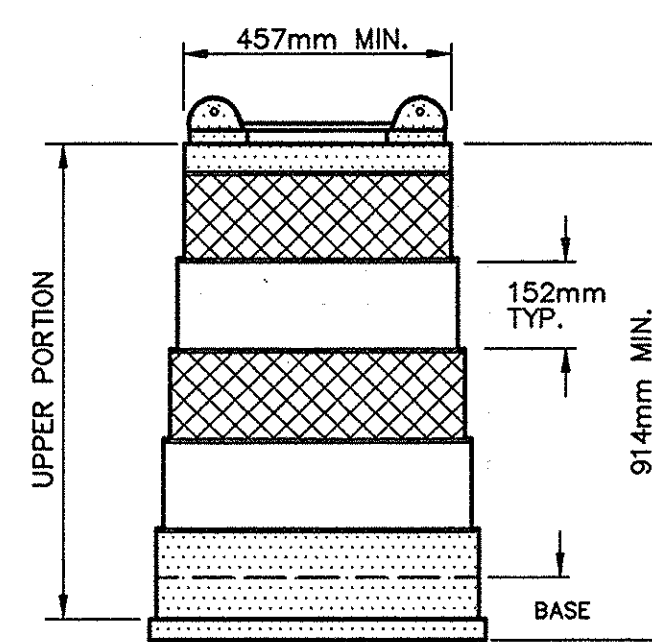
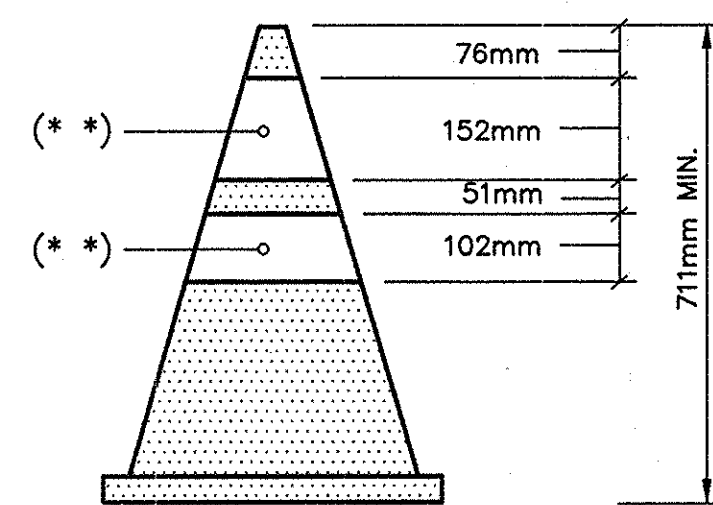
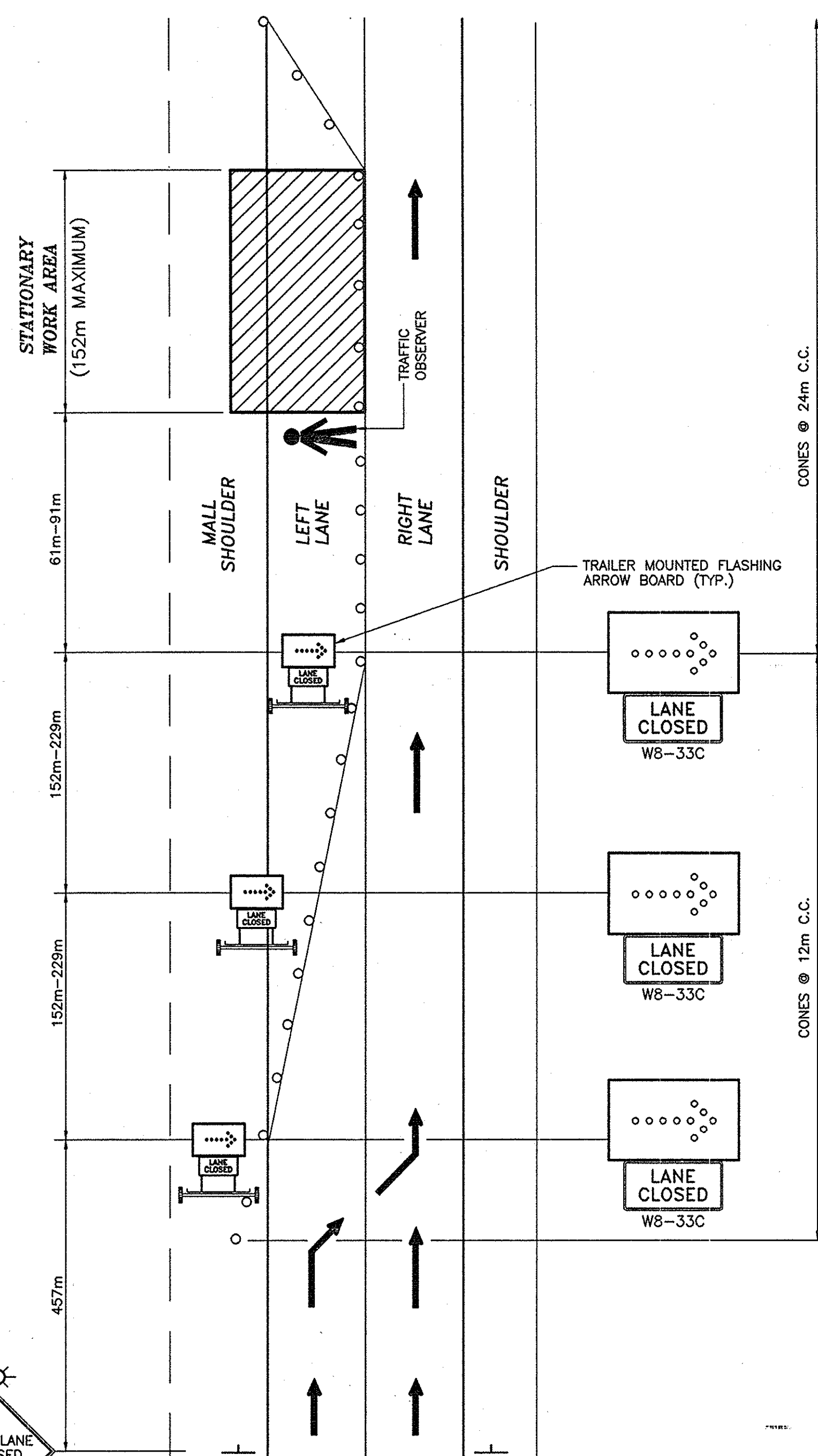
TUBULAR MARKER

(OPTIONAL DEVICES)

TRAFFIC CONTROL DEVICES (2)



CONE

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

PLASTIC DRUM

- WHITE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)
- ORANGE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)

LEGEND

- NON-REFLECTORIZED ORANGE
- APPROVED REFLECTORIZED WHITE BAND OR COLLAR (CLASS B OR C) -REQUIRED FOR NIGHT USE.

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.

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.

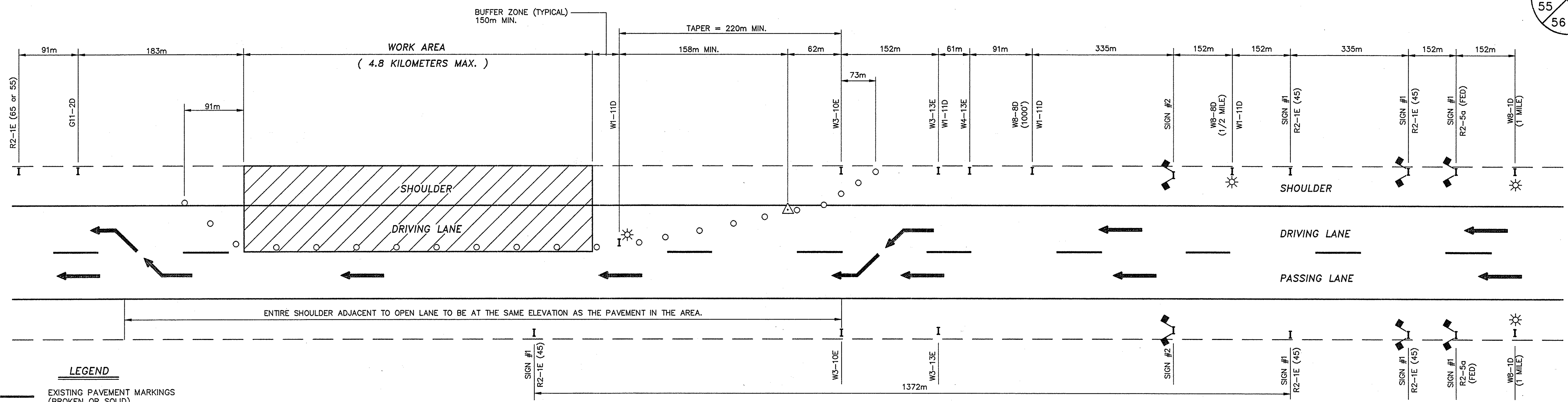
LEGEND

- 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.)

NO AS BUILT
REVISIONS

BIN 5513710

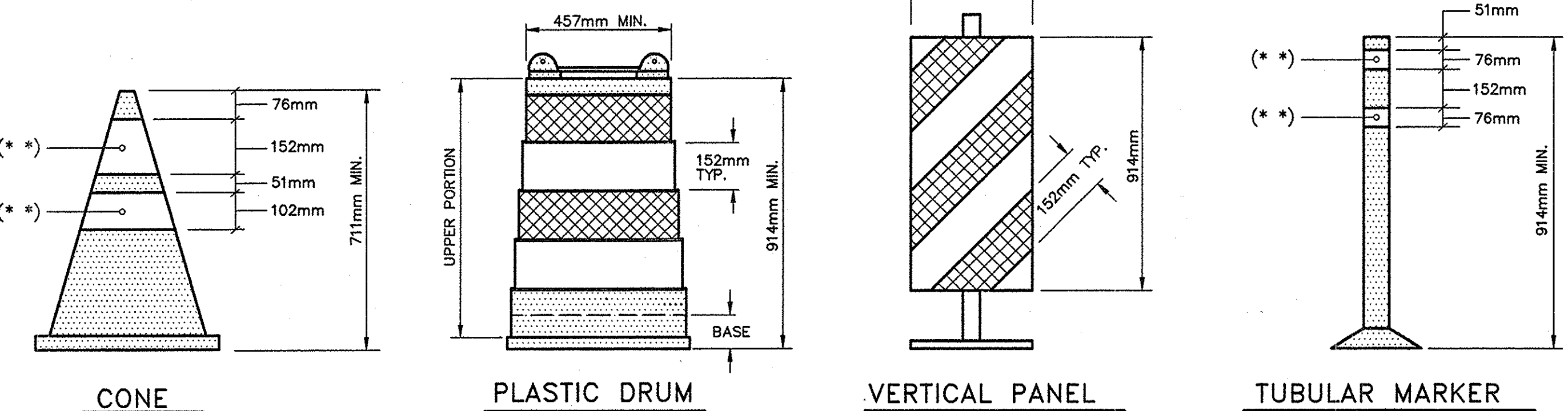
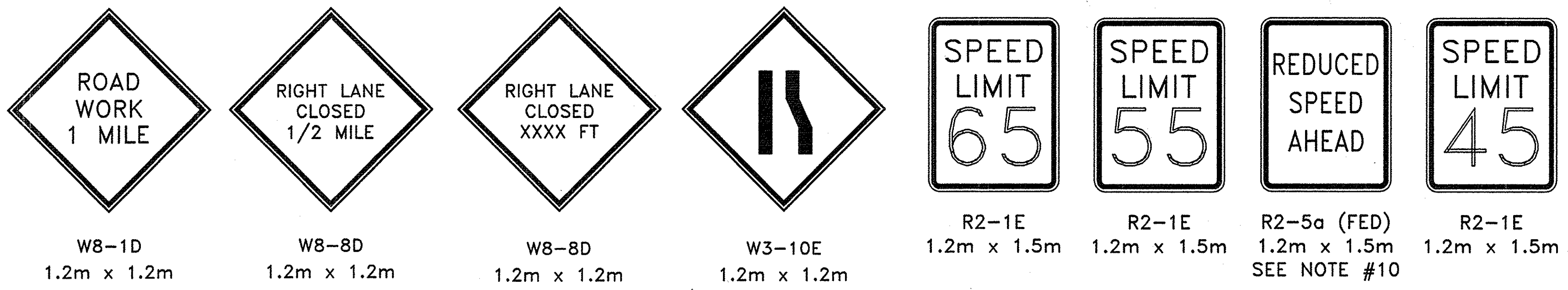
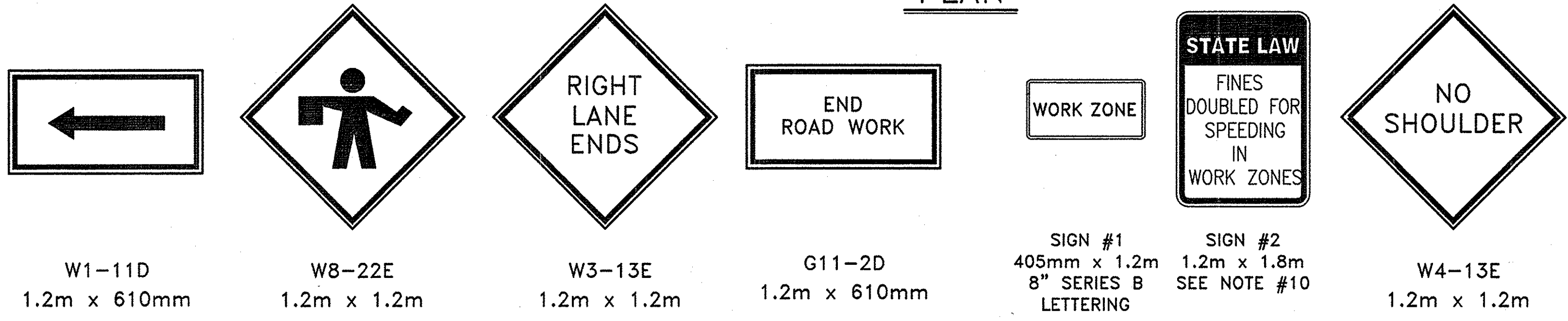
DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF MAINTENANCE SERVICES 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING MOVABLE AND SHORT TERM LANE CLOSURE			
		CONTRACT NUMBER:	
		TAA 00-30B	
		DATE:	
		6/00	
		DRAWING NUMBER:	
		TTP-2	



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



TRAFFIC CONTROL DEVICES

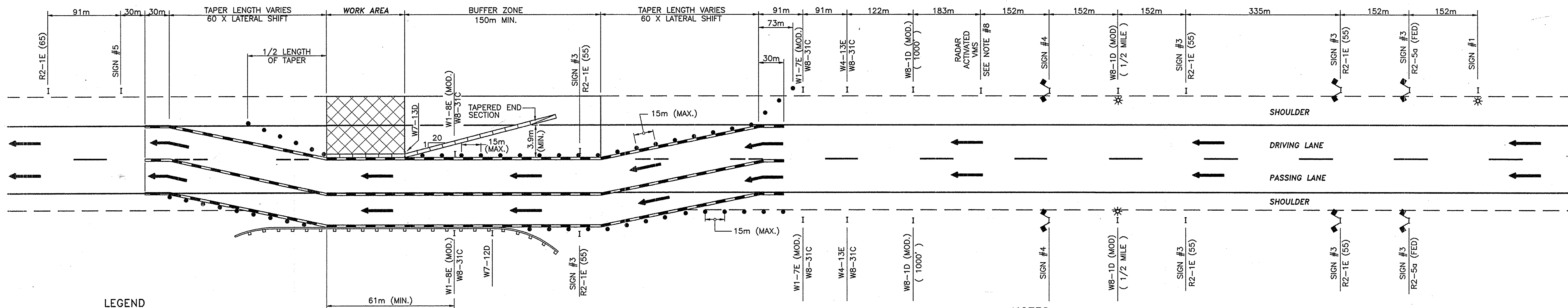
NOTES:

- 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.
- 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.
- FOR NIGHTTIME OPERATIONS, ALL PROVISIONS OF SECTION 619-3.13 OF THE STANDARD SPECIFICATIONS SHALL APPLY.
- THIS SHEET APPLIES TO TWO, THREE, AND FOUR LANE SECTIONS.

NO AS BUILT REVISIONS

BIN 5513710

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING LANE CLOSURE (DAILY)			
CONTRACT NUMBER: TAA 00-30B			
DATE: 6/00			
DRAWING NUMBER: TTP-3			

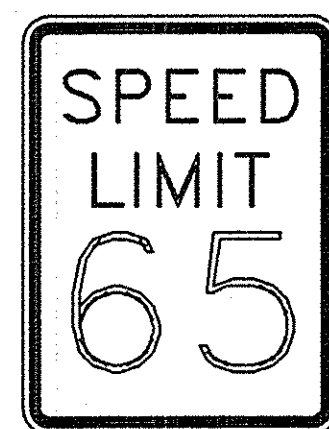
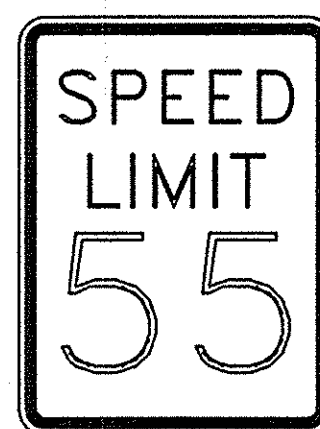
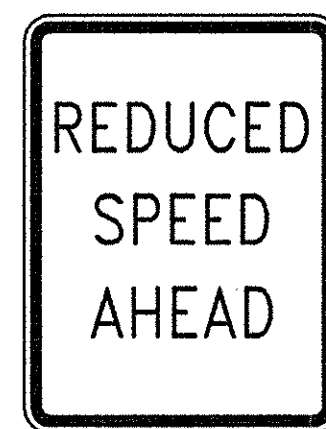
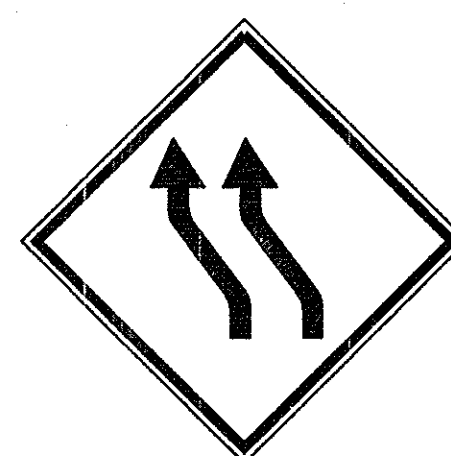
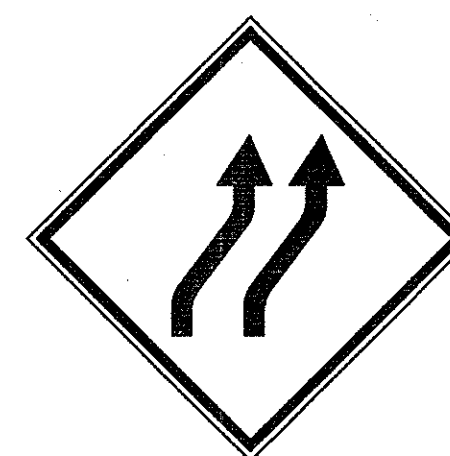
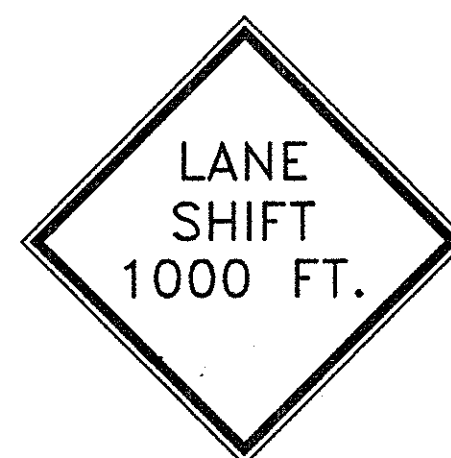


PLAN

N.T.S.

LEGEND

- EXISTING PAVEMENT MARKINGS (BROKEN OR SOLID)
- REMOVAL OF EXISTING PAVEMENT MARKINGS. (SEE NOTE 6)
- TEMPORARY PAVEMENT MARKING FOR CONSTRUCTION, SUPPLEMENT EDGE LINES WITH RAISED MARKERS @ 12m C-C. (SEE NOTE 6)
- TEMPORARY CONCRETE BARRIER WITH BARRIER MARKERS.
- EXISTING RAIL OR BARRIER.
- DRUM
- SIGNS
- FLASHING LIGHTS (LOW INTENSITY FOR NIGHT USE OR A.O.B.E.)
- CONSTRUCTION FLAG

R2-1E
1.2m x 1.5mR2-1E
1.2m x 1.5mR2-5a (FED)
1.2m x 1.5m
SEE NOTE #9W1-7E (MOD.)
1.2m x 1.2m
SEE NOTE #11W1-8E (MOD.)
1.2m x 1.2m
SEE NOTE #11W8-1D (MOD.)
1.2m x 1.2mW8-1D (MOD.)
1.2m x 1.2mW8-31C
1.2m x 610mmW8-22E
1.2m x 1.2mW4-13E
1.2m x 1.2mW7-12D
305mm x 1.4mW7-13D
305mm x 1.4m

CONSTRUCTION AHEAD
BE ALERT !
YOUR TOLLS AT WORK

SIGN #1
2.7m x 1.5m
SEE NOTE #9

WORK ZONE

SIGN #3
406mm x 1.2m
8" SERIES B
LETTERING

STATE LAW
FINES
DOUBLED FOR
SPEEDING
IN
WORK ZONES

SIGN #4
1.2m x 1.8m
SEE NOTE #9

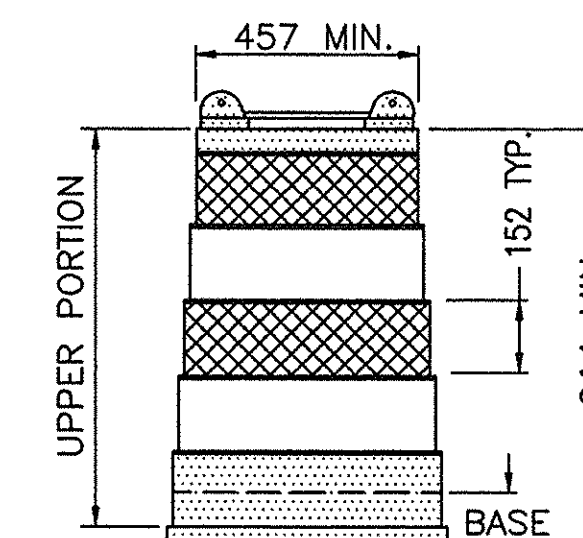
END CONSTRUCTION
Thanks For
Your Patience

SIGN #5
2.4m x 1.2m
SEE NOTE #9

NOTES:

- ALL SIGNS MAY BE FOUND IN THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALL "W" SERIES SIGNS (EXCLUDING THE W7-12D & W7-13D SIGNS) SHALL BE BLACK ON FLUORESCENT ORANGE, THE W7-12D AND THE W7-13D SIGNS SHALL BE BLACK ON YELLOW. 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 1.5m 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 152m NOR FURTHER THAN 793m 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.
- 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.
- 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 SHIFT TAPER.
- RADAR ACTIVATED VARIABLE MESSAGE SIGN TO BE PAID AND MAINTAINED UNDER ITEM 25634.1003M.
- SEE PROPOSAL FOR SIGN FACE LAYOUT.
- ANY EXISTING SPEED LIMIT SIGNS SHALL BE COVERED SO AS NOT TO CONFLICT WITH THE WORK ZONE SPEED LIMIT.
- FOR THREE LANE SECTIONS, THE W1-7E (MOD.) AND W1-8E (MOD.) SIGNS SHALL HAVE 3 ARROWS.

BIN 5513710

NO AS BUILT
REVISIONSPLASTIC DRUM
N.T.S.

LEGEND

- WHITE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)
- ORANGE REFLECTORIZED SHEETING, CLASS B (3M, 3800 SERIES OR EQUAL)
- NON-REFLECTORIZED ORANGE

DATE	DESCRIPTION	BY	SYM.
REVISIONS			
NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING AND MAINTENANCE 200 SOUTHERN BLVD., ALBANY, N.Y. 12209			
TITLE OF PROJECT BRIDGE REPLACEMENT			
LOCATION OF PROJECT M.P. 159.91 PUTNAM ROAD			
TITLE OF DRAWING LANE SHIFT PATTERN (WITH CONCRETE BARRIER)			
CONTRACT NUMBER: TAA 00-30B			
DATE: 6/00			
DRAWING NUMBER: TTP-4			