

TAN 25-20B



Thruway
Authority

BUFFALO DIVISION

PLANS FOR

NIAGARA THRUWAY I-190 OVER SCAJAJUADA CREEK AND BLACK ROCK CANAL
DEBRIS BOOM AND SHEET PILE REPAIRS

AT

MILEPOST N8.75

IN

ERIE COUNTY

TAN 25-20B

D215043

19 SHEETS

BIN 5512619

TAN 25-20B

TYPE OF CONSTRUCTION:

DEBRIS REMOVAL, INSTALLATION OF FLOATING DEBRIS BOOM AND SHEET PILE REPAIRS

STANDARD SHEETS:

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

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

BRIDGE MAINTENANCE GUIDELINES

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

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

SPECIAL MAINTENANCE REQUIREMENTS: NONE

NOTES:

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

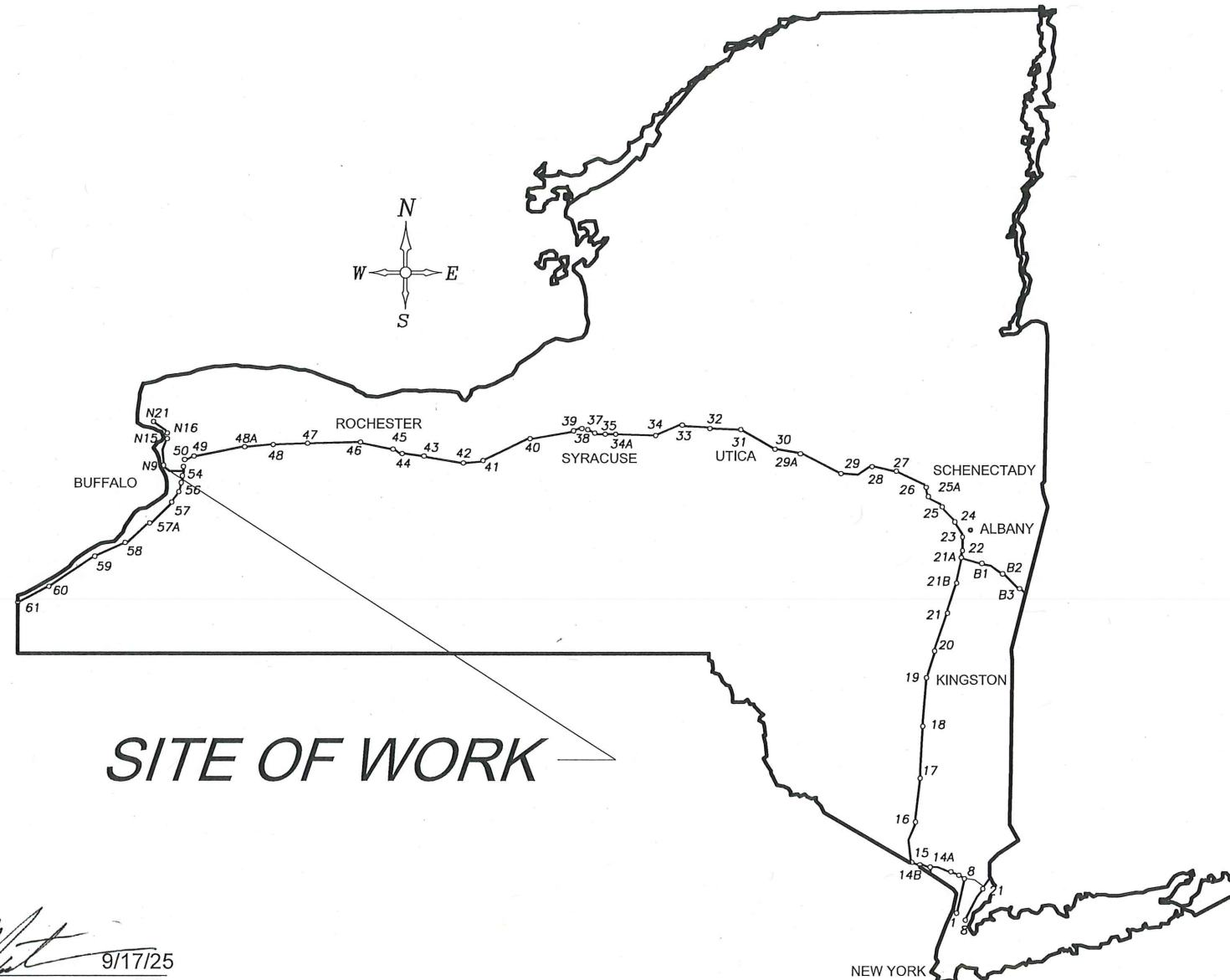
MAINTENANCE JURISDICTION

100% AUTHORITY

ALL BRIDGE AND HIGHWAY ELEMENTS

	PROJECT LIMITS		CONTRACT LIMITS	
	FROM MP	TO MP	FROM MP	TO MP
I-190	N8.70	N8.90	N7.30	N10.30

UDIG NEW YORK
UNDERGROUND FACILITIES PROTECTION ORGANIZATION
CALL 811



CONTRACTOR'S NAME:	
AWARD DATE:	
COMPLETION DATE:	
FINAL ACCEPTANCE DATE:	
INSPECTION FIRM'S NAME:	
RESIDENT ENG./EIC:	
FINAL COST TOTAL:	
FISCAL SHARE	COST(S)
INSPECTION FIRM CONSULTANT STAMP:	

RECOMMENDED BY:  9/17/25
DIRECTOR, OFFICE OF DESIGN DATE

RECOMMENDED BY:  9/18/25
DIVISION DIRECTOR DATE

RECOMMENDED BY:  09/18/25
TRAFFIC ENGINEER DATE

RECOMMENDED BY:  9/18/25
DIRECTOR, OFFICE OF CONSTRUCTION MANAGEMENT DATE

RECOMMENDED BY:  9/18/25
DIRECTOR OF MAINTENANCE AND OPERATIONS DATE

APPROVED BY:  09/22/2025
CHIEF ENGINEER DATE

PREPARED AND RECOMMENDED BY:	DATE
 BERGMANN ASSOCIATES BRETT REYNOLDS, P.E. N.Y.S.P.E. LIC. NO. 084906	9/17/25
PREPARED AND RECOMMENDED BY:	DATE
 HUNT ENGINEERS/ARCHITECTS/SURVEYORS JAMES CUMMINGS, P.E. N.Y.S.P.E. LIC. NO. 080958	9/17/25

TAN 25-20B

ALIGNMENT		TOPOGRAPHY (MISCELLANEOUS)		UTILITIES																																		
ABBR.	DESCRIPTION	ABBR.	DESCRIPTION	ABBR.	DESCRIPTION																																	
AH	AHEAD	ABUT	ABUTMENT	E	ELECTRIC																																	
AZ	AZIMUTH	AOBE	AS ORDERED BY ENGINEER	EMH	ELECTRIC MANHOLE																																	
BK	BACK	ASPH	ASPHALT	G	GAS																																	
CL	BASELINE	BDY	BOUNDARY	GP	GUY POLE																																	
BRG	BEARING	BLDG	BUILDING	GSB	GAS SERVICE BOX (HOUSE LINE)																																	
CL	CENTERLINE	BM	BENCH MARK	GV	GAS VALVE (MAIN LINE)																																	
CS	CURVE TO SPIRAL	CC	CENTER TO CENTER	HYD	HYDRANT																																	
e	SUPERELEVATION RATE (CROSS SLOPE)	CONC	CONCRETE	LP	LIGHT POLE																																	
EQ	EQUALITY	CONST	CONSTRUCTION	LPG	LOW PRESSURE GAS																																	
EXT	EXTERNAL	CR	COUNTY ROAD	PP	POWER POLE																																	
HCL	HORIZONTAL CONTROL LINE	D	DEED DISTANCE	SA	SANITARY SEWER																																	
HSD	HEADLIGHT SIGHT DISTANCE	DM	DIRECT MEASUREMENT	SMH	SANITARY MANHOLE																																	
L	LENGTH OF CIRCULAR CURVE	DWY	DRIVEWAY	ST	STORM SEWER																																	
LS	LENGTH OF SPIRAL	EP	EDGE OF PAVEMENT	T	TELEPHONE																																	
LVC	LENGTH OF VERTICAL CURVE	ES	EDGE OF SHOULDER	TCB	TRAFFIC CONTROL BOX																																	
E	CENTER CORRECTION OF VERTICAL CURVE	FEE	FEE ACQUISITION	TELBOX	TELEPHONE BOX																																	
M	MAIN LINE	FEE WO/A	FEE ACQUISITION WITHOUT ACCESS	TEL P	TELEPHONE POLE																																	
PC	POINT OF CURVATURE	FP	FENCE POST	TMH	TELEPHONE MANHOLE																																	
PI	POINT OF INTERSECTION	FD	FOUNDATION	CTV	CABLE TELEVISION																																	
POL	POINT ON LINE	FL	FENCE LINE	W	WATER																																	
PSD	PASSING SIGHT DISTANCE	GAR	GARAGE	WSB	WATER SERVICE BOX (HOUSE LINE)																																	
PT	POINT OF TANGENT	GR	GRAVEL	WV	WATER VALVE (MAIN LINE)																																	
PVC	POINT OF VERTICAL CURVE	HO	HOUSE	SUBSURFACE EXPLORATION																																		
PVI	POINT OF VERTICAL INTERSECTION	HWY	HIGHWAY																																			
PVT	POINT OF VERTICAL TANGENT	IP	IRON PIN OR IRON PIPE	ABBR.	DESCRIPTION																																	
R	RADIUS	MB	MAILBOX	REPLACE ABBREVIATION "AB" WITH:																																		
SC	SPIRAL TO CURVE	MON	MONUMENT																																			
SSD	STOPPING SIGHT DISTANCE	N&W	NAIL AND WASHER	AH	HAND AUGER																																	
ST	SPIRAL TO TANGENT	OG	ORIGINAL GROUND	CP	CONE PENETROMETER																																	
STA	STATION	O/H	OVERHEAD	DA	2¼ INCHES CASED DRILL HOLE																																	
T	TANGENT LENGTH	P	PARCEL	DM	DRILLING MUD																																	
TGL	THEORETICAL GRADE LINE	PAV'T	PAVEMENT	DN	4 INCHES CASED DRILL HOLE																																	
TS	TANGENT TO SPIRAL	PE	PERMANENT EASEMENT	FH	HOLLOW FLIGHT AUGER																																	
VC	VERTICAL CURVE	PED POLE	PEDESTRIAN POLE	PA	POWER AUGER																																	
TOPOGRAPHY (DRAINAGE)		P	PROPERTY LINE	PH	PROBE																																	
		POR	PORCH	PT	PERCOLATION TEST HOLE																																	
ABBR.	DESCRIPTION	RR	RAILROAD	RP	1 INCH SAMPLER (RETRACTABLE PLUG)																																	
BB	BOTTOM OF BANK (STREAM)	RTE	ROUTE	TO BE DEFINED AT THE TIME OF EXPLORATION																																		
BC	BOTTOM OF CURB	ROW	RIGHT OF WAY	SP	SEISMIC POINT																																	
BO	BOTTOM OF OPENING	RW	RETAINING WALL	TP	TEST PIT																																	
CAP	CORRUGATED ALUMINUM PIPE	SH	STATE HIGHWAY	ABBREVIATION "C" IN CATEGORIES: DA, DM, DN, AND FH WITH:																																		
CB	CATCH BASIN	SHLDR	SHOULDER	B	BRIDGE																																	
CIP	CAST IRON PIPE	SPK	SPIKE	C	CUT																																	
CL STRM	CENTERLINE OF STREAM	ST	STREET	D	DAM																																	
CMP	CORRUGATED METAL PIPE	STK	STAKE	F	FILL																																	
CP	CONCRETE PIPE	STY	STORY	K	CULVERT																																	
CSP	CORRUGATED STEEL PIPE	SW	SIDEWALK	W	WALL																																	
CULV	CULVERT	TE	TEMPORARY EASEMENT	X	TO BE USED IF ONE OF THE ABOVE CANNOT BE DEFINED AT THE TIME THE EXPLORATION IS MADE																																	
DIA	DIAMETER	TO	TEMPORARY OCCUPANCY																																			
DMH	DRAINAGE MANHOLE	U/G	UNDERGROUND																																			
DS	DRAINAGE STRUCTURE PIPE	WW	WING WALL																																			
D'XING	DITCH CROSSING	<table><tr><th>STANDARD SYMBOL (PLANS)</th><th>ITEM PAYMENT UNIT: ESTIMATE OF QUANTITIES SHEET</th><th>EQUIVALENT NOMENCLATURE: (SPECS/PROPOSAL)</th></tr><tr><td>"</td><td>-</td><td>INCHES</td></tr><tr><td>'</td><td>LF</td><td>LINEAR FEET</td></tr><tr><td>mi</td><td>MI</td><td>MILES</td></tr><tr><td>ft²</td><td>SF</td><td>SQUARE FEET</td></tr><tr><td>YD²</td><td>SY</td><td>SQUARE YARD</td></tr><tr><td>AC</td><td>AC</td><td>ACRES</td></tr><tr><td>YD³</td><td>CY</td><td>CUBIC YARD</td></tr><tr><td>GAL</td><td>GAL</td><td>GALLON</td></tr><tr><td>lb</td><td>LB</td><td>POUND</td></tr><tr><td>TON</td><td>TON</td><td>TON</td></tr></table>				STANDARD SYMBOL (PLANS)	ITEM PAYMENT UNIT: ESTIMATE OF QUANTITIES SHEET	EQUIVALENT NOMENCLATURE: (SPECS/PROPOSAL)	"	-	INCHES	'	LF	LINEAR FEET	mi	MI	MILES	ft²	SF	SQUARE FEET	YD²	SY	SQUARE YARD	AC	AC	ACRES	YD³	CY	CUBIC YARD	GAL	GAL	GALLON	lb	LB	POUND	TON	TON	TON
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YD³	CY					CUBIC YARD																																
GAL	GAL					GALLON																																
lb	LB					POUND																																
TON	TON					TON																																
EHW	EXTREME HIGH WATER																																					
EL	ELEVATION																																					
ELEV	ELEVATION																																					
ELW	EXTREME LOW WATER																																					
ES	END SECTION																																					
HW	HEADWALL																																					
INV	INVERT																																					
MH	MANHOLE																																					
MHW	MEAN HIGH WATER																																					
OHW	ORDINARY HIGH WATER																																					
OLW	ORDINARY LOW WATER																																					
RCP	REINFORCED CONCRETE PIPE																																					
SICPP	SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE																																					
TB	TOP OF BANK (STREAM)																																					
TC	TOP OF CURB																																					
TG	TOP OF GRATE																																					
VCP	VITRIFIED CLAY PIPE																																					

INDEX OF DRAWINGS		
SHEET NO.	DRAWING NO.	DESCRIPTION
1	COVER	COVER SHEET
2	INDEX	INDEX AND ABBREVIATIONS
3	SS-1	NYSTA STANDARD SHEETS LISTING AND WORK TYPE TABLES
4	GN-1	GENERAL NOTES
5	TCN-1	TRAFFIC CONTROL NOTES
6	SP-1	SITE PLAN
7	ECP-1	EROSION CONTROL AND DEWATERING PLAN
8	ECD-1	EROSION AND SEDIMENT CONTROL DETAILS
9	DR-1	DEBRIS REMOVAL PLAN
10	ST-1	DEBRIS BOOM PLAN (SHEET 1 OF 2)
11	ST-2	DEBRIS BOOM PLAN (SHEET 2 OF 2)
12	ST-3	DEBRIS BOOM DETAILS (SHEET 1 OF 5)
13	ST-4	DEBRIS BOOM DETAILS (SHEET 2 OF 5)
14	ST-5	DEBRIS BOOM DETAILS (SHEET 3 OF 5)
15	ST-6	DEBRIS BOOM DETAILS (SHEET 4 OF 5)
16	ST-7	DEBRIS BOOM DETAILS (SHEET 5 OF 5)
17	ST-8	SHEET PILE WALL REPAIR PLAN
18	ST-9	SHEET PILE WALL REPAIR DETAILS
19	ST-10	SHEET PILE WALL REPAIR DETAILS

REVISIONS					Thruway Authority	TITLE OF PROJECT I-190 OVER SCAJAQUADA CREEK DEBRIS BOOM AND SHEET PILE REPAIRS	CONTRACT NUMBER: TAN 25-20B
DATE	DESCRIPTION	BY	SYM.			LOCATION OF PROJECT MILE POST N8.75	DATE: 9/17/2025
					BERGMANN ARCHITECTS ENGINEERS PLANNERS	TITLE OF DRAWING INDEX AND ABBREVIATIONS	DRAWING NUMBER: INDEX

CHECKED BY: T. MASI

DRAFTED BY: D. HOLLNER

CHECKED BY: TA

DESIGNED BY: TA

DESIGN SUPERVISOR: TA

New York State Thruway Authority Standard Sheets

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

X	SHEET NO.	SUBJECT
X	TA 201-01	Clearing and Grubbing (Dwg. CG)
	TA 203-01	Shoulder Backup 1R Projects (Dwg. SB)
	TA 203-02	Slope Flattening Details
	TA 404-01	Highway Pavement Repair Details (Dwg. PRD)
	TA 404-02	Bridge Deck Wearing Course Resurfacing (Dwg. BDR)
	TA 404-03	Overhead Bridge Underclearance Improvement (Dwg. BU)
	TA 603-01	Culvert Extension Details
	TA 605-01	Underdrain Details
	TA 606-01	Modified Thrie Beam (Mod.) Guiderail (Dwg. GR-1)
	TA 606-02	Vacant
	TA 606-03	Corrugated Median Barrier to Corrugated Beam Guide Railing Transition Detail D (Dwg. GR-4)
	TA 606-04	Box Beam to 42" Single Slope Half Section Concrete Barrier Pier Protection (Dwg. GR-5)
	TA 606-05	HPBO (Mod.) Corrugated Beam to 42" Single Slope Half Section Concrete Barrier Pier Protection (Dwg. GR-6)
	TA 606-06	Typical U-Turn Median Rail Layout and Roadway Transverse Section
	TA 606-07	Modified Thrie Beam Guiderail with Rock Rail
	TA 606-08	Transition HPBO Corrugated Beam Median Guide Railing to HPBO Corrugated Beam Guide Railing
	TA 611-01	Living Snow Fences
	TA 614-01	Tree Removal
X	TA 619-01	Work Zone Traffic Control Tables & Legend
X	TA 619-02	General Work Zone Traffic Control Notes & Channelizing Devices
X	TA 619-03	Shoulder Closure Short-Term or Intermediate-Term Stationary
X	TA 619-04	Shoulder Closure Short-Duration Stationary and Mobile
	TA 619-05	Signing & Delineation for Shoulder Work Spaces with Temporary Concrete Barrier
	TA 619-06	Work Beyond Shoulder
	TA 619-07	Be Prepared to Stop and Uneven Lanes Signing
	TA 619-08	Single Lane Closure Short- or Intermediate-Term Stationary: 65 MPH Zone
	TA 619-09	Double Lane Closure Short- or Intermediate-Term Stationary: 65 MPH Zone
	TA 619-10	Center Lane Closure Short- or Intermediate-Term Stationary: 65 MPH Zone
	TA 619-11	Lane Shift: 65 MPH Zone
X	TA 619-12	Single Lane Closure Short- or Intermediate-Term Stationary: 55 MPH Zone
	TA 619-13	Double Lane Closure Short- or Intermediate-Term Stationary: 55 MPH Zone
	TA 619-14	Center Lane Closure Short- or Intermediate-Term Stationary: 55 MPH Zone
	TA 619-15	Lane Shift: 55 MPH Zone
X	TA 619-16	Work Zone Traffic Control at Interchanges, Service Areas and Parking Areas
X	TA 619-17	Work Zone Traffic Control for Miscellaneous Operations
X	TA 619-18	Mobile Lane Closure
	TA 619-19	Mobile Lane Closure: Narrow Shoulder Area
X	TA 619-20	Short-Duration Lane Closure
	TA 619-21	Short-Duration Double Lane Closure
	TA 619-22	Work Zone Traffic Control Guide for Pavement Striping Operations
	TA 619-23	Mobile Lane Closure for Pavement Striping Operations
	TA 619-24	Mobile Lane Closure for Pavement Striping Operations: Narrow Shoulder Area
	TA 619-25	Work Zone Traffic Control for Pavement Striping Operations at Interchanges, Service Areas and Parking Areas
	TA 619-26	Temporary Rock Catchment Barrier (Sheets 1-3)
	TA 619-27	Workzone Overhead Gantry Signing
	TA 619-30	New York Division Traffic Management Tables (Sheets 1-28)
	TA 619-31	Albany Division 1,150 Veh/Hr/Lane Traffic Management Tables (Sheets 1-18)
	TA 619-32	Albany Division 1,300 Veh/Hr/Lane Traffic Management Tables (Sheets 1-18)
	TA 619-33	Syracuse Division 1,150 Veh/Hr/Lane Traffic Management Tables (Sheets 1-18)
	TA 619-34	Syracuse Division 1,300 Veh/Hr/Lane Traffic Management Tables (Sheets 1-18)
X	TA 619-35	Buffalo Division 1,150 Veh/Hr/Lane Traffic Management Tables (Sheets 1-37)
X	TA 619-36	Buffalo Division 1,300 Veh/Hr/Lane Traffic Management Tables (Sheets 1-37)
	TA 625-01	ROW and Survey Markers
	TA 645-01	Wrong Way Deterrence Sign
	TA 646-01	Reference Marker Details (Sheets 1-2)
	TA 670-01	Fiber Optic & Backbone Handhole Relocation Details
	TA 680-01	Inductance Loop Installation
	TA 680-02	Highway Advisory Radio (Sheets 1-9)
	TA 685-01	Pavement Marking Details: Asphalt and Concrete Pavement (Sheets 1-2)
	TA 685-02	Pavement Marking Details: Tapered Acceleration and Deceleration Lanes
	TA 685-03	Vacant
	TA 685-04	Temporary Pavement Marking Details
	TA 690-01	Loop and Treadle Plan (Sheets 1-2)
	TA 690-02	Toll Lane Slab Reinforcement Plan
	TA 690-03	10 ft Treadle Frame (Sheets 1-4)

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

REV. 05/25

Highway Work Type

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

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

Structure Work Type

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

MILEPOST:	N8.75						
PROJECT TYPE	X	X	X	X	X	X	X
Bridge Washing							
Scour Protection							
Channel Cleaning							
Railing System							
Protective Screening							
Painting							
Steel Repair							
Wearing Surface Treatment							
Deck Repairs							
Joint Rehabilitation							
Joint Replacement							
Bearing Rehabilitation							
Bearing Replacement							
Hanger Pin Replacement							
Security							
Seismic Retrofit							
Substructure Rehabilitation	X						
Electrical							
Cathodic Protection System							
Fendor or Pier Protection System							
Deck Replacement							
Superstructure Replacement							
Bridge Replacement							
Added Bridge (New Location)							
Abandoned Bridge							
Other: (Debris Boom)	X						

New York State Department of Transportation Standard Sheets

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

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

REVISIONS						TITLE OF PROJECT I-190 OVER SCAJAQUADA CREEK DEBRIS BOOM AND SHEET PILE REPAIRS	CONTRACT NUMBER: TAN 25-20B
DATE	DESCRIPTION	BY	SYM.			LOCATION OF PROJECT MILE POST N8.75	DATE: 09/17/2025
						TITLE OF DRAWING NYSTA STANDARD SHEETS LISTING AND WORK TYPE TABLES	DRAWING NUMBER: SS-1

FILE NAME = 0215043_cpl-9m-01.dgn
DATE/TIME = 2025 13:57
USER = dhoerner

DESIGNED BY: Y. ABUHASSAN
DESIGN SUPERVISOR: B. REYNOLDS

CHECKED BY: M. SEIDEL

DRAFTED BY: D. HOERNER

CHECKED BY: M. SEIDEL

GENERAL NOTES

- DESIGN SPECIFICATIONS: NYSDOT LRFD BRIDGE DESIGN SPECIFICATIONS WITH ALL PROVISIONS IN EFFECT AS OF NOVEMBER 2025 (FOR DESIGN PURPOSES, COMPRESSIVE STRENGTH OF CONCRETE FOR SUBSTRUCTURES AND DECK SLABS AT 28 DAYS: f'c = 4,000 psi).
- CONSTRUCTION SPECIFICATIONS: CURRENT VERSION OF THE NYSDOT STANDARD SPECIFICATIONS CONSTRUCTION AND MATERIALS AS REFERENCED IN THE FRONT COVER OF THE PROJECT PROPOSAL.
- THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT ANY MATERIALS WHICH ARE TO REMAIN IN PLACE, OR WHICH ARE TO REMAIN THE PROPERTY OF THE AUTHORITY, WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY MATERIALS WHICH ARE TO REMAIN IN PLACE OR WHICH ARE TO REMAIN THE PROPERTY OF THE AUTHORITY, THE DAMAGED MATERIALS SHALL BE REPAIRED OR REPLACED IN A MANNER SATISFACTORY TO THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
- RECORD PLANS FOR THIS STRUCTURE WILL BE PROVIDED AS SUPPLEMENTAL INFORMATION ON THE AUTHORITY'S WEBSITE, PRIOR TO THE LETTING.
- ADDITIONAL NOTES MAY BE FOUND ON SUBSEQUENT DRAWINGS. SUCH NOTES, WHILE PERTAINING TO THE SPECIFIC DRAWING THEY ARE PLACED ON, ALSO SUPPLEMENT THE GENERAL NOTES LISTED HEREIN.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT DUE TO THE NATURE OF PROJECTS, THE EXACT EXTENT OF THE WORK CANNOT ALWAYS BE ACCURATELY DETERMINED PRIOR TO THE COMMENCEMENT. THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON FIELD INSPECTION AND OTHER INFORMATION AVAILABLE AT THE TIME. ACTUAL FIELD CONDITION MAY REQUIRE MODIFICATIONS TO CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM THE WORK IN ACCORDANCE WITH THE FIELD CONDITIONS AND A.O.B.E.
- THE CONTRACTOR SHALL EXAMINE AND VERIFY IN THE FIELD ALL EXISTING CONDITIONS AND DIMENSIONS WITH THOSE SHOWN ON THE PLANS. IF FIELD CONDITIONS AND DIMENSIONS DIFFER FROM THOSE SHOWN ON THE PLANS, THE CONTRACTOR SHALL USE THE FIELD CONDITIONS AND DIMENSIONS, AND MAKE THE APPROPRIATE CHANGES TO THOSE SHOWN ON THE PLANS AS APPROVED BY THE ENGINEER.
- THERE SHALL BE NO CLAIM AGAINST THE NYSTA BY THE CONTRACTOR FOR WORK PERTAINING TO MODIFICATIONS AS MAY BE REQUIRED DUE TO ANY DIFFERENCE BETWEEN ACTUAL FIELD CONDITIONS AND THOSE SHOWN BY THE DETAILS AND DIMENSIONS ON THE CONTRACT PLANS. THE CONTRACTOR WILL BE PAID AT THE UNIT BID PRICE FOR THE ACTUAL QUANTITIES OF MATERIALS USED OR FOR THE WORK PERFORMED, AS INDICATED BY THE VARIOUS ITEMS INDICATED IN THE CONTRACT.
- THE CONTRACTOR SHOULD NOTE THAT ADDITIONAL WORK MAY BE REQUIRED AS THE CONTRACT PROGRESSES WHICH IS NOT SHOWN OR NOTED ON THE PLANS. THIS WORK SHALL BE PERFORMED BY THE CONTRACTOR A.O.B.E. AND PAYMENT SHALL BE MADE AT THE UNIT BID PRICE FOR THE APPROPRIATE ITEMS.
- NO PAYMENT SHALL BE MADE FOR WORK CALLED FOR BY NOTES ON THE PLANS, IN THE SPECIFICATIONS, OR UNDER THE HEADING GENERAL NOTES UNLESS PAYMENT IS SPECIFICALLY INDICATED BY ITEM NUMBER. THE COST OF WORK FOR WHICH NO PAYMENT IS INDICATED SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS ITEMS IN THE CONTRACT.
- WHENEVER ITEMS IN THE CONTRACT REQUIRE MATERIALS TO BE REMOVED AND DISPOSED, THE COST OF SUPPLYING A DISPOSAL AREA AND TRANSPORTATION TO THAT AREA AND SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THOSE ITEMS.
- IF THE ENGINEER NOTIFIES THE CONTRACTOR OF ANY HAZARDOUS CONSTRUCTION PRACTICES, ALL OPERATIONS IN THE AFFECTED AREA SHALL BE DISCONTINUED AND IMMEDIATE ACTIONS SHALL BE TAKEN TO CORRECT THE SITUATION TO THE SATISFACTION OF THE ENGINEER BEFORE WORK IS RESUMED.
- THE CONTRACTOR SHALL BE REQUIRED TO PROTECT THEIR WORKERS AT ALL TIMES IN CONFORMANCE WITH APPLICABLE OSHA REGULATIONS.

GENERAL NOTES (CONT'D)

- PROTECTION OF THE PUBLIC: THE CONTRACTOR SHALL MAINTAIN AND PROTECT THRUWAY TRAFFIC IN ACCORDANCE WITH SECTION 619, THE TRAFFIC CONTROL PLANS, THE M.U.T.C.D. AND THE NEW YORK STATE SUPPLEMENT TO THE M.U.T.C.D. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF SECTION 107, LEGAL RELATIONS AND RESPONSIBILITY TO THE PUBLIC, OF THE STANDARD SPECIFICATION.
- THE CONTRACTOR SHALL COORDINATE THEIR WORK WITH OTHER CONTRACTORS AND AUTHORITY MAINTENANCE FORCES AND SCHEDULE THEIR OPERATIONS SO AS TO CAUSE A MINIMUM DISRUPTION TO TRAFFIC.
- THERE IS NO SPOIL AREA FOR SURPLUS MATERIALS AVAILABLE FOR THIS CONTRACT WITHIN THE AUTHORITY'S RIGHT-OF-WAY. THEREFORE, ALL MATERIAL TO BE REMOVED FROM THE JOB SITE SHALL BE DISPOSED OFF THE AUTHORITY'S PROPERTY. ALL DISPOSAL SITES SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE REMOVAL OF SURPLUS MATERIALS FROM THE SITE AND ALL MATERIALS SHALL BE DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL LAWS. ALL COSTS ASSOCIATED WITH THE SPOIL AREA AND REMOVAL OF SPOIL MATERIAL SHALL BE INCLUDED IN THE VARIOUS ITEMS OF THE CONTRACT.
- DETAILS ON THE DRAWINGS LABELED AS "NOT TO SCALE" ARE INTENTIONALLY DRAWN NOT TO SCALE FOR VISUAL CLARITY. ALL OTHER DETAILS FOR WHICH NO SCALE IS SHOWN ARE DRAWN PROPORTIONALLY AND ARE FULLY DIMENSIONED.
- ALL SHOP DRAWINGS FOR THIS PROJECT SHALL BE PREPARED IN U.S. CUSTOMARY UNITS.
- THE CONTRACTOR SHALL PROVIDE THE ENGINEER ACCESS TO THE DEWATERED AREA UNDER THE BRIDGE FOR INSPECTION OF THE BRIDGE PILES.
- A FATHOMETER SURVEY FOR I-190 OVER SCAJAJUADA CREEK (BIN 5512619) WAS PERFORMED IN NOVEMBER 2020 AND WILL BE PROVIDED AS SUPPLEMENTAL INFORMATION AVAILABLE TO BIDDERS.
- REMOVE AND REPLACE LONGITUDINAL COMPONENTS OF EXISTING TIMBER FENDER SYSTEM THAT ARE BROKEN OR MISSING A.O.B.E. ITEM 202.0701--25. SEE DWG. ST-7 FOR DETAILS OF EXISTING FENDER SYSTEM AND ADDITIONAL NOTES.

IN-WATER CONSTRUCTION NOTES

- COST PREMIUM FOR MARINE CONSTRUCTION FOR ALL ITEMS/WORK, EXCEPT FOR THE DEBRIS REMOVAL ITEM, SHALL BE INCLUDED IN ITEM 552.27100025 - MARINE ACCESS. THIS SHALL INCLUDE TRANSPORTING MATERIALS, LABOR, AND EQUIPMENT BETWEEN LAND AND THE WORK AREA AS WELL AS PROVIDING WORK BARGES/VESSELS, TUG BOATS, ETC AS MAY BE REQUIRED.
- COST FOR INSTALLING PILES AND DEBRIS BOOM, INCLUDING DIVE TEAMS, WATER RESCUE, ETC. SHALL BE INCLUDED IN THE CONTRACTOR'S BID PRICE.
- TURBIDITY CURTAIN SHALL BE INSTALLED PRIOR TO PLACING PILES.
- CONTRACTOR MAY NOT PERFORM ANY GRADING OF CANAL BOTTOM WITHOUT US ARMY CORPS OF ENGINEERS APPROVAL.

PILE NOTES

- REFER TO SPECIAL NOTE IN THE PROPOSAL TITLED "SECTION 551 PILES AND PILE DRIVING EQUIPMENT, FURNISHING EQUIPMENT AND PERSONNEL DYNAMIC LOAD TESTING OF PILES". NOTIFY THE ENGINEER THREE WORKING DAYS PRIOR TO DYNAMIC PILE TESTING.
- THE DYNAMIC PILE TEST WILL CONSIST OF ONE TEST AT INITIAL DRIVE AND A RESTRIKE AFTER 72 HOUR WAITING PERIOD. ADDITIONAL PILES MAY BE DRIVEN DURING THIS TIME, STARTING A MINIMUM DISTANCE OF 10 FEET FROM THE TEST PILE AND PROGRESSING AWAY FROM THE TEST PILE.
- DYNAMIC PILE TESTING, ITEM 551.14, SHALL BE PERFORMED ON PILES P1 THROUGH P5.
- DRIVE PILES TO ACHIEVE A MINIMUM NOMINAL RESISTANCE OF 80 KIPS PER PILE WITHOUT THE CONCRETE FILL AND TO THE MINIMUM TIP ELEVATION SHOWN ON THE DRAWINGS. THE DYNAMIC PILE TEST SHALL BE PERFORMED PRIOR TO PLACEMENT OF THE CONCRETE FILL.
- PROVIDE CAST-IN-PLACE PILES MEETING THE REQUIREMENTS OF ASTM A252 GRADE 3 STEEL, 0.500 INCH MINIMUM WALL THICKNESS.
- EQUIP ALL CAST-IN-PLACE PILES WITH PILE SHOES PER THE DETAILS ON DWG. ST-7. COST SHALL BE INCLUDED IN THE PILE ITEM.
- MECHANICAL PILE SPLICES ARE PROHIBITED.

DEBRIS BOOM NOTES

- THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A DETAILED DESIGN OF THE DEBRIS BOOM IN ACCORDANCE WITH ITEM 665.31000125 SPECIFICATIONS. THE DESIGN SUBMITTAL SHALL INCLUDE DESIGN CALCULATIONS AND DRAWINGS FOR DEBRIS BOOM LAYOUT AND DETAILS. THE DRAWINGS AND CALCULATIONS SHALL BE PREPARED AND STAMPED BY A NEW YORK STATE LICENSED AND REGISTERED PROFESSIONAL ENGINEER.
- DEBRIS BOOM SHALL BE DESIGNED TO ACCOMMODATE WATER SURFACE BETWEEN HIGH WATER AND LOW WATER ELEVATIONS.
- HYDRAULIC ANALYSIS WITH DESIGN WATER SURFACE ELEVATION AND FLOW VELOCITIES WILL BE PROVIDED AS SUPPLEMENTAL INFORMATION AVAILABLE TO BIDDERS.
- THE DEBRIS BOOM SHALL BE DESIGNED TO ACCOUNT FOR DEFLECTION DUE TO WATER FLOW, DEBRIS LOADING, AND ENVIRONMENTAL FORCES (E.G. WIND, ICE) SUCH THAT THE DEBRIS BOOM DOES NOT COME INTO CONTACT WITH THE EXISTING TIMBER FENDER SYSTEM, EXISTING TIMBER DOLPHINS, OR EXISTING RAMP BRIDGE PIERS.
- CONTRACTOR IS RESPONSIBLE FOR INSPECTING CONCRETE ANCHOR BLOCK LOCATIONS PRIOR TO PLACEMENT. ANCHOR BLOCKS SHALL BE INSTALLED LEVEL. AREA SHALL BE FREE OF DEBRIS OR OTHER MATERIAL WHICH PREVENT THE ANCHOR FROM SITTING UNIFORMLY ON THE PREPARED SUBGRADE.
- ALL HARDWARE AND FASTENERS FOR THE DEBRIS BOOM SYSTEM SHALL BE GALVANIZED.

ENVIRONMENTAL NOTES

- ACTIVITIES MUST BE CONDUCTED IN A MANNER TO PREVENT DISTURBANCE AND DISCHARGE OF POLLUTANTS TO SURFACE WATERS.
- ACTIVITIES WITHIN WATERS OF THE US SHALL COMPLY WITH "USACE NATIONWIDE PERMIT #3 - MAINTENANCE" (OR OTHER REQUIRED PERMIT(S)).
- ALL SOIL AND SEDIMENT THAT IS EXCAVATED ALONG THE STEEL SHEET PILING WALL SHALL BE TEMPORARILY STOCKPILED, THEN REGRADED ALONG THE WALL ONCE THE REPAIR WORK IS INSTALLED, NO MATERIAL SHALL BE REMOVED FROM THE SITE.
- ALL RINSE WATERS AND DEBRIS GENERATED FROM CLEANING OF THE STEEL SHEET PILING WALL SHALL BE PREVENTED FROM ENTERING NEARBY SCAJAJUADA CREEK/BLACK ROCK CANAL. ANY WATER DISCHARGED TO THE WATERBODIES SHALL BE DONE BEHIND THE TURBIDITY CURTAIN.
- SOILS IN AND AROUND THE WORK AREA HAVE BEEN TESTED AND SHOW RESIDUAL CHEMICALS ASSOCIATED WITH HISTORICAL USE OF THE AREA AND PETROLEUM COMPOUNDS. SINCE THE PRESENCE OF THE COMPOUNDS MAKE THE SOIL A REGULATED MATERIAL FOR DISPOSAL, SOILS SHOULD REMAIN ON SITE AND ONLY DISTURBED TO FACILITATE REPAIR ACTIVITIES. WHEN ORGANIC AND OTHER DEBRIS ARE REMOVED FROM THE SITE, THE WASTE PROFILE FOR THE CHOSEN LANDFILL SHOULD INDICATE THE PRESENCE OF THESE COMPOUNDS AND THE THE RELATIVE PERCENTAGE OF THE DISPOSAL (I.E. 1% OR LESS). IF REMOVAL OF THE DEBRIS RESULTS IN REMOVAL OF MORE THAN RESIDUAL SOILS, SOILS TESTING FOR WASTE CLASSIFICATION SHOULD BE USED TO ALTER THE PROFILE TO INCLUDE THIS MATERIAL. WASTE CLASSIFICATION ANALYSIS SHOULD BE REQUESTED OF THE DISPOSAL FACILITY.

UTILITY NOTES

- LOCATION OF UTILITIES, PUBLIC AND/OR PRIVATE, INDICATED ON THE PLANS AS EXISTING AND/OR TO BE CONSTRUCTED ARE APPROXIMATE ONLY. THEIR EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD. ADDITIONAL UTILITY LINES, WHETHER ABANDONED OR IN SERVICE, MAY EXIST AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONDUCT THEIR OPERATIONS AND TAKE NECESSARY PRECAUTIONS SUCH THAT INTERFERENCE WITH OR DAMAGE TO THESE OR OTHER FACILITIES DURING THE COURSE OF CONSTRUCTION IS PREVENTED. PRIOR TO ANY EXCAVATION, THE CONTRACTOR IS TO CALL UDIG NY TO HAVE UNDERGROUND UTILITIES LOCATED, 811 OR 1-800-962-7962.
- IN THE EVENT THE CONTRACTOR DAMAGES AN EXISTING UTILITY SERVICE, CAUSING THE INTERRUPTION IN SAID SERVICE, THE CONTRACTOR SHALL IMMEDIATELY COMMENCE WORK TO RESTORE SERVICE AND MAY NOT CEASE WORK UNTIL SERVICE IS RESTORED. ALL COSTS TO REPAIR OR REPLACE DAMAGED UTILITIES SHALL BE AT THE EXPENSE OF THE CONTRACTOR. IF THE CONTRACTOR DOES NOT MAKE IMMEDIATE NECESSARY REPAIRS, THE RESPECTIVE OWNING COMPANIES OR MUNICIPAL FORCES MAY DO THE WORK, AND THE COST THEREOF CHARGED AGAINST THE CONTRACTOR.

ALTERED ON:	AFFIXED ON: 9/17/2025
SIGNATURE: STAMP:	SIGNATURE: STAMP: 

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REVISIONS			
DATE	DESCRIPTION	BY	SYM.

 Thruway Authority	TITLE OF PROJECT I-190 OVER SCAJAJUADA CREEK DEBRIS BOOM AND SHEET PILE REPAIRS	CONTRACT NUMBER: TAN 25-20B
	LOCATION OF PROJECT MILE POST N8.75	DATE: 9/17/2025
	TITLE OF DRAWING GENERAL NOTES	DRAWING NUMBER: GN-1

CHECKED BY: JMC

DRAFTED BY: AA

CHECKED BY: JMC

DESIGNED BY: JMC

DESIGN SUPERVISOR: JMC

A. GENERAL NOTES

- ALL WORK ZONE TRAFFIC CONTROL SHALL CONFORM TO THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE NYS SUPPLEMENT AND THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) STANDARD SPECIFICATION SECTION 619, EXCEPT WHERE MODIFIED BY THE CONTRACT PLANS AND PROPOSAL.
- IF THE ENGINEER NOTIFIES THE CONTRACTOR OF ANY HAZARDOUS CONDITION OR PRACTICE, ALL OPERATIONS IN THAT AREA SHALL CEASE. IMMEDIATE REMEDIAL ACTION SHALL BE TAKEN TO THE SATISFACTION OF THE ENGINEER BEFORE WORK MAY BE RESUMED.
- MOBILE LANE CLOSURES MAY BE UTILIZED TO INSTALL TRAFFIC CONTROL DEVICES.
- A QUANTITY OF 2 PORTABLE VARIABLE MESSAGE SIGNS IN CONFORMANCE WITH ITEM 619.110513 HAVE BEEN INCLUDED IN THIS CONTRACT, FOR THE USE ON THE THRUWAY MAINLINE . THE LOCATION OF EACH SIGN SHALL BE DETERMINED BY THE NEW YORK STATE THRUWAY AUTHORITY (NYSTA). PORTABLE VARIABLE MESSAGE SIGNS (PVMS) WILL BE OPERATED BY THE THRUWAY STATEWIDE OPERATIONS CENTER (TSOC). THE SOFTWARE CONTROL PACKAGE SHALL BE NTCIP PROTOCOL COMPLIANT COMMUNICATING THROUGH DAKTRONICS VANGUARD SOFTWARE, OR VER-MAC CENTRALO VERSION 3.0.2.1).
- THE CONTRACTOR SHALL MAINTAIN ACCESS FOR EMERGENCY VEHICLES THROUGHOUT THE PROJECT AREA AT ALL TIMES. ALL EXISTING HIGHWAY MEDIAN TURNAROUND AREAS OUTSIDE THE WORK ZONE TRAFFIC CONTROL LIMITS SHALL REMAIN OPEN FOR EMERGENCY VEHICLE USE.
- CLOSURES REQUIRING NIGHTTIME WORK SHALL BE CONDUCTED IN CONJUNCTION WITH THE REQUIREMENTS OF SECTION 619-3.19 OF THE NYSDOT STANDARD SPECIFICATIONS. COST TO BE INCLUDED IN ITEM 619.24.

B. CHANGES TO WORK ZONE TRAFFIC CONTROL (WZTC) PLANS:

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

C. WZTC RESTRICTIONS:

- INTERSTATE TRAFFIC SHALL BE MAINTAINED ON A PAVED SURFACE AT ALL TIMES. THE MINIMUM LANE WIDTH SHALL BE 11FT.
- THERE SHALL BE NO WORK OPERATIONS ALLOWED BEFORE DAWN OR AFTER SUNSET WITHOUT AN APPROVED LIGHTING PLAN. THE LIGHTING PLAN SHALL BE APPROVED PRIOR TO START OF WORK BY THE ENGINEER. IF THE CONTRACTOR CHOOSES TO WORK AT NIGHT (IF APPROVED) THEY SHALL PROVIDE A LIGHTING PLAN IN CONFORMANCE WITH SPECIFICATION SECTION 619-3.19 NIGHTTIME OPERATIONS, AND SHALL BEAR ALL COSTS.
- LANE CLOSURES SHALL NOT BE ALLOWED WHEN EITHER VISIBILITY OR PAVEMENT CONDITION ARE JUDGED TO BE INADEQUATE BY THE ENGINEER.
- THE CONTRACTOR SHALL SCHEDULE AND PROGRESS THE CONTRACT WORK IN A MANNER THAT MINIMIZES THE DURATION OF LANE CLOSURES. LANE CLOSURES SHALL BE USED ONLY WHEN WORK IS ACTUALLY IN PROGRESS.
- ALL REDUCED SPEED LIMITS WITHIN THE PROJECT LIMITS SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. COST OF SIGNS SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 619.01.
- SEE LANE CLOSURES CHARTS ON NYSTA STANDARD SHEET TA 619-35 AND TA 619-36 FOR LANE CLOSURE RESTRICTIONS.

D. WZTC COORDINATION:

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

E. WZTC SIGNING AND DEVICES:

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

F. CONSTRUCTION VEHICLES:

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

G. RESPONSIBILITY FOR EMERGENCY REPAIRS:

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

H. ROADSIDE HAZARDS:

- WHEN NOT IN USE, THE CONTRACTOR SHALL NOT STORE ANY CONSTRUCTION EQUIPMENT, SIGNS, TRAFFIC CONTROL DEVICES, MATERIALS OR ANY OTHER APPURTENANCES ALONG THE ROADWAY WITHIN THE CLEAR ZONE UNLESS PROTECTED BY AN APPROVED PHYSICAL BARRIER.
- EXISTING GUIDE RAIL SHALL REMAIN IN PLACE UNTIL CONSTRUCTION ACTIVITIES NECESSITATE REMOVAL. NEW GUIDE RAIL SHALL BE INSTALLED WITHIN 14 DAYS IN ACCORDANCE WITH SECTION 619-03.02E. DELINEATION AND DROP OFF PROTECTION SHALL BE AS SPECIFIED IN SECTION 619 WORK ZONE TRAFFIC CONTROL.

I. CHANGING WZTC SCHEMES:

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

J. BARRIER VEHICLE WITH MOUNTED ATTENUATORS

- BARRIER VEHICLES (BV) WITH MOUNTED ATTENUATORS ARE REQUIRED WHEN WORKERS ARE PRESENT IN A CLOSED TRAVEL LANE OR CLOSED SHOULDER. A BV SHALL BE USED AT EACH WORK LOCATION WITHIN THE CLOSURE. THE COST SHALL BE INCLUDED IN THE COST BID FOR ITEM 619.01.
- BARRIER VEHICLES WITH MOUNTED ATTENUATORS SHALL BE PLACED TO ACCOMMODATE ANTICIPATED ROLL-AHEAD DISTANCE (DISTANCE BETWEEN THE FRONT OF THE BV TRUCK AND THE FIRST WORKER OR VEHICLE TO BE PROTECTED). FOLLOW TRUCK MANUFACTURER'S INSTRUCTIONS.
- AT LEAST ONE BV IN THE WORK ZONE SHALL BE EQUIPPED WITH A FUNCTIONING DRONE RADAR UNIT. IT MAY BE RELOCATED TO THE FLASHING ARROW PANEL FOR CONVENIENCE. COST SHALL BE INCLUDED IN ITEM 619.01.

K. FLASHING ARROW PANEL

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

L. NIGHTTIME OPERATION

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

M. SEQUENCE OF OPERATIONS

ESTABLISH TURBIDITY CURTAIN
REMOVE DEBRIS
ESTABLISH COFFERDAM
REPAIR SHEET PILE WALL
REMOVE COFFERDAM
REPAIR TIMBER FENDER SYSTEM
INSTALL PILES AND DEBRIS BOOM
REMOVE TURBIDITY CURTAIN

ALTERED ON:	AFFIXED ON: 9/17/2025
SIGNATURE: STAMP:	SIGNATURE: STAMP: 

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REVISIONS			
DATE	DESCRIPTION	BY	SYM.

 NEW YORK STATE Thruway Authority	TITLE OF PROJECT I-190 OVER SCAJAQUADA CREEK DEBRIS BOOM AND SHEET PILE REPAIRS	CONTRACT NUMBER: TAN 25-20B
	LOCATION OF PROJECT MILE POST N8.75	DATE: 9/17/2025
 HUNT ENGINEERS ARCHITECTS SURVEYORS HORSEHEADS, NY 607-368-1000 ROCHESTER, NY 585-327-7950 TOWANDA, PA 517-282-4888 BINGHAMTON, NY 607-736-8081 ALBANY, NY 607-736-8081 WWW.HUNT-EAS.COM NY CERTIFICATE NO. 0016220 PA CERTIFICATE NO. TSC220315146-1	TITLE OF DRAWING TRAFFIC CONTROL NOTES	DRAWING NUMBER: TCN-1

CHECKED BY: M. SEIDEL

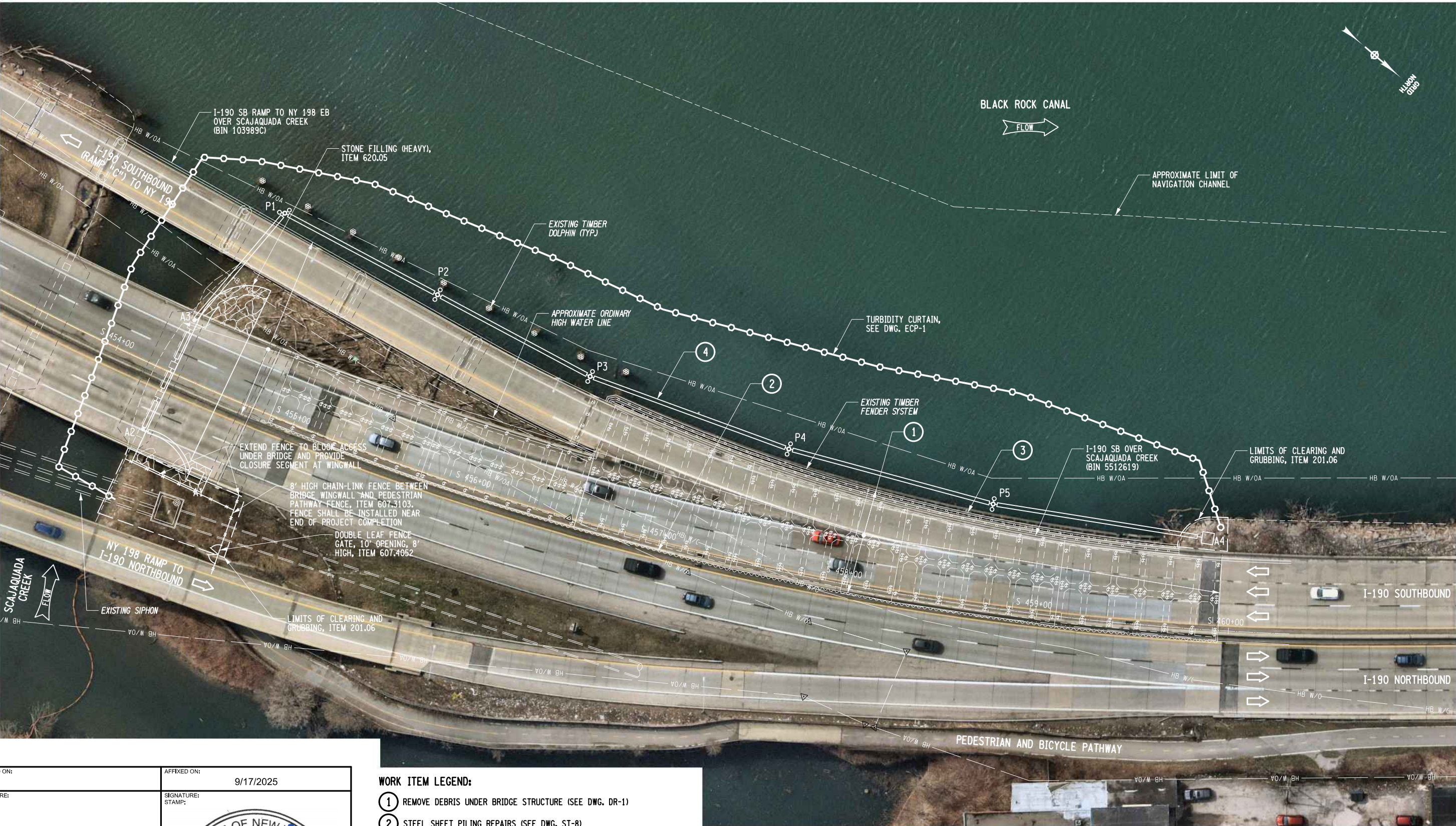
DRAFTED BY: D. HOERNER

CHECKED BY: M. SEIDEL

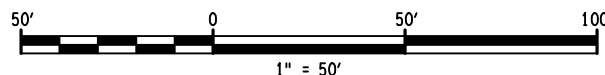
DESIGNED BY: Y. ABUHASSAN

DESIGN SUPERVISOR: B. REYNOLDS

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DATE/TIME = 07/17/2025 07:37
USER = dhoerner



SITE PLAN



ALTERED ON:	AFFIXED ON: 9/17/2025
SIGNATURE: STAMP:	SIGNATURE: STAMP: 

- WORK ITEM LEGEND:**
- 1 REMOVE DEBRIS UNDER BRIDGE STRUCTURE (SEE DWG. DR-1)
 - 2 STEEL SHEET PILING REPAIRS (SEE DWG. ST-8)
 - 3 REPLACE BROKEN OR MISSING LONGITUDINAL COMPONENTS OF TIMBER FENDER SYSTEM (SEE DWG. ST-7)
 - 4 INSTALL FLOATING DEBRIS BOOM (SEE DWG. ST-1 & ST-2)

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REVISIONS			
DATE	DESCRIPTION	BY	SYM.



TITLE OF PROJECT I-190 OVER SCAJQUADA CREEK DEBRIS BOOM AND SHEET PILE REPAIRS	CONTRACT NUMBER: TAN 25-20B
LOCATION OF PROJECT MILE POST N8.75	DATE: 9/17/2025
TITLE OF DRAWING SITE PLAN	DRAWING NUMBER: SP-1

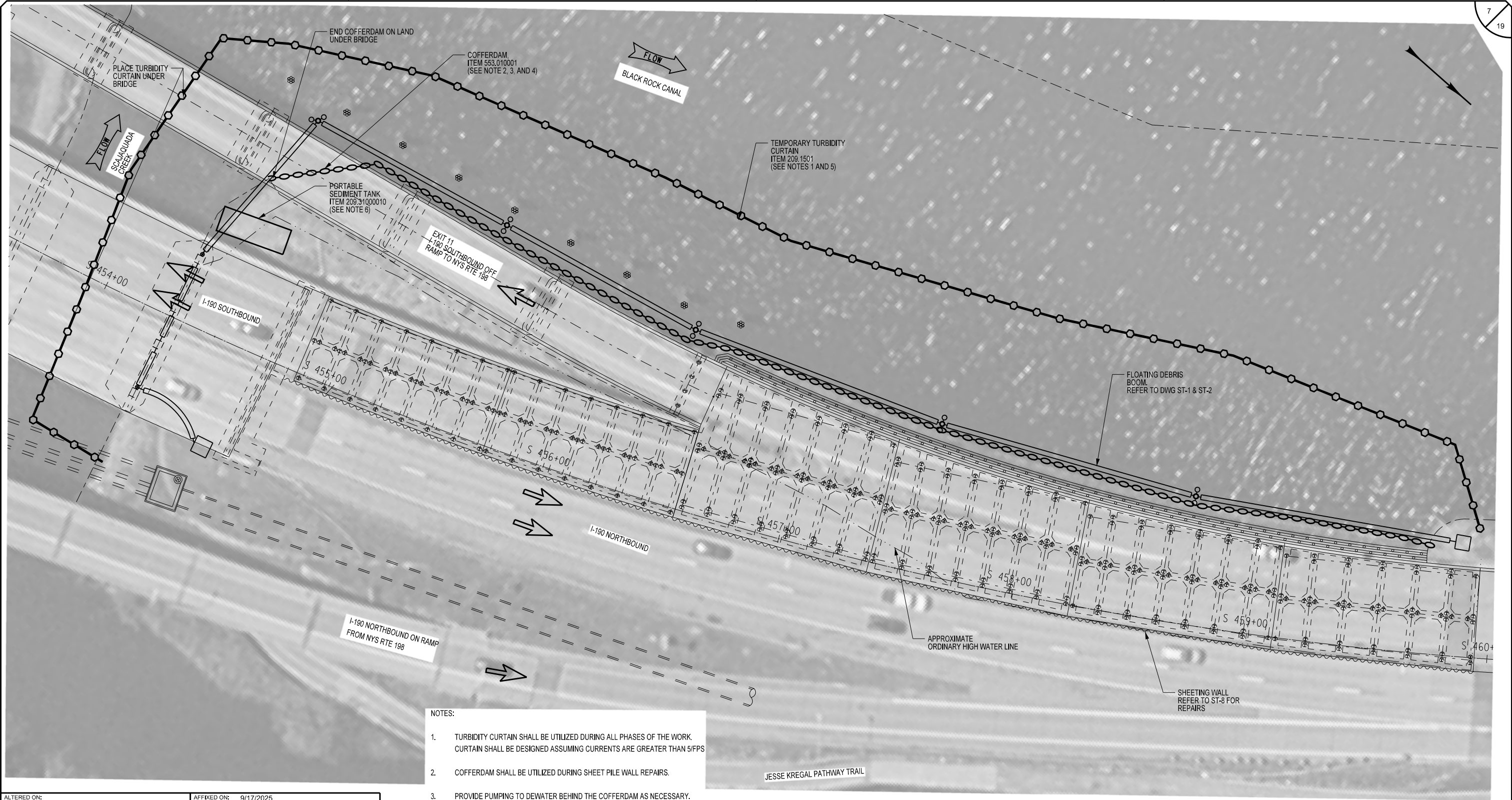
CHECKED BY: JMC

DRAFTED BY: AA

CHECKED BY: JMC

DESIGNED BY: JMC

DESIGN SUPERVISOR: JMC



- NOTES:
- TURBIDITY CURTAIN SHALL BE UTILIZED DURING ALL PHASES OF THE WORK. CURTAIN SHALL BE DESIGNED ASSUMING CURRENTS ARE GREATER THAN 5/FPS
 - COFFERDAM SHALL BE UTILIZED DURING SHEET PILE WALL REPAIRS.
 - PROVIDE PUMPING TO DEWATER BEHIND THE COFFERDAM AS NECESSARY. PASS ALL DEWATERING DISCHARGE THROUGH A SEDIMENT TANK BEFORE DISCHARGE TO THE STREAM. COST OF ALL PUMPING SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 553.010001.
 - COFFERDAM SHALL NOT UTILIZE EXISTING PILES FOR SUPPORT.
 - TURBIDITY CURTAIN SHALL NOT EXTEND INTO THE NAVIGATIONAL CHANNEL.
 - EXACT SEDIMENT TANK LOCATION TO BE COORDINATED IN THE FIELD.

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REVISIONS			
DATE	DESCRIPTION	BY	SYM.



Thruway
Authority

HUNT ENGINEERS | ARCHITECTS | SURVEYORS
HORSEHEADS, NY 607-368-1000 ROCHESTER, NY 585-327-7550
TOWANDA, PA 517-262-4888 BINGHAMTON, NY 607-736-8081
ALBANY, NY 607-738-5581 WWW.HUNT-EAS.COM
NY CERTIFICATE NO. 0018220 PA CERTIFICATE NO. TSC2203151464-1

TITLE OF PROJECT
I-190 OVER SCAJAQUADA CREEK
DEBRIS BOOM AND SHEET PILE REPAIRS
LOCATION OF PROJECT
MILE POST N8.75
TITLE OF DRAWING
EROSION CONTROL AND
DEWATERING PLAN

CONTRACT NUMBER:
TAN 25-20B
DATE:
9/17/2025
DRAWING NUMBER:
ECP-1

ALTERED ON:

AFFIXED ON: 9/17/2025

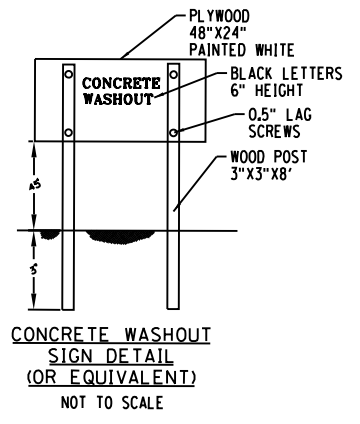
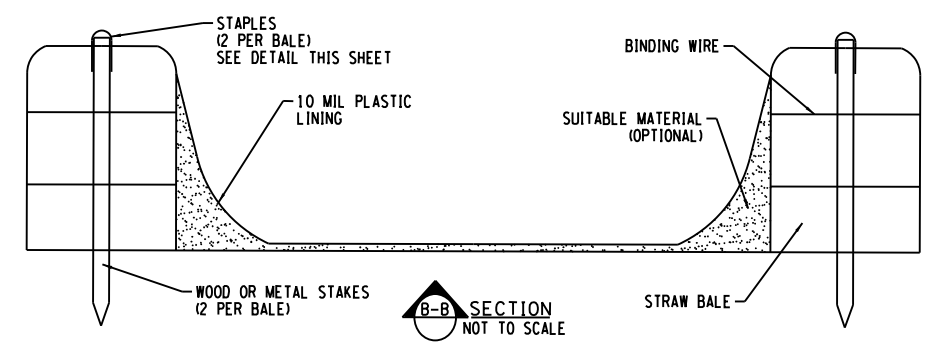
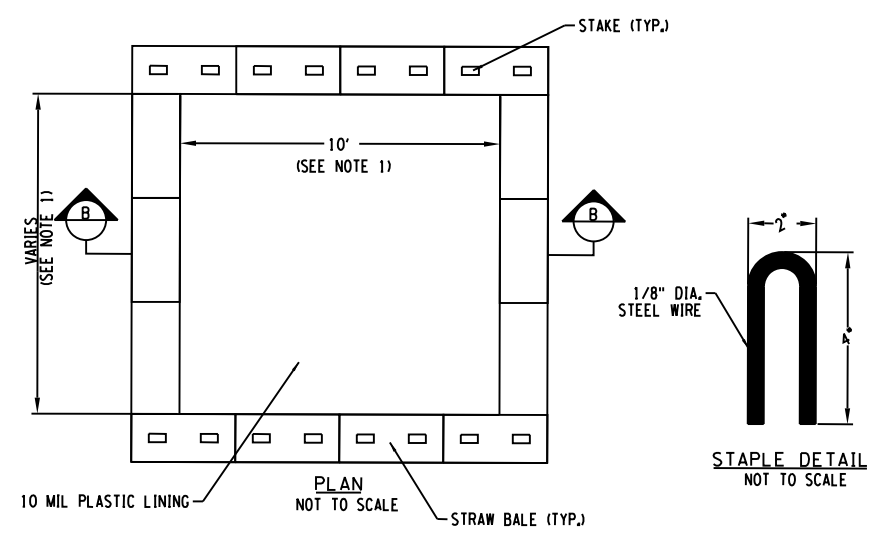
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CHECKED BY: JMC
DESIGNED BY: JMC
DESIGN SUPERVISOR: JMC

EROSION CONTROL NOTES:

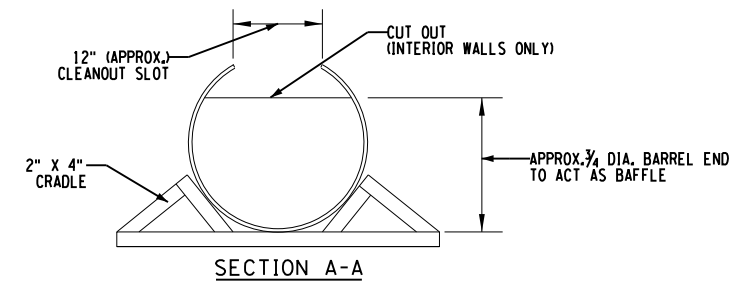
1. CONTRACTOR SHALL CLEAN SEDIMENT AND DEBRIS OFF ALL PAVED SURFACES AT THE END OF EACH DAY OR AS DIRECTED BY ENGINEER. COST OF CLEANING SHALL BE INCLUDED IN VARIOUS ITEMS IN THE CONTRACT.
2. CONTRACTOR SHALL NOT WASH CONCRETE OR SLURRY TRUCKS, TOOLS, OR EQUIPMENT OUT ONTO BARE GROUND OR DIRECTLY INTO STORM OR SANITARY SEWER SYSTEMS (INCLUDING SWALES, DITCHES AND WETLANDS). EXCESS CONCRETE, SLURRY AND WASH WATER SHALL BE COLLECTED IN A WASH BASIN AND DISPOSED OF PROPERLY.
3. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE ENGINEER THEIR WRITTEN SCHEDULE AND PROPOSED MEASURES FOR TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL WORK AND SCHEDULE OF OPERATIONS AS REQUIRED BY SECTION 209 OF THE NYSDOT STANDARD SPECIFICATIONS.
4. INSPECTION, PERIODIC CLEANING AND MAINTENANCE OF TEMPORARY SOIL EROSION AND POLLUTION CONTROL DEVICES SHALL BE PERFORMED ON A SCHEDULE BASIS IN ACCORDANCE WITH SECTION 209 OF THE NYSDOT STANDARD SPECIFICATIONS. THE COST OF INSTALLING, CLEANING AND REMOVING TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL DEVICES SHALL BE PAID FOR UNDER THE ITEMS SHOWN.
5. ALL NECESSARY PRECAUTIONS SHALL BE TAKEN TO PREVENT CONTAMINATION OF ANY STREAM OR WATERWAY BY SILT, SEDIMENT, FUELS, SOLVENTS, LUBRICANTS, EPOXY COATINGS, CONCRETE OR SLURRY LEACHATE OR ANY OTHER POLLUTANT ASSOCIATED WITH CONSTRUCTION AND CONSTRUCTION PROCEDURES.
6. THE COST OF DEWATERING SHALL BE INCLUDED IN PRICE BID FOR THE ITEM REQUIRING THE DEWATERING. THE CONTRACTOR SHALL OBTAIN THE REQUIRED PERMITS FROM THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION IF THEY ELECT TO USE WELL POINTS. ALL WATER FROM DEWATERING OPERATIONS OR EXCAVATION ACTIVITIES SHALL PASS THROUGH A SETTLING TANK, ITEM 209.31000010, PRIOR TO BEING DISCHARGED TO A CANAL, CREEK, STREAM, OR CLOSED DRAINAGE SYSTEM DITCH.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ANY ADDITIONAL EROSION CONTROL MEASURES THAT MAY BE REQUIRED OR AS ORDERED BY ENGINEER.
8. CONTRACTOR STAGING AREAS SHALL BE EXISTING AREAS OF NON DISTURBABLE COVER. (I.E. ASPHALT MILLING, ASPHALT OR CONCRETE PAVEMENT). IF THE CONTRACTOR CREATES A STAGING AREA ON DISTURBABLE COVER (I.E. GRASS) THEN THE ENTIRE AREA SHALL BE ENCLOSED WITH SILT FENCE.
9. CONTRACTORS SHALL ESTABLISH A STABILIZED CONSTRUCTION ENTRANCE INTO AND OUT OF EACH WORK AREA AND EACH STAGING AREA CONSTRUCTED ON DISTURBABLE COVER.



CONCRETE WASHOUT NOTES:

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

CONCRETE WASHOUT DETAIL
NOT TO SCALE



NOTES

1. CLEAN OUT THE SEDIMENT TANK WHEN ONE THIRD (1/3) FILLED WITH SILT.
2. STEEL DRUMS ARE USED AS AN EXAMPLE DUE TO THEIR READY AVAILABILITY. ANY TANK MAY BE USED, PROVIDING THAT THE VOLUME REQUIREMENTS ARE MET.
3. ALL SEDIMENT COLLECTED IN THE TANK SHALL BE DISPOSED OF PROPERLY OFFSITE BY THE CONTRACTOR, OR AS APPROVED BY THE ENGINEER.
4. PROVIDE ONE TANK FOR EACH 3 INCH PUMP DISCHARGE. PUMP DISCHARGE LINES SHALL NOT EXCEED 3 INCHES.
5. THE FOLLOWING FORMULA SHALL BE USED IN DETERMINING THE STORAGE VOLUME OF THE SEDIMENT TANK • PUMP DISCHARGE (g.p.m) X 16 = CUBIC FEET STORAGE.

PORTABLE SEDIMENT TANK
ITEM 209.31000010
NOT TO SCALE

ALTERED ON:

AFFIXED ON: 9/17/2025

SIGNATURE:
STAMP:

EXP. 12/31/2026

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REVISIONS			
DATE	DESCRIPTION	BY	SYM.

HUNT ENGINEERS | ARCHITECTS | SURVEYORS
HORSEHEADS, NY 607-368-1000 ROCHESTER, NY 585-327-7550
TOWANDA, PA 570-262-4888 BINGHAMTON, NY 607-736-8081
ALBANY, NY 607-736-8881 WWW.HUNT-EAS.COM
NY CERTIFICATE NO. 0018220 PA CERTIFICATE NO. TSC2203151464-1

TITLE OF PROJECT I-190 OVER SCAJAQUADA CREEK DEBRIS BOOM AND SHEET PILE REPAIRS	CONTRACT NUMBER: TAN 25-20B
LOCATION OF PROJECT MILE POST N8.75	DATE: 9/17/2025
TITLE OF DRAWING EROSION & SEDIMENT CONTROL DETAILS	DRAWING NUMBER: ECD-1

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USER = MSeidel

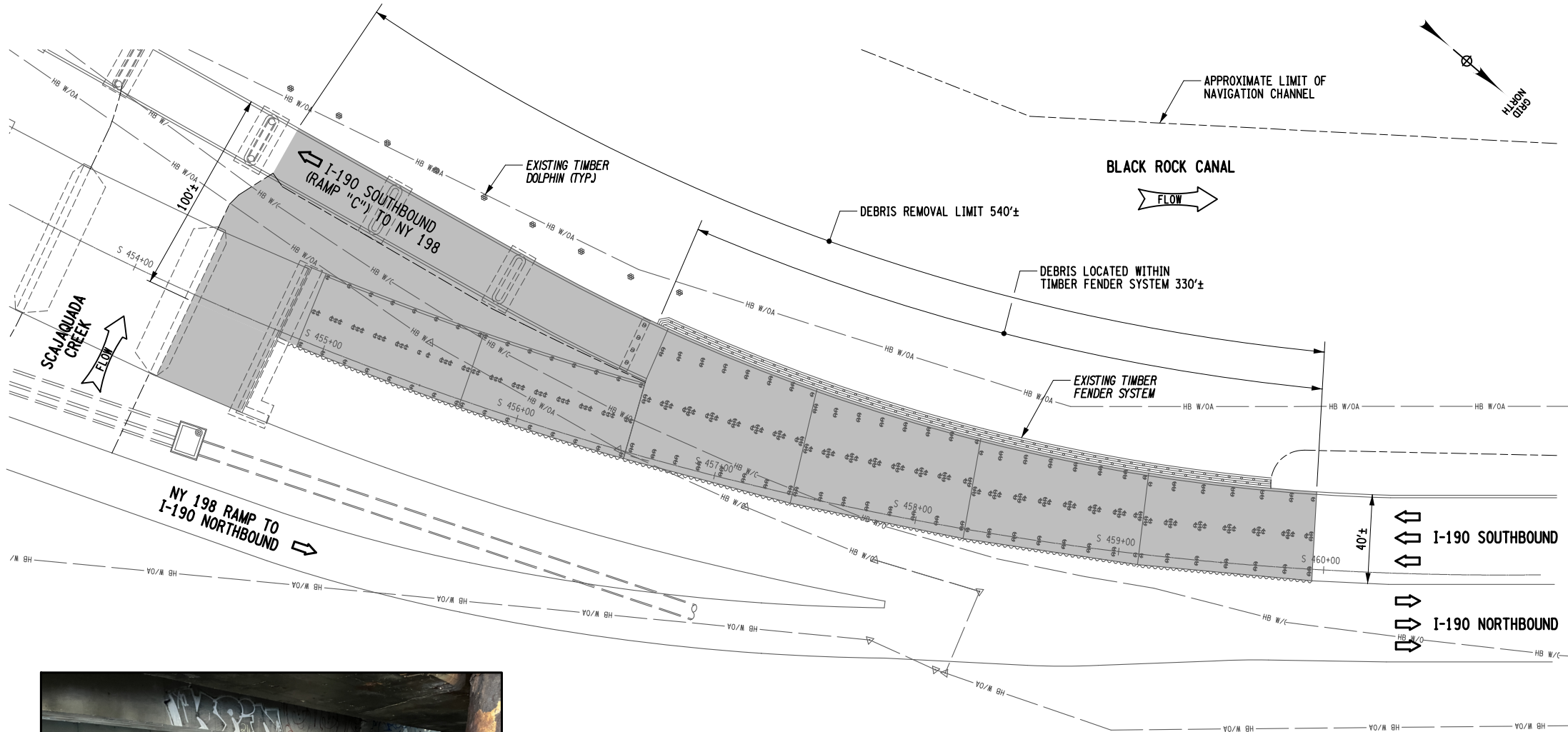
DESIGN SUPERVISOR: B. REYNOLDS

DESIGNED BY: Y. ABUHASSAN

CHECKED BY: M. SEIDEL

DRAFTED BY: D. HOERNER

CHECKED BY: M. SEIDEL



NOTES

1. DUE TO THE DIFFICULT ACCESS TO THIS SITE THE CONTRACTOR IS ADVISED TO VISIT THIS LOCATION PRIOR TO BIDDING. PEDESTRIAN ACCESS TO VISIT THE SITE IS POSSIBLE BY THE PEDESTRIAN AND BICYCLE PATHWAY (SEE DWG. SP-1). ACCESS TO THE TRAIL IS LOCATED OFF NIAGARA STREET. THERE IS A LOCKED FENCE GATE THAT RESTRICTS ACCESS TO THE PROJECT LOCATION, CONTACT NYSTA NIAGARA SECTION FOR ACCESS.
2. DEBRIS TO BE REMOVED IS LOCATED UNDER THE ELEVATED SECTIONS OF THE SOUTHBOUND LANES OF THE NIAGARA THRUWAY (I-190) AND THE I-190 SOUTHBOUND RAMP TO SCAJAQUADA EXPRESSWAY (NY 198). THE CONTRACTOR SHALL REMOVE ALL MATERIAL TO THE SATISFACTION OF THE ENGINEER.
3. A PORTION OF REMOVAL AREA IS INSIDE THE TIMBER FENDER SYSTEM THAT PROTECTS THE RAMP PIERS. MACHINE ACCESS INTO THIS AREA MAY BE LIMITED.
4. REMOVE AND REPLACE HORIZONTAL TIMBER FENDER SYSTEM IF NECESSARY FOR DEBRIS REMOVAL, INCLUDE COST IN ITEM 202.0701--25. SEE DWG. ST-7 FOR DETAILS OF EXISTING FENDER SYSTEM.

LEGEND

ITEM 202.26010125 - DEBRIS REMOVAL



DEBRIS UNDER RELIEVING PLATFORM



DEBRIS UNDER RELIEVING PLATFORM



DEBRIS BETWEEN I-190 SB AND RAMP TO NY 198



EXISTING TIMBER FENDER SYSTEM

ALTERED ON:	AFFIXED ON: 9/17/2025
SIGNATURE: STAMP:	SIGNATURE: STAMP:

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REVISIONS			
DATE	DESCRIPTION	BY	SYM.



TITLE OF PROJECT I-190 OVER SCAJAQUADA CREEK DEBRIS BOOM AND SHEET PILE REPAIRS	CONTRACT NUMBER: TAN 25-20B
LOCATION OF PROJECT MILE POST N8.75	DATE: 9/17/2025
TITLE OF DRAWING DEBRIS REMOVAL PLAN	DRAWING NUMBER: DR-1

FILE NAME = 0215043_cpl_boom plan_01.dgn
DATE/TIME = 2025 07:37
USER = dhoerner

DESIGN SUPERVISOR: B. REYNOLDS

DESIGNED BY: Y. ABUHASSAN

CHECKED BY: M. SEIDEL

DRAFTED BY: D. HOERNER

CHECKED BY: M. SEIDEL

ALTERED ON:	AFFIXED ON: 9/17/2025
SIGNATURE: STAMP:	SIGNATURE: STAMP: 

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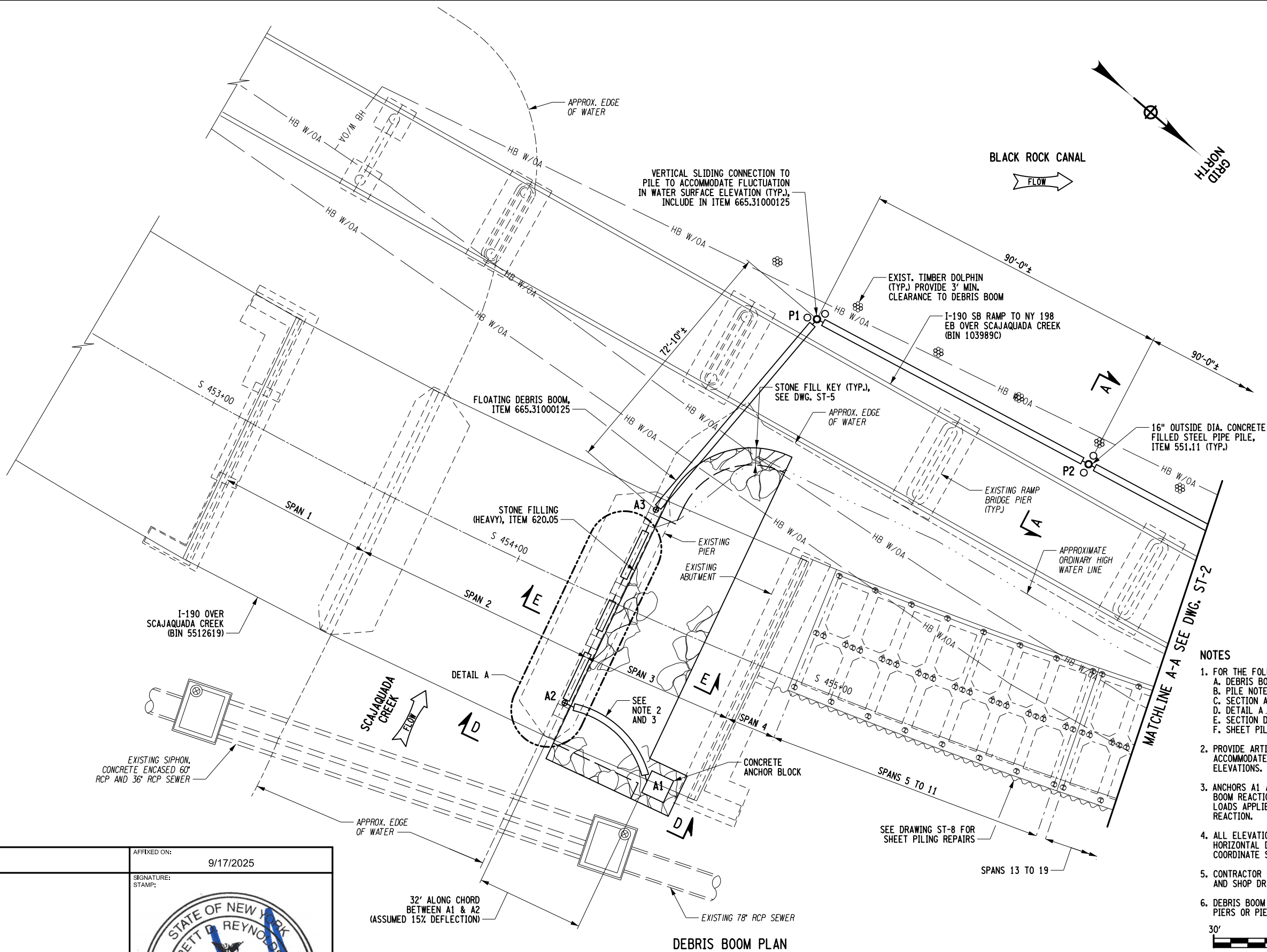


Thruway
Authority



BERGMANN
ARCHITECTS ENGINEERS PLANNERS

TITLE OF PROJECT I-190 OVER SCAJAQUADA CREEK DEBRIS BOOM AND SHEET PILE REPAIRS	CONTRACT NUMBER: TAN 25-20B
LOCATION OF PROJECT MILE POST N8.75	DATE: 9/17/2025
TITLE OF DRAWING DEBRIS BOOM PLAN (SHEET 1 OF 2)	DRAWING NUMBER: ST-1



PILE LOCATIONS		
PILE	NORTHING	EASTING
P1	1067397.87	1063676.18
P2	1067485.71	1063656.58
P3	1067573.58	1063637.11
P4	1067676.54	1063598.38
P5	1067775.75	1063550.86

ANCHOR LOCATIONS		
ANCHOR	NORTHING	EASTING
A1	1067448.24	1063811.10
A2	1067415.07	1063809.30
A3	1067398.46	1063749.06
A4	1067869.41	1063493.18

NOTE:
ANCHOR A1 & A4 LOCATION IS CENTER OF ANCHOR BLOCK AT FACE CONNECTED TO DEBRIS BOOM. ANCHOR A2 & A3 COORDINATES ARE FOR REFERENCE ONLY, LOCATE ANCHOR AS SHOWN ON DWG. ST-4.

LEGEND

-  - EXISTING BRIDGE PILE
-  - EXISTING BRIDGE PILE BATTERED 2.67 ON 1
-  - P* DEBRIS BOOM SUPPORT PILE
-  - A* DEBRIS BOOM ANCHOR BLOCK

NOTES

- FOR THE FOLLOWING SEE:
 - A. DEBRIS BOOM NOTES..... DWG NO. GN-1
 - B. PILE NOTES..... GN-1
 - C. SECTION A-A..... ST-3
 - D. DETAIL A..... ST-4
 - E. SECTION D-D & E-E..... ST-5
 - F. SHEET PILE REPAIRS..... ST-8
- PROVIDE ARTICULATED CONNECTION BETWEEN BOOM UNITS TO ALLOW BOOM TO ACCOMMODATE EXISTING GROUND SURFACE AND VARIATIONS IN WATER SURFACE ELEVATIONS.
- ANCHORS A1 AND A2 ARE DESIGNED FOR A MAXIMUM SERVICE HORIZONTAL BOOM REACTION OF 6,500 LBS. PROVIDE FUSE LINKS TO LIMIT THE LATERAL LOADS APPLIED TO THE ANCHORS TO THE DESIGN SERVICE HORIZONTAL BOOM REACTION.
- ALL ELEVATIONS ARE IN NAVD 88 VERTICAL DATUM UNLESS OTHERWISE NOTED. HORIZONTAL DATUM IS REFERENCED TO THE NEW YORK STATE PLANE COORDINATE SYSTEM NAD83 WEST ZONE (NAD83/2011).
- CONTRACTOR SHALL COORDINATE ANCHOR LOCATIONS WITH DEBRIS BOOM DESIGN AND SHOP DRAWING SUBMITTAL.
- DEBRIS BOOM SHALL NOT CONTACT OR BE CONNECTED TO THE RAMP BRIDGE PIERS OR PIER PILES.

CHECKED BY: M. SEIDEL

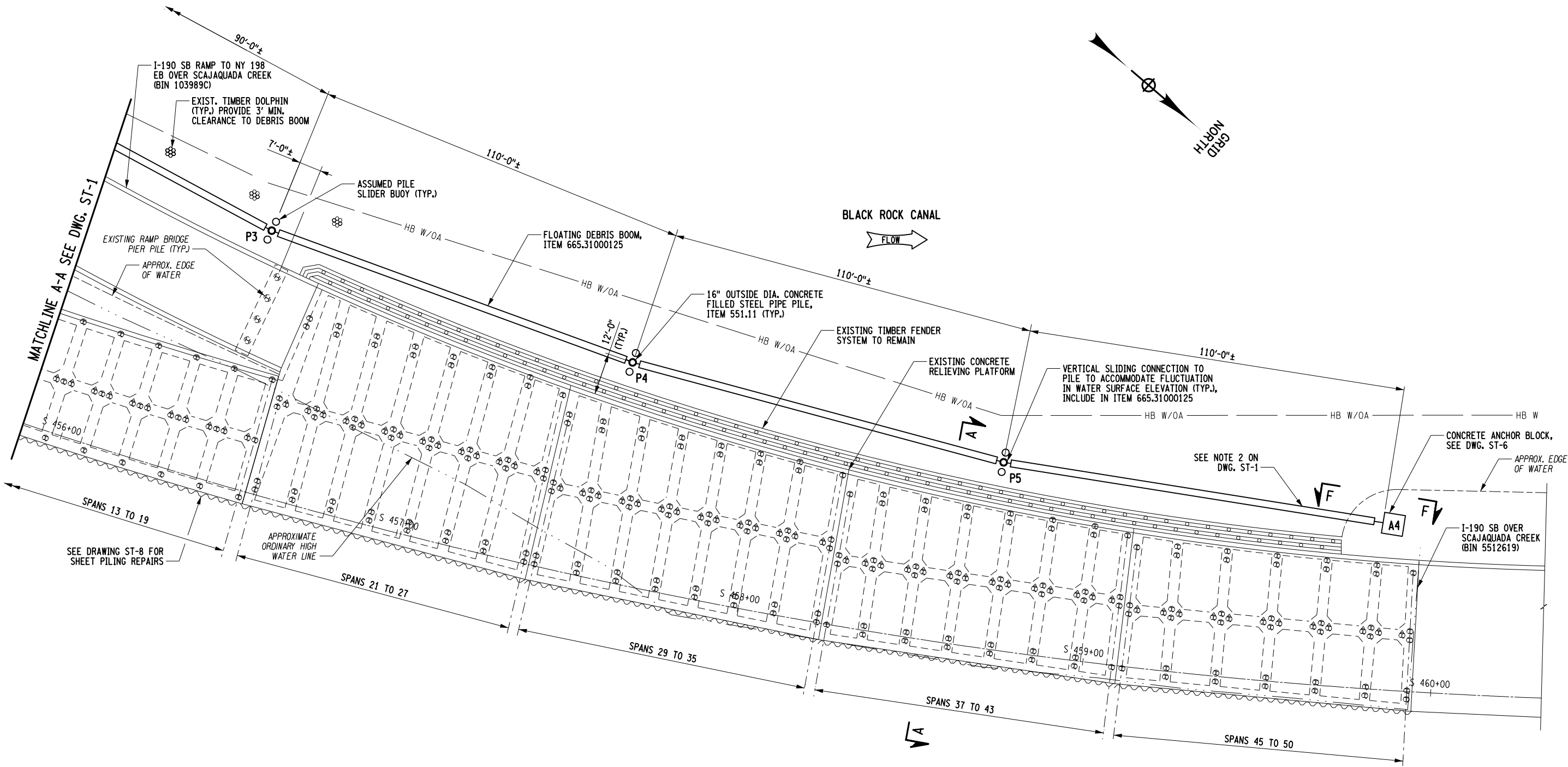
DRAFTED BY: D. HOERNER

CHECKED BY: M. SEIDEL

DESIGNED BY: Y. ABUHASSAN

DESIGN SUPERVISOR: B. REYNOLDS

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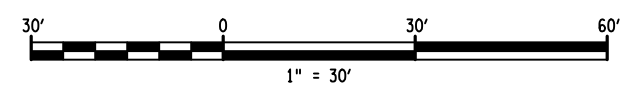
LEGEND

- EXISTING BRIDGE PILE
- EXISTING BRIDGE PILE BATTERED 2.67 ON 1
- P* DEBRIS BOOM SUPPORT PILE
- A* DEBRIS BOOM ANCHOR BLOCK

DEBRIS BOOM PLAN

NOTES

1. FOR THE FOLLOWING SEE:
- | | |
|----------------------------|--------------|
| A. DEBRIS BOOM NOTES..... | DWG NO. GN-1 |
| B. ADDITIONAL NOTES..... | ST-1 |
| C. SECTION A-A..... | ST-3 |
| D. SECTION F-F..... | ST-6 |
| E. SHEET PILE REPAIRS..... | ST-8 |



ALTERED ON:	AFFIXED ON: 9/17/2025
SIGNATURE: STAMP:	SIGNATURE: STAMP:

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REVISIONS			
DATE	DESCRIPTION	BY	SYM.

 BERGMANN ARCHITECTS ENGINEERS PLANNERS	TITLE OF PROJECT I-190 OVER SCAJAQUADA CREEK DEBRIS BOOM AND SHEET PILE REPAIRS	CONTRACT NUMBER: TAN 25-20B
	LOCATION OF PROJECT MILE POST N8.75	DATE: 9/17/2025
	TITLE OF DRAWING DEBRIS BOOM PLAN (SHEET 2 OF 2)	DRAWING NUMBER: ST-2

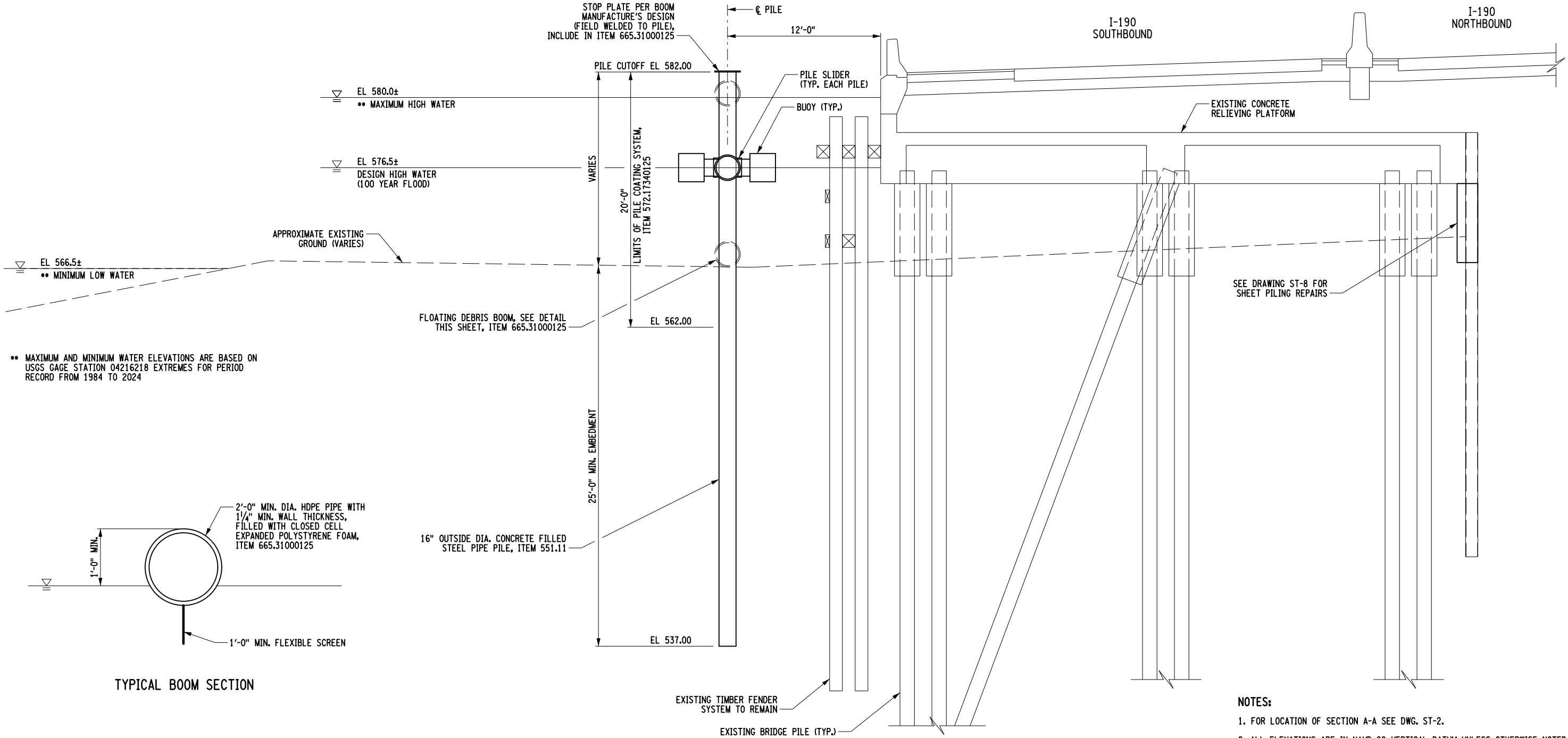
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DESIGNED BY: B. REYNOLDS

CHECKED BY: M. SEIDEL

DRAFTED BY: D. HOERNER

CHECKED BY: M. SEIDEL



- NOTES:**
1. FOR LOCATION OF SECTION A-A SEE DWG. ST-2.
 2. ALL ELEVATIONS ARE IN NAVD 88 VERTICAL DATUM UNLESS OTHERWISE NOTED.
 3. PROVIDE CAST-IN-PLACE PILES MEETING THE REQUIREMENTS OF ASTM A252 GRADE 3 STEEL, 0.500 INCH MINIMUM WALL THICKNESS.
 4. EQUIP ALL CAST-IN-PLACE PILES WITH PILE SHOES PER THE DETAILS ON DWG. ST-7. COST SHALL BE INCLUDED IN THE PILE ITEM.
 5. PILE CUT OFF ELEVATION IS 582.00, MINIMUM PILE TIP ELEVATION IS 537.00, AND ESTIMATED MINIMUM PILE LENGTH IS 45 FEET.
 6. FOR ADDITIONAL PILE NOTES SEE DWG. GN-1.
 7. PILE P1 IS DESIGNED FOR A MAXIMUM SERVICE HORIZONTAL BOOM REACTION OF 5,500 LBS AND PILES P2 TO P5 ARE DESIGNED FOR A MAXIMUM SERVICE HORIZONTAL BOOM REACTION OF 2,500 LBS. PROVIDE FUSE LINKS IN DEBRIS BOOM TO LIMIT LATERAL LOADS APPLIED TO THE PILES TO THE DESIGN SERVICE HORIZONTAL BOOM REACTIONS.

ALTERED ON:	AFFIXED ON: 9/17/2025
SIGNATURE: STAMP:	SIGNATURE: STAMP:

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TITLE OF PROJECT I-190 OVER SCAJAQUADA CREEK DEBRIS BOOM AND SHEET PILE REPAIRS	CONTRACT NUMBER: TAN 25-20B
LOCATION OF PROJECT MILE POST N8.75	DATE: 9/17/2025
TITLE OF DRAWING DEBRIS BOOM DETAILS (SHEET 1 OF 5)	DRAWING NUMBER: ST-3

CHECKED BY: M. SEIDEL

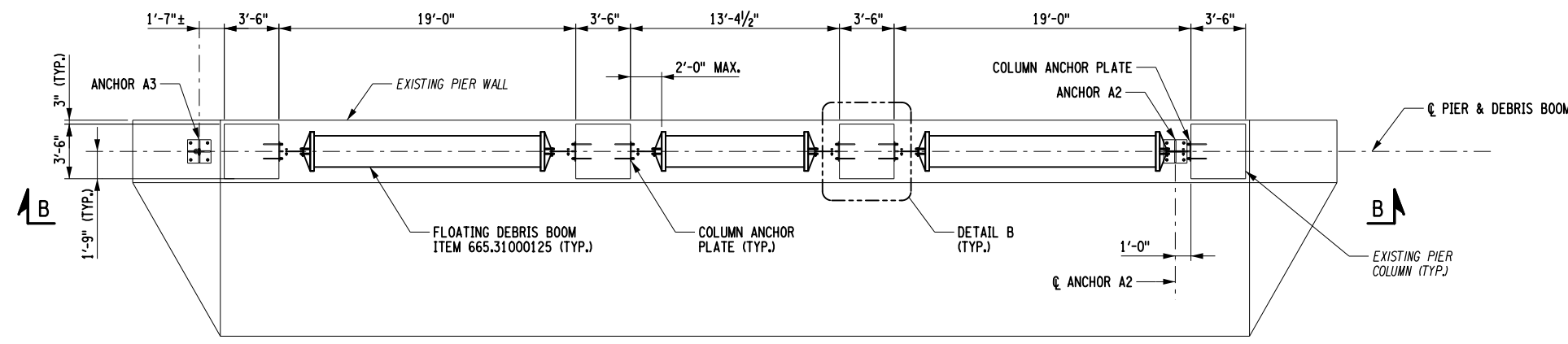
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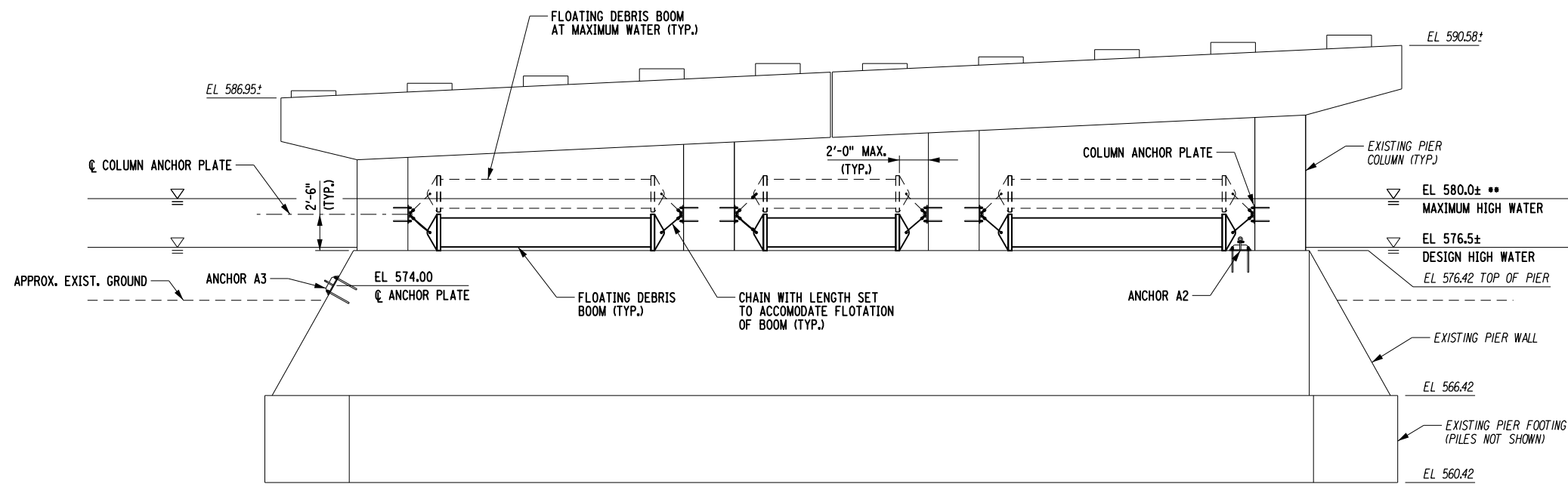
DESIGNED BY: Y. ABUHASSAN

DESIGN SUPERVISOR: B. REYNOLDS

FILE NAME = 0215043_cpn_boom.dwg
DATE/TIME = 2025 13:39
USER = dhoerner



DETAIL A
DEBRIS BOOM PLAN AT EXISTING PIER



ELEVATION B-B

** MAXIMUM AND MINIMUM WATER ELEVATIONS ARE BASED ON USGS STATION 04216218 EXTREMES FOR PERIOD RECORD FROM 1984 TO 2024

NOTES

- FOR THE FOLLOWING SEE:
A. LOCATION OF DETAIL A DWG NO. ST-1
B. ANCHOR A2 AND A3 DETAILS DWG NO. ST-6
- A NON-DESTRUCTIVE INVESTIGATION SHALL BE DONE TO DETERMINE THE LOCATION OF THE EXISTING COLUMN REINFORCING STEEL PRIOR TO DRILLING THE ANCHOR RODS AND FABRICATION OF THE COLUMN ANCHOR PLATES. THE COST FOR NON-DESTRUCTIVE INVESTIGATION SHALL BE INCLUDED IN ITEM 586.0202.
- ADJUST HOLE LOCATIONS IN COLUMN ANCHOR PLATE IF NECESSARY TO AVOID CONFLICT WITH EXISTING COLUMN REINFORCING STEEL. ANCHOR RODS SHALL HAVE 1 1/4" MIN. EDGE DISTANCE FROM CENTERLINE OF ANCHOR ROD TO EDGE OF PLATE.

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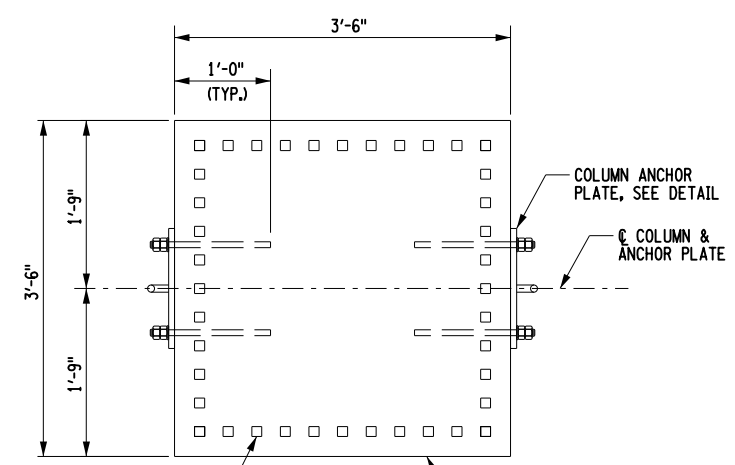
REVISIONS			
DATE	DESCRIPTION	BY	SYM.



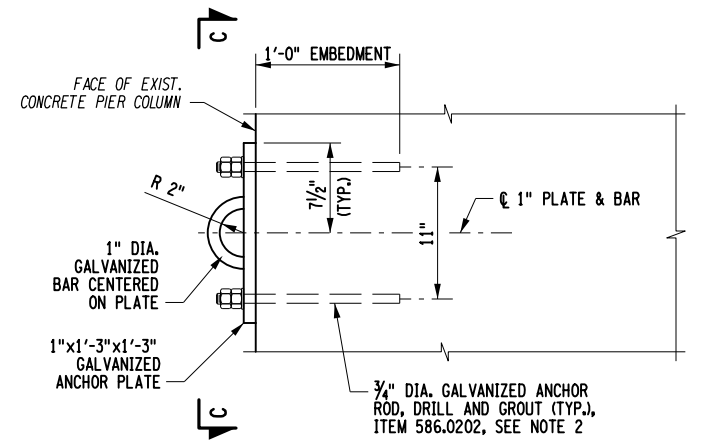
Thruway
Authority



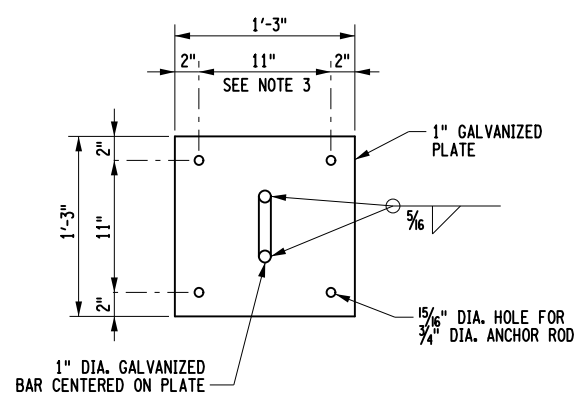
TITLE OF PROJECT I-190 OVER SCAJAUQUADA CREEK DEBRIS BOOM AND SHEET PILE REPAIRS	CONTRACT NUMBER: TAN 25-20B
LOCATION OF PROJECT MILE POST N8.75	DATE: 9/17/2025
TITLE OF DRAWING DEBRIS BOOM DETAILS (SHEET 2 OF 5)	DRAWING NUMBER: ST-4



DETAIL B



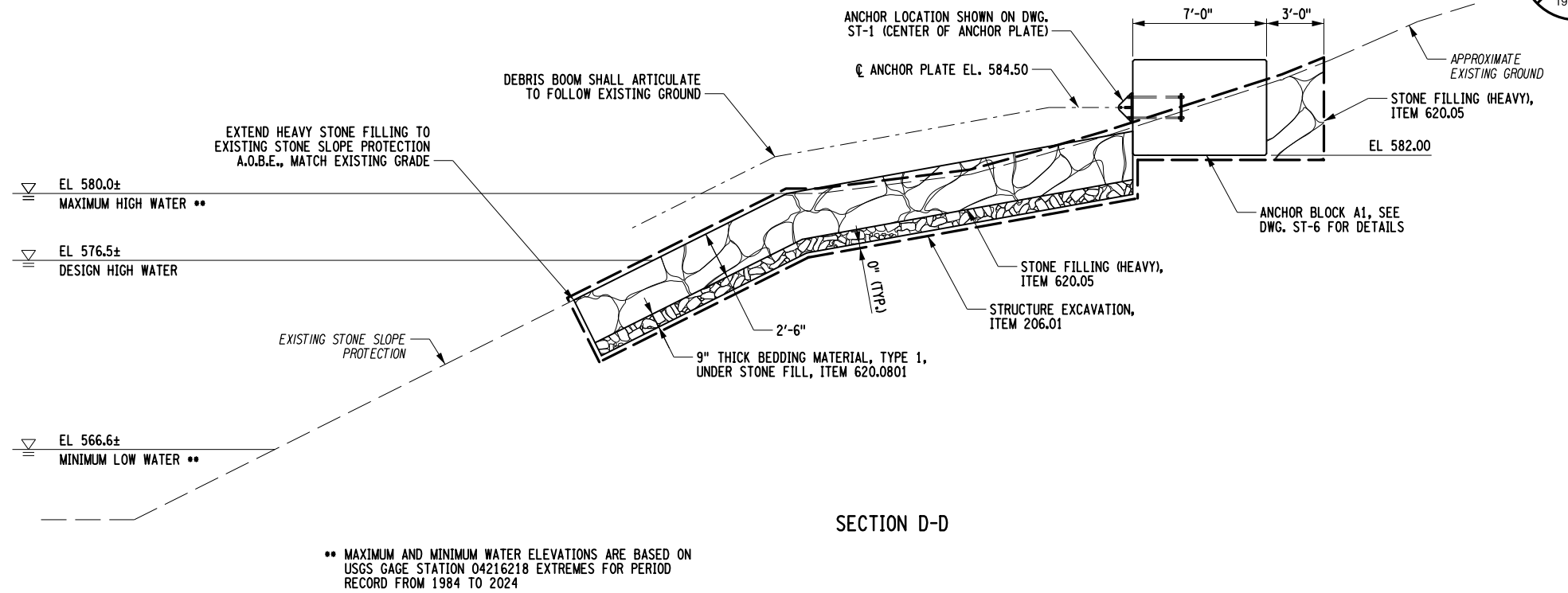
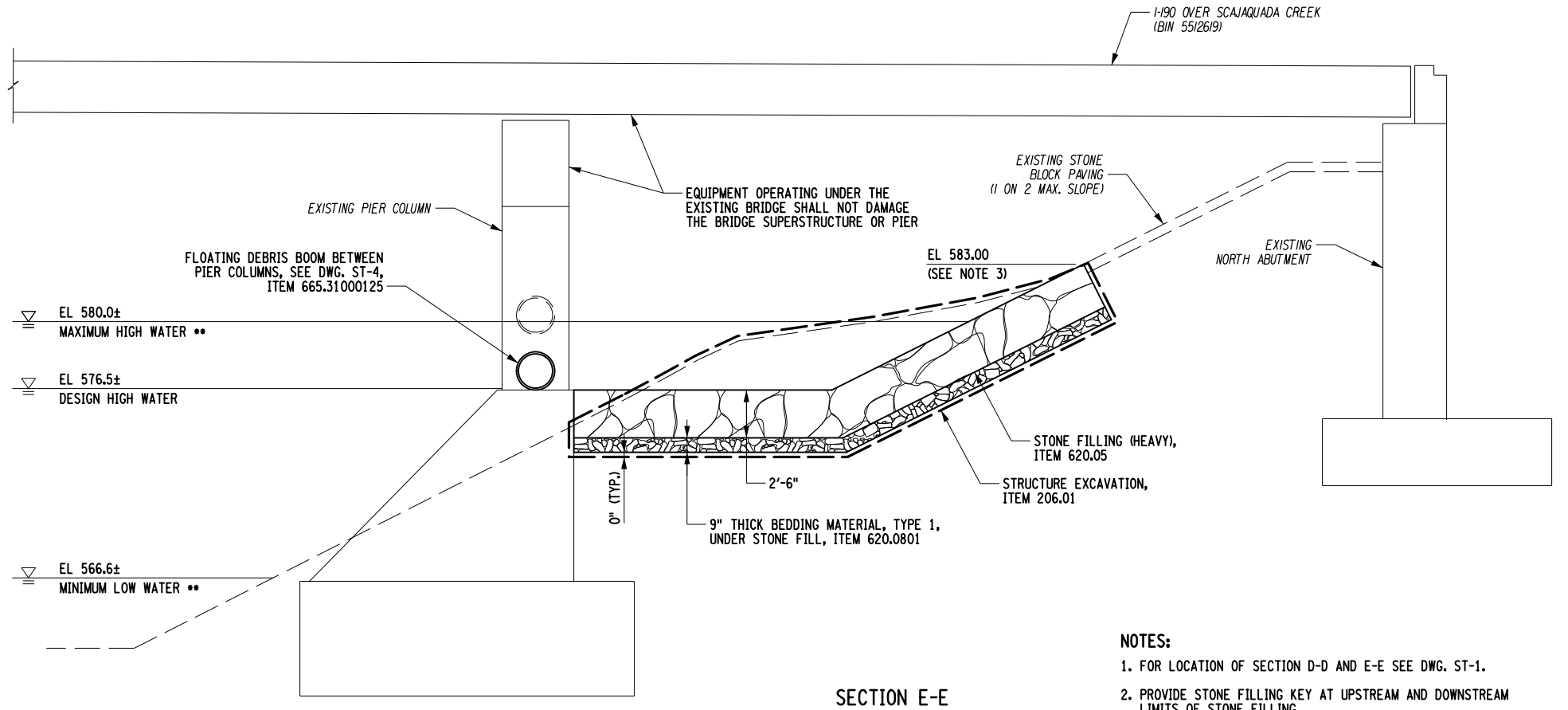
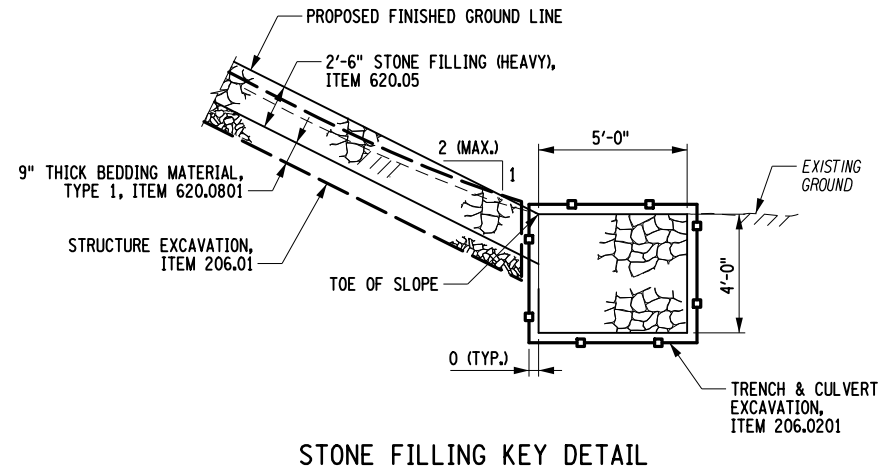
COLUMN ANCHOR PLATE DETAIL
ITEM 564.700001



SECTION C-C

FILE NAME = 0215043_cpl_boom.dwg
DATE/TIME = 2025 13:59
USER = dhoerner

DESIGNED BY: Y. ABUHASSAN
CHECKED BY: M. SEIDEL
DRAFTED BY: D. HOERNER
CHECKED BY: M. SEIDEL



- NOTES:**
1. FOR LOCATION OF SECTION D-D AND E-E SEE DWG. ST-1.
 2. PROVIDE STONE FILLING KEY AT UPSTREAM AND DOWNSTREAM LIMITS OF STONE FILLING.
 3. EXTEND HEAVY STONE FILLING TO ELEVATION 583.0 OR TO LIMIT OF EXISTING STONE BLOCK PAVING EROSION, WHICHEVER IS HIGHER.



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REVISIONS			
DATE	DESCRIPTION	BY	SYMBOL



**Thruway
Authority**



BERGMANN
ARCHITECTS ENGINEERS PLANNERS

TITLE OF PROJECT I-190 OVER SCAJAUQUADA CREEK DEBRIS BOOM AND SHEET PILE REPAIRS	CONTRACT NUMBER: TAN 25-20B
LOCATION OF PROJECT MILE POST N8.75	DATE: 9/17/2025
TITLE OF DRAWING DEBRIS BOOM DETAILS (SHEET 3 OF 5)	DRAWING NUMBER: ST-5

CHECKED BY: M. SEIDEL

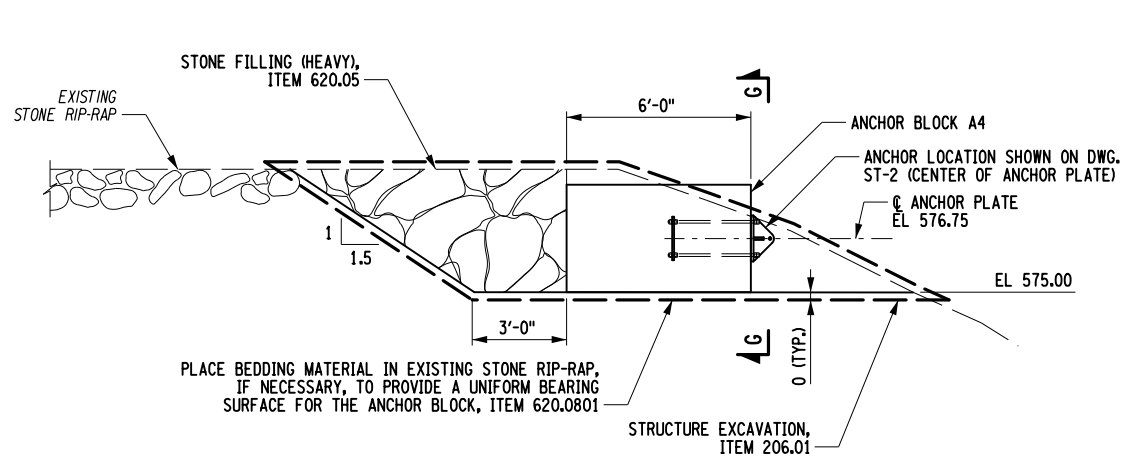
DRAFTED BY: D. HOERNER

CHECKED BY: M. SEIDEL

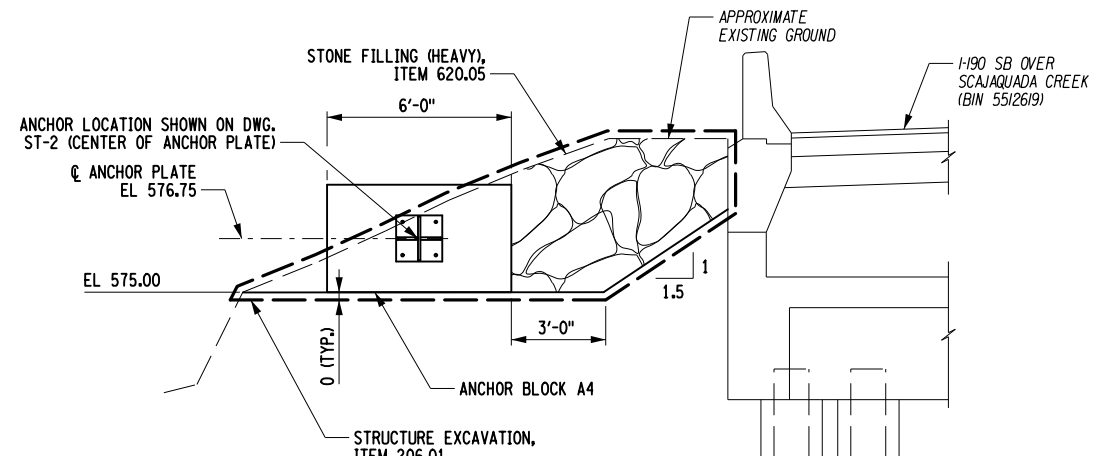
DESIGNED BY: Y. ABUHASSAN

DESIGN SUPERVISOR: B. REYNOLDS

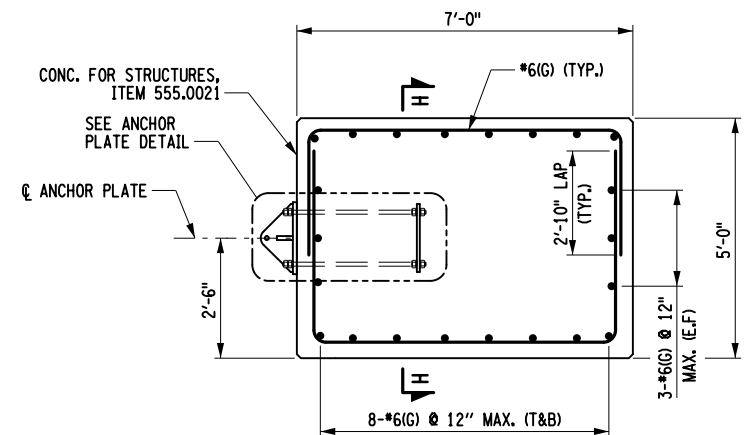
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DATE/TIME = 2025 14:00
USER = dhoerner



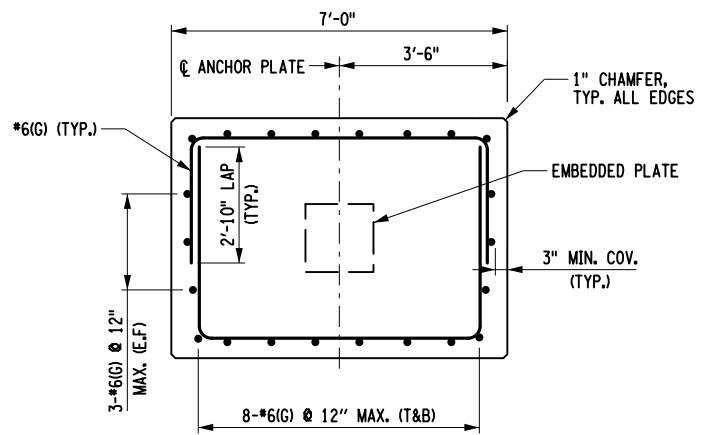
SECTION F-F



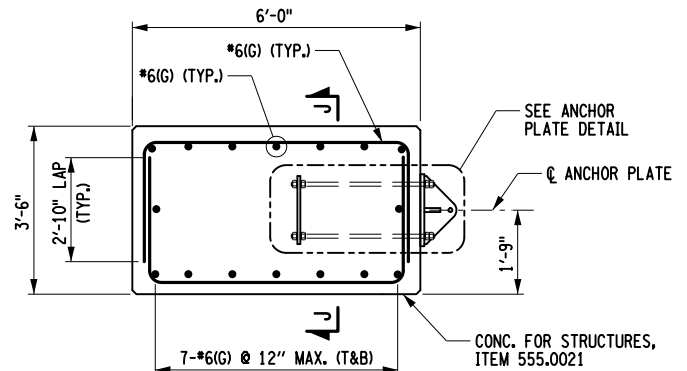
SECTION G-G



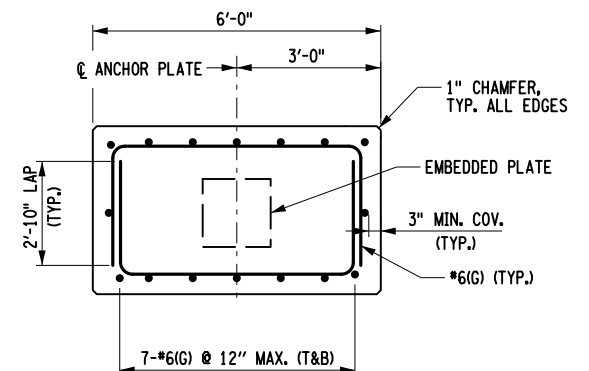
ELEVATION



SECTION H-H



ELEVATION

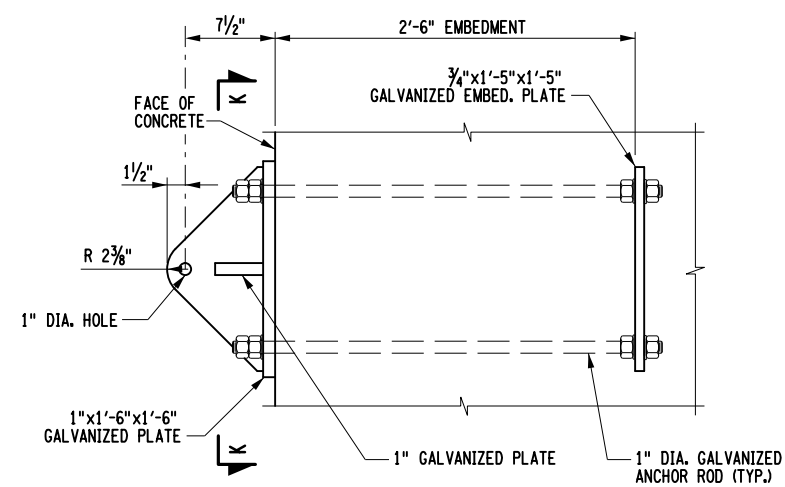


SECTION J-J

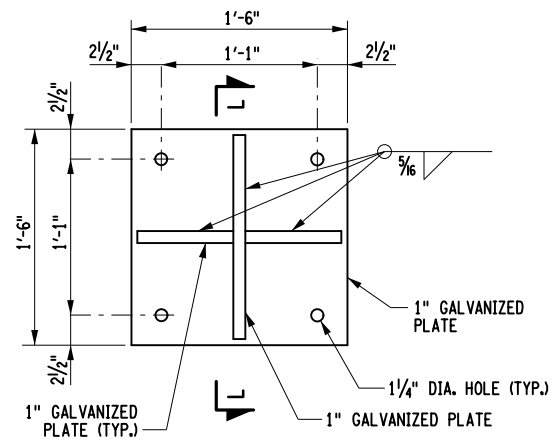
ANCHOR BLOCK A1

ANCHOR BLOCK A4

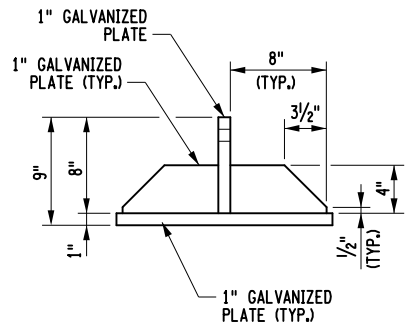
- NOTES:**
1. FOR LOCATION OF SECTION F-F SEE DWG. ST-2.
 2. ANCHOR PLATE DETAIL IS SHOWN FOR CONNECTION TO ANCHOR BLOCK A1 & A4. ANCHOR PLATE DETAIL FOR CONNECTION OF ANCHOR A2 & A3 TO EXISTING PIER IS SIMILAR EXCEPT OMIT THE EMBEDDED PLATE AND PROVIDE DRILL AND GROUTED ANCHOR RODS WITH 1'-0" MIN. EMBEDMENT. COST FOR DRILLING AND GROUTING SHALL BE PAID FOR UNDER ITEM 586.0202.
 3. COVER FOR STEEL REINFORCEMENT SHALL BE 3" UNLESS OTHERWISE NOTED.
 4. ALL REINFORCEMENT SHALL BE GALVANIZED BAR REINFORCEMENT FOR STRUCTURES, ITEM 556.0203. (G) DENOTES GALVANIZED BAR.



ANCHOR PLATE DETAIL
ITEM 564.700002
SEE NOTE 2



SECTION K-K



SECTION L-L

ALTERED ON:	AFFIXED ON: 9/17/2025
SIGNATURE: STAMP:	SIGNATURE: STAMP:

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REVISIONS			
DATE	DESCRIPTION	BY	SYM.

 BERGMANN ARCHITECTS ENGINEERS PLANNERS	TITLE OF PROJECT I-190 OVER SCAJAUQUADA CREEK DEBRIS BOOM AND SHEET PILE REPAIRS	CONTRACT NUMBER: TAN 25-20B
	LOCATION OF PROJECT MILE POST N8.75	DATE: 9/17/2025
	TITLE OF DRAWING DEBRIS BOOM DETAILS (SHEET 4 OF 5)	DRAWING NUMBER: ST-6

CHECKED BY: M. SEIDEL

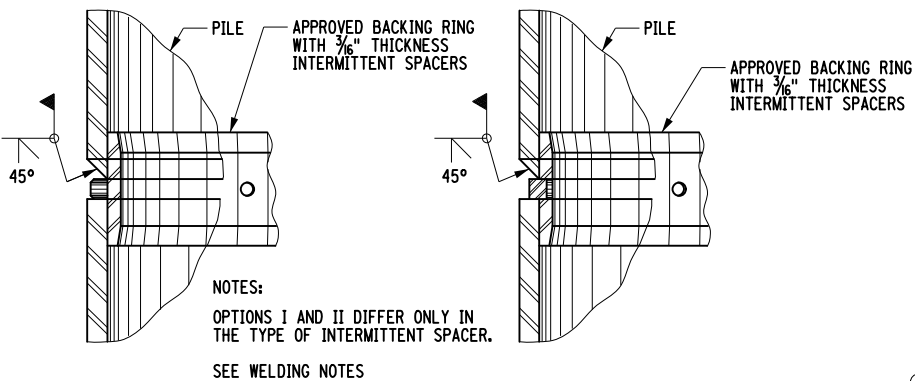
DRAFTED BY: D. HOERNER

CHECKED BY: M. SEIDEL

DRAFTED BY: Y. ABUHASSAN

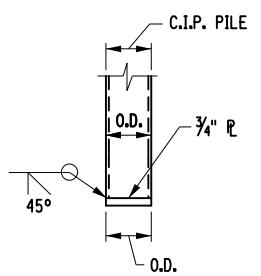
DESIGNED BY: B. REYNOLDS

FILE NAME = 0215043_cpn_boom_dtl_05.dgn
DATE/TIME = 2025 14:00
USER = dhoerner

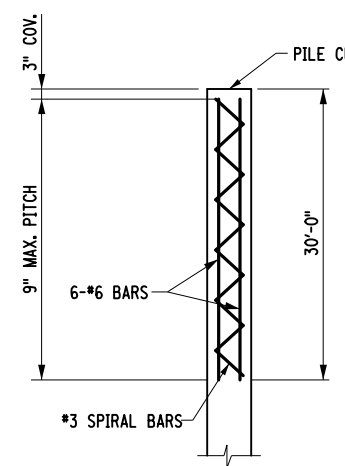


SECTION THRU PILE AT SPLICE (OPTION I) SECTION THRU PILE AT SPLICE (OPTION II)

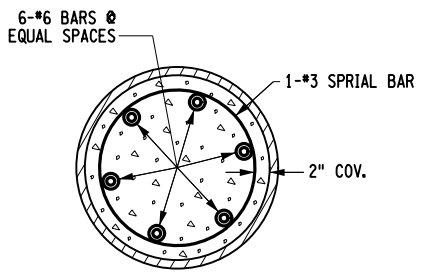
WELDED SPLICE DETAILS NOT TO SCALE



CAST-IN-PLACE PILE SHOES NOT TO SCALE



PILE ELEVATION



PILE SECTION

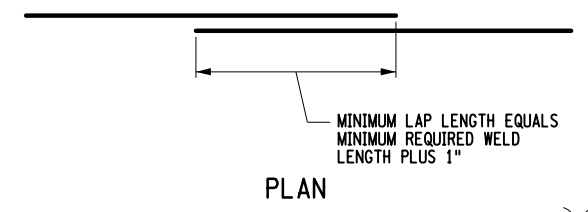
CAST-IN-PLACE CONCRETE PILE REINFORCEMENT NOT TO SCALE

PILE NOTES

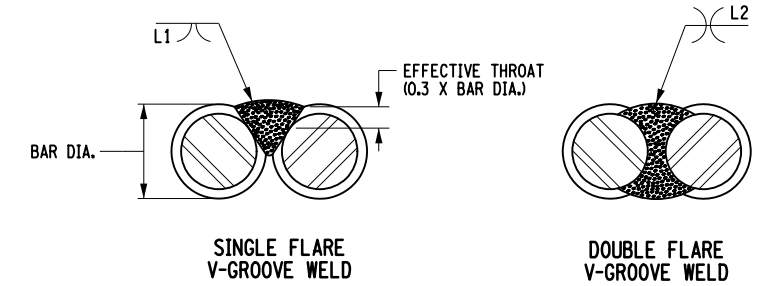
1. PROVIDE CAST-IN-PLACE PILES MEETING THE REQUIREMENTS OF ASTM A252 GRADE 3 STEEL, 0.500 INCH MINIMUM WALL THICKNESS.
2. EQUIP ALL CAST-IN-PLACE PILES WITH PILE SHOES PER THE DETAILS IN THE PLANS COST SHALL BE INCLUDED IN THE PILE ITEM.
3. PILES SHALL BE PROVIDED FULL LENGTH WHERE FEASIBLE. IF SPLICES ARE NECESSARY PROVIDE UNDER ITEM 551.15.

WELDING NOTES

A "WELDING PROCEDURE SPECIFICATION" (WPS) APPROVED BY THE AUTHORITY IS REQUIRED. ALL WELDING SHALL BE PERFORMED BY A CERTIFIED WELDER IN CONFORMANCE WITH REQUIREMENTS FOR WELDING SPECIFIED IN THE N.Y.S. STEEL CONSTRUCTION MANUAL.



PLAN



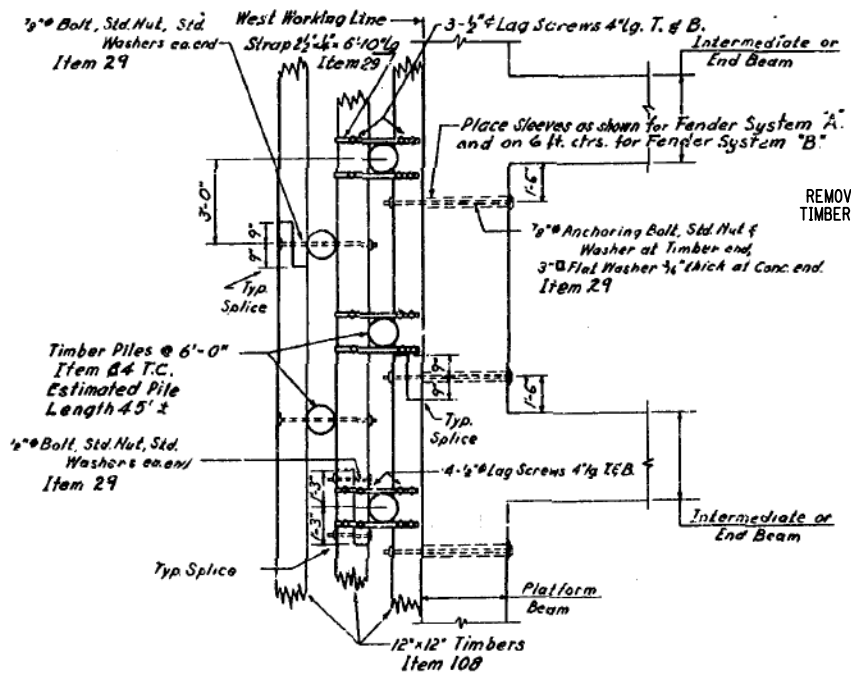
SINGLE FLARE V-GROOVE WELD

DOUBLE FLARE V-GROOVE WELD

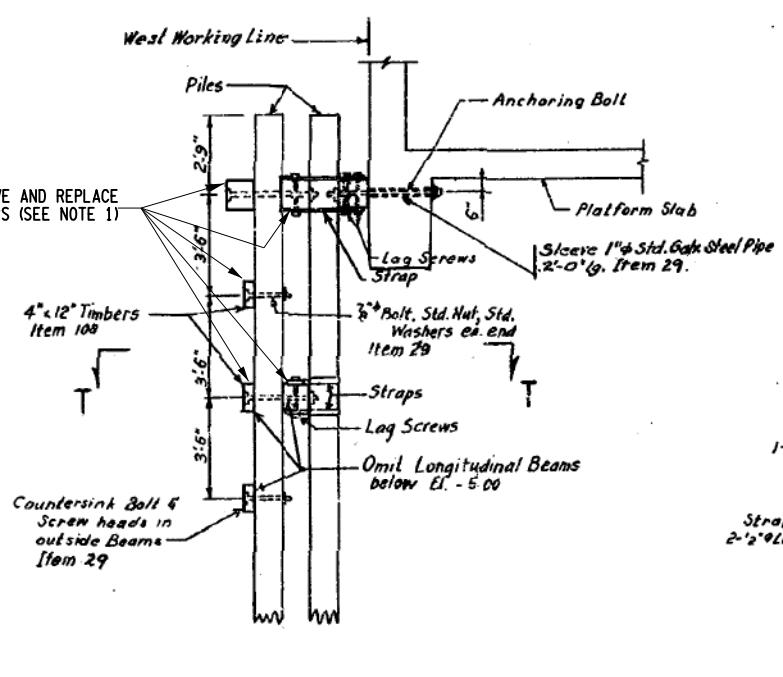
LAPPED, WELDED SPLICE DETAIL

WELDED SPLICE DETAILS FOR SPIRAL REINFORCEMENT (SEE WELDING NOTES)

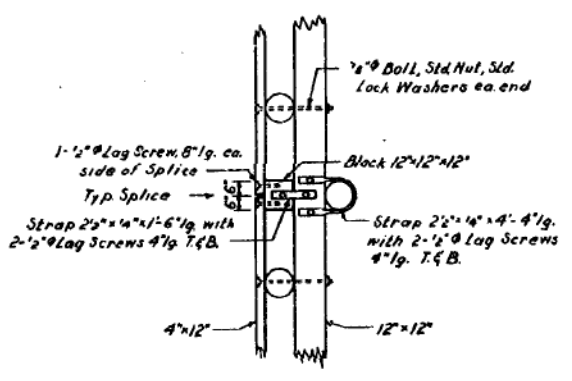
MINIMUM WELD LENGTHS FOR SPIRAL REINFORCEMENT		
BAR SIZE	SINGLE FLARE V-GROOVE WELD L1	DOUBLE FLARE V-GROOVE WELD L2
#3	3 1/8"	2 1/8"
#4	3 1/2"	2 3/8"
#5	4"	2 1/2"



PLAN



TYPICAL SECTION



SECTION T-T

EXISTING FENDER SYSTEM DETAILS NOT TO SCALE

FENDER SYSTEM NOTES

1. REMOVE AND REPLACE LONGITUDINAL COMPONENTS OF EXISTING TIMBER FENDER SYSTEM THAT ARE BROKEN OR MISSING A.O.B.E. IN ACCORDANCE WITH THE REQUIREMENTS IN ITEM 202.0701--25.
2. THE ESTIMATED QUANTITY OF 12"x12" TIMBER REPLACEMENT IS 60 LINEAR FEET.
3. THE ESTIMATED QUANTITY OF 4"x12" TIMBER REPLACEMENT IS 160 LINEAR FEET.
4. THE ESTIMATED QUANTITY OF TIMBER REPLACEMENT DOES NOT INCLUDE TIMBER REMOVED AND REPLACED IF NECESSARY TO FACILITATE DEBRIS REMOVAL.
5. SEE DWG. SP-1 FOR PLAN LIMITS OF EXISTING FENDER SYSTEM.
6. EXISTING FENDER SYSTEM DETAILS ARE FROM THE FINTC 58-1 RECORD PLANS. LONGITUDINAL FENDERS ARE TYPICALLY 18 FEET LONG, REPLACEMENT FENDERS SHALL MATCH EXISTING.

ALTERED ON:

AFFIXED ON:
9/17/2025

SIGNATURE:
STAMP:

SIGNATURE:
STAMP:

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REVISIONS			
DATE	DESCRIPTION	BY	SYM.

TITLE OF PROJECT
I-190 OVER SCAJAUQUADA CREEK
DEBRIS BOOM AND SHEET PILE REPAIRS

LOCATION OF PROJECT
MILE POST N8.75

TITLE OF DRAWING
DEBRIS BOOM DETAILS
(SHEET 5 OF 5)

CONTRACT NUMBER:
TAN 25-20B

DATE:
9/17/2025

DRAWING NUMBER:
ST-7

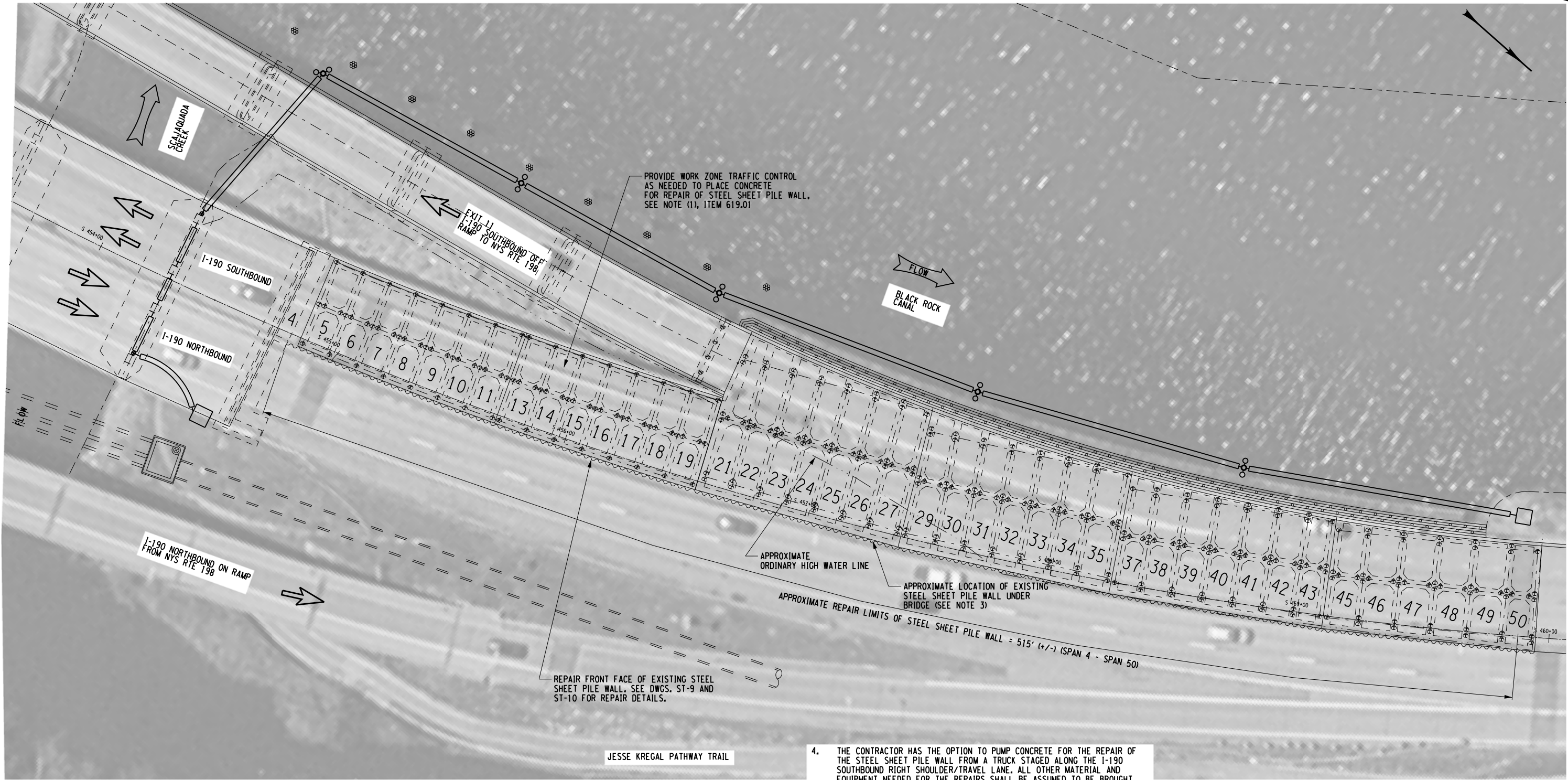
CHECKED BY: JMC

DRAFTED BY: AA

CHECKED BY: JMC

DESIGNED BY: JMC

DESIGN SUPERVISOR: JMC



NOTES:

- FOR SHOULDER CLOSURE ONLY UTILIZE NYSTA STANDARD SHEET TA 619-03. FOR SHOULDER AND RIGHT LANE CLOSURE UTILIZE NYSTA STANDARD SHEET TA 619-12 AND TA 619-16 (LANE CLOSURE SUBJECT TO TIME RESTRICTIONS).
- REFER TO DWG. NO. TCN-1 FOR ADDITIONAL WORK ZONE TRAFFIC CONTROL NOTES.
- CARE SHALL BE TAKEN TO NOT DAMAGE EXISTING BRIDGE

- THE CONTRACTOR HAS THE OPTION TO PUMP CONCRETE FOR THE REPAIR OF THE STEEL SHEET PILE WALL FROM A TRUCK STAGED ALONG THE I-190 SOUTHBOUND RIGHT SHOULDER/TRAVEL LANE. ALL OTHER MATERIAL AND EQUIPMENT NEEDED FOR THE REPAIRS SHALL BE ASSUMED TO BE BROUGHT TO THE SITE VIA BARGE. THE CONTRACTOR SHALL CONTACT THE CITY OF BUFFALO PRIOR TO MOBILIZATION IF THEY WANT TO UTILIZE THE JESSE KREGAL PEDESTRIAN PATHWAY TO THE EAST OF THE BRIDGE TO MOBILIZE EQUIPMENT AND MATERIAL TO THE PROJECT SITE. THE CONTRACTOR SHALL ONLY UTILIZE THIS PATHWAY IF APPROVAL IS GIVEN FROM THE CITY OF BUFFALO.
- CONTRACTOR SHALL ASSIST THE AUTHORITY IN OBTAINING A NYSDOT HIGHWAY WORK PERMIT FOR ANY SHOULDER/LANE CLOSURES NEEDED ON NYS ROUTE 198 OR RAMPS TO AND FROM NYS ROUTE 198.
- STOCKPILE EXCAVATED MATERIAL ON-SITE NEAR THE WALL REPAIRS. SOILS SHALL NOT BE REMOVED FROM THE SITE. ALL EXCAVATED MATERIAL SHALL BE GRADED UP ALONG THE WALL ONCE STEEL SHEET WALL REPAIRS HAVE BEEN COMPLETED.

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REVISIONS			
DATE	DESCRIPTION	BY	SYM.



**Thruway
Authority**

HUNT ENGINEERS | ARCHITECTS | SURVEYORS
HORSEHEADS, NY 607-368-1000 ROCHESTER, NY 585-327-7550
TOWANDA, PA 570-262-4888 BINGHAMTON, NY 607-736-8081
ALBANY, NY 607-736-8081 WWW.HUNT-EAS.COM
NY CERTIFICATE NO. 0018220 PA CERTIFICATE NO. TSC2203151464-1

TITLE OF PROJECT
I-190 OVER SCAJAQUADA CREEK
DEBRIS BOOM AND SHEET PILE REPAIRS
LOCATION OF PROJECT
MILE POST N8.75
TITLE OF DRAWING
SHEET PILE WALL
REPAIR PLAN

CONTRACT NUMBER:
TAN 25-20B
DATE:
9/17/2025
DRAWING NUMBER:
ST-8



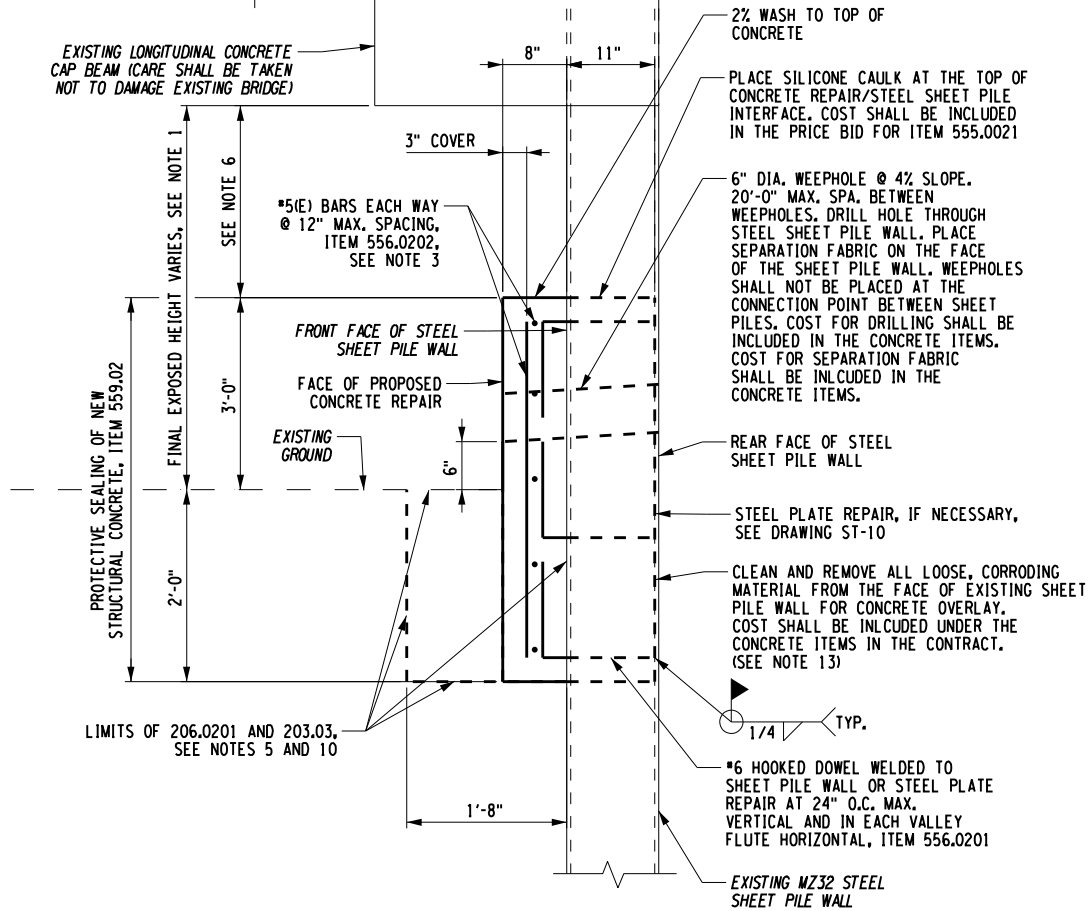
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DRAFTED BY: AA

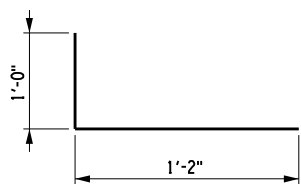
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DESIGNED BY: JMC

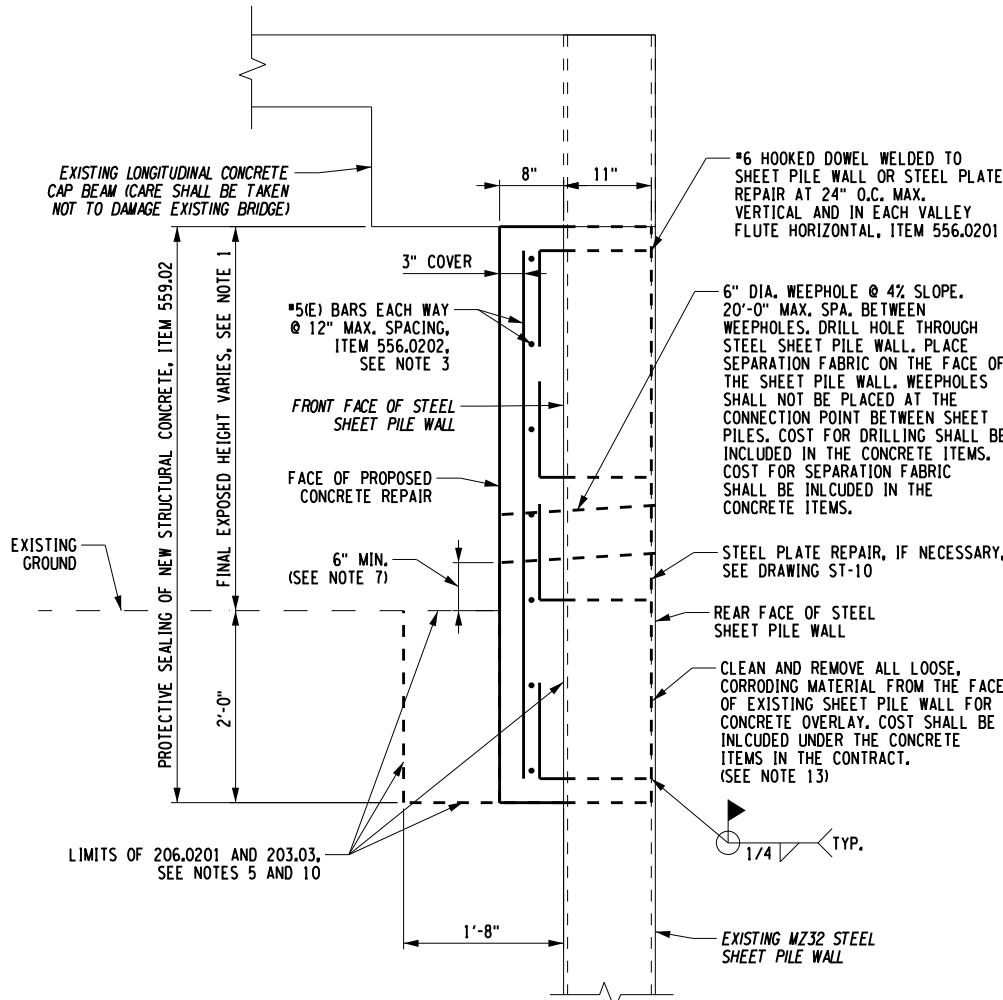
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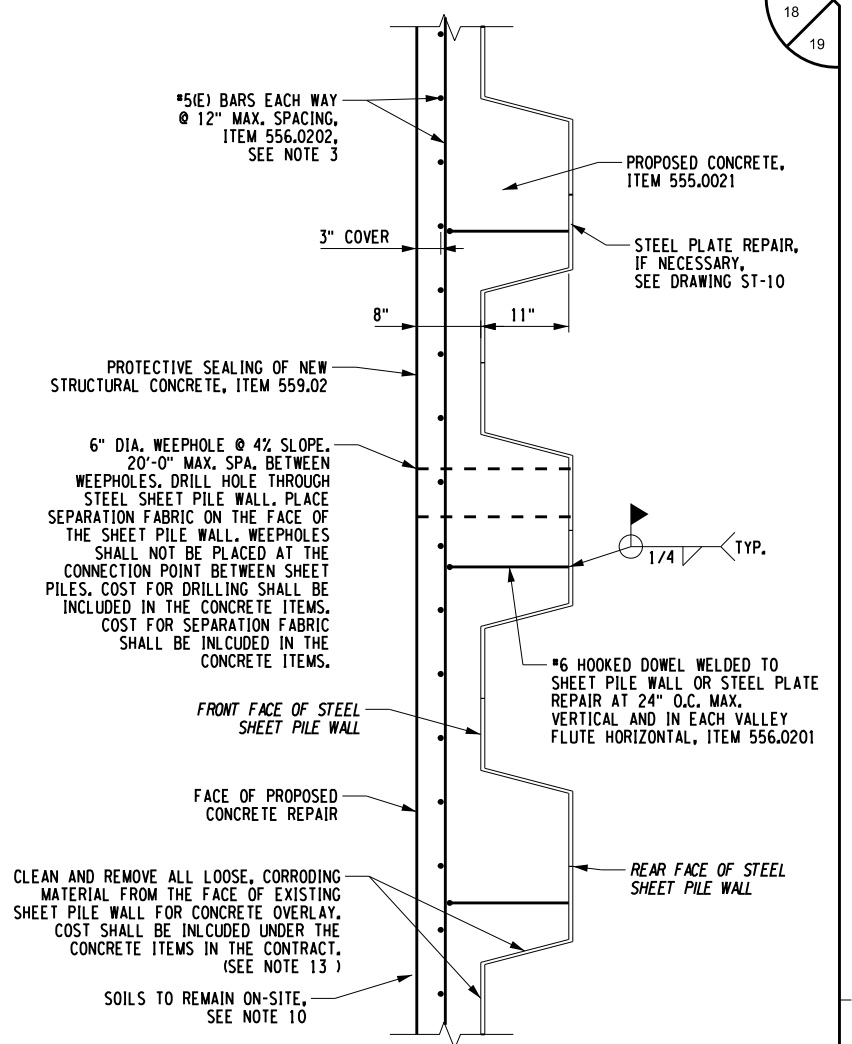
CONCRETE REPAIR DETAIL -
SECTION VIEW - SPAN 4
NOT TO SCALE



#6 DOWEL BAR
NOT TO SCALE



CONCRETE REPAIR DETAIL -
SECTION VIEW - SPANS 5 THRU 50
NOT TO SCALE



CONCRETE REPAIR DETAIL -
PLAN VIEW - ALL SPANS
NOT TO SCALE

NOTES:

- THE FINAL EXPOSED HEIGHT OF SPAN 4 SHALL NOT EXCEED 10'-0". THE FINAL EXPOSED HEIGHT FROM SPAN 5 THRU SPAN 19 SHALL NOT EXCEED 4'-6". THE FINAL EXPOSED HEIGHT FROM SPAN 20 THRU SPAN 28 SHALL NOT EXCEED 4'-3". THE FINAL EXPOSED HEIGHT FROM SPAN 29 THRU SPAN 36 SHALL NOT EXCEED 3'-6". THE FINAL EXPOSED HEIGHT FROM SPAN 37 THRU SPAN 49 SHALL NOT EXCEED 3'-0". THE CONTRACTOR SHALL ADJUST THE GRADE AT THE FRONT FACE OF THE WALL AFTER THE REPAIRS HAVE BEEN MADE SO THESE HEIGHTS ARE NOT EXCEEDED. COST SHALL BE PAID FOR UNDER ITEM 203.03.
- ONCE THE SITE HAS BEEN DEWATERED, ALL DEBRIS HAS BEEN CLEARED IN FRONT OF THE SHEET PILE WALL, TRENCH HAS BEEN DUG IN FRONT OF THE SHEET PILE WALL, AND THE SHEET PILE WALL HAS BEEN CLEANED, AN IN DEPTH INSPECTION OF THE ENTIRE SHEET PILE WALL SHALL BE PERFORMED BY THE ENGINEER TO INSPECT THE SECTION LOSS AND EXPOSED HEIGHT OF THE WALL, THE CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN THESE TASKS HAVE BEEN COMPLETED AND SHALL PROVIDE ACCESS TO THE ENGINEER TO COMPLETE THE INSPECTION, NO INSTALLATION OF STEEL, CONCRETE, OR REBAR SHALL BEGIN UNTIL THE ENGINEER GIVES THE CONTRACTOR APPROVAL TO DO SO.
- WHERE NEEDED, LAPS FOR HORIZONTAL BARS MUST BE 2'-9" MIN.
- (E) DENOTES EPOXY COATED BARS.
- TRENCH SHALL BE BACKFILLED AND COMPACTED WITH EXCAVATED ON-SITE MATERIAL. COST SHALL BE PAID FOR UNDER ITEM 203.03.
- CLEAN AND PAINT EXISTING STEEL SHEET PILE WALL ABOVE CONCRETE REPAIR IN SPAN 4. ONCE PAINTED, THE CONTRACTOR SHALL SCORE A SEAM IN THE PAINT AT THE CONNECTION POINTS OF THE SHEETING SO WATER MOVEMENT DOES NOT BECOME PROHIBITED. THE COLOR OF THE TOP COAT OF PAINT SHALL BE BROWN. THE COLOR SHALL COMFORM TO AMS-STD-595, *30111. VIEWING SHALL BE DONE UNDER NORTH STANDARD DAYLIGHT. COST FOR CLEANING AND PAINTING SHALL BE PAID FOR UNDER ITEM 574.030001.
- WEEPHOLES SHALL BE PLACED 6" MINIMUM ABOVE FINAL GRADE ELEVATION OR 6" MIN. ABOVE ORDINARY HIGH WATER ELEVATION, WHICHEVER IS GREATER. ORDINARY HIGH WATER ELEVATION IS CONSIDERED TO BE EL. 576.50' ACCORDING TO THE RECORD DRAWINGS. IF ORDINARY HIGH WATER SUBMERGES THE WALL, THEN A WEEPHOLE SHALL NOT BE CONSTRUCTED.
- THE CONTRACTOR SHALL VISIT THE SITE BEFORE BIDDING TO FAMILIARIZE THEMSELVES WITH THE FIELD CONDITIONS AND TO JUDGE FOR THEMSELVES THE EXTENT AND NATURE OF WORK TO BE DONE UNDER THIS CONTRACT. NO EXTRA COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR BECAUSE OF THE CONTRACTOR'S FAILURE TO INCLUDE IN THEIR BID ALL ITEMS AND MATERIALS WHICH THEY ARE REQUIRED TO FURNISH IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING A BAR LIST FOR THE SHEET WALL REPAIRS. THE CONTRACTOR SHALL VERIFY ALL LENGTHS OF REBAR IN THE FIELD PRIOR TO FABRICATION.
- STOCKPILE EXCAVATED MATERIAL ON-SITE NEAR WALL REPAIRS. SOILS SHALL NOT BE REMOVED FROM THE SITE. ALL EXCAVATED MATERIAL SHALL BE GRADED UP ALONG THE WALL ONCE STEEL SHEET WALL REPAIRS HAVE BEEN COMPLETED.
- ALL WELDING OF THE REINFORCING STEEL TO THE EXISTING STEEL WALL SHALL MADE IN ACCORDANCE WITH THE NEW YORK STATE STEEL CONSTRUCTION MANUAL SECTION 7, PART D.
- SEE DRAWING ST-10 FOR ADDITIONAL DETAILS.
- PROVIDE ENVIRONMENTAL GROUND PROTECTION ITEM 570.09 DURING CLEANING AND PAINTING OPERATION.

ALTERED ON:	AFFIXED ON: 9/17/2025
SIGNATURE: STAMP:	SIGNATURE: STAMP:

EXP. 12/31/2026

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REVISIONS			
DATE	DESCRIPTION	BY	SYM.

	TITLE OF PROJECT I-190 OVER SCAJAQUADA CREEK DEBRIS BOOM AND SHEET PILE REPAIRS	CONTRACT NUMBER: TAN 25-20B
	LOCATION OF PROJECT MILE POST N8.75	DATE: 9/17/2025
	TITLE OF DRAWING SHEET PILE WALL REPAIR DETAILS	DRAWING NUMBER: ST-9

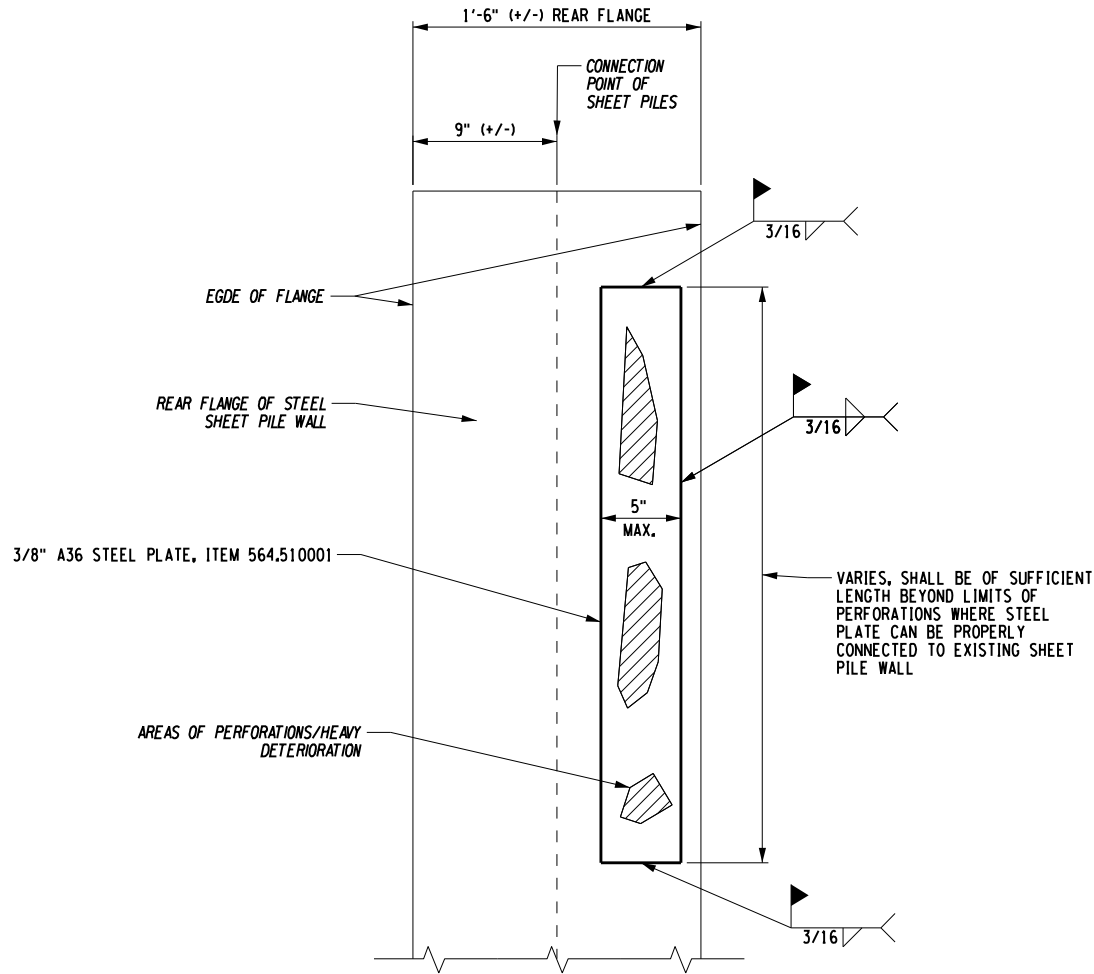
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DRAFTED BY: AA

CHECKED BY: JMC

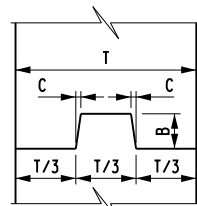
DESIGNED BY: JMC

DESIGN SUPERVISOR: JMC



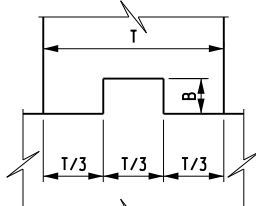
NOTE:
THIS STEEL PLATE REPAIR DETAIL SHALL ONLY BE USED IN AREAS WHERE THE #6 DOWELS CANNOT BE WELDED TO THE EXISTING SHEET PILE WALL DUE TO PRESENCE OF PERFORATIONS AND HEAVY DETERIORATION IN THE STEEL SHEET PILE WALL. IF FULL HEIGHT PERFORATIONS EXIST THAT WOULD PREVENT THE ABILITY TO CONNECT ANY DOWELS AND/OR STEEL PLATES TO THE SHEET PILES, THE CONTRACTOR SHALL NOTIFY THE ENGINEER TO DETERMINE AN APPROVED APPROACH.

STEEL PLATE REPAIR DETAIL -
ELEVATION VIEW
NOT TO SCALE



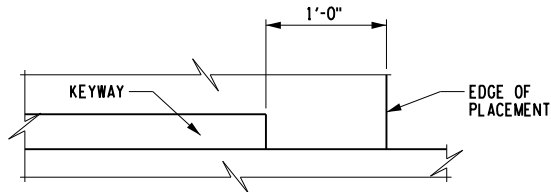
NOTE:
WATERSTOP NOT SHOWN.

VERTICAL



NOTE:
WATERSTOP NOT SHOWN.

HORIZONTAL



CONSTRUCTION AND
CONTRACTION JOINTS

C	B	T/3
3/8"	1 1/2"	0 TO 6"
3/8"	3 1/2"	6" TO 10"
3/4"	5 1/2"	10" AND OVER

EXPANSION JOINTS

C	B	T/3
3/8"	3 1/2"	0 TO 10"
3/4"	5 1/2"	10" AND OVER

KEYWAY DETAILS
NOT TO SCALE

APPROXIMATE EXISTING EXPOSED HEIGHT
OF SHEET PILE WALL

SPAN	LENGTH (FT)	HEIGHT (FT)
4	5.5	10.0
5	11.6	2.6
6	11.6	3.1
7	11.6	3.5
8	11.6	3.8
9	11.6	4.5
10	11.6	4.8
11	11.6	4.8
12	2.9	4.8
13	11.6	4.8
14	11.6	4.7
15	11.6	4.7
16	11.6	4.7
17	11.6	4.4
18	11.6	4.3
19	11.6	4.3
20	2.9	4.3
21	12.2	4.4
22	11.3	4.6
23	11.3	4.8
24	11.3	4.7
25	11.3	4.4
26	11.3	3.8
27	12.2	3.3
28	3.0	3.3
29	13.6	3.3
30	11.5	3.5
31	11.5	3.8
32	11.5	3.9
33	11.5	3.4
34	11.5	3.4
35	13.6	3.3
36	3.0	3.2
37	10.8	3.1
38	12.3	3.1
39	12.3	3.0
40	12.3	2.9
41	12.3	2.8
42	12.3	2.8
43	10.8	2.7
44	3.0	2.6
45	11.3	2.5
46	14.3	2.5
47	14.3	2.4
48	14.3	2.3
49	15.8	2.3
50	13.6	2.2

NOTE:
VALUES SHOWN ARE TAKEN FROM THE 2022 NYSTA RETAINING WALL INSPECTION REPORT. SPANS 37 THRU 49 ARE NOT TYPICALLY ACCESSIBLE DUE TO DEBRIS AND WATER LEVELS. ACTUAL WALL HEIGHTS MAY VARY AND SHALL BE FIELD VERIFIED.

ALTERED ON:	AFFIXED ON: 9/17/2025
SIGNATURE: STAMP:	SIGNATURE: STAMP: 

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

REVISIONS			
DATE	DESCRIPTION	BY	SYM.

 Thruway Authority	TITLE OF PROJECT I-190 OVER SCAJAQUADA CREEK DEBRIS BOOM AND SHEET PILE REPAIRS	CONTRACT NUMBER: TAN 25-20B
	LOCATION OF PROJECT MILE POST N8.75	DATE: 9/17/2025
 HUNT ENGINEERS ARCHITECTS SURVEYORS HORSEHEADS, NY 607-368-1000 ROCHESTER, NY 585-327-7950 TOWANDA, PA 570-262-4888 BINGHAMTON, NY 607-736-8081 ALBANY, NY 607-738-5881 WWW.HUNT-ENG.COM NY CERTIFICATE NO. 0018220 PA CERTIFICATE NO. TSC220315146-1	TITLE OF DRAWING SHEET PILE WALL REPAIR DETAILS	DRAWING NUMBER: ST-10