TAS 24-5B

NEW YORK STATE OF OPPORTUNITY. | Thruway Authority

SYRACUSE DIVISION

PLANS FOR

REHABILITATION

OF THE

I-90 EB and I-90 WB BRIDGES OVER STERLING CREEK

AT

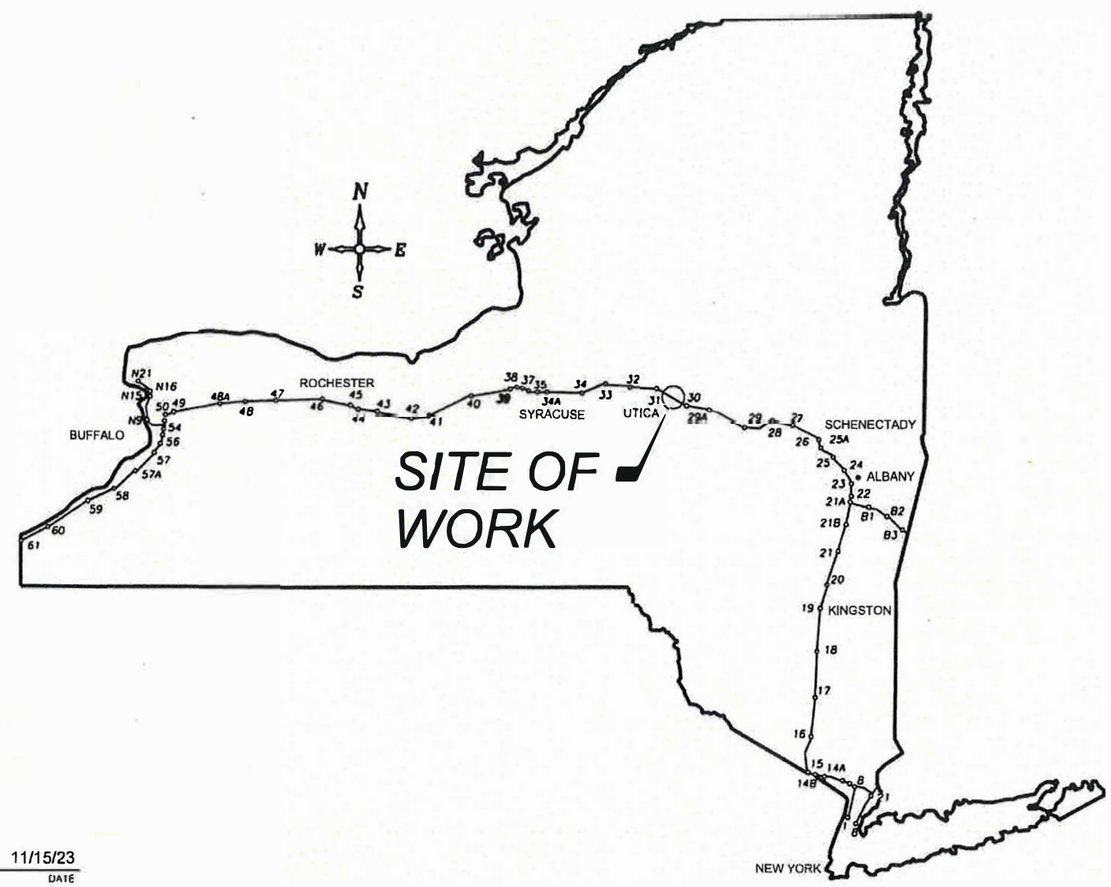
MILEPOST 227.40 & 227.41

IN

HERKIMER COUNTY

TAS 24-5B **D214950**

87 SHEETS **BIN'S 5516092 & 5516091**



TYPE OF CONSTRUCTION:

BRIDGE REHABILITATION AT MP 227.40 AND MP 227.41

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% MUNICIPALITY
N/A

100% AUTHORITY
ALL OTHER BRIDGE ELEMENTS NOT LISTED ABOVE.

LOAD RATING TABLE		
CONTROLLING MEMBER	INVENTORY LOAD RATING	OPERATING LOAD RATING
EXTERIOR STRINGER	HS 25 (44 TONS US)	HS 41 (74 TONS US)
EXTERIOR STRINGER (LRFR)	1.12	1.45

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

	PROJECT LIMITS		CONTRACT LIMITS	
	FROM STA.	TO STA.	FROM MP	TO MP
MAINLINE I-90	WB 7+50 EB 7+30	WB 13+65 EB 13+30	227.39 227.40	227.41 227.42

UDIG NEW YORK
UNDERGROUND FACILITIES PROTECTION ORGANIZATION
CALL 811

PREPARED AND RECOMMENDED BY:

DATE 11/08/2023

ERDMAN ANTHONY ASSOCIATES
CHRISTOPHER SICHAK, P.E.
NYS LICENSE NUMBER - 084524

ERDMAN ANTHONY

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:
DIRECTOR, OFFICE OF DESIGN — 11/15/23 DATE

DIVISION DIRECTOR — 11/17/23 DATE

RECOMMENDED BY:
TRAFFIC ENGINEER — 11/17/23 DATE

RECOMMENDED BY:
DIRECTOR, OFFICE OF CONSTRUCTION MANAGEMENT — 11/20/2023 DATE

RECOMMENDED BY:
DIRECTOR OF MAINTENANCE AND OPERATIONS — 12/7/23 DATE

APPROVED BY:
CHIEF ENGINEER — 12/7/23 DATE

REVIEWED BY:
PROJECT MANAGER:
BUREAU DIRECTOR:

FILE NAME = N:\1910-05-Ster ling\Drawings\Constr Plan\Cover Index\B2221_cph_cvr.dgn
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TAS 24-5B

ALIGNMENT

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

TOPOGRAPHY (DRAINAGE)

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

TOPOGRAPHY (MISCELLANEOUS)

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

UTILITIES

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

SUBSURFACE EXPLORATION

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

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

INDEX

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4	LEGEND - POINT SYMBOLOGY	LEG-2
5	TABLE OF STANDARD SHEETS	SS-1
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TOTAL NO. SHEETS: 84

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION

LOCATION OF PROJECT: SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41

TITLE OF DRAWING: INDEX AND ABBREVIATIONS

CONTRACT NUMBER: TAS 24-5B

DATE: NOV. 2023

DRAWING NUMBER: INDEX

DESIGN SUPERVISOR: P. PRESUTTI
DESIGNED BY: B. HYDE
DRAFTED BY: S. BEAMAN
CHECKED BY: P. PRESUTTI
CHECKED BY: T. LINDO

FILE NAME = N:\19710-05-Sterling\Drawings\ConstrPlan\Cover Index\B22211.cph.ind.dgn
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ALIGNMENT

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

BRIDGE

STYLE	NAME	DESCRIPTION
	BR	RAIL
	BSHT	SHEET PILING

CONTROL

STYLE	NAME	DESCRIPTION
℄	CB	BASELINE
	CBPR	BASELINE, PROJECTION

DRAINAGE

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

ENVIRONMENTAL

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

LANDSCAPE

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

ROW MAPPING

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

ROADWAY

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

SIGNS

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

STRIPING

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

• = W (WHITE) OR Y (YELLOW)

TRAFFIC CONTROL

STYLE	NAME	DESCRIPTION
	TCSW	SIGNAL, SPAN WIRE

TRAFFIC WORK ZONE

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

UTILITIES

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

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

REVISIONS			
DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: LEGEND - LINE SYMBOLOGY	DRAWING NUMBER: LEG-1

DESIGN SUPERVISOR: P. PRESUTTI
DESIGNED BY: B. HYDE
DRAFTED BY: T. LINDO
CHECKED BY: P. PRESUTTI
CHECKED BY: S. BEAMAN

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ALIGNMENT

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

BRIDGE

	BSC	BRIDGE, SCUPPER

CONTROL

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

DRAINAGE

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

ENVIRONMENTAL

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

GEOTECHNICAL

	GDH	DRILL HOLE

LANDSCAPE

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

ITS

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

ROW MAPPING

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

ROW ACQUISITION

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

ROADWAY

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

SIGNS

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

TRAFFIC CONTROL

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

TRAFFIC WORK ZONE

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

UTILITIES

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

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

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: LEGEND - POINT SYMBOLOGY
CONTRACT NUMBER: TAS 24-5B
DATE: NOV. 2023
DRAWING NUMBER: LEG-2

DESIGN SUPERVISOR: P. PRESUTTI
DESIGNED BY: B. HYDE
DRAFTED BY: T. LINDO
CHECKED BY: S. BEAMAN
CHECKED BY: P. PRESUTTI

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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)*
X	TA 203-01	Shoulder Backup 1R Projects *(Dwg. SB)*
	TA 203-02	Slope Flattening Details
	TA 402-01	Highway Pavement Repair Details *(Dwg. PRD)*
	TA 402-02	Bridge Deck Wearing Course Resurfacing *(Dwg. BDR)*
	TA 402-03	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 611-01	Living Snow Fences
X	TA 614-01	Tree Removal
X	TA 619-01	Work Zone Traffic Control Tables & Legend
X	TA 619-02	General Work Zone Traffic Control Notes & Channelizing Devices
X	TA 619-03	Shoulder Closure Short-Term or Intermediate-Term Stationary
X	TA 619-04	Shoulder Closure Short-Duration Stationary and Mobile
X	TA 619-05	Signing & Delineation for Shoulder Work Spaces with Temporary Concrete Barrier
X	TA 619-06	Work Beyond Shoulder
X	TA 619-07	Be Prepared to Stop and Uneven Lanes Signing
X	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
X	TA 619-11	Lane Shift: 65 MPH Zone
	TA 619-12	Single Lane Closure Short- or Intermediate-Term Stationary: 55 MPH Zone
	TA 619-13	Double Lane Closure Short- or Intermediate-Term Stationary: 55 MPH Zone
	TA 619-14	Center Lane Closure Short- or Intermediate-Term Stationary: 55 MPH Zone
	TA 619-15	Lane Shift: 55 MPH Zone
	TA 619-16	Work Zone Traffic Control at Interchanges, Service Areas and Parking Areas
X	TA 619-17	Work Zone Traffic Control for Miscellaneous Operations
X	TA 619-18	Mobile Lane Closure
	TA 619-19	Mobile Lane Closure: Narrow Shoulder Area
X	TA 619-20	Short-Duration Lane Closure
	TA 619-21	Short-Duration Double Lane Closure
X	TA 619-22	Work Zone Traffic Control Guide for Pavement Striping Operations
X	TA 619-23	Mobile Lane Closure for Pavement Striping Operations
	TA 619-24	Mobile Lane Closure for Pavement Striping Operations: Narrow Shoulder Area
	TA 619-25	Work Zone Traffic Control for Pavement Striping Operations at Interchanges, Service Areas and Parking Areas
	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 1-27)
	TA 619-31	Albany Division 1,150 Veh/Hr/Lane Traffic Management Tables (Sheets 1-18)
X	TA 619-32	Syracuse Division 1,150 Veh/Hr/Lane Traffic Management Tables (Sheets 1-18)
	TA 619-33	Buffalo Division 1,150 Veh/Hr/Lane Traffic Management Tables (Sheets 1-37)
	TA 619-34	*Vacant*
	TA 619-35	Albany Division 1,300 Veh/Hr/Lane Traffic Management Tables (Sheets 1-18)
X	TA 619-36	Syracuse Division 1,300 Veh/Hr/Lane Traffic Management Tables (Sheets 1-18)
	TA 619-37	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
X	TA 646-01	Reference Marker Details (Sheets 1-2)
	TA 670-01	Fiber Optic & Backbone Handhole Relocation Details
	TA 680-01	Inductance Loop Installation
	TA 680-02	Highway Advisory Radio (Sheets 1-9)
X	TA 685-01	Pavement Marking Details: Asphalt and Concrete Pavement (Sheets 1-2)
	TA 685-02	Pavement Marking Details: Tapered Acceleration and Deceleration Lanes
	TA 685-03	Vacant
X	TA 685-04	Temporary Pavement Marking Details
	TA 690-01	Loop and Treadle Plan (Sheets 1-2)
	TA 690-02	Toll Lane Slab Reinforcement Plan
	TA 690-03	10 ft Treadle Frame (Sheets 1-4)

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

REV. 8/22

Highway Work Type

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

MILEPOST FROM:	227.39	227.40					
TO:	227.41	227.42					
PROJECT TYPE	**X**	**X**	**X**	**X**	**X**	**X**	**X**
1R Resurfacing							
2R Resurfacing							
3R Rehabilitation							
Reconstruction	X	X					
Safety Improvements	X	X					
Drainage							
Rock Slope Remediation							
Pavement Striping	X	X					
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							
Full Depth Shoulder Recon							

Structure Work Type

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

MILEPOST:	227.40	227.41					
PROJECT TYPE	**X**	**X**	**X**	**X**	**X**	**X**	**X**
Bridge Washing							
Scour Protection							
Channel Cleaning							
Railing System	X	X					
Protective Screening							
Painting							
Steel Repair							
Wearing Surface Treatment							
Deck Repairs							
Joint Rehabilitation							
Joint Replacement	X	X					
Bearing Rehabilitation							
Bearing Replacement	X	X					
Hanger Pin Replacement							
Security							
Seismic Retrofit							
Substructure Rehabilitation	X	X					
Electrical							
Cathodic Protection System							
Fendor or Pier Protection System							
Deck Replacement	X	X					
Superstructure Replacement							
Bridge Replacement							
Added Bridge (New Location)							
Abandoned Bridge							
Other:							

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			
DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: NYSTA STANDARD SHEETS LISTING AND WORK TYPE TABLES

CONTRACT NUMBER: TAS 24-5B
DATE: NOV. 2023
DRAWING NUMBER: SS-1

DESIGN SUPERVISOR: TA
DESIGNED BY: TA
DRAFTED BY: TA
CHECKED BY: TA
CHECKED BY:

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USER = Lindol

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DRAFTED BY: T. SAMSON/W. DILONE
CHECKED BY: R. PAPAJ/D. CLARK
DESIGNED BY: T. SAMSON
CHECKED BY: D. CLARK
DESIGN SUPERVISOR: R. PAPAJ

GENERAL WORK ZONE TRAFFIC CONTROL NOTES:

1. THE CONTRACTOR SHALL MAINTAIN TRAFFIC THROUGHOUT THE LENGHT AND DURATION OF THE CONTRACT IN ACCORDANCE WITH THE APPROVED/ACTIVE NYSDOT STANDARD SPECIFIATIONS AT THE TIME OF LETTING - SECTION 619 WORK ZONE TRAFFIC CONTROL, THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE NYS SUPPLEMENT TO THE MUTCD, THE WORK ZONE TRAFFIC CONTROL DETAILS IN THE PLANS AND PROPOSAL, OR A.O.B.E.
2. SEE NYSTA STANDARD SHEET TA 619-01 FOR WORK DURATION DEFINITIONS AND TABLES.
3. EXISTING PAVEMENT MARKINGS IN CONFLICT WITH INTERIM PAVEMENT MARKINGS SHALL BE REMOVED UTILIZING ITEM ITEM 619.08010225 - REMOVE PAVEMENT MARKING STRIPES, 6" EPOXY PAINT. THE COST FOR INTERIM PAVEMENT MARKINGS ON NEW, FINAL PAVEMENT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.100104 - INTERIM PAVEMENT MARKINGS, STRIPES (REMOVABLE WET REFLECTIVE TAPE). ITEM 619.10010125 - INTERIM PAVEMENT MARKINGS, STRIPES (6 INCHES) TRAFFIC PAINT SHALL BE USED FOR INTERIM PAVEMENT MARKINGS THAT ARE TO BE LOCATED ON EXISTING PAVEMENT SURFACES AND NEW SURFACES THAT ARE TO BE RECONSTRUCTED. UPON COMPLETION OF CONSTRUCTION ACTIVITIES, THE EXISTING PAVEMENT MARKINGS SHALL BE RESTORED WITH HIGHLY REFLECTORIZED RECESS TRIPLE DROP EPOXY PAVEMENT STRIPES, WHITE OR YELLOW IN COLOR AS REQUIRED.
4. MOBILE LANE CLOSURES MAY BE UTILIZED TO INSTALL TRAFFIC CONTROLS DEVICES.
5. THE CONTRACTOR SHALL MAINTAIN ACCESS FOR EMERGENCY VEHICLES THROUGHOUT THE PROJECT AREA AT ALL TIMES. ALL EXITING HIGHWAY MEDIAN TURNAROUND AREAS SHALL REMAIN OPEN FOR EMERGENCY VEHICLE USE.
6. THE CONTRACTOR SHALL PLAN AND INCORPORATE ACCESS POINTS INTO THE WORK ZONE SUCH THAT, TO THE EXTENT PRACTICAL, THE CONTRACTOR'S VEHICLES ENTERING AND LEAVING THE WORK ZONE SHALL NOT IMPEDE THE MOVEMENT OF THROUGH TRAFFIC IN THE ADJACENT OPEN LANE(S).

CHANGES TO WORK ZONE TRAFFIC CONTROL (WZTC) PLANS:

1. LANE AND RAMP CLOSURES, AND WORK HOUR RESTRICTIONS SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
2. THE CONTRACTOR MAY SUBMIT TO THE ENGINEER FOR REVIEW AND APPROVAL CHANGES TO THE WORK ZONE TRAFFIC CONTROL SCHEMES AND CONSTRUCTION SEQUENCE PRESENTED IN THESE PLANS.
3. THE WORK ZONE TRAFFIC CONTROL SCHEMES INCLUDED IN THESE PLANS DESCRIBE RECOMMENDED METHODS AND NECESSARY CONTROL DEVICES. THE ENGINEER MAY ORDER ADDITIONAL METHODS, ADDITIONAL DEVICES, OR ANY COMBINATION THEREOF, TO BETTER MEET FIELD CONDITIONS.

WZTC RESTRICTIONS:

1. ALL TRAFFIC ON INTERSTATE 90 SHALL BE MAINTAINED ON A PAVED SURFACE AS SHOWN IN THE TYPICAL SECTIONS. THE MINIMUM MAINLINE LANE WIDTH SHALL BE 11 FT FOR INTERSTATE 90.
2. THERE SHALL BE NO WORK OPERATIONS ALLOWED BEFORE SUNRISE OR AFTER SUNSET UNLESS PREVIOUSLY APPROVED BY THE NYS THRUWAY / ENGINEER AND AN APPROVED LIGHTING PLAN IS PROVIDED. THE LIGHTING PLAN SHOULD BE APPROVED PRIOR TO THE START OF WORK BY THE ENGINEER.
3. LANE CLOSURE SHALL NOT BE ALLOWED WHEN EITHER VISIBILITY OR PAVEMENT CONDITION ARE JUDGED TO BE INADEQUATE BY THE ENGINEER.
4. THE CONTRACTOR SHALL SCHEDULE AND PROGRESS THE CONTRACT WORK IN A MANNER THAT MINIMIZES THE DURATION OF LANE CLOSURES. LANE CLOSURES SHALL BE USED ONLY WHEN WORK IS ACTUALLY IN PROGRESS.
5. LANE CLOSURES ON INTERSTATE 90 SHALL BE IN ACCORDANCE WITH THE NEW YORK STATE THRUWAY AUTHORITY TA 619-32 STANDARD SHEET, SYRACUSE DIVISION 1.150 VEH/HR/LANE TRAFFIC MANAGEMENT TABLES.
6. ALL REDUCED SPEED LIMITS WITHIN THE PROJECT LIMITS SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. COST OF SIGNS SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 619.01.

WZTC COORDINATION:

1. THE CONTRACTOR SHALL BE AWARE THAT THERE MAY BE OTHER CONTRACTS, MAINTENANCE OPERATIONS, OR BRIDGE INSPECTIONS IN PROGRESS IN THE WORK AREA. THE ENGINEER AND THE CONTRACTOR SHALL COMMUNICATE WITH, AND COORDINATE OPERATIONS WITH, THE OTHER OPERATIONS SO THAT NO CONFLICT IN WORK SCHEDULING OR LOCATION OCCURS. LANE CLOSURE SHALL BE REPORTED TO NYSTA, ONE WEEK IN ADVANCE OF THE CLOSURE.
2. BEFORE ANY ROADWAY WIDTH RESTRICTIONS CAN BE MADE, THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH TWENTY -ONE (21) CALENDAR DAYS NOTICE SO HE/SHE MAY APPRISE THE NYSTA IN WRITING OF THE LANE WIDTH RESTRICTIONS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING IMMEDIATELY UPON THE REMOVAL OF THE LANE WIDTH RESTRICTION SO THE ENGINEER CAN NOTIFY THE NYSTA. FAILURE OF THE CONTRACTOR TO PROVIDE THE NECESSARY NOTICE MAY RESULT IN DELAYS TO THE CONTRACTOR'S OPERATIONS.
3. LOCAL FIRE, POLICE, AMBULANCE, REGIONAL TRANSIT SERVICE AND MUNICIPAL AUTHORITIES SHALL BE NOTIFIED BY THE CONTRACTOR TWO WEEKS IN ADVANCE OF THE BEGINNING OF WORK ON ANY HIGHWAY SEGMENT IN ORDER TO COORDINATE AND MAINTAIN ESSENTIAL SERVICES.

WZTC SIGNING AND DEVICES:

1. 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.
2. THE BOTTOM OF TEMPORARY CONSTRUCTION SIGNS SHALL BE A MINIMUM OF 5 FT ABOVE THE EDGE OF THE ROADWAY GRADE. SEE SECTION 619-3.02 FOR INFORMATION ON MOUNTING HEIGHTS FOR SIGNS WITH AUXILIARY PANELS. SIGNS SHALL BE LOCATED OFF THE EDGE OF SHOULDER.
3. CONSTRUCTION FLAGS SHALL BE INSTALLED ON SIGNS AT LOCATIONS IDENTIFIED ON PLANS. THE COST SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 619.01 WORK ZONE TRAFFIC CONTROL.
4. AT NIGHT, FLASHING ARROW BOARDS SHALL NOT BE OPERATED AT SUCH BRIGHTNESS THAT SIGNS, DRUMS, IMPACT ATTENUATION DEVICES CANNOT EASILY BE SEEN BY APPROACHING MOTORISTS. TO ENSURE THAT FLASHING ARROW BOARDS ARE NOT TOO BRIGHT FOR THE NIGHT OPERATION, THE CONTRACTOR SHALL MAKE AN ON SITE INSPECTION OF EACH ARROW BOARD AT THE BEGINNING OF ITS FIRST NIGHT OF OPERATION. IF THE 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 BOARDS OPERATIONS. 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 SECTIONS 619, WORK ZONE TRAFFIC CONTROL.
5. IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 619 OF THE NYSDOT STANDARD SPECIFICATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL TEMPORARY TRAFFIC CONTROL DEVICES. THAT IS, THE CONTRACTOR SHALL ENSURE THAT ALL SUCH ITEMS AS SIGNALS & 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.
6. WZTC SIGNS AND APPURTENANCES SHALL BE PLACED/STORED OFF THE EDGE OF THE SHOULDER. THE CONTRACTOR IS ENCOURAGED TO LEAVE SIGNS AND APPURTENANCES IN THE AREA THAT THEY ARE NEEDED TO REDUCE CLOSURE SETUP TIME AND MAXIMIZE THE AMOUNT OF "WORK TIME" DURING EACH WORK DAY. WZTC AND SIGNS 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.

RESPONSIBILITY FOR EMERGENCY REPAIRS:

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

ROADSIDE HAZARDS:

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

CHANGING WZTC SCHEMES:

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

BARRIER VEHICLE WITH MOUNTED ATTENNUATORS:

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

FLASHING ARROW PANEL:

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

ALTERED ON:	AFFIXED ON: 11/08/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · DANIEL T. CLARK · 095433 · LICENSED PROFESSIONAL ENGINEER

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	WORK ZONE TRAFFIC CONTROL NOTES
CONTRACT NUMBER:	TAS 24-5B
DATE:	Nov. 2023
DRAWING NUMBER:	TCN-1

PW:/

DESIGNED BY: T. SAMSON CHECKED BY: R. PAPAJ/D. CLARK

DRAFTED BY: T. SAMSON/W. DILONE CHECKED BY: D. CLARK

DESIGN SUPERVISOR: R. PAPAJ

CONSTRUCTION SEQUENCE:

PRE-PHASE 1:

1. REMOVE MILLED-IN AUDIBLE ROADWAY DELINEATORS WITHIN THE RIGHT AND LEFT SHOULDERS OF I-90 EASTBOUND AND I-90 WESTBOUND UTILIZING DAILY SHORT-TERM TRAFFIC CONTROLS PER NYSTA STANDARD SHEETS.

PHASE 1:

1. USING DAILY SHORT-TERM TRAFFIC CONTROLS PER NYSTA STANDARD SHEETS INSTALL TEMPORARY POSITIVE BARRIER AND WORK ZONE TRAFFIC CONTROL PATTERN AS SHOWN ON DWG. WZTC 1-1 THROUGH WZTC 1-7.
2. REMOVE EXISTING GUIDE RAIL AND SIGNING IN MEDIAN.
3. CONSTRUCT TEMPORARY FULL DEPTH PAVED MEDIAN AND INTERCEPTOR DRAIN AS SHOWN ON DWG. WZTC 1-1 THROUGH WZTC 1-7.
4. INSTALL TEMPORARY POSITIVE BARRIER IN MEDIAN AREA IN PREPARATION OF PHASE 2 CROSSOVER AS SHOWN ON DWG. WZTC 2-1 THROUGH WZTC 2-6.

PHASE 2:

1. PHASE 2 REQUIRES A CROSSOVER THAT WILL ALLOW EB TRAVEL LANES TO TRAVEL ON THE WESTBOUND SIDE OF I-90, THUS ALLOWING REHABILITATION AND RECONSTRUCTION OF THE EASTBOUND STRUCTURE, DECK, AND APPROACH PAVEMENT.
2. USING DAILY SHORT-TERM TRAFFIC CONTROLS PER NYSTA STANDARD SHEETS REMOVE PHASE 1 WORK ZONE TRAFFIC CONTROL PATTERN.
3. ESTABLISH REMAINDER OF I-90 EASTBOUND CROSSOVER TRAFFIC PATTERN AS SHOWN ON DWG. WZTC 2-1 THROUGH WZTC 2-6 UTILIZING DAILY SHORT-TERM TRAFFIC CONTROL PER NYSTA STANDARD SHEETS.

PHASE 3 (WINTER SHUTDOWN):

1. RE-ESTABLISH PRE-CONSTRUCTION TRAFFIC PATTERNS OVER WINTER MONTHS.
2. USING DAILY SHORT-TERM TRAFFIC CONTROLS PER NYSTA STANDARD SHEETS REMOVE PHASE 2 WORK ZONE TRAFFIC CONTROL PATTERN.
3. USING DAILY SHORT-TERM TRAFFIC CONTROL PER NYSTA STANDARD SHEETS INSTALL TEMPORARY CONCRETE BARRIER AS SHOWN ON DWG. WZTC 3-1 THROUGH WZTC 3-5.

PHASE 4:

1. PHASE 4 REQUIRES A CROSSOVER THAT WILL ALLOW WB TRAVEL LANES TO TRAVEL ON THE EASTBOUND SIDE OF I-90, THUS ALLOWING REHABILITATION AND RECONSTRUCTION OF THE WESTBOUND STRUCTURE, DECK, AND APPROACH PAVEMENT.
2. USING DAILY SHORT-TERM TRAFFIC CONTROLS PER NYSTA STANDARD SHEETS REMOVE MAINLINE PHASE 3 WORK ZONE TRAFFIC CONTROL PATTERN.
3. ESTABLISH REMAINDER OF I-90 WESTBOUND CROSSOVER TRAFFIC PATTERN AS SHOWN ON DWG. WZTC 4-1 THROUGH WZTC 4-6 UTILIZING DAILY SHORT-TERM TRAFFIC CONTROL PER NYSTA STANDARD SHEETS.

PHASE 5:

1. USING DAILY SHORT-TERM TRAFFIC CONTROLS PER NYSTA STANDARD SHEETS REMOVE MAINLINE PHASE 4 WORK ZONE TRAFFIC CONTROL PATTERN.
2. USING DAILY SHORT-TERM TRAFFIC CONTROLS PER NYSTA STANDARD SHEETS INSTALL TEMPORARY POSITIVE BARRIER AND WORK ZONE TRAFFIC CONTROL PATTERN AS SHOWN ON DWG. WZTC 1-2 THROUGH WZTC 1-6.
3. REMOVE TEMPORARY PAVED MEDIAN AND TRENCH DRAIN.
4. FINAL GRADE MEDIAN OF I-90, ADJUST EXISTING DRAINAGE INLETS TO FINAL GRADE, RESET GUIDE RAIL IN MEDIAN AREA OF I-90 TO MATCH PRECONSTRUCTION CONDITIONS.
5. REMOVE PHASE 5 WORK ZONE TRAFFIC CONTROL PATTERN.
6. USING DAILY SHORT-TERM TRAFFIC CONTROLS PER NYSTA STANDARD SHEETS, INSTALL MILLED-IN AUDIBLE ROADWAY DELINEATORS, AND RESTORE MAINLINE WESTBOUND AND EASTBOUND TRAFFIC STRIPING TO PRECONSTRUCTION CONFIGURATION UTILIZING FINAL PAVEMENT MARKINGS.

ALTERED ON:	AFFIXED ON: 11/08/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · DANIEL T. CLARK · 095433 · LICENSED PROFESSIONAL ENGINEER

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

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION

LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41

TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL NOTES

CONTRACT NUMBER: TAS 24-5B

DATE: Nov. 2023

DRAWING NUMBER: TCN-2

TEXT NUMBER	TEXT	M.U.T.C.D. NUMBER	SIZE (INCHES)	COLOR		REMARKS
				BACKGROUND	LEGEND	
1		G20-2	48"x24"	ORANGE	BLACK	
2		OM3-L	12"x36"	YELLOW	BLACK	
3		R2-11	36"x48"	WHITE	BLACK	
4		R2-12	36"x54"	WHITE	BLACK	
5		G20-5aP	36"x24"	ORANGE	BLACK	
6		R2-1	36"x48"	WHITE	BLACK	
7		W1-4bR	48"x48"	ORANGE	BLACK	
8		W1-4bL	48"x48"	ORANGE	BLACK	

TEXT NUMBER	TEXT	M.U.T.C.D. NUMBER	SIZE (INCHES)	COLOR		REMARKS
				BACKGROUND	LEGEND	
9		OM3-R	12"x36"	YELLOW	BLACK	
10		NYR9-11	48"x84"	WHITE	BLACK	
11		W20-1	48"x48"	ORANGE	BLACK	
12		W3-5	48"x48"	ORANGE	BLACK	
13		W20-1	48"X48"	ORANGE	BLACK	
14		W1-8R	30"X36"	ORANGE	BLACK	
15		W1-8L	30"X36"	ORANGE	BLACK	

ALTERED ON:	AFFIXED ON: 11/08/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP:

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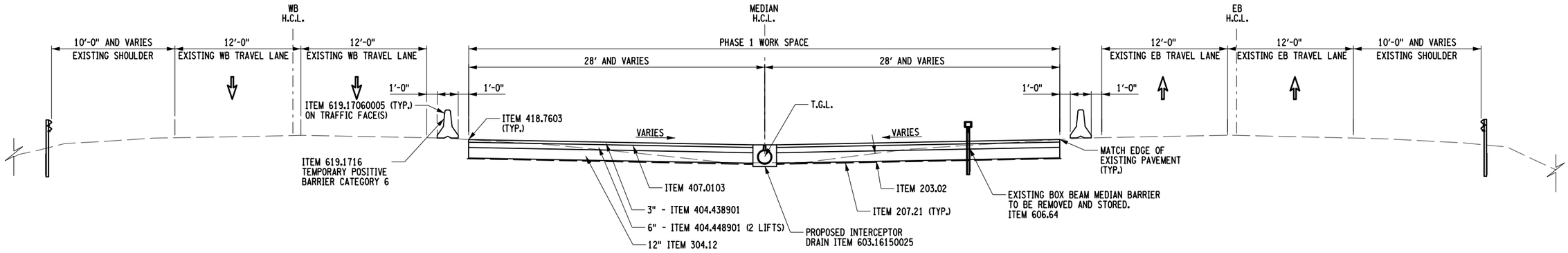
NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	WORK ZONE TRAFFIC CONTROL SIGN TEXT DATA
CONTRACT NUMBER:	TAS 24-5B
DATE:	Nov. 2023
DRAWING NUMBER:	TCT-1

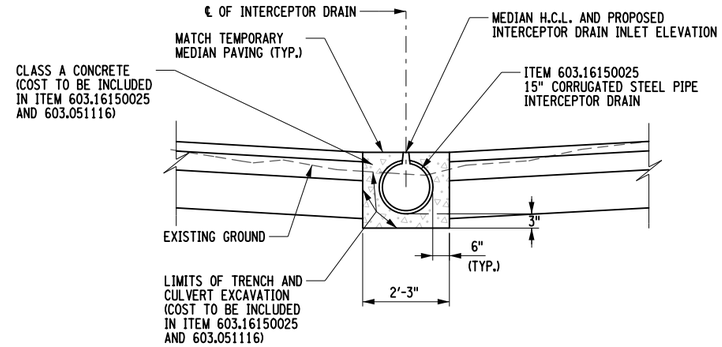
PW:/

DESIGNED BY: T. SAMSON
DRAFTED BY: T. SAMSON/W. DILONE
CHECKED BY: R. PAPAJ/D. CLARK
DESIGN SUPERVISOR: R. PAPAJ
CHECKED BY: D. CLARK



MAINLINE PHASE 1 - SECTION A-A

NOT TO SCALE



MEDIAN INTERCEPTOR DRAIN DETAIL

NOTES:

1. INTERCEPTOR DRAIN SHALL BE RECESSED 1/2" BELOW ADJACENT CLASS A CONCRETE.
2. PIPE WAY BE BLOCKED UP WITH CONCRETE BLOCK OR BRICK TO ACHIEVE FINAL GRADE PRIOR TO CONCRETE PLACEMENT.
3. INTERCEPTOR DRAIN TO BE CONNECTED TO EXISTING CLOSED DRAINAGE SYSTEM. COST OF CONNECTION TO EXISTING DRAINAGE STRUCTURES TO BE INCLUDED IN ITEM 603.16150025. SEE DRAWING WZTC 1-2 THRU WZTC 1-6 FOR LOCATIONS.
4. CONTRACTOR TO INSTALL 5 LF SEGMENTS OF ITEM 603.051116, 15" CORRUGATED STEEL PIPE AT AT ENDS OF INTERCEPTOR DRAIN TO FACILITATE DRAINAGE STRUCTURE CONNECTION. CORRUGATED STEEL PIPE TO BE CONCRETE ENCASED SIMILAR TO INTERCEPTOR DRAIN. COST OF CLASS A CONCRETE TO BE INCLUDED IN UNIT PRICE BID FOR ITEM 603.051116.
5. SEE DRAINAGE TABLES ON DWG. WZTC 1-2.

DRAFTED BY: T. SAMSON/W. DILONE
CHECKED BY: R. PAPAJ/D. CLARK
DESIGNED BY: T. SAMSON
CHECKED BY: D. CLARK
DESIGN SUPERVISOR: R. PAPAJ

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REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 1
CONTRACT NUMBER:	TAS 24-5B
DATE:	Nov. 2023
DRAWING NUMBER:	WZTC1-1

PW:/
DRAFTED BY: T. SAMSON/W. DILONE
CHECKED BY: R. PAPAJ/D. CLARK
DESIGNED BY: T. SAMSON
CHECKED BY: D. CLARK
DESIGN SUPERVISOR: R. PAPAJ

PROPOSED TEMPORARY DRAINAGE STRUCTURE TABLE

DR. NO.	LOCATION		STRUCTURE TYPE	WORK DESCRIPTION	603.051116 - CORRUGATED STEEL PIPE - 15"	603.16150025 - CORRUGATED STEEL PIPE INTERCEPTOR DRAIN - 15"	603.171116 - GALVANIZED STEEL END SECTION - 15" DIA.	604.070201 - ALTER DRAINAGE STRUCTURE	621.03 - CLEANING CLOSED DRAINAGE SYSTEMS
	FROM	TO			LF	LF	EA	EA	LF
1-3	C 2+80.00	C 2+90.00	END SECTION AND PIPE	INSTALL 10 LF OF 15" CSP PIPE, 1 END SECTION AND CONNECT TO NEW STEEL INTERCEPTOR DRAINAGE.	10		1		
	C 2+90.00	C 7+58.00	INTERCEPTOR DRAIN	INSTALL 461 LF OF 15" STEEL INTERCEPTOR DRAINAGE AND CONNECT TO EXISTING STRUCTURE WITH 5' OF 15" CSP.	5	461			
	C 7+58.00	C 7+84.00	END SECTION AND PIPE	INSTALL 26 LF OF 15" CSP PIPE, 1 END SECTION AND CONNECT TO EXISTING DRAINAGE STRUCTURE	26		1		
1-4	C 7+58.00	NA	EXISTING DRAINAGE STRUCTURE	CLEAN EXISTING 24" RCP FROM EXISTING STRUCTURE TO OUTLET AND ADJUST STRUCTURE TO PROPOSED GRADE				2	92
1-5	C 11+21.59	C 11+38.59	END SECTION AND PIPE	INSTALL 15 LF OF 15" CSP PIPE, 1 END SECTION AND CONNECT TO EXISTING DRAINAGE STRUCTURE	15		1		
	C 11+38.59	NA	EXISTING DRAINAGE STRUCTURE	CLEAN EXISTING 24" RCP FROM EXISTING STRUCTURE TO OUTLET AND ADJUST STRUCTURE TO PROPOSED GRADE				2	51
	C 11+38.59	C 16+87.71	INTERCEPTOR DRAIN	INSTALL 535 LF OF 15" STEEL INTERCEPTOR DRAINAGE, AND CONNECT TO EXISTING STRUCTURE WITH 10' OF 15" CSP.	10	535			
	C 16+89.71	C 17+27.71	END SECTION AND PIPE	INSTALL 38 LF OF 15" CSP PIPE, 1 END SECTION AND CONNECT TO NEW STEEL INTERCEPTOR DRAINAGE.	38		1		
1-6	C 16+88.00	NA	EXISTING DRAINAGE STRUCTURE	CLEAN EXISTING 24" RCP FROM EXISTING STRUCTURE TO OUTLET AND ADJUST STRUCTURE TO PROPOSED GRADE				2	90

NOTE: ALTERING DRAINAGE STRUCTURES WILL OCCURE TWICE FOR EACH DRAINAGE STRUCTURE. ONCE TO ADJUST STRUCTURES TO PROPOSED PAVEMENT ELEVATIONS, AND THEN AGAIN TO RESTORE TO EXISTING CONDITIONS.

INTERCEPTOR DRAIN INLET ELEVATIONS

DR. NO.	STATION	INVERT ELEVATION
1-3	C 2+90.00	434.96
	C 3+00.00	434.92
	C 4+00.00	434.56
	C 5+00.00	434.21
	C 6+00.00	433.85
	C 7+00.00	433.49
	C 7+51.09	433.31
1-5	C 11+45.59	435.19
	C 12+00.00	435.54
	C 13+00.00	436.18
	C 14+00.00	436.82
	C 15+00.00	437.47
	C 16+00.00	438.11
	C 16+80.71	438.62

NOTE: SEE DETAIL ON WZTC 1-1.

CMP PIPE INVERT ELEVATIONS

DR. NO.	STATION	INVERT ELEVATION	NOTES
1-3	C 2+80.00	433.55	INSTALL END SECTION AND BEGIN 10 LF OF 15" CSP
	C 2+90.00	433.25	END 10 LF OF 15" PIPE CSP
	C 7+51.09	431.60	BEING 5 LF OF 15" CSP PIPE
	C 7+56.09	431.58	END 5 LF OF 15" CSP PIPE
	C 7+60.09	431.13	BEGIN 26 LF OF 15" CSP PIPE
	C 7+80.00	431.50	END 26 LF OF 15" CSP PIPE INSTALL END SECTION
1-5	C 11+21.59	433.60	INSTALL END SECTION AND BEGIN 15 LF OF CSP PIPE
	C 11+36.59	433.27	END 20 LF OF 15" CSP PIPE
	C 11+40.59	433.45	BEING 5 LF OF 15" CSP PIPE
	C 11+45.59	433.45	END 5 LF OF 15" CSP PIPE
	C 16+80.71	436.92	BEING 5 LF OF 15" CSP PIPE
	C 16+85.71	436.95	END 5 LF OF 15" CSP PIPE
	C 16+89.71	436.53	BEGIN 38 LF OF 15" CSP PIPE
	C 17+27.71	437.00	END 38 LF OF 15" CSP PIPE INSTALL END SECTION

PAVED MEDIAN FLOW LINE ELEVATIONS

DR. NO.	STATION	INVERT ELEVATION
1-3	C 2+90.00	435.00
	C 7+51.09	433.35
1-5	C 11+45.59	435.23
	C 16+80.71	438.66

NOTE: SEE SECTION A-A ON WZTC 1-1 FOR T.G.L.

TABLE OF HORIZONTAL ALIGNMENT
EB CROSSOVER

POINT	STATION	CURVE DATA	COORDINATE NORTH	COORDINATE EAST
POB	A 0+00.00		1547849.06	328535.71
		AZ 126°57'44.16" LENGTH = 80.23 FT		
PC1	A 0+80.23		1547800.82	328599.82
PI	A 2+29.01		1547711.36	328718.7
		RADIUS = 1700.00 FT DELTA = 10°00'13.15" LT LENGTH = 296.81 FT TANGENT = 148.79 FT		
PT1	A 3+77.04		1547643.91	328851.32
		AZ 116°57'31.01" LENGTH = 80.12 FT		
PC2	A 4+57.16		1547607.58	328922.73
PI	A 6+32.78		1547527.97	329079.27
		RADIUS = 2000.00 FT DELTA = 10°02'11.91" RT LENGTH = 350.34 FT TANGENT = 175.62 FT		
PT2	A 8+07.51		1547422.29	329219.54
		AZ 126°59'42.92" LENGTH = 47.03 FT		
PI	A 8+54.54		1547393.99	329257.1
		AZ 126°59'42.92" LENGTH = 370.00 FT		
PI	A 12+24.54		1547171.34	329552.61
		AZ 126°59'42.92" LENGTH = 46.47 FT		
PC3	A 12+71.00		1547143.38	329589.73
PI	A 14+02.88		1547064.02	329695.06
		RADIUS = 1700.00 FT DELTA = 8°52'18.85" RT LENGTH = 263.23 FT TANGENT = 131.88 FT		
PT3	A 15+34.24		1546969.36	329786.89
		AZ 135°52'01.77" LENGTH = 193.81 FT		
PC4	A 17+28.05		1546830.26	329921.84
PI	A 18+59.48		1546735.93	330013.36
		RADIUS = 1700.00 FT DELTA = 8°50'30.07" LT LENGTH = 262.34 FT TANGENT = 131.43 FT		
PT4	A 19+90.39		1546656.79	330118.29
		AZ 127°01'31.71" LENGTH = 193.81 FT		
POE	A 21+08.96		1546585.39	330212.95

TABLE OF HORIZONTAL ALIGNMENT
WB CROSSOVER

POINT	STATION	CURVE DATA	COORDINATE NORTH	COORDINATE EAST
POB	B 0+00.00		1547890.85	328629.81
		AZ 127°08'04.19" LENGTH = 120.26 FT		
PC1	B 1+20.25		1547818.26	328725.68
PI	B 2+69.98		1547727.87	328845.04
		RADIUS = 1800.00 FT DELTA = 9°30'35.29" RT LENGTH = 298.76 FT TANGENT = 149.72 FT		
PT	B 4+19.01		1547619.01	328947.83
		AZ 136°38'39.47" LENGTH = 115.05 FT		
PC2	B 5+34.06		1547535.35	329026.81
PI	B 6+85.99		1547424.89	329131.11
		RADIUS = 1800.00 FT DELTA = 9°38'56.55" LT LENGTH = 303.13 FT TANGENT = 151.93 FT		
PT2	B 8+37.2		1547333.47	329252.45
		AZ 126°59'42.92" LENGTH = 241.01 FT		
PC3	B 10+78.21		1547188.44	329444.95
PI	B 12+53.32		1547083.06	329584.81
		RADIUS = 1800.00 FT DELTA = 11°06'46.89" LT LENGTH = 349.13 FT TANGENT = 175.11 FT		
PT3	B 14+27.33		1547006.62	329742.35
		AZ 115°52'56.03" LENGTH = 15.54 FT		
PC4	B 14+42.88		1546999.84	329756.34
PI	B 16+17.99		1546923.4	329913.89
		RADIUS = 1700.00 FT DELTA = 11°06'46.89" RT LENGTH = 349.13 FT TANGENT = 175.11 FT		
PT4	B 17+92.00		1546818.02	330053.74
		AZ 126°59'42.92" LENGTH = 327.92 FT		
POE	B 21+19.92		1546620.7	330315.65

ALTERED ON:

AFFIXED ON: 11/08/2023

SIGNATURE:
STAMP:

SIGNATURE:
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STATE OF NEW YORK · DANIEL T. CLARK · 095433 · LICENSED PROFESSIONAL ENGINEER

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 1

CONTRACT NUMBER: TAS 24-5B
DATE: Nov. 2023
DRAWING NUMBER: WZTC1-2

PW:/

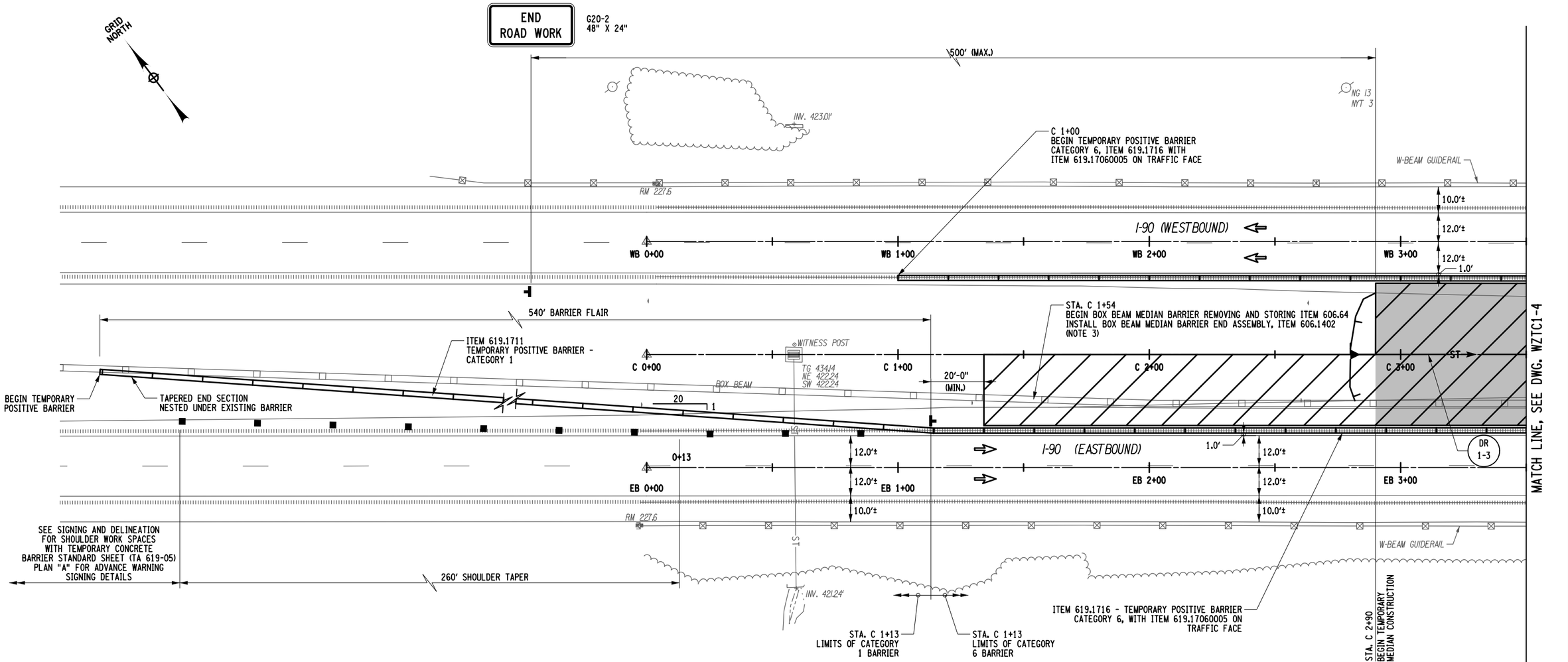
CHECKED BY: R. PAPAJ/D. CLARK

DRAFTED BY: T. SAMSON/W. DILONE

CHECKED BY: D. CLARK

DESIGNED BY: T. SAMSON

DESIGN SUPERVISOR: R. PAPAJ



LEGEND

- CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
- TEMPORARY SIGN, ITEM 619.01
- DIRECTION OF TRAFFIC
- PHASE 1 WORK SPACE
- PAVED MEDIAN CONSTRUCTION
- TEMPORARY POSITIVE BARRIER

NOTE:

1. CONTRACTOR SHALL REMOVE EXISTING RUMBLE STRIPS, WHERE APPLICABLE - ITEM 649.2599--25.
2. CONTRACTOR SHALL CLEAN DRAINAGE SYSTEM AND DRAINAGE STRUCTURES PRIOR TO TEMPORARY PAVING.
3. CONTRACTOR SHALL INSTALL ANCHORAGE UNIT ON END OF EXISTING MEDIAN BARRIER WHEN PORTION OF MEDIAN BARRIER IS REMOVED. CONTRACTOR SHALL REMOVE ANCHORAGE UNIT WHEN THE PROPOSED MEDIAN BARRIER IS INSTALLED.

20 0 20 40 60 80
1" = 40'

ALTERED ON:	AFFIXED ON: 11/30/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK DANIEL T. CLARK 095433 LICENSED PROFESSIONAL ENGINEER

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: Nov. 2023
TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 1	DRAWING NUMBER: WZTC1-3

PW:/

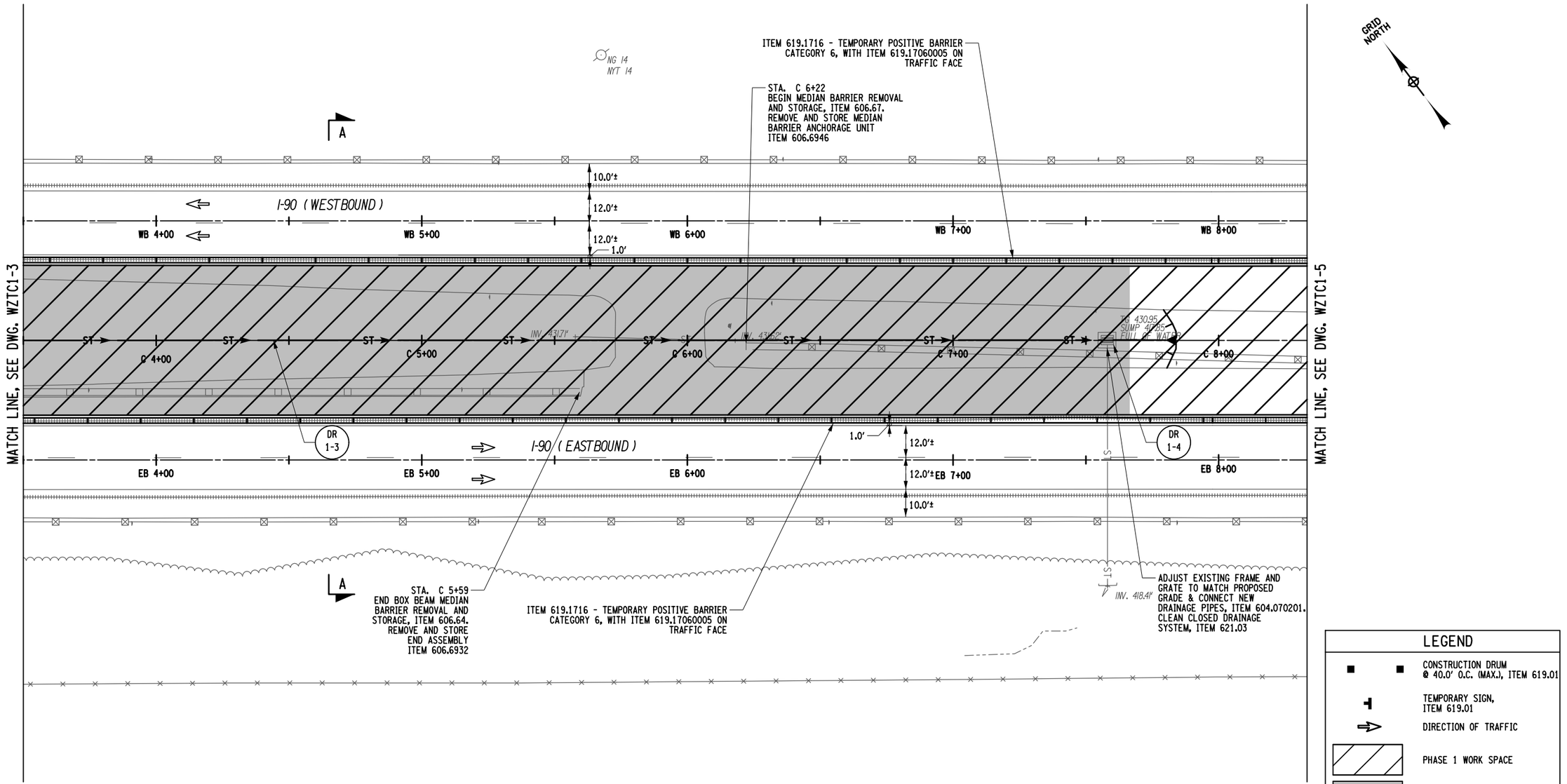
CHECKED BY: R. PAPAJ/D. CLARK

DRAFTED BY: T. SAMSON/W. DILONE

CHECKED BY: D. CLARK

DESIGNED BY: T. SAMSON

DESIGN SUPERVISOR: R. PAPAJ



LEGEND

- CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
- TEMPORARY SIGN, ITEM 619.01
- DIRECTION OF TRAFFIC
- PHASE 1 WORK SPACE
- PAVED MEDIAN CONSTRUCTION
- TEMPORARY POSITIVE BARRIER

ALTERED ON:	AFFIXED ON: 11/08/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP:

STATE OF NEW YORK
DANIEL T. CLARK
095433
LICENSED PROFESSIONAL ENGINEER

NOTE:

1. CONTRACTOR SHALL REMOVE EXISTING RUMBLE STRIPS (ITEM 649.2599--25), WHERE APPLICABLE.
2. CONTRACTOR SHALL CLEAN DRAINAGE SYSTEM AND DRAINAGE STRUCTURES PRIOR TO TEMPORARY PAVING.

20 0 20 40 60 80
1" = 40'

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

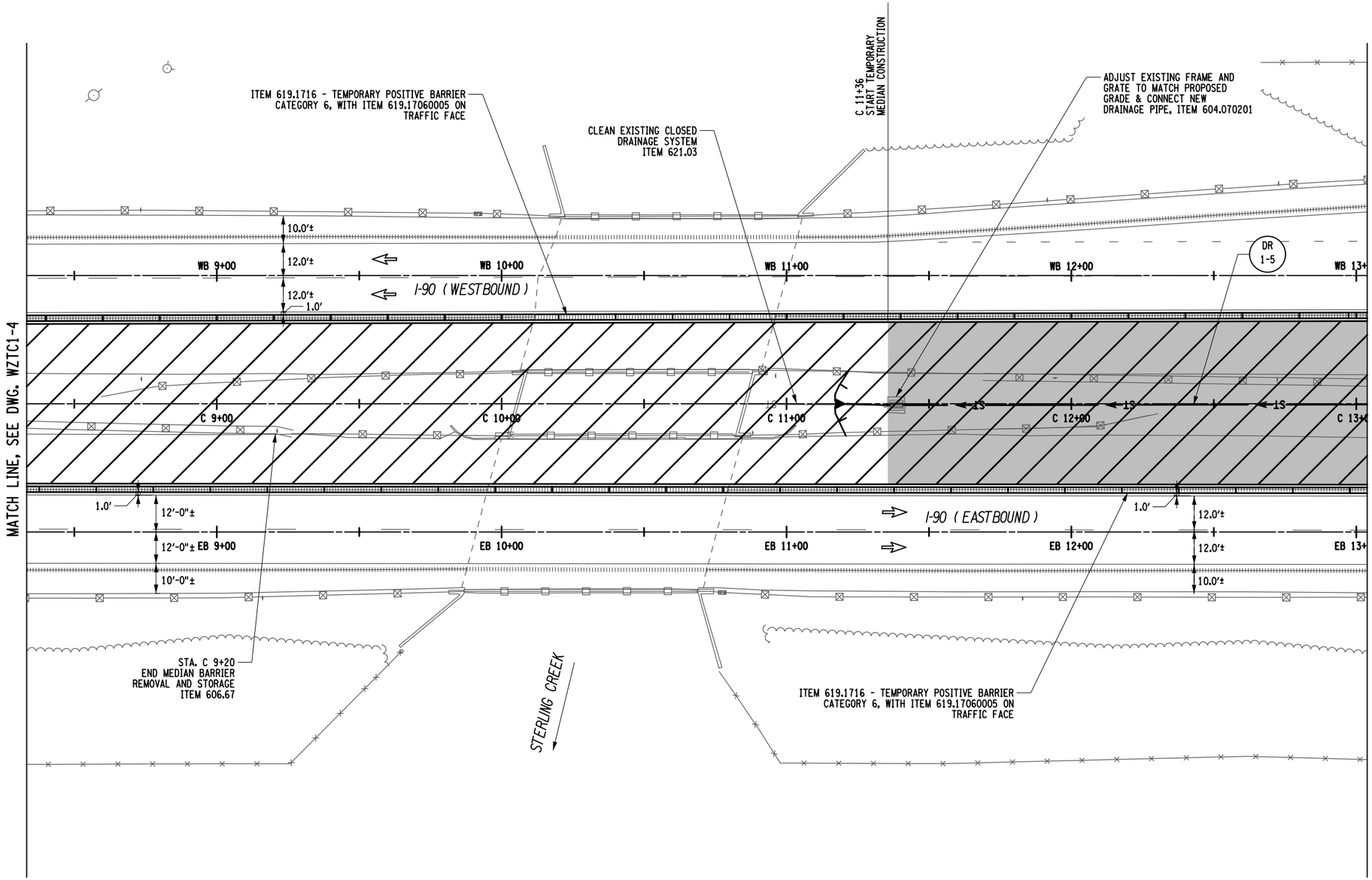
TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: Nov. 2023
TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 1	DRAWING NUMBER: WZTC1-4

PW:/

DRAFTED BY: T. SAMSON/W. DILONE CHECKED BY: R. PAPAJ/D. CLARK

DESIGNED BY: T. SAMSON CHECKED BY: D. CLARK

DESIGN SUPERVISOR: R. PAPAJ



LEGEND

- CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
- TEMPORARY SIGN, ITEM 619.01
- DIRECTION OF TRAFFIC
- PHASE 1 WORK SPACE
- PAVED MEDIAN CONSTRUCTION
- TEMPORARY POSITIVE BARRIER

20 0 20 40 60 80

1" = 40'

NOTE:

1. CONTRACTOR SHALL REMOVE EXISTING RUMBLE STRIPS (ITEM 649.2599--25), WHERE APPLICABLE.
2. CONTRACTOR SHALL CLEAN DRAINAGE SYSTEM AND DRAINAGE STRUCTURES PRIOR TO TEMPORARY PAVING.

ALTERED ON:	AFFIXED ON: 11/08/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · DANIEL T. CLARK · 095433 · LICENSED PROFESSIONAL ENGINEER

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REVISIONS

DATE	DESCRIPTION	BY	SYM.

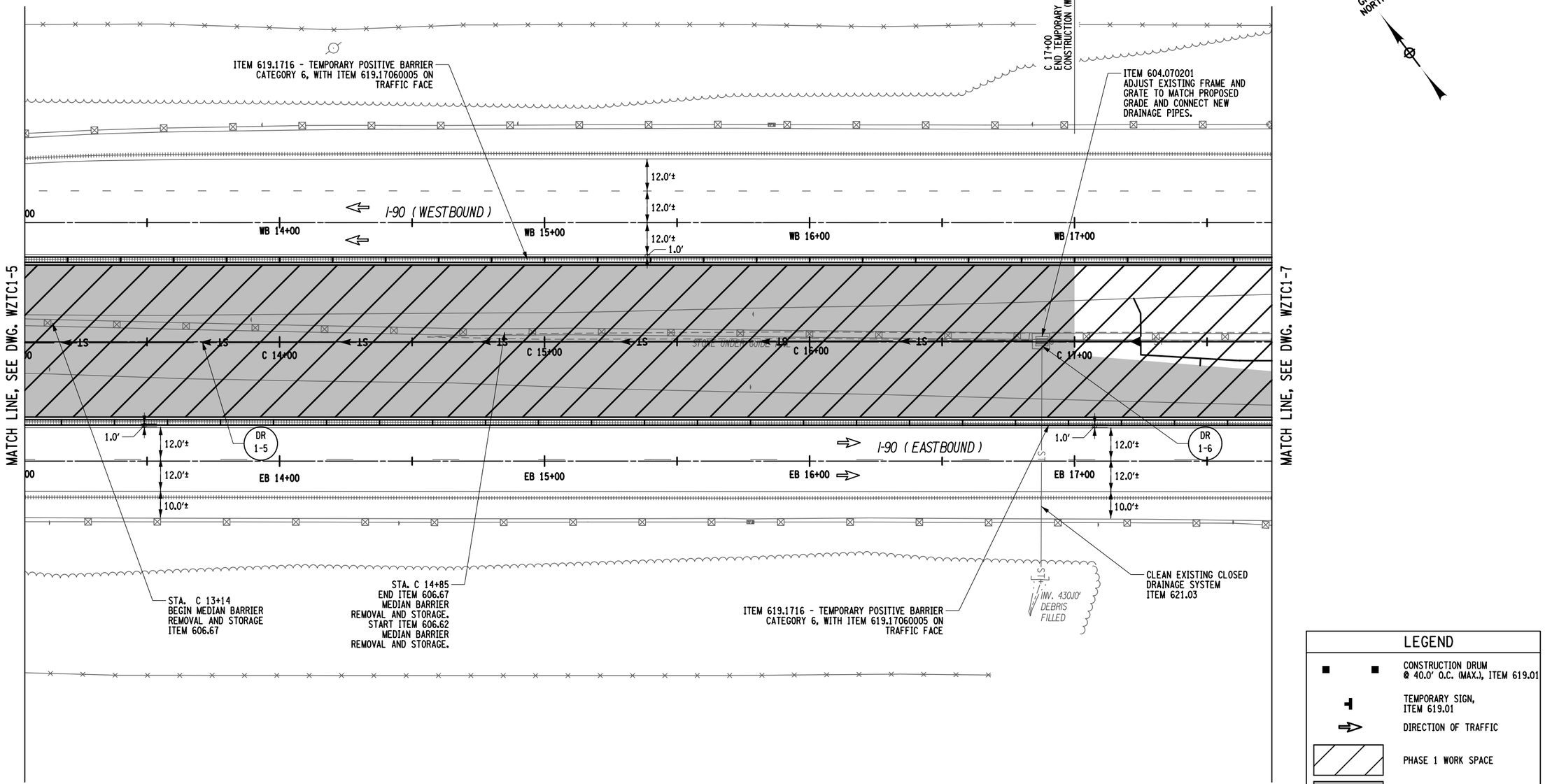
NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: Nov. 2023
TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 1	DRAWING NUMBER: WZTC1-5

PW:/

DESIGNED BY: T. SAMSON
DRAFTED BY: T. SAMSON/W. DILONE
CHECKED BY: R. PAPAJ/D. CLARK
CHECKED BY: D. CLARK
DESIGN SUPERVISOR: R. PAPAJ



LEGEND

- CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
- TEMPORARY SIGN, ITEM 619.01
- DIRECTION OF TRAFFIC
- PHASE 1 WORK SPACE
- PAVED MEDIAN CONSTRUCTION
- TEMPORARY POSITIVE BARRIER

20 0 20 40 60 80

1" = 40'

NOTE:

1. CONTRACTOR SHALL REMOVE EXISTING RUMBLE STRIPS (ITEM 649.2599--25), WHERE APPLICABLE.
2. CONTRACTOR SHALL CLEAN DRAINAGE SYSTEM AND DRAINAGE STRUCTURES PRIOR TO TEMPORARY PAVING.

ALTERED ON:	AFFIXED ON: 11/08/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK DANIEL T. CLARK 095433 LICENSED PROFESSIONAL ENGINEER

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REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: Nov. 2023
TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 1	DRAWING NUMBER: WZTC1-6

PW:/

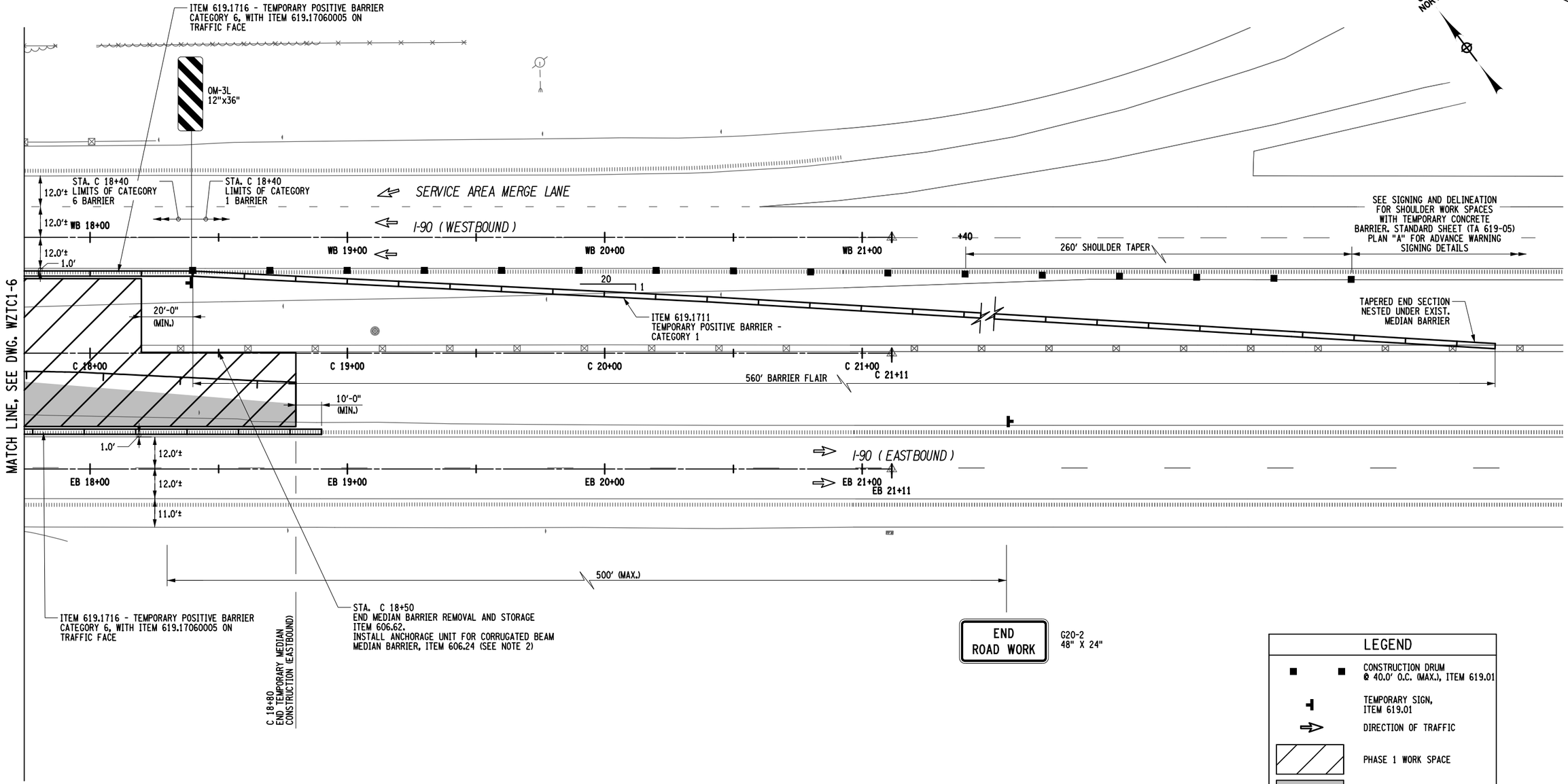
CHECKED BY: R. PAPAJ/D. CLARK

DRAFTED BY: T. SAMSON/W. DILONE

DESIGNED BY: T. SAMSON

CHECKED BY: D. CLARK

DESIGN SUPERVISOR: R. PAPAJ



ALTERED ON:	AFFIXED ON: 11/30/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP:

STATE OF NEW YORK · DANIEL T. CLARK · 095433 · LICENSED PROFESSIONAL ENGINEER

NOTE:

1. CONTRACTOR SHALL REMOVE EXISTING RUMBLE STRIPS (ITEM 649.2599--25), WHERE APPLICABLE.
2. CONTRACTOR SHALL INSTALL ANCHORAGE UNIT ON END OF EXISTING MEDIAN BARRIER WHEN PORTION OF MEDIAN BARRIER IS REMOVED. CONTRACTOR SHALL REMOVE ANCHORAGE UNIT WHEN PROPOSED MEDIAN BARRIER IS INSTALLED. COST OF REMOVAL AND STORAGE OF ANCHORAGE UNIT TO BE INCLUDED IN ITEM 606.6910.

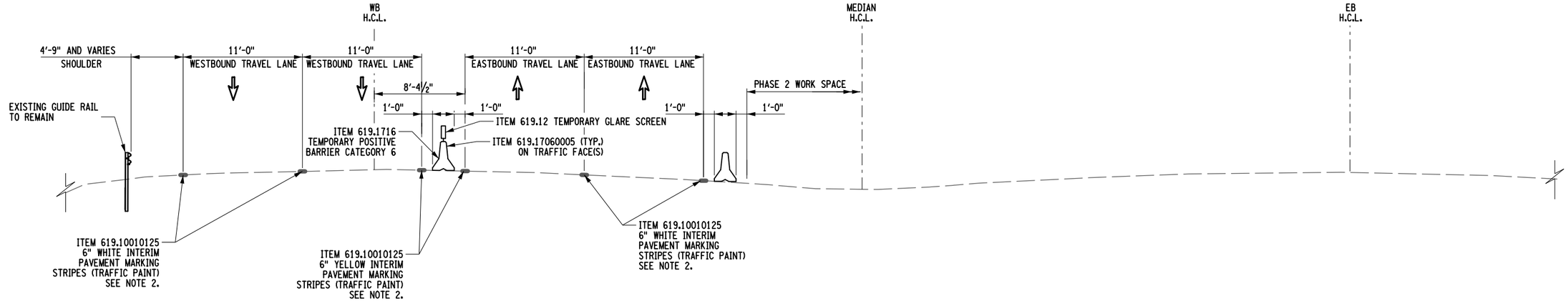
REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

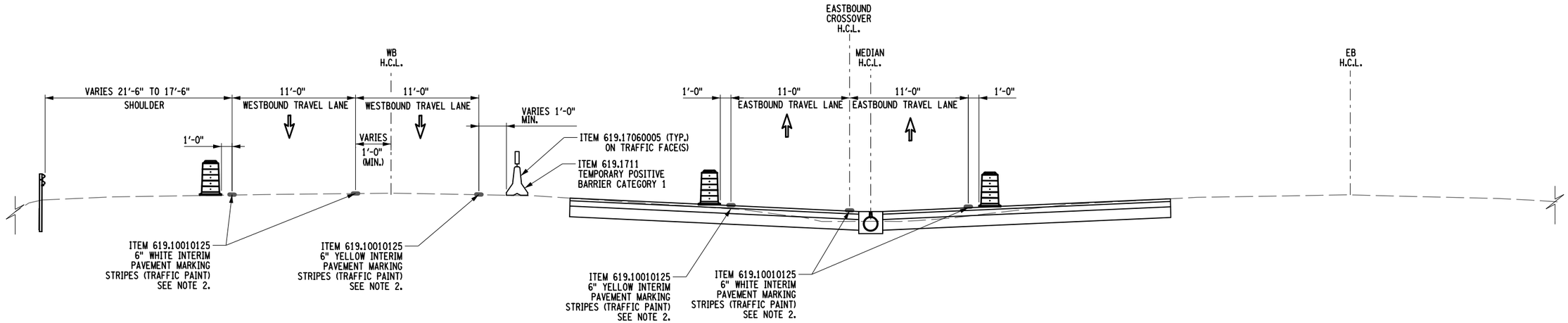
RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 1
CONTRACT NUMBER:	TAS 24-5B
DATE:	Nov. 2023
DRAWING NUMBER:	WZTC1-7



MAINLINE PHASE 2 - SECTION D-D

(NOT TO SCALE)



MAINLINE PHASE 2 - EASTBOUND CROSSOVER - SECTION E-E

(NOT TO SCALE)

NOTES:

1. CONTRACTOR SHALL PIN TEMPORARY POSITIVE BARRIER TO EXISTING BRIDGE DECK. CONTRACTOR SHALL NOT PIN TEMPORARY POSITIVE BARRIER TO PROPOSED BRIDGE DECK, APPROACH SLAB, OR FINISHED ASPHALT SURFACE. UNDER THESE SITUATIONS THE CONTRACTOR SHALL INSTALL ITEM 619.1715 TEMPORARY BARRIER CATEGORY 5.

2. CONTRACTOR SHALL REPLACE ITEM 619.10010125, INTERIM PAVEMENT MARKING STRIPES (TRAFFIC PAINT), WITH ITEM 619.100104, INTERIM PAVEMENT MARKING STRIPES (REMOVABLE WET REFLECTIVE TAPE), WHEN PAVEMENT MARKINGS ARE APPLIED TO THE PROPOSED BRIDGE DECK, APPROACH SLAB, OR FINISHED ASPHALT SURFACE.

ALTERED ON:	AFFIXED ON: 11/08/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK DANIEL T. CLARK 095433 LICENSED PROFESSIONAL ENGINEER

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NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 2
CONTRACT NUMBER:	TAS 24-5B
DATE:	Nov. 2023
DRAWING NUMBER:	WZTC2-1

PW:/

DRAFTED BY: T. SAMSON/W. DILONE
CHECKED BY: R. PAPAJ/D. CLARK
DESIGNED BY: T. SAMSON
CHECKED BY: D. CLARK
DESIGN SUPERVISOR: R. PAPAJ

PW:/

DRAFTED BY: T. SAMSON/W. DILONE
CHECKED BY: R. PAPAJ/D. CLARK
DESIGNED BY: T. SAMSON
CHECKED BY: D. CLARK
DESIGN SUPERVISOR: R. PAPAJ

GRID NORTH

END HIGHER FINES ZONE
R2-11
36"x48"

END WORK ZONE SPEED LIMIT
R2-12
36"x54"

200'-0"
100'-0"
488'
LANE SHIFT

STA. 0+79
BEGIN TEMPORARY POSITIVE BARRIER

STA. 2+15
BEGIN LANE TAPER

WHITE INTERIM PAVEMENT MARKINGS STRIPES (TRAFFIC PAINT)

12'-0"±
I-90 (WESTBOUND)
11'-0"
12'-0"±
11'-0"

75'-0"
OVERLAP EXISTING MEDIAN BARRIER

YELLOW INTERIM PAVEMENT MARKING STRIPES (TRAFFIC PAINT)

ITEM 619.1711 - TEMPORARY POSITIVE BARRIER - CATEGORY 1 WITH ITEM 619.17060005, ON TRAFFIC FACE

C 0+00
C 1+00
C 2+00
C 3+00
ST

230'
SHOULDER TAPER

WHITE INTERIM PAVEMENT MARKINGS STRIPES (TRAFFIC PAINT)

CURVE NO. 1

12'-0"±
11'-0"
I-90 (EASTBOUND)
A 3+00
A 2+00
12'-0"± A 0+00
PC1
11'-0" A 1+00
1"
20

MATCH LINE, SEE DWG. WZTC2-3

100'
LANE TAPER

230'
SHOULDER TAPER

SEE LANE SHIFT 65 MPH ZONE STANDARD SHEET
(TA 619-11) FOR ADVANCED SIGNING DETAILS

12' (MIN.) OFFSET AT FULL HEIGHT BARRIER

YELLOW INTERIM PAVEMENT MARKINGS STRIPES (TRAFFIC PAINT)

ITEM 619.1711
TEMPORARY POSITIVE BARRIER - CATEGORY 1 WITH ITEM 619.17060005 ON TRAFFIC FACE

TAPERED END SECTION

STA. C 2+47
BEGIN TEMPORARY POSITIVE BARRIER

BEGIN INTERIM STRIPING MATCH EXISTING

BEGIN SHIFT
A 0+80

WORK ZONE
G20-5aP
36"x24"

SPEED LIMIT 55
R2-1
36"x48"

POB - STA. A 0+00
N 1547849.0595
E 328535.7149

LEGEND

- 6" INTERIM PAVEMENT MARKINGS STRIPES (TRAFFIC PAINT), ITEM 619.10010125
- CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
- TEMPORARY SIGN, ITEM 619.01
- DIRECTION OF TRAFFIC
- PHASE 2 WORK SPACE
- PAVED MEDIAN CONSTRUCTION (COMPLETED UNDER PHASE 1)
- REMOVE PAVEMENT MARKING STRIPES, 6" EPOXY PAINT ITEM 619.08010225
- TYPE III BARRICADE @ 40' SPACING ITEM 619.04
- TEMPORARY POSITIVE BARRIER

EASTBOUND CROSSOVER CURVE #1

R = 1,700 FT. Δ = 10°-00'-13.153" L = 296.814 FT. D = 3°-22'-13.224" T = 148.785 FT.	PC1 - STA A 0+80.23 N 1547800.8194 E 328599.8195 PI1 - STA A 2+29.01 N 1547711.3564 E 328718.7037 PT1 - STA A 3+77.04 N 1547643.9050 E 328851.3212

20 0 20 40 60 80
1" = 40'

ALTERED ON:	AFFIXED ON: 11/30/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP:

STATE OF NEW YORK
DANIEL T. CLARK
095433
LICENSED PROFESSIONAL ENGINEER

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: Nov. 2023
TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 2	DRAWING NUMBER: WZTC2-2

PW:/

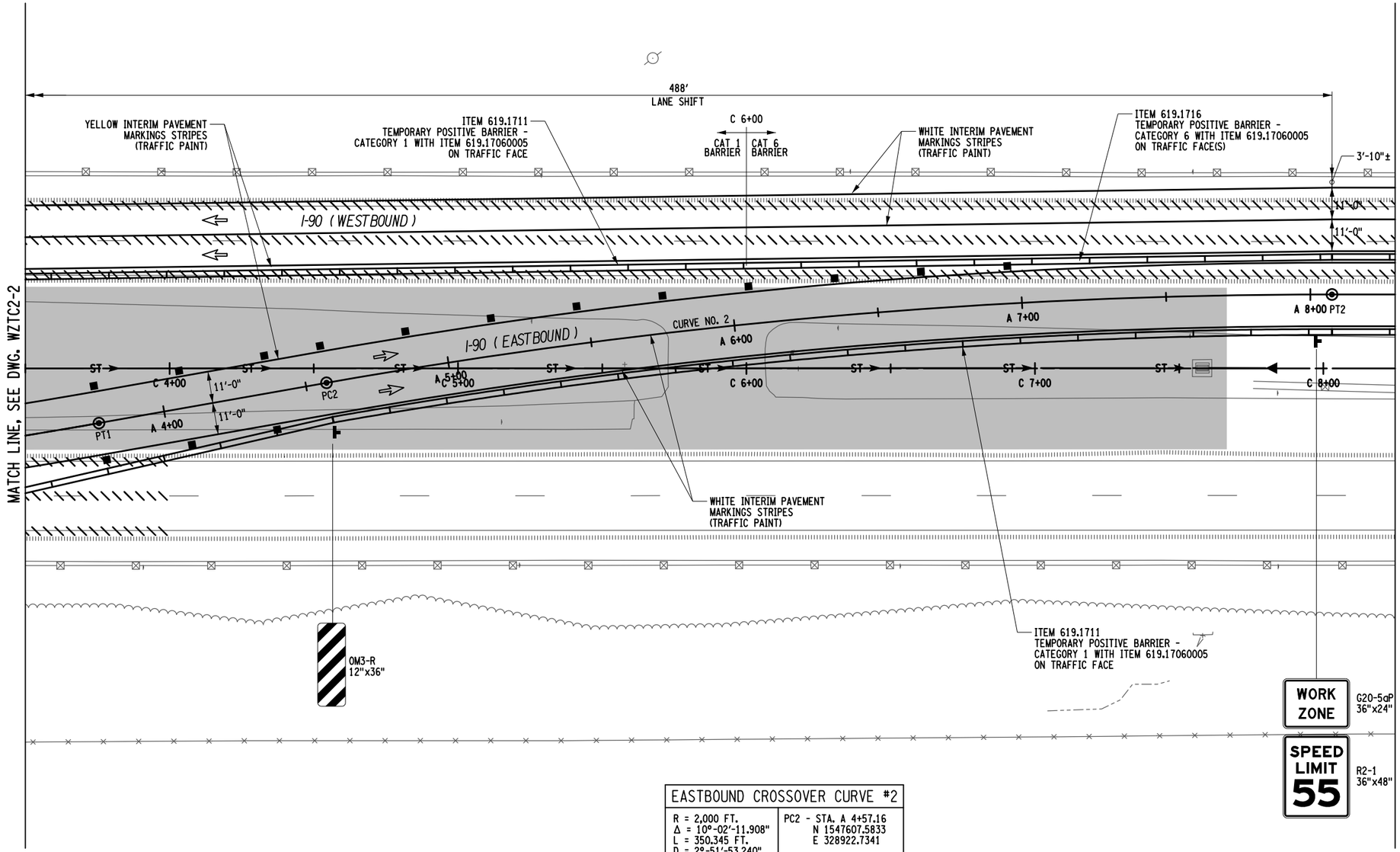
CHECKED BY: R. PAPAJ/D. CLARK

DRAFTED BY: T. SAMSON/W. DILONE

CHECKED BY: D. CLARK

DESIGNED BY: T. SAMSON

DESIGN SUPERVISOR: R. PAPAJ



EASTBOUND CROSSOVER CURVE #2	
R = 2,000 FT. Δ = 10°-02'-11.908" L = 350.345 FT. D = 2°-51'-53.240" T = 175.622 FT.	PC2 - STA. A 4+57.16 N 1547607.5833 E 328922.7341 PI2 - STA. A 6+32.78 N 1547527.9657 E 329079.2718 PT2 - STA. A 8+07.51 N 1547422.2855 E 329219.5383

LEGEND

- 6" INTERIM PAVEMENT MARKINGS STRIPES (TRAFFIC PAINT), ITEM 619.10010125
- CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
- TEMPORARY SIGN, ITEM 619.01
- DIRECTION OF TRAFFIC
- PHASE 2 WORK SPACE
- PAVED MEDIAN CONSTRUCTION (COMPLETED UNDER PHASE 1)
- REMOVE PAVEMENT MARKING STRIPES, 6" EPOXY PAINT ITEM 619.08010225
- TEMPORARY POSITIVE BARRIER

20 0 20 40 60 80

1" = 40'

ALTERED ON:	AFFIXED ON: 11/08/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · DANIEL T. CLARK · 095433 · LICENSED PROFESSIONAL ENGINEER

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DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION

LOCATION OF PROJECT: SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41

TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 2

CONTRACT NUMBER: TAS 24-5B

DATE: Nov. 2023

DRAWING NUMBER: WZTC2-3

PW:/

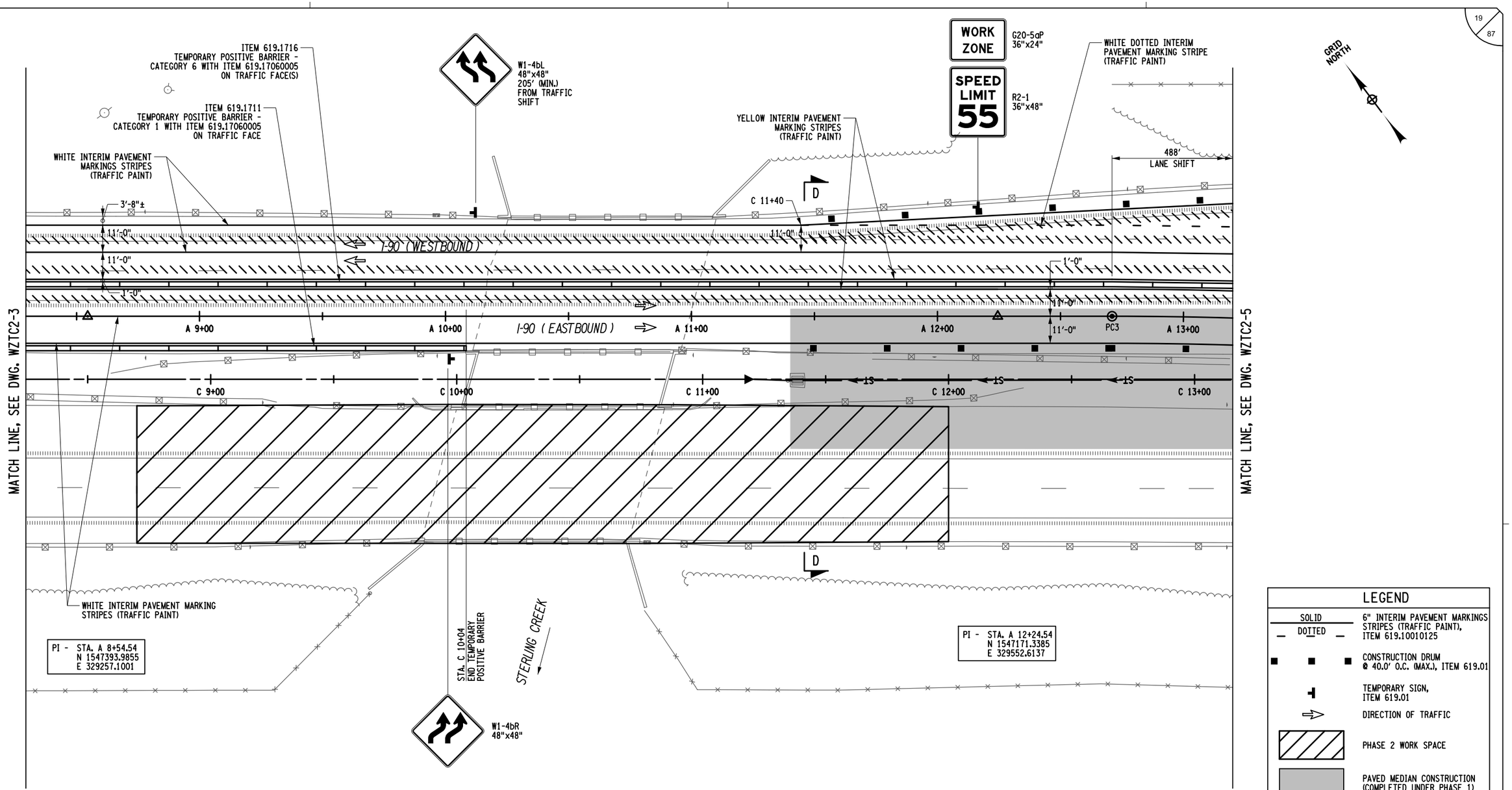
DRAFTED BY: T. SAMSON/W. DILONE

CHECKED BY: R. PAPAJ/D. CLARK

DESIGNED BY: T. SAMSON

CHECKED BY: D. CLARK

DESIGN SUPERVISOR: R. PAPAJ



LEGEND

SOLID / DOTTED	6" INTERIM PAVEMENT MARKINGS STRIPES (TRAFFIC PAINT), ITEM 619.10010125
	CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
	TEMPORARY SIGN, ITEM 619.01
	DIRECTION OF TRAFFIC
	PHASE 2 WORK SPACE
	PAVED MEDIAN CONSTRUCTION (COMPLETED UNDER PHASE 1)
	REMOVE PAVEMENT MARKING STRIPES, 6" EPOXY PAINT ITEM 619.08010225
	TEMPORARY POSITIVE BARRIER

20 0 20 40 60 80

1" = 40'

ALTERED ON:	AFFIXED ON: 11/08/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · DANIEL T. CLARK · 095433 · LICENSED PROFESSIONAL ENGINEER

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TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION

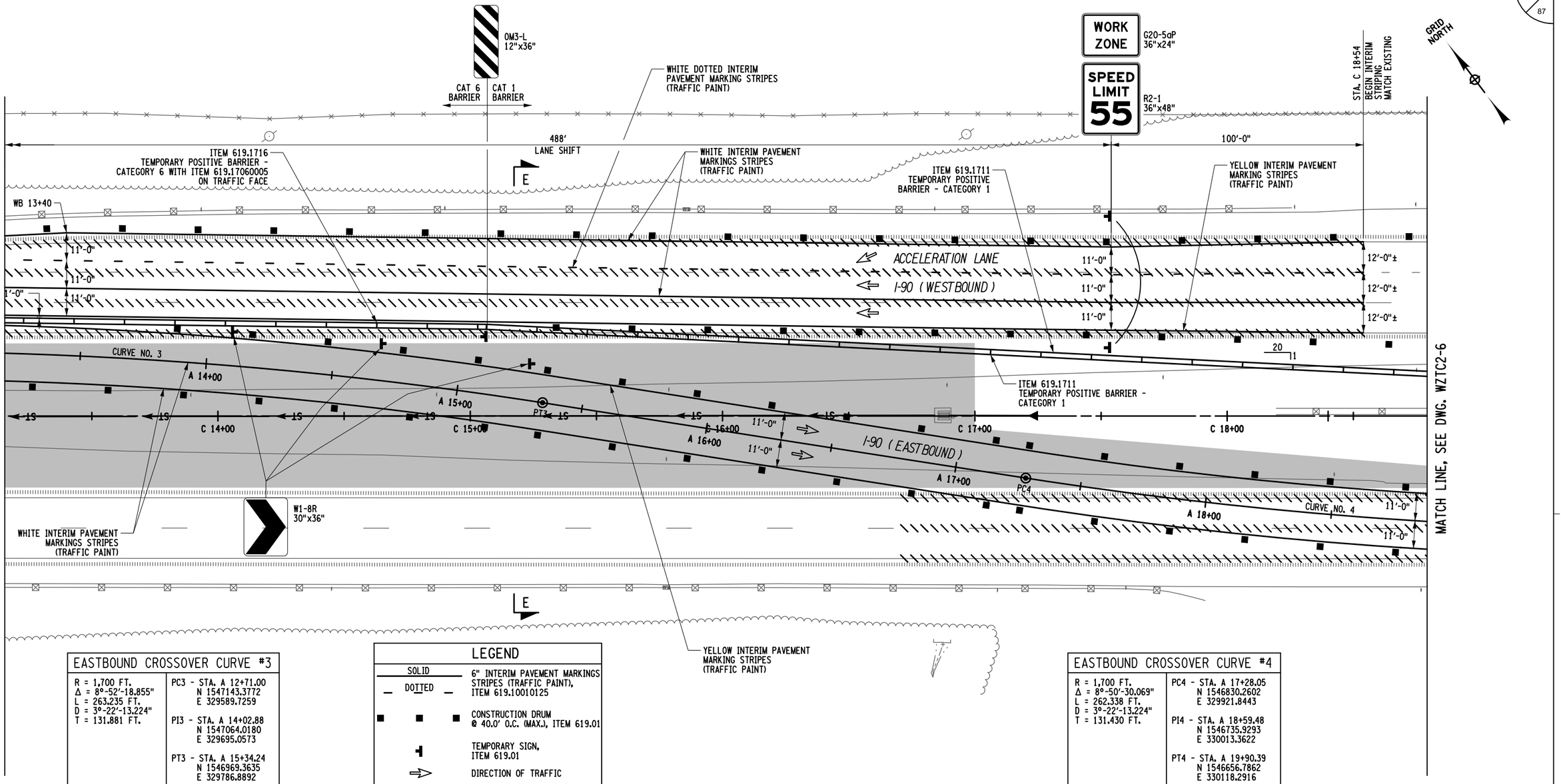
LOCATION OF PROJECT: SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41

TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 2

CONTRACT NUMBER: TAS 24-5B

DATE: Nov. 2023

DRAWING NUMBER: WZTC2-4



EASTBOUND CROSSOVER CURVE #3

R = 1,700 FT. Δ = 8°-52'-18.855" L = 263.235 FT. D = 3°-22'-13.224" T = 131.881 FT.	PC3 - STA. A 12+71.00 N 1547143.3772 E 329589.7259 PI3 - STA. A 14+02.88 N 1547064.0180 E 329695.0573 PT3 - STA. A 15+34.24 N 1546969.3635 E 329786.8892

LEGEND

SOLID	6" INTERIM PAVEMENT MARKINGS STRIPES (TRAFFIC PAINT), ITEM 619.10010125
DOTTED	
	CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
	TEMPORARY SIGN, ITEM 619.01
	DIRECTION OF TRAFFIC
	PHASE 2 WORK SPACE
	PAVED MEDIAN CONSTRUCTION (COMPLETED UNDER PHASE 1)
	REMOVE PAVEMENT MARKING STRIPES, 6" EPOXY PAINT ITEM 619.08010225
	TEMPORARY POSITIVE BARRIER

EASTBOUND CROSSOVER CURVE #4

R = 1,700 FT. Δ = 8°-50'-30.069" L = 262.338 FT. D = 3°-22'-13.224" T = 131.430 FT.	PC4 - STA. A 17+28.05 N 1546830.2602 E 329921.8443 PI4 - STA. A 18+59.48 N 1546735.9293 E 330013.3622 PT4 - STA. A 19+90.39 N 1546656.7862 E 330118.2916

20 0 20 40 60 80

1" = 40'

ALTERED ON:	AFFIXED ON:
	11/30/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP:

STATE OF NEW YORK
DANIEL T. CLARK
095433
LICENSED PROFESSIONAL ENGINEER

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DATE	DESCRIPTION	BY	SYM.

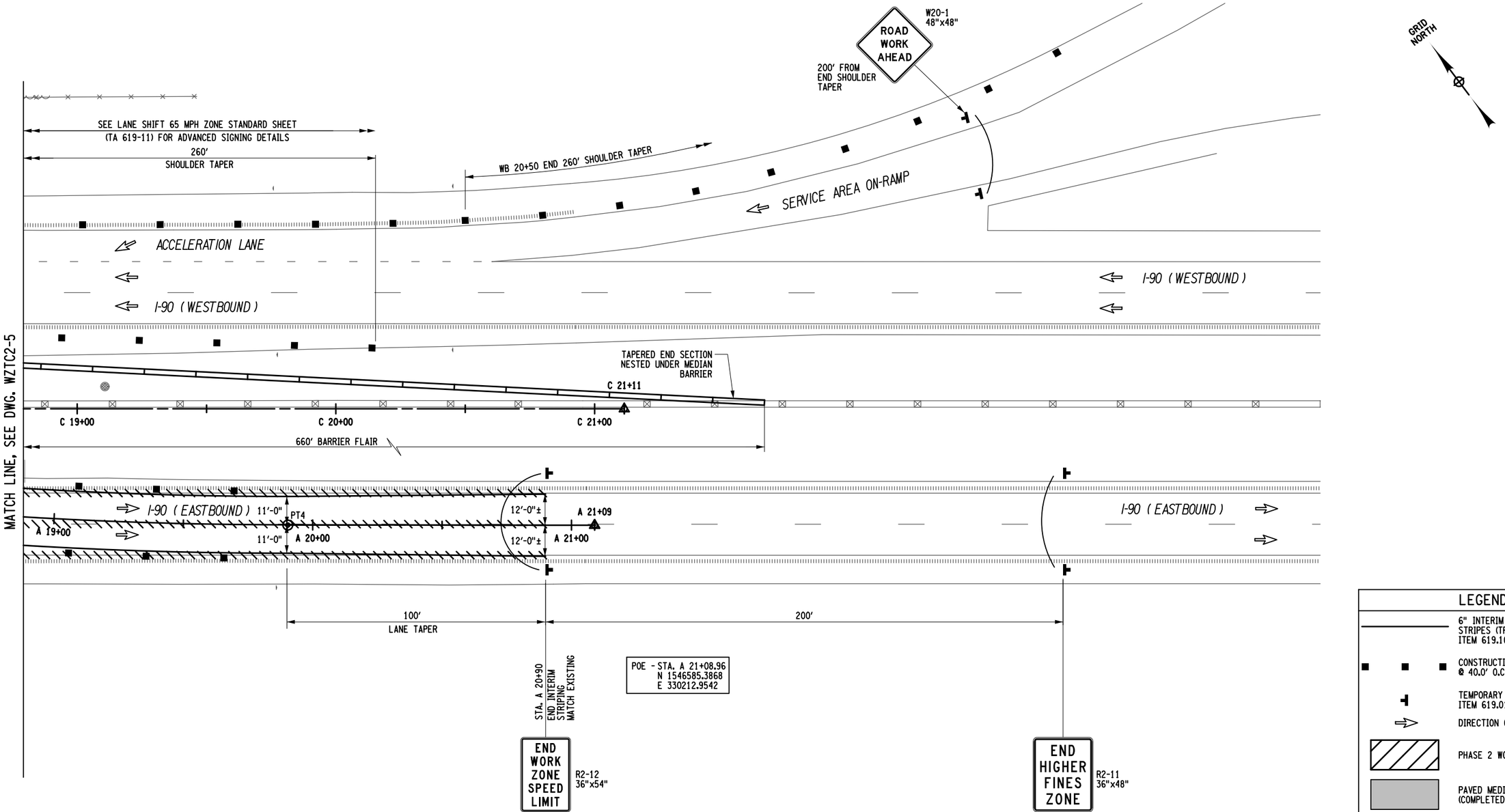
NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: Nov. 2023
TITLE OF DRAWING WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 2	DRAWING NUMBER: WZTC2-5

PW:/

DRAFTED BY: T. SAMSON/W. DILONE
CHECKED BY: R. PAPAJ/D. CLARK
DESIGNED BY: T. SAMSON
CHECKED BY: D. CLARK
DESIGN SUPERVISOR: R. PAPAJ



LEGEND

- 6" INTERIM PAVEMENT MARKINGS STRIPES (TRAFFIC PAINT), ITEM 619.10010125
- CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
- TEMPORARY SIGN, ITEM 619.01
- DIRECTION OF TRAFFIC
- PHASE 2 WORK SPACE
- PAVED MEDIAN CONSTRUCTION (COMPLETED UNDER PHASE 1)
- REMOVE PAVEMENT MARKING STRIPES, 6" EPOXY PAINT ITEM 619.08010225
- TEMPORARY POSITIVE BARRIER

20 0 20 40 60 80
1" = 40'

ALTERED ON:	AFFIXED ON: 11/30/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK DANIEL T. CLARK LICENSED PROFESSIONAL ENGINEER 095433

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

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

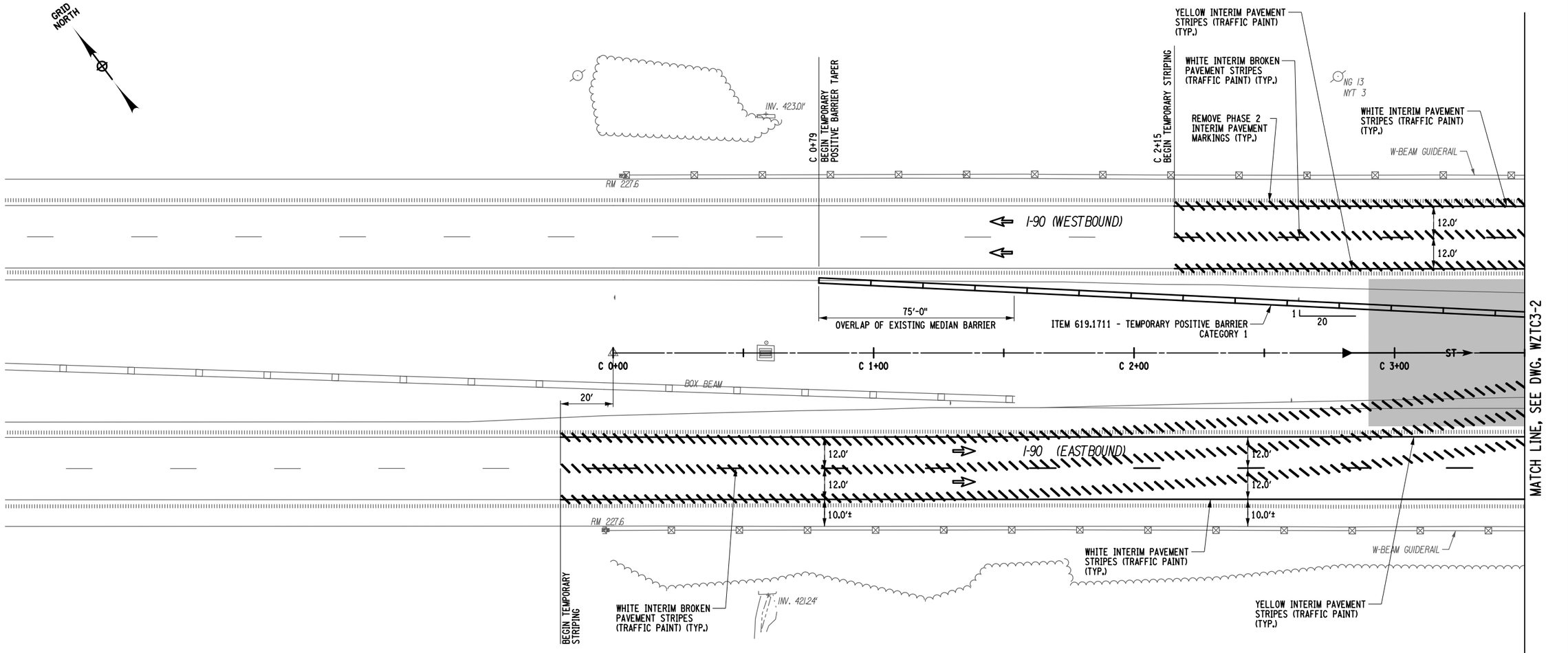
RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 2

CONTRACT NUMBER: TAS 24-5B
DATE: Nov. 2023
DRAWING NUMBER: WZTC2-6

PW:/

DESIGNED BY: T. SAMSON
CHECKED BY: D. CLARK
DRAFTED BY: T. SAMSON/W. DILONE
CHECKED BY: R. PAPAJ/D. CLARK
DESIGN SUPERVISOR: R. PAPAJ



LEGEND

SOLID / BROKEN	6" INTERIM PAVEMENT MARKINGS, STRIPES (TRAFFIC PAINT) ITEM 619.10010125
	CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
	TEMPORARY SIGN, ITEM 619.01
	DIRECTION OF TRAFFIC
	PAVED MEDIAN CONSTRUCTION (COMPLETED UNDER PHASE 1)
	REMOVE PAVEMENT MARKING STRIPES, 6" TRAFFIC PAINT ITEM 619.08010125
	TEMPORARY POSITIVE BARRIER

20 0 20 40 60 80
1" = 40'

ALTERED ON:	AFFIXED ON: 11/30/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK DANIEL T. CLARK LICENSED PROFESSIONAL ENGINEER 095433

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REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

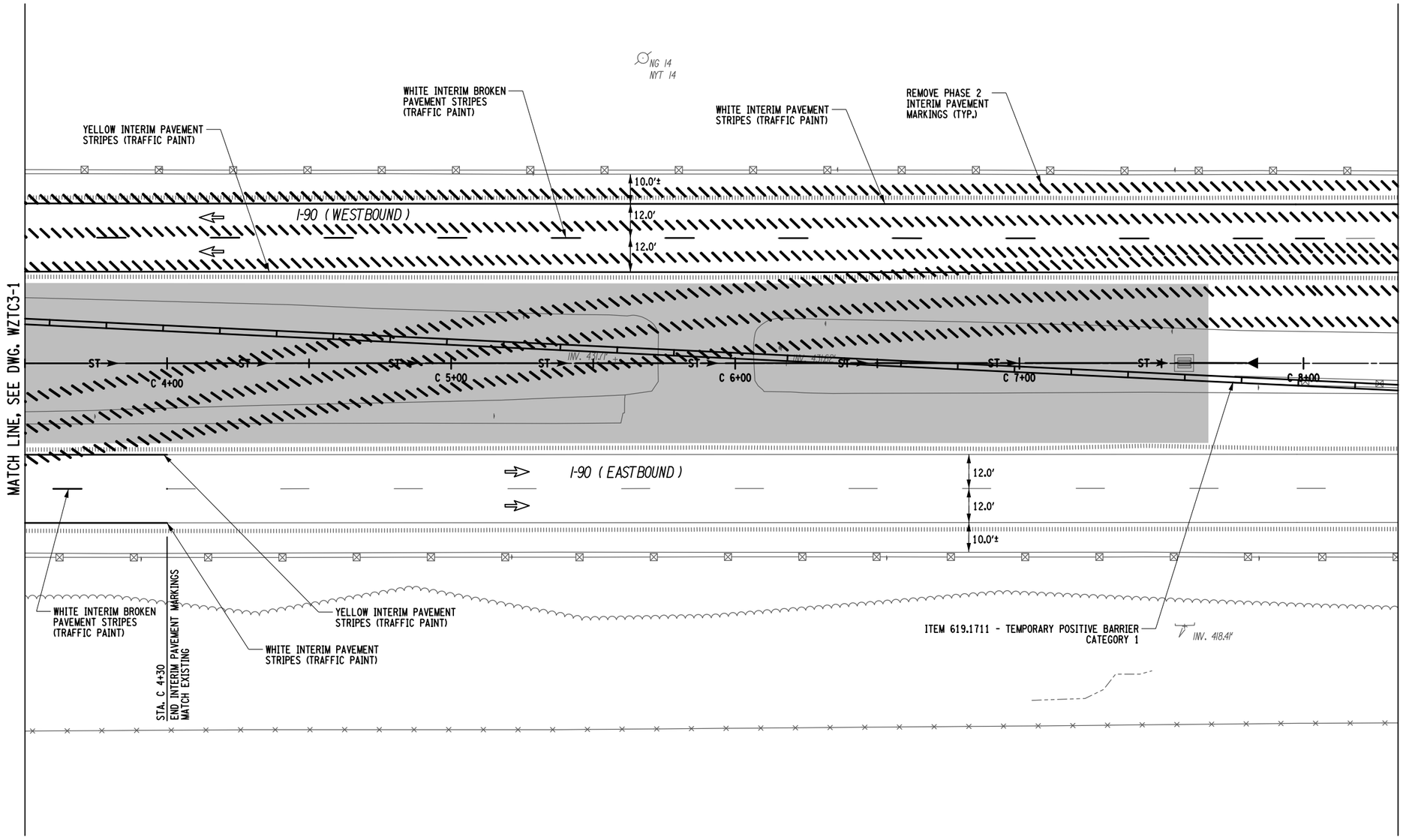
TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 3 WINTER
CONTRACT NUMBER:	TAS 24-5B
DATE:	Nov. 2023
DRAWING NUMBER:	WZTC3-1

PW:/

DESIGNED BY: T. SAMSON CHECKED BY: D. CLARK

DRAFTED BY: T. SAMSON/W. DILONE CHECKED BY: R. PAPAJ/D. CLARK

DESIGN SUPERVISOR: R. PAPAJ



LEGEND

- SOLID / BROKEN — 6" INTERIM PAVEMENT MARKINGS, STRIPES (TRAFFIC PAINT) ITEM 619.10010125
- CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
- TEMPORARY SIGN, ITEM 619.01
- DIRECTION OF TRAFFIC
- PAVED MEDIAN CONSTRUCTION (COMPLETED UNDER PHASE 1)
- REMOVE PAVEMENT MARKING STRIPES, 6" TRAFFIC PAINT ITEM 619.08010125
- TEMPORARY POSITIVE BARRIER

20 0 20 40 60 80

1" = 40'

ALTERED ON:	AFFIXED ON: 11/30/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK DANIEL T. CLARK 095433 LICENSED PROFESSIONAL ENGINEER

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REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

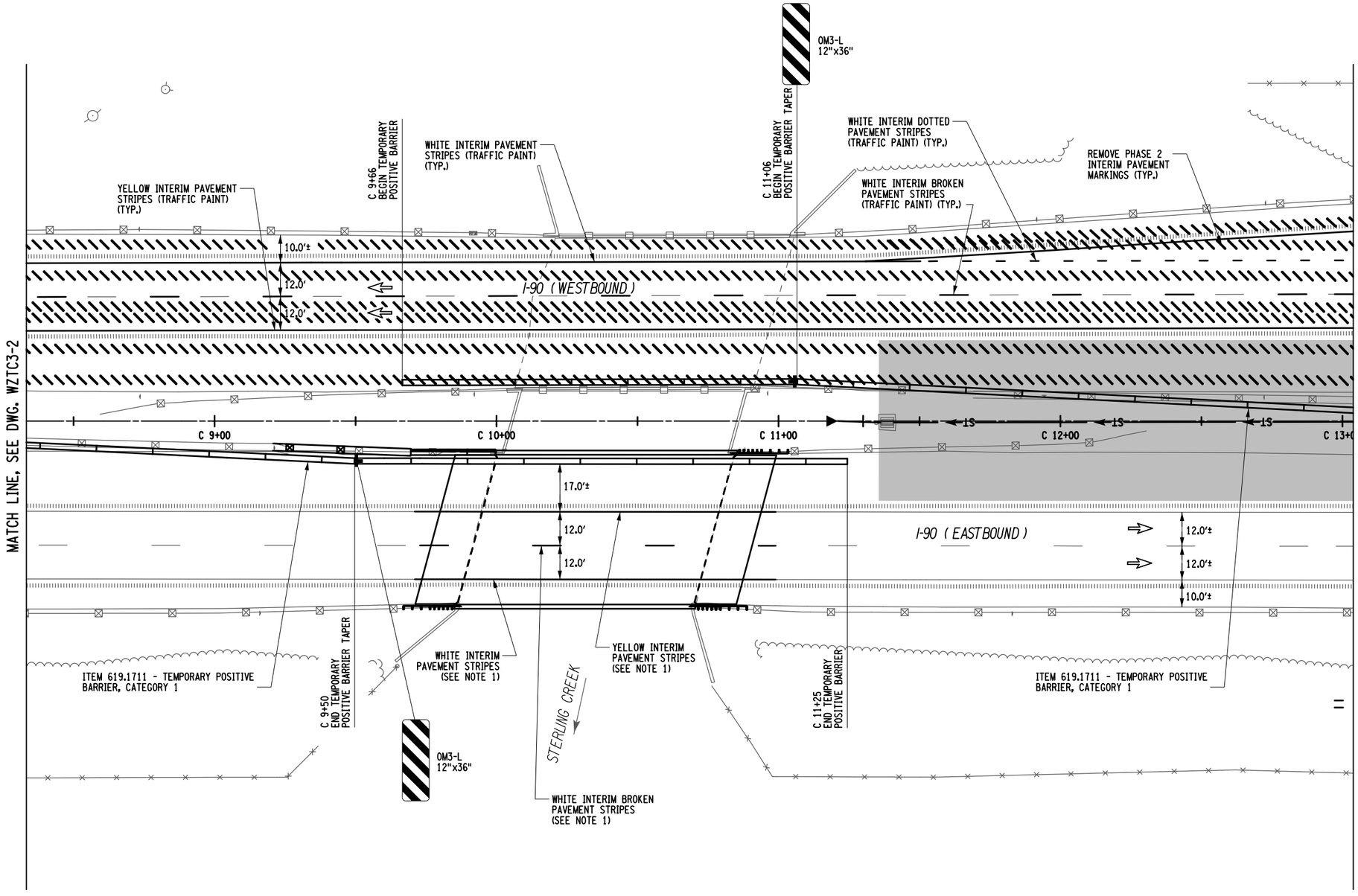
TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: Nov. 2023
TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 3 WINTER	DRAWING NUMBER: WZTC3-2

PW:/

DESIGNED BY: T. SAMSON CHECKED BY: D. CLARK

DRAFTED BY: T. SAMSON/W. DILONE CHECKED BY: R. PAPAJ/D. CLARK

DESIGN SUPERVISOR: R. PAPAJ



LEGEND

- SOLID — 6" INTERIM PAVEMENT MARKING STRIPES (TRAFFIC PAINT) ITEM 619.10010125
- BROKEN
- DOTTED
- CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
- TEMPORARY SIGN, ITEM 619.01
- DIRECTION OF TRAFFIC
- PAVED MEDIAN CONSTRUCTION (COMPLETED UNDER PHASE 1)
- REMOVE PAVEMENT MARKING STRIPES, 6" TRAFFIC PAINT ITEM 619.08010125
- TEMPORARY POSITIVE BARRIER

20 0 20 40 60 80

1" = 40'

ALTERED ON:	AFFIXED ON: 11/30/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP:

STATE OF NEW YORK
DANIEL T. CLARK
LICENSED PROFESSIONAL ENGINEER
095433

NOTE:

1. ON NEW BRIDGE DECK AND ANY FINAL PAVEMENT SURFACES CONTRACTOR SHALL SUBSTITUTE ITEM 619.10010125, INTERIM PAVEMENT MARKINGS (TRAFFIC PAINT), WITH ITEM 619.100104, INTERIM PAVEMENT MARKINGS (REMOVABLE WET REFLECTIVE TAPE)

REVISIONS			
DATE	DESCRIPTION	BY	SYM.

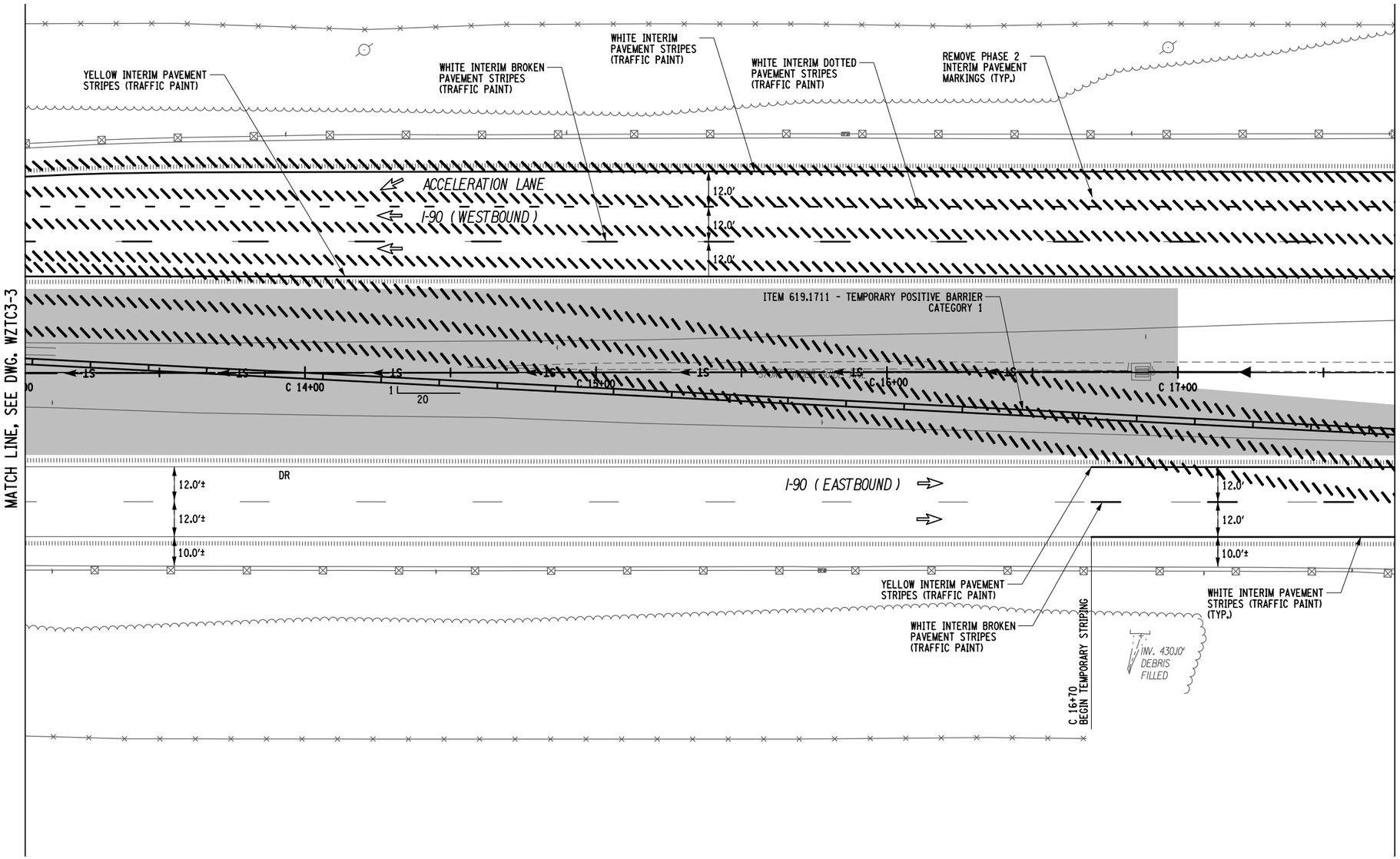
NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: Nov. 2023
TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 3 WINTER	DRAWING NUMBER: WZTC3-3

PW:/

DESIGNED BY: T. SAMSON
DRAFTED BY: T. SAMSON/W. DILONE
CHECKED BY: D. CLARK
DESIGN SUPERVISOR: R. PAPAJ
CHECKED BY: R. PAPAJ/D. CLARK



LEGEND

- SOLID — BROKEN — DOTTED: 6" INTERIM PAVEMENT MARKING STRIPES (TRAFFIC PAINT) ITEM 619.10010125
- CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
- TEMPORARY SIGN, ITEM 619.01
- DIRECTION OF TRAFFIC
- PAVED MEDIAN CONSTRUCTION (COMPLETED UNDER PHASE 1)
- REMOVE PAVEMENT MARKING STRIPES, 6" TRAFFIC PAINT ITEM 619.08010125
- TEMPORARY POSITIVE BARRIER

20 0 20 40 60 80

1" = 40'

ALTERED ON:	AFFIXED ON: 11/30/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · DANIEL T. CLARK · 095433 · LICENSED PROFESSIONAL ENGINEER

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REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 3 WINTER

CONTRACT NUMBER: TAS 24-5B
DATE: Nov. 2023
DRAWING NUMBER: WZTC3-4

PW:/

DESIGNED BY: T. SAMSON
DRAFTED BY: T. SAMSON/W. DILONE
CHECKED BY: R. PAPAJ/D. CLARK
DESIGN SUPERVISOR: R. PAPAJ
CHECKED BY: D. CLARK

GRID NORTH

MATCH LINE, SEE DWG. WZTC3-4

WHITE INTERIM DOTTED PAVEMENT STRIPES (TRAFFIC PAINT)

C 18+54 END TEMPORARY STRIPING

12.0′
12.0′
12.0′
10′

ACCELERATION LANE

I-90 (WESTBOUND)

I-90 (WESTBOUND)

C 18+00 +39 C 19+00 +14 C 20+00 C 21+00 C 21+11

24′±

ITEM 619.1711 TEMPORARY POSITIVE BARRIER, CATEGORY 1

24′±

TAPERED END SECTION

YELLOW INTERIM PAVEMENT STRIPES (TRAFFIC PAINT) (TYP.)

12.0′
12.0′
11.0′±

I-90 (EASTBOUND)

WHITE INTERIM PAVEMENT STRIPES (TRAFFIC PAINT) (TYP.)

WHITE INTERIM BROKEN PAVEMENT STRIPES (TRAFFIC PAINT) (TYP.)

REMOVE PHASE 2 INTERIM PAVEMENT MARKINGS (TYP.)

C 20+90 END TEMPORARY STRIPING

LEGEND

SOLID / BROKEN / DOTTED	6" INTERIM PAVEMENT MARKING STRIPES (TRAFFIC PAINT) ITEM 619.10010125
■ ■	CONSTRUCTION DRUM @ 40.0′ O.C. (MAX.), ITEM 619.01
	TEMPORARY SIGN, ITEM 619.01
	DIRECTION OF TRAFFIC
	PAVED MEDIAN CONSTRUCTION (COMPLETED UNDER PHASE 1)
	REMOVE PAVEMENT MARKING STRIPES, 6" TRAFFIC PAINT ITEM 619.08010125
	TEMPORARY POSITIVE BARRIER

20 0 20 40 60 80

1" = 40′

ALTERED ON:	AFFIXED ON: 11/08/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · DANIEL T. CLARK · 095433 · LICENSED PROFESSIONAL ENGINEER

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REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 3 WINTER

CONTRACT NUMBER: TAS 24-5B
DATE: Nov. 2023
DRAWING NUMBER: WZTC3-5

PW:/

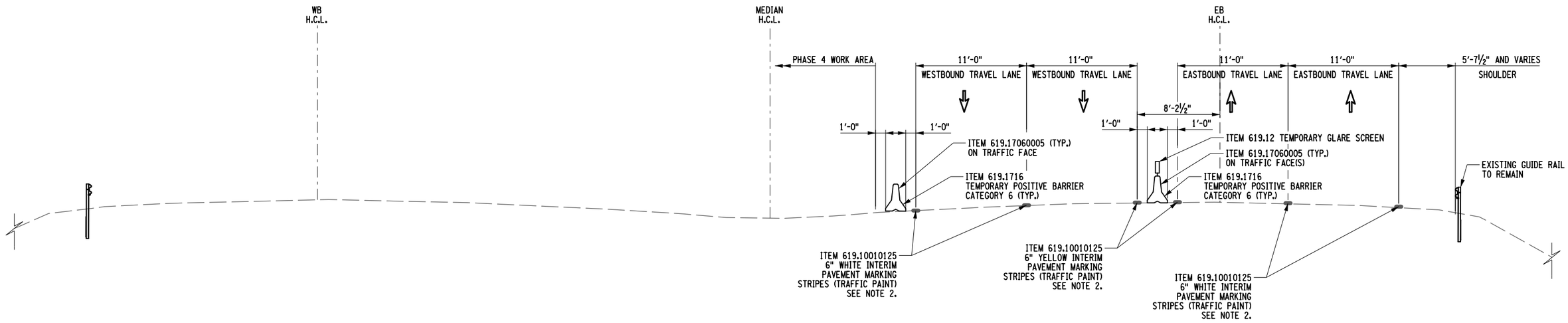
DRAFTED BY: T. SAMSON/W. DILONE

CHECKED BY: R. PAPAJ/D. CLARK

DESIGNED BY: T. SAMSON

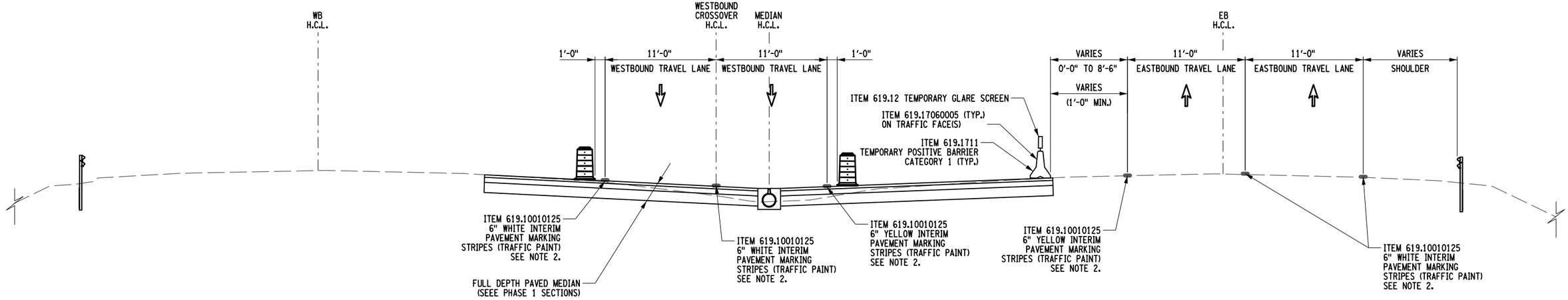
CHECKED BY: D. CLARK

DESIGN SUPERVISOR: R. PAPAJ



MAINLINE PHASE 4 - SECTION B-B

(NOT TO SCALE)



MAINLINE PHASE 4 - WESTBOUND CROSSOVER - SECTION C-C

(NOT TO SCALE)

NOTES:

1. CONTRACTOR SHALL PIN TEMPORARY POSITIVE BARRIER TO EXISTING BRIDGE DECK. CONTRACTOR SHALL NOT PIN TEMPORARY POSITIVE BARRIER TO PROPOSED BRIDGE DECK, APPROACH SLAB, OR FINISHED ASPHALT SURFACE. UNDER THESE SITUATIONS THE CONTRACTOR SHALL INSTALL ITEM 619.1715 TEMPORARY BARRIER CATEGORY 5.

2. CONTRACTOR SHALL REPLACE ITEM 619.10010125, INTERIM PAVEMENT MARKING STRIPES (TRAFFIC PAINT), WITH ITEM 619.100104, INTERIM PAVEMENT MARKING STRIPES (REMOVABLE WET REFLECTIVE TAPE), WHEN PAVEMENT MARKINGS ARE APPLIED TO THE PROPOSED BRIDGE DECK, APPROACH SLAB, OR FINISHED ASPHALT SURFACE.

ALTERED ON:	AFFIXED ON: 11/08/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · DANIEL T. CLARK · LICENSED PROFESSIONAL ENGINEER · 095433

REVISIONS

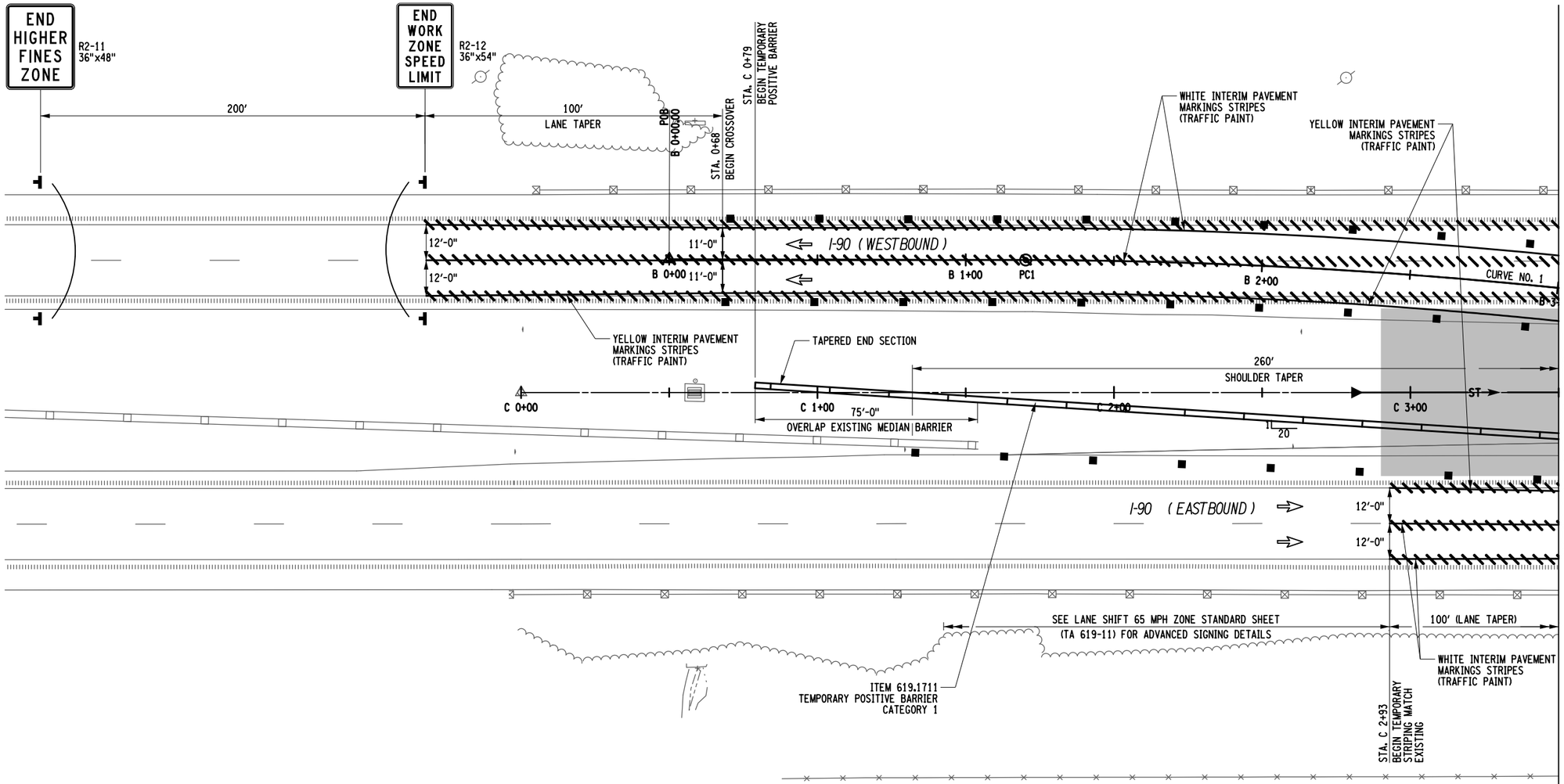
DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: Nov. 2023
TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 4	DRAWING NUMBER: WZTC4-1

PW:/
DRAFTED BY:. T. SAMSON/W. DILONE
CHECKED BY:. R. PAPAJ/D. CLARK
DESIGNED BY:. T. SAMSON
CHECKED BY:. D. CLARK
DESIGN SUPERVISOR:. R. PAPAJ



POB - STA. B 0+00
N 1547890.8537
E 328629.8066

WESTBOUND CROSSOVER CURVE #1	
R = 1,800 FT. Δ = 9°-30'-35.286" L = 298.759 FT. D = 3°-10'-59.156" T = 149.724 FT.	PC1 - STA. B 1+20.25 N 1547818.2572 E 328725.6764 PI1 - STA. B 2+69.98 N 1547727.8709 E 328845.0390 PT1 - STA. B 4+19.01 N 1547619.0061 E 328947.8280

LEGEND

- 6" INTERIM PAVEMENT MARKINGS STRIPES (TRAFFIC PAINT), ITEM 619.10010125
- CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
- TEMPORARY SIGN, ITEM 619.01
- DIRECTION OF TRAFFIC
- PHASE 4 WORK SPACE
- PAVED MEDIAN CONSTRUCTION (COMPLETED UNDER PHASE 1)
- REMOVE PAVEMENT MARKING STRIPES, 619.08010125 (6" TRAFFIC PAINT) 619.08010225 (6" EPOXY PAINT)
- TEMPORARY POSITIVE BARRIER

20 0 20 40 60 80
1" = 40'

ALTERED ON:	AFFIXED ON: 11/30/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · DANIEL T. CLARK · 095433 · LICENSED PROFESSIONAL ENGINEER

REVISIONS

DATE	DESCRIPTION	BY	SYM.

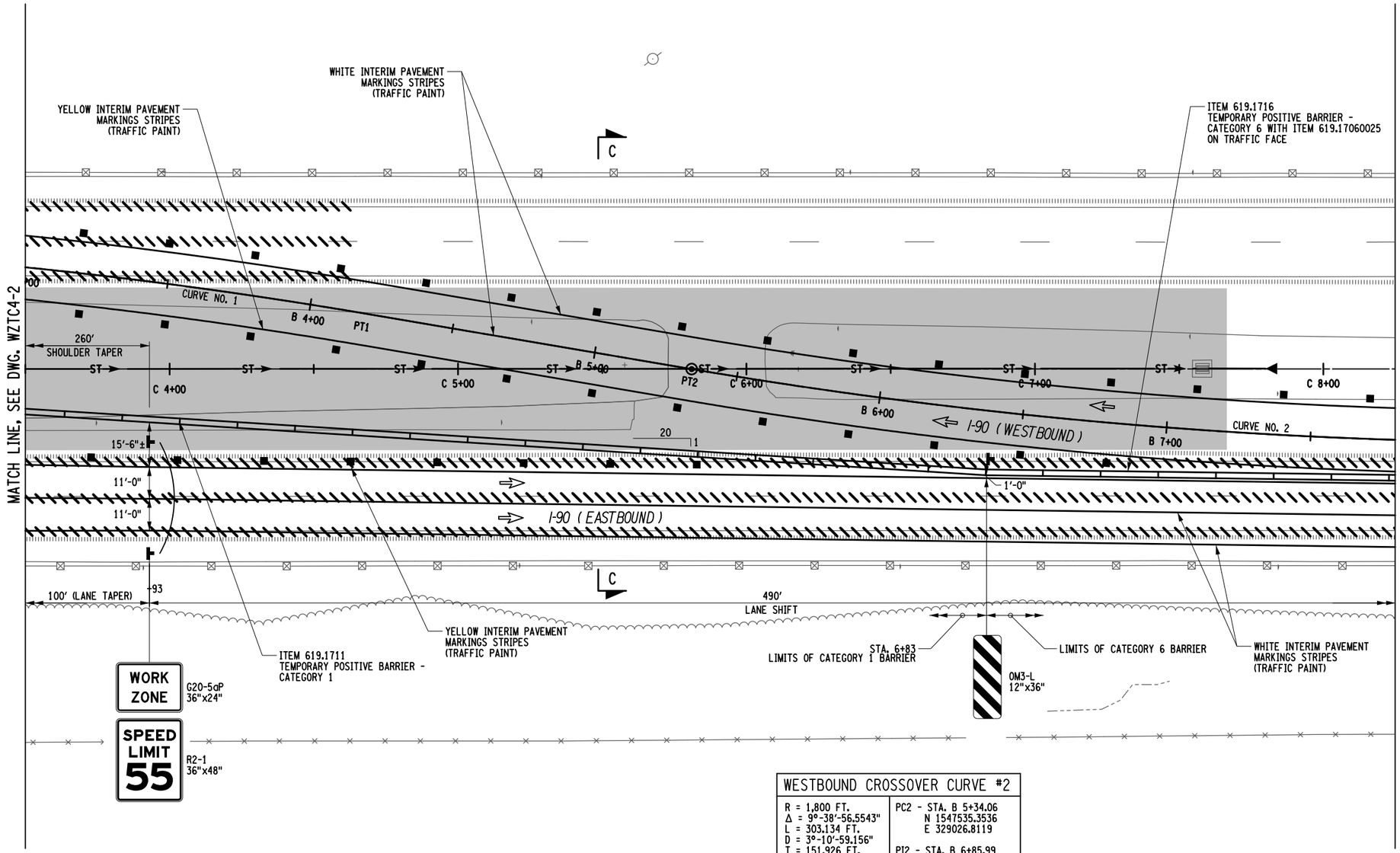
NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: Nov. 2023
TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 4	DRAWING NUMBER: WZTC4-2

PW:/

DESIGNED BY: T. SAMSON | DRAFTED BY: T. SAMSON/W. DILONE | CHECKED BY: D. CLARK | DESIGN SUPERVISOR: R. PAPAJ | CHECKED BY: R. PAPAJ/D. CLARK



WESTBOUND CROSSOVER CURVE #2	
R = 1,800 FT. Δ = 9°-38'-56.5543" L = 303.134 FT. D = 3°-10'-59.156" T = 151.926 FT.	PC2 - STA. B 5+34.06 N 1547535.3536 E 329026.8119 PI2 - STA. B 6+85.99 N 1547424.8873 E 329131.1130 PT2 - STA. B 8+37.20 N 1547333.4660 E 329252.4541

LEGEND

- 6" INTERIM PAVEMENT MARKINGS STRIPES (TRAFFIC PAINT), ITEM 619.10010125
- CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
- TEMPORARY SIGN, ITEM 619.01
- DIRECTION OF TRAFFIC
- PHASE 4 WORK SPACE
- PAVED MEDIAN CONSTRUCTION (COMPLETED UNDER PHASE 1)
- REMOVE PAVEMENT MARKING STRIPES, ITEM 619.08010125 (6" TRAFFIC PAINT) ITEM 619.08010225 (6" EPOXY PAINT)
- TEMPORARY POSITIVE BARRIER

20 0 20 40 60 80

1" = 40'

ALTERED ON:	AFFIXED ON: 11/30/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · DANIEL T. CLARK · 095433 · LICENSED PROFESSIONAL ENGINEER

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REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

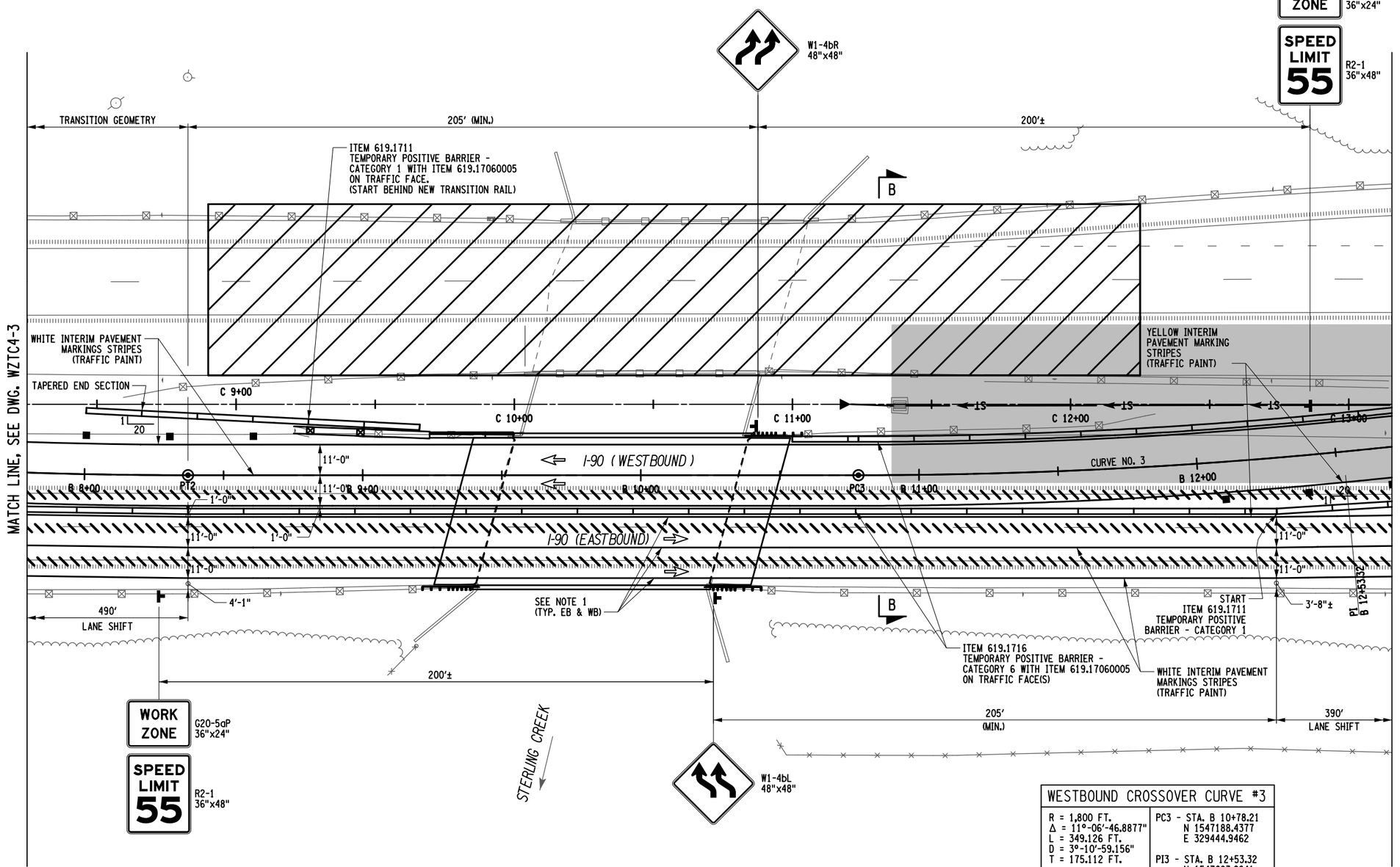
TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: Nov. 2023
TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 4	DRAWING NUMBER: WZTC4-3

PW:/

DRAFTED BY: T. SAMSON/W. DILONE CHECKED BY: R. PAPAJ/D. CLARK

DESIGNED BY: T. SAMSON CHECKED BY: D. CLARK

DESIGN SUPERVISOR: R. PAPAJ



WESTBOUND CROSSOVER CURVE #3

R = 1,800 FT. Δ = 11°-06'-46.8877" L = 349.126 FT. D = 3°-10'-59.156" T = 175.112 FT.	PC3 - STA. B 10+78.21 N 1547188.4377 E 329444.9462 PI3 - STA. B 12+53.32 N 1547083.0641 E 329584.8058 PT3 - STA. B 14+27.33 N 1547006.6236 E 329742.3532

LEGEND

- 6" INTERIM PAVEMENT MARKINGS STRIPES (TRAFFIC PAINT), ITEM 619.10010125
- CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
- TEMPORARY SIGN, ITEM 619.01
- DIRECTION OF TRAFFIC
- PHASE 4 WORK SPACE
- PAVED MEDIAN CONSTRUCTION (COMPLETED UNDER PHASE 1)
- REMOVE PAVEMENT MARKING STRIPES, ITEM 619.08010125 (6" TRAFFIC PAINT) ITEM 619.08010225 (6" EPOXY PAINT) ITEM 619.08010425 (6" TAPE)
- TEMPORARY POSITIVE BARRIER

20 0 20 40 60 80

1" = 40'

NOTE:

1. ON NEW BRIDGE DECK AND ANY FINAL PAVEMENT SURFACES CONTRACTOR SHALL SUBSTITUTE ITEM 619.10010125, INTERIM PAVEMENT MARKINGS (TRAFFIC PAINT), WITH ITEM 619.100104, INTERIM PAVEMENT MARKINGS (REMOVABLE WET REFLECTIVE TAPE)

ALTERED ON:	AFFIXED ON: 11/30/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · DANIEL T. CLARK · 095433 · LICENSED PROFESSIONAL ENGINEER

REVISIONS

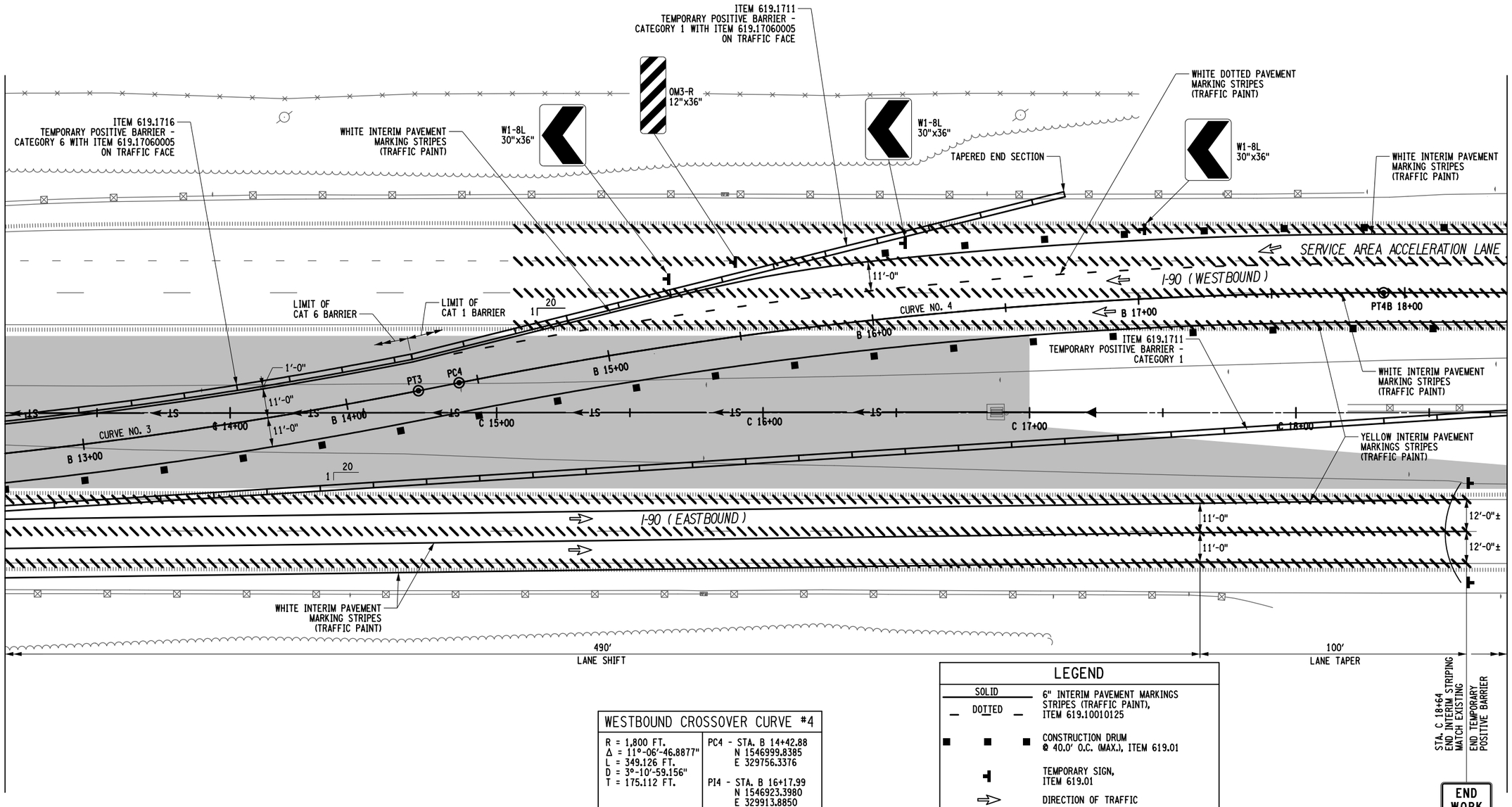
DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: Nov. 2023
TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 4	DRAWING NUMBER: WZTC4-4

GRID NORTH



MATCH LINE, SEE DWG. WZTC4-4

MATCH LINE, SEE DWG. WZTC4-6

WESTBOUND CROSSOVER CURVE #4	
R = 1,800 FT. Δ = 11°-06'-46.8877" L = 349.126 FT. D = 3°-10'-59.156" T = 175.112 FT.	PC4 - STA. B 14+42.88 N 1546999.8385 E 329756.3376 PI4 - STA. B 16+17.99 N 1546923.3980 E 329913.8850 PT4 - STA. B 17+92.00 N 1546818.0243 E 330053.7446

LEGEND

SOLID / DOTTED	6" INTERIM PAVEMENT MARKINGS STRIPES (TRAFFIC PAINT), ITEM 619.10010125
	CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
	TEMPORARY SIGN, ITEM 619.01
	DIRECTION OF TRAFFIC
	PHASE 4 WORK SPACE
	PAVED MEDIAN CONSTRUCTION (COMPLETED UNDER PHASE 1)
	REMOVE PAVEMENT MARKING STRIPES, ITEM 619.08010125 (6" TRAFFIC PAINT) ITEM 619.08010225 (6" EPOXY PAINT)
	TEMPORARY POSITIVE BARRIER

20 0 20 40 60 80

1" = 40'

ALTERED ON:	AFFIXED ON: 11/08/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · DANIEL T. CLARK · LICENSED PROFESSIONAL ENGINEER · 095433

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 4
CONTRACT NUMBER:	TAS 24-5B
DATE:	Nov. 2023
DRAWING NUMBER:	WZTC4-5

PW:/

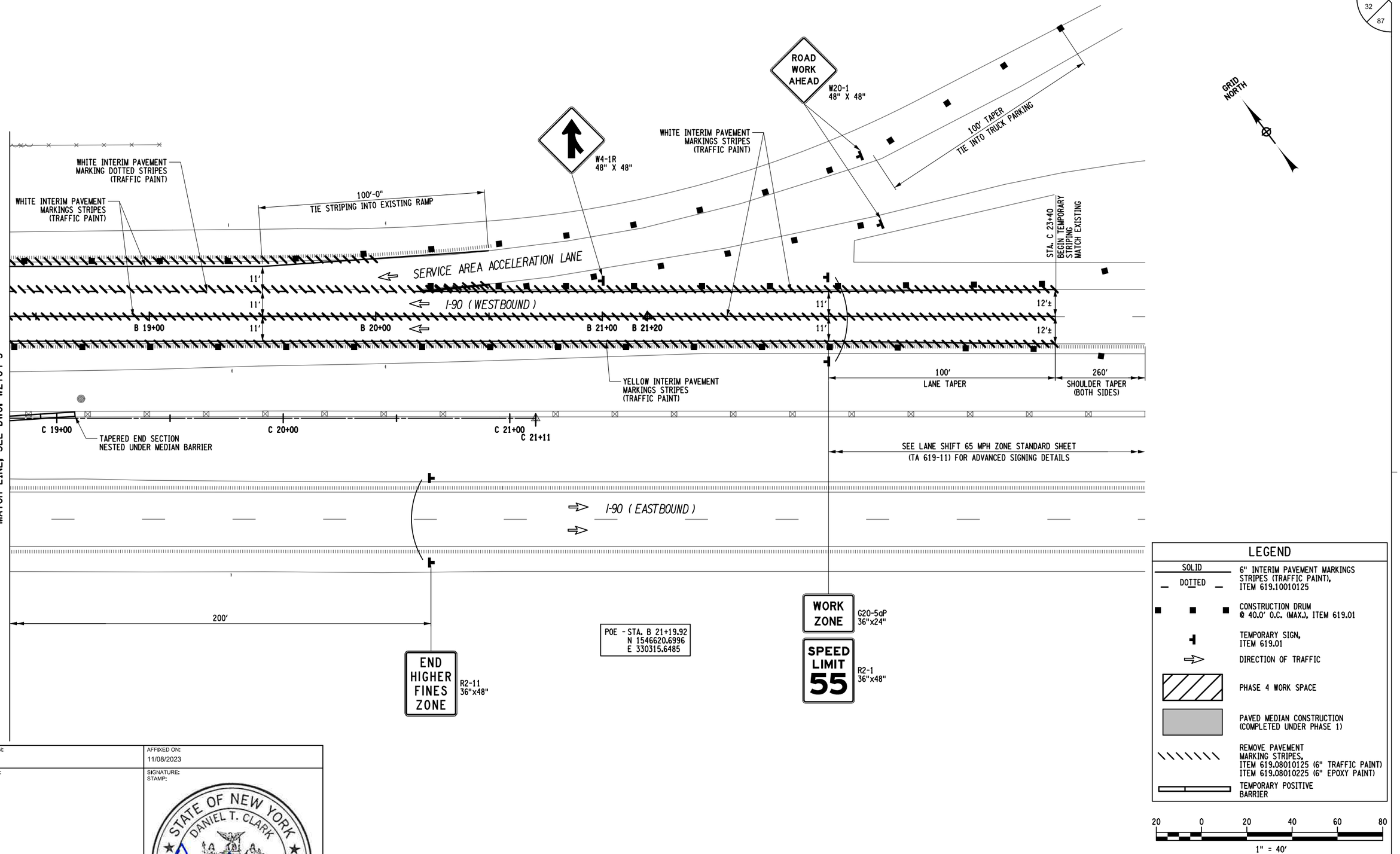
DESIGNED BY: T. SAMSON CHECKED BY: R. PAPAJ/D. CLARK

DRAFTED BY: T. SAMSON/W. DILONE CHECKED BY: D. CLARK

DESIGN SUPERVISOR: R. PAPAJ

PW:/

DESIGNED BY: T. SAMSON | CHECKED BY: D. CLARK | DRAFTED BY: T. SAMSON/W. DILONE | CHECKED BY: R. PAPAJ/D. CLARK | DESIGN SUPERVISOR: R. PAPAJ



LEGEND

- SOLID — 6" INTERIM PAVEMENT MARKINGS STRIPES (TRAFFIC PAINT), ITEM 619.10010125
- DOTTED — 6" INTERIM PAVEMENT MARKINGS STRIPES (TRAFFIC PAINT), ITEM 619.10010125
- CONSTRUCTION DRUM @ 40.0' O.C. (MAX.), ITEM 619.01
- TEMPORARY SIGN, ITEM 619.01
- DIRECTION OF TRAFFIC
- PHASE 4 WORK SPACE
- PAVED MEDIAN CONSTRUCTION (COMPLETED UNDER PHASE 1)
- REMOVE PAVEMENT MARKING STRIPES, ITEM 619.08010125 (6" TRAFFIC PAINT) ITEM 619.08010225 (6" EPOXY PAINT)
- TEMPORARY POSITIVE BARRIER

20 0 20 40 60 80

1" = 40'

ALTERED ON:	AFFIXED ON: 11/08/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK DANIEL T. CLARK 095433 LICENSED PROFESSIONAL ENGINEER

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

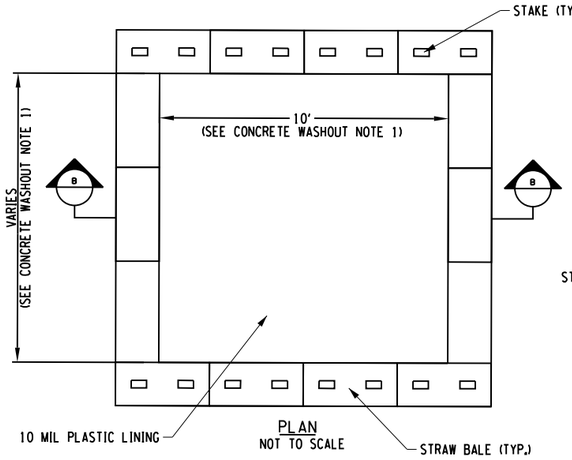
REVISIONS

DATE	DESCRIPTION	BY	SYM.

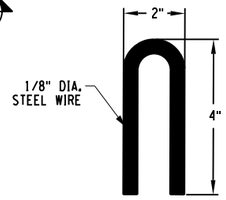
NEW YORK STATE OF OPPORTUNITY. Thruway Authority

RAVI ENGINEERING & LAND SURVEYING, P.C.

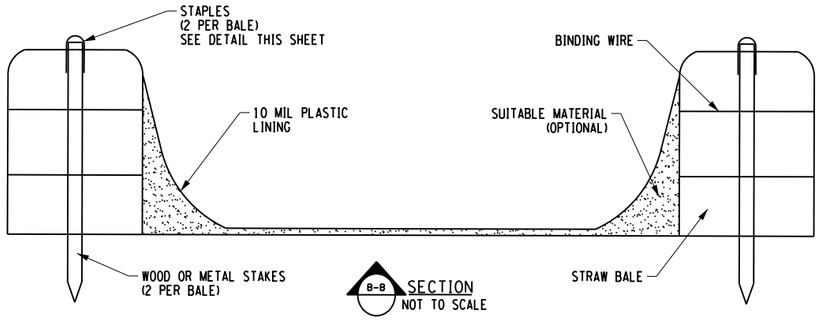
TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: Nov. 2023
TITLE OF DRAWING: WORK ZONE TRAFFIC CONTROL PLAN-MAINLINE PHASE 4	DRAWING NUMBER: WZTC4-6



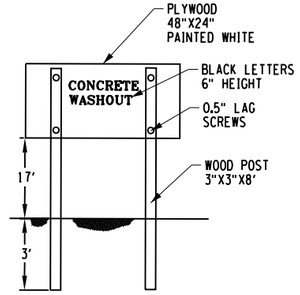
PLAN
NOT TO SCALE



STAPLE DETAIL
NOT TO SCALE



SECTION
NOT TO SCALE



CONCRETE WASHOUT
SIGN DETAIL
(OR EQUIVALENT)
NOT TO SCALE

EROSION AND SEDIMENT CONTROL NOTES:

1. INSTALL SILT FENCING AS SHOWN ON THE PLANS AND AROUND THE PERIMETER OF ANY STOCKPILE AREAS AND ADD ADDITIONAL EROSION CONTROL MEASURES AS REQUIRED BY THE ENGINEER PRIOR TO PERFORMING ANY EARTH DISTURBANCE.
2. WHERE WORK IS SUSPENDED ON THE PROJECT, ALL AREAS OF SOIL DISTURBANCE SHALL BE STABILIZED PER ITEM 209.1003, TEMPORARY SEED AND MULCH, PRIOR TO SHUT DOWN.
3. ALL STOCKPILES SHALL BE ENCIRCLED WITH SILT FENCE AND COVERED WITH A TARP OR SEEDED AND MULCHED WITHIN 24 HRS OF CREATION. COST OF WORK SHALL BE INCLUDED IN VARIOUS ITEMS IN THE CONTRACT.
4. CONTRACTOR SHALL CLEAN SEDIMENT AND DEBRIS OFF ALL PAVED SURFACES AT THE END OF EACH DAY OR AS DIRECTED BY ENGINEER. COST OF CLEANING SHALL BE INCLUDED IN VARIOUS ITEMS IN THE CONTRACT.
5. CONTRACTOR SHALL NOT WASH CONCRETE OR SLURRY TRUCKS, TOOLS, OR EQUIPMENT OUT ONTO BARE GROUND OR DIRECTLY INTO STORM OR SANITARY SEWER SYSTEMS (INCLUDING SWALES, DITCHES AND WETLANDS). EXCESS CONCRETE, SLURRY AND WASH WATER SHALL BE COLLECTED IN A WASH BASIN AND DISPOSED OF PROPERLY.
6. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE ENGINEER THEIR WRITTEN SCHEDULE AND PROPOSED MEASURES FOR TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL WORK AND SCHEDULE OF OPERATIONS AS REQUIRED BY SECTION 209 OF THE NYSDOT STANDARD SPECIFICATIONS.
7. INSPECTION, PERIODIC CLEANING AND MAINTENANCE OF TEMPORARY SOIL EROSION AND POLLUTION CONTROL DEVICES SHALL BE PERFORMED ON A SCHEDULE BASIS IN ACCORDANCE WITH SECTION 209 OF THE NYSDOT STANDARD SPECIFICATIONS. THE COST OF INSTALLING, CLEANING AND REMOVING TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL DEVICES SHALL BE PAID FOR UNDER THE ITEMS SHOWN.
8. ALL NECESSARY PRECAUTIONS SHALL BE TAKEN TO PREVENT CONTAMINATION OF ANY STREAM OR WATERWAY BY SILT, SEDIMENT, FUELS, SOLVENTS, LUBRICANTS, EPOXY COATINGS, CONCRETE OR SLURRY LEACHATE OR ANY OTHER POLLUTANT ASSOCIATED WITH CONSTRUCTION AND CONSTRUCTION PROCEDURES.
9. IF DEWATERING IS REQUIRED THE COST SHALL BE INCLUDED IN PRICE BID FOR THE ITEM REQUIRING THE DEWATERING. THE CONTRACTOR SHALL OBTAIN THE REQUIRED PERMITS FROM THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION IF THEY ELECT TO USE WELL POINTS. ALL WATER FROM DEWATERING OPERATIONS OR EXCAVATION ACTIVITIES SHALL PASS THROUGH A SETTLING TANK, ITEM 209.31000010, OR A GEOTEXTILE FABRIC SEDIMENT COLLECTION BAG ITEM 209.11000001 PRIOR TO BEING DISCHARGED TO A CANAL, CREEK, STREAM, OR CLOSED DRAINAGE SYSTEM DITCH.
10. ALL CONTROLS SHALL BE PLACED PRIOR TO STARTING EARTHWORK OPERATIONS AND SHALL REMAIN IN PLACE UNTIL NEW SLOPES ARE STABILIZED WITH SEEDING AND/OR SLOPE PROTECTION.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ANY ADDITIONAL EROSION CONTROL MEASURES THAT MAY BE REQUIRED OR AS ORDERED BY ENGINEER.
12. 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.
13. CONTRACTOR SHALL ESTABLISH A STABILIZED CONSTRUCTION ENTRANCE INTO AND OUT OF EACH WORK AREA AND EACH STAGING AREA CONSTRUCTED ON DISTURBABLE COVER.
14. PROJECT DISTURBANCE IS ANTICIPATED TO BE LESS THAN ONE (1) ACRE. THE CONTRACTOR WILL BE RESPONSIBLE FOR DEVELOPING A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AND NOTICE OF INTENT (NOI) IF THE DISTURBANCE GOES OVER ONE (1) ACRE.
15. CONTRACTOR SHALL DECOMPACT ALL AREAS OF PAVEMENT OR IMPERVIOUS COVER REMOVAL THAT WILL BE MADE PERVIOUS COVER. DECOMPACTION SHALL BE ACCOMPLISHED BY DEEP RIPPING OR TILLING TO A DEPTH OF 1.5 FEET BELOW THE BOTTOM OF THE EXISTING SUBBASE LAYER IN ORDER TO REESTABLISH THE PERMEABILITY OF THE SOIL. THE COST OF DECOMPACTION SHALL BE INCLUDED IN THE COST OF PAVEMENT REMOVAL.

CONCRETE WASHOUT NOTES:

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

CONCRETE WASHOUT DETAIL
NOT TO SCALE

DESIGNED BY: GM
DRAFTED BY: GM
CHECKED BY: JMC
CHECKED BY: JMC
DESIGN SUPERVISOR: JMC

ALTERED ON:	AFFIXED ON: 11/08/23
SIGNATURE: STAMP:	SIGNATURE: JAMES M. CUMMINGS, PE STAMP: STATE OF NEW YORK · JAMES M. CUMMINGS · 080958 · LICENSED PROFESSIONAL ENGINEER

REVISIONS

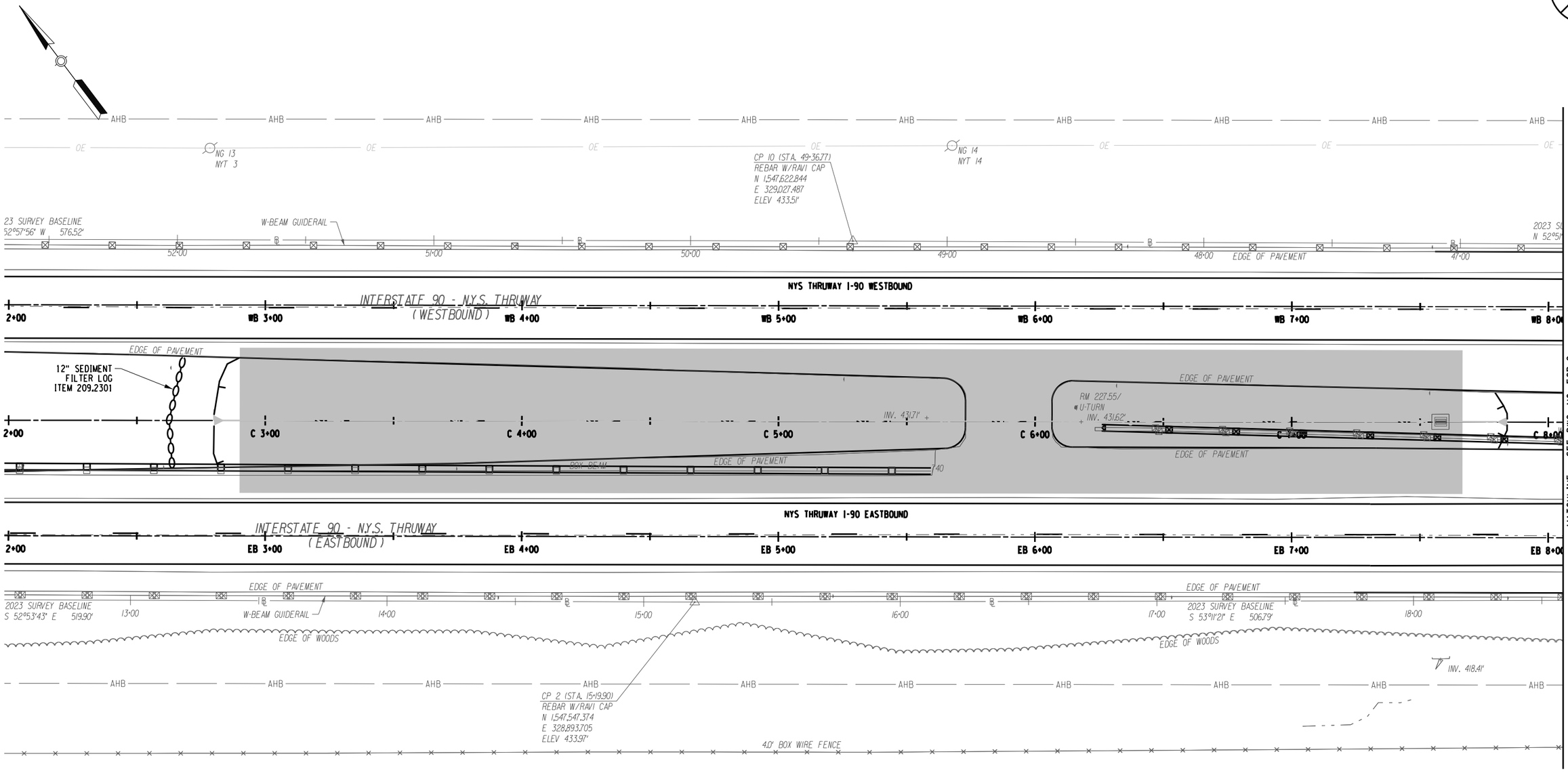
DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

HUNT ENGINEERS | ARCHITECTS | SURVEYORS
HORSEHEADS, NY 607 - 358 - 1000 ROCHESTER, NY 585 - 327 - 7950
TOWANDA, PA 570 - 265 - 4868 BINGHAMTON, NY 607 - 798 - 8081
ALBANY, NY 607 - 798 - 8081 WWW.HUNT-EAS.COM
NY CERTIFICATE NO. 0018220 PA CERTIFICATE NO. TSC2203131464-1

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & 227.41
TITLE OF DRAWING	EROSION AND SEDIMENT CONTROL DETAILS
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ECD-1

CHECKED BY: JMC
DRAFTED BY: GM
CHECKED BY: JMC
DESIGNED BY: GM
DESIGN SUPERVISOR: JMC



MATCHLINE - SEE DWG. NO. ECP-2

ALTERED ON:	AFFIXED ON: 11/08/23
SIGNATURE: STAMP:	SIGNATURE: JAMES M. CUMMINGS, PE STAMP: STATE OF NEW YORK · JAMES M. CUMMINGS · 080958 · LICENSED PROFESSIONAL ENGINEER

LEGEND

- TEMPORARY WORK ZONE PAVING
- SEDIMENT FILTER LOG ITEM 209.2301
- TEMPORARY WATERWAY DIVERSION STRUCTURE

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

REVISIONS

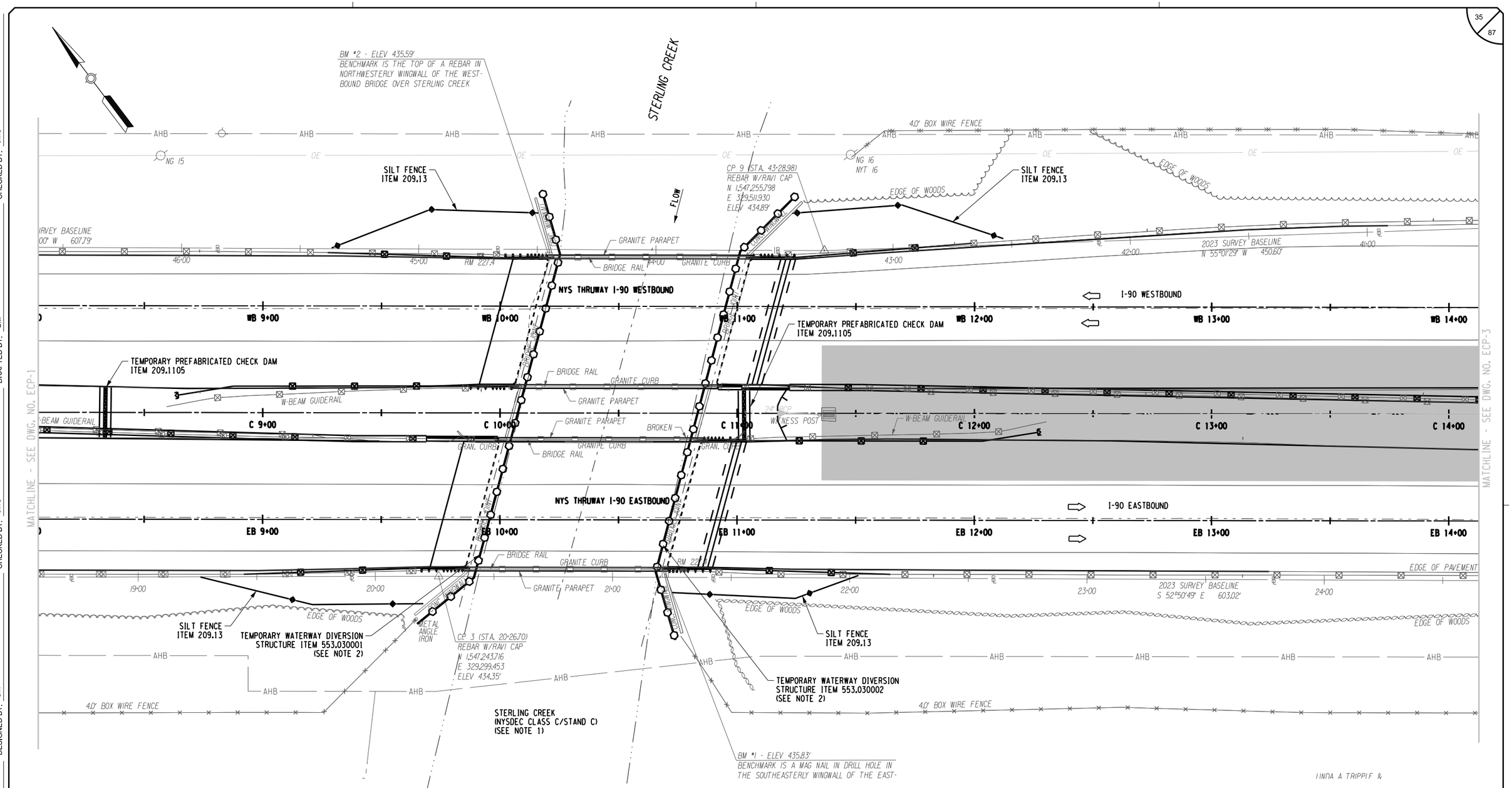
DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

HUNT ENGINEERS | ARCHITECTS | SURVEYORS
HORSEHEADS, NY 607 - 358 - 1000 ROCHESTER, NY 585 - 327 - 7950
TOWANDA, PA 570 - 265 - 4868 BINGHAMTON, NY 607 - 798 - 8081
ALBANY, NY 607 - 798 - 8081 WWW.HUNT-EAS.COM
NY CERTIFICATE NO. 0018220 PA CERTIFICATE NO. TSC220313146-1

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & 227.41
TITLE OF DRAWING	EROSION AND SEDIMENT CONTROL PLAN
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ECP-1

DRAFTED BY: GM
CHECKED BY: JMC
DESIGNED BY: GM
CHECKED BY: JMC
DESIGN SUPERVISOR: JMC



LINDA A TRIPPIF &

ALTERED ON:	AFFIXED ON: 11/08/23
SIGNATURE: STAMP:	SIGNATURE: JAMES M. CUMMINGS, PE STAMP: STATE OF NEW YORK · JAMES M. CUMMINGS · 080958 · LICENSED PROFESSIONAL ENGINEER

LEGEND

- TEMPORARY WORK ZONE PAVING
- SEDIMENT FILTER LOG ITEM 209.2301
- TEMPORARY WATERWAY DIVERSION STRUCTURE

NOTES:
1. ALL IN-STREAM ACTIVITIES SHALL COMPLY WITH USACE NATIONWIDE PERMIT #3 - MAINTENANCE
2. PLACE DIVERSION STRUCTURE SO THERE IS 3' OF WORK SPACE BETWEEN DIVERSION STRUCTURE AND ABUTMENT WALL. PROVIDE PUMPING TO DEWATER BEHIND THE DIVERSION STRUCTURE AS NECESSARY. PASS ALL DEWATERING DISCHARGE THROUGH A SETTLING DEVICE BEFORE DISCHARGE TO THE STREAM. COST OF ALL DEWATERING AND DISCHARGE SETTING SHALL BE INCLUDED IN PRICE BID FOR DIVERSION STRUCTURE ITEM.

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

REVISIONS

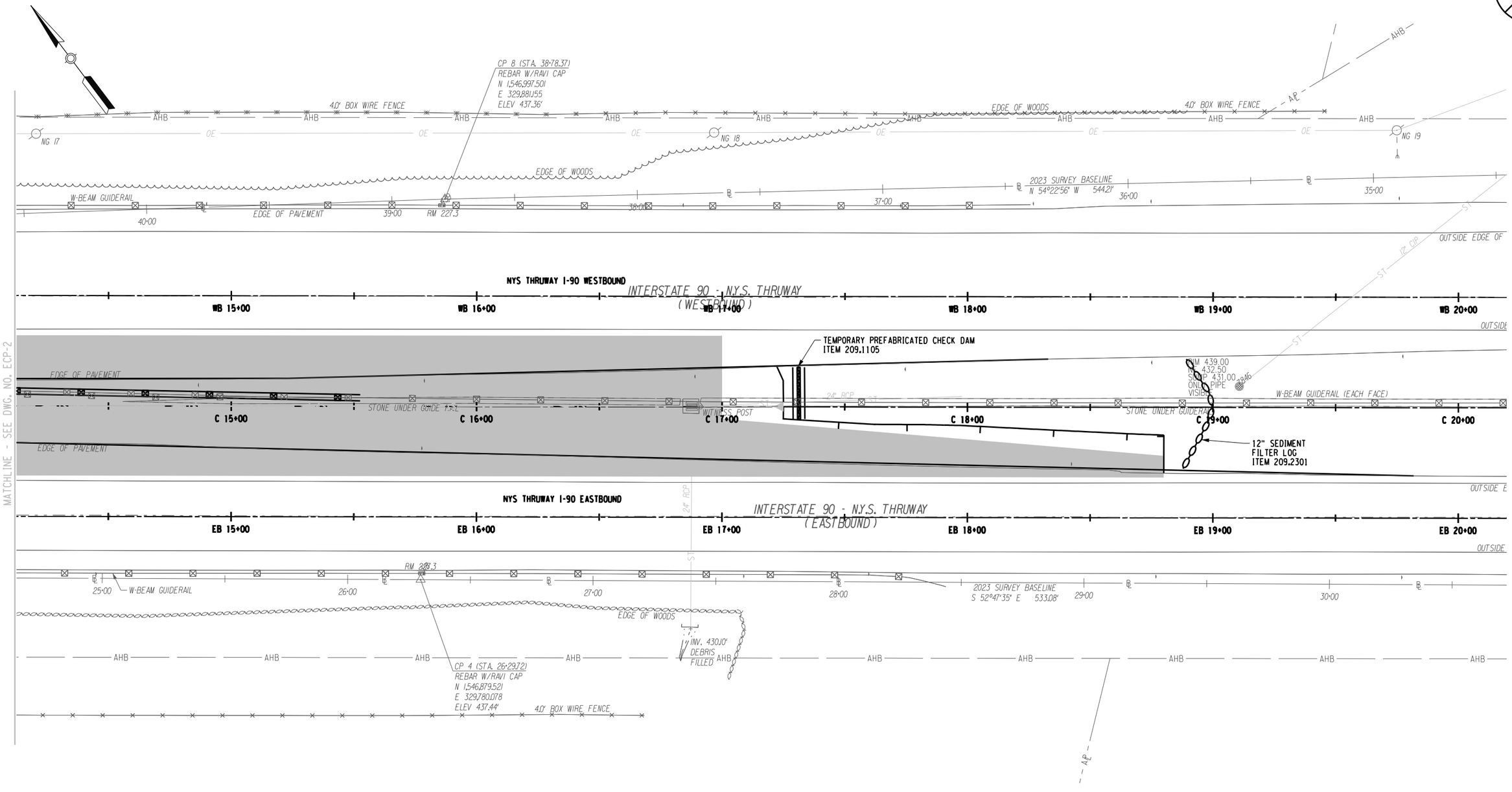
DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

HUNT ENGINEERS | ARCHITECTS | SURVEYORS
HORSEHEADS, NY 607 - 358 - 1000 ROCHESTER, NY 585 - 327 - 7950
TOWANDA, PA 570 - 265 - 4868 BINGHAMTON, NY 607 - 798 - 8081
ALBANY, NY 607 - 798 - 8081 WWW.HUNT-EAS.COM
NY CERTIFICATE NO. 0018220 PA CERTIFICATE NO. TSC220313466-1

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & 227.41
TITLE OF DRAWING	EROSION AND SEDIMENT CONTROL PLAN
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ECP-2

DESIGNED BY: GM
DRAFTED BY: GM
CHECKED BY: JMC
CHECKED BY: JMC
DESIGN SUPERVISOR: JMC



MATCHLINE - SEE DWG. NO. ECP-2

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

ALTERED ON:	AFFIXED ON: 11/08/23
SIGNATURE: STAMP:	SIGNATURE: JAMES M. CUMMINGS, PE STAMP:

STATE OF NEW YORK
JAMES M. CUMMINGS
080958
LICENSED PROFESSIONAL ENGINEER

LEGEND

- TEMPORARY WORK ZONE PAVING
- SEDIMENT FILTER LOG ITEM 209.2301
- TEMPORARY WATERWAY DIVERSION STRUCTURE

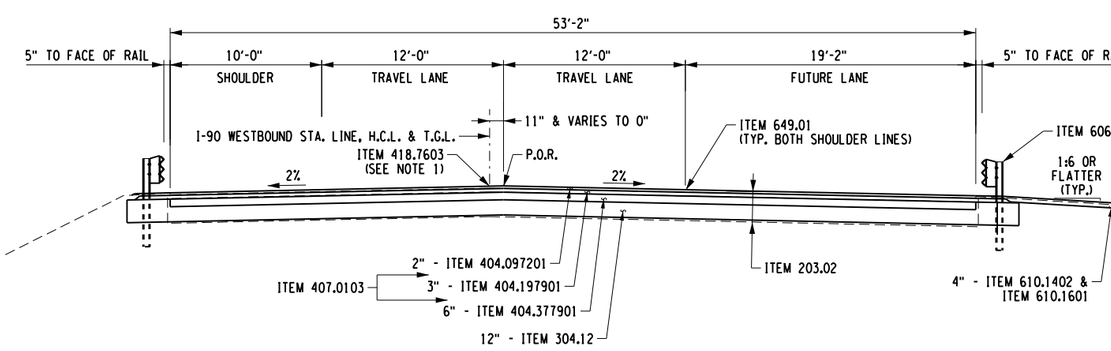
REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

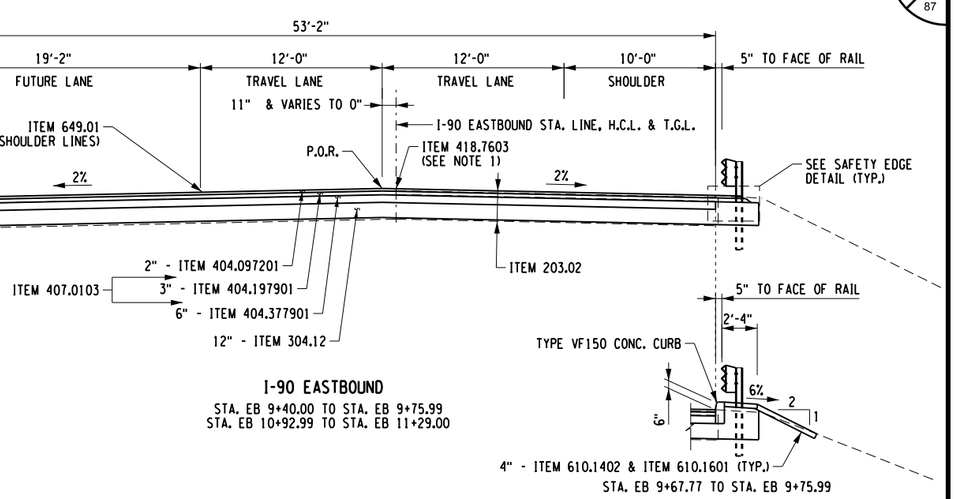
HUNT ENGINEERS | ARCHITECTS | SURVEYORS
HORSEHEADS, NY 607 - 358 - 1000 ROCHESTER, NY 585 - 327 - 7950
TOWANDA, PA 570 - 265 - 4868 BINGHAMTON, NY 607 - 798 - 8081
ALBANY, NY 607 - 798 - 8081 WWW.HUNT-EAS.COM
NY CERTIFICATE NO. 0018220 PA CERTIFICATE NO. TSC220313466-1

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & 227.41
TITLE OF DRAWING	EROSION AND SEDIMENT CONTROL PLAN
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ECP-3

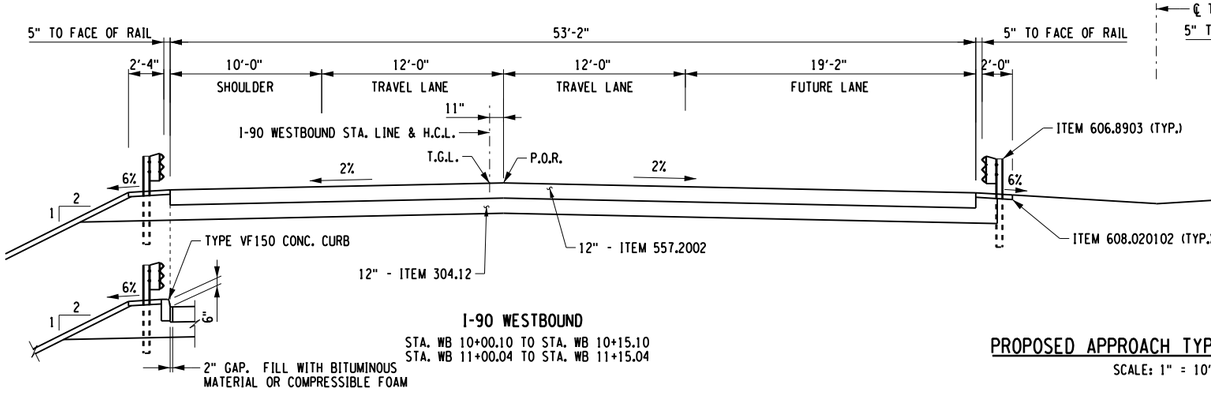


I-90 WESTBOUND
STA. WB 9+64.00 TO STA. WB 10+10.10
STA. WB 11+17.11 TO STA. WB 11+53.00

PROPOSED HIGHWAY FULL DEPTH RECONSTRUCTION
TYPICAL SECTION
SCALE: 1" = 10'

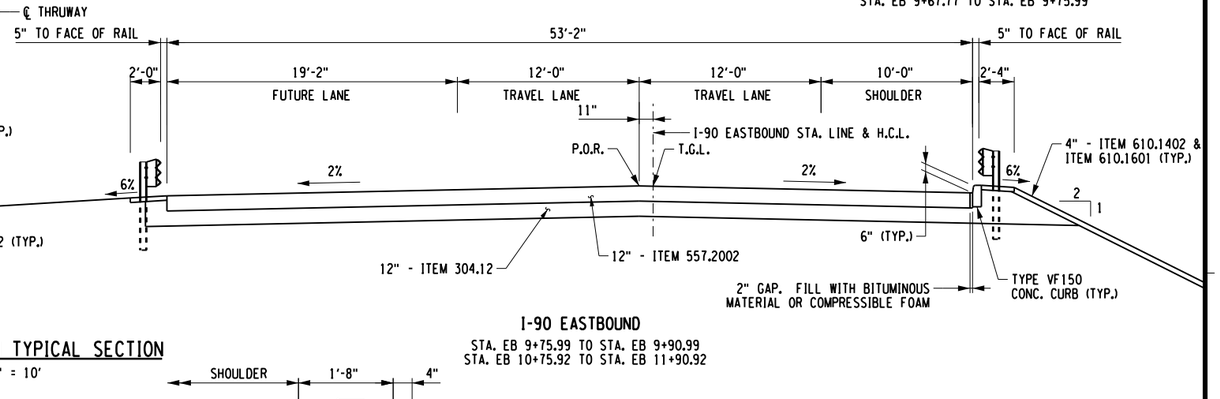


I-90 EASTBOUND
STA. EB 9+40.00 TO STA. EB 9+75.99
STA. EB 10+92.99 TO STA. EB 11+29.00



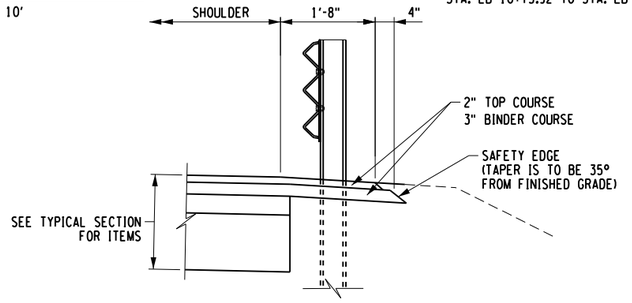
I-90 WESTBOUND
STA. WB 10+00.10 TO STA. WB 10+15.10
STA. WB 11+00.04 TO STA. WB 11+15.04

STA. WB 10+13.44 TO STA. WB 10+15.10



I-90 EASTBOUND
STA. EB 9+75.99 TO STA. EB 9+90.99
STA. EB 10+75.92 TO STA. EB 11+90.92

PROPOSED APPROACH TYPICAL SECTION
SCALE: 1" = 10'



SAFETY EDGE DETAIL
NTS

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

ITEM	DESCRIPTION	UNIT	ITEM	DESCRIPTION	UNIT
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CY	606.2701	HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING	LF
304.12	SUBBASE COURSE, TYPE 2	CY	606.8903	TRANSITION: HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING	EA
404.097201	9.5 F2 TOP COURSE ASPHALT, 70 SERIES COMPACTION	TON		TO SINGLE SLOPE CONCRETE HALF SECTION BARRIER	
404.197901	19 F9 BINDER COURSE ASPHALT, 70 SERIES COMPACTION	TON	608.020102	ASPHALT SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS, AND	TON
404.377901	37.5 F9 BASE COURSE ASPHALT, 70 SERIES COMPACTION	TON		VEGETATION CONTROL STRIPS	
407.0103	STRAIGHT TACK COAT	GAL	610.1402	TOPSOIL - ROADSIDE	CY
418.7603	ASPHALT PAVEMENT JOINT ADHESIVE	LF	610.1601	TURF ESTABLISHMENT - ROADSIDE	SY
557.2002	STRUCTURAL APPROACH SLAB WITH INTEGRAL WEARING SURFACE - TYPE 2 FRICTION	SY	649.01	MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)	LF

NOTES:
1. ASPHALT JOINT ADHESIVE, ITEM 418.7603, SHALL BE USED ON VERTICAL FACES FOR ALL THE JOINTS ON THE SURFACE COURSE SUCH AS LONGITUDINAL, TRANSVERSE, OR OTHER JOINTS ABUTTING THE NEW ASPHALT PAVEMENT.
2. SEE GUIDE RAIL TABLE ON DWG. MT-1 FOR LOCATION OF WORK.
3. SEE NYSDOT STANDARD SHEET 609-03 FOR CONCRETE CURB TYPE VF150 DETAILS.

ALTERED ON:
SIGNATURE:
STAMP:

AFFIXED ON: 12/04/2023
SIGNATURE:
STAMP:

STATE OF NEW YORK
CHRISTOPHER GEORGE SICHAK
EXCELSIOR
084524
LICENSED PROFESSIONAL ENGINEER

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

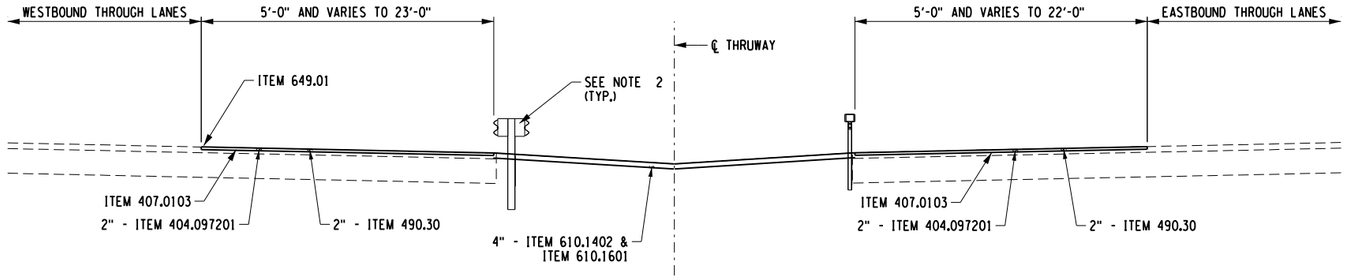
ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: PROPOSED SECTIONS

CONTRACT NUMBER: TAS 24-5B
DATE: NOV. 2023
DRAWING NUMBER: TYP-1

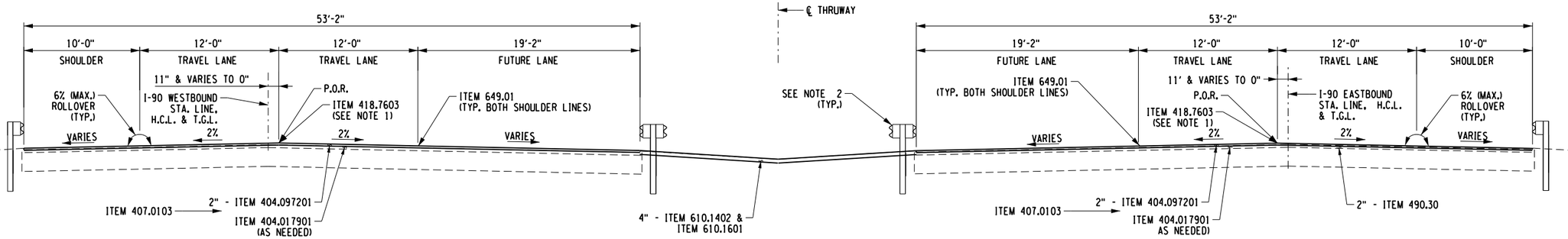
DESIGN SUPERVISOR: C. SICHAK
DRAFTED BY: T. LINDO
DESIGNED BY: N. BARNHARD
CHECKED BY: N. BARNHARD
CHECKED BY:

FILE NAME = N:\19710-05-Sterling\Drawings\ConstrPlan\Typicals\B2221_cph_sec_typ1.dgn
DATE/TIME = 12/4/2023 3:19:55 PM
USER = Lindo1



I-90 WESTBOUND
STA. WB 1+69.00 TO STA. WB 7+50.00
STA. WB 13+65.00 TO STA. WB 18+33.00

I-90 EASTBOUND
STA. EB 0+79.00 TO STA. EB 7+30.00
STA. EB 13+30.00 TO STA. EB 19+82.00

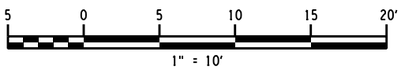


I-90 WESTBOUND
STA. WB 7+50.00 TO STA. WB 9+64.00
STA. WB 11+53.00 TO STA. WB 13+65.00

PROPOSED HIGHWAY MILL AND OVERLAY TYPICAL SECTION

SCALE: 1" = 10'

I-90 EASTBOUND
STA. EB 7+30.00 TO STA. EB 9+40.00
STA. EB 11+29.00 TO STA. EB 13+30.00



ITEM	DESCRIPTION	UNIT	ITEM	DESCRIPTION	UNIT
203.02	UNCLASSIFIED EXCAVATION AND DISPOSAL	CY	606.2701	HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING	LF
304.12	SUBBASE COURSE, TYPE 2	CY	606.8903	TRANSITION: HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING TO SINGLE SLOPE CONCRETE HALF SECTION BARRIER	EA
404.097201	9.5 F2 TOP COURSE ASPHALT, 70 SERIES COMPACTION	TON			
404.197901	19 F9 BINDER COURSE ASPHALT, 70 SERIES COMPACTION	TON	608.020102	ASPHALT SIDEWALKS, DRIVEWAYS AND BICYCLE PATHS, AND VEGETATION CONTROL STRIPS	TON
404.377901	37.5 F9 BASE COURSE ASPHALT, 70 SERIES COMPACTION	TON			
407.0103	STRAIGHT TACK COAT	GAL	610.1402	TOPSOIL - ROADSIDE	CY
418.7603	ASPHALT PAVEMENT JOINT ADHESIVE	LF	610.1601	TURF ESTABLISHMENT - ROADSIDE	SY
557.2002	STRUCTURAL APPROACH SLAB WITH INTEGRAL WEARING SURFACE - TYPE 2 FRICTION	SY	649.01	MILLED-IN AUDIBLE ROADWAY DELINEATORS (MIARDS)	LF

NOTES:
1. ASPHALT JOINT ADHESIVE, ITEM 418.7603, SHALL BE USED ON VERTICAL FACES FOR ALL THE JOINTS ON THE SURFACE COURSE SUCH AS LONGITUDINAL, TRANSVERSE, OR OTHER JOINTS ABUTTING THE NEW ASPHALT PAVEMENT.
2. SEE GUIDE RAIL TABLE ON DWG. MT-1 FOR LOCATION OF WORK.

ALTERED ON:
SIGNATURE:
STAMP:

AFFIXED ON: 12/04/2023
SIGNATURE:
STAMP:

STATE OF NEW YORK
CHRISTOPHER GEORGE SICHAK
EXCELSIOR
084524
LICENSED PROFESSIONAL ENGINEER

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

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: PROPOSED SECTIONS

CONTRACT NUMBER: TAS 24-5B
DATE: NOV. 2023
DRAWING NUMBER: TYP-2

DESIGN SUPERVISOR: C. SICHAK
DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:

FILE NAME = N:\19710-05-Sterling\Drawings\ConstrPlan\Typicals\B2221_cph_sec_typ2.dgn
DATE/TIME = 12/4/2023 3:19:55 PM
USER = Lindol

GUIDE RAIL TABLE

BEGIN STATION	OFFSET (FT)	END STATION	OFFSET (FT)	SIDE	ITEM 606.1403 (EA)	ITEM 606.2701 (FT)	ITEM 606.2703 (EA)	ITEM 606.28 (EA)	ITEM 606.5248 (FT)	ITEM 606.5448 (FT)	ITEM 606.581001 (FT)	ITEM 606.7101 (FT)	ITEM 606.7201 (FT)	ITEM 606.7910 (EA)	ITEM 606.8903 (EA)	ITEM 606.8906 (EA)	ITEM 606.9004 (EA)
EB 1+54	26.1	EB 5+56	24.6	LT						402							
EB 5+09	24.6				1												
EB 8+13.5	38.3	EB 9+26.3	34.5	LT									112.5				
EB 9+26.3	34.5	EB 9+51.3	34.5	LT								25.0					
EB 6+25.8	41.0	EB 6+50.8	41.0	LT				1									
EB 6+50.8	41.0	EB 9+38.5	34.1	LT							287.5						
EB 9+38.5	34.1	EB 9+89.1	33.1	LT												1	
EB 9+89.1	33.1	EB 9+99.1	33.1	LT													1
EB 8+92.1	23.1	EB 9+67.0	20.4	RT		75.0											
EB 9+67.0	20.4			RT											1		
EB 11+08.6	22.7	EB 11+65.7	22.9	RT								62.5					
		EB 10+88.8	20.5	RT											1		
EB 10+88.8	20.5	EB 11+65.7	22.9	RT		75.0											
EB 11+17.3	34.9	EB 12+09.0	37.3	LT								87.5					
EB 12+09.0	37.3	EB 12+30.4	41.5	LT										1			
		EB 11+03.4	33.4	LT											1		
EB 11+03.4	33.4	EB 12+03.4	33.4	LT		100.0											
EB 12+03.4	33.4	EB 12+28.0	37.3	LT			1										
WB 8+59.4	42.6	WB 8+83.2	38.6	RT										1			
WB 8+83.2	38.6	WB 9+73.3	34.6	RT								87.5					
WB 8+63.0	37.9	WB 8+87.6	33.9	RT			1										
WB 8+87.6	33.9	WB 9+87.6	33.6	RT		100.0											
WB 9+87.6	33.6			RT											1		
WB 9+27.3	22.5	WB 9+92.6	21.9	LT								62.5					
WB 9+27.3	22.5	WB 10+02.2	20.4	LT		75.0											
WB 10+02.2	20.4			LT											1		
WB 11+30.6	34.2	WB 11+64.9	34.4	RT								37.5					
WB 10+92.0	33.1	WB 11+02.0	33.1	RT													1
WB 11+02.0	33.1	WB 11+52.6	33.1	RT												1	
WB 11+52.6	33.1	WB 14+90.1	36.1	RT							337.5						
WB 14+90.1	36.1	WB 18+52.6	41.5	RT					362.5								
WB 11+26.5	22.1	WB 11+98.8	26.7	LT								75.0					
		WB 11+24.0	20.7	LT											1		
WB 11+24.0	20.7	WB 11+98.8	26.7	LT		75.0											
				TOTAL	1	500.0	2	1	362.5	402.0	625.0	437.5	112.5	2	6	2	2

PAY ITEM DESCRIPTION:

ITEM 606.1403 - BOX BEAM MEDIAN BARRIER END ASSEMBLY, TYPE C
ITEM 606.2701 - HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING
ITEM 606.2703 - ANCHORAGE UNITS FOR HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING
ITEM 606.28 - HPBO (MOD.) CORRUGATED BEAM MEDIAN BARRIER END TERMINAL (ENERGY-ABSORBING)
ITEM 606.5248 - RESETTING CORRUGATED BEAM MEDIAN BARRIER (NEW POSTS)
ITEM 606.5448 - RESETTING BOX BEAM MEDIAN BARRIER (NEW POSTS)
ITEM 606.581001 - RESETTING HPBO (MOD.) CORRUGATED BEAM MEDIAN BARRIER (NEW POSTS)
ITEM 606.7101 - REMOVING AND DISPOSING HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING
ITEM 606.7201 - REMOVING AND DISPOSING HPBO (MOD.) CORRUGATED BEAM MEDIAN BARRIER
ITEM 606.7910 - REMOVING AND DISPOSING ANCHORAGE UNITS FOR CORRUGATED BEAM GUIDE RAILING AND MEDIAN BARRIER
ITEM 606.8903 - TRANSITION: HPBO (MOD.) CORRUGATED BEAM GUIDE RAILING TO SINGLE SLOPE CONCRETE HALF SECTION BARRIER
ITEM 606.8906 - TRANSITION: HPBO (MOD.) CORRUGATED BEAM MEDIAN BARRIER TO SINGLE SLOPE CONCRETE MEDIAN BARRIER
ITEM 606.9004 - TRANSITION BETWEEN HALF-SECTION AND FULL-SECTION SINGLE SLOPE CONCRETE BARRIER (RIGHT POCKET)

REFERENCE MARKER TABLE
EASTBOUND

STATION	OFFSET (FT)	SIDE	ITEM 646.06030025 QUANTITY	ITEM 646.06030025 COLOR	ITEM 646.08010025 (EA)	ITEM 646.08020025 (EA)	ITEM 647.83001002 (EA)
EB 1+29.4	25	LT			1		1
EB 2+60.2	26	LT	1	YELLOW			1
EB 3+74.5	29	LT			1		1
EB 5+15.2	28	LT	1	DOUBLE YELLOW	1		1
EB 7+84.6	34	LT	1	YELLOW		1	1
EB 9+15.7	24	RT	1	WHITE			1
EB 9+21.2	36	LT	1	YELLOW			1
EB 10+77.2	23	RT	1	RM 227.4			1
EB 10+87.8	34	LT			1		1
EB 12+04.0	34	LT			1		
EB 13+13.1	33	LT	1	YELLOW			1
EB 15+77.3	26	LT	1	YELLOW			1
EB 18+42.2	21	LT	1	YELLOW			
			9		5	1	11

PAY ITEM DESCRIPTION:

ITEM 646.06030025 - INSTALL DELINEATOR OR TENGTH MILE MARKER ON POST
ITEM 646.08010025 - INSTALL SNOWPLOW MARKER, SINGLE UNIT
ITEM 646.08020025 - INSTALL SNOWPLOW MARKER, DOUBLE UNIT
ITEM 647.83001002 - REMOVAL AND DISPOSAL OF DELINEATORS AND/OR REFERENCE MARKERS WITH OR WITHOUT POSTS

REFERENCE MARKER TABLE
WESTBOUND

STATION	OFFSET (FT)	SIDE	ITEM 646.06030025 QUANTITY	ITEM 646.06030025 COLOR	ITEM 646.08010025 (EA)	ITEM 646.08020025 (EA)	ITEM 647.83001002 (EA)
WB 2+63.6	24	RT	1	YELLOW			1
WB 5+25.2	28	RT	1	YELLOW			1
WB 6+32.1	30	RT	1	DOUBLE YELLOW			1
WB 7+54.1	33	RT	1	YELLOW			1
WB 8+73.8	35	RT					1
WB 8+87.2	35	RT			1		
WB 9+92.0	23	LT	1	RM 227.4			1
WB 9+92.2	34	RT	1	YELLOW			1
WB 10+96.5	34	RT					1
WB 11+22.8	35	RT	1	YELLOW			
WB 11+91.9	28	LT	1	WHITE			1
WB 13+73.0	37	RT	1	YELLOW			1
WB 13+89.4	41	RT			1		1
WB 15+79.0	34	RT	1	YELLOW			1
WB 16+89.3	32	RT					1
WB 17+75.5	29	RT	1	YELLOW			1
			11		2	0	14

PAY ITEM DESCRIPTION:

ITEM 646.06030025 - INSTALL DELINEATOR OR TENGTH MILE MARKER ON POST
ITEM 646.08010025 - INSTALL SNOWPLOW MARKER, SINGLE UNIT
ITEM 646.08020025 - INSTALL SNOWPLOW MARKER, DOUBLE UNIT
ITEM 647.83001002 - REMOVAL AND DISPOSAL OF DELINEATORS AND/OR REFERENCE MARKERS WITH OR WITHOUT POSTS

SIGN TEXT DATA

TEXT NUMBER	LOCATION NUMBER	ITEM NUMBER	PAYMENT FACTOR	TOTAL QUANTITY	TEXT	MUTCD NUMBER	MOUNT
1	1-1	645.5102	26.0 SF	26.0 SF		R3-4 36" x 36"	GR MTD
		645.81	2 EA	2 EA	227.55 227.55 (BACK TO BACK)	W16-11P (MOD) 30" x 18"	
	1	645.81090003	2 EA	4 EA			

ALTERED ON:

SIGNATURE:
STAMP:

AFFIXED ON: 12/04/2023

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.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: MISCELLANEOUS TABLES

CONTRACT NUMBER: TAS 24-5B
DATE: NOV. 2023
DRAWING NUMBER: MT-1

DESIGN SUPERVISOR: P. PRESUTTI
DRAFTED BY: S. BEAMAN
DESIGNED BY: B. HYDE
CHECKED BY: P. PRESUTTI
CHECKED BY: B. HYDE

FILE NAME = N:\19710-05-Sterling\Drawings\ConstrPlanTables\B2221-cph.mt.dgn
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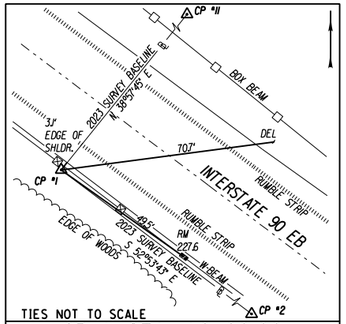
USER = Lindol

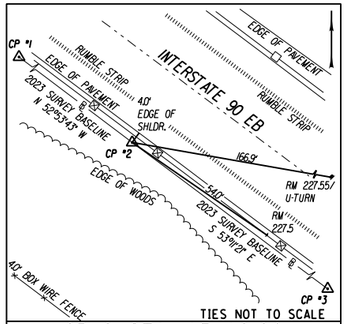


TIES NOT TO SCALE

CP 1 STA. 10+00.00

CP 1 IS A REBAR W/RAVI CAP SET ON THE TOP OF BANK OF THE EASTBOUND RIGHT SHOULDER (BEHIND GUIDERAIL), LOCATED APPROX. 1,126 FEET NORTHWESTERLY FROM THE WESTERLY BRIDGE JOINT OF BRIDGE OVER STERLING CREEK.

NYSPCS NAD 83(2011) EASTERN ZONE
NAVD 88
NORTHING 1,547,861.018
EASTING 328,479.064
ELEV 436.69'

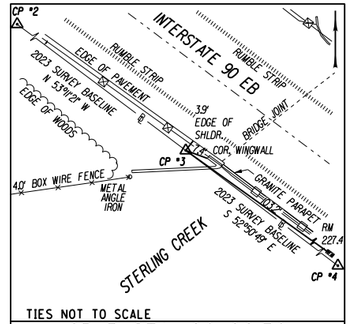


TIES NOT TO SCALE

CP 2 STA. 15+19.90

CP 2 IS A REBAR W/RAVI CAP SET ON THE TOP OF BANK OF THE EASTBOUND RIGHT SHOULDER (BEHIND GUIDERAIL), LOCATED APPROX. 677 FEET NORTHWESTERLY FROM THE WESTERLY BRIDGE JOINT OF BRIDGE OVER STERLING CREEK.

NYSPCS NAD 83(2011) EASTERN ZONE
NAVD 88
NORTHING 1,547,547.374
EASTING 328,893.705
ELEV 433.97'

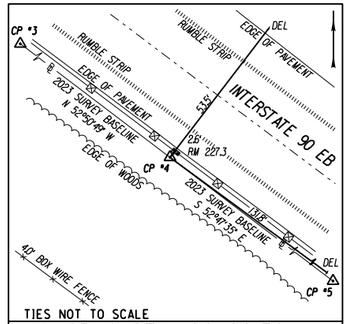


TIES NOT TO SCALE

CP 3 STA. 20+26.70

CP 3 IS A REBAR W/RAVI CAP SET AT THE SOUTHWESTERLY WINGWALL OF BRIDGE (BEHIND GUIDERAIL), LOCATED APPROX. 1.3 FEET NORTHWESTERLY FROM THE WESTERLY BRIDGE JOINT OF BRIDGE OVER STERLING CREEK.

NYSPCS NAD 83(2011) EASTERN ZONE
NAVD 88
NORTHING 1,547,243.716
EASTING 329,299.453
ELEV 434.35'

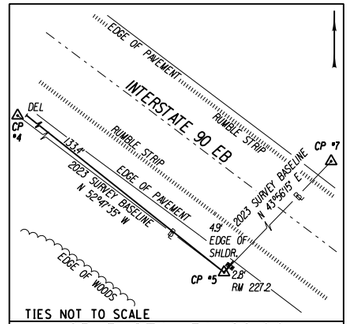


TIES NOT TO SCALE

CP 4 STA. 26+29.72

CP 4 IS A REBAR W/RAVI CAP SET AT MILEPOST 227.3 EASTBOUND (BEHIND GUIDERAIL), LOCATED APPROX. 506 FEET SOUTHEASTERLY FROM THE EASTERLY BRIDGE JOINT OF BRIDGE OVER STERLING CREEK.

NYSPCS NAD 83(2011) EASTERN ZONE
NAVD 88
NORTHING 1,546,879.521
EASTING 329,780.078
ELEV 437.44'

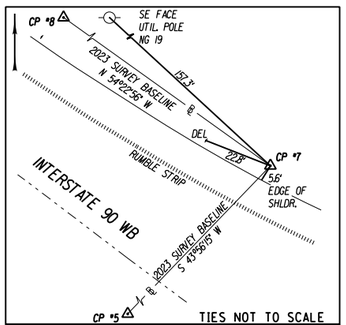


TIES NOT TO SCALE

CP 5 STA. 31+62.80

CP 5 IS A REBAR W/RAVI CAP SET AT MILEPOST 227.2 EASTBOUND (BEHIND GUIDERAIL), LOCATED APPROX. 1,040 FEET SOUTHEASTERLY FROM THE EASTERLY BRIDGE JOINT OF BRIDGE OVER STERLING CREEK.

NYSPCS NAD 83(2011) EASTERN ZONE
NAVD 88
NORTHING 1,546,557.170
EASTING 330,204.653
ELEV 441.02'

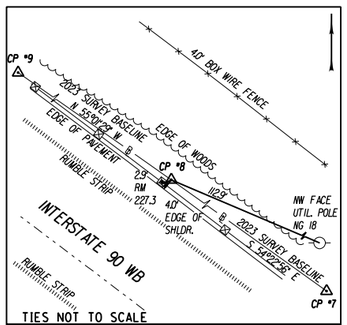


TIES NOT TO SCALE

CP 7 STA. 33+34.16

CP 7 IS A REBAR W/RAVI CAP SET ON THE TOP OF BANK OF THE WESTBOUND RIGHT SHOULDER, LOCATED APPROX. 181 FEET SOUTHWESTERLY FROM THE SOUTHWESTERLY FENCE CORNER OF THE REST AREA TREATMENT PLANT.

NYSPCS NAD 83(2011) EASTERN ZONE
NAVD 88
NORTHING 1,546,680.566
EASTING 330,323.555
ELEV 441.08'

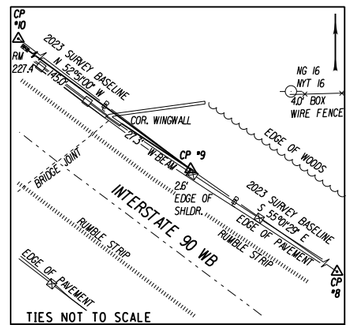


TIES NOT TO SCALE

CP 8 STA. 38+78.37

CP 8 IS A REBAR W/RAVI CAP SET AT MILEPOST 227.3 WESTBOUND (BEHIND GUIDERAIL), LOCATED APPROX. 482 FEET SOUTHEASTERLY FROM THE EASTERLY BRIDGE JOINT OF BRIDGE OVER STERLING CREEK.

NYSPCS NAD 83(2011) EASTERN ZONE
NAVD 88
NORTHING 1,546,997.501
EASTING 329,881.155
ELEV 437.36'

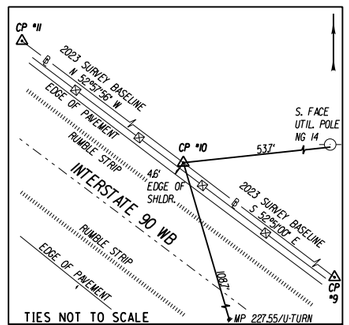


TIES NOT TO SCALE

CP 9 STA. 43+28.98

CP 9 IS A REBAR W/RAVI CAP SET ON THE TOP OF BANK OF THE WESTBOUND RIGHT SHOULDER (BEHIND GUIDERAIL), LOCATED APPROX. 31 FEET SOUTHEASTERLY FROM THE EASTERLY BRIDGE JOINT OF BRIDGE OVER STERLING CREEK.

NYSPCS NAD 83(2011) EASTERN ZONE
NAVD 88
NORTHING 1,547,255.798
EASTING 329,511.930
ELEV 434.89'

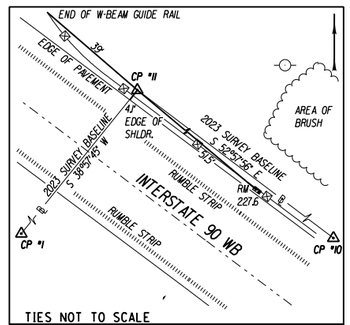


TIES NOT TO SCALE

CP 10 STA. 49+36.77

CP 10 IS A REBAR W/RAVI CAP SET AT MILEPOST 227.5 WESTBOUND (BEHIND GUIDERAIL), LOCATED APPROX. 492 FEET NORTHWESTERLY FROM THE WESTERLY BRIDGE JOINT OF BRIDGE OVER STERLING CREEK.

NYSPCS NAD 83(2011) EASTERN ZONE
NAVD 88
NORTHING 1,547,622.844
EASTING 329,027.487
ELEV 433.51'



TIES NOT TO SCALE

CP 11 STA. 55+13.29

CP 11 IS A REBAR W/RAVI CAP SET ON THE TOP OF BANK OF THE WESTBOUND RIGHT SHOULDER (BEHIND GUIDERAIL), LOCATED APPROX. 1,068 FEET NORTHWESTERLY FROM THE WESTERLY BRIDGE JOINT OF BRIDGE OVER STERLING CREEK.

NYSPCS NAD 83(2011) EASTERN ZONE
NAVD 88
NORTHING 1,547,970.082
EASTING 328,567.265
ELEV 436.83'

MAINLINE HORIZONTAL ALIGNMENT COORDINATES

POINT	STATION	NORTH	EAST
I-90 EASTBOUND			
P.O.B.	EB 0+00.00	1547849.70	328536.53
P.O.E.	EB 21+11.00	1546579.28	330222.73
I-90 WESTBOUND			
P.O.B.	WB 0+00.00	1547920.30	328589.06
P.O.E.	WB 21+12.00	1546649.56	330275.68

ALTERED ON:

AFFIXED ON: 12/04/2023

SIGNATURE:
STAMP:

SIGNATURE:
STAMP:

STATE OF NEW YORK
CHRISTOPHER GEORGE SICHAK
EXCELSIOR
084524
LICENSED PROFESSIONAL ENGINEER

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

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT
STERLING CREEK BRIDGE REHABILITATION

LOCATION OF PROJECT
SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41

TITLE OF DRAWING
HORIZONTAL AND VERTICAL CONTROL

CONTRACT NUMBER: TAS 24-5B

DATE: NOV. 2023

DRAWING NUMBER: HVC-1

DESIGN SUPERVISOR: C. SICHAK
DESIGNED BY: B. HYDE
DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD

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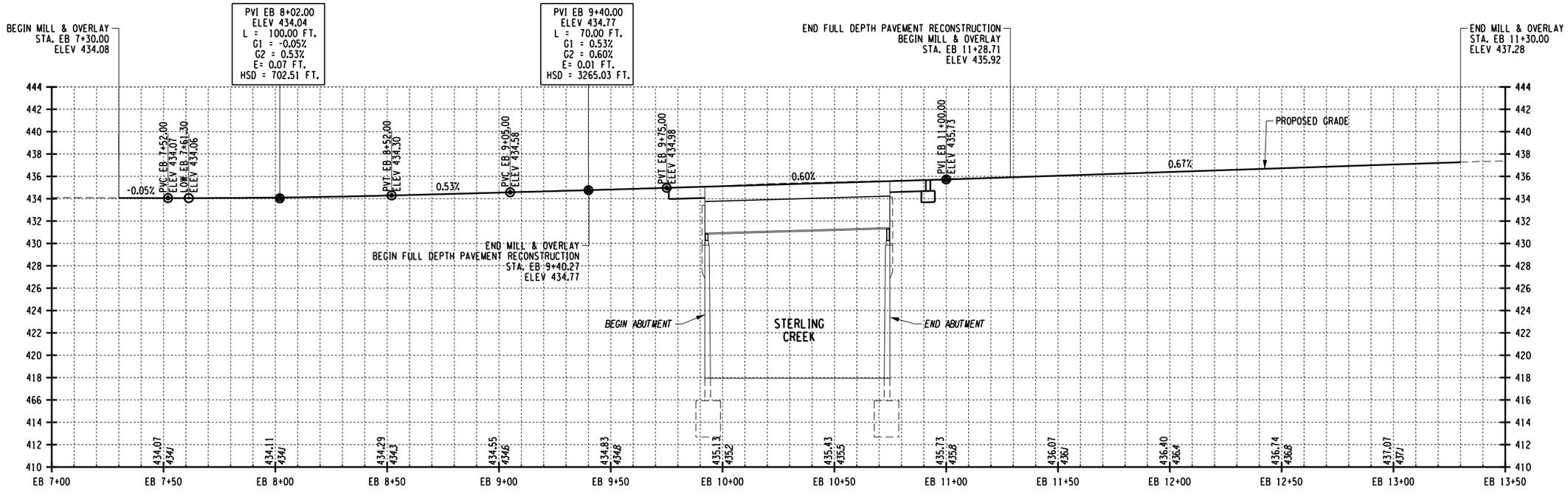
DATE/TIME = 12/4/2023 3:20:05 PM
USER = Lindot



PROFILE - I90 EASTBOUND

DESIGN SUPERVISOR: C. SICHAK
DESIGNED BY: B. HYDE
DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
CHECKED BY:

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USER = Lindol

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP:

STATE OF NEW YORK
CHRISTOPHER GEORGE SICHAK
EXCELSIOR
084524
LICENSED PROFESSIONAL ENGINEER

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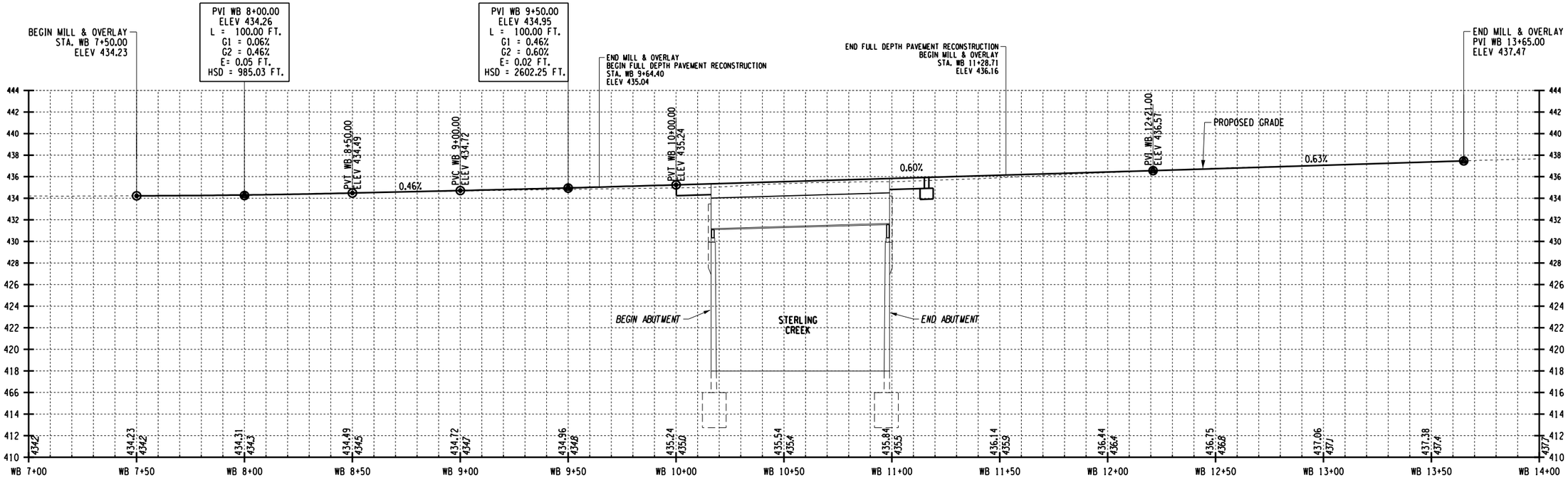
REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	PROPOSED PROFILE (EASTBOUND)
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	PR-1



PROFILE - I90 WESTBOUND

DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: B. HYDE
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

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SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

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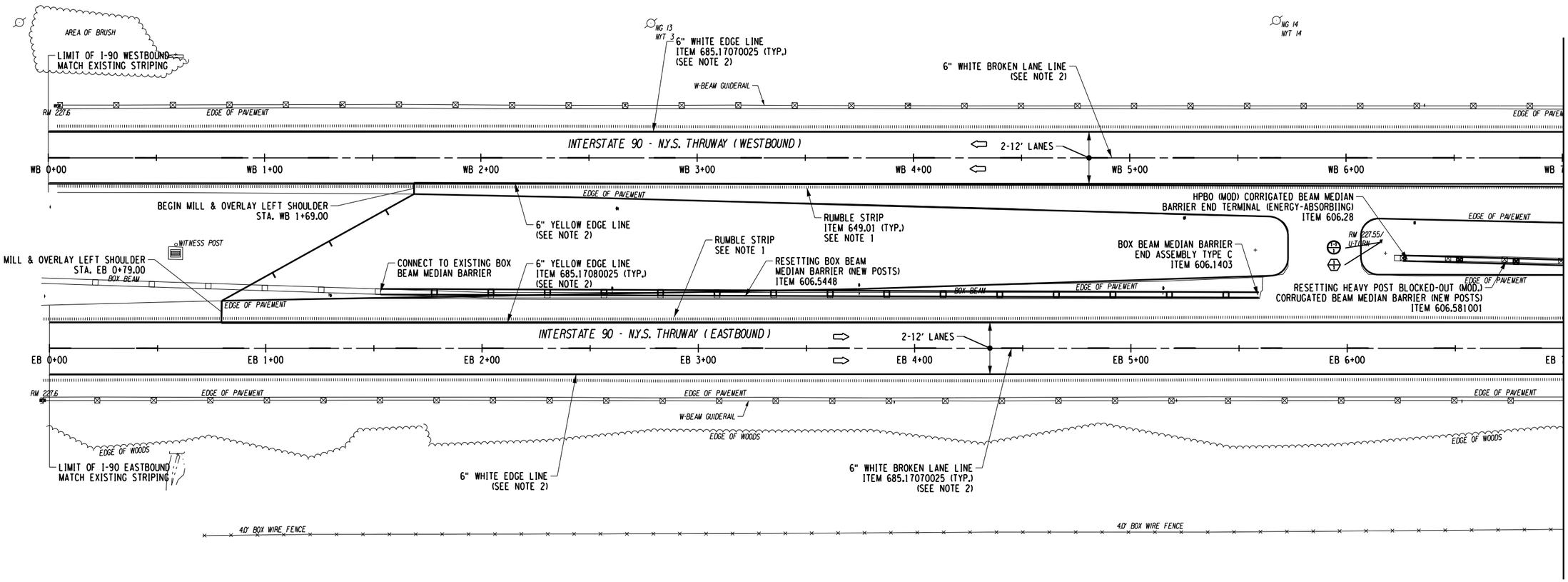
NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: PROPOSED PROFILE (WESTBOUND)	DRAWING NUMBER: PR-2



MATCH TO DRAWING NO GP-2

SIGN LEGEND	
SYMBOL	DESCRIPTION
X-T (XXX)	X - SHEET NO. NEW SIGN; Y - SIGN NO. TEXT - TEXT NO.
	SIGN REMOVAL
X-T	RELOCATE TO POSITION SHOWN
	TO REMAIN
	EXISTING SIGN
	PROPOSED SIGN

NOTE: REFER TO DWG. MT-1 FOR SIGN TEXT DATA

NOTES:

1. REFER TO NYSDOT STANDARD SHEET 649-02 FOR DETAILS OF MILLED IN AUDIBLE ROADWAY DELINEARS (MIARDS).
2. UNLESS OTHERWISE NOTED, ALL MAINLINE PAVEMENT MARKINGS SHALL BE HIGHLY REFLECTORIZED TRIPLE DROP EPOXY PAVEMENT STRIPES, INCLUDING RIGHT AND LEFT EDGE LINES & BROKEN LANE LINES.
3. SEE DWG. NO. MT-1 FOR GUIDERAIL TABLE & REFERENCE MARKER TABLE

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

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NEW YORK STATE OF OPPORTUNITY. Thruway Authority

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TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: GENERAL PLAN

CONTRACT NUMBER: TAS 24-5B
DATE: NOV. 2023
DRAWING NUMBER: GP-1

DESIGN SUPERVISOR: C. SICHAK
DRAFTED BY: T. LINDO
DESIGNED BY: B. HYDE
CHECKED BY: B. HYDE
CHECKED BY:

FILE NAME = N:\19710-05-Sterling\Drawings\SgnPvmtMrkgPlan\Plans\B2221_cph_pmp.dgn
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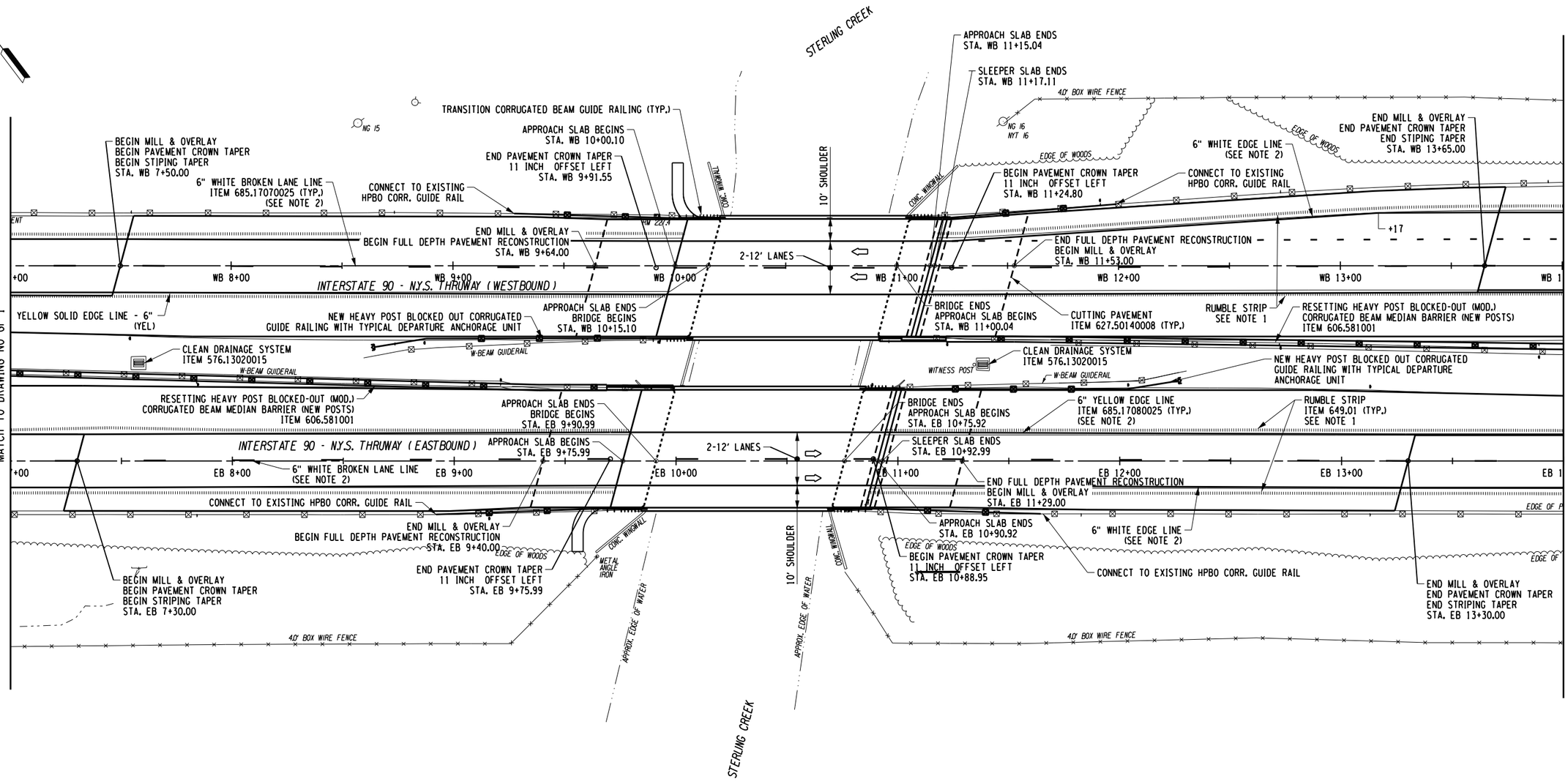
USER = Lindot



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2. UNLESS OTHERWISE NOTED, ALL MAINLINE PAVEMENT MARKINGS SHALL BE HIGHLY REFLECTORIZED TRIPLE DROP EPOXY PAVEMENT STRIPES, INCLUDING RIGHT AND LEFT EDGE LINES & BROKEN LANE LINES.
3. WHITE BROKEN LANE LINE SHALL FOLLOW CROWN TAPER AND 11" OFFSET.
4. SEE DWG. NO MT-1 FOR GUIDERAIL TABLE & REFERENCE MARKER TABLE

DRAFTED BY: T. LINDO
CHECKED BY: B. HYDE
DESIGNED BY: B. HYDE
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

FILE NAME = N:\19710-05-Sterling\Drawings\SgnPvmtMrkgPlan\Plans\B2221.cph.pmp.dgn
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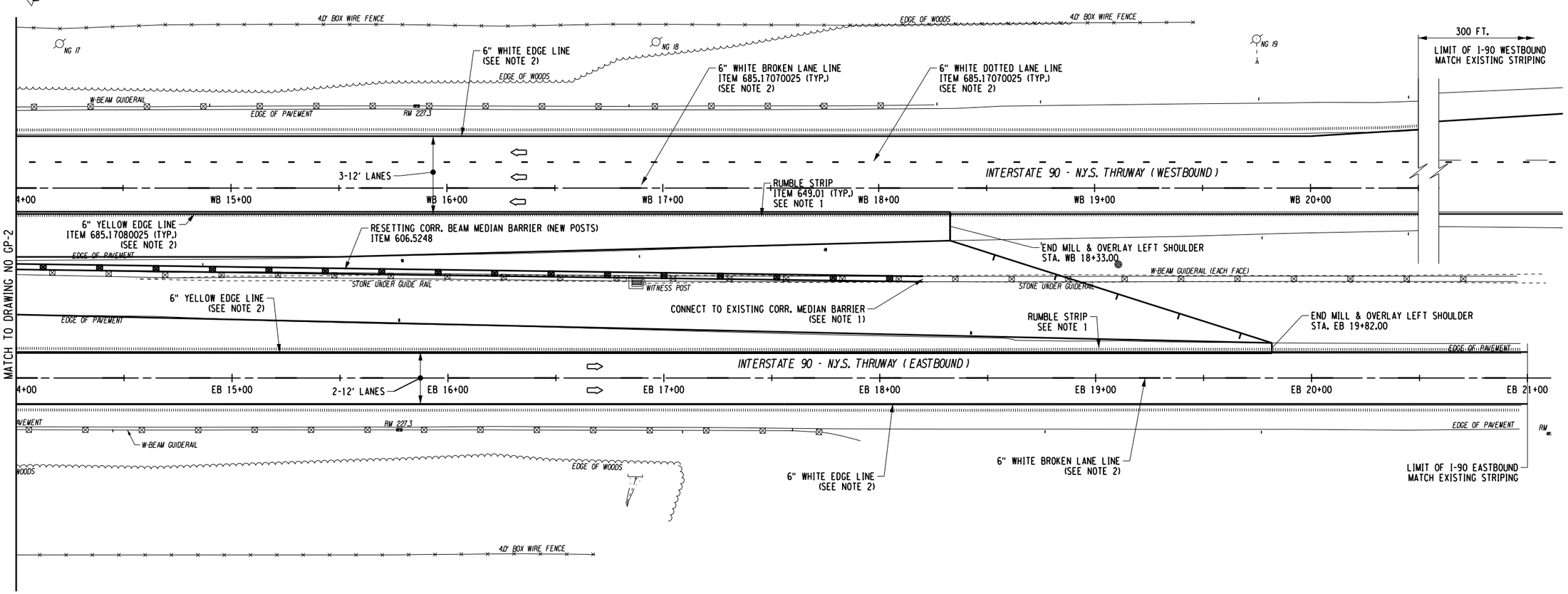
NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	GENERAL PLAN
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	GP-2



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DESIGN SUPERVISOR: C. SICHAK
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ERDMAN ANTHONY

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	GENERAL PLAN
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	GP-3

GENERAL NOTES:

1. MATERIAL AND CONSTRUCTION SPECIFICATIONS: NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS (U.S. CUSTOMARY) DATED AS SHOWN ON THE FRONT COVER OF THE PROPOSAL EXCEPT AS MODIFIED IN THESE PLANS AND THE PROPOSAL.

2. UNLESS OTHERWISE NOTED ALL ITEM NUMBERS FOR SPECIFIC WORK TASKS RELATE TO THE NEW YORK STATE STANDARD SPECIFICATIONS.

3. THE CONTRACTOR SHALL EXAMINE AND VERIFY IN THE FIELD ALL EXISTING AND GIVEN CONDITIONS, ELEVATIONS AND DIMENSIONS SHOWN ON THE PLANS. IF FIELD CONDITIONS AND DIMENSIONS DIFFER FROM THOSE SHOWN ON THE PLANS, THE CONTRACTOR SHALL MAKE APPROPRIATE CHANGES TO THOSE SHOWN ON, THE PLANS, AS APPROVED BY THE ENGINEER. ALL FIELD CONDITIONS AND DIMENSIONS SHALL BE NOTED ON THE AS-BUILT DRAWINGS SUBMITTED FOR APPROVAL.

4. THERE SHALL BE NO CLAIM MADE BY THE CONTRACTOR FOR WORK PERTAINING TO SUCH MODIFICATIONS AS MAY BE REQUIRED DUE TO DIFFERENCES BETWEEN ACTUAL FIELD CONDITIONS AND THOSE SHOWN BY THE DETAILS AND DIMENSIONS ON THE PLANS.

5. THE CONTRACTOR SHOULD NOTE THAT ADDITIONAL WORK, NOT SHOWN OR NOTED ON THE PLANS, MAY BE REQUIRED AS THE CONTRACT PROGRESSES. THIS WORK SHALL BE PERFORMED BY THE CONTRACTOR AS ORDERED BY THE ENGINEER AND PAYMENT WILL BE BY THE UNIT PRICE BID FOR THE APPROPRIATE ITEM.

6. NO ADDITIONAL PAYMENT SHALL BE MADE FOR WORK CALLED FOR BY NOTES ON THE PLAN, 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 LUMP UNIT BID PRICE FOR THE VARIOUS ITEMS IN THE CONTRACT.

7. THE CONTRACTOR SHALL PERFORM ALL WORK WITH CARE SO THAT ANY MATERIALS WHICH ARE TO REMAIN THE PROPERTY OF THE AUTHORITY WILL NOT BE DAMAGED. IF THE CONTRACTOR DAMAGES ANY MATERIALS WHICH ARE TO REMAIN THE PROPERTY OF THE SAID AGENCIES. THE DAMAGED MATERIALS SHALL BE REPAIRED OR REPLACED AT THE EXPENSE OF THE CONTRACTOR IN A MANNER SATISFACTORY TO THE ENGINEER.

8. THE CONTRACTOR IS ADVISED THAT ADDITIONAL NOTES WILL BE FOUND ON SUBSEQUENT SHEETS OF THE PLANS AND SUCH NOTES, WHILE PERTAINING TO THE SPECIFIC DRAWINGS THEY ARE PLACED ON, ALSO SUPPLEMENT THE GENERAL NOTES LISTED HEREIN.

9. WHENEVER ITEMS IN THE CONTRACT REQUIRE MATERIALS TO BE REMOVED AND DISPOSED OF, THE COST OF SUPPLYING THE DISPOSAL AREA AND OF TRANSPORTATION TO THAT AREA SHALL BE INCLUDED IN THE BID PRICE FOR THESE ITEMS.

10. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY SUPPORTS, BRACING OR OTHER DEVICES THAT MAY BE REQUIRED, OR THAT MAY BE DIRECTED BY THE ENGINEER, TO PROTECT THE SAFETY OF ADJACENT STRUCTURES, ROADWAYS OR UTILITIES. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE VARIOUS ITEMS IN THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.

11. THE METHOD OF REMOVAL OF EXISTING ROADWAY OR SHOULDER PAVEMENT IN THE IMMEDIATE VICINITY OF ANY UNDERGROUND UTILITIES, INCLUDING CROSS-CULVERTS, SHALL BE REVIEWED WITH THE ENGINEER PRIOR TO COMMENCEMENT OF WORK.

12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR GUARDING AND PROTECTING ALL OPEN EXCAVATIONS IN ACCORDANCE WITH THE PROVISION OF SECTION 107-05 (SAFETY AND HEALTH REQUIREMENTS) OF THE NYSDOT STANDARD SPECIFICATIONS.

13. IF THE ENGINEER NOTIFIES THE CONTRACTOR OF ANY HAZARDOUS CONSTRUCTION PRACTICES, ALL OPERATIONS IN THE AFFECTED AREA SHALL BE DISCONTINUED AND IMMEDIATE ACTION SHALL BE TAKEN TO CORRECT THE SITUATION TO THE SATISFACTION OF THE ENGINEER BEFORE WORK IS RESUMED.

14. ALL EXISTING SIGNS SHALL BECOME THE PROPERTY OF THE NYSTA.

15. TWO WEEKS PRIOR TO COMMENCEMENT OF ANY WORK, THE CONTRACTOR SHALL SUBMIT A PROPOSED CONSTRUCTION SEQUENCE TO THE ENGINEER FOR APPROVAL.

16. FIELD CONDITIONS MAY REQUIRE ADDITIONAL FULL DEPTH REPLACEMENT AREAS NOT SHOWN ON PLANS. THIS WORK WILL BE A.O.B.E. AND WILL BE PAID FOR UNDER THE APPROPRIATE UNIT BID PRICE ITEMS IN THE CONTRACT.

17. ALL WORK SHALL BE DONE IN STRICT COMPLIANCE WITH ALL APPLICABLE NATIONAL, STATE, AND LOCAL CODES, STANDARDS, ORDINANCES, RULES, AND REGULATIONS.

18. THE CONTRACTOR SHALL MAINTAIN THE INTEGRITY OF EXISTING EDGE OF PAVEMENT ALONG ALL RIGHTS-OF-WAY.

GENERAL NOTES CONT.:

19. ALL CONSTRUCTION WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE SAFETY CODES. THE CONTRACTOR SHALL HAVE A COMPETENT PERSON TRAINED IN SAFETY ON SITE DURING THE PROGRESSION OF ALL CONSTRUCTION ACTIVITIES. APPLICABLE SAFETY CODES MEAN THE LATEST EDITION INCLUDING ANY AND ALL AMENDMENTS, REVISIONS, AND ADDITIONS THERETO, TO THE FEDERAL DEPARTMENT OF LABOR, OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION'S OCCUPATIONAL SAFETY AND HEALTH STANDARDS (OSHA); AND APPLICABLE SAFETY, HEALTH REGULATIONS AND BUILDING CODES FOR CONSTRUCTION IN THE STATE OF NEW YORK. SHEET PILING SHALL BE DESIGNED AND SEALED BY A NEW YORK STATE PROFESSIONAL ENGINEER.

20. SUBMITTALS, CATALOG CUTS, SAMPLES, AND SHOP DRAWINGS MUST BE RECEIVED, REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO ORDERING OR FABRICATION OF MATERIALS AND PRIOR TO INSTALLATION OF MATERIALS. FAILURE TO DO SO MAY RESULT IN TIME DELAYS. THE CONTRACTOR WILL NOT BE ENTITLED TO COMPENSATION FOR SAID TIME DELAYS, REMOVALS, OR REPLACEMENTS.

21. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT, DUE TO THE NATURE OF RECONSTRUCTION PROJECTS, THE EXACT EXTENT OF CONSTRUCTION WORK CANNOT ALWAYS BE ACCURATELY DETERMINED PRIOR TO THE COMMENCEMENT OF WORK. THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON FIELD INSPECTION AND OTHER INFORMATION AVAILABLE AT THE TIME. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS TO CONSTRUCTION DETAILS AND WORK QUANTITIES. THE CONTRACTOR SHALL PERFORM WORK IN ACCORDANCE WITH FIELD CONDITIONS.

22. THE CONTRACTOR SHALL PROVIDE AN ACI CERTIFIED CONCRETE FLAT WORK FINISHER TO SUPERVISE ALL HAND FINISHING PER THE STANDARD SPECIFICATION. CERTIFICATION SHALL BE PROVIDED TO THE ENGINEER.

23. DESIGN SPECIFICATIONS: NYSDOT LRFD BRIDGE DESIGN SPECIFICATIONS WITH ALL PROVISIONS IN EFFECT AS OF SEPTEMBER 2023 (FOR DESIGN PURPOSES, COMPRESSIVE STRENGTH OF CONCRETE FOR SUBSTRUCTURES AND DECK SLABS AT 28 DAYS: f'c = 3,000 psi.)

24. DESIGN LIVE LOAD: HS 20

25. CONCRETE DATA: THE MINIMUM CONCRETE COMPRESSIVE STRENGTH SHALL BE 3,000 PSI AT 28 DAYS.

26. REINFORCING DATA: ALL NEW AND REPLACEMENT BAR REINFORCEMENT SHALL BE ASTM A 615 GRADE 60. BARS SHALL BE GALVANIZED AND FABRICATED IN ACCORDANCE WITH ASTM A 767, AND MEET THE REQUIREMENTS OF NYSDOT MATERIAL SPECIFICATIONS.

27. RECORD PLANS: RECORD PLANS COVERING PREVIOUS WORK WILL BE AVAILABLE AS SUPPLEMENTAL FOR REVIEW BY ALL PROSPECTIVE BIDDERS AT THE AUTHORITY'S WEBSITE PRIOR TO THE LETTING DATE; REFER TO CONTRACT M.T. 52-7, TAS87-16BP, TAS92-74B, TAS06-42, TAS08-33BP, TAS16-11, TAS-13B, TAS17-25B.

28. 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 IN ACCORDANCE WITH ALL STATE, FEDERAL, 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.

29. 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.

30. ALL SHOP DRAWINGS FOR THIS PROJECT SHALL BE PREPARED IN U.S. CUSTOMARY UNITS.

31. THE COST OF WATER USED FOR COMPACTION OF THE SELECT STRUCTURAL FILL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203.21 - SELECT STRUCTURE FILL.

32. THE COST OF ALL MATERIALS AT EACH CONSTRUCTION JOINT, CONTRACTION JOINT AND CONCRETE EXPANSION JOINT SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT, UNLESS OTHERWISE SPECIFIED ON THE PLANS.

33. THE LOAD RATINGS ARE IN ACCORDANCE WITH THE AASHTO MANUAL FOR BRIDGE EVALUATION.

34. THIS BRIDGE SHALL BE MAINTAINED IN ACCORDANCE WITH THE GUIDELINES CONTAINED IN THE CURRENT VERSION OF THE AASHTO MAINTENANCE MANUAL FOR ROADWAYS AND BRIDGES.

35. 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 SUPPORT AND BEARING PLACEMENT
- LATERAL STABILITY AND LATERAL, VERTICAL, AND TORSIONAL STRENGTH OF GIRDERS AND TEMPORARY SUPPORTS AT ANY CANTILEVERED SLABS DURING ANY STAGE OF CONSTRUCTION.

GENERAL NOTES CONT.:

38. WHEN JOINING FRESH CONCRETE TO NEW CONCRETE WHICH HAS ALREADY SET, OR TO EXISTING CONCRETE, THE CONCRETE IN PLACE SHALL HAVE ITS SURFACE SCOURED OR ABRADED WITH A SUITABLE TOOL TO REMOVE ALL LOOSE AND FOREIGN MATERIALS. THIS SURFACE SHALL BE SCRUBBED WITH WIRE BROOMS. AFTER THE SURFACE PREPARATION HAS BEEN ACCEPTED, THIS SURFACE SHALL BE THOROUGHLY WET AND KEPT SO FOR A PERIOD OF 12 HOURS IMMEDIATELY PRIOR TO PLACING THE NEW CONCRETE. THIS MAY BE ACCOMPLISHED BY CONTINUOUS WETTING WITH SOAKER HOSES OR THE USE OR BURLAP/BURLENE/ETC. SO THAT MOISTURE CAN BE MAINTAINED. IF, IN THE OPINION OF THE ENGINEER, CONDITIONS OR THE SITUATION PROHIBITS THIS, THEN THE SURFACES SHALL BE WETTED FOR AS LONG AS POSSIBLE AT THE DISCRETION OF THE ENGINEER. THE CONTRACTOR SHALL REMOVE ANY PUDDLES OR FREE STANDING WATER WITH OIL-FREE COMPRESSED AIR, AND PROTECT THE SURFACES FROM DRYING, SO THAT THE EXISTING CONCRETE REMAINS IN A CLEAN, SATURATED, SURFACE DRY CONDITION UNTIL PLACEMENT OF THE NEW CONCRETE. IMMEDIATELY BEFORE PLACING THE NEW CONCRETE, THE FORMS SHALL BE DRAWN TIGHT AGAINST THE CONCRETE ALREADY IN PLACE.

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

40. WHEN "PULL-OUT-TESTING" IS REQUIRED FOR ANCHOR BOLTS OR REINFORCING STEEL BARS DRILLED AND GROUTED INTO NEW OR EXISTING CONCRETE, THE BOLTS/BARS SHALL BE REQUIRED TO WITHSTAND A TENSILE FORCE OF NOT LESS THAN 150% OF THE DESIGN TENSILE LOAD WITHOUT DAMAGE TO THE CONCRETE.

SUBSTRUCTURE NOTES:

1. ALL EXPOSED EDGES OF CONCRETE ARE TO BE CHAMFERED 1 INCH UNLESS OTHERWISE NOTED.

2. ALL PLACEMENTS OF SELECT STRUCTURAL FILL, ITEM 203.21, SHALL BE COMPACTED TO 95 PERCENT OF STANDARD PROCTOR MAXIMUM DENSITY.

3. PROTECTIVE SEALING OF NEW STRUCTURAL CONCRETE, ITEM 559.02, (A CLEAR PENETRATING SEALER) SHALL BE APPLIED TO ALL NEW EXPOSED CONCRETE SURFACES OF THE SUBSTRUCTURES. PROTECTIVE SEALING OF EXISTING STRUCTURAL CONCRETE AND EXISTING BRIDGE DECK, ITEM 559.03, (A CLEAR PENETRATING SEALER) SHALL BE APPLIED TO ALL OTHER EXPOSED CONCRETE SURFACES OF THE SUBSTRUCTURES.

4. THE CONTRACTOR, WITH THE PERMISSION OF THE NYSTA, MAY ELECT TO INTRODUCE CONSTRUCTION JOINTS IN THE ABUTMENTS AT LOCATIONS NOT SHOWN ON THE PLANS. THESE CONSTRUCTION JOINTS SHALL BE PROVIDED WITH SHEAR KEYS AND WATERSTOPS. VERTICAL CONSTRUCTION JOINTS INTRODUCED IN THE BACKWALL SHOULD PREFERABLY BE PLACED MIDWAY BETWEEN THE PEDESTALS.

SUPERSTRUCTURE NOTES:

1. WELDING: ALL WELDING SHALL CONFORM TO THE LATEST VERSION OF THE NEW YORK STATE STEEL CONSTRUCTION MANUAL UNLESS OTHERWISE NOTED.

2. ALL DECK FORMS USED SHALL BE EITHER REMOVABLE FORMS OR STAY-IN-PLACE (SIP) FORMS. SIP FORMS AND SUPPORTS SHALL CONFORM TO ASTM A653, GRADE A THRU E. COATING DESIGNATION G235, FABRICATION SHALL BE IN CONFORMANCE WITH ASTM A924.

3. ALL LONGITUDINAL AND TRANSVERSE TOP MAT DECK REINFORCING STEEL SHALL BE STAGGERED 1/2 SPACE ABOVE BOTTOM MAT STEEL, UNLESS NOTED OTHERWISE ON THE DETAILS.

4. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND ADVISE THE AUTHORITY OF THE TYPE, SIZE, AND WEIGHT OF ALL VEHICLES THEY INTEND TO USE ON THE STRUCTURE DURING CONSTRUCTION BASED ON THE CONDITION OF THE EXISTING STRUCTURE. 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 WITH ALL RESTRICTIONS ENUMERATED 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.

5. PROTECTIVE SEALING OF STRUCTURAL CONCRETE ON NEW BRIDGE DECKS, ITEM 559.01, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES OF THE STRUCTURAL DECK AND BARRIER. ONLY PENETRATING TYPE SEALER AS INDICATED IN THE SPECIFICATION SHALL BE USED.

INDEX

ACCESS AND NOTIFICATION NOTES:

1. THE CONTRACTOR SHALL PROVIDE SAFE AND ADEQUATE ACCESS INTO OR THROUGH THE WORK SITE BY EMERGENCY VEHICLES AT ALL TIMES.

2. THE CONTRACTOR SHALL MAINTAIN ALL TRAFFIC IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE NYS SUPPLEMENT, AND EFFORTS SHALL BE COORDINATED WITH THE ENGINEER, AND/OR THE NEW YORK STATE THRUWAY AUTHORITY. TEMPORARY PAVEMENT SHALL BE PLACED WITHIN 48 HOURS OF COMPLETION OF EXCAVATION AND BACKFILL OPERATIONS WITHIN THE PAVEMENT LIMITS.

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

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

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: GENERAL NOTES & INDEX (1 OF 2)	DRAWING NUMBER: ST-1

DESIGN SUPERVISOR: C. SICHAK
DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_gen notes1.dgn
DATE/TIME = 12/4/2023 3:20:10 PM
USER = Lindo1

UTILITY NOTES:

1. LOCATION OF UTILITIES, PUBLIC AND/OR PRIVATE, INDICATED ON THE PLANS AS EXISTING AND/OR TO BE CONSTRUCTED ARE APPROXIMATE ONLY. THEIR EXACT LOCATION 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.

2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CALL "UDIG NY" (1-800-962-7962) TO HAVE UNDERGROUND UTILITIES LOCATED.

3. IN THE EVENT THE CONTRACTOR DAMAGES AN EXISTING UTILITY SERVICE CAUSING AN INTERRUPTION IN SAID SERVICE, THEY SHALL IMMEDIATELY CONTACT SAID UTILITY AND IF NECESSARY, COMMENCE WORK TO RESTORE THAT SERVICE AT THEIR OWN EXPENSE. THEY MAY NOT CEASE THEIR WORK OPERATION UNTIL THAT SERVICE IS RESTORED. PLEASE NOTE THAT SOME UTILITIES REQUIRE DAMAGE REPAIRED BY THEIR OWN CREWS. THE CONTRACTOR SHALL THEN PROVIDE ANY PROVISIONS NECESSARY TO AID IN THIS RESTORATION.

4. THE QUALITY LEVEL OF THE UNDERGROUND UTILITY INFORMATION ON THE PLANS IS QUALITY LEVEL "C". FOUR SEPARATE QUALITY LEVELS OF SUBSURFACE UTILITY FACILITY INFORMATION ARE GENERALLY RECOGNIZED AND ARE AS FOLLOWS:

- QUALITY LEVEL A (QLA): QUALITY LEVEL A IS THE HIGHEST DEGREE OF ACCURACY. THE INFORMATION SHOWN ON THE PLANS HAS BEEN OBTAINED BY THE ACTUAL EXPOSURE (OR VERIFICATION OF PREVIOUSLY EXPOSED AND SURVEYED UTILITY FACILITIES) OF SUBSURFACE UTILITIES, USING (TYPICALLY) MINIMALLY INTRUSIVE EXCAVATION EQUIPMENT TO DETERMINE THEIR PRECISE HORIZONTAL AND VERTICAL POSITIONS, AS WELL AS THEIR OTHER UTILITY FACILITY ATTRIBUTES. (SHOWN AS QLA)

- QUALITY LEVEL B (QLB): QUALITY LEVEL B IS THE SECOND HIGHEST DEGREE OF ACCURACY. THE INFORMATION SHOWN ON THE PLANS HAS BEEN OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS (I.E. UNDERGROUND CAMERAS, RADAR, SONAR, TONE OUTS, ETC.) TO IDENTIFY THE EXISTENCE AND APPROPRIATE HORIZONTAL POSITION OF SUBSURFACE UTILITY FACILITIES, QUALITY LEVEL B DATA ARE REPRODUCIBLE BY SURFACE GEOPHYSICS AT ANY POINT OF THEIR DESCRIPTION. THE INFORMATION WAS SURVEYED TO APPLICABLE TOLERANCES AND REDUCED ONTO THE PLANS. NO EXCAVATIONS WERE PERFORMED. (SHOWN AS QLB)

- QUALITY LEVEL C (QLC): QUALITY LEVEL C IS THE THIRD HIGHEST DEGREE OF ACCURACY. THE INFORMATION SHOWN ON THE PLANS HAS BEEN OBTAINED BY SURVEYING AND PLOTTING VISIBLE ABOVE-GROUND UTILITY FEATURES AND BY USING PROFESSIONAL JUDGMENT IN CORRELATING THIS INFORMATION TO QUALITY LEVEL D INFORMATION. (SHOWN AS QLC)

- QUALITY LEVEL D (QLD): QUALITY LEVEL D IS THE LOWEST DEGREE OF ACCURACY. THE INFORMATION SHOWN ON THE PLANS WAS DERIVED SOLELY FROM EXISTING NYSDOT AND/OR UTILITY COMPANY RECORDS OR RECOLLECTIONS. (SHOWN AS QLD)

REMOVAL, EXCAVATION, AND BACKFILL NOTES:

1. DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT DROP WASTE CONCRETE, DEBRIS OR OTHER MATERIAL TO RAILROAD RIGHT-OF-WAY, RIVERS, AND ROADWAYS BELOW THE BRIDGE EXCEPT WHERE THE PLANS OR SPECIFICATIONS SPECIFICALLY PERMIT THE DROPPING OF MATERIAL. PLATFORMS, NETS, SCREENS, OR OTHER PROTECTIVE DEVICES SHALL BE USED TO CATCH THE MATERIAL. IF THE ENGINEER DETERMINES THAT ADEQUATE PROTECTIVE DEVICES ARE NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED. IF MATERIAL FALLS ON THE AREA BELOW AND ADJACENT TO THE BRIDGE, IT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR ON A DAILY BASIS.

2. THE COST OF FURNISHING, INSTALLING, MAINTAINING, REMOVING AND DISPOSING OF ALL PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE APPROPRIATE ITEMS IN THE CONTRACT.

3. DEWATERING MAY BE REQUIRED FOR THE INSTALLATION OF NEW DRAINAGE FACILITIES AND THE CLEANING OF EXISTING DRAINAGE FACILITIES. THE COST OF DEWATERING IS TO BE INCLUDED IN THE VARIOUS DRAINAGE ITEMS. THE CONTRACTOR MUST OBTAIN THE REQUIRED PERMITS FROM THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION IF THE CONTRACTOR ELECTS TO USE WELL POINTS.

4. EXISTING SUBSTRUCTURE SHALL BE REMOVED WITHIN THE LIMITS SHOWN ON THE PLANS UNDER ITEM 580.01 IN THE BRIDGE ESTIMATE.

5. EXISTING DECK SHALL BE REMOVED UNDER ITEM 202.2201 IN THE BRIDGE ESTIMATE.

6. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF SUBSECTION 202-3.01 GENERAL AND SAFETY REQUIREMENTS. A REMOVAL PLAN, SIGNED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW YORK, SHALL BE SUBMITTED TO THE ENGINEER THIRTY (30) DAYS PRIOR TO BEGINNING THE DEMOLITION.

7. REFER TO SUBSECTION 107-05 OF THE STANDARD SPECIFICATIONS FOR SAFETY AND HEALTH REQUIREMENTS.

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CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_gen notes2.dgn
DATE/TIME = 12/4/2023 3:20:13 PM
USER = Lindot

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SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

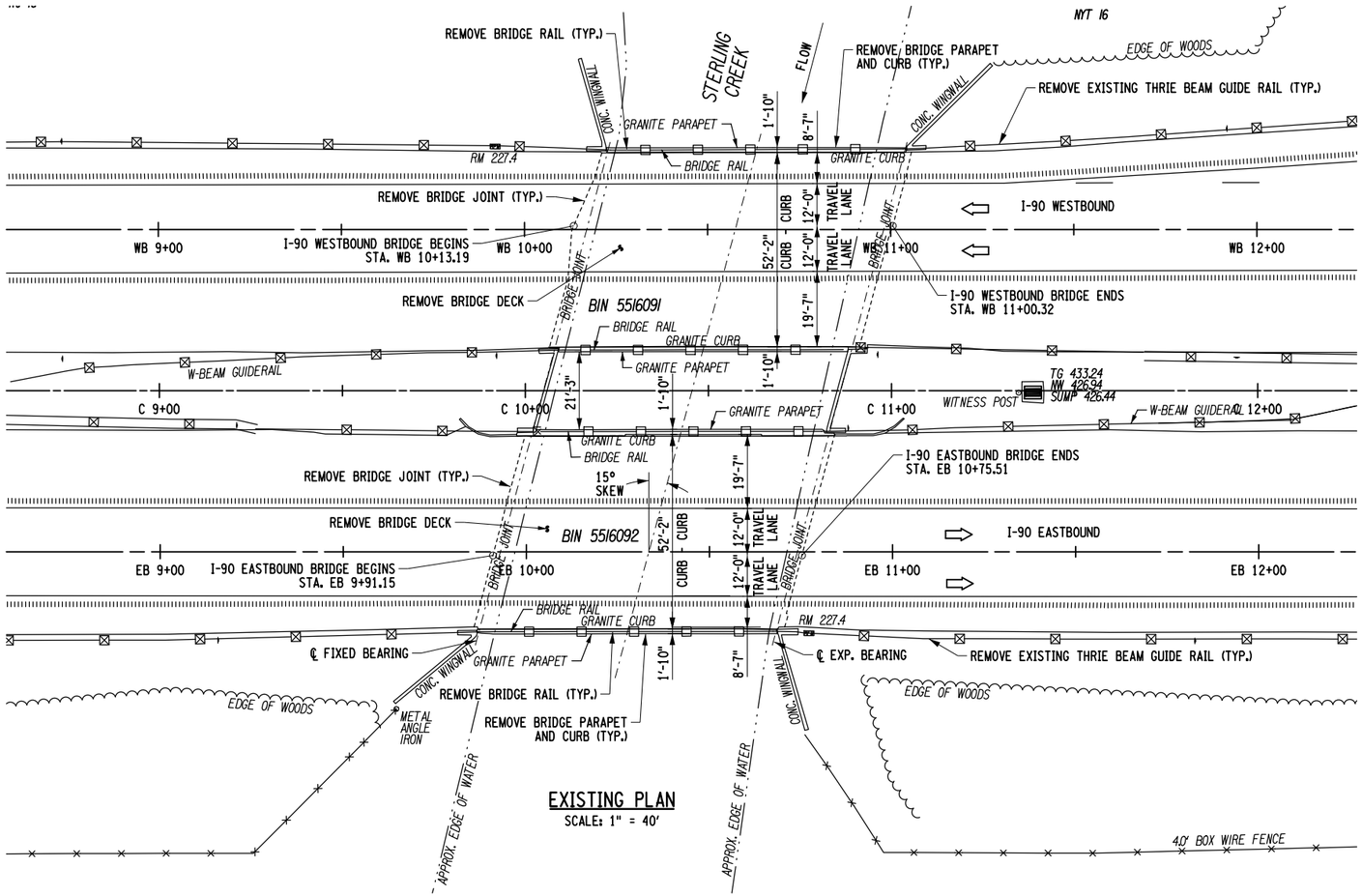
REVISIONS

DATE	DESCRIPTION	BY	SYM.

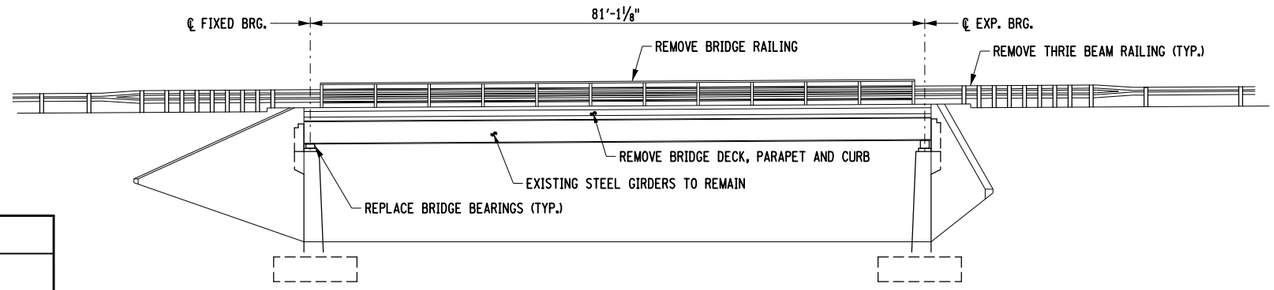
NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	GENERAL NOTES (2 OF 2)
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ST-2



EXISTING PLAN
SCALE: 1" = 40'



EXISTING ELEVATION
SCALE: 1" = 20'

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

10 0 10 20 30 40'
1" = 20'

DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK
FILE NAME = B2221_cpb_gen-1.dgn
DATE/TIME = 04-DEC-2023 15:20
USER = L Lindot

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

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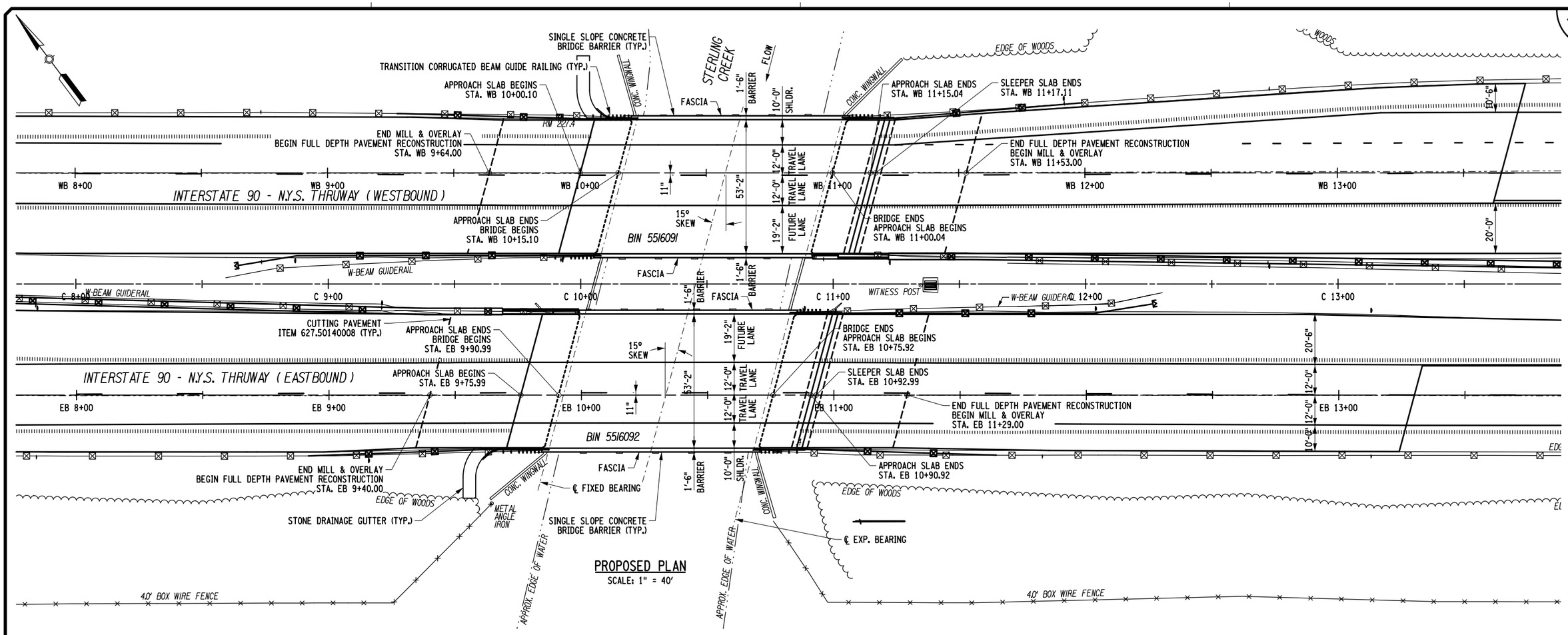
REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

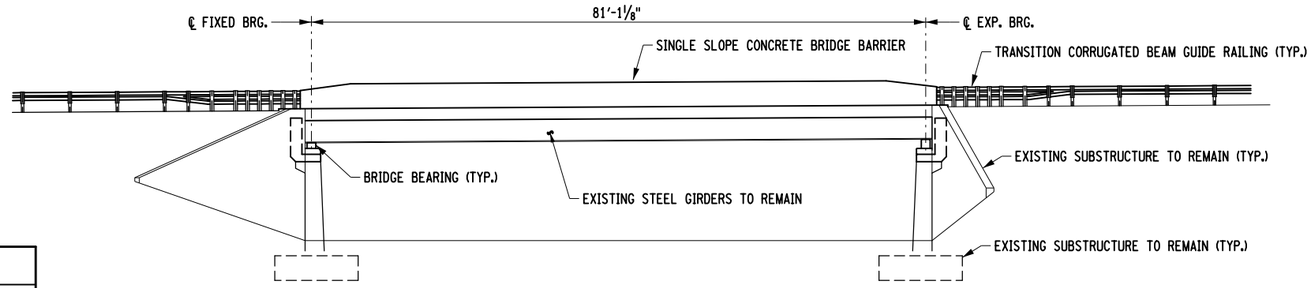
TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: EXISTING PLAN AND ELEVATION	DRAWING NUMBER: ST-3



PROPOSED PLAN
SCALE: 1" = 40'

NOTES:

1. TRANSITION FROM NEW BRIDGE BARRIER TO EXISTING HPBO MEDIAN BARRIER INCLUDES ITEM 606.9004 - TRANSITION BETWEEN HALF-SECTION AND FULL-SECTION SINGLE SLOPE CONCRETE BARRIER (RIGHT POCKET), ITEM 606.8906 - TRANSITION: HPBO (MOD.) CORRUGATED BEAM MEDIAN BARRIER TO SINGLE SLOPE CONCRETE MEDIAN BARRIER AND ITEM 606.2801 - HPBO (MOD.) CORRUGATED BEAM MEDIAN BARRIER (AS NEEDED).



PROPOSED ELEVATION
SCALE: 1" = 20'

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

10 0 10 20 30 40'
1" = 20'

DESIGNED BY: N. BARNHARD
DRAFTED BY: T. LINDO
CHECKED BY:
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

FILE NAME = B2221_cpb_gen-2.dgn
DATE/TIME = 04-DEC-2023 15:20
USER = L'indoT

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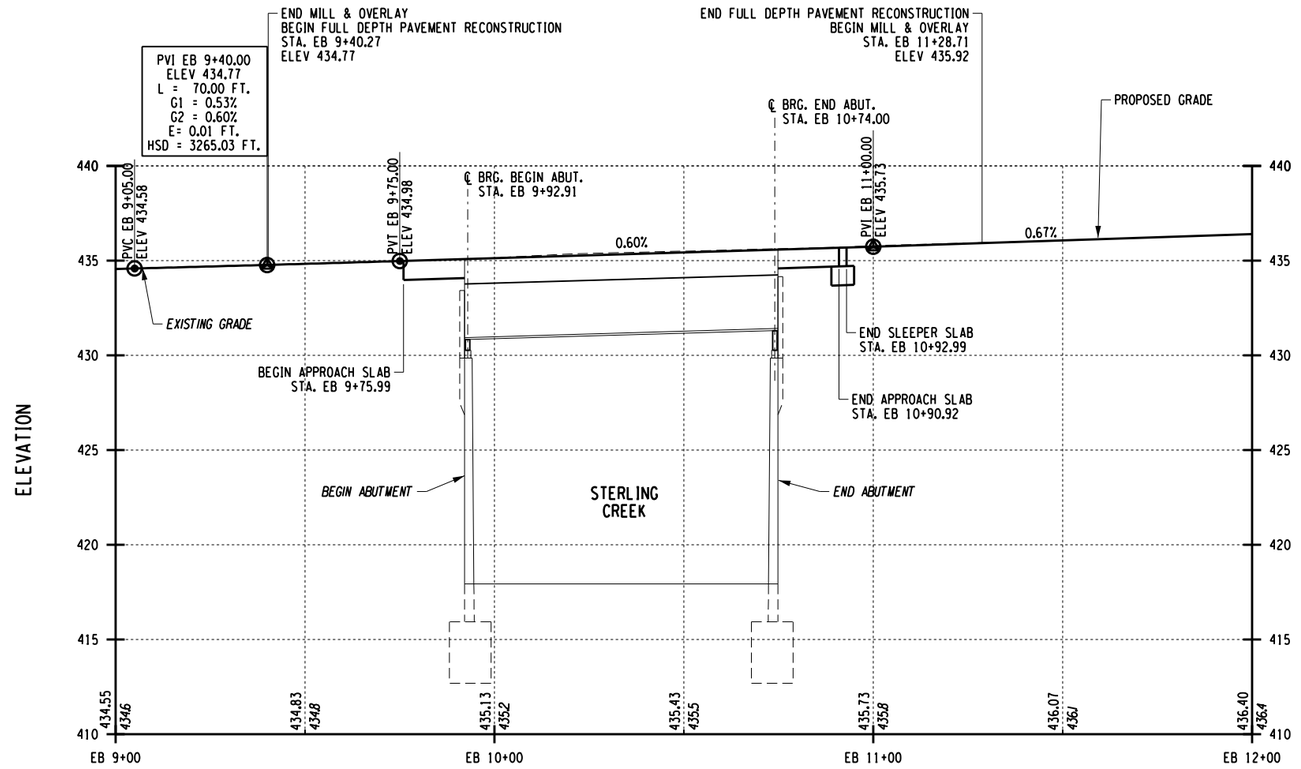
REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: PROPOSED PLAN AND ELEVATION	DRAWING NUMBER: ST-4



PROFILE - I90 EASTBOUND

DESIGN SUPERVISOR: C. SICHAK
DESIGNED BY: N. BARNHARD
DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
CHECKED BY:

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_gen_pro_EB.dgn
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USER = Lindot

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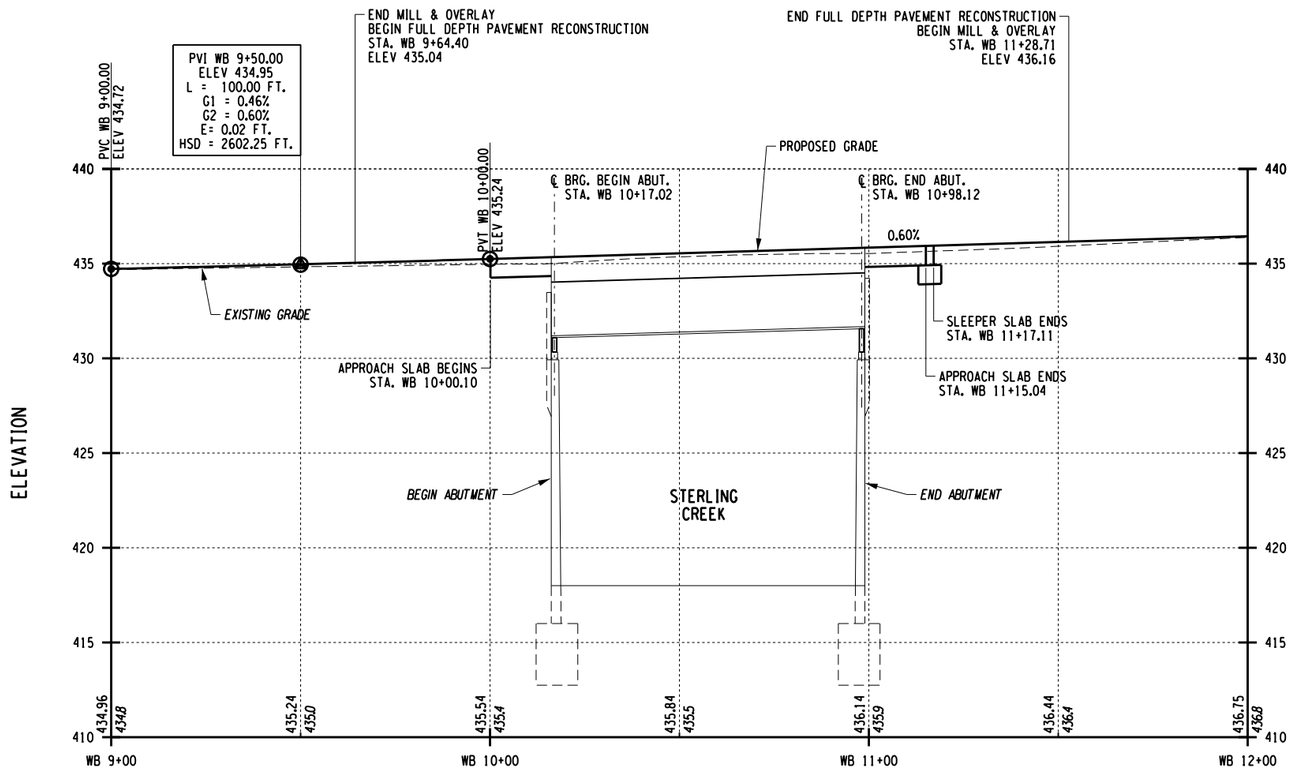
REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: PROPOSED PROFILE (EASTBOUND)	DRAWING NUMBER: ST-6



PROFILE - I90 WESTBOUND

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

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REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	PROPOSED PROFILE (WESTBOUND)
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ST-7

DESIGN SUPERVISOR: C. SICHAK
DESIGNED BY: N. BARNHARD
CHECKED BY:
DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
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FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_gen_pro_WB.dgn
DATE/TIME = 12/4/2023 3:20:16 PM
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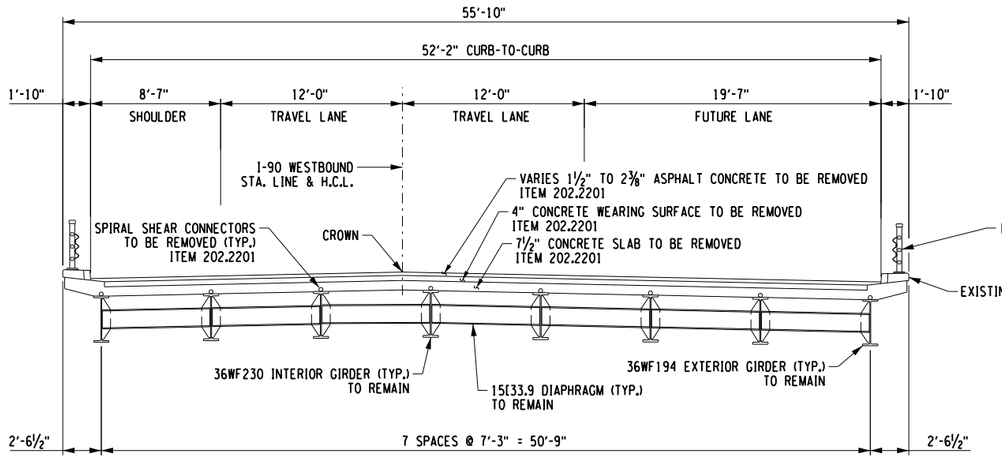
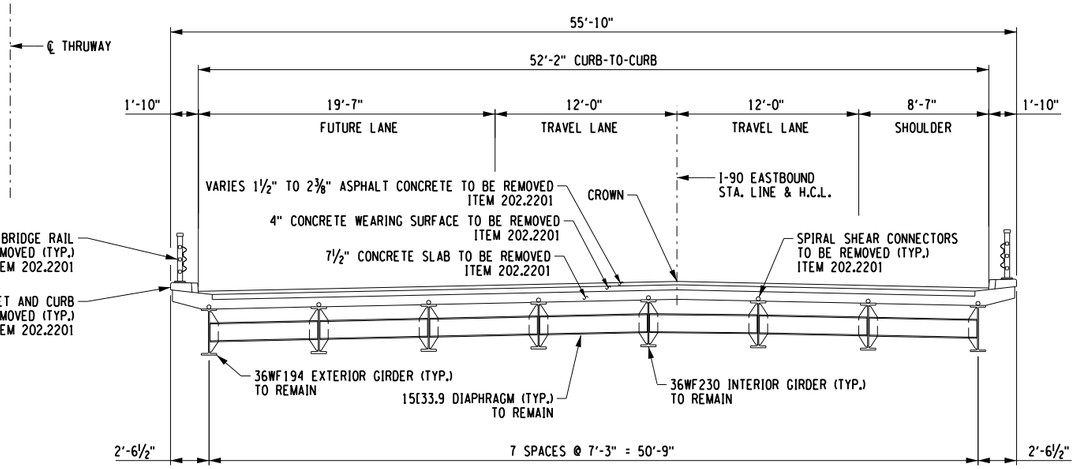


I-90 WESTBOUND



I-90 EASTBOUND

EXISTING TRANSVERSE SECTION

SCALE: 1" = 10'

I-90 WESTBOUND

I-90 EASTBOUND

PROPOSED TRANSVERSE SECTION

SCALE: 1" = 10'

ITEM	DESCRIPTION	UNIT
556.03	STUD SHEAR CONNECTORS FOR BRIDGES	EA
557.4102	SUPERSTRUCTURE SLAB WITH INTEGRAL WEARING SURFACE -	SY
404.097201	HPIC BOTTOM FORMWORK REQUIRED, TYPE 2 FRICTION	LF
569.04	SINGLE SLOPE (HALF SECTION) CONCRETE BRIDGE BARRIER	

ITEM	DESCRIPTION	UNIT

NOTES:

ALTERED ON:

SIGNATURE:
STAMP:

AFFIXED ON: 12/04/2023

SIGNATURE:
STAMP:

STATE OF NEW YORK
CHRISTOPHER GEORGE SICHAK
EXCELSIOR
LICENSED PROFESSIONAL ENGINEER
084524

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REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT
STERLING CREEK BRIDGE REHABILITATION

LOCATION OF PROJECT
SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41

TITLE OF DRAWING
EXISTING AND PROPOSED TRANSVERSE SECTION

CONTRACT NUMBER: TAS 24-5B

DATE: NOV. 2023

DRAWING NUMBER: ST-5

DESIGN SUPERVISOR: C. SICHAK
DESIGNED BY: N. BARNHARD
DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD

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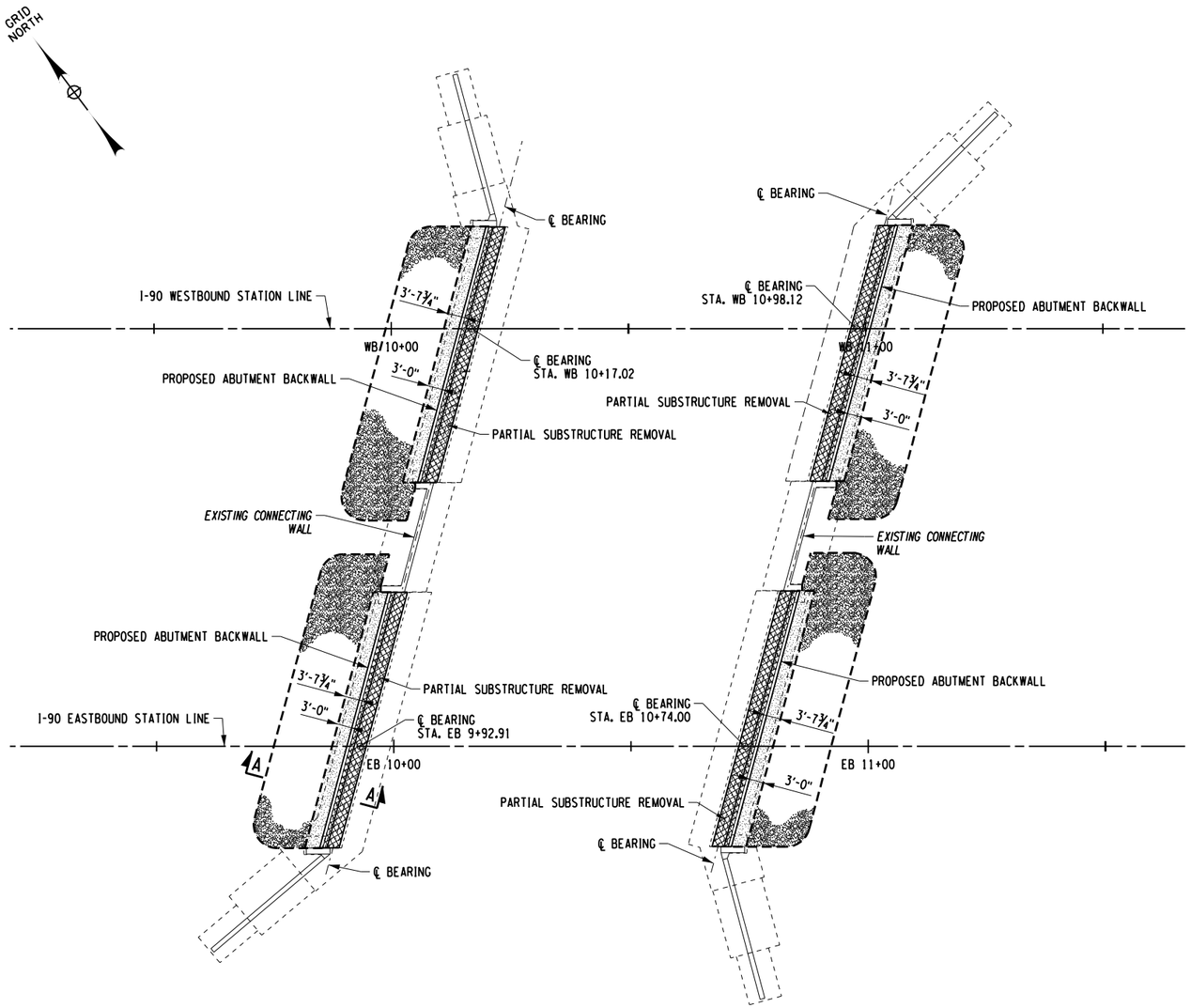
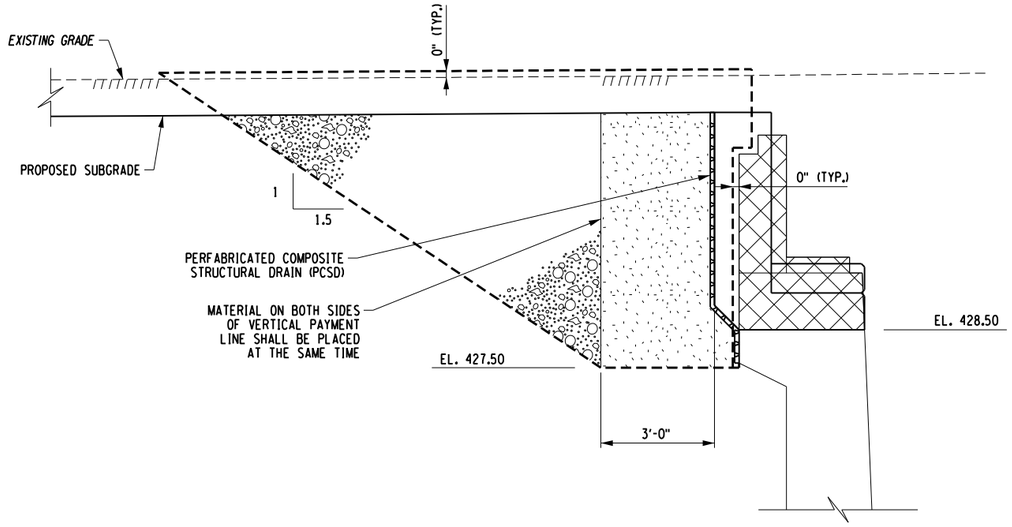
USER = Lindot



EXCAVATION PLAN
SCALE: 1" = 30'-0"



SECTION A-A
(I-90 EASTBOUND BEGIN ABUTMENT SHOWN,
I-90 EASTBOUND END ABUTMENT AND I-90 WESTBOUND ABUTMENTS SIMILAR)

LEGEND

- EXISTING GROUND SURFACE
- SELECT STRUCTURE FILL (ITEM 203.21), COMPACTED TO 95% OF STANDARD PROCTOR MAXIMUM DENSITY
- EMBANKMENT IN PLACE (ITEM 203.03)
- REMOVAL OF STRUCTURAL CONCRETE, ITEM 580.01
- AREA ENCLOSED WITHIN THESE LINES DESIGNATES PAYMENT LINES FOR STRUCTURE EXCAVATION (ITEM 206.01)
- PREFABRICATED COMPOSITE STRUCTURAL/INTEGRAL ABUTMENT DRAIN (ITEM 207.26/27)

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	EXCAVATION PLAN AND SECTION
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ST-8

DESIGN SUPERVISOR: C. SICHAK
DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:

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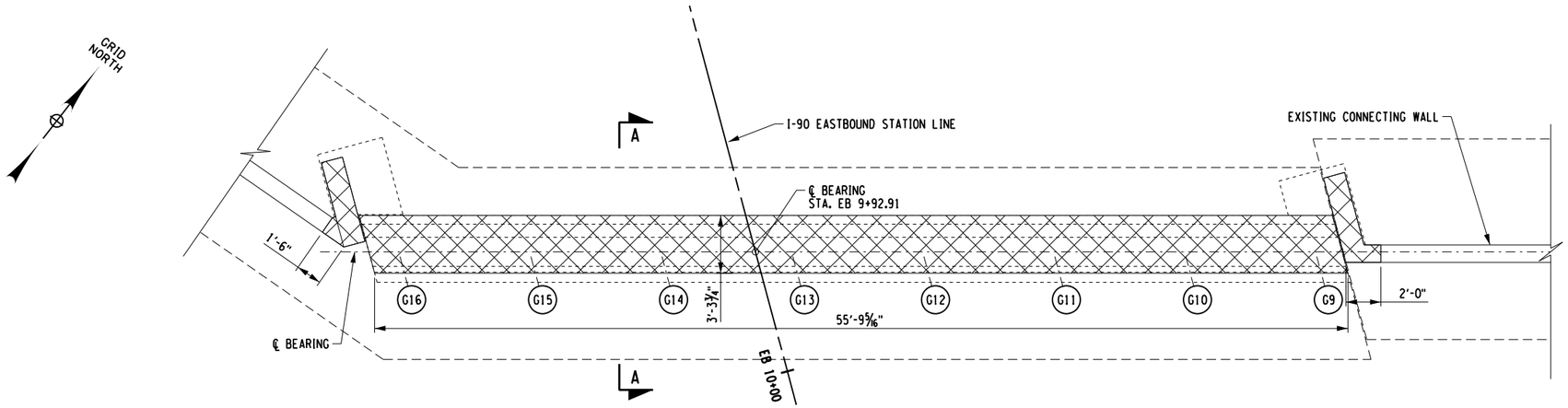
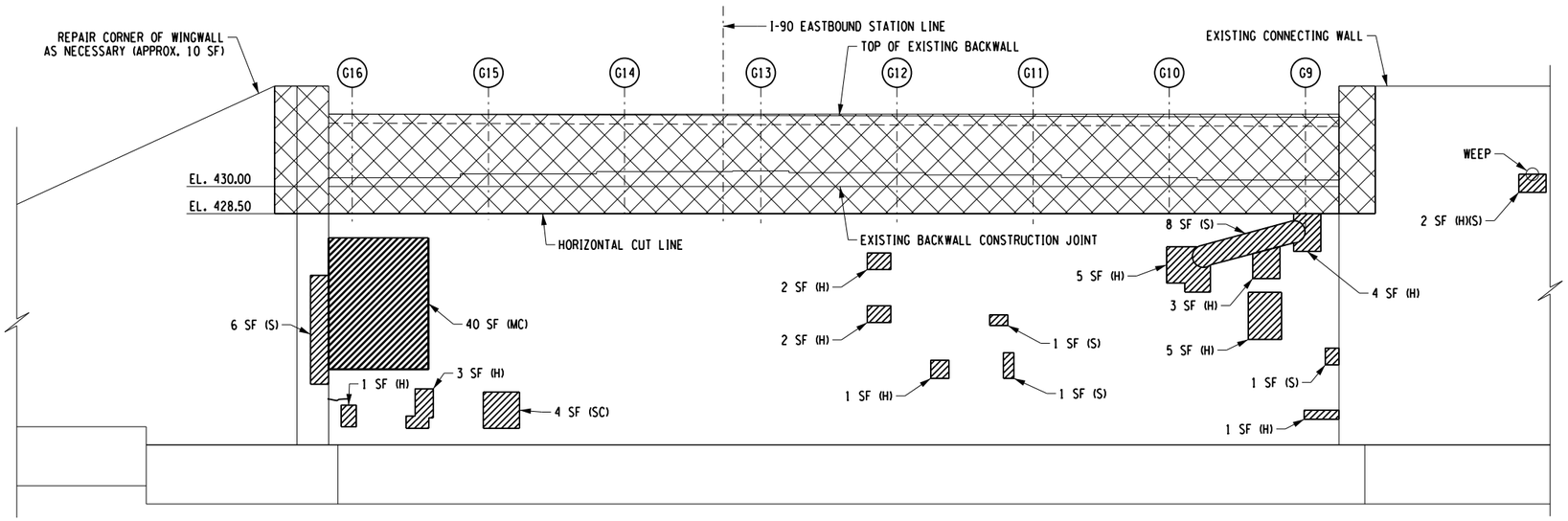


BEGIN ABUTMENT PLAN
(I-90 EASTBOUND)
SCALE: ⅛" = 1'-0"



ELEVATION
(I-90 EASTBOUND)
SCALE: ⅛" = 1'-0"

NOTES:

1. SAWCUT ALL CONCRETE REMOVAL LIMITS TO 1" DEEP ALONG ALL EDGES PRIOR TO CONCRETE REMOVAL.
2. SEE DRAWING NO. ST-13 FOR SECTION A-A.
3. LOAD TABLES HAVE BEEN PROVIDED FOR THE LIFTING OPERATIONS OF THE EXISTING GIRDERS AND DIAPHRAGMS. THESE LOADS ARE BASED ON A SYMMETRICAL SUPPORT SYSTEM ABOUT THE LENGTH OF THE GIRDERS. IF THE SUPPORT SYSTEM IS NOT SYMMETRICAL, THE LOADS PROVIDED IN THE TABLES MUST BE RE-EVALUATED.
4. SEE CONCRETE REMOVAL DETAILS ON DRAWING NO. ST-19.
5. REFER TO "USACE NATIONWIDE PERMIT #3 MAINTENANCE" FOR WATERWAY DIVERSION AND IN-WATER WORK REQUIREMENTS.

LEGEND

- REMOVAL OF STRUCTURAL CONCRETE, ITEM 580.01
- REMOVAL OF STRUCTURAL CONCRETE - REPLACEMENT WITH CLASS D CONCRETE, ITEM 528.06
- CRACK REPAIR BY EPOXY INJECTION (RESTORATION), ITEM 555.80020001

ABBR.	DESCRIPTION
(H)	HOLLOW
(HL)	HAIR LINE
(S)	SPALLED
(SC)	SCAILING
(E)	EFFLORESCENCE
(MC)	MAP CRACKING
(CJ)	CONSTRUCTION JOINT

CONCRETE REMOVAL & REPAIR TABLE	
QUANTITY	ITEM NO.
24.2 CY	580.01
100.0 SF	582.06
25.0 LF	555.80020001

STRUCTURAL LIFTING LOAD TABLE	
GIRDER	LOAD (kip)
G9	10.949
G10	12.884
G11	12.884
G12	12.884
G13	12.884
G14	12.884
G15	12.884
G16	10.949

DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_abt_beg_demol.dgn
DATE/TIME = 12/4/2023 3:20:19 PM
USER = Lindot

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK CHRISTOPHER GEORGE SICHAK 084524 LICENSED PROFESSIONAL ENGINEER EXCELSIOR

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

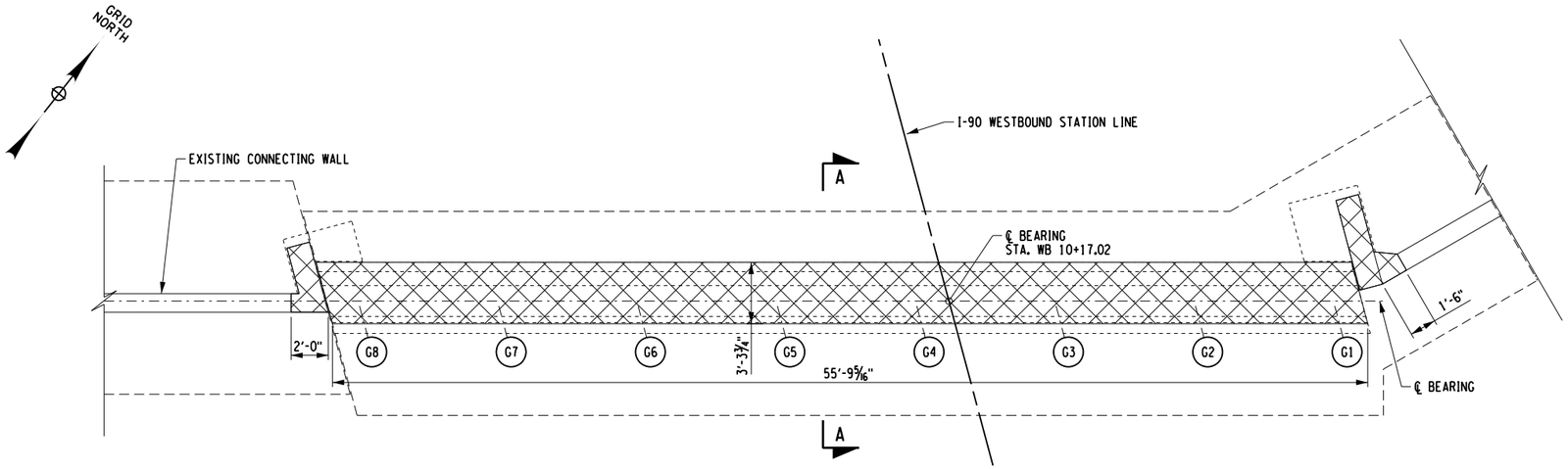
REVISIONS

DATE	DESCRIPTION	BY	SYM.

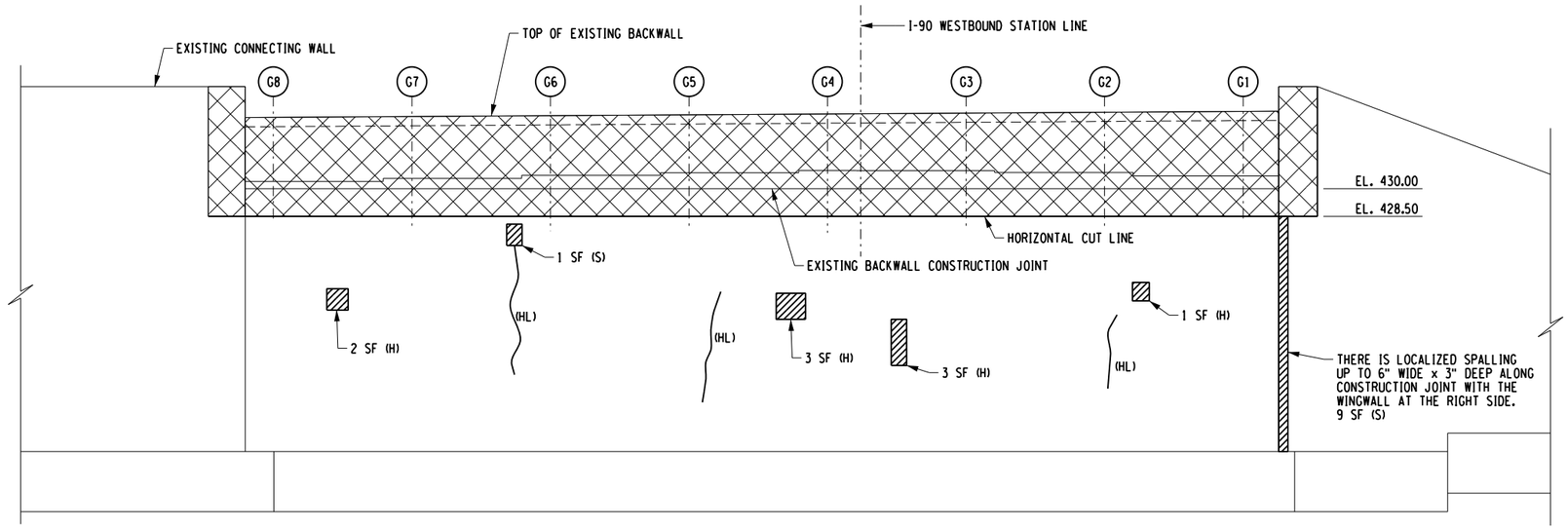
NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	BEGIN ABUTMENT DEMOLITION PLAN AND ELEVATION (EASTBOUND)
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ST-9



BEGIN ABUTMENT PLAN
(I-90 WESTBOUND)
SCALE: ⅛" = 1'-0"



ELEVATION
(I-90 WESTBOUND)
SCALE: ⅛" = 1'-0"

NOTES:

1. SAWCUT ALL CONCRETE REMOVAL LIMITS TO 1" DEEP ALONG ALL EDGES PRIOR TO CONCRETE REMOVAL.
2. SEE DRAWING NO. ST-13 FOR SECTION A-A.
3. LOAD TABLES HAVE BEEN PROVIDED FOR THE LIFTING OPERATIONS OF THE EXISTING GIRDERS AND DIAPHRAGMS. THESE LOADS ARE BASED ON A SYMMETRICAL SUPPORT SYSTEM ABOUT THE LENGTH OF THE GIRDERS. IF THE SUPPORT SYSTEM IS NOT SYMMETRICAL, THE LOADS PROVIDED IN THE TABLES MUST BE RE-EVALUATED.
4. SEE CONCRETE REMOVAL DETAILS ON DRAWING NO. ST-19.
5. REFER TO "USACE NATIONWIDE PERMIT #3 MAINTENANCE" FOR WATERWAY DIVERSION AND IN-WATER WORK REQUIREMENTS.

LEGEND

- REMOVAL OF STRUCTURAL CONCRETE, ITEM 580.01
- REMOVAL OF STRUCTURAL CONCRETE - REPLACEMENT WITH CLASS D CONCRETE, ITEM 582.06
- CRACK REPAIR BY EPOXY INJECTION (RESTORATION), ITEM 555.80020001

ABBR.	DESCRIPTION
(H)	HOLLOW
(HL)	HAIR LINE
(S)	SPALLED
(SC)	SCAILING
(E)	EFFLORESCENCE
(MC)	MAP CRACKING
(CJ)	CONSTRUCTION JOINT

CONCRETE REMOVAL & REPAIR TABLE	
QUANTITY	ITEM NO.
24.2 CY	580.01
38.6 SF	582.06
19.0 LF	555.80020001

STRUCTURAL LIFTING LOAD TABLE	
GIRDER	LOAD (kip)
G1	10.949
G2	12.884
G3	12.884
G4	12.884
G5	12.884
G6	12.884
G7	12.884
G8	10.949

ALTERED ON:

SIGNATURE:
STAMP:

AFFIXED ON: 12/04/2023

SIGNATURE:
STAMP:

STATE OF NEW YORK
CHRISTOPHER GEORGE SICHAK
LICENSED PROFESSIONAL ENGINEER
084524

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: BEGIN ABUTMENT DEMOLITION PLAN AND ELEVATION (WESTBOUND)

CONTRACT NUMBER: TAS 24-5B
DATE: NOV. 2023
DRAWING NUMBER: ST-10

DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_abt_beg_demo2.dgn
DATE/TIME = 12/4/2023 3:20:21 PM
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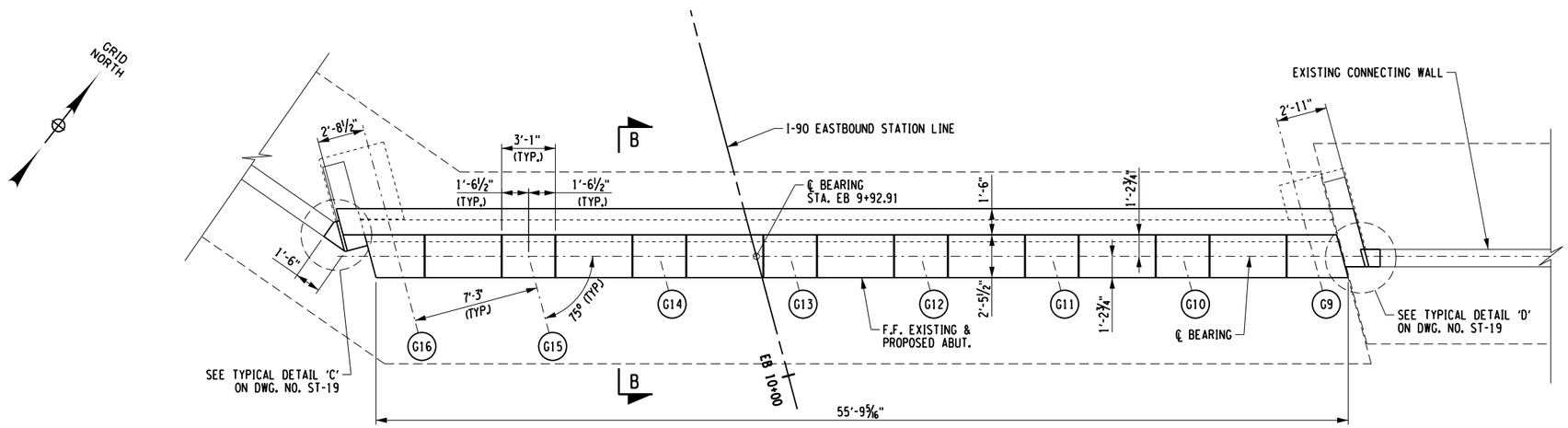
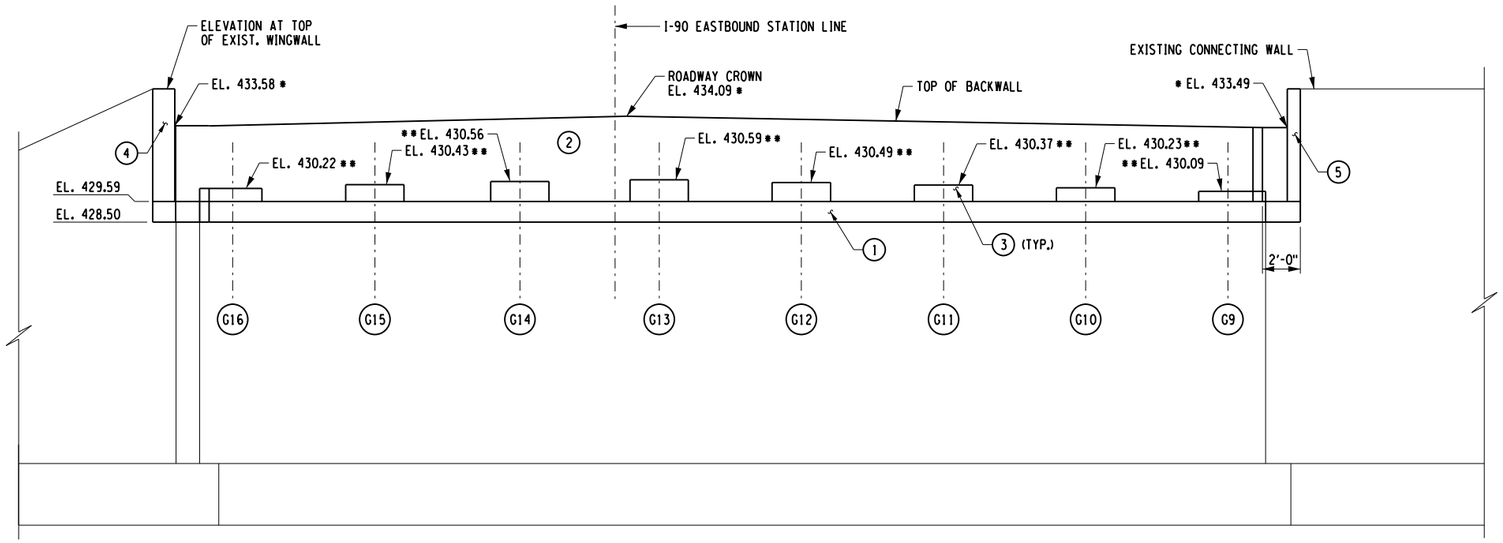


BEGIN ABUTMENT PLAN
(I-90 EASTBOUND)
SCALE: ⅛" = 1'-0"



ELEVATION
(I-90 EASTBOUND)
SCALE: ⅛" = 1'-0"

NOTES:

1. SEE DWG. NO. ST-13 FOR SECTION B-B & REINFORCEMENT DETAILS.
2. SEE DWG. NO. ST-13 FOR DETAILS.
3. THE CONTRACTOR SHALL VERIFY THAT THE WEB OF THE GIRDERS ARE PLUMB. IF THE GIRDERS ARE ROTATED ABOUT THEIR LONGITUDINAL AXIS BY MORE THAN 1%, OR THE DIFFERENCE IN ELEVATION BETWEEN EACH EDGE OF THE BOTTOM FLANGE IS MORE THAN ⅛", THEN THE CONTRACTOR SHALL COORDINATE WITH THE BEARING MANUFACTURER TO DESIGN SOLE PLATES THAT ARE TAPERED IN THE TRANSVERSE DIRECTION.

LEGEND

(G*) - DENOTES EXISTING GIRDER NUMBER

(NO.) DENOTES CONCRETE PLACEMENT NUMBER

CONCRETE TABLE		
PLACEMENT	QUANTITY	ITEM NO.
1	9.9 CY	555.09
2	13.9 CY	555.09
3	2.9 CY	555.09
4	0.3 CY	555.09
5	0.2 CY	555.09

* ELEVATIONS GIVEN AT FRONT FACE OF BACKWALL

** THESE ELEVATIONS MAY HAVE TO BE ADJUSTED TO ACCOMMODATE THE ACTUAL BEARINGS FURNISHED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE ANY CHANGES IN THE BEARINGS WHICH MAY AFFECT THE PEDESTAL ELEVATIONS.

ALTERED ON:

SIGNATURE:
STAMP:

AFFIXED ON: 12/04/2023

SIGNATURE:
STAMP:

STATE OF NEW YORK
CHRISTOPHER GEORGE SICHAK
EXCELSIOR
084524
LICENSED PROFESSIONAL ENGINEER

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: BEGIN ABUTMENT PROPOSED PLAN AND ELEVATION (EASTBOUND)

CONTRACT NUMBER: TAS 24-5B
DATE: NOV. 2023
DRAWING NUMBER: ST-11

DESIGN SUPERVISOR: C. SICHAK
DRAFTED BY: T. LINDO
DESIGNED BY: N. BARNHARD
CHECKED BY: N. BARNHARD
CHECKED BY:

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_abt_pln_beg_EB.dgn
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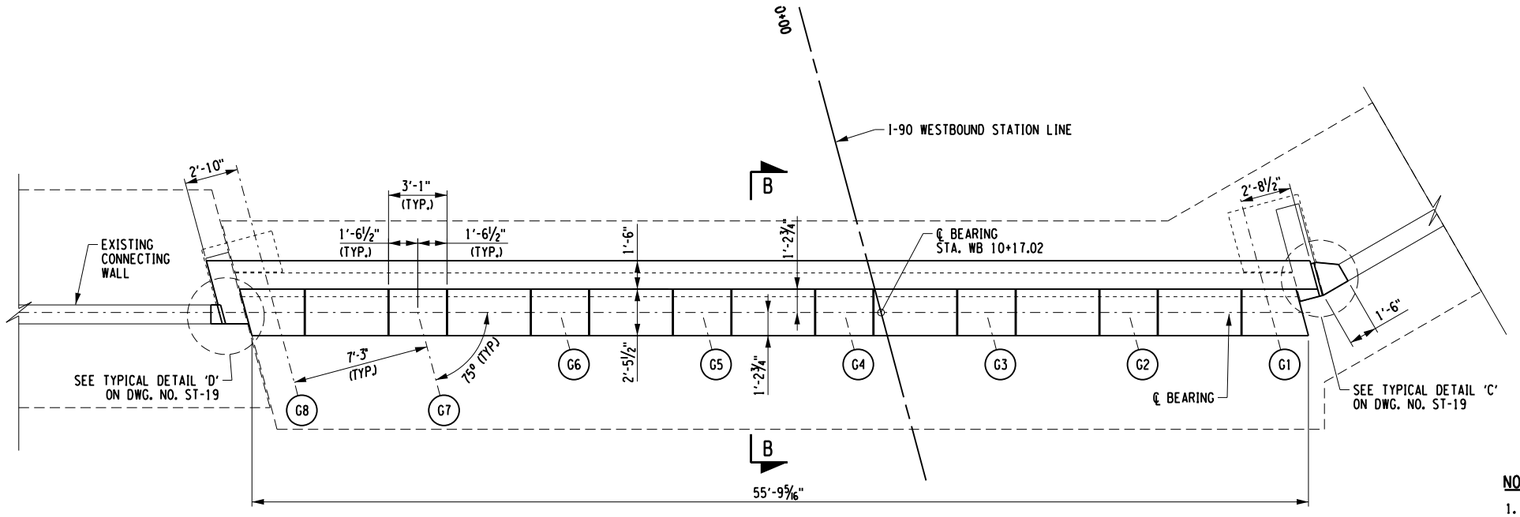
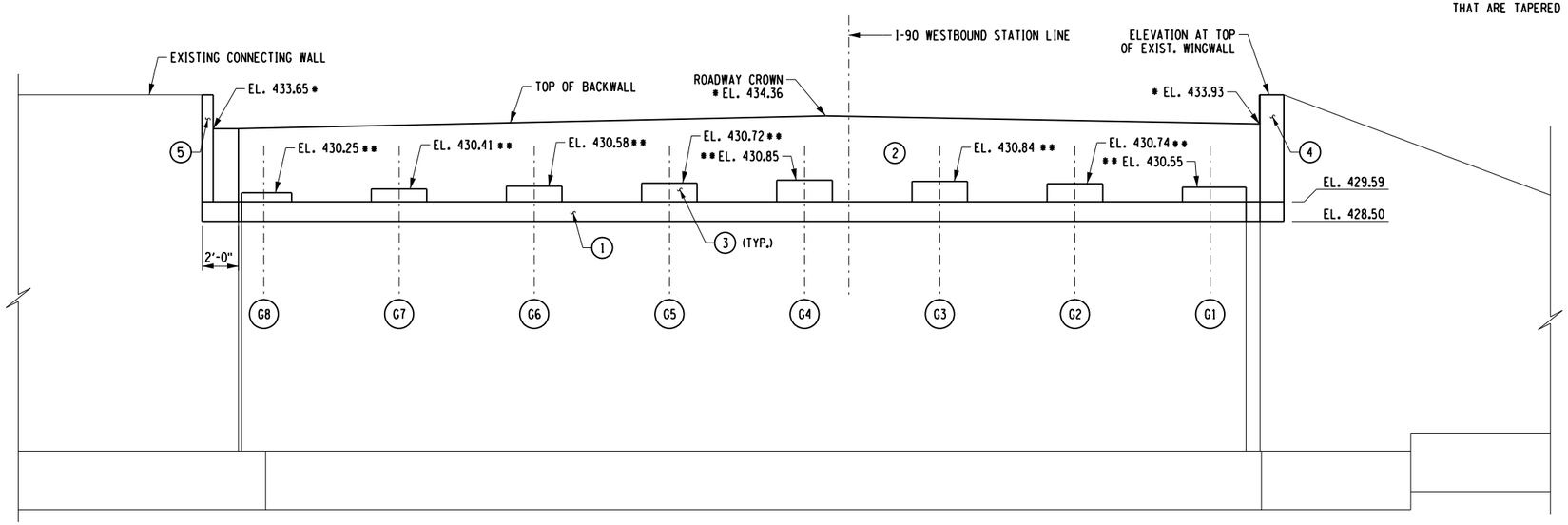
USER = Lindot



BEGIN ABUTMENT PLAN
(I-90 WESTBOUND)
SCALE: ⅛" = 1'-0"

NOTES:

1. SEE DWG. NO. ST-13 FOR SECTION B-B & REINFORCEMENT DETAILS.
2. SEE DWG. NO. ST-13 FOR DETAILS.
3. THE CONTRACTOR SHALL VERIFY THAT THE WEB OF THE GIRDERS ARE PLUMB. IF THE GIRDERS ARE ROTATED ABOUT THEIR LONGITUDINAL AXIS BY MORE THAN 1%, OR THE DIFFERENCE IN ELEVATION BETWEEN EACH EDGE OF THE BOTTOM FLANGE IS MORE THAN ⅛", THEN THE CONTRACTOR SHALL COORDINATE WITH THE BEARING MANUFACTURER TO DESIGN SOLE PLATES THAT ARE TAPERED IN THE TRANSVERSE DIRECTION.



ELEVATION
(I-90 WESTBOUND)
SCALE: ⅛" = 1'-0"

LEGEND

(G*) - DENOTES EXISTING GIRDER NUMBER

(NO.) DENOTES CONCRETE PLACEMENT NUMBER

* ELEVATIONS GIVEN AT FRONT FACE OF BACKWALL

** THESE ELEVATIONS MAY HAVE TO BE ADJUSTED TO ACCOMMODATE THE ACTUAL BEARINGS FURNISHED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE ANY CHANGES IN THE BEARINGS WHICH MAY AFFECT THE PEDESTAL ELEVATIONS.

CONCRETE TABLE		
PLACEMENT	QUANTITY	ITEM NO.
1	9.9 CY	555.09
2	14.8 CY	555.09
3	3.8 CY	555.09
4	0.5 CY	555.09
5	0.2 CY	555.09

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

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

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: BEGIN ABUTMENT PROPOSED PLAN AND ELEVATION (WESTBOUND)	DRAWING NUMBER: ST-12

DESIGN SUPERVISOR: C. SICHAK
DESIGNED BY: N. BARNHARD
CHECKED BY:
DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221-cpb_abt_pln_beg_WB.dgn
DATE/TIME = 12/4/2023 3:20:24 PM
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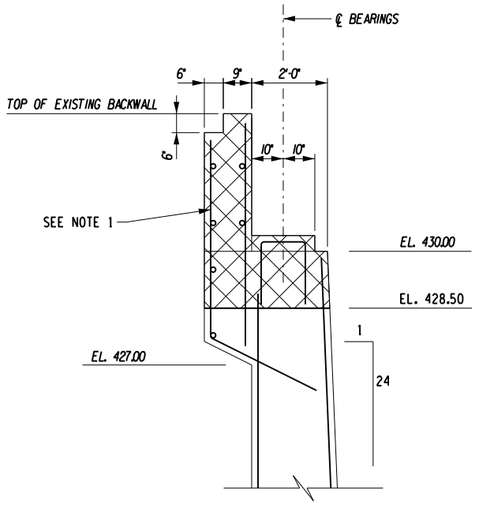
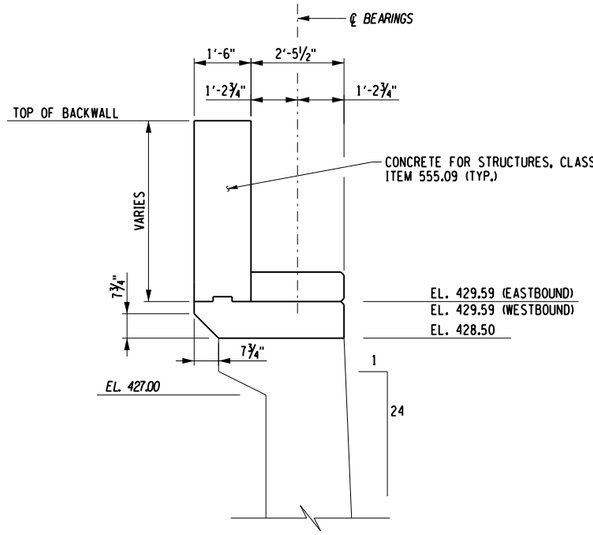


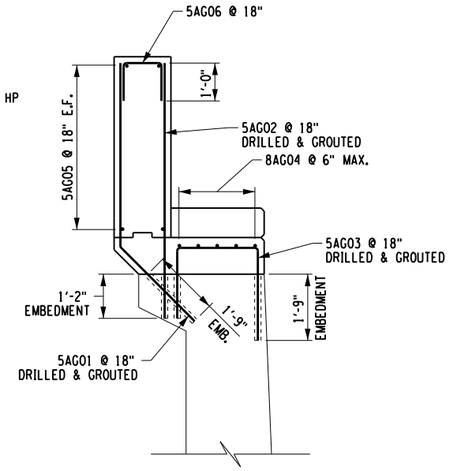
EXISTING

SECTION A-A
(I-90 BEGIN ABUTMENT)
SCALE: 1/4" = 1'-0"



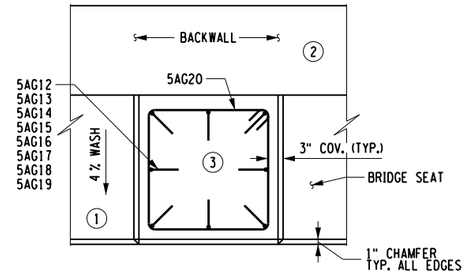
PROPOSED

SECTION B-B
(I-90 BEGIN ABUTMENT)
SCALE: 1/4" = 1'-0"

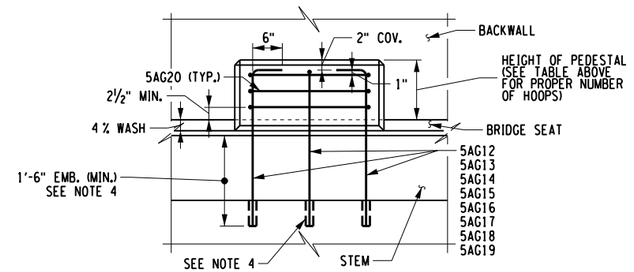


PROPOSED REINFORCEMENT

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



TYPICAL PEDESTAL PLAN



TYPICAL PEDESTAL ELEVATION

PEDESTAL DETAILS

NOTES:

1. EXCEPT FOR POURS 4 AND 5, REMOVE ALL FULLY EXPOSED EXISTING REINFORCEMENT WITHIN THE LIMITS OF DEMOLITION. CUT ALL EXISTING VERTICAL REINFORCEMENT FLUSH TO CONCRETE REMOVAL LIMITS IN POURS 1, 2, AND 3. RETAIN EXISTING REINFORCEMENT IN POURS 4 AND 5 AND CUT TO PROVIDE 2" OF COVER.
2. SAWCUT ALL CONCRETE REMOVAL LIMITS TO 1" DEEP ALONG ALL EDGES PRIOR TO CONCRETE REMOVAL.
3. SEE DWG. NO.'S ST-9 THRU ST-12 FOR SECTION LOCATION.
4. WHERE MINIMUM EMBEDMENT LENGTH CANNOT BE ACHIEVED IN CONCRETE, BARS SHALL BE DRILLED AND GROUTED INTO EXISTING CONCRETE IN ACCORDANCE WITH ITEM 586.0201.

LEGEND

REMOVAL OF STRUCTURAL CONCRETE, ITEM 580.01

DESIGN SUPERVISOR: C. SICHAK
DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221-cpb_abt_dtl_beg.dgn
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SIGNATURE:
STAMP:

STATE OF NEW YORK
CHRISTOPHER GEORGE SICHAK
EXCELSIOR
084524
LICENSED PROFESSIONAL ENGINEER

REVISIONS

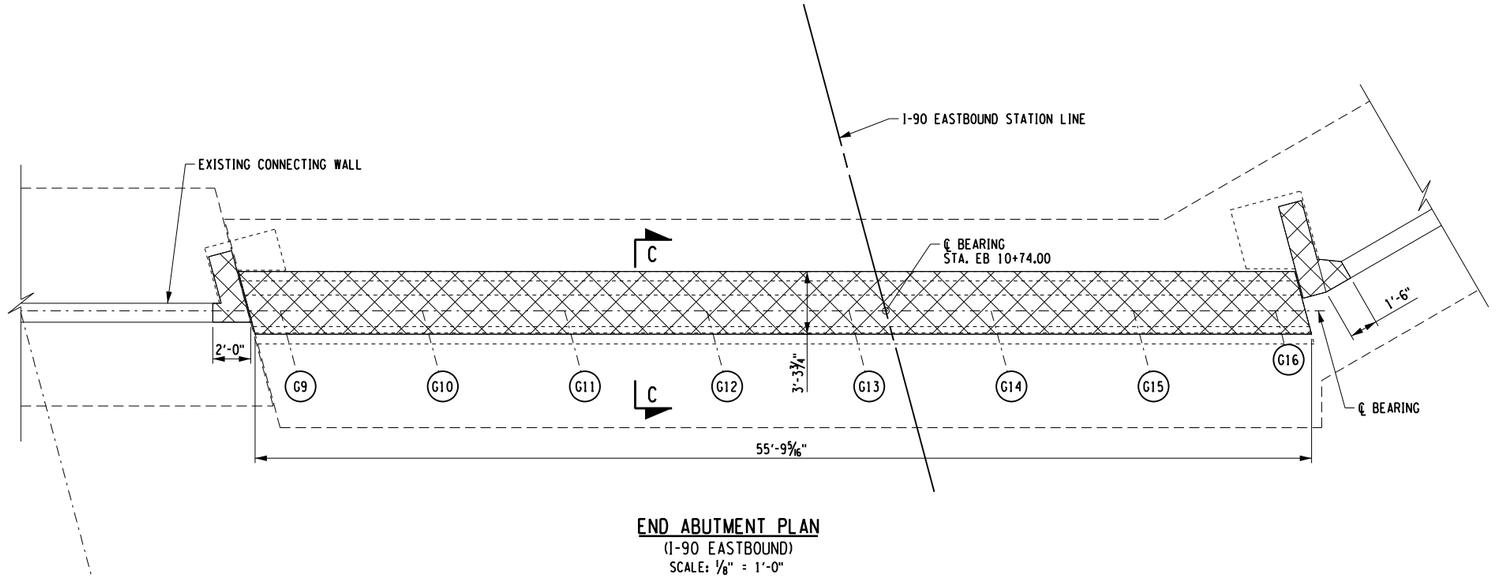
DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

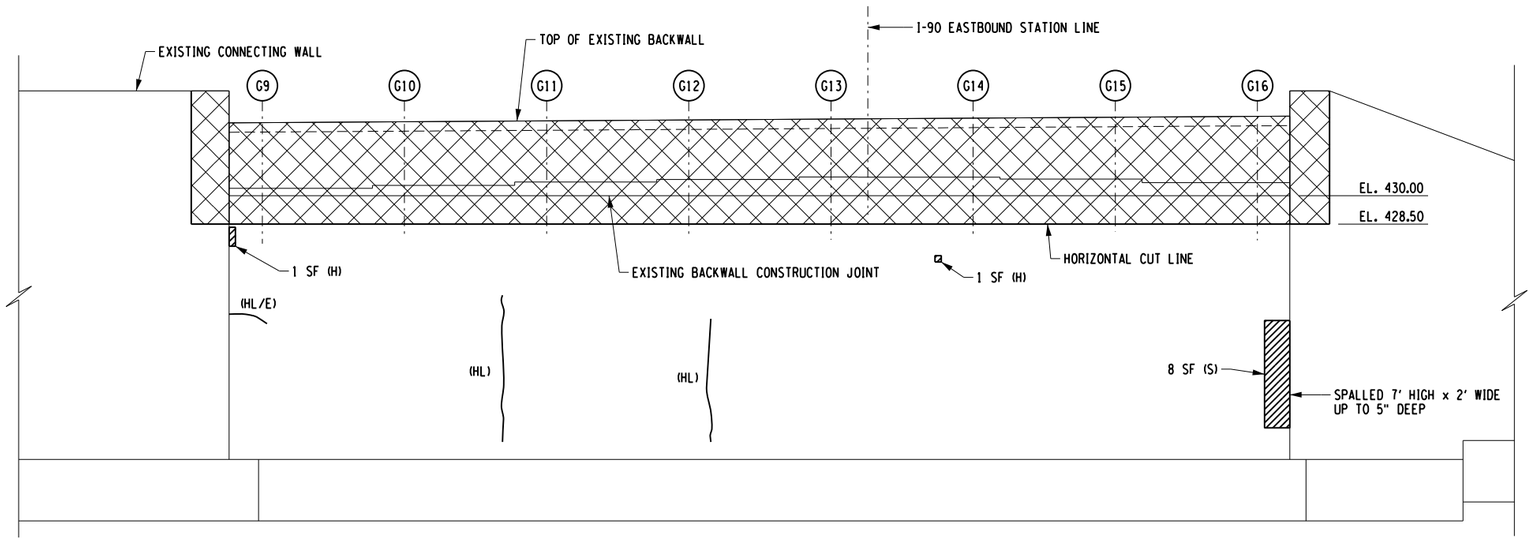
ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: BEGIN ABUTMENT DETAILS

CONTRACT NUMBER: TAS 24-5B
DATE: NOV. 2023
DRAWING NUMBER: ST-13



END ABUTMENT PLAN
(I-90 EASTBOUND)
SCALE: ⅛" = 1'-0"



ELEVATION
(I-90 EASTBOUND)
SCALE: ⅛" = 1'-0"

NOTES:

1. SAWCUT ALL CONCRETE REMOVAL LIMITS TO 1" DEEP ALONG ALL EDGES PRIOR TO CONCRETE REMOVAL.
2. SEE DRAWING NO. ST-18 FOR SECTION C-C.
3. LOAD TABLES HAVE BEEN PROVIDED FOR THE LIFTING OPERATIONS OF THE EXISTING GIRDERS AND DIAPHRAGMS. THESE LOADS ARE BASED ON A SYMMETRICAL SUPPORT SYSTEM ABOUT THE LENGTH OF THE GIRDERS. IF THE SUPPORT SYSTEM IS NOT SYMMETRICAL, THE LOADS PROVIDED IN THE TABLES MUST BE RE-EVALUATED.
4. SEE CONCRETE REMOVAL DETAILS ON DRAWING NO. ST-19.
5. REFER TO "USACE NATIONWIDE PERMIT #3 MAINTENANCE" FOR WATERWAY DIVERSION AND IN-WATER WORK REQUIREMENTS.

LEGEND

- REMOVAL OF STRUCTURAL CONCRETE, ITEM 580.01
- REMOVAL OF STRUCTURAL CONCRETE - REPLACEMENT WITH CLASS D CONCRETE, ITEM 582.06
- CRACK REPAIR BY EPOXY INJECTION (RESTORATION), ITEM 555.80020001

ABBR.	DESCRIPTION
(H)	HOLLOW
(HL)	HAIR LINE
(S)	SPALLED
(SC)	SCAILING
(E)	EFFLORESCENCE
(MC)	MAP CRACKING
(CJ)	CONSTRUCTION JOINT

CONCRETE REMOVAL & REPAIR TABLE	
QUANTITY	ITEM NO.
24.2 CY	580.01
10.0 SF	582.06
19.0 LF	555.80020001

STRUCTURAL LIFTING LOAD TABLE	
GIRDER	LOAD (kip)
G9	10.949
G10	12.884
G11	12.884
G12	12.884
G13	12.884
G14	12.884
G15	12.884
G16	10.949

DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_abt_end_demol.dgn
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AFFIXED ON: 12/04/2023
SIGNATURE:
STAMP:

REVISIONS			
DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

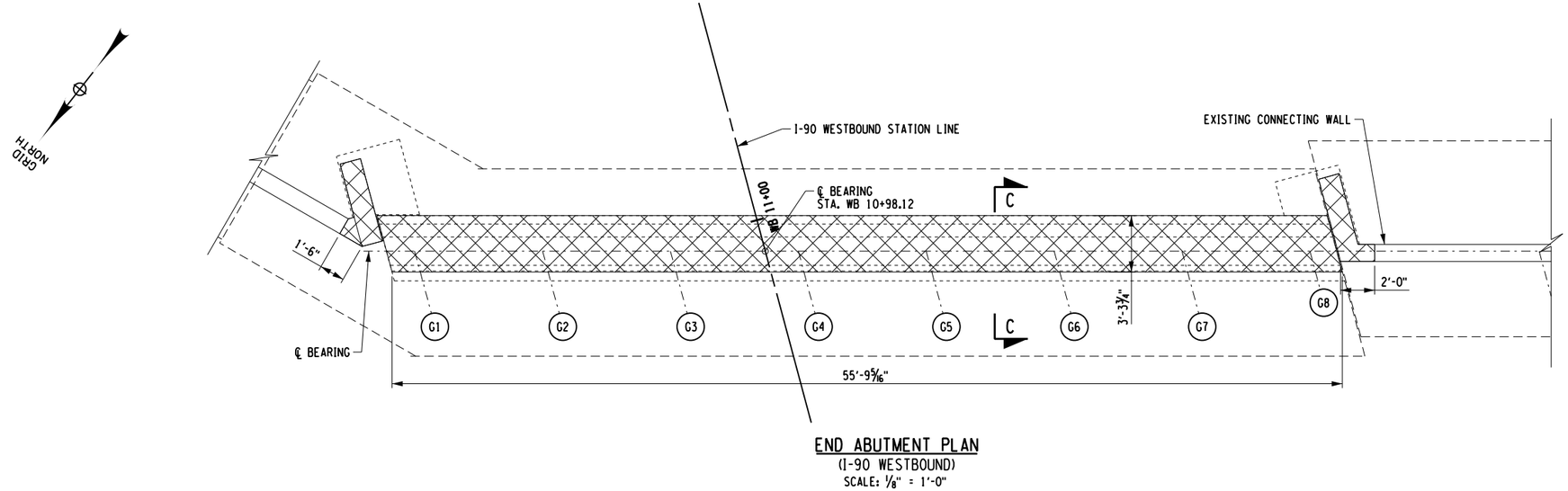
ERDMAN ANTHONY

TITLE OF PROJECT
STERLING CREEK BRIDGE REHABILITATION

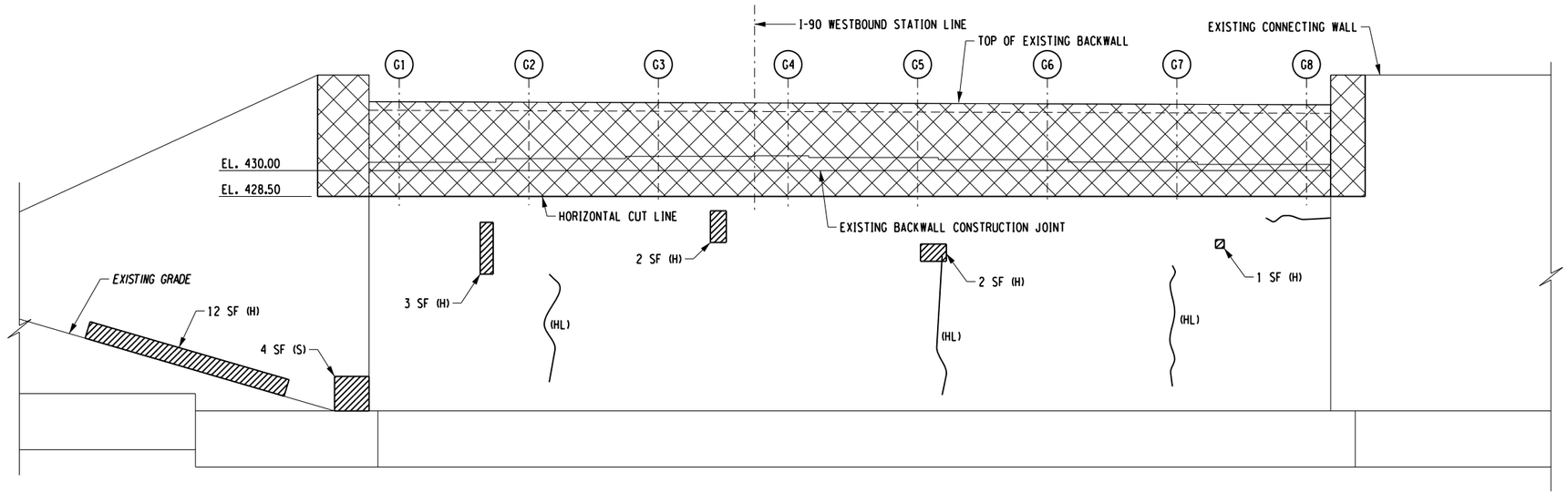
LOCATION OF PROJECT
SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41

TITLE OF DRAWING
END ABUTMENT DEMOLITION PLAN AND ELEVATION (EASTBOUND)

CONTRACT NUMBER: TAS 24-5B
DATE: NOV. 2023
DRAWING NUMBER: ST-14



END ABUTMENT PLAN
(I-90 WESTBOUND)
SCALE: ⅛" = 1'-0"



ELEVATION
(I-90 WESTBOUND)
SCALE: ⅛" = 1'-0"

NOTES:

1. SAWCUT ALL CONCRETE REMOVAL LIMITS TO 1" DEEP ALONG ALL EDGES PRIOR TO CONCRETE REMOVAL.
2. SEE DRAWING NO. ST-18 FOR SECTION C-C.
3. LOAD TABLES HAVE BEEN PROVIDED FOR THE LIFTING OPERATIONS OF THE EXISTING GIRDERS AND DIAPHRAGMS. THESE LOADS ARE BASED ON A SYMMETRICAL SUPPORT SYSTEM ABOUT THE LENGTH OF THE GIRDERS. IF THE SUPPORT SYSTEM IS NOT SYMMETRICAL, THE LOADS PROVIDED IN THE TABLES MUST BE RE-EVALUATED.
4. SEE CONCRETE REMOVAL DETAILS ON DRAWING NO. ST-19.
5. REFER TO "USACE NATIONWIDE PERMIT #3 MAINTENANCE" FOR WATERWAY DIVERSION AND IN-WATER WORK REQUIREMENTS.

LEGEND

- REMOVAL OF STRUCTURAL CONCRETE, ITEM 580.01
- REMOVAL OF STRUCTURAL CONCRETE - REPLACEMENT WITH CLASS D CONCRETE, ITEM 580.06
- CRACK REPAIR BY EPOXY INJECTION (RESTORATION), ITEM 555.80020001

ABBR.	DESCRIPTION
(H)	HOLLOW
(HL)	HAIR LINE
(S)	SPALLED
(SC)	SCAILING
(E)	EFFLORESCENCE
(MC)	MAP CRACKING
(CJ)	CONSTRUCTION JOINT

CONCRETE REMOVAL & REPAIR TABLE	
QUANTITY	ITEM NO.
24.2 CY	580.01
29.0 SF	582.06
38.0 LF	555.80020001

STRUCTURAL LIFTING LOAD TABLE	
GIRDER	LOAD (kip)
G1	10.949
G2	12.884
G3	12.884
G4	12.884
G5	12.884
G6	12.884
G7	12.884
G8	10.949

ALTERED ON:
SIGNATURE:
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AFFIXED ON: 12/04/2023
SIGNATURE:
STAMP:

STATE OF NEW YORK
CHRISTOPHER GEORGE SICHAK
EXCELSIOR
084524
LICENSED PROFESSIONAL ENGINEER

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: END ABUTMENT DEMOLITION PLAN AND ELEVATION (WESTBOUND)

CONTRACT NUMBER: TAS 24-5B
DATE: NOV. 2023
DRAWING NUMBER: ST-15

DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221.cpb.abt_end_demo2.dgn
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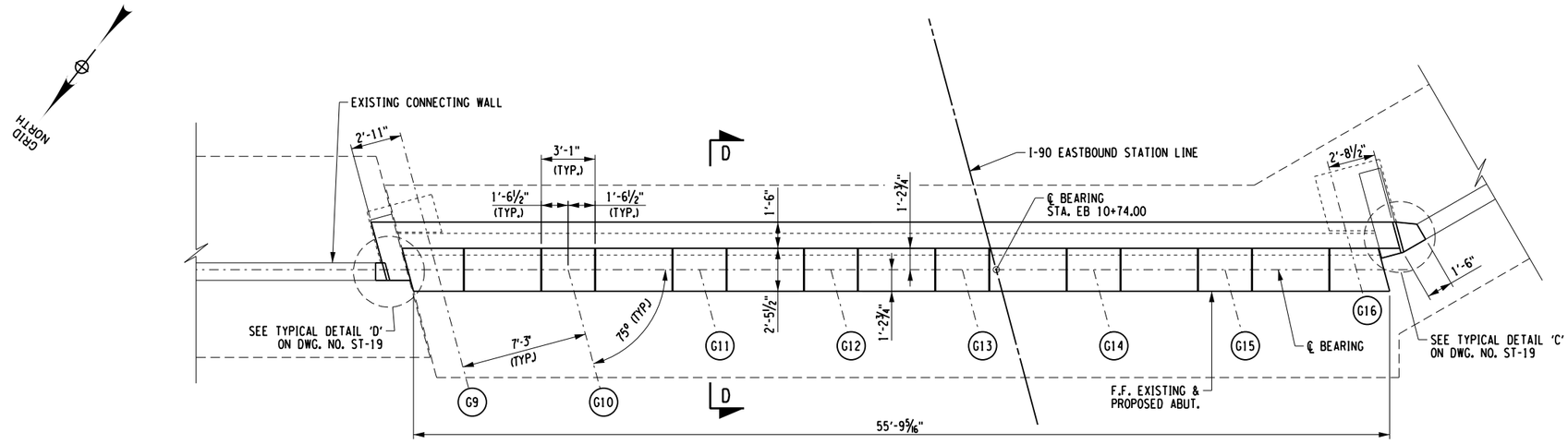
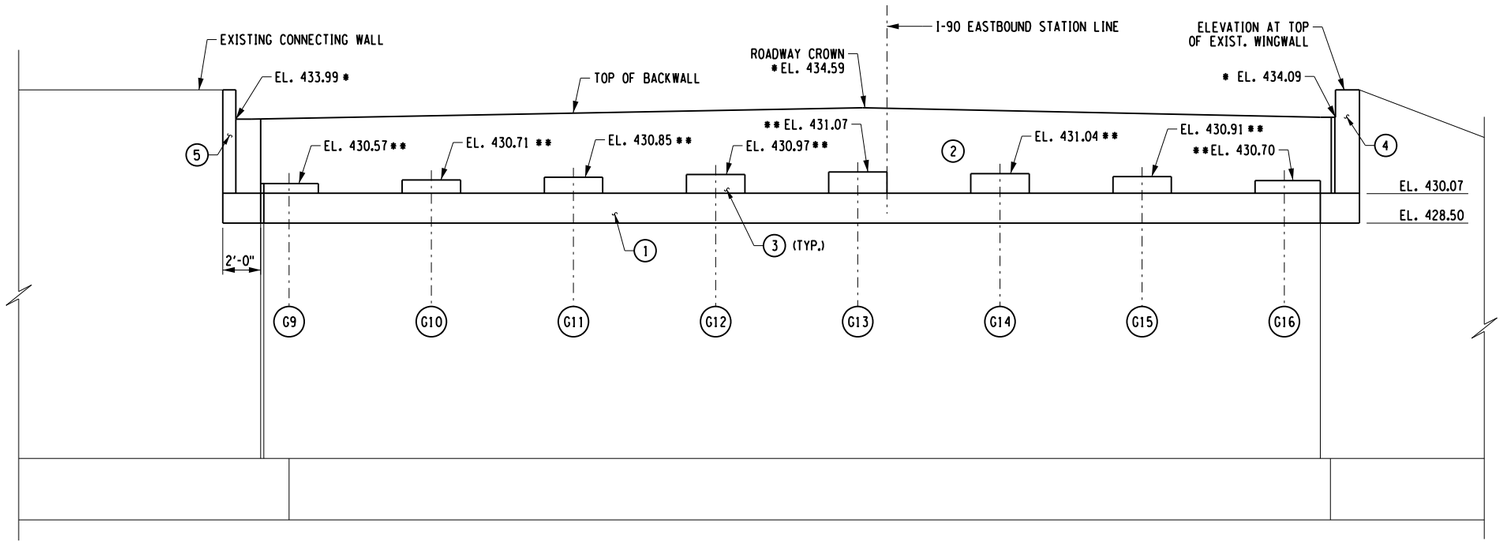


END ABUTMENT PLAN
(I-90 EASTBOUND)
SCALE: ⅛" = 1'-0"



ELEVATION
(I-90 EASTBOUND)
SCALE: ⅛" = 1'-0"

* ELEVATIONS GIVEN AT FRONT FACE OF BACKWALL

** THESE ELEVATIONS MAY HAVE TO BE ADJUSTED TO ACCOMMODATE THE ACTUAL BEARINGS FURNISHED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE ANY CHANGES IN THE BEARINGS WHICH MAY AFFECT THE PEDESTAL ELEVATIONS.

NOTES:

1. SEE DWG. NO. ST-18 FOR SECTION D-D & REINFORCEMENT DETAILS.
2. SEE DWG. NO. ST-18 FOR DETAILS.
3. THE CONTRACTOR SHALL VERIFY THAT THE WEB OF THE GIRDERS ARE PLUMB. IF THE GIRDERS ARE ROTATED ABOUT THEIR LONGITUDINAL AXIS BY MORE THAN 1%, OR THE DIFFERENCE IN ELEVATION BETWEEN EACH EDGE OF THE BOTTOM FLANGE IS MORE THAN ⅛", THEN THE CONTRACTOR SHALL COORDINATE WITH THE BEARING MANUFACTURER TO DESIGN SOLE PLATES THAT ARE TAPERED IN THE TRANSVERSE DIRECTION.

LEGEND

(G*) - DENOTES EXISTING GIRDER NUMBER

(NO.) DENOTES CONCRETE PLACEMENT NUMBER

CONCRETE TABLE		
PLACEMENT	QUANTITY	ITEM NO.
1	14.2 CY	555.09
2	14.0 CY	555.09
3	2.9 CY	555.09
4	0.5 CY	555.09
5	0.2 CY	555.09

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CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

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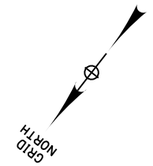
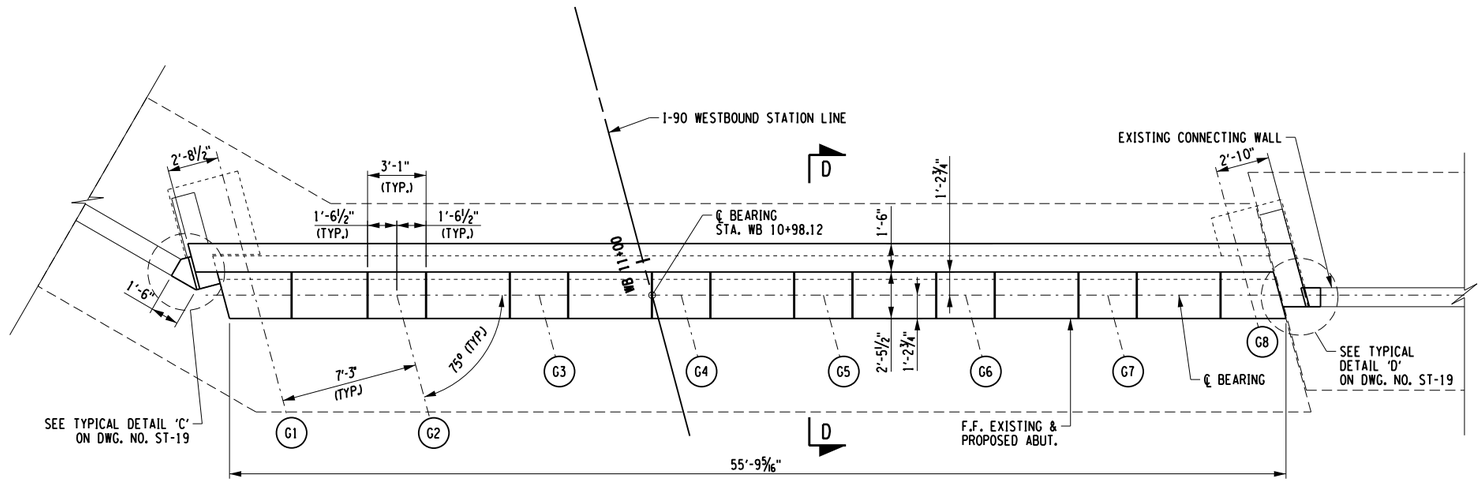
REVISIONS			
DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

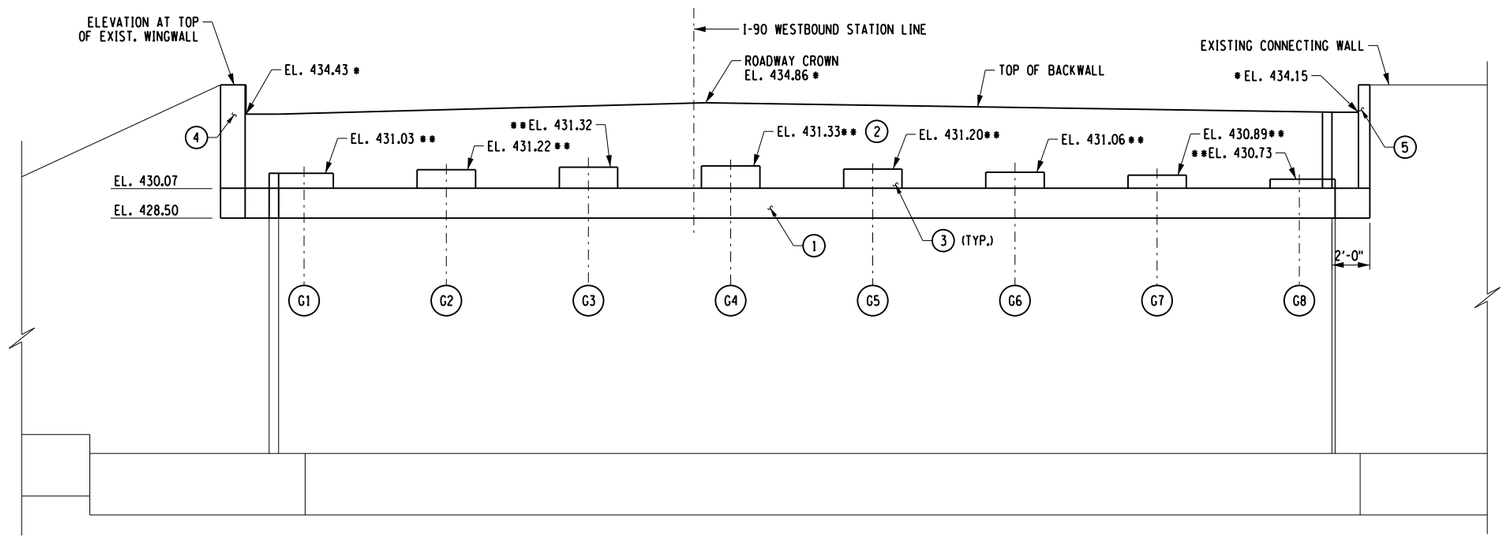
ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: END ABUTMENT PROPOSED PLAN AND ELEVATION (EASTBOUND)	DRAWING NUMBER: ST-16





END ABUTMENT PLAN
(I-90 WESTBOUND)
SCALE: ⅛" = 1'-0"



ELEVATION
(I-90 WESTBOUND)
SCALE: ⅛" = 1'-0"

NOTES:

1. SEE DWG. NO. ST-18 FOR SECTION D-D & REINFORCEMENT DETAILS.
2. SEE DWG. NO. ST-18 FOR DETAILS.
3. THE CONTRACTOR SHALL VERIFY THAT THE WEB OF THE GIRDERS ARE PLUMB. IF THE GIRDERS ARE ROTATED ABOUT THEIR LONGITUDINAL AXIS BY MORE THAN 1%, OR THE DIFFERENCE IN ELEVATION BETWEEN EACH EDGE OF THE BOTTOM FLANGE IS MORE THAN ⅛", THEN THE CONTRACTOR SHALL COORDINATE WITH THE BEARING MANUFACTURER TO DESIGN SOLE PLATES THAT ARE TAPERED IN THE TRANSVERSE DIRECTION.

LEGEND

- G* - DENOTES EXISTING GIRDER NUMBER
- NO. DENOTES CONCRETE PLACEMENT NUMBER

CONCRETE TABLE		
PLACEMENT	QUANTITY	ITEM NO.
1	14.2 CY	555.09
2	14.9 CY	555.09
3	3.8 CY	555.09
4	0.4 CY	555.09
5	0.2 CY	555.09

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CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

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DATE	DESCRIPTION	BY	SYM.

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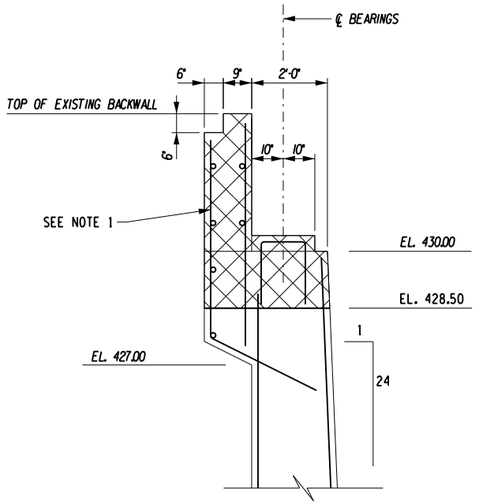
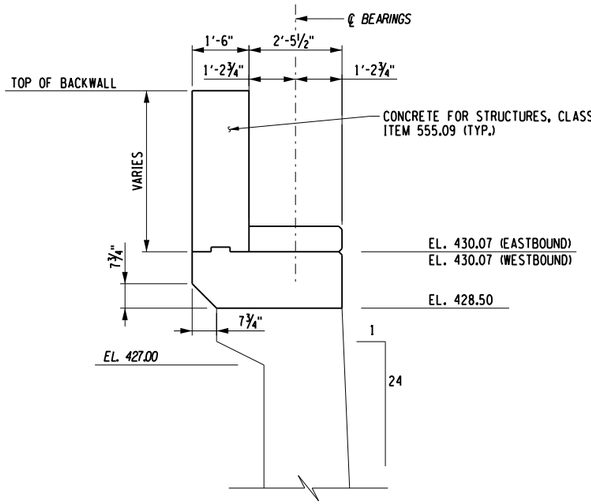
ERDMAN ANTHONY

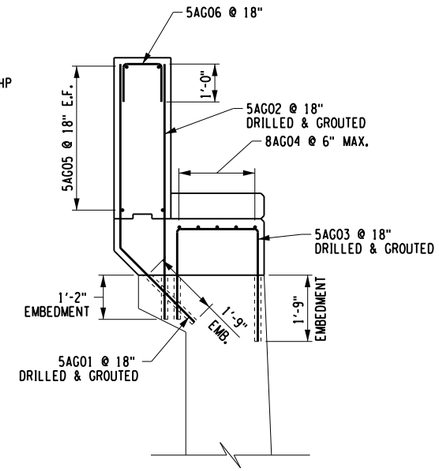
TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: END ABUTMENT PROPOSED PLAN AND ELEVATION (WESTBOUND)	DRAWING NUMBER: ST-17



EXISTING



PROPOSED

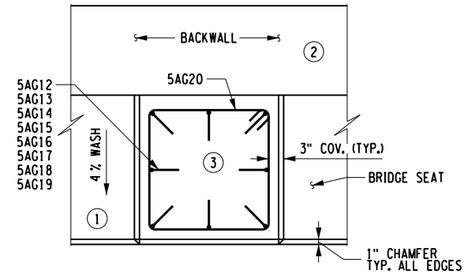


PROPOSED REINFORCEMENT

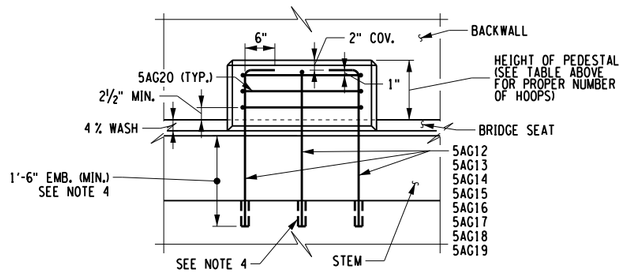
SECTION C-C
(I-90 END ABUTMENT)
SCALE: ¼" = 1'-0"

SECTION D-D
(I-90 END ABUTMENT)
SCALE: ¼" = 1'-0"

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



TYPICAL PEDESTAL PLAN



TYPICAL PEDESTAL ELEVATION

PEDESTAL DETAILS

NOTES:

1. EXCEPT FOR POURS 4 AND 5, REMOVE ALL FULLY EXPOSED EXISTING REINFORCEMENT WITHIN THE LIMITS OF DEMOLITION. CUT ALL EXISTING VERTICAL REINFORCEMENT FLUSH TO CONCRETE REMOVAL LIMITS IN POURS 1, 2, AND 3. RETAIN EXISTING REINFORCEMENT IN POURS 4 AND 5 AND CUT TO PROVIDE 2" OF COVER.
2. SAWCUT ALL CONCRETE REMOVAL LIMITS TO 1" DEEP ALONG ALL EDGES PRIOR TO CONCRETE REMOVAL.
3. SEE DWG. NO.'S ST-14 THRU ST-17 FOR SECTION LOCATION.
4. WHERE MINIMUM EMBEDMENT LENGTH CANNOT BE ACHIEVED IN CONCRETE, BARS SHALL BE DRILLED AND GROUTED INTO EXISTING CONCRETE IN ACCORDANCE WITH ITEM 586.0201.

LEGEND

REMOVAL OF STRUCTURAL CONCRETE, ITEM 580.01

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DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

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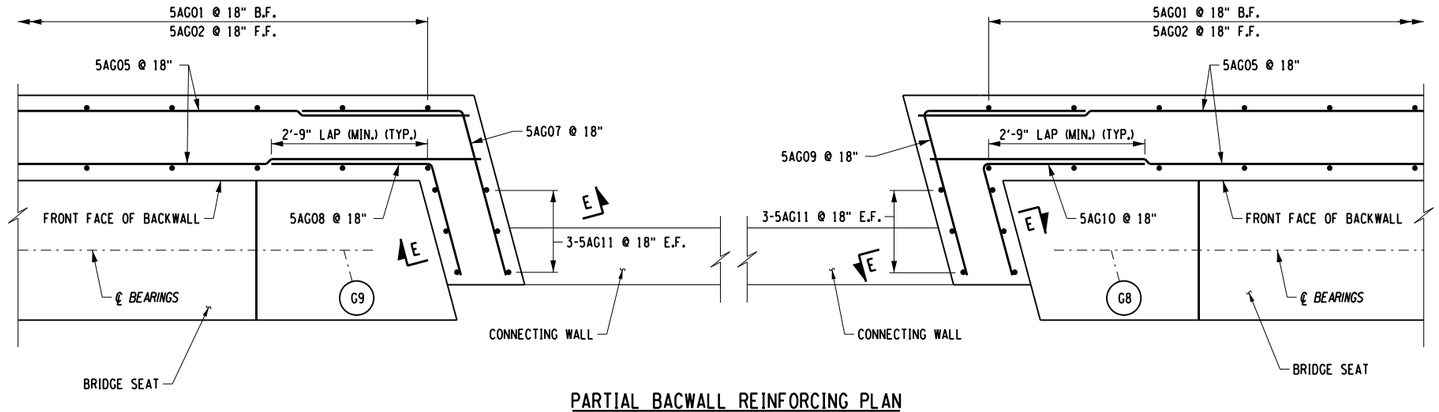
NEW YORK STATE OF OPPORTUNITY. Thruway Authority

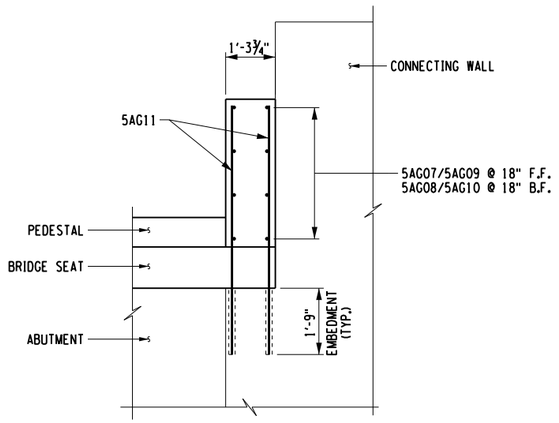
ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: END ABUTMENT DETAILS	DRAWING NUMBER: ST-18



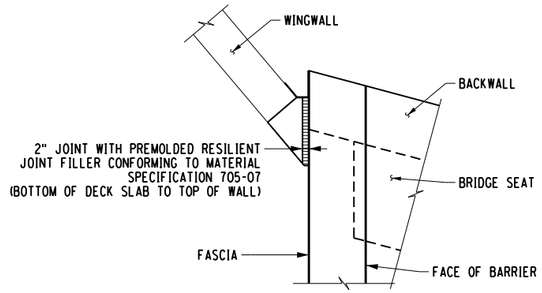
PARTIAL BACWALL REINFORCING PLAN

BEGIN ABUTMENT SHOWN, END ABUTMENT SIMILAR
NOT TO SCALE



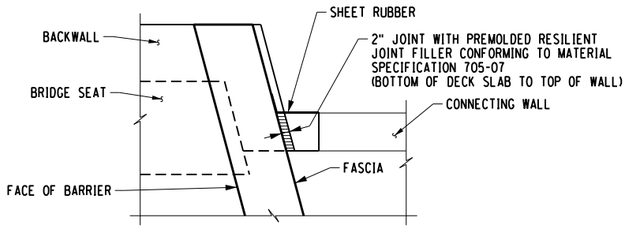
SECTION E-E

NOT TO SCALE



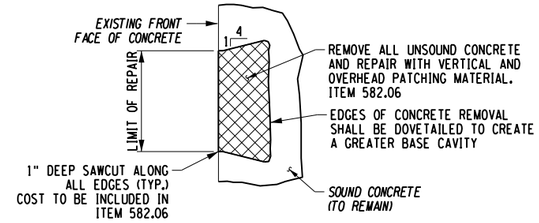
DETAIL 'C'

(TYPICAL AT EACH WINGWALL LOCATION)
NOT TO SCALE



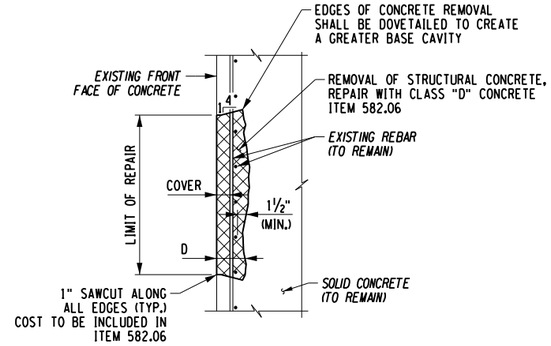
DETAIL 'D'

(TYPICAL AT EACH CONNECTNG WALL LOCATION)
NOT TO SCALE



TYPICAL VERTICAL SURFACE REMOVAL DETAIL D < 1½"

NOT TO SCALE



TYPICAL VERTICAL SURFACE REMOVAL DETAIL D > 1½"

NOT TO SCALE

REMOVE AND REPAIR DETAILS

(SEE NOTE 3)

REPAIR NOTES:

1. UNLESS OTHERWISE NOTED, SAWCUT ALL CONCRETE REMOVAL LIMITS 1" MINIMUM ALONG ALL EDGES PRIOR TO CONCRETE REMOVAL. COST INCLUDED UNDER REMOVAL ITEM.
2. LIMITS OF ITEM 582.06 ARE DETERMINED BASED ON CONDITIONS NOTED IN FIELD INSPECTION AND REPORTS. THE CONTRACTOR SHALL MARK OUT ALL REPAIR LIMITS FOR APPROVAL BY THE ENGINEER PRIOR TO COMMENCING THE WORK. ALL WORK SHALL BE ABOVE THE WATER LEVEL AT THE TIME OF CONSTRUCTION AS ORDERED BY THE ENGINEER. NO BELOW WATER WORK OR INSTALLATION OF COFFERDAMS IS REQUIRED FOR THIS WORK.
3. THE TYPE OF CONCRETE REPAIR MATERIAL TO BE USED SHALL BE AS SPECIFIED UNDER ITEM 582.06 OR AS ORDERED BY THE ENGINEER.
4. THE CONTRACTOR SHALL REPLACE ALL REBAR THAT EXHIBITS 50% OR MORE OF SECTION LOSS UPON REMOVAL OF THE CONCRETE, OR AS ORDERED BY THE ENGINEER. PAID FOR UNDER ITEM 556.0202.

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

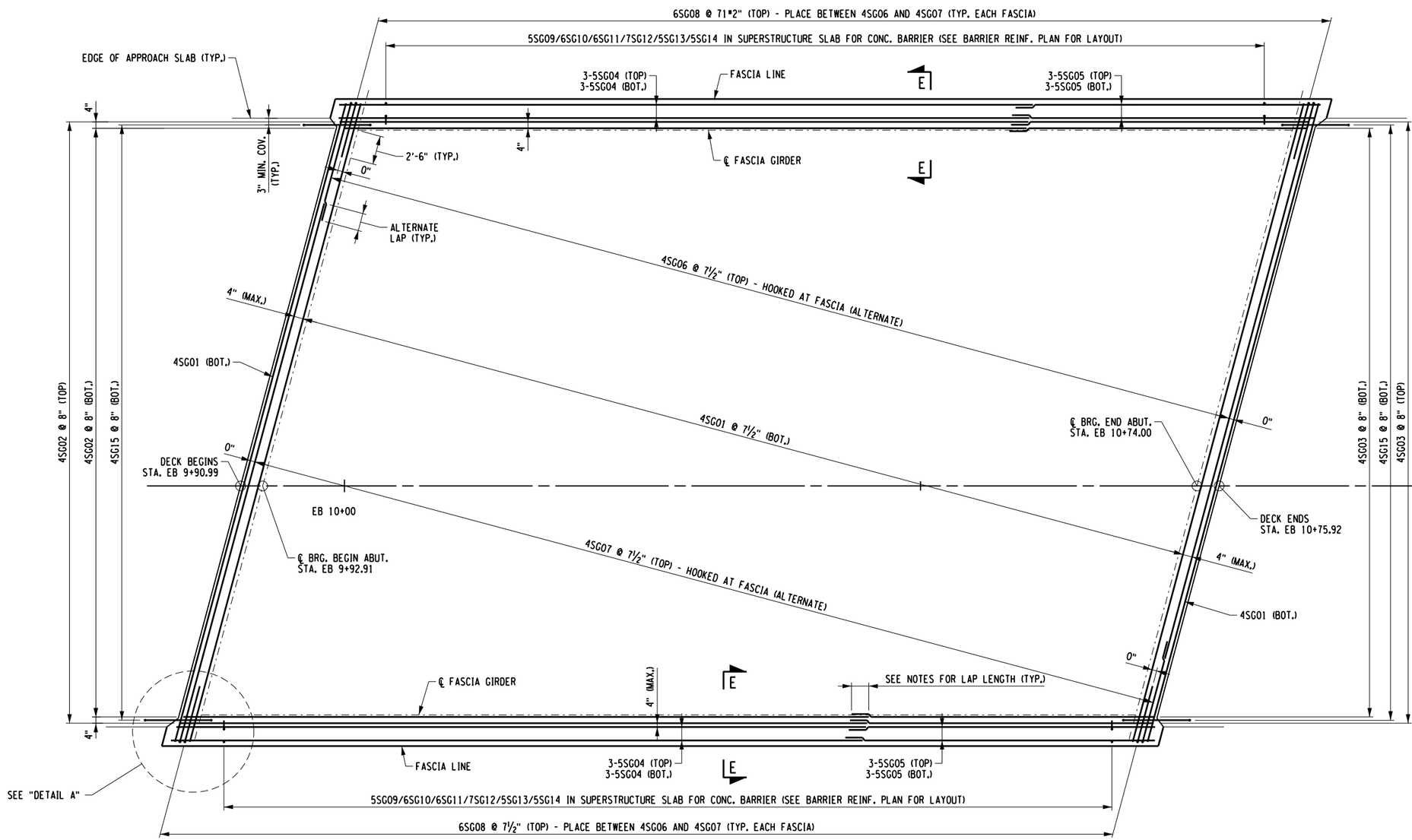
REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: COMMON DETAILS	DRAWING NUMBER: ST-19



STRUCTURAL SLAB REINFORCEMENT PLAN

SCALE: 1" = 10'

NOTES:

1. SEE DWG. NO. ST-24 FOR SECTION E-E.
2. SEE DWG. NO. ST-24 FOR DETAIL A.
3. (G) DENOTES GALVANIZED COATED BARS
4. LAP LENGTH OF A #4 BAR = 1'-11"
5. LAP LENGTH OF A #5 BAR = 2'-4"
6. LAP LENGTH OF A #7 BAR = 3'-3"

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DATE	DESCRIPTION	BY	SYM.

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ERDMAN ANTHONY

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	DECK SLAB PLAN (EASTBOUND)
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ST-20

DRAFTED BY: T. LINDO
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DESIGNED BY: N. BARNHARD
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DESIGN SUPERVISOR: C. SICHAK

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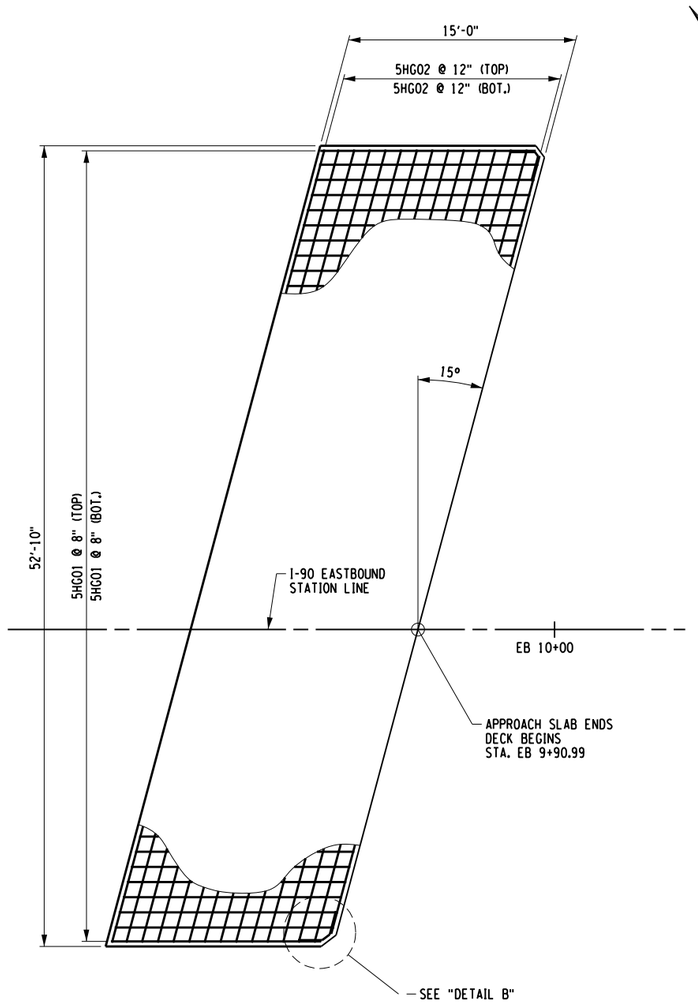
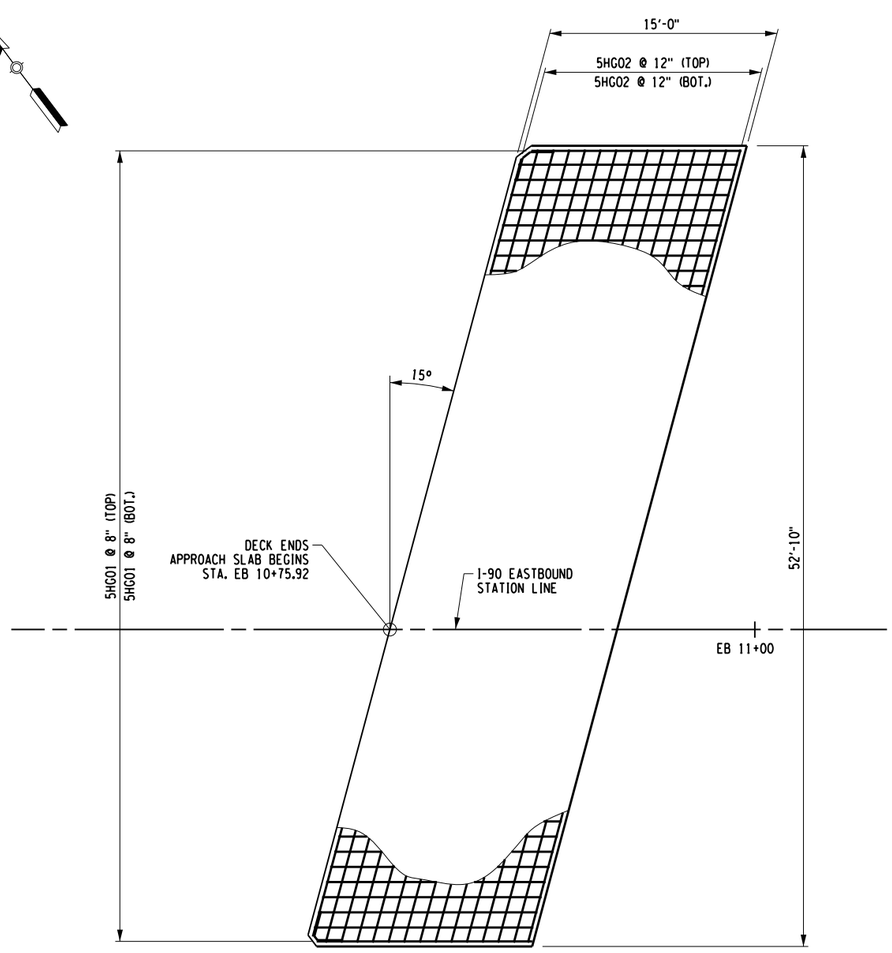
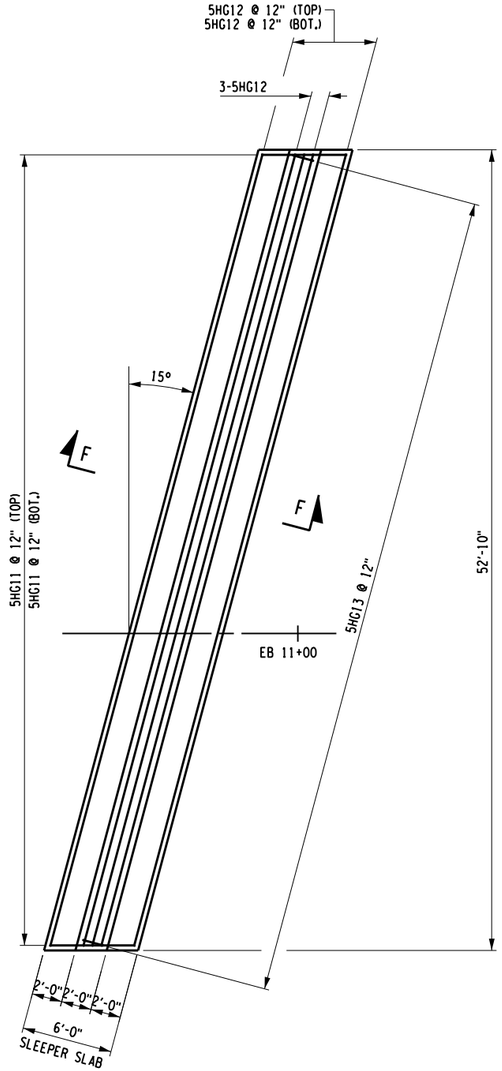


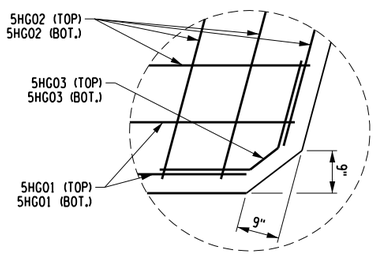
BEGIN APPROACH SLAB
(EASTBOUND)
SCALE: 1" = 10'



END APPROACH SLAB
(EASTBOUND)
SCALE: 1" = 10'



END APPROACH SLEEPER SLAB
(EASTBOUND)
SCALE: 1" = 10'



DETAIL "B"
NOT TO SCALE

NOTES:

1. ALL REINFORCEMENT SHALL HAVE 3 IN. COVER UNLESS OTHERWISE NOTED.
2. SLEEPER SLAB REINFORCEMENT NOT SHOWN FOR CLARITY.
3. SEE DWG. NO. ST-25 FOR SECTION F-F.
4. (G) DENOTES GALVANIZED COATED BARS

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ERDMAN ANTHONY

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	APPROACH SLAB PLAN (EASTBOUND)
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ST-21

DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

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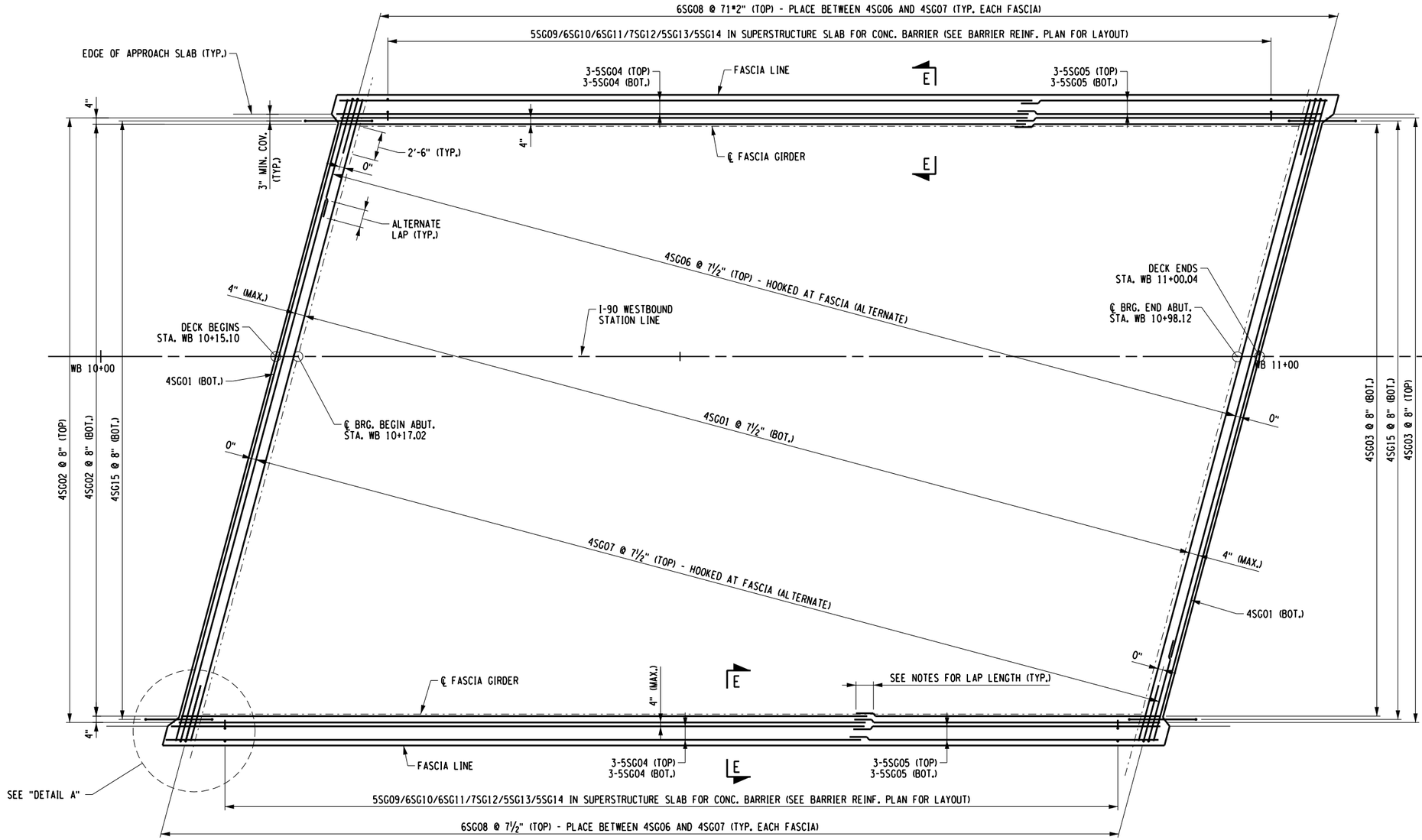

STRUCTURAL SLAB REINFORCEMENT PLAN

SCALE: 1" = 10'

NOTES:

1. SEE DWG. NO. ST-23 FOR SECTION E-E.
2. SEE DWG. NO. ST-24 FOR DETAIL A.
3. (G) DENOTES GALVANIZED COATED BARS
4. LAP LENGTH OF A #4 BAR = 1'-11"
5. LAP LENGTH OF A #5 BAR = 2'-4"
6. LAP LENGTH OF A #7 BAR = 3'-3"

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DATE	DESCRIPTION	BY	SYM.

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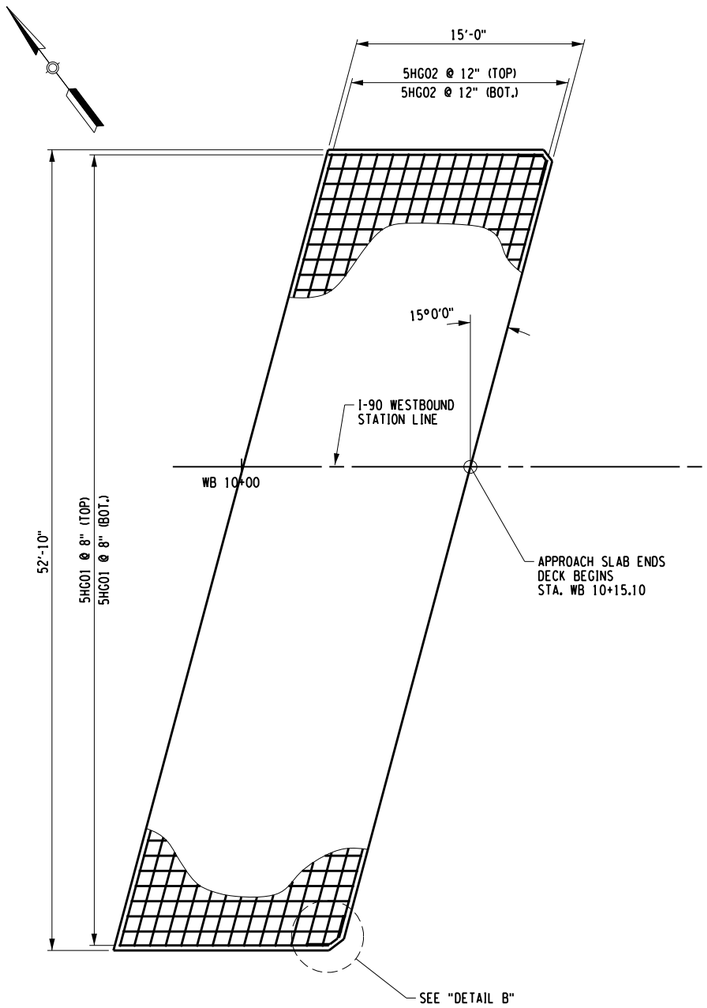
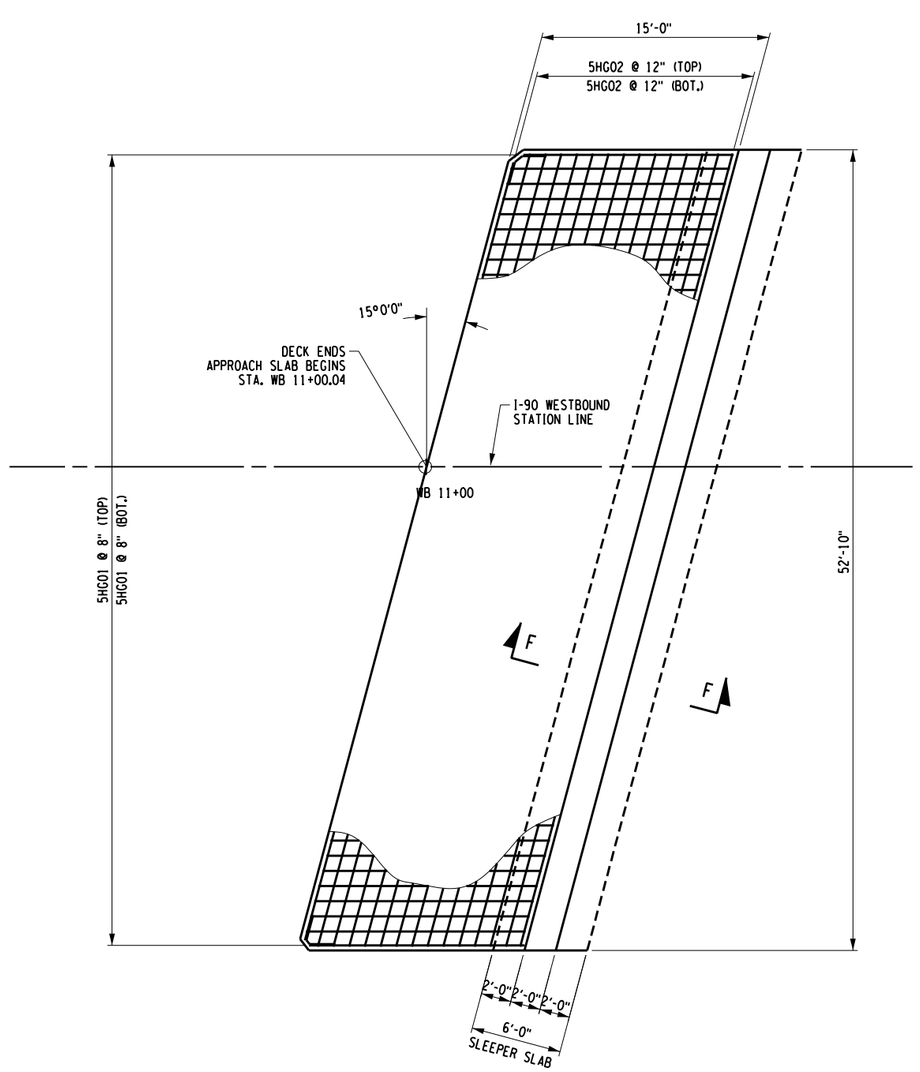
ERDMAN ANTHONY

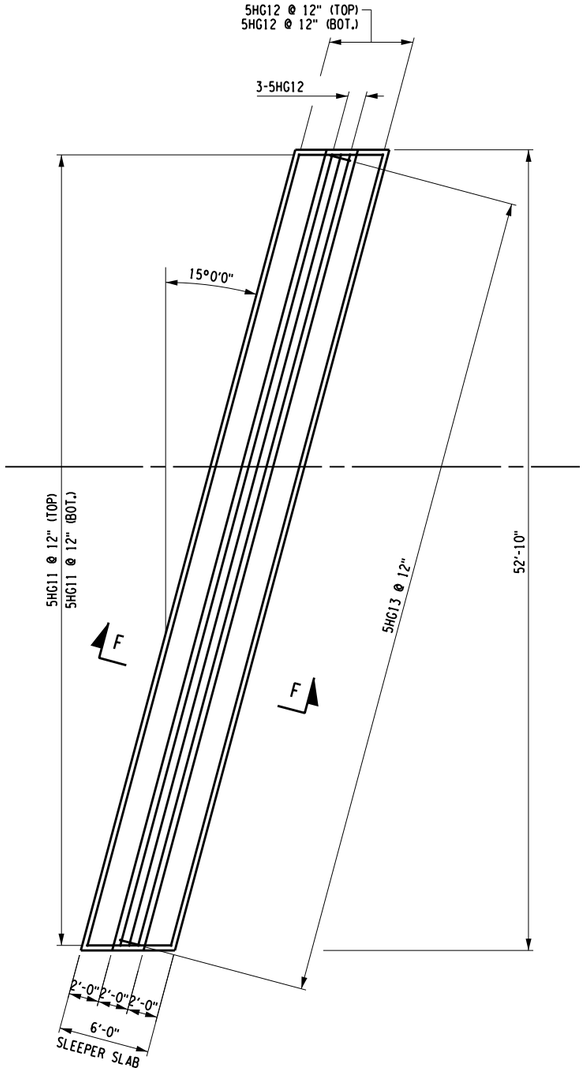
TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: DECK SLAB PLAN (WESTBOUND)	DRAWING NUMBER: ST-22



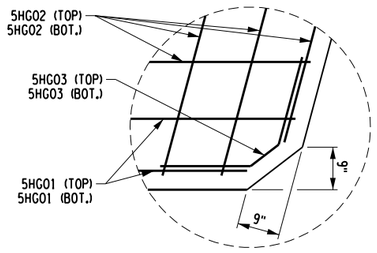
BEGIN APPROACH SLAB
(WESTBOUND)
SCALE: 1" = 10'



END APPROACH SLAB
(WESTBOUND)
SCALE: 1" = 10'



END APPROACH SLEEPER SLAB
(EASTBOUND)
SCALE: 1" = 10'



DETAIL "B"
NOT TO SCALE

NOTES:

1. ALL REINFORCEMENT SHALL HAVE 3 IN. COVER UNLESS OTHERWISE NOTED.
2. SLEEPER SLAB REINFORCEMENT NOT SHOWN FOR CLARITY.
3. SEE DWG. NO. ST-25 FOR SECTION F-F.
4. (G) DENOTES GALVANIZED COATED BARS

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: CHRISTOPHER GEORGE SICHAK, STATE OF NEW YORK, LICENSED PROFESSIONAL ENGINEER, 084524

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

REVISIONS

DATE	DESCRIPTION	BY	SYM.

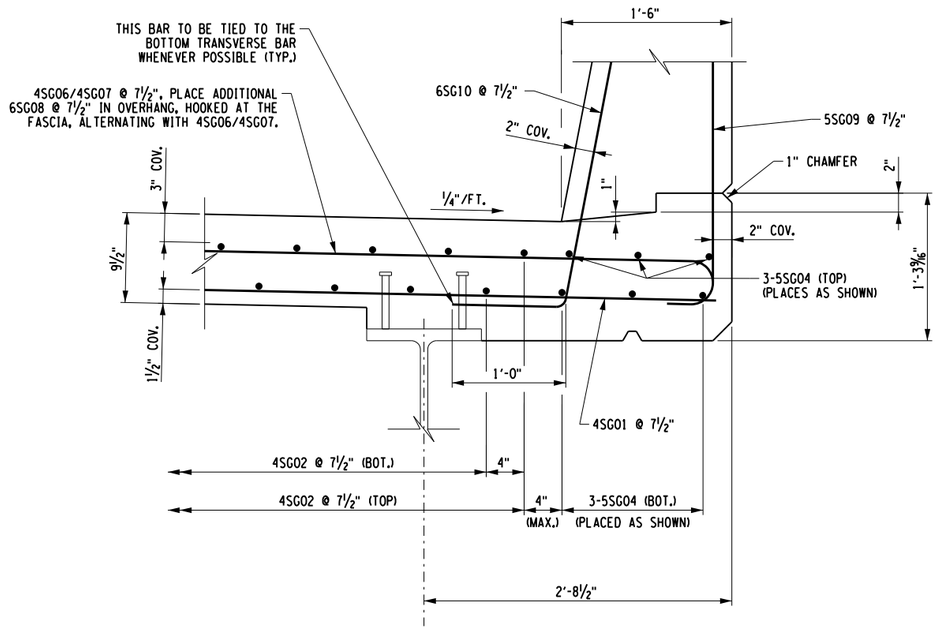
NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

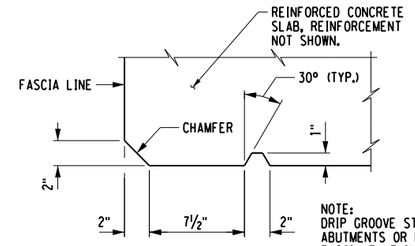
TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	APPROACH SLAB PLAN (WESTBOUND)
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ST-23

DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221.cpb.slb.apr_WB.dgn
DATE/TIME = 12/4/2023 3:20:39 PM
USER = Lindot

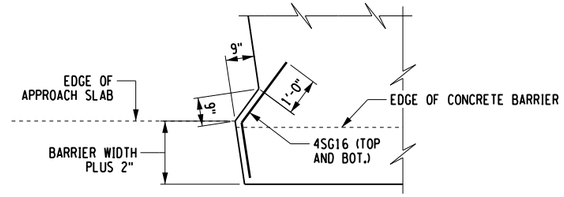


SECTION E-E
NOT TO SCALE



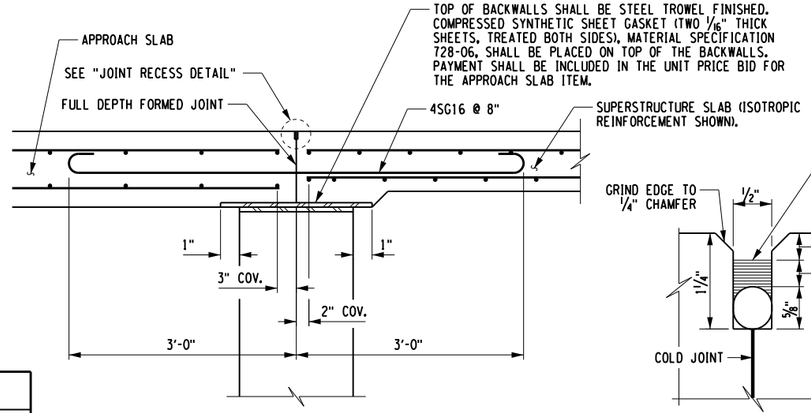
NOTE:
DRIP GROOVE STOPS 3'-0" FROM FACES OF ABUTMENTS OR PIERS WITH A 90° TURN TOWARD FASCIA THAT INTERSECTS THE CHAMFER.

DRIP GROOVE DETAIL
NOT TO SCALE



NOTE:
MAIN REINFORCEMENT NOT SHOWN.

DETAIL A
NOT TO SCALE



REINFORCEMENT DETAIL FOR JOINTLESS ABUTMENTS

FILL THE RECESS WITH A STRUCTURAL JOINT MATERIAL, SILICONE SEALANT, FROM THE DEPARTMENT'S APPROVED LIST FOR ITEM 567.51000016. IF THE RECESS IS SAW CUT, WATER BLAST IMMEDIATELY FOLLOWING CUTTING TO REMOVE ANY RESIDUAL SLURRY BEFORE IT DRIES. CLEAN THE VERTICAL FACES OF THE RECESS BY ABRASIVE BLAST, AND AIR BLOW THE RESIDUE FROM THE RECESS. PRIME THE VERTICAL FACES WITH THE MANUFACTURER'S RECOMMENDED PRIMER, AND ALLOW TO DRY. PLACE A ⅝" DIA. SOFT CLOSED CELL BACKER ROD IN THE BOTTOM OF THE RECESS. POUR THE SILICONE SEALANT TO A DEPTH OF APPROX. 5/16". PAYMENT TO BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH SLAB.

JOINT RECESS DETAIL

NOTES:

1. SEE DWG. NO. ST-20 AND ST-22 FOR LOCATION OF SECTION E-E.
2. SEE DWG. NO. ST-20 AND ST-22 FOR LOCATION OF DETAIL A.
3. (G) DENOTES GALVANIZED COATED BARS

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	DECK SLAB DETAILS
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ST-24

DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

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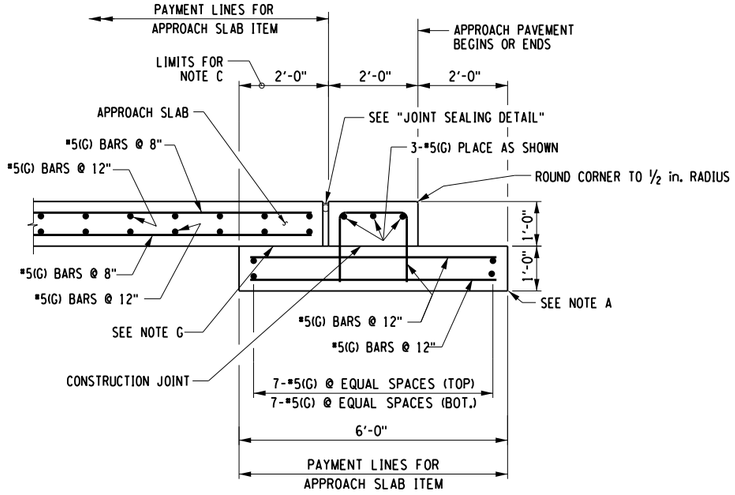
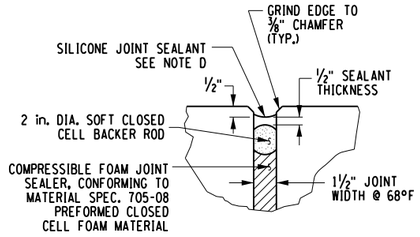


SECTION F-F
NOT TO SCALE



JOINT SEALING DETAIL

NOTES:

A. EXCAVATION FOR SLEEPER SLABS SHALL BE CAREFULLY MADE AFTER COMPACTED ABUTMENT EMBANKMENT IS IN PLACE. THE SLEEPER SLABS SHALL BE FOUNDED ON UNDISTURBED COMPACT MATERIAL OR RE-COMPACTED MATERIAL. NO LOOSE BACKFILL SHALL BE ALLOWED. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE SLEEPER SLAB FROM TEMPORARY LOADINGS OR ANY CONDITION WHICH COULD CAUSE MOVEMENTS OR UNEVEN SETTLEMENT OF THE SLEEPER SLAB.

B. TO PERMIT UNHINDERED LONGITUDINAL MOVEMENT OF SLAB, THE SURFACE OF THE SUBBASE COURSE MUST BE ACCURATELY CONTROLLED TO FOLLOW AND BE PARALLEL TO THE ROADWAY GRADE AND CROSS SLOPE. POLYETHYLENE CURING COVERS (WHITE OPAQUE) IN ACCORDANCE WITH MATERIAL SPECIFICATION SUBSECTION 711-04 SHALL BE PLACED ON THE FINISHED SUBBASE COURSE THE FULL WIDTH OF THE APPROACH SLAB PRIOR TO PLACEMENT OF THE REINFORCEMENT. THE CURING COVERS SHALL BE .004 in. THICK, AND LAPS SHALL BE 2 ft. MINIMUM.

C. TOP OF SLEEPER SLABS SHALL BE STEEL TROWEL FINISHED AND COATED WITH A 0.04 in. NOMINAL THICKNESS OF PERFORMANCE GRADE ASPHALT AS INDICATED IN THE PROPOSAL, OR MATERIAL SPECIFICATION 702-3101. THE TOP OF SLEEPER SLABS SHALL FOLLOW THE CROSS SLOPE AND GRADE OF ROADWAY. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH SLAB ITEM.

D. FILL THE RECESS WITH A STRUCTURAL JOINT MATERIAL, LIQUID SEALANT, FROM THE DEPARTMENT'S APPROVED LIST. THE MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED FOR THOSE SEALANT'S THAT REQUIRES A PRIMER. THE CONCRETE SHALL CURE FOR MINIMUM OF 7 DAYS BEFORE JOINT IS SEALED. SEALING SHALL ONLY BE PERFORMED WHEN THE CONCRETE TEMPERATURE IS 40°F OR ABOVE. BOTH JOINT FACES SHALL BE SAND BLASTED TO ROUGHEN THE SURFACE AND TO REMOVE ALL SURFACE MOISTURE AND ANY OTHER MATERIAL THAT MAY INTERFERE WITH BOND.

E. TOP SURFACES OF STRUCTURAL SLABS, APPROACH SLABS AND EXPOSED TOP SURFACES OF SLEEPER SLABS SHALL BE GROOVED UNDER THE SAWCUT GROOVING OF STRUCTURAL SLAB SURFACE ITEM.

F. IF A MODULAR JOINT SYSTEM IS USED, CONCRETE FURNISHED AND PLACED IN THE RECESSES FOR INSTALLING THE JOINT SYSTEM SHALL COMPLY WITH THE SPECIFICATIONS FOR THE APPROACH SLAB ITEM, EXCEPT THAT MACHINE FINISHING WILL NOT BE REQUIRED. NO ADDITIONAL PAYMENT WILL BE MADE FOR FURNISHING AND PLACING THIS CONCRETE AS THIS QUANTITY LIES WITHIN THE LIMITS OF THE AREA TO BE PAID FOR UNDER THE APPROACH SLAB ITEM. IF AN ARMORLESS JOINT IS USED, PAYMENT FOR THE ELASTOMERIC CONCRETE HEADERS SHALL BE INCLUDED IN THE ITEM FOR THE JOINT SYSTEM. THE JOINT SYSTEM SHALL BE PAID FOR UNDER ITS APPROPRIATE ITEM.

G. COMPRESSED SYNTHETIC SHEET GASKET (TREATED BOTH SIDES), MATERIAL SPECIFICATION 728-06, TWO 0.06 in. THICK SHEETS. PRICE WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH SLAB ITEM.

NOTES:

1. ALL REINFORCEMENT SHALL HAVE 3 IN. COVER UNLESS OTHERWISE NOTED.

2. (G) DENOTES GALVANIZED COATED BARS.

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

DRAFTED BY: T. LINDO CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_slb_apr_dtl.dgn
DATE/TIME = 12/4/2023 3:20:40 PM
USER = Lindot

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

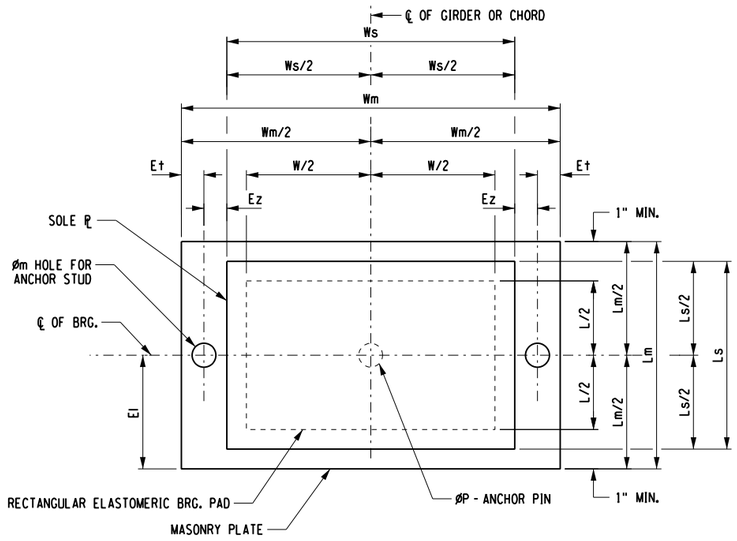
REVISIONS

DATE	DESCRIPTION	BY	SYM.

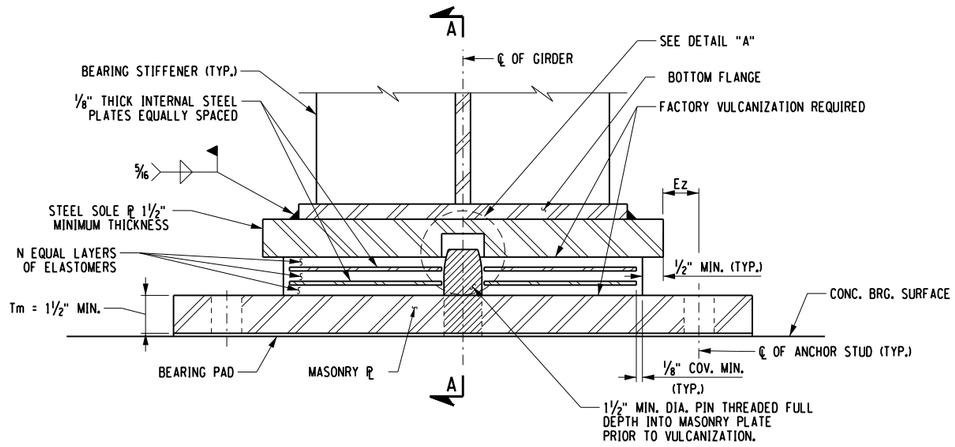
NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

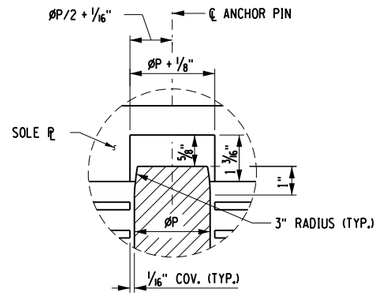
TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: SLEEPER SLAB DETAILS	DRAWING NUMBER: ST-25



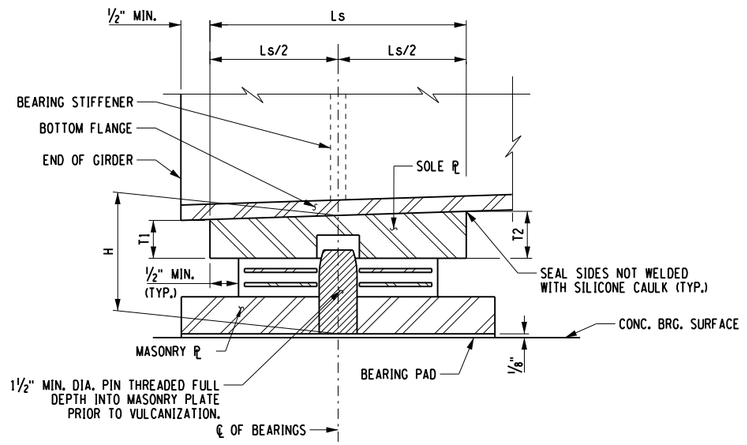
TYPICAL RECTANGULAR FIXED BEARING PLAN



TYPICAL FIXED BEARING ELEVATION



DETAIL "A"
FIXED BEARING ANCHOR PIN



SECTION A-A

BEARING TABLE

LOCATION	ITEM NO.	QUANTITY REQUIRED	D.L. + S.D.L. (kips)	L.L. WITHOUT IMPACT (kips)	TOTAL DESIGN REACTION (kips)	SHAPE FACTOR	ELASTOMER LAYER				hrt	COMP. AREA (SQ. In.)	SHEAR AREA (SQ. In.)	MASONRY PLATE							ANCHOR STUDS		WELD SIZE	SOLE PLATE				BRG. H	ØP (PIN DIA.)
							THK/LAYER	NO. LAYERS	L	W				Wm	Lm	Tm	Et	El	Ez	Øm	DIA.	STUDS/BRG.		Ws	Ls	T1	T2		
WEST ABUT.	565.2023	8	63	67	130	6.35	0.5	2	11	15	1	157	163	24 1/2	13	1.5	2	6 1/2	1 1/2	1 3/8	1	2	5/16	17 1/2	12	1 1/2	1 1/2	4 1/4	1 1/2

TABLE DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

T2 IS UPSTATION OF T1.

NOTES:

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

ALTERED ON:

SIGNATURE:
STAMP:

AFFIXED ON: 12/04/2023

SIGNATURE:
STAMP:

STATE OF NEW YORK
CHRISTOPHER GEORGE SICHAK
EXCELSIOR
084524
LICENSED PROFESSIONAL ENGINEER

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

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: BEARING DETAILS - FIXED

CONTRACT NUMBER: TAS 24-5B
DATE: NOV. 2023
DRAWING NUMBER: ST-26

DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_dtl_brg1.dgn
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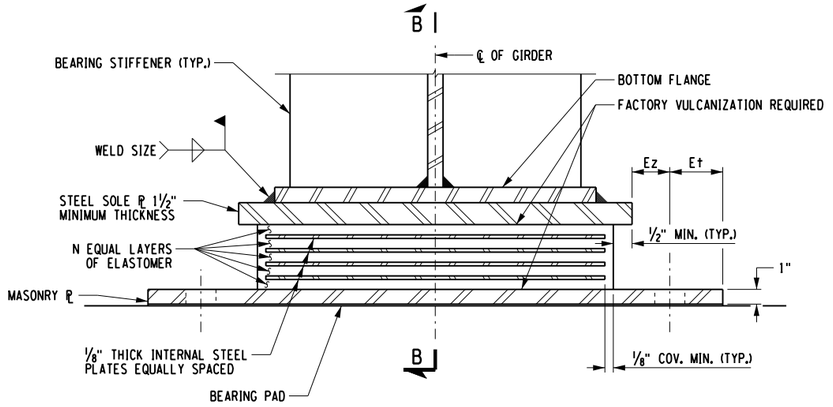
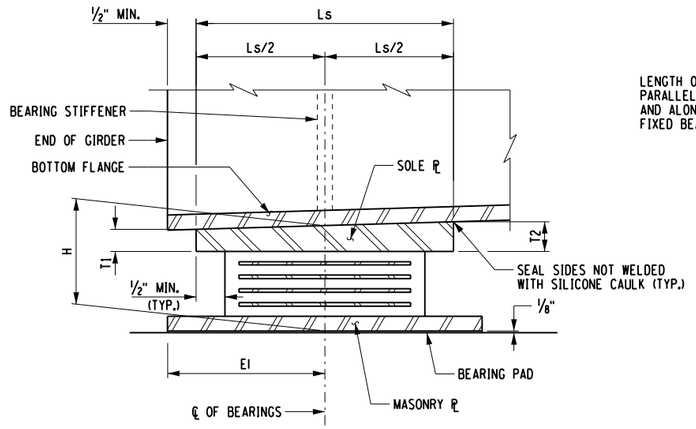
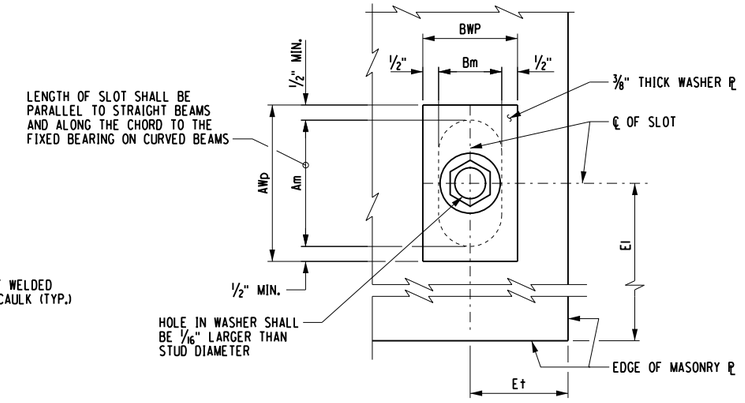


TYPICAL EXPANSION BEARING ELEVATION



SECTION B-B



TYPICAL SLOTTED HOLE DETAIL
MASONRY PLATE

TYPICAL RECTANGULAR EXPANSION BEARING PLAN

BEARING TABLE

LOCATION	ITEM NO.	QUANTITY REQUIRED	D.L. + S.D.L. (kips)	L.L. WITHOUT IMPACT (kips)	TOTAL DESIGN REACTION (kips)	SHAPE FACTOR	ELASTOMER LAYER				hrt	COMP. AREA (SQ. In.)	SHEAR AREA (SQ. In.)	MASONRY PLATE								ANCHOR STUDS		WELD SIZE	WASHER PLATE		SOLE PLATE				BRG. H
							THK/LAYER	NO. LAYERS	L	W				Wm	Lm	Tm	Et	EI	Ez	Am	Bm	DIA.	STUDS/BRG.		AWp	BWp	Ws	Ls	T1	T2	
EAST ABUT.	565.2033	8	63	67	130	6.52	0.5	3	11	16	1 1/2	169	176	24 1/2	13	1	2	6 1/2	1 1/2	2 1/2	1 3/8	1	2	5/16	3 1/2	2 3/8	17 1/2	12	1 1/2	1 1/2	4 3/8

TABLE DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

T2 IS UPSTATION OF T1.

ALTERED ON:

SIGNATURE:
STAMP:

AFFIXED ON:
12/04/2023

SIGNATURE:
STAMP:

STATE OF NEW YORK
CHRISTOPHER GEORGE SICHAK
EXCELSIOR
084524
LICENSED PROFESSIONAL ENGINEER

NOTES:

1. THE BEARINGS SHALL MEET THE REQUIREMENTS OF STANDARD SPECIFICATION SECTION 565 UNLESS OTHERWISE NOTED.
2. ALL ELASTOMER SHALL BE 50 DUROMETER HARDNESS ON THE SHORE A SCALE.
3. ALL STEEL EXCEPT THE INTERNAL STEEL PLATES SHALL CONFORM TO ASTM A709, GR. 50, UNLESS OTHERWISE NOTED.
4. BEARING PADS SHALL CONFORM TO ONE OF THE FOLLOWING MATERIAL SPECIFICATIONS: 728-01, 728-02 OR 728-03.
5. INSTALLATION ALIGNMENT: THE MAXIMUM VARIATION FROM PERFECT ALIGNMENT UNDER FULL DEAD LOAD SHALL NOT EXCEED ⅜". THIS VARIATION SHALL BE MEASURED AS THE HORIZONTAL DISTANCE BETWEEN THE CENTERLINE OF THE HIGHEST ELASTOMER SURFACE AND THE CENTERLINE OF THE LOWEST ELASTOMER SURFACE.
6. CONCRETE SURFACES UNDER THE BEARINGS SHALL CONFORM TO SUBSECTION 565.3.02 "CONCRETE BEARING SURFACE PREPARATION" OF THE NEW YORK STATE STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS.
7. THE BEARING PAD, ANCHOR STUDS, WASHER PLATES AND NUTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARING ITEM.
8. IF THE ANCHOR STUDS ARE SET UNDER THE SOLE PLATE, A MINIMUM CLEARANCE EQUAL TO TWO TIMES THE THICKNESS OF ANCHOR NUT PLUS 1" SHALL BE MAINTAINED BETWEEN THE TOP OF MASONRY PLATE AND BOTTOM OF THE SOLE PLATE.

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT
STERLING CREEK BRIDGE REHABILITATION

LOCATION OF PROJECT
SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41

TITLE OF DRAWING
BEARING DETAILS - EXPANSION

CONTRACT NUMBER: TAS 24-5B

DATE: NOV. 2023

DRAWING NUMBER: ST-27

DRAFTED BY: T. LINDO
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK
CHECKED BY:

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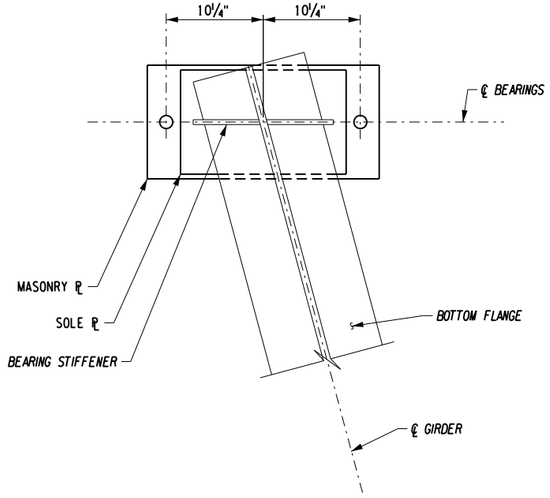
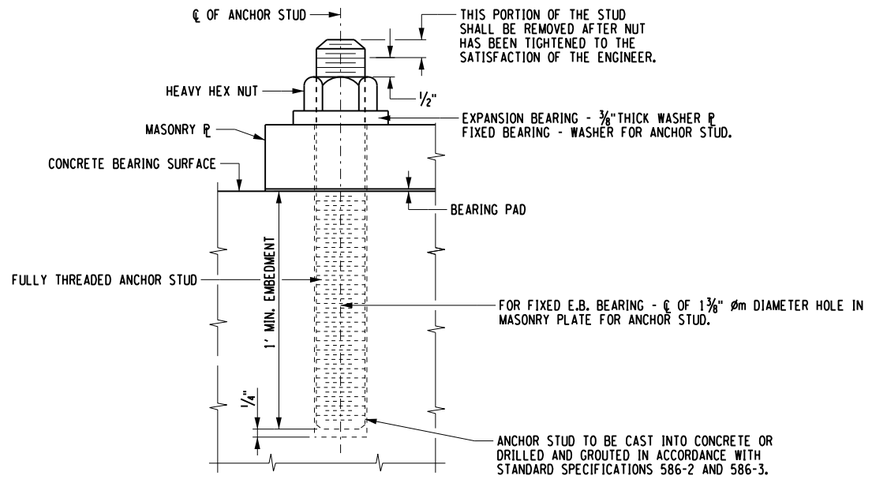


PLAN - CONNECTION DETAIL

SCALE: ¾" = 1'-0"



ANCHOR STUD

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

ANCHOR STUD WITH ANCHOR PLATE

DESIGN SUPERVISOR: C. SICHAK
DESIGNED BY: N. BARNHARD
DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
CHECKED BY:

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_dt1_brg3.dgn
DATE/TIME = 12/4/2023 3:20:45 PM
USER = Lindot

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

REVISIONS

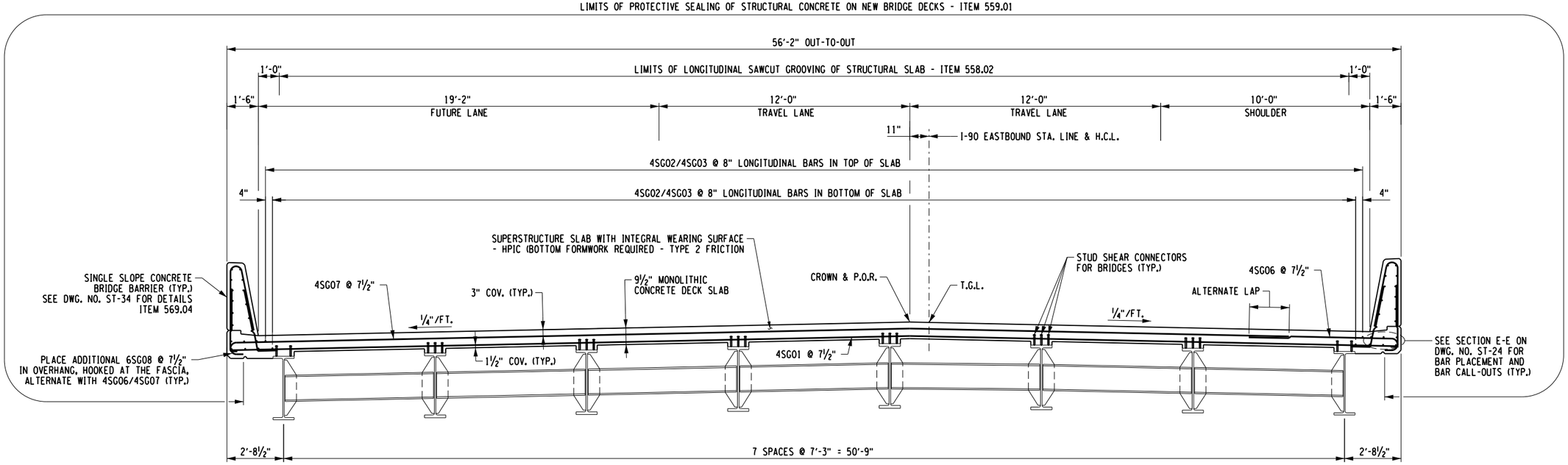
DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: BEARING DETAILS MISCELLANEOUS	DRAWING NUMBER: ST-28

LIMITS OF PROTECTIVE SEALING OF STRUCTURAL CONCRETE ON NEW BRIDGE DECKS - ITEM 559.01



PROPOSED TRANSVERSE SECTION

(I-90 EASTBOUND SHOWN, WESTBOUND SIMILAR)
SCALE: 3/16" = 1'-0"

(G) DENOTES GALVANIZED COATED BARS

DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_sec_trn2.dgn
DATE/TIME = 12/4/2023 3:20:46 PM
USER = Lindot

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

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

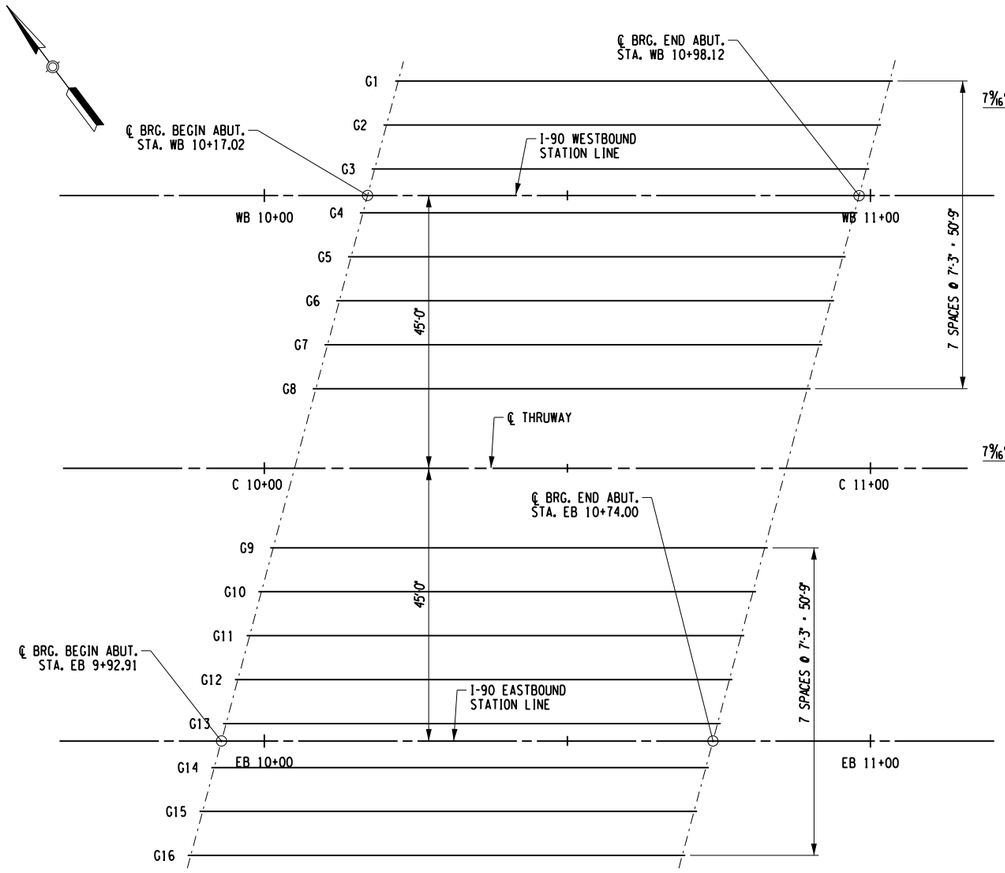
REVISIONS

DATE	DESCRIPTION	BY	SYM.

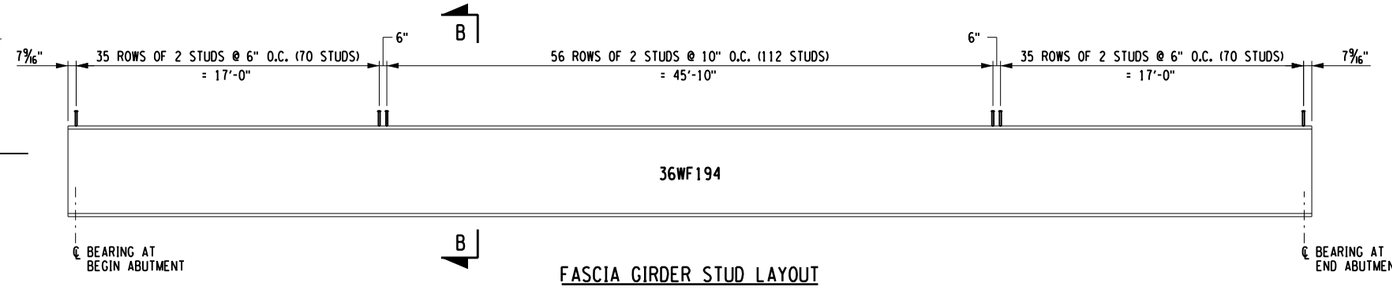
NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

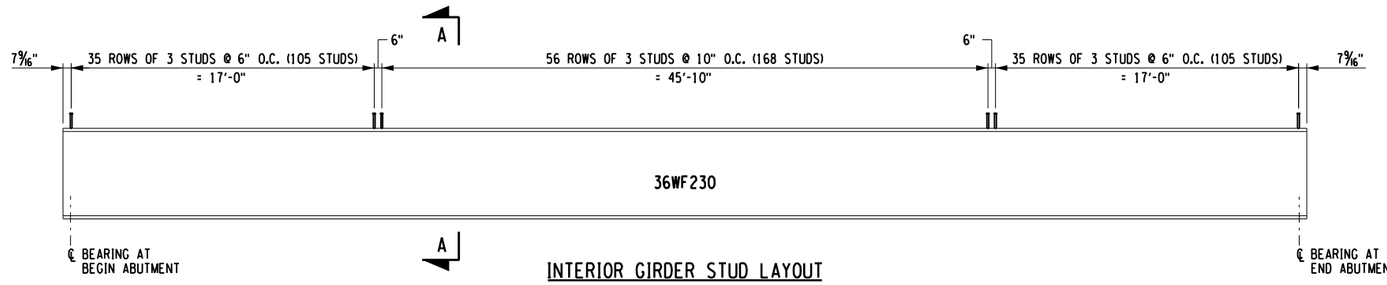
TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: PROPOSED TRANSVERSE SECTION	DRAWING NUMBER: ST-29



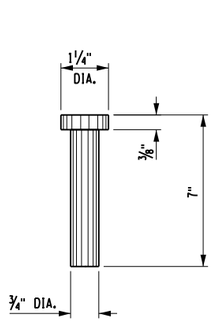
FRAMING PLAN
SCALE: 1" = 25'



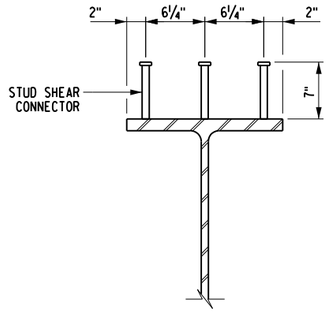
FASCIA GIRDER STUD LAYOUT
NOT TO SCALE



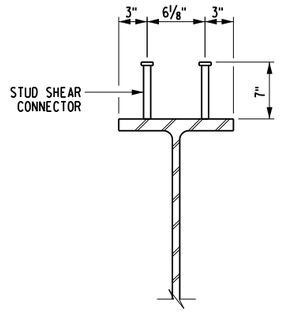
INTERIOR GIRDER STUD LAYOUT
NOT TO SCALE



STUD DETAIL
NOT TO SCALE



INTERIOR GIRDER SECTION A-A
NOT TO SCALE



FASCIA GIRDER SECTION B-B
NOT TO SCALE

NOTES:

1. ALL EXISTING SPIRAL RODS SHALL BE REMOVED.
2. UPON REMOVAL OF DECK, ELEVATION SHOTS SHALL BE TAKEN AT TENTH POINTS ALONG THE CENTERLINE OF EACH GIRDER TO VERIFY STEEL DEAD LOAD DEFLECTION. ANY VARIATIONS FROM THE EXPECTED SHOWN ON THE CONTRACT PLANS SHALL BE REPORTED TO THE DIRECTOR OF STRUCTURES DESIGN FOR POSSIBLE FIELD CORRECTIONS. IN THIS SITUATION, NO WORK SHALL PROGRESS UNTIL THE PROBLEM IS RESOLVED TO THEIR SATISFACTION.
3. UPON COMPLETION OF FORMWORK, DECK REINFORCING, AND SCREED MACHINE, ELEVATION SHOTS SHALL BE TAKEN AT TENTH POINTS ALONG THE CENTERLINE OF EACH GIRDER DURING THE DRY RUN TO VERIFY APPROPRIATE DECK THICKNESS, COVER, AND THE APPEARANCE OF ANY DIFFERENTIAL DEFLECTIONS BETWEEN THE ADJACENT GIRDERS. ANY VARIATIONS FROM THE DEFLECTIONS SHOWN ON THE CONTRACT PLANS, OR INDICATIONS OF POSSIBLE SUBSTANDARD DECK THICKNESS OR COVER SHALL BE REPORTED TO THE DIRECTOR OF STRUCTURES DESIGN FOR POSSIBLE FIELD CORRECTIONS. IN THIS SITUATION, NO WORK SHALL PROGRESS UNTIL THE PROBLEM IS RESOLVED TO THEIR SATISFACTION.
4. DURING THE DECK POURING OPERATION, THE CONTRACTOR SHALL MONITOR THE ACTUAL DECK THICKNESS AT TENTH POINTS ALONG THE CENTERLINE OF EACH GIRDER TO INSURE THE MINIMUM THICKNESS AND REINFORCING COVER AS SHOWN ON THESE PLANS. IF THIS IS NOT THE CASE, THE DIRECTOR OF STRUCTURES DESIGN SHALL BE IMMEDIATELY NOTIFIED OF THE SITUATION AND POSSIBLE RAMIFICATION (I.E. SUBSTANDARD DECK THICKNESS). IN THIS SITUATION, NO WORK SHALL PROGRESS UNTIL THE PROBLEM IS RESOLVED TO THEIR SATISFACTION.
5. THE CONTRACTOR SHALL PROVIDE TEMPORARY BRACING IF REQUIRED OF THE FASCIA GIRDER TO PREVENT TORSIONAL AND VERTICAL DIFFERENTIAL DEFLECTIONS DURING PLACEMENT OF THE DECK OVERHANG. COST INCLUDED UNDER ITEM 557.4102.

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REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: STEEL DETAILS	DRAWING NUMBER: ST-30

DESIGN SUPERVISOR: C. SICHAK
DRAFTED BY: T. LINDO
CHECKED BY:
DESIGNED BY: N. BARNHARD
CHECKED BY: N. BARNHARD

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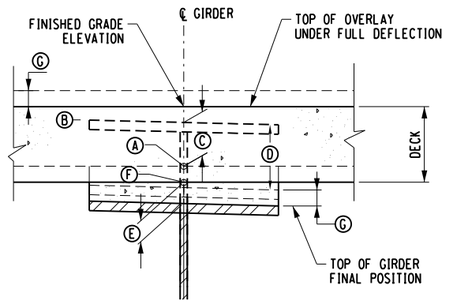
DATE/TIME = 12/4/2023 3:20:47 PM
USER = Lindot



GIRDER HAUNCH DETAIL

NOT TO SCALE

NOTES:

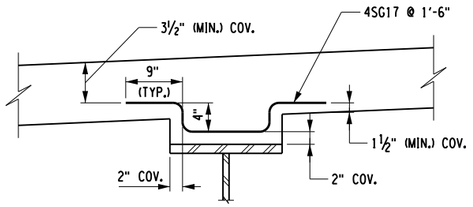
1. Ⓐ & Ⓕ TAKEN AT ℄ OF GIRDER.
2. Ⓔ - GIRDER HAUNCH, IS TAKEN AT ℄ OF GIRDER.

LEGEND

——— INITIAL POSITION (BEAM D.L. ONLY)

– – – – INTERMEDIATE POSITION (BEAM + DECK D.L.)

——— FINAL POSITION (TOTAL D.L. + S.D.L.)



REINFORCED GIRDER HAUNCH DETAIL

NOT TO SCALE

NOTE:

IF THE DEPTH OF THE GIRDER HAUNCH IS GREATER OR EQUAL TO 4" AT ANY POINT ALONG THE GIRDER, THE HAUNCH SHALL BE REINFORCED ACCORDING TO THIS DETAIL.

HAUNCH TABLE - EB

			℄ OF BRGS. BEGIN ABUT.	1/10 L1	2/10 L1	3/10 L1	4/10 L1	5/10 L1	6/10 L1	7/10 L1	8/10 L1	9/10 L1	℄ OF BRGS. END ABUT.
GIRDER 1	A	REQ'D BOTTOM OF SLAB ELEVATION AFTER DECK POUR	433.757	433.814	433.869	433.923	433.975	434.025	434.072	434.117	434.161	434.203	434.244
	B	TOP OF STEEL ELEVATION (FIELD MEASURE)											
	C	= A - B (FT)											
	D	CONCRETE NON-COMPOSITE D.L. DEFLECTION (FT)	0.000	0.049	0.092	0.125	0.146	0.153	0.146	0.125	0.092	0.049	0.000
	E	DEPTH OF HAUNCH REQ'D = C + D (FT)											
	F	REQ'D BOTTOM OF SLAB ELEVATION AFTER S.D.L. APPLICATION	433.757	433.806	433.854	433.903	433.952	434.000	434.049	434.098	434.146	434.195	434.244
	G	DECK SURFACE CAMBER A - F (FT) ABOVE PROPOSED GRADE (S.D.L. DEFL.)	0.000	0.008	0.014	0.020	0.023	0.024	0.023	0.020	0.014	0.008	0.000
GIRDER 2	A	REQ'D BOTTOM OF SLAB ELEVATION AFTER DECK POUR	433.890	433.946	434.000	434.053	434.105	434.154	434.202	434.248	434.292	434.335	434.377
	B	TOP OF STEEL ELEVATION (FIELD MEASURE)											
	C	= A - B (FT)											
	D	CONCRETE NON-COMPOSITE D.L. DEFLECTION (FT)	0.000	0.042	0.079	0.108	0.126	0.133	0.126	0.108	0.079	0.043	0.000
	E	DEPTH OF HAUNCH REQ'D = C + D (FT)											
	F	REQ'D BOTTOM OF SLAB ELEVATION AFTER S.D.L. APPLICATION	433.890	433.939	433.988	434.036	434.085	434.134	434.182	434.231	434.280	434.328	434.377
	G	DECK SURFACE CAMBER A - F (FT) ABOVE PROPOSED GRADE (S.D.L. DEFL.)	0.000	0.007	0.012	0.017	0.020	0.021	0.020	0.017	0.012	0.007	0.000
GIRDER 3	A	REQ'D BOTTOM OF SLAB ELEVATION AFTER DECK POUR	434.024	434.079	434.134	434.187	434.238	434.288	434.335	434.381	434.425	434.468	434.510
	B	TOP OF STEEL ELEVATION (FIELD MEASURE)											
	C	= A - B (FT)											
	D	CONCRETE NON-COMPOSITE D.L. DEFLECTION (FT)	0.000	0.042	0.079	0.108	0.126	0.133	0.126	0.108	0.079	0.043	0.000
	E	DEPTH OF HAUNCH REQ'D = C + D (FT)											
	F	REQ'D BOTTOM OF SLAB ELEVATION AFTER S.D.L. APPLICATION	434.024	434.072	434.121	434.170	434.218	434.267	434.316	434.364	434.413	434.462	434.510
	G	DECK SURFACE CAMBER A - F (FT) ABOVE PROPOSED GRADE (S.D.L. DEFL.)	0.000	0.007	0.012	0.017	0.020	0.021	0.020	0.017	0.012	0.007	0.000
GIRDER 4	A	REQ'D BOTTOM OF SLAB ELEVATION AFTER DECK POUR	434.157	434.212	434.267	434.320	434.371	434.421	434.469	434.515	434.559	434.602	434.644
	B	TOP OF STEEL ELEVATION (FIELD MEASURE)											
	C	= A - B (FT)											
	D	CONCRETE NON-COMPOSITE D.L. DEFLECTION (FT)	0.000	0.042	0.079	0.108	0.126	0.133	0.126	0.108	0.079	0.043	0.000
	E	DEPTH OF HAUNCH REQ'D = C + D (FT)											
	F	REQ'D BOTTOM OF SLAB ELEVATION AFTER S.D.L. APPLICATION	434.157	434.206	434.254	434.303	434.352	434.400	434.449	434.498	434.546	434.595	434.644
	G	DECK SURFACE CAMBER A - F (FT) ABOVE PROPOSED GRADE (S.D.L. DEFL.)	0.000	0.007	0.012	0.017	0.020	0.021	0.020	0.017	0.012	0.007	0.000
GIRDER 5	A	REQ'D BOTTOM OF SLAB ELEVATION AFTER DECK POUR	434.291	434.346	434.400	434.453	434.505	434.554	434.602	434.648	434.692	434.735	434.777
	B	TOP OF STEEL ELEVATION (FIELD MEASURE)											
	C	= A - B (FT)											
	D	CONCRETE NON-COMPOSITE D.L. DEFLECTION (FT)	0.000	0.042	0.079	0.108	0.126	0.133	0.126	0.108	0.079	0.043	0.000
	E	DEPTH OF HAUNCH REQ'D = C + D (FT)											
	F	REQ'D BOTTOM OF SLAB ELEVATION AFTER S.D.L. APPLICATION	434.291	434.339	434.388	434.436	434.485	434.534	434.582	434.631	434.680	434.728	434.777
	G	DECK SURFACE CAMBER A - F (FT) ABOVE PROPOSED GRADE (S.D.L. DEFL.)	0.000	0.007	0.012	0.017	0.020	0.021	0.020	0.017	0.012	0.007	0.000
GIRDER 6	A	REQ'D BOTTOM OF SLAB ELEVATION AFTER DECK POUR	434.172	434.227	434.282	434.335	434.386	434.436	434.484	434.530	434.574	434.617	434.659
	B	TOP OF STEEL ELEVATION (FIELD MEASURE)											
	C	= A - B (FT)											
	D	CONCRETE NON-COMPOSITE D.L. DEFLECTION (FT)	0.000	0.042	0.079	0.108	0.126	0.133	0.126	0.108	0.079	0.043	0.000
	E	DEPTH OF HAUNCH REQ'D = C + D (FT)											
	F	REQ'D BOTTOM OF SLAB ELEVATION AFTER S.D.L. APPLICATION	434.172	434.221	434.270	434.318	434.367	434.415	434.464	434.513	434.561	434.610	434.659
	G	DECK SURFACE CAMBER A - F (FT) ABOVE PROPOSED GRADE (S.D.L. DEFL.)	0.000	0.007	0.012	0.017	0.020	0.021	0.020	0.017	0.012	0.007	0.000
GIRDER 7	A	REQ'D BOTTOM OF SLAB ELEVATION AFTER DECK POUR	434.016	434.071	434.125	434.178	434.230	434.279	434.327	434.373	434.417	434.460	434.502
	B	TOP OF STEEL ELEVATION (FIELD MEASURE)											
	C	= A - B (FT)											
	D	CONCRETE NON-COMPOSITE D.L. DEFLECTION (FT)	0.000	0.042	0.079	0.108	0.126	0.133	0.126	0.108	0.079	0.043	0.000
	E	DEPTH OF HAUNCH REQ'D = C + D (FT)											
	F	REQ'D BOTTOM OF SLAB ELEVATION AFTER S.D.L. APPLICATION	434.016	434.064	434.113	434.162	434.210	434.259	434.307	434.356	434.405	434.453	434.502
	G	DECK SURFACE CAMBER A - F (FT) ABOVE PROPOSED GRADE (S.D.L. DEFL.)	0.000	0.007	0.012	0.017	0.020	0.021	0.020	0.017	0.012	0.007	0.000
GIRDER 8	A	REQ'D BOTTOM OF SLAB ELEVATION AFTER DECK POUR	433.859	433.915	433.971	434.025	434.076	434.126	434.174	434.219	434.263	434.305	434.345
	B	TOP OF STEEL ELEVATION (FIELD MEASURE)											
	C	= A - B (FT)											
	D	CONCRETE NON-COMPOSITE D.L. DEFLECTION (FT)	0.000	0.049	0.092	0.125	0.146	0.153	0.146	0.125	0.092	0.049	0.000
	E	DEPTH OF HAUNCH REQ'D = C + D (FT)											
	F	REQ'D BOTTOM OF SLAB ELEVATION AFTER S.D.L. APPLICATION	433.859	433.908	433.956	434.005	434.054	434.102	434.151	434.199	434.248	434.297	434.345
	G	DECK SURFACE CAMBER A - F (FT) ABOVE PROPOSED GRADE (S.D.L. DEFL.)	0.000	0.008	0.014	0.020	0.023	0.024	0.023	0.020	0.014	0.008	0.000

NOTE:
THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE COMPLETED HAUNCH TABLE PRIOR TO SETTING THE BOTTOM FORMWORK OF THE DECK

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REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

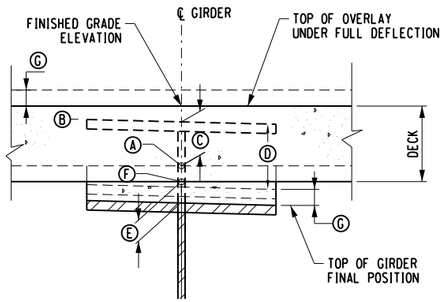
ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: HAUNCH TABLE (EASTBOUND)

CONTRACT NUMBER: TAS 24-5B
DATE: NOV. 2023
DRAWING NUMBER: ST-31

DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_tbl_haunch_EB.dgn
DATE/TIME = 12/4/2023 3:20:48 PM
USER = Lindot



GIRDER HAUNCH DETAIL

NOT TO SCALE

NOTES:

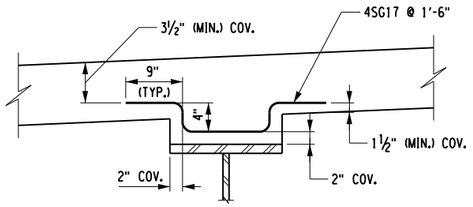
1. Ⓐ & Ⓕ TAKEN AT ℄ OF GIRDER.
2. Ⓔ - GIRDER HAUNCH, IS TAKEN AT ℄ OF GIRDER.

LEGEND

——— INITIAL POSITION (BEAM D.L. ONLY)

– – – – INTERMEDIATE POSITION (BEAM + DECK D.L.)

——— FINAL POSITION (TOTAL D.L. + S.D.L.)



REINFORCED GIRDER HAUNCH DETAIL

NOT TO SCALE

NOTE:

IF THE DEPTH OF THE GIRDER HAUNCH IS GREATER OR EQUAL TO 4" AT ANY POINT ALONG THE GIRDER, THE HAUNCH SHALL BE REINFORCED ACCORDING TO THIS DETAIL.

HAUNCH TABLE - WB

			℄ OF BRGS. BEGIN ABUT.	1/10 L1	2/10 L1	3/10 L1	4/10 L1	5/10 L1	6/10 L1	7/10 L1	8/10 L1	9/10 L1	℄ OF BRGS. END ABUT.
GIRDER 1	A	REQ'D BOTTOM OF SLAB ELEVATION AFTER DECK POUR	434.193	434.249	434.305	434.358	434.410	434.460	434.508	434.553	434.597	434.639	434.679
	B	TOP OF STEEL ELEVATION (FIELD MEASURE)											
	C	= A - B (FT)											
	D	CONCRETE NON-COMPOSITE D.L. DEFLECTION (FT)	0.000	0.049	0.092	0.125	0.146	0.153	0.146	0.125	0.092	0.049	0.000
	E	DEPTH OF HAUNCH REQ'D = C + D (FT)											
	F	REQ'D BOTTOM OF SLAB ELEVATION AFTER S.D.L. APPLICATION	434.193	434.241	434.290	434.339	434.387	434.436	434.485	434.533	434.582	434.631	434.679
	G	DECK SURFACE CAMBER A - F (FT) ABOVE PROPOSED GRADE (S.D.L. DEFL.)	0.000	0.008	0.014	0.020	0.023	0.024	0.023	0.020	0.014	0.008	0.000
GIRDER 2	A	REQ'D BOTTOM OF SLAB ELEVATION AFTER DECK POUR	434.326	434.381	434.436	434.489	434.540	434.590	434.638	434.684	434.728	434.771	434.813
	B	TOP OF STEEL ELEVATION (FIELD MEASURE)											
	C	= A - B (FT)											
	D	CONCRETE NON-COMPOSITE D.L. DEFLECTION (FT)	0.000	0.042	0.079	0.108	0.126	0.133	0.126	0.108	0.079	0.043	0.000
	E	DEPTH OF HAUNCH REQ'D = C + D (FT)											
	F	REQ'D BOTTOM OF SLAB ELEVATION AFTER S.D.L. APPLICATION	434.326	434.375	434.423	434.472	434.521	434.569	434.618	434.667	434.715	434.764	434.813
	G	DECK SURFACE CAMBER A - F (FT) ABOVE PROPOSED GRADE (S.D.L. DEFL.)	0.000	0.007	0.012	0.017	0.020	0.021	0.020	0.017	0.012	0.007	0.000
GIRDER 3	A	REQ'D BOTTOM OF SLAB ELEVATION AFTER DECK POUR	434.459	434.515	434.569	434.622	434.674	434.723	434.771	434.817	434.861	434.904	434.946
	B	TOP OF STEEL ELEVATION (FIELD MEASURE)											
	C	= A - B (FT)											
	D	CONCRETE NON-COMPOSITE D.L. DEFLECTION (FT)	0.000	0.042	0.079	0.108	0.126	0.133	0.126	0.108	0.079	0.043	0.000
	E	DEPTH OF HAUNCH REQ'D = C + D (FT)											
	F	REQ'D BOTTOM OF SLAB ELEVATION AFTER S.D.L. APPLICATION	434.459	434.508	434.557	434.605	434.654	434.703	434.751	434.800	434.849	434.897	434.946
	G	DECK SURFACE CAMBER A - F (FT) ABOVE PROPOSED GRADE (S.D.L. DEFL.)	0.000	0.007	0.012	0.017	0.020	0.021	0.020	0.017	0.012	0.007	0.000
GIRDER 4	A	REQ'D BOTTOM OF SLAB ELEVATION AFTER DECK POUR	434.554	434.610	434.664	434.717	434.769	434.818	434.866	434.912	434.956	434.999	435.041
	B	TOP OF STEEL ELEVATION (FIELD MEASURE)											
	C	= A - B (FT)											
	D	CONCRETE NON-COMPOSITE D.L. DEFLECTION (FT)	0.000	0.042	0.079	0.108	0.126	0.133	0.126	0.108	0.079	0.043	0.000
	E	DEPTH OF HAUNCH REQ'D = C + D (FT)											
	F	REQ'D BOTTOM OF SLAB ELEVATION AFTER S.D.L. APPLICATION	434.554	434.603	434.652	434.700	434.749	434.798	434.846	434.895	434.944	434.992	435.041
	G	DECK SURFACE CAMBER A - F (FT) ABOVE PROPOSED GRADE (S.D.L. DEFL.)	0.000	0.007	0.012	0.017	0.020	0.021	0.020	0.017	0.012	0.007	0.000
GIRDER 5	A	REQ'D BOTTOM OF SLAB ELEVATION AFTER DECK POUR	434.398	434.453	434.508	434.561	434.612	434.662	434.709	434.755	434.799	434.842	434.884
	B	TOP OF STEEL ELEVATION (FIELD MEASURE)											
	C	= A - B (FT)											
	D	CONCRETE NON-COMPOSITE D.L. DEFLECTION (FT)	0.000	0.042	0.079	0.108	0.126	0.133	0.126	0.108	0.079	0.043	0.000
	E	DEPTH OF HAUNCH REQ'D = C + D (FT)											
	F	REQ'D BOTTOM OF SLAB ELEVATION AFTER S.D.L. APPLICATION	434.398	434.446	434.495	434.544	434.592	434.641	434.690	434.738	434.787	434.836	434.884
	G	DECK SURFACE CAMBER A - F (FT) ABOVE PROPOSED GRADE (S.D.L. DEFL.)	0.000	0.007	0.012	0.017	0.020	0.021	0.020	0.017	0.012	0.007	0.000
GIRDER 6	A	REQ'D BOTTOM OF SLAB ELEVATION AFTER DECK POUR	434.241	434.296	434.351	434.404	434.455	434.505	434.553	434.599	434.643	434.686	434.728
	B	TOP OF STEEL ELEVATION (FIELD MEASURE)											
	C	= A - B (FT)											
	D	CONCRETE NON-COMPOSITE D.L. DEFLECTION (FT)	0.000	0.042	0.079	0.108	0.126	0.133	0.126	0.108	0.079	0.043	0.000
	E	DEPTH OF HAUNCH REQ'D = C + D (FT)											
	F	REQ'D BOTTOM OF SLAB ELEVATION AFTER S.D.L. APPLICATION	434.241	434.290	434.338	434.387	434.436	434.484	434.533	434.582	434.630	434.679	434.728
	G	DECK SURFACE CAMBER A - F (FT) ABOVE PROPOSED GRADE (S.D.L. DEFL.)	0.000	0.007	0.012	0.017	0.020	0.021	0.020	0.017	0.012	0.007	0.000
GIRDER 7	A	REQ'D BOTTOM OF SLAB ELEVATION AFTER DECK POUR	434.085	434.140	434.194	434.247	434.299	434.348	434.396	434.442	434.486	434.529	434.571
	B	TOP OF STEEL ELEVATION (FIELD MEASURE)											
	C	= A - B (FT)											
	D	CONCRETE NON-COMPOSITE D.L. DEFLECTION (FT)	0.000	0.042	0.079	0.108	0.126	0.133	0.126	0.108	0.079	0.043	0.000
	E	DEPTH OF HAUNCH REQ'D = C + D (FT)											
	F	REQ'D BOTTOM OF SLAB ELEVATION AFTER S.D.L. APPLICATION	434.085	434.133	434.182	434.230	434.279	434.328	434.376	434.425	434.474	434.522	434.571
	G	DECK SURFACE CAMBER A - F (FT) ABOVE PROPOSED GRADE (S.D.L. DEFL.)	0.000	0.007	0.012	0.017	0.020	0.021	0.020	0.017	0.012	0.007	0.000
GIRDER 8	A	REQ'D BOTTOM OF SLAB ELEVATION AFTER DECK POUR	433.928	433.984	434.040	434.093	434.145	434.195	434.243	434.288	434.332	434.374	434.414
	B	TOP OF STEEL ELEVATION (FIELD MEASURE)											
	C	= A - B (FT)											
	D	CONCRETE NON-COMPOSITE D.L. DEFLECTION (FT)	0.000	0.049	0.092	0.125	0.146	0.153	0.146	0.125	0.092	0.049	0.000
	E	DEPTH OF HAUNCH REQ'D = C + D (FT)											
	F	REQ'D BOTTOM OF SLAB ELEVATION AFTER S.D.L. APPLICATION	433.928	433.977	434.025	434.074	434.122	434.171	434.220	434.268	434.317	434.366	434.414
	G	DECK SURFACE CAMBER A - F (FT) ABOVE PROPOSED GRADE (S.D.L. DEFL.)	0.000	0.008	0.014	0.020	0.023	0.024	0.023	0.020	0.014	0.008	0.000

NOTE:
THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE COMPLETED HAUNCH TABLE PRIOR TO SETTING THE BOTTOM FORMWORK OF THE DECK

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	HAUNCH TABLE (WESTBOUND)
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ST-32

DESIGN SUPERVISOR: C. SICHAK
DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_tbl_haunch_WB.dgn
DATE/TIME = 12/4/2023 3:20:55 PM
USER = Lindot

MOMENT AND SHEAR TABLE			CL BEGIN BRGS.	SPAN 1 1/10 L_1 FT	2/10 L_1 FT	3/10 L_1 FT	4/10 L_1 FT	5/10 L_1 FT	6/10 L_1 FT	7/10 L_1 FT	8/10 L_1 FT	9/10 L_1 FT	CL END BRGS.
INTERIOR GIRDER	DEAD LOAD	MOMENT	0.00	371.00	662.00	870.00	995.00	1037.00	995.00	870.00	662.00	371.00	0.00
		SHEAR	50.63	40.86	30.83	20.55	10.28	0.00	-10.28	-20.55	-30.83	-40.86	-50.63
	SUPERIMPOSED DEAD LOAD	MOMENT	0.00	83.00	149.00	196.00	223.00	232.00	223.00	196.00	149.00	83.00	0.00
		SHEAR	11.47	9.18	6.88	4.59	2.30	0.00	-2.30	-4.59	-6.88	-9.18	-11.47
	LIVE LOAD (+)	MOMENT	0.00	477.00	855.00	1107.00	1263.00	1296.00	1263.00	1107.00	855.00	477.00	0.00
		SHEAR	88.67	77.05	65.29	54.16	43.65	33.73	24.92	16.70	9.17	3.58	0.00
	LIVE LOAD (-)	MOMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		SHEAR	0.00	-3.58	-7.73	-16.70	-24.92	-33.73	-43.65	-54.16	-65.29	-77.05	-88.67
	D.P.V. (+)	MOMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		SHEAR	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D.P.V. (-)	MOMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		SHEAR	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EXTERIOR GIRDER	DEAD LOAD	MOMENT	0.00	348.00	621.00	817.00	934.00	973.00	934.00	817.00	621.00	348.00	0.00
		SHEAR	47.50	38.33	28.93	19.29	9.64	0.00	-9.64	-19.29	-28.93	-38.33	-47.50
	SUPERIMPOSED DEAD LOAD	MOMENT	0.00	83.00	149.00	196.00	223.00	232.00	223.00	196.00	149.00	83.00	0.00
		SHEAR	11.47	9.18	6.88	4.59	2.30	0.00	-2.30	-4.59	-6.88	-9.18	-11.47
	LIVE LOAD (+)	MOMENT	0.00	460.00	805.00	1043.00	1189.00	1221.00	1189.00	1043.00	805.00	460.00	0.00
		SHEAR	68.11	59.14	50.09	41.52	33.44	25.82	19.09	12.80	7.03	2.75	0.00
	LIVE LOAD (-)	MOMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		SHEAR	0.00	-2.75	-5.93	-12.80	-19.09	-25.82	-33.44	-41.52	-50.09	-59.14	-68.11
	D.P.V. (+)	MOMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		SHEAR	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	D.P.V. (-)	MOMENT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		SHEAR	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

LIVE LOAD MOMENTS AND SHEARS INCLUDE IMPACT
MOMENTS ARE EXPRESSED AS KIP-FEET , AND ARE UNFACTORED
SHEARS ARE EXPRESSED AS KIP, AND ARE UNFACTORED
D.P.V. = DESIGN PERMIT VEHICLE

DESIGN LOAD TABLE		
	UNIT	LOAD K/ft.
INTERIOR GIRDERS (G2-G7) D.L.	SLAB	0.861
	HAUNCH	0.075
	GIRDER	0.292
	S.I.P. FORMS	0.024
	DIAPHRAGMS	0.016
	UTILITIES	
	TOTAL	1.268
INTERIOR GIRDERS (G2-G7) S.D.L.	BARRIER	0.150
	FUTURE W.S.	0.133
	TOTAL	0.283

DESIGN LOAD TABLE		
	UNIT	LOAD K/ft.
EXTERIOR GIRDERS (G1, G8) D.L.	SLAB	0.872
	HAUNCH	0.044
	GIRDER	0.254
	S.I.P. FORMS	0.012
	DIAPHRAGMS	0.008
	UTILITIES	
	TOTAL	1.190
EXTERIOR GIRDERS (G1, G8) S.D.L.	BARRIER	0.150
	FUTURE W.S.	0.133
	TOTAL	0.283

DESIGN SUPERVISOR: C. SICHAK
DESIGNED BY: N. BARNHARD
CHECKED BY:
DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
CHECKED BY:

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_tbl_mom.dgn
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ALTERED ON:
SIGNATURE:
STAMP:

AFFIXED ON: 12/04/2023
SIGNATURE:
STAMP:

STATE OF NEW YORK
CHRISTOPHER GEORGE SICHAK
EXCELSIOR
084524
LICENSED PROFESSIONAL ENGINEER

REVISIONS

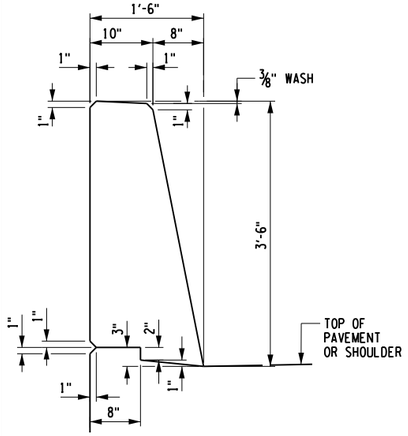
DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

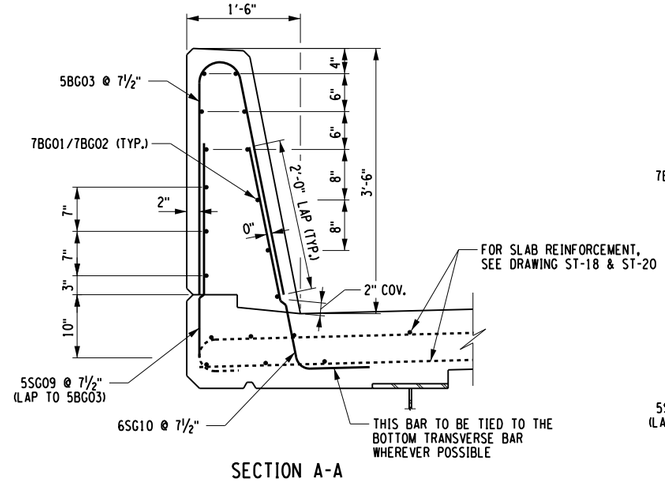
ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: MOMENT AND SHEAR & DESIGN LOAD TABLES

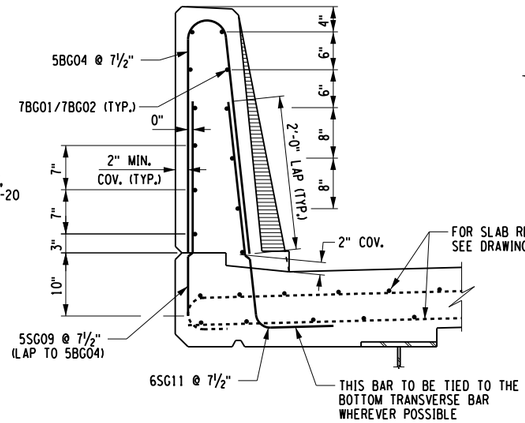
CONTRACT NUMBER: TAS 24-5B
DATE: NOV. 2023
DRAWING NUMBER: ST-33



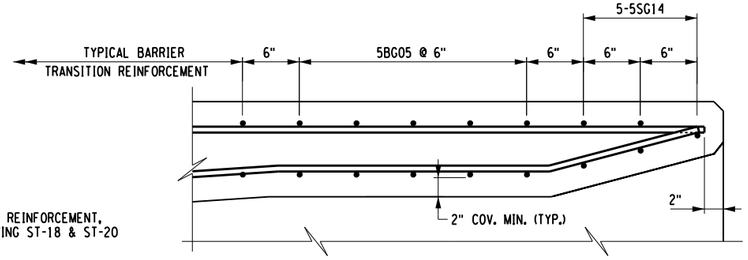
TYPICAL SECTION



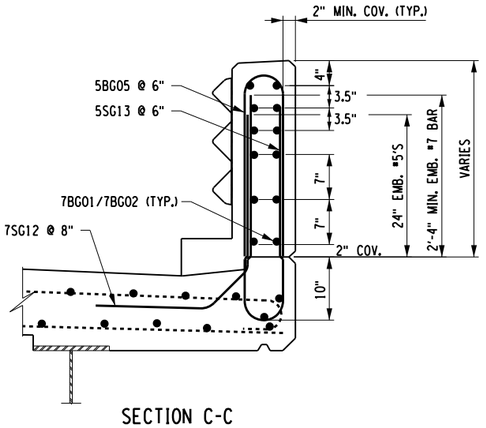
SECTION A-A



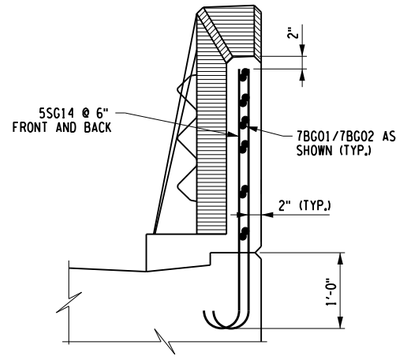
SECTION B-B



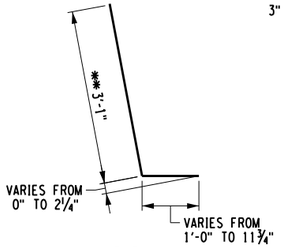
REINFORCEMENT PLAN
TRANSITION CONCRETE BARRIER END DETAIL



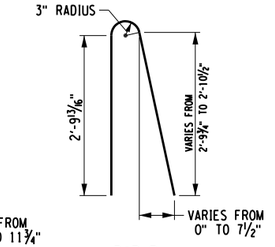
SECTION C-C



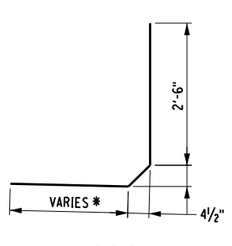
SECTION D-D



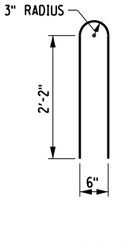
BAR A



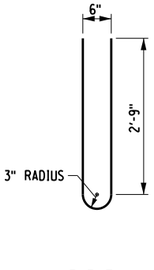
BAR B



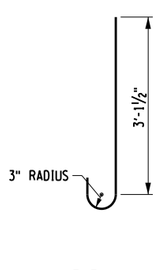
BAR R



BAR S



BAR T



BAR V

** - MODIFY DIMENSION WHEN DECK SLAB EXCEEDS 6" THICKNESS

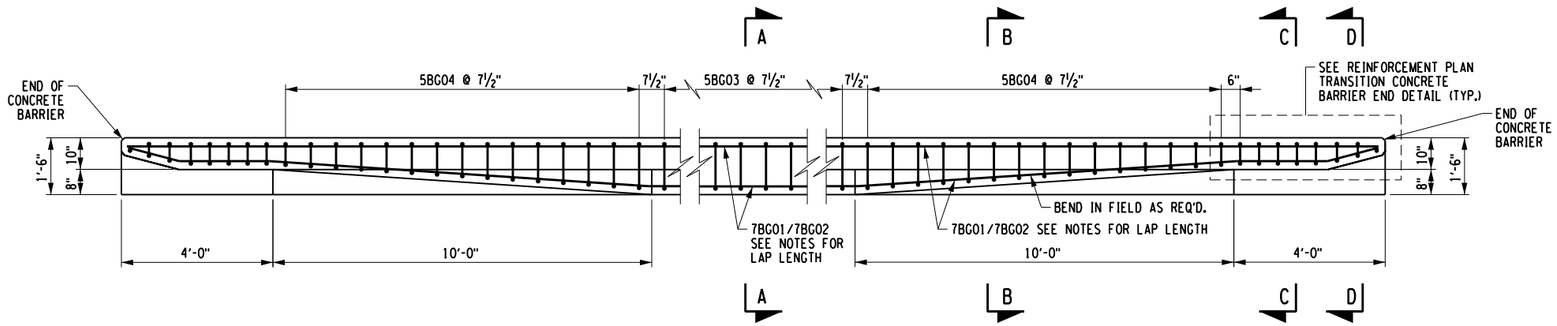
* - LENGTH DEPENDENT ON DECK OVERHANG DIMENSION

NOTE:
ALL BAR DIMENSIONS ARE OUT TO OUT.
ALL RADII ARE TO OUTSIDE OF BAR.

BAR TYPES

NOTES:

1. (G) DENOTES GALVANIZED COATED BARS
2. LAP LENGTH OF A #4 BAR = 1'-11"
3. LAP LENGTH OF A #5 BAR = 2'-4"
4. LAP LENGTH OF A #7 BAR = 3'-3"



BARRIER REINFORCEMENT PLAN

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

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

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	BARRIER DETAILS
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ST-34

DESIGN SUPERVISOR: C. SICHAK
DRAFTED BY: T. LINDO
DESIGNED BY: N. BARNHARD
CHECKED BY: N. BARNHARD
CHECKED BY:

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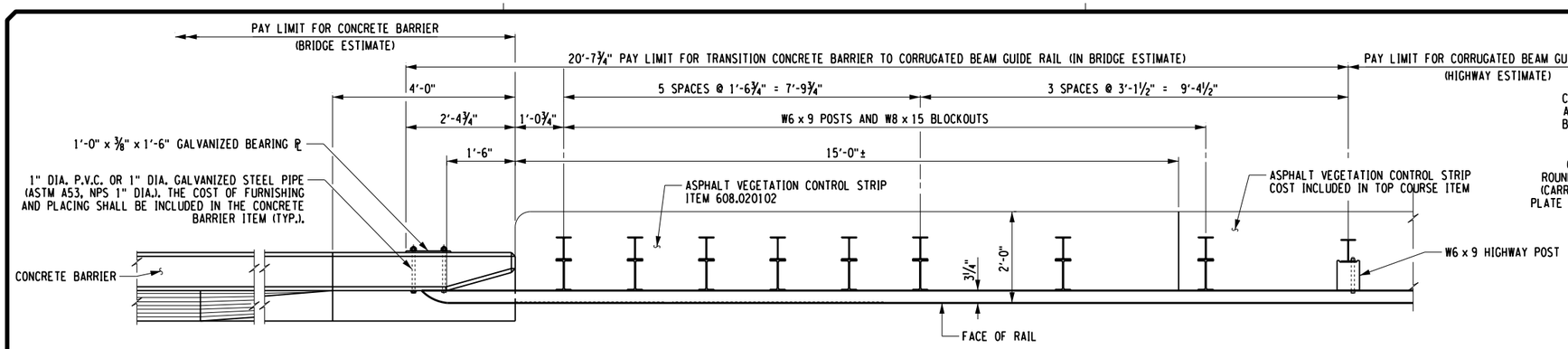
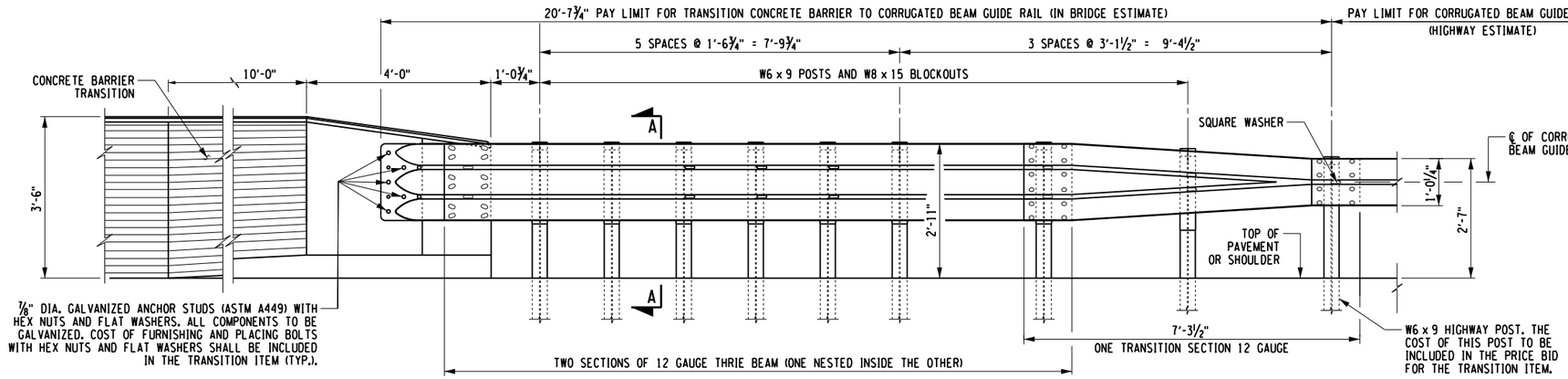
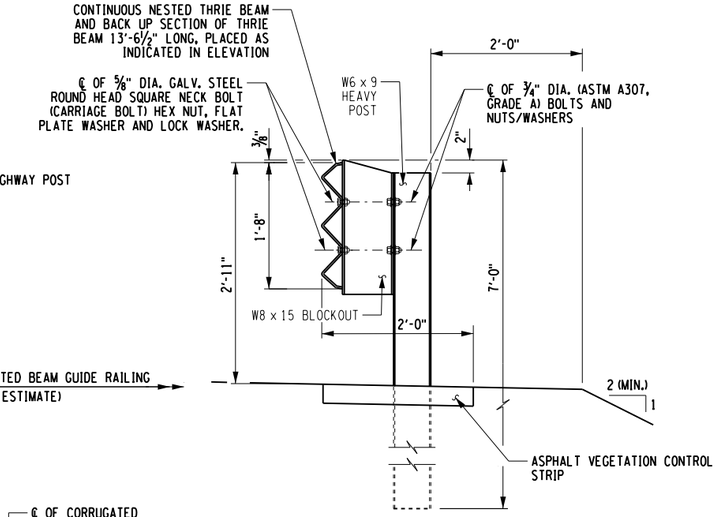


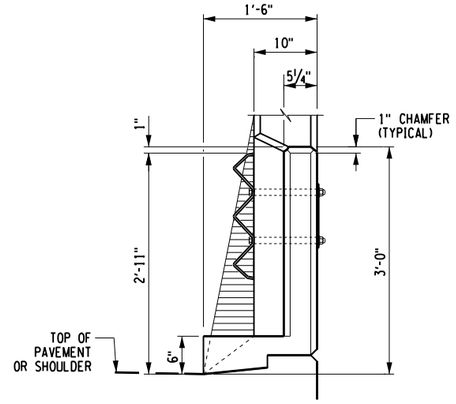
PLAN



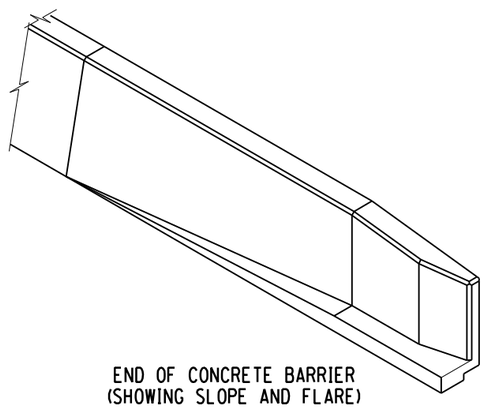
ELEVATION
CONCRETE BARRIER TRANSITION TO CORRUGATED BEAM GUIDE RAILING



SECTION A-A
POST ELEVATION



BARRIER END VIEW



END OF CONCRETE BARRIER
(SHOWING SLOPE AND FLARE)

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

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

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	RAILING DETAILS (1 OF 2)
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ST-35

DESIGN SUPERVISOR: C. SICHAK
DRAFTED BY: T. LINDO
DESIGNED BY: N. BARNHARD
CHECKED BY: N. BARNHARD
CHECKED BY:

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_dtl_rlgl.dgn
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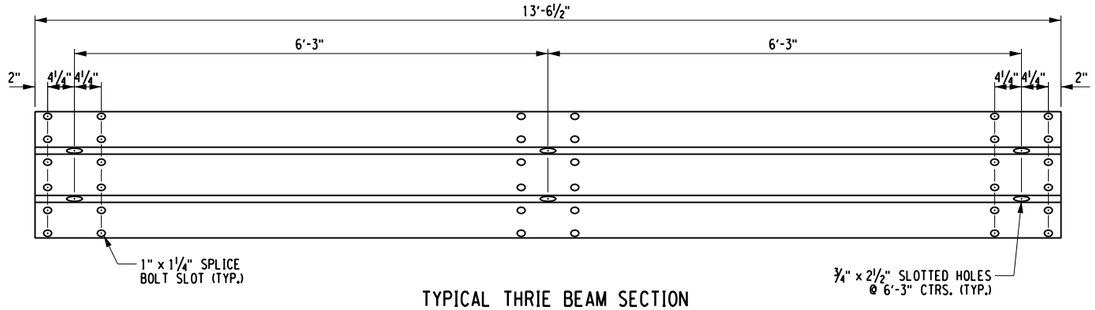
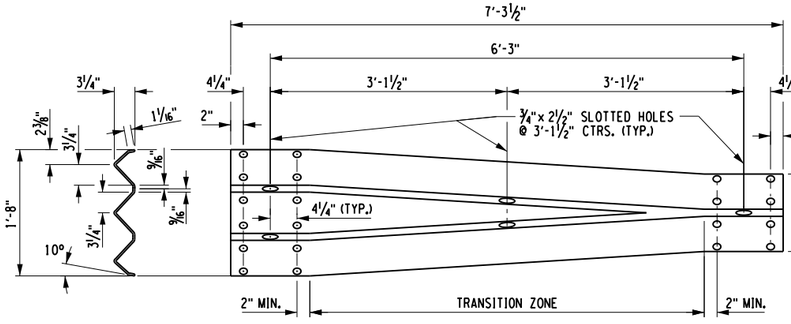
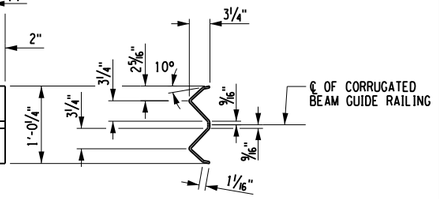


TYPICAL THRIE BEAM SECTION

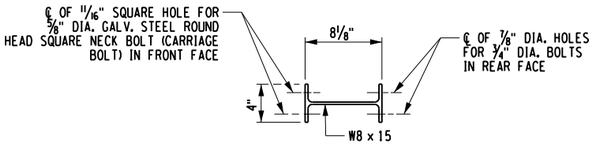


END VIEW OF TRANSITION

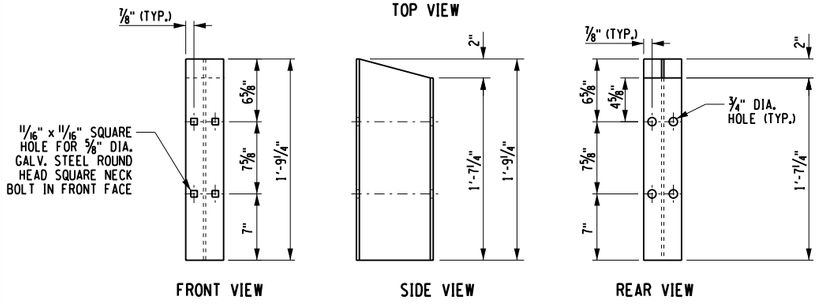
TRANSITION SECTION



END VIEW OF TRANSITION

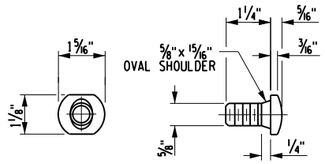


TOP VIEW

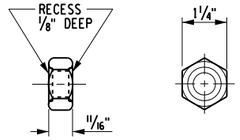


FRONT VIEW SIDE VIEW REAR VIEW

THRIE BEAM BLOCKOUT DETAIL

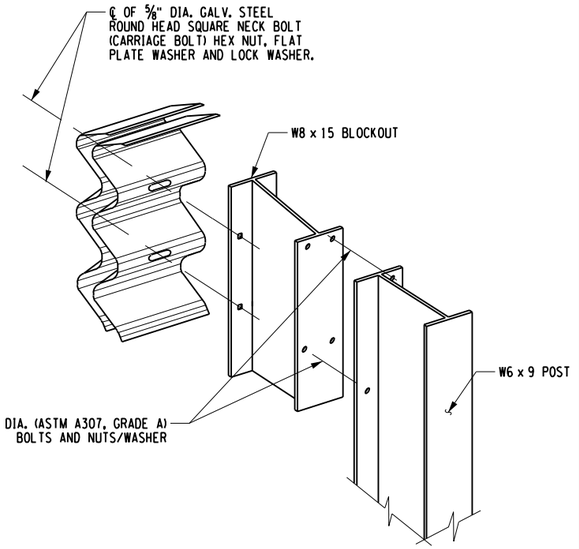


SPLICE BOLT
ASTM A307, GRADE A

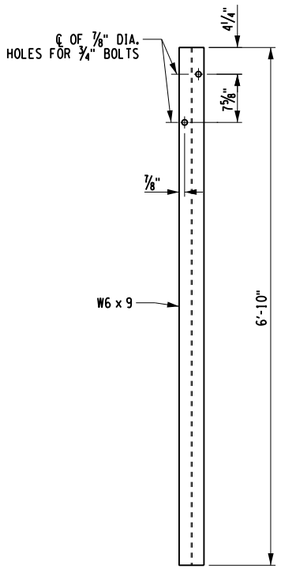


HEX NUT
ASTM A563 GRADE A OR BETTER

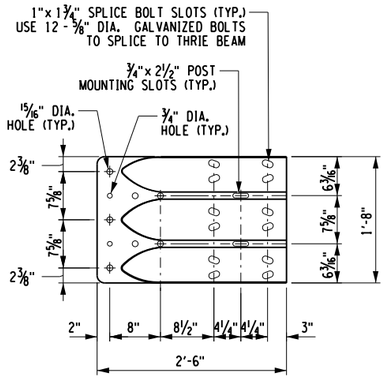
BEAM SPLICE HARDWARE



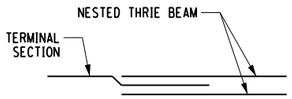
THRIE BEAM ASSEMBLY



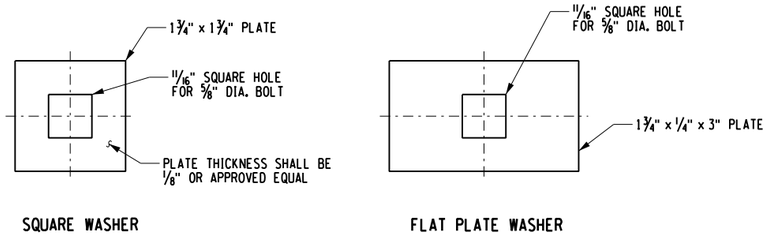
POST DETAIL



MODIFIED TERMINAL CONNECTOR



TYPICAL SPLICE LAYOUT



SQUARE WASHER FLAT PLATE WASHER

TYPICAL WASHER DETAILS

ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · LICENSED PROFESSIONAL ENGINEER · 084524

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

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	RAILING DETAILS (2 OF 2)
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ST-36

DESIGN SUPERVISOR: C. SICHAK
DESIGNED BY: N. BARNHARD
DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD

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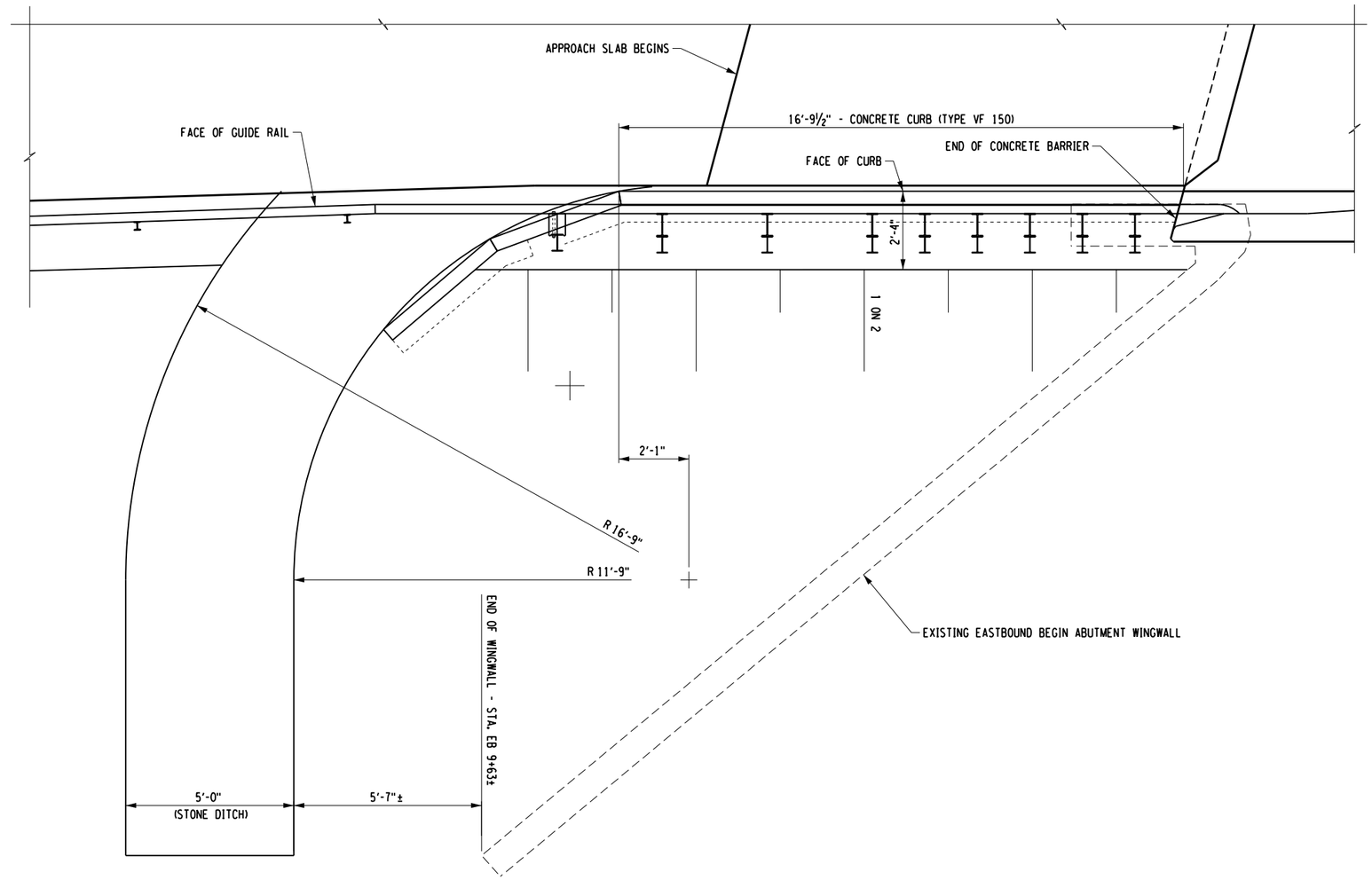

EASTBOUND BEGIN APPROACH DRAINAGE PLAN

SCALE: ¼" = 1'-0"

NOTES:

1. FOR CONCRETE BARRIER DETAILS, SEE DWG. NO.'S ST-34 TO ST-36.
2. FOR APPROACH DRAINAGE DETAILS, SEE DWG. NO. ST-39.
3. BRIDGE SUPERSTRUCTURE NOT SHOWN FOR CLARITY.

DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221_cpb_slb_apr_EB-drain.dgn
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SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

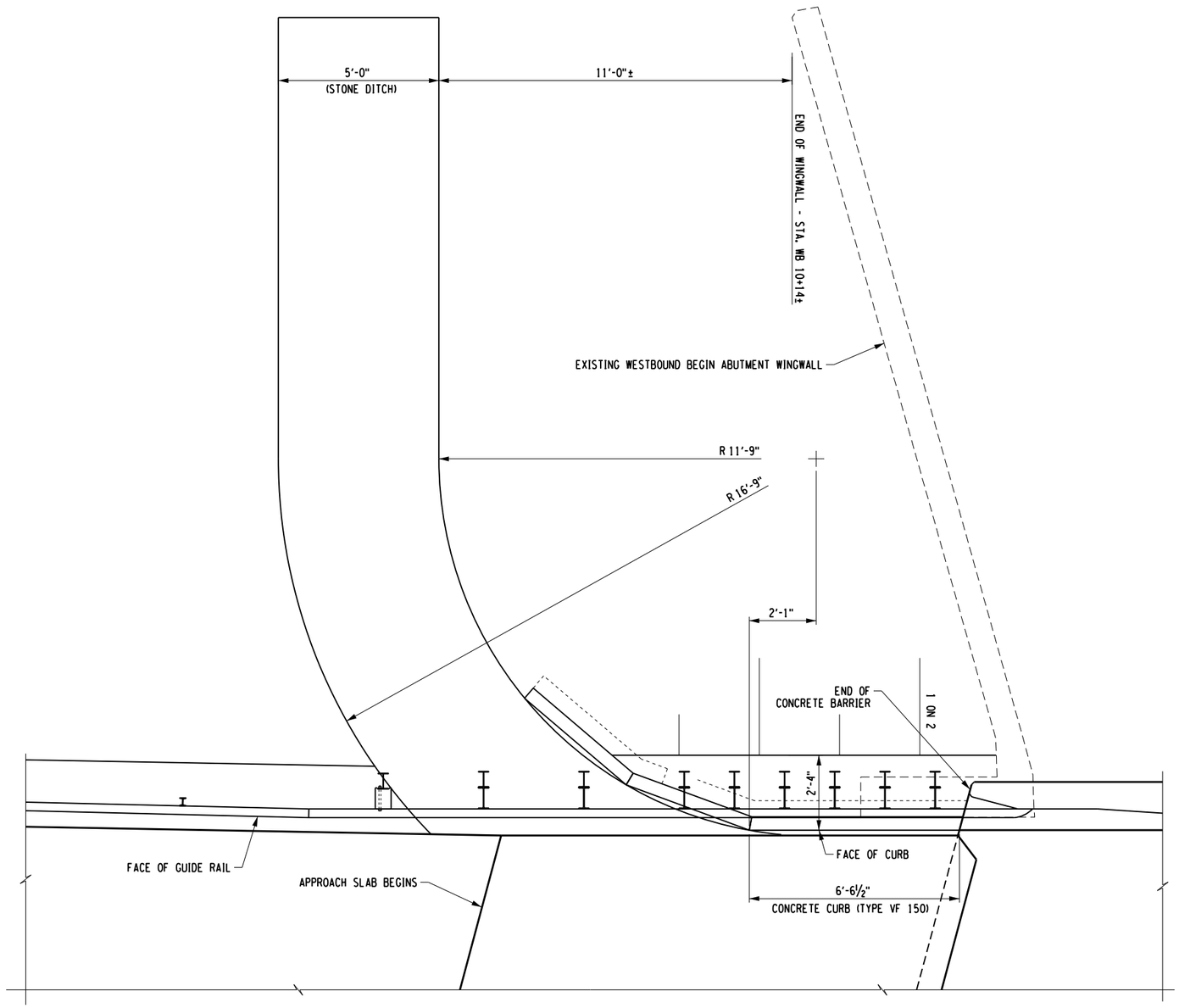
REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	APPROACH DRAINAGE BEGIN ABUTMENT (EASTBOUND)
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ST-37



WESTBOUND BEGIN APPROACH DRAINAGE PLAN

SCALE: ¼" = 1'-0"

NOTES:

1. FOR CONCRETE BARRIER DETAILS, SEE DWG. NO.'S ST-34 TO ST-36.
2. FOR APPROACH DRAINAGE DETAILS, SEE DWG. NO. ST-39.
3. BRIDGE SUPERSTRUCTURE NOT SHOWN FOR CLARITY.

DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

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ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

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REVISIONS

DATE	DESCRIPTION	BY	SYM.

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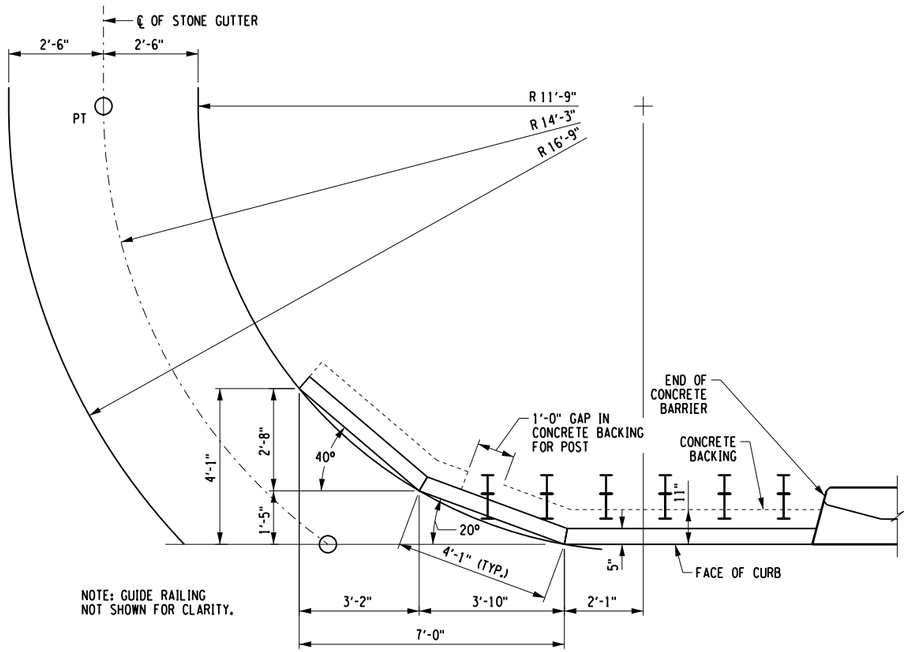
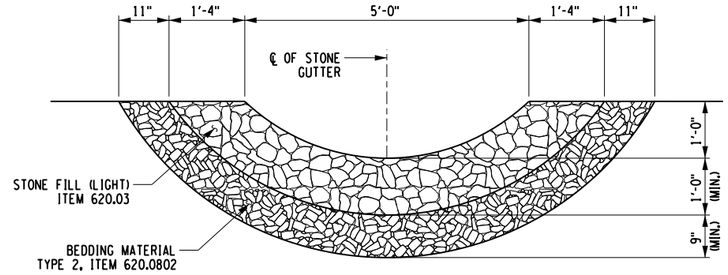
TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: APPROACH DRAINAGE BEGIN ABUTMENT (WESTBOUND)	DRAWING NUMBER: ST-38



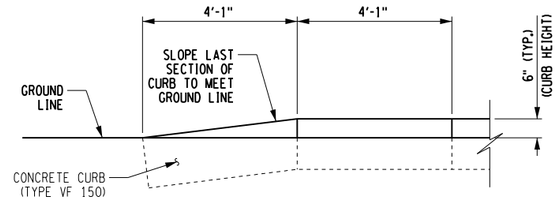
STONE GUTTER LAYOUT

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



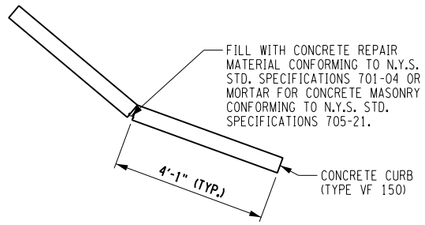
SECTION THRU STONE GUTTER

NOT TO SCALE



ELEVATION OF CURB TAPER

NOT TO SCALE



ALTERNATE CURB JOINT DETAIL

NOT TO SCALE

DRAFTED BY: T. LINDO
CHECKED BY: N. BARNHARD
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

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SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

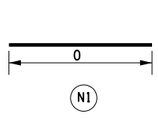
REVISIONS

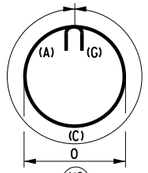
DATE	DESCRIPTION	BY	SYM.

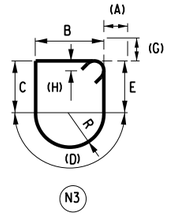
NEW YORK STATE OF OPPORTUNITY. Thruway Authority

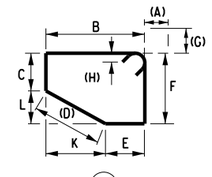
ERDMAN ANTHONY

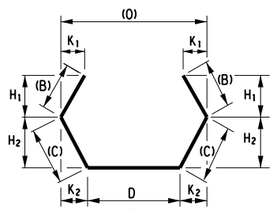
TITLE OF PROJECT	STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT	SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING	APPROACH DRAINAGE AND CURB LAYOUT TYPICAL DETAILS
CONTRACT NUMBER:	TAS 24-5B
DATE:	NOV. 2023
DRAWING NUMBER:	ST-39

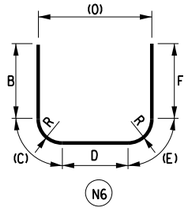


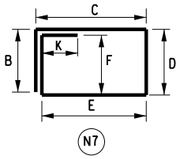


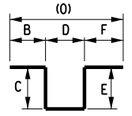


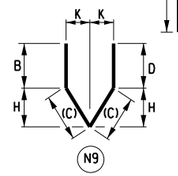


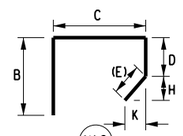


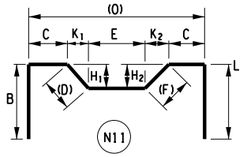


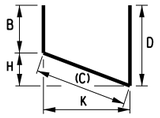


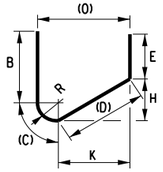


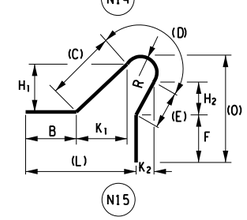


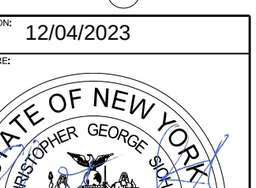


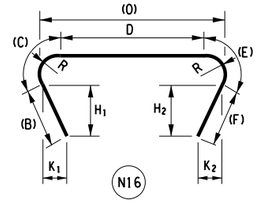


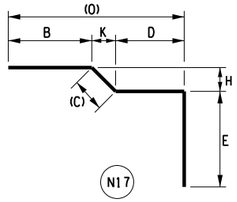


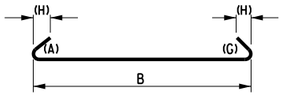


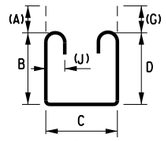


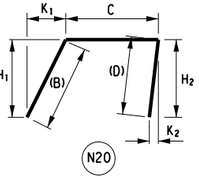


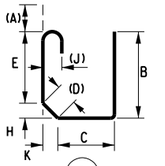


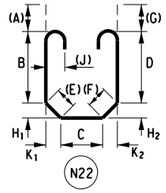


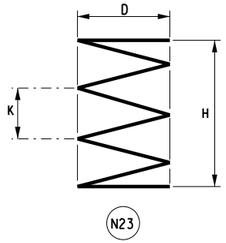


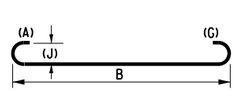


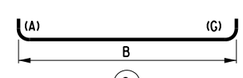


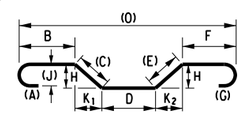


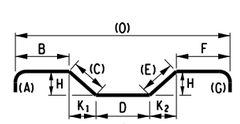


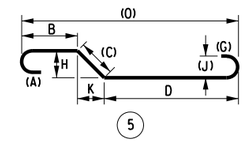


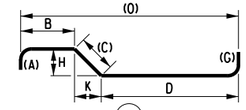


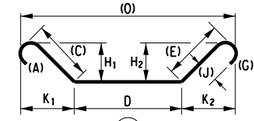


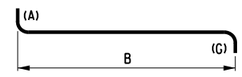


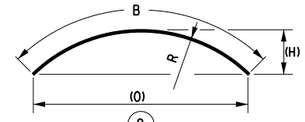


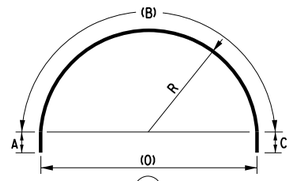


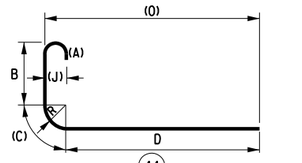


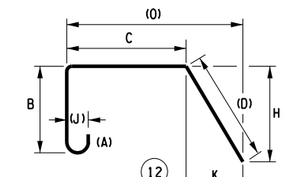


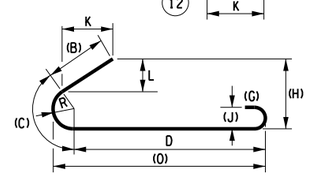


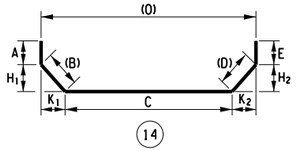


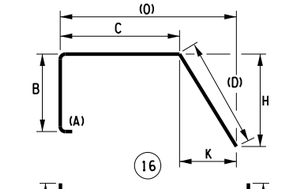


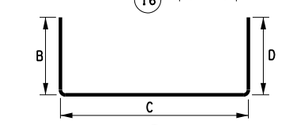


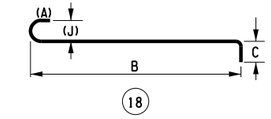












STANDEE (ISOMETRIC VIEW)

( ) - DENOTES COMPUTER GENERATED DIMENSION

DRAFTED BY: T. LINDO
DESIGNED BY: N. BARNHARD
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

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ALTERED ON:	AFFIXED ON: 12/04/2023
SIGNATURE: STAMP:	SIGNATURE: STAMP: STATE OF NEW YORK · CHRISTOPHER GEORGE SICHAK · EXCELSIOR · 084524 · LICENSED PROFESSIONAL ENGINEER

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

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION	CONTRACT NUMBER: TAS 24-5B
LOCATION OF PROJECT: SYRACUSE DIVISION BIN 5516091 & 5516092 MP 227.40 & MP 227.41	DATE: NOV. 2023
TITLE OF DRAWING: STANDARD BARBEND DETAILS	DRAWING NUMBER: ST-40

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H H1	H2	J	K K1	K2	L	O	R
EASTBOUND BEGIN ABUTMENT																			
PLACEMENT 1																			
		AVG.					AVG.												
5AG01	38	7' - 2 1/2"	16	285.4	0' - 0"	0' - 0"	4' - 5 1/2"	2' - 9"				1' - 9"			1' - 9"				
		LENGTH C VARIES FROM			4' - 1 3/4"	TO	4' - 9"											AVG.	
5AG02	38	6' - 3 1/2"	N1	249.3														6' - 3 1/2"	
		LENGTH O VARIES FROM			5' - 0"	TO	6' - 7"												
5AG03	38	6' - 10 3/4"	17	273.0		2' - 1"	2' - 1 1/2"	2' - 8"											
8AG04	6	55' - 5 1/4"	N1	888.2														55' - 5 1/4"	
SUBTOTAL EPOXY BARS				1695.9	LBS THIS POUR														
PLACEMENT 2																			
5AG05	8	59' - 2"	N1	493.7														59' - 2"	
5AG06	41	3' - 2"	17	135.4		1' - 0"	1' - 2"	1' - 0"											
5AG07	4	5' - 10 1/4"	N12	24.4		2' - 9"	3' - 1 1/4"	0' - 0"				0' - 5 3/4"			3' - 0"				
5AG08	4	4' - 7 3/4"	N12	19.4		2' - 9"	1' - 10 3/4"	0' - 0"				0' - 6"			1' - 10"				
5AG11	6	6' - 7"	N1	41.1														6' - 7"	
SUBTOTAL EPOXY BARS				714.1	LBS THIS POUR														
PLACEMENT 3																			
5AG12	8	2' - 4 1/4"	17	19.6		0' - 6"	1' - 10 1/4"	0' - 0"											
5AG13	8	2' - 5 3/4"	17	20.8		0' - 6"	1' - 11 3/4"	0' - 0"											
5AG14	8	2' - 7 1/2"	17	21.9		0' - 6"	2' - 1 1/2"	0' - 0"											
5AG15	8	2' - 9"	17	22.9		0' - 6"	2' - 3"	0' - 0"											
5AG16	8	2' - 10 1/4"	17	23.8		0' - 6"	2' - 4 1/4"	0' - 0"											
5AG17	8	2' - 9 3/4"	17	23.5		0' - 6"	2' - 3 3/4"	0' - 0"											
5AG18	8	2' - 8 1/4"	17	22.4		0' - 6"	2' - 2 1/4"	0' - 0"											
5AG19	8	2' - 5 3/4"	17	20.7		0' - 6"	1' - 11 3/4"	0' - 0"											
5AG20	15	10' - 0"	T1	156.5	0' - 5 1/2'	2' - 7"	1' - 11 1/2"	2' - 7"	1' - 11 1/2"		0' - 5 1/2"	0' - 3 3/4"							
SUBTOTAL EPOXY BARS				332.1	LBS THIS POUR														
EASTBOUND END ABUTMENT																			
PLACEMENT 1																			
		AVG.					AVG.												
5AG01	38	7' - 9 3/4"	16	309.3	0' - 0"	0' - 0"	5' - 0 3/4"	2' - 9"				1' - 9"			1' - 9"				
		LENGTH C VARIES FROM			4' - 9"	TO	5' - 4 1/4"											AVG.	
5AG02	38	6' - 9 1/2"	N1	269.1														6' - 9 1/2"	
		LENGTH O VARIES FROM			6' - 6"	TO	7' - 1"												
5AG03	38	7' - 10 1/4"	17	311.1		2' - 6 3/4"	2' - 1 1/2"	3' - 1 3/4"											
8AG04	6	55' - 5 1/4"	N1	888.2														55' - 5 1/4"	
SUBTOTAL EPOXY BARS				1777.6	LBS THIS POUR														
PLACEMENT 2																			
5AG05	8	59' - 2"	N1	493.7														59' - 2"	
5AG06	41	3' - 2"	17	135.4		1' - 0"	1' - 2"	1' - 0"											
5AG09	4	5' - 10 1/4"	N12	24.4		0' - 0"	3' - 1 1/4"	2' - 9"				0' - 5 3/4"			3' - 0"				
5AG10	4	4' - 7 3/4"	N12	19.4		0' - 0"	1' - 10 3/4"	2' - 9"				0' - 6"			1' - 10"				
5AG11	6	7' - 1"	N1	44.3														7' - 1"	
SUBTOTAL EPOXY BARS				717.2	LBS THIS POUR														
PLACEMENT 3																			
5AG12	8	2' - 4 1/4"	17	19.6		0' - 6"	1' - 10 1/4"	0' - 0"											
5AG13	8	2' - 5 3/4"	17	20.8		0' - 6"	1' - 11 3/4"	0' - 0"											
5AG14	8	2' - 7 1/2"	17	21.9		0' - 6"	2' - 1 1/2"	0' - 0"											
5AG15	8	2' - 9"	17	22.9		0' - 6"	2' - 3"	0' - 0"											
5AG16	8	2' - 10 1/4"	17	23.8		0' - 6"	2' - 4 1/4"	0' - 0"											
5AG17	8	2' - 9 3/4"	17	23.5		0' - 6"	2' - 3 3/4"	0' - 0"											

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H H1	H2	J	K K1	K2	L	O	R
EASTBOUND END ABUTMENT CONT.																			
5AG18	8	2' - 8 1/4"	17	22.4		0' - 6"	2' - 2 1/4"	0' - 0"											
5AG19	8	2' - 5 3/4"	17	20.7		0' - 6"	1' - 11 3/4"	0' - 0"											
5AG20	15	10' - 0"	T1	156.5	0' - 5 1/2'	2' - 7"	1' - 11 1/2"	2' - 7"	1' - 11 1/2"		0' - 5 1/2"	0' - 3 3/4"							
SUBTOTAL EPOXY BARS				332.1	LBS THIS POUR														
EASTBOUND SUPERSTRUCTURE SLAB																			
4SG01	132	57' - 9 3/4"	N1	5097.9														57' - 9 3/4"	
4SG02	160	60' - 0"	N1	6412.8														60' - 0"	
4SG03	160	26' - 4 1/4"	N1	2815.9														26' - 4 1/4"	
5SG04	12	60' - 0"	N1	751.0														60' - 0"	
5SG05	12	28' - 3 1/4"	N1	353.7														28' - 3 1/4"	
4SG06	132	7' - 6 1/2"	1	665.0	0' - 6"	7' - 0 1/2"					0' - 0"			0' - 4"					
4SG07	132	51' - 3 1/2"	1	4522.7	0' - 6"	50' - 9 1/2"					0' - 0"			0' - 4"					
6SG08	264	5' - 10 1/2"	1	2329.6	0' - 8"	5' - 2 1/2"					0' - 0"			0' - 6"					
5SG09	242	2' - 10"	N1	715.2														2' - 10"	
6SG10	178	4' - 5"	19	1180.8	1' - 0"	3' - 5"	0' - 0"					0' - 11 3/4"	0' - 0"		0' - 2 1/4"	0' - 0"		3' - 7 1/4"	
		AVG.				AVG.						AVG.			AVG.			AVG.	
6SG11	64	4' - 5"	19	424.6		1' - 0"	3' - 5"	0' - 0"				0' - 11 3/4"	0' - 0"		0' - 1"	0' - 0"		3' - 6"	
		LENGTH H VARIES FROM			0' - 11 3/4"	TO	1' - 0"												
		LENGTH K VARIES FROM			0' - 0"	TO	0' - 2 1/4"												
7SG12	20	5' - 8 3/4"	14	234.6	2' - 8 1/2'	0' - 6 1/4"	2' - 6"	0' - 0"	0' - 0"			0' - 4 1/2"	0' - 0"		0' - 4 1/2"	0' - 0"			
5SG13	20	6' - 5 1/2"	S11	134.6								2' - 10"						0' - 6"	
5SG14	20	3' - 8 1/2"	1	77.4	0' - 7"	3' - 1 1/2"								0' - 5"					
4SG15	166	7' - 0"	1	776.2	0' - 6"	6' - 0"					0' - 6"			0' - 4"					
4SG16	8	3' - 5 1/4"	16	18.4	0' - 0"	0' - 0"	1' - 5"	2' - 0 1/4"				1' - 5 1/4"			1' - 5 1/4"			2' - 10 1/4"	
4SG17	14	3' - 2 1/2"	N8	30.0		0' - 9"	0' - 4"	1' - 0 1/2"	0' - 4"	0' - 9"								2' - 6 1/2"	
SUBTOTAL EPOXY BARS				26540.3	LBS THIS POUR														
EASTBOUND BEGIN APPROACH SLAB																			
5HG01	166	14' - 6"	N1	2510.5														14' - 6"	
5HG02	32	54' - 2 1/4"	N1	1808.9														54' - 2 1/4"	
5HG03	8	4' - 9"	N11	39.6		0' - 0"	0' - 0"	2' - 0"	0' - 9"	2' - 0"		1' - 5"	1' - 5"		0' - 0"	1' - 5"	0' - 0"	3' - 7"	
SUBTOTAL EPOXY BARS				4359.0	LBS THIS POUR														
EASTBOUND END APPROACH SLAB																			
5HG01	166	14' - 6"	N1	2510.5														14' - 6"	
5HG02	32	54' - 2 1/4"	N1	1808.9														54' - 2 1/4"	
5HG03	8	4' - 9"	N11	39.6		0' - 0"	0' - 0"	2' - 0"	0' - 9"	2' - 0"		1' - 5"	1' - 5"		0' - 0"	1' - 5"	0' - 0"	3' - 7"	
SUBTOTAL EPOXY BARS				4359.0	LBS THIS POUR														
EASTBOUND SLEEPER SLAB																			
5HG11	112	5' - 6"	N1	642.5														5' - 6"	
5HG12	17	54' - 2 1/4"	N1	961.0														54' - 2 1/4"	
5HG13	56	4' - 6"	17	262.8		1' - 6"	1' - 6"	1' - 6"											
SUBTOTAL EPOXY BARS				1866.3	LBS THIS POUR														
EASTBOUND BARRIER																			
7BG01	24	60' - 0"	N1	2943.4														60' - 0"	
7BG02	24	29' - 2 1/4"	N1	1431.5														29' - 2 1/4"	
5BG03	178	6' - 5 3/4"	13	1202.9		2' - 11 1/4"	0' - 8 3/4"	2' - 9 3/4"			0' - 0"	1' - 1 1/2"		0' - 0"	2' - 10 1/2"		0' - 7 1/2"	3' - 0 3/4"	0' - 3"
		AVG.				AVG.	AVG.					AVG.			AVG.			AVG.	
5BG04	64	6' - 5 1/4"	13	429.7		2' - 10 1/2"	0' - 9"	2' - 9 3/4"			0' - 0"	0' - 5 3/4"		0' - 0"	2' - 10"		0' - 3 3/4"	3' - 0 3/4"	0' - 3"
		LENGTH K VARIES FROM			2' - 9 3/4"	TO	2' - 10 1/2"												
		LENGTH L VARIES FROM			0' - 0"	TO	0' - 7 1/2"												
5BG05	20	5' - 1 1/2"	S11	106.8								2' - 2"						0' - 6"	
SUBTOTAL EPOXY BARS				6114.2	LBS THIS POUR														

DRAFTED BY: T. LINDO
CHECKED BY: M. YAEGER
DESIGNED BY: M. YAEGER
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

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USER = Lindot

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SIGNATURE:
STAMP:

STATE OF NEW YORK
CHRISTOPHER GEORGE SICHAK
EXCELSIOR
084524
LICENSED PROFESSIONAL ENGINEER

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REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: BAR LIST (1 OF 2)

CONTRACT NUMBER: TAS 24-5B
DATE: NOV. 2023
DRAWING NUMBER: ST-41

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H H1	H2	J	K K1	K2	L	O	R
WESTBOUND BEGIN ABUTMENT																			
PLACEMENT 1																			
		AVG.					AVG.												
5AG01	38	7' - 5"	16	293.9	0' - 0"	0' - 0"	4' - 8"	2' - 9"				1' - 9"			1' - 9"				
		LENGTH C VARIES FROM			4' - 3 3/4"	TO	5' - 0 1/4"												
																		AVG.	
5AG02	38	6' - 6"	N1	257.8														6' - 6"	
		LENGTH O VARIES FROM			6' - 1 3/4"	TO	6' - 10 1/4"												
5AG03	38	6' - 10 3/4"	17	273.0		2' - 1"	2' - 1 1/2"	2' - 8"											
8AG04	6	55' - 5 1/4"	N1	888.2														55' - 5 1/4"	
SUBTOTAL EPOXY BARS				1712.9	LBS THIS POUR														
PLACEMENT 2																			
5AG05	8	59' - 2"	N1	493.7														59' - 2"	
5AG06	41	3' - 2"	17	135.4		1' - 0"	1' - 2"	1' - 0"											
5AG09	4	5' - 10 1/4"	N12	24.4		0' - 0"	3' - 1 1/4"	2' - 9"				0' - 5 3/4"			3' - 0"				
5AG10	4	4' - 7 3/4"	N12	19.4		0' - 0"	1' - 10 3/4"	2' - 9"				0' - 6"			1' - 10"				
5AG11	6	6' - 8 3/4"	N1	42.1														6' - 8 3/4"	
SUBTOTAL EPOXY BARS				715.1	LBS THIS POUR														
PLACEMENT 3																			
5AG12	8	2' - 9 3/4"	17	23.4		0' - 6"	2' - 3 3/4"	0' - 0"											
5AG13	8	2' - 0"	17	25.0		0' - 6"	2' - 6"	0' - 0"											
5AG14	8	3' - 1 1/4"	17	25.9		0' - 6"	2' - 7 1/4"	0' - 0"											
5AG15	8	3' - 1 1/4"	17	25.9		0' - 6"	2' - 7 1/4"	0' - 0"											
5AG16	8	2' - 11 3/4"	17	24.9		0' - 6"	2' - 5 3/4"	0' - 0"											
5AG17	8	2' - 10"	17	23.7		0' - 6"	2' - 4"	0' - 0"											
5AG18	8	2' - 8"	17	22.3		0' - 6"	2' - 2"	0' - 0"											
5AG19	8	2' - 6"	17	20.9		0' - 6"	2' - 0"	0' - 0"											
5AG20	23	10' - 0"	T1	239.9	0' - 5 1/2'	2' - 7"	1' - 11 1/2"	2' - 7"	1' - 11 1/2"		0' - 5 1/2"	0' - 3 3/4"							
SUBTOTAL EPOXY BARS				431.9	LBS THIS POUR														
WESTBOUND END ABUTMENT																			
PLACEMENT 1																			
		AVG.					AVG.												
5AG01	38	8' - 0 1/4"	16	317.8	0' - 0"	0' - 0"	5' - 3 1/4"	2' - 9"				1' - 9"			1' - 9"				
		LENGTH C VARIES FROM			4' - 11"	TO	5' - 7 1/2"												
																		AVG.	
5AG02	38	7' - 0"	N1	277.6														7' - 0"	
		LENGTH O VARIES FROM			6' - 7 3/4'	TO	7' - 4 1/4"												
5AG03	38	7' - 10 1/4"	17	311.1		2' - 6 3/4"	2' - 1 1/2"	3' - 1 3/4"											
8AG04	6	55' - 5 1/4"	N1	888.2														55' - 5 1/4"	
SUBTOTAL EPOXY BARS				1794.7	LBS THIS POUR														
PLACEMENT 2																			
5AG05	8	59' - 2"	N1	493.7														59' - 2"	
5AG06	41	3' - 2"	17	135.4		1' - 0"	1' - 2"	1' - 0"											
5AG07	4	5' - 10 1/4"	N12	24.4		2' - 9"	3' - 1 1/4"	0' - 0"				0' - 5 3/4"			3' - 0"				
5AG08	4	4' - 7 3/4"	N12	19.4		2' - 9"	1' - 10 3/4"	0' - 0"				0' - 6"			1' - 10"				
5AG11	6	7' - 2 3/4"	N1	45.3														7' - 2 3/4"	
SUBTOTAL EPOXY BARS				718.2	LBS THIS POUR														
PLACEMENT 3																			
5AG12	8	2' - 9 3/4"	17	23.4		0' - 6"	2' - 3 3/4"	0' - 0"											
5AG13	8	2' - 0"	17	25.0		0' - 6"	2' - 6"	0' - 0"											
5AG14	8	3' - 1 1/4"	17	25.9		0' - 6"	2' - 7 1/4"	0' - 0"											
5AG15	8	3' - 1 1/4"	17	25.9		0' - 6"	2' - 7 1/4"	0' - 0"											
5AG16	8	2' - 11 3/4"	17	24.9		0' - 6"	2' - 5 3/4"	0' - 0"											
5AG17	8	2' - 10"	17	23.7		0' - 6"	2' - 4"	0' - 0"											

MARK	NO.	LENGTH	TYPE	WEIGHT	A	B	C	D	E	F	G	H H1	H2	J	K K1	K2	L	O	R
WESTBOUND END ABUTMENT CONT.																			
5AG18	8	2' - 8"	17	22.3		0' - 6"	2' - 2"	0' - 0"											
5AG19	8	2' - 6"	17	20.9		0' - 6"	2' - 0"	0' - 0"											
5AG20	23	10' - 0"	T1	239.9	0' - 5 1/2'	2' - 7"	1' - 11 1/2"	2' - 7"	1' - 11 1/2"		0' - 5 1/2"	0' - 3 3/4"							
SUBTOTAL EPOXY BARS				431.9	LBS THIS POUR														
WESTBOUND SUPERSTRUCTURE SLAB																			
4SG01	132	57' - 9 3/4"	N1	5097.9														57' - 9 3/4"	
4SG02	160	60' - 0"	N1	6412.8														60' - 0"	
4SG03	160	26' - 4 1/4"	N1	2815.9														26' - 4 1/4"	
5SG04	12	60' - 0"	N1	751.0														60' - 0"	
5SG05	12	28' - 3 1/4"	N1	353.7														28' - 3 1/4"	
4SG06	132	7' - 6 1/2"	1	665.0	0' - 6"	7' - 0 1/2"					0' - 0"			0' - 4"					
4SG07	132	51' - 3 1/2"	1	4522.7	0' - 6"	50' - 9 1/2"					0' - 0"			0' - 4"					
6SG08	264	5' - 10 1/2"	1	2329.6	0' - 8"	5' - 2 1/2"					0' - 0"			0' - 6"					
5SG09	242	2' - 10"	N1	715.2														2' - 10"	
6SG10	178	4' - 5"	19	1180.8	1' - 0"	3' - 5"	0' - 0"					0' - 11 3/4"	0' - 0"		0' - 2 1/4"	0' - 0"		3' - 7 1/4"	
		AVG.				AVG.						AVG.			AVG.			AVG.	
6SG11	64	4' - 5"	19	424.6		1' - 0"	3' - 5"	0' - 0"				0' - 11 3/4"	0' - 0"		0' - 1"	0' - 0"		3' - 6"	
		LENGTH H VARIES FROM			0' - 11 3/4"	TO	1' - 0"												
		LENGTH K VARIES FROM			0' - 0"	TO	0' - 2 1/4"												
7SG12	20	5' - 8 3/4"	14	234.6	2' - 8 1/2'	0' - 6 1/4"	2' - 6"	0' - 0"	0' - 0"			0' - 4 1/2"	0' - 0"		0' - 4 1/2"	0' - 0"			
5SG13	20	6' - 5 1/2"	S11	134.6								2' - 10"						0' - 6"	
5SG14	20	3' - 8 1/2"	1	77.4	0' - 7"	3' - 1 1/2"								0' - 5"					
4SG15	166	7' - 0"	1	776.2	0' - 6"	6' - 0"					0' - 6"			0' - 4"					
4SG16	8	3' - 5 1/4"	16	18.4	0' - 0"	0' - 0"	1' - 5"	2' - 0 1/4"				1' - 5 1/4"			1' - 5 1/4"			2' - 10 1/4"	
4SG17	19	3' - 2 1/2"	N8	40.7		0' - 9"	0' - 4"	1' - 0 1/2"	0' - 4"	0' - 9"								2' - 6 1/2"	
SUBTOTAL EPOXY BARS				26551.0	LBS THIS POUR														
WESTBOUND BEGIN APPROACH SLAB																			
5HG01	166	14' - 6"	N1	2510.5														14' - 6"	
5HG02	32	54' - 2 1/4"	N1	1808.9														54' - 2 1/4"	
5HG03	8	4' - 9"	N11	39.6		0' - 0"	0' - 0"	2' - 0"	0' - 9"	2' - 0"		1' - 5"	1' - 5"		0' - 0"	1' - 5"	0' - 0"	3' - 7"	
SUBTOTAL EPOXY BARS				4359.0	LBS THIS POUR														
WESTBOUND END APPROACH SLAB																			
5HG01	166	14' - 6"	N1	2510.5														14' - 6"	
5HG02	32	54' - 2 1/4"	N1	1808.9														54' - 2 1/4"	
5HG03	8	4' - 9"	N11	39.6		0' - 0"	0' - 0"	2' - 0"	0' - 9"	2' - 0"		1' - 5"	1' - 5"		0' - 0"	1' - 5"	0' - 0"	3' - 7"	
SUBTOTAL EPOXY BARS				4359.0	LBS THIS POUR														
WESTBOUND SLEEPER SLAB																			
5HG11	112	5' - 6"	N1	642.5														5' - 6"	
5HG12	17	54' - 2 1/4"	N1	961.0														54' - 2 1/4"	
5HG13	56	4' - 6"	17	262.8		1' - 6"	1' - 6"	1' - 6"											
SUBTOTAL EPOXY BARS				1866.3	LBS THIS POUR														
WESTBOUNDD BARRIER																			
7BG01	24	60' - 0"	N1	2943.4														60' - 0"	
7BG02	24	29' - 2 1/4"	N1	1431.5														29' - 2 1/4"	
5BG03	178	6' - 5 3/4"	13	1202.9		2' - 11 1/4"	0' - 8 3/4"	2' - 9 3/4"			0' - 0"	1' - 1 1/2"		0' - 0"	2' - 10 1/2"		0' - 7 1/2"	3' - 0 3/4"	0' - 3"
		AVG.				AVG.	AVG.					AVG.			AVG.			AVG.	
5BG04	64	6' - 5 1/4"	13	429.7		2' - 10 1/2"	0' - 9"	2' - 9 3/4"			0' - 0"	0' - 5 3/4"		0' - 0"	2' - 10"		0' - 3 3/4"	3' - 0 3/4"	0' - 3"
		LENGTH K VARIES FROM			2' - 9 3/4"	TO	2' - 10 1/2"												
		LENGTH L VARIES FROM			0' - 0"	TO	0' - 7 1/2"												
5BG05	20	5' - 1 1/2"	S11	106.8								2' - 2"						0' - 6"	
SUBTOTAL EPOXY BARS				6114.2	LBS THIS POUR														

DRAFTED BY: T. LINDO
CHECKED BY: M. YAEGER
DESIGNED BY: M. YAEGER
CHECKED BY:
DESIGN SUPERVISOR: C. SICHAK

FILE NAME = N:\19710-05-Sterling\Drawings\Structures\B2221-cpb_tbl_bar3.dgn
DATE/TIME = 12/4/2023 4:00:56 PM
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AFFIXED ON: 12/04/2023
SIGNATURE:
STAMP:

STATE OF NEW YORK
CHRISTOPHER GEORGE SICHAK
EXCELSIOR
LICENSED PROFESSIONAL ENGINEER
084524

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

REVISIONS

DATE	DESCRIPTION	BY	SYM.

NEW YORK STATE OF OPPORTUNITY. Thruway Authority

ERDMAN ANTHONY

TITLE OF PROJECT: STERLING CREEK BRIDGE REHABILITATION
LOCATION OF PROJECT: SYRACUSE DIVISION
BIN 5516091 & 5516092 MP 227.40 & MP 227.41
TITLE OF DRAWING: BAR LIST (2 OF 2)

CONTRACT NUMBER: TAS 24-5B
DATE: NOV. 2023
DRAWING NUMBER: ST-42